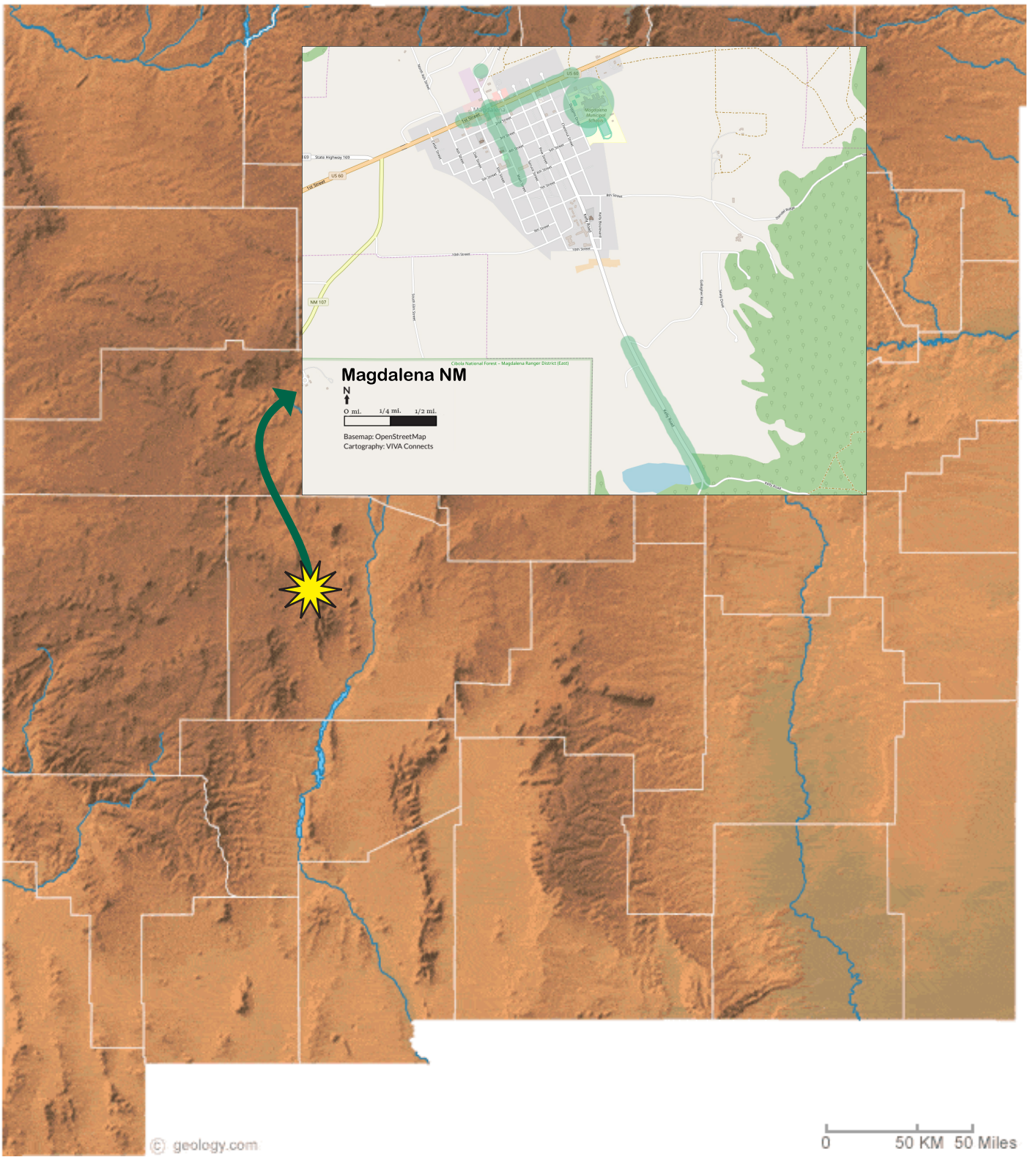


VILLAGE OF MAGDALENA WALKABILITY REPORT

July 10, 2019





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PARTNERS



Through its Healthy Kids Healthy Communities program, the Department of Health focuses on increasing opportunities for healthy eating and physical activity where children and low income adults live, learn, play, work, eat, and shop. www.nmhealth.org



The Prevention Research Center at The University of New Mexico addresses the health promotion and disease prevention needs of New Mexico communities through participatory, science-based, health promotion, and disease prevention research. It fulfills this mission through collaboration, training, dissemination, and evaluation activities. www.prc.unm.edu



Known as the "Trail's End", Magdalena is rich in ranching, mining, rail and cultural history. Starting in the late 1890's to the early 1970's Magdalena was the end of the trail for cattle drives that went as far as Springerville, AZ. Mines in Kelly helped to make Magdalena a boom town in the 1800's. Magdalena is nestled away in the Magdalena Mountains at an elevation of 6,548 feet. Magdalena is also known for its beautiful sunrises and sunsets.

PARTICIPANTS

Jeff DeBellis - former associate scientist, the Prevention Research Center.

Stephanie DeBrine - Magdalena resident.

Holly Hagy - Magdalena Resident.

Zoe Howell - medical student, the UNM School of Medicine.

Adam Litster - Professional Intern, the Prevention Research Center.

Jackie Muncy - New Mexico Department of Health.

Steve Pawlcyn - Magdalena Resident.

Bryan Romkey - Magdalena Resident.

Richard Rumpf - Mayor, Magdalena.

Jason Schaub - Professional Intern, the Prevention Research Center.

Judyth Shamosh - Magdalena Resident.

Susan Slagter - Magdalena Resident.

Caralyn Snyder - Magdalena Resident.

Bria Walker - Professional Intern, the Prevention Research Center.

Don Wiltshire - Magdalena Resident.



*Evaluators
Judyth Shamosh
and Caralyn
Snyder enjoying
the sun along
North Main
Street's historic
storefront.*

OVERVIEW OF WALKABILITY WORKSHOP

On April 11, 2019 the New Mexico Department of Health and members from the *VIVA Connects* team at the University of New Mexico Prevention Research Center co-hosted a walkability workshop with residents of the village of Magdalena. Rooted in the Community Preventive Services Task Force’s evidence-based *Community Guide*, ten residents and village leaders came out to present researchers with four, community-wide goals they desired technical assistance with:

GOALS

Make Magdalena a more walkable place.

Increase safety for children walking to school.

Highlight Magdalena’s rich history.

Create more outdoor trails and parks.

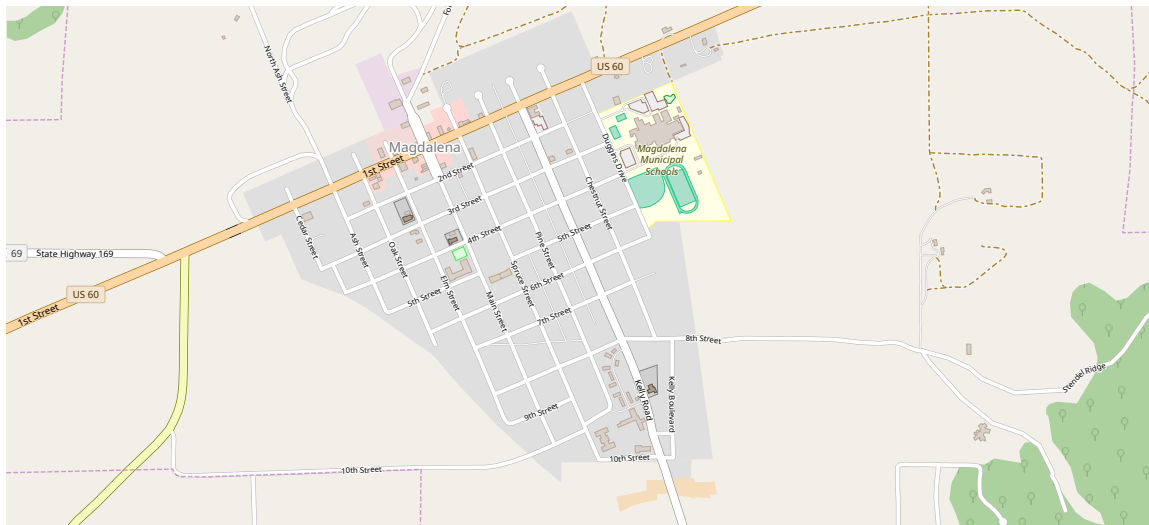


Mayor Richard Rumpf reviewing village maps in preparation for the workshop.

To effectively assess the village as a whole, attendees split into five, resident-researcher teams. Each group focused on a specific area identified by village leaders as either *high foot-traffic zones*, or regions with the *potential to be developed into walkable zones*. The groups then set out to audit the walkable features of these regions, recording their findings photographically and on assessment forms provided by *VIVA Connects*.

5X REGIONS ASSESSED

<p>1st St. (Highway 60)</p> <p>Running East to West from Duggins Dr. to Cedar St.</p>	<p>South Main St.</p> <p>South from 1st St. to the edge of town.</p>	<p>Magdalena Schools</p> <p>Duggins Dr. & surrounding area.</p>	<p>Kelly Rd.</p> <p>Between Gallaher & Hop Canyon Rd.</p>	<p>Trail's End Park</p> <p>North end of Main St. near Box Car Museum.</p>
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Overview of the village of Magdalena, New Mexico.

VILLAGE SETTING

Magdalena is a quaint, historic village located in western Socorro County. It lies at an elevation of 6,500 feet, nestled in a broad valley bordered by the Gallinas Mountains to the north and the Magdalena Mountains to the south. US Highway 60 runs through the center of town, a popular route for cross-country motorists and bicyclists alike.

Known as the *Gateway to the Stars*, the Magdalena area is also a destination for astronomy enthusiasts.¹ Its dark skies and high elevation make for excellent night-sky viewing conditions. The Very Large Array and Magdalena Ridge observatories are each within 25 miles, and the village hosts the longest running star party in the state.¹

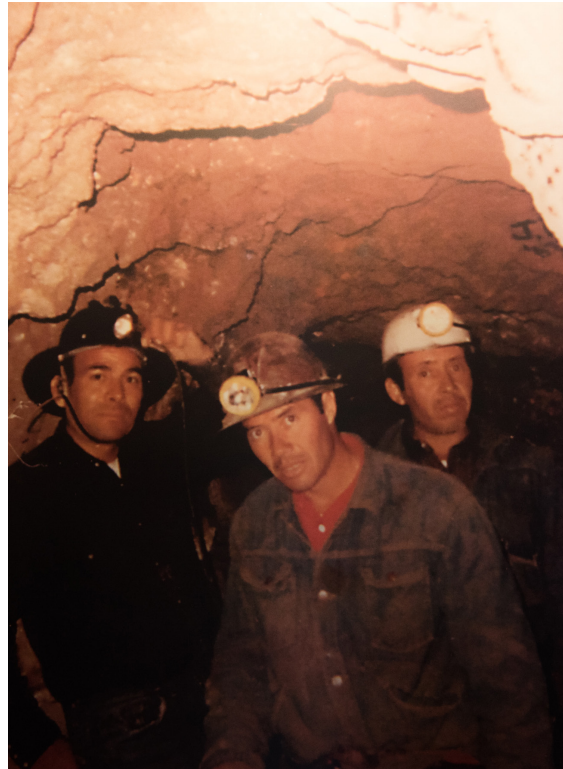
Known as the “Trail’s End”, Magdalena is rich in ranching, mining, rail and cultural history.



Mayor Richard Rumpf leading evaluators outside the Box Car Museum.



The Box Car Museum and library.



Photograph on display in the museum.

Although Magdalena's permanent population is less than one thousand, its rich history draws in tourists throughout the year. Also known as Trail's End, ranchers from across New Mexico and Arizona used to drive their cattle directly through town, loading their stock onto trains for transport across the country.² Ranchers used the *Magdalena Trail* clear into the 1970s, with remnants of the old stockyards still standing to this day.

Magdalena's mining history is equally rich. During its heyday, the nearby town of Kelly supported close to 3,000 residents, with miners producing lead, silver, zinc, and zinc spar, also known as *Smithsonite*.³ Now a ghost town, the site and its preserved structures and machinery remain a popular stop for modern history buffs. Other historic structures can be found throughout town, including some built by the Civilian Conservation Corps' *Works Progress Administration* (WPA) during Roosevelt's New Deal, collectively representing idols of the village's storied past.

1ST STREET

EVALUATORS

Judyth Shamosh, Caralyn Snyder, and Jason Schaub

DESCRIPTION

The section of US Highway 60 that runs directly through Magdalena is known as 1st Street. The highway is a popular route for those traveling cross-country, spanning from Virginia Beach, VA to Los Angeles, CA. The street is lined with historic buildings, restaurants, shops, and homes. As the main thoroughfare, 1st Street also sees a high volume of traffic; from passenger vehicles and trucks to bicyclists, equestrians, and pedestrians, 1st Street is a truly mixed-use corridor.



Historic “WPA” marked sidewalk along 1st street.

OBSERVATIONS

- Few, intermittent sidewalks; approximately 4 feet wide.
- Intermittent buffers separating sidewalks from the roadway.
- Walkways are uneven with potholes.
- Fire hydrant located in the middle of the sidewalk at 1st and Pine.
- Vehicles parked in walkways in multiple locations.
- No benches, bicycle racks, landscaping, shade trees, or other amenities.
- No bicycle lanes present.
- Only one crosswalk, at 1st and Duggins Drive.
- Limited curb ramps for the physically impaired.
- No features for the visually impaired.
- Drivers exceed 30 mph speed limit.
- No speed bumps present.
- No blind curves.
- Good street sign visibility.
- No lighting along sidewalks or pathways.
- No signs of alcohol use or drug paraphernalia.
- Multiple dogs roaming the street unrestrained.



RECOMMENDATIONS

1. Repair damaged sidewalks.
2. Grade existing walkways.
3. Install additional, marked crosswalks.
4. Preserve historic sidewalk features.



“These WPA marked sidewalks would be great as part of an historic village trail!”

DISCUSSION TOPICS

1st Street has intermittent sidewalks, although some are stamped with distinguishing “WPA 1938” insignias. Their historic value likely exceeds their practicality though, as some of these sections are relatively short with tall curbs, making them difficult to access for individuals with mobility impairments. The area also lacks features to assist those with vision impairments. This is notable as there are many cracks, potholes, and other deformations that exist along the sidewalks and walking paths, posing a potential challenge even to the unimpaired. This isn’t necessarily surprising; as the historical center of town with over a century of change and development, some inconsistencies in walking surfaces within this region are to be expected.

There is only one marked (painted) crosswalk in this region, at the eastern entrance to town where Duggins Drive meets 1st Street. It is freshly painted with appropriate signage. This is an important feature as Magdalena’s schools are located on Duggins Drive, discussed in more detail on page-13. Being the main thoroughfare with the highest volume of vehicular traffic, 1st Street could benefit from additional, painted and signed crosswalks placed at strategic locations across town.

Regarding pedestrian safety, 1st Street has a posted speed limit of 30 mph, however drivers often travel much faster. The road is straight with no blind curves, indicating pedestrian visibility is high. Evaluators did not witness any trash or drug paraphernalia, but they did note that off leash dogs pose a threat to passers-by.



Residents noting a broad walkway along 1st Street.



Detail of fire hydrant.

SOUTH MAIN STREET

EVALUATORS

Steve Pawlcyn, Adam Litster, and Bria Walker.

DESCRIPTION

South Main Street is centrally located. It begins at its intersection with 1st Street and runs south for the entire length of town, coming to an end at the southern edge of the village. Historic brick buildings stand over the north end of the street, and the road surface transitions from asphalt to dirt as it enters a mostly residential neighborhood to the south. The Friends on a Hill (FOAH) Observatory and Astronomical Lyceum are both found on South Main, housed within an historic WPA gymnasium at the corner of S. Main & 4th Street.



Curb detail along S. Main Street.



Preserved loading docks on S. Main Street.



OBSERVATIONS

- Existing sidewalks are discontinuous, but there is an improved walking path, with space for sidewalks and buffers, on both sides of the street.
- Historic loading docks are preserved along a portion of the sidewalk.
- Sidewalk width varies from 3 to 6 feet.
- Sidewalk surface is uneven and in disrepair.
- No marked bicycle lanes present.
- No wheelchair access or features for the visually impaired.
- No crosswalks; traffic did not stop to allow evaluators to cross.
- There is a pedestrian crossing sign on the east side of 1st and Main.
- No pavement markings present.
- No speed bumps present.
- No blind curves.
- Drivers exceed 25 mph speed limit.
- Walkways are publicly visible.
- No lighting along sidewalks or pathways.
- Barking but contained dogs present in neighborhood.
- No signs of alcohol use or drug paraphernalia.
- There is a model sidewalk and barrier between 3rd and 4th streets.
- Cacti, shrubs, and vegetation can make the sidewalk difficult to navigate.
- There is a central median between 1st and 2nd streets.

RECOMMENDATIONS

1. Install marked crosswalk at 1st and South Main.
2. Clear vegetation along walkways.
3. Repair sidewalks along historic loading docks.



Pedestrians navigating traffic without a marked crosswalk at 1st and S. Main.

“We could really use another crosswalk at 1st and South Main”

DISCUSSION TOPICS

While the sidewalks are discontinuous, there is an improved walking path with a generous buffer space on both sides of the street. The sidewalk surface is crumbling in some areas, and cacti, shrubs, and other vegetation can make it difficult to navigate. Sidewalk widths vary from three to six feet, with buffers extending up to three feet wide, making the walkable space generous.

Unique historical features in this area include a series of preserved loading docks on the east side of South Main Street, however, the sidewalks themselves are in poor condition, elevated from the street and not easily accessible to those with mobility or vision impairments. Maintaining their historical value while increasing pedestrian safety may be an important consideration for village leaders.

Notably, there are no marked crosswalks on this street and traffic failed to stop to allow evaluators to cross. The posted speed limit is 25 mph, however vehicles often traveled at speeds that made pedestrians feel unsafe. The road is straight with no curves, visual blockages, or speed bumps, although driver-pedestrian visibility is high. There is no lighting along the walkway, but it is publicly traveled and, aside from vehicle speed, the evaluators felt comfortable walking there. There was no indication of litter, debris, or vehicles blocking the walkways, and the evaluators did not find any evidence of drug paraphernalia. There were fenced, barking dogs adjacent to the walkway.



Historic WPA gymnasium housing the Astronomical Lyceum.

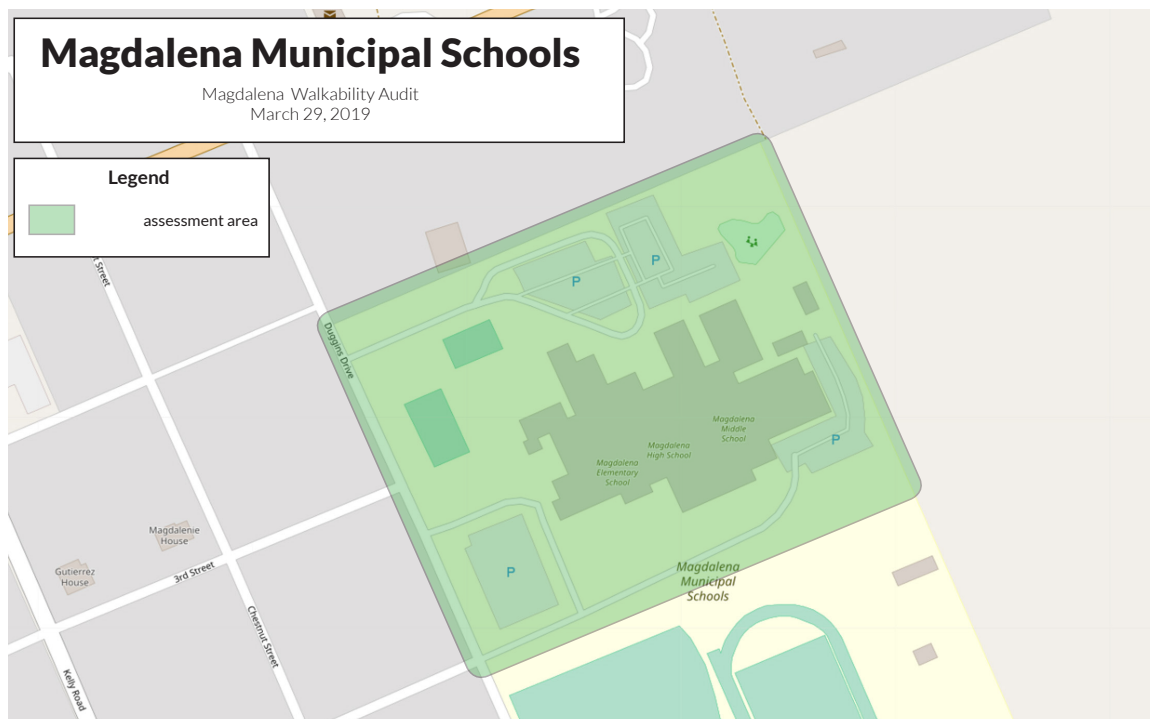
MAGDALENA SCHOOLS

EVALUATORS

Holly Hagy and Susan Slagter.

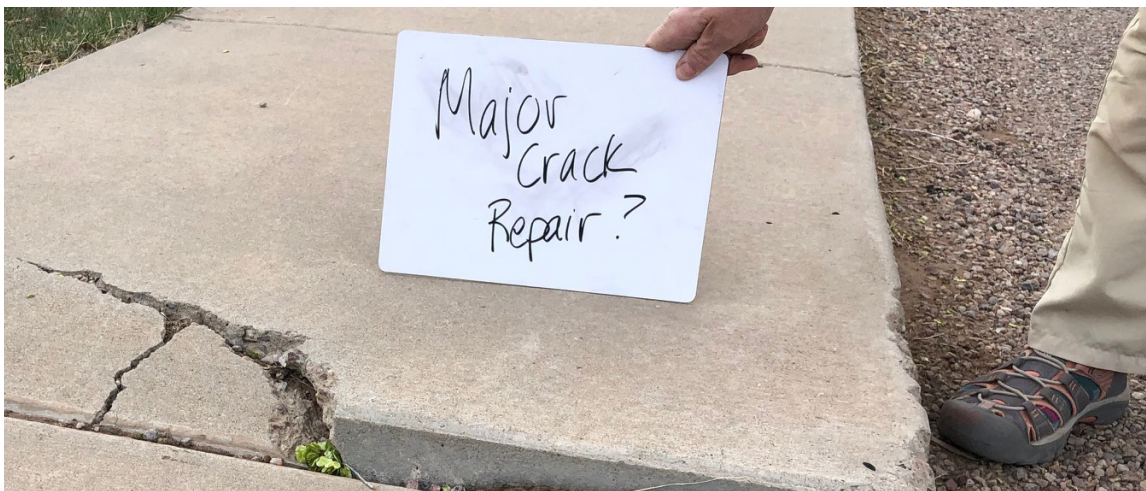
DESCRIPTION

Magdalena Municipal School District's main campus is located on Duggins Drive between 2nd and 4th street, at the southeastern edge of the village. The school enrolls approximately 350 students in grades pre-K through 12, serving families living both within the village and in surrounding rural areas, some as far as 70-miles away. Noteworthy, the school district is also the largest employer in the community.



OBSERVATIONS

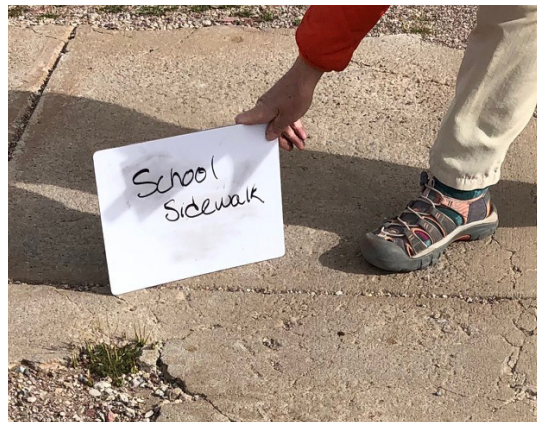
- Discontinuous sidewalks on both sides of Duggins Drive.
- Sidewalk on 3rd Street requires cement patching.
- Sidewalk is approximately 4-feet wide with no curb cuts or buffers.
- Sidewalks are free of cacti, shrubs, and other vegetation that could block foot traffic.
- No benches, bicycle racks, landscaping, shade trees, or other amenities.
- No marked bicycle lanes present.
- No marked sidewalks at intersections.
- No signage to alert drivers to the presence of pedestrians.
- Occasional curb ramps to assist those with mobility impairments.
- No features for the visually impaired.
- There are no blind curves with good pedestrian visibility.
- The 15 mph speed limit is enforced.
- Speed bumps are present along Duggins Drive.
- There is occasional, dispersed street lighting.
- No evidence of alcohol use or drug paraphernalia was observed.
- Dogs were heard barking behind fences.



Damaged sidewalk along Duggins Drive.

RECOMMENDATIONS

1. Repair existing sidewalks.
2. Pave gravel walkways.
3. Mark existing crosswalks to increase visibility.



Damaged sidewalks along Duggins Drive.



Gravel trip hazard along Duggins Drive.

DISCUSSION TOPICS

The sidewalks featured on campus and in the surrounding neighborhood are discontinuous. The evaluators did not think any additional sidewalks were needed, but expressed that existing sidewalks could benefit from repairs and upgrades. Foremost is a patch of gravel walkway at Duggins and 3rd that poses a trip hazard, likely requiring paving. It was also noted that the primary walkway onto campus lacks an ADA compliant ramp.

There are no high-visibility, illuminated, or flashing crosswalks, however evaluators noted that they weren't needed in this community. There are several curb ramps present but not at every crossing. There are also no features to assist those with visual impairments. The only striped crosswalk in the village is in this vicinity, crossing 1st Street at Duggins Drive. It has longitudinal stripes (piano keys) and signage immediately adjacent to the crosswalk. Other crossings along Duggins Drive are marked, but have no signage indicating their presence. Importantly, there are no marked crosswalks leading onto school grounds.

The posted speed limit of 15 mph is well signed and enforced by speed bumps along Duggins Drive. There are no blind curves and all walkways are publicly visible. Although there is little to no lighting, the evaluators felt safe. It was mentioned that Magdalena is a “dark sky village,” meaning that any lighting installed would need to meet certain requirements to limit light pollution. There was no evidence of litter, debris, brush, or drug paraphernalia cluttering the sidewalks, and there were no parked vehicles blocking walkways. Residents noted that unrestrained dogs are a common occurrence in this area but none were observed at the time of the evaluation.



“I was so pleased, just some minor corrections to the existing sidewalks are needed...”

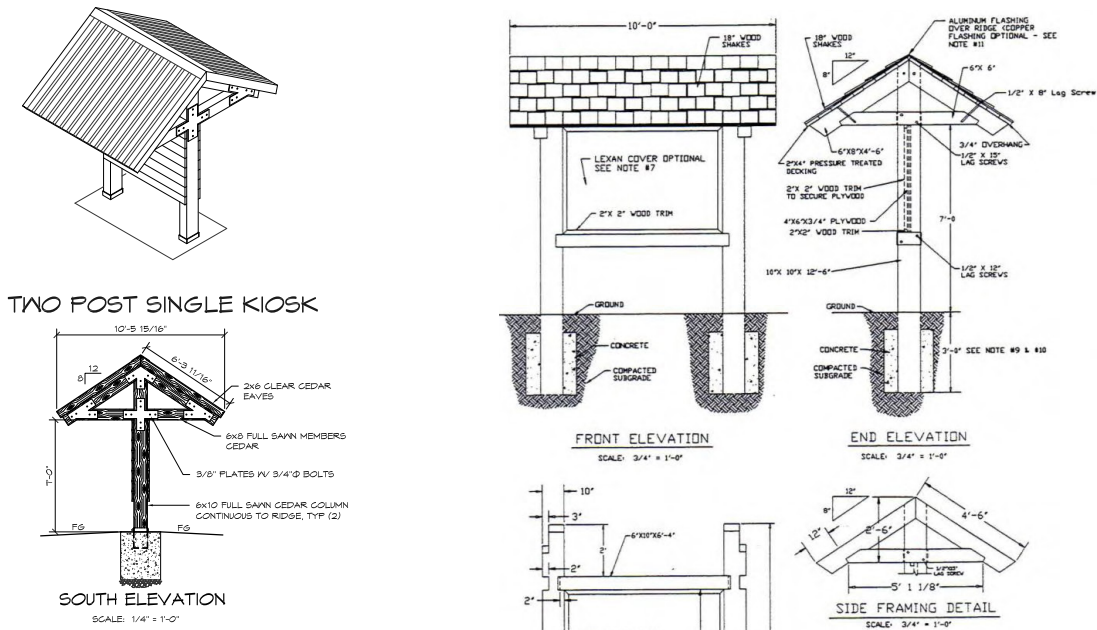
KELLY ROAD

EVALUATORS

Stephanie DeBrine, Richard Rumpf, and Zoe Howell.

DESCRIPTION

Kelly Road begins at 1st Street and extends southeast for about four miles, passing through the popular ghost town of Kelly before entering the Cibola National Forest. For a portion of the road, between Gallaher and Hop Canyon, there exists a gravel track paralleling the eastern flank of the road. Originally developed as part of a rail system by miners to transport ore carts from the surrounding mountains, the community's goal is to convert the track into a dedicated trail. This will enable residents and visitors alike to use this historic path as an established, recreational walking trail.



Sample plans for an informative, trailhead kiosk.^{4,5}

OBSERVATIONS

- There are no paved sidewalks.
- The existing track is composed of an irregular, uneven surface.
- Debris is present along the walkway, potentially blocking foot traffic.
- The roadside walkway is intersected by numerous driveways, however all are highly visible.
- There is a significant buffer zone between the road and the walkway.
- There are no benches, landscaping, shade trees, or other amenities, but there is plenty of space for them to be installed.
- No marked bicycle lanes present.
- No crosswalks present.
- There is no signage of any kind.
- There are no curb ramps or other features for the physically or visually impaired.
- Drivers exceed the 35 mph speed limit.
- There are no speed bumps, however evaluators felt they weren't needed.
- There are no blind curves and the walkway is elevated above the road, making it highly visible to drivers.
- There is no lighting along the walkway.
- No evidence of alcohol use or drug paraphernalia was observed.
- Dogs were heard behind fences near the proposed trailhead but were adequately restrained.



Old ore cart track running along the east side of Kelly Road.

RECOMMENDATIONS

1. Clear and grade pathway into an established trail.
2. Develop parking area for trailhead.
3. Install informative trailhead kiosk.
4. Install marked crosswalk from parking lot to trailhead.



Resident Stephanie DeBrine and Mayor Richard Rumpf inspecting the existing walkway.

DISCUSSION TOPICS

This section of Kelly Road is located in a rural area at the southern edge of town. There are no paved, pre-existing sidewalks in this region, but there is a mile-long gravel track that parallels Kelly Road between Gallaher and Hop Canyon Roads. The track features a sizeable buffer zone and, due to its historic nature, represents an excellent opportunity for the development of an established trail. It does require improving as the current gravel track has an uneven surface which may present challenges for those with mobility impairments. There are also no features for the visually-impaired, or dedicated bicycle lanes. There are no crosswalks in this region, and it was noted that it may be necessary to install one if parking for the trailhead is located on the west side of Kelly Road.

The posted speed limit is 35 mph and vehicle traffic is light, but those that do drive here tend to move fast. There are no speed bumps, although due to the low traffic in this region, and large buffer zone between the track and the road, evaluators felt they are not needed. There are no blind curves and the trail is elevated and publicly visible.

Three takeaways were noted. First was the lack of lighting, with evaluators interested in the possibility of installing solar powered, LED lighting to mark the trail. Second is the debris present along the road, which may require clearing before the trail can be opened for public use. Lastly, evaluators cited the need for a designated trailhead kiosk to help establish the trail while providing both historical and practical route information for its users.

“The trail already exists, it just needs to be formalized...”



TRAIL'S END PARK

EVALUATORS

Jackie Muncy, Bryan Romkey, Don Wiltshire, and Jeff DeBellis.

DESCRIPTION

Named after its historic location at the end of the eponymous Magdalena Trail, the residents of Magdalena have proposed the development of their first public park, paying homage to the village's cattle driving history. Located at the north end of Main Street, the park will be created on village property adjacent to the Box Car Museum, community library, and Village Hall. The location, currently vacant, also serves as an access point for a number of lesser-used dirt roads and trails leading into the surrounding hills. In evaluating the site, the group opted to use the National Geographic Society's *Design a Park* activity, as found in their online resource library.⁶

The *Design a Park* activity utilizes several components to help establish the foundation of successful park development. The first step involves outlining all of the amenities community members feel they may want in a new park. Questions such as “what can people do and see in this park” and “how will they move around within the park” were asked to help guide the process while taking into account aspects of sustainability, such how the park will be cared for and maintained over time.

To assess the practicality and overall effectiveness of the park, community members were then asked to list some of the most likely reasons why someone would want to visit the park and, more specifically, what type of value the project will add to the community as a whole.

AMENITIES

- A kiosk with maps for the park and surrounding trails.
- A loop trail running the perimeter of the park.
- Include mileage markers on all trails.
- Playground and fitness equipment for children.
- Dedicated adult fitness stations.
- Picnic tables and benches for socializing.
- Grills or BBQ's for cooking.
- A pavilion with windbreak would be great.
- Integrate shade trees and shrubs strategically.
- Public art and sculptures.
- A dog waste station.
- Utilize attractive trash bins.
- Install historical information markers.
- A solar-powered phone recharging station.
- Positively-framed park rules.



Future site of the Trail's End Park.

RATIONALE

- A peaceful way to enjoy the mountain views.
- New grounds to socialize with friends and family.
- A motivating environment to walk on trails, solo or as a group.
- As a new way to get to know the neighbors.
- With grills installed, a great opportunity to picnic outdoors.
- To view local art installations.
- For relaxation and other outdoor recreations.



DISCUSSION TOPICS

The desire to establish a new park arose organically among community members, and the village has been responsive with moving forward towards its development. Rationales are numerous, most revolving around a safe, dedicated grounds to promote relaxation, recreation, and socialization. Importantly, the intent behind the park is to provide physical activity opportunities for everyone. As such, the park will be accessible not only to physically active adults, but to children, parents with strollers, pets, and those with disabilities or other physical impairments.

Residents envision a park that resonates with the needs of the village. Trash containers should be sturdy but also decorative, perhaps designed or embellished by local artists. Dog waste stations can help keep the park clean, and a drip irrigation system could be employed to maintain landscaping. Sculptures and other art installations fabricated by residents can help create an authentic space while serving as points of interest to help draw tourists and others passing-by into town.



The Magdalena Mountains as viewed from the future Trail's End Park.

IMPACT AND FEASIBILITY

An important component of the technical assistance *VIVA Connects* provides for its community partners is a roadmap of actionable steps that can be taken to actualize their goals. As such, after completing their assessments, each group reconvened back at the Village Hall to report on their observations. Key findings from each region were identified, and one member from each auditing team provided a short summary for the group. Based upon this discussion, a list of eight recommendations for village improvement emerged:

A. Paint the crosswalk at 1 st street and Main	B. Improve the crosswalks along Duggins Drive
C. Paint the crosswalk at 1 st street and Kelly Road	D. Enforce existing dog leash laws
E. Repair defective sidewalks, or replace with leveled gravel	F. Install interpretive, historic signage throughout
G. Discourage parking in pedestrian walkways along 1 st	H. Install a walking path at Trail's End Park.

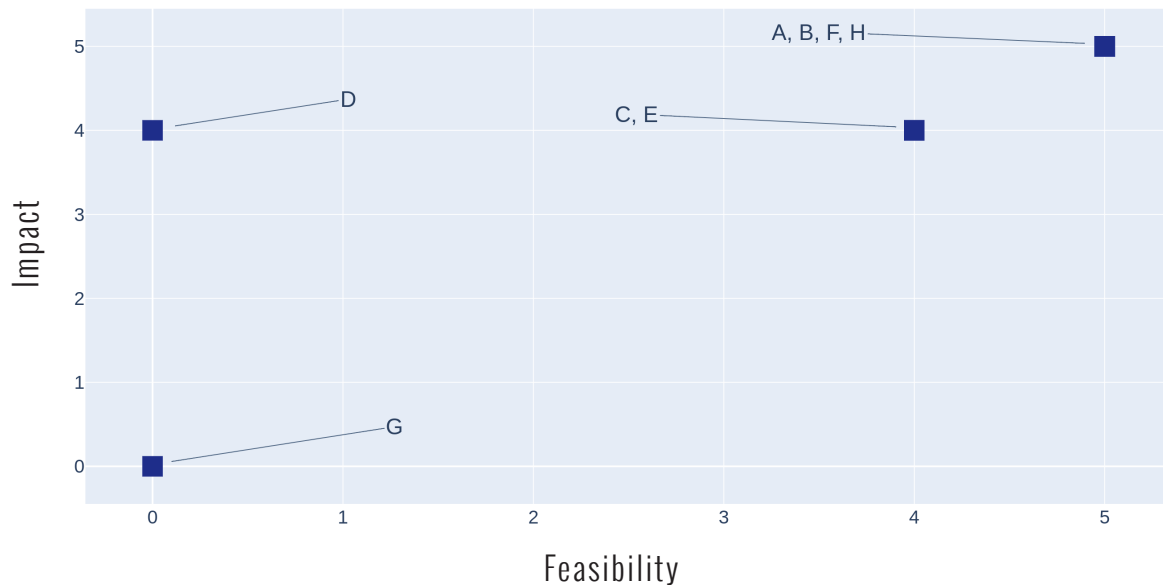
Further defining the value of each of these objectives, community members were then asked to rank the perceived value and feasibility of each objective on a scale of zero to five. These objectives were then plotted against each other, as seen below, to determine their overall value.

Feasibility was plotted on the horizontal axis. A low score indicates a low likelihood of being implemented (for any reason). Likewise, the estimated impact of the objective on community improvement was plotted on the vertical axis, with a higher score indicating a greater positive impact for the community.

By illustrating the objectives in this way, community members were enabled the ability to visually assess what objectives offered the greatest potential benefit for a given input, representing an important tool for planning efforts while ensuring that village resources are utilized responsibly.

The distribution was strong, with four objectives scoring a 5-out-of-5 for both feasibility and impact. This is great news, as revealing clearly identifiable objectives of such high value represents an excellent starting-point for increasing the walkability of any community, especially when developed collaboratively with residents themselves.

Impact vs Feasibility Distribution



WORKSHOP FINDINGS

On April 19th, 2019, community members from the village of Magdalena met with representatives from the New Mexico Department of Health and the University of New Mexico Prevention Research Center to discuss strategies to increase physical activity opportunities within Magdalena. The village was audited for walkability, with key areas for improvement identified and discussed. The future site of a new community park was also assessed, with residents providing formative input into the amenities, rationales, and conceptual design of the park.

Suggested improvements for community-wide increases in walkability were then defined and plotted on a chart for impact and feasibility. Four of these objectives ranked 5-out-of-5, representing high-value tasks that the village can prioritize to considerably, and cost-effectively, increase walkability.

Marking the crosswalk at the intersection of Main and 1st Street is a relatively low-cost project that can greatly increase the ease at which pedestrians navigate traffic while increasing safety for both drivers and pedestrians. Located in the center of town, this intersection is within a few hundred feet of two cafés, three lodging facilities, and a popular saloon. Likewise, the existing crosswalks along Duggins Drive may also be improved, increasing safety not only for students walking to and from school, but for improving walkability between another lodging facility and numerous local services.



Magdalena residents and VIVA Connects workshop team members discussing their observations.



Above & below; residents and VIVA Connects team members discussing their observations.



The installation of historic signage throughout the village was viewed favorably among workshop participants, particularly through its ability to celebrate Magdalena's storied past. If planned as part of a coordinated *Magdalena Historic Trail*, such as a self-guided loop through the village, the project could help influence residents and visitors alike to pull over, stretch their legs, and learn more about Magdalena's rich history. Signage posted along 1st Street indicating places of interest along the trail could further drive more passersby to stop and explore the trail.

Community members felt strongly that a loop trail running the perimeter of the new Trail's End Park would be a high-return project. Not only will the park attract visitors for a variety of activities, such as exercising, picnicking, and socializing, but the presence of a walking path in a safe, dedicated environment may help promote physical activity among all users, regardless of their initial intent for visiting.

Tasks identified with a score of 4-out-of-4 are meaningful, longer-term goals the village may strive for when planning into the future.

Repairing aging sidewalks, or replacing them altogether with graded gravel, crusher fines, or other natural materials, can improve the walkable environment while enhancing visual aesthetics village-wide.

The historic ore cart pathway along Kelly Road was noted as a project of interest among residents and, if developed, several features should be considered to maximize the trail's usability. Appropriate signage constructed from weather resistant materials, both on the trail and at a dedicated trailhead kiosk, will help establish the trail while ensuring it's sustainability into the future. It was noted that a parking lot may be developed on the opposite side of Kelly; if so a marked crosswalk for hikers may be indicated to raise driver awareness as to the presence of pedestrians.

Additionally, community outreach may prove to be an important way to garner widespread support for these, and other, village initiatives. Establishing a joint-use agreement with the school district is one such opportunity that has proved successful in other rural New Mexican communities.

The Magdalena school district has a track and field that could be an excellent resource for a variety of community-based programs, fundraisers, and enthusiast events, representing a new avenue to integrate physical activity into social meetings and other, opportune occasions. Another option could be to involve students with the new park's development directly, such as through a park or playground design activity, to best tailor the new park to village specific preferences.

Moving forward, rooting initiatives with a firm understanding of the science and evidence-base at-hand will maximize its impact. Magdalena's efforts are noteworthy because they align with several, significant recommendations by the Community Preventive Services Task Force. Collectively referred to as the *Community Guide*, the task force functions to review evidence to support or decline popular public health recommendations for use by local governments.⁷

The task force supports eleven recommendations for physical activity, four of which Magdalena is currently utilizing. These include:

- Social support interventions in community settings, such as the formation of walking groups and other physically active groups.
- Community-wide campaigns to increase physical activity and improve fitness among children and adults, including support for the new park.
- Creating and improving places for physical activity, such developing the new park and improving general walkability of the village.
- Interventions to increase active travel to school, namely through an increase in walkability and safety for students along Duggins Drive.

In total, the results garnered from this report may be used as a guide to assist village planners in taking the best next-steps towards increasing physical activity opportunities within Magdalena, for engaging resident support, and maintaining the authenticity and character for which the village is best known.



PLANNING RESOURCES

1. Trail head kiosk builder plans and design considerations provided by the Finger Lakes Land Trust and Rover A. Hopkins:

<http://naturalhighs.net/waterfalls/misc/Plans%20for%20Kiosk.pdf>
2. Online design software to create park blueprints and design templates:

<http://www.smartdraw.com/garden-plan/templates/park-layout/>
3. NMSU database and educational modules for low-water use “xeriscaping” plants, including micro irrigation techniques and management.

http://aces.nmsu.edu/aes/farm/xeriscape.html#anchor_81694
4. Albuquerque Bernalillo County Water Utility Authority guide to Xeriscaping.

http://www.abcwua.org/uploads/files/Xeric_Guide_08292017.pdf
5. Xeric design templates, as developed for the Albuquerque Bernalillo County Water Utility Authority.

<http://www.505outside.com/2018/10/02/waterwise-design-templates/>
6. Interactive New Mexico Plant List, Office of the State Engineer.

<http://wuc.ose.state.nm.us/Plants/home.jsp>
7. USDA Community Facilities Direct Loan & Grant Program. Provides affordable funding to develop, construct, and improve essential community facilities in rural areas.

<http://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program>
8. US DOT Recreational Trails Program, provides funds to develop and maintain recreational trails and trail-related facilities.

http://www.fhwa.dot.gov/environment/recreational_trails/index.cfm
9. Build a Playground toolkit for students, provided by Kaboom! A non-profit dedicated towards bringing balanced and active play into the lives of all kids.

http://kaboom.org/resources/build_playground_toolkit/childrens_activities/design_day
10. Information and Technical Assistance on the Americans with Disabilities Act.

<https://www.ada.gov/>

APPENDIX



Artifacts on display at the Box Car Museum in Magdalena.



**Socorro County Walkability Workshop
Planning Meeting II**

8 January 2018 • 9 AM • Magdalena Village Offices

- 1. Identify 5 Assessment Sites (Roads, Intersections, Parks, Schools, etc.)**

- 2. Invitation List**
 - a. Identify Stakeholders to Personally Invite (local gov't, DOT, medical center, USFS, school administrators, business owners, state representative, etc.)**
 - b. Media Campaign to Encourage Public to Attend**

- 3. Choose Meeting Location, Date, and Time**

- 4. Tasks**
 - a. Create Audit Forms**
 - b. Create Walking Maps**
 - c. Print Large Maps for Whole Group**
 - d. Invite Stakeholders**
 - e. Create Flyer**
 - f. Reach out to Local Media**

- 5. Other Trail Projects/Grant Opportunities – Doppelt? FLAP?**

JOIN US

for a walkability workshop

WHO

VIVA Connects & Village of Magdalena

VIVA Connects (Village Interventions and Venues for Action) is a network of community coalitions and partners sharing evidence-based information and resources to increase physical activity in rural New Mexico. The University of New Mexico's Prevention Research Center (PRC) oversees this project.

All are welcome - volunteers don't need any specific skills. Dress appropriately to be outdoors, including comfortable walking shoes.

WHAT

A walkability workshop is a systematic method used to assess how pedestrian friendly a community is.

WHY

1. Make the Village of Magdalena a more walkable place
2. Create more trails and parks for residents and tourists
3. Highlight Magdalena's rich history
4. Make it safer for kids to walk to school
5. Refreshments and free giveaways for participants

WHEN

Friday April 11, 2019

4 pm – 7 pm

WHERE

Meeting at the Magdalena Village Offices, assessment areas to explore include: First Street, Kelly Road, South Main Street, the future Village Park, and areas around Magdalena Elementary School.





Magdalena Walkability Workshop

Magdalena Village Offices

11 April 2019

4 PM to 7 PM



4 – 4:30

- Welcome
 - *Richard Rumpf, Magdalena Village Mayor (5 min)*
- Introductions
 - *Jackie Muncy, NM Department of Health (5 min)*
- Why Walk? Health & Economic Benefits
 - *Jackie Muncy (10 min)*
- Workshop Overview and Logistics
 - *Jeff DeBellis, UNM Prevention Research Center (10 min)*

4:30 – 6

Break into teams for walkability audits at these areas:

- First Street
 - *Judyth Shamosh*
- South Main Street
 - *Steve Pawlcyn*
- Magdalena Municipal Schools
 - *Holly Hagy*
- Kelly Road
 - *Richard Rumpf*
- Village Park
 - *Tyler Scartaccini & Jeff DeBellis*

6 – 7

- Small groups reconvene, record findings on large map (20 min)
- Representative from each group present (25 min)
- Next steps
 - *Jeff DeBellis (45)*



Magdalena Walkability Workshop Group Leader Instructions



Location	Leaders	Route
First Street	Judyth Shamosh	First Street between US Post Office and Family Dollar (Duggins Drive to Cedar Street) (3/4 mile)
South Main Street	Steve Pawlcyn	South Main between First and Fifth Streets (WPA Gymnasium) (1/3 mile)
Magdalena Schools	Holly Hagy	All roads surrounding Magdalena Schools (1/2 mile)
Kelly Road	Richard Rumpf	Track alongside Kelly Road between Gallaher and Hop Canyon (3/4 mile)
Village Park	Tyler Scartaccini & Jeff DeBellis	Site of future village park at northwest end of Main Street

Supplies: safety vests; measuring tapes; copies of audit form specific to route; map of route; clip board/pen; camera; dry erase board, and dry erase marker.

- 1) At 4:30, workshop participants self-select into five groups.
- 2) Introduce your assigned location and audit. Explain the group will walk for up to an hour and a half to assess the route for pedestrian safety, comfort, accessibility, and convenience. Assign tasks to volunteers:
 - a. Person(s) to take notes on audit form and map
 - b. Photographer(s)
- 3) For each photo, have a group member stand in the frame holding the white board with the photo location written on it for reference.
- 4) Allow the group brief stops to record and discuss issues, but make sure to get your group back by 6.
- 5) Lead your group in recording the major findings on the large group map provided. Indicate problem areas and potential solutions. Choose three or four issues to focus prioritize. Two of these should be relatively simple, attainable goals. The other one or two should be larger, more challenging projects.
- 6) Choose a spokesperson to present findings to the larger group.



Magdalena Walkability Workshop

Roads



Location: _____ Date: _____

Group Members: _____

Sidewalks/Pathways	Yes	No	Comments/Suggestions/Concerns
Are there sidewalks on both sides of the street? If no, where are sidewalks needed?			
Are the sidewalks continuous and free of missing sections? If no, provide location			
Are sidewalks free of poles, signs, shrubs or other items that block the sidewalk? If no, provide location			
Is the surface of the sidewalk smooth & even?			
Are sidewalks free of litter, debris, parked cars, or snow (in winter)?			
Is the sidewalk wide enough, especially for individuals with strollers, or wheelchairs and other disabilities to feel safe? Provide width: _____ ft _____ in			
Are there curb cuts for driveways that make the sidewalk uneven?			
Is there signage to mark hidden driveways? If no, provide locations of concern			
Is there a buffer separating the sidewalk from the curb? If yes, provide width: _____ ft _____ in			
Is there landscaping, benches, bicycle racks, shade trees, or other features within the buffer? If yes, are they well maintained?			
Are there designated bike lanes or shoulders in the road to keep bicyclists off sidewalks? If yes, do signs indicate bike paths?			
Have you documented all your sidewalk concerns?			



Magdalena Walkability Workshop Parks



Location: _____ **Date:** _____

Group Members: _____

Parks	Yes	No	Comments/suggestions/concerns
Is there a walking path? If yes, what is the condition? How is it surfaced? If no, where could it be located?			
Are there any obstacles, such as cracks, rocks, protruding tree roots, sudden drop offs, or other hazards for users, including those with wheelchairs or strollers or visual or hearing impaired? If yes, please describe the obstacles and note on your map where they are located.			
Are there sufficient benches or places to rest? If no, where should they be?			
Are there signs notifying users of rules for dogs in the park, such as whether or not they are allowed, cleaning up after them, or keeping them on leash? If yes, what do they say? Are they easy to understand? Do people follow them? If no, would you suggest that signage be used and if so, what should it say?			
Is there a dedicated dog park in the park? If yes, are there any access issues?			
Is parking adequate? If no, please explain your concerns			
Are the conditions safe for pedestrians who walk from their vehicles to places in the park? If no, why not?			



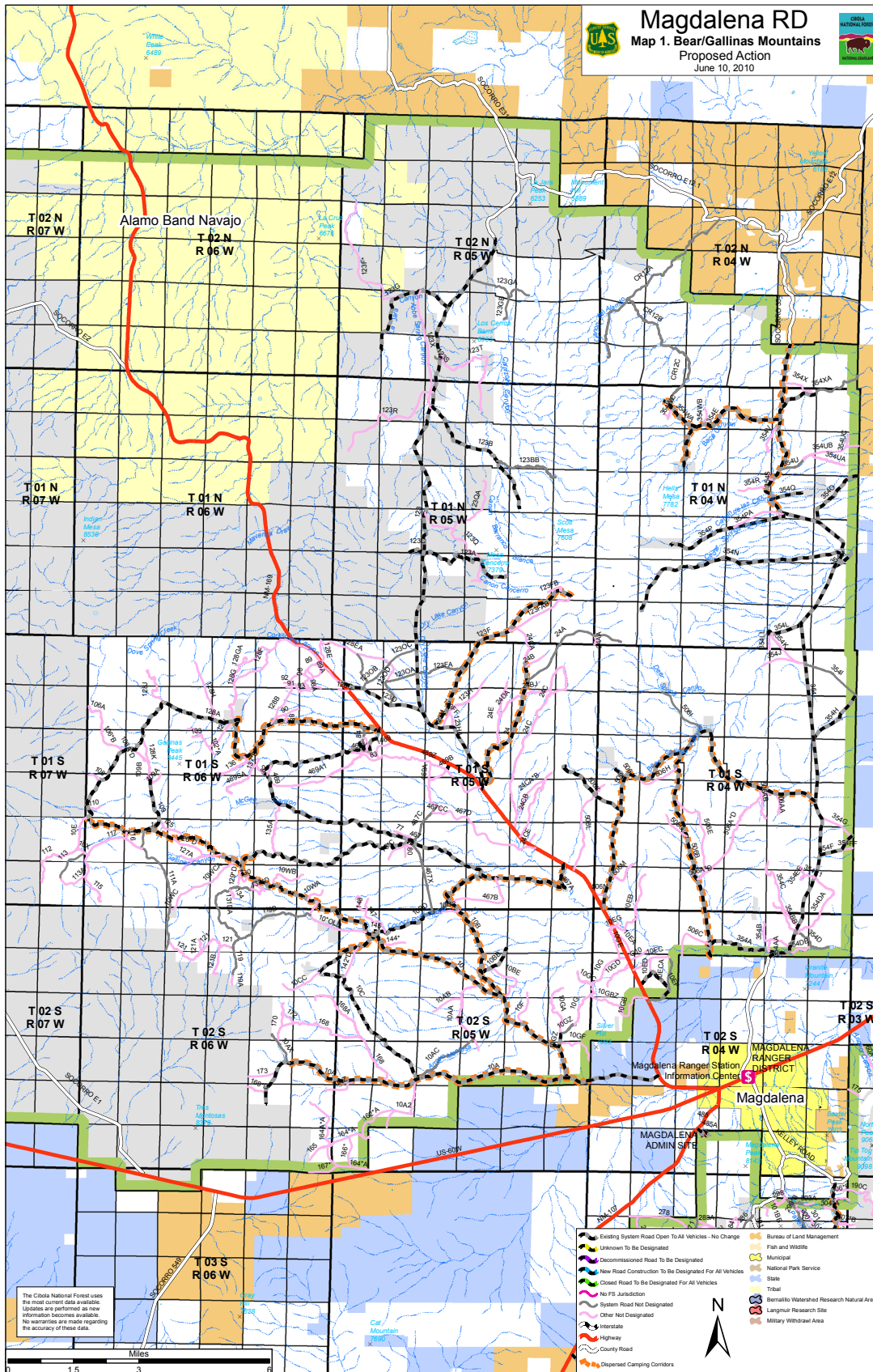
Magdalena Walkability Workshop Schools



Location: _____ **Date:** _____

Group Members: _____

Schools	Yes	No	Comments/Suggestions/Concerns
<p>Are there sidewalks along the routes that children walk near the school?</p> <p>If yes, are they on both sides of the street? How wide are they? Record widths & mark on the map. Mark where sidewalks needed.</p> <p>Provide width: _____ ft _____ in</p>			
<p>If sidewalks exist, are there trees, grass, or other buffers between the sidewalk and street?</p> <p>Provide width: _____ ft _____ in</p>			
<p>Do sidewalks have ADA ramps at all corners?</p> <p>Describe any other obstacles that may make walking difficult for anyone that is mobility, visual, or hearing impaired.</p>			
<p>Are there enough designated crosswalks near the school?</p> <p>If no, where are they needed?</p> <p>If yes, are they accompanied by a stop light, flashing yellow lights in the pavement, or other signal?</p>			
<p>Do crossing guards or school monitors help students enter school grounds?</p> <p>If no, provide location where crossing guards and monitors are needed.</p>			
<p>Can students walk to the school grounds from 3 - 4 sides of the property?</p>			
<p>Are there any high speed (30 mph or more) streets near the school?</p> <p>If yes, is there a lower School Zone speed limit posted for when school is in session?</p>			
<p>Are there school speed limit signs, overhead school flasher speed limit signs, and/or speed feedback signs?</p> <p>Where should they, or more of them, be added?</p>			



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Lined writing area consisting of 30 horizontal lines.



**SCHOOL OF
MEDICINE**

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