GALLUP COMPREHENSIVE SAFETY ACTION PLAN 2026

New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

CITY OF GALLUP

Bohannan Huston

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GALLUP COMPREHENSIVE SAFETY ACTION PLAN 2026

CONTENTS

FIGURES

TABLES

EXECUTIVE SUMMARY

The Gallup Comprehensive Safety Action Plan (CSAP) outlines a strategy to eliminate fatal and serious injury crashes in Gallup by 2045 through a combination of roadway improvements, educational programming, enforcement efforts, and systemic changes. The Safety Action Plan focuses on fatal crashes and crashes that resulted in serious injuries. These are known as **Killed or Serious Injury Crashes**, or KSI crashes. This plan is for all modes of transportation, but it emphasizes **Vulnerable Road Users** (people walking, biking, and riding motorcycles) because they are less protected from injury in a crash.

GALLUP'S VISION ZERO COMMITMENT

The City of Gallup aims to eliminate fatal and serious injury crashes by 2045.

Crashes in Gallup

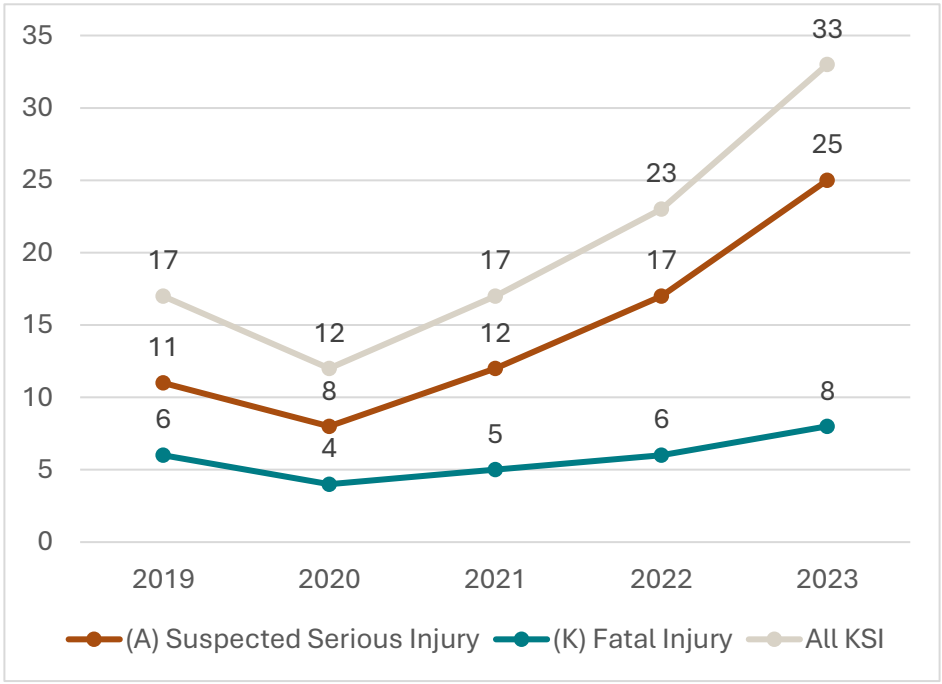
The City of Gallup has a high fatality rate on its roadways (30.9 annually for every 100,000 population). 95 people were seriously injured and 32 were killed from 2019 – 2023.

Pedestrians are at high risk in Gallup: over half of fatal crashes involve a pedestrian. Unfortunately, deaths and serious injuries due to crashes have gotten worse over the past five years, with eight fatal crashes and 25 serious injury crashes occurring in 2023 alone. These figures are more than just numbers: they represent lives lost and community harm on a far-reaching scale.

Table 1: Average Annual Fatality Rate per 100,000 People

Geography	Fatality Rate (Annual Rate per 100,000 Population)
United States	12.2
New Mexico	20.9
Gallup	30.9

Figure 1: Gallup Crash Severity by Year, 2019 - 2023



Engagement and Collaboration

The Gallup Safety Task Force was convened in order to direct the development of the CSAP, implement the plan, and monitor safety trends over time. The Safety Task Force is made up of stakeholders from the City of Gallup, NMDOT, McKinley County, Gallup-McKinley County School District, Northwest New Mexico Council of Governments, and others. The Task Force will continue to meet to ensure the plan is implemented.

This plan built on engagement conducted for the Gallup Transportation Master Plan, which asked residents to identify safety issues. A community survey was also conducted to ask participants to provide input on project priorities.

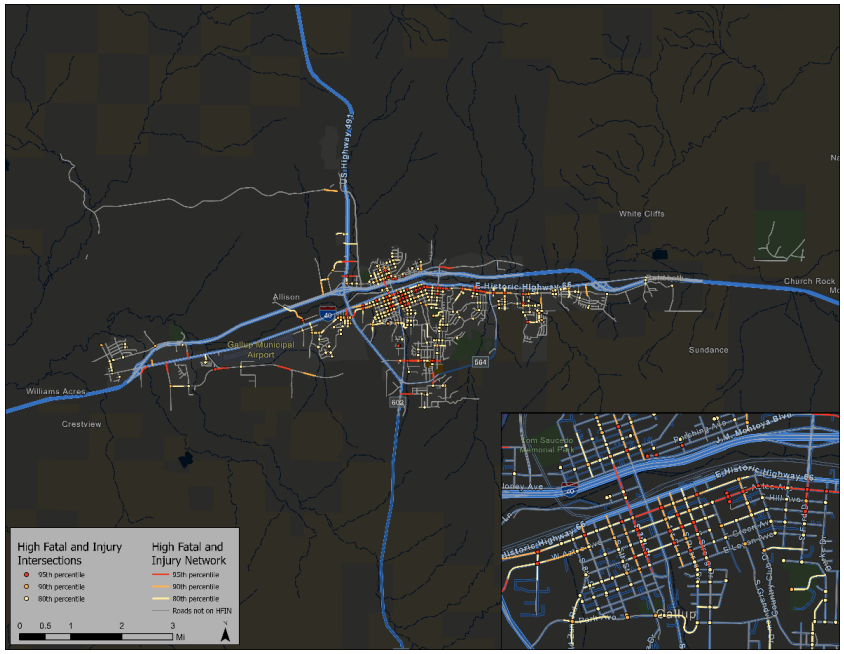
High Fatal and Injury Network

In order to focus recommendations on the areas with the highest safety risks, a High Fatal and Injury Network (HFIN) was developed for roadway corridors and intersections in Gallup. Error! Reference source not found. depicts the HFIN for Gallup-owned roadways; a network map that includes NMDOT-owned roads as well as a network focusing on vulnerable road users can be found in the **Safety Analysis** section of the plan.

Safety Focus Areas

Recommendations are centered around the crash types in **Table 2**, which contribute to many of the fatalities and serious injuries on Gallup's roadways. For more details on Safety Focus Area recommendations, including high-priority locations for countermeasure installation, reference the **Recommendations** section of this plan.

Figure 2: Gallup-Owned Roadways High Fatal and Injury Network



**Note: a larger version map is available in the Safety Analysis chapter of this plan.*

Table 2: Safety Focus Areas

Safety Focus Area	Recommendation
Night Crashes at Unlit Locations	Install street lighting along corridors and at intersections where dark, unlit crashes have occurred.
Pedestrian crashes where people were hit while walking along a roadway	Construct new sidewalks and improve existing sidewalks for ADA compliance.
Pedestrian crashes where people were hit while crossing the street	Restripe crosswalks and add additional safety treatments where necessary.
Crashes caused by excessive speed	Apply traffic calming treatments such as speed humps, roundabouts, and lane narrowing. Utilize speed cameras, add more speed limit signage, and implement speed limit reductions
Crashes caused by vehicles running off the road (roadway departure crashes)	Deploy curve warning signage, rumble strips, and wider edge lines.
Driving while intoxicated (DWI) crashes	Increase strategic enforcement measures, develop a Safe Ride Home program, and continue implementing Alcohol Use Disorder programs.

Roadway Improvement Project Recommendations

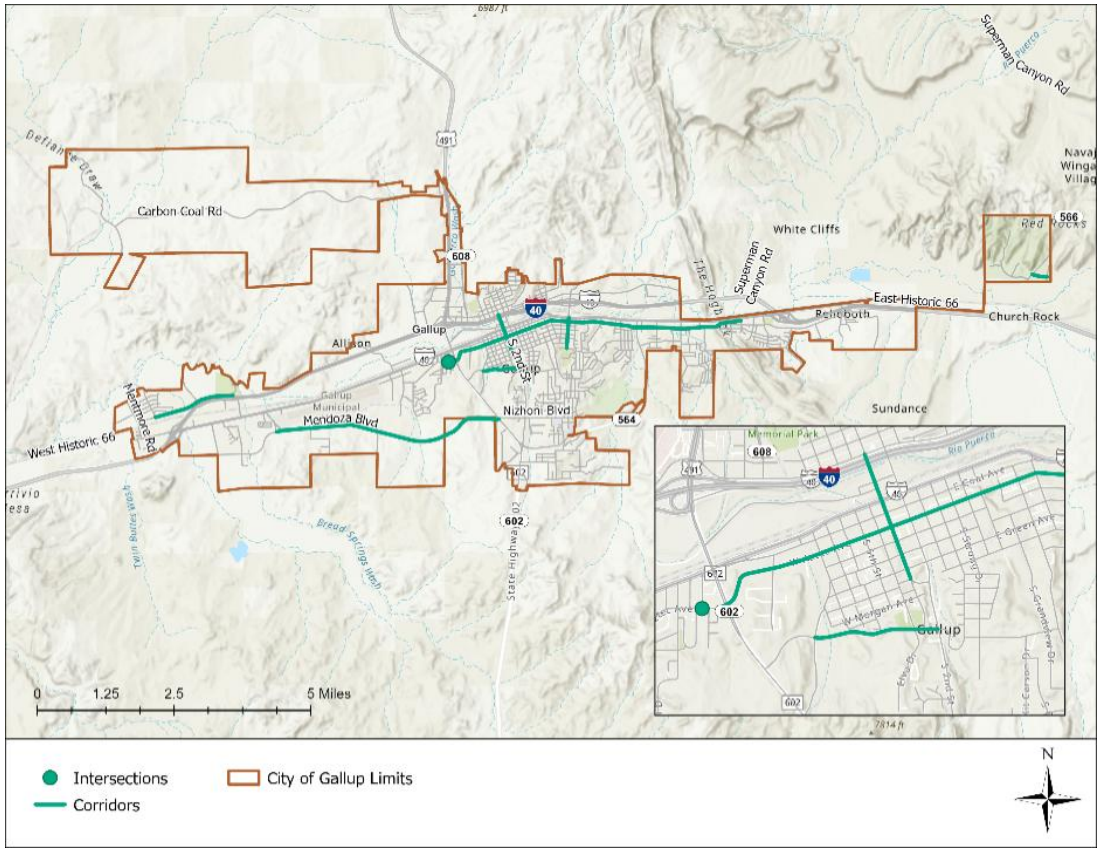
Specific corridors and intersections in Gallup should be redesigned for improved safety. Error! Reference source not found. maps the locations of projects recommended for roadways owned by the City of Gallup. Recommendations were not developed for roadways owned by NMDOT; however, the safety analysis and crash hotspot analysis does include NMDOT-owned roadways.

Planning and Policy Recommendations

Further planning and system-wide policy improvements can systemically improve safety in Gallup. The top priorities for planning and policy recommendations include:

- Coordinate with school districts for driver and bicycling education
- Create a Safe Routes to School Program
- Develop a Bicycle and Pedestrian Master Plan
- Restripe and enhance existing crosswalks across Gallup
- Update pedestrian facilities per the ADA Transition Plan

Figure 3: Priority Locations for Safety Improvements on Gallup-Owned Roadways



*Note: a larger version map is available in the Recommendations chapter of this plan – **Figure 37**.

INTRODUCTION

The City of Gallup is a diverse community with a rich history, unique landscape, and strong cultural identity. About 21,000 residents live in Gallup, and the city also serves as a regional hub for the surrounding area, particularly the Navajo Nation. I-40 runs through Gallup, and Historic Route 66 (also named NM 118) runs parallel to the interstate. Several New Mexico highways also traverse though Gallup, including NM 491, NM 602, and NM 564.

Gallup has experienced a large number of fatalities and injuries on its roadway system – 32 people were killed and 95 were seriously injured in the past five years that crash data are available (2019 – 2023). Gallup has a very high fatality rate of 30.9 fatalities per 100,000 population, much higher than fatality rates for New Mexico and the United States (see **Table 1**).

Table 3: Average Annual Fatality Rate

Geography	Fatality Rate (Annual Rate per 100,000 Population)
United States	12.2
New Mexico	20.9
Gallup	30.9

Purpose of the Safety Action Plan

The Gallup Safety Action Plan creates a strategy to implement safety projects and programs with the goal of eliminating fatal and serious injury crashes in Gallup by 2045. This approach is referred to as **Vision Zero** and is a strategy used around the globe.

The Safety Action Plan focuses on fatal crashes and crashes that resulted in serious injuries. These are known as **Killed or Serious Injury Crashes**, or KSI crashes. It also focuses on **Vulnerable Road Users** (people walking, biking, and riding motorcycles) because they are less protected from injury in a crash. The Vision Zero approach emphasizes KSI crashes, as opposed to crashes that result in minor injuries or property damage only, so that efforts can be focused on interventions that will be most effective at reducing deaths and serious injuries.

Safe Streets and Roads for All (SS4A)

The plan will enable Gallup to apply for federal Safe Streets and Roads for All (SS4A) implementation funding. The U.S. Department of Transportation (USDOT) SS4A program was created by the Bipartisan Infrastructure Law to provide communities the resources to create a safe transportation system.

In order to be eligible for implementation and demonstration grants, communities must submit compliant Comprehensive Safety Action Plans (CSAPs). **Table 4** describes the federally required components of the plan and cites the page number(s) where the relevant information can be found.

Table 4: Safety Action Plan Components

Safety Action Plan Component	Page Number
Leadership Commitment and Goal Setting	7
Planning Structure	21
Safety Analysis	37
Engagement and Collaboration	21
Policy and Process Changes	97
Strategy and Project Selections	106
Progress and Transparency	Appendix I

KEY TERMS

Vision Zero: a strategy to implement safety projects and programs with the goal of reducing the number of fatal and serious injury crashes to zero.

Killed/Serious Injury (KSI) Crash: Crashes that resulted in death or serious injury.

Vulnerable Road User (VRU): Pedestrians, bicyclists, and motorcyclists who are less protected from injury in crashes and are at higher risk for death or serious injuries.

Relationship to Other Planning Documents

Numerous have plans have already been developed that are intended to improve safety and the transportation network in and around Gallup. This Safety Action Plans builds on previous plans and provides additional analysis and recommendations where necessary to fulfil the requirements of the SS4A program.

- **City of Gallup Transportation Master Plan (2024):** This Safety Action Plan builds off the recommendations and public outreach in the Gallup Transportation Master Plan (TMP). This CSAP used public and stakeholder comments related to safety and integrated them into the recommendations and project development. Although the TMP did include safety considerations, this plan furthers the TMP by focusing on safety (rather than other transportation considerations such as network connectivity, congestion, and economic development) and analyzing crashes in more depth.
- **NMDOT Gallup Area Transportation Safety Plan (2019):** The Gallup Area Transportation Safety Plan recommended safety improvements in Gallup, mainly on NMDOT-owned roadways. Many of the recommendations in the plan are being studied further through various NMDOT planning and design projects. This CSAP updates the crash analysis in the 2019 plan with more recent data and focuses on Gallup-owned roadways, with an emphasis on next steps after the Gallup Area Transportation Safety Plan recommendations are implemented.
- **McKinley County Transportation Master Plan/Comprehensive Safety Action Plan (2025):** McKinley County recently updated their TMP and developed an SS4A-compliant safety action plan. However, because this plan focused largely on McKinley County-owned roadways, further planning was needed to develop recommendations for Gallup-owned roadways.

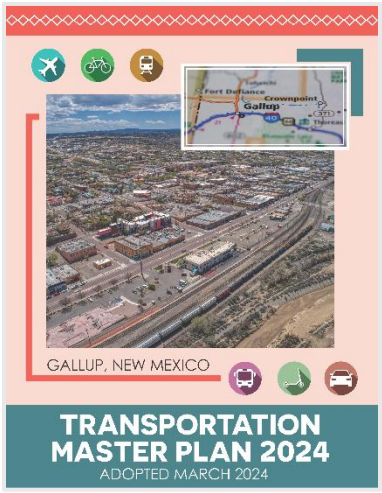
For more information on related plans and projects, reference the **Previous Planning Efforts** section of this plan.

PREVIOUS PLANNING EFFORTS

The following plans and studies have been conducted in Gallup and provide context, as well as specific safety recommendations, that inform this Safety Action Plan.

City, County, and Regional Planning Efforts

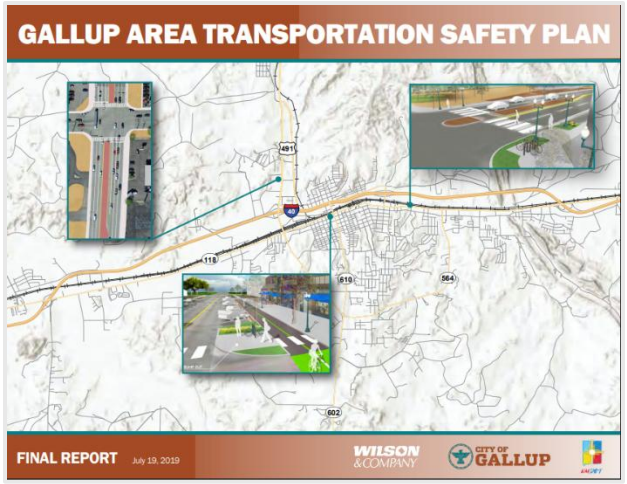
City of Gallup Transportation Master Plan (March 2024)



The Gallup Transportation Master Plan (TMP) identifies approaches to improve traffic and circulation within the City of Gallup and provide multimodal alternatives beyond the automobile. The Gallup TMP identifies future safety improvements and locations for new road connections. The Gallup TMP contains extensive context-sensitive toolkit of traffic calming techniques to improve safety.

NMDOT Gallup Area Transportation Safety Plan (July 2019)

The vision of this transportation safety plan is "To make Gallup a safer place for residents and visitors to walk, ride a bicycle, and drive." To achieve this statement, four goals were set:



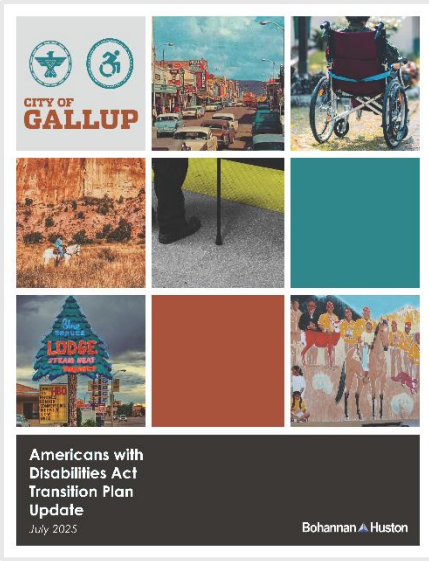
- Reduce potential for vehicle/vehicle, vehicle/pedestrian, and vehicle/bicycle fatality and serious injury incidents.
- Enhance the common understanding of the need for roadway safety improvement in Gallup.
- Partner with safety practitioners within and outside of the Gallup community to enhance roadway safety.
- Evaluate opportunities to enhance roadway safety with all infrastructure projects.

The plan included a Safety Assessment, which identified high-crash areas at:

- Route 66 and Allison Road

- I-40 Exits 16 and 26 (currently under a Phase I-A/I-B redesign effort)
- I-40 west of US 491
- US 491
- Maloney Ave and NM 609

Additionally, the plan identified specific design recommendations to improve safety, including access management, lighting, high-visibility crosswalks and bump-outs, pedestrian countdown timers, and the installation of bicycle facilities. Additional high-level actions appropriate for city-wide infrastructure are available in the report.

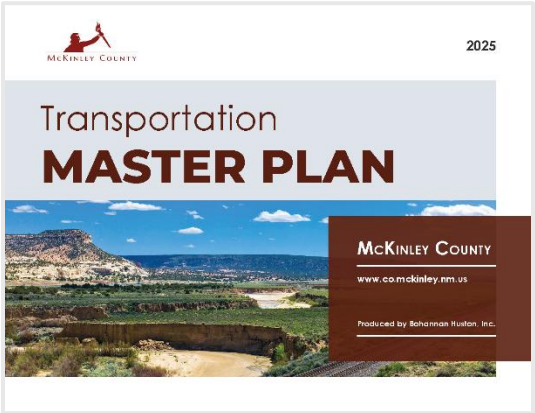


City of Gallup ADA Transition Plan (July 2025)

The City of Gallup ADA Transition Plan stems from Title II of the Americans with Disabilities Act, which requires the City to work towards eliminating barriers that may prevent persons with disabilities from enjoying access to City facilities or from utilizing the transportation network with independent mobility. In compliance with the ADA requirements, the City of Gallup conducted a self-evaluation of pedestrian facilities along City roadway infrastructure including sidewalks, curb ramps, obstructions within public walkways, and crosswalks. The Plan identifies locations with adequate or inadequate ADA transportation-related infrastructure.

McKinley County Transportation Master Plan (May 2025)

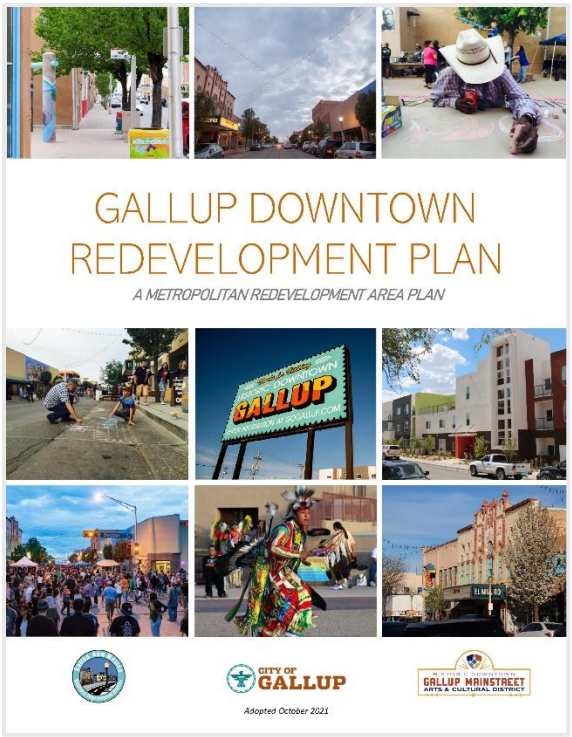
Recently adopted, the purpose of the *McKinley County Transportation Master Plan* is to establish a comprehensive multimodal approach to the various transportation facilities that serve McKinley County. Specifically, the plan seeks to identify necessary transportation improvements and analyze alternative transportation options beyond the automobile. This plan also includes a Comprehensive Safety Action Plan, which recommends countermeasures and strategies to improve safety on County roads. The plan includes several recommendations for roads within Gallup city limits but is mainly focused on county-owned roadways.



Northwest New Mexico Regional Transportation Plan (NWRTPO, Jan 2022)

The Northwest New Mexico Regional Transportation Plan (NNMRTP) applies the NMDOT's vision, goals, objectives, and strategies to the Northwest Regional Transportation Planning area (which includes Gallup). The Plan utilizes analysis of existing and anticipated future population and traffic conditions to create a strategic plan for regionally significant transportation investments. The NNMRTP envisions a safe and sustainable multi-modal transportation system that supports a robust economy, fosters healthy communities, and protects New Mexico's environment and unique cultural heritage. Goals for future transportation projects focus on operational capacity, safety, asset management, mobility and accessibility, and program delivery.

City of Gallup Downtown Redevelopment Plan (October 2021)

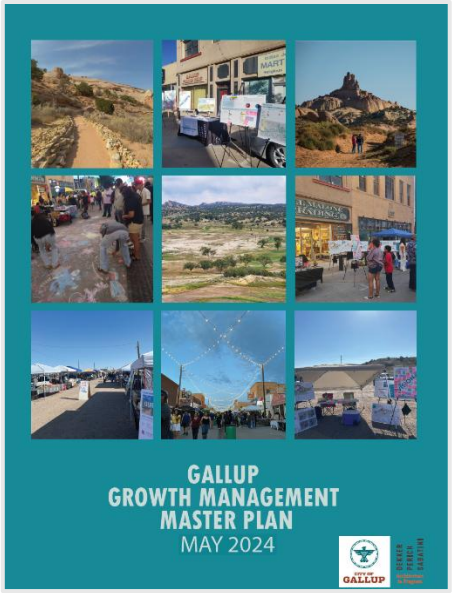


Gallup's Redevelopment Plan highlights goals to enhance the City's downtown appeal and infrastructure. The plan outlines revitalization recommendations, transportation recommendations, and funding sources that would improve the functionality of the downtown community. Relevant recommendations include:

- Work with the Northwest New Mexico Council of Governments (NWNMCOG) and the New Mexico Department of Transportation (NMDOT) on implementing the transportation projects within the revitalization projects list. These include pedestrian improvements, multimodal infrastructure, and general improvements.
- Continuation of improvements to the NM 118 "Route 66" corridor to increase pedestrian safety and promote traffic calming through the downtown area.

City of Gallup Growth Management Master Plan (May 2024)

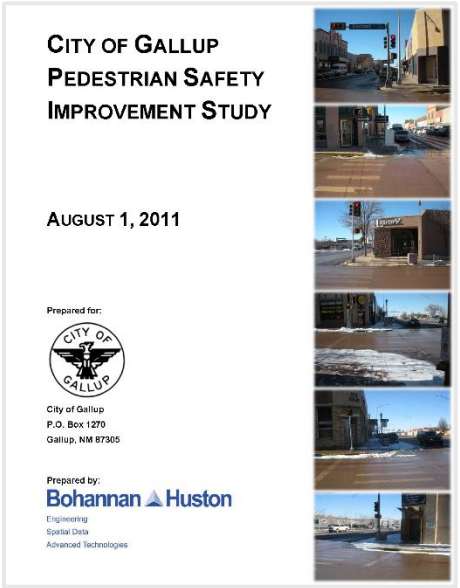
The GMMP provides a vision for the City of Gallup's development over the next 20 years. It covers the topics of land use, housing, transportation, infrastructure, economic development, hazard mitigation, parks, recreation, and open space, community facilities, and community character. The plan provides goals and policies along with implementation actions that are needed to make the GMMP vision into reality. The vision and priorities within the GMMP were developed through a robust public engagement process and reflect the community's values and desires for the future.



City of Gallup Pedestrian Safety Improvement Study (August 2011)

City of Gallup conducted a pedestrian safety study on NM 118 (Historic Route 66) between South Strong Drive and South Third Street, analyzing three signalized intersections and two unsignalized intersections. The City maintains free parking on the north side of NM 118; however, the majority of tourist shops and destinations are on the south side of NM 118. During the summer tourist season, more than 400 pedestrians cross NM 118 each day.

The study recommended traffic calming measures and pedestrian safety countermeasures, including refuge islands, curb extensions, gateway features, and radar speed signs. The proposed improvements were constructed a few years after the study was completed.



NMDOT Plans and Studies

I-40 Phase 1-A/B Corridor Study (2025) (CN 6101580)

The New Mexico Department of Transportation (NMDOT) recently completed a highway corridor study of I-40 from the Arizona State Line to the Atrisco Vista Interchange in Albuquerque, New Mexico (CN 6101580). The study covers 150-miles of I-40 and alternate routes located from milepost 0.0 to 150.0. The purpose of the I-40 Corridor Study is to develop a long-term corridor plan to improve traffic operations and reliability; traveler safety; and the condition of I-40 and associated infrastructure. The study team recommended widening I-40 from two lanes to three in

each direction in Gallup between Mileposts 16 – 26 around 2040. Elsewhere, I-40 would maintain two lanes while widening shoulders to 12 feet. This would improve incident management, as well as allow for two lanes to be maintained during construction and maintenance.

I-40 and US 491/NM 602 Interchange Improvements Study (CN 6101391)

After completing a Phase I-A, I-B, and I-C, which identified preferred preliminary designs, the NMDOT has advanced a single preferred alternative for design. The ongoing design process will include reconfiguring interchange ramps, building two new roundabouts, optimizing and removing traffic signals, constructing frontage roads, enhancing bike and pedestrian access along with their signals, and incorporating aesthetic and landscaping improvements. This phase will include additional public outreach to discuss aesthetic treatments and provide education on how roundabouts operate.

Allison Road Project from NM 118 to Kachina Road (CN 6101370)

The project involves four phases to improve accessibility and safety on Allison Rd. Phase A is funded for construction and will replace the existing at-grade railroad crossing with a grade separated bridge crossing over the BNSF railroad and NM 118. Future phases will include an overpass of Allison Rd at I-40, a roadway connection to Acoma St and Maloney Ave, and a roadway connection to Kachina Rd and Morello Ave.

Gallup East/West I-40 Interchange Study (CN 6101690)

The ongoing Gallup East/West I-40 Interchange Study (CN 6101690) analyzes two interchanges along I-40 to determine potential improvements and identify alternative design solutions. The primary purpose of this Phase I-A/I-B Study is to evaluate the existing conditions, identify needs, and develop proposed improvements for I-40 Exit 16 and Exit 26. The study process will include stakeholder and public engagement and elevate preferred alternative(s) for further consideration.

I-40 Miyamura Interchange Study (CN 6101320)

The current Phase I-A/I-B Study focuses on the I-40 Miyamura Interchange to evaluate the geometric configuration and operations of the interchange and adjacent intersections, incorporate recommendations from the larger I-40 Corridor Study, and improve multimodal facilities. Issues identified along the corridor include sight distance, poor pavement conditions, signs of ponding water, gaps in sidewalks, and poor levels of service.

NMDOT Road Safety Audits (RSAs)

The NMDOT has conducted several road safety audits in Gallup to better understand safety issues on corridors with identified safety problems. RSAs were conducted on the following corridors:

- NM 564: Boardman Drive from Route 66 to Manor Drive (south of Miyamura High School) (2012)
- NM 118: Rehoboth Dr to NM 566 (2016)
- NM 118: 2nd and 3rd Street (2018)
- I-40: West of US 491 (2020)

Route 66 Improved Study (Ongoing) (CN 610400)

Building on the Gallup Area Transportation Safety Plan (2019), NMDOT launched the Route 66 Improved Study to examine transportation concerns (including safety, congestion, pedestrian and cyclist access, and lighting) along Route 66 between Milepost 11 and Milepost 27. The study identifies a preferred alternative for physical improvements that will address safety, multimodal improvements, and traffic flow issues along Route 66. Preferred alternative cross sections will be available for most segments of Route 66.

New Mexico Strategic Highway Safety Plan (SHSP) (2021)

This overarching transportation safety plan for New Mexico was updated in 2021 with the goals to reduce fatalities and serious injuries for all users on New Mexico's roadways. This safety plan identifies emphasis areas based on the number and severity of crashes and stakeholder input. Each emphasis area has a series of safety strategies to draw from, and these strategies take a "4 Es of roadway safety" approach:

- Engineering
- Education
- Enforcement
- Emergency Medical Services

New Mexico Prioritized Statewide Bicycle Network Plan (2018)

The New Mexico Bike Plan identifies which NMDOT owned/maintained roadways are desirable for bicycle infrastructure investment. In Gallup, NM 118, NM 602, and NM 491 are on the priority bicycle network.

NMDOT Vulnerable Road User Safety Assessment (2023)

The Vulnerable Road User Safety Assessment analyzed crash and demographic data throughout the state with the goal of identifying priority locations for improvements. The study recommends countermeasure strategies and lists priority corridors and intersections for each NMDOT district. Several priority locations are within Gallup city limits, including Route 66, Maloney Ave, Muñoz Dr, and Lincoln St.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

The community and stakeholder engagement process for the Gallup Comprehensive Safety Action Plan brought together local expertise and community perspectives to shape project priorities and implementation strategies. Stakeholder outreach included three Safety Task Force meetings, where members reviewed needs, developed recommendations, and discussed how best to carry projects forward. Public engagement built on the recent outreach for the Gallup Transportation Master Plan and included a community survey focused on project prioritization and a dedicated project website. These efforts ensured the plan reflects both technical insight and the community's values and priorities.

Stakeholder Engagement

Formation of a Safety Task Force was a critical element in development of the CSAP and brought together stakeholders from a variety of agencies. The Safety Task Force met three times during the plan development process, and the Task Force plans to meet at least annually in the future.

Table 5: Gallup Safety Task Force Member Agencies

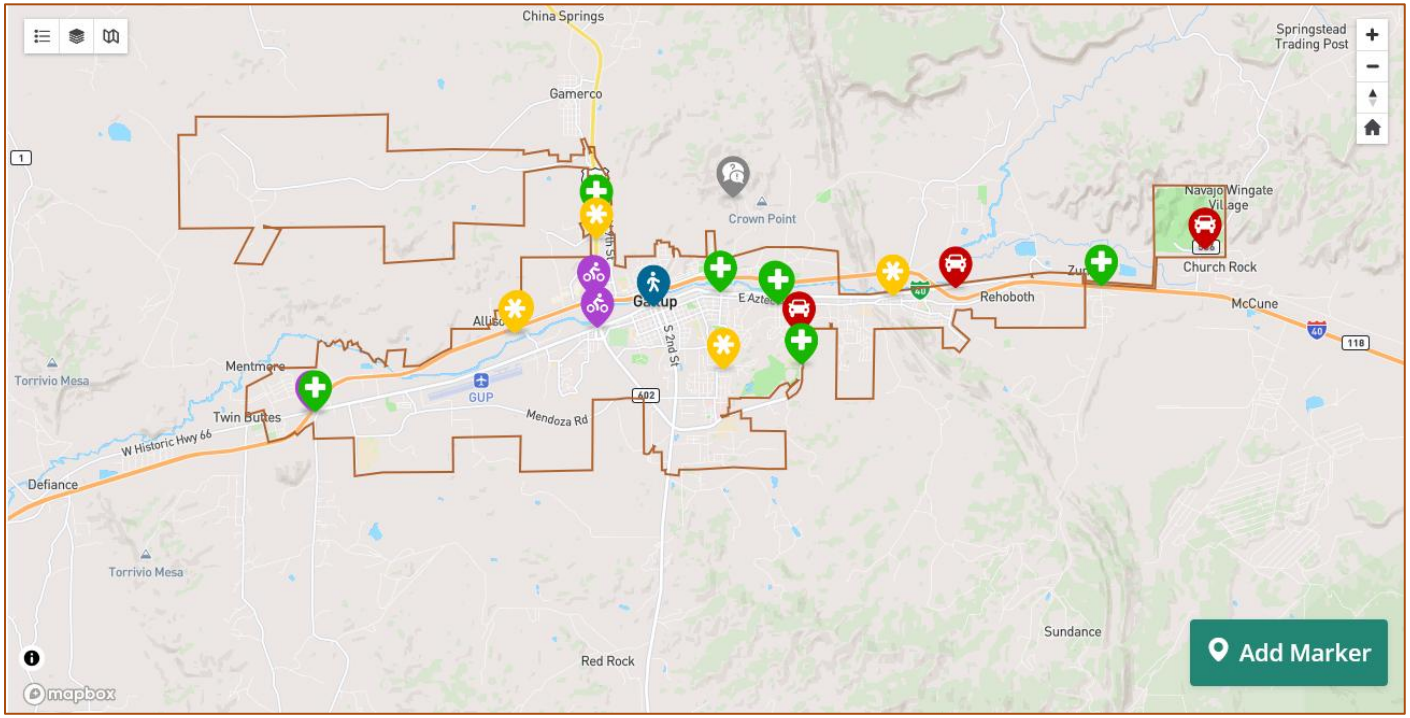
Safety Task Force Member Agencies
Gallup Planning and Development Department
Gallup Public Works Department
Gallup City Manager's Office
Gallup Economic Development and Housing
Gallup Fire Department
Greater Gallup Economic Development Corporation
McKinely County Roads Department
McKinely County Sherrif Department
Gallup-McKinley County School District
New Mexico Department of Transportation District 6
New Mexico Department of Transportation Planning
Gallup Land Partners
Northwest New Mexico Regional Transportation Planning Organization
Northwest New Mexico Council of Governments

Safety Task Force Meeting #1

The first safety task force meeting established the purpose of the Gallup Comprehensive Safety Action Plan and discussed the federal Safe Streets and Roads for All program, the role of the Safety Task Force, the plan's Vision Zero framework, and preliminary crash data analysis. Task Force members discussed possible Vision Zero resolution parameters, Task Force subcommittees, and other groups that should be involved in safety efforts.

Task Force members were also asked to leave comments on the interactive map to identify areas of concern (see **Figure 4**). Map comments focused on areas where walking and biking are not safe, issues with trains causing congestion and safety hazards, areas where merging and turning are difficult due to sightlines and traffic, and safety issues near schools. The presentation for the meeting, as well as detailed meeting notes and interactive map comments, can be referenced in Appendix D.

Figure 4: Safety Task Force Interactive Map Pins



Safety Task Force Meeting #2

The second Task Force meeting focused on discussing priority areas for implementation, potential safety countermeasures, and prioritization criteria. Task Force members responded to a virtual poll asking which safety treatments would be most appropriate for Gallup. Polling results can be seen in **Figure 5** through **Figure 9**.

Countermeasures that the Task Force agreed would be most effective included improved lighting, sidewalk and crosswalk improvements, signal timing changes, raised crosswalks, enforcement, bicycle lanes, roadway departure treatments, more frequent roadway striping, and safe routes to school programming. Countermeasures that stakeholders did not think would be effective included mini roundabouts, full-sized roundabouts, curb extensions, and chicanes.

Figure 5: Stakeholder Poll Results – Which Intersection Safety Treatments Would be Effective for Gallup?

Figure 6: Stakeholder Poll Results – Which Pedestrian Safety Treatments Would be Effective for Gallup?

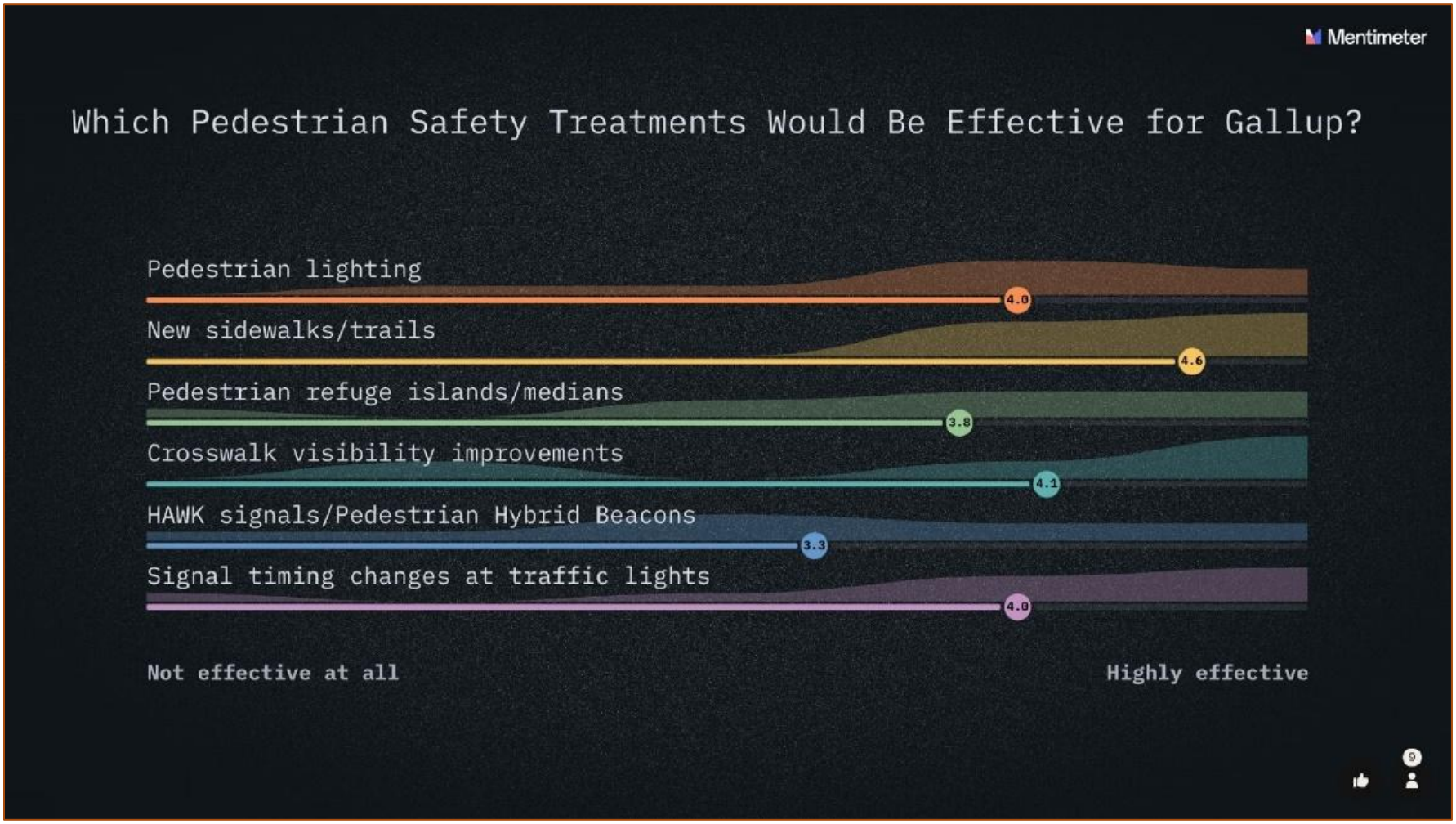


Figure 7: Stakeholder Poll Results – Which Safety Treatments Would be Effective for Gallup's Downtown?

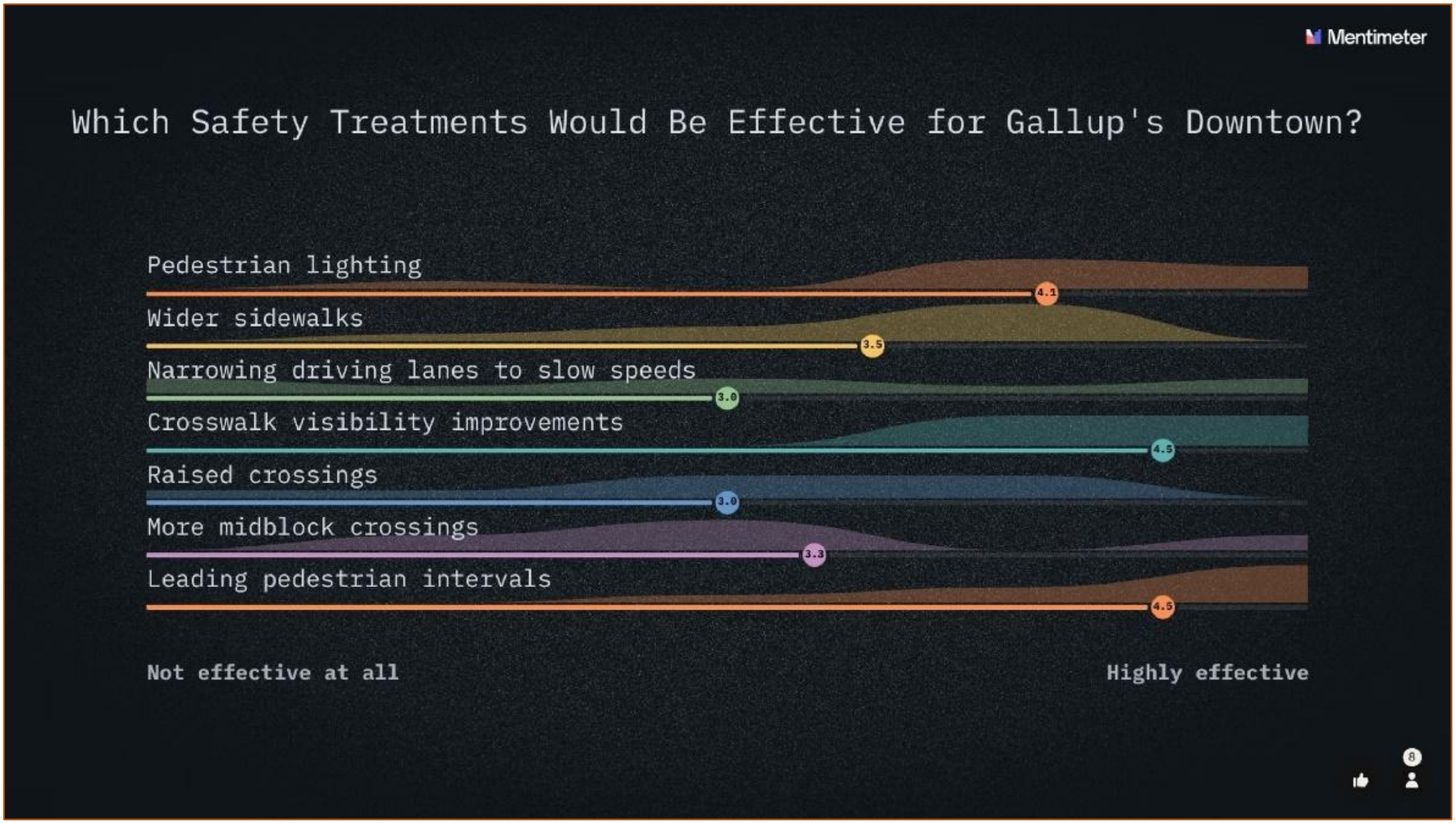
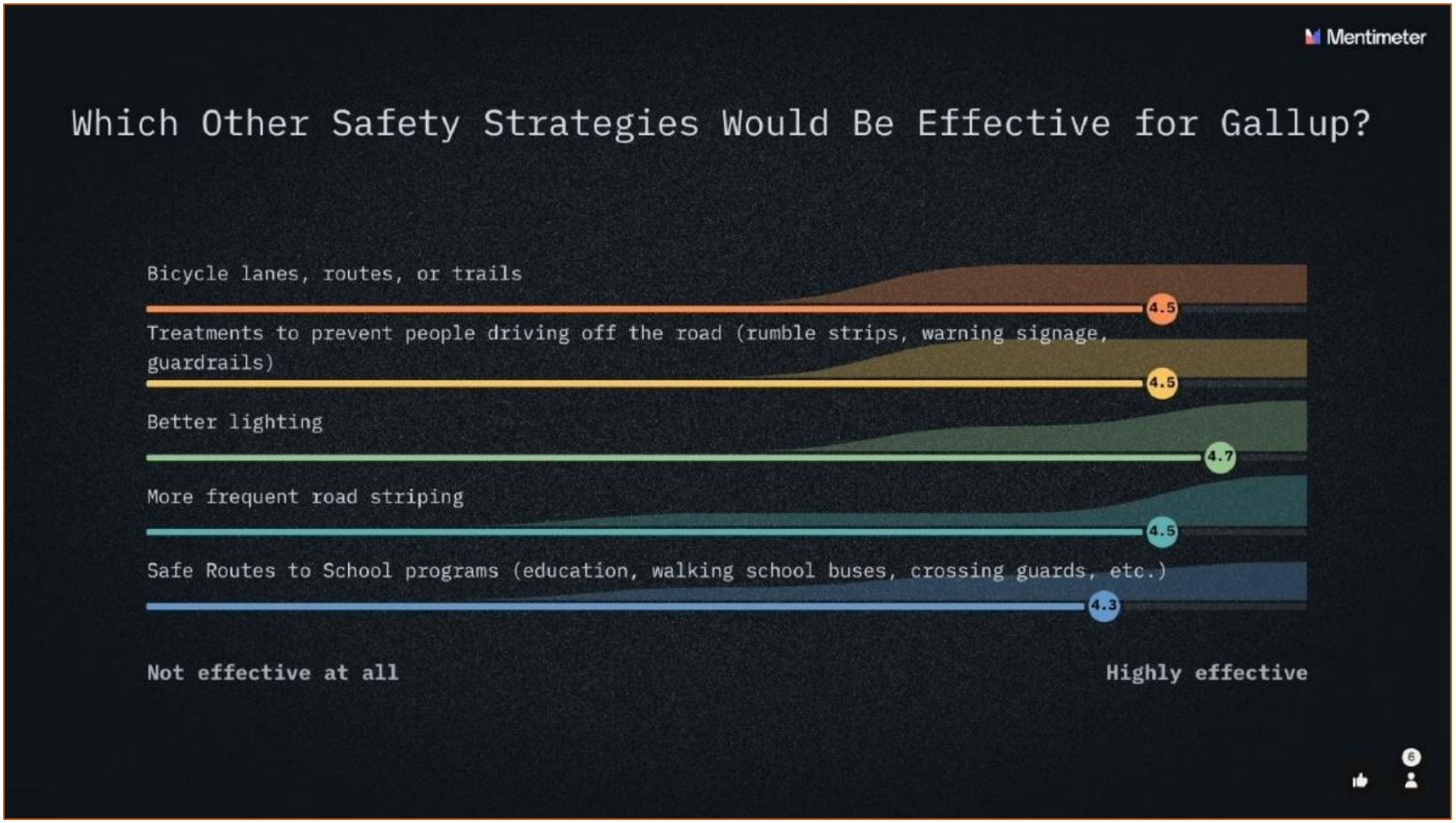


Figure 8: Stakeholder Poll Results – Which Speed Reduction Treatments Would be Effective for Gallup?

Figure 9: Stakeholder Poll Results – Which Other Safety Strategies Would be Effective for Gallup?

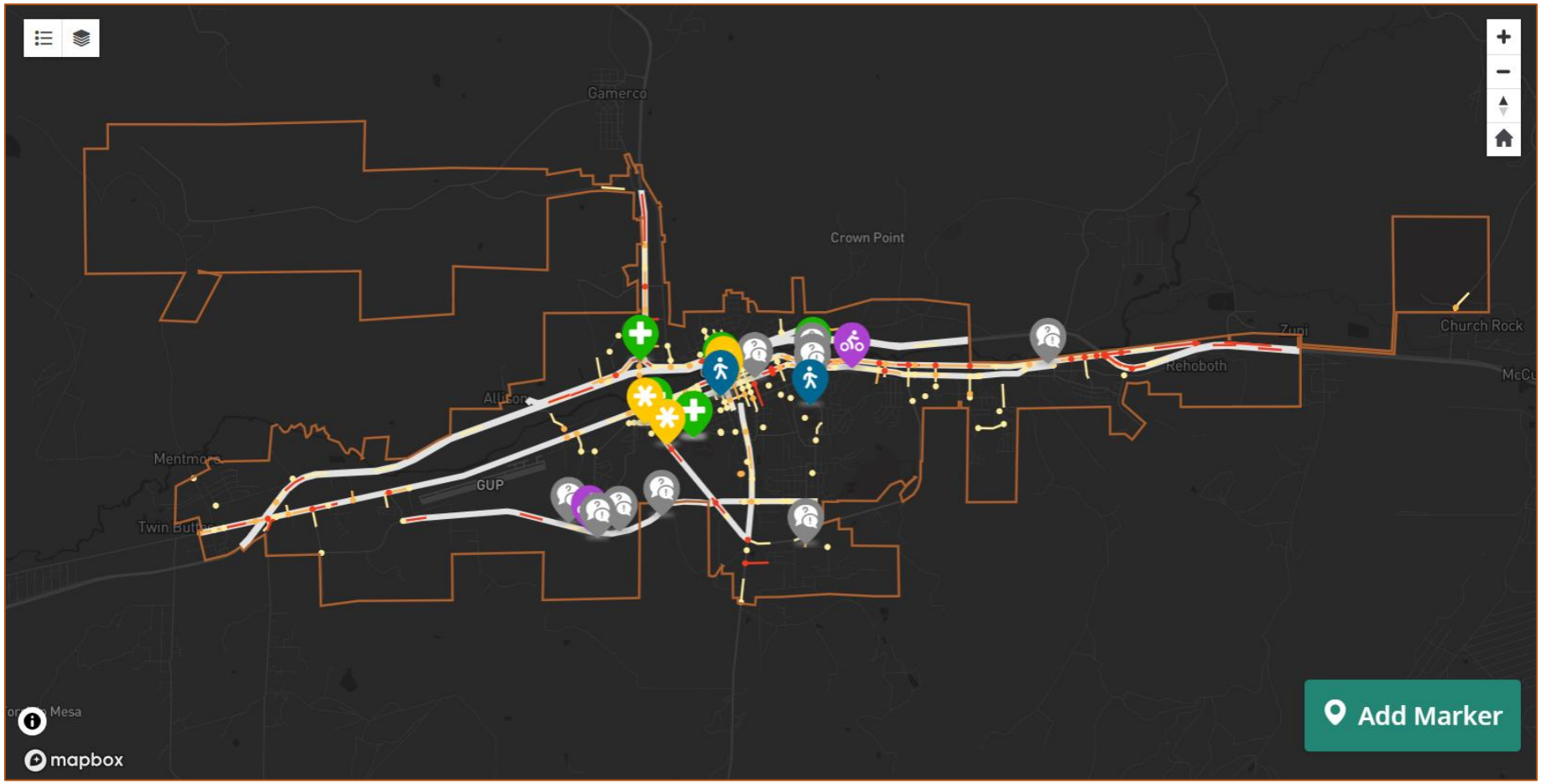


Stakeholders were also asked to rank project prioritization criteria (see **Figure 10**). Crash history was ranked as the most important criterion, with impact to vulnerable groups and cost coming in second and third.

Figure 10: Stakeholder Poll Results – What are the most important criteria for choosing a safety project?

The Task Force also conducted a mapping discussion activity to discuss the highest priority corridors and intersections on Gallup-owned roadways from the crash analysis (**Figure 11**). Stakeholders discussed each corridor by identifying safety risks and brainstorming potential countermeasures. Some locations that were not identified in the crash analysis were discussed as having high risks of future crashes, particularly locations near schools.

Figure 11: Priority Project Interactive Map



Further meeting details, map comments, and the virtual interactive meeting board can be found in Appendix D.

Safety Task Force Meeting #3

The third Safety Task Force meeting focused on systemic, policy, and programmatic recommendations. Participants were asked to rank various safety recommendations. Street lighting, more frequent striping and resurfacing, system-wide crosswalk improvements, a safe ride home program, alcohol/drug use disorder treatment programs, a complete streets policy, and reassessing speed limits emerged as the most highly-rated safety interventions (see **Figure 12** through **Figure 15**).

Figure 12: Stakeholder Poll Results – Which Programming Projects Would be Effective for Gallup?

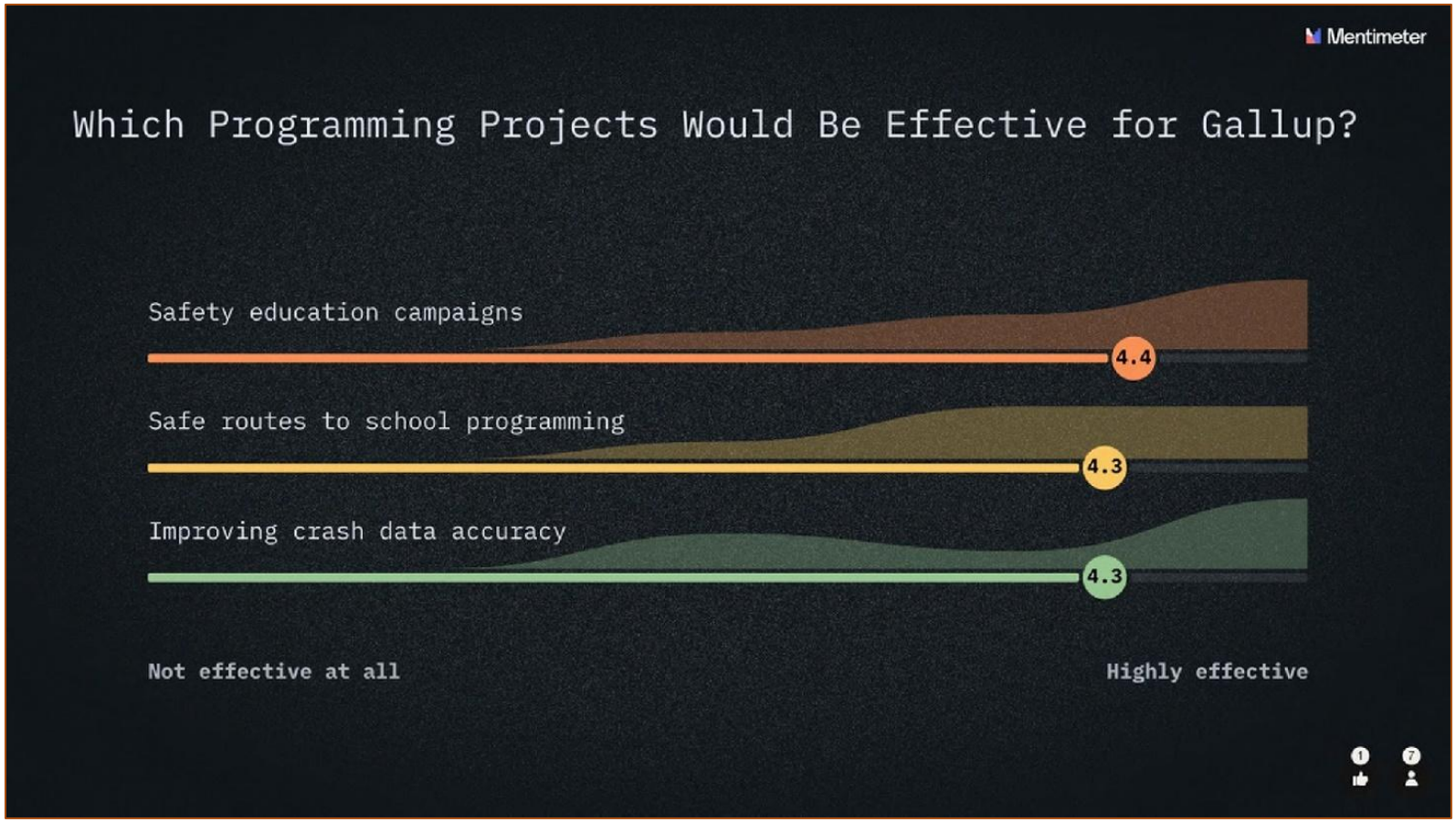


Figure 13: Stakeholder Poll Results – Which DWI Reduction Strategies Would be Effective for Gallup?

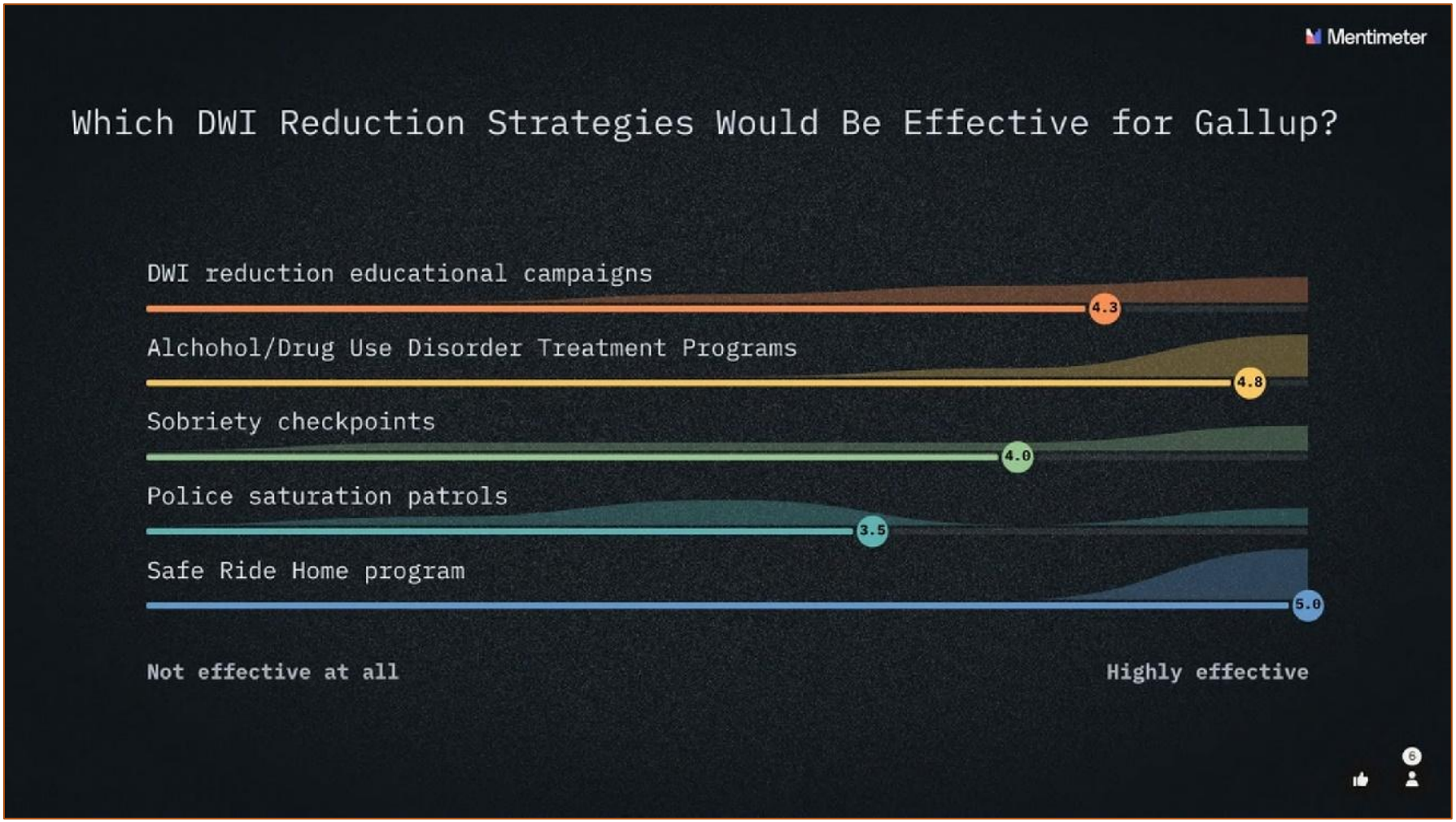


Figure 14: Stakeholder Poll Results – Which System-Wide Speed Reduction Strategies Would be Effective for Gallup?

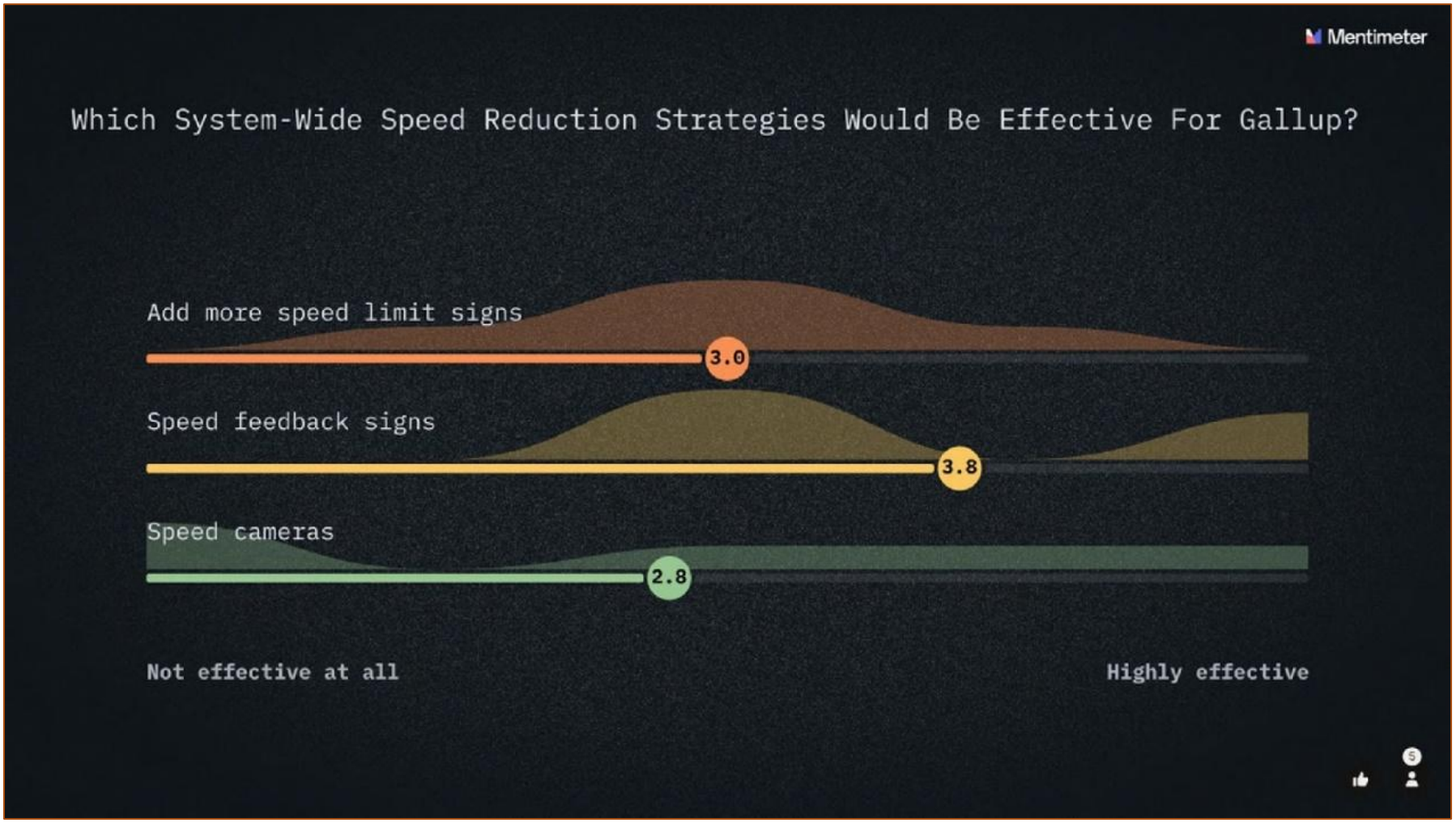
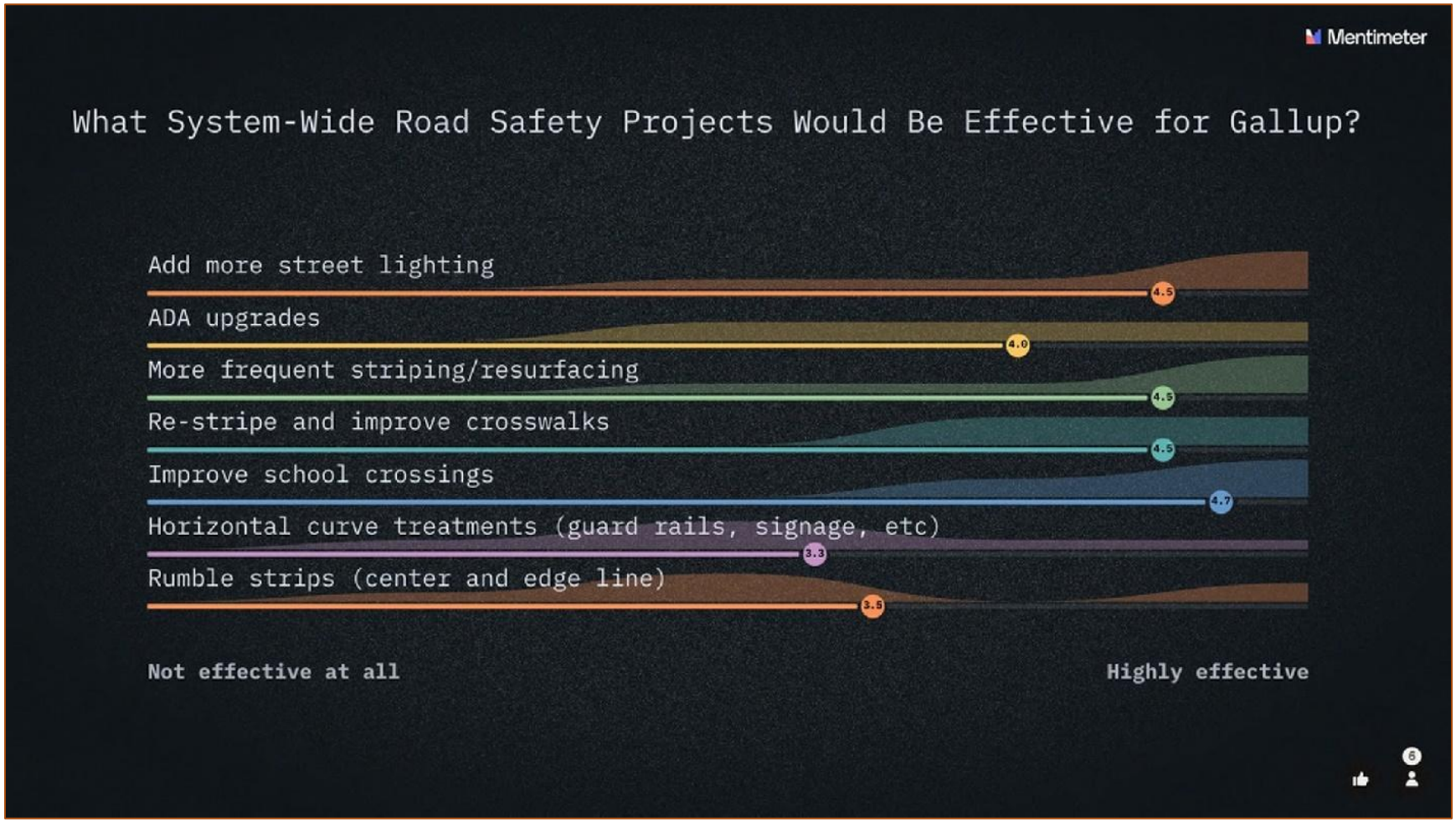


Figure 15: Stakeholder Poll Results – Which System-Wide Road Safety Projects Would be Effective for Gallup?



Participants also discussed project priorities, and which entities would be responsible for implementing the plan's recommendations and plan monitoring. Stakeholders agreed that Northwest New Mexico Council of Governments (NWNMCOG) was best positioned to host Task Force meetings into the future (in collaboration with the McKinley County Safety Task Force) and lead efforts to monitor crash rates and plan implementation efforts over time.

Community Engagement

Community engagement for the Gallup CSAP built on recent engagement efforts conducted for the Gallup Transportation Master Plan (TMP), and also included development of a project website, draft review period, and community survey.

Gallup Transportation Master Plan Public Engagement (2024)

The Gallup TMP (2024) engagement process included two public meetings and several stakeholder meetings. During the TMP development, participants were asked identify safety issues in Gallup. These responses informed the development of the CSAP.

Figure 16 shows input from the Gallup TMP reflecting that safety was participant's top concern for their transportation system.

Figure 16: Gallup TMP Public Input on Transportation Issues

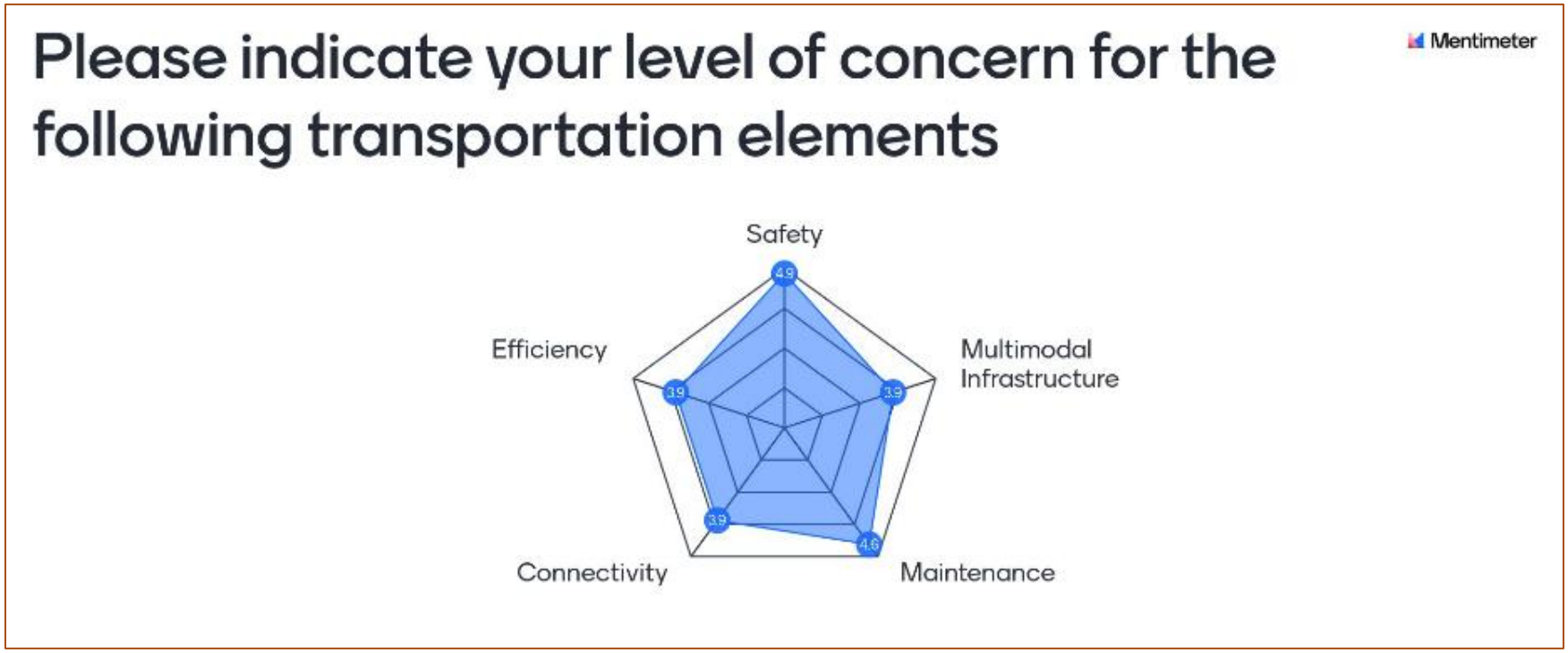
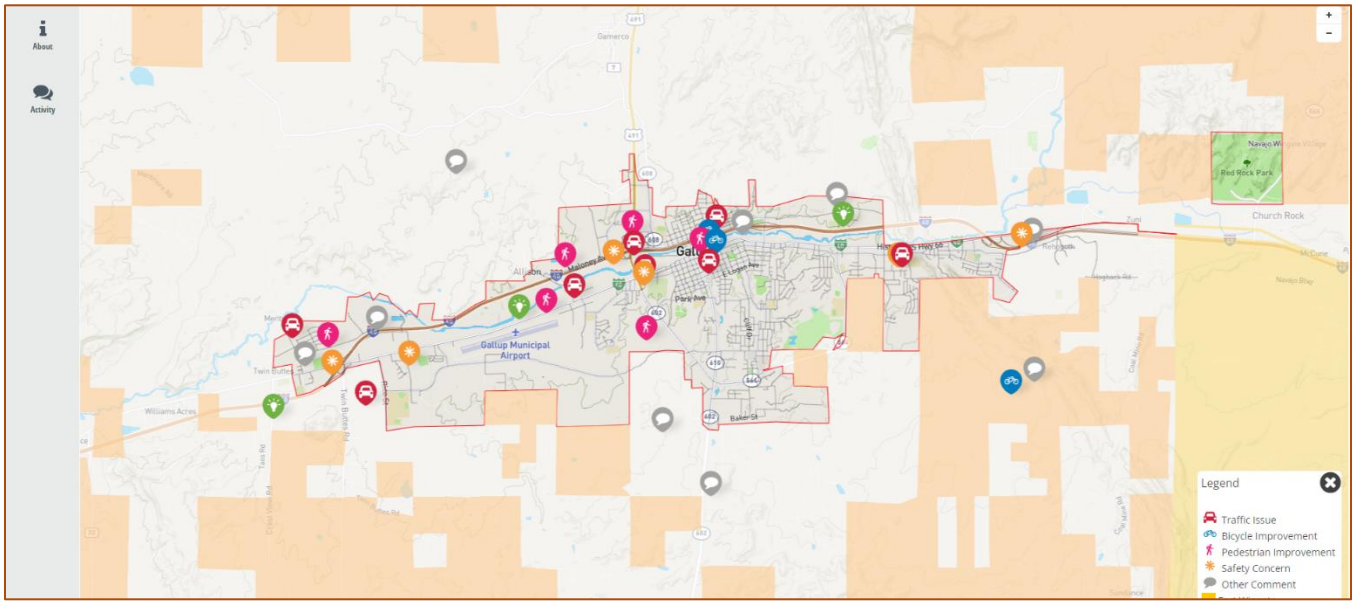


Figure 17 shows the interactive map from the Gallup TMP, in which participants were asked to provide comments on safety, traffic, bicycle and pedestrian improvements, and other comments. A list of the map comments related to safety can be referenced in Appendix E.

Figure 17: Gallup TMP Interactive Map



Gallup CSAP Engagement

As Gallup residents had recently been engaged on safety issues, engagement for the CSAP focused on providing information about the plan and asking about plan priorities, rather than focusing on safety concerns.

- A project website was developed that contained information on the plan's purpose and timeline, as well as related resources such as links to the Safe Streets for All website, information on Vision Zero and Complete Streets, and plan downloads for related plans like the Gallup TMP and Gallup Area Transportation Safety Plan from 2019.
- The Gallup CSAP Priorities Survey asked community members about the types of safety projects they think should be prioritized in Gallup and directly supported the prioritization of identified project, policy and programmatic recommendations

included in the plan. The survey was conducted in January 2026 and 215 community members provided input. Detailed survey results are in Appendix E.

- The draft plan was open for public comment in January and February 2026.
- The plan was presented at Gallup City Council in November 2025 and April 2026.

SAFETY ANALYSIS

The Gallup Comprehensive Safety Action Plan takes a data-driven approach to identifying safety issues and crash hotspot locations. The following section analyzes crashes that occurred within Gallup's city limits from 2019 – 2023 (the most recent years for which data are available). The analysis focus on vulnerable road user crashes (VRU crashes) and crashes that resulted in fatalities or serious injuries, also known as killed and serious injury crashes (KSI crashes). The analysis compares KSI crashes to total crashes to show which conditions and factors pose higher risks to roadway users and are more likely to lead to serious injury or death.

Findings

Gallup's crash history reveals that the following factors **correspond with a higher risk of injury or death** in a crash:

- **Mode:** Vulnerable road users (pedestrians, bicyclists, and motorcyclists) in Gallup are at a higher risk of injury and death if they are involved in a crash. Pedestrians are particularly vulnerable – 33 out of the 91 pedestrian-involved crashes (36 percent) resulted in a fatality or serious injury. Only five percent of pedestrian-involved crashes *did not* result in some form of injury.
- **Functional classification**: Crashes on arterials and I-40 are more likely to result in fatalities and serious injuries than crashes on collector and local roads.
- **Road ownership:** Crashes on NMDOT-owned roadways are more severe, with 69 percent of KSI crashes occurring on state-owned roadways compared to 55 percent of crashes in general.
- **Number of lanes:** KSI crashes are more likely than crashes in general to occur on four-lane roadways. KSI crashes are lower on two-lane roadways.
- **Alcohol- and Drug-Involvement:** The presence of alcohol and drugs greatly increases the risk of injury or death in a crash. Of KSI crashes, 44 percent involve drugs or alcohol compared to 13 percent of crashes in general.

KEY DEFINITIONS

Vulnerable Road Users (VRUs): Pedestrians, bicyclists, and motorcyclists who are not protected by a vehicle and are at increased risk of death or serious injury in a crash.

Killed and Serious Injury (KSI) Crashes: Crashes that resulted in at least one fatality or serious injury. These crashes are categorized K (fatal) or A (serious injury) on the KABCO severity scale. KSI crashes are a focus of Vision Zero efforts to eliminate fatalities and serious injuries on the transportation system.

- **Speeding:** Excessive speed and speeding too fast for roadway conditions were top contributing factors in KSI crashes, and speed was more likely to be a contributing factor in KSI crashes than for crashes in general.
- **Lighting condition:** KSI crashes occur more frequently than crashes in general at night, especially in unlit conditions.
- **Vehicle type:** Larger vehicles, such as pickups, heavy trucks, and buses, are involved in KSI crashes at higher rates than crashes in general.
- **Pedestrian infrastructure:** Pedestrian error was a top contributing factor in KSI crashes. Crash reports often assign pedestrian error when pedestrians cross in locations without crosswalks or walk along roadways without sidewalks. However, this may be more indicative of a lack of safe places to walk in Gallup than pedestrian error.
- **Posted speed limit:** The risk of serious injury and death increases with higher posted speed limits, especially on roadways with speed limits of 45 mph or above.

Methodology

Crash data are collected from police reports and compiled annually by the New Mexico Department of Transportation. Crash data attributes are collected from police reports, and include detailed information on roadway conditions, driver characteristics, vehicles and people involved in a crash, and crash outcomes. Crash data rely on the KABCO severity scale, which is a methodology used nation-wide to categorize the severity of a crash. KSI crashes included crashes rated K (Fatal) and A (Suspected Serious Injury) on the KABCO scale. Other categories include B (Suspected Minor Injury), C (Possible Injury), and O (Property Damage Only).

Data Limitations

Crash data are collected via police reports and are subject to variation in reporting based on the responding officer. Some issues that commonly arise from crash data include:

- KABCO ratings are subjective and determined by a non-medically trained officer. Some injuries may appear more or less severe at the scene of the crash, and data are not corroborated by a medical diagnosis.
- Police officers may have varying opinions on driver actions or other factors that contributed to a crash.
- Crashes that were not reported to the police are not accounted for in the data.
- Some data fields for crashes are missing due to incomplete crash reporting.

- GIS coordinates for crashes are reported with varying levels of precision and may not reflect the exact location of a crash.
- Rail-involved crashes are oftentimes not included in crash datasets, and rail crashes are likely underreported in this crash analysis.

Crash Severity and Mode

In Gallup, there were 3,117 crashes from 2019 – 2023. Of those, 29 resulted in one or more fatalities and 73 in serious injuries. **Table 6** depicts Gallup crashes by severity and mode. Pedestrian-involved crashes were particularly high, with 15 fatal pedestrian-involved crashes and 18 pedestrian-involved serious injuries crashes in the five-year time period.

Table 6: Crash Severity by Mode, 2019 – 2023

Crash Severity	All Crash Severity	Pedestrian-Involved Crashes	Bicycle-Involved Crashes	Motorcycle-Involved Crashes
(K) Fatal Injury	29	15	0	0
(A) Suspected Serious Injury	73	18	0	5
(B) Suspected Minor Injury	233	25	4	13
(C) Possible Injury	560	28	6	6
(O) Property-Damage Only	2222	5	2	15
Total	**3117**	**91**	**12**	**39**

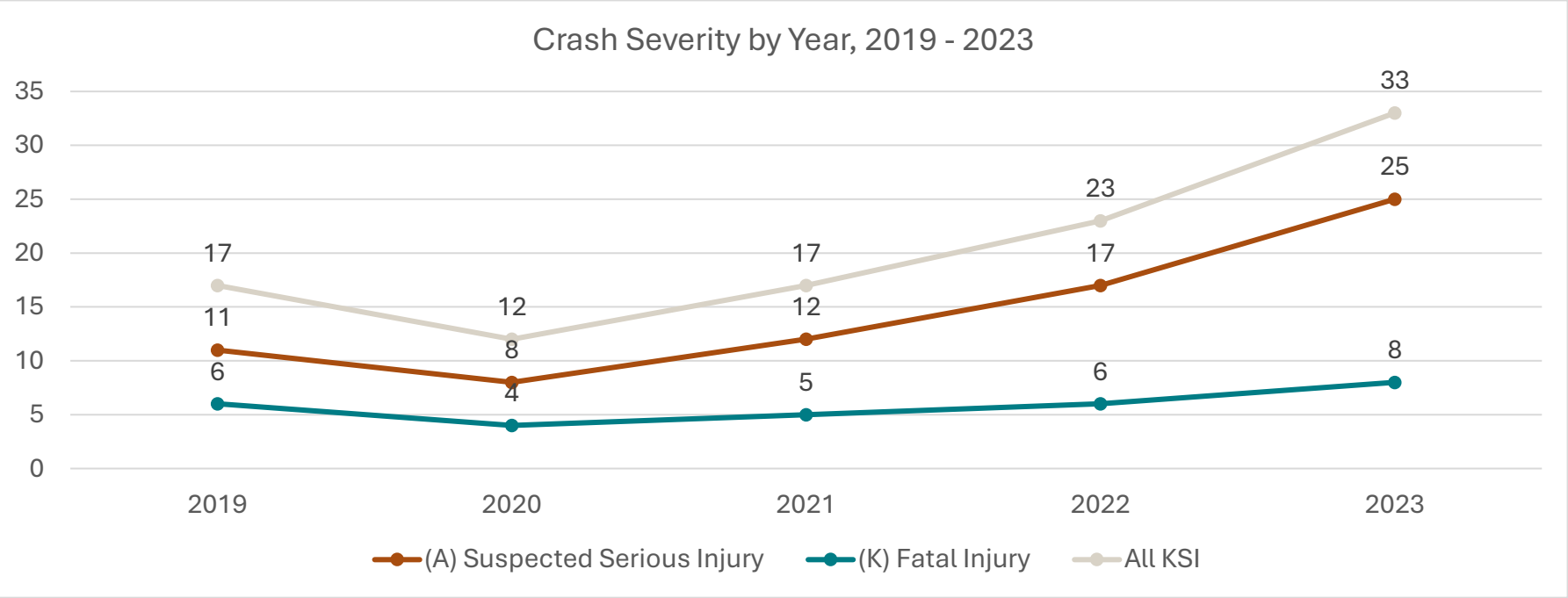
Table 7 depicts the number of people killed and injured in crashes from 2019 – 2023. 32 people were killed and 95 were seriously injured in this time frame.

Table 7: Number of People Injured or Killed in Crashes, 2019 - 2023

Severity	Number of People Killed/Injured
(K) Fatal Injury	32
(A) Suspected Serious Injury	95
(B) Suspected Minor Injury	334
(C) Possible Injury	880

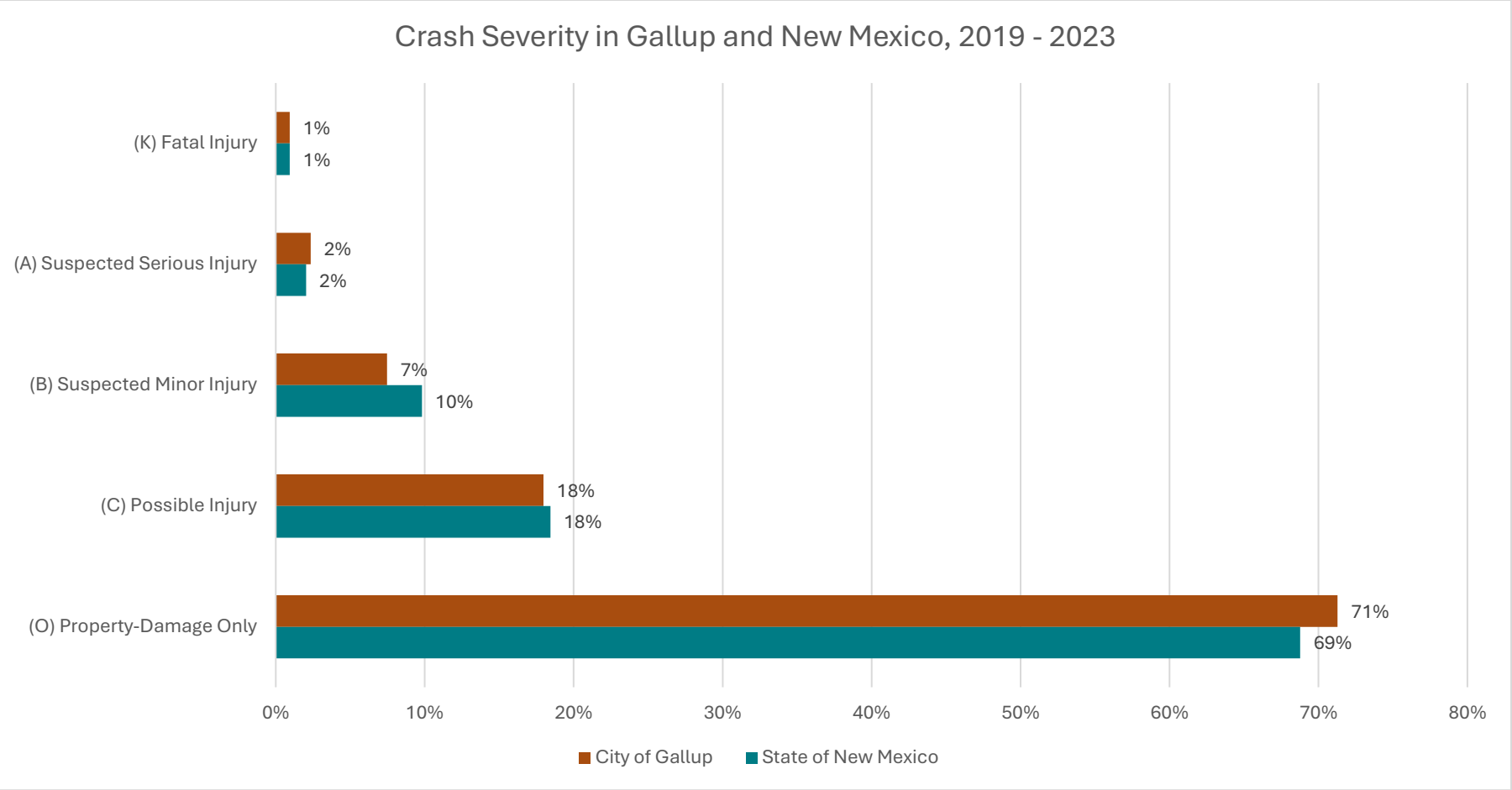
Figure 18 shows KSI crashes over time. KSI crashes dipped in 2020, but have trended upwards since then. This is contrary to national trends, which saw a spike in KSI crashes during the COVID-19 pandemic in 2020 – 2021, and lower crash rates since. Gallup's trend of increasing traffic deaths and injuries over time demonstrates the urgent need for safe streets interventions.

Figure 18: KSI Crashes by Year, 2019 - 2023



About one percent of Gallup's crashes result in a fatality and two percent in a serious injury. This is on par with the state of New Mexico's rate of KSI crashes, as charted in **Figure 19**.

Figure 19: Crash Severity in Gallup and New Mexico, 2019 - 2023



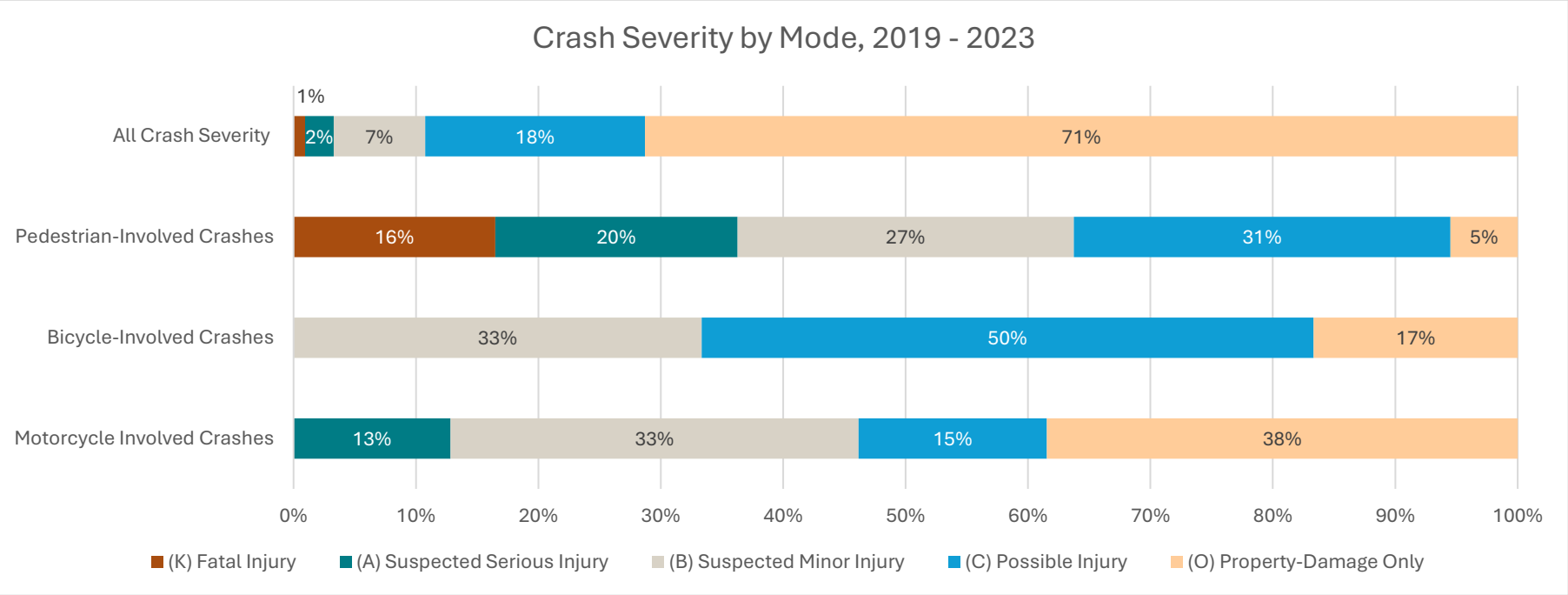
However, if a crash involves a pedestrian, bicyclist, or motorcyclist, the rate of injury is much higher than collisions involving only motor vehicles. These road users are less protected from injury in a crash and are referred to as Vulnerable Road Users (VRUs).

Figure 20 demonstrates the risk of injury and death for each of these road users:

- **Pedestrians:** Of pedestrian-involved crashes, 16 percent resulted in a fatality and 20 percent resulted in a serious injury. All but 5 percent of pedestrian-involved crashes resulted in some kind of injury.
- **Bicyclists:** There were no bicycle-involved KSI crashes in Gallup over the past five years, but 83 percent of bicyclist-involved crashes resulted in a minor or possible injury. Only 17 percent of bicyclist-involved crashes did not result in an injury.
- **Motorcyclists**: Motorcyclists are also more likely to be injured in a crash, with 15 percent of motorcyclist-involved crashes resulting in a serious injury, 33 percent in a minor injury, and 15 percent in a possible injury.

Higher rates of death and injury among vulnerable road users highlights the need for safety countermeasures addressing these types of crashes.

Figure 20: Crash Severity by Mode, 2019 - 2023



Roadway Characteristics

KSI crashes occur more frequently than crashes in general on arterial roadways with higher posted speeds and more travel lanes. State-owned roadways also have higher rates of KSI crashes than locally-owned roads.

Figure 21 shows the percentage of KSI crashes and crashes in general that occur on roads with various functional classifications. Arterials and interstates are more likely to have severe crashes. 86 percent of KSI crashes occur on arterials and interstates, compared to 73 percent of crashes in general. These data show that focusing safety interventions on Gallup's arterials and interstates may have the most impact in reducing deaths and serious injuries.

Figure 21: Crashes by Functional Classification, 2019 - 2023

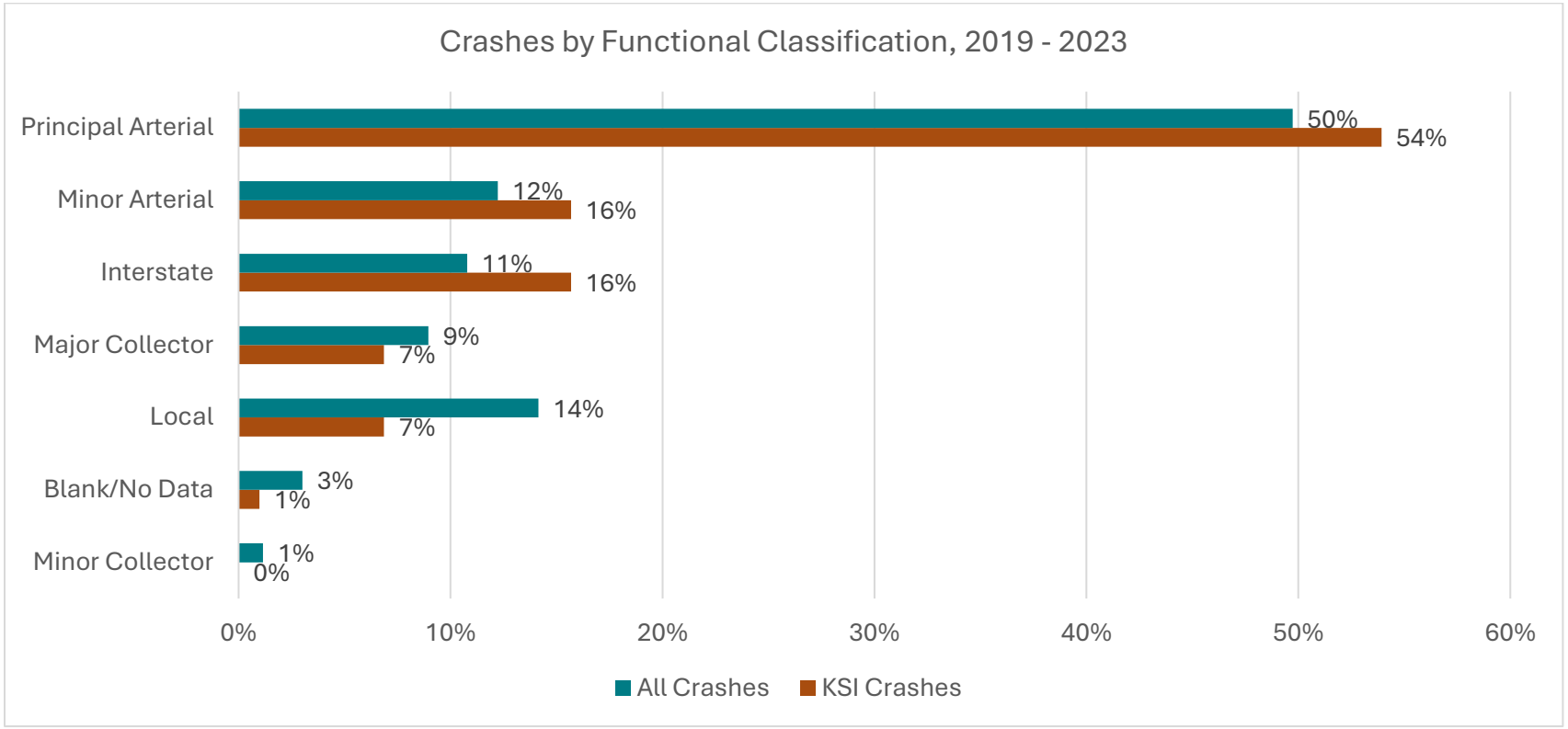


Table 8 shows crashes that occurred on and off of I-40 within Gallup City limits by severity. Eight of Gallup's 29 fatal crashes and seven of the 73 serious injury crashes occurred on the interstate. Projects that address interstate crashes are likely to have a significant impact on safety, but further projects will also be needed to address KSI crashes on surface streets.

Table 8: I-40 Crash Comparison, 2019 - 2023

Crash Severity	Gallup Total, Including I-40	I-40 within Gallup City Limits	Gallup Without I-40
(K) Fatal Injury	29	8	21
(A) Suspected Serious Injury	73	7	66
(B) Suspected Minor Injury	233	24	209
(C) Possible Injury	560	30	530
(O) Property-Damage Only	2222	249	1973
Grand Total	3117	318	2799

Many of Gallup's arterials, as well as I-40, are owned by NMDOT. **Figure 22** shows that over two-thirds of KSI crashes occur on state-owned roadways compared to 55 percent of crashes in general. State-owned roadways are higher-risk and crashes along these roadways are more likely to result in injury or death.

Figure 22: Crashes by Road Ownership, 2019 - 2023

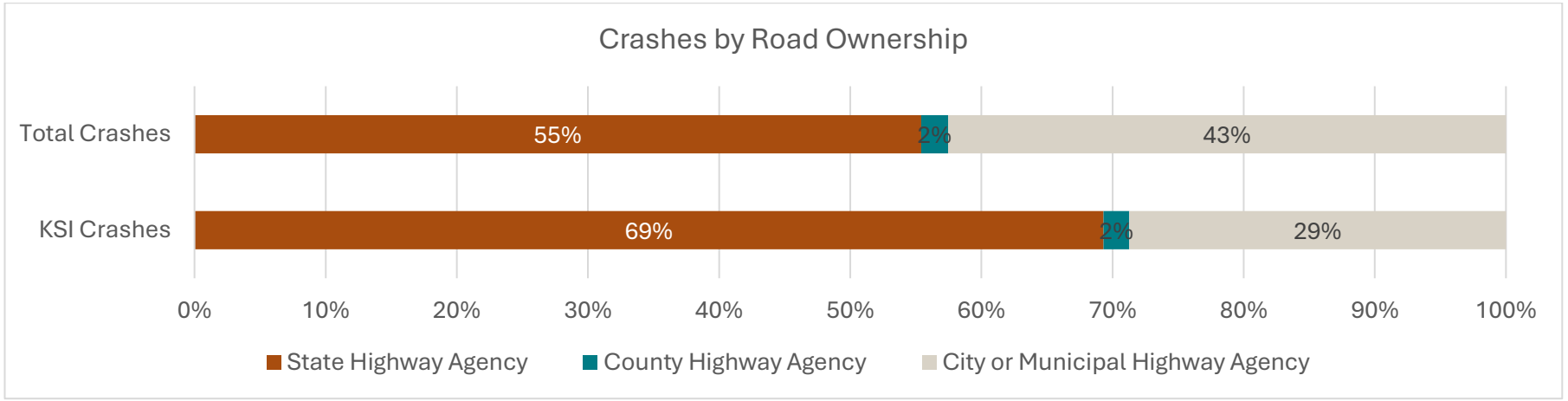
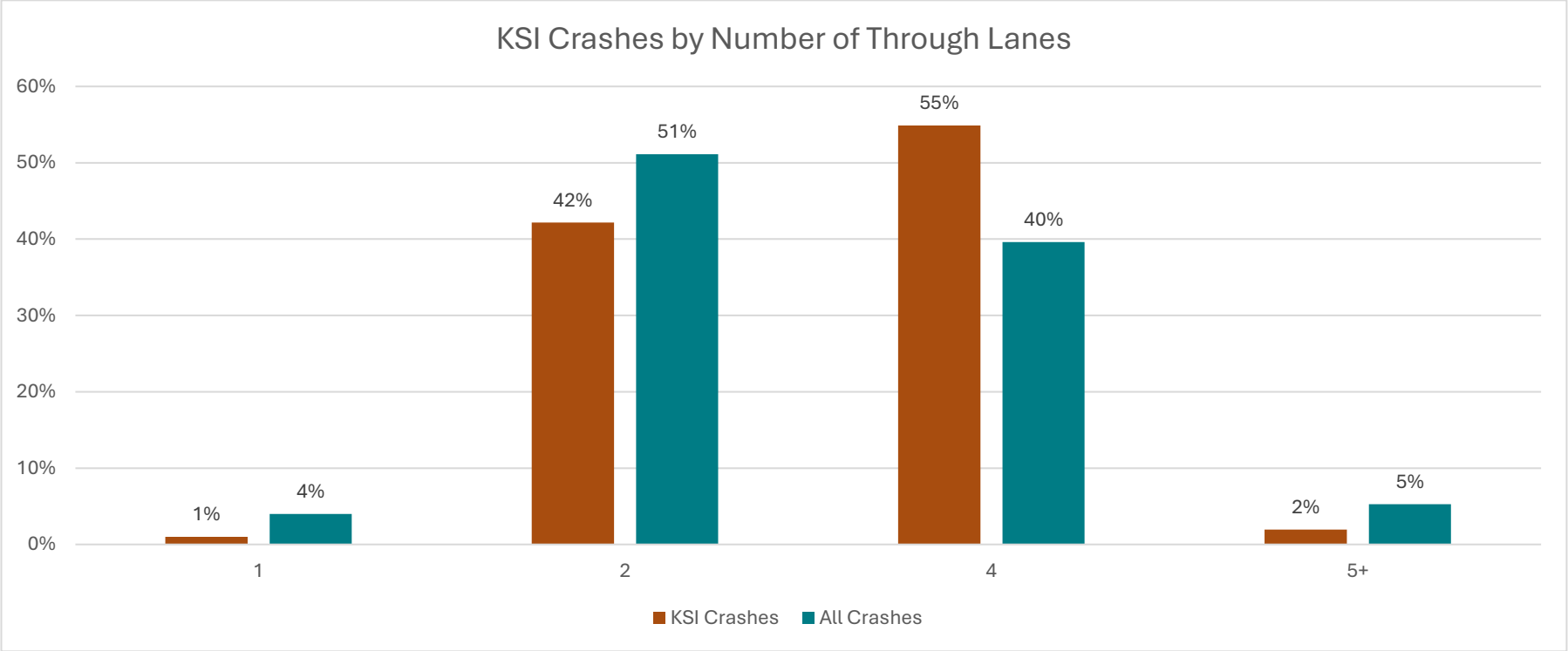


Figure 23 charts crashes by the number of travel lanes on the roadway where the crash occurred. Roads with four lanes pose more risks than two-lane roads: 55 percent of KSI crashes occurred on four lane roads versus 40 percent of crashes in general. KSI crashes are less likely on five and six-lane roads, although there are few roads in Gallup with more than four lanes.

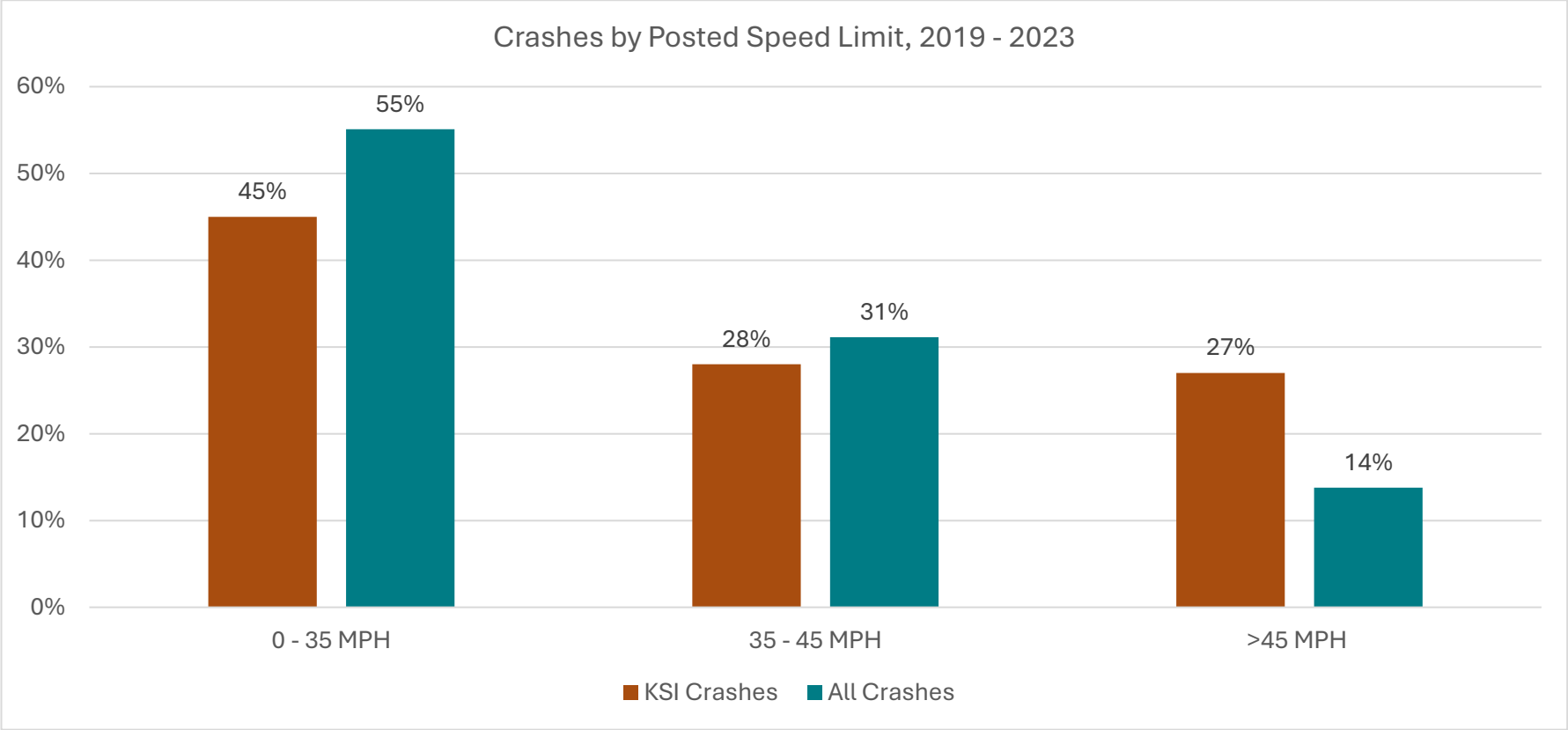
Figure 23: Crashes by Number of Travel Lanes, 2019 - 2023



Posted speed limit also plays a role in crash severity. **Figure 24** shows that 27% of KSI crashes occurred on roadways with posted speed limits of 45 mph or greater, compared to 14% of crashes in general. While 55% of all crashes occur on lower speed roadways (35 mph or less), 45% of KSI crashes occur on these roads, showing that the risk of injury or death increases with posted speed.

Note: posted speed data were missing for a large number of crashes. Data were analyzed with missing data points removed, which may have affected the results of the data analysis.

Figure 24: Crashes by Posted Speed Limit, 2019 - 2023



Contributing Factors

Alcohol and drugs are involved in 69 percent of fatal crashes and 34 percent of serious injury crashes involve alcohol or drugs, much higher than the rate of involvement for crashes in general (13 percent) and property-damage only crashes (10 percent). Countermeasures and policies that reduce the rates of driving while intoxicated will likely have strong safety benefits.

Figure 25 shows the percentages of alcohol- and drug-involved crashes for each severity level, and **Figure 26** maps the location of alcohol- and drug-involved crashes.

Figure 25: Crashes by Alcohol and Drug Involvement, 2019 - 2023

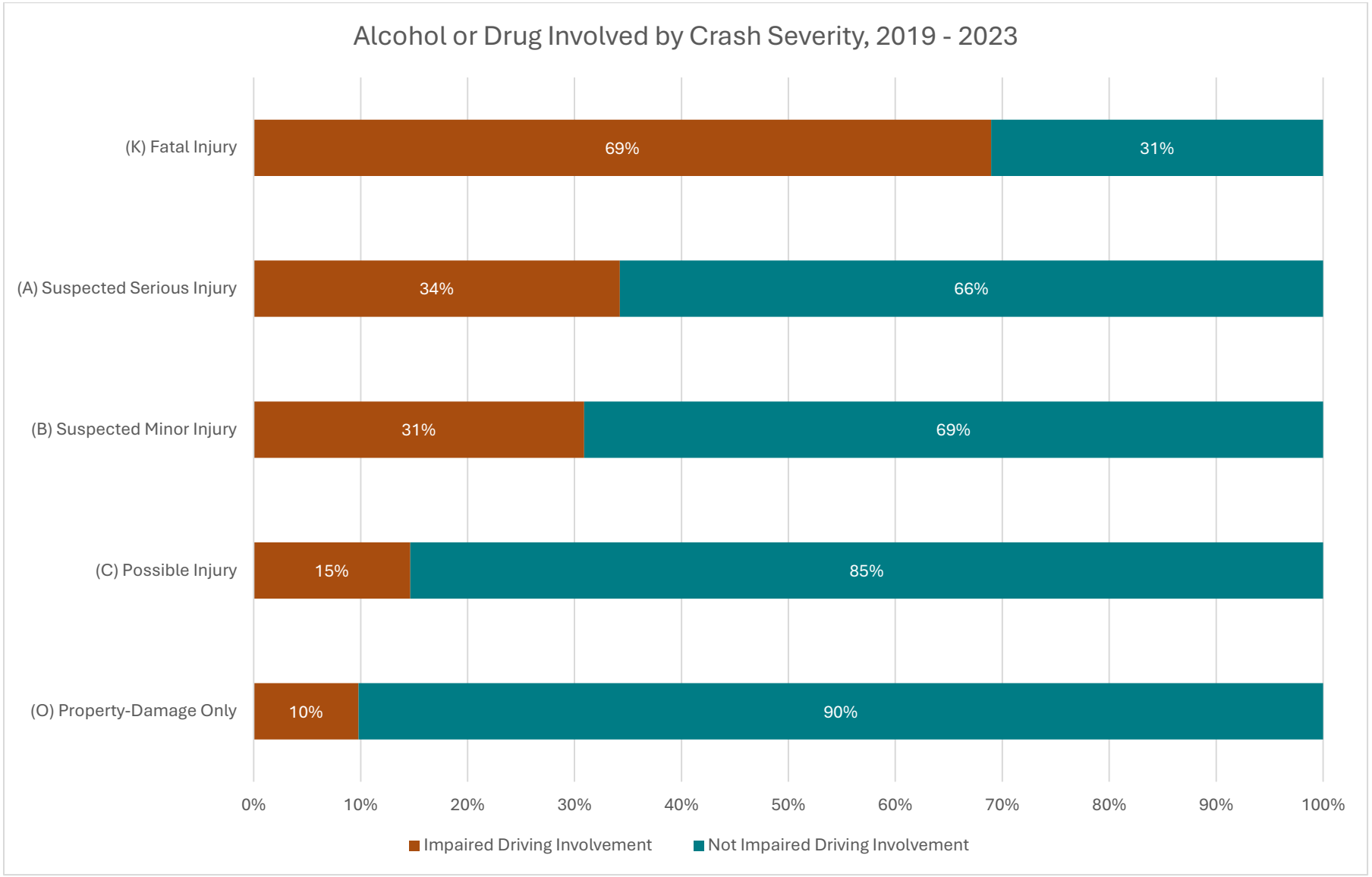
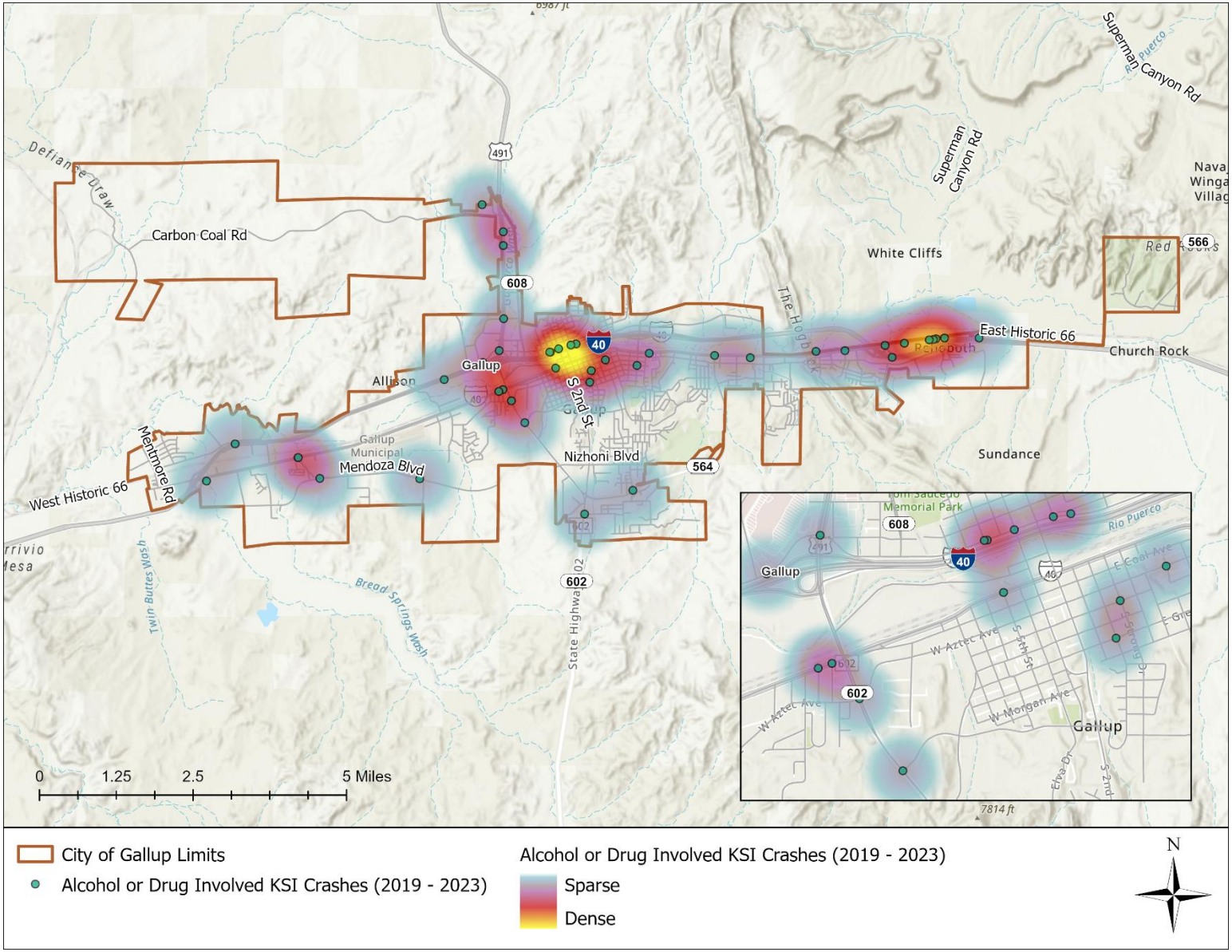


Figure 26: Map of Alcohol- and Drug-Involved KSI Crashes, 2019 - 2023



Lighting condition may also play a role in crash severity. About half of KSI crashes occur at night, compared to about a quarter of crashes in general. KSI crashes were also more likely to happen in dark, unlit conditions – 23 percent of KSI crashes occurred in these conditions compared to 9 percent of crashes in general. These data indicate that investing in street lighting or countermeasures that improve visibility at night may reduce deaths and serious injuries. **Figure 27** charts crashes by lighting condition, and **Figure 28** maps the location of crashes that occurred in dark, unlit conditions.

Figure 27: Crashes by Lighting Condition, 2019 - 2023

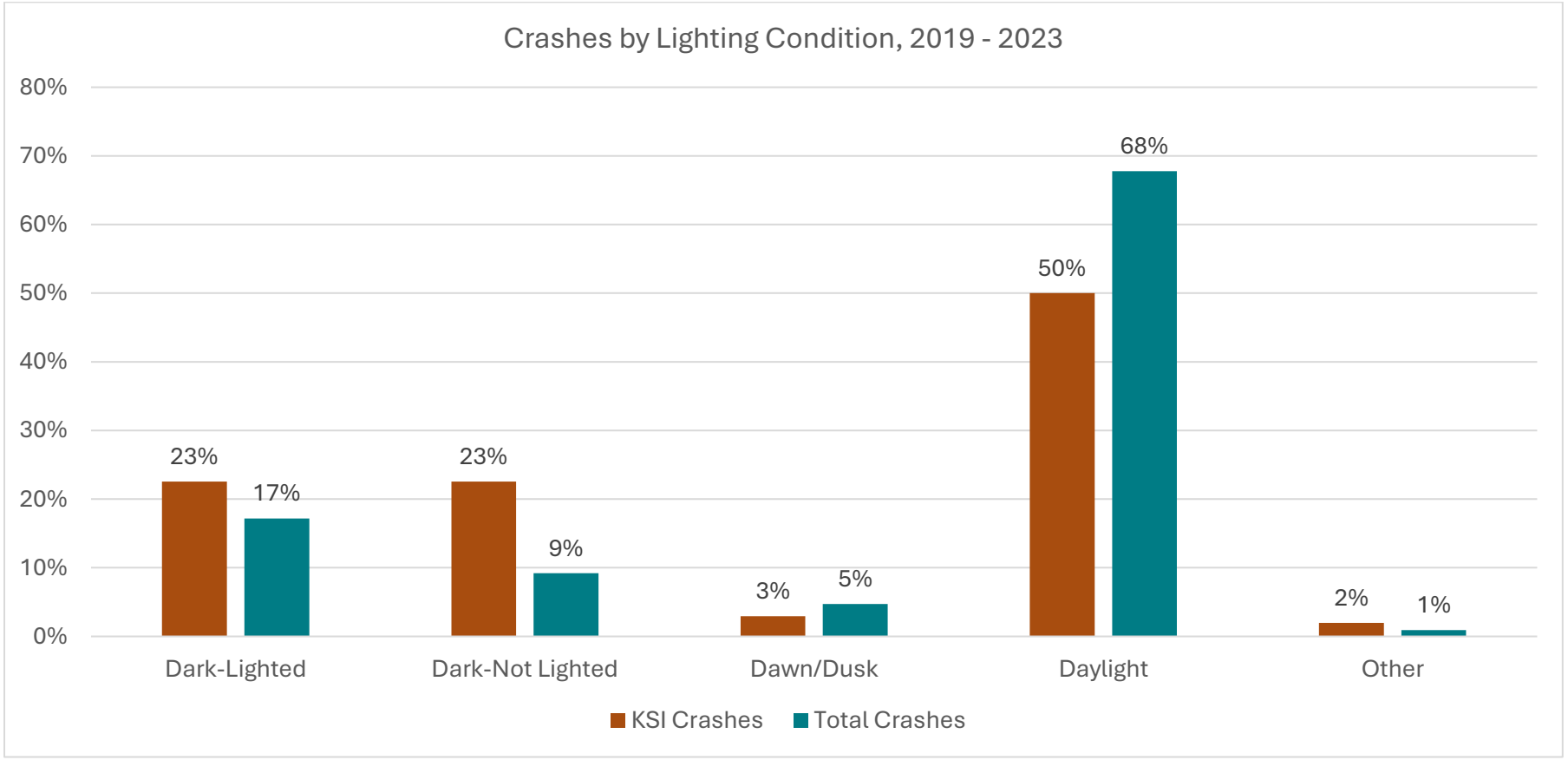
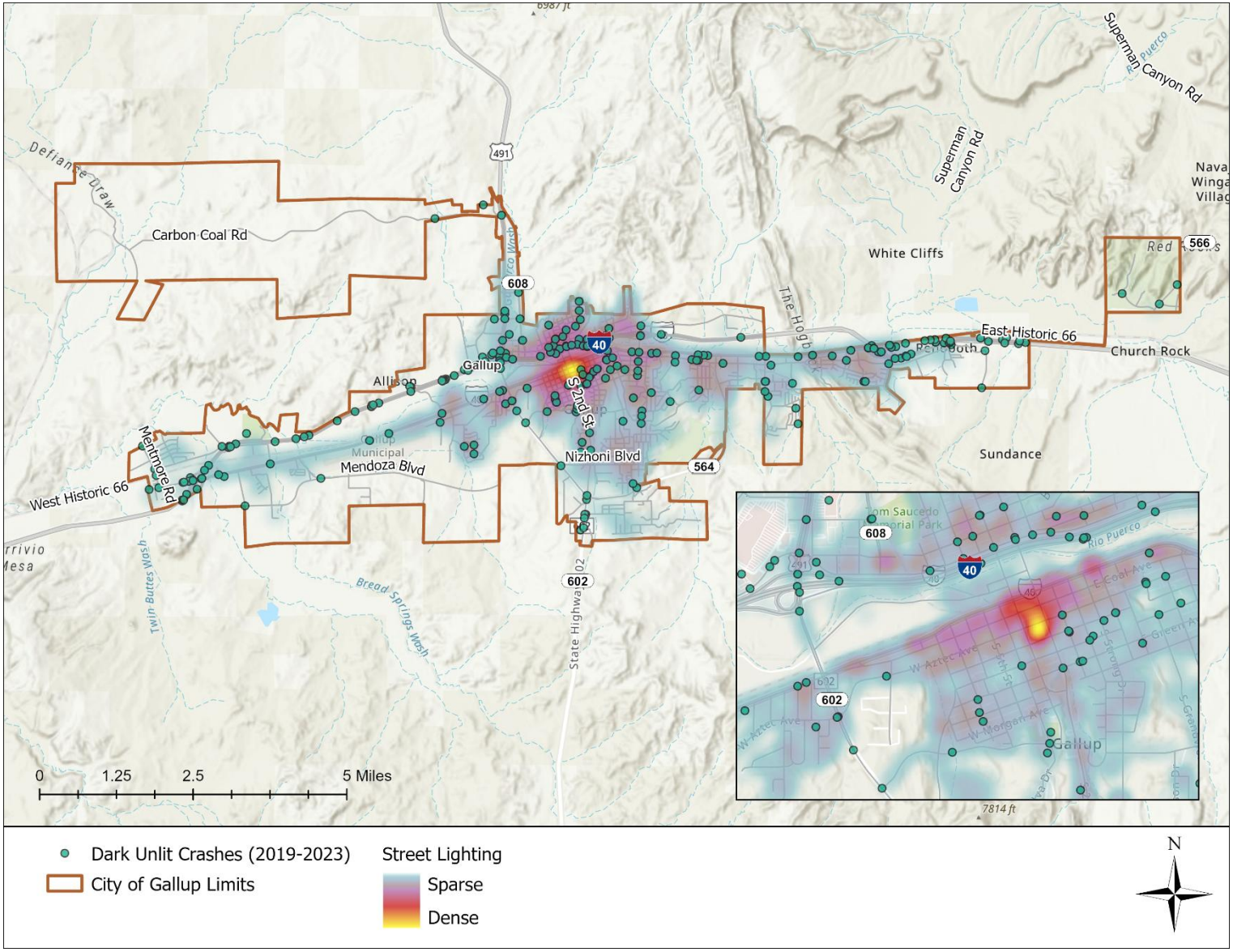
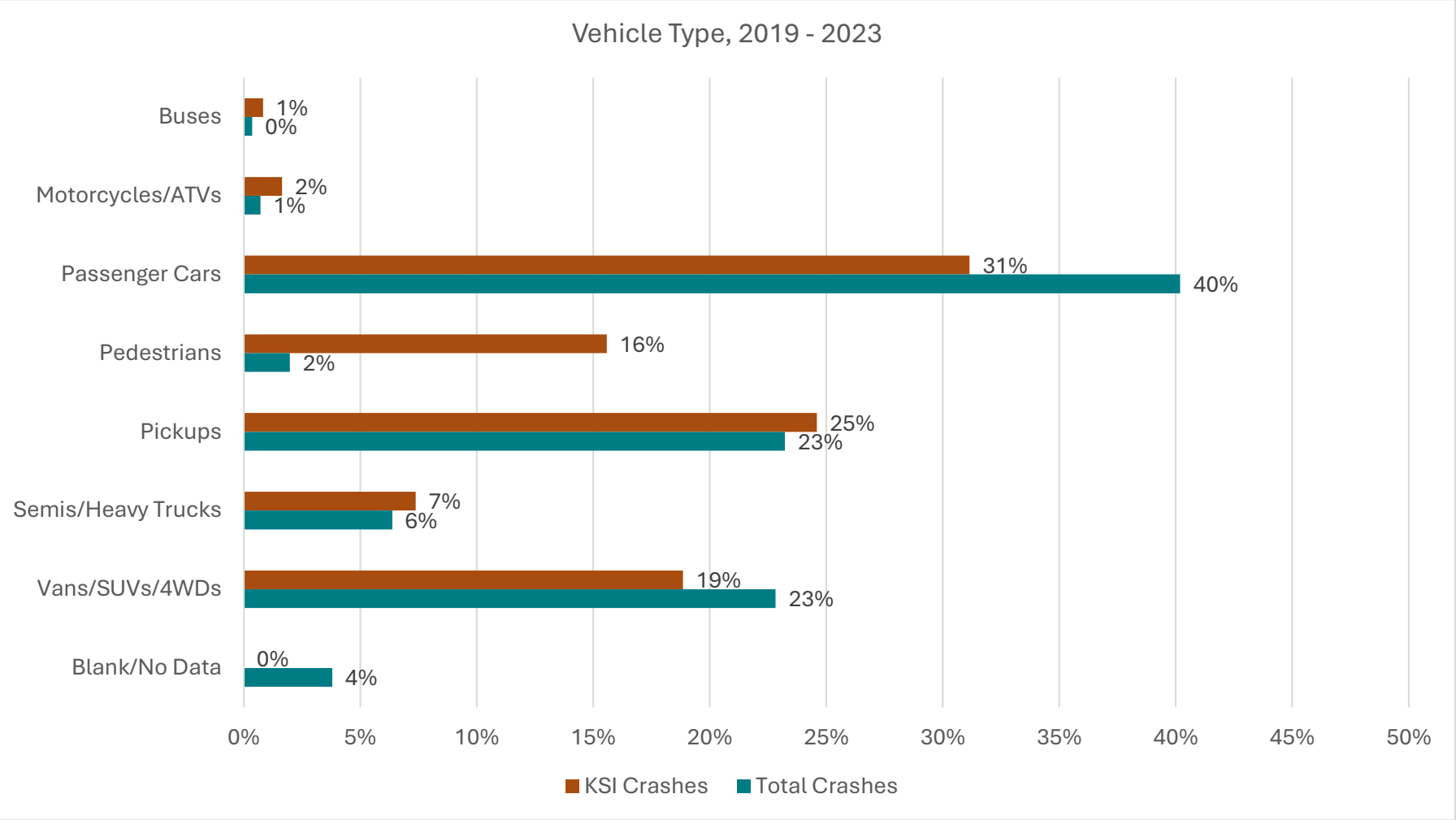


Figure 28: Map of Crashes in Dark, Unlit Conditions, 2019 - 2023



KSI crashes tend to involve larger vehicles than crashes in general. KSI crashes are more likely to involve buses, pickups, and heavy trucks, while crashes in general are more likely to involve passenger cars and SUVs. **Figure 29** shows the percent of each vehicle type that are involved in crashes.

Figure 29: Vehicle Type, 2019 - 2023



Although not shown on the chart, only one crash from 2019 – 2023 was reported to involve rail. This crash resulted in a serious injury. However, there have been several other rail-involved crashes that are not captured within the crash dataset, either because they occurred outside the 2019 – 2023 timeframe or were not collected into the crash dataset. Several crashes occurred at rail crossings where pedestrians have been struck and killed by trains, including a fatal crash in 2025 at the 2nd St rail crossing.

Contributing factors are derived from an assessment of each driver (or non-motorized road user) to determine if they behaved in a way that contributed to the crash or if certain conditions were present that contributed to the crash. **Table 9** shows contributing factors by vehicle, with percents for both KSI and total crashes. Certain behaviors were more common in KSI crashes, such as driving under the influence of drugs and alcohol, speeding, disregarding traffic signals, pedestrian error, and driving left of center. **Note that officers often assign pedestrian error to people walking along a roadway without a sidewalk or crossing in a location without a crosswalk. This contributing factor may indicate a lack of pedestrian facilities in Gallup, rather than poor pedestrian behavior.**

Weather conditions were also a contributing factor in a higher percentage of KSI crashes than total crashes. Driver inattention was the top contributing factor for both KSI crashes and crashes in general.

Contributing factors show that addressing driving while intoxicated, reducing distracted driving, and slowing vehicle speeds may have positive safety impacts. Providing more pedestrian infrastructure will also likely reduce KSI crashes.

Table 9: Top Contributing Factors in KSI Crashes, 2019 - 2023

Top Contributing Factors in KSI Crashes	Number of Vehicles Involved (KSI Crashes)	Percent of Vehicles Involved (KSI Crashes)	Percent of Vehicles Involved (Total Crashes)
Driver Inattention	25	21%	27%
Under the Influence of Alcohol	19	16%	8%
Excessive Speed	14	12%	5%
Disregarded Traffic Signal	9	8%	3%
Failed to Yield Right of Way	9	8%	9%
Weather Conditions	9	8%	2%
Pedestrian Error	8	7%	1%
Speed too Fast for Conditions	8	7%	4%
Drove Left of Center	6	5%	1%
Other Improper Driving	6	5%	5%
Under the Influence of Drugs	6	5%	1%
Avoid no Contact	5	4%	6%
Failed to Yield for Police Vehicle	3	3%	0%
Following too Closely	3	3%	4%
Improper Lane Change	2	2%	2%
Made Improper Turn	2	2%	3%
Other, No Driver Error	34	29%	30%

**KSI Crash contributing factors with one or fewer vehicles were omitted from the table*

CRASH HOTSPOTS

Heatmaps depict the location of high-crash areas in Gallup. **Figure 30** shows crash hotspots for all crashes (including property-damage only crashes). **Figure 31** maps hotspots for KSI crashes, excluding the less severe crashes, and **Figure 32** is a heatmap of vulnerable road user crashes of all severities. The following locations emerged as crash hotspots:

- **NM 118:** The NM 118 corridor has significant crash hotspots, reflecting a high density of total crashes, KSI crashes, and VRU crashes. NM 118 (also called Route 66), is Gallup's primary east/west arterial. Hotspots exist near the downtown area as well as near the east and west interchanges with I-40. The entire NM 118 corridor, as well as the east/west interchanges, are being studied for safety improvements by the NMDOT (see the Previous Planning Efforts section).
- **US 491:** US 491, Gallup's primary north/south highway, is also a crash hotspot for total crashes and KSI crashes. Several VRU crashes also occurred along this corridor. A particularly high density of crashes occurred on the US 491/I-40 interchange. This interchange is also currently being studied for safety improvements.
- **Downtown Gallup near 2nd/3rd Streets and NM 118:** This area has a particularly high concentration of KSI crashes and VRU crashes. Previous plans have identified safety issues with pedestrians crossing NM 118 to access downtown destinations. VRU crashes are also clustered on Aztec Ave and collector streets in the downtown area.
- **2nd/3rd Streets and Maloney Ave:** There is a density of KSI and VRU crashes on Maloney Ave north of downtown Gallup. This area is one of the few locations in Gallup where it is possible to cross I-40 and the rail tracks on foot.
- **NM 602:** NM 602 sees KSI crash clusters near the junction with NM 118 and Aztec Ave.

Figure 30: Total Crash Heatmap, 2019 - 2023

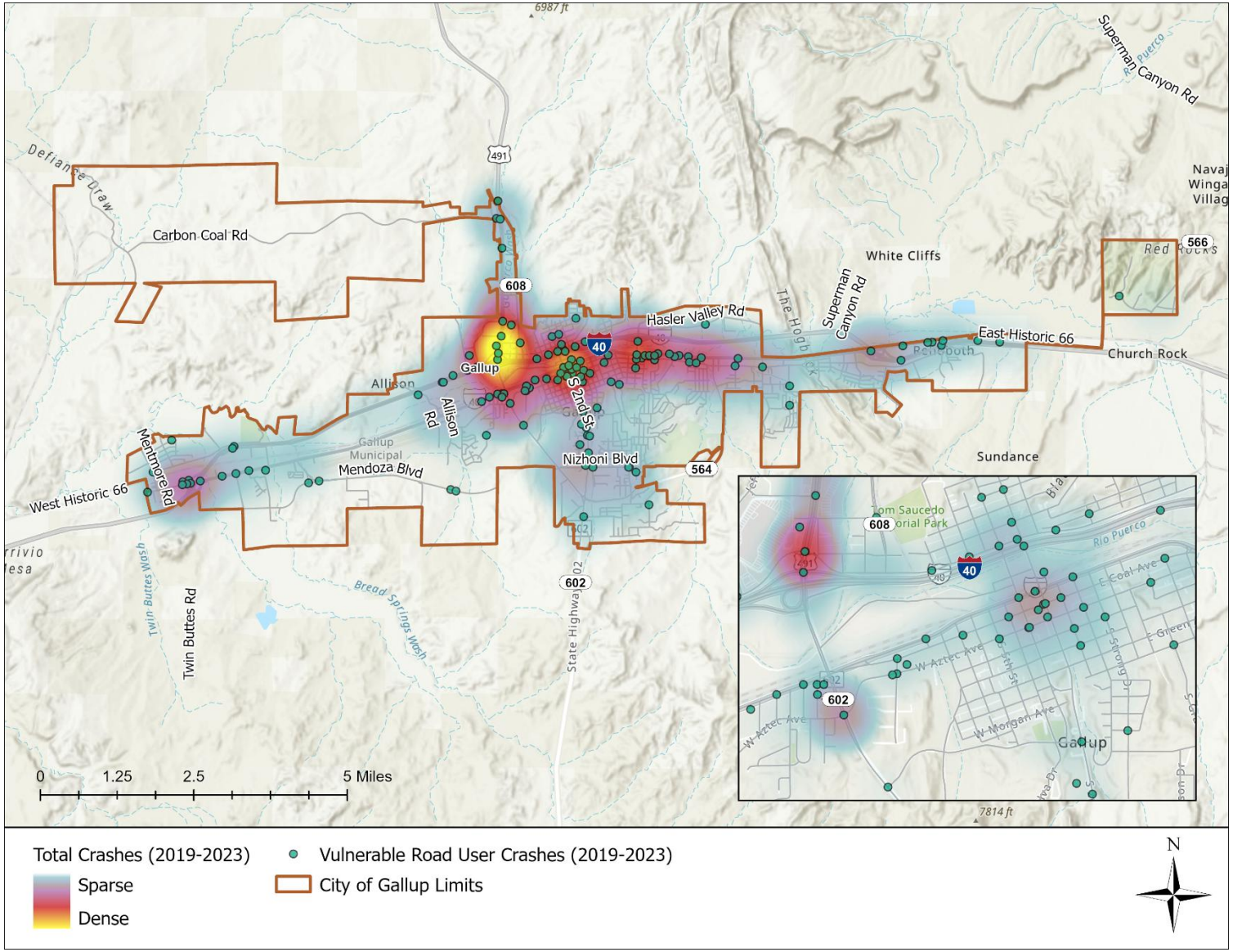


Figure 31: KSI Crash Heatmap, 2019 - 2023

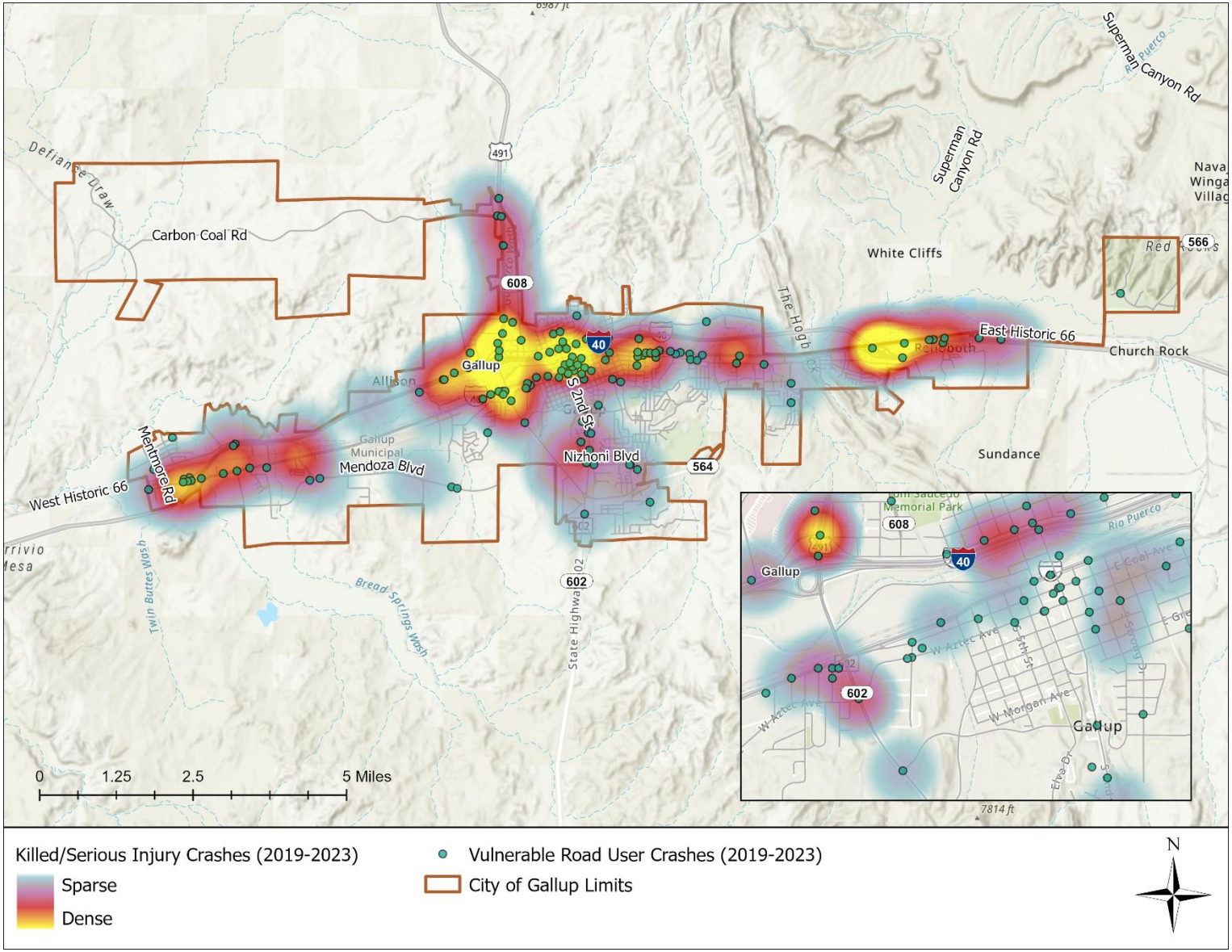
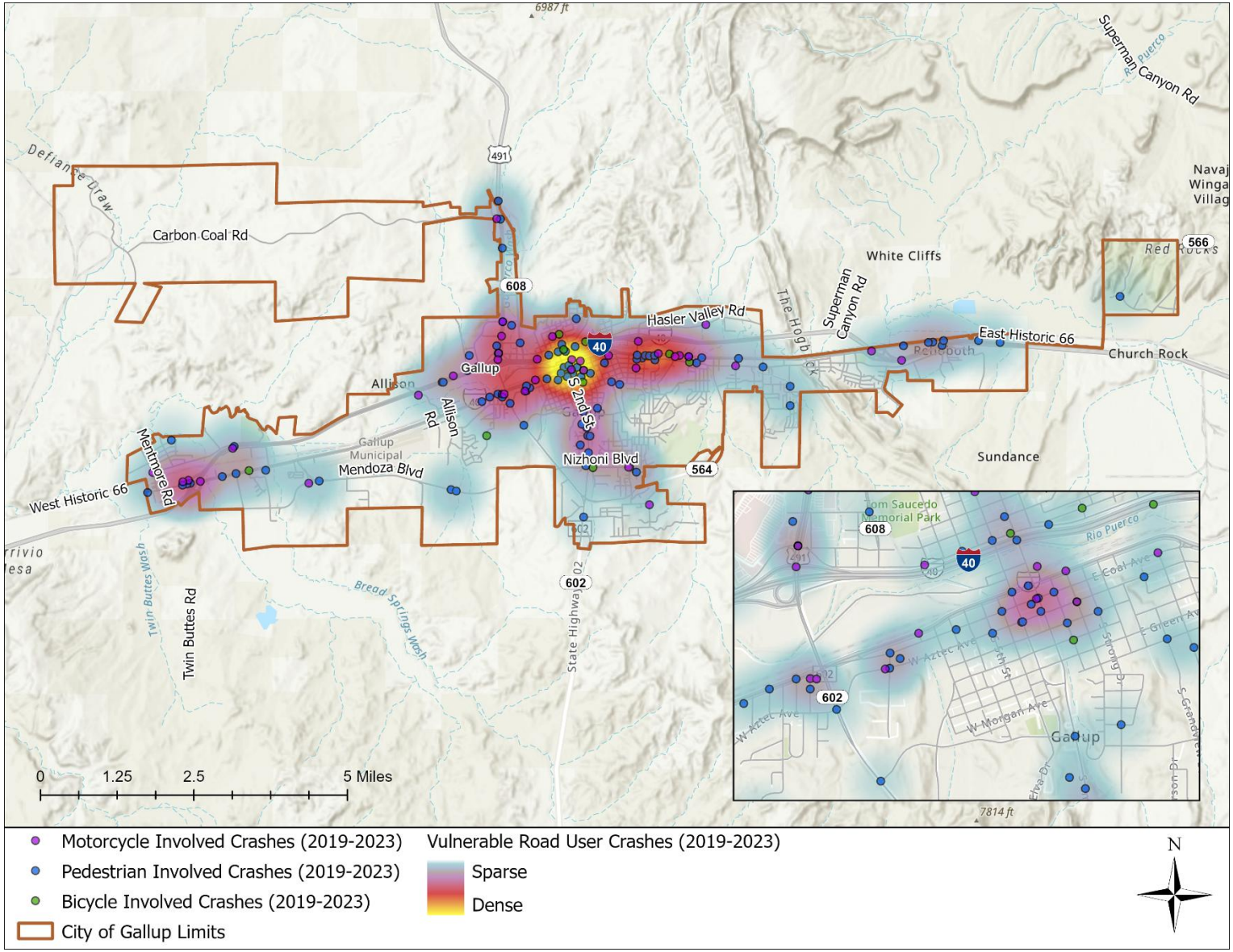


Figure 32: Vulnerable Road User Crash Heatmap, 2019 - 2023



HIGH FATAL AND INJURY NETWORK

A High Fatal and Injury Network (HFIN) categorizes intersections and roadway segments into percentiles based on the frequency and severity of crashes. Crashes are weighted by severity, with fatal crashes being weighted highest and property-damage only crashes weighted lowest. For a full description of HFIN methodology, reference Appendix F. The analysis revealed that most KSI crashes occurred on a relatively small portion of Gallup's roadway miles:

- 53% of KSI crashes occurred on 5% of Gallup's roadway miles (9 miles)
- 79% of KSI crashes occurred on 10% of Gallup's roadway miles (18 miles)
- 95% of KSI crashes occurred on 20% of Gallup's roadway miles (35 miles)

Targeting investments to roadway segments and intersections on the HFIN will allow Gallup to achieve its safety goals sooner and with less overall investment.

Figure 33 maps the location of HFIN corridors and intersections. **Figure 34** maps the HFIN for vulnerable road user crashes only.

Figure 35 shows the most dangerous corridors and intersections that are owned by the City of Gallup, with NMDOT-owned roadways removed from the analysis.

Figure 33: Gallup High Fatal and Injury Network

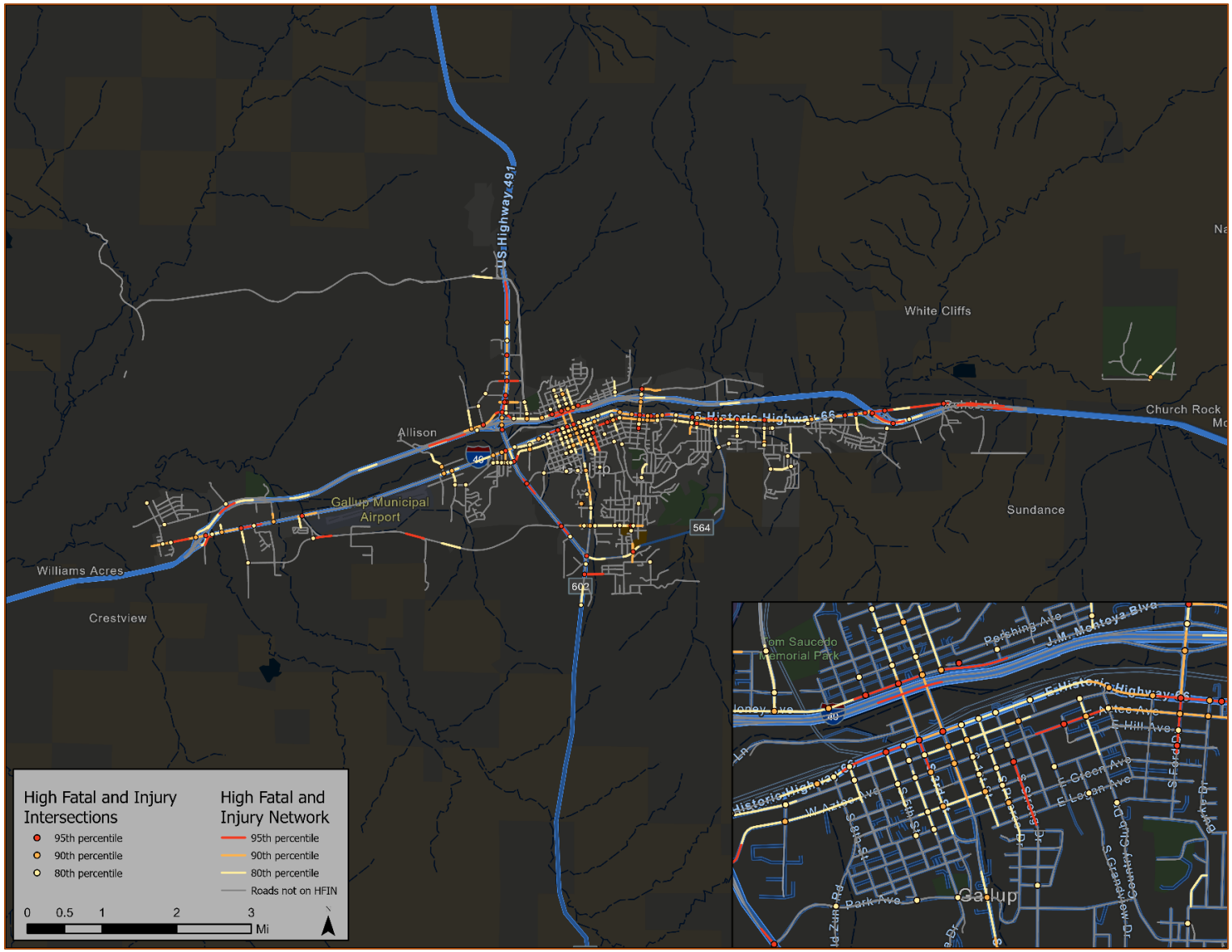


Figure 34: Gallup High Fatal and Injury Network, Vulnerable Road User Crashes

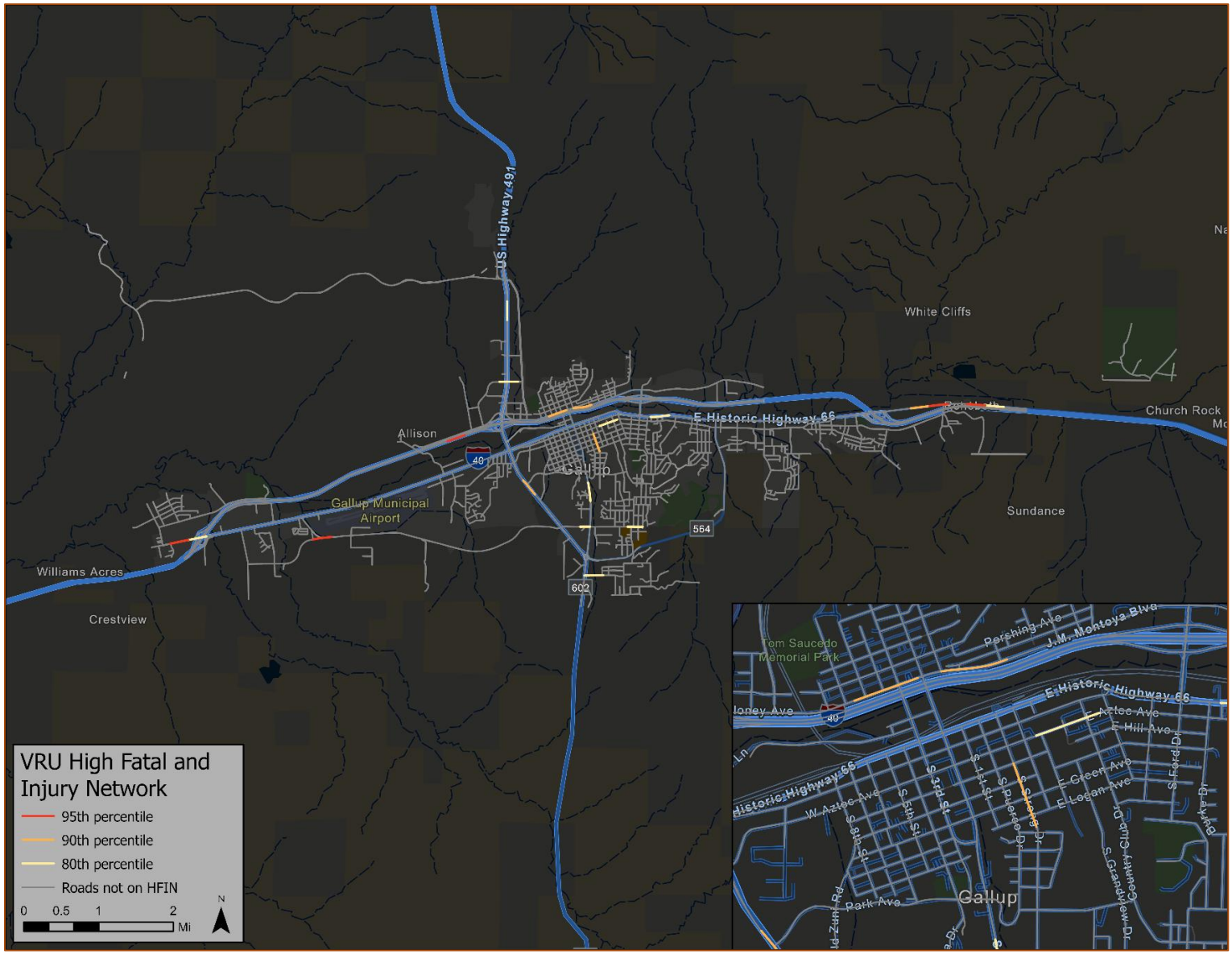


Figure 35: Gallup High Fatal and Injury Network, NMDOT Roads Removed

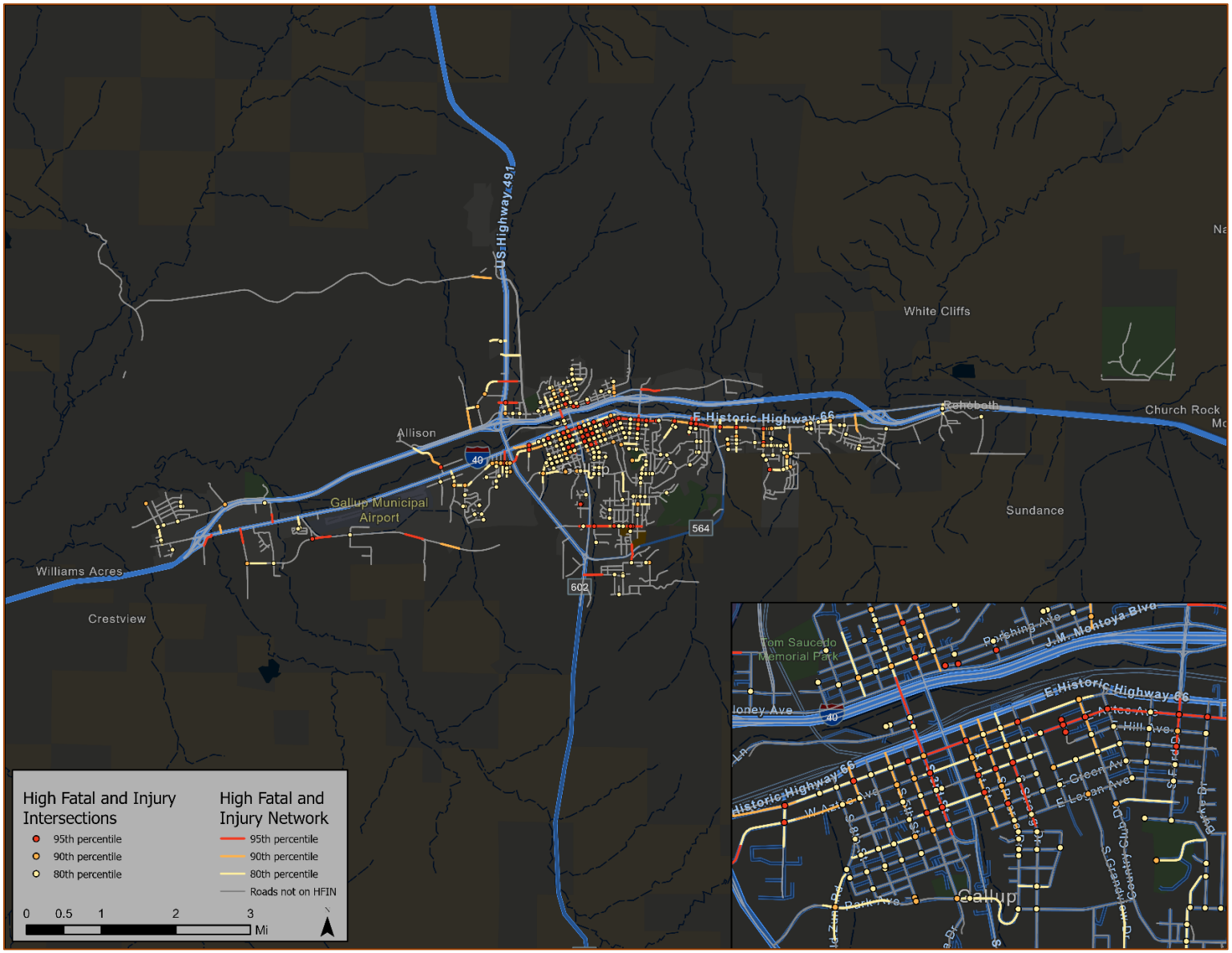


Table 10 depicts the Tier 1 intersections for fatal and injury crashes, which are at the 95th percentile and above for crashes weighted by severity. Most of the Tier 1 intersections are on NMDOT-owned roadways. The NMDOT is conducting studies and planning for improvements at many of these intersections, including the I-40 interchanges in Gallup and the entire NM 118 /Highway 66 corridor. City of Gallup-owned intersections include Ford Dr/Mesa Ave, Strong Dr/Hill Ave, Grandview Dr/Aztec Ave, and College Dr/Nizhoni Blvd.

Table 10: Priority High-Crash Intersections

Primary Street	Secondary Street	Primary Road Owner	KSI Crashes (2019 – 2023)	Weighted Percentile	Funded Planned Improvements	Control Number
US Hwy 491	Maloney Ave	NMDOT	6	99.9	Phase A/B Safety Study ($3.8M) Interchange modifications from A/B study ($18.6M)	6101390; 61001391
Historic Route 66	Rico St	NMDOT	2	99.81	NM 118 Phase A/B Safety Study	6101400
Maloney Ave	5th St	NMDOT	2	99.71		
Ford Dr	Mesa Ave	City of Gallup	1	99.61		
NM Hwy 602	Park Ave	NMDOT	1	99.52		
Historic Route 66	5th St	NMDOT	1	99.42	NM 118 Phase A/B Safety Study	6101400
Strong Dr	Hill Ave	City of Gallup	1	99.32		
NM Hwy 602	Dee Ann Ave	NMDOT	1	99.23		

Primary Street	Secondary Street	Primary Road Owner	KSI Crashes (2019 – 2023)	Weighted Percentile	Funded Planned Improvements	Control Number
I-40 Frontage Rd	Rehoboth Dr	NMDOT	1	98.94		
Grandview Dr	Aztec Ave	City of Gallup	1	98.75		
J M Montoya Blvd	Maloney Ave	NMDOT	1	98.55		
I-40 EB (East Interchange)	I-40 Exit 26 On Ramp E	NMDOT	1	98.46	Phase A/B/C Study ($4M)	6101690
NM Hwy 602	Aztec Ave	NMDOT	3	98.26		
Historic Route 66	Ford Dr	NMDOT	0	98.17	NM 118 Phase A/B Safety Study Miyamura Interchange Evaluation of Alternatives and Preliminary Design ($17M)	6101400; 6101320
US 491	Jefferson Ave	NMDOT	1	98.07		
Historic Route 66	Boardman Dr	NMDOT	2	97.97	NM 118 Phase A/B Safety Study	6101400
NM Hwy 602	Nizhoni Blvd	NMDOT	1	97.88		
Historic Route 66	Louis Ln	NMDOT	3	97.78	NM 118 Phase A/B Safety Study	6101400

Primary Street	Secondary Street	Primary Road Owner	KSI Crashes (2019 – 2023)	Weighted Percentile	Funded Planned Improvements	Control Number
US 491	Metro Ave	NMDOT	1	97.68		
Maloney Ave	3rd St	NMDOT	1	97.59	Pedestrian and roadway safety improvements	61001470
Historic Route 66	3rd St	NMDOT	0	97.39	NM 118 Phase A/B Safety Study	6101400
Historic Highway 66	Mendoza Blvd	NMDOT	3	97.3	NM 118 Phase A/B Safety Study	6101400
College Dr	Boardman Ave	NMDOT	1	97.2		
Historic Route 66	Patton Dr	NMDOT	0	97.1	NM 118 Phase A/B Safety Study	6101400
Historic Route 66	Mollica Dr	NMDOT	0	97.01	NM 118 Phase A/B Safety Study	6101400
I-40 Exit 26 Off Ramp E (East Interchange)	Historic Route 66	NMDOT	2	96.91	Phase A/B/C Study ($4M)	6101690
US 491	Coal Basin Rd	NMDOT	1	96.72		
College Dr	Nizhoni Blvd	City of Gallup	1	96.62		
I-40 Exit 16 On/Off Ramp	Historic Route 66	NMDOT	0	96.53	Bridge Rehab from MP 15.5 to 17.5 ($2M) Phase A/B/C Study ($4M)	6101510; 6101690

Primary Street	Secondary Street	Primary Road Owner	KSI Crashes (2019 – 2023)	Weighted Percentile	Funded Planned Improvements	Control Number
(West Interchange)						
Joseph M Montoya Blvd	Ford Dr	NMDOT	0	96.43	Miyamura Interchange Evaluation of Alternatives and Preliminary Design ($17M)	6101320
Historic Route 66	Williams St	NMDOT	1	96.33	NM 118 Phase A/B Safety Study	6101400
I-40 EB (East Interchange)	I-40 Exit 26 Off Ramp E	NMDOT	1	96.24	Phase A/B/C Study ($4M)	6101690
Historic Route 66	Arnold St	NMDOT	1	96.14	NM 118 Phase A/B Safety Study	6101400
Boardman Ave	2nd St	NMDOT	0	95.85		
US 491	Lincoln Ave	NMDOT	0	95.75		
Historic Route 66	Toltec Dr	NMDOT	0	95.66	NM 118 Phase A/B Safety Study	6101400
Historic Route 66	2nd St	NMDOT	0	95.56	NM 118 Phase A/B Safety Study	6101400
11th St	Lincoln Ave	City of Gallup	0	95.46		
Historic Route 66	Elizabeth St	NMDOT	1	95.37	NM 118 Phase A/B Safety Study	6101400

Primary Street	Secondary Street	Primary Road Owner	KSI Crashes (2019 – 2023)	Weighted Percentile	Funded Planned Improvements	Control Number
Maloney Ave	Jefferson St	NMDOT	1	95.27		
US Hwy 491	I-40 Exit 20 Off Ramp EB	NMDOT	0	95.17	Phase A/B Safety Study ($3.8M) Interchange modifications from A/B study ($18.6M)	6101390; 61001391
I-40 Exit 26 Off Ramp W (East Interchange)	I-40 Frontage	NMDOT	1	95.08	Phase A/B/C Study ($4M)	6101690
Aztec Ave	Valentina Dr	City of Gallup	0	94.98		

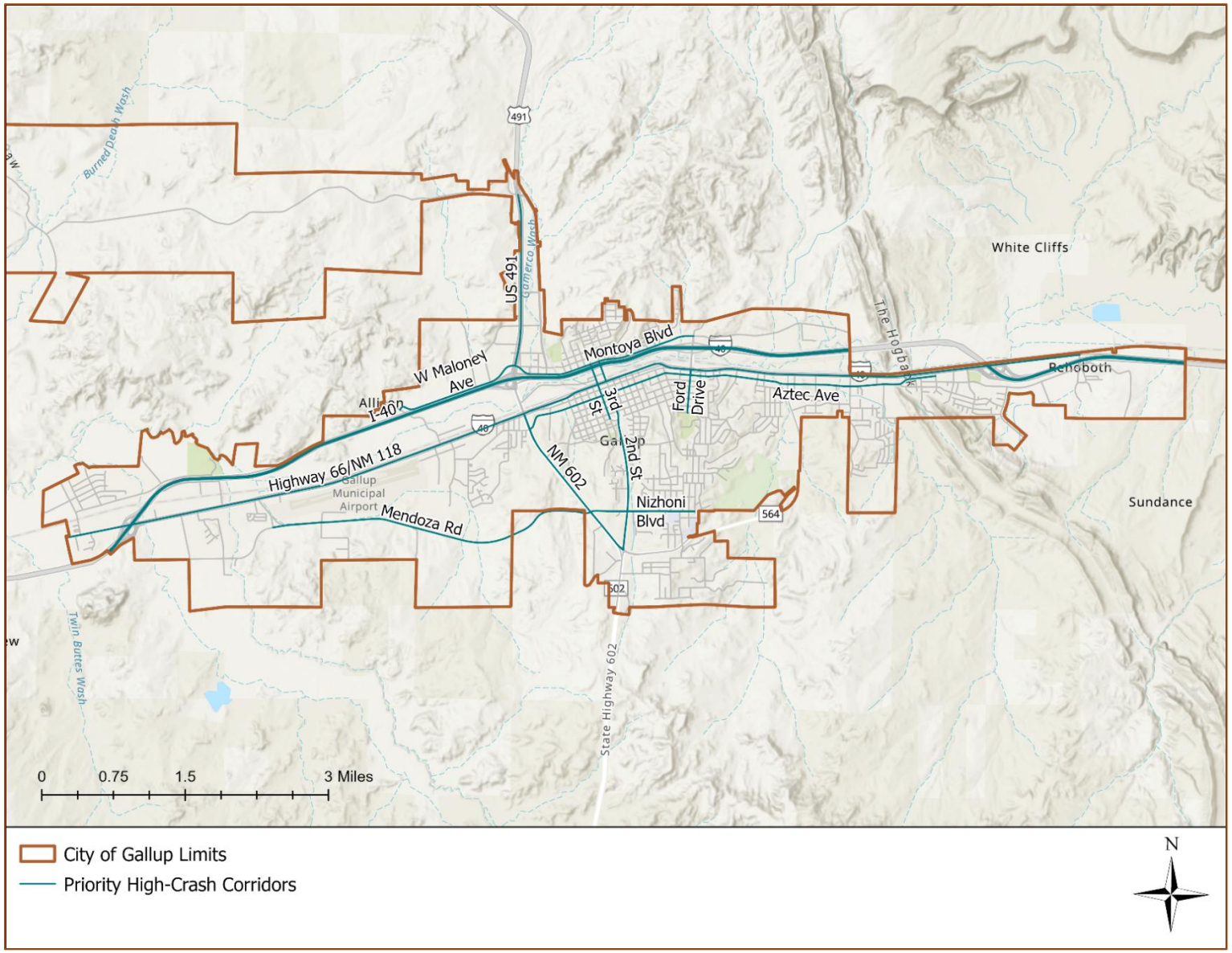
Table 11 depicts the priority tier corridors from the HFIN and **Figure 36** maps these locations. In order to create cohesive corridor limits, segments on the same roadway are listed together in the table. Not all roadway segments within these corridor limits are on the HFIN; however, corridor limits generally reflect areas where crashes are highest and represent logical study areas for future projects.

Table 11: Priority High-Crash Corridors

Location	Corridor Limit 1	Corridor Limit 2	Owner	Number of KSI Crashes	Corridor Length	Funded Planned Improvements	Control Number
Highway 66/ NM 118	Defiance Draw	Rehoboth Drive	NMDOT	21	10.9 mi	Phase A/B Safety Study along entire corridor	6101400
Ford Drive	Buena Vista Ave	Highway 66	City of Gallup	1	0.5 mi	None	
W Maloney Ave	Alison Road	US 491	NMDOT	3	1.3 mi	None	
W Maloney Ave/ J M Montoya Blvd	US 491	Ford Drive	NMDOT	7	2 mi	Upgrades to existing active rail warning signal at the Maloney Ave rail crossing	6101910
I-40	West Gallup City Limit	East Gallup City Limit	NMDOT	10	21 mi	Roadway reconstruction and preliminary engineering for large-scale I-40 improvements	6100931; 61001580
NM 602	2nd St	Highway 66	NMDOT	6	1.8 mi	None	

Location	Corridor Limit 1	Corridor Limit 2	Owner	Number of KSI Crashes	Corridor Length	Funded Planned Improvements	Control Number
Mendoza Rd	Armand Ortega Blvd	NM 602	City of Gallup	2	3.5 mi	None	
Aztec Ave	Munoz Dr	Tocito Trail	City of Gallup	3	4.4 mi	None	
US 491	Maloney Ave	Coal Carbon Rd	NMDOT	9	1.8 mi	Restriping and widen edge-line striping	61001870
3rd St	Logan Ave	Maloney Ave	City of Gallup	1	0.6 mi	None	
3rd St	Highway 66	Maloney Ave	City of Gallup	1	0.2 mi	Pedestrian and roadway safety improvements	61001470
2nd St	Green Ave	NM 602	NMDOT	1	1.5 mi	None	
2nd St	Highway 66	Maloney Ave	NMDOT	1	0.2 mi	Pedestrian and roadway safety improvements	61001480
Nizhoni Blvd	NM 602	Linda Dr	City of Gallup	2	1.1 mi	None	

Figure 36: Priority High-Crash Corridors Map



RECOMMENDATIONS

This chapter begins by outlining priority locations for safety improvements and the potential countermeasures that could address them. It then identifies key safety focus areas, highlighting the most common severe crash types in Gallup, where they occur, and strategies to reduce them. The chapter also provides policy and planning recommendations, detailing actions, updates, and future planning efforts that can strengthen safety. Finally, it includes programmatic recommendations aimed at promoting safer behavior among all road users.

Priority Locations

Priority locations for safety treatments were identified from the High Fatal and Injury Network analysis as well as through conversations with Gallup stakeholders. **Table 12** and **Figure 37** show priority projects on Gallup-owned roadways, while **Table 13** and **Figure 38** depict priority locations on NMDOT-owned roadways.

Table 12: Priority Locations, Gallup-Owned Roadways

Location	Safety Focus Areas	Potential Countermeasures
3rd Street from Logan Ave to Maloney Ave	Pedestrian walking along roadway crashes, pedestrian crossing crashes, excessive speed crashes	Pedestrian improvements at I-40 underpass ADA improvements Pedestrian improvements at rail crossing Lane narrowing/reduction Examine potential for wider sidewalks or bike lanes Crosswalk visibility improvements at intersections Traffic calming Speed cameras
Arnold Street/Aztec Ave Intersection	Excessive speed crashes	Remove or reconfigure channelized right turn Assess for new signal or roundabout

Location	Safety Focus Areas	Potential Countermeasures
Aztec Ave from Munoz Drive to Tocito Trail	Excessive speed crashes, pedestrian crossing crashes	Narrow travel lanes Add bike lanes Add high-visibility pedestrian crossings and signage at intersections Curb extensions ADA improvements School crossing signs/school zones assessment Traffic calming to control speeds Speed cameras
Ford Drive from Buena Vista Ave to Hwy 66	Pedestrian walking along roadway crashes, pedestrian crossing crashes, excessive speed crashes, dark unlit crashes	Roadway reallocation to widen sidewalks Add pedestrian crossings Add bike facilities Traffic calming to control speeds Street lighting
Mendoza Road from Armand Ortega Blvd to NM 602	Pedestrian walking along roadway crashes, dark unlit crashes, excessive speed crashes, roadway departure crashes	Add unpaved multi-use trail if feasible Street lighting Speed cameras Add roadway departure treatments such as curve delineation, rumble strips, and wide edge lines
Park Avenue near Hozho Academy (2nd St to Old Zuni Rd)	Pedestrian walking along roadway crashes, pedestrian crossing crashes, excessive speed crashes	Traffic calming Widen sidewalks and fill sidewalk gaps Add pedestrian crossings Examine intersections for sightline issues
Walkway on Challenger Rd near Catherine A Miller Elementary	Pedestrian walking along roadway crashes	Add paved multi-use path
Sanostee Dr between Klagetoh St and Sweetwater Pl	Pedestrian walking along roadway crashes	Add sidewalk or pedestrian walkway Add street lighting

Figure 37: Priority Locations Map, Gallup-Owned Roadways

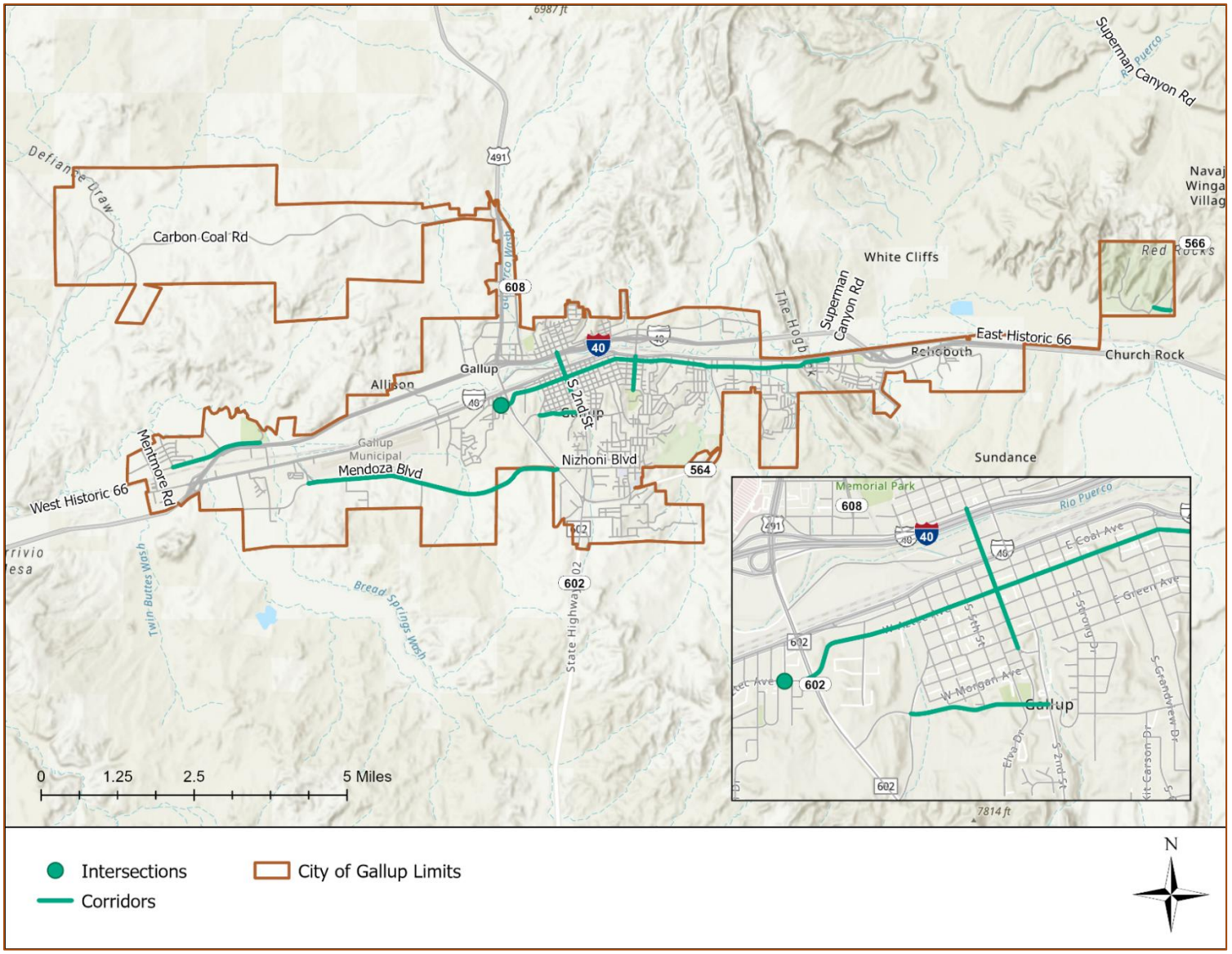
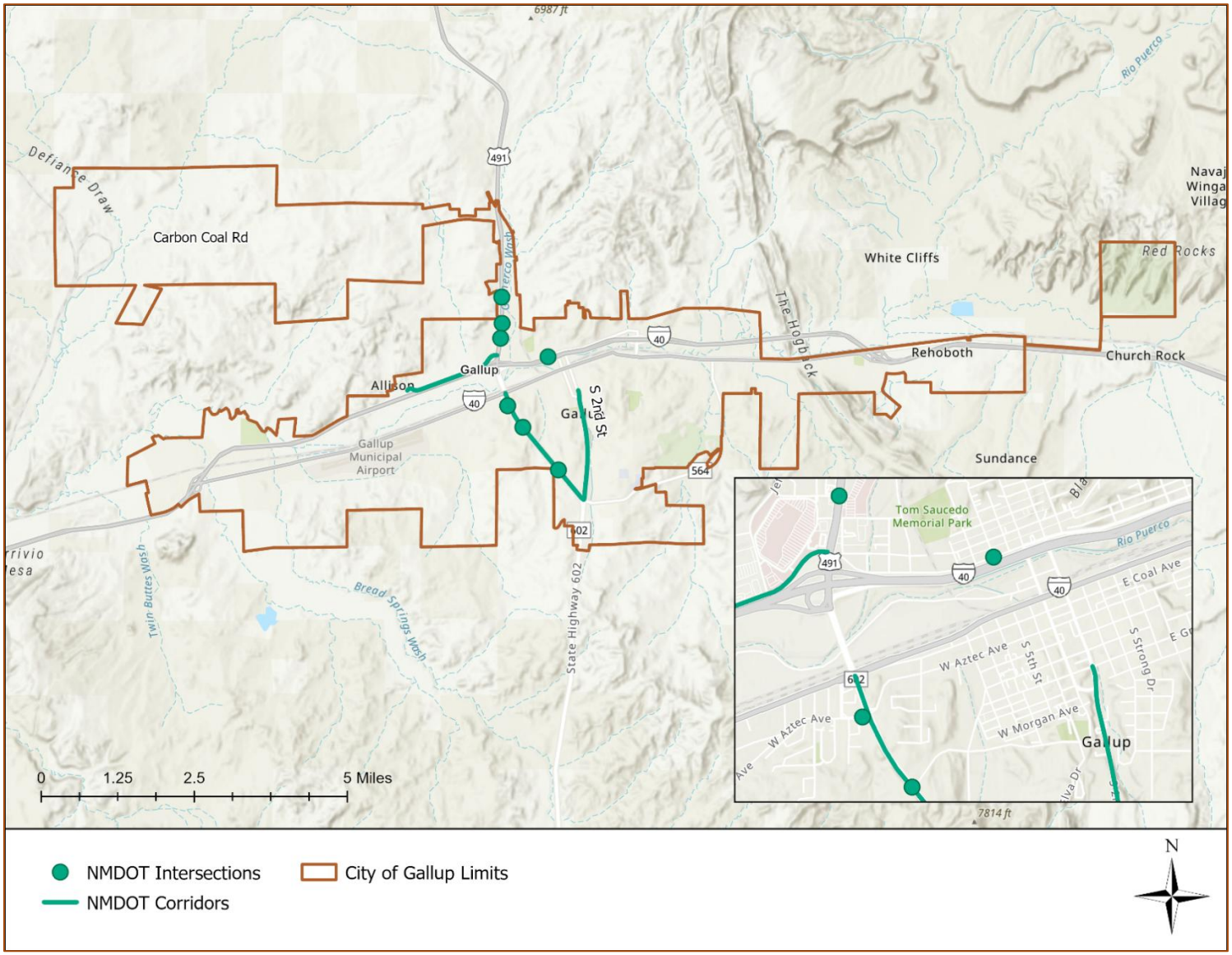


Table 13: Priority Locations, NMDOT-Owned Roadways

Location	Safety Focus Areas
2nd Street from Green Ave to NM 602	Pedestrian walking along roadway crashes, pedestrian crossing crashes, excessive speed crashes
Maloney Ave/5th St Intersection	Dark unlit crashes, pedestrian crossing crashes, excessive speed crashes, roadway departure crashes, DWI crashes
Aztec Ave/Munoz Intersection	Roadway departure crashes, pedestrian crossing crashes
NM 602/Park St intersection	Dark unlit crashes, pedestrian crossing crashes, roadway departure crashes
Maloney Ave from Alison Rd to US 491	Dark unlit crashes, pedestrian crossing crashes, pedestrian walking along roadway crashes, excessive speed crashes, roadway departure crashes
US 491/Jefferson Ave	DWI crashes, pedestrian crossing roadway crashes, dark unlit crashes
NM 602/Nizhoni Blvd	Dark unlit crashes, excessive speed crashes, roadway departure crashes
US 491/Metro Ave	DWI crashes
US 491/Coal Basin Rd	DWI crashes, excessive speed crashes
NM 602 from 2nd St to Hwy 66	Dark unlit crashes, excessive speed crashes, roadway departure crashes, pedestrian crossing crashes

Note: Table includes priority locations from the HFIN analysis without current NMDOT studies or implementation projects

Figure 38: Priority Locations Map, NMDOT-Owned Roadways



Safety Focus Areas

Addressing specific crash types can help Gallup target its most dangerous locations with the appropriate safety countermeasures. Crash types that commonly result in fatalities or serious injuries in Gallup include:

- Night crashes occurring at unlit locations
- Pedestrian crashes where people were hit while walking along a roadway
- Pedestrian crashes where people were hit while crossing the street
- Crashes caused by excessive speed
- Crashes caused by vehicles running off the road (roadway departure crashes)
- Driving while intoxicated (DWI) crashes

This section analyzes each safety focus area to identify locations where these crash types are common and recommends countermeasures to reduce injuries and fatalities.

Night Crashes Occurring at Unlit Locations

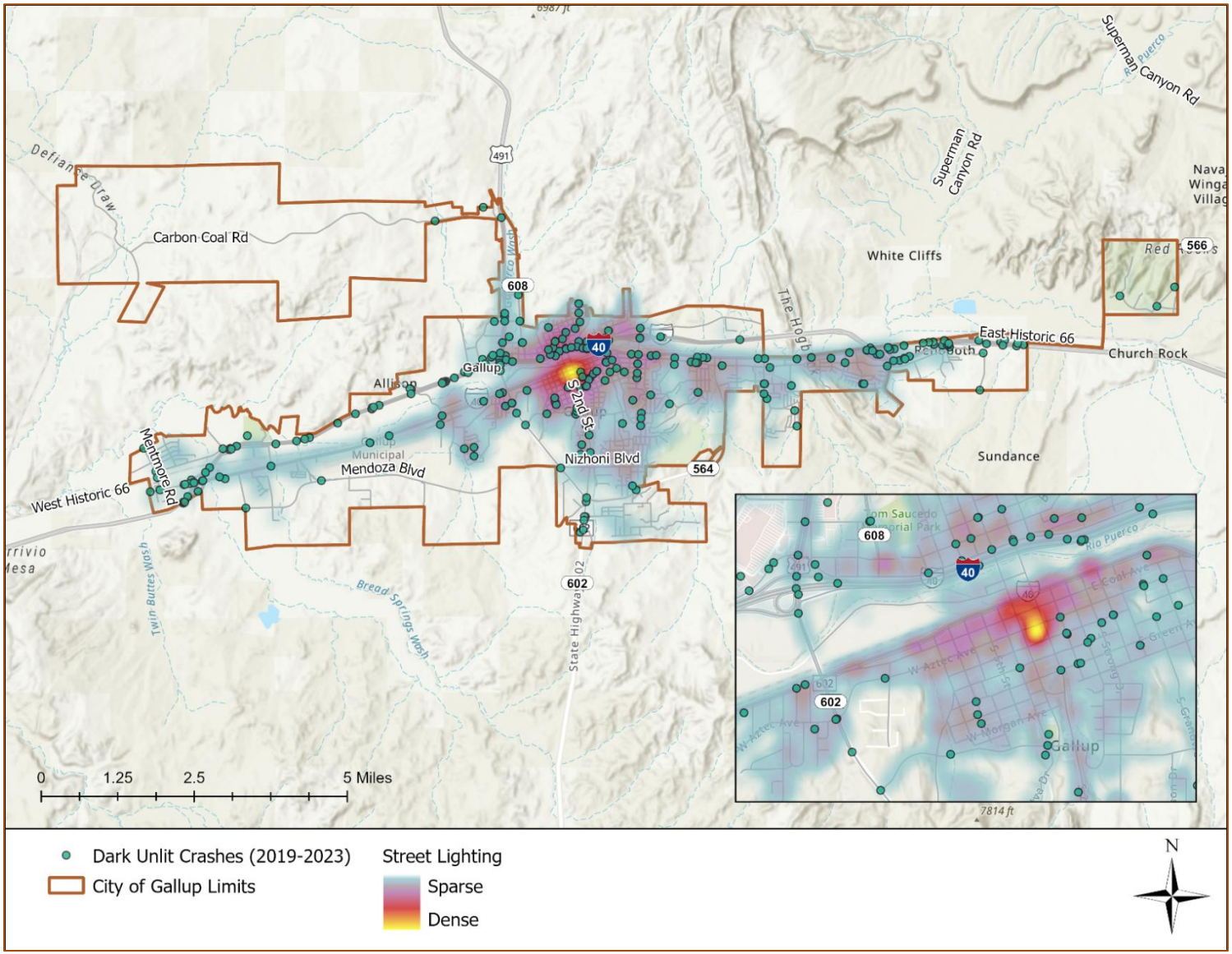
Crashes that occur at dark, unlit locations are more likely to result in fatalities or serious injury. In Gallup from 2019 -2023, there were 304 dark, unlit crashes and almost a quarter of KSI crashes occurred at night in locations without street lighting. Adding or improving lighting can reduce nighttime crashes at intersections and along roadway corridors. Providing lighting also reduces pedestrian-involved crashes.

Figure 39 maps the location of these crashes in relationship to the density of street lights in Gallup. While all of the crashes mapped occurred in unlit locations, several locations stand out as having a high need for improved lighting:

- **Gallup-Owned Roadways:**
  - Green Ave from 7th St to Ford Dr
    - While Green Ave does have some lighting, the high number of nighttime crashes indicates that the corridor could be assessed for additional or improved lighting.
  - Ford Dr (Buena Vista Ave to NM 118)
  - Mendoza Blvd
    - While it may not be cost-effective to add lighting to the entire length of Mendoza Blvd, lighting could be added near intersections to improve safety.
  - Redhill Mobile Home Park
  - Day Street between Rollie Rd and Hwy 66
- **NMDOT-Owned Roadways:**
  - NM 602 between Gallup's southern limits and NM 118
  - I-40 west of US 491 and east of Ford Dr
  - NM 118 east of the I-40 East Interchange and west of the I-40 West Interchange.
    - NM 118 from the I-40 East Interchange to Gallup City limits saw eight KSI crashes in dark, unlit conditions from 2019 – 2023, six of which were fatal crashes.
  - Maloney Ave/ J M Montoya Blvd, especially west of US 491

Source: FHWA Proven Safety Countermeasures

Figure 39: Dark Unlit Crashes and Street Lighting, 2019 - 2023



Pedestrian-Involved Walking Along Roadway Crashes

Crashes where pedestrians were struck by vehicles while walking along a roadway can be addressed by adding dedicated space to walk separated from motor vehicle traffic. Sidewalks can greatly improve pedestrian safety but may not be appropriate or cost-effective for rural roadways. Where installing sidewalks is not feasible, other options include adding/widening paved shoulders or providing a paved or unpaved trail separated from the roadway.

Figure 40 maps the location of pedestrian-involved crashes that occurred at non-intersection locations. The crash data do not include sufficient details to distinguish between walking along roadway crashes and crashes that occurred while a pedestrian was crossing the street. However, the map also shows whether sidewalks are present along the roadways, which can help identify locations where pedestrian walkways could mitigate crashes. Several roadways were identified as locations with non-intersection pedestrian crashes and missing sidewalks:

- **Gallup-Owned Roadways:**
  - Mendoza Blvd
  - Sanostee Drive
- **NMDOT-Owned Roadways:**
  - NM 118/Highway 66
    - West of the I-40 West Interchange (near Love's Travel Stop)
    - Between Ford Dr and Boardman Dr
    - East of the Gallup East Interchange
  - Maloney Ave between Walmart and Allison Rd

Note that the ongoing NM 118 safety study is looking at alternatives for adding pedestrian walkways along the corridor.

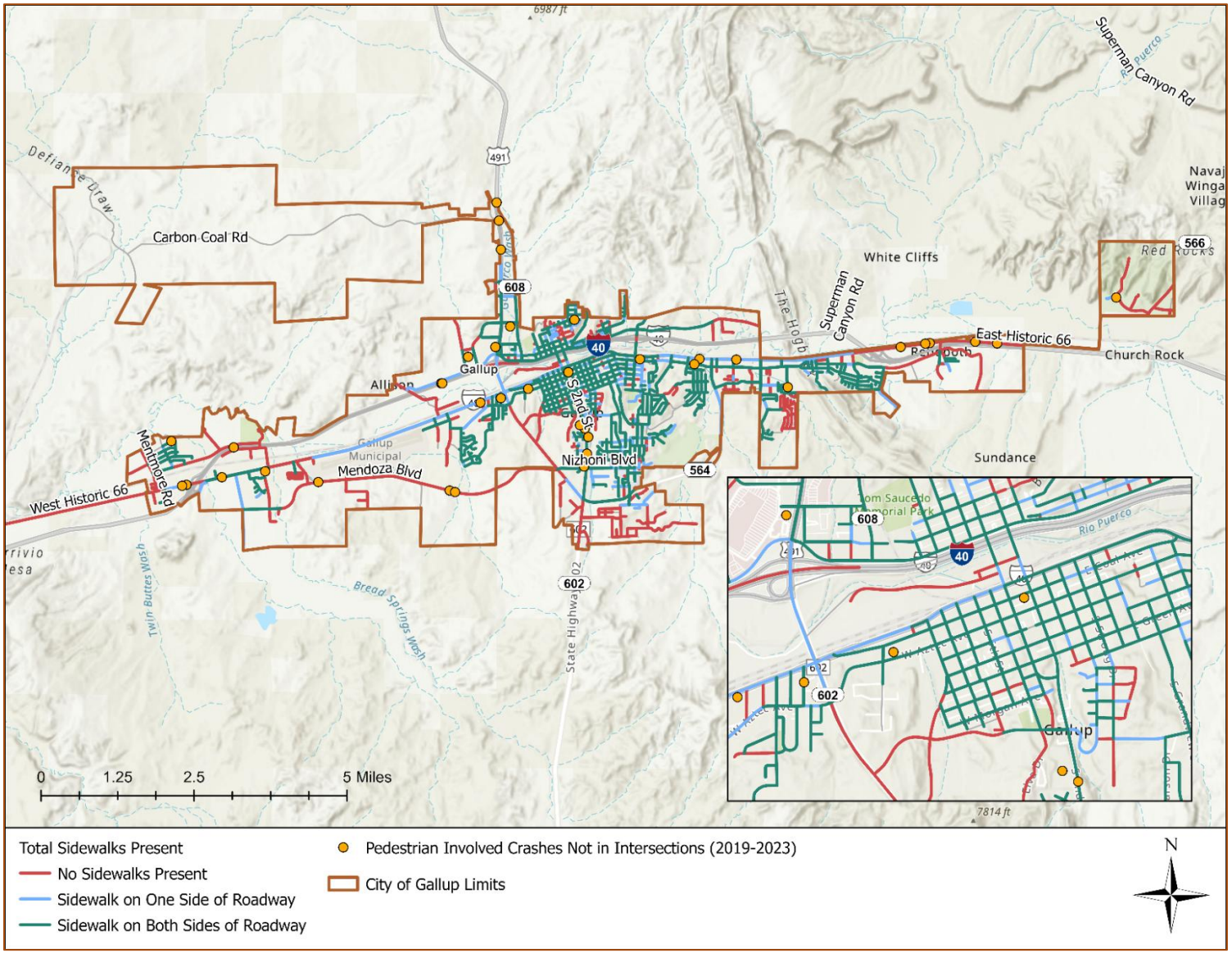
Source: FHWA Proven Safety Countermeasures

It is not practical to install sidewalk along Mendoza Blvd because of its length and lack of curb and gutter. Widening the bike lanes/shoulder area along the roadway would provide more separation for people walking. Providing an trail separated from the road would provide even more separation and safety benefits. If this area sees more development activity, developers may be required to build sidewalks and other utility infrastructure along Mendoza Rd.

The following locations on Gallup-owned roadways could also be prioritized for walkways because of their proximity to schools, although no pedestrian-involved crashes occurred from 2019 – 2023:

- Challenger Rd near Catherine A. Miller Elementary School
- Park Avenue near Hozho Academy

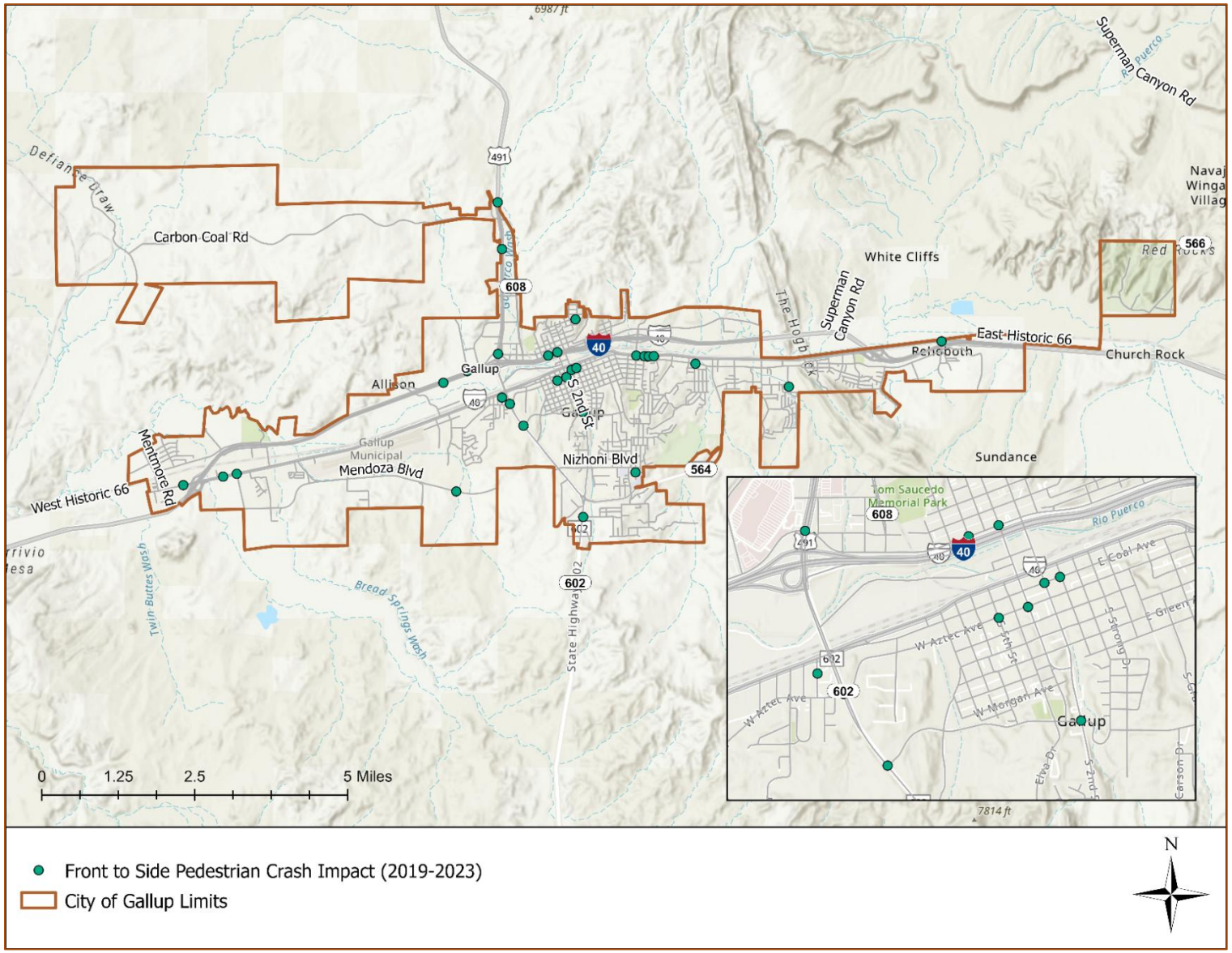
Figure 40: Non-Intersection Pedestrian-Involved Crashes



Pedestrian-Involved Crashes Crossing the Street

Pedestrians are especially vulnerable when crossing a roadway. In Gallup, a lack of formal crossing locations, deteriorating crosswalk striping, and a lack of safety infrastructure at existing crossing locations create safety issues for pedestrians. While crash data lack the detail needed to confirm which pedestrian-involved crashes occurred during roadway crossings, **Figure 41** maps front-to-side pedestrian-involved crashes, which may reflect crashes that occurred when a pedestrian was crossing.

Figure 41: Front to Side Pedestrian-Involved Crashes



To supplement the map, the study team completed a desktop review of crossing conditions at locations in Gallup where pedestrian-involved crashes occurred to recommend locations for new or improved crossings. A complete list of recommended crossing improvements can be found in Appendix G, which inventoried crosswalk conditions at locations where pedestrian-involved crashes occurred and at school crossings. Appendix G also includes descriptions of recommended crossing treatments.

Excessive Speed Crashes

Speed was a top contributing factor in 12% of KSI crashes, the third most common top contributing factor (behind distracted driving and driving while intoxicated). Speed is directly related to crash severity, especially for vulnerable road users who are not protected by a vehicle in a crash.

It is important to distinguish between *speeding* and *speed* when describing solutions to speed-related crashes. **Speeding** occurs when drivers exceed the posted speed limit. **Speed** refers to any situation where vehicle speeds are high, including when drivers are following posted speed limits on high-speed roadways. In Gallup, crashes that occur on roads with speed limits of 45 mph or above are more likely to result in injuries or fatalities.

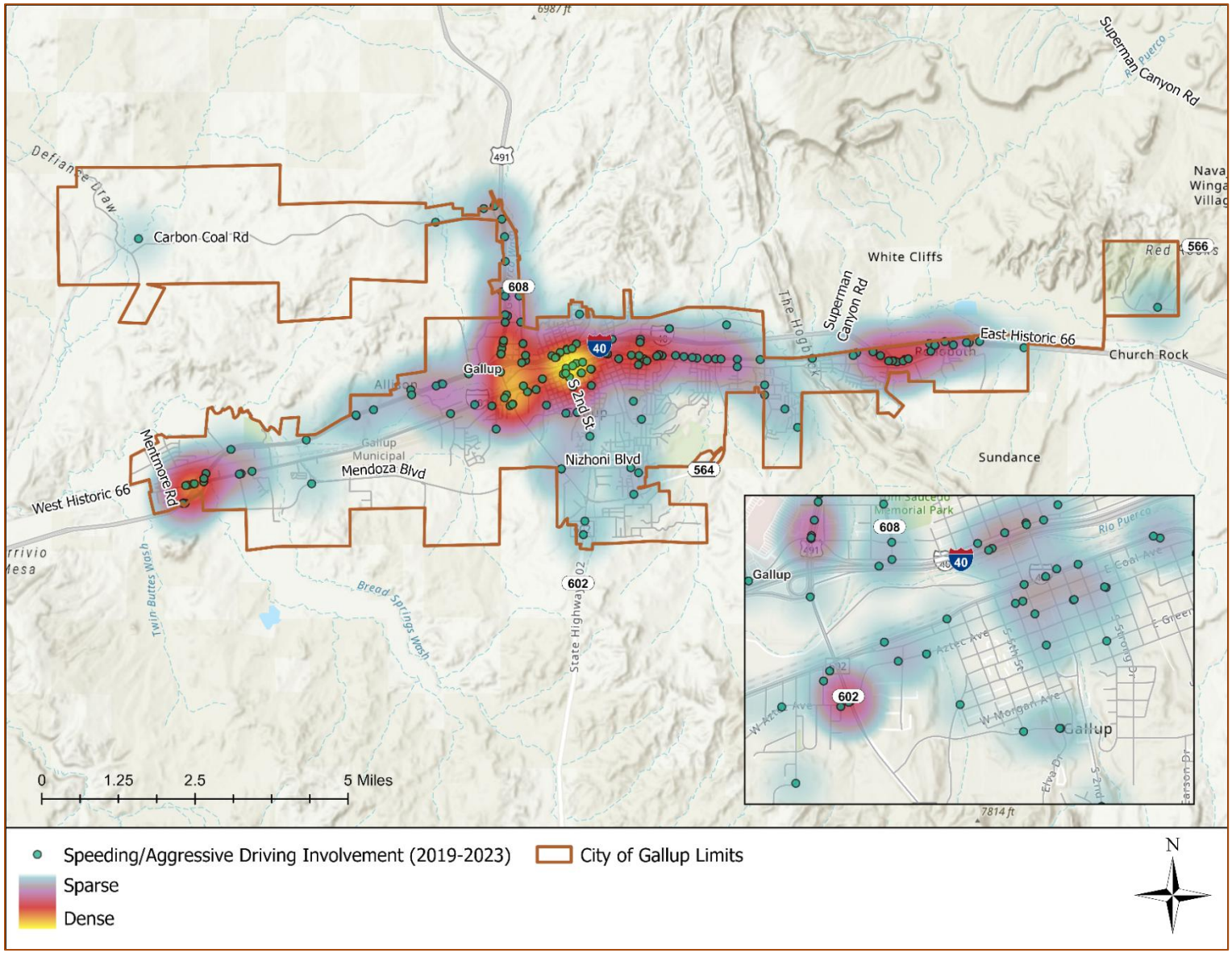
Figure 42: Pedestrian Fatality Rate by Speed of Vehicle

Source: FHWA

Data on excessive speed/aggressive driving involvement was used to identify some locations where countermeasures could be applied to reduce speeding-related crashes (see **Figure 43**).

- Gallup-Owned Roadways
  - Downtown Gallup, concentrated on Aztec Ave
- NMDOT-Owned Roadways:
  - I-40 West Interchange
  - NM 118
  - NM 602 near Aztec Ave
  - W Maloney Ave
  - I-40 near the Gallup East Interchange

Figure 43: Speeding/Aggressive Driving-Involved Crashes



Countermeasures that can address **speeding** include adding speed limit signs, speed feedback signs, and automated speed enforcement. Countermeasures that address **speed** include setting appropriate speed limits, traffic calming, roundabouts, and road diets.

Add Speed Limit Signs

Many streets in Gallup lack speed limit signs. Adding speed limit signs can help increase awareness of the speed limit for drivers and could also improve crash data collection. Many crash reports in Gallup are missing speed limit data, and adding more signage can help assist responding officers in quickly identifying a roadway's speed limit.

When adding new speed limit signs, speed limits can be assessed to determine if existing limits are appropriate or if there are opportunities to reduce the speed limit to improve safety.

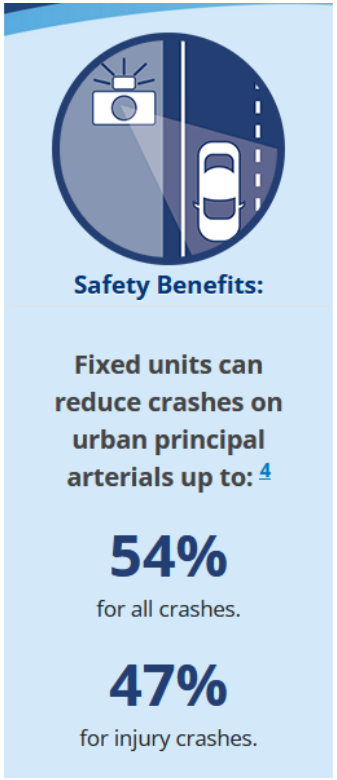
Setting Appropriate Speed Limits

Re-examining speed limits on roadways on the High Fatal and Injury Network could help decrease crashes. The City of Gallup may wish to set lower speed limits for areas with high pedestrian and bicyclist activity (such as downtown) or along high-speed roadways where crashes occur frequently. The City may also consider reducing speed limits systemwide, such as by reducing all residential speed limits to 20 mph. Setting lower speed limits is most effective when paired with traffic calming techniques.

Speed Feedback Signs

Speed feedback signs use radar to detect a driver's speed and display it on a sign. Some models also include lights that flash when a driver exceeds the speed limit. Speed feedback signs can be fixed or moveable, and should be placed along corridors where speeding is an issue. They can be especially helpful in locations where speed limits step down as highways or rural roadways enter more urban areas. Speed feedback signs can also be used to collect data on vehicle speeds.

Speed Cameras



Source: FHWA Proven Safety Countermeasures

Automated Speed Enforcement

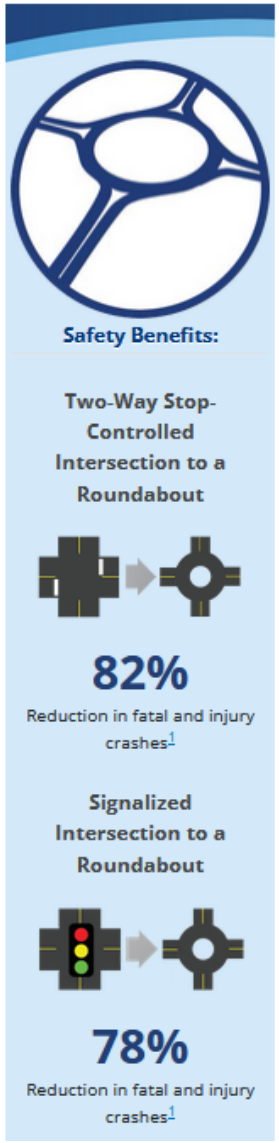
Speed cameras can detect when drivers exceed the speed limit, take a video of the offence, and issue citations. Speed cameras have been deployed in several communities in New Mexico, including Albuquerque, Santa Fe, and Portales.

Traffic Calming

The Gallup Transportation Master Plan includes a traffic calming toolkit which describes infrastructure strategies for slowing vehicle speeds. Countermeasures in the toolkit include lateral shifts, curb extensions, median islands, raised pedestrian crossings, and mini traffic circles, among others. These techniques create "visual friction" to the street, which prompts drivers to slow down.

Roundabouts

Roundabouts reduce speeds at intersections, which reduces crash severity. Oftentimes roundabouts provide better level of service for drivers than traditional signalized intersections, with reduced delay and queuing.



Source: FHWA Proven Safety Countermeasures

Figure 44: Roundabout with Multimodal Facilities

Source: FHWA Proven Safety Countermeasures

Road Diets

Reducing the total number of travel lanes on a roadway is referred to as a road diet. Many road diets reduce a four-lane roadway to two lanes with a center turn lane. Road diets can improve safety for several reasons:

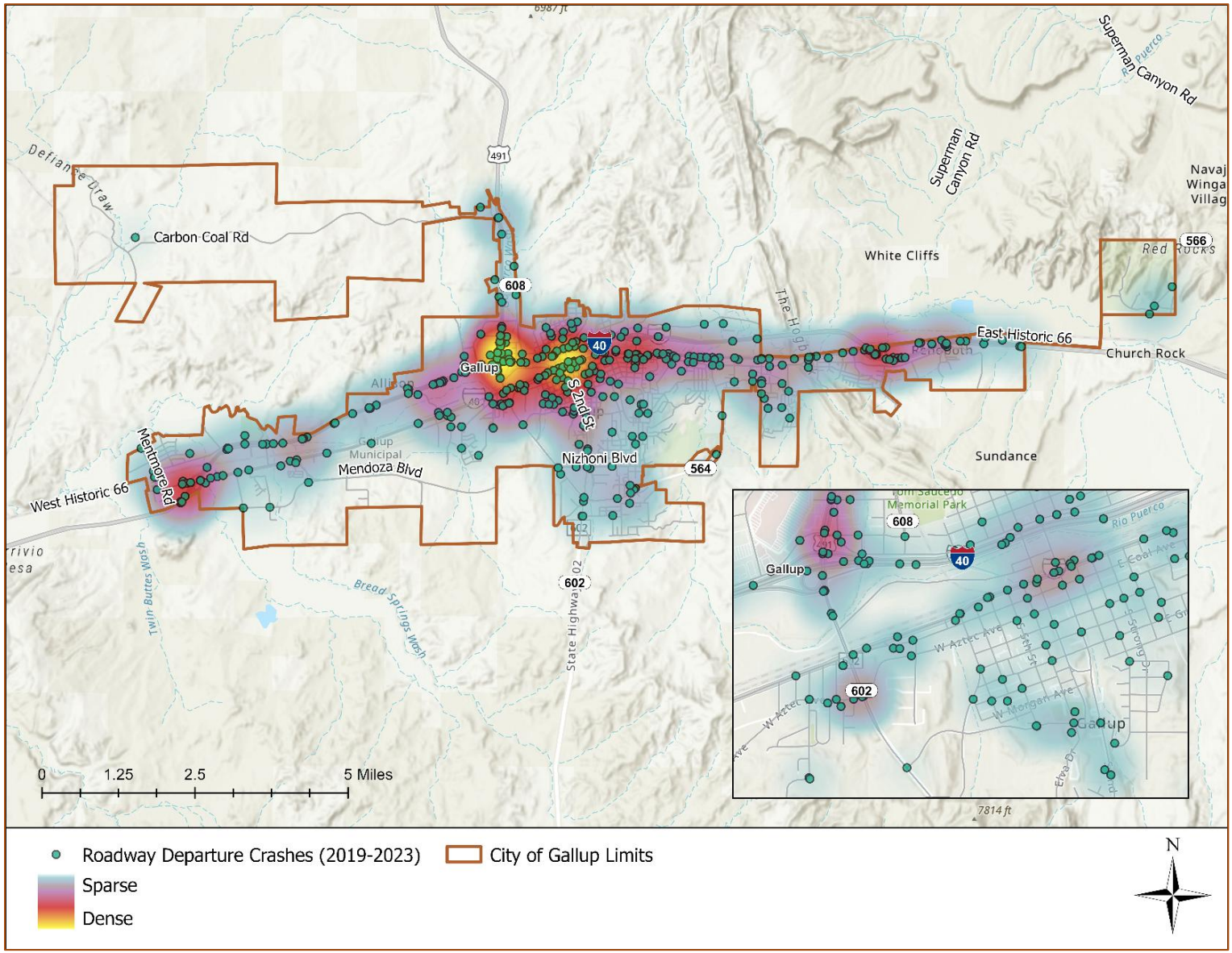
- Road diets reduce rear-end crashes because turning vehicles have a dedicated lane.
- Vehicle speeds are slower and more consistent.
- Additional space is freed up for bike lanes or sidewalks.
- Pedestrians have fewer lanes to cross and are less exposed to traffic. The center turn lane also creates opportunities for median islands.

Roadway Departure Crashes

Roadway departure crashes occur when a vehicle crashes outside of the roadway footprint. They can occur either with a single vehicle (for example, a vehicle steering off the roadway at a curve) or can involve multiple vehicles if a vehicle crosses into an opposing lane. Roadway departure crashes are common in Gallup, with 17 percent of total crashes and 25 percent of KSI crashes involving roadway departure (mapped in **Figure 45**). Locations with injury and fatal roadway departure crashes include:

- Boardman Ave from NM 610 to College Dr
- Munoz Dr/Aztec Ave intersection
- Maloney Ave
- I-40 (corridor, east interchange, and west interchange)
- NM 118/Hwy 66
- 2nd Street

Figure 45: Roadway Departure Crashes



Countermeasures that can address roadway departure crashes include:

- **Enhanced delineation for horizontal curves:** Strategies such as adding chevron signs, pavement markings, and adding retroreflective elements to signs and signposts can alert drivers to curves, inform them of appropriate driving speeds, and reduce roadway departure crashes.
- **Longitudinal rumble strips:** Rumble strips are raised elements on the shoulder or centerline of a roadway that alert drivers when they are leaving the lane. Centerline rumble strips are especially effective at reducing head-on crashes on rural two-lane roads, like Mendoza Blvd and Boardman Drive.
- **Wider edge lines:** Striping wider edge lines (six inches rather than four inches) is a cost-effective strategy at preventing roadway departure crashes. They can be applied to all facility types in urban and rural contexts. They can be implemented during regularly rescheduled restriping activities.

Figure 46: Enhanced Delineation Chevron Signage

Source: FHWA

Driving While Intoxicated (DWI) Crashes

Drug- or alcohol-involvement in a crash significantly increases the risk of fatality or serious injury. From 2019 – 2023, DWI contributed to 22 fatalities and 31 serious injuries, or 44% of all KSI crashes in Gallup.

In Gallup, alcohol-involved crashes are more likely to occur on Saturday and Sunday and between 4 PM and 10 PM (see **Table 14** and **Table 15**).

Table 14: Day of Week for Impaired Driving-Involved Crashes, 2019 - 2023

	Number of Crashes	Percent of Impaired Driving-Involved Crashes
Sunday	76	18%
Monday	38	9%
Tuesday	51	12%
Wednesday	44	11%
Thursday	66	16%
Friday	60	14%
Saturday	82	20%
Total	417	-

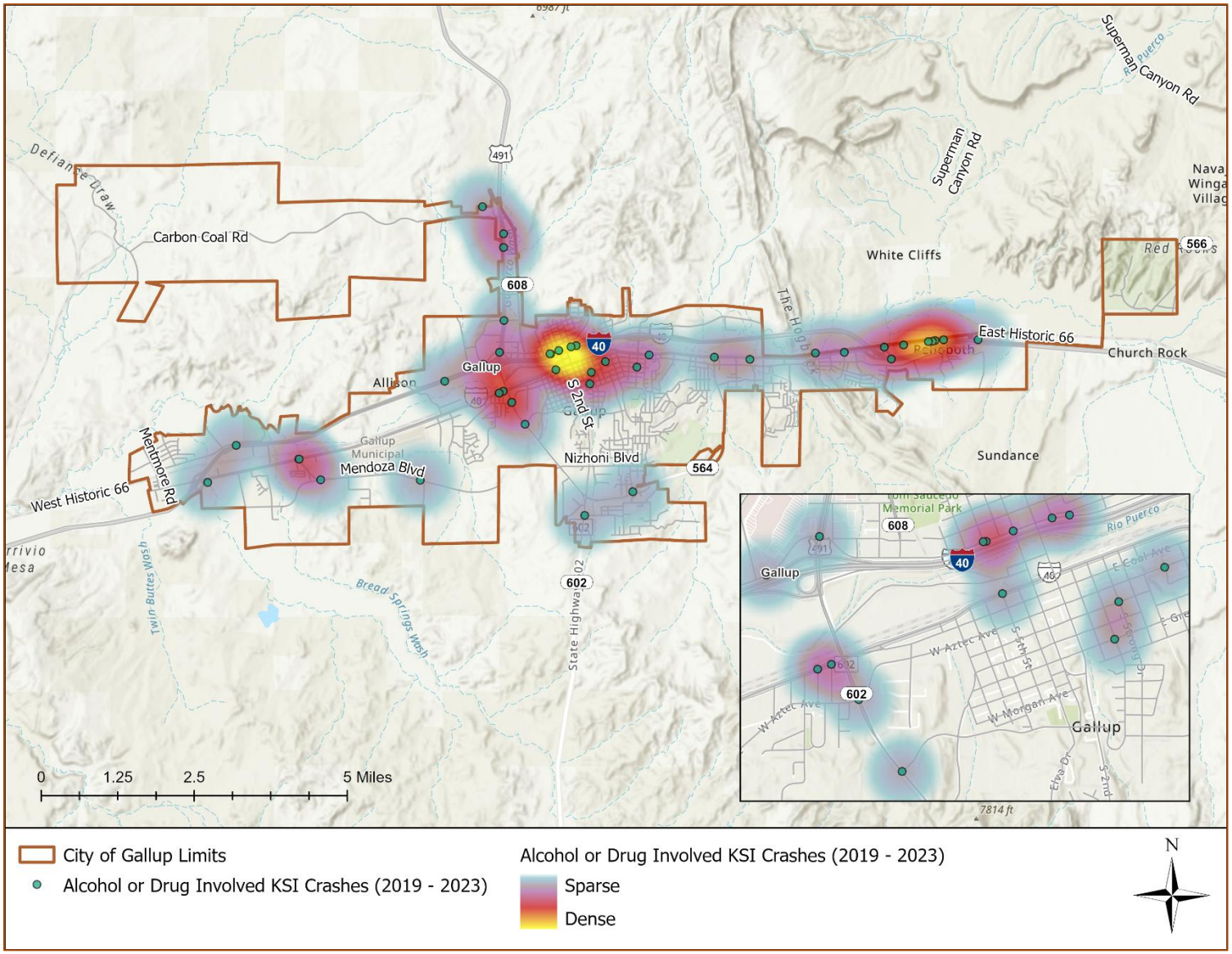
Table 15: Time of Day for Impaired Driving-Involved Crashes, 2019 - 2023

	Number of Crashes	Percent of Impaired Driving-Involved Crashes
12 AM - 2 AM	41	10%
2 AM - 4 AM	28	7%
4 AM - 6 AM	8	2%
6 AM - 8 AM	4	1%
8 AM - 10 AM	7	2%
10 AM - 12 PM	11	3%
12 PM - 2 PM	30	7%
2 PM - 4 PM	48	12%
4 PM - 6 PM	61	15%
6 PM - 8 PM	66	16%
8 PM - 10 PM	62	15%
10 PM - 12 AM	51	12%
Total	417	

Figure 47 maps the location of KSI crashes that involved drugs or alcohol. Impaired-driving crash hotspots include:

- NM 118/Route 66
  - The entire segment of NM 118 that runs through Gallup city limits has high rates of DWI-involved crashes. However, an especially high concentration occurs between Muñoz Dr and Rehoboth Dr, especially near downtown Gallup.
- Maloney Ave between US 491 and Ford Dr
- US 491 between Aztec Ave and Jefferson Ave
- I-40 between Allison Rd and Ford Dr
  - While I-40 is a hotspot for DWI-involved crashes, many more crashes occur on NM 118 and Maloney Dr, which both parallel I-40. This could indicate that impaired drivers tend to avoid the interstate in favor of surface streets.

Figure 47: Map of Alcohol- and Drug-Involved KSI Crashes, 2019 - 2023



The Safe Systems Approach can address the problem of impaired driving through a multifaceted lens:

- Safer People: Enforcement of DWI laws, Alcohol Use Disorder treatment programs, and safe ride home programs can reduce DWI.
- Safer Vehicles: Vehicles can be made safer by integrating ignition interlocks to prevent impaired drivers from starting the vehicle.
- Safer Speeds and Roads: Self-enforcing roadways are designed to encourage drivers to go slower. While safer roads may not decrease the number of people driving while impaired, they can reduce the severity of impaired-driving involved crashes.

McKinley County has several existing programs in place to address DWI, including a DWI Task Force, alcohol use disorder treatment programs, and prevention programs that seek to raise awareness about DWI especially among youth. Additionally, Gallup Police Department routinely conducts saturation patrols and sobriety checkpoints.

The following recommendations for the City of Gallup, McKinely County, Gallup Police Department, and other stakeholders could build on existing efforts and would require a multi-jurisdictional and collaborative approach.

Safer People

Continue to fund and expand Alcohol Use Disorder treatment programs: Treatment programs for alcohol use disorder can help change long-term behavior of DWI offenders. McKinely County has an established program to address alcohol use disorder, which focuses on community wellness and outreach, treatment, alternative sentencing, and program administration.

Increase Publicized Sobriety Checkpoints: This intervention allows police officers to stop vehicles as they pass through a checkpoint to ensure that drivers are sober. Sobriety checkpoints should be highly visible, publicized, and conducted regularly for maximum effectiveness.

Increase High Visibility Saturation Patrols at Strategic Times and Places: Saturation patrols are conducted when many police officers are assigned to patrol a specific area during a specified time of day to enforce DWI laws. If highly visible and well-publicized, these patrols can effectively prevent DWI at high-risk locations and times.

This Safety Action Plan analyzed the location and timing of DWI-involved crashes to provide recommendations around when and where to conduct saturation patrols and sobriety checkpoints. **Figure 47** maps the locations of alcohol- and drug-involved crashes in Gallup, and **Table 14** and **Table 15** describe the times that impaired-driving crashes occurred in Gallup.

Build A Safe Ride Home Program: Safe ride home programs offer free rides to those who are too intoxicated to drive home. Programs often provide credits for rideshare operators like Uber and Lyft. Oftentimes these programs are available during holidays when people are more likely to drink and drive. Although Uber and Lyft have drivers in Gallup, the lack of availability might be an obstacle to this kind of program. In more rural areas like Gallup, an effective safe ride home program may need to be built up using local volunteers, bar and pub owner support, and community champions.

Couple Education and Outreach with Increased Enforcement and Treatment: Driving while intoxicated is a multifaceted issue that requires a variety of interventions to address. Research has shown that public education and marketing campaigns are effective, but only when paired with other strategies to reduce DWI,[1] which can include visible and sustained enforcement, sobriety checkpoints, and alcohol ignition interlocks.

CASE STUDY: WISCONSIN'S TAVERN LEAGE SAFERIDE PROGRAM

The Tavern League of Wisconsin is a trade association representing beverage retailers. They operate a Safe Ride Home program for all their member businesses where patrons can request a free ride home from the bar. The program is funded through Tavern League dues and DWI conviction surcharges and jointly run by The Tavern League and Department of Transportation. The program has given over one million free rides since its launch in 2004.

[1] Johns Hopkins International Injury Research Unit. Evidence Synthesis of Best Practices and Effective Strategies to Reduce Drink Driving. June 2024. Baltimore, MD.

Safer Vehicles

Increase Enforcement to Increase Use of Ignition Interlocks: Ignition interlocks are devices installed in a vehicle that prevent the vehicle from starting if drivers have a blood alcohol level above a certain level and have been proven to be effective at reducing DWI. Research shows that ignition interlocks are more effective at preventing DWI in the long-term if paired with treatment programs.[2]

New Mexico requires an ignition interlock for anyone convicted of a DWI, including first time offenders. The City of Gallup updated its Uniform Traffic Ordinance so that DWI cases can be sent to municipal courts, resulting in faster court proceedings and streamlined prosecution of DWI offenders. Issuing more DWI citations can increase the use of ignition interlocks and prevent drivers from repeatedly driving while intoxicated.

Figure 48: Ignition Interlock Device

Image Source: smartstartinc.com

[2] Voas RB, Tippetts AS, Bergen G, Grosz M, Marques P. Mandating treatment based on interlock performance: evidence for effectiveness. *Alcohol Clin Exp Res*. 2016;40(9):1953–1960. doi:10.1111/acer.13149

Safer Speeds and Roads

Design Self-Enforcing Roadways: Self-enforcing roadways are designed with geometric elements such as roundabouts, speed bumps, and narrower roadway widths that encourage drivers to travel at the posted speed limit. Self-enforcing roadways reduce the severity of crashes because drivers operate at lower speeds, and may also be able to reduce the severity of impaired-driving crashes as geometric elements can also slow impaired drivers.

Traffic calming techniques that are common in self-enforcing roadways are discussed further in the Excessive Speed Crashes section and the Gallup Transportation Master Plan.

Policy and Planning Recommendations

Policy and planning recommendations include the creation of new systems and development of new plans. Supplemental planning activities related to safety are eligible for Safe Streets and Roads for All funding. Policy recommendations aim to support positive changes in City systems and enable evidence-based changes to the transportation system.

Adopt a Complete Streets Policy

Complete Streets policies make streets safer for users of all ages and abilities by specifying how a community will plan, design, and maintain their streets. A strong policy focuses on implementation and proportional support of community members of all backgrounds. Policies should focus on prioritizing improvements in tangible ways and as much as possible incorporate the following ten elements of a robust Complete Streets Policy:

1) **Establish commitment and vision** by creating a clear statement of intent to create a connected and complete network.
2) **Prioritize underinvested and underserved communities** by requiring jurisdictions to define who are their most underserved and underinvested communities and prioritize them throughout the policy. See **Priority Locations** section for a map of priority underserved areas in Gallup.
3) **Apply to all projects and phases,** such as retrofit, restriping, and maintenance projects, instead of only applying to new construction.
4) **Allow only clear exceptions** that are specific with a clear procedure that requires high-level approval and adequate public notice prior to granted exceptions.

5) **Mandate coordination** by requiring private developers to comply and interagency coordination.
6) **Adopt excellent design guidance** by directing agencies to use the best and latest guidelines and design criteria, as well as setting a time frame for implementation.
7) **Require proactive land-use planning** by considering every project's greater context as well as the community's current and future transportation and land-use needs.
8) **Measure progress** by establishing specific performance measures to match the goals of the broader vision, regularly report to the public, and incorporate community considerations.
9) **Set criteria for choosing projects** and allocating funding within the capital improvements planning process in order to ensure that Complete Streets projects are prioritized.
10) **Create a plan for implementation** that includes specific steps for policy implementation in ways to make a measurable impact on what gets built and where.

Source: Smart Growth America

The City of Gallup updated their Land Development Standards in 2023. The updated standards include street design guidance for new development. These standards could serve as a starting point for developing Complete Streets guidelines, which would apply to retrofit, restriping, and maintenance projects as well as new construction.

Develop a Bicycle and Pedestrian Master Plan

Active transportation plans, such as bike and pedestrian plans, support and encourage transportation choices other than personal automobiles, efforts to improve air quality and community health, and the implementation of other, broader plans such as long-range transportation and comprehensive plans. Cyclists and pedestrians are considered vulnerable road users (VRUs) and require additional considerations in the planning and design process.

A bike and pedestrian plan would greatly support the Gallup CSAP's efforts to improve safety along areas such as J M Montoya Blvd and Aztec Ave. The plan would also create bicycle and pedestrian network maps that would provide a roadmap for building out a complete and functional active transportation system. The Bicycle and Pedestrian Master Plan would complement a Complete Streets Policy by designating modal priorities on Gallup's streets that could be implemented via the Complete Streets program.

Update Pedestrian Facilities Per The ADA Transition Plan

The City of Gallup ADA Transition Plan (updated in 2025) responds to a federal mandate to ensure that individuals with disabilities in the United States have access to public facilities. The Plan was updated to reflect progress in ADA improvements throughout the City through 2025, as well as new federal ADA standards. Many of the projects identified in the ADA Transition Plan will improve safety conditions and ease the vulnerability of pedestrians in Gallup.

Locations where pedestrian-involved crashes occur frequently can be prioritized for ADA upgrades. **Figure 40** (map of pedestrian-involved crashes) and **Figure 34** (Vulnerable Road User High Fatal and Injury Network) in the **Safety Analysis** Section can be used to prioritize sidewalks and crossings for ADA upgrades.

Develop A Plan For Striping Maintenance And Regular Resurfacing Projects

Developing and adhering to a maintenance plan will ensure that signs and pavement markings are visible and retroreflective, and that pavement stays in good condition. Restriping and resurfacing will help to improve streets throughout the City of Gallup that have minor issues and dulled striping. While the City of Gallup does have an annual plan for updating its striping, striping with more frequency is needed to ensure markings remain visible especially after the winter months.

Continue Meeting As A Safety Task Force

The Safety Task Force serves as a vehicle for leadership to ensure that they are meeting the targets and goals of the CSAP. Active participation can assist the Safety Task Force in navigating and overcoming any governmental hurdles that may arise during implementation. By continuing to meet, a planning structure and progress-tracking system can be maintained. This structure is a requirement of the Safe Streets for All program to receive implementation funding, and can also assist in securing local or state funding for safety-focused projects. The Northwest New Mexico Council of Governments (NWNMCOG) will lead future Safety Task Force Meetings in collaboration with the McKinley County Safety Task Force.

Monitor Progress Over Time And Make The Information Available To The Public

Monitoring progress towards safety is important to demonstrate what measures are working and that progress towards the plan's goals is being made. By making this information publicly available, community members can see for themselves what progress is being made towards the goals; other entities such as local jurisdictions, private entities, and anyone interested in Gallup's safety can

access the information. See Appendix I for a progress tracking template that the Safety Task Force can use to monitor progress. Progress monitoring is a requirement of the Safe Streets for All program.

Collaborate with NMDOT

Different approaches to collaboration are important as the planning process includes varying organizational, legislative, and transportation system contexts. Collaboration between the City of Gallup and NMDOT can provide a mechanism for bringing the plan's goals and objectives to fruition and ensuring support from the state. Transportation safety requires a multi-disciplinary approach and consensus between agencies will strengthen safety goals and strategies.

Collaborate with Burlington Northern Santa Fe (BNSF) Railway

Rail crossings are known safety issues for drivers and pedestrians in Gallup. Coordination with BNSF can help address safety deficiencies. In addition, coordination on crash data is needed so that rail-involved crashes are included in the crash dataset: currently, many of these crashes are not included in crash data reporting which creates challenges for safety analyses and plan monitoring.

Improve Accuracy Of Crash Data

Improve the accuracy of crash data by ensuring that crash factors and correct locations are included in police reports; especially for serious injury and fatal crashes. This can be achieved by providing training to patrol officers on crash reporting best practices. Since patrol officers are the primary reporters of crashes, adequate training should be provided so that the crashes are reported accurately. Areas for improvement in crash data collection include:

- Crash reports should include as much detail as possible related to the cause of the crash. This is especially critical for killed and serious injury crashes.
- Exact locations should be logged rather than assigning crashes to the nearest intersection.
- Consistency between officers is critical when determining First Harmful Events or the Crash Analysis. Additional training can ensure consistency.

- The Traffic and Criminal Software (TraCs) is used statewide to report crashes, which assists the NMDOT in compiling and cleaning crash data and ensures accurate location reporting. The City of Gallup should migrate their crash reporting procedures to TraCs to improve data quality.
- Rail-involved crashes should be reported with other traffic-related crashes; current crash data do not include many of the rail-involved crashes that occurred in Gallup, which skews the results of crash data analysis.

Programmatic Recommendations

Programmatic recommendations support community efforts to improve safety, educate residents on the importance of safety, and address behavioral causes of safety issues. When paired with policy recommendations and infrastructure improvements, safety programming promotes responsible road user behavior.

Programmatic activities are eligible for SS4A funding under the "Demonstration Activities" funding category; however, funding is only available for pilot projects rather than ongoing continuation of programming activities. SS4A Demonstration Activity funding can provide a means to launch programmatic activities and determine their effectiveness before creating long-term, ongoing programs.

Develop Education Campaigns

Education campaigns play an important part in raising awareness surrounding safety issues. Vulnerable road users such as cyclists and pedestrians are at a much higher risk of injury in crashes; targeted education efforts towards drivers, pedestrians, and cyclists can educate road users about these increased risks. The City of Gallup can pilot various safety messaging and approaches that work within the community.

Education campaigns can be implemented through signage, efforts in schools and government agencies, and public events. Pop-up safety demonstrations using temporary materials can demonstrate new street design treatments. Even simple campaigns like handing out flyers at public events can increase vulnerable road user awareness. Pedestrian and cyclist education should be targeted as basic riding skills, road rules, and safety practices can help prevent them from encountering potentially dangerous situations.

Coordinate With School Districts For Driver And Bicycling Education

Additional education efforts should be targeted towards young people. Often, young people do not have as much experience as older drivers and active transportation users, so early education efforts can support sound knowledge of safety practices, road rules, and basic riding skills. Students can also disseminate information to their parents/guardians, and engaging students is an effective strategy for creating broader awareness in the community.

Build a Safe Routes to School Program

The Safe Routes to School initiative works to make it convenient, fun, and safe for children to walk and bicycle to and from school. Walking, cycling, and other active modes of transportation have been shown to increase physical and mental health.

Local Safe Routes to School efforts could deploy education and encouragement programs with schools and families to push for strong municipal and district policies that support safe bicycling and walking. Examples of Safe Routes to School programming include:

- **Walk and Bike to School Day:** National events are held in October and May and local communities can participate through programming and by promoting the event. For more resources, visit: https://www.walkbiketoschool.org/
- **Bike and Walk "Buses":** Bike and Walk buses consist of groups of parents and children that organize walking and biking to school together. They provide regular opportunities for children to walk and bike in a safe, supervised environment.
- **Bicycle education for children:** Educational events can help teach children how to ride safely to and from school.
- **Quick-build projects:** Quick-build projects are street improvement projects that are built quickly using temporary materials like paint, planters, flexible bollards, and even tires or hay bales. Students can be valuable partners in implementing quick build projects near schools. Students can help build traffic calming devices, paint crosswalks, and provide art and creative placemaking for projects.

The City of Gallup can join NMDOT statewide Safe Routes to School coordination meetings, which provide a forum for jurisdictions throughout the state to discuss opportunities and strategies. Parents, teachers, and school administrators can also be collaborative partners to help implement Safe Routes to School programming in individual schools.

Implement DWI Reduction Strategies

In the City of Gallup, alcohol and drugs are involved in 69 percent of fatal crashes and 34 percent of serious injury crashes. DWI reduction strategies include Alcohol Use Disorder treatment programs, sobriety checkpoints, saturation patrols, safe ride home programs, education and outreach, ignition interlock devices, and self-enforcing roadways. For additional details, reference the Driving While Intoxicated (DWI) Crashes section.

IMPLEMENTATION

The Implementation section outlines how Gallup will move from planning to action by prioritizing projects, assigning responsibilities, and tracking progress over time. It describes the criteria used to rank recommended infrastructure, systemic, policy, and programmatic projects, and presents them in priority order to guide near- and long-term decision making. This section also identifies the agencies and partners responsible for carrying each recommendation forward and establishes a framework for ongoing monitoring and reporting to ensure the plan remains effective and responsive to community needs.

Prioritization Criteria and Methodology

Project prioritization criteria were developed in conjunction with the Safety Task Force, who provided feedback on which criteria were most important. **Error! Reference source not found.** depicts the results of the Safety Task Force poll, which asked participants to rank potential prioritization criteria. Results from the poll were adapted into the weighted scores seen in Table 16.

Table 16: Prioritization Criteria Weights

Criteria	Weighted Score
Crash History	1.5
Vulnerable Populations	1.25
Cost	1.25
Vulnerable Road Users	1
Public Support	0.75
Technical Feasibility	0.75
Disadvantaged Areas	0.5
Total	7

Each project was scored for every applicable criterion, and the total was then normalized by dividing it by the project's maximum possible score, resulting in values between zero and one (one equating to the highest). When a criterion did not apply to a project, it was marked as "N/A," and that criterion's weighted points were removed from the project's total possible score. For example, the

"bicycle and pedestrian master plan" received an "N/A" for the crash history criterion because it covers the entire city rather than a specific location, so 1.5 points were deducted from its maximum possible score.

For more information on how projects were scored, as well as a detailed table of project scoring results, reference Appendix H.

Monitoring and Reporting

The Safe Streets and Roads for All Program requires, at a minimum, annual public reporting on progress towards reducing fatalities and serious injuries. Appendix I provides a Project/Strategy/Program Tracking Worksheet to monitor progress and outcomes of individual safety projects. These worksheets should be completed as projects are implemented. Appendix I also includes an Annual Transportation Safety Report Template, which tracks progress towards Vision Zero as well as specific safety focus areas over time.

Priority Project Matrix

The priority project matrix (see

Table 17) describes recommended projects, the safety focus areas addressed by the project, whether the project is eligible for Safe Streets for All funding and which category of funding it is eligible for, the agencies responsible for implementing the project, and the score the project received in the prioritization process. Projects are sorted by type and priority score.

In addition to the projects in the Priority Project Matrix, several recommendations regarding ongoing implementation of the CSAP are described in Table 19.

Table 17: Priority Project Matrix

Project	Safety Focus Area	Eligible for SS4A	SS4A Funding Category	Responsible Party	Priority Score
Planning and Policy Recommendations					
Develop a Bicycle and Pedestrian Master Plan	Multiple	Y	Supplemental Planning Activity	Public Works, Parks and Recreation, Community Development Department	0.850
Adopt a Complete Streets Policy	Multiple	N	N/A	Public Works	0.675
Develop a plan for striping maintenance and resurfacing	Multiple	N	N/A	Public Works	0.654
Improve accuracy of crash data	Multiple	Y	Demonstration Activities	Gallup Police Department	0.400
Programmatic Recommendations					
Coordinate with school districts for driver and bicycling education	Multiple	Y	Demonstration Activities	Gallup-McKinely County Schools, Public Works, Gallup Police Department	0.925
Safe Routes to School	Multiple	Y	Demonstration Activities	Gallup-McKinely County Schools, Public Works	0.875
Police Training for DWI Reduction Strategies	DWI Crashes	Y	Demonstration Activities	Gallup Police Department	0.712
Safety education public awareness campaigns	Multiple	Y	Demonstration Activities	Gallup Police Department, Public Works	0.600

Project	Safety Focus Area	Eligible for SS4A	SS4A Funding Category	Responsible Party	Priority Score
Alcohol Use Disorder treatment programs	DWI Crashes	N	N/A	Behavioral Health, Gallup Police Department	0.558
Safe ride home program pilot	DWI Crashes	Y	Demonstration Activities	Behavioral Health, Gallup Police Department, other community entity	0.442
Systemic Recommendations					
Systemic application of crosswalk improvements	Pedestrian crossing crashes	Y	Implementation	Public Works	0.846
Update pedestrian facilities per the ADA Transition Plan	Pedestrian crossing crashes; pedestrian walking along roadway crashes	Y	Implementation	Public Works	0.750
Systemic application of speed limit signs and examination of speed limits	Excessive speed crashes	Y	Implementation	Public Works	0.692
Automated speed enforcement	Excessive speed crashes	Y	Implementation	Public Works, Gallup Police Department	0.596
Systemic application of street lighting	Dark, unlit crashes	Y	Implementation	Public Works	0.558
Speed feedback signs	Excessive speed crashes	Y	Implementation	Public Works, Gallup Police Department	0.538
Increased enforcement (saturation patrols and sobriety checkpoints)	DWI Crashes	N	N/A	Gallup Police Department	0.500

Project	Safety Focus Area	Eligible for SS4A	SS4A Funding Category	Responsible Party	Priority Score
Systemic application of traffic calming in downtown Gallup	Excessive speed crashes	Y	Implementation	Public Works	0.500
Systemic application of horizontal curve treatments	Roadway departure crashes	Y	Implementation	Public Works	0.442
Location-Specific Recommendations					
Aztec Ave from Munoz Drive to Tocito Trail	Excessive speed crashes, pedestrian crossing crashes	Y	Implementation	Public Works	0.857
Park Avenue near Hozho Academy	Pedestrian walking along roadway crashes, pedestrian crossing crashes, excessive speed crashes	Y	Implementation	Public Works	0.732
Ford Drive from Buena Vista Ave to Hwy 66	Pedestrian walking along roadway crashes, pedestrian crossing crashes, excessive speed crashes, dark unlit crashes	Y	Implementation	Public Works	0.643
Mendoza Road from Armand Ortega Blvd to NM 602	Pedestrian walking along roadway crashes, dark unlit crashes, excessive speed crashes, roadway departure crashes	Y	Implementation	Public Works	0.554
Arnold Street/Aztec Ave intersection	Excessive speed crashes	Y	Implementation	Public Works	0.518

Project	Safety Focus Area	Eligible for SS4A	SS4A Funding Category	Responsible Party	Priority Score
Walkway on Challenger Rd near Catherine A Miller Elementary	Pedestrian walking along roadway crashes	Y	Implementation	Public Works	0.518
Sanostee Dr between Klagetoh St and Sweetwater Pl	Pedestrian walking along roadway crashes	Y	Implementation	Public Works	0.482
3rd Street from Logan Ave to Maloney Ave	Pedestrian walking along roadway crashes, pedestrian crossing crashes, excessive speed crashes	Y	Implementation	Public Works	0.464

Table 18: NMDOT-Owned Roadways Safety Focus Areas

Project	Safety Focus Area	Eligible for SS4A	SS4A Funding Category	Responsible Party
NMDOT-Owned Roadways Safety Focus Areas				
2nd Street from Green Ave to NM 602	Pedestrian walking along roadway crashes, pedestrian crossing crashes, excessive speed crashes	Y	Implementation	NMDOT
Aztec Ave/Munoz Intersection	Roadway departure crashes, pedestrian crossing crashes	Y	Implementation	NMDOT
Maloney Ave from Alison Rd to US 491	Dark unlit crashes, pedestrian crossing crashes, pedestrian	Y	Implementation	NMDOT

	walking along roadway crashes, excessive speed crashes, roadway departure crashes			
Maloney Ave/5th St Intersection	Dark unlit crashes, pedestrian crossing crashes, excessive speed crashes, roadway departure crashes, DWI crashes	Y	Implementation	NMDOT
NM 602 from 2nd St to Hwy 66	Dark unlit crashes, excessive speed crashes, roadway departure crashes, pedestrian crossing crashes	Y	Implementation	NMDOT
NM 602/Nizhoni Blvd	Dark unlit crashes, excessive speed crashes, roadway departure crashes	Y	Implementation	NMDOT
NM 602/Park St Intersection	Dark unlit crashes, pedestrian crossing crashes, roadway departure crashes	Y	Implementation	NMDOT
US 491/Coal Basin Rd	DWI crashes	Y	Implementation	NMDOT
US 491/Jefferson Ave	DWI crashes, pedestrian crossing roadway crashes, dark unlit crashes	Y	Implementation	NMDOT
US 491/Metro Ave	DWI crashes	Y	Implementation	NMDOT

*Note: NMDOT locations where improvements are already funded or programmed are not included on this table. NMDOT projects were not scored using the prioritization methodology as NMDOT has internal project prioritization processes.

Table 19: Implementation Action Items

Project	Safety Focus Area	Eligible for SS4A Funding	SS4A Funding Category	Responsible Party
Collaboration with NMDOT	Multiple	Y	Supplemental Planning Activity	Public Works, NWNMCOG
Continue meeting as a Safety Task Force	Multiple	N	N/A	NWNMCOG
Monitor progress over time	Multiple	Y	Supplemental Planning Activity	NWNMCOG, Public Works

Conclusion

Together, the prioritization criteria, project rankings, assigned responsibilities, and monitoring framework provide a clear path for turning Gallup's safety goals into measurable progress. By focusing resources on the most impactful projects and ensuring each recommendation has a responsible lead, the City and its partners can advance improvements systematically and transparently. Ongoing tracking and reporting will help maintain momentum, highlight successes, and identify areas where strategies should be refined, ensuring the plan remains a living tool that continually strengthens safety in Gallup.