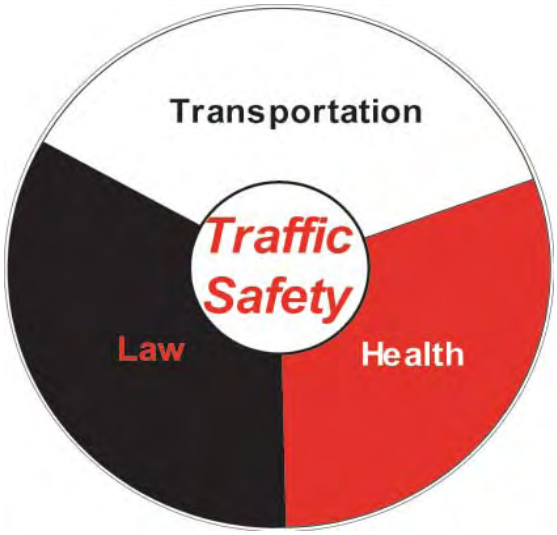
2004

NEW MEXICO TRAFFIC CRASH INFORMATION



New Mexico Department of Transportation
Programs Division
Traffic Safety Bureau

New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

Rhonda Faught, P.E.
Cabinet Secretary, NMDOT

The New Mexico Department of Transportation is delighted to provide an assembly of traffic related collision information that will further assist our safety partners in implementing traffic safety programs. These programs are designed to create safer roadways suitable for the traveling public statewide.

Under the direction of the New Mexico Department of Transportation, the programs fostered by the Traffic Safety Bureau are critical to the reduction of traffic crashes resulting in fatalities and injuries. The Traffic Safety Bureau is responsible for the development of the Statewide Highway Safety and Performance Plan that is a necessary component for obtaining federal funds authorized under federal laws and guidelines. Federal grants obtainable for program funding facilitate the Traffic Safety Bureau in occupant protection, child protective education, impaired driving, state and community highway safety, data systems, alcohol incentives, and all other traffic safety related concerns.

The Traffic Safety Bureau works closely with law enforcement agencies across the state to educate New Mexicans about the dangers involved with drunk driving; speeding; and seatbelt and child seat restraint violations. As part of this effort, we also fund law enforcement initiatives such as Super Blitz checkpoints, saturation patrols, pedestrian and motorcycle safety programs, Operation DWI, and Operation Buckle Down. These educational programs and law enforcement initiatives are designed to reduce traffic-related fatalities and injuries, and enhance safety on our roads and highways. The Traffic Safety Bureau also works closely with our engineering staff to ensure safety components are incorporated into design and construction of our roads and highways.

With the cooperation of law enforcement officials, legislators, non-profit organizations, state, local and tribal governments, the New Mexico Department of Transportation is committed to enhancing safety on our highways for all New Mexicans and the traveling public.

Thank you for all of your efforts and dedication in this very important safety program that affects all of us.

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

Traffic Safety Bureau
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

New Mexico
Traffic Crash Information
2004

New Mexico Department of Transportation
Programs Division
Traffic Safety Bureau

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as a reference source regarding
New Mexico traffic crashes

I N S I D E

INTRODUCTION

This edition of *New Mexico Traffic Crash Information* reviews traffic crash data in New Mexico from January through December, 2004. 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.

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DEFINITIONS

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.

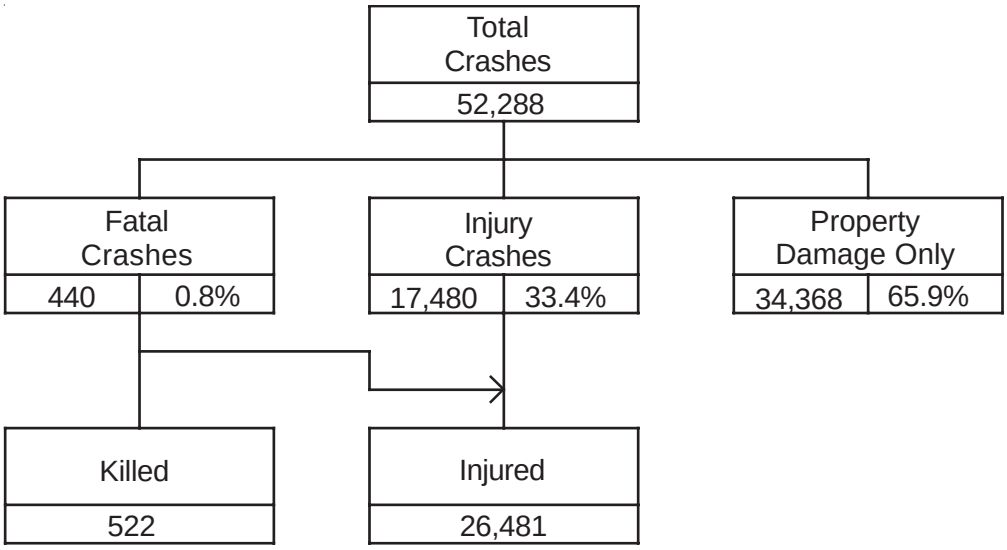
Vehicle Miles - the number of miles traveled annually by motor vehicles. MVM and 100 MVM stand for million and one hundred million vehicle miles, respectively.

OVERVIEW

In 2004 ...

- An individual died in a crash every 17 hours.
- A person was injured in a crash every 20 minutes.
- A traffic crash occurred every 10 minutes.

Crashes in New Mexico by Severity, 2004



New Mexico Roadway Statistics, 1995 - 2004

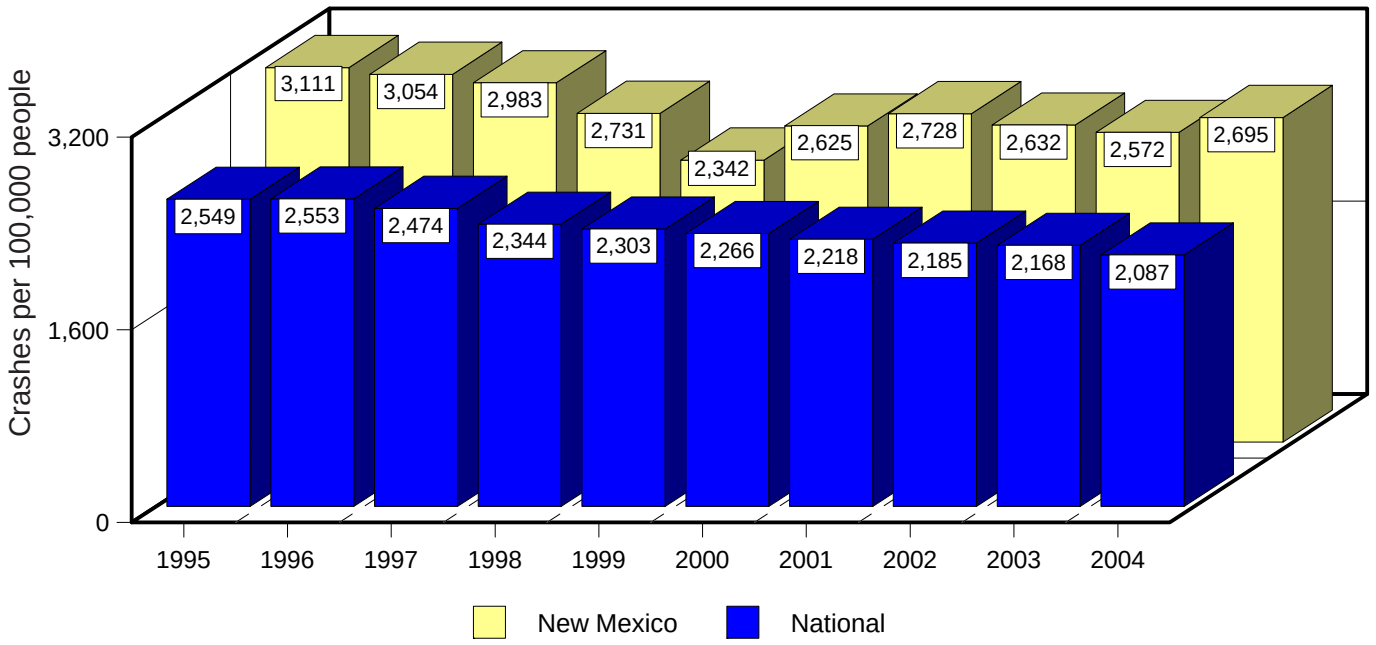
Calendar Year	New Mexico					Death Rates[1]	
	Motor Vehicle Registrations	MVM[2] Traveled	Population	Traffic Fatalities	Traffic Injuries	New Mexico	United States[3]
2004	NA*	23,481	1,903,289	522	26,481	27.4	14.6
2003	NA*	22,855	1,874,614	439	25,412	23.4	14.7
2002	NA*	22,728	1,884,617	449	26,441	23.8	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

1 Rates are per 100,000 population.
2,3 Definition: see page 53. 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.

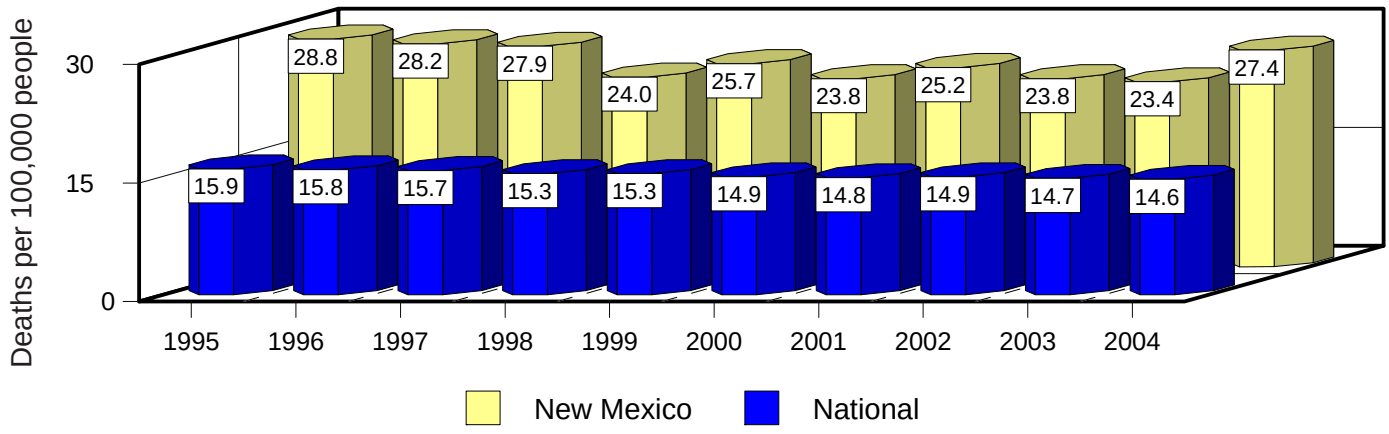
In New Mexico ...

- Overall, the New Mexico crash rate decreased by 13 percent from 1995 to 2004.

New Mexico and National Crash Rates, 1995 - 2004



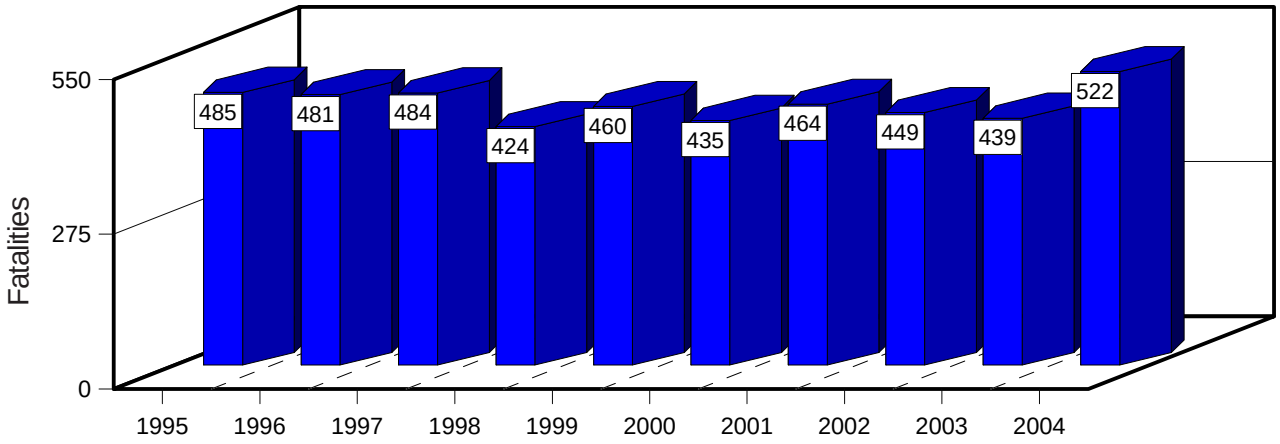
New Mexico and National Crash Death Rates, 1995 - 2004



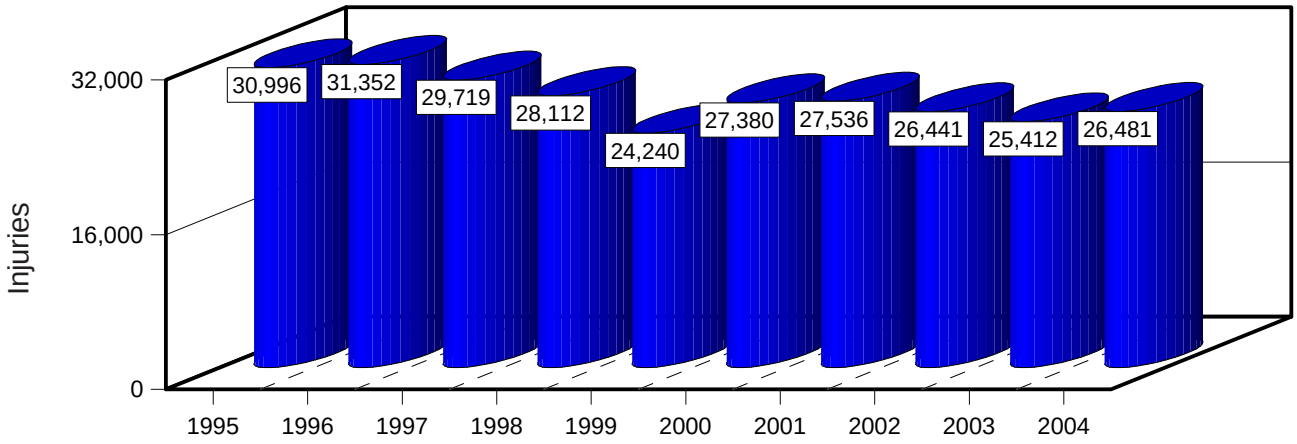
In 2004 compared to 2003, there were ...

- 1,069 (4 percent) more injuries in crashes.

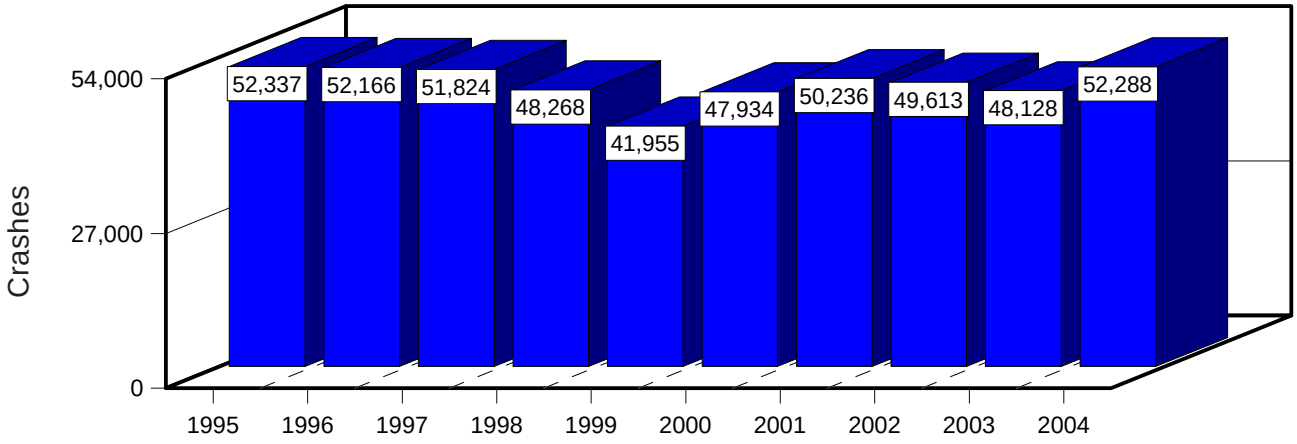
Crash Fatalities in New Mexico by Year, 1995 - 2004



Crash-related Injuries in New Mexico by Year, 1995 - 2004



Crashes in New Mexico by Year, 1995 - 2004



In 2004, there were on average ...

- Seven (21 percent) more fatal crashes per month during July through October than the rest of the year.

Crashes in New Mexico by Month, 2004

Month	Total	Percent	Total	Fatal	Percent	Fatal
January	4,303	8.2		30	6.8	
February	4,288	8.2		31	7.0	
March	4,437	8.5		26	5.9	
April	4,327	8.3		40	9.1	
May	4,339	8.3		36	8.2	
June	4,220	8.1		40	9.1	
July	4,281	8.2		41	9.3	
August	4,343	8.3		33	7.5	
September	4,225	8.1		49	11.1	
October	4,588	8.8		43	9.8	
November	4,379	8.4		35	8.0	
December	4,558	8.7		36	8.2	
Total	52,288	100.0	2,000 4,000	440	100.0	25 50

In 2004 ...

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

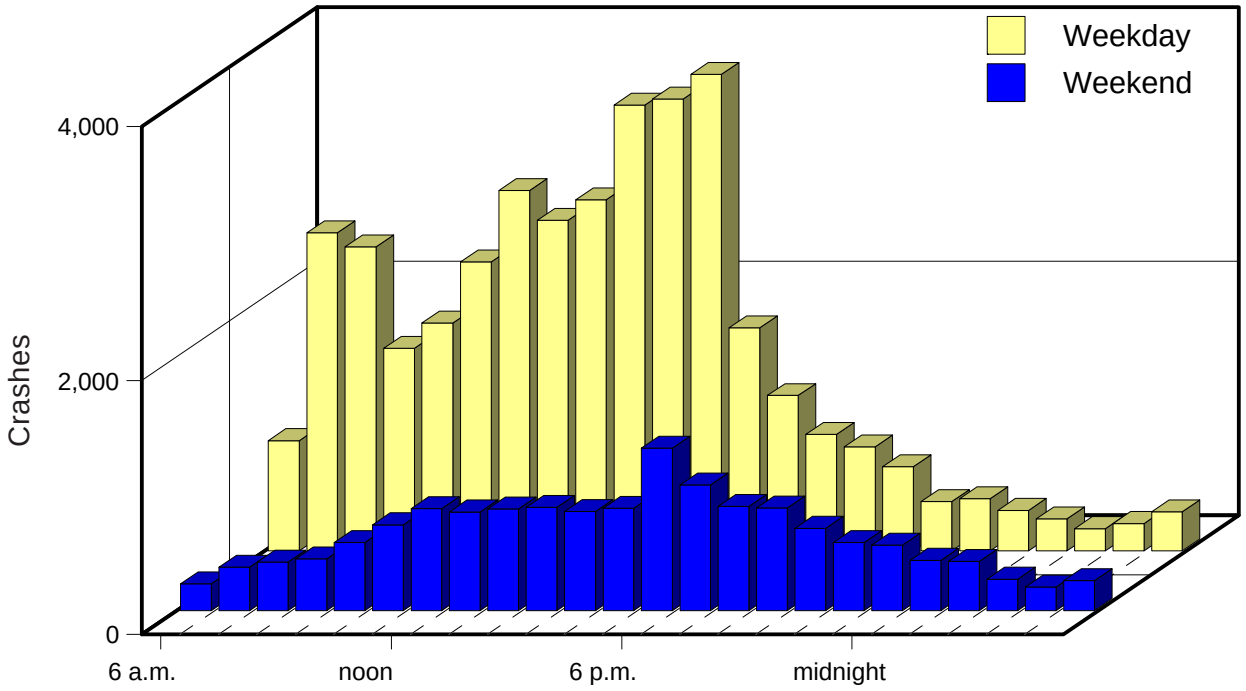
Crashes in New Mexico by Day of the Week, 2004

Day	Total	Percent	Total	Fatal	Percent	Fatal
Sunday	4,718	9.0		68	15.5	
Monday	7,714	14.8		56	12.7	
Tuesday	7,602	14.6		52	11.8	
Wednesday	7,921	15.2		59	13.4	
Thursday	7,989	15.3		63	14.3	
Friday	9,390	18.0		64	14.5	
Saturday	6,802	13.0		78	17.7	
Total	52,136	100.0	4,500 9,000	440	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, 2004



- 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, 2004

Urban			
Day	Hour[1]	Crashes	% of Total
Friday	4 p.m.	751	1.8
Friday	3 p.m.	716	1.7
Wednesday	5 p.m.	693	1.6
Friday	5 p.m.	675	1.6
Monday	5 p.m.	660	1.6
Tuesday	5 p.m.	645	1.5
Thursday	5 p.m.	623	1.5

Rural			
Day	Hour[1]	Crashes	% of Total
Thursday	4 p.m.	116	1.2
Friday	5 p.m.	116	1.2
Wednesday	7 a.m.	111	1.1
Sunday	5 p.m.	109	1.1
Thursday	5 p.m.	104	1.0
Thursday	7 a.m.	103	1.0
Friday	4 p.m.	101	1.0

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

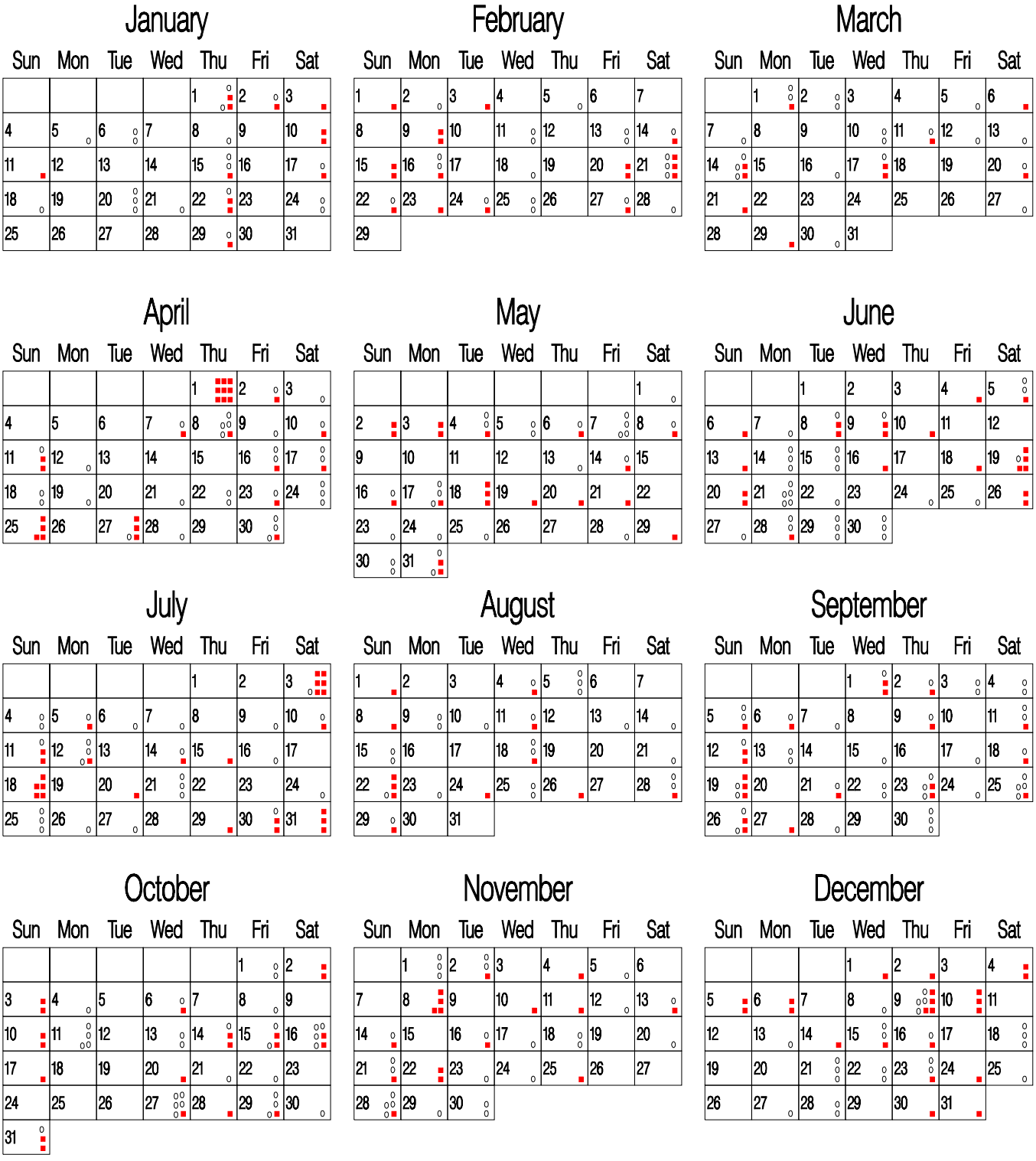
Crashes in New Mexico During Holiday Periods, 2001 - 2004

Holiday	Total Hours	Beginning (6 p.m.)	Ending (midnight)	Crashes			People	
				Total	Fatal	Injury	Killed	Injured
Easter								
2004	54	4/09	4/11	295	5	89	6	165
2003	54	4/18	4/20	240	4	92	4	153
2002	54	3/29	3/31	252	3	100	3	161
2001	54	4/13	4/15	252	0	108	0	176
Memorial Day								
2004	78	5/28	5/31	354	5	123	7	192
2003	78	5/23	5/26	346	4	108	4	184
2002	78	5/24	5/27	321	3	111	3	174
2001	78	5/25	5/28	323	7	134	12	226
Fourth of July								
2004	78	7/02	7/05	407	7	135	11	220
2003	78	7/03	7/06	358	3	134	4	216
2002	30	7/03	7/04	144	5	43	8	84
2001	30	7/03	7/04	145	3	54	3	84
Labor Day								
2004	78	9/03	9/06	327	8	122	8	203
2003	78	8/29	9/01	343	3	131	4	237
2002	78	8/30	9/02	361	7	129	7	201
2001	78	8/31	9/03	326	2	117	2	191
Thanksgiving								
2004	102	11/24	11/28	446	5	125	7	215
2003	102	11/26	11/30	397	7	133	8	199
2002	102	11/27	12/01	464	5	168	6	261
2001	102	11/21	11/25	457	6	150	8	263
Christmas								
2004	78	12/23	12/26	364	5	114	5	186
2003	30	12/24	12/25	99	1	28	1	51
2002	30	12/24	12/25	113	1	30	1	39
2001	30	12/24	12/25	79	3	27	3	53
New Year's								
2004-2005*	78	12/30	1/02/04	116	5	NA	5	NA
2003-2004	30	12/31	1/01/04	141	3	53	4	83
2002-2003	30	12/31	1/01/03	120	1	42	1	66
2001-2002	30	12/31	1/01/02	151	4	51	4	74

* 2004-2005 New Year's Data are preliminary as of 7/2005

WHEN

New Mexico Fatalities by Day and Alcohol Involvement, 2004*

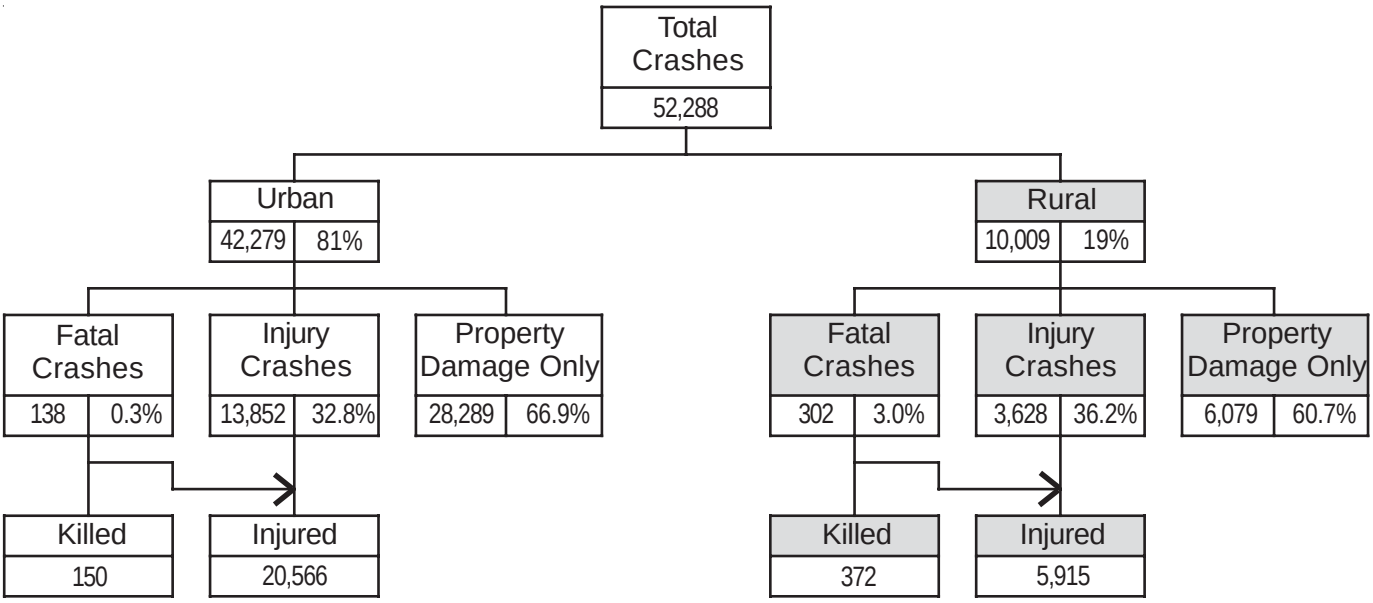


o Non Alcohol-involved Fatality

■ 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, 2004



In 2004, more than three times as many people were injured in urban area crashes as in rural.

Crashes on New Mexico Pueblos and Reservations, 2004

Pueblo or Reservation	Crash					
	Total	Fatal	Injury	Property Damage	Killed	Injured
Acoma	33	1	12	20	1	14
Alamo Navajo	3	0	2	1	0	2
Cañoncito Navajo	1	0	1	0	0	2
Cochiti	2	1	0	1	1	0
Isleta	145	3	53	89	3	70
Jemez	3	1	2	0	1	3
Jicarilla Apache	59	2	16	41	3	28
Laguna	110	4	43	63	4	71
Mescalero Apache*	35	1	11	23	1	15
Navajo	231	18	104	109	26	195
Picuris	13	0	6	7	0	12
Pojoaque	83	0	34	49	0	43
Ramah Navajo	14	1	2	11	1	5
Sandia	42	4	13	25	4	28
San Felipe	73	5	27	41	7	44
San Ildefonso	37	2	6	29	4	13
San Juan	41	2	24	15	2	40
Santa Ana	13	0	7	6	0	10
Santa Clara	17	0	13	4	0	24
Santo Domingo	44	1	14	29	1	16
Taos Pueblo	1	0	0	1	0	0
Tesuque	34	1	13	20	1	20
Zuni	65	0	19	46	0	35

*Crashes in Mescalero Apache reservation maybe underreported.

New Mexico Crashes by County, 2004

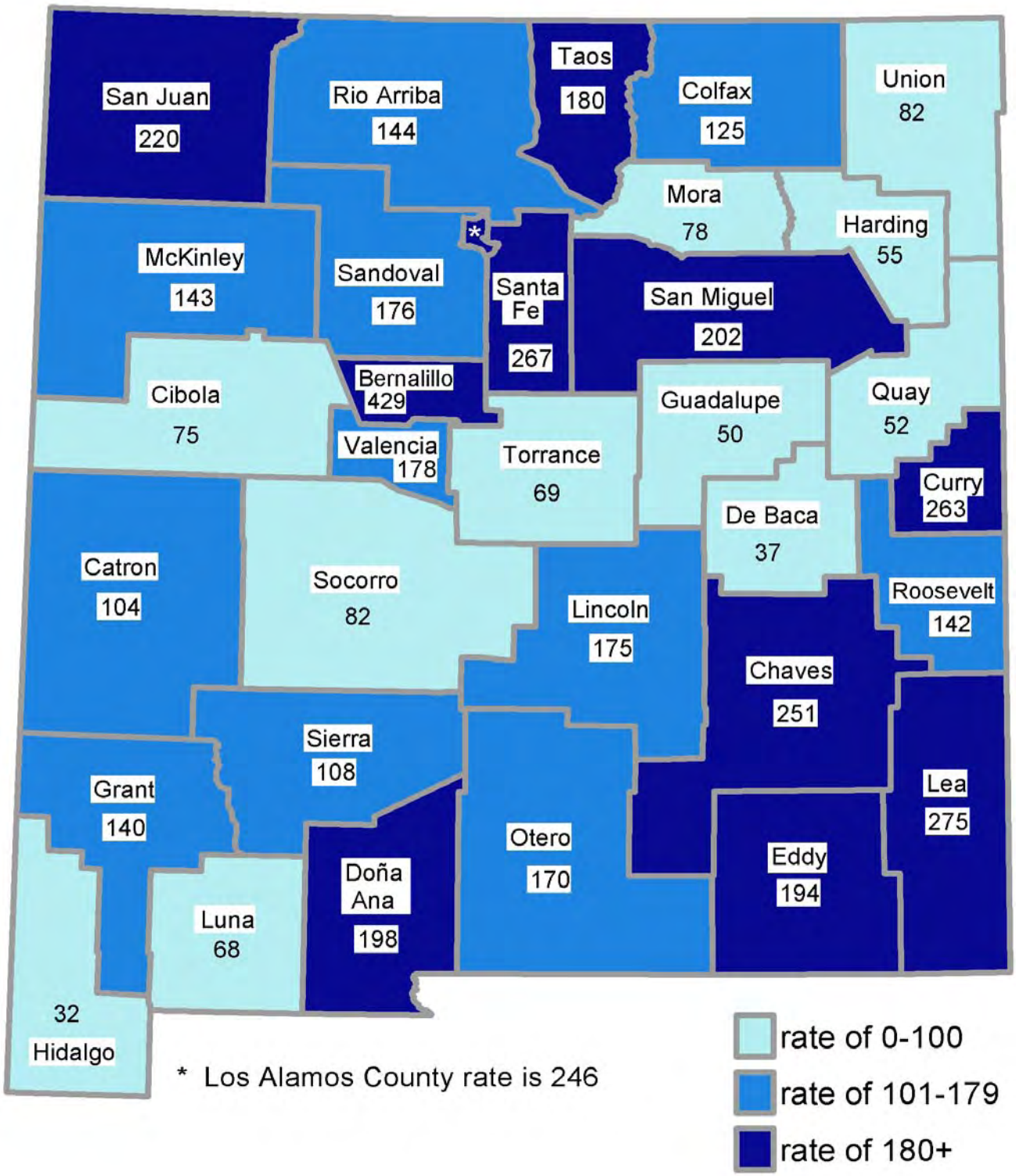
County	Crashes				People		Rates		Economic Loss*	100 MVM	Licensed Drivers	2004+ Population
	Total	Fatal	Injury	Property Damage	Killed	Injured	Crash Rate	Death Rate				
Bernalillo	21,505	76	7,133	14,296	78	10,505	429	1.56	1,015,488	50.1	409,603	593,765
Catron	96	1	29	66	1	54	104	1.08	14,601	0.9	3,171	3,440
Chaves	1,620	11	489	1,120	13	777	251	2.01	102,851	6.5	41,863	61,635
Cibola	495	14	157	324	15	271	75	2.26	66,078	6.6	15,973	27,549
Colfax	412	6	140	266	6	209	125	1.82	47,212	3.3	10,579	13,831
Curry	1,107	2	340	765	4	548	263	0.95	56,066	4.2	29,745	45,662
De Baca	55	1	29	25	1	41	37	0.68	7,605	1.5	1,697	2,035
Doña Ana	4,213	33	1,536	2,644	45	2,291	198	2.11	291,153	21.3	119,883	186,095
Eddy	1,266	7	364	895	10	558	194	1.53	84,059	6.5	36,640	51,688
Grant	654	7	177	470	7	274	140	1.50	55,005	4.7	22,225	29,443
Guadalupe	253	7	82	164	12	156	50	2.37	43,957	5.1	3,047	4,530
Harding	15	0	4	11	0	5	55	0.00	2,126	0.3	622	774
Hidalgo	98	6	34	58	6	67	32	1.93	17,030	3.1	3,595	5,186
Lea	1,398	11	432	955	12	642	275	2.36	95,465	5.1	38,514	56,231
Lincoln	642	7	193	442	7	277	175	1.91	61,687	3.7	16,493	20,727
Los Alamos	274	0	91	183	0	117	246	0.00	13,614	1.1	15,720	18,796
Luna	534	7	163	364	8	253	68	1.01	49,780	7.9	17,790	26,129
McKinley	1,789	46	521	1,222	56	897	143	4.49	199,874	12.5	37,453	72,425
Mora	114	4	32	78	9	46	78	6.16	19,896	1.5	3,622	5,212
Otero	1,223	13	396	814	16	601	170	2.23	99,982	7.2	38,500	63,282
Quay	254	9	90	155	10	157	52	2.07	38,706	4.8	7,381	9,483
Rio Arriba	698	24	257	417	32	426	144	6.61	93,135	4.8	29,692	40,710
Roosevelt	410	6	123	281	7	194	142	2.42	30,180	2.9	11,792	18,165
Sandoval	1,914	17	693	1,204	21	1,031	176	1.93	143,756	10.9	74,314	102,120
San Juan	2,944	31	1,038	1,875	41	1,662	220	3.06	225,358	13.4	73,646	124,166
San Miguel	791	13	267	511	13	394	202	3.31	75,540	3.9	18,236	29,514
Santa Fe	4,744	23	1,772	2,949	26	2,636	267	1.46	341,306	17.8	101,155	138,705
Sierra	208	4	61	143	4	79	108	2.08	22,693	1.9	9,360	12,961
Socorro	424	12	112	300	13	175	82	2.52	49,681	5.2	11,471	18,177
Taos	687	10	243	434	13	348	180	3.41	63,304	3.8	23,646	31,464
Torrance	342	13	105	224	16	164	69	3.23	54,043	4.9	10,995	16,864
Union	112	5	25	82	5	48	82	3.66	12,803	1.4	3,137	3,827
Valencia	997	14	352	631	15	578	178	2.68	86,577	5.6	47,529	68,698
Total	52,288	440	17,480	34,368	522	26,481	223	2.23	3,580,606	234.4	1,289,089	1,903,289

* Crash cost estimates are in thousands of dollars, and are based on FHWA Economic Loss Formulae (see page 53).
\+ see page 53

In 2004 ...

- The overall crash rate in New Mexico was 223.

Crash Rates in New Mexico by County, 2004



Crashes in New Mexico by City, 2004

City	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Alamogordo	765	1	237	527	1	353
Albuquerque	20,940	69	6,957	13,914	71	10,239
Anthony	101	1	28	72	3	42
Artesia	256	1	59	196	2	82
Aztec	214	0	56	158	0	85
Bayard	30	0	5	25	0	7
Belen	236	4	64	168	4	102
Bernalillo	282	1	102	179	1	137
Bloomfield	175	0	55	120	0	78
Bosque Farms	57	0	17	40	0	22
Capitan	15	0	6	9	0	8
Carlsbad	751	2	213	536	2	310
Carrizozo	6	0	3	3	0	3
Causey	1	0	0	1	0	0
Central	11	0	4	7	0	10
Chama	19	0	4	15	0	10
Cimarron	1	0	0	1	0	0
Clayton	39	0	8	31	0	10
Cloudcroft	17	0	3	14	0	5
Clovis	1,026	0	313	713	0	509
Columbus	25	0	6	19	0	8
Corona	3	0	0	3	0	0
Corrales	70	0	31	39	0	50
Cuba	19	1	5	13	1	8
Deming	327	2	75	250	2	100
Des Moines	2	0	0	2	0	0
Dexter	5	0	0	5	0	0
Dora	1	0	1	0	0	1
Encino	4	0	2	2	0	3
Española	759	1	317	441	1	480
Estancia	4	0	3	1	0	4
Eunice	15	0	4	11	0	5
Farmington	1,531	4	534	993	5	834
Fort Sumner	9	0	5	4	0	8
Gallup	915	12	246	657	14	383
Grady	1	0	0	1	0	0
Grants	156	0	35	121	0	61
Grenville	1	0	0	1	0	0
Hagerman	1	0	0	1	0	0
Hatch	30	0	8	22	0	10
Hobbs	826	4	255	567	4	348
Hope	1	0	0	1	0	0
House	1	0	0	1	0	0
Hurley	4	0	1	3	0	3
Jal	21	0	2	19	0	3
Jemez Springs	4	1	1	2	1	1

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

(continued on the next page).

Crashes in New Mexico by City, 2004 (cont.)

City	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Lake Arthur	2	0	0	2	0	0
La Mesilla*	4	0	1	3	0	1
Las Cruces	3,200	9	1,157	2,034	9	1,702
Las Vegas	493	1	143	349	1	214
Logan	6	0	2	4	0	2
Lordsburg	18	1	5	12	1	16
Los Alamos	259	0	82	177	0	104
Los Lunas	355	2	118	235	2	202
Loving	2	0	1	1	0	1
Lovington	225	0	56	169	0	78
Magdalena	2	0	1	1	0	1
Melrose	2	0	0	2	0	0
Milan	45	0	12	33	0	15
Moriarty	75	2	17	56	2	26
Mountainair	9	3	2	4	3	7
Pecos	11	0	3	8	0	6
Portales	299	0	77	222	0	108
Questa	4	0	3	1	0	5
Raton	189	0	52	137	0	73
Reserve	4	0	0	4	0	0
Rio Rancho	1,103	0	385	718	0	584
Roswell	1,326	3	395	928	3	620
Roy	2	0	1	1	0	2
Ruidoso	291	2	88	201	2	126
Ruidoso Downs	29	0	8	21	0	14
San Jon	2	0	1	1	0	2
San Ysidro	1	0	1	0	0	1
Santa Fe	3,070	5	1,104	1,961	6	1,626
Santa Rosa	45	1	7	37	1	12
Shiprock	165	1	77	87	3	139
Silver City	396	0	110	286	0	151
Socorro	217	2	39	176	2	64
Springer	6	0	0	6	0	0
Sunland Park	103	1	27	75	1	50
Taos	388	1	137	250	2	190
Tatum	5	0	1	4	0	1
Texico	8	0	2	6	0	2
Tijeras	15	0	4	11	0	6
T or C	114	0	25	89	0	28
Tucumcari	72	0	28	44	0	47
Tularosa	28	0	12	16	0	14
Vaughn	2	0	2	0	0	3
Virden	1	0	1	0	0	1
Wagon Mound	4	0	0	4	0	0
Willard	1	0	0	1	0	0
Williamsburg	1	0	0	1	0	0

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

* may be underreported.

Crash Rates for Selected[1] New Mexico Cities, 2004

City[1]	Crashes[2]		Rates[3]		Estimated
	Total	Fatal and Injury[4]	Total	Fatal and Injury[4]	2004 Population
Alamogordo	739	73	20.4	2.02	36,211
Albuquerque	15,618	1,724	32.3	3.56	484,246
Artesia	223	14	21.1	1.33	10,553
Aztec	197	18	28.5	2.61	6,906
Belen	207	22	29.8	3.17	6,946
Bernalillo	239	24	34.4	3.45	6,956
Bloomfield	163	29	22.5	4.01	7,240
Bosque Farms	48	5	12.3	1.29	3,887
Carlsbad	736	69	29.0	2.71	25,417
Clovis	1,008	97	30.5	2.93	33,063
Corrales	67	8	8.8	1.05	7,616
Deming	273	22	18.6	1.50	14,647
Española	708	52	72.9	5.36	9,709
Farmington	1,487	145	35.1	3.42	42,421
Gallup	827	74	41.9	3.75	19,715
Grants	120	13	13.3	1.44	9,041
Hobbs	797	81	27.8	2.82	28,708
Las Cruces	2,836	301	35.7	3.79	79,524
Las Vegas	446	29	31.8	2.07	14,031
Los Lunas	245	27	20.9	2.30	11,748
Lovington	190	14	19.9	1.47	9,553
Portales	275	26	24.5	2.32	11,214
Raton	158	16	22.5	2.27	7,036
Rio Rancho	1,026	149	16.6	2.41	61,953
Roswell	1,275	138	28.3	3.06	45,074
Ruidoso	259	41	29.8	4.72	8,691
Santa Fe	2,598	264	38.2	3.88	68,041
Silver City	377	34	38.0	3.43	9,911
Socorro	194	18	22.2	2.06	8,724
Sunland Park	101	14	7.2	1.00	13,934
Taos	337	33	66.6	6.52	5,062
T or C	106	12	14.8	1.68	7,163
Tucumcari	61	13	11.1	2.37	5,476

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.

New Mexico's Seven Highest Fatal and Injury Crash Intersections, 2004

Intersection	City	Crashes		
		Total	Fatal	Injury
Coors Blvd NW & Paseo Del Norte Blvd NE	Albuquerque	187	0	64
Jefferson St NE & Paseo Del Norte Blvd NE	Albuquerque	129	0	41
Montgomery Blvd NE & San Mateo Blvd NE	Albuquerque	99	0	40
Coors Blvd NW & Quail Rd NW	Albuquerque	103	0	37
Coors Blvd NW & Irving Blvd NW	Albuquerque	104	0	34
Eubank Blvd NE & Montgomery Blvd NE	Albuquerque	83	0	34
NM 584 & Riverside Dr	Española	74	0	34

- 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, 2004

Highway	Mile post		County	Crashes			
				Total	Fatal	Injury	Rate
NM 65	1.0 to	4.2	San Miguel	8	0	6	276.3
NM 76	6.1 to	8.2	Rio Arriba	18	0	11	232.8
I 25	41.1 to	43.4	Doña Ana	6	2	4	223.2
NM 518	28.5 to	31.1	Mora	19	1	5	218.1
NM 76	4.0 to	6.1	Santa Fe	15	1	9	214.7
NM 75	0.0 to	3.1	Rio Arriba	8	0	4	191.0
I 25	320.5 to	322.7	San Miguel	8	1	5	171.5

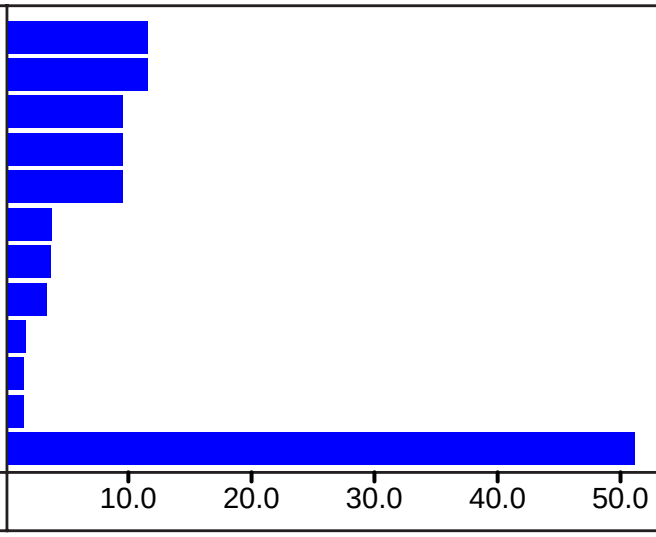
Map: see inside back cover.

- 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, 2004

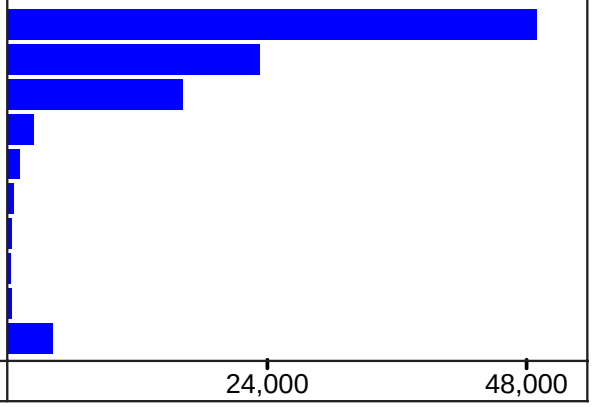
Contributing Factor	Percent of Involvements
Following too close	11.6
Driver inattention	11.6
Failure to yield	9.6
Other improper driving	9.6
Excessive speed	9.6
Disregard traffic control	3.8
Improper turn	3.7
Alcohol-involved	3.4
Drove left of center	1.7
Improper overtaking	1.5
Mechanical defects	1.5
Other	51.2



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

Crash Involvements in New Mexico by Vehicle Type, 2004

Vehicle Type	Total	Fatal	Injury	Total
Passenger Car	49,016	257	17,388	
Pickup	23,342	159	7,519	
Van or 4WD	16,172	129	5,698	
Semi	2,444	57	638	
Motorcycle	1,070	44	815	
Pedestrian	528	56	426	
Pedalcyclist	394	3	335	
Bus	264	1	58	
Other	378	12	108	
Unknown	4,147	7	817	
Total	97,755	725	33,802	



Crashes Involving Vehicle or Road Defects in New Mexico, 1998 - 2004

Year	All Crashes	Vehicle Defects	% With Vehicle Defects	Road Defects	%With Road Defects
2004	52,288	1,332	2.5	721	1.4
2003	48,128	1,357	2.8	283	0.6
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

In 2004 ...

- "Overturns" account for six percent of all crashes, but 40% of all fatal crashes.

Crashes in New Mexico by Class, 2004

Class	Crashes					People	
	Total	% of Total	Fatal	% of Fatal	Injury	Killed	Injured
Other Vehicle	37,194	71	143	33	12,897	184	20,345
Fixed Object	5,708	11	41	9	1,496	45	1,880
Overturn	3,089	6	174	40	1,709	202	2,632
Parked Vehicle	3,036	6	5	1	278	7	374
Animal	1,201	2	7	2	134	7	185
Other Non-collision	692	1	5	1	186	5	214
Pedestrian	494	1	53	12	396	54	437
Other Object	467	1	2	0	61	2	78
Pedalcyclist	369	1	3	1	316	3	320
Vehicle on Other Road	28	0	5	1	3	10	11
Railroad Train	10	0	2	0	4	3	5
Total	52,288	100	440	100	17,480	522	26,481

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

Among the fixed object crashes ...

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

Fixed Object Crashes in New Mexico, 2004

Object	Crashes			People	
	Total	Fatal	Injury	Killed	Injured
Sign, Pole, Meter, Hydrant	1,277	5	257	6	330
Fence	1,179	6	288	6	367
Median or Curb	761	3	193	4	222
Guard Rail or Post	731	7	234	7	297
Tree	290	6	100	6	120
Embankment	168	2	55	3	83
Building	95	0	29	0	42
Barricade	75	0	25	0	30
Culvert or Drain	59	0	20	0	25
Bridge or Pier	23	2	9	2	10
Cattle Guard	23	0	4	0	4
Other or Unknown	1,027	10	282	11	350
Total	5,708	41	1,496	45	1,880

In 2004 ...

- 81 percent of all **hit-and-run** crashes involved property damage only, compared to the 66 percent of **all** crashes which involved property damage only.
- 89 percent of all crashes happened in clear weather.
- 51 percent of the fatalities occurred in daylight.

Hit and Run Crashes in New Mexico, 2000 - 2004

Year	Crashes			People	
	Total	Fatal	Injury	Killed	Injured
2004	5,883	4	1,091	4	1,413
2003	5,206	9	972	9	1,261
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

Crashes by Weather Conditions in New Mexico, 2004

Weather Condition	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Clear	46,535	393	15,696	30,446	466	23,717
Rain	2,964	20	968	1,976	22	1,492
Snow, Sleet	1,902	13	518	1,371	15	795
Dust, Wind	368	7	123	238	9	192
Fog	130	2	47	81	3	70
Other	357	4	121	232	6	206
Total	52,256	439	17,473	34,344	521	26,472

Crashes by Lighting Conditions in New Mexico, 2004

Lighting Condition	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Daylight	38,465	222	13,129	25,114	264	19,796
Dark (Lighted)	6,164	42	2,016	4,106	45	3,104
Dark (Unlighted)	5,440	147	1,651	3,642	178	2,562
Dusk	1,487	17	481	989	19	709
Dawn	604	11	182	411	15	280
Other	98	0	15	83	0	22
Total	52,258	439	17,474	34,345	521	26,473

Residence of Drivers in New Mexico Crashes, 2004

Residence	Total	Fatal	Injury	Total
Local	2,462	230	830	
Elsewhere in NM	71,544	280	26,750	
Outside NM	7,806	181	2,691	
Unknown	3,732	21	1,521	
Total	85,544	712	31,792	35,000 70,000

Of drivers ...

- 15-19 year olds had the highest crash involvement rate.
- 63 drivers of every 1,000 drivers were in crashes during 2004.
- On average nine drivers were involved in crashes every hour in 2004.

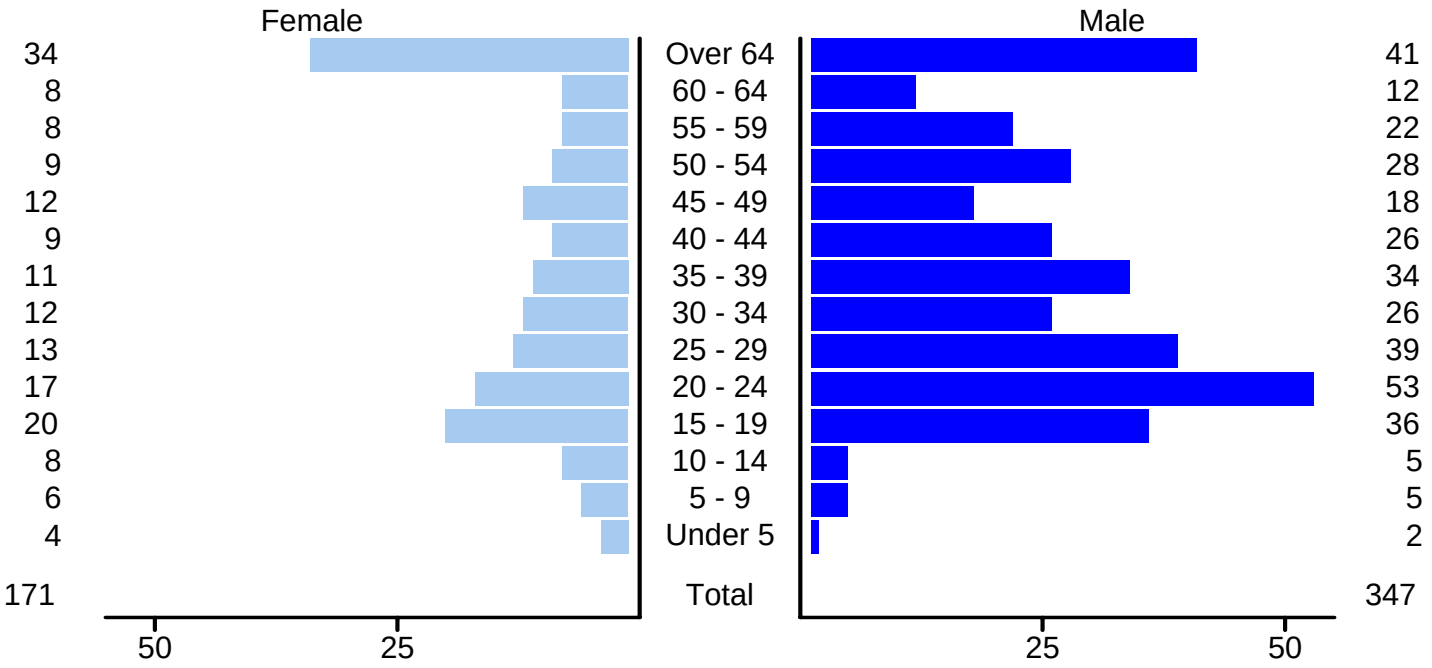
New Mexico Drivers in Crashes, 2004
Involvements by Age

Age	Driver Involvements	July 04 Drivers	Involvements per 1,000 drivers	
15-19	12,419	68,186	182.13	
20-24	12,221	115,090	106.19	
25-29	8,401	111,350	75.45	
30-34	7,533	113,303	66.49	
35-39	6,918	114,379	60.48	
40-44	7,443	134,315	55.41	
45-49	6,465	134,837	47.95	
50-54	5,522	125,983	43.83	
55-59	4,325	109,005	39.68	
60-64	3,033	81,781	37.09	
Over 64	6,498	180,816	35.94	
Total	80,778	1,289,045	62.66	60 120 180

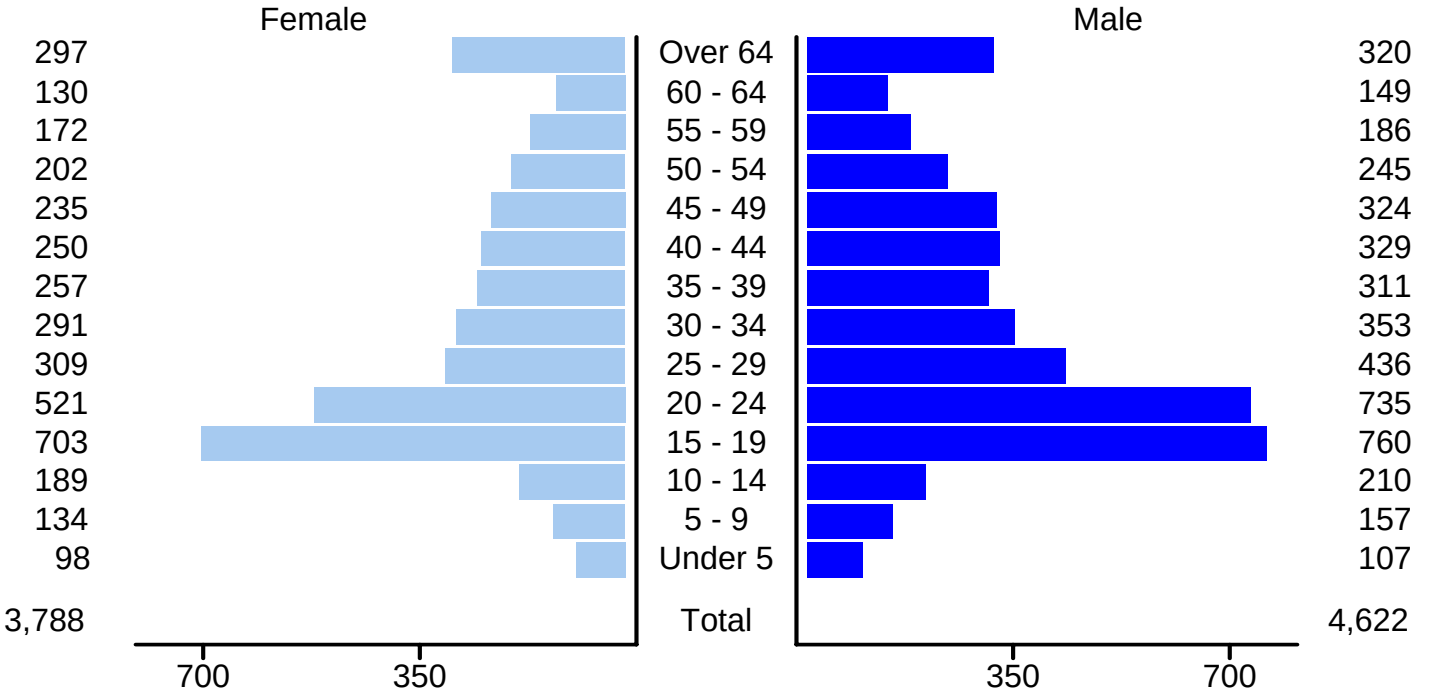
In 2004 ...

- People ages 20 through 24 accounted for 14 percent of all traffic deaths and 15 percent of serious injuries, even though they accounted for only nine percent of licensed drivers.

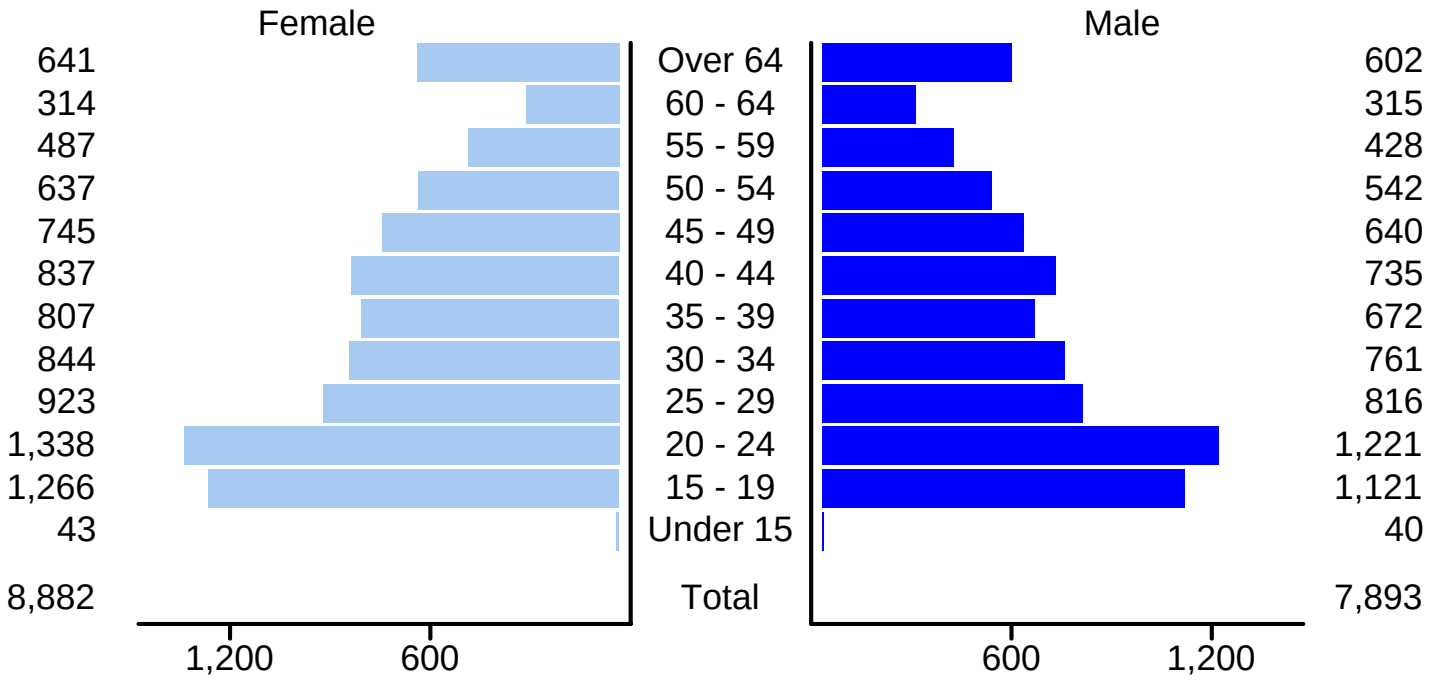
Crash Fatalities in New Mexico by Age and Sex, 2004



Serious Injuries in New Mexico by Age and Sex, 2004



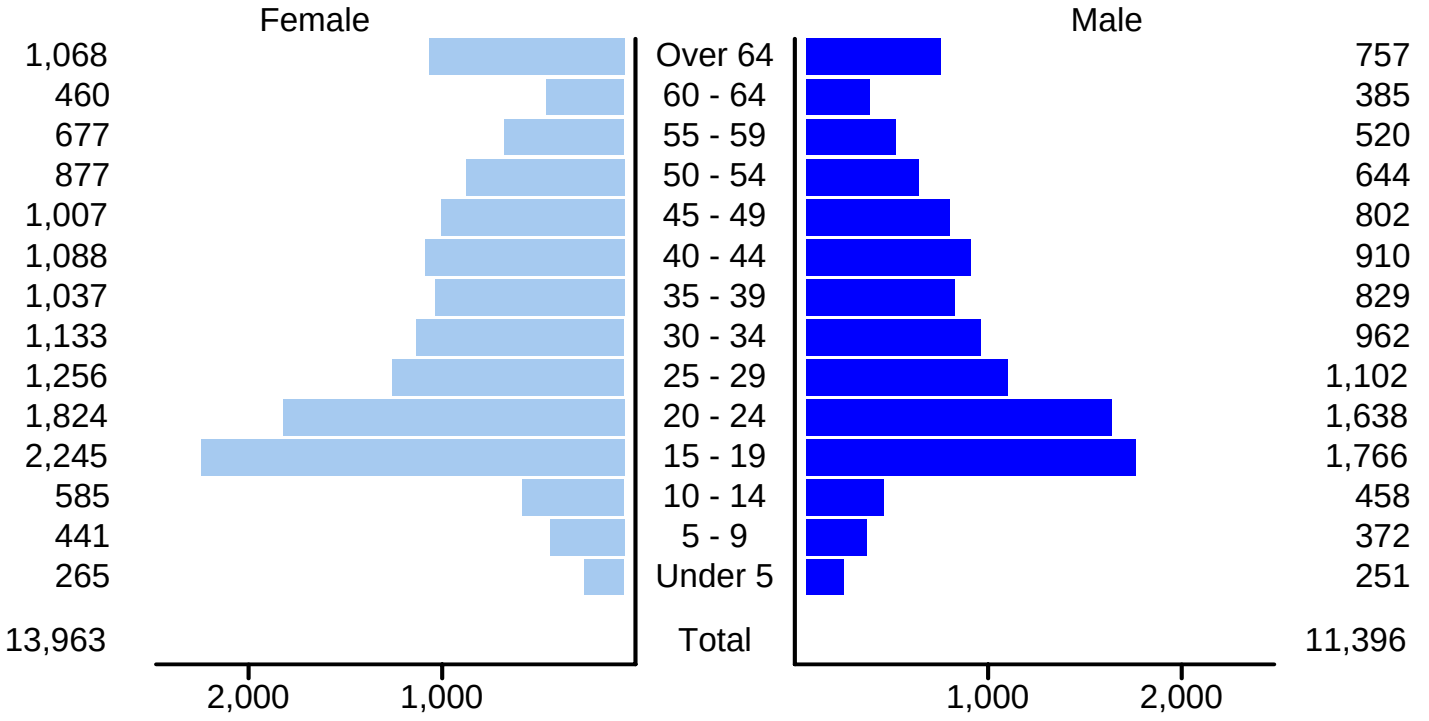
Drivers Injured in New Mexico by Age and Sex, 2004



In 2004 ...

- 24 percent of all females involved in crashes were injured, compared to 17 percent of all males.

People Injured in Crashes in New Mexico by Age and Sex, 2004

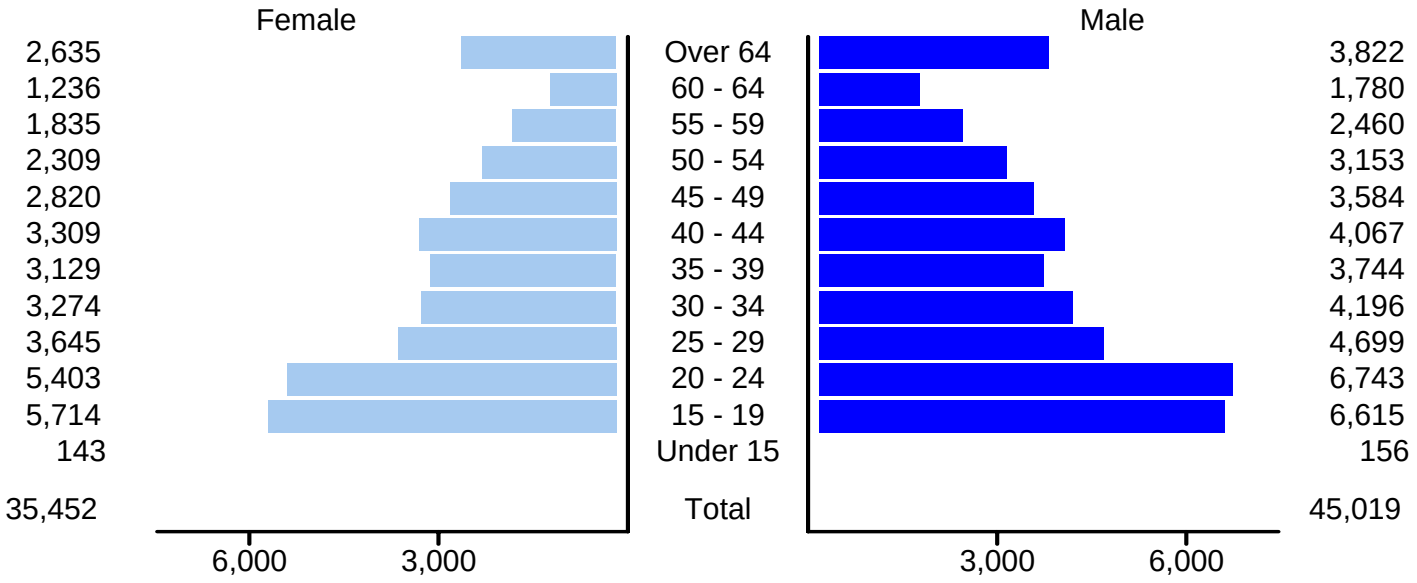


WHO

In 2004 ...

- Males accounted for 56 percent of the drivers in crashes, but they represented only 50 percent of all licensed drivers in New Mexico.

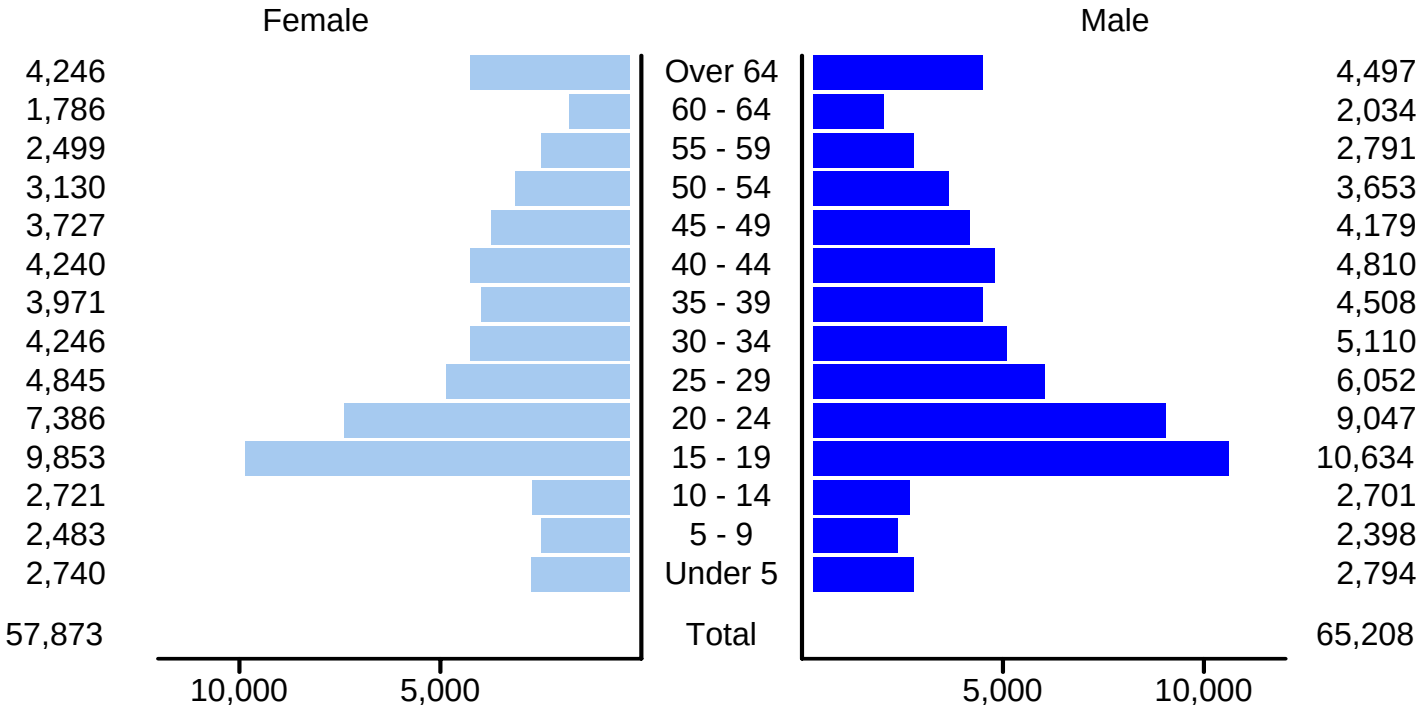
Drivers in Crashes in New Mexico By Age and Sex, 2004



In 2004 ...

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

People in Crashes in New Mexico by Age and Sex, 2004

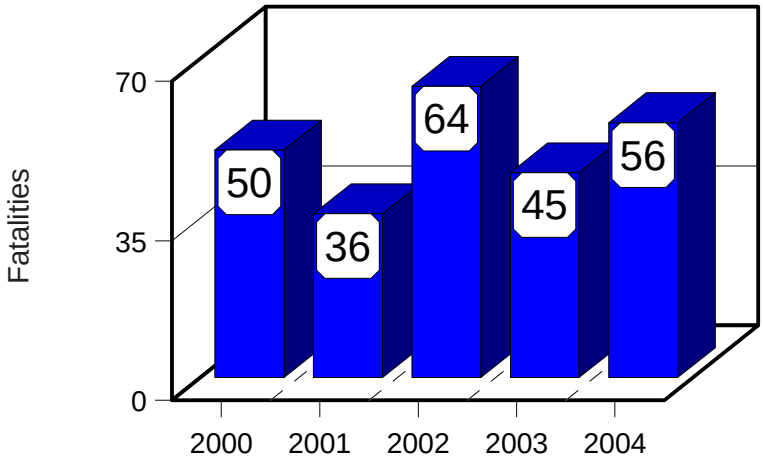


Teenagers in Crashes in New Mexico by Vehicle Type, 2004

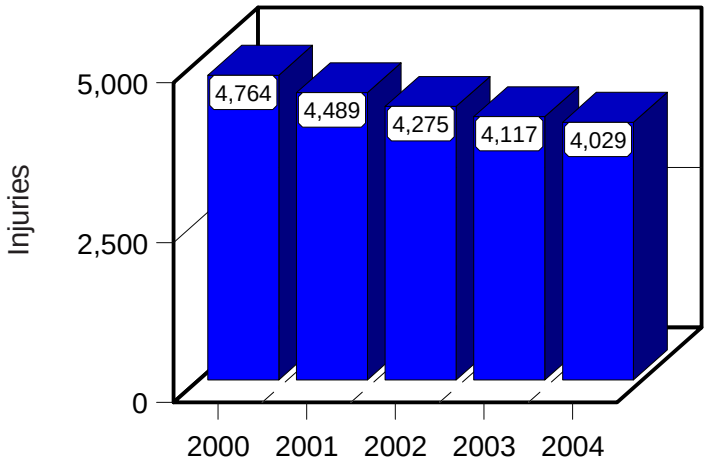
Vehicle Type	Drivers			Victims	
		Crash Severity			
	Total	Fatal	Injury	Killed	Injured
Passenger Car	8,166	30	2,948	27	2,663
Pickup	2,446	13	853	10	650
Van or 4WD	1,520	12	525	14	481
Motorcycle	121	3	105	3	116
Pedestrian	54	2	48	2	47
Pedalcyclist	37	0	37	0	37
Semi	20	0	9	0	7
Bus	2	0	1	0	3
Other	5	0	2	0	4
Unknown	85	0	30	0	21
Total	12,456	60	4,558	56	4,029

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, 2000 - 2004



Teenagers Injured in Crashes in New Mexico, 2000 - 2004



Teenage Crash Facts in New Mexico, 2004

- Of all drivers in crashes, 15 percent were teenagers, although teenagers comprised only five percent of New Mexico's drivers.
- The number of teenage fatalities increased from 45 to 56 in 2004.
- Male teenagers died in crashes almost twice as often as female teenagers.
- Fifty five percent of teenage crash deaths involved alcohol.
- A teenager was killed in a traffic crash every seven days and one was injured every 130 minutes.
- Teenage occupants' self-reported seatbelt use was 94 percent, while that of all occupants was 98 percent.
- Twenty six percent of crashes involving teenage drivers occurred at night, while 26 percent of all crashes occurred at night.

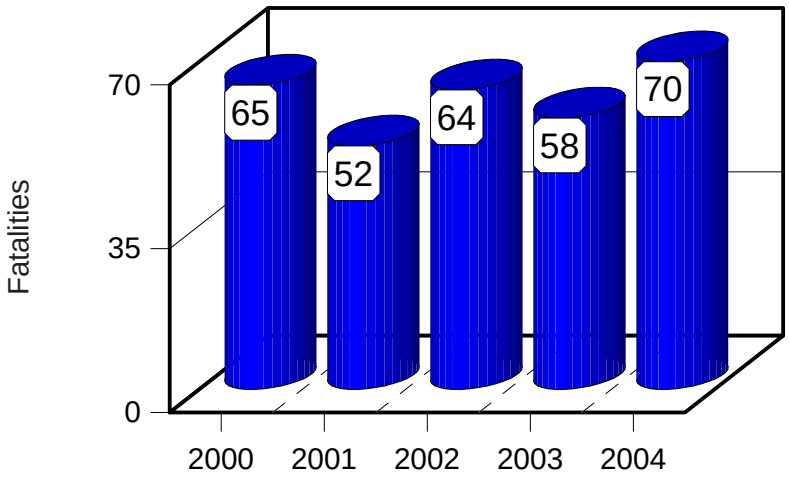
YOUNG ADULTS

Young Adults in Crashes in New Mexico by Vehicle Type, 2004

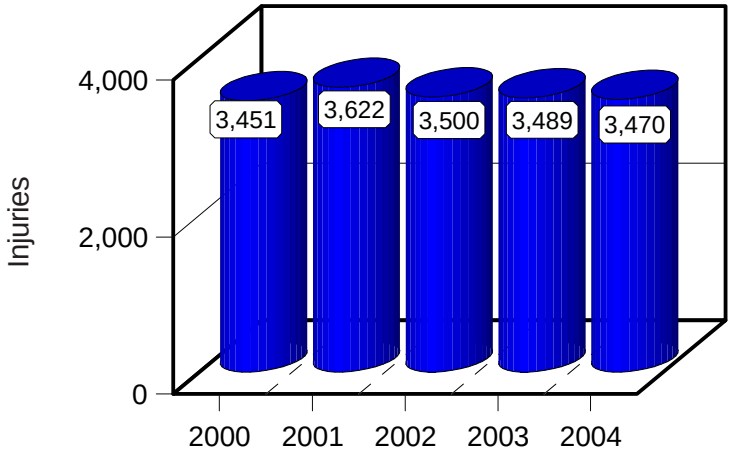
Vehicle Type	Drivers			Victims	
		Crash Severity			
	Total	Fatal	Injury	Killed	Injured
Passenger Car	7,667	43	2,850	35	2,208
Pickup	2,539	29	869	15	575
Van or 4WD	1,599	17	622	10	444
Motorcycle	152	5	124	5	137
Semi	117	1	37	0	13
Pedestrian	44	4	39	4	39
Pedalcyclist	31	0	29	0	29
Bus	5	0	2	0	2
Other	21	1	4	1	4
Unknown	84	0	28	0	19
Total	12,259	100	4,604	70	3,470

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, 2000 - 2004



Young Adults Injured in Crashes in New Mexico, 2000 - 2004



Young Adult Crash Facts in New Mexico, 2004

- 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 58 to 70 in 2004.
- Young adult males died in crashes more than three times as often as young adult females.
- Fifty one percent of crash deaths among young adults involved alcohol.
- A young adult was killed in a traffic crash every five 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 98 percent.
- Twenty eight percent of crashes involving young adult drivers occurred at night, while only 26 percent of all crashes occurred at night.

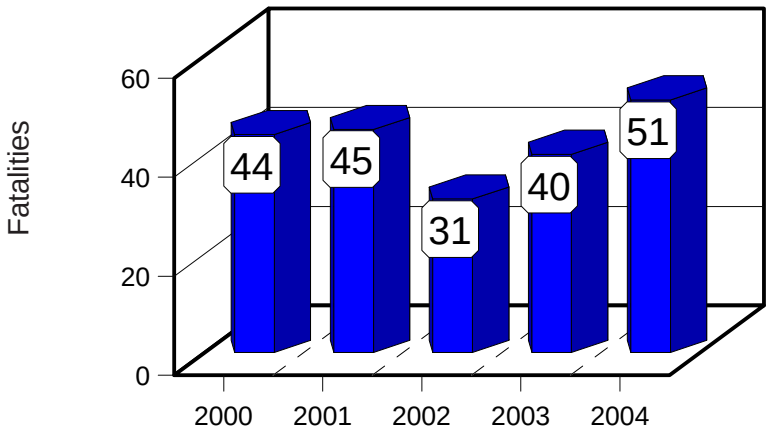
Senior Citizens in Crashes in New Mexico by Vehicle Type, 2004

Vehicle Type	Drivers			Victims	
		Crash Severity			
	Total	Fatal	Injury	Killed	Injured
Passenger Car	2,715	21	1,008	24	790
Pickup	909	13	307	11	219
Van or 4WD	615	8	206	11	177
Semi	28	2	10	1	2
Pedestrian	20	2	17	2	17
Bus	9	0	3	0	0
Motorcycle	8	0	6	0	6
Pedalcyclist	5	1	3	1	3
Other	27	1	9	1	4
Unknown	15	0	6	0	6
Total	4,351	48	1,575	51	1,224

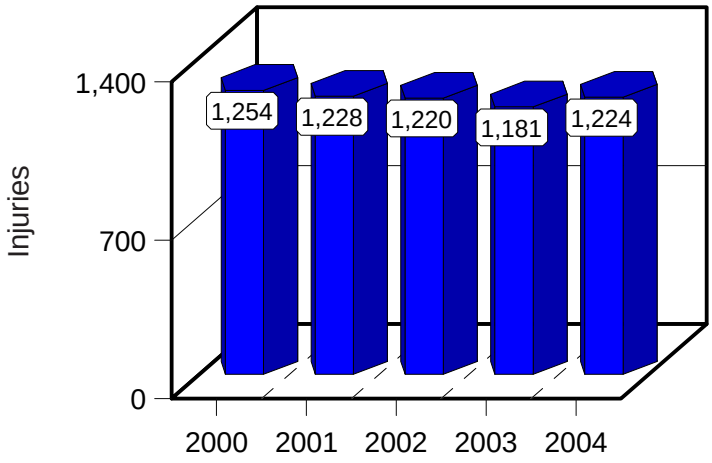
For this page, drivers and victims are senior citizens (people age 70 and older). Victims are all seniors killed or injured in crashes regardless of the age of the driver.

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, 2000 - 2004



Senior Citizens Injured in Crashes in New Mexico, 2000 - 2004



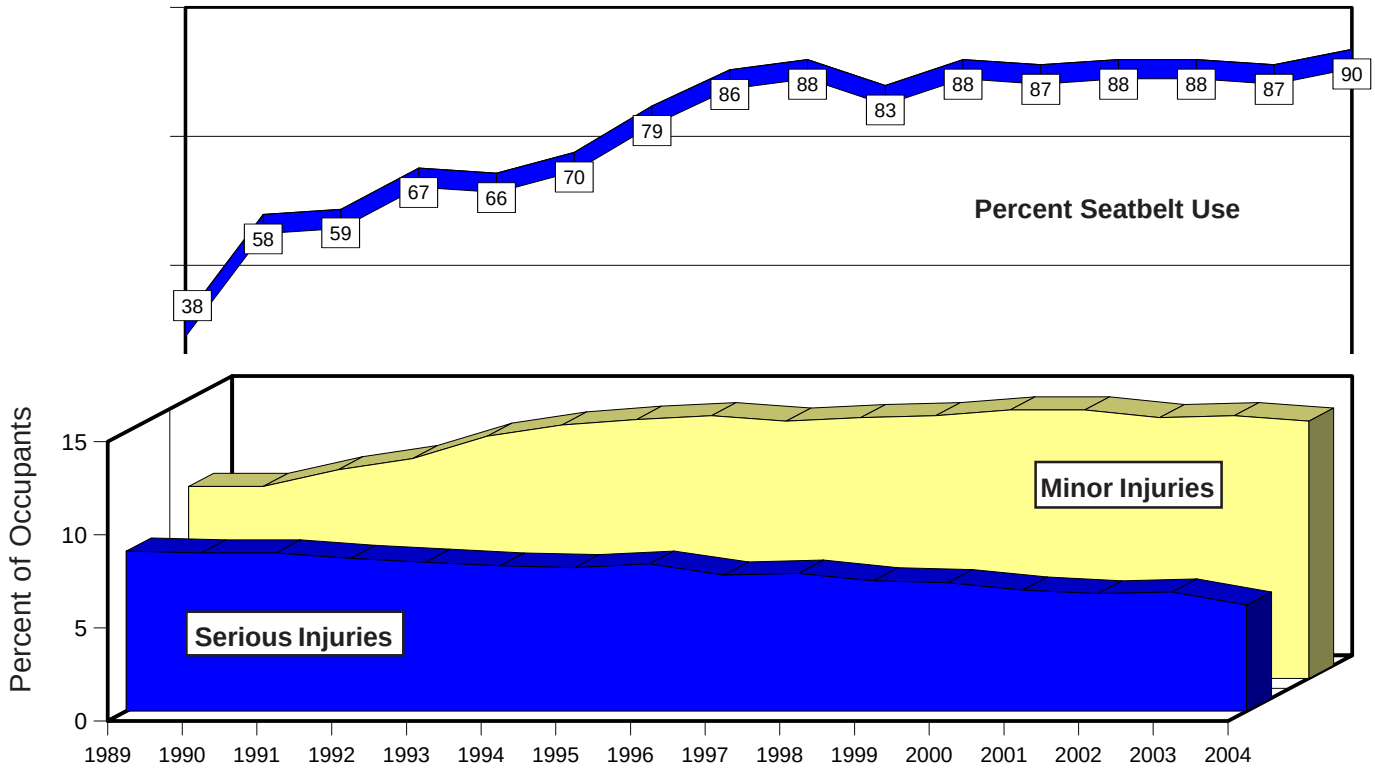
Senior Citizen Crash Facts in New Mexico, 2004

- Seven percent of all drivers in crashes were seniors, although seniors comprised nine percent of New Mexico's drivers.
- The number of senior injuries increased from 1,181 to 1,224 in 2004.
- Twenty eight male seniors and 23 female seniors died in crashes in 2004.
- Alcohol was a contributing factor in 16 percent of all crash deaths involving seniors.
- A senior was killed in a traffic crash every seven days and one was injured every seven hours.
- Senior occupants' self-reported seatbelt use was 96 percent while that of all occupants was 98 percent.
- Eleven percent of crashes involving senior drivers occurred at night, while 26 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 plus additional fees which vary by location.

Observed Seatbelt Usage and Crash Injury Severity for Front-seat Occupants, 1989 - 2004*



Source: see page 53.

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.

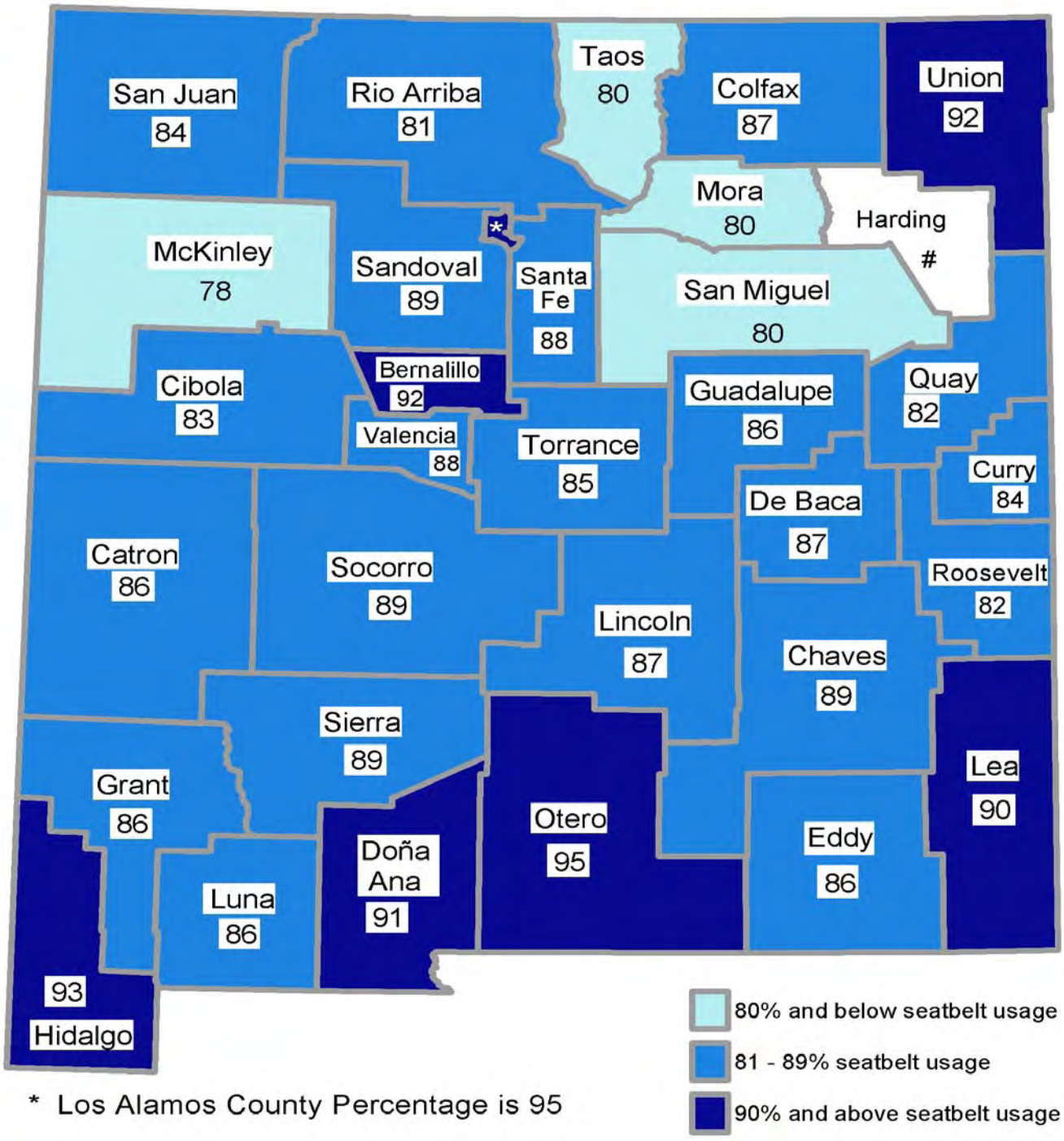
Crash Injuries in New Mexico by Reported Seatbelt Usage, 2004*

Severity	Belt worn[1]		Belt not worn		Total	
	Number	Percent	Number	Percent	Number	Percent
Killed	150	0.1	196	8.6	346	0.3
Incapacitating injury	2,157	1.8	331	14.5	2,488	2.1
Visible injury	3,850	3.3	461	20.2	4,311	3.6
Complaint of injury	16,181	13.8	344	15.1	16,525	13.9
Unhurt	94,650	80.9	947	41.6	95,597	80.2
Total	116,988	100.0	2,279	100.0	119,267	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, 2002-2004



There were no injured occupants in Harding County

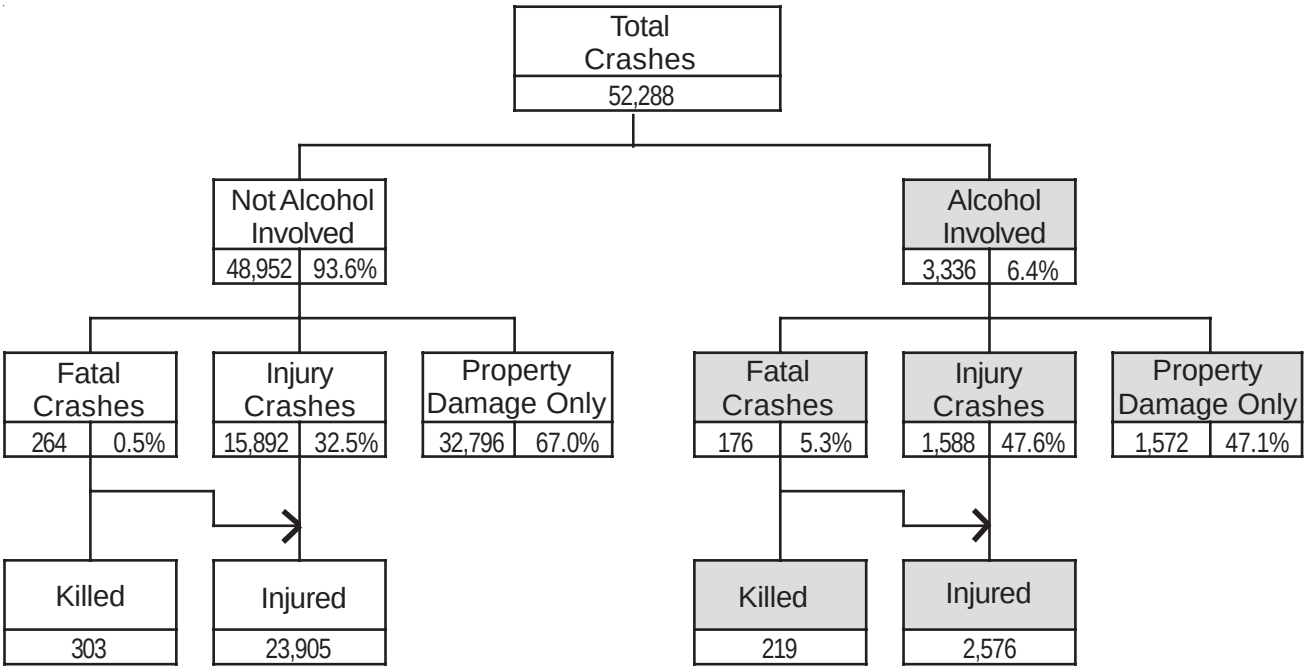
This map shows the average reported seatbelt usage in crashes for 2002-2004. The data are for drivers and right front passengers in vehicles registered in NM who received visible or incapacitating injuries in crashes. This proxy for overall seatbelt usage is used here because it has matched the results of observational surveys closely over the past 10 years. The statewide average for 2002-2004 was 88%.

ALCOHOL

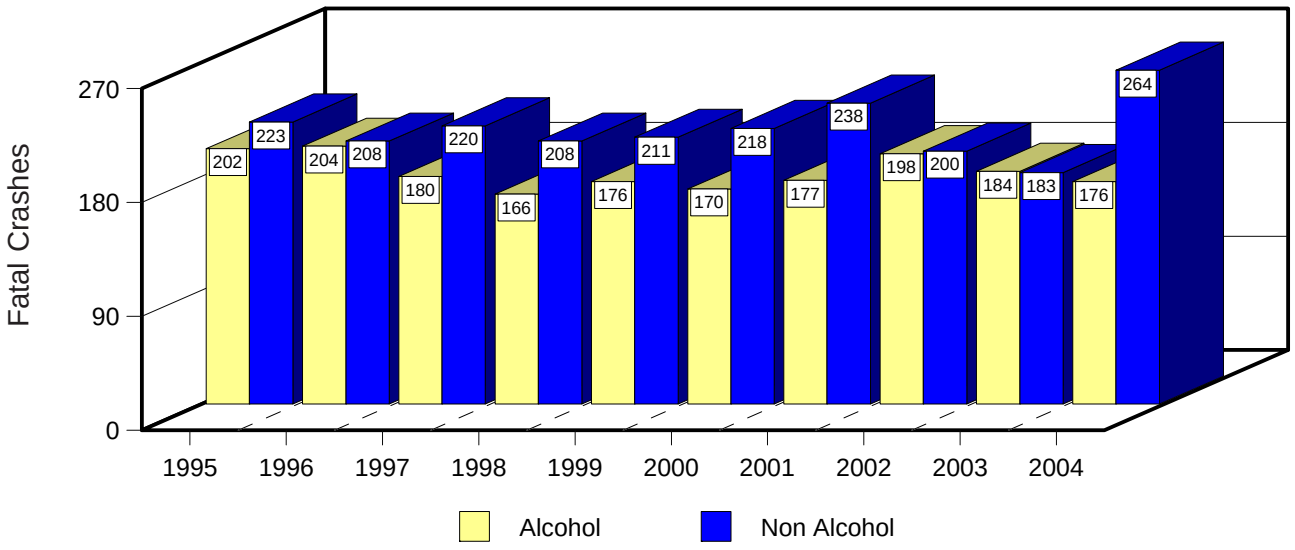
In 2004 ...

- 40 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 158 minutes.

Crashes in New Mexico by Alcohol Involvement, 2004



Fatal Crashes in New Mexico by Alcohol Involvement, 1995 - 2004

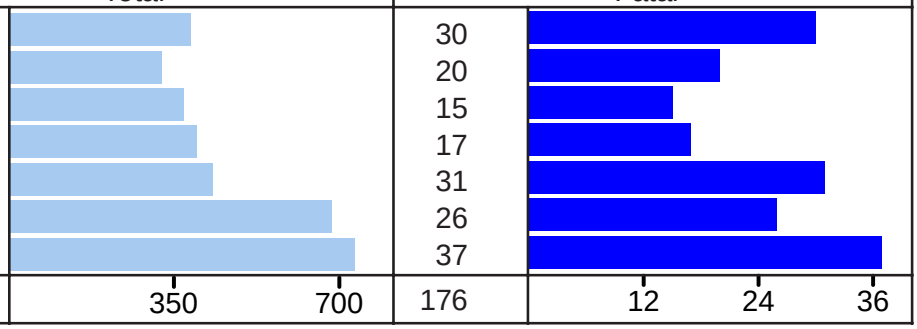


In 2004 ...

- 53 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.

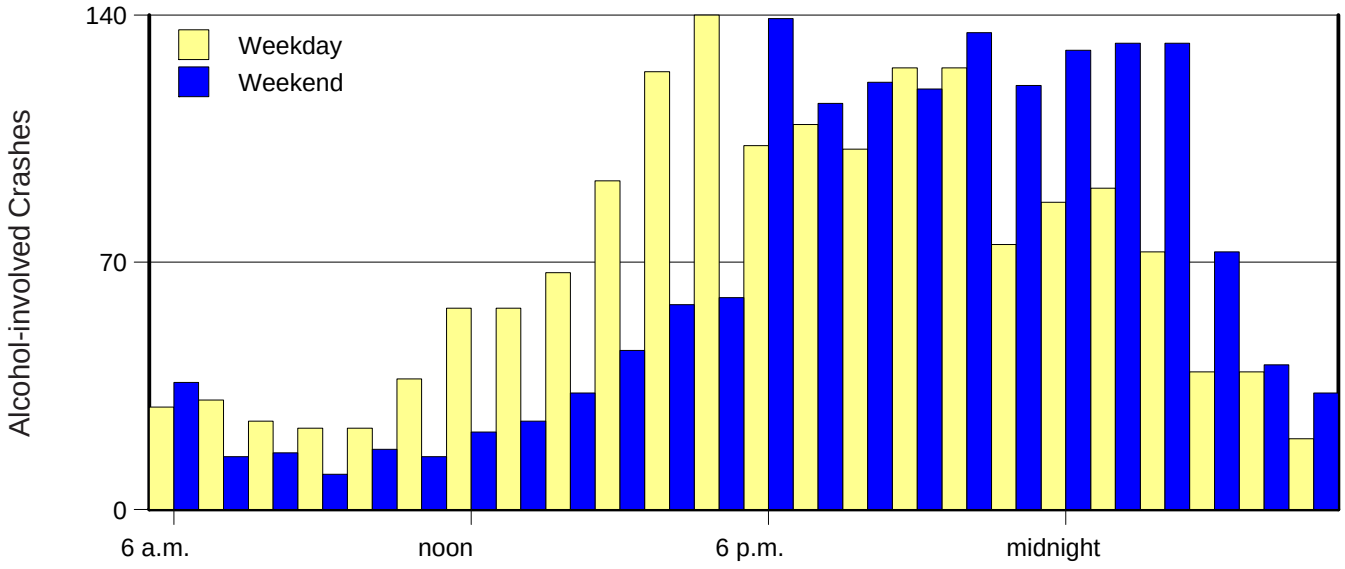
Alcohol-involved Crashes in New Mexico by Day of the Week, 2004

Day	Total	Fatal
Sunday	387	30
Monday	326	20
Tuesday	372	15
Wednesday	399	17
Thursday	432	31
Friday	685	26
Saturday	732	37
Total	3,333	176



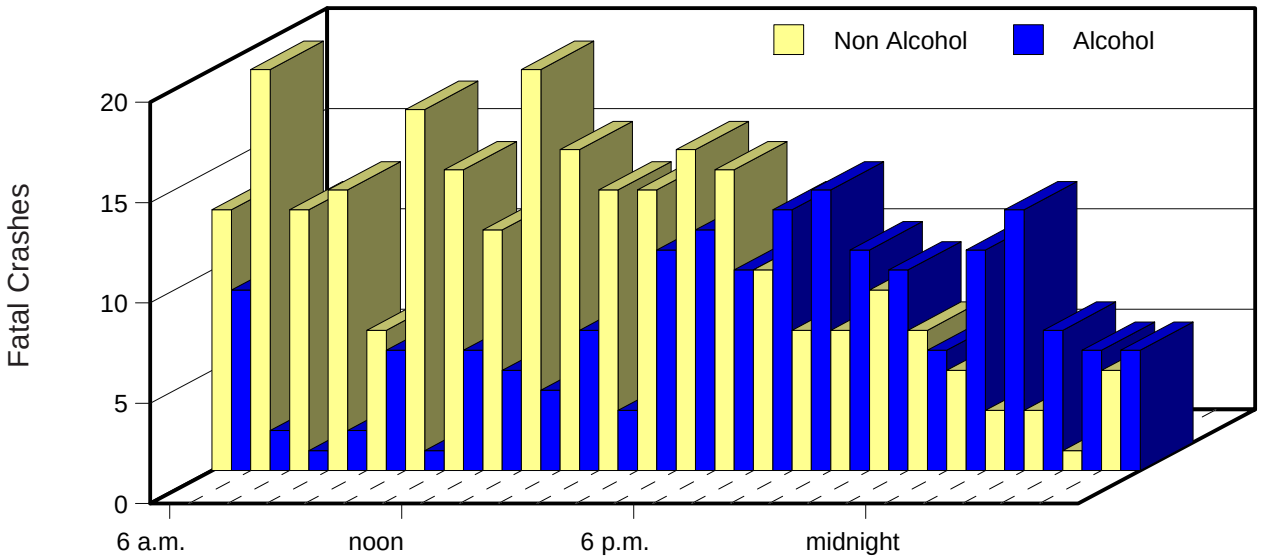
- For this table, each day was considered to run from 6:00 a.m. to 5:59 a.m. the following morning.

Alcohol-involved Crashes in New Mexico by Hour of the Day, 2004



- 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.

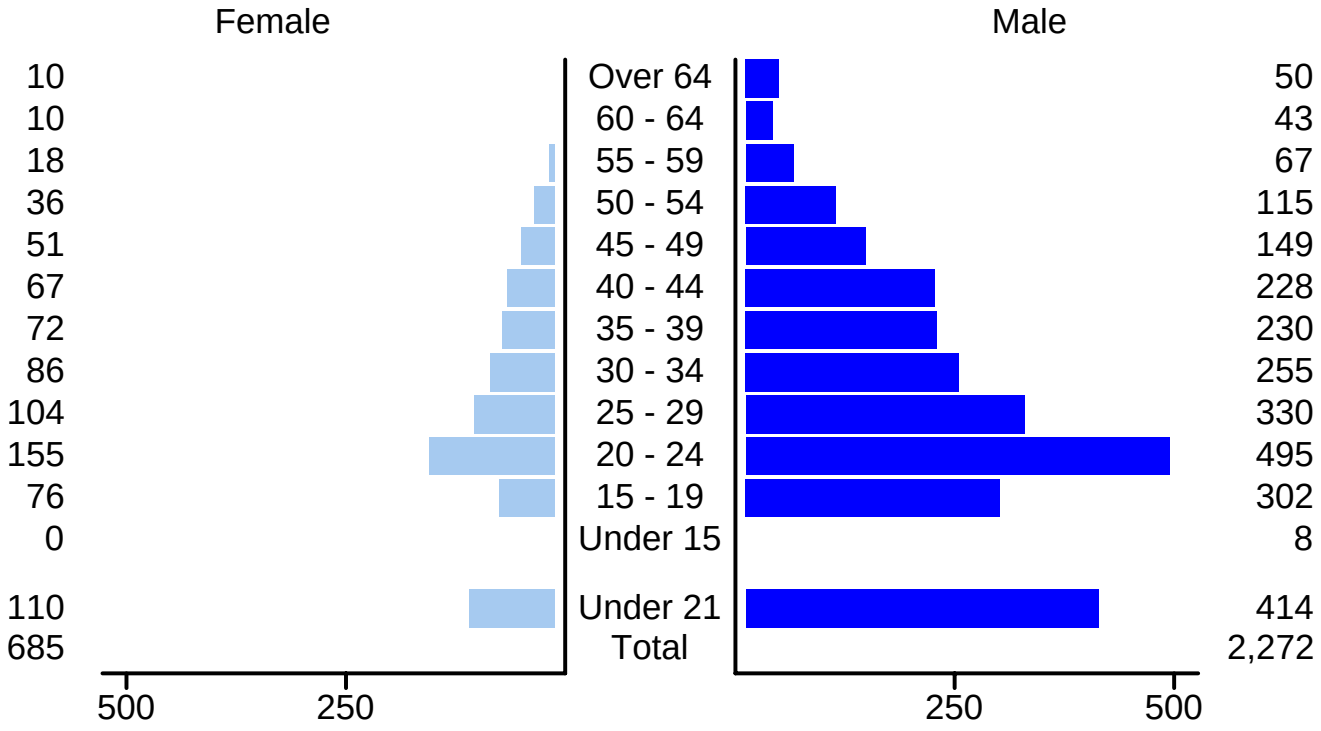
Fatal Crashes in New Mexico by Hour of the Day and Alcohol Involvement, 2004



In 2004...

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

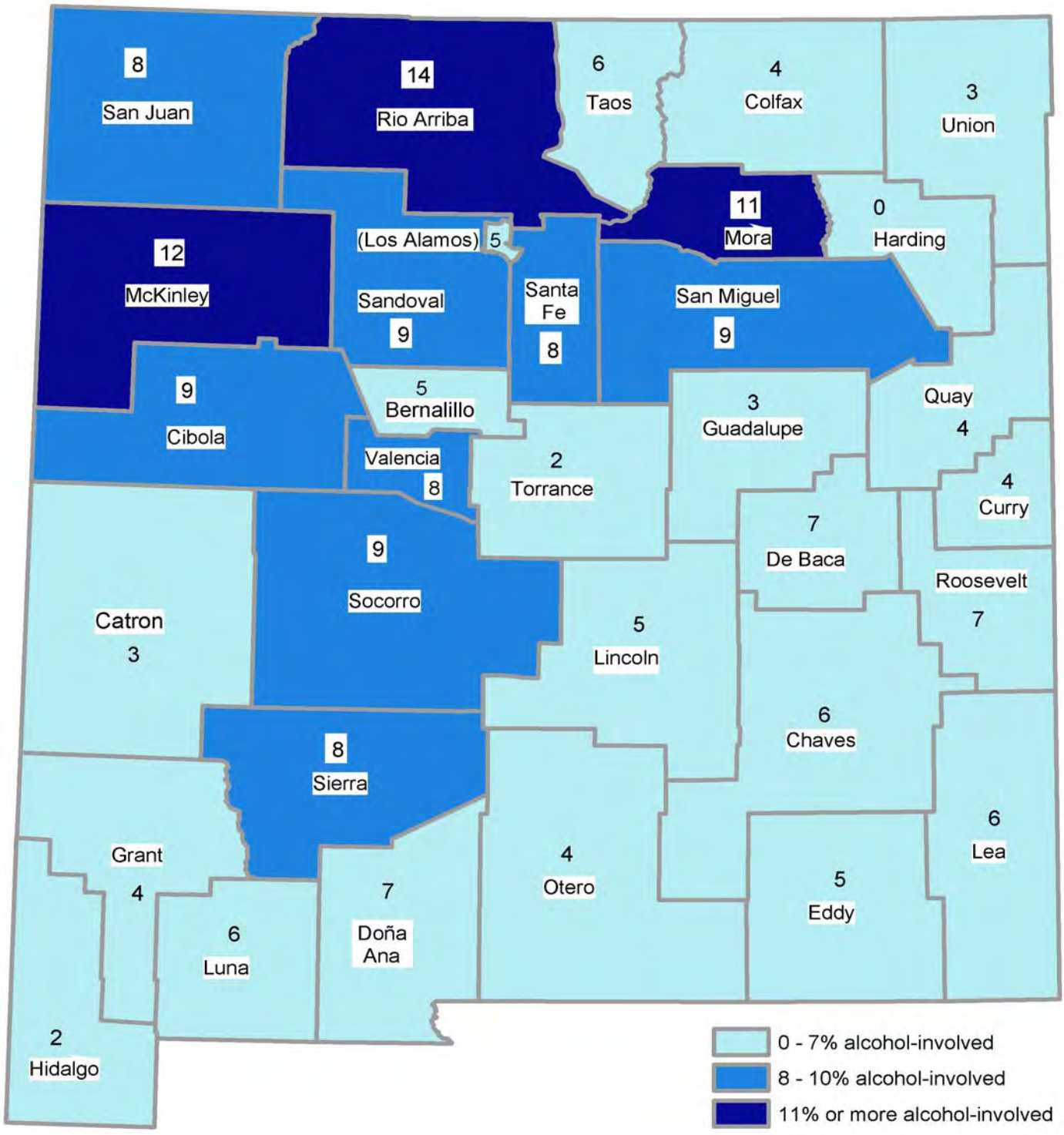
Alcohol-involved Drivers in Crashes in New Mexico by Age and Sex, 2004



Percent Alcohol-involved Crashes in New Mexico by County, 2004

In 2004 ...

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

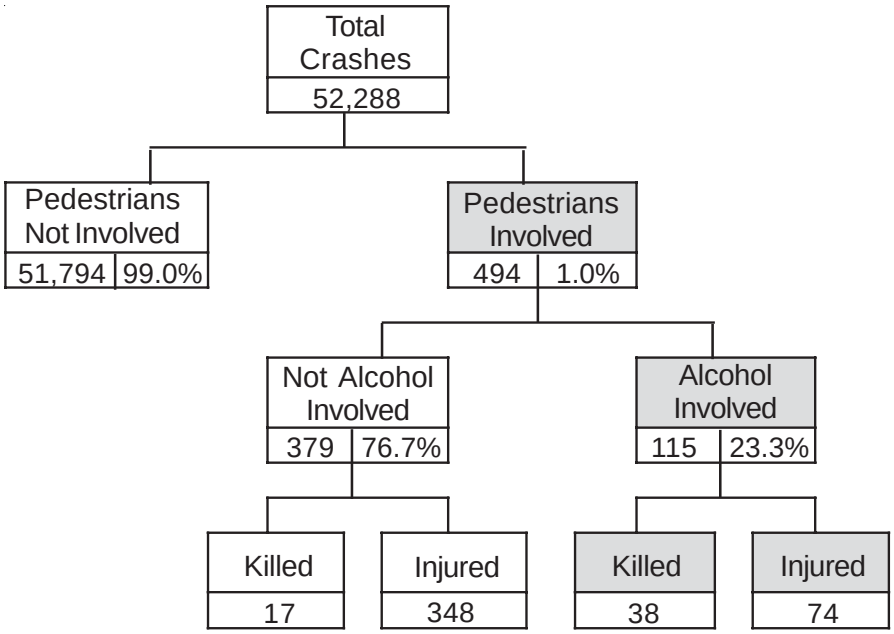


PEDESTRIANS

In 2004 ...

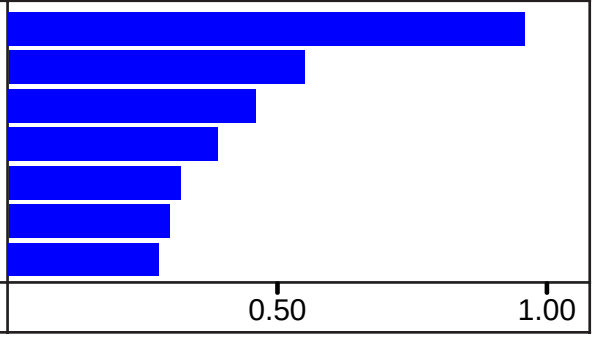
- 69 percent of pedestrian deaths were alcohol-involved.
- Of the 55 pedestrian deaths, 28 came from the seven counties with the highest pedestrian death rates.

Alcohol-involved Pedestrian Crashes in New Mexico, 2004



Seven Counties with Highest Pedestrian Death Rates, 2004

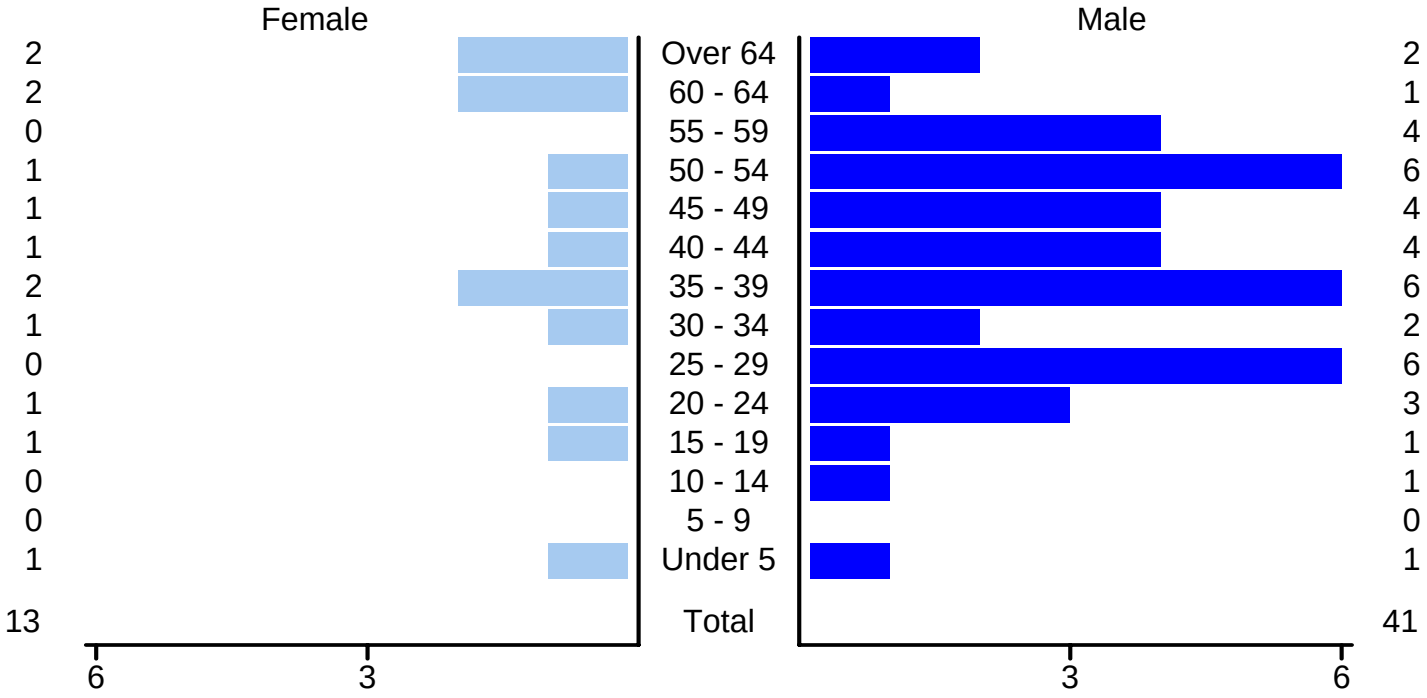
County	Pedestrians in Crashes			Deaths per 100 MVM
	Total	Killed	Injured	
McKinley	35	12	21	0.96
Sandoval	17	6	9	0.55
Chaves	21	3	16	0.46
Socorro	9	2	6	0.39
Hidalgo	1	1	0	0.32
Cibola	3	2	1	0.30
Otero	13	2	11	0.28



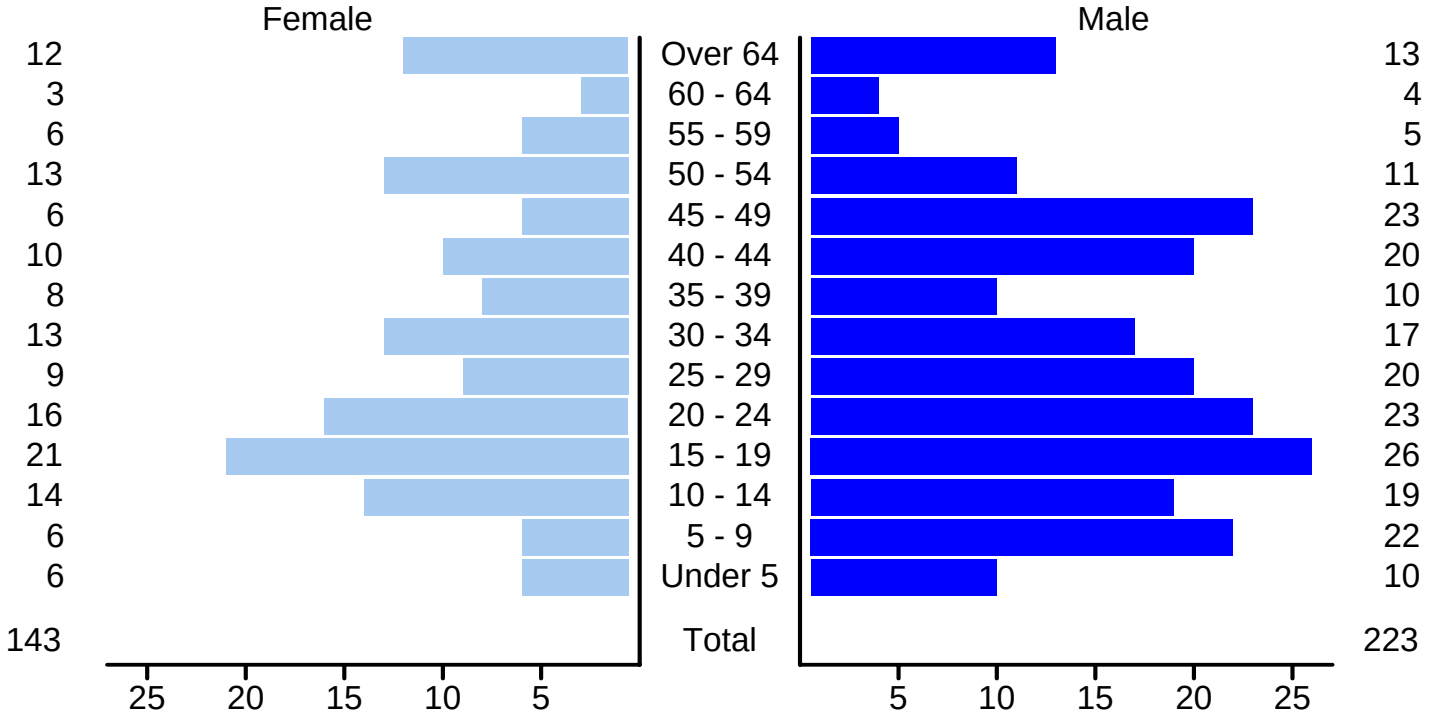
In 2004 ...

- 65 percent of pedestrian deaths involved pedestrian error.

Pedestrians Killed in Crashes in New Mexico by Age and Sex, 2004



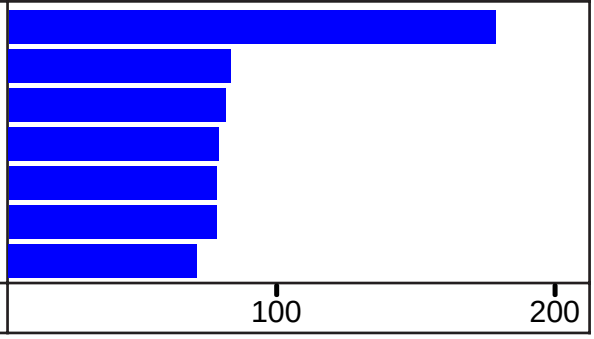
Pedestrians Injured in Crashes in New Mexico by Age and Sex, 2004



HEAVY TRUCKS

Seven Counties with Highest Crash Rates involving Heavy Trucks, 2004

County	Heavy Truck Crashes			Crashes per 100 MVM
	Total	Fatal	Injury	
Bernalillo	710	2	164	178.7
Eddy	79	1	19	83.7
San Juan	143	3	43	81.8
Sandoval	82	0	19	79.5
Valencia	29	1	11	78.4
Santa Fe	131	3	36	78.4
Roosevelt	27	0	11	71.6



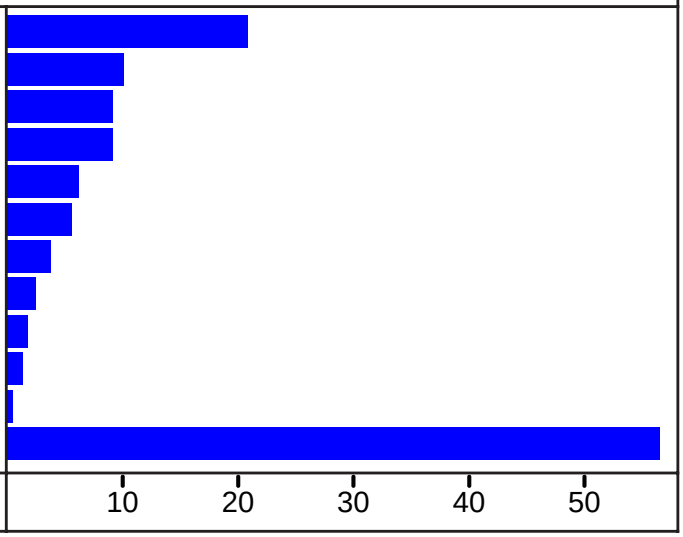
Selected Heavy Truck Violations in New Mexico, 2004

Type	Violations
Log Book	8,831
All Other Driver Violations	1,223
Brakes	3,269
Lighting	2,127
Tires	2,615
Load Securement	3,455
All Other Vehicle Defects	2,395

Source: Motor Transportation Division, New Mexico Department of Public Safety
The first two violation types are driver violations, the other five are vehicle violations.
These are Out of Service violations only.

Contributing Factors of Crashes involving Heavy Trucks in New Mexico, 2004

Contributing Factor	Percent of Involvements
Driver inattention	20.9
Excessive speed	10.1
Following too close	9.2
Other improper driving	9.2
Improper turn	6.2
Mechanical defects	5.6
Failure to yield	3.8
Improper overtaking	2.5
Drove left of center	1.8
Disregard traffic control	1.4
Alcohol-involved	0.5
Other	56.6



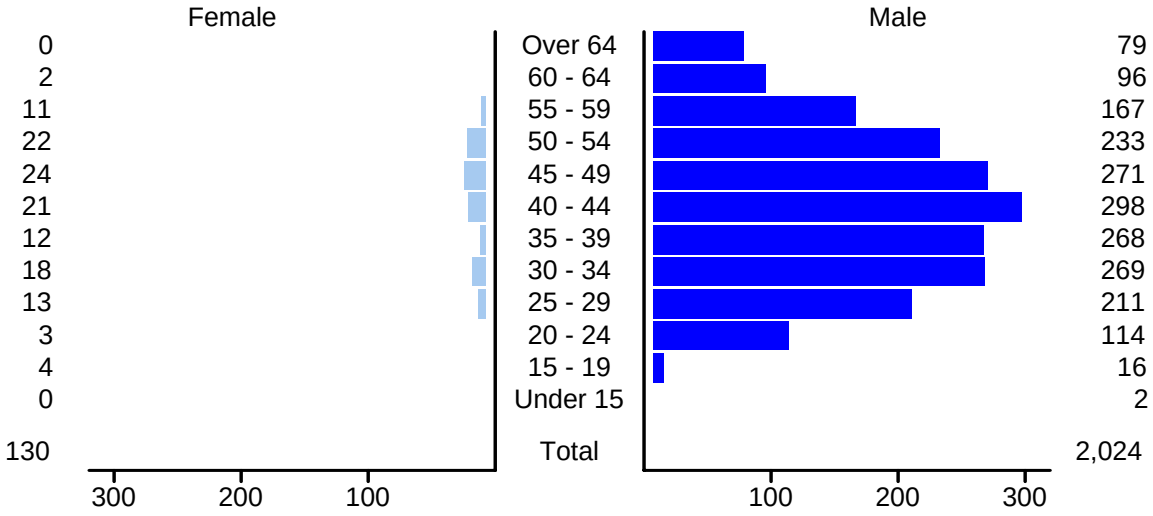
- Percent of involvements is the percentage of all vehicles in crashes for which each contributing factor was coded. More than one contributing factor may be coded for each vehicle. For 57 percent of all vehicles, no contributing factors were indicated.

Crashes involving Heavy Trucks in New Mexico by Class, 2004

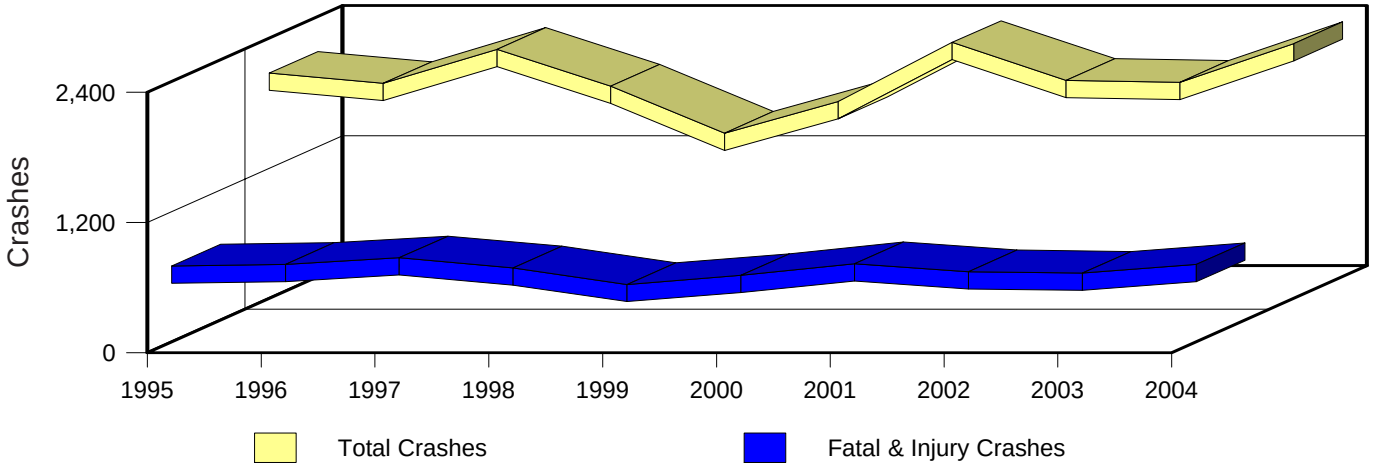
Class	Crashes					People	
	Total	% of Total	Fatal	% of Fatal	Injury	Killed	Injured
Other vehicle	1,558	69	27	60	449	37	696
Fixed object	255	11	2	4	28	2	35
Overturn	174	8	9	20	82	10	96
Parked vehicle	119	5	2	4	14	3	32
Other non-collision	76	3	0	0	8	0	8
Animal	44	2	0	0	2	0	2
Other object	35	2	0	0	1	0	1
Pedestrian	7	0	4	9	3	4	5
Veh. on other roadway	2	0	1	2	0	1	1
Pedalcyclist	1	0	0	0	1	0	1
Total	2,271	100	45	100	588	57	877

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

Heavy Truck Drivers in New Mexico Crashes By Age and Sex, 2004



New Mexico Crashes involving Heavy Trucks, 1995 - 2004



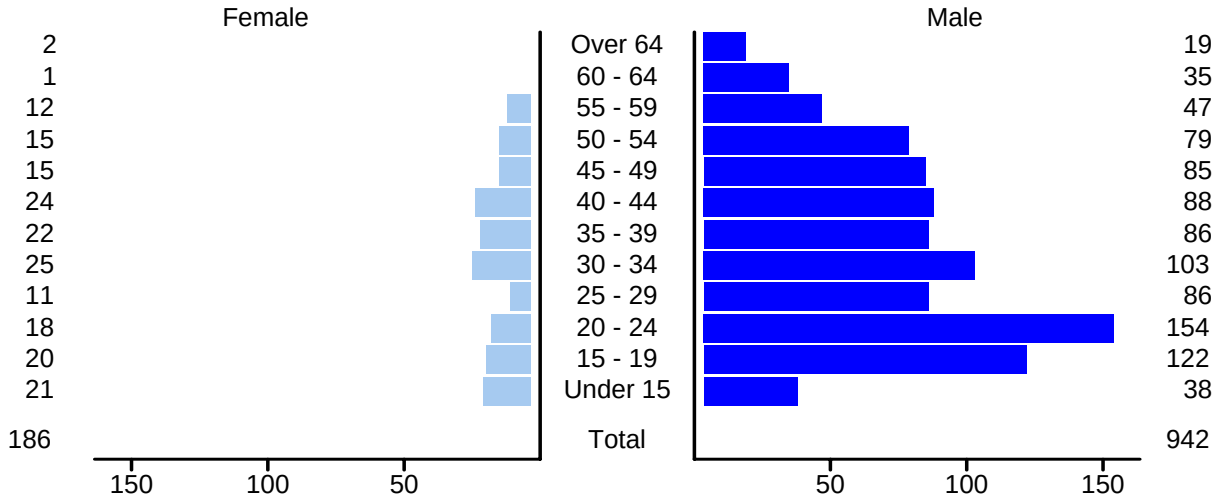
MOTORCYCLES

Motorcyclists in Crashes in New Mexico, 1995 - 2004

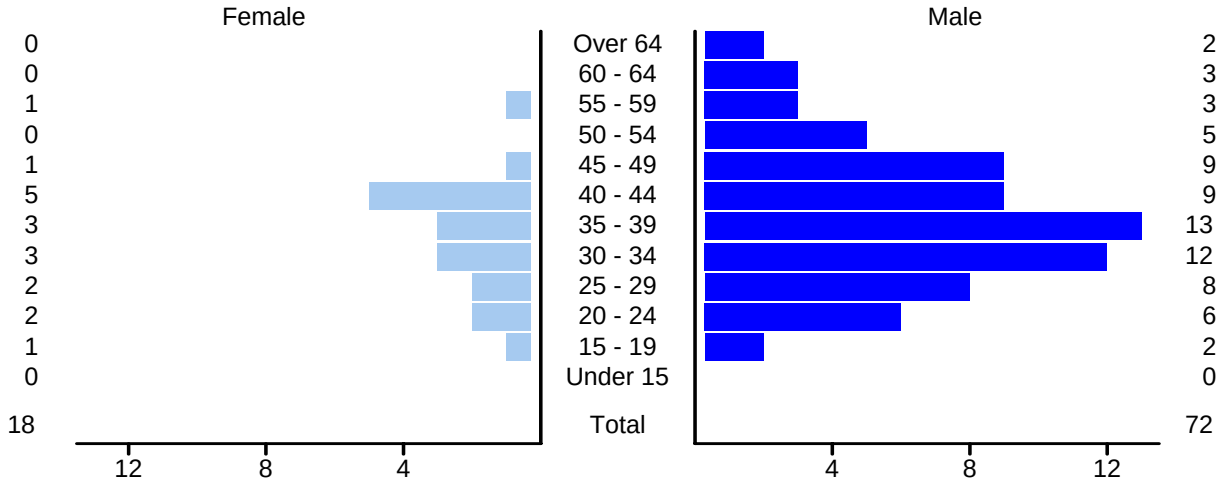
Year	Number of riders[1]	Number of Fatalities		Motorcycle Registrations
		No Helmet	Helmet	
2004	1,196	33	11	NA*
2003	1,133	31	9	NA*
2002	1,136	27	9	NA*
2001	1,044	25	9	NA*
2000	873	22	10	25,339[2]
1999	739	20	7	38,528[2]
1998	849	19	4	37,706[2]
1997	870	24	2	31,512
1996	1,007	25	2	31,341
1995	1,117	25	8	31,146

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, 2004



Motorcyclists in Alcohol-Involved Crashes by Age and Sex, 2004



Motorcyclists' Helmet Usage and Injuries in New Mexico, 2004

Injury	With Helmet	Without Helmet	Total
Killed	11	33	44
Incapacitating	83	174	257
Visible injury	141	317	458
Complaint	75	103	178
Unhurt	86	173	259
Total	396	800	1,196

Motorcyclists in Crashes in New Mexico by Age, 2004

Driver Age	Drivers			Riders[1]	
	Total	Crash Severity			
		Fatal	Injury	Killed	Injured
Under 15	30	1	25	1	31
15-19	121	3	105	3	116
20-24	152	5	124	5	134
25-29	87	6	60	5	64
30-34	114	6	89	7	98
35-39	92	3	74	4	87
40-44	100	3	81	3	87
45-49	88	2	68	2	75
50-54	84	9	60	9	65
55-59	51	3	44	3	48
60-64	35	1	33	0	37
Over 64	21	2	16	2	16
Total	975	44	779	44	858

1 Riders include drivers and passengers on motorcycles.

Motorcycle Crash Involvements in New Mexico by Class, 2004

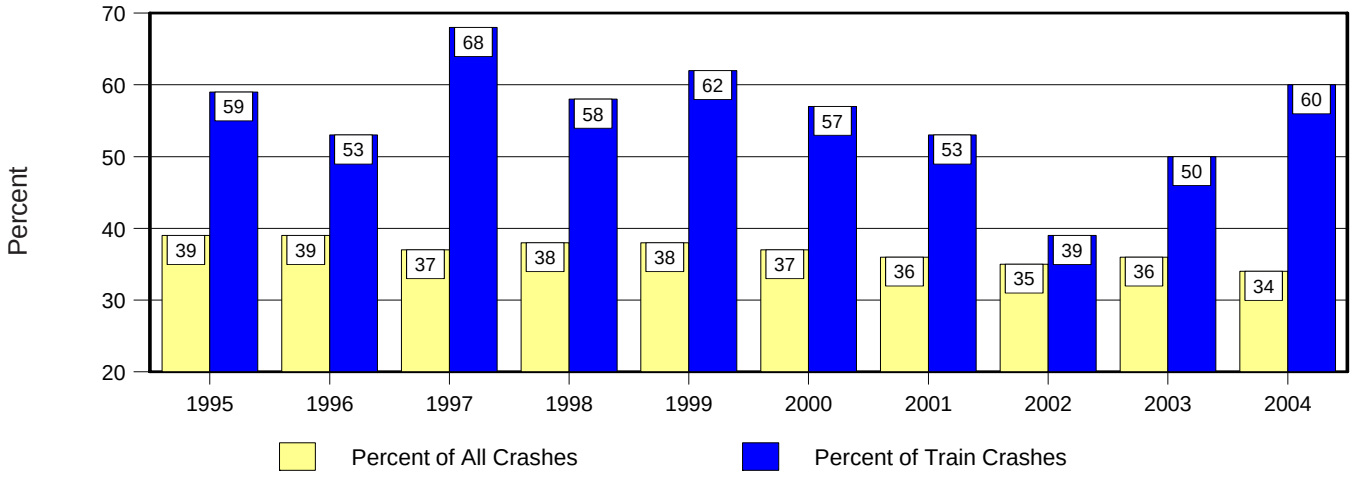
Class	Total	Fatal	Injury	Total
Other Vehicle	548	19	392	
Overturn	216	12	180	
Fixed Object	145	8	127	
Other Non-collision	76	1	66	
Parked Vehicle	31	1	6	
Animal	30	1	24	
Other Object	15	1	13	
Pedestrian	5	1	3	
Pedalcyclist	3	0	3	
Veh. on Other Roadway	1	0	1	
Total	1,070	44	815	250 500

All vehicles: see page 17.

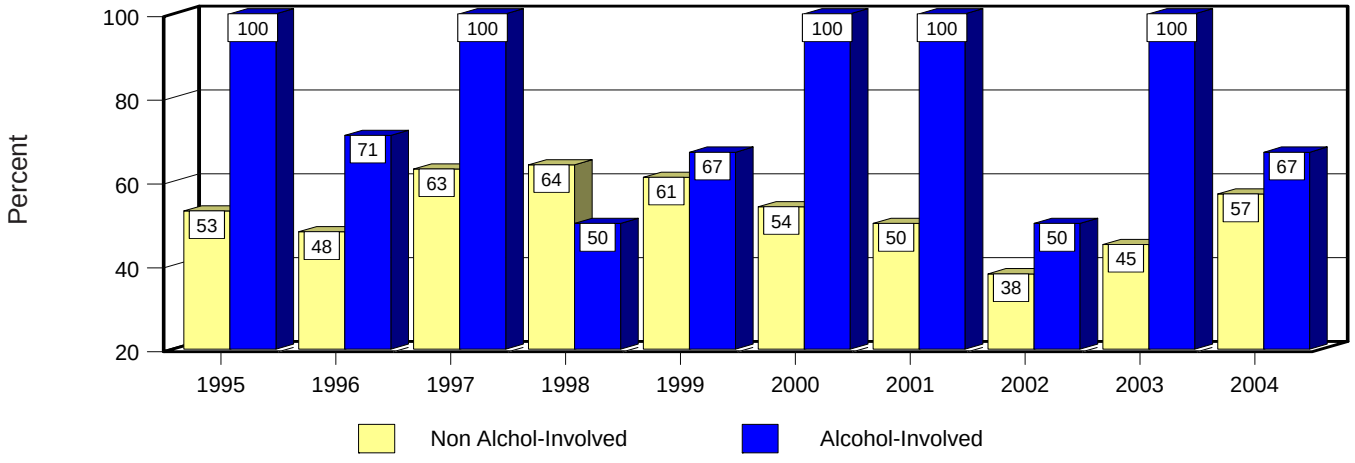
Traffic Crashes Involving Trains by Severity in New Mexico, 1995 - 2004

Year	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
2004	10	2	4	4	3	5
2003	12	2	4	6	3	6
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

Percent of Crashes Resulting in Fatalities or Injuries by Train Involvement, 1995 - 2004



Percent of Train Crashes Resulting in Fatalities or Injuries by Alcohol-involvement, 1995 - 2004



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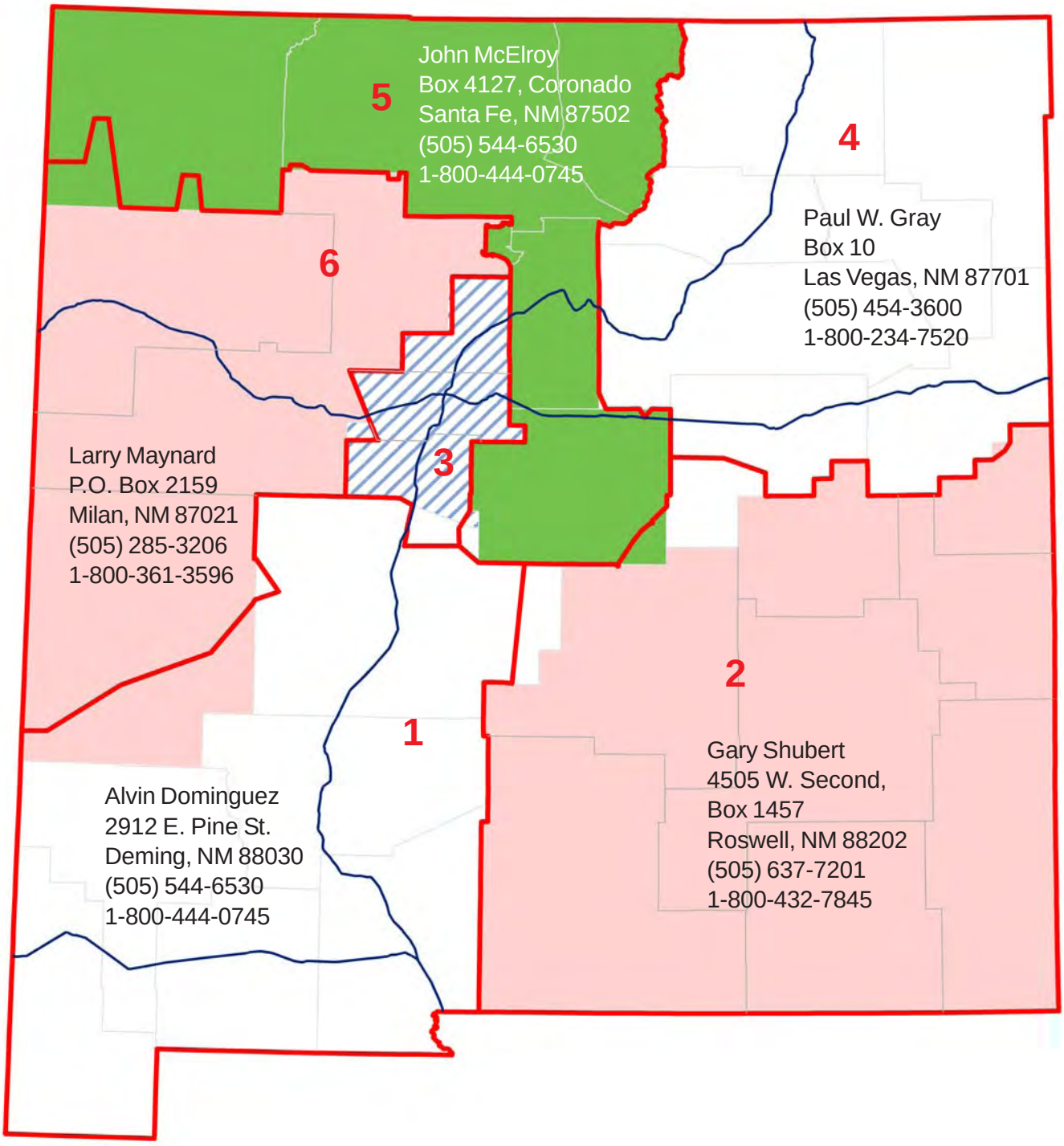


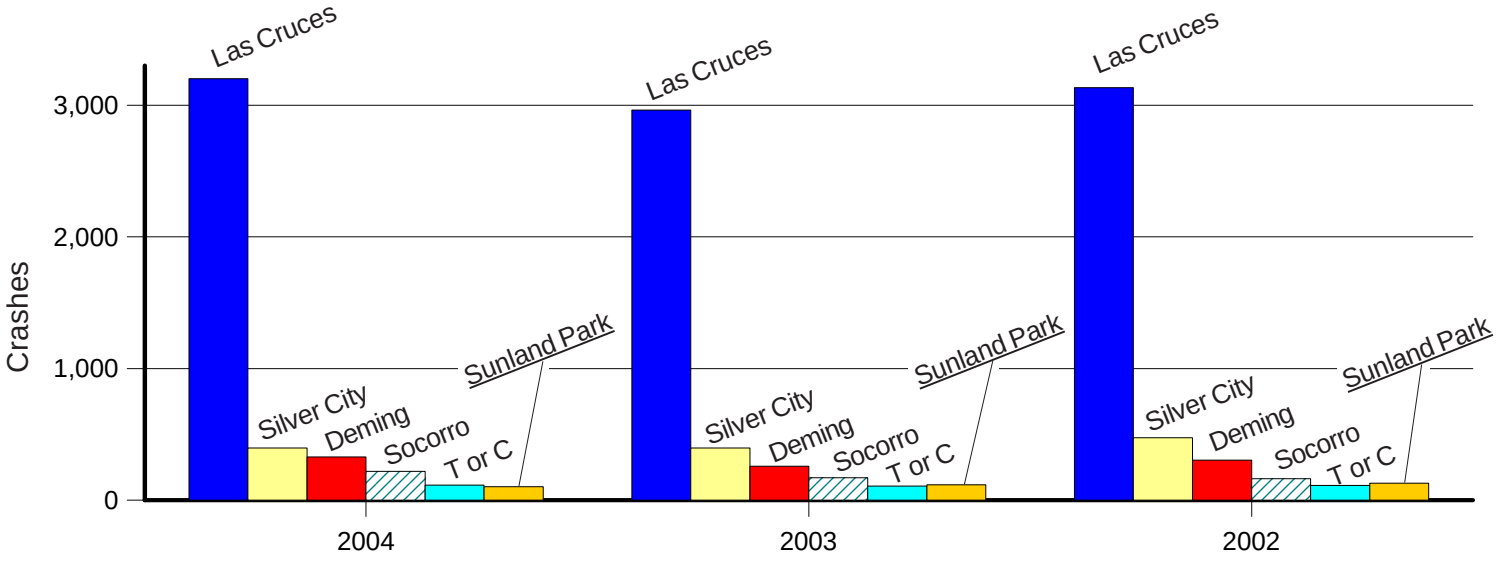
The contact information is available at http://www.nmshtd.state.nm.us/main.asp?secid=11148
Shading indicates statutory districts. Boundaries indicate maintenance districts.
The statistics on the following 12 pages are based on maintenance districts.

DISTRICT 1

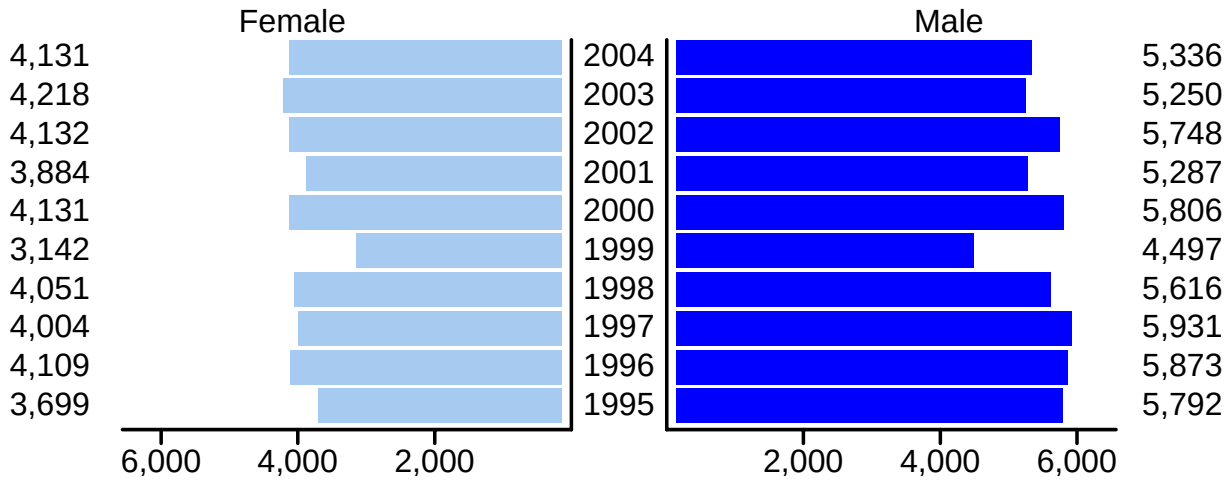
District 1 Crash Statistics, 1995 - 2004

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2004	260	68	68	81	2,067	3,127	6,107
2003	244	51	61	71	2,093	3,222	6,018
2002	280	61	56	71	2,165	3,431	6,315
2001	262	65	58	65	2,203	3,443	5,936
2000	240	47	48	56	2,349	3,709	6,248
1999	199	58	69	79	1,851	2,979	4,799
1998	264	72	57	74	2,320	3,691	6,107
1997	259	77	76	91	2,438	3,944	6,343
1996	211	68	40	46	2,262	3,668	5,860
1995	198	73	49	60	2,224	3,563	5,741

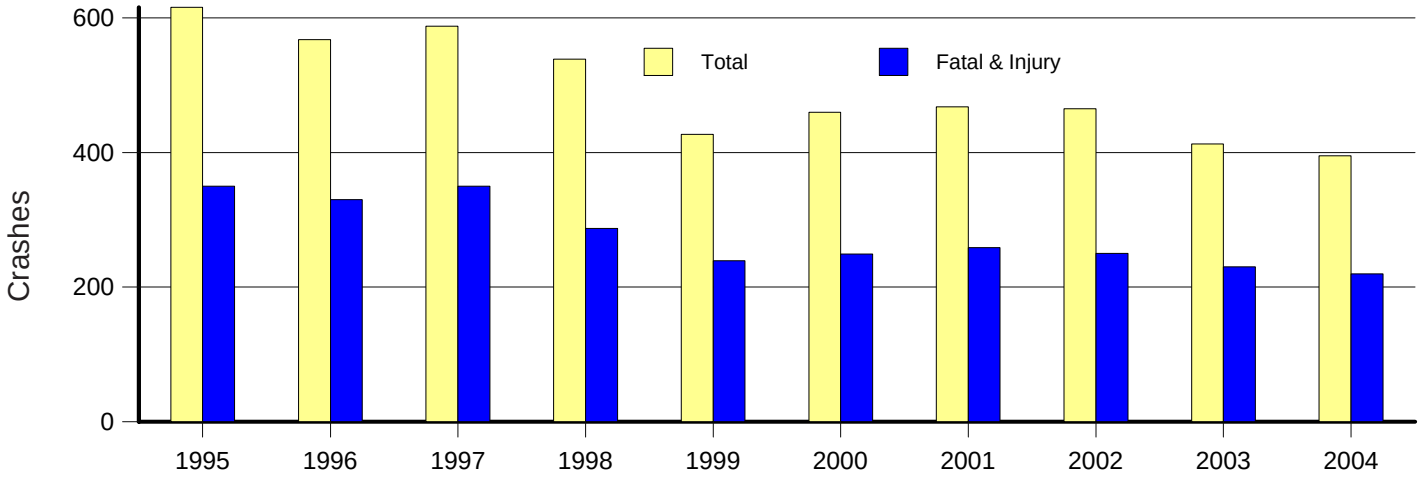
Crashes in Selected Cities in District 1, 2002-2004



Drivers in Crashes in District 1, 1995 - 2004



District 1 Alcohol-involved Crashes by Severity, 1995 - 2004

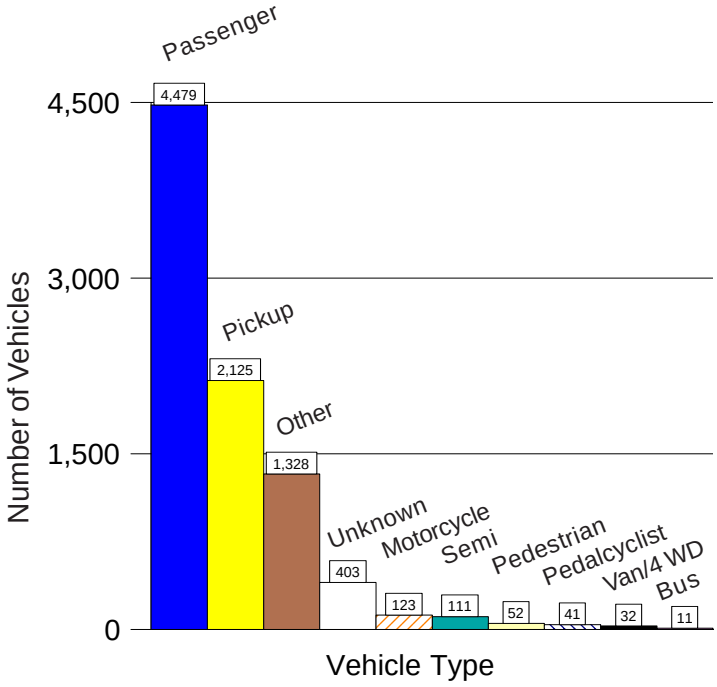


Crashes in District 1 by Top Contributing Factor, 2002-2004

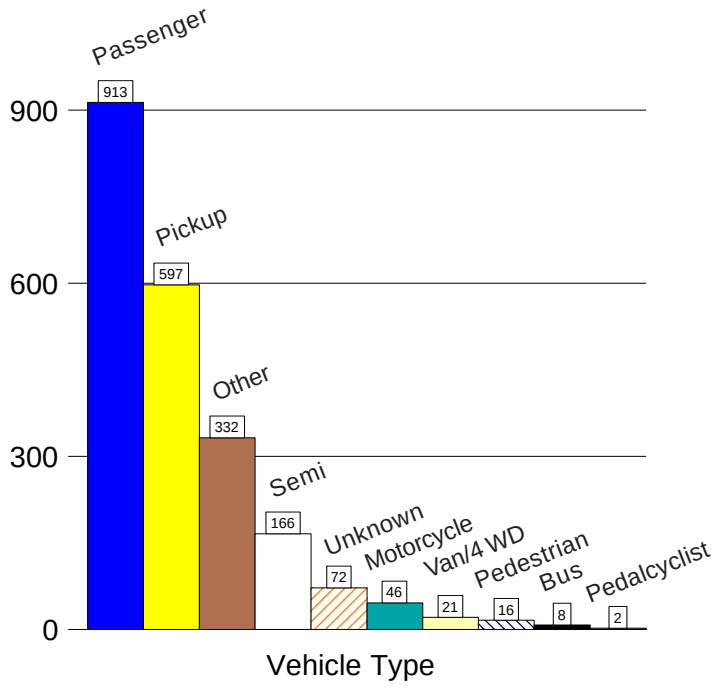
Urban			
Contributing Factor	2004	2003	2002
Driver inattention	1,146	1,174	1,025
Failing to yield	873	852	914
Following too close	599	412	603
Red light running	379	388	362
Excessive speed	422	271	349
Alcohol involvement	251	242	289
Improper backing	252	217	233

Rural			
Contributing Factor	2004	2003	2002
Driver inattention	297	416	332
Excessive speed	307	266	287
Other	229	233	116
Alcohol involvement	143	170	177
Not driver error	30	125	280
Mechanical defect	124	126	135
Failing to yield	119	151	99

2004 Crash Involvement in District 1 by Vehicle Type in Urban Areas



2004 Crash Involvement in District 1 by Vehicle Type in Rural Areas

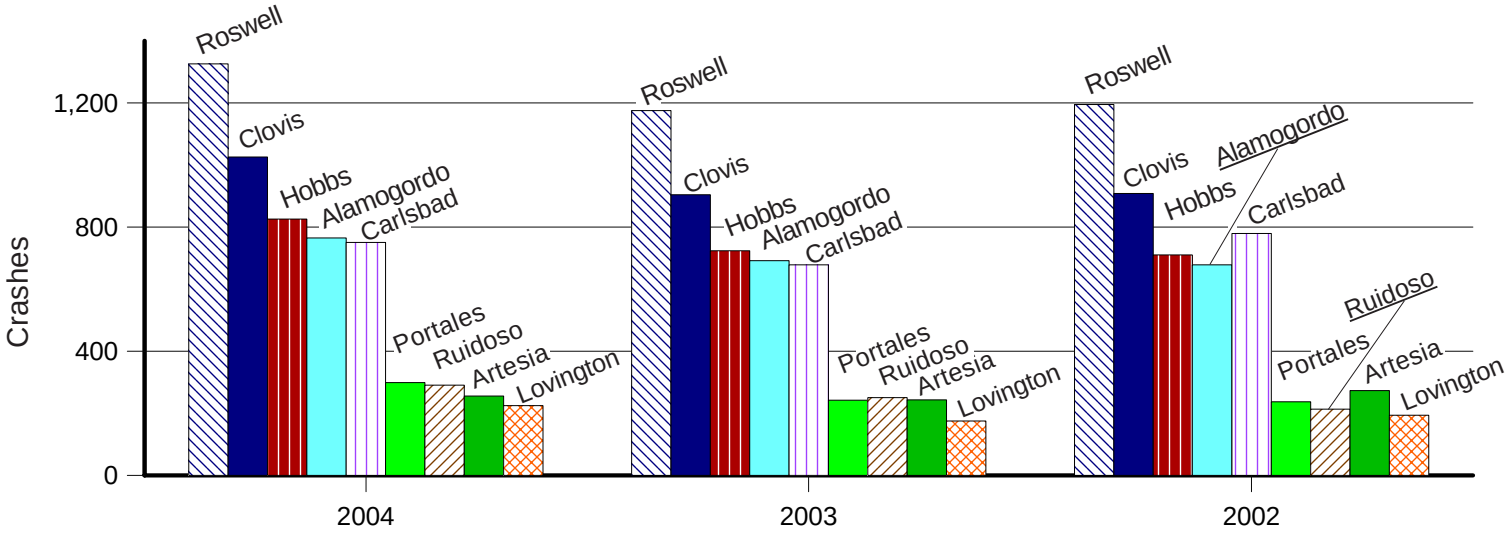


DISTRICT 2

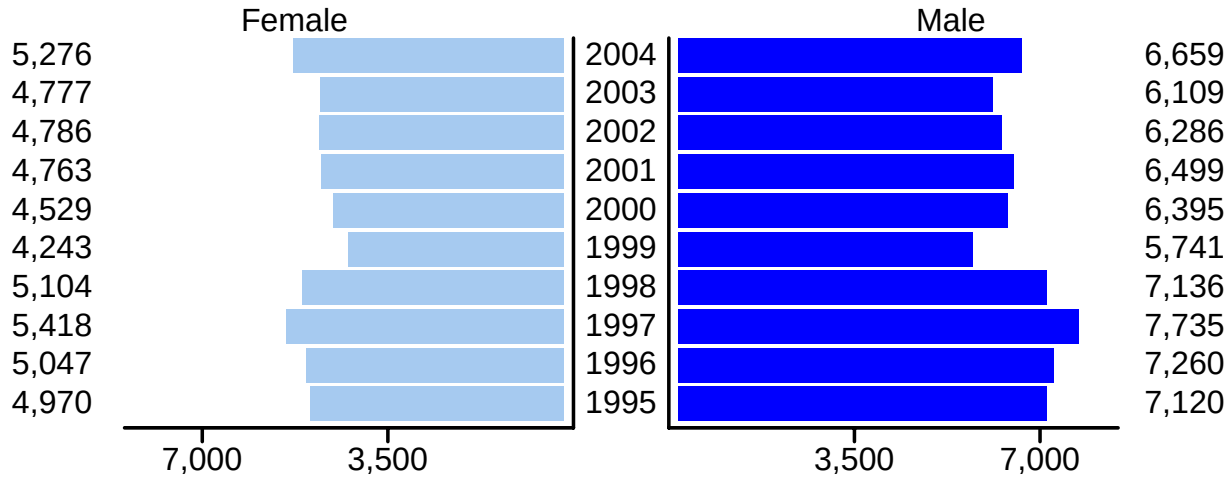
District 2 Crash Statistics, 1995 - 2004

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2004	375	62	58	70	2,383	3,662	7,772
2003	314	65	56	64	2,197	3,332	7,056
2002	308	68	58	65	2,399	3,627	7,260
2001	365	61	66	73	2,361	3,658	7,314
2000	271	57	55	58	2,375	3,667	7,054
1999	266	75	58	76	2,081	3,351	6,337
1998	344	73	64	72	2,494	3,867	7,669
1997	409	95	56	65	2,685	4,323	8,291
1996	356	78	46	51	2,653	4,209	7,660
1995	379	71	62	72	2,547	3,961	7,512

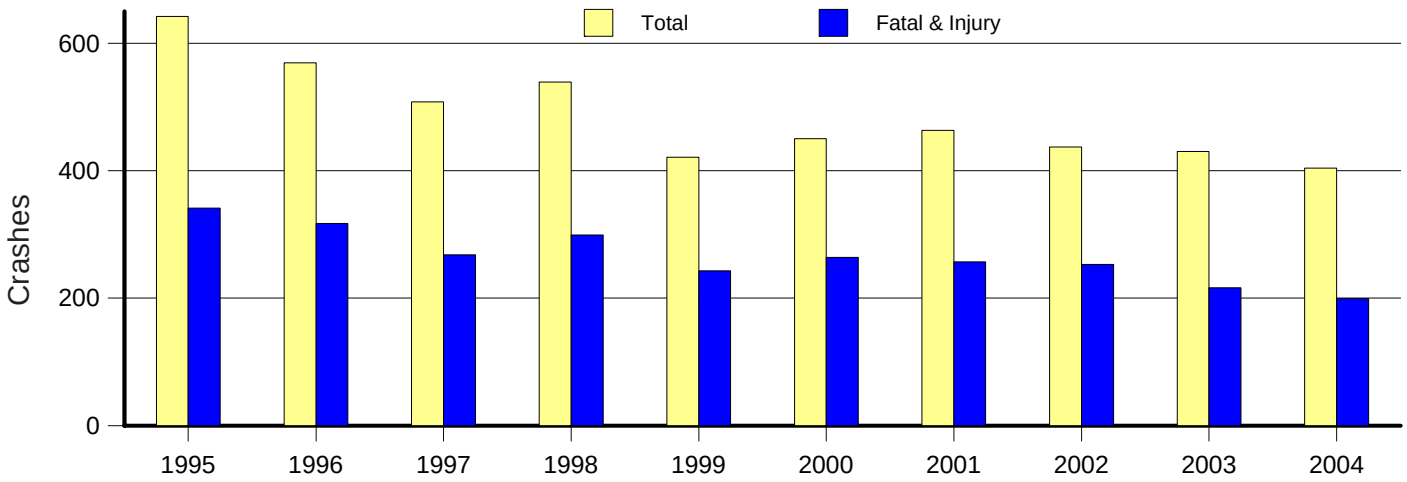
Crashes in Selected Cities in District 2, 2002-2004



Drivers in Crashes in District 2, 1995 - 2004



District 2 Alcohol-involved Crashes by Severity, 1995 - 2004

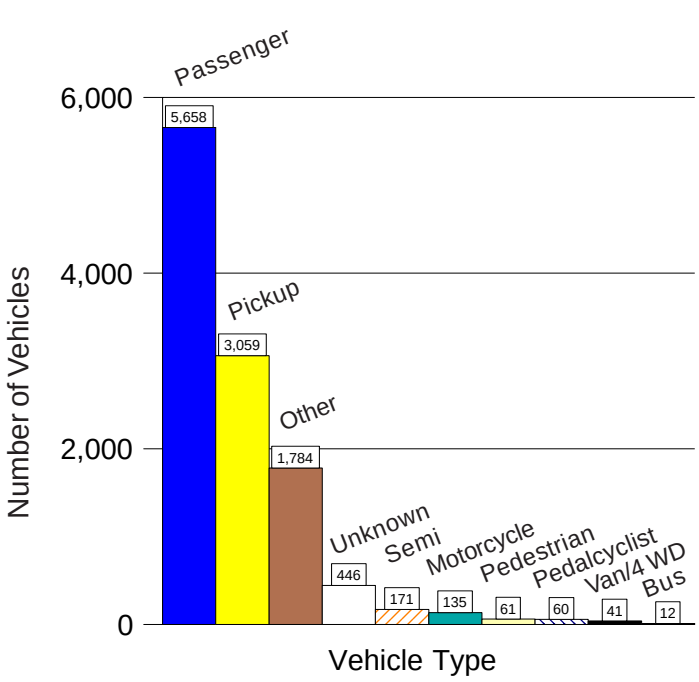


Crashes in District 2 by Top Contributing Factor, 2002-2004

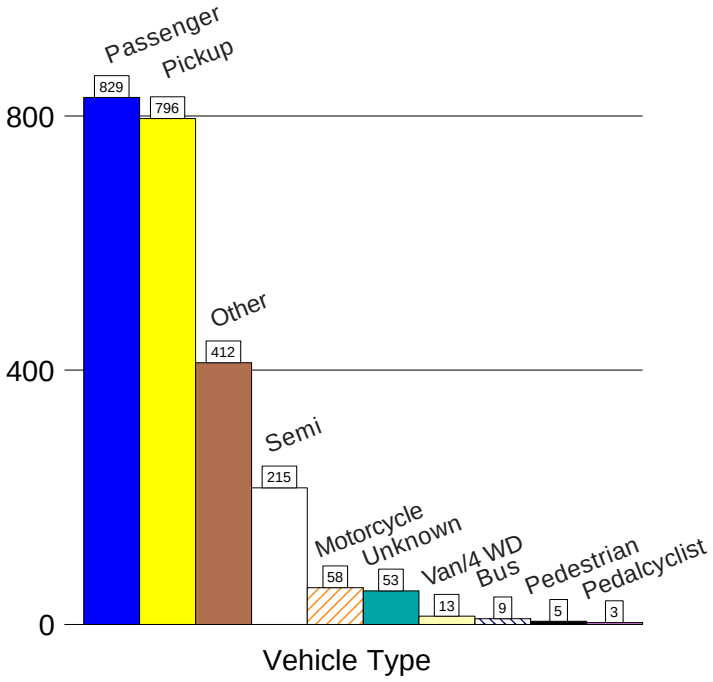
Urban			
Contributing Factor	2004	2003	2002
Failing to yield	1,250	1,133	1,207
Driver inattention	1,063	1,011	871
Following too close	1,028	838	920
Improper backing	565	494	494
Red light running	520	456	464
Excessive speed	480	276	311
Alcohol involvement	255	252	234

Rural			
Contributing Factor	2004	2003	2002
Excessive speed	506	343	442
Driver inattention	316	371	295
Other	375	333	87
Not driver error	24	132	387
Alcohol involvement	144	174	200
Failing to yield	116	124	108
Following too close	67	68	81

2004 Crash Involvement in District 2 by Vehicle Type in Urban Areas



2004 Crash Involvement in District 2 by Vehicle Type in Rural Areas

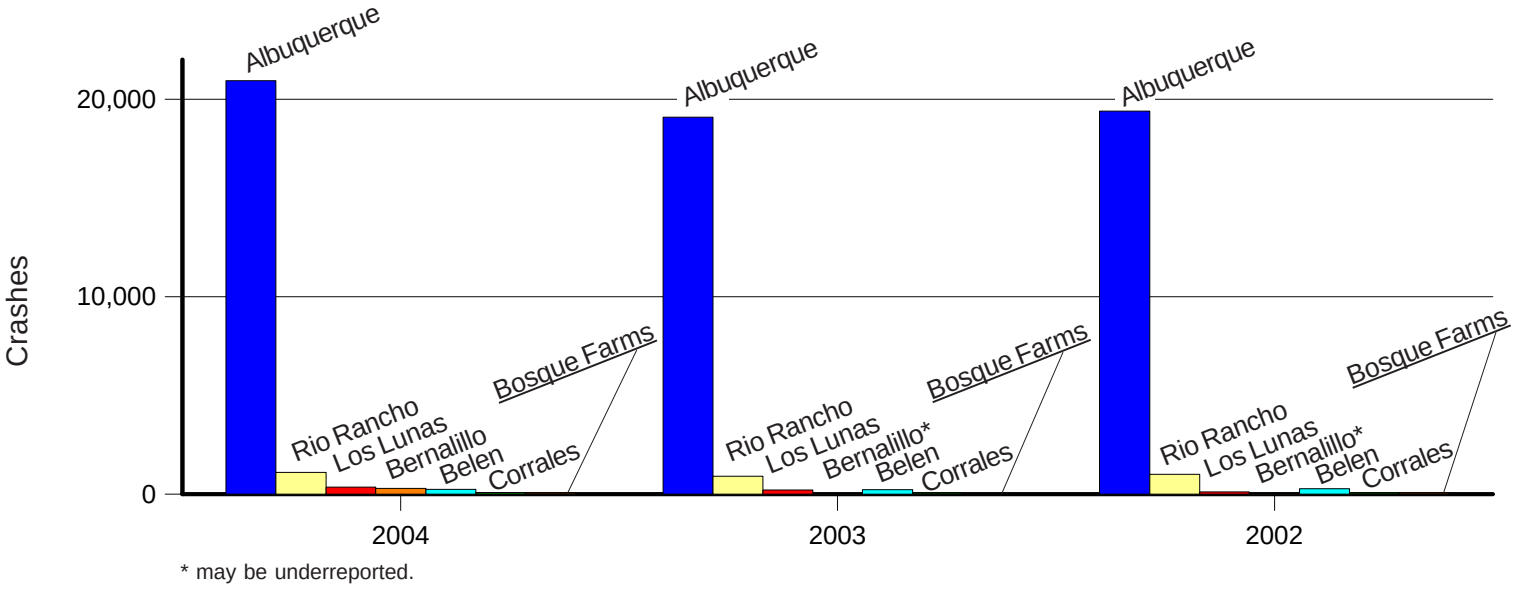


DISTRICT 3

District 3 Crash Statistics, 1995 - 2004

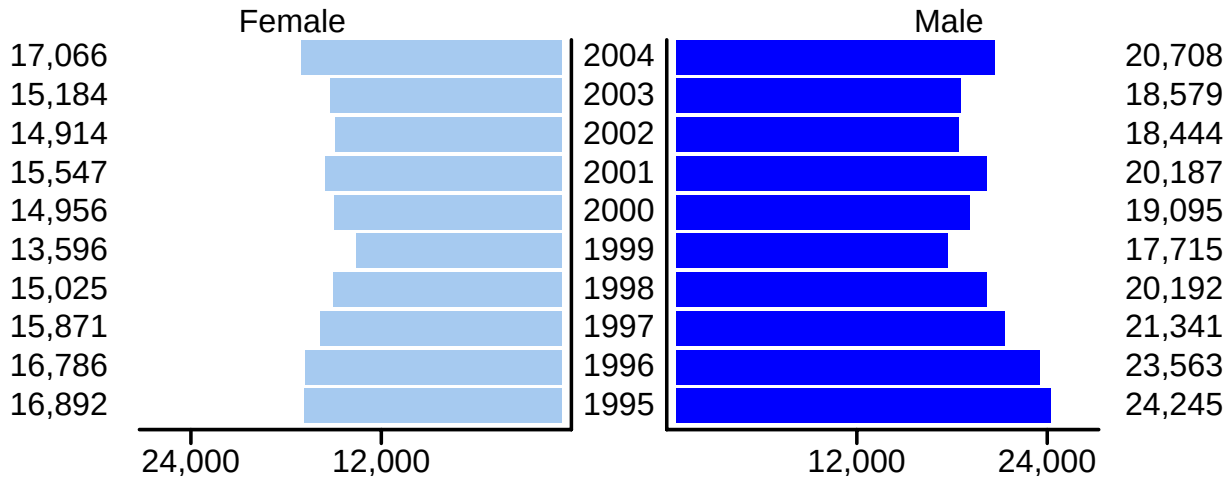
Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2004	803	244	102	107	8,078	11,965	24,153
2003	663	212	80	92	7,650	11,316	21,682
2002	606	212	98	103	7,514	11,229	21,759
2001	806	273	104	108	8,206	12,381	22,934
2000	564	206	85	95	7,818	11,881	21,251
1999	433	199	85	99	6,923	10,663	18,739
1998	579	241	84	88	7,858	12,087	20,921
1997	730	299	94	120	8,405	12,699	22,475
1996	670	313	113	128	9,554	14,711	24,443
1995	749	300	123	144	9,535	14,746	24,370

Crashes in Selected Cities in District 3, 2002-2004

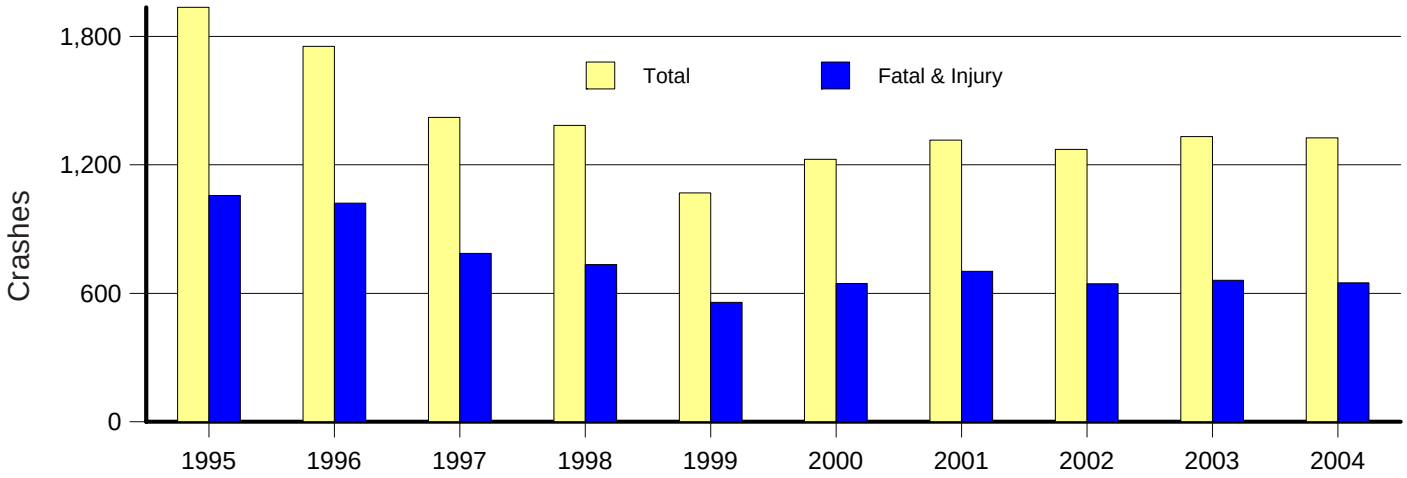


* may be underreported.

Drivers in Crashes in District 3, 1995 - 2004



District 3 Alcohol-involved Crashes by Severity, 1995 - 2004

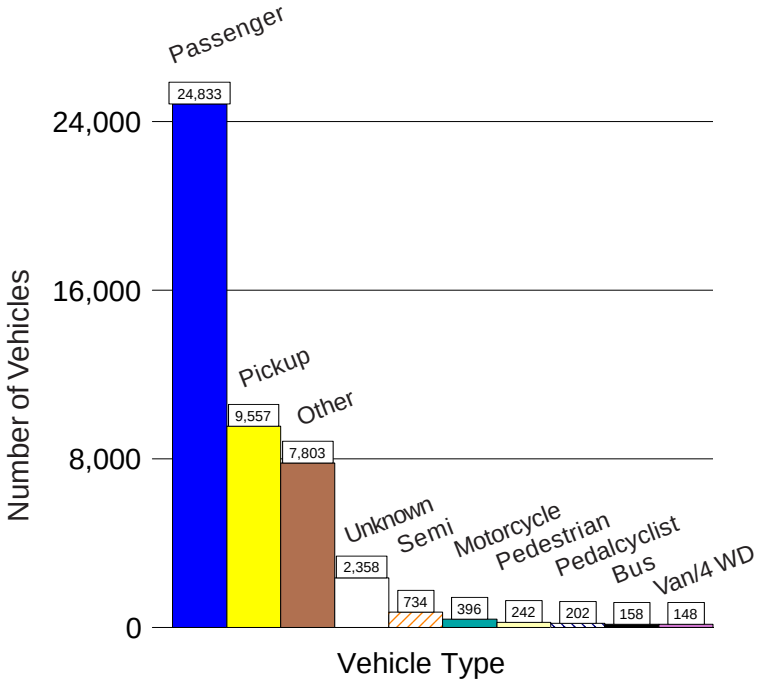


Crashes in District 3 by Top Contributing Factor, 2002-2004

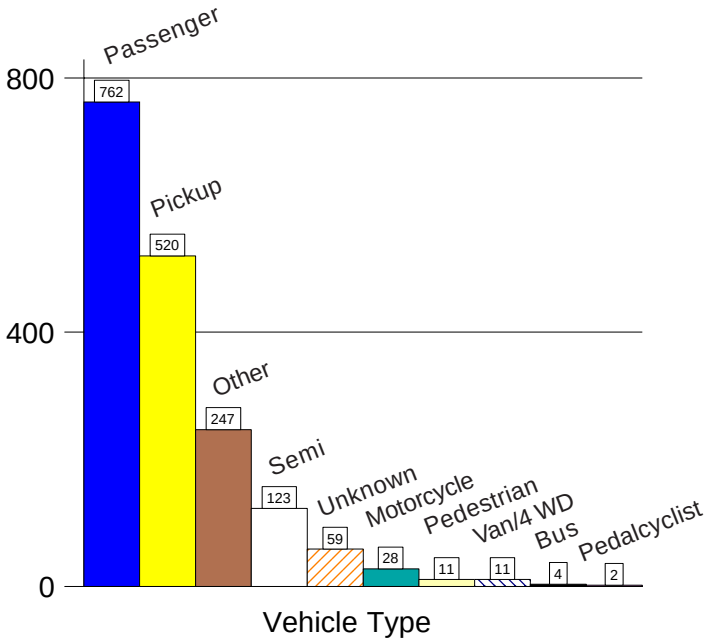
Urban			
Contributing Factor	2004	2003	2002
Driver inattention	5,624	6,064	5,136
Following too close	5,276	3,483	4,075
Failing to yield	3,676	3,254	3,348
Excessive speed	1,985	1,425	1,449
Red light running	1,640	1,503	1,627
Alcohol involvement	1,218	1,187	1,149
Other	1,051	1,186	1,235

Rural			
Contributing Factor	2004	2003	2002
Driver inattention	236	267	166
Excessive speed	261	165	133
Alcohol involvement	105	139	120
Other	134	104	58
Following too close	115	102	75
Failing to yield	85	112	47
Mechanical defect	45	56	49

2004 Crash Involvement in District 3 by Vehicle Type in Urban Areas



2004 Crash Involvement in District 3 by Vehicle Type in Rural Areas

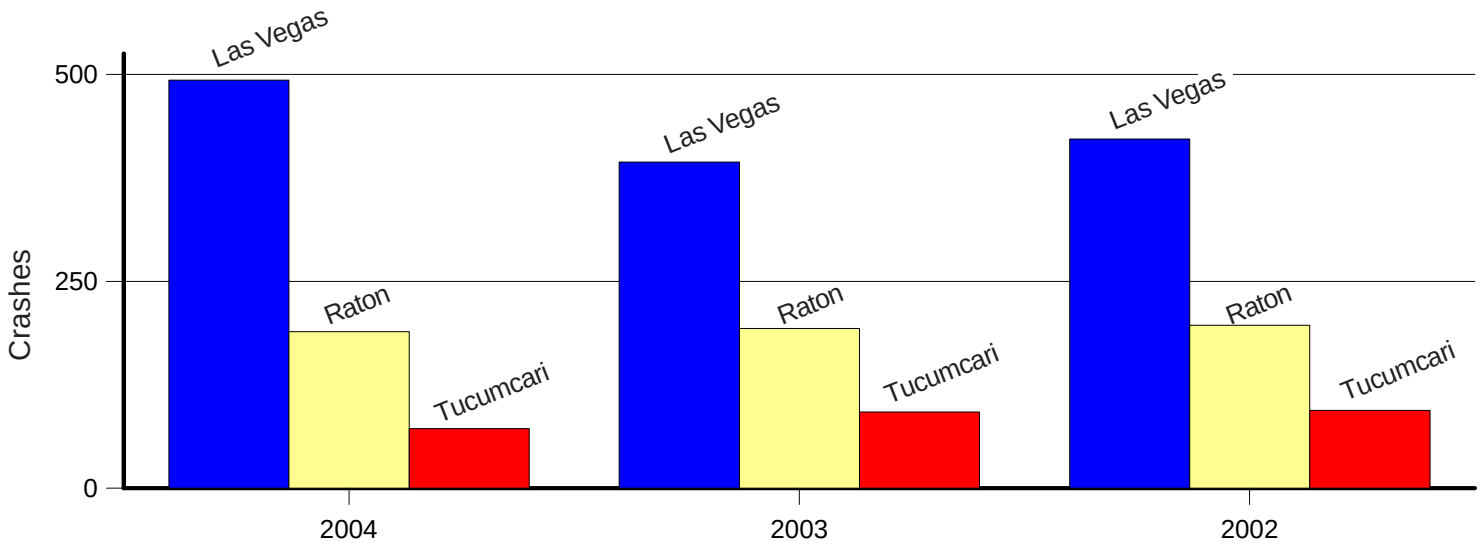


DISTRICT 4

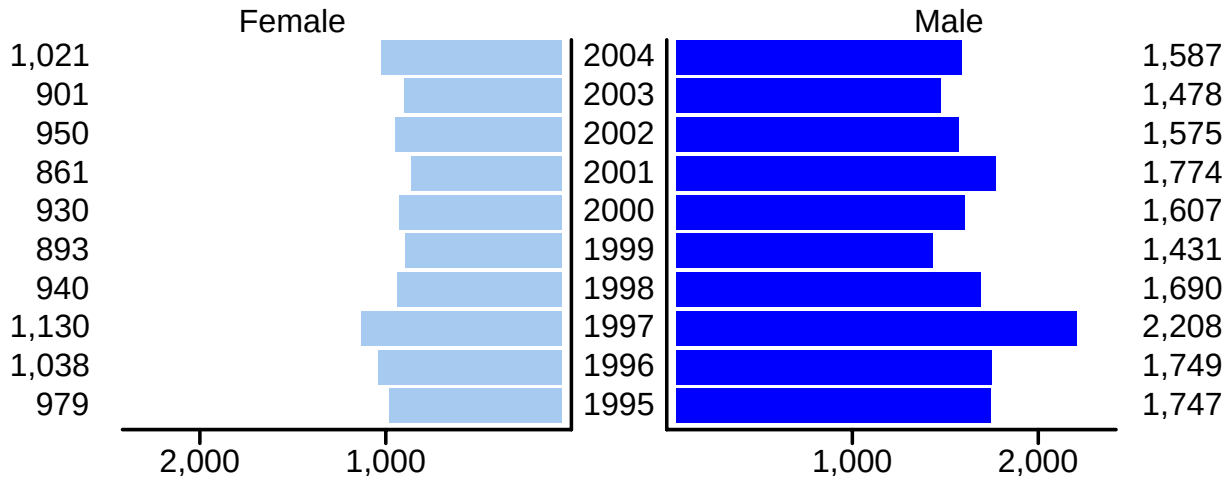
District 4 Crash Statistics, 1995 - 2004

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2004	165	16	44	55	632	999	1,923
2003	158	14	37	54	617	973	1,777
2002	197	19	38	45	601	952	1,982
2001	229	10	49	55	636	1,031	2,010
2000	181	6	31	34	673	1,095	1,897
1999	146	21	27	32	590	943	1,698
1998	160	17	40	46	660	1,130	1,915
1997	237	23	46	55	775	1,286	2,437
1996	176	14	42	54	744	1,287	2,258
1995	167	18	28	32	745	1,207	2,230

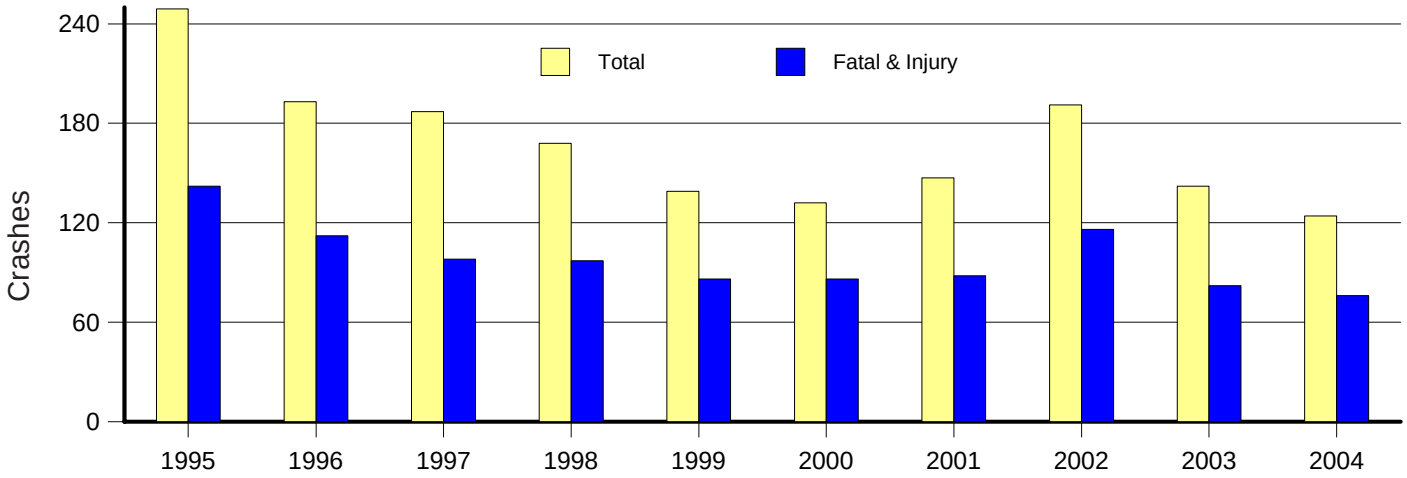
Crashes in Selected Cities in District 4, 2002-2004



Drivers in Crashes in District 4, 1995 - 2004



District 4 Alcohol-involved Crashes by Severity, 1995 - 2004

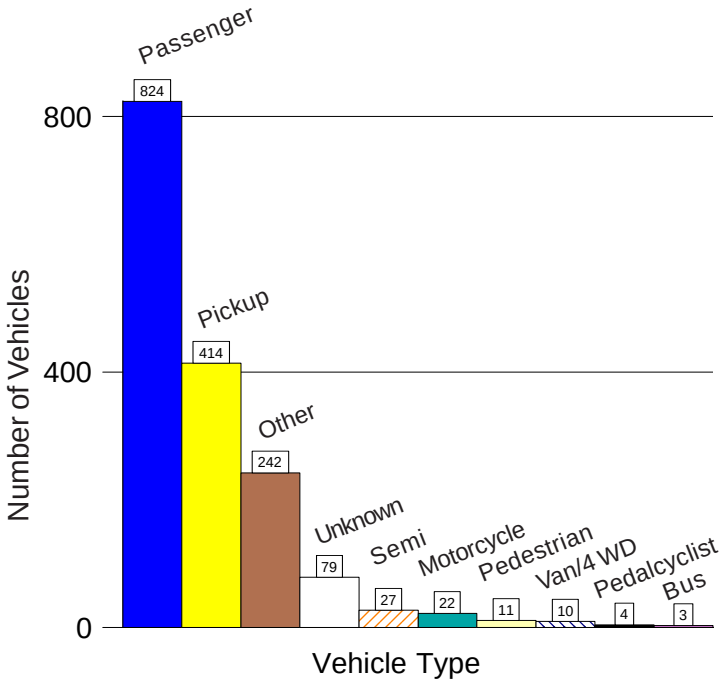


Crashes in District 4 by Top Contributing Factor, 2002-2004

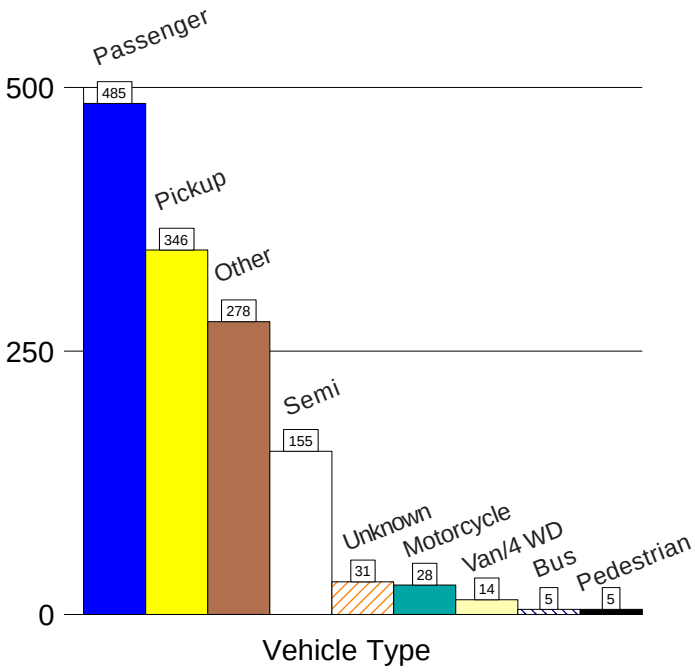
Urban			
Contributing Factor	2004	2003	2002
Driver inattention	201	185	171
Failing to yield	133	111	133
Following too close	119	89	89
Improper backing	91	89	103
Excessive speed	89	80	85
Alcohol involvement	44	49	87
Red light running	60	44	61

Rural			
Contributing Factor	2004	2003	2002
Excessive speed	328	199	270
Driver inattention	199	245	222
Other	222	189	57
Not driver error	17	80	224
Alcohol involvement	76	87	102
Mechanical defect	57	52	67
Driving left of center	39	40	33

2004 Crash Involvement in District 4 by Vehicle Type in Urban Areas



2004 Crash Involvement in District 4 by Vehicle Type in Rural Areas

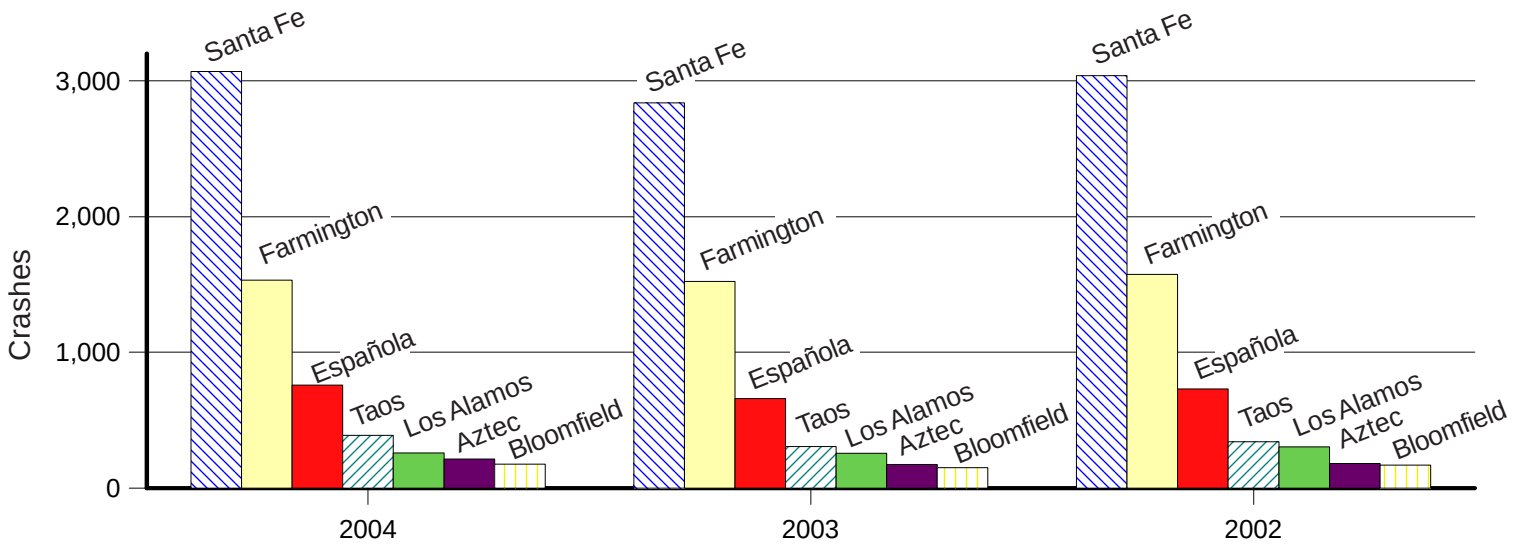


DISTRICT 5

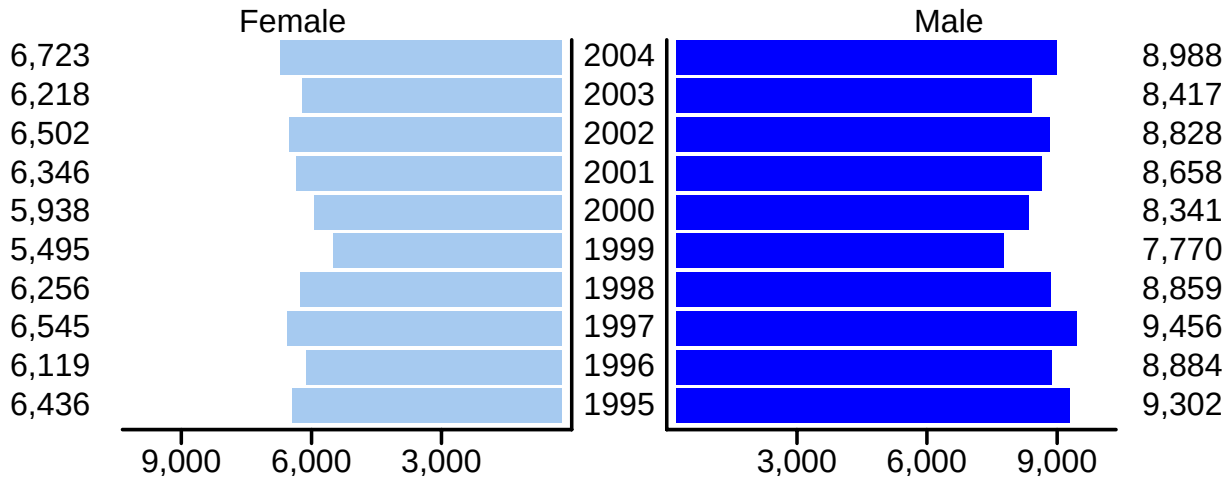
District 5 Crash Statistics, 1995 - 2004

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2004	408	81	99	124	3,494	5,322	9,664
2003	315	93	78	90	3,332	5,150	9,010
2002	304	90	94	102	3,551	5,599	9,484
2001	350	80	89	106	3,539	5,530	9,235
2000	259	89	91	102	3,381	5,340	8,704
1999	233	85	77	98	3,084	4,853	7,929
1998	320	98	81	87	3,595	5,828	9,061
1997	378	95	79	95	3,663	5,963	9,645
1996	299	98	110	128	3,539	5,839	9,212
1995	296	138	109	118	3,744	5,941	9,621

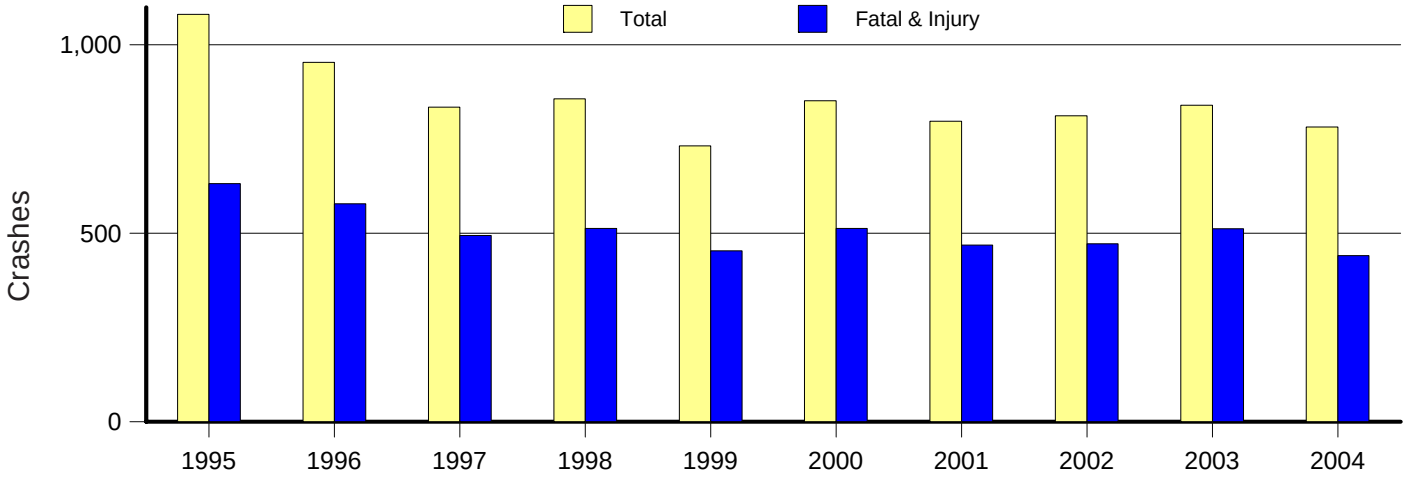
Crashes in Selected Cities in District 5, 2002-2004



Drivers in Crashes in District 5, 1995 - 2004



District 5 Alcohol-involved Crashes by Severity, 1995 - 2004

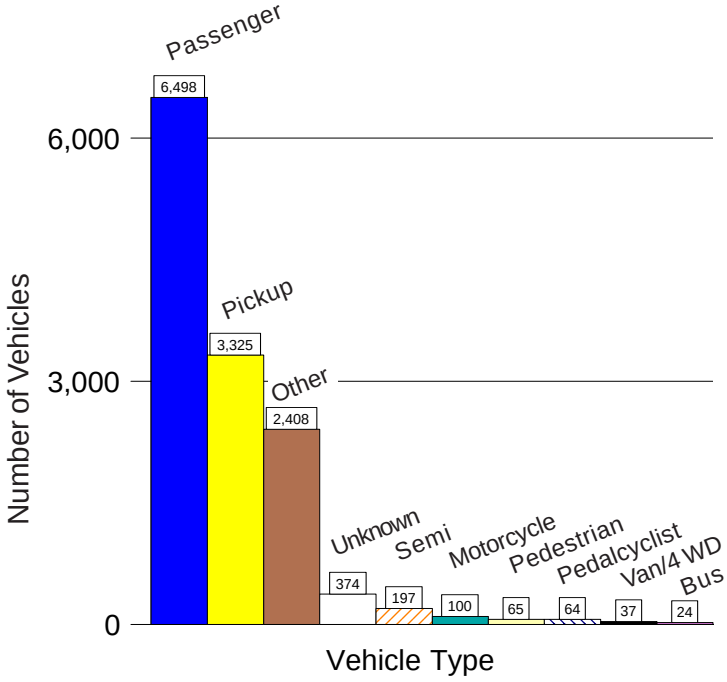


Crashes in District 5 by Top Contributing Factor, 2002-2004

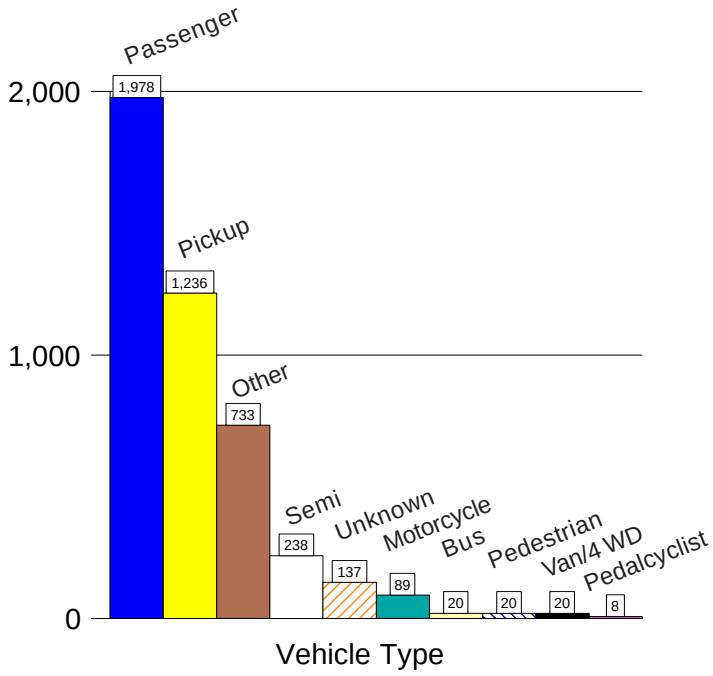
Urban			
Contributing Factor	2004	2003	2002
Following too close	1,751	1,524	1,682
Failing to yield	1,336	1,214	1,269
Driver inattention	1,147	1,170	974
Excessive speed	533	376	481
Alcohol involvement	479	457	436
Red light running	405	366	452
Other	337	272	302

Rural			
Contributing Factor	2004	2003	2002
Excessive speed	783	611	653
Driver inattention	482	505	388
Other	499	385	184
Alcohol involvement	304	384	375
Following too close	269	219	217
Failing to yield	226	224	212
Not driver error	41	163	416

2004 Crash Involvement in District 5 by Vehicle Type in Urban Areas



2004 Crash Involvement in District 5 by Vehicle Type in Rural Areas

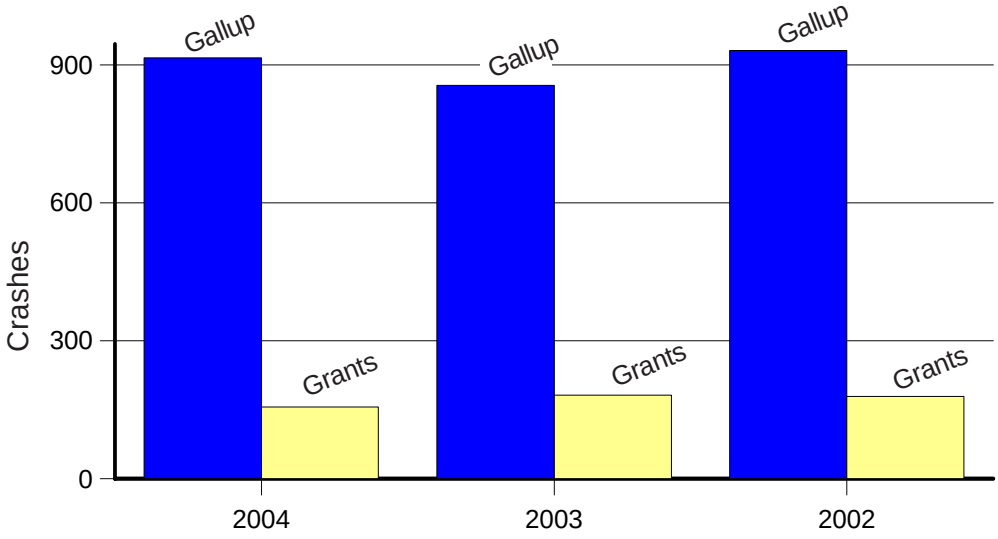


DISTRICT 6

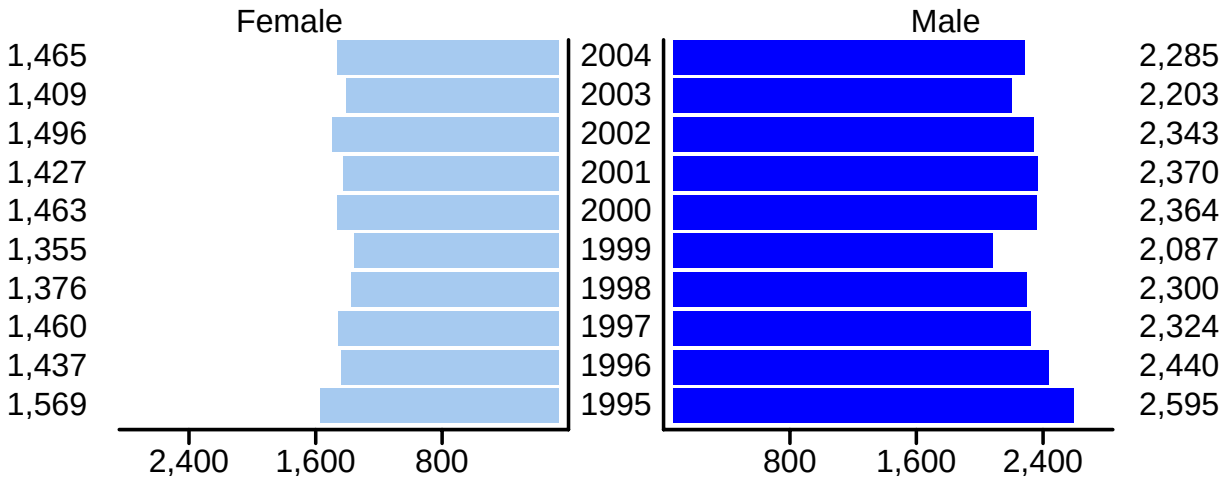
District 6 Crash Statistics, 1995 - 2004

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2004	260	40	69	85	826	1,406	2,669
2003	221	43	55	68	840	1,419	2,585
2002	237	54	54	63	968	1,603	2,813
2001	270	45	49	57	934	1,493	2,807
2000	221	30	78	90	965	1,688	2,780
1999	167	47	71	76	819	1,451	2,453
1998	212	35	48	57	893	1,509	2,595
1997	205	53	49	58	887	1,504	2,633
1996	192	69	61	74	949	1,638	2,733
1995	209	67	54	59	962	1,578	2,903

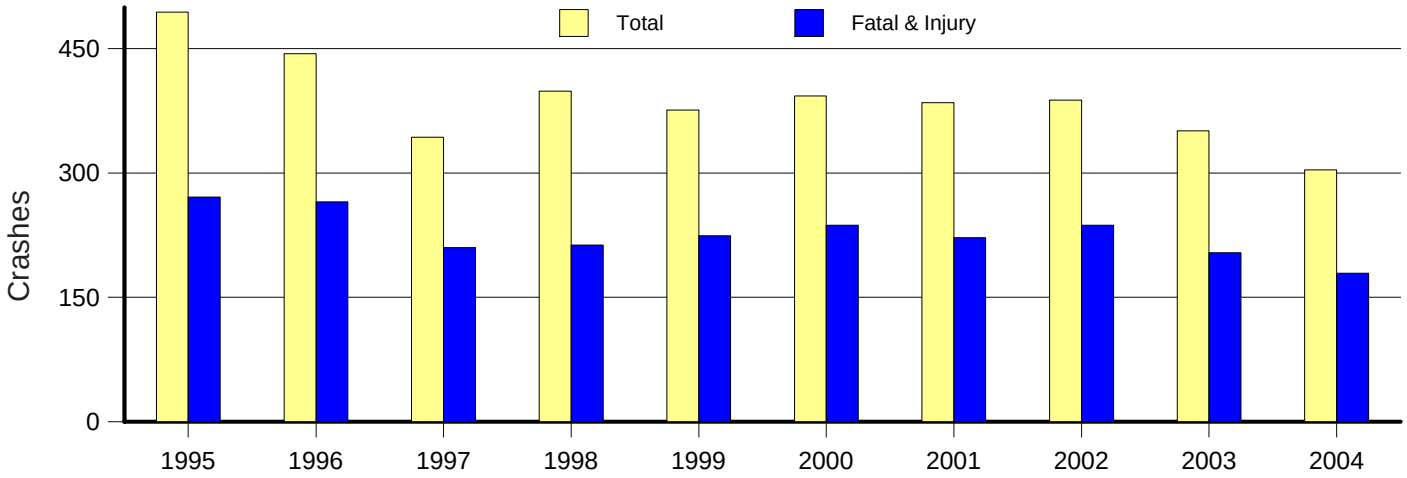
Crashes in Selected Cities in District 6, 2002-2004



Drivers in Crashes in District 6, 1995 - 2004



District 6 Alcohol-involved Crashes by Severity, 1995 - 2004

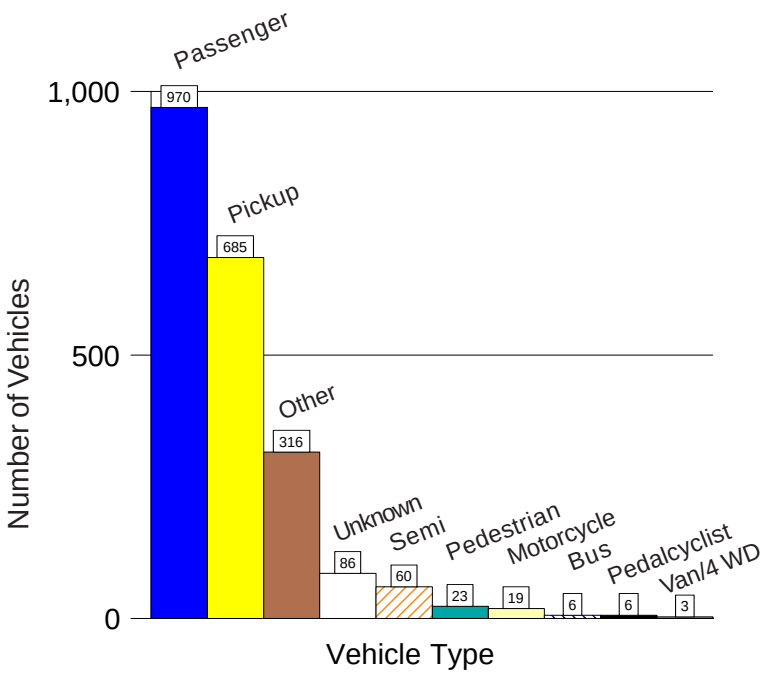


Crashes in District 6 by Top Contributing Factor, 2002-2004

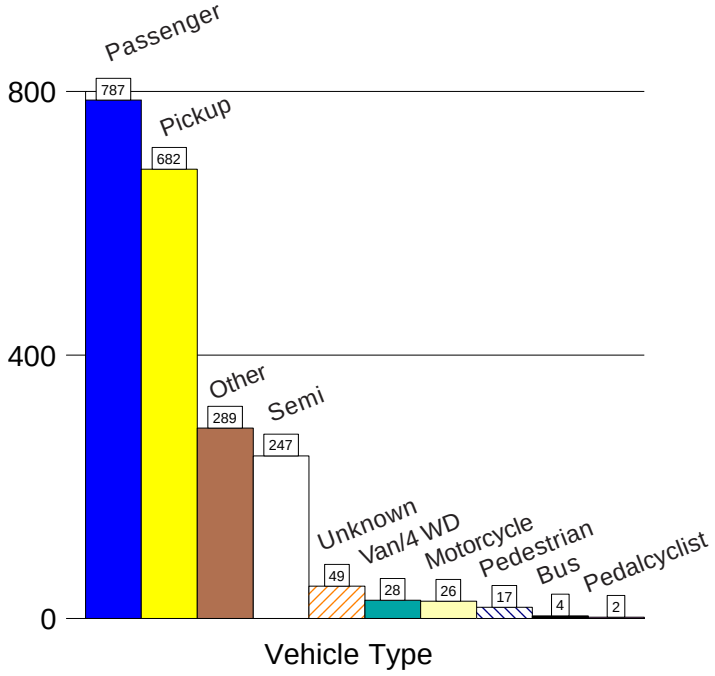
Urban			
Contributing Factor	2004	2003	2002
Failing to yield	237	247	238
Following too close	207	186	225
Driver inattention	154	166	140
Alcohol involvement	97	136	128
Excessive speed	125	102	112
Improper backing	77	69	72
Red light running	76	59	55

Rural			
Contributing Factor	2004	2003	2002
Excessive speed	408	318	360
Driver inattention	260	270	262
Alcohol involvement	205	215	258
Other	284	240	126
Not driver error	19	88	227
Failing to yield	66	85	60
Mechanical defect	49	54	75

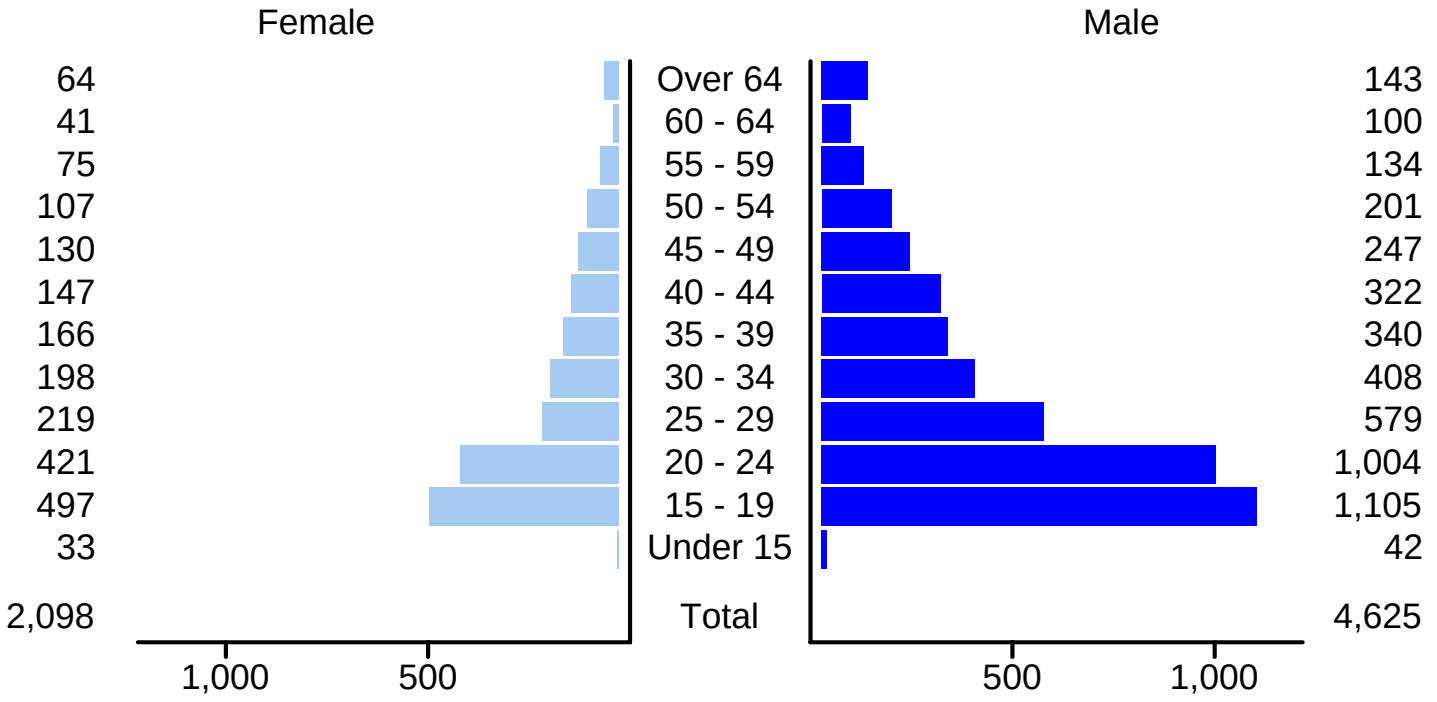
2004 Crash Involvement in District 6 by Vehicle Type in Urban Areas



2004 Crash Involvement in District 6 by Vehicle Type in Rural Areas



Drivers in Speed Related Crashes by Age and Sex, 2004



In 2004 ...

- 209 people were killed in speed-related crashes.

Highest Percentage of Speed Related Crashes, 2004 by Selected[1] Cities

City	Crashes				People	
	Total	Percent	Fatal	Injury	Killed	Injured
Ruidoso	75	26	2	21	2	33
Los Lunas	62	17	1	27	1	44
Gallup	140	15	4	51	4	85
Taos	59	15	1	25	2	34
Española	115	15	1	55	1	81
Rio Rancho	148	13	0	60	0	97
Las Vegas	65	13	1	19	1	25

1 Cities with 50 or more speed-related crashes are ranked by the percentage of speed-related crashes.

SOURCES

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 2004.

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 U.S. Department of Commerce, Bureau of the Census, Population Estimates Branch, June 2005.

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 1992-2000 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, 2004*).

We are happy to have prepared this annual report for the New Mexico Traffic Safety Bureau for the twenty seventh 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 the New Mexico Traffic Safety Bureau at (505) 827-0427.

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

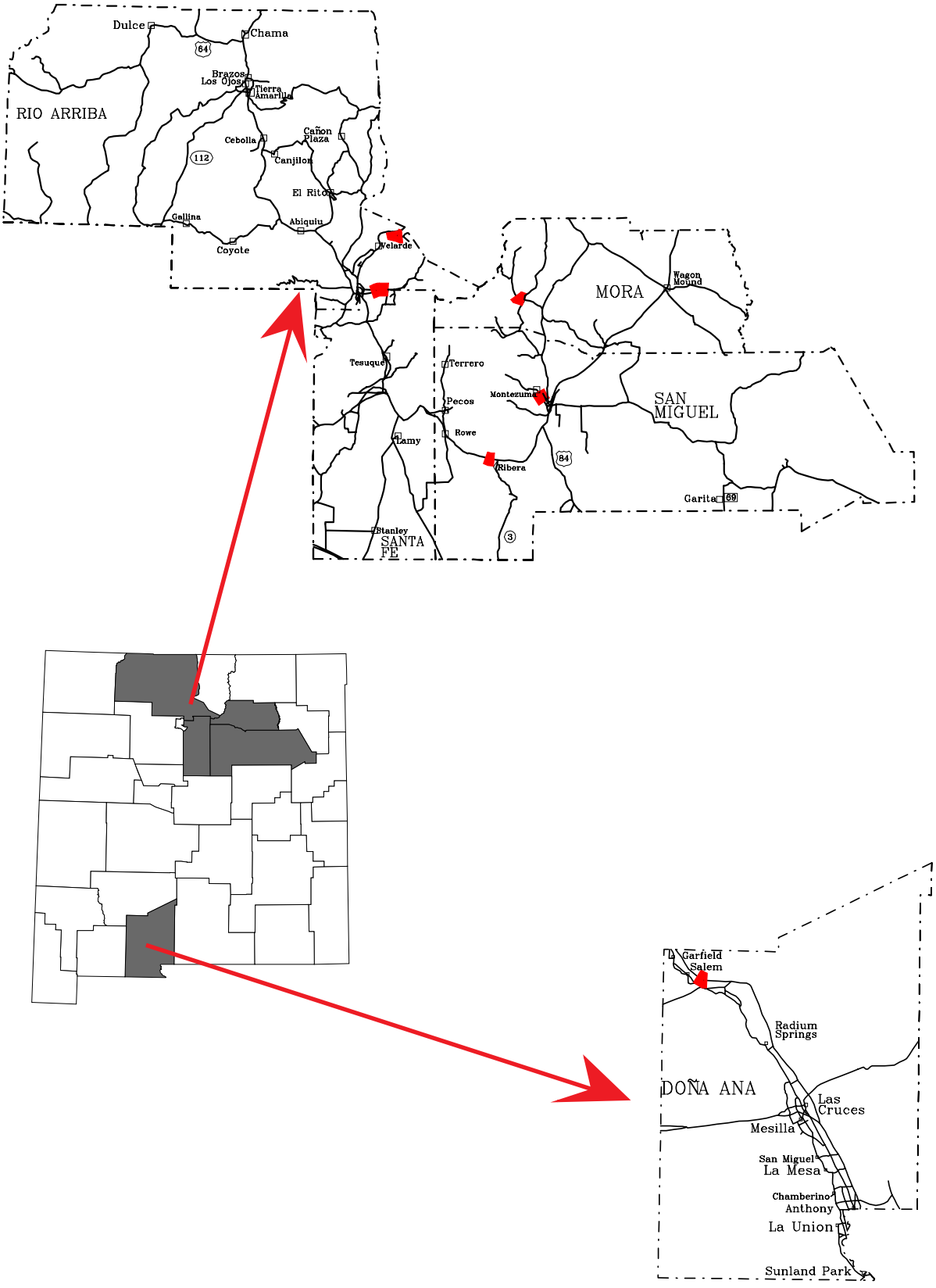
INDEX

ACKNOWLEDGMENTS

This report was produced by: Susie Bucklin, Annaliese Mayette, Minh-Tam Nguyen and Schuyler Smith.
Bich-Hanh Nguyen was the project leader and editor.

New Mexico's Highest Crash Rate Rural Highway Segments, 2004

(See page 15)



Traffic Fatalities in New Mexico by County, 2004