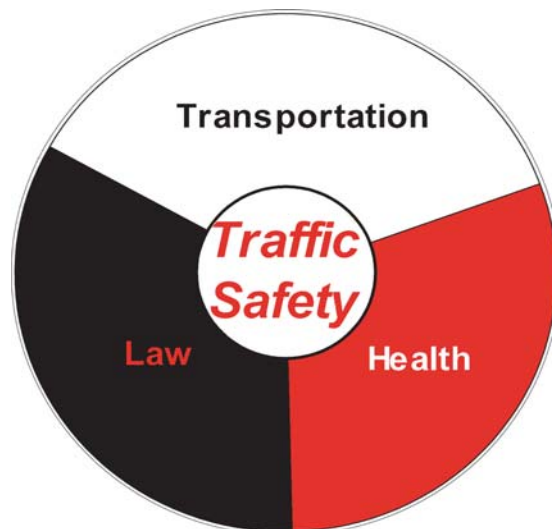


2002

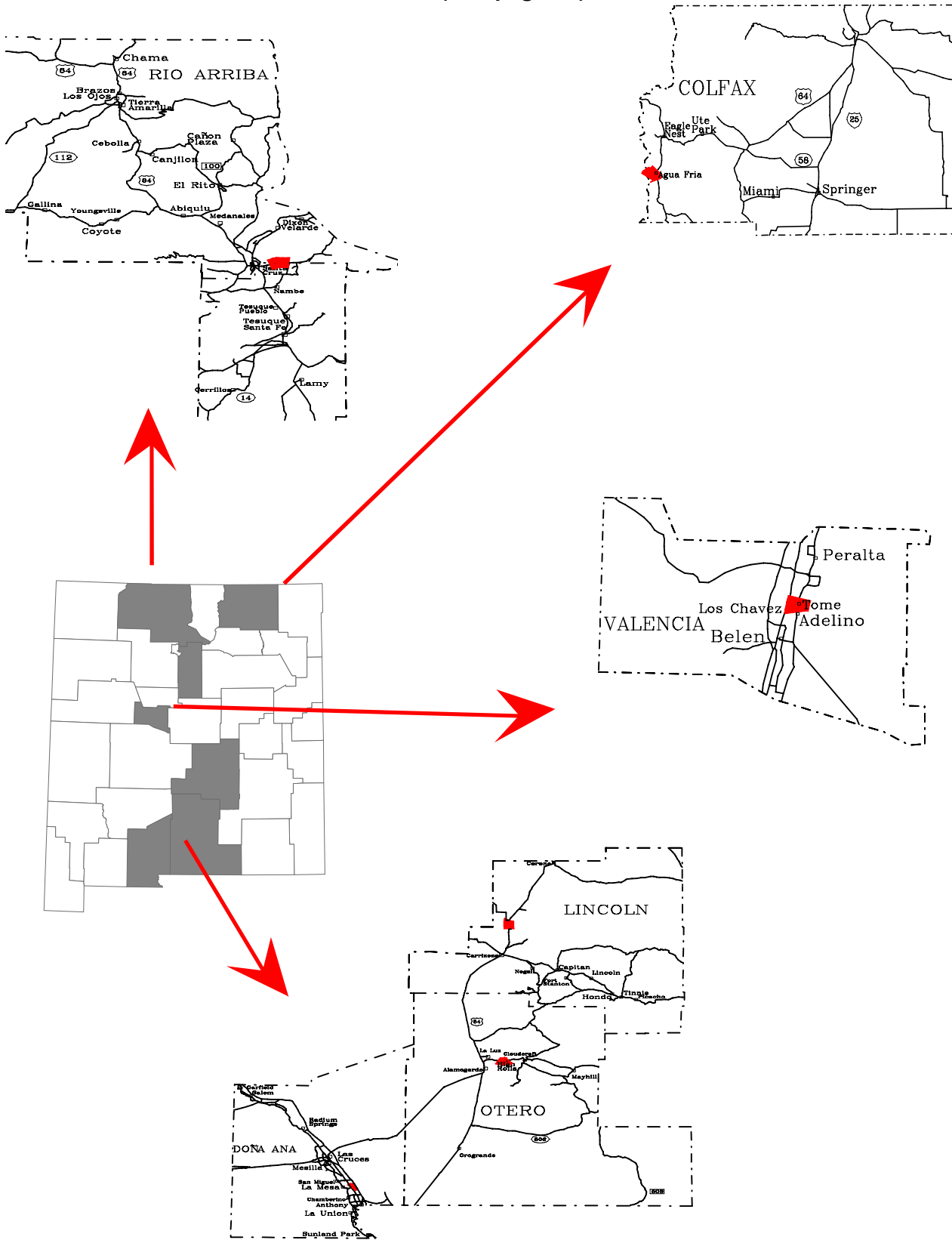
NEW MEXICO TRAFFIC CRASH INFORMATION



New Mexico Department of Transportation
Transportation Programs Division
Traffic Safety Bureau

New Mexico's Highest Crash Rate Rural Highway Segments, 2002

(See page 15)



New Mexico Traffic Crash Information 2002

New Mexico Department of Transportation
Transportation Programs Division
Traffic Safety Bureau

February 2004

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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, 2002. 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 Department of Transportation, 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
Department of Transportation
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.

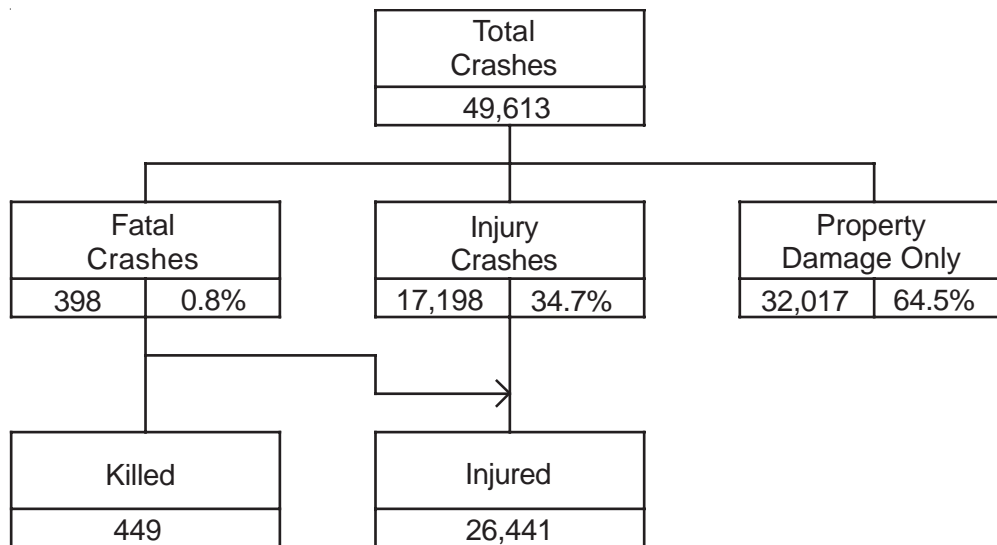
Vehicle Miles - the number of miles traveled annually by motor vehicles. MVM and 100 MVM stand for million and one hundred million vehicle miles, respectively.

OVERVIEW

In 2002 ...

- An individual died in a crash every 20 hours.
- A person was injured in a crash every 20 minutes.
- A traffic crash occurred every 11 minutes.

Crashes in New Mexico by Severity, 2002



New Mexico Roadway Statistics, 1993 - 2002

Calendar Year	New Mexico					Death Rates ¹	
	Motor Vehicle Registrations	MVM ² Traveled	Population	Traffic Fatalities	Traffic Injuries	New Mexico	United States ³
2002	NA*	22,728	1,884,617	449	26,441	23.8	14.9
2001	NA*	22,709	1,841,446	464	27,536	25.0	14.8
2000	1,392,501 ⁴	22,709	1,819,046	435	27,380	23.8	14.9
1999	1,336,880 ⁴	22,451	1,739,844	460	24,240	25.7	15.3
1998	1,774,614 ⁴	22,173	1,736,931	424	28,112	24.0	15.3
1997	1,570,192	21,895	1,723,965	484	29,719	27.9	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	15.6

¹ Rates are per 100,000 population.

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

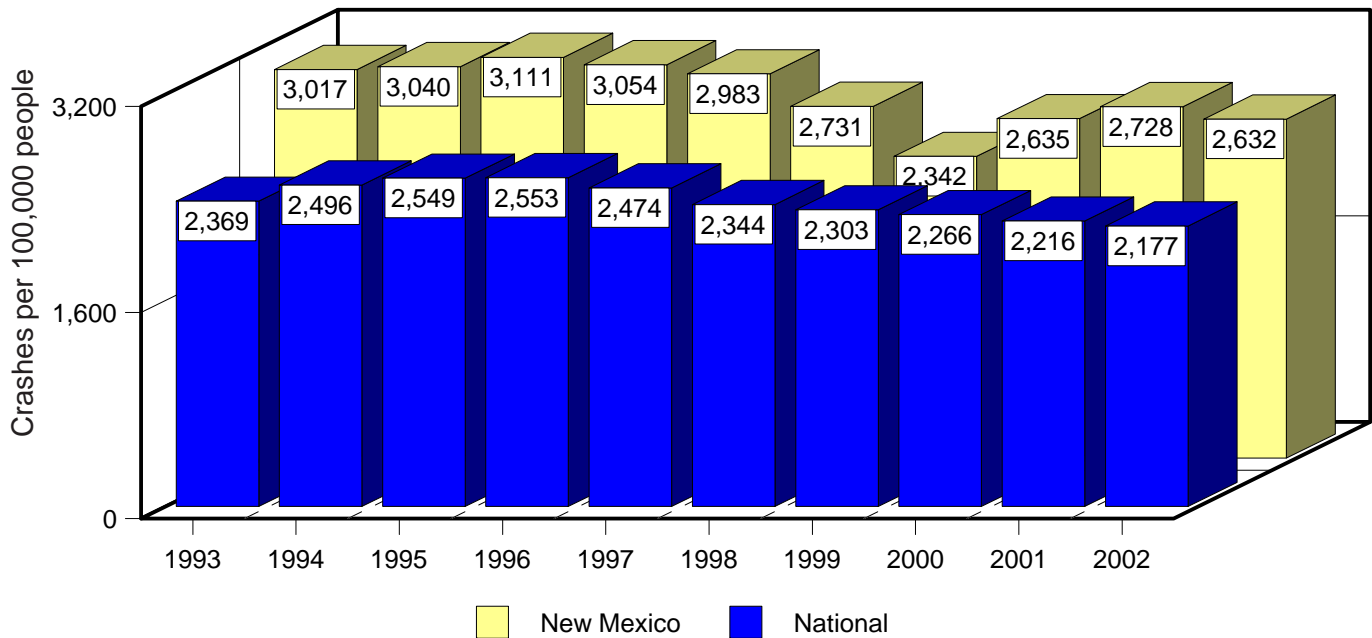
⁴ These are counts of registration transactions which were affected by the advent of 2-year registration in 1998.

* not available.

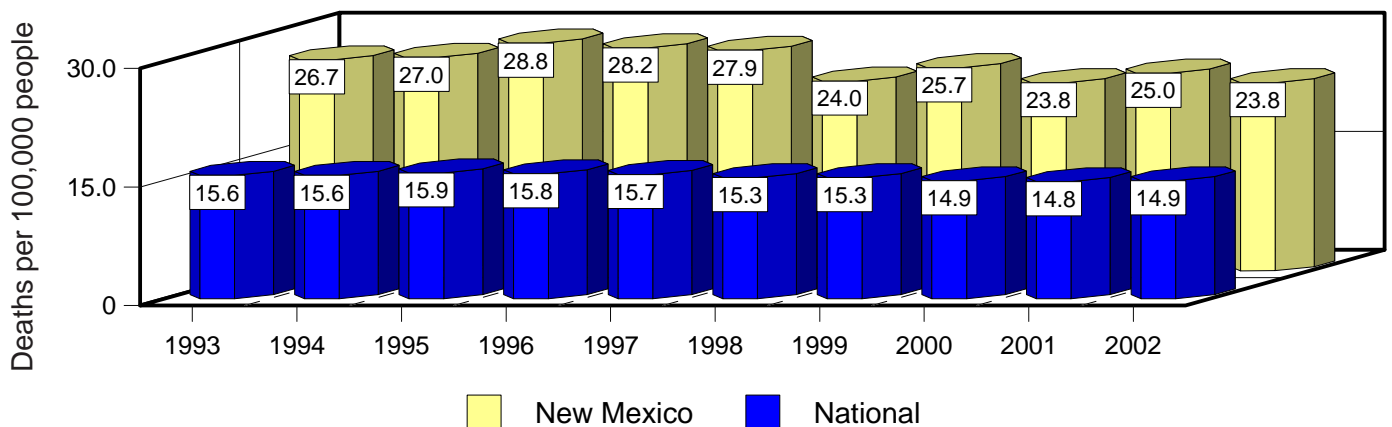
In New Mexico ...

- Overall, the New Mexico crash rate decreased by 13 percent from 1993 to 2002.

New Mexico and National Crash Rates, 1993 - 2002



New Mexico and National Crash Death Rates, 1993 - 2002

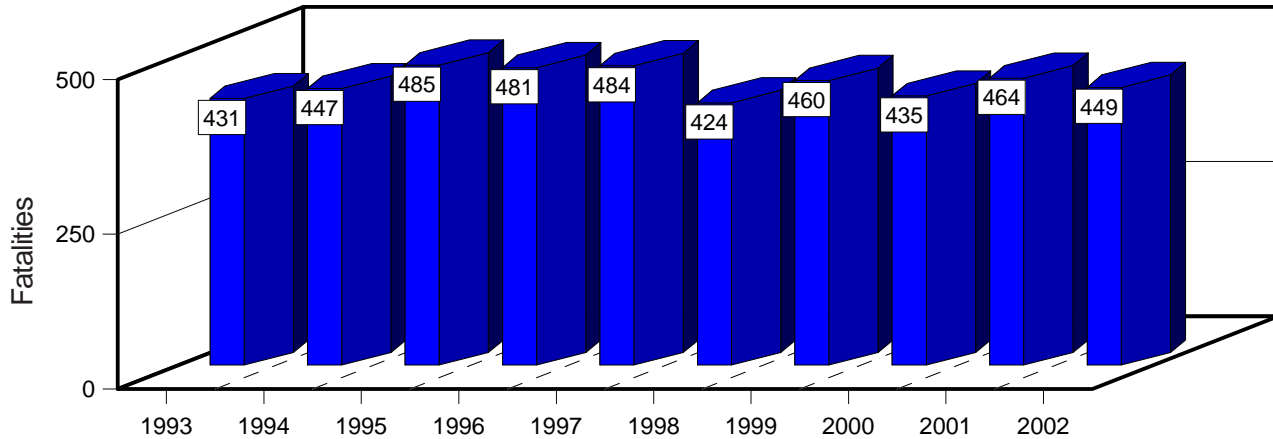


OVERVIEW

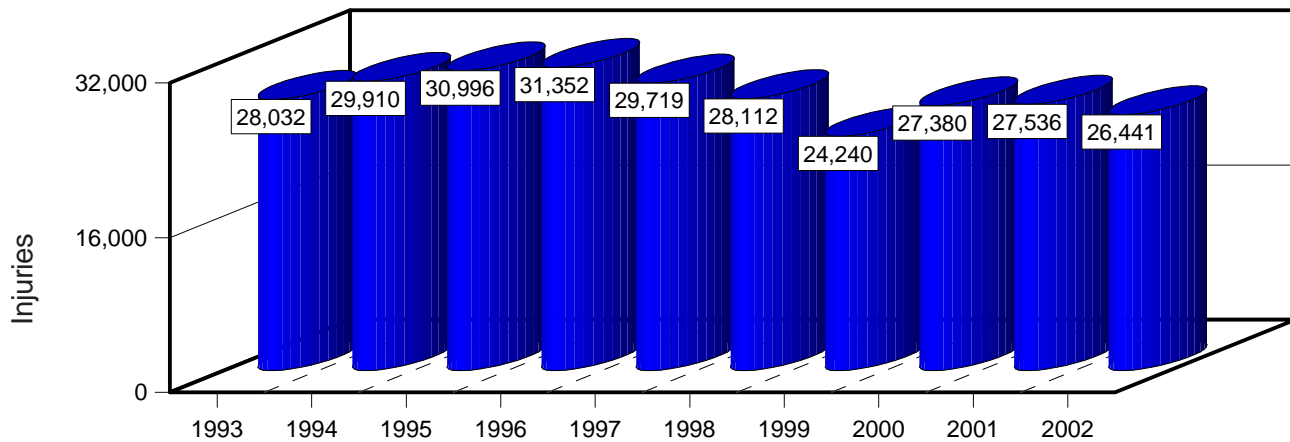
In 2002 compared to 2001, there were ...

- 15 (3.23 percent) fewer fatalities in crashes.

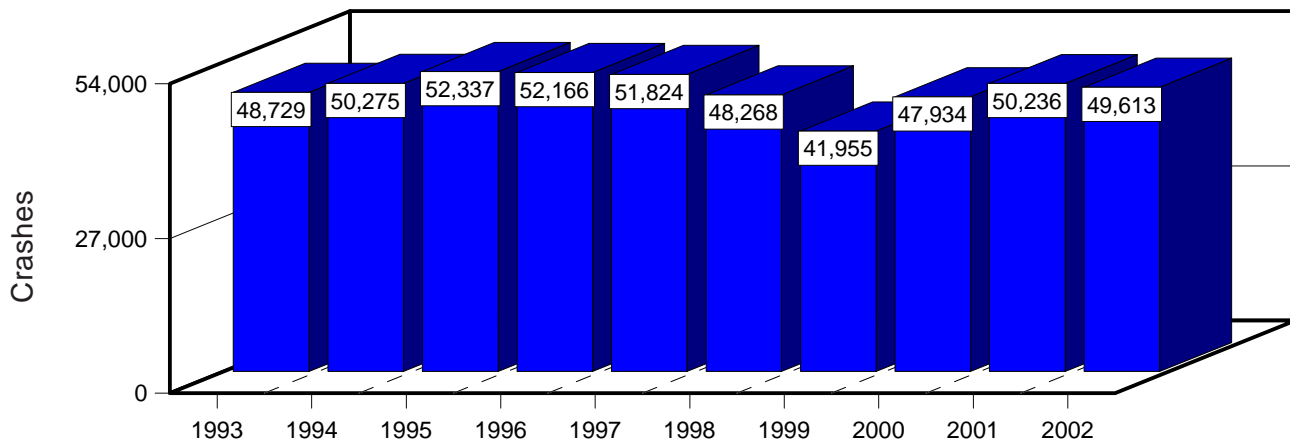
Crash Fatalities in New Mexico by Year, 1993 - 2002



Crash-related Injuries in New Mexico by Year, 1993 - 2002



Crashes in New Mexico by Year, 1993 - 2002



In 2002, there were on average ...

- 10 (24 percent) more fatal crashes per month during June through September than the rest of the year.

Crashes in New Mexico by Month, 2002

Month	Total	Percent	Total	Fatal	Percent	Fatal
January	4,103	8.3		26	6.5	
February	3,585	7.2		31	7.8	
March	3,993	8.0		25	6.3	
April	4,022	8.1		34	8.5	
May	4,007	8.1		26	6.5	
June	3,835	7.7		43	10.8	
July	3,920	7.9		41	10.3	
August	4,215	8.5		37	9.3	
September	4,432	8.9		37	9.3	
October	4,521	9.1		33	8.3	
November	4,227	8.5		37	9.3	
December	4,753	9.6		28	7.0	
Total	49,613	100.0	2,500 5,000	398	100.0	20 40

In 2002 ...

- 53 percent of all fatal crashes occurred during from Friday through Sunday.
- 31 percent of all crashes occurred on Friday and Saturday.

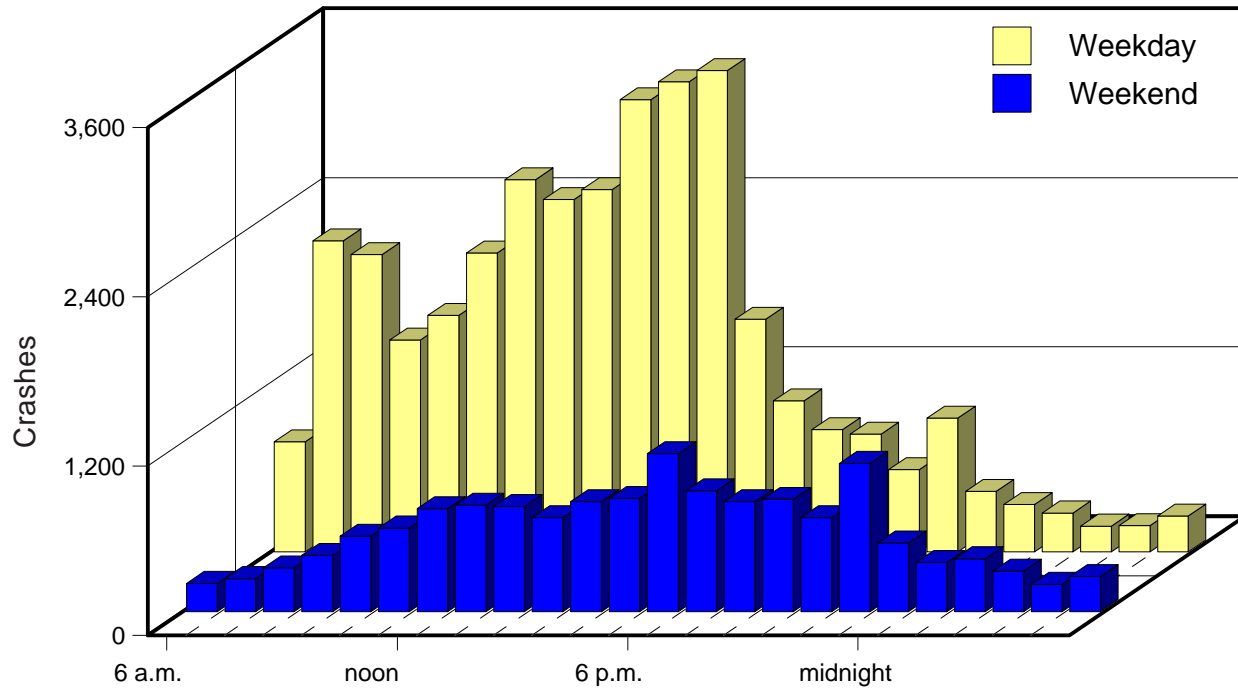
Crashes in New Mexico by Day of the Week, 2002

Day	Total	Percent	Total	Fatal	Percent	Fatal
Sunday	4,445	9.0		55	13.8	
Monday	7,039	14.2		44	11.1	
Tuesday	7,512	15.2		48	12.1	
Wednesday	7,535	15.2		50	12.6	
Thursday	7,446	15.0		46	11.6	
Friday	8,937	18.1		68	17.1	
Saturday	6,578	13.3		87	21.9	
Total	49,492	100.0	4,500 9,000	398	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.

WHEN

Crashes in New Mexico by Hour of the Day, 2002



- 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, 2002

Urban			
Day	Hour	Crashes	% of Total
Friday	4 p.m.	691	1.7
Friday	3 p.m.	636	1.6
Wednesday	5 p.m.	628	1.6
Thursday	5 p.m.	618	1.6
Tuesday	4 p.m.	586	1.5
Friday	5 p.m.	584	1.5
Tuesday	5 p.m.	566	1.4

Rural			
Day	Hour	Crashes	% of Total
Wednesday	5 p.m.	115	1.1
Thursday	5 p.m.	112	1.1
Tuesday	7 a.m.	111	1.1
Thursday	4 p.m.	108	1.1
Friday	3 p.m.	107	1.1
Saturday	4 p.m.	105	1.0
Monday	3 p.m.	101	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, 1999 - 2002

Holiday	Total Hours	Beginning (6 p.m.)	Ending (midnight)	Crashes			People	
				Total	Fatal	Injury	Killed	Injured
Easter								
2002	54	3/29	3/31	252	3	100	3	161
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
Memorial Day								
2002	78	5/24	5/27	321	3	111	3	174
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
Fourth of July								
2002	30	7/03	7/04	144	5	43	8	84
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
Labor Day								
2002	78	8/30	9/02	361	7	129	7	201
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
Thanksgiving								
2002	102	11/27	12/01	464	5	168	6	261
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
Christmas								
2002	30	12/24	12/25	113	1	30	1	39
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
New Year's								
2002-2003*	30	12/31	1/01/03	22	1	NA	1	NA
2001-2002	30	12/31	1/01/02	151	4	51	4	74
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

* 2002-2003 New Year's Data are preliminary as of 9/2003

WHEN

New Mexico Fatalities by Day and Alcohol Involvement, 2002*

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

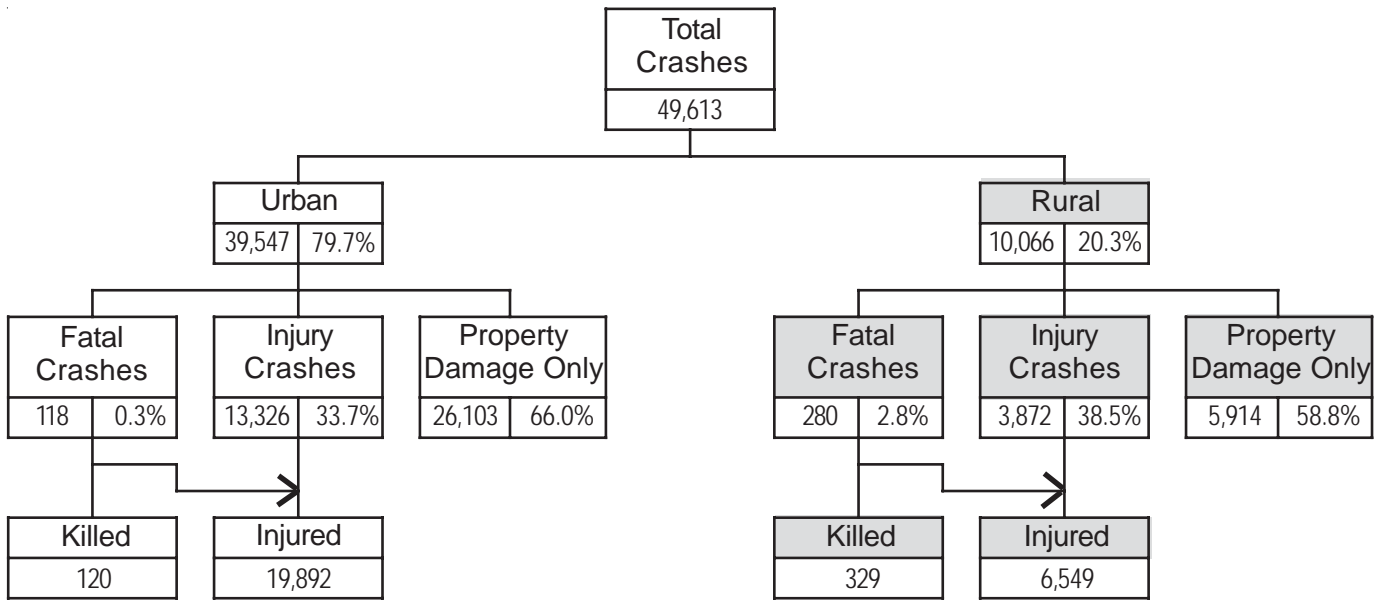
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 ○	2 ○	3 ○	4 ○	5 ○	6 ○	7 ○
8 ○	9 ○	10 ○	11 ○	12 ○	13 ○	14 ○
15 ○	16 ○	17 ○	18 ○	19 ○	20 ○	21 ○
22 ○	23 ○	24 ○	25 ○	26 ○	27 ○	28 ○
29 ○	30 ○	31 ○				

○ Non Alcohol-involved Fatality

■ 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 day.

Crashes in New Mexico by Road System, 2002



In 2002, almost three times as many people died in rural than urban area crashes.

Crashes on New Mexico Pueblos and Reservations, 2002

Pueblo or Reservation	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Acoma	41	1	18	22	1	30
Alamo Navajo	7	0	2	5	0	3
Cochiti	3	0	1	2	0	1
Isleta	74	0	26	48	0	32
Jemez	9	1	2	6	1	3
Jicarilla Apache	71	1	20	50	2	31
Laguna	88	7	43	38	12	91
Mescalero Apache*	35	1	14	20	1	18
Nambe	4	0	3	1	0	5
Navajo	281	31	123	127	37	261
Picuris	25	0	14	11	0	27
Pojoaque	60	1	17	42	1	30
Ramah Navajo	18	0	8	10	0	12
Sandia	64	4	30	30	7	48
San Felipe	76	3	35	38	3	60
San Ildefonso	18	1	9	8	1	11
San Juan	33	3	16	14	3	32
Santa Ana	16	1	8	7	1	17
Santa Clara	34	0	19	15	0	33
Santo Domingo	44	1	17	26	1	26
Taos Pueblo	4	0	1	3	0	1
Tesuque	33	1	8	24	1	12
Zia	2	0	1	1	0	1
Zuni	90	1	30	59	1	46

*Crashes in Mescalero Apache reservation maybe under reported.

WHERE

New Mexico Crashes by County, 2002

County	Crashes				People		Rates		Economic Loss*	100 MVM	Licensed Drivers	2002+ Population
	Total	Fatal	Injury	Property Damage	Killed	Injured	Crash Rate	Death Rate				
Bernalillo	19,690	68	6,707	12,915	72	9,987	393	1.44	903,616	50.1	386,515	573,626
Catron	115	2	39	74	2	50	105	1.82	17,748	1.1	3,134	3,677
Chaves	1,459	5	469	985	5	692	247	0.85	92,644	5.9	41,692	62,225
Cibola	504	8	198	298	12	350	80	1.91	63,763	6.3	15,703	26,133
Colfax	465	6	124	335	6	193	153	1.97	53,158	3.0	10,543	14,458
Curry	1,067	5	368	694	5	551	274	1.28	62,580	3.9	28,955	45,479
De Baca	69	2	16	51	2	24	83	2.42	7,706	0.8	1,721	2,253
Doña Ana	4,200	27	1,491	2,682	32	2,306	222	1.69	284,071	19.0	113,819	184,387
Eddy	1,342	11	434	897	11	651	162	1.33	90,683	8.3	36,598	52,450
Grant	853	6	260	587	6	382	186	1.31	74,018	4.6	22,216	31,639
Guadalupe	252	4	66	182	10	113	55	2.17	38,956	4.6	2,983	4,824
Harding	9	1	3	5	1	6	37	4.13	1,286	0.2	626	819
Hidalgo	149	6	47	96	12	102	57	4.56	25,706	2.6	3,934	5,912
Lea	1,186	8	360	818	10	522	197	1.66	80,392	6.0	37,926	55,353
Lincoln	564	14	185	365	18	296	162	5.17	58,380	3.5	15,750	20,500
Los Alamos	307	0	98	209	0	129	310	0.00	13,741	1.0	15,608	18,504
Luna	538	9	191	338	10	360	118	2.19	56,335	4.6	17,488	26,563
McKinley	1,869	34	612	1,223	37	996	148	2.94	203,698	12.6	37,107	77,638
Mora	138	2	57	79	2	79	89	1.29	24,149	1.6	3,406	5,405
Otero	1,153	7	419	727	8	657	165	1.14	101,603	7.0	37,640	63,489
Quay	318	12	97	209	12	156	71	2.70	45,628	4.5	7,542	10,141
Rio Arriba	649	20	245	384	22	420	112	3.78	84,470	5.8	28,209	42,021
Roosevelt	391	6	138	247	6	218	153	2.35	33,854	2.6	11,472	18,485
Sandoval	1,621	16	626	979	17	923	159	1.66	131,984	10.2	68,993	97,913
San Juan	2,851	41	1,089	1,721	48	1,781	188	3.17	213,657	15.1	72,358	117,132
San Miguel	692	10	218	464	11	345	185	2.94	63,892	3.7	17,704	31,153
Santa Fe	4,638	27	1,761	2,850	27	2,724	262	1.52	329,373	17.7	95,524	135,519
Sierra	252	4	68	180	6	103	119	2.84	30,778	2.1	9,348	14,049
Socorro	339	5	112	222	6	184	69	1.22	38,808	4.9	12,060	18,822
Taos	745	8	277	460	9	442	212	2.56	76,345	3.5	22,565	31,161
Torrance	329	4	97	228	4	157	70	0.85	46,384	4.7	10,596	18,070
Union	103	3	33	67	3	52	75	2.20	10,868	1.4	3,055	4,220
Valencia	756	17	293	446	17	490	173	3.89	72,599	4.4	44,709	70,597
Total	49,613	398	17,198	32,017	449	26,441	218	1.98	3,432,875	227.3	1,237,499	1,884,617

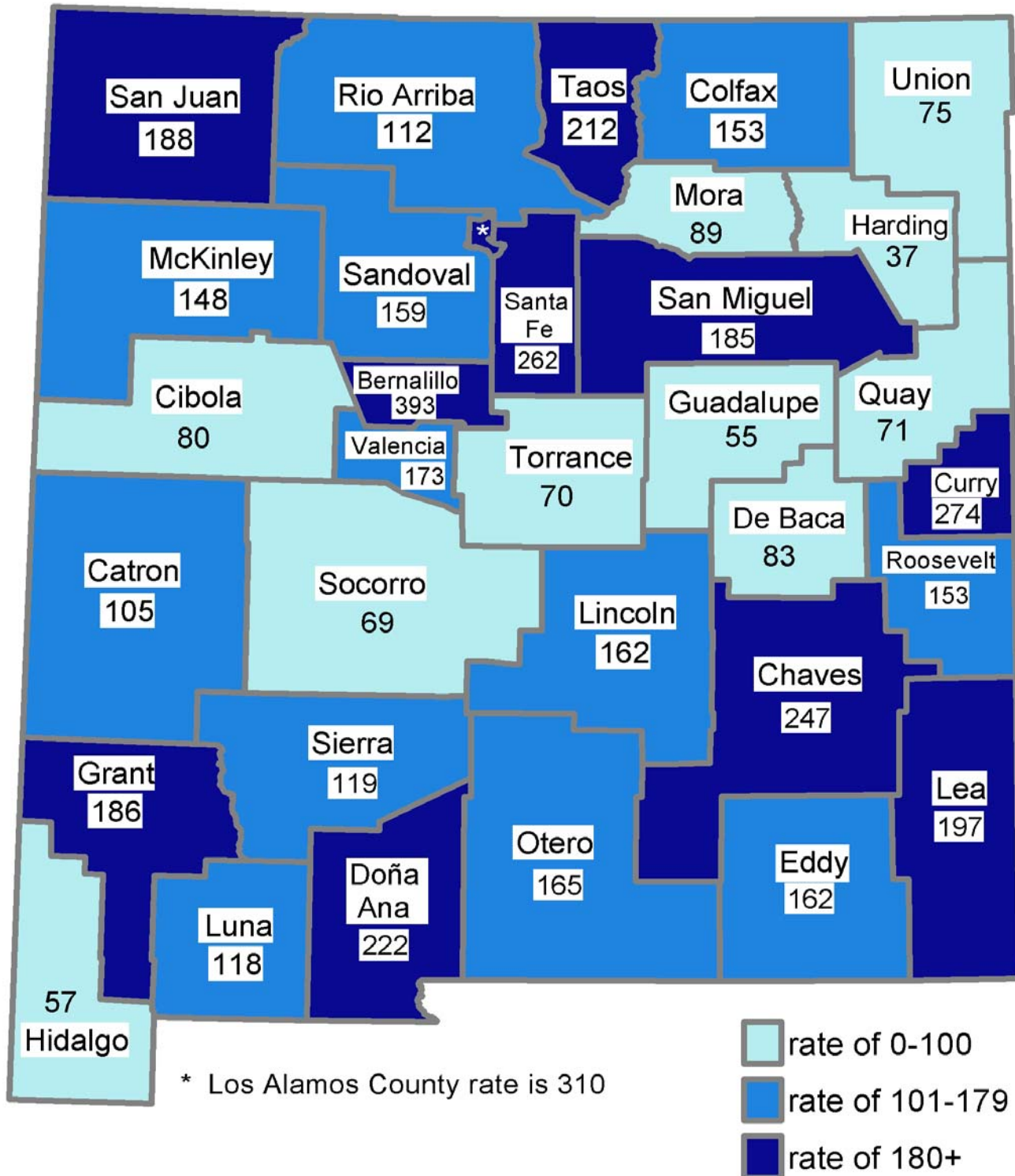
* Crash cost estimates are in thousands of dollars, and are based on FHWA Economic Loss Formulae (see page 37).

+ see page 37

In 2002 ...

- The overall crash rate in New Mexico was 218.

Crash Rates in New Mexico by County, 2002



WHERE

Crashes in New Mexico by City, 2002

City	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Alamogordo	678	0	226	452	0	338
Albuquerque	19,390	53	6,606	12,731	53	9,806
Anthony	108	2	38	68	2	60
Angel Fire	12	0	2	10	0	3
Artesia	273	1	73	199	1	117
Aztec	182	0	60	122	0	81
Bayard	44	0	8	36	0	8
Belen	264	2	95	167	2	141
Bernalillo*	42	1	15	26	1	24
Bloomfield	169	3	39	127	3	66
Bosque Farms	55	0	24	31	0	41
Capitan	19	0	4	15	0	4
Carlsbad	780	3	244	533	3	349
Carrizozo	3	1	0	2	1	1
Central	22	0	10	12	0	15
Chama	18	0	5	13	0	9
Cimarron	7	0	2	5	0	3
Clayton	43	0	6	37	0	10
Cloudcroft	5	0	2	3	0	2
Clovis	908	2	299	607	2	443
Columbus	5	0	3	2	0	7
Corona	2	0	1	1	0	1
Corrales	62	0	28	34	0	35
Cuba	32	0	9	23	0	12
Deming	303	2	84	217	2	126
Des Moines	2	0	0	2	0	0
Dexter	2	0	0	2	0	0
Eagle Nest	2	0	2	0	0	2
Elida	2	0	0	2	0	0
Encino	1	0	0	1	0	0
Española	730	1	322	407	1	506
Estancia	7	0	1	6	0	1
Eunice	16	0	3	13	0	4
Farmington	1,573	2	623	948	2	966
Floyd	2	0	2	0	0	2
Folsom	1	0	0	1	0	0
Fort Sumner	27	0	4	23	0	6
Gallup	931	5	249	677	5	384
Grady	2	0	1	1	0	1
Grants	179	1	60	118	1	92
Hagerman	1	0	0	1	0	0
Hatch	30	0	5	25	0	7
Hobbs	710	2	214	494	2	321
Hope	2	0	0	2	0	0
Hurley	10	0	1	9	0	1
Jal	11	0	2	9	0	3
Jemez Springs	7	0	1	6	0	1

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

(continued on the next page)

* Bernalillo may be under reported.

Crashes in New Mexico by City, 2002 (cont.)

City	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Lake Arthur	3	0	1	2	0	1
La Mesilla	21	0	4	17	0	4
Las Cruces	3,134	8	1,085	2,041	8	1,645
Las Vegas	422	1	115	306	1	169
Logan	13	1	3	9	1	3
Lordsburg	20	0	5	15	0	6
Los Alamos	304	0	95	209	0	126
Los Lunas	106	0	52	54	0	81
Loving	1	0	1	0	0	1
Lovington	193	1	47	145	1	69
Magdalena	4	0	1	3	0	2
Maxwell	2	0	0	2	0	0
Melrose	2	0	0	2	0	0
Milan	44	0	15	29	0	24
Moriarty	76	1	15	60	1	23
Mosquero	1	0	0	1	0	0
Mountainair	11	0	1	10	0	1
Pecos	22	0	9	13	0	13
Portales	237	2	57	178	2	90
Questa	1	0	0	1	0	0
Raton	197	0	51	146	0	77
Red River	10	0	2	8	0	2
Reserve	1	0	0	1	0	0
Rio Rancho	1,001	3	372	626	3	528
Roswell	1,195	0	369	826	0	521
Ruidoso	213	4	57	152	4	84
Ruidoso Downs	25	0	12	13	0	21
San Jon	4	0	1	3	0	1
San Ysidro	12	0	4	8	0	4
Santa Fe	3,037	8	1,094	1,935	8	1,648
Santa Rosa	68	0	8	60	0	10
Shiprock	131	0	65	66	0	113
Silver City	473	4	130	339	4	180
Socorro	162	1	39	122	2	62
Springer	3	0	0	3	0	0
Sunland Park	129	1	44	84	1	81
Taos	342	1	127	214	1	190
Tatum	1	0	0	1	0	0
Texico	13	0	8	5	0	19
Tijeras	15	0	3	12	0	5
T or C	110	1	23	86	2	39
Tucumcari	94	0	29	65	0	38
Tularosa	9	0	4	5	0	7
Vaughn	3	0	1	2	0	1
Viriden	1	0	0	1	0	0
Wagon Mound	3	0	2	1	0	2
Willard	2	0	0	2	0	0
Williamsburg	2	0	2	0	0	2

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

Crash Rates for Selected¹ New Mexico Cities, 2002

City ¹	Crashes ²		Rates ³		Estimated
	Total	Fatal and Injury ⁴	Total	Fatal and Injury ⁴	2002 Population ⁵
Alamogordo	660	84	18.8	2.39	35,107
Albuquerque	14,406	1,705	31.1	3.68	463,874
Artesia	242	35	23.1	3.34	10,478
Aztec	170	19	25.2	2.82	6,749
Belen	240	32	34.3	4.58	6,991
Bloomfield	143	19	20.1	2.67	7,118
Bosque Farms	51	8	13.0	2.04	3,920
Carlsbad	760	77	30.2	3.06	25,196
Clovis	874	108	26.9	3.32	32,511
Corrales	57	9	7.6	1.20	7,510
Deming	252	28	17.8	1.98	14,126
Española	665	59	67.9	6.03	9,791
Farmington	1,524	190	37.6	4.68	40,563
Gallup	884	84	43.8	4.16	20,177
Grants	135	20	15.1	2.24	8,921
Hobbs	683	76	24.0	2.67	28,479
Las Cruces	2,828	315	37.7	4.20	75,015
Las Vegas	394	37	27.7	2.60	14,223
Los Lunas	41	8	3.8	0.74	10,883
Lovington	174	20	18.3	2.11	9,484
Portales	210	23	18.9	2.07	11,098
Raton	170	16	23.4	2.20	7,262
Rio Rancho	905	109	16.0	1.93	56,614
Roswell	1,158	125	26.3	2.84	44,058
Ruidoso	198	25	24.7	3.12	8,004
Santa Fe	2,723	293	41.8	4.50	65,127
Silver City	449	28	44.0	2.74	10,213
Socorro	149	21	17.1	2.41	8,700
Sunland Park	129	21	9.5	1.54	13,595
Taos	319	40	64.8	8.13	4,920
T or C	100	11	14.1	1.56	7,068
Tucumcari	82	10	14.4	1.75	5,711

1 Cities selected are those with a population of 3,500 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, 2002

Intersection	City	Crashes		
		Total	Fatal	Injury
Coors Blvd NW & Irving Blvd NW	Albuquerque	95	0	46
Montgomery Blvd NE & San Mateo Blvd NE	Albuquerque	121	0	45
Coors Blvd NW & Paseo Del Norte Blvd NE	Albuquerque	120	0	45
NM 584 & Riverside Dr	Española	78	0	33
Airport Rd & Cerrillos Rd	Santa Fe	73	0	31
Montgomery Blvd NE & Wyoming Blvd NE	Albuquerque	119	0	30
Pan American E Hwy NE & Paseo Del Norte Blvd NE	Albuquerque	80	0	30

- 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, 2002

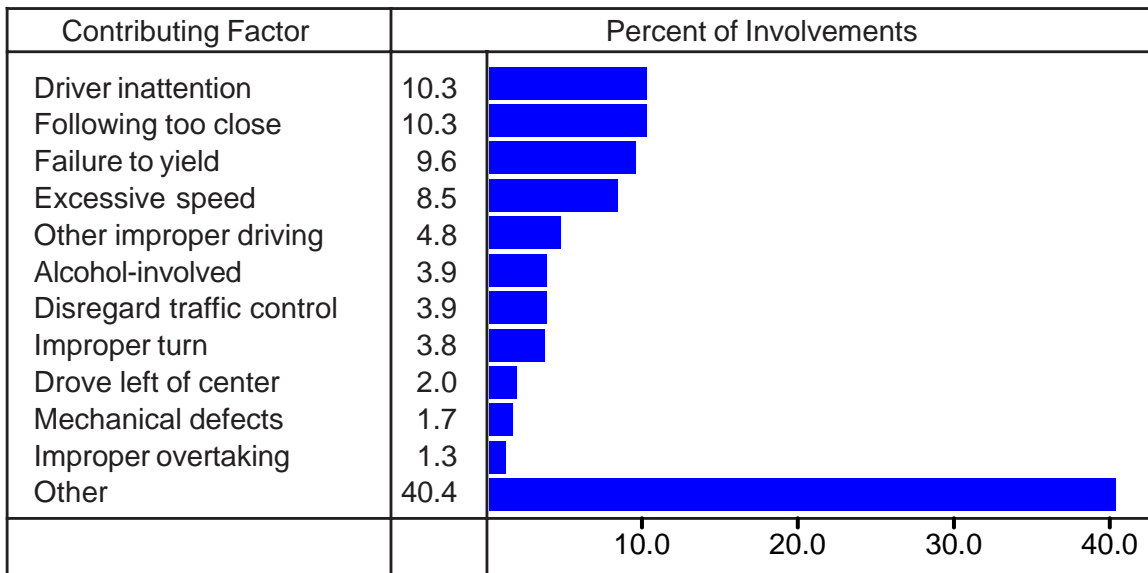
Highway	Mile post	County	Crashes			
			Total	Fatal	Injury	Rate
US 64	272.5 to 276.0	Colfax	17	0	8	231.1
US 54	136.2 to 140.2	Lincoln	9	0	5	217.2
NM 47	23.6 to 25.7	Valencia	9	2	4	208.7
NM 227	0.0 to 1.8	Doña Ana	10	0	4	197.7
NM 76	6.0 to 8.2	Rio Arriba	17	0	8	168.4
US 82	5.1 to 9.0	Otero	19	1	9	156.5
NM 76	4.0 to 6.0	Santa Fe	15	1	6	156.1

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, 2002



- 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 40 percent of all vehicles, no contributing factors were indicated.

Crash Involvements in New Mexico by Vehicle Type, 2002

Vehicle Type	Total	Fatal	Injury	Total
Passenger Car	47,436	220	17,457	
Pickup	22,387	142	7,622	
Van or 4WD	14,174	100	5,096	
Semi	2,057	54	553	
Motorcycle	1,011	43	779	
Pedestrian	521	61	410	
Pedalcyclist	355	3	300	
Bus	275	4	76	
Other	591	10	135	
Unknown	4,063	6	768	
Total	92,870	643	33,196	24,000 48,000

Crashes Involving Vehicle or Road Defects in New Mexico, 1996 - 2002

Year	All Crashes	Vehicle Defects	% With Vehicle Defects	Road Defects	%With Road Defects
2002	49,613	1,503	3.0	733	1.5
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

CRASH DETAILS

In 2002 ...

- "Overturns" account for 6% of all crashes, but 36% of all fatal crashes.

Crashes in New Mexico by Class, 2002

Class	Crashes					People	
	Total	% of Total	Fatal	% of Fatal	Injury	Killed	Injured
Other Vehicle	34,757	70	132	33	12,461	162	19,924
Fixed Object	5,364	11	53	13	1,484	56	1,906
Overturn	3,156	6	144	36	1,895	160	2,967
Parked Vehicle	3,096	6	1	0	292	1	377
Animal	1,377	3	1	0	200	1	276
Other Non-collision	606	1	2	1	155	2	190
Pedestrian	485	1	58	15	378	59	428
Other Object	349	1	0	0	31	0	38
Pedalcyclist	331	1	3	1	278	3	289
Vehicle on Other Road	74	0	4	1	17	5	37
Railroad Train	18	0	0	0	7	0	9
Total	49,613	100	398	100	17,198	449	26,441

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

Among the fixed object crashes ...

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

Fixed Object Crashes in New Mexico, 2002

Object	Crashes			People	
	Total	Fatal	Injury	Killed	Injured
Sign, Pole, Meter, Hydrant	1,174	8	271	8	350
Fence	1,053	6	264	6	342
Median or Curb	726	0	165	0	207
Guard Rail or Post	675	11	222	13	284
Tree	338	7	129	7	172
Embankment	202	6	70	6	90
Culvert or Drain	75	5	33	5	34
Barricade	66	0	23	0	28
Building	61	1	22	1	31
Bridge or Pier	43	1	17	1	26
Cattle Guard	36	0	6	0	6
Other or Unknown	915	8	262	9	336
Total	5,364	53	1,484	56	1,906

CRASH DETAILS

In 2002 ...

- 74 percent of all **hit-and-run** crashes involved property damage only, compared to the 65 percent of **all** crashes which involved property damage only.
- 92 percent of all crashes happened in clear weather.
- 48 percent of the fatalities occurred in daylight.

Hit and Run Crashes in New Mexico, 1998 - 2002

Year	Crashes			People	
	Total	Fatal	Injury	Killed	Injured
2002	4,825	17	1,253	17	1,704
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





Crashes by Weather Conditions in New Mexico, 2002

Weather Condition	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Clear	45,414	354	15,825	29,235	393	24,185
Rain	2,087	19	742	1,326	22	1,178
Snow, Sleet	1,127	5	307	815	5	475
Dust, Wind	537	9	179	349	11	340
Fog	127	2	43	82	2	60
Other	295	9	99	187	16	198
Total	49,587	398	17,195	31,994	449	26,436

Crashes by Lighting Conditions in New Mexico, 2002

Lighting Condition	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Daylight	35,913	183	12,619	23,111	215	19,287
Dark (Lighted)	6,133	50	2,100	3,983	51	3,254
Dark (Unlighted)	5,438	143	1,768	3,527	158	2,833
Dusk	1,486	14	512	960	17	770
Dawn	531	7	182	342	7	264
Other	79	1	13	65	1	26
Total	49,580	398	17,194	31,988	449	26,434












Residence of Drivers in New Mexico Crashes, 2002

Residence	Total	Fatal	Injury	Total
Local	5,580	289	1,944	
Elsewhere in NM	64,989	124	25,377	
Outside NM	7,080	145	2,576	
Unknown	3,324	69	1,365	
Total	80,973	627	31,262	15,000 30,000 45,000 60,000

Of drivers ...

- 15-19 year olds had the highest crash involvement rate.
- 61 drivers of every 1,000 drivers were in crashes during 2002.
- On average 9 drivers were involved in crashes every hour in 2002.

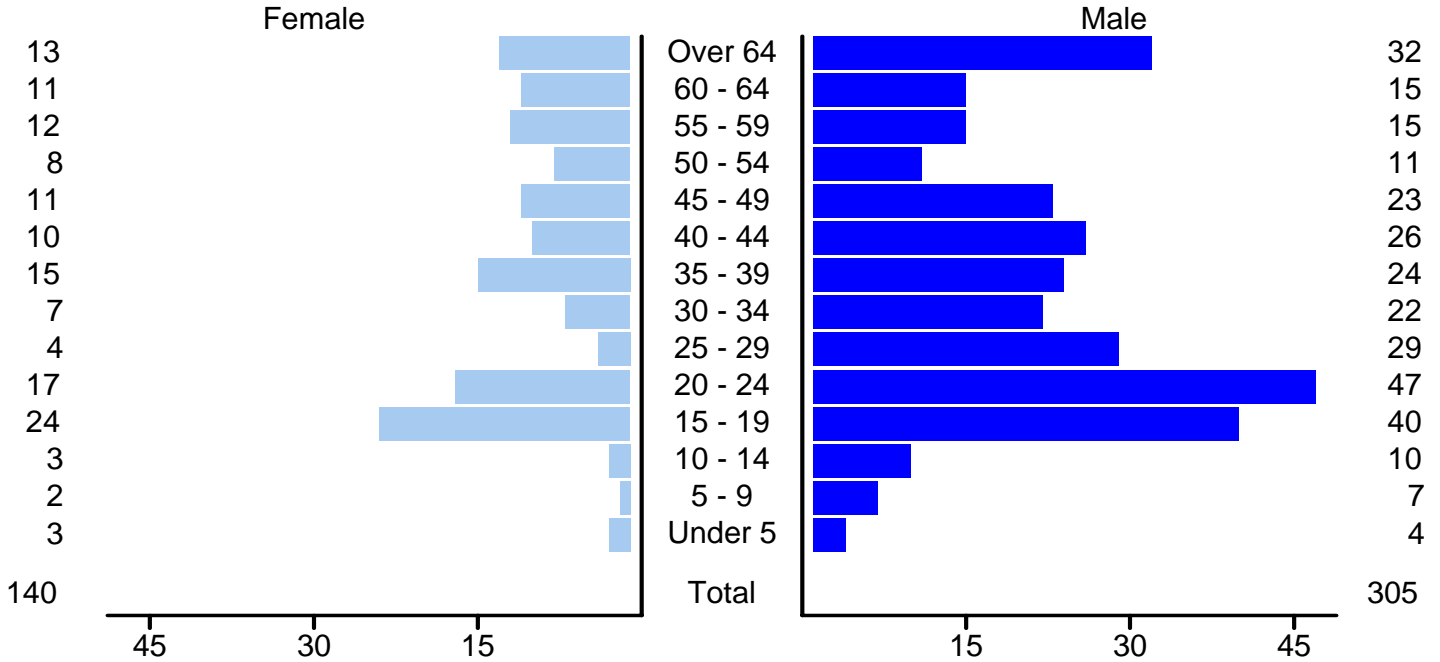
New Mexico Drivers in Crashes, 2002 Involvements by Age

Age	Driver Involvements	July 02 Drivers	Involvements per 1,000 drivers	
15-19	12,258	69,189	177.17	
20-24	11,277	109,067	103.40	
25-29	7,540	104,624	72.07	
30-34	7,059	110,700	63.77	
35-39	6,960	118,650	58.66	
40-44	6,942	134,403	51.65	
45-49	5,991	130,673	45.85	
50-54	5,115	119,868	42.67	
55-59	3,601	96,184	37.44	
60-64	2,499	72,835	34.31	
Over 64	6,278	171,276	36.65	
Total	75,520	1,237,469	61.03	60 120 180

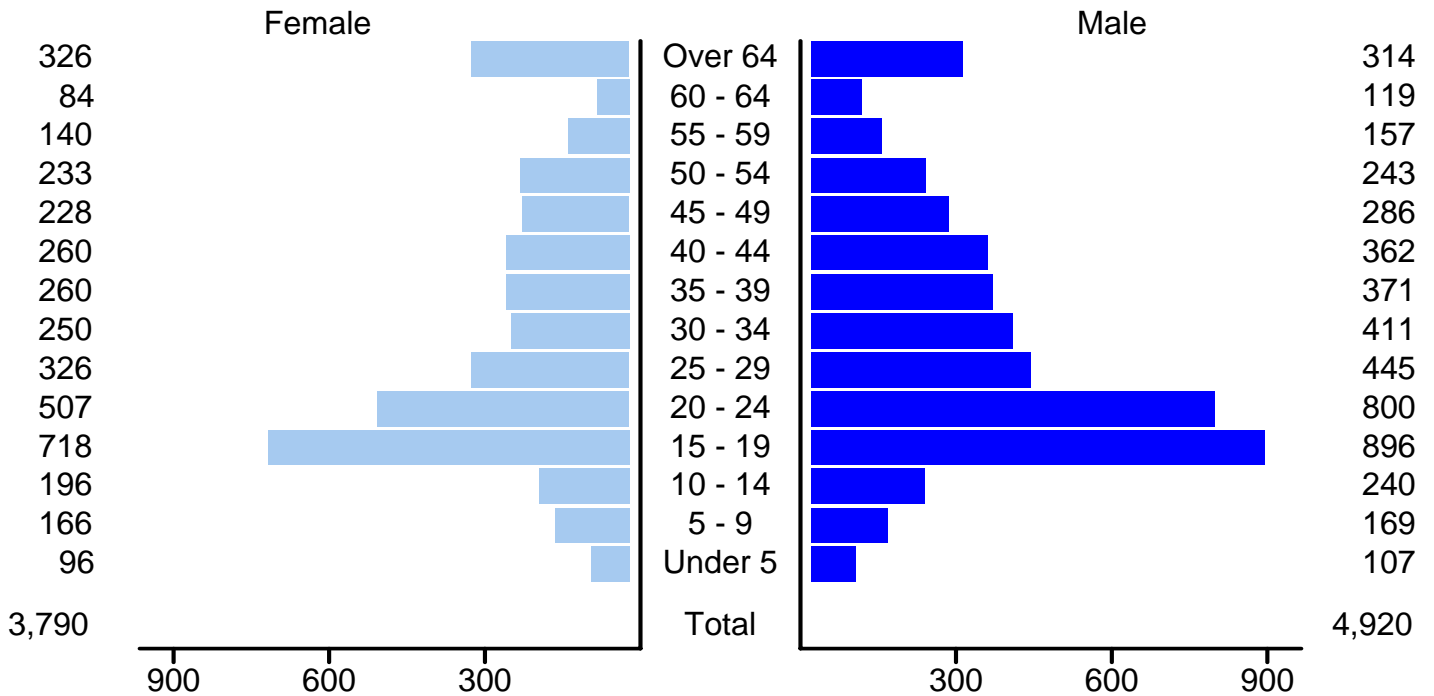
In 2002 ...

- People ages 15 through 19 accounted for 14 percent of all traffic deaths and 19 percent of serious injuries, even though they accounted for only 6 percent of licensed drivers.

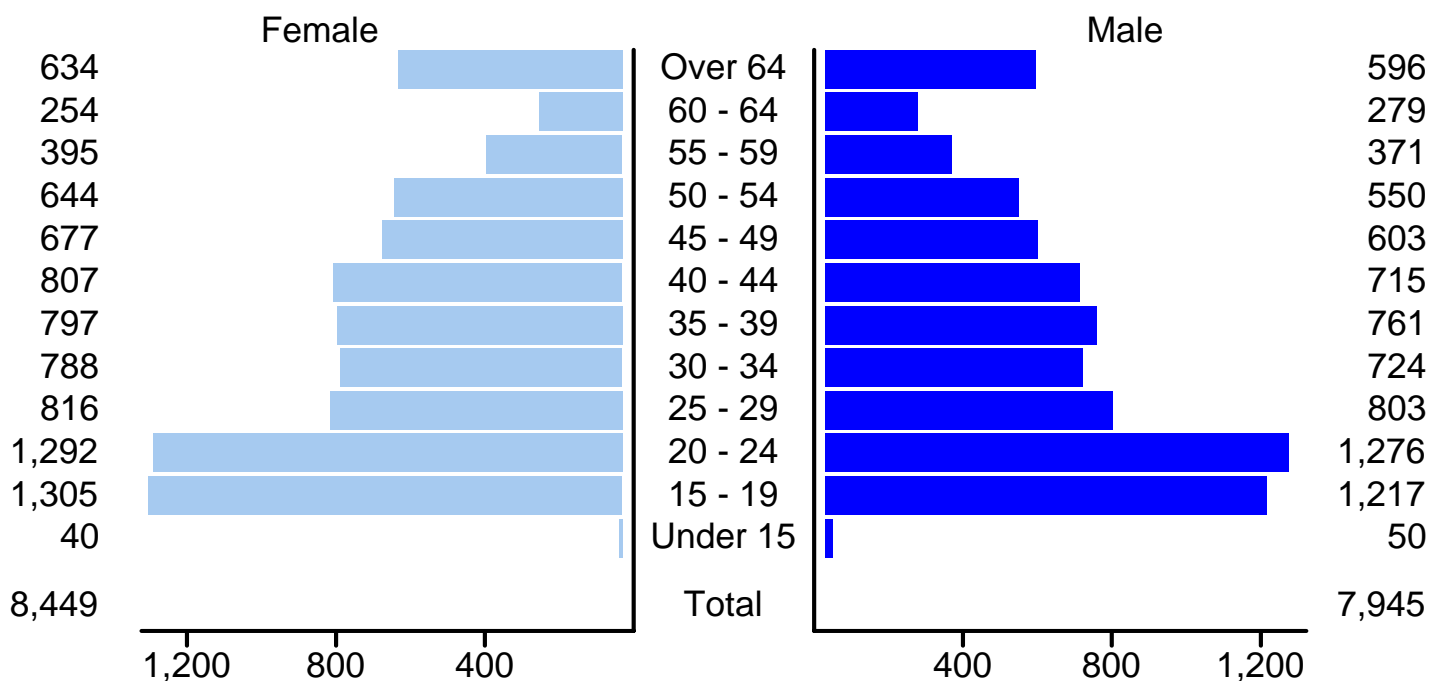
Crash Fatalities in New Mexico by Age and Sex, 2002



Serious Injuries in New Mexico by Age and Sex, 2002



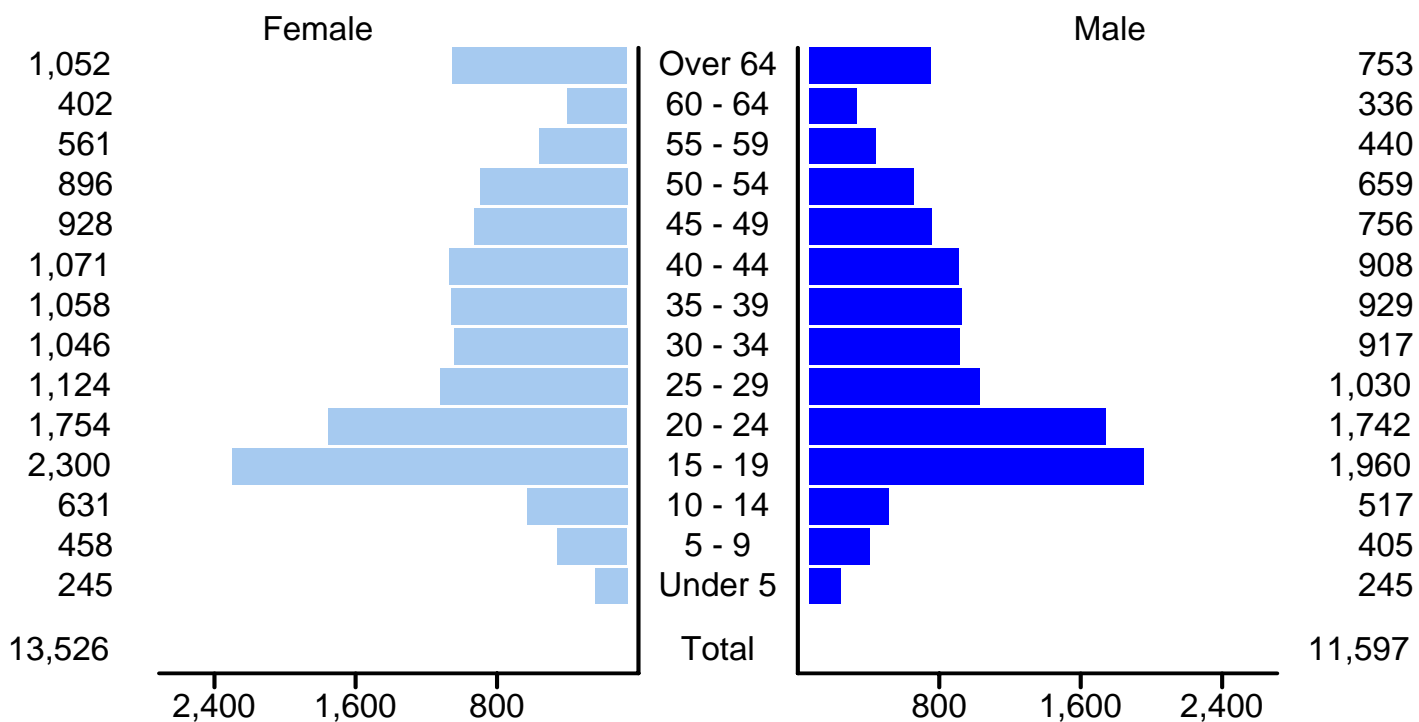
Drivers Injured in New Mexico by Age and Sex, 2002



In 2002 ...

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

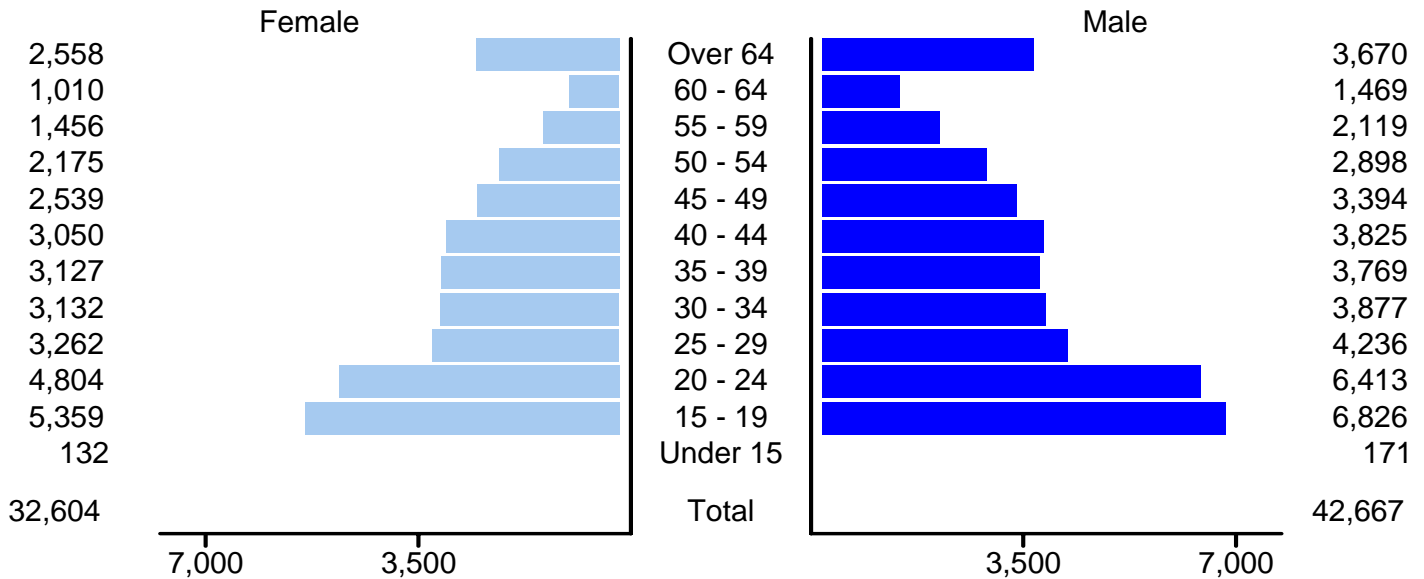
People Injured in Crashes in New Mexico by Age and Sex, 2002



In 2002 ...

- Males accounted for 57 percent of the drivers in crashes, but they represented only 50 percent of all licensed drivers in New Mexico.

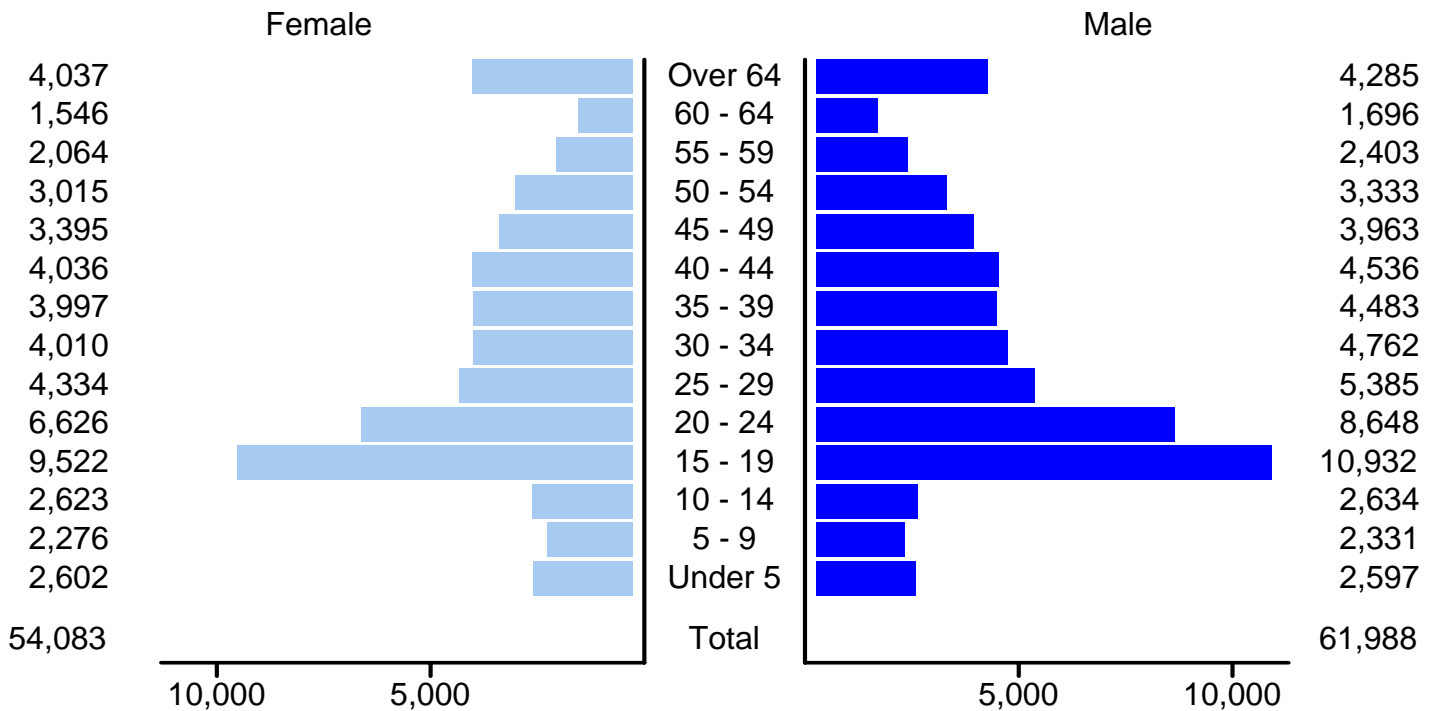
Drivers in Crashes New Mexico By Age and Sex, 2002



In 2002 ...

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

People in Crashes in New Mexico by Age and Sex, 2002

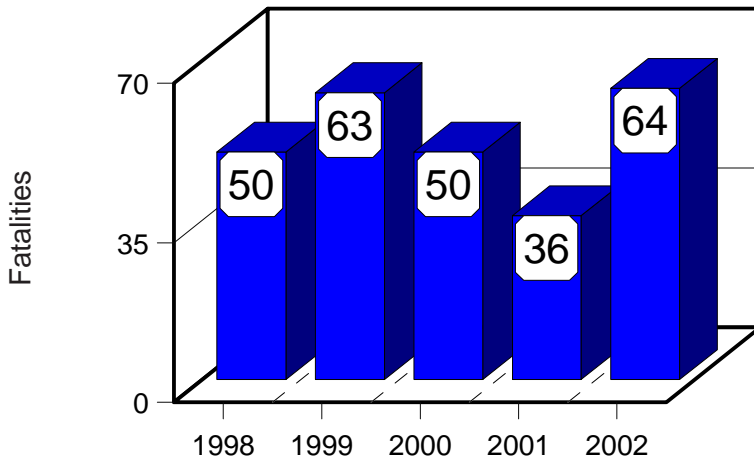


Teenagers in Crashes in New Mexico by Vehicle Type, 2002

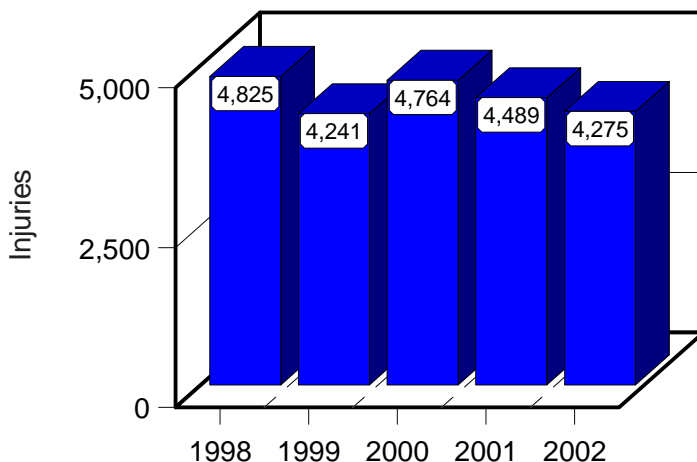
Vehicle Type	Drivers			Victims	
	Total	Crash Severity		Killed	Injured
		Fatal	Injury		
Passenger Car	8,097	42	3,095	31	2,894
Pickup	2,550	19	908	15	726
Van or 4WD	1,403	6	532	8	462
Motorcycle	92	3	76	4	91
Pedestrian	38	5	30	5	30
Pedalcyclist	37	0	33	0	33
Semi	4	1	1	1	7
Bus	2	0	1	0	15
Other	9	0	4	0	6
Unknown	53	0	13	0	11
Total	12,285	76	4,693	64	4,275

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, 1998 - 2002



Teenagers Injured in Crashes in New Mexico, 1998 - 2002



Teenage Crash Facts in New Mexico, 2002

- 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 increased from 36 to 64 in 2002.
- Male teenagers died in crashes almost twice as often as female teenagers.
- Fifty six percent of teenage crash deaths involved alcohol.
- A teenager was killed in a traffic crash every six days and one was injured every 123 minutes.
- Teenage occupants' self-reported seatbelt use was 92 percent, while that of all occupants was 97 percent.
- Twenty nine percent of crashes involving teenage drivers occurred at night, while 28 percent of all crashes occurred at night.

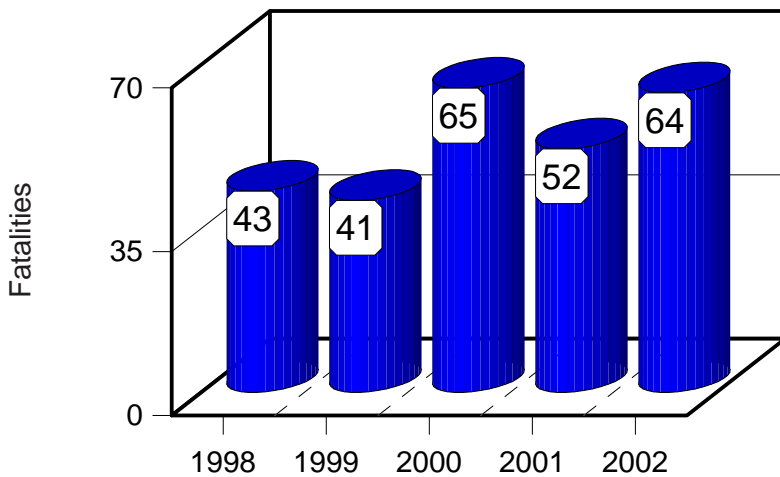
YOUNG ADULTS

Young Adults in Crashes in New Mexico by Vehicle Type, 2002

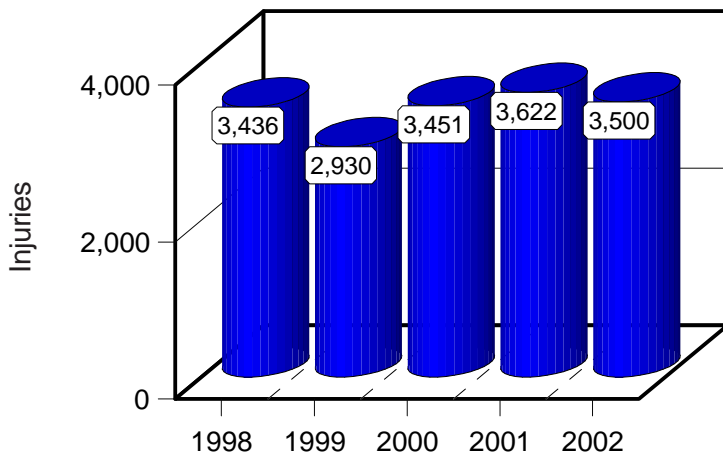
Vehicle Type	Drivers			Victims	
	Total	Crash Severity			
		Fatal	Injury	Killed	Injured
Passenger Car	7,091	46	2,812	30	2,252
Pickup	2,462	27	931	14	609
Van or 4WD	1,335	13	525	8	425
Motorcycle	145	5	120	5	128
Semi	92	2	31	1	20
Pedestrian	35	6	28	6	28
Pedalcyclist	25	0	21	0	20
Bus	5	0	1	0	0
Other	44	0	12	0	7
Unknown	54	0	19	0	11
Total	11,288	99	4,500	64	3,500

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, 1998 - 2002



Young Adults Injured in Crashes in New Mexico, 1998 - 2002



Young Adult Crash Facts in New Mexico, 2002

- 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 increased from 52 to 64 in 2002.
- Young adult males died in crashes almost thrice as often as young adult females.
- Sixty four percent of crash deaths among young adults involved alcohol.
- A young adult was killed in a traffic crash every six days and one was injured every two and a half hours.
- Young adult occupants' self-reported seatbelt use was 93 percent, while that of all occupants was 97 percent.
- Twenty nine percent of crashes involving young adult drivers occurred at night, while only 28 percent of all crashes occurred at night

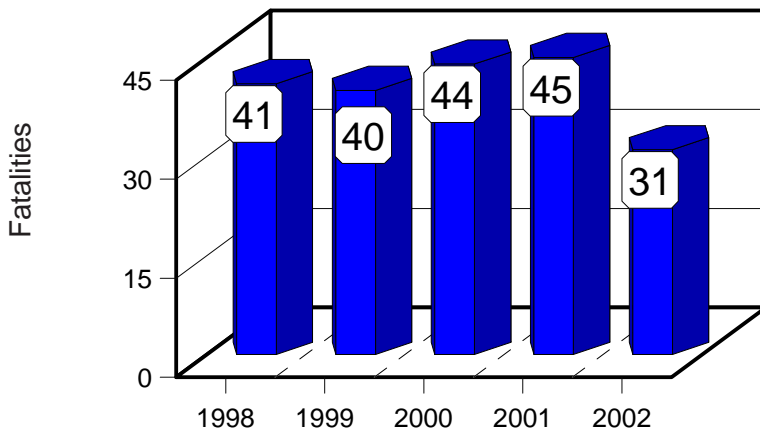
Senior Citizens in Crashes in New Mexico by Vehicle Type, 2002

Vehicle Type	Drivers			Victims	
	Total	Crash Severity			
		Fatal	Injury	Killed	Injured
Passenger Car	2,764	11	1,030	12	805
Pickup	931	6	330	6	209
Van or 4WD	522	4	213	6	154
Pedestrian	31	5	26	5	26
Semi	16	1	9	0	6
Motorcycle	9	1	8	1	7
Bus	6	0	1	1	1
Pedalcyclist	4	0	4	0	4
Other	29	1	5	0	3
Unknown	20	0	6	0	5
Total	4,332	29	1,632	31	1,220

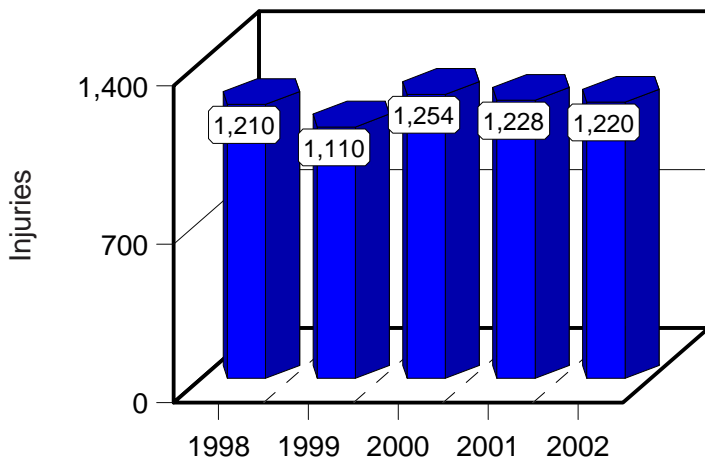
For this page, drivers and victims are senior citizens (people age 70 and older). Victims are all seniors killed or injured in crashes regardless of the age of the driver.

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, 1998 - 2002



Senior Citizens Injured in Crashes in New Mexico, 1998 - 2002



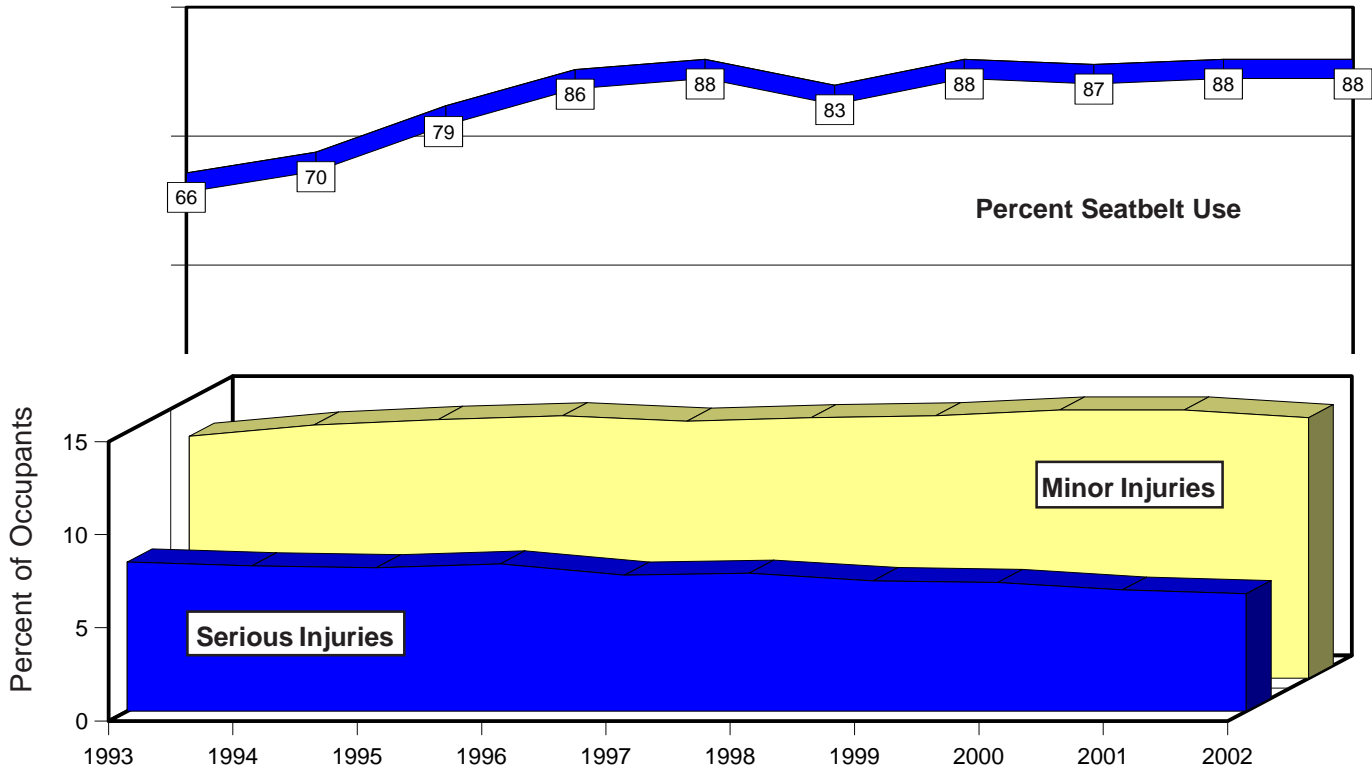
Senior Citizen Crash Facts in New Mexico, 2002

- 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 1,228 to 1,220 in 2002.
- Twenty male seniors and 11 female seniors died in crashes in 2002.
- Alcohol was a contributing factor in 23 percent of all crash deaths involving seniors.
- A senior was killed in a traffic crash every twelve 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.
- Twelve percent of crashes involving senior drivers occurred at night, while 28 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 vehicles under 10,000 pounds became effective on June 16, 1989. The law was extended to *all* seating positions as of July, 2001. The fine for non-compliance is \$25.00.

Observed Seatbelt Usage and Crash Injury Severity for Front-seat Occupants, 1993 - 2002*



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.

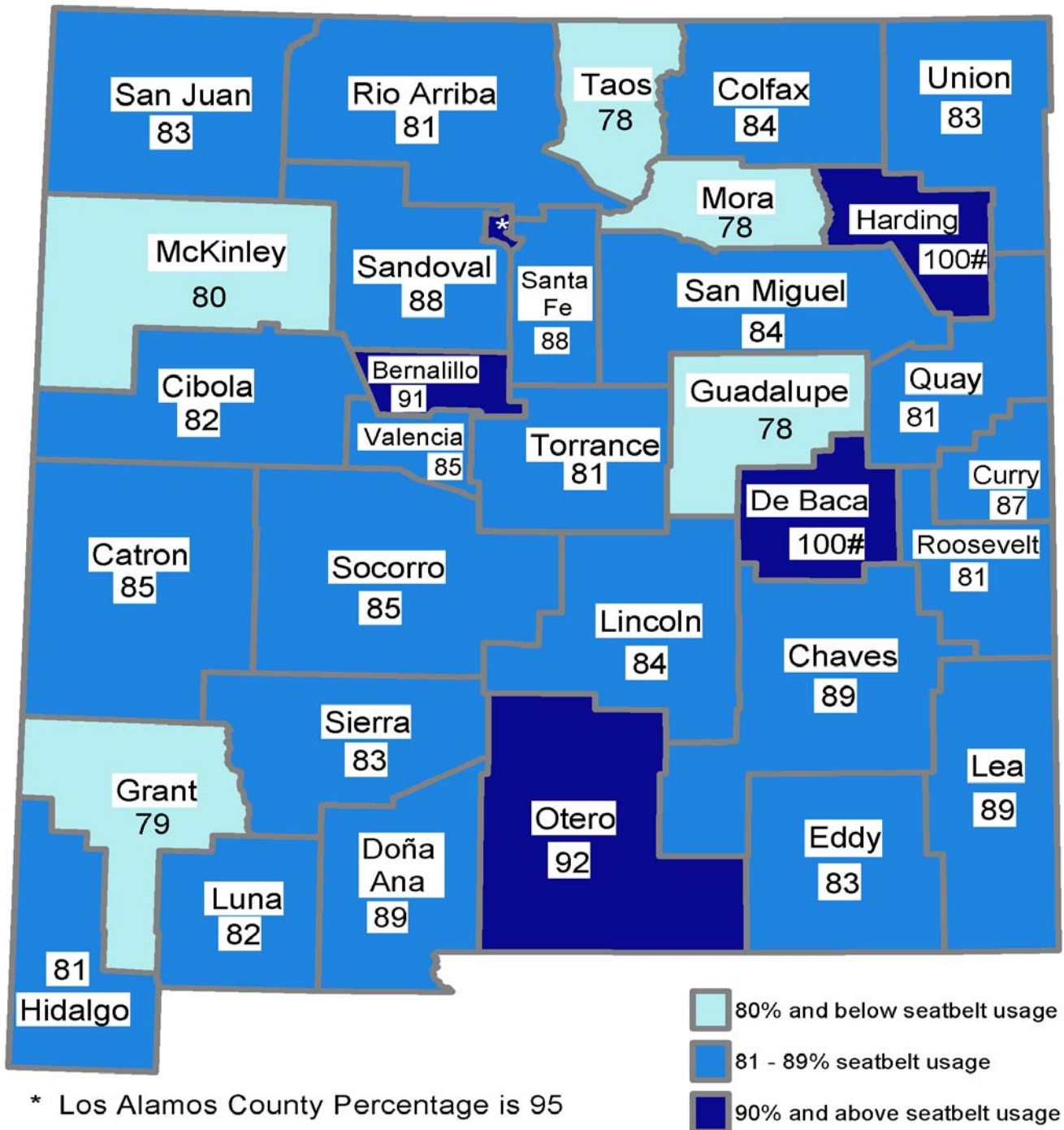
Crash Injuries in New Mexico by Reported Seatbelt Usage, 2002*

Severity	Belt worn ¹		Belt not worn		Total	
	Number	Percent	Number	Percent	Number	Percent
Killed	111	0.1	180	5.6	291	0.3
Incapacitating injury	2,220	2.0	488	15.2	2,708	2.4
Visible injury	3,805	3.5	614	19.1	4,419	3.9
Complaint of injury	15,677	14.3	471	14.6	16,148	14.3
Unhurt	87,911	80.1	1,466	45.5	89,377	79.1
Total	109,724	100.0	3,219	100.0	112,943	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, 2000-2002



In crashes, 3 people were injured in Harding County and 19 were injured in De Baca County; all were wearing seatbelts

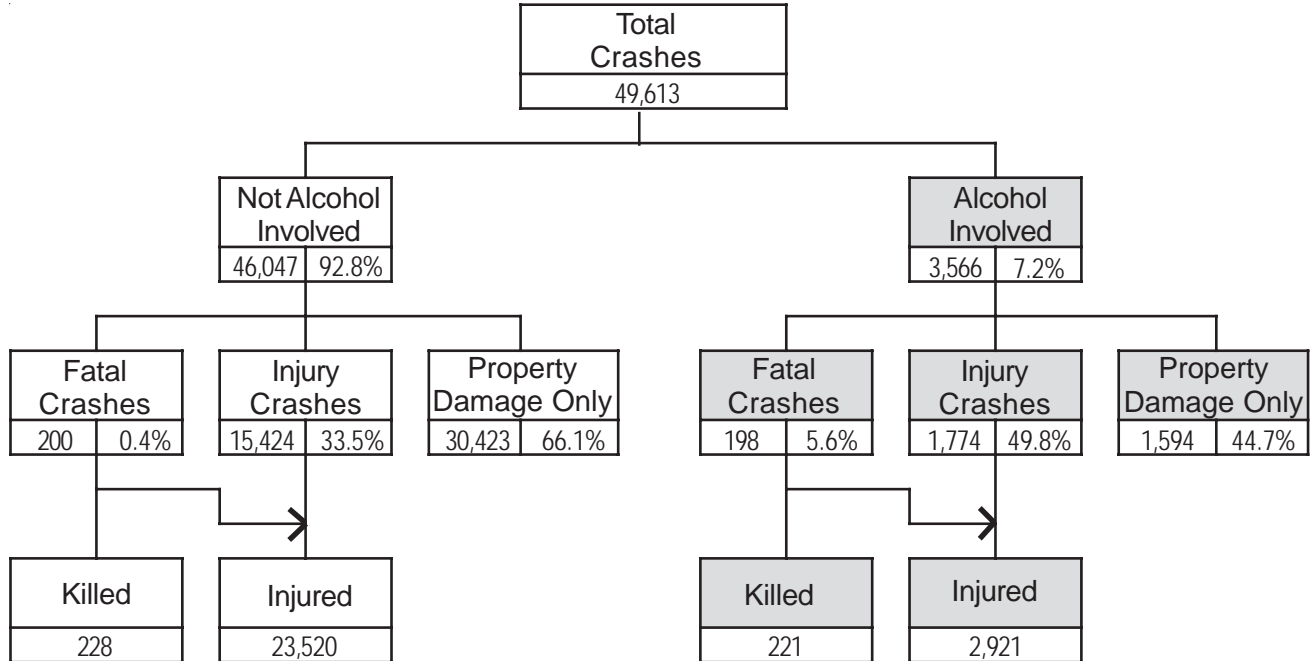
This Map shows the average reported seatbelt usage in crashes for 2000-2002. The data are for drivers and right front passengers in vehicles registered in NM who received visible or incapacitating injuries in crashes. This proxy for overall seatbelt usage is used here because it has matched the results of observational surveys closely over the past 10 years. The statewide average for 2000-2002 was 87%.

ALCOHOL

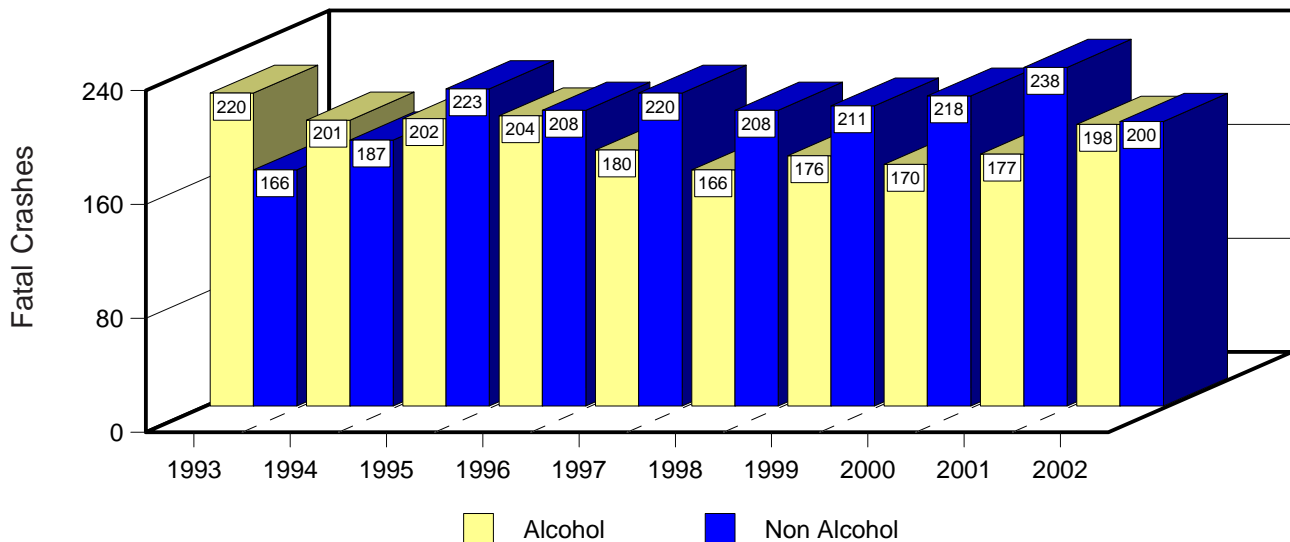
In 2002 ...

- 50 percent of all fatal crashes involved alcohol.
- A person died in an alcohol-involved crash every 40 hours.
- A person was injured in an alcohol-involved crash every three hours.
- An alcohol-involved crash occurred every 147 minutes.

Crashes in New Mexico by Alcohol Involvement, 2002



Fatal Crashes in New Mexico by Alcohol Involvement, 1993 - 2002



In 2002 ...

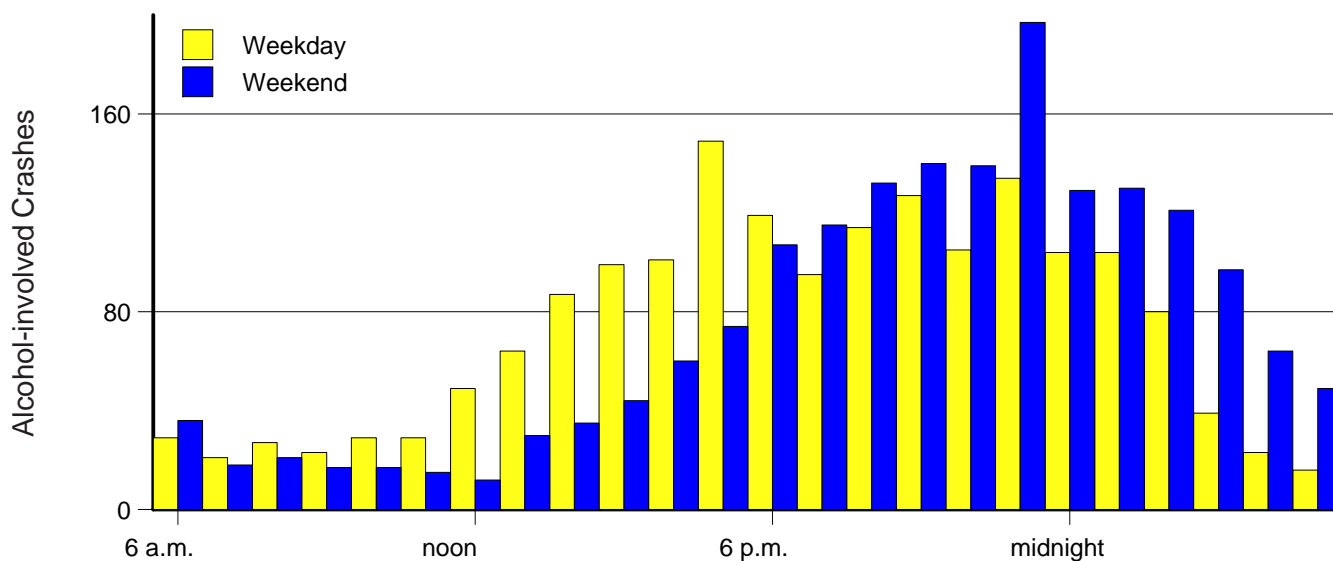
- 58 percent of all alcohol-involved fatal crashes occurred on Friday, Saturday, or Sunday.
- 42 percent of all alcohol-involved crashes happened on Friday or Saturday.
- More alcohol-involved crashes occurred between 5 p.m. and 6 p.m. than any other hour on weekdays.

Alcohol-involved Crashes in New Mexico by Day of the Week, 2002

Day	Total		Fatal	
Sunday	460		31	
Monday	356		20	
Tuesday	386		22	
Wednesday	414		21	
Thursday	456		21	
Friday	690		29	
Saturday	794		54	
Total	3,556		198	

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

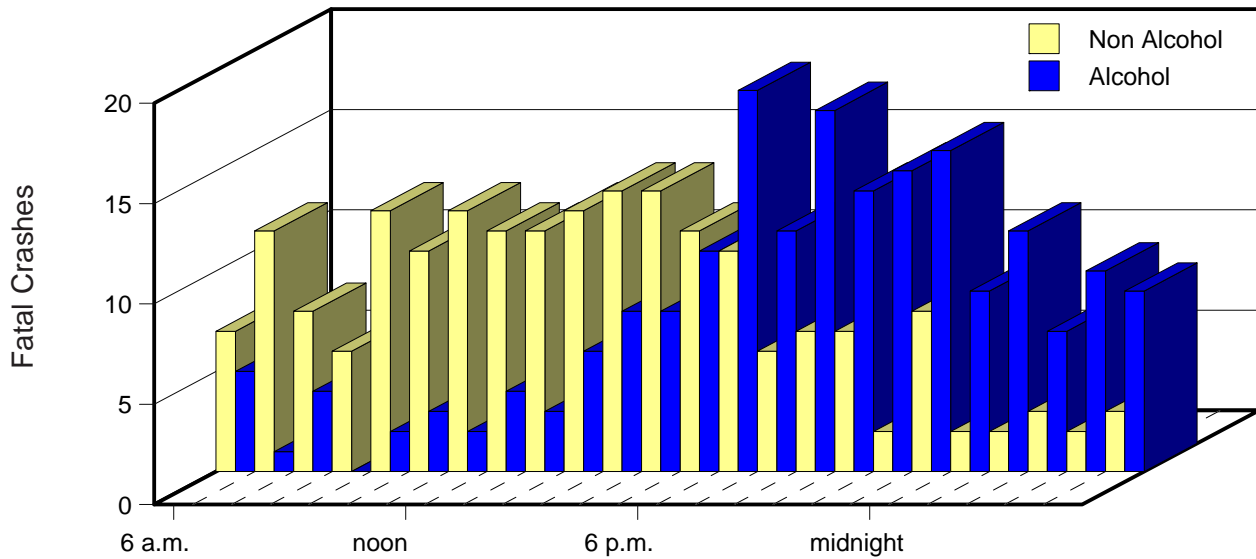
Alcohol-involved Crashes in New Mexico by Hour of the Day, 2002



• 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

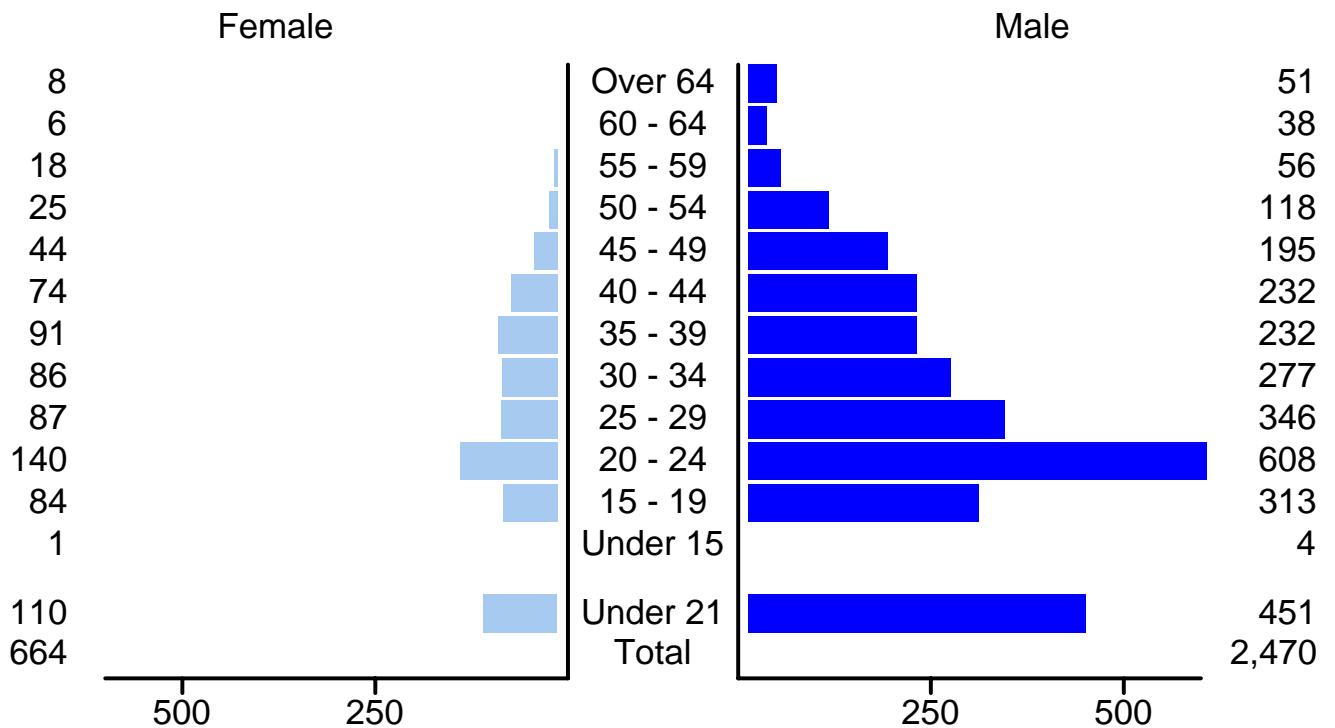
Fatal Crashes in New Mexico by Hour of the Day and Alcohol Involvement, 2002



In 2002...

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

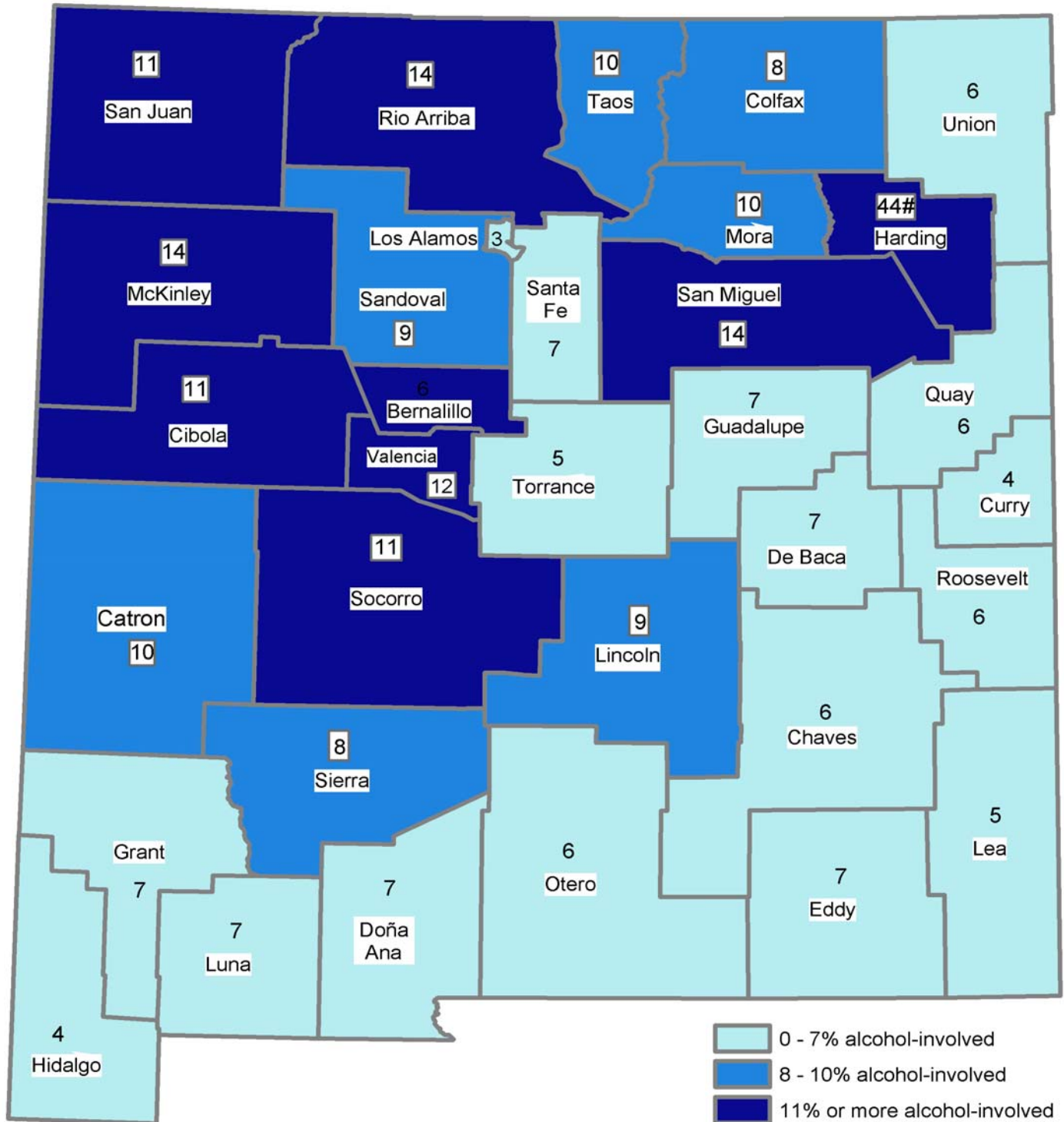
Alcohol-involved Drivers in Crashes in New Mexico by Age and Sex, 2002



Percent Alcohol-involved Crashes in New Mexico by County, 2002

In 2002 ...

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



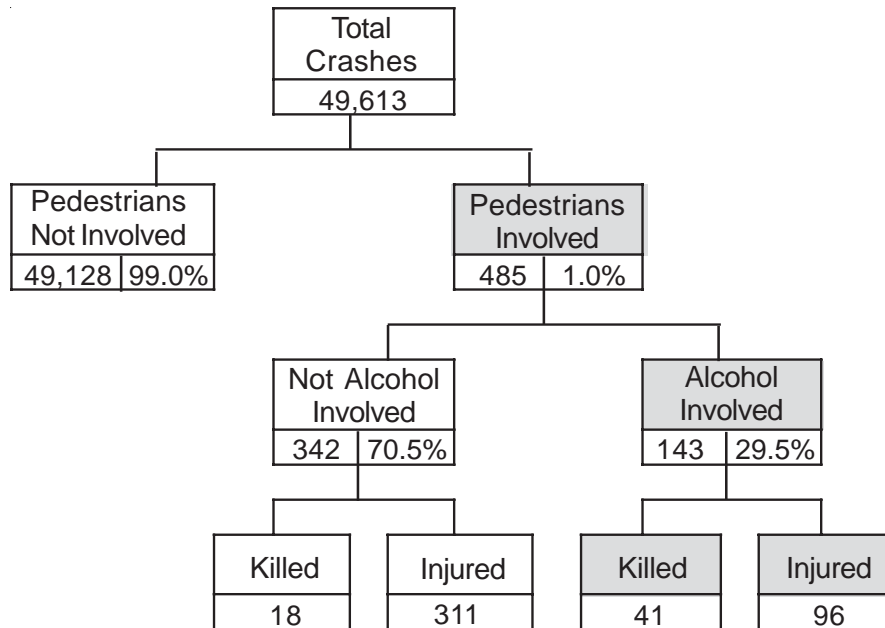
Four out of nine crashes in Harding County were alcohol-involved.

PEDESTRIANS

In 2002 ...

- 69 percent of pedestrian deaths were alcohol-involved.

Alcohol-involved Pedestrian Crashes in New Mexico, 2002



Seven Counties with Highest Pedestrian Death Rates, 2002

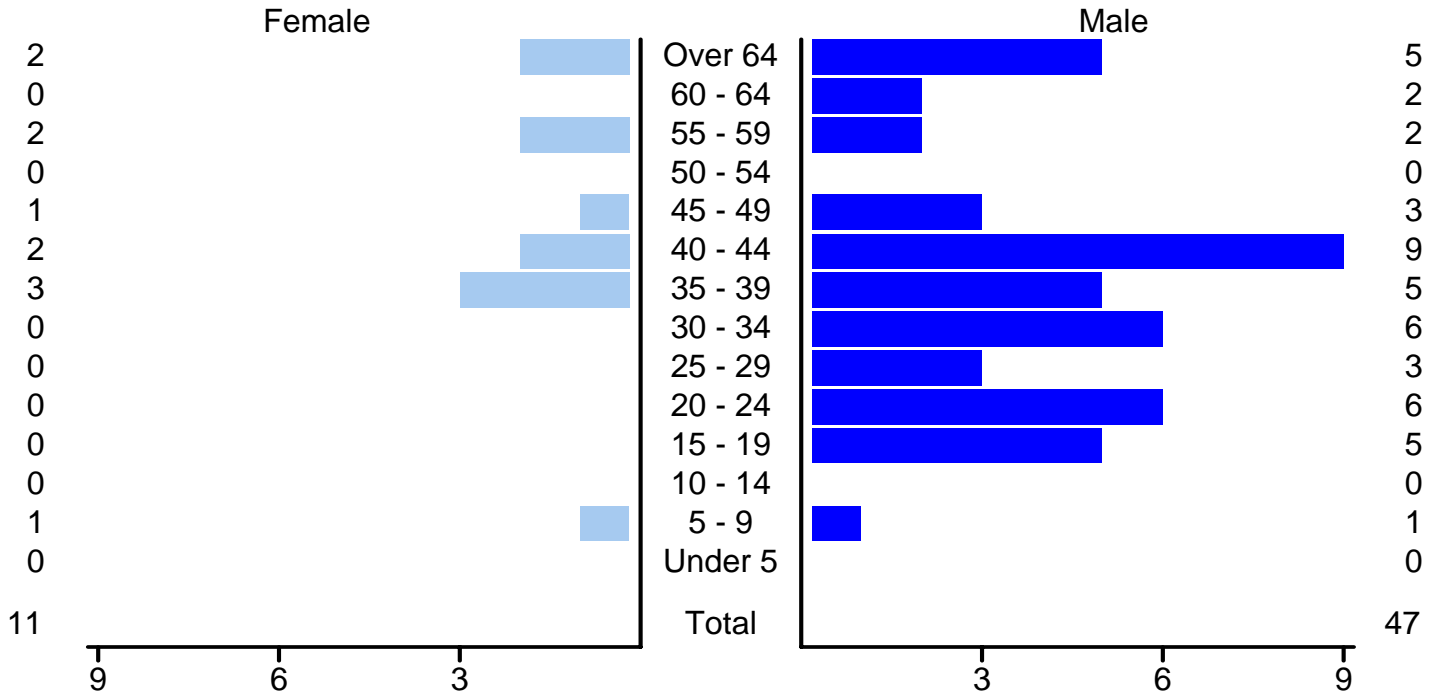
County	Pedestrians in Crashes			Deaths per 100 MVM
	Total	Killed	Injured	
McKinley	42	11	28	0.87
Taos	8	3	5	0.85
San Juan	34	10	21	0.66
Valencia	6	2	4	0.46
Roosevelt	4	1	3	0.39
Otero	10	2	7	0.29
Bernalillo	208	14	168	0.28

PEDESTRIANS

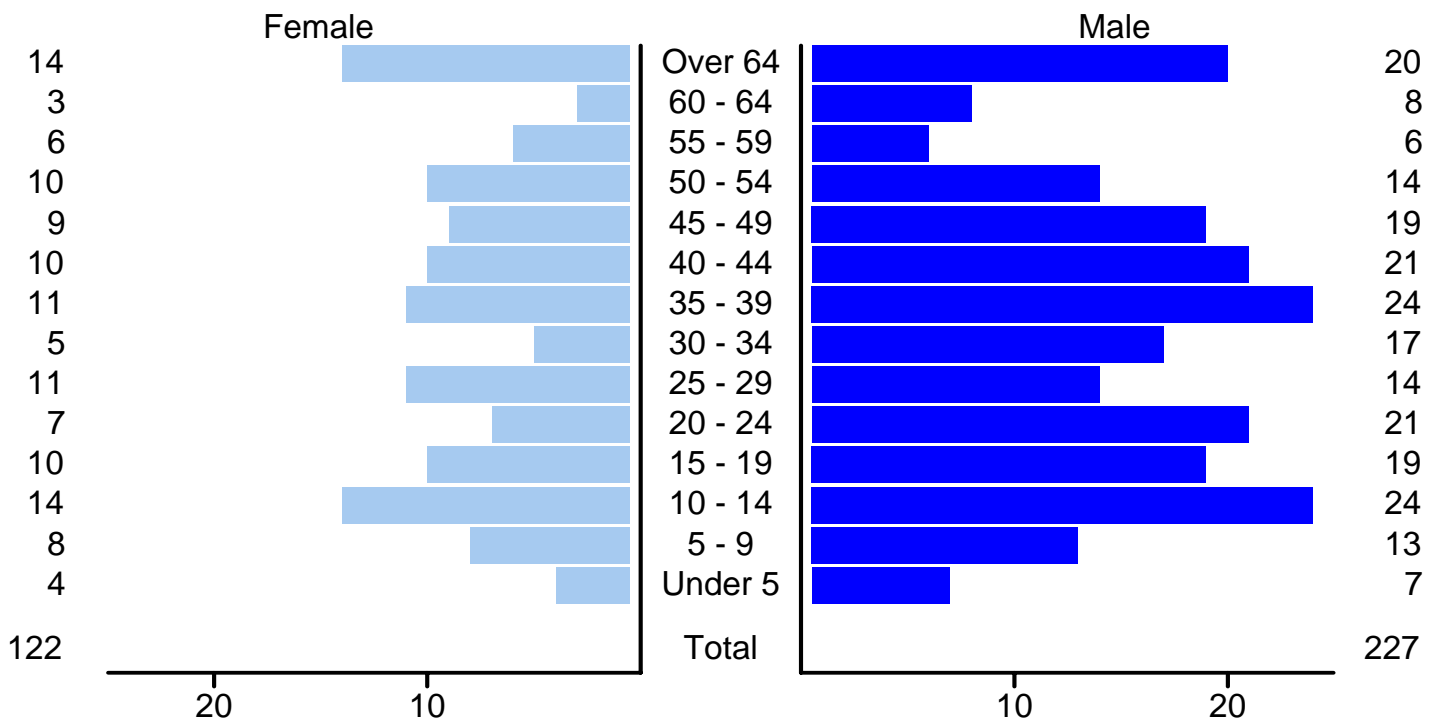
In 2002 ...

- 88 percent of pedestrian deaths involved pedestrian error.

Pedestrians Killed in Crashes in New Mexico by Age and Sex, 2002



Pedestrians Injured in Crashes in New Mexico by Age and Sex, 2002



MOTORCYCLES

Motorcyclists in Crashes in New Mexico, 1993 - 2002

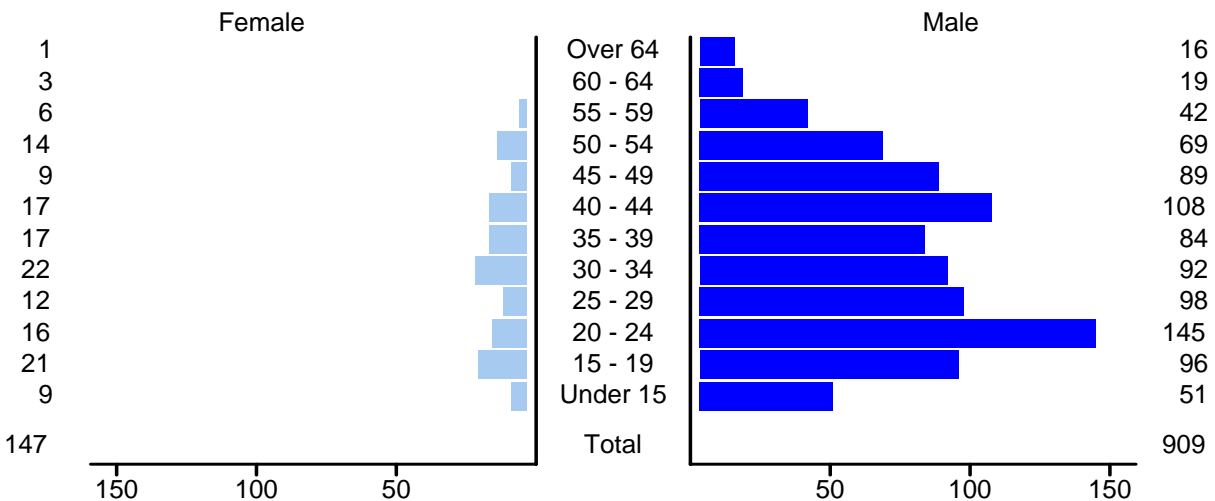
Year	Number of riders ¹	Number of Fatalities		Motorcycle Registrations
		No Helmet	Helmet	
2002	1,136	27	9	NA*
2001	1,044	25	9	NA*
2000	873	22	10	25,339 ²
1999	739	20	7	38,528 ²
1998	849	19	4	37,706 ²
1997	870	24	2	31,512
1996	1,007	25	2	31,341
1995	1,117	25	8	31,146
1994	1,179	18	5	31,158
1993	1,273	26	5	31,217

1 Riders include drivers and passengers on motorcycles.

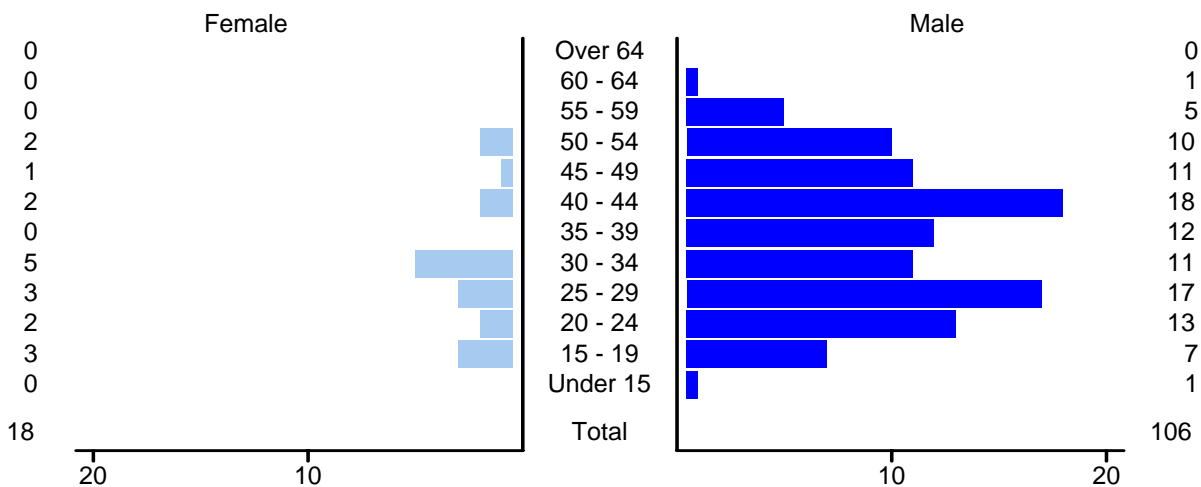
2 These are counts of registration transactions which were affected by the advent of 2-year registration in 1998.

* not available.

Motorcyclists in Crashes by Age and Sex, 2002



Motorcyclists in Alcohol-Involved Crashes by Age and Sex, 2002



MOTORCYCLES

Motorcyclists' Helmet Usage and Injuries in New Mexico, 2002

Injury	With Helmet	Without Helmet	Total*
Killed	9	27	36
Incapacitating	64	139	203
Visible injury	133	240	373
Complaint	65	78	143
Unhurt	72	101	173
Total	343	585	928











* In 2002 there were 208 motorcyclists in crashes with unknown helmet usage.

Motorcyclists in Crashes in New Mexico by Age, 2002

Driver Age	Drivers			Riders ¹	
	Total	Crash Severity		Killed	Injured
		Fatal	Injury		
Under 15	37	0	33	0	42
15-19	92	3	76	4	85
20-24	145	5	120	4	129
25-29	100	7	80	7	90
30-34	100	0	83	0	88
35-39	88	7	67	6	72
40-44	112	9	89	8	107
45-49	96	4	72	4	78
50-54	73	4	59	2	68
55-59	48	1	37	1	38
60-64	20	2	17	1	17
Over 64	17	1	15	1	14
Total	928	43	748	38	828

¹ Riders include drivers and passengers on motorcycles.

Motorcycle Crash Involvements in New Mexico by Class, 2002

Class	Total	Fatal	Injury	Total
Other Vehicle	536	30	382	
Overturn	249	6	223	
Fixed Object	120	7	99	
Other Non-collision	45	0	40	
Parked Vehicle	30	0	9	
Animal	17	0	15	
Pedestrian	6	0	6	
Other Object	6	0	3	
Pedalcyclist	2	0	2	
Total	1,011	43	779	

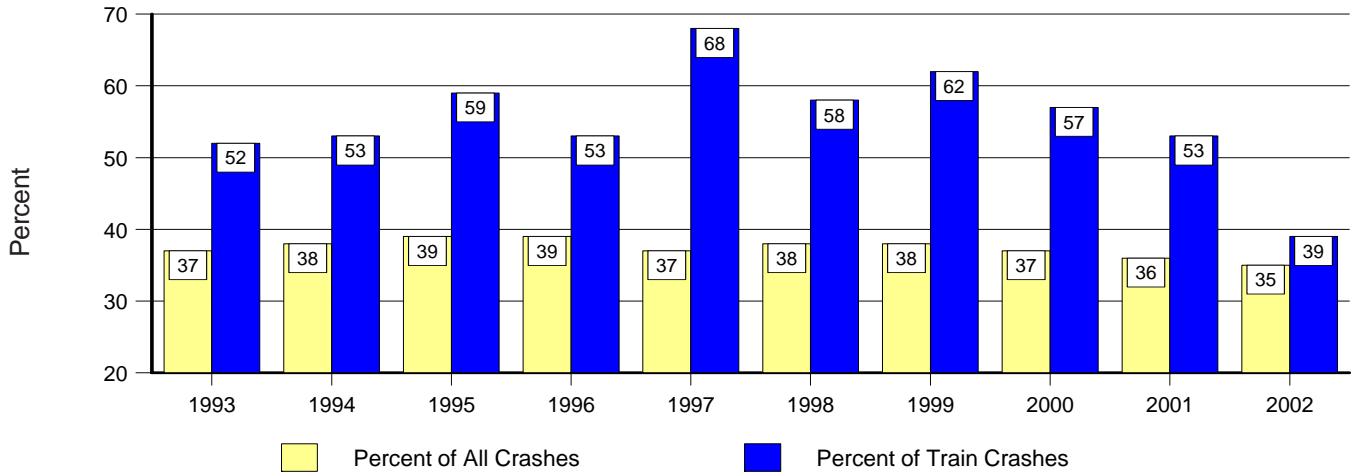
All vehicles: see page 17.

TRAINS

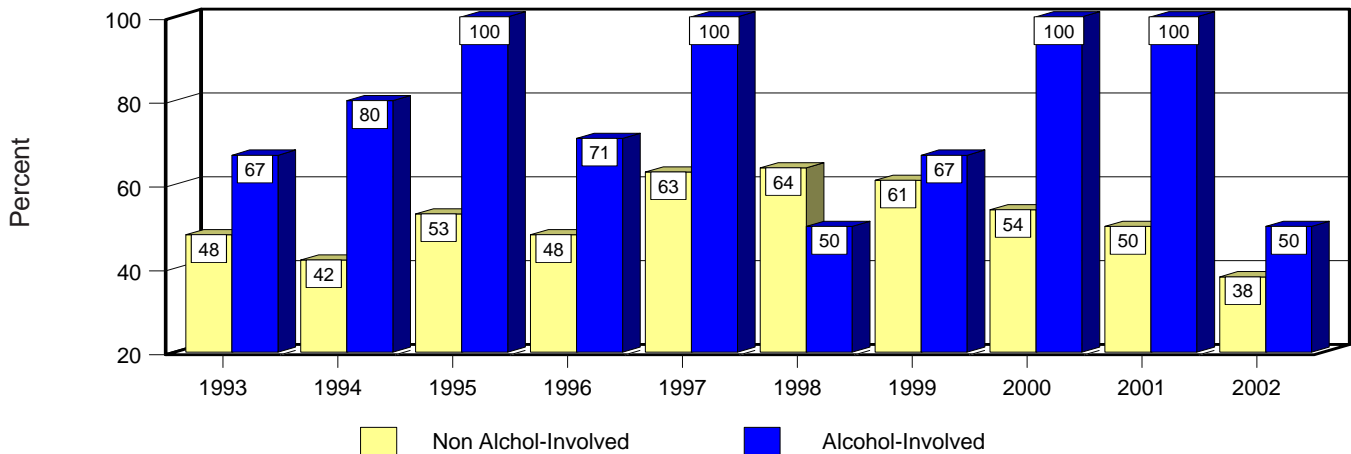
Traffic Crashes Involving Trains by Severity in New Mexico, 1993 - 2002

Year	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
2002	18	0	7	11	0	9
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

Percent of Crashes Resulting in Fatalities or Injuries by Train Involvement, 1993 - 2002



Percent of Train Crashes Resulting in Fatalities or Injuries by Alcohol-involvement, 1993 - 2002



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 2002.

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, 2002*).

Population - counts are from University of New Mexico, Bureau of Business and Economic Research, July 2002.

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 Department of Transportation. 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, 2002*).

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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 twentieth 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 Department of Transportation. Hence, special requests for the use of crash data should be directed to:

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Traffic Fatalities in New Mexico by County, 2002

