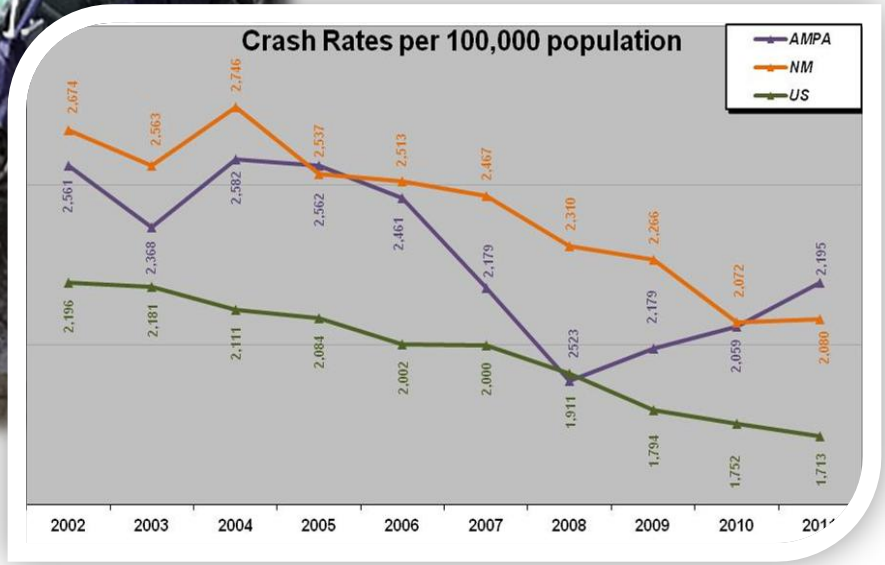
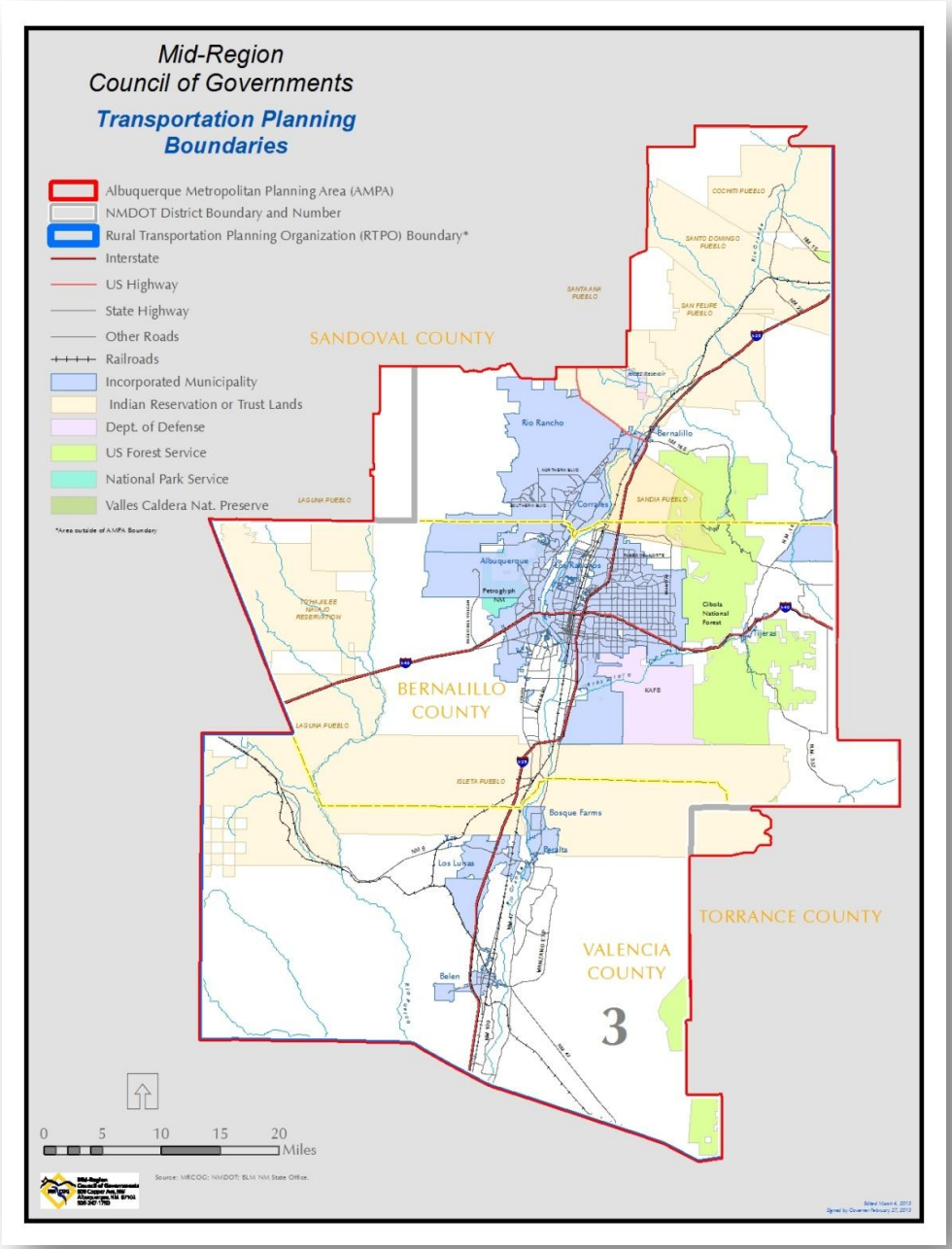


SAFETY DOESN'T HAPPEN BY ACCIDENT

General Crash Data and Trends, 2002-2011 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 2006 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 2014, crash data up to 2011 has been geo-coded by the University of New Mexico 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 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.

Title VI Notice

The Mid-Region Council of Governments fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain Title VI Compliant Form, please contact MRCOG Title VI Coordinator at (505) 247-1750 (Phone) or (505) 247-1753 (Fax) or email mrcog@mrcog-nm.gov or visit our website at www.mrcog-nm.gov.

Terms and Definitions:

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*

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

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 – A reported incident on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least $500 in property damage. Crashes on private property (such as a parking lot) are not included.

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.

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.

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 Geospatial and Population Studies Traffic Safety Research Unit. 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 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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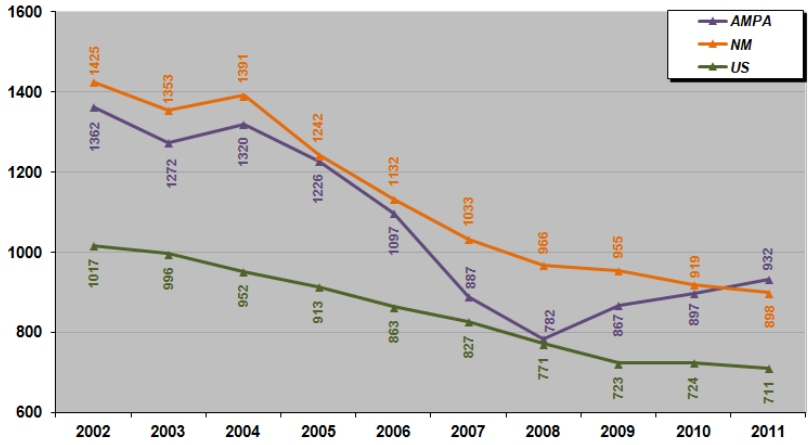
AMPA CRASH DATA SNAPSHOT

Fatality and Injury Rates

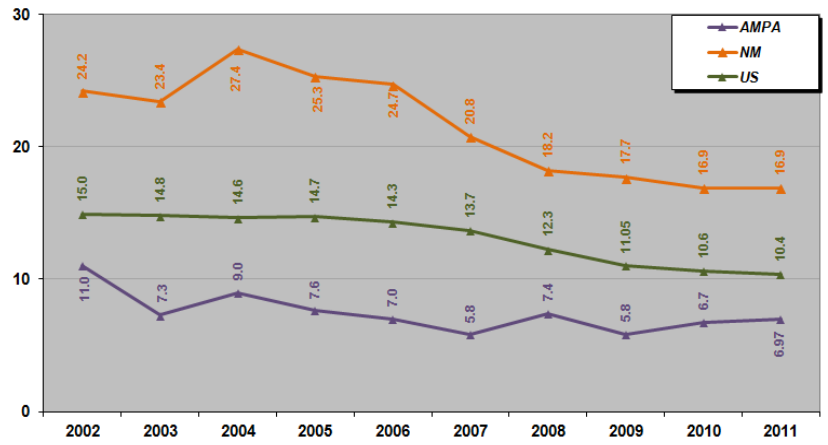
In the United States, crashes take a huge toll on our daily lives including loss of life, diminished access to services, increased congestion, and reduced quality of life. According to the Center for Disease Control and Prevention:

- Motor vehicle crashes are among the top ten causes of death for Americans
- Motor vehicle crashes are the leading cause of death for children, teens, and young adults (aged 5-34 years)
- Motor vehicle crashes account for approximately $99 billion in medical and lost work costs annually
- In 2011, New Mexico ranked 10th among the 50 states for motor vehicle fatalities per 100,000 population
- Motor vehicle crashes rank third in terms of years of life lost behind cancer and heart disease
- Recent decreases in the death rate are a result of progress in several domains including safer vehicles, safer roadways, and safer road user behavior (such as seat belt and child safety seat legislation and graduated drivers licensing policies for teenage drivers)

Injury Rates per 100,000 Population



Fatality Rates per 100,000 Population



In the AMPA (2002 to 2011) there was a 37 percent drop in fatality rate and a 32 percent drop in injury rate. Of the total crashes for this time period, 0.3 percent resulted in fatal crashes, 31 percent resulted in injury crashes, and the remaining resulted in property damage.

New Mexico's fatality rate of 16.95 per 100,000 people in 2011 is still above the national average fatality rate of 10.4 per 100,000 people. Conversely, the AMPA fatality rate is 6.97, 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.

AMPA CRASH DATA SNAPSHOT

2011 Trends in the AMPA

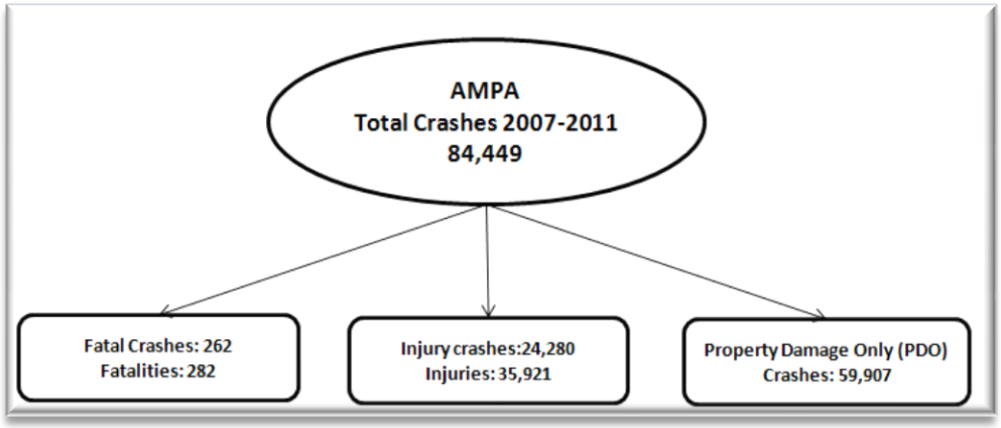
Transportation planning in the AMPA should promote safe movement across and within the region. **From 2007-2011 there were 282 fatalities related to a crash. This is an average of 56 fatalities a year.** The AMPA has several safety challenges to address. These include:

- 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.

Regional crash statistics for the AMPA include:

- A crash occurred every 27 minutes
- A person was killed every 6 days and injured every 64 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 three percent of fatal crashes occurred on the weekends
- Fatal crashes involving roll-overs were nearly three times higher than injury crashes involving roll-overs
- Male drivers were involved in 53 percent of all crashes and 72 percent of all fatal crashes
- 20-24 year old drivers were involved in crashes more than any other age group



Year	Crashes			
	Fatal	Injury	PDO	Total
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
2011	54	5,545	13,610	19,209
Total	262	24,280	59,907	84,449
Average	52	4,856	11,981	16,890

On average about 29% injury rate

AMPA CRASH DATA SNAPSHOT

Highest Contributing Factors

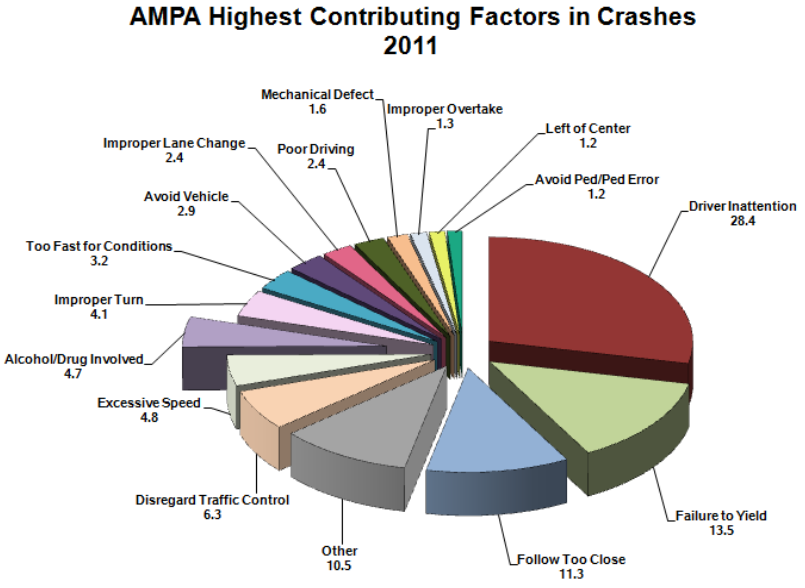
Data about the factors that lead to crashes are vital to understanding if there are any patterns that stand out in a particular location.

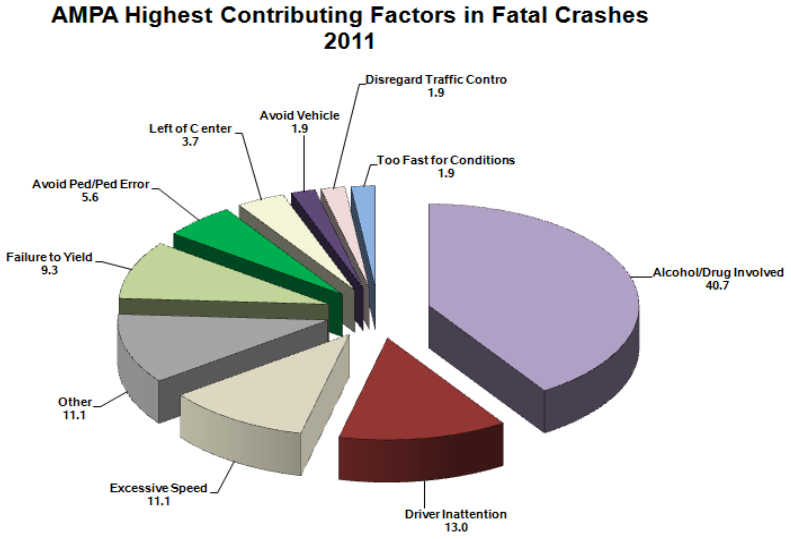
In most places in the United States, driver inattention is the highest contributing factor. This is also the case in New Mexico and the Albuquerque metropolitan area. Unfortunately, driver inattention sometimes becomes a catch-all factor (texting is often included under driver inattention); however, 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, Following Too Close, Other, Disregard Traffic Control, and Excessive Speed.

For fatal crashes in the AMPA, Alcohol/drug Involvement accounts for nearly 41 percent of these crashes, then Driver Inattention, Excessive Speed, Other, Failure to Yield, and Avoid Pedestrian/Pedestrian 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 has the highest traffic volume and the 3rd highest number of crashes, but is ranked 11th 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 1.1056.

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, and Unser. 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 0.3474.

Top 20 Intersections with Highest Crash Rates 2007-2011

Intersection	Crashes		Approach Volume
	Rate	Total	
Paseo Del Norte & Coors Blvd.	6.9091	653	258,941
7 Bar Loop Rd.& Coors Blvd.	5.0935	199	107,039
Central Ave & Coors Blvd.	5.0766	479	258,508
Paseo Del Norte & Jefferson St.	4.4117	604	375,094
Central Ave & Unser Blvd.	3.7363	254	186,253
Quail Rd. & Coors Blvd.	3.4650	295	237,147
Ellison Dr. & Coors Blvd. Bypass	3.3129	410	339,066
Jefferson St. & Pan American East	3.3045	172	142,603
Ellison Dr. & Golf Course Dr.	3.2740	178	148,951
Montano & Coors Blvd.	3.2565	403	339,047
Montgomery Blvd. & San Mateo Blvd.	3.1647	448	387,835
Central Ave. & Rio Grande Blvd.	3.1618	220	190,629
Central Ave. & Atrisco Dr.	3.1573	198	171,811
Paseo Del Norte & Pan American East	3.1262	256	224,351
Montgomery Blvd. & Wyoming Blvd.	3.1085	436	384,273
Central Ave. & Tramway Blvd.	3.1067	219	193,131
Montano & 4th St.	3.0949	249	220,423
Paseo Del Norte & San Pedro Dr.	3.0685	274	244,639
San Antonio Dr. & Pan American East	3.0152	174	158,104
Lomas Blvd. & Juan Tabo Blvd.	2.9826	266	244,343

Top 20 Intersections with Highest Fatal and Injury Crash Rates 2007-2011

Intersection	Crashes		Approach Volume
	Rate	Total	
Paseo Del Norte & Coors Blvd.	1.9045	180	258,941
7 Bar Loop & Coors Blvd.	1.4845	58	107,039
Mountain Rd. & 3rd St.	1.3837	24	47,520
Central Ave & Coors Blvd.	1.3672	129	258,508
Central Ave & Unser Blvd.	1.2797	87	186,253
Mountain Rd. & Pan American West	1.1622	34	80,150
Paseo Del Norte & Jefferson St.	1.1467	157	375,094
Central Ave. & Atrisco Dr.	1.0365	65	171,811
I-40 S. Frontage Rd. & 2nd/3rd St.	0.9853	23	63,956
Avenida Cesar Chavez & I-25 W. Ramps	0.9811	58	161,963
Ellison Dr. & Golf Course Dr.	0.9749	53	148,951
Quail Rd. & Coors Blvd.	0.9473	82	237,147
Central Ave. & 98th St.	0.9237	65	192,795
Ellison Dr. & Coors Blvd. Bypass	0.9131	113	339,066
Gibson Blvd. & University Blvd.	0.8888	48	147,959
Central Ave. & San Mateo Blvd.	0.8811	86	267,421
Marquette Ave. & 2nd St.	0.8704	15	47,213
King Blvd. & Unser Blvd.	0.8648	15	47,519
Jefferson St. & Pan American East	0.8646	45	142,603
Central Ave. & Rio Grande Blvd.	0.8623	60	190,629

INTERSECTION CRASH RATES

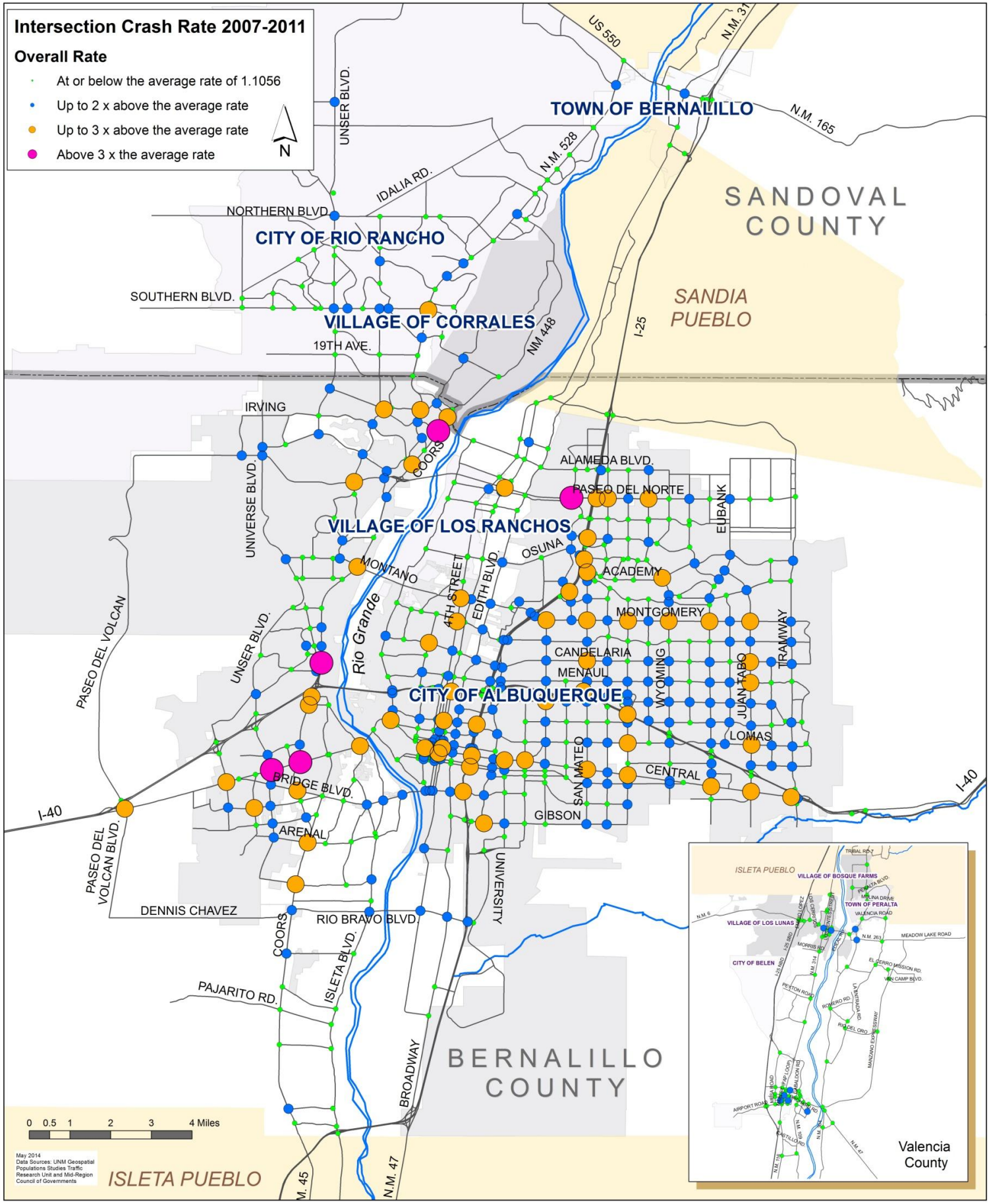
KAB (Severe) Crashes

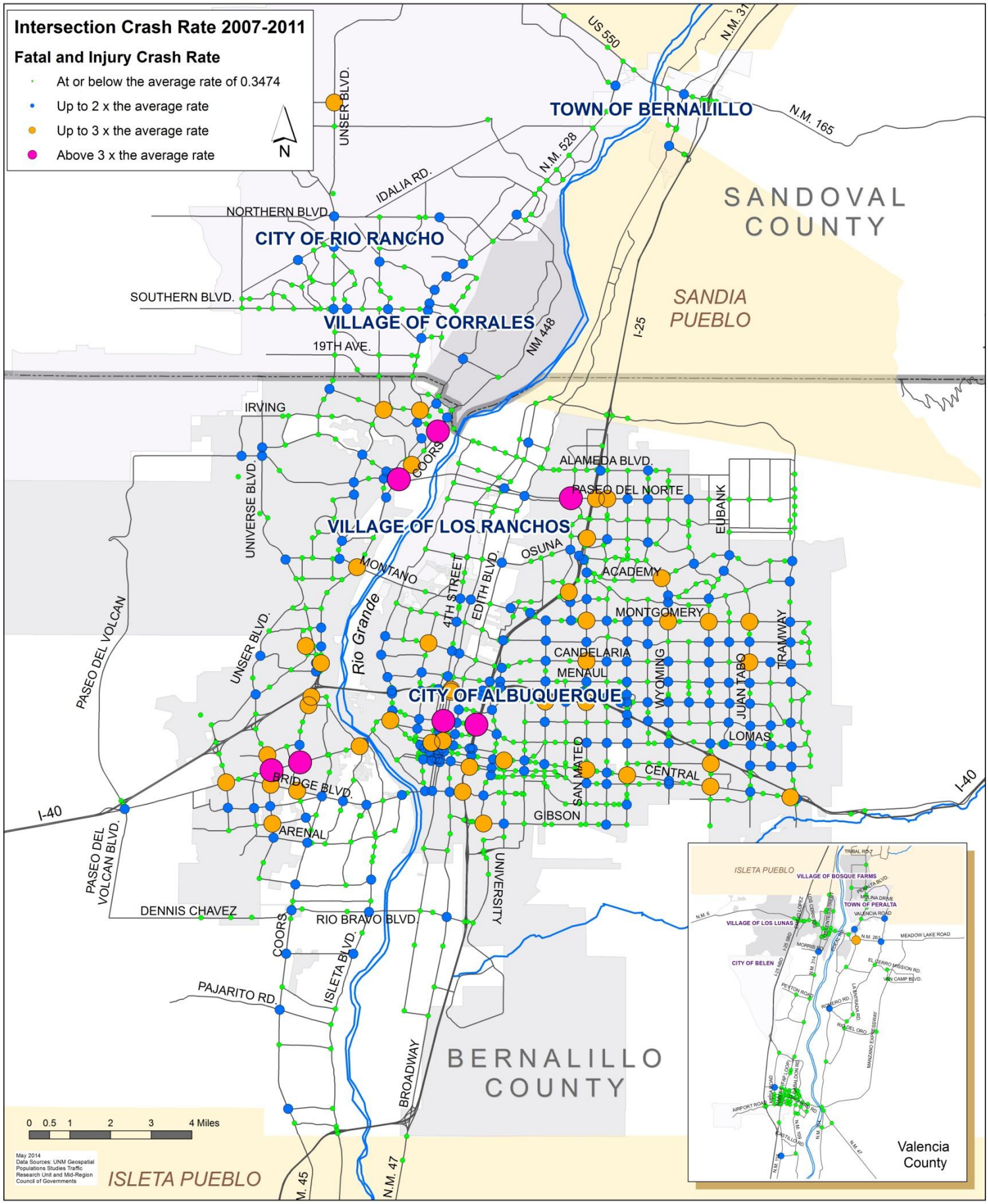
This table identifies intersections with the most severe crash outcomes. Severe crashes are defined as those **crashes resulting in at least one fatality (K), one incapacitating injury (A), or one visible, non-capacitating injury (B)** and are referred to as KAB crashes. KAB crashes leave out injury 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 Paseo Del Norte, Montgomery, Central, Eubank, Juan Tabo, and Coors. The intersections of Paseo Del Norte and Jefferson and Paseo Del Norte and Coors are in the top seven for both KAB and fatal/injury crashes. Other common intersections between the two analyses are Central and Coors and Central and San Mateo.

Top 20 Intersections with Highest KAB crashes 2007-2011

Intersection	KAB Crashes
Paseo Del Norte & Coors Blvd.	41
Paseo Del Norte & Jefferson St.	34
Paseo Del Norte Ramps & 2nd St.	30
Mountain Rd. & Pan American West	30
Central Ave. & Eubank Blvd.	26
Central Ave. & 98th St.	25
Central Ave & Wyoming Blvd.	24
Montgomery Blvd. & Juan Tabo Blvd.	23
Central Ave & San Mateo Blvd.	23
Sara Rd. & N.M. 528	23
Central Ave. & Coors Blvd.	22
Quail Rd. & Coors Blvd.	22
Central Ave. & Lousiana Blvd.	22
Central Ave. & Juan Tabo Blvd.	20
Irving Blvd. & Coors Blvd.	19
Jefferson St. & Pan American East	19
Montgomery Blvd. & San Mateo Blvd.	19
Montgomery Blvd. & Eubank Blvd.	19
Montgomery Blvd. & Tramway Blvd.	19
Candelaria Rd. & Adams	19


Intersection Crash Rate 2007-2011
Overall Rate
At or below the average rate of 1.1056
Up to 2 x above the average rate
Up to 3 x above the average rate
Above 3 x the average rate
N
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
US 550
N.M. 528
N.M. 165
UNSER BLVD.
IDALIA RD.
NORTHERN BLVD.
SOUTHERN BLVD.
19TH AVE.
NM 448
I-25
IRVING
COORS
ALAMEDA BLVD.
PASEO DEL NORTE
EUBANK
UNIVERSE BLVD.
MONTANO
4TH STREET
EDITH BLVD.
OSUNA
ACADEMY
MONTGOMERY
TRAMWAY
CANDELARIA
MENAUL
WYOMING
JUAN TABO
LOMAS
CENTRAL
SAN MATEO
GIBSON
Rio Grande
PASEO DEL VOLCAN
UNSER BLVD.
BRIDGE BLVD.
ARENAL
I-40
PASEO DEL VOLCAN BLVD.
DENNIS CHAVEZ
RIO BRAVO BLVD
UNIVERSITY
ISLETA BLVD.
PAJARITO RD.
BROADWAY
N.M. 47
N.M. 45
0 0.5 1 2 3 4 Miles
May 2014
Data Sources: UNM Geospatial Populations Studies Traffic Research Unit and Mid-Region Council of Governments
Valencia County


Intersection Crash Rate 2007-2011
Fatal and Injury Crash Rate
At or below the average rate of 0.3474
Up to 2 x the average rate
Up to 3 x the average rate
Above 3 x the average rate
N
TOWN OF BERNALILLO
SANDOVAL COUNTY
CITY OF RIO RANCHO
SANDIA PUEBLO
VILLAGE OF CORRALES
VILLAGE OF LOS RANCHOS
CITY OF ALBUQUERQUE
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PASEO DEL NORTE
EUBANK
UNIVERSE BLVD.
MONTANO
OSUNA
ACADEMY
4TH STREET
EDITH BLVD.
MONTGOMERY
TRAMWAY
PASEO DEL VOLCAN
Rio Grande
CANDELARIA
MENAUL
WYOMING
JUAN TABO
LOMAS
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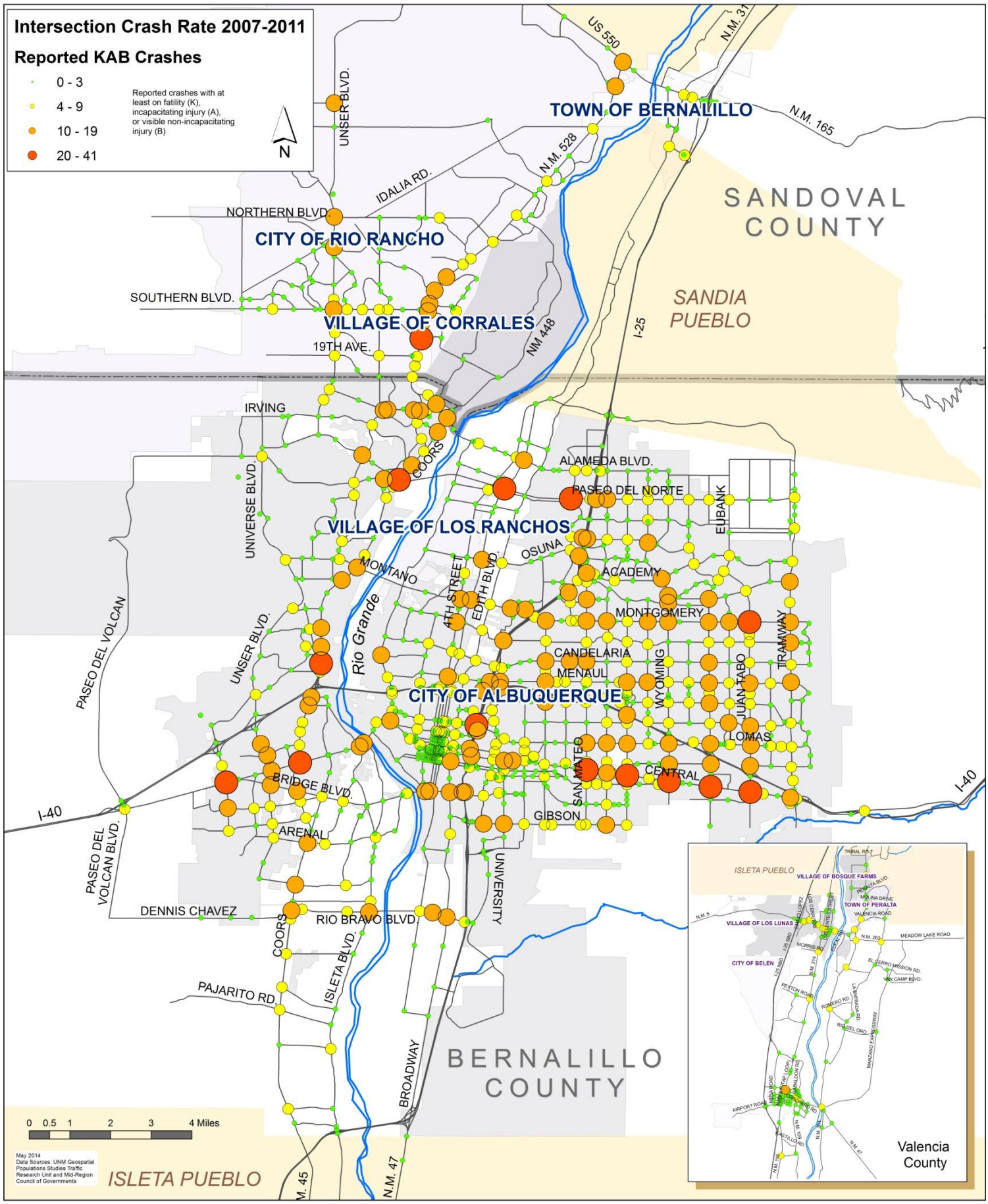
BROADWAY
N.M. 47
N.M. 45
0 0.5 1 2 3 4 Miles
May 2014
Data Sources: UNM Geospatial Populations Studies Traffic Research Unit and Mid-Region Council of Governments
Valencia County


Intersection Crash Rate 2007-2011
Reported KAB Crashes
0 - 3
4 - 9
10 - 19
20 - 41
Reported crashes with at least on fatility (K), incapacitating injury (A), or visible non-incapacitating injury (B)
N
TOWN OF BERNALILLO
SANDOVAL COUNTY
CITY OF RIO RANCHO
VILLAGE OF CORRALES
SANDIA PUEBLO
VILLAGE OF LOS RANCHOS
CITY OF ALBUQUERQUE
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ISLETA PUEBLO
US 550
N.M. 528
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UNSER BLVD.
IDALIA RD.
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19TH AVE.
NM 448
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ALAMEDA BLVD.
PASEO DEL NORTE
EUBANK
UNIVERSE BLVD.
OSUNA
MONTANO
4TH STREET
EDITH BLVD.
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CANDELARIA
MENAUL
WYOMING
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PAJARITO RD.
BROADWAY
N.M. 47
N.M. 45
0 0.5 1 2 3 4 Miles
May 2014
Data Sources: UNM Geospatial Populations Studies Traffic Research Unit and Mid-Region Council of Governments
Valencia County

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, University of New Mexico and Downtown. 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.

*ABQ Ride bus advertisement to remind bikes to ride **with** traffic*

Top 10 Intersections with Highest Crash Rates Involving Pedestrians 2007-2011

Intersections	Crashes		Approach Volume
	Rate	Total	
Pecos Loop & Baltic Ave.	0.2361	1	11,603
Gold Ave. & 2nd St.	0.2051	3	40,069
Aragon Rd. & Tenth St.	0.1892	1	14,477
Central Ave. & 6th St.	0.1882	4	58,218
Central Ave. & San Mateo Blvd.	0.1844	18	267,421
Central Ave. & Louisiana	0.1414	12	232,521
Central Ave. & Atrisco	0.1276	8	171,811
Tijeras Ave..& 5th St.	0.1228	2	44,638
Mountain Rd. & 4th St.	0.1196	3	68,726
Marquette Ave. & 5th	0.1155	2	47,455

Top 10 Intersections with Highest Crash Rates Involving Bikes 2007-2011

Intersections	Crashes		Approach Volume
	Rate	Total	
Dellyne Ave. & Golden Ave.	0.1276	1	21,473
Central Ave. & Yale Blvd.	0.1271	8	172,449
Tijeras Ave. & 6th St.	0.1265	2	43,307
Constitution Ave. & Carlisle Blvd.	0.0980	4	111,817
Coal Ave. & 4th St.	0.0971	2	56,426
Osuna Rd. & Pennsylvania St.	0.0955	2	57,375
Indian SchoolRd. & University Blvd.	0.0895	5	153,031
Candelaria Rd. & Chelwood Park Blvd.	0.0894	2	61,270
Central Ave. & 2nd St.	0.0853	3	96,401
Central Ave. & Coors Blvd.	0.0848	8	258,508

PEDESTRIAN AND BICYCLE CRASHES

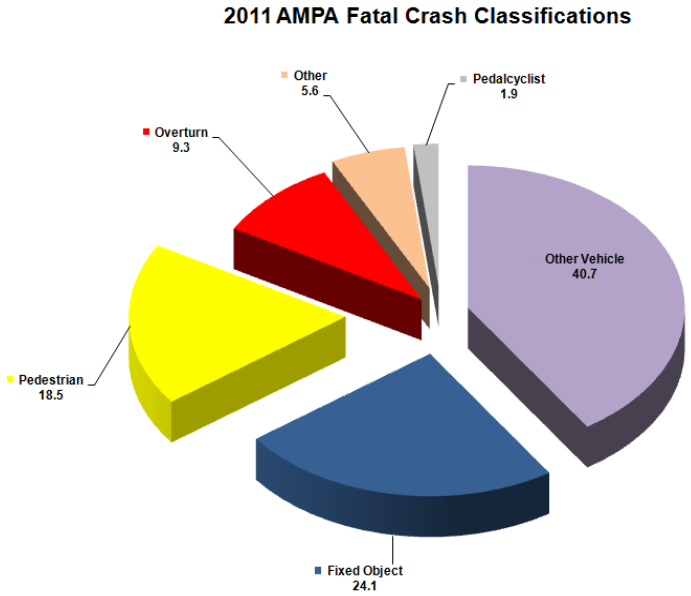
Fatal and Injury Rates

In 2011, according to NHTSA, in the United States:

- 4,432 pedestrians were killed and an estimated 69,000 were injured
- A pedestrian was killed every two hours and injured every eight minutes
- Pedestrian fatalities increased by 3 percent since 2010
- Pedestrian deaths accounted for 14 percent of all traffic fatalities

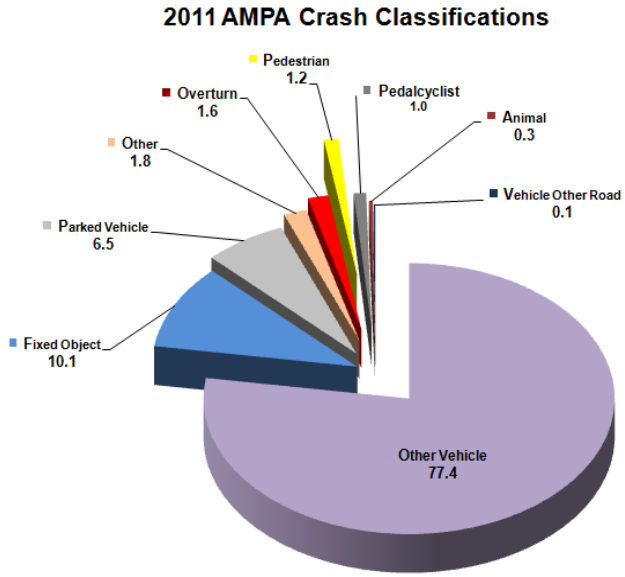
In 2011, New Mexico ranked 5th among the 50 states for pedestrian fatality rate per 100,000 population. In addition:

- 677 pedalcyclists were killed and 48,000 were injured
- pedalcyclist deaths accounted for 2 percent of all traffic fatalities
- Pedalcyclists fatalities increased by 9 percent since 2010



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 18.5% of fatal crashes in the AMPA involve a pedestrian (higher than the national average) and 1.9% of fatal crashes in the AMPA involved a cyclist.** Considering the relatively low volume of pedestrian and bicycle traffic, these percentages are very high.

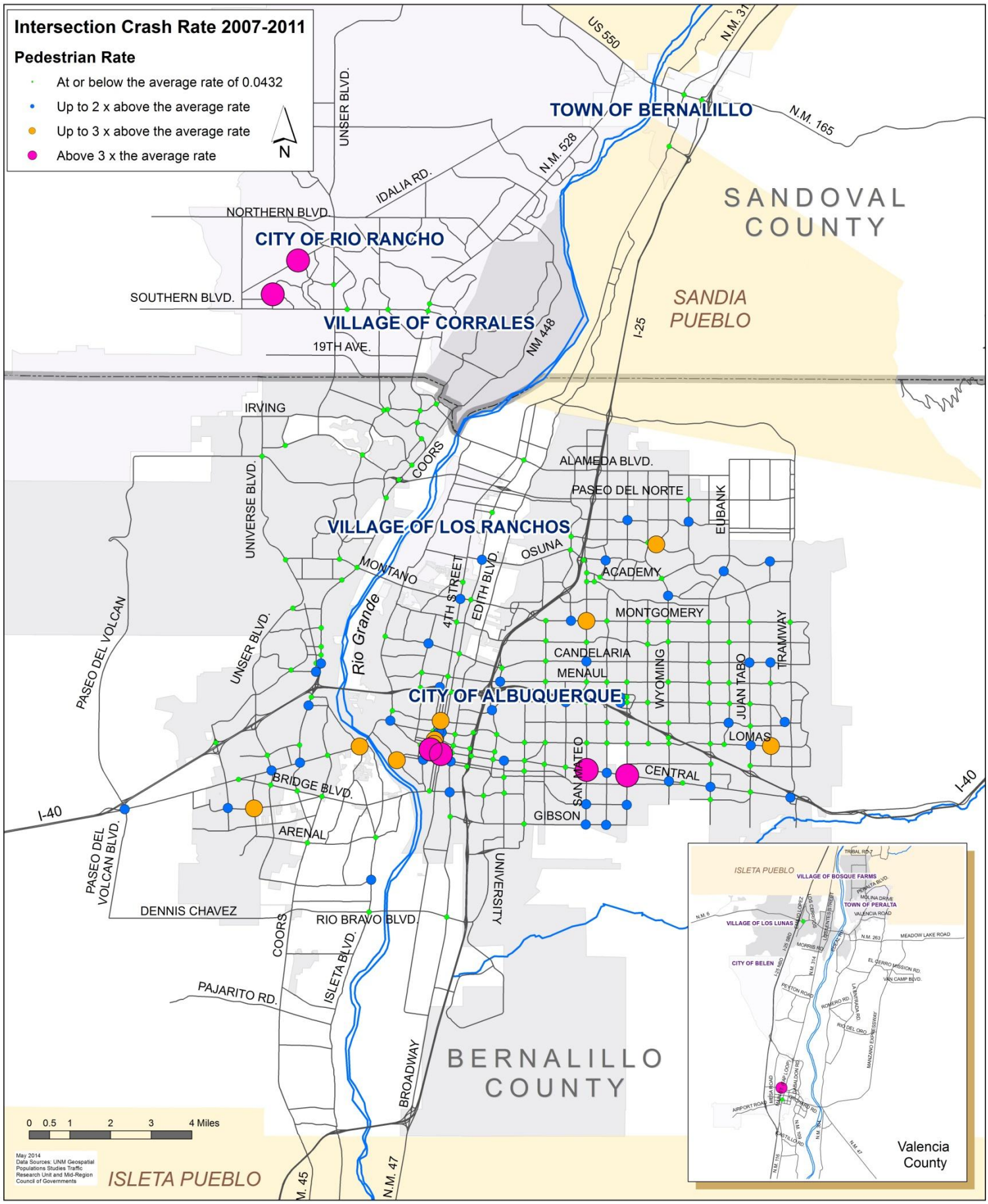


2011 Pedestrian Trends in the AMPA

- 30 percent of all fatal crashes involving pedestrians were related to alcohol
- Crashes involving pedestrians were the highest in the winter months
- Over 70 percent of all crashes involving pedestrians occurred Fridays and Saturdays
- Crashes involving pedestrians were the highest around noon through early evenings on the weekdays and early evenings to late nights on the weekends
- 15-19 male drivers had the highest percentage of crashes involving pedestrians

2011 Bicyclist Trends in the AMPA

- Bike-related fatalities decreased sharply, while bike-related injuries slightly decreased
- Crashes involving bikes were the highest in July and August
- Crashes involving bikes were the highest in mid to late afternoons on weekdays and mid to late evenings on weekends
- 15-24 year old male drivers had the highest percentage of crashes involving bikes


Intersection Crash Rate 2007-2011
Pedestrian Rate
At or below the average rate of 0.0432
Up to 2 x above the average rate
Up to 3 x above the average rate
Above 3 x the average rate
N
TOWN OF BERNALILLO
SANDOVAL COUNTY
CITY OF RIO RANCHO
VILLAGE OF CORRALES
SANDIA PUEBLO
VILLAGE OF LOS RANCHOS
CITY OF ALBUQUERQUE
BERNALILLO COUNTY
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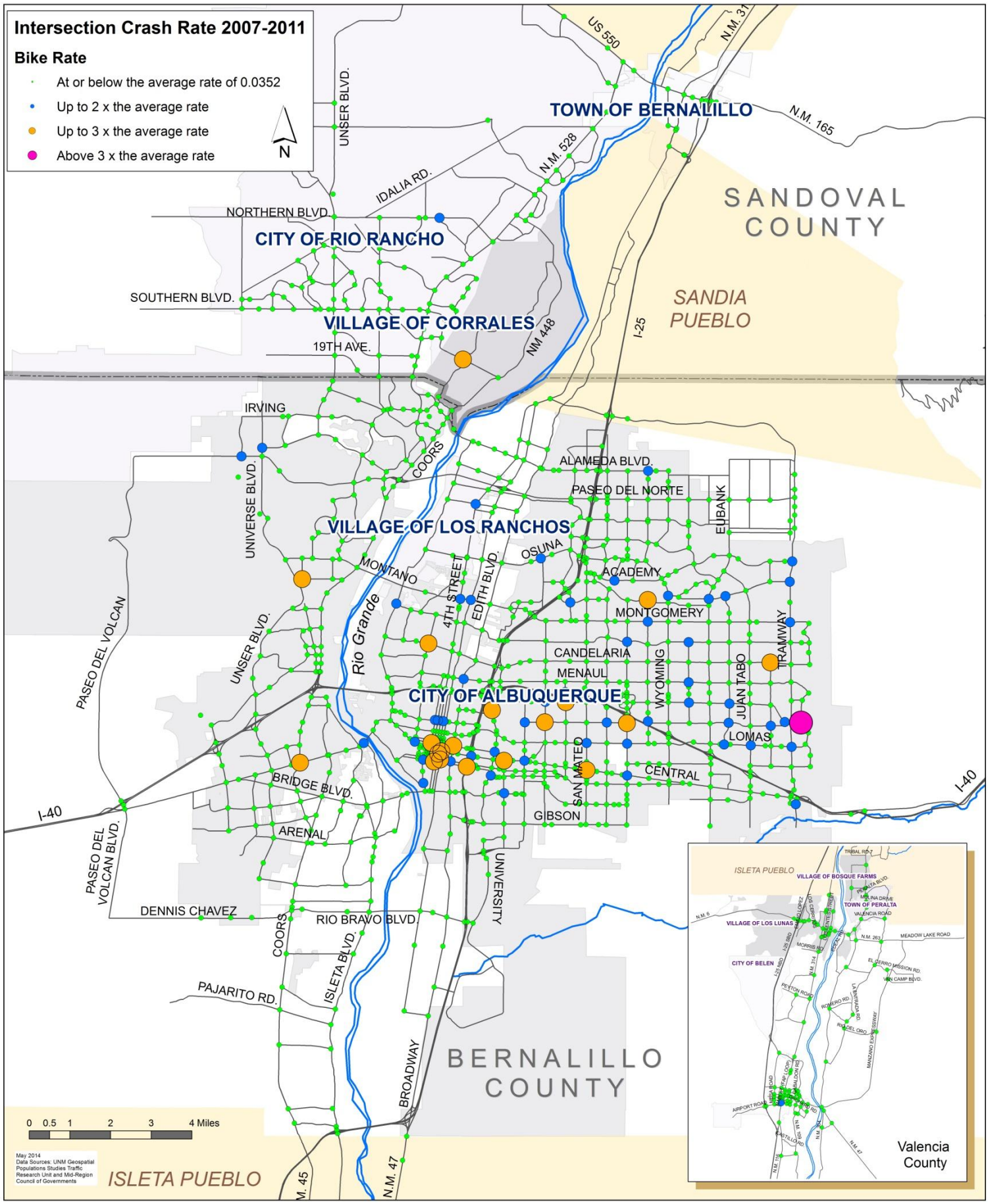
May 2014
Data Sources: UNM Geospatial Populations Studies Traffic Research Unit and Mid-Region Council of Governments
Valencia County


Intersection Crash Rate 2007-2011
Bike Rate
At or below the average rate of 0.0352
Up to 2 x the average rate
Up to 3 x the average rate
Above 3 x the average rate
N
TOWN OF BERNALILLO
SANDOVAL COUNTY
CITY OF RIO RANCHO
VILLAGE OF CORRALES
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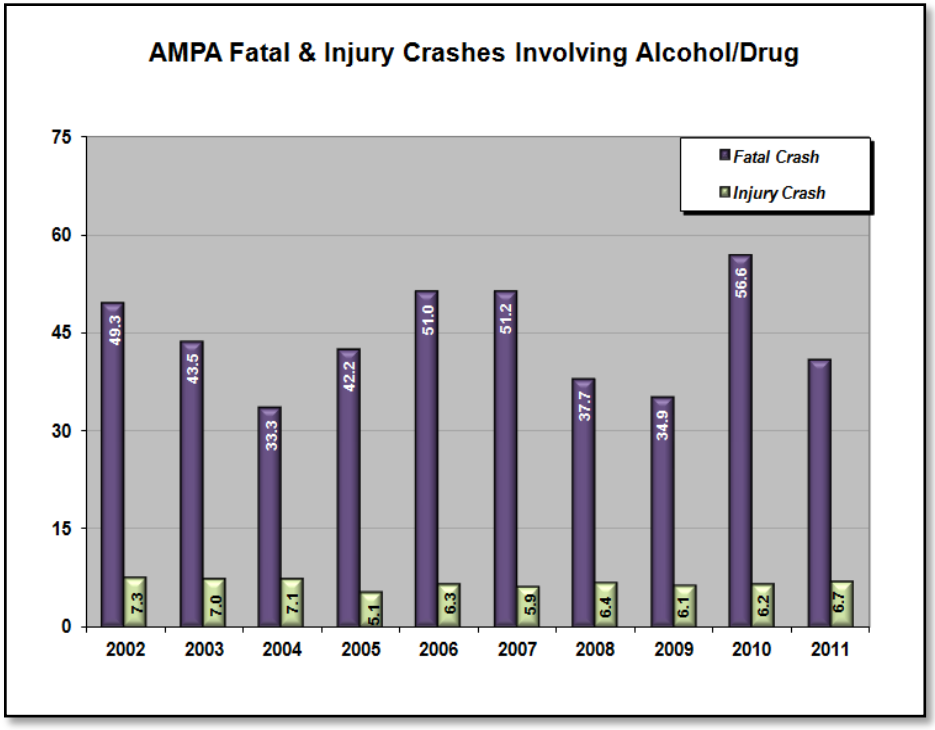
May 2014
Data Sources: UNM Geospatial Populations Studies Traffic Research Unit and Mid-Region Council of Governments
Valencia County

ALCOHOL/DRUG INVOLVEMENT

2011 Recent Trends in the AMPA

The involvement of alcohol/drugs in crashes is a challenge that continues to afflict the nation and our region. When a driver's blood alcohol concentration (BAC) is over .08 grams per deciliter they are considered to be alcohol impaired. In the United States it is illegal to drive with a BAC of .08 or higher. According to NHTSA in 2011:

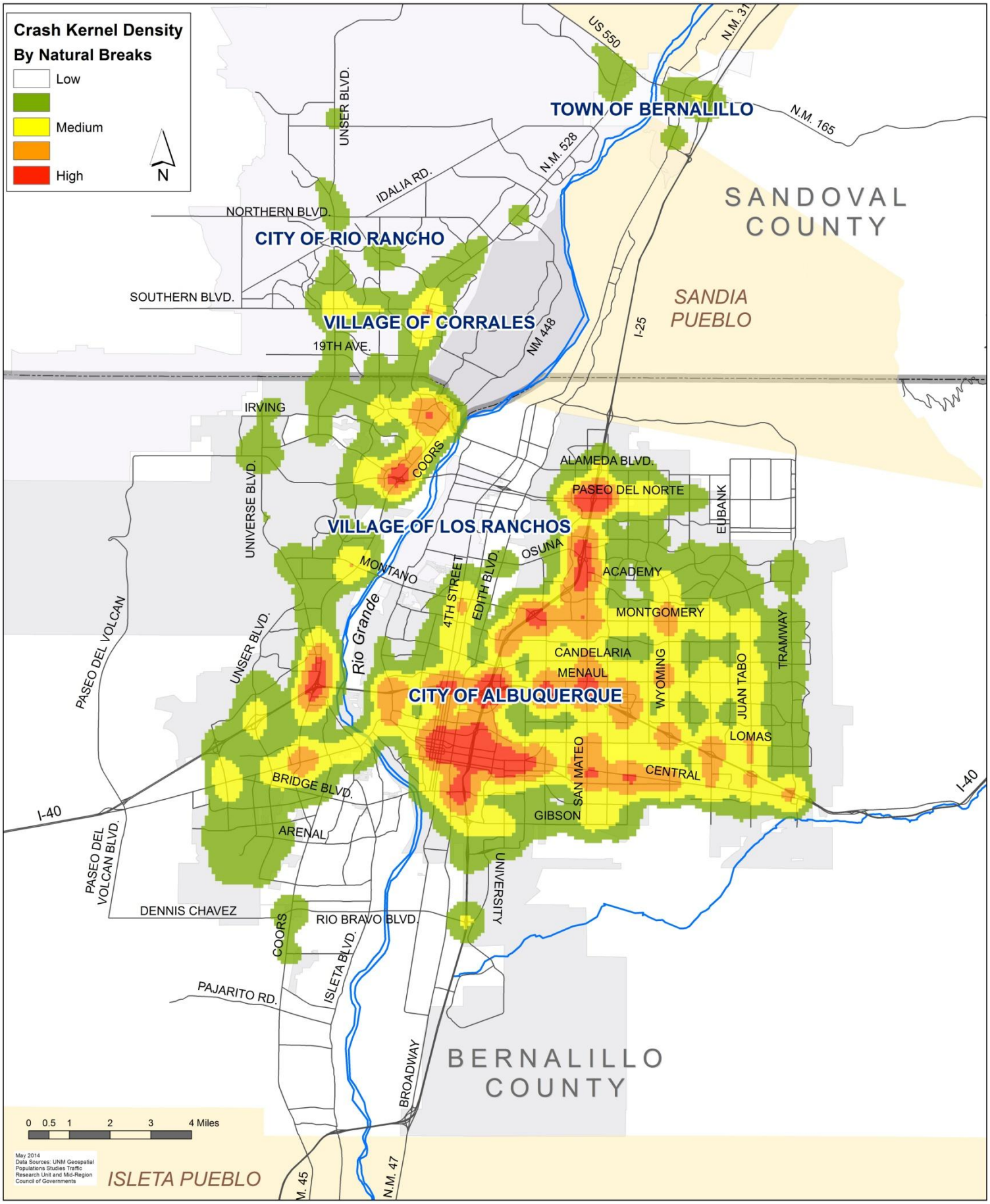
- 9,878 people were killed in alcohol-impaired-driving crashes
- Alcohol impaired driving fatalities accounted for 31 percent of the total motor vehicle traffic fatalities in the United States
- Traffic fatalities in alcohol-impaired-driving crashes decreased by 3.5 percent from 10,228 in 2010 to 9878 in 2011
- Alcohol-impaired-driving fatality rate per 100 million vehicle miles traveled (VMT) declined to 0.33 in 2011 from 0.34 in 2010
- An average of 1 alcohol impaired driving fatality occurred every 53 minutes in 2011
- Percentage of people killed in alcohol-impaired-driving were the highest at midnight to 3 am
- Of the 9,878 people who died in alcohol impaired driving crashes in 2011, 6,507 (66%) were drivers with a BAC of .08 or higher



In the AMPA:

- 4.6 percent of all crashes involved alcohol/drugs
- 41 percent of all fatal crashes involved alcohol/drugs
- During this period, on average, an alcohol/drug-related crash occurred every 10 hours, a person was injured every 15 hours, and killed every 13 days
- 47 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
- 20-24 year old male drivers were involved in the highest percentage of alcohol-related crashes followed by 25-29 year old male drivers

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 2011 and are only for Rio Rancho and the City of Albuquerque since the data sample size is limited.


Crash Kernel Density
By Natural Breaks
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CITY OF ALBUQUERQUE
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N.M. 45
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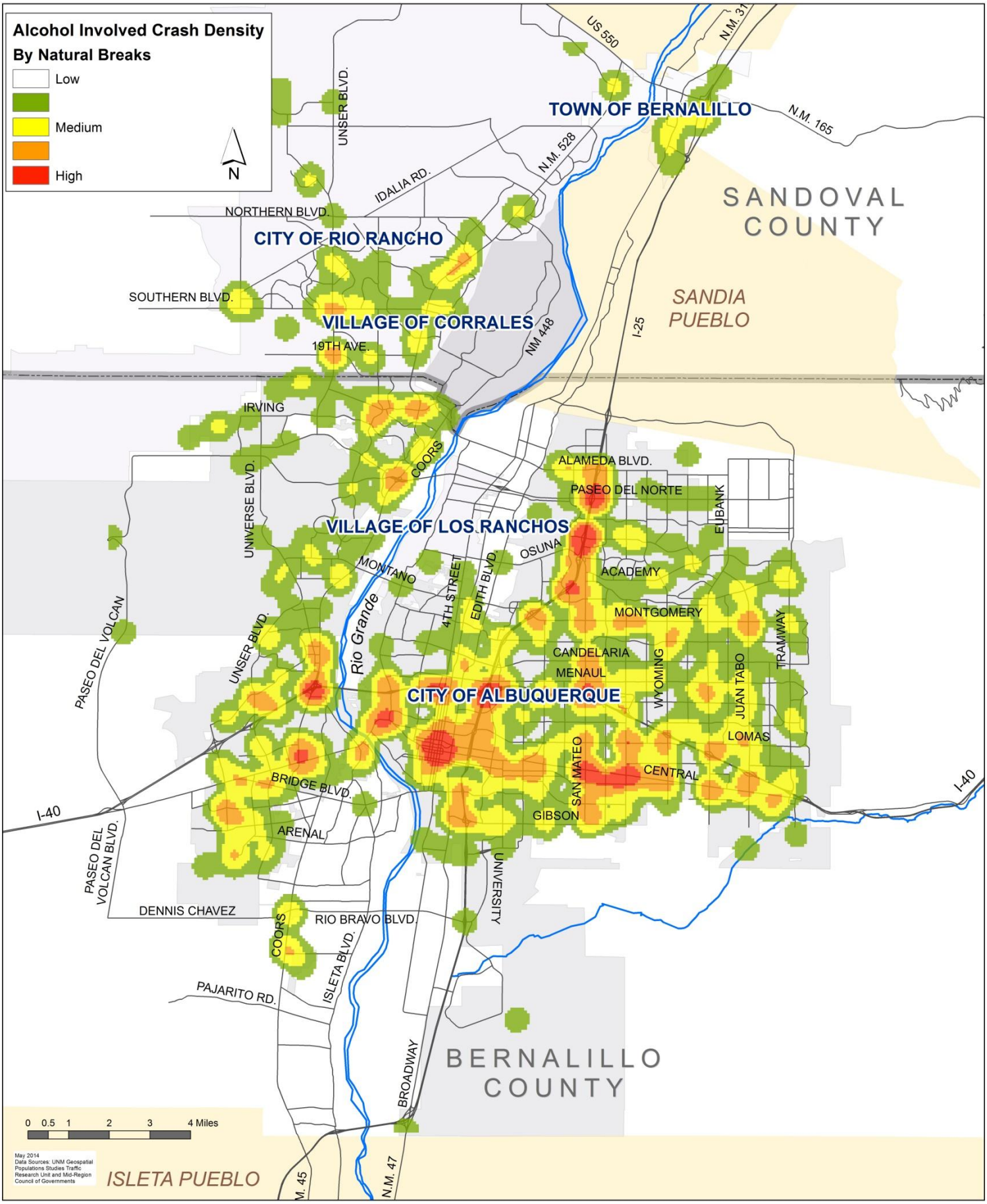
May 2014
Data Sources: UNM Geospatial Populations Studies Traffic Research Unit and Mid-Region Council of Governments


Alcohol Involved Crash Density
By Natural Breaks
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Medium
High
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TOWN OF BERNALILLO
SANDOVAL COUNTY
CITY OF RIO RANCHO
SANDIA PUEBLO
VILLAGE OF CORRALES
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May 2014
Data Sources: UNM Geospatial Populations Studies Traffic Research Unit and Mid-Region Council of Governments

YOUNG DRIVERS

Young Driver Statistics

In 2011, young drivers accounted for 6 percent (12.6 million) of the total driver population, a .8 percent increase from the 12.5 million young drivers in 2002. Population for this age group increased from 2002 to 2011 – by 5.9 percent.

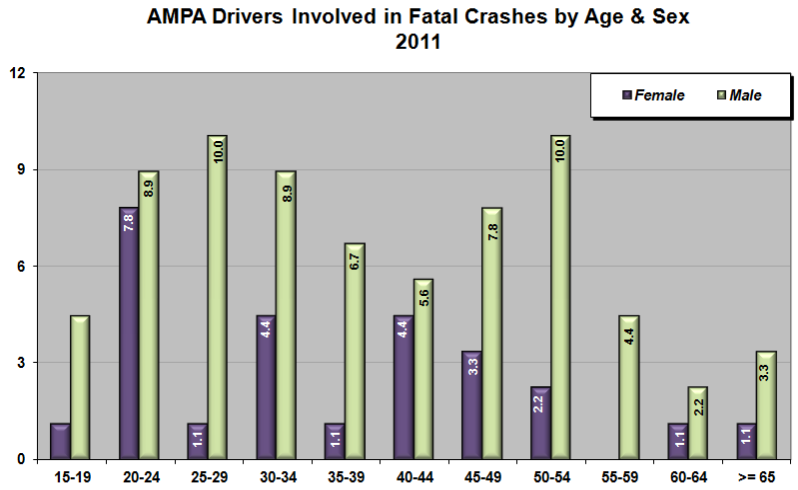
According to NHTSA, motor vehicle crashes are the leading cause of death for 15 to 20 year-olds in addition:

- 1,987 young (15 to 20 year-old) drivers died in motor vehicle crashes, an increase of 1 percent from 2010
- 180,000 young drivers were injured in motor vehicle crashes in 2011, a decrease of 4 percent from 187,000 in 2010
- a two-year comparison of total driver involvement in fatal crashes showed a 2 percent reduction from 44,599 in 2010 to 43,668 in 2011

In the AMPA, fatal crashes involving teen drivers decreased by more than half from 2010 to 2011.

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

- the 3rd highest percentage of all crashes
- the 6th highest percentage of all alcohol-involved 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 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.

In March of 2014, Governor Martinez signed a bill that bans texting while driving in New Mexico, making it a state law. The proposal prohibits drivers from text messaging, email, and internet use from hand-held wireless devices.

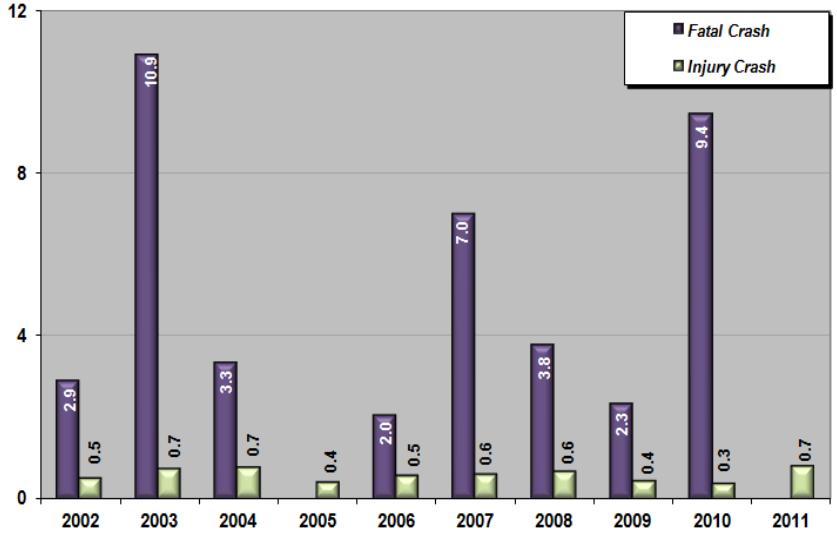
YOUNG DRIVERS

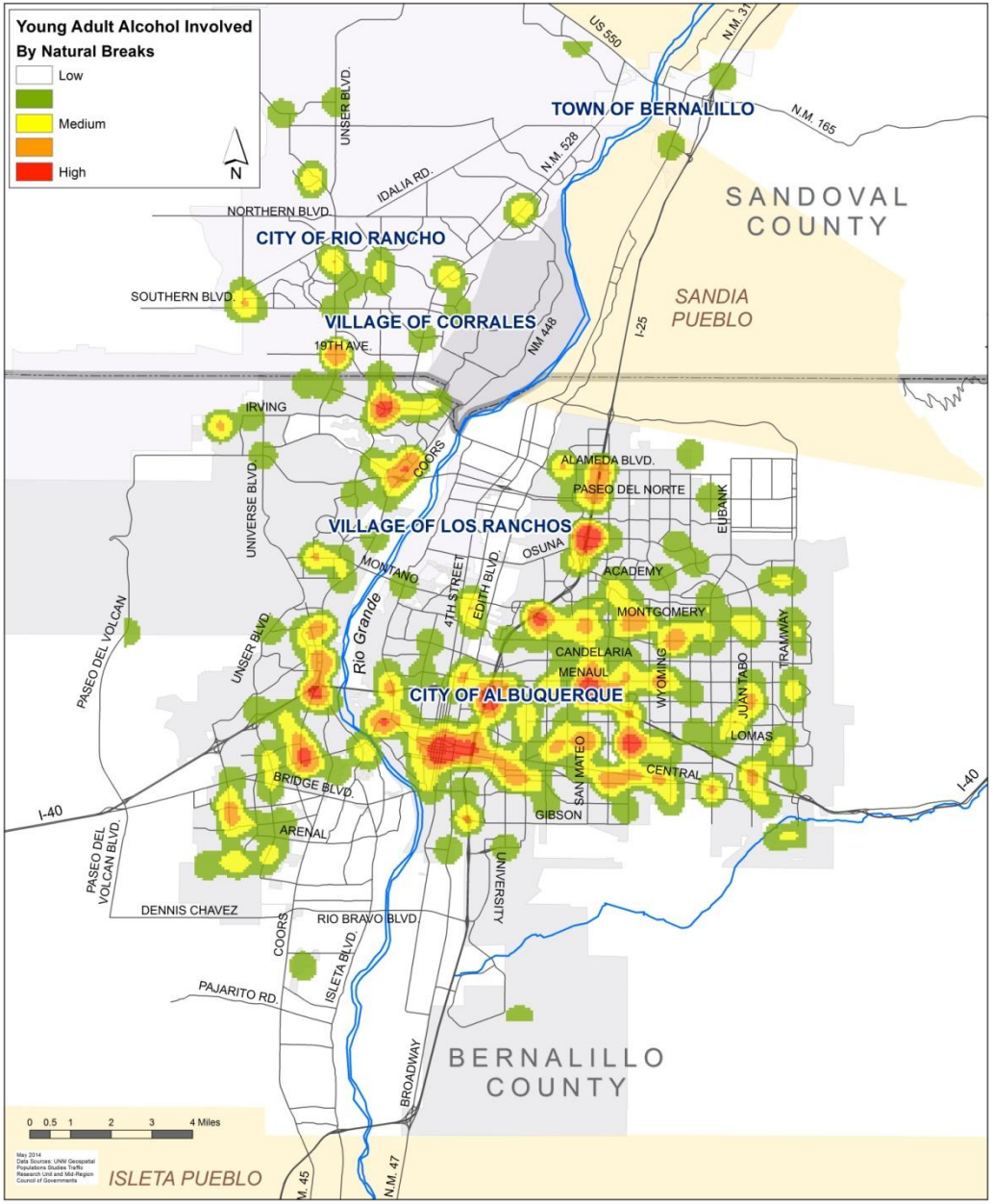
Drinking and Driving

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 Traffic Safety Research Unit, from 2002 to 2011 New Mexico's alcohol-involved fatality rate per 100,000 population declined by nearly 39 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

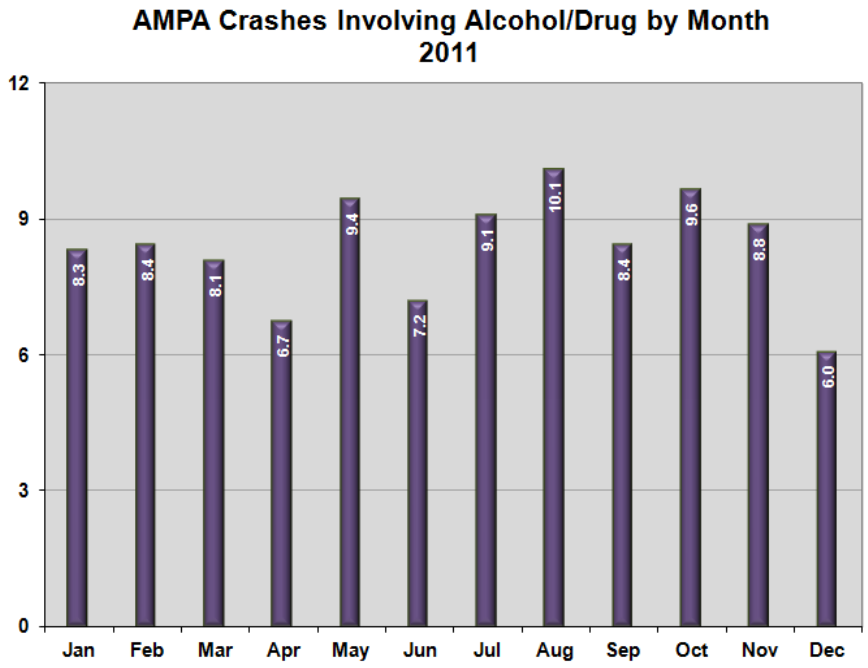
The summer months on New Mexico's roadways are the deadliest. The NMDOT and the Department of Public Safety have partnered to step up enforcement from June through September in an effort to decrease seasonal roadway trauma and increase public awareness about safe driving.

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.



PROJECT PLANNING AND FUNDING

NMDOT 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.

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.

The focus areas for the CTSP are Aggressive Driving and Speeding, Alcohol Impaired Driving, Emergency Services Response, Fatigued and Distracted Drivers, Fatalities Involving Lane Departures, Occupant Protection, Special Users (Bicyclist, Motorcyclist, Pedestrians, Elderly and Equestrians), Traffic Records and Young Driver Crashes.

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.

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

MRMPO 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.

MAP-21 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

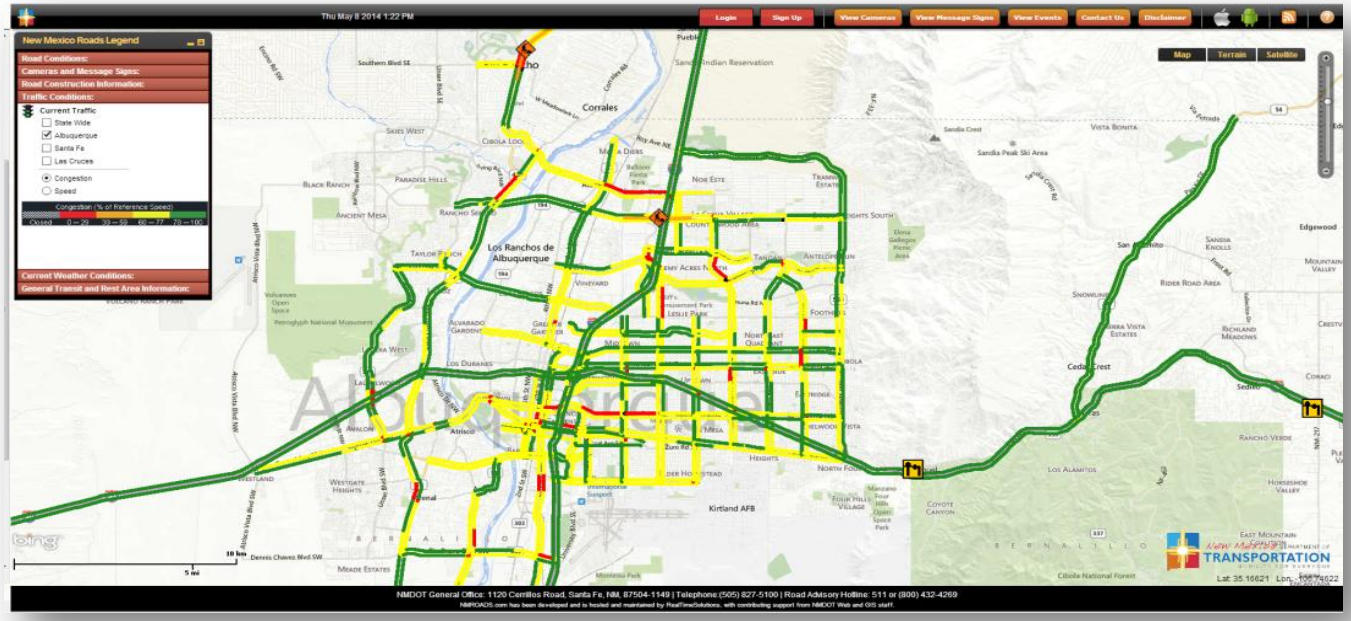
Intelligent Transportation Systems (ITS)

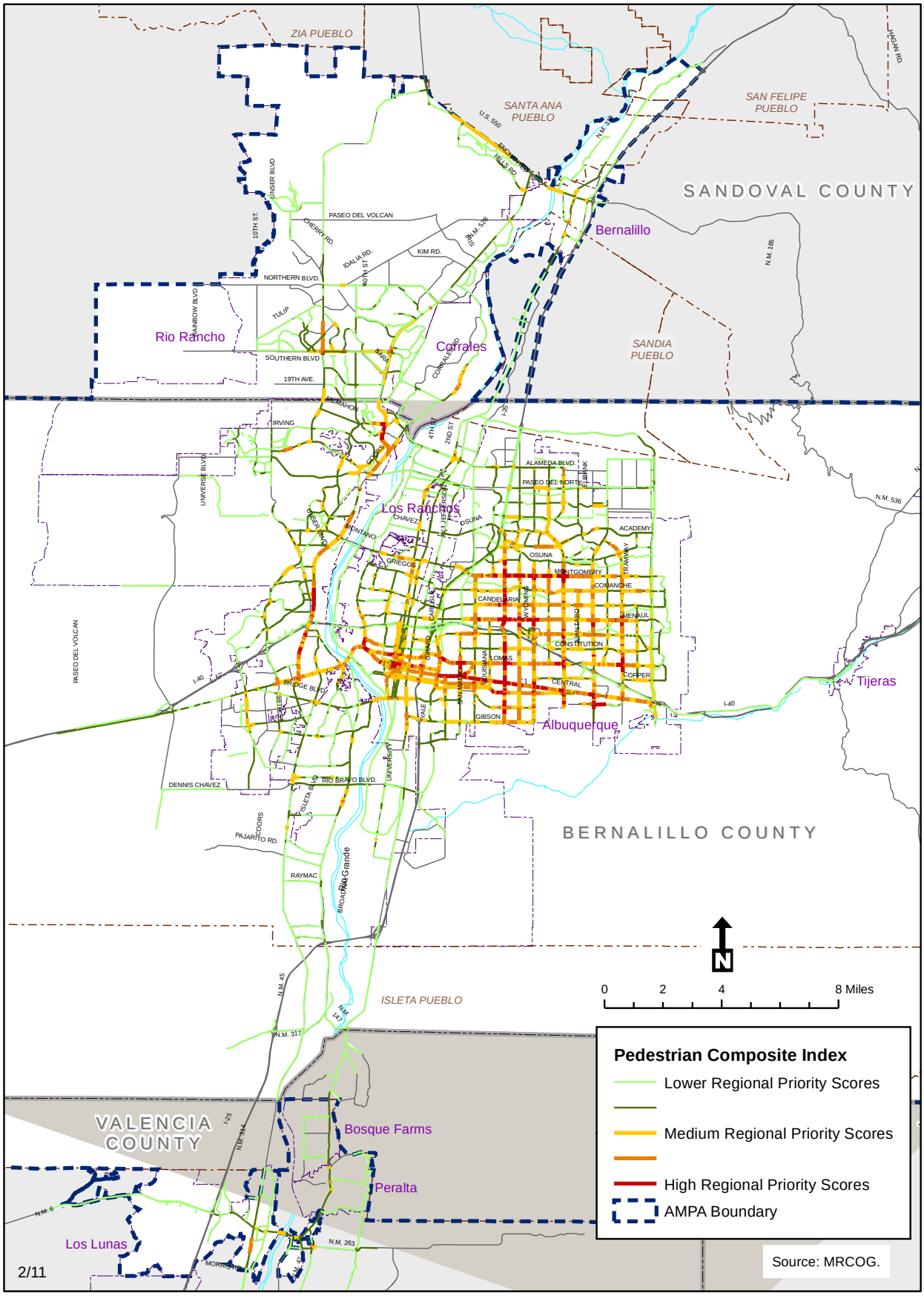
ITS initiatives can improve transportation safety and mobility through the integration of advanced communications technologies with transportation infrastructure and vehicles. Electronic data collection and monitoring devices combined with information conveying devices (such as smart phones and the internet) 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.

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Albuquerque
Tijeras
BERNALILLO COUNTY
ISLETA PUEBLO
VALENCIA COUNTY
Bosque Farms
Peralta
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0 2 4 8 Miles
Pedestrian Composite Index
Lower Regional Priority Scores
Medium Regional Priority Scores
High Regional Priority Scores
AMPA Boundary
Source: MRCOG.
2/11

REFERENCE INFORMATION

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.

REFERENCE INFORMATION

Mothers Against Drunk Driving (MADD)

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.

UNM Geospatial and Population Studies Traffic Research Unit

http://www.unm.edu/~dgrint/index.html

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

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

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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 Geospatial and Population Studies Traffic Safety Research Unit. 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 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).

Title VI Notice

The Mid-Region Council of Governments fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain Title VI Compliant Form, please contact MRCOG Title VI Coordinator at (505) 247-1750 (Phone) or (505) 247-1753 (Fax) or email mrcog@mrcog-nm.gov or visit our website at www.mrcog-nm.gov.

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