



A Tier-1 University Transportation Center

# NMDOT Pedestrian Outreach Program

**June  
2025**

A Report from the  
Center for Pedestrian and Bicyclist Safety

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## About the Center for Pedestrian and Bicyclist Safety (CPBS)

The Center for Pedestrian and Bicyclist Safety (CPBS) is a consortium of universities committed to eliminating pedestrian and bicyclist fatalities and injuries through cutting-edge research, workforce development, technology transfer, and education. Consortium members include: The University of New Mexico; San Diego State University; The University of California Berkeley; The University of Tennessee Knoxville; and The University of Wisconsin Milwaukee. More information can be found at: <https://pedbikesafety.org>

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SI* (MODERN METRIC) CONVERSION FACTORS				
APPROXIMATE CONVERSIONS TO SI UNITS				
Symbol	When You Know	Multiply By	To Find	Symbol
<b>LENGTH</b>				
in	inches	25.4	millimeters	mm
ft	feet	0.305	meters	m
yd	yards	0.914	meters	m
mi	miles	1.61	kilometers	km
<b>AREA</b>				
in <sup>2</sup>	square inches	645.2	square millimeters	mm <sup>2</sup>
ft <sup>2</sup>	square feet	0.093	square meters	m <sup>2</sup>
yd <sup>2</sup>	square yard	0.836	square meters	m <sup>2</sup>
ac	acres	0.405	hectares	ha
mi <sup>2</sup>	square miles	2.59	square kilometers	km <sup>2</sup>
<b>VOLUME</b>				
fl oz	fluid ounces	29.57	milliliters	mL
gal	gallons	3.785	liters	L
ft <sup>3</sup>	cubic feet	0.028	cubic meters	m <sup>3</sup>
yd <sup>3</sup>	cubic yards	0.765	cubic meters	m <sup>3</sup>
NOTE: volumes greater than 1000 L shall be shown in m <sup>3</sup>				
<b>MASS</b>				
oz	ounces	28.35	grams	g
lb	pounds	0.454	kilograms	kg
T	short tons (2000 lb)	0.907	megagrams (or "metric ton")	Mg (or "t")
<b>TEMPERATURE (exact degrees)</b>				
°F	Fahrenheit	5 (F-32)/9 or (F-32)/1.8	Celsius	°C
<b>ILLUMINATION</b>				
fc	foot-candles	10.76	lux	lx
fl	foot-Lamberts	3.426	candela/m <sup>2</sup>	cd/m <sup>2</sup>
<b>FORCE and PRESSURE or STRESS</b>				
lbf	poundforce	4.45	newtons	N
lbf/in <sup>2</sup>	poundforce per square inch	6.89	kilopascals	kPa
APPROXIMATE CONVERSIONS FROM SI UNITS				
Symbol	When You Know	Multiply By	To Find	Symbol
<b>LENGTH</b>				
mm	millimeters	0.039	inches	in
m	meters	3.28	feet	ft
m	meters	1.09	yards	yd
km	kilometers	0.621	miles	mi
<b>AREA</b>				
mm <sup>2</sup>	square millimeters	0.0016	square inches	in <sup>2</sup>
m <sup>2</sup>	square meters	10.764	square feet	ft <sup>2</sup>
m <sup>2</sup>	square meters	1.195	square yards	yd <sup>2</sup>
ha	hectares	2.47	acres	ac
km <sup>2</sup>	square kilometers	0.386	square miles	mi <sup>2</sup>
<b>VOLUME</b>				
mL	milliliters	0.034	fluid ounces	fl oz
L	liters	0.264	gallons	gal
m <sup>3</sup>	cubic meters	35.314	cubic feet	ft <sup>3</sup>
m <sup>3</sup>	cubic meters	1.307	cubic yards	yd <sup>3</sup>
<b>MASS</b>				
g	grams	0.035	ounces	oz
kg	kilograms	2.202	pounds	lb
Mg (or "t")	megagrams (or "metric ton")	1.103	short tons (2000 lb)	T
<b>TEMPERATURE (exact degrees)</b>				
°C	Celsius	1.8C+32	Fahrenheit	°F
<b>ILLUMINATION</b>				
lx	lux	0.0929	foot-candles	fc
cd/m <sup>2</sup>	candela/m <sup>2</sup>	0.2919	foot-Lamberts	fl
<b>FORCE and PRESSURE or STRESS</b>				
N	newtons	0.225	poundforce	lbf
kPa	kilopascals	0.145	poundforce per square inch	lbf/in <sup>2</sup>

CENTER FOR PEDESTRIAN AND BICYCLIST SAFETY

Final Report

# NMDOT Pedestrian Outreach Program

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A Center for Pedestrian and Bicyclist Safety Research Report

June 2025

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## Acronyms, Abbreviations, and Symbols

3HSP	Triennial Highway Safety Plan
ADA	Americans with Disabilities Act
AR	Augmented Reality
BIL	Bipartisan Infrastructure Law
CalTrans	California Department of Transportation
CEP	CalTrans Engagement Portal
CBO	Community-Based Organization
DRCOG	Denver Region Council of Governments
FIRST	Fatality and Injury Reporting System Tool
GIS	Geographic Information Systems
GDCI	Global Designing Cities Initiative
GSDG	Global Street Design Guide
HIN	High Injury Network
IJA	Infrastructure Investment and Jobs Act
MDOT	Maryland Department of Transportation
MnDOT	Minnesota Department of Transportation
MRCOG	Mid-Region Council of Governments
MRMPO	Middle Rogue Metropolitan Planning Organization
NACTO	National Association of City Transportation Officials
NCCOG	North Central Council of Governments
NHTSA	National Highway Traffic Safety Administration
NMDOT	New Mexico Department of Transportation
PP&E	Public Participation and Engagement
PPP	Public Participation Plan
RTSAP	Regional Transportation Safety Action Plan
SRTS	Safe Routes to School



## **Abstract**

This research report reviews best practices in pedestrian outreach and engagement from various state, regional, and city agencies that will guide the pedestrian outreach for the New Mexico Department of Transportation (NMDOT) Pedestrian Safety Action Plan (PSAP). This report summarizes insights from interviews with government personnel overseeing pedestrian safety or active transportation initiatives throughout North America. The study examines engagement methods, including in-person and remote approaches, to effectively involve communities in the transportation planning processes. Key findings stress the significance of successful engagement regarding safety through data-driven prioritization methods and trust-building with communities while offering adaptable feedback systems. The findings led to practical recommendations for NMDOT to develop a sustainable and inclusive engagement framework while leveraging the best national practices and tools, such as the Our Voice App and the AARP Walk Audit Toolkit. The report recommends building a statewide advisory committee and regional engagement administrators alongside supporting outreach programs for youth and dedicated residents.

## Executive Summary

The New Mexico Department of Transportation (NMDOT) Pedestrian Safety Action Plan (PSAP) seeks to address critical pedestrian safety concerns in New Mexico by providing a five-year framework of actions to reduce the number of pedestrian-involved injuries and fatalities in New Mexico (*NMDOT, 2021*). One specific action from the PSAP that NMDOT still seeks to address is to: “Establish a program to continually gain feedback from all user groups on their experience with the transportation system, especially seeking input from disadvantaged or vulnerable communities, commuters and transit passengers.” This CPBS report, therefore, examines other agencies’ engagement strategies and safety practices to inform NMDOT’s creation of more inclusive, safe, and proactive pedestrian infrastructure and policies.

### Project Objectives

This report is primarily designed to give NMDOT evidence-based, flexible recommendations for pedestrian outreach plans and strategies. Specific objectives include:

1. Discovering what works for other agencies to engage residents in pedestrian safety programs.
2. Recognition of successful methods for reaching low-income and otherwise disadvantaged populations to ensure fair and inclusive outreach.
3. Detailed recommendations based on case studies of data-driven priority setting and public input for NMDOT’s Pedestrian Safety Action Plan.

### Outreach Techniques

This CPBS report shares results from deep-dive phone, video, and email interviews with representatives of cities, metropolitan planning agencies, and state transportation agencies. Perspectives vary from the City of Boulder in Colorado, with its experiential engagement programs, to the California Department of Transportation (CalTrans), which incorporates advanced tools such as the CalTrans Engagement Portal for citizens to provide input. These departments described their best practices for public engagement, engagement techniques, survey questions, and how they are trying to prioritize pedestrian safety.

A few common themes surfaced throughout the interviews:

1. Agencies employ data tools, such as High Injury Networks (HIN), to find underserved areas and adapt their engagement strategies to suit those areas. To enhance access, agencies developed multilingual materials and culturally relevant communication methods and established trusted partnerships with community-based organizations (CBOs).
2. The agencies enhanced their engagement strategies by implementing a multi-platform and iterative approach. For effective engagement, agencies combined on-site methods, such as walk

audits and community tours, with online tools like map-based surveys and smartphone applications. The “Dream Play Build” workshops stood out as an experiential engagement tool that breaks through language and technical barriers to connect with diverse groups like youth, older adults, and people with disabilities.

3. It is important to close the feedback loop by sharing findings with the community and documenting how input shaped final decisions.

This report delivers detailed recommendations based on evidence to assist NMDOT with developing its pedestrian outreach program. Key recommendations for NMDOT involve establishing a statewide advisory committee with community leaders, planners, and tribal representatives, appointing regional administrators to develop local capacity, and training community champions to promote safer pedestrian spaces. The report suggests using tools like the KOBO Toolbox along with Our Voice app and AARP’s Walk Audit Toolkit because they offer adaptable data collection solutions that work well for New Mexico’s varied geographic areas and populations.

The report states that pedestrian safety improvements in New Mexico necessitate sustained community engagement that includes diverse populations and demonstrates cultural competence beyond infrastructure investments. The report delivers practical guidelines to NMDOT that map out how to integrate local community perspectives directly into pedestrian safety planning processes. Effective implementation of these strategies enables transportation systems to become safer while also responding to the real-world experiences of every New Mexican.

# 1. Introduction

New Mexico has had the highest pedestrian fatality rate in the United States for the last seven years and has consistently ranked in the top five for decades. To combat these pedestrian safety issues, NMDOT released the NMDOT Pedestrian Safety Action Plan (PSAP) in August 2021. The NMDOT PSAP established a framework for action to ameliorate New Mexico’s pedestrian safety issues. One specific action from PSAP that NMDOT still seeks to address is to:

“Establish a program to continually gain feedback from all user groups on their experience with the transportation system, especially seeking input from disadvantaged or vulnerable communities, commuters, and transit passengers.”

This CPBS project focused on developing a pedestrian outreach program across New Mexico. The Pedestrian Outreach Program is intended to help NMDOT better understand the unique needs and concerns of pedestrians in communities that have both residents who are disproportionately affected by pedestrian-involved crashes and residents who are historically disadvantaged and/or most vulnerable.

The rest of the report is organized as follows:

In Section 2, this report first provides a literature review of best practices identified through academic research and a summary of several mobile applications commonly used for community feedback.

In Section 3, we then interviewed agencies with either a Pedestrian Safety Plan, a Pedestrian Program, or an Active Transportation Plan. We sought to reach local, regional, and state agencies to better understand the level of engagement at different levels of government and how agencies collaborate. We interviewed these agencies and asked them the same questions to better understand their outreach process. In Section 4, we provide a synopsis of other agencies’ public outreach strategies.

In Section 5, we then synthesized the main findings from the analysis of the study agencies into a Discussion section, summarizing the key elements identified during the literature review and interviews.

In Section 6, we then present recommendations for public outreach strategies that NMDOT might pursue to support consistent and inclusive outreach, along with a proposed survey format provided in Appendix E. In Section 7, we detail our methods of developing a list of New Mexico communities and potential community-based organizations (CBOs) to target with outreach efforts based on several vulnerability indices and past traffic safety outcomes, with the complete list provided in Appendix F.

## 2. Literature Review

We first discuss academic literature on community outreach, which provides us with a theoretical foundation. We then explore practical tools currently employed in community outreach.

### 2.1 Academic Literature

#### 2.1.1 The politics of collective public participation in transportation decision-making

By Carolyn McAndrews and Justine Marcus

This article describes how the public gets engaged in transportation planning and explains how a community group mobilized in a group action for transportation infrastructure improvements on Verona Road in Wisconsin (*McAndrews & Marcus, 2015*). Involvement in transportation planning usually models the collective preferences of individuals compiled into a public opinion forum. This article discusses the difference between that scenario and collective action, in which groups of organized citizens engage within and beyond the formal engagement processes to influence decisions.

Verona Road is a highway reconstruction project in Madison, WI. A local community organization called the Verona Road Justice Coalition gathered to fight for environmental justice, public health, and neighborhood living standards. They were responsible for shaping how roads were laid out, introducing pedestrian crossings, and including public artwork.

The community's collective effort, rather than the formally organized public consultation process, was used to get people to contribute. The formal process was criticized as a "one-way communication" system that did not harness the force of local groups. There were three main conflicts between the classic and the community-driven approaches:

1. Representation: There was debate over whether the Verona Road Justice Coalition truly represented the broader interests of the affected neighborhoods. Some stakeholders questioned whether the coalition's priorities aligned with the concerns of all residents, particularly those who may not have actively participated in advocacy efforts.
2. Policy Scope: The residents and activists involved in the coalition wanted to address the social, environmental, and public health consequences of highway reconstruction, such as air pollution, noise, and neighborhood displacement. However, the official planning process was narrowly focused on traffic efficiency, road capacity, and technical infrastructure, sidelining the broader concerns of the community. This misalignment of priorities created tension between residents advocating for holistic community well-being and planners focused on engineering solutions.

3. Methods of Engagement: Public meetings and hearings were designed to control the process, limiting the community's ability to participate fully and voice their concerns. In this way, the community wanted a process they could help guide, not a rigid process that would allow them to provide their input relative to the agency's goals.

The study concludes that the formal transportation planning processes should be redesigned to accommodate collective forms of public participation, especially in marginalized communities. (*McAndrews & Marcus, 2015*).

### **2.1.2 Civic Engagement Capacity Building: An Assessment of the Citizen Planning Academy Model of Public Outreach and Education**

By Lynn Mandarano

The article evaluates the effectiveness of citizen planning academies in enhancing civic engagement through educational programs. The study focuses on how academies help participants become more effective in community and city planning by increasing their understanding of planning processes and their capacity to influence local decision-making (*Mandarano, 2015*).

A planning academy program educates local community leaders and residents about planning and land-use issues to achieve that vision and create more authentic public engagement. Planners gain relationships with a more informed and involved community, and participants gain a greater understanding of the role of planning and how they can influence positive change in their communities (*Carney, 2023*).

The program consisted of weekly meetings over an 8–10-week period conducted as two-hour courses in the evenings. Each week, a different topic related to planning was discussed, and guest speakers (experts or notable advocates) presented their plans and successes.

Mandarano introduced a three-tier evaluation framework to assess the effectiveness of these academies in building civic engagement capacity:

1. First-tier returns are for individual gains in knowledge (human capital), networks (social capital), trust (cultural capital), and political clout.
2. Second-tier results refer to the group's post-academy steps to transform their communities.
3. Third-tier results measure longer-term community changes due to participant intervention.

According to the study, citizen planning academies are valuable tools for enhancing civic participation, but more research is needed to understand their long-term impacts on communities.

Planning departments are encouraged to invest in such academies, focusing on developing participants' skills and building relationships with planning staff, which are crucial for improving local engagement (*Mandarano, 2015*). However, there were challenges, such as limited attention to securing financial resources for community projects.

Mandarano's work suggests that citizen planning academies can strengthen civic networks and encourage citizens to take an active role in creating their communities (e.g., enhancing participants' capacity, particularly in building contacts with planners). However, it also points out the constant monitoring to understand the real impact of these programs on community development (*Mandarano, 2015*).

### **2.1.3 Dream Play Build: Hands-On Community Engagement for Enduring Spaces and Places**

By James Rojas and John Kamp

The authors place more value on hands-on, creative, sensory methods for citizens to imagine their communities and create environments – not from the top down, but with play and practice. The authors call for a different community engagement, where planners should "forget about engagement". Moreover, they think that the older approaches – experts presenting ready-made plans, for example – do not respond to the real needs and wants of the community (*Rojas & Kamp, 2022*).

#### **Key Concepts**

"Talking Brain" vs. Creativity: The authors highlight how traditional engagement methods trigger the "talking brain," which focuses on survival needs (e.g., parking or traffic) and suppresses creativity. Their approach bypasses this defensive mode by encouraging play and imagination, allowing participants to explore core values like nature and family (*Rojas & Kamp, 2022*).

Inclusive by Process: The authors are clear that their processes are inclusive because no language or level of education is excluded from their methods. The process itself is open, and there is no need for specialized knowledge to participate (*Rojas & Kamp, 2022*).

The book focuses on an example from South Colton in Los Angeles, where the authors consulted with residents for more than a year to develop the South Colton Livable Corridor Plan. It was a participatory process of workshops, pop-ups, and sensory walking tours to gather opinions and feedback from the public. The Plan ultimately included residents' non-official contributions – DIY benches and lights, for example – which were initially considered code violations. The plan framed these actions as assets and supported the public's attempts to elevate the public realm (*Rojas & Kamp, 2022*).

"Dream Play Build" is a fresh, playful model of participatory planning that calls upon planners to step beyond the old approaches, which are incapable of fully engaging residents' ideas and imagination. Through tactile play and an inclusive approach, the book shows communities how they can become more consciously part of space-making. The South Colton case study shows the promise of these techniques, but they need to be better verified broadly for effectiveness (*Rojas & Kamp, 2022*).

#### **2.1.4 Answers from the Margins: Participatory Planning with Disadvantaged Communities**

By Sarah McCullough and Rebecca van Stockkum

The article discusses successful participatory planning efforts in historically marginalized communities in California. The report, published in March 2021, focuses on how transportation planning can be more representative through deeper community engagement (*McCullough & van Stockkum, 2021*).

The paper reviewed four successful participatory planning models in California that included historically underrepresented groups. It focuses on how these processes could be more inclusive and representative.

##### **Key Concepts**

1. Community trust: Creating community trust usually starts with transportation agencies partnering with trusted community-based organizations (CBOs) that have already established relationships in these communities.
2. Community-based organizations must be equal partners: CBOs should not be seen as consultants but as partners whose knowledge and management should be respected.
3. Compensation of community partners: CBOs and community partners must be paid fairly for work and services.
4. Let CBOs decide what good engagement looks like: CBOs know how best to reach their constituents and should be the ones to take the lead in deciding what engagement efforts look like in their own communities.
5. Make technical language accessible: Informing the community members in a language they can easily comprehend is key to generating action.
6. Know the history of transportation in the community: Knowing how transportation infrastructure has previously helped or hindered communities is important to establishing trust.



7. Include the community in final reporting: Community members should be consulted, and their voices should be included in final reports.

8. Implementation: Action on the recommendations from the community should not be delayed too long because that is when trust is lost, and communities feel ignored.

As the report recommends, participatory planning for communities should prioritize trust, equal pay, and true collaboration with communities. Planners are also asked to think holistically about residents' interests and history to design fair transportation systems (*McCullough & van Stokkum, 2021*).

### **2.1.5 Participatory Apps for Urban Planning—Space for Improvement**

By Titiana-Petra Ertiö

The paper introduces a typology to classify participatory apps and examines their current and potential roles in urban governance. The central theme is evaluating these apps' participatory features and the ways they could be improved to foster deeper citizen involvement in planning (*Ertiö, 2015*).

#### **Types of apps**

1. Information apps: These apps provide environmental information for citizens, such as maps, news, etc. They are often one-way communication apps and the most popular.

2. Shared reality apps: These apps allow people to interact with the world and can facilitate that with visualization or augmented reality (AR) elements.

3. Trend apps: These apps gather data from citizens to keep authorities updated about trends in the region.

4. Integrator apps: While they were not widely available at the time of the research, these hypothetical apps would pull environmental data and use conversation follow-up questions to integrate citizen inputs into strategic planning in real time, similar to trend monitoring apps. However, these remain hypothetical today.

5. Nudge apps: These apps incentivize or reward users for altering their habits (e.g., practicing safe driving behaviors).

6. Local network apps: These apps promote day-to-day information sharing among societies and often combine open data with citizen content.

7. Public dialog apps: These apps provide citizens and planners with two-way engagement so that planning issues can be discussed at the moment of the issue.

The article from 2015 concludes that while mobile apps can transform citizen engagement in urban planning, most existing apps are still in the early stages of realizing this potential. This paper advocates for richer, interactive, inclusive apps beyond those that collect data to help put citizens at the center of the planning process (*Ertiö, 2015*). Apps have evolved since this paper was published and, although the general types discussed above are largely similar to those available today, this report's chapter on current tools details some widely-implemented apps.

### **2.1.6 Active Transportation, Citizen Engagement and Livability: Coupling Citizens and Smartphones to Make the Change**

By Marc Schlossberg, Cody Evers, Ken Kato, and Christo Brehm

This 2012 research article supports the push for livable cities and highlights the rising need for active transportation in the U.S. With the prevalence of smartphones, which are visually and spatially precise, citizen-led data collection for transportation and livability purposes is possible in real-time (*Schlossberg et al., 2012*).

This article introduces and discusses "Fix This Tool," a transportation livability audit tool that can be used with an iPhone to enable citizens to capture data on active transportation. This tool is simple to use, requires no special training, and considers location-based data and subjective and objective livability influences (*Schlossberg et al., 2012*).

In early beta testing, the tool proved intuitive and capable of producing robust data, giving citizens and agencies a new means to participate in improving local transportation infrastructure. However, as the authors add, active transportation data derived from this approach can be difficult to integrate into decision making processes because citizen-collected data are often messy and inconsistent. Such engagement approaches will therefore require new ways of integrating into established transport modeling and planning systems (*Schlossberg et al., 2012*).

This research showed that smartphone apps (such as the "Fix This Tool") can mobilize citizens to collect active transportation data to solve a significant need in urban planning. Allowing citizens to provide spatially accurate, perceptually immersive data gives transportation authorities a new tool to plan locally, responsively, and effectively. This is one promising initiative towards collective, data-driven initiatives to make cities more livable through active transport (*Schlossberg et al., 2012*).

## 2.2 Current Practical Tools

### 2.2.1 KoBoToolbox

By Harvard Humanitarian Initiative, 2024

KoBoToolbox is an open-source data collection platform created by the Harvard Humanitarian Initiative (*Harvard Humanitarian Initiative, 2024*). It is designed for agencies creating digital questionnaires that gather and manage data. KoBoToolbox is currently being used by the Las Cruces Safe Routes to School (SRTS) program as a gadget for walk audits to improve pedestrian and cyclist safety around schools. Key features include deploying on web and mobile devices, collecting GPS coordinates, capturing photos, and allowing for data management and preliminary analysis directly within the platform.

The Las Cruces team has also integrated Kobo Toolbox to track specific sidewalks and environmental conditions, the condition of crossings and signs, traffic patterns and pedestrian patterns, and the status of school zones. Walk audit data is stored and available to be viewed in tabular or map form so relevant agencies can prioritize and address safety issues.

Kobo Toolbox provides a free Community Plan for nonprofits that includes 5,000 survey submissions per month and 1 GB of file storage. The plan also offers limitless projects, forms, features, and documentation support in its massive documentation and community forum (*Harvard Humanitarian Initiative, 2024*).

### 2.2.2 Our Voice App

By Stanford Medicine, 2024

The Our Voice model is a four-step community engagement approach developed by Stanford Medicine to improve health outcomes. At its core, it uses a mobile-based application that allows “Citizen Scientists” (interested volunteer users) to take photos that automatically capture and store locations, mark them with specific good/bad tags, and write or record audio about the findings. It also empowers the users to identify and advocate for healthier community environments, employing pedestrians to identify areas needing improvement (*Stanford Medicine, 2024*).

Walkers take the Discovery Tool on their walks to take pictures and notes about local aspects of health. The “Citizen Scientist” walkers then communicate results, improvement priorities, solutions, and identify key stakeholders. They can pitch their findings and solutions to stakeholders and develop action plans in conjunction with them. The community may then execute the plan, measure results, and celebrate victories.

This model promotes grassroots-driven change for healthier neighborhoods. The team has been using this model for over a decade worldwide, in 14 languages, with users ranging in age from 9 to 100. The program has partnered with several institutions worldwide on specific issues and has published numerous research articles (*Stanford Medicine, 2024*).

### **2.2.3 AARP Walk Audit Toolkit**

By AARP, 2025

The AARP Walk Audit Tool Kit is a comprehensive resource designed to help individuals and communities assess and improve the walkability of their local areas. It provides step-by-step instructions and checklists for examining intersections, sidewalks, driver behavior, public safety, and more. The toolkit includes printable worksheets that can be used to document observations and share findings with local leaders when advocating for safer streets. (*AARP, 2025*)

There are several reasons why people might prefer printable worksheets over phone apps for walk audits:

#### ***Accessibility***

**Ease of Use:** Not everyone is comfortable using apps or has the necessary technical skills, especially older adults, a key demographic for AARP.

**Device Availability:** Some participants might not own a smartphone or tablet, or their devices might not support the required app.

**No Internet Required:** Worksheets can be used without internet access, which is especially important in areas with poor connectivity.

#### ***Flexibility***

**Customization:** Printable worksheets can be easily modified, annotated, or adapted to specific needs, which may not be as straightforward with an app.

**Group Collaboration:** It is easier to pass physical copies for collaborative note-taking in group settings.

#### ***Tangibility***

**Physical Record:** Some people prefer having a tangible document they can see, hold, and refer to later, which helps them organize and present findings.

**Better Focus:** Writing on paper can help individuals stay focused on the task rather than getting distracted by notifications or other apps on their devices.

### ***Inclusivity***

Intergenerational Use: Printable worksheets are suitable for a broader audience, including older adults, children, or those who find technology intimidating or inaccessible.

Language Barriers: Worksheets in multiple languages can be provided in communities where app interfaces may not offer sufficient localization.

### ***Environmental and practical concerns***

Battery Independence: Worksheets eliminate concerns about devices running out of battery during audits.

Durability: Paper does not malfunction in bad weather, extreme cold, or heat, which can affect electronic devices.

### ***Perception and engagement***

Formal Documentation: Paper forms can feel more official or serious to participants, especially when sharing results with policymakers or local leaders.

Social Interaction: Paper forms can create a more interactive group environment, encouraging conversation and teamwork. While apps have benefits, such as automatic data aggregation and analysis, printable worksheets' simplicity, inclusivity, and tangibility make them a preferred choice for many community-focused initiatives.

## 3. Agency Interviews

### 3.1 Method

The research team identified several agencies through a web search that have a Pedestrian Safety Plan, a Pedestrian Program, or an Active Transportation Plan. We sought to engage with local, regional, and state agencies to gain insight into engagement strategies at different levels of government and explore how agencies collaborate across those levels. The agencies we targeted for input share similarities with New Mexico including relatively large rural and tribal populations.

Below are the agencies that responded to our request for interviews regarding their pedestrian outreach efforts. The research team conducted interviews via video call, phone, or email with program managers or unit supervisors. This analysis follows a comparative practice analysis approach.

### 3.2 Agencies interviewed

#### City Governments

1. City of Boulder, CO: [Boulder Walks](#) and [Pedestrian System Plan](#)
2. City of Victoria, BC, Canada: [GO Victoria](#)

#### Metropolitan Planning Organizations

1. Mid-Region Council of Governments, NM (MRCOG): [Regional Transportation Safety Action Plan \(RTSAP, 2024\)](#), [Public Participation Procedures](#)
2. Denver Region Council of Governments, CO (DRCOG): [Active Transportation Plan](#)
3. North Central Council of Governments, TX (NRCOG): [Pedestrian Safety Public Survey](#)

#### State Governments

1. California Department of Transportation (CalTrans): [Toward an Active California, State Bicycle +Pedestrian Plan](#)
2. Maryland Department of Transportation (MDOT): [Pedestrian Safety Action Plan](#)
3. Minnesota Department of Transportation (MnDOT): [Statewide Pedestrian System Plan](#)
4. Massachusetts Department of Transportation (MassDOT): [Massachusetts Bicycle Transportation Plan](#)

Questions from specific engagement surveys can be found in the appendices accompanying this report:

- Appendix A: MnDOT SPSP– Phase 1 Survey Questions
- Appendix B: MnDOT SPSP – Phase 2 Survey Questions
- Appendix C: DRCOG Survey

### 3.3 Script Questions

All participants were presented with the same list of questions ahead of their interview. The research team crafted the questions to meet the objectives of this project and the PSAP engagement task.

List of Questions:

1. Do you have a Pedestrian Engagement Plan (or Active Transportation Plan/Program)
2. What form are you engaging with the users/community (e.g., in-person, remote, surveys, etc.)?
3. What do you ask them (e.g., survey questions, maps, etc.)?
4. How do you identify communities to engage with (e.g., regional, MPOs, local, income, etc.)? Specific stakeholders?
5. What is the frequency of engagement (e.g., ongoing, live submission forms, yearly, every couple of years, etc.)?
6. What do you do with the info gathered?

### **3.4 Results of the Interviews**

#### **3.4.1 Do you have a Pedestrian Engagement Program (or Active Transportation / Pedestrian Safety Plan / Program)?**

All entities interviewed had some form of pedestrian or active transportation engagement. Engagement was often part of a larger multimodal or active transportation strategy or plan incorporating various modes of travel (e.g., walking, biking). The scope and methods of engagement varied between agencies:

1. Public consultation was a common feature, and most agencies engaged in public relations to involve the community in transportation planning.
2. Most engagement strategies targeted underserved or vulnerable groups to understand how to better meet the needs of those communities (e.g., NCCOG, MRCOG, MDOT).
3. Most engagement strategies placed pedestrian safety at the forefront, using statistics to identify high-risk areas, crash fatalities, and key corridors for targeted outreach (e.g., MDOT, MnDOT).

Several agencies, including DRCOG, the City of Boulder, and NCCOG, have recently revised or are in the process of revising their transportation plans to incorporate public engagement efforts. Ongoing monitoring and evaluation of these plans are standard practices to ensure safety improvements and other key objectives are achieved. Consequently, many public engagement strategies remain active throughout the life of the transportation plan.

### **3.4.2 What form are you engaging with the users/community: in-person, remote, surveys, etc.?**

All entities employed in-person and remote methods, from workshops and events to surveys and online tools.

#### ***In-person engagement***

Most agencies employed in-person outreach methods, such as open houses and public meetings. For example, NCCOG participated in back-to-school events to distribute safety posters to students. MDOT hosted public workshops near ongoing transportation projects for citizens to share their feedback.

The City of Boulder sponsored walk and bike tours to engage with locals in person and collect public input on specific transportation infrastructure.

#### ***Workshops and open houses***

Public workshops and open houses, such as those run by MDOT, offer opportunities for open-ended feedback. Participants can review project documents, provide comments, and engage directly with the agency. Agencies may also provide the survey questions they use online as a starting point for the conversation as well as area maps and general topic boards for the public to provide comments.

#### ***Surveys (online and in-person)***

Surveys were widely used across the interviewed agencies in both in-person and remote formats. MRCOG used tablets for surveys at outreach events, and DRCOG conducted map-based and geography-focused surveys. The city of Victoria used surveys at open houses to gather public input.

CalTrans collected survey information via an online portal. In addition, CalTrans created an online Q&A site where customers could continue to ask questions and leave comments.

#### ***Remote and online tools***

MRCOG used email blasts and social media to reach users, while NCCOG targeted specific zip codes for remote engagement through social media. DRCOG maintained a website with project information and regularly posted updates on the planning process.

#### ***Advisory committees***

Gaining buy-in from key individuals and organizations is crucial for building public trust in an engagement program. Most of the agencies interviewed by the research team had advisory committees that helped steer engagement efforts and offered guidance throughout the planning process. For example, DRCOG formed a Community Advisory Committee with local champions and a Stakeholder Committee made up of members from local governments and partner agencies.



### ***Unique approaches***

Community Partnerships: MRCOG collaborates with special community groups, such as Together for Brothers, to extend its reach and engage marginalized communities.

Focus Groups: DRCOG developed focus groups as part of its public engagement activities, where discussion and input are targeted at specific user communities.

Experiential Engagement: Boulder hosted experiential walking and biking tours for residents to see and engage with specific active transportation infrastructure. This is a means of getting locals to understand and give feedback on transportation systems.

CalTrans Engagement Portal: CalTrans is piloting the CalTrans Engagement Portal (CEP) as part of its State Bicycle and Pedestrian Plan. This portal enables users to comment and ask questions directly, streamlining and organizing the public input process.

Tribal Listening Sessions: CalTrans conducted several listening sessions in which they received comments from California Native American Tribes on major bicycle and pedestrian concerns, needs, and priorities in tribal communities.

Sessions to Listen as opposed to Informative Session: CalTrans and MDOT emphasized that their community engagement efforts are designed to listen rather than simply inform, fostering open dialogue rather than delivering one-way communication.

### **3.4.3 What do you ask them? (survey questions, maps, etc.)?**

Interviewed agencies noted that their engagement is non-structural and open-ended and is focused on identifying both problems and possible solutions. Common survey question topics include:

#### ***Barriers and safety concerns***

NCCOG asked about specific pedestrian barriers, such as a lack of sidewalks, disconnected facilities, and unsafe driver behavior. Respondents were asked to prioritize and rank their issues by importance.

MRCOG gathers feedback on perceived safety issues, such as areas where people feel unsafe, and solicits recommendations for improvements. CalTrans asks about challenges and opportunities in active transportation, with an emphasis on addressing local needs and preferences.

#### ***Prioritization of improvements***

MRCOG and DRCOG often ask participants to indicate desired safety improvements either focused on a particular transportation mode (e.g., walking, cycling, ADA) or at a more general level (e.g., fewer single-occupant car trips).

MnDOT instead often asks about specific infrastructure updates (e.g., treatments at crossings and sidewalk widenings) and whether people would be comfortable with those changes.

### ***Geographic-specific feedback***

Several organizations invited people to give location-based input. NCCOG, for instance, used map tools, where participants dropped markers to describe a site with unsafe sections or missing facilities, and Victoria asked participants to name corridors that they felt could use improvement.

### ***Unique approaches***

**Public Perception and Behavior:** MRCOG used open-ended questions to determine how the public perceived the area, such as "Why do you think the area is so fatality and injury-prone?" and "What are the best solutions to the problem?"

**Comfort with Specific Situations:** MnDOT used images to ask whether people were comfortable with cases, like future crosswalk improvements, to get a more granular view of public sentiment regarding infrastructure investment.

**Demographic and Behavior Insights:** Some agencies (e.g., MRCOG, City of Boulder) aggregated demographic data to identify transportation patterns and needs of multiple populations (e.g., seniors, people with disabilities, families).

**Community Engagement on Prioritizing Large-Scale Networks:** DRCOG asked for regional priorities in active transportation, such as roadblocks to walking and biking, ADA accessibility, and the value of regional bike networks. CalTrans reworked a design at the last minute to link up to a State Park trail network.

## **3.4.4 How do you identify communities to engage with (e.g., regional, MPOs, local, income, etc.) or specific stakeholders?**

Agencies often employ stratified engagement strategies, tailoring their approach to local needs to foster inclusivity and address community-specific challenges. Key themes included:

### ***Geographic areas***

Agencies focus on priority areas, such as high crash locations or pedestrian and bike zones. MRCOG, for instance, uses data such as the High Fatality and Injury Network and the MPO Vulnerability Index to pinpoint crash-prone regions and vulnerable communities.

### ***Demographic factors***

Many agencies prioritize marginalized or underrepresented populations. MnDOT uses GIS mapping to highlight specific populations, including youth, older adults, Native Americans, and individuals with disabilities, ensuring that engagement efforts cater to those communities.

### ***Socioeconomic and cultural factors***

Agencies like CalTrans and MassDOT often engage non-English speakers, low-income communities, seniors, and students to ensure inclusivity. Language access is prioritized by DRCOG, which offers materials in Spanish and Hmong and provides translation services and incentives like meals and childcare to address participation barriers.

### ***Community-based organizations***

DRCOG partners with community nonprofits and organizations which helps to create relationships and personalized engagement efforts that match community needs. Additionally, local businesses partnered with DRCOG also contribute to catering, help to enhance economic assistance, and boost participation on a local level.

### ***Unexpected or new stakeholders***

The City of Boulder notes that flexibility is essential and unexpected groups often emerge. For instance, a "snowballing" effect often occurs where stakeholders are attracted to the engagement process through word of mouth. An example of this occurred when CalTrans had to withdraw from a project at the last minute due to an intervention by a State Park. The park sought access to a trail system adjacent to the construction site, prompting changes to the original plan.

### ***Collaborations with schools***

Schools are pivotal as they influence local travel trends. Maryland DOT uses schools for walk audits, and MRCOG collaborates with Albuquerque Public Schools to check for unsafe crossings and keep children safe via programs such as walking school buses.

### ***Door-to-door and direct outreach***

Maryland DOT also sometimes goes door-to-door to contact citizens directly who would not otherwise participate in engagement.

## **3.4.5 What is the frequency of engagement (ongoing, live submission forms, yearly, every couple of years, etc.)?**

### ***Structured cyclical engagement***

Most agencies run their engagement to coincide with a consistent, multi-year major plan update cycle. Such updates occur for CalTrans, MnDOT, MRCOG, and MassDOT about every 4-10 years. This format allows for the revision of long-term plans and the incorporation of new data and public input. Regular progress assessments (e.g., CalTrans's 2023 progress report) and interim updates help keep plans relevant while aligning with long-term goals.

### ***Project-driven engagement***

Engagement can also be project-based. Project complexity may influence engagement frequency with larger or capital projects often requiring more engagement while smaller projects might require less.

### ***Ongoing, adaptive communication***

Many agencies contact stakeholder groups even when the engagement is not associated with a plan or project. The City of Boulder, CalTrans, and MRCOG highlight the importance of regular communication to develop and maintain trust and stay relevant in the community between formal feedback loops. Such engagement may be via announcements on social media or newsletters (as MnDOT and NCCOG have done).

### ***Event-based and seasonal outreach***

Agencies use event-based activation to reach communities at specific times, such as back-to-school celebrations (NCCOG). Scheduling engagement around peak periods of community activity allows agencies to reach a broader and more varied audience.

## **3.4.6 What do you do with the information gathered?**

Data gathered through public engagement may be used for short-term applications, such as resolving specific maintenance issues, or for long-term applications, such as prioritizing investments. Key ways agencies use engagement data include:

### ***Guiding project planning***

Many agencies integrate public input into specific project planning and design so that the community's needs are met. MnDOT integrates public feedback into investment scenarios, helping them model crosswalk infrastructure costs and guide statewide investment across the highway system.

DRCOG and MRCOG leverage engagement data to enhance the competitiveness of their projects for funding by focusing on areas with identified concerns, such as high-injury network corridors. This makes data essential for funding applications and project prioritization.

### ***Informing local and regional planning***

CalTrans shares engagement data with district and local offices. Maryland DOT also shares information with local government partners so that state engagement data can support local governments in their planning efforts.

MassDOT analyzes data to identify gaps in the bike network and uses public input to prioritize the development of connected and safe bike routes. Similarly, DRCOG interprets data to guide work programs, such as investing in data tools or expanding bike and pedestrian count equipment. This ensures that public input is effectively integrated into local systems and helps shape transportation investment priorities.

***Data-driven policy and investment decisions***

Public input can also inform policy and investment decisions. For instance, active transportation receives much of DRCOG's new project money based on community needs and feedback.

***Closing the feedback loop and demonstrating accountability***

MRCOG emphasizes making data collected from the public available to both member agencies and the public, which enhances transparency and encourages ongoing community participation. DRCOG and MRCOG use public engagement data to document their engagement activities and to guide future planning efforts based on the success of prior engagement. This "feedback loop" assures the community that their input directly influences decisions.

***Direct impact on safety programs and messaging***

Agencies like NCCOG apply data to tailor and guide safety campaigns and public information. Data from surveys and event data is used to find risk areas and adjust messaging for the local safety issues in their Pedestrian Safety Action Plan. More information on these efforts can be found at <https://www.lookouttexans.org/>.

## 4. Other Agency Resources

### 4.1 Middle Rogue MPO (MRMPO) Public Participation Plan (PPP)

The Middle Rogue Metropolitan Planning Organization (MRMPO) Public Participation Plan (PPP), adopted in June 2024, aims to provide a framework to involve citizens and stakeholders in the metropolitan transportation planning process in Oregon's Grants Pass area (*MRMPO, 2024*). It follows federal guidelines under the Infrastructure Investment and Jobs Act (IIJA), ensuring that all segments of the public have opportunities for meaningful engagement in transportation planning.

#### Public Engagement Tools

1. **Website:** MPMPO uses their website to communicate updates, agendas, and documents to the public.
2. **Newsletters and Brochures:** MRMPO also uses newsletters and brochures to inform and invite members of the public to engagement opportunities.
3. **Public Open Houses and Public Hearings:** MRMPO hosts open houses and hearings to garner feedback at key points during the planning or project development processes.
4. **Surveys and Feedback Forms:** MRMPO also uses surveys to garner public input and measure outreach effectiveness.
5. **Policy Committee:** MRMPO uses a policy committee that consists of local representatives to integrate public input into project planning and design.
6. **Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC):** The TAC and CAC provide suggestions to the Policy Committee that will help facilitate technical audits and citizen opinions.

### 4.2 National Highway Traffic Safety Administration (NHTSA) Public Participation Training

The National Highway Traffic Safety Administration (NHTSA) released guidance and training materials regarding public participation and engagement which consists of two parts (*NHTSA, 2021a; NHTSA, 2021b*).

Part 1 of NHTSA's Public Participation and Engagement (PP&E) training discusses NHTSA's engagement requirements as part of their grant rule supported by the Bipartisan Infrastructure Law (BIL), NHTSA's role in developing the triennial highway safety plan (3HSP), and ongoing program implementation.

Part 2 of the training explores potential ways to make public engagement more meaningful. It shares strategies and sources that support engagement efforts by showing potential data sources and strategies states can utilize to make engagement worthwhile. Part 2 of the training can be found in Appendix D of this report.

Key takeaways from Part 2 of the NHTSA training include:

1. **Meaningful Public Engagement:** To engage in meaningful public engagement, agencies should focus on proactive, ongoing, and intentional engagement that garners input from many community voices. Engagement should not just be about education but instead about letting peoples' voices have an impact.
2. **Inclusivity:** Engagement should ensure full representation, particularly of underserved communities and communities that are overrepresented in crash data. Key practices include:
  - a. Providing accessibility measures, such as language translation and ADA compliance.
  - b. Designing culturally relevant engagement opportunities.
3. **Data-Driven Identification of Affected Communities:** Data from NHTSA's Fatality and Injury Reporting System Tool (FIRST) and the National Roadway Safety Strategy Story Map may help to identify vulnerable communities negatively affected by past transportation policy.
4. **Structured Engagement Process:** Effective engagement programs may be structured as follows:
  - a. Planning: Set clear goals, identify target audiences, and define expected outcomes.
  - b. Engagement: Use varied methods (e.g., focus groups, workshops, online forums) to encourage two-way communication.
  - c. Evaluation and Reporting: Document attendance, feedback, and accessibility measures and summarize how community input influences decision-making.
5. **Ongoing Engagement:** Implement ongoing engagement throughout the planning process to stay aligned with community needs and expectations.
6. **Metrics and Reporting:** Create metrics to track engagement, such as attendance, the number of participants, and the relevancy of feedback. This assigns responsibility and makes participation seem less like a chore.
7. **Leverage Partnerships:** Work with trusted local organizations and leaders to broaden visibility and influence, especially in neighborhoods skeptical of government-run initiatives.

## 5. Discussion of Other Agencies' Outreach Strategies

This report explored how pedestrian engagement and outreach can serve as best practices in transportation planning and highlighted how state, regional, and local governments are using public input to improve safety and accessibility. A comparative analysis of agency practices reveals common best practices for pedestrian outreach across agencies: inclusivity, public engagement, and integrating outputs into data-supported decision-making.

One key outcome of this research is the focus on inclusive participation. Agencies often prioritize outreach to vulnerable or underrepresented communities by using socioeconomic data or identifying communities negatively affected by past transportation policies. This approach underscores the importance of fair pedestrian access in addressing systemic barriers to safety and accessibility. Directly involving communities in the planning process enables agencies to design transportation systems that are more welcoming and impactful, particularly for low-income households, older adults, and non-English speakers.

The findings also emphasize the importance of using diverse and adaptive engagement techniques. Agencies often combine face-to-face sessions, surveys, online portals, and advisory groups to reach a broader audience. This flexible model supports the thesis that public involvement in transportation planning should not be one-size-fits-all. Instead, it requires tailored approaches, such as online resources, walk-and-bike tours, and single-day safety events. These varied methods not only improve accessibility but also ensure that public feedback is meaningful and actionable, resulting in transportation designs that better serve the community.

Another significant aspect of this research is the role of data-supported planning and monitoring in pedestrian safety. Agencies like MDOT and MnDOT use high-injury network data to target critical areas for infrastructure improvements and safety measures. These findings suggest that combining community input with other accurate transportation data leads to more effective safety strategies. Ongoing plan updates from organizations like DRCOG and NCCOG further illustrate the importance of continuous data collection and community feedback in maintaining and enhancing safety outcomes over time.

In conclusion, this study demonstrates that successful pedestrian outreach efforts should be inclusive, evidence-based, and supported by diverse engagement methods, while also being informed by ongoing data collection. These approaches not only address immediate safety concerns but also promote community trust of the agency. Future research could examine the long-term impact of these initiatives on trust and safety outcomes, potentially revealing deeper insights into the lasting effects of these public engagement practices.



## 6. Recommended Outreach Strategies for NMDOT

The strategies recommended below prioritize inclusivity, accessibility, and proactive engagement, forming a robust foundation for NMDOT to pursue effective pedestrian-oriented public engagement. The recommendations include a range of remote and in-person options.

### 6.1 Remote Community Reporting Tools

Create accessible reporting apps or platforms where individuals can report short-term problems and provide ongoing feedback for long-term engagement. Options include:

1. Conduct a statewide survey of residents to identify pedestrian safety issues. This survey should be distributed regularly to continuously gather public feedback. Given the statewide reach, an electronic format would be most effective. The survey should offer opportunities for residents to provide input on existing safety concerns as well as longer-term transportation visions and goals.

The research team has created a survey template based on surveys used by other agencies and input from key community experts in New Mexico. The survey template can be found below in Appendix E. This survey was reviewed by five New Mexico pedestrian advocates as part of its development process. It is recommended that the survey be made available in multiple languages.

2. Establish a 311 (or similar) local reporting platform for residents' input. This might be a phone-based platform to complement the web-based survey above, or a permanent website where residents can continuously leave feedback (as opposed to the periodic nature of a survey). This can serve a permanent forum for feedback in between longer-term projects or plan updates.
3. Pursue applications such as the KoBoToolbox (Harvard Foundation) or Our Voice (Stanford University), which allow residents to provide input directly on their phones. These tools are useful for reporting on short-term issues and providing data for long-term planning purposes.

### 6.2 Interactive In-Person Planning Sessions

Engage local communities, particularly young people, in interactive and enjoyable planning sessions. While traditional engagement methods should remain as the baseline, incorporating creative approaches or exercises can break the traditional planning routine and foster a more dynamic environment for outreach. Many of the options listed below can be combined into a single engagement session.

#### 6.2.1 Polling

What:

1. A series of multiple-choice questions that allow all participants at a meeting or other event to vote and prioritize using polling equipment or printed/online survey tools.

Benefits:

1. Gathers opinions anonymously
2. Provides instant results
3. Produces detailed reports of participant responses
4. Allows the least vocal participants to have a voice

### **6.2.2 Surveys and Questionnaires**

What:

1. List of questions (both multiple choice and open-ended) administered to a sample group of people through interviews, focus groups, meetings, or workshops.
2. The AARP Toolkit worksheets offer an alternative for individuals who may not be able to use mobile apps or online reporting tools. Pen and paper continue to be a standard method for expressing concerns or sharing successes in a particular area.

Benefits:

1. Elicits direct public input from individuals who may be intimidated to voice their opinions during an interview, meeting, or workshop
2. Gathers input from many stakeholders and the public when distributed at community events

### **6.2.3 Storyboard/Display Boards**

What:

1. Visual materials used at meetings and workshops to graphically display project information. Members of the public can also provide their input on the storyboard or display boards, making the medium a two-way form of communication.

Benefits:

1. Informs and educates participants
2. Help members of the public who rely heavily on visual materials to understand the planning process and projects

### **6.2.4 Graphical/Wall Notes**

What:

1. Notes displayed on large notepads during meetings highlight key discussion points and allow for public input in real-time, keeping participants engaged and informed throughout the session.

Benefits:

1. Allow participants to feel their input is heard
2. Facilitate further discussion as all members of the meeting can see others' input in real time

### **6.2.5 Community Walk and Roll Tours**

What:

1. Guided tours where residents and the planning team experience pedestrian conditions firsthand
2. Tours can focus on locations that urgently need safer infrastructure changes, highlight potential future improvements, or serve as a celebration of recently completed upgrades
3. Participants should include local residents and workers, disability services and advocacy organizations, transportation and planning staff at the city, county, and state levels, local officials, community-based organizations, as well as advocates and advocacy groups

Benefits:

1. Helps establish timely place-based feedback
2. Provides an opportunity for everyone to learn each other's needs and de-normalize the pattern of unsafe walking

### **6.2.6 Walk Audits**

What:

1. A walk audit is a community-driven assessment of the safety, accessibility, and comfort of a walking environment. Walk audits help identify issues and provide recommendations for improvements
2. Walk audits can be conducted using standardized mobile tools (e.g., KoBoToolbox, One Voice) or paper worksheets (e.g., AARP Walk Audit Toolkit). Participants fill out the forms individually, and the organizer compiles the feedback into a report
3. Participants should include individuals who live or work in the area, disability services and advocacy organizations, city, county, state transportation and planning staff, local officials, community-based organizations, advocates, and advocacy organizations

Benefits:

1. Foster community engagement by involving residents in the process of enhancing their own neighborhoods
2. Raise awareness of the importance of walkable design
3. Identify safety issues that impact pedestrian comfort and safety, often uncovering issues or underlying barriers that the technical team alone might not be able to identify
4. Improve walkability by evaluating and documenting how supportive a street is for walking
5. Inform planning by providing information for traffic safety projects and community development goals

### 6.2.7 Workshops & Focus Groups

What:

1. Focus Group:
  - a. An organization of a small, select group of people who represent a sample population used to identify the concerns, needs, wants, and expectations of the public as stakeholders
  - b. Focus groups offer the project team a deeper insight into the public's attitudes, values, concerns, and priorities, and help explain the reasons behind them
  - c. Small group discussions can be tailored to specific demographics or areas of interest (e.g., seniors, low-income residents, non-English speakers)
2. Workshop: A workshop is a meeting at which a meeting a group of people engage in discussion and activity on a particular project or topic. A common workshop format in transportation planning is the "Place It" workshop. This interactive, model-building workshop engages participants in urban planning, transportation, design, landscape, and neighborhood change through hands-on activities, encouraging creative thinking and providing real solutions to challenges facing cities and neighborhoods
3. Charrette/Mapping: Visual materials coupled with group discussion that allow each participant to provide input by adding comments to large maps and project renderings

Benefits:

1. Fosters an understanding of attitudes rather than simply measuring them
2. Gains access to "feelings" and public opinions
3. Provides for authentic, stimulating experiences
4. Builds genuine understanding and appreciation of the topic at hand
5. Allows hands-on experience for the public and stakeholders, thereby building trust
6. Gathers input better than discussion or written comments alone

### 6.2.8 Listening Sessions

What:

1. In-person meetings or tribal consultations are used to listen to public concerns as opposed to discussing pre-formed plans
2. Creates a powerful platform for meaningful dialogue, allowing for connection with the community
3. Fosters open-mindedness, empathy, inclusivity, transparency, flexibility, constructive feedback, and respect

Benefits:

1. Builds stronger relationships between communities and the agency
2. Allows for open communication
3. Opens the possibility for other engagement opportunities in the future

### 6.2.9 Pop-Up Engagement at Community Events

What:

1. Setting up booths at farmers markets, festivals, transit hubs, back-to-school events, and annual walk or bike events. An opportunity to gather quick feedback, make a project/survey known, or distribute branded accessories (or snacks)

Benefits:

1. Offers informal, high-visibility engagement opportunities

#### **6.2.10 Advisory Committees & Stakeholder Panels**

What:

1. Establish regional advisory groups with local leaders, business owners, and transportation advocates
2. Ensure ongoing input and accountability in pedestrian planning

Benefits:

1. Increased expertise on complex local issues
2. Allows for improved decision-making quality
3. Lends greater legitimacy to decisions if community stakeholder input has been visibly integrated
4. Regular meetings show that community knowledge is valued

#### **6.2.11 Interactive Demonstration & Pop-Up Infrastructure**

What:

1. Temporary installation of pedestrian safety improvements (e.g., painted curb extensions, new crosswalks, new multi-use paths)

Benefits:

1. Allows residents to experience proposed changes before implementation

#### **6.2.12 School and Youth Engagement**

What:

1. Collaborate with schools to conduct walk audits and pedestrian safety workshops around school areas
2. Develop workshops that allow youth provide input on design solutions that impact their daily commute to and from school or the park
3. Engage younger generations in community planning and instill an appreciation of their heritage

Benefits:

1. Gain valuable input from the lived perspectives of youth and parents
2. Gather new perspectives and creative solutions to problems that adults might overlook

3. The public are more likely to support and participate in resulting initiatives, leading to more successful implementation
4. Foster a sense of ownership and responsibility among young residents

### **6.2.13 Door-to-door Outreach & Canvasing**

What:

1. A form of direct engagement with residents and business owners in high-risk pedestrian areas
2. Useful for reaching people without internet access or people who work in the area and otherwise would not attend public meetings
3. Outreach might take the form of flyers, brochures, notices of meetings, or surveys
4. An example of a public involvement brochure can be found in the MRMPO Public Participation Plan (*MRMPO, 2024*)

Benefits:

1. Encourages a more personal relationship between stakeholders and the project team
2. Helps foster public and stakeholder trust and confidence in the planning effort
3. Ensures a broader reach beyond those who reply to online surveys or attend public meetings

### **6.2.14 Stakeholder Interviews**

What:

1. A one-on-one or small group interview focusing on a specific set of questions designed to gather qualitative data. These could be over the phone, a video call, or at a specific event designed around the interviews.

Benefits:

1. Provides a good way to make introductions with stakeholders
2. Helps identify key issues/concerns prior to initiating work activities
3. Increases stakeholder buy-in
4. Elicits stakeholder reactions and suggestions
5. Assists in defusing potentially confrontational situations
6. Enhances credibility

### **6.2.15 Partner Agency Presentations**

What:

1. Programs designed to educate staff from partner agencies via presentations made by NMDOT technical experts. These presentations can assist the partner agencies in understanding community issues and reaching a consensus on solutions

Benefits:

1. Helps inform partner agency staff of technical issues by giving them access to experts

2. Allows for the presentation of complex and technical subject matter
3. Facilitates consensus among several partner agencies

### **6.2.16 Dream Play Build Workshops**

What:

1. The “Dream Play Build” model is a hands-on approach to community engagement that prioritizes creativity, play, and storytelling. It introduces a participatory design model, engaging people through interactive activities that make urban planning more accessible, inclusive, and imaginative.

Benefits:

1. Engages people of all ages, backgrounds, and literacy levels by using visual and physical activities instead of technical jargon.
2. Helps participants think beyond pre-formed plans, thereby generating fresh ideas for their communities
3. Residents feel heard and empowered, increasing long-term community investment in projects
3. Storytelling and hands-on activities uncover concerns and aspirations that traditional engagement methods may miss
4. Breaks down barriers between planners, residents, and stakeholders, leading to more inclusive decision-making
5. Allows participants to visualize and test solutions before implementation, leading to more practical and community-supported outcomes

### **6.3 Statewide Advisory Committee**

To help form an overall pedestrian engagement strategy that utilizes the outreach methods described above, NMDOT should develop a statewide advisory committee (SAC) representing local leaders, advocates, regional administrators, and planners from key municipalities, MPOs, transit groups, and tribal officials. An example of a SAC membership application can be found in the MRMPPO Public Participation Plan (*MRMPPO, 2024*).

Purpose:

1. The SAC establishes relationships with local leaders, business owners, transportation advocates
2. Ensures ongoing input and guidance for the NMDOT pedestrian outreach program
3. Lends accountability and transparency to the pedestrian planning process
4. SAC meetings can be virtual to accommodate everyone’s schedule and eliminate travel

Benefits:

1. Provides guidance and oversight for the pedestrian outreach program

2. Ensures that a diverse range of perspectives are incorporated into the pedestrian outreach program

### **6.3.1 Proposed Quarterly SAC Schedule**

#### **1st Quarter Meeting Agenda:**

1. Purpose of the meeting and the committee (who, why, when, where)
2. Introductions
3. Updates since PSAP was approved
4. Overview and discuss distributing a survey to communities
5. Upcoming engagement opportunities and which engagement strategies (from Sections 6.1 and 6.2) might be appropriate

#### **2nd Quarter Meeting Agenda:**

1. Purpose of the meeting and the committee (who, why, when, where)
2. Introductions
3. Discuss survey results
4. Draft engagement goals based on the preliminary survey results
5. Vision input
6. Policy recommendations
7. Evaluating and prioritizing pedestrian safety projects
8. Upcoming engagement opportunities and which engagement strategies (from Sections 6.1 and 6.2) might be appropriate

#### **3rd Quarter Meeting Agenda:**

1. Purpose of the meeting and the committee (who, why, when, where)
2. Introductions
3. Discuss vision
4. Discuss engagement goals and strategies
5. Discuss policy recommendations,
6. Evaluating and prioritizing pedestrian safety projects
7. Upcoming engagement opportunities and which engagement strategies (from Sections 6.1 and 6.2) might be appropriate

#### **4th Quarter Meeting Agenda**

1. Purpose of the meeting and the committee (who, why, when, where)
2. Introductions
3. Annual reflection on progress
4. Upcoming engagement opportunities and which engagement strategies (from Sections 6.1 and 6.2) might be appropriate

## **6.4 Regional Administrators and Community Presence**



Identify regional pedestrian administrators (RPA) who are local advocates and can help align state projects with local needs. As opposed to the SAC discussed above that helps identify the overall pedestrian outreach strategy, the RPAs are more focused on ensuring that the pedestrian outreach strategy is appropriately integrated into communities in their region. Key actions of the RPAs include:

1. Holding quarterly regional engagement meetings with NMDOT
2. Attending local meetings and participating in regional projects, thereby meeting the public where they are so the public trusts the process and provides authentic feedback
3. Partner with established CBOs to tap into their community relationships

## **6.5 Train and Support Community Advocates to Become Champions for Life**

Build and sustain an active transportation and pedestrian safety advocacy network by regularly educating and training:

1. Implement a Planning Academy to teach residents and advocates about transportation planning and to help them contribute meaningfully to the planning process. A planning academy educates local community leaders and residents about planning and land-use issues to achieve a coordinated vision and create a more authentic public engagement process. Participants gain a greater understanding of the role of transportation planning and how they can influence positive changes in their communities (*Carney, 2023*).

## **6.6 Other Strategies for Effective Outreach**

### **6.6.1 Branding**

What:

1. Distinctive project names, logos, graphics, and catchphrases that allow the public to easily recognize information related to a planning process or project, thereby providing a unique identity for the pedestrian outreach program.

Benefits:

1. Helps identify what the effort is about
2. Encourages recognition and credibility
3. Creates an emotional and rational attachment between the stakeholder and the effort

### **6.6.2 Mass Distributed Email and Flyers**

What:

1. Distribution of pedestrian outreach fliers and other information to the public and stakeholders using email or door-to-door methods

Benefits:

1. Reaches a significant number of specifically identified stakeholders
2. Distributes meeting and/or workshop notices and invites
3. Raises awareness of the pedestrian outreach program

### **6.6.3 Radio, Newspaper, or Online Advertising**

What:

1. Public service announcements, news articles, fliers, social media posts, and online ads to publicize the pedestrian outreach program and associated meetings or outreach materials.

Benefits:

1. Provides a wide distribution of information that reaches a large audience
2. Can target specific regions and/or demographic areas
3. Social media can reach large numbers of the public, and especially youth
4. Effectiveness is enhanced when developed using a well-known spokesperson or branding

### **6.6.4 Speaker's Kit**

What:

1. A packet of information and tools provided to NMDOT staff or other stakeholders who engage with community groups and organizations. This resource helps them effectively communicate project details and raise awareness about the pedestrian outreach program.

Benefits:

1. Allows NMDOT staff working on related projects, elected officials, and community spokespersons to integrate the pedestrian outreach program into their own projects
2. Educates practitioners about the pedestrian outreach program and enables them to engage with target audiences

### **6.6.5 Videos**

What:

1. Short videos are created to bring the pedestrian outreach program to life, offering a sense of scale and realism. These videos are often shared on project websites and social media and are highly effective at expanding the reach of the pedestrian outreach program

Benefits:

1. Provides project information to educate and inform participants
2. Especially effective at engaging young adults and others who frequent social media

### **6.6.6 Comment Cards**

What:

1. Materials provided during meetings and workshops that allow participants to submit written comments or feedback on the project, planning process, or public engagement methods after the meeting itself

Benefits:

1. Allows the less extroverted participants to provide input
2. Facilitates anonymous participation
3. Gives participants an additional opportunity to provide feedback they forgot/declined to provide during the meeting

## **6.7 Key Considerations for Community Engagement**

1. Provide materials in multiple languages to promote inclusivity across New Mexico:
  - a. English
  - b. Spanish
  - c. Navajo (Diné Bizaad)
  - d. Pueblo languages (Keresan, Tewa, Tiwa, Towa, Zuni)
  - e. Apache Languages
  - f. Vietnamese and Chinese (growing communities in Albuquerque)
  - g. German and Plautdietsch (Mennonite German in some rural areas)
2. Provide further translation for community members where needed
3. Accessibility of location for those who require assistance (e.g., wheelchair, visually impaired)
4. Use a centralized location where multiple communities from different areas can gather and attend
5. Compensate participants for time spent on engagement (e.g., money, vouchers, gift cards, food, support services, transportation). Offering compensation recognizes the value of the residents' efforts and fosters a culture of respect. This is advisable for listening sessions in particular.
6. Provide childcare for community members if the meeting hours are outside school times.

## 7. Identifying New Mexico Communities for Pedestrian Outreach

This section identifies New Mexico communities that might be targeted for pedestrian outreach and is organized by the size of the municipality. Larger municipalities often have more resources and avenues to gather pedestrian input, but smaller communities should not be overlooked.

New Mexico has a total of 527 census-designated places. We list every census-designated place with a population of over 10,000 residents as a community to engage with on pedestrian outreach and include only those smaller communities (i.e., fewer than 10,000 residents) that meet one or more of the "need" criteria listed below. We define "need" based on factors such as a history of pedestrian collisions, limited access to cars, high levels of walking, high poverty rates, or the availability of public transportation. "Need" is defined as meeting or exceeding the 90th percentile for New Mexico for the following metrics:

Walking commute mode share: 90th percentile ranging from 6.4% to 100.0% (mean of 2.4%)

Poverty rate: 90th percentile ranging from 48.0% to 100.0% (mean of 18.6%)

Households without vehicles: 90th percentile ranging from 10.8% to 100.0% (mean of 5.6%)

There were 120 census-designated places with populations under 10,000 that met at least one of the "need" criteria and are marked on the list as follows:

(W) for walking commute mode share

(P) for poverty rate

(ZV) for households without vehicles (i.e., zero vehicles)

Additionally, any census-designated place that was included on the pedestrian outreach list based on the "need" criteria above that also has one of the following characteristics also has that characteristic noted on the list as follows:

(KA) if a fatal or severe pedestrian injury occurred in the community between 2015-2019

(PT) if there is public transportation available in the community

(SR) if there is a state route present in the community

The list of focus communities and specific organizations to contact in those communities can be found in Appendix F. Due to frequent turnover in many of the organizations, we do not list individuals.

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# Appendix A: MnDOT SPSP– Phase 1 Survey Questions



## MnDOT Statewide Pedestrian System Plan Phase 1 Survey

State Highways in Minnesota connect communities of all sizes. People travel along and across these streets by car, walking, and biking. State highways are also community Main Streets—places where people shop, work, go to school, and much more. The Minnesota Department of Transportation (MnDOT) plans for all the ways that people and goods move around Minnesota. Part of this means working toward prioritizing pedestrian improvements and investment on the state highway system.

1. How supportive are you of the following statement? “I support improvements to State-owned roadways to make it easy and comfortable to walk.” Please select one of the choices below to indicate your agreement:
  - a. I do not support any improvements for walking
  - b. I am unlikely to support improvements for walking
  - c. I might support improvements for walking
  - d. I mostly support improvements for walking
  - e. I completely support improvements for walking
2. Which improvements do you think would most improve walking along State roadways? Please select your top three choices.
  - a. Sidewalks, or other walkways, where none currently exist
  - b. Wider sidewalks or multi-use paths
  - c. Slower car/truck traffic
  - d. Easier access for people with differing physical abilities (e.g., level sidewalks)
  - e. Walking- and bicycling-only streets and plazas
  - f. New shade trees, seating, lighting, and other features
  - g. Other (please specify):
  - h. I do not support any of these improvements
3. Which improvements do you think would most improve walking across State roadways? Please select your top three choices.
  - a. Shorter street crossings for pedestrians
  - b. A longer ‘WALK’ signal to provide more time to cross the street
  - c. Less time spent waiting for a ‘WALK’ signal
  - d. Street designs that encourage drivers to stop for people walking
  - e. Easier access for people with differing physical abilities (e.g., corner curb ramps)
  - f. Other (please specify):
  - g. I do not support any of these improvements
4. Which of the following policy ideas do you support the most? Please select your top three choices.
  - a. Lower speed limits



- b. Encouragement events such as Open Streets (car-free) events and group walks
  - c. Education about safe driving and walking behaviors
  - d. Repairing cracks and surfaces on existing sidewalks
  - e. Trimming vegetation that encroaches on existing walkways
  - f. Improved winter maintenance
  - g. Enforcing traffic laws that help make walking safer
  - h. Other (please specify):
  - i. I do not support any of these improvements
5. What other ideas do you have to make it easier to walk in Minnesota?

Your answers to the following questions will help us understand whether we hear from survey participants who reflect the demographics of people who live in Minnesota.

6. What is your zip code?
7. What is your age?
- a. 14 or under
  - b. 15 to 24
  - c. 25 to 44
  - d. 45 to 64
  - e. 65 to 84
  - f. 85 or older
  - g. I prefer not to say
8. With which gender do you identify?
- a. Female
  - b. Male
  - c. Gender non-binary / gender non-conforming
  - d. I prefer to self-describe:
  - e. I prefer not to say
9. What is your household income? (Combined incomes of everyone in the household that is over 15 and working)
- a. Less than \$25,000
  - b. \$25,000 to \$34,999
  - c. \$35,000 to \$49,999
  - d. \$50,000 to \$74,999
  - e. \$75,000 to \$99,999
  - f. \$100,000 to \$149,999
  - a. \$150,000 or greater
  - b. I prefer not to say
10. How many people live with you in your household/family?
- a. One (1)
  - b. Two (2)
  - c. Three (3)

- d. Four (4)
  - e. Five (5) or more people
  - f. None- I live alone
  - g. I prefer not to say
11. With which race(s)/ethnicity do you identify? Select all that apply
- a. American Indian/ Alaska Native
  - b. Asian
  - c. Black/African American
  - d. Hispanic/Latino
  - e. Native Hawaiian/Other Pacific Islander
  - f. White/Caucasian
  - g. I prefer to self-describe:
  - h. I prefer not to say
12. Do you live with a disability?
- a. Yes (mobility related)
  - b. Yes (vision related)
  - c. Yes (hearing related)
  - d. Yes (cognitive or intellectually-related)
  - e. Yes (other)
  - f. No
  - g. I prefer not to say

## Appendix B: MnDOT SPSP – Phase 2 Survey Questions



### MnDOT Statewide Pedestrian System Plan Phase 2 Survey

In 2019, MnDOT asked Minnesotans how to improve walking along and across roads and the types of infrastructure that would help them walk more. Following up on this, we now would like to hear your reactions to walking along and across the roadways in various parts of Minnesota, based on the following images. The majority of images within this survey show communities during warm months. However, the plan's recommendations will include maintenance, design, and other strategies to enhance walking during snowy and dark winter months.

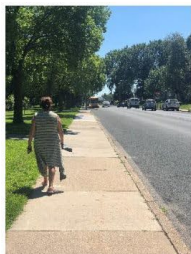
#### Walking Infrastructure in Your Community

Please select the types of communities that are relevant to your daily life or that you would like to answer questions about. Questions about your choices will appear below.

Small Town Center / Urban Downtown



Urban Residential



#### Industrial Area



#### Suburban Commercial Area



#### Suburban Residential Area



#### Connections Between Rural Towns



## Natural Area



For the selected photo(s): How safe would you feel when walking in this photograph? (1-5 scale 1: not safe – 5: very safe)

What comments or input do you have about walking in similar communities?

## Crossing the Street

When thinking about all types of communities, which of the following photos show intersections or other crossings where you would feel safe crossing the street? Please choose up to three images.

More Time to Cross



## Curb Extensions



## High-intensity Activated crossWalk (HAWK) Beacon



## In-road Stop for Pedestrians Sign



## Pedestrian Refuge Island



## Rectangular Rapid Flashing (RRFB) Beacons



## Lighting





Road Diet (reduce the number of vehicle travel lanes a person walking needs to cross)



## Share Your Thoughts

What does pedestrian/walking safety mean to you?

## Demonstration Projects

Demonstration projects are short term, low cost, temporary roadway projects to promote and advance walking. Many projects can be demonstration projects, such as crosswalk markings, curb extensions, and median safety islands. Long term changes look like the infrastructure tools presented in the previous section and use more durable materials, such as new concrete curb. In the short term, demonstration projects use low cost and easily available materials to quickly enhance a street and/or intersection.







Please select your level of support for demonstration projects: (1-5 scale 1: I would not support installing a demonstration project in my community – 5: I would completely support installing a demonstration project in my community.)

## Demographics

Your answers to the following questions will help us understand whether we hear from survey participants who reflect the demographics of people who live in Minnesota.

1. What is your zip code?
2. What is your age?
  - a. 14 or under
  - b. 15 to 24
  - c. 25 to 44
  - d. 45 to 64
  - e. 65 to 84
  - f. 85 or older
  - g. I prefer not to say
3. With which gender do you identify?
  - a. Female
  - b. Male
  - c. Gender non-binary / gender non-conforming
  - d. I prefer to self-describe:
  - e. I prefer not to say
4. What is your household income? (Combined incomes of everyone in the household that is over 15 and working)
  - a. Less than \$25,000

- b. \$25,000 to \$34,999
  - c. \$35,000 to \$49,999
  - d. \$50,000 to \$74,999
  - e. \$75,000 to \$99,999
  - f. \$100,000 to \$149,999
  - a. \$150,000 or greater
  - b. I prefer not to say
- 5. How many people live with you in your household/family?
  - a. One (1)
  - b. Two (2)
  - c. Three (3)
  - d. Four (4)
  - e. Five (5) or more people
  - f. None- I live alone
  - g. I prefer not to say
- 6. With which race(s)/ethnicity do you identify? Select all that apply
  - a. American Indian/ Alaska Native
  - b. Asian
  - c. Black/African American
  - d. Hispanic/Latino
  - e. Native Hawaiian/Other Pacific Islander
  - f. White/Caucasian
  - g. I prefer to self-describe:
  - h. I prefer not to say
- 7. Do you live with a disability?
  - a. Yes (mobility related)
  - b. Yes (vision related)
  - c. Yes (hearing related)
  - d. Yes (cognitive or intellectually-related)
  - e. Yes (other)
  - f. No
  - g. I prefer not to say

## Appendix C: DRCOG Survey

Survey of Residents about Active Transportation: Report of Results

July 2018 (2018-07-18)

### Appendix F: Survey Materials

The following pages contain a copy of the DROCOG Active Transportation Survey Materials. The survey itself was programmed online, and was identical (but with different URLs) for the scientific survey and the opt-in survey.

Prepared by National Research Center, Inc.

Page 187



Thank you for sharing your experience by completing this survey! The survey results will help DRCOG and our planning partners understand real-world needs and guide future decisions about transportation and development in the region.

We want to assure you that your answers to this survey will remain strictly confidential. This survey is being conducted by National Research Center, Inc. (NRC), on behalf of DRCOG.

**1. What is your employment status?**

- ☐ Employed full- or part-time
- ☐ Currently not employed → skip to question 4
- ☐ Not employed, not looking for work (retired, stay-at-home parent, etc.) → skip to question 4

**2. In the last week that you worked, please indicate all of the ways you traveled to or from work each day (please select all that apply). For example, if on Monday you rode B-Cycle to a RTD rail station and then walked to work, and then were driven home by a co-worker you would select Bike-share, Rail, Walk and Carpool as your modes for Monday.**

	Walk	Bike	Bike-share	Drove alone	Carpool (drove or rode with others)	Bus (RTD or Bustang)	Rail	Taxi/ Lyft/ Uber	Worked at home	I did not work	Other
Monday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tuesday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wednesday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thursday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Friday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Saturday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sunday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**3. If you most often drive to get to work, which of the following are the main reasons? (Please select all that apply.)**

- ☐ Don't usually drive alone to get to work
- ☐ Driving alone is quickest/most convenient
- ☐ Privacy
- ☐ Irregular work schedule
- ☐ I take a child to school or child care on the way to work
- ☐ Need to make stops or run errands on the way to or from work
- ☐ Need to come and go from work during the day
- ☐ Personal reasons/commitments
- ☐ Work reasons/commitments
- ☐ Don't have access to or want to take a shower at work if I walk or bike
- ☐ Walking or biking is not safe
- ☐ Too hard to get to transit stop/station from home
- ☐ Too hard to get to transit stop/station from work
- ☐ Bus or rail is not available
- ☐ Takes too long to use public transportation
- ☐ Public transportation costs too much
- ☐ Public transportation is not safe
- ☐ Other: \_\_\_\_\_

**4. Do you have a health issue or physical limitation that prevents you from being able to walk for transportation, fun or exercise?**

- ☐ Yes
- ☐ No

**5. Do you have a health issue or physical limitation that prevents you from being able to bike for transportation, fun or exercise?**

- ☐ Yes
- ☐ No



6. [DO NOT ASK a b c IF Q5=YES] [DO NOT ASK d e f IF Q4=YES]

Last year, during a typical month with good weather, about how frequently did you do each of the following?

	1-5 times a month	6-10 times a month	11-15 times a month	More than 15 times a month	Never
Rode a bicycle just for fun or exercise .....	1	2	3	4	5
Rode a bicycle to go to work .....	1	2	3	4	5
Rode a bicycle to go somewhere other than work .....	1	2	3	4	5
Walked, jogged or ran just for fun or exercise .....	1	2	3	4	5
Walked, jogged or ran to go to work.....	1	2	3	4	5
Walked, jogged or ran to go somewhere other than work..	1	2	3	4	5

7. [DO NOT ASK IF Q4=YES]

How strongly do you agree or disagree with the following statements? I would walk more to get places if...

	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
There were more sidewalks.....	1	2	3	4
There were safer crosswalks.....	1	2	3	4
The sidewalks and paths were in better condition .....	1	2	3	4
There were more off-street walking or multi-use paths/trails.....	1	2	3	4
There was more street lighting after dark .....	1	2	3	4
I had access to public or workplace showers .....	1	2	3	4
I felt safer from traffic while crossing streets.....	1	2	3	4
I felt safer from crime while walking .....	1	2	3	4
I had better health or physical ability to do so .....	1	2	3	4
It didn't take so long to walk to my destinations.....	1	2	3	4
I did not have to coordinate transportation for other family members.....	1	2	3	4
I do not want to walk as a means of transportation .....	1	2	3	4

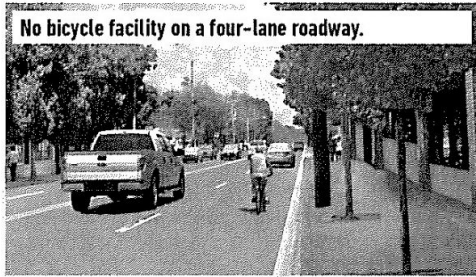
8. [DO NOT ASK IF Q5=YES]

To what extent do you agree or disagree that each of the following would increase your use of a bicycle as a means of transportation:

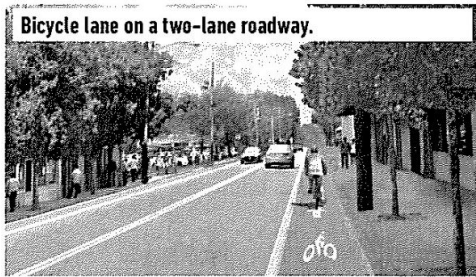
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
There were more on-street bike lanes .....	1	2	3	4
There were more barrier-protected bike lanes .....	1	2	3	4
There were more off-street bike or multi-use paths/trails.....	1	2	3	4
There was more street lighting after dark .....	1	2	3	4
I had access to a bicycle .....	1	2	3	4
I had access to public or workplace showers .....	1	2	3	4
I had a place to securely store a bicycle at work or other destinations .....	1	2	3	4
I felt safer from traffic while riding a bicycle.....	1	2	3	4
I felt safer from crime while riding a bicycle .....	1	2	3	4
I had better health or physical ability to do so .....	1	2	3	4
It didn't take so long to bicycle to my destinations .....	1	2	3	4
I knew how to ride a bike .....	1	2	3	4
I knew the best/safest route to ride my bike to my destination .....	1	2	3	4
There were more bike share stations.....	1	2	3	4
I did not have to coordinate transportation for other family members.....	1	2	3	4
If there were not so many hills to ride up.....	1	2	3	4
I do not want to use a bicycle as a means of transportation .....	1	2	3	4

9. Below is a list of places on which you could ride a bike (regardless of whether you actually ever do so). Please tell us how uncomfortable or comfortable you would feel biking on a... (Circle one number for each.)

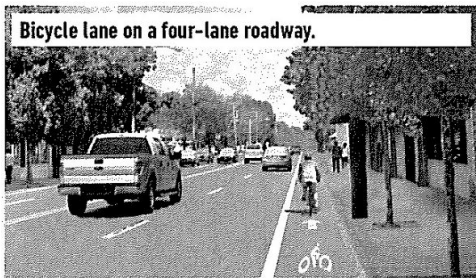
Very  
Uncomfortable      Somewhat  
Uncomfortable      Somewhat  
Comfortable      Very  
Comfortable



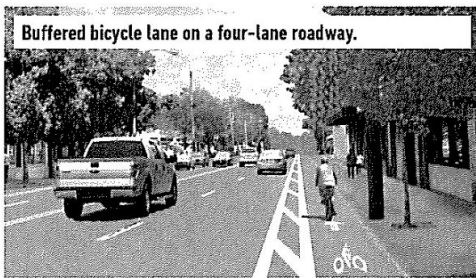
..... 1                      2                      3                      4



..... 1                      2                      3                      4



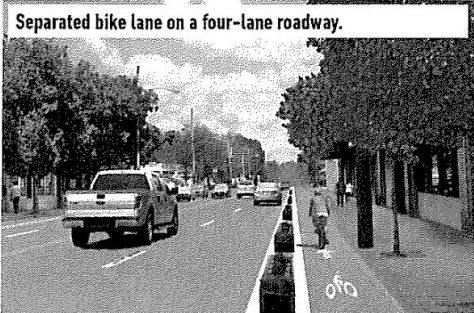
..... 1                      2                      3                      4




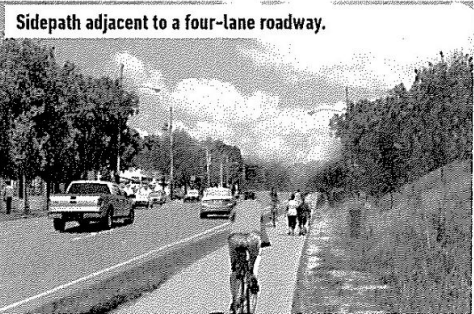
..... 1                      2                      3                      4

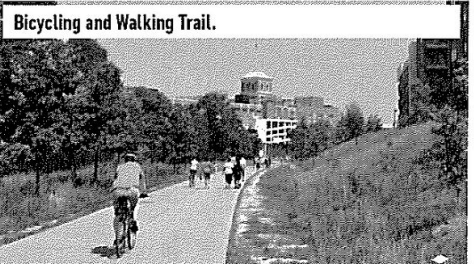


(continued) Please tell us how uncomfortable or comfortable you would feel biking on a...

	Very Uncomfortable	Somewhat Uncomfortable	Somewhat Comfortable	Very Comfortable
<b>Separated bike lane on a four-lane roadway.</b> 	..... 1	2	3	4

<b>Two-way separated bike lane on a four-lane roadway.</b> 	..... 1	2	3	4
---	---------	---	---	---

<b>Sidepath adjacent to a four-lane roadway.</b> 	..... 1	2	3	4
---	---------	---	---	---

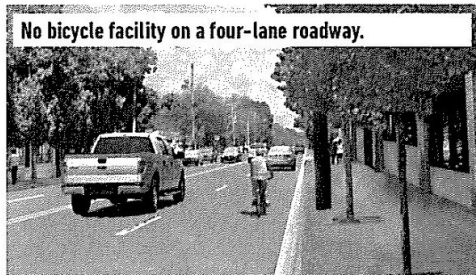
<b>Bicycling and Walking Trail.</b> 	..... 1	2	3	4
--	---------	---	---	---

10. [DO NOT ASK IF Q5=YES OR IF NEVER RODE A BIKE (Q6)]

Last year, during a typical month with good weather, did you ride a bicycle on any of the following?  
(Circle one number for each.)

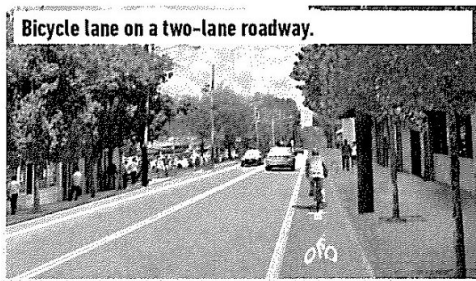
1  
Yes

2  
No



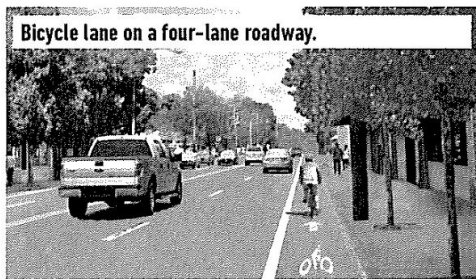
.....1

.....2



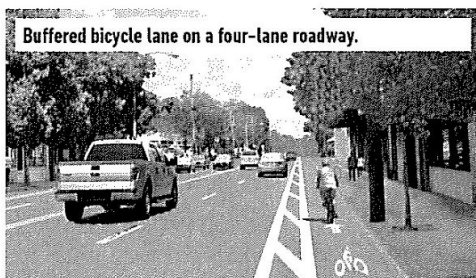
.....1

.....2



.....1

.....2



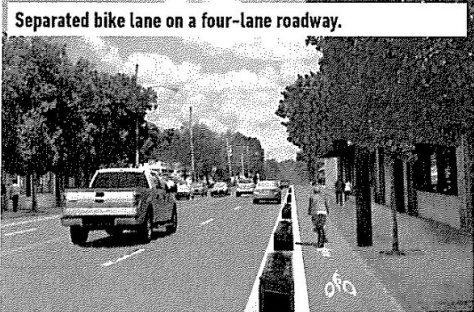
.....1


.....2

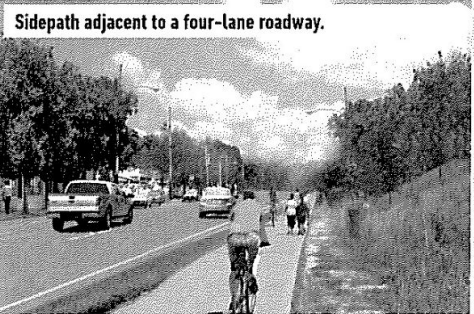


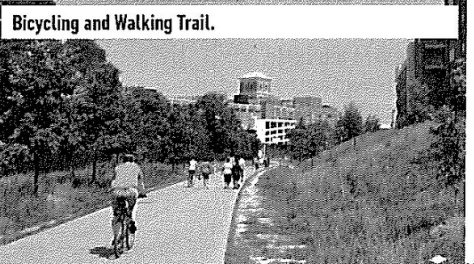
(continued) Last year, during a typical month with good weather, did you ride a bicycle on any of the following?

1 2  
Yes No

Separated bike lane on a four-lane roadway.	1	2
	.....1	.....2

Two-way separated bike lane on a four-lane roadway.	1	2
	.....1	.....2

Sidewalk adjacent to a four-lane roadway.	1	2
	.....1	.....2

Bicycling and Walking Trail.	1	2
	.....1	.....2

11. How strongly do you agree or disagree with the following statements about your neighborhood?

	Strongly disagree	Somewhat disagree	Somewhat agree	Strongly agree
There are many places to go within easy biking distance of my home.....	1	2	3	4
It is easy to bike to places within my neighborhood (i.e., the streets or paths are connected).....	1	2	3	4
The streets/paths in my neighborhood are well maintained (paved, even, and not a lot of cracks) .....	1	2	3	4
There are bicycle or pedestrian trails in or near my neighborhood that are easy to get to.....	1	2	3	4
My neighborhood is pleasant to look at while walking or biking (e.g., it is clean and/or there are trees, views, and/or attractive buildings).....	1	2	3	4
There is so much traffic along the streets in my neighborhood that it makes it difficult or unpleasant to walk or bike.....	1	2	3	4
The streets in my neighborhood are hilly or it is otherwise difficult to bike in my neighborhood .....	1	2	3	4
I feel safe from traffic when walking in or near my neighborhood.....	1	2	3	4
I feel safe from traffic when biking in or near my neighborhood.....	1	2	3	4
My neighborhood streets are well lit at night.....	1	2	3	4
The crime rate in my neighborhood makes it unsafe to walk or bike <u>during the day</u> .....	1	2	3	4
The crime rate in my neighborhood makes it unsafe to walk or bike <u>at night</u> .....	1	2	3	4

12. If you wanted to, could you safely bike to each of the following destinations from your home?

	Yes	No	Don't Know
To work.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To a supermarket .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To any other type of retail store .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To a playground, park or open space .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13. Do you have school-aged child(ren)?

- ☐ Yes → go to question 14      ☐ No → skip to question 16

14. Please indicate how your child(ren) typically travel to/from school? (Please select all that apply.)

- ☐ Walk                      ☐ School bus                      ☐ Drive themselves alone or with siblings  
☐ Dropped off by family      ☐ Public transportation (bus/rail)      ☐ Other \_\_\_\_\_  
☐ Dropped off by non-family      ☐ Bike

15. Please indicate which, if any, of the following factors discourage your child(ren) from walking or bicycling to/from school (select all that apply):

- ☐ My child(ren) walk or bike to school                      ☐ Distance to school  
☐ Takes too long to walk or bike                      ☐ Do not have access to a bicycle  
☐ Inconvenient to walk or bike                      ☐ Fear of not fitting in with other students  
☐ Not safe from traffic                      ☐ Lack of sidewalks, bike lanes  
☐ Not safe from crime                      ☐ Cost  
☐ No place to securely park their bicycle                      ☐ Other \_\_\_\_\_

Our last questions are about you and your household. Again, all of your responses to this survey are completely anonymous and will be reported in group form only.

16. Which best describes the building you live in?

- ☐ One family house detached from any other houses
- ☐ Duplex, townhouse
- ☐ Apartment or condominium
- ☐ Other \_\_\_\_\_

17. Is your home...

- ☐ Owned
- ☐ Rented

18. How many people live in your household?

Adults \_\_\_\_\_ Children \_\_\_\_\_

19. How many of the following does your household own or normally have use of?

	None	One	Two+
Passenger vehicles (cars, SUVs, etc.)	0	1	2+
Motorcycles, scooters, etc.	0	1	2+
Bicycles	0	1	2+
Electric-assist bicycles	0	1	2+

20. Please indicate if you have difficulty with any of these activities. (Please select all that apply.)

- ☐ Climbing stairs
- ☐ Talking
- ☐ Lifting or carrying a package or bag
- ☐ Seeing
- ☐ Hearing
- ☐ Walking ¼ mile

21. Are you Spanish, Hispanic or Latino?

- ☐ No, not Spanish, Hispanic or Latino
- ☐ Yes, I consider myself to be Spanish, Hispanic or Latino

22. What is your race? (Mark one or more races to indicate what race you consider yourself to be.)

- ☐ American Indian or Alaskan Native
- ☐ Asian, Asian Indian or Pacific Islander
- ☐ Black or African American
- ☐ White
- ☐ Other

23. What is your gender?

- ☐ Female
- ☐ Male
- ☐ Other/another gender

24. In which category is your age?

- ☐ 18-24 years
- ☐ 25-34 years
- ☐ 35-44 years
- ☐ 45-54 years
- ☐ 55-64 years
- ☐ 65-74 years
- ☐ 75 years or older

25. What is your zip code? \_\_\_\_\_

Thank you for completing this survey! Your responses will help us better understand transportation patterns and needs in the Denver region to ultimately serve you better.

Please return this survey to National Research Center, Inc., 2955 Valmont RD, Suite 300, Boulder, CO 80301 using the postage-paid envelope included in this mailing.



## Appendix D: NHTSA – Public Participation Training – Part 2



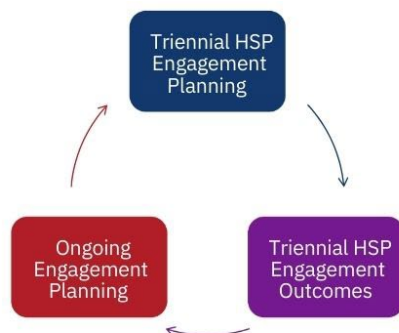
# Data Analyses and Engagement Strategies

*Public Participation and Engagement*

*Part 2*

*2023*

- 1 Introduction
- 2 Recap Part 1 & Objectives for Part 2
- 3 Data Sources
- 4 Considerations for selecting strategies
- 5 Overview of potential strategies & scenarios
- 6 Questions, Feedback & Look ahead



## Triennial HSP Requirements & Actions Toward Public Engagement



## Objectives

- Understand new and/or refine existing techniques used for data analysis
- Expand knowledge of data sources for demographic data
- Explore factors for consideration when choosing engagement strategies
- Improve understanding of potential engagement strategies to reach communities

## What is Meaningful Public Engagement

**Public Participation and Engagement** is a process that proactively seeks full representation from communities, considers public comments and feedback, and incorporates that feedback into a project, program, or plan when possible.



Source: Promising Practices for Meaningful Public Involvement in Transportation Decision-making

## Public Engagement Spectrum

Figure 2 – PE Spectrum Activities

Inform 	Consult	Deliberate	Co-Create
Growth of community impact 			
<ul style="list-style-type: none"> <li>A decision has already been made</li> <li>Provide facts and or results concerning a policy or program</li> <li>Immediate action is required</li> <li>Simple issue</li> <li>Build awareness</li> <li>No opportunity for public to influence final outcome</li> <li>Goal is to create awareness</li> </ul>	<ul style="list-style-type: none"> <li>Listen and gather information</li> <li>Assist in policy refinement and/or formulation</li> <li>Test ideas/concepts with the public</li> <li>Clarify issues or concerns with a program or policy</li> <li>Advisory for government</li> <li>Goal is to improve decision-making</li> </ul>	<ul style="list-style-type: none"> <li>Goal oriented bilateral and/or multilateral information exchange</li> <li>Options developed are respected</li> <li>Obtain 'buy-in'</li> <li>Communication of alternative perspectives, expectations and concerns</li> <li>Goal is to generate ideas and/or set the stage for problem-solving</li> </ul>	<ul style="list-style-type: none"> <li>Government and stakeholders create alternatives to complex issues/challenges</li> <li>Decision-makers agree to implement the solutions to the extent possible</li> <li>Goal is to undertake shared actions and decision-making</li> </ul>
Flyer distribution	Focus group	Public meetings or workshops	Community advisors

Source: Newfoundland Labrador Office of Public Engagement 'Public Engagement Guide'

## Outreach to Meaningful Engagement



Sign Source: Federal Highway Administration, <https://mutcd.fhwa.dot.gov/>

## Meaningful Public Engagement



Practitioners should meaningfully engage a broad spectrum of representatives from the community affected by traffic safety issues to:

- Understand concerns
- Identify new opportunities
- Explore alternatives
- Collaboratively create a vision for the future



Meaningful public engagement lays the groundwork for ongoing engagement well beyond the initial touchpoint with affected communities.

Source: Promising Practices for Meaningful Public Involvement in Transportation Decision-making

## Full Representation



To ensure traffic safety programs reflect community needs, agencies need community representation reflective of the community's demographics during the decision-making process.



Full representation treats community members as experts of their experiences and as a critical source to improve transportation programs.



How to incorporate full representation? Where to start? --> Understand community characteristics through data analysis

*Source: Promising Practices for Meaningful Public Involvement in Transportation Decision-making*

## Data Analysis





## WhereTo Begin?Data Sources

U.S. Census Bureau  
data.census.gov

- Race & Ethnicity (DP05 –ACS Demographics & Housing Estimates)
- Language (S1601 –Language Spoken at Home)
- Poverty (S1701 –Poverty Status in the Past 12 Months)
- Disability (S1810 –Disability Characteristics)
- Means of Transportation (B08141 –Means of Transportation to Work By Vehicles Available)

## WhereTo Begin?Data Sources

National Roadway Safety Strategy

Our Nation's Roadway Safety Crisis (ArcGIS Story Map)

- <https://storymaps.arcgis.com/stories/9e0e6b7397734c1387172bbc0001f29b>

U.S. Census Bureau –Community Resilience Estimates

- <https://experience.arcgis.com/experience/b0341fa9b237456c9a9f1758c15cde8d/>

NCSA's Fatality and Injury Reporting System Tool (FIRST)

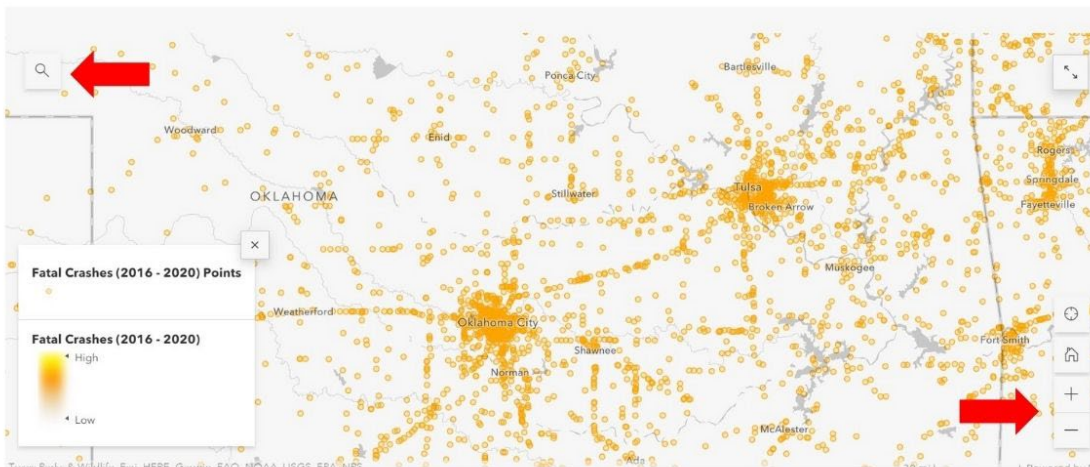
- <https://cdan.nhtsa.gov/>

## National Roadway Safety Strategy -ArcGIS Story Map

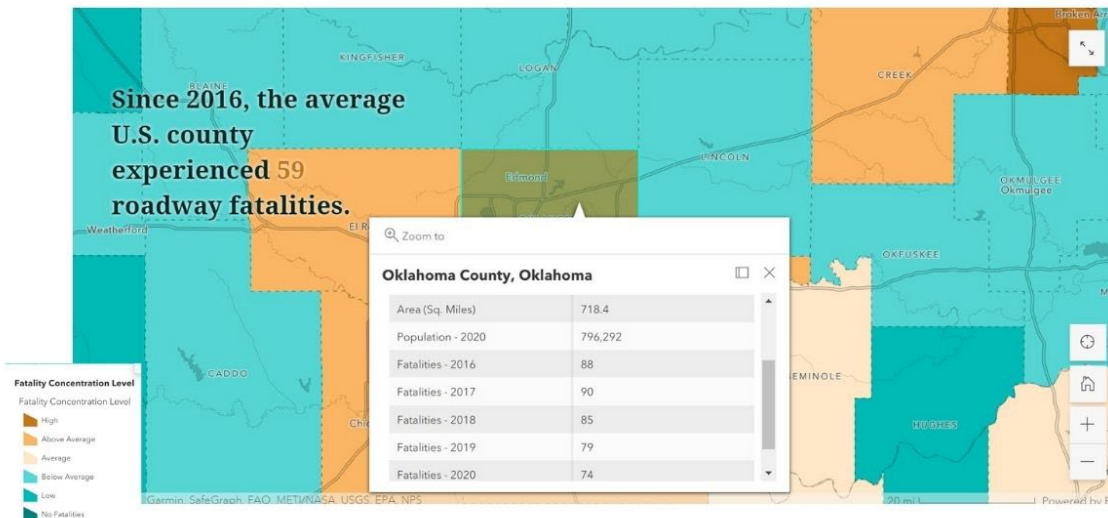
- Hot spot-focused analysis of fatal motor vehicle crashes
- Distribution of roadway fatalities compared to national average
- Look at the relationship between population, fatality rates and population size
- Visualize historically disadvantaged communities and fatalities at the neighborhood level
- Visualize progress towards Vision Zero goals



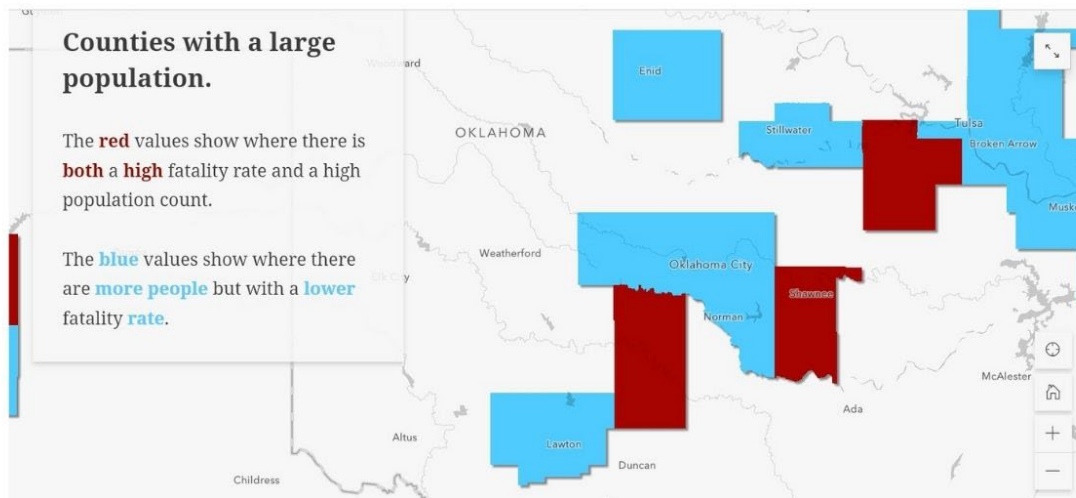
## National Roadway Safety Strategy -ArcGIS Story Map



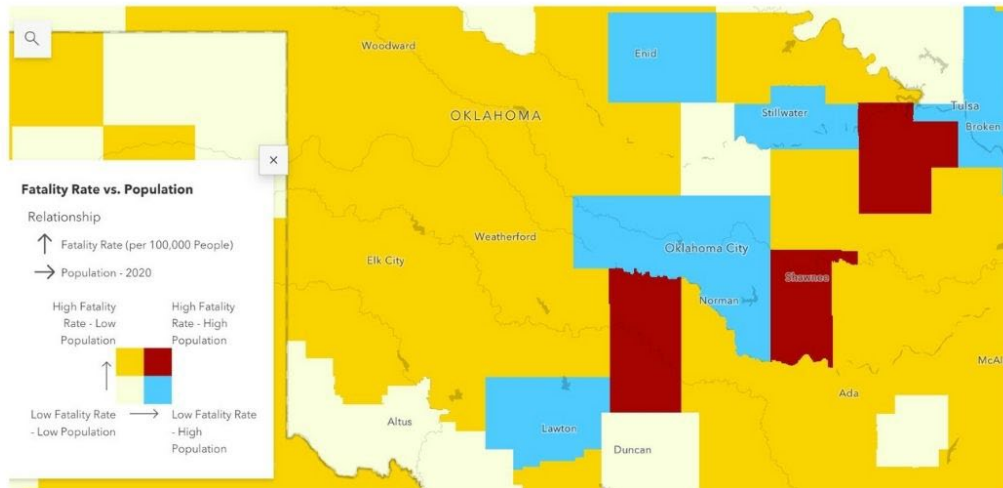
## National Roadway Safety Strategy -ArcGIS Story Map



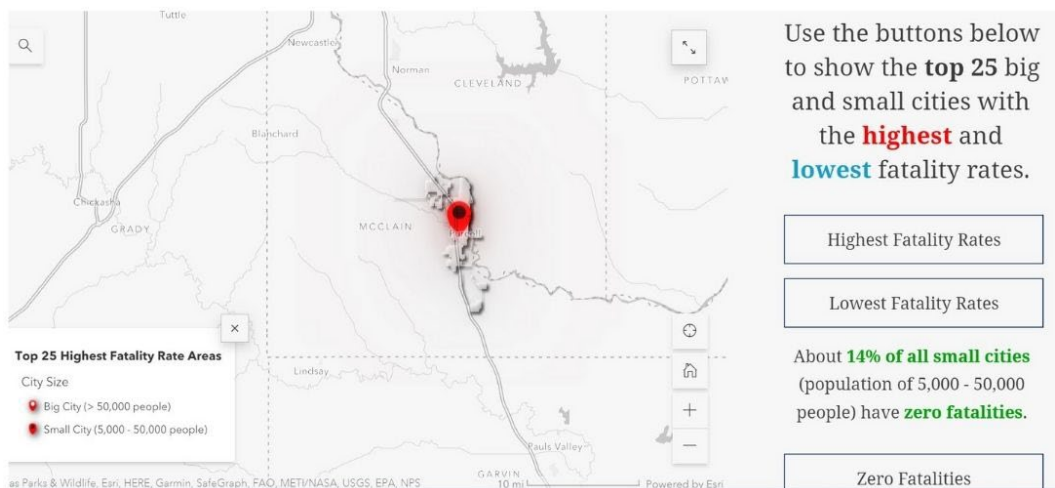
## National Roadway Safety Strategy -ArcGIS Story Map



## National Roadway Safety Strategy -ArcGIS Story Map



## National Roadway Safety Strategy -ArcGIS Story Map





## National Roadway Safety Strategy -ArcGIS Story Map

### Exploring Fatalities and Equity

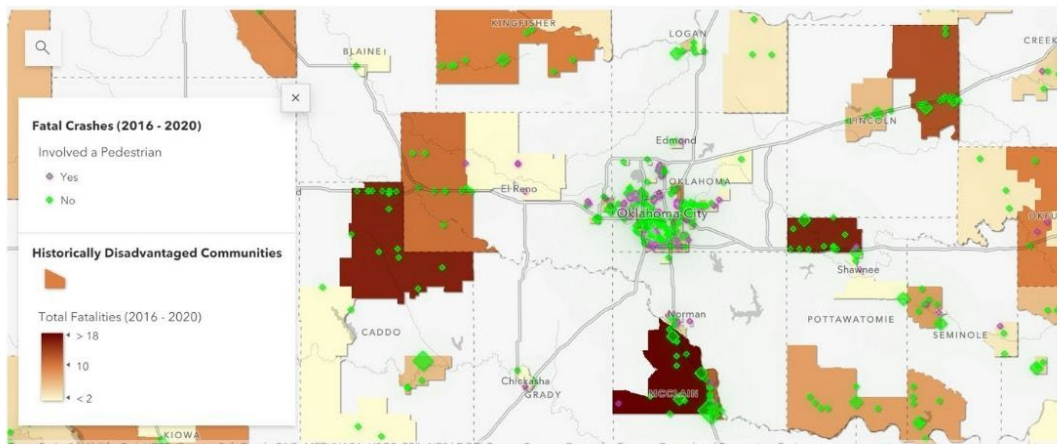
Of the communities in the top 20% of roadway fatalities, nearly half (43%) are Historically Disadvantaged.



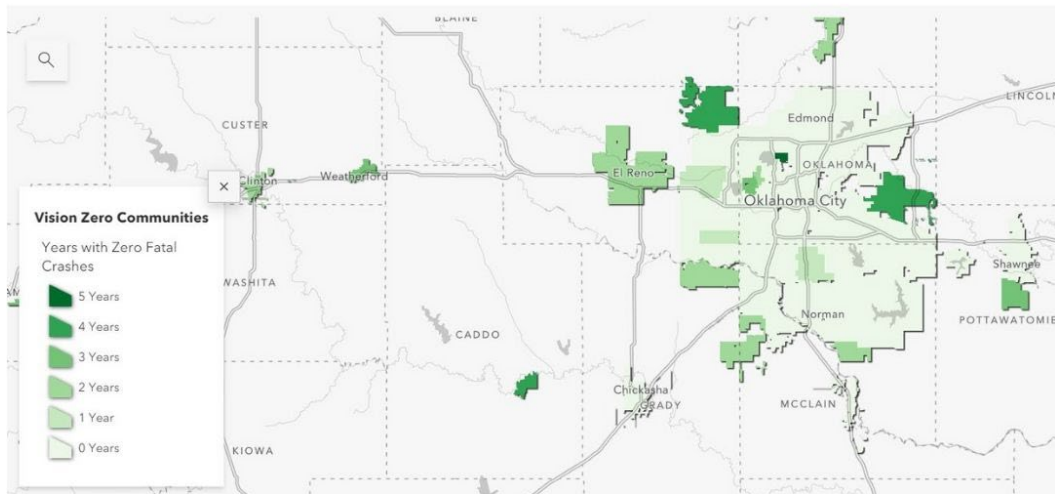
**26%** of all **fatal crashes** in **Disadvantaged Communities** resulted in the **death** of a **pedestrian**.

There are 72,842 census tracts in the U.S. This map shows the Historically Disadvantaged Community census tracts (N = 16,514) with at least one roadway fatality reported between 2016 and 2020. A census tract is usually between 3,800 to 4,600 number of people, on average.

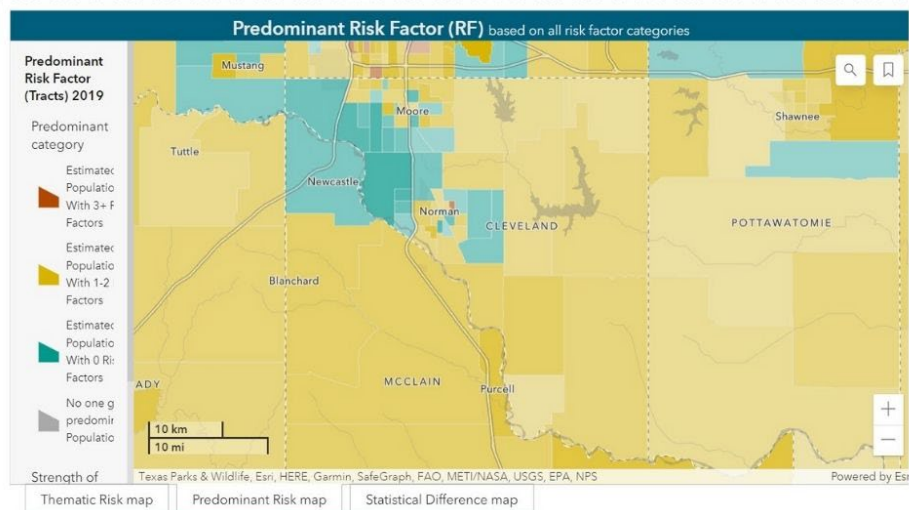
## National Roadway Safety Strategy -ArcGIS Story Map



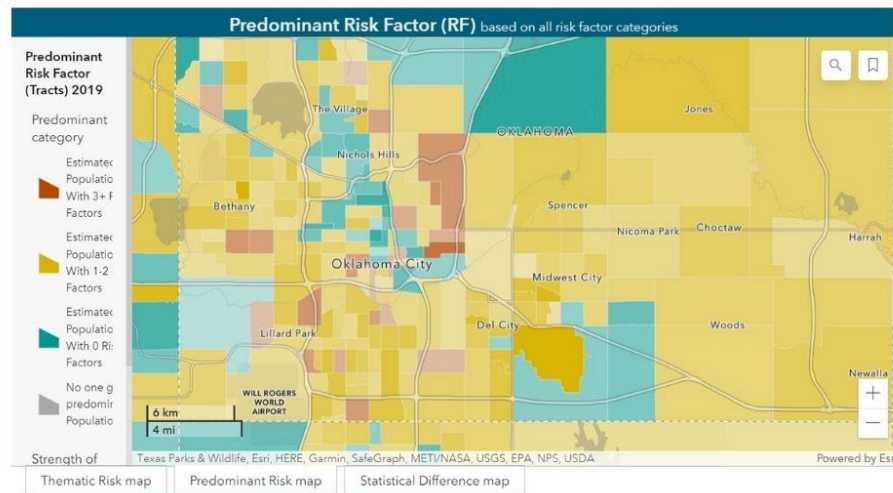
## National Roadway Safety Strategy -ArcGIS Story Map



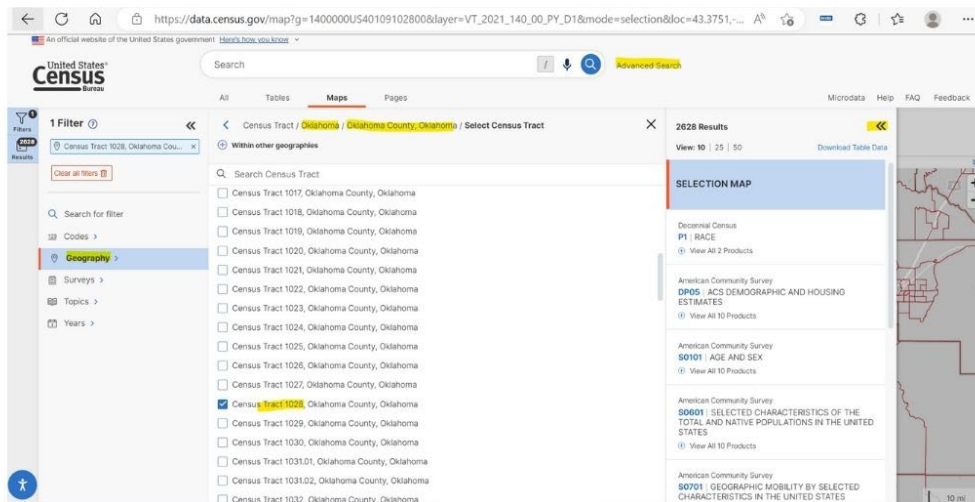
## U.S. Census Bureau –Community Resilience Estimates



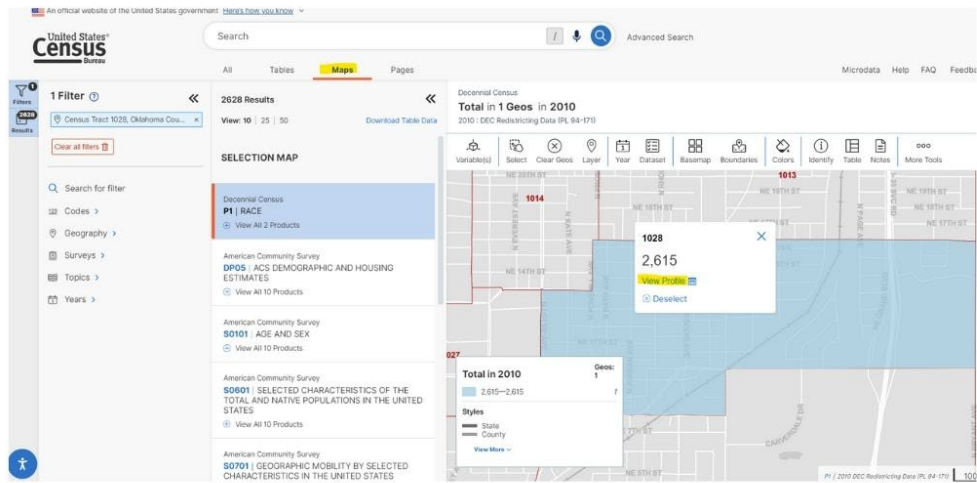
## U.S. Census Bureau –Community Resilience Estimates



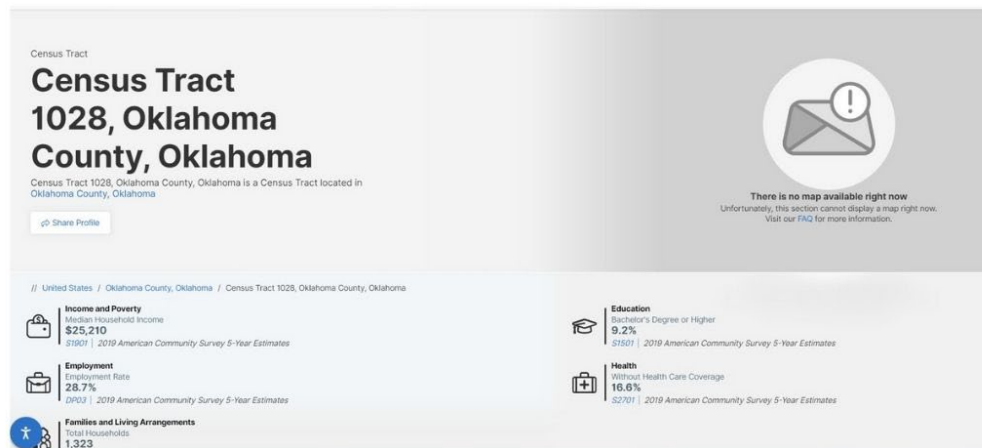
## U.S. Census Bureau –Advanced Search for Census Tract



## U.S. Census Bureau –Advanced Search for Census Tract



## U.S. Census Bureau –Advanced Search for Census Tract





## NHTSA's Fatality and Injury Reporting System Tool (FIRST)

### Fatality and Injury Reporting System Tool (FIRST)

This query tool allows a user to construct customized queries from the [Fatality Analysis Reporting System \(FARS\)](#) and from the [Crash Report Sampling System \(CRSS\)](#). To view a list of crash Data Elements used on this site [click here](#). To review and open the opening splash screen content [click here](#).

[Click here to find out how U.S. DOT is implementing the National Roadway Safety Strategy \(NRSS\)](#)

Crashes Vehicles People Drivers Occupants Pedestrians Pedalcyclists

**Select Fatality and/or Injury**

☒ Fatal Motor Vehicle Crashes  
☐ Estimated Injury Only Motor Vehicle Crashes  
☐ Estimated Property-Damage-Only (PDO) Motor Vehicle Crashes  
☐ Estimated Injury and PDO Non-Fatal Motor Vehicle Crashes  
☐ All Motor Vehicle Crashes

\* No Region, State, County or City is available for Injury, PDO, and All crashes data.

**Select Time Frame**

**Select State or Region**

**Filter Your Selection**

**Build Your Report**

**Query Criteria Selected**

Crashes ▶ Fatal Motor Vehicle Crashes ▶ Years: 2016-2020 ▶ Report Type: Table ▶ Rows (Crash Date (Year)); Columns (Crash Date (Month))

**Sample Queries**

Build your own query or setup the panels on the left by clicking any of the **122** queries below and clicking the Submit button at the bottom of Current Criteria section to run it. To search by Query number, use "#" before number (i.e. #200) in Search areas.

Search Crashes  Search all Topics

Region 6 Speeding-related Fatal Crashes by Year; 2011-2020 (#109)

Chicago Fatal Crashes by Year and Month; 2011-2020 (#110)

Number of Fatal Crashes by Year; 2006-2020 (#111)

Fatal Crashes by Time of Day and Day of Week; 2020 (#112)

Fatal Crashes per Hour, by Time of Day, Weekdays and Weekends; 2020 (#113)

Fatal Crashes by First Harmful Event and Manner of Collision; 2016-2020

## NHTSA's Fatality and Injury Reporting System Tool (FIRST)

National Highway Traffic Safety Administration (NHTSA) Motor Vehicle Crash Data Querying and Reporting

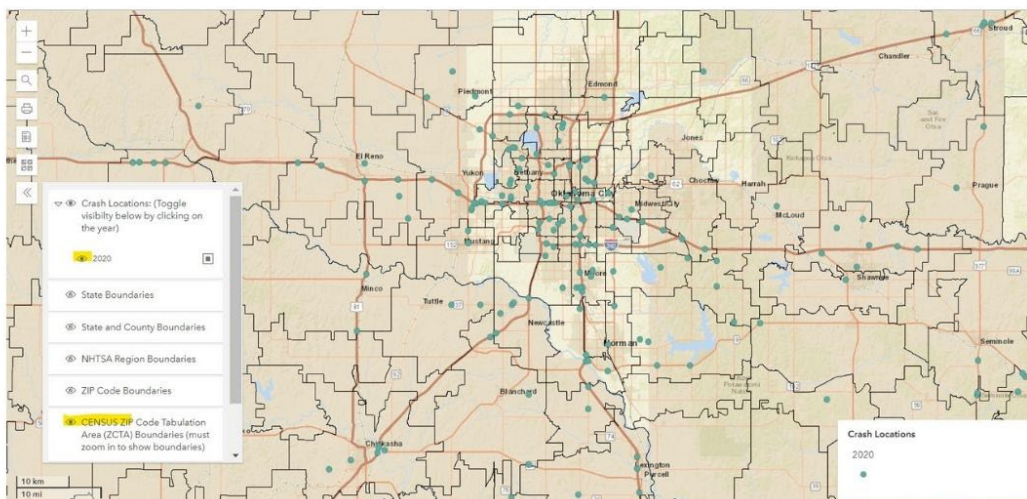
Fatal Motor Vehicle Crashes  
Years: 2020

### Fatal Motor Vehicle Crashes<sup>1</sup>

Note: Click the link within a table cell to view those records on a web map

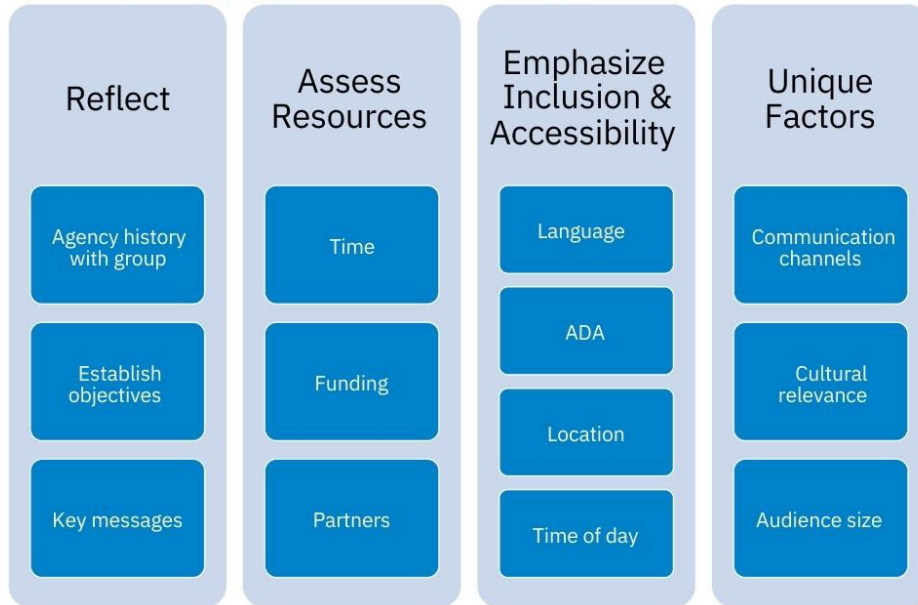
State	Crash Date (Month)												Total
	January	February	March	April	May	June	July	August	September	October	November	December	
Alabama	52	69	67	48	69	76	82	71	66	79	93	80	<a href="#">853</a>
Alaska	3	5	3	0	3	8	5	7	9	3	3	4	53
Arizona	67	97	59	53	89	72	82	85	97	93	91	82	967
Arkansas	39	33	35	55	38	65	67	52	54	61	46	40	585
California	290	277	241	201	277	268	324	324	343	353	342	318	3,558
Colorado	36	37	37	33	52	62	67	63	49	50	47	41	574
Connecticut	23	21	19	22	19	31	26	26	20	21	31	20	279
Delaware	10	7	5	4	8	9	11	11	17	7	7	8	104
District of Columbia	4	2	0	2	3	4	2	6	4	4	2	1	34
Florida	275	254	259	197	266	265	215	235	247	288	289	298	3,028
Georgia	94	108	128	81	112	108	136	145	154	175	147	134	1,522
Hawaii	11	4	4	5	5	10	8	7	4	6	6	11	81
Idaho	6	15	8	9	18	19	24	25	16	15	12	21	188
Illinois	66	68	51	62	78	122	109	100	117	131	98	85	1,087
Indiana	46	39	48	38	22	100	86	75	83	99	63	66	815
Iowa	22	15	13	16	20	22	39	43	39	23	24	28	304
Kansas	28	34	31	20	23	48	35	39	33	28	34	29	382
Kentucky	43	50	46	37	63	60	81	84	65	67	48	63	700

## NHTSA's Fatality and Injury Reporting System Tool (FIRST)



## Considerations for Selecting Engagement Strategies

## Community Engagement Strategies –where to begin



## Considerations for Selecting Techniques

### Reflect:

- Who is/are the priority audience(s)?
- What factors may impact how the how our information is communicated and received?
- What has our level of engagement been with this community previously? Was it a positive interaction?

### Resources:

- What is the engagement timeline, and can thorough outreach be done in that timeframe?
- Is the budget adequate for the breadth and depth of the outreach goals?
- Are there trusted community partners we can connect with to implement this strategy?



## Considerations for Selecting Techniques

### Inclusion & Accessibility:

- Are specific accommodations needed for the audience, including literacy levels, interpreters, captioning, ADA-compliant spaces?
- Do members of the public primarily use languages other than English?
- Does the community need American Sign Language (ASL), other sign language, or large print/braille
- Can we incorporate in-person and virtual opportunities?
- Is the audience in a remote area? Will the audience be able to access reliable services (internet, transportation, etc.)?

### Unique factors:

- Is this strategy culturally relevant to this audience? How can we convey issues in ways that are meaningful to this group?
- How can our agency bridge racial, cultural, and economic barriers that affect participation?
- What are the best channels to communicate and promote activities?
- How large or small might the audience be? How to structure interaction to maximize input?

## Limited English Proficiency (LEP)



Programs and activities receiving Federal funding assistance must take reasonable steps to ensure that people with LEP have meaningful access.

- Plan ahead
- Types of services (interpretation, captions)
- Content (easy to read/plain language; translated)

## Including people with disabilities

Effective practices to ensure participation by people with disabilities include:

- Providing accessible engagement opportunities whenever possible, not only when required
- Consultation with individuals or organizations that represent people with disabilities
- Plan for accessibility for people with various disabilities

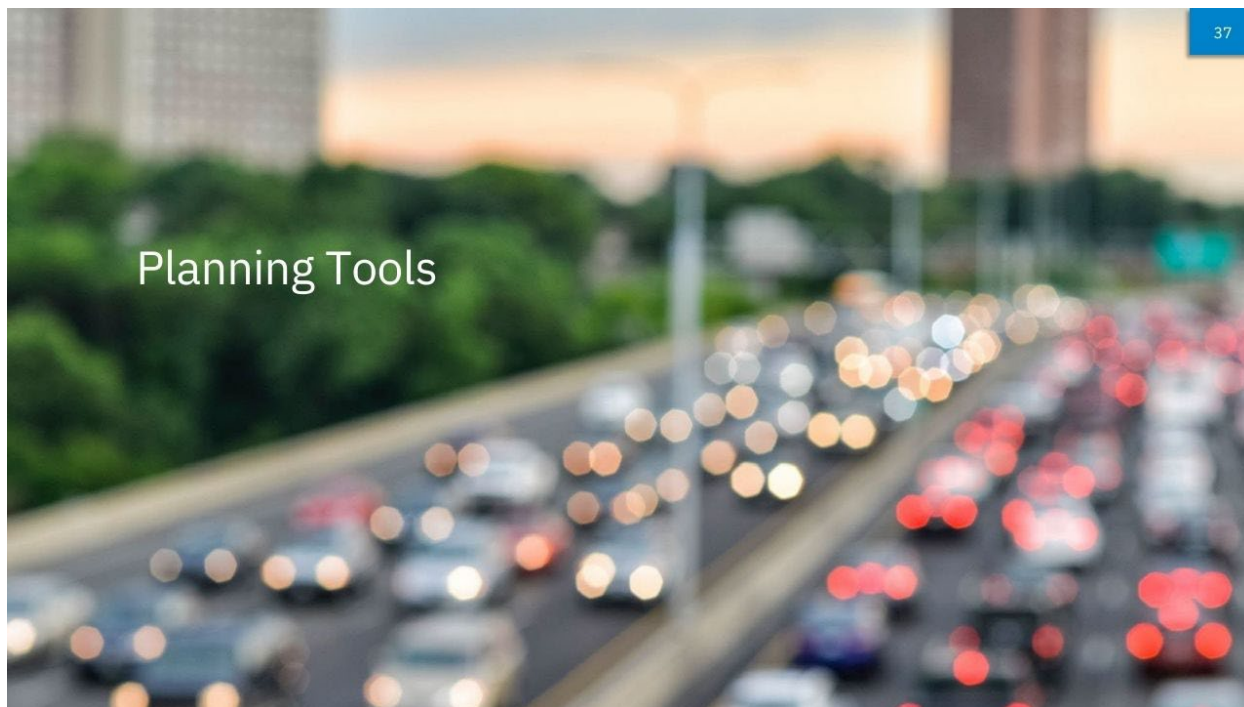


## An Opportunity to Address Critical Gaps

Meaningful public engagement reinforces the creation and implementation of equitable programs and plans.

This is achieved by:

- Not relying on one-size-fits-all or “we’ve always done it this way” methods of community engagement
- Diverse and inclusive communications and outreach tools
- Engaging the public early and often
- Ensuring individuals and communities have an equitable voice in program development



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## Planning Tools

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## Develop Metrics

### Output:

- How many people attended?
- Who participated/provided comments?
- Was your intended community reached?
- Presence of Community Leaders at each event?
- Accessibility measures implemented

### Outcomes:

- What info did you receive?
- How did that info inform your HSP planning process?
- Did the participants feel they had adequate notice of the public engagement activity?
- Did they think the location, time, and/or primary language used were accessible?
- How did the engagement activity help meet your PP&E goals?

Source: Promising Practices for Meaningful Public Involvement in Transportation Decision-making



- ☐ Clear purpose of why engaging with this specific group
- ☐ Established objectives and metrics to measure outputs and outcomes
- ☐ Promoted activity through various communication channels
- ☐ Thoughtfully picked applicable engagement technique(s)
- ☐ Accessibility measures taken
- ☐ Resources and materials are culturally relevant and accessible
- ☐ Assessed timeline, schedule, and cost
- ☐ Established means for recording, reporting and reflecting stakeholder input
- ☐ Have ideas/plans for ongoing engagement with community
- ☐ Included partner organizations (when

## Engagement Checklist

Tool when planning engagement sessions

Source: Newfoundland Labrador Office of Public Engagement 'Engagement Consultation Plan'

## Strategies and Scenarios

## Examples of Engagement Opportunities



**Scenario:** The HSO is funding a new statewide task force to reduce distracted driving crashes, and wants to be sure to engage residents from neighborhoods with a large number of crashes. Over the course of a year, the HSO works with its existing Community Traffic Safety Projects to host a series of public meetings (in-person and virtual) joining task force representatives and community members in dialogue, where attendees asked questions and suggested ideas for the task force. Community comments were also captured in a poll.

## Public Meetings/Open Forums

- Public meetings/open houses **share information**, and provide a setting for **public discussion**
- Open house = less formal event. People **learn at their own pace**, asking questions as they arise
- Good first approach to provide insight into additional engagement techniques

Source: Promising Practices for Meaningful Public Involvement in Transportation Decision-making



**Scenario:** The HSO tasked a local grantee to commission a survey to learn opinions and obtain feedback on a local speed management initiative that would involve automated speed enforcement, outdoor advertising and traffic law enforcement. They used the results of this survey to ensure public buy-in for the strategies selected in terms of their safety benefits, learn related safety needs of their constituents, and gauge whether the local community had experienced trust issues with their local police department.

## Community Surveys

- Used to **assess widespread public opinion** from a representative sample
- Snapshot of community perceptions and preferences; can reach wide audience not typically associated with traffic safety issues
- Can **test public permission** for project
- Versatile distribution methods - mailings, emails, online ads, local news media, at events, via CBOs
- Include people most likely to be affected by the decisions made

Source: Promising Practices for Meaningful Public Involvement in Transportation Decision-making

**Scenario:** As part of its Pedestrian Safety Awareness Month campaign, the HSO is planning one week to focus on Disability Awareness, to remind drivers how to safely navigate near people using mobility assistance devices, including e-bikes and e-scooters. They host a series of focus groups including people with disabilities and drivers to determine which messages resonate with drivers and reflect the lived experiences and safety needs of people with disabilities.

## Focus Groups

- Small group conversation led by facilitator to gauge public opinion and **listen to concerns, needs, wants, and expectations**
- Assess potential public reaction and acquire deeper understanding of people's viewpoints
- Used to identify concerns and issues prior to implementing a broader media or outreach strategy

Source: Promising Practices for Meaningful Public Involvement in Transportation Decision-making

**Scenario:** As part of a local bicycle safety campaign focused on delivery bikers, a Community Traffic Safety Project manager started a highly visible 6-month long campaign for sharing the road with cyclists in a business district where lots of bicycle deliveries occur. The project manager sets up a table near a plaza where food carts and a coffee house serve local business employees to solicit feedback on the campaign's impact.

## Drop-in Centers

- Non-traditional meeting locations that offer **neutral and informal space** for community members to get project information, ask questions, and make comments
- Provides **on-going, in-person feedback**, gauging receptivity from inception to completion
- Where applicable, grantee sites may serve as drop in centers (e.g. local health departments, non-profit organizations, schools)

Source: Promising Practices for Meaningful Public Involvement in Transportation Decision-making

**Scenario:** After having made a positive introductory connection with leadership from the Seneca Nation several months ago, the HSO equity coordinator attended the annual Seneca Casino Veteran's Pow Wow to learn more about the important role members of the nation played in United States conflicts.

As part of the HSO manager's time spent at the Pow Wow, they were able to raise awareness of highway safety funding opportunities and get feedback for making an upcoming seat belt campaign culturally relevant. They offered program flyers and brochures, and spoke to at least 140 community members about the life-saving potential of seat belt usage.

## Non-Traditional Events

- Meetings and experiences **not held in typical government settings**
- Led by communities and people who attend. Offer opportunity for staff to share hands-on materials.
- Demonstrates **authentic interest in the community** by tailoring engagement to a local event
- Attending multiple events, or consistently attending recurring events during a multi-year project, creates an ongoing presence in the community

Source: Promising Practices for Meaningful Public Involvement in Transportation Decision-making

## Other notable strategies

- Charrettes
- Site visits
- Partner or community hosted meetings



Source: *Promising Practices for Meaningful Public Involvement in Transportation Decision-making*



## Poll

Considering the challenges you face in your community, which of these strategies would you find helpful to begin addressing them?

## Useful tools within engagement techniques

- Websites
- Videos
- Public Information Materials (brochures, posters, fact sheets, radio ads)
- Social media pages (note: *understand community consumption*)
- Virtual Presentations and Simulations
- Geographic Information Systems (GIS)

Source: Promising Practices for Meaningful Public Involvement in Transportation Decision-making

## Questions to consider

What resources do you need assistance with regarding public engagement? What do you need from NHTSA to make this a successful process?

What are your agency's opportunities to implement meaningful public engagement?

Are there specific communities with which you would like assistance reaching through your engagement efforts?

What data sources is your state already using?



# Questions



Email:

[nhtsaropdprogramquestions@dot.gov](mailto:nhtsaropdprogramquestions@dot.gov)



## Appendix E: Proposed NMDOT Pedestrian Outreach Survey

The purpose of this survey is to collect valuable insights from people across New Mexico on their experience and perception of safety with the transportation system. The terms *pedestrian* and *walking* include people using mobility assistance devices, such as wheelchairs. We seek input from all user groups and especially those from disadvantaged or vulnerable communities, commuters, and transit passengers. This survey was developed per recommendation of the New Mexico Department of Transportation (NMDOT) [Pedestrian Safety Action Plan](#) published in August 2021.

Thank you for sharing your experience as a pedestrian by completing this survey. The survey results will help NMDOT and our planning partners assess the safety progress in our state, understand real-world needs, and guide future decisions about transportation and development throughout New Mexico. We want to assure you that your answers to this survey will remain strictly confidential.

### About You

1. What is your age?
  - a. 14 or under
  - b. 15 to 24
  - c. 25 to 44
  - d. 45 to 64
  - e. 65 to 84
  - f. 85 or older
  - g. Prefer not to say
2. Which gender do you identify as?
  - a. Female
  - b. Male
  - c. Non-binary/non-conforming gender
  - d. I prefer not to say
  - e. I prefer to self-describe: \_\_\_\_\_
3. Which race(s)/ethnicity do you identify as? (select all that apply)
  - a. American Indian or Alaskan Native
  - b. Asian, Asian Indian or Pacific Islander
  - c. Black or African American
  - d. Hispanic, Latino, or Spanish origin
  - e. White
  - f. Other
  - g. I prefer not to say
4. What is your zip code? \_\_\_\_\_

5. Is your home?
  - a. Owned
  - b. Rented
  - c. Neither Owned or Rented (youth shelter, other facility, or houseless)
6. Which best describes the building you live in?
  - a. One family house detached from any other houses
  - b. Duplex, townhouse
  - c. Apartment or condominium
  - d. Other \_\_\_\_\_
7. How many people live with you in your household/family?  
Adults \_\_\_\_\_ Children (school-aged) \_\_\_\_\_ Children (not school-aged)
8. What is your employment status?
  - a. Employed full- or part-time
  - b. Currently not employed, but looking for work
  - c. Not employed, not looking for work (e.g., retired, stay-at-home parent, student, etc.)
9. What is your household income? (Combined incomes of everyone in the household that is over 15 and working)
  - a. Less than \$25,000
  - b. \$25,000 to \$34,999
  - c. \$35,000 to \$49,999
  - d. \$50,000 to \$74,999
  - e. \$75,000 to \$99,999
  - f. \$100,000 to \$149,999
  - g. \$150,000 or greater
  - h. I prefer not to say
10. Please indicate how your children typically travel to/from school? (select all that apply)
  - a. Walk
  - b. School bus
  - c. Drive themselves alone or with siblings
  - d. Dropped off by family
  - e. Dropped off by non-family
  - f. Public Transportation (bus/rail)
  - g. Bike
  - h. N/A
  - i. Other \_\_\_\_\_



11. If you indicated that you or someone else drops them off, what are the main reasons they are driven and not walking (or biking)?
- Lack of safe sidewalks or trails
  - Distance is too far
  - Road/Street feels unsafe.
  - Motor vehicles travel at unsafe speeds
  - Other \_\_\_\_\_
  - N/A
12. Please indicate if you have difficulty with any of these activities (select all that apply)
- Climbing stairs
  - Talking
  - Lifting or carrying a package or bag
  - Seeing
  - Hearing
  - Walking ¼ mile
  - Other physical conditions that limit walking \_\_\_\_\_

### About Pedestrian Safety

13. In the last week that you worked, please indicate all the ways you traveled to or from work each day (please select all that apply):

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Walked (including using a wheelchair)							
Biked							
Bike-shared							
Drove Alone							
Carpooled (Vanpooled)							
By Bus							
By Rail							
By Taxi/Uber/Lyft							
Worked from Home							
I did not work							
Other _____							

14. In the last 12 months, during a typical month with good weather, how often did you do each of the following?

	1-5 times a month	6-10 times a month	11-15 times a month	More than 15 times a month	Never
Walked, jogged, or ran for fun or exercise					
Walked to work/school					
Walked, jogged, or ran to go somewhere other than work (e.g., errands, visiting friends, etc.)					
Walked, jogged, or ran to go to access public transit					

15. How strongly do you agree or disagree with the following statements?

I would walk more often to destinations IF

	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
More sidewalks were available				
There was more safe connectivity				
Sidewalks were accessible, with ADA-compliant ramps				
Sidewalks and paths were in better condition (as in less cracks or paved)				
There were more off-street walking or multi-use paths/trails				
There was adequate street lighting after dark				
There were shaded places to rest along the path				
I had access to public or workplace showers				
I felt safer while crossing the streets				
I felt safer and less affected by crime while walking				
I had better health or physical ability to do so				
It didn't take so long to walk to my destinations				
I did not have to coordinate transportation for other family members				

16. How strongly do you agree with the following statements about your neighborhood?

	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
There are many destinations to go within walking distance of my home (e.g., shopping, recreational, errands)				
There is proper pedestrian infrastructure within my neighborhood (e.g., streets or paths are connected)				
The sidewalks are accessible, with ADA-compliant ramps				
The streets/paths in my neighborhood are well maintained (paved, even, and not a lot of cracks)				
There are pedestrian/multimodal trails in or near my neighborhood that are easy to get to				
There are shaded places to rest along the paths				
My neighborhood is pleasant to look at while walking (e.g., it is clean, there are trees for shade, views, attractive buildings, etc.)				
There is so little traffic along the streets in my neighborhood making it easy or pleasant to walk				
The streets in my neighborhood are flat, making it easy to walk				
I feel like I'm at a safe distance from traffic when walking in or near my neighborhood				
My neighborhood streets are well lit at night				
The crime rate in my neighborhood is low, making it safe to walk during various times of day				

Please provide additional comments regarding pedestrian safety issues in your community. Please include the location and a description of the issue.

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## Photos Selection

### 17. Pedestrian Infrastructure in Your Community

Please select the types of communities that are relevant to your daily life. A safety question about your choices will appear after your selection.

- a. Small Town Center/ Urban Downtown



- b. Urban Residential



c. Residential Alleyways



*(Photo courtesy of Kelly D., Wison Middle School)*

d. Acequia/irrigation ditches (when dry)



e. Urban multi-lane corridors



f. Industrial Area



g. Suburban Commercial Area



h. Suburban Residential Area



i. Connections Between Rural Towns



j. Highway

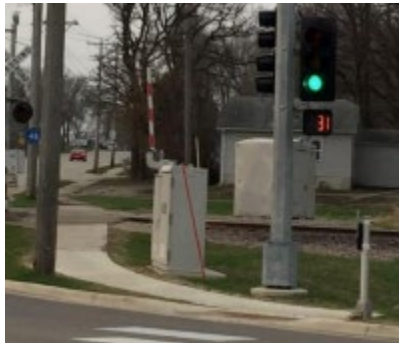


**For the selected photos: How safe do you feel when walking in this photograph (1 being Very Unsafe and 5 being Very Safe)**

**18. Walking and Crossing the Street**

When thinking about all types of communities, which of the following photos show intersections or other infrastructure where you would feel most safe walking or crossing the street? (choose up to 3)

a. Extended Time to Cross



b. Curb Extensions for shorter crosswalks





c. High-Intensity Activated crosswalk (HAWK) Beacon



d. In-road Stop for Pedestrians Sign



e. Pedestrian Refuge Island



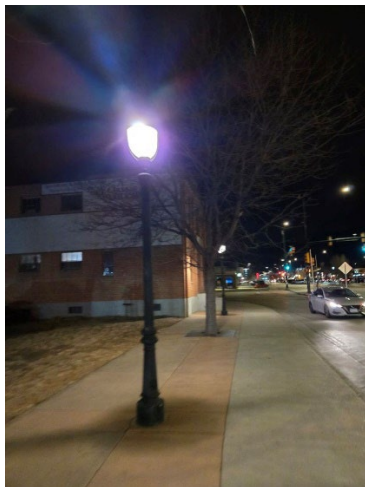
- f. Rectangular Rapid Flashing Beacon (RRFB)



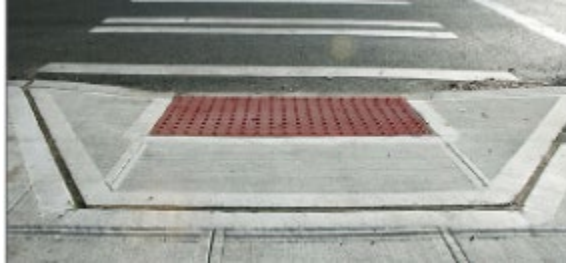
- g. Paved or dirt/gravel trails



- h. Improved pedestrian-scale Lighting



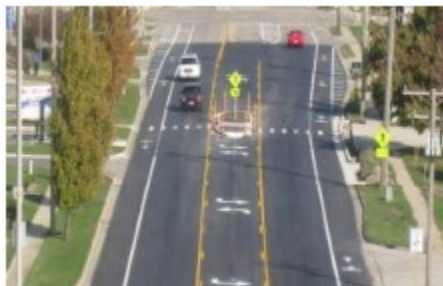
- i. ADA-complaint curb cuts or ramps (with tactile plates)



- j. Curb cuts or ramps that are directional for each way of crossing (not one pointing towards the middle of the intersection)



- k. Road Diet (a redesign of the road where the street will have less travel lanes for motor vehicles and more space will be given to other travel modes or purposes (e.g., adding bike lanes, median, etc.)



## 19. Demonstrations Projects

Demonstration or quick-build projects are temporary and low-cost improvements that test new ideas for improving the safety and accessibility of streets. Their purpose is to evaluate designs and gather community feedback before committing to permanent changes.

Please rate your level of support for demonstration projects (quick builds) **1** being **Very Supportive** and **5** being **Not Supportive at all**



Photo1: extended curb radii with paint and flexible poles that will shorten the crossing distance, make drivers slow down when turning



Photo 2: temporary roundabout/traffic circle to slow down traffic and improve traffic flow

## Appendix F: List of New Mexico Communities and Organizations to Engage on Pedestrian Outreach

We list every census-designated place with a population of over 10,000 residents as a community to engage with on pedestrian outreach and include only those smaller communities (i.e., fewer than 10,000 residents) that meet one or more of the "need" criteria from Section 7. We identify pertinent organizations in those communities to engage with but, due to frequent turnover in many of the organizations, we do not list individuals' contact information. Communities that meet certain "need" criteria are designated as follows:

(W) for being in the 90<sup>th</sup> percentile of New Mexico census-designated places for walking commute mode share

(P) for being in the 90<sup>th</sup> percentile of New Mexico census-designated places for poverty rate

(ZV) for being in the 90<sup>th</sup> percentile of New Mexico census-designated places for households without vehicles (i.e., zero vehicles)

(KA) if a fatal or severe pedestrian injury occurred in the community between 2015-2019

(PT) if there is public transportation available in the community

(SR) if there is a state route present in the community

### Statewide

- AARP New Mexico -- <https://states.aarp.org/new-mexico/>
- American Heart Association NM -- <https://www.heart.org/en/affiliates/new-mexico>
- American Indian Chamber of Commerce of New Mexico -- <http://www.aiccnm.com/>
- Black Chamber of Commerce of New Mexico -- <https://www.ahcnm.org/>
- MADD New Mexico -- <https://madd.org/new-mexico/>
- New Mexico Chamber of Commerce -- <https://www.nmchamber.org/>
- New Mexico Heart Institute Foundation -- <https://www.nmhifoundation.org/>
- New Mexico MainStreet -- <https://www.nmmainstreet.org>
- New Mexico Safe Routes to School -- <https://www.saferoutespartnership.org/states-resources/new-mexico>
- New Mexico Voices for Children -- <https://www.nmvoices.org/>
- Rural Health Information Hub NM -- <https://www.ruralhealthinfo.org/states/new-mexico>
- Urban Land Institute NM -- <https://newmexico.uli.org/en-us/>
- Tribes, libraries, schools, health care clinics, hospitals, faith-based organizations, and food banks across the state also often host community programs



## Regional/County

- Community Foundation of Southern NM -- <https://www.communityfoundationofsouthernnewmexico.org/>
- CorreCamino's Transportation -- <https://correcaminosnm.com/>
- Eastern Plains Council of Governments -- <https://www.epcog.org/>
- El Paso MPO -- <https://www.elpasompo.org/>
- Farmington MPO -- <https://fmtn.org/1039/About-The-MPO>
- Mesilla Valley MPO -- <https://mesillavalleympo.org/>
- Mid-Region MPO -- <https://www.mrcog-nm.gov/233/Metropolitan-Planning-Organization>
- Navajo Transit System -- <https://navajotransit.navajo-nsn.gov/Home/Transit-Background/About-Us>
- North Central RTD -- <https://www.ncrtd.org/all-routes/>
- Northeast Regional Planning Organization -- <https://www.rtpnm.org/north-east>
- Northern Pueblos Regional Planning Organization -- <https://www.rtpnm.org/northern-pueblos>
- Northwest Regional Transportation Planning Organization -- <https://www.nwnmcog.org/rtpo.html>
- Red Apple Transit -- <https://fmtn.org/279/Red-Apple-Transit>
- Rio Metro RTD -- <https://www.riometro.org/101/Stations-Connections>
- Santa Fe MPO -- <https://santafempo.org/>
- South Central Regional Planning Organization -- <https://www.rtpnm.org/south-central>
- Southeast Regional Planning Organization -- <https://www.rtpnm.org/south-east>
- Southwest Regional Planning Organization -- <https://swnmcog.org/>

## Municipalities with a population >85,000

### Albuquerque (KA, PT, SR)

- 505 Outside -- [https://www.meetup.com/505-outside/?eventOrigin=find\\_page&recSource=chapter-search&recId=1e84b4f3-d8d5-455a-b6e2-9f32677d6fca&searchId=43f75af7-dd72-4f61-b86e-a07dfabe1000](https://www.meetup.com/505-outside/?eventOrigin=find_page&recSource=chapter-search&recId=1e84b4f3-d8d5-455a-b6e2-9f32677d6fca&searchId=43f75af7-dd72-4f61-b86e-a07dfabe1000)
- ABQ Ride -- <https://www.cabq.gov/transit/routes-and-schedules>
- Albuquerque Community Foundation -- <https://abqcf.org/>
- Albuquerque Frontrunners and Walkers -- [https://www.meetup.com/albuquerque-frontrunners-walkers/?eventOrigin=find\\_page&recSource=chapter-search&recId=1e84b4f3-d8d5-455a-b6e2-9f32677d6fca&searchId=43f75af7-dd72-4f61-b86e-a07dfabe1000](https://www.meetup.com/albuquerque-frontrunners-walkers/?eventOrigin=find_page&recSource=chapter-search&recId=1e84b4f3-d8d5-455a-b6e2-9f32677d6fca&searchId=43f75af7-dd72-4f61-b86e-a07dfabe1000)
- Albuquerque Hispano Chamber of Commerce -- <https://www.ahcnm.org/>
- Albuquerque Leisure Walking and Social Activities -- [https://www.meetup.com/albuquerque-leisure-walking-and-social-activities/?eventOrigin=find\\_page&recSource=chapter-search&recId=1e84b4f3-d8d5-455a-b6e2-9f32677d6fca&searchId=43f75af7-dd72-4f61-b86e-a07dfabe1000](https://www.meetup.com/albuquerque-leisure-walking-and-social-activities/?eventOrigin=find_page&recSource=chapter-search&recId=1e84b4f3-d8d5-455a-b6e2-9f32677d6fca&searchId=43f75af7-dd72-4f61-b86e-a07dfabe1000)



- Albuquerque Office of Neighborhood Coordination -- <https://www.cabq.gov/office-of-neighborhood-coordination/>
- Albuquerque Safe Routes -- <https://www.aps.edu/coordinated-school-health/wellness/wellness-documents/NM%20Action%20-%20Safe%20Routes%20to%20School.pdf/view>
- Albuquerque Walking Programs (Walk This Way, Walking School Bus) -- <https://www.cabq.gov/parksandrecreation/recreation/walking-programs-1>
- Barel Community Coalition -- <https://barel.net/barel-mainstreet/>
- Better Burque -- <https://betterburque.org/>
- BikeABQ -- <https://www.bikeabq.org>
- Dog Walking and Play Date Group -- [https://www.meetup.com/dog-walking-and-play-date-group/?eventOrigin=find\\_page&recSource=chapter-search&recId=1e84b4f3-d8d5-455a-b6e2-9f32677d6fca&searchId=43f75af7-dd72-4f61-b86e-a07dfabe1000](https://www.meetup.com/dog-walking-and-play-date-group/?eventOrigin=find_page&recSource=chapter-search&recId=1e84b4f3-d8d5-455a-b6e2-9f32677d6fca&searchId=43f75af7-dd72-4f61-b86e-a07dfabe1000)
- Downtown Main Street -- <https://dtabqmainstreet.org>
- Greater Albuquerque Chamber of Commerce -- <https://greaterabq.com/>
- Making Strides -- [https://www.meetup.com/meetup-group-sbuhmdhp/?eventOrigin=your\\_groups](https://www.meetup.com/meetup-group-sbuhmdhp/?eventOrigin=your_groups)
- National Hispanic Cultural Center -- <https://www.nhccfoundation.org/>
- Neighborhood Associations -- <https://www.cabq.gov/office-of-neighborhood-coordination/neighborhood-websites>
- Nob Hill Main Street -- <https://nobhillmainstreet.org/>
- Revitalize San Pedro -- <https://www.sanpedroabq.org>
- Santa Fe and ABQ Hiking Group -- [https://www.meetup.com/afootsfabq/?eventOrigin=find\\_page&recSource=popular\\_group\\_s\\_nearby&recId=a47c8411-e163-4cb0-861f-fe2c6bcbec72&searchId=065038c3-1cfb-4847-9c86-e16d819cead8](https://www.meetup.com/afootsfabq/?eventOrigin=find_page&recSource=popular_group_s_nearby&recId=a47c8411-e163-4cb0-861f-fe2c6bcbec72&searchId=065038c3-1cfb-4847-9c86-e16d819cead8)
- Sierra Club Rio Grande Chapter -- [https://www.meetup.com/sierra-club-rio-grande-chapter/?eventOrigin=find\\_page&recSource=chapter-search&recId=1e84b4f3-d8d5-455a-b6e2-9f32677d6fca&searchId=43f75af7-dd72-4f61-b86e-a07dfabe1000](https://www.meetup.com/sierra-club-rio-grande-chapter/?eventOrigin=find_page&recSource=chapter-search&recId=1e84b4f3-d8d5-455a-b6e2-9f32677d6fca&searchId=43f75af7-dd72-4f61-b86e-a07dfabe1000)
- Strong Towns ABQ -- <https://www.strongtownsabq.org>
- Together For Brothers -- <https://www.togetherforbrothers.org>
- Walk Albuquerque -- <https://www.instagram.com/walkalbuquerque/?hl=en>

#### **Las Cruces (KA, PT, SR)**

- Alameda Depot Neighborhood Association -- <https://www.adna-lascruces.org/>
- Downtown Las Cruces Partnership -- <https://downtownlascruces.org/>
- Greater Las Cruces Chamber of Commerce -- <https://www.lascruces.org/>
- Jordana Hiking & Outdoors Club -- [https://www.meetup.com/jornadahikers/?eventOrigin=find\\_page&recSource=popular\\_groups\\_nearby&recId=d45c9dde-6f18-4a90-80f2-38db80d82393&searchId=aa436384-18d2-42b8-a9b0-f4d706b674ea](https://www.meetup.com/jornadahikers/?eventOrigin=find_page&recSource=popular_groups_nearby&recId=d45c9dde-6f18-4a90-80f2-38db80d82393&searchId=aa436384-18d2-42b8-a9b0-f4d706b674ea)

- Las Cruces Hispanic Chamber of Commerce -- <https://www.lascruceshispanicchamber.com/>
- Las Cruces Short Hikes -- [https://www.meetup.com/las-cruces-short-hikes/?eventOrigin=find\\_page&recSource=popular\\_groups\\_nearby&recId=d45c9dde-6f18-4a90-80f2-38db80d82393&searchId=aa436384-18d2-42b8-a9b0-f4d706b674ea](https://www.meetup.com/las-cruces-short-hikes/?eventOrigin=find_page&recSource=popular_groups_nearby&recId=d45c9dde-6f18-4a90-80f2-38db80d82393&searchId=aa436384-18d2-42b8-a9b0-f4d706b674ea)
- Las Cruces SRTS -- <https://www.lcps.net/page/safe-routes-to-school-lcps>
- Las Cruces Walk and Talk Social Meetup Group -- [https://www.meetup.com/las-cruces-walk-and-talk-social-meetup-group/?eventOrigin=find\\_page&recSource=popular\\_groups\\_nearby&recId=d45c9dde-6f18-4a90-80f2-38db80d82393&searchId=aa436384-18d2-42b8-a9b0-f4d706b674ea](https://www.meetup.com/las-cruces-walk-and-talk-social-meetup-group/?eventOrigin=find_page&recSource=popular_groups_nearby&recId=d45c9dde-6f18-4a90-80f2-38db80d82393&searchId=aa436384-18d2-42b8-a9b0-f4d706b674ea)
- Los Ventanas a Los Organos Property Owners Association -- <https://www.lvopoa.org/>
- Mesilla Valley Bosque State Park -- <https://www.emnrd.nm.gov/spd/find-a-park/mesilla-valley-bosque-state-park/>
- Picacho Mountain Community -- <https://picachocommunity.com/>
- Roadrunner Transit -- <https://lascruces.gov/community/transportation/roadrunner-transit/>
- Talavera Community Association -- <https://talaveraca.org/>
- The Pueblos at Alameda Ranch -- <https://www.thepueblos.org/>
- Vulnerable Road Users NM -- <https://www.vrunm.org>

#### **Rio Rancho (KA, PT, SR)**

- Rio Rancho Homeowners and Neighborhood Organizations -- <https://www.rrnm.gov/335/Homeowners-and-Neighborhood-Associations>
- Rio Rancho Public Schools -- <https://www.rrps.net/page/student-transportation>
- Rio Rancho Regional Chamber of Commerce -- <https://www.rrcc.org/>

#### **Santa Fe (KA, PT, SR)**

- Bike Santa Fe -- <https://www.bikesantafe.org>
- Galisteo Community Organization -- <http://www.galisteocommunity.org/>
- Homewise -- <https://homewise.org>
- Las Candelas de Los Cerrillos -- <http://www.cerrillosnewmexico.com/las-candelas-de-los-cerrillos>
- La Cienega Valley Association -- <http://lacienegavalley.com/>
- SAD Santa Fe -- <https://sadsantafe.org>
- Salva Tierra HOA -- <https://www.salvatierrahoa.org/default.php>
- Santa Fe Chamber of Commerce -- <https://www.santafechamber.com/>
- Santa Fe Community Foundation -- <https://www.santafecf.org/>
- Santa Fe Conservation Trust -- <https://sfct.org/about/mission-vision/>
- Santa Fe County Community Organizations and Registered Organizations -- <https://www.santafecountynm.gov/sldc/coro-program>
- Santa Fe Gateway Alliance -- <http://santafegatewayalliance.org/>
- Santa Fe Safe Routes to School -- <https://sfct.org/safe-routes-to-school/>
- Santa Fe Transit -- <https://santafenm.gov/public-works/transit>
- San Pedro Neighborhood Association -- <http://www.sanpedroneighborhood.org/>

- Turquoise Trail Association New Mexico -- <https://www.turquoisetrail.org/nsb/support.html>
- Turquoise Trail Regional Alliance -- <https://turquoisetrailra.org/>

## **Municipalities with a population of 10,000 – 85,000**

### **Alamogordo (KA, PT, SR)**

- Alamogordo Chamber of Commerce -- <https://www.alamogordo.com/>
- Alamogordo Main Street -- <https://www.alamogordomainstreet.org/>
- ZTrans Public Transportation -- <https://ztrans.org/services/>

### **Artesia (KA, SR)**

- Artesia Chamber of Commerce -- <https://www.artesiachamber.com/>
- Artesia Main Street -- <https://www.artesiamainstreet.com/>

### **Carlsbad (KA, PT, SR)**

- Carlsbad Chamber of Commerce -- <https://www.carlsbadchamber.com/>
- Carlsbad Main Street -- <https://www.carlsbadmainstreet.com/>
- Carlsbad Municipal Transit System -- <https://www.cityofcarlsbadnm.com/carlsbad-municipal-transit-system>
- Pearl of the Pecos Arts & Cultural District -- <https://www.pearlofthepecos.org/>

### **Clovis (KA, PT, SR)**

- Clovis Area Transit System -- <https://catchacats.com/about-cats/#about>
- Clovis Mainstreet -- <http://clovismainstreet.org/>
- Clovis/Curry County Chamber of Commerce -- <https://www.clovisnm.org/>

### **Deming (KA, PT, SR)**

- Deming Luna County Chamber of Commerce -- [www.demingchamber.com](http://www.demingchamber.com)
- Deming Luna County MainStreet Program -- <https://demingmainstreet.org/>

### **Española (KA, PT, SR)**

- Espanola Chamber of Commerce -- <https://www.espanolanmchamber.com/>

### **Farmington (KA, PT, SR)**

- Downtown Farmington Arts & Cultural District -- <https://www.fmtn.org/99/Downtown-Farmington>
- Farmington Chamber of Commerce -- <https://www.gofarmington.com/>

### **Gallup (KA, PT, SR)**

- Gallup Main Street, Arts & Cultural District -- <https://gallupmainstreet.org/>
- Gallup-McKinley Chamber of Commerce -- <https://www.thegallupchamber.com/>

### **Hobbs (KA, PT, SR)**

- Hobbs Chamber of Commerce -- <https://www.hobbschamber.org/>

### **Las Vegas (KA, PT, SR)**

- Las Vegas –San Miguel Chamber -- <https://www.lasvegasnm.com/>

- MainStreet de Las Vegas -- <https://www.mainstreetdelasvegas.org/>
- Meadow City Express -- <https://www.lasvegasnm.gov/meadow-city-express>

#### **Los Alamos (PT, SR)**

- Atomic City Transit -- <https://www.losalamosnm.us/Services/Atomic-City-Transit>
- Fit Pup Fitness Walk -- [https://www.meetup.com/fit-pup-fitness-walks/?eventOrigin=find\\_page&recSource=popular\\_groups\\_nearby&recId=a9400cd0-c93d-4544-a4f6-f46ab6ea123c&searchId=5256766d-6db8-4a21-84e5-7729e153c410](https://www.meetup.com/fit-pup-fitness-walks/?eventOrigin=find_page&recSource=popular_groups_nearby&recId=a9400cd0-c93d-4544-a4f6-f46ab6ea123c&searchId=5256766d-6db8-4a21-84e5-7729e153c410)
- Los Alamos Chamber of Commerce -- <https://www.losalamoschamber.com/>
- Los Alamos Mainstreet and Creative District -- <https://www.losalamosmainstreet.com/>

#### **Los Lunas (KA, PT, SR)**

- Los Lunas Chamber of Commerce -- <https://www.loslunaschamberofcommerce.org/>

#### **Lovington (KA, SR)**

- Lovington Chamber of Commerce -- <https://www.lovingtonchamber.org/>
- Lovington Main Street -- <https://lovingtonmainstreet.org/>

#### **Portales (KA, SR, W)**

- Portales Area Transit -- [https://www.portalesnm.gov/services/departments\\_g-z/transportation/index.php](https://www.portalesnm.gov/services/departments_g-z/transportation/index.php)
- Portales Roosevelt County Chamber of Commerce -- <https://www.portales.com/>

#### **Roswell (KA, PT, SR)**

- Main Street Roswell -- <https://www.mainstreetroswell.org/>
- Roswell Chamber of Commerce -- <https://www.roswellnm.org/>

#### **Silver City (KA, PT, SR)**

- Silver City Chamber of Commerce -- <http://www.silvercity.org/>
- Silver City Main Street -- <https://silvercitymainstreet.com/>

#### **Sunland Park (PT, SR)**

### **Municipalities with a population of 1,000 – 10,000**

**Alamo (P, SR) 1,150**

**Black Rock (SR, ZV) 1,190**

**Cannon AFB (SR, W) 1,978**

**Carnuel (KA, SR, ZV) 1,019**

**Clayton (SR, W) 2643**

- Clayton-Union Economic Development Partnership -- <https://www.cucedp.org/>

**Columbus (SR, ZV) 1,442**

**Gamerco (P, PT, SR) 1,343**

**Grants (KA, SR, W) 9,163**

- Grants MainStreet Project -- <https://grantsmainstreetproject.com/>
- Grants-Cibola County Chamber of Commerce -- <https://grants.org/>

**Holloman AFB (PT, SR, W) 3,810**

**Jemez Pueblo (PT, SR, W, ZV) 1,963**

- Pueblo Jemez Planning & Development -- <https://www.jemezpuablo.org/government/planning-development/>

**Kirtland (KA, PT, SR, W, ZV) 3,838**

**La Luz (KA, SR, W) 1,578**

**La Puebla (PT, SR, W) 1,123**

**Lordsburg (PT, SR, W, ZV) 2,335**

- Let's Leap Into Lordsburg -- <https://www.leapintolordsburg.com/>
- Visit Lordsburg Hidalgo Chamber of Commerce -- <https://visitlordsburg.com/>

**Mescalero (SR, ZV) 1,480**

**Mesilla (SR, ZV) 1,797**

**Moriarty (PT, SR, ZV) 1,946**

**Navajo (P, PT) 1,942**

**Raton (KA, PT, SR, ZV) 6,041**

- Raton Chamber of Commerce -- <https://www.newmexico.org/listing/raton-chamber-of-commerce/1160/>
- Raton MainStreet -- <https://ratonmainstreet.org/>

**San Ysidro (SR, ZV) 2,133**

**Santa Clara (PT, SR, ZV) 1,637**

**Santa Fe Foothills (SR, W) 1,074**

**Shiprock (KA, PT, SR, W) 7,718**

**Skyline-Ganipa (ZV) 1,614**

**Socorro (KA, SR, W, ZV) 8,707**

- City of Socorro Transportation -- <https://www.socorronm.gov/city-services/transportation/>
- Socorro County Chamber of Commerce -- <http://cca.rrcc.org/socorro-county-chamber-of-commerce-13695009516-memberprofile.aspx>

**Spencerville (KA, PT, SR, W) 1,138**

**Taos (KA, PT, SR, W) 6,474**

- Taos County Chamber of Commerce -- <https://www.taoschamber.com/>
- Taos MainStreet -- <https://www.taosmainstreet.org/>

**Taos Pueblo (P, PT, SR) 1,196**

**Truth or Consequences (KA, SR, ZV) 6,052**

- Truth or Consequences Chamber of Commerce -- <https://www.truthorconsequencesnm.net/>
- Truth or Consequences MainStreet -- <https://www.torcmainstreet.org/>

**Tucumcari (SR, ZV) 5,278**

- Tucumari MainStreet -- <https://www.tucumcarimainstreet.org/>
- Tucumari Quay County Chamber of Commerce -- <https://tucumcarinm.com/>

**Twin Lakes (KA, P, PT, SR, ZV) 1,004**

**University Park (KA, PT, SR, W) 3,007**

**West Hammond (SR, W) 2,724**

**Zuni Pueblo (KA, SR, ZV) 6,176**

- Zuni Pueblo MainStreet -- <https://zunipueblomainstreet.org/>

**Municipalities with a population of 500 – 1,000**

**Butterfield Park (SR, ZV) 794**

**Carrizozo (SR, W) 972**

- Carrizozo Chamber of Commerce -- <https://carrizozochamber.com/>

**Cedar Grove (SR, ZV) 549**

**Chama (PT, SR, W, ZV) 917**

- Chama Valley Chamber of Commerce -- <https://www.newmexico.org/listing/chama-valley-chamber-of-commerce/2664/>

**Cloudcroft (P, SR) 750**

**Dixon (PT, SR, W) 938**

- Embudo Valley Library -- <https://www.embudovalleylibrary.org/>

**Doña Ana (P, SR) 874**

- La Union Helping Hands -- <https://www.lauhelpinghands.com/home>
- South Central Regional Transit -- <https://scrtcd.org/>

**El Rito (P, PT, SR, W) 749**

- El Rito Library -- <https://www.elritolibrary.org/index.html>

**Fairacres (SR, ZV) 720**

**Glorieta (SR, W) 511**

**Livingston Wheeler (SR, W, ZV) 691**

**Logan (SR, W) 970**

- Logan-Ute Lake Chamber of Commerce -- <https://www.logannm.com/>

**Mora (PT, SR, W) 547**



- Mora Main Street Arts & Cultural Compound -- <https://www.moramainstreet.org/>
- Mora Valley Chamber of Commerce -- <https://angelfirechamber.org/business/mora-valley-chamber-of-commerce/>

**Mountainair (SR, W) 884**

- Mountainair Economic Development -- <https://mountainairnm.gov/community-2/Local>

**North Light Plant (P, SR) 556**

**Ojo Amarillo (P) 696**

**Paraje (KA, P, SR, ZV) 705**

**Prewitt (KA, P, SR, ZV) 842**

**Red River (KA, PT, SR, W, ZV) 542**

- Red River Chamber of Commerce -- <https://redriverchamber.org/>

**Sundance (SR, ZV) 760**

**Sunlit Hills (SR, W) 736**

**Texico (SR, ZV) 956**

**Tohatchi (KA, PT, SR, W) 785**

**Ventura (P, SR) 535**

**White Sands (W) 926**

**Municipalities with a population <500**

**Alamillo (P, SR, W) 124**

**Arroyo Hondo (PT, SR, W) 331**

**Black Hat (P, SR) 12**

**Bluewater Village (SR, ZV) 464**

**Borrego Pass (KA, P, ZV) 117**

**Candy Kitchen (P) 107**

**Chical (P) 124**

**Cochiti (PT, SR, ZV) 479**

**Cordova (P, PT, SR) 380**

**Corona (SR, ZV) 129**

**Cubero (P, SR) 281**

**Datil (SR, ZV) 50**

**Garfield (P, SR) 131**

**Grady (SR, W) 86**  
**Haystack (P) 233**  
**Hillsboro (SR, W) 140**  
**Homer C Jones (P, SR) 113**  
**House (P, SR, W) 56**  
**Kingston (P) 50**  
**La Jara (P, SR, ZV) 177**  
**La Madera (P, SR) 140**  
**Lake Sumner (P, SR) 72**  
**Las Tusas (P) 253**  
**Los Cerrillos (PT, SR, ZV) 258**  
**Madrid (P, PT, SR, W) 247**  
**Manuelito (P, SR, ZV) 68**  
**Nageezi (KA, P, SR, ZV) 277**  
**Nara Visa (P, SR, W) 51**  
**Newcomb (KA, PT, SR, W, ZV) 494**  
**North Acomita Village (P, SR, W, ZV) 357**  
**Oasis (P, SR, ZV) 161**  
**Ojo Encino (P, W) 222**  
**Ojo Sarco (PT, SR, ZV) 277**  
**Paguate (SR, ZV) 474**  
**Pastura (SR, W) 17**  
**Peñasco (PT, SR, W) 474**  
**Picuris Pueblo (PT, SR, ZV) 83**  
**Pie Town (SR, ZV) 166**  
**Pinedale (P, PT) 485**  
**Pinos Altos (KA, P, SR) 225**  
**Placitas (P, SR, ZV) 488**  
**Playas (SR, W) 25**  
**Polvadera (P, SR) 178**

**Pueblo Pintado (W, ZV) 318**

**Ribera (SR, W) 314**

**Rodeo (P, SR) 108**

**Roy (SR, W, ZV) 193**

- Harding County Main Street -- <https://www.facebook.com/hardingcountymainstreet.org>

**San Acacia (P, SR) 38**

**San Fidel (P, SR) 124**

**Sanostee (ZV) 322**

**Santa Cruz (SR, ZV) 416**

**San Jon (SR, W) 195**

**Seama (KA, P, SR) 478**

**Seboyeta (P, SR) 164**

**Sena (SR, ZV) 155**

**Soham (P, PT, SR, W) 147**

**Taos Ski Valley (PT, SR, W) 77**

**Tecolotito (P, SR) 204**

**Tesuque Pueblo (KA, PT, SR, ZV) 301**

**Totah Vista (P, ZV) 288**

**Truchas (PT, SR, W) 467**

**Twin Forks (P, SR) 228**

**Vaughn (P, SR, W) 286**

**Veguita (P, SR) 219**

**Wagon Mound (SR, W) 266**

**Williams Acres (KA, P, SR) 491**