



DOÑA ANA COUNTY

APRIL 2025



Doña Ana County
Engineering-Road Department
Executive Summary

Meeting Date: April 22, 2025

Agenda Item Title: Resolution to adopt the Safe Streets and Roads for All Action Plan

Overview:

**STATE OF NEW MEXICO
COUNTY OF DOÑA ANA**

RESOLUTION NO. 2025-_____

Resolution on Adoption of the Doña Ana County Safety Action Plan

WHEREAS, Doña Ana County features rates of fatal and serious injury vehicle crashes above the State of New Mexico average; and

WHEREAS, transportation safety issues disproportionately affect community members who are walking and biking; and

WHEREAS, Goal One of the 2024 Strategic Plan adopted by Doña Ana County is to improve the wellness and well-being of residents, including safety benefits associated with additional trails; and

WHEREAS, Doña Ana County received a grant through the federal Safe Streets for All program to develop a Safety Action Plan that identifies infrastructure strategies and priorities to improve safety and mobility for residents and visitors on non-Interstate facilities outside of the limits of the City of Las Cruces; and

WHEREAS, the Safety Action Plan was developed based on a combination of technical data analyses and community input that resulted in a Priority Safety Network of streets and highways for improvements; and

WHEREAS, Doña Ana County commits to adopt the Vision Zero Target of the New Mexico Department of Transportation to achieve zero traffic fatalities by 2050;

NOW THEREFORE, the County Commission does hereby adopt the Safety Action Plan and directs the County Manager and relevant departments to:

- 1) Identify funding to address the priority projects identified in the plan as well as location-specific safety needs contained in the systemic treatment typologies section
- 2) Utilize the Safety Countermeasures Toolkit in the development of roadway improvement projects along the Priority Safety Network
- 3) Coordinate with NMDOT to incorporate plan recommendations into roadway improvements on NM and US highways
- 4) Pursue the development of a County-level bicycle and trail network plan that creates additional transportation options and complements that recommendations from the Safety Action Plan
- 5) Coordinate with the Mesilla Valley MPO, City of Las Cruces, Town of Mesilla, Village of Hatch, Town of Anthony, and Town of Sunland Park to pursue projects that collectively improve the safety and well-being of all residents across Doña Ana County
- 6) Coordinate with Gadsden Independent School District and the Hatch Valley School District on potential projects near educational facilities and consider the creation of Safe Routes to School programs
- 7) Pursue policy initiatives identified in the Safety Action Plan, as resources permit, relate to:
 - a. Partnerships with advocacy groups and community organizations educational and awareness campaigns
 - b. Identification of staffing resources to support safety-related initiatives
 - c. Additional studies to identify lighting needs
 - d. Application of enforcement strategies identified in the plan along the Priority Safety Network

Resolved in the Board session this 22nd day of April 2025.

**BOARD OF COUNTY COMMISSIONERS OF
DOÑA ANA COUNTY, NEW MEXICO**

Christopher Schaljo-Hernandez, District 1, Chair	For/Against
Gloria Gameros, District 2	For/Against
Shannon Reynolds, District 3	For/Against
Susana Chaparro, District 4, Vice Chair	For/Against
Manuel A. Sanchez, District 5	For/Against

ATTEST:

Amanda López Askin, Ph.D.
County Clerk

Action Requested: Adopt the Action Plan to proceed with the next steps.

ACKNOWLEDGMENTS

Doña Ana County

Angela Roberson
Bernadette Gendone
Tessa Abeyta – Sheriff's Department
Christina Ainsworth
Cindy Beakley
Dan Sambrano
Eric Crespín – Fire and Rescue
Eric Garcia
Garrett Moseley
Jonathon Almanza – Sheriff's Department
Jonathan Macias
Liz Reed
Mary Louise Pino
Mo Moabed (former)
Pauline Chacon
Rebecca Martin
Rene Molina (former) Susie Cordero
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Hilary Dutcher
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Srijana Basnyat

Elephant Butte Irrigation District

Alex Rubio

El Paso Metropolitan Planning Organization

Anne Guayante
Eduardo Calvo
Gerardo Fierro
Harrison Plourde

Mesilla Valley Metropolitan Planning Organization

Andrew Wray
Dominic Loya

New Mexico Department of Transportation

Aaron Chavarria
Andrew Guerra
Harold Love

South Central Council of Governments

Angela Rael

Sunland Park

Hector Rangel
Mario Juarez

Town of Mesilla

Nora Barraza
Russell Hernandez, Mayor

Village of Hatch

Manny Shreves-Hatch

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change.

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INTRODUCTION

WHY DOES DOÑA ANA COUNTY
NEED A SAFETY ACTION PLAN?

What is a Safety Action Plan?

Every roadway user deserves to feel safe regardless of their mode of transportation or destination, yet traffic deaths and serious injuries are taking place at an alarming rate across New Mexico and in Doña Ana County in particular. The Comprehensive Roadway Safety Action Plan aims to reduce fatal and serious injury deaths on Doña Ana County roads and is an important step towards improving safety for drivers, pedestrians, and bicyclists.

Fatal or severe crashes come at the cost of human lives. All the numbers and statistics presented in this plan represent real people with families and friends who are deeply affected by the tragic death or debilitating injury of a loved one. Doña Ana County faces a serious safety problem, and humanizing this effort helps us recognize the importance of traffic safety. We must create safer roads in our county, cities, and communities to ensure that no more lives are lost or individuals are left severely injured due to preventable crashes.

Reducing fatal or severe crashes will require support and commitment from city officials, community-based organizations, public safety departments, and the general public. The Safety Action Plan outlines the steps to achieve this goal by drawing on data-driven analysis to identify key locations across the County where roadway design changes and other interventions would have the greatest impact in reducing both the frequency and severity of crashes.

Ana County took place in the study area, two out of five fatal crashes took place in the study area. What is more, a highly disproportionate share of traffic fatalities involved pedestrians. While pedestrians were involved in only 1% of total crashes in the study area, people walking were victims in 14% of fatal crashes from 2018-2022.

Doña Ana County Crashes 2018-2022	
Overall	Study Area
21,468 TOTAL CRASHES	4,343 TOTAL CRASHES
100 FATAL CRASHES	42 FATAL CRASHES
29% OF FATAL CRASHES INVOLVED PEDESTRIANS	14% OF FATAL CRASHES INVOLVED PEDESTRIANS

Why Safe Streets Matter

Traffic deaths and serious injuries are taking place at an alarming rate across New Mexico and the US. Between 2018-2022, there were more than **21,000** crashes across Doña Ana County. While most of those crashes took place on the Interstates and within the City of Las Cruces, which are excluded from the study area, there were more than 4,300 crashes in the Safety Action Plan study area. **A total of 100 people lost their life in crashes in Doña Ana County from 2018-2022, including 42 in the study area.** This means that while only one out of five total crashes in Doña

Plan Study Area

The Safety Action Plan focuses on Doña Ana County, excluding I-10, I-25, and US 70 and the City of Las Cruces. Interstates and US 70 are excluded in order to focus on multi-modal safety for all road users — motorists, pedestrians, bicyclists, and others.

While this effort was led by Doña Ana County, the plan includes analysis in the incorporated communities of Anthony, Hatch, Mesilla, and Sunland Park and provides tools and resources that these jurisdictions can use to pursue projects at the local level. (The City of Las Cruces received a grant in 2024 to pursue its own Safety Action Plan to begin in late 2024.) As many of the roadways within the study area are owned and maintained by the New Mexico Department of Transportation (NMDOT), NMDOT served as an integral partner in the plan development process.

This comprehensive approach recognizes that travel across Doña Ana County is not limited to individual jurisdictions and ensures that issues can be identified at a systemic level that may not be apparent when looking at individual communities or roads in isolation.

POPULATION AND SOCIOECONOMIC CHARACTERISTICS FOR THE DOÑA ANA COUNTY SAFETY ACTION PLAN STUDY AREA	
Population In Study Area	108,176
Population That Is Hispanic/Latino	74.4%
Population Below Poverty Level	22.5%
Median Household Income	\$56,279
Speak Language Other Than English At Home	58.6%
Speak English Less Than “Very Well”	24.7%

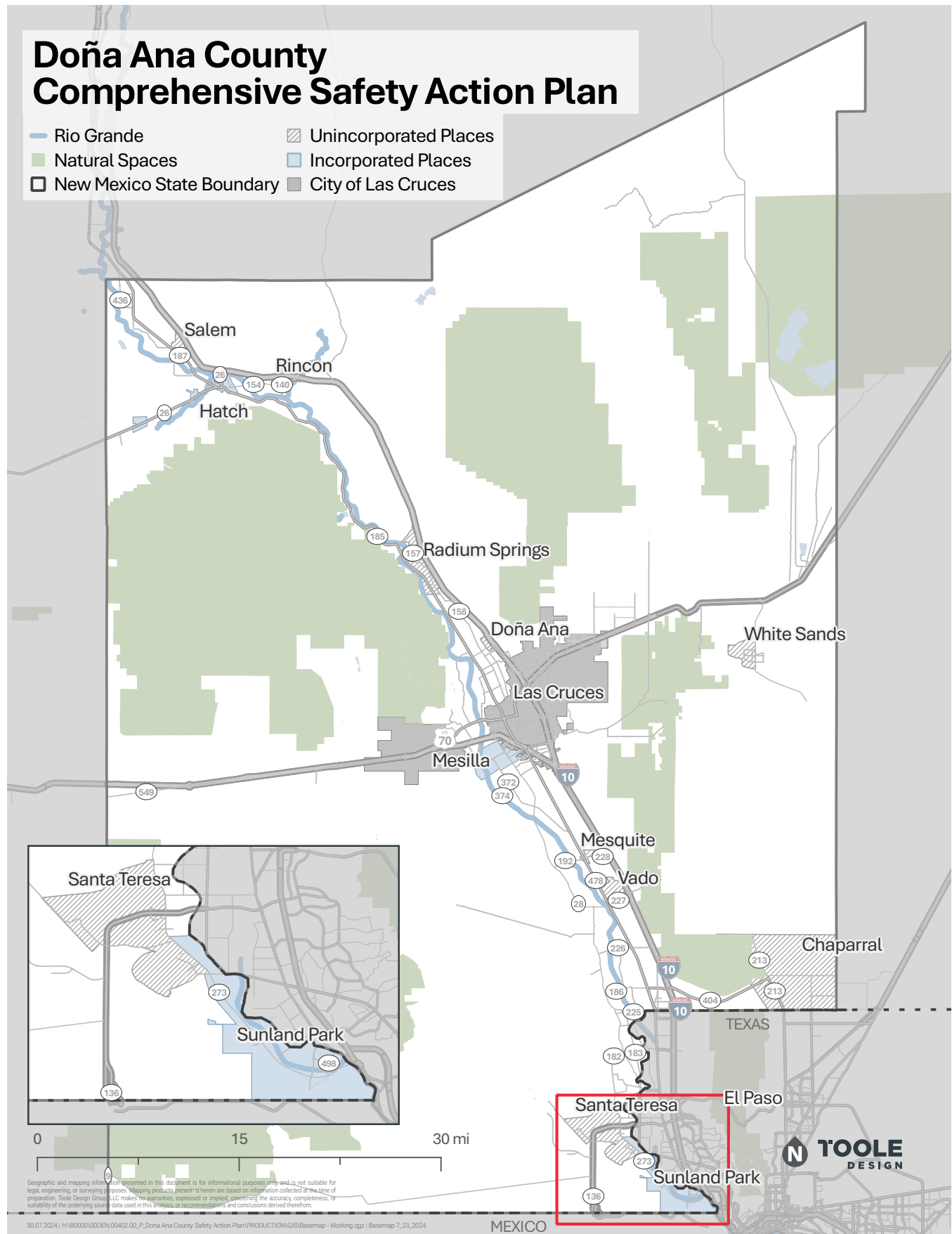
**NM AVERAGE IS 17.6%; US AVERAGE IS 11.1%*

SOURCE: 2020 DECENNIAL CENSUS (POPULATION AND ETHNICITY DATA; 2023 5-YEAR AMERICAN COMMUNITY SURVEY DATA)



THE STUDY AREA FOR THE SAFETY ACTION PLAN INCLUDES INCORPORATED TOWNS SUCH AS HATCH AND SMALL RURAL COMMUNITIES SUCH AS SAN MIGUEL

MAP 1 DOÑA ANA COUNTY COMPREHENSIVE SAFETY ACTION PLAN STUDY AREA



Plan Purpose & Benefits

Comprehensive strategies are needed to address roadway safety, ranging from physical investments in local infrastructure to enforcement strategies to educational policies and programs. By establishing clear priorities and investment strategies that incorporate both specific roadway project recommendations as well as systemic safety strategies, this safety action plan aims to create safer transportation infrastructure throughout Doña Ana County.

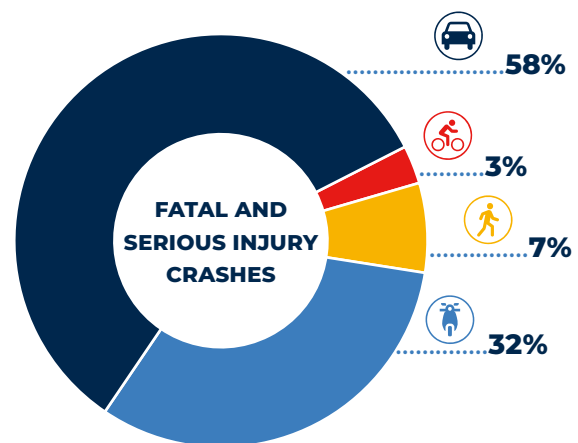
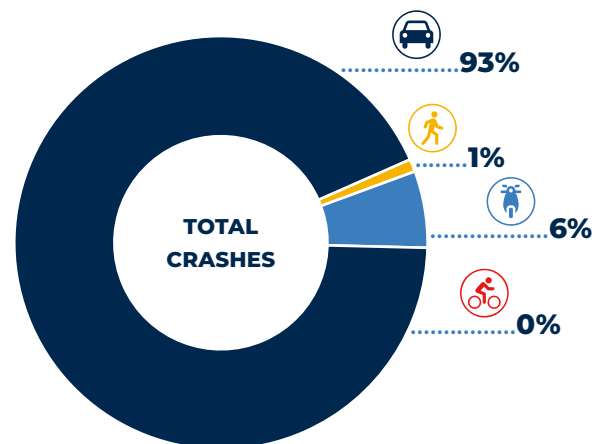
Concrete Strategies for Addressing Safety Issues

The plan utilizes a data-driven approach to understand crash patterns and identify and prioritize location-specific roadway improvements. Safety improvement strategies – also referred to as countermeasures – range from major changes to the roadway design, such as roundabouts, to signage and striping that have meaningful but more subtle effects on driver behavior. Physical countermeasures are complemented by policy recommendations and enforcement strategies that will collectively support the plan’s goal of reducing fatalities and serious injuries on Doña Ana County roads.

Focus on Vulnerable Road Users

The Safety Action Plan evaluates the needs of all roadway users, including people walking, biking, and driving. While much of the study area is rural and residents in Doña Ana County primarily rely on private vehicles for transportation, modest household income levels and a significant number of households with limited access to vehicles highlight the need to consider the most vulnerable road users. Creating safe alternatives to personal motor vehicle travel is also essential for promoting mobility and ensuring that all community members can navigate the region safely.

The term vulnerable user primarily refers to people walking and biking, but also includes older adults, children, and people with disabilities. Humans are vulnerable—our bodies have physical limits when it comes to withstanding collisions – and pedestrians and bicyclists are at much higher risk of serious injury or fatality when a crash occurs. ***Bicyclists and pedestrians are involved in only about 1% of total crashes in the study area, but about 20% of fatal crashes.*** It is therefore crucial that roads are designed with these outcomes in mind, in part because focusing on the safety of vulnerable road users inherently makes the streets safer for all, including motorists.



Data from 2018-2022

Secure Funding to Implement Change

The Safe Streets for All (SS4A) grant program was specifically established to fund safety action plans and the implementation of projects that address safety issues. While safety action plans are a means of establishing the need for roadway improvements and identifying specific project priorities, a qualifying safety action plan is also required for jurisdictions to apply for SS4A implementation grants and other federal funds.

Co-Benefits of Safer Streets

Addressing traffic safety is not just important for the health and wellbeing of Doña Ana County residents and visitors; roadway investments that create safer conditions also support economic development and quality of life objectives. Major co-benefits to improved roadway safety include:

- Greater access to jobs and services
- Better-connected communities through networks of multi-use trails
- Increased outdoor recreation and tourism
- Improved public health outcomes
- Reduced costs and loss of productivity related to crashes and medical care

Safe System Approach

The Safe System Approach recognizes that human error on public roads is inevitable, but any loss of life or serious harm resulting from the transportation system is unacceptable and can be prevented. This approach emphasizes the importance of strong governance, effective planning, and safe road design as essential components in the mission to proactively reduce serious injuries and fatalities on roadways.



Principles of a Safe System Approach

This approach involves creating a transportation system that encourages safe and responsible driving behaviors, designing roads to account for human mistakes, and promoting safer speeds through enforcement and targeted education. The Safe System Approach also highlights the role that vehicle safety features play in preventing crashes, as well as the need for rapid access to emergency medical care.

Death and Serious Injury is Unacceptable: The Safe System Approach prioritizes the prevention of crashes that lead to fatalities and serious injuries.

Humans Make Mistakes: While people will inevitably make mistakes that may contribute to crashes, the transportation system can be designed to minimize the risk of death and serious injuries when a crash occurs.

Humans Are Vulnerable: Human bodies have inherent physical limits when it comes to withstanding crash forces, making it essential to design a transportation system that prioritizes human needs and accounts for these vulnerabilities.

Responsibility Is Shared: All stakeholders, from transportation users and managers to vehicle manufacturers and advocacy groups, play a crucial role in ensuring that crashes do not result in fatalities or serious injuries.

Safety Is Proactive: Proactive measures should be implemented to identify and address safety issues in the transportation system, rather than simply reacting after a crash occurs.

Redundancy Is Crucial: To effectively reduce risks, all components of the transportation system must be reinforced, ensuring that if one element fails, others remain in place to safeguard individuals.

Applying the Safe System Approach in Doña Ana County

It is important to recognize that not all elements of the Safe System Approach can be addressed effectively at the local level. For example, safe vehicles are primarily a function of federal policy and the designs and technology applied by the auto industry, while post-crash care involves emergency responders and medical practitioners. However, there are various strategies and national best practices for implementing the Safe System Approach that can be applied in Doña Ana County.

- **Data-driven Analysis:** Safety Action Plans utilize a data-driven approach to understand the crash types and high-risk locations and apply best practices in road redesign to address the causes of fatal and serious injury crashes. This information can be used to inform the allocation of resources from roadway investments, including countermeasures that can be applied in the near-term and enforcement efforts.
- **Separate Spaces for Users:** Streets should be designed to ensure adequate physical distance or protective barriers between different modes of transportation. This approach minimizes the risk of crashes resulting in serious injuries, particularly for vulnerable road users such as pedestrians and bicyclists.

- **Enhancing Visibility and Awareness:** To enhance the ability of street users to see and be seen, particularly in high-risk areas, several strategies can be implemented. Improving street lighting and installing enhanced pedestrian crossings, such as rectangular rapid flashing beacons (RRFB), can significantly boost visibility. Incorporating rumble strips can also raise motorist awareness when vehicles drift out of their lane.
- **Reducing Speeds for Safety:** Managing vehicle speeds is crucial for improving the likelihood of survival in the event of a collision. Excessive speeding is dangerous for all roadway users, though the risk of fatality for vulnerable road users is particularly dramatic as speeds rise. For example, nearly three quarters of pedestrians are likely to be fatally or seriously injured when struck by a vehicle traveling 40 MPH, compared to 13 percent of pedestrians when vehicles are traveling 20 MPH. Effective measures should focus on enforcing speed limits and implementing strategies to prevent speeding.
- **Minimizing Impact in Crashes:** Lowering the kinetic energy generated during collisions helps increase the survival rate of crashes. Techniques such as roundabouts ensure that when crashes do occur, the force involved is less dramatic, while redesigning intersections to force slower turns can also better manage conflict zones.
- **Separating Users in Time:** In locations where multiple transportation modes share the same space, such as intersections, implementing time-based separation can significantly reduce potential conflicts. An example of this is leading pedestrian intervals (LPIs) that allow people crossing to enter the street before motor vehicle traffic begins to move, thus increasing visibility.



Source: Tefft, B.C. Impact speed and a pedestrian's risk of severe injury or death. *Accident Analysis & Prevention*. 50. 2013.

Plan Development Process

The Safety Action Plan was developed through a robust process based on comprehensive data analysis, stakeholder engagement, a review of relevant plans and policies, consideration of best practices in safe roadway design, and a hands-on approach to project identification that involved site visits and interactive work sessions. Key phases in the Doña Ana County Safety Action Plan development process are outlined in Table 1.

TABLE 1 PHASES IN THE DOÑA ANA COUNTY SAFETY ACTION PLAN DEVELOPMENT PROCESS

PHASE	DESCRIPTION
Data Analysis (Summer 2024)	A thorough review of crash data and roadway conditions across Doña Ana County to understand the locations and sources of fatal and serious injury crashes that occurred over the most recent five-year period for which data is available (2018-2022). Analysis included county-wide trends, locations with high rates of documented fatal and serious injury crashes, as well as roadways across Doña Ana County that have the conditions associated with high crash risk.
Phase I Community Outreach (Summer – Fall 2024)	The initial phase of outreach included a total of five formal public meetings/open houses and four pop-up events across Doña Ana County and focused on general project awareness and identifying locations with perceived safety issues.
Safety Countermeasures & Project Identification (Fall 2024)	Based on the patterns and locations of crashes identified in the data analysis phase, the project team developed a series of products to guide plan implementation and project development, including a Priority Safety Network and a Safety Countermeasures Toolkit. More detailed engineering analysis was performed on priority corridors to identify near-term priority projects.
Phase II Outreach (Winter 2025)	A second phase of outreach focused on educational and informational materials on the need for changes in infrastructure and driver behavior to address roadway safety challenges.
Final Plan and Next Steps (Early 2025)	Analyses and recommendations were compiled into a final Safety Action Plan that positions Doña Ana County to apply for major federal infrastructure grants through Safe Streets for All and other programs.



Key Plan Products

The Safety Action Plan identifies both tangible projects that Doña Ana County should prioritize for near-term implementation and tools that the County and partner agencies can use to develop future projects and address roadway safety issues in a systematic way. Key products from the Safety Action Plan are listed below. Detailed summaries of the various technical analyses performed as part of the Safety Action Plan are included in the Appendix, along with results of public engagement efforts.

- **Priority Safety Network:** A network of corridors where Doña Ana County and partner agencies should prioritize roadway design improvements and enforcement efforts. The Priority Safety Network is based on locations with the highest observed rates of crashes, roadways that feature design characteristics associated with high crash risk, and input from the initial round of community engagement on locations where community members feel unsafe. The Priority Safety Network is comprised of only 2% of roadway miles in the study area, but corridors along the network experience 42% of all serious injury and fatal crashes from 2018-2022.
- **Safety Countermeasures Toolkit:** An inventory of techniques and design treatments aimed at mitigating road safety issues and preventing severe and fatal crashes in different contexts across Doña Ana County. The Toolkit specifically supports the strategies and recommendations of the Safety Action Plan, though the Toolkit may also be used by partner agencies in the development of roadway safety improvement projects.
- **Systemic Treatment Typologies:** An inventory of locations and potential treatments for four sets of common safety issues observed across Doña Ana County. Typologies include rural highway t-intersections, four-way rural highway intersections, highway curves, and conflicts associated with highways passing through populated areas (i.e., rural development areas).
- **Priority Project Profiles:** Detailed project information for seven critical corridors and locations along the Priority Safety Network. The project profiles identify both short and long-term improvements based on a review of crash data, existing roadway conditions and design characteristics, and field observations.
- **Enforcement and Policy Recommendations:** A series of recommendations that Doña Ana County can use to complement roadway design improvements, such as enforcement efforts and policies that promote safe driving behavior and long-term implementation of the Safety Action Plan.

42%

OF SEVERE CRASHES

29

COUNTERMEASURES

4

SAFETY TYPOLOGIES

7

PROJECT PROFILES

02

ROADWAY SAFETY CONTEXT

**WHAT ARE THE SAFETY ISSUES IN
DOÑA ANA COUNTY TODAY?**

Overview

Understanding crash patterns and locations with unsafe conditions informs roadway design and programmatic improvements to roadway traffic safety. The Safety Action Plan applied three types of analyses to understand the current roadway safety context in Doña Ana County.

- **Descriptive Crash Analysis:** A comprehensive review of the types of crashes and contributing factors to identify countrywide trends and issues.
- **High Injury Network:** A data-driven network of corridors with the highest concentrations of fatal and serious injury crashes, based on observed data from 2018-2022.
- **High Risk Network:** The collection of roadways across the Safety Action Plan study area – identified through predictive analysis – with conditions associated with high concentrations of crashes.

General observations and issues were also identified through field visits, stakeholder discussions, and public engagement. In addition, a review of recent plans and projects demonstrate policy support for safety-related initiatives and recent successes across Doña Ana County.

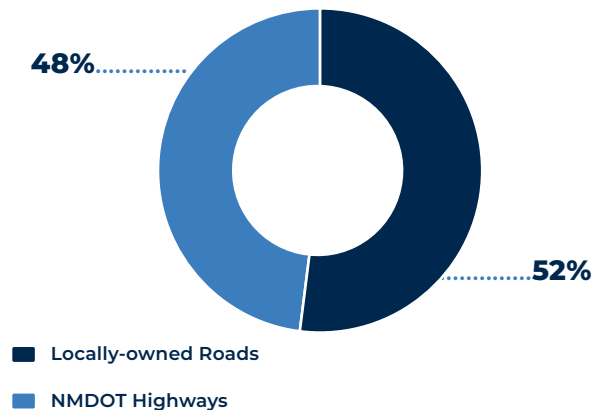
Descriptive Crash Analysis

Overview

The descriptive analysis summarizes crash data at the county-level, though analysis focuses primarily on the study area for the Safety Action Plan (i.e., non-Interstate roads and highways outside of the municipal boundaries for the City of Las Cruces). Of the 4,343 crashes in the study area from 2018-2022, 2,280 (52%) took place on non-NMDOT roads (i.e., County roads and roads maintained by local jurisdictions), while 2,063 (48%) occurred on NMDOT roads (i.e., US and NM highways).

The following section highlights key findings from the descriptive crash analysis, with a focus on **severe crashes**, also referred to as KSI (indicating someone

was *killed or seriously injured*), and crashes involving **vulnerable users** (i.e., bicyclists and pedestrians). The full methodology and results of the Descriptive Crash Analysis can be found in **Appendix A**.



Key Findings from Crash Data Analysis

Severe Crashes by Year: The total number of KSI crashes fluctuated from 2018-2022, from a low of 24 total KSI crashes in 2019 to a high of 39 KSI crashes in 2021.

Injury Severity: On average, 8.4 crashes per year in the study area resulted in a fatality and 21.4 crashes per year resulted in a serious injury.

KSI crash refers to an incident in which at least one person was killed or seriously injured in a crash involving a motor vehicle.

KSI Crashes by Mode:

- **Pedestrians:** Pedestrian-involved crashes accounted for less than 1% of total crashes, but 5% of all serious injury crashes and 14% of all fatal crashes. Over the five-year period from 2018-2022, there were 36 pedestrian-involved crashes, including six that resulted in a fatality and five that resulted in a serious injury, meaning 30% of pedestrian-involved crashes can be classified as KSI.

- **Bicyclists:** Bicyclist-involved crashes accounted for under 0.5% of total crashes, but 2% of all serious injury crashes and 5% of all fatal crashes. There were 13 bicyclist-involved crashes in the years analyzed, two of which resulted in a fatality and two that resulted in a serious injury, meaning 15% of bicycle-involved crashes can be classified as KSI.
- **Motor Vehicles:** Motor vehicle crashes accounted for 99% of all crashes and 90% of all KSI crashes. From 2018-2022, there were 4,294 motor vehicle-only crashes, including 34 fatal crashes and 100 serious injury crashes, meaning 3% of motor vehicle only crashes can be classified as KSI.

Leading KSI Collision Type: Crashes involving another motor vehicle produced the highest number of KSI crashes in Doña Ana County, accounting for 35% of all KSI crashes. Non-collision crashes (e.g., crashes that involved vehicles overturning or rolling over) were the second highest collision type, comprising 25% of all KSI crashes.

Environmental Characteristics

Weather and Road Conditions: About 91% of KSI crashes occurred in clear conditions, meaning factors other than weather and slick driving surfaces were involved in the vast majority of KSI crashes.

Hour of the Day: KSI crashes from 2018-2022 in Doña Ana County increased after noon, peaked at 2 PM, and remained high from 2 PM to 8 PM, with another peak at 7 PM during the evening commute. An additional increase in KSI crashes took place around 2 AM.

Lighting Conditions: Though most vehicle trips across Doña Ana County take place during daylight hours, only about half of KSI crashes occurred during these times. By contrast, a substantial percent of KSI crashes occurred in dark conditions (38%).

More than half (56%) of pedestrian-involved and exactly half (50%) of bicyclist-involved KSI crashes occurred at nighttime, while 43% of vehicle-only KSI crashes occurred at nighttime.

TABLE 2 SUMMARY OF CRASHES BY TYPE AND JURISDICTION

	DOÑA ANA COUNTY	CITY OF LAS CRUCES (NON-INTERSTATES)	INTERSTATES AND FRONTAGE ROADS	SAFETY ACTION PLAN STUDY AREA
Total Crashes	21,468	15,125	2,000	4,343
Fatal Crashes	100	39	19	42
Serious Injury Crashes	297	148	42	107
Killed and Serious Injury (KSI) Crashes	397	187	61	149
Non-Severe Injury Crashes	6,413	4,473	596	1,344
Non-Injury Crashes	14,955	10,613	1,385	2,957
Pedestrian-Involved Crashes	227	175	16	36
Bicyclist-Involved Crashes	153	140	0	13

High Injury Network

The High Injury Network (HIN) identifies the corridors in Doña Ana County that experienced the greatest concentrations of severe crashes from 2018-2022. It is important to note that the HIN is based on observed crashes and does not include the full extent of corridors with real or perceived safety concerns.

The HIN represents less than 12% of total miles of collector and arterial roads across the study area, but 32% of total crashes and 38% of KSI crashes. See Figure 1 for the composite HIN for all modes for the Doña Ana County Safety Action Plan study area. The full methodology and High Injury Networks for individual modes can be found in **Appendix C**.

High Risk Network

The High Risk Network (HRN) complements the HIN by identifying roadways with the conditions associated with elevated risks of severe crashes. Whereas the HIN is based on observed crashes, the HRN is a predictive analysis based on a combination of roadway attributes and socioeconomic factors, and can be used to proactively address safety risks.

The HRN assigns a tier to each roadway (Critical, High, or Medium) for all modes; see *Map 2* for the composite HRN for all modes across the Safety Action Plan study area. The full methodology and results of the High Risk Network for individual modes can be found in **Appendix C**.

The roadways along the HRN contains about 82% of the total crashes and 73% of KSI crashes, but comprise only about 8% of the roadway miles. The HRN for all modes generally consists of roadways of higher functional class (i.e., arterial and collector roads) in areas with higher unemployment rates and higher percentages of populations below the poverty line.

Factors applied in the development of the

HRN include:

- Roadway functional class
- Posted speed limit (MPH)
- Urban/rural roadway setting
- Daily traffic volumes
- Demographic data
- Land use context
- Demographics
 - Share of households without access to a motor vehicle
 - Unemployment rate
 - Share of households with Limited English Proficiency



NM 28 IS A SCENIC DRIVING ROUTE AND IS POPULAR WITH BICYCLISTS, THOUGH CONDITIONS ALONG THE CORRIDOR POSE SAFETY RISKS.

High Injury Network - All Modes

Legend:

- High Injury Network
- Rio Grande
- Natural Spaces
- New Mexico State Boundary
- Unincorporated Place
- Incorporated Place
- City of Las Cruces

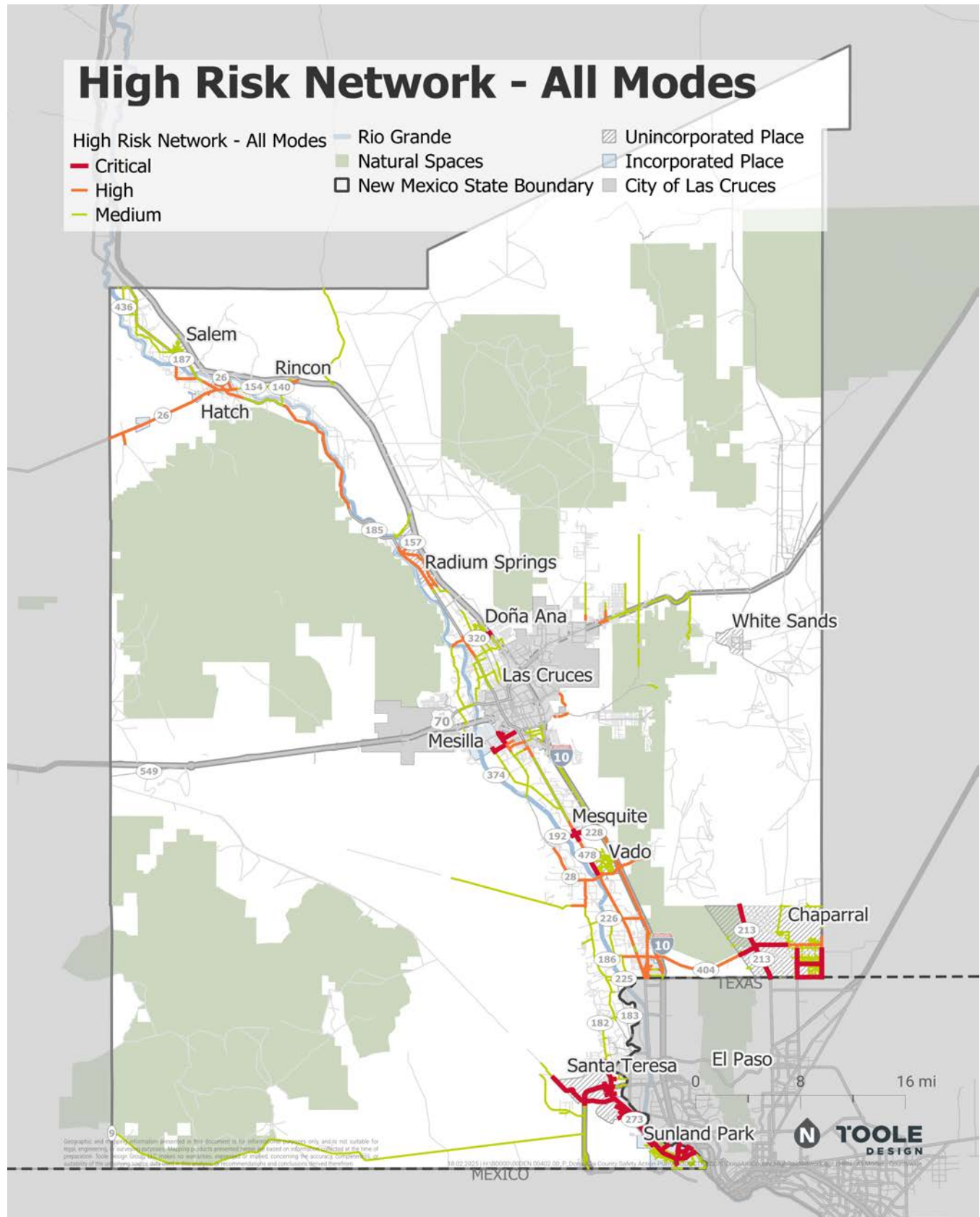
Corridor	Route	To/From
1	Dona Aña Road	Las Cruces City Limits to Copa Ln
2	Dripping Springs Road	Soledad Canyon Rd to La Cueva Picnic Area
3	Las Alturas Drive	Tellbrook Rd to 1.3 mi south of Peter Hurd Rd
4	NM 28	Vajilo Ln to Rio Grande Bridge
5	NM 228	NM 28 to Stern Dr
6	NM 28/NM 189	Bellman Ave to NM 478
7	NM 478	NM 460 to Six Mile Rd
8	NM 28	Kriegel Rd to NM 189
9	Harding Road	Three Saints Rd to NM 478
10	NM 460	West Frontage Rd to East Ohara Rd
11	NM 404	NM 478 to I-10 ramp
12	Church Street	North 4th St to West Frontage Rd
13	NM 213	State Line Dr to NM 404
14	McCombs Drive	State Line Dr to East Lisa Dr
15	NM 136	Airport Rd to Texas Border
16	NM 273	Texas Border to Gardner Rd
17	Airport Road	NM 136 to NM 273
18	NM 498	US/Mexico Border to NM 273
19	Posey Road/Sunland Park Drive	NM 498 to Texas Border

0 10 20 mi

TOOLE DESIGN

18.03.2025 (14180000700067400402) (D:\P\Donna Ana County Safety Action Plan\PRODUCTION\010\Basemap - Working_2024_10_21.apx) Countywide HN - All Modes

MAP 3 HIGH RISK NETWORK FOR DOÑA ANA COUNTY STUDY AREA – ALL MODES



General Observations & Issues

In addition to a quantitative, data-based review of crashes and roadway safety, the Project Team catalogued general observations and issues across Doña Ana County through field observations and discussions with stakeholders such as County staff and law enforcement. The following issues were highlighted from this process:

- **Excessive speeding:** Drivers exceeding the posted speed limit.
- **Driving while intoxicated (DWI):** Drivers operating vehicles while under the influence of drugs and alcohol.
- **Distracted driving:** Where a driver's attention is diverted from the road by another activity
- **Two-way stop intersections:** Traffic safety issues at intersections with stop controls only on the minor approach.
- **Issues at curves:** High rates of crashes and/or risky behavior among drivers while navigating curves.
- **Lack of pedestrian infrastructure:** Limited crossing opportunities or sidewalks along roads that connect communities and destinations together.
- **Lack of shoulders along roads:** Limited opportunities for bicycling or for places for motorists to pull over.
- **Run-off the road crashes:** Crashes that occur when drivers leave the paved roadway, often due to loss of control and collision with a roadside object.

Plan & Policy Review

Doña Ana County, NMDOT, and local and regional agencies have developed a range of plans and policies that directly relate to roadway safety. This planning effort is informed by the plans described in *Table 3*. A full review of plans and policies is contained in **Appendix D**.

TABLE 3 SAFETY CONSIDERATIONS FROM KEY LOCAL, REGIONAL, AND STATEWIDE PLANS

PLAN	KEY POLICIES AND SAFETY CONSIDERATIONS
KEY LOCAL AND REGIONAL PLANS	
Viva Doña Ana Initiative (2015)	Series of community and corridor plans that prioritize the creation of additional transportation options and improving roadway safety by managing conflicts with heavy vehicles and implementing bike lanes and trails.
Dona Ana County Comprehensive Plan (2015)	Identifies safety as a goal and recommends using safety as a criterion for determining whether to accept new roads into the County network.
Rio Grande Trail Master Plan (2018)	Identifies more than 100 miles of trail alignment through a combination of urban, semi-urban, and rural contexts. Trail segments would offer safe and low-stress alternatives for traveling along highways across the County.
Las Cruces Safe Routes to Schools Master Plan (2019)	Identifies educational and design-related recommendations to create safer conditions for students and staff to walk and bike to schools in the greater Las Cruces area, including safety education programs and walk audits to diagnose infrastructure improvements.
Mesilla Valley MPO Mobility 2045 Plan (2020)	Prioritizing safety for all users, especially the most vulnerable users (pedestrians, bicyclists), is identified as a core principle. The plan recommends that all new thoroughfares include bikeways and that all regionally significant projects must indicate how they will address regional safety targets.
KEY NMDOT PLANS	
Statewide Prioritized Bicycle Network Plan (2018)	Identifies priority bikeway tiers for all NM and US highways across the state and provides design guidance based on the surrounding roadway context. Bikeway enhancements are to be incorporated into regular NMDOT roadway improvement projects.
New Mexico Pedestrian Safety Action Plan (2021)	Identifies strategies and policies to reduce fatal and severe pedestrian crash outcomes at the state level, including greater use of pedestrian hybrid beacons, pedestrian-friendly street designs, and improved driver education, among other programs.
Highway Safety Plan (2023)	Triennial plan from the NMDOT Traffic Safety Division that identifies behavioral and enforcement strategies to reduce severe crashes on NMDOT-owned highways. The HSP includes a performance plan, countermeasure strategies, key projects, and potential funding sources.
Vulnerable Road User Safety Assessment (2023)	Includes an assessment of crashes involving non-motorized modes and maps a statewide High Injury Network. Provides a guide for the selection of safety countermeasure based on the roadway context.
Strategic Highway Safety Plan (2024)	Establishes safety goals, objectives, strategies, and performance metrics to reduce fatal and severe injury crashes. The plan is organized around the “4Es of transportation planning” – engineering, education, enforcement, and emergency medical services – and fulfills federal requirements as part of the Highway Safety Improvement Program.
Complete Streets Strategic Plan (2025)	Provides state-level guidance for incorporating Complete Streets considerations throughout NMDOT-led projects, including analyses related to pedestrian, bicycle, and general safety needs.

Recent Projects & Successes

Doña Ana County and partner agencies have been making progress on improving roadway safety over the past few years by implementing key infrastructure projects. Noteworthy projects are highlighted below.

NM 213 and NM 404

NMDOT recently implemented a roundabout at the intersection of NM 213 (War Road) and NM 404 (Ohara Road) to manage speeds and conflicts. The intersection experienced a total of 39 crashes from 2018 to 2022 and 1 KSI crash. NMDOT reports a major reduction in crashes as a result of the project.

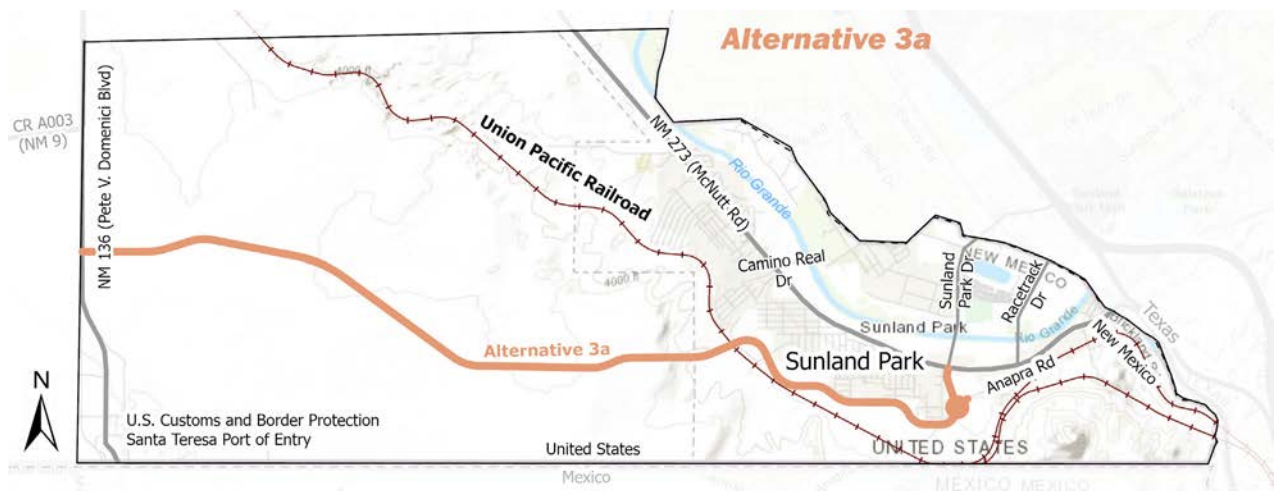
Improvements along NM 404 between I-10 and NM 213 (War Rd) include a raised median, rumble strips, guardrail, and wide shoulders, and a multi-use trail between Anthony Dr and Stern Dr.

Snow Rd / NM 28 intersection

After multiple fatal crashes took place at this intersection in a short period of time in 2024, the Doña Ana County responded through a series of traffic safety improvements, including advanced warning signage and stop signs with flashing beacons. (The intersection also experienced six KSI crashes from 2018 to 2022.) The Safety Action Plan proposes additional safety countermeasures at this location as part of the project profile for NM 28 (see Chapter 4: Recommendations).

Border Highway

The Border Highway is an eight-mile new roadway between NM 136 and NM 273 that will connect the border crossing at Santa Teresa with Sunland Park and will be complemented by improved connections to I-10. The project is likely to make the Santa Teresa crossing more appealing to commercial traffic and will help reduce conflicts among heavy trucks and other road users both along NM 136 and through the City of El Paso. The long-term design for the highway also includes a multi-use trail – a further example of improving safety by separating users in space



PROPOSED ALIGNMENT FOR BORDER HIGHWAY. SOURCE: BOHANNAN HUSTON

Thorpe Road (NM 320)

NMDOT is evaluating safety needs and developing recommendations for Thorpe Rd (NM 320) from Barela Drive to the I-25 interchange in the community of Doña Ana. The project is noteworthy as Thorpe Road is part of the HIN (and the Priority Safety Network discussed in Chapter 4: Recommendations) due to the high rates of observed crashes. Potential improvements include pavement rehabilitation, intersection improvements, access control to reduce conflicts around the commercial area near the I-25 interchange and El Camino Real Road, and sidewalk improvements to meet Americans with Disability Act requirements.



NARROW ROADWAY CROSS SECTION ALONG THORPE ROAD IN DOÑA ANA

County-Led Multi-Use Trail Projects

The Community Development Department has led the implementation of several multi-use trail projects in unincorporated areas of Doña Ana County. Referred to as the “Connectivity Project Initiative” and identified in the Comprehensive Plan, the series of multi-use trails address the need and demand for pedestrian facilities and increased transportation options across the County. The multi-use trails provide critical connections to schools and community destinations and are located in places with low median household incomes that did not have sidewalks. Multi-use trail projects are summarized in Table 4.

TABLE 4 MULTI-USE TRAIL PROJECTS LED BY DOÑA ANA COUNTY

LOCATION	PROJECT DETAILS & BENEFITS
Chaparral • Lisa Drive • Paseo Real Drive • County Line Road	• Collection of trails represents the foundation for a comprehensive network of multi-use trails alongside major roads in Chaparral. • The trail along Lisa Drive provides direct access to Chaparral Elementary School and Chaparral Middle School. • Additional multi-use trails are in design along Amparo Road and McCombs Road.
Doña Ana • Elks Drive	• Provides circulation through the community of Doña Ana along a low-stress facility.
Santa Teresa • Airport Road	• Provides multimodal access to Santa Teresa High School.

03

COMMUNITY & STAKEHOLDER ENGAGEMENT

**WHAT DID COMMUNITY MEMBERS
AND STAKEHOLDERS HAVE TO SAY?**

Engagement Overview

Community Engagement Approach

The development of the Safety Action Plan included multiple phases of community engagement that blended in-person and online strategies to gather input. The Project Team provided key materials in English and Spanish and ensured that staff fluent in Spanish were present at all major events.

Key engagement strategies included:

- **Project website:** A dedicated [website](#) contained general project information, draft materials, and contact information. The website also hosted the [online interactive map](#) used in the initial phase of engagement.
- **Open houses and pop-up events:** In-person events during each phase of the project allowed community members and stakeholders to engage with the Project Team and provide direct input.
- **Educational materials:** The Project Team developed brochures and other informational items to educate the public on roadway safety issues in Doña Ana County and strategies for addressing those issues.
- **Stakeholder outreach:** The Project Team convened a Stakeholder Safety Committee and conducted targeted interviews to understand local agency needs and opportunities.

Phases of Community Engagement

Community engagement for the Doña Ana County Safety Action Plan took place across two phases:

- **Phase I** focused on gathering information and identifying locations with perceived safety issues.
- **Phase II** focused on sharing draft project recommendations and distributing educational safety material

TABLE 5 COMMUNITY ENGAGEMENT PHASES AND KEY CONSIDERATIONS

PHASE	APPROACH AND CONSIDERATIONS
I. Information gathering and safety issue identification <i>Summer 2024</i>	Content: Project overview; general safety issues; input on locations of safety concern Outreach Strategies: Four open house events; five advertised pop-up events; interactive map to solicit input on areas with safety concerns
II. Recommendations and safety education <i>Winter 2025</i>	Content: Plan recommendations and safety tools; priority project identification Outreach Strategies: Three pop-up events; educational and informational materials (for immediate and future distribution)

Stakeholder Safety Committee

The Stakeholder Safety Committee was comprised staff from various public sector agencies and organizations across the County and met three times during the plan development process. Committee members were asked to advise on overall plan priorities and outreach strategies and to provide input on areas of safety concern and potential countermeasures.

TABLE 6 STAKEHOLDER SAFETY COMMITTEE MEETINGS AND KEY CONTENT

DATE	KEY CONTENT AND CONSIDERATIONS
1. May 7, 2024	• Project overview • Role of Stakeholder Safety Committee • Potential methods for community engagement • Safety issues and local agency priorities
2. August 15, 2024	• Overview of crash types and patterns across Doña Ana County • Preliminary results of data-driven crash analyses • Feedback on potential safety countermeasures • Input on priority locations and understanding sources of crashes
3. February 12, 2025	• Review of key plan products and recommendations, including Priority Safety Network, Priority Project Profiles, and Safety Countermeasures Toolkit • Educational materials and ongoing role of local officials and staff in roadway safety

- Education programs are important but are a long-term strategy for addressing driver behavior; however, short-term changes to address safety are needed.
- Private roads present a variety of challenges related to enforcement, data collection, and addressing road design needs.
- There is a willingness to pursue more transformative projects, such as roundabouts in both rural and urban areas, to address critical issues such as speeding.



PARTICIPANTS WERE ASKED “WHAT DO THE WORDS ‘ROADWAY SAFETY’ MEAN TO YOU?” THIS WORD CLOUD WAS GENERATED DURING THE INITIAL STAKEHOLDER SAFETY COMMITTEE MEETING.

General Takeaways and Common Themes

Key themes that were identified by the Stakeholder Safety Committee include:

- Major traffic safety issues include distracted driving, excessive speeding, and limited infrastructure for vulnerable road users, including lack of sidewalks and shoulders.
- Community members often relate a desire for traffic calming in residential areas.
- Narrow shoulders limit space for traffic enforcement and create hazards when a driver needs to pull over due to mechanical issues.
- Limited funds for maintenance and operations can create long-term safety issues, such as keeping striping fresh.

Stakeholder Safety Committee Participants

- City of Las Cruces
- Doña Ana County
 - Community Development
 - Public Works
 - Sheriff’s Department
- El Paso MPO
- Las Cruces Public Schools
- Mesilla Valley Metropolitan Planning Organization (MVMPO)
- MVMPO Bicycle and Pedestrian Advisory Committee Members
- NMDOT
- Town of Mesilla
- Village of Hatch

Outcomes from Phase 1

Input from the initial phase of outreach focused on identifying locations with perceived safety issues. This input directly informed the development of key plan products and recommendations, including the Priority Safety Network and the types of countermeasures recommended for roads across Doña Ana County.

Interactive Online Map Results

The primary mechanism for gathering input was an interactive online map that allowed community members to indicate specific locations where they felt unsafe biking, walking, or driving; locations where they felt safe biking, walking, or driving; and an option to share additional comments. Participants were also asked to indicate the reason they felt safe or unsafe in a particular location. The interactive online map was complemented by in-person workshops and pop-up events where community members could place stickers on large-scale paper maps. The project team manually entered these comments into the online platform to create a composite inventory of locations of safety concern.

To ensure input and participation from all communities across Doña Ana County, the Project Team conducted targeted in-person outreach, distributed flyers, and posted announcements on social media and a range of newsletters and public forums. The survey received a total of 456 comments, with about half of those comments identifying locations where participants feel unsafe driving (see Table 3).

TABLE 7 TYPE OF INPUT RECEIVED THROUGH MAP SURVEY

INPUT TYPE	# OF COMMENTS	SHARE OF COMMENTS
Unsafe Driving	226	49.6%
Unsafe Biking	91	20.0%
Unsafe Walking	83	18.2%
Other	49	10.7%
Feel Safe	7	1.5%
Total	456	100%

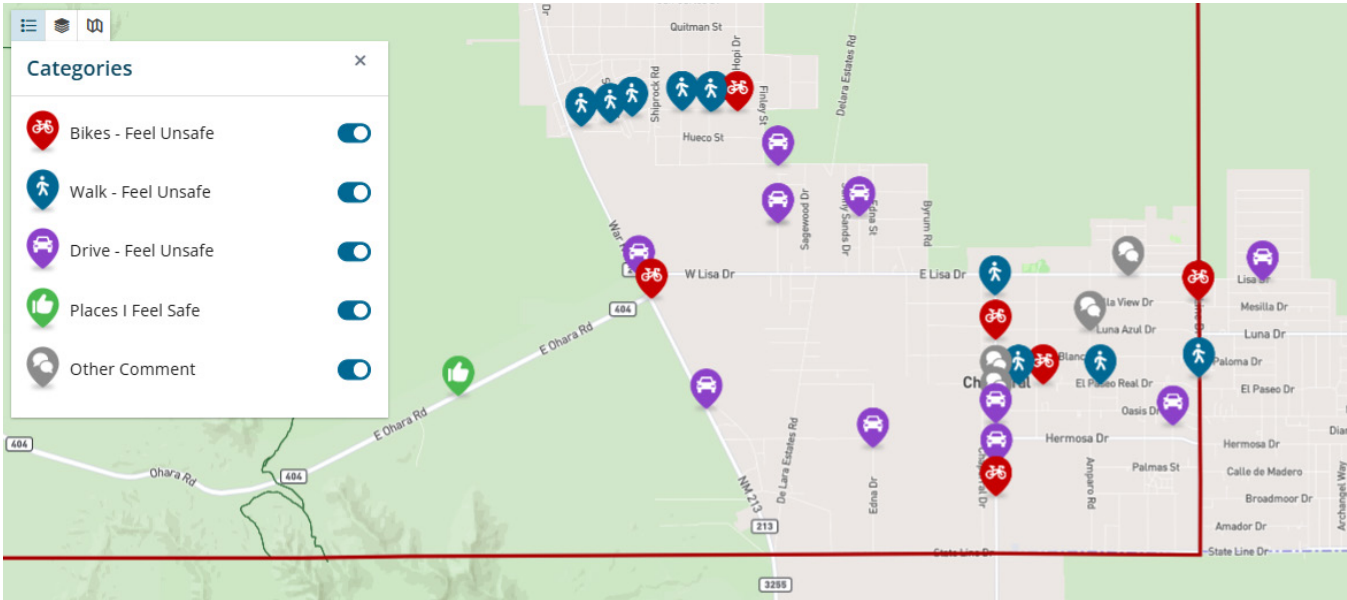


IMAGE OF INTERACTIVE ONLINE MAP IN THE CHAPARRAL AREA

Common Safety Issues

The Project Team categorized comments based on major issues, with speeding and lack of bicycle facilities the most frequently cited types of safety concerns. Other takeaways include concerns about intersection safety and the need for traffic control improvements; many respondents cited confusion among motor vehicles at intersections regarding who holds the right of way, along with instances of motorists running stop signs and traffic lights, resulting in severe and fatal crashes. “Other” comments included location-specific concerns such as narrow roads, hairpin turns, nearby open water facilities, regular flooding, concerns about road striping, heavy truck traffic, pavement issues (e.g., potholes), curvy roads, and an overarching feeling of unsafety. See Table 4 for a summary of the major safety issues identified by survey participants.

TABLE 8 MAJOR SAFETY ISSUES IDENTIFIED BY DOÑA ANA COUNTY RESIDENTS

MAJOR ISSUE	NUMBER OF COMMENTS	SHARE OF TOTAL
Speeding/unsafe driving behavior	145	31.8%
Lack of bicycle facilities	93	20.4%
Other	88	19.3%
Lack of sidewalk/shoulder	81	17.8%
Improvements to traffic control	51	11.2%
Insufficient view/sight distance	35	7.7%
Lighting/visibility	20	4.4%
Crosswalk/crossing improvements	18	3.9%
Total comments	456	

Note: Some comments identified multiple issues. As such, the sum of the number of issues (531) is greater than the total number of comments provided (456).

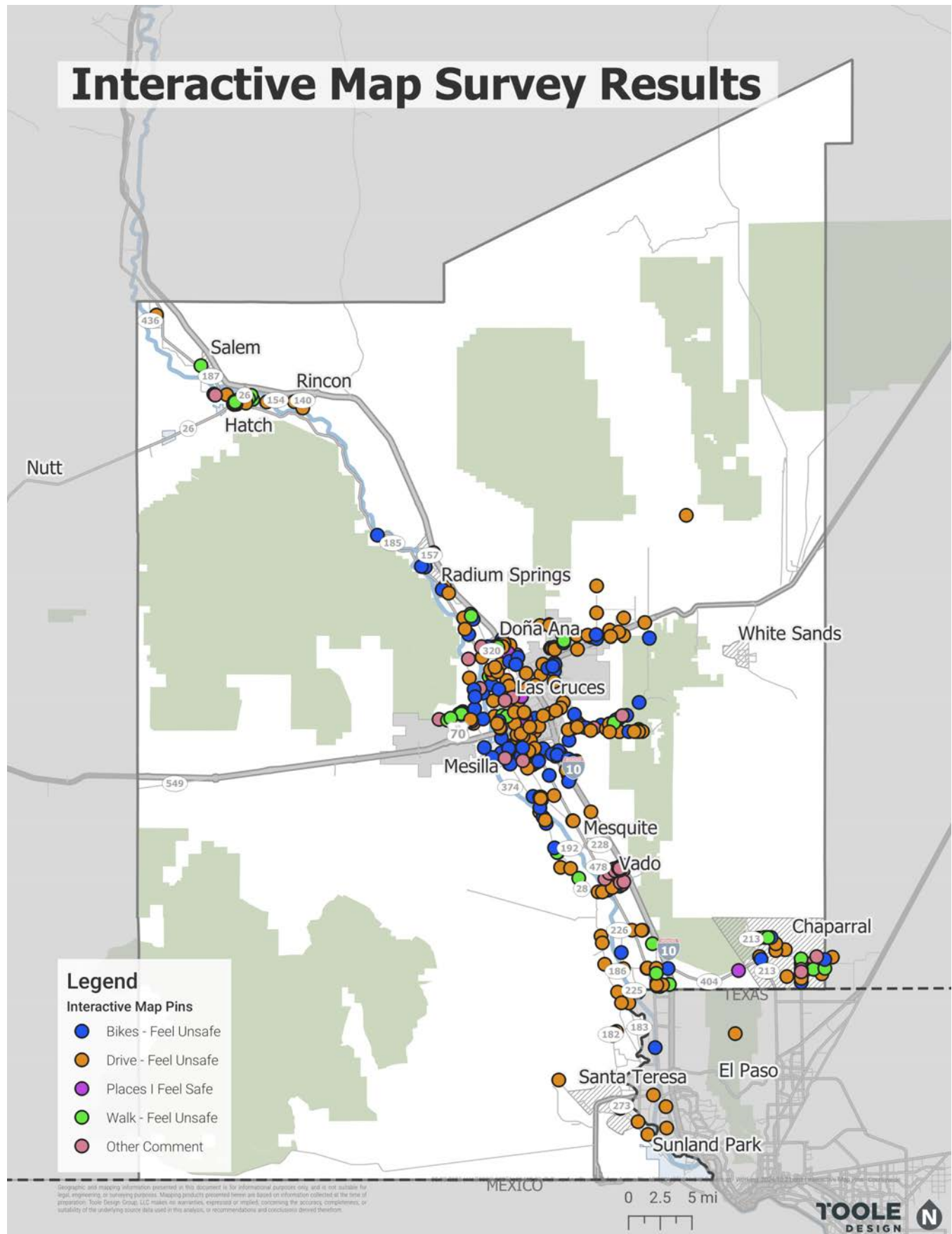
Comment Hot Spots

Table 5 lists the corridors and areas with the highest number of publicly identified safety concerns, as measured by the pins placed in the interactive online survey. These perceived hotspots include both general areas (spread across multiple streets) or specific intersections and corridors. See Appendix E for detailed maps of comments by location.

TABLE 9 CORRIDORS AND AREAS WITH THE HIGHEST CONCENTRATION OF PUBLIC COMMENTS

	LOCATION	KEY CORRIDORS & AREAS	NUMBER OF PINS
1	South of San Pablo	Intersection of Snow Rd and NM 28	34
2	Fairacres	Via Norte and Picacho Hill Dr	30
3	Vado	NM 189, Vado Rd, and surrounding streets	29
4	East of Las Cruces	Dipping Springs Rd and surrounding streets	21
5	Doña Ana	Thorpe Road	19
6	Town of Mesilla	Calle De San Guadalupe and surrounding streets	17
7	Mesilla Area	Carver Rd and surrounding streets	14
8	Hatch/Placitas	Central Hatch and general Placitas area	11
9	Chaparral	McCombs Rd and El Paseo Real Dr	9
10	Doña Ana	Doña Ana Rd and surrounding streets	9

MAP 4 INTERACTIVE ONLINE MAP COMMENT LOCATIONS



Information Shared During Phase 1 of Outreach

Through the project website, open-house meetings, and pop-up events, community members were informed of the plan purpose and were encouraged to provide feedback on locations where they feel unsafe driving, walking, or biking by placing color-coded stickers on maps or by participating in the online interactive map. Bilingual Spanish-English boards displayed at both the open house meetings and pop-up events included:

- **Project Overview** – Plan background, purpose, goals, and timeline
- **Safety Countermeasures** – Potential design interventions that could be applied as part of roadway safety improvements
- **Roadway Safety Concerns Input Map** – Interactive map where participants could indicate locations where they feel unsafe biking, walking, or driving
- **High Injury Network** – Locations experiencing high rates of severe and fatal injury crashes across the study area



POP-UP EVENTS AT THE DOÑA ANA COUNTY GOVERNMENT CENTER AND OUTSIDE THE HATCH VILLAGE MARKET.

Let's make our roads safer!

What Is This Project About? Doña Ana County is developing a **Comprehensive Safety Action Plan** to reduce fatal and serious injury crashes on local roads and highways.

Who Is This Plan For? This plan will help improve safety for drivers, pedestrians, and bicyclists.

How Can You Help? Visit the **project website** to learn more and use an **interactive map** to identify locations where you feel unsafe traveling around Doña Ana County.

VISIT THE PROJECT WEBSITE
<https://engage.bhinc.com/DACCRSAP>

CONTACT US
 DACSAP@bhinc.com | 505-264-0111

COMPREHENSIVE ROADWAY SAFETY ACTION PLAN

LEARN MORE

INTERACTIVE MAP

¡Hagamos nuestras calles más seguras!

¿De qué se trata este proyecto? El Condado de Doña Ana está desarrollando un Plan de Seguridad Vial para reducir la frecuencia de choques fatales y con lesiones graves.

¿Para quién es este plan? Este plan ayudará a mejorar la seguridad vial para conductores, peatones y ciclistas.

¿Cómo se puede ayudar? Visite el sitio web para más información y para utilizar un mapa interactivo para identificar los lugares donde se siente inseguro al viajar.

VISITE EL SITIO WEB
<https://engage.bhinc.com/DACCRSAP>

CONTÁCTENOS US
 DACSAP@bhinc.com | 505-264-0111

COMPREHENSIVE ROADWAY SAFETY ACTION PLAN

APRENDER MÁS

MAPA INTERACTIVO

FLYER DISTRIBUTED IN SUMMER 2024 TO PROMOTE THE SAFETY ACTION PLAN.

Key Takeaways

Community and stakeholder feedback highlighted significant concerns regarding road safety and infrastructure in Doña Ana County. Key takeaways from outreach efforts for the Doña Ana County Safety Action Plan includes:

- **Specific Safety Concerns:** Common issues include speeding, reckless driving, disregard for traffic laws, poor road conditions, and insufficient lighting, particularly near schools and busy intersections.
- **Unsafe Locations:** Community members identified locations throughout Doña Ana County where they feel unsafe traveling, including both state highways such as NM 28 and Thorpe Rd (NM 320) and local roads that lack sidewalks, such as in Placitas.
- **Desired Improvements:** Many residents expressed a need for additional lighting; traffic calming measures, including speedbumps; and safer pedestrian and bicycle infrastructure, including bike lanes and off-street paths.
- **Challenges Associated with Heavy Truck Traffic:** The growing industry and commerce along the border region has improved economic conditions across Doña Ana County but has resulted in heavy truck traffic. Consequences include unsafe conditions for more vulnerable road users and the need for infrastructure enhancements including dedicated truck routes, rumble strips, and separated multi-use paths for people walking and biking.



PEDESTRIAN FACILITIES ALONG AVENIDA DE MESILLA (TOP) AND MULTI-USE TRAIL ALONG CALLE DEL NORTE IN MESILLA. THOUGH MOST TRIPS IN DOÑA ANA COUNTY ARE BY CAR, IT IS IMPORTANT TO PROVIDE SAFE AND COMFORTABLE PLACES FOR PEOPLE TO WALK AND BIKE, PARTICULARLY IN MORE DEVELOPED AREAS.

04+

RECOMMENDATIONS

WHERE DOES DOÑA ANA
COUNTY GO FROM HERE?

Priority Safety Network

Overview

Many of the recommendations in the Safety Action Plan are organized around a Priority Safety Network that is intended to help Doña Ana County and partner agencies answer the question: *Where should resources be prioritized?* In particular, the corridors along the Priority Safety Network are the basis for priority project recommendations and can be linked to enforcement strategies and policy efforts.

Inputs to the Priority Safety Network

The **Priority Safety Network** is based on three inputs:

- **High Injury Network:** A network of corridors across Doña Ana County with high concentrations of observed fatal and serious injury crashes from 2018-2022. See Chapter 2 and **Appendix D** for additional information.
- **High Risk Network:** Corridors across Doña Ana County with characteristics associated with high risk of crashes. The High Risk Network is based on predictive analysis that considers factors such as roadway functional class, speed limit, urban/rural roadway setting, traffic volumes, and demographic data. See Chapter 2 and **Appendix D** for additional information.
- **Publicly Identified Areas of Safety Concern:** Locations where Doña Ana County residents feel unsafe driving, walking, or biking, based on comments received during public engagement efforts in Summer 2024.

Priority Safety Network Scoring Methodology

To develop the Priority Safety Network, the Project Team assigned scores on a scale of 0 to 100 to all corridors throughout Doña Ana County using the three inputs described above and further defined in Table 10. Corridors were subsequently assigned a tier (Medium,

High, Very High, and Critical) based on based on the thresholds outlined in Table 11.

The Priority Safety Network for the Doña Ana County Comprehensive Safety Action Plan is shown in Map 5. Critical and High priority corridors on the Priority Safety Network include NM 28, McCombs Rd, Lisa Dr, NM 228, NM 320, NM 185, and Doña Ana Rd.

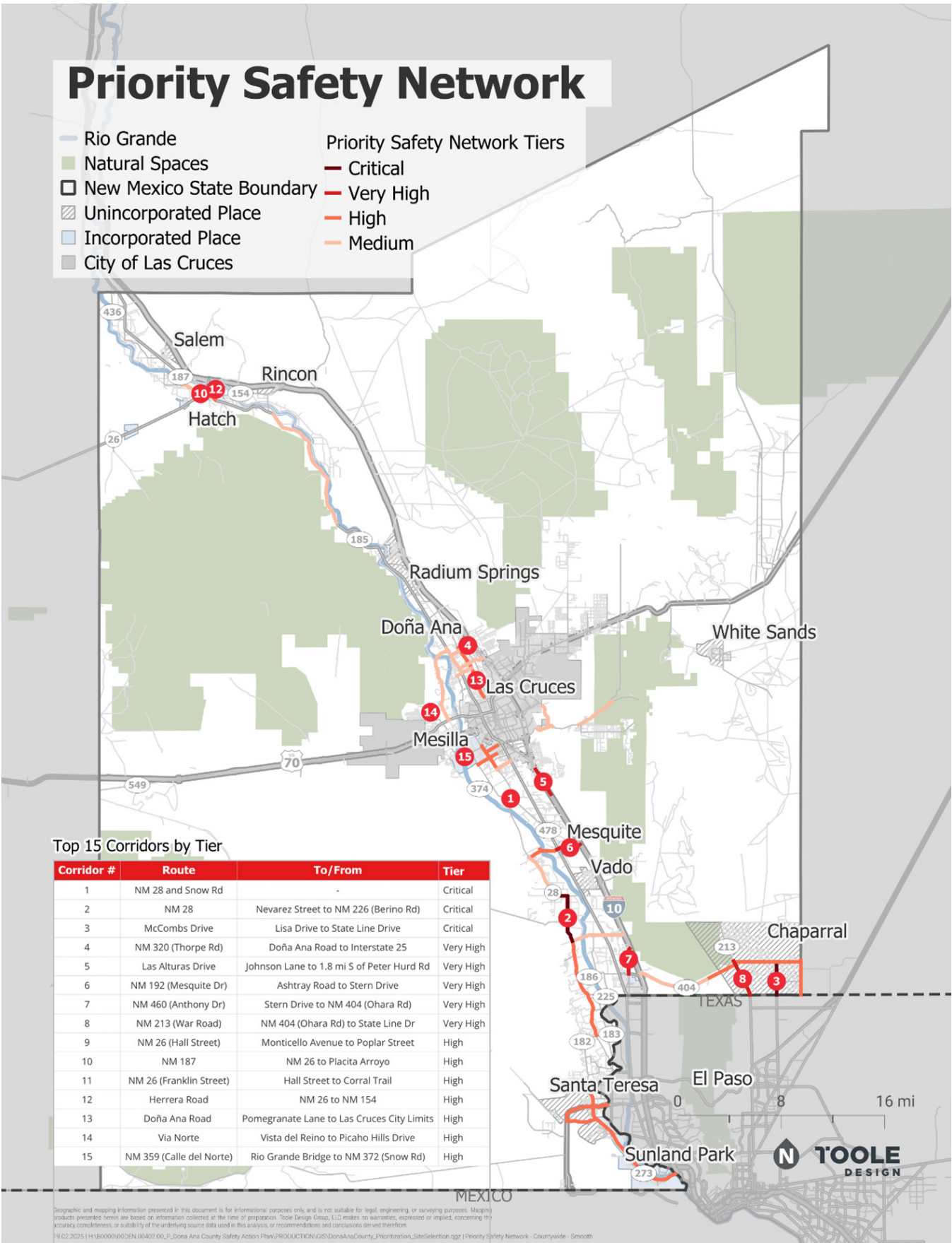
TABLE 10 INPUTS TO THE PRIORITY SAFETY NETWORK

COMPONENT	COMPONENT SCORING
High Injury Network (HIN)	On HIN = 30 pts
	Not on HIN = 0 points
High Risk Network	Critical Tier = 40 pts
	High Tier = 30 pts
	Medium Tier = 20 pts
	Low Tier = 10 pts
No. of public comments along segment	Minimal Tier = 0 pts
	High comments = 30 pts
	Medium comments = 20 pts
	Low comments = 10 pts
	No comments = 0 pts

TABLE 11 POINT THRESHOLDS FOR PRIORITY SAFETY NETWORK TIERS

PRIORITY TIER	TOTAL SCORE
Critical	80-100
Very High	70
High	60
Medium	50
Other Area of Concern	10-40

MAP 5 DOÑA ANA COUNTY PRIORITY SAFETY NETWORK



Safety Countermeasures Toolkit

The Safety Countermeasures Toolkit outlines a series of techniques and design treatments aimed at mitigating road safety issues and preventing severe and fatal crashes in different contexts across Doña Ana County. The Toolkit specifically supports the strategies and recommendations of the Safety Action Plan, though the Toolkit may also be used by partner agencies in the development of roadway safety improvement projects. In particular, the Toolkit provides evidence-based solutions for a particular road safety problem, risk, type of street and/or type of crash. These solutions can include infrastructure upgrades, traffic calming measures, improved signage, or modifications to signals.

The 29 countermeasures are listed under six categories that are intended to reduce the likelihood or severity of crashes. The Toolkit also offers guidance on which countermeasures are most effective in similar contexts and indicates cost-effectiveness and anticipated safety benefits, including reducing speeds and separating roadway users in space and time. The complete Safety Countermeasures Toolkit is included as **Appendix G** of the Safety Action Plan.

Safety Countermeasures Toolkit Categories

Intersections and Crossings: Intersection design and sign and signal improvements that manage interactions among road users.

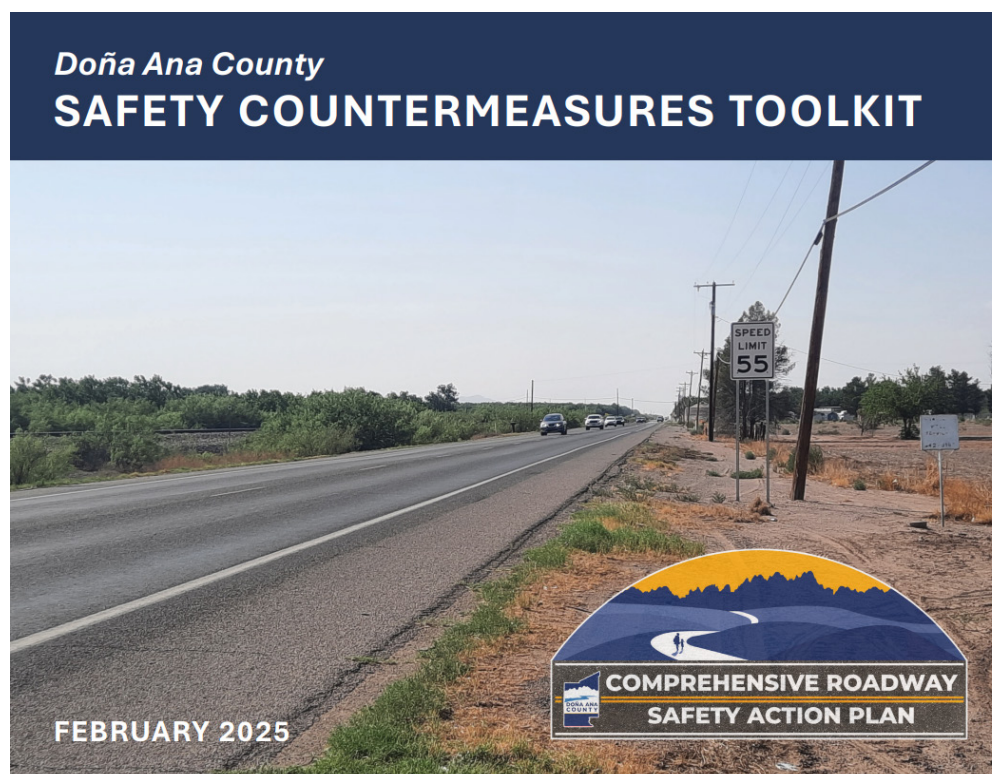
Corridors and Travel Lanes: Countermeasures related to the configuration of a roadway and the design of travel lanes.

Speed Management: Physical interventions and regulatory measures to reduce excessive speeding.

Signs and Signals: Tools for regulating user behavior by conveying critical information and ensuring road users travel in an organized manner.

Road Surface Treatments: Countermeasures that correct the course of vehicles and reduce the likelihood of vehicles losing control along a roadway.

Visibility: Roadway features that improve user's ability to respond to the road design and travel conditions.



Systemic Treatment Typologies

Overview

Based on a review of conditions along the Priority Safety Network with particularly high rates of observed crashes, the Project Team identified recurring safety issues. Addressing these issues in a comprehensive or systemic manner would provide significant safety benefits. As such, these safety issues and their corresponding sets of countermeasures are referred to as **systemic treatment typologies**.

Systemic treatment typologies include:

Rural T-intersections: Locations where a rural road terminates at an intersection with a rural highway, creating a three-way intersection.

Rural four-way intersections: Locations where two rural highways intersect, creating potential conflicts between fast moving vehicles.

Rural developed areas: Locations where a rural highway passes through a populated area or Main Street setting where pedestrians are more likely to be present.

Rural curves: Locations where curves along a high-speed roadway create dangerous conditions for motorists.

Implementation and Potential Projects

The Project Team developed an inventory of locations along the Priority Safety Network that match each of the four typologies, as well as the countermeasures most appropriate for those locations (see **Appendix F**). To achieve the greatest safety benefits, multiple treatments for a given typology may need to be applied.

The recommendations presented here are intended to be flexible and to provide Doña Ana County and partner agencies with the information needed to address systemic safety needs as part of ongoing maintenance efforts or to develop dedicated projects that address issues such as signing and striping along key corridors or subareas.

Rural Highway Intersections: T-Intersections

Description

- Locations where a rural highway dead-ends into another rural highway, putting motorists at risk if they fail to yield approaching the intersection.
- Safety treatments are most critical at locations where the highway that dead ends has higher volumes and is classified as a collector or arterial.



Example: NM 28 and Ohara Road (NM 186)



Example: NM 28 and Berino Road (NM 226)

Common Issues

- Broadside/T-bone crashes
- Run-off road or overturned crashes
- Speeding on the approach that dead ends

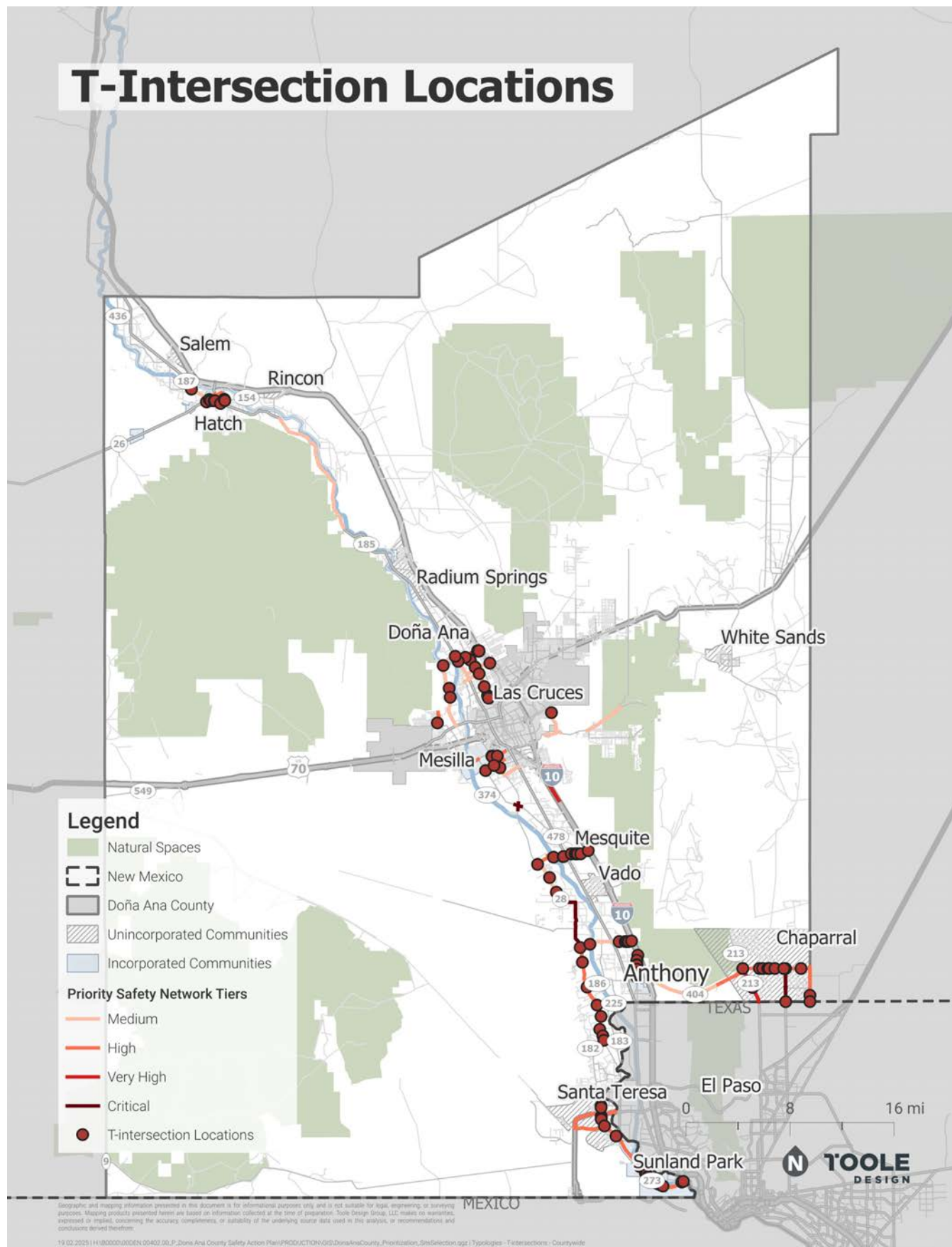
Applicable Locations

Map 6 depicts the locations of the T-intersections along the Priority Safety Network. These locations are concentrated along corridors such as NM 28, NM 273, NM 228, Doña Ana Rd, and Lisa Dr.

Common Treatments

TREATMENT NAME	COST	ISSUES ADDRESSED	EXPECTED CRASH REDUCTION
Stop Control Visibility	\$	Intersection crashes, visibility-related crashes	13 - 25%
Guardrail	\$\$-\$\$\$\$	Roadway departure crashes	8 - 24%
Reflective pavement marking	\$	Lane departure crashes, intersection-related crashes, lighting conditions-related crashes	10-24%
Dead end sign assembly	\$	Rear-end crashes, intersection crashes	n/a
Lighting	\$\$\$-\$\$\$\$	Nighttime crashes	38-48% (nighttime crashes)

MAP 6 LOCATIONS ALONG PRIORITY SAFETY NETWORK WITH T-INTERSECTIONS



Rural Highway Intersections: 4-Way Stop Controlled Intersections

Description

- Locations where rural highways intersect at either a two-way stop or all-way stop, creating potential conflicts among fast moving vehicles.
- Additional safety treatments are most critical at locations where the volumes between the two intersecting roadways are similar or where there are few gaps in traffic flow.



Example: McCombs Drive and Hermosa



Example: NM 192 and Santa Barbara St

Common Issues

- Broadside/T-bone crashes
- Run-off road or overturned crashes
- Drivers running stop signs

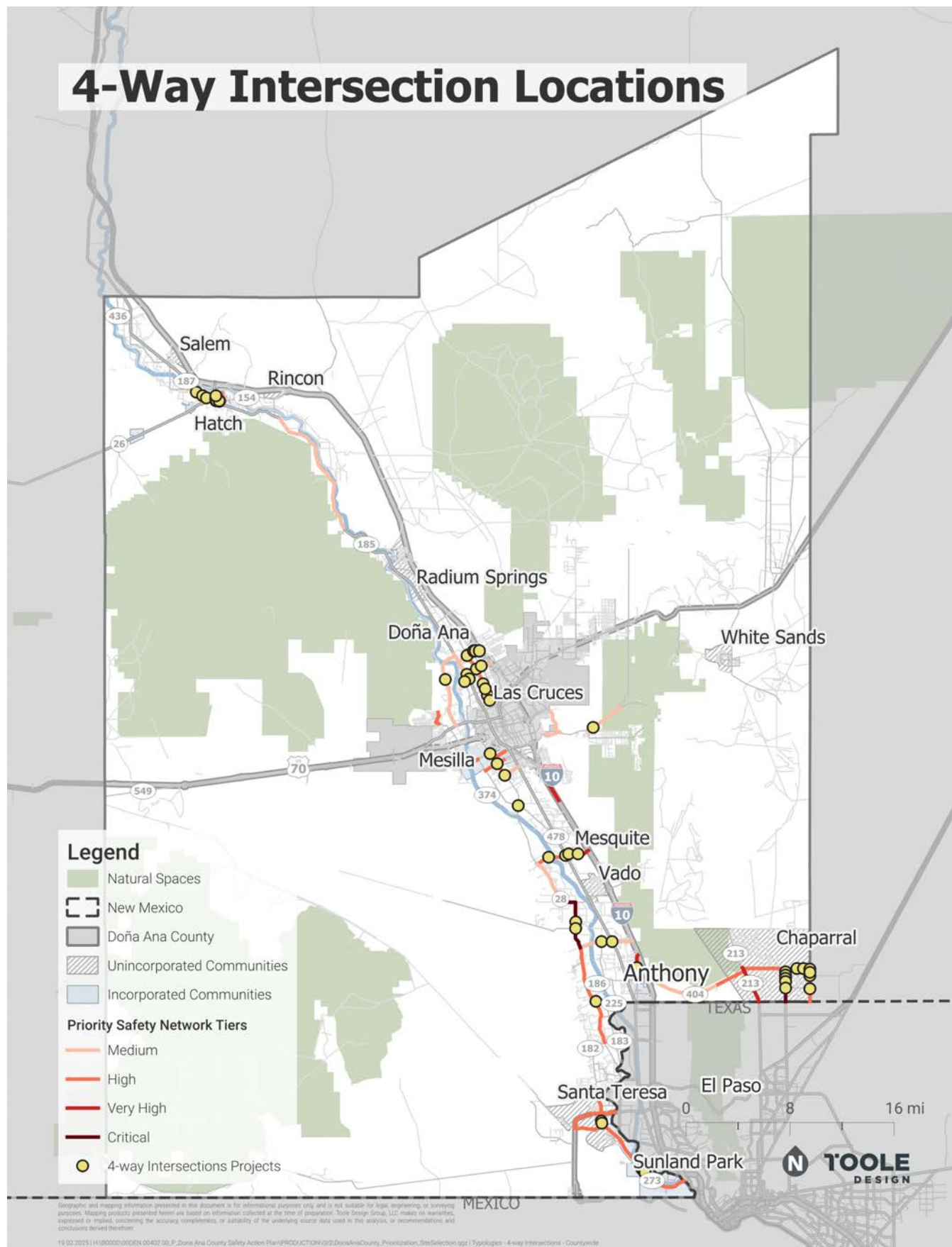
Common Treatments

Applicable Locations

Map 7 depicts the locations of the 4-way intersections along the Priority Safety Network. These locations are concentrated along major corridors that carry higher levels of traffic and serve more populated areas, such as NM 28, NM 228, Doña Ana Rd, and McCombs Rd.

TREATMENT NAME	COST	ISSUES ADDRESSED	EXPECTED CRASH REDUCTION
Stop Control Visibility	\$	Intersection crashes, visibility-related crashes	13 - 25%
Lighting	\$\$\$-\$\$\$\$	Nighttime crashes	38-48%

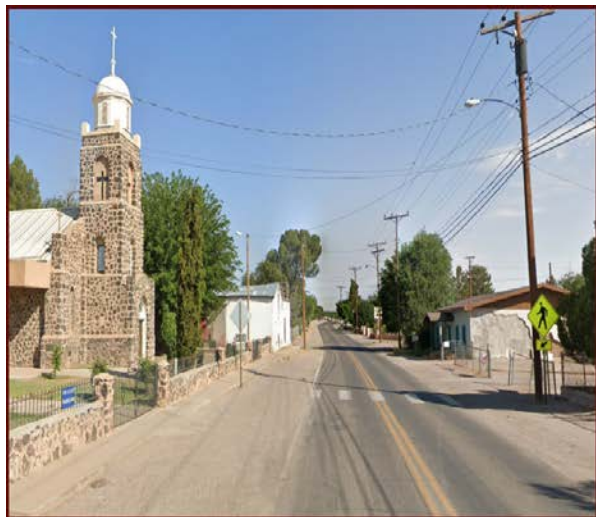
MAP 7 LOCATIONS ALONG PRIORITY SAFETY NETWORK WITH 4-WAY INTERSECTIONS



Rural Developed Areas

Description

- Developed population centers in rural areas along the roads in the Priority Safety Networks, including small towns, Main Streets, colonias, and areas near schools.



Example: NM 28 in San Miguel



Example: NM 228 near Mesquite ES

Common Issues

- Speeding
- Pedestrian and bicyclist safety
- Rear-end crashes
- Broadside crashes

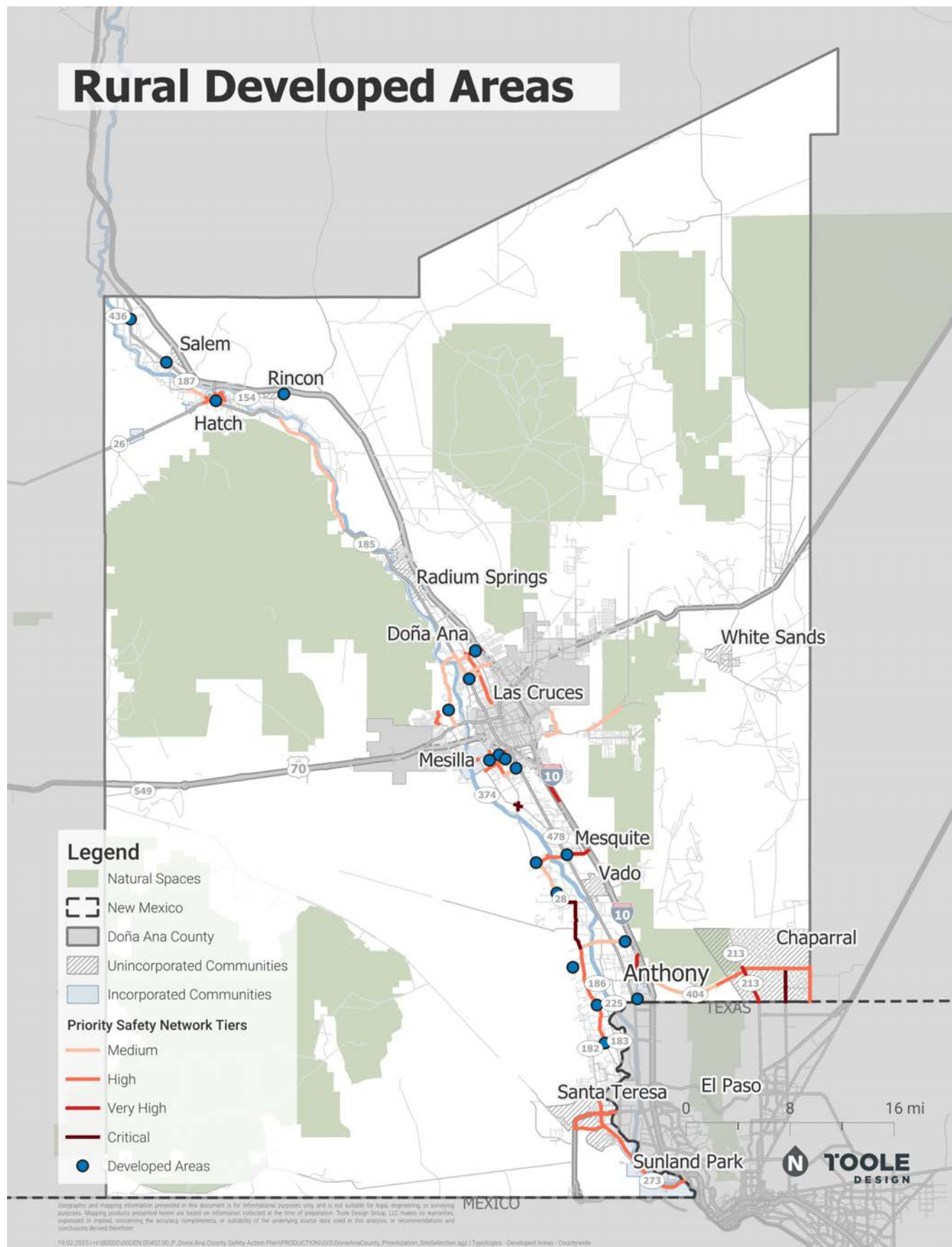
Applicable Locations

Map 8 depicts the locations where roadways along the Priority Safety Network pass through a developed area in which pedestrians and other non-motorists are most likely to be present. Concentrations of these locations are around Mesilla, Mesquite, and along NM 28.

Common Treatments

TREATMENT NAME	COST	ISSUES ADDRESSED	EXPECTED CRASH REDUCTION
Enhanced Crossings	\$\$ -\$\$\$\$	Pedestrian and bicyclist crashes	25-47%
Corner Redesign	\$ - \$\$	Speeding-related and pedestrian crashes	Variable
Speed Management	\$-\$\$\$\$	Speeding-relating crashes	Variable
Lighting	\$\$\$-\$\$\$\$	Nighttime crashes	38-42%
High Visibility Pavement Markings	\$	Lane departure crashes, nighttime crashes	10-24%
Signage	\$-\$\$\$	Speeding-related crashes, rear-end crashes, broadside crashes	Variable
Gateway Treatments	\$-\$\$	Speeding-related crashes, pedestrian and bicyclist crashes	32%

MAP 8 RURAL DEVELOPED AREAS ALONG THE PRIORITY SAFETY NETWORK



Rural Highway Curves

Description

- Locations where curves along a high-speed roadway create dangerous conditions for motorists.



Example: NM 28 at Vinton Road



Example: NM 28 between Rusty Spur Ln and E Sloan Rd

Common Issues

- Speeding
- Run-off road crashes
- Overtaken/roll-over crashes
- Hit object crashes
- Head-on crashes

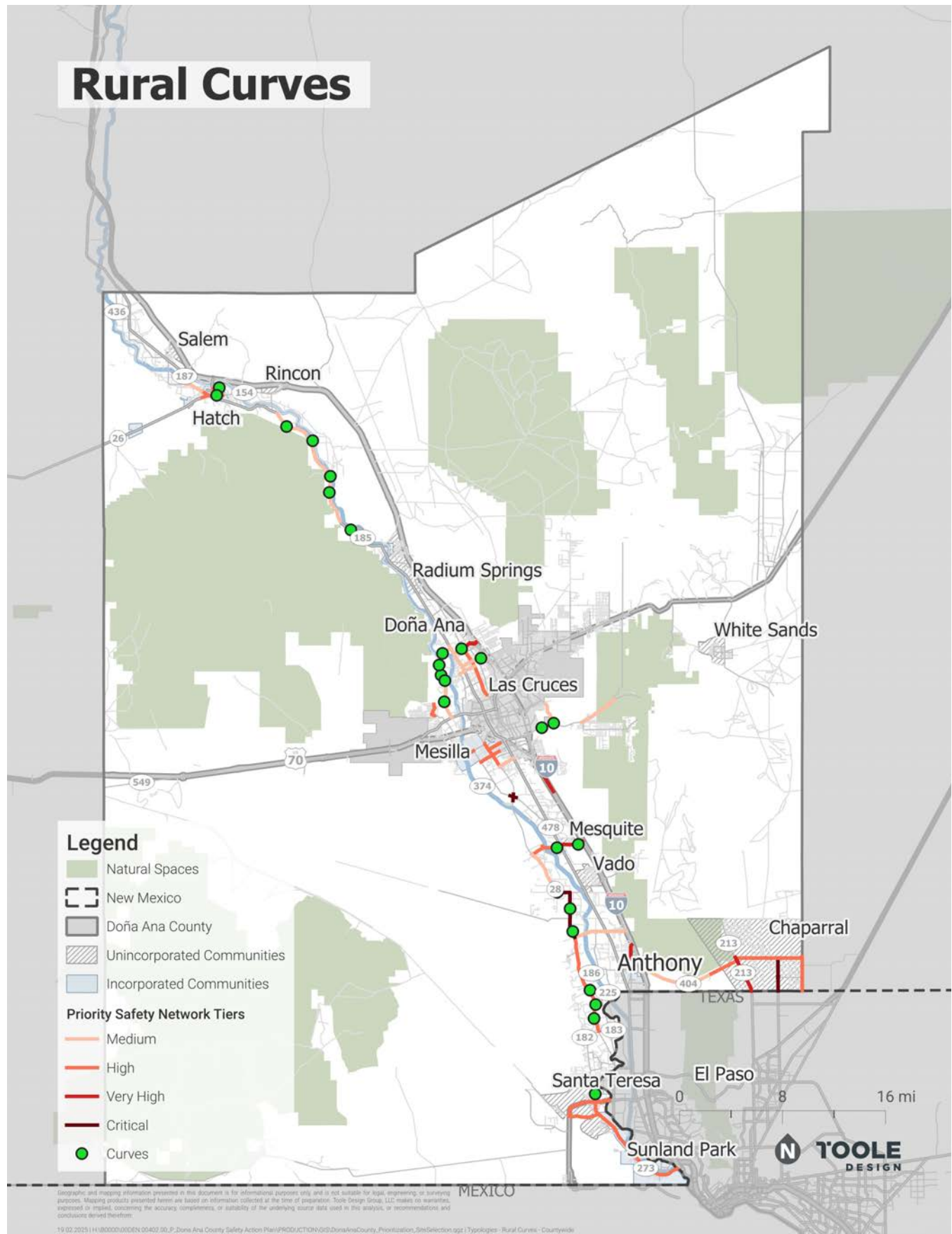
Applicable Locations

Map 9 depicts the locations of curves along the Priority Safety Network. These locations are concentrated along corridors such as NM 28, Shalom Colony Trail, and NM 228.

Common Treatments

TREATMENT NAME	COST	ISSUES ADDRESSED	EXPECTED CRASH REDUCTION
Curve Warning Signs	\$	Run-off road, overturned, hit object crashes	16-30%
Curve Warning Beacons	\$\$	Run-off road, overturned, hit object crashes	n/a
Oversized Chevron Signs	\$	Run-off road, overturned, hit object crashes	16-30%
Speed Limit Signs	\$	Speeding	n/a
Centerline and Shoulder Rumble Strips	\$-\$\$\$	Run-off road, overturned, hit object, head-on crashes	23-44%

MAP 9 RURAL HIGHWAY CURVES ALONG THE PRIORITY SAFETY NETWORK



Priority Project Profiles

This section documents proposed countermeasures for seven critical corridors and locations along the Priority Safety Network. The project profiles identify both short and long-term improvements based on a review of crash data, existing roadway conditions and design characteristics, and field observations.

1. ***Doña Ana Road***: South of Dalrymple Road to Thorpe Road
2. ***Dripping Springs Road & Sonoma Ranch Boulevard*** (intersection)
3. ***El Camino Real Road & Dona Ana School Road***
4. ***Gadsden High School Mesquite Drive*** (NM 192/NM 228): Castillo Road to East Side Drive
5. ***McCombs Road***: Lisa Drive to State Line Drive
6. ***Mesquite Drive*** (NM 192/NM 228): Castillo Road and East Side Drive
7. ***NM 28*** (Lou Henson Highway): Snow Road to Afton Road

The profiles are complemented by cost estimates and may be used to pursue state and federal funding applications, though further engineering analysis is required as part of the project development process. Specific content in the project profiles includes:

- ***Corridor overview***, including location details and roadway jurisdiction
- ***Corridor context***, including roadway characteristics and multimodal accommodations
- ***Crash data***, including crashes by type and number of fatal and severe crashes
- ***Corridor improvements***, including detailed countermeasures by location and timeframe for implementation (i.e., short-term or long-term)

PROJECT PROFILES OVERVIEW

This section documents proposed countermeasures for seven critical corridors and locations along the Priority Safety Network. The project profiles identify both short and long-term improvements based on a review of crash data, existing roadway conditions and design characteristics, and field observations.

- 1 Doña Ana Road: South of Dalrymple Road to Thorpe Road
- 2 Dripping Springs Road & Sonoma Ranch Boulevard (intersection)
- 3 El Camino Real Road & Dona Ana School Road
- 4 Gadsden High School Mesquite Drive (NM 192/NM 228): Castillo Road to East Side Drive
- 5 McCombs Road: Lisa Drive to State Line Drive
- 6 Mesquite Drive (NM 192/NM 228): Castillo Road and East Side Drive
- 7 NM 28 (Lou Henson Highway): Snow Road to Afton Road

The profiles are complemented by cost estimates and may be used to pursue state and federal funding applications, though further engineering analysis is required as part of the project development process. Specific content in the project profiles includes:

- **Corridor overview**, including location details and roadway jurisdiction
- **Corridor context**, including roadway characteristics and multimodal accommodations
- **Crash data**, including crashes by type and number of fatal and severe crashes
- **Corridor improvements**, including detailed countermeasures by location and timeframe for implementation (i.e., short-term or long-term)

A signage glossary is provided at the end for reference.



DOÑA ANA ROAD



CORRIDOR OVERVIEW

Doña Ana Road:

Between Dalrymple Road & Thorpe Road

Corridor Length: 4.2 Miles

Connects Doña Ana and Las Cruces

Communities:

San Ysidro, Doña Ana, and Las Cruces

Road Jurisdiction: Doña Ana County

CORRIDOR CONTEXT

Transit:

Copper Line – Thorpe Road to CR 243/Taylor Road

Sidewalk Presence: None

Bicycle Facilities: None

Number of Lanes: 2

Posted Speed: 40 mph

Traffic Volume: 2,400-5,100 ADT

CRASH DATA

Total Crashes: 68 (16.2 crashes per mile)

Fatal & Severe Injury (FSI) Crashes: 1

Pedestrian or Bicyclist Involved: 1

Crash Location: 34% at intersections

Top Crash Types: 24% T-bone

Time of Day: 69% during daylight

CORRIDOR IMPROVEMENTS

- 1 Add a roundabout with proper signing.
- 2 Add stop bars at: Dona Ana School Road, Taylor Road, Lopez Road, and Engler Road/Armstrong Road.
- 3 Add other stop control improvements at: Dona Ana School Road, Taylor Road, Lopez Road, and Engler Road/Armstrong Road.
- 4 Add plaque sign “Cross Traffic Does Not Stop” (W4-4P) below stop sign.
- 5 Consider 4-way stop warrant or roundabout design.
- 6 Access control for northwest corner property; add delineation with bollards or delineators combined with defined edge striping at the corner.
- 7 Install enhanced crossing where the Outlet Channel Trail crosses Doña Ana Road.

DRIPPING SPRINGS ROAD & SONOMA RANCH BOULEVARD

IMPROVEMENT CATEGORIES



Intersection



Traffic Signal



Signage

- Short-term Improvement
- Long-term Improvement

CORRIDOR OVERVIEW

Dripping Springs Road & Sonoma Ranch Boulevard:
Near the Farm & Ranch Heritage Museum

Corridor Length: Intersection

Community:
East of Las Cruces

Road Jurisdiction: Doña Ana County

CORRIDOR CONTEXT

Transit:
None

Sidewalk Presence: Yes, northbound on Sonoma Ranch Boulevard

Bicycle Facilities: None – “Share the Road” signs

Number of Lanes: 2

Posted Speed: 35 mph

Traffic Volume: 1,100-3,700 ADT

CRASH DATA

Total Crashes: 17

Fatal & Severe Injury (FSI) Crashes: 0

Pedestrian or Bicyclist Involved: 1

Top Crash Types: 35% Rear ends

Time of Day: 71% during daylight

CORRIDOR IMPROVEMENTS

- 1 Add retro-reflective tape around backplates.
- 2 Extend yellow signal time.
- 3 Add time of day signal timing for northbound left turn (protected/permissive).
- 4 Add lane assignment R3 sign series.
- 5 Add advanced warning sign (W3-3) in all directions.

EL CAMINO REAL ROAD & DONA ANA SCHOOL ROAD



CORRIDOR OVERVIEW

El Camino Real:

Connects to Dona Ana in the north to Las Cruces.

Corridor Length: Intersection

Community:

San Ysidro

Road Jurisdiction: Dona Ana County

CORRIDOR CONTEXT

Transit:

None

Sidewalk Presence: None

Bicycle Facilities: None

Number of Lanes: 2

Posted Speed: 40mph

Traffic Volume: 1,400-1,800 ADT

CRASH DATA

Total Crashes: 7

Fatal & Severe Injury (FSI) Crashes: 0

Pedestrian or Bicyclist Involved: 1

Crash Location: 100% at intersections

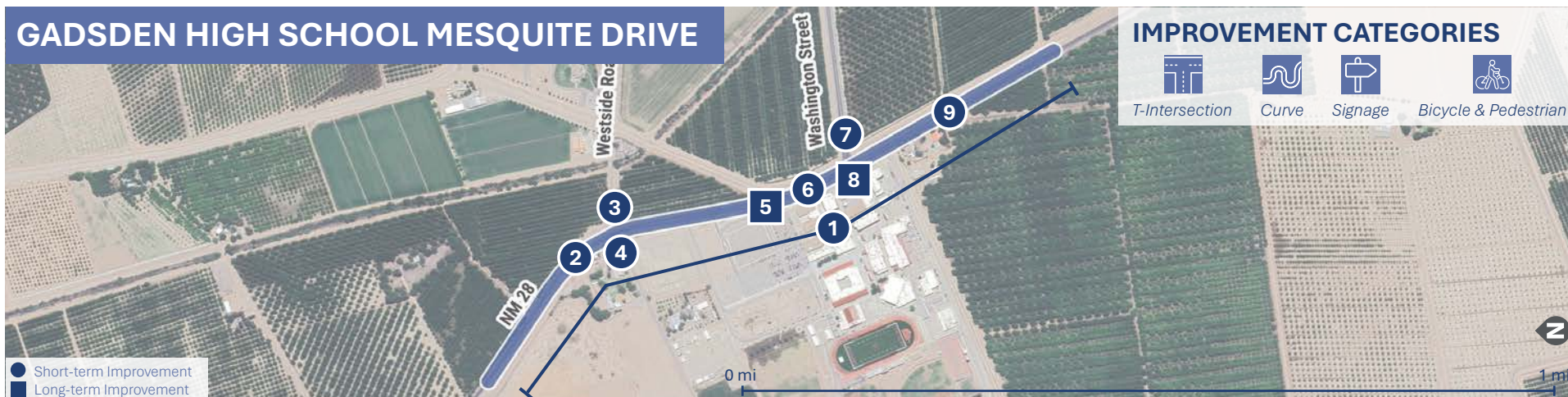
Top Crash Types: 43% Head on

Time of Day: 71% during daylight

CORRIDOR IMPROVEMENTS

- 1 Existing curve warning signs.
- 2 Existing end sign assembly.
- 3 Refresh stop bars.
- 4 Add vertical deterrents such as delineators with signage including R5-12 "No Thru Traffic" signs.
- 5 Define edge of roadway at the intersection with curb.

GADSDEN HIGH SCHOOL MESQUITE DRIVE



CORRIDOR OVERVIEW

Gadsden High School:

Between Snow Road & Afton Road

Corridor Length: 0.8 miles

Provides access to local high school.

Communities:

Anthony

Road Jurisdiction: New Mexico Department of Transportation

CORRIDOR CONTEXT

Transit:

None

Sidewalk Presence: Partial (600ft along school property)

Bicycle Facilities: Yes. "Sharrow in XX direction approaching YY st)

Number of Lanes: 2

Posted Speed: 30-50 mph

Traffic Volume: 1,900-2,400 ADT

CRASH DATA

Total Crashes: 9 (11.25 crashes per mile)

Fatal & Severe Injury (FSI) Crashes: 0

Pedestrian or Bicyclist Involved: 0

Crash Location: 78% at intersections

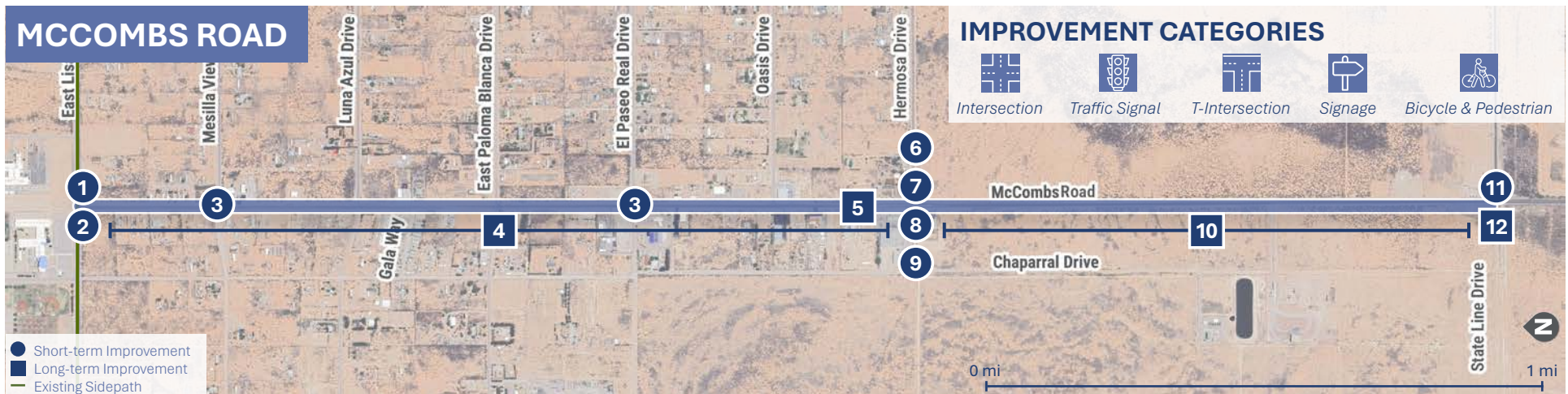
Top Crash Types: 33% Other

Time of Day: 78% during daylight

CORRIDOR IMPROVEMENTS

- 1 Add curve warning signs (W1-2) and reduce speed limit (W3-5).
Optional: Further analysis after initiation may be done to determine if transverse rumble strips should be placed between the warning signs and regulatory speed limit sign to enhance compliance.
- 2 Add additional chevrons (W1-8) per MUTCD spacing.
- 3 Analyze potential sight distance issue for eastbound traffic due to structures and curve.
- 4 Move headwall further from roadway edge to create safety clearance and space for safe bicycling.
- 5 Widen roadway to the west frontage of the school to add bike lanes, green paint in conflict zones, and bike warning signs for conflict areas at driveways. *Optional: Consider expanding the project to include 5-foot shoulders along adjacent sections of US 28.*
- 6 Add pedestrian crossing ahead (W11-2) and lane assignment signs (R3-8) prior to intersection.
- 7 Add double faced pedestrian crossing sign in fluorescent yellow with arrow pointed to crosswalk (W11-2 & W16-7P).
- 8 Conduct intersection study to consider a roundabout or determine appropriate geometric changes.
- 9 Address excessive signage. Replace the center lane turn sign with pavement arrows and consider adding Congested Area sign.

CORRIDOR PROFILE: GADSDEN HIGH SCHOOL MESQUITE DRIVE



CORRIDOR OVERVIEW

McCombs Road:

Between Lisa Drive & State Line Drive

Corridor Length: 2.5 miles

Connects residential areas in the community of Chaparral to schools along Lisa Drive to the north and to El Paso, Texas to the south.

Community:

Chaparral

Road Jurisdiction: Doña Ana County

CORRIDOR CONTEXT

Transit:

South Central RTD Turquoise Line - from Paseo Real Drive to State Line Drive

Sidewalk Presence: None

Bicycle Facilities: None; sidepath proposed along McCombs Road

Number of Lanes: 2

Posted Speed: 30-40 mph

Traffic Volume: 6,400

CRASH DATA

Total Crashes: 46 (18.4 crashes per mile)

Fatal & Severe Injury (FSI) Crashes: 2

Pedestrian or Bicyclist Involved: 0

Crash Location: 87% at intersections

Top Crash Types: 46% Rear ends

Time of Day: 76% during daylight

CORRIDOR IMPROVEMENTS

- Restripe and include a high visibility crosswalk on west leg; add stop bars at double posted stop signs.
- Add a signage sequence for both east and westbound of the following signs: S4-5, S1-1 with W16-9P and W16-7PL, and W3-1*; make crosswalks high visibility; add stop bars. *Optional: Add "SCHOOL" Pavement markings on either side.*
- Add crosswalk with pedestrian signage (W11-2).
- Sidepath proposed for the west side of McCombs Road.
- Consider right-in/right-out island or striping at commercial uses. *Effective access management improves safety, and overall efficiency of the transportation network.*
- Add retroreflective pavement markings, including high visibility crosswalk across north leg; add W11-2 with W16-7PL signage double posted in both directions for the crosswalk.
- Add R4-7 signs at median noses. Add OM-3 object markers, facing oncoming traffic.
- Refresh crosswalk striping at Hermosa Drive; add pedestrian signage.
- Add advanced warning signs W3-1 along McCombs Road; consider transverse rumble strip approaching stop sign.
- Add wider shoulders for bicycle accommodation and safety edge for easier correction when motorists drift off road.
- Add stop bars and advanced warning signs for intersection on McCombs Road and stop signs on State Line Drive.
- Conduct traffic control study with roundabout alternatives.

CORRIDOR PROFILE: MCCOMBS ROAD

MESQUITE DRIVE (NM 192/NM 228)



CORRIDOR OVERVIEW

Mesquite Drive (NM 192/NM 228):

Between Castillo Road & East Side Drive

Corridor Length: 4.18 Miles

Connects to San Miguel in the west and to Stern Drive (I-10 frontage road) to the east just south of the I-10 Exit 151 "Mesquite".

Community:

Mesquite

Road Jurisdiction: New Mexico Department of Transportation

CORRIDOR CONTEXT

Transit:

Red Line - from NM 478 to Stern Drive

Sidewalk Presence: None

Bicycle Facilities: None; Tier 2 Bikeway in NM Bike Plan

Number of Lanes: 2

Posted Speed: 30-45 mph

Traffic Volume: 2,600-3,800 ADT

CRASH DATA

Total Crashes: 41 (9.8 crashes per mile)

Fatal & Severe Injury (FSI) Crashes: 4

Pedestrian or Bicyclist Involved: 0

Crash Location: 44% at intersections

Top Crash Types: 34% T-bone

Time of Day: 76% during daylight

CORRIDOR IMPROVEMENTS

- 1 Add high visibility paint/edge lines.
Potential for centerline rumble strips
- 2 Add chevron signs (W1-8) and curve warning signs (W1-2).
- 3 Install curve treatments: warning signs (W1-2), chevrons (W1-8), safety edge, and rumble strips (centerline or edge).
- 4 Install Rail Road Crossing sign sequence (R15-1 & R15-2P) according to the MUTCD and refresh Rail Road pavement markings and stop bars.
- 5 Install object markers, delineators, and "Median Keep Right" sign (R4-7).
- 6 Install larger double posted stop signs and refresh stop bars.
- 7 Remove schools signs and reinstall crosswalk and general crosswalk warning signs at Mesquite Elementary if crossing is still used by community.
- 8 At locations involving crashes with objects, add high visibility PM reflective delineators.
- 9 Conduct access control study, possible solutions include:
 - a. Access consolidation
 - b. Access relocation
 - c. Define driveways
 - d. Consideration for addition of a two way left turn lane (TWLTL)

CORRIDOR PROFILE: MESQUITE DRIVE (NM 192/NM 228)

MESQUITE DRIVE (NM 192/NM 228)



CORRIDOR OVERVIEW

Mesquite Drive (NM 192/NM 228):

Between Castillo Road & East Side Drive

Corridor Length: 4.18 Miles

Connects to San Miguel in the west and to Stern Drive (I-10 frontage road) to the east just south of the I-10 Exit 151 "Mesquite".

Community:

Mesquite

Road Jurisdiction: New Mexico Department of Transportation

GENERAL CORRIDOR IMPROVEMENTS:

10

- a. Update signal warrant analysis for NM 478 and NM 228. If warrants are not met, create a two-step left turn with a receiving acceleration lane and cat tracks.
- b. Add enlarged speed limit signs entering the town.
- c. Consider dropping the speed limit to 35 mph.

CORRIDOR CONTEXT

Transit:

Red Line - from NM 478 to Stern Drive

Sidewalk Presence: None

Bicycle Facilities: None; Tier 2 Bikeway in NM Bike Plan

Number of Lanes: 2

Posted Speed: 30-45 mph

Traffic Volume: 2,600-3,800 ADT

- d. Add curve treatments including: warning signs (W1-2), chevrons (W1-8), SafetyEdgeSM, rumble strips (centerline or edge).
- e. Add "Share the Road" signs (W16-1P).
- f. Add reflectors on bridge and guardrail object markers.
- g. Add stop bars and other stop control treatments at T-intersections and 4-way intersections.

CRASH DATA

Total Crashes: 41 (9.8 crashes per mile)

Fatal & Severe Injury (FSI) Crashes: 4

Pedestrian or Bicyclist Involved: 0

Crash Location: 44% at intersections

Top Crash Types: 34% T-bone

Time of Day: 76% during daylight

NM 28 (LOU HENSON HIGHWAY)



CORRIDOR OVERVIEW

Lou Henson Highway (NM 28):
Between Snow Road & Afton Road

Corridor Length: 11.2 miles
Connects to San Pablo in the north to La Mesa.

Communities:
Santo Tomas, San Miguel, La Mesa

Road Jurisdiction: New Mexico Department of Transportation

CORRIDOR CONTEXT

Transit:
None

Sidewalk Presence: None

Bicycle Facilities: None (one Share the Road sign);
Tier 1 Bikeway in NM Bike Plan

Number of Lanes: 2

Posted Speed: 30-50 mph

Traffic Volume: 1,900-2,400 ADT

CRASH DATA

Total Crashes: 67 (5.9 crashes per mile)

Fatal & Severe Injury (FSI) Crashes: 7

Pedestrian or Bicyclist Involved: 1

Crash Location: 25% at mid-block

Top Crash Types: 31% Hit fixed object

Time of Day: 70% during daylight

CORRIDOR IMPROVEMENTS

- 1 Add Intersection and Stop Ahead warning signs (W2-1 & W3-1) for northbound and southbound NM 28.
- 2 Move headwalls further from roadways.
- 3 Add stop bars markings.
- 4 Add "Cross Traffic Does Not Stop" plaque (W4-4P) in conjunction with stop signs.
- 5 Install guardrail along open air irrigation ditches. *(Solution may be implemented at multiple locations and consistently along the corridor as funding becomes available.)*
- 6 Add appropriate curve warning signs (W1-2).
- 7 Add lit chevron signs, rumble strips, and high visibility pavement markings on sides and/or center line.
- 8 Add W1-10e and other appropriate curve warning signs.
- 9 Add stop bars and warning signs (W3-1).
- 10 Add W4-4p plaques under stop signs. *Potential for transverse rumble strips.*
- 11 Consider a roundabout with warning signs (W2-6).

NM 28 (LOU HENSON HIGHWAY)



CORRIDOR OVERVIEW

NM 28 (Lou Henson Highway):
Between Snow Road & Afton Road

Corridor Length: 11.2 miles
Connects to San Pablo in the north to La Mesa.

Communities:
Santo Tomas, San Miguel, La Mesa

Road Jurisdiction: New Mexico Department of Transportation

CORRIDOR CONTEXT

Transit:
None

Sidewalk Presence: None

Bicycle Facilities: None (one Share the Road sign);
Tier 1 Bikeway in NM Bike Plan

Number of Lanes: 2

Posted Speed: 30-50 mph

Traffic Volume: 1,900-2,400 ADT

CRASH DATA

Total Crashes: 67 (5.9 crashes per mile)

Fatal & Severe Injury (FSI) Crashes: 7

Pedestrian or Bicyclist Involved: 1

Crash Location: 25% at mid-block

Top Crash Types: 31% Hit fixed object

Time of Day: 70% during daylight

GENERAL CORRIDOR IMPROVEMENTS:

12

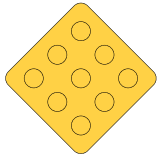
- a.** Coordinate with Elephant Butte Irrigation District (EBID) to move irrigation ditch headwalls away from roadway edges, to create safety clearance and space for safe bicycling.
- b.** Add guardrail to adjacent irrigation ditches.
- c.** Consider high visibility paint for striping and include edge lines - possible rumble strips.
- d.** Include school safety signs: S3-1 ahead of verified school bus stops and S3-2 at known turns for buses.

- e.** Add curve treatments including: warning signs (W1-2), chevrons (W1-8), safety edge, possible rumble strips (centerline or edge).
- f.** Add wider shoulders, in accordance with NM Bike Plan, and add "Share the Road" signs (W16-1P).
- g.** Drop speed limit to 35MPH northbound on NM 28 before Cascade Avenue (medical center and North Valley elementary located just east of the intersection).

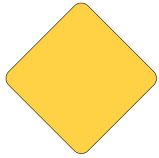
- h.** Apply intersection warning signs (W2 sequence).
- i.** Apply regularly spaced speed limit signs (R2-1).
- j.** Conduct an overall corridor study to streamline improvements and identify specific design solutions.
- k.** Include stop control treatments (large stop signs, stop beacons) at T-intersections and 4-way intersections.

SIGNAGE GLOSSARY

OBJECT MARKER



OM1-1



OM1-3



OM3-L



OM3-R

SCHOOL



S1-1



S3-1



S3-2



S4-5

REGULATORY



R1-1



R1-2



R2-1



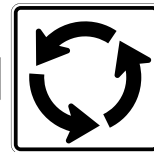
R3-8



R4-7



R6-1



R6-5P



R15-1



R15-2P
(2 TRACKS)

WARNING



W1-2



W1-3



W1-4



W1-5



W1-8l



W1-8r



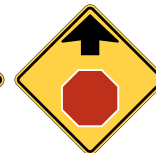
W1-10e



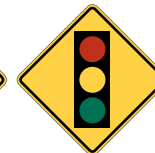
W2-1



W2-6



W3-1



W3-3



W3-5



W3-6



W3-8



W4-4P



W8-23



W10-1



W11-1/W16-1



W11-2



W16-7P



W16-7PL



W16-8P



W16-9P



Congested
Area

PRIORITY PROJECTS IN THE DOÑA ANA COUNTY COMPREHENSIVE ROADWAY SAFETY ACTION PLAN

CORRIDOR	INTERSECTION / LOCATION	PROJECT TYPE	OPINION OF PROBABLE COST	
			2025 \$	2030 \$
DOÑA ANA ROAD	DALRYMPLE ROAD INTERSECTION	SIGNING & STRIPING	\$10,500	\$13,000
	DALRYMPLE ROAD	ROUNDABOUT	\$6,600,000	\$8,300,000
	THORPE ROAD	ROUNDABOUT	\$5,750,000	\$7,200,000
DRIPPING SPRINGS ROAD	SONOMA RANCH ROAD	SIGNING & STRIPING	\$10,000	\$13,000.00
EL CAMINO REAL ROAD	DOÑA ANA SCHOOL ROAD	SIGNING & STRIPING	\$35,000	\$44,000.00
MCCOMBS ROAD	LISA DRIVE TO STATE LINE ROAD	SIGNING & STRIPING	\$25,000	\$32,000
	HERMOSA DRIVE TO STATE LINE ROAD	SHOULDER	\$1,420,000	\$1,800,000
	STIRES SUPER MARKET	RIGHT-IN/RIGHT/OUT	\$31,000	\$39,000
	LISA DRIVE	SCHOOL ZONE	\$62,500	\$78,000
	STATE LINE ROAD	ROUNDABOUT	\$6,200,000	\$7,800,000
MESQUITE DRIVE / NM 228	NM 228 & NM 478	RAILROAD CROSSING	\$175,000	\$219,000.00
	NM 228 & NM 478	SIGNALIZATION	\$1,910,000	\$2,400,000.00
NM 28 (LOU HENSON HIGHWAY)	SNOW ROAD	SIGNING & STRIPING	\$22,000	\$28,000.00
	GADSDEN HS	SIGNING & STRIPING	\$410,000	\$520,000.00
GENERAL PROJECTS	1 MILE	RURAL 5' SHOULDER WIDENING	\$950,000	\$1,200,000.00
	1 MILE	CURVE IMPROVEMENTS	\$1,238,000	\$1,600,000.00
	T-INTERSECTION/4-WAY STOP	STOP CONTROL TREATMENT	\$43,000	\$54,000.00
	T-INTERSECTION/4-WAY STOP	STOP CONTROL TREATMENT (NO BEACONS)	\$10,000	\$13,000.00

***BOLD/ITALICS INDICATES THAT DETAILS ENGINEERING ANALYSIS IS REQUIRED**

Opinions of probable costs were developed by identifying major pay items and establishing rough quantities to determine a rough order of magnitude cost. Additional pay items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost. Planning-level cost opinions include a range of contingencies to cover items that are undefined or are typically unknown early in the planning phase of a project. Unit costs are based on 2024 dollars and were assigned based on historical cost data from the New Mexico Department of Transportation. Cost opinions do not include: easement and right-of-way acquisition; permitting, inspection, or construction management; engineering, surveying, geotechnical investigation, environmental documentation, special site remediation, escalation (beyond the year 2030), or the cost for ongoing maintenance]. A cost range has been assigned to certain general categories such as utility relocations; however, these costs can vary widely depending on the exact details and nature of the work. The overall cost opinions are intended to be general and used only for planning purposes. Toole Design Group, LLC makes no guarantees or warranties regarding the cost estimate herein. Construction costs will vary based on the ultimate project scope, actual site conditions and constraints, schedule, and economic conditions at the time of construction.

Programs & Policy Recommendations

Enforcement

Existing Procedures

Patrols: The Sheriff's Department assigns full-time deputies to patrol all areas across the county on a weekly or biweekly basis. Deputies target locations for additional enforcement based on observed speeding issues and citizen complaints.

Programs: The Sheriff's Department utilizes funds from an NMDOT traffic safety grant and participates in programs to encourage the use of seatbelts and discourage speeding, texting while driving, and driving while intoxicated.

Crash Reports: Deputies fill out Uniform Crash Reports at the scene of incidents. A dedicated staff person reviews the crash reports before the documents are submitted to NMDOT to understand the sources of crashes and whether additional enforcement should be targeted in those locations

Coordination: Traffic enforcement officers serve as "eyes on the ground" and observe conditions that lead to crashes and excessive speeding. Deputies report issues to the Roads Department related to sight distance, lack of signage, lack of adherence to stop signs, and other issues.

Enforcement Recommendations

Align Enforcement Efforts with the Priority Safety Network: The Sheriff's Department may refer to the Priority Safety Network when assigning personnel for traffic enforcement, the use of speed feedback signs, and the potential placement of automated speed enforcement cameras (see additional discussion below).

Invest in speed tracking software: Doña Ana County should invest in commercially available software that provides real-time traffic speed data. Such data would allow the Sheriff's Department to target enforcement based on current needs and conditions.

Establish Crash Review Committee: Doña Ana County should establish a formal crash review committee comprised of representatives from the Sheriff's Department, Roads Department, NMDOT (if applicable), and other relevant stakeholders to review fatal and serious injury crashes and consider design interventions that would address the sources of crashes. The committee could meet on an ad hoc basis or a formal schedule (e.g., bimonthly or quarterly).

Pursue Automated Speed Enforcement: Doña Ana County should pursue the creation of an automated speed enforcement program. Such a program should be developed in coordination with the City of Las Cruces and NMDOT and would be particularly beneficial along the Priority Safety Network and corridors with limited shoulders or locations for law enforcement officers to safely make traffic stops. Revenue generated from automated speed enforcement could be reinvested in other safety programs, including educational initiatives and funding for roadway design changes that improve safety on the corridor where a speeding-related crash risk exists. This commitment can be explicit in messaging around ATE deployment. This can be supported by DUI/DWI court programs that focus on education and treatment over punishment.

Increase Staffing Capacity: Additional resources for traffic enforcement officers would allow for more frequent patrols in areas with excessive speeding and high rates of crashes.

Policy Initiatives

In addition to infrastructure projects, formal policies and initiatives are essential for reducing fatal and injury crashes and helping Doña Ana County achieve its safety goals. The policies discussed below are linked to various aspects of the Safe System Approach and are grouped into the following categories: Target Setting, Interagency Coordination, Safe Roads, Safe Road Users, Safe Speeds, Safe Vehicles, and Post-Crash Care.

Target Setting

To guide the Vision Zero efforts laid out in the Safety Action Plan, Doña Ana County can establish a year by which Doña Ana County aims to achieve zero roadway fatalities. NMDOT has adopted a Target Zero by 2050 for its roadways; Doña Ana County can also adopt this Vision Zero target year. Since many of the roads on the Priority Safety Network are NMDOT highways, it will be important to be consistent with NMDOT goals.

Interagency Coordination

Many agencies are responsible for the planning and funding of roadway projects in Doña Ana County. Roads in the study area are owned and maintained by either Doña Ana County Public Works or New Mexico Department of Transportation, while responsibility for regional planning in Doña Ana County is shared among the Mesilla Valley MPO, the El Paso MPO, and the Southern New Mexico Council of Governments, with participation from local and state agencies. Coordination among these agencies is therefore key to implementing projects and programs that address roadway safety.

Coordination Across Doña Ana County

Responsibility for implementation of the Safety Action Plan recommendations is shared among various Doña Ana County departments. Ongoing coordination will ensure that investments complement each other and collectively achieve the greatest safety benefits.

- **Engineering Department and Roads Division:** Responsible for the construction and maintenance of County-owned roads, traffic signals, and other transportation infrastructure.

- **Community Development Department:** Responsible for the planning of multi-use trails, as well as parks and natural lands in the County.
- **Sherriff's Office:** Responsible for enforcement of traffic laws on County roads, as well as education efforts and tracking crash trends and responding to severe traffic crashes.

Coordination with Partner Agency Safety Action Plans

Both the City of Las Cruces and the El Paso Metropolitan Planning Organization are in the process of developing Safety Action Plans, and Doña Ana County can work with these agencies to ensure its Safety Action Plan is complementary to and supported by these peer agency plans. Opportunities include ensuring that the Doña Ana County Priority Safety Network is incorporated into the El Paso MPO Safety Action Plan and the identification of projects in the Las Cruces Safety Action Plan that provide safety and mobility benefits for all travelers in Doña Ana County.

Coordination with NMDOT

Over half of crashes within the Safety Action Plan study area from 2018-2022 were on NMDOT-owned roads, such as NM 28 and NM 185, and many of the corridors on the Priority Safety Network are NM highways. These corridors are important thoroughfares for Doña Ana County residents and improvements will be vital to both achieving the County's Vision Zero goals and supporting the NMDOT Target Zero initiative. Many of the improvements identified in this Safety Action Plan will require NMDOT coordination and approval to implement, Doña Ana County staff can play an ongoing role in project development.

Doña Ana County staff should also stay up to date on NMDOT plans and products that can be leveraged to improve conditions on NM highways. In particular, NMDOT is developing a Context Sensitive Solutions (CSS) chapter for the NMDOT Road Design Manual that will ensure road designs support surrounding land uses and community needs. NMDOT is also expected to develop a statewide Active Transportation Plan with guidance on safer facilities for vulnerable road users.

Partner with Advocacy Groups and Community Organizations

Advocacy groups and community organizations are already making strides in improving safety outcomes in Doña Ana County. Groups like VeloCruces and Vulnerable Road Users NM educate and advocate for vulnerable road users and promote safe and respectful use of roadways by everyone. Partnering with organizations like these to develop and distribute educational and outreach materials can help improve roadway safety outcomes. Materials can be distributed to the public at events or through driver's education classes throughout the County. Doña Ana County can also partner with these organizations to provide sessions during driver's education classes to highlight the importance and needs of vulnerable road user safety, and can encourage local schools to include the Safe Driving Pledge in their driver's education classes to encourage young drivers to focus on safe driving behaviors.

Safe Roads

Improving safety through roadway design and other changes to infrastructure has the potential to greatly reduce the severity and frequency of crashes on roadways in Doña Ana County.

Review Design Standards

Doña Ana County should review existing design standards for opportunities to incorporate national best practices such as narrower lane widths and tighter curb radii in developed areas to encourage slower motor vehicle speeds, and more formally encourage pedestrian crossings and space for bicycle facilities on County roads.

Pursue a General Obligation Bond Package

Doña Ana County can pursue a General Obligation (GO) bond package as a way to fast-track projects that are located along the Priority Safety Network. A GO bond package could also prioritize active transportation safety improvements and speed management strategies that provide all ages and abilities facilities. GO bonds require voter approval and are generally repaid through property tax revenue.

Create a Safety Coordinator Position

Doña Ana County can create a new safety coordinator position that would be responsible for identifying priority projects, pursuing grant funding opportunities,

performance tracking, and plan updates. The safety coordinator position could also be responsible for developing and distributing educational materials and working with community organizations and educators on safety-related programming. Creating such a position would reflect a firm commitment to addressing safety and would improve staff capacity to implement the recommendations of the Safety Action Plan.

Conduct a Lighting Study

Many of the KSI crashes that occurred in the study area, particularly those involving vulnerable road users, took place at nighttime in areas with no/low lighting. Doña Ana County can conduct a lighting study at locations along the Priority Safety Network that have high concentrations of nighttime crashes. From this lighting study, the County can understand which locations have insufficient lighting and where to prioritize the installation of additional lighting. The Systemic Treatment Typologies section of this Safety Action Plan also identifies specific intersections that can be improved through additional lighting. When considering lighting for areas in Doña Ana County, especially less populated areas, implementations need to account for impacts to surrounding residents and livestock.

Progress Reporting

Doña Ana County should track and report progress on both the projects implemented and trends in crash data. Every year, the County can summarize any roadway or transportation projects that were completed, highlighting those located along the Priority Safety Network.

The County can also document annual **County-level crash trends and statistics** as well as data along the **Priority Safety Network**. Some of this information can be derived from the University of New Mexico's yearly Community Crash Report for Doña Ana County, while location-specific data must be requested from NMDOT and processed by County staff. Annual reporting data considerations should include:

- Total crashes
- Total crashes by mode
- Number of KSI crashes
- Number of KSI crashes with young drivers
- Number of KSI crashes where distracted driving was a factor

Doña Ana County can compile lists of projects implemented and the changes in crash trends into an Annual Safety Report that could be released to the public.

Safe Road Users

Doña Ana County can encourage safe and responsible use of its roads through educational, awareness, and planning activities. These actions have the potential to improve roadway user behavior and improve overall safety outcomes.

Education and Awareness Campaigns

As part of the Comprehensive Safety Action Plan, Doña Ana County has developed brochures and other materials for educational campaigns targeted towards drivers. The County can take this further by developing educational programs and awareness campaigns that aim to reduce speeding, distracted driving, and impaired driving. Doña Ana County can ensure that awareness campaigns include the traffic safety responsibilities of all road users, including motorists, pedestrians, and bicyclists.

Doña Ana County can roll out campaigns prior to and in conjunction with the implementation of new safety improvements, such as lowered speed limits and other laws, traffic calming interventions, roundabouts, and bicycle facilities. Such campaigns are especially important with new or unfamiliar facility types.

Develop a Bikeway and Trails Master Plan

Doña Ana County can develop a bikeway and trails master plan that builds upon recent bicycle and multi-use trail projects and identifies the improvements necessary to create a safe and well-connected county-wide bikeway and trails network. The bikeway and trails master plan can integrate recommendations from the NMDOT Statewide Prioritized Bicycle Network Plan and build off the safety analysis perform in this plan by prioritizing projects by safety impact and identifying locations where enhanced trail and street crossings are needed. See the Bicycle and Trail Network Planning section below for additional discussion.

Expand Safe Routes to School Programs

Many of the locations identified in the Priority Safety Network are near schools and creating connections that allow students and staff to safely travel to school sites is a high priority. There is an existing program through Las Cruces Public Schools, but similar programs are needed at the Gadsden Independent School District and Hatch Valley Public Schools. These programs can be supported by Doña Ana County, which offer staffing capacity, educational materials, and analyze transportation conditions approaching schools to identify potential improvements.

Safe Speeds

Excess travel speeds are a critical factor in the outcome of a crash, especially for vulnerable road users.

Encouraging road users to move at a safe speed will be key in improving safety outcomes in Doña Ana County.

Traffic Calming Programs

Addressing excessive speeding, especially on local and neighborhood streets, is a key priority for reducing life-changing crashes on County roads. A formal traffic calming program would outline appropriate street design elements, develop a process for identifying appropriate locations, and establish a formal mechanism for residents to request traffic calming improvements. Coordination with local communities and NMDOT are required for the application of traffic calming treatments in incorporated areas and along NM highways.

Speed Management Programs

Identifying appropriate speed limits on Doña Ana County roads is important to managing speeds. The County should systematically review the speed limits along the Priority Safety Network and consider whether the posted speed limit and design speeds are appropriate for the surrounding contexts. Strategies from the Safety Countermeasures Toolkit should be considered where speeds are excessive and vulnerable road users are present.

Enforcement

Enforcement of speeding laws is vital to improving roadway safety. The Doña Ana County Sheriff's Office can apply the enforcement programs and recommendations contained in the Enforcement section of this chapter. The County Sheriff can also deprioritize enforcement of minor infractions, including equipment violations such as missing a taillight for people driving, recognizing that these are not high-value public safety issues and too often result in inequitable enforcement and harsh, unintended consequences.

Safe Vehicles

While Doña Ana County has little control over safe vehicle design, County government can incorporate crash reduction and safety technology in vehicle fleet retrofits and purchasing standards. Doña Ana County can perform the following to improve the safety of its vehicles:

- Purchase government vehicles equipped with Intelligent Speed Assist (ISA).
- Revise procurement guidelines to include side guards as a standard feature on all new heavy trucks (i.e., gross vehicle weight of 10,000 pounds or more) purchased by Doña Ana County and other local jurisdictions.
- Install side guards on all large trucks operating in jurisdiction vehicle fleets that have a replacement date of 2026 or later.
- Require that all garbage and recycling contractors operating in the county install side guards by 2028.
- Update vehicle purchasing standards to begin phasing smaller vehicles with latest crash reduction and safety technology into the fleet when possible.

Post-Crash Care

Medical care after a crash occurs is vital to the survivability of crashes. This is even more pronounced in rural areas where travel times to hospitals and clinics is longer. Doña Ana County can adopt policies and activities that improve prehospital treatment, such as ensuring timely on-scene care, funding ongoing emergency responder training, and coordinating collection of crash and injury data. Doña Ana County can also collaborate with first responders to ensure emergency response routes are considered in the design of roadway treatments.

Bikeway and Trail Network Planning

Background and Benefits

Expanding transportation choice and creating comfortable options for people to walk and bike are important safety strategies. Multi-use paths are particularly beneficial along rural roads and in locations without sidewalk where bicyclists and pedestrians may share space. Investing in paved multi-use trails can also complement the strong regional interest in long-distance bikeways, such as the Rio Grande Trail, and increase opportunities for outdoor recreation and tourism that take advantage of the rugged landscape and wealth of points of interest.

Over time, Doña Ana County can identify roadway improvements and trail projects that link together facilities into complete networks. Such a focus is important as many of the safety improvements identified in this plan are location-specific, but people move through space along transportation networks and benefit from connected sets of facilities.

Recent Accomplishments

Doña Ana County and NMDOT have both implemented multi-use trails alongside major roads in recent years, with an emphasis on facilities that provide direct access to community destinations. Important examples of NMDOT led-projects include Anthony Road and Ohara Drive (NM 404) in Anthony, which form the spines of a potential long-distance trails system.

Many of the County-led efforts are the result of recommendations from the Doña Ana County Comprehensive Plan. The series of multi-use trails in Chaparral is noteworthy for creating a network of active transportation facilities where no formal pedestrian ways or bikeways were present. Further trails are in design and will create a well-connected network, once fully implemented. See Table X in the Recent Projects & Successes section for additional information.

Noteworthy projects in progress include:

- **La Llorona Trail Extension:** Design has taken place for La Llorona Trail extension from the northern terminus to Shalem Colony Trail Road. The existing La Llorona Trail runs from Calle del Norte to the Outlet Channel Trailhead.
- **McCombs Road and Amparo Road:** Doña Ana County has completed design work on multi-use trails along both McCombs Road and Amparo Road that would connect to existing trails along Lisa Drive. Detailed safety recommendations for McCombs Road are included in the Safety Action Plan.

Recommendations

Doña Ana County should develop a dedicated County-wide bikeways and trails plan that builds upon the information presented here, more extensively documents existing conditions, and integrates the recommendations from the Doña Ana County Safety Action Plan, metropolitan transportation plans from the Mesilla Valley and El Paso Metropolitan Planning Organizations, and the Statewide Prioritized Bicycle Network Plan, which identifies priority tiers for bikeways on US and NM highways across the state.

Plan products should include specific projects and priorities, develop design guidance for on-street bikeways and multi-use trails in different contexts, and identify enhanced crossings where multi-use trails and bikeways intersect with major highways. The plan should also develop a strategy for further implementation of the proposed Rio Grande Trail, which goes through various parts of unincorporated Doña Ana County as well Sunland Park, Mesilla, Las Cruces, and could ultimately provide a continuous paved river trail along the length of the Rio Grande.



PAVED MULTI-USE TRAIL ALONG OHARA ROAD (NM 404) IN ANTHONY, NM. THE TRAIL IS LOCATED AT CURB LEVEL AND TAKES THE PLACE OF A SIDEWALK.