NEW MEXICO
2021 STRATEGIC HIGHWAY SAFETY PLAN
SAFE MOBILITY FOR EVERYONE

Jacobs

U.S. Department of Transportation
Federal Highway Administration

New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

January 25, 2022

The safety of our traveling public is a top priority for the State of New Mexico. Achieving our transportation safety goals requires careful coordination and collaboration among many different agencies and stakeholders across the state. The 2021 update of New Mexico's Strategic Highway Safety Plan (SHSP) and its continuing implementation represent some of the New Mexico Department of Transportation's most important work.

The SHSP identifies actions and strategies to reduce traffic deaths and incapacitating injuries for all transportation system users. This 2021 update to the plan builds off the collaboration and input launched with the 2016 SHSP. The updated plan continues to offer feasible solutions to improve safety for motorists, transit-riders, pedestrians, and bicyclists in New Mexico.

Achieving the goals of the SHSP requires continued collaboration and cooperation among many safety stakeholders and partners in the coming years. I firmly believe that our shared vision of safe mobility for everyone is an achievable goal, and we are poised to rise to this challenge.

Sincerely,

Michael Sandoval (Jan 13, 2022 09:21 MST)

Michael R. Sandoval
Cabinet Secretary

General Office | P. O. Box 1149 | Santa Fe, NM 87504

U.S. Department of Transportation
Federal Highway Administration

New Mexico Division

4001 Office Court Drive
Suite 801
Santa Fe, NM 87507
505-820-2021

February 25, 2022

In Reply Refer To:
HDA-NM
ENGI 20

Mr. Michael Sandoval
Cabinet Secretary
New Mexico Department of Transportation
PO Box 1149
Santa Fe, NM 87504

Dear Secretary Sandoval:

This letter serves as the Federal Highway Administration, New Mexico Division Office, acceptance of the process New Mexico Department of Transportation (NMDOT) followed to develop the 2021 New Mexico Strategic Highway Safety Plan (SHSP). The SHSP and the process NMDOT followed to update the SHSP is consistent with the requirements of 23 U.S.C 148. The next SHSP update is due no later than five years from the date this version is approved/signed by the Governor, or Governor's Designee, January 25, 2022.

The Highway Safety Improvement Program (HSIP) Eligibility Guidance, FHWA makes an effort to support not only the vision of zero deaths and serious injuries on the Nation's roadway system, but also recognizes that a Safe System approach for all road users is the best way to accomplish this goal. FHWA is committed to working States to ensure that available HSIP funds are invested in safety and strongly encourages States to invest the HSIP funds available to advance implementation of the Safe System approach.

The Highway Safety Improvement Program (23 U.S.C. 148) under the Infrastructure Investment and Jobs Act (IIJA) established a new Special Rule for vulnerable road user (VRU) which requires State DOT's to obligate in the next fiscal year not less than 15 percent of the amounts apportioned to the State if the total annual fatalities of VRU in a State represents more than 15 percent.

As you transition from the updated process to implementation, please keep in mind that evaluating New Mexico's progress in implementing the SHSP and meeting the Plan's goals and objectives is another crucial step in the SHSP process. Evaluation is required as part of the SHSP update but is also an ongoing process that begins when the SHSP is developed and continues throughout the life of the Plan.

The COVID-19 pandemic created many challenges and limited the capability of NMDOT to conduct an extensive stakeholder engagement process for the development of a new SHSP;

resulting in a limited update. NMDOT has committed to launch the next complete re-write of the SHSP anticipated in calendar year 2023.

We would like to commend you and your Staff for the effort that went into your SHSP update process. Should you have any questions, do not hesitate to contact any of us or our FHWA, New Mexico Division Office Safety Engineer, Luis Melgoza at 505-820-2028 or luis.melgoza@dot.gov.

Sincerely,

Cindy Vigue, P.E.
Division Administrator

cc:
Ms. Jessica Griffin, NMDOT Planning Division Director
Mr. Franklin Garcia, NMDOT Modal Director
Mr. Jerry Valdez, NMDOT Executive Director

Contents

Appendices

Executive Summary

The New Mexico Strategic Highway Safety Plan (SHSP) is a statewide, comprehensive effort to reduce fatalities and incapacitating (serious or A-) injuries on New Mexico's roadways for all modes and users (motorists, pedestrians, bicyclists, and other transportation users). This 2021 SHSP is an update to the 2016 plan. To meet the requirements of 23 *Code of Federal Regulations* (CFR) Part 924, the New Mexico Department of Transportation (NMDOT) is updating the 2016 SHSP by updating the crash data to verify the emphasis areas. The 2016 SHSP identified 20 emphasis areas utilizing a robust stakeholder process. Please refer to the 2016 SHSP to view the documentation of the stakeholder process utilized to develop the 20 emphasis areas. Limitations created by the COVID-19 pandemic prevented large scale stakeholder participation to develop new emphasis areas and associated implementation strategies. Another factor in the decision to update the existing plan versus launching a new SHSP development process was the lack of a new surface transportation bill from the United States Congress. This update will be published after the passage of the Infrastructure Investment and Jobs Act of 2021,but guidance regarding new programs, funding apportionment, and new initiatives are not in place at the time of this update. To extend the life of the emphasis areas and strategies the crash data has been updated to include 2013 through 2019 data.

New Mexico Safety Vision:

"Safe Mobility for Everyone"

The New Mexico SHSP is intended to coordinate traffic safety programs across the state, identify priorities and strategies, and provide a common measure and approach in traffic safety efforts for all roadway users. The purpose of the 2021 SHSP update is to update the data used to guide transportation project investment decisions to achieve a reduction in traffic fatalities and A-Injuries on all public roadways.

During the 2021 SHSP update process, the Project Management Team analyzed crash data from 2013 to 2019 and developed new charts and tables to communicate the updated data per emphasis area. Appendix A of this document contains the updated crash data per emphasis area. The updated crash data verified the validity of the existing emphasis areas and strategies by showing the top contributing factors to crashes remains unchanged. This also highlights the continuing need for transportation safety improvements across all modes in New Mexico. As will be shown in the data we have made progress in some areas but have more work to do. In short, the work outlined in the 2016 SHSP remain relevant in 2021 and the emphasis areas and implementation strategies will continue to guide investments to reduce fatalities and serious injuries on all public roadways. The emphasis areas identified in the 2016 SHSP remain in the 2021 update and are categorized into 10 high-priority and 10 priority emphasis areas based on the number and severity of crashes in New Mexico (Table ES-1).

Table ES-1. New Mexico Safety Emphasis Areas

High-Priority Emphasis Areas	Priority Emphasis Areas
Roadway Departure	Older Driver Involvement
Distracted Driving	Bicyclist Involvement
Impaired Driving	Heavy Vehicle Involvement
Speeding/Aggressive Driving	Inclement Weather
No Use of Safety Restraints	Emergency Medical Services
Motorcycle Involvement	Sleepy/Fatigued Driving
Pedestrian Involvement	Work Zone Related
Tribal Lands	Rail Involvement
Younger Driver Involvement	Transit/Bus Involvement
Intersection Related	Animal/Wildlife Involvement

This update to the New Mexico SHSP continues implementation of safety strategies for each emphasis area to achieve the ultimate safety goal of reducing fatalities and A-Injuries on New Mexico's roadways for all users. This 2021 update to the SHSP remains a blueprint for reducing fatalities and serious injuries for all transportation modes in New Mexico.

The 2021 update of the New Mexico SHSP continues to represent a coordinated effort among other state and local safety plans and programs, such as the Highway Safety Plan (HSP), the Highway Safety Improvement Program (HSIP), and the Commercial Vehicle Safety Plan. Furthermore, any revisions to these safety plans and any additional safety plans developed by metropolitan planning organizations (MPOs), regional transportation planning organizations (RTPOs), tribes, and other stakeholders should align with the goals, objectives, emphasis areas, and strategies included in the 2021 update to the New Mexico SHSP.

DEFINITION AND PURPOSE OF THE SHSP

Definition and Purpose of the SHSP

This update to the New Mexico SHSP provides new crash data and new analysis for a data-driven, comprehensive, multidisciplinary plan that integrates the 4Es of transportation safety – engineering, education, enforcement, and emergency medical services (EMS) (Figure 1). As a statewide plan, the SHSP establishes the primary goals and components for all safety efforts, including objectives, performance measures, and strategies —all with the intent to reduce fatalities and serious injuries in New Mexico for all transportation users. NMDOT developed this updated plan in to meet the requirements of 23 CFR 924 and shared the updated data with safety stakeholders. Please refer to the 2016 SHSP for documentation of the robust stakeholder engagement process which was not feasible in 2021 due to COVID-19. NMDOT continues to build from the emphasis areas and strategies identified by the 2016 SHSP process. The 4Es of transportation planning are illustrated in Figure 1 and show the interconnections amongst Engineering, Education, Enforcement, and EMS. NMDOT remains committed to furthering the collaborative effort between highway safety programs and partners in New Mexico to work together to align goals, leverage resources, and collectively address the state's safety challenges to save lives and reduce severe injuries.

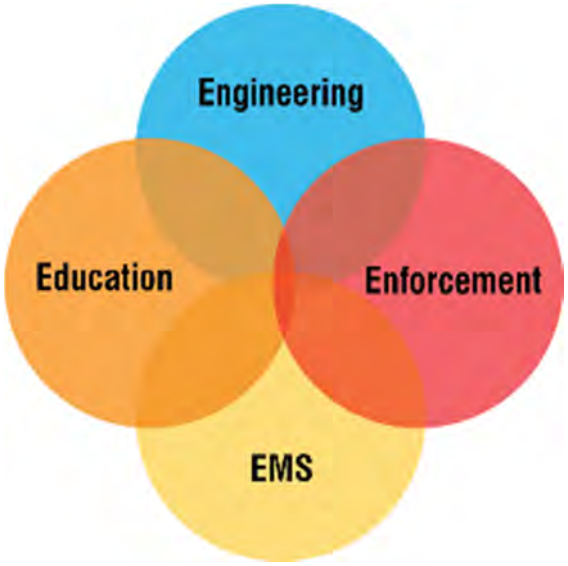


Figure 1. The New Mexico SHSP links the 4Es of transportation safety
Source: *Strategic Highway Safety Plans: A Champion's Guidebook to Saving Lives, Second Edition*, FHWA, 2012

The New Mexico SHSP is designed to:

- Provide an effective way to reduce fatalities and serious injuries in New Mexico for all transportation users.
- Establish common statewide goals and objectives, based on a collaborative stakeholder process.
- Strengthen existing partnerships.
- Build new partnerships and coalitions.
- Promote improvements in data, knowledge, and resource sharing.
- Better leverage existing resources and personnel in a focused manner.
- Efficiently incorporate both behavioral and infrastructure safety strategies and countermeasures in a need-based manner on all public roads and transportation systems.

The New Mexico SHSP is a major component and requirement of the federal HSIP (23 United States Code [U.S.C.] §148). As such, the New Mexico SHSP provides a comprehensive framework for reducing highway fatalities

and incapacitating (serious) injuries on all public roads. In addition, the SHSP identifies key safety needs and guides investment decisions toward safety strategies and countermeasures with the most potential to save lives and prevent injuries.

BACKGROUND

SHSP Vision and Goals

Our vision to provide "Safe Mobility for Everyone" on all New Mexico transportation facilities is stronger than ever. This vision continues to be consistent with the New Mexico mission to explicitly address the safety of motor vehicle occupants, pedestrians, bicyclists, bus users, and rail users. To accomplish this multimodal safety vision, there must be a reduction in fatalities and A-Injuries occurring on all roads – state highways, city streets, county roads, tribal roads, and federal roads.

— SHSP Vision —

"Safe Mobility for Everyone"

— SHSP Goal —

Reduce Fatalities and Serious Injuries for all Users on all New Mexico Roadways

From 2013 to 2109, the number of fatalities in New Mexico increased from 311 in 2013 to 425 in 2019 (NMDOT managed State Crash Data System, 2021), an average increase of approximately 19 fatalities per year. The number of A-Injuries dropped from 1,314 in 2013 to 1,079 in 2019 (NMDOT, 2021), an average reduction of approximately 39 A-Injuries per year. While this is very good progress, there is more to be done if we are to achieve the goal of safe mobility for the state and all users of the transportation facilities.

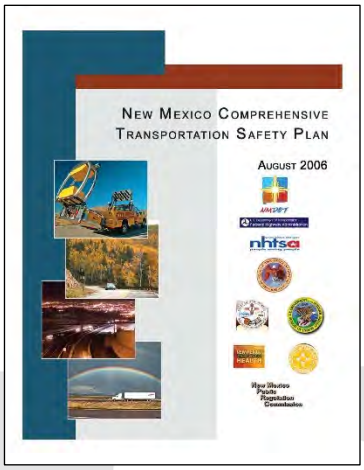
The 2021 SHSP update maintains the long-term goal to: "Reduce fatalities and serious injuries for all users on all New Mexico roadways." This goal provides guidance and consistency in the planning and general direction of safety programs and for state and local agencies.

To continue the progress that has been made in the last few years, SHSP objectives for the reduction of fatalities and incapacitating (serious or A-Injuries) injuries will be consistent with the more detailed safety performance targets that will be developed annually for the HSIP and HSP. Consistent with 23 CFR 490, the targets for performance measures will be used to assess progress in the improvement of safety.

SHSP History

Please refer to the 2016 SHSP for a comprehensive review of the history of New Mexico transportation safety planning. This SHSP update continues to build from the 2016 plan and earlier planning efforts to serve as New Mexico comprehenisve transportation safety plan.

New Mexico's Safety Accomplishments



New Mexico continues to support several existing safety programs and initiatives. The following subsections highlight New Mexico safety programs that contribute to the state's ongoing efforts to reduce roadway fatalities and A-Injuries.

Impaired Driving Program

New Mexico's Impaired Driving Program is nationally recognized because of its multi-faceted and comprehensive approach that features the following key components:

- **Mandatory ignition interlock:** A leading state in the nation, New Mexico's ignition interlock law went into effect June 17, 2005, mandating an ignition

interlock license and device installation for all convicted driving while intoxicated (DWI) offenders, including first-time offenders.

- **Enhanced deterrence through sustained DWI high-visibility enforcement:** Regular high-visibility, impaired-driving enforcement saturation patrols and sobriety checkpoints that focus on high-crash/high-risk locations are paired with increased media outreach about the enforcement to increase the public's perception of being apprehended if drinking and driving.

- **100 Days and Nights of Summer campaign:** A New Mexico enforcement program that encourages local law enforcement agencies to conduct checkpoints and saturation patrols during a 100-day period from June through September.

- **Strengthened prosecution and conviction of DWI arrests:** New Mexico provides its officers with extensive DWI training in Standardized Field Sobriety Testing, DWI Checkpoints, Drug Recognition Expert, Advanced Roadside Driving Impairment Enforcement, and other impaired-driving-related courses such as DWI prosecution and blood alcohol concentration testing.
- **Reducing recidivism of repeat offenders:** DWI/Drug Courts are proven to effectively combat the hardcore, repeat offender through intensive supervision, treatment, and monitoring of sentence requirements to change drunk/drugged driving behavior.
- **Award-winning creative media and public engagement campaigns:** Campaigns such as ENDWI, Drive Sober or Get Pulled Over, and MyInstead! (New Mexico's underage drinking prevention and education program that features an interactive video to assist young people in choosing alternative activities to drinking) educate the public and offer alternatives to drinking and driving.

- **Mandatory DWI course for newly licensed drivers age 18 to 24:** The *None for the Road* DWI course is mandatory for all first-time licensees between the ages of 18 and 24 to inform new drivers about DWI laws and prevention.
- **Comprehensive alcohol sales compliance enforcement:** This enforcement includes conducting compliance checks at establishments serving or selling alcohol and conducting underage enforcement sting operations.
- **Equipping judges and staff to effectively address DWI offenders:** New Mexico offers training and web-based resources to better equip judicial staff on the full spectrum of DWI – arrest, adjudication, sentencing alternatives, ignition interlock requirements, treatment, DWI/Drug Courts, and new DWI law developments.

No Texting / Hands-Free Law

On July 1, 2014, New Mexico state legislation (Senate Bill 19) took effect, prohibiting handheld cell phone use, sending or reading of text messages and emails, and conducting internet searches using wireless devices while driving. The NMDOT unveiled a series of public service announcements emphasizing the dangers of texting while driving and a mobile app, DNTXT. In addition, a growing number of local city ordinances restrict handheld cell phone use while driving. New Mexico is the 42nd state to ban texting while driving.

Primary Seat Belt and Child Safety Restraint Laws

Effective enforcement of New Mexico's primary seatbelt and child safety/booster seat laws is provided through BKLUP, Operation Buckle Down, Click It or Ticket, and sustained enforcement activities and implementing New

Mexico's Child Restraint Program involving child safety seat distribution, fitting stations, and clinics. These occupant protection efforts have been instrumental in achieving high seat belt and child safety restraint use.

Look for Me Campaign

Enhanced public outreach regarding pedestrian and bicyclist safety awareness is provided by New Mexico's Look for Me campaign. These materials promote and encourage awareness of all road users, including pedestrians and bicyclists.

Motorcycle Safety Courses

Motorcycle rider skills are strengthened by the basic and advanced motorcycle safety Rider Courses offered throughout the state

Coordinated Media Outreach

High-visibility media outreach is coordinated with law enforcement activities to increase public perception that officers are actively enforcing laws regarding DWI, occupant protection, speeding, distracted driving, and other traffic safety issues.

Traffic and Criminal Software

The New Mexico law enforcement community expanded its use of Traffic and Criminal Software (TraCS) for electronic submission of crash reports. This practice resulted in more timely, complete, and accurate crash data and improved officer productivity by up to 200 percent.

Information Clearinghouse

New Mexico maintains a comprehensive information clearinghouse that offers traffic safety information and resources to support statewide safety programs, as well as a 1-800 toll-free service to respond to public inquiries on occupant protection, DWI prevention, speeding, graduated driver's licensing, and other traffic safety programs and issues.

Strengthened Emergency Medical Services

The following list describes the key components of New Mexico's life-saving EMS:

- **EMS Fund Act**: The New Mexico Department of Health established and administers the EMS Fund Act to regulate statewide EMS services and provide New Mexico municipalities and counties with funds to help establish and improve local emergency medical services to reduce injury and loss of life more effectively.
- **Accessible tracking and reporting system:** The New Mexico Emergency Medical Services Tracking and Reporting System (NMEMSTARS) has simplified, streamlined, and integrated EMS data collection from across New Mexico, whether in the ambulance, the local station, or regional or state offices. The information collected is used to generate reports for EMS management, to advocate for resources, develop policy, and direct EMS certification criteria.
- **Continuing education and training:** The Emergency Medical Services Academy, a division of the University of New Mexico, Health Sciences Center School of Medicine, equips EMS professionals in all aspects of pre-hospital care including, but not limited to, education, medical direction, direct field care, research, and system development.

  In addition, the New Mexico Department of Health's Emergency Medical Systems Bureau created a one-stop reference called the *EMS Continuing Education Guide for Licensed Personnel and Continuing Education Coordinators*. This purpose of this guide is to assist EMS/system training coordinators, medical directors, and

EMS educators in designing continuing education programs that will meet the educational needs of EMS personnel and the Emergency Medical Systems Bureau license renewal requirements.

- **Statewide trauma care system:** The goal of the New Mexico's statewide trauma system is to decrease injured patients' time to definitive care by ensuring that patients' medical needs are appropriately matched with hospitals' resources reflected in trauma center Level I, II, III, or IV providers. For the critically injured, the time between the injury's occurrence and getting emergency care is the most important predictor of survival.

Cable Median Barrier

The NMDOT installed cable median barriers on interstate routes to reduce the probability of a vehicle crossing the median and hitting an oncoming vehicle. This treatment significantly reduced head-on, opposite-direction crashes on freeways.

Shoulder Rumble Strips

Shoulder rumble strips are milled or raised elements on the pavement that alert inattentive drivers through vibration and sound that their vehicles have left the travel lane. They are installed on a shoulder near the edge of the travel lane and significantly reduce run-off-the-road (ROR) crashes by 10 to 24 percent on rural freeways and 26 to 46 percent on two-lane rural roads.

Improved Guardrail End Treatments and Upgrade of Roadside Hardware

From 2013 to 2019 more than one-fourth of all fatalities result from vehicles leaving the road and hitting a fixed object or overturning. The installation and upgrade of guardrail, and improved guardrail end treatments, are designed to minimize the consequences of a vehicle leaving the roadway. The installation of properly designed end treatments and upgrades of roadside hardware can substantially affect the severity of crashes and loss of life, particularly in rural ROR crashes.

SHSP UPDATE PROCESS

SHSP Update Process

23 CFR 924 requires state Strategic Highway Safety Plans be updated every five years. But, due to constraints created by COVID-19 travel restrictions and social distancing requirements it was not feasible to host safety summits and other in-person meetings. The process resulting in the 2016 New Mexico SHSP had robust stakeholder participation and the emphasis areas and strategies identified through the process remain relevant today.

To facilitate meeting the five-year requirement from 23 CFR 924, NMDOT contracted with consultants to update the 2016 SHSP in December 2020. Due to the COVID-19 pandemic, NMDOT decided to update the existing plan rather than launch a new public and stakeholder process to develop a new plan. NMDOT will develop a new SHSP beginning in 2023.

Data from crash years 2013 through 2019 were gathered and analyzed to validate the emphasis areas documented in the 2016 SHSP. You can review the updated crash data presented in the Emphasis Area section and in Appendix A.

The project team for this update included Jacobs Engineering and the NMDOT Multimodal Planning and Programs Bureau (MPPB) staff. The project team presented the 2013 through 2019 crash data analysis to stakeholders at a virtual meeting on November 2, 2021, attended by 43 participants. The presentation included the results of the 2013 through 2019 crash data analysis in aggregate and per emphasis area.

On November 2, 2021 a stakeholder survey was released and remained open until November 30, 2021. NMDOT posted the survey on its website and a sent a link to the Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Organizations (RTPOs). Email outreach encouraged survey participation from state and federal partners. Between the survey and the stakeholder meeting, we had participation and responses from law enforcement, elected officials, state agencies, federal agencies, and local public agencies. Please see Appendix C for a breakdown of the 34 survey responses. The stakeholder process, and primarily the 2013 to 2019 crash data analysis, informed the 2021 update to the SHSP The updated plan continues to comprehensively guide all transportation safety stakeholders' work toward reducing fatalities and serious injuries on all public roadways.

Other Interrelated Safety Plans

As the overarching transportation safety plan, the New Mexico SHSP coordinates with other state safety plans and programs such as the HSP, HSIP, and Commercial Vehicle Safety Plan. Because the 2016 SHSP's goals, objectives, emphasis areas, and strategies remain in place, so consistency continues between SHSP and MPO, RTPO, and tribal/local public agency (T/LPA) safety plans. Figure 3 illustrates the relationship between the SHSP and other state safety plans.

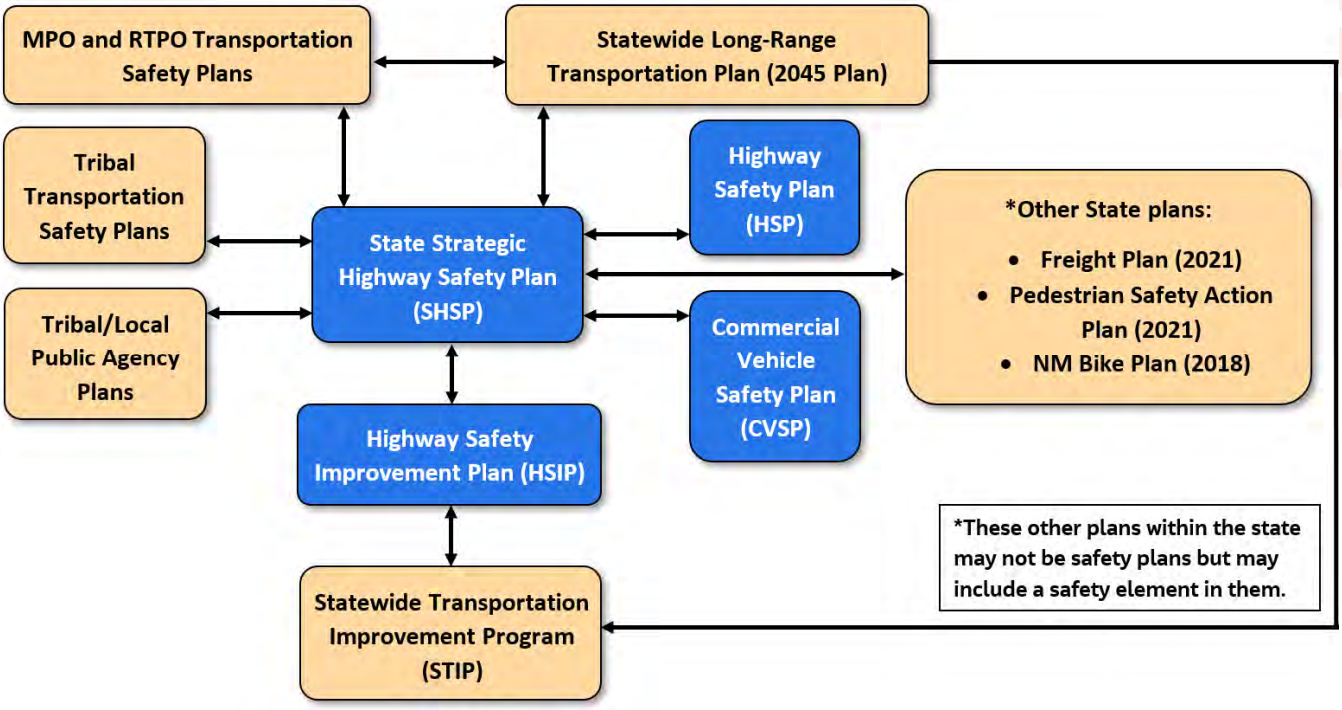


Figure 3. Relationship between the New Mexico SHSP and other State and local safety plans
Modified after: *Strategic Highway Safety Plans: A Champion's Guidebook to Saving Lives*, Second Edition, FHWA, 2012

National *Toward Zero Deaths* Effort

With over 36,000 fatalities occurring on the nation's highways each year, transportation safety remains one of the most challenging issues facing America. *Toward Zero Deaths (TZD): A National Strategy on Highway Safety* is a data-driven effort focusing on identifying and creating opportunities for changing American culture as it relates to transportation safety. Originally adopted by Sweden, the TZD concept is based on the principle that even one traffic death is unacceptable. In the United States, the TZD concept was developed in cooperation with the United States Department of Transportation, Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration, American Association of State Highway and Transportation Officials, and the National Highway Traffic Safety Administration (NHTSA) as a singular highway safety strategy for the United States, and the organizations have adopted this strategy. The national strategy using a data-driven process focuses on identifying and creating opportunities for changing our highway safety culture.

The effort focuses on developing strong leadership and champions in the organizations that can directly impact transportation safety through engineering, education, enforcement, EMS, policy, public health, communications, and other efforts. The national strategy is intended to be used as a guide and framework by safety stakeholder organizations to enhance current national, state, and local safety planning and implementation efforts.

TZD provides tools that national, state, and local safety partners and stakeholders can use to develop their safety plans more effectively. Of the states that have adopted TZD as their long-term vision for reducing highway deaths, research shows that implementation helped to foster a paradigm shift in how those states approach transportation safety. To a much greater extent, implementing TZD emphasizes the importance of reducing

severe crashes and ultimately that the road system should be designed so that fatalities and A-Injuries do not occur. Studies also indicate that successful TZD programs promote the following activities:

- More aggressive goal setting for reducing traffic-related fatalities and serious (incapacitating) injuries on all public roads.
- Interagency cooperation among state transportation, public safety and health agencies, and state and local roadway authorities.
- Development of safety strategies that leverage the 4Es of transportation safety.
- Implementation of data-driven, performance-based safety strategies to provide the greatest opportunity to reduce the number of fatalities and A-Injuries.
- Policy leadership that supports a state's short-term goals and long-term vision.

NMDOT supports implementation of TZD concepts in safety initiatives, at the state, local, and tribal levels. Some of the elements such as interagency cooperation and a more intense focus on a 4E-based SHSP show the evolution toward a data-driven safety planning process is already underway.

Annual Crash Trends

As of 2020, New Mexico's road system consists of 72,092 miles of public roads, of which 11,920 miles (16.5 percent) are state highway facilities under the jurisdiction of the NMDOT and 41,189 miles (57 percent) are under local jurisdiction or local units of government (28,574 miles are managed by counties and 12,615 miles by cities or other local jurisdictions). The remaining miles of public roads are under tribal (3,564 miles) and federal jurisdiction.

New Mexico statewide fatalities and A-Injuries from 2013 to 2019 were analyzed to identify trends. Figure 4 shows the annual number of fatalities in New Mexico that occurred on all public roads. From 2013 to 2019, fatalities decreased from 413 to 300 – a reduction of over 27 percent, which indicates a general downward trend in fatalities. From 2014 to 2015, fatalities decreased from 386 to 298 – a decrease of over 20 percent. However, from 2018 to 2019, fatalities increased from 392 to 424 - an increase of 8 percent.

Figure 5 shows the annual number of serious injuries from 2013 to 2019. Serious injuries, or A-Injuries, decreased from 1,314 to 1,079, a reduction of 18 percent. Since 2013, there is a general, consistent downward trend in number of A-Injuries.

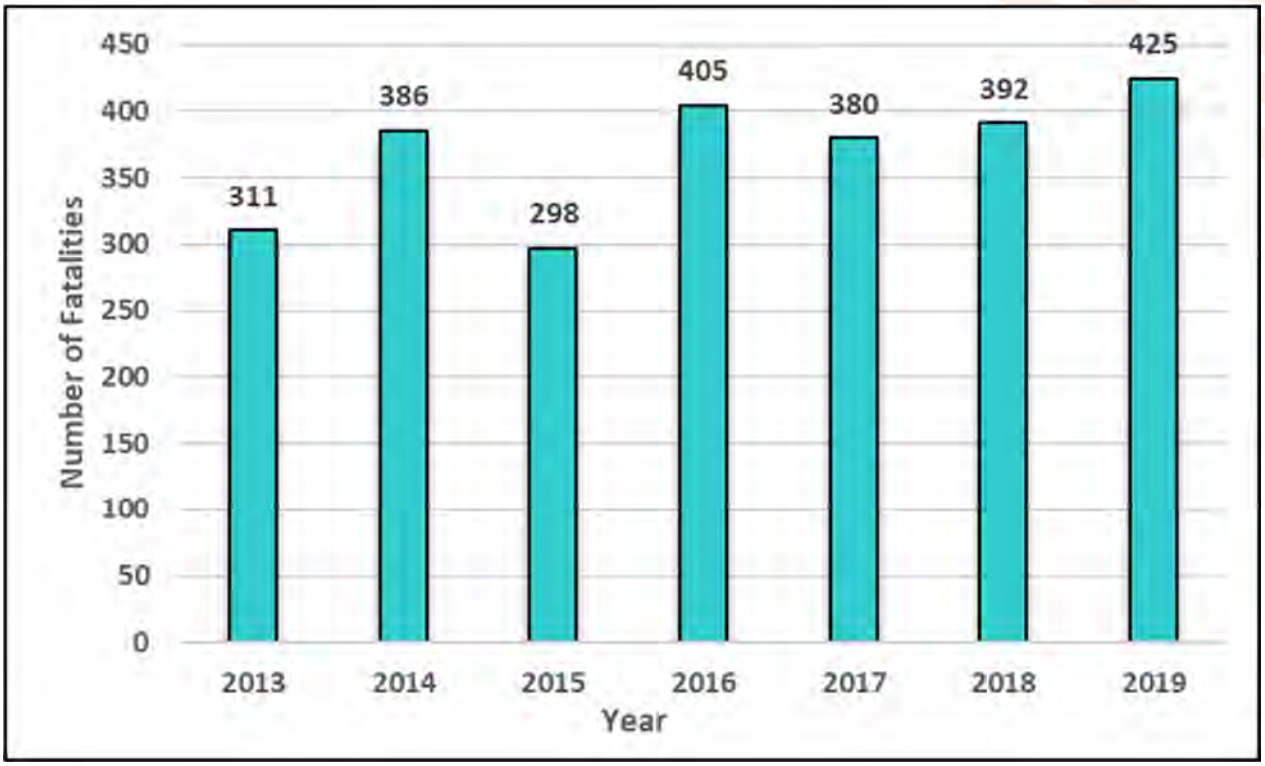


Figure 4. Total annual fatalities on New Mexico roads, 2013 to 2019

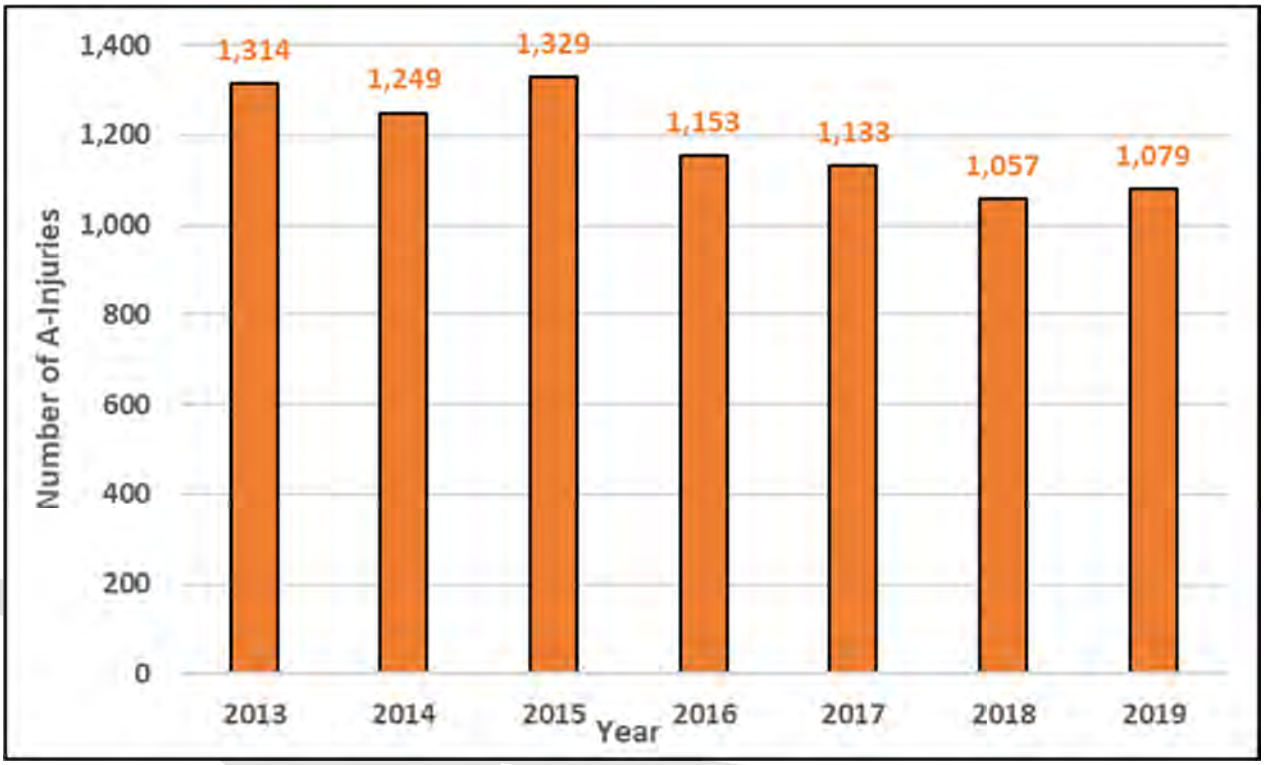


Figure 5. Total annual serious injuries on New Mexico roads, 2013 to 2019

Traffic fatalities in the United States peaked in 1972 at 54,589 deaths and fell at a rate of about 1 percent annually since then to 36,096 fatalities in 2019 (NHTSA, 2019a). In 2019, United States traffic fatalities decreased slightly by 2 percent compared to 2018, when the nation experienced 36,835 fatalities. This overall historical reduction is the result of a combination of efforts that have made roadways and vehicles safer and law enforcement and emergency response more effective. However, traffic crashes are still one of the leading causes of death in the United States, with nearly 90 people losing their lives on the nation's roadways every day, and fatalities may be an increasing trend.

As part of the SHSP data-driven effort, the project team analyzed available statewide crash data for fatalities and A-Injuries for the years 2013 through 2019 to help identify trends and develop strategies to improve safety on New Mexico's public roadways. The project team also used this data to identify the predominant crash types, contributing factors for these crashes, and their distribution across New Mexico's network of roads. From this analysis, the team identified safety countermeasures or strategies for the crash types that represent the greatest opportunity to reduce fatalities and A-Injuries. This resulted in the identification and analysis of almost 9,000 fatal and A-Injury crashes.

The analysis of fatalities and serious (incapacitating) injuries and their associated rates based on vehicle miles traveled (VMT) are four of the primary performance measures that Moving Ahead for Progress in the 21st Century (MAP-21) required states to report. The FAST Act added one additional measure: the number of pedestrian and bicycle fatalities and serious (incapacitating) injuries. Consistent with the federal emphasis to reduce the number of fatalities and serious injuries, the project team followed a data-driven process to review and analyze crashes that resulted in one or more fatalities and/or A-Injuries. This initial step included documenting information about these fatalities and A-Injuries, which aided the efforts to prioritize types of crashes, safety strategies, and area types across the entire network of roads in New Mexico. This type of data-driven analysis and linking countermeasures with known safety performance provide a means to optimize New Mexico's safety investment.

After analyzing the resulting distribution of fatalities and A-Injuries, the project team identified groups of crashes by major categories of significance, called safety emphasis areas. The team then shared the emphasis area information with stakeholders. These two steps represent the first major steps in the SHSP update process (shown in Figure 2).

Performance Management

Starting with MAP-21 and continuing with subsequent federal legislation, performance management is required. Performance management encourages efficient investment of federal and state transportation funds by focusing on quantifiable transportation goals, increasing the accountability and transparency of the highway programs, and improving transportation investment decision-making through performance-based planning and programming.

Safety performance measures are developed on a yearly basis using New Mexico's fatality and serious injury data. The injury status of individuals involved in crashes is reported on the New Mexico Uniform Crash Report form, where injuries classified as A-Injuries (A on the KABCO injury scale) are equivalent to serious injuries. Safety performance measures are for all public roads and are reported as a 5-year rolling average for the following measures:

- Fatalities: The number of persons killed in motor vehicle crashes on all public roads for a calendar year.
- Serious (Incapacitating or A-) Injuries: The number of persons seriously injured in motor vehicle crashes on all public roads for a calendar year.
- Fatality Rate: The number of persons killed in motor vehicle crashes per 100 million VMT for a calendar year.
- Serious (Incapacitating or A-) Injury Rate: The number of persons seriously injured in motor vehicle crashes per 100 million VMT for a calendar year.

- Number of combined non-motorized fatalities and serious (incapacitating) injuries for a calendar year.

As part of the annual evaluation and coordination of New Mexico's transportation safety programs, such as in the HSP and HSIP, New Mexico is required to establish annual targets for these performance measures.

Safety Performance Measure Special Rules

Congress requires special consideration of improving the safety on rural collector and local roads and of older drivers and pedestrians (each defined as age 65 and older). To assist in this effort, safety performance standards are set for these important categories.

High-Risk Rural Road Safety

The MAP-21 legislation eliminated the original High-Risk Rural Roads Program and redefined it as the High-Risk Rural Road (HRRR) Special Rule [created under 23 U.S.C. §148(g)], which continues in subsequent federal transportation legislation. New Mexico is not subject to complying with the HRRR Special Rule in 2022 as determined by FHWA on a bi-annual basis. New Mexico could become subject to the HRRR Special Rule in future years. Despite not being subject to the HRRR requirements as per FHWA, rural road safety is a top priority for New Mexico. HRRRs as roadways are defined as ones that are functionally classified as a rural major collector, rural minor collector, or rural local road with a fatality rate higher than New Mexico roadways of similar functional class.

Older Drivers and Older Pedestrians

The Special Rule for Older Drivers and Pedestrians requires that states adopt additional mitigation measures if the rate of traffic fatalities and A-Injuries combined for drivers and pedestrians age 65 and older increased during the most recent 2-year period. These rates are calculated relative to the statewide population of persons in that age group.

SAFETY EMPHASIS AREAS

Safety Emphasis Areas

This 2021 update of the New Mexico SHSP included analysis of 2013 through 2019 crash data to update and validate the emphasis areas identified by the 2016 SHSP. The SHSP identifies safety emphasis areas and strategies that consider effectiveness, cost to implement, and time to implement to effectively focus funding within the highway safety programs. For detailed description of emphasis area implementation strategies please see Appendix B.

Seven years of New Mexico crash data (2013 through 2019) were analyzed, then the number of fatalities and A-Injuries disaggregated (divided or split up) among the specific categories of crashes (emphasis areas). Appendix A presents more details related to the circumstances associated with each fatality and A-Injury. Prioritizing the safety emphasis areas by number of fatalities and A-Injuries, and to some extent those that may be trending upward, helps direct the state's limited safety dollars to those infrastructure and behavioral initiatives that offer the greatest opportunity to save lives.

New Mexico's Safety Emphasis Areas

The analysis of New Mexico's fatalities and A-Injuries and consideration of stakeholder input resulted in the designation of 20 safety emphasis areas and two levels of priority, as shown in Table 1.

Table 1. New Mexico safety emphasis areas

High-Priority Emphasis Areas	Priority Emphasis Areas
Roadway Departure	Older Drivers Involvement
Distracted Driving	Bicyclist Involvement
Impaired Driving	Heavy Vehicle Involvement
Speeding / Aggressive Driving	Inclement Weather
No Use of Safety Restraint	Emergency Medical Services
Motorcycle Involvement	Sleepy / Fatigued Driving
Pedestrian Involvement	Work Zones Related
Tribal Lands	Rail Involvement
Younger Drivers Involvement	Transit / Buses Involvement
Intersection Related	Animal / Wildlife Involvement

The results of allocating fatalities and A-Injuries into the safety emphasis areas for the years 2013 through 2019 are shown in Table 2. The most frequent types of severe injuries in New Mexico involve road departure, intersection relatedness, and distracted driving, while the least frequent types involve work zones and train-vehicle collisions.

Table 2. New Mexico's safety emphasis areas by fatalities and A-Injuries– 2013 to 2019

Safety Emphasis Area	New Mexico			
	Fatalities		A-Injuries	
	Number [a]	Percentage	Number [a]	Percentage
Statewide Totals	**2,597**		**8,314**	
High-Priority Emphasis Areas				
Roadway Departure	1,366	53%	3,232	39%
Distracted Driving	1,076	41%	3,995	48%
Impaired Driving	1,295	50%	1,424	17%
Speeding / Aggressive Driving	519	20%	3,312	40%
No Use of Safety Restraint	949	37%	1,070	13%
Motorcycle Involvement	338	12%	1,099	13%
Pedestrian Involvement	508	19%	703	8%
Tribal Lands	484	19%	693	8%
Younger Driver Involvement	346	13%	1,508	18%
Intersection Related	1,034	40%	5,101	61%
Priority Emphasis Areas				
Older Driver Involvement	429	17%	1,460	18%
Bicyclist Involvement	40	2%	171	2%
Heavy Vehicle Involvement	411	16%	579	7%
Inclement Weather	237	9%	776	9%
Emergency Medical Services [b]	—	—	—	—
Sleepy / Fatigued Driving	85	3%	269	3%
Work Zone Related	5	<1%	10	<1%
Rail Involvement	10	<1%	10	<1%
Transit / Bus Involvement	32	1%	87	1%
Animal / Wildlife Involvement	16	<1%	58	<1%

Notes:

[a] The numbers in the columns add to more than 100% because many fatalities/A-Injuries are assigned to more than one emphasis area - this is known as not being mutually exclusive. For example, a fatality that occurred at an intersection, involving a younger driver who was unbelted would be assigned to three safety emphasis areas.

[b] The Emergency Medical Services emphasis area is for improved response time; therefore, no fatalities or A-Injuries are assigned to this emphasis area.

High-Priority Safety Emphasis Areas

Roadway Departure

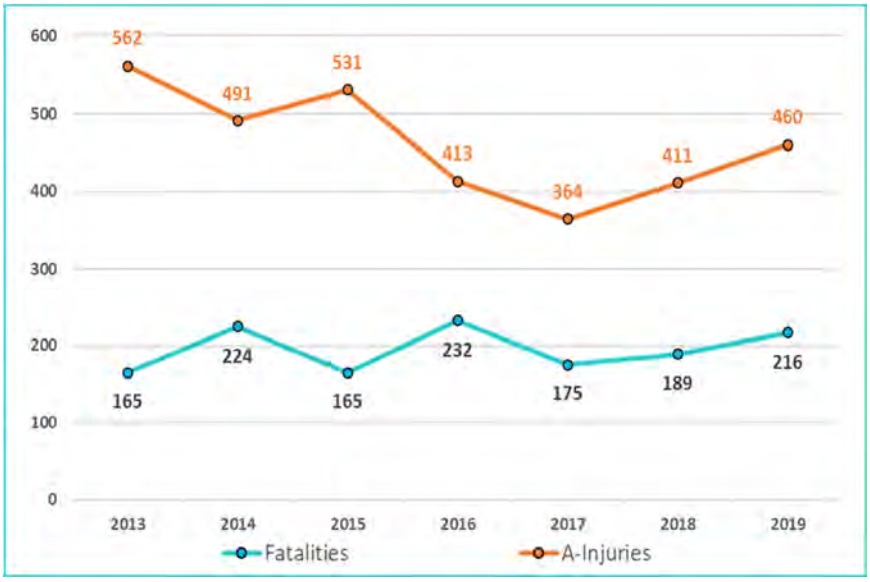
From 2013 to 2019, 51 percent of all road departure related A-Injuries occurred on rural roadways. During the same period, road departures resulted in 1,366 fatalities and 3,232 A-Injuries on New Mexico roadways.

Since 2013, there is a generally flat trend in the number of fatalities, as shown by the figure to the right. A-Injuries experienced a decrease, followed by an increase. From 2013 to 2019, the lowest total of A-Injuries was 364 in 2017, while the highest total was 562 in 2013.

In the fatalities resulting from road departure, 50 percent included a driver that was impaired (drugs or alcohol), and over 45 percent involved a distracted driver, while 32 percent of roadway departure fatalities included multiple vehicles.

Forty-seven percent of A-Injuries were the result of distracted drivers, and 46 percent were intersection related.

Roadway departure crashes are the second most frequent factor in New Mexico fatalities and A-Injuries. A road departure crash is defined as crash that occurs after a vehicle crosses an edge line, road edge, or a centerline, or otherwise leaves the travel lane. Crash classifications that would satisfy the roadway departure criteria include head-on, fixed objects, overturned, roll-over, sideswipe opposite direction, and sideswipe same direction. From 2013 to 2019, 73 percent (992 of 1,366) of roadway departure fatalities occurred on rural roadways. Identifying roadway segments, curves, and selecting appropriate, effective countermeasures, such as shoulder and centerline rumble strips and cable median barriers are an important part of the roadway safety improvement program to reduce crashes on the nation's roadways at individual locations or on a systemic basis.



Roadway Departure Fatalities and A-Injuries in New Mexico by Year, 2013 to 2019

Priority Safety Strategies

- Keep vehicles from encroaching on the roadside by installing various proven treatments.
- Install proven treatments to reduce the likelihood and/or severity of head-on crashes on two-lane roadways.
- Install proven treatments to reduce the likelihood and/or severity of head-on crashes on multilane roadways.
- Minimize the likelihood of crashing into an object or overturning if the vehicle travels off the shoulder.
- Provide improved slope/ditches to prevent roll-overs and remove/relocate objects at high-risk locations.
- Provide passing lanes and acceleration/deceleration lanes to reduce head-on crashes.

Distracted Driving

From 2013 to 2019, distracted driving was the second highest behavior-related contributing factor with 1,076 fatalities (41 percent of total fatalities) and 3,995 A-Injuries (48 percent) on New Mexico roadways. Although the number of fatalities where distracted drivers are involved has remained relatively stable over this time, the number of A-Injuries due to distracted driving has decreased.

When looking at distracted driving fatalities, 58 percent were also categorized in the roadway departure emphasis area from 2013 to 2019, while alcohol was a contributing factor in almost 40 percent of fatalities. Nearly 15 percent of fatalities involved younger drivers, while 17 percent involved older drivers (see Appendix A for additional analysis).

Distracted driving in New Mexico and nationwide is a high-priority safety focus area due to the growing number of distractions that drivers engage in. While anything that takes a driver's eyes off the road, hands off the wheel, or mind off driving is a hazard, texting and other uses of cell phones are particularly dangerous because it combines all three types of distraction – visual, manual, and cognitive. Consequently, New Mexico prohibits all drivers from texting or typing on handheld mobile devices (including web site use). Drivers may talk on the phone if they are using a hands-free device, except where prohibited by local ordinance. Nationwide and in New Mexico, distracted driving is underreported due to driver reluctance to admit to being distracted for fear of citations. The New Mexico legislature added "Driver Inattention (includes cell phone/texting)" to the Uniform Crash Report as a contributing factor of crashes to allow more accurate reporting and identification of distracted driving-related crashes. Increasing public awareness of the risks of this behavior, monitoring the effectiveness and enforcement of New Mexico's statewide ban, and improving the quality of distracted driving-related crash data is essential for improvement in this emphasis area.

Distracted Driving Fatalities and A-Injuries in New Mexico by Year, 2013 to 2019

Priority Safety Strategies

- Increase awareness of distracted driving using aggressive "Just Drive" public education and awareness campaigns that support the state's ban on all electronic communications while driving.
- Increase and strengthen high-visibility enforcement of cell phone use/text messaging and electronic communication device laws.
- Encourage use of technology to eliminate use of cell phones, other mobile devices, and texting while driving.
- Improve data collection and reporting for distracted driving crashes.
- Ban all cell phone use while driving, including hands-free, for all drivers.
- Incorporate information on distracted driving into education programs and materials for younger drivers.

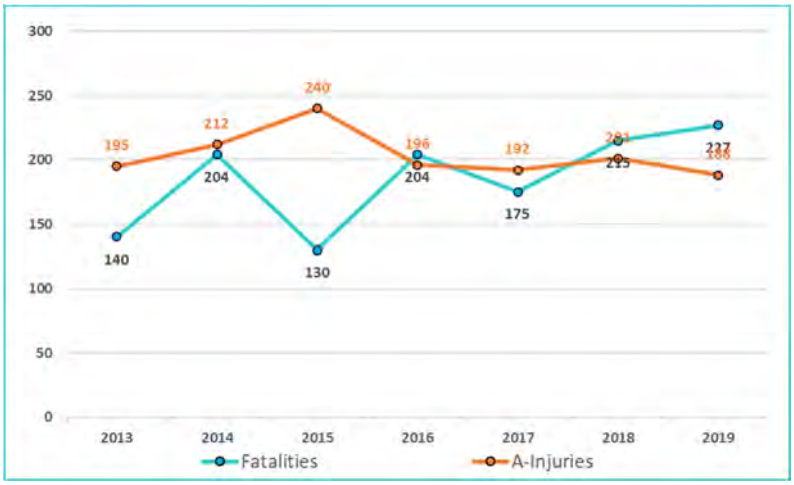
Impaired Driving

From 2013 to 2019, impaired driving was the top behavioral contributing factor in 1,295 fatalities (50 percent) and 1,424 A-Injuries (17 percent) on New Mexico's roadways. When combined, fatalities and A-Injuries due to impaired driving have remained fairly stable over this time. Roadway departures accounted for more than half of impaired driving fatalities, and multiple vehicles were involved in more than 60 percent of impaired driver fatalities.

When an officer responds to a traffic crash and determines the top contributing factor to the crash was the driver's alcohol or drug involvement, these crashes, and the associated injuries, are considered impaired driving. The term "driver" refers to the operator of any motor vehicle, including a motorcycle. Nationally, alcohol-impaired motor vehicle crashes cost more than an estimated $44 billion annually. In 2019, more than 11,915 people died nationwide in crashes that included a driver with a non-zero Blood Alcohol Content (NHTSA, 2019c) – one every 44 minutes. In recent years, many states have legalized marijuana, contributing further to the frequency of impaired driver crashes.

Despite focused safety campaigns, impaired driving continues to be a significant problem both for New Mexico and nationwide. In New Mexico, impaired driving is the highest driver-related factor contributing to fatalities. Impaired driving fatalities in New Mexico are more likely to occur on Saturdays and Sundays.

Fatalities related to impaired driving have increased slightly from 2013 to 2019, and they account for 50 percent of all traffic fatalities in New Mexico. Consequently, impaired driving is one of New Mexico's priority safety emphasis areas.



Impaired Driving Fatalities and A-Injuries in New Mexico by Year, 2013 to 2019

Priority Safety Strategies

- Conduct aggressive, high-visibility DWI enforcement campaigns.
- Increase education for judges on drug impairment tests, improve awareness and communication with courts to ensure drug screening occurs, and protect funding for Drug Court programs.
- Allow New Mexico Department of Health, Scientific Labs Division to testify via video conference.
- Develop education program regarding drinking and driving, including family education and private-host parties.
- Conduct well-publicized compliance checks of alcohol retailers to reduce sales to underage persons.
- Change legislation to restrict the number of drinks served and continue work on public awareness regarding amount of alcohol consumed.
- Explore the strengthening of repeat DWI offender monitoring programs and associated recidivism.

Speeding / Aggressive Driving

From 2013 to 2019, 20 percent of all fatalities and 40 percent of A-Injuries were speeding and/or aggressive-driving related. Overall speeding/aggressive driving was a contributing factor in 519 fatalities and 3,312 A-Injuries on New Mexico roadways.

For speeding/aggressive driving fatalities, almost half were related to road departure and 11 percent involved an impaired driver. For A-Injuries, 49 percent involved at least one distracted driver and 78 percent occurred in urban areas.

Both speeding and aggressive driving are serious problems on New Mexico's roadways. A crash is speed related if the driver is charged by a law enforcement officer for driving too fast for conditions and/or exceeding the posted speed limit. Speeding is typically considered to be aggressive driving when a vehicle's speed substantially exceeds the prevailing travel speeds of other vehicles. Aggressive driving also involves unsafe driving behaviors such as exceeding safe speeds for road conditions, following too closely, failure to yield, disregarding traffic controls, and other driving behaviors that contribute to unsafe conditions . Aggressive drivers often commit a combination of unsafe traffic offenses that endanger themselves, their occupants, and other roadway users.

Higher speeds result in greater potential for loss of vehicle control, lower driver response time to avoid a crash, and the need for increased stopping distance. Another result of higher speeds is the increased likelihood of injury severity for all parties involved. To encourage drivers to maintain the speed limit in school and residential areas, some states have promoted catch phrases like "Keep Kids Alive, Drive 25."

National research suggests that drivers who speed (defined as 10 mph or more above the posted speed) perceive posted speed limits as more of a minimum speed and have different beliefs about how fast they can drive before receiving a ticket and how fast they can safely travel. Other risk factors such as alcohol and lack of seat belt use are often associated with higher percentages of aggressive driving crashes. Speeding is a more clearly defined problem than aggressive driving, and strategies to reduce speeding (and other serious traffic law violations) can provide a means to address aggressive driving.

Speeding / Aggressive Driving Fatalities and A-Injuries in New Mexico by Year, 2013 to 2019

Priority Safety Strategies

- Increase funding to conduct highly visible, publicized, and saturated enforcement campaigns at locations with a higher incidence of aggressive driving/speed-related crashes.
- Increase public awareness of potential risks and penalties of being stopped by law enforcement for driving at high speeds and aggressive driving in rural communities and on rural roads.
- Provide funding to conduct enforcement and associated public information campaigns in rural areas, and initiate efforts to collect local crash data to assess performance.
- Implement active speed warning signs, including dynamic message boards at rural-to-urban transitions.
- Continue the 100 Days and Nights of Summer Enforcement Program.

No Use of Safety Restraint

From 2013 to 2019, not using safety restraints was a contributing factor in 949 fatalities (37 percent) and 1,070 A-Injuries (13 percent) on New Mexico's highways. As shown in the figure to the right, the trend of fatalities and A-Injuries where no safety restraint was used has increased from 2016 to 2019.

In New Mexico, roughly 8.2 percent of occupants typically do not wear seat belts. Yet almost 37 percent of the fatalities statewide involved unrestrained individuals from 2013 through 2019.

Road departure crashes represented 67 percent of the non-restrained fatalities. Of the fatalities involving unrestrained drivers/occupant(s), 62 percent occurred in rural areas and almost 53 percent involved impaired drivers.

Research clearly shows that using seat belts or harnesses, motorcycle helmets, and child car seats saves lives. When used properly, seat belts reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and light truck occupants by 60 percent. It is estimated that child safety seats reduce fatal injury by 71 percent for infants (younger than 1 year) and by 54 percent for toddlers (ages 1 to 4 years) in passenger cars. The 2019 New Mexico Seatbelt Observation Survey of daytime and nighttime seat belt usage shows that 91.8 percent of drivers and front-seat passengers were wearing seatbelts. In New Mexico, the seat belt use rate continues to be above the 2020 nationwide seat belt use rate of 90.3 percent (NHTSA, n.d.). New Mexico's primary seat belt and child safety/booster seat laws; sustained high-visibility enforcement such as BLKUP B4U Drive and Click It or Ticket Day and Night; and child safety seat distribution program, fitting stations, and information clinics are instrumental in achieving high safety restraint use, thereby reducing safety restraint-related traffic fatalities and A-Injuries.

No Safety Restraint Used Fatalities and A-Injuries in New Mexico by Year, 2013 to 2019

Priority Safety Strategies

- Provide enhanced enforcement and focused communication outreach to population groups with lower safety restraint use rates.
- Sustain New Mexico's comprehensive Child Restraint Program.
- Conduct child safety restraint observation survey.
- Conduct highly visible, publicized enforcement campaigns to strengthen detection and public awareness of the risk of not using seat belts and child restraints.
- Research and identify effective policies that can be implemented by state, local, and tribal governments, and private-sector employers to increase safety restraint usage.
- Strengthen nighttime seat belt enforcement.
- Incorporate information on unbelted-occupant crashes into education programs for younger drivers.

Motorcycle Involvement

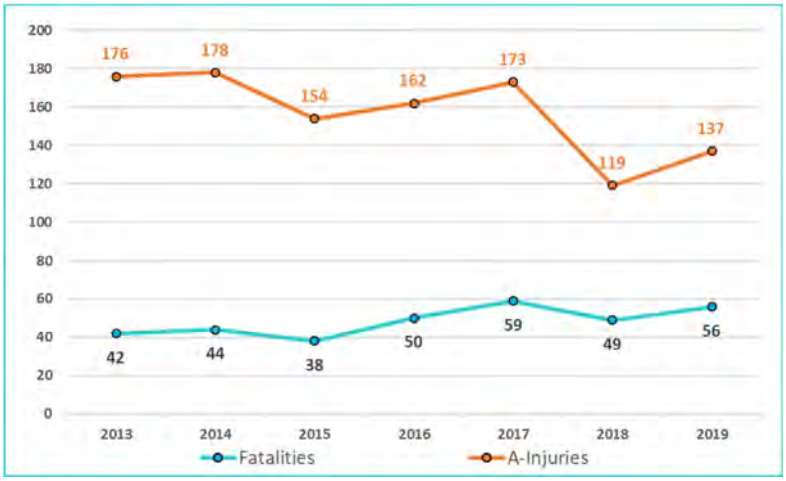
From 2013 to 2019, motorcycle involvement was a contributing factor in 338 fatalities (13 percent) and 1,099 A-Injuries (13 percent) on New Mexico's roadways. Although the number of A-Injuries involving motorcycles decreased slightly during this period, the number of fatalities has had a relatively constant, but slight increase.

Of New Mexico's motorcycle involved crashes, more than 55 percent of the fatalities and almost three-quarters of A-Injuries occurred in urban areas. Speeding/aggressive driving behavior contributed to 34 percent of motorcycle involved fatalities with almost half related to impaired driving.

Motorcyclists are especially vulnerable in traffic crashes. Motorcycle fatalities and A-Injuries can involve the motorcycle alone, the motorcycle and a fixed object, or multiple vehicles—and their occupants—where one of the vehicles is a motorcycle. When two cars collide, the result is often property damage that can be repaired. However, when a car and motorcyclist collide, there is often direct vehicle-to-human contact. In 2019, 55 percent of all motorcycles involved in fatal crashes nationwide collided with another type of motor vehicle in transport (NHTSA, 2019d).

Riding a motorcycle takes coordination, balance, and, most importantly, good judgment. Motorcyclists who choose to ride after drinking or while distracted affect their ability to think clearly and operate their motorcycle safely. Almost half of New Mexico's motorcycle involved fatalities involved a vehicle driver or motorcycle rider that was impaired; 40 percent involved a distracted driving.

In the event of a crash, motorcycle protective gear is essential to help protect riders from injury. Head injury is the leading cause of death in motorcycle crashes. In New Mexico, 65 percent (210 of 323) of the fatalities from 2013 to 2019 involved a motorcyclist (driver or passenger) that did not use a helmet.

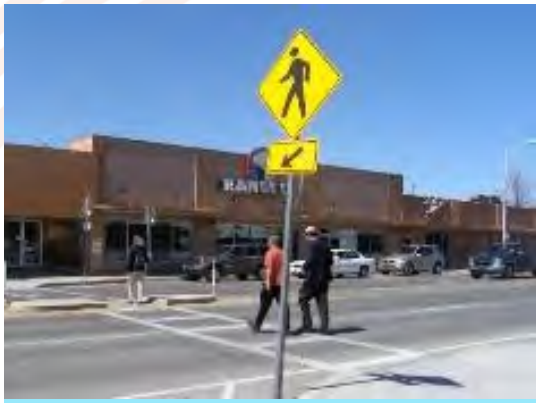


Motorcycle Involvement Fatalities and A-Injuries in New Mexico, 2013 to 2019

Priority Safety Strategies

- Implement incentive program for helmet use.
- Support licensing and rider training programs that adequately teach and measure skills and behaviors required for crash avoidance.
- Fund motorcycle safety programs to increase rider awareness of the risks of operating a motorcycle while impaired (alcohol and/or drugs).
- Develop and implement a highly visible multimedia campaign aimed at increasing other drivers' awareness of motorcycles in conjunction with a short-term enforcement program, including enforcement and outreach of safe and secured loads.

Pedestrian Involvement



From 2013 to 2019, there were 508 fatalities involving pedestrians (20 percent of total fatalities) and 703 A-Injuries (8 percent) on New Mexico's roadways. In 2019, there were more than 6,200 pedestrian fatalities in the United States. On average, 17 pedestrian involved fatalities occurred every day in the United States—that is one every 1.5 hours.

In 2014, fatalities with pedestrian involvement increased significantly in New Mexico to 75 (19.4 percent of all fatalities), and in 2015 that number dropped to 55 (18.5 percent). Nationally in 2019, pedestrian fatalities accounted for 17 percent of all fatalities (NHTSA, 2019b).

LOOKFORME

Pedestrian safety is still a significant concern for New Mexico. When considering the pedestrian fatality rate per capita of all 50 states, New Mexico had the highest rate in 2014, 2016, 2017, 2018, and 2019. In 2012, 2013, and 2015, New Mexico was ranked in the top four highest pedestrian fatality rates per capita among all states in the U.S. For this reason and historical concerns, New Mexico is designated as a Pedestrian Safety Focus State by the FHWA.

Although there are different preferences and means of transportation, there is one common component shared by all road users —everyone is a pedestrian at some point. Pedestrian crashes involve a collision with a vehicle within the public right-of-way and includes any person on foot, sitting, lying down, or operating a mobility assistance device.

Crash statistics show that pedestrian fatalities and A-Injuries in New Mexico are more likely to involve a male (72 percent) and occur in 'dark - lighted' or 'dark - not lighted' conditions (63 percent). Alcohol involvement is determined when the responding officer indicates alcohol as a factor in the pedestrian's behavior. District 3 accounts for 46 percent of all the statewide pedestrian involvement fatalities and A-Injuries. 93 percent of all pedestrian involved fatalities and A-Injuries occurred 'on the roadway', as opposed to 'off the roadway'.

Pedestrian Involvement Fatalities and A-Injuries in New Mexico, 2013 to 2019

Priority Safety Strategies

- Explicitly include the safety of all road users in the design of transportation projects, including maintenance projects and plans.
- Include safe interaction and connectivity of transit, pedestrian, and bicycle modes in the planning, design, and construction of transportation facilities.
- Continue improving the collection and analysis of pedestrian crash data (whether a motor vehicle was involved) and facilitate the development of an integrated database that includes all data collected at state, local (MPO and RTPO), and tribal levels.
- Install traffic calming roadway sections and intersections, such as road diets.
- Encourage and fund pedestrian safety education and/or enforcement programs.
- Install street lighting and other measures to improve conspicuity and visibility of pedestrians.
- Using data, identify hotspots and other related safety issues and evaluate countermeasures as part of the HSIP Systemic Pedestrian Safety Program.

Tribal Lands

From 2013 to 2019, there were 484 fatalities (19 percent of statewide fatalities) and 693 A-Injuries (8 percent of statewide A-Injuries) reported on tribal lands in New Mexico.

Based on 2013 to 2019 crash data, 58 percent of fatalities on tribal lands were also classified as roadway departure crashes. Sixty percent of all reported fatalities involved an impaired driver, and nearly 40 percent included a distracted driver.

Concerningly, roughly 200 fatalities occurred on tribal lands where the occupant was not using proper safety restraints (seatbelts, helmet, child car seat, safety harness, etc.).

Of the 20+ Native American tribes included in Appendix A's analysis, the Navajo Nation tribe accounted for 46 percent (536 of 1,117) of all tribal land fatalities and A-Injuries.

According to 2020 United States Census data, American Indians/Alaska Natives constituted 8.9 percent of New Mexico's population. However, in 2018, American Indians accounted for 18.9 percent of the traffic deaths (NHSTA, 2019b). Although fatalities and A-Injuries on tribal lands in New Mexico showed as a relatively steady trend between 2013 and 2019, fatalities and A-Injuries decreased in 2018 and 2019. However, there were increases in fatalities in 2014 and 2016. Meanwhile, the frequency of A-Injuries increased in 2014 and 2015, and a large increase of almost 30 percent took place in 2017.

Regardless, based on the overrepresentation of fatalities on tribal lands, one might assume that little progress has been made to improve traffic safety in these areas. Yet, recent increases in fatalities and A-Injuries may be due to a greater number of tribes reporting crash data to the NMDOT. To better equip tribes with the ability to more efficiently collect and report data, analyze crash causation factors, and identify effective safety strategies and their implementation, the NMDOT continues to encourage tribal enforcement agencies to use the nationally deployed TraCS for the electronic capture and submission of crash reports. The key to successfully improving tribal traffic safety is strengthening coordination across jurisdictions and among tribal safety stakeholders. Fundamental to this success is the NMDOT working with tribes to identify safety issues with tribes in a leadership role.

Additionally, a Tribal Transportation Safety Summit was held on November 21 and 22, 2019 to aid in promoting traffic safety in tribal areas. In all, roughly 60 people were in attendance. The Tribal Summit had many different discussions, including topics such as Safe Transportation Initiative, trail and bikeways facility planning, congestion mitigation, crash data, systemic safety on rural roads, child safety seats, road safety audits, and tribal law enforcement challenges.

A presentation was given that focused on SHSPs and it focused on how SHSPs can help all entities, including tribes, to implement improvements to roadway safety. These are the types of initiatives that can help reduce the frequency of fatalities and A-Injuries in tribal lands.

Tribal Lands Fatalities and A-Injuries in New Mexico by Year, 2013 to 2019

Priority Safety Strategies

- Create New Mexico task force on tribal transportation safety.
- Conduct annual Tribal Safety Summit to collaboratively identify and understand safety issues based on tribal context and needs.
- Facilitate procedures, systems, and policies to support collection, sharing, and use of crash, citation, and EMS data among state, local, and tribal governments.
- Provide opportunities for tribal identification of safety issues and education of NMDOT on these issues.
- Incorporate tribal data into statewide databases.
- NMDOT to work closely with tribal governments to educate and provide outreach relating to safety opportunities.
- Encourage better coordination between tribal entities and adjacent non-tribal communities – law enforcement, EMS, etc.

Younger Driver Involvement (aged 15-20)

From 2013 to 2019, younger drivers were involved in 346 fatalities (13 percent of total fatalities) and 1,508 A-Injuries (18 percent) on New Mexico's roadways. Although the number of A-Injuries involving younger drivers was declining from 2016 to 2019, the number of fatalities increased by 43 percent (46 to 66) from 2018 to 2019.

Distracted driving involving younger drivers is a significant factor leading to crashes, occurring in 47 percent of fatalities and 51 percent of A-Injuries. However, speeding/aggressive driving (29 percent of fatalities) is relatively low considering younger drivers often take risks and drive erratically.

Historically, motor vehicle crashes have been a leading cause of death among 15- to 20-year-olds. Younger driver crashes, particularly in the first 6 months of licensure, are primarily due to specific risk factors, including limited driving experience resulting in a lack of driving skills; heightened impulsivity and sensation-seeking behavior; greater willingness to engage in risk-taking behavior (for example, distracted driving, speeding, and not wearing a seat belt); and overestimating ability to multitask while driving.

Younger drivers' lack of experience makes it difficult for them to proactively identify hazardous conditions and to safely react to them; thereby, they are disproportionately involved in more crashes. Inexperience, coupled with exposure to higher risk driving environments, such as nighttime driving and/or multiple passengers, increases a teen driver's risk of a crash.

Younger driver fatalities and A-Injuries are often paired with unsafe behaviors, such as speeding/aggressive driving, distracted driving, unrestrained occupants, and alcohol-impaired driving. Although in New Mexico 70 percent of all A-Injuries occurred in urban areas from 2013 to 2019, an even higher 76 percent of younger driver involved A-Injuries occurred in urban areas. While considering minimum age requirements for alcohol consumption, it is shocking that more than half of all younger driver involved fatalities included an impaired driver during the analysis period.

Younger Driver Involvement Fatalities and A-Injuries in New Mexico, 2013 to 2019

Priority Safety Strategies

- Enact minimum age of 16 for learner's permit and full driver's license at age 18 to comply with MAP-21 and be eligible for Graduated Driver's License Incentive Grant funding.
- Improve content and delivery of driver's education/training, including vehicle recovery skills training, to comply with national driver's education standards.
- Expand the hours for restricted nighttime driving for younger drivers from the current 11:00 PM to 5:00 AM period to 10:00 PM to 5:00 AM.
- Publicize and enforce laws pertaining to underage drinking and driving.
- Provide and promote alternative transportation (for example, public transportation) for younger drivers.

Intersection Related

From 2013 to 2019, there were 1,034 fatalities (40 percent of all fatalities) and 5,101 A-Injuries (61 percent of all A-Injuries) at intersections on New Mexico's roadways. Most intersection-related fatalities and A-Injuries occurred in urban areas, representing 67 percent and 86 percent, respectively. For A-Injuries, several prominent patterns were noted: nearly half of these A-Injuries were attributed to distracted driving, and 80 percent involved multiple vehicles. When considering intersection related fatalities and A-Injuries, only 3 percent of each include a bicyclist. This is seemingly low considering bicyclist frequency use intersections as their point of crossing the road.

The highest contributing factor of all emphasis areas in New Mexico is intersection related A-Injuries, totaling more than 5,100 A-Injuries from 2013 to 2019. Due to their nature, intersections (with crossing and turning maneuvers of vehicles, pedestrians, and other transportation modes) are points of conflict for users. These possible intersection conflicts place greater demands on users to safely and efficiently travel compared to other driving tasks, such as driving along a straight, two-lane roadway. To successfully negotiate an intersection, particularly one that is unsignalized or high speed, drivers and other users must use careful judgment and make relatively complex decisions – for example, judging the available time gap needed to cross or turn based on the speed of approaching vehicles. It is well known that younger drivers, older drivers, and those that may be impaired or distracted are at a greater risk in negotiating intersections. According to the FHWA, an average of one-quarter of traffic fatalities and roughly half of all traffic injuries are attributed to intersections in the United States. Intersections can also become very congested when traffic volumes are high, creating even a higher level of challenge that results in user delay and frustration. Particularly in urban areas, intersections are a focal point for both safety- and operation-related demands.

Intersection Related Fatalities and A-Injuries in New Mexico by Year, 2013 to 2019

Priority Safety Strategies

- Reduce the frequency and severity of crashes at signalized and unsignalized intersections by implementing traffic control and operational improvements.
- Reduce the frequency and severity of crashes at signalized intersections by implementing geometric improvements.
- Improve visibility of the intersection by installing roadway lighting.
- Improve visibility of intersections and traffic control devices (signs and signals) by installing enhanced signage and delineation.
- Improve access management near signalized intersections.
- Clear sight triangles or redesign intersection approaches.

Priority Safety Emphasis Areas

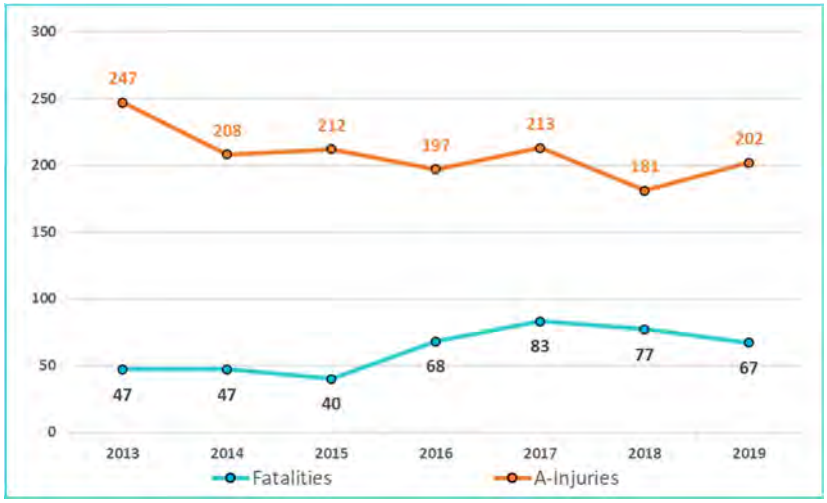
Older Driver Involvement (aged 65+)

From 2013 to 2019, older drivers were involved in 429 fatalities (17 percent of all fatalities) and 1,460 A-Injuries (18 percent) on New Mexico's roadways. The number of fatalities and A-Injuries involving older drivers fluctuated little from 2013 to 2019, but an overall gentle decline in A-Injuries was observed. Out of all New Mexico's emphasis areas, the involvement of multiple vehicles and older drivers, for both fatalities and A-Injuries, has a high frequency of 79 percent and 88 percent, respectively.

In 2019, the Department of Health and Human Services estimated that 16 percent of people in the United States were aged 65 or older (Administration on Aging, 2021). In a 2004 study, the AAA Foundation for Traffic Safety reported that, compared to drivers age 55 to 64, drivers over 65 are almost twice as likely to be fatally injured in a car crash. The likelihood of a fatal crash increases to two-and-a-half times for drivers over 75, and to four times for drivers age 85 and older. Nationally, drivers over 85 years old remain the fastest growing demographic group.

Nationwide in 2019, drivers 65 and older accounted for 7,214 fatalities—that is 20 percent of the nationwide fatalities. Research supports that fatal crash rates increase noticeably starting at age 70 to 74 and are highest among drivers age 85 and older.

Although older drivers have an increased risk of being involved in a severe crash, they are more likely to consistently practice safe driving habits and self-regulate driving risk (for example, minimizing their nighttime driving). Despite their safe-driving practices and a wealth of driving experience, increased fatality risk among older drivers is largely due to their increased susceptibility to more serious injuries. In addition, older drivers may experience declines in vision, hearing, reaction time, and flexibility that increase their risk of a crash.



Older Driver Involvement Fatalities and A-Injuries in New Mexico, 2013 to 2019

Priority Safety Strategies

- Conduct comprehensive review of older road users and driver's license renewal policies for older drivers against best practice and older driver safety research.
- Update the screening protocol and training for Motor Vehicle Division personnel to identify older drivers who demonstrate a decline in physical or cognitive functioning.
- Improve the roadway and driving environment to better accommodate older drivers' special needs.
- Develop informational resources and conduct outreach for family, friends, physicians, and law enforcement to refer at-risk older drivers to the Motor Vehicle Division for safety assessment.
- Provide skills training for older drivers in the use of modern roundabouts, diverging diamond interchanges, and single-point urban interchanges.

Bicyclist Involvement

From 2013 to 2019, bicycles involvement accounted for 40 fatalities (2 percent) and 171 A-Injuries (2 percent) on New Mexico's roadways. As shown in the figure to the right, both fatalities and A-Injuries involving bicyclists fluctuated during this period. 65 percent of bicyclist fatalities and 82 percent of bicyclist A-Injuries in New Mexico were intersection related.

Males account for 85 percent of the included fatalities plus A-Injuries when bicyclists are involved in traffic crashes.

Bicyclists are more likely to sustain serious injuries when vehicles are speeding. Roughly 30 percent of A-Injuries occur with a speeding or aggressive driver.

Bicycling has grown in popularity as a healthy, economical, and environmentally friendly transportation preference, prompting city and state agencies across New Mexico and the United States to plan for bicyclists when formulating transportation plans and infrastructure improvements. Unfortunately, when bicyclists are involved in a traffic crash, they have an inherent disadvantage due to their vulnerability. From 2012 to 2019, the number of bicyclists killed nationally ranged from a high of 871 fatalities in 2018 to a low of 729 in 2014. However, New Mexico's bicycle fatalities remained mostly in the single digits between 2013 and 2019.

Based on national data, bicyclist fatalities and serious injuries represent a growing percentage of all traffic fatalities and A-Injuries. Specifically, bicyclist fatalities composed 1.7 percent of all United States traffic deaths in 2004, 1.9 percent in 2008, 2.2 percent in 2012, and 2.4 percent in 2018 (NHTSA 2019b).

Crashes including bicycles occur predominantly in urban areas, accounting for 70 percent of all bicycle involved fatalities and 91 percent of A-Injuries in New Mexico from 2013 to 2019. Nationally, long-standing risky behaviors by bicyclists (including lack of helmet use and alcohol impairment) continue to contribute to bicycle fatalities and A-Injuries. Inattentive, distracted, and aggressive drivers are a major, growing threat to bicyclist safety in the United States and New Mexico. These contributing factors influence the incidence and severity of bicyclist-involved fatalities and A-Injuries.

Bicyclist Involvement Fatalities and A-Injuries in New Mexico by Year, 2013 to 2019

Priority Safety Strategies

- Consider bicycle usage and safety on shoulders for resurfacing and maintenance projects and review associated guidelines regarding the need for and ideal placement of rumble strips for the safety of all users.
- Develop guidelines and policies that include safe interaction and connectivity of transit, pedestrian, and bicycle modes in planning and design of transportation facilities.
- Develop and implement clear, consistent, and context sensitive targeted outreach and communication strategies about bicyclist safety to all roadway users.
- Promote inclusion of proven safety strategies to improve bicyclist safety in roadway design and maintenance.

- Establish a culture of safety among young people and their families by expanding existing and developing new safe routes to school education programs including how to be a safe pedestrian and bicyclist. Develop a comprehensive curriculum that can be used by partners and various entities. Maintain a robust Road Safety Audit program for state/local/tribal entities.
- Develop coordinated, statewide law enforcement operations to help modify driver and bicyclist behavior to reduce conflicts and crashes.

Heavy Vehicle Involvement

From 2013 to 2019, a heavy vehicle was involved in 411 fatalities (16 percent of total) and 579 A-Injuries (7 percent of total) on New Mexico's roadways. Both fatalities and A-Injuries crashes involving a heavy vehicle fluctuated during this period but had an overall increase from 2016 to 2019. 14 percent of fatalities nationwide involve at least one or more heavy vehicle, showing that New Mexico's 16 percent is slightly overrepresented.

From 2013 to 2019, a staggering 90 percent of New Mexico fatalities with heavy vehicle involvement occurred with multiple vehicles and 80 percent occurred on rural roadways. For this same period, 55 percent of A-Injuries involving a heavy vehicle on New Mexico's roadways were due, in part, to driver distraction. Driver sleepiness or fatigue is a factor in about 5 percent of heavy vehicle fatalities and A-Injuries - see Appendix A for more analysis.

Most fatalities resulting from heavy vehicle crashes involve occupants of passenger vehicles. Collisions between heavy trucks and smaller vehicles (such as passenger cars, light trucks, and minivans) can be particularly lethal to the occupants of the smaller vehicle, mainly because of the difference in weight: large trucks and tractor-trailers can weigh more than 70,000 pounds, which is 10 to over 20 times more than many passenger cars. In addition, loaded tractor-trailers take 20 to 40 percent more distancer to stop than cars, and even more distance is needed on wet and slippery roads. Large trucks are higher with greater ground clearance, which can result in a smaller vehicle under-riding the truck in a crash. The following are the included vehicle types that are considered heavy vehicles:

- Single-unit truck (2-axle, 6-tire)
- Single-unit truck (3 or more axles)
- Single-unit truck with trailer
- Truck tractor (bobtail)
- Tractor/semi-trailer
- Tractor/double
- Tractor/triple
- Other heavy truck
- Unknown heavy truck > 10,000 lbs.
- Heavy equipment

National studies have shown that in more than two-thirds of heavy vehicle crashes, drivers of passenger vehicles were cited as contributing to the crash. Sharing the road with heavy vehicles can be safe if motorists are more fully aware of the braking/stopping, visibility, and maneuverability limitations of large trucks.

Heavy Vehicle Involvement Fatalities and A-Injuries in New Mexico, 2013 to 2019

Priority Safety Strategies

- Encourage trucking companies and other fleet operators to implement fatigue management programs for their drivers.
- Reduce fatigue-related crashes by installing additional parking spaces at public rest areas and promoting the installation of additional parking spaces at private rest areas.
- Promote development and deployment of truck safety technologies, including driver distraction mitigation measures.
- Promulgate Share the Road information through print and electronic media.
- Develop public hotline to report erratic heavy vehicle operation.

- Provide weigh-in-motion and other automatic sensors (such as heat of brakes, tires) to detect noncompliant and potentially unsafe heavy vehicles at appropriate sites statewide.
- Develop inclement weather strategies for coordinated public agency responses to inform heavy truck drivers of hazardous road conditions. See the next emphasis area for additional strategies related to inclement weather.

Inclement Weather

Weather-related crashes are defined as those crashes that occur in adverse weather (such as rain, sleet, hail, snow, fog, winds, or dust) or on pavements that are wet, snowy/slushy, icy, have standing or moving water, or have loose materials (sand, mud, gravel, dirt). Low visibility, precipitation, high winds, and temperature extremes affect driver capabilities and vehicle performance (such as traction, stability, and maneuverability), as well as increase the risk of being involved in a crash. In 2019, there were 36,096 fatalities nationwide. More than 10 percent of these fatalities – nearly 3,725 – were weather-related.

From 2013 to 2019, inclement weather was a contributing factor in 237 fatalities (9 percent of statewide fatal crashes) and 776 (9 percent of statewide) A-Injuries on New Mexico's roadways. The number of fatalities remained fairly stable during this period, while A-Injuries fluctuated considerably.

When considering fatalities that occurred in inclement weather, 56 percent of those were also included in the roadway departure emphasis area. An impaired driver was a contributing factor for 39 percent of fatalities, with 72 percent occurring in rural areas. Over half of the A-Injuries were in urban areas, while intersection relatedness and speeding/aggressive driving ranking high as contributing factors.

Inclement Weather Fatalities and A-Injuries in New Mexico by Year, 2013 to 2019

Priority Safety Strategies

- Implement motorist warning systems on highway ramps, bridges, and/or roadway segments (such as variable message signs) to alert drivers to high-risk conditions such as snowy/icy/wet pavement, low visibility, and high winds.
- Explore the use of dynamic message signs and/or variable speed limit signs in select areas to modify the speed limit according to weather and pavement conditions.
- Incorporate Road Weather Information System and satellite data using intelligent transportation systems (ITS) to provide real-time weather information and alternate routes, and to encourage alternate transportation modes to the traveling public.
- Disseminate best practices about high-wind/low-visibility driving conditions using the media.

Emergency Medical Services

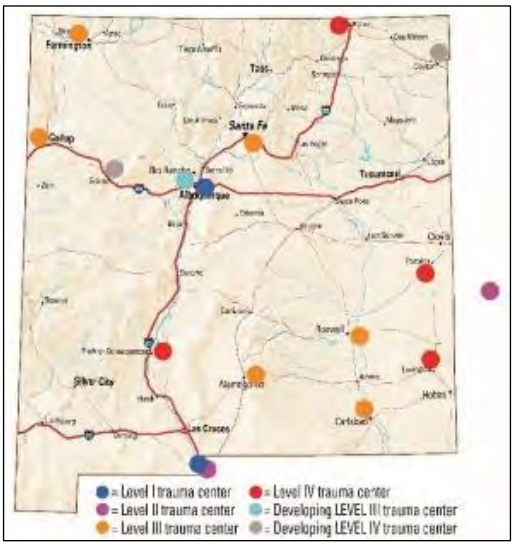
There are four levels of trauma centers serving New Mexico:

- **Level I** – has 24/7 trauma and specialty care available for all services, participates in clinical research on trauma care, and has residents training in trauma
- **Level II** – has 24/7 trauma and specialty care available for all services
- **Level III** – has 24/7 trauma and some specialty care services available
- **Level IV** – has an emergency department with trauma team activation and can rapidly facilitate transport to a higher level of care if necessary

The national Centers for Disease Control and Prevention concludes that a severely injured victim who received care at a Level I trauma center within 1 hour had a 25 percent reduced risk of death.

When injuries occur as a result of motor vehicle crashes, EMS provides the best "last chance" to reduce death and disability. Rural EMS providers face unique challenges compared to urban area EMS, as response times in rural areas may be longer due to the greater travel distances required to reach the scene of a crash and the appropriate trauma care center. According to national studies, pre-hospital times for crash occupants were substantially longer for rural crashes, averaging 42 minutes in rural areas compared to 25 minutes in urban areas. EMS arrives at the scene within 10 minutes of notification in more than 85 percent of urban fatal crashes but in less than 54 percent of the time in rural fatal crashes. Additionally, rural EMS systems frequently operate in areas with limited telecommunication options, and rural EMS volunteer staffing, equipment, and training resources are more limited.

New Mexico's EMS Bureau is designated as the lead agency for the state's EMS system and serves to establish and maintain programs for regional EMS planning and development as well as direct EMS services throughout the state. The EMS Bureau, together with the Departments of Transportation and Public Safety, seeks to strengthen its EMS partnership for traffic safety. The priority safety strategies identified during the 2016 SHSP development process are still relevant today and are listed below.



Trauma Centers Serving New Mexico

Priority Safety Strategies

- Reduce time from crash to appropriate definitive care by equipping EMS vehicles with multi-service, satellite-capable telephones, particularly in rural areas.
- Increase EMS training for rural EMS/fire personnel to include courses on leadership/management, as well as incident/scene management, by developing in-person and online regional training curriculum.
- Provide funding for installation of global positioning system units in EMS vehicles in rural areas to improve response time.
- Pre-designate landing areas for helicopters at crash sites.
- Educate EMS personnel on contacting NMDOT Districts to initiate traffic control activities to assist in the prevention of secondary crashes.
- Improve data collection and analysis capabilities related to NMEMSTARS.

Sleepy / Fatigued Driving

Photo source: AAA website

From 2013 to 2019, sleepy or fatigued driving was a contributing factor in 85 fatalities (3 percent of statewide fatalities) and 269 A-Injuries (3 percent) on New Mexico highways. Fatalities due to fatigued driving have altered slightly during this period, as shown in the figure to the right, and A-Injuries have decreased by more than 60 percent.

Nearly 73 percent of sleepy/fatigued fatalities were road departure crashes. Thirty-nine (46 percent) of the fatalities occurred at during dusk/dawn or at night with no street lighting. Interestingly, more than 80 percent of fatalities involving a sleepy or fatigued driver also included a driver who was found to be driving while distracted.

Falling asleep at the wheel is clearly dangerous. Driver sleepiness impairs driving performance, slows reaction time, decreases vigilance and attention, and impairs information processing and judgment. Fatigue affects physical and mental alertness, decreasing a driver's ability to operate a vehicle safely and to quickly react to avoid a crash, thereby increasing the risk of driver error – often leading to traffic fatalities and injuries. Long hours at the wheel make truck drivers particularly prone to drowsy-driving crashes.

New Mexico ranks in the upper tier of states for number of rural lane miles. Research shows that the incidence of driver fatigue is higher in fatal rural crashes, which suggests that longer travel distances associated with rural travel increases driver fatigue. Approximately 3 percent of New Mexico's fatalities from 2013 to 2019 included a driver who was sleepy or fatigued. While sleepy/fatigued fatalities are not a large proportion of all fatalities, NHTSA reports that drowsy-driving crashes are largely underreported, and this type of crash is still an important New Mexico traffic safety focus.

Sleepy / Fatigued Driving Fatalities and A-Injuries in New Mexico by Year, 2013 to 2019

Priority Safety Strategies

- Continue fatigued driving public education and awareness campaigns using popular forms of media to maximize public awareness of the risk of this condition.
- Make more rest stops available for sleepy/fatigued drivers.
- Encourage employers to offer fatigue management programs to employees working nighttime or rotating shifts.

Work Zone Related

From 2013 to 2019, there were 5 fatalities (0.2 percent statewide) and 10 A-Injuries (0.1 percent statewide) in work zones on New Mexico roadways. Most work zone fatalities (4 out of 5) included a driver that was alcohol impaired.

Several contributing factors have been identified related to work zone A-Injuries:

- 80 percent occurred in urban areas
- 60 percent were intersection related
- 40 percent were related to distracted drivers
- 80 percent included multiple vehicles
- 30 percent involved a motorcycle

Maintaining the safe flow of traffic through work zones is a fundamental concern to transportation officials, industry, the public, businesses, and commercial motor carriers. The normal flow of traffic in work zones, construction areas, or anywhere with maintenance equipment can change as traffic lanes close or shift, or detours occur. A well-thought-out and executed plan and the use of appropriate traffic control devices contribute to the safety of drivers, pedestrians, bicyclists (including older roadway users and persons with disabilities), and road workers. To address safety in work zones, NMDOT sponsors ongoing training for its employees and local agencies in best practices to increase safety and mobility surrounding work zone projects.

NMDOT and the FHWA estimate that highway construction will increase in the near future to address the deteriorating highway infrastructure and to meet new capacity demands.

Work Zone Fatalities and A-Injuries in New Mexico by Year, 2013 to 2019

Priority Safety Strategies

- Implement work-zone quality-assurance procedures and improve design practices through safety inspections or audits. Improve work zone traffic control devices, design practices, and operation.
- Enhance enforcement of traffic laws in work zones to improve driver compliance.
- Implement ITS strategies to improve safety in work zones.
- Increase public knowledge and awareness of work zones.
- Improve work zone safety for pedestrians, bicyclists, motorcyclists, and heavy truck drivers.

Rail Involvement

From 2013 to 2019, vehicle collisions with a train resulted in 10 fatalities and 10 A-Injuries in New Mexico. The number of both fatalities and A-Injuries fluctuated during this time but largely remained in the low single digits.

Several contributing factors have been identified in A-Injuries that involve trains:

- 80 percent occurred in rural areas
- 50 percent included multiple vehicles
- 40 percent occurred in lighting conditions that were dark with no street lighting

The New Mexico rail system includes freight and passenger lines of national, statewide, and regional significance. The state's vision for the rail network involves, in part, a fully integrated and safe multimodal passenger rail system.

Although traffic and axle loads have increased and railroad safety has improved since the 1970s, a consistent and stubborn rail safety issue involves crashes at highway-railroad grade crossings with pedestrians, bicycles, and motor vehicles. After two bicyclist deaths in two months at Rail Runner grade crossings during 2014, the NMDOT studied and implemented new ways to keep pedestrians and bicyclists safer around trains.

The NMDOT's Rail Bureau is responsible, in part, for managing the Highway-Railroad Grade Crossing Safety Improvement Program, which establishes priorities for addressing highway-railroad grade crossing hazards and guides the implementation and evaluation of railroad grade crossing safety strategies. The New Mexico Rail Runner Express commuter train is overseen by the Federal Transit Administration from an administrative perspective and the Federal Railroad Administration from a safety perspective.

Rail Involvement Fatalities and A-Injuries in New Mexico by Year, 2013 to 2019

Priority Safety Strategies

- Enhance safety for public at-grade crossings for motor vehicles, bicycles, and pedestrians.
- Implement measures that reduce trespassing incidents on railroad tracks and facilitate, with community involvement, channelization of pedestrians.
- Eliminate or upgrade at-grade crossings where stopped trains frequently block the crossings for an extended time and mitigate crossings where emergency vehicles that must cross the tracks have no viable alternative road access to the opposite side.

Transit / Bus Involvement

There is a need to improve data collection to verify that the data are complete and to collect crash-related injury data. A more comprehensive analysis of contributing factors including, but not limited to, site/location, mode, and transit mode is also desirable. To accomplish this, improved data collection may require reporting of transit/bus-related crash data to NMDOT.

From 2013 to 2019, vehicle collisions with transit/buses resulted in 32 fatalities and 87 A-Injuries in New Mexico. The number of fatalities fluctuated during this time but largely remained in the single digits. The trend of A-Injuries also jumped and dropped during this time.

Several contributing factors have been identified in A-Injuries that involve trains:

- 90 percent included multiple vehicles
- 82 percent occurred in urban areas
- 66 percent were intersection related
- 51 percent included a distracted driver

The goal of public transit is to carry passengers between residences, employment, and other destinations in a safe, convenient, efficient, and reliable manner. The safety of passengers is vital to the success of any transit system in retaining existing riders and encouraging new riders. The Federal Transit Administration in New Mexico provides oversight to urban bus systems, and the NMDOT Transit and Rail Division provides oversight for rural transit agencies. New Mexico's urban and rural public bus transit systems have an excellent safety record with over 9.2 million trips provided in FY 2020.
Transit and bus injuries would involve any school bus, church bus, transit or commuter bus, shuttle bus, intercity bus, or any other bus. For rural agencies, NMDOT implemented strategies to consider and address potential transit/bus-related safety issues, including monitoring agencies and providing technical assistance, policy guidance related to vehicles/procurement, drug and alcohol testing compliance, training, and planning and project development. Proactive actions adopted include compliance reviews and vehicle inspections of rural transit agencies.

Transit / Bus Involvement Fatalities and A-Injuries in New Mexico by Year,
2013 to 2019

Priority Safety Strategies

- Improve accessibility to transit stops relating to user crossing capability, proximity to traffic signals, minimizing vehicles conflicts, and access to walkways.
- Improve pedestrian/bicycle transit stop facilities including, but not limited to, shelters, lighting, visibility, and related facilities.
- Identify operations and roadway facility improvements that can improve transit safety, such as location and types of stops, improved communications (such as use of geographic information systems), and signal pre-empt for transit.
- Collect, analyze, and report crash and other injury data associated with transit facilities.

Animal / Wildlife Involvement

From 2013 to 2019, vehicle collisions with an animal resulted in 16 fatalities (0.6 percent of all fatalities) and 58 A-Injuries (0.7 percent) on New Mexico roadways. Although the number of wildlife/animal-related fatalities was fairly stable, the number of A-Injuries fluctuated during this period, with a large jump occurring in 2018.

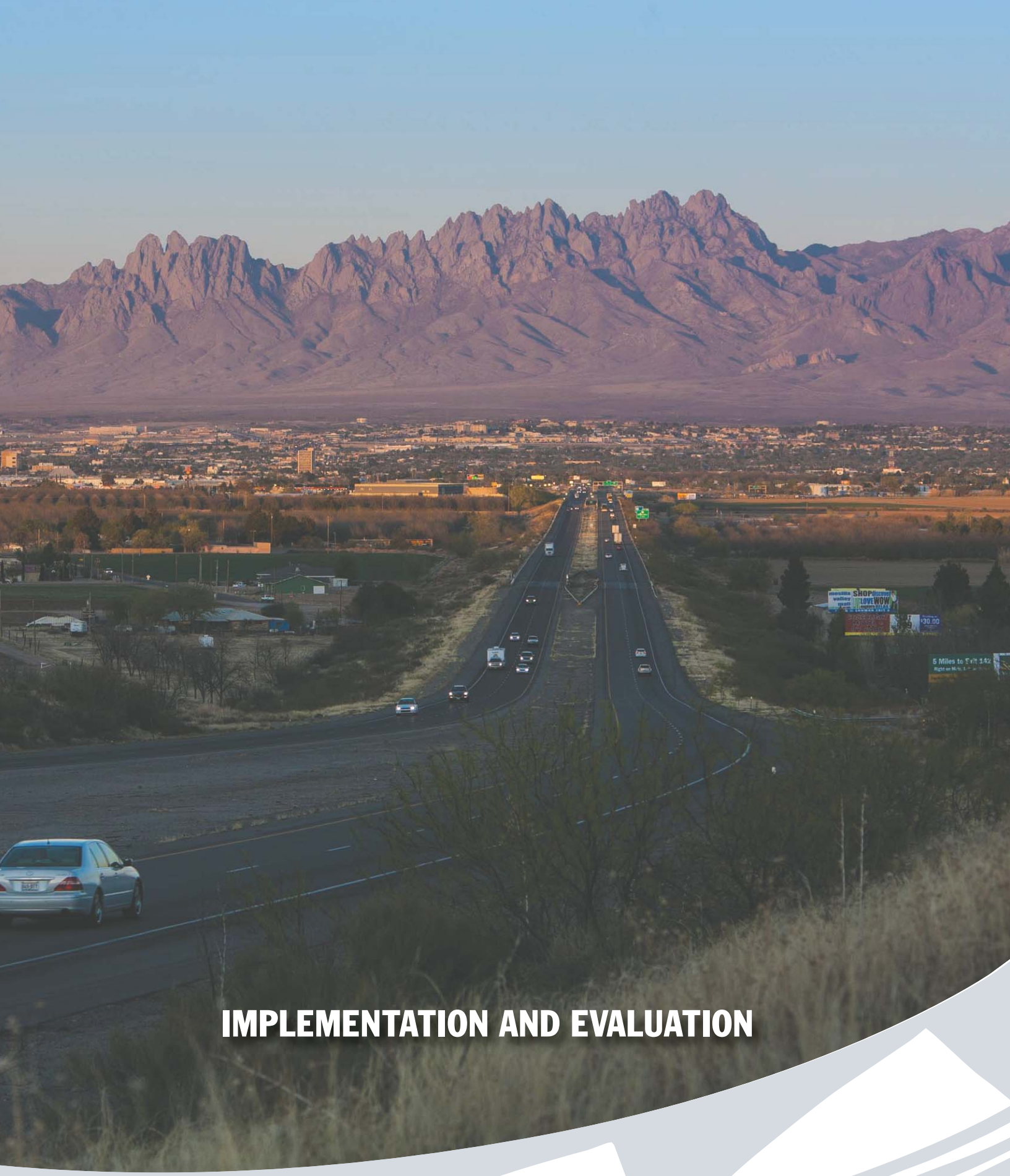
Of the fatalities and A-Injuries, nearly 90 percent (66 of 74) occurred in rural areas. Interestingly, almost half of fatalities and A-Injuries with animals or wildlife also included motorcycles. Nearly 70 percent of fatalities occurred in the dark with no street lighting.

For drivers, collisions with animals/wildlife present a safety concern that can result in significant costs from vehicle damage, not to mention the impact to wildlife. However, there are no simple solutions to reducing this type of crash. Safety strategies that show promise include integrated planning efforts, such as wildlife fencing and wildlife crossing structures, animal detection systems, and public information and education.

Animal / Wildlife Fatalities and A-Injuries in New Mexico by Year, 2013 to 2019

Priority Safety Strategies

- Standardize and improve data collection across agencies (maintenance crews, law enforcement, New Mexico Game and Fish, etc.) for more complete analysis.
- Install seasonal wildlife warning signs.
- Install animal detection systems and tie to ITS.
- Install fence with wildlife gap, warning signs, climb-out escapes, and/or underpasses at high-volume animal crossing locations.



IMPLEMENTATION AND EVALUATION

Implementation and Evaluation

Plan Implementation

The vision established by the 2016 New Mexico SHSP remains as relevant as ever– "*Safe Mobility for Everyone.*" NMDOT continues to aspire to the national vision of Toward Zero Deaths. This update to the New Mexico SHSP follows and is consistent with this vison by using a data-driven process and focusing on the most effective opportunities to improve safety for all modes of travel and for all users. NMDOT developed the 2016 plan using a strong stakeholder process that included representatives from all jurisdictions, all modes, and all 4Es of transportation safety. Bringing this diverse group together promoted progress toward institutional and cultural changes that more effectively improve safety on New Mexico's roads. Due to COVID-19, NMDOT was not able to replicate this robust stakeholder input process; however, the emphasis areas and strategies identified through the 2016 SHSP planning process remain and provide a stable foundation from which NMDOT and its partners continues to build and strengthen data-driven safety programs. The 2016 SHSP development process involved ranking and prioritizing the emphasis areas and these ranking and priorities carryover into this 2021 update to the plan. NMDOT continues to pursue 4E-based safety strategies to provide an organizational roadmap to facilitate and accomplish the objective of reducing fatalities and serious injuries on all public roadways and provide "Safe Mobility for Everyone".

Functionally, development of the New Mexico SHSP followed a data-driven process and based on stakeholder input, identified prominent safety issues at the statewide level. This included adoption of statewide goals, safety emphasis areas, and identification of effective safety strategies that can be implemented by state, county, city, tribal, and federal entities. The SHSP identifies both high-priority and priority safety emphasis areas and safety strategies that are cost-effective, proven, and easy to implement. The SHSP recognizes the large network of safety stakeholders and agencies involved, and their diverse set of activities regarding transportation and traffic safety. As the umbrella document for safety in New Mexico, this SHSP provides critical high-level support and organization to coordinate various transportation programs such as the HSP, HSIP, and local plans, as well as traffic safety policies and programs. From an organizational standpoint, this effort was key, and this stakeholder process will continue to be important in the implementation of the SHSP.

The New Mexico SHSP is a "living document", and this review and update to the plan for 2021 reflects NMDOT's commitment to implementing the strategies outlined in the plan. Additional reviews and updates are anticipated over the next few years and will be facilitated by new federal transportation legislation, as well as recovery from the COVID-19 pandemic.

The SHSP provides the basic components of New Mexico's comprehensive safety program and includes safety strategies aimed at reducing fatalities and A-Injuries. There are two fundamental groups of safety emphasis areas and safety strategies: driver behavior and infrastructure. Driver behavioral strategies and initiatives are implemented through projects or actions in the HSP. Infrastructure-based projects and actions are implemented through the HSIP. Both programs contain detailed specifics about how safety programs and strategies are implemented, their timeframe, the resources, and the agencies that serve as champions. In addition, the HSP and HSIP describe in more detail the performance measures and assessments associated with safety emphasis areas.

Using a comprehensive, 4E approach, the SHSP is based on the following elements:

- **Engineering:** implementing infrastructure safety improvements demonstrated as effective at reducing the number and severity of crashes
- **Education:** continually educating and training all road users and promoting safe transportation behaviors

- **Enforcement:** enforcing current traffic safety laws and supporting effective arrest and prosecution of offenses
- **EMS:** providing timely emergency response and trauma care to crash victims, as well as supporting and promoting the efficiency of first responders and trauma centers
- **Policy:** supporting changes in safety-related laws or policies
- **Data and Research:** improving the collection, quality, and use of crash and other safety-related data from all entities for more complete identification of crash issues

Engineering

Along New Mexico's approximately 72,100 miles of state, local, tribal, and federal highways, the most common types of infrastructure-related crashes resulting in fatalities and A-Injuries are associated with intersections. This emphasis area is a high priority.

To implement safety improvements across many miles of highway and at intersections, the improvements need to be low cost and easy to implement. This should allow current funding levels to treat more locations in the future.

Education and Driver Behavior

New Mexico's SHSP recognizes that driver behavior is a significant factor contributing to a majority of the fatalities and A-Injuries on New Mexico's state and local roadways. Traffic crashes often result from any combination of overlapping crash factors, such as the roadway, the vehicle, and driver behavior. Research supports and experts agree that in most cases, driver behavior—risky decisions, driver error, lapses of attention, and driver limitations such as impairment — are chief factors contributing to traffic crashes. If motorists engage in critical safe driving practices such as buckling up, wearing safety riding gear, driving or riding at safe speeds, avoiding distracted driving or riding, and planning ahead to avoid impaired driving or riding, there is great potential to prevent and reduce crashes resulting in fatalities and A-Injuries in New Mexico .

New Mexico's strategies to change driver behavior include two primary categories: (1) *education* or public information outreach, media, and training; and (2) *enforcement* of New Mexico's traffic safety laws. These two behavioral safety strategies work together to have the greatest impact on changing risky driver behavior. The degree of effectiveness of any one strategy on behavioral change depends not only on how effectively the strategy is implemented, but also on how both education and enforcement are working together.

New Mexico's 2021 SHSP update continues targeted education strategies to strengthen driver education for younger drivers. To reduce safety risk due to inexperience, driver education teaches driving skills and safe driving practices. This strategy serves to promote driver education standardization, strengthen parental involvement, and increase driving experience to include all roads, weather conditions, and nighttime hours.

Enforcement

Enforcement of traffic safety laws is a proven-effective behavioral strategy to promote driver compliance and improve road safety. New Mexico's well-publicized, highly visible enforcement campaigns serve as a deterrent for high-risk driver behavior due to drivers' perception of the likelihood of being stopped, cited, and/or arrested for noncompliance.

The use of high-visibility enforcement consists of multiple jurisdictions and/or multiple squads patrolling a segment of roadway at the same time, often using brightly colored vests and signs. Planned enforcement is publicized extensively through community outreach events involving the local media and public education campaigns about the enforcement.

New Mexico programs related to impaired driver enforcement and associated measures such as ignition interlocks are extremely effective in reducing impaired driving crashes and are nationally recognized; therefore,

these programs will continue. To crack down on more effectively and reduce impaired-driving, the New Mexico SHSP enforcement strategies serve to support the effective arrest, prosecution, and the intensive supervision of DWI offenders.

Emergency Medical Services

EMS continues to strengthen its role as an integrated partner with education, enforcement, and engineering to reduce New Mexico's fatalities and A-Injuries.

The New Mexico safety partners recognize the critical difference in crash-injury outcomes when the state's emergency care system functions in an optimal manner, particularly in its rural communities.

Policy and Project Planning Partnerships

New Mexico's traffic safety culture is strengthened by agencies working collaboratively to improve road safety by adopting a multiagency initiative to provide "*Safe Mobility for Everyone*" by enhancing traffic safety policies to protect New Mexico's motorists, pedestrians, bicyclists, and users of all transportation modes. This update to the New Mexico SHSP is designed to continue to enhance multiagency partnerships and collaborative efforts through adopting a deliberate, interdisciplinary initiatives to reduce severe crashes on New Mexico's roads. New Mexico intends to integrate and build on the education, enforcement, engineering, and EMS components of traffic safety through partner agencies and community safety stakeholders adopting strategic safety initiatives based on crash data, evidence-based approaches, and best practices.

New Mexico's SHSP project planning safety strategies work to integrate and connect the agendas of its transportation safety stakeholders through establishing cooperatively developed transportation project plans to improve roadway safety.

Crash Data and Research

Accurate and complete safety data is a central component of all efforts to understand the factors contributing to the number of fatalities and A-Injuries associated with traffic crashes and the development and implementation of programs and projects to reduce those numbers. Traffic safety research and improvements in data serve to support the implementation of safety strategies and more precisely identify high-risk roadways, drivers, and behaviors. Traffic safety data is a foundation for problem identification and supports development of effective safety strategies and programs.

Evaluation

NMDOT remains committed to evaluating the New Mexico SHSP regularly to assess the effectiveness of safety improvements and strategies, using updates in safety data and nationally accepted performance measures. This update reflects NMDOT's commitment to the SHSP as a "living document" by confirming and updating the data for each emphasis area. The evaluation effort is also supported annually by the HSIP and HSP reporting requirements. Evaluation provides guidance for the following activities:

- Assessing progress in reducing fatalities and A-Injuries and meeting safety objectives.
- Confirming that safety emphasis areas and strategies are still applicable and adding new ones to address changes in needs.
- Identifying challenges in implementation of strategies.
- Identifying improvements to the SHSP.
- Providing an assessment of the statewide progress in improving safety in New Mexico.

New Mexico compiles information to assess progress in reducing the number of fatalities and A-Injuries. Using a 5-year rolling average, the recent downward trends in A-Injuries and an increase in fatalities on New Mexico's roadways is shown in Figure 6.

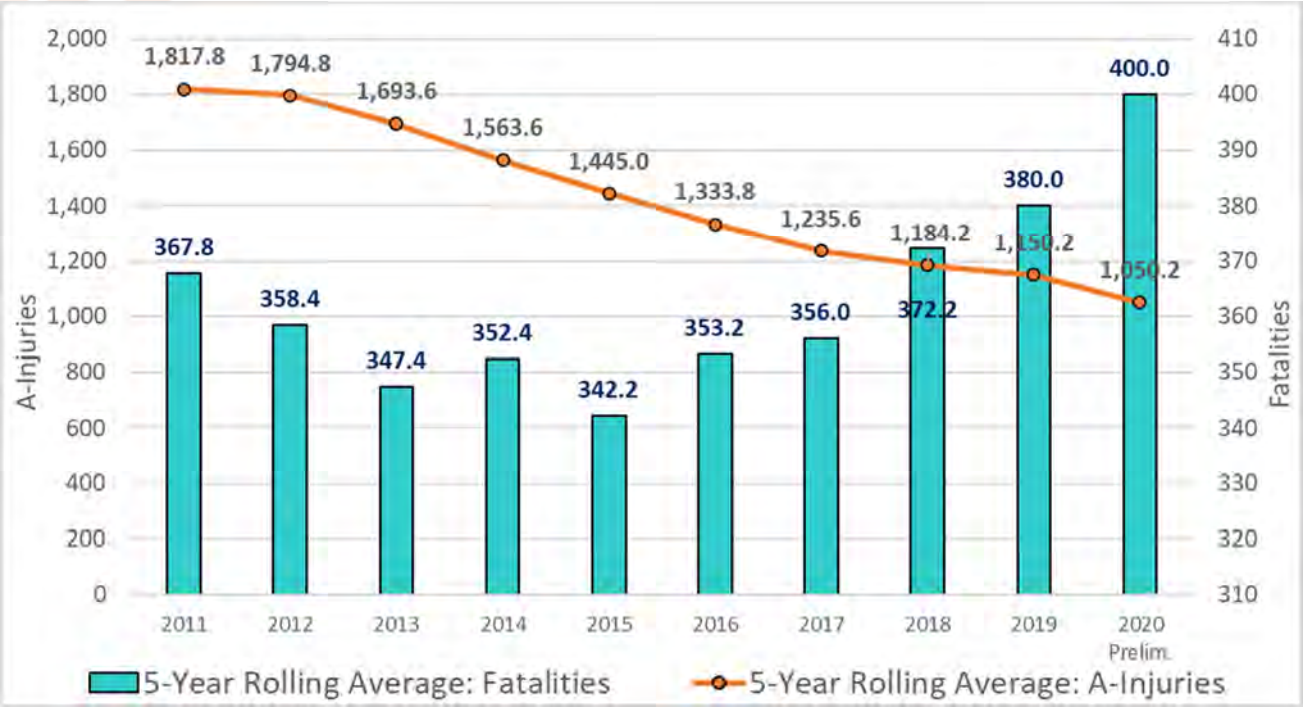


Figure 6. Number of Fatalities and A-Injuries (2011 to 2019)

Reporting on Performance Measures

Federal legislation and regulation require states to annually report fatalities and incapacitating-injury data for monitoring the use of federal funds and to assess national traffic safety performance as part of the HSP and HSIP.

States, as part of the annual HSP and HSIP reports, are required to report 3- to 5-year rolling averages of these data, to determine annual performance targets for each measure and to annually report progress made. The NMDOT establishes annual performance targets on a calendar-year basis for the performance measures listed in the blue box to the right. Figure 7 shows an example of the current trend in number of fatalities in New Mexico based on 5-year rolling averages and the adoption of an associated performance target.

New Mexico Performance Measures

1. **Number of traffic fatalities.**
2. **Number of incapacitating (serious) injuries.**
3. **Fatality rates per 100 million VMT.**
4. **Serious injury rates per 100 million VMT.**
5. **Number of pedestrian and bicycle fatalities and serious injuries.**

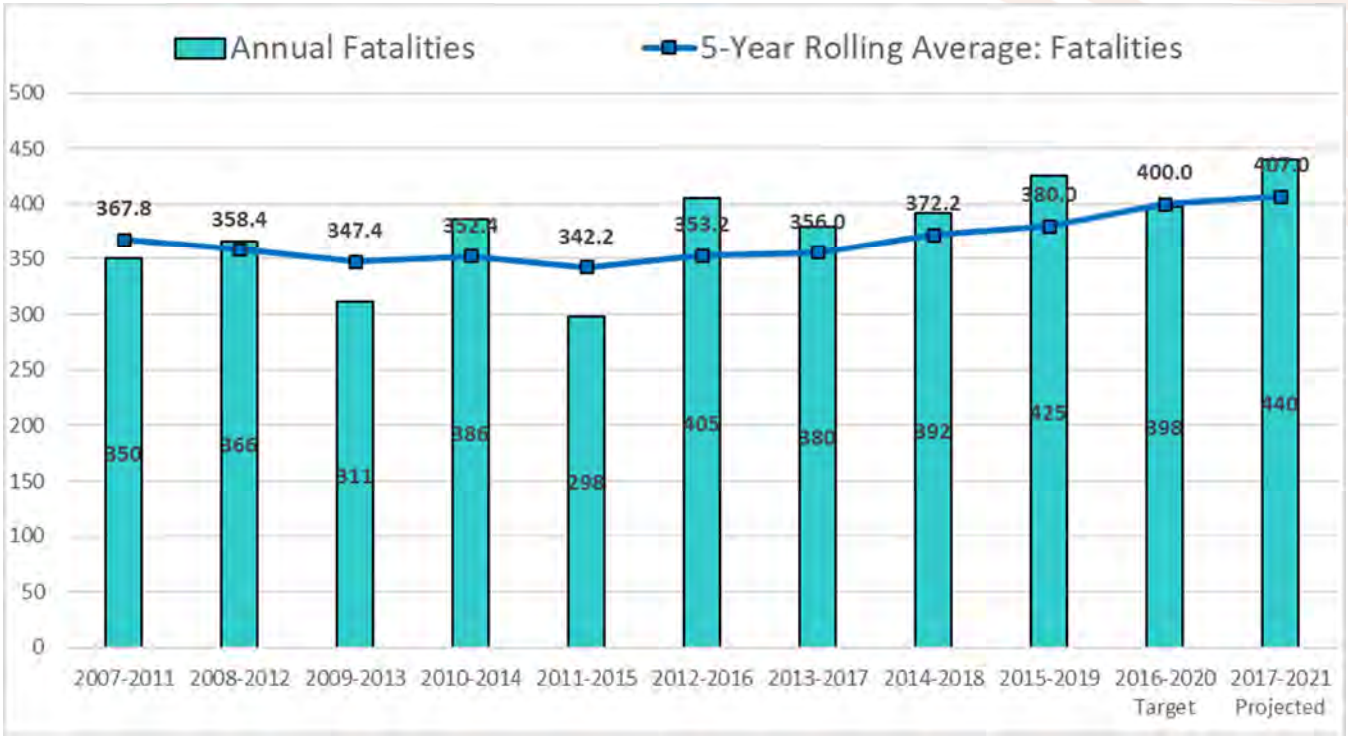


Figure 7. Fatality Performance Measure and Target

Performance Target: Limit the expected increase in 5-year rolling average fatalities from 380 in 2019 to not more than 407 in 2021.

Emphasis Area Performance

This 2021 SHSP update process included developing extensive crash summaries for each safety emphasis area where it is possible to obtain crash data. This information, provided in Appendix A, Crash Statistics, was validates both the high-priority and priority emphasis areas. In addition to summary data for each emphasis area, the provided table shows a detailed statistical cross tabulation of crashes for 25 crash characteristics (contributing factors). The SHSP project team used these data analyze and identify overrepresentations of crashes for each emphasis areas. Figure 8 shows an example of crash trends by some of New Mexico's emphasis areas. This type of information provides insight into overall performance by safety emphasis area and is used to evaluate the effectiveness of emphasis area strategies.

The method selected to quantify strategy effectiveness depends on the performance measure and data availability. A trend analysis is a method to track progress toward reducing fatalities and A-Injuries over time. For a trend analysis, the numbers of fatalities and A-Injuries related to a safety emphasis area are recorded on an annual basis and can be quantified as a rolling average, such as 3 years or 5 years. Simple charts can display data to the public and stakeholders in an easy-to-understand format. Trend analysis is typically conducted at the state level and potentially at the emphasis area level.

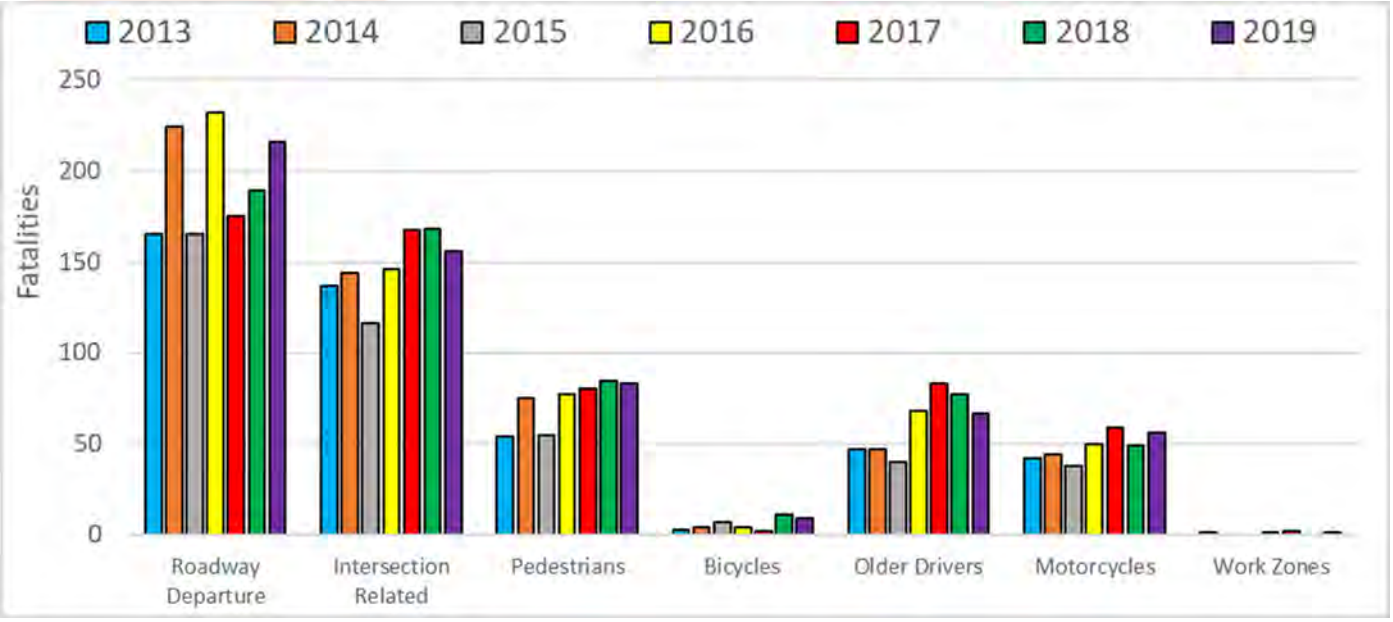


Figure 8. Number of Fatalities by Safety Emphasis Area, 2013 to 2019

ACRONYMS, GLOSSARY, AND REFERENCES

Acronyms and Abbreviations

4Es	engineering, education, enforcement, and emergency medical services
A	incapacitating injury/A-Injury (from the KABCO injury scale)
B	non-incapacitating injury (from the KABCO injury scale)
CFR	*Code of Federal Regulations*
DWI	driving while intoxicated
EMS	emergency medical services
ESS	Environmental Sensor Station
FARS	Fatality Analysis Reporting System
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
HRRR	high-risk rural road
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
ITS	intelligent transportation system
K	fatality (from the KABCO injury scale)
MAP-21	Moving Ahead for Progress in the 21st Century
MPO	Metropolitan Planning Organization
NHTSA	National Highway Traffic Safety Administration
NMDOT	New Mexico Department of Transportation
NMEMSTARS	New Mexico Emergency Medical Services Tracking and Reporting System
RTPO	Regional Transportation Planning Organization
SHSP	Strategic Highway Safety Plan
TraCS	Traffic and Criminal Software
U.S.C.	United States Code
VMT	vehicle miles traveled

Glossary

arterial road. A road that provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control. Also see *functional classification*.

at-grade. On the same level. This term usually refers to the crossing of a railroad with another railroad or a highway when they are on the same level at the point of crossing.

channelization. An effective and efficient method of controlling traffic on a highway through the use of intersection geometric design standards. Channelization is an integral part of at-grade intersections and is used to separate turning movements from through movements.

clearance interval. The time necessary for vehicles, pedestrians, and bicycles that have the right-of-way to clear the intersection. The purpose of the yellow change and all-red clearance intervals at a signalized intersection is to provide a safe transition between two conflicting traffic signal phases. The function of yellow change interval is to warn traffic of an impending change in the right-of-way assignment and the function of the all-red clearance interval is to provide additional time following the yellow change interval to clear the intersection before conflicting traffic is released.

clear run-out area. The area at the toe of a non-recoverable slope available for safe use by an errant vehicle. Slopes steeper than 1V:3H are not considered traversable and are not considered part of the clear zone. Also *see clear zone*, *non-recoverable slope*, *recoverable slope*.

clear zone. The total roadside border area, starting at the edge of the traveled way, available for safe use by errant vehicles. This area may consist of a shoulder, a recoverable slope, a non-recoverable slope, and/or a clear run-out area. The desired minimum width is dependent upon traffic volumes and speeds and on the roadside geometry. Simply stated, it is an unobstructed, relatively flat area beyond the edge of the traveled way that allows a driver to stop safely or regain control of a vehicle that leaves the traveled way.

collector road. A road that provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterial roads. Also see *arterial road*, *functional classification*.

countermeasure. See *safety countermeasure*.

contributing factor. Conditions of the environment (such as lighting, weather) or driver behavior (such as inattentiveness, driving under the influence of alcohol or drugs) that contribute to the occurrence of a crash or its severity.

crash. A set of events not under human control that results in injury or property damage due to the collision of at least one motorized vehicle and may involve collision with another motorized vehicle, a bicyclist, a pedestrian, or a fixed object.

crash frequency. The number of crashes occurring (or reported) at a particular site, facility, or network in a 1-year period and is measured in number of crashes per year.

crash rate. The number of crashes per unit of exposure; most commonly the number of crashes per million vehicle miles traveled.

diverging diamond interchange. A fairly new type of interchange traffic solution in which the two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway. The diverging diamond interchange design accommodates left-turning movements at signalized, grade-separated interchanges of arterial roads and limited-access highways while eliminating the need for left-turn phasing. On the arterial road, traffic crosses over to the left side of the roadway between the nodes

of the interchange. Two-phase traffic signals are installed at the crossovers. Once on the left side of the arterial roadway, vehicles can turn left onto limited-access ramps without stopping and without conflicting with through traffic.

dynamic message sign. An electronic traffic sign used on roadways to give travelers information about traffic congestion, accidents, incidents, roadwork zones, speed limits, travel conditions, or road closures on a specific highway segment. These signs may overhang or appear along major highways.

emphasis area. An area of safety concern identified through a comprehensive review and analysis of highway safety data and information. Also see *safety emphasis area*.

facility. A length of highway that may consist of connected road sections, roadway segments, and intersections.

fatal crash. A motor vehicle crash resulting in at least one death. Also see *fatality*, *severe crash*.

fatality. Any injury that results in death *within a 30-day period** after the crash occurred. (*Note: The "30-day period" is calculated by counting thirty 24-hour periods from the date and time the crash occurred.) Also see *fatal crash*, *KABCO injury scale*, *severe crash*.

Fatality Analysis Reporting System (FARS). A national database that contains data on a census of fatal traffic crashes within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a roadway customarily open to the public and result in the death of a person (occupant of a vehicle or a non-occupant) within 30 days of the crash. FARS has been operational since 1975 and has collected information on over 989,451 motor vehicle fatalities and collects information on over 100 different coded data elements that characterizes the crash, the vehicle, and the people involved.

Fixing America's Surface Transportation Act (FAST Act). Transportation legislation that was signed into law on December 4, 2015. The legislation authorizes federal surface programs through fiscal year 2020 and provides $305 billion for roads, bridges and mass transit for 5 years. It is the first law enacted in over 10 years that provides long-term funding certainty for surface transportation, meaning states and local governments can move forward with critical transportation projects, like new highways and transit lines. Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit. It is a down-payment for building a 21st-century transportation system, increasing funding by 11 percent over 5 years. The law also makes changes and reforms to many federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.

functional classification. The process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. There are three highway functional classifications: arterial, collector, and local roads. All streets and highways are grouped into one of these classes, depending on the character of the traffic (either local or long distance) and the degree of land access that they allow. Also see *arterial road*, *collector road*, *local road*.

geometry. Roadway features that affect or relate to its operational quality and safety. These features, which are visible to the driver and affect driving performance, include elements of the roadways, intersections, ramps, and roadside. Also see *roadway geometry*, *intersection geometry*.

Graduated Driver's Licensing. A program that allows younger drivers to safely gain driving experience before obtaining full driving privileges. Most programs include three stages: (1) Learner Stage: supervised driving, cumulating with a driving test; (2) Intermediate Stage: limiting unsupervised driving in high-risk situations; and (3) Full-Privilege Stage: a standard driver's license.

High-intensity Activated crossWalK (HAWK). See *pedestrian hybrid beacon*.

High-Risk Rural Road (HRRR). A road classified as local or a major or minor collector road that, through information gathered by field reviews, safety assessments, road safety audits, or local knowledge, has a history of or potential for fatal or serious injury crashes. These roads may also have an increase in traffic volumes that are likely to create fatalities and serious injury rates that exceed the statewide average for this type of roadway. Also see *fatal crash*, *serious injury crash*.

hotspot. A specific location along a roadway where a significant number of crashes has occurred.

impact attenuation system. A system of devices intended to reduce the damage to structures, vehicles, and motorists resulting from a motor vehicle collision. Also see *impact attenuator*.

impact attenuator. A device intended to reduce the damage to structures, vehicles, and motorists resulting from a motor vehicle collision. Impact attenuators are designed to absorb the colliding vehicle's kinetic energy. Impact attenuators are usually placed in front of fixed structures near freeways, such as gore points, Jersey barrier introductions, or overpass supports, and temporary versions can be used for road construction projects. They may also be designed to redirect the vehicle away from the structure or high-risk location, or away from roadway machinery and workers. An impact attenuator may also be known as a crash cushion, crash attenuator, or cowboy cushions.

incapacitating injury. Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person could perform before the injury occurred. Also see *incapacitating-injury crash*, *KABCO injury scale*, *serious injury crash*, *severe crash*.

incapacitating-injury crash. A motor vehicle crash resulting in at least one incapacitating injury. Also see *incapacitating-injury*, *KABCO injury scale*, *serious injury crash*, *severe crash*.

intelligent transportation system (ITS). A set of tools that facilitates a connected, integrated, and automated transportation system that is information-intensive to better serve the interests of users and be responsive to the needs of travelers and system operators. ITS technologies improve transportation safety and mobility, reduce environmental impacts, and enhance productivity through the integration of advanced communications-based information and electronic technologies into the transportation infrastructure and vehicles. The transportation system as a whole can best serve vital needs when it is using technology to its fullest potential and enabling transportation system managers to effectively "connect the dots" of information from various factors that affect transportation operations (such as weather, planned special events, and response to unanticipated emergencies).

intersection. The general area where two or more roadways or highways meet, including the roadway and roadside facilities for pedestrian and bicycle movements within the area. Sidewalks, crosswalks, and pedestrian curb cut ramps are within the intersection, as well as the approaches. Also see *intersection approach*, *signalized intersection*, *unsignalized intersection*.

intersection approach. Those segments of roadway connecting to the intersection. May also be referred to as an intersection leg.

intersection geometry. The design a road intersection based on the anticipated volume of traffic that will use the intersection. The specific design elements of intersections may impact any or all potential users.

intersection leg. See *intersection approach*.

intersection skew angle. The less-than-90-degree angle at which one roadway intersects another. Crossing roadways should intersect at 90 degrees if possible, and not less than 75 degrees. There are often operational or safety issues at intersections with severe skew angles (for example, 60 degrees or less).

interval. The part of a signal cycle during which signal indications do not change. Also see *red clearance interval*, *yellow change interval*.

KABCO injury scale. An injury scale developed by the National Safety Council to measure the observed injury severity for any person involved as determined by law enforcement at the scene of a crash. The acronym is derived from fatal injury (K), incapacitating injury (A), non-incapacitating injury (B), possible injury (C), and no injury/property damage only (O). The scale can also be applied to crashes: for example, a K crash would be a crash in which the most-severe injury was a fatality, and so forth. This scale can be used for establishing crash costs. Also see *fatality*, *incapacitating injury*, *non-incapacitating injury*.

local road. All roads not defined as arterial or collector roads. A local road primarily provides access to land with little or no through movement. Local roads are maintained by a local jurisdiction, such as a county, city, town, or village. Also see *arterial road*, *collector road*, *functional classification*.

median. The reserved area that separates opposing lanes of traffic on divided roadways, such as divided highways and freeways. The term also applies to divided roadways other than highways, such as some major streets in urban or suburban areas. The reserved area may simply be paved, but commonly it is adapted to other functions; for example, it may accommodate decorative landscaping, trees, a median barrier, or railway or streetcar lines.

median barrier. A longitudinal barrier used to separate opposing directions of traffic on a divided highway. While these systems may not reduce the frequency of crashes due to roadway departure, they can help prevent a median crash from becoming a median crossover head-on collision. Among the factors involved in selection of a barrier system are the types of vehicles using the roadway, the roadway geometry, and the potential severity of a median crossover crash. There are three basic categories of median barriers: rigid barrier systems, semi-rigid barrier systems, and flexible barrier systems.

metropolitan planning organization (MPO). A federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities. Federal transportation legislation requires that an MPO be designated for each urbanized area with a population of more than 50,000 people in order to carry out the metropolitan transportation planning process, as a condition of federal aid. Also see *regional planning organization*.

Moving Ahead for Progress in the 21st Century Act (MAP-21). Transportation legislation passed in 2012 that provided over $105 billion in funds for surface transportation programs for fiscal years 2013 and 2014. MAP-21 was the first long-term highway authorization enacted since 2005. MAP-21 was a milestone for the United States economy and the nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 created a streamlined and performance-based surface transportation program and built on many of the highway, transit, bicycle, and pedestrian programs and policies established in 1991. To allow more time for the development and consideration of a long-term reauthorization of surface transportation programs, Congress enacted short-term extensions of MAP-21.

multilane roadway. A roadway that has two or more travel lanes in each direction.

non-incapacitating injury. Any injury, other than a fatal injury or an incapacitating injury, that is evident to observers at the scene of the crash in which the injury occurred. Examples of a non-incapacitating injury are contusions (bruises), laceration, and bloody nose. Also see *fatality*, *incapacitating injury*, *KABCO injury scale*.

non-recoverable slope. A slope which is considered traversable but on which an errant vehicle will continue to the bottom. Embankment slopes between 1V:3H and 1V:4H may be considered traversable but non-recoverable if they are smooth and free of fixed objects. Also *see clear run-out area*, *clear zone*, *recoverable slope*.

overrepresentation. See *overrepresented*.

overrepresented. Represented in excessive or disproportionately large numbers or amounts, particularly in a statistical study.

pedestrian. A person traveling on foot or in a wheelchair.

pedestrian hybrid beacon. A pedestrian-activated warning device located on the roadside or on mast arms over midblock pedestrian crossings. The beacon head consists of two red lenses above a single yellow lens. The beacon head is "dark" until the pedestrian desires to cross the street. At this point, the pedestrian will push an easy to reach button that activates the beacon. After displaying brief flashing and steady yellow intervals, the device displays a steady red indication to drivers and a WALK indication to pedestrians, allowing them to cross a major roadway while traffic is stopped. After the pedestrian phase ends, the WALK indication changes to a flashing orange hand to notify pedestrians that their clearance time is ending. The hybrid beacon displays alternating flashing red lights to drivers while pedestrians finish their crossings before once again going dark at the conclusion of the cycle. Also known as a High-intensity Activated crossWalK (HAWK) beacon.

progression. If the timings of traffic signals are set so that traffic makes it through an intersection, then it is desirable for the same traffic to make it through the next intersection without having to stop. If traffic can make it through to or more traffic signals in a row without having to stop, then there is progression between the intersections. Also see *signal cycle length*, *traffic signal timing*.

recoverable slope. A slope on which a motorist may, to a greater or lesser extent, retain or regain control of a vehicle by slowing or stopping. Slopes flatter than 1V:4H are generally considered recoverable. Also *see clear run-out area*, *clear zone*, *non-recoverable slope*.

red clearance interval. An interval that follows a yellow change interval and precedes the next conflicting green interval. Also see *interval*, *yellow change interval*.

regional planning organization. A transportation policy-making organization in the United States that is made up of representatives from several local governments and governmental transportation authorities. A regional planning organization usually encompasses several counties. Also see *metropolitan planning organization*.

roadside hardware. Roadway barriers (such as guardrails, traffic and work zone barriers, bridge railings, and crash cushions) that prevent vehicles from leaving the road at high-risk locations.

roadway. The portion of a highway, including shoulders, for vehicular use.

roadway geometry. The geometric aspects of a highway include features that affect or relate to its operational quality and safety. These features, which are visible to the driver and affect driving performance, include elements of the roadways, ramps, and roadside. Roadways have features related to: roadway curvature (horizontal and vertical alignment); intersections and interchanges; cross sections (such as number of lanes and lane width, presence of shoulders and curbs); channelization and medians; and other miscellaneous elements (such as driveways, bridges). Ramps have features related to type (such as freeway, arterial road, entrance, or exit); configuration (such as diamond, loop, trumpet, etc.); length; curvature; and other miscellaneous elements (such as speed-change lanes). Physical features of the roadside include barriers (such as guide rails); obstacles (such as noise barriers, trees, signs); and other miscellaneous features (embankment slopes, ditches, etc.).

roadway segment. A portion of a road that has a consistent roadway cross-section and is defined by two endpoints.

Road Weather Information System. A sensing and information system that is comprised of Environmental Sensor Stations (ESSs) in the field, a communication system for data transfer, and central systems to collect field data from numerous ESSs. These stations measure atmospheric, pavement and/or water level conditions. Central Road Weather Information System hardware and software are used to process observations from the ESSs to develop nowcasts or forecasts, and display or disseminate road weather information in a format that can be easily interpreted by a manager. Road Weather Information System data are used by road operators and maintainers to support decision-making regarding travel advisories and road closures.

rolling average. The average of several (usually five, but sometimes three) individual, consecutive annual points of data (for example, annual fatality rate).

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. Transportation legislation passed in 2005 that required that each state department of transportation develop its own strategic highway safety plan (SHSP), using a safety program and project development approach that includes the 4Es (engineering, enforcement, education, and emergency medical services) of highway safety. Such an SHSP would ensure that states take a multidisciplinary and multiagency approach to highway safety issues, strategies, and countermeasures (safety solutions) on all public roads, including the local road system. Sharing resources to implement data-driven countermeasures that would be most effective in reducing deaths and serious injuries, states were to adopt performance goals in their SHSPs that focus resources on areas of greatest need based on safety data for severe crashes. Also see *severe crash*.

safety countermeasure. A roadway-based strategy intended to reduce the crash frequency or severity, or both at a specific site or for several similar locations. Also see *safety strategy*.

safety emphasis area. An area that has been identified as a safety concern for which resources within the jurisdiction are allocated to develop and implement action plans forming a strategic highway safety plan. Also see *emphasis area*.

safety strategy. A roadway- or driver-behavior-based safety improvement intended to reduce the crash frequency or severity, or both at a specific site or for several similar locations, or to modify driver behavior. Also see *safety countermeasure*.

serious injury. See *incapacitating injury*.

serious injury crash. A crash resulting in one or more A-Injuries. Also see *incapacitating injury*, *incapacitating injury crash*, *KABCO injury scale*, *severe crash*.

severe crash. A crash resulting in one or more fatalities and/or A-Injuries. Also see *fatal crash*, *fatality*, *incapacitating injury*, *incapacitating injury crash*, *KABCO injury scale*, *serious injury crash*.

sight triangle. The driver of a vehicle approaching or departing from an intersection should have an unobstructed view of the intersection, including any traffic control devices, and sufficient lengths along the intersecting highway to permit the driver to anticipate and avoid potential collisions. These unobstructed views form triangular areas known as sight triangles.

signalized intersection. An intersection where the movements of road users (motor vehicles, pedestrians, and bicycles) are controlled by traffic signals, which allow the shared use of road space by separating conflicting movements in time and allocating delay. Also see *intersection*, *unsignalized intersection*.

signal cycle length. The time required for a traffic signal to change from red to green to yellow and back to red. Cycle lengths influence the desired progression speed of traffic along a corridor. They may be used to keep speeds to a minimum as part of a coordinated signal timing plan. Longer cycle lengths result in wider variability in speeds. Also see *progression*, *traffic signal timing*.

single-point urban interchange. A type of intersection where the arterial road and ramp entrances/exits are controlled by a single traffic signal. This type of interchange can be more efficient than a standard diamond interchange and takes up less space. Single-point urban interchange help move large volumes of traffic through limited amounts of space safely and efficiently.

site. A project location consisting of, but not limited to, intersections, ramps, interchanges, at-grade rail crossings, roadway segments, etc.

state highway. A highway maintained by the state of New Mexico.

Strategic Highway Safety Plan (SHSP). A comprehensive plan to substantially reduce vehicle-related fatalities and injuries on the nation's highways (as defined by the American Association of State Highway and Transportation Officials). All state departments of transportation are required by law to develop, implement, and evaluate a Strategic Highway Safety Plan for their state, in coordination with partner groups as stipulated in federal regulations.

Traffic and Criminal Software (TraCS). A statewide traffic data collection software initiative implemented with the goal of electronic data transfer. Law enforcement at the scene of a crash collects data and sends the data to the NMDOT. TraCS allows officers in New Mexico to accurately complete Uniform Traffic Citations, Uniform Crash Reports, Commercial Vehicle Inspection, Offense/Incident Forms, Tow Sheets, and other supplemental forms used daily by law enforcement.

traffic signal. A system of different-colored, illuminated indicators, including arrow-shaped indicators, for stopping traffic streams or permitting them to move. Traffic signals may also include separate signals for pedestrians and/or bicycles.

traffic signal hardware. Traffic signal hardware consists of several primary components: the signal heads, sensors to detect vehicular traffic, and the signal controller, as well as the poles on which these elements are mounted.

traffic signal timing. The technique that traffic engineers use to determine who has the right-of-way at an intersection. Traffic signal timing is related to intersection design, vehicle detection, and coordination of signalized intersections. Signal timing involves deciding how long the circular green indication is activated, how long the pedestrian WALK signal should be, and numerous other factors. Some traffic signal intersections have some sort of mechanism for detecting vehicles as they approach the intersection. Also see *progression*, *signal cycle length*.

traffic volume. The number of vehicles passing a point on a lane, roadway, or other traffic-way during some time interval, often 1 hour. Traffic volume is expressed in vehicles per hour.

unsignalized intersection. An intersection where the movements of road users (motor vehicles, pedestrians, and bicycles) are not controlled by traffic signals. An unsignalized intersection can be classified as being one of the following:

- Uncontrolled – An uncontrolled intersection is one in which the entrance into the intersection from any of the approaches is not controlled by a regulatory (STOP or YIELD) sign or a traffic signal.
- YIELD sign-controlled – Entrance into a YIELD sign-controlled intersection from one or more of the approaches is controlled by a YIELD sign. Under this control, drivers on each approach controlled by a YIELD sign are required to reduce their speed to concede the right-of-way to vehicles and non-motorists in the intersection.
- STOP sign-controlled – Entrance into a STOP sign-controlled intersection from one or more approaches is controlled by a STOP sign. Under this control, drivers are required to come to a full stop at the intersection and proceed only if there are no vehicles approaching from any of the uncontrolled approaches and there are no pedestrians or bicyclists in the intersection.

Also see *intersection*.

variable speed limit sign. A regulatory sign on which the speed limit can be changed electronically. Officials can adjust the speed limit according to weather, traffic conditions, and construction. Variable speed limits are also used on remote stretches of highway in areas with extreme changes in driving conditions.

vehicle miles traveled (VMT). The total number of vehicle miles traveled per year.

yellow change interval. The first interval following the green or flashing arrow interval during which the steady yellow signal indication is displayed. The exclusive function of the yellow change interval is to warn traffic of an impending change in the right-of-way assignment. Also see *interval*, *red clearance interval*.

References

Administration on Aging. 2021. *2020 Profile on Older Americans*. May. https://acl.gov/sites/default/files/Aging%20and%20Disability%20in%20America/2020ProfileOlderAmericans.Final_.pdf

Bureau of Indian Affairs (BIA). 2015. *FY 2015 Highway Safety Plan*. Indian Highway Safety Program: Albuquerque, New Mexico.

Fatality Analysis Reporting System (FARS). 2014. Fatalities by Race in New Mexico in 2014. Accessed June 2016. http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/Report.aspx

Federal Highway Administration (FHWA). 2016. "How Do Weather Events Impact Roads?" Road Weather Management Program. Last modified May 12, 2016. http://www.ops.fhwa.dot.gov/weather/q1_roadimpact.htm

Federal Highway Administration (FHWA). 2015. "Intersection Safety." December 9. http://safety.fhwa.dot.gov/intersection/.

Federal Highway Administration (FHWA). 2014. *National Highway System Road Length – 2014, Miles by Ownership*. Table HM-40. October. https://www.fhwa.dot.gov/policyinformation/statistics/2014/hm40.cfm.

Federal Highway Administration (FHWA). 2012. *Strategic Highway Safety Plans: A Champion's Guidebook to Saving Lives*, Second Edition. United States Department of Transportation: Washington, DC. October.

Federal Highway Administration (FHWA). 1994. *Roadway Delineation Practices Guidebook*. Publication No. FHWA-SA-93-01. United States Department of Transportation: Washington, DC. August.

Government Accounting Office (GAO). 2015. *Pedestrians and Cyclists: Cities, States, and DOT Are Implementing Actions to Improve Safety*. Report to Congressional Requesters. GAO 16-66. United States Government Accounting Office: Washington, DC. November.

Insurance Information Institute. 2016. "Teen Drivers." May. http://www.iii.org/issue-update/teen-drivers

Laing, Keith. 2016. "Traffic Fatalities Up 8 Percent." *The Hill*. February 17. http://thehill.com/policy/transportation/269682-traffic-fatalities-up-eight-percent.

National Cooperative Highway Research Program. Various dates. *Guidance for Implementation of the AASHTO Strategic Highway Safety Plan*. Report 500, Volumes 1 through 23. Transportation Research Board: Washington, DC.

National Highway Traffic Safety Administration (NHTSA). n.d. "Seat Belts." https://www.nhtsa.gov/risky-driving/seat-belts.

National Highway Traffic Safety Administration (NHTSA). 2019a. *FARS Encyclopedia*. "Summary." https://www-fars.nhtsa.dot.gov/Main/index.aspx.

National Highway Traffic Safety Administration (NHTSA). 2019b. *FARS Encyclopedia*. "People—All Victims." https://www-fars.nhtsa.dot.gov/People/PeopleAllVictims.aspx.

National Highway Traffic Safety Administration (NHTSA). 2019c. *FARS Encyclopedia*. "Trends—Alcohol." https://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx.

National Highway Traffic Safety Administration (NHTSA). 2019d. *FARS Encyclopedia*. "Vehicles—Motorcycles." https://www-fars.nhtsa.dot.gov/Vehicles/VehiclesMotorcycles.aspx.

National Highway Traffic Safety Administration (NHTSA). 2015a. *Traffic Safety Facts: Alcohol-Impaired Driving – 2014 Data*. DOT HS 812 231. NHTSA National Center for Statistics and Analysis: Washington, DC. December.

National Highway Traffic Safety Administration (NHTSA). 2015b. *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Eighth Edition. DOT HS 812 202. NHTSA Office of Behavioral Safety Research: Washington, DC. November.

National Highway Traffic Safety Administration (NHTSA). 2014. *Traffic Safety Facts: Bicyclists and Other Cyclists – 2012 Data*. DOT HS 812 018. NHTSA National Center for Statistics and Analysis: Washington, DC. April.

New Mexico Department of Public Safety. 2015. *New Mexico Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program, Fiscal Year 2016*. Last updated on September 30, 2015.

New Mexico Department of Transportation (NMDOT). 2016. *New Mexico Monthly Traffic Fatality Report, 2015*. Prepared by University of New Mexico, Geospatial and Population Studies Traffic Research Unit (TRU). April 6. http://tru.unm.edu/Crash-Reports/Fatality-Reports/2015-fatalities.pdf.

New Mexico Department of Transportation (NMDOT). 2016. *2017 New Mexico Highway Safety Plan*, Draft.

New Mexico Department of Transportation (NMDOT). 2015. *New Mexico Highway Safety Improvement Program 2015 Annual Report*. http://safety.fhwa.dot.gov/hsip/reports/pdf/2015/nm.pdf.

New Mexico Department of Transportation (NMDOT). 2013. *Evaluation of NMDOT Comprehensive Transportation Safety Plan*. Final Report. Report No. NMSAF12-01. Prepared by CH2M HILL. March.

New Mexico Department of Transportation (NMDOT) managed State Crash Data System. 2021.

United States Census Bureau. 2021. "Race and Ethnicity in the United States: 2010 Census and 2020 Census." *New Mexico Population Grew 2.8% Last Decade*. https://www.census.gov/library/stories/state-by-state/new-mexico-population-change-between-census-decade.html.

UNITED STATES CODE

23 U.S.C. §148. "Highway Safety Improvement Program." *Title 23, Highways, Chapter 1, Federal-Aid Highways*. January 3, 2012.

23 U.S.C. §148(g). "Special Rules." *Title 23, Highways, Chapter 1, Federal-Aid Highways, Section 148, Highway Safety Improvement Program*. January 3, 2012.

23 U.S.C. §402. "Highway Safety Programs." *Title 23, Highways, Chapter 1, Federal-Aid Highways*. January 3, 2012.

APPENDICES

APPENDIX A – CRASH STATISTICS, 2013 to 2019 FATALITIES AND A-INJURIES FOR EMPHASIS AREAS

Appendix A

Discovery Protection

Protection from discovery is found in 23 U.S.C., Section 409. Under this Section, documents or data related to projects using federal highway safety program funds, including under Sections 130 and 148, are not discoverable or admissible as evidence in tort liability cases. The same is true for documentation or data related to projects for constructing safety improvement projects with federal aid highway funds. This was upheld by the U.S. Supreme Court in 2003. Therefore, if updated to Strategic Highway Safety Plans are completed using federal highway safety program funds, or if their mitigations are constructed using federal aid highway funds, they are not usable in tort liability litigation.

Guidance for Interpreting Crash Statistics

The *Appendix A: Crash Statistics* section disaggregates New Mexico's fatalities and A-Injuries from 2013 to 2019. The data is summarized for each of the Emphasis Areas (EAs), with four pages included for each of the EAs. Remember, a crash that includes a single vehicle where there was a single fatality could be assigned to multiple, different EAs based on the circumstances of the crash.

For example, consider a crash that occurred in snowy weather conditions where the driver was impaired on alcohol. Next, this driver lost control of the vehicle in the snow and left the roadway, hitting a tree, resulting in the death of the driver. This fatality would be counted as fatality for three different EAs:

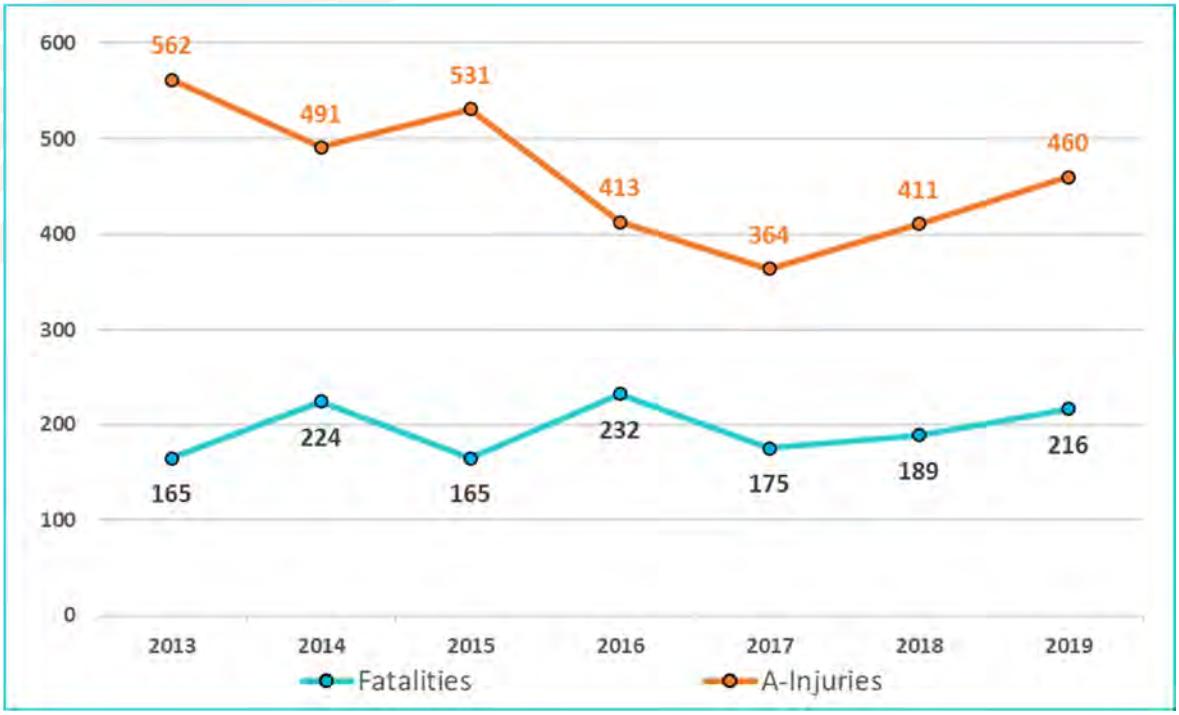
1. Inclement Weather - the fatality occurred in snowy weather conditions
2. Impaired Driving - the driver was found to have alcohol impairment
3. Roadway Departure - the vehicle hit a fixed object (the tree).

There is another important feature of this analysis for each of the EAs. As mentioned above, each EA in *Appendix A: Crash Statistics* contains four pages which are dedicated solely one specific EA.

Consider the first EA, Roadway Departure, shown in *Appendix A: Crash Statistics*. The first page has a line chart in the top right and a bar chart in the bottom right - these are also shown on the next page, as Figure 1 and Figure 2, respectively. Notice how neither of these two charts include a title. The EAs were left out of the titles to avoid the redundancy of showing the same EA + Fatalities and A-Injuries + 2013 to 2019 in every image on each of the four pages. However, as a reminder, the top left corner of every page still indicates the EA of interest.

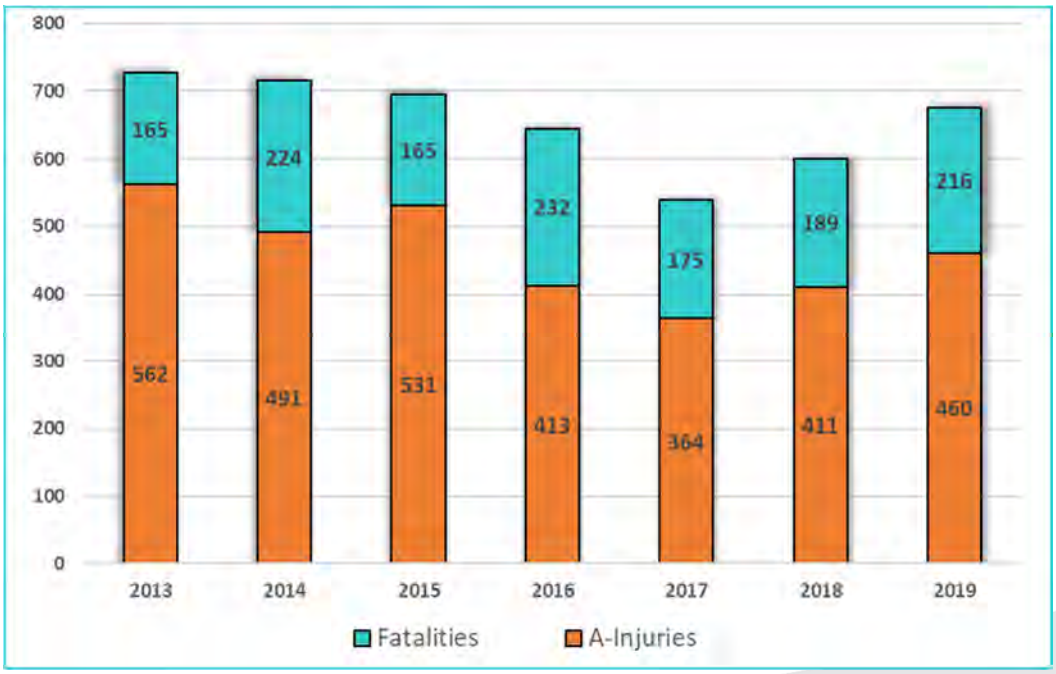
It is suggested to always consider the EA of interest when interpreting the graphs. If the title of a bar chart is "Object Struck by Vehicle" and the header of the page is "Emphasis Area: Roadway Departure" then the list of objects struck by the vehicle *only apply to roadway departure fatalities and A-Injuries*.

A deeper description of the materials in Appendix A is included in the following sections.



Appendix A, Figure 1 - Roadway Departure: Line Chart of Annual Fatalities and A-Injuries

Figure 1 should be read as the number of individual fatalities or A-Injuries that fall into the Roadway Departure group, shown on an annual basis. Figure 2 is similar to Figure 1, but now the fatalities and A-Injuries are 'stacked' to observe the trend when the two are added together.



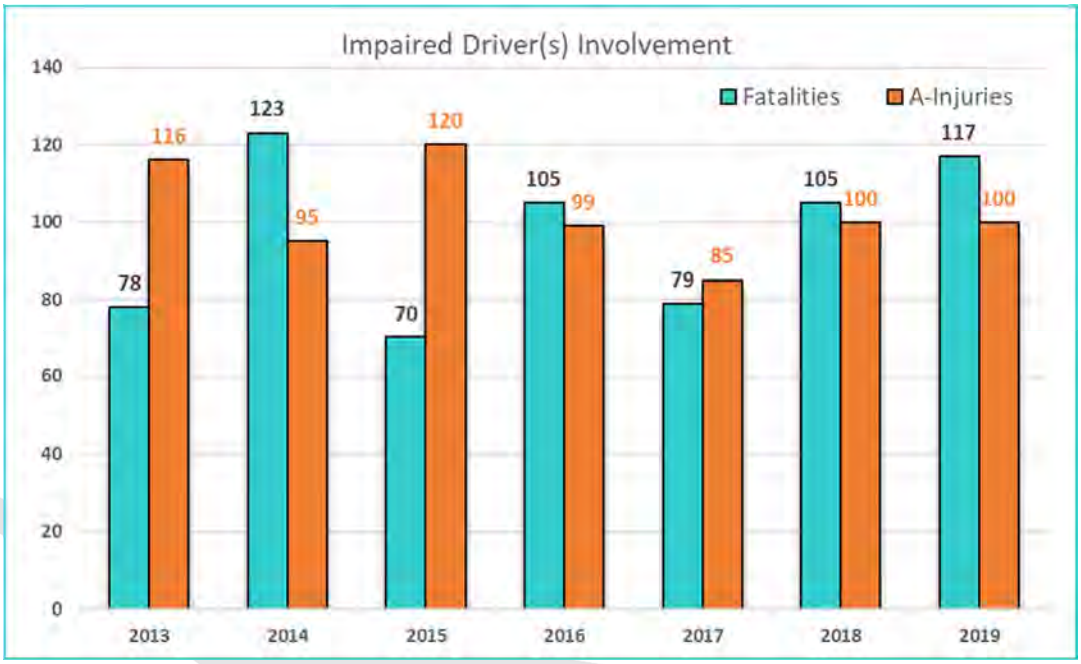
Appendix A, Figure 2 - Roadway Departure: Bar Chart of Annual Fatalities Plus A-Injuries

Appendix A, Figure 3 - Roadway Departure: Fatalities and A-Injuries by Month

Figure 3 shows the breakdown of fatalities and A-Injuries by month for the entire span of 2013 to 2019. In general, all figures shown in Appendix A represent crash data aggregated from 2013 through 2019 unless the x-axis explicitly shows the years, as it does in Figure 4.

It is also important to notice that the summed number of fatalities in Figure 4 is 677, meanwhile the summed number of fatalities in Figure 2 is 1,366. This is because the values shown in Figure 4 are a subset of the values shown in Figure 2. Not all Roadway Departure fatalities involve impaired drivers.

Conversely, when summing the number of fatalities in Figure 3, we arrive at a sum of 1,366 - identical to the sum found in Figure 2. This is because we know that all fatalities must have happened in one of the twelve months of the year. This cannot be said for Figure 4 since, again, not all Roadway Departure fatalities and A-Injuries also involve impaired drivers.



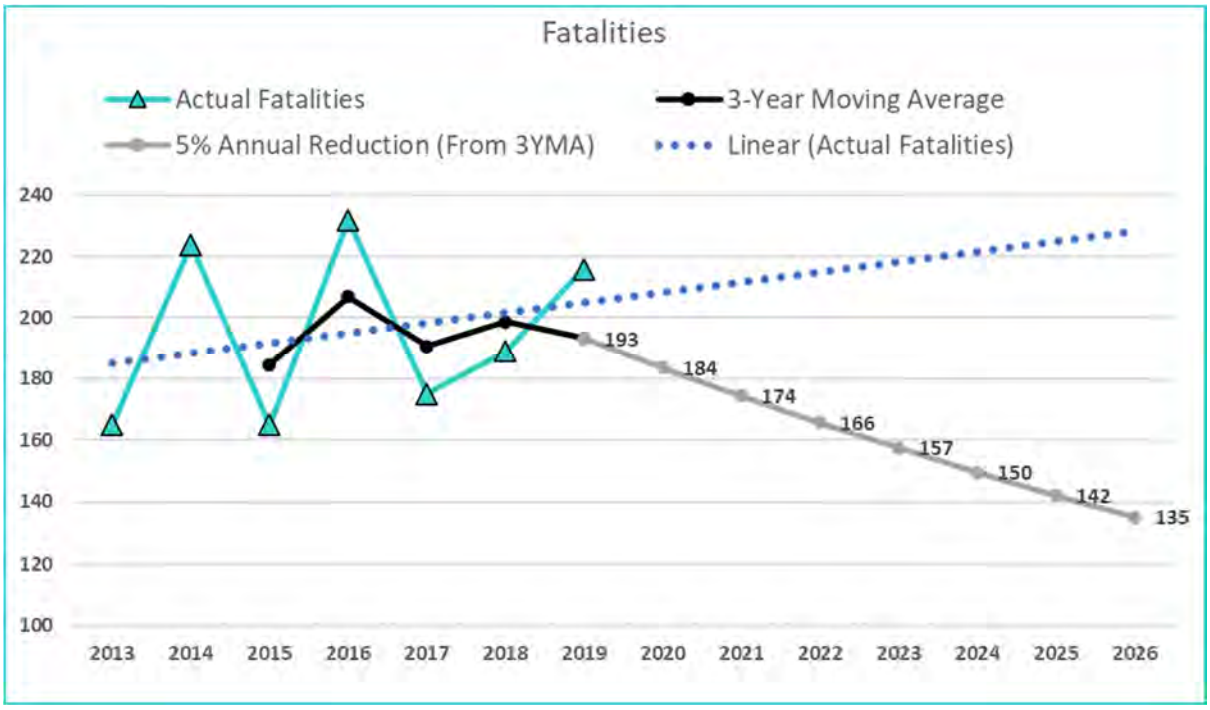
Appendix A, Figure 4 - Roadway Departure: Fatalities and A-Injuries with Impaired Driver Involvement shown by Year

Figure 5 shows the recent trends of Roadway Departure fatalities with four different lines. The light blue line with triangle markers shows the number of actual fatalities by year. The black line with small, circular markers

shows the 3-year moving average (3YMA), which is based on the values of the light blue line with triangle markers, using the following equation.

3YMA of 2019 Fatalities = [(2017 fatalities + 2018 Fatalities + 2019 Fatalities) / 3 years]

The straight, blue dotted line shows the linear trendline behavior based on the actual number of fatalities. The grey line with small, circular markers shows the trend if an annual 5% reduction was calculated - the 5% reduction is based off of the 3YMA values. This means if the Roadway Departure fatalities decreased at a rate of 5% annually from 2019 through 2026, the expected number of Roadway Departure fatalities would be 135 in 2026.



Appendix A, Figure 5 - Roadway Departure: Fatalities Trends

Most of the EAs display similar analysis on the first three pages. In general, the first three pages include Fatality and A-Injury data by the following:

- A 25-row table to shows crash characteristics
- Fatality and A-Injury trends from 2013 to 2019
- Fatality plus A-Injury trends from 2013 to 2019
- Annual data disaggregated by Non-State/State roads and Urban/Rural roads
- By functional class
- By NMDOT district
- By ownership
- By month
- 5% annual reduction and 3YRA

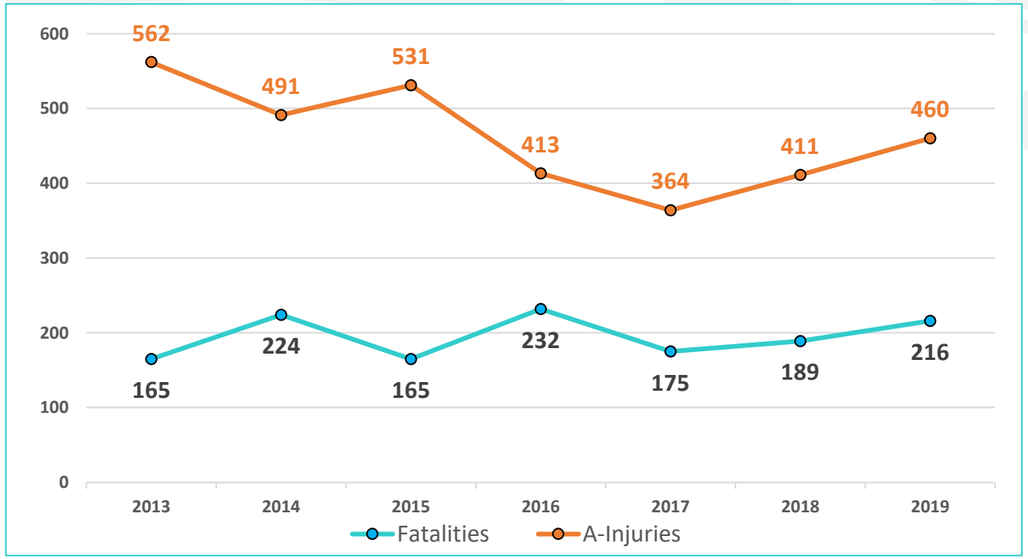
Additionally, the fourth page of each EA is targeted more at specific characteristics that are relatable to that EA. For example, the fourth page of the Tribal Lands EA includes a chart that divided up the fatalities and A-Injuries by the specific tribal lands. Another example of a specific disaggregation of the data occurs in the Motorcycle EA where the safety restraint use is listed (helmet used, no helmet used, etc.).

Roadway Departure Fatalities and A-Injuries (2013-2019)

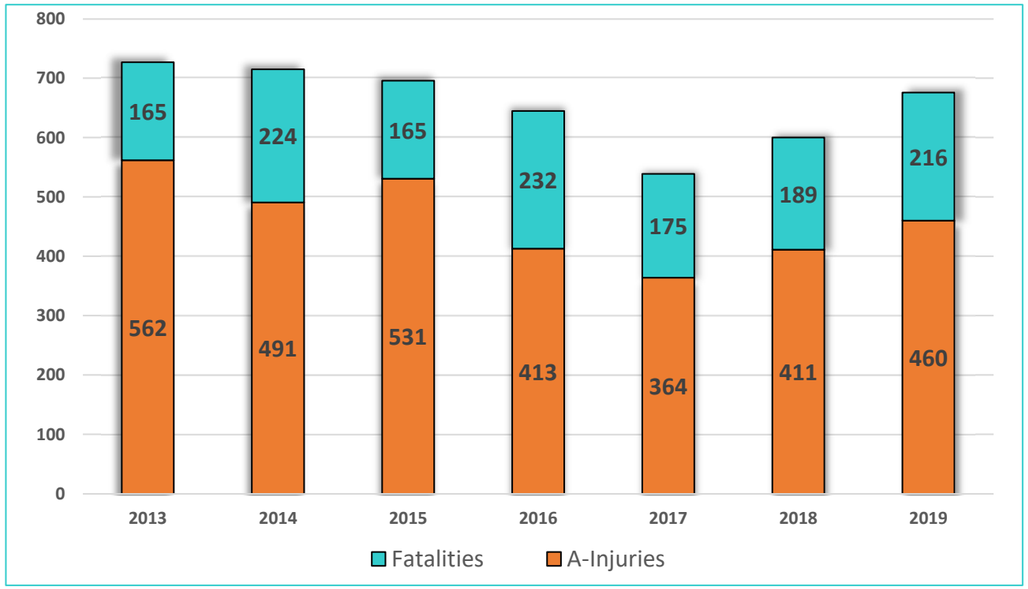
Emphasis Area: Roadway Departure

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Roadway Departure Statewide Totals	**1,366**	**100%**	**3,232**	**100%**	**4,598**	**100%**
Setting	Urban	374	27%	1,589	49%	1,963	43%
	Rural	992	73%	1,643	51%	2,635	57%
	Tribal Land (Urban + Rural)	281	21%	347	11%	628	14%
Geometry	Intersection Related	405	30%	1,480	46%	1,885	41%
	Roadway Departure	1,366	100%	3,232	100%	4,598	100%
	Work Zone Related	2	0%	3	0%	5	0%
Person Type	Younger Driver Involvement	171	13%	549	17%	720	16%
	Older Driver Involvement	196	14%	377	12%	573	12%
	Pedestrian Involvement	0	0%	0	0%	0	0%
	Bicyclist Involvement	1	0%	0	0%	1	0%
Behavior	Alcohol Involvement	577	42%	650	20%	1,227	27%
	Drug Involvement	216	16%	132	4%	348	8%
	Impaired Driving	677	50%	715	22%	1,392	30%
	Distracted Driving	624	46%	1,517	47%	2,141	47%
	No Use of Safety ResRailt	637	47%	613	19%	1,250	27%
	Sleepy/Fatigued Driving	62	5%	211	7%	273	6%
	Speed/Aggressive Driving	254	19%	1,021	32%	1,275	28%
Vehicle	Motorcycle Involvement	168	12%	428	13%	596	13%
	Rail Involvement	0	0%	0	0%	0	0%
	Heavy Vehicle Involvement	160	12%	206	6%	366	8%
	Multiple Vehicles	438	32%	1,090	34%	1,528	33%
Environmental	Inclement Weather	132	10%	412	13%	544	12%
	Animal/Wildlife Involvement	0	0%	0	0%	0	0%
	Dusk/Dawn	89	7%	135	4%	224	5%
	Dark - No Light	443	32%	755	23%	1,198	26%



Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	165	562	727	-
2014	224	491	715	-2%
2015	165	531	696	-3%
2016	232	413	645	-7%
2017	175	364	539	-16%
2018	189	411	600	11%
2019	216	460	676	13%
Total	1,366	3,232	4,598	

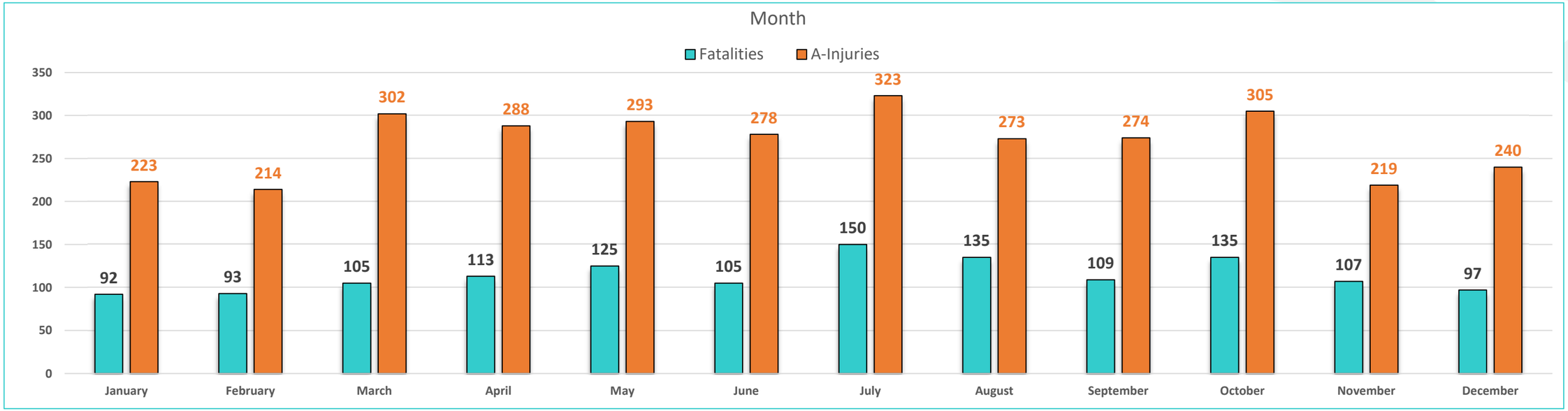


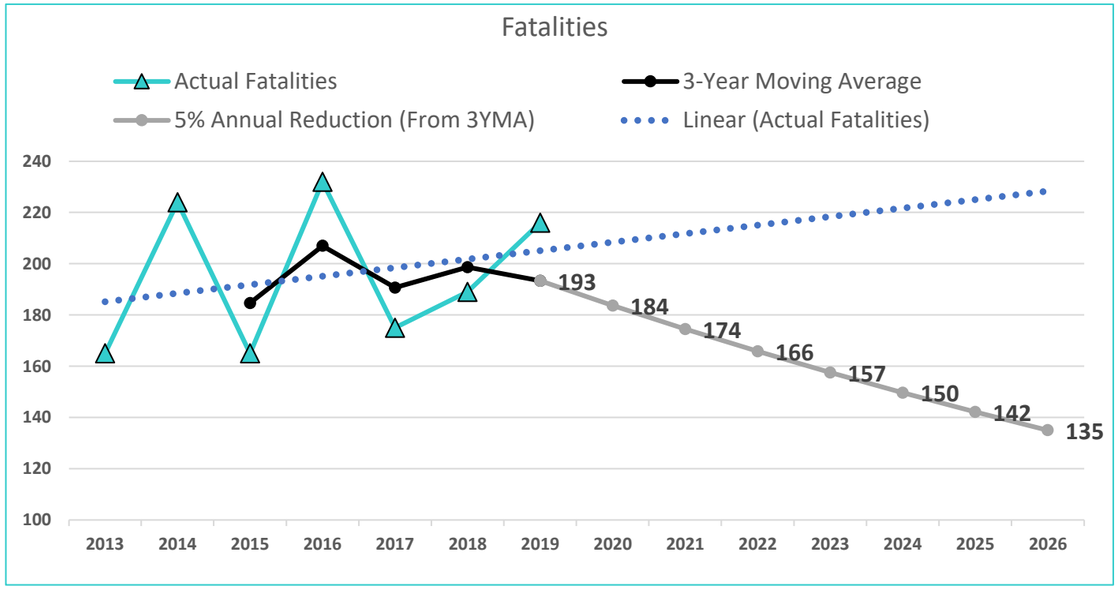
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

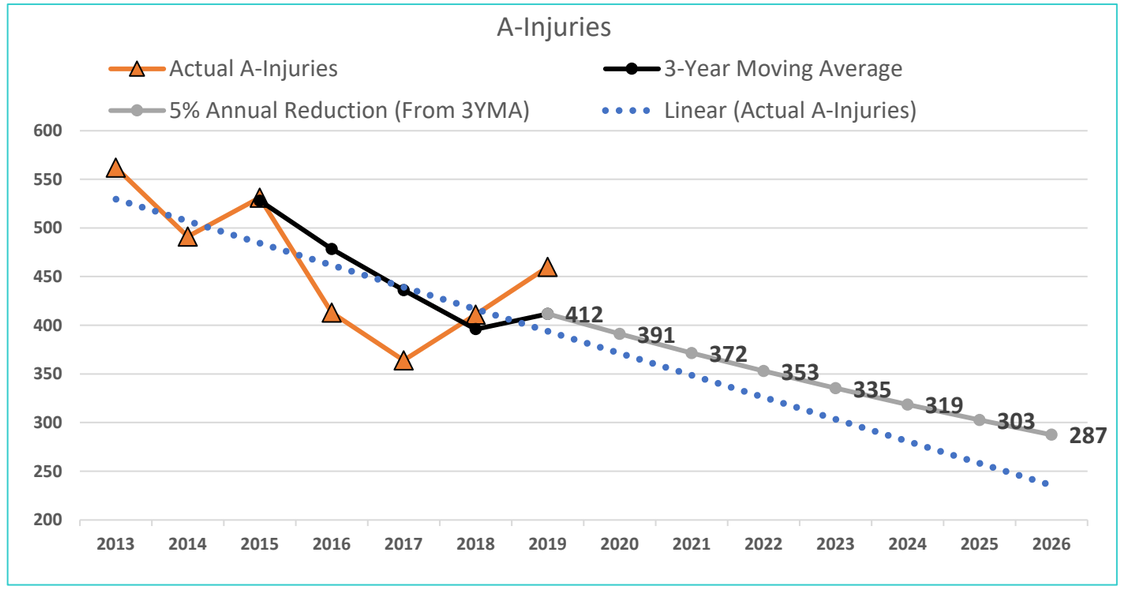
12/29/2021

Emphasis Area: Roadway Departure

Fatalities and A-Injuries Statistics, 2013-2019







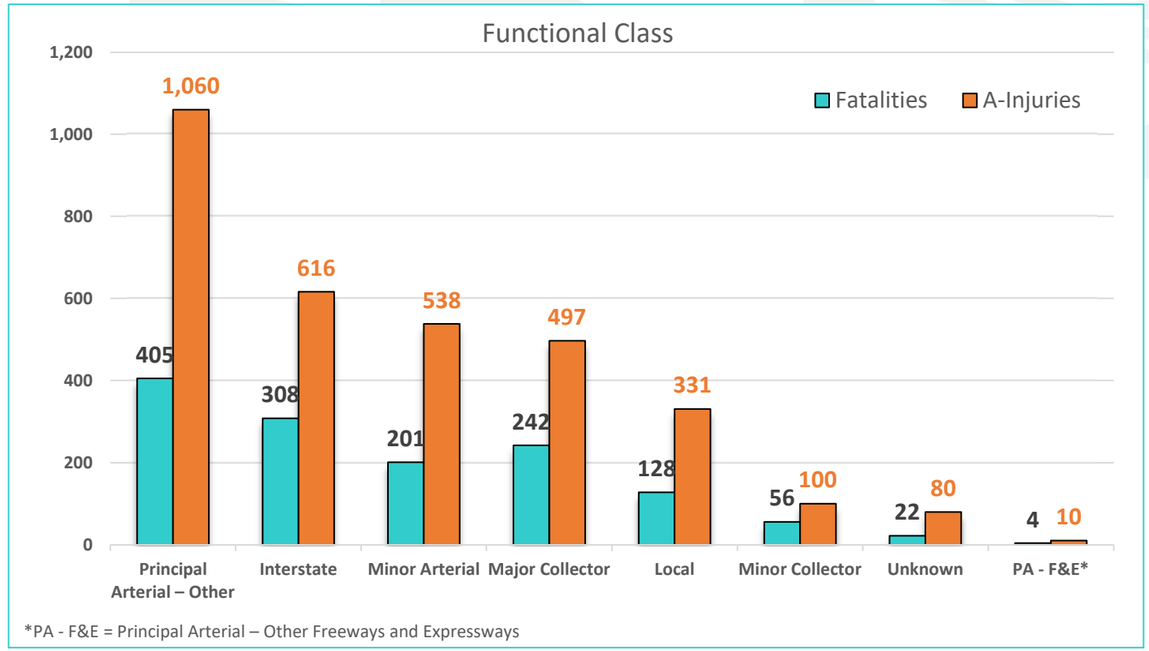
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

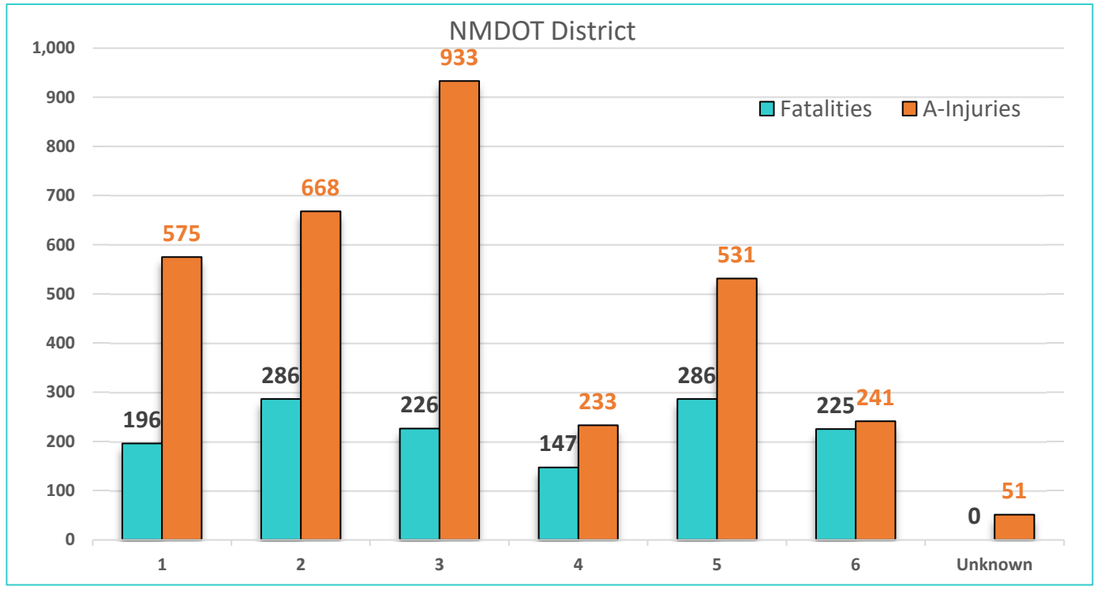
Emphasis Area: Roadway Departure

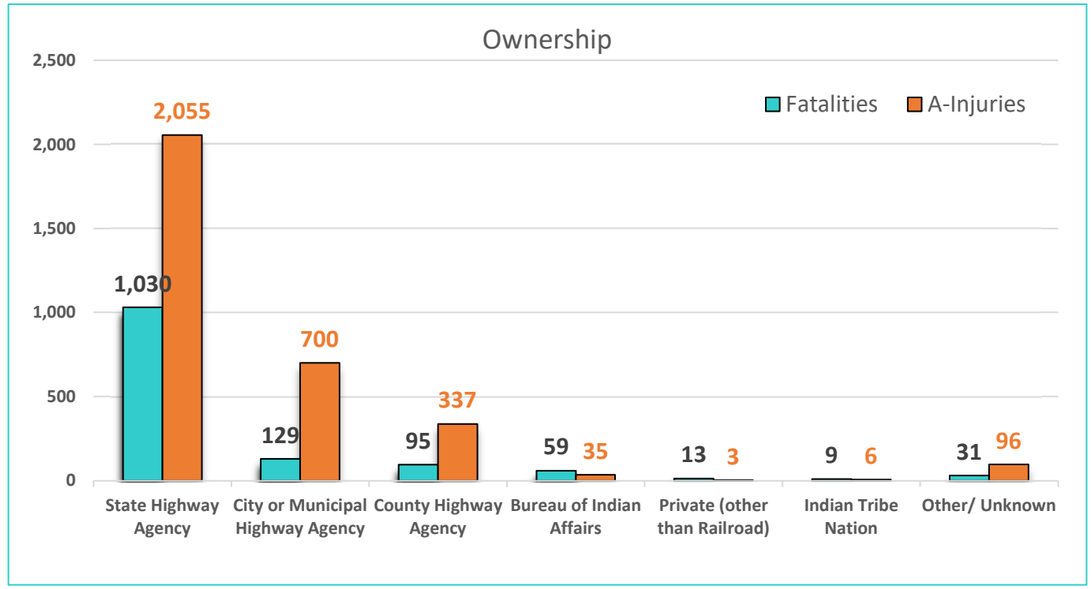
Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	71 (9.8%)	175 (24.1%)	246 (33.8%)	327 (45.0%)	154 (21.2%)	481 (66.2%)	727 (100.0%)
2014	56 (7.8%)	177 (24.8%)	233 (32.6%)	346 (48.4%)	136 (19.0%)	482 (67.4%)	715 (100.0%)
2015	64 (9.2%)	179 (25.7%)	243 (34.9%)	290 (41.7%)	163 (23.4%)	453 (65.1%)	696 (100.0%)
2016	59 (9.1%)	156 (24.2%)	215 (33.3%)	277 (42.9%)	153 (23.7%)	430 (66.7%)	645 (100.0%)
2017	67 (12.4%)	92 (17.1%)	159 (29.5%)	261 (48.4%)	119 (22.1%)	380 (70.5%)	539 (100.0%)
2018	89 (14.8%)	109 (18.2%)	198 (33.0%)	305 (50.8%)	97 (16.2%)	402 (67.0%)	600 (100.0%)
2019	84 (12.4%)	135 (20.0%)	219 (32.4%)	339 (50.1%)	118 (17.5%)	457 (67.6%)	676 (100.0%)
Total	490 (10.7%)	1,023 (22.2%)	1,513 (32.9%)	2,145 (46.7%)	940 (20.4%)	3,085 (67.1%)	4,598 (100.0%)



*PA - F&E = Principal Arterial – Other Freeways and Expressways



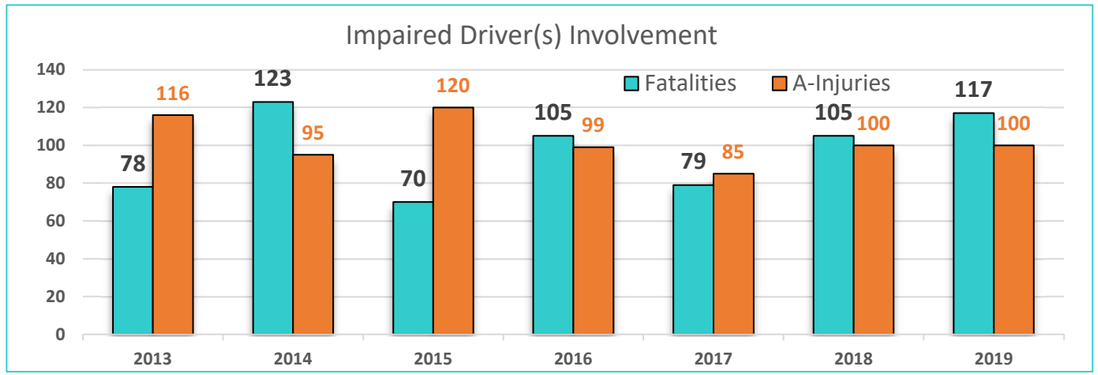


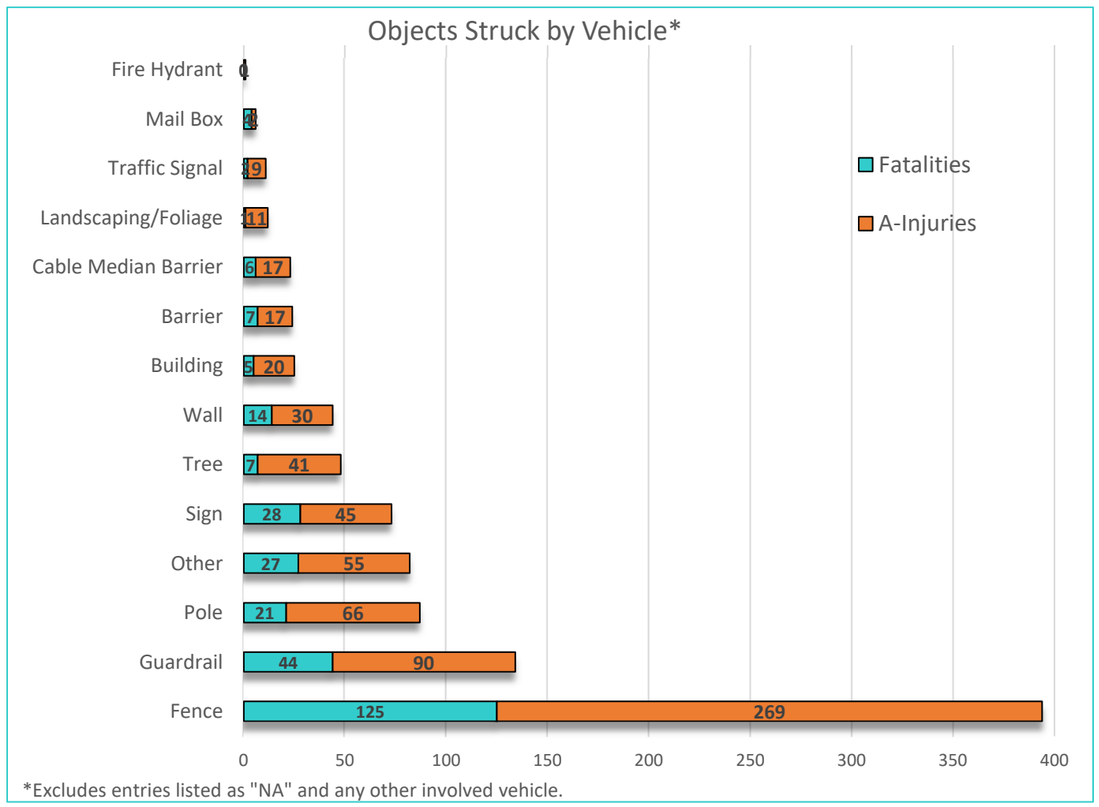
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

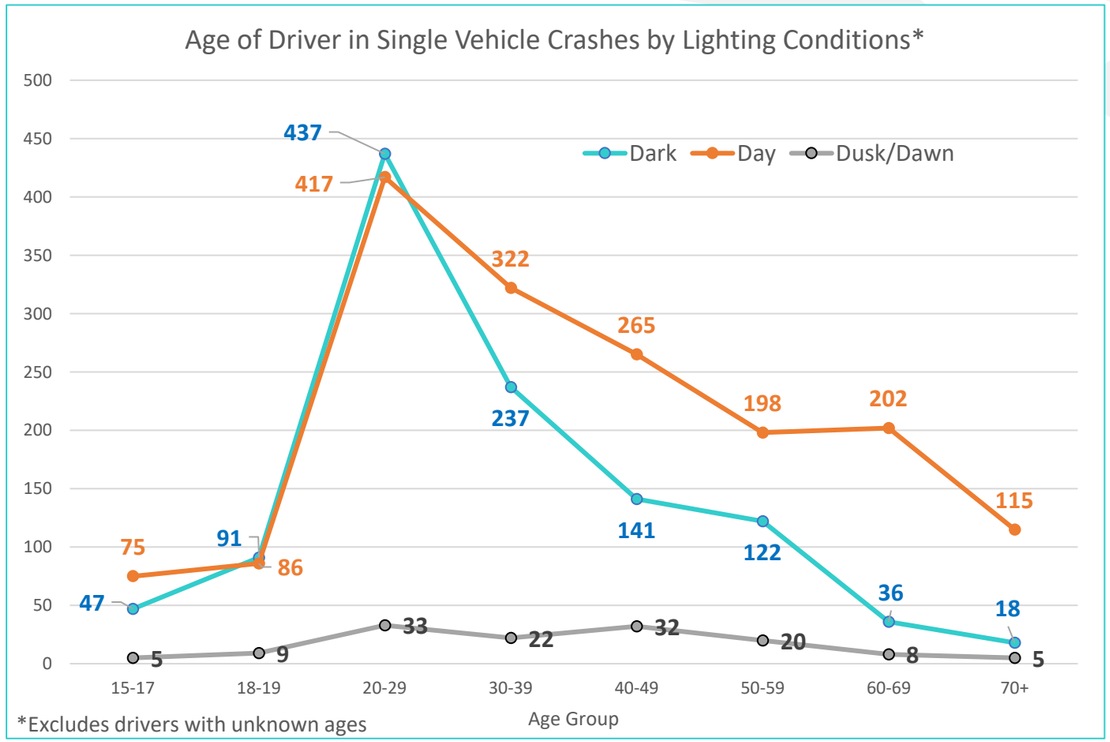
Emphasis Area: Roadway Departure

Fatalities and A-Injuries Statistics, 2013-2019

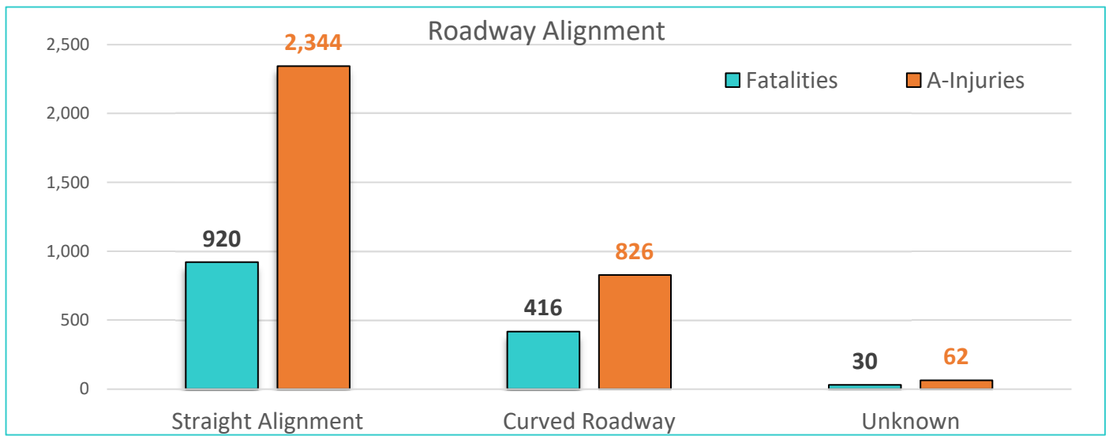




*Excludes entries listed as "NA" and any other involved vehicle.



*Excludes drivers with unknown ages



Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

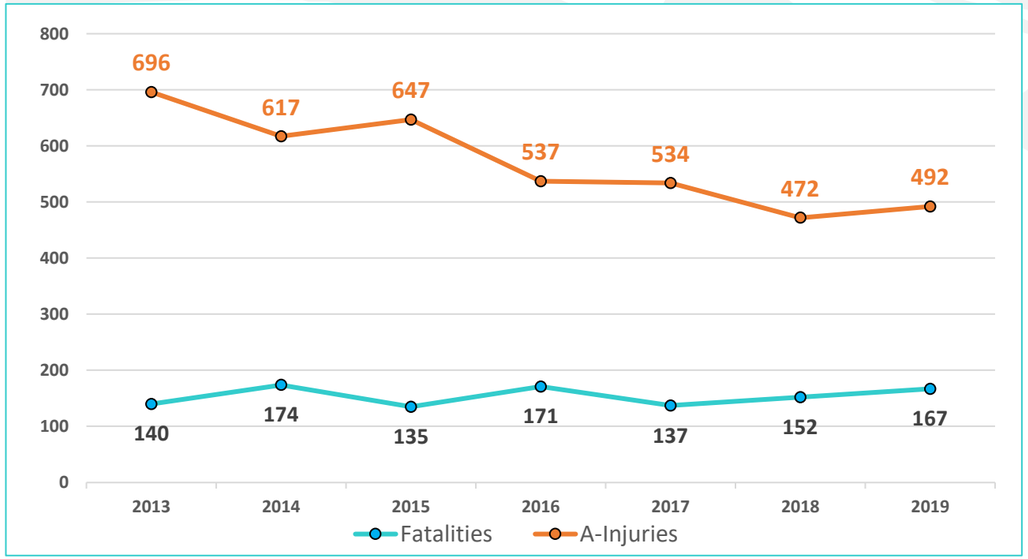
Distracted Driving
Fatalities and A-Injuries
(2013-2019)

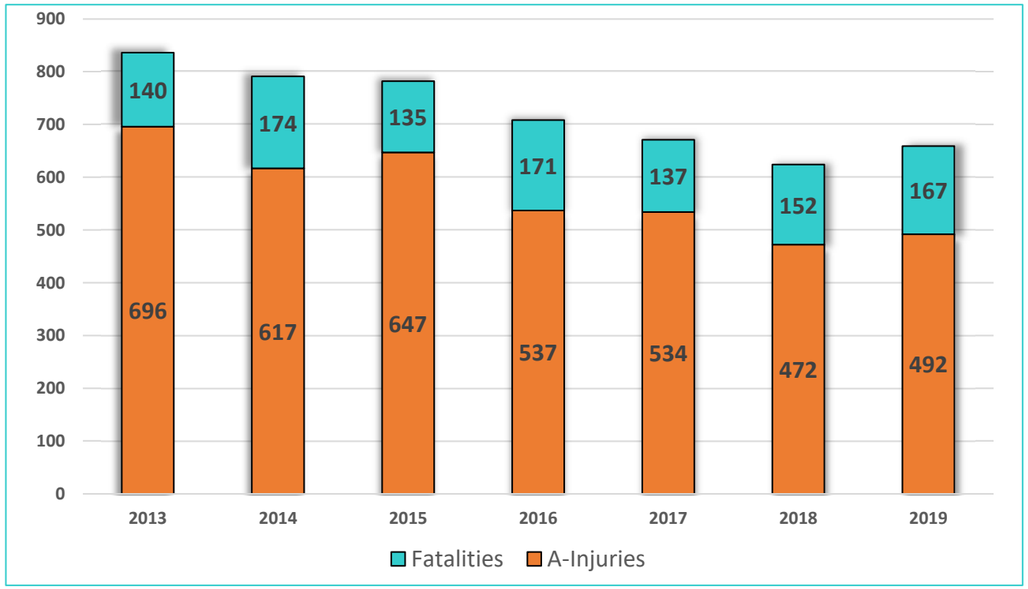
Emphasis Area: Distracted Driving

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Distracted Driving Statewide Totals	**1,076**	**100%**	**3,995**	**100%**	**5,071**	**100%**
Setting	Urban	394	37%	2,743	69%	3,137	62%
	Rural	682	63%	1,252	31%	1,934	38%
	Tribal Land (Urban + Rural)	188	17%	316	8%	504	10%
Geometry	Intersection Related	413	38%	2,432	61%	2,845	56%
	Roadway Departure	624	58%	1,517	38%	2,141	42%
	Work Zone Related	2	0%	4	0%	6	0%
Person Type	Younger Driver Involvement	161	15%	769	19%	930	18%
	Older Driver Involvement	178	17%	726	18%	904	18%
	Pedestrian Involvement	93	9%	215	5%	308	6%
	Bicyclist Involvement	19	2%	84	2%	103	2%
Behavior	Alcohol Involvement	413	38%	575	14%	988	19%
	Drug Involvement	191	18%	132	3%	323	6%
	Impaired Driving	510	47%	659	16%	1,169	23%
	Distracted Driving	1,076	100%	3,995	100%	5,071	100%
	No Use of Safety Restraint	419	39%	490	12%	909	18%
	Sleepy/Fatigued Driving	70	7%	215	5%	285	6%
	Speed/Aggressive Driving	251	23%	1,626	41%	1,877	37%
Vehicle	Motorcycle Involvement	136	13%	454	11%	590	12%
	Rail Involvement	8	1%	4	0%	12	0%
	Heavy Vehicle Involvement	198	18%	320	8%	518	10%
	Multiple Vehicles	639	59%	2,921	73%	3,560	70%
Environmental	Inclement Weather	73	7%	287	7%	360	7%
	Animal/Wildlife Involvement	2	0%	2	0%	4	0%
	Dusk/Dawn	71	7%	169	4%	240	5%
	Dark - No Light	320	30%	562	14%	882	17%

Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	140	696	836	-
2014	174	617	791	-5%
2015	135	647	782	-1%
2016	171	537	708	-9%
2017	137	534	671	-5%
2018	152	472	624	-7%
2019	167	492	659	6%
Total	1,076	3,995	5,071	



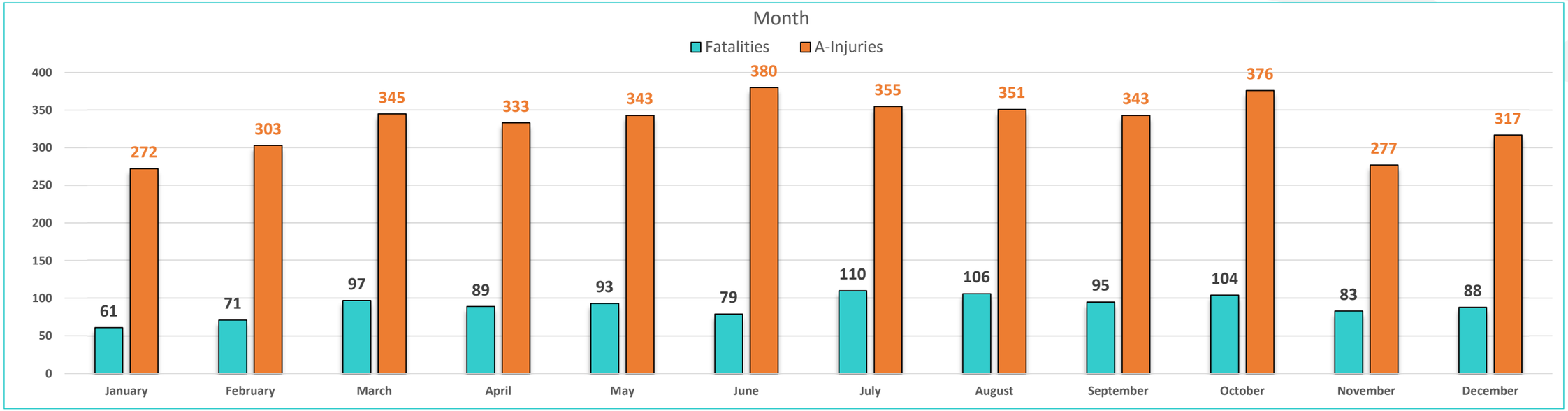


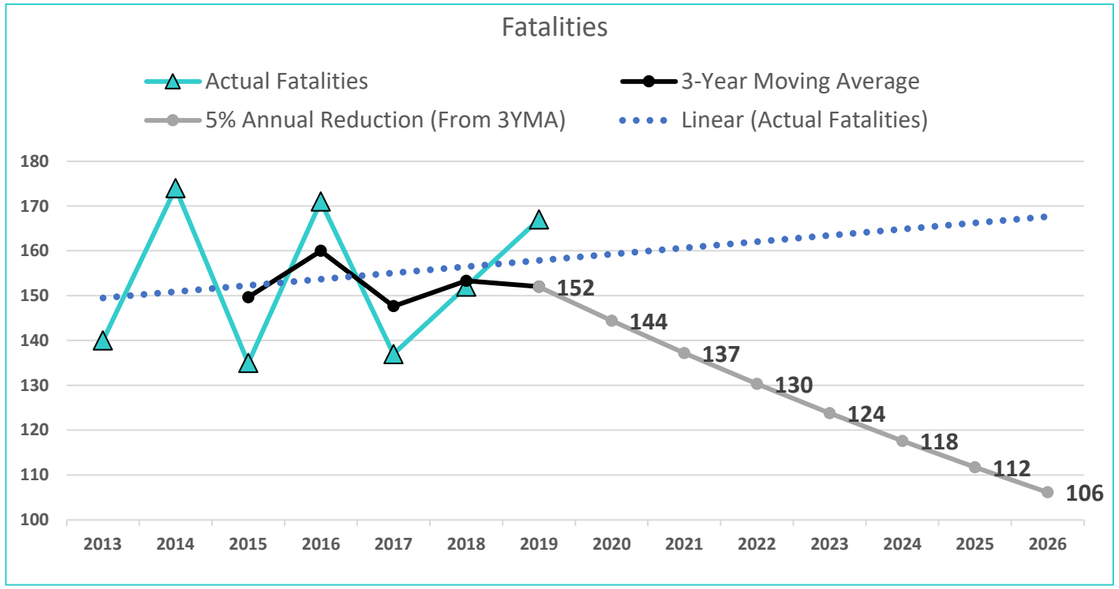
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

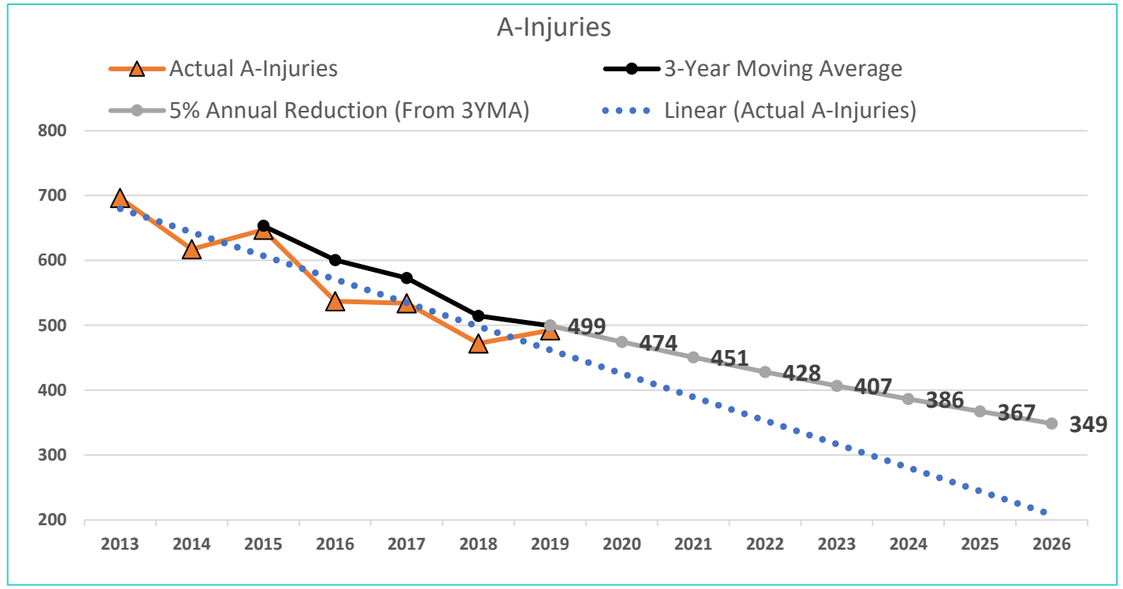
12/29/2021

Emphasis Area: Distracted Driving

Fatalities and A-Injuries Statistics, 2013-2019







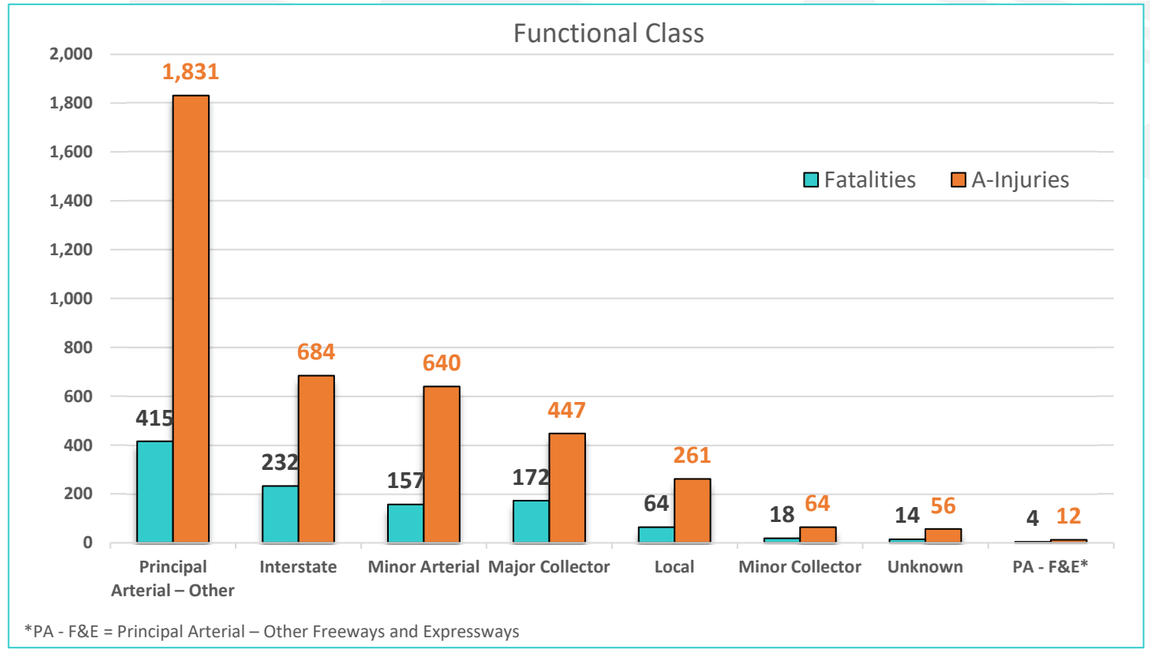
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

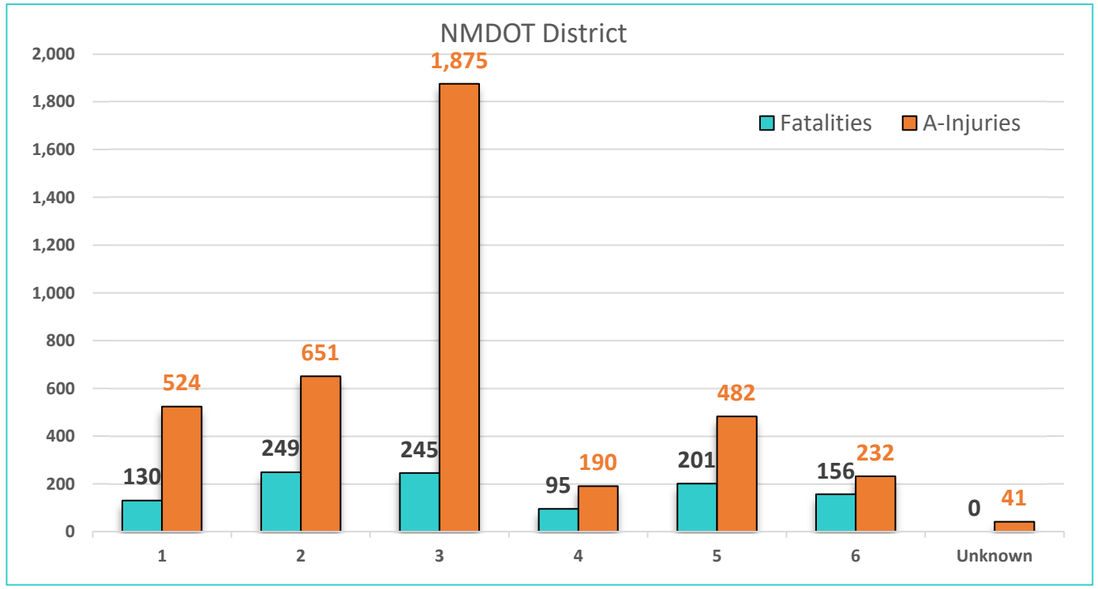
Emphasis Area: Distracted Driving

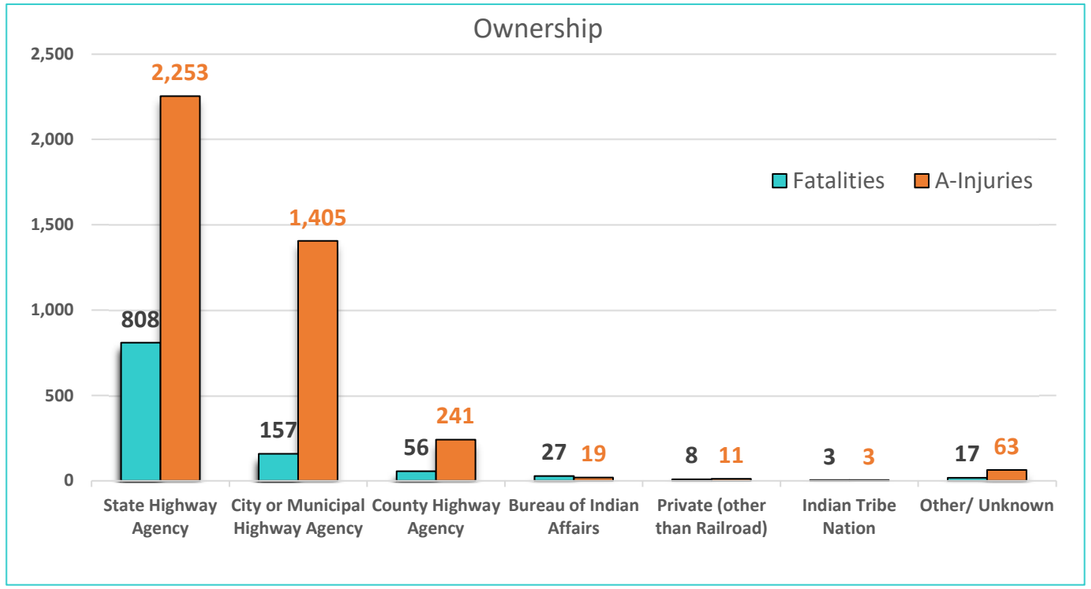
Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	48 (5.7%)	286 (34.2%)	334 (40.0%)	271 (32.4%)	231 (27.6%)	502 (60.0%)	836 (100.0%)
2014	32 (4.0%)	270 (34.1%)	302 (38.2%)	273 (34.5%)	216 (27.3%)	489 (61.8%)	791 (100.0%)
2015	45 (5.8%)	282 (36.1%)	327 (41.8%)	221 (28.3%)	234 (29.9%)	455 (58.2%)	782 (100.0%)
2016	33 (4.7%)	261 (36.9%)	294 (41.5%)	189 (26.7%)	225 (31.8%)	414 (58.5%)	708 (100.0%)
2017	26 (3.9%)	243 (36.2%)	269 (40.1%)	203 (30.3%)	199 (29.7%)	402 (59.9%)	671 (100.0%)
2018	48 (7.7%)	193 (30.9%)	241 (38.6%)	243 (38.9%)	140 (22.4%)	383 (61.4%)	624 (100.0%)
2019	48 (7.3%)	195 (29.6%)	243 (36.9%)	254 (38.5%)	162 (24.6%)	416 (63.1%)	659 (100.0%)
Total	280 (5.5%)	1,730 (34.1%)	2,010 (39.6%)	1,654 (32.6%)	1,407 (27.7%)	3,061 (60.4%)	5,071 (100.0%)



*PA - F&E = Principal Arterial – Other Freeways and Expressways



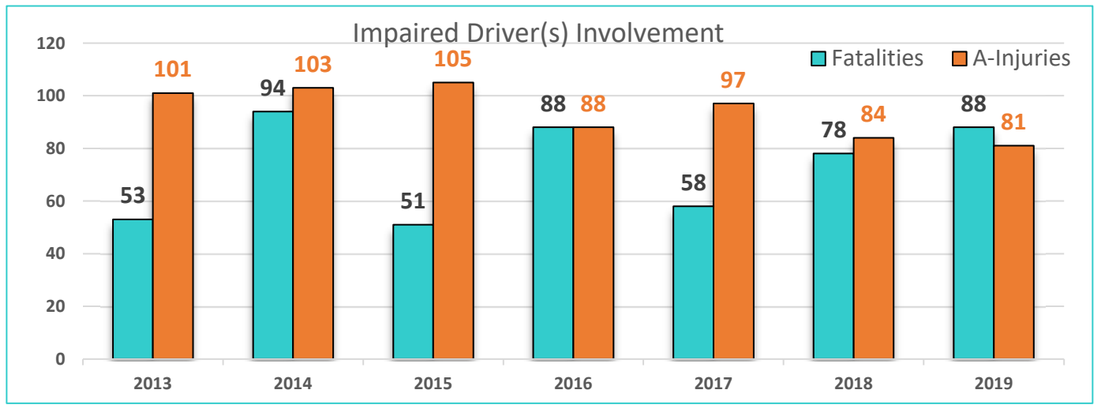


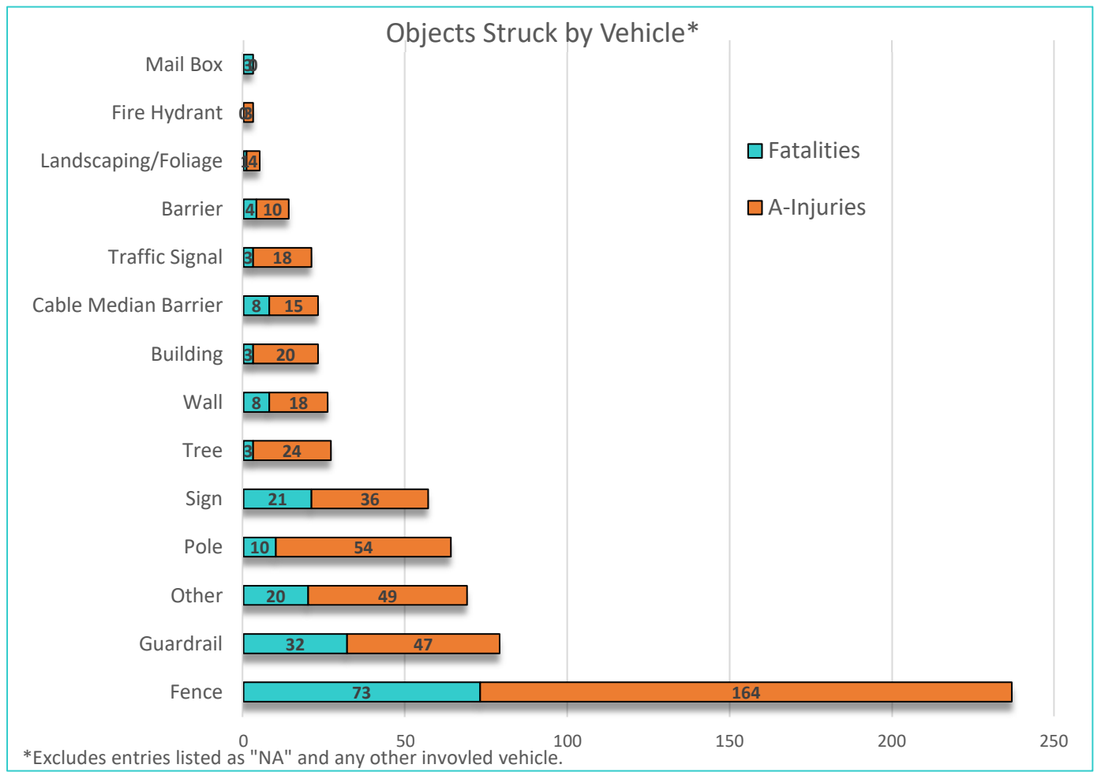
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

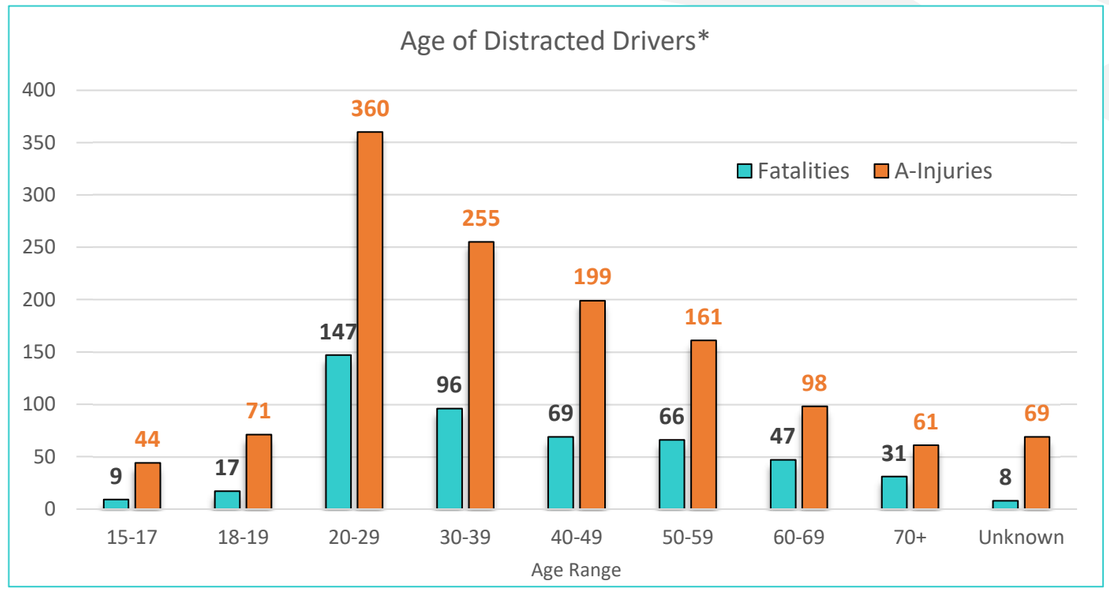
Emphasis Area: Distracted Driving

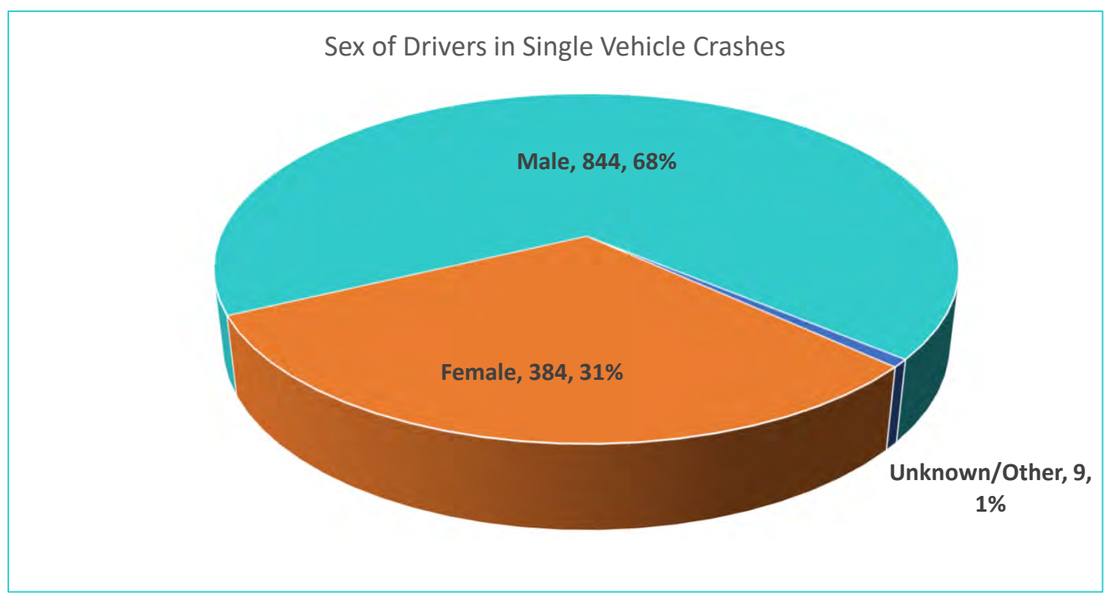
Fatalities and A-Injuries Statistics, 2013-2019





*Excludes entries listed as "NA" and any other invovled vehicle.





Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

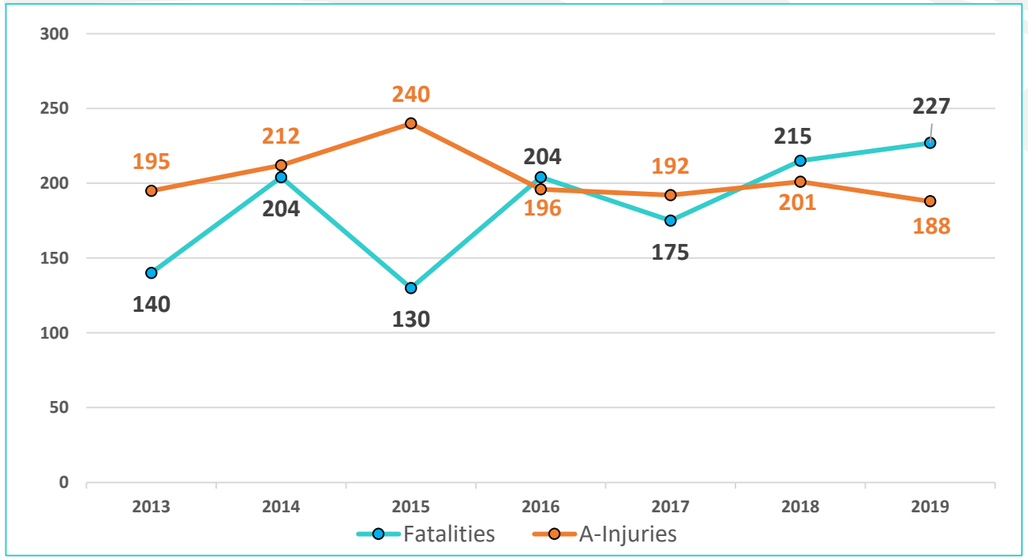
Impaired Driving
Fatalities and A-Injuries
(2013-2019)

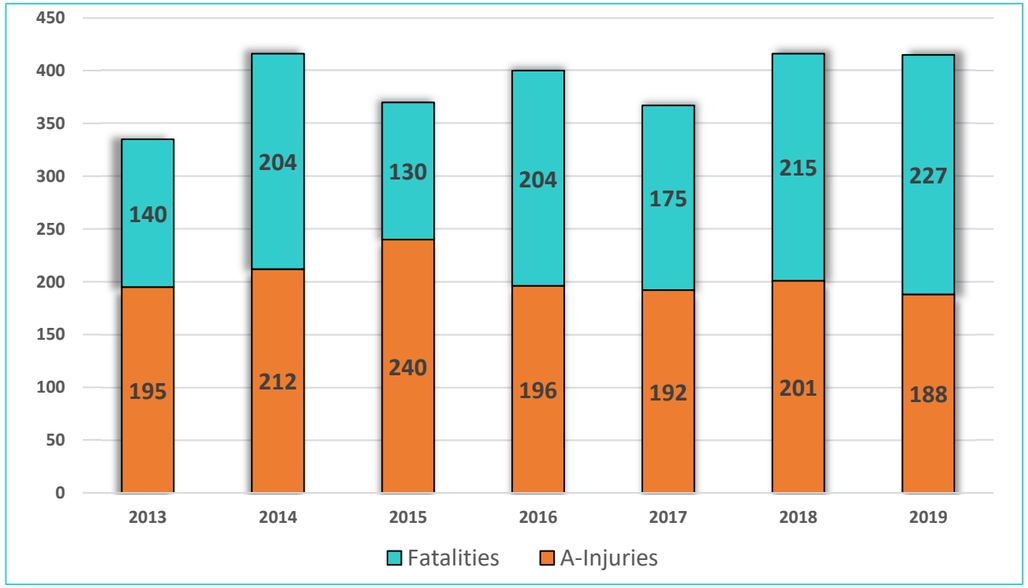
Emphasis Area: Impaired Driving

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Impaired Driving Statewide Totals	**1,295**	**100%**	**1,424**	**100%**	**2,719**	**100%**
Setting	Urban	629	49%	973	68%	1,602	59%
	Rural	666	51%	451	32%	1,117	41%
	Tribal Land (Urban + Rural)	288	22%	211	15%	499	18%
Geometry	Intersection Related	573	44%	875	61%	1,448	53%
	Roadway Departure	677	52%	715	50%	1,392	51%
	Work Zone Related	4	0%	3	0%	7	0%
Person Type	Younger Driver Involvement	176	14%	207	15%	383	14%
	Older Driver Involvement	113	9%	131	9%	244	9%
	Pedestrian Involvement	334	26%	198	14%	532	20%
	Bicyclist Involvement	20	2%	18	1%	38	1%
Behavior	Alcohol Involvement	1,072	83%	1,273	89%	2,345	86%
	Drug Involvement	464	36%	263	18%	727	27%
	Impaired Driving	1,295	100%	1,424	100%	2,719	100%
	Distracted Driving	510	39%	659	46%	1,169	43%
	No Use of Safety Restraint	503	39%	246	17%	749	28%
	Sleepy/Fatigued Driving	22	2%	26	2%	48	2%
	Speed/Aggressive Driving	58	4%	34	2%	92	3%
Vehicle	Motorcycle Involvement	161	12%	121	8%	282	10%
	Rail Involvement	6	0%	2	0%	8	0%
	Heavy Vehicle Involvement	119	9%	67	5%	186	7%
	Multiple Vehicles	789	61%	884	62%	1,673	62%
Environmental	Inclement Weather	93	7%	120	8%	213	8%
	Animal/Wildlife Involvement	6	0%	2	0%	8	0%
	Dusk/Dawn	80	6%	75	5%	155	6%
	Dark - No Light	508	39%	435	31%	943	35%

Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	140	195	335	-
2014	204	212	416	24%
2015	130	240	370	-11%
2016	204	196	400	8%
2017	175	192	367	-8%
2018	215	201	416	13%
2019	227	188	415	0%
Total	1,295	1,424	2,719	



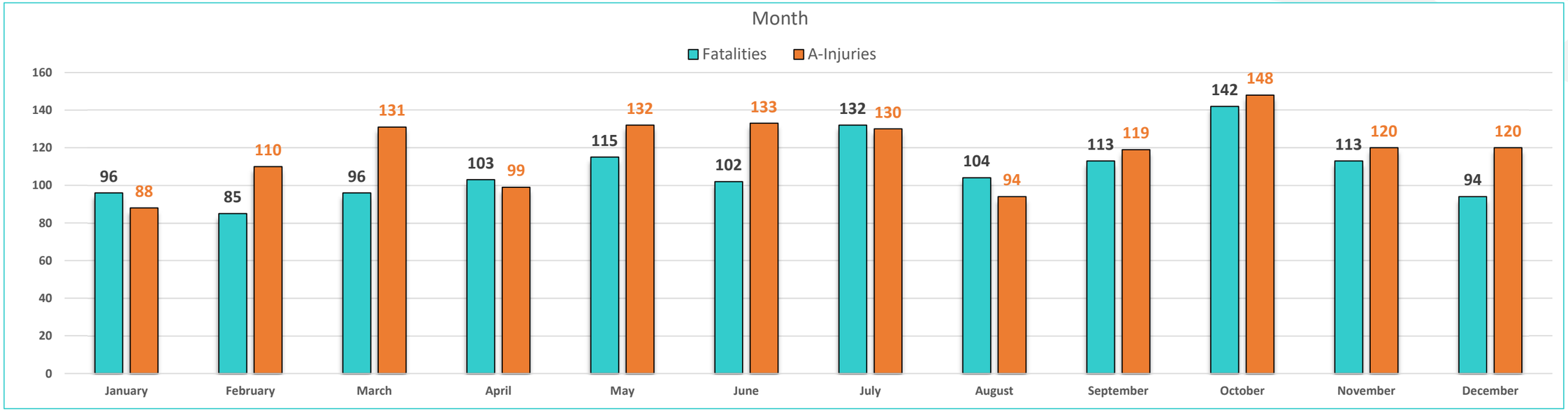


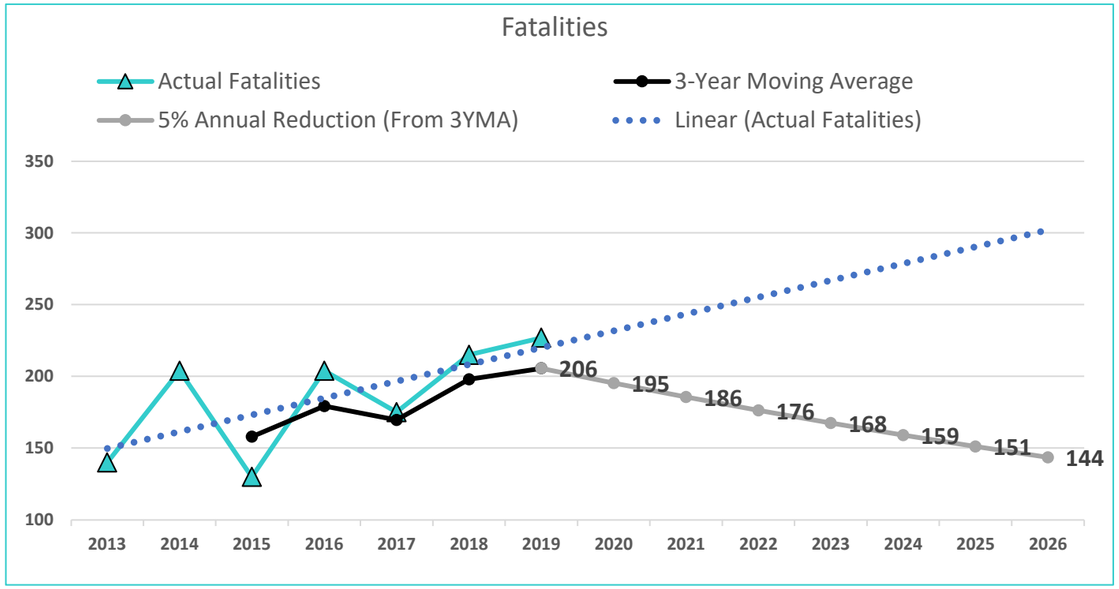
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

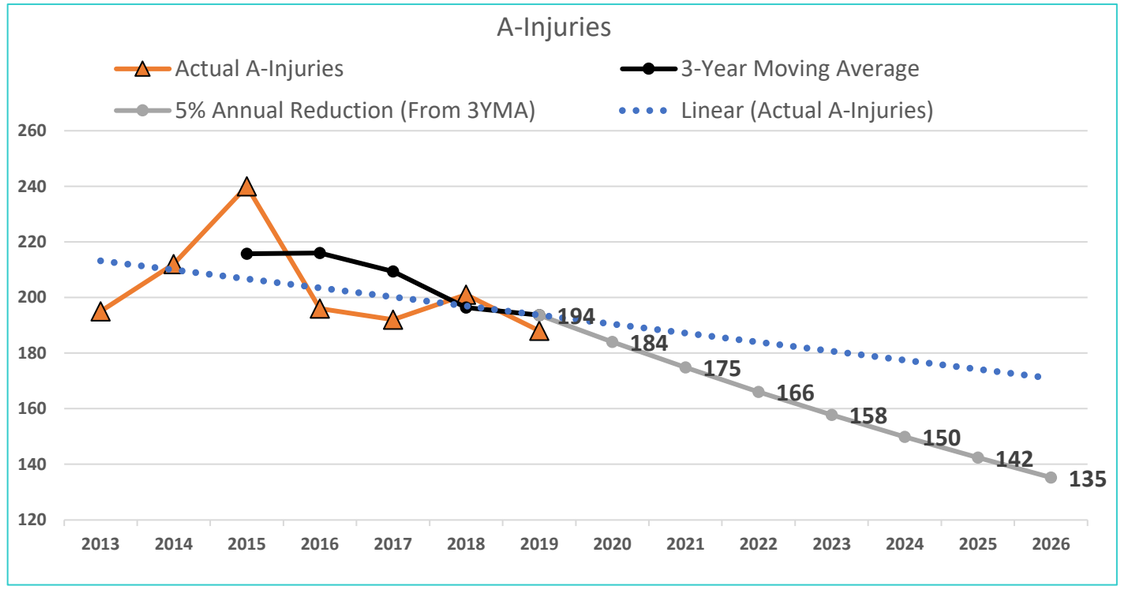
12/29/2021

Emphasis Area: Impaired Driving

Fatalities and A-Injuries Statistics, 2013-2019







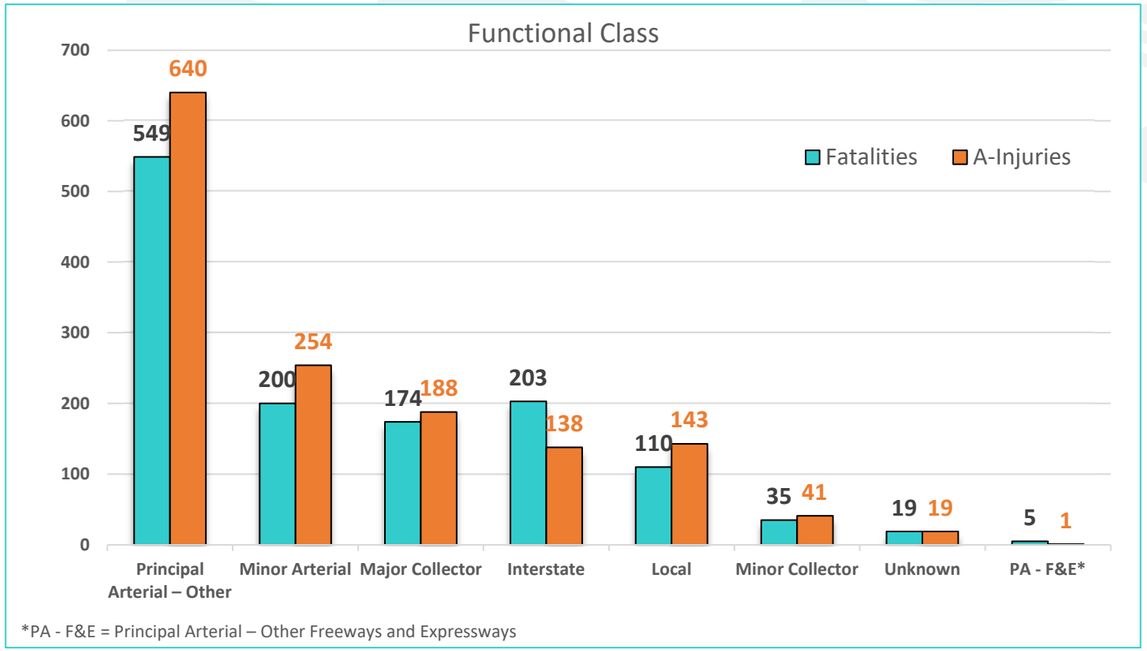
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

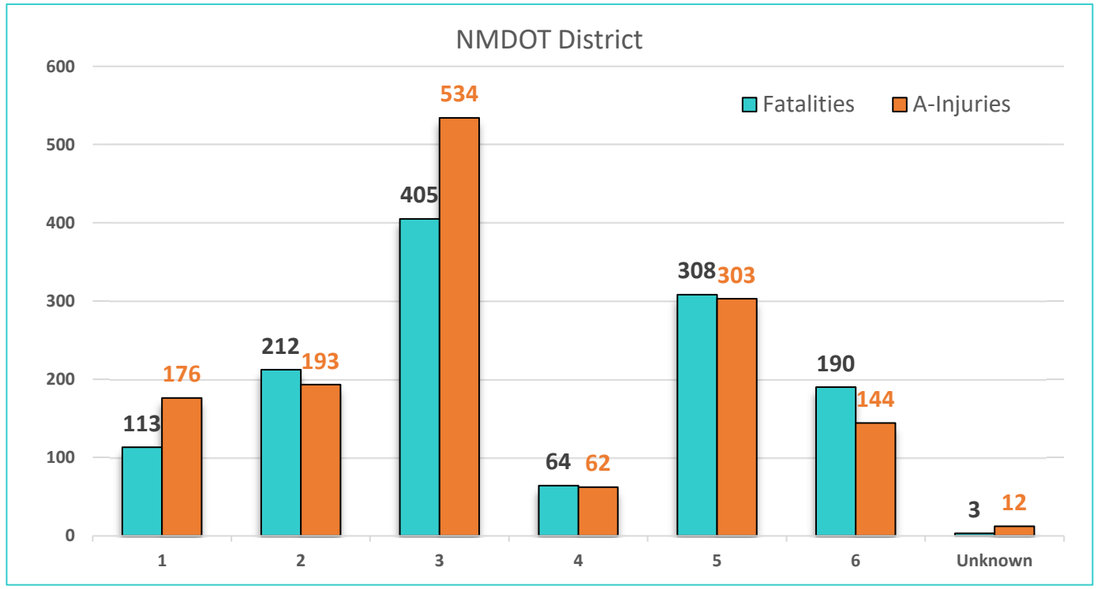
Emphasis Area: Impaired Driving

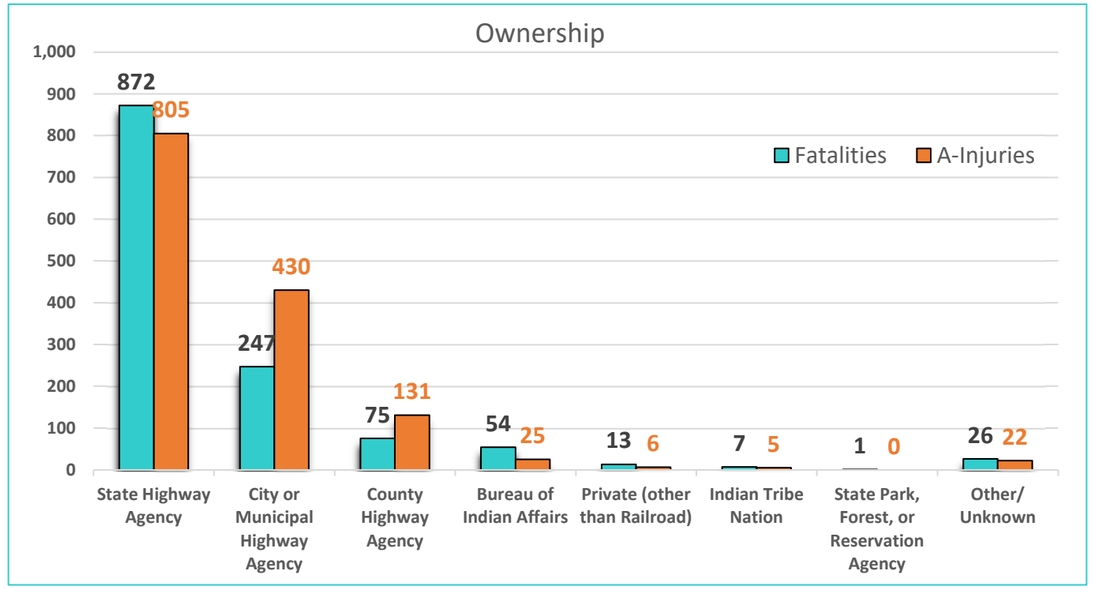
Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	29 (8.7%)	88 (26.3%)	117 (34.9%)	112 (33.4%)	106 (31.6%)	218 (65.1%)	335 (100.0%)
2014	37 (8.9%)	137 (32.9%)	174 (41.8%)	134 (32.2%)	108 (26.0%)	242 (58.2%)	416 (100.0%)
2015	41 (11.1%)	100 (27.0%)	141 (38.1%)	82 (22.2%)	147 (39.7%)	229 (61.9%)	370 (100.0%)
2016	31 (7.8%)	110 (27.5%)	141 (35.3%)	121 (30.3%)	138 (34.5%)	259 (64.8%)	400 (100.0%)
2017	34 (9.3%)	107 (29.2%)	141 (38.4%)	106 (28.9%)	120 (32.7%)	226 (61.6%)	367 (100.0%)
2018	42 (10.1%)	123 (29.6%)	165 (39.7%)	164 (39.4%)	87 (20.9%)	251 (60.3%)	416 (100.0%)
2019	42 (10.1%)	121 (29.2%)	163 (39.3%)	142 (34.2%)	110 (26.5%)	252 (60.7%)	415 (100.0%)
Total	256 (9.4%)	786 (28.9%)	1,042 (38.3%)	861 (31.7%)	816 (30.0%)	1,677 (61.7%)	2,719 (100.0%)



*PA - F&E = Principal Arterial – Other Freeways and Expressways



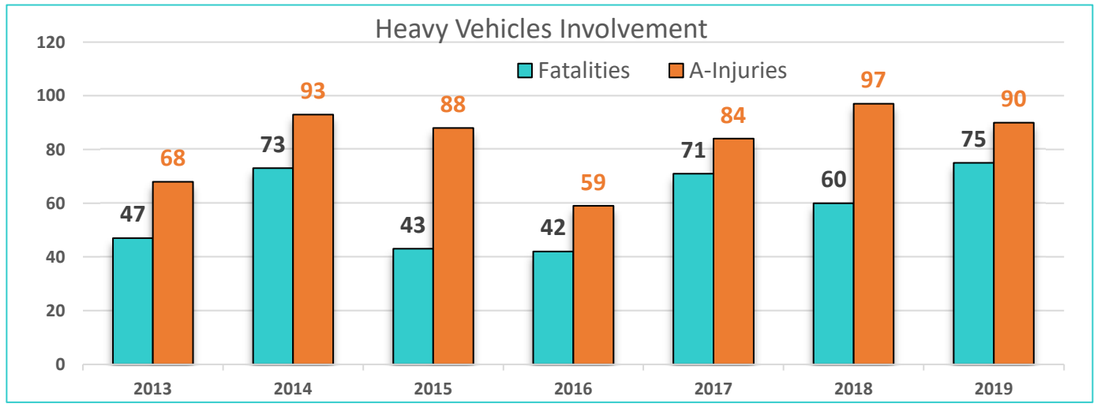


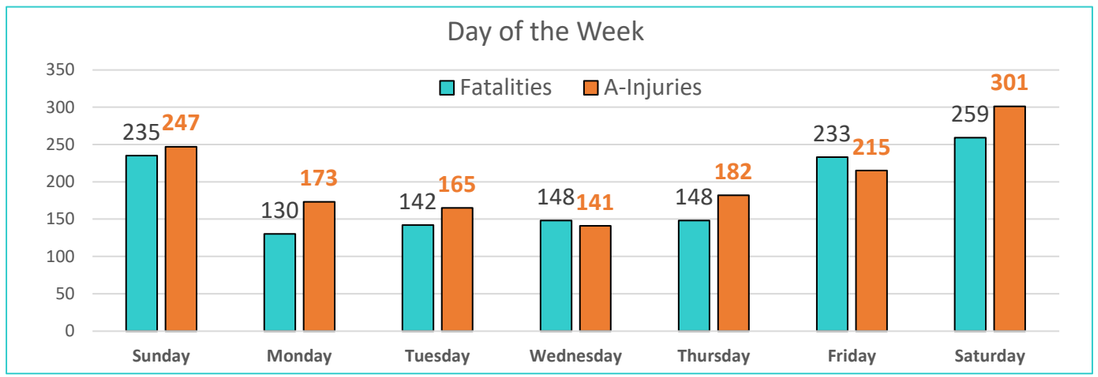
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

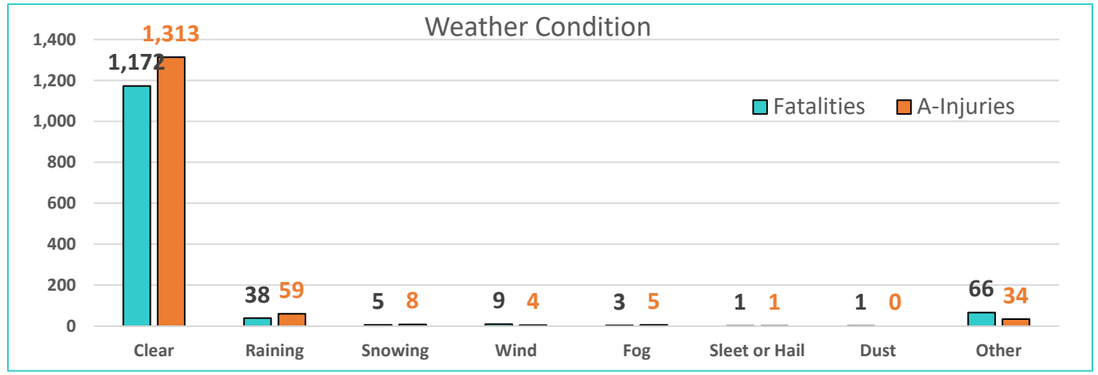
12/29/2021

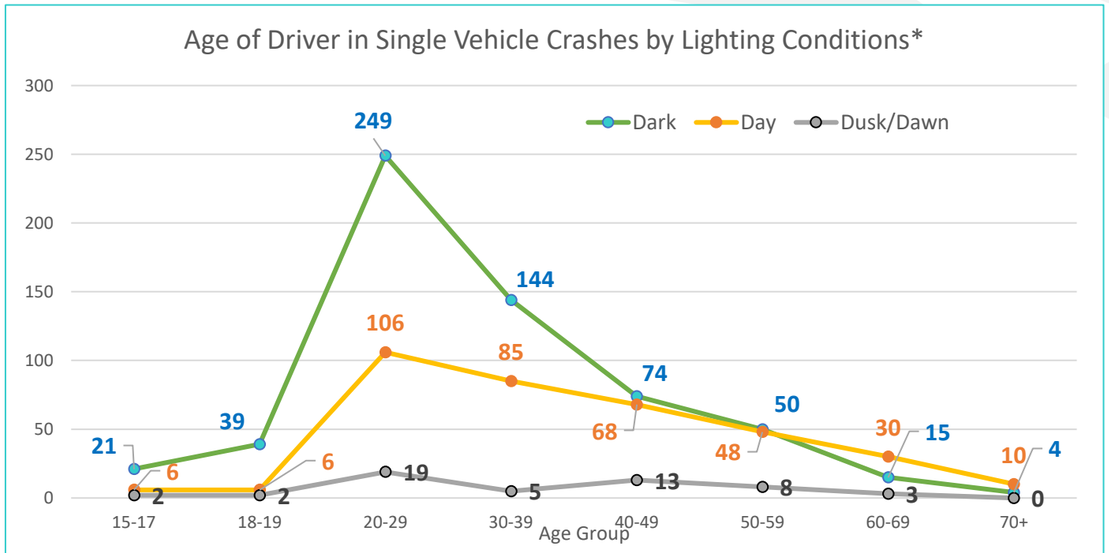
Emphasis Area: Impaired Driving

Fatalities and A-Injuries Statistics, 2013-2019

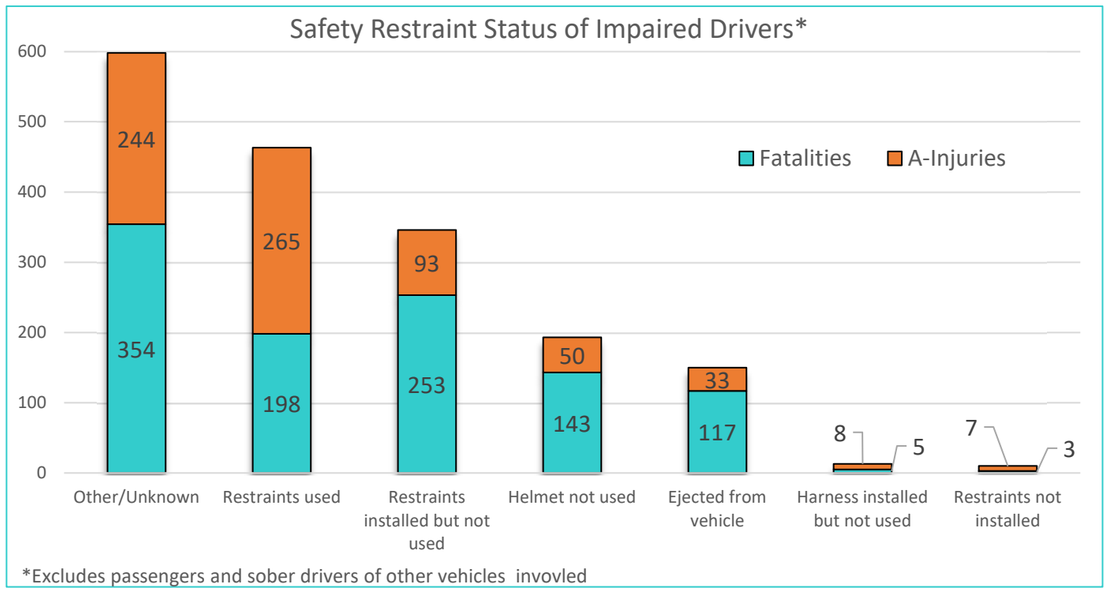








*Excludes drivers with unknown ages



*Excludes passengers and sober drivers of other vehicles invovled

Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

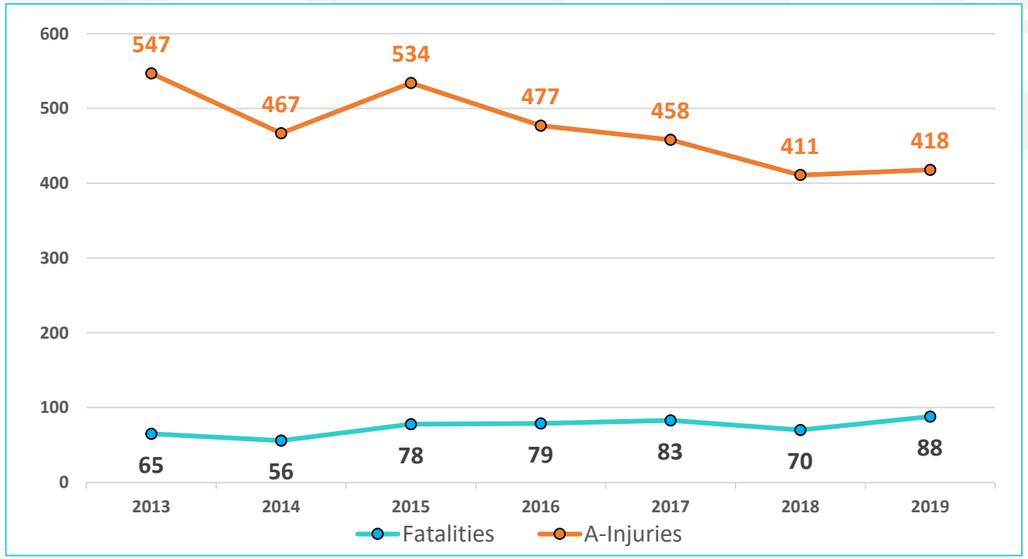
Speeding/Aggressive Driving Fatalities and A-Injuries (2013-2019)

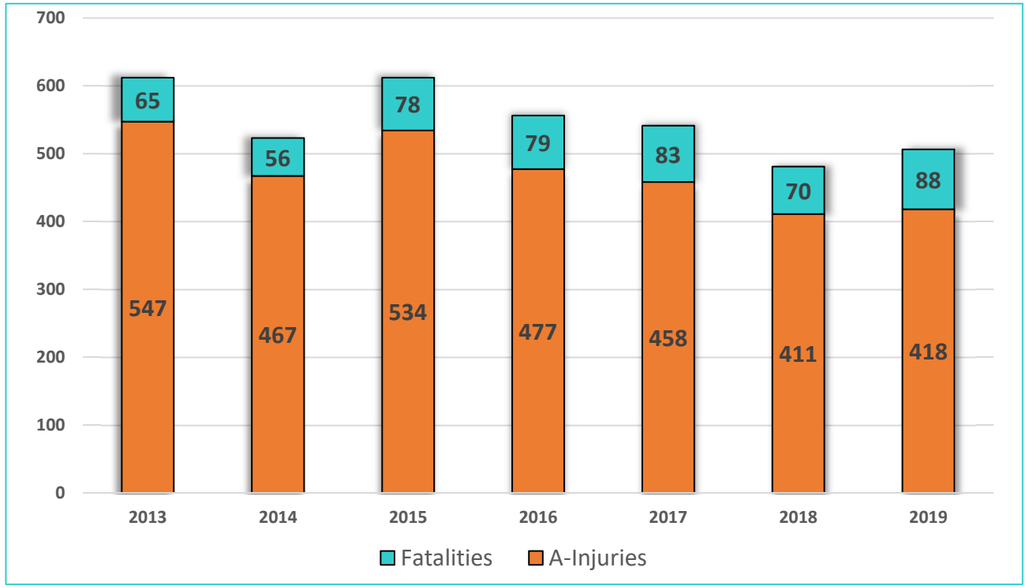
Emphasis Area: Speeding/Aggressive Driving

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Speeding/Aggressive Driving Statewide Totals	**519**	**100%**	**3,312**	**100%**	**3,831**	**100%**
Setting	Urban	245	47%	2,596	78%	2,841	74%
	Rural	274	53%	716	22%	990	26%
	Tribal Land (Urban + Rural)	85	16%	208	6%	293	8%
Geometry	Intersection Related	248	48%	2,312	70%	2,560	67%
	Roadway Departure	254	49%	1,021	31%	1,275	33%
	Work Zone Related	1	0%	3	0%	4	0%
Person Type	Younger Driver Involvement	102	20%	769	23%	871	23%
	Older Driver Involvement	130	25%	664	20%	794	21%
	Pedestrian Involvement	29	6%	81	2%	110	3%
	Bicyclist Involvement	3	1%	50	2%	53	1%
Behavior	Alcohol Involvement	35	7%	29	1%	64	2%
	Drug Involvement	32	6%	6	0%	38	1%
	Impaired Driving	58	11%	34	1%	92	2%
	Distracted Driving	251	48%	1,626	49%	1,877	49%
	No Use of Safety Restraint	200	39%	416	13%	616	16%
	Sleepy/Fatigued Driving	15	3%	42	1%	57	1%
	Speed/Aggressive Driving	519	100%	3,312	100%	3,831	100%
Vehicle	Motorcycle Involvement	114	22%	556	17%	670	17%
	Rail Involvement	2	0%	0	0%	2	0%
	Heavy Vehicle Involvement	91	18%	202	6%	293	8%
	Multiple Vehicles	330	64%	2,674	81%	3,004	78%
Environmental	Inclement Weather	68	13%	359	11%	427	11%
	Animal/Wildlife Involvement	0	0%	5	0%	5	0%
	Dusk/Dawn	37	7%	141	4%	178	5%
	Dark - No Light	89	17%	325	10%	414	11%

Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	65	547	612	-
2014	56	467	523	-15%
2015	78	534	612	17%
2016	79	477	556	-9%
2017	83	458	541	-3%
2018	70	411	481	-11%
2019	88	418	506	5%
Total	519	3,312	3,831	



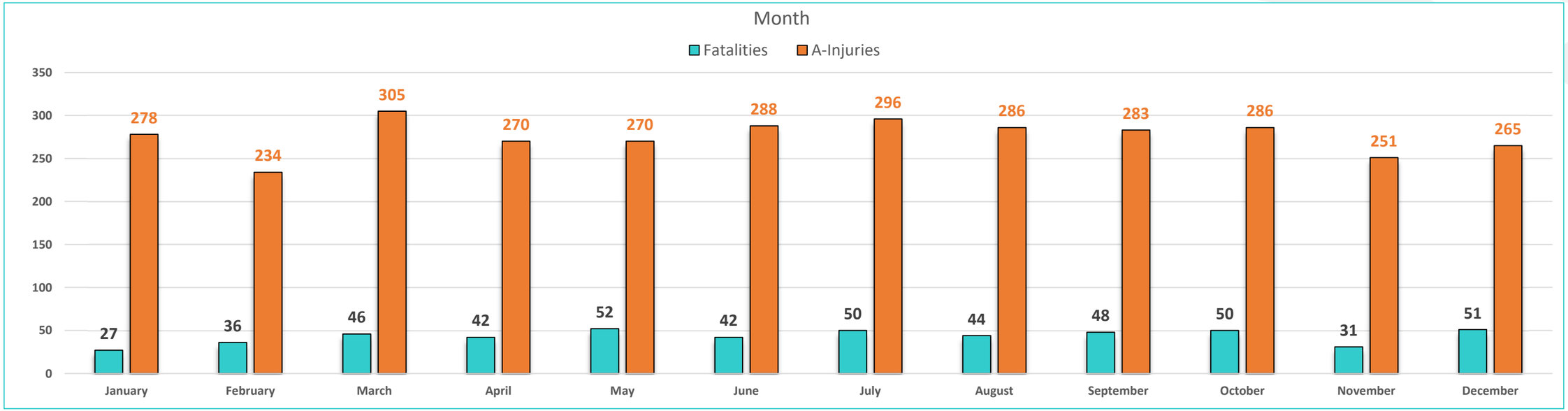


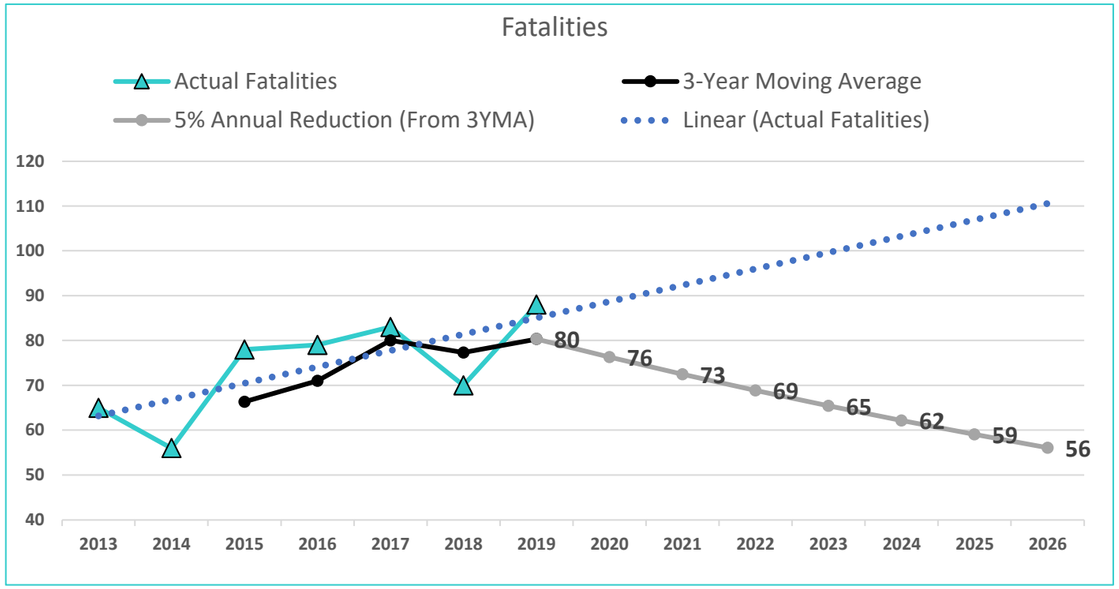
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

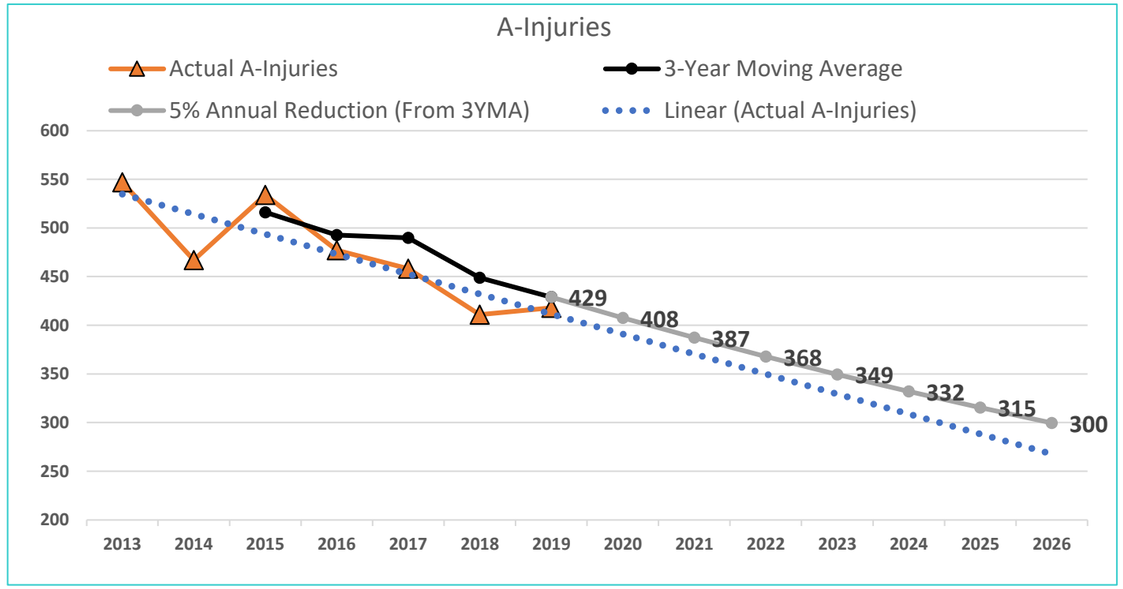
12/29/2021

Emphasis Area: Speeding/Aggressive Driving

Fatalities and A-Injuries Statistics, 2013-2019







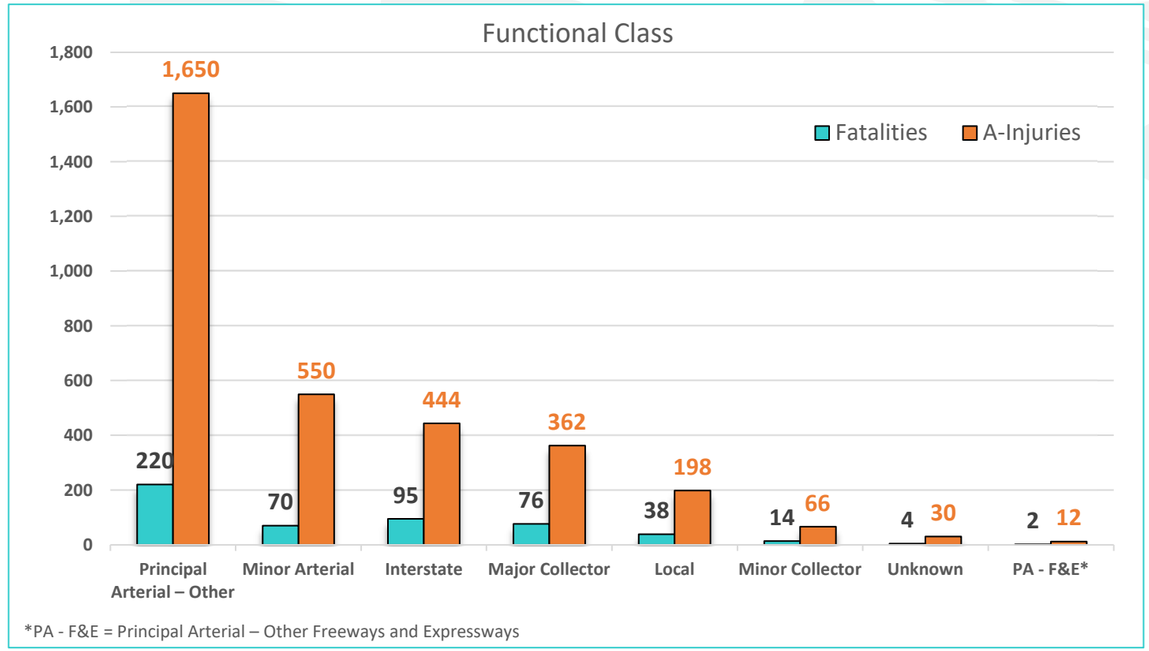
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

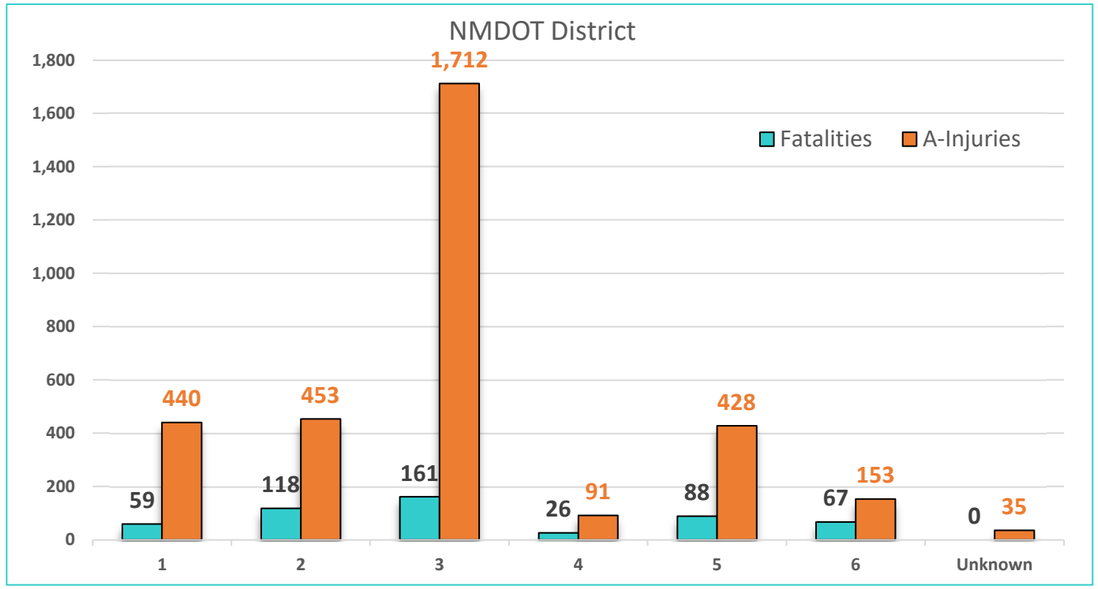
Emphasis Area: Speeding/Aggressive Driving

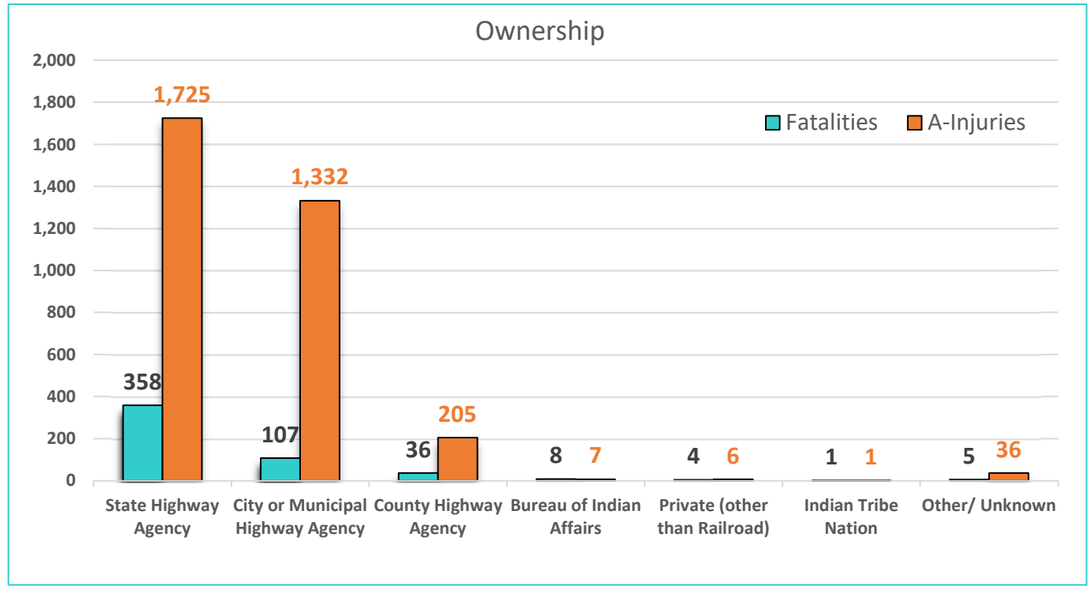
Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	23 (3.8%)	286 (46.7%)	309 (50.5%)	123 (20.1%)	180 (29.4%)	303 (49.5%)	612 (100.0%)
2014	17 (3.3%)	215 (41.1%)	232 (44.4%)	97 (18.5%)	194 (37.1%)	291 (55.6%)	523 (100.0%)
2015	28 (4.6%)	262 (42.8%)	290 (47.4%)	130 (21.2%)	192 (31.4%)	322 (52.6%)	612 (100.0%)
2016	22 (4.0%)	233 (41.9%)	255 (45.9%)	99 (17.8%)	202 (36.3%)	301 (54.1%)	556 (100.0%)
2017	19 (3.5%)	225 (41.6%)	244 (45.1%)	97 (17.9%)	200 (37.0%)	297 (54.9%)	541 (100.0%)
2018	43 (8.9%)	180 (37.4%)	223 (46.4%)	132 (27.4%)	126 (26.2%)	258 (53.6%)	481 (100.0%)
2019	21 (4.2%)	174 (34.4%)	195 (38.5%)	139 (27.5%)	172 (34.0%)	311 (61.5%)	506 (100.0%)
Total	173 (4.5%)	1,575 (41.1%)	1,748 (45.6%)	817 (21.3%)	1,266 (33.0%)	2,083 (54.4%)	3,831 (100.0%)



*PA - F&E = Principal Arterial – Other Freeways and Expressways



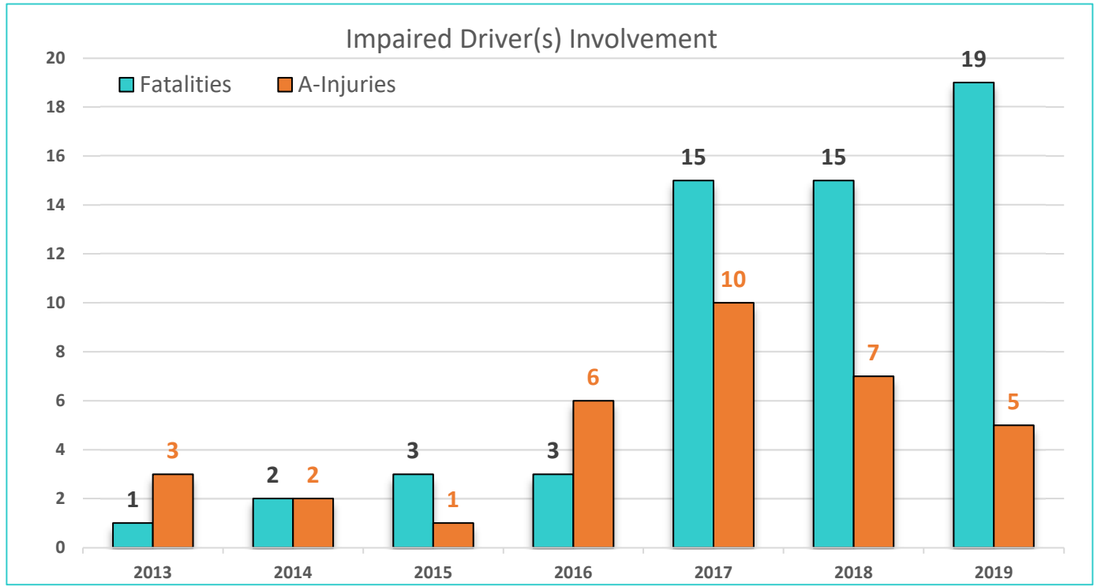


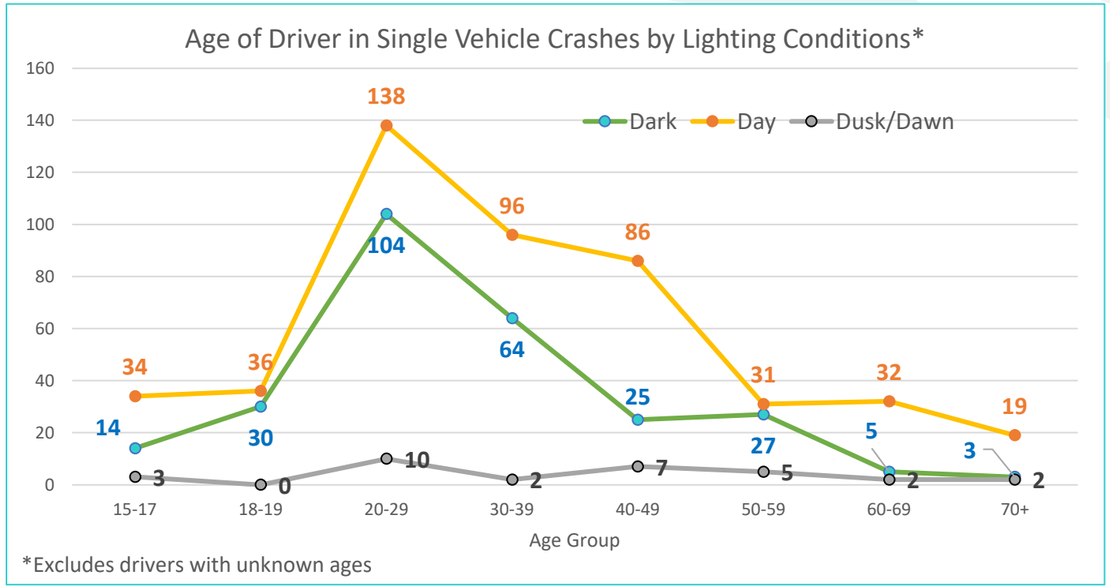
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

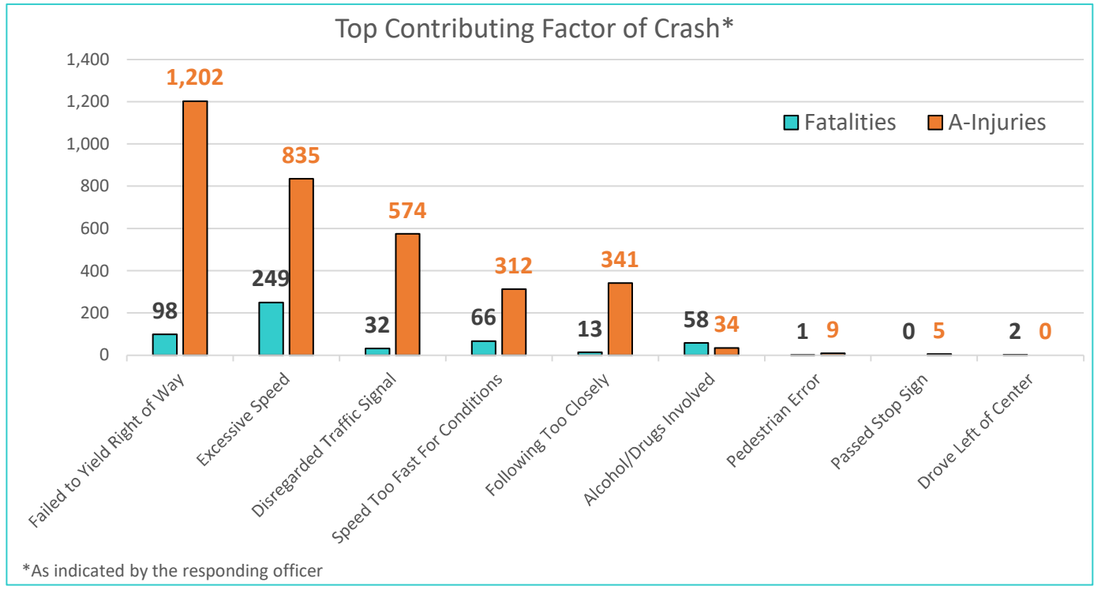
12/29/2021

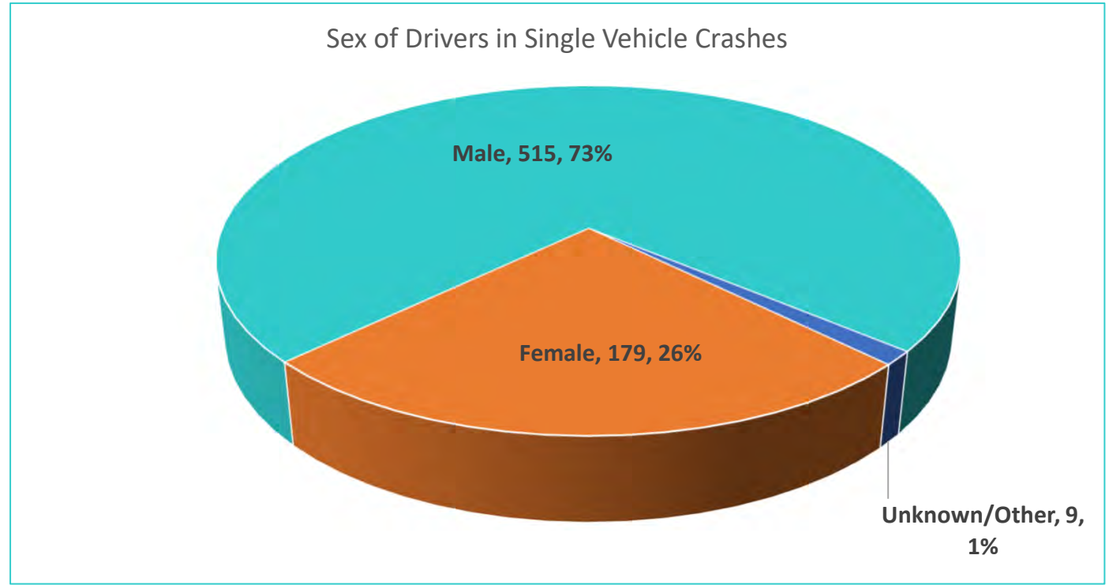
Emphasis Area: Speeding/Aggressive Driving

Fatalities and A-Injuries Statistics, 2013-2019









Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

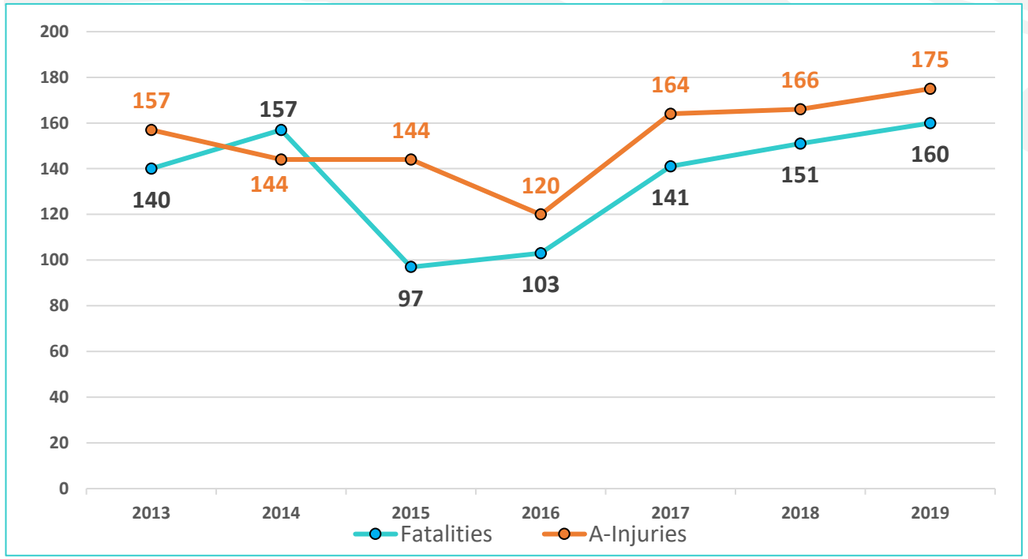
No Use of Safety Restraint Fatalities and A-Injuries (2013-2019)

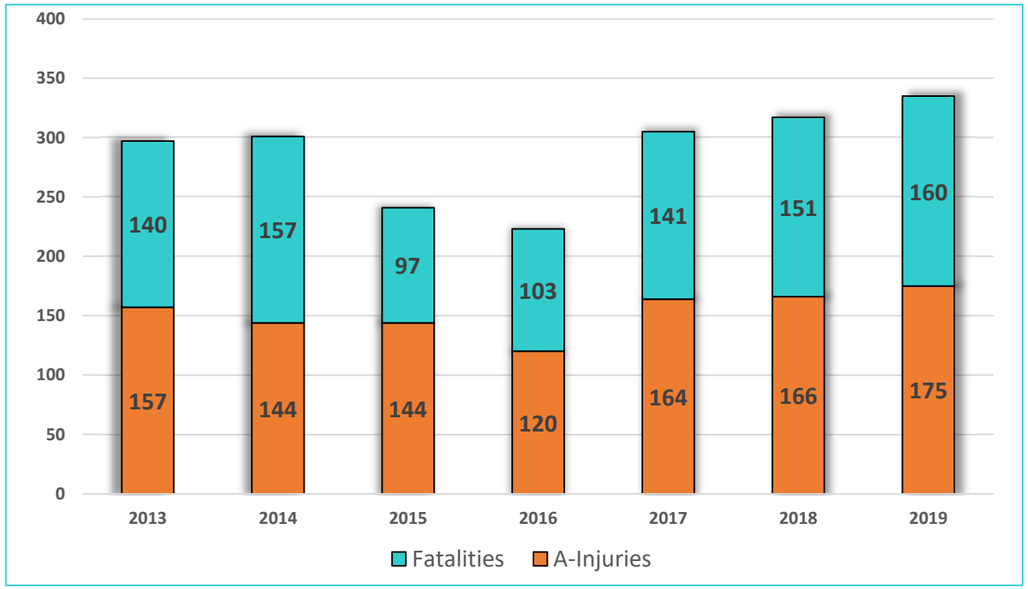
Emphasis Area: No Use of Safety Restraint

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	No Use of Safety Restraint Statewide Totals	**949**	**100%**	**1,070**	**100%**	**2,019**	**100%**
Setting	Urban	356	38%	654	61%	1,010	50%
	Rural	593	62%	416	39%	1,009	50%
	Tribal Land (Urban + Rural)	200	21%	108	10%	308	15%
Geometry	Intersection Related	367	39%	585	55%	952	47%
	Roadway Departure	637	67%	613	57%	1,250	62%
	Work Zone Related	2	0%	0	0%	2	0%
Person Type	Younger Driver Involvement	126	13%	178	17%	304	15%
	Older Driver Involvement	115	12%	110	10%	225	11%
	Pedestrian Involvement	2	0%	3	0%	5	0%
	Bicyclist Involvement	0	0%	1	0%	1	0%
Behavior	Alcohol Involvement	417	44%	231	22%	648	32%
	Drug Involvement	171	18%	34	3%	205	10%
	Impaired Driving	503	53%	246	23%	749	37%
	Distracted Driving	419	44%	490	46%	909	45%
	No Use of Safety Restraint	949	100%	1,070	100%	2,019	100%
	Sleepy/Fatigued Driving	37	4%	30	3%	67	3%
	Speed/Aggressive Driving	200	21%	416	39%	616	31%
Vehicle	Motorcycle Involvement	212	22%	410	38%	622	31%
	Rail Involvement	4	0%	0	0%	4	0%
	Heavy Vehicle Involvement	147	15%	57	5%	204	10%
	Multiple Vehicles	447	47%	498	47%	945	47%
Environmental	Inclement Weather	19	2%	12	1%	31	2%
	Animal/Wildlife Involvement	8	1%	12	1%	20	1%
	Dusk/Dawn	61	6%	73	7%	134	7%
	Dark - No Light	283	30%	219	20%	502	25%

Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	140	157	297	-
2014	157	144	301	1%
2015	97	144	241	-20%
2016	103	120	223	-7%
2017	141	164	305	37%
2018	151	166	317	4%
2019	160	175	335	6%
Total	949	1,070	2,019	



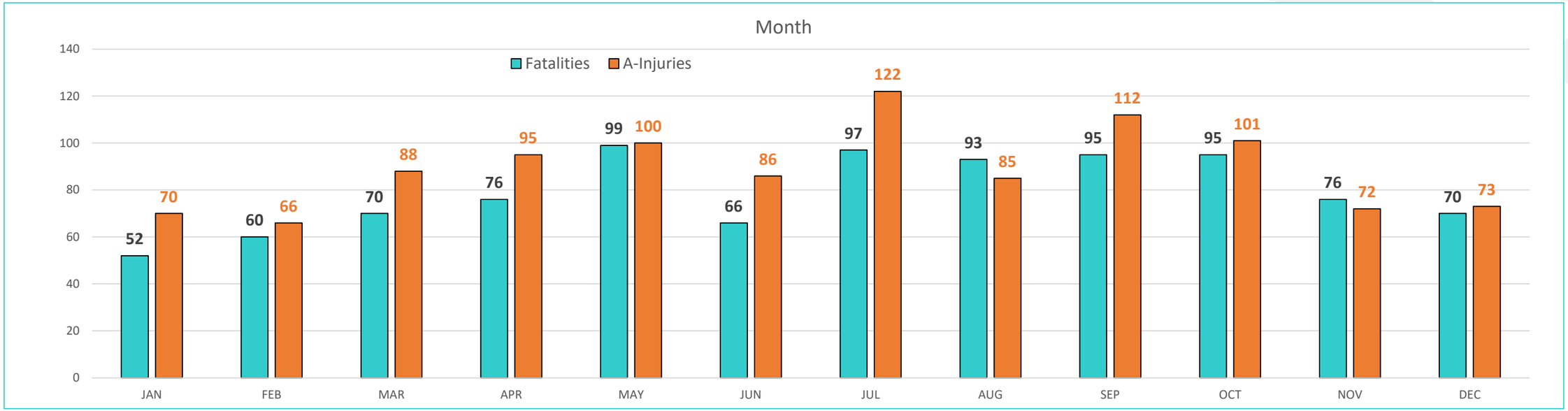


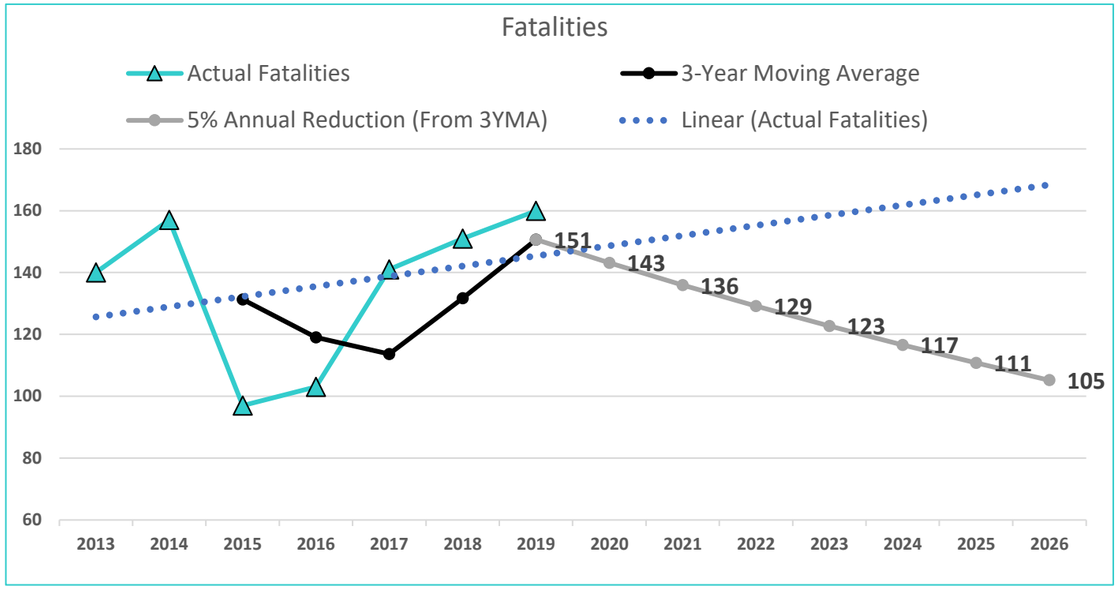
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

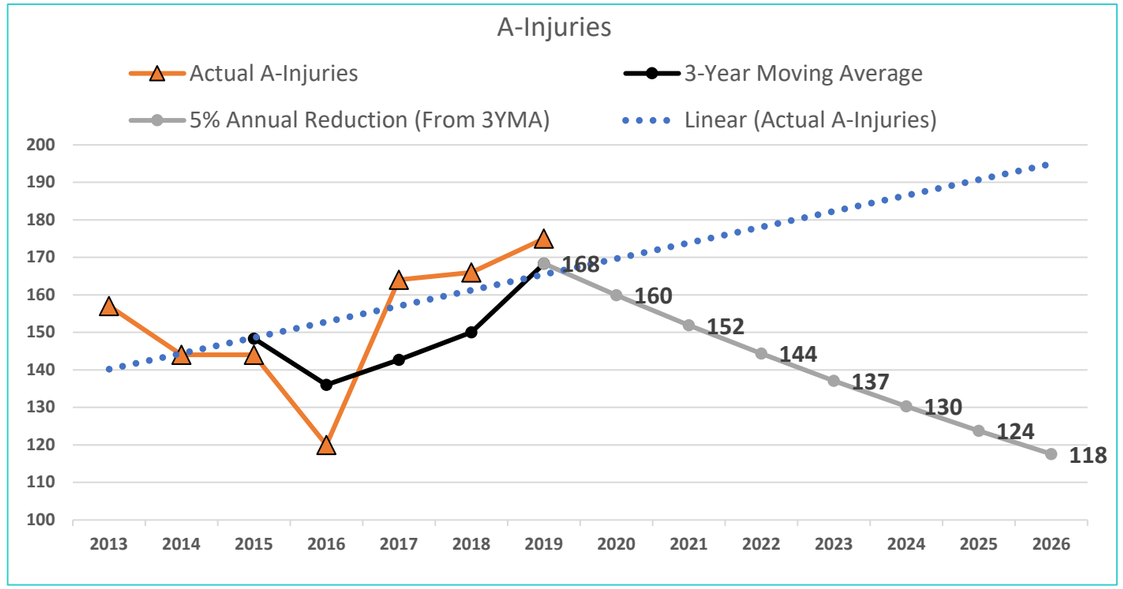
12/29/2021

Emphasis Area: No Use of Safety Restraint

Fatalities and A-Injuries Statistics, 2013-2019







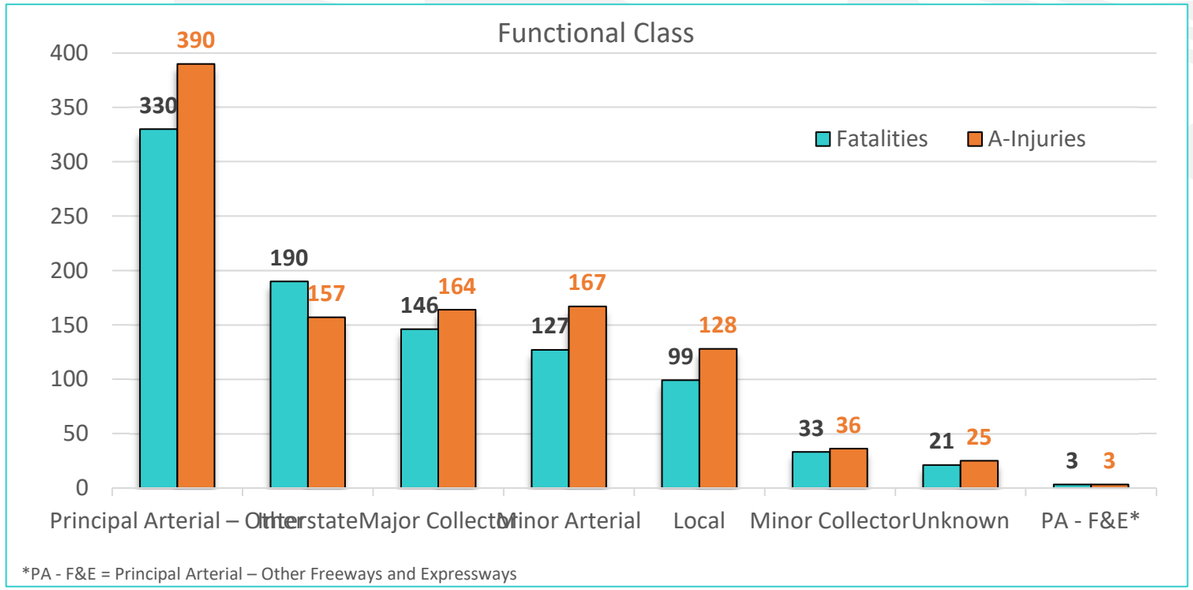
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

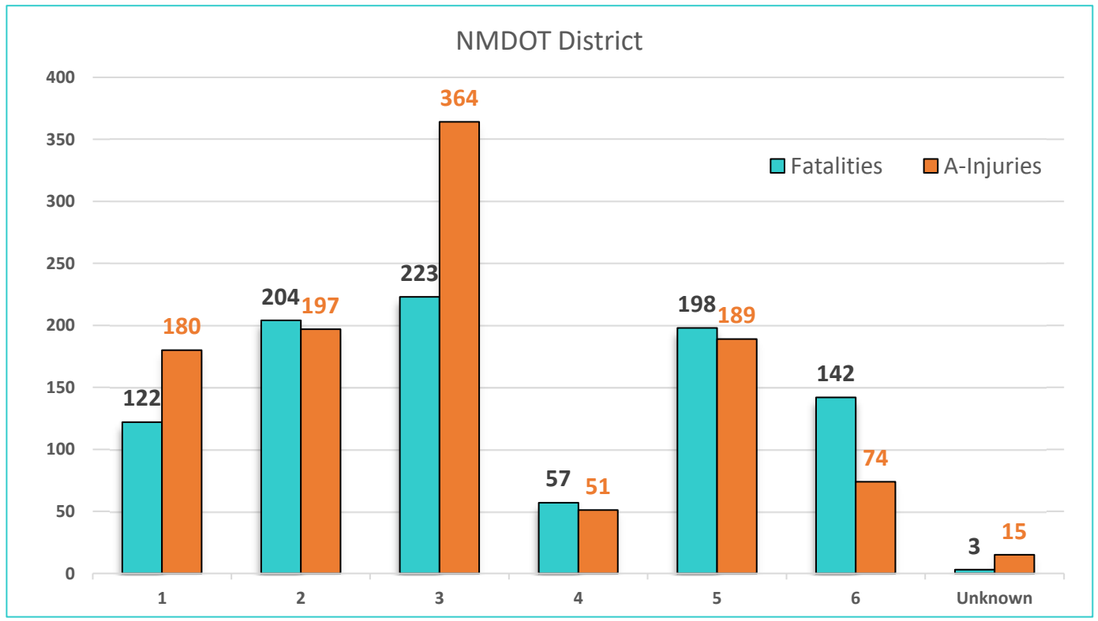
Emphasis Area: No Use of Safety Restraint

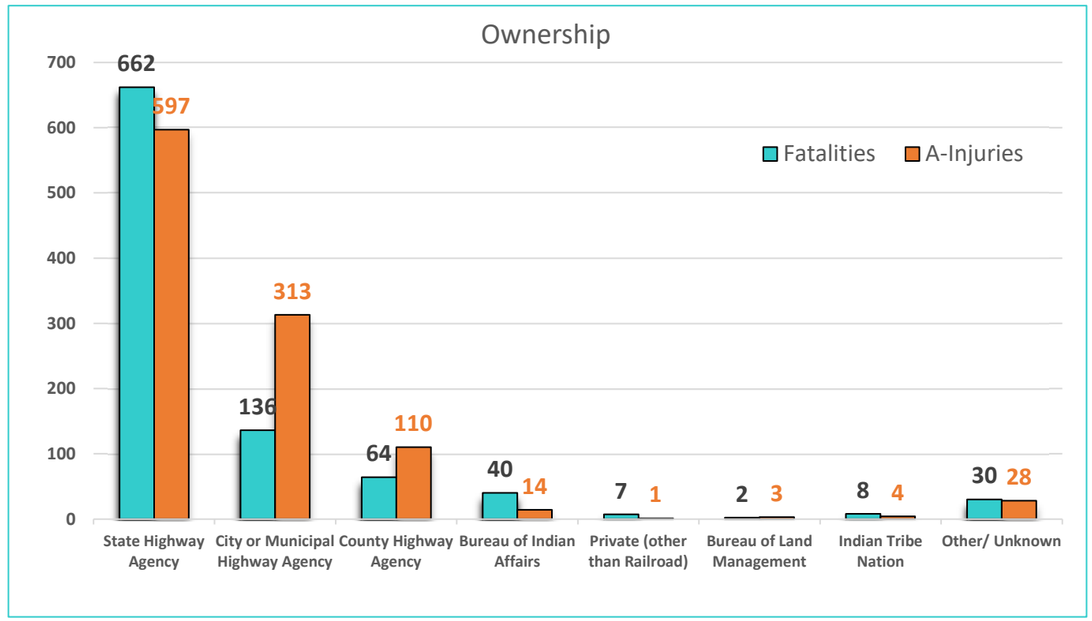
Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	25 (8.4%)	86 (29.0%)	111 (37.4%)	125 (42.1%)	61 (20.5%)	186 (62.6%)	297 (100.0%)
2014	27 (9.0%)	86 (28.6%)	113 (37.5%)	113 (37.5%)	75 (24.9%)	188 (62.5%)	301 (100.0%)
2015	23 (9.5%)	74 (30.7%)	97 (40.2%)	67 (27.8%)	77 (32.0%)	144 (59.8%)	241 (100.0%)
2016	20 (9.0%)	64 (28.7%)	84 (37.7%)	72 (32.3%)	67 (30.0%)	139 (62.3%)	223 (100.0%)
2017	32 (10.5%)	93 (30.5%)	125 (41.0%)	109 (35.7%)	71 (23.3%)	180 (59.0%)	305 (100.0%)
2018	54 (17.0%)	55 (17.4%)	109 (34.4%)	151 (47.6%)	57 (18.0%)	208 (65.6%)	317 (100.0%)
2019	47 (14.0%)	74 (22.1%)	121 (36.1%)	144 (43.0%)	70 (20.9%)	214 (63.9%)	335 (100.0%)
Total	228 (11.3%)	532 (26.3%)	760 (37.6%)	781 (38.7%)	478 (23.7%)	1,259 (62.4%)	2,019 (100.0%)



*PA - F&E = Principal Arterial – Other Freeways and Expressways



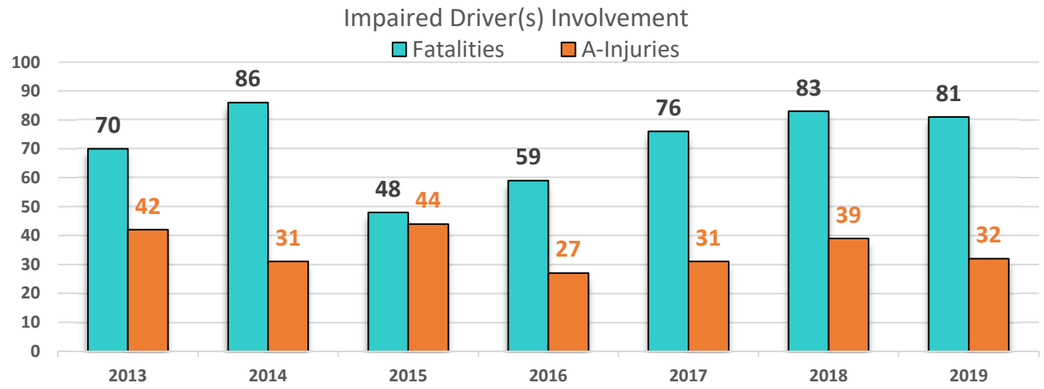


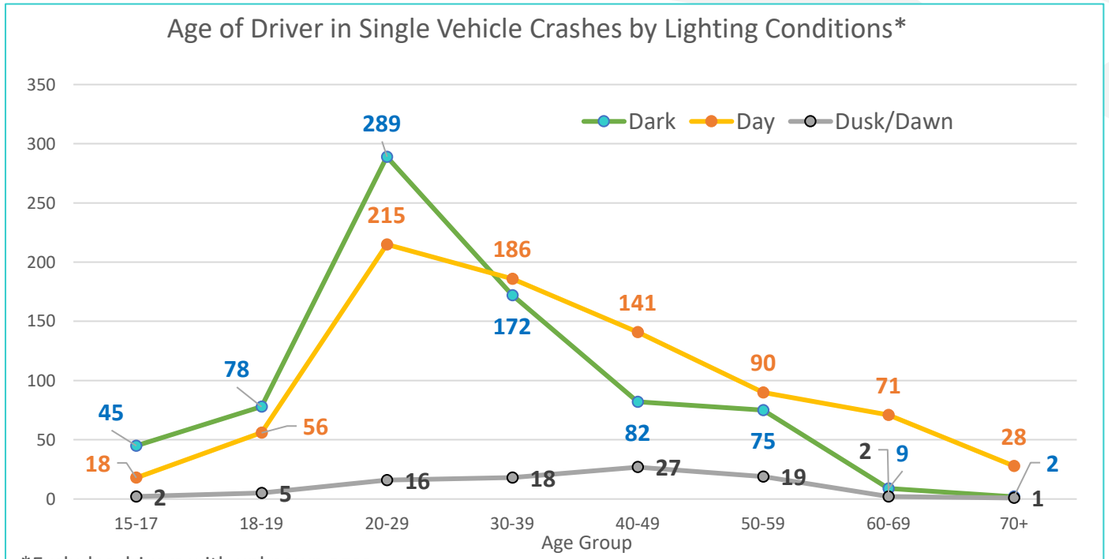
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

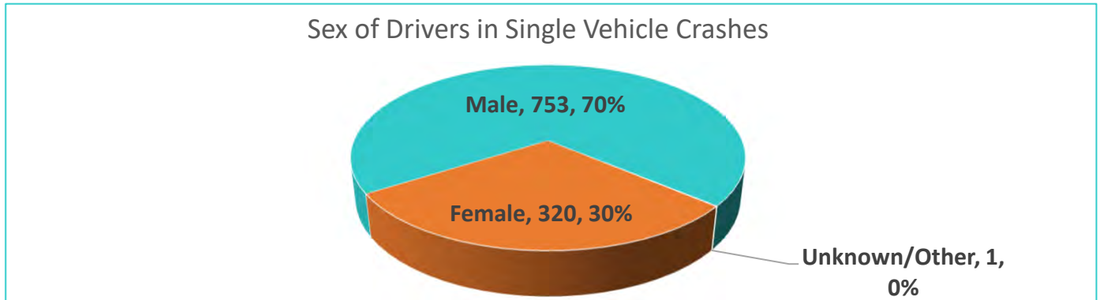
Emphasis Area: No Use of Safety Restraint

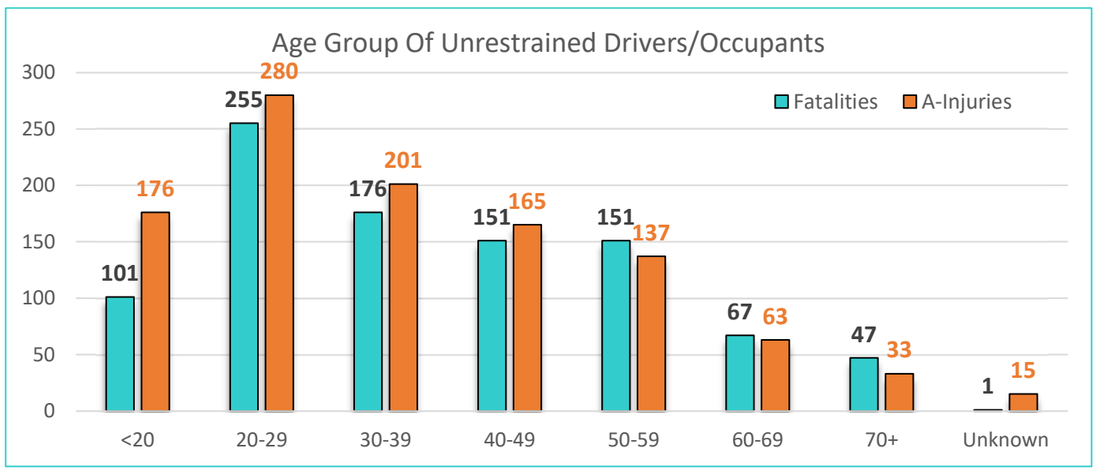
Fatalities and A-Injuries Statistics, 2013-2019

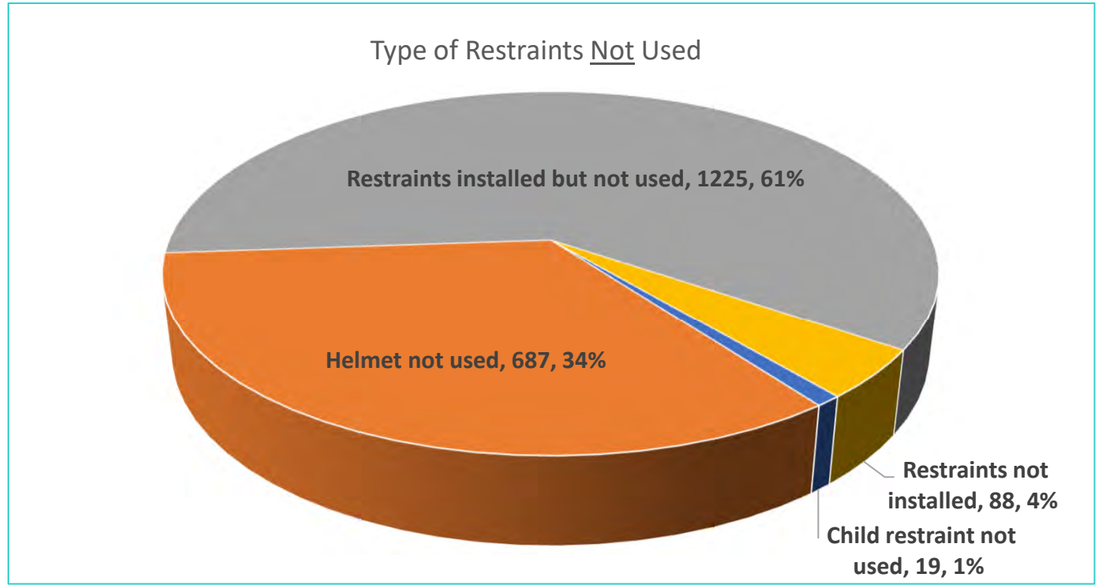




*Excludes drivers with unknown ages







Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

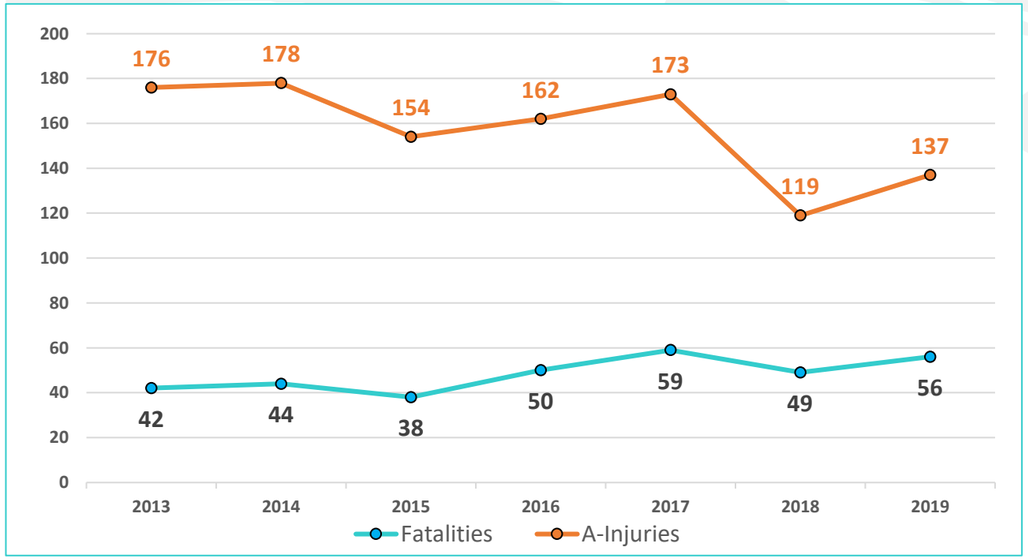
Motorcycle Involvement Fatalities and A-Injuries (2013-2019)

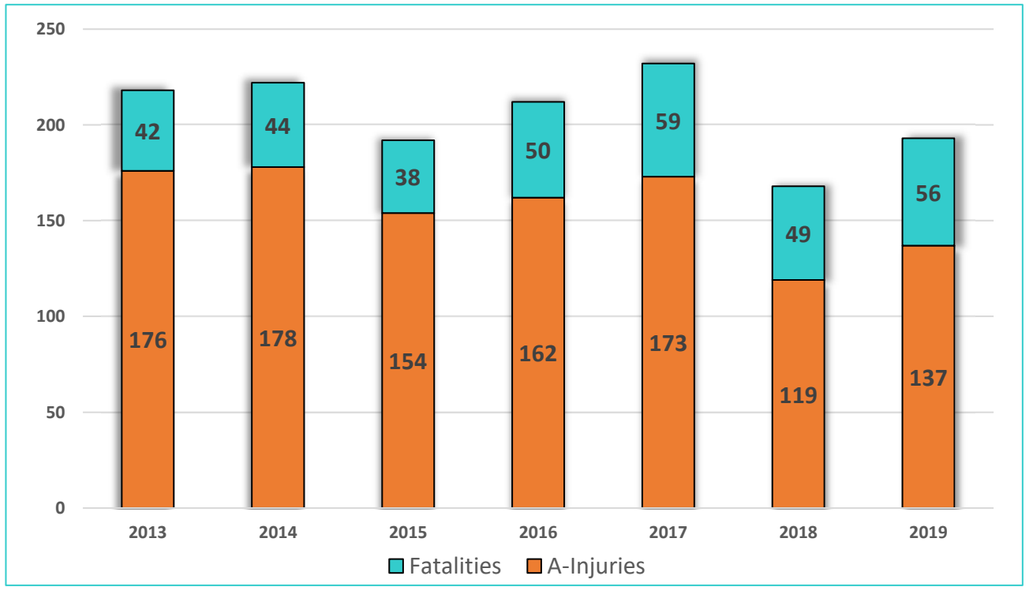
Emphasis Area: Motorcycle Involvement

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Motorcycle Involvement Statewide Totals	**338**	**100%**	**1,099**	**100%**	**1,437**	**100%**
Setting	Urban	191	57%	812	74%	1,003	70%
	Rural	147	43%	287	26%	434	30%
	Tribal Land (Urban + Rural)	22	7%	56	5%	78	5%
Geometry	Intersection Related	174	51%	696	63%	870	61%
	Roadway Departure	168	50%	428	39%	596	41%
	Work Zone Related	0	0%	3	0%	3	0%
Person Type	Younger Driver Involvement	43	13%	134	12%	177	12%
	Older Driver Involvement	69	20%	179	16%	248	17%
	Pedestrian Involvement	4	1%	11	1%	15	1%
	Bicyclist Involvement	0	0%	2	0%	2	0%
Behavior	Alcohol Involvement	117	35%	117	11%	234	16%
	Drug Involvement	67	20%	12	1%	79	5%
	Impaired Driving	161	48%	121	11%	282	20%
	Distracted Driving	136	40%	454	41%	590	41%
	No Use of Safety Restraint	212	63%	410	37%	622	43%
	Sleepy/Fatigued Driving	3	1%	1	0%	4	0%
	Speed/Aggressive Driving	114	34%	556	51%	670	47%
Vehicle	Motorcycle Involvement	338	100%	1,099	100%	1,437	100%
	Rail Involvement	0	0%	0	0%	0	0%
	Heavy Vehicle Involvement	23	7%	24	2%	47	3%
	Multiple Vehicles	202	60%	638	58%	840	58%
Environmental	Inclement Weather	18	5%	70	6%	88	6%
	Animal/Wildlife Involvement	7	2%	29	3%	36	3%
	Dusk/Dawn	22	7%	63	6%	85	6%
	Dark - No Light	58	17%	113	10%	171	12%

Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	42	176	218	-
2014	44	178	222	2%
2015	38	154	192	-14%
2016	50	162	212	10%
2017	59	173	232	9%
2018	49	119	168	-28%
2019	56	137	193	15%
Total	338	1,099	1,437	



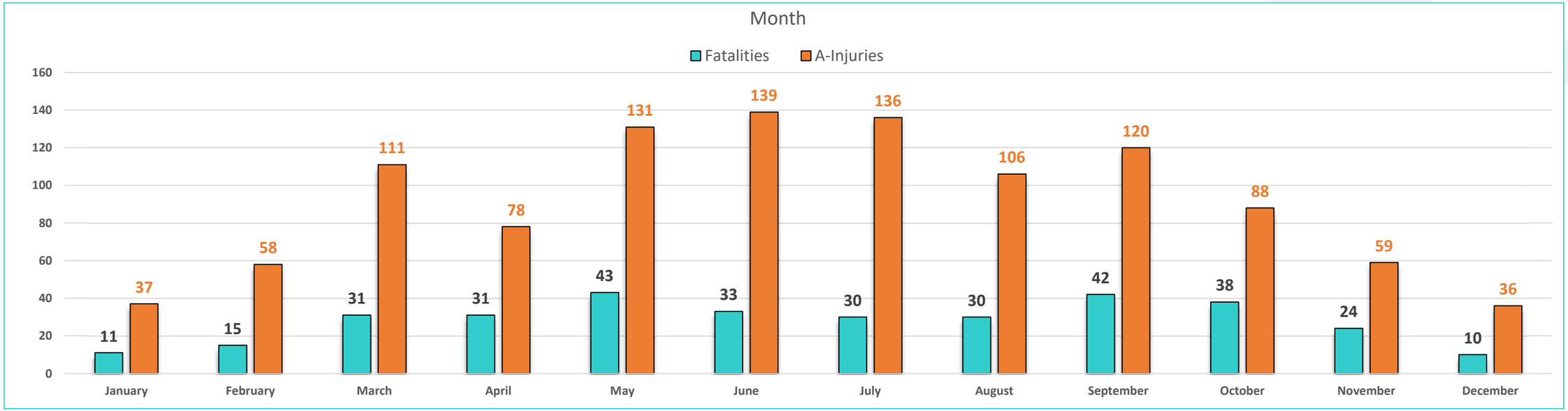


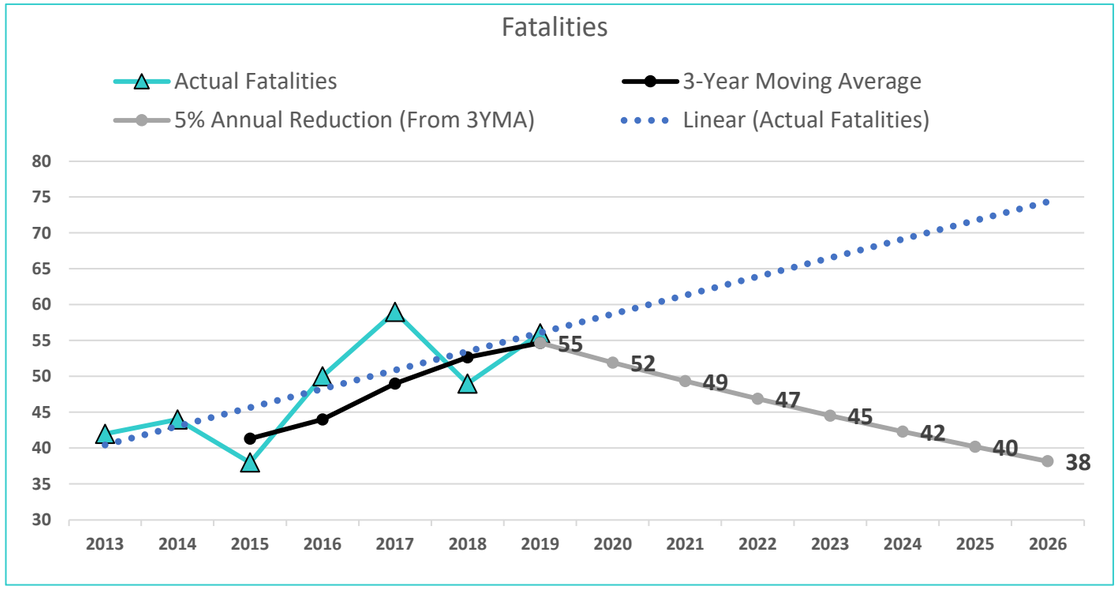
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

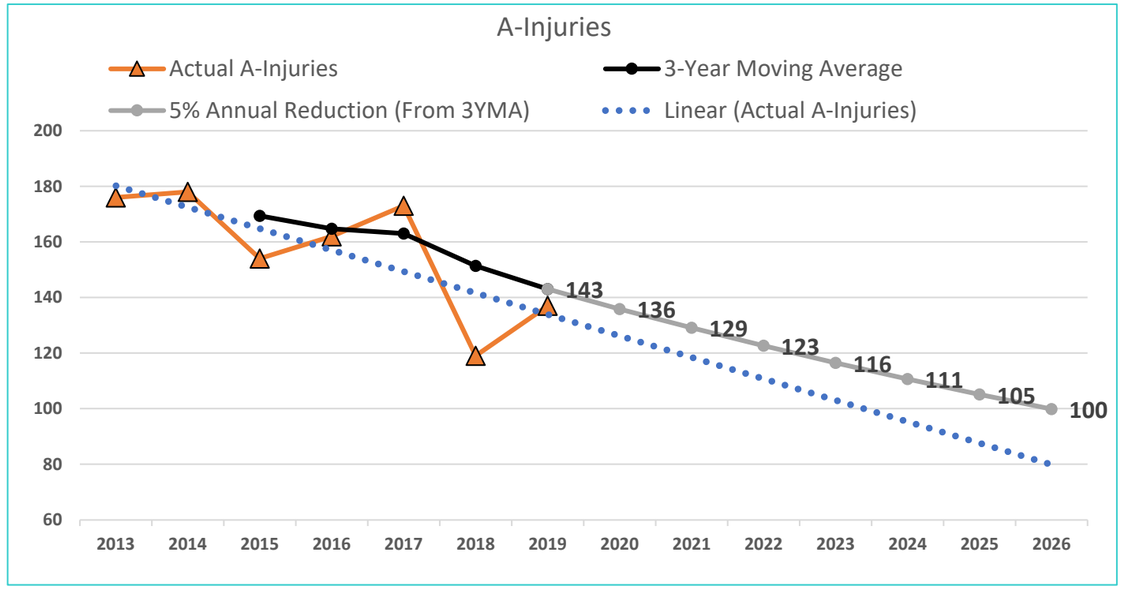
12/29/2021

Emphasis Area: Motorcycle Involvement

Fatalities and A-Injuries Statistics, 2013-2019







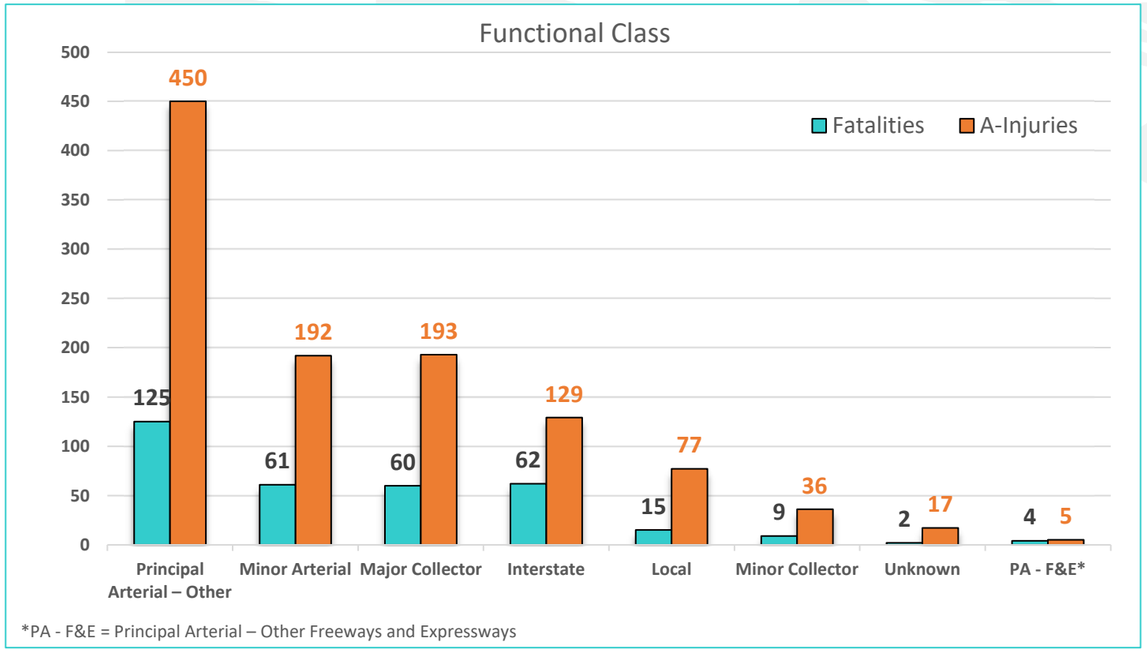
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

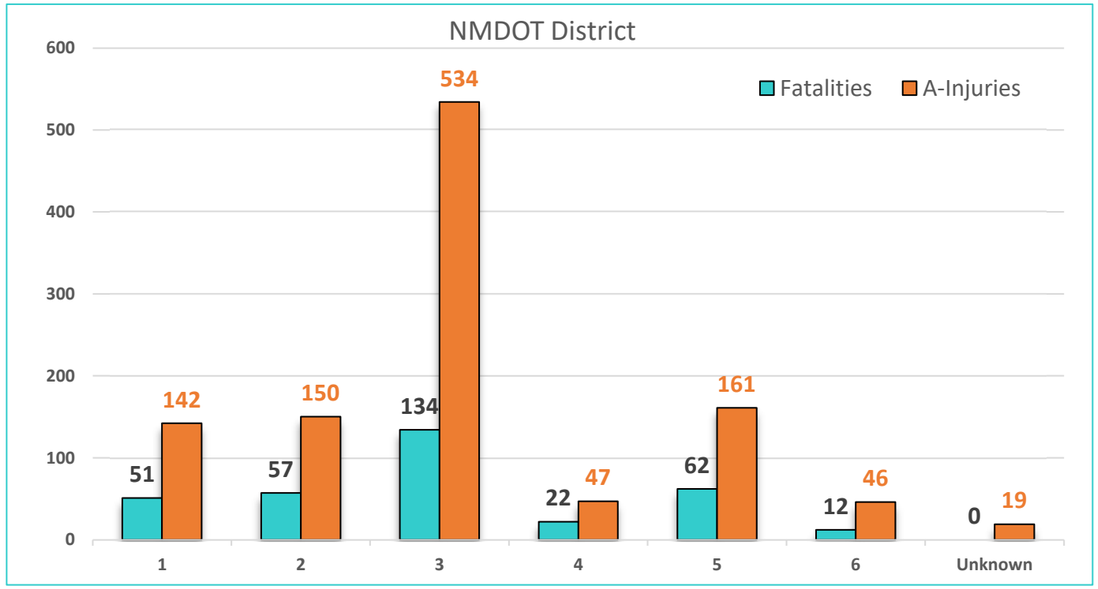
Emphasis Area: Motorcycle Involvement

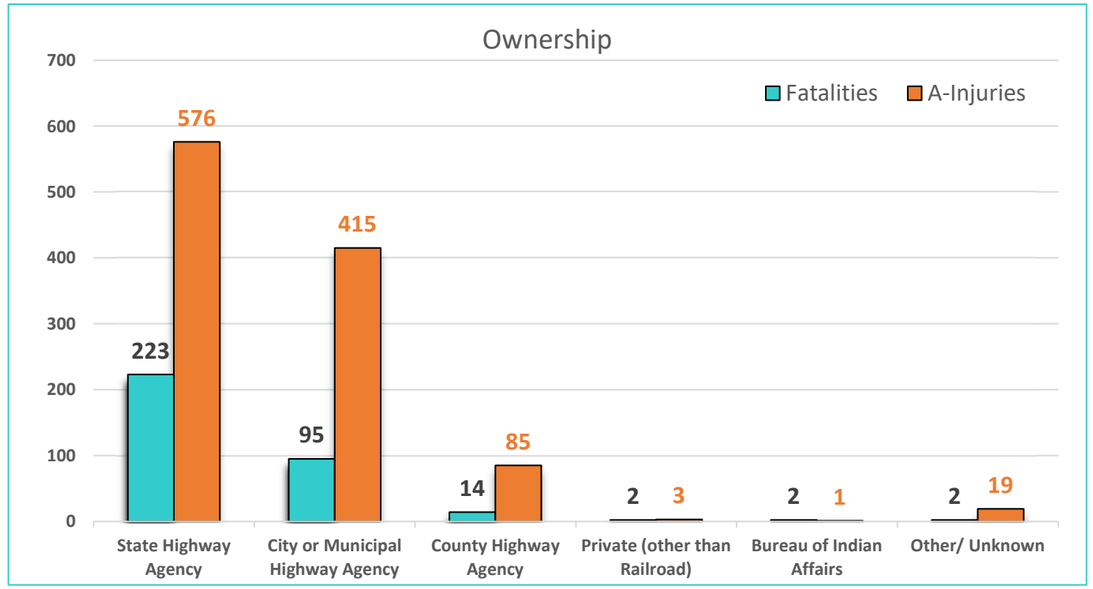
Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	6 (2.8%)	86 (39.4%)	92 (42.2%)	60 (27.5%)	66 (30.3%)	126 (57.8%)	218 (100.0%)
2014	8 (3.6%)	84 (37.8%)	92 (41.4%)	52 (23.4%)	78 (35.1%)	130 (58.6%)	222 (100.0%)
2015	10 (5.2%)	89 (46.4%)	99 (51.6%)	43 (22.4%)	50 (26.0%)	93 (48.4%)	192 (100.0%)
2016	8 (3.8%)	94 (44.3%)	102 (48.1%)	53 (25.0%)	57 (26.9%)	110 (51.9%)	212 (100.0%)
2017	5 (2.2%)	85 (36.6%)	90 (38.8%)	66 (28.4%)	76 (32.8%)	142 (61.2%)	232 (100.0%)
2018	8 (4.8%)	63 (37.5%)	71 (42.3%)	54 (32.1%)	43 (25.6%)	97 (57.7%)	168 (100.0%)
2019	17 (8.8%)	75 (38.9%)	92 (47.7%)	44 (22.8%)	57 (29.5%)	101 (52.3%)	193 (100.0%)
Total	62 (4.3%)	576 (40.1%)	638 (44.4%)	372 (25.9%)	427 (29.7%)	799 (55.6%)	1,437 (100.0%)



*PA - F&E = Principal Arterial – Other Freeways and Expressways



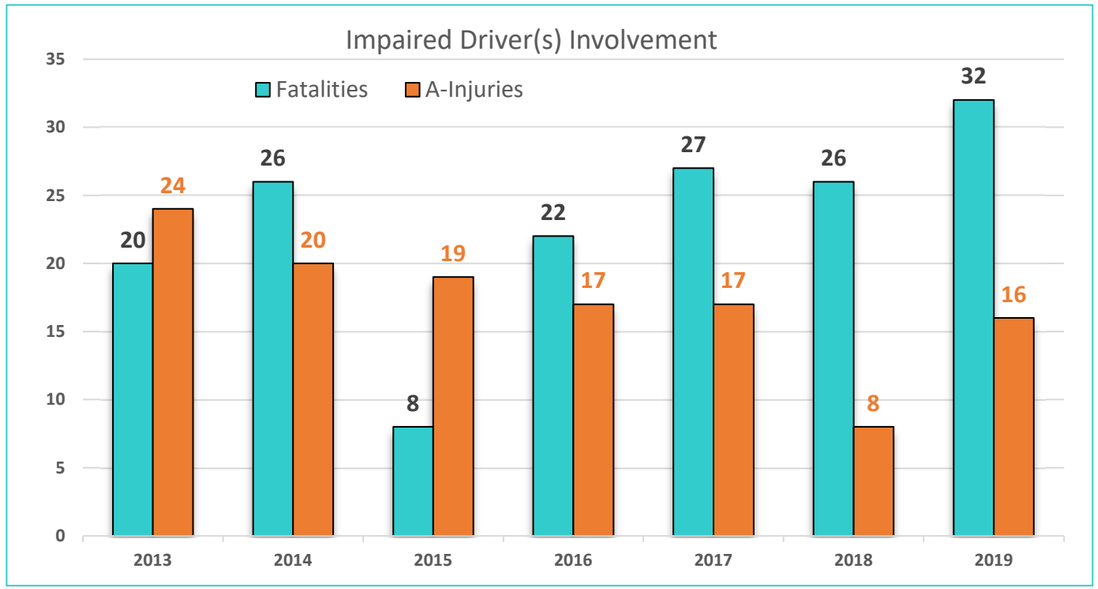


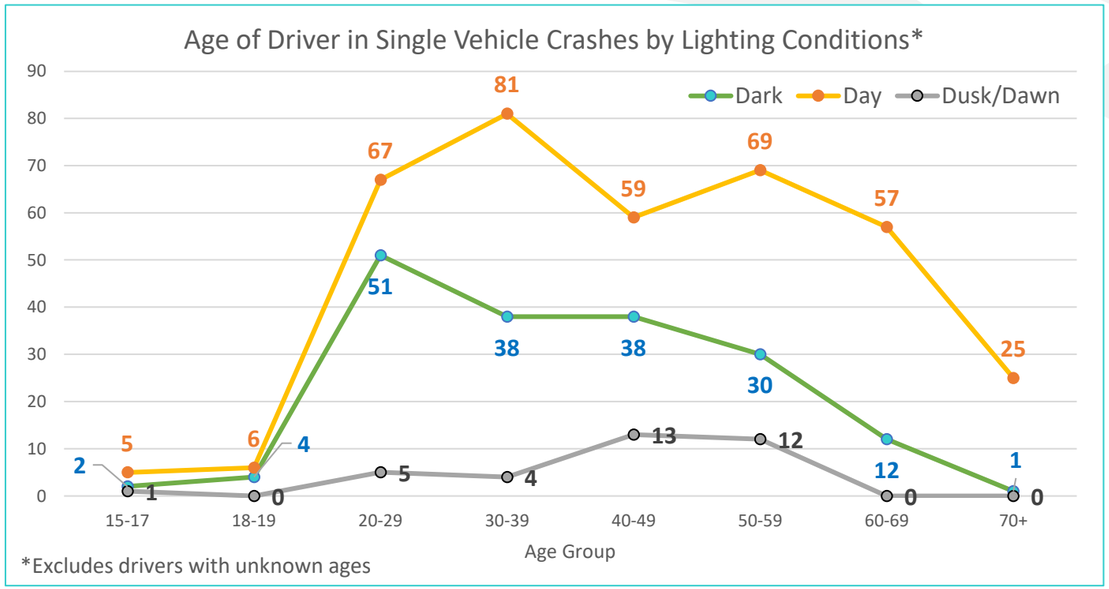
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

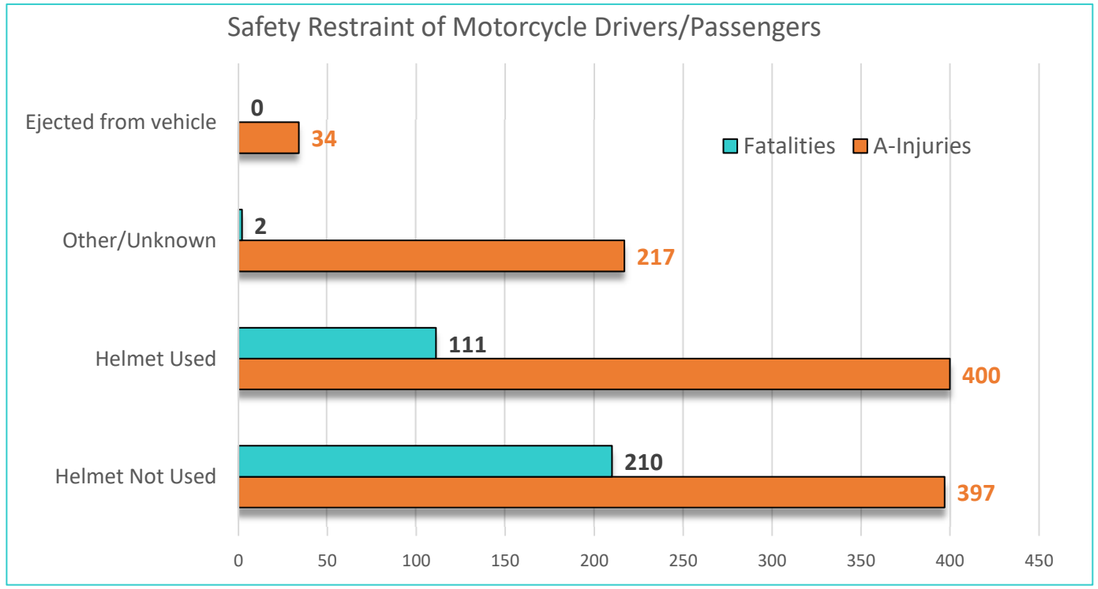
12/29/2021

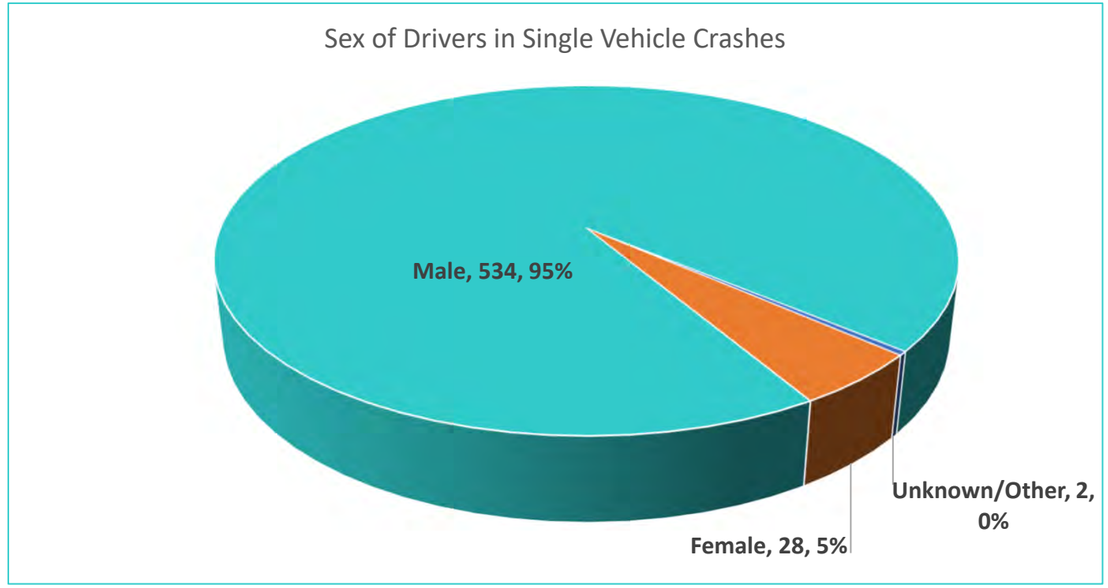
Emphasis Area: Motorcycle Involvement

Fatalities and A-Injuries Statistics, 2013-2019









Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

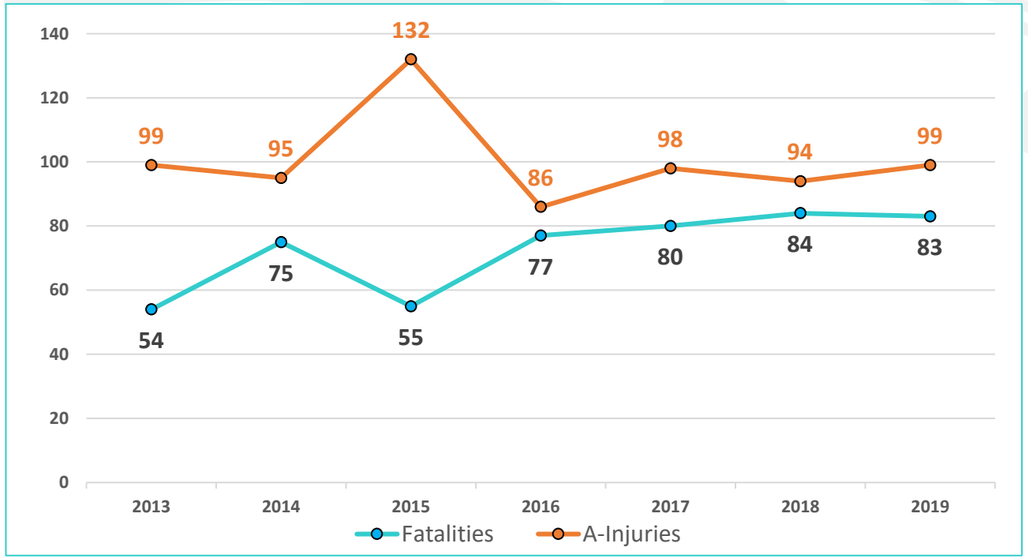
12/29/2021

Pedestrian Involvement Fatalities and A-Injuries (2013-2019)

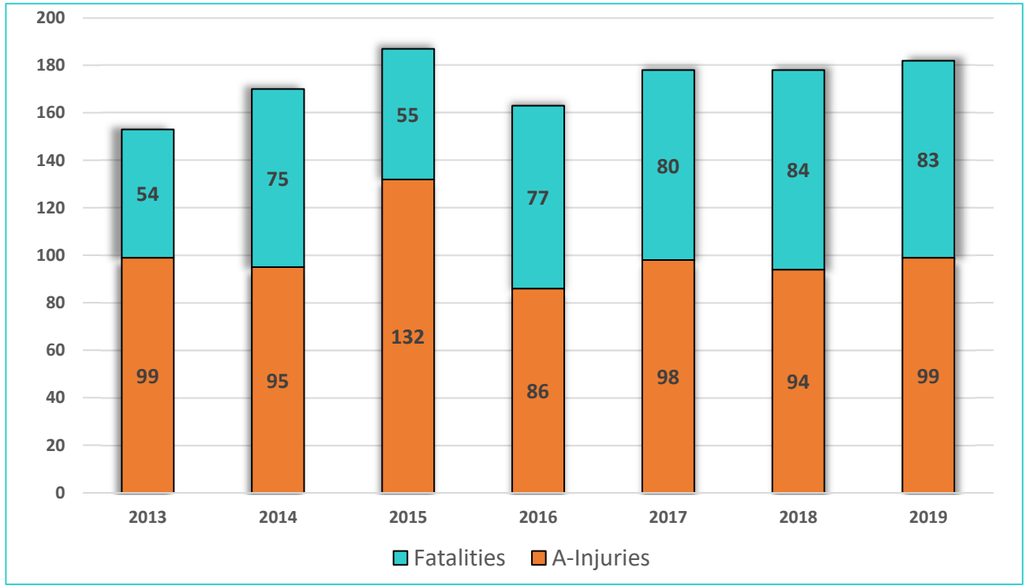
Emphasis Area: Pedestrian Involvement

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Pedestrian Involvement Statewide Totals	**508**	**100%**	**703**	**100%**	**1,211**	**100%**
Setting	Urban	362	71%	638	91%	1,000	83%
	Rural	146	29%	65	9%	211	17%
	Tribal Land (Urban + Rural)	97	19%	53	8%	150	12%
Geometry	Intersection Related	271	53%	537	76%	808	67%
	Roadway Departure	0	0%	0	0%	0	0%
	Work Zone Related	2	0%	2	0%	4	0%
Person Type	Younger Driver Involvement	55	11%	61	9%	116	10%
	Older Driver Involvement	46	9%	81	12%	127	10%
	Pedestrian Involvement	508	100%	703	100%	1,211	100%
	Bicyclist Involvement	0	0%	2	0%	2	0%
Behavior	Alcohol Involvement	293	58%	186	26%	479	40%
	Drug Involvement	115	23%	21	3%	136	11%
	Impaired Driving	334	66%	198	28%	532	44%
	Distracted Driving	93	18%	215	31%	308	25%
	No Use of Safety Restraint	2	0%	3	0%	5	0%
	Sleepy/Fatigued Driving	4	1%	2	0%	6	0%
	Speed/Aggressive Driving	29	6%	81	12%	110	9%
Vehicle	Motorcycle Involvement	4	1%	11	2%	15	1%
	Rail Involvement	0	0%	0	0%	0	0%
	Heavy Vehicle Involvement	39	8%	29	4%	68	6%
	Multiple Vehicles	504	99%	698	99%	1,202	99%
Environmental	Inclement Weather	34	7%	69	10%	103	9%
	Animal/Wildlife Involvement	0	0%	0	0%	0	0%
	Dusk/Dawn	22	4%	26	4%	48	4%
	Dark - No Light	228	45%	144	20%	372	31%



Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	54	99	153	-
2014	75	95	170	11%
2015	55	132	187	10%
2016	77	86	163	-13%
2017	80	98	178	9%
2018	84	94	178	0%
2019	83	99	182	2%
Total	508	703	1,211	

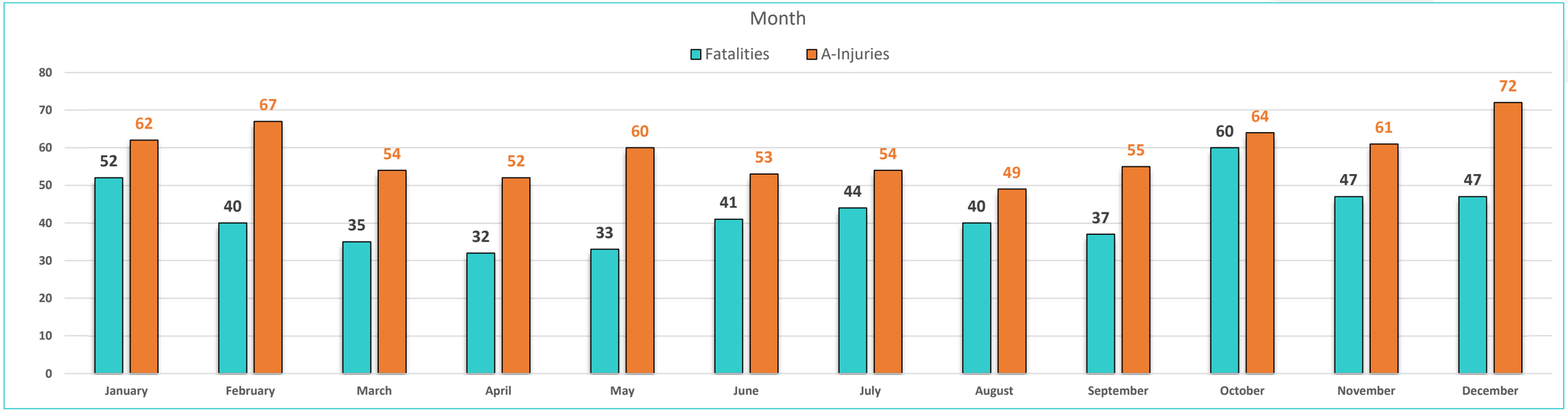


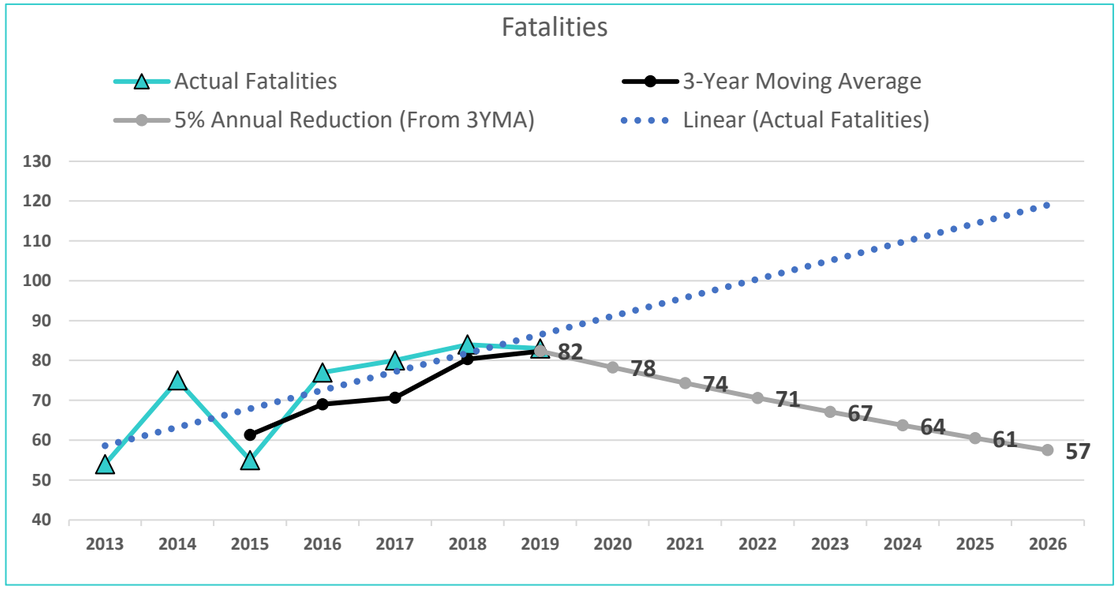
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

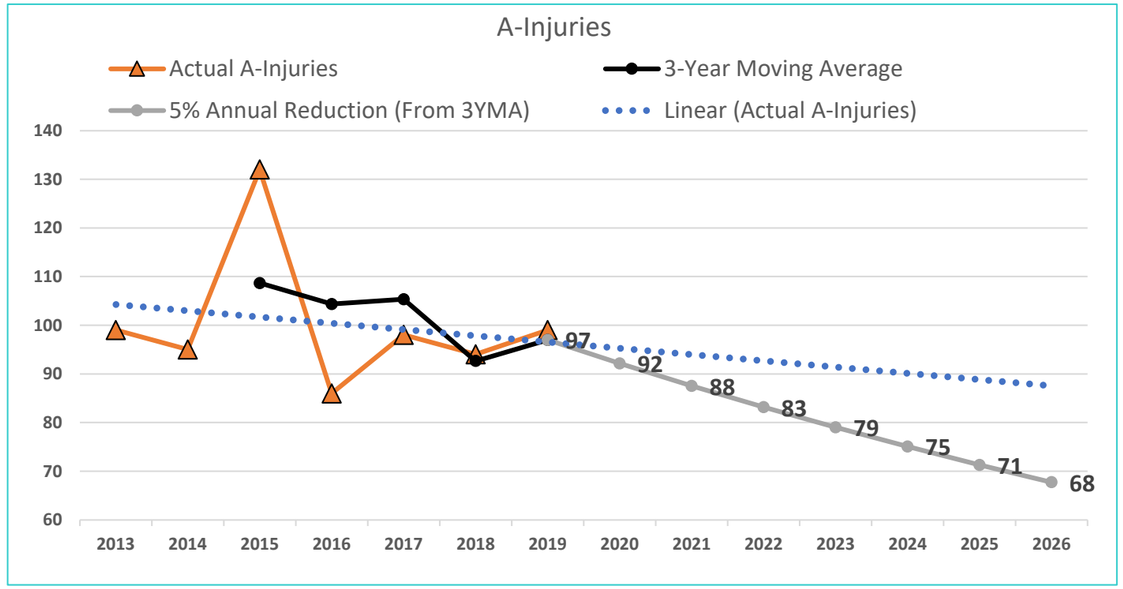
12/29/2021

Emphasis Area: Pedestrian Involvement

Fatalities and A-Injuries Statistics, 2013-2019







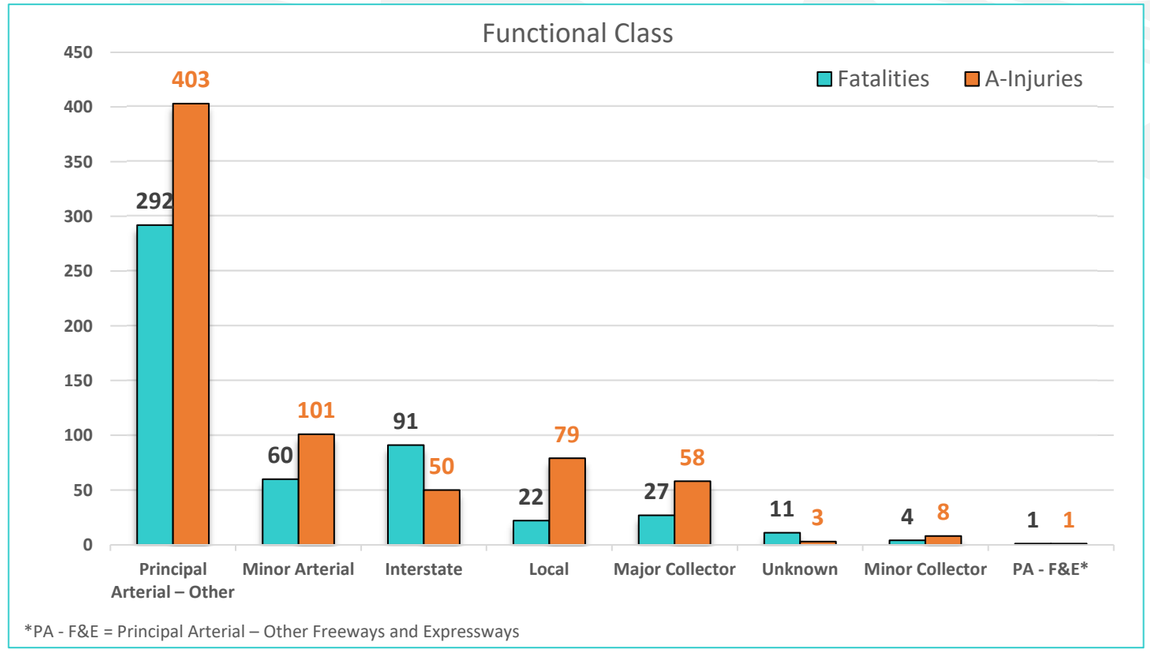
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

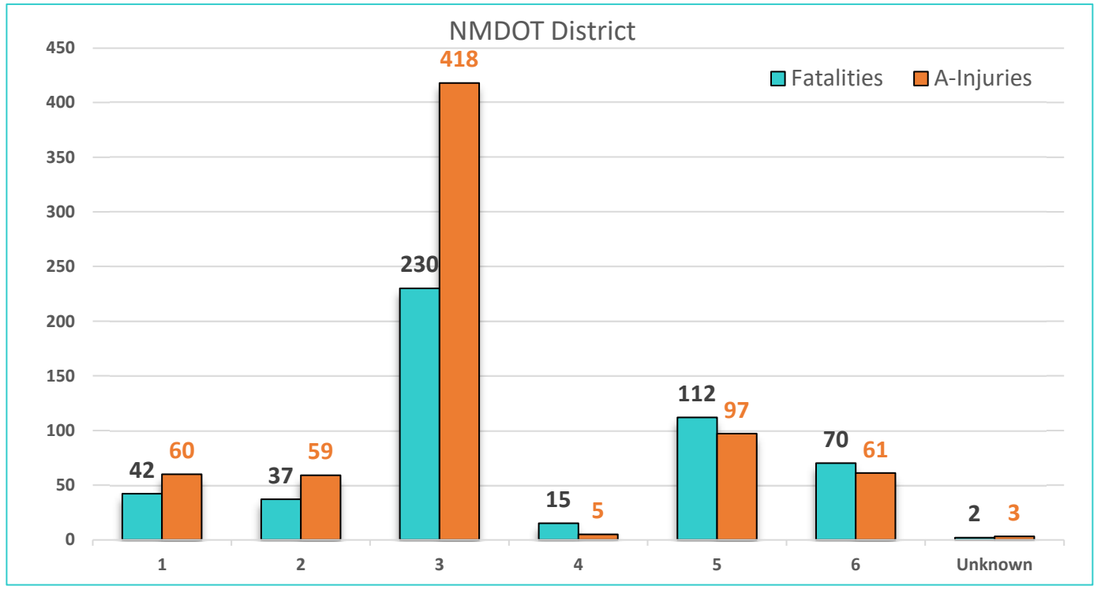
Emphasis Area: Pedestrian Involvement

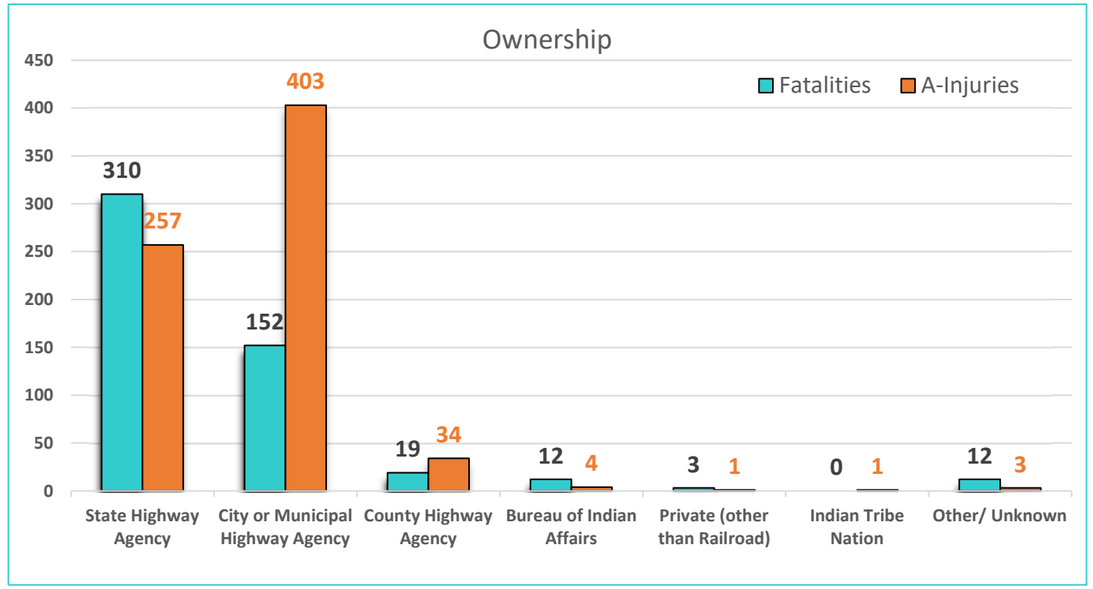
Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	4 (2.6%)	75 (49.0%)	79 (51.6%)	24 (15.7%)	50 (32.7%)	74 (48.4%)	153 (100.0%)
2014	5 (2.9%)	82 (48.2%)	87 (51.2%)	21 (12.4%)	62 (36.5%)	83 (48.8%)	170 (100.0%)
2015	13 (7.0%)	92 (49.2%)	105 (56.1%)	15 (8.0%)	67 (35.8%)	82 (43.9%)	187 (100.0%)
2016	1 (0.6%)	88 (54.0%)	89 (54.6%)	26 (16.0%)	48 (29.4%)	74 (45.4%)	163 (100.0%)
2017	4 (2.2%)	86 (48.3%)	90 (50.6%)	26 (14.6%)	62 (34.8%)	88 (49.4%)	178 (100.0%)
2018	7 (3.9%)	81 (45.5%)	88 (49.4%)	32 (18.0%)	58 (32.6%)	90 (50.6%)	178 (100.0%)
2019	10 (5.5%)	96 (52.7%)	106 (58.2%)	23 (12.6%)	53 (29.1%)	76 (41.8%)	182 (100.0%)
Total	44 (3.6%)	600 (49.5%)	644 (53.2%)	167 (13.8%)	400 (33.0%)	567 (46.8%)	1,211 (100.0%)



*PA - F&E = Principal Arterial – Other Freeways and Expressways



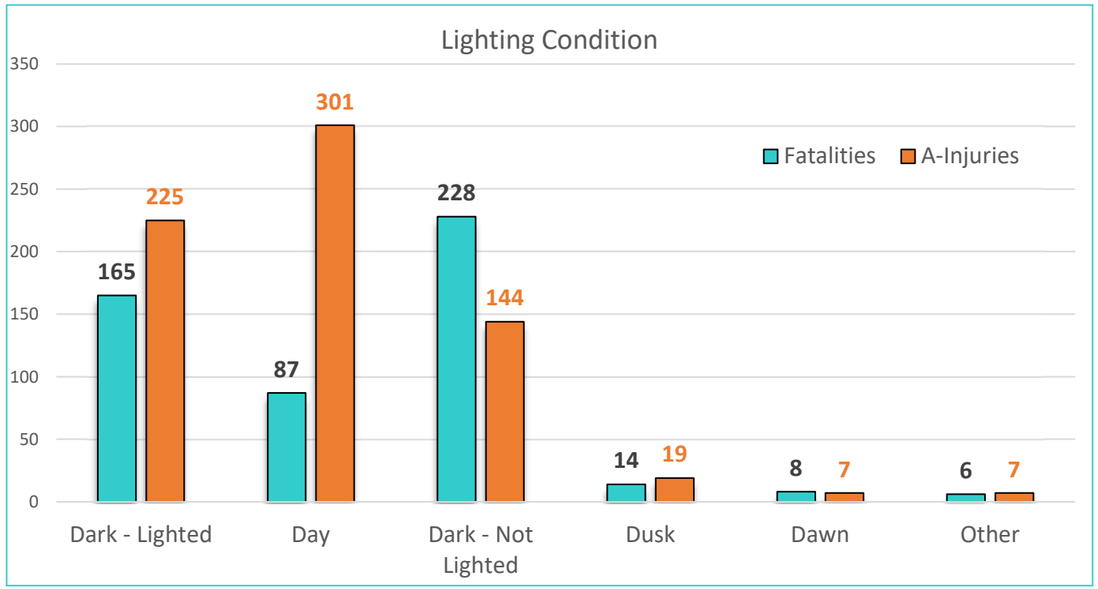


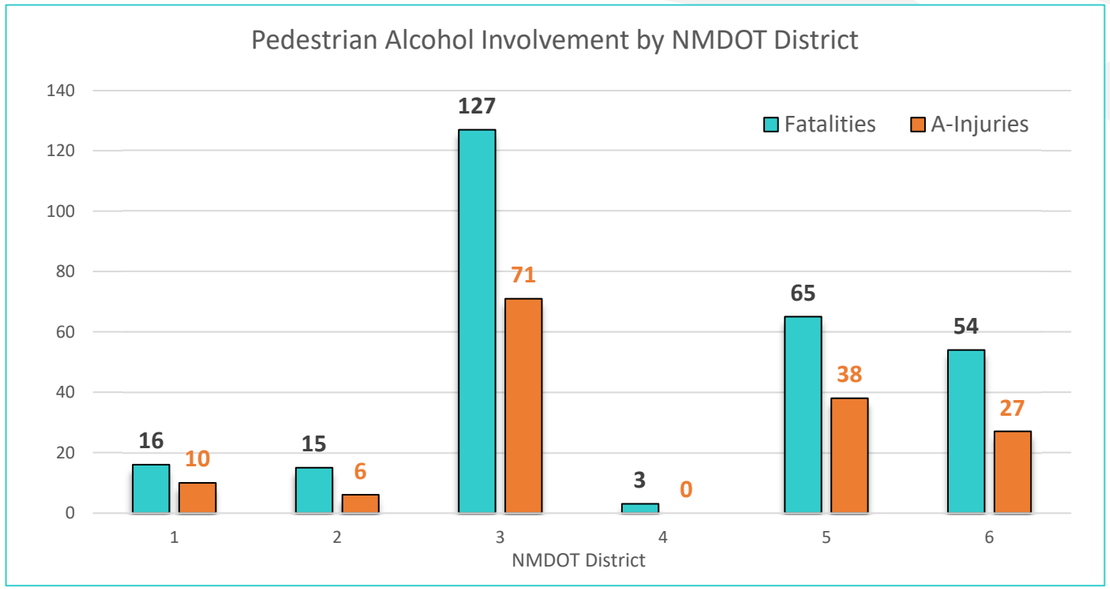
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

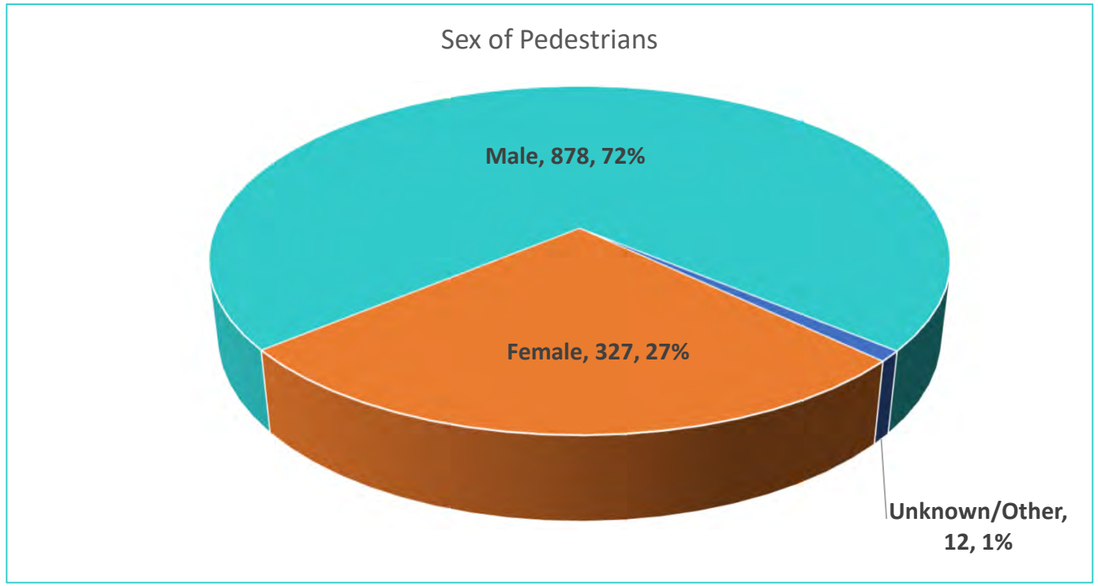
12/29/2021

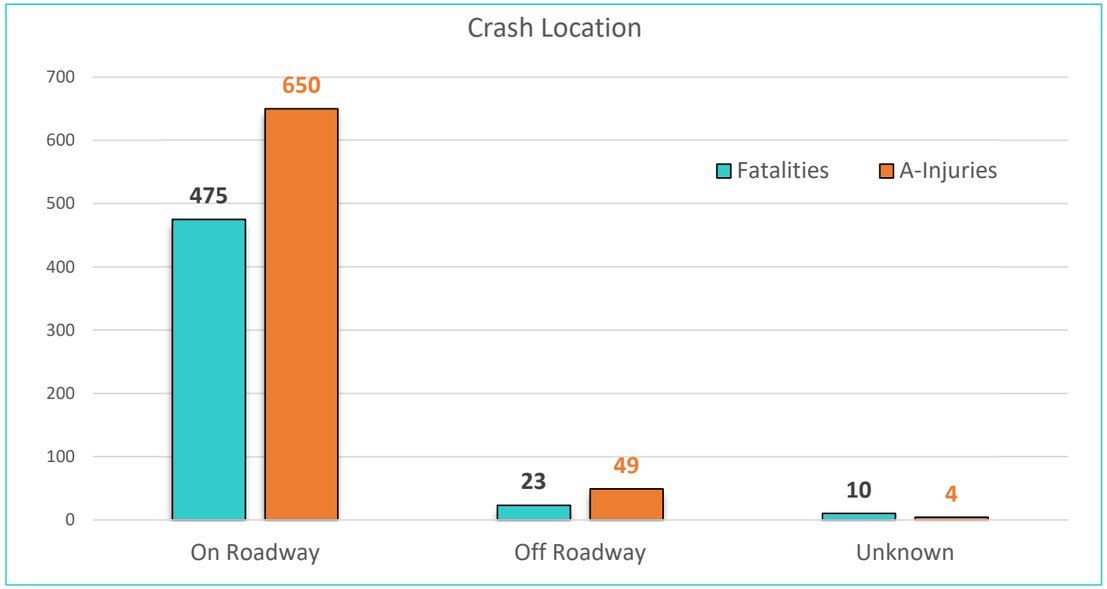
Emphasis Area: Pedestrian Involvement

Fatalities and A-Injuries Statistics, 2013-2019









Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

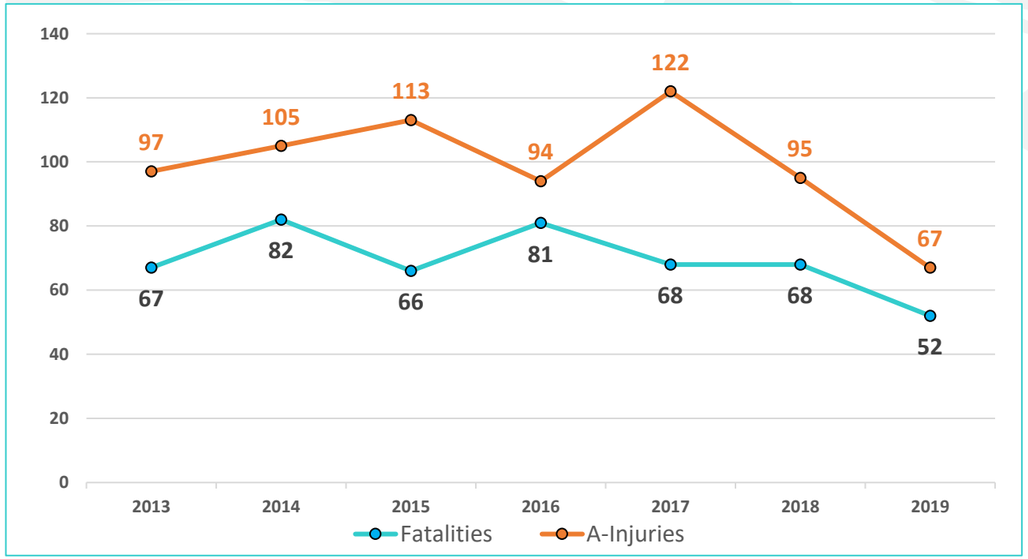
Tribal Lands
Fatalities and A-Injuries
(2013-2019)

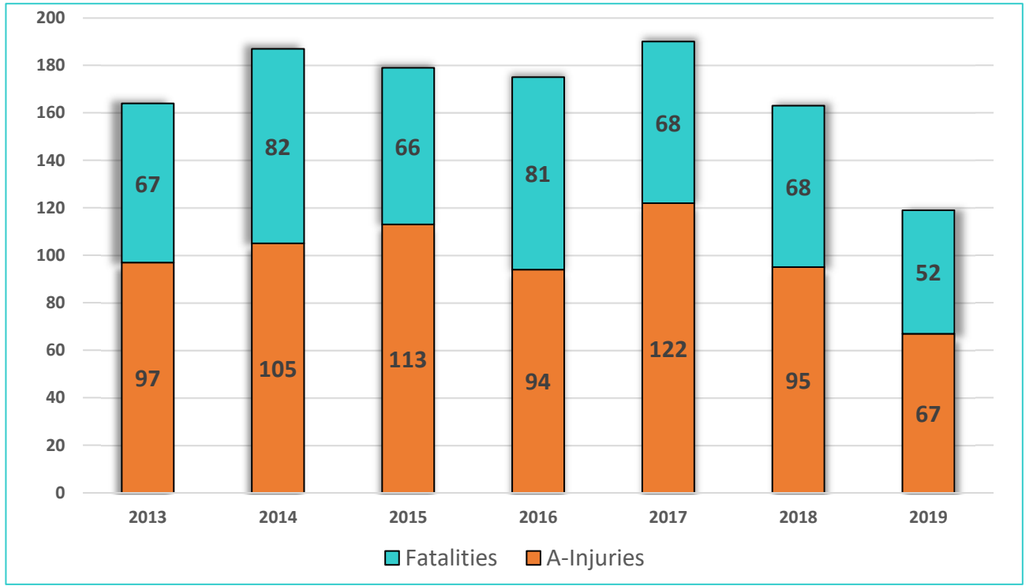
Emphasis Area: Tribal Lands

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Tribal Lands Statewide Totals	**484**	**100%**	**693**	**100%**	**1,177**	**100%**
Setting	Urban	111	23%	270	39%	381	32%
	Rural	373	77%	423	61%	796	68%
	Tribal Land (Urban + Rural)	484	100%	693	100%	1,177	100%
Geometry	Intersection Related	135	28%	267	39%	402	34%
	Roadway Departure	281	58%	347	50%	628	53%
	Work Zone Related	1	0%	1	0%	2	0%
Person Type	Younger Driver Involvement	53	11%	85	12%	138	12%
	Older Driver Involvement	64	13%	119	17%	183	16%
	Pedestrian Involvement	97	20%	53	8%	150	13%
	Bicyclist Involvement	3	1%	7	1%	10	1%
Behavior	Alcohol Involvement	272	56%	199	29%	471	40%
	Drug Involvement	52	11%	29	4%	81	7%
	Impaired Driving	288	60%	211	30%	499	42%
	Distracted Driving	188	39%	316	46%	504	43%
	No Use of Safety Restraint	200	41%	108	16%	308	26%
	Sleepy/Fatigued Driving	22	5%	39	6%	61	5%
	Speed/Aggressive Driving	85	18%	208	30%	293	25%
Vehicle	Motorcycle Involvement	22	5%	56	8%	78	7%
	Rail Involvement	1	0%	0	0%	1	0%
	Heavy Vehicle Involvement	65	13%	60	9%	125	11%
	Multiple Vehicles	303	63%	456	66%	759	64%
Environmental	Inclement Weather	41	8%	89	13%	130	11%
	Animal/Wildlife Involvement	0	0%	4	1%	4	0%
	Dusk/Dawn	23	5%	30	4%	53	5%
	Dark - No Light	207	43%	178	26%	385	33%

Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	67	97	164	-
2014	82	105	187	14%
2015	66	113	179	-4%
2016	81	94	175	-2%
2017	68	122	190	9%
2018	68	95	163	-14%
2019	52	67	119	-27%
Total	484	693	1,177	



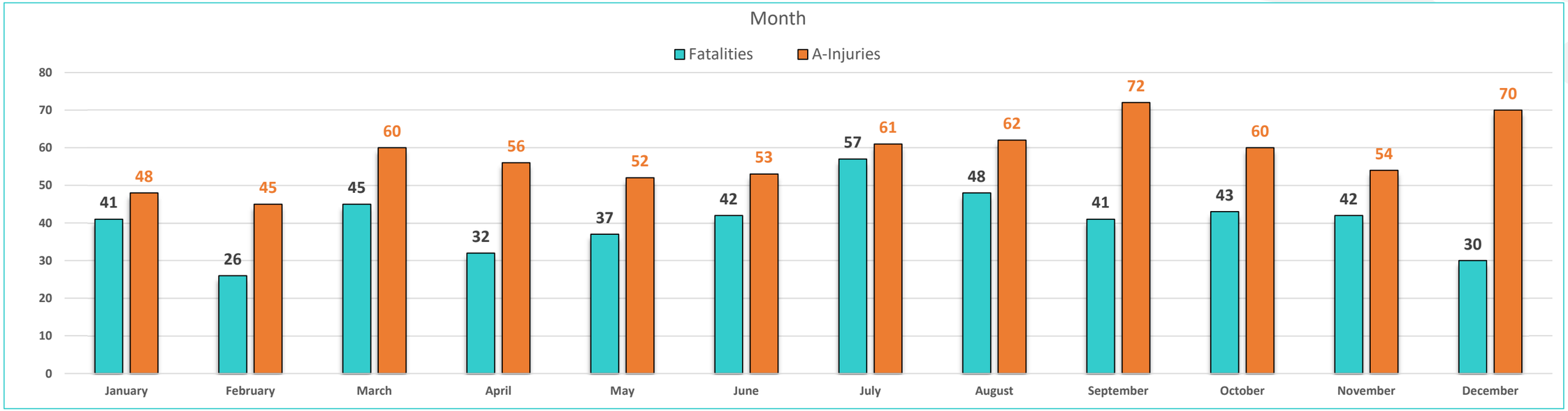


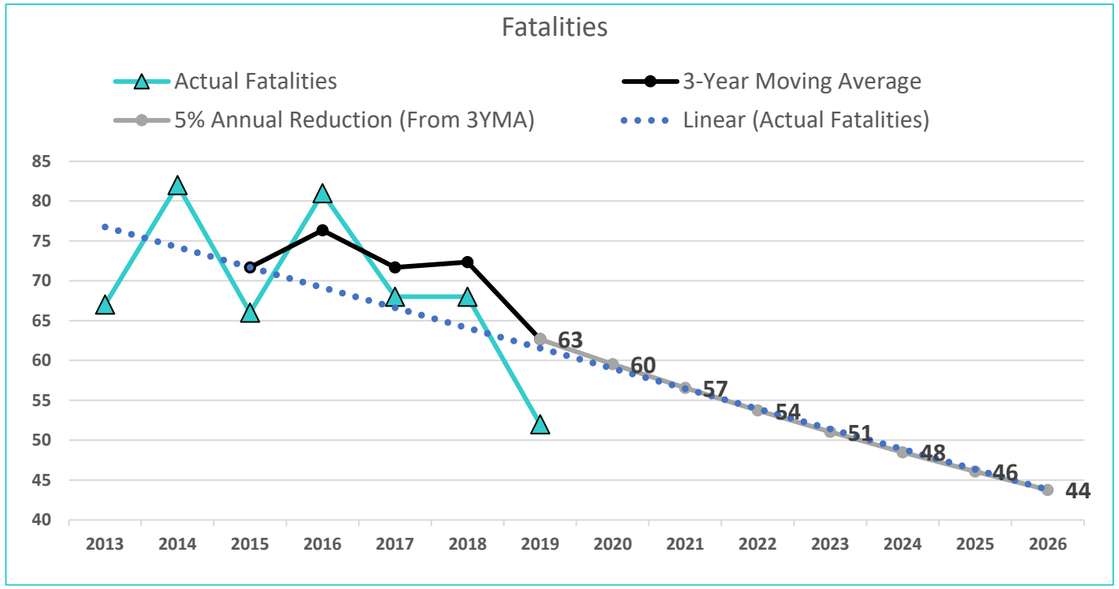
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

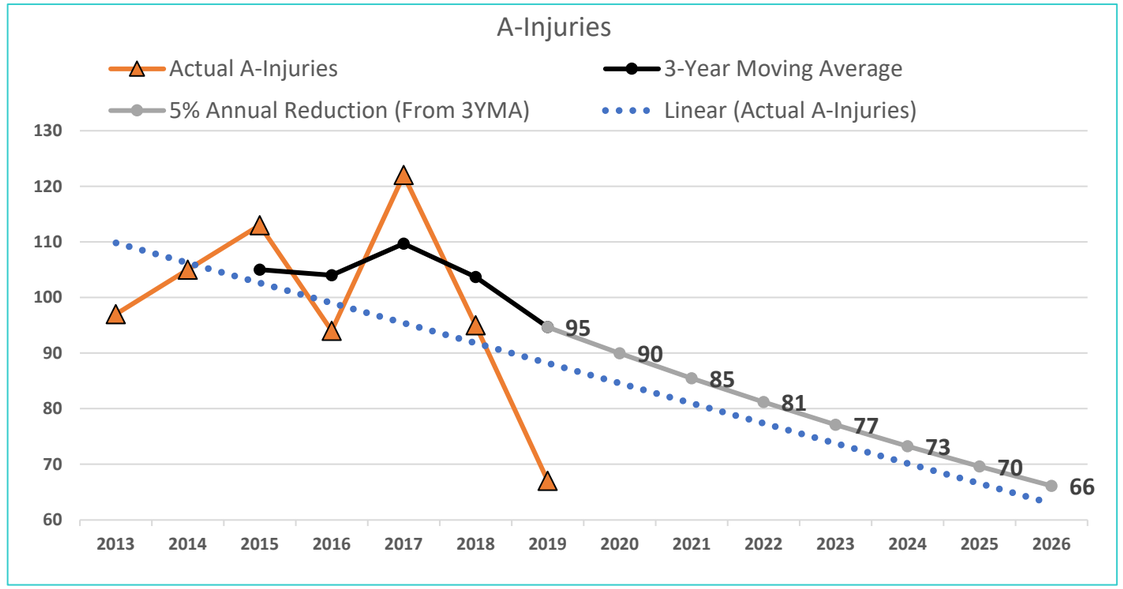
12/29/2021

Emphasis Area: Tribal Lands

Fatalities and A-Injuries Statistics, 2013-2019







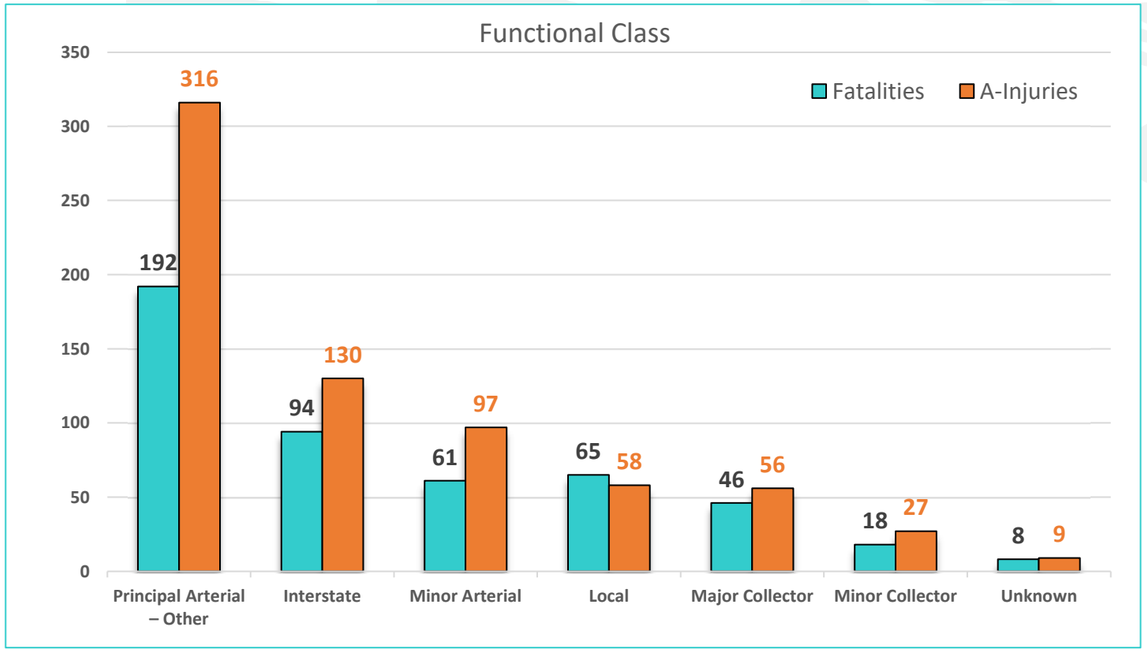
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

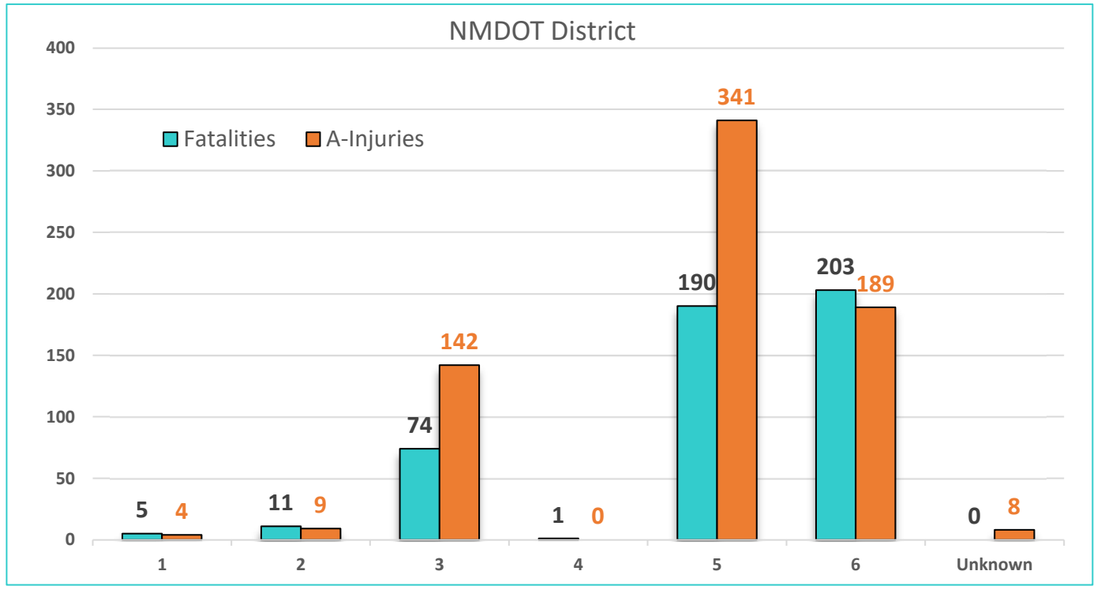
12/29/2021

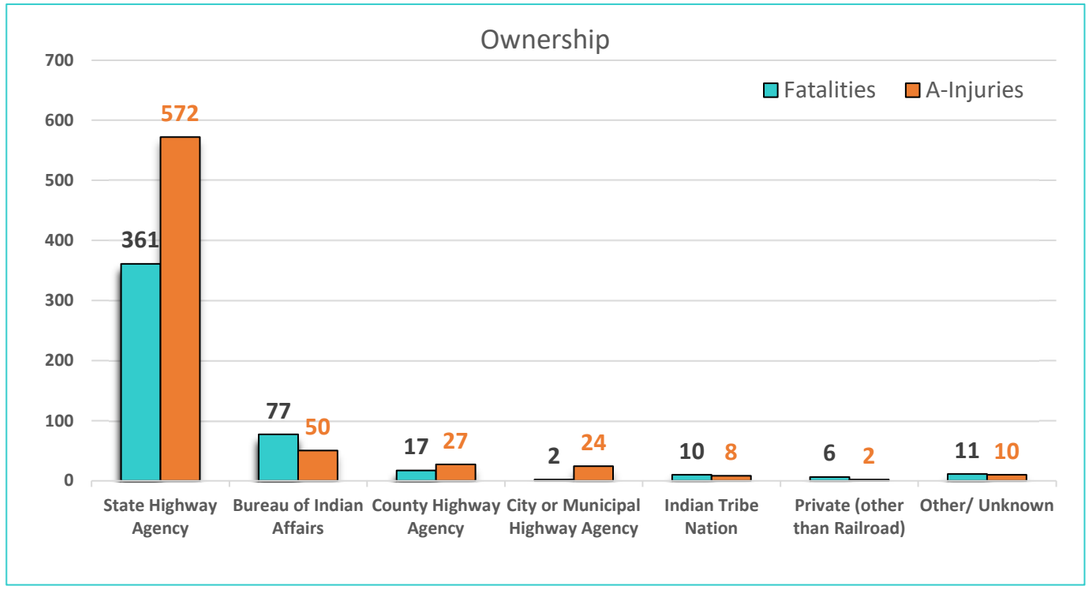
Emphasis Area: Tribal Lands

Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	28 (17.1%)	5 (3.0%)	33 (20.1%)	80 (48.8%)	51 (31.1%)	131 (79.9%)	164 (100.0%)
2014	30 (16.0%)	7 (3.7%)	37 (19.8%)	91 (48.7%)	59 (31.6%)	150 (80.2%)	187 (100.0%)
2015	41 (22.9%)	10 (5.6%)	51 (28.5%)	66 (36.9%)	62 (34.6%)	128 (71.5%)	179 (100.0%)
2016	28 (16.0%)	11 (6.3%)	39 (22.3%)	89 (50.9%)	47 (26.9%)	136 (77.7%)	175 (100.0%)
2017	22 (11.6%)	13 (6.8%)	35 (18.4%)	91 (47.9%)	64 (33.7%)	155 (81.6%)	190 (100.0%)
2018	33 (20.2%)	3 (1.8%)	36 (22.1%)	103 (63.2%)	24 (14.7%)	127 (77.9%)	163 (100.0%)
2019	11 (9.2%)	2 (1.7%)	13 (10.9%)	83 (69.7%)	23 (19.3%)	106 (89.1%)	119 (100.0%)
Total	193 (16.4%)	51 (4.3%)	244 (20.7%)	603 (51.2%)	330 (28.0%)	933 (79.3%)	1,177 (100.0%)





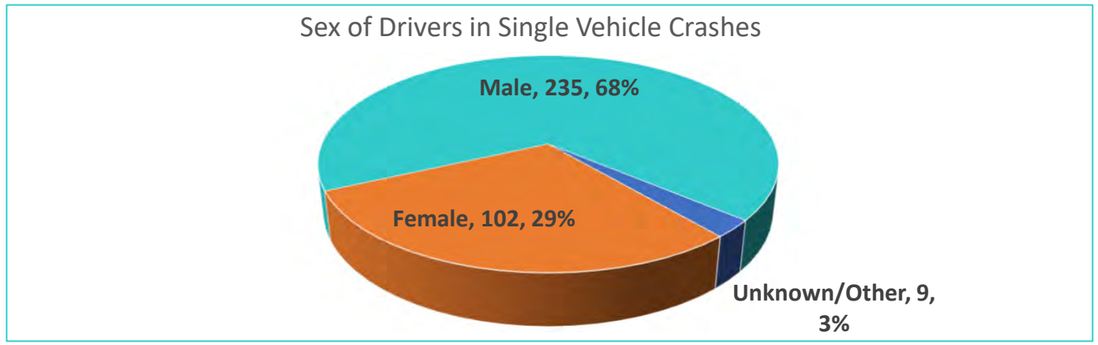


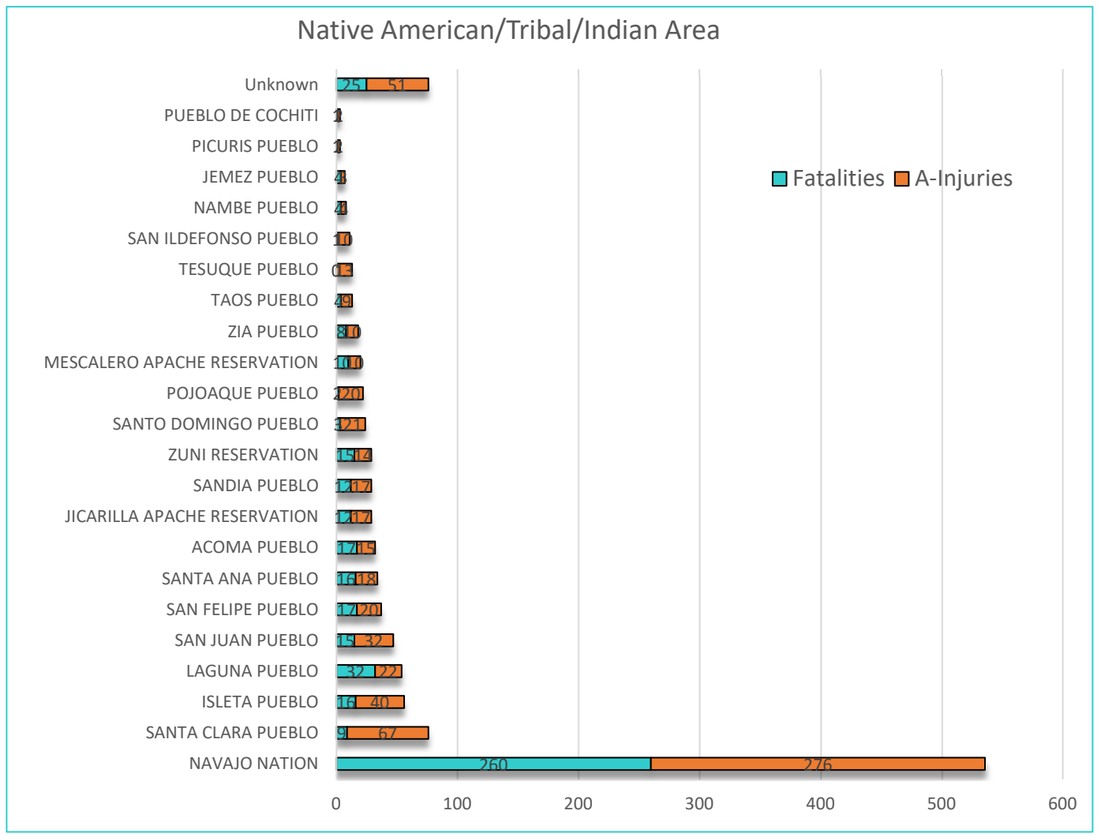
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

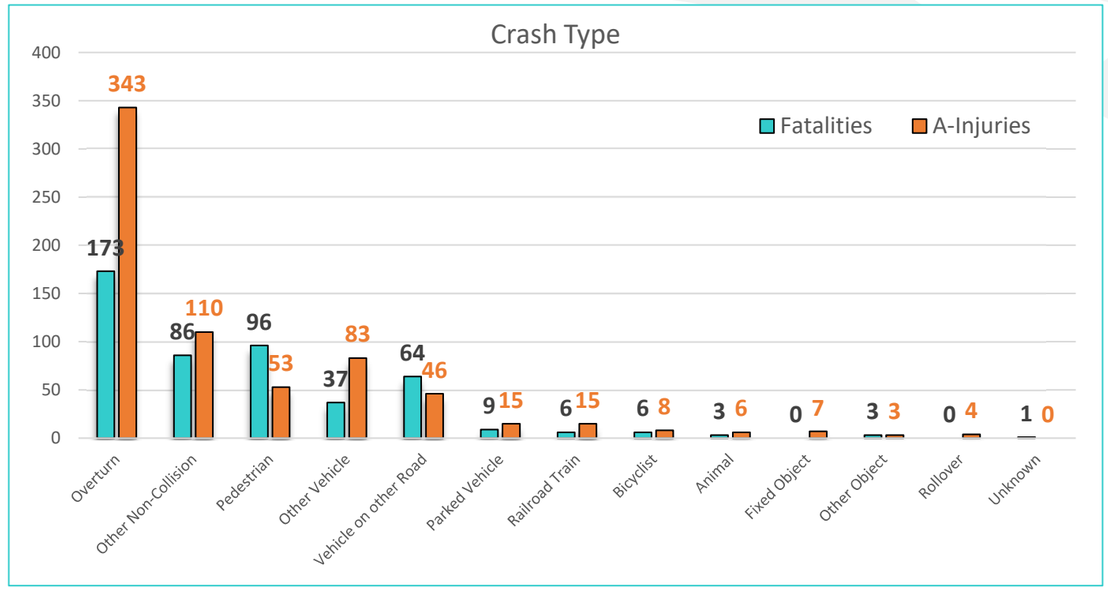
12/29/2021

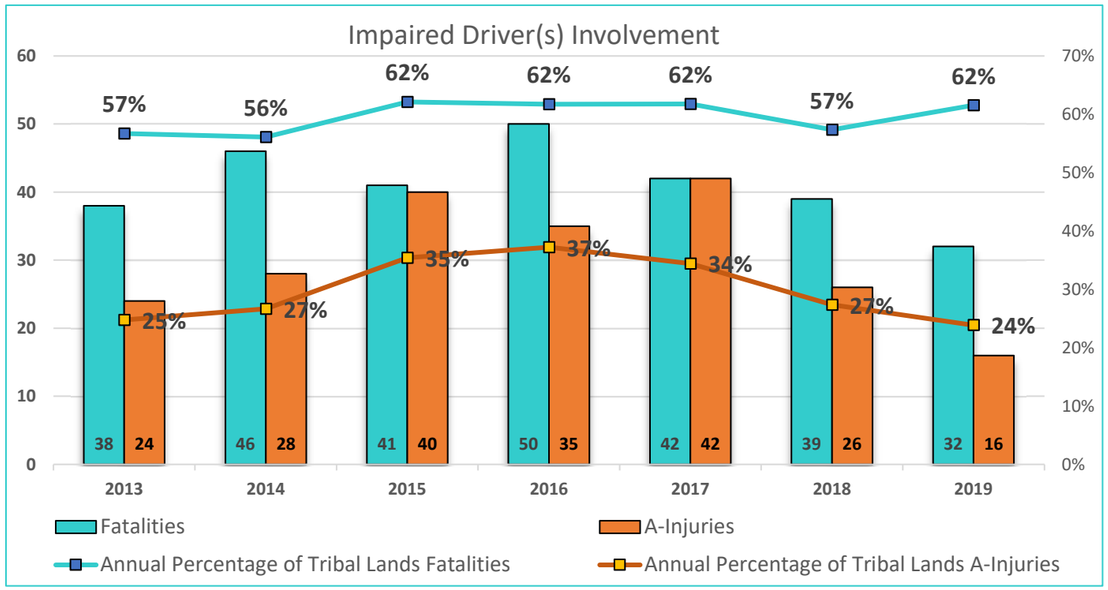
Emphasis Area: Tribal Lands

Fatalities and A-Injuries Statistics, 2013-2019









Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

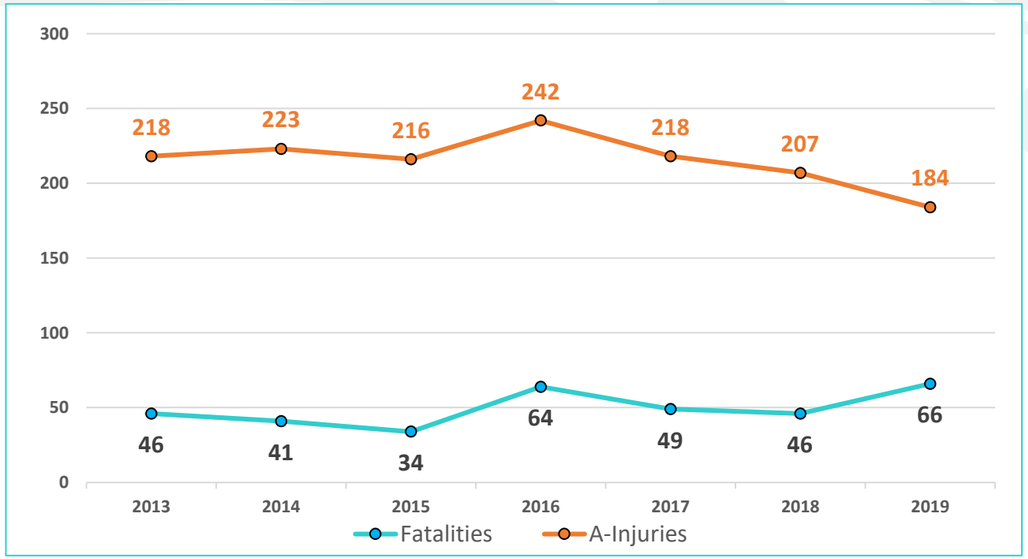
12/29/2021

Younger Driver Involvement Fatalities and A-Injuries (2013-2019)

Emphasis Area: Younger Driver Involvement

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Younger Driver Involvement Statewide Totals	**346**	**100%**	**1,508**	**100%**	**1,854**	**100%**
Setting	Urban	191	55%	1,145	76%	1,336	72%
	Rural	155	45%	363	24%	518	28%
	Tribal Land (Urban + Rural)	53	15%	85	6%	138	7%
Geometry	Intersection Related	165	48%	1,025	68%	1,190	64%
	Roadway Departure	171	49%	549	36%	720	39%
	Work Zone Related	0	0%	2	0%	2	0%
Person Type	Younger Driver Involvement	346	100%	1,508	100%	1,854	100%
	Older Driver Involvement	34	10%	162	11%	196	11%
	Pedestrian Involvement	55	16%	61	4%	116	6%
	Bicyclist Involvement	3	1%	14	1%	17	1%
Behavior	Alcohol Involvement	142	41%	184	12%	326	18%
	Drug Involvement	77	22%	41	3%	118	6%
	Impaired Driving	176	51%	207	14%	383	21%
	Distracted Driving	161	47%	769	51%	930	50%
	No Use of Safety Restraint	126	36%	178	12%	304	16%
	Sleepy/Fatigued Driving	9	3%	43	3%	52	3%
	Speed/Aggressive Driving	102	29%	769	51%	871	47%
Vehicle	Motorcycle Involvement	43	12%	134	9%	177	10%
	Rail Involvement	0	0%	2	0%	2	0%
	Heavy Vehicle Involvement	28	8%	66	4%	94	5%
	Multiple Vehicles	239	69%	1,169	78%	1,408	76%
Environmental	Inclement Weather	21	6%	130	9%	151	8%
	Animal/Wildlife Involvement	3	1%	2	0%	5	0%
	Dusk/Dawn	29	8%	75	5%	104	6%
	Dark - No Light	102	29%	211	14%	313	17%



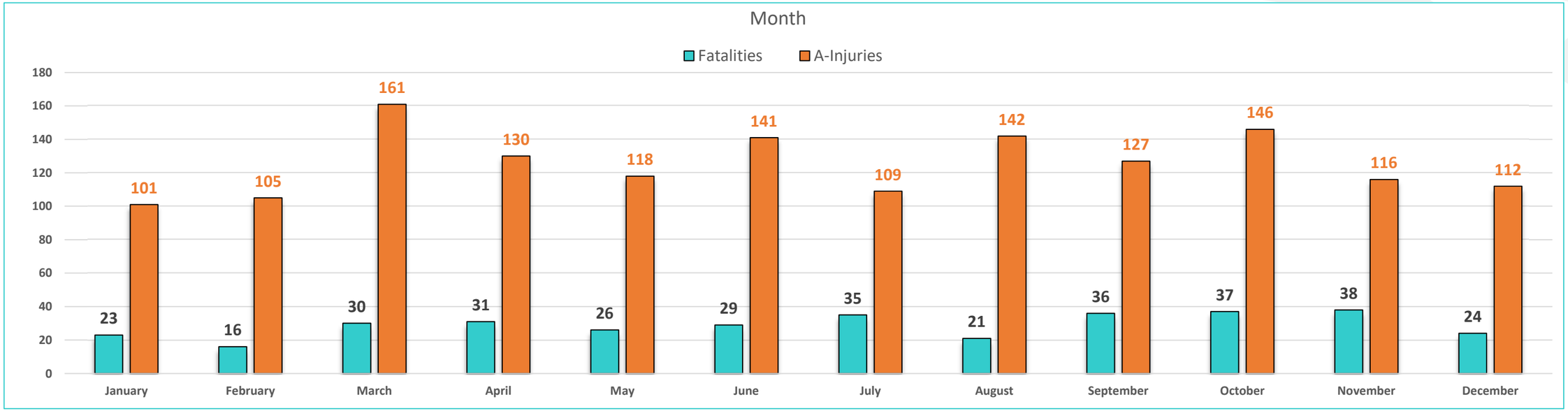
Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	46	218	264	-
2014	41	223	264	0%
2015	34	216	250	-5%
2016	64	242	306	22%
2017	49	218	267	-13%
2018	46	207	253	-5%
2019	66	184	250	-1%
Total	346	1,508	1,854	

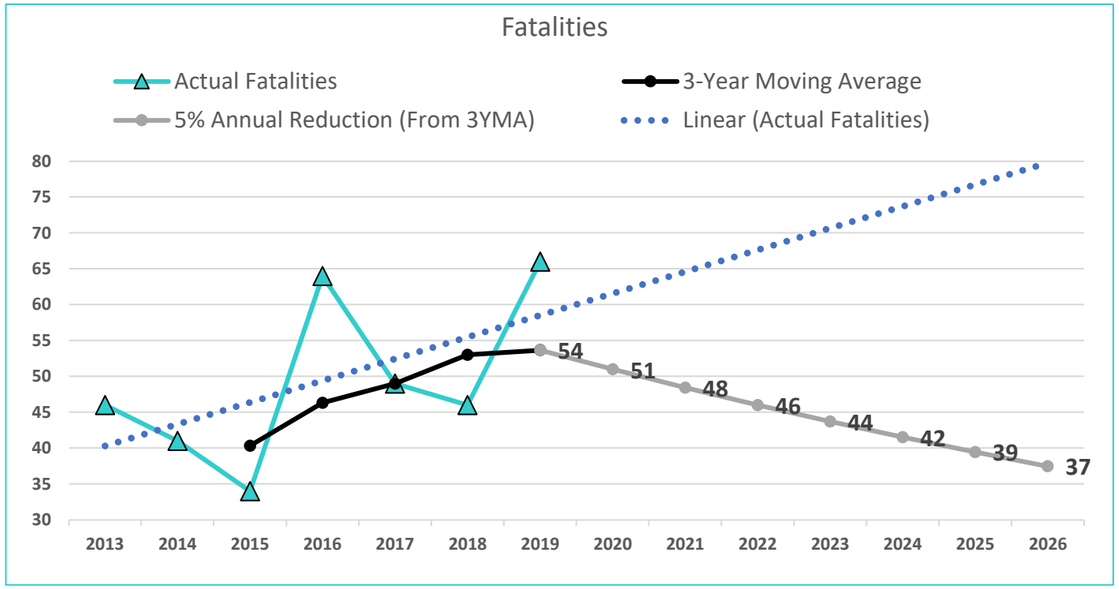
12/29/2021

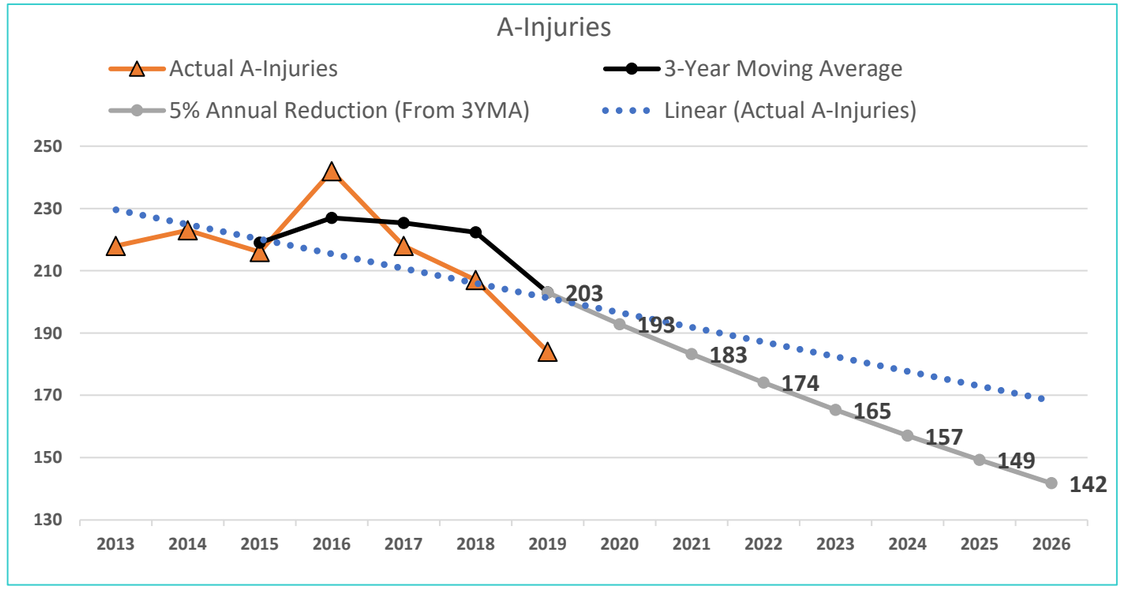
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

Emphasis Area: Younger Driver Involvement

Fatalities and A-Injuries Statistics, 2013-2019







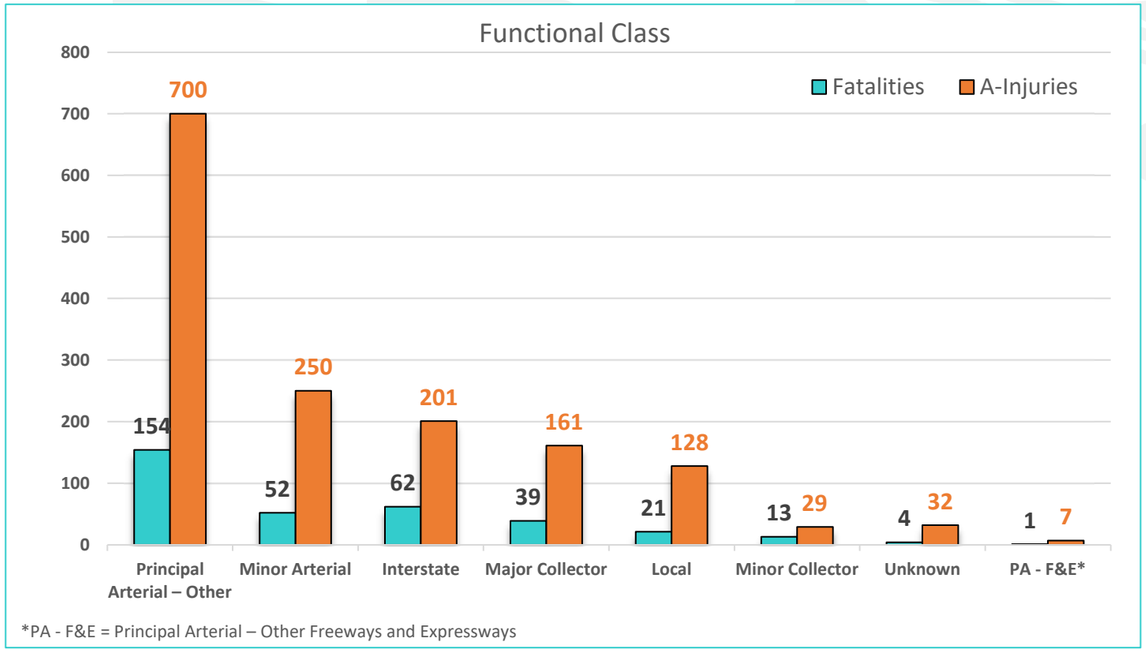
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

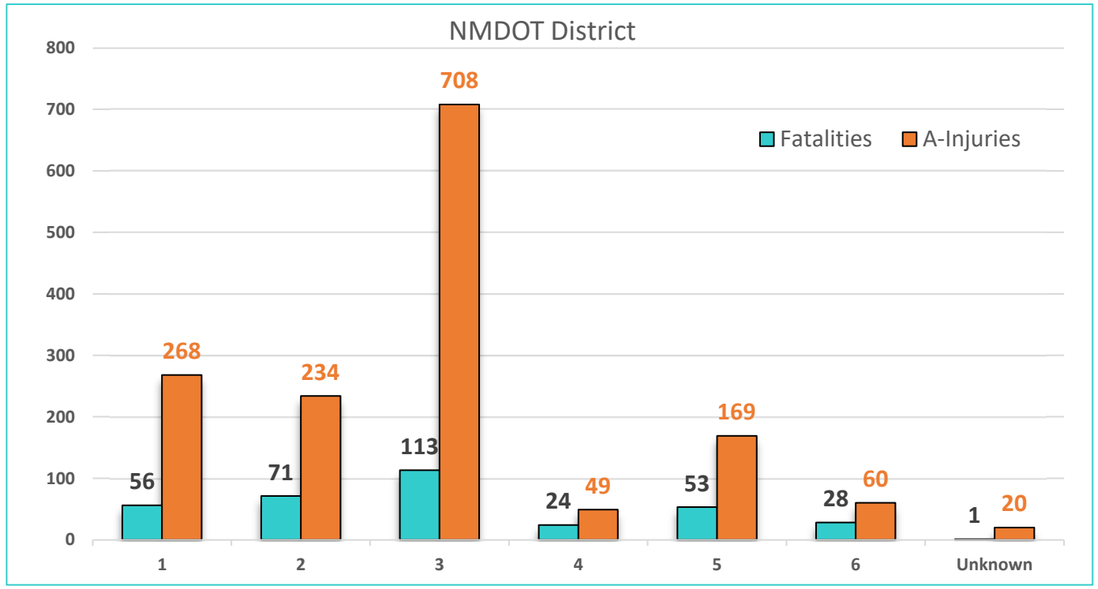
Emphasis Area: Younger Driver Involvement

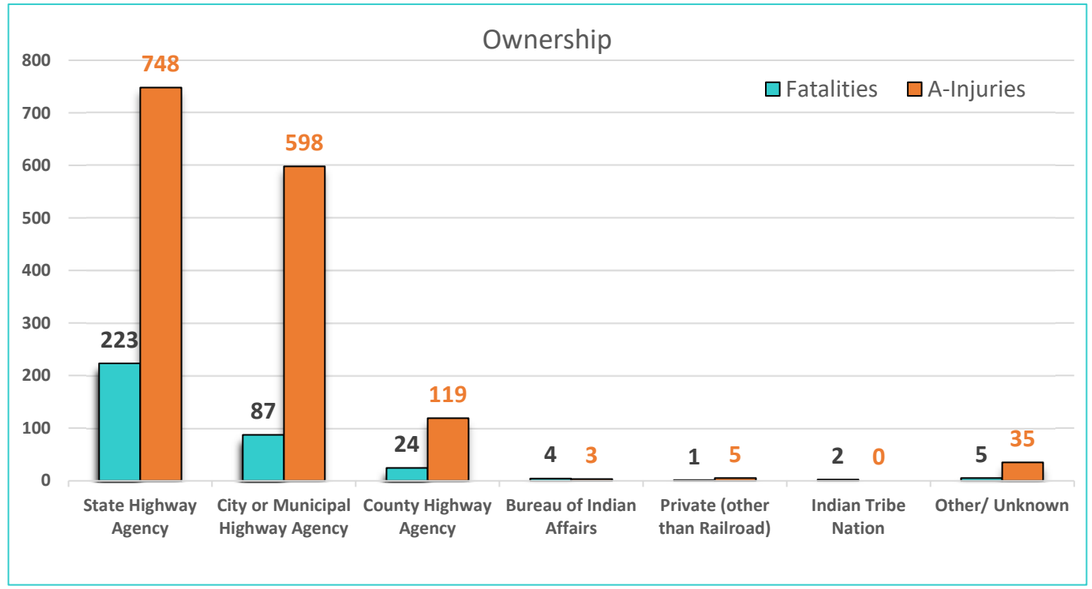
Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	16 (6.1%)	100 (37.9%)	116 (43.9%)	63 (23.9%)	85 (32.2%)	148 (56.1%)	264 (100.0%)
2014	15 (5.7%)	119 (45.1%)	134 (50.8%)	42 (15.9%)	88 (33.3%)	130 (49.2%)	264 (100.0%)
2015	17 (6.8%)	104 (41.6%)	121 (48.4%)	50 (20.0%)	79 (31.6%)	129 (51.6%)	250 (100.0%)
2016	13 (4.2%)	133 (43.5%)	146 (47.7%)	50 (16.3%)	110 (35.9%)	160 (52.3%)	306 (100.0%)
2017	11 (4.1%)	110 (41.2%)	121 (45.3%)	55 (20.6%)	91 (34.1%)	146 (54.7%)	267 (100.0%)
2018	25 (9.9%)	99 (39.1%)	124 (49.0%)	74 (29.2%)	55 (21.7%)	129 (51.0%)	253 (100.0%)
2019	18 (7.2%)	103 (41.2%)	121 (48.4%)	69 (27.6%)	60 (24.0%)	129 (51.6%)	250 (100.0%)
Total	115 (6.2%)	768 (41.4%)	883 (47.6%)	403 (21.7%)	568 (30.6%)	971 (52.4%)	1,854 (100.0%)



*PA - F&E = Principal Arterial – Other Freeways and Expressways



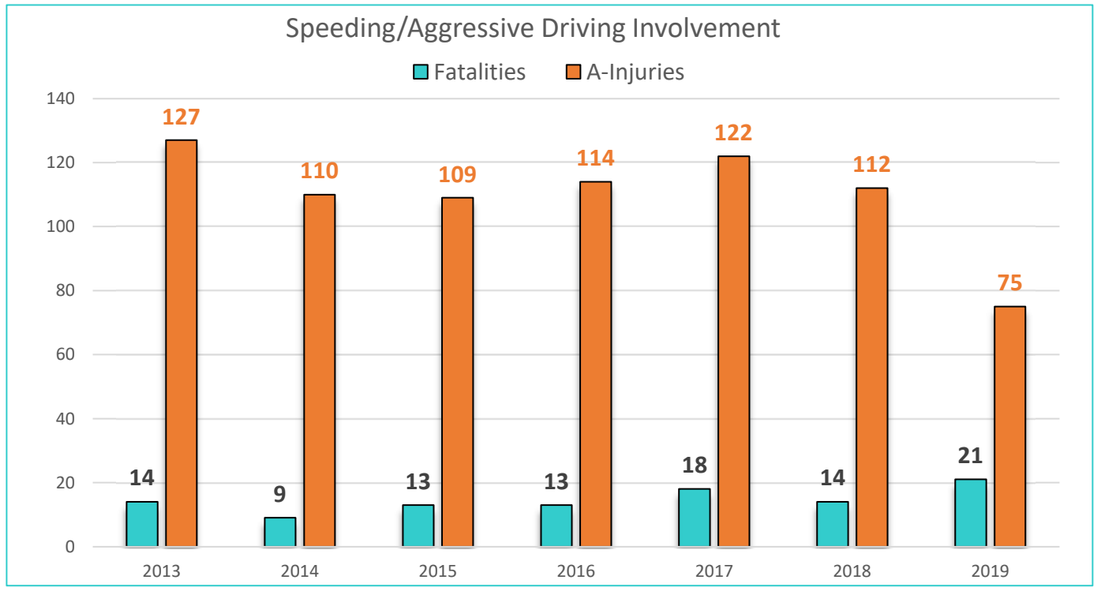


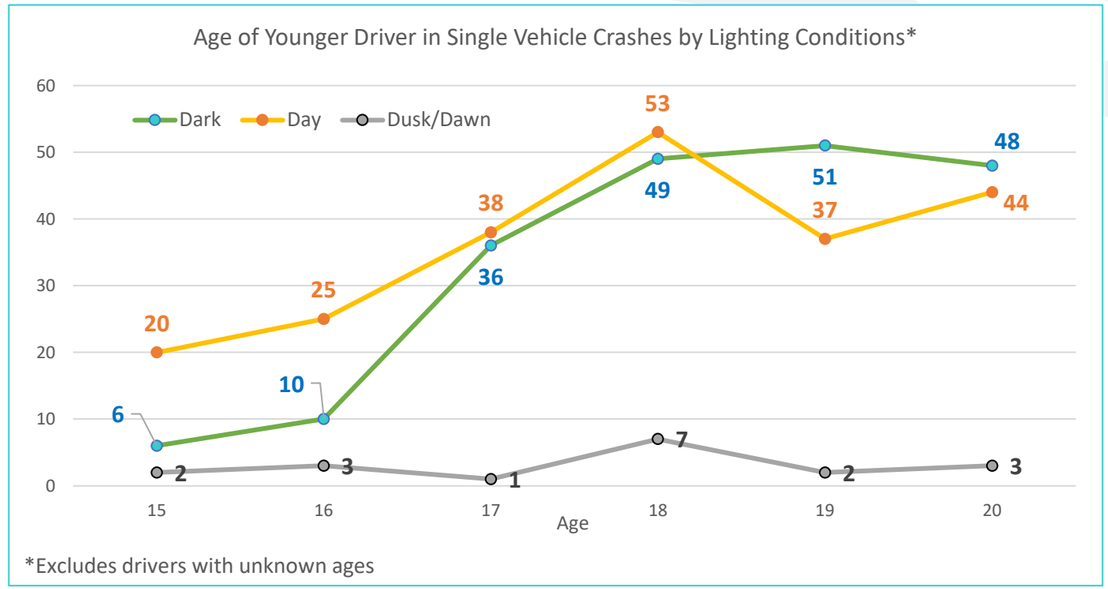
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

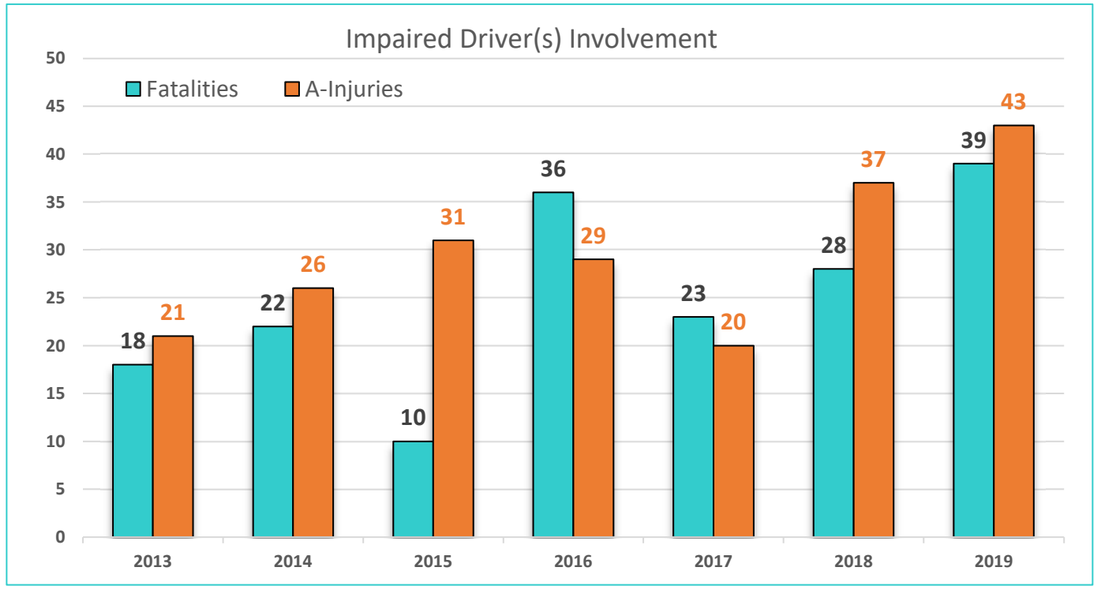
Emphasis Area: Younger Driver Involvement

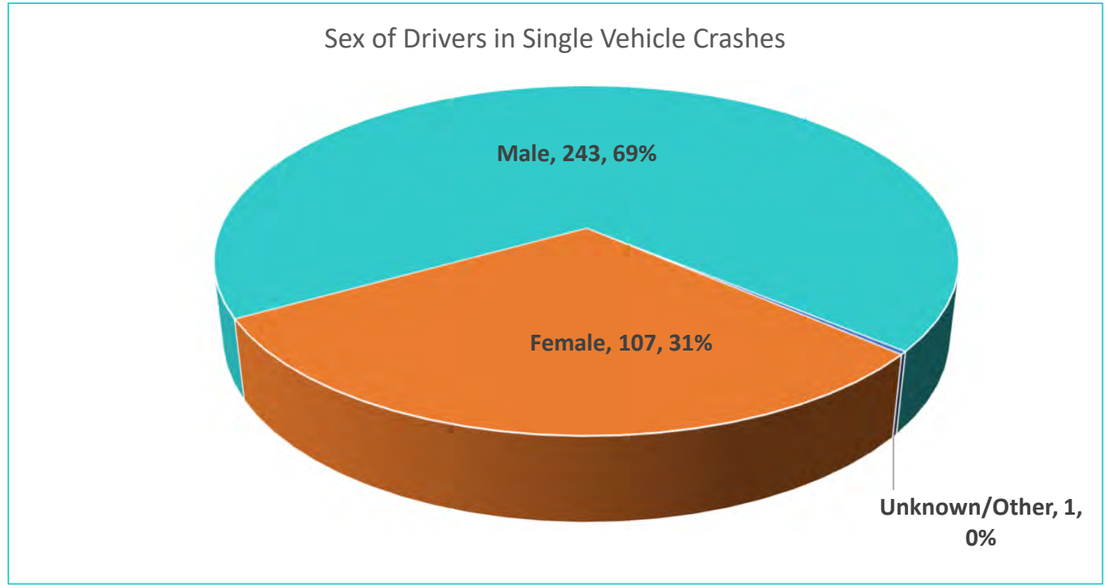
Fatalities and A-Injuries Statistics, 2013-2019





*Excludes drivers with unknown ages





Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

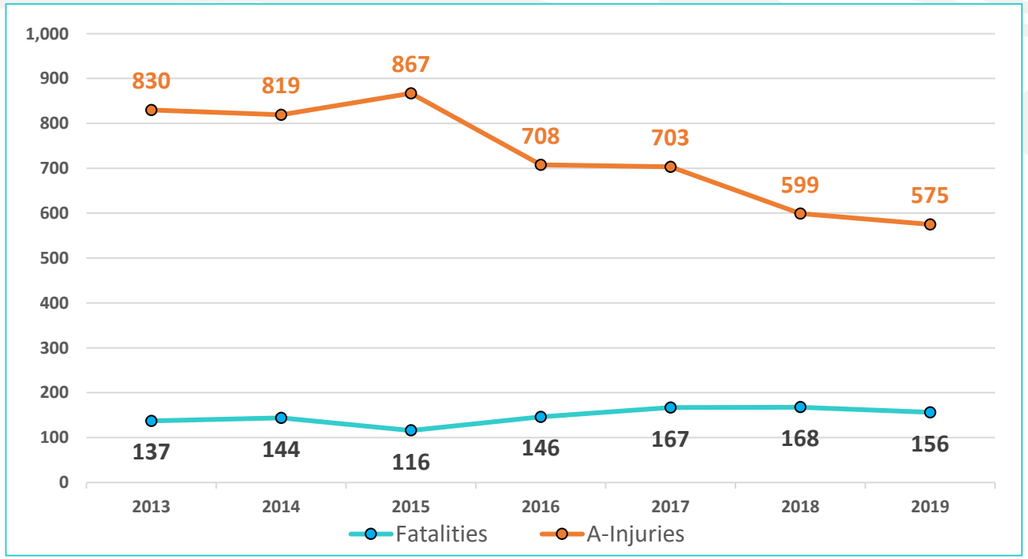
12/29/2021

Intersection Related Fatalities and A-Injuries (2013-2019)

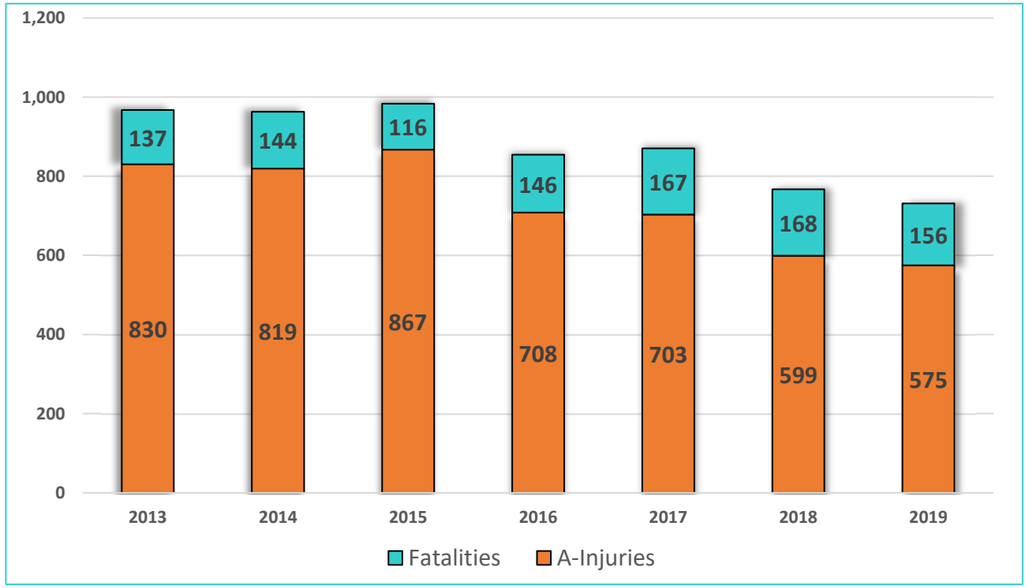
Emphasis Area: Intersection Related

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Intersection Related Statewide Totals	**1,034**	**100%**	**5,101**	**100%**	**6,135**	**100%**
Setting	Urban	693	67%	4,400	86%	5,093	83%
	Rural	341	33%	701	14%	1,042	17%
	Tribal Land (Urban + Rural)	135	13%	267	5%	402	7%
Geometry	Intersection Related	1,034	100%	5,101	100%	6,135	100%
	Roadway Departure	405	39%	1,480	29%	1,885	31%
	Work Zone Related	1	0%	6	0%	7	0%
Person Type	Younger Driver Involvement	165	16%	1,025	20%	1,190	19%
	Older Driver Involvement	162	16%	996	20%	1,158	19%
	Pedestrian Involvement	271	26%	537	11%	808	13%
	Bicyclist Involvement	26	3%	140	3%	166	3%
Behavior	Alcohol Involvement	474	46%	753	15%	1,227	20%
	Drug Involvement	220	21%	183	4%	403	7%
	Impaired Driving	573	55%	875	17%	1,448	24%
	Distracted Driving	413	40%	2,432	48%	2,845	46%
	No Use of Safety Restraint	367	35%	585	11%	952	16%
	Sleepy/Fatigued Driving	11	1%	58	1%	69	1%
	Speed/Aggressive Driving	248	24%	2,312	45%	2,560	42%
Vehicle	Motorcycle Involvement	174	17%	696	14%	870	14%
	Rail Involvement	5	0%	4	0%	9	0%
	Heavy Vehicle Involvement	105	10%	214	4%	319	5%
	Multiple Vehicles	751	73%	4,103	80%	4,854	79%
Environmental	Inclement Weather	74	7%	361	7%	435	7%
	Animal/Wildlife Involvement	2	0%	15	0%	17	0%
	Dusk/Dawn	60	6%	203	4%	263	4%
	Dark - No Light	264	26%	576	11%	840	14%



Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	137	830	967	-
2014	144	819	963	0%
2015	116	867	983	2%
2016	146	708	854	-13%
2017	167	703	870	2%
2018	168	599	767	-12%
2019	156	575	731	-5%
Total	1,034	5,101	6,135	

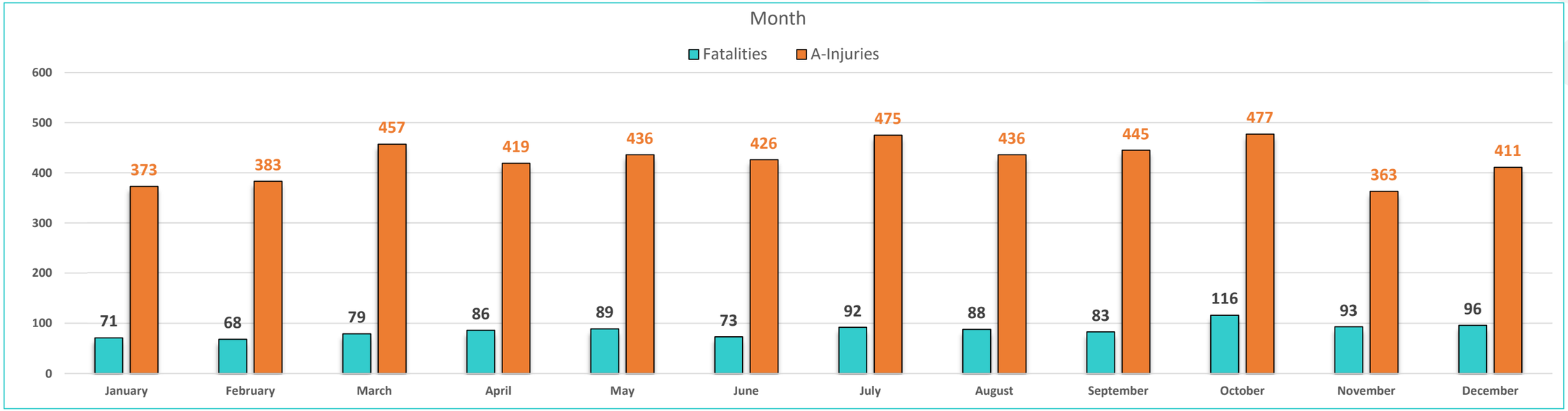


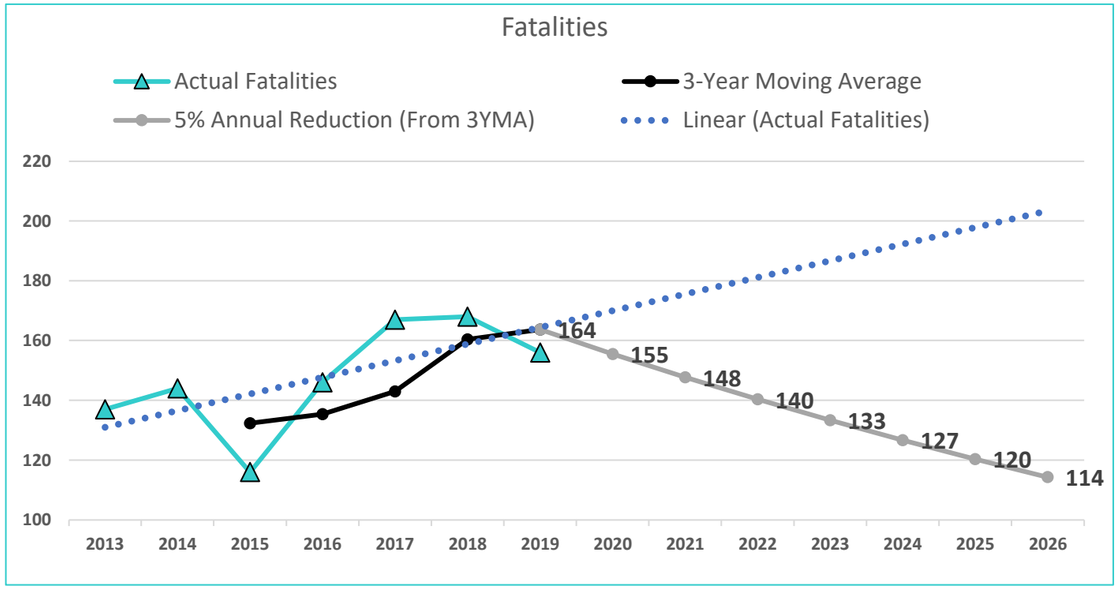
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

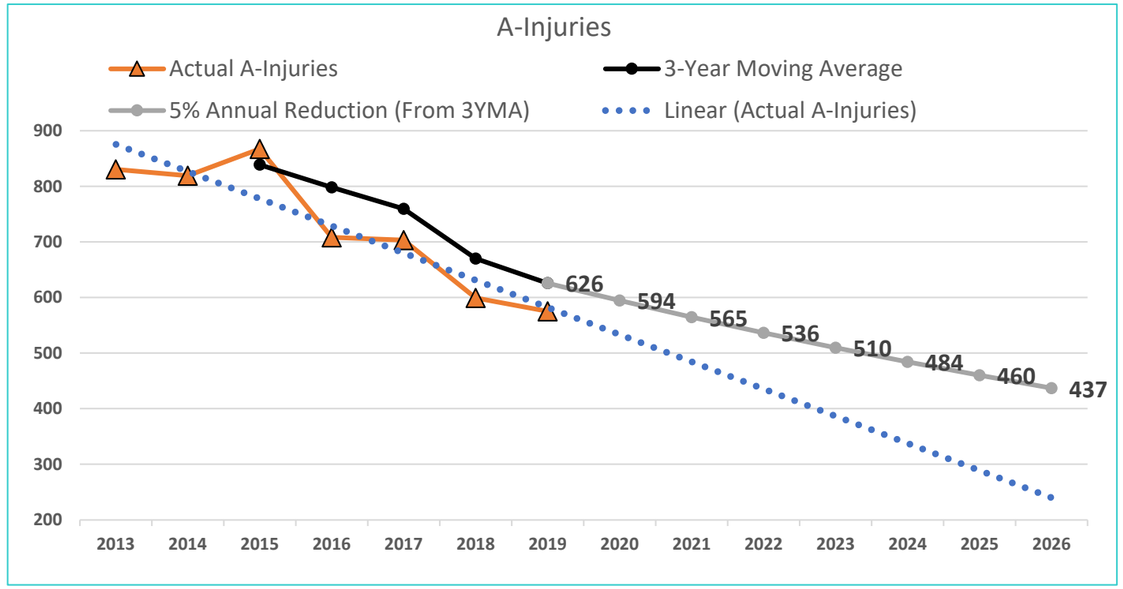
12/29/2021

Emphasis Area: Intersection Related

Fatalities and A-Injuries Statistics, 2013-2019







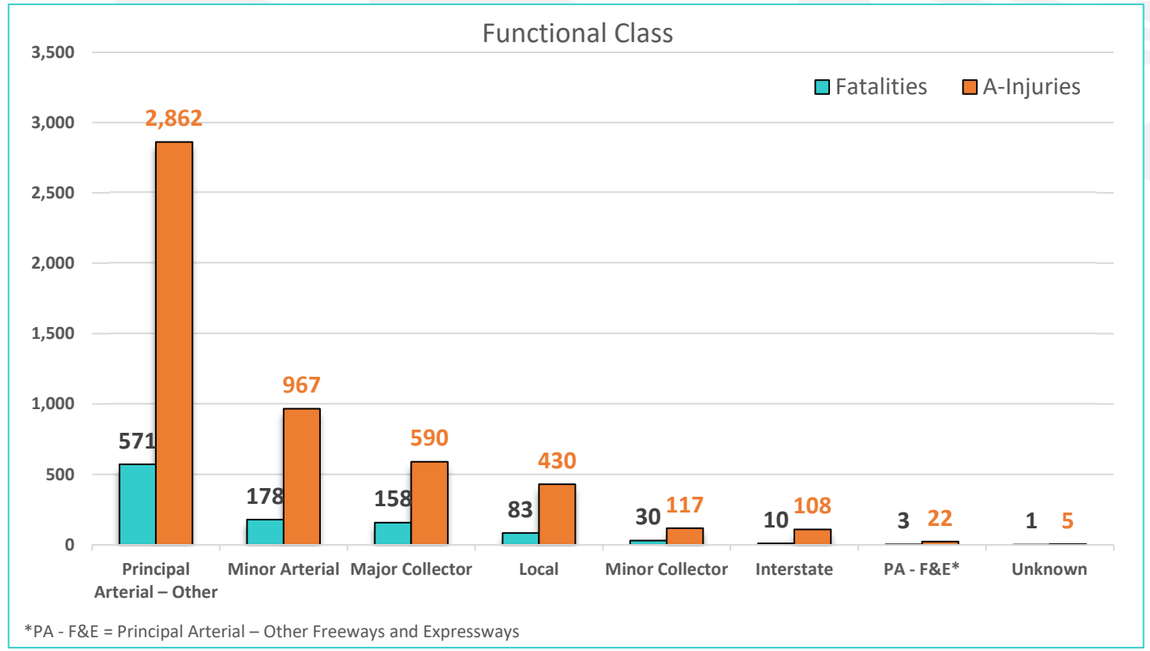
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

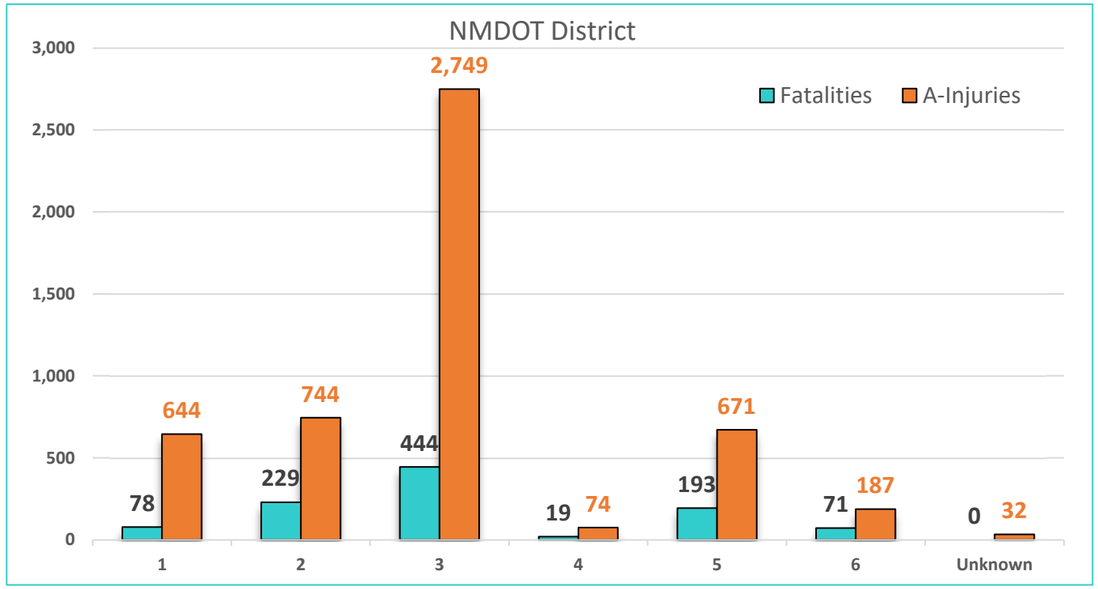
Emphasis Area: Intersection Related

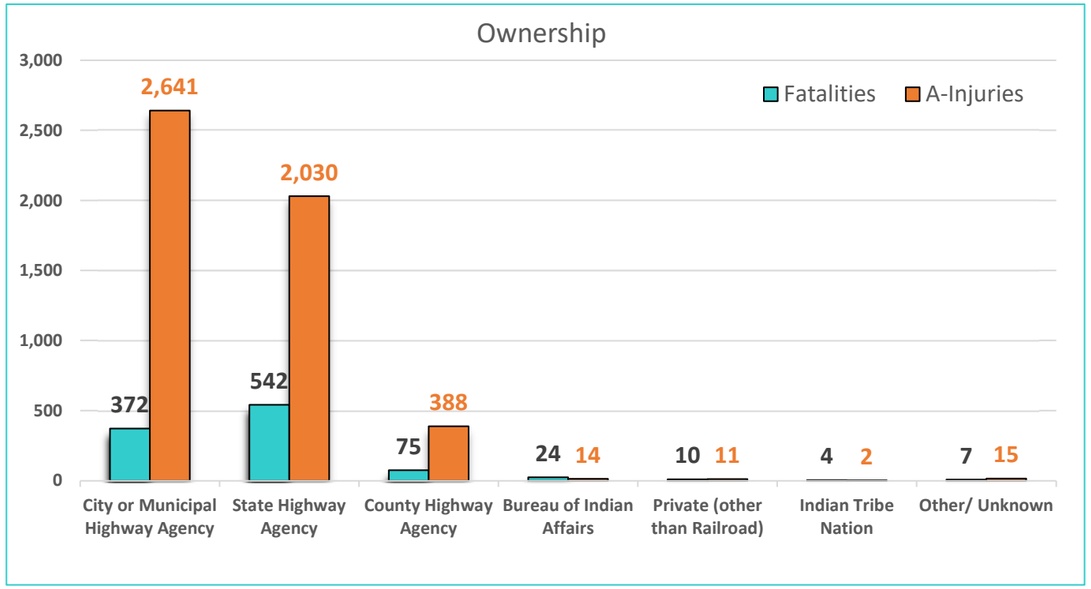
Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	31 (3.2%)	522 (54.0%)	553 (57.2%)	101 (10.4%)	313 (32.4%)	414 (42.8%)	967 (100.0%)
2014	33 (3.4%)	506 (52.5%)	539 (56.0%)	121 (12.6%)	303 (31.5%)	424 (44.0%)	963 (100.0%)
2015	45 (4.6%)	540 (54.9%)	585 (59.5%)	99 (10.1%)	299 (30.4%)	398 (40.5%)	983 (100.0%)
2016	41 (4.8%)	492 (57.6%)	533 (62.4%)	65 (7.6%)	256 (30.0%)	321 (37.6%)	854 (100.0%)
2017	48 (5.5%)	438 (50.3%)	486 (55.9%)	108 (12.4%)	276 (31.7%)	384 (44.1%)	870 (100.0%)
2018	53 (6.9%)	404 (52.7%)	457 (59.6%)	132 (17.2%)	178 (23.2%)	310 (40.4%)	767 (100.0%)
2019	41 (5.6%)	369 (50.5%)	410 (56.1%)	124 (17.0%)	197 (26.9%)	321 (43.9%)	731 (100.0%)
Total	292 (4.8%)	3,271 (53.3%)	3,563 (58.1%)	750 (12.2%)	1,822 (29.7%)	2,572 (41.9%)	6,135 (100.0%)



*PA - F&E = Principal Arterial – Other Freeways and Expressways



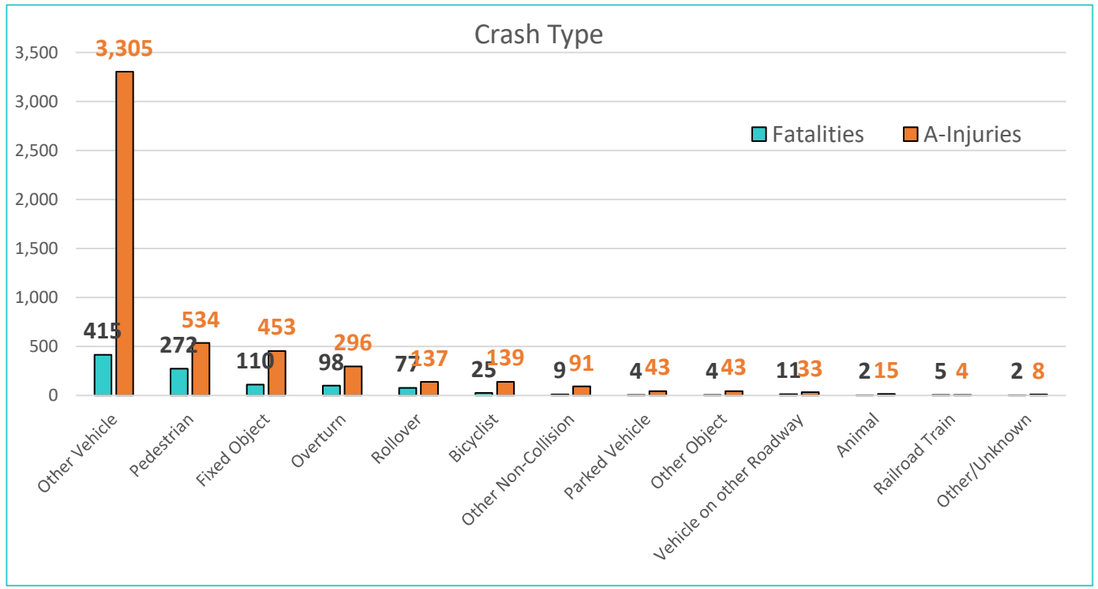


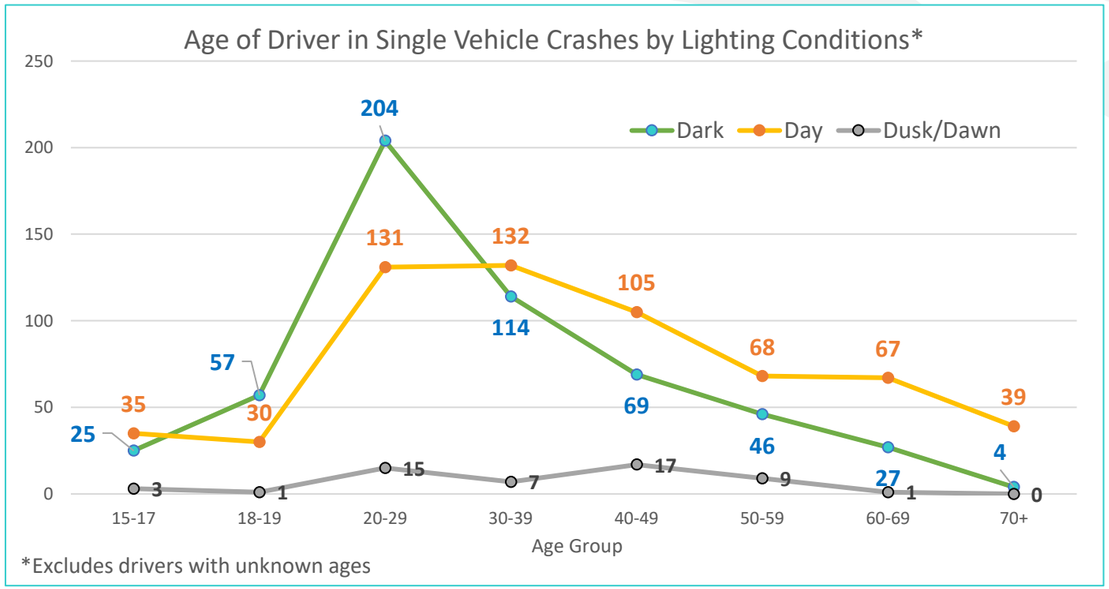
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

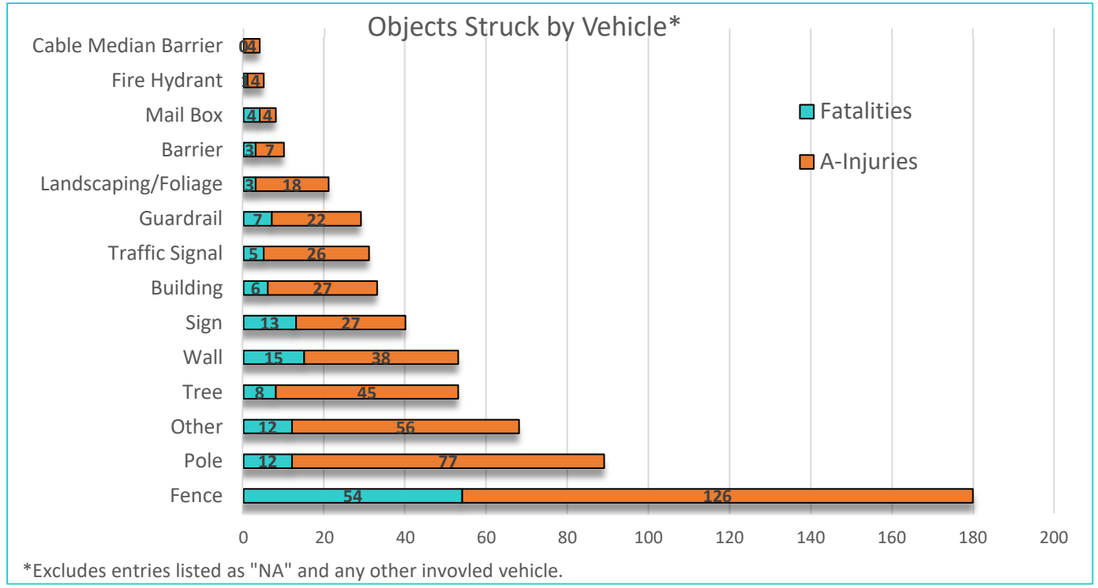
Emphasis Area: Intersection Related

Fatalities and A-Injuries Statistics, 2013-2019

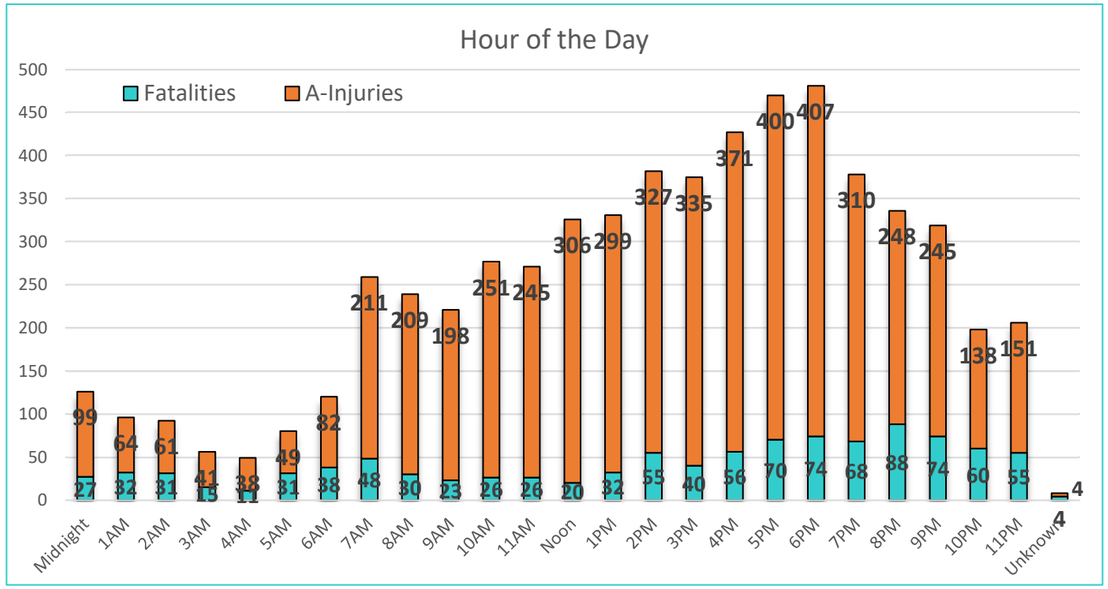




*Excludes drivers with unknown ages



*Excludes entries listed as "NA" and any other invovled vehicle.



Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

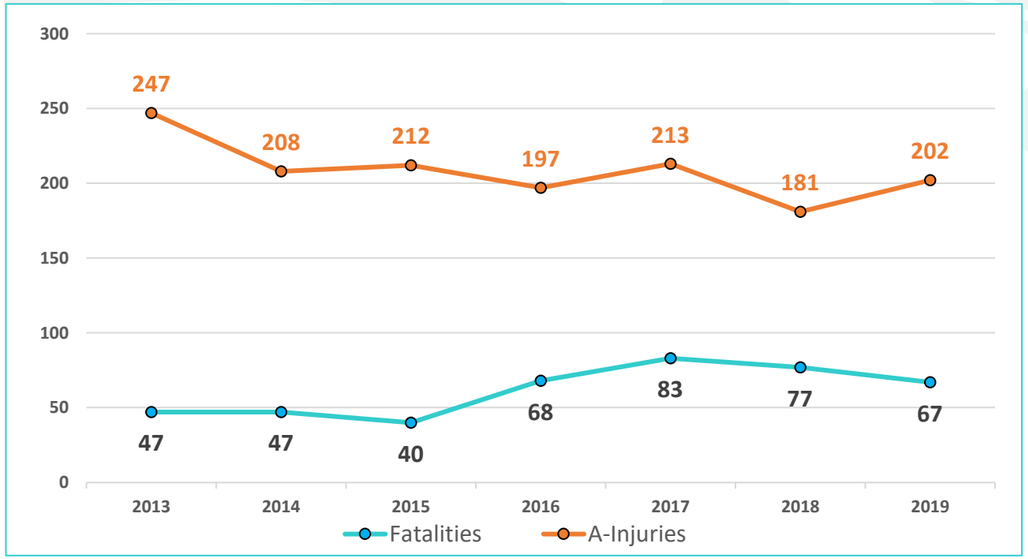
12/29/2021

Older Driver Involvement Fatalities and A-Injuries (2013-2019)

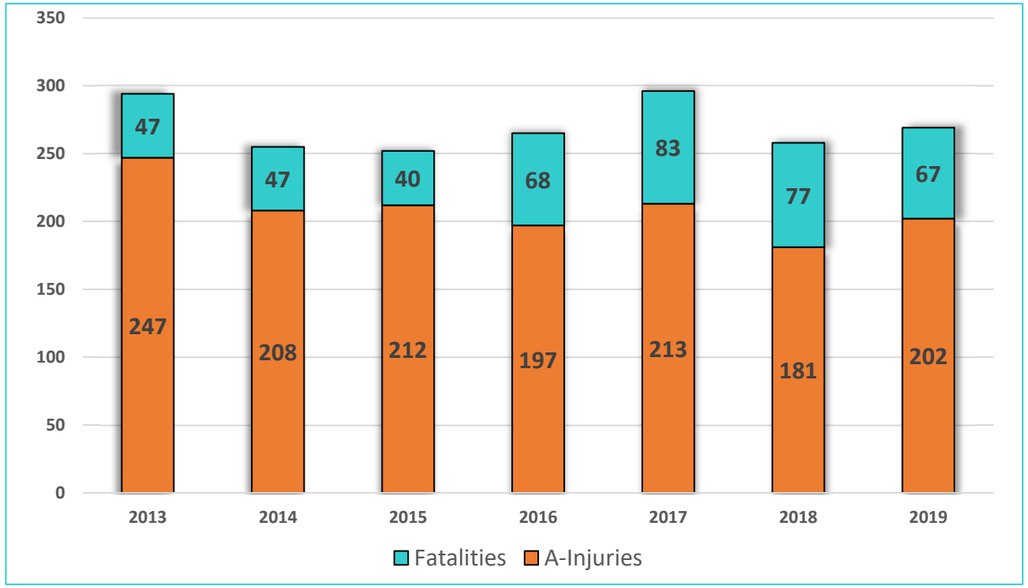
Emphasis Area: Older Driver Involvement

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Older Driver Involvement Statewide Totals	**429**	**100%**	**1,460**	**100%**	**1,889**	**100%**
Setting	Urban	179	42%	1,113	76%	1,292	68%
	Rural	250	58%	347	24%	597	32%
	Tribal Land (Urban + Rural)	64	15%	119	8%	183	10%
Geometry	Intersection Related	162	38%	996	68%	1,158	61%
	Roadway Departure	196	46%	377	26%	573	30%
	Work Zone Related	0	0%	1	0%	1	0%
Person Type	Younger Driver Involvement	34	8%	162	11%	196	10%
	Older Driver Involvement	429	100%	1,460	100%	1,889	100%
	Pedestrian Involvement	46	11%	81	6%	127	7%
	Bicyclist Involvement	3	1%	31	2%	34	2%
Behavior	Alcohol Involvement	81	19%	100	7%	181	10%
	Drug Involvement	43	10%	36	2%	79	4%
	Impaired Driving	113	26%	131	9%	244	13%
	Distracted Driving	178	41%	726	50%	904	48%
	No Use of Safety Restraint	115	27%	110	8%	225	12%
	Sleepy/Fatigued Driving	14	3%	24	2%	38	2%
	Speed/Aggressive Driving	130	30%	664	45%	794	42%
Vehicle	Motorcycle Involvement	69	16%	179	12%	248	13%
	Rail Involvement	1	0%	0	0%	1	0%
	Heavy Vehicle Involvement	75	17%	86	6%	161	9%
	Multiple Vehicles	338	79%	1,284	88%	1,622	86%
Environmental	Inclement Weather	44	10%	119	8%	163	9%
	Animal/Wildlife Involvement	1	0%	8	1%	9	0%
	Dusk/Dawn	25	6%	65	4%	90	5%
	Dark - No Light	64	15%	83	6%	147	8%



Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	47	247	294	-
2014	47	208	255	-13%
2015	40	212	252	-1%
2016	68	197	265	5%
2017	83	213	296	12%
2018	77	181	258	-13%
2019	67	202	269	4%
Total	429	1,460	1,889	

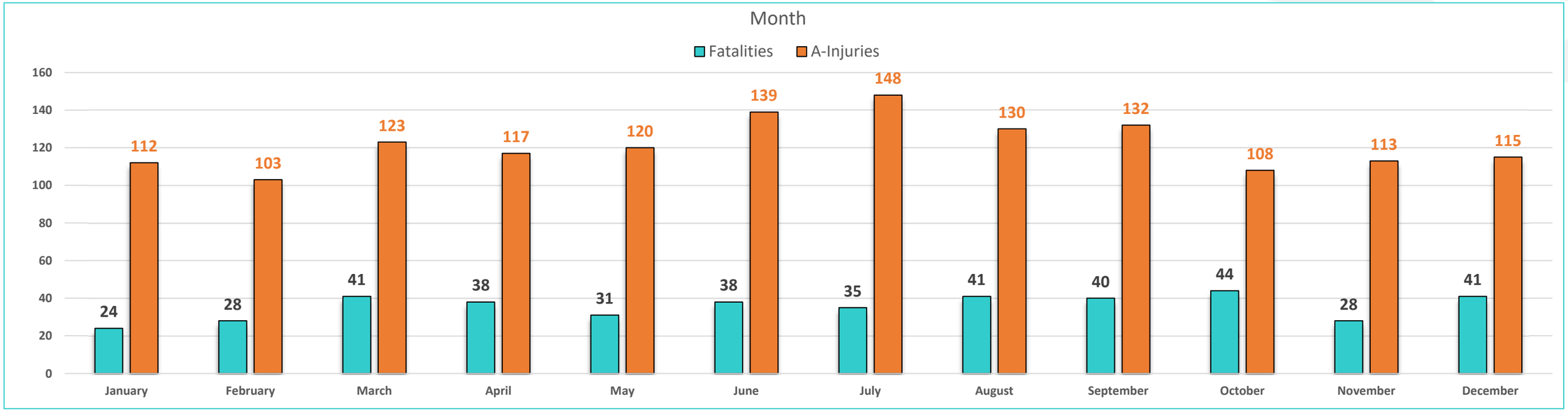


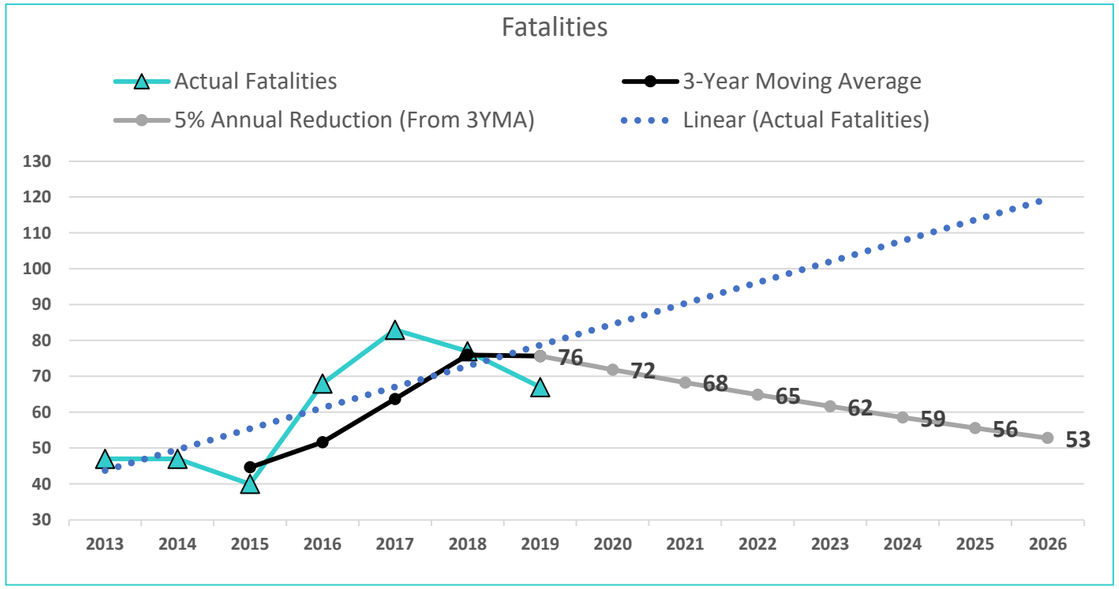
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

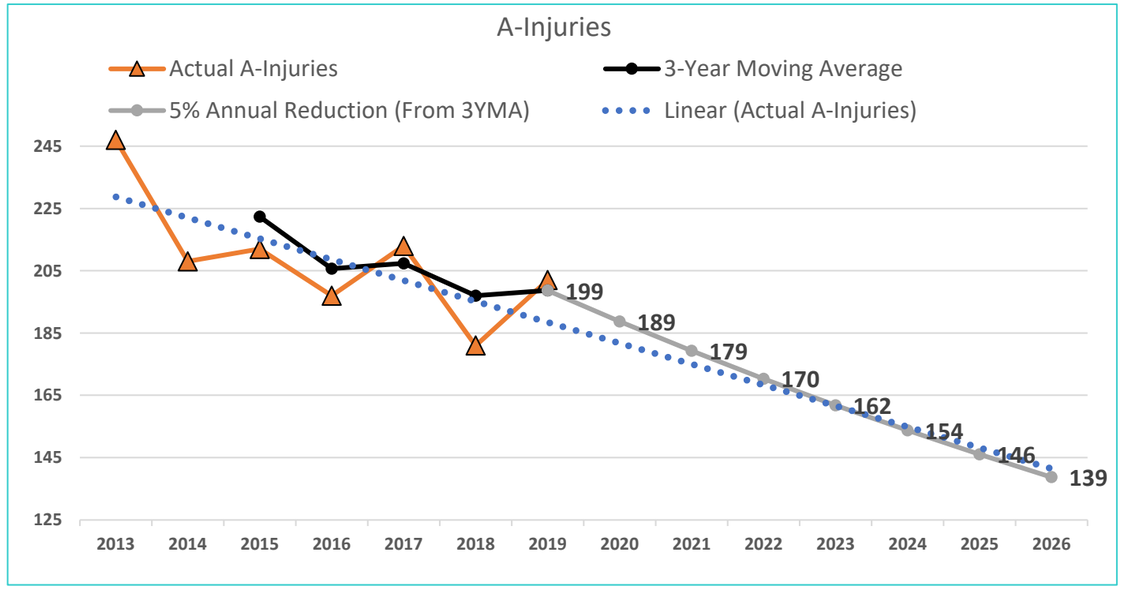
12/29/2021

Emphasis Area: Older Driver Involvement

Fatalities and A-Injuries Statistics, 2013-2019







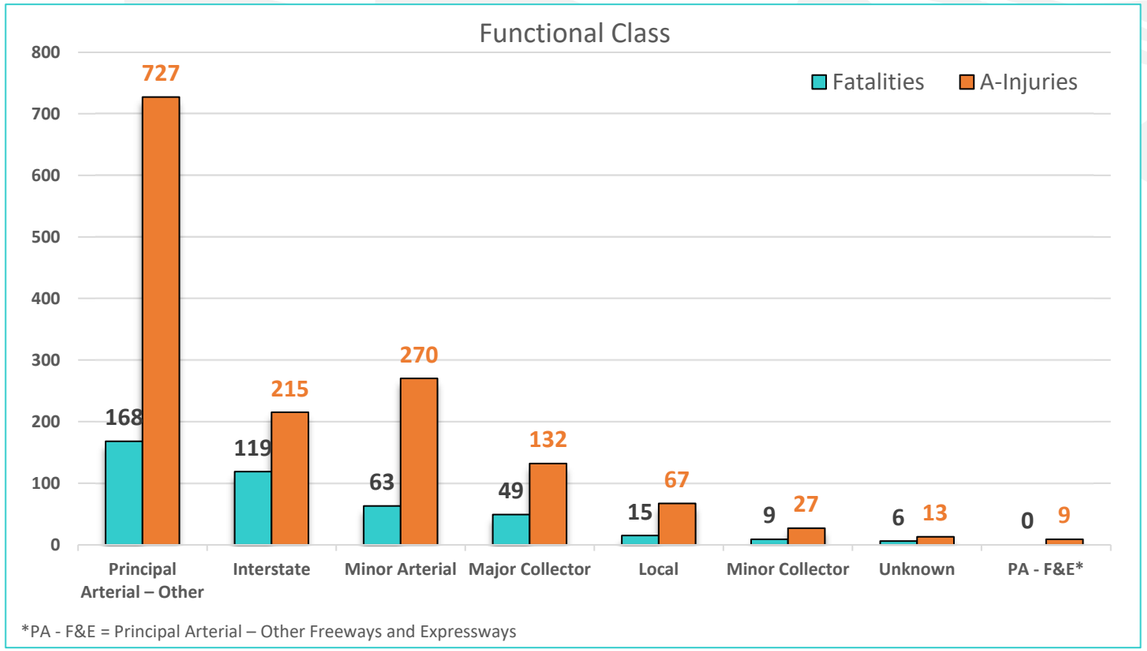
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

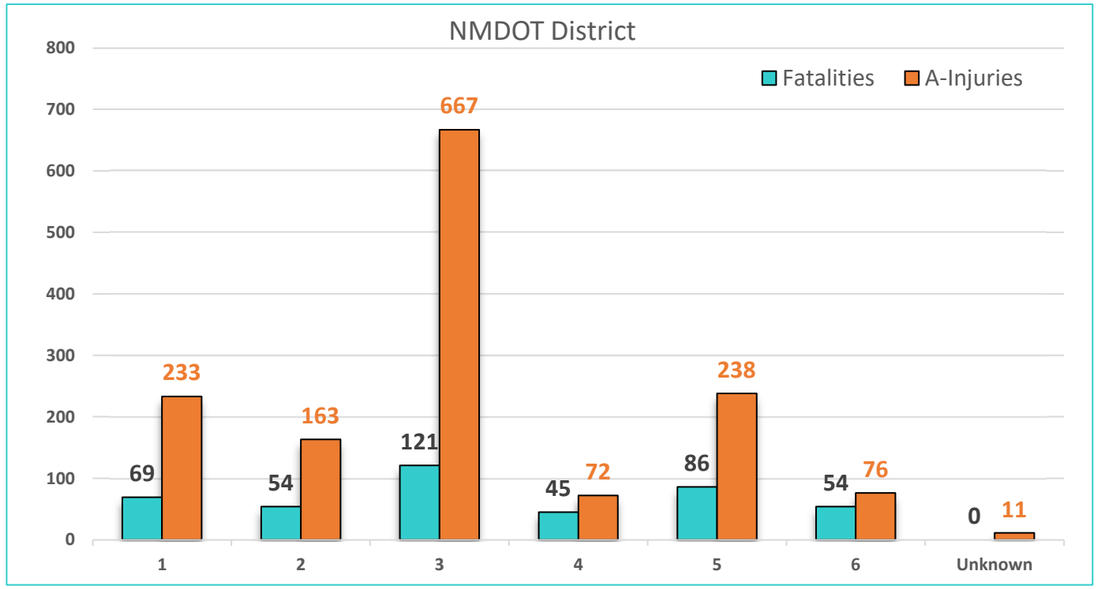
Emphasis Area: Older Driver Involvement

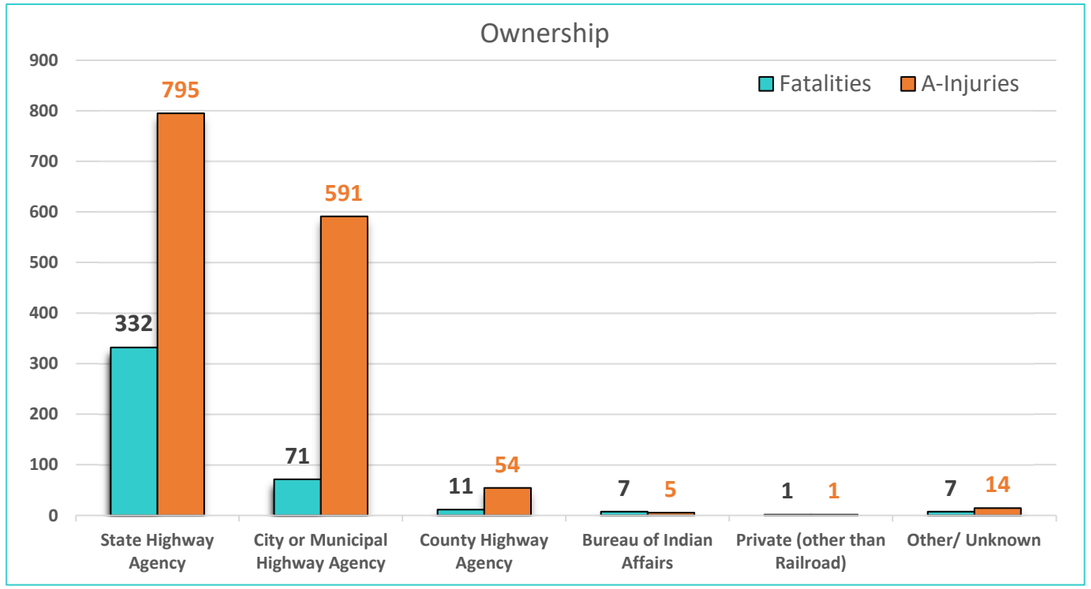
Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	12 (4.1%)	120 (40.8%)	132 (44.9%)	67 (22.8%)	95 (32.3%)	162 (55.1%)	294 (100.0%)
2014	6 (2.4%)	94 (36.9%)	100 (39.2%)	61 (23.9%)	94 (36.9%)	155 (60.8%)	255 (100.0%)
2015	9 (3.6%)	120 (47.6%)	129 (51.2%)	39 (15.5%)	84 (33.3%)	123 (48.8%)	252 (100.0%)
2016	5 (1.9%)	111 (41.9%)	116 (43.8%)	65 (24.5%)	84 (31.7%)	149 (56.2%)	265 (100.0%)
2017	7 (2.4%)	96 (32.4%)	103 (34.8%)	100 (33.8%)	93 (31.4%)	193 (65.2%)	296 (100.0%)
2018	11 (4.3%)	84 (32.6%)	95 (36.8%)	114 (44.2%)	49 (19.0%)	163 (63.2%)	258 (100.0%)
2019	13 (4.8%)	74 (27.5%)	87 (32.3%)	88 (32.7%)	94 (34.9%)	182 (67.7%)	269 (100.0%)
Total	63 (3.3%)	699 (37.0%)	762 (40.3%)	534 (28.3%)	593 (31.4%)	1,127 (59.7%)	1,889 (100.0%)



*PA - F&E = Principal Arterial – Other Freeways and Expressways



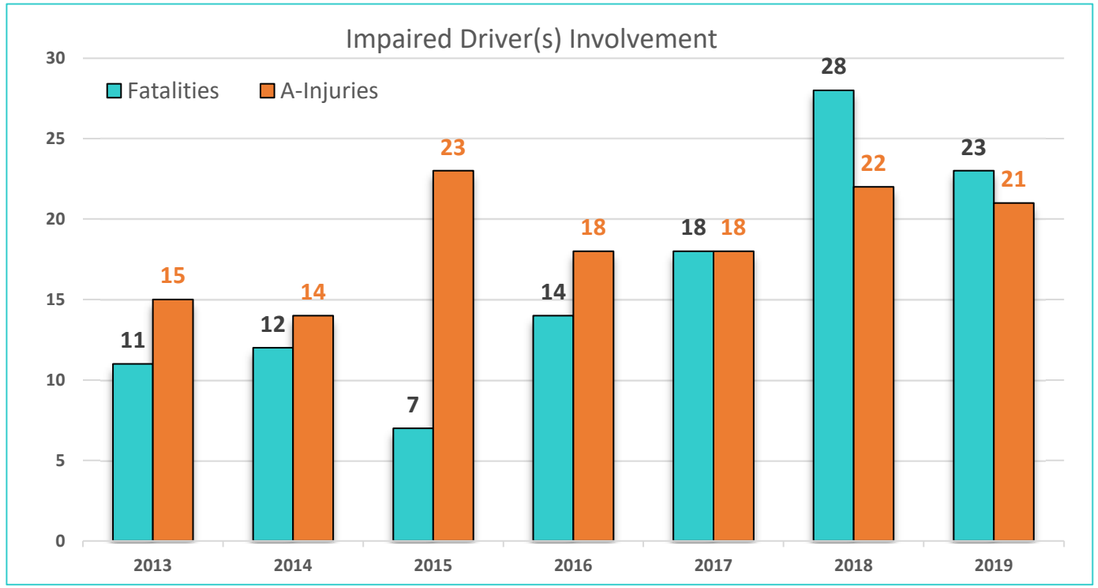


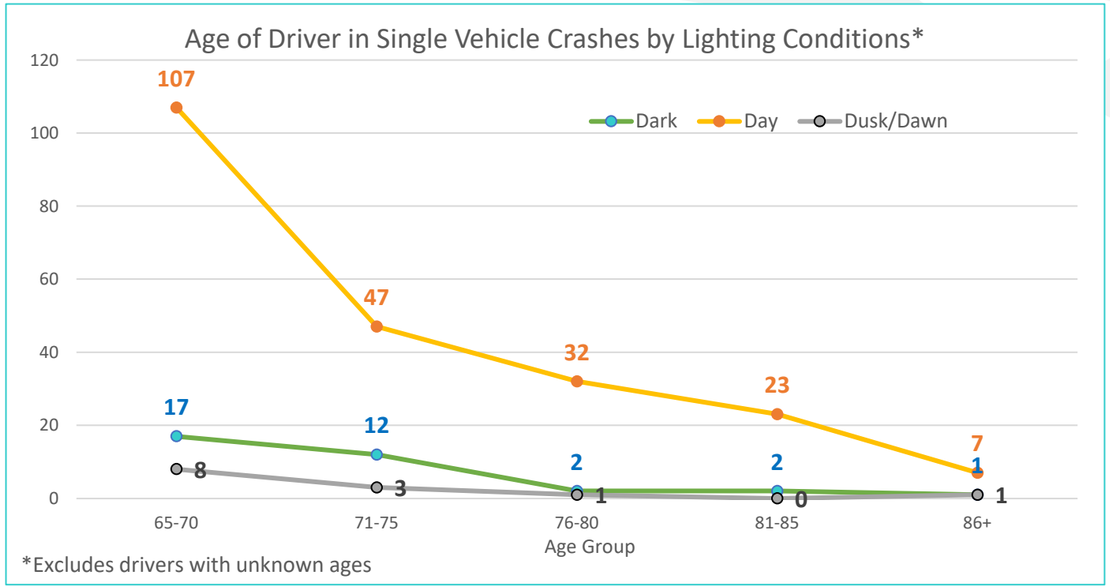
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

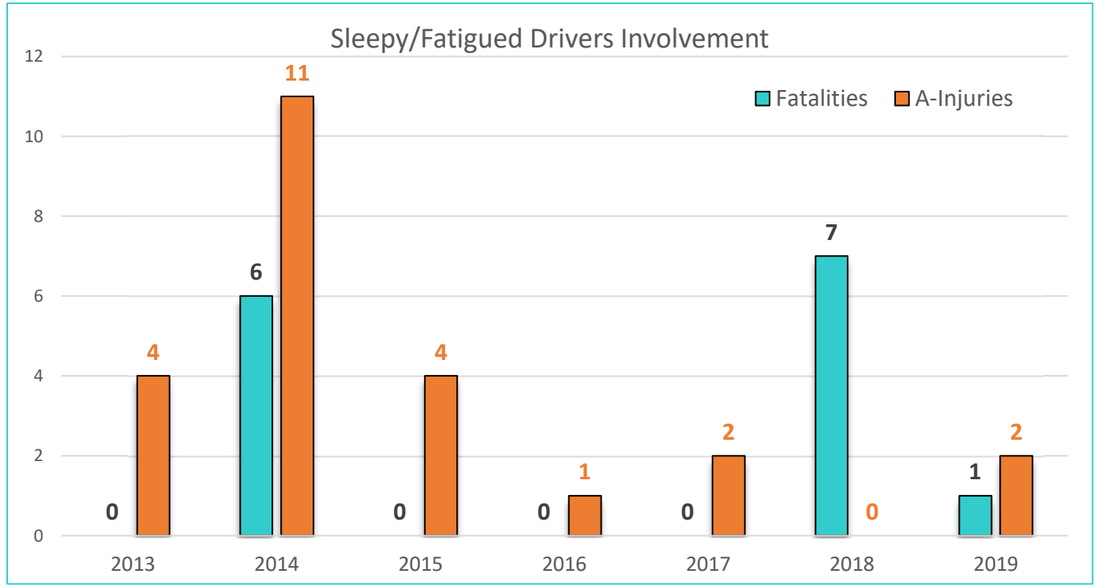
Emphasis Area: Older Driver Involvement

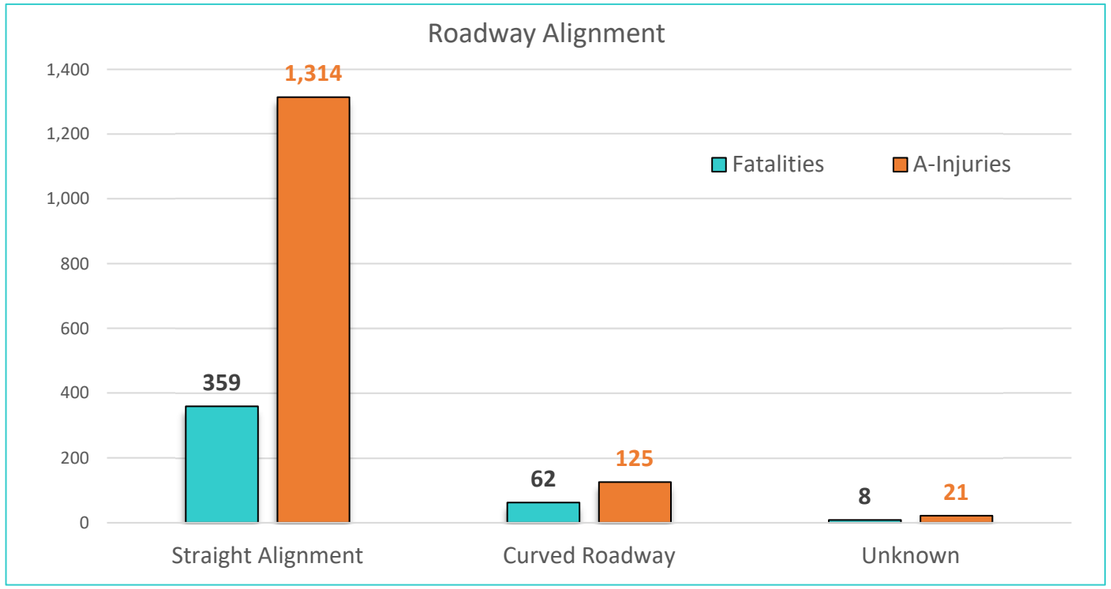
Fatalities and A-Injuries Statistics, 2013-2019





*Excludes drivers with unknown ages





Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

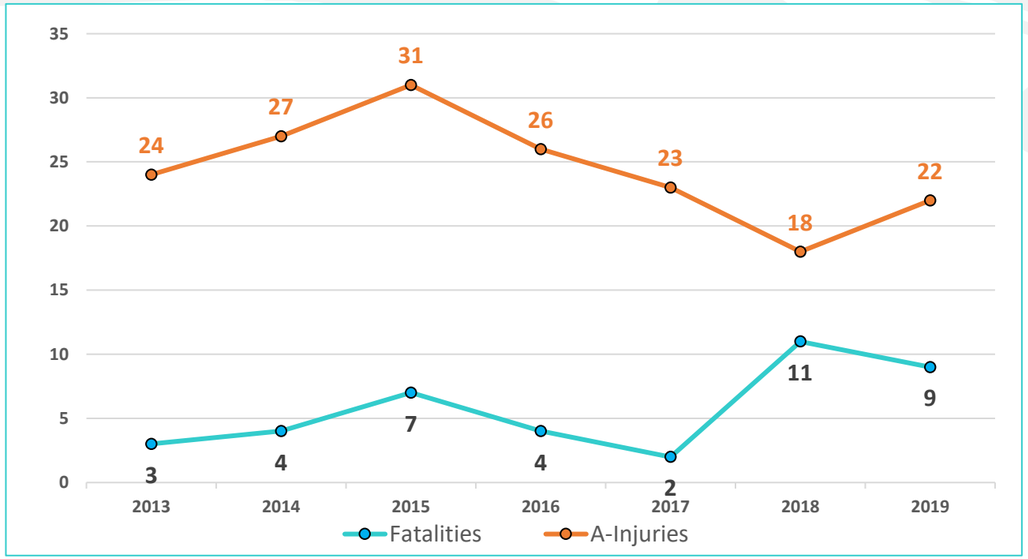
12/29/2021

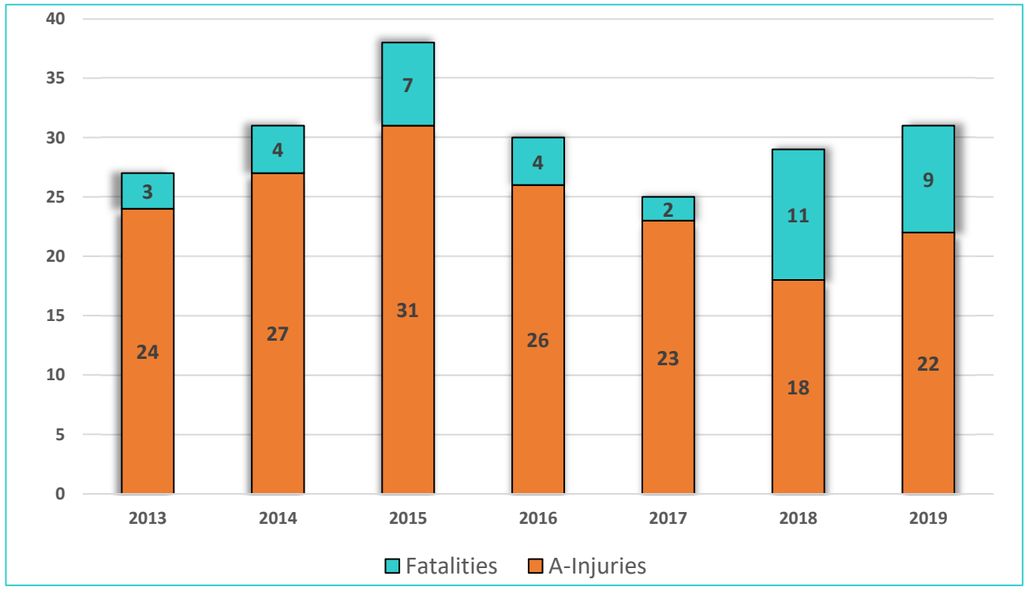
Bicyclist Involvement Fatalities and A-Injuries (2013-2019)

Emphasis Area: Bicyclist Involvement

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Bicyclist Involvement Statewide Totals	**40**	**100%**	**171**	**100%**	**211**	**100%**
Setting	Urban	28	70%	155	91%	183	87%
	Rural	12	30%	16	9%	28	13%
	Tribal Land (Urban + Rural)	3	8%	7	4%	10	5%
Geometry	Intersection Related	26	65%	140	82%	166	79%
	Roadway Departure	1	3%	0	0%	1	0%
	Work Zone Related	0	0%	0	0%	0	0%
Person Type	Younger Driver Involvement	3	8%	14	8%	17	8%
	Older Driver Involvement	3	8%	31	18%	34	16%
	Pedestrian Involvement	0	0%	2	1%	2	1%
	Bicyclist Involvement	40	100%	171	100%	211	100%
Behavior	Alcohol Involvement	12	30%	14	8%	26	12%
	Drug Involvement	12	30%	9	5%	21	10%
	Impaired Driving	20	50%	18	11%	38	18%
	Distracted Driving	19	48%	84	49%	103	49%
	No Use of Safety Restraint	0	0%	1	1%	1	0%
	Sleepy/Fatigued Driving	1	3%	0	0%	1	0%
	Speed/Aggressive Driving	3	8%	50	29%	53	25%
Vehicle	Motorcycle Involvement	0	0%	2	1%	2	1%
	Rail Involvement	0	0%	0	0%	0	0%
	Heavy Vehicle Involvement	2	5%	2	1%	4	2%
	Multiple Vehicles	40	100%	165	96%	205	97%
Environmental	Inclement Weather	4	10%	1	1%	5	2%
	Animal/Wildlife Involvement	0	0%	0	0%	0	0%
	Dusk/Dawn	3	8%	11	6%	14	7%
	Dark - No Light	9	23%	10	6%	19	9%





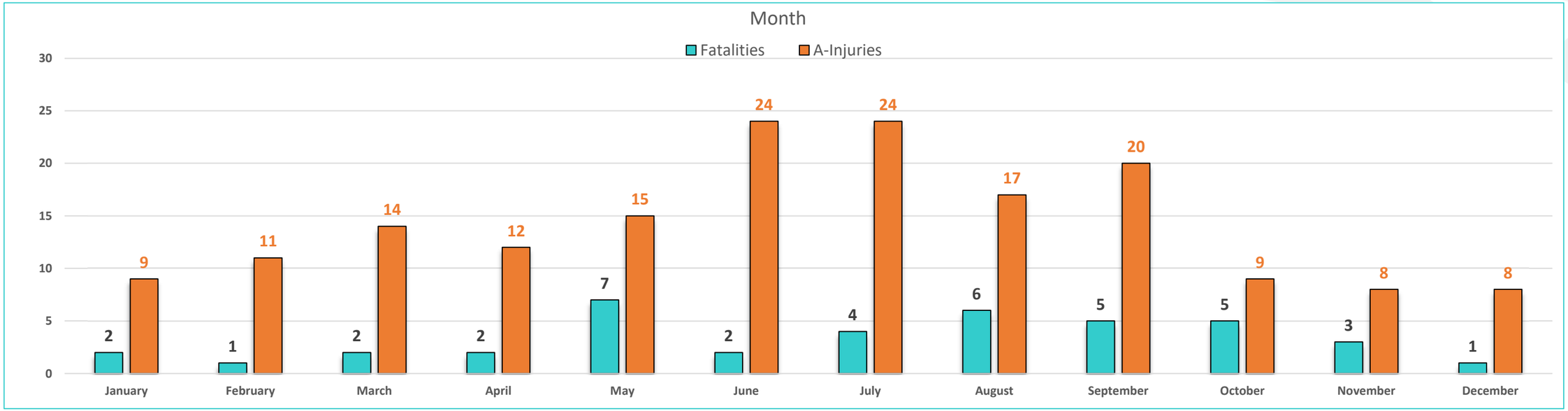
Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	3	24	27	-
2014	4	27	31	15%
2015	7	31	38	23%
2016	4	26	30	-21%
2017	2	23	25	-17%
2018	11	18	29	16%
2019	9	22	31	7%
Total	40	171	211	

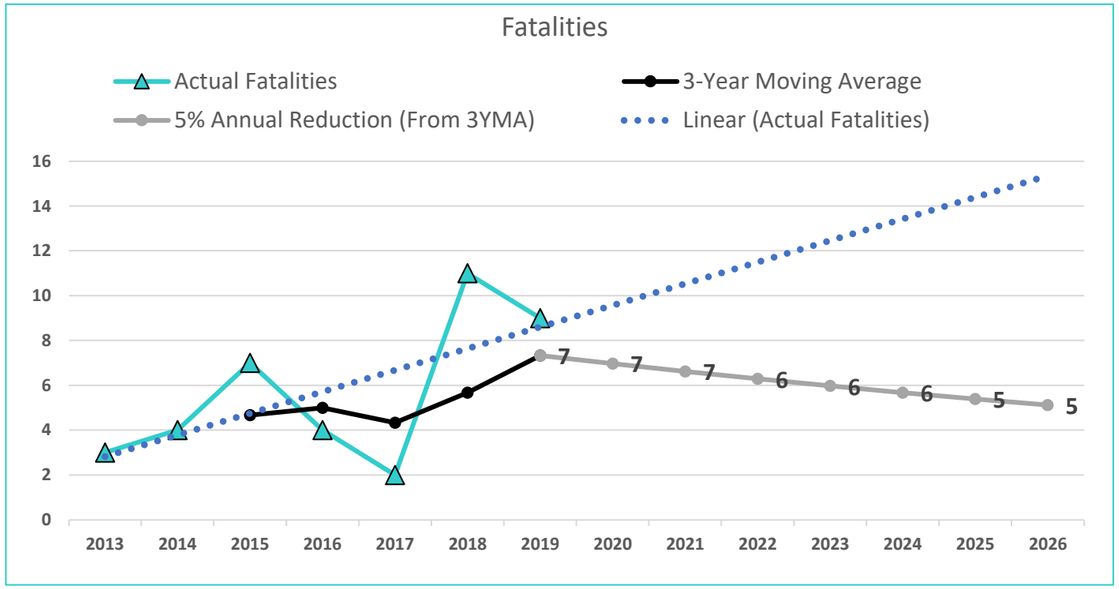
12/29/2021

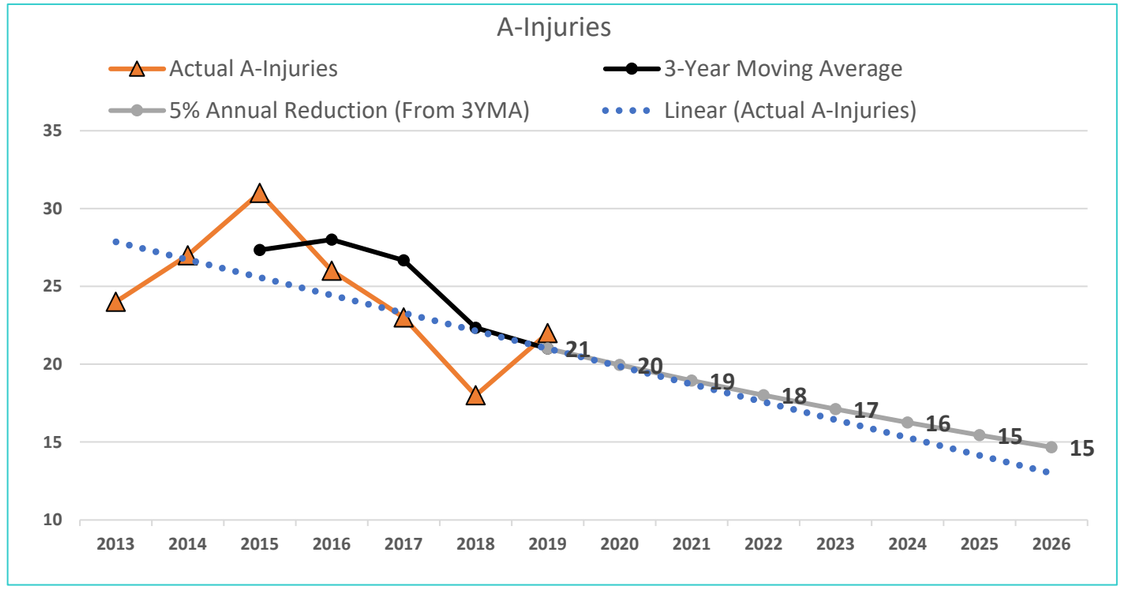
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

Emphasis Area: Bicyclist Involvement

Fatalities and A-Injuries Statistics, 2013-2019







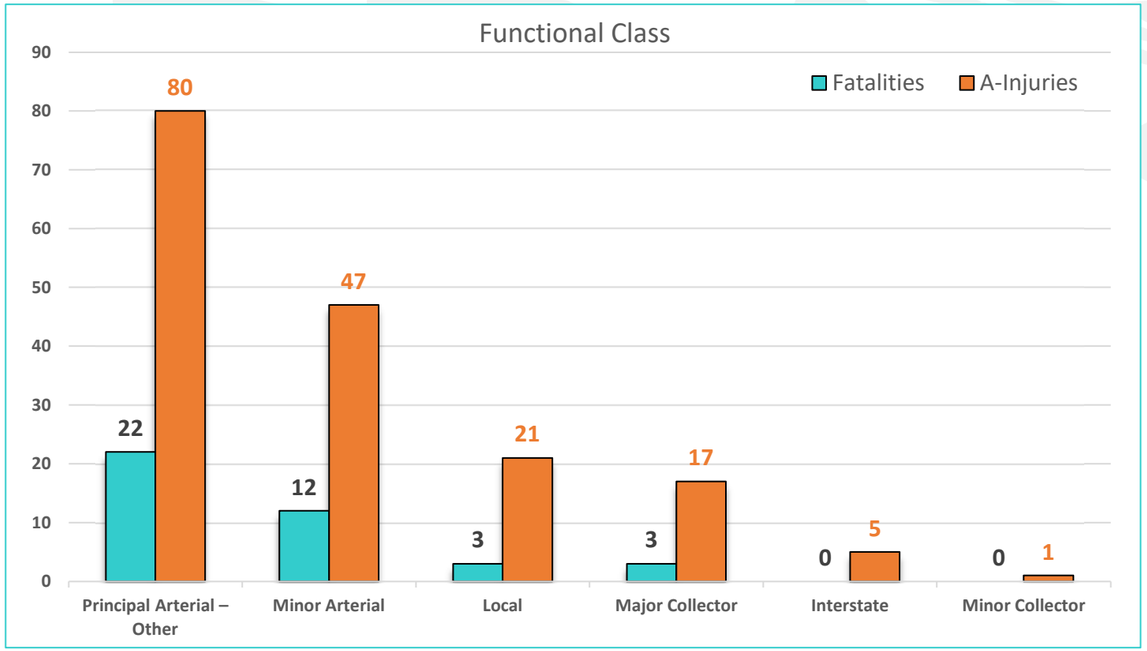
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

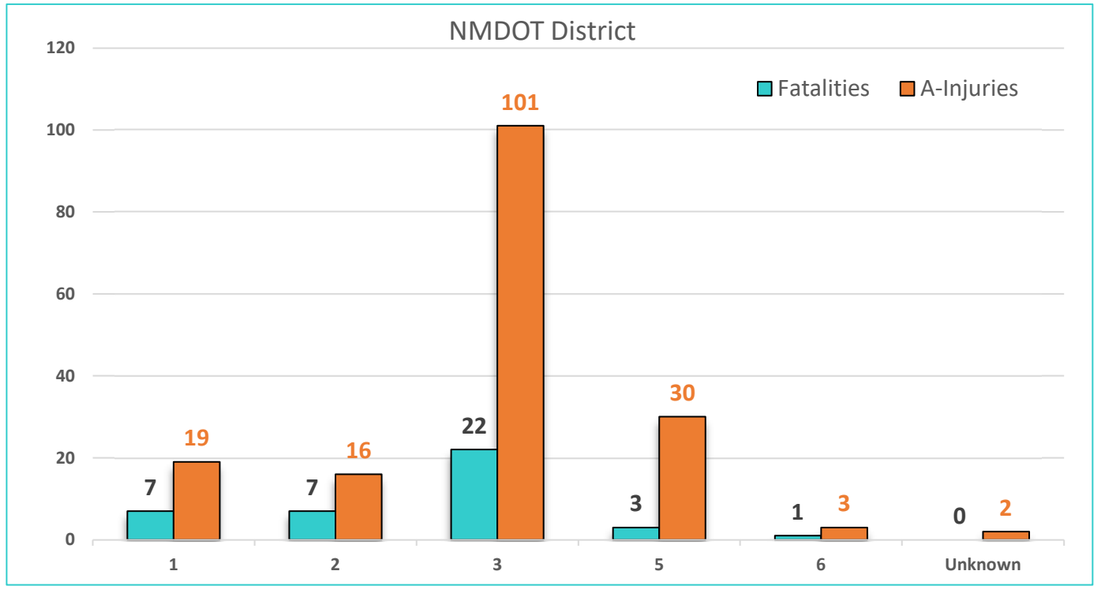
12/29/2021

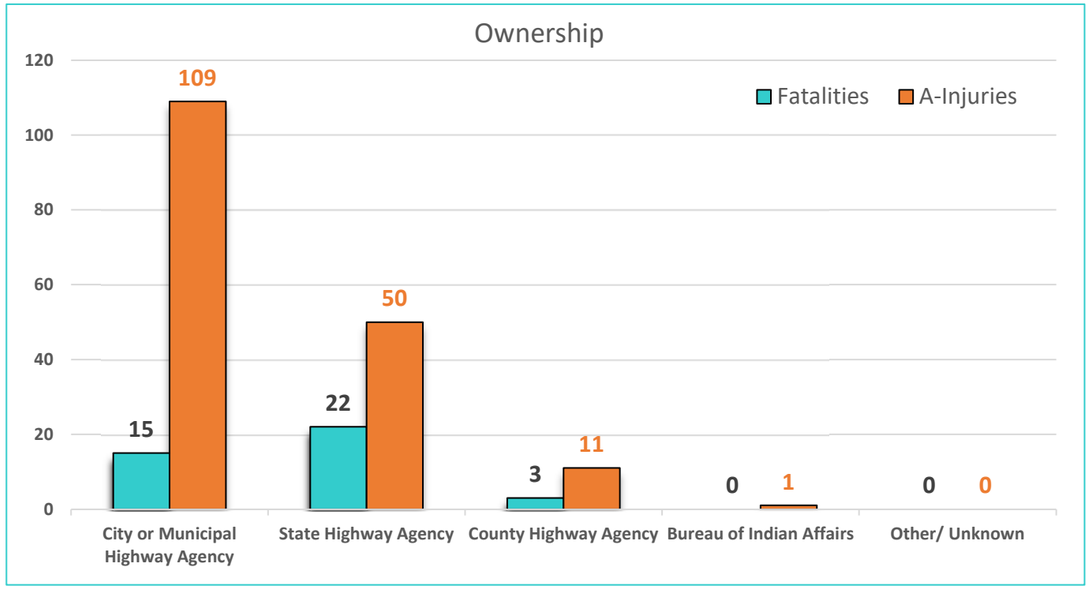
Emphasis Area: Bicyclist Involvement

Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	0 (0.0%)	17 (63.0%)	17 (63.0%)	4 (14.8%)	6 (22.2%)	10 (37.0%)	27 (100.0%)
2014	0 (0.0%)	18 (58.1%)	18 (58.1%)	4 (12.9%)	9 (29.0%)	13 (41.9%)	31 (100.0%)
2015	2 (5.3%)	24 (63.2%)	26 (68.4%)	5 (13.2%)	7 (18.4%)	12 (31.6%)	38 (100.0%)
2016	1 (3.3%)	21 (70.0%)	22 (73.3%)	1 (3.3%)	7 (23.3%)	8 (26.7%)	30 (100.0%)
2017	0 (0.0%)	19 (76.0%)	19 (76.0%)	0 (0.0%)	6 (24.0%)	6 (24.0%)	25 (100.0%)
2018	2 (6.9%)	18 (62.1%)	20 (69.0%)	4 (13.8%)	5 (17.2%)	9 (31.0%)	29 (100.0%)
2019	1 (3.2%)	16 (51.6%)	17 (54.8%)	4 (12.9%)	10 (32.3%)	14 (45.2%)	31 (100.0%)
Total	6 (2.8%)	133 (63.0%)	139 (65.9%)	22 (10.4%)	50 (23.7%)	72 (34.1%)	211 (100.0%)





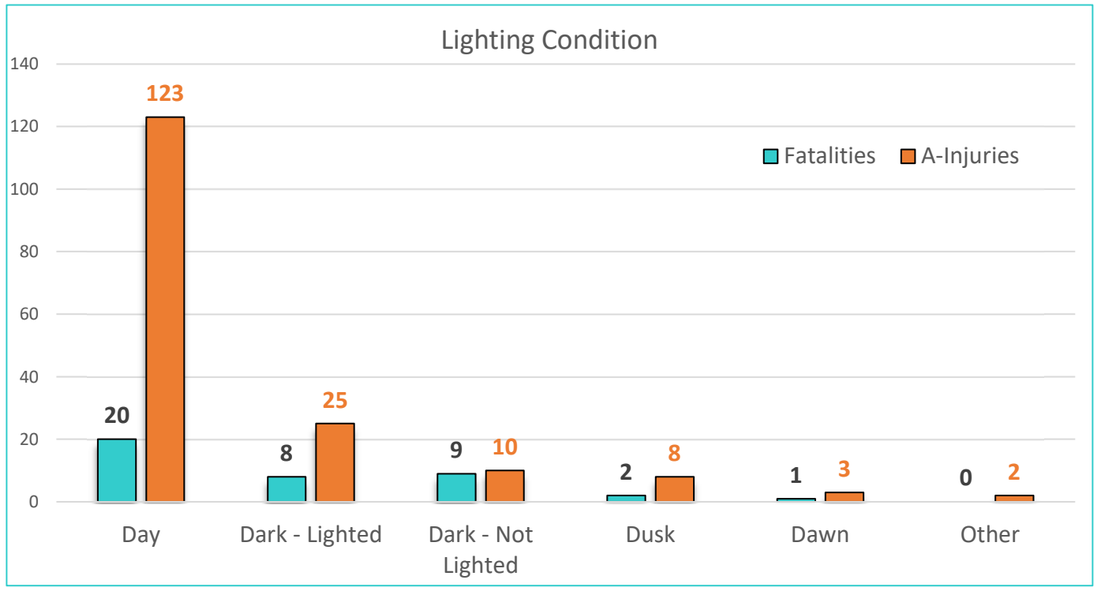


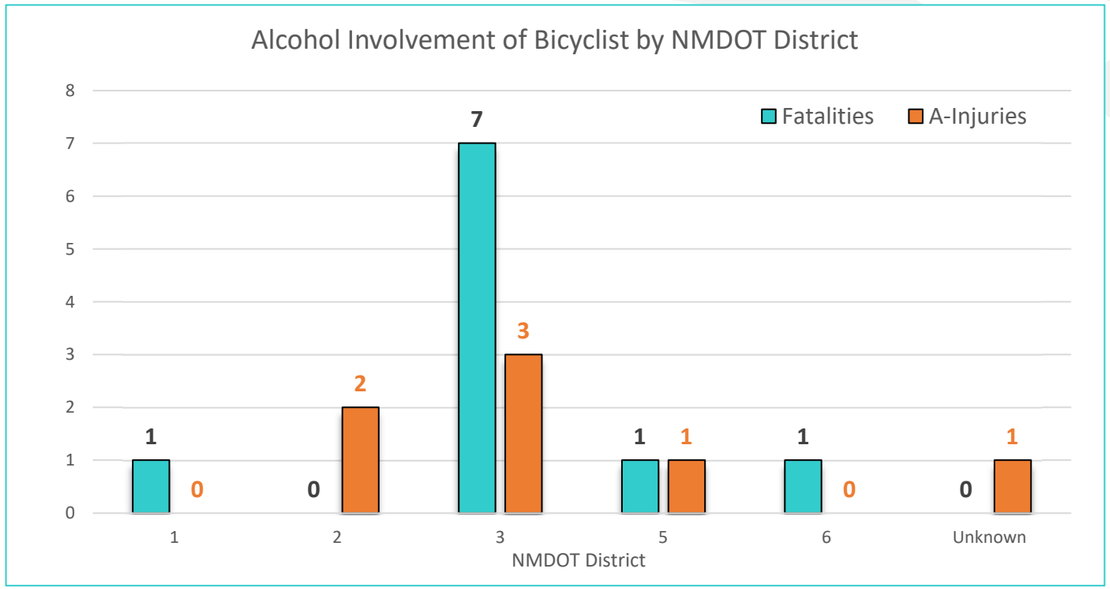
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

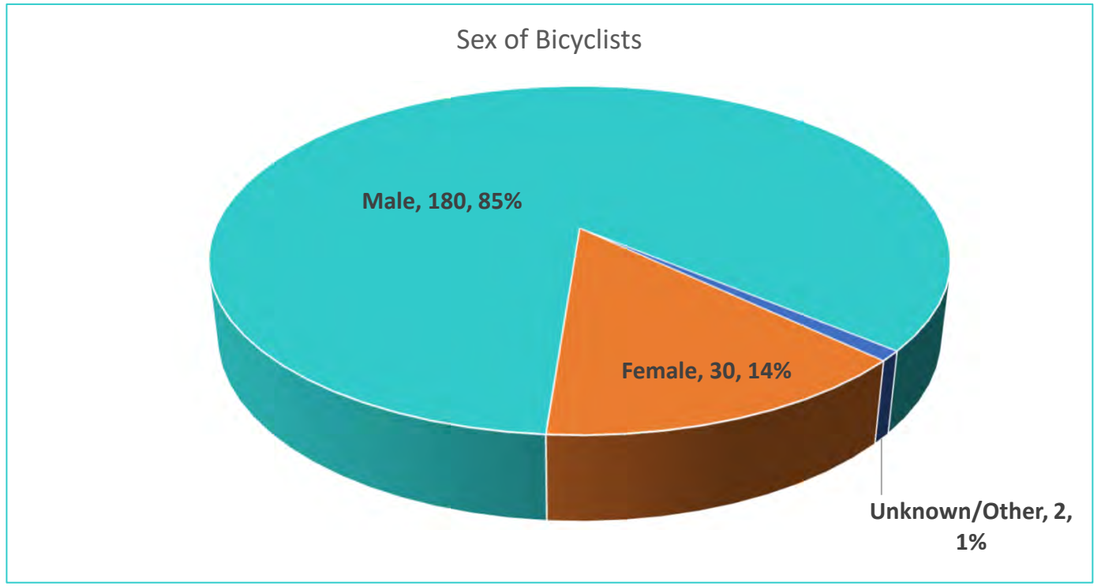
12/29/2021

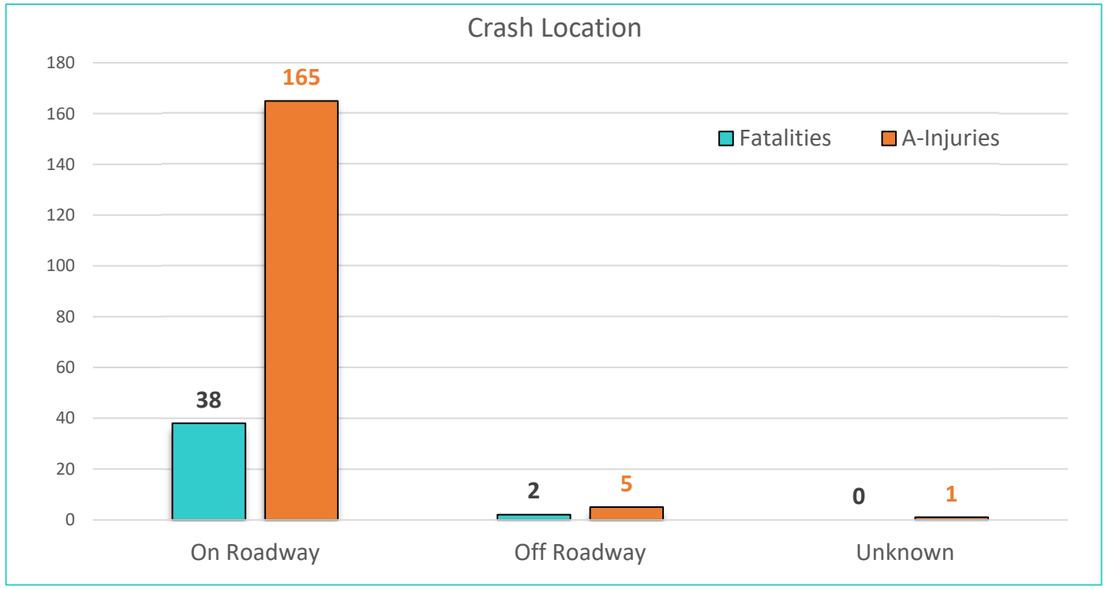
Emphasis Area: Bicyclist Involvement

Fatalities and A-Injuries Statistics, 2013-2019









Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

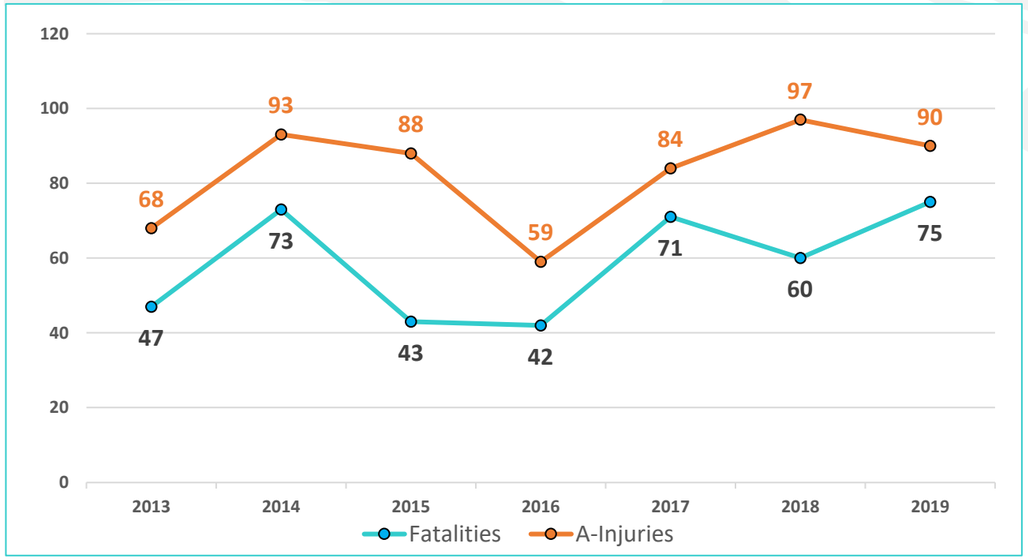
12/29/2021

Heavy Vehicle Involvement Fatalities and A-Injuries (2013-2019)

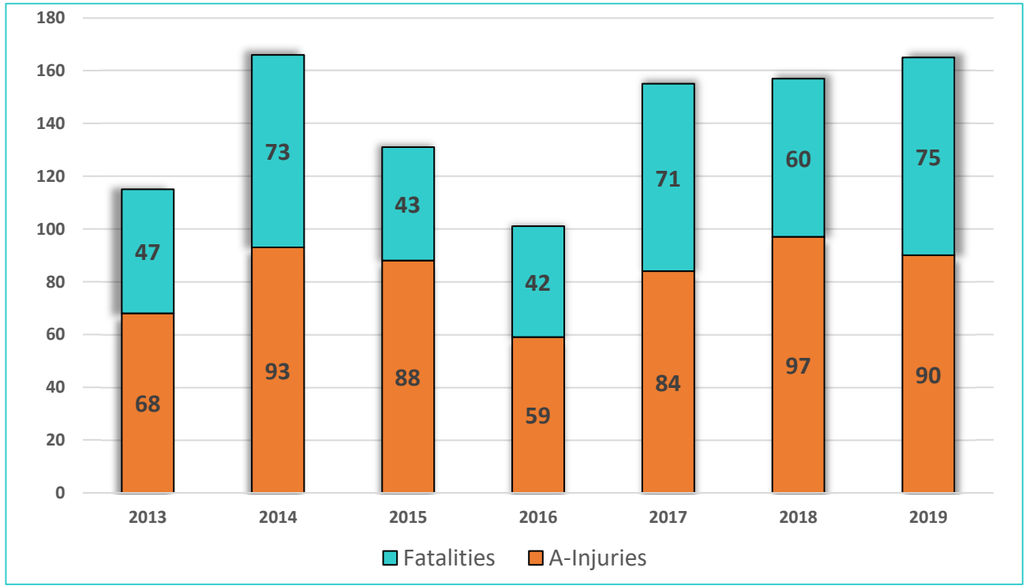
Emphasis Area: Heavy Vehicle Involvement

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Heavy Vehicle Involvement Statewide Totals	**411**	**100%**	**579**	**100%**	**990**	**100%**
Setting	Urban	82	20%	223	39%	305	31%
	Rural	329	80%	356	61%	685	69%
	Tribal Land (Urban + Rural)	65	16%	60	10%	125	13%
Geometry	Intersection Related	105	26%	214	37%	319	32%
	Roadway Departure	160	39%	206	36%	366	37%
	Work Zone Related	2	0%	3	1%	5	1%
Person Type	Younger Driver Involvement	28	7%	66	11%	94	9%
	Older Driver Involvement	75	18%	86	15%	161	16%
	Pedestrian Involvement	39	9%	29	5%	68	7%
	Bicyclist Involvement	2	0%	2	0%	4	0%
Behavior	Alcohol Involvement	77	19%	47	8%	124	13%
	Drug Involvement	52	13%	26	4%	78	8%
	Impaired Driving	119	29%	67	12%	186	19%
	Distracted Driving	198	48%	320	55%	518	52%
	No Use of Safety Restraint	147	36%	57	10%	204	21%
	Sleepy/Fatigued Driving	19	5%	35	6%	54	5%
	Speed/Aggressive Driving	91	22%	202	35%	293	30%
Vehicle	Motorcycle Involvement	23	6%	24	4%	47	5%
	Rail Involvement	1	0%	2	0%	3	0%
	Heavy Vehicle Involvement	411	100%	579	100%	990	100%
	Multiple Vehicles	370	90%	487	84%	857	87%
Environmental	Inclement Weather	61	15%	90	16%	151	15%
	Animal/Wildlife Involvement	0	0%	1	0%	1	0%
	Dusk/Dawn	36	9%	38	7%	74	7%
	Dark - No Light	116	28%	138	24%	254	26%



Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	47	68	115	-
2014	73	93	166	44%
2015	43	88	131	-21%
2016	42	59	101	-23%
2017	71	84	155	53%
2018	60	97	157	1%
2019	75	90	165	5%
Total	411	579	990	

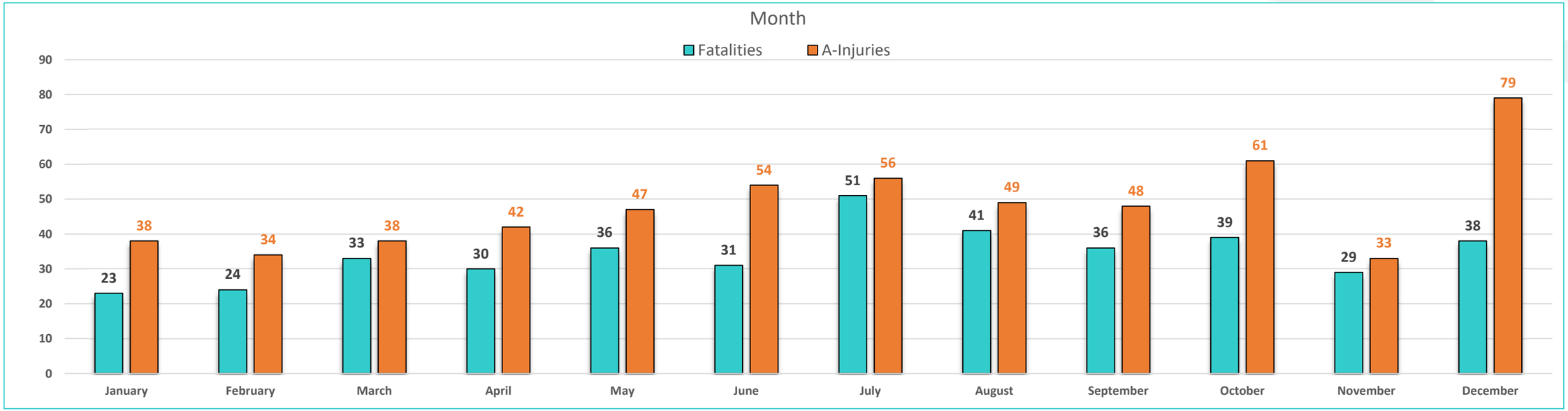


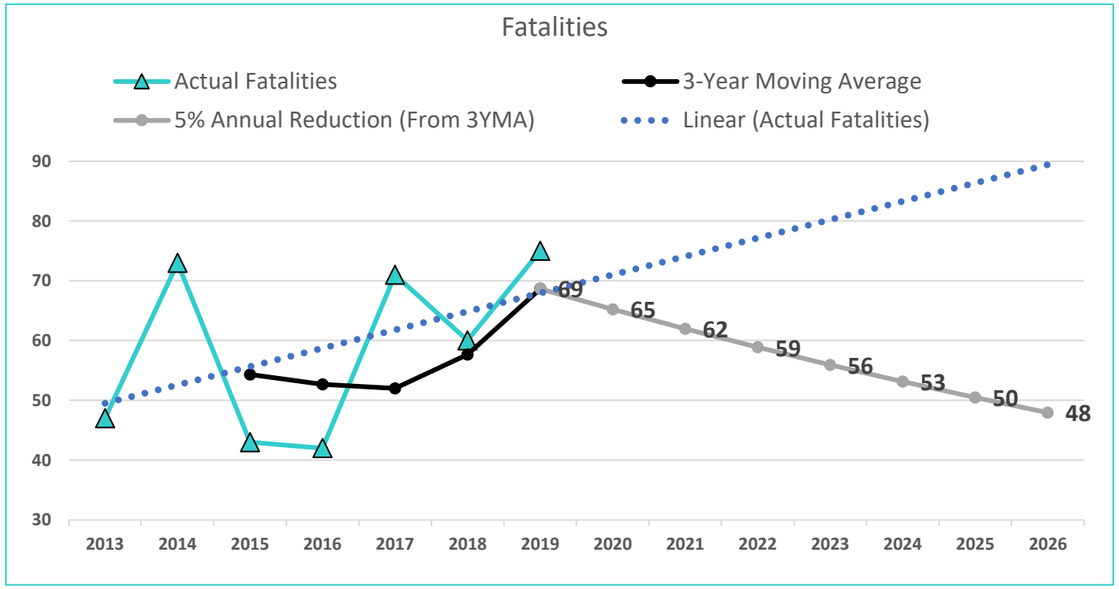
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

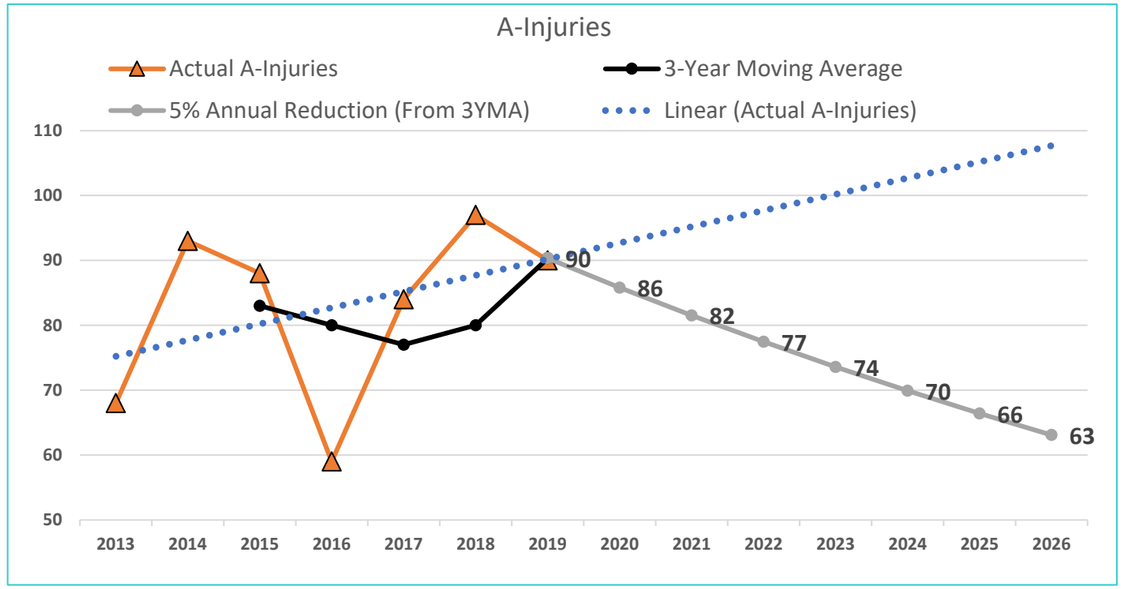
12/29/2021

Emphasis Area: Heavy Vehicle Involvement

Fatalities and A-Injuries Statistics, 2013-2019







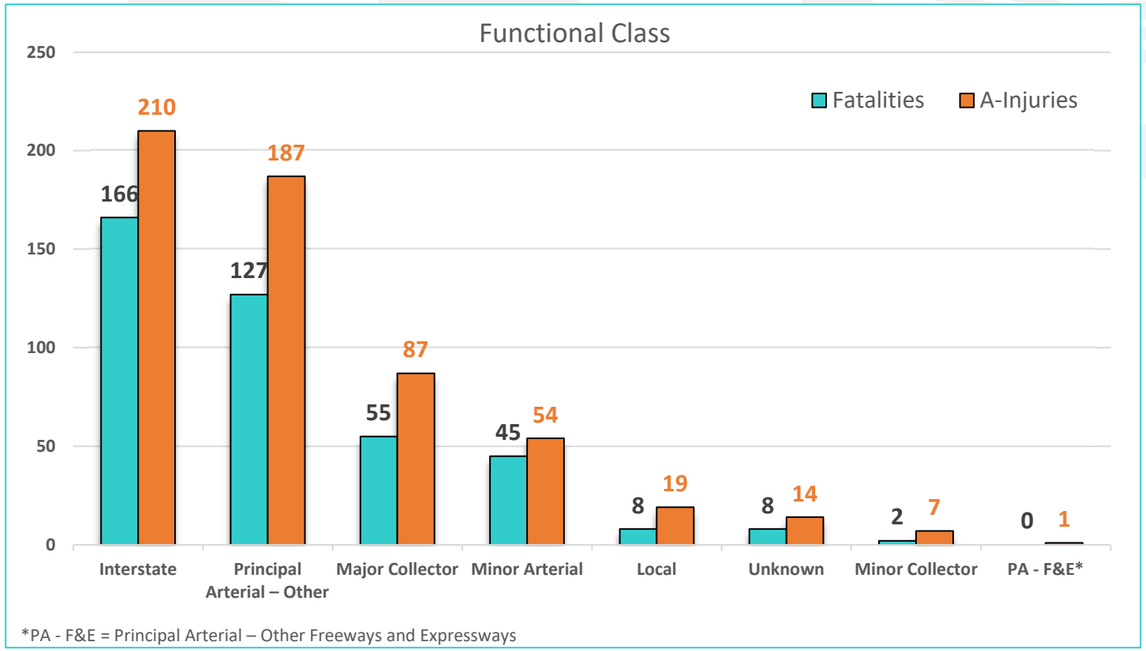
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

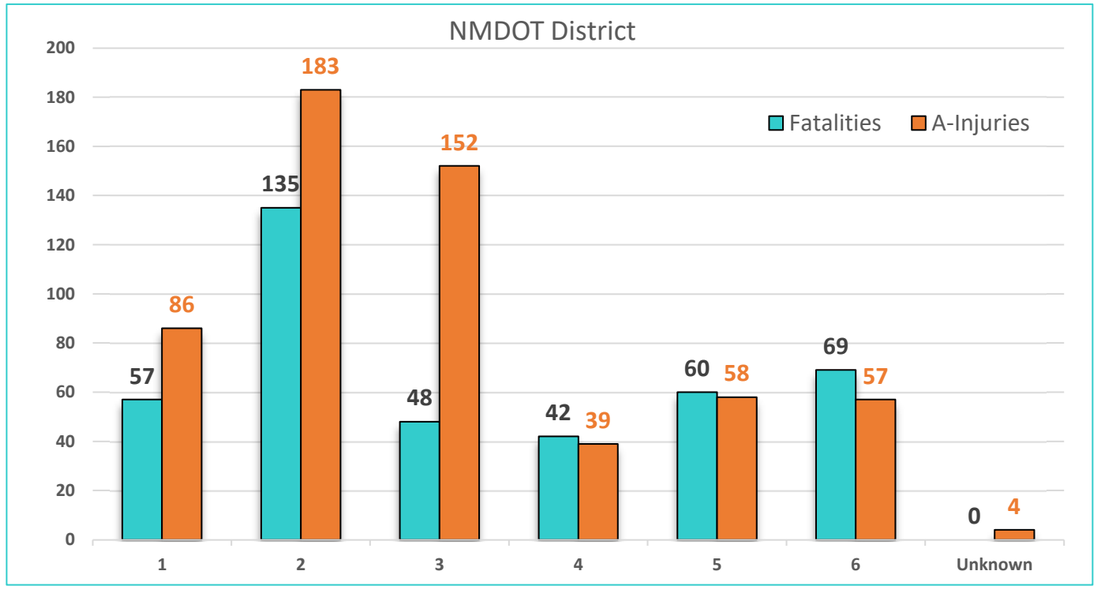
Emphasis Area: Heavy Vehicle Involvement

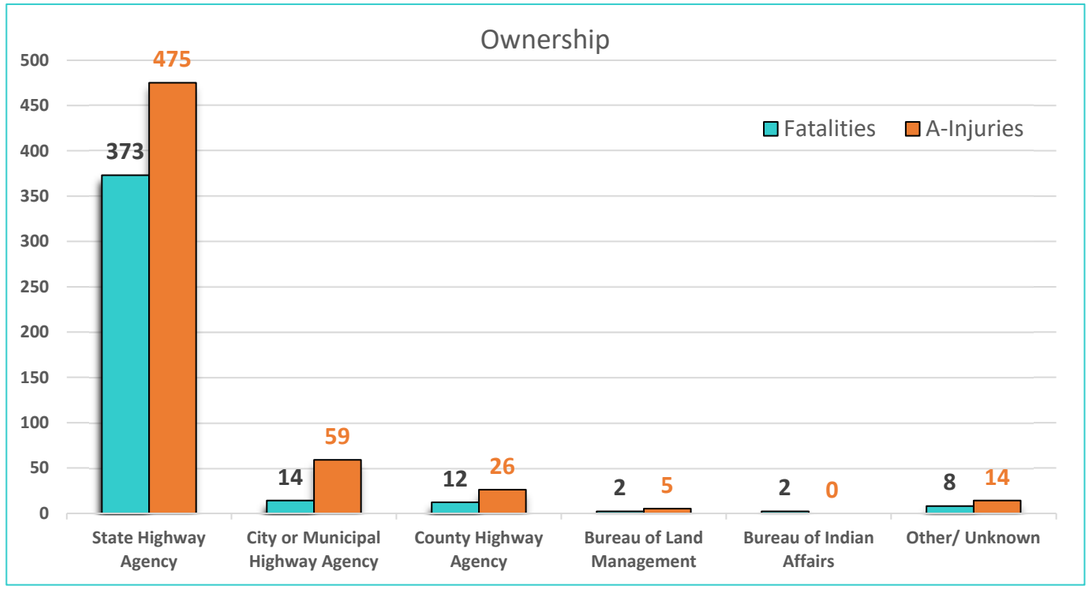
Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	6 (5.2%)	14 (12.2%)	20 (17.4%)	69 (60.0%)	26 (22.6%)	95 (82.6%)	115 (100.0%)
2014	7 (4.2%)	14 (8.4%)	21 (12.7%)	102 (61.4%)	43 (25.9%)	145 (87.3%)	166 (100.0%)
2015	13 (9.9%)	6 (4.6%)	19 (14.5%)	79 (60.3%)	33 (25.2%)	112 (85.5%)	131 (100.0%)
2016	3 (3.0%)	10 (9.9%)	13 (12.9%)	55 (54.5%)	33 (32.7%)	88 (87.1%)	101 (100.0%)
2017	8 (5.2%)	14 (9.0%)	22 (14.2%)	89 (57.4%)	44 (28.4%)	133 (85.8%)	155 (100.0%)
2018	10 (6.4%)	10 (6.4%)	20 (12.7%)	110 (70.1%)	27 (17.2%)	137 (87.3%)	157 (100.0%)
2019	13 (7.9%)	14 (8.5%)	27 (16.4%)	121 (73.3%)	17 (10.3%)	138 (83.6%)	165 (100.0%)
Total	60 (6.1%)	82 (8.3%)	142 (14.3%)	625 (63.1%)	223 (22.5%)	848 (85.7%)	990 (100.0%)



*PA - F&E = Principal Arterial – Other Freeways and Expressways



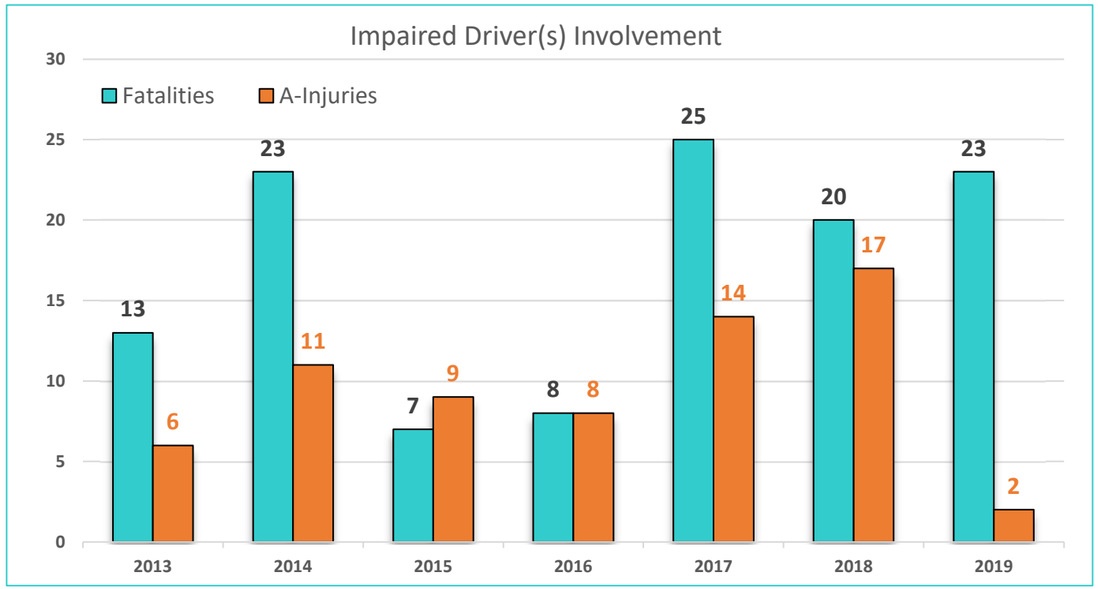


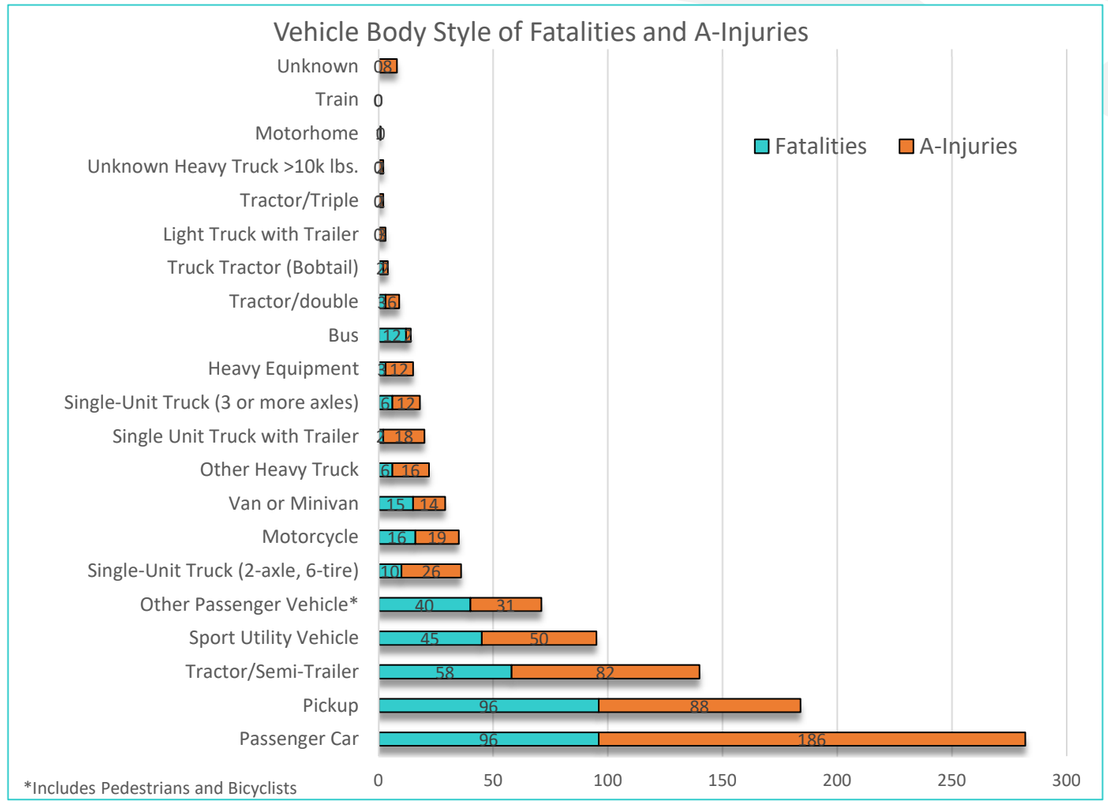
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

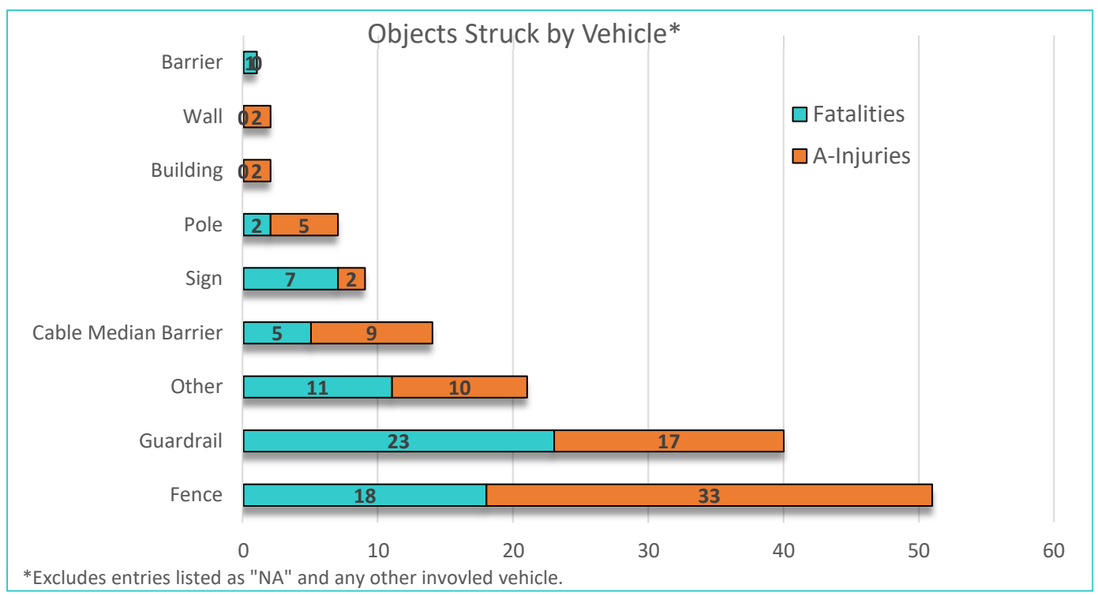
12/29/2021

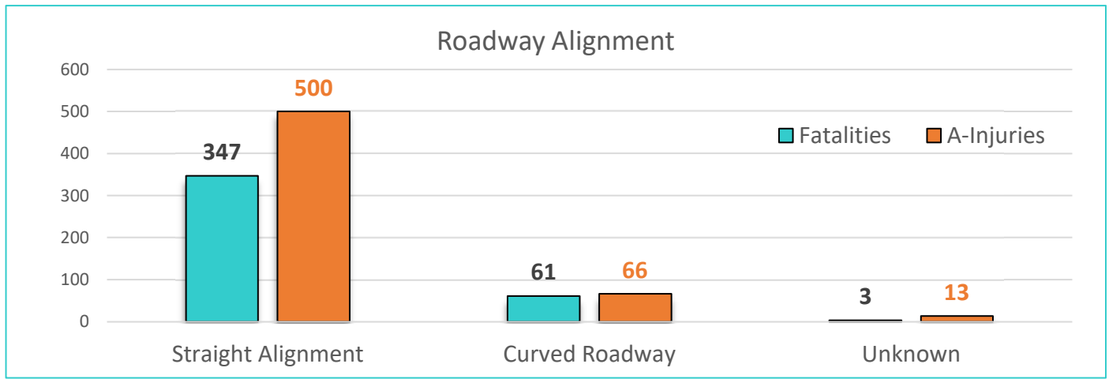
Emphasis Area: Heavy Vehicle Involvement

Fatalities and A-Injuries Statistics, 2013-2019









Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

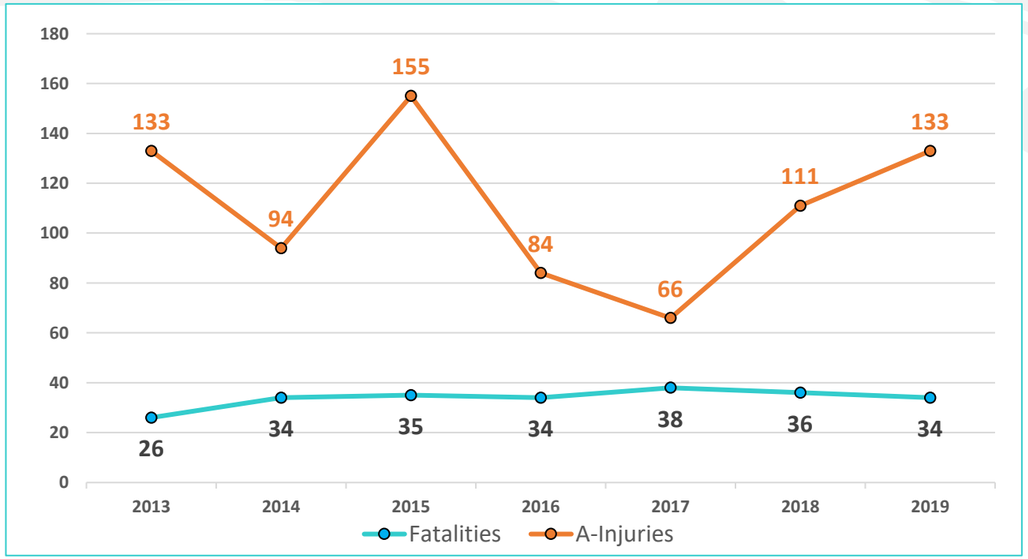
12/29/2021

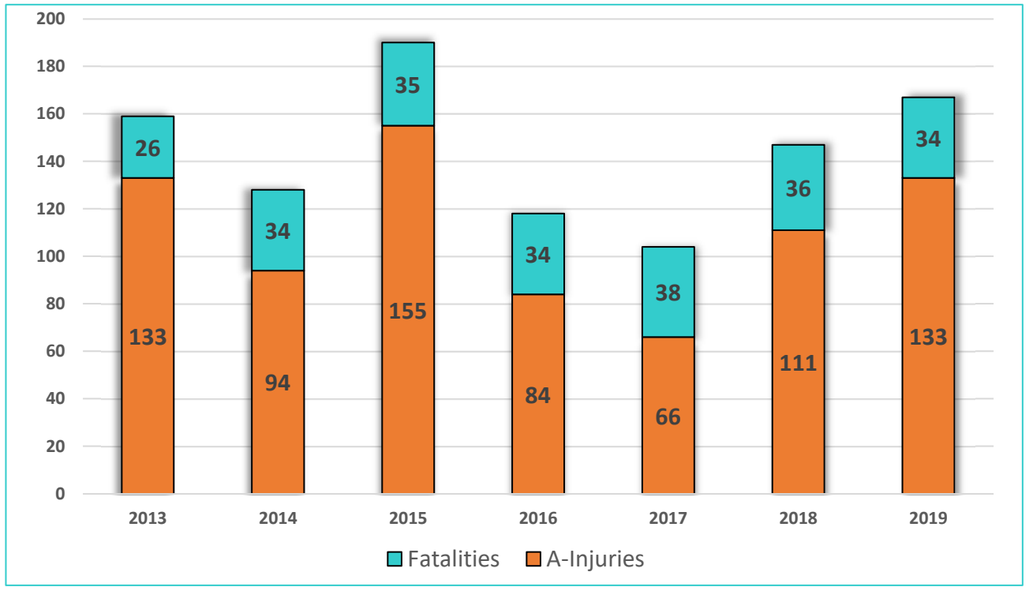
Inclement Weather Fatalities and A-Injuries (2013-2019)

Emphasis Area: Inclement Weather

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Inclement Weather Statewide Totals	**237**	**100%**	**776**	**100%**	**1,013**	**100%**
Setting	Urban	66	28%	393	51%	459	45%
	Rural	171	72%	383	49%	554	55%
	Tribal Land (Urban + Rural)	41	17%	89	11%	130	13%
Geometry	Intersection Related	74	31%	361	47%	435	43%
	Roadway Departure	132	56%	412	53%	544	54%
	Work Zone Related	0	0%	0	0%	0	0%
Person Type	Younger Driver Involvement	21	9%	130	17%	151	15%
	Older Driver Involvement	44	19%	119	15%	163	16%
	Pedestrian Involvement	34	14%	69	9%	103	10%
	Bicyclist Involvement	4	2%	1	0%	5	0%
Behavior	Alcohol Involvement	79	33%	108	14%	187	18%
	Drug Involvement	31	13%	17	2%	48	5%
	Impaired Driving	93	39%	120	15%	213	21%
	Distracted Driving	73	31%	287	37%	360	36%
	No Use of Safety Restraint	19	8%	12	2%	31	3%
	Sleepy/Fatigued Driving	3	1%	21	3%	24	2%
	Speed/Aggressive Driving	68	29%	359	46%	427	42%
Vehicle	Motorcycle Involvement	18	8%	70	9%	88	9%
	Rail Involvement	2	1%	0	0%	2	0%
	Heavy Vehicle Involvement	61	26%	90	12%	151	15%
	Multiple Vehicles	136	57%	436	56%	572	56%
Environmental	Inclement Weather	237	100%	776	100%	1,013	100%
	Animal/Wildlife Involvement	0	0%	3	0%	3	0%
	Dusk/Dawn	17	7%	54	7%	71	7%
	Dark - No Light	64	27%	190	24%	254	25%





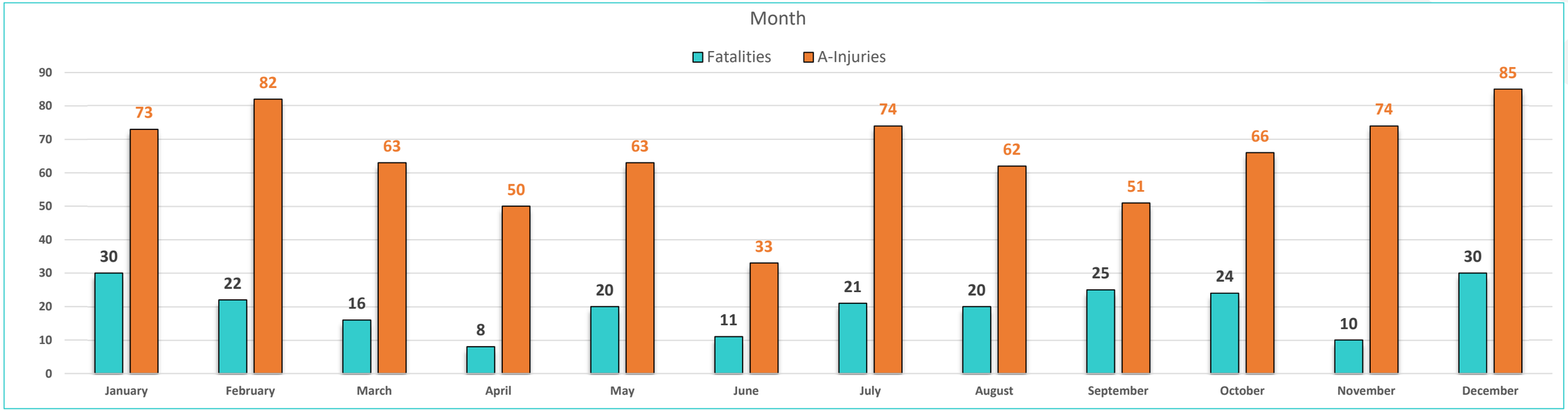
Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	26	133	159	-
2014	34	94	128	-19%
2015	35	155	190	48%
2016	34	84	118	-38%
2017	38	66	104	-12%
2018	36	111	147	41%
2019	34	133	167	14%
Total	237	776	1,013	

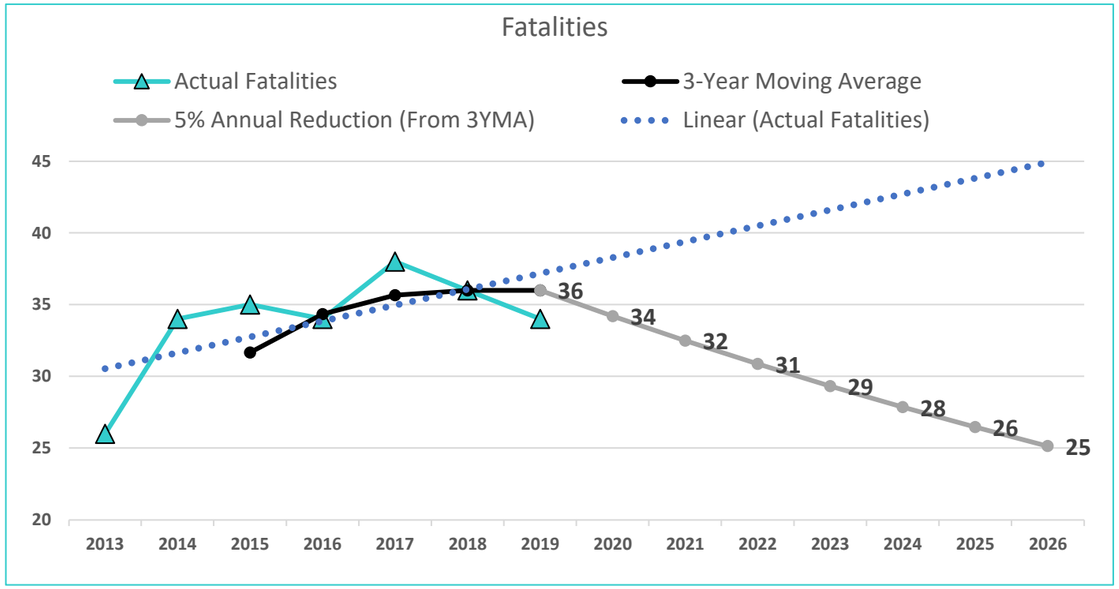
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

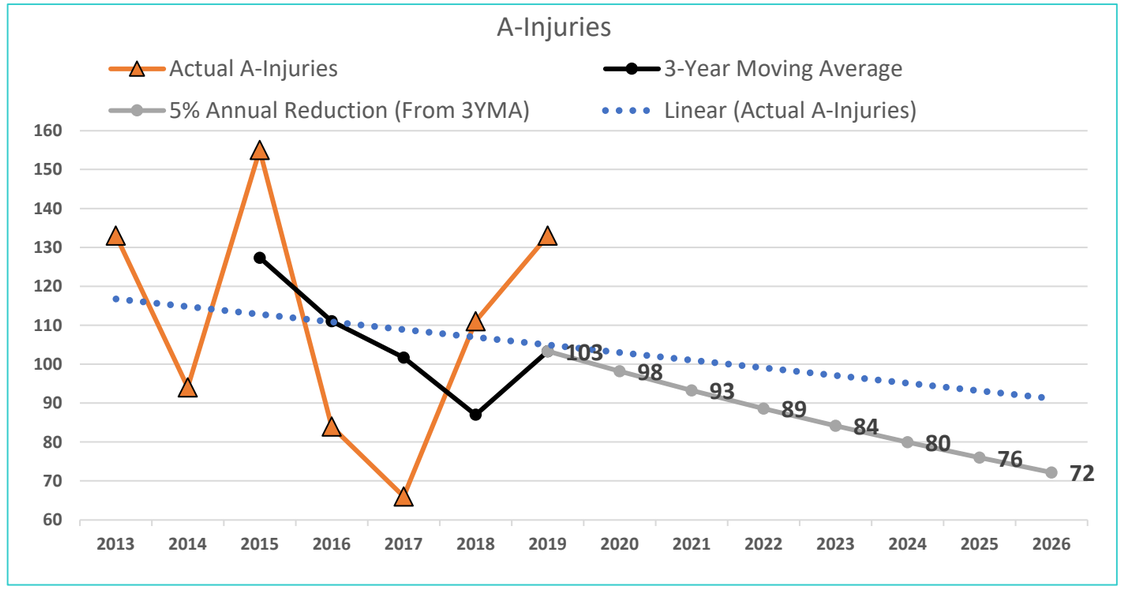
12/29/2021

Emphasis Area: Inclement Weather

Fatalities and A-Injuries Statistics, 2013-2019







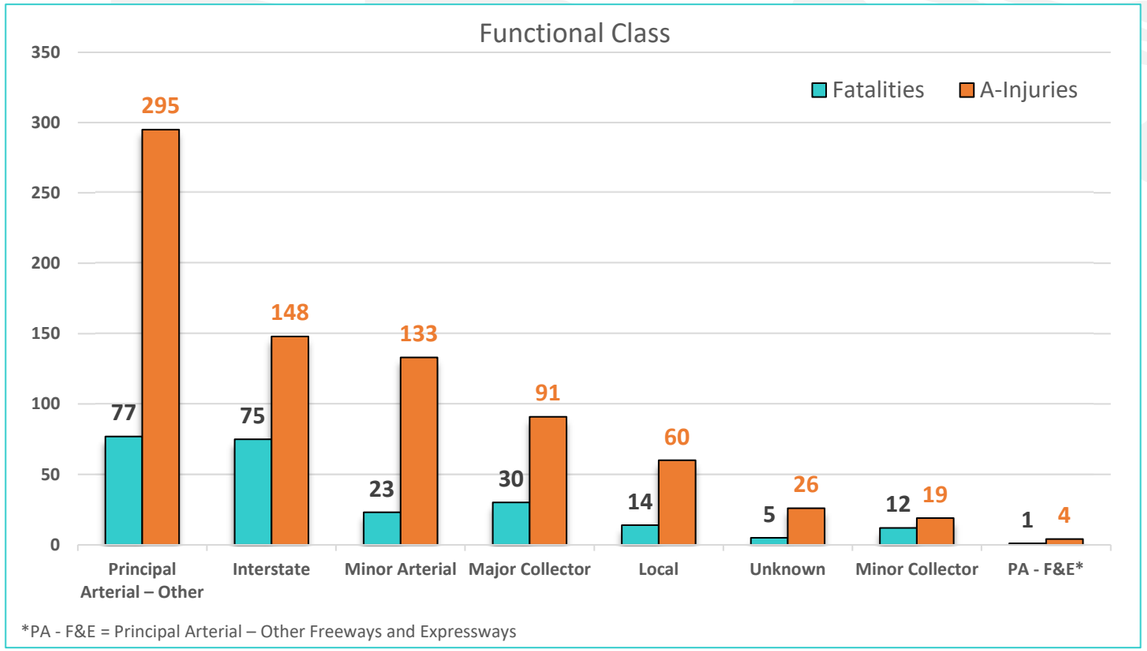
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

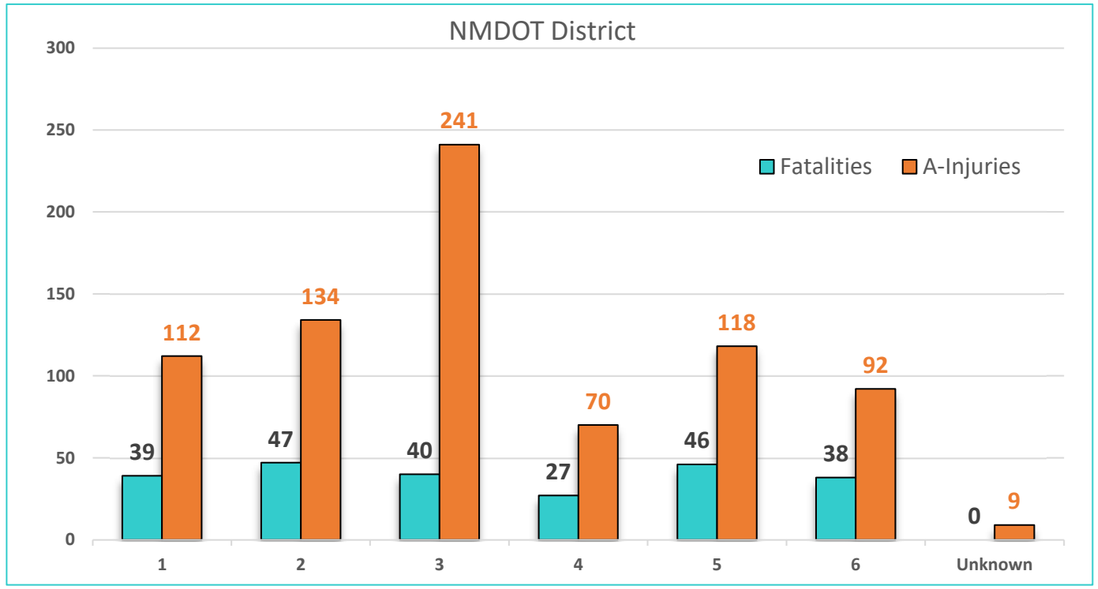
Emphasis Area: Inclement Weather

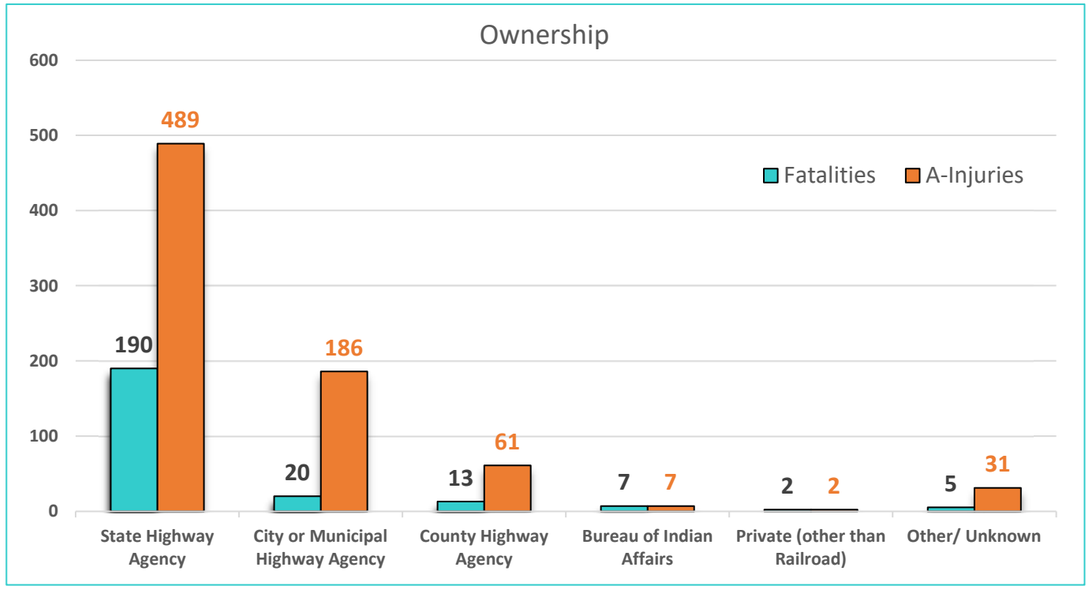
Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	17 (10.7%)	30 (18.9%)	47 (29.6%)	73 (45.9%)	39 (24.5%)	112 (70.4%)	159 (100.0%)
2014	7 (5.5%)	41 (32.0%)	48 (37.5%)	55 (43.0%)	25 (19.5%)	80 (62.5%)	128 (100.0%)
2015	8 (4.2%)	53 (27.9%)	61 (32.1%)	89 (46.8%)	40 (21.1%)	129 (67.9%)	190 (100.0%)
2016	12 (10.2%)	34 (28.8%)	46 (39.0%)	40 (33.9%)	32 (27.1%)	72 (61.0%)	118 (100.0%)
2017	13 (12.5%)	23 (22.1%)	36 (34.6%)	45 (43.3%)	23 (22.1%)	68 (65.4%)	104 (100.0%)
2018	16 (10.9%)	25 (17.0%)	41 (27.9%)	89 (60.5%)	17 (11.6%)	106 (72.1%)	147 (100.0%)
2019	10 (6.0%)	45 (26.9%)	55 (32.9%)	80 (47.9%)	32 (19.2%)	112 (67.1%)	167 (100.0%)
Total	83 (8.2%)	251 (24.8%)	334 (33.0%)	471 (46.5%)	208 (20.5%)	679 (67.0%)	1,013 (100.0%)



*PA - F&E = Principal Arterial – Other Freeways and Expressways



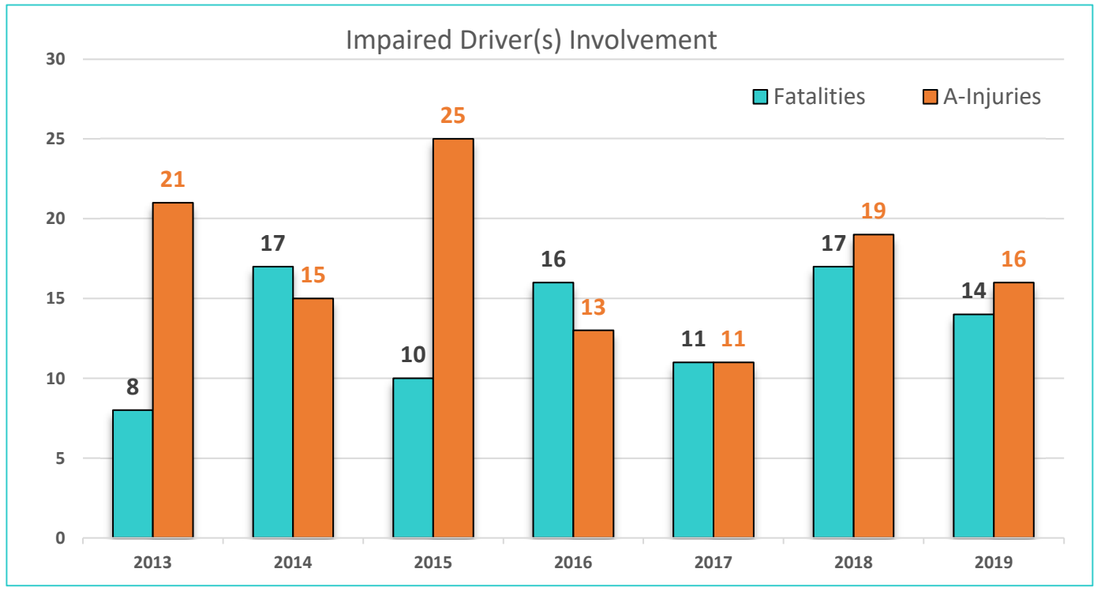


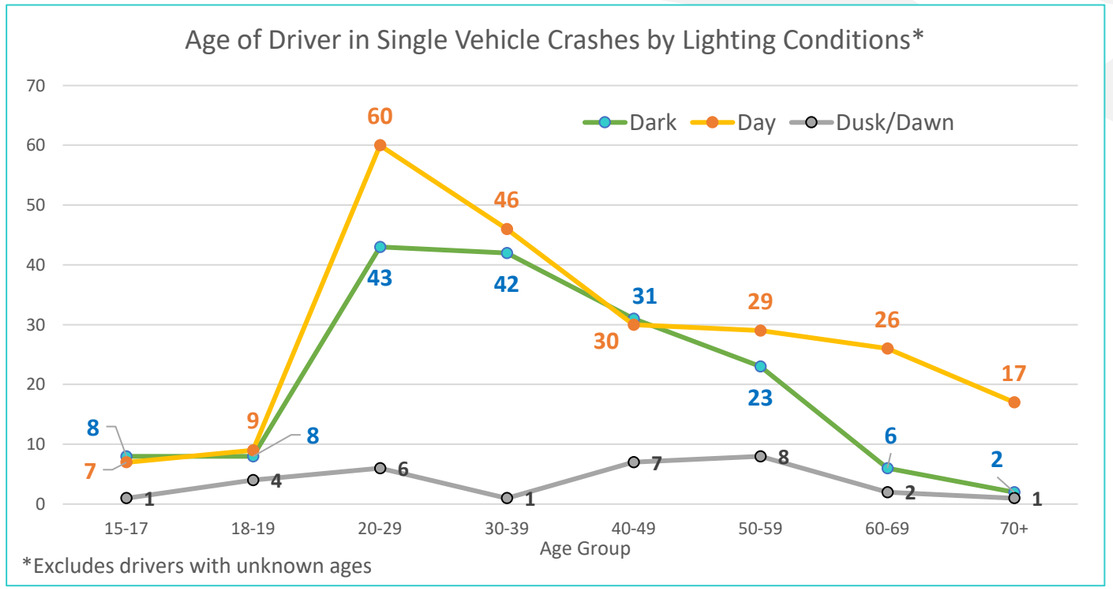
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

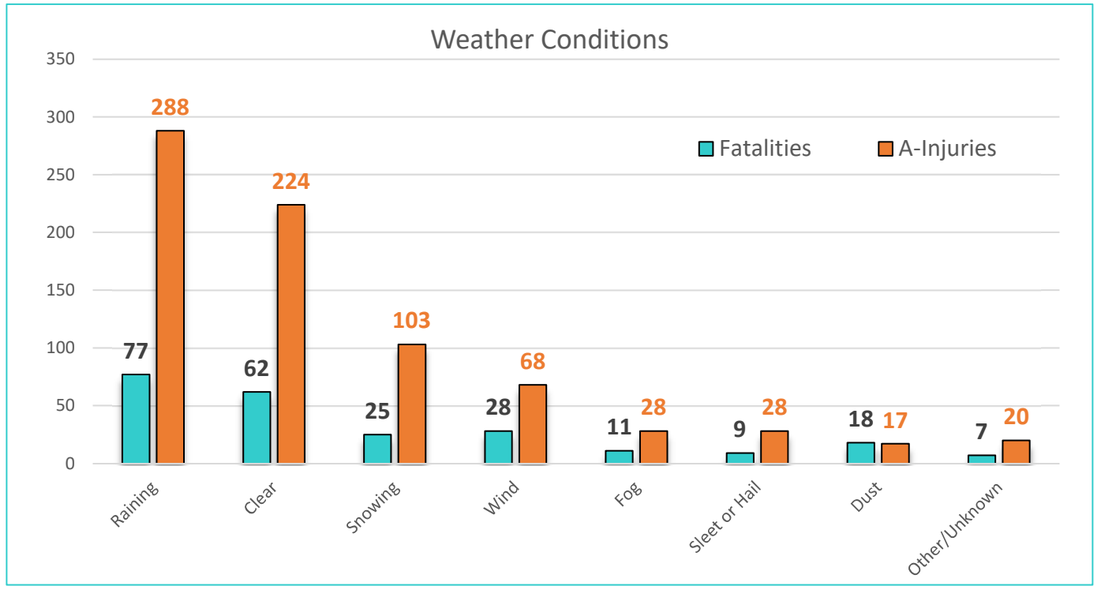
12/29/2021

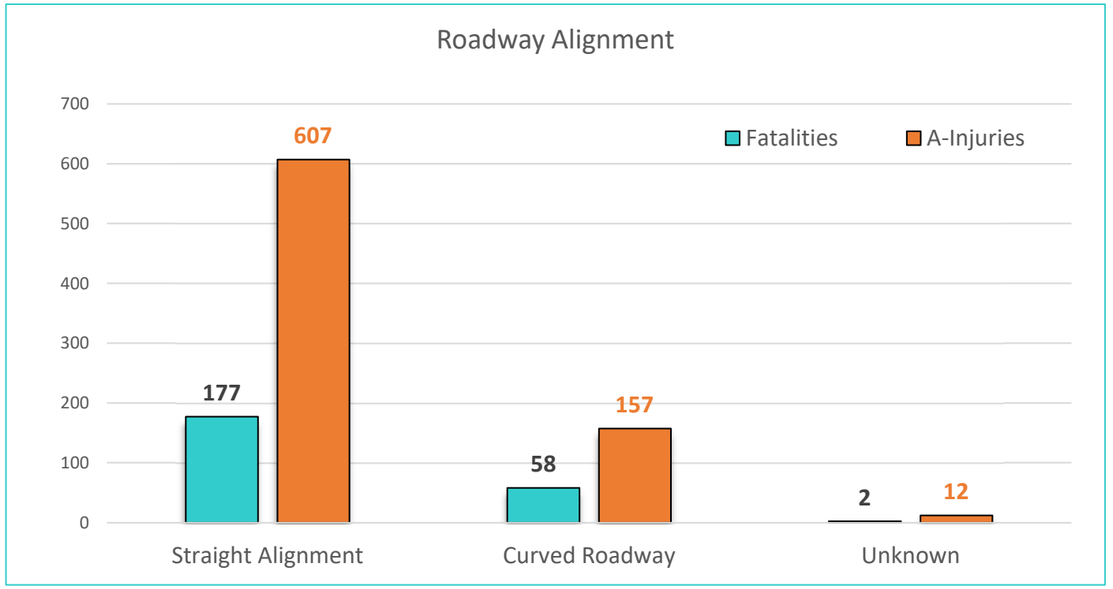
Emphasis Area: Inclement Weather

Fatalities and A-Injuries Statistics, 2013-2019









Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

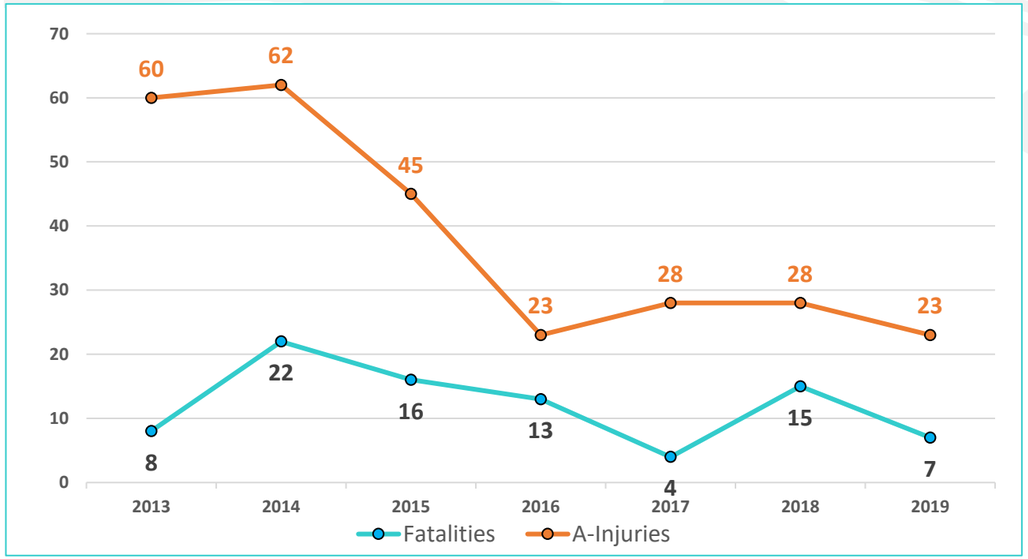
12/29/2021

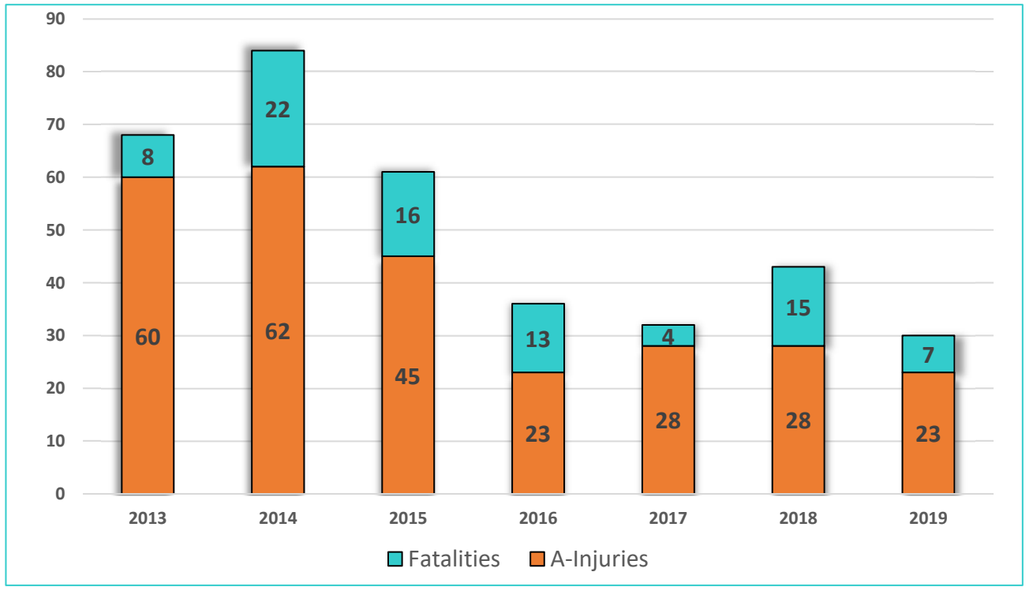
Sleepy/Fatigued Driving Fatalities and A-Injuries (2013-2019)

Emphasis Area: Sleepy/Fatigued Driving

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Sleepy/Fatigued Driving Statewide Totals	**85**	**100%**	**269**	**100%**	**354**	**100%**
Setting	Urban	8	9%	65	24%	73	21%
	Rural	77	91%	204	76%	281	79%
	Tribal Land (Urban + Rural)	22	26%	39	14%	61	17%
Geometry	Intersection Related	11	13%	58	22%	69	19%
	Roadway Departure	62	73%	211	78%	273	77%
	Work Zone Related	1	1%	0	0%	1	0%
Person Type	Younger Driver Involvement	9	11%	43	16%	52	15%
	Older Driver Involvement	14	16%	24	9%	38	11%
	Pedestrian Involvement	4	5%	2	1%	6	2%
	Bicyclist Involvement	1	1%	0	0%	1	0%
Behavior	Alcohol Involvement	17	20%	16	6%	33	9%
	Drug Involvement	7	8%	12	4%	19	5%
	Impaired Driving	22	26%	26	10%	48	14%
	Distracted Driving	70	82%	215	80%	285	81%
	No Use of Safety Restraint	37	44%	30	11%	67	19%
	Sleepy/Fatigued Driving	85	100%	269	100%	354	100%
	Speed/Aggressive Driving	15	18%	42	16%	57	16%
Vehicle	Motorcycle Involvement	3	4%	1	0%	4	1%
	Rail Involvement	0	0%	2	1%	2	1%
	Heavy Vehicle Involvement	19	22%	35	13%	54	15%
	Multiple Vehicles	37	44%	101	38%	138	39%
Environmental	Inclement Weather	3	4%	21	8%	24	7%
	Animal/Wildlife Involvement	0	0%	0	0%	0	0%
	Dusk/Dawn	4	5%	25	9%	29	8%
	Dark - No Light	35	41%	77	29%	112	32%





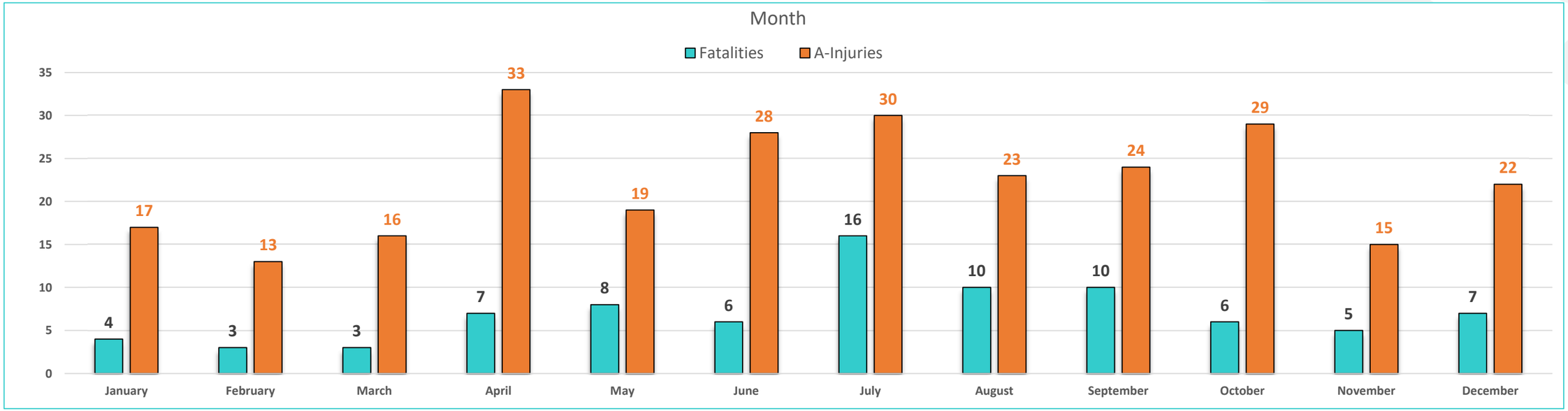
Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	8	60	68	-
2014	22	62	84	24%
2015	16	45	61	-27%
2016	13	23	36	-41%
2017	4	28	32	-11%
2018	15	28	43	34%
2019	7	23	30	-30%
Total	85	269	354	

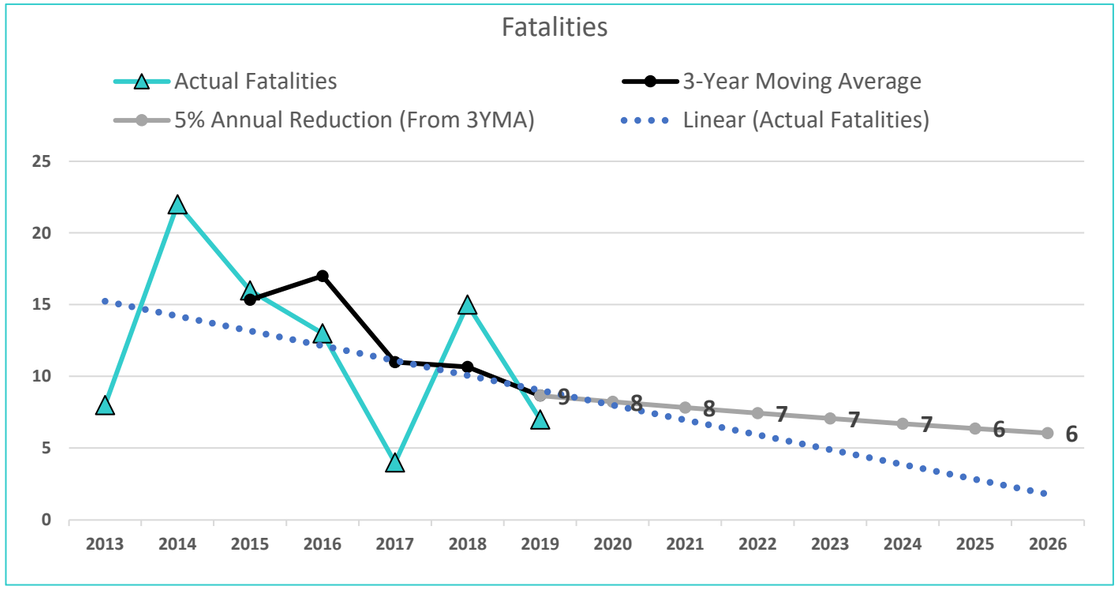
12/29/2021

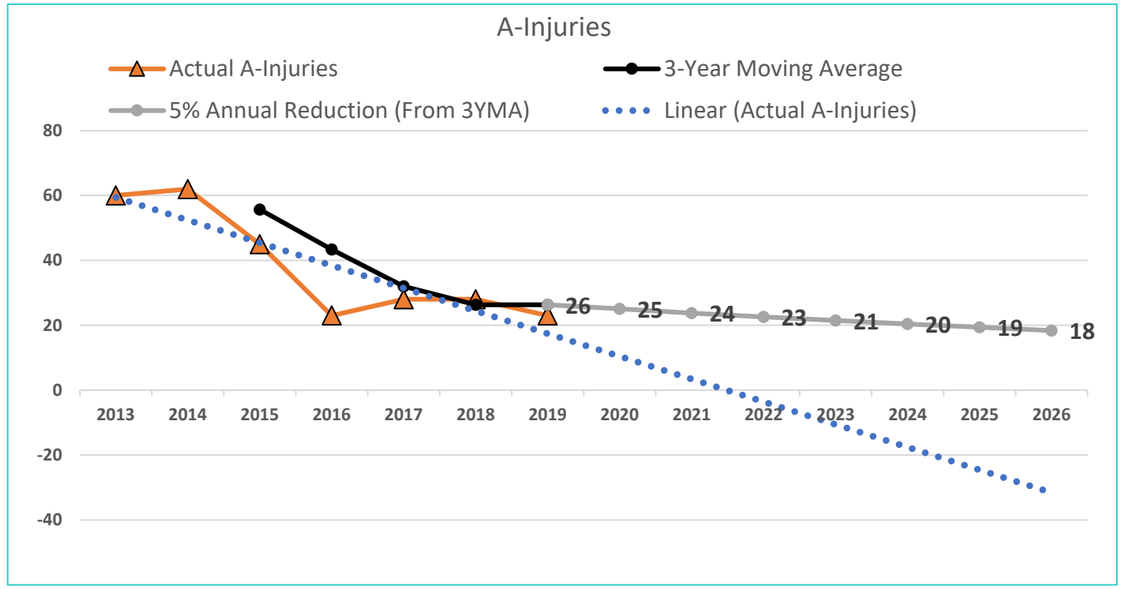
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

Emphasis Area: Sleepy/Fatigued Driving

Fatalities and A-Injuries Statistics, 2013-2019







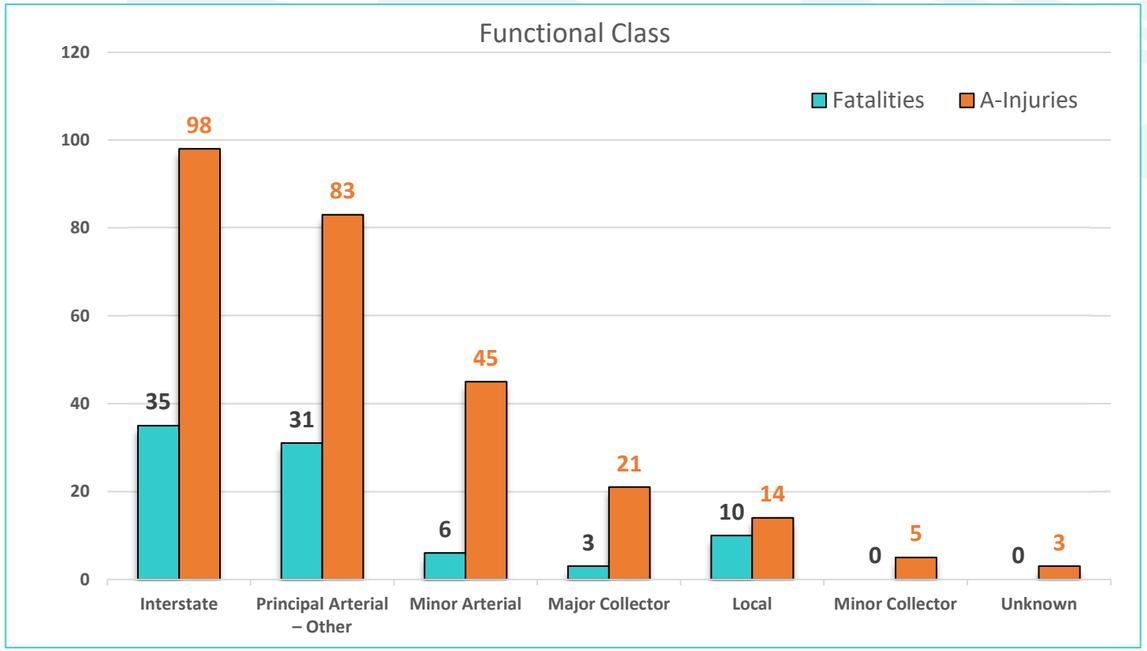
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

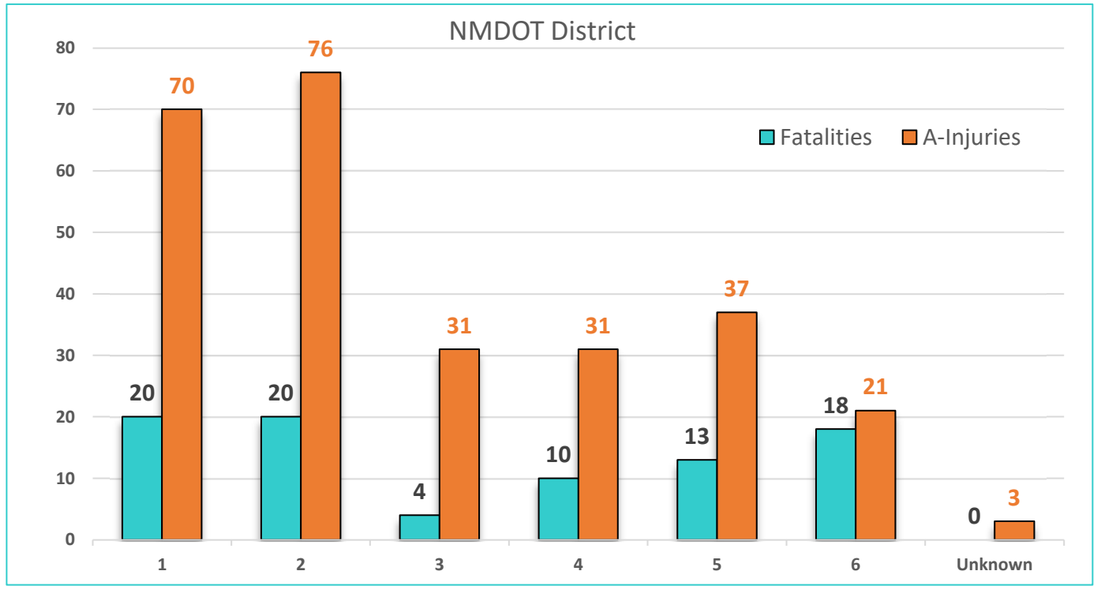
12/29/2021

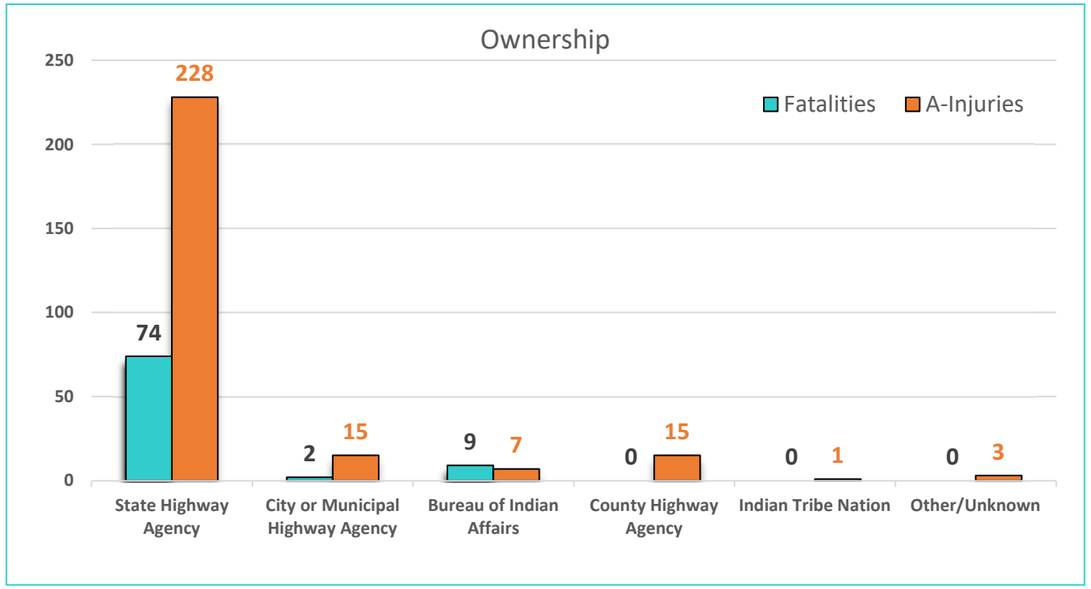
Emphasis Area: Sleepy/Fatigued Driving

Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	3 (4.4%)	7 (10.3%)	10 (14.7%)	47 (69.1%)	11 (16.2%)	58 (85.3%)	68 (100.0%)
2014	4 (4.8%)	2 (2.4%)	6 (7.1%)	69 (82.1%)	9 (10.7%)	78 (92.9%)	84 (100.0%)
2015	10 (16.4%)	7 (11.5%)	17 (27.9%)	37 (60.7%)	7 (11.5%)	44 (72.1%)	61 (100.0%)
2016	2 (5.6%)	3 (8.3%)	5 (13.9%)	29 (80.6%)	2 (5.6%)	31 (86.1%)	36 (100.0%)
2017	1 (3.1%)	1 (3.1%)	2 (6.3%)	19 (59.4%)	11 (34.4%)	30 (93.8%)	32 (100.0%)
2018	7 (16.3%)	1 (2.3%)	8 (18.6%)	27 (62.8%)	8 (18.6%)	35 (81.4%)	43 (100.0%)
2019	2 (6.7%)	2 (6.7%)	4 (13.3%)	24 (80.0%)	2 (6.7%)	26 (86.7%)	30 (100.0%)
Total	29 (8.2%)	23 (6.5%)	52 (14.7%)	252 (71.2%)	50 (14.1%)	302 (85.3%)	354 (100.0%)





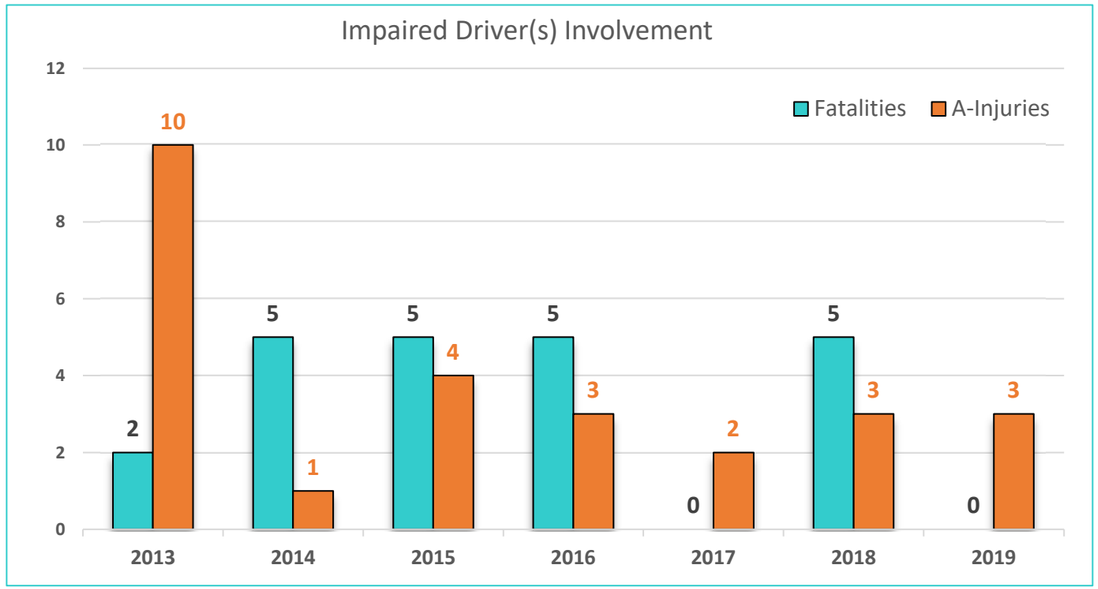


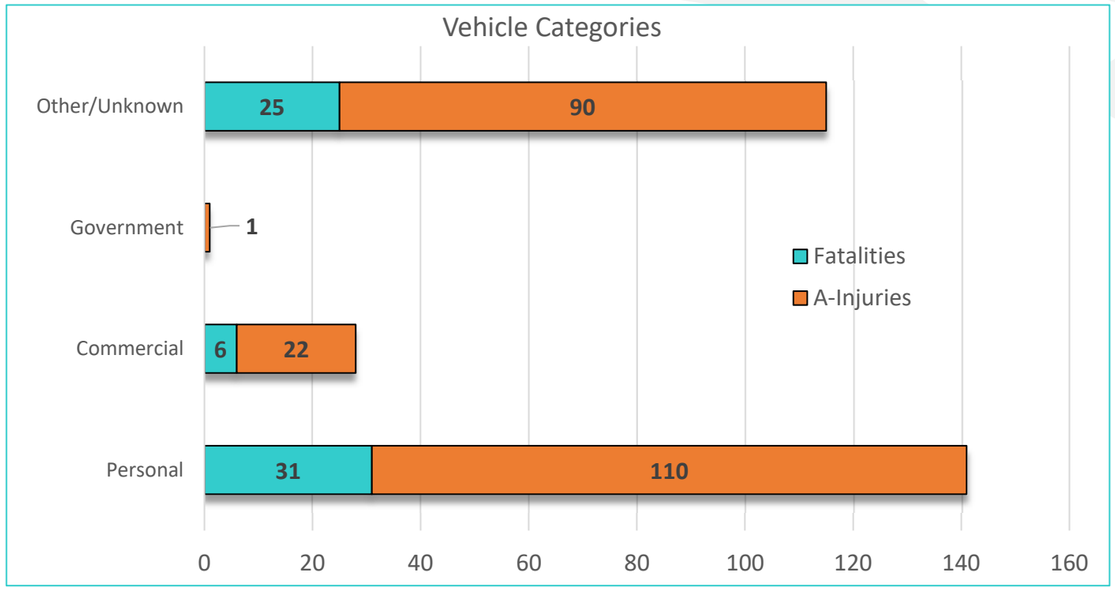
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

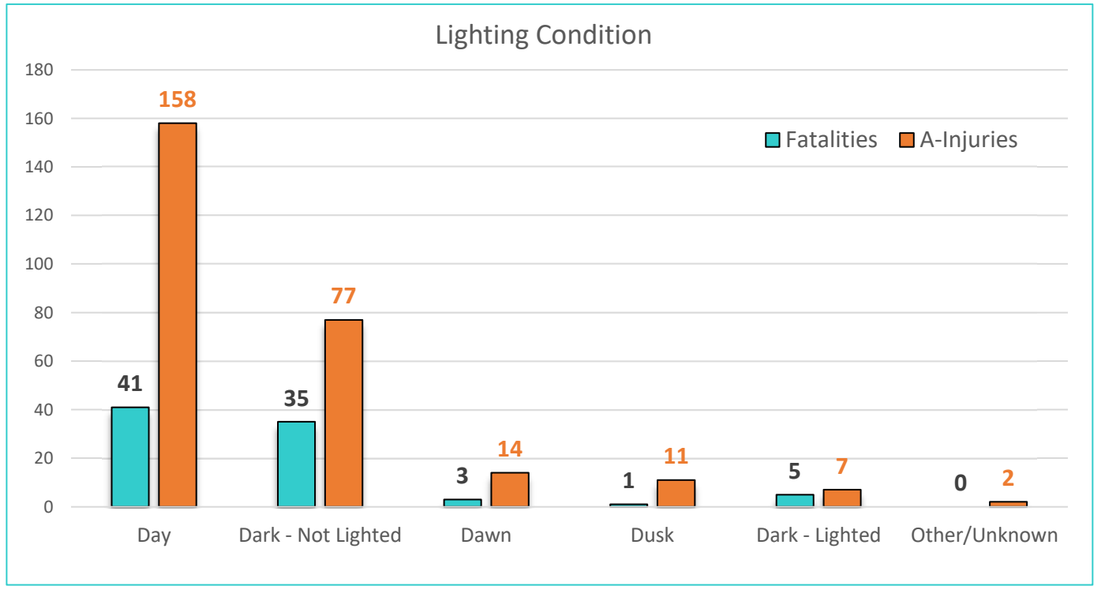
12/29/2021

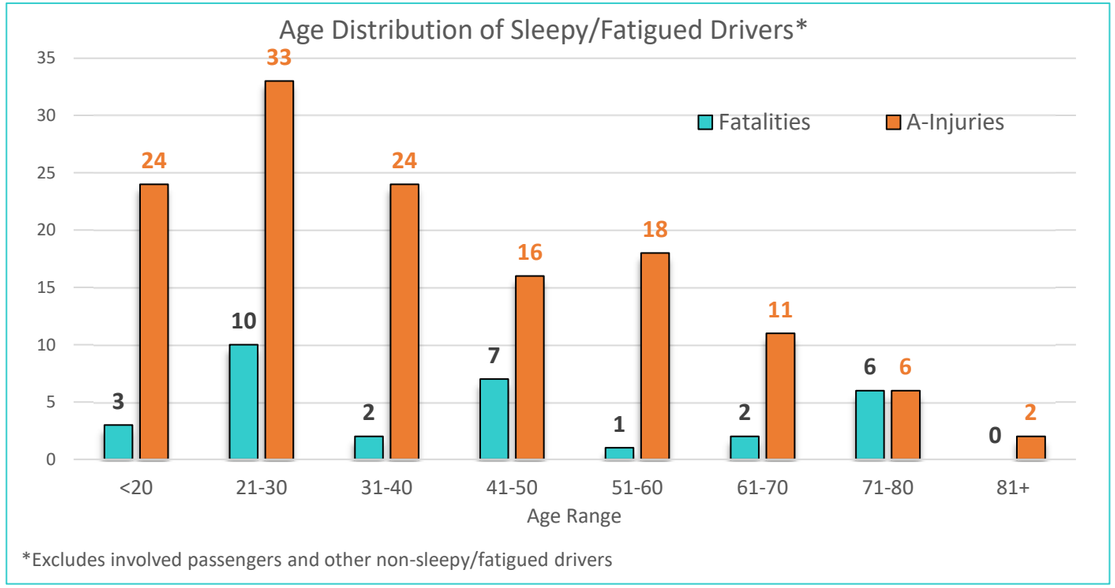
Emphasis Area: Sleepy/Fatigued Driving

Fatalities and A-Injuries Statistics, 2013-2019









*Excludes involved passengers and other non-sleepy/fatigued drivers

Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

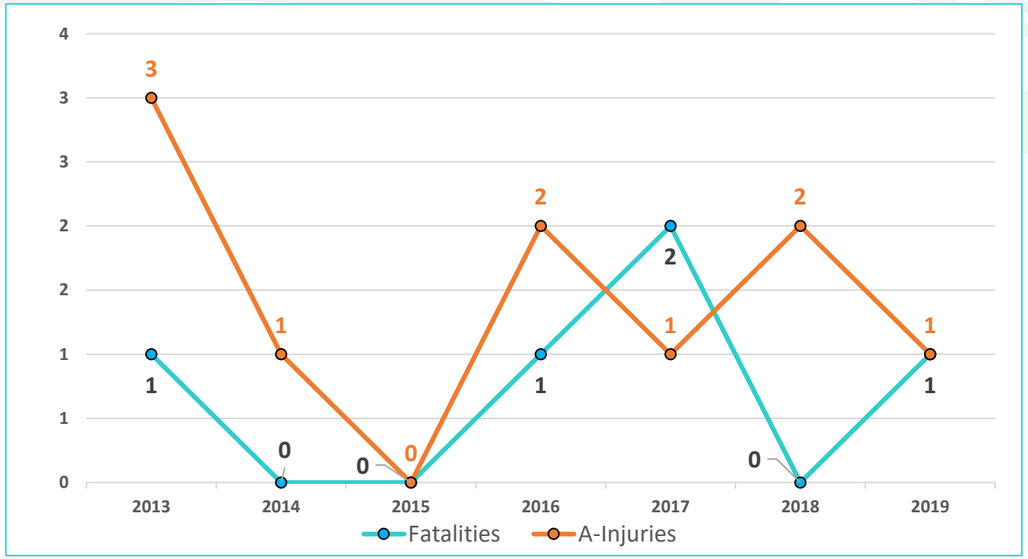
12/29/2021

Work Zone Related Fatalities and A-Injuries (2013-2019)

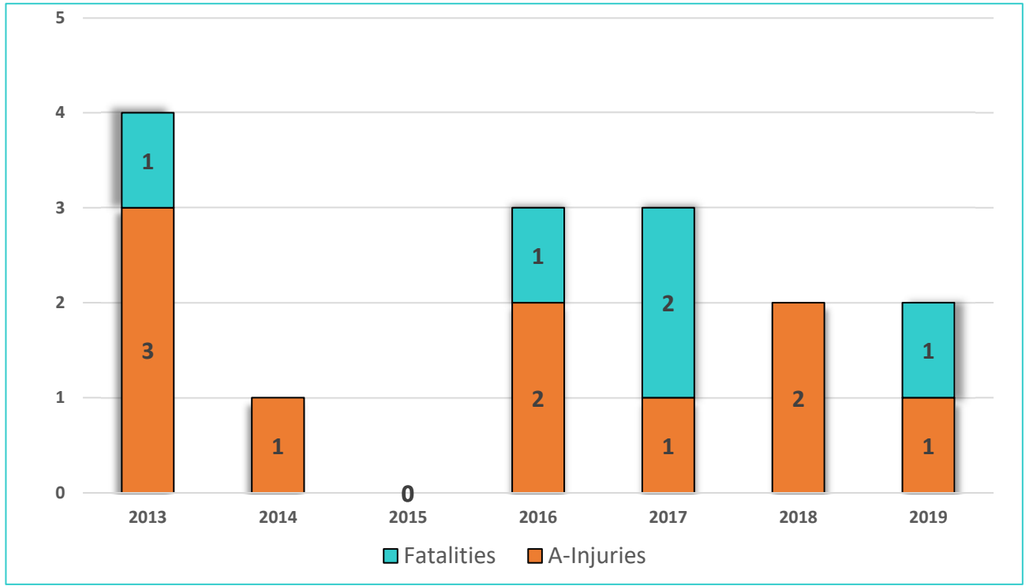
Emphasis Area: Work Zone Related

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Work Zone Related Statewide Totals	**5**	**100%**	**10**	**100%**	**15**	**100%**
Setting	Urban	3	60%	8	80%	11	73%
	Rural	2	40%	2	20%	4	27%
	Tribal Land (Urban + Rural)	1	20%	1	10%	2	13%
Geometry	Intersection Related	1	20%	6	60%	7	47%
	Roadway Departure	2	40%	3	30%	5	33%
	Work Zone Related	5	100%	10	100%	15	100%
Person Type	Younger Driver Involvement	0	0%	2	20%	2	13%
	Older Driver Involvement	0	0%	1	10%	1	7%
	Pedestrian Involvement	2	40%	2	20%	4	27%
	Bicyclist Involvement	0	0%	0	0%	0	0%
Behavior	Alcohol Involvement	4	80%	2	20%	6	40%
	Drug Involvement	0	0%	1	10%	1	7%
	Impaired Driving	4	80%	3	30%	7	47%
	Distracted Driving	2	40%	4	40%	6	40%
	No Use of Safety Restraint	2	40%	0	0%	2	13%
	Sleepy/Fatigued Driving	1	20%	0	0%	1	7%
	Speed/Aggressive Driving	1	20%	3	30%	4	27%
Vehicle	Motorcycle Involvement	0	0%	3	30%	3	20%
	Rail Involvement	0	0%	0	0%	0	0%
	Heavy Vehicle Involvement	2	40%	3	30%	5	33%
	Multiple Vehicles	3	60%	8	80%	11	73%
Environmental	Inclement Weather	0	0%	0	0%	0	0%
	Animal/Wildlife Involvement	0	0%	0	0%	0	0%
	Dusk/Dawn	0	0%	0	0%	0	0%
	Dark - No Light	3	60%	0	0%	3	20%



Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	1	3	4	-
2014	0	1	1	-75%
2015	0	0	0	-100%
2016	1	2	3	NA
2017	2	1	3	0%
2018	0	2	2	-33%
2019	1	1	2	0%
Total	5	10	15	

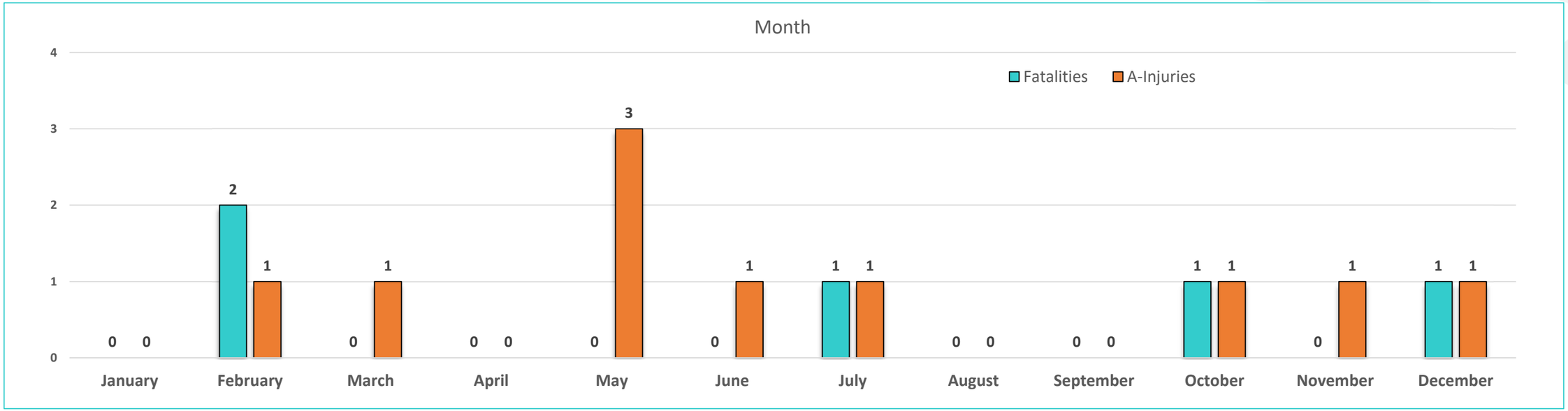


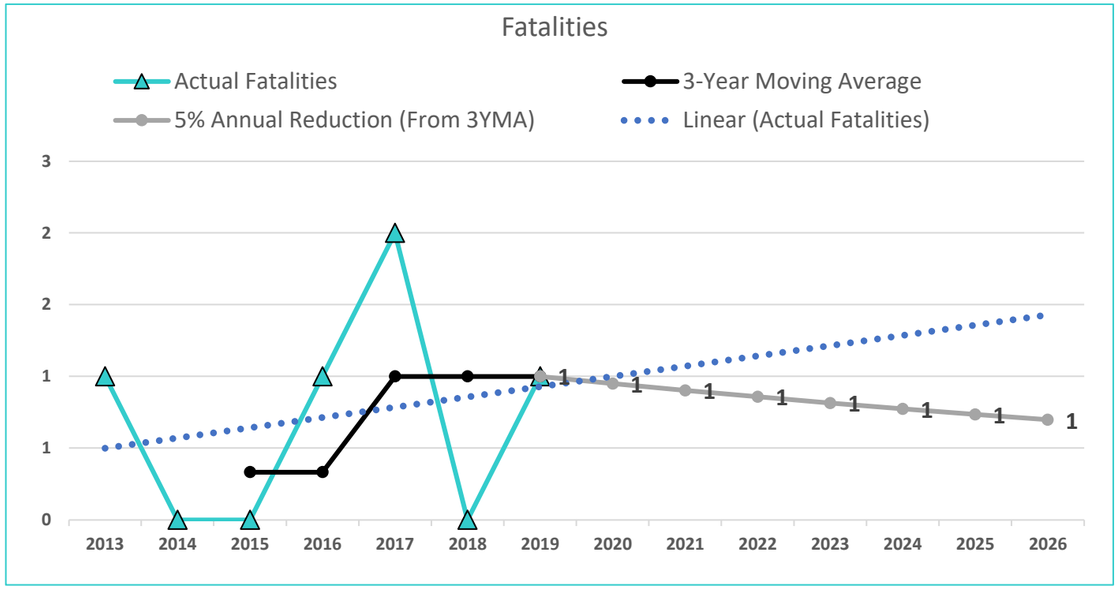
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

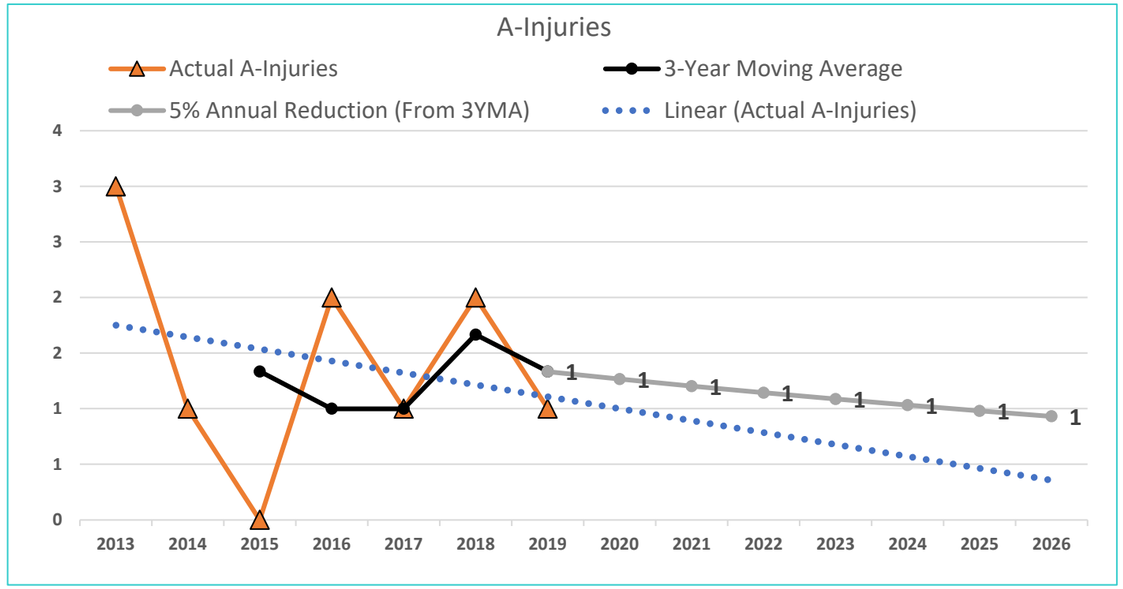
12/29/2021

Emphasis Area: Work Zone Related

Fatalities and A-Injuries Statistics, 2013-2019







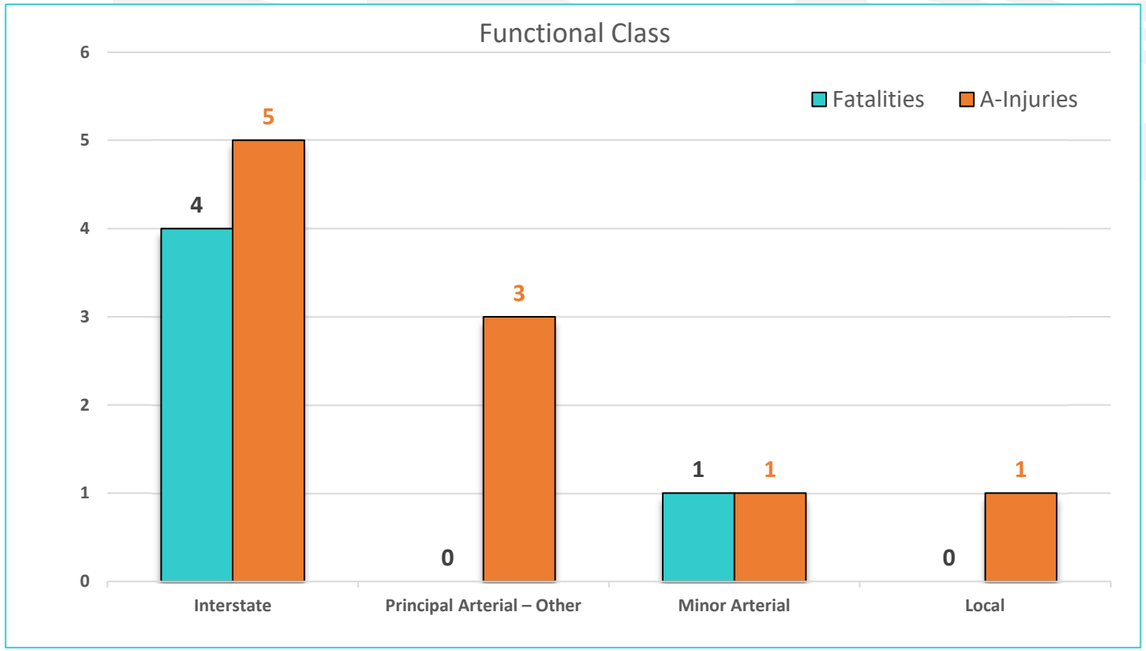
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

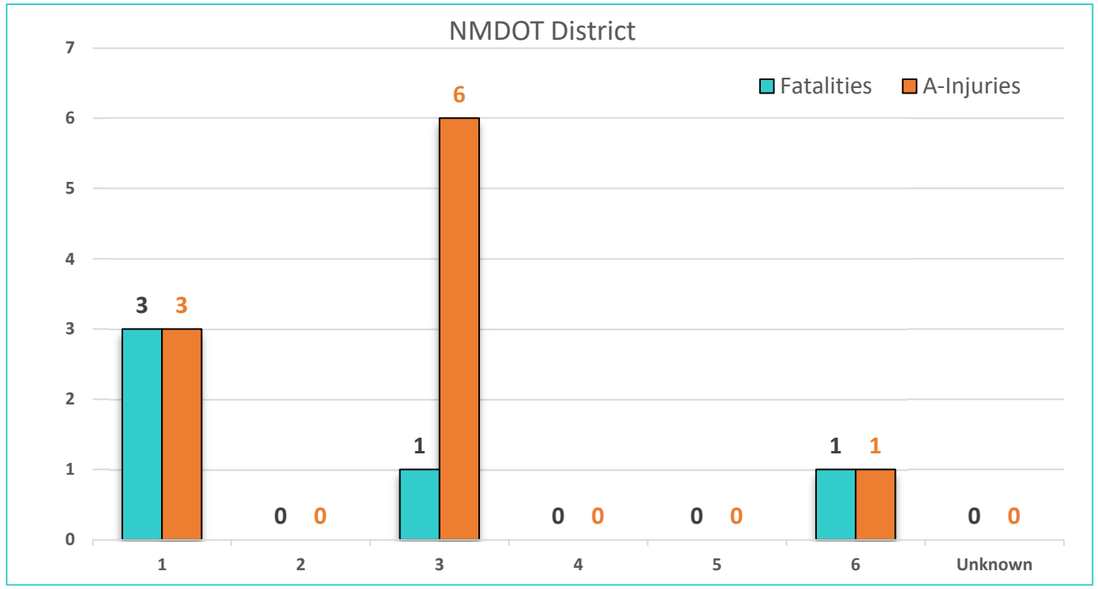
12/29/2021

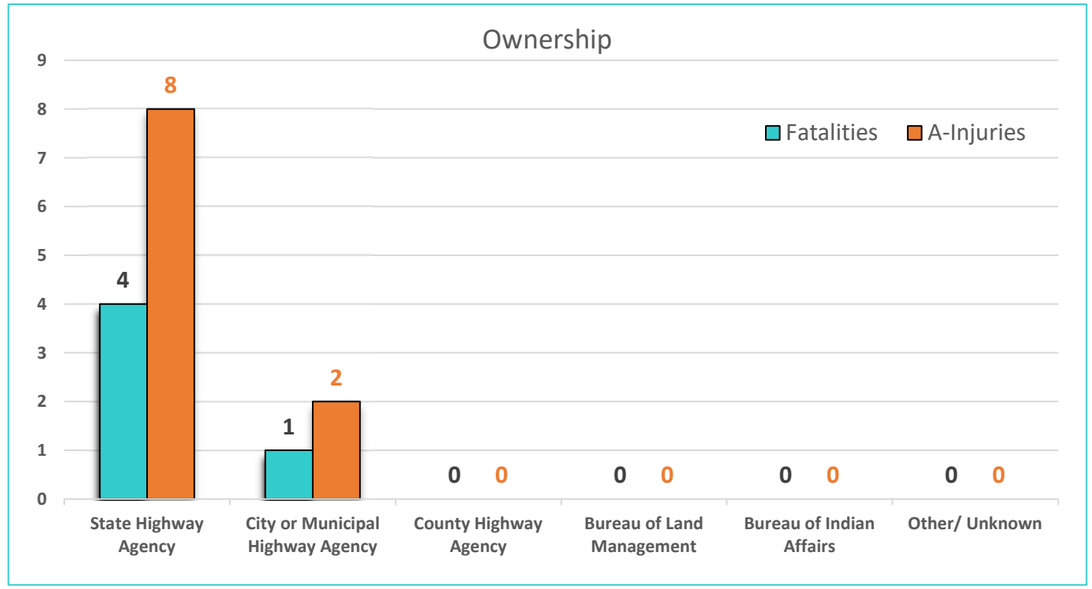
Emphasis Area: Work Zone Related

Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	0 (0.0%)	1 (25.0%)	1 (25.0%)	1 (25.0%)	2 (50.0%)	3 (75.0%)	4 (100.0%)
2014	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (100.0%)	0 (0.0%)	1 (100.0%)	1 (100.0%)
2015	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	3 (100.0%)	3 (100.0%)	0 (100.0%)
2016	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (0.0%)	2 (100.0%)	3 (100.0%)	3 (100.0%)
2017	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (33.3%)	1 (66.7%)	2 (100.0%)	3 (100.0%)
2018	0 (0.0%)	2 (0.0%)	2 (0.0%)	0 (50.0%)	0 (50.0%)	0 (100.0%)	2 (100.0%)
2019	0 (0.0%)	3 (0.0%)	3 (0.0%)	4 (0.0%)	8 (0.0%)	12 (0.0%)	2 (100.0%)
Total	0 (0.0%)	3 (20.0%)	3 (20.0%)	4 (26.7%)	8 (53.3%)	12 (80.0%)	15 (100.0%)





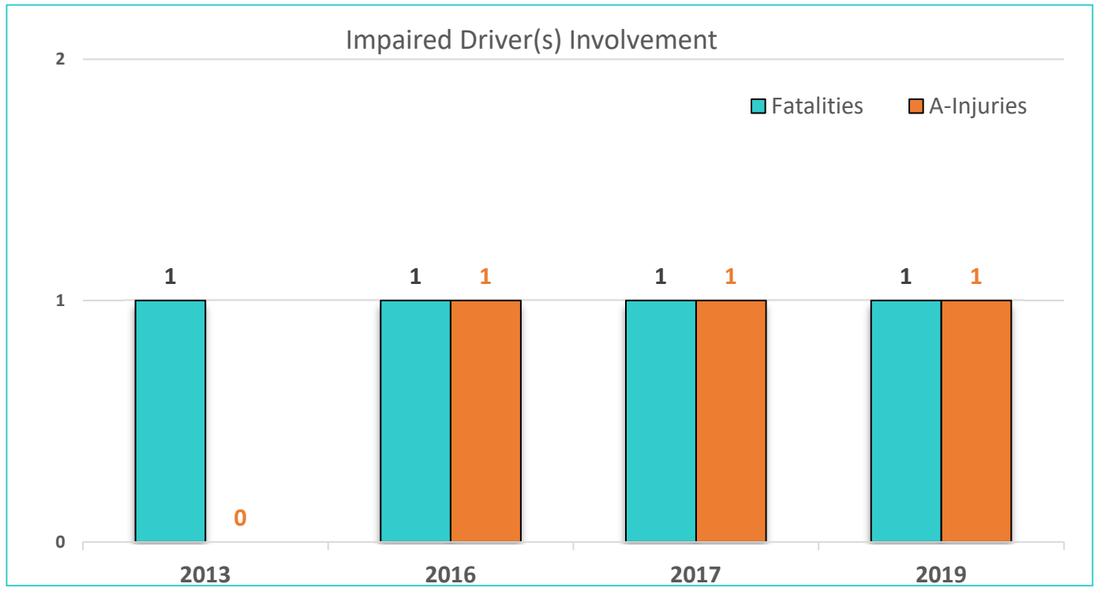


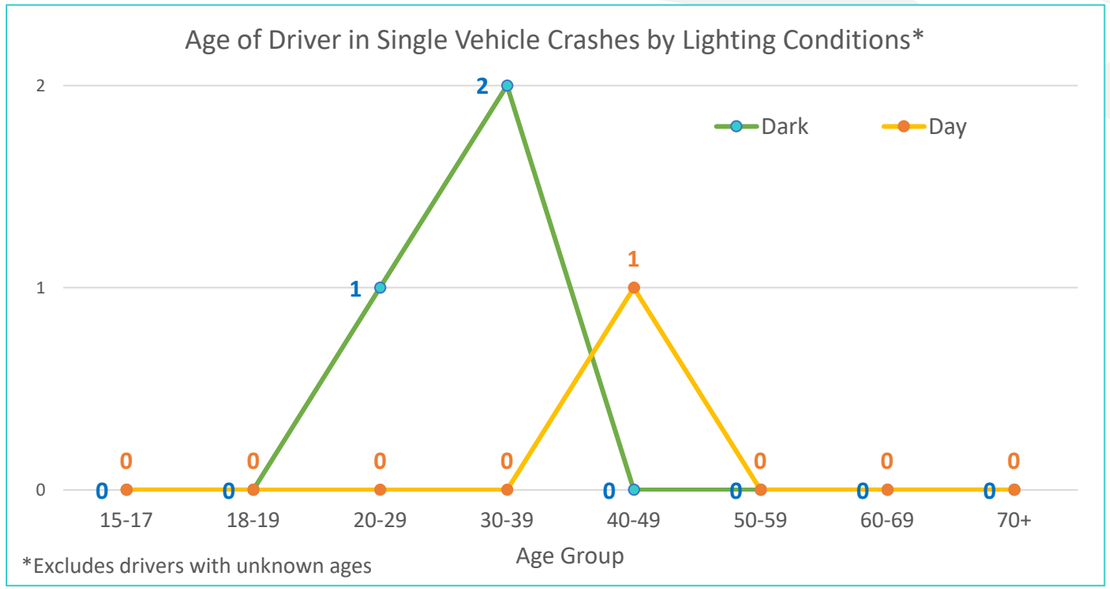
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

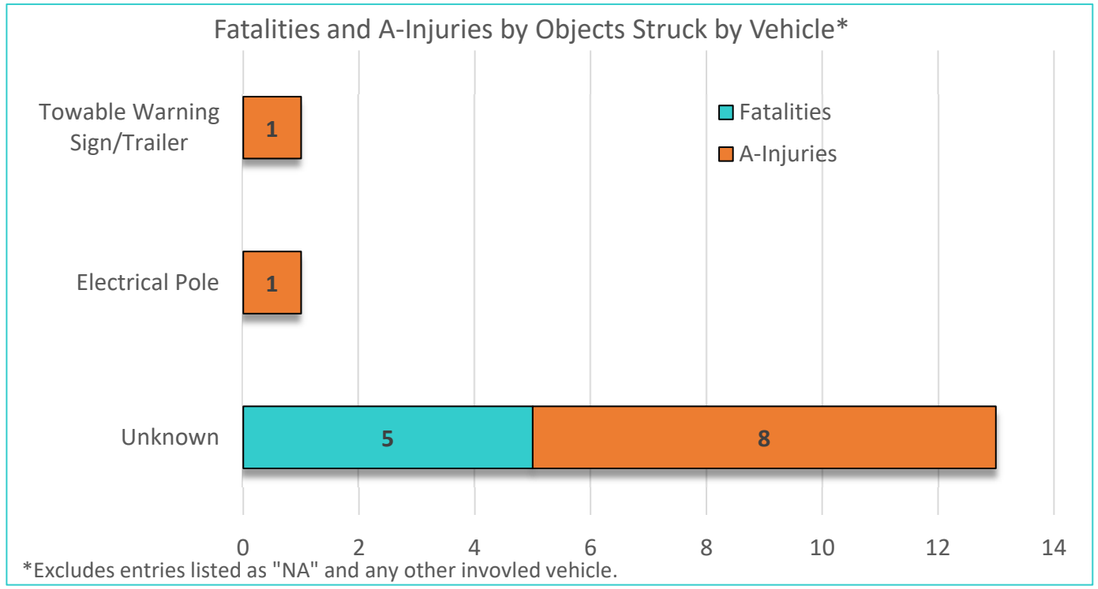
12/29/2021

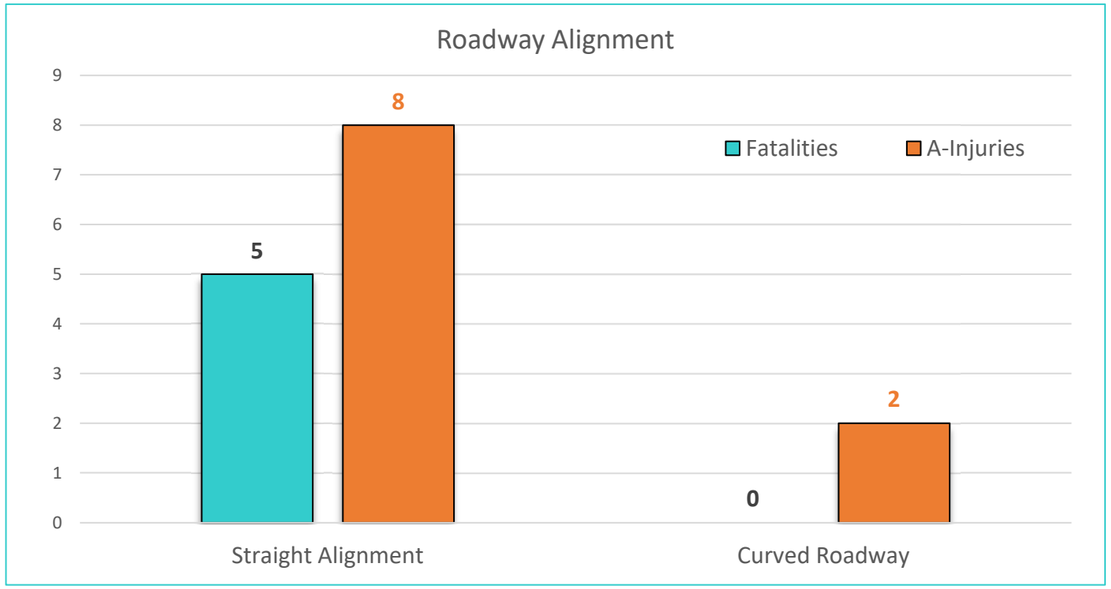
Emphasis Area: Work Zone Related

Fatalities and A-Injuries Statistics, 2013-2019









Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

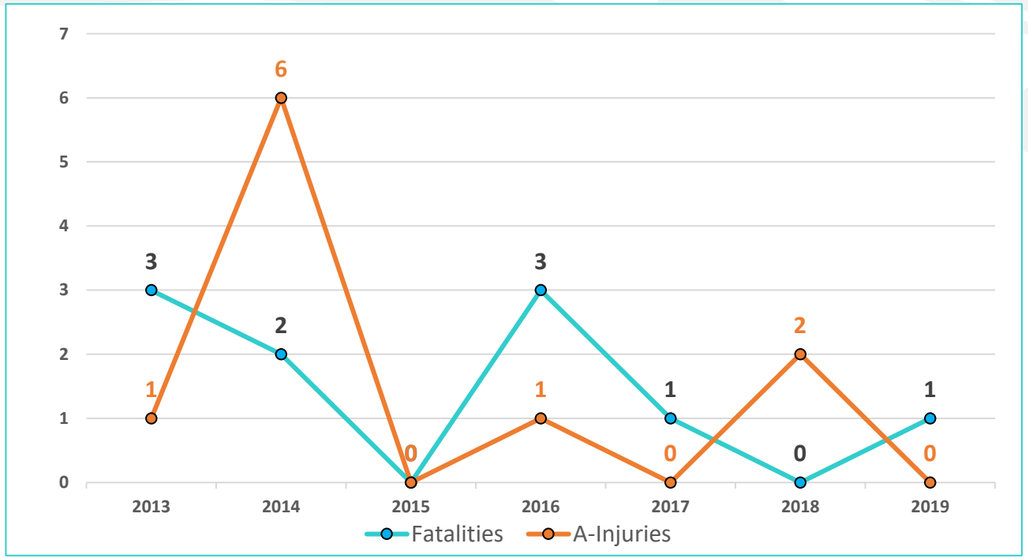
Rail Involvement
Fatalities and A-Injuries
(2013-2019)

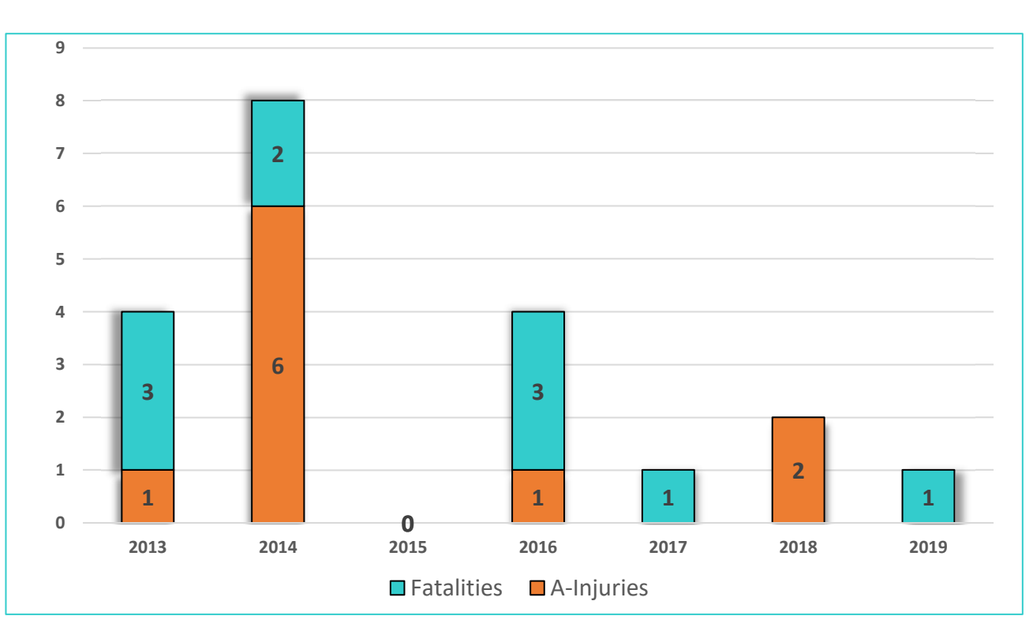
Emphasis Area: Rail Involvement

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Rail Involvement Statewide Totals	**10**	**100%**	**10**	**100%**	**20**	**100%**
Setting	Urban	4	40%	2	20%	6	30%
	Rural	6	60%	8	80%	14	70%
	Tribal Land (Urban + Rural)	1	10%	0	0%	1	5%
Geometry	Intersection Related	5	50%	4	40%	9	45%
	Roadway Departure	0	0%	0	0%	0	0%
	Work Zone Related	0	0%	0	0%	0	0%
Person Type	Younger Driver Involvement	0	0%	2	20%	2	10%
	Older Driver Involvement	1	10%	0	0%	1	5%
	Pedestrian Involvement	0	0%	0	0%	0	0%
	Bicyclist Involvement	0	0%	0	0%	0	0%
Behavior	Alcohol Involvement	3	30%	2	20%	5	25%
	Drug Involvement	3	30%	0	0%	3	15%
	Impaired Driving	6	60%	2	20%	8	40%
	Distracted Driving	8	80%	4	40%	12	60%
	No Use of Safety Restraint	4	40%	0	0%	4	20%
	Sleepy/Fatigued Driving	0	0%	2	20%	2	10%
	Speed/Aggressive Driving	2	20%	0	0%	2	10%
Vehicle	Motorcycle Involvement	0	0%	0	0%	0	0%
	Rail Involvement	10	100%	10	100%	20	100%
	Heavy Vehicle Involvement	1	10%	2	20%	3	15%
	Multiple Vehicles	9	90%	5	50%	14	70%
Environmental	Inclement Weather	2	20%	0	0%	2	10%
	Animal/Wildlife Involvement	0	0%	0	0%	0	0%
	Dusk/Dawn	0	0%	0	0%	0	0%
	Dark - No Light	2	20%	4	40%	6	30%

Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	3	1	4	-
2014	2	6	8	100%
2015	0	0	0	-100%
2016	3	1	4	NA
2017	1	0	1	-75%
2018	0	2	2	100%
2019	1	0	1	-50%
Total	10	10	20	



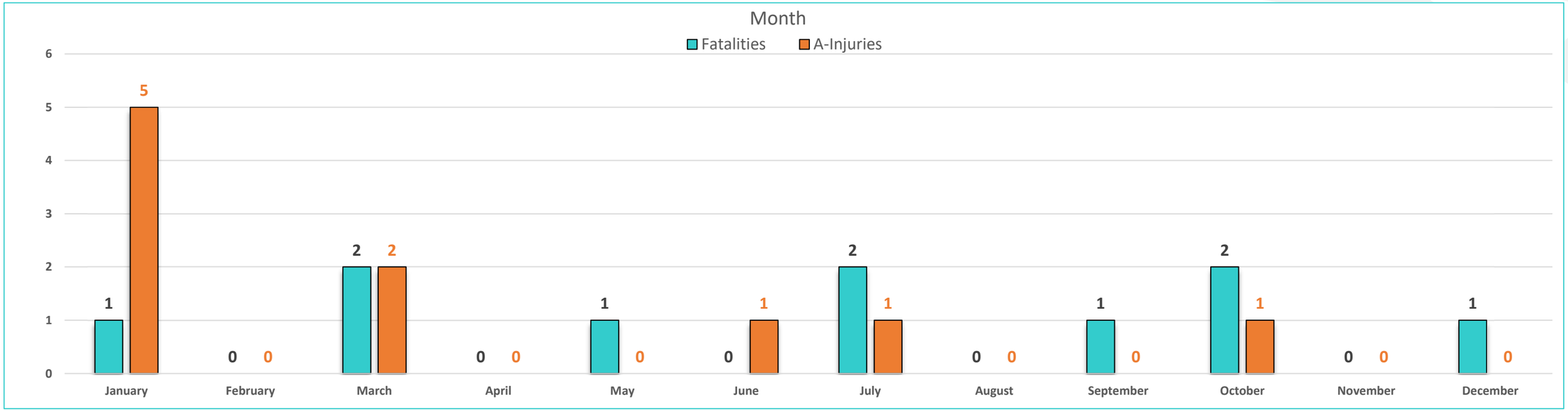


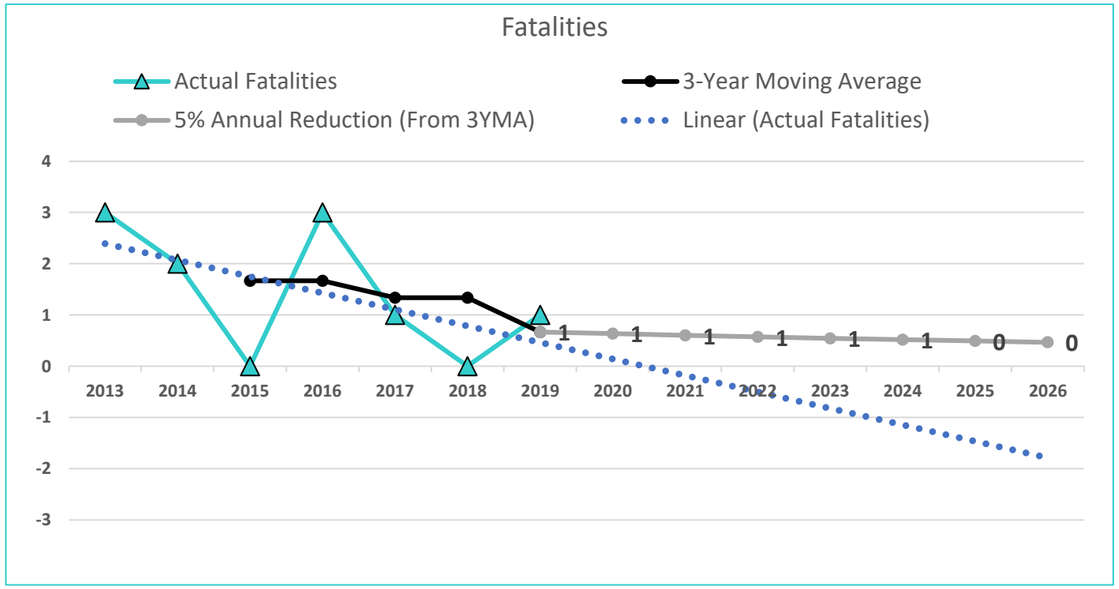
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

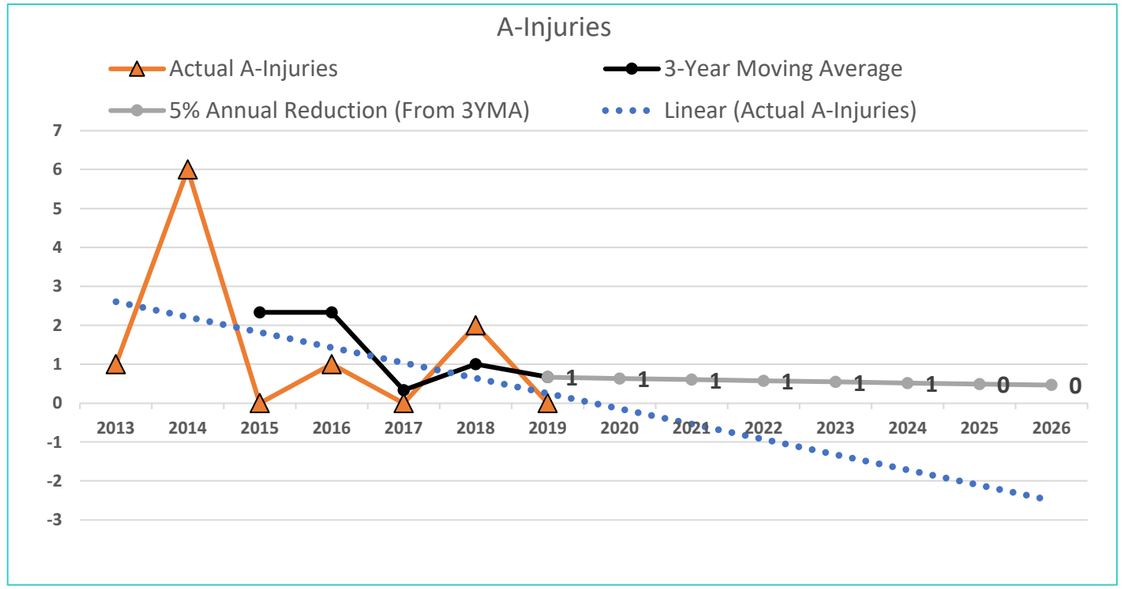
12/29/2021

Emphasis Area: Rail Involvement

Fatalities and A-Injuries Statistics, 2013-2019







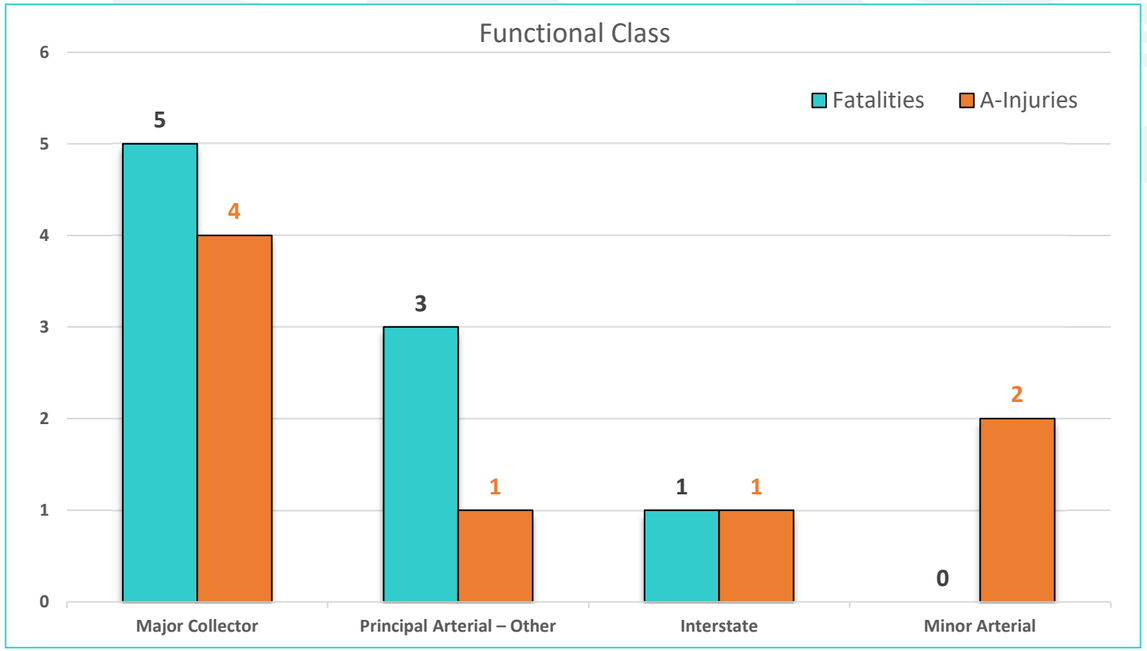
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

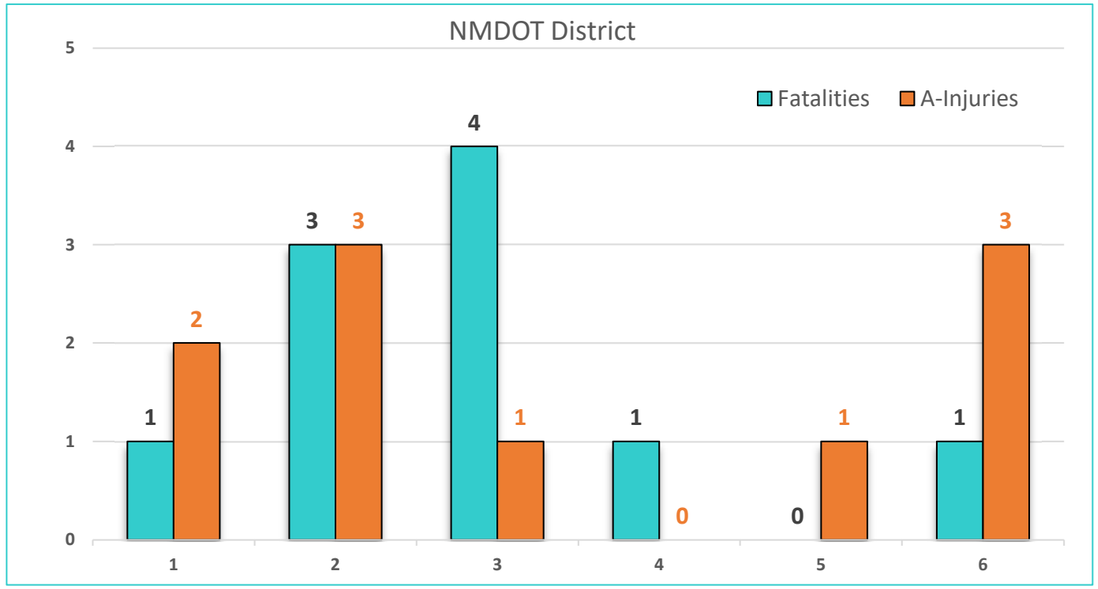
12/29/2021

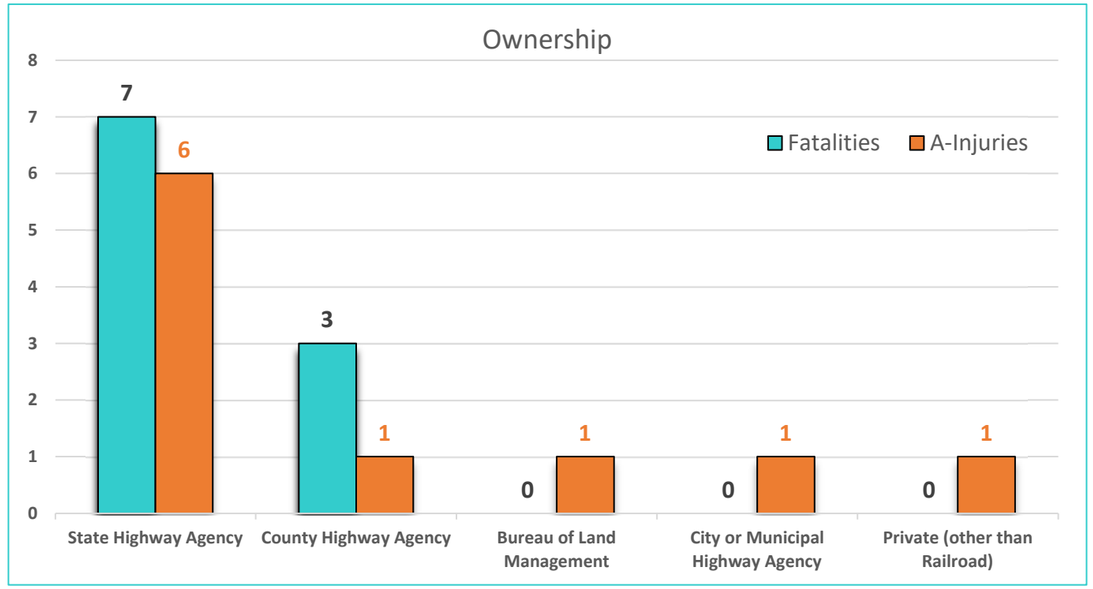
Emphasis Area: Rail Involvement

Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	0 (0.0%)	0 (0.0%)	0 (0.0%)	2 (50.0%)	2 (50.0%)	4 (100.0%)	4 (100.0%)
2014	1 (12.5%)	2 (25.0%)	3 (37.5%)	5 (62.5%)	0 (0.0%)	5 (62.5%)	8 (100.0%)
2015	1 (0.0%)	1 (0.0%)	2 (0.0%)	2 (0.0%)	0 (0.0%)	2 (0.0%)	0 #DIV/0!
2016	0 (25.0%)	0 (25.0%)	0 (50.0%)	1 (50.0%)	0 (0.0%)	1 (50.0%)	4 (100.0%)
2017	2 (0.0%)	0 (0.0%)	2 (0.0%)	0 (100.0%)	0 (0.0%)	0 (100.0%)	1 (100.0%)
2018	0 (100.0%)	0 (0.0%)	0 (100.0%)	0 (0.0%)	1 (0.0%)	1 (0.0%)	2 (100.0%)
2019	4 (0.0%)	3 (11.1%)	7 (11.1%)	10 (33.3%)	3 (55.6%)	13 (88.9%)	1 (100.0%)
Total	4 (0.0%)	3 (11.1%)	7 (11.1%)	10 (33.3%)	3 (55.6%)	13 (88.9%)	20 (100.0%)





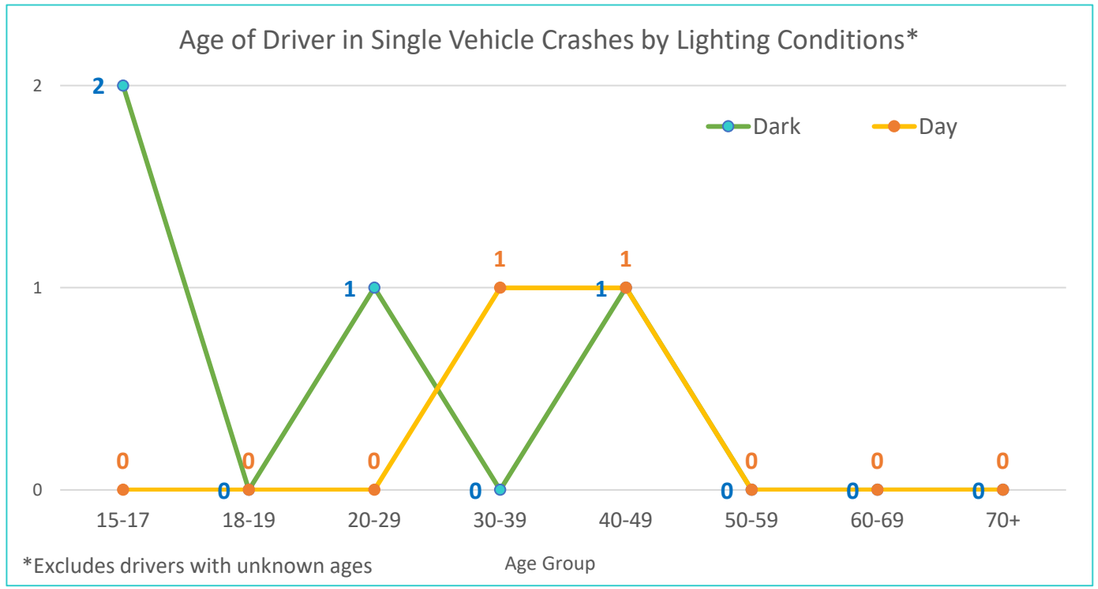


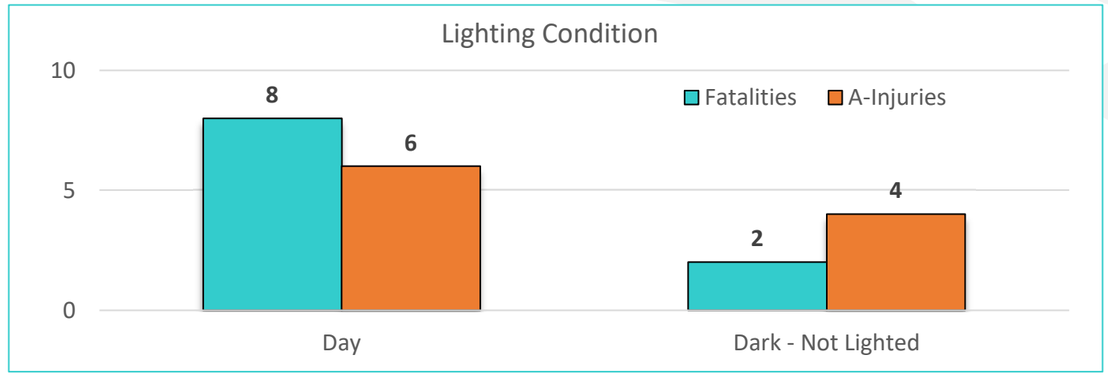
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

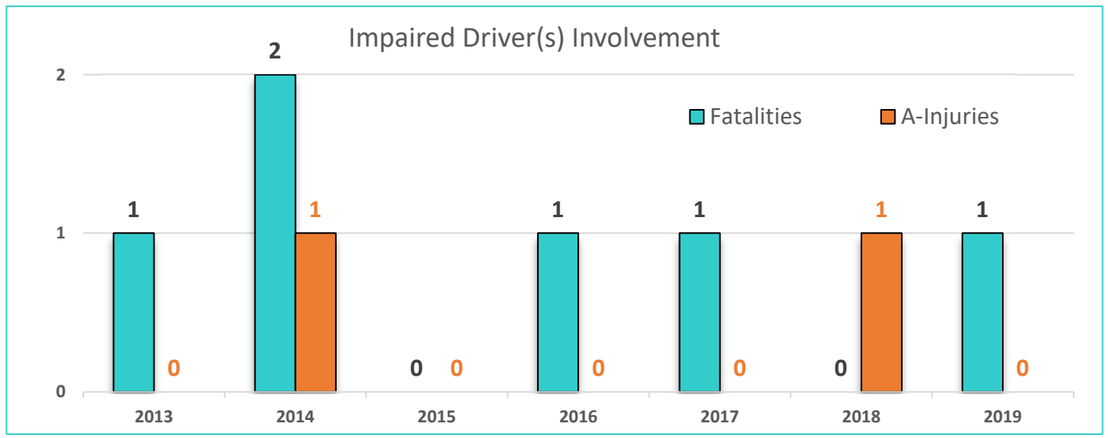
12/29/2021

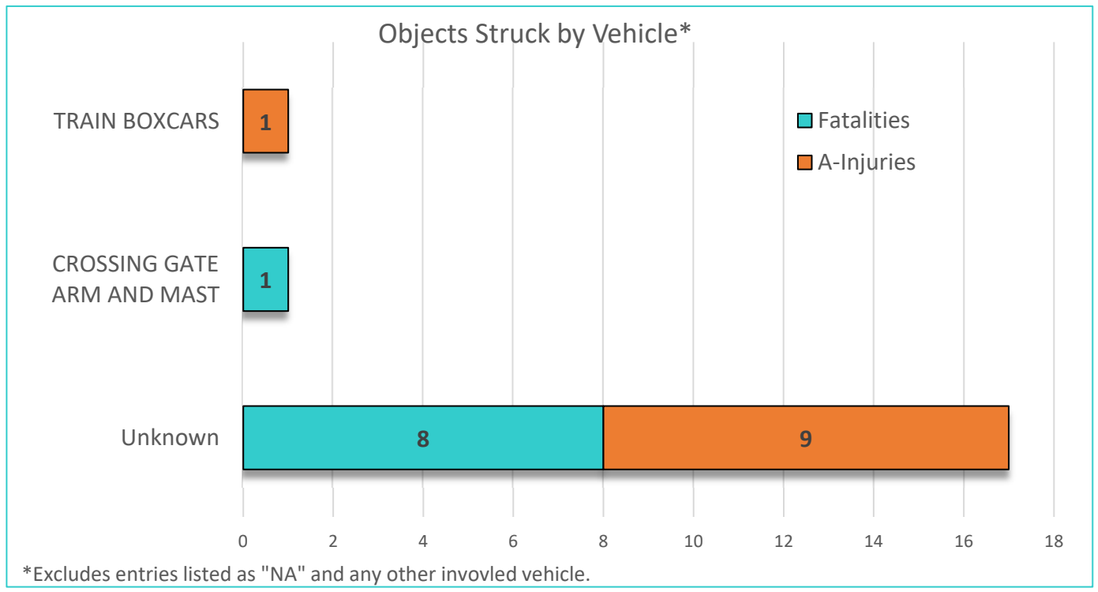
Emphasis Area: Rail Involvement

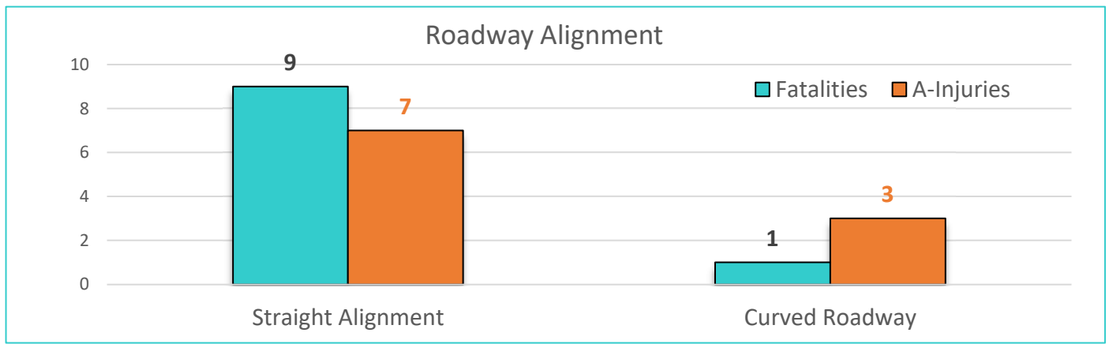
Fatalities and A-Injuries Statistics, 2013-2019











Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

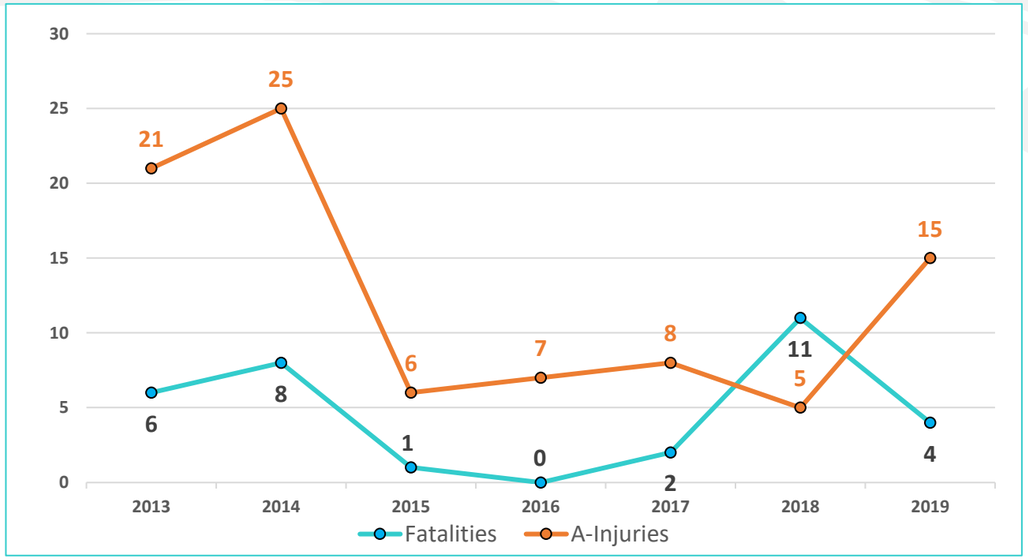
12/29/2021

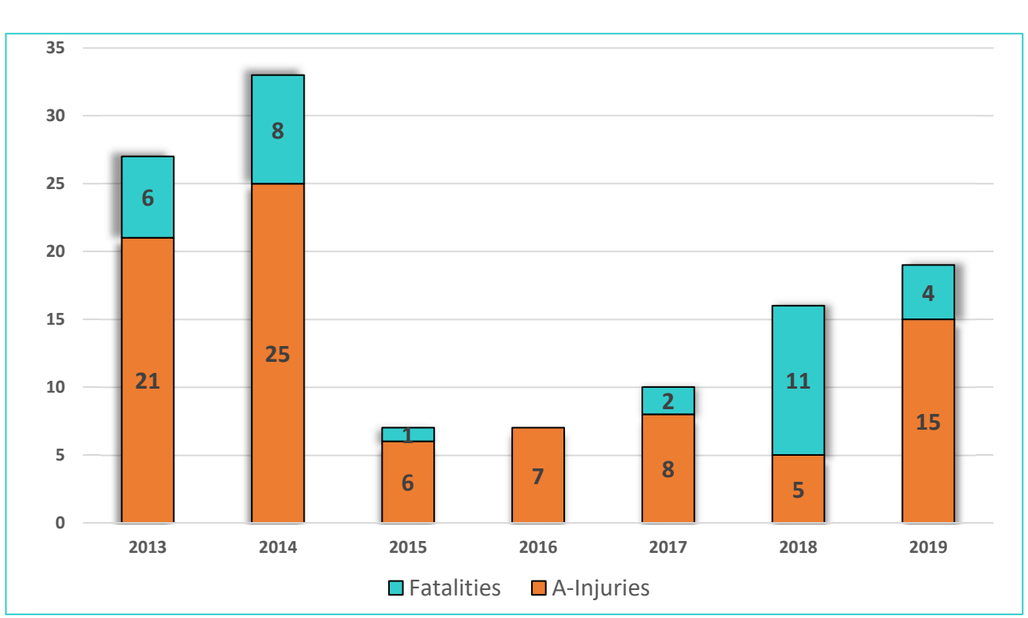
Transit/Bus Involvement Fatalities and A-Injuries (2013-2019)

Emphasis Area: Transit/Bus Involvement

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Transit/Bus Involvement Statewide Totals	**32**	**100%**	**87**	**100%**	**119**	**100%**
Setting	Urban	12	38%	71	82%	83	70%
	Rural	20	63%	16	18%	36	30%
	Tribal Land (Urban + Rural)	4	13%	5	6%	9	8%
Geometry	Intersection Related	5	16%	57	66%	62	52%
	Roadway Departure	15	47%	19	22%	34	29%
	Work Zone Related	0	0%	0	0%	0	0%
Person Type	Younger Driver Involvement	0	0%	10	11%	10	8%
	Older Driver Involvement	5	16%	12	14%	17	14%
	Pedestrian Involvement	6	19%	13	15%	19	16%
	Bicyclist Involvement	2	6%	2	2%	4	3%
Behavior	Alcohol Involvement	7	22%	9	10%	16	13%
	Drug Involvement	4	13%	0	0%	4	3%
	Impaired Driving	10	31%	9	10%	19	16%
	Distracted Driving	8	25%	44	51%	52	44%
	No Use of Safety Restraint	19	59%	12	14%	31	26%
	Sleepy/Fatigued Driving	2	6%	1	1%	3	3%
	Speed/Aggressive Driving	5	16%	36	41%	41	34%
Vehicle	Motorcycle Involvement	2	6%	5	6%	7	6%
	Rail Involvement	1	3%	0	0%	1	1%
	Heavy Vehicle Involvement	21	66%	10	11%	31	26%
	Multiple Vehicles	28	88%	78	90%	106	89%
Environmental	Inclement Weather	2	6%	6	7%	8	7%
	Animal/Wildlife Involvement	0	0%	1	1%	1	1%
	Dusk/Dawn	0	0%	2	2%	2	2%
	Dark - No Light	11	34%	14	16%	25	21%





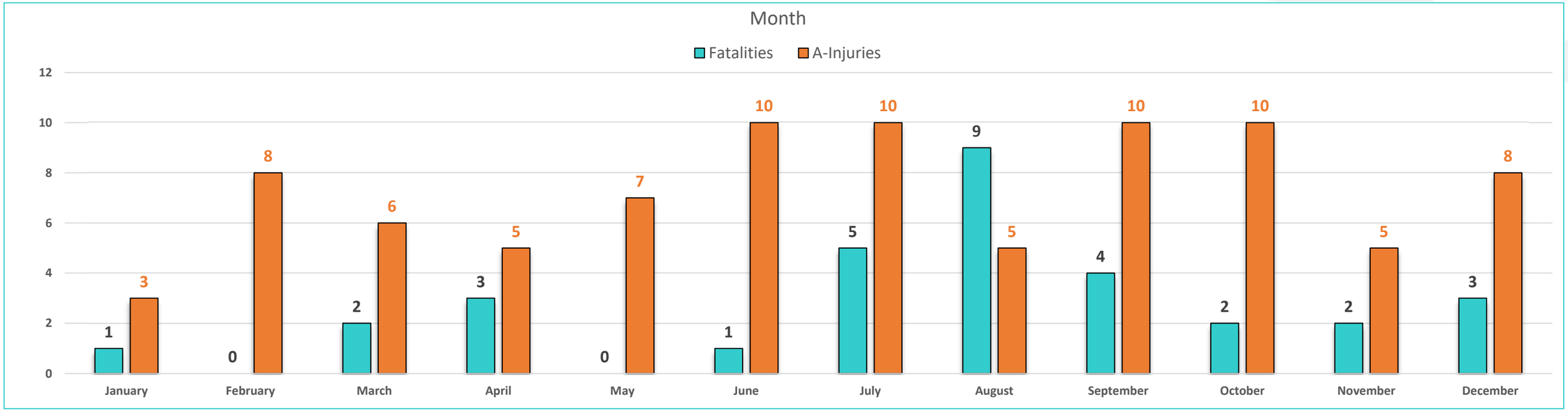
Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	6	21	27	-
2014	8	25	33	22%
2015	1	6	7	-79%
2016	0	7	7	0%
2017	2	8	10	43%
2018	11	5	16	60%
2019	4	15	19	19%
Total	32	87	119	

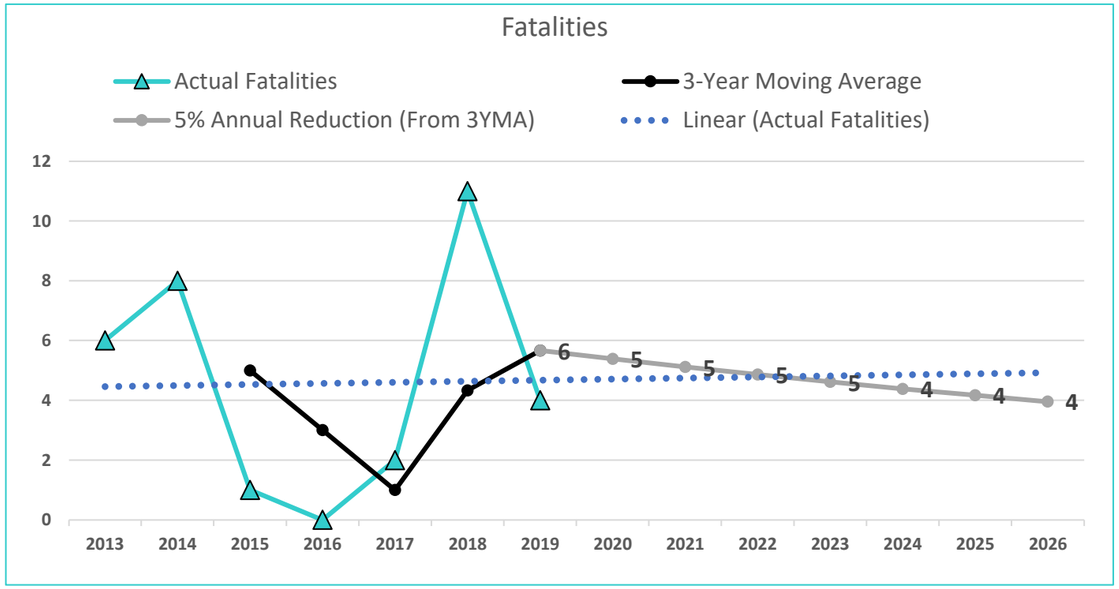
12/29/2021

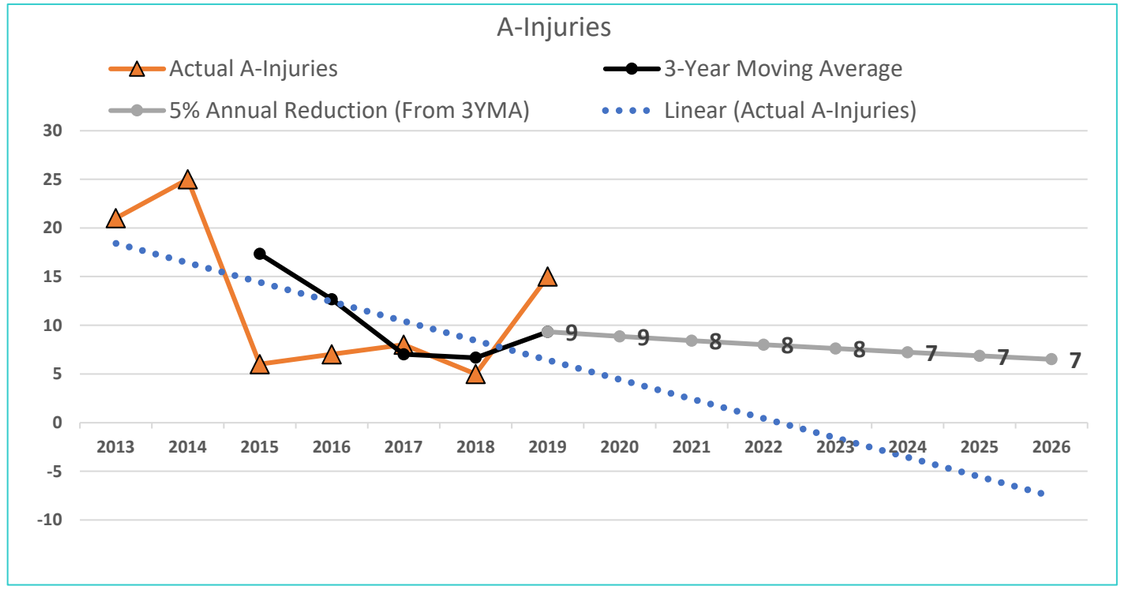
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

Emphasis Area: Transit/Bus Involvement

Fatalities and A-Injuries Statistics, 2013-2019







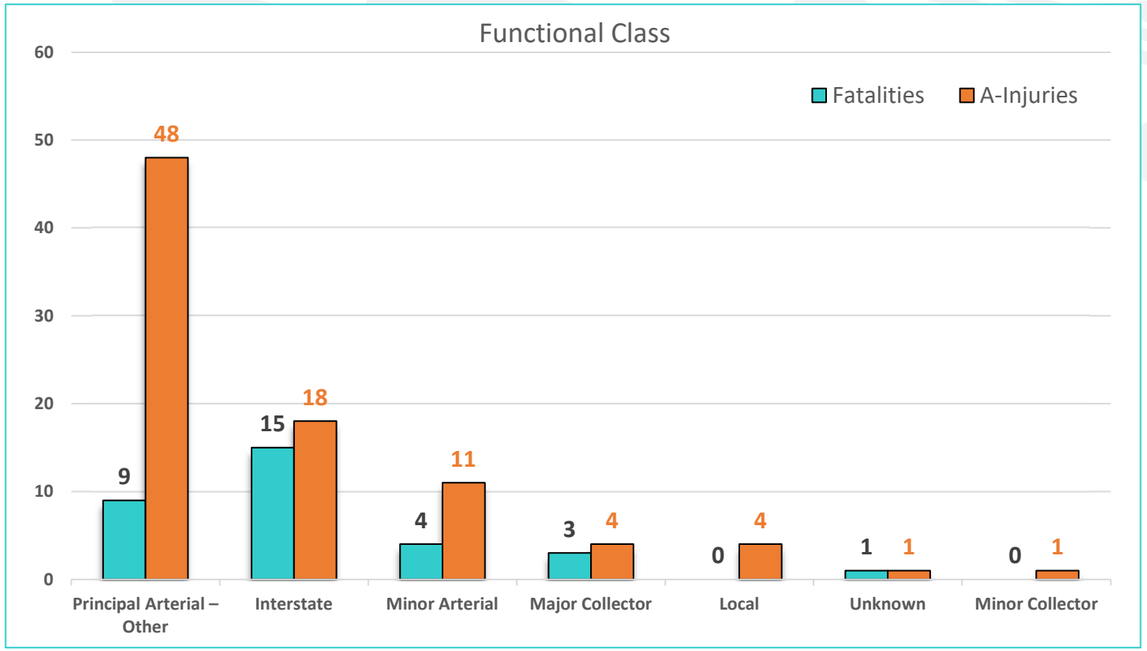
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

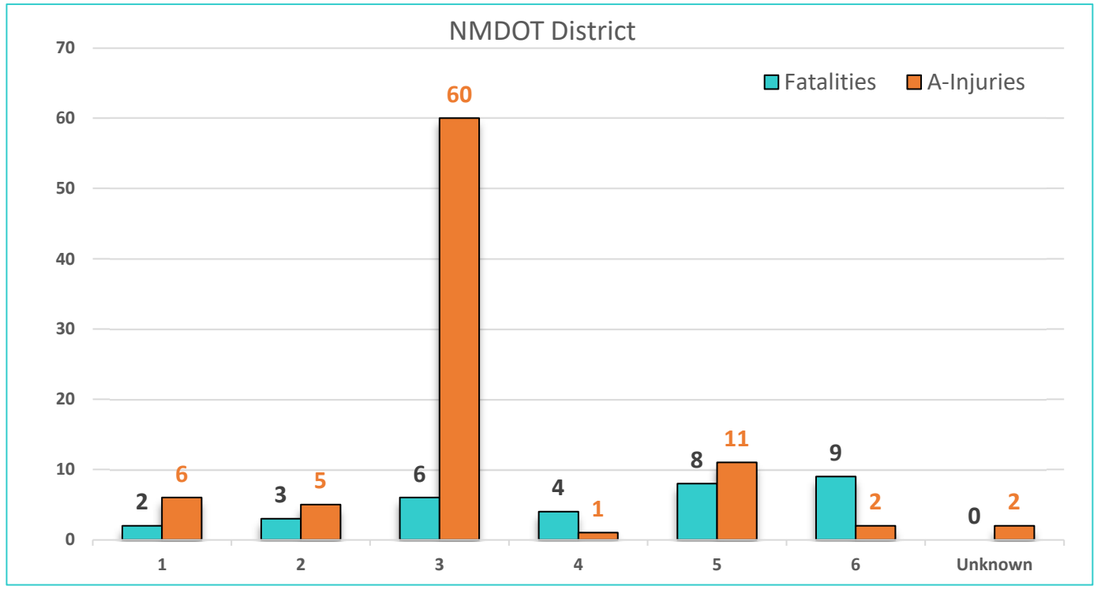
12/29/2021

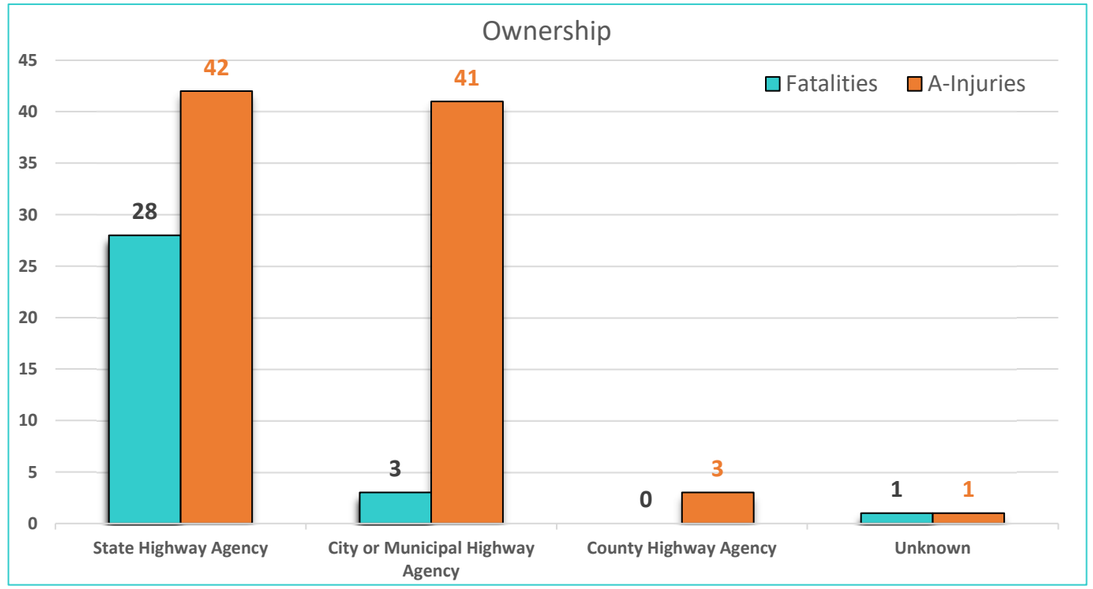
Emphasis Area: Transit/Bus Involvement

Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	0 (0.0%)	10 (37.0%)	10 (37.0%)	7 (25.9%)	10 (37.0%)	17 (63.0%)	27 (100.0%)
2014	1 (3.0%)	12 (36.4%)	13 (39.4%)	10 (30.3%)	10 (30.3%)	20 (60.6%)	33 (100.0%)
2015	0 (0.0%)	6 (85.7%)	6 (85.7%)	0 (0.0%)	1 (14.3%)	1 (14.3%)	7 (100.0%)
2016	0 (0.0%)	7 (100.0%)	7 (100.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	7 (100.0%)
2017	0 (0.0%)	2 (20.0%)	2 (20.0%)	3 (30.0%)	5 (50.0%)	8 (80.0%)	10 (100.0%)
2018	0 (0.0%)	0 (0.0%)	0 (0.0%)	10 (62.5%)	6 (37.5%)	16 (100.0%)	16 (100.0%)
2019	1 (5.3%)	10 (52.6%)	11 (57.9%)	4 (21.1%)	4 (21.1%)	8 (42.1%)	19 (100.0%)
Total	2 (1.7%)	47 (39.5%)	49 (41.2%)	34 (28.6%)	36 (30.3%)	70 (58.8%)	119 (100.0%)





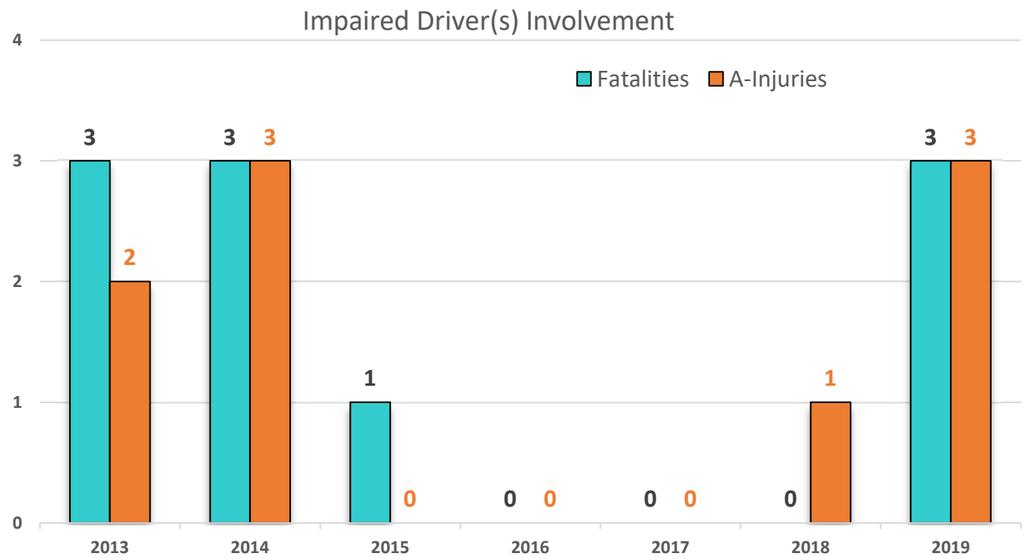


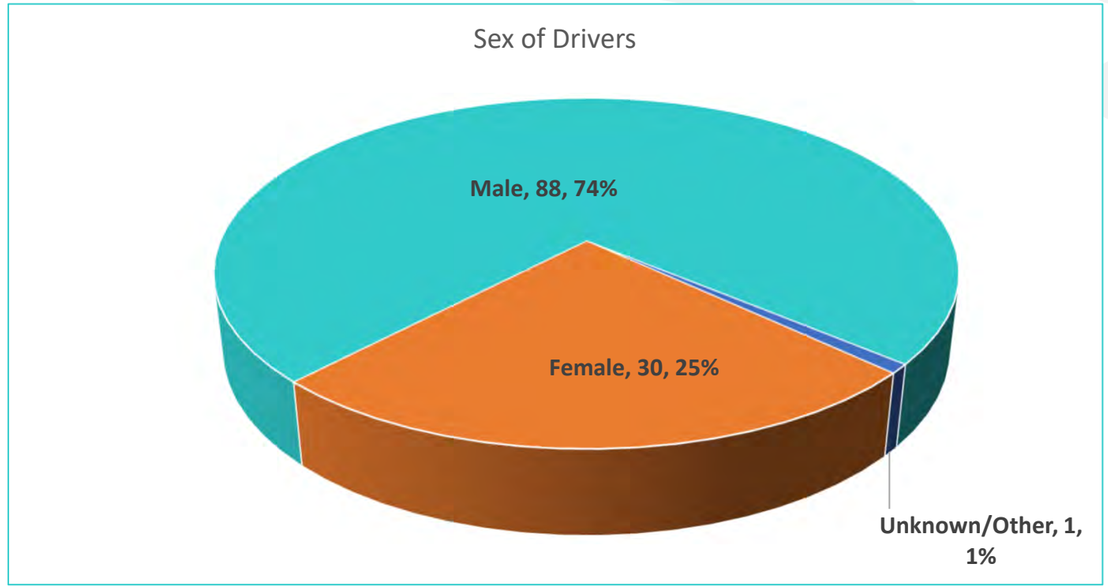
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

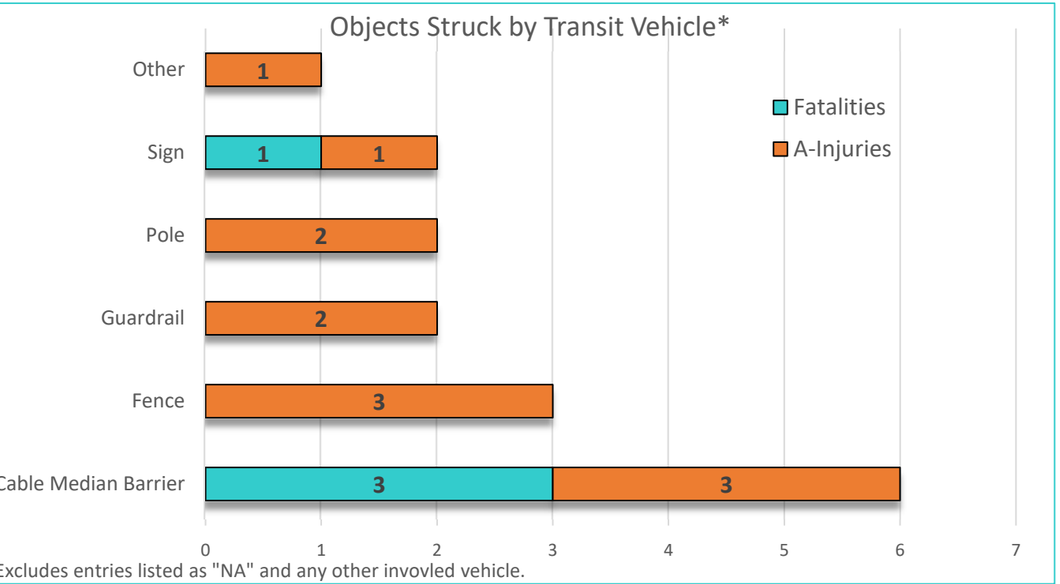
12/29/2021

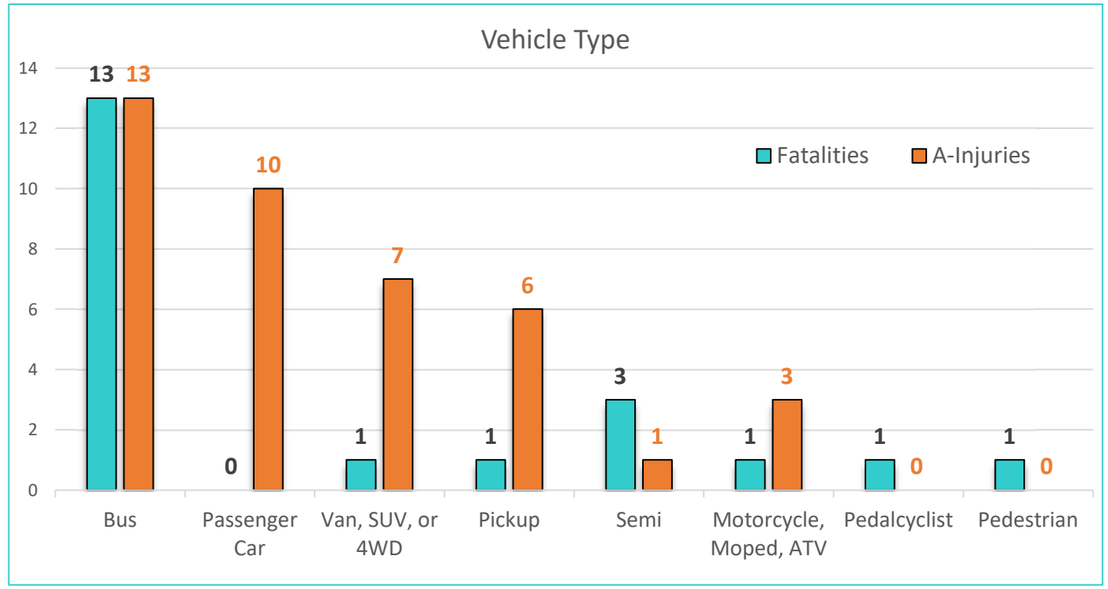
Emphasis Area: Transit/Bus Involvement

Fatalities and A-Injuries Statistics, 2013-2019









Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

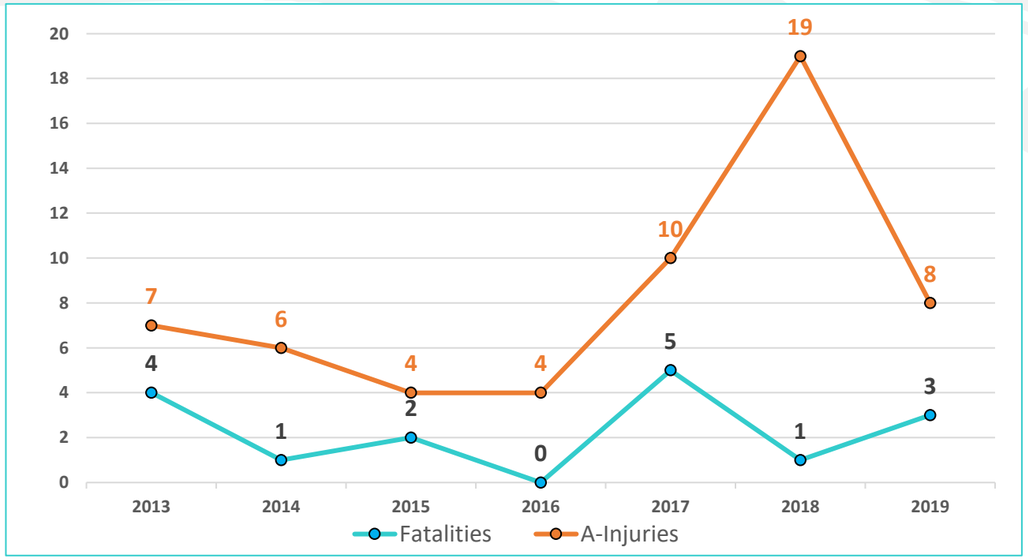
12/29/2021

Animal/Wildlife Involvement Fatalities and A-Injuries (2013-2019)

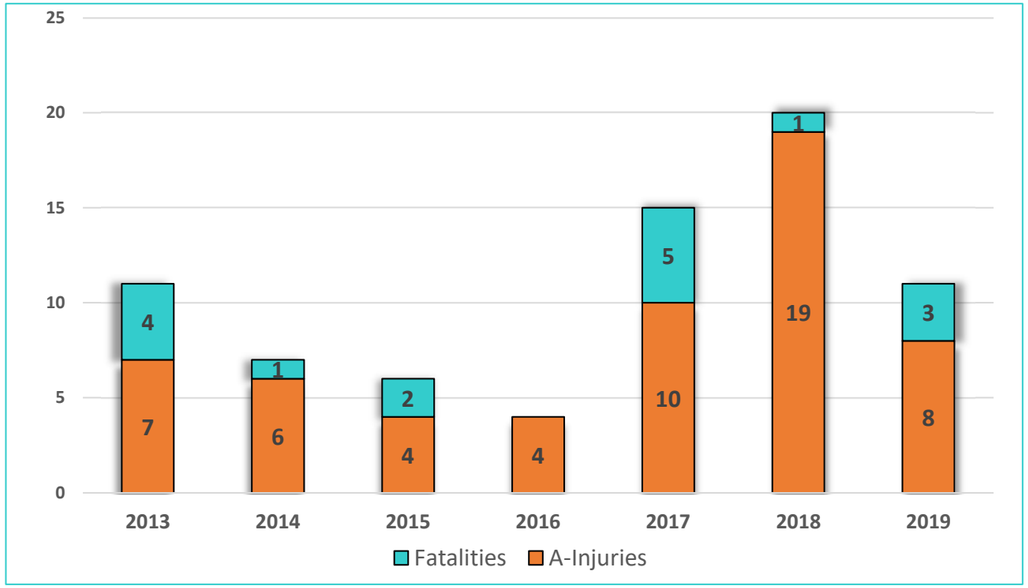
Emphasis Area: Animal/Wildlife Involvement

Fatalities and A-Injuries Statistics, 2013-2019

Category	Characteristics of 2013-2019 Crashes	Fatalities		A-Injuries		Total	
		#	% of Fatalities	#	% of A-Injuries	#	% of Total
	Animal/Wildlife Involvement Statewide Totals	**16**	**100%**	**58**	**100%**	**74**	**100%**
Setting	Urban	1	6%	7	12%	8	11%
	Rural	15	94%	51	88%	66	89%
	Tribal Land (Urban + Rural)	0	0%	4	7%	4	5%
Geometry	Intersection Related	2	13%	15	26%	17	23%
	Roadway Departure	0	0%	0	0%	0	0%
	Work Zone Related	0	0%	0	0%	0	0%
Person Type	Younger Driver Involvement	3	19%	2	3%	5	7%
	Older Driver Involvement	1	6%	8	14%	9	12%
	Pedestrian Involvement	0	0%	0	0%	0	0%
	Bicyclist Involvement	0	0%	0	0%	0	0%
Behavior	Alcohol Involvement	6	38%	2	3%	8	11%
	Drug Involvement	3	19%	0	0%	3	4%
	Impaired Driving	6	38%	2	3%	8	11%
	Distracted Driving	2	13%	2	3%	4	5%
	No Use of Safety Restraint	8	50%	12	21%	20	27%
	Sleepy/Fatigued Driving	0	0%	0	0%	0	0%
	Speed/Aggressive Driving	0	0%	5	9%	5	7%
Vehicle	Motorcycle Involvement	7	44%	29	50%	36	49%
	Rail Involvement	0	0%	0	0%	0	0%
	Heavy Vehicle Involvement	0	0%	1	2%	1	1%
	Multiple Vehicles	3	19%	9	16%	12	16%
Environmental	Inclement Weather	0	0%	3	5%	3	4%
	Animal/Wildlife Involvement	16	100%	58	100%	74	100%
	Dusk/Dawn	1	6%	5	9%	6	8%
	Dark - No Light	11	69%	32	55%	43	58%



Year	Fatalities	A-Injuries	Total	Annual Fatal + A-Injury Change
2013	4	7	11	-
2014	1	6	7	-36%
2015	2	4	6	-14%
2016	0	4	4	-33%
2017	5	10	15	275%
2018	1	19	20	33%
2019	3	8	11	-45%
Total	16	58	74	

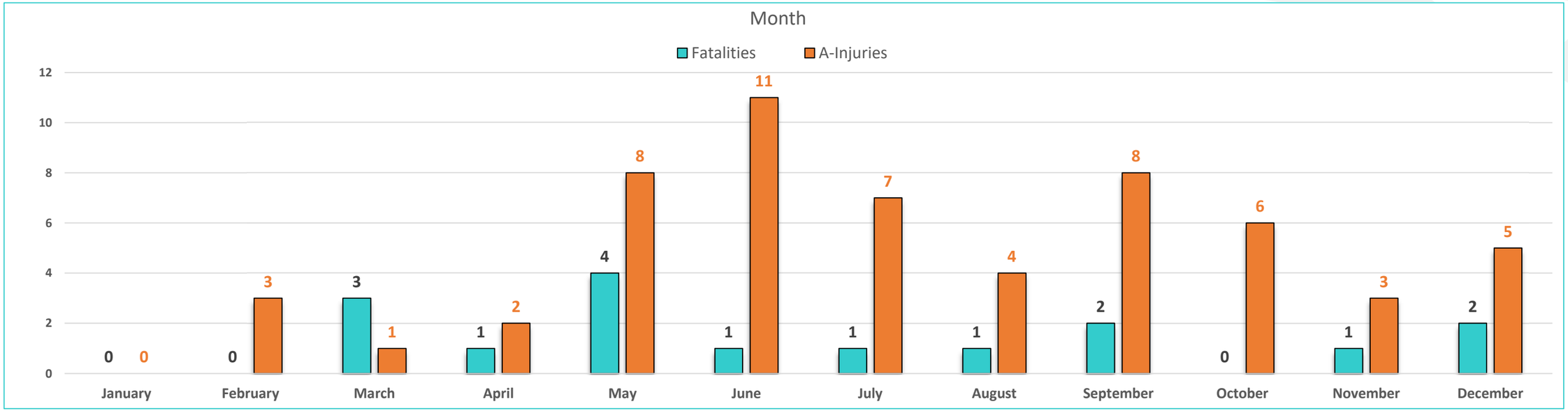


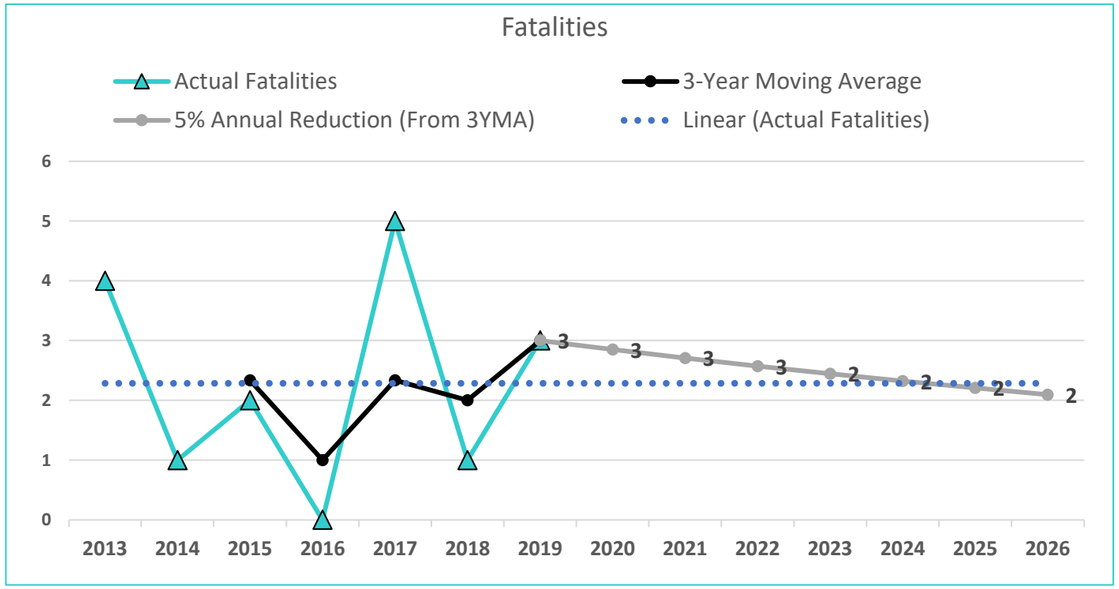
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

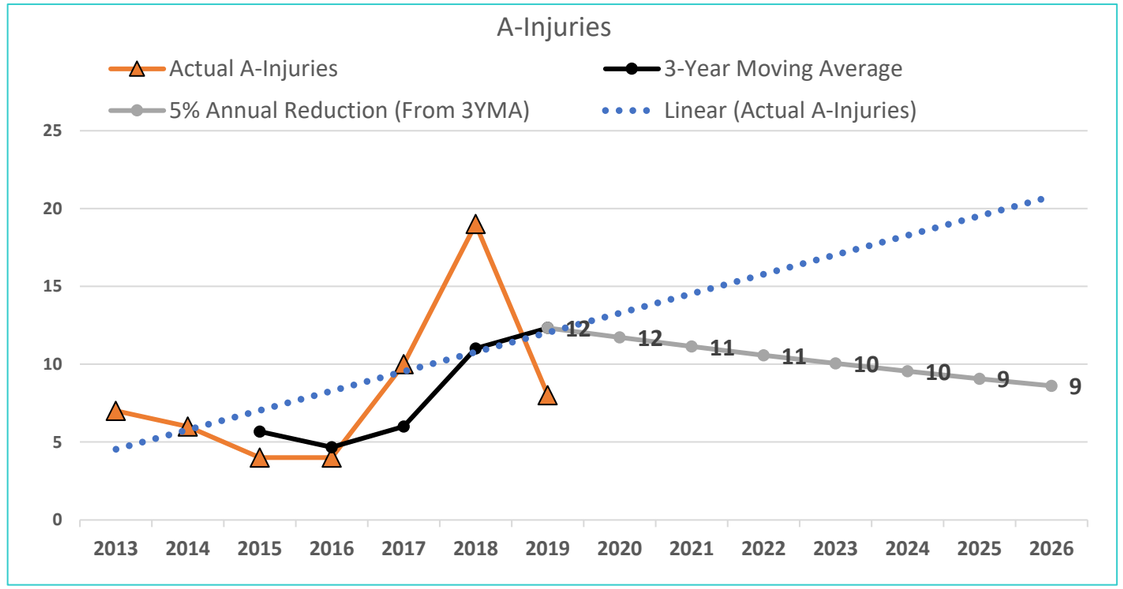
12/29/2021

Emphasis Area: Animal/Wildlife Involvement

Fatalities and A-Injuries Statistics, 2013-2019







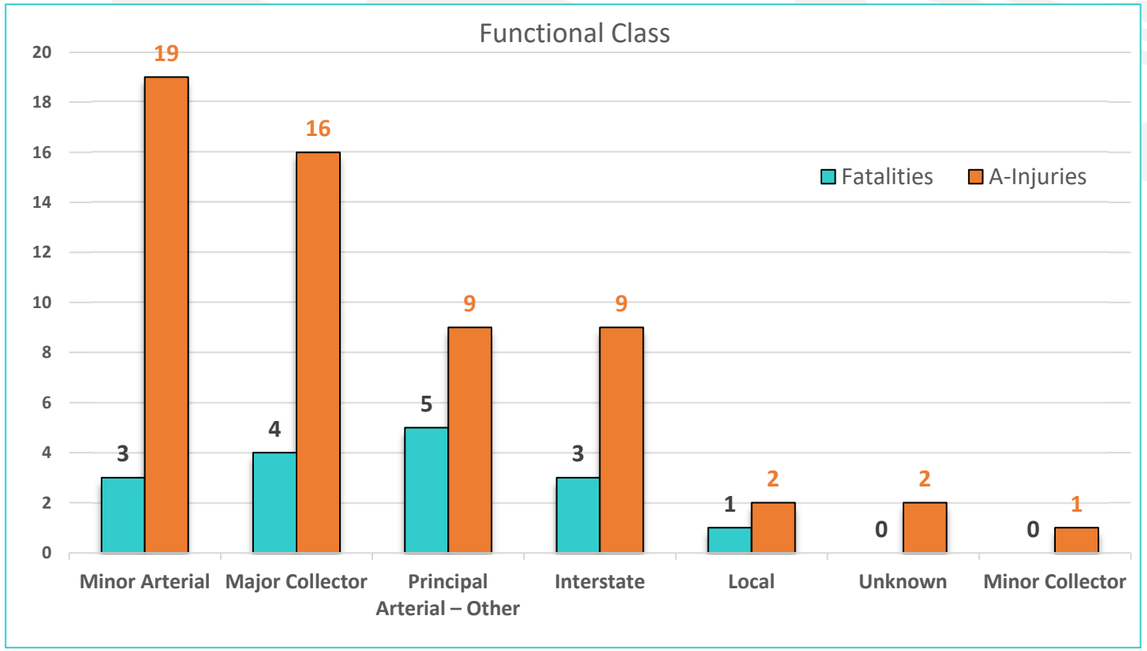
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

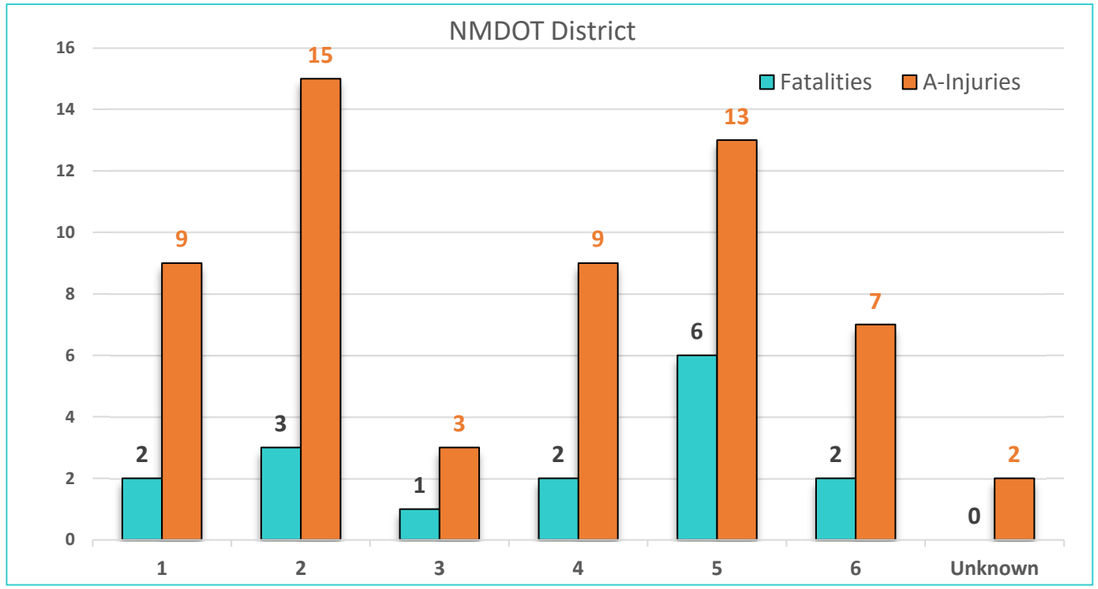
12/29/2021

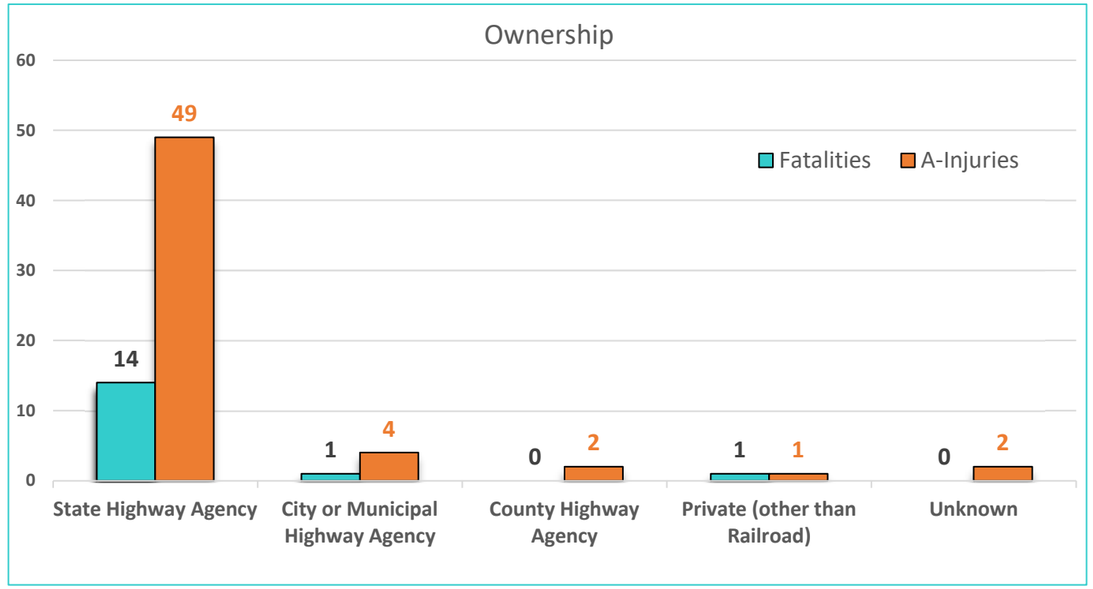
Emphasis Area: Animal/Wildlife Involvement

Fatalities and A-Injuries Statistics, 2013-2019

	Fatalities + A-Injuries by Jurisdiction & Urban/Rural						
	Non-State Roadways			State Roadways			Grand Total
	Rural	Urban	Total	Rural	Urban	Total	
2013	1 (9.1%)	1 (9.1%)	2 (18.2%)	8 (72.7%)	1 (9.1%)	9 (81.8%)	11 (100.0%)
2014	1 (14.3%)	1 (14.3%)	2 (28.6%)	5 (71.4%)	0 (0.0%)	5 (71.4%)	7 (100.0%)
2015	0 (0.0%)	2 (33.3%)	2 (33.3%)	4 (66.7%)	0 (0.0%)	4 (66.7%)	6 (100.0%)
2016	0 (0.0%)	0 (0.0%)	0 (0.0%)	4 (100.0%)	0 (0.0%)	4 (100.0%)	4 (100.0%)
2017	1 (6.7%)	0 (0.0%)	1 (6.7%)	14 (93.3%)	0 (0.0%)	14 (93.3%)	15 (100.0%)
2018	1 (5.0%)	1 (5.0%)	2 (10.0%)	17 (85.0%)	1 (5.0%)	18 (90.0%)	20 (100.0%)
2019	1 (9.1%)	1 (9.1%)	2 (18.2%)	9 (81.8%)	0 (0.0%)	9 (81.8%)	11 (100.0%)
Total	5 (6.8%)	6 (8.1%)	11 (14.9%)	61 (82.4%)	2 (2.7%)	63 (85.1%)	74 (100.0%)





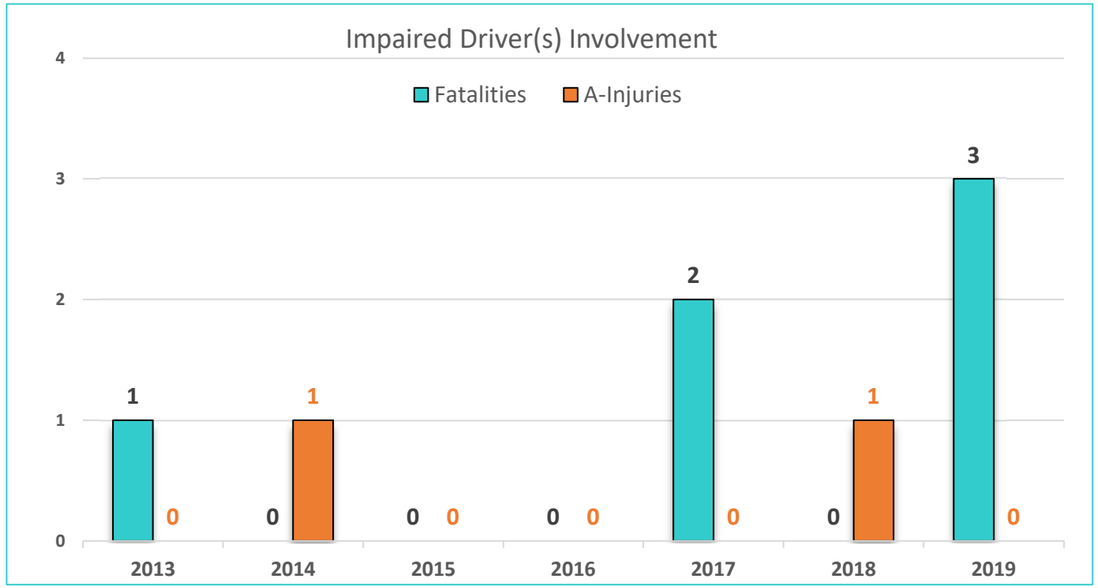


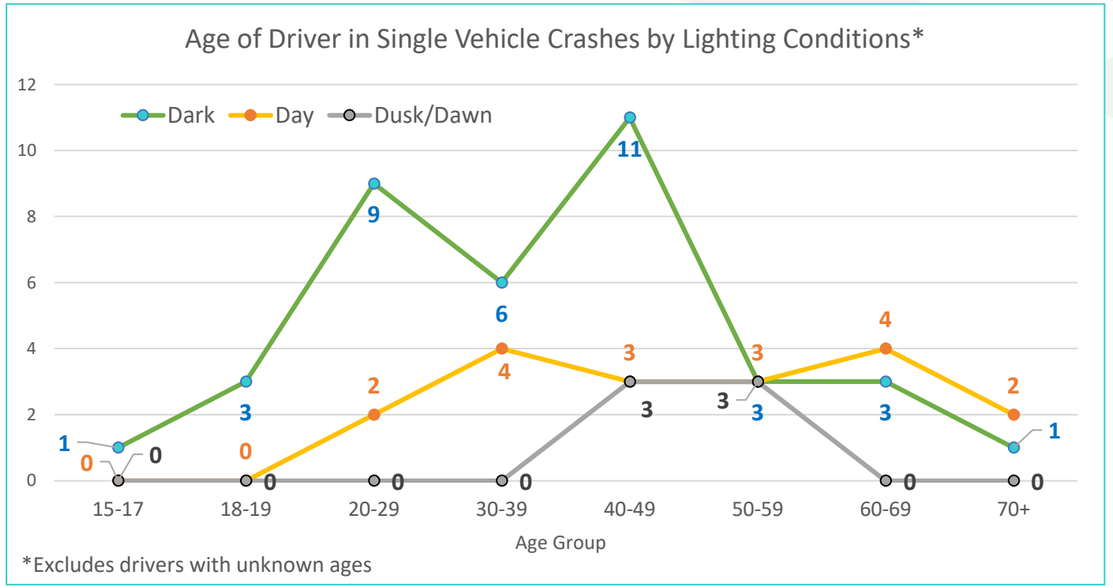
Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

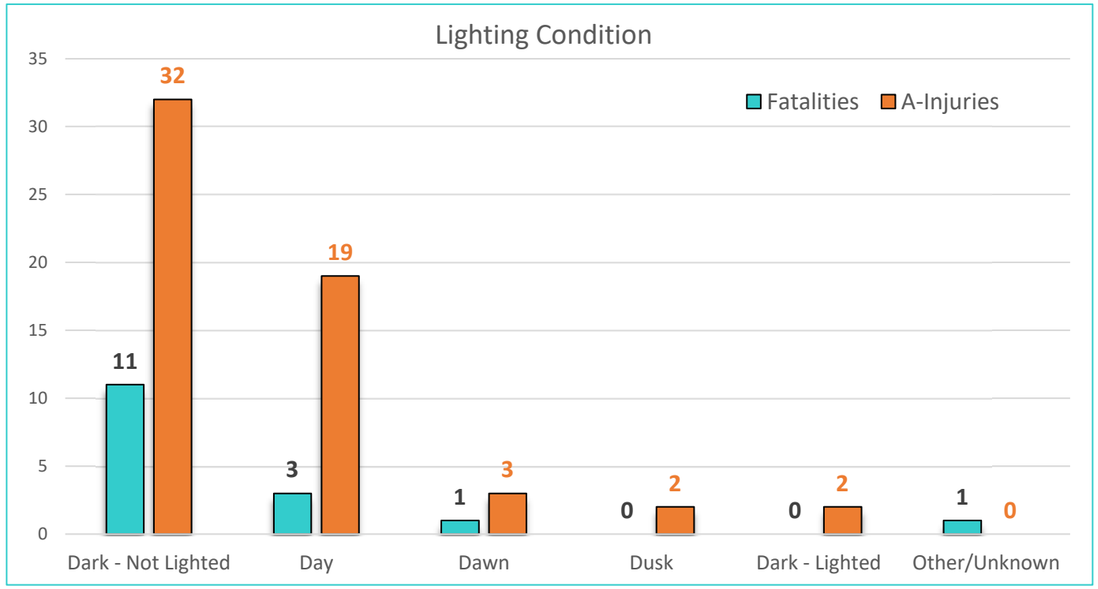
12/29/2021

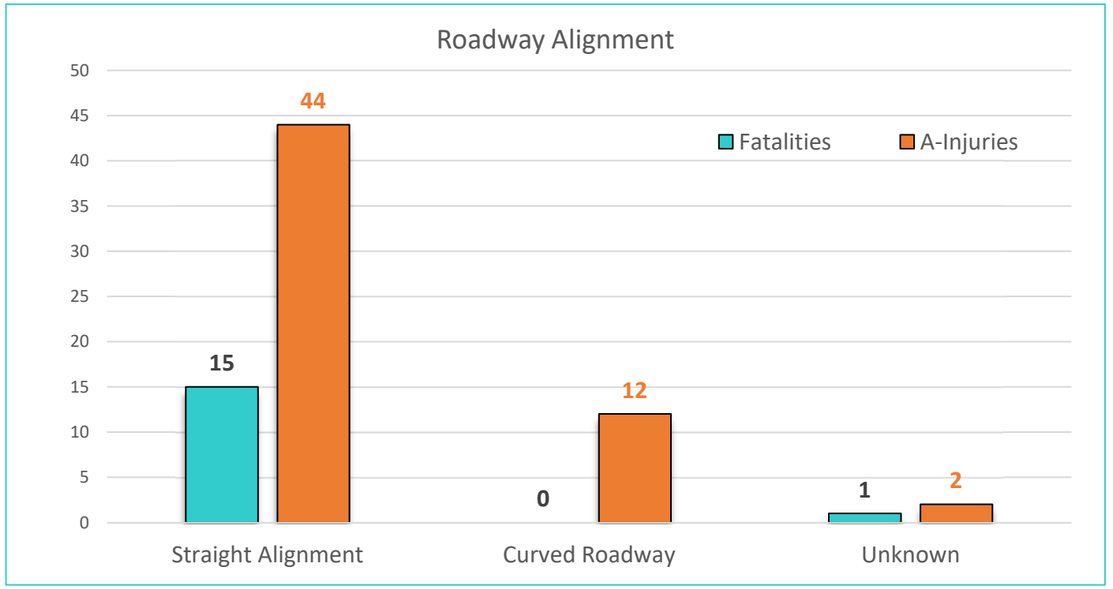
Emphasis Area: Animal/Wildlife Involvement

Fatalities and A-Injuries Statistics, 2013-2019









Disclaimer: Results of these analyses are based on data that were received from the University of New Mexico. Crash data used represents years 2013 to 2019 and were obtained from the state police and other enforcement agencies. The data displayed are only those classified as fatalities or A-Injuries and does not include B-Injuries, C-Injuries, or PDO crashes. The data were used "as is" for analysis purposes and should be interpreted accordingly.

12/29/2021

APPENDIX B – SAFETY STRATEGIES

Appendix B

Safety Strategies

The emphasis areas and safety strategies identified in the 2016 NM SHSP effort remain valid and carry forward into the 2021 SHSP update. The following tables list the New Mexico safety strategies for each safety emphasis area. Each table lists the following:

- Objectives for improving roadway safety in a particular safety emphasis area.
- Safety strategies developed to meet each objective.

Whether or not the state of New Mexico is already performing a particular safety strategy.

List of Legislative and Major Policy Safety Strategies

*** Strategy from Summit – Legislative** **** Strategy from Summit – Policy**

Objectives	Legislative Strategies	Already Doing?
Distracted Driving		
Laws and enforcement	Ban all cell phone use while driving, including hands-free, for all drivers.*	
	Allow insurance companies to reduce driver insurance claims if "distracted driving" is identified as a contributing factor to a crash.*	
Pedestrian Involvement		
Develop and implement guidelines for pedestrian safety programs and strategies	Adopt model facility safety, planning, and design guidelines, such as Public Rights-of-Way Accessibility Guidelines, at the state and local levels. (Policy)	
Younger Driver Involvement		
Enhance graduated driver licensing	Enact minimum age of 16 for learner's permit and full driver's license to age 18 to be more in compliance with MAP-21 Section 405(G) GDL Incentive Grant eligibility.	
	For intermediate licensed drivers, require 50 hours of supervised driving for drivers between the ages of 16 and 18.	
	Enhance nighttime driving restriction from 11:00 pm to 5:00 am. (Suggested NHTSA Interim Final Rule recommends 10:00 pm to 5:00 am.)	
Assist parents in monitoring their teens' driving	Facilitate parental management of intermediate drivers by requiring parent education as a driver education classroom component. (Policy) Note: This could by modified to encourage parent education.	
Unsignalized Intersections		
Improve access management	Implement in design projects driveway turn restrictions, closures, or relocations consistent with NMDOT Access Management Guidelines (Policy)	

Objectives	Legislative Strategies	Already Doing?
Impaired Driving		
Reduce excessive drinking and underage drinking	Change legislation to require mandatory ID checks for all establishments that sell alcohol for consumption on the premises.*	
	Change legislation to restrict the number of drinks served. Also include program on public awareness.*	
Prosecute, impose sanctions on, and treat DWI offenders	Allow Department of Health (DOH) Scientific Labs Division (SLD) to testify via video conference.	
	Establish reasonable per se limit (any detectable amount) for drugged driving and for drug impairment.	
	Increase education for judges on drug impairment tests and improve awareness and communications with courts to ensure drug screening occurs and protect funding for drug court programs.**	
	Legislation to address drugged driving and approval of sensors for detecting drug impairment*	
Control high-BAC and repeat offenders	Require ignition interlocks as a condition for license reinstatement.*	Yes
Coordinate and implement initiatives included in all impaired driving plans	Increase funding for safe ride programs or voucher program and capacity.**	
Heavy Vehicle Involvement		
Reduce fatigue-related crashes through infrastructure or programs that reduce the risk of sleepy/fatigued driving crashes by commercial drivers	Provide increased enforcement presence with additional staffing for extended operational hours at ports of entry.**	
Improve safety and operations to address speed differential	Increase funding for ports of entry to allow for extended operational hours into the evening/night hours.**	

Road Departure Safety Strategies

Objectives	Strategies	Already Doing?
A. Keep vehicles from encroaching on the roadside	A1 – Install proven treatments to keep vehicles from encroaching on the roadside: • Rumble strips and stripes. • Apply shoulder treatments, such as eliminate shoulder drop-offs, incorporate safety edge, and widen and/or pave shoulders. • Edge line profile markings and/or enhanced markings. (T/P/E) [L] {S} • Provide enhanced shoulder delineation and/or pavement markings at curves. • Raised pavement markers (RPMs). • Install high-friction surface treatment (HFST). • Provide improved highway geometry for horizontal curves.	Yes
B. Minimize the likelihood of crashing into an object or overturning if a vehicle travels off the shoulder	B1 – Provide improved slope/ditches to prevent rollovers and remove/ relocate fixed objects at high-risk locations. (P) [L/MH] {S/ME}	Yes
	B2 – Remove or relocate fixed objects at high-risk locations.	Yes
C. Reduce the severity of a vehicle crash	C1 – Improve and, if needed, upgrade the design of roadside hardware and application of barrier and impact attenuation systems. (T) [M] {ME}	Yes

Objectives	Strategies	Already Doing?
D. Reduce the likelihood of head-on crashes	D1 – Install proven treatments to reduce the likelihood and/or severity of head-on crashes on two-lane roadways: • Install centerline rumble stripes for two-lane roads at high-risk locations, such as no passing zones. • Raised pavement markers (RPMs). • Provide improved highway geometry for horizontal curves.	Yes
	D2 – Install proven treatments to reduce the likelihood and/or severity of head-on crashes on multilane roadways: • Improve signing and geometry of ramps at interchanges to prevent wrong-way driving. • Provide wider medians and improve their design. • Install median barriers for narrow-width medians. • Re-allocate total roadway width (travel lanes and shoulders) to include a narrow buffer median.	Yes
	D3 – Provide passing lanes and acceleration/deceleration lanes.	
E. Reduce travel time in response to an incident	E1 – Develop guidelines for providing additional breaks in median cable barrier installations for emergency medical services (EMS) and police access.	
F. Develop and implement wrong-way driving countermeasures for interstates and four-lane divided highways	F1 – Following the procedures of the New Mexico Highway Safety Improvement Program, plan, program, design, implement, and evaluate engineering-related standalone safety improvement projects to reduce fatalities and incapacitating injuries specifically related to wrong-way driving. (T) [L/M/MH] {S/ME}	Yes

Notes:
Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high
Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available

Distracted Driving Safety Strategies (Behavioral Only)

Objectives	Strategies	Already Doing?
A. Increase public awareness of distracted driving	A1 – Increase awareness of distracted driving issues through an aggressive "Just Drive" public education and awareness campaigns using popular forms of media on the risks and consequences of distracted driving (T) [L] {ME} that support state ban on electronic communications (text/email/web-based) while driving. (T) [ ] { } Encourage drivers to take driving seriously. Provide more public awareness of poor driving behavior and the responsibility needed behind the wheel. Education on its own is not effective; must be coupled with added enforcement.	
B. Implement programs that target populations at increased risk of distracted driving crashes	B1 – Incorporate information on distracted driving into education programs and materials for younger drivers. (T) [L] {S}	
	B2 – Encourage implementation of employer sanction programs prohibiting the use of any electronic communication device while driving during work hours. (T) [L] {S} Emphasize government agency distracted driving safety policies, as well as private employer policies.	
C. Laws and enforcement	C1 – Increase and strengthen the conduct of high-visibility enforcement of cell phone use/text messaging and electronic communication device laws to reduce the number of distracted drivers and careless/distracted driving-related crashes.	Yes
	C2 – Ban all cell phone use while driving, including hands-free, for all drivers.	
	C3 – Strengthen law officer priority on enforcing distracted driving laws including careless and reckless driving.	
	C4 – Review New Mexico cell phone laws. ( ) [ ] { }	
	C5 – Allow insurance companies to reduce driver insurance claims if "distracted driving" is identified as a contributing factor to a crash.	

Objectives	Strategies	Already Doing?
D. Technology enhancements	D1 – Encourage use of technology to eliminate use of cell phones, other mobile devices, and texting while driving. ( ) [ ] { }	
	D2 – Research and identify effective strategies to discourage all forms of distracted driving. ( ) [ ] { }	
	D3 – Improve data collection with goal of attaining more complete reporting for distracted driving crashes. ( ) [ ] { } Crash data should capture type of distraction and contributing factors such as road conditions. Review national best practices for data collection to verify appropriate data is being included.	

Notes:
Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high
Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available
Highlight indicates a strategy that is policy or legislative.

Impaired Driving Safety Strategies (Alcohol and Drugs)

Objectives	Strategies	Already Doing?
A. Reduce excessive drinking and underage drinking	A1 – Develop education regarding drinking, including family education and private-host parties. (E) [ ] { }	Yes
	A2 – Conduct well-publicized compliance checks of alcohol retailers to reduce sales to underage persons. (T) [L] {S}	Yes
	A3 – Change legislation to restrict the number of drinks served and continue work on public awareness regarding amount of alcohol consumed.	
	A4 – Provide accessible safe-ride alternative transportation services. (T) [ ] { } Expand funding for safe ride home.	Yes
	A5 – Increase funding towards promoting more positive messaging for programs such as underage drinking/MyInstead.	Yes
	A6 – Employ screening and brief interventions in health care settings. (T) [L] {S}	
	A7 – Increase education for training of managers and servers for all alcohol sales including sales at convenience stores.	
	A8 – Change legislation to require mandatory ID checks for all alcohol establishments (also work to support alternative private safe rides).	
B. Enforce DWI laws	B1 – Conduct aggressive, high-visibility driving while impaired (DWI) enforcement campaigns. (P) [MH] {S}	Yes
	B2 – Conduct an assessment of impaired driving laws including criminal actions and administrative license sanctions. (P) [ ] { }	
	B3 – Enhance DWI detection through special DWI patrols and related traffic enforcement including increased use of sobriety checkpoints. (P) [L] {S}	Yes
	B4 – Publicize and enforce zero tolerance laws for drivers under age 21. (P) [M] {S}	Yes
	B5 – Strengthen detection and public perceived risk of arrest through highly visible impaired-driving saturation patrols. (P) [ ] { }	Yes
	B6 – Enhance an electronic DWI system that tracks impaired driver from arrest through adjudication of the charge or through sentence completion. (T) [ ] { }	

Objectives	Strategies	Already Doing?
C. Prosecute, impose sanctions on, and treat DWI offenders	C1 – Allow Department of Health (DOH), Scientific Labs Division (SLD) to testify via video conference	
	C2 – Increase education for judges on drug impairment tests, improve awareness and communications with courts to ensure drug screening occurs, and protect funding for Drug Court programs.	
	C3 – Review the effectiveness of establishing stronger penalties for blood alcohol content (BAC) test refusal than for test failure. (T) [ ] { }	
	C4 – Establish reasonable per se limit (any detectable amount) for drugged driving and drug impairment.	
	C5 – Explore enhanced screening for all convicted DWI offenders for alcohol problems and require treatment when appropriate. (P) [MH] {L}	
	C6 – Improve the effectiveness of alcohol-impaired driving sanctions consistent with national standards and guidance. (P) [ ] { }	
D. Control high-BAC and repeat offenders	D1 – Explore the strengthening of repeat DWI offender monitoring programs and associated recidivism. (T) [ ] { }	
	D2 – Monitor all convicted repeat DWI offenders closely. (P) [MH] {L}	
	D3 – Require ignition interlocks as a condition for license reinstatement. (P) [M] {ME}	Yes
	D4 – Investigate tech options to enhance monitoring for aggravated offenders.	
	D5 – Establish performance measures for DWI and drug impairment. Increase funding for treatment.	
E. Reduce drug-related incidents	E1 – Provide education regarding prescription and over-the-counter medication and how they may affect ability to drive (such as reaction time). (E) [ ] {L}	Yes
	E2 – Sustain/increase enforcement of drugged driving. (T) [ ] { }	

Objectives	Strategies	Already Doing?
F. Coordinate and implement initiatives included in all impaired driving plans	F1 – Implement impaired-driving projects outlined in Highway Safety Plans. (T) [ ] { }	
	F2 – Implement (as resources allow) the Tribal Task Force Plan. (T) [ ] { }	
	F3 – Increase funding for safe ride programs or voucher program and capacity.	

Notes:

Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high

Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available

Highlight indicates policy or legislative strategy

Speeding/Aggressive Driving Safety Strategies (Behavioral Only)

Objectives	Strategies	Already Doing?
A. Heighten driver awareness of consequences of speeding and aggressive driving	A1 – Increase public awareness of potential risks and penalties of being stopped by law enforcement for driving at high speeds and aggressive driving in rural communities and on rural roads. Achieve this using highly visible enforcement including public communication campaigns. (T) [M] {S}	Yes
	A2 – Implement neighborhood speed watch/traffic management programs (low speed only). (T) [l] {S}	
B. Improve efficiency and effectiveness of speed and aggressive driving enforcement efforts	B1 – Increase funding to conduct highly visible, publicized, and saturated enforcement campaigns at locations with higher incidence of aggressive driving/speed-related crashes. (P) [M] {S}	
	B2 – Provide funding to conduct enforcement and associated public information campaigns in rural areas and initiate efforts to collect local crash data to assess performance.	Yes
	B3 – Continue the 100 Days and Nights of Summer enforcement program (T) [ ] { }	Yes
	B4 – Update NMDOT District Traffic Safety Corridor programs for speeding and aggressive driving. (T) [ ] { }	
	B5 – Institute a statewide speed and aggressive driving management strategic initiative. (T) [M] {S}	
C. Communicate appropriate speeds through use of traffic control devices	C1 – Implement active speed warning signs, including dynamic message boards at rural-to-urban transitions. (T) [M] {S}	
	C2 – Explore new research and methods used by other DOTs to establish speed limits for both rural and urban contexts. Consider guidance from FHWA Office of Safety page: http://safety.fhwa.dot.gov/uslimits/. (E) [L] {ME}	

Notes:
Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high
Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available

No Use of Safety Restraints Safety Strategies

Objectives	Strategies	Already Doing?
A. Maximize use of occupant restraints by all vehicle occupants	A1 – Conduct highly visible, publicized, and saturated enforcement campaigns to strengthen detection and public perceived risk to maximize seat belt and child restraint use. (P) [MH] {ME}	Yes
	A2 – Provide enhanced enforcement and focused communication outreach to population groups with lower safety restraint use rates (for example, rural and teen drivers who are age 16½ or older and driving independently) and incorporate passengers under the age of 13. (P) [MH] {S}	
	A3 – Strengthen nighttime seat belt enforcement. (P) [MH] {ME}	
	A4 – Incorporate information on unbelted-occupant crashes into education programs for younger drivers. ( ) [ ] { }	Yes
	A5 – Conduct nighttime seat belt use observation survey. ( ) [ ] { }	
	A6 – Research and identify effective policies to increase safety restraint usage that can be implemented by state, local, tribal governments, and private sector employers.	
	A7 – Improve safety restraint-usage data collection, integration, analysis, and sharing between agencies at all levels. ( ) [ ] { }	
B. Ensure that safety restraints, especially child and infant restraints, are properly used	B1 – Sustain comprehensive child passenger safety program to include: • Technician certification and community locations to provide instruction in proper child restraint use, including public safety agency employees and health care providers. (T) [L] {S} • High-profile “child restraint inspection” events at multiple community locations. (P) [L] {S} • Train law enforcement personnel to check for proper child restraint use in all motorist encounters. (T) [M] {S} • Expanded the availability of child safety seats. (T) [ ] { } • Strengthen media outreach and education about the proper use of seat belts and child restraint devices to identified target audiences. • Strengthen media outreach to raise public awareness of child passenger safety program and available resources and technical assistance.	
	B2 – Conduct child safety restraint use observation survey.	

Objectives	Strategies	Already Doing?
C. Provide access to appropriate information, materials, and guidelines for program implementation	C1 – Sustain state-level clearinghouses for materials that offer guidance in implementing programs to increase safety restraint use including Tribal Council outreach on safety restraint use; clearinghouse collateral outreach materials; and rural community events and programs potentially through the NMDOT Traffic Safety Division. Implement safety strategies that specifically emphasize rural areas with high crash rates. (E) [M] {ME}	Yes

Notes:

Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high

Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available

Motorcycle Involvement Safety Strategies

Objectives	Strategies	Already Doing?
A. Incorporate motorcycle-friendly roadway design, traffic control, construction, and maintenance policies and practice	A1 – Identify pavement markings, surface materials, and other treatments that reduce traction for motorcycles and treat or replace with high- traction material. (T) [MH] {L}	
	A2 – Maintain the roadway (including work zones) to minimize surface irregularities, discontinuities, and debris. (T) [L] {S}	Yes
	A3 – Develop and implement safety countermeasures to improve safety for motorcycle riders. (P/T) [L/M/MH] {S/ME}	
B. Reduce the number of motorcycle crashes due to rider impairment and other high-risk behaviors	B1 – Fund motorcycle safety programs to increase motorcycle rider awareness of impaired motorcycle operation risks and the potential for arrest and severe crash. (T) [L] {S} B2 – Increase awareness of the benefit of protective clothing and helmet use, especially at motorcycle rallies. (T) [L] {S}	
C. Reduce the number of motorcycle crashes due to unlicensed or untrained motorcycle riders	C2 – Support licensing and rider training programs that adequately teach and measure skills and behaviors required for crash avoidance. (T) [L] {ME}	Yes
D. Reduce the severity of motorcycle crashes	D1 – Implement incentive program for helmet use.	

Objectives	Strategies	Already Doing?
E. Increase motorcycle rider safety awareness	E1 – Develop and implement a highly visible multimedia campaign aimed at increasing other drivers' awareness of motorcycles in conjunction with a short-term enforcement program including enforcement and outreach of safe and secured loads. (T) [M] {ME}	Yes
	E2 – Improve definition and awareness of motorcycle classifications, including for scooters and mopeds.	
	E3 – Improve and tailor outreach messaging to target distinct rider groups (for example, young riders, older riders).	

Notes:
Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high
Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available

Pedestrian Involvement Safety Strategies

Objectives	Strategies	Doing Already?
A. Develop and implement guidelines for pedestrian safety programs and strategies	A1 – Explicitly include the safety of all road users in the design of transportation projects, including maintenance projects and plans. Use national best practices and bicycle, pedestrian, and equestrian (BPE) recommendations as a guide.	
	A2 – Develop guidelines and policies that include safe interaction and connectivity of transit, pedestrian, and bicycle modes in planning, design, and construction of transportation facilities.	
	A3 – Consider the safety needs of young and older pedestrians in the planning and design of facilities.	
	A4 – Support and fund the development of local/tribal pedestrian master plans that emphasize safety and other key considerations.	
	A5 – Maintain a robust Road Safety Audit (RSA) program for state/local/tribal entities.	Yes
B. Improve data collection and management	B1 – Continue improving the collection and analysis of pedestrian crash data (whether or not a motor vehicle was involved). Facilitate development of an integrated database that includes all data collected at the state, MPO, RTPO, and tribal levels.	
	B2 – Identify hotspots, as well as potential safety issues, and evaluate countermeasures.	Yes
C. Develop and utilize proven infrastructure strategies to Improve pedestrian safety	C1 – Designate Pedestrian Safety as a systemic program in the New Mexico 2022 HSIP. Based on data-driven analysis, allocate an appropriate level of funding with projects to address pedestrian safety in a quantitative manner.	
	C2 – Implement street lighting and other measures to improve conspicuity and visibility of pedestrians. (T) [L] {S}	
	C3 – Provide Americans with Disabilities Act (ADA)-compliant sidewalks/ walkways/trails, crosswalks, and curb ramps at locations with identified needs. (P) [MH] {L}	Yes
	C4 – Install or upgrade traffic/pedestrian signals, refuge islands, and raised medians based on the identified need. (P/T/E) [MH] {ME}	Yes
	C5 – Install overpasses/underpasses where appropriate. (P) [H] {L}	Yes

Objectives	Strategies	Doing Already?
D. Reduce vehicle speed	D1 – Install traffic calming for road sections and intersections, such as road diets. (P/T) [M] {ME}	
	D2 – Review transportation plans for new school sites. Analyze and provide improved safety for on-site pedestrian circulation plans and Safe Routes to School. (T) [L] {S}	Yes
	D3 – Encourage state and local siting policies and decisions that facilitate safe walking and bicycling to school.	
E. Fund education and enforcement activities that focus on improving pedestrian and motorist safety awareness and behavior	E1 – Encourage and fund pedestrian safety education and/or enforcement programs.	Yes
	E2 – Continue highly visible multimedia campaign aimed at increasing drivers' and pedestrians' awareness of each other. (T) [M] {S}	Yes
	E3 – Research options for addressing alcohol-impaired pedestrian activity and/or support successful programs and efforts by other partners.	
	E4 – Encourage pedestrian-related safety questions be included in driver education material and licensing tests.	
	E5 – Support coordinated, statewide law enforcement operations that reduce pedestrian conflicts and crashes. (T) [M] {S}	
	E6 – Develop and fund pedestrian skills and safety education for all ages. (T) [L] {S}	
	E7 – Develop coordinated, statewide law enforcement operations to help modify driver and pedestrian behavior to reduce conflicts and crashes.	

Notes:

Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high

Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available

Highlight indicates a strategy that is policy or legislative

Tribal Lands Safety Strategies

Objectives	Strategies	Already Doing?
A. Tribal identification of safety issues	A1 – Create New Mexico Tribal Task Force on Transportation Safety and invite all tribes to participate.	
	A2 – Conduct Tribal Safety Summit with the objective for tribal stakeholders/entities to collaboratively identify and understand safety issues based on tribal context and needs.	
	A3– Provide opportunities for tribal identification of safety issues and for education of the NMDOT on those issues.	
B. Improve data collection and management	B1 – Facilitate procedures, systems, and policies to support the collection, sharing, and utilization of crash, citation, and EMS data among state, local, and tribal governments.	
	B2 – Incorporate tribal data into statewide databases.	
C. Miscellaneous tribal safety strategies	C1 – Identify and develop sample agreements to support cross- commissioning of public safety among state, local, and other governments. Encourage better coordination between tribal entities and adjacent non-tribal communities, EMS, etc.	
	C2 – Conduct study to identify safety best practices used by other states to enhance safety on tribal lands.	
	C3 – Study approaches, techniques, and potential programs to improve EMS response and capability for crashes on tribal lands.	
	C4 – Provide funding to tribal governments for the creation and implementation of public awareness campaigns related to impaired driving. (Tribes may also participate under Strategy B1 of the Speeding/ Aggressive Driving Safety Strategies, which is for all jurisdictions statewide.)	

Objectives	Strategies	Already Doing?
D. Improve communication related to safety, construction, and maintenance projects developed by non-tribal agencies on tribal lands or that impact transportation access to tribal lands	D1 – The NMDOT to work more closely with tribal governments to educate and prove outreach related to safety opportunities.	
	D2 – Improve stakeholder communication and outreach process with tribal entities in the project development phase for project on or near tribal lands	
	D3 – Improve advance communication of impacts to tribal community for upcoming transportation projects on or near tribal lands.	
	D4 – Develop and provide communication mechanisms and tools for advising tribal communities on site once transportation projects are underway.	
E. Improve coordination, technical support, and planning	E1 – Provide technical support and opportunities for tribal governments to pursue and evaluate safety initiatives.	
	E2 – Assist pueblos and reservations with the development of their own Transportation Safety Plans to strengthen traffic safety coordination on the tribal lands and improve ability to access grant funds.	
	E3 – Coordinate engineering efforts across state, local, federal, and tribal governments.	
F. Non-motorized tribal transportation modes	F1 – Assist tribes with the development of multimodal safety plans for pedestrians, bicycles, and/or transit/bus that are consistent with MAP-21 (or more recent legislation) protocols and guidance.	
	F2 – Provide assistance to tribes for studying the safety impacts and benefits of non-motorized transportation strategies on tribal lands (for example, the provision of pedestrian and bicycle facilities).	

Notes:
Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high
Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available

Younger Driver Involvement Safety Strategies

Objectives	Strategies	Already Doing?
A. Enhance graduated driver licensing	A1 – Enact minimum age of 16 for learner's permit (T) [ME] {L} and full driver's license to age 18 to be more in compliance with MAP-21 Section 405(G) Graduated Driver Licensing (GDL) Incentive Grant eligibility.	
	A2 – Enhance nighttime driving restriction from 11:00 pm to 5:00 am. (Suggested NHTSA Interim Final Rule recommends 10:00 pm to 5:00 am.) (T) [ME] {L}	
	A3 – For intermediate licensed drivers, require 50 hours of supervised driving for drivers between the ages of 16 and 18. (P) [L] {ME}	
B. Publicize, enforce, and adjudicate laws pertaining to younger drivers	B1 – Publicize and enforce driver and passenger safety belt laws including communication on roll-over and g-force impacts. (P) [M] {S}	
	B2 – Publicize and enforce laws pertaining to underage drinking and driving. (P) [MH] {S}	Yes
	B3 – Publicize and enforce helmet law for young motorcycle riders under age 18. (T) [MH] {S}	Yes
	B4 – Publicize and enforce GDL restrictions. (E) [M] {S}	Yes
C. Assist parents in monitoring their teens' driving	C1 – Facilitate parental management of intermediate drivers by requiring parent education as a driver education classroom component (E) [M] {L}	
	C2 – Emphasize and promote technology solutions and provide training to promote safe driving behaviors, reduce driver distraction, and promote parental engagement. (T) [MH] {L}	Yes
D. Improve younger driver training	D1 – Improve content and delivery of driver education/training, including vehicle recovery skills, pedestrian/bicycle interaction, and following national driver education standards. (E) [MH] {L}	
	D2 – Increase younger driver awareness of pedestrians by including interactive studies in driver education and improve resource distribution.	
	D3 – Emphasize younger driver awareness of distracted driving in driver education, including laws, impact, and issues affecting teens and other road users.	

Objectives	Strategies	Already Doing?
E. Employ school-based strategies	E2 – Review transportation plans for new/expanded high school sites (E) [L] {S}	
	E1 – Eliminate early high school start times (that is, before 8:30 am). (T) [L] {ME}	
F. Travel demand management	F1 – Provide and promote alternate transportation (for example, public transportation) for drivers.	

Notes:
Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high
Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available
Highlight indicates policy or legislative

Intersection Related Safety Strategies - Signalized

Objectives	Strategies	Already Doing?
A. Reduce frequency and severity of intersection conflicts through traffic control and operational improvements	A1 – Implement signal timing modifications or roadway lighting to serve all modes/users: • Improve pedestrian and bicycle operations. (P/T) [L] {S} • Optimize clearance intervals and signal timing and coordination. (P) [L] {S} • Allow emergency pre-emption of traffic signals. (P) [M] {ME} • Implement protected-only signal phasing for left turns at high-speed signalized intersections. (T) [MH] {ME} • Implement flashing yellow arrow signal indications for left-turning vehicles. • Provide adequate change and clearance intervals at signalized intersections including dilemma zone mitigation. (P) [L] {S} • Install roadway lighting at high-speed intersections where there is a history of crashes at night. (T) [M] {S} • Prohibit right turns on red at locations as determined by engineering study.	Yes
B. Reduce frequency and severity of intersection conflicts through geometric improvements	B1 – Implement geometric improvements related to vehicle operations: • Provide/improve left-turn channelization. (P) [M] {ME} • Provide/improve right-turn channelization. (P) [M] {ME} • Revise geometry of complex or provide special intersection designs. (P/T) [H] {L} • Realign intersection approaches to reduce or eliminate the intersection skew angle. (P) [M] {ME}	Yes
C. Improve sight distance at signalized intersections	C1 – Clear sight triangles or redesign intersection approaches. (T) [L] {S}	Yes
D. Improve driver awareness and compliance at intersections with signal control	D1 – Improve visibility of intersection and traffic control devices (signs and signals). (T) [L] {S}	Yes
	D2 – Provide public information, education, and targeted enforcement of traffic laws. (T) [L] {ME}	Yes

Objectives	Strategies	Already Doing?
E. Improve access management near signalized intersections	E1 – Restrict access to properties adjacent to signalized intersections by using driveway closures or turn restrictions that are consistent with NMDOT Access Management Guidelines. (T) [L] {ME}	Yes
	E2 – Restrict cross-median access near intersections. (T) [L] {ME}	Yes
F. Improve safety through other infrastructure treatments	F1 – Install or implement proven infrastructure treatments to improve safety at signalized intersections: • Install high friction surface treatment (HFST) at intersections and on approaches. (T) [M] {ME} • Coordinate closely spaced traffic signals near at-grade railroad crossings. (T) [M] {L} • Restrict or eliminate parking on intersection approaches where conflicts can occur. (P) [L] {ME} • Improve drainage and eliminate V-ditches at intersections and on approaches. (T) [M] {ME} • Relocate traffic signal hardware out of the clear zone where practicable. (T) [M] {S} • Consistent with the MUTCD and FHWA best practices, consider installing innovative treatments such as the pedestrian hybrid beacon (also known as the High intensity Activated crossWalK, or HAWK beacon) and the yellow rectangular rapid-flashing beacon (RRFB).	Yes

Notes:
Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high
Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available

Intersection Related Safety Strategies - Unsignalized

Objectives	Strategies	Doing Already?
A. Improve access management	A1 – Implement driveway turn restrictions, closures, or relocations that are consistent with NMDOT Access Management Guidelines. (T) [M] {ME}	Yes
B. Reduce the frequency and severity of intersection conflicts through geometric design improvements	B1 – Improve geometric design treatments to reduce the frequency and severity of intersection conflicts: • Provide right-turn deceleration and acceleration lanes at intersections. (P) [M] {ME} • Realign intersection approaches to reduce or eliminate intersection skew. (P) [H] {ME} • Restrict or eliminate turning maneuvers by providing channelization, closing median openings, and signage. (T) [L] {S} • Improve pedestrian and bicycle facilities to reduce conflicts between motorists and non-motorists. (varies) [M] {ME} • Provide longer, offset, left-turn lanes at intersections. (T) [M] {ME} • Provide bypass lanes on shoulders at T-intersections. (T) [L] {S} • Provide left-turn deceleration and acceleration lanes at divided highway intersections. (T) [M] {ME} • Provide longer or offset right-turn lanes at intersections. (T) [M] {ME} • Provide full-width paved shoulders in rural intersections areas. (T) [M] {ME} • Relocate or close high-risk intersections. (T) [H] {L} • Use indirect left-turn treatments to minimize conflicts at divided highway intersections. (T) [M] {ME} • Use of roundabouts.	Yes
C. Improve sight distance at unsignalized intersections	C1 – Clear sight triangles on stop or yield controlled approaches. (T) [L] {S}	Yes
	C2 – Clear sight triangles in medians of divided highways near intersections. (T) [L] {S}	Yes
	C3 – Add bulb outs where parking exists to improve sight distance. (T) [L] {S}	Yes
	C4 – Eliminate parking that restricts sight distance. (T) [L] {S}	Yes
	C5 – Change horizontal and/or vertical alignment of approaches. (T) [H] {L}	Yes

Objectives	Strategies	Doing Already?
D. Improve availability of gaps in traffic and assist drivers in judging gap sizes at unsignalized intersections	D1 – Retime adjacent signals to create gaps at stop-controlled intersections. (T) [L] {S}	Yes
	D2– Provide roadside markers or pavement markings to assist drivers in judging the suitability of available gaps for making turning and crossing maneuvers. (E) [L] {ME}	
	D3 – Provide an automated real-time system to inform drivers of the suitability of available gaps for making turning and crossing maneuvers. (E) [LM] {ME}	
E. Improve driver awareness of intersections as viewed from the intersection approach	E1 – Improve visibility of the intersection by providing roadway lighting. (P) [MH] {ME}	Yes
	E2 – Improve visibility of intersections by providing enhanced signing and delineation. (T) [L] {S}	Yes
	E3 – Provide pavement markings with supplementary messages, such as STOP AHEAD. (T) [L] {S}	Yes
	E4 – Install larger regulatory and warning signs, supplementary STOP signs, and other enhancements at intersections. (T) [L] {S}	Yes
	E5 – Install flashing beacons or LED-enhanced STOP signs.	Yes
	E6 – Provide a stop bar (or provide a wider stop bar) on minor road approaches. (T) [L] {S}	Yes
	E7 – Install splitter islands on the minor-road approach to an intersection. (T) [M] {ME}	Yes
	E8 – Provide dashed markings (extended left-edge lines) for major road continuity across the median opening at divided highway intersections. (T) [L] {S}	Yes
F. Choose appropriate intersection traffic control to minimize crash frequency and severity	F-2 Provide roundabouts at appropriate locations (T) [H] {L}	Yes
	F1 – Avoid signalizing at intersections with through roads where a less restrictive form of traffic control is adequate. (T) [H] {L}	Yes

Objectives	Strategies	Doing Already?
G. Improve driver compliance with traffic control devices and traffic laws at intersections	G1 – Provide targeted enforcement to reduce STOP sign violations and speeding. (T) [M] {S}	Yes
	G2 – Provide targeted public information and education on safety problems at specific intersections. (T) [L] {S}	Yes
H. Reduce operating speeds on specific intersection approaches	H1 – Provide traffic calming on intersection approaches through a combination of geometrics and traffic control devices. (P) [M] {ME}	Yes
	H2 – Post appropriate speed limit on intersection approaches. (T) [L] {S}	Yes
I. Guide motorists more effectively through complex intersections	I1 – Provide lane assignment signage or pavement markings at complex intersections. (T) [L] {S}	Yes
J. Roadway design and traffic control elements support appropriate and safe speeds	J1 – Reduce speeds and/or volumes on both neighborhood and downtown streets with the use of traffic calming and other related countermeasures (low speed only). (T) [MH] {ME}	Yes

Notes:

Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high

Timeframe for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available

Highlight indicates a strategy that is policy or legislative

Older Driver Involvement Safety Strategies

Objectives	Strategies	Already Doing?
A. Plan for an aging population	A1 – Conduct comprehensive review of older road users and older driver license renewal policies against best practices and older driver safety research. (Currently, New Mexico has annual license renewal for drivers age 75 and older.) Explore use/expanded use of restricted or limited driver license (such as geographic boundaries, no nighttime driving, no freeway driving). Also need to consider older walkers.	
	A2 – Strengthen role of peer networks (such as AARP, churches, senior centers, and neighborhood associations) to educate and prove guidance and support to older drivers. (T) [L] {ME}	
	A3 – Resurrect and expand older driver coalition (New Mexico AARP) to address older adult transportation needs. Revise transportation plans for senior citizens and examine available transportation options.	
B. Identify older drivers with an increased risk of crashing and increase awareness	B1 – Update screening protocol and training for the Department of Motor Vehicles (DMV) personnel to identify older drivers demonstrating a decline in physical or cognitive functioning. (P) [ ] { }	
	B2 – Develop informational resources and conduct outreach for family, friends, physicians, and law enforcement to report at-risk older drivers to the DMV for safety assessment. Publicize referral process for DMV safety assessment. (T) [L] {ME}	Yes
	B3 – Update procedures for assessing medical fitness to drive. Develop new state agency initiative/curriculum for older drivers including in-vehicle “fit test.” (P) [M] {ME}	
C. Improve the driving competency of older adults in the general driving population	C1 – Provide skills training for older drivers to use modern roundabouts, diverging diamond interchanges (DDIs), and single-point urban interchanges (SPUIs).	Yes
	C2 – Establish statewide, one-stop resource to guide the public on addressing driving skill assessments, educational courses, licensing, and safe mobility choices (T) [M] {ME}	
	C3 – Strengthen educational and training opportunities available to the general older driver population to assess their driving capabilities and limitations, improve skills and voluntarily limit their driving to safe driving conditions, and include alternate transportation options. (T) [M] {ME}	Yes

Objectives	Strategies	Already Doing?
D. Reduce the risk of injury and death to older drivers and passengers involved in crashes	D1 – Provide officer training for prompt driver licensing evaluation of older drivers and to streamline the officer reporting process.	
	D2 – Provide officer training for addressing at-risk older drivers who are demonstrating skill or physical impairment that impedes their ability to drive safely.	Yes
	D3 – Use high visibility enforcement and public outreach to increase seat belt use by older drivers and passengers. (P) [L] {S}	Yes
E. Improve the roadway and driving environment to better accommodate older drivers' special needs	E1 – Target engineering safety improvements, using AASHTO design guidance, national best practices, and NMDOT design directives for roadways near senior communities and high-crash locations with an overrepresentation of older drivers: • Increase size and letter height of roadway signs. (T) [L] {S} • Provide advance warning signs, guide signs, and street name signs. (T) [L] {S} • Provide off-set left-turn lanes at intersections, channelize when possible. (P) [MH] {M} • Improve lighting at intersections, horizontal curves, and railroad grade crossings. (T) [MH] {ME} • Improve roadway delineation. (T) [L] {S} • Reduce intersection skew angle. (T) [MH] {M}	
F. Improve awareness of aging driving population	F1 – Educate policy makers on age limit for license renewal requirements.	
G. Monitor older drivers' capabilities	G1 – Promote the use of in-vehicle monitoring and feedback technology and provide driving data to family members who are monitoring the driving of older drivers.	

Notes:
Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high
Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available

Bicyclist Involvement Safety Strategies

Objectives	Strategies	Already Doing?
A. Develop and implement design guidelines for bicycle facilities, and bicycle safety programs and strategies	A1 – Develop and adopt safety planning, design, and construction guidelines and policies for transportation projects (including maintenance projects and best practices) that include safe interaction of all users and connectivity of transit, pedestrian, and bicycle modes in facility planning and design. Use the national best practices and bicycle, pedestrian, and equestrian (BPE) recommendations as a guide.	
	A2 – Resurfacing and maintenance projects should explicitly consider bicycle usage and safety on shoulders and review associated guidelines regarding the need for and ideal placement of rumble strips for safety of all users.	
	A3 – Maintain a robust Road Safety Audit (RSA) program for state/ local/tribal entities.	
	A4 – Support and fund the development of local/tribal bicycle master plans that consider and emphasize safety.	
B. Improve data collection, management, analysis, and reporting	B1 – Continue improving the collection and analysis of bicycle crash data (whether or not a motor vehicle or bicycle was involved). Facilitate the development of an integrated database that includes all data collected at the state, MPO, RTPO, and tribal levels.	
	B2 – Identify hotspots, as well as potential safety issues, and evaluate safety countermeasures.	
C. Develop and utilize proven strategies to improve bicycle safety	C1 – Provide safe, multi-modal transportation options for rural communities. (P/T) [M/MH] {ME/L}	
	C2 – For intersections, consider improvements to visibility, signing/pavement markings, geometry, and signal timing/detection.	
	C3 – Fund, develop, and implement proven safety countermeasures to improve safety for bicyclists. (P/T) [L/M] {S/ME}	
	C4 – If warranted, consider overpass or underpass facilities for use by bicyclists.	Yes
D. Reduce motor vehicle speeds	D1 – Adopt and implement traffic calming techniques, including road diets. (P) [M] {ME}	Yes

Objectives	Strategies	Already Doing?
E. Fund education and enforcement activities that focus on improving bicyclist and motorist safety awareness and behavior	E1 – Develop and fund bicyclist skills and safety education for all ages. (T) [L] {S}	
	E2 – Develop coordinated, statewide law enforcement operations to help modify driver and bicyclist behavior to reduce conflicts and crashes	
	E3 – Encourage that bicycle-related safety questions are included in driver education materials and licensing tests.	

Notes:
Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high
Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available

Heavy Vehicle Involvement Safety Strategies

Objectives	Strategies	Already Doing?
A. Reduce fatigue-related crashes	A1 – Encourage trucking companies and other fleet operators to implement fatigue management programs. (P) [M] {S}	
	A2 – Promote the addition of parking spaces at private rest areas.	
	A3 – Create additional parking spaces at public rest areas; (T) [M] {ME}	
	A4 – Create capacity to coordinate advanced reserved parking for enhanced trip planning.	
	A5 – Incorporate rumble strips or stripes into new and existing roadways with consideration to accommodate use of shoulder by bicycles. (P) [M] {ME}	Yes
	A6 – Provide additional staffing for extended operational hours at ports of entry into the evening/night hours.	
	A7 – Encourage increased/expanded enforcement of commercial motor vehicle hours-of-service regulations. (P) [M] {ME}	
	A8 – Increase the efficient use of existing parking spaces; increase signage to inform truckers of rest areas. (E) [L] {S}	
	A9 – Increase security at rest areas.	
	A10 – Conduct high-visibility enforcement of existing careless/sleepy and fatigued driving laws.	
	A11 – Targeted sleep/fatigued driving education in the northeast and southeast regions of New Mexico.	
B. Strengthen Commercial Driver's License (CDL) program	B1 – Improve test administration for the CDL. (T) [L] {ME}	
	B2 – Increase fraud detection by state and third-party testers (T/E) [L] {S}	

Objectives	Strategies	Already Doing?
C. Increase knowledge on sharing the road and heavy vehicle safety issues	C1 – Promulgate Share the Road information through print and electronic media. (T) [L] {M}	
	C2 – Incorporate Share the Road information into driver materials. (T) [L] {S}	
	C3 – Provide targeted outreach and education related to high-crash locations for heavy vehicles (for example, northeast and southeast regions of New Mexico).	
	C4 – Institute a high school education program with "behind the wheel" training for young people to understand what truck drivers can see from their seats	
D. Improve maintenance and inspection of heavy trucks	D1 – Provide weigh-in-motion and other automatic sensors (for example, heat of brakes, tires) to detect noncompliant and potentially unsafe heavy vehicles at appropriate sites statewide. (E) [ ] { }	
	D2 – Increase and strengthen truck maintenance programs and inspection performance. (T) [MH] {ME}	
	D3 – For the safety of truckers and inspection personnel, initiate separate projects or include in planned roadway projects to provide inspection pull-outs at suitable locations with space for multiple trucks. (E) [ ] { }	Yes
	D4 – Conduct post-crash inspections to identify major issues and conditions. (E) [MH] {ME}	
E. Identify and improve roadway infrastructure and operational characteristics	E1 – Develop inclement-weather strategies for coordinated public agency responses.	
	E2 – Assist companies in identifying safety incentives.	
	E3 – Install interactive semi-truck/heavy vehicle rollover signage. (P) [M] {ME}	
	E4 – Identify and install appropriate signage on roadway segments with high incidences of semi-truck/heavy vehicle crashes. (E) [L] {M}	
	E5 – Identify roadway segments and conduct an engineering study to assess the need to modify speed limits and increase enforcement to reduce speeding by drivers of semi-trucks and other heavy vehicles. (T) [M] {S}	
F. Improve and enhance truck safety data	F1 – Increase the timeliness, accuracy, and completeness of truck/heavy vehicle safety data. (T) [MH] {ME}	

Objectives	Strategies	Already Doing?
G. Promote industry safety initiatives	G1 – Promote development and deployment of semi-truck safety technologies, including distractions. (E) [MH] {L}	
	G2 – Create a public hotline to report erratic heavy vehicle operation.	
	G3 – Perform safety consultations with carrier safety management. (P) [MH] {ME}	
	G4 – Promote/distribute information to encourage safe-driving characteristics by heavy vehicle drivers.	
H. Improve safety and operations to address speed differential	H1 – Provide passing lanes and/or shoulders where appropriate. (E) [ ] { }	
	H2 – Provide truck climbing lanes where appropriate. (E) [ ] { }	
	H3 – Evaluate pavement condition for high-volume heavy vehicle areas (such as northeast region/US 550, southeast region).	

Notes:

Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high

Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available

Highlight indicates policy or legislative

Inclement Weather Safety Strategies

Objectives	Strategies	Already Doing?
A. Increase driver awareness, and communication about weather and pavement conditions emphasizing ITS technology	A1 – Implement motorist warning systems on ramps, bridges, and/or roadway segments using dynamic message signs and/or variable speed limit signs to alert drivers to high-risk conditions (such as wet pavement, low visibility, and high winds) and need to modify their speed according to weather and pavement conditions. (T) [MH] {ME}	Yes
	A2 – Incorporate Road Weather Information System (RWIS) and satellite data using Intelligent Transportation System (ITS) to provide real-time weather information and alternate routes and encourage alternate modes to the traveling public. (T) [M] {ME}	Yes
	A3 – Disseminate best practices about high-wind/low-visibility driving conditions using the media.	
B. Improve data collection and management on systemwide basis	B1 – Collect weather, pavement, and traffic data to provide decision support to managers and other agencies. (T) [MH] {L}	
C. Control access to improve roadway safety	C1 – Explore the use of dynamic message signs and/or variable speed limit signs in select areas to modify the speed limit according to weather and pavement conditions. (T) [MH] {ME}	Yes
	C2 – Implement weather-related (such as heavy rain, snowy or icy conditions) traffic signal timing plans; increase signal cycle lengths; and reduce progression speeds. (T) [L] {S}	
D. Develop mitigation measures to minimize weather impacts	D1 – Work with landowners to explore dust control strategies such as livestock/grazing management, vegetation management, and soil stabilization.	Yes
	D2 – Install snow fences in appropriate locations to prevent drifting snow from reducing visibility. (T) [MH] {ME}	Yes
	D3 – Repair existing anti-icing/de-icing systems; install new systems on bridges and elevated ramps. (T) [H] {L}	

Notes:

Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high

Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available

Sleepy / Fatigued Driving Safety Strategies

Objectives	Strategies	Doing Already?
A. Enforcement, and increased public awareness on sleepy and fatigued driving	A1 – Continue fatigued driving public education and awareness campaigns using popular forms of media to maximize public awareness of the risk of driving in this condition.	Yes
B. Implement programs that target populations at increased risk of sleepy and fatigued driving crashes	B1 – Encourage employers to offer fatigue management programs to employees working nighttime or rotating shifts. (P) [M] {S}	
	B2 – Incorporate information on the risks of sleepy and fatigued driving into education programs and materials for younger drivers. (T) [L] {S}	
C. Provide safe stopping and resting areas	C1 – Study the need to provide more rest stops for sleepy and fatigued drivers, and for the traveling public. Encourage drivers to get out of their vehicles and walk around/exercise to reenergize.	
D. Make roadways safer for drowsy and distracted drivers	D1 – Expand the use of shoulder and centerline rumble strips, cable median barriers, and other roadway improvements to help keep fatigued drivers on the road.	
E. Provide improved transportation options	E1 – Expand public transportation options, including later hours of operation.	

Notes:
Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high
Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available

Work Zone Related Safety Strategies

Objectives	Strategies	Already Doing?
A. Improve work zone traffic control devices, design practices, and operation	A1 – Implement work zone quality assurance procedures that incorporate work zone design guidance (such as safety inspections or audits). (T) [M] {S}	
	A2 – Implement intelligent transportation system (ITS) strategies to improve safety within work zones.	Yes
	A3 – Increase awareness and use of work zone best practices by local utilities and adopt work zone supervisor certification initiatives. (T)	
	A4 – Improve coordination, planning, and scheduling of road work activities. (T) [M] {ME}	
	A5 – Enhance agency-level work zone crash data systems. (T) [M] {S}	
	A6 – Recognize project and project teams that complete work with few to no incidents.	
	A7 – Study the use of disincentives to encourage the operation of safer work zones. (T) [M] {ME}	
B. Improve driver compliance with work zone traffic controls	B1 – Enhance enforcement of traffic laws in work zones. (T) [M] {S}	Yes
C. Increase knowledge and awareness of work zones	C1 – Disseminate work zone safety information to road users. (T) [M] {S}	Yes

Notes:
Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high
Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available

Rail Involvement Safety Strategies

Objectives	Strategies	Already Doing?
A. Improve safety and general access	A1 – Enhance safety for public at-grade crossings. (P) [ ] {S, ME, or L}	Yes
	A2 – Eliminate or upgrade at-grade crossings where stopped trains frequently block the crossings for extended periods of time and mitigate crossing where emergency vehicles that must cross tracks have no viable alternative road access to the opposite side.	
	A3 – Implement measures that reduce trespassing incidents along railroads and, with input from affected community, facilitate safe crossings for pedestrians. ( ) [ ] {S, ME, or L}	

Notes:
Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high
Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available

Transit / Bus Involvement Safety Strategies

Objectives	Strategies	Already Doing?
A. Plan and design transit/bus stops to accommodate pedestrian and bicycle users in a sensitive manner	A1 – Improve accessibility to transit/bus stops relating to user crossing capability, proximity to traffic signals, minimizing vehicle conflicts, and access to walkways. (T)	
	A2 – Improve pedestrian/bicycle transit/bus stop facilities including, but not limited to, shelters, lighting, visibility, and related facilities.	
	A3 – Identify operations and roadway facility improvements that can improve transit/bus safety, such as location and types of stops, improved communications such as geographic information system [GIS], and signal pre-empt for transit.	
	A4 – During the design of transportation projects, engage transit agencies, bicyclists, and pedestrians in the planning process.	
B. Report on crash and injury data related to transit/bus facilities	B1 – Collect, analyze, and report crash and other injury data associated with transit/bus facilities.	
Notes: Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available		

Animal / Wildlife Involvement Safety Strategies

Objectives	Strategies	Already Doing?
A. Modify driver behavior to reduce animal-vehicle collisions	A1 – Install animal detection systems (ADS) (E) [ ] { } and tie to NMDOT Intelligent Transportation Systems (ITS) Bureau.	
	A2 – Implement public information and education related to animal conflicts.	
	A3 – Install seasonal wildlife warning signs. (E) [ ] { }	
	A4 – Install area roadway lighting at known high-crash/crossing locations where increased disturbance from lighting is not an issue. Consider cost-effectiveness of installation. (E) [ ] { }	
B. Modify animal behavior to reduce animal-vehicle collisions	B1 – Install fence with gap, warning signs, and climb-out escapes (research being done by NMDOT) and/or underpasses (issues include lack of lighting, confined space, and predators waiting at the other end of high animal crossing locations). Utilize best practices to design.	Yes
	B2 – Develop and implement vegetation policy.	
	B3 – Provide gaps in fencing/wall barrier and designate wildlife corridor to provide escape route or install median cable barrier where possible instead of concrete wall barrier.	
	B4 – Install fence with overpasses. (E) [H] {ME}	
C. Research and general knowledge	C1 – Standardize and improve data collection across agencies (for example, maintenance crews, law enforcement, New Mexico Game and Fish) for more complete analysis.	
	C2 – Conduct research to better understand animal migration patterns and daily movements to and from food/water sources.	

Notes:
Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high
Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years Blank = no information available

APPENDIX C – STAKEHOLDER INVOLVEMENT AND SURVEY RESPONSES

Appendix C

Background

The emphasis areas and safety strategies identified in the 2016 NM SHSP effort remain valid and carry forward into the 2021 SHSP update. The following tables list the New Mexico safety strategies for each safety emphasis area. Each table lists the following:

Federal legislation and guidance from the Federal Highway Administration require stakeholder involvement in the process of updating a State's Strategic Highway Safety Plan (SHSP). The goal for stakeholders is to positively influence the path and content of the SHSP development process. The term 'stakeholders' is a broad term for any party that is included in the SHSP development process. A list of stakeholders can include, but is not limited to:

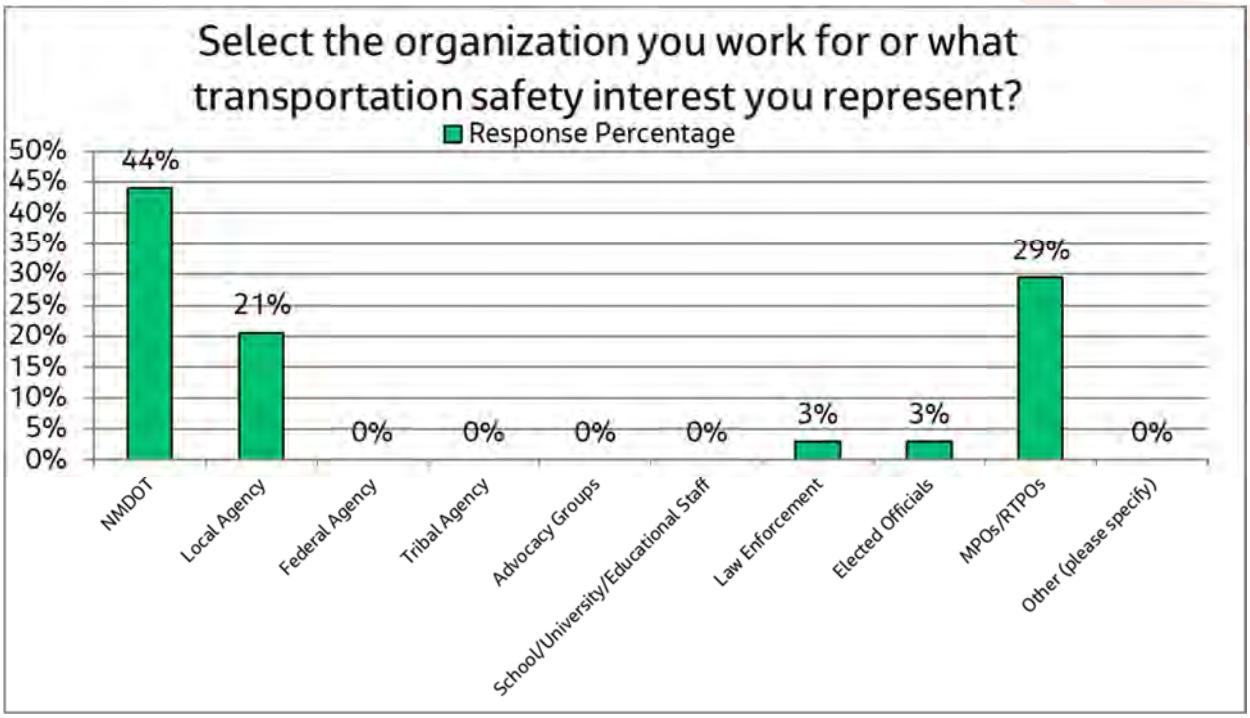
- State DOTs/agencies
- Local DOTs/municipalities/agencies
- Metropolitan Planning Organizations
- Regional Transportation Planning Organizations
- State and local law enforcement agencies
- Tribal agencies
- Emergency Medical Services
- Healthcare agencies
- Motor carrier groups
- Public transit agencies
- Advocacy groups
- Educational groups

Representatives with varying backgrounds create a diverse, cooperative, multi-disciplinary team. This diversity encourages a wide variety of viewpoints on major topics and can be the key to collaboration from one stakeholder to the next, while aligning goals and utilizing resources. This interaction facilitates new, innovative approaches for implementing safety strategies for the different Emphasis Areas. To expand on the potential new relationships, Task Groups or Challenge Teams can be created to focus more on a specific area of interest or Emphasis Area. This would be a goal for the next update of the New Mexico SHSP.

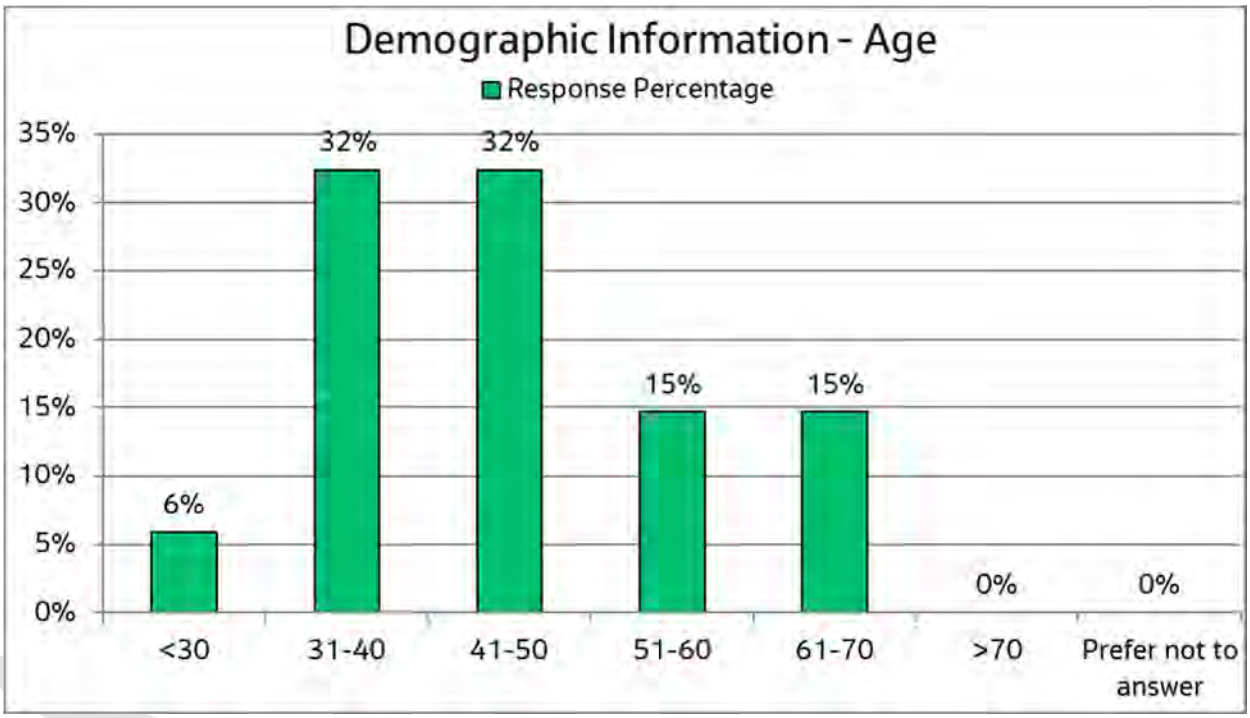
Ultimately, it is the responsibility of all groups to work together to work towards reducing fatalities and serious injuries within New Mexico.

2021 New Mexico SHSP Stakeholder Engagement Survey Results

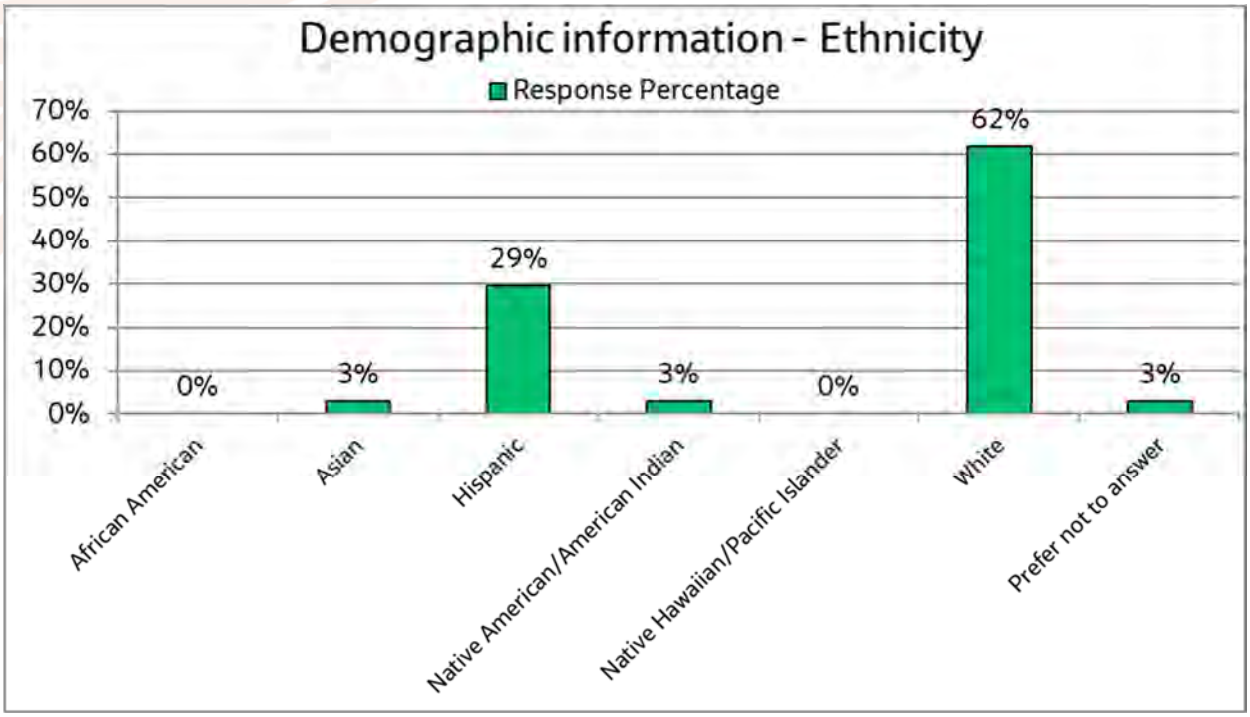
The COVID pandemic restricted many opportunities for in-person stakeholder involvement and engagement. However, virtual platforms did present an opportunity for stakeholders to provide input on the 2021 SHSP development process. In late 2021, stakeholders were asked to participate in an online survey to gauge their interest in the SHSP and knowledge of its contents. Those questions and their responses are summarized in the next section. In some instances, the questions presented to stakeholders is included in the title of the bar chart, with each different multiple choice displayed. Other questions that were not multiple choice are shown with the responses from each stakeholder as a bullet point.



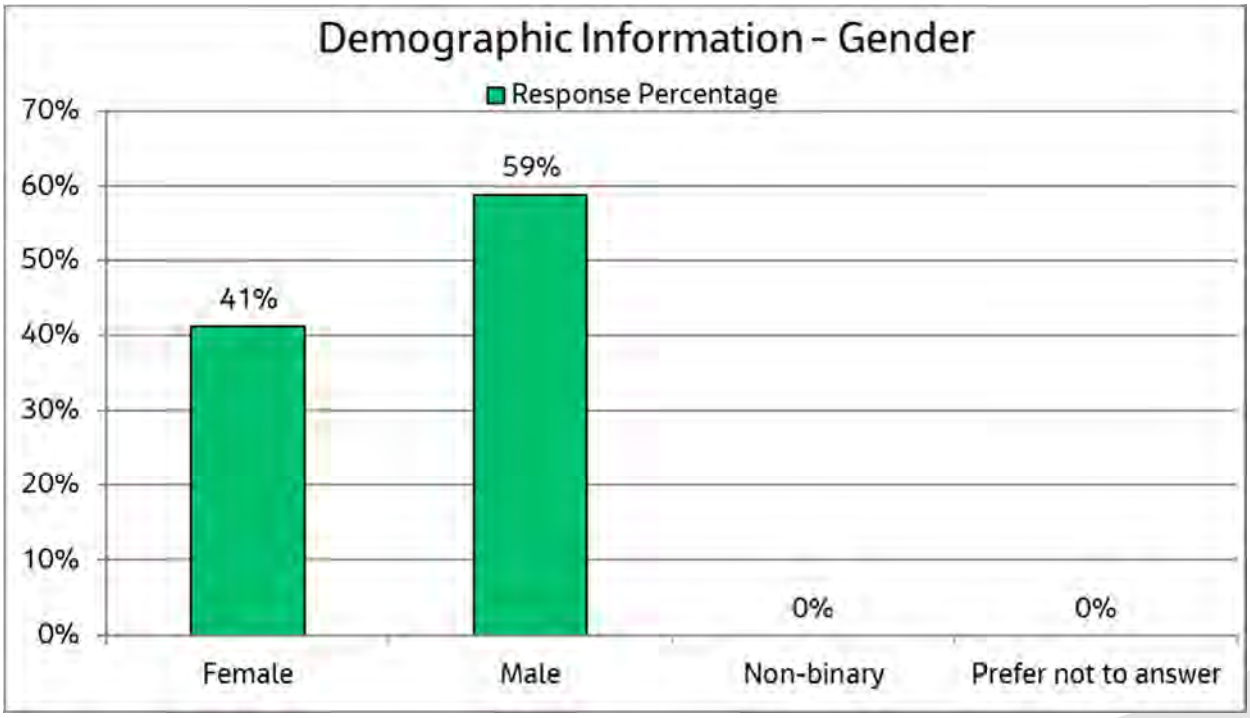
Appendix C, Question 1 - Organization



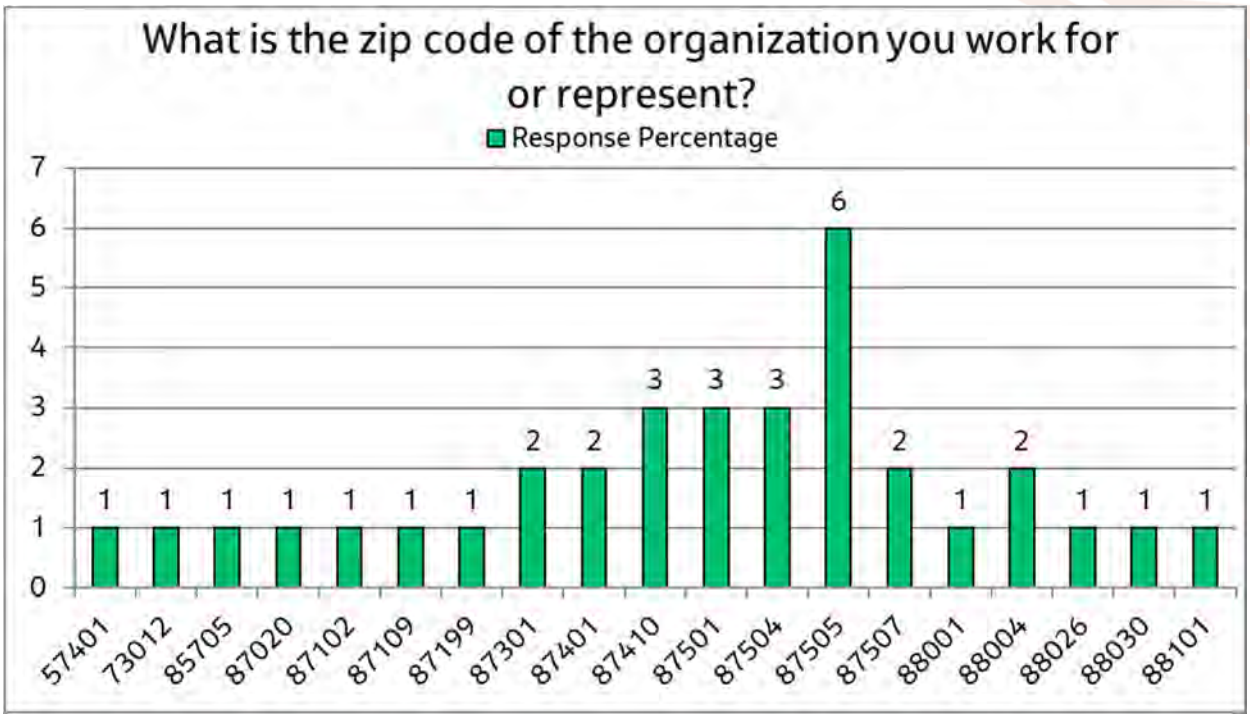
Appendix C, Question 2 - Age



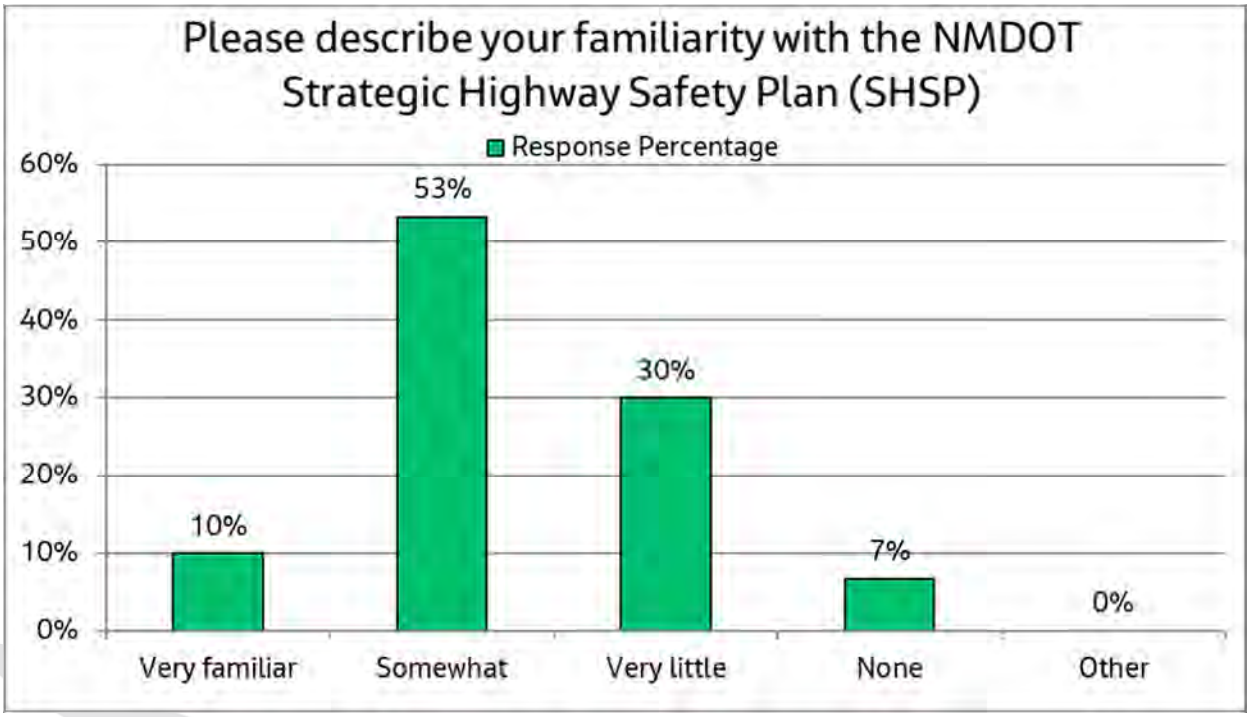
Appendix C, Question 3 - Ethnicity



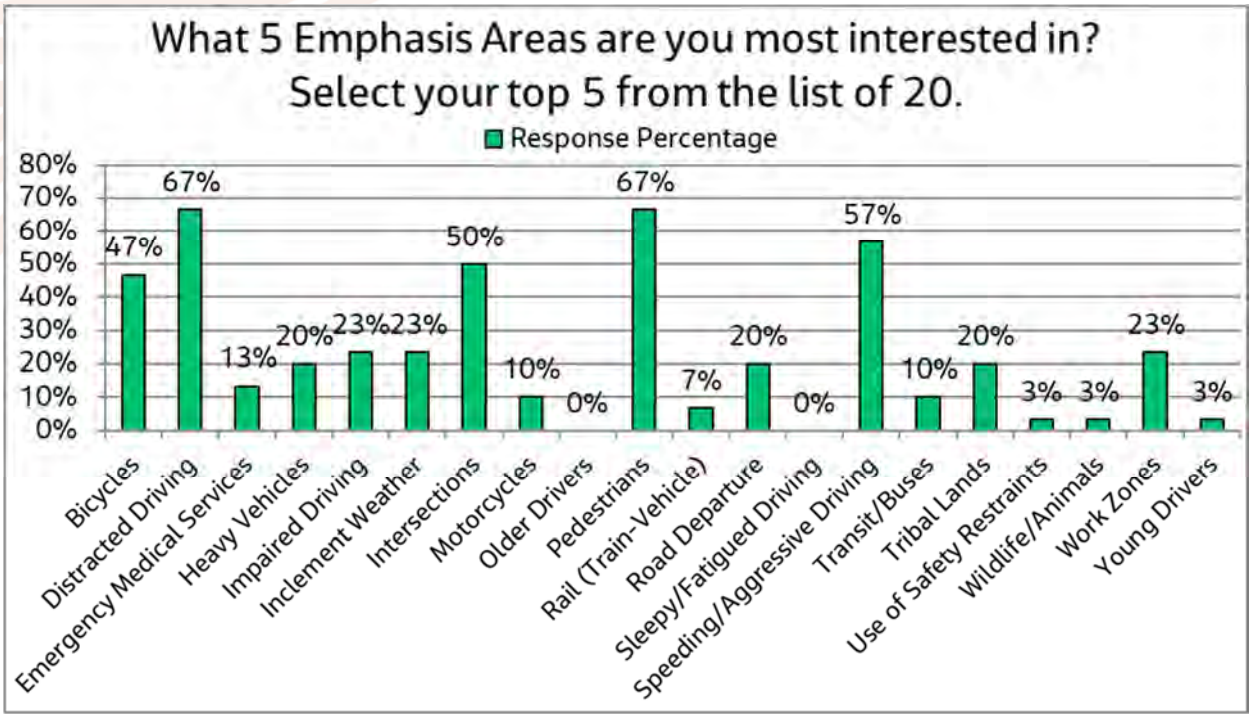
Appendix C, Question 4 - Gender



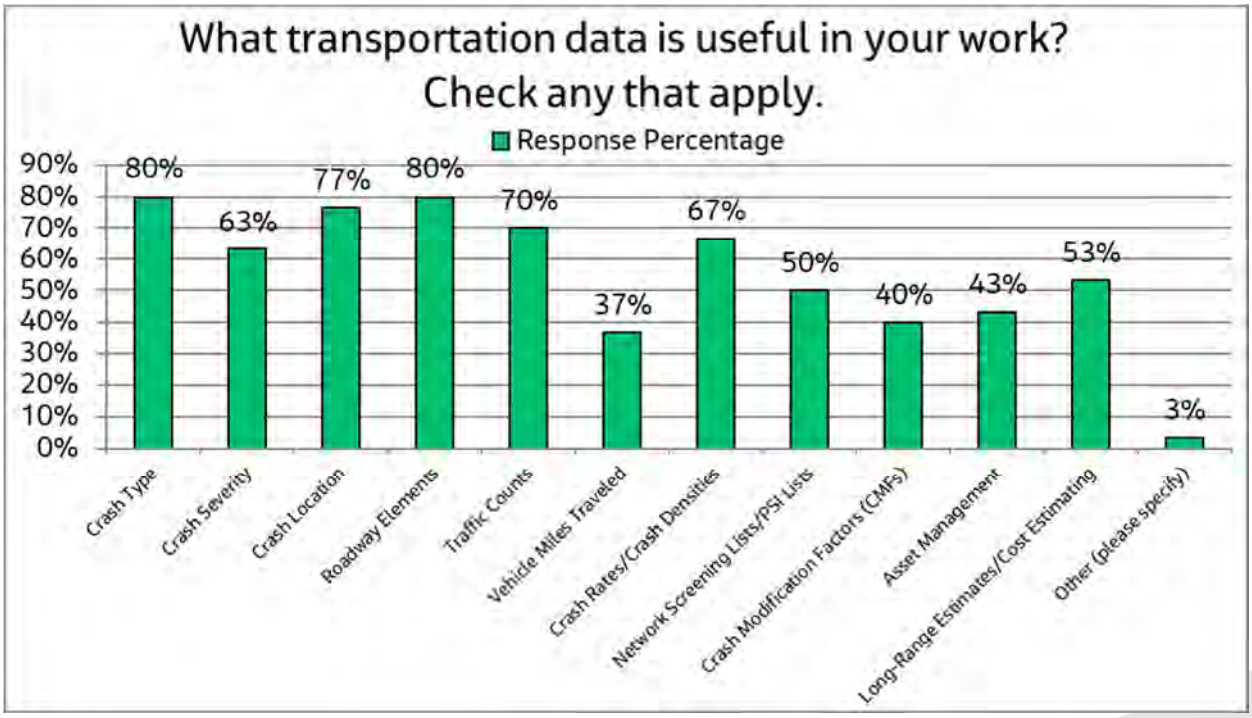
Appendix C, Question 5 - Zip Code



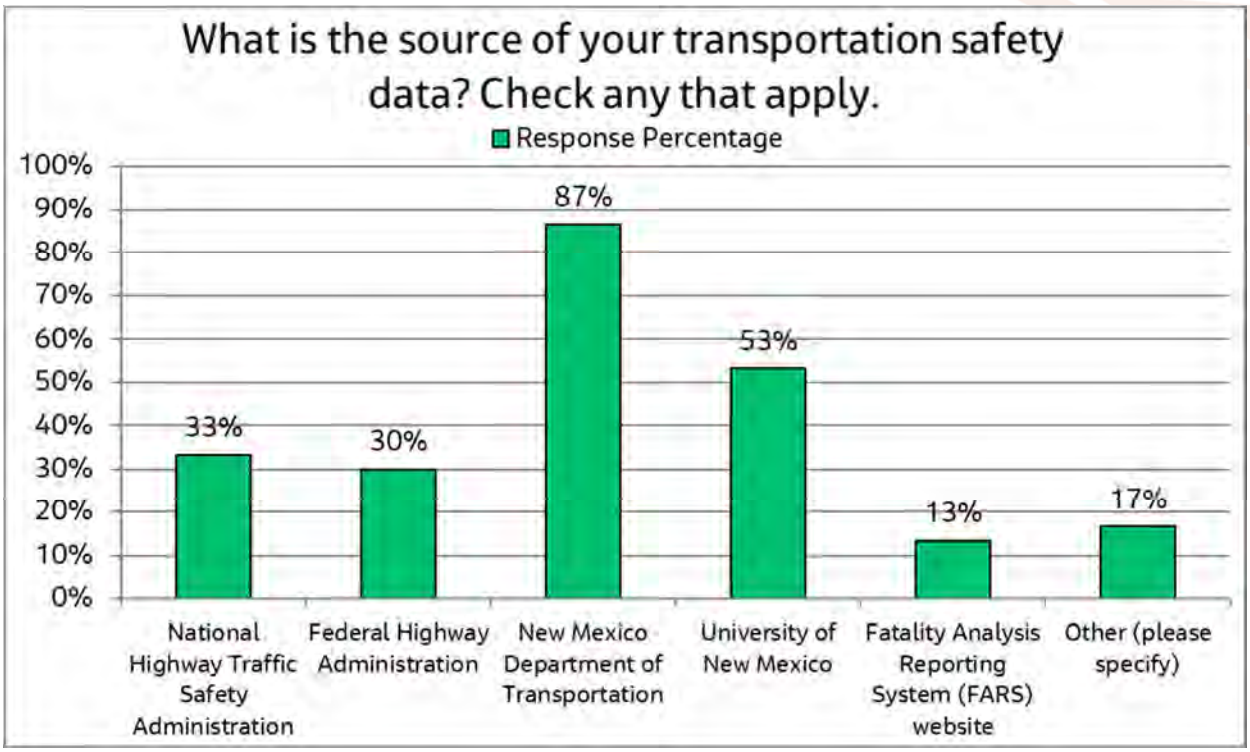
Appendix C, Question 6 - Familiarity with SHSP



Appendix C, Question 7 - Top 5 Emphasis Area Interests



Appendix C, Question 8 - Transportation Data



Appendix C, Question 9 - Transportation Safety Data Source

Question 10 - What transportation safety data would you like to have access to that you currently do not have access to? If this does not apply to you, please type "NA" in the comment box.
Responses for Question 10:

- An alcohol establishment's number of individuals convicted of DUI. (The number of people convicted of DUI after being served at last visited alcohol establishment)
- Compiled police data, state/local/county
- Crash Data
- Crash data should be available one year after the most recent finished year. The processed crash data by UNM is available two years after the most recent finished year. For example, we now have processed 2019 crash data. We should be able to have 2020 crash data. Other states seem to have must faster turn-around.
- Crash records that are not on NMDOT facilities, even if those records are not a complete report of all crashes and incidents on those non-NMDOT facilities.
- Crash severity, frequency, and locations - to include injuries and fatalities
- More current data, roadway elements
- More real-time crash data facility data (e.g., shoulders, bike lanes, sidewalks)
- Need to obtain/improve traffic counts obtained directly at railroad grade crossings, on State, County and City roads.
- Our biggest concern is not the type of data that we receive but that we receive it two years too late. This is by far our most significant obstacle in safety planning.
- Pedestrian counts. Tribal Data Access. Speed limit and roadway features.
- Traffic Count, Crash Data
- NA - submitted15 times

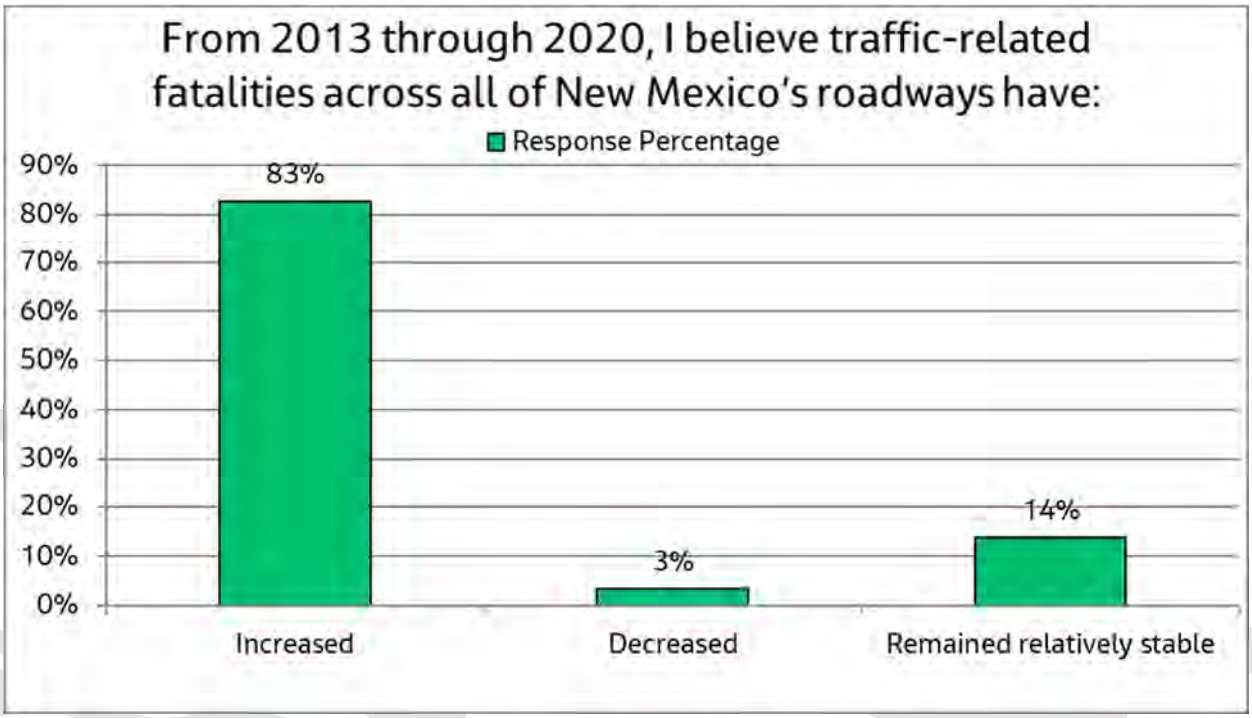
Question 11 - How do you use transportation safety data? If this does not apply to you, please type "NA" in the comment box.
Responses for Question 11:

- All aspect of design
- As a transportation planner at the NWNMCOG safety data is critical for regional mitigation and creating safer multimodal infrastructure and awareness for the northwest N.M. region we serve.
- Crash maps and hot spot analysis
- For contingency planning when emergencies arise in and around Luna County roadways
- Holistically
- I use this data to emphasize strategic planning for our RTPO
- Identify locations for infrastructure improvements; to help design good projects
- In deciding projects for funding and priorities
- It is used to determine, priority of streets needing improvements i.e. mill & overlay and safety.
- Maintaining accurate data in the Federal Railroad Administration National Grade Crossing Inventory for New Mexico and evaluating railroad grade crossings for safety improvements and prioritization of projects.
- Planning
- Planning Purposes
- Planning, project applications
- Present crash data in regional planning documents; help tribal and local entities identify safety concerns to apply for safety-focused projects.
- Project identification, funding decisions, road safety audits, responding to local inquiries
- Project Planning
- Review crash data to help determine type of crashes and frequency.
- The Mesilla Valley MPO use the data in relation to NMDOT Safety Targets. The MPO also uses the data in an annual safety report. The MPO has also used the data for special intersection reports and for other needs.
- The MPO uses transportation safety data in a multitude of ways. The most significant work product we produce is the Annual Safety Report. We also utilize it continually in day-to-day operations in working with our member jurisdictions to improve safety within our area. We also annually approve safety performance measures.
- To assist with project selection and prioritization.
- We use it to analyze our network, inform projects, inform safety audits, and support our local agencies
- NA - submitted 8 times

Question 12 - How does transportation safety impact the community you work in? If this does not apply to you, please type "NA" in the comment box.
Responses for Question 12:

- Every loss of life and serious injury ripples through the community. Traffic violence impacts our friends, neighbors, family, and coworkers. The more I learn, the less I want to navigate through my community and I can't be alone. Traffic violence reduces the number of people walking and biking, actions that have huge impacts on our climate change, health, and wellness goals.
- Helpful in making capital investment decisions for road improvement projects
- I do not live in the communities I work with
- I support communities throughout the north-central region of New Mexico, and while there are fewer crashes in these rural communities, there are still crashes that lead to injuries and death.
- Impacts the entire state with appropriate project development.
- It's a primary mission of our agency.
- It helps us in determining our traffic population on the weekends. As this is the time for high traffic.
- It impacts my communities by allowing us to understand data regarding safety issues that affect our communities and how we can plan to mitigate these issues.
- It is literally a matter of life and death for the residents of our area.

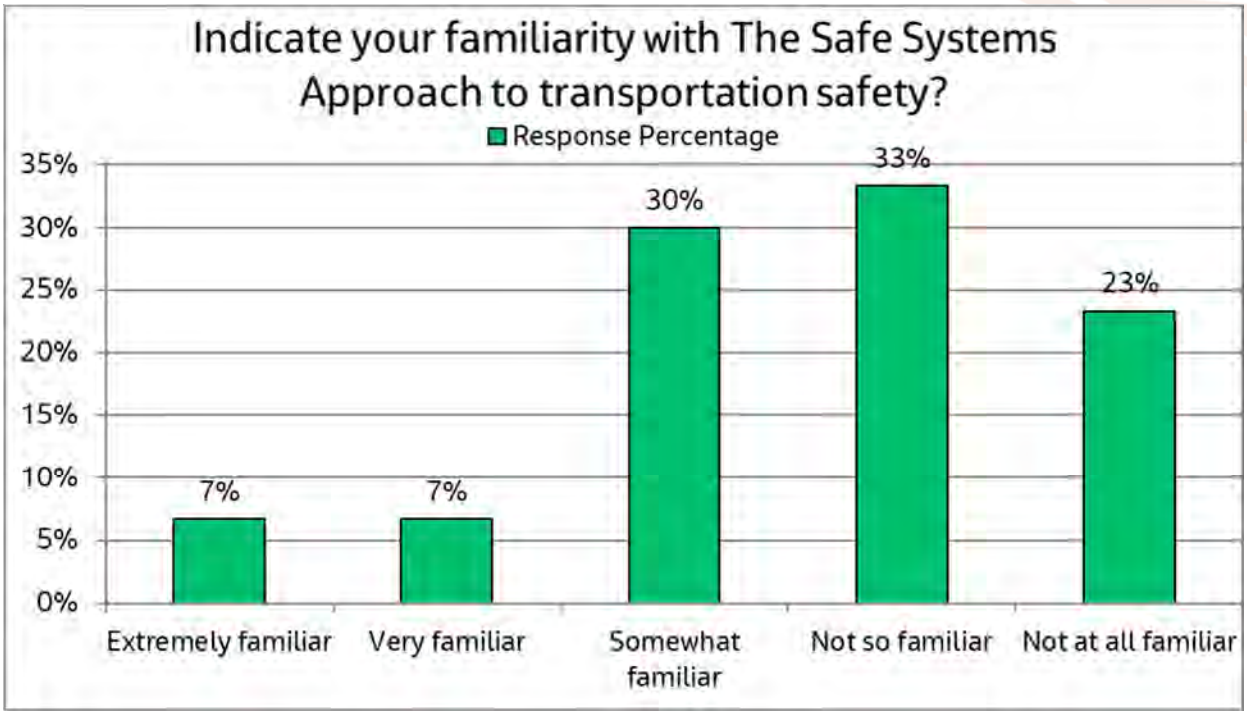
- NMDOT needs to create safe transportation options for all people, regardless of mode choice. When that doesn't happen, we may have crashes on our roadways, which is bad for residents of and visitors to NM.
- No public transit options - safe highways critical
- Pedestrians have to stay alert. Sometimes they walk in the road due to lack of sidewalks or overgrown sidewalks.
- Planning, Project Funding, Project Selection/Identification
- Reducing rail-vehicle collisions or other safety hazards to vehicles at railroad grade crossings
- Sets the way we address heavy equipment coming into the area; how it affects our municipal traffic patterns; and goes into our hazard mitigation planning
- Significantly, we see tremendous opportunity to increase safety across the board including slower design speeds, retrofitting overbuilt roadways, additional pedestrian countermeasures and a thousand other ideas
- Similar to many communities in New Mexico, safety is a primary concern. All member jurisdictions of the Mesilla Valley MPO are interested in what measures can be taken to address the prevention of future crashes particularly fatalities, serious injuries, and non-motorized crashes. The problem is that some related causes (i.e., distracted driving, impaired driving etc.) are structural and have to be related to National and/or State regulations; and others are geometric which can be addressed by a local entity or NMDOT.
- Still not entirely sure what this question is asking...
- The statistical information learned allows us to direct enforcement action (thus driving correction) to proven problem areas.
- Transportation safety impacts all communities.
- Transportation safety impacts every community, Santa Fe has a high number of low-income areas that don't have adequate access to transit and often walk and bike in unsafe conditions to accomplish daily tasks.
- The Albuquerque area is seeing an uptick in aggressive driving behavior which leads to more accidents and incident management response, especially on the interstate.
- We have small to mid-size communities serving a huge rural population; there are major concerns around distracted or intoxicated drivers, and the interface of I-40, US491, the BNSF Rail line within our Cibola, McKinley, and San Juan County region.
- NA - submitted 6 times



Appendix C, Question 13 - Trends of Traffic-Related Fatalities

Question 14 - What do you think are the two most common contributing factors when traffic fatalities occur?
Responses for Question 14:

- Aggressive and distracted driving
- Chemical impairment (either alcohol or drugs) and speed
- Don't ask me, you have the data. Perception is valuable, but data is best.
- Distracted driving, speeding
- Driving error and fatigue
- Distracted drivers
- Distracted driving, speed
- Distracted driving and impaired driving
- Distracted Driving and Impaired Driving
- Distracted driving and speeding
- Distracted driving and speeding
- Drinking & distraction
- Driver inattention, carelessness, or speeding; weather conditions; roadway maintenance issues; roadway design
- Driver negligence and poor roadway design
- For our region, it is either intoxicated or distracted drivers. More and more with hand-held communication devices we see incidents with distracted drivers.
- From the metrics locally and statewide, the two most common factors are: distracted driving due to cell phone use and impaired driving related to drug or alcohol abuse.
- Geometry, drivers
- High roadway design speeds and poor intersection design, maximizing traffic operations at the expense of safety
- Intersections, Distracted Driving
- Lack of/inadequate bike/pedestrian infrastructure speeding/distracted driving
- Lack of common sense and aggression
- Road design and weather
- Speed, alcohol
- Speed/Alcohol/Distractions/Texting
- Speed and distracted driving
- Speed and distractions
- Speed as a result of roadway design distracted driving
- Speeding, distracted driving
- Speeding and distracted driving
- Speeding and overly aggressive driving



Appendix C, Question 15 - Familiarity with Safe Systems Approach

Question 16 - What do you think are the two most critical transportation safety issues/problems New Mexico faces?

Responses for Question 16:

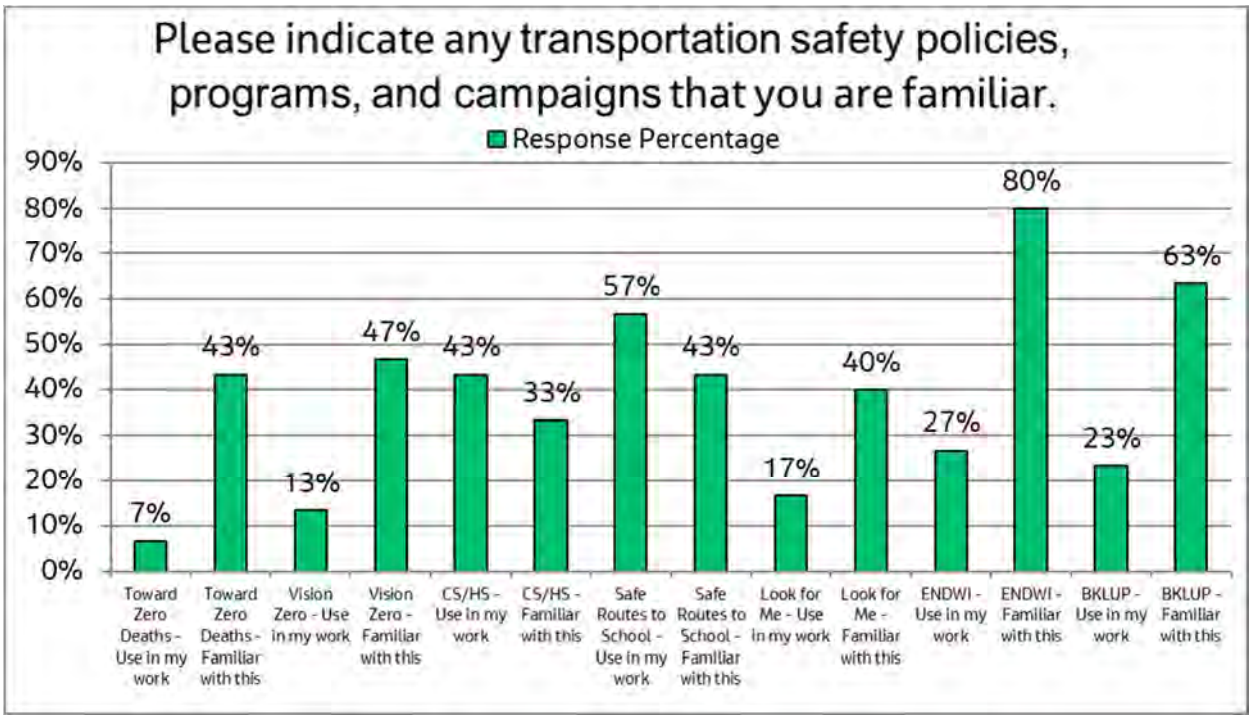
- Aggressive and distracted
- Aggressive driving - submitted 2 times
- Alcohol
- Alcohol and drug use by drivers
- Bike/pedestrian safety
- Budget
- Complete Streets for All Modes.
- Design speed for facilities in urban areas
- Distracted drivers paying attention to their hand-held device rather than traffic.
- Distracted driving - submitted 10 times
- Drunk driving
- Dust
- DWIs
- Impaired Driving - submitted 4 times
- Impaired and Distracted Driving
- Inattentive drivers
- Infrastructure Issues/Aging Systems & Bridges etc.
- Injuries and deaths of bicyclists and pedestrians
- Intoxicated drivers - submitted 2 times
- More State Police
- Motorist carelessness and unsafe driving habits
- Multimodal crashes
- Pedestrian and bicycle safety

- Pedestrian safety - submitted 3 times
- Poor roadway conditions/lack of funding for maintenance or reconstruction
- Repair time
- Road conditions
- Road Conditions (Design & Maintenance)
- Rural State highway degradation
- Some very old roadway (same design from the 60's) & maintenance - NM 173; NM 574; etc.
- Speeding - submitted 6 times
- Timely, accurate, and complete data for all major traffic incidents
- Too much reliance on cars
- Unsafe drivers
- Unsafe roads
- Using outdated traffic engineering values to design our roadways
- We build what we measure. We measure traffic but not so much about people/bikes/peds
- Work zone safety

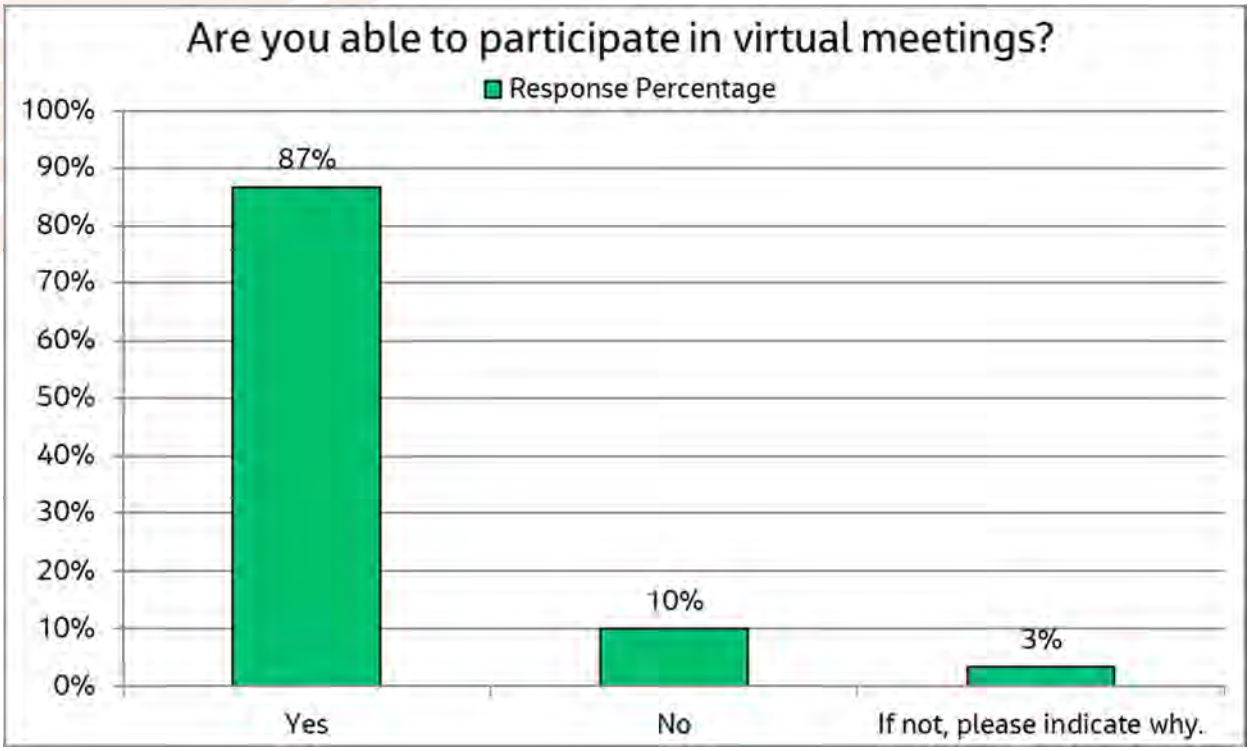
Question 17 - What barriers exist to improving transportation safety?
Responses for Question 17:

- 1. The application of highway standards, ethics, and values in communities/cities/towns. 2. Design speeds too high. 3. The absence of solid pedestrian, bicyclist, and comprehensive intersection data. 4. The use of outdated MUTCD warrants to NOT build pedestrian counter measures where they would clearly add safety to the system. 5. Over reliance on signalized intersections as the standard default
- Access to timely data, valuing safety of all transportation system users, competition for funding between system maintenance and safety improvements, identification, and application of suitable or appropriate safety countermeasures to improve safety
- Acquisition of Right of way, not enough space to fit features
- Availability of adequate funding; lack of police traffic safety enforcement
- Ban on hands-on phone usage. NMDOT and RTPO safety planning initiatives.
- Budget
- Building professional capacity, communicating clearly, informed politicos.
- Cost
- Driving and speeding are considered rights and are a social norm. Victim blaming is prevalent in the narratives around crashes- we need to address safety through a public health lens.
- Enforcement is lacking, education is lacking, and a society view of me first
- Funding - submitted 2 times
- Funding and local coordination
- Funding, incomplete sidewalks/bike lanes, resistance to projects such as road diets, lower speeds
- Funding, staffing
- Human elements
- Money - submitted 2 times
- People caring and willingness to follow traffic control
- Public unwillingness to utilize the transportation network safely, unwillingness by operating jurisdictions to implement best safety practice.
- Stakeholder Buy-in, Funding, Politicians

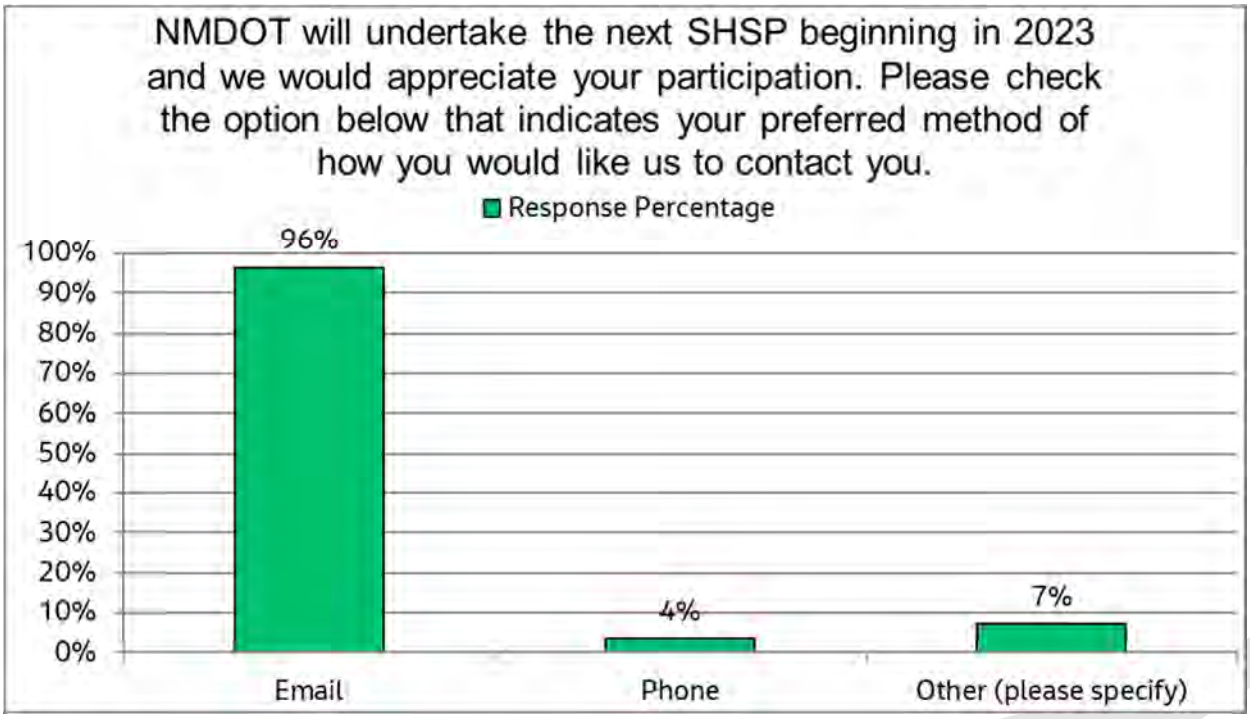
- Stronger rules and penalties around distracted driving. Stronger penalties for intoxicated driving. Better attention to adequate acceleration, deceleration and turn lanes.
- The cooperation of drivers.
- There is some reluctance by implementing agencies to address safety issues due to liability problems. The MUTC regulations are often used as a pretext for not taking action on safety issues.
- Too much focus on car transportation. far too high a proportion of investment is towards making it easier for people to stay in their cars. Less people driving is fewer automobile accidents.
- Useless Performance targets dictate where funding should be spent instead of allowing flexibility to program funding where it's needed most.
- We have a culture of speeding in NM; roadways are designed to accommodate faster moving vehicles than the posted speed limits, which compounds the issue.
- NA - submitted 2 times



Appendix C, Question 18 - Familiar Safety Policies, Programs, and Campaigns



Appendix C, Question 19 - Virtual Participation



Appendix C, Question 20 - Contact Method for 2023

New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

U.S. Department of Transportation
Federal Highway Administration

Jacobs

New Mexico Department of Transportation
1120 Cerrillos Road
P.O. Box 1149
Santa Fe, New Mexico 87504-1149

https://www.dot.nm.gov/