



Highway Safety Improvement Program  
*Data Driven Decisions*

New Mexico  
Highway Safety Improvement Program  
2015 Annual Report

Prepared by: NM

## Disclaimer

### **Protection of Data from Discovery & Admission into Evidence**

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

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## Executive Summary

The Highway Safety Improvement Program (HSIP) report is an annual update prepared by the Government to Government (GTG) Unit of the Statewide Planning Bureau (SPB), housed under the New Mexico Department of Transportation (NMDOT) Asset Management and Planning Division (AMPD). The report is based on the best available data and information collected. To facilitate a transparent stakeholder process, the NMDOT SPB is coordinating with its internal and external safety partners through a comprehensive communication process. The preparation of the Highway Safety Improvement Program (HSIP), Strategic Highway Safety Plan (SHSP), Highway Safety Plan (HSP), and the Commercial Vehicle Safety Plan (CVSP), are also being coordinated to provide consistency of data, integrated safety initiatives, and consistent identification of performance trends and safety performance assessment. This coordinated safety planning effort is allowing NMDOT to direct limited safety dollars to areas with the greatest safety needs and to develop effective goals, safety strategies, and performance targets.

Overall, in New Mexico, from 2009 to 2013 there has been a 14 percent decline in fatalities from 361 to 310. Serious incapacitating injuries (A) have also declined by 30 percent from 1,899 to 1,331 during the same reporting period.

In 2015, NMDOT made significant progress on programming and obligation of HSIP funds, as well as implementing a systematic process for funding and completion of a backlog of projects. This includes the development of a structured list of Road Safety Audits (assessments) (RSAs) planned and performed, and a more comprehensive and organized process of communication with internal and external project stakeholders.

Other accomplishments include improvements in crash data reporting and analysis as evidenced in the level of detail in this year's report. Over the past several years, there has been progress in the location of crashes, an improved ability to identify crash occurrence by functional class, and the ability to calculate associated crash rates to assess trends. Local safety road projects are a key component in the HSIP with \$4.2 million obligated for Federal Fiscal Year (FFY) reporting periods of 2014 and 2015. NMDOT will implement an updated SHSP in the next year that will provide a more detailed and extensive analysis of safety performance, additional Emphasis Areas, and guidance on strategies to reduce severe crashes on all roads in New Mexico.

## Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

## Program Structure

### Program Administration

**How are Highway Safety Improvement Program funds allocated in a State?**

Central

District

Other

In January of 2015, NMDOT management moved administration of the NMDOT HSIP from the Traffic Technical Support Bureau to the Statewide Planning Bureau (SPB). The SPB includes the Government to Government (GTG) Unit, consisting of the Planners who serve as Liaisons to the five (5) New Mexico Metropolitan Planning Organizations (MPOs) and seven (7) New Mexico Regional Transportation Planning Organizations (RTPOs). The MPO and RTPO planners work directly with tribal and local public agencies (TLPAs) on projects, such as HSIP projects, providing more direct coordination and oversight of all TLPA projects. The SPB also includes the Coordinators for the Transportation Alternatives Program, Scenic Byways Program and the

Recreational Trails Program. All of these programs utilize an application process that requires coordination with the NMDOT Districts and the applicable MPO or RTPO, as well as evaluation criteria based on MAP-21 performance measures. In addition, the program coordinators work closely with all parties, both internal and external to NMDOT, to program projects and then track those projects from “conception to completion.”

Moving the HSIP to SPB for administration and management facilitates better coordination between the TLPAs, MPOs, RTPOs and NMDOT Districts, as well as other areas of the DOT, on HSIP projects. In addition, SPB staff have extensive experience managing Federal-Aid programs and have established procedures in place for program administration.

The Federal Fiscal Year (FFY) 2015 program

Since January 2015, the Acting HSIP Coordinator (currently the GTG Unit Supervisor) has focused on restructuring the NMDOT HSIP program based on the NMDOT HSIP Plan, developed in coordination with FHWA-NM and approved by that office in January 2015, with further revisions made in March 2015. The goal of the NMDOT HSIP Plan is to establish a program structure that:

- Meets the federal program requirements to increase safety statewide;
- Is consistent with the Strategic Highway Safety Plan (SHSP), as updated, and addresses the NMDOT’s officially adopted performance criteria, as updated, through revisions to the Stewardship and Oversight Agreement (SOA) and the New Mexico Transportation Plan (NMTP).
- Uses all of the annual spending authority associated with HSIP, and;
- Results in the obligation of the projects programmed for the applicable federal fiscal year (FFY), reducing the number of projects moved to out years.

The objectives for meeting this goal are included in the supplemental attachment to this question:

**Describe how local roads are addressed as part of Highway Safety Improvement Program.**

Under the NM HSIP program all public roadways are eligible for participation. For the current program (FFY2014-2015), 12% of NM HSIP funds are obligated for local road projects, and 88% are obligated for Statewide DOT projects. With the exception of the District let projects, all HSIP projects programmed in the FFY2014-2015 STIP were

approved by the HSIP Committee using the previous application process where applications were submitted on a quarterly basis through the MPOs and RTPOs and then reviewed and prioritized by the NMDOT HSIP Committee, regardless of the project location. In other words, proposed HSIP projects on local roads were handled in the same manner as proposed projects on DOT roads.

**Identify which internal partners are involved with Highway Safety Improvement Program planning.**

- Design
- Planning
- Maintenance
- Operations
- Governors Highway Safety Office
- Other: Other-NMDOT Districts

**Briefly describe coordination with internal partners.**

The internal NMDOT HSIP Committee meets on a monthly basis to review the HSIP and ensure the program is meeting the goals and objectives of the NMDOT HSIP Plan. The HSIP Committee is composed of the following:

- Acting HSIP Coordinator
- State Traffic Engineer
- STIP Coordinator
- Chief Engineer
- Field Operations Division Director
- Program Management Division Director
- Asset Management and Planning Division Director
- Rail Bureau Chief
- Data Management Bureau Chief
- Representatives from other NMDOT Departments, including Project Oversight Division, Traffic Safety Division and others.

The Acting HSIP Coordinator also coordinates closely with the three regional Design Centers on project tracking and oversight. In addition, the Acting HSIP Coordinator, in overseeing the SHSP, coordinates closely with NMDOT Traffic Safety Division which is responsible for the Highway Safety Plan. The NMDOT representative to the Governors Highway Safety Commission is the Director of the Highway Safety Office in the Traffic Safety Division.

**Identify which external partners are involved with Highway Safety Improvement Program planning.**

- Metropolitan Planning Organizations
- Governors Highway Safety Office
- Local Government Association
- Other: Other-Regional Transportation Organizations (RTPO)

**Identify any program administration practices used to implement the HSIP that have changed since the last reporting period.**

- Multi-disciplinary HSIP steering committee
- Other: Other-"see optional description"

As mentioned in the section relating to the Administration of HSIP Funds above, the HSIP was moved to the Statewide Planning Bureau in January 2015 to facilitate internal and external coordination, program management, and project tracking. The past program administration practices entailed a quarterly call for applications submitted through the MPOs and RTPOs. This practice is temporarily suspended in an effort to program all previously selected projects; ensure that all programmed projects in FFY2015 are obligated (or moved to outer years of the STIP, as appropriate); facilitate



follow up on completed RSA reports; and schedule needed RSAs and program “shelf projects” selected through the Section 130 program.

**Describe any other aspects of Highway Safety Improvement Program Administration on which you would like to elaborate.**

NMDOT made significant progress in 2015 to program and obligate HSIP funds and to provide a systematic process for funding a backlog of projects. This includes the development a structured list of RSAs planned and performed, and a more comprehensive and organized process of communication with internal and external stakeholders.

### Program Methodology

**Select the programs that are administered under the HSIP.**

- |   |   |   |
|---|---|---|
| <input checked="" type="checkbox"/> Median Barrier    | <input type="checkbox"/> Intersection               | <input type="checkbox"/> Safe Corridor                    |
| <input type="checkbox"/> Horizontal Curve             | <input type="checkbox"/> Bicycle Safety             | <input type="checkbox"/> Rural State Highways             |
| <input type="checkbox"/> Skid Hazard                  | <input type="checkbox"/> Crash Data                 | <input type="checkbox"/> Red Light Running Prevention     |
| <input checked="" type="checkbox"/> Roadway Departure | <input type="checkbox"/> Low-Cost Spot Improvements | <input type="checkbox"/> Sign Replacement And Improvement |
| <input type="checkbox"/> Local Safety                 | <input type="checkbox"/> Pedestrian Safety          | <input type="checkbox"/> Right Angle Crash                |
| <input type="checkbox"/> Left Turn Crash              | <input type="checkbox"/> Shoulder Improvement       | <input type="checkbox"/> Segments                         |
| <input type="checkbox"/> Other:                       |   |   |

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**Program:** Median Barrier

**Date of Program Methodology:** 8/31/2012

**What data types were used in the program methodology?**

<i>Crashes</i>	<i>Exposure</i>	<i>Roadway</i>
<input checked="" type="checkbox"/> All crashes	<input checked="" type="checkbox"/> Traffic	<input checked="" type="checkbox"/> Median width
<input type="checkbox"/> Fatal crashes only	<input checked="" type="checkbox"/> Volume	<input type="checkbox"/> Horizontal curvature
<input type="checkbox"/> Fatal and serious injury crashes only	<input type="checkbox"/> Population	<input checked="" type="checkbox"/> Functional classification
<input type="checkbox"/> Other	<input checked="" type="checkbox"/> Lane miles	<input checked="" type="checkbox"/> Roadside features
	<input type="checkbox"/> Other	<input type="checkbox"/> Other

**What project identification methodology was used for this program?**

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other-Roadway Departure program is based on national research that median barriers can reduce cross median crashes which have a high severity by nearly 100%

**Are local roads (non-state owned and operated) included or addressed in this program?**

Yes No**How are highway safety improvement projects advanced for implementation?** Competitive application process selection committee Other-NMDOT State Traffic Engineer reviews and approves all reasonable freeway narrow median barrier system proposed safety projects and forwards to FHWA NM Division for concurrence.

**Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).**

 Relative Weight in Scoring Rank of Priority Consideration Ranking based on B/C Available funding Incremental B/C Ranking based on net benefit Other Available Funding

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**Program:****Roadway Departure**

**Date of Program Methodology: 8/31/2012**

**What data types were used in the program methodology?**

*Crashes*

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other

*Exposure*

- Traffic
- Volume
- Population
- Lane miles
- Other

*Roadway*

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other

**What project identification methodology was used for this program?**

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other-Roadway Departure program is based on national research that median barriers can reduce

cross median crashes by nearly 100%

**Are local roads (non-state owned and operated) included or addressed in this program?**

Yes

No

If yes, are local road projects identified using the same methodology as state roads?

Yes

No

**How are highway safety improvement projects advanced for implementation?**

Competitive application process

selection committee

Other

Other-NMDOT State Traffic Engineer reviews and approves all reasonable freeway narrow median barrier system proposed safety projects and forwards to FHWA NM Division for concurrence.

**Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).**

Relative Weight in Scoring

Rank of Priority Consideration

Ranking based on B/C

Available funding

Incremental B/C

Ranking based on net benefit

Other Available Funding

**What proportion of highway safety improvement program funds address systemic improvements?**

4

**Highway safety improvement program funds are used to address which of the following systemic improvements?**

 Cable Median Barriers Rumble Strips Traffic Control Device Rehabilitation Pavement/Shoulder Widening Install/Improve Signing Install/Improve Pavement Marking and/or Delineation Upgrade Guard Rails Clear Zone Improvements Safety Edge Install/Improve Lighting Add/Upgrade/Modify/Remove Traffic Signal Other Other-Vehicle-Pedestrian Crashes

New Mexico is a Pedestrian Safety Focus State due to an increase in the trend of pedestrian fatalities and serious (A) injuries from vehicle-pedestrian crashes. Pedestrian safety is identified as an emphasis area in the current update effort for the NM SHSP. The SHSP includes key objectives and strategies for the pedestrian crash emphasis area and vetted by a large group of stakeholders. The draft SHSP recommends a

comprehensive set of planning guidelines for pedestrian safety programs and strategies on a statewide basis for all roads.

As a result of moving administration of the NMDOT HSIP to the Statewide Planning Bureau (SPB) there is improved coordination of pedestrian safety program efforts. The SPB is collaborating with Traffic Safety Bureau, which manages the NMDOT NHTSA-funded programs, on several initiatives.

The Program Management Team (PMT), responsible for overseeing the SHSP initiated discussions for development of pedestrian systemic countermeasures to reduce pedestrian fatalities and incapacitating (A) injuries in the State. For example, both the GTG Unit Supervisor/Acting HSIP Coordinator and the Bicycle, Pedestrian, Equestrian (BPE) Coordinator are on the SHSP PMT and are actively engaged in ongoing collaborations and discussions to develop and implement systemic safety improvements for the Pedestrian Safety focus area (emphasis area).

**What process is used to identify potential countermeasures?**

Engineering Study

Road Safety Assessment

Other:

Initial Evaluation of alternatives (I-A) and Detailed Evaluation of alternatives (I-B) as outlined in the Location Study Procedures (LSP) process. The alignment and corridor study process includes a safety evaluation component when developing, screening, and determining the preferred alternatives in an alignment or corridor study.

**Identify any program methodology practices used to implement the HSIP that have changed since the last reporting period.**

Highway Safety Manual

Road Safety audits

Systemic Approach Other:

**Describe any other aspects of the Highway Safety Improvement Program methodology on which you would like to elaborate.**

NMDOT established a more formal process for managing the state Road Safety Audit (RSA program, as follows:

1. District offices submit the RSA Application to the HSIP Coordinator requesting an RSA. Crash data and other information is required.
2. The NMDOT HSIP Committee and FHWA-NM review and prioritize the applications, taking into consideration crash data, as well as other information provided.
3. Selected applications are added to the RSA tracking spreadsheet and addressed through an on-call engineering services contract.
4. RSAs are completed within 90 days and Districts have 30 days from completion of the final report to submit an application for projects identified in the RSA report.
5. The RSA program includes monitoring and tracking systems to identify which RSAs result in HSIP projects.

The NMDOT conducted two training sessions in 2013 for staff in the use of the AASHTO Highway Safety Manual (HSM). These training sessions were provided for NMDOT staff in the background and use of the HSM with the intent for future adoption and use of the Highway Safety Manual by the NMDOT for Planning, Design and Operations.



## Progress in Implementing Projects

### Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

- Calendar Year
- State Fiscal Year
- Federal Fiscal Year

Enter the programmed and obligated funding for each applicable funding category.

Funding Category	Programmed*		Obligated	
<b>HSIP (Section 148)</b>	41346320	80 %	35907909	85 %
<b>HRRRP (SAFETEA-LU)</b>	0	0 %	0	0 %
<b>HRRR Special Rule</b>	0	0 %	0	0 %
<b>Penalty Transfer - Section 154</b>	9209502	18 %	6476637	15 %
<b>Penalty Transfer - Section 164</b>	1174588	2 %	0	0 %
<b>Incentive Grants - Section 163</b>	0	0 %	0	0 %
<b>Incentive Grants (Section 406)</b>	0	0 %	0	0 %
<b>Other Federal-aid Funds (i.e. STP, NHPP)</b>	0	0 %	0	0 %
<b>State and Local Funds</b>	0	0 %	0	0 %

<b>Totals</b>	51730410	100%	42384546	100%
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Programming and Obligation of HSIP funds shown below are for Federal Fiscal Year 2014 and 2015 (Through Monday 8/26/2015).

\*Source for information below, Questions 17-19: FFY 2014 (complete year) and FFY 2015 (Through August 26, 2015) Surface Transportation Improvement Program (STIP) Excel extract. 2015\_0805 HSIP Program 2014-15 v2 08.26.15.xlsx

\*The Acting HSIP Coordinator improved tracking of local and state funds (non-federal) used for highway safety improvements on a comprehensive basis. The intent is to implement a more comprehensive and focused approach towards leveraging local, state, and federal funds to better target high-risk emphasis areas and strategies identified in the NM Strategic Highway Safety Plan (SHSP). This will allow New Mexico to more effectively achieve performance goals and targets towards a reduction in fatalities, serious (A) injuries and associated fatality and serious (A) injury rates.

**How much funding is programmed to local (non-state owned and maintained) safety projects?**

\$4,735,208.00

**How much funding is obligated to local safety projects?**

\$4,194,820.00

FFY 2014 and FFY 2015 through 8/26/2015

**How much funding is programmed to non-infrastructure safety projects?**

\$2,119,588.00

**How much funding is obligated to non-infrastructure safety projects?**

\$44,213.00

FFY 2014 and FFY 2015 through 08/26/2015

**How much funding was transferred in to the HSIP from other core program areas during the reporting period?**

\$0.00

**How much funding was transferred out of the HSIP to other core program areas during the reporting period?**

\$11,391,076.00

**Discuss impediments to obligating Highway Safety Improvement Program funds and plans to overcome this in the future.**

In 2015, since assuming management of the HSIP, the SPB focused on expediting the planning, programming and obligation of projects for FFY 2014-2015 to eliminate the backlog of HSIP funds and projects. In addition, the Acting HSIP Coordinator and NMDOT State Traffic Engineer coordinated efforts to plan the execution of RSAs in a more expeditious manner to facilitate a more efficient project development process for future HSIP projects. Future program improvements include restructuring the HSIP by working closely with MPOs and RTPOs, as well as NMDOT Districts to develop a more data driven program.

For current statewide programs, Road Departure and Median Barriers, a greater emphasis on a data driven approach can be initiated using techniques outlined in the

AASHTO Highway Safety Manual (HSM). For these programs it is possible to use HSM techniques to develop enhanced approaches to prioritize projects for implementation; assess the need for other programs based on fatalities and severe injury data; and use more robust project identification methodologies such as Equivalent Property Damage Only (EPDO Crash Frequency) and/or Relative Severity Index approaches.

**Describe any other aspects of the general Highway Safety Improvement Program implementation progress on which you would like to elaborate.**

This year's HSIP success is highlighted through the improvements made at programming and obligation of all NM HSIP funds on safety improvements, including proven safety countermeasures, such as cable barrier; safety improvements at nearly 20 rail crossings; more than 20 local lead projects; and several statewide programs including collection data, RSAs, and Intelligent Transportation System (ITS) improvements.

The HSIP is also linked to and consistent with the update of the NM SHSP. Both the HSIP and draft SHSP have an increased emphasis on pedestrian safety. Consistent with the SHSP crash data findings which identified road departure crashes as the highest of any Emphasis Area related to infrastructure crashes, over 50 percent of the FFY 2014-2015 HSIP program is obligated to strategies that mitigate this crash type. Over 25 per cent of the 2014-2015 HSIP program is obligated to median barrier improvements. Both roadway departure and median barrier projects are core programs under the HSIP.

**General Listing of Projects**

List each highway safety improvement project obligated during the reporting period.

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
<b>4101050</b>	Roadside Barrier - cable	1 Miles	370560	400000	Penalty Transfer - Section 154	Rural Principal Arterial - Interstate			State Highway Agency	Roadway Departure	Install proven treatments to reduce likelihood and/or severity of head-on collisions
<b>4101060</b>	Roadside Barrier - cable	20 Miles	194540	210000	Penalty Transfer - Section 154	Rural Principal Arterial - Interstate			State Highway Agency	Roadway Departure	Install proven treatments to reduce likelihood and/or severity of head-on collisions
<b>4101070</b>	Roadside Barrier - cable	5.6 Miles	972720	105000	Penalty Transfer - Section 154	Rural Principal Arterial - Interstate			State Highway Agency	Roadway Departure	Install proven treatments to reduce likelihood and/or severity of head-on collisions
<b>4101080</b>	Roadside Barrier - cable	4 Miles	509520	550000	Penalty Transfer -	Rural Principal Arterial -			State Highway Agency	Roadway Departure	Install proven treatments to reduce likelihood and/or

					Section 154	Interstate					severity of head-on collisions
<b>4101120</b>	Roadside Barrier - cable	9 Miles	1137822	1228219	Penalty Transfer - Section 154	Rural Principal Arterial - Interstate			State Highway Agency	Roadway Departure	Install proven treatments to reduce likelihood and/or severity of head-on collisions
<b>4101130</b>	Roadside Barrier - cable	6 Miles	826177	891815	Penalty Transfer - Section 154	Rural Principal Arterial - Interstate			State Highway Agency	Roadway Departure	Install proven treatments to reduce likelihood and/or severity of head-on collisions
<b>LC00130</b>	Access management Access management - other	2 Miles	4632	5000	HSIP (Section 148)	Urban Minor Arterial			City of Municipal Highway Agency	Multiple 1. Roadway Departure 2. Pedestrians 3. Intersections	1. Install or upgrade traffic/pedestrian signals, refuge islands, and raised medians based on identified need. 2. Provide crosswalks at locations with identified needs 3. Implement geometric improvements related to vehicle operations, 4. Improve roadway visibility with new pavement markings

											and signs
<b>4100890</b>	Roadway signs and delineation	0 Miles	23160	25000	HSIP (Section 148)	Rural Local Road or Street			County Highway Agency	Roadway Departure	Install proven treatments to keep vehicles from encroaching on the roadside
<b>2101420</b>	Roadway delineation Longitudinal pavement markings - new	210 Miles	845803	913000	HSIP (Section 148)	Rural Principal Arterial - Other			State Highway Agency	Roadway Departure	Install proven treatments to keep vehicles from encroaching on the roadside
<b>2101430</b>	Intersection geometry Auxiliary lanes - add acceleration lane	1 Miles	293669	317000	HSIP (Section 148)	Rural Principal Arterial and Rural Minor Collector			State Highway Agency	Intersections	Implement geometric improvements related to vehicle operations
<b>2101440</b>	Multiple (Lighting, signs, pavement markings, intersection geometry, add a/d	0.6 Miles	416880	450000	HSIP (Section 148)	Rural Minor Arterial			State Highway Agency	Intersections	1. Employ signal timing modifications or roadway lighting to serve all modes/uses 2. Implement geometric improvements related to vehicle operations

	lanes)										
<b>6100761</b>	Intersection traffic control Modify control - two-way stop to roundabout	0.5 Miles	1301567	1404973	HSIP (Section 148)	Rural Major Collector			State Highway Agency	Intersections	Provide roundabouts at appropriate locations
<b>6100770</b>	Lighting Intersection lighting	0.25 Miles	96346	104000	HSIP (Section 148)	Rural Principal Arterial - Other			State Highway Agency	Intersections	Improve visibility of intersections by providing roadway lighting
<b>6100830</b>	Roadside Barrier-metal	1 Miles	463200	500000	HSIP (Section 148)	Rural Major Collector			State Highway Agency	Roadway Departure	Install proven treatments to keep vehicles from encroaching on the roadside
<b>9900351</b>	Shoulder treatments Widen shoulder - paved or other	7.3 Miles	2316000	2500000	HSIP (Section 148)	Statewide			State Highway Agency	Roadway Departure	Install proven treatments to keep vehicles from encroaching on the roadside; Apply shoulder treatments through paving or widening the shoulder



<b>9900352</b>	Roadside Barrier - other		5836320	6300000	HSIP (Section 148)	Statewide			State Highway Agency	Roadway Departure	Install proven treatments to keep vehicles from encroaching on the roadside using barrier installation
<b>A300081</b>	Railroad grade crossings		1482240	1600000	HSIP (Section 148)	n/a			Rio Metro (Local Transit Authority)	Train-Vehicle	Enhance safety for public at-grade crossings
<b>1100930</b>	Roadside Barrier - concrete	11.2 Miles	2788464	3010000	HSIP (Section 148)	Rural Principal Arterial - Other Freeways and Expressways			State Highway Agency	Roadway Departure	Install proven treatments to reduce the likelihood and/or severity of head-on crashes or likelihood of fixed object crashes on multi-lane roadways
<b>1100940</b>	Access management Access management - other	0.18 Miles	193215	214683	HSIP (Section 148)	Minor Arterial, Urban or Rural not available			City of Municipal Highway Agency	Intersections	Improve geometric design treatments to reduce the frequency and severity of intersection conflicts (driveways and turnouts)

<b>2101050</b>	Railroad grade crossings	0.6 Miles	963000	107000	Penalty Transfer - Section 154	Rural Major Collector and Rural Principal Arterial - Other			Railroad and State Highway Agency	1. Train-Vehicle 2. Intersections	Enhance Safety for public at-grade crossings; Improve Intersection (non-specific)
<b>2101140</b>	Alignment Horizontal curve realignment	12 Miles	200570	216497	HSIP (Section 148)	Rural Minor Arterial			State Highway Agency	Roadway Departure	Install proven treatments to keep vehicles from encroaching on the roadside through improved highway geometry for horizontal curves
<b>4100890</b>	Roadway signs and delineation	2 Miles	138600	154000	HSIP (Section 148)	Rural Local Road or Street			County Highway Agency	Roadway Departure	Use Proven treatments to keep vehicles from encroaching onto roadside
<b>4100900</b>	Roadway signs and delineation		254700	283000	HSIP (Section 148)	Rural Local Road or Street			County Highway Agency	Roadway Departure	Use proven treatments to keep vehicles from encroaching onto roadside
<b>41010</b>	Game	4.9	15720	16969	HSIP (Section 148)	Urban Principal			State Highway Agency	Animal/Wildl	Install fence with gap, warning signs, and/or

<b>90</b>	fencing	Miles	19	12	n 148)	Arterial - Interstate			Agency	ife	underpasses at high animal crossing locations
<b>5100640</b>	Roadside Barrier-metal	4.3 Miles	561982	624424	HSIP (Section 148)	Rural Minor Arterial			State Highway Agency	Roadway Departure	Improve and if needed upgrade the design of roadside hardware and application of barrier and attenuation systems
<b>6100850</b>	Intersections	1.3 Miles	624424	561982	HSIP (Section 148)	Urban Principal Arterial - Other			State Highway Agency	Intersections	Specifics not listed
<b>6100870</b>	Roadway delineation Longitudinal pavement markings - new	24.16 Miles	53100	59000	HSIP (Section 148)	Rural Minor Collector			County Highway Agency	Roadway Departure	Install proven treatments to keep vehicles from encroaching on the roadside; enhanced pavement markings, shoulder delineation, and permanent warning and regulatory signs
<b>6100871</b>	Roadway delineation Longitudinal	88.26 Miles	49500	55000	HSIP (Section 148)	Rural Local Road or			County Highway Agency	Roadway Departure	Install proven treatment to keep vehicles from

	pavement markings - new				n 148)	Street			Agency		encroaching on the roadside; enhanced pavement markings, shoulder delineation, and permanent warning and regulatory signs
<b>9900353</b>	Roadside Barrier-metal	12 Miles	450000	50000	HSIP (Section 148)	Rural Major Collector			State Highway Agency	Roadway Departure	Install proven treatments to keep vehicles from encroaching on the roadside (guardrail replacement)
<b>9900361</b>	Roadside Barrier - cable	24.05 Miles	2525542	2726190	HSIP (Section 148)	Multiple locations			Multiple	Roadway Departure	Install proven treatments to keep vehicles from encroachign onto the roadside
<b>9900362</b>	Lighting Site lighting - interchange	1 Numbers	787440	62560	HSIP (Section 148)	Rural Principal Arterial - Interstate			State Highway Agency	Intersections	Improve visibility of the intersection (interchange) by providing roadway lighting
<b>9900363</b>	Roadside Barrier - concrete	0.6 Miles	250128	270000	HSIP (Section 148)	Rural Principal Arterial -			State Highway Agency	Roadway Departure	Install proven treatments to keep vehicles from encroaching on the

						Interstate					roadside
<b>9900364</b>	Roadway signs and traffic control	30 Miles	59400	66000	HSIP (Section 148)	Multiple classifications			State Highway Agency	1. Intersections 2. Roadway Departure	Sign Replacement (Specifics not identified)
<b>9900365</b>	Roadway delineation		3224820	3481023	HSIP (Section 148)	Multiple			State Highway Agency	1. Intersections 2. Roadway Departure	Install Proven treatments to keep vehicles from encroaching onto the roadside (enhanced pavement markings)
<b>9900366</b>	Roadway delineation		3789414	4090473	HSIP (Section 148)	Multiple			State Highway Agency	1. Intersections 2. Roadway Departure	Install proven treatments to keep vehicles from encroaching onto the roadside (enhanced pavement markings)
<b>9900367</b>	Roadside Barrier - concrete	0.5 Miles	1296960	1400000	HSIP (Section 148)	Rural Principal Arterial - Interstate			State Highway Agency	Roadway Departure	Use proven treatments to reduce the likelihood of head-on collisions and/or fixed object crashes on the roadside
<b>99003</b>	Roadway signs and	22.5	43740	48600	HSIP (Section 148)	Rural Principal			State Highway Agency	Roadway	Use proven treatment to keep

<b>68</b>	traffic control	Miles	0	0	n 148)	Arterial - Interstate			Agency	Departure	vehicles from encroaching on the roadside
<b>9900369</b>	Advanced technology and ITS Advanced technology and ITS - other	14 Miles	1296960	1400000	HSIP (Section 148)	Rural Principal Arterial - Interstate			State Highway Agency	Inclement Weather	Incorporate Road Weather Information System (RWIS) data using ITS to provide real-time weather information and alternate routes to the traveling public
<b>9900500</b>	Non-infrastructure Outreach		1057129	1174588	Penalty Transfer - Section 164	n/a			n/a	Multiple	Employ targeted public information campaign to increase public awareness for various safety emphasis areas
<b>9900510</b>	Advanced technology and ITS Congestion detection / traffic monitoring system	10 Miles	1341360	1490400	HSIP (Section 148)	Rural Principal Arterial - Interstate			State Highway Agency	Inclement Weather	Incorporate Road Weather Information System (RWIS) data using ITS to provide real-time weather information and alternate routes to the traveling public; 2. Early incident detection and

											inform/advise motorists of the presence of crashes to reduce secondary incidents
<b>A300081</b>	Railroad grade crossings	7 Numbers	46320	50000	HSIP (Section 148)	multiple			Other-Rio Metro Transit Authority	Train-Vehicle	Enhance safety for public at-grade crossings
<b>A300374</b>	Roadway	5 Miles	291816	315000	Penalty Transfer - Section 154	Rural Principal Arterial - Interstate			State Highway Agency	Heavy Vehicles	Provide weigh-in-motion and other automatic sensors (e.g., heat of bakes, tires) to detect non-compliant and potentially unsafe heavy vehicles at appropriate sites statewide
<b>A300652</b>	Intersection geometry Intersection geometrics - modify skew angle	0.3 Miles	40429	43641	HSIP (Section 148)	Urban Minor Arterial			County Highway Agency	Intersections	Implement geometric modifications related to vehicle operations; realign intersection approaches to reduce or eliminate

											intersection skew
<b>A3006 52</b>	Intersection geometry Intersection geometrics - modify skew angle	0.3 Miles	490313	529267	HSIP (Section 148)	Urban Minor Arterial			County Highway Agency	Intersections	Implement geometric modifications related to vehicle operations; Realign intersection approaches to reduce or eliminate intersection skew
<b>A3006 56</b>	Intersection traffic control	0.4 Miles	111168	120000	HSIP (Section 148)	Urban Principal Arterial - Other			Indian Tribe Nation	Intersections	Employ signal timing modifications or roadway lighting to serve all modes/uses; Optimize clearance intervals, signal timing and coordination
<b>A3006 57</b>	Alignment Horizontal curve realignment	2.15 Miles	25939	28000	HSIP (Section 148)	Urban Major Collector			City of Municipal Highway Agency	Roadway Departure	Install proven treatments to keep vehicles from encroaching on the roadside; Provide improved highway geometry for highway curves
<b>A3006 57</b>	Alignment Horizontal curve	2.15 Miles	17179	18544	HSIP (Section 148)	Urban Major Collector			City of Municipal Highway	Roadway Departure	Install proven treatments to keep vehicles from encroaching on the



	realignment								Agency		roadside; Provide improved highway geometry for highway curves
<b>A300657</b>	Alignment Horizontal curve realignment	2.15 Miles	115296	124456	HSIP (Section 148)	Urban Major Collector			City of Municipal Highway Agency	Roadway Departure	Install proven treatments to keep vehicles from encroaching on the roadside; Provide improved highway geometry for highway curves
<b>A301241</b>	Intersection geometry and traffic control	1 Numbers	168605	182000	HSIP (Section 148)	Urban Principal Arterial - Other and Urban Minor Arterial			City of Municipal Highway Agency	1. Intersections 2. Pedestrians	Improve geometric design treatments to reduce the frequency and severity of intersection conflicts; Install or upgrade traffic/pedestrian signals, refuge islands, and raised medians based on the identified need
<b>A301590</b>	Intersection traffic control	1 Numbers	337500	375000	Penalty Transfer - Section				State Highway Agency	Intersections	

					154						
<b>A3017 40</b>	Roadway Roadway - other		18528 0	20000 0	HSIP (Section 148)	Rural Major Collector			Not specified	Multiple	Provide sidewalks/walkways/t rails, crosswalks, and curb ramps at locations with identified need
<b>A3017 50</b>	Roadway signs and traffic control Sign sheeting - upgrade or replacement		13896	15000	HSIP (Section 148)	Rural Major Collector			City of Municipal Highway Agency	Roadway Departure and Intersections	Use proven treatments to keep vehicles from encroaching onto the roadside (retro- reflectivity) of signs); Improve visibility of intersections by providing enhanced signing and delineation
<b>A3017 50</b>	Roadway signs and traffic control Sign sheeting - upgrade or replacement		23160	25000	HSIP (Section 148)	Rural Major Collector			City of Municipal Highway Agency	Roadway Departure and Intersections	Use proven treatments to keep vehicles from encroaching onto the roadside (retro- reflectivity of signs); Improve visibility of intersections by providing enhanced

											signing and delineation
<b>A301810</b>	Non-infrastructure Transportation safety planning	1 Numbers	41688	45000	HSIP (Section 148)	n/a			n/a	Pedestrians, Bicycles, and Train-Vehicle	Fund, develop and implement proven safety countermeasures to improve safety for bicyclists and pedestrians; Enhance safety for public at-grade railroad crossings
<b>F100200</b>	Intersection traffic control	1 Numbers	18528	20000	HSIP (Section 148)	Urban Minor Arterial			City of Municipal Highway Agency	Intersections	Improve multi-modal operations at intersection by installing traffic signal
<b>F100200</b>	Intersection traffic control	1 Numbers	32872	35500	HSIP (Section 148)	Urban Minor Arterial			City of Municipal Highway Agency	Intersections	Improve multi-modal operations at intersection by installing traffic signal
<b>LC00130</b>	Intersection traffic control	1.72 Miles	367132	396300	HSIP (Section 148)	Urban Minor Arterial			City of Municipal Highway	Roadway Departure and Intersections	Use proven treatments to keep vehicles from encroaching onto the roadside; Install or

									Agency		upgrade traffic/pedestrian signals, refuge islands, and raised medians based on the identified need
<b>S100270</b>	Intersection traffic control		270000	300000	HSIP (Section 148)	Urban (Multiple)			City of Municipal Highway Agency	Pedestrians and Intersections	Install or upgrade traffic/pedestrian signals, based upon the identified need
<b>S100370</b>	Intersection traffic control	1 Numbers	135000	150000	HSIP (Section 148)	Urban Minor Arterial			City of Municipal Highway Agency	Intersections	Install roundabout at appropriate locations
<b>2101050</b>	Railroad grade crossings		111168	120000	Penalty Transfer - Section 154				State Highway Agency	Train-Vehicle	Enhance safety for public at-grade crossings
<b>9100011</b>	Non-infrastructure Road safety audits		810000	900000	HSIP (Section 148)	n/a			n/a	n/a	n/a

<b>11009 40</b>	Roadway delineation (Professional Engineering)		77185	83317	HSIP (Section 148)	Minor Arterial			City of Municipal Highway Agency		

Project list is for FFY 2014 and FFY 2015 through 8/26/2015

## Progress in Achieving Safety Performance Targets

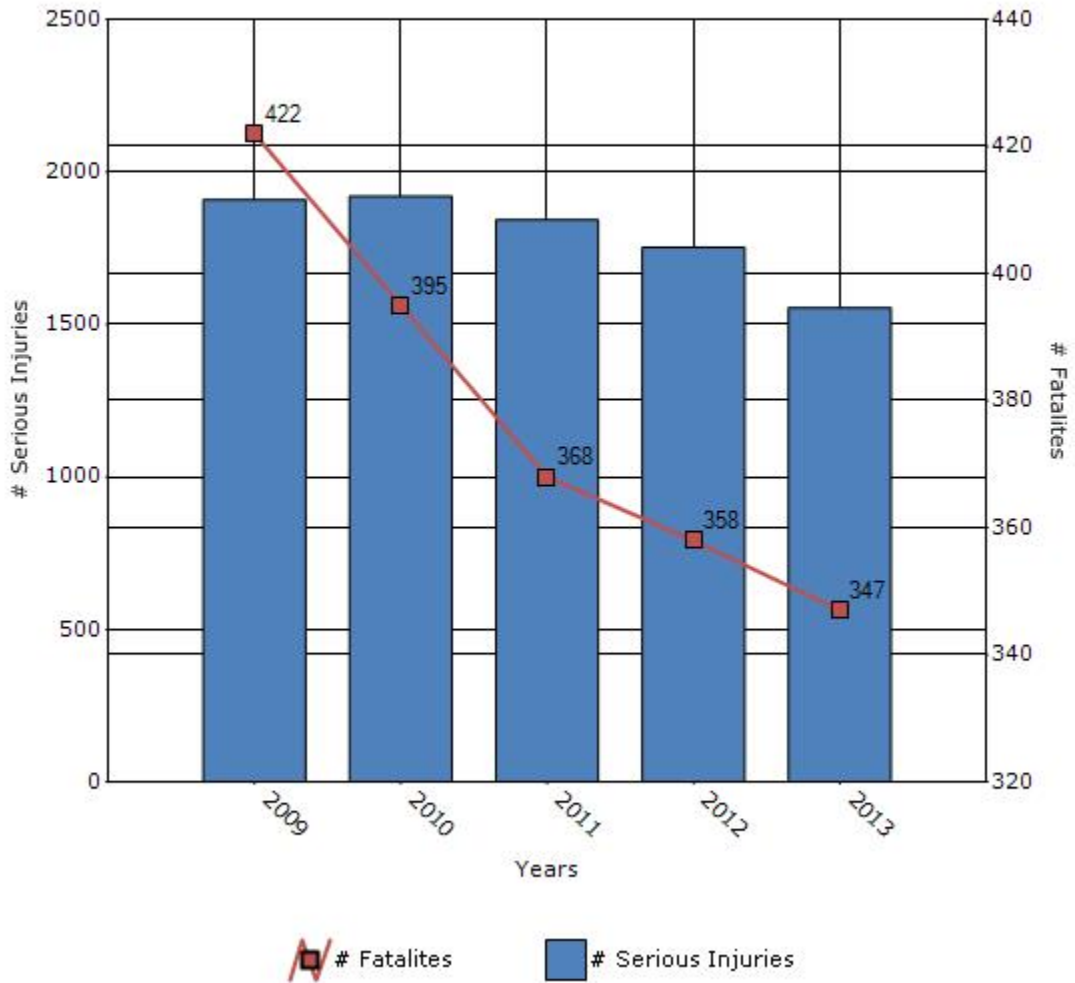
### Overview of General Safety Trends

Present data showing the general highway safety trends in the state for the past five years.

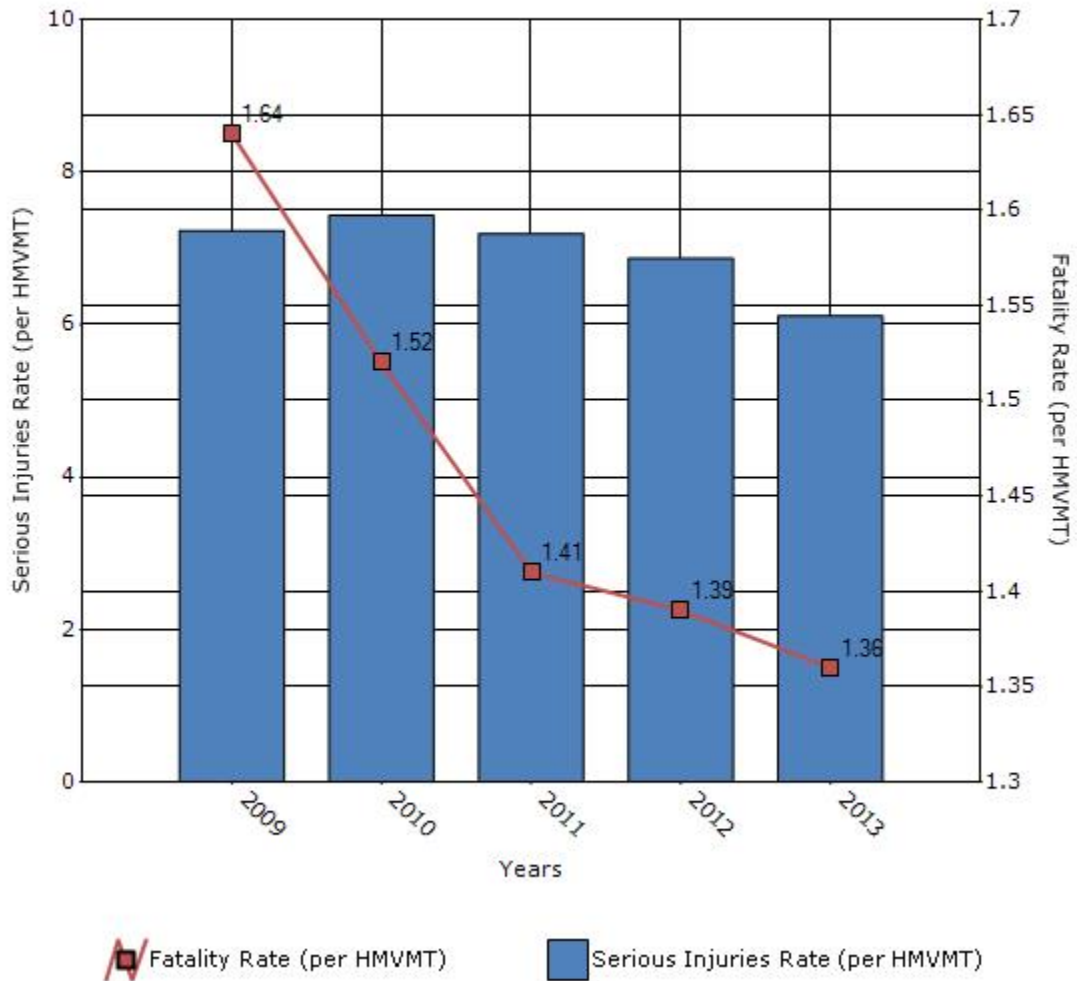
Performance Measures*	2009	2010	2011	2012	2013
<b>Number of fatalities</b>	422	395	368	358	347
<b>Number of serious injuries</b>	1908	1920	1843	1752	1555
<b>Fatality rate (per HMVMT)</b>	1.64	1.52	1.41	1.39	1.36
<b>Serious injury rate (per HMVMT)</b>	7.23	7.43	7.19	6.87	6.11

\*Performance measure data is presented using a five-year rolling average.

### Number of Fatalities and Serious injuries for the Last Five Years



### Rate of Fatalities and Serious injuries for the Last Five Years



Source for Fatalities and Fatality Rate: Fatality Analysis Reporting System (FARS) [http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/35\\_NM/2013/35\\_NM\\_2013.htm](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/35_NM/2013/35_NM_2013.htm)

Source for Serious Injuries and Serious Injury Rate: Draft data from NM Highway Safety Plan (HSP) 2016 (May 2015) C-2 and C-2.1

Consistent with the NM HSP and the trend analyses contained therein, data for serious (A) Injuries and serious (A) injury rate are presented as three-year rolling averages instead of a five-year rolling average. A three-year rolling average has been found to be a better statistical fit for some attributes compared to five year rolling averages for New Mexico.





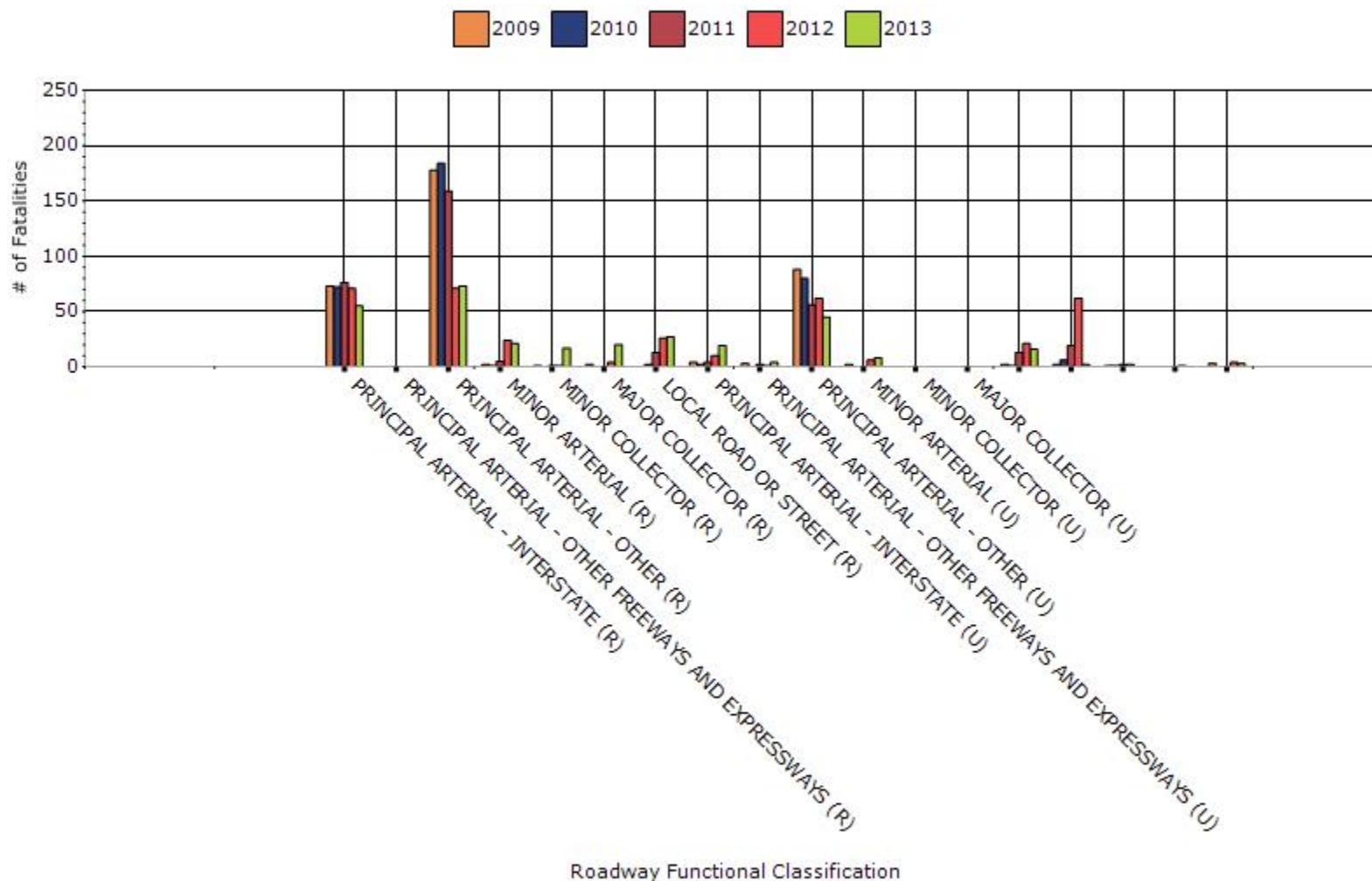
To the maximum extent possible, present performance measure\* data by functional classification and ownership.

### Year - 2013

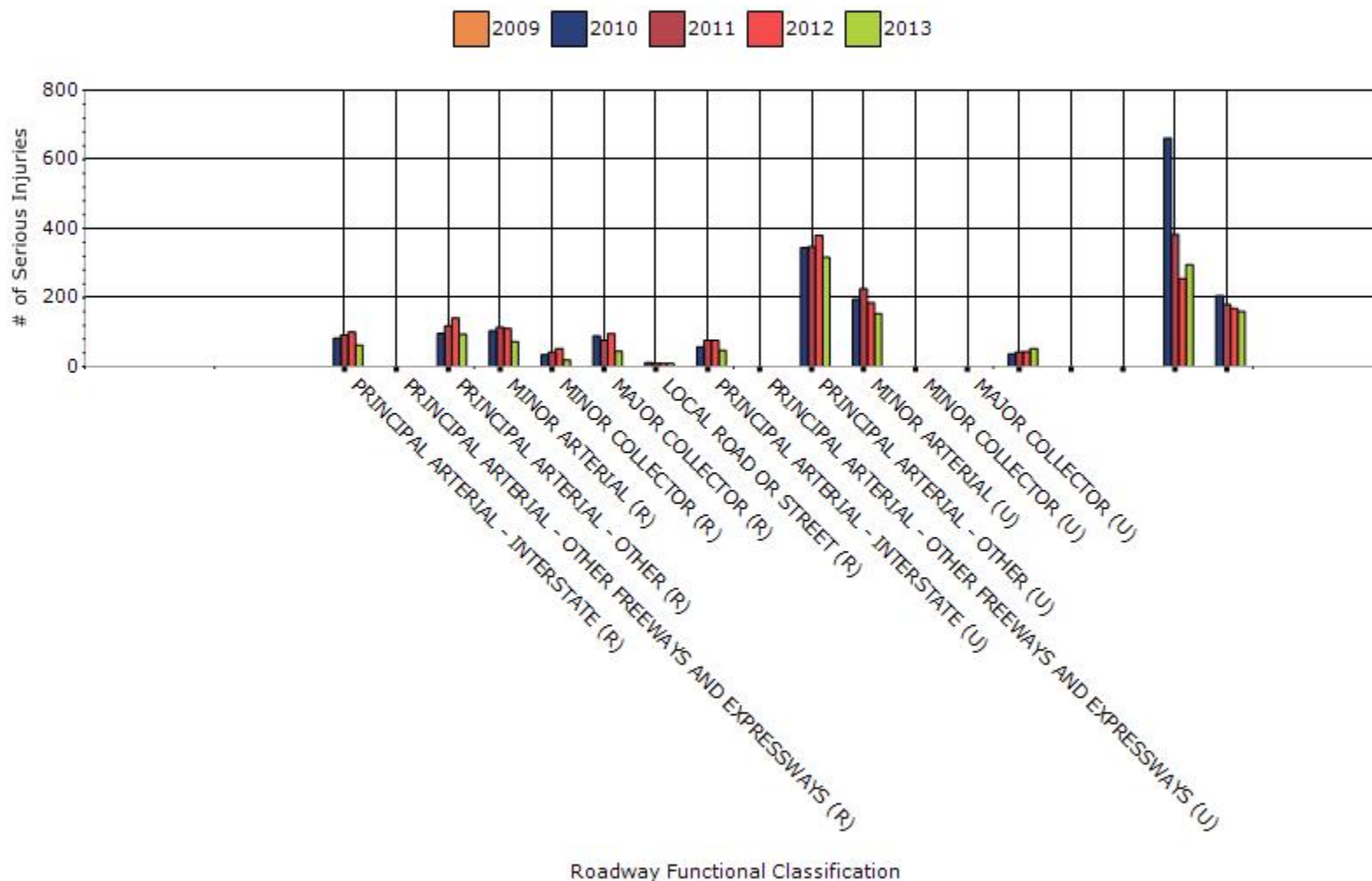
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	55	63	1.26	1.45
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	73	94	2.31	2.98
RURAL MINOR ARTERIAL	21	73	1.56	5.41
RURAL MINOR COLLECTOR	17	20	3.29	3.88
RURAL MAJOR COLLECTOR	20	45	1.7	3.82
RURAL LOCAL ROAD OR STREET	27	9	0.71	0.24
URBAN PRINCIPAL	19	48	0.75	1.89

<b>ARTERIAL - INTERSTATE</b>				
<b>URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS</b>	4	0	0	0
<b>URBAN PRINCIPAL ARTERIAL - OTHER</b>	45	317	1.12	7.9
<b>URBAN MINOR ARTERIAL</b>	8	154	0.51	9.75
<b>URBAN MINOR COLLECTOR</b>	0	0	0	0
<b>URBAN MAJOR COLLECTOR</b>	0	0	0	0
<b>URBAN LOCAL ROAD OR STREET</b>	16	53	1	3.31
<b>RURAL UNKNOWN</b>	2	0	0	0
<b>URBAN UNKNOWN</b>	0	0	0	0
<b>UNKNOWN</b>	0	295	0	0
<b>URBAN COLLECTOR (MAJOR AND MINOR COMBINED)</b>	3	160	0.31	16.29

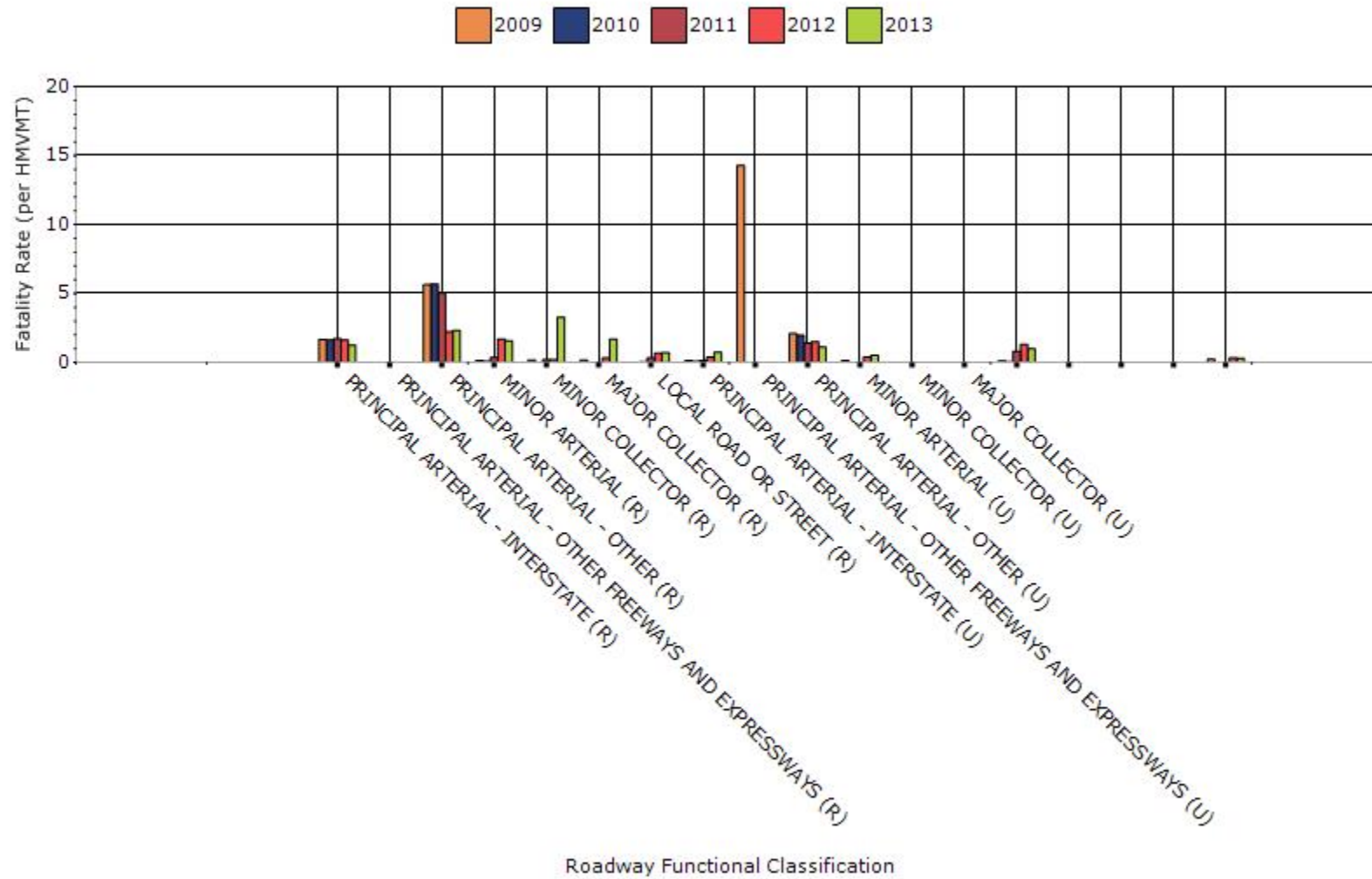
### # Fatalities by Roadway Functional Classification



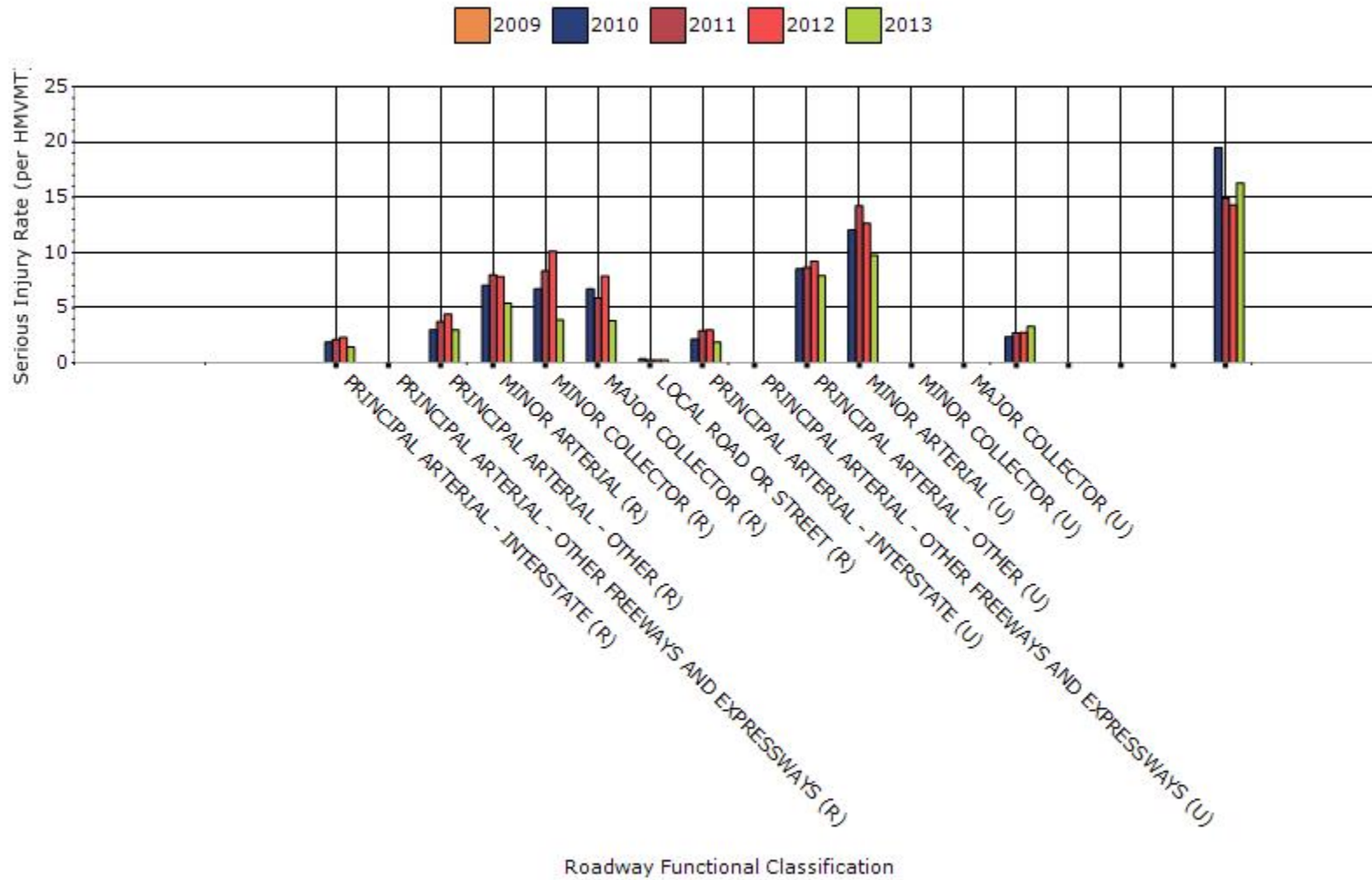
### # Serious Injuries by Roadway Functional Classification



### Fatality Rate by Roadway Functional Classification



### Serious Injury Rate by Roadway Functional Classification



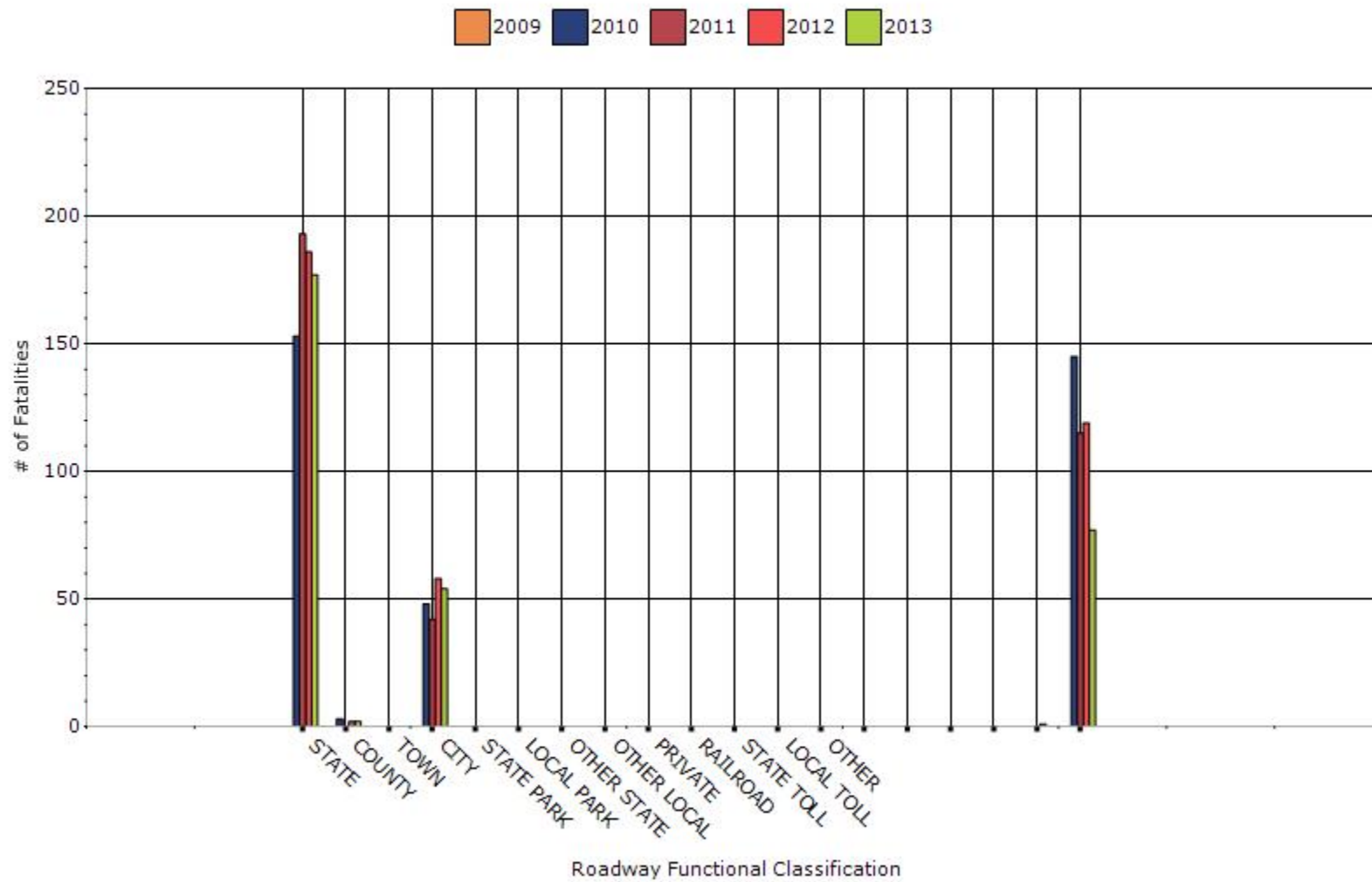
## Year - 2013

Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	177	497	0	0
COUNTY HIGHWAY AGENCY	2	14	0	0
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	54	524	0	0
STATE PARK, FOREST, OR RESERVATION AGENCY	0	0	0	0
LOCAL PARK, FOREST OR RESERVATION AGENCY	0	0	0	0
OTHER STATE AGENCY	0	0	0	0
OTHER LOCAL AGENCY	0	0	0	0
PRIVATE (OTHER THAN RAILROAD)	0	0	0	0
RAILROAD	0	0	0	0
STATE TOLL AUTHORITY	0	0	0	0
LOCAL TOLL AUTHORITY	0	0	0	0
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UNIVERSITY)	0	0	0	0
INDIAN TRIBE NATION	0	0	0	0

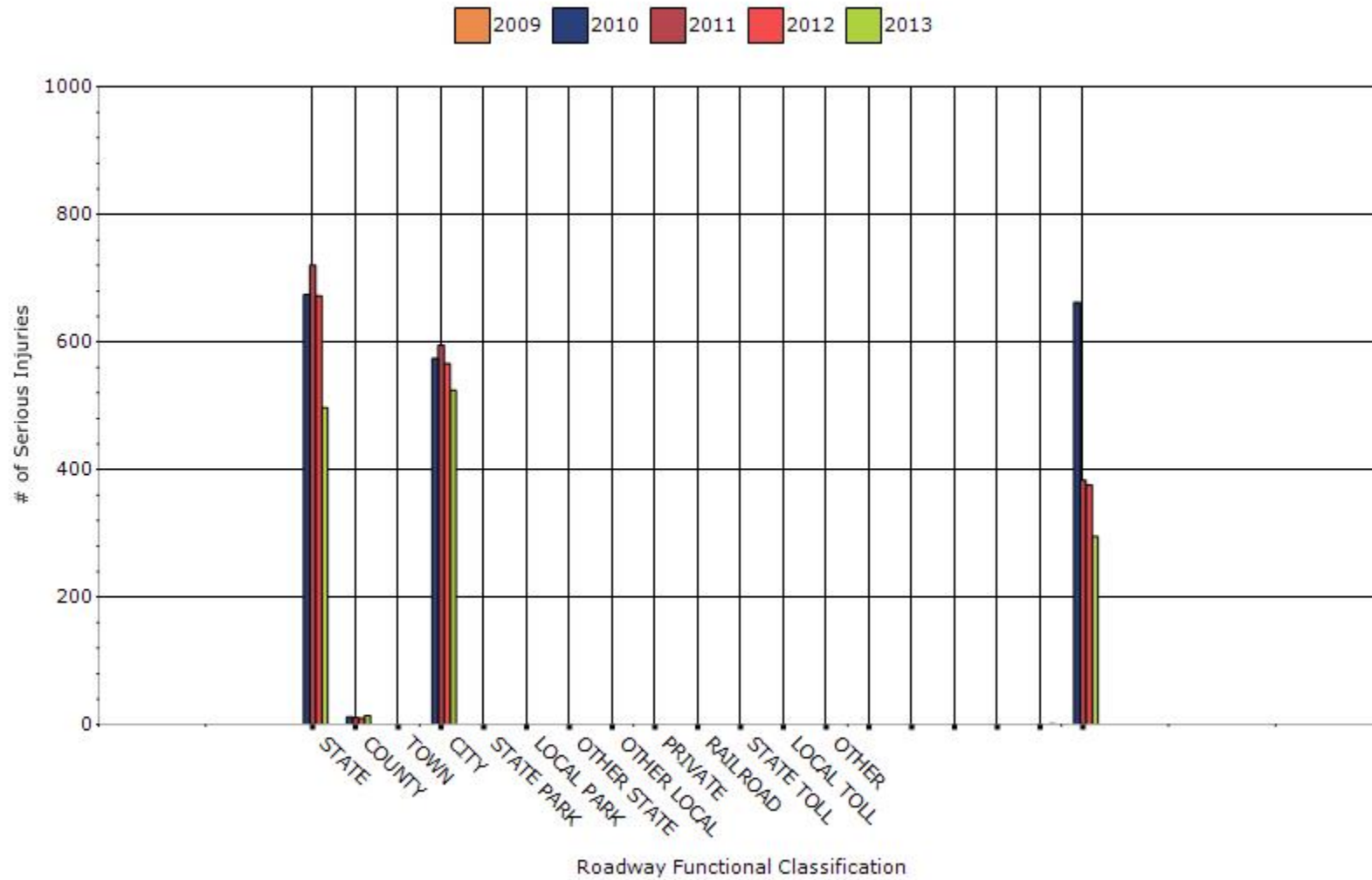


<b>NATIONAL PARK</b>	0	0	0	0
<b>US FISH AND WILDLIFE SERVICE</b>	0	0	0	0
<b>US FOREST SERVICE</b>	0	0	0	0
<b>FEDERAL AGENCY</b>	0	1	0	0
<b>UNKNOWN OWNERSHIP</b>	77	295	0	0

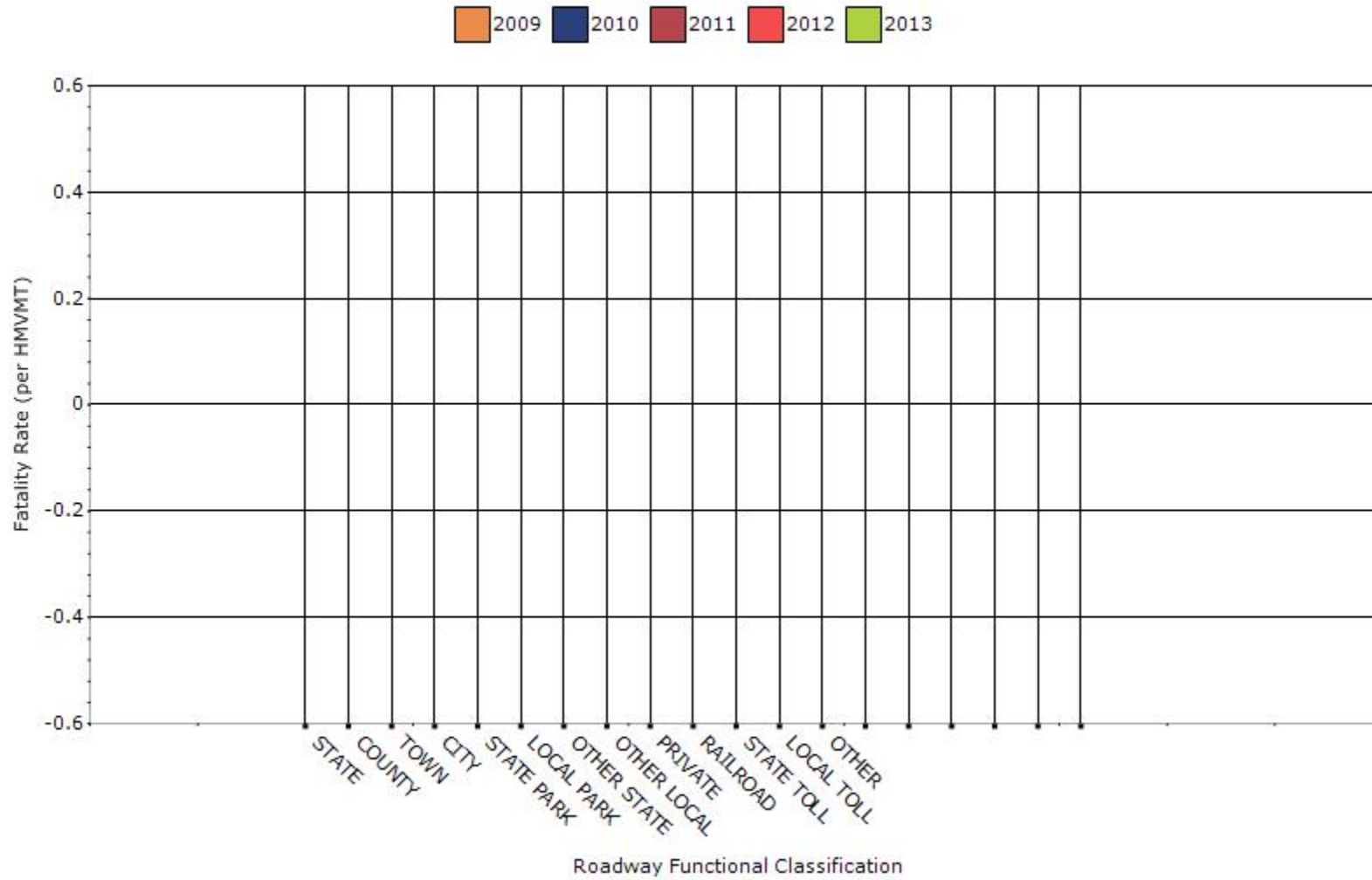
### Number of Fatalities by Roadway Ownership



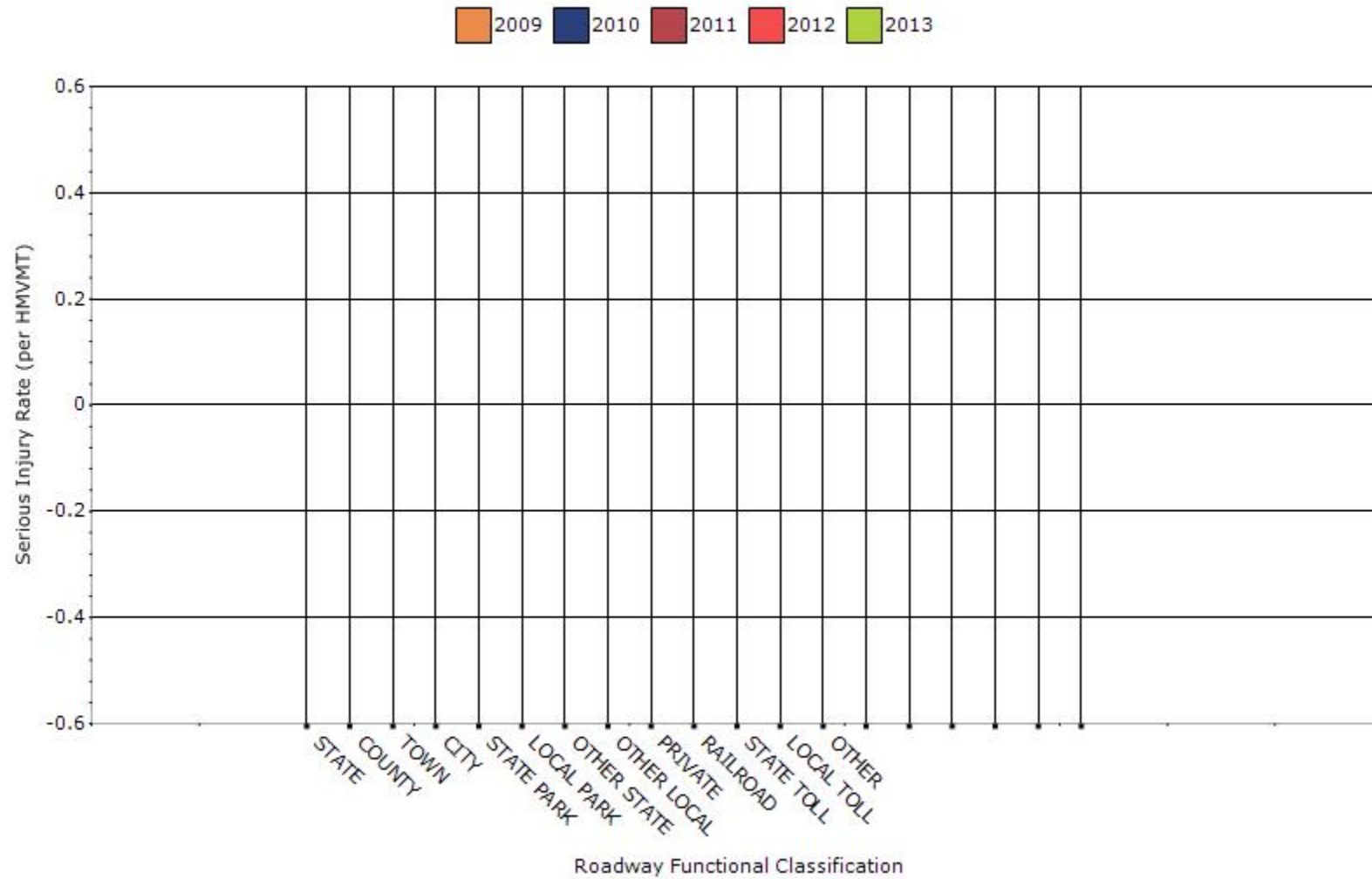
### Number of Serious Injuries by Roadway Ownership



### Fatality Rate by Roadway Ownership



### Serious Injury Rate by Roadway Ownership



Fatality and injury data by Ownership and Roadway Functional Classification are reported on an annual basis instead of a five-year rolling average.

1. Data Source for fatalities by Roadway Functional Classification: Fatality Analysis Reporting System (FARS) website: [http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/35\\_NM/2013/35\\_NM\\_2013.htm](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/35_NM/2013/35_NM_2013.htm)
2. Source for Vehicle Miles Traveled (VMT) data used to calculate the fatality rate by Roadway Functional Classification: Hundred Million Vehicles Miles Traveled (HMVMT) data from Highway Performance Monitoring System (HPMS)/FHWA Office of Policy and statistics website <http://www.fhwa.dot.gov/policyinformation/quickfinddata/qftravel.cfm>
3. Data Source: Serious (A) injuries by Roadway Functional Classification and Roadway Ownership: NMDOT Crash Database and associated NMDOT Geographic Information System (GIS) crash ownership shape file.
4. Fatality and Serious (A) injury rates are not currently available for roadways in New Mexico by ownership categories due to lack of exposure (VMT) data.
5. FARS (2012 and 2013) reports fatalities for Urban Collector (major and minor not differentiated)
6. FARS (2011 and 2010) No fatality reporting for Urban Collector Roadway Classification
7. FARS (2009) reports fatalities for Urban Collector Roadway Classification (major and minor collector not differentiated)
8. State (2009) reporting for serious (A) injuries by roadway functional classification not available
9. State (2010-2013) Urban Major Collector and Urban Minor Collector classification were combined into the Urban Collector Classification because of limited VMT and abnormally high rate calculations
10. FARS reported limited fatalities on "Urban Principal Arterials-Other Expressways" in some years. No VMT, or serious (A) injuries are classified in the "Urban Principal Arterials-Other Expressways" classification

11. No data are reported for “Rural Arterials-Other Expressways” for either fatalities or serious (A) injuries

Ownership

1. Federal Agency includes NPS, USFWS, and USFS jurisdictional routes
2. City of Municipal Highway Agency category includes towns, villages, and small to large municipalities and cities.
3. Data not available for Indian Tribe Nation
4. Fatality and serious (A) injury data not available for Year 2009

Describe any other aspects of the general highway safety trends on which you would like to elaborate.

None at this time.

### Application of Special Rules

Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65.

Older Driver Performance Measures	2009	2010	2011	2012	2013
Fatality rate (per capita)	0.278	0.262	0.256	0.266	0.264
Serious injury rate (per capita)	0.82	0.82	0.766	0.734	0.706
Fatality and serious injury rate (per capita)	1.098	1.082	1.022	1	0.97

\*Performance measure data is presented using a five-year rolling average.

- Older Driver Fatalities were obtained from FARS: (Age 65+, Left Front Seat Position, K injury)
- Older Pedestrian Fatalities were obtained from FARS: (Age 65+, Person type (ped), K injury)
- Older Driver Serious (A) Injuries were obtained from NMDOT Crash Database: Occupant File, Age 65+, Left Front Seat Position, A Injury
- Older Pedestrian Serious (A) Injuries were obtained from NMDOT Crash Database: Occupant File, Age 65+, PD in Seat Position column, A Injury
- population age 65+ per 1000 capita was obtained from MAP-21 Special Rule Guidance
- Fatality Rate Calculations:** (Year: (K older driver+K older pedestrian))/(population age 65+ per 1000 capita)  
 (2005: (32+6)/121), (2006: (26+10)/123), (2007: (35+4)/128), (2008: (23+5)/132), (2009: (34+3)/132, (2010: (25+6)/133), (2011: (31+4)/136), (2012: (43+7)/141), (2013: (24+6)/147)
- Serious (A) Injury Rate Calculations:** (Year, (A older driver+A older pedestrian))/(population age 65+ per 1000 capita)



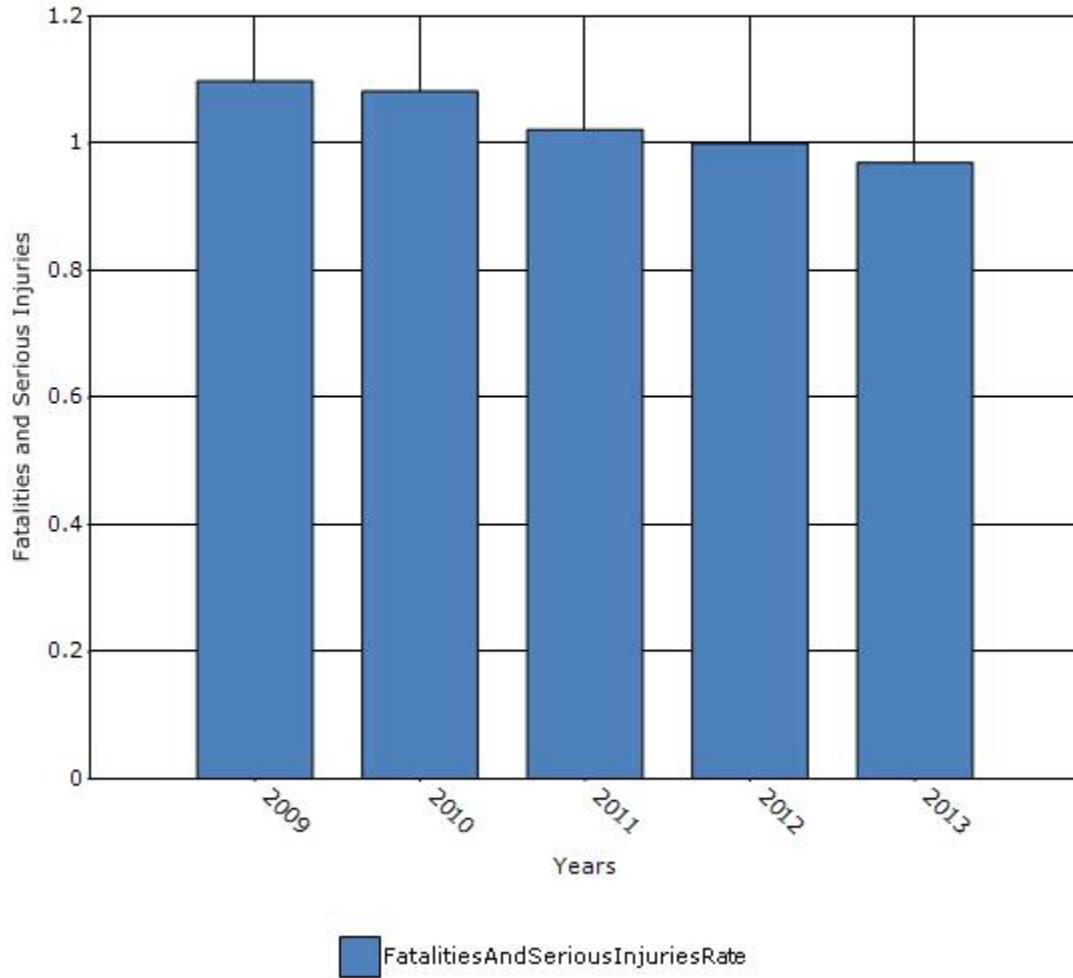
(2005: (109+8)/121), (2006: (107+6)/123), (2007: (72+7)/128), (2008: (105+7)/132), (2009: (94+4)/132), (2010: (123+6)/133), (2011: (87+2)/136), (2012: (61+4)/141), (2013: (98+7)/147)

**8. Fatality and Serious (A) Injury Rate Calculations:** (Year: Fatality rate per 1000 population age 65 or greater + Serious Injury rate per 1000 population age 65 or greater=Total Rate

(2005: 0.31+0.97=1.28), (2006: 0.29+0.92=1.21), (2007: 0.30+0.62=0.92), (2008: 0.21+0.85=1.06), (2009: 0.28+0.74=1.02), (2010: 0.23+0.97=1.20), (2011: 0.26+0.65=0.91), (2012: 0.35+0.46=0.81), (2013: 0.20+0.71=0.91)

9. The Online Reporting Tool (ORT) calculated the five-year rolling average directly from the annual data entered into the ORT.

### Rate of Fatalities and Serious injuries for the Last Five Years



**Does the older driver special rule apply to your state?**

No

## Assessment of the Effectiveness of the Improvements (Program Evaluation)

**What indicators of success can you use to demonstrate effectiveness and success in the Highway Safety Improvement Program?**

- None
- Benefit/cost
- Policy change
- Other: Other-"see optional description"

There has been a reduction in both fatalities and serious (A) injuries in New Mexico for the past five plus years. This is noted by decreases in the five year rolling average in fatalities and fatality rate. A similar decline is also occurring based on the three-year rolling averages for serious (A) injuries and the serious (A) injury rate. These trends are shown in data graphically illustrated for the performance measures for fatalities and serious injuries in Question 24.

**What significant programmatic changes have occurred since the last reporting period?**

- Shift Focus to Fatalities and Serious Injuries
- Include Local Roads in Highway Safety Improvement Program
- Organizational Changes
- None
- Other: Other-Increased coordination in planning efforts related to infrastructure and behavioral safety initiatives.

The primary program change that has occurred since the last reporting period is the reorganization and change in administration of the HSIP discussed earlier.

Coupled with the NMDOT effort to update the SHSP and the reorganization of the administration of the HSIP and SHSP there has been a significant increase in safety stakeholder involvement which has led to a more transparent process and greater input in SHSP Emphasis Area and strategy development towards a more data driven approach. As shown in later data for SHSP analysis almost all Emphasis Areas are now based on a data-driven approach.

**Briefly describe significant program changes that have occurred since the last reporting period.**

This was addressed in the prior question.

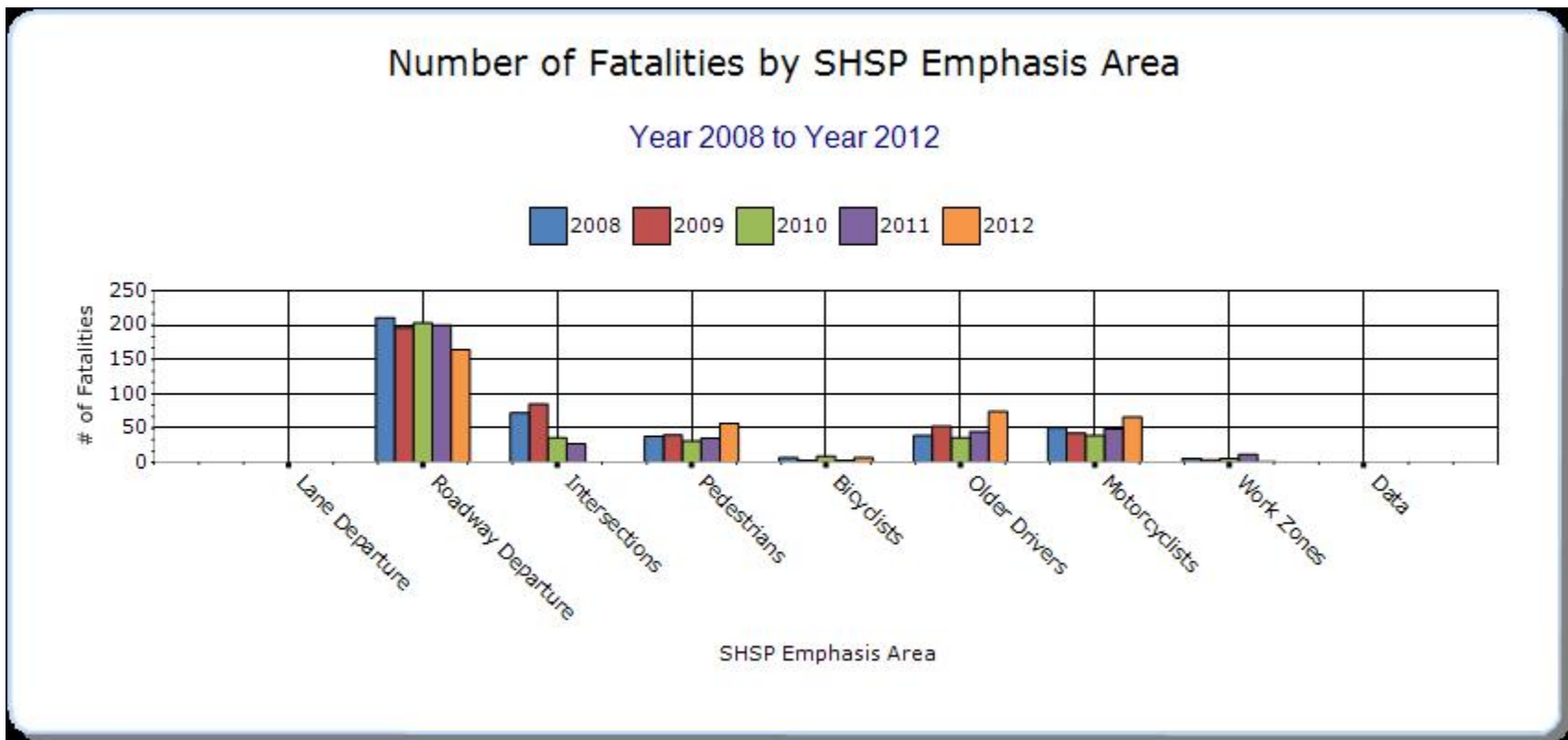
## SHSP Emphasis Areas

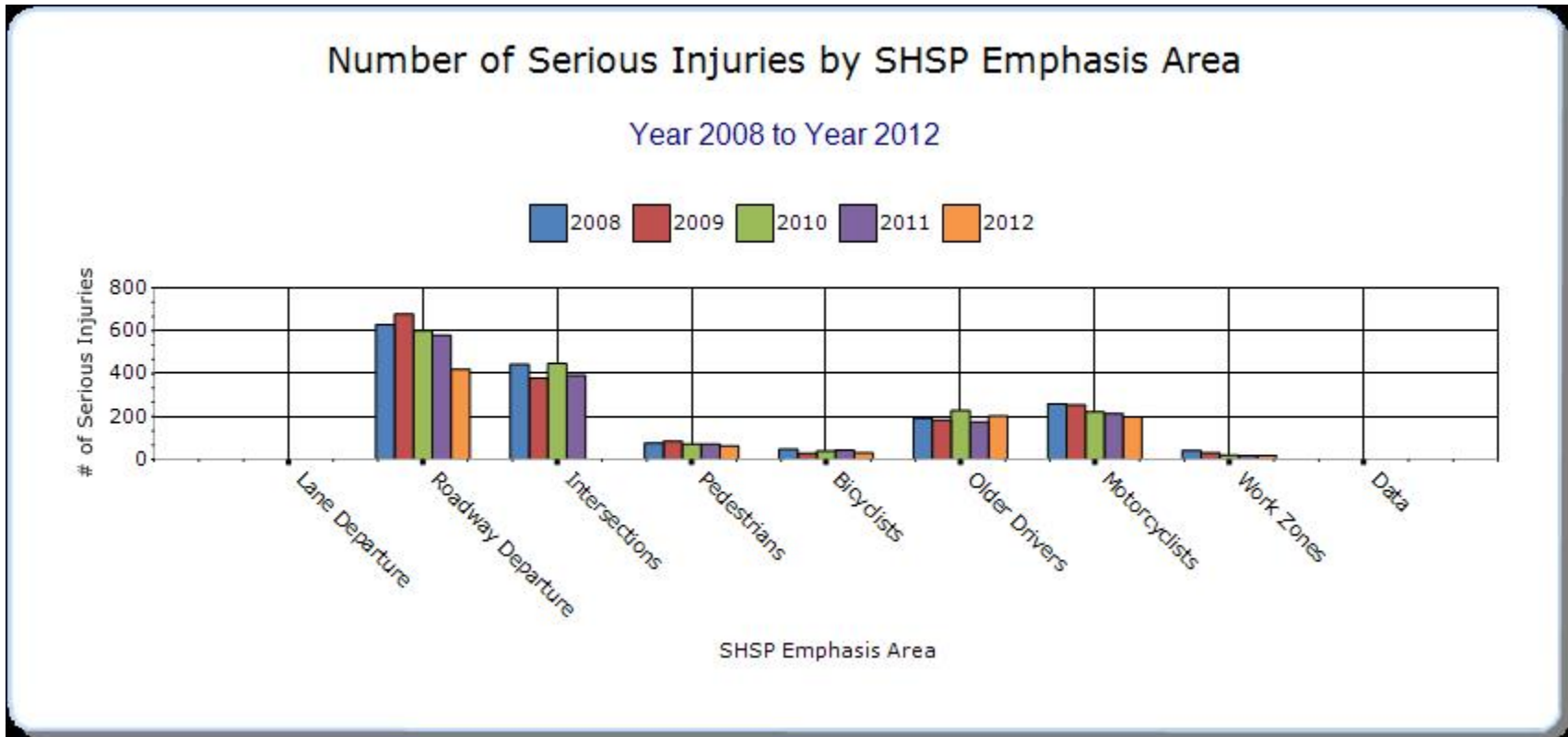
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

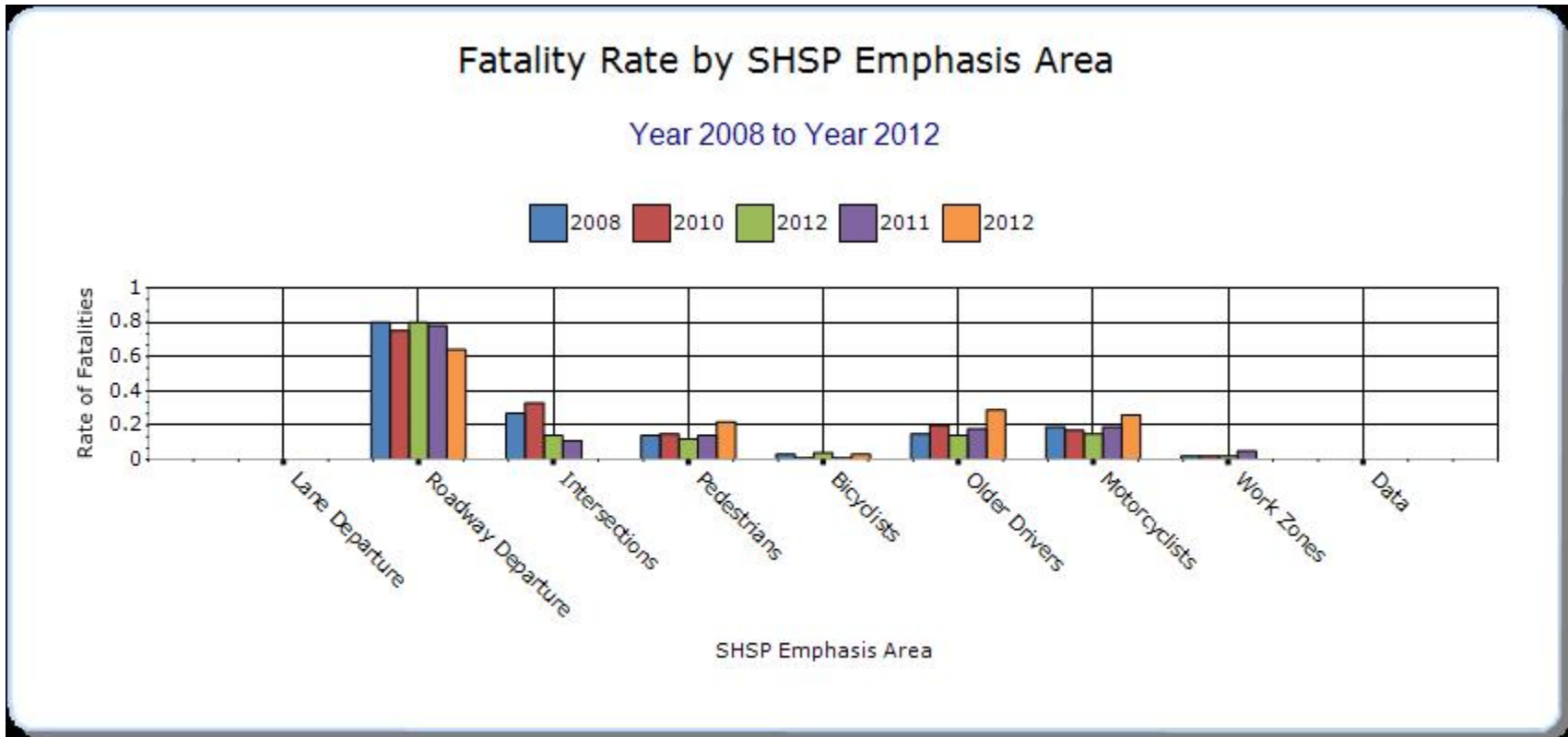
### Year - 2012

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Roadway Departure		164	420	0.64	1.64	0	0	0
Pedestrians		57	63	0.22	0.25	0	0	0
Bicyclists		7	31	0.03	0.12	0	0	0
Older Drivers		74	204	0.29	0.8	0	0	0
Motorcyclists		66	198	0.26	0.77	0	0	0
Work Zones		1	19	0	0.07	0	0	0
Driver Inattention		174	683	0.68	2.67	0	0	0
Heavy Vehicles		42	76	0.16	0.3	0	0	0
Impaired Driving		147	230	0.58	0.9	0	0	0
Inclement Weather		34	117	0.13	0.46	0	0	0
Use of Safety Restraints		94	87	0.37	0.34	0	0	0
Speeding and		107	312	0.42	1.22	0	0	0

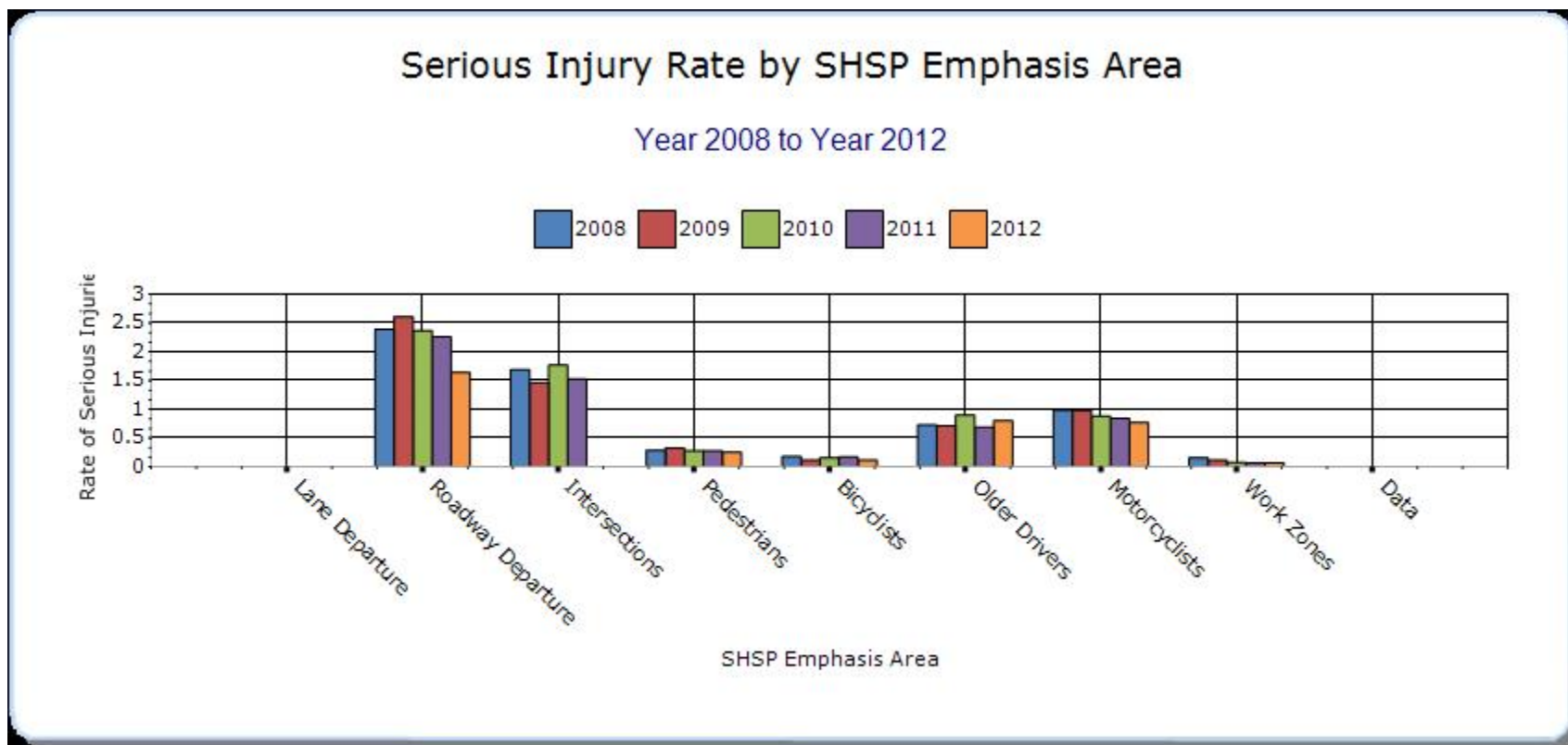
<b>Aggressive Driving</b>								
<b>Train-Vehicle</b>		8	3	0.03	0.01	0	0	0
<b>Animal and Wildlife</b>		3	16	0.01	0.06	0	0	0
<b>Young Drivers</b>		57	63	0.22	0.25	0	0	0











Source: NM Strategic Highway Safety Plan (SHSP) Draft, Year 2015.

Data presented are shown as annual values and not as five-year rolling averages.

Data reported for Years 2008, 2009, 2010, 2011, 2012.

Data shown are Fatal and Serious Injury Crashes.

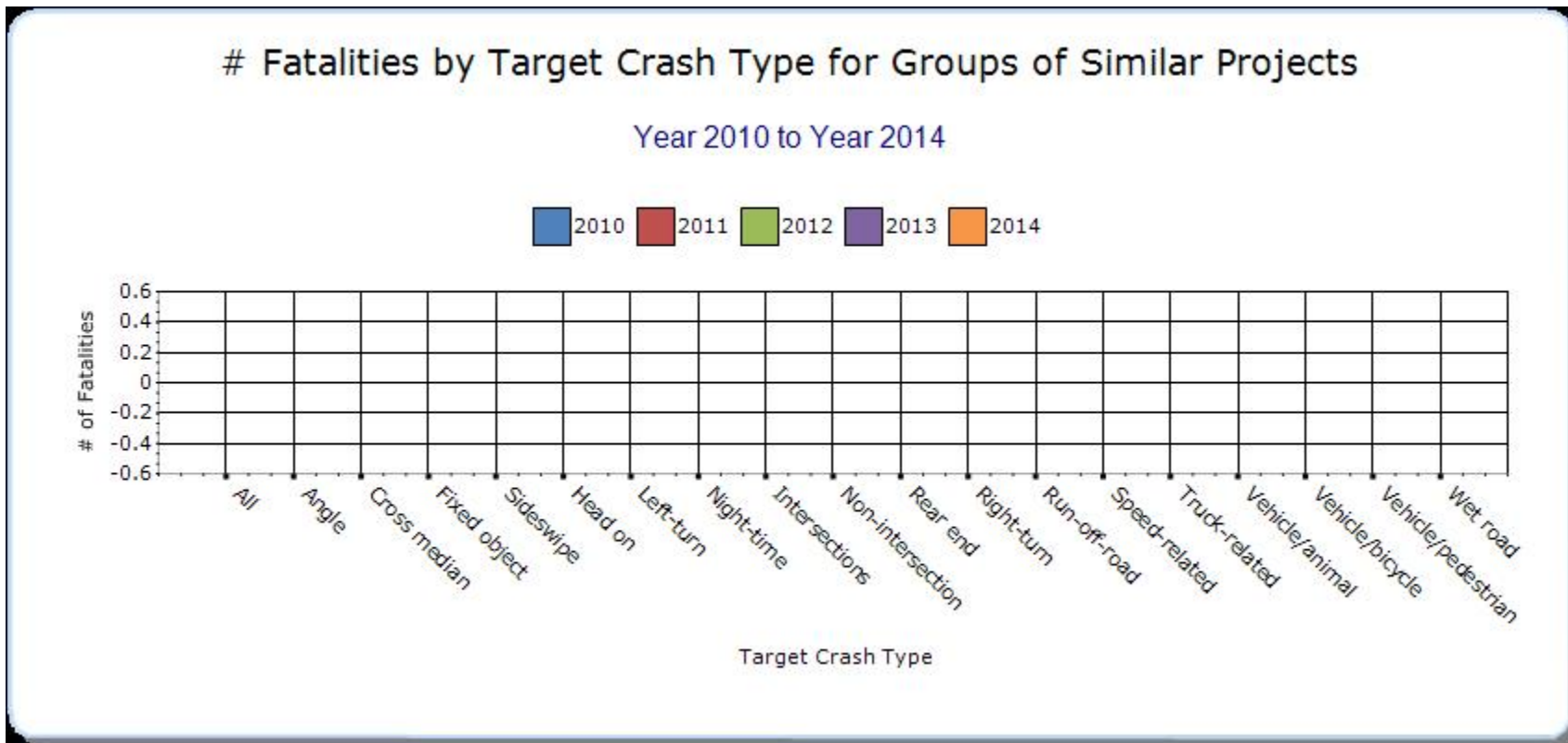
The Driver Inattention emphasis area includes distracted driving and sleepy/fatigued drivers.

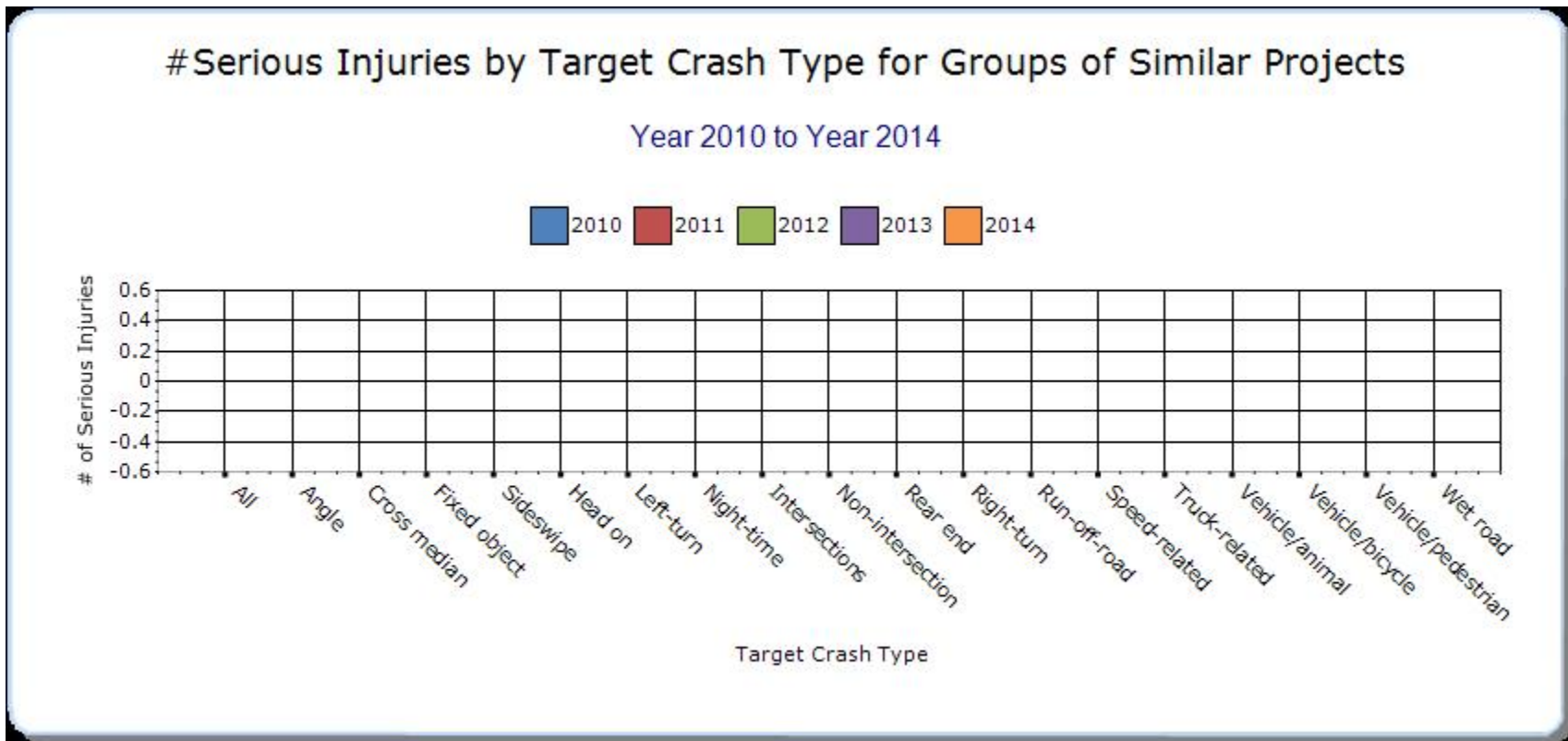
### Groups of similar project types

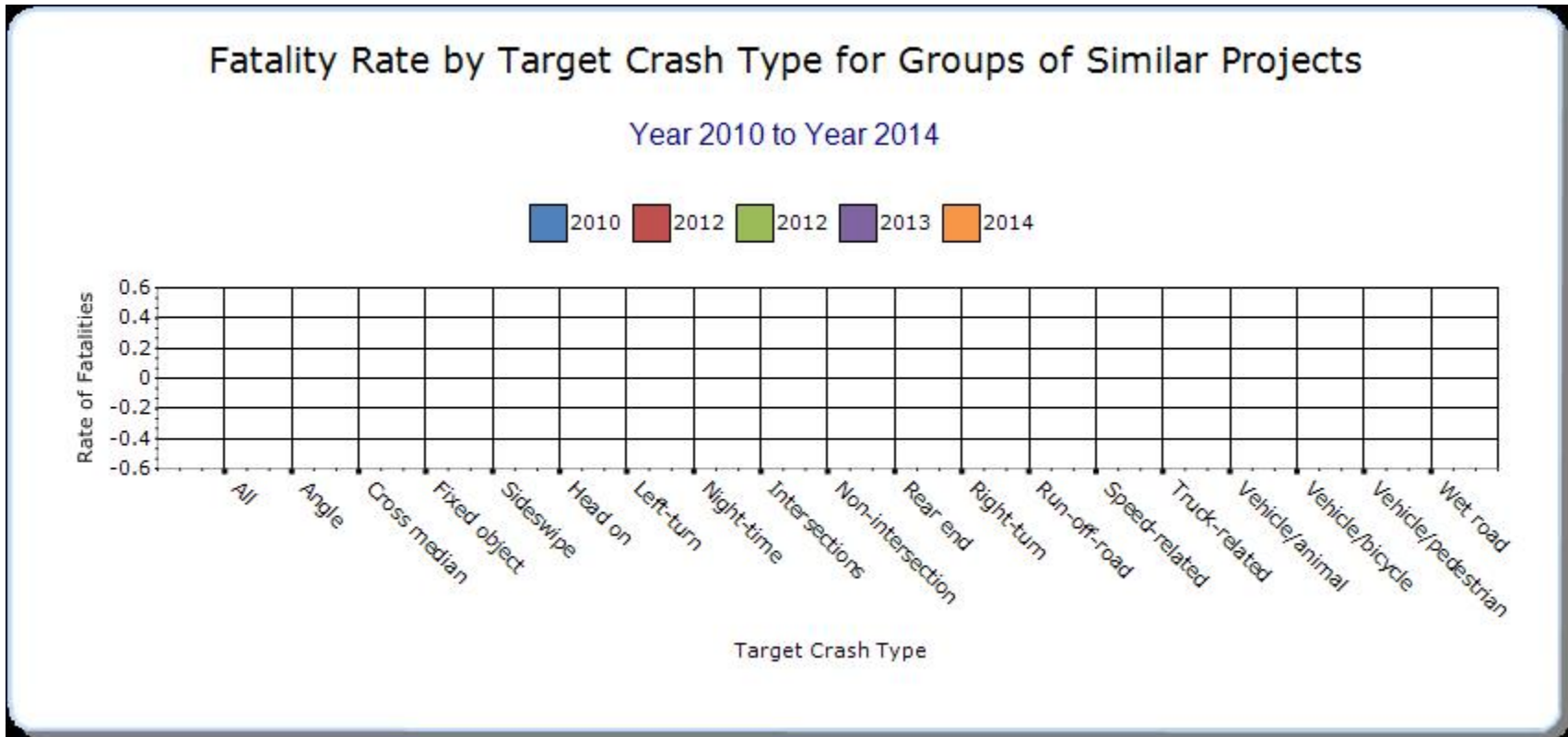
Present the overall effectiveness of groups of similar types of projects.

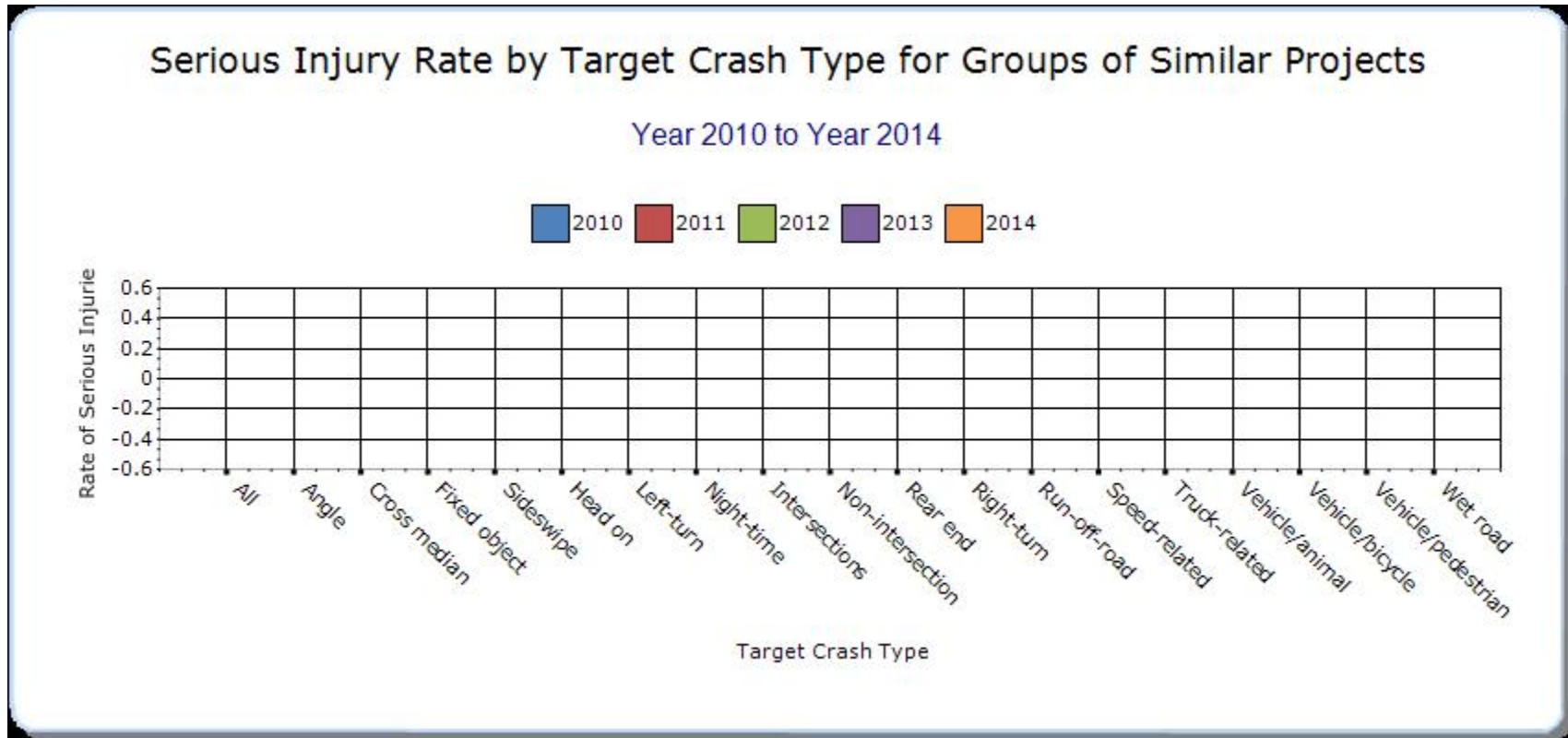
#### Year - 2014

HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Roadway Departure	multiple	0	0	0	0	0	0	0
Median Barrier	multiple	0	0	0	0	0	0	0









Roadway departure crashes and resulting fatalities and injuries have been studied as part of the NM SHSP update effort and consequently this category is a designated Emphasis Area (EA). Crash data are presented in the section for SHSP EAs for number of fatalities, serious injuries (A), and rates. In general, for road departure crashes, there has been an overall downward trend in both fatal and severe injury crashes. The year 2012 represented the lowest annual frequency of these crashes since at least 2007.

### Systemic Treatments

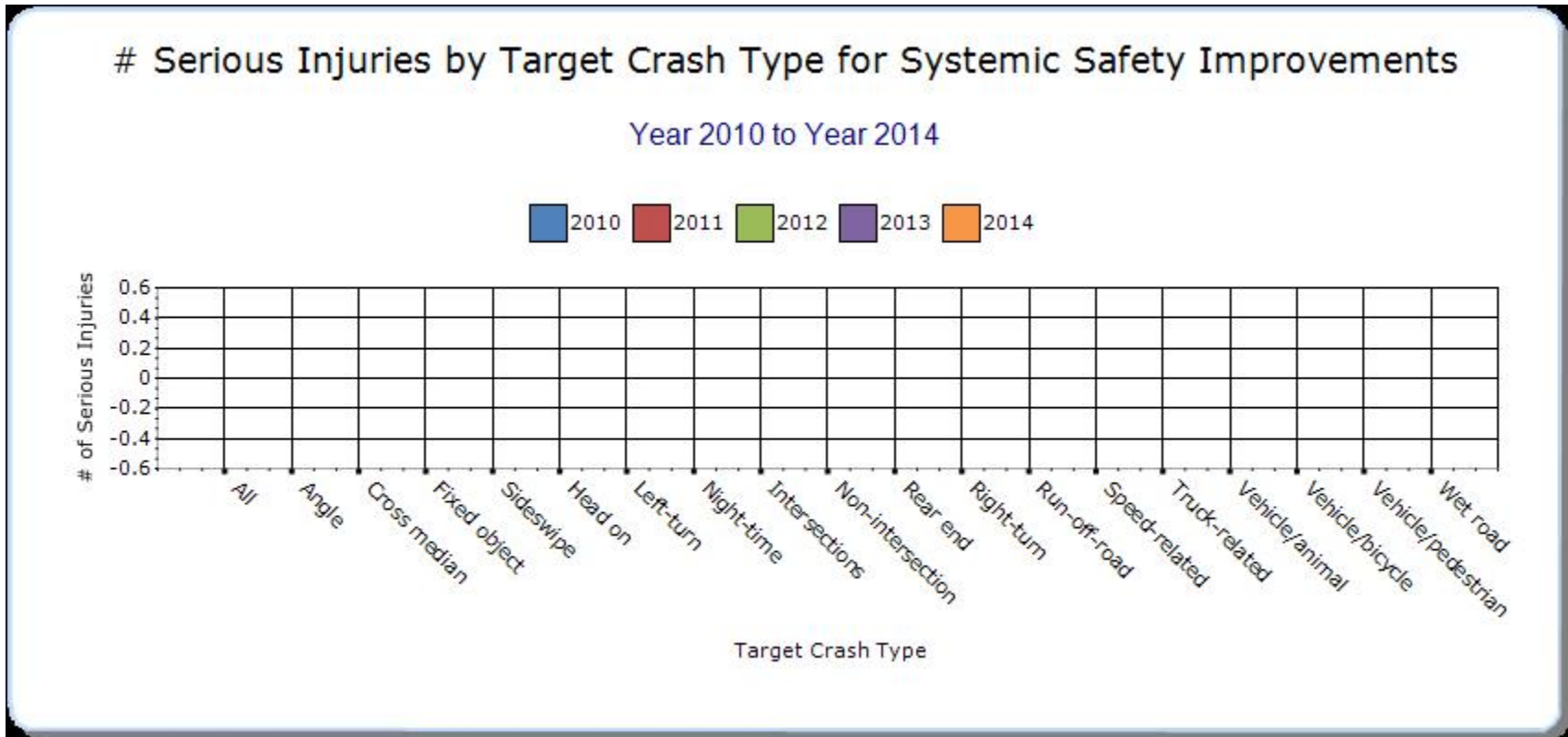
Present the overall effectiveness of systemic treatments.

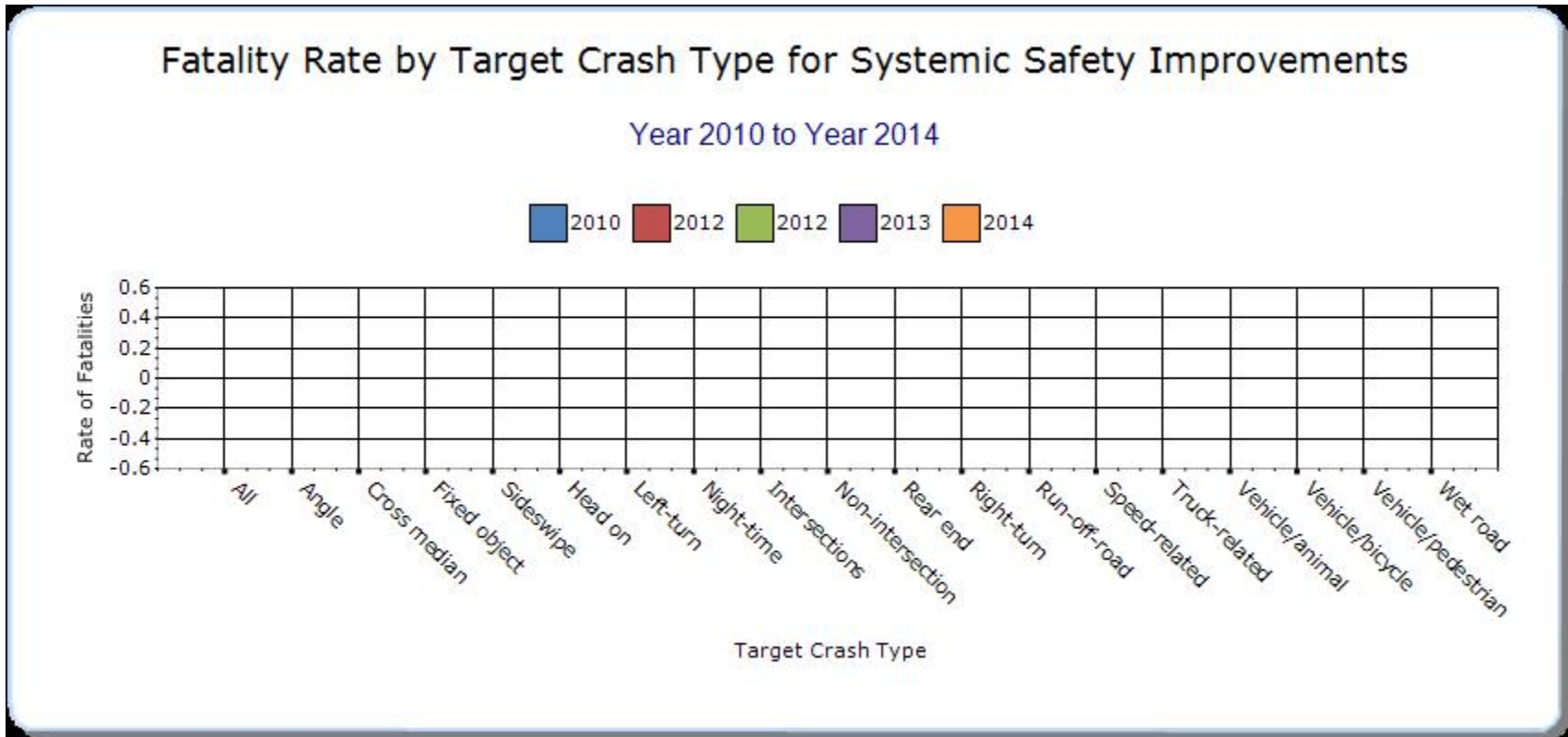
#### Year - 2014

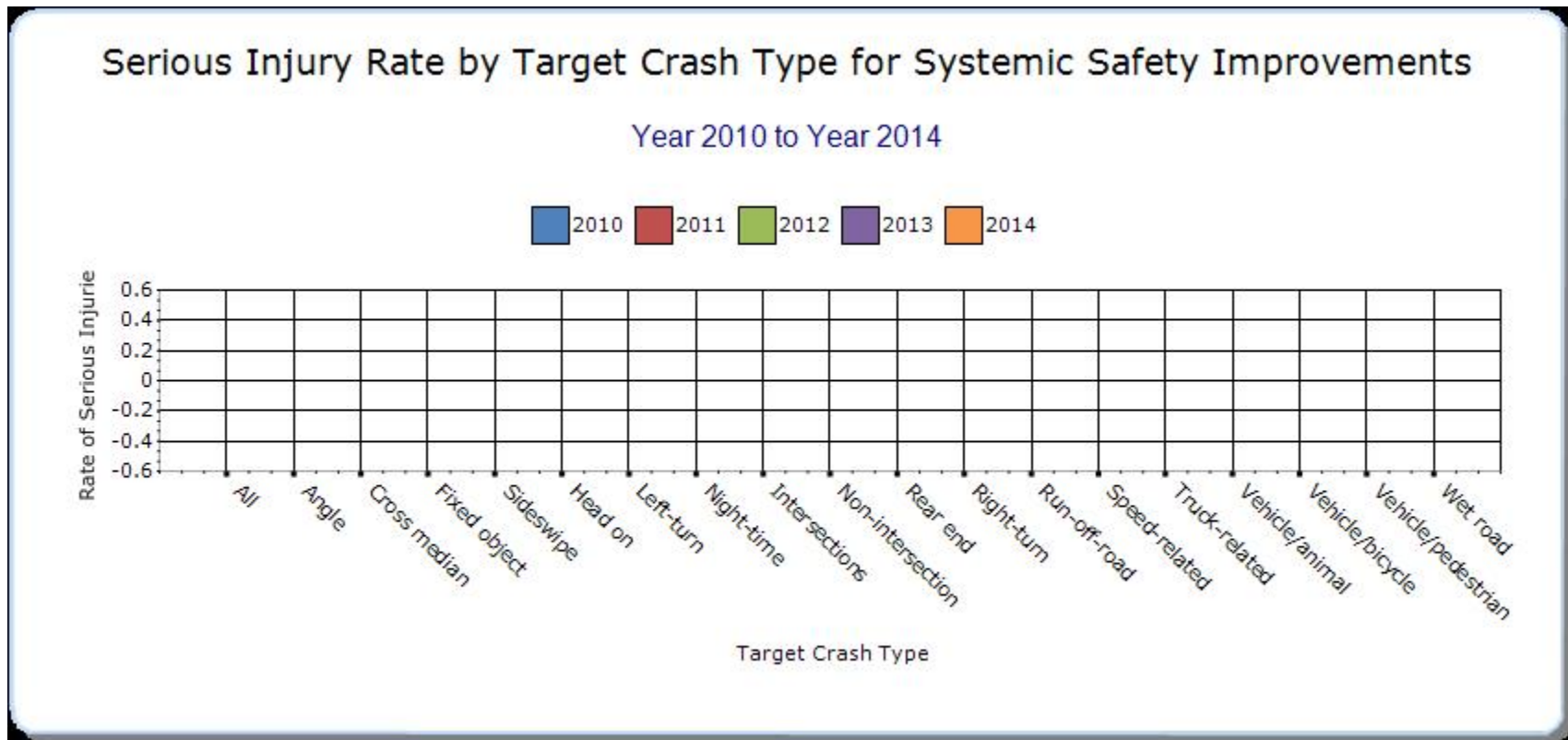
Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Other-Vehicle-Pedestrian Crashes	Vehicle/pedestrian	0	0	0	0	0	0	0











At this time no crash data are available relating to the effectiveness of specific systemic measures implemented for pedestrian safety initiatives. However, measurable progress has been made as part of the SHSP update as Pedestrian Safety has been designated as an EA and 20 strategies have been developed based on input from stakeholder meetings. These strategies include systemic/programmatic strategies, data refinements, identification of key proven infrastructure strategies, enforcement strategies especially related to speed management in pedestrian areas, and improved educational programs. All of these countermeasures are designed for application at a system-wide level.

**Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate.**

The downward trend in fatalities and serious injuries in New Mexico is a positive result of the efforts of state safety groups on many fronts. Examples include NMDOT public information campaigns such as DNTXT, BKLUP, ENDWI, Look for Me; improved local and state law enforcement training and education; and deployment of engineering countermeasures.

NMDOT's Data Management team meets periodically to assess the data collection process and initiatives. The data collection management team is providing oversight to the management of crash data. For example, the state is now geo-coding nearly all of the reported crashes. In 2013, NMDOT geo-coded 94% of all reported crashes and this has allowed for improved data reporting in this HSIP report. This significant improvement has greatly enhanced locating crashes and management of the statewide crash database through use of NMDOT's Geographic Information System (GIS).

### Project Evaluation

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-All Injuries	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-All Injuries	Aft-PDO	Aft-Total	Evaluation Results (Benefit/Cost Ratio)
See optional description														

Planning efforts are now underway by NMDOT HSIP team members to assess potential ways to develop and implement procedures to improve safety performance measurement techniques, data analysis, and safety effectiveness evaluation. This will allow for the conduct of project and countermeasure assessments

## **Optional Attachments**

### **Sections**

**Program Structure: Program Administration**

### **Files Attached**

[2015\\_0831\\_Supplemental\\_Description\\_for\\_HSIP\\_Program\\_Administration.docx](#)

## Glossary

**5 year rolling average** means the average of five individual, consecutive annual points of data (e.g. annual fatality rate).

**Emphasis area** means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

**Highway safety improvement project** means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

**HMVMT** means hundred million vehicle miles traveled.

**Non-infrastructure projects** are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

**Older driver special rule** applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

**Performance measure** means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

**Programmed funds** mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

**Roadway Functional Classification** means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

**Strategic Highway Safety Plan (SHSP)** means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

**Systemic safety improvement** means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

**Transfer** means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.