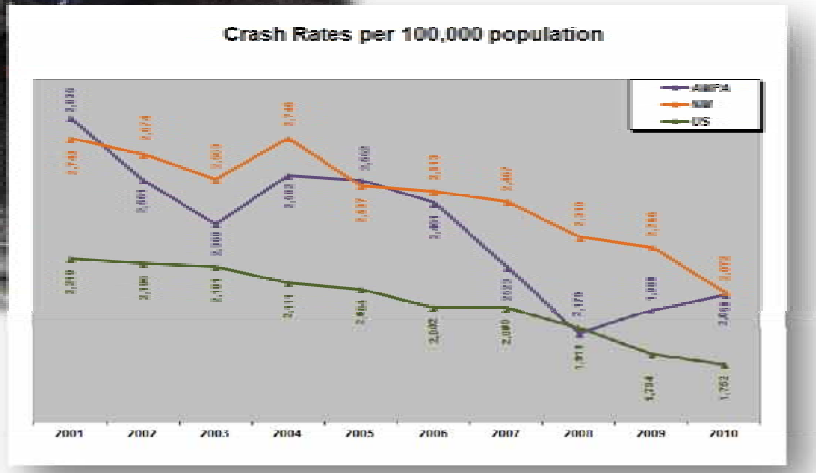


SAFETY DOESN'T HAPPEN BY ACCIDENT

General Crash Data and Trends, 2001-2010 for the Albuquerque Metropolitan Planning Area (AMPA)

Executive Summary

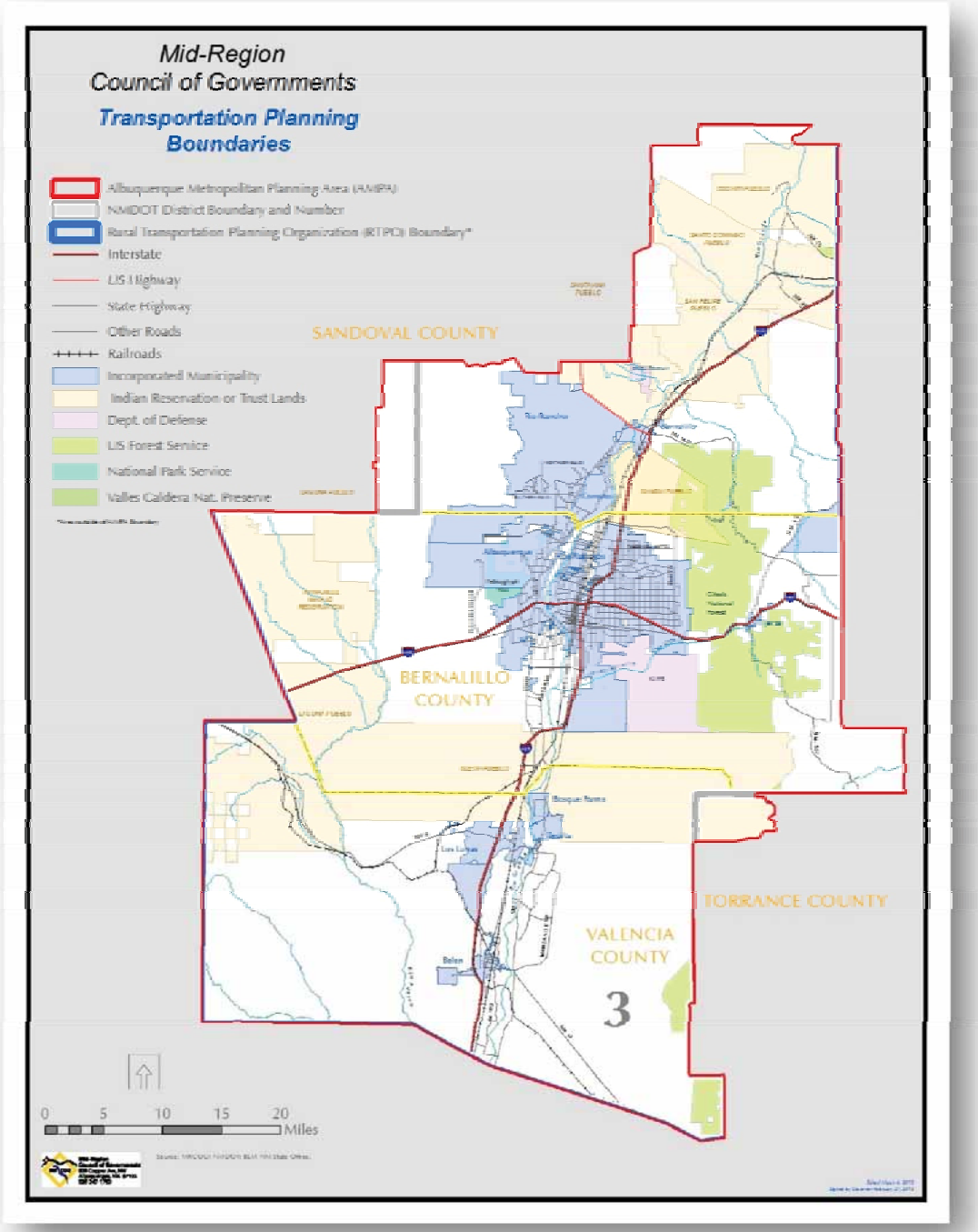
The Mid-Region Metropolitan Planning Organization (MRMPO) is responsible for the transportation planning for the Mid-Region Council of Governments (MRCOG). MRMPO's planning area consists of the Albuquerque Metropolitan Planning Area, or the AMPA, shown on the adjacent map.

Since 2007 MRMPO has provided analyses of the latest crash data available through the production of this annual report. The goal of this report is to provide data and resources that can contribute to the discussion of safety for all modes of transportation. As of 2013, crash data up to 2010 has been geo-coded by the University of New Mexico – Division of Government Research (UNM-DGR) for the New Mexico Department of Transportation – Traffic Safety Bureau (NMDOT-TSB) and used for this report along with MRCOG traffic volume data.

This report has been expanded from previous years to include programs, planning and funding efforts related to transportation safety such as Safe Routes to School, the MRMPO Project Prioritization Process, and funding from the Highway Safety Improvement Program (HSIP).

This report also highlights safety areas of concern such as alcohol/drug involvement and non-motorized crashes in an effort to report and evaluate the foremost safety issues in the region. These areas of concern evolved out of data analysis and highlight emerging issues such as underage drinking and driving.

This report also identifies programs and strategies taking place in the region such as Intelligent Transportation Systems (ITS) and sobriety check points. Through this effort we hope to bring attention to funding projects and programs that will have the greatest effect on improving safety for all modes of traffic in the region.



Terms and Definitions:

Alcohol-involved – a crash in which the Uniform Crash Report indicated 1) a DWI citation was issued, 2) alcohol was a contributing factor in the crash, or 3) a driver or pedestrian or bicyclist was suspected of being under the influence of alcohol.

AMPA – Albuquerque Metropolitan Planning Area

Classification of Crashes – is based on the first harmful event in the crash, such as colliding with something or overturning.

Crash Rate – crashes per 100,000 people unless otherwise specified.

Crash Rate at Intersections – crashes per 1,000,000 vehicles.

Death Rate – traffic fatalities per 100,000 people unless otherwise specified.

Drivers in Crashes – the crash database contains information for up to 3 drivers involved in a crash.

Fatalities – see 'killed.'

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

Fatal Crash Rate – fatal crashes per 100,000 people unless otherwise specified.

Highest Contributing Factors of Crashes - derived from a priority order list provided by the Traffic Safety Bureau. When more than one contributing factor is coded, the one with the lowest number (highest priority) on the list is used. Please refer to UNMDGR website **www.unm.edu**/~dgrint for more information on the priority list.

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

Injury Crash Rate – injury crashes per 100,000 people unless otherwise specified.

Injuries – 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. Types of injury crashes include 1) incapacitating, 2) non-incapacitating, and 3) visual injuries.

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

NHTSA – National Highway Traffic Safety Administration.

Property Damage – designates a crash that did not involve injuries or fatalities.

Roadway Type – is the classification of roads as defined by Traffic Safety Bureau**.**

Serious Injuries – an incapacitating injury.

Teen Drivers – are drivers 15 to 19 years of age.

Vehicle Type – is classified as motorized and non-motorized.

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*

Crash Data Origins

This report is based on the crash database created and provided by the New Mexico Department of Transportation – Traffic Safety Bureau (NM-TSB) and the University of New Mexico – Division of Government Research (UNM-DGR). The database is a subset of a more comprehensive and statewide crash database which includes only data that has been address-matched (geo-coded) in the geographic information system (GIS) environment.

The crash data is originally from the Uniform Crash Reports that are taken by police officers. These reports are compiled and processed by the Transportation Statistic Bureau of the New Mexico Department of Transportation and analyzed under contract by UNM-DGR for statistical and report generation.

Data has also been accessed from national sources such as the Fatality Analysis Reporting System (FARS) of the National Highway Traffic Safety Administration (NHTSA).

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PROJECT PLANNING AND FUNDING

Highways Safety Improvement Program (HSIP)

> The primary objective of the Highway Safety Improvement Program (HSIP) is to provide a safer transportation system for the movement of goods and people by reducing the number and severity of accidents and decreasing the potential for accidents on all highways. Safety improvements can be made on segments of roadway, at roadway intersections, and at highway/rail intersections.
>
> -NMDOT Handbook

The Federal Highway Administration New Mexico Division Office provides program oversight and federal aid for safety projects though the HSIP. The HSIP is administered by the NMDOT Programs Division, Planning Bureau, Project Planning Section. In addition to state highways, city streets and county roads are also eligible for federal aid for safety projects.

A highway safety improvement project must be a strategy, activity or project on a public road that is consistent with a State Strategic Highway Safety Plan (SHSP) that corrects or improves a hazardous road location or feature or addresses a highway safety problem. Traditional safety infrastructure-related improvements, as well as non-infrastructure safety projects, are eligible for HSIP funds if identified through a data-driven process (i.e., on the basis of crash experience, crash potential, crash rate, or other data-supported means). There is an annual call for Safety Projects.

The federal share for highway safety improvement projects is 90 percent, except as provided in the latest transportation legislation which allows certain types of highway safety improvement projects to be funded at 100 percent (i.e., traffic control signalization, traffic circles, safety rest areas, pavement marking, commuter carpooling and vanpooling, rail-highway crossing closure, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections). MAP-21 added two project types to this list that are eligible for 100 percent Federal share: (1) maintaining minimum levels of retro-reflectivity of highway signs or pavement markings, and (2) shoulder and centerline rumble strips and stripes. HSIP funds may also be used for workforce development, training and education activities that are directly related to and support HSIP implementation efforts.

A New Mexico High Risk Rural Roads Program (HRRR) is any rural major or minor collector or rural local road with significant safety risks, as defined by a state in accordance with an updated SHSP. If the fatality rate on such roads increases over the most recent two-year period for which data are available, in the next fiscal year the state must obligate for this purpose an amount at least equal to 200 percent of its FY 2009 HRRR set-aside.

Project Prioritization Process for HSIP Funds

MRMPO will be working on developing a process for prioritizing safety projects submitted for HSIP funding. This process will draw off of the PPP for the TIP and will also use other factors to rank projects that are in-line with the emphasis areas of this plan and the state's safety plan.

Safe Routes to School

If Safe Routes to School activities otherwise meet the requirements for a highway safety improvement project, they are eligible for HSIP funds. Providing sufficient funding for effective Safe Routes to School programs in order to make safety improvements to pedestrian and bicycle infrastructure in the vicinity of schools, colleges, and universities is a priority for the region.

The Safe Routes to School program is a federal-aid program developed in response to the sudden decrease in children walking and bicycling to school. In 1969, about half of all students walked or bicycled to school. Today, fewer than 15 percent of all school trips are made by walking or bicycling, one-quarter are made on a school bus, and over half of all children arrive at school in private automobiles. This trend away from walking and biking to school has been costly both in terms of dollars and impacts to our children's safety and health (more than one-third of school-aged kids are overweight or obese in the nation).

PROJECT PLANNING AND FUNDING

New Mexico Comprehensive Transportation Safety Plan (CTSP)

The State Highway Safety Plan (SHSP) for the State of New Mexico is called the Comprehensive Transportation Safety Plan (CTSP). Projects must be consistent with the CTSP to receive HSIP funding. The CTSP addresses key issues for the state. This CTSP has focus areas, targets for reducing fatal and injury crashes, and strategies to address each of these focus areas. This document has similar focus areas in order to be consistent with the CTSP; however there are differences because of the nature of our more metropolitan area. The areas of emphasis in this document are:

1. Intersection Crash Rates (similar to Fatigued and Distracted Drivers)
2. Pedestrian and Bicycle Crashes (similar to Special Users)
3. Alcohol Involvement (similar to Alcohol Impaired Driving)
4. Young Drivers (similar to Special Users and Young Drivers)

The focus areas for the CTSP are:

Aggressive Driving and Speeding

- includes strategies such as the *100 Days and Nights of Summer* program and raising speeding fines

Alcohol Impaired Driving

- expands upon law enforcement strategies and many of the *SaferNM* initiatives and studies the effectiveness of current media campaigns

Emergency Services Response

- focuses on controlling traffic flow and scene safety and maintaining the emergency medical services tracking and reporting system (NM EMSTARS)

Fatigued and Distracted Drivers

- focuses on engineering strategies, educational curriculum, and identifying problem intersections

Fatalities Involving Lane Departures

- focuses on data collection, before and after evaluations of engineering solutions, and a review of the efficacy of high risk rural road funding

Occupant Protection

- focuses on many of the media campaigns such as “Operations Buckle Down” and “Click It or Ticket”, citations, and child safety seat use

Special Users

- focuses on the routine accommodation of pedestrian, bicyclist, motorcyclist and equestrian modes of travel, including tracking funding spent and lane miles, reducing crashes, providing more education about sharing the road, and improving law enforcement around alternative modes of travel
- this focus area also addresses the mobility needs of the elderly

Traffic Records

- includes improving data collection on ignition interlock, adjudication information, traffic citation information, tribal data collection, and EMS data

Young Driver Crashes

- focuses on underage drinking prevention, media campaigns such as *W82text*, and a teen seatbelt campaign

MRMPO Project Prioritization Process Guidebook

Currently, in the Albuquerque Metropolitan Planning Area, safety is identified as a factor in the Project Prioritization Process (PPP) used for evaluating and selecting regionally significant local projects that receive federal funding through the Transportation Improvement Program (TIP) projects.

The following criteria receive prioritization points:

- Vehicle Crash Rates
- Pedestrian Risk Area
- Safety Strategies

PROJECT PLANNING AND FUNDING

Transportation Alternatives Program (TAP)

Safety projects may be eligible for funding through the Transportation Alternatives Program (TAP) authorized under MAP-21, which provides funding for programs and projects defined as transportation alternatives, including:

- on and off road pedestrian and bicycle facilities
- infrastructure projects for improving non-driver access to public transportation and enhanced mobility
- community improvement activities, and environmental mitigation
- recreational trail program projects
- safe routes to school projects
- projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways

The NMDOT has established criteria for scoring applications which include project readiness, identification in a planning document or capital improvement program, and addressing the following elements: 1) Economic Vitality, 2) Safety and Security, 3) Accessibility and Mobility through Integration and Connectivity, 4) Quality of Life for Residents, 5) Efficient System Management and Operation, and 6) System Preservation. These funds are distributed through the NMDOT and MRMPO. MRMPO also has a project prioritization process that evaluates all transportation projects submitted.

Trails Program

MAP-21 amends the Recreation Trails Programs to make the funding a set-aside from the TAP. Unless the Governor opts out in advance, an amount equal to the State's FY 2009 Recreation Trails Programs apportionment is to be set aside from the State's TAP funds for recreational trails project.

National Highway Traffic Safety Administration (NHTSA) Funding

NHTSA writes and enforces Federal Motor Vehicle Safety Standards and regulations for motor vehicle theft resistance and fuel economy. Another of NHTSA's major activities is the creation and maintenance of the data files maintained by the National Center for Statistics and Analysis. In particular, the Fatality Analysis Reporting System (FARS) has become a resource for traffic safety research. NHTSA appropriates funding for a variety of safety related programs. Some of these include:

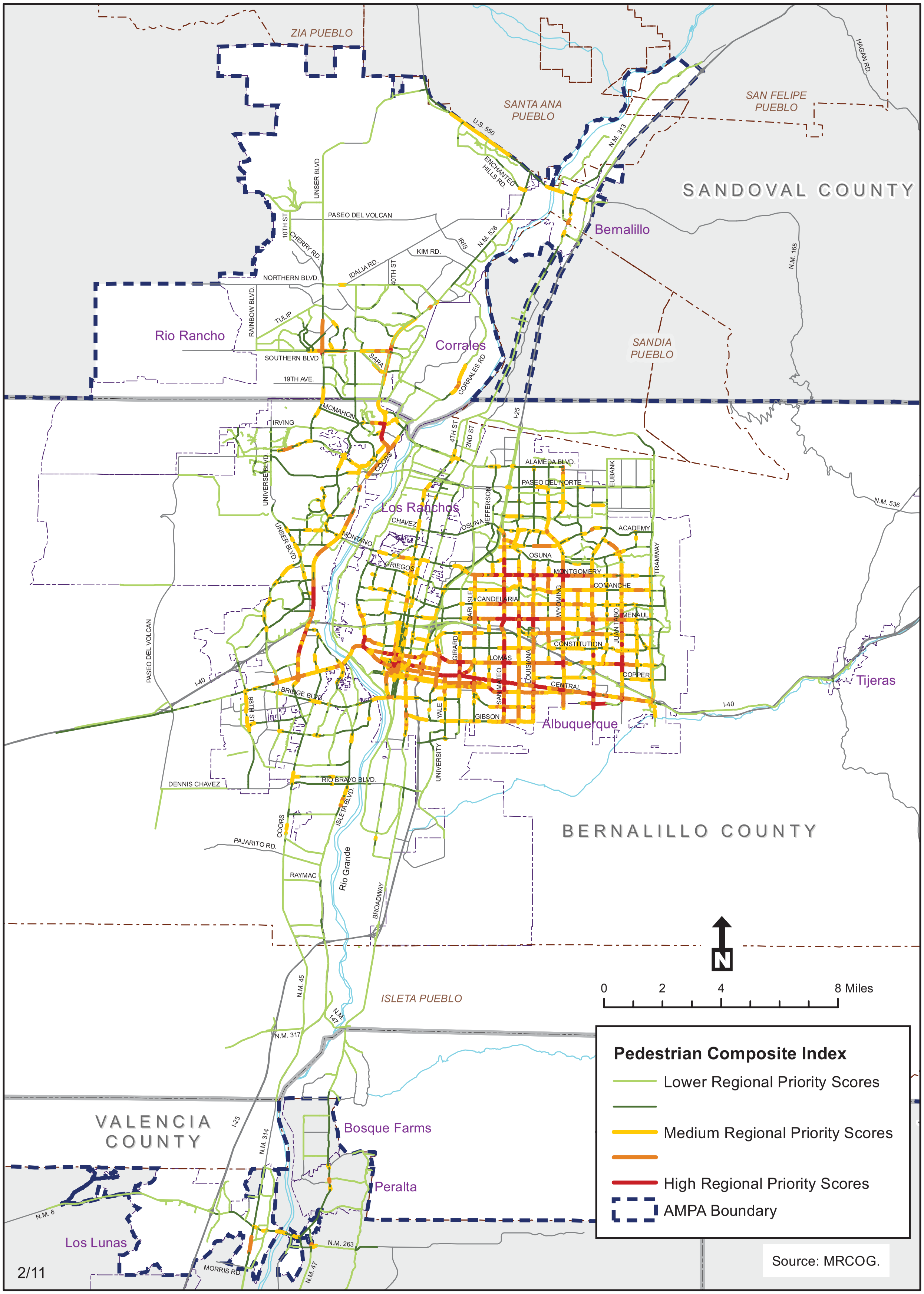
- Pedestrian Focus Cities and Focus States program which provides education and enforcement components of local Pedestrian Safety Action Plans
- New vehicle technologies including alternative fuels, electronic control systems, and other advanced systems
- Impaired driving and occupant protection through education and enforcement such as anti-distracted driving campaigns
- Annual Click It or Ticket mobilization

NMDOT Research Funds

The NMDOT Research Bureau offers several types of research services depending on the complexity of the problem or issue, including a Pooled Fund Study that combines NMDOT resources with those from several states to find solutions to a regional or national problem, a Literature Search, a Short-term Project (less than 6 months) that is conducted in-house by the Research Bureau staff, a Long-term Project (6 to 24 months in length) that is contracted to a university, college, or consultant and a Technology Transfer (6 to 24 months) that takes existing technology (equipment and/or processes) and applies it to a new situation.

Pedestrian Composite Index (PCI)

The PCI helps identify roadway segments where facility improvements are in demand. The PCI integrates elements that generate pedestrian travel with those that discourage pedestrian travel, with the ultimate goal of helping local agencies pinpoint locations where facility improvements and demand intersect. Some of the safety needs addressed are street lighting, crosswalk markings, median barriers, railroad crossing improvements, and signal timing. The PCI ranks roadway segments based on these criteria. The following map shows the High Regional Priority Scores in red, Medium Regional Priority Scores in Orange, and the Lower Regional Priority Scores in green.



SANDOVAL COUNTY
BERNALILLO COUNTY
VALENCIA COUNTY
ZIA PUEBLO
SANTA ANA PUEBLO
SAN FELIPE PUEBLO
SANDIA PUEBLO
ISLETA PUEBLO
Rio Rancho
Corrales
Bernalillo
Los Ranchos
Albuquerque
Tijeras
Bosque Farms
Peralta
Los Lunas
Rio Grande
0 2 4 8 Miles
N
Pedestrian Composite Index
Lower Regional Priority Scores
Medium Regional Priority Scores
High Regional Priority Scores
AMPA Boundary
Source: MRCOG.
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ROAD SAFETY AUDIT (RSA)

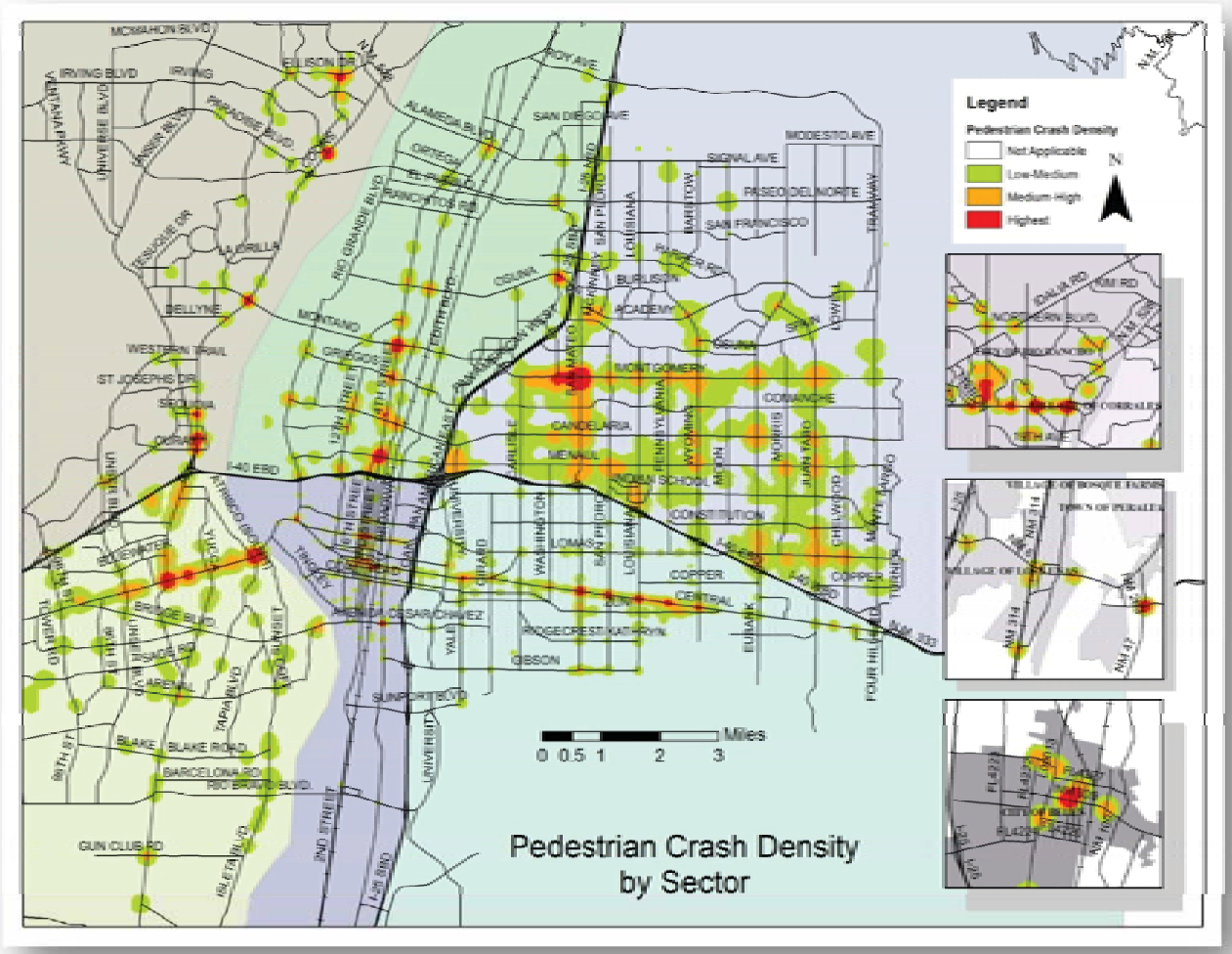
Road Safety Audit

A Road Safety Audit (RSA) is a formal safety examination of an existing or future road or intersection by an independent, multidisciplinary team. It estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users. The Federal Highway Administration (FHWA) works with state and local jurisdictions and Tribal Governments to integrate RSAs into the project development process for new roads and intersections, and on existing roads and intersections.

The aim of an RSA is to answer the following questions:

1. What elements of the road may present a safety concern: to what extent, to which road users, and under what circumstances?
2. What opportunities exist to eliminate or mitigate identified safety concerns?

Public agencies with a desire to improve the overall safety performance of roadways under their jurisdiction have much to be excited about in the concept of RSAs. Road safety audits can be used in any phase of project development from planning and preliminary engineering to design and construction. RSAs can also be used on any sized project from minor intersection and roadway retrofits to mega-projects.



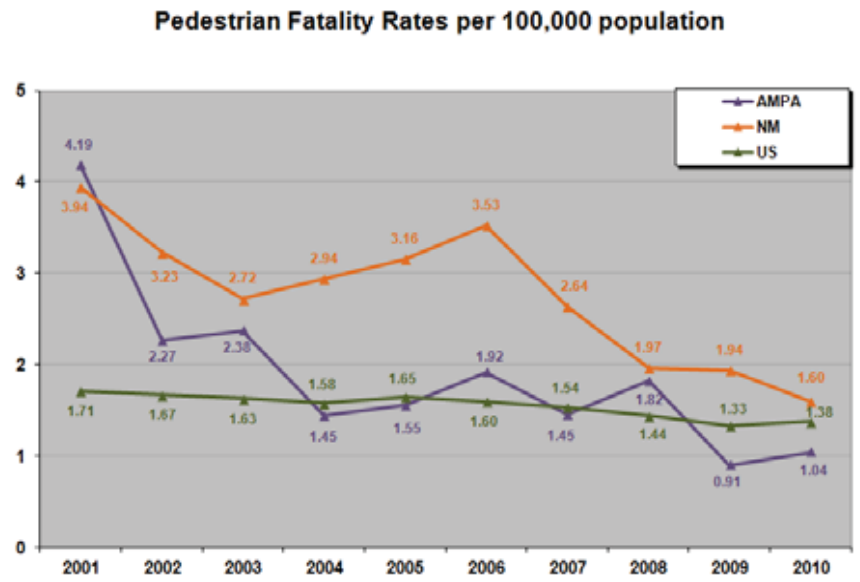
Focus State/Focus City Program

The State of New Mexico and the City of Albuquerque have been identified as a Focus State and a Focus City, respectively, by the Federal Highway Administration because of their high rate of pedestrian fatalities. This program provides funds for technical assistance with events such as Road Safety Audits, and assistance with developing a Safety Action Plan that addresses pedestrian and bicycle issues. MRMPO and FHWA have begun to conduct RSAs in the region.

Pedestrian Hot Spots

To systematically address pedestrian fatalities in the Albuquerque metropolitan, six (6) main sectors were created. These six main sectors were selected because they are areas that are framed by considerable walking barriers in the region (the Interstate system and the Rio Grande),

and they allow us to systematically address several geographic communities that are being impacted by pedestrian fatalities and injuries.



The Pedestrian Crash Density by Sector map depicts the density of pedestrian fatality and injury crashes in order to locate the most severe areas in each of these sectors. Yellow to red (with red being the greatest density) shows the "hot spots" of pedestrian and injury crashes.

The sectors are as follows:

- Sector 1 - north of I-40 and west of the river
- Sector 2 - east of the river, north of I-40 and west of I-25
- Sector 3 - east of I-25 and north of I-40
- Sector 4 - west of the river and south of I-40
- Sector 5 - south of I-40, west of the river and east of I-25
- Sector 6 - east of I-25 and south of I-40.

Roadway Design

An RSA will address roadway design, enforcement and education. Improving the connectivity and design of the transportation system, across and between modes, through intersections, and at railroad crossings, is integral to maintaining a safe transportation system.

Transit Stops

Many of these hot spots are near some of the ABQ Ride transit stops that have high ridership. Crossing the street to reach a destination (or a transfer) is an issue that needs to be addressed in order to tackle the high amount of pedestrian involved crashes in the region.

Access Management

Designing streets so that there are fewer conflicts between vehicles, and between vehicles and pedestrians and bicyclists, is critical to improving safety. By simply sharing access between two businesses the number of potential conflicts can be cut in half. Other access management techniques include using medians to limit left turns and providing a refuge for pedestrians.

Roundabouts and Road Diets

An effective way to introduce design changes is to begin with pilot projects that include "before and after" studies that focus on safety improvements, such as installing roundabouts instead of signalized intersections, or implementing road diets (the removal of traffic lanes often for the purpose of improving safety and adding other amenities such as wider sidewalks, bike lanes and/or center turning lanes). Conducting "before and after" studies will show the benefits of these types of road design changes to the transportation system and whether they work well at a particular location.

According to the summary report, *Evaluation for Lane Reduction Road Diet Measures on Crashes* (2010) by the Federal Highway Association, a road diet application can provide a 29 percent reduction in crashes.

Speed

It is also important to consider the role that speed plays in pedestrian and bicycle crashes when designing our roadways and to consider the implications of designing roadways for traveling speeds higher than the posted speed limit. A study by the UKDOT titled *Vehicle Impact Speed and Pedestrian Injury Severity* concluded that for a pedestrian and motor-vehicle involved crash, there is an 85 percent chance that the impact will be fatal to the pedestrian if the speed is 40mph or above, compared to a five percent chance of a pedestrian fatality if the vehicle speed is at 20mph and below. Similar statistics were found by studies done from 1993 to 1996 in Florida.

AMPA CRASH DATA SNAPSHOT

Fatality and Injury Rates

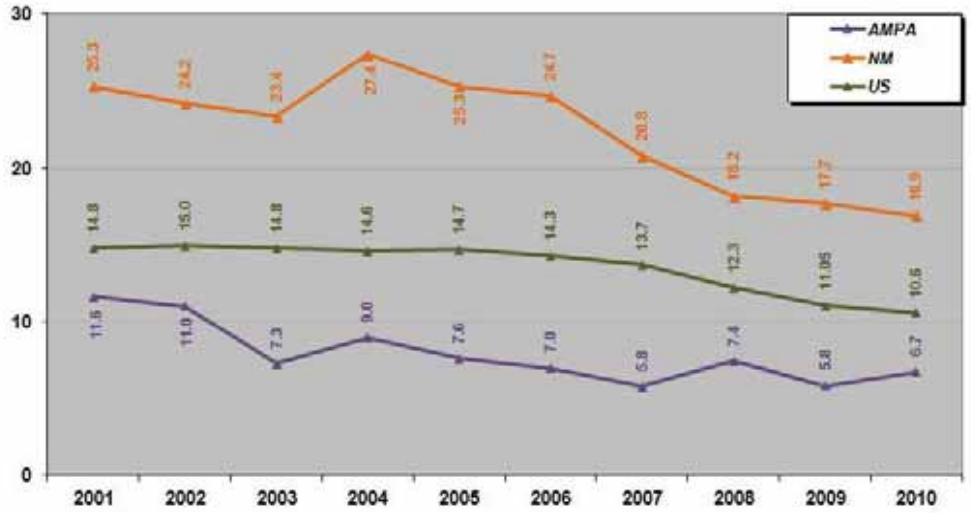
In the United States, crashes take a huge toll on our daily lives including loss of life, diminished access to services, increased congestion, and reduced quality of life. According to the Centers for Disease Control and Prevention:

- Motor vehicle crashes remain a leading cause of injury death in the United States
- Motor vehicle crashes were the leading cause of death for the 15-24 years age group, which represents approximately 14 percent of the total US population
- In New Mexico the cost of crashes in one year is $435 million
- In 2010, New Mexico ranked 12th among the 50 states for motor vehicle deaths per 100,000 population

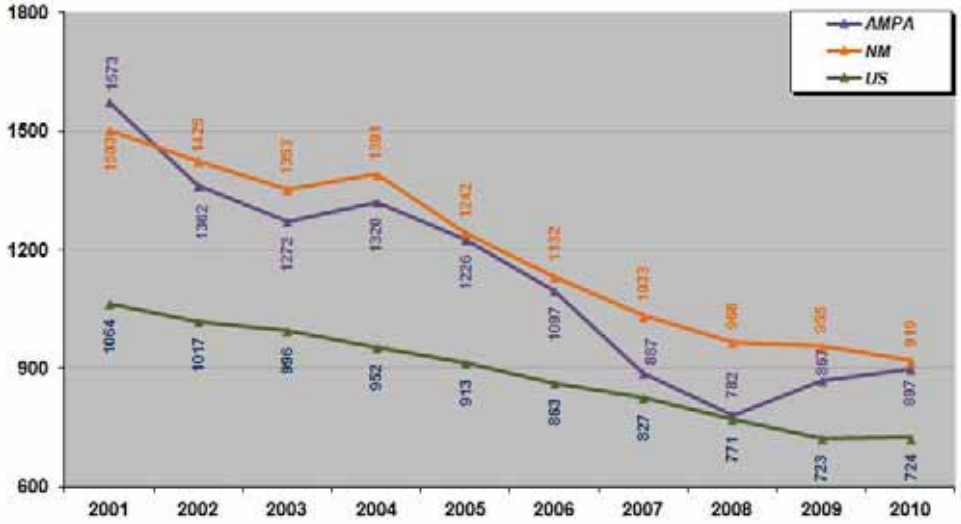
In the AMPA (2001 to 2010) there was a 73 percent drop in fatality rate and a 75 percent drop in injury rate. Of the total crashes for this time period, 0.3 percent resulted in fatal crashes, 28.9 percent resulted in injury crashes, and the remaining resulted in property damage.

New Mexico's fatality rate of 16.9 per 100,000 people in 2010 is still above the national average fatality rate of 10.6 per 100,000 people. Conversely, the AMPA fatality rate is 6.7, yet this rate varies from year to year and certain types of crashes (e.g., pedestrian crashes) and key locations with high crash rates compared to the nation compel further investigation.

Fatality Rates per 100,000 Population



Injury Rates per 100,000 Population



AMPA CRASH DATA SNAPSHOT

2010 Trends in the AMPA

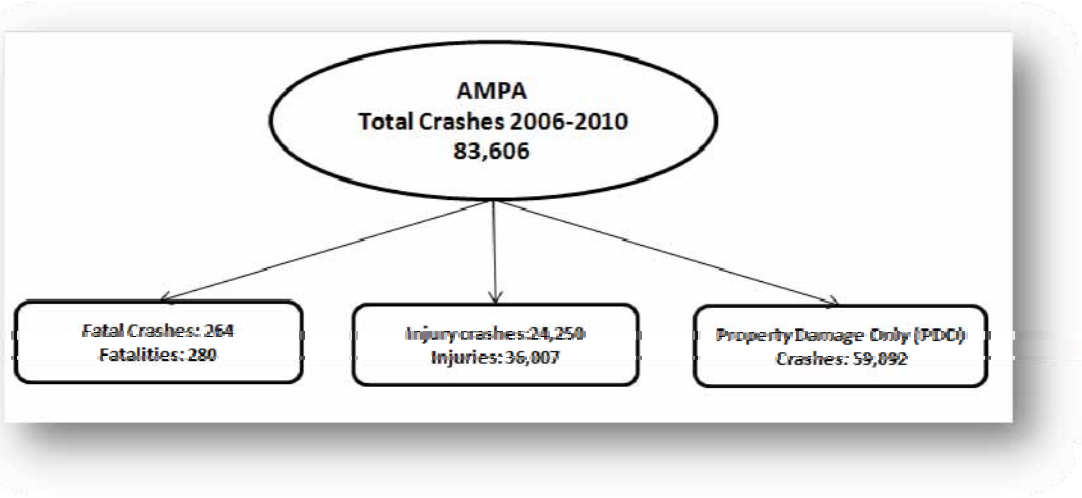
Transportation planning in the AMPA should promote safe movement across and within the region. **From 2006-2010 there were 280 fatalities related to a crash. This is an average of 56 fatalities a year.** The AMPA has several safety challenges to address. These include:

- further analyzing major intersections and corridors with high crash rates;
- prioritizing the improvement of roadway safety for pedestrians and bicyclists; and
- increasing education and enforcement around drinking and driving and safe driving habits for young drivers

Addressing these challenges requires a variety of strategies aimed at, but not limited to, behavior, design, and enforcement.

Other regional crash statistics for the AMPA include:

- A crash occurred every 30 minutes
- A person was killed every 6 days and injured every 68 minutes
- Crash levels were most common in the afternoon on weekdays and more evenly distributed throughout the day on the weekends
- Fatal crashes were the highest in the late afternoon to late evening on the weekdays and early evening to early morning on the weekends
- Forty percent of fatal crashes occurred on the weekends
- Fatal crashes involving roll-overs were nearly six times higher than injury crashes involving roll-overs
- Male drivers were involved in 53 percent of all crashes and 74 percent of all fatal crashes
- Drivers 20-24 years were involved in crashes more than any other age group



Year	Crashes			
	Fatal	Injury	PDO	Total
2006	56	5,515	12,795	18,366
2007	47	4,685	12,182	16,914
2008	58	4,277	10,523	14,858
2009	50	4,646	11,041	15,737
2010	53	5,127	12,551	17,731
Total	264	24,250	59,092	83,606
Average	53	4,850	11,818	16,721

On average about 29% injury rate

AMPA CRASH DATA SNAPSHOT

Highest Contributing Factors

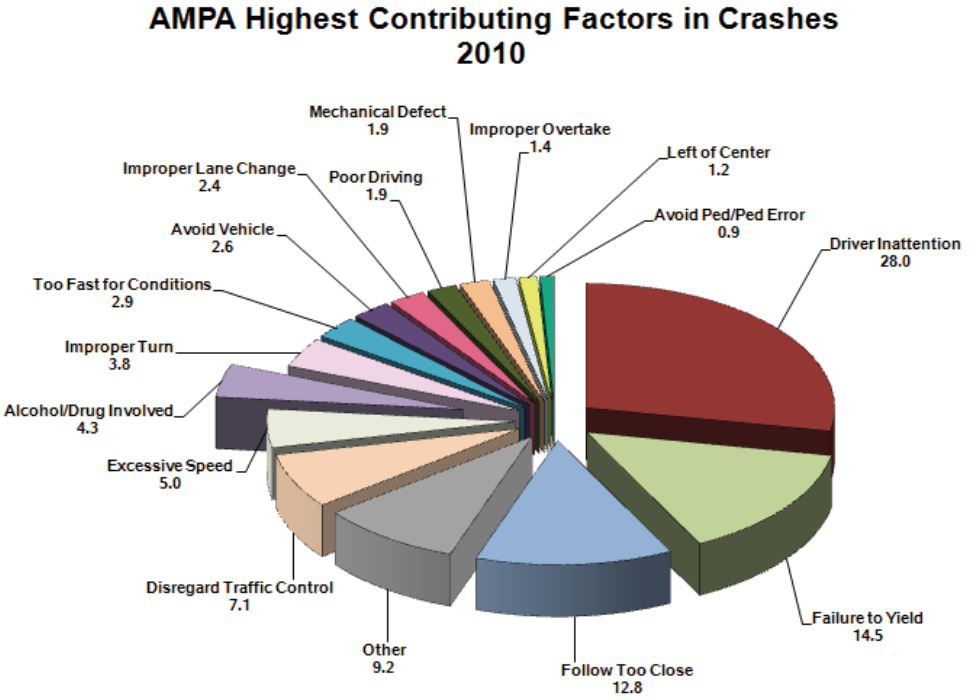
Data about the factors that lead to crashes are vital to understanding if there are any patterns that stand out in a particular location. In most places in the United States, driver inattention is the highest contributing factor.

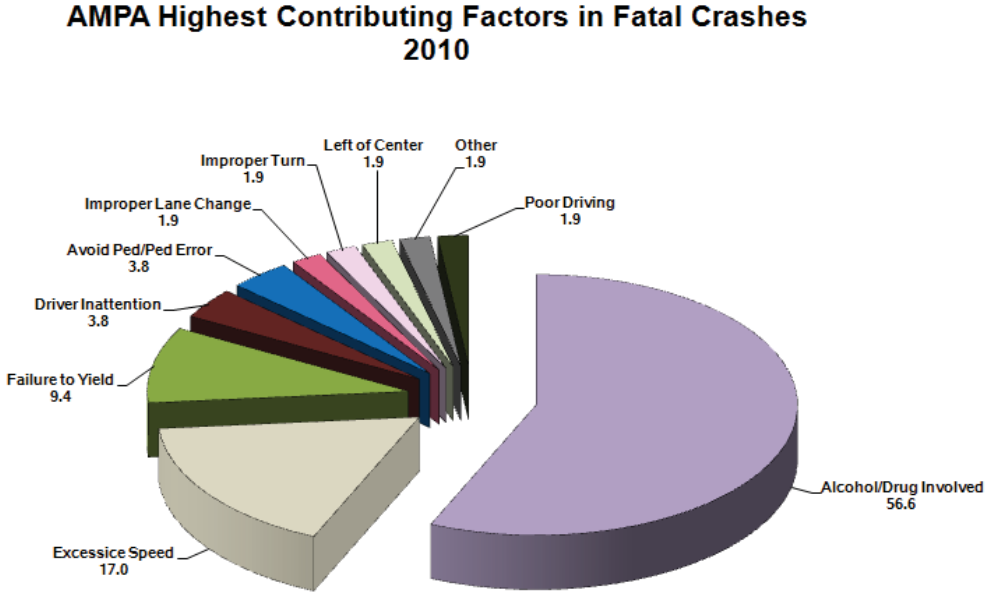
This is also the case in New Mexico and the Albuquerque metropolitan area. Unfortunately, driver inattention sometimes becomes a catch-all factor (texting is often included under driver inattention); however, data about contributing factors can still be valuable by looking at a set of the top contributing factors.

The highest contributing factors in the region after Driver Inattention are Failure to Yield (high for both fatal and injury), Following Too Close, Other, Disregard Traffic Control, and Excessive Speed.

For fatal crashes in the AMPA, Alcohol/drug Involvement accounts for nearly 57 percent of these crashes, then Excessive Speed, Failure to Yield, Driver Inattention, and Avoid Ped/Ped Error.

Often, the cause of a crash is behavior related, but it can also be a combination of behavior and environment. Taking a closer look at the location where the number of crashes is high (or the number of fatal and injury crashes are high) can provide some insight into why these crashes may be occurring. Sometimes, it is situational, such as the location of a bar, or in other cases it may be design related, such as a blind spot coming off of a freeway ramp.





INTERSECTION CRASH RATES

Highest Crash Rates

Crash rates provide a more accurate picture (than total crash numbers) of the most dangerous intersections in the AMPA. The most heavily traveled segments are likely to have the most crashes but may not necessarily have the highest crash rates. For example, the intersection of Montgomery and San Mateo ranks 1st in traffic volume and 4th in number of crashes, but 10th in crash rate. Crash rates are calculated based on total crashes per million vehicles (per year) approaching the intersection. The average intersection crash rate for the AMPA is 1.1381.

The intersections with the highest rates for all crashes as well as fatal and injury crashes are primarily concentrated along Coors, Paseo Del Norte, Montgomery/Montano, and Central. Other notable mentions for high fatal/Injury crash rates are San Mateo, Unser, and the frontage road along I-40. Fatal/Injury crashes result in a much greater cost to individuals and society, and are therefore often isolated from all crashes to see if there are certain locations with particular safety needs. The average intersection fatal and injury crash rate for the AMPA is 0.3564.

Top 20 Intersections with Highest Crash Rates 2006-2010

Intersection	Crashes		Approach
	Rate	Total	Volume
Paseo Del Norte & Coors Blvd.	6.3136	694	301,157
7 Bar Loop Rd.& Coors Blvd.	5.5179	219	108,738
Central Ave & Coors Blvd.	5.0054	493	269,844
Paseo Del Norte & Jefferson St.	4.5386	644	388,751
Central Ave & Unser Blvd.	3.5341	240	186,054
Montano & Coors Blvd.	3.4650	439	347,113
Ellison Dr. & Coors Blvd. Bypass	3.4522	424	336,497
Blake Rd. & Coors Blvd.	3.3531	199	162,597
Quail Rd. & Coors Blvd.	3.3531	313	255,744
Montgomery Blvd. & San Mateo Blvd.	3.3522	484	395,572
Ellison Dr. & Golf Course Dr.	3.3412	171	140,217
Jefferson St. & Pan American East	3.3220	190	156,695
Central Ave & Rio Grande Blvd.	3.2745	234	195,786
Arenal Rd. & Coors Blvd.	3.2614	201	168,849
Central Ave. & Tramway Blvd.	3.2240	236	200,551
Montgomery Blvd. & Wyoming Blvd.	3.1517	452	392,914
Montano & 4th St.	3.1517	259	225,144
Paseo Del Norte & San Pedro Dr.	3.1391	286	249,613
Montgomery Blvd. & Eubank Blvd.	3.1138	351	308,835
Paseo Del Norte & Pan American East	3.0592	268	240,013

Top 20 Intersections with Highest Fatal and Injury Crash Rates 2006-2010

Intersection	Crashes		Approach
	Rate	Total	Volume
Paseo Del Norte & Coors Blvd.	1.7376	191	301,157
Central Ave & Coors Blvd.	1.4011	138	269,844
7 Bar Loop & Coors Blvd.	1.3858	55	108,738
Paseo Del Norte & Jefferson St.	1.2404	176	388,751
Mountain Rd. & 3rd St.	1.1776	20	46,532
Central Ave & Unser Blvd.	1.1633	79	186,054
Jefferson St. & Pan American East	1.0840	62	156,695
Quail Rd. & Coors Blvd.	1.0177	95	255,744
Ellison Dr. & Golf Course Dr.	0.9965	51	140,217
Coal Ave., & I-25 East Frontage Rd.	0.9576	29	82,966
Coal Ave. & 8th St.	0.9408	14	40,769
Montano & Coors Blvd.	0.9393	119	347,113
Ellison Dr. & Coors Blvd. Bypass	0.9200	113	336,497
I-40 N. Frontage Rd. & 2nd St.	0.8951	25	76,523
Montgomery Blvd. & Eubank Blvd.	0.8871	100	308,835
Irving Blvd. & Coors Blvd.	0.8782	116	361,872
Gibson Blvd. & University Blvd.	0.8776	50	156,093
Sequoia Rd. & Ladera Dr.	0.8694	16	50,420
I-40 S. Frontage Rd. & 2nd/3rd St.	0.8693	22	69,334
Sage Rd. & Unser Blvd.	0.8542	24	76,980

INTERSECTION CRASH RATES

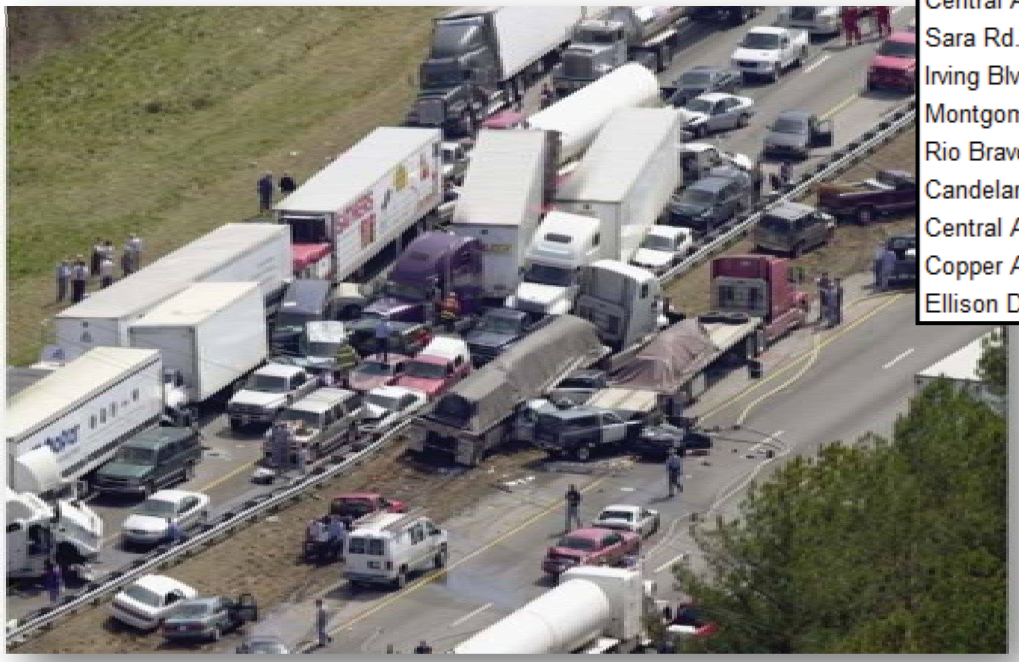
KAB (Severe) Crashes

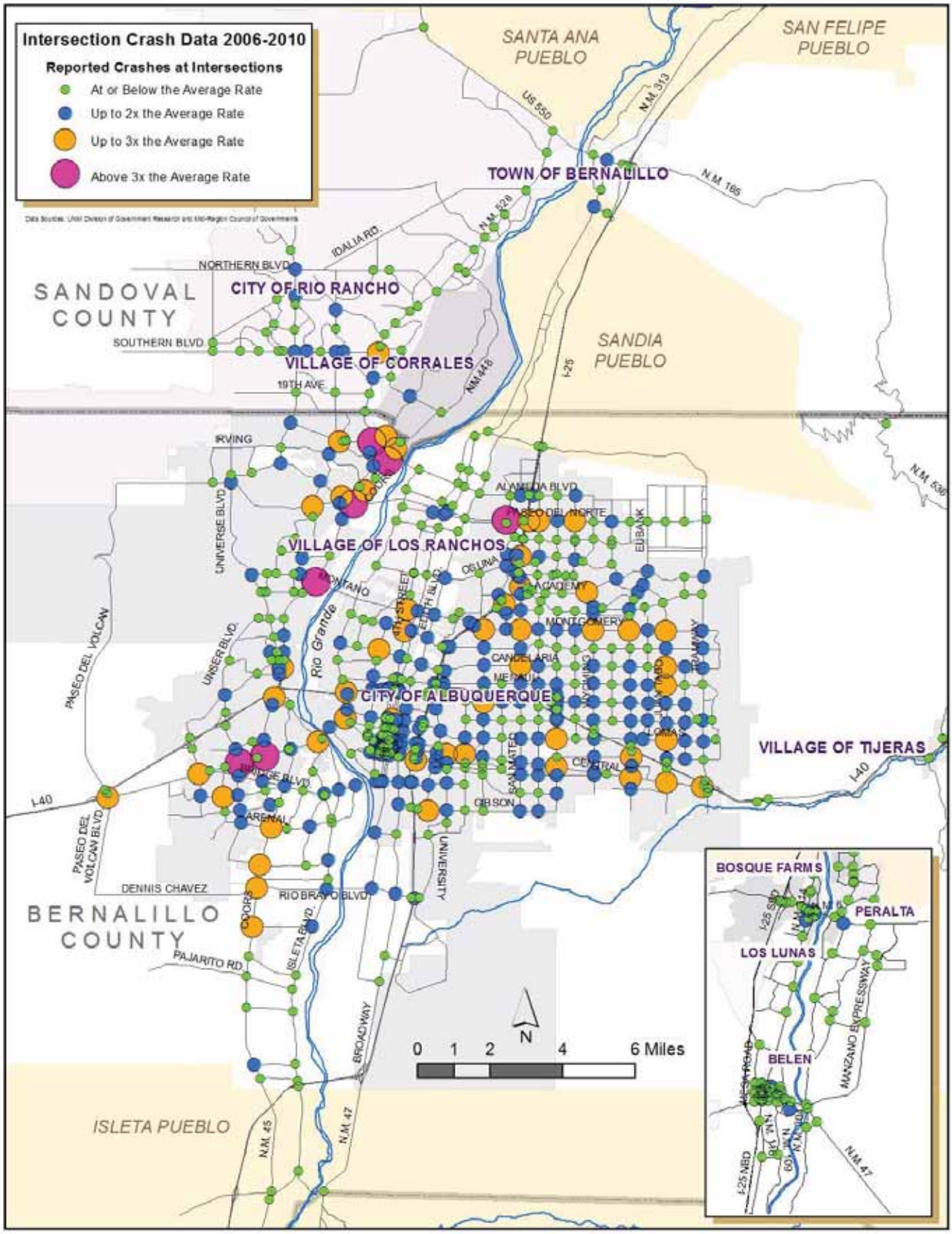
This table identifies intersections with the most severe crash outcomes. Severe crashes are defined as those **crashes resulting in at least one fatality (K), one incapacitating injury (A), or one visible, non-capacitating injury (B)** and are referred to as KAB crashes. KAB crashes leave out injury crashes that are non-visible.

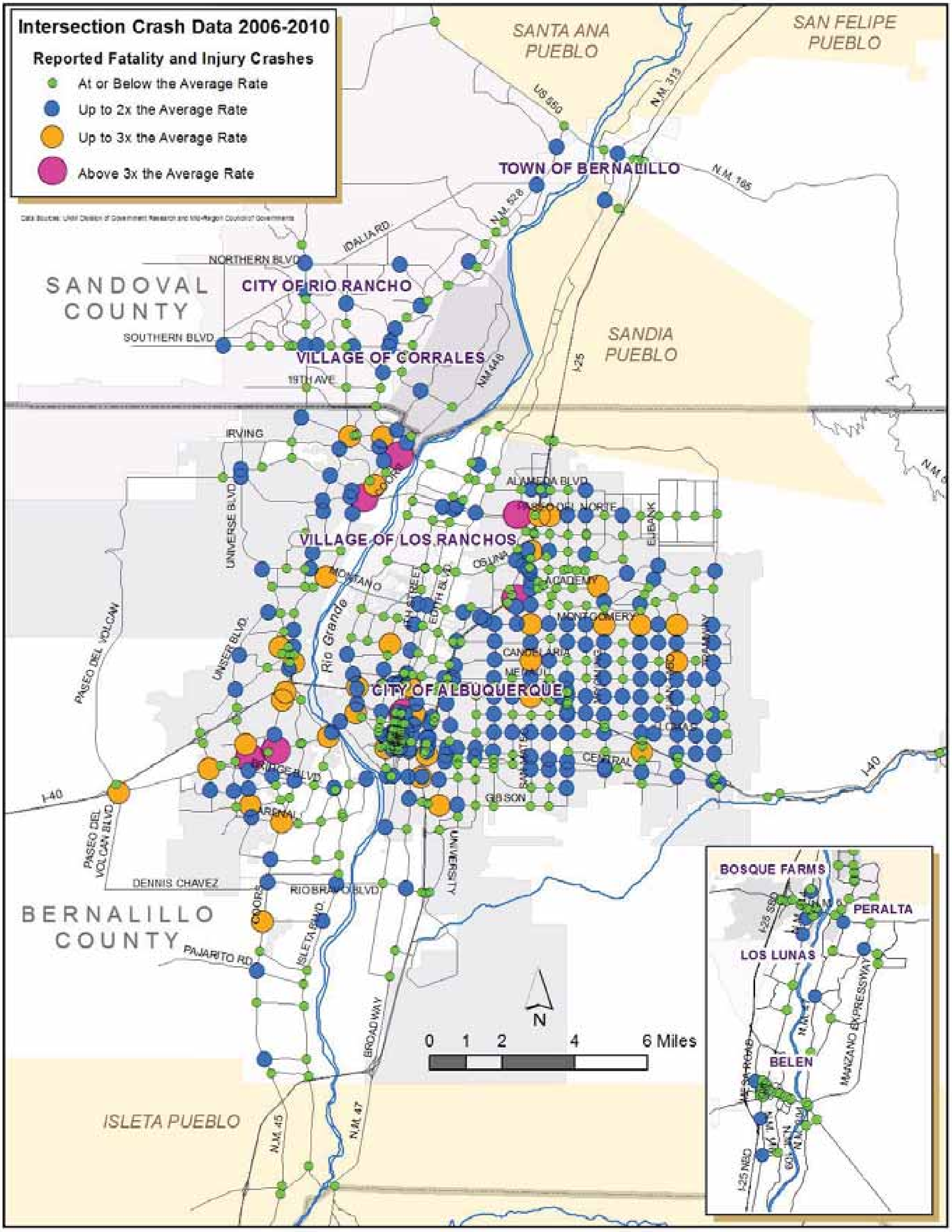
KAB crashes do no account for the volume of traffic entering an intersection; rather KAB is considered a measure of the severity of the crashes in a location and is important for prioritizing improvements. Corridors that stand out using the KAB analysis include Montgomery, Paseo Del Norte, Central, Eubank, Juan Tabo, and Coors. The intersections of Paseo Del Norte and Jefferson and Paseo Del Norte and Coors are in the top five for both KAB and fatal/injury crashes. Other common intersections between the two analyses are Central and Coors and Montgomery and Eubank.

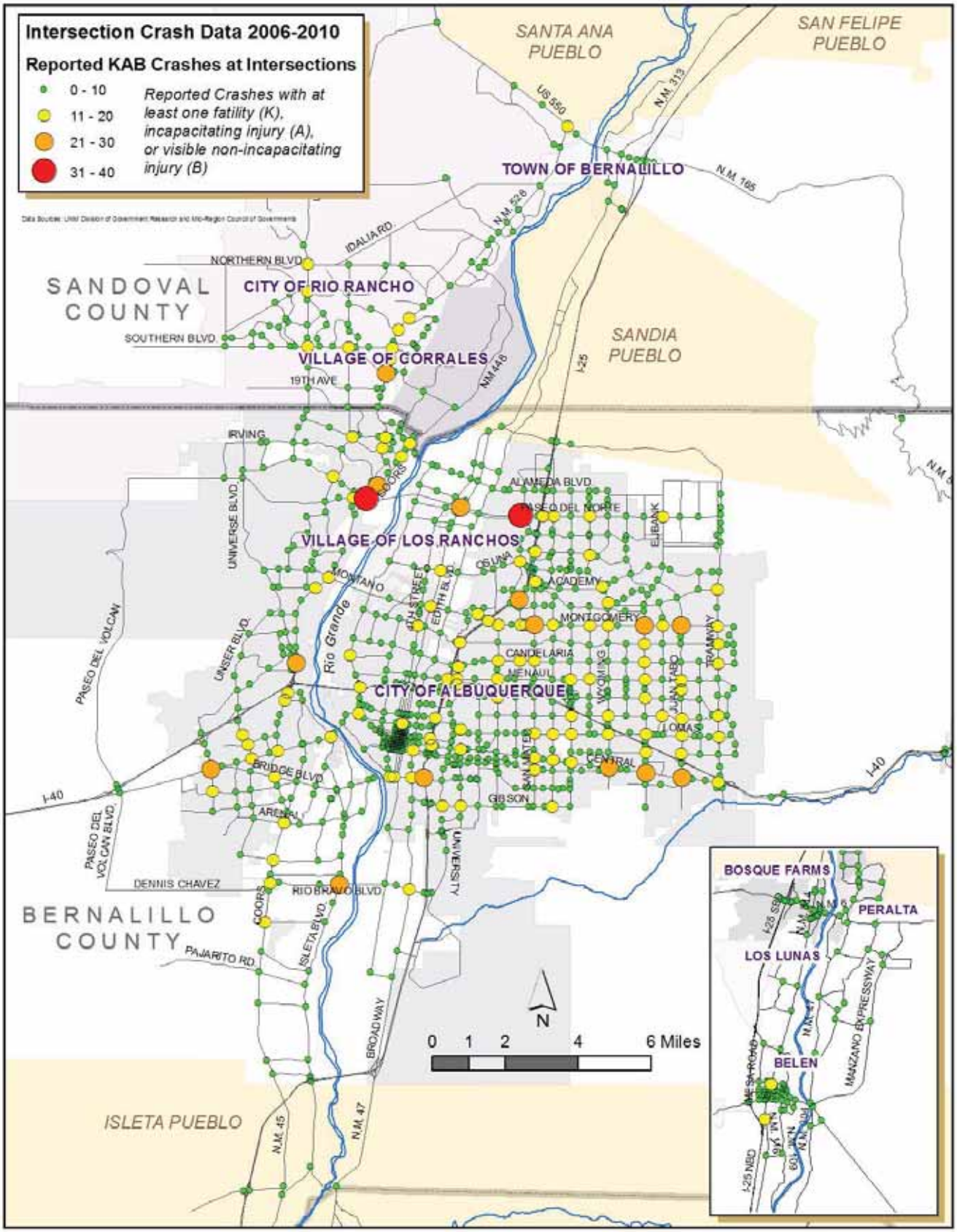
Top 20 Intersections with Highest KAB crashes 2006-2010

Intersection	KAB Crashes
Paseo Del Norte & Jefferson St.	39
Paseo Del Norte & Coors Blvd.	39
Central Ave. & Eubank Blvd.	29
Paseo Del Norte Ramps & 2nd St.	28
Jefferson St. & Pan American East	24
Quail Rd. & Coors Blvd.	24
Central Ave. & 98th St.	23
Montgomery Blvd. & Eubank Blvd.	23
Montgomery Blvd. & Juan Tabo Blvd.	23
Central Ave. & Juan Tabo Blvd.	22
Avenida Cesar Chavez & I-25 W. Ramps	21
Central Ave & Wyoming Blvd.	21
Sara Rd. & N.M. 528	21
Irving Blvd. & Coors Blvd.	20
Montgomery Blvd. & San Mateo Blvd.	20
Rio Bravo Blvd. & Isleta Blvd.	20
Candelaria Rd. & Eubank Blvd.	19
Central Ave. & Coors Blvd.	19
Copper Ave. & Eubank Blvd.	19
Ellison Dr. & Coors Blvd. Bypass	18




Intersection Crash Data 2006-2010
Reported Crashes at Intersections
At or Below the Average Rate
Up to 2x the Average Rate
Up to 3x the Average Rate
Above 3x the Average Rate
SANTA ANA PUEBLO
SAN FELIPE PUEBLO
TOWN OF BERNALILLO
SANDOVAL COUNTY
CITY OF RIO RANCHO
VILLAGE OF CORRALES
SANDIA PUEBLO
VILLAGE OF LOS RANCHOS
CITY OF ALBUQUERQUE
VILLAGE OF TIJERAS
BERNALILLO COUNTY
ISLETA PUEBLO
BOSQUE FARMS
PERALTA
LOS LUNAS
BELEN
NORTHERN BLVD
SOUTHERN BLVD
IDALIA RD
19TH AVE
IRVING
UNIVERSE BLVD
UNSER BLVD
PASEO DEL VOLCAN
Rio Grande
ALAMEDA BLVD
PASEO DEL NORTE
OSUNA
MONTGOMERY
CANDELARIA
MENAUL
CENTRAL
GIBSON
ARENAL
I-40
DENNIS CHAVEZ
RIO BRAVO BLVD
PAJARITO RD
BROADWAY
UNIVERSITY
I-25
US 550
N.M. 313
N.M. 165
N.M. 528
N.M. 448
N.M. 536
N.M. 45
N.M. 47
0 1 2 4 6 Miles
N


Intersection Crash Data 2006-2010
Reported Fatality and Injury Crashes
At or Below the Average Rate
Up to 2x the Average Rate
Up to 3x the Average Rate
Above 3x the Average Rate
SANTA ANA PUEBLO
SAN FELIPE PUEBLO
TOWN OF BERNALILLO
SANDOVAL COUNTY
CITY OF RIO RANCHO
VILLAGE OF CORRALES
SANDIA PUEBLO
VILLAGE OF LOS RANCHOS
CITY OF ALBUQUERQUE
BERNALILLO COUNTY
ISLETA PUEBLO
BOSQUE FARMS
PERALTA
LOS LUNAS
BELEN
Rio Grande
I-25
I-40
N.M. 528
N.M. 313
N.M. 165
US 550
NM 448
N.M. 45
N.M. 47
IDALIA RD.
NORTHERN BLVD
SOUTHERN BLVD
19TH AVE
IRVING
UNIVERSE BLVD
ALAMEDA BLVD
PASEO DEL NORTE
EUBANK
OSUNA
MONTANO
ACADEMY
MONTGOMERY
CANDELARIA
UNSER BLVD.
PASEO DEL VOLCAN
PASEO DEL VOLCAN BLVD
CENTRAL
GIBSON
UNIVERSITY
BRIDGE BLVD
ARENAL
DENNIS CHAVEZ
COORS
RIO BRAVO BLVD
ISLETA BLVD
PAJARITO RD
BROADWAY
MANZANO EXPRESSWAY
MESA ROAD
I-25 SBD
I-25 NBD
N
0 1 2 4 6 Miles


Intersection Crash Data 2006-2010
Reported KAB Crashes at Intersections
0 - 10
11 - 20
21 - 30
31 - 40
Reported Crashes with at least one fatility (K), incapacitating injury (A), or visible non-incapacitating injury (B)
SANTA ANA PUEBLO
SAN FELIPE PUEBLO
TOWN OF BERNALILLO
SANDOVAL COUNTY
CITY OF RIO RANCHO
VILLAGE OF CORRALES
SANDIA PUEBLO
VILLAGE OF LOS RANCHOS
CITY OF ALBUQUERQUE
BERNALILLO COUNTY
ISLETA PUEBLO
BOSQUE FARMS
PERALTA
LOS LUNAS
BELEN
NORTHERN BLVD
SOUTHERN BLVD
IDALIA RD
19TH AVE
IRVING
ALAMEDA BLVD
PASEO DEL NORTE
MONTANO
OSUNA
ACADEMY
MONTGOMERY
CANDELARIA
NEW MEXICO
LOMAS
CENTRAL
GIBSON
BRIDGE BLVD
ARENAL
DENNIS CHAVEZ
RIO BRAVO BLVD
PAJARITO RD
UNIVERSITY
BROADWAY
UNSER BLVD
UNIVERSE BLVD
PASEO DEL VOLCAN
COORS
ISLETA BLVD
EDITH BLVD
4TH STREET
WYOMING
JUAN TABO
TRAMWAY
EUBANK
Rio Grande
I-25
I-40
NM 448
US 550
NM 313
NM 165
NM 528
NM 45
NM 47
MESA ROAD
MANZANO EXPRESSWAY
I-25 NBD
N
0 1 2 4 6 Miles

PEDESTRIAN AND BICYCLE CRASHES

Non-motorized Crash Rates

Locations with the highest crash rates for bicyclists and pedestrians are mostly along Central Avenue, particularly near San Mateo and Louisiana, on Central just west of the river, and Downtown. Other locations include San Mateo and Montgomery, Marquette (downtown), and a couple of locations along Constitution.

High non-motorized crash rates may occur for a variety of reasons. They are often due to inattentiveness and speed. However, other factors that may contribute to these types of crashes include lack of adequate facilities for the more vulnerable non-motorized modes of travel, roadway design that encourages speed, sight issues (particularly at intersections and driveways), or traffic generators (such as high schools or universities) that produce an increased number pedestrian and young drivers.

Top 10 Intersections with Highest Crash Rates Involving Pedestrians 2006-2010

Intersections	Crashes		Approach
	Rate	Total	Volume
Aragon Rd. & Tenth St.	0.1921	1	14,262
Central Ave. & 6th St.	0.1828	4	59,952
Marquette Ave. & 4th St.	0.1593	2	34,387
Gold Ave. & 6th St.	0.1571	2	34,871
Central Ave. & San Mateo Blvd.	0.1358	14	282,440
Gold Ave. & 2nd St.	0.1336	2	41,022
Mountain Rd. & 4th St.	0.1221	3	67,301
Tijeras Ave..& 5th St.	0.1180	2	46,427
Central Ave. & Louisiana	0.1164	10	235,391
Marquette Ave. & 5th	0.1103	2	49,691

** AMPA average crash rate involving pedestrians is 0.0409

Top 10 Intersections with Highest Crash Rates Involving Bikes 2006-2010

Intersections	Crashes		Approach
	Rate	Total	Volume
Indian School Rd. & Monte Largo Dr.	0.1611	1	17,003
Mountain Rd. & 3rd St.	0.1178	2	46,532
Wenonah Ave. & Four Hills Rd.	0.0980	2	55,929
Coal Ave. & 4th St.	0.0977	2	56,080
Central Ave. & Yale Blvd.	0.0936	6	175,676
Osuna Rd. & Pennsylvania St.	0.0918	2	59,699
Candelaria Rd. & Chelwood Park Blvd.	0.0918	2	59,711
Meadowlark Ln. & Loma Larga Rd.	0.0789	1	34,708
Constitution Ave. & Louisiana Blvd.	0.0778	4	140,790
Constitution Ave. & Carlisle Blvd.	0.0727	3	113,026

**AMPA average crash rate involving bikes is 0.0313

PEDESTRIAN AND BICYCLE CRASHES

Fatal and Injury Rates

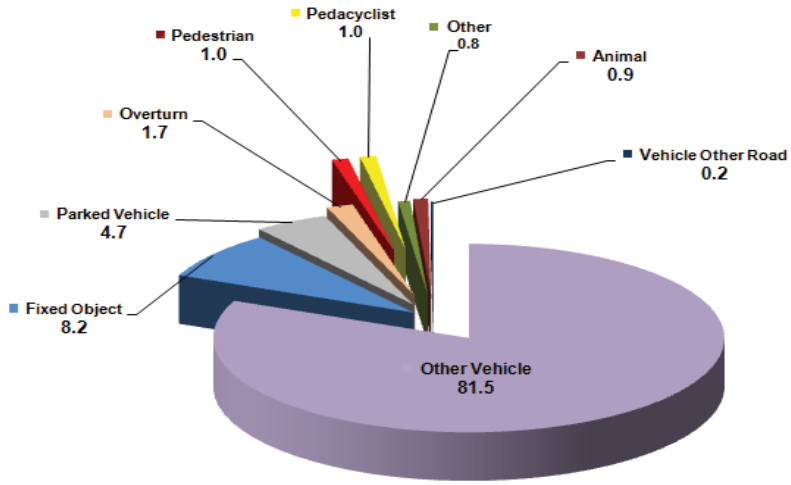
In 2010 in the United States, 4,280 pedestrians were killed and an estimated 70,000 were injured (according to NHTSA). This is an increase of 4% from 2009 and constitutes 13% of all traffic fatalities. In 2010 in New Mexico, the pedestrian fatality rate per 100,000 people was 14th in the nation and, according to the NM Traffic Crash Annual Report 2010, crashes involving a pedestrian accounted for 9.8% of total crashes.

In 2010 in the United States, 618 bicyclists were killed and an additional 52,000 were injured (according to NHTSA). This is a 2% decrease from the 628 bicyclist fatalities in 2009. In 2010 in New Mexico, the bicyclist fatality rate per 100,000 people was 3rd in the nation. This bicycle fatality rate remains high in comparison to other states.

Crash Classifications

Crash classifications provide information on what a vehicle is colliding with and the proportion of total crashes that involve a pedestrian or bicyclist. The chart shows that 15.1% of fatal crashes in the AMPA involve a pedestrian and 9.4% of fatal crashes in the AMPA involved a cyclist. Considering the relatively low volume of pedestrian and bicycle traffic, these percentages are very high.

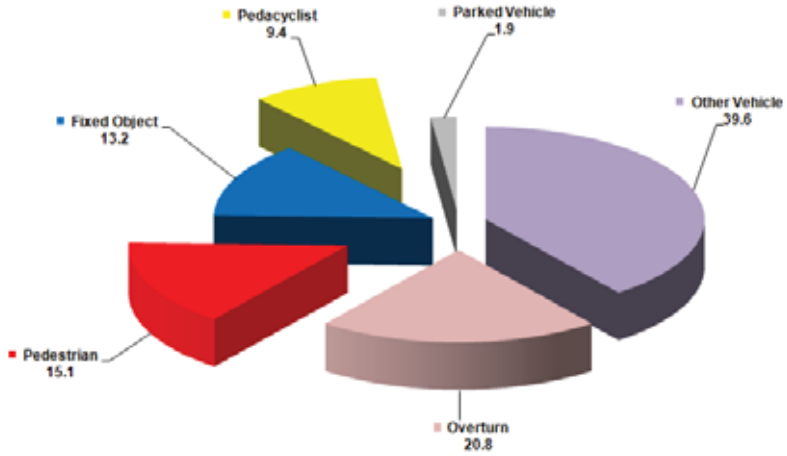
2010 AMPA Crash Classifications



2010 Pedestrian Trends in the AMPA

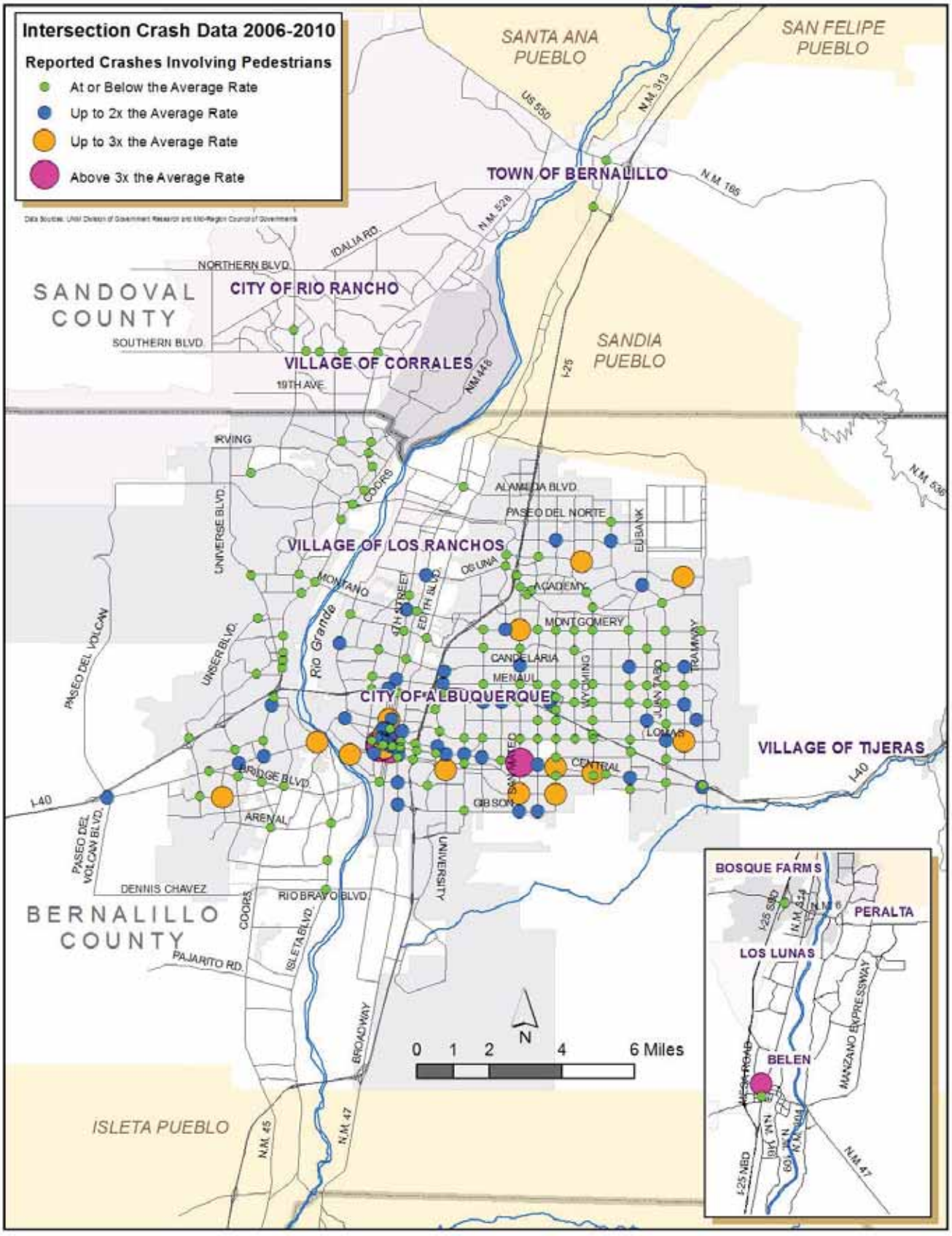
- 78 percent of all fatal crashes involving pedestrians were related to alcohol
- Crashes involving pedestrians were the highest in the winter months
- Over third of all crashes involving pedestrians occurred Thursdays and Fridays
- Crashes involving pedestrians were the highest around noon through early evenings on the weekdays and early evenings to late nights on the weekends
- 25-29 and 65 and older male drivers had the highest percentage of crashes involving pedestrians

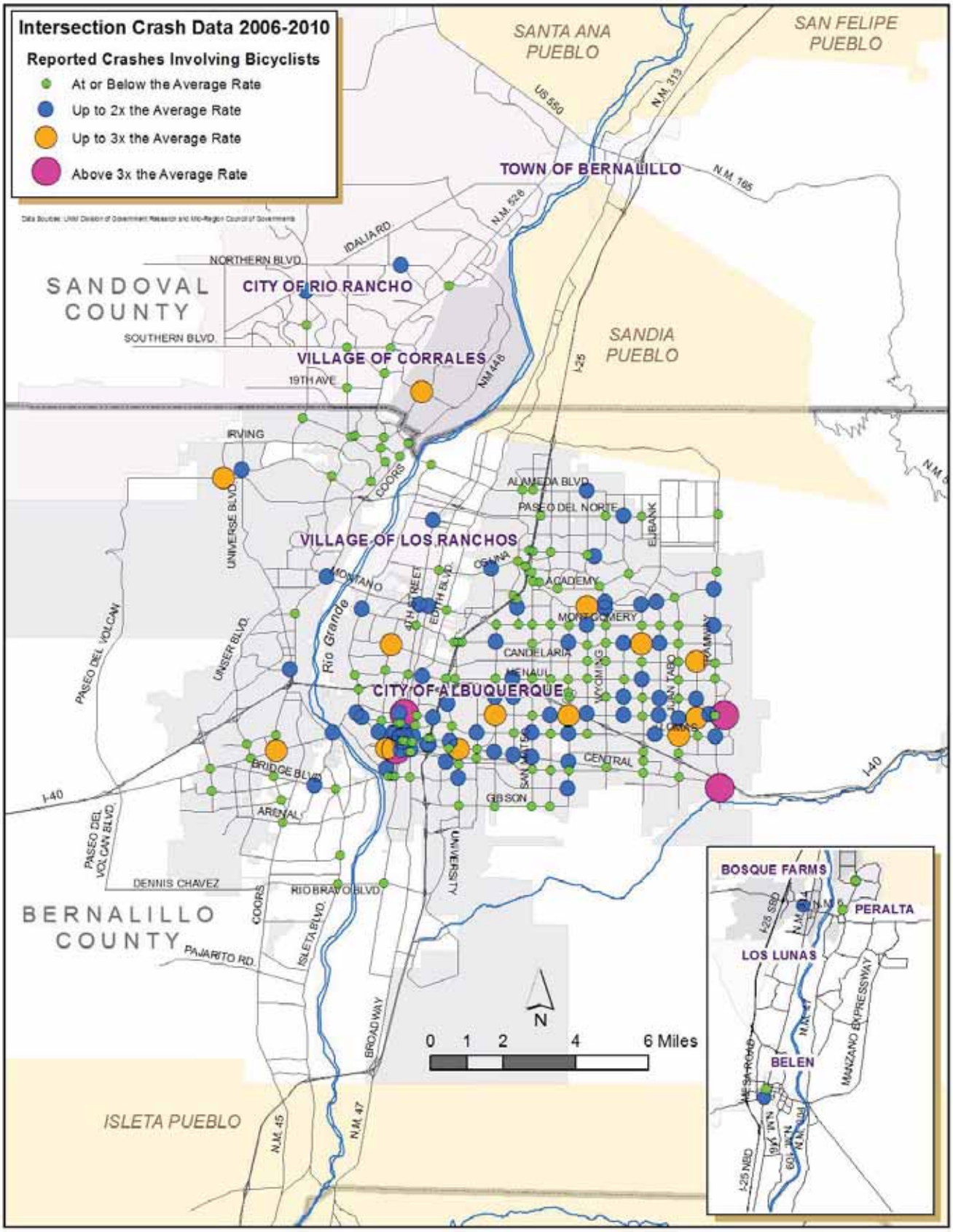
2010 AMPA Fatal Crash Classifications



2010 Bicyclist Trends in the AMPA

- Bike-related fatalities increased sharply in 2010, while bike-related injuries increased slightly in 2010
- Crashes involving bikes were the highest in summer months
- Crashes involving bikes were the highest in mid to late afternoons on weekdays and mid to late evenings on weekends
- 20-24 year old male drivers had the highest percentage of crashes involving bikes

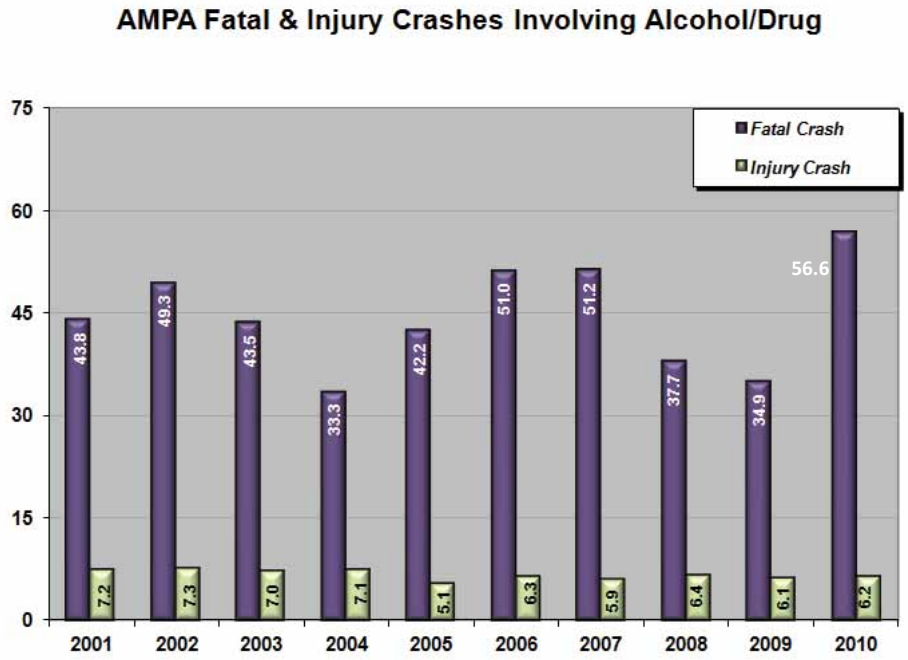

Intersection Crash Data 2006-2010
Reported Crashes Involving Pedestrians
At or Below the Average Rate
Up to 2x the Average Rate
Up to 3x the Average Rate
Above 3x the Average Rate
SANTA ANA PUEBLO
SAN FELIPE PUEBLO
TOWN OF BERNALILLO
SANDOVAL COUNTY
CITY OF RIO RANCHO
VILLAGE OF CORRALES
SANDIA PUEBLO
VILLAGE OF LOS RANCHOS
CITY OF ALBUQUERQUE
VILLAGE OF TIJERAS
BERNALILLO COUNTY
ISLETA PUEBLO
BOSQUE FARMS
PERALTA
LOS LUNAS
BELEN
0 1 2 4 6 Miles
N
US 550
N.M. 313
N.M. 528
N.M. 196
IDALIA RD.
NORTHERN BLVD.
SOUTHERN BLVD.
19TH AVE
NM 448
I-25
N.M. 536
IRVING
COORS
ALAMEDA BLVD
PASEO DEL NORTE
UNIVERSE BLVD.
MONTANO
OSUNA
ACADEMY
EUBANK
EDITH BLVD.
MONTGOMERY
UNSER BLVD.
Rio Grande
CANDELARIA
MENAUL
WYOMING
JUAN TABO
TRAMWAY
LOMAS
PASEO DEL VOLCAN
I-40
BRIDGE BLVD.
CENTRAL
GIBSON
ARENAL
PASEO DEL VOLCAN BLVD.
UNIVERSITY
DENNIS CHAVEZ
RIO BRAVO BLVD.
ISLETA BLVD.
PAJARITO RD.
BROADWAY
N.M. 45
N.M. 47
MANZANO EXPRESSWAY
I-25 NBD
I-25 SBD


Intersection Crash Data 2006-2010
Reported Crashes Involving Bicyclists
At or Below the Average Rate
Up to 2x the Average Rate
Up to 3x the Average Rate
Above 3x the Average Rate
SANTA ANA PUEBLO
SAN FELIPE PUEBLO
TOWN OF BERNALILLO
SANDOVAL COUNTY
CITY OF RIO RANCHO
VILLAGE OF CORRALES
SANDIA PUEBLO
VILLAGE OF LOS RANCHOS
CITY OF ALBUQUERQUE
BERNALILLO COUNTY
ISLETA PUEBLO
BOSQUE FARMS
PERALTA
LOS LUNAS
BELEN
US 550
N.M. 313
N.M. 528
N.M. 165
IDALIA RD.
NORTHERN BLVD.
SOUTHERN BLVD.
19TH AVE
NM 448
I-25
IRVING
COORS
UNIVERSE BLVD.
ALAMEDA BLVD.
PASEO DEL NORTE
EUBANK
MONTANO
ACADEMY
MONTGOMERY
CANDELARIA
TRAMWAY
UNSER BLVD.
PASEO DEL VOLCAN
Rio Grande
I-40
BRIDGE BLVD.
ARENAL
GIBSON
CENTRAL
DENNIS CHAVEZ
RIO BRAVO BLVD.
PAJARITO RD.
ISLETA BLVD.
BROADWAY
UNIVERSITY
N.M. 45
N.M. 47
0 1 2 4 6 Miles
N
I-25 SBD
I-25 NBD
MESA ROAD
MANZANO EXPRESSWAY

ALCOHOL/DRUG INVOLVEMENT

2010 Recent Trends in the AMPA

The involvement of alcohol/drugs in crashes is a challenge that continues to afflict the nation and our region. According to the National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS) database, **alcohol-impaired fatalities accounted for 31 percent of all traffic deaths nationwide in 2010**. MRMPO has created density maps to compare the overall crash density with the density of crashes involving alcohol to try and target locations that need further investigation. These maps include data from 2010 and are only for Rio Rancho and the City of Albuquerque since the data sample size is limited.

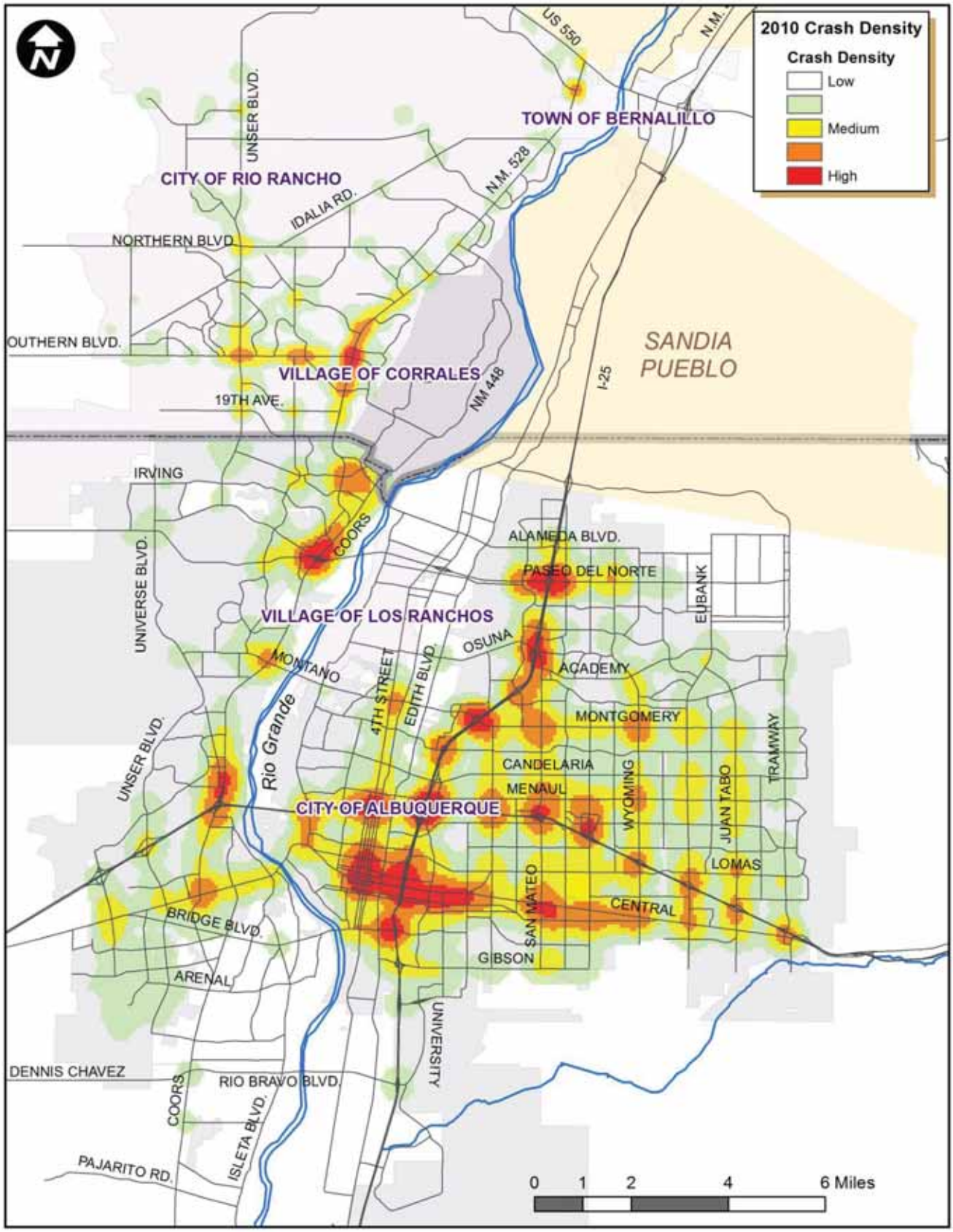


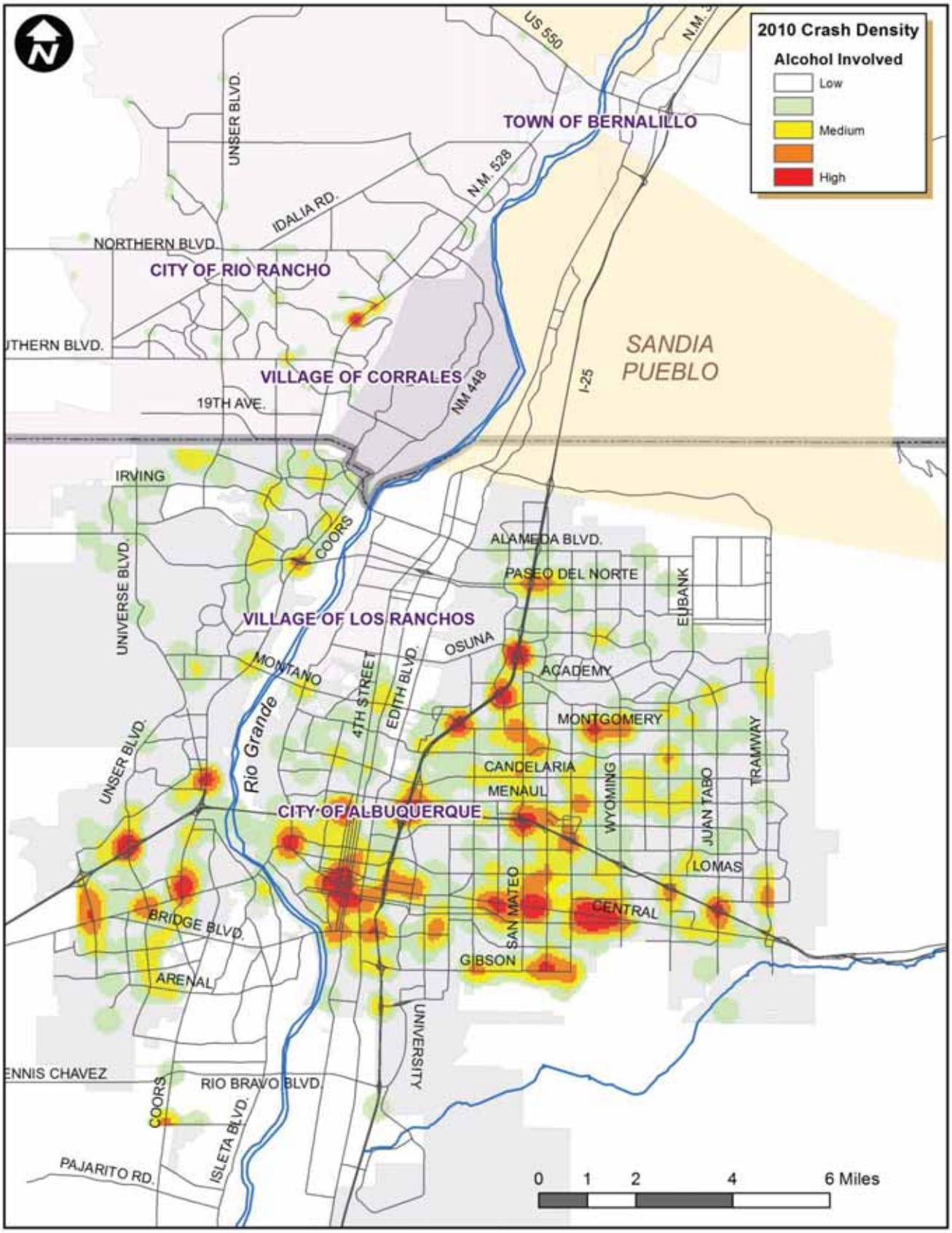
According to the New Mexico Department of Health in their report titled *New Mexico DWI Offender Characteristics and Recidivism Report 2000-2010*:

- New Mexico's rate for alcohol-impaired motor vehicle crash death has decreased considerably over the years, but in 2010 was still 13th in the nation and 27% higher than the national rate
- Males are much more likely to be DWI offenders than females
- By age, the largest group of offenders was between 25-34 years old
- Bars were the most frequent source of alcohol for DWI offenders, the reported source for almost a quarter of offenders

In the AMPA:

- 4.3 percent of all crashes involved alcohol/drugs
- 57 percent of all fatal crashes involved alcohol/drugs
- During this period, on average, an alcohol/drug-related crash occurred every 11 hours, a person was injured every 16 hours, and killed every 11 days
- 46 percent of all alcohol-involved crashes occurred on the weekends (during the early hours of the evening through the early morning hours) and during late afternoon to late evening on the weekdays
- The highest percentage of alcohol-related crashes involved 20-24 year-old male drivers followed by 25-29 year-old female drivers


2010 Crash Density
Crash Density
Low
Medium
High
TOWN OF BERNALILLO
CITY OF RIO RANCHO
VILLAGE OF CORRALES
VILLAGE OF LOS RANCHOS
CITY OF ALBUQUERQUE
SANDIA PUEBLO
US 550
N.M. 528
NM 448
I-25
UNSER BLVD.
IDALIA RD.
NORTHERN BLVD.
OUTHERN BLVD.
19TH AVE.
IRVING
UNIVERSE BLVD.
COORS
ALAMEDA BLVD.
PASEO DEL NORTE
EUBANK
OSUNA
MONTANO
4TH STREET
EDITH BLVD.
ACADEMY
MONTGOMERY
TRAMWAY
Rio Grande
CANDELARIA
MENAUL
WYOMING
JUAN TABO
LOMAS
CENTRAL
SAN MATEO
BRIDGE BLVD.
GIBSON
ARENAL
UNIVERSITY
DENNIS CHAVEZ
RIO BRAVO BLVD.
ISLETA BLVD.
PAJARITO RD.
0 1 2 4 6 Miles


2010 Crash Density
Alcohol Involved
Low
Medium
High
TOWN OF BERNALILLO
US 550
N.M. 528
UNSER BLVD.
IDALIA RD.
NORTHERN BLVD.
CITY OF RIO RANCHO
SANDIA PUEBLO
I-25
VILLAGE OF CORRALES
NM 448
19TH AVE.
IRVING
COORS
UNIVERSE BLVD.
ALAMEDA BLVD.
PASEO DEL NORTE
EUBANK
VILLAGE OF LOS RANCHOS
OSUNA
MONTANO
4TH STREET
EDITH BLVD.
ACADEMY
MONTGOMERY
Rio Grande
CANDELARIA
MENAUL
WYOMING
JUAN TABO
TRAMWAY
CITY OF ALBUQUERQUE
LOMAS
SAN MATEO
CENTRAL
BRIDGE BLVD.
GIBSON
ARENAL
UNIVERSITY
RIO BRAVO BLVD.
ISLETA BLVD.
PAJARITO RD.
0 1 2 4 6 Miles

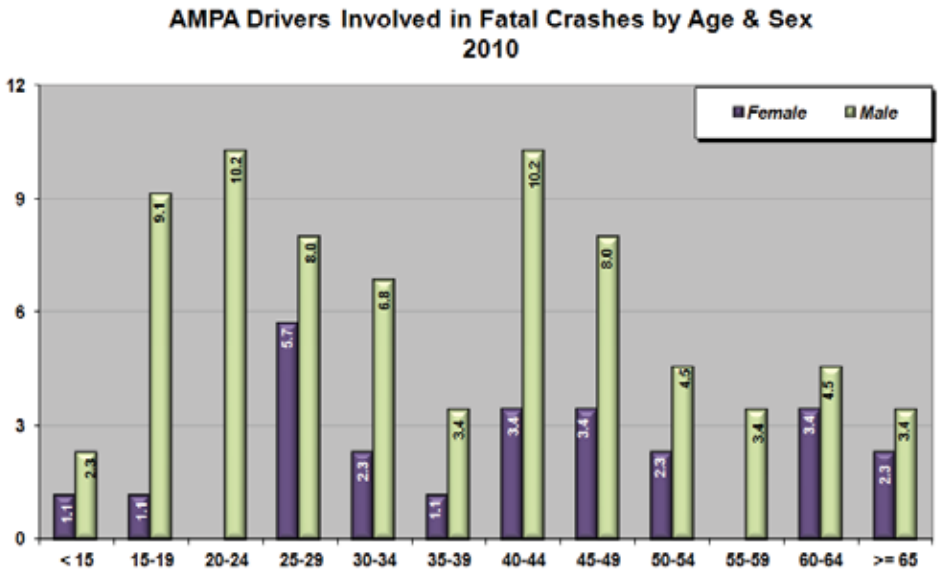
YOUNG DRIVERS

Young Driver Statistics

According to the NHTSA, motor vehicle crashes are the leading cause of death for teens in the United States, accounting for 35% of all deaths, followed by suicide as the second leading cause of death (12%). In 2010, about 3,400 young people in the United States (16-20 years old) were killed and more than 309,000 were injured in motor vehicle crashes. Persons 21-24 years old had the highest fatality rate and the highest injury rate per 100,000 population. **In the AMPA, fatal crashes involving teen drivers more than doubled from 2009 to 2010.**

In the AMPA, drivers 15-19 were involved in:

- the 3rd highest percentage of all crashes
- the 4th highest percentage of all fatal crashes
- the 4th highest percentage of pedestrian-involved crashes
- the 4th highest percentage of bike-involved crashes



Graduated Driver's License

A new graduated license system for the state is in effect which requires teen drivers to participate in a graduated license system (instructional permit, provisional license and unrestricted driver's license) until the driver meets the requirements for an unrestricted license. For more on the Graduated Driver's License program you can go to the Department of Motor Vehicles website: http://www.mvd.newmexico.gov/Drivers/New-Drivers/pages/Graduated-Driver-License.aspx

Cell Phone Use

According to a study by Students Against Destructive Decisions and Liberty Mutual Insurance Group, almost 50 percent of teens admit to texting while driving. In New Mexico, the only statewide limits that exist on cell phone use are for student drivers and drivers of state vehicles. Local ordinances exist in Albuquerque, Santa Fe, Las Cruces, Gallup, Taos, and Española. In 2011 a new campaign called **W82TXT** began in New Mexico. This campaign encourages people to take a pledge against distracted driving. Governor Martinez, Albuquerque Mayor Richard Berry, the New Mexico Department of Public Safety, the NMDOT, KASA Fox 2 and KRQE News 13 helped sponsor the initiative. **Texting while driving increases your chance of a crash by up to 8 to 23 percent.** Texting causes drivers to look away from the road for 4.6 seconds, and at 55 mph the vehicle would travel the length of a football field while the driver isn't looking at the road. For more about this effort see the following website: http://www.kasa.com/subindex/w82txt.

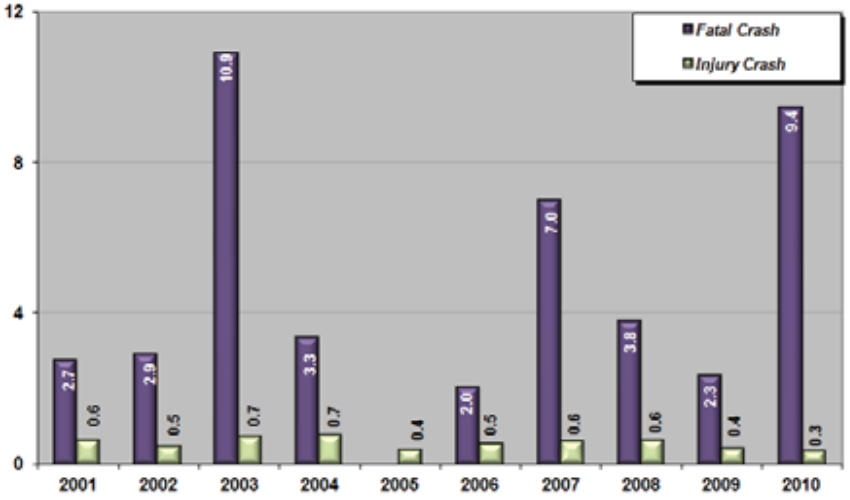
YOUNG DRIVERS

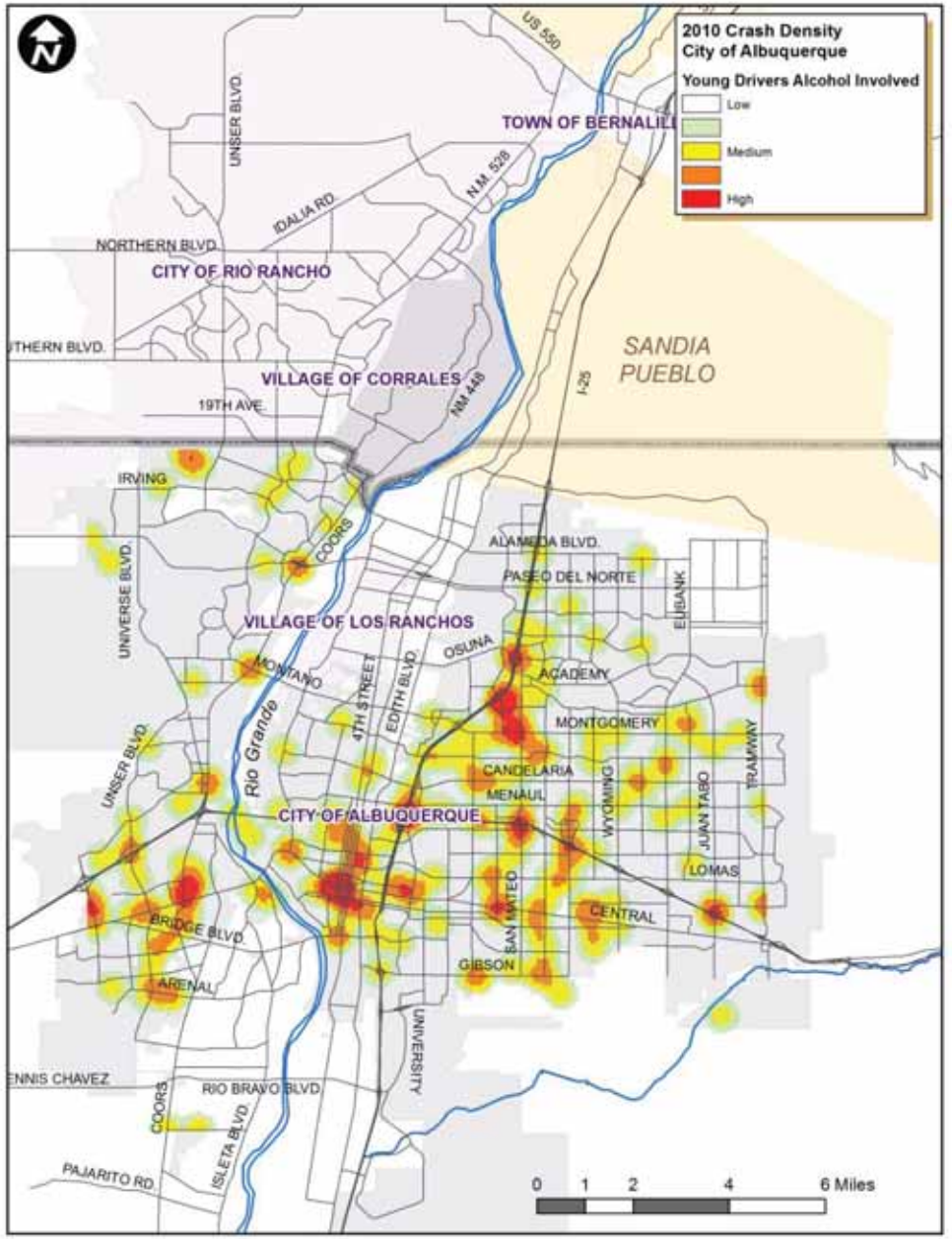
Drinking and Driving

Fatal crashes involving alcohol/drugs and teen drivers increased four times from 2009 to 2010 in the AMPA. Drinking and driving for young drivers is a serious problem not just for the safety of our roadways but also for the physical and mental development of teenagers. The Young Drivers Alcohol Involved Crash Density map shows data from 2010 for ages 15-24 and only for the City of Albuquerque since the sample size is limited. Some relevant statistics show the pressure and impact that drinking at a young age has on our society:

- First use of alcohol typically begins around the age of 13 (National Institute on Drug Abuse)
- Teenagers whose parents talk to them regularly about the dangers of drugs are 42 percent less likely to use drugs than those whose parents don't—yet only 1 in 4 teens reports having these conversations (National Institute on Drug Abuse)

AMPA Fatal & Injury Crashes Involving Alcohol/Drug and Teen Drivers





PROGRAMS AND RESOURCES

Alcohol Involvement Programs

In New Mexico there are a variety of programs targeting alcohol and driving. Most of these programs are funded and operated by the New Mexico Department of Transportation Traffic Safety Bureau (NMDOT-TSB).

The *SaferNM* website (www.safernm.org), a private non-profit organization that is developing, coordinating, implementing, and monitoring state efforts to promote traffic safety has more detailed information on these programs, as well as information on child passenger safety and other law enforcement and community outreach programs.

Based on national and local research, these programs have been effective in New Mexico. According to the UNM Division of Government Research (DGR), from 2001 to 2010 New Mexico's alcohol-involved fatality rate per 100,000 population declined by nearly 55 percent. At the same time, according to NHTSA, the state's seat belt use rate remained at an all-time high of 90 percent. Increased seat belt use correlates with a significant decrease in serious injuries.

Operation DWI

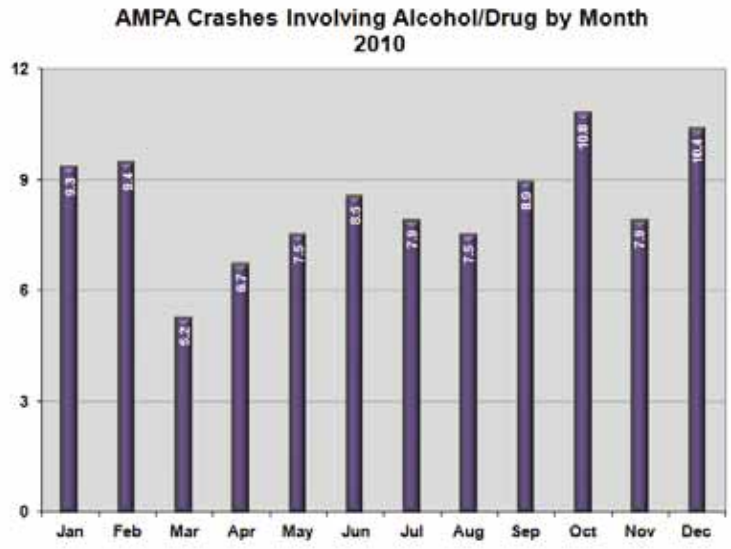
Operation DWI is a statewide effort where sobriety checkpoints are conducted in every State Police District. When combined with Operation Buckle Down (safety belt use), the campaign is called a "SuperBlitz." SuperBlitzes are held for two weeks several times a year and are combined with highly visible statewide and local publicity using the messages *You Drink. You Drive. You Lose*. or, *Click It Or Ticket.*

You Drink. You Drive. You Lose.

You Drink. You Drive. You Lose. is a multi-media public awareness campaign aimed at increasing the awareness of DWI enforcement and the consequences of driving drunk in New Mexico.

100 Days and Nights of Summer

The summer months on New Mexico's roadways are the deadliest. The NMDOT and the Department of Public Safety have partnered to step up enforcement from June through September in an effort to decrease seasonal roadway trauma and increase public awareness about safe driving.



DrunkBusters Hotline (#DWI)

The DrunkBusters Hotline allows citizens to report suspected drunk drivers. Signs are posted on New Mexico's highways and all calls remain anonymous. The DrunkBusters Program is administered by the Department of Public Safety and the Office of the DWI Czar. #394/ #DWI is the convenience key for dialing 877-394-4258 or 877-DWI HALT works as well.

Operation Buckle Down (OBD)

Operation Buckle Down (OBD) is a program of blitz periods where law enforcement focuses on seat belt use and child restraints.

PROGRAMS AND RESOURCES

Congestion, Safety and Intelligent Transportation Systems (ITS)

ITS initiatives can improve transportation safety and mobility through the integration of advanced communications technologies with transportation infrastructure and vehicles. Electronic data collection and monitoring devices combined with information conveying devices (such as smart phones and the internet) can increase driver awareness of roadway congestion, weather conditions, and crash information.

ITS services currently deployed in the Albuquerque metropolitan area include Traveler Information, Network Surveillance, Roadside Weather Information, Incident Detection and Management, Courtesy Patrol (HELP Trucks), Data Collection and Management, and Maintenance and Construction Operations. Each of these systems works in concert with other systems. For example, the use of cameras (part of a network surveillance system) is integral to incident detection and management.

Roadway and travel condition information disseminated to drivers includes:

- Road closures – weather related or other incidents
- Crashes and alerts
- Special events
- Construction activities
- Park and Ride/Transit information
- Bicycle Route Maps and info

Experience in New Mexico has shown that arterial management with ITS technologies can reduce crash rates by as much as 28%. ITS can also reduce crash response times by first responders. The traveling public can be alerted to the location and extent of the crash so detours and travel choices can be made to avoid travel delay. This is especially critical to reducing the effects of "secondary incidents," or crashes that occur as a result of the initial crash. These tend to be the most severe and are a cause of the majority of roadway congestion on arterials. ITS can also enhance safety by improving access to alternative modes of transportation through coordinating flow between adjacent and intersecting corridors and enhancing transit by providing signal priority and real-time location information.

Congestion and Crashes

Forty to 50 percent of all non-recurring congestion is associated with crashes. In 2008, the Automobile Association of America (AAA) commissioned a nation-wide report to study the cost of crashes versus congestion titled *Crashes vs. Congestion – What's the Cost to Society?* Following are some of the key findings from this report:

- In urban areas studied, the cost of traffic crashes is nearly two and a half times the cost of congestion – $164.2 billion for traffic crashes and $67.6 billion for congestion.
- According to the FHWA, in 2005 dollars the average cost of a fatality is $3,246,192, and the average cost of an injury is $68,170
- The cost of crashes on a per person basis decreases as the size of the metropolitan area increases (this is the inverse of the cost of congestion, which rises with an increase in the size of the metropolitan area)

PROGRAMS AND RESOURCES

Legislation in New Mexico

.08 Per Se Law

A law that makes it illegal to operate a motor vehicle at or above a .08 Blood Alcohol Content.

Penalty for High BAC

Requires mandatory jail time for .16 BAC on all offenses.

Mandatory Blood Alcohol Content (BAC) Test for drivers who are killed

Statutes requiring mandatory BAC testing for all drivers killed in vehicle crashes.

Interlocks for First Time Convicted DUI Offenders

Statutes that require or highly incentivize the use of interlocks for all first time convicted Driving Under the Influence (DUI) offenders.

Ignition Interlocks

Statutes allowing a judge or administrative agency to order a convicted drunk driver to operate a vehicle equipped with an ignition interlock device for a period of time following a conviction for drunk driving.

DUI Felony

Law making DUI/DWI a felony offense based on the number of prior convictions.

Dram Shop

Law allowing *liability of establishments* arising out of the sale of alcohol to obviously intoxicated persons or minors who subsequently cause death or injury to third-parties as a result of alcohol-related crashes.

Three Strikes

Rule that takes action against liquor establishments that either over-serve intoxicated persons or sell alcohol to underage customers (if they are found guilty of three counts within one year).

Administrative License Revocation

Removal of a DUI/DWI offender's driver's license at the time of an arrest upon the failure or refusal of a chemical test.

Cell Phones and Texting

Handheld ban for all state vehicles and cell phone use ban for those with a learner or provisional license.

Child Passenger Safety

Rear facing infant seat in rear seat (less than 1 year old), child safety seat for children 1 to 4 years old, and booster seat for child 5 to 6 years old or less than 60lbs.

Vehicular Homicide

Statutes in place that provide for penalties to be brought against a drunk driver who kills another person through the operation of a motor vehicle (intentionally or negligently).

Primary Belt Law

Statutes that allow for law enforcement to issue a fine or citation on the sole grounds of a vehicle occupant not wearing a safety belt.

Helmet Laws

Motorcyclists and bicyclists under age 18 must wear a helmet.

Graduated Driver Licensing

Learner stage is at 15 years of age for 6 months, Intermediate stage for 6 months and a nighttime driving restriction from midnight to 5am as well as no more than 1 person under 21 in the car.

Mature Drivers

License renewal every 4 or 8 years and if 75 or older renewal is every year.

Speed and Red Light Cameras

NMDOT has banned these cameras on state and federal roads. The municipality retains operating costs and the balance goes to court construction, drug courts, and DWI prevention.

Work Zones

Speeding in work zone is double the original fine. Signs must be present.

Local and State Resources

Safer New Mexico Now

www.safernm.org

A private nonprofit organization established in 1985 as part of a national campaign to develop, coordinate, and implement centralized efforts to promote motor vehicle occupant protection statewide. Through the use of law enforcement, marketing campaigns, media relations, education, and training, *Safer New Mexico Now* coordinates and collaborates to increase public safety by implementing harm reduction and injury prevention programs.

PROGRAMS AND RESOURCES

Mothers Against Drunk Driving (MADD)

www.madd.org

www.madd.org/local-offices/nm

The mission of MADD is to aid the victims of crimes performed by individuals driving under the influence of alcohol or drugs, to aid the families of such victims, and to increase public awareness of the problem of drinking and drugged driving.

DWI Resource Center

www.dwiresourcecenter.org

The DWI Resource Center is a tax-exempt New Mexico organization formed to reduce the social and economic impact of DWI through public awareness, education, prevention programs and research. The Center also provides assistance to victims and serves as a central clearinghouse for information on DWI and victims' rights.

The New Mexico Traffic Safety Bureau (NM-TSB), Department of Transportation

nmshtd.state.nm.us

NM-TSB provides information about traffic safety projects in New Mexico including training, the Community DWI Program, Operation DWI and Operation Buckle Down, Police Traffic Services and Speed Campaign, and the Underage Drinking Prevention Project.

The Division of Government Research (DGR), University of New Mexico

dgr.unm.edu

DGR provides crash reports for communities in New Mexico, including data analysis, GIS, census information, health care, economic data, maps, and completed and current projects.

What's new at the National Highway Traffic Safety Administration (NHTSA)

www.nhtsa.gov

What's NHTSA Doing? NHTSA Hot Line, Problems and Issues, Testing, Results, Regulations and Standards, Research and Development, Injury Prevention, Communications, and Outreach, Driver Performance, Crash Information, NHTSA-related events and projects. Get the FACTS from the National Center for Statistics and Analysis.

Insurance Institute for Highway Safety

www.iihs.org

This website provides hundreds of facts from the auto insurance industry on alcohol and other drugs, beginning drivers, fatality facts, kids and airbags, large trucks, motorcycles, passenger vehicles/crash tests, pedestrians, roads and highways, state traffic laws and regulations.

Governor's Highway Safety Association (GHSA)

www.ghsa.org/html/stateinfo/bystate/nm.html

This website provides a comprehensive list of 50 offices that handle the nation's traffic safety problems.

New Mexico Statewide Traffic Records System

www.nmtrafficrecords.com

Since 2002, this organization has been working to improve New Mexico's traffic records and data sharing systems.

New Mexico Motor Vehicle Division

mvd.newmexico.gov

Get the driver's manual on line or register your car by mail. Get information about NM's new Driver's License and ID Cards. Obtain forms for Bill of Sale, Graduated Driver's License, Odometer Disclosure Statement, Personalized Plate, Handicapped Plate, Change of Address Request, Request for Hearing, Duplicate Certificate of Title, Point System Regulations and Schedule, Commercial Driver Licensing Medical Examination Certification and more.

AAA Foundation for Traffic Safety

www.aaafoundation.org

Aggressive driving information, teen driver problems, pedestrian and bicycle safety, the driver-ZED crash course in crash prevention, online drowsy driving quiz, graduate fellowships, and Real Audio sound clips

Other Resources

Interlock provider list:

http://transportation.unm.edu/lic/ApprovedProviders.aspx?20

Safe Ride Services:

http://www.saferideservices.com/index.html

Center for Disease Control – Motor Vehicle Safety:

http://www.cdc.gov/Motorvehiclesafety/statecosts/nm.html


MRMPO
Mid-Region Metropolitan Planning Organization