



**McKinley County, NM**  
**Comprehensive Safety Action Plan (CSAP)**  
**Progress Tracking Template**  
**June 2025**

**Purpose:**

As part of the Safe Systems Approach, it is important to monitor both output (the number of projects and strategies implemented) and outcomes (the effectiveness of the projects to reduce the number and severity of roadway crashes).

The following worksheets are intended to support the tracking of the implementation of safety-related actions identified in the McKinley County Transportation Master Plan, within the Comprehensive Safety Action Plan component of the document. They support transparency, accountability, and performance monitoring.

**Instructions for Use**

The McKinley County CSAP Task Force, appointed by the County Commission in coordination with the Northwest New Mexico Council of Governments, should use this tracking sheet to maintain transparency and track progress on safety-related improvements as countermeasures and identified transportation infrastructure improvements are implemented on a rolling basis. It is recommended that the Task Force use the following tracking worksheets in the following ways.

1. Project implementation tracking – quarterly
2. Safety improvement tracking – annually

Additionally, as required to fulfill SS4A requirements, safety/crash related data included in the McKinley County TMP/CSAP should be leveraged as the baseline moving forward and compared to annually available updates to NMDOT Crash Data.

Lastly, the information developed by the Task Force as a result of this tracking worksheet(s) should be made publicly available with the TMP/CSAP as tracking is completed. The following worksheets can be used independently of one another and posted separately as necessary. It is up to the CSAP Task Force to determine the frequency of monitoring and posting based on timeline for implementation of projects.

# Project and Strategy/Program Tracking Worksheet

## 1. Summary Information

**Project/Strategy Name** (e.g. NM118 pedestrian safety improvements):

**Related Transportation Master Plan Objective:**

**Related CSAP Focus Area:**

**Responsible Entity:**

**Plan Priority Level:**

## 2. Implementation Milestone Tracking

**Design Phase:**  Planning-level  30%  60%  90%  Final

No Design (program)

**Design Complete (date):** \_\_\_\_\_

**Funding Source:** \_\_\_\_\_

**Funding Secured (date):** \_\_\_\_\_

**Implementation/Construction Start Date:** \_\_\_\_\_

**Implementation/Construction Completion Date:** \_\_\_\_\_

## 3. Performance Measures

Note: Section may need to be adjusted for project/program implementation. (e.g. a roadway safety improvement may have different metrics compared to an educational program)

### Crash Reduction:

**Baseline :** \_\_\_\_\_ (reported number of crashes in location or along roadway segment)

**Measured:** \_\_\_\_\_ (1, 3, 5-year post implementation, as data is available)

### Program Metrics:

**Event Type** (public meeting, pop-up event, educational series, youth intervention, etc):

\_\_\_\_\_

**# of Events Held:** \_\_\_\_\_

**Date of Event(s):** \_\_\_\_\_

**Estimated # of Attendees/Touchpoints:** \_\_\_\_\_

## 4. Public Reporting and Communication

**Annual Report – Status** (e.g. available, drafted, in progress, etc.): \_\_\_\_\_

**Posted Location** (web address): \_\_\_\_\_

Last update: \_\_\_\_\_

Next update (if applicable): \_\_\_\_\_

## 5. Adjustments and Continuous Improvements

**Notes:**

# Annual Transportation Safety Report Template

Note: Intended to be adjusted/updated as necessary by the McKinley County CSAP Task Force on an annual basis – reporting structure may vary year by year.

## 1. Impact Summary

Use this space to summarize the following implementation and key improvements from the previous year.

Topic areas include:

- Brief overview of the purpose of the Annual Transportation Safety Report (e.g. to track progress and provide transparency on Transportation Safety Projects and programs implemented over the previous year.)
- Provide highlights from the previous year (e.g., major accomplishments, reductions in crashes, public engagement and event highlights and outcomes, etc.)
- Key stats at a glance (e.g., total fatalities, serious injuries, top crash factors, etc.)
- Commitment indicator (e.g., is the County tracking to reduce/eliminate) fatal crashes and serious injuries by 2050?)

## 2. Performance Dashboard/Reporting Template

Note: Table provided is an example and relevant data should be implemented by CSAP Task Force. Adjustments and modifications should be limited to ensure progress tracking over time can be maintained.

Indicator	Year	Year	Year	% Change	On Track
Fatalities					Green
Serious Injuries					Red
Bike/Pedestrian Involved					Yellow
Speed-related Crashes					
Alcohol Involved Crashes					
Etc.					

## 3. Summary of Key Actions Implemented

Note: Table provided is an example. CSAP Task Force should adjust as necessary to support reporting needs.

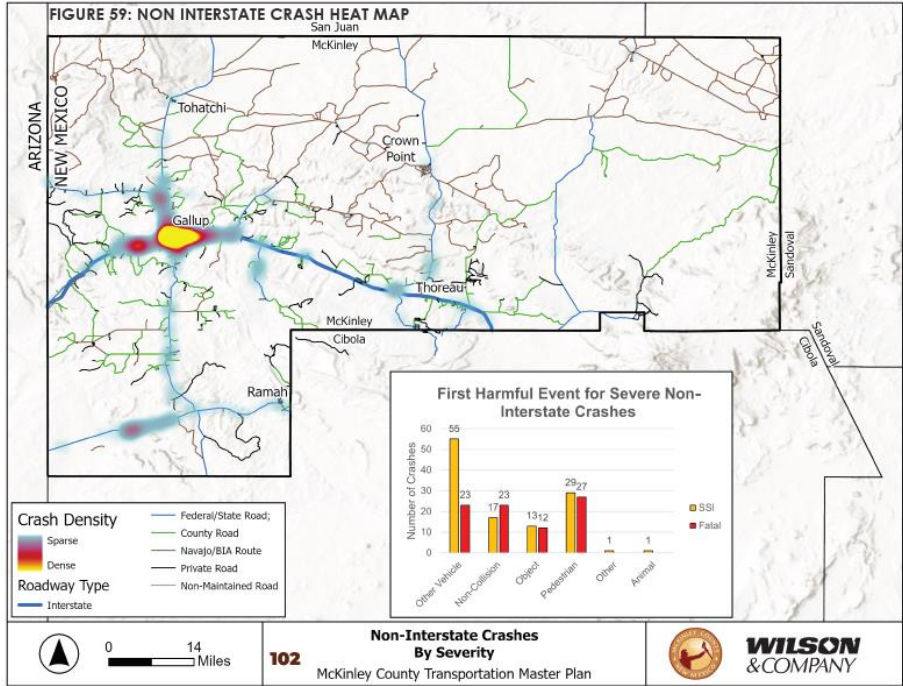
Project/Initiative	Lead Department/Agency	Status	Notes
Installed RRFBs at identified pedestrian crossings	Public Works	Complete	12 crosswalks improved
Speed management campaign	City, County, Sherriff, COG	Ongoing	Social media and radar trailers
Crash data update	County GIS/COG GIS	In progress	Annual data download from NMDOT
Drunk Driving Campaign	County, City, COG, Sherriff	Complete	6 events held throughout summer

### 4. Crash Trends and Analysis

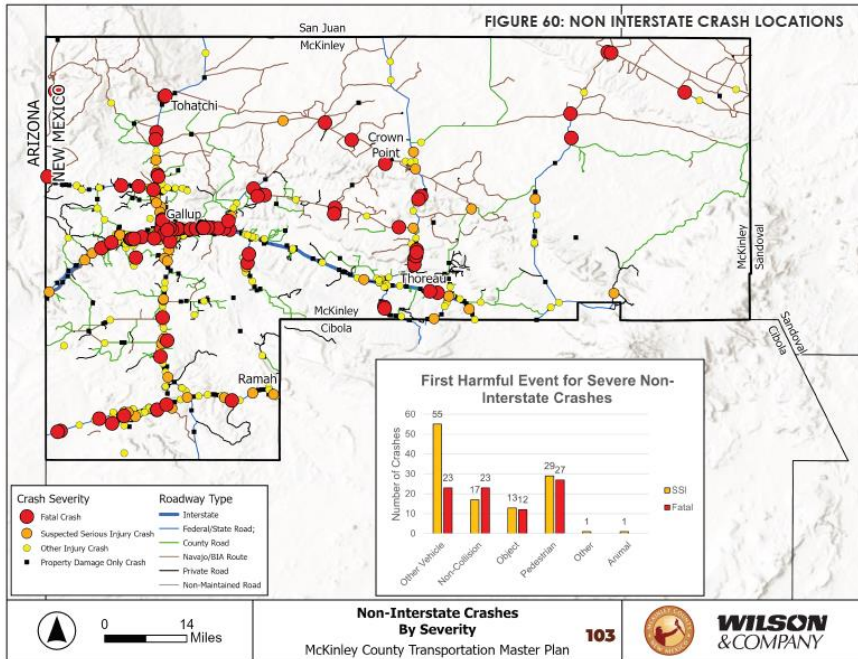
The following section of the report should consider the inclusion of the following:

#### Maps

Updated maps of NMDOT reported Crash Locations (available annually, often lagging by 1-3 years depending on reporting) Examples include:



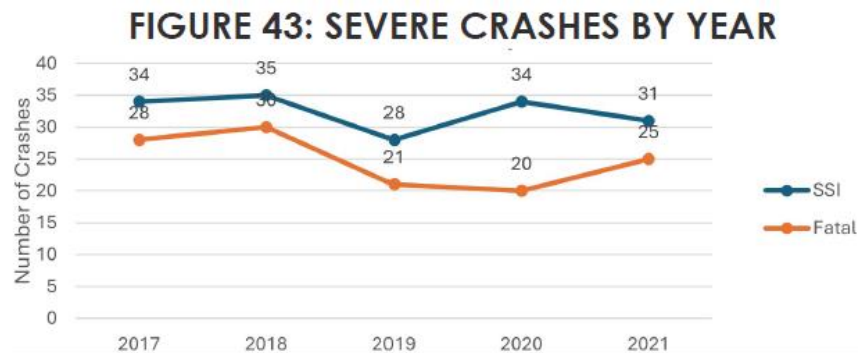
Source 1 McKinley County TMP/CSAP, page 102



Source 2 McKinley County TMP/CSAP, page 103

Charts showing updated 1-, 3-, and 5-year trendlines

- Fatalities
- Serious Injuries
- Mode share of crashes
- Contributing factors (speeding, DUI, distraction)
- Others, as deemed appropriate by the CSAP Task Force



Source 3 McKinley County TMP/CSAP, page 88

Table 10: First Harmful Event for Severe Crashes on the Interstate

	SSI	Fatal	Total
Other Vehicle	20	15	35
Non-Collision	15	8	23
Object	7	5	12
Pedestrian	2	11	13
Animal	1		1
Left Blank	1		1
Total	46	39	85

Table 11: Fatal Crashes by Non-Interstate Roadway

	Fatal	% Fatal	Total
Rural	59	4.7%	1,266
Urban	25	0.8%	3,271
Total	84	1.9%	4,537

Source 4 McKinley County TMP/CSAP, page 99

Table 12: Pedestrian Involved Crashes by Road System and Light Conditions by Severity

	PDO	Other Injury	Serious Injury	Fatal	Total
<b>Interstate</b>	2		3	11	16
Day or Lighted	1		2	1	4
Dark-Not Lighted	1		1	9	11
Unrecorded				1	1
<b>Non-Interstate</b>	9	61	28	27	125
Highway	6	35	22	24	87
Day or Lighted	4	20	14	8	46
Dark-Not Lighted	2	14	8	16	40
Unrecorded		1			1
Local	3	26	6	3	38
Day or Lighted	3	21	4	2	30
Dark-Not Lighted		5	2	1	8
Total	11	61	31	38	141

Table 13: Bicycle Involved Crashes by Light Conditions

	PDO	Other Injury	Fatal	Total
Day or Lighted	2	14	1	17
Dark-Not Lighted		3		3
Unrecorded		1		1
Total	2	18	1	21

Source 5 McKinley County TMP/CSAP, page 104

## **5. Funding and Resource Use**

This section should be used to briefly summarize funding utilized to support the implementation of infrastructure improvements and programs initiated over the course of the previous year. Specifically, the CSAP Task Force should include information related to the following:

- Grand dollars awarded and spent (e.g., SS4A, HSIP, etc.)
- Local investment, including match

The use of a Gantt-style timeline could also be helpful in showing projects and phases for implementation over the previous year. This timeline could include the assumptions related to projects that are being implemented with planned completion in future years.

## **6. Barriers and Lessons Learned**

This section should be used to summarize the any barriers to implementation that were identified throughout the year, coupled with any lessons learned on overcoming these barriers or adjustments necessary to realize implementation and safety improvements. Examples of barriers may include, staff capacity issues, interagency coordination challenges, data or technology constraints, and lack of available funding.

## **7. Next Steps for 202X**

This section should be used to outline focus areas for the coming year including a highlight of the top three priority projects identified for implementation. Additionally, this section should highlight planned community engagement activities and any opportunities for subsequent or continued program implementation (e.g. DUI prevention/education, seatbelt enforcement, etc.).

It is also important to highlight evaluation and reporting improvement actions identified through the development of this report.