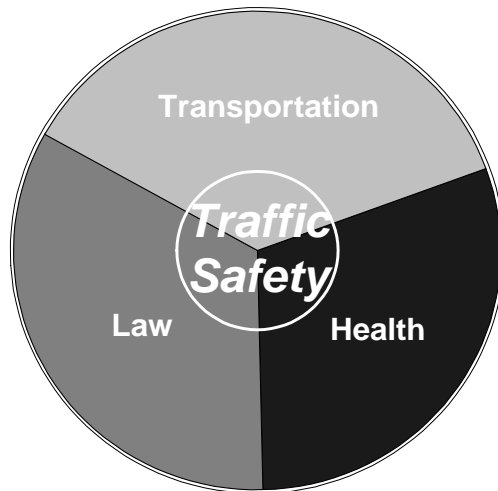


2007

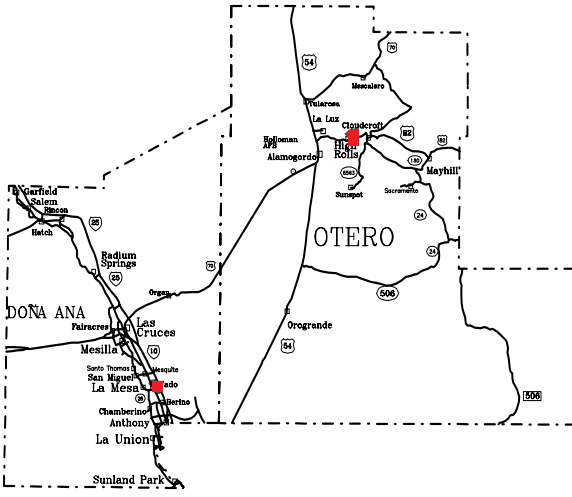
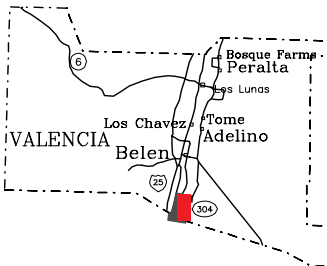
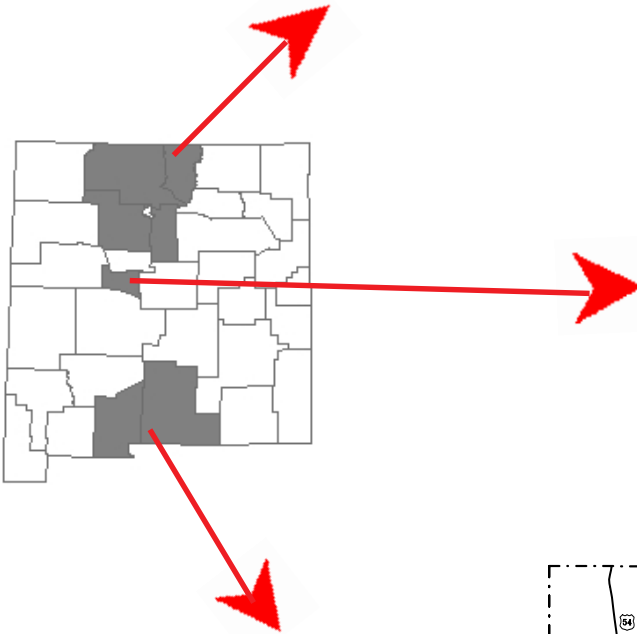
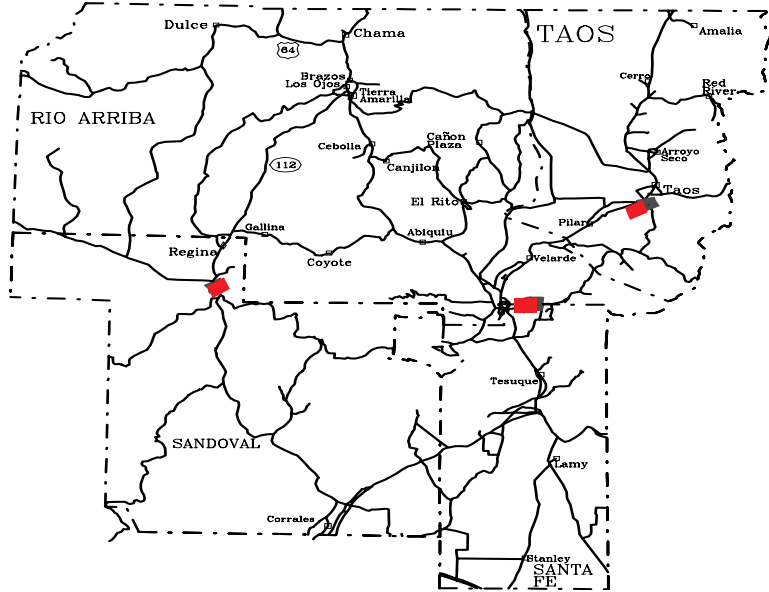
NEW MEXICO TRAFFIC CRASH INFORMATION



New Mexico State Highway and Transportation Department
Transportation Programs Division
Traffic Safety Bureau

New Mexico's Highest Crash Rate Rural Highway Segments, 2001

(See page 15)



New Mexico Traffic Crash Information 2001

New Mexico State Highway and Transportation Department
Transportation Programs Division
Traffic Safety Bureau

January 2003

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University of New Mexico
Under contract number C04425

Distributed in compliance with
New Mexico Statute 66-7-214
as a reference source regarding
New Mexico traffic crashes

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INTRODUCTION

This edition of *New Mexico Traffic Crash Information* reviews traffic crash data in New Mexico from January through December, 2001. It presents crash data in the form of graphs for those who prefer an impressionistic view and tables for those who require reference information. Maps are provided where a geographic perspective is useful.

The statistics shown in this publication reflect only those crashes that occurred on public roadways and resulted in death, personal injury, or \$500 or more in property damage according to the investigating officer's judgement. No account is kept of unreported crashes or crashes that occurred on private property.

The information found in this report was drawn from the Uniform Accident reports, which are distinct from those required by New Mexico's Financial Responsibility Act: statutes 66-5-201 to 66-5-239. These reports are compiled and processed by the Transportation Statistics Bureau of the New Mexico State Highway and Transportation Department, and analyzed under contract by the Division of Government Research for statistical analysis and report generation. Since the data are occasionally incomplete or imprecise, discrepancies may be found in a few tables, or in comparison to other data sources. Estimated and revised figures are indicated where applicable. The tables and graphs which appeared in editions of this report prior to 1993 **only** showed counts of occupants that were involved in fatal or injury crashes. Since 1993, these same tables and graphs display counts of **all** occupants involved in crashes (i.e., this now includes occupants involved in property-damage-only crashes).

A great debt is owed to those hundreds of police officers across the state who made this report possible.

Note: The 1999 crash file contains 15% fewer crashes than the 1998 file. This may be due to problems in implementing the new system after the old system failed, or to underreporting. Care should be used in interpreting differences between 1999 and other years.

Requests for further information or additional copies of this report should be addressed to:

Traffic Safety Bureau
Transportation Programs Division
State Highway and Transportation Department
State of New Mexico
P.O. Box 1149
Santa Fe, New Mexico 87504-1149
(505) 827-0427
web site: <http://www.unm.edu/~dgrint/tsb.html>

The following is a list of terms and associated definitions which appear throughout this report.

Alcohol-involved - a crash in which the Uniform Accident report indicated that 1) a DWI citation was issued, 2) alcohol was a contributing factor to the crash, or 3) a driver or pedestrian involved in the crash had been drinking.

Crash Rate - crashes per 100 Million Vehicle Miles (mvm) unless otherwise specified.

Death Rate - traffic fatalities per 100 Million Vehicle Miles (mvm) unless otherwise specified.

Drivers - drivers do not include pedalcyclists or pedestrians.

Fatal Crash - a crash in which at least one individual was killed.

Fatalities - see killed.

Injured - the number of people injured in a crash, as opposed to the number of crashes in which people were injured. Counts include people injured but not killed in fatal crashes.

Injury Crash - a crash in which at least one individual was injured. Fatal crashes are not included in this category.

Killed - the number of people killed in a crash, as opposed to the number of crashes in which people were killed. The term fatalities is synonymous with killed.

Local Resident - a person whose residence was within 25 miles of the crash site.

Minor Injuries - a possible non-visible injury, or an injury of unknown severity.

Property Damage Only (Property Damage) - designates a crash that did not involve injuries or fatalities.

Rural - an area with a population of 2,500 or less.

Serious Injuries - 1) an incapacitating injury, 2) a visible but not incapacitating injury.

Traffic Crash - an incident on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least \$500 in property damage.

Urban - a town or a city with a population of 2,500 or more.

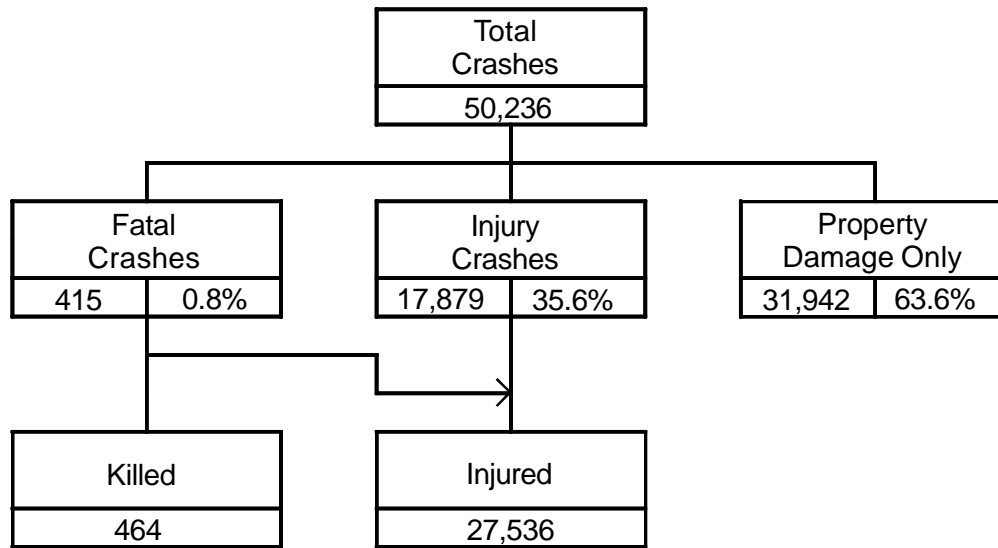
Vehicle Miles - the number of miles traveled annually by motor vehicles. MVM and 100 MVM stand for million and one hundred million vehicle miles, respectively.

OVERVIEW

In 2001 ...

- An individual died in a crash every 19 hours.
- A person was injured in a crash every 19 minutes.
- A traffic crash occurred every 10 minutes.

Crashes in New Mexico by Severity, 2001



New Mexico Roadway Statistics, 1992 - 2001

| Calendar Year | New Mexico | | | | | Death Rates ¹ | |
|---------------|-----------------------------|---------------------------|------------|--------------------|------------------|--------------------------|----------------------------|
| | Motor Vehicle Registrations | MVM ² Traveled | Population | Traffic Fatalities | Traffic Injuries | New Mexico | United States ³ |
| 2001 | NA* | 22,709 | 1,841,446 | 464 | 27,536 | 25.2 | 14.8 |
| 2000 | 1,392,501 ⁴ | 22,709 | 1,819,046 | 435 | 27,380 | 23.9 | 14.9 |
| 1999 | 1,336,880 ⁴ | 22,451 | 1,739,844 | 460 | 24,240 | 26.4 | 15.3 |
| 1998 | 1,774,614 ⁴ | 22,173 | 1,736,931 | 424 | 28,112 | 24.4 | 15.3 |
| 1997 | 1,570,192 | 21,895 | 1,723,965 | 484 | 29,719 | 28.1 | 15.7 |
| 1996 | 1,550,514 | 21,509 | 1,707,902 | 481 | 31,352 | 28.2 | 15.8 |
| 1995 | 1,513,487 | 21,149 | 1,683,773 | 485 | 30,996 | 28.8 | 15.9 |
| 1994 | 1,484,239 | 20,481 | 1,653,777 | 447 | 29,910 | 27.0 | 15.6 |
| 1993 | 1,450,982 | 20,000 | 1,615,385 | 431 | 28,032 | 26.7 | 15.5 |
| 1992 | 1,376,571 | 19,500 | 1,580,841 | 460 | 27,195 | 29.1 | 15.4 |

¹ Rates are per 100,000 population.

^{2,3} Definition: see page 37. Note: MVM data were re-estimated in 2000 for 1992-2000.

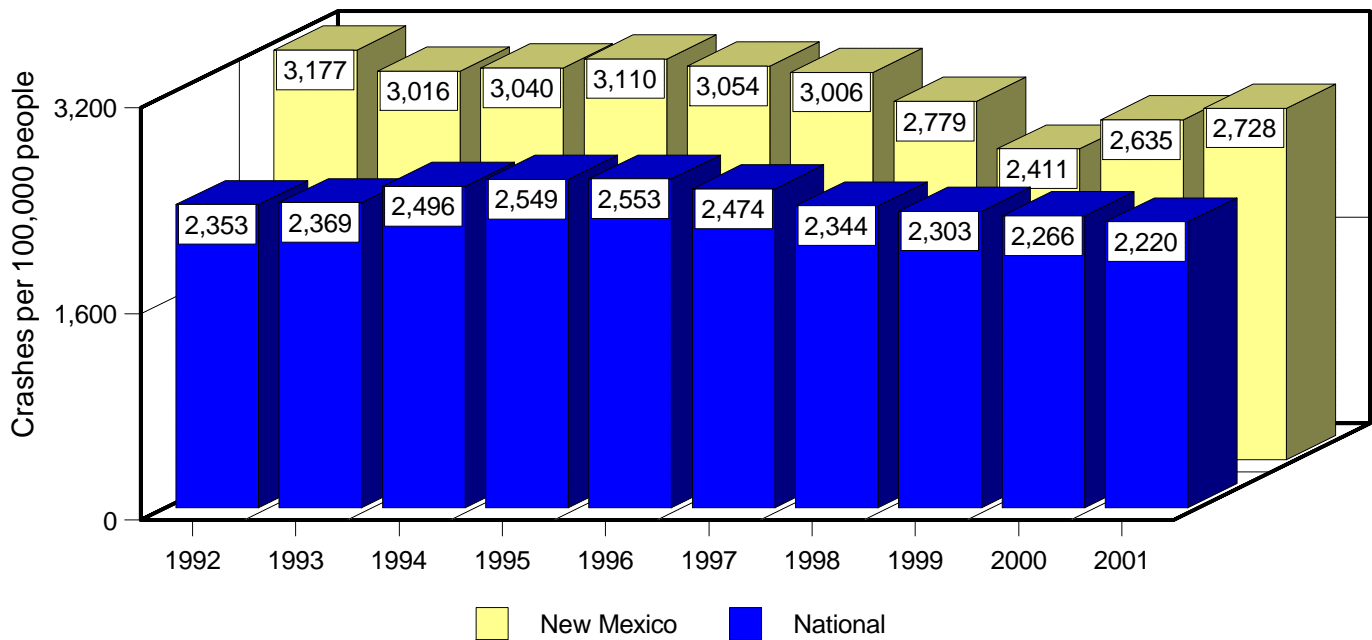
⁴ These are counts of registration transactions which were affected by the advent of 2-year registration in 1998.

* not available at press time.

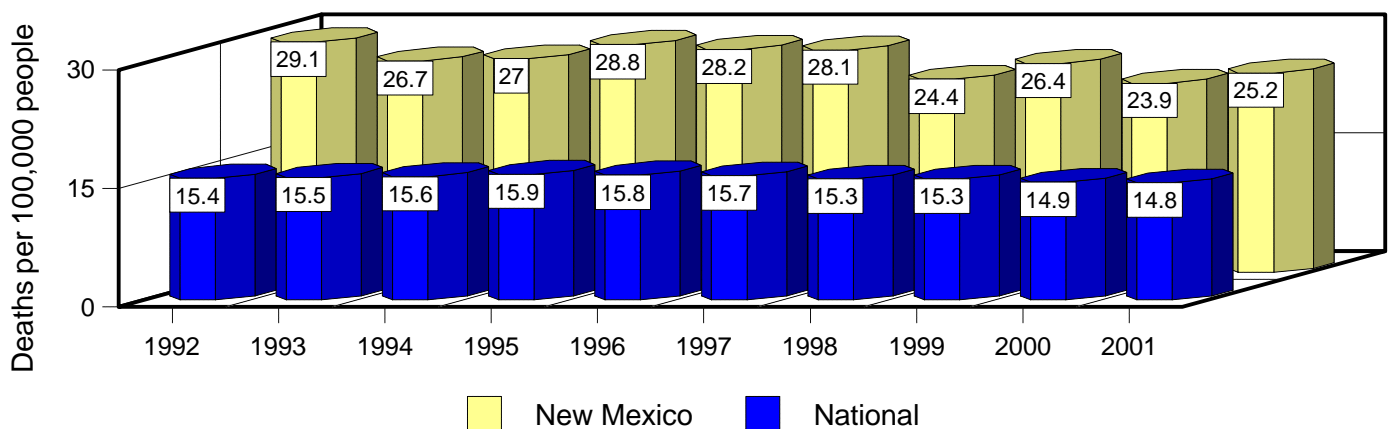
In New Mexico ...

- Overall, the New Mexico crash rate decreased by 14 percent from 1992 to 2001.

New Mexico and National Crash Rates, 1992 - 2001



New Mexico and National Crash Death Rates, 1992 - 2001

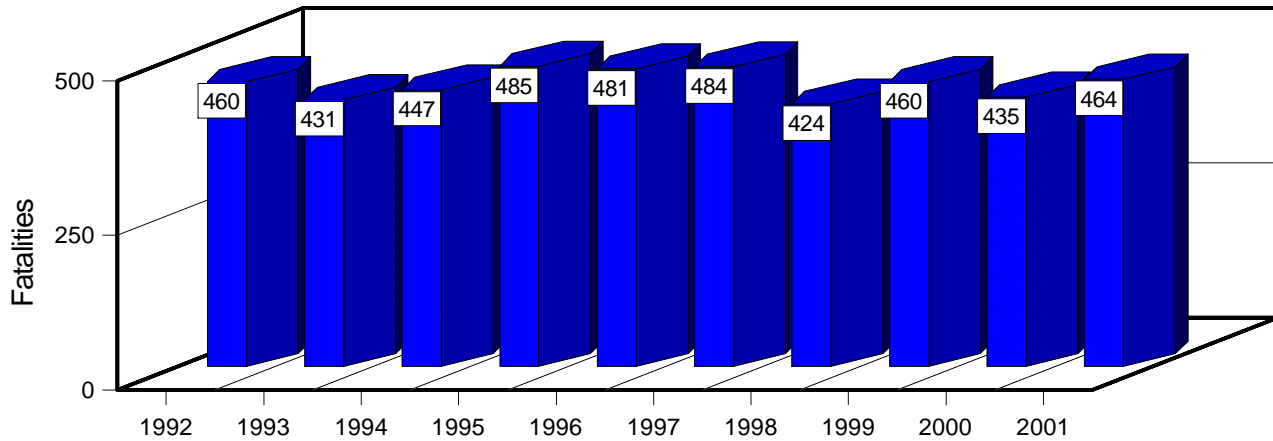


OVERVIEW

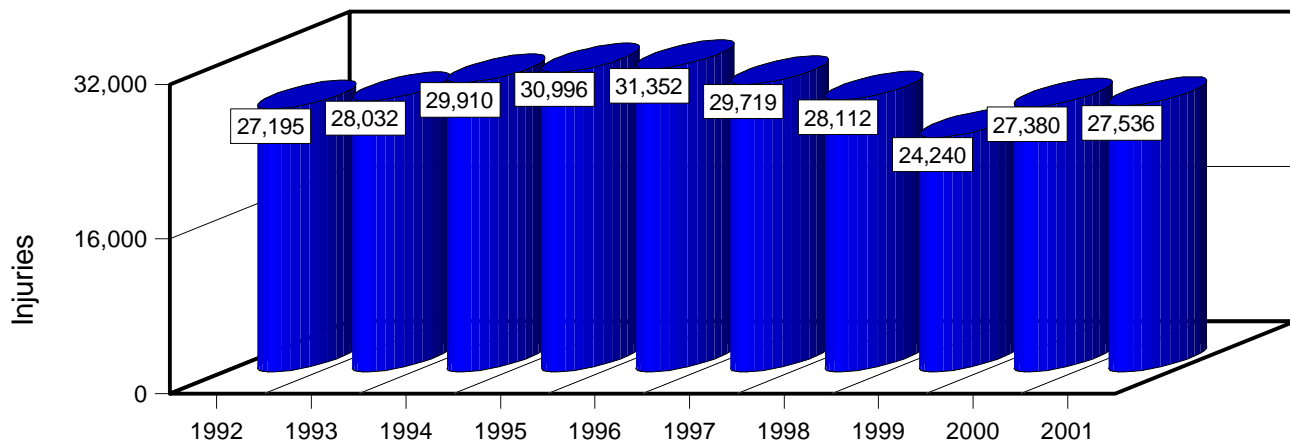
In 2001 compared to 2000, there were ...

- 29 (6.6 percent) more fatalities in crashes.

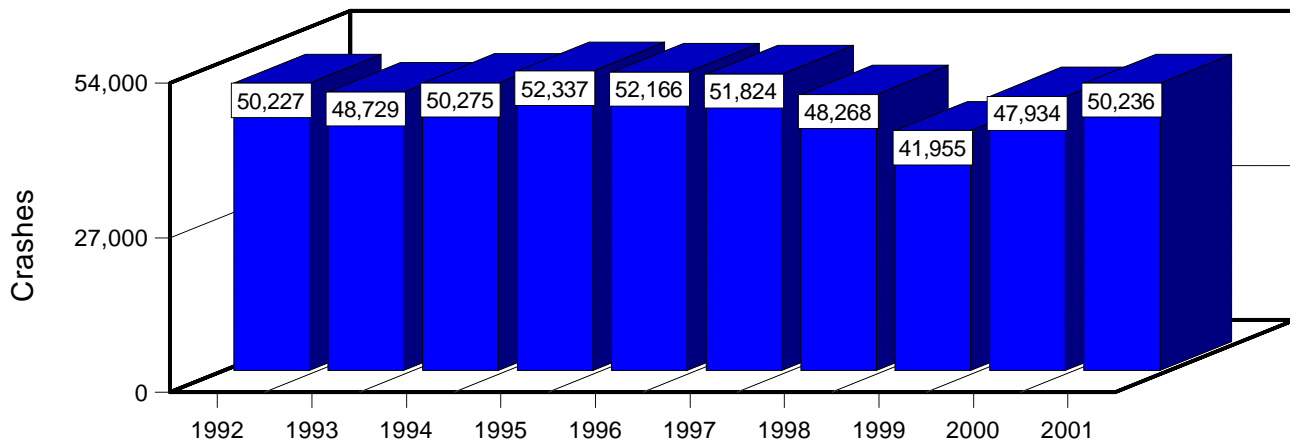
Crash Fatalities in New Mexico by Year, 1992- 2001



Crash-related Injuries in New Mexico by Year, 1992 - 2001



Crashes in New Mexico by Year, 1992- 2001



In 2001, there were on average ...

- 5 (13 percent) more fatal crashes per month during May through October than the rest of the year.

Crashes in New Mexico by Month, 2001

| Month | Total | Percent | Total | Fatal | Percent | Fatal |
|--------------|---------------|--------------|--------------------|------------|--------------|--------------|
| January | 4,789 | 9.5 | | 31 | 7.5 | |
| February | 3,664 | 7.3 | | 27 | 6.5 | |
| March | 4,018 | 8.0 | | 36 | 8.7 | |
| April | 3,894 | 7.8 | | 25 | 6.0 | |
| May | 4,151 | 8.3 | | 35 | 8.4 | |
| June | 3,910 | 7.8 | | 37 | 8.9 | |
| July | 4,090 | 8.1 | | 41 | 9.9 | |
| August | 4,485 | 8.9 | | 43 | 10.4 | |
| September | 3,952 | 7.9 | | 30 | 7.2 | |
| October | 4,464 | 8.9 | | 36 | 8.7 | |
| November | 4,319 | 8.6 | | 38 | 9.2 | |
| December | 4,500 | 9.0 | | 36 | 8.7 | |
| Total | 50,236 | 100.0 | 2,500 5,000 | 415 | 100.0 | 20 40 |

In 2001 ...

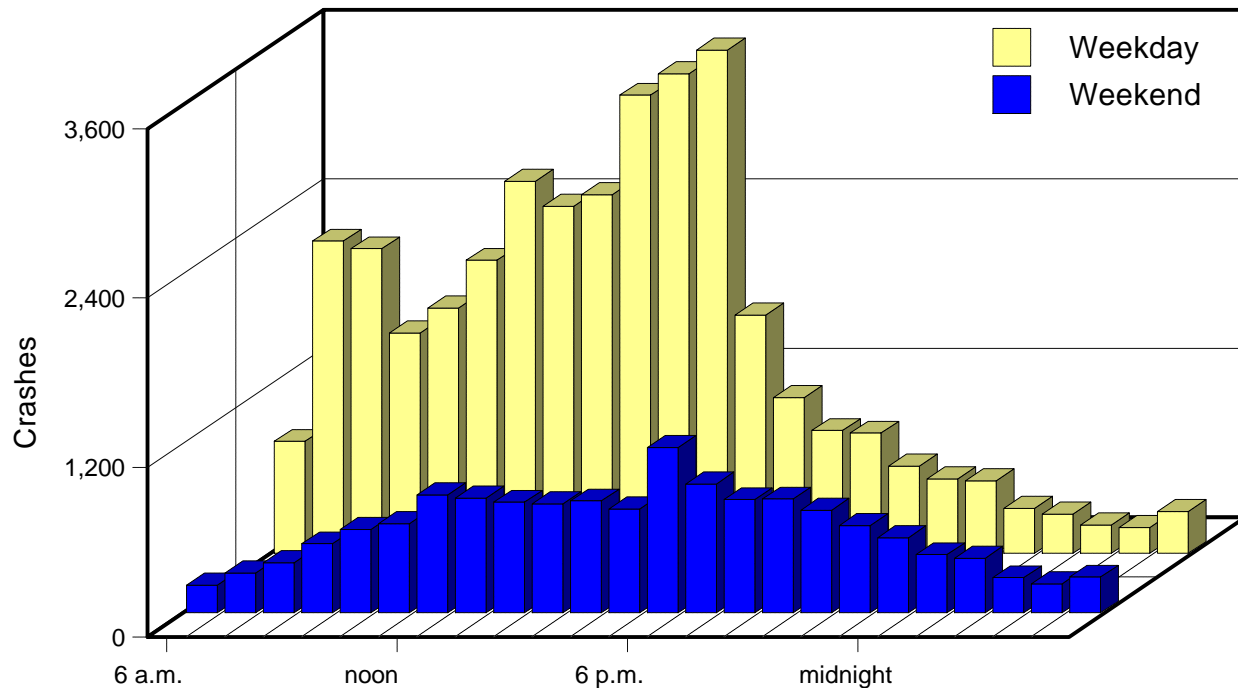
- 49 percent of all fatal crashes occurred during the weekend.
- 32 percent of all crashes occurred on Friday and Saturday.

Crashes in New Mexico by Day of the Week, 2001

| Day | Total | Percent | Total | Fatal | Percent | Fatal |
|--------------|---------------|--------------|--------------------|------------|--------------|--------------|
| Sunday | 4,533 | 9.1 | | 52 | 12.5 | |
| Monday | 6,940 | 13.9 | | 52 | 12.5 | |
| Tuesday | 7,632 | 15.2 | | 59 | 14.2 | |
| Wednesday | 7,571 | 15.1 | | 48 | 11.6 | |
| Thursday | 7,377 | 14.7 | | 53 | 12.8 | |
| Friday | 9,112 | 18.2 | | 71 | 17.1 | |
| Saturday | 6,889 | 13.8 | | 80 | 19.3 | |
| Total | 50,054 | 100.0 | 4,500 9,000 | 415 | 100.0 | 40 80 |

• For this table, each day was considered to run from 6:00 a.m. to 5:59 a.m. the following morning.

Crashes in New Mexico by Hour of the Day, 2001



- The weekend is defined as beginning on Friday evening at 6:00 p.m. and ending on Monday morning at 5:59 a.m. For perspective, the weekend has 60 hours total, while the weekday period consists of 108 hours.

Friday between 3 p.m. and 6 p.m. was the least safe time to drive in urban areas.

The Seven Least Safe Hours of the Week in New Mexico, 2001

| Urban | | | |
|-----------|--------|---------|------------|
| Day | Hour | Crashes | % of Total |
| Friday | 4 p.m. | 695 | 1.7 |
| Friday | 3 p.m. | 682 | 1.7 |
| Friday | 5 p.m. | 659 | 1.7 |
| Tuesday | 5 p.m. | 631 | 1.6 |
| Thursday | 5 p.m. | 617 | 1.6 |
| Wednesday | 5 p.m. | 600 | 1.5 |
| Monday | 4 p.m. | 581 | 1.5 |

| Rural | | | |
|-----------|--------|---------|------------|
| Day | Hour | Crashes | % of Total |
| Wednesday | 8 a.m. | 132 | 1.3 |
| Wednesday | 7 a.m. | 126 | 1.2 |
| Friday | 5 p.m. | 121 | 1.2 |
| Tuesday | 4 p.m. | 117 | 1.1 |
| Tuesday | 7 a.m. | 111 | 1.1 |
| Tuesday | 5 p.m. | 109 | 1.0 |
| Tuesday | 3 p.m. | 106 | 1.0 |

¹ An hour begins at :00 and ends at :59; 4 p.m. represents 4:00-4:59.

Crashes in New Mexico During Holiday Periods, 1998 - 2001

| Holiday | Total Hours | Beginning (6 p.m.) | Ending (midnight) | Crashes | | | People | |
|-----------------------|-------------|--------------------|-------------------|---------|-------|--------|--------|---------|
| | | | | Total | Fatal | Injury | Killed | Injured |
| Easter | | | | | | | | |
| 2001 | 54 | 4/13 | 4/15 | 252 | 0 | 108 | 0 | 176 |
| 2000 | 54 | 4/21 | 4/23 | 243 | 7 | 86 | 9 | 149 |
| 1999 | 54 | 4/02 | 4/04 | 228 | 2 | 78 | 2 | 119 |
| 1998 | 54 | 4/10 | 4/12 | 251 | 3 | 88 | 3 | 130 |
| Memorial Day | | | | | | | | |
| 2001 | 78 | 5/25 | 5/28 | 323 | 7 | 134 | 12 | 226 |
| 2000 | 78 | 5/26 | 5/29 | 345 | 5 | 128 | 6 | 206 |
| 1999 | 78 | 5/28 | 5/31 | 292 | 8 | 118 | 9 | 223 |
| 1998 | 78 | 5/22 | 5/25 | 359 | 5 | 143 | 5 | 243 |
| Fourth of July | | | | | | | | |
| 2001 | 30 | 7/03 | 7/04 | 145 | 3 | 54 | 3 | 84 |
| 2000 | 30 | 7/03 | 7/04 | 158 | 2 | 71 | 2 | 125 |
| 1999 | 78 | 7/02 | 7/05 | 322 | 6 | 126 | 8 | 223 |
| 1998 | 78 | 7/02 | 7/05 | 409 | 5 | 147 | 5 | 234 |
| Labor Day | | | | | | | | |
| 2001 | 78 | 8/31 | 9/03 | 326 | 2 | 117 | 2 | 191 |
| 2000 | 78 | 9/01 | 9/04 | 341 | 3 | 126 | 3 | 186 |
| 1999 | 78 | 9/03 | 9/06 | 283 | 9 | 106 | 10 | 190 |
| 1998 | 78 | 9/04 | 9/07 | 307 | 2 | 131 | 3 | 219 |
| Thanksgiving | | | | | | | | |
| 2001 | 102 | 11/21 | 11/25 | 457 | 6 | 150 | 8 | 263 |
| 2000 | 102 | 11/22 | 11/26 | 429 | 6 | 163 | 7 | 286 |
| 1999 | 102 | 11/24 | 11/28 | 359 | 7 | 133 | 7 | 223 |
| 1998 | 102 | 11/25 | 11/29 | 388 | 4 | 139 | 4 | 223 |
| Christmas | | | | | | | | |
| 2001 | 30 | 12/24 | 12/25 | 79 | 3 | 27 | 3 | 53 |
| 2000 | 78 | 12/22 | 12/25 | 503 | 6 | 168 | 7 | 269 |
| 1999 | 78 | 12/23 | 12/26 | 383 | 4 | 116 | 4 | 182 |
| 1998 | 78 | 12/24 | 12/27 | 240 | 3 | 72 | 3 | 114 |
| New Year's | | | | | | | | |
| 2001-2002* | 102 | 12/28 | 1/01/02 | 457 | 5 | 128 | 5 | 205 |
| 2000-2001 | 78 | 12/29 | 1/01/01 | 291 | 3 | 99 | 3 | 165 |
| 1999-2000 | 78 | 12/30 | 1/02/00 | 325 | 6 | 107 | 6 | 168 |
| 1998-1999 | 78 | 12/31 | 1/03/99 | 314 | 4 | 106 | 4 | 181 |

* 2001-2002 New Year's Data are preliminary as of 9/2002

WHEN

New Mexico Fatalities by Day and Alcohol Involvement, 2001*

January

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | | | |

February

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | | | |

March

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

April

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | | | | | |

May

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | | |

June

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
| | | | | | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |

July

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

August

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | |

September

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
| | | | | | | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | | | | | | |

October

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | | | |

November

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | |

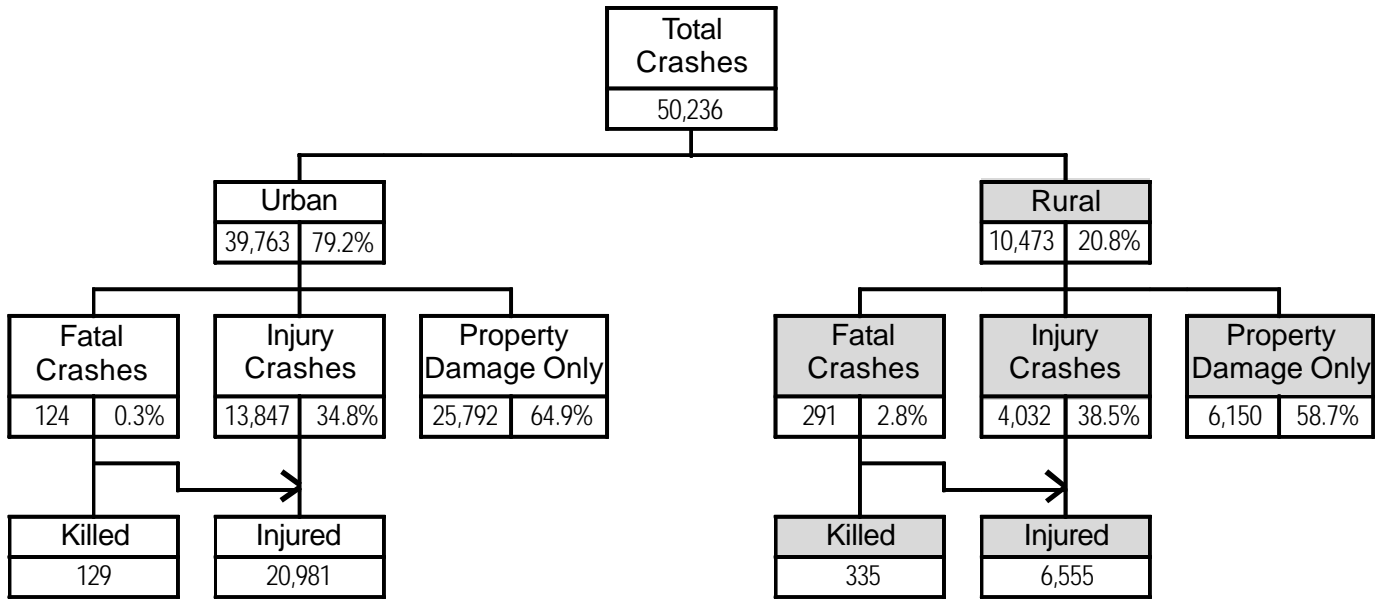
December

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
| | | | | | | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | 31 | | | | | |

- Alcohol-involved Fatality
- Non-Alcohol-involved Fatality

* Unlike other graphs and tables in this section, crashes that occur between midnight and 5:59 am are not shifted to the previous

Crashes in New Mexico by Road System, 2001



In 2001, more than twice as many people died in rural than urban area crashes.

Crashes on New Mexico Pueblos and Reservations, 2001

| Pueblo or Reservation | Crashes | | | | People | |
|-----------------------|---------|-------|--------|-----------------|--------|---------|
| | Total | Fatal | Injury | Property Damage | Killed | Injured |
| Acoma | 54 | 0 | 25 | 29 | 0 | 39 |
| Alamo Navajo | 8 | 1 | 2 | 5 | 1 | 5 |
| Cañoncito Navajo | 2 | 0 | 0 | 2 | 0 | 0 |
| Cochiti | 7 | 0 | 5 | 2 | 0 | 9 |
| Isleta | 107 | 5 | 36 | 66 | 5 | 52 |
| Jemez | 15 | 0 | 9 | 6 | 0 | 12 |
| Jicarilla Apache | 73 | 0 | 21 | 52 | 0 | 40 |
| Laguna | 77 | 7 | 33 | 37 | 9 | 71 |
| Mescalero Apache | 111 | 4 | 25 | 82 | 4 | 42 |
| Nambe | 8 | 0 | 1 | 7 | 0 | 1 |
| Navajo | 292 | 23 | 116 | 153 | 29 | 187 |
| Picuris | 23 | 1 | 10 | 12 | 1 | 13 |
| Pojoaque | 66 | 1 | 27 | 38 | 1 | 49 |
| Ramah Navajo | 25 | 0 | 9 | 16 | 0 | 14 |
| Sandia | 45 | 0 | 21 | 24 | 0 | 29 |
| San Felipe | 82 | 4 | 29 | 49 | 4 | 51 |
| San Ildefonso | 16 | 0 | 8 | 8 | 0 | 11 |
| San Juan | 50 | 3 | 24 | 23 | 3 | 40 |
| Santa Ana | 26 | 0 | 7 | 19 | 0 | 12 |
| Santa Clara | 16 | 0 | 9 | 7 | 0 | 12 |
| Santo Domingo | 46 | 1 | 21 | 24 | 1 | 34 |
| Taos Pueblo | 4 | 1 | 1 | 2 | 1 | 2 |
| Tesuque | 37 | 2 | 21 | 14 | 2 | 33 |
| Zia | 13 | 0 | 3 | 10 | 0 | 9 |
| Zuni | 74 | 3 | 16 | 55 | 3 | 25 |

New Mexico Crashes by County, 2001

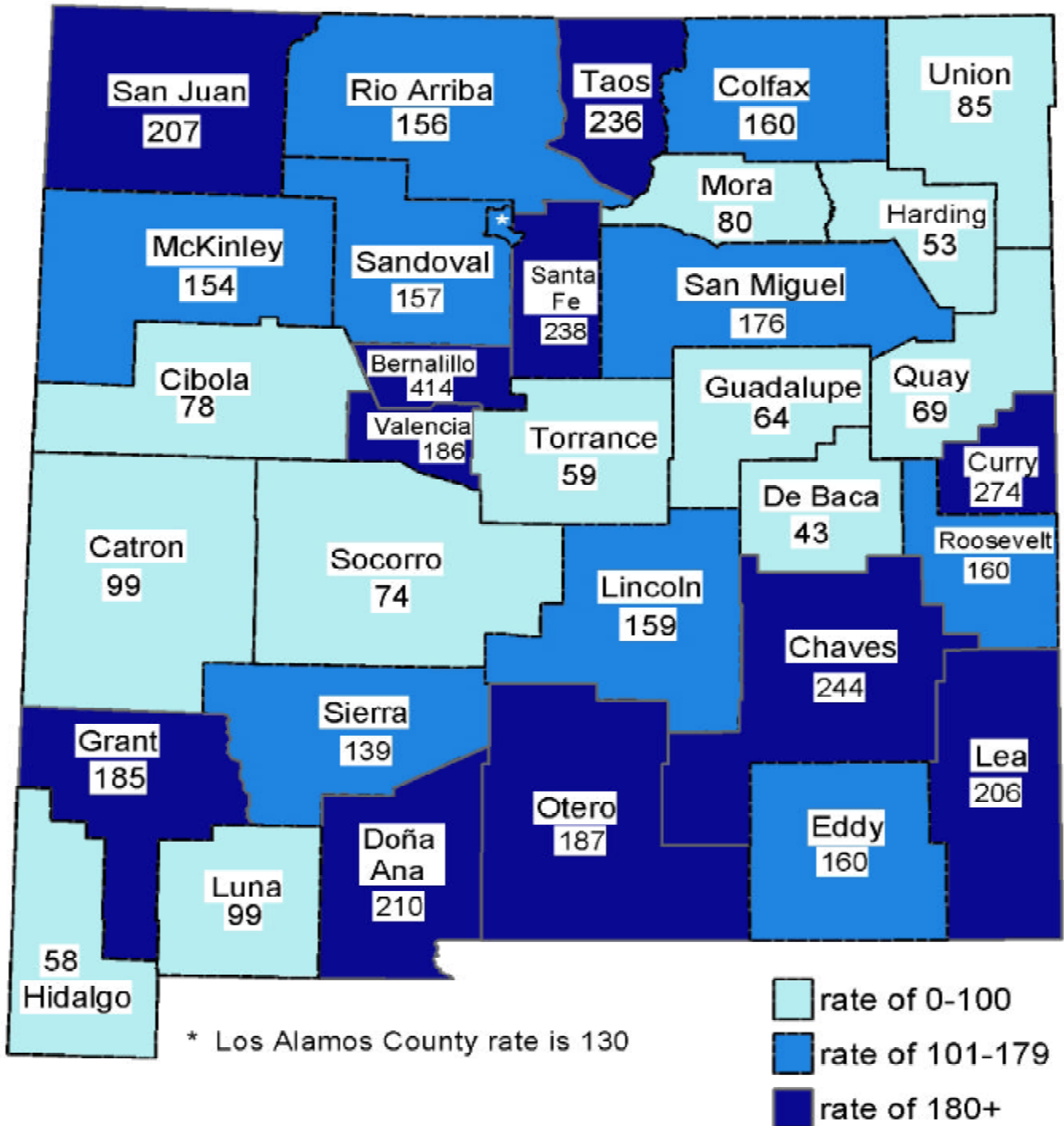
| County | Crashes | | | | People | | Rates | | Economic Loss* | 100 MVM | Licensed Drivers | Population |
|--------------|---------------|------------|---------------|-----------------|------------|---------------|------------|-------------|------------------|--------------|------------------|------------------|
| | Total | Fatal | Injury | Property Damage | Killed | Injured | Crash Rate | Death Rate | | | | |
| Bernalillo | 20,686 | 72 | 7,345 | 13,269 | 76 | 10,986 | 426 | 1.56 | 990,955 | 48.6 | 383,060 | 562,458 |
| Catron | 102 | 1 | 29 | 72 | 1 | 42 | 107 | 1.05 | 14,916 | 1.0 | 3,055 | 3,512 |
| Chaves | 1,415 | 10 | 484 | 921 | 12 | 733 | 237 | 2.01 | 97,229 | 6.0 | 37,421 | 60,301 |
| Cibola | 492 | 9 | 183 | 300 | 10 | 308 | 78 | 1.59 | 61,307 | 6.3 | 15,737 | 25,888 |
| Colfax | 464 | 8 | 158 | 298 | 8 | 238 | 150 | 2.59 | 52,804 | 3.1 | 10,594 | 14,140 |
| Curry | 984 | 6 | 293 | 685 | 6 | 465 | 268 | 1.63 | 59,652 | 3.7 | 29,074 | 44,229 |
| De Baca | 56 | 1 | 16 | 39 | 1 | 27 | 26 | 0.47 | 5,870 | 2.1 | 1,720 | 2,138 |
| Doña Ana | 3,875 | 18 | 1,558 | 2,299 | 18 | 2,420 | 199 | 0.93 | 267,815 | 19.5 | 112,567 | 176,790 |
| Eddy | 1,311 | 8 | 426 | 877 | 8 | 644 | 164 | 1.00 | 86,683 | 8.0 | 36,894 | 51,067 |
| Grant | 806 | 4 | 243 | 559 | 4 | 347 | 173 | 0.86 | 63,993 | 4.7 | 22,552 | 30,722 |
| Guadalupe | 326 | 12 | 119 | 195 | 13 | 201 | 64 | 2.53 | 54,646 | 5.1 | 2,978 | 4,602 |
| Harding | 13 | 1 | 3 | 9 | 1 | 3 | 53 | 4.08 | 1,629 | 0.2 | 651 | 772 |
| Hidalgo | 151 | 6 | 51 | 94 | 8 | 75 | 54 | 2.85 | 23,445 | 2.8 | 4,181 | 5,612 |
| Lea | 1,251 | 14 | 383 | 854 | 15 | 581 | 207 | 2.48 | 86,647 | 6.0 | 38,181 | 55,149 |
| Lincoln | 628 | 9 | 188 | 431 | 13 | 304 | 160 | 3.31 | 63,147 | 3.9 | 14,548 | 19,730 |
| Los Alamos | 270 | 2 | 68 | 200 | 3 | 88 | 132 | 1.46 | 13,231 | 2.1 | 15,646 | 17,798 |
| Luna | 510 | 11 | 170 | 329 | 12 | 297 | 95 | 2.25 | 55,826 | 5.3 | 17,657 | 25,002 |
| McKinley | 1,929 | 31 | 601 | 1,297 | 35 | 965 | 159 | 2.89 | 211,822 | 12.1 | 37,312 | 75,032 |
| Mora | 123 | 2 | 41 | 80 | 2 | 67 | 85 | 1.37 | 20,352 | 1.5 | 3,368 | 5,236 |
| Otero | 1,209 | 14 | 432 | 763 | 14 | 675 | 174 | 2.02 | 108,075 | 6.9 | 37,666 | 60,747 |
| Quay | 304 | 8 | 89 | 207 | 8 | 157 | 69 | 1.82 | 44,545 | 4.4 | 7,697 | 9,829 |
| Rio Arriba | 957 | 15 | 392 | 550 | 15 | 614 | 161 | 2.52 | 109,772 | 6.0 | 28,205 | 40,772 |
| Roosevelt | 403 | 4 | 111 | 288 | 4 | 184 | 160 | 1.59 | 31,841 | 2.5 | 11,664 | 18,120 |
| Sandoval | 1,608 | 15 | 585 | 1,008 | 16 | 900 | 166 | 1.65 | 124,861 | 9.7 | 67,760 | 93,883 |
| San Juan | 2,952 | 30 | 1,118 | 1,804 | 39 | 1,744 | 207 | 2.73 | 224,807 | 14.3 | 71,735 | 115,380 |
| San Miguel | 690 | 10 | 208 | 472 | 10 | 328 | 178 | 2.57 | 64,592 | 3.9 | 17,623 | 30,156 |
| Santa Fe | 4,117 | 19 | 1,657 | 2,441 | 22 | 2,615 | 243 | 1.30 | 308,537 | 17.0 | 93,933 | 130,915 |
| Sierra | 278 | 7 | 88 | 183 | 7 | 140 | 135 | 3.40 | 32,134 | 2.1 | 9,552 | 13,188 |
| Socorro | 354 | 13 | 114 | 227 | 17 | 196 | 73 | 3.52 | 47,798 | 4.8 | 11,980 | 17,856 |
| Taos | 721 | 19 | 246 | 456 | 21 | 395 | 231 | 6.73 | 71,118 | 3.1 | 22,409 | 30,353 |
| Torrance | 276 | 8 | 86 | 182 | 12 | 122 | 61 | 2.66 | 39,919 | 4.5 | 10,648 | 16,792 |
| Union | 116 | 8 | 33 | 75 | 13 | 65 | 84 | 9.42 | 11,404 | 1.4 | 3,095 | 4,022 |
| Valencia | 859 | 20 | 361 | 478 | 20 | 610 | 187 | 4.35 | 86,548 | 4.6 | 44,630 | 66,955 |
| Total | 50,236 | 415 | 17,879 | 31,942 | 464 | 27,536 | 221 | 2.04 | 3,537,921 | 227.1 | 1,225,793 | 1,829,146 |

* Crash cost estimates are in thousands of dollars, and are based on FHWA Economic Loss Formulae (see page 37).

In 2001 ...

- The overall crash rate in New Mexico was 221.

Crash Rates in New Mexico by County, 2001



WHERE

Crashes in New Mexico by City, 2001

| City | Crashes | | | | People | |
|---------------|---------|-------|--------|-----------------|--------|---------|
| | Total | Fatal | Injury | Property Damage | Killed | Injured |
| Alamogordo | 672 | 3 | 237 | 432 | 3 | 361 |
| Albuquerque | 20,306 | 65 | 7,208 | 13,033 | 68 | 10,776 |
| Anthony | 62 | 0 | 23 | 39 | 0 | 27 |
| Artesia | 256 | 0 | 66 | 190 | 0 | 94 |
| Aztec | 156 | 0 | 33 | 123 | 0 | 40 |
| Bayard | 48 | 0 | 13 | 35 | 0 | 18 |
| Belen | 237 | 0 | 84 | 153 | 0 | 137 |
| Bernalillo | 161 | 0 | 53 | 108 | 0 | 91 |
| Bloomfield | 156 | 2 | 46 | 108 | 2 | 68 |
| Bosque Farms | 41 | 0 | 17 | 24 | 0 | 28 |
| Capitan | 4 | 0 | 1 | 3 | 0 | 2 |
| Carlsbad | 793 | 4 | 271 | 518 | 4 | 412 |
| Carrizozo | 10 | 0 | 2 | 8 | 0 | 2 |
| Causey | 1 | 0 | 0 | 1 | 0 | 0 |
| Central | 17 | 0 | 5 | 12 | 0 | 10 |
| Chama | 18 | 0 | 3 | 15 | 0 | 4 |
| Cimarron | 9 | 0 | 2 | 7 | 0 | 2 |
| Clayton | 55 | 0 | 14 | 41 | 0 | 20 |
| Cloudcroft | 14 | 1 | 3 | 10 | 1 | 4 |
| Clovis | 826 | 0 | 223 | 603 | 0 | 338 |
| Columbus | 12 | 0 | 4 | 8 | 0 | 7 |
| Corona | 4 | 0 | 3 | 1 | 0 | 4 |
| Corrales | 63 | 0 | 21 | 42 | 0 | 27 |
| Cuba | 15 | 0 | 7 | 8 | 0 | 10 |
| Deming | 265 | 1 | 83 | 181 | 1 | 126 |
| Des Moines | 1 | 0 | 1 | 0 | 0 | 2 |
| Dexter | 4 | 0 | 3 | 1 | 0 | 5 |
| Eagle Nest | 3 | 0 | 0 | 3 | 0 | 0 |
| Elida | 1 | 0 | 0 | 1 | 0 | 0 |
| Encino | 4 | 0 | 0 | 4 | 0 | 0 |
| Española | 712 | 1 | 289 | 422 | 1 | 479 |
| Estancia | 15 | 0 | 4 | 11 | 0 | 5 |
| Eunice | 28 | 0 | 6 | 22 | 0 | 11 |
| Farmington | 1,636 | 3 | 658 | 975 | 3 | 1,042 |
| Fort Sumner | 24 | 0 | 4 | 20 | 0 | 8 |
| Gallup | 950 | 2 | 247 | 701 | 2 | 370 |
| Grady | 1 | 0 | 0 | 1 | 0 | 0 |
| Grants | 185 | 1 | 57 | 127 | 1 | 92 |
| Grenville | 1 | 0 | 0 | 1 | 0 | 0 |
| Hatch | 42 | 0 | 12 | 30 | 0 | 15 |
| Hobbs | 717 | 1 | 209 | 507 | 1 | 330 |
| Hope | 1 | 0 | 1 | 0 | 0 | 2 |
| Hurley | 4 | 0 | 0 | 4 | 0 | 0 |
| Jal | 7 | 0 | 2 | 5 | 0 | 4 |
| Jemez Springs | 7 | 0 | 2 | 5 | 0 | 2 |

Data from this table are not comparable to the data from page 14.

(continued on the next page)

Crashes in New Mexico by City, 2001 (cont.)

| City | Crashes | | | | People | |
|---------------|---------|-------|--------|-----------------|--------|---------|
| | Total | Fatal | Injury | Property Damage | Killed | Injured |
| Lake Arthur | 3 | 0 | 2 | 1 | 0 | 3 |
| La Mesilla | 3 | 2 | 1 | 0 | 2 | 4 |
| Las Cruces | 2,919 | 7 | 1,124 | 1,788 | 7 | 1,710 |
| Las Vegas | 428 | 1 | 112 | 315 | 1 | 178 |
| Logan | 6 | 0 | 0 | 6 | 0 | 0 |
| Lordsburg | 36 | 0 | 7 | 29 | 0 | 11 |
| Los Alamos | 261 | 2 | 62 | 197 | 3 | 81 |
| Los Lunas | 161 | 3 | 64 | 94 | 3 | 103 |
| Loving | 1 | 0 | 1 | 0 | 0 | 1 |
| Lovington | 210 | 1 | 62 | 147 | 1 | 86 |
| Magdalena | 2 | 0 | 1 | 1 | 0 | 1 |
| Melrose | 3 | 0 | 2 | 1 | 0 | 3 |
| Milan | 29 | 0 | 10 | 19 | 0 | 17 |
| Moriarty | 60 | 0 | 17 | 43 | 0 | 24 |
| Mosquero | 1 | 0 | 0 | 1 | 0 | 0 |
| Pecos | 21 | 0 | 7 | 14 | 0 | 11 |
| Portales | 271 | 0 | 61 | 210 | 0 | 81 |
| Questa | 3 | 1 | 2 | 0 | 1 | 4 |
| Raton | 173 | 0 | 51 | 122 | 0 | 65 |
| Red River | 24 | 0 | 6 | 18 | 0 | 9 |
| Reserve | 3 | 0 | 0 | 3 | 0 | 0 |
| Rio Rancho | 948 | 4 | 338 | 606 | 4 | 513 |
| Roswell | 1,092 | 3 | 378 | 711 | 3 | 562 |
| Roy | 2 | 0 | 0 | 2 | 0 | 0 |
| Ruidoso | 249 | 1 | 71 | 177 | 1 | 110 |
| Ruidoso Downs | 28 | 1 | 6 | 21 | 1 | 12 |
| San Jon | 3 | 0 | 2 | 1 | 0 | 4 |
| San Ysidro | 2 | 0 | 1 | 1 | 0 | 1 |
| Santa Fe | 2,710 | 4 | 1,066 | 1,640 | 5 | 1,676 |
| Santa Rosa | 60 | 2 | 20 | 38 | 2 | 34 |
| Shiprock | 133 | 1 | 57 | 75 | 1 | 91 |
| Silver City | 491 | 1 | 137 | 353 | 1 | 190 |
| Socorro | 126 | 0 | 23 | 103 | 0 | 38 |
| Springer | 4 | 0 | 2 | 2 | 0 | 5 |
| Sunland Park | 116 | 0 | 53 | 63 | 0 | 86 |
| Taos | 325 | 3 | 103 | 219 | 3 | 170 |
| Tatum | 3 | 0 | 0 | 3 | 0 | 0 |
| Texico | 11 | 0 | 3 | 8 | 0 | 3 |
| Tijeras | 23 | 0 | 6 | 17 | 0 | 7 |
| T or C | 134 | 1 | 37 | 96 | 1 | 56 |
| Tucumcari | 91 | 2 | 19 | 70 | 2 | 34 |
| Tularosa | 12 | 0 | 4 | 8 | 0 | 5 |
| Vaughn | 2 | 0 | 0 | 2 | 0 | 0 |
| Wagon Mound | 6 | 0 | 1 | 5 | 0 | 1 |
| Willard | 2 | 0 | 1 | 1 | 0 | 1 |
| Williamsburg | 1 | 0 | 0 | 1 | 0 | 0 |

Data from this table are not comparable to the data from page 14.

Crash Rates for Selected¹ New Mexico Cities, 2001

| City ¹ | Crashes ² | | Rates ³ | | Estimated |
|-------------------|----------------------|-------------------------------|--------------------|-------------------------------|------------------------------|
| | Total | Fatal and Injury ⁴ | Total | Fatal and Injury ⁴ | 2000 Population ⁵ |
| Alamogordo | 641 | 80 | 18.0 | 2.25 | 35,582 |
| Albuquerque | 15,224 | 1,776 | 33.9 | 3.96 | 448,607 |
| Artesia | 232 | 26 | 21.7 | 2.43 | 10,692 |
| Aztec | 150 | 11 | 23.5 | 1.72 | 6,378 |
| Belen | 204 | 13 | 29.6 | 1.88 | 6,901 |
| Bernalillo | 133 | 21 | 20.1 | 3.18 | 6,611 |
| Bloomfield | 135 | 9 | 21.0 | 1.40 | 6,417 |
| Bosque Farms | 36 | 2 | 9.2 | 0.51 | 3,931 |
| Carlsbad | 765 | 101 | 29.9 | 3.94 | 25,625 |
| Clovis | 795 | 85 | 24.3 | 2.60 | 32,667 |
| Corrales | 60 | 8 | 8.2 | 1.09 | 7,334 |
| Deming | 226 | 38 | 16.0 | 2.69 | 14,116 |
| Española | 661 | 58 | 68.2 | 5.99 | 9,688 |
| Farmington | 1,588 | 218 | 42.0 | 5.76 | 37,844 |
| Gallup | 884 | 75 | 43.7 | 3.71 | 20,209 |
| Grants | 155 | 15 | 17.6 | 1.70 | 8,806 |
| Hobbs | 694 | 94 | 24.2 | 3.28 | 28,657 |
| Las Cruces | 2,633 | 348 | 35.5 | 4.69 | 74,267 |
| Las Vegas | 394 | 28 | 27.1 | 1.92 | 14,565 |
| Los Alamos | 255 | 36 | 13.9 | 1.96 | 18,343 |
| Los Lunas | 82 | 12 | 8.2 | 1.20 | 10,034 |
| Lovington | 205 | 21 | 21.6 | 2.22 | 9,471 |
| Portales | 258 | 24 | 23.2 | 2.16 | 11,131 |
| Raton | 153 | 9 | 21.0 | 1.24 | 7,282 |
| Rio Rancho | 877 | 118 | 16.9 | 2.28 | 51,765 |
| Roswell | 1,047 | 141 | 23.1 | 3.11 | 45,293 |
| Ruidoso | 223 | 35 | 29.0 | 4.55 | 7,698 |
| Santa Fe | 2,409 | 273 | 38.7 | 4.39 | 62,203 |
| Silver City | 465 | 39 | 44.1 | 3.70 | 10,545 |
| Socorro | 112 | 2 | 12.6 | 0.23 | 8,877 |
| Sunland Park | 115 | 24 | 8.6 | 1.80 | 13,309 |
| Taos | 305 | 34 | 64.9 | 7.23 | 4,700 |
| T or C | 118 | 17 | 16.2 | 2.33 | 7,289 |
| Tucumcari | 72 | 6 | 12.0 | 1.00 | 5,989 |

- 1 Cities selected are those with a population of 4,000 or more.
- 2 Only crashes investigated by local police departments are included. This is not comparable to this table in reports prior to 1997.
- 3 Rates are per 1,000 residents.
- 4 Fatal and injury crashes include crashes involving fatal, incapacitating, and visible injuries, but exclude crashes where there was only complaint of injury.
- 5 Population counts are from the Census Bureau, U.S. Department of Commerce.

New Mexico's Seven Highest Fatal and Injury Crash Intersections, 2001

| Intersection | City | Crashes | | |
|---|-------------|---------|-------|--------|
| | | Total | Fatal | Injury |
| Coors Blvd NW & Paseo Del Norte Blvd NW | Albuquerque | 127 | 0 | 57 |
| Montgomery Blvd NE & Wyoming Blvd NE | Albuquerque | 128 | 1 | 43 |
| Montgomery Blvd NE & San Mateo Blvd NE | Albuquerque | 104 | 0 | 43 |
| Carlisle Blvd NE & Montgomery Blvd NE | Albuquerque | 92 | 0 | 37 |
| Coors Blvd NW & Irving Blvd NW | Albuquerque | 82 | 0 | 37 |
| Jefferson St NE & Paseo Del Norte Blvd NE | Albuquerque | 94 | 1 | 34 |
| Central Ave W & Coors Blvd NW | Albuquerque | 83 | 0 | 35 |

- Intersections are ranked by the total number of fatal and injury crashes. Busy intersections will tend to have the highest number of crashes, but will not necessarily have the highest number of fatal and injury crashes.

New Mexico's Highest Crash Rate Rural Highway Segments, 2001

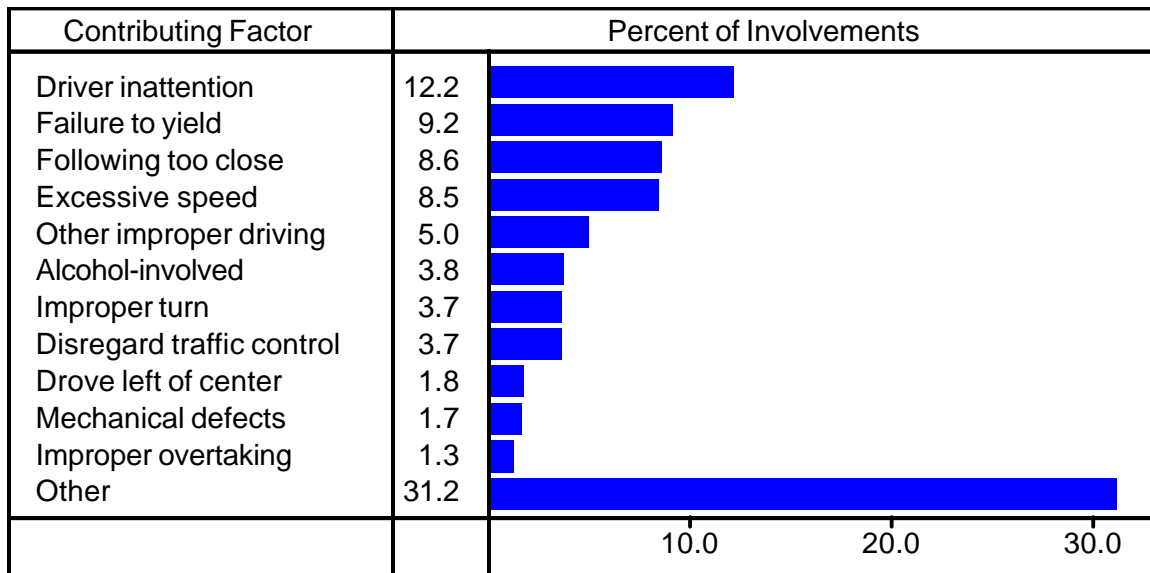
| Highway | Mile post | County | Crashes | | | |
|---------|--------------|------------|---------|-------|--------|-------|
| | | | Total | Fatal | Injury | Rate |
| US 82 | 9.0 to 11.2 | Otero | 13 | 0 | 9 | 249.0 |
| NM 76 | 6.0 to 8.2 | Rio Arriba | 19 | 0 | 11 | 230.5 |
| NM 346 | 0.0 to 2.7 | Valencia | 9 | 0 | 4 | 210.7 |
| US 550 | 65.3 to 67.7 | Sandoval | 6 | 0 | 4 | 207.5 |
| NM 518 | 69.9 to 72.7 | Taos | 9 | 0 | 5 | 206.4 |
| NM 76 | 4.0 to 6.0 | Santa Fe | 24 | 0 | 9 | 199.7 |
| NM 227 | 0.0 to 1.8 | Doña Ana | 7 | 0 | 4 | 196.8 |

Map: see inside front cover.

- The highway segment ranking was done on the basis of fatal and injury crashes per million vehicle miles. The most heavily traveled segments are likely to have the most crashes, but will not necessarily have the highest crash rates. Segments selected have high rates compared to segments with similar characteristics.
- The two segments on NM 76 are adjacent, i.e. they form a single segment on the route. They are presented separately because segments are defined based on similar road characteristics.

CRASH DETAILS

Contributing Factors of Crashes in New Mexico, 2001



- Percent of involvements is the percentage of all vehicles in crashes for which each contributing factor was coded. More than one contributing factor may be coded for each vehicle. For 31 percent of all vehicles, no contributing factors were indicated.

Crash Involvements in New Mexico by Vehicle Type, 2001

| Vehicle Type | Total | Fatal | Injury | Total |
|---------------|--------|-------|--------|---------------|
| Passenger Car | 47,807 | 217 | 18,305 | |
| Pickup | 23,672 | 157 | 8,112 | |
| Van or 4WD | 13,585 | 98 | 5,035 | |
| Semi | 2,437 | 46 | 631 | |
| Motorcycle | 941 | 36 | 751 | |
| Pedestrian | 557 | 77 | 449 | |
| Bus | 346 | 1 | 94 | |
| Pedalcyclist | 324 | 7 | 286 | |
| Other | 627 | 5 | 176 | |
| Unknown | 3,694 | 11 | 708 | |
| Total | 93,990 | 655 | 34,547 | 24,000 48,000 |

Crashes Involving Vehicle or Road Defects in New Mexico, 1995 - 2001

| Year | All Crashes | Vehicle Defects | % With Vehicle Defects | Road Defects | %With Road Defects |
|------|-------------|-----------------|------------------------|--------------|--------------------|
| 2001 | 50,236 | 1,486 | 3.0 | 315 | 0.6 |
| 2000 | 47,934 | 1,464 | 3.1 | 336 | 0.7 |
| 1999 | 41,955 | 1,403 | 3.3 | 325 | 0.8 |
| 1998 | 48,268 | 1,618 | 3.4 | 330 | 0.7 |
| 1997 | 51,824 | 1,657 | 3.2 | 452 | 0.8 |
| 1996 | 52,166 | 1,767 | 3.4 | 364 | 0.7 |
| 1995 | 52,377 | 1,813 | 3.5 | 335 | 0.6 |

CRASH DETAILS

In 2001 ...

- "Overturns" account for 6% of all crashes, but 37% of all fatal crashes.

Crashes in New Mexico by Class, 2001

| Class | Crashes | | | | People | | |
|-----------------------|---------------|------------|------------|------------|---------------|------------|---------------|
| | Total | % of Total | Fatal | % of Fatal | Injury | Killed | Injured |
| Other Vehicle | 35,272 | 70 | 120 | 29 | 13,109 | 143 | 21,045 |
| Fixed Object | 5,349 | 11 | 46 | 11 | 1,489 | 49 | 1,913 |
| Overturn | 3,108 | 6 | 152 | 37 | 1,777 | 168 | 2,749 |
| Parked Vehicle | 3,062 | 6 | 2 | 0 | 301 | 2 | 424 |
| Animal | 1,278 | 3 | 2 | 0 | 186 | 2 | 230 |
| Other Non-collision | 941 | 2 | 7 | 2 | 276 | 7 | 335 |
| Pedestrian | 507 | 1 | 69 | 17 | 413 | 70 | 460 |
| Other Object | 316 | 1 | 1 | 0 | 31 | 1 | 46 |
| Pedalcyclist | 305 | 1 | 7 | 2 | 269 | 7 | 276 |
| Vehicle on Other Road | 79 | 0 | 6 | 1 | 21 | 10 | 49 |
| Railroad Train | 19 | 0 | 3 | 1 | 7 | 5 | 9 |
| Total | 50,236 | 100 | 415 | 100 | 17,879 | 464 | 27,536 |

- Crash class is based on the first harmful event in the crash, such as colliding with something or overturning.

Among the fixed object crashes ...

- 38 percent involved signs, poles, meters, hydrants, or fences.
- 52 percent of fatal crashes involved trees, guard rails or posts.

Fixed Object Crashes in New Mexico, 2001

| Object | Crashes | | | People | |
|----------------------------|--------------|-----------|--------------|-----------|--------------|
| | Total | Fatal | Injury | Killed | Injured |
| Sign, Pole, Meter, Hydrant | 1,034 | 5 | 259 | 5 | 326 |
| Fence | 978 | 3 | 221 | 3 | 265 |
| Median or Curb | 853 | 0 | 211 | 0 | 237 |
| Guard Rail or Post | 728 | 13 | 230 | 15 | 336 |
| Tree | 332 | 11 | 127 | 11 | 157 |
| Embankment | 222 | 2 | 77 | 2 | 117 |
| Culvert or Drain | 79 | 3 | 30 | 3 | 48 |
| Barricade | 73 | 0 | 22 | 0 | 27 |
| Building | 60 | 1 | 22 | 1 | 32 |
| Bridge or Pier | 40 | 2 | 15 | 3 | 20 |
| Cattle Guard | 23 | 0 | 8 | 0 | 12 |
| Other or Unknown | 927 | 6 | 267 | 6 | 336 |
| Total | 5,349 | 46 | 1,489 | 49 | 1,913 |

CRASH DETAILS

In 2001 ...

- 78 percent of all **hit-and-run** crashes involved property damage only, compared to the 64 percent of **all** crashes which involved property damage only.
- 90 percent of all crashes happened in clear weather.
- 45 percent of the fatal crashes occurred during the night.

Hit and Run Crashes in New Mexico, 1997 - 2001

| Year | Crashes | | | People | |
|------|---------|-------|--------|--------|---------|
| | Total | Fatal | Injury | Killed | Injured |
| 2001 | 5,960 | 26 | 1,262 | 26 | 1,706 |
| 2000 | 5,387 | 14 | 1,218 | 15 | 1,663 |
| 1999 | 4,741 | 19 | 1,080 | 19 | 1,438 |
| 1998 | 6,203 | 11 | 1,426 | 11 | 1,896 |
| 1997 | 7,083 | 9 | 1,644 | 9 | 2,239 |





Crashes by Weather Conditions in New Mexico, 2001

| Weather Condition | Crashes | | | | People | |
|-------------------|---------------|------------|---------------|-----------------|------------|---------------|
| | Total | Fatal | Injury | Property Damage | Killed | Injured |
| Clear | 45,138 | 384 | 16,219 | 28,535 | 428 | 24,959 |
| Rain | 2,027 | 11 | 721 | 1,295 | 14 | 1,110 |
| Snow, Sleet | 1,943 | 10 | 534 | 1,399 | 11 | 793 |
| Dust, Wind | 569 | 5 | 217 | 347 | 6 | 352 |
| Fog | 184 | 2 | 72 | 110 | 2 | 130 |
| Other | 371 | 3 | 116 | 252 | 3 | 192 |
| Total | 50,232 | 415 | 17,879 | 31,938 | 464 | 27,536 |

Crashes by Lighting Conditions in New Mexico, 2001

| Lighting Condition | Crashes | | | | People | |
|--------------------|---------------|------------|---------------|-----------------|------------|---------------|
| | Total | Fatal | Injury | Property Damage | Killed | Injured |
| Daylight | 36,334 | 207 | 13,049 | 23,078 | 236 | 19,957 |
| Dark (Lighted) | 6,172 | 48 | 2,194 | 3,930 | 48 | 3,516 |
| Dark (Unlighted) | 5,630 | 139 | 1,927 | 3,564 | 157 | 2,975 |
| Dusk | 1,431 | 9 | 500 | 922 | 11 | 781 |
| Dawn | 574 | 9 | 196 | 369 | 9 | 286 |
| Other | 89 | 3 | 12 | 74 | 3 | 20 |
| Total | 50,230 | 415 | 17,878 | 31,937 | 464 | 27,535 |












Residence of Drivers in New Mexico Crashes, 2001

| Residence | Total | Fatal | Injury | Total |
|-----------------|---------------|------------|---------------|--|
| Local | 48,062 | 304 | 19,155 |  |
| Elsewhere in NM | 24,776 | 105 | 9,740 |  |
| Outside NM | 7,453 | 146 | 2,692 |  |
| Unknown | 2,464 | 86 | 1,021 |  |
| Total | 82,755 | 641 | 32,608 | 16,000 32,000 48,000 |

Of drivers ...

- 15-19 year olds had the highest crash involvement rate.
- 63 drivers of every 1,000 drivers were in crashes during 2001.
- On average 9 drivers were involved in crashes every hour in 2001.

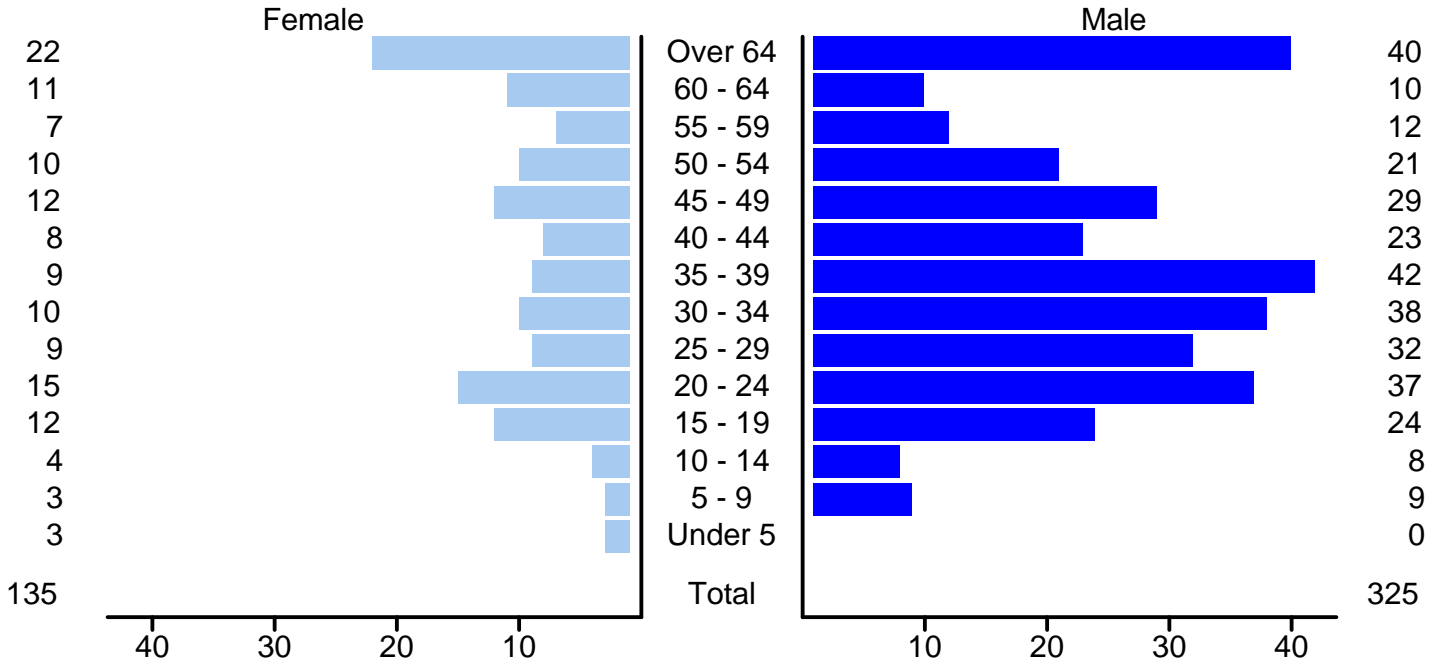
**New Mexico Drivers in Crashes, 2001
Involvements by Age**

| Age | Driver Involvements | July 01 Drivers | Involvements per 1,000 drivers | |
|--------------|---------------------|------------------|--------------------------------|--|
| 15-19 | 12,301 | 74,015 | 166.20 |  |
| 20-24 | 11,489 | 106,599 | 107.78 |  |
| 25-29 | 7,920 | 103,954 | 76.19 |  |
| 30-34 | 7,383 | 110,650 | 66.72 |  |
| 35-39 | 7,371 | 123,523 | 59.67 |  |
| 40-44 | 7,191 | 134,192 | 53.59 |  |
| 45-49 | 6,182 | 128,697 | 48.04 |  |
| 50-54 | 5,120 | 119,207 | 42.95 |  |
| 55-59 | 3,442 | 87,717 | 39.24 |  |
| 60-64 | 2,482 | 69,999 | 35.46 |  |
| Over 64 | 6,250 | 167,190 | 37.38 |  |
| Total | 77,131 | 1,225,743 | 62.93 | 55 110 165 |

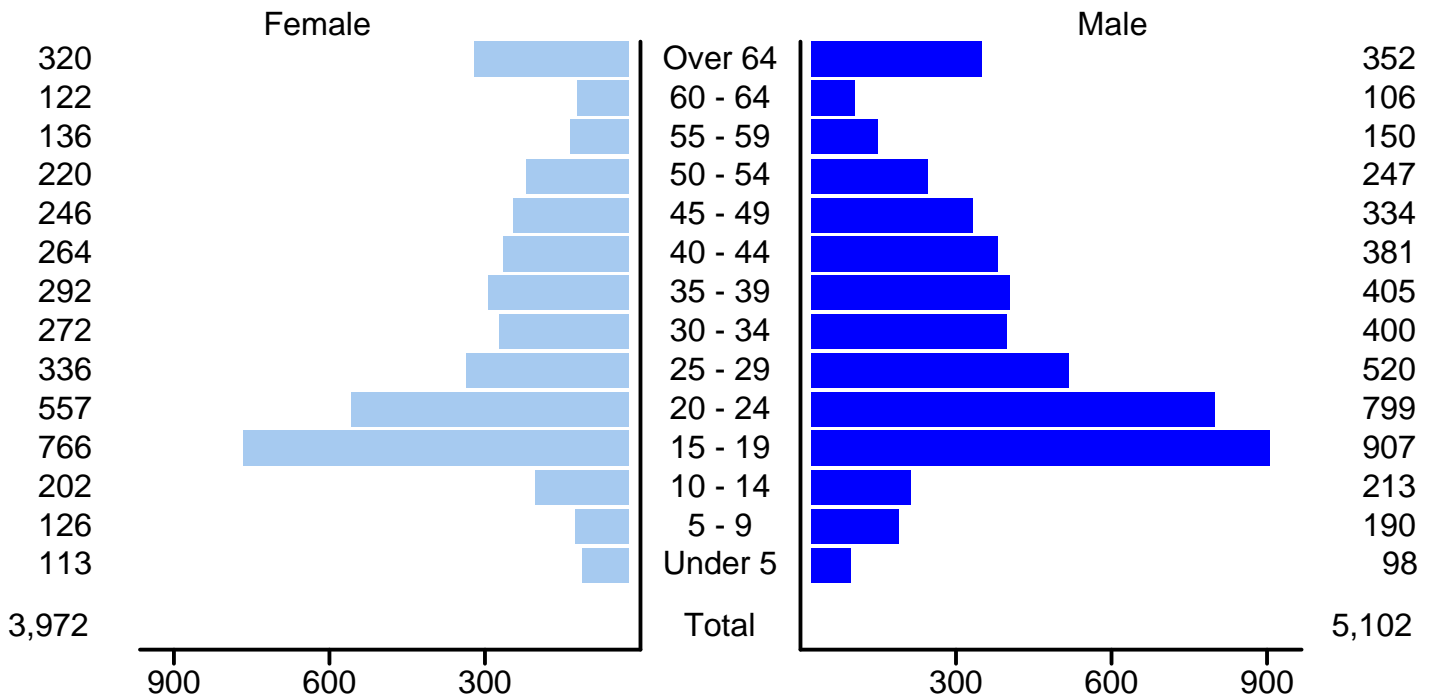
In 2001 ...

- People ages 15 through 19 accounted for 8 percent of all traffic deaths and 18 percent of serious injuries, even though they accounted for only 6 percent of licensed drivers.

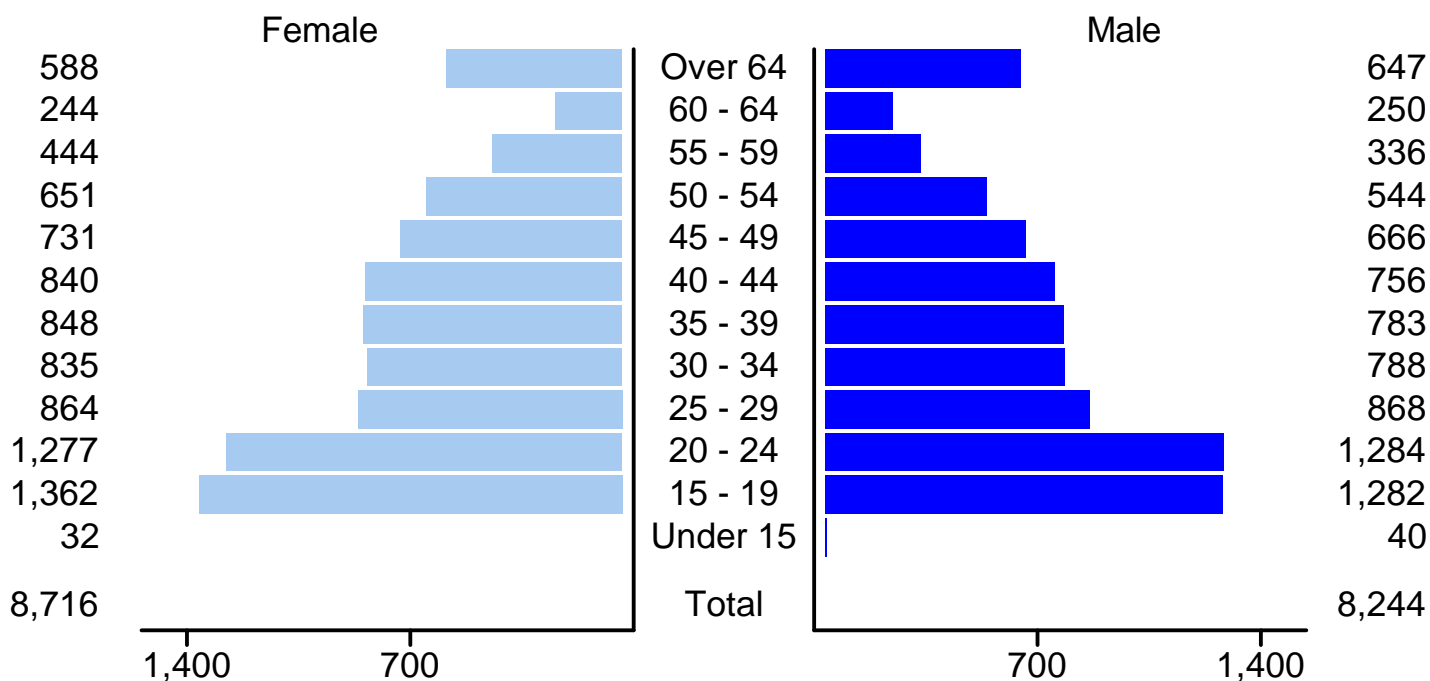
Crash Fatalities in New Mexico by Age and Sex, 2001



Serious Injuries in New Mexico by Age and Sex, 2001



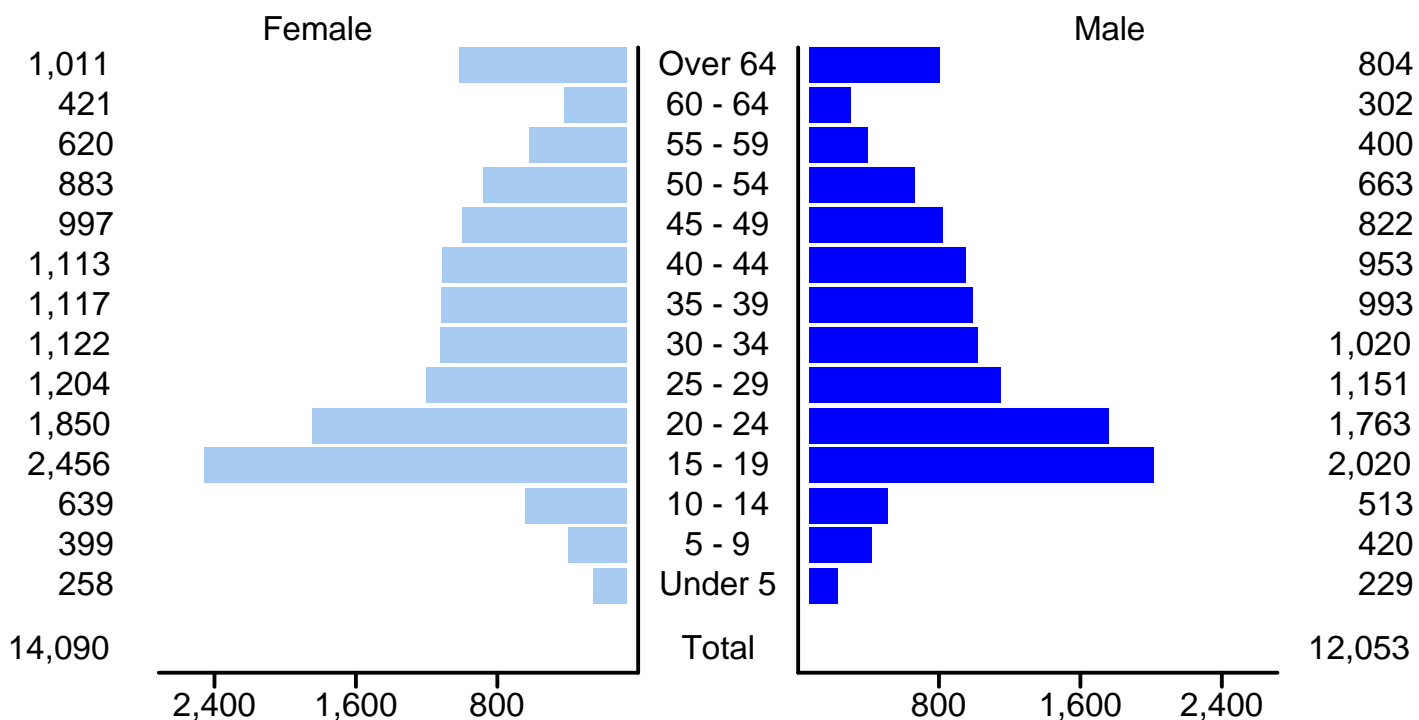
Drivers Injured in New Mexico by Age and Sex, 2001



In 2001 ...

■ 26 percent of all females involved in crashes were injured, compared to 19 percent of all males.

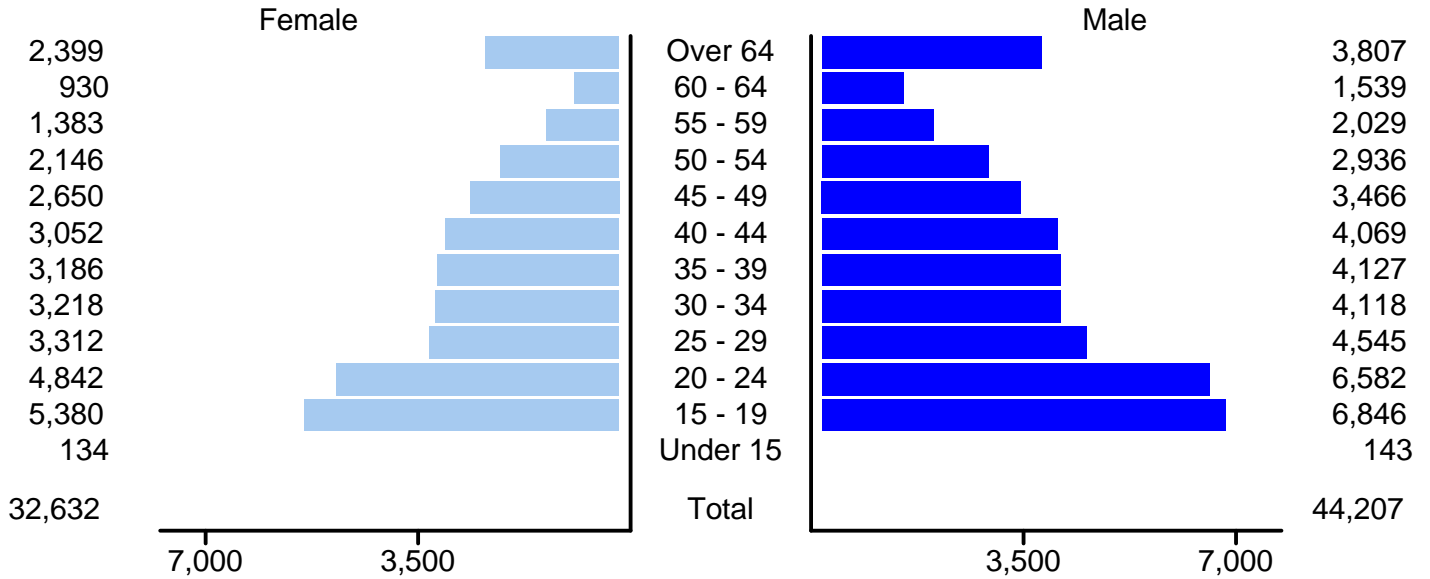
People Injured in Crashes in New Mexico by Age and Sex, 2001



In 2001 ...

- Males accounted for 58 percent of the drivers in crashes, but they represented only 50 percent of all licensed drivers in New Mexico.

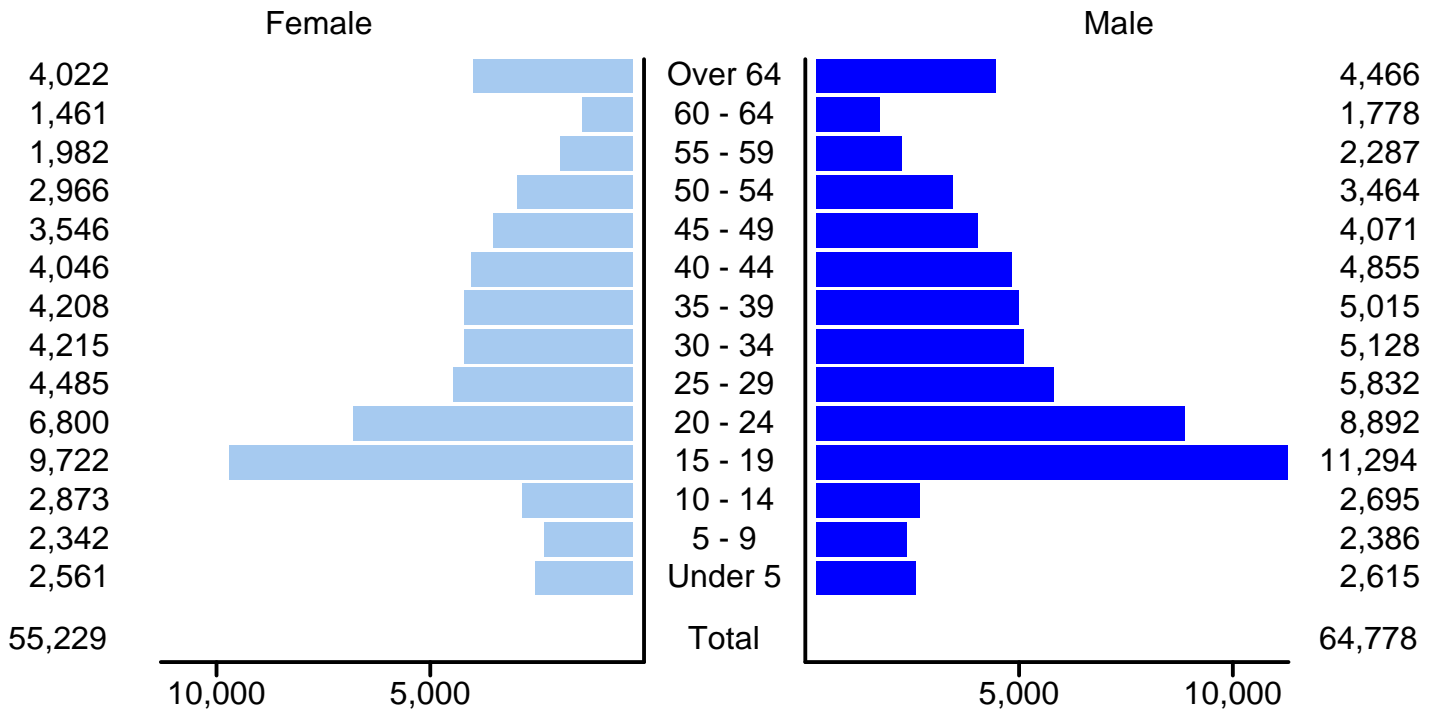
Drivers in Crashes New Mexico By Age and Sex, 2001



In 2001 ...

- 18 percent of people in crashes were 15-19 year olds.

People in Crashes in New Mexico by Age and Sex, 2001

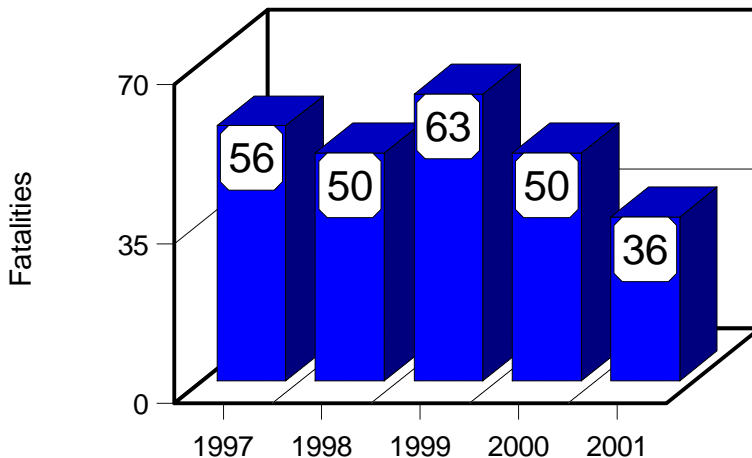


Teenagers in Crashes in New Mexico by Vehicle Type, 2001

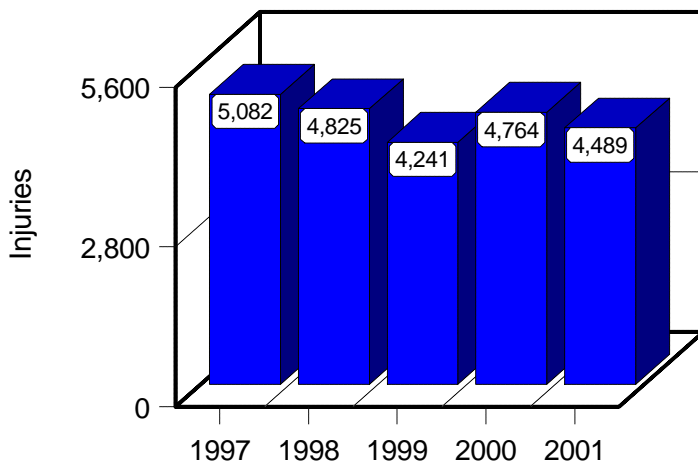
| Vehicle Type | Drivers | | | Victims | |
|---------------|---------------|----------------|--------------|-----------|--------------|
| | Total | Crash Severity | | Killed | Injured |
| | | Fatal | Injury | | |
| Passenger Car | 8,172 | 35 | 3,273 | 17 | 3,050 |
| Pickup | 2,621 | 1 | 966 | 0 | 730 |
| Van or 4WD | 1,210 | 0 | 523 | 0 | 474 |
| Motorcycle | 87 | 2 | 78 | 2 | 90 |
| Pedestrian | 46 | 2 | 43 | 2 | 42 |
| Pedalcyclist | 29 | 0 | 28 | 0 | 27 |
| Semi | 9 | 0 | 0 | 0 | 3 |
| Bus | 0 | 0 | 0 | 0 | 3 |
| Other | 154 | 27 | 49 | 15 | 70 |
| Total | 12,328 | 67 | 4,960 | 36 | 4,489 |

For this page, drivers and victims are teenagers (people between the ages of 15 and 19). Victims are teenagers killed or injured in crashes regardless of the age of the driver.

Teenagers Killed in Crashes in New Mexico, 1997 - 2001



Teenagers Injured in Crashes in New Mexico, 1997 - 2001



Teenage Crash Facts in New Mexico, 2001

- Of all drivers in crashes, 16 percent were teenagers, although teenagers comprised only six percent of New Mexico's drivers.
- The number of teenage fatalities decreased from 50 to 36 in 2001.
- Male teenagers died in crashes twice as often as female teenagers.
- Fifty three percent of teenage crash deaths involved alcohol.
- A teenager was killed in a traffic crash every ten days and one was injured every 117 minutes.
- Teenage occupants' self-reported seatbelt use was 93 percent, while that of all occupants was 97 percent.
- Twenty nine percent of crashes involving teenage drivers occurred at night, while 27 percent of all crashes occurred at night.

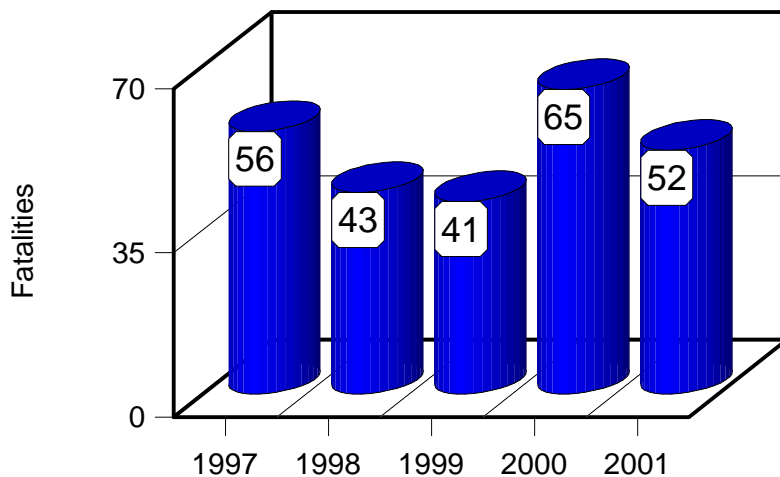
YOUNG ADULTS

Young Adults in Crashes in New Mexico by Vehicle Type, 2001

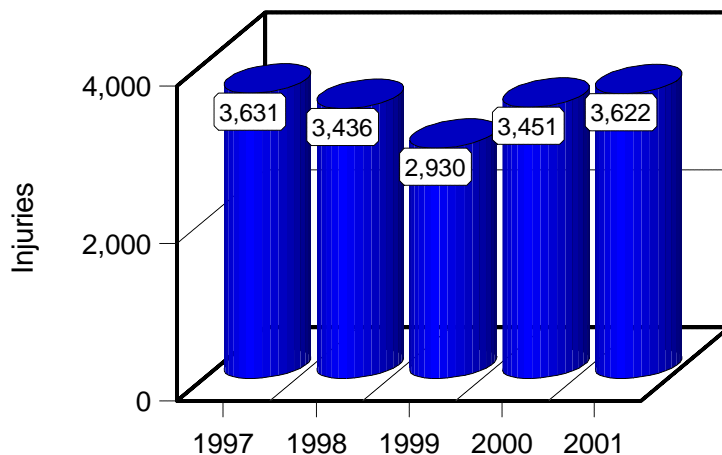
| Vehicle Type | Drivers | | | | Victims | |
|---------------|---------------|----------------|--------------|-----------|--------------|--|
| | Total | Crash Severity | | Killed | Injured | |
| | | Fatal | Injury | | | |
| Passenger Car | 7,079 | 35 | 2,851 | 24 | 2,271 | |
| Pickup | 2,678 | 0 | 1,050 | 0 | 693 | |
| Van or 4WD | 1,232 | 0 | 509 | 0 | 371 | |
| Motorcycle | 145 | 1 | 123 | 1 | 138 | |
| Semi | 130 | 2 | 39 | 1 | 21 | |
| Pedestrian | 46 | 11 | 35 | 9 | 37 | |
| Pedalcyclist | 20 | 0 | 19 | 0 | 18 | |
| Bus | 11 | 0 | 4 | 0 | 9 | |
| Other | 177 | 33 | 49 | 17 | 64 | |
| Total | 11,518 | 82 | 4,679 | 52 | 3,622 | |

For this page, drivers and victims are young adults (people between the ages of 20 and 24). Victims are all young adults killed or injured in crashes regardless of the age of the driver.

Young Adults Killed in Crashes in New Mexico, 1997 - 2001



Young Adults Injured in Crashes in New Mexico, 1997 - 2001



Young Adult Crash Facts in New Mexico, 2001

- Fifteen percent of all drivers in crashes were young adult drivers, although young adults comprised only nine percent of New Mexico's drivers.
- The number of fatalities among young adults decreased from 65 to 52 in 2001.
- Young adult males died in crashes more than twice as often as young adult females.
- Fifty four percent of crash deaths among young adults involved alcohol.
- A young adult was killed in a traffic crash every seven days and one was injured every 145 minutes.
- Young adult occupants' self-reported seatbelt use was 92 percent, while that of all occupants was 97 percent.
- Twenty nine percent of crashes involving young adult drivers occurred at night, while only 27 percent of all crashes occurred at night

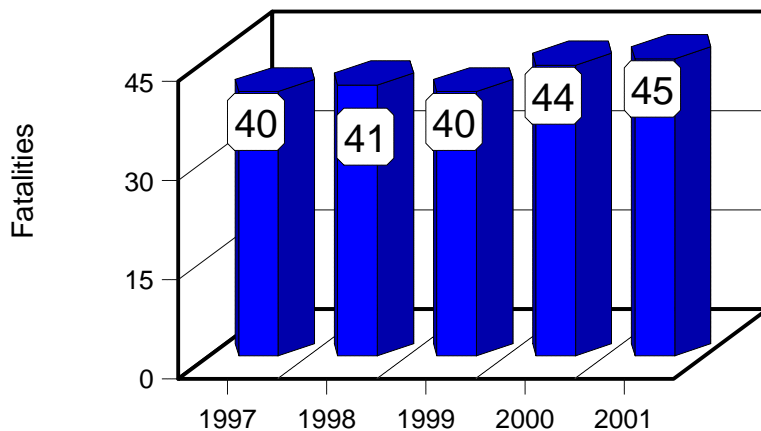
Senior Citizens in Crashes in New Mexico by Vehicle Type, 2001

| Vehicle Type | Drivers | | | Victims | |
|---------------|--------------|----------------|--------------|-----------|--------------|
| | Total | Crash Severity | | Killed | Injured |
| | | Fatal | Injury | | |
| Passenger Car | 2,741 | 22 | 1,004 | 23 | 831 |
| Pickup | 945 | 0 | 331 | 0 | 223 |
| Van or 4WD | 484 | 1 | 174 | 1 | 126 |
| Pedestrian | 27 | 8 | 18 | 8 | 18 |
| Semi | 12 | 0 | 0 | 0 | 0 |
| Motorcycle | 7 | 1 | 4 | 1 | 4 |
| Pedalcyclist | 5 | 0 | 4 | 0 | 3 |
| Bus | 4 | 0 | 0 | 0 | 0 |
| Other | 81 | 10 | 25 | 12 | 23 |
| Total | 4,306 | 42 | 1,560 | 45 | 1,228 |

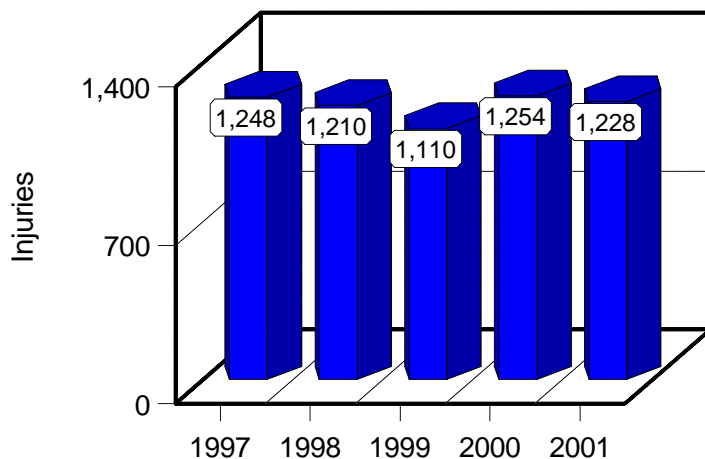
For this page, drivers and victims are senior citizens (people age 70 and older). Victims are all seniors killed or injured in crashes regardless of the age of the driver.

Prior to 1998 seniors were defined as 55 years or older. This year's data are therefore not comparable to data prior to 1998.

Senior Citizens Killed in Crashes in New Mexico, 1997 - 2001



Senior Citizens Injured in Crashes in New Mexico, 1997 - 2001



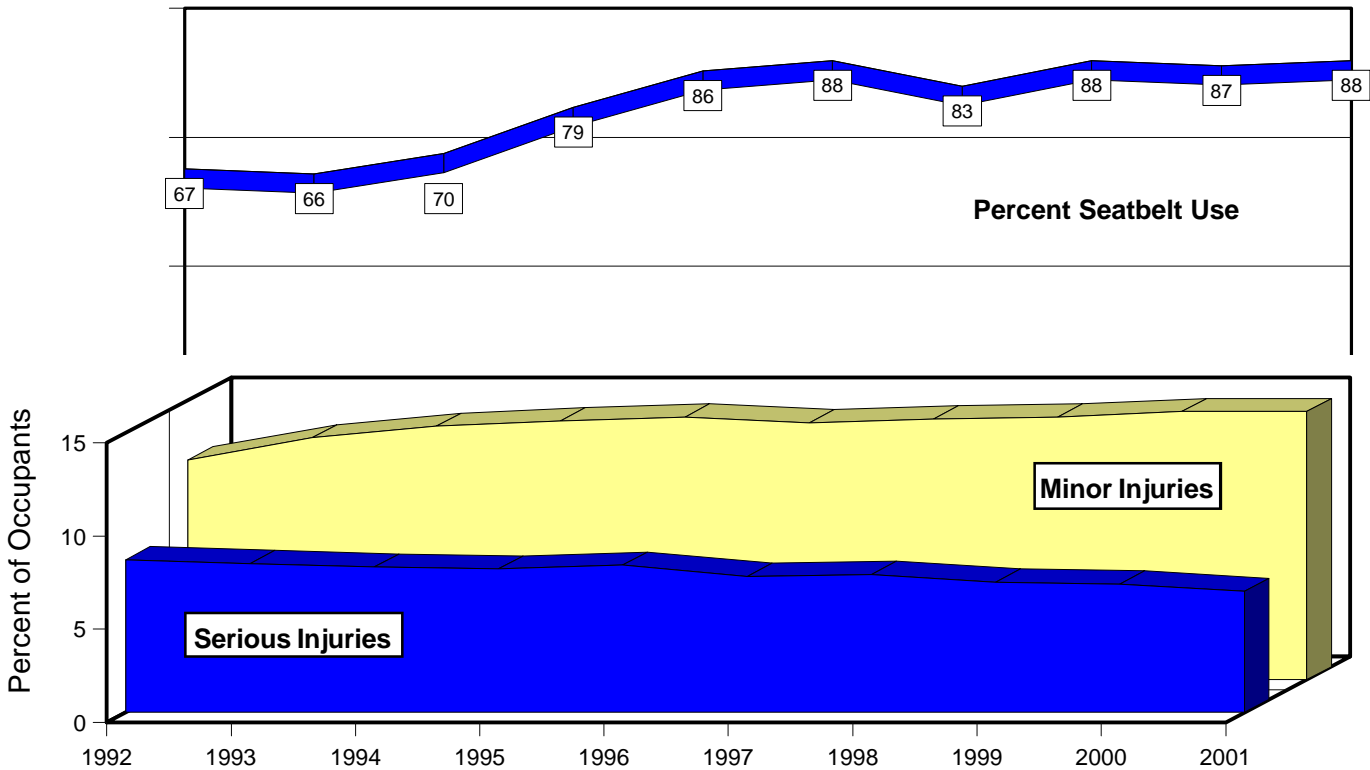
Senior Citizen Crash Facts in New Mexico, 2001

- Six percent of all drivers in crashes were seniors, although seniors comprised nine percent of New Mexico's drivers.
- The number of senior injuries decreased from 1,254 to 1,228 in 2001.
- 28 male seniors and 17 female seniors died in crashes in 2001.
- Alcohol was a contributing factor in 11 percent of all crash deaths involving seniors.
- A senior was killed in a traffic crash every eight days and one was injured every seven hours.
- Senior occupants' self-reported seatbelt use was 96 percent while that of all occupants was 97 percent.
- Eleven percent of crashes involving senior drivers occurred at night, while 27 percent of all crashes occurred at night.

SEATBELT

The mandatory seatbelt law for drivers and front-seat passengers in cars became effective on January 1, 1986. A similar law for drivers and front-seat passengers riding in pickups became effective on June 16, 1989. The fine for non-compliance is \$25.00.

Observed Seatbelt Usage and Crash Injury Severity for Front-seat Occupants, 1992 - 2001*



Source: see page 37.

Since 1991, the proportion of people injured in crashes has increased, perhaps due to higher driving speeds. However, as observed seatbelt usage has increased there has been a noticeable shift from more severe to less severe injuries. This is particularly evident between 1990 and 1995, where a steady increase in minor injuries coincided with a consistent decrease in serious injuries. In 1998 a new technique was used to estimate seatbelt usage therefore, data from 1998 and thereafter are not comparable to previous years' data.

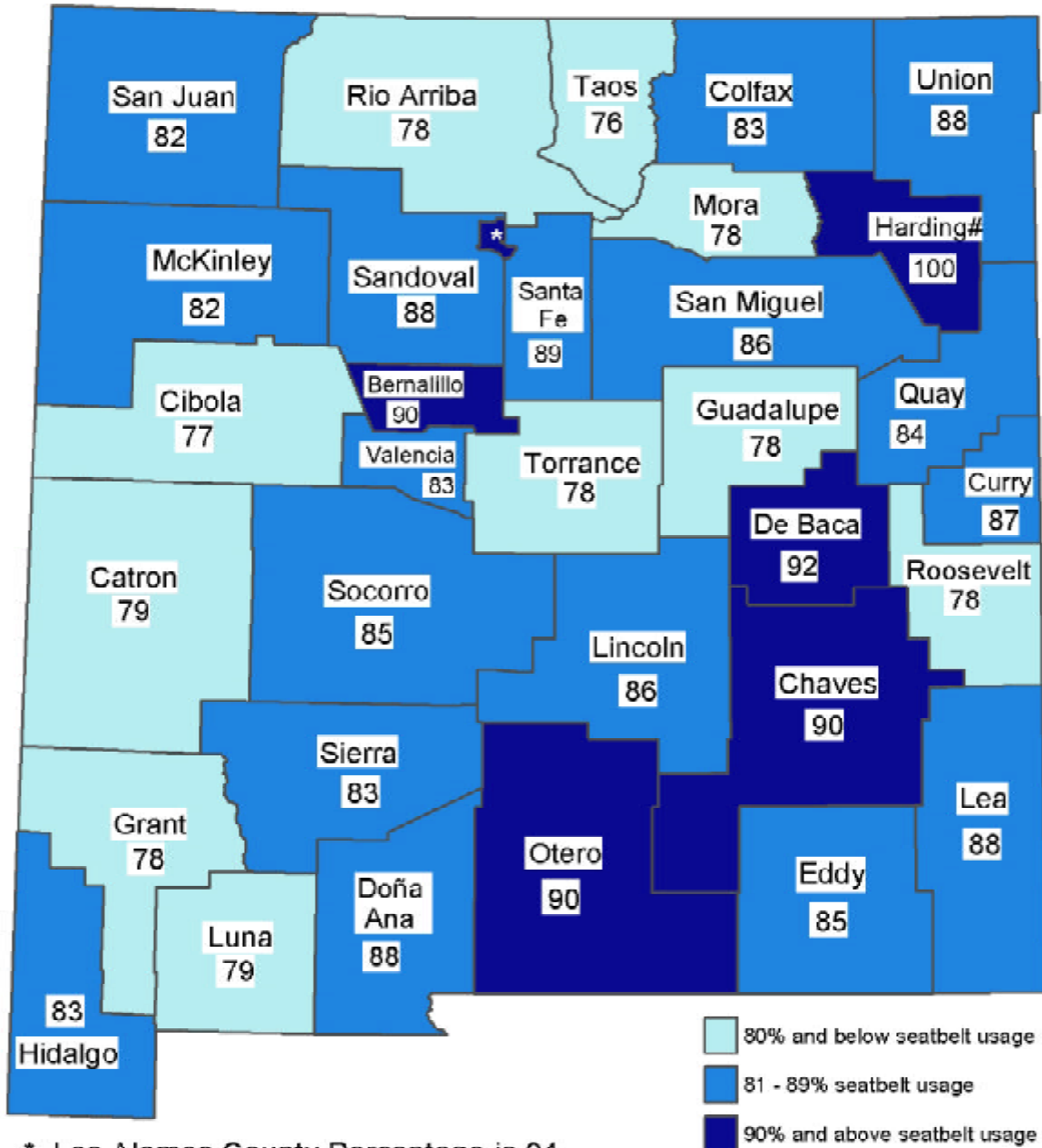
Crash Injuries in New Mexico by Reported Seatbelt Usage, 2001*

| Severity | Belt worn ¹ | | Belt not worn | | Total | |
|-----------------------|------------------------|--------------|---------------|--------------|----------------|--------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Killed | 110 | 0.1 | 196 | 5.9 | 306 | 0.3 |
| Incapacitating injury | 2,447 | 2.2 | 494 | 14.9 | 2,941 | 2.5 |
| Visible injury | 3,941 | 3.5 | 636 | 19.2 | 4,577 | 3.9 |
| Complaint of injury | 16,314 | 14.4 | 503 | 15.2 | 16,817 | 14.4 |
| Unhurt | 90,271 | 79.8 | 1,487 | 44.8 | 91,758 | 78.8 |
| Total | 113,083 | 100.0 | 3,316 | 100.0 | 116,399 | 100.0 |

¹ In order to avoid citations, some people in less severe crashes may have reported wearing a seatbelt when they were not.

* Information on this page only includes passenger cars, pickups, and vans or 4WD.

Seat Belt Usage among Injured Occupants by County, 1999-2001



All 5 people injured in crashes in Harding County were wearing seatbelts

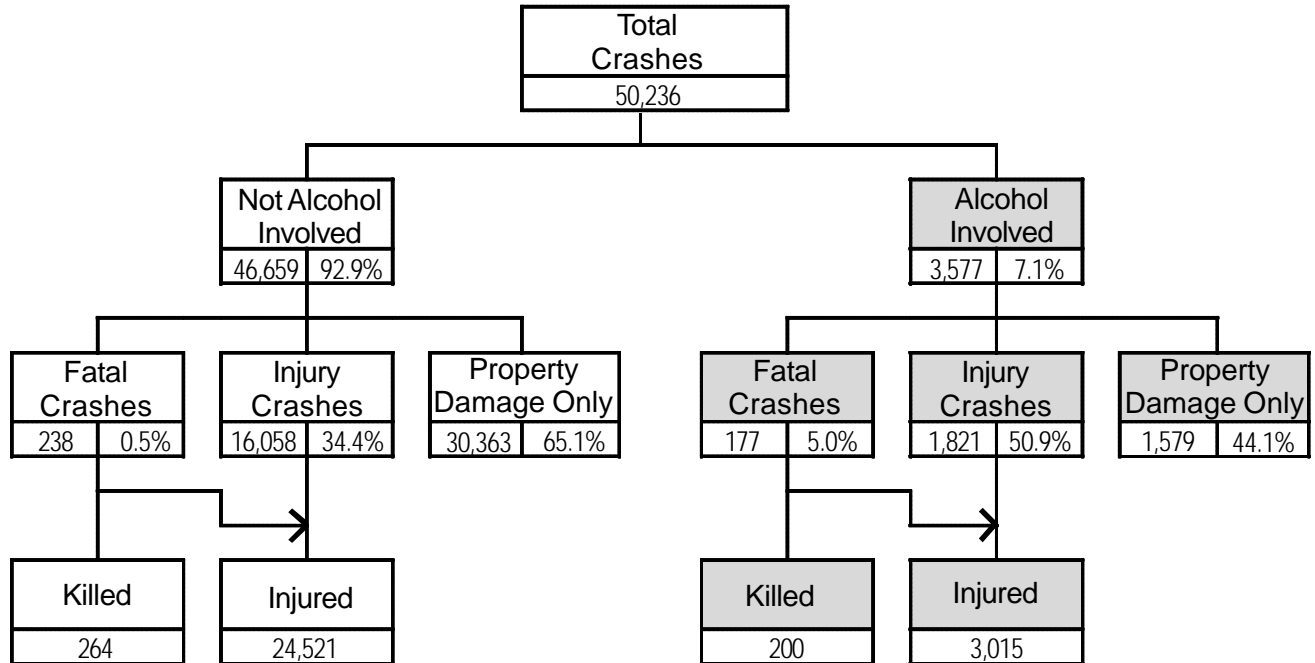
This Map shows the average reported seatbelt usage in crashes for 1999-2001. The data are for drivers and right front passengers in vehicles registered in NM who recieved visible or incapacitating injuries in crashes. This proxy for overall seatbelt usage is used here because it has matched the results of observational surveys closely over the past 10 years. The statewide average for 1999-2001 was 87%.

ALCOHOL

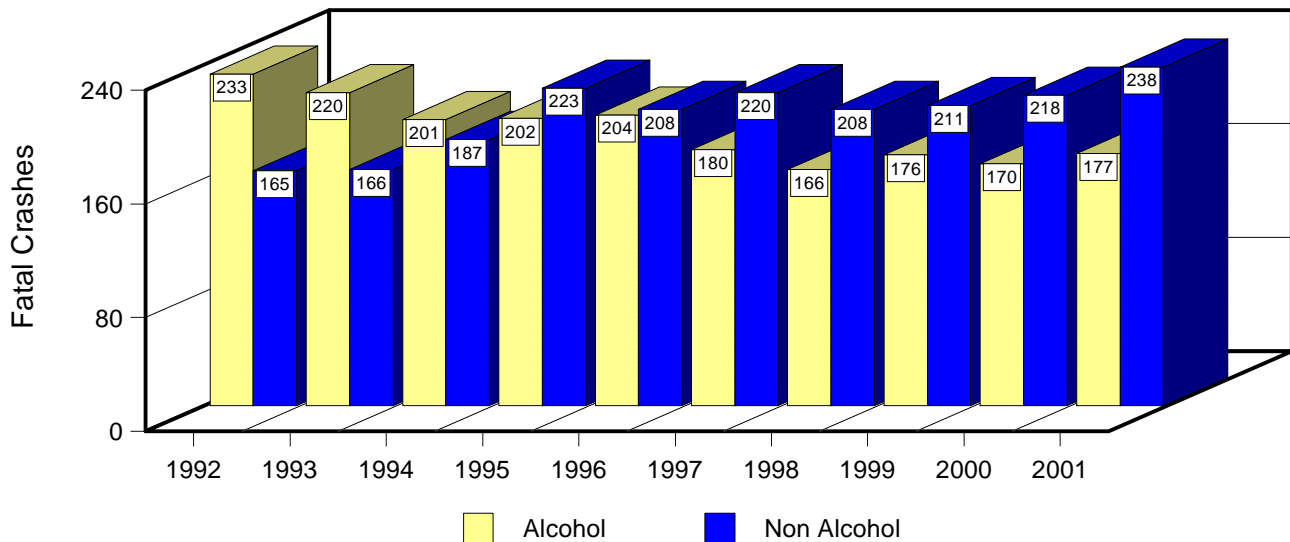
In 2001 ...

- 43 percent of all fatal crashes involved alcohol.
- A person died in an alcohol-involved crash every 44 hours.
- A person was injured in an alcohol-involved crash every 174 minutes.
- An alcohol-involved crash occurred every 147 minutes.

Crashes in New Mexico by Alcohol Involvement, 2001



Fatal Crashes in New Mexico by Alcohol Involvement, 1992 - 2001



In 2001 ...

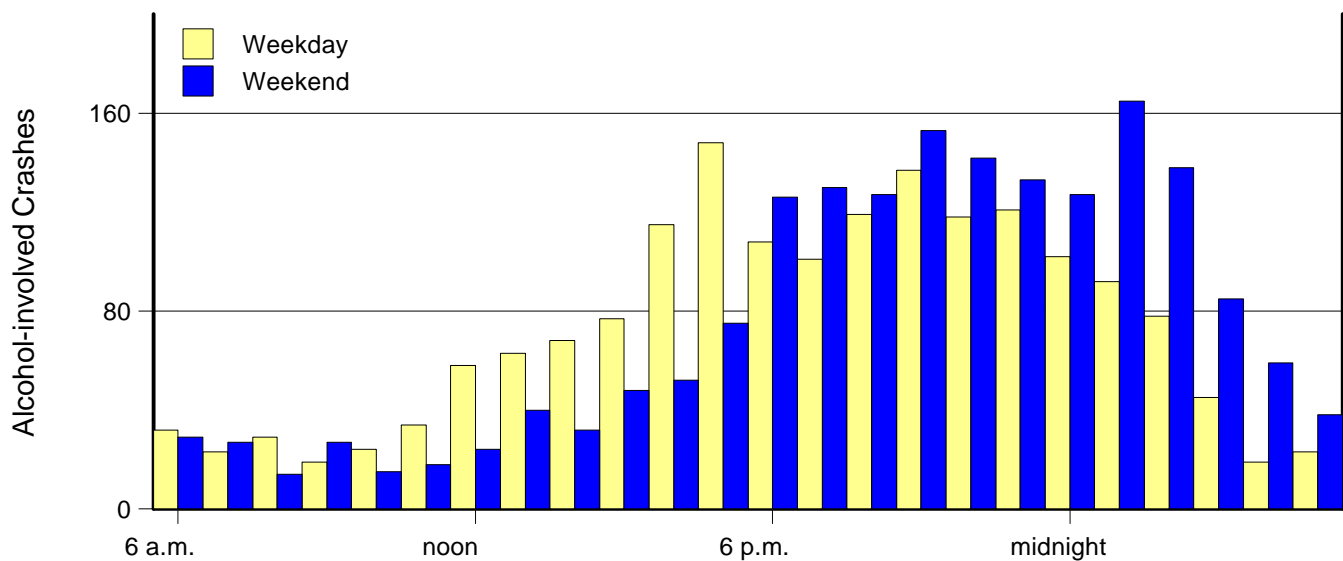
- 59 percent of all alcohol-involved fatal crashes occurred on Friday, Saturday, or Sunday.
- 43 percent of all alcohol-involved crashes happened on Friday or Saturday.
- More alcohol-involved crashes occurred between 5 p.m. and 6 p.m. than any other hour on weekdays.

Alcohol-involved Crashes in New Mexico by Day of the Week, 2001

| Day | Total | | Fatal | |
|-----------|-------|--|-------|--|
| Sunday | 447 | | 20 | |
| Monday | 353 | | 12 | |
| Tuesday | 385 | | 19 | |
| Wednesday | 403 | | 19 | |
| Thursday | 434 | | 23 | |
| Friday | 747 | | 39 | |
| Saturday | 799 | | 45 | |
| Total | 3,568 | | 177 | |

• For this table, each day was considered to run from 6:00 a.m. to 5:59 a.m. the following morning.

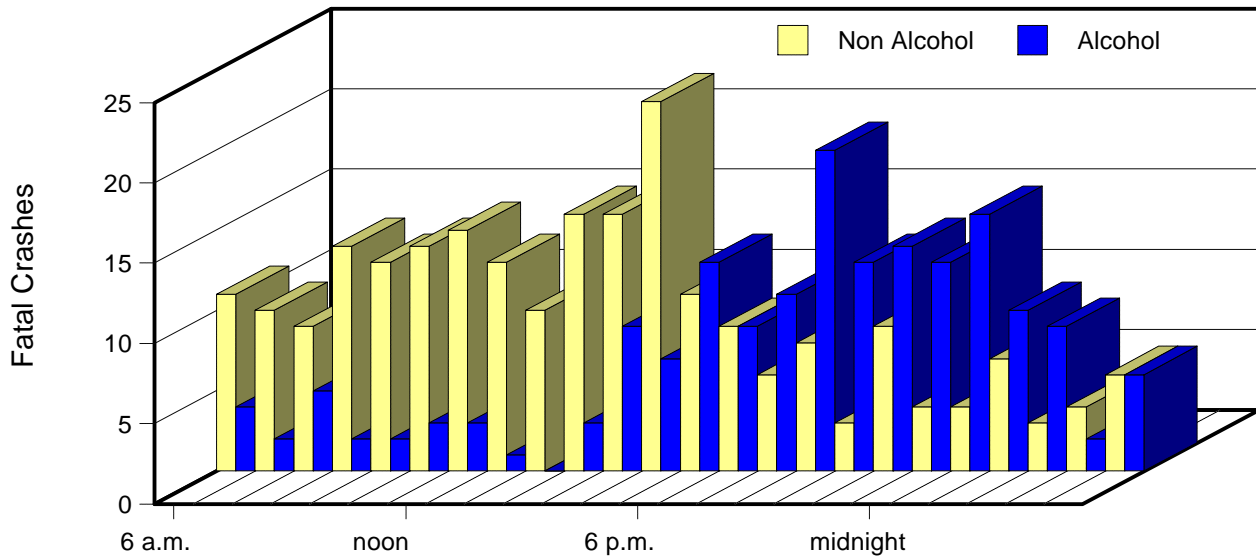
Alcohol-involved Crashes in New Mexico by Hour of the Day, 2001



• The weekend is defined as beginning on Friday evening at 6:00 p.m. and ending on Monday morning at 5:59 a.m. For perspective, the weekend period has 60 hours total, while the weekday period consists of 108 hours.

ALCOHOL

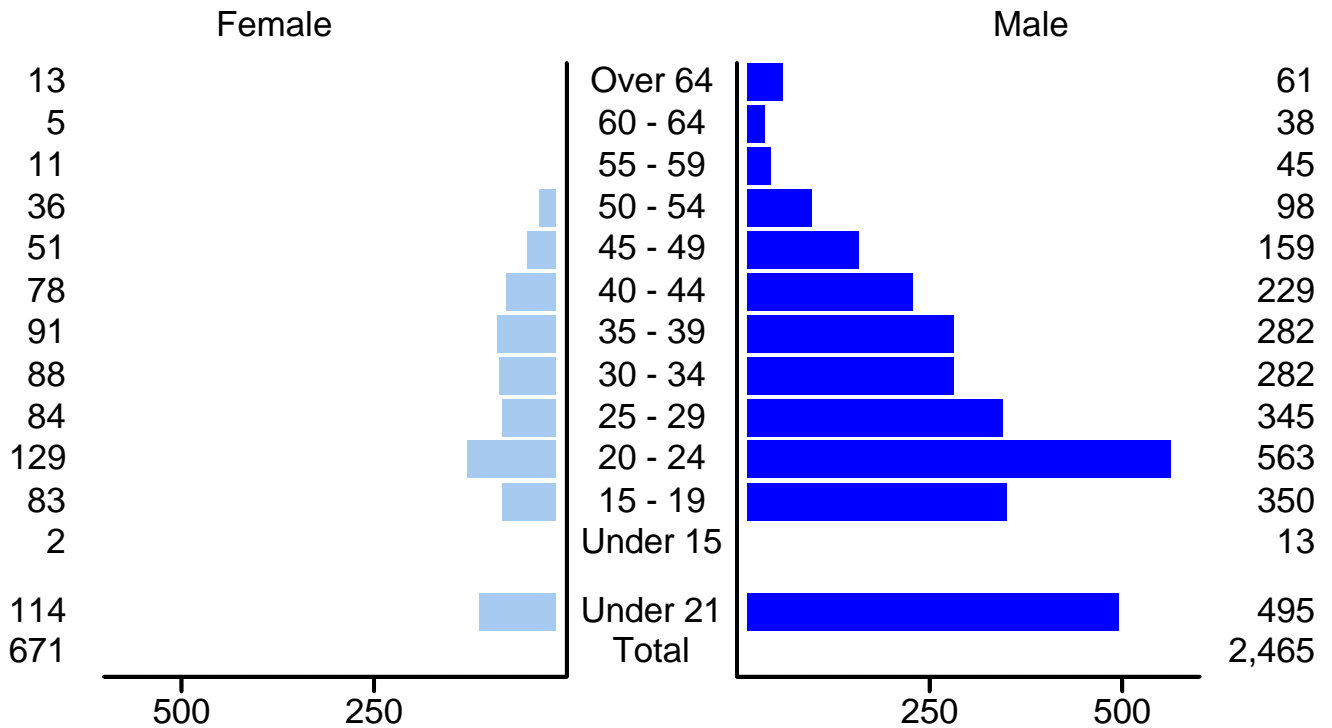
Fatal Crashes in New Mexico by Hour of the Day and Alcohol Involvement, 2001



In 2001...

- 19 percent of the alcohol-involved drivers in crashes were less than 21 years old.
- Males are almost four times as likely than females to be alcohol-involved drivers in crashes.

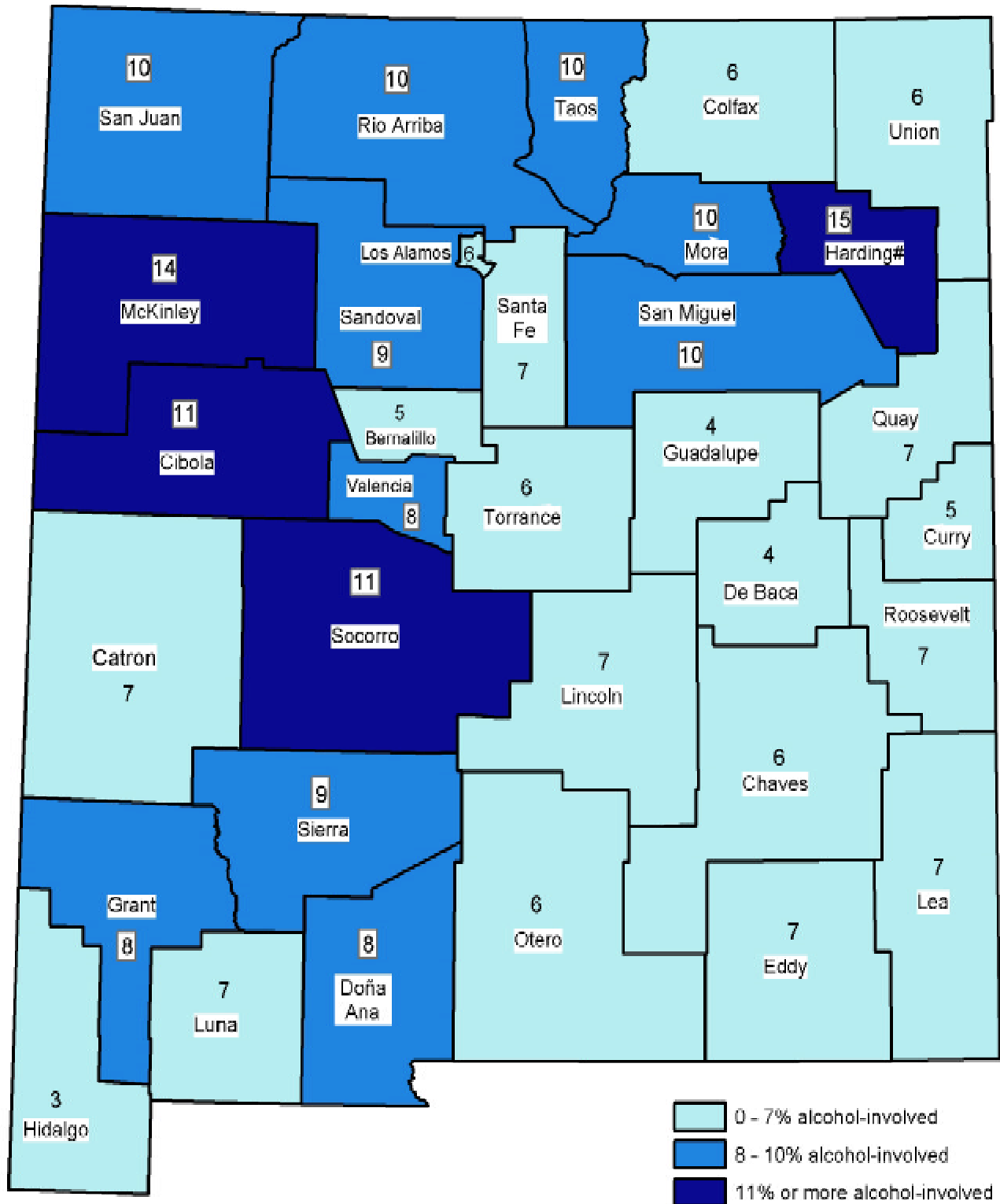
Alcohol-involved Drivers in Crashes in New Mexico by Age and Sex, 2001



Percent Alcohol-involved Crashes in New Mexico by County, 2001

In 2001 ...

- 7.1 percent of the crashes in New Mexico were alcohol-involved crashes.



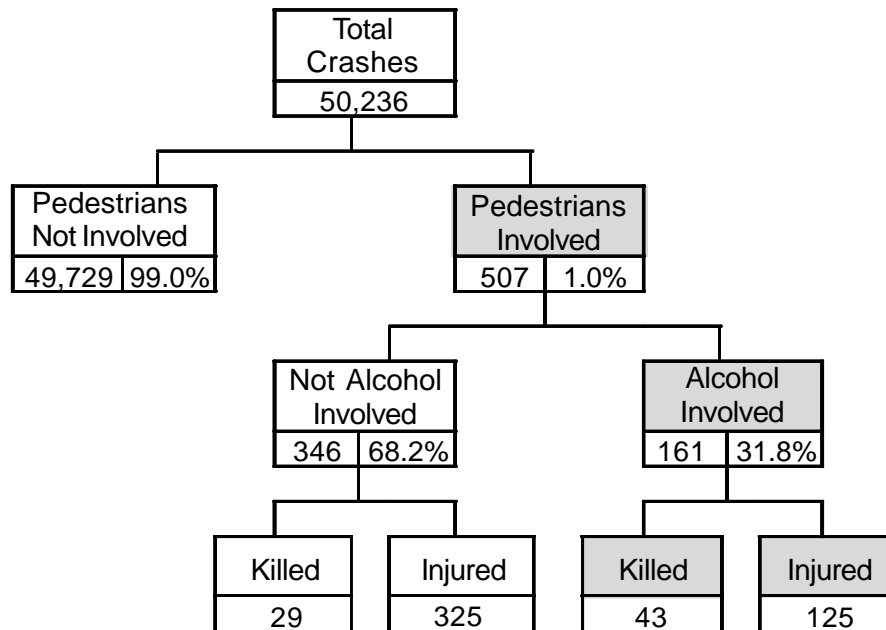
Two out of 13 crashes in Harding county were alcohol-involved.

PEDESTRIANS

In 2001 ...

- 60 percent of pedestrian deaths were alcohol-involved.

Alcohol-involved Pedestrian Crashes in New Mexico, 2001



Seven Counties with Highest Pedestrian Death Rates, 2001

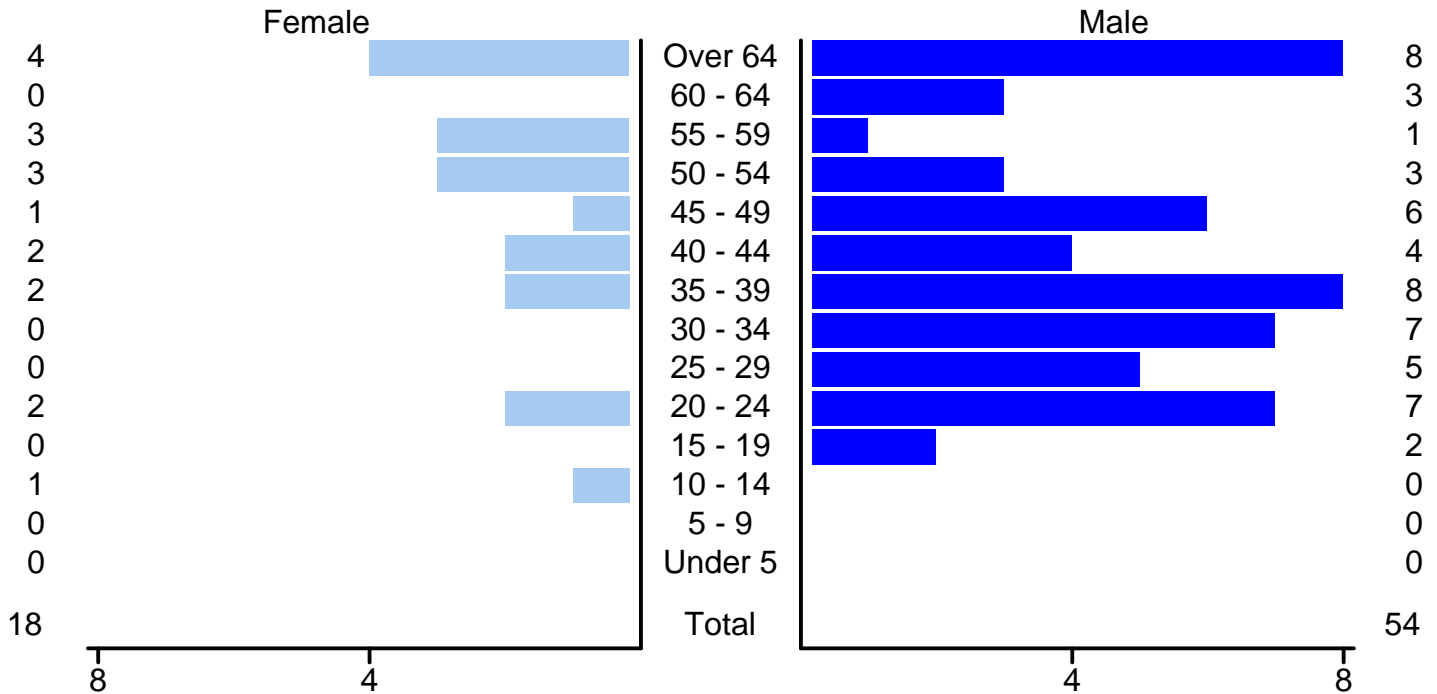
| County | Pedestrians in Crashes | | | Deaths per 100 MVM |
|------------|------------------------|--------|---------|--------------------|
| | Total | Killed | Injured | |
| Taos | 13 | 4 | 7 | 1.28 |
| Los Alamos | 8 | 2 | 5 | 0.97 |
| McKinley | 39 | 7 | 29 | 0.58 |
| Bernalillo | 260 | 26 | 215 | 0.53 |
| Chaves | 18 | 3 | 14 | 0.50 |
| Sierra | 5 | 1 | 4 | 0.49 |
| San Juan | 26 | 6 | 20 | 0.42 |

PEDESTRIANS

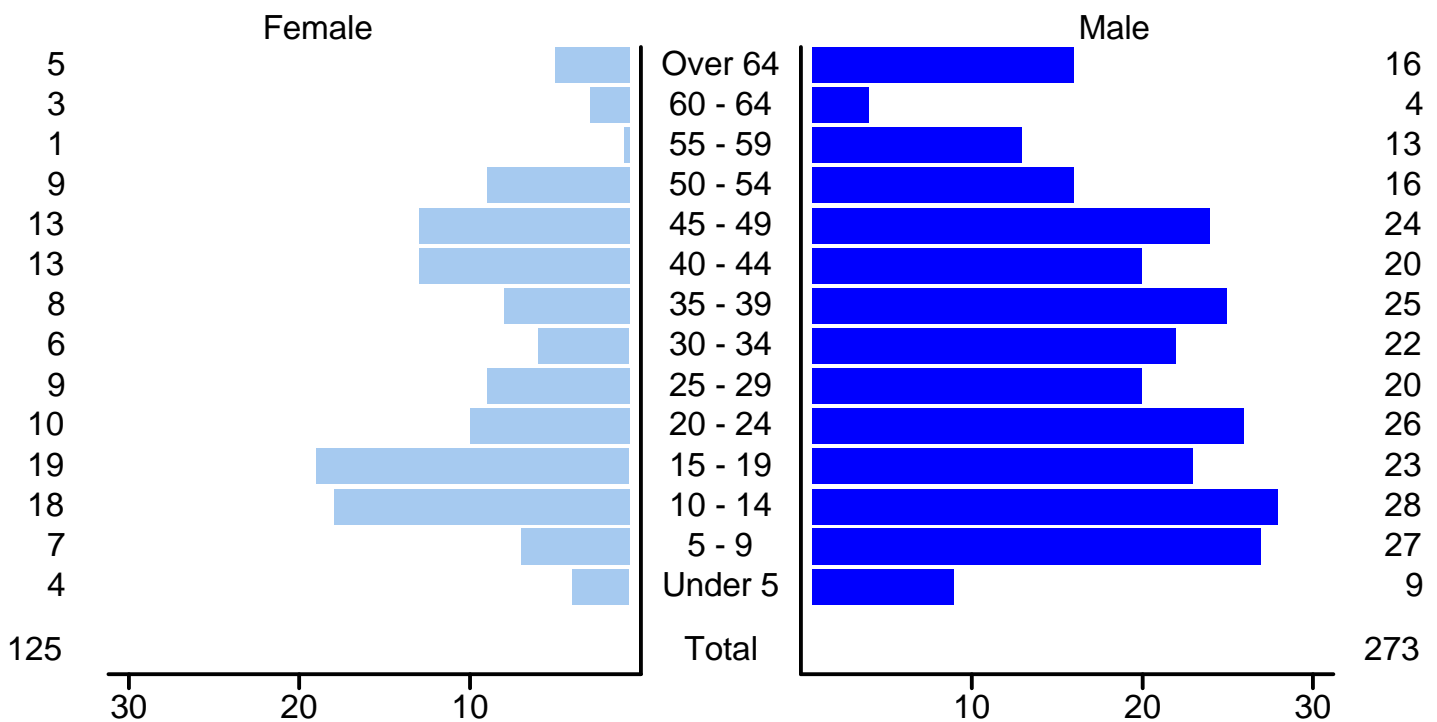
In 2001 ...

- 79 percent of pedestrian deaths involved pedestrian error.

Pedestrians Killed in Crashes in New Mexico by Age and Sex, 2001



Pedestrians Injured in Crashes in New Mexico by Age and Sex, 2001



MOTORCYCLES

Motorcyclists in Crashes in New Mexico, 1992 - 2001

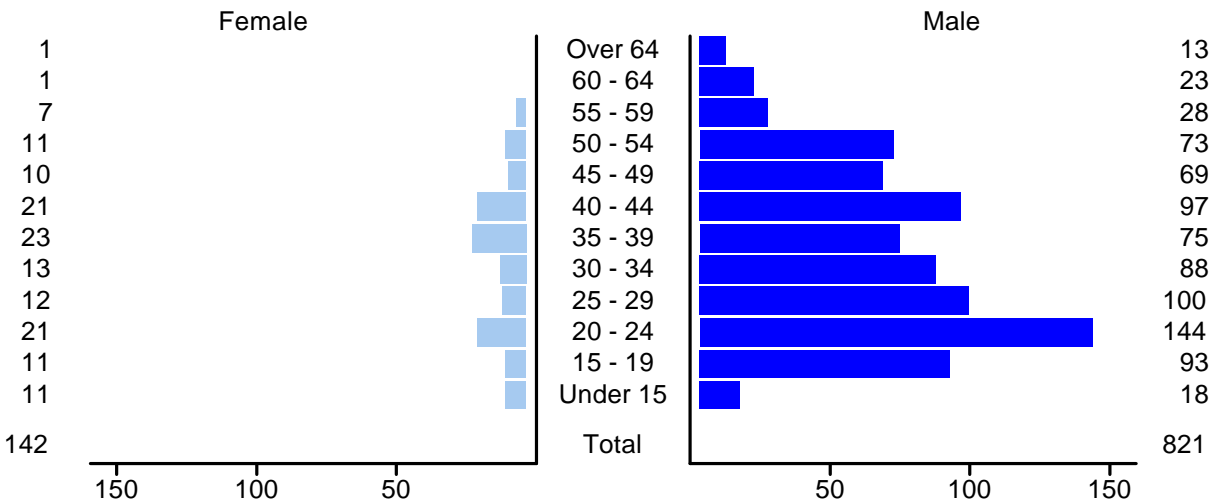
| Year | Number of riders ¹ | Number of Fatalities | | Motorcycle Registrations |
|------|-------------------------------|----------------------|--------|--------------------------|
| | | No Helmet | Helmet | |
| 2001 | 1,044 | 25 | 9 | NA* |
| 2000 | 873 | 22 | 10 | 25,339 ² |
| 1999 | 739 | 20 | 7 | 38,528 ² |
| 1998 | 849 | 19 | 4 | 37,706 ² |
| 1997 | 870 | 24 | 2 | 31,512 |
| 1996 | 1,007 | 25 | 2 | 31,341 |
| 1995 | 1,117 | 25 | 8 | 31,146 |
| 1994 | 1,179 | 18 | 5 | 31,158 |
| 1993 | 1,273 | 26 | 5 | 31,217 |
| 1992 | 1,284 | 23 | 10 | 30,466 |

1 Riders include drivers and passengers on motorcycles.

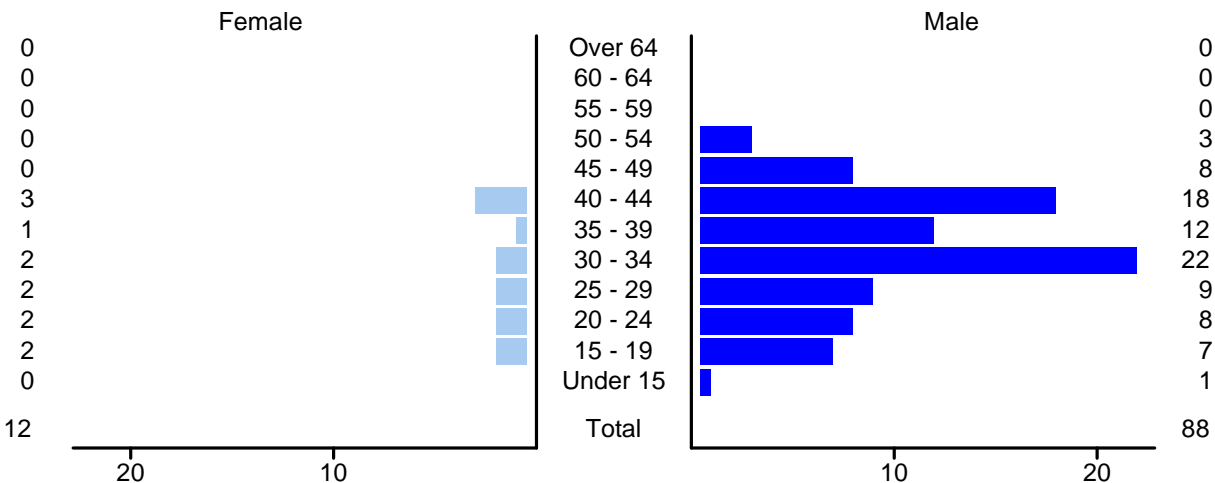
2 These are counts of registration transactions which were affected by the advent of 2-year registration in 1998.

* not available at press time.

Motorcyclists in Crashes by Age and Sex, 2001



Motorcyclists in Alcohol-Involved Crashes by Age and Sex, 2001



MOTORCYCLES

Motorcyclists' Helmet Usage and Injuries in New Mexico, 2001

| Injury | With helmet | Without helmet | Total* |
|----------------|-------------|----------------|------------|
| Killed | 9 | 25 | 34 |
| Incapacitating | 63 | 111 | 174 |
| Visible injury | 126 | 216 | 342 |
| Complaint | 51 | 73 | 124 |
| Unhurt | 44 | 87 | 131 |
| Total | 293 | 512 | 805 |









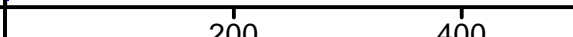
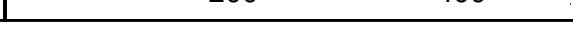
* In 2001 there were 239 motorcyclists with unknown helmet usage

Motorcyclists in Crashes in New Mexico by Age, 2001

| Driver Age | Drivers | | | Riders ¹ | |
|--------------|------------|----------------|------------|---------------------|------------|
| | Total | Crash Severity | | Killed | Injured |
| | | Fatal | Injury | | |
| Under 15 | 11 | 1 | 9 | 1 | 9 |
| 15-19 | 87 | 2 | 78 | 2 | 84 |
| 20-24 | 145 | 1 | 123 | 1 | 139 |
| 25-29 | 104 | 3 | 86 | 3 | 93 |
| 30-34 | 96 | 8 | 81 | 7 | 90 |
| 35-39 | 82 | 5 | 63 | 5 | 65 |
| 40-44 | 113 | 4 | 90 | 4 | 98 |
| 45-49 | 75 | 3 | 63 | 3 | 71 |
| 50-54 | 75 | 4 | 59 | 4 | 67 |
| 55-59 | 31 | 3 | 26 | 2 | 31 |
| 60-64 | 23 | 0 | 18 | 0 | 18 |
| Over 64 | 14 | 2 | 9 | 2 | 10 |
| Total | 856 | 36 | 705 | 34 | 775 |

¹ Riders include drivers and passengers on motorcycles.

Motorcycle Crash Involvements in New Mexico by Class, 2001

| Class | Total | Fatal | Injury | Total |
|---------------------|------------|-----------|------------|--|
| Other Vehicle | 456 | 20 | 350 |  |
| Other Non-collision | 165 | 1 | 146 |  |
| Overturn | 134 | 6 | 113 |  |
| Fixed Object | 116 | 8 | 99 |  |
| Parked Vehicle | 34 | 1 | 11 |  |
| Animal | 21 | 0 | 19 |  |
| Other Object | 8 | 0 | 6 |  |
| Pedalcyclist | 4 | 0 | 4 |  |
| Pedestrian | 3 | 0 | 3 |  |
| Total | 941 | 36 | 751 |  |

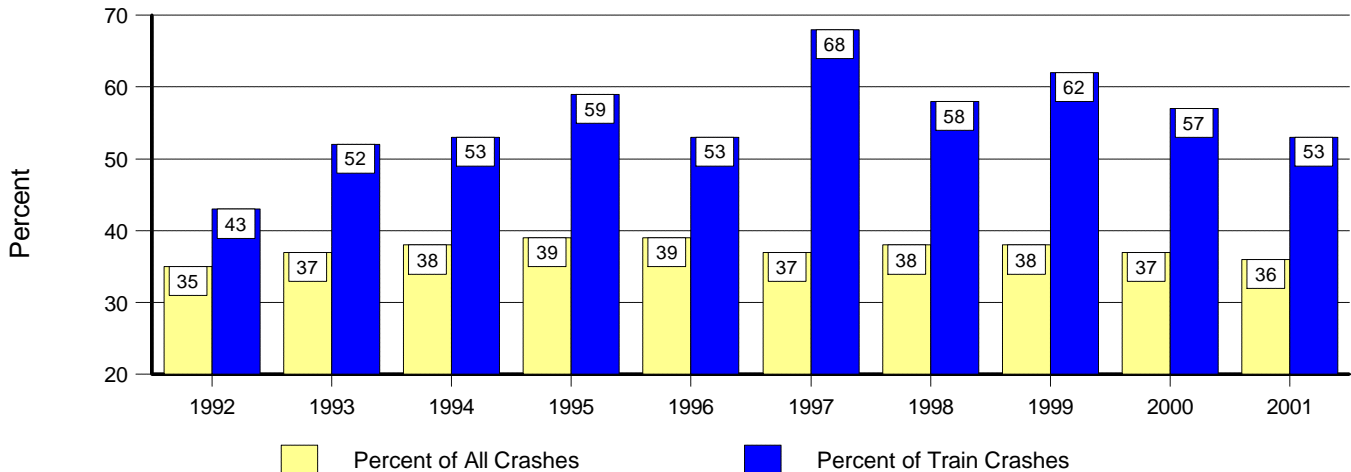
All vehicles: see page 17.

TRAINS

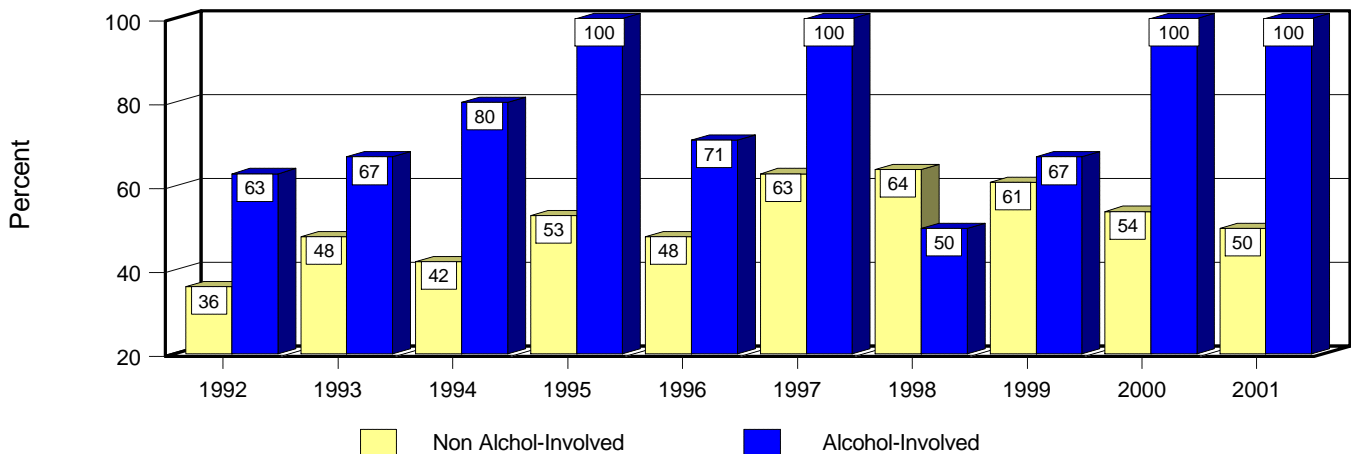
Traffic Crashes Involving Trains by Severity in New Mexico, 1992 - 2001

| Year | Crashes | | | | People | |
|------|---------|-------|--------|-----------------|--------|---------|
| | Total | Fatal | Injury | Property Damage | Killed | Injured |
| 2001 | 19 | 3 | 7 | 9 | 5 | 9 |
| 2000 | 14 | 0 | 8 | 6 | 0 | 12 |
| 1999 | 21 | 3 | 10 | 8 | 3 | 13 |
| 1998 | 19 | 4 | 7 | 8 | 4 | 9 |
| 1997 | 22 | 4 | 11 | 7 | 5 | 18 |
| 1996 | 30 | 4 | 12 | 14 | 8 | 21 |
| 1995 | 17 | 4 | 6 | 7 | 4 | 11 |
| 1994 | 17 | 2 | 7 | 8 | 2 | 13 |
| 1993 | 29 | 3 | 12 | 14 | 4 | 22 |
| 1992 | 30 | 1 | 12 | 17 | 1 | 22 |

Percent of Crashes Resulting in Fatalities or Injuries by Train Involvement, 1992-2001



Percent of Train Crashes Resulting in Fatalities or Injuries by Alcohol-involvement, 1992-2001



The data sources are:

Crash Files - information from crash reports submitted by the many law enforcement agencies in the state, which are compiled and processed by the Transportation Statistics Bureau and analyzed by the Division of Government Research, UNM.

Licensed Drivers - driver's license data maintained by the Motor Vehicle Division of the New Mexico Taxation and Revenue Department. Counts are current as of July 2001.

Motor Vehicle Registrations - counts are from the Motor Vehicle Division of the New Mexico Taxation and Revenue Department, which are published by the Bureau of Business and Economic Research, UNM (*University of New Mexico, Institute of Applied Research Services, Data Bank, 2001*).

Population - counts are from University of New Mexico, Bureau of Business and Economic Research, July 2001.

Cost Estimates - the cost of crashes in New Mexico is based on Federal Highway Administration estimation formulae (*The Cost of Highway Crashes*, FHWA-RD-91-055, Federal Highway Administration, 1991). These are estimates, not actual dollar amounts. Included are direct costs such as lost wages and medical expenses, and indirect "willingness to pay" estimates of lost quality of life.

Million Vehicle Miles (MVM) - computations are based on the daily average vehicle miles traveled and system mileages by county and functional classification from the Highway Planning and Research Division of the New Mexico State Highway and Transportation Department. In 2000, the MVM for 1993-2000 were re-estimated, which resulted in lower MVMs and thus higher rates. Rates in reports prior to 2000 are not comparable.

National Death Rates - figures are calculated using fatalities from *the Monthly Traffic Fatality Report*, the National Center for Statistics & Analysis - Research & Development, the National Highway Traffic Safety Administration, the U.S. Department of Transportation, and the population counts from the Census Bureau.

National Crash Rates - The data for the national crash rates are derived from the General Estimates System (GES) which began operation in 1988. Care should be taken when comparing National and New Mexico crash rates because the statistics obtained from the GES are estimates based on a sample of crashes.

Seatbelt - data for seatbelts was prepared by the Injury Epidemiology Unit, Office of Epidemiology, Public Health Division (*Occupant Protection Survey, State of New Mexico, Department of Health, 2001*).

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| | | | |
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| Age | 19-25, 30, 33-34 | Minor Injuries | 26 |
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| | | Motorcycle | 34-35 |
| | | Motorcyclists | 34-35 |
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The Division of Government Research (DGR) provides specialized information processing services and data analysis to a wide range of clients in New Mexico and around the nation. We are happy to have prepared this annual report for the New Mexico Traffic Safety Bureau for the nineteenth year. This report displays a very small fraction of the data and information which are available about traffic crashes and highway conditions in New Mexico. The preparation of this publication entailed the extensive use of computerized files which are maintained by DGR, but owned by the New Mexico State Highway and Transportation Department. Hence, special requests for the use of crash data should be directed to:

The New Mexico Traffic Safety Bureau (505) 827-0427.

DGR has produced a number of traffic and highway safety publications for the Traffic Safety Bureau over our long association. For further information on these products and our specialized services in these and other fields, please contact:

Mr. James Davis, Director - DGR (505) 277-3305.
email: dgrint@unm.edu
web site: <http://www.unm.edu/~dgrint>

ACKNOWLEDGEMENTS

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Traffic Fatalities in New Mexico by County, 2001

