

RTSAP 2024 Area Safety Profiles

Local Area Safety Profiles

These Area Safety Profiles are customized crash data analyses for areas within the Mid-Region Council of Governments. The crash data included is from 2017 to 2021, with some 2022 information. In some cases, Site Visits were conducted in these areas and the observations summarized.

For local agencies that have questions about these crash data analyses or wish to receive similar analyses for their local agency please contact the Mid-Region Metropolitan Planning Organization.

Current Area Safety Profiles

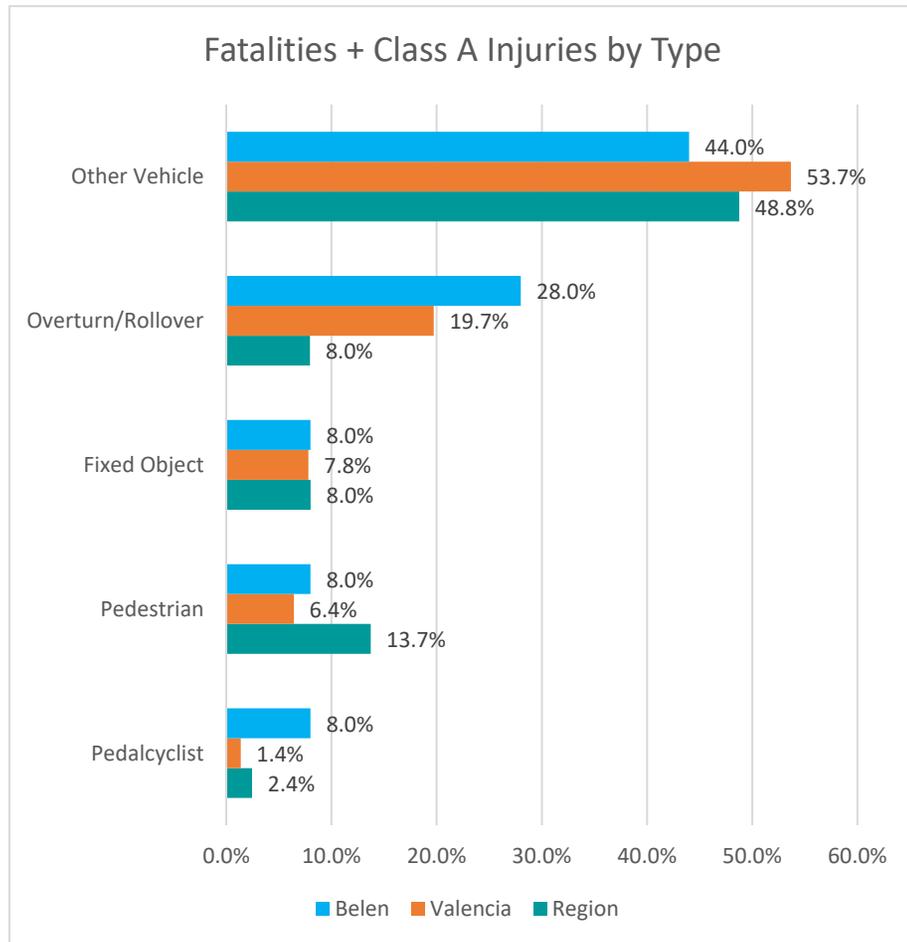
1. Belen Area Safety Profile
2. Corrales Area Safety Profile
3. Edgewood Area Safety Profile
4. International District Area Safety Profile
5. Los Lunas Area Safety Profile
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7. Pueblo of Jemez Area Safety Profile
8. Sandoval County Area Safety Profile
9. Torrance County Area Safety Profile
10. Town of Bernalillo Area Safety Profile
11. Valenca County Area Safety Profile



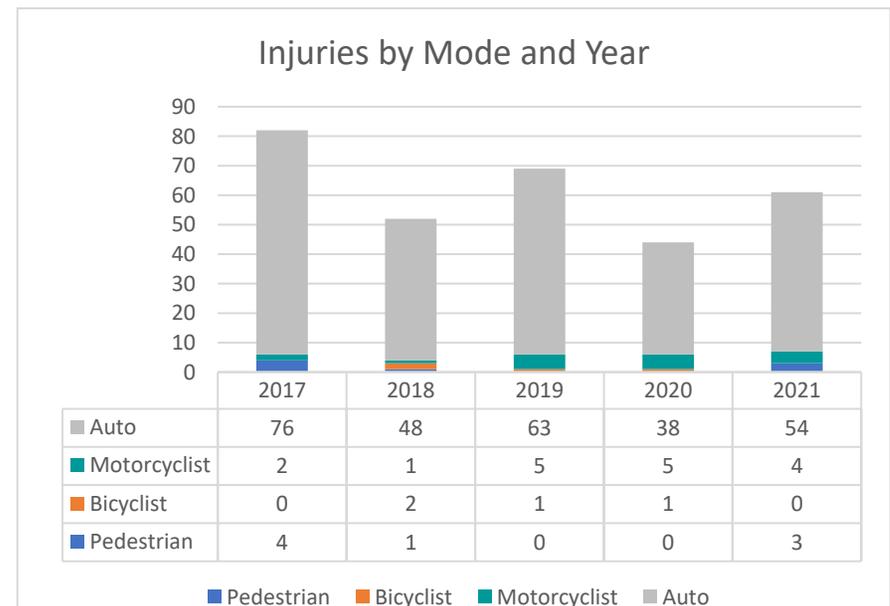
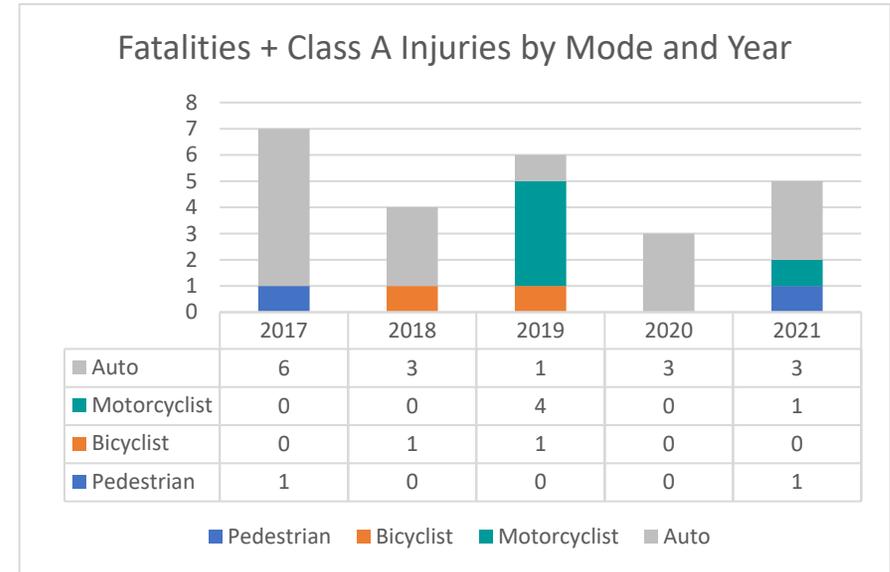
City of Belen Area Safety Profile

Fatal by Mode and Class Type (2017 to 2021)

Belen has witnessed five fatal crashes over the 5-year period spanning from 2017 to 2021. In both 2017 and 2019, these crashes were linked to excessive speeding – the first claiming the life of an automobile occupant, and the second resulting in the loss of a motorcyclist. In 2020, another fatality occurred due to a collision between two automobiles. The year 2021 includes two additional fatal incidents: the first involved a pedestrian struck by an automobile, while the second was a single-vehicle rollover that claimed the life of the driver. All these devastating crashes unfolded along the same stretch of road encompassing Main Street, N.M. 314, and I-25.



Compared to Valencia County and the surrounding region, Belen experiences significantly higher rates of fatalities and Class A injuries due to Overturns/Rollovers and crashes involving cyclists. Additionally, in 2019, Belen saw a spike in motorcyclist related fatalities and Class A injuries, while overall motorcyclist injuries increased as well.



Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top Intersections and Corridors

The high-risk intersections are dispersed throughout the City of Belen. These locations include major intersections such as N.M. 116 and Main Street and Reinken and Main Street, as well as local roadway intersections like Baca Avenue and Third Street in addition to Camino Del Llano and Christopher.

Several severe (Class A) injuries took place on Main Street, Reinken Avenue and N.M. 309/Reinken – the primary corridors for the city. Many crashes occurred right around the conjunction of these roadways. The entire stretch of Main Street had a total of 223 injuries (10 of which were severe) and 3 fatalities. Along N.M. 309/Reinken, there were no fatalities but 117 injuries (6 of which were severe).

Potential Road Diet Candidates

Corridor	Road Diet Type
MAIN ST. (FAP LOOP)	Priority 1B: 4 Lanes under 20,000
N.M. 309/REINKEN AVE.	Priority 1B: 4 Lanes under 20,000
CAMINO DEL LLANO	Priority 1B: 4 Lanes under 20,000

High Priority Maps

The crash data map demonstrates how high-risk Main Street and N.M. 309/Reinken Avenue are, especially where they intersect. For both roadways, most of their segments are above 1.5 times the local High Fatal Injury Network (HFIN) mean. Many injury crashes are also at the intersection. Other dangerous corridors highlighted on the map include Aragon Road, Wisconsin Street, and Camino Del Llano, which have many segments exceeding 1.5 times the local HFIN mean.

Belen has a large amount of foot traffic, bicycle facilities, and community destinations throughout the city. Given this prevalence of multimodal transportation options, various safety initiatives are needed to ensure Belen's roadways are safe for all users.

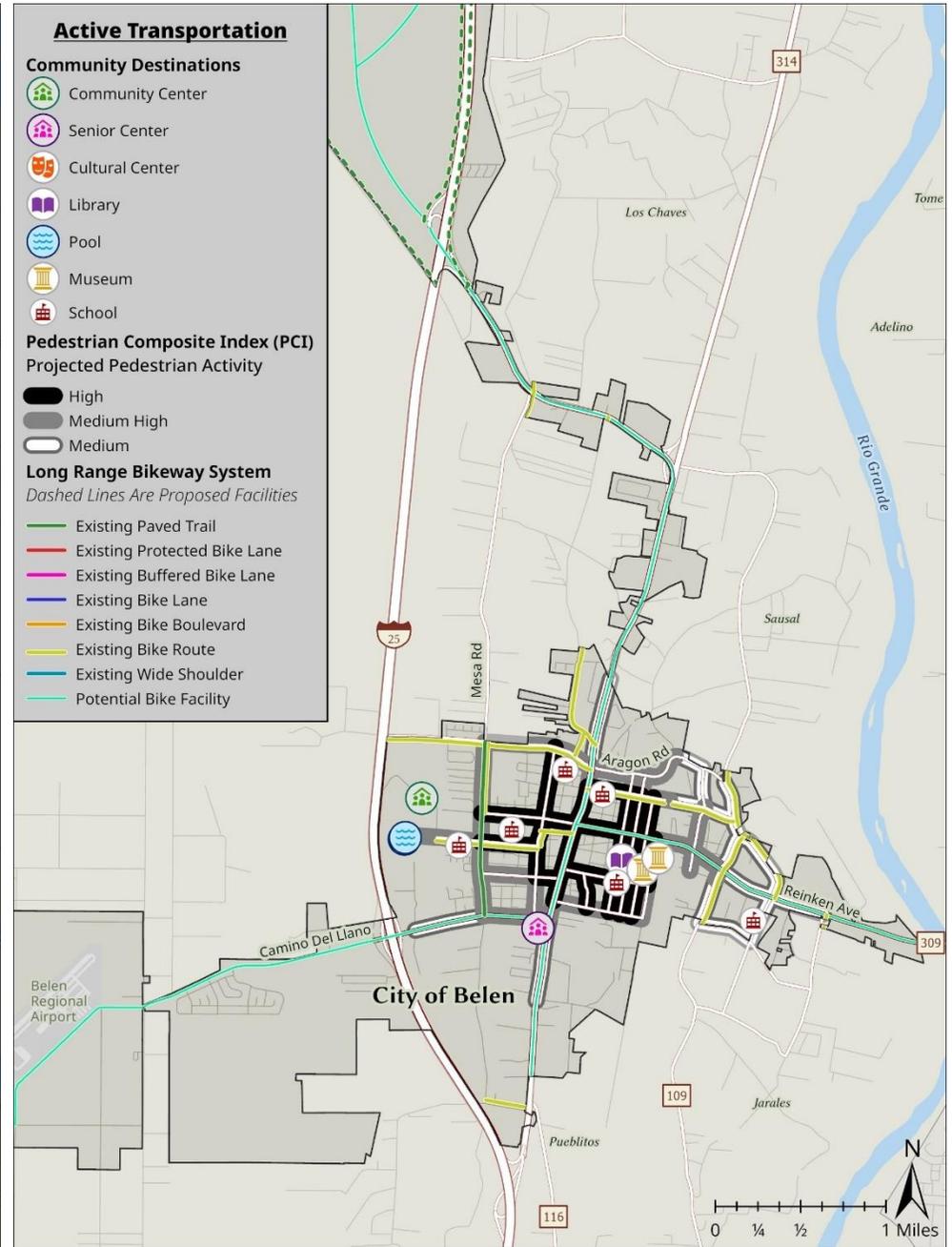
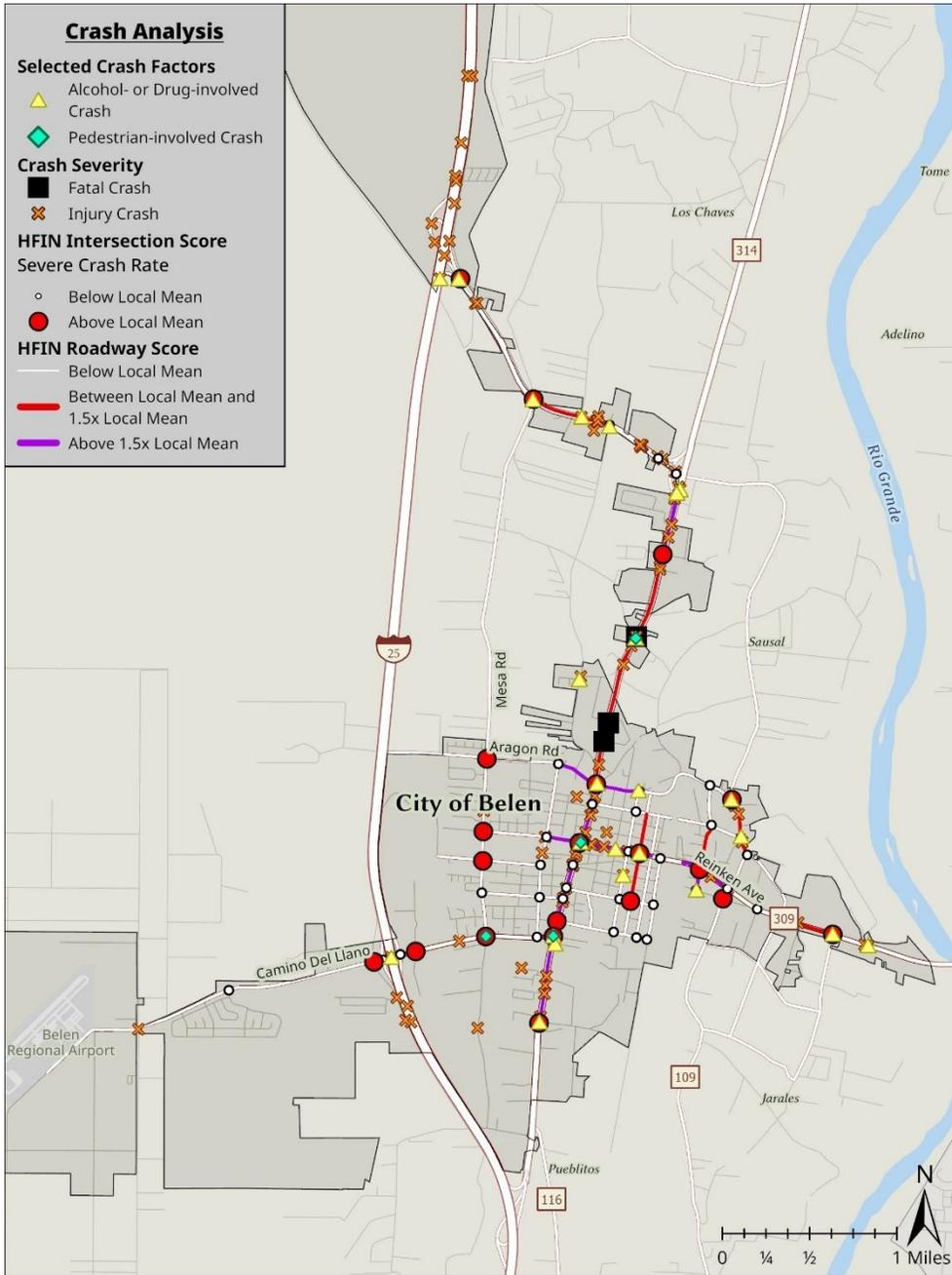
INTERSECTIONS

Street A	Street B	Killed + Injury Crashes	Approach Volume	Severe Rate
BACA AVE	THIRD STREET	1	666	0.85
NM 109	E RIVER RD	2	2,169.5	0.51
CAMINO DEL LLANO	CHRISTOPHER	6	6,264.5	0.47
N.M. 116	MAIN ST.	6	7,371.5	0.38
REINKEN (N.M. 309)	MAIN ST.	19	25,605	0.34

CORRIDORS

Corridor	Location	Killed	Injuries	Speed	Lanes
MAIN ST. (FAP LOOP)	NORTH OF BECKER AVENUE - SOUTH OF REINKEN (N.M. 309)	0	25	45	4
MAIN ST. (FAP LOOP)	NORTH OF CAMINO DEL LLANO - SOUTH OF BERNARD AVE.	0	17	35	4
N.M. 309/REINKEN AVE.	EAST OF FOURTH ST. - WEST OF THIRD ST.	0	11	35	3
CAMINO DEL LLANO	EAST OF 10TH STREET - WEST OF MAIN STREET	0	12	30	2
N.M. 309/REINKEN AVE.	EAST OF MAIN ST. - WEST OF FOURTH ST.	0	34	35	4

Appendix C RTSAP 2024 Area Safety Profiles and Site Visits



Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top Contributing Factors (TCF)

Between 2017 and 2019 Following Too Closely resulted in 2 deaths and 2 seriously incapacitating (Class A) injuries. This primary top contributing factor for severe crashes in Belen stands out as an anomaly compared to both Valencia County and the broader region. Additionally, Avoiding Contact and Passing Stop Signs were the second and third highest contributing factors leading to serious injuries, further deviating from the norm in Valencia and the surrounding area. Typically, the most common top contributing factors include Alcohol/Drug Involvement, Excessive Speeding, Failure to Yield Right of Way, or Driver Inattention. Belen's unique pattern sets it apart from other jurisdictions in the region.

Top Contributing Factor	Belen				Valencia				Region			
	Fatal + Class A	% of Total	Injured	% of Total	Fatal + Class A	% of Total	Injured	% of Total	Fatal + Class A	% of Total	Injured	% of Total
Following Too Closely	4	25.0%	12	5.9%	5	3.4%	182	10.7%	92	4.9%	3251	10.9%
Avoid Contact	3	18.8%	7	3.4%	1	0.7%	43	2.5%	45	2.4%	807	2.7%
Passed Stop Sign	3	18.8%	3	1.5%	1	0.7%	28	1.6%	29	1.5%	553	1.8%
Excessive Speed	2	12.5%	27	13.3%	20	13.7%	222	13.0%	215	11.4%	2626	8.8%
Failed to Yield Right of Way	1	6.3%	46	22.7%	24	16.4%	335	19.7%	271	14.3%	5828	19.5%
Driver Inattention	1	6.3%	35	17.2%	22	15.1%	293	17.2%	208	11.0%	6927	23.1%
Other	1	6.3%	8	3.9%	3	2.1%	52	3.1%	54	2.9%	594	2.0%
Drove Left Of Center	1	6.3%	4	2.0%	5	3.4%	44	2.6%	45	2.4%	253	0.8%
Alcohol Drug Involved	0	0.0%	28	13.8%	38	26.0%	149	8.8%	441	23.3%	1954	6.5%
Improper Driving	0	0.0%	13	6.4%	5	3.4%	147	8.6%	110	5.8%	1980	6.6%
None Identified	0	0.0%	11	5.4%	10	6.8%	118	6.9%	85	4.5%	1190	4.0%
Mechanical or Road Defect	0	0.0%	5	2.5%	3	2.1%	45	2.6%	30	1.6%	569	1.9%
Disregard Traffic Signal	0	0.0%	2	1.0%	4	2.7%	36	2.1%	165	8.7%	3034	10.1%
Pedestrian Error	0	0.0%	1	0.5%	5	3.4%	6	0.4%	95	5.0%	304	1.0%
Bicyclist Error	0	0.0%	1	0.5%	0	0.0%	1	0.1%	5	0.3%	59	0.2%
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%	1	0.1%	0	0.0%	16	0.1%
Total	16	100.0%	203	100.0%	146	100.0%	1702	100.0%	1890	100.0%	29945	100.0%

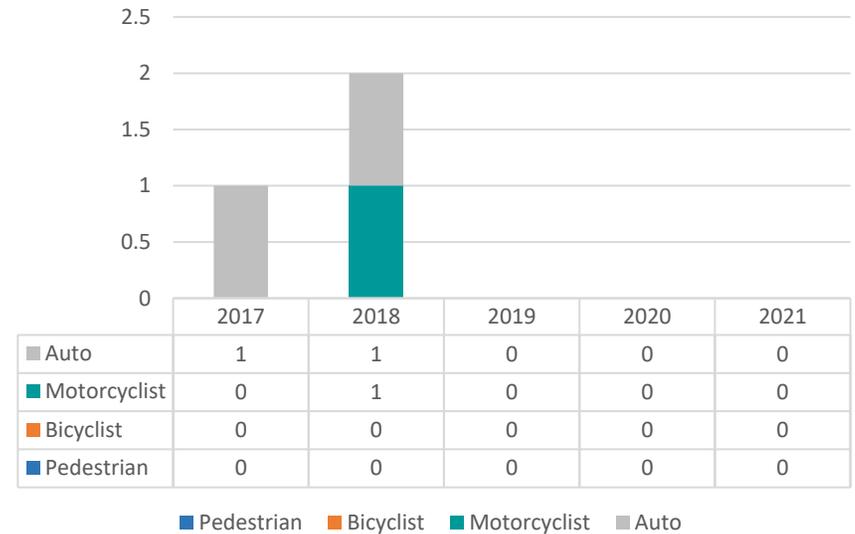
Village of Corrales Area Safety Profile

Fatal by Mode and Class (2017 to 2021)

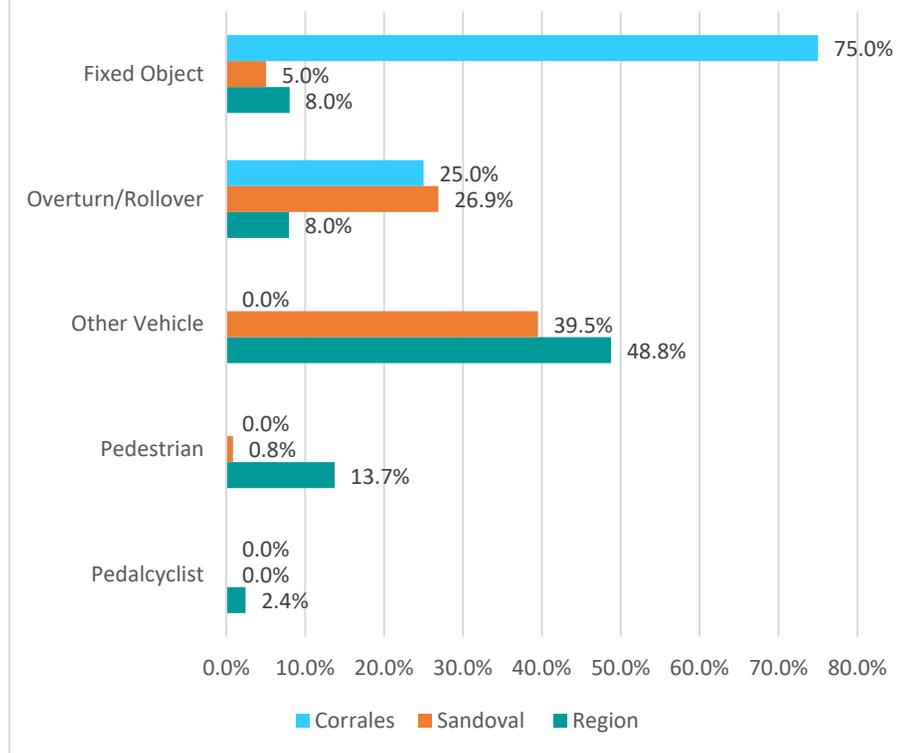
Corrales, with its modest population of 8,493 as per the 2020 Census, experienced three fatal crashes over a span of five years, each involving drugs and/or alcohol. All three were collisions with fixed objects. The first two involved vehicles and the third a motorcycle. All three fatalities occurred on Corrales Road.

Corrales has fewer severe crashes involving vehicle overturns or rollovers compared to the region. However, it has more collisions with fixed objects. The difference may be because of the road characteristics. Corrales has narrow roads lined with trees, walls, and other barriers. So, vehicles that veer off the road, for example, because of speeding or substance involvement are more likely to hit these objects instead of resulting in a rollover.

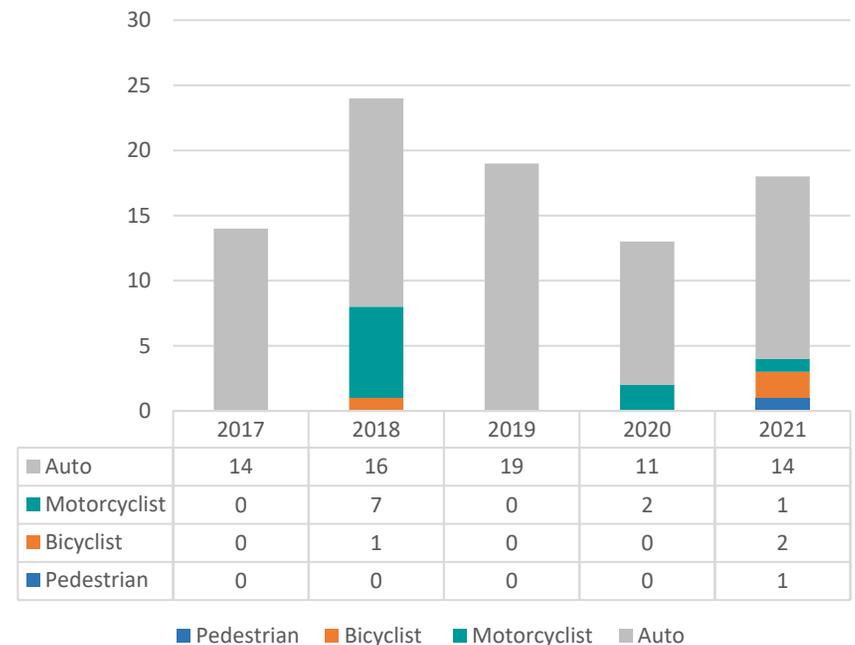
Fatalities + Class A Injuries by Mode and Year



Fatalities + Class A Injuries by Type



Injuries by Mode and Year



Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top Intersections and Corridors

Corrales Road and Loma Larga Road are the primary locations for the most dangerous intersections. These intersections, particularly where they cross Meadowlark Lane, have more severe crashes. A total of 36 crashes occurred at these intersections, resulting in 8 severe injuries. These figures underscore the need for increased safety measures at these specific locations.

Certain corridors also stand out for their high number of severe crashes. Don Julio Road, for instance, has seen 40 injuries from crashes within a five-year period. Additionally, multiple segments along Corrales Road and Loma Larga Road have also reported a high number of injuries, with 51 and 9 injuries respectively.

High Priority Maps

The map shows the High Fatal and Injury Network (HFIN) corridors and intersections that are above mean for the Village of Corrales. An analysis of crash distribution reveals that all fatal incidents, along with numerous severe (Class A) injuries, took place on Corrales Road. Loma Larga Road also accounted for a significant proportion of severe injuries. This pattern aligns with the fact that these two corridors contain most of the Village's traffic. A couple of segments along Corrales Road stand out with a higher number of severe crashes. These corridors house numerous key destinations, including schools, museums, and cultural centers. Ensuring the safety of these bustling areas for pedestrians, cyclists, and drivers alike is of utmost importance for safety.

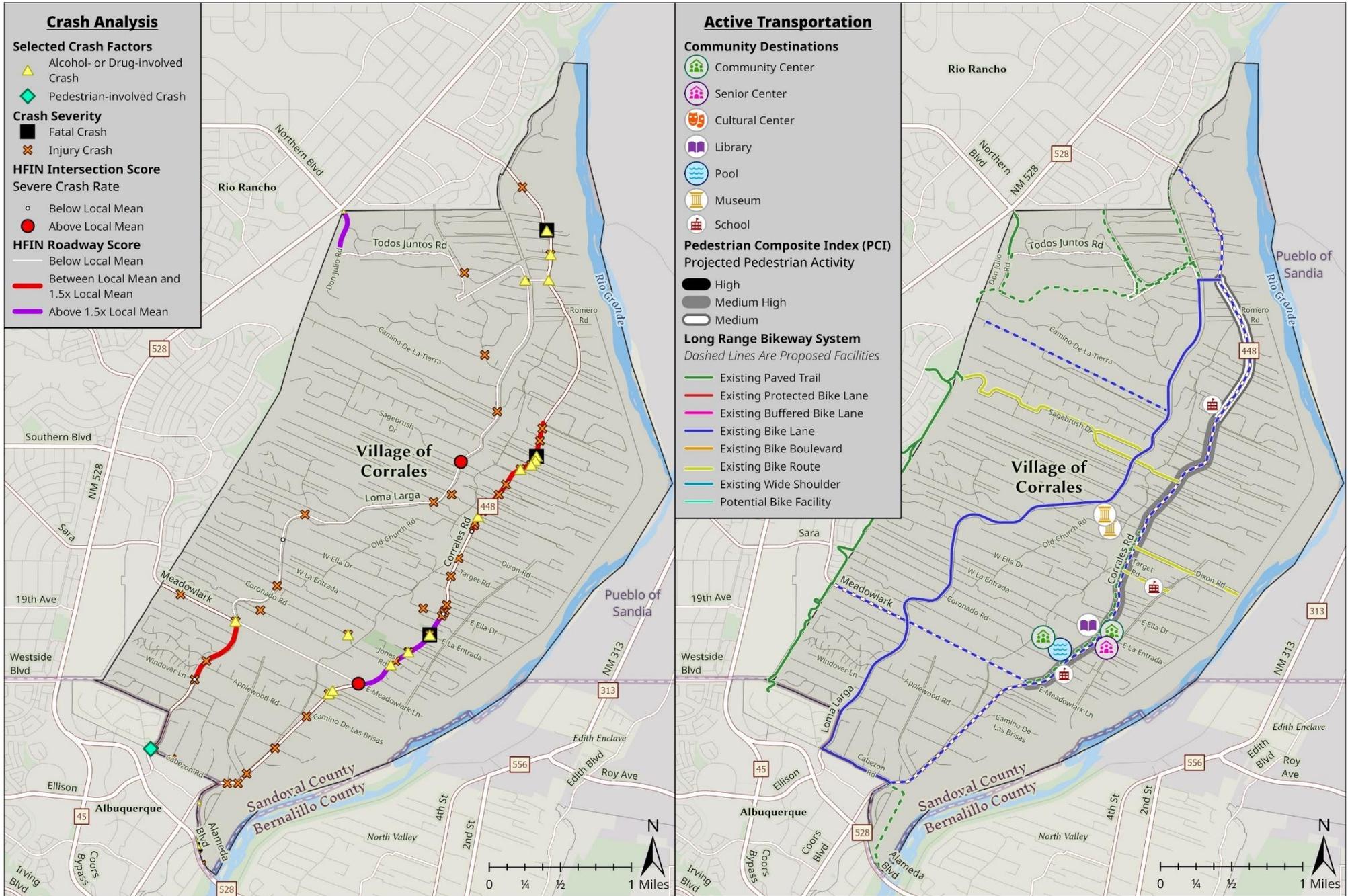
INTERSECTIONS

Street A	Street B	Killed + Injury Crashes	Approach Volume	Severe Rate
LOMA LARGA RD	SAGEBRUSH DR	3	1,898	0.86
CORRALES RD	MEADOWLARK LN	4	12,158.5	0.18
CORRALES RD	ELLA DR	3	5,601	0.16
LOMA LARGA RD	WINDOVER RD	2	7,160	0.15
MEADOWLARK LN.	LOMA LARGA RD.	2	9,172.5	0.12

CORRIDORS

Corridor	Location	Killed	Class A	Injured	Speed	Lanes
DON JULIO RD.	NORTH OF TODOS JUNTOS RD. - SE OF N.M. 528	0	0	40	25	2
CORRALES ROAD	NORTHEAST OF MEADOW LARK - SOUTH OF WEST ELLA DR.	1	1	21	35	2
CORRALES ROAD	NORTH OF CALLE CUERVO - SOUTH OF MEADOW LARK	0	0	16	35	2
CORRALES ROAD	NORTH OF SAN YSIDRO - SOUTH OF CAMINO DE LUCA	1	0	14	30	2
LOMA LARGA	N. OF OLD BERN/SAND C.L. - SOUTH OF MEADOW LARK	0	0	9	30	2

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Top Contributing Factor (TCF)

Between 2017 and 2019, 3 fatalities and 10 injuries were linked to drugs and/or alcohol, and 10 injuries were related to speeding, emphasizing the importance of comprehensive crash analysis and prevention strategies. The TCF (Top Contributing Factor) for fatal crashes is Alcohol / Drug Involved at 75%, with the remaining 25% identified as Following too Closely. Driver Inattention is identified as the Top Contributing Factor of crash related injuries, resulting in 17 injuries. Excessive Speeding is second, contributing to 10 injuries, while Following Too Closely is a close third with 9 injuries.

Top Contributing Factor	Corrales				Sandoval				Region			
	Fatal + Class A	% of total	Injured	% of total	Fatal + Class A	% of total	Injured	% of total	Fatal + Class A	% of total	Injured	% of total
Alcohol Drug Involved	3	75.0%	10	11.5%	25	34.7%	56	13.5%	441	23.3%	1954	6.5%
Following Too Closely	1	25.0%	9	10.3%	2	2.8%	31	7.5%	92	4.9%	3251	10.9%
Driver Inattention	0	0.0%	17	19.5%	4	5.6%	62	14.9%	208	11.0%	6927	23.1%
Excessive Speed	0	0.0%	10	11.5%	17	23.6%	90	21.6%	215	11.4%	2626	8.8%
Improper Driving	0	0.0%	3	3.4%	4	5.6%	29	7.0%	110	5.8%	1980	6.6%
Other	0	0.0%	3	3.4%	7	9.7%	51	12.3%	54	2.9%	594	2.0%
Failed to Yield Right of Way	0	0.0%	2	2.3%	0	0.0%	21	5.0%	271	14.3%	5828	19.5%
None Identified	0	0.0%	2	2.3%	2	2.8%	35	8.4%	85	4.5%	1190	4.0%
Avoid Contact	0	0.0%	1	1.1%	2	2.8%	18	4.3%	45	2.4%	807	2.7%
Disregard Traffic Signal	0	0.0%	0	0.0%	0	0.0%	0	0.0%	165	8.7%	3034	10.1%
Pedestrian Error	0	0.0%	0	0.0%	0	0.0%	0	0.0%	95	5.0%	304	1.0%
Drove Left Of Center	0	0.0%	0	0.0%	8	11.1%	9	2.2%	45	2.4%	253	0.8%
Mechanical or Road Defect	0	0.0%	0	0.0%	1	1.4%	13	3.1%	30	1.6%	569	1.9%
Passed Stop Sign	0	0.0%	0	0.0%	0	0.0%	1	0.2%	29	1.5%	553	1.8%
Bicyclist Error	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	0.3%	59	0.2%
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	16	0.1%
Total	4	100.0%	87	100.0%	72	100.0%	416	100.0%	1890	100.0%	29945	100.0%

Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Local Concerns

Based on feedback from local representatives for the Village of Corrales, it was noted that excessive speeding is a frequent issue and that there is a need to implement more traffic calming measures. Safety strategies, particularly for deterring lane departures, would also be beneficial. A significant number of crashes occur at the peripheries of Corrales, where vehicles frequently enter and exit.

The Village is home to a considerable older demographic. City officials are keen on promoting outdoor activities among these residents, with a particular emphasis on ensuring their safety during walks around the community.

Furthermore, there's an initiative to boost the currently low local bus ridership. As new facilities are being constructed, the need for safe passageways to these destinations becomes increasingly important.

Other public comments obtained through the RTSAP survey process included a concern for having enough space for bicyclists along roadways and for more pedestrian crossings.

Collaborative Effort

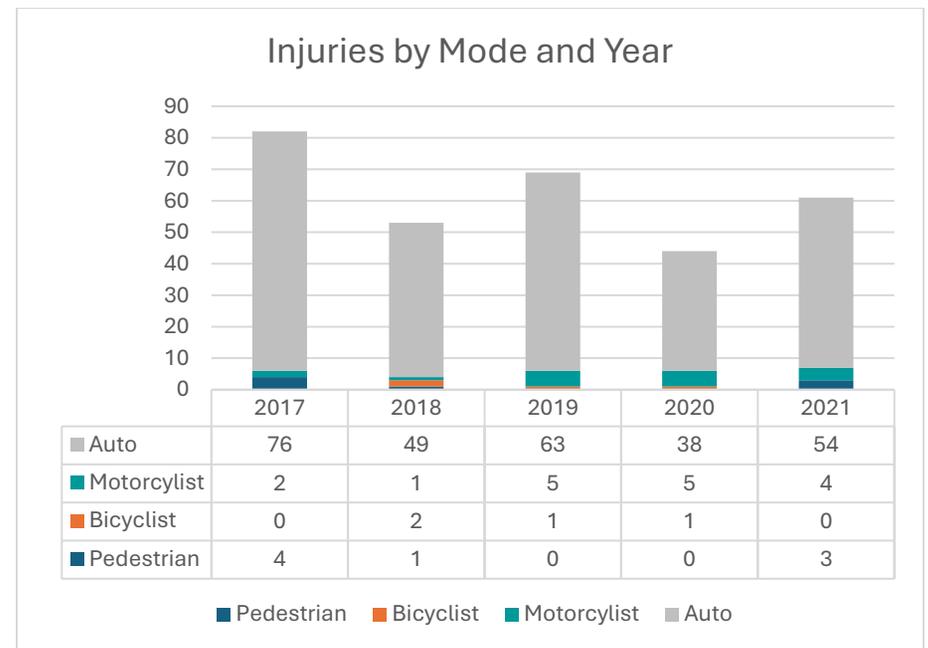
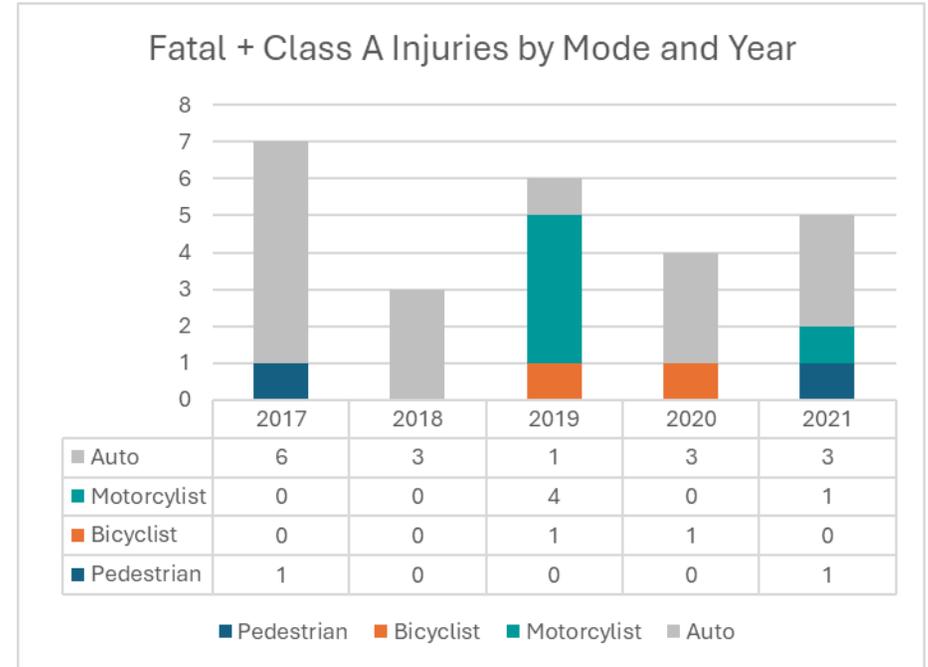
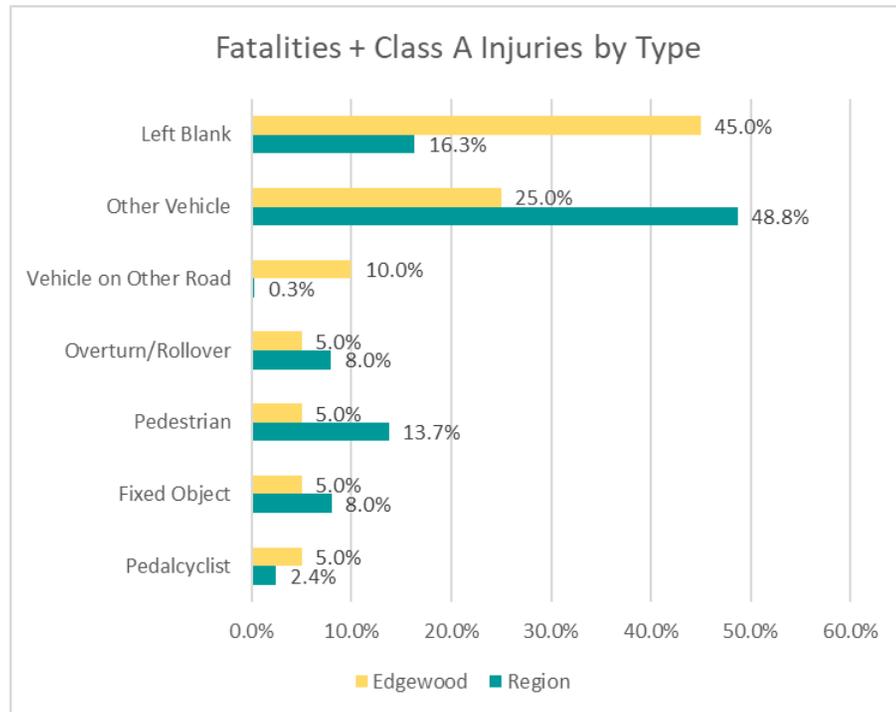
Corrales Road is owned by the New Mexico Department of Transportation and there are a few schools along this roadway, which means that for future safety strategies to be implemented there needs to be a coordinated effort among the NMDOT and the school administration. Entry and exit points to Corrales are owned by Rio Rancho to the West and North and Bernalillo County and the City of Albuquerque to the South.

Town of Edgewood Area Safety Profile

Fatal by Mode and Class Type (2017 to 2021)

Crash data for the Town of Edgewood reveals some interesting trends. The first and most apparent observation is that 45% of the crashes have been left blank for their Class Type. This means that nearly half of the crashes in the town lack data. Notably, the class type Vehicle on Other Road stands out as a significant statistic for Edgewood, accounting for 10% of overall fatalities and Class A injuries.

Unlike other areas, Edgewood has experienced a very high rate of motorcyclist crashes. This trend is particularly evident between 2019 and 2021. In 2019, there were 4 motorcyclist fatalities/Class A injuries, constituting 66.6% of all fatalities and Class A injuries for Edgewood that year. Additionally, during the three-year period, 14 motorcyclists were injured, with an additional 2 incidents in 2017. Although motorcyclists represent a small share of overall traffic, these statistics highlight their high risk in this area.



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Top Intersections and Corridors

The most at-risk locations in the Town of Edgewood are almost all along the highways or interchanges. These corridors are the only ones listed on the HFIN (High-Frequency Injury Network). According to the US Census Bureau, the Town of Edgewood had a population of 6,117 in 2022. Given this small population, it's likely that most traffic passing through the area is for commuting and primarily confined to the interstate. Consequently, it's no surprise that by far the most incidents have occurred on N.M. 333 and N.M. 344, the two main thoroughfares in Edgewood. Along N.M. 333, there have been 3 fatalities and 47 injuries (1 being Class A). Along N.M. 344, there has been 1 fatality and 41 injuries.

High Priority Maps

The Crash Analysis map shows the concentration of crashes along N.M. 333 and N.M. 344. The only stretch of roadway that exceeds the local HFIN (High-Frequency Injury Network) mean is the segment between N.M. 333 and I-40. It's important to note that while the majority of crashes in Edgewood occurred along I-40, these numbers are not reflected in the top HFIN intersections and corridors for the town because Edgewood lacks jurisdiction over the Interstate. However, traffic feeding into I-40 could be a significant contributing factor to crashes, as they appear to concentrate near the junction.

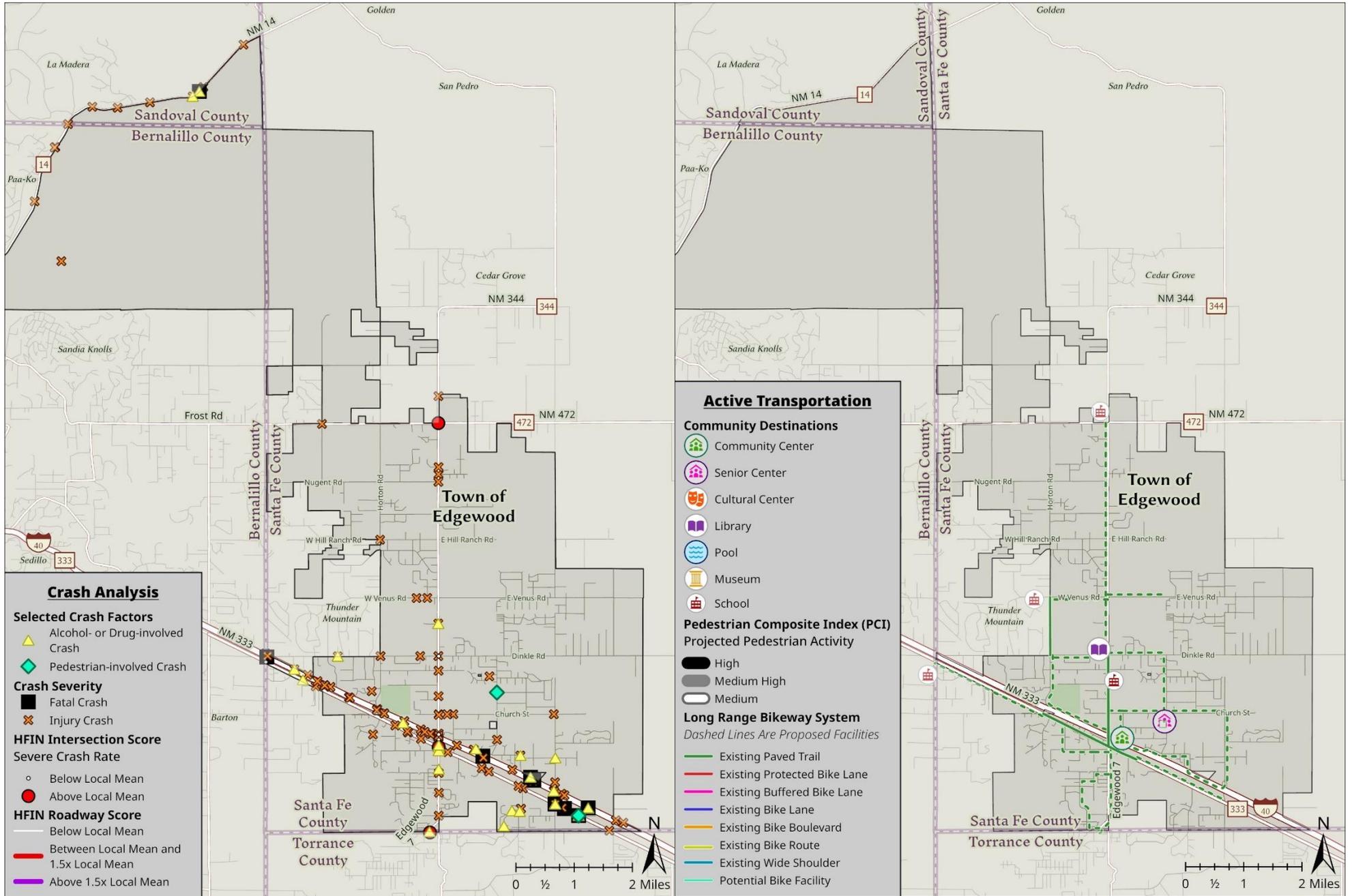
INTERSECTIONS

Street A	Street B	Killed + Injury Crashes	Approach Volume	Severe Rate
N.M. 333	N.M. 344	8	15,354	0.28
N.M. 333	N.M. 344	7	15,354	0.24
N.M. 472	FROST RD	1	2,454.5	0.19
	EDGEWOOD			
N.M. 344	INTCH	2	16,342.5	0.06
N.M. 344	DINKLE RD	1	12,684	0.04
	EDGEWOOD			
N.M. 344	INTCH	1	13,854	0.04

CORRIDORS

Corridor	Location	Killed	Class A	Injured	Speed	Lanes
N.M. 333	SOUTHEAST OF N.M. 344 - SANTA FE/TORRANCE C.L.	3	1	29	55	2
N.M. 333	BERNALILLO/SANTA FE C.L. - NORTHWEST OF N.M. 344	0	2	18	55	2
EDGEWOOD D 7	NORTH OF MARTINEZ RD. - SOUTH OF N.M. 333	0	0	18	30	2
N.M. 344	NORTH OF DINKLE RD. - SOUTH OF N.M. 472	0	0	12	55	2
N.M. 344	NORTH OF N.M. 333 - SOUTH OF EDGEWOOD SOUTH RAMPS	0	0	12	55	2
N.M. 14	BERN/SAND C.L. - SAND/ SANTA FE C.L. (AMPA)	1	1	9	55	2

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Top Contributing Factor (TCF)

Excessive Speeding, like in many other areas in the region, is the top contributing factor for both fatalities, Class A injuries, and overall injuries in Edgewood. This factor accounts for approximately a quarter of all fatal/injury crashes in the town, which is significantly higher than similar Excessive Speeding incidents in the rest of the region. Failure to Yield Right of Way is another factor that stands out. Although it hasn't contributed to any fatalities or Class A injuries, it has accounted for 14% of total injuries in Edgewood. Interestingly, Alcohol Drug Involved, which is typically the highest contributing factor for fatalities and Class A injuries, doesn't hold the same prominence here. It remains relevant but has much lower rates compared to other municipalities and tribal areas. Despite the smaller sample size, the top contributing factors reveal that many of Edgewood's crash trends align with the rest of the region. Excessive Speeding, Following Too Closely, Driver Inattention, and Alcohol Drug Involved remain the main concerns.

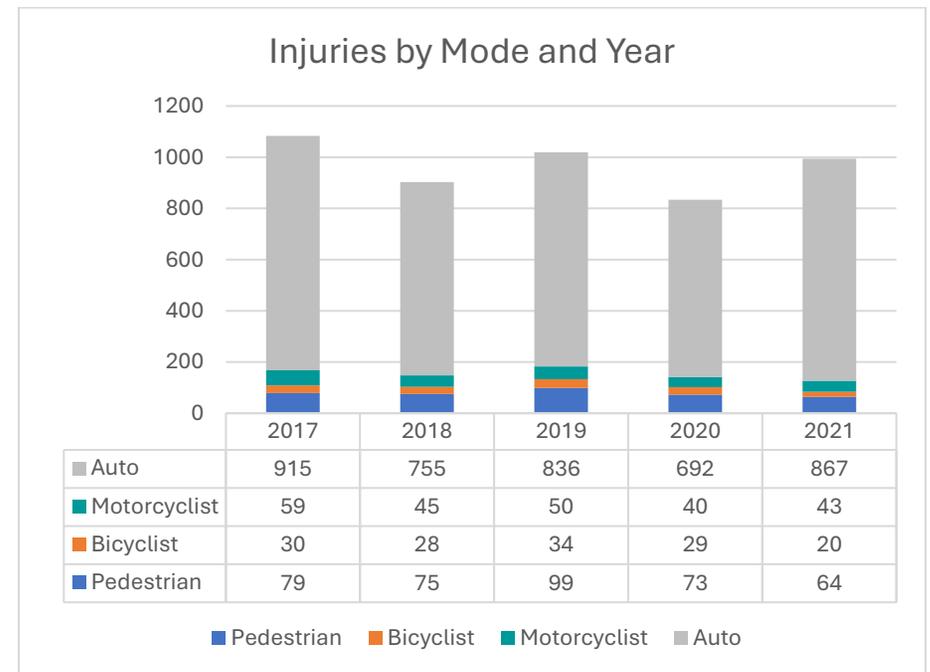
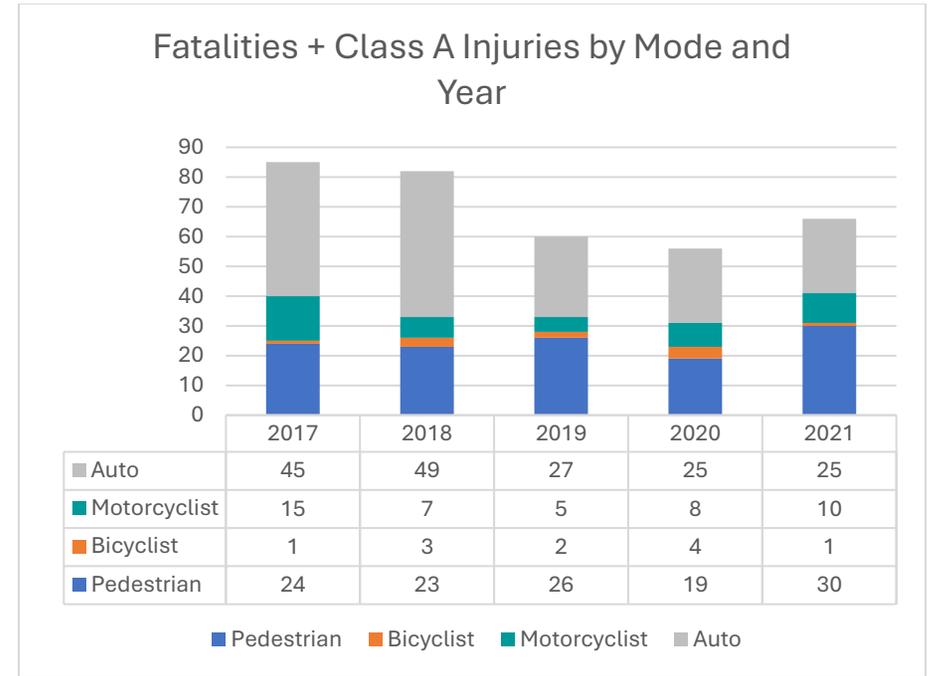
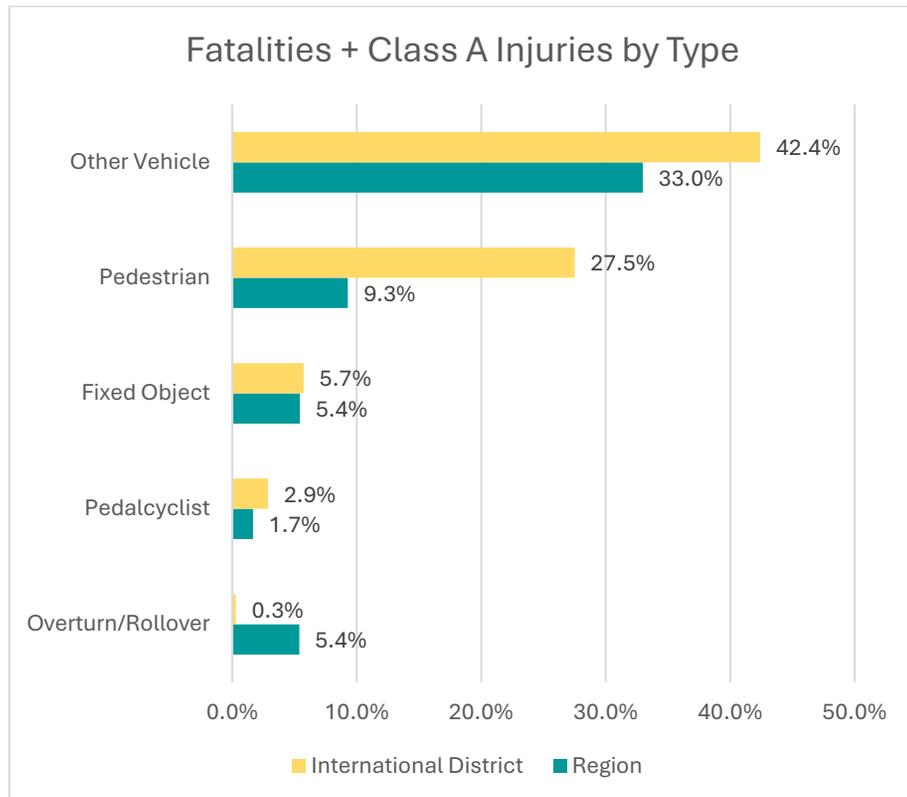
Top Contributing Factor	Edgewood				Region			
	Fatal + Class A	% of Total	Injured	% of Total	Fatal + Class A	% of Total	Injured	% of Total
Excessive Speed	2	25.0%	27	25.2%	215	11.4%	2626	8.8%
Following Too Closely	1	12.5%	11	10.3%	92	4.9%	3251	10.9%
Driver Inattention	1	12.5%	14	13.1%	208	11.0%	6927	23.1%
Alcohol Drug Involved	1	12.5%	8	7.5%	441	23.3%	1954	6.5%
Improper Driving	1	12.5%	8	7.5%	110	5.8%	1980	6.6%
Drove Left Of Center	1	12.5%	4	3.7%	45	2.4%	253	0.8%
Mechanical or Road Defect	1	12.5%	1	0.9%	30	1.6%	569	1.9%
Failed to Yield Right of Way	0	0.0%	15	14.0%	271	14.3%	5828	19.5%
Other	0	0.0%	5	4.7%	54	2.9%	594	2.0%
Avoid Contact	0	0.0%	4	3.7%	45	2.4%	807	2.7%
Passed Stop Sign	0	0.0%	4	3.7%	29	1.5%	553	1.8%
None Identified	0	0.0%	3	2.8%	85	4.5%	1190	4.0%
Disregard Traffic Signal	0	0.0%	3	2.8%	165	8.7%	3034	10.1%
Pedestrian Error	0	0.0%	0	0.0%	95	5.0%	304	1.0%
Bicyclist Error	0	0.0%	0	0.0%	5	0.3%	59	0.2%
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%	16	0.1%
Total	8	100.0%	107	100.0%	1890	100.0%	29945	100.0%

International District Area Safety Profile

Fatal by Mode and Class Type (2017 to 2021)

The Albuquerque International District is the most dangerous area in the region, especially for vulnerable road users. This is reflected in the extremely high share of severe pedestrian crashes in the area – accounting for 27.5% of all fatalities and Class A (seriously incapacitating) injuries. This total is drastically higher than anything seen in other areas across the region.

Despite vehicular making up the largest share of crashes, in 2021, the number of crashes involving pedestrians exceeded the number for vehicles in terms of fatalities and Class A injuries. This problem has not been witnessed in many areas throughout the region; at this location, it is by far the worst. In 2019, a similar trend occurred where pedestrian fatalities and class A injuries fell just short of vehicular numbers by one.



Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top Intersections and Corridors

The Albuquerque International District has many high-priority locations. Among these, the most dangerous intersections are along Central Avenue and Louisiana Boulevard, with the worst being at the intersection of these two corridors. These two roadways make up 6 of the top 10 most at-risk intersections in the area.

Central Avenue and Louisiana Boulevard, along with Wyoming, Tramway, and Eubank, are the riskiest corridors. While Wyoming has the highest HFIN (High-Fatality Intersection Network) total, Central Avenue is the worst corridor in terms of total incidents. It has by far the highest number of fatalities, class A injuries, and overall injuries. Even among the top 2 segments, Central accounts for 12 fatalities and 598 injuries (43 of which are class A). These very concerning numbers represent only a small percentage of all crashes along Central, highlighting just how dangerous this corridor is.

INTERSECTIONS

Street A	Street B	Killed + Injury Crashes	Approach Volume	Severe Rate
CENTRAL AVE.	LOUISIANA BLVD.	165	37,732	1.59
COPPER AVE.	CHELWOOD PARK BLVD.	23	7,721	1.03
LOMAS BLVD.	LOUISIANA BLVD.	126	47,493	0.99
CENTRAL AVE.	EUBANK BLVD.	141	53,367.50	0.9
ZUNI RD.	WYOMING BLVD.	52	18,792	0.87
ZUNI RD.	SAN PEDRO DR.	57	22,634	0.87
CENTRAL AVE.	SAN PEDRO DR.	75	26,581	0.85
ZUNI RD.	LOUISIANA BLVD.	55	28,929.50	0.8
CENTRAL AVE.	SAN MATEO BLVD.	81	37,353.50	0.8
LOMAS BLVD.	JUAN TABO BLVD.	87	43,502.50	0.79

CORRIDORS

Corridor	Location	Killed	Class A	Injuries	Speed	Lanes
WYOMING	NORTH OF ZUNI - SOUTH OF CENTRAL	5	8	125	35	6
LOUISIANA	NORTH OF ZUNI - SOUTH OF CENTRAL	0	21	246	35	5
TRAMWAY	SOUTH OF I-40 S. RAMPS - NORTH OF EAST CENTRAL	2	7	41	45	4
LOUISIANA	NORTH OF CENTRAL - SOUTH OF COPPER	1	13	185	35	6
WYOMING	NORTH OF LOMAS - SOUTH OF I-40 S. RAMPS	1	5	90	40	6
CENTRAL	EAST OF LOUISIANA - WEST OF PENNSYLVANIA	9	28	317	35	6
EUBANK	NORTH OF CENTRAL - SOUTH OF CHICO	2	14	188	40	6
EUBANK	NORTH OF SOUTHERN - SOUTH OF CENTRAL	1	12	179	40	4
CENTRAL	EAST OF SAN PEDRO - WEST OF LOUISIANA	3	15	281	35	4
SAN PEDRO	NORTH OF ZUNI - SOUTH OF CENTRAL	4	2	142	35	4

Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Lighting Conditions

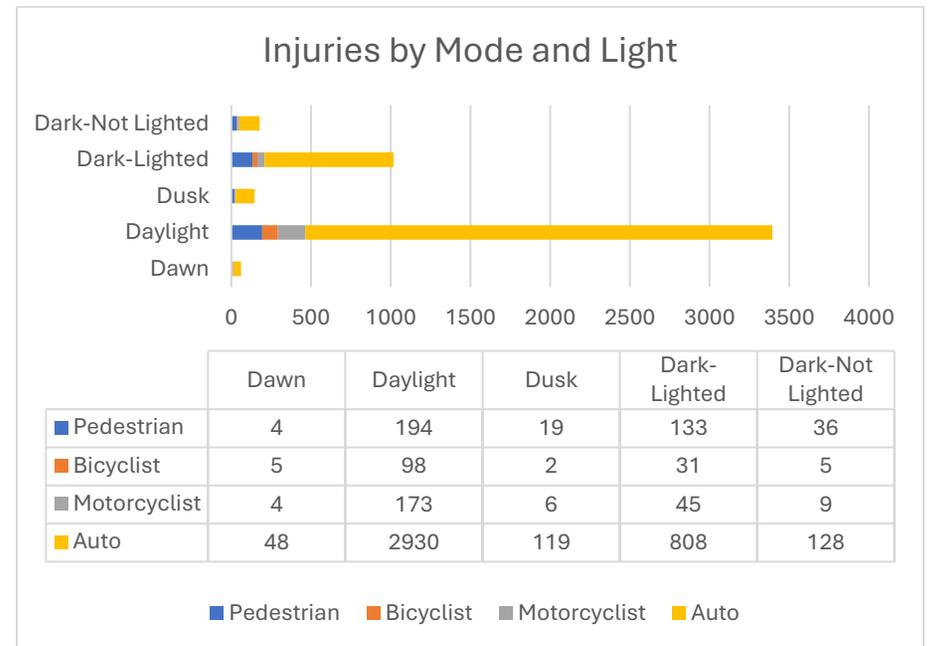
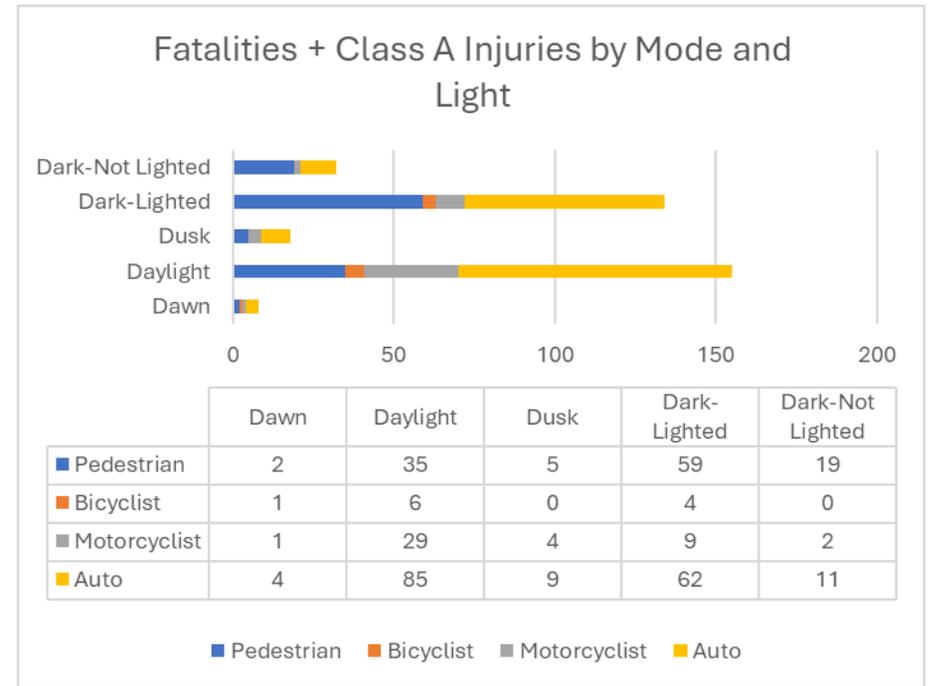
While most injury crashes occur during the day, dark conditions are where vulnerable road users face the highest risk, particularly pedestrians. In Dark-Lighted conditions, pedestrians account for 44% of fatalities and Class A injuries, while in Dark-Not Lighted conditions, they account for 59%. Motorcyclists, on the other hand, are most at risk during daylight hours. Despite constituting a small share of overall traffic, they account for 18.7% of fatalities and class A injuries during those hours.

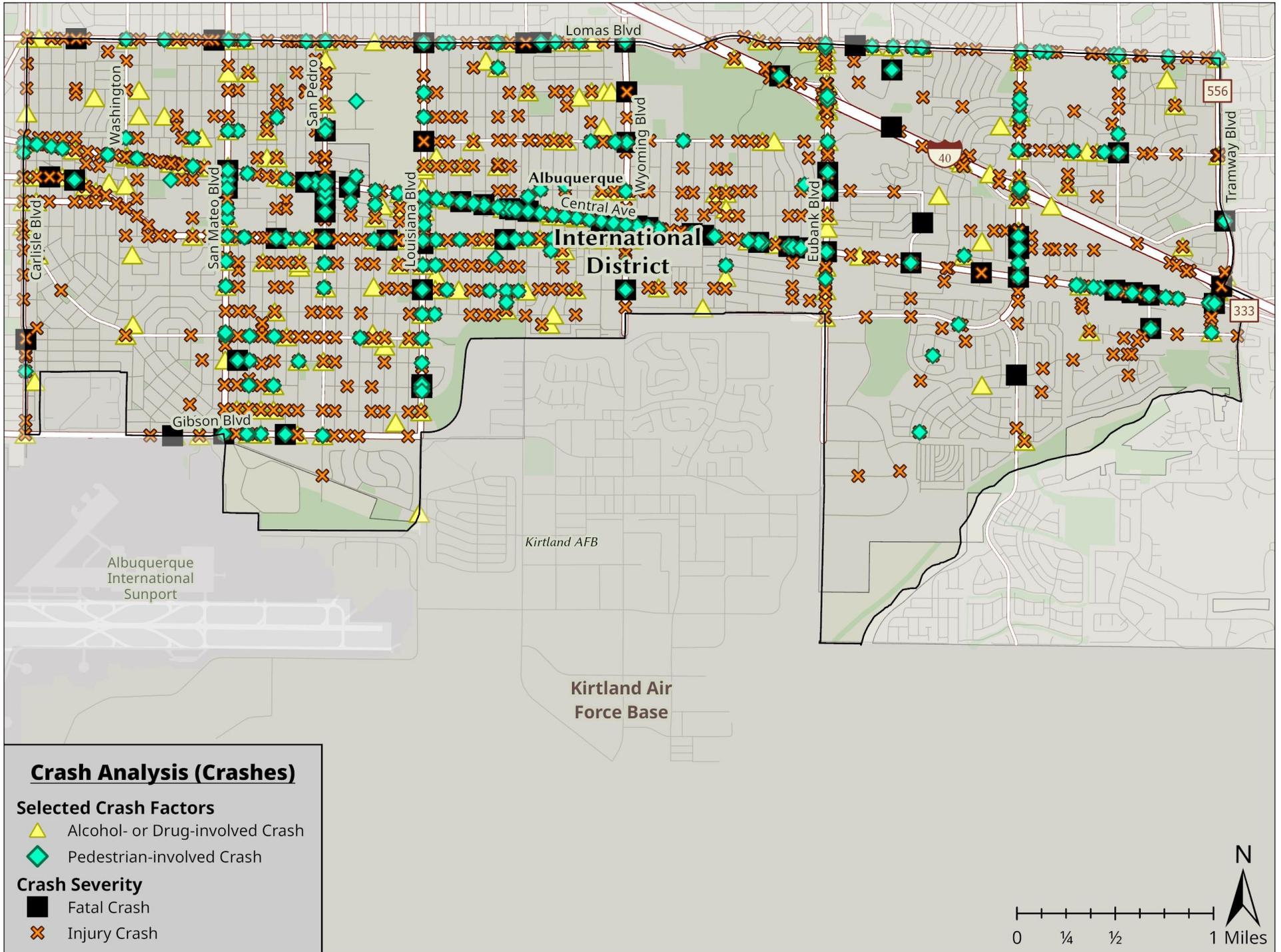
In the International District, bicyclist crashes do not peak at dusk as seen in other regions. This deviation could be due to residents in the area using bikes primarily for utilitarian purposes (such as commuting to work or running errands) rather than recreational riding.

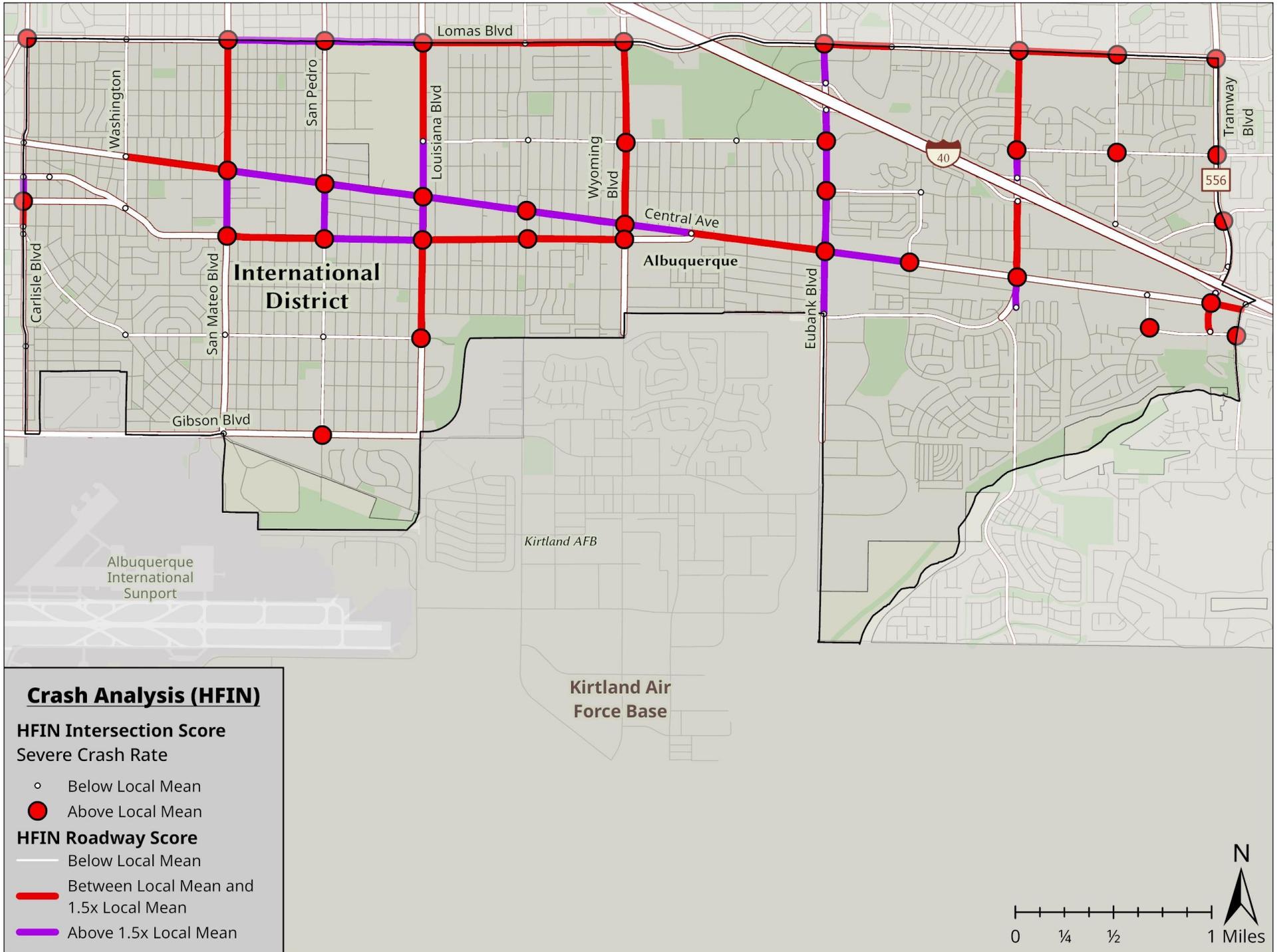
High Priority Maps

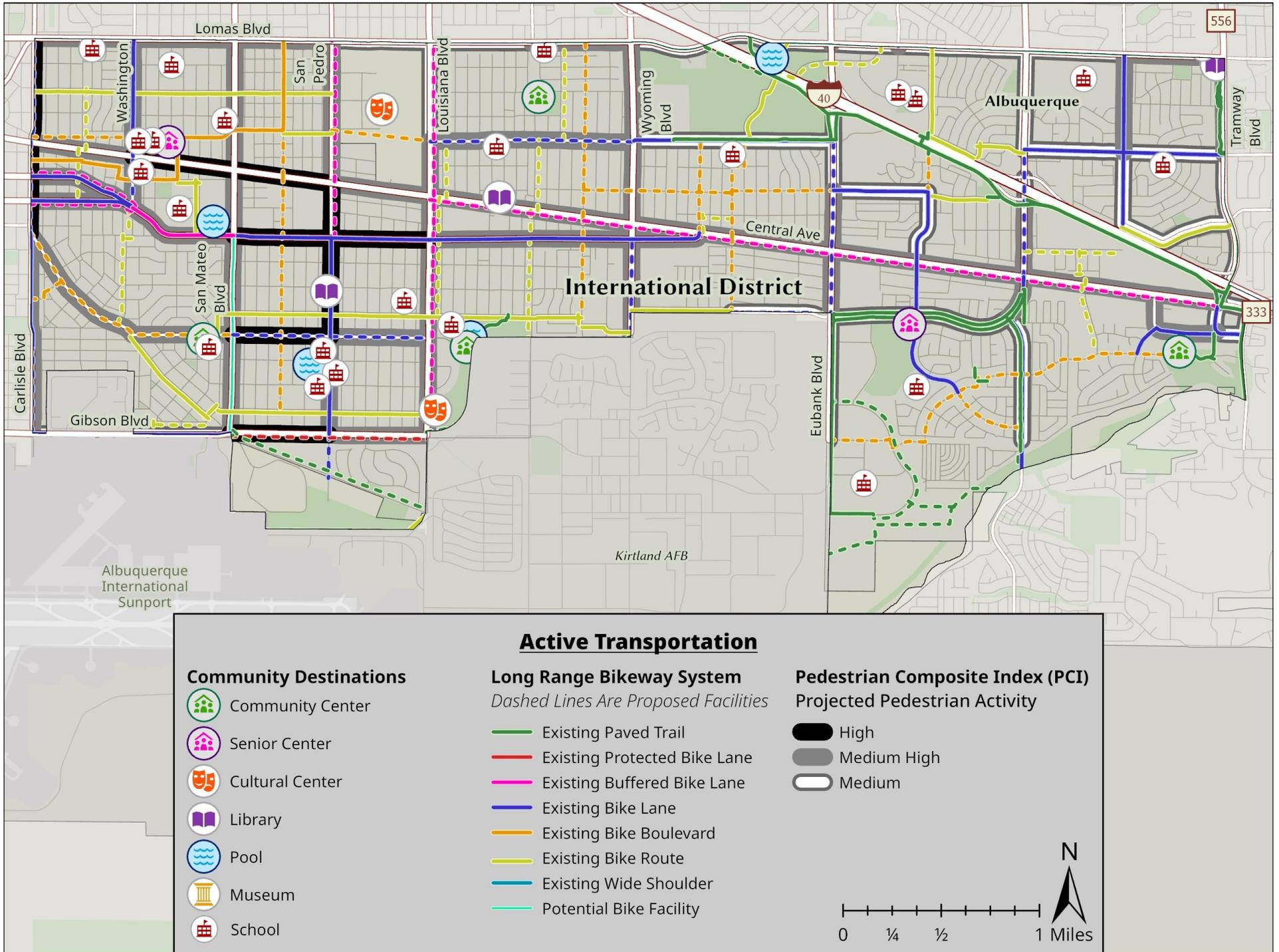
The crash analysis map for the Albuquerque International District once again illustrates how dangerous East Central is, particularly between San Mateo and Eubank. Almost the entire stretch is above 1.5 times the local mean for the HFIN (High-Fatality Intersection Network) total. Additionally, the map highlights increased risk at intersections along East Central. Every major intersection has a severe crash rate above the local mean for the area.

Many destinations are situated along East Central. A key location is Central and Washington, where three schools and a senior center are located. The International District Library is also situated along this corridor between San Pablo and Charleston. Overall, within the International District, there are 22 schools, 4 community centers, 4 pools, 3 libraries, 2 senior centers, 2 cultural centers, and numerous shops. Given this richness of destinations, ensuring safety for all road users in the area is crucial.









Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top Contributing Factor (TCF)

Alcohol/Drug-involved crashes are a significant issue in the Albuquerque International District. Between 2017 and 2019, there were 69 fatal and Class A crashes reported involving substances. This accounted for 15.6% of all Alcohol Drug Involved crashes regionally, despite the International District comprising only 5% of the region’s population. The next two top contributing factors for fatalities and Class A injuries in the region are Disregard Traffic Signal and Failed to Yield Right of Way. Coupled with the issue of Excessive Speeding, this poses a substantial risk for all road users.

The International District also experiences an unusually high rate of pedestrian error fatalities and class A injuries. While this factor tends to be less significant in other municipalities and Tribal areas, it is prevalent in this location. This situation demonstrates the issue of Central Avenue being a “stroad” – attempting to accommodate both high traffic volumes and serve as a destination-rich corridor. Consequently, the roadway faces multiple conflicts across all modes of transportation. Central Avenue sees significant pedestrian activity for shopping, entertainment, and access to adjacent residences. The combination of heavy road traffic and pedestrian movement raises concerns for vulnerable road users.

In line with the rest of the region, Failed to Yield Right of Way and Driver Inattention are the two primary factors contributing to injuries in the International District, accounting for approximately 10% of overall injuries caused by these factors.

Top Contributing Factor	International District				Region			
	Fatal + Class A	% of total	Injured	% of total	Fatal + Class A	% of total	Injured	% of total
Alcohol Drug Involved	69	30.4%	206	6.9%	441	23.3%	1954	6.5%
Disregard Traffic Signal	26	11.5%	386	12.8%	165	8.7%	3034	10.1%
Failed to Yield Right of Way	24	10.6%	609	20.3%	271	14.3%	5828	19.5%
Pedestrian Error	22	9.7%	91	3.0%	95	5.0%	304	1.0%
Excessive Speed	21	9.3%	189	6.3%	215	11.4%	2626	8.8%
Driver Inattention	16	7.0%	675	22.5%	208	11.0%	6927	23.1%
None Identified	12	5.3%	110	3.7%	85	4.5%	1190	4.0%
Improper Driving	9	4.0%	190	6.3%	110	5.8%	1980	6.6%
Following Too Closely	8	3.5%	198	6.6%	92	4.9%	3251	10.9%
Other	7	3.1%	48	1.6%	54	2.9%	594	2.0%
Passed Stop Sign	6	2.6%	149	5.0%	29	1.5%	553	1.8%
Avoid Contact	3	1.3%	73	2.4%	45	2.4%	807	2.7%
Mechanical or Road Defect	2	0.9%	53	1.8%	30	1.6%	569	1.9%
Drove Left Of Center	2	0.9%	12	0.4%	45	2.4%	253	0.8%
Bicyclist Error	0	0.0%	13	0.4%	5	0.3%	59	0.2%
Traffic Control Not Functioning	0	0.0%	3	0.1%	0	0.0%	16	0.1%
Total	227	100.0%	3005	100.0%	1890	100.0%	29945	100.0%

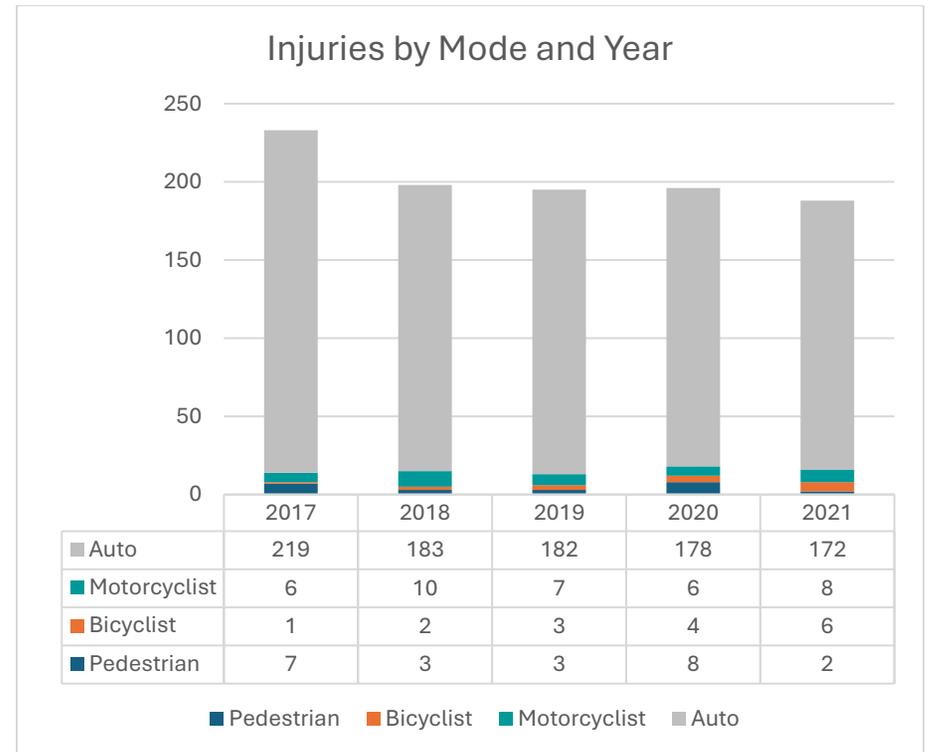
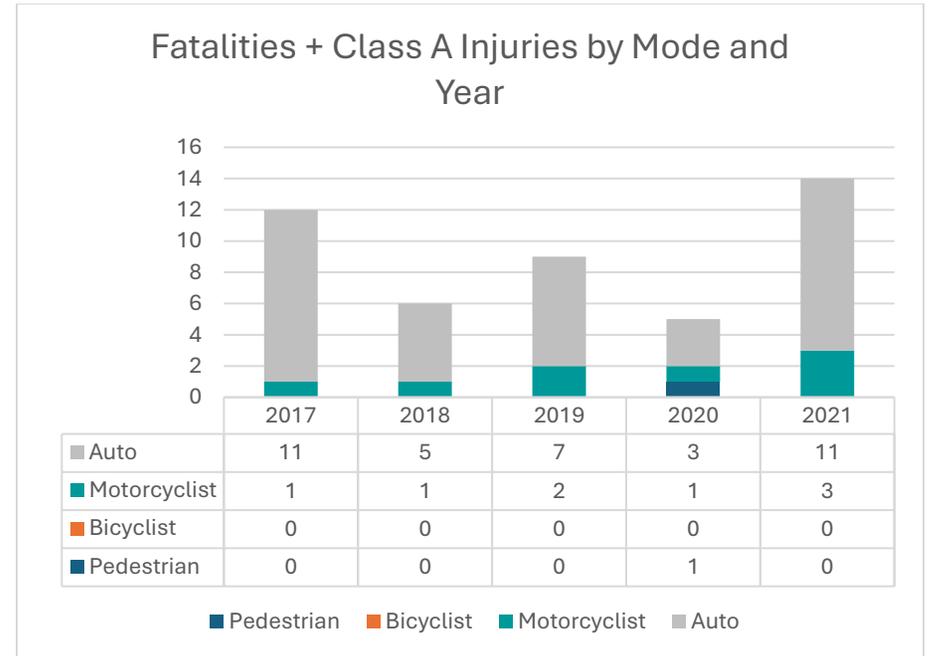
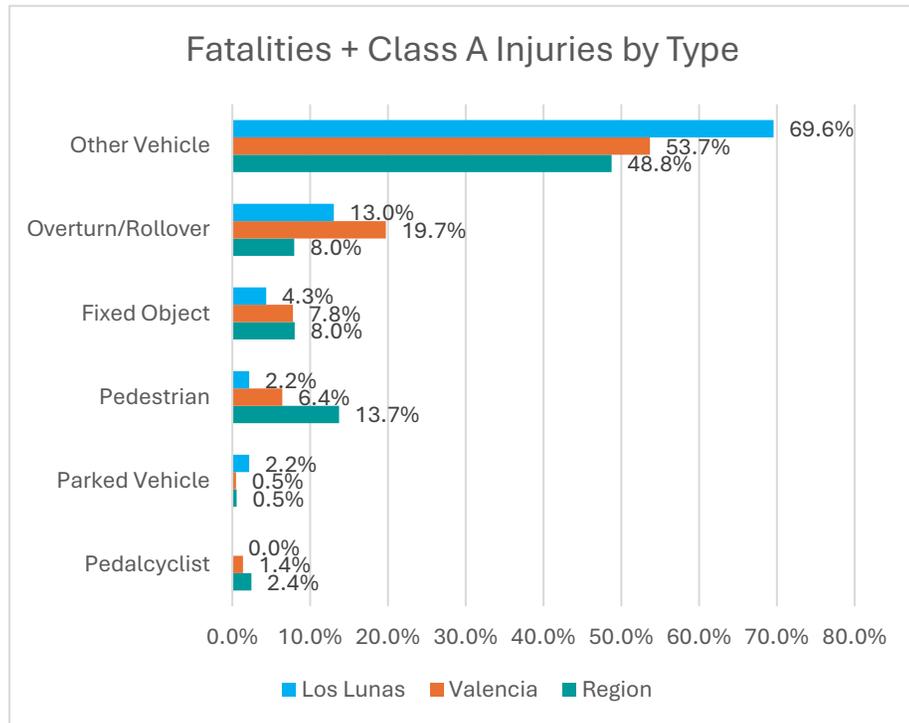
Village of Los Lunas Area Safety Profile

Fatal by Mode and Class Type (2017 to 2021)

The Village of Los Lunas has a much higher share of Other Vehicle fatalities and injury crashes than most municipalities in the region. In Los Lunas, there were the same number of severe incidents involving Parked Vehicles as Pedestrians. The Parked Vehicle class type is not commonly seen, especially in cases that result in fatalities or Class A injuries.

Los Lunas has also experienced a high rate of severe crashes and injuries involving Motorcyclists. The highest number of Motorcyclist fatalities/Class A injuries occurred in 2021 (3 fatalities) and the most injuries were recorded in 2018 (10 injuries).

There was a prevalence vehicle-on-vehicle crashes, but the low numbers but low numbers for all other modes. 2020 was when crashes involving pedestrians, bicyclists and motorcyclists were at their highest in the 5-year period but overall, these vulnerable road user crashes have remained relatively flat over the years.



Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top Intersections and Corridors

In Los Lunas, N.M., Route 6 stands out as the most dangerous roadway. This is, however, not surprising as it is the mostly heavily travelled roadway in the area. Between 2017 and 2021, N.M. 6 experienced 2 fatalities and 1065 injuries (42 of which were Class A) along this corridor, as well as 1 fatality and 403 injuries at the intersections. Additionally, there are a couple of local intersections that pose significant risks: Route 66 & Dalies Rd and Lonestar & Huning Ranch Loop. Due to their relatively high crash rate with lower traffic volumes, these two intersections still account for 4 and 3 fatalities/injuries, respectively, making them the first and second highest in severe crash rates within the village.

Potential Road Diet Candidates

Segments of NM 47 and NM 314 are recommended as potential Road Diet Candidates. These corridors have 4 lanes and are under 20,000 ADT.

N.M. Route 6 is also highlighted in some segments but of a lower priority because of the higher ADT along this roadway. As with any Road Diet, there needs to be additional engineering feasibility analyses prior to implementation.

High Priority Maps

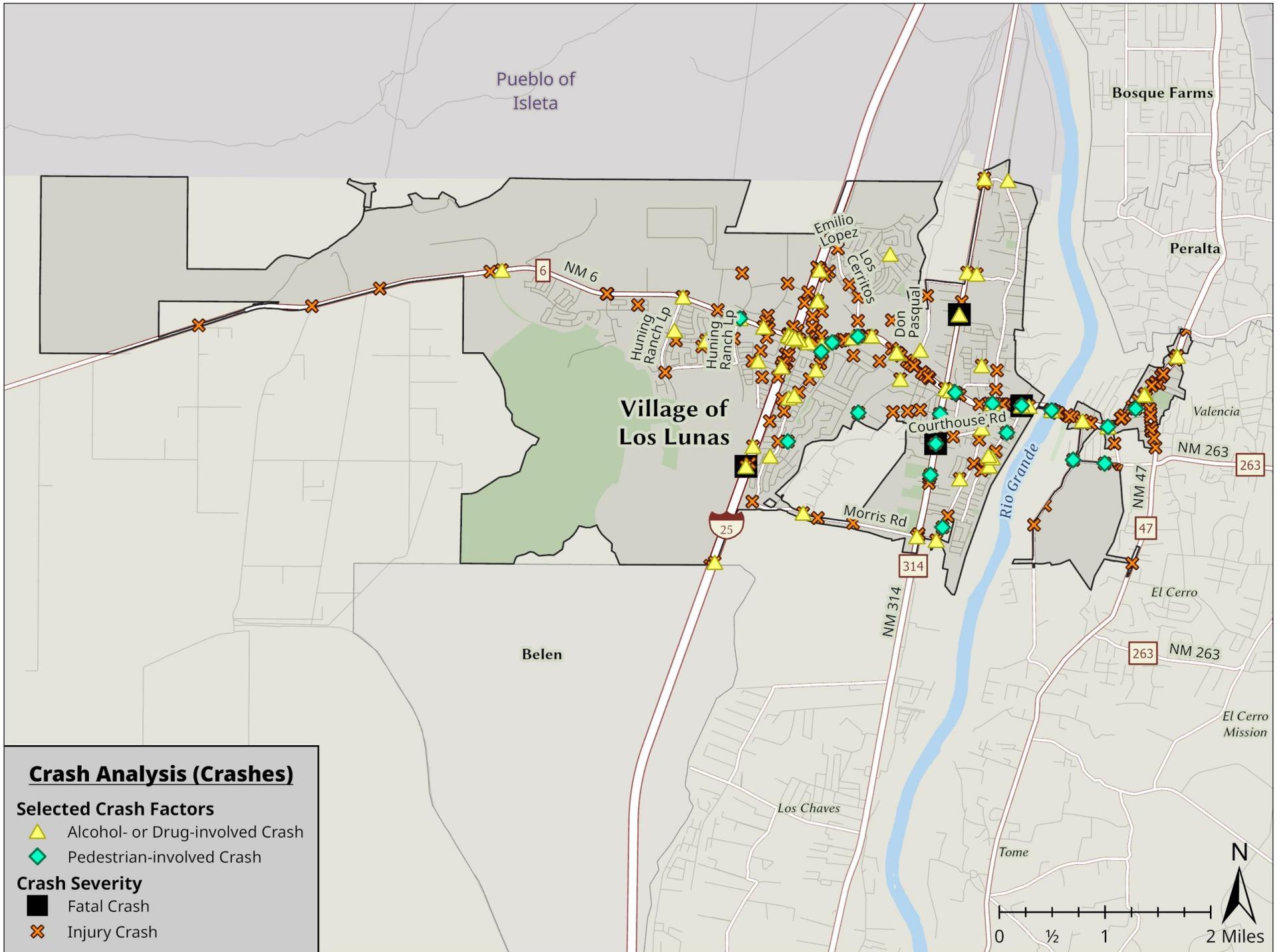
The majority of N.M. Route 6 is well above 1.5 times the local HFIN mean and is has a very high number of injury, alcohol/drug-involved, and fatal crashes. Every major intersection along N.M. 6 is also above the local HFIN intersection mean. N.M. 47 and Los Lentos Street are also high-risk locations, exceeding 1.5 times the mean. Although it's not above the local HFIN mean, Camelot (running next to I-25) is still a dangerous stretch of roadway with a high frequency of crashes.

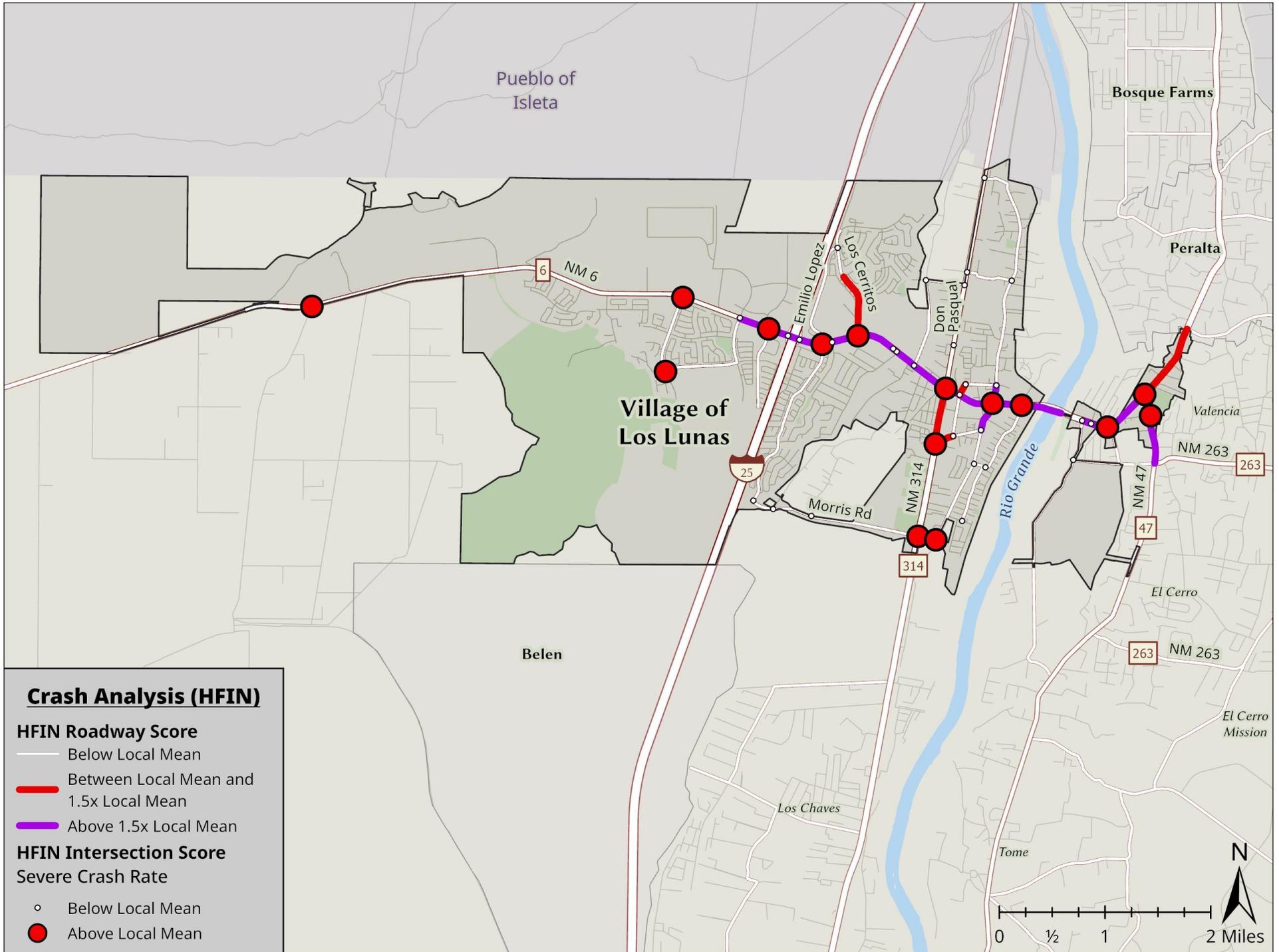
INTERSECTIONS

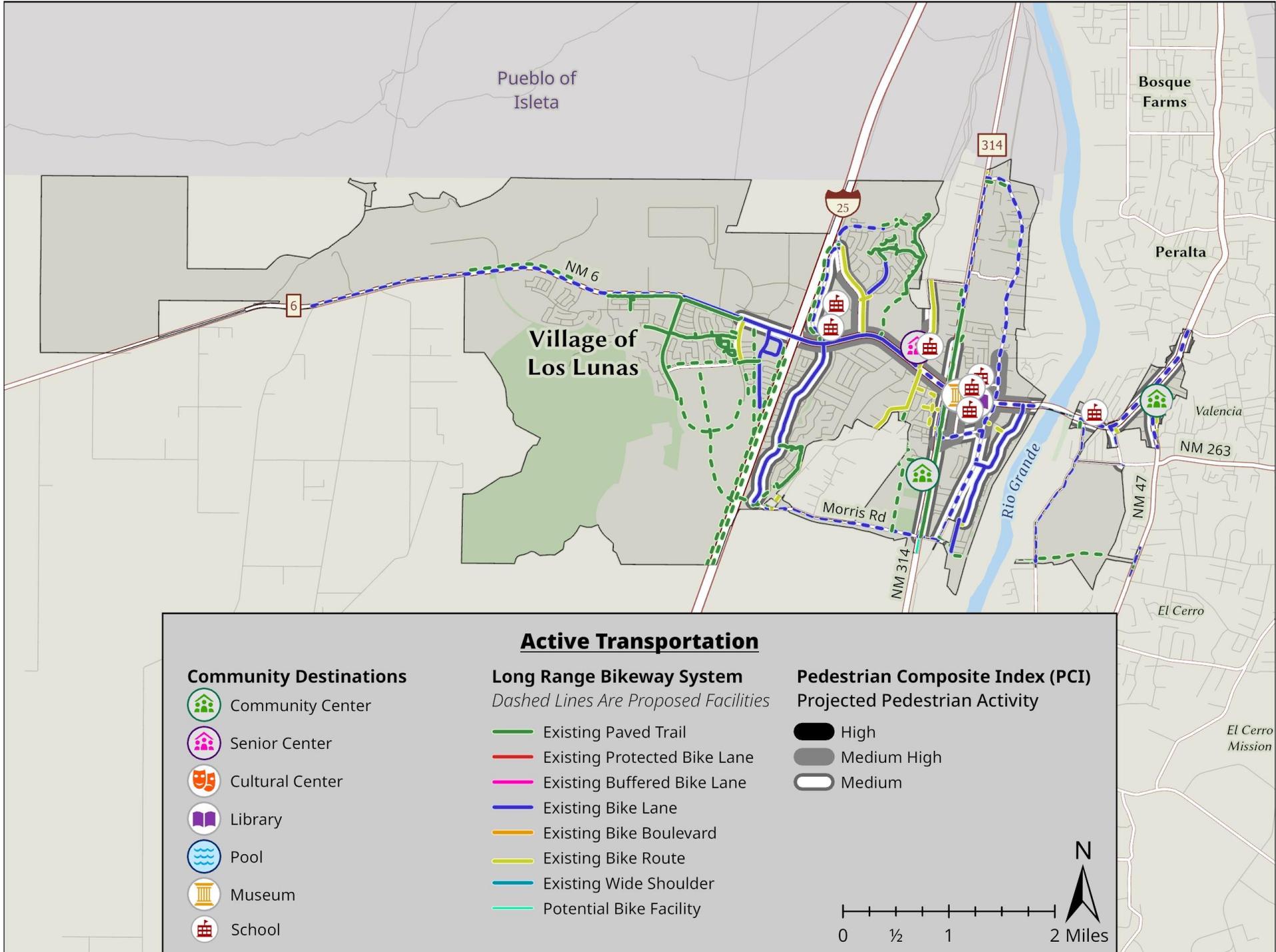
Street A	Street B	Killed + Injury Crashes	Approach Volume	Severe Rate
ROUTE 66	DALIES RD	4	2,082.5	1.15
LONESTAR	HUNING RANCH LOOP	3	1,126.5	1.00
N.M. 6	LOS CERRITOS DR.	60	26,086	0.81
N.M. 6	CARSON DR.	44	27,868	0.70
N.M. 6	CAMELOT/EMILIO LOPEZ	51	30,804.5	0.69

CORRIDORS

Corridor	Location	Killed	Class A	Injured	Speed	Lanes
N.M. 6	EAST OF CAMELOT/EMILIO LOPEZ - WEST OF GRANT BLVD.	0	2	68	45	4
N.M. 6	EAST OF N.M. 314 - WEST OF LUNA	0	1	65	45	4
N.M. 6	EAST OF LOS LENTES STREET - WEST OF CARSON DRIVE	1	3	100	35	4
N.M. 6	EAST OF EDEAL RD. - WEST OF MOUNTAIN LAUREL ST.	0	1	30	45	4
N.M. 6	EAST OF I-25 WEST RAMPS - WEST OF I-25 EAST RAMPS	0	2	38	45	2







Active Transportation

<p>Community Destinations</p> <ul style="list-style-type: none"> Community Center Senior Center Cultural Center Library Pool Museum School 	<p>Long Range Bikeway System <i>Dashed Lines Are Proposed Facilities</i></p> <ul style="list-style-type: none"> Existing Paved Trail Existing Protected Bike Lane Existing Buffered Bike Lane Existing Bike Lane Existing Bike Boulevard Existing Bike Route Existing Wide Shoulder Potential Bike Facility 	<p>Pedestrian Composite Index (PCI) Projected Pedestrian Activity</p> <ul style="list-style-type: none"> High Medium High Medium
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Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top Contributing Factor

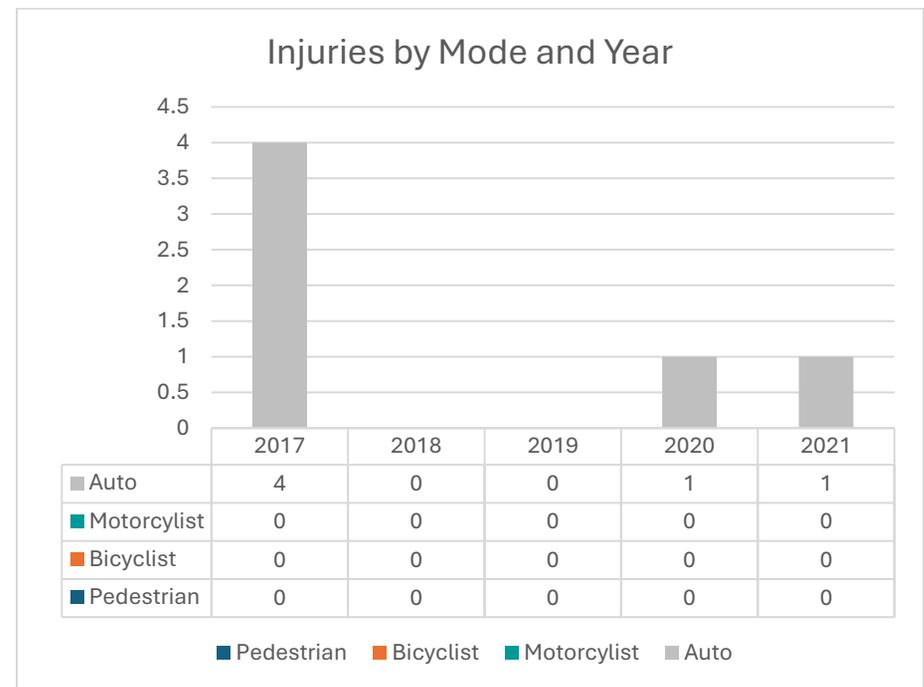
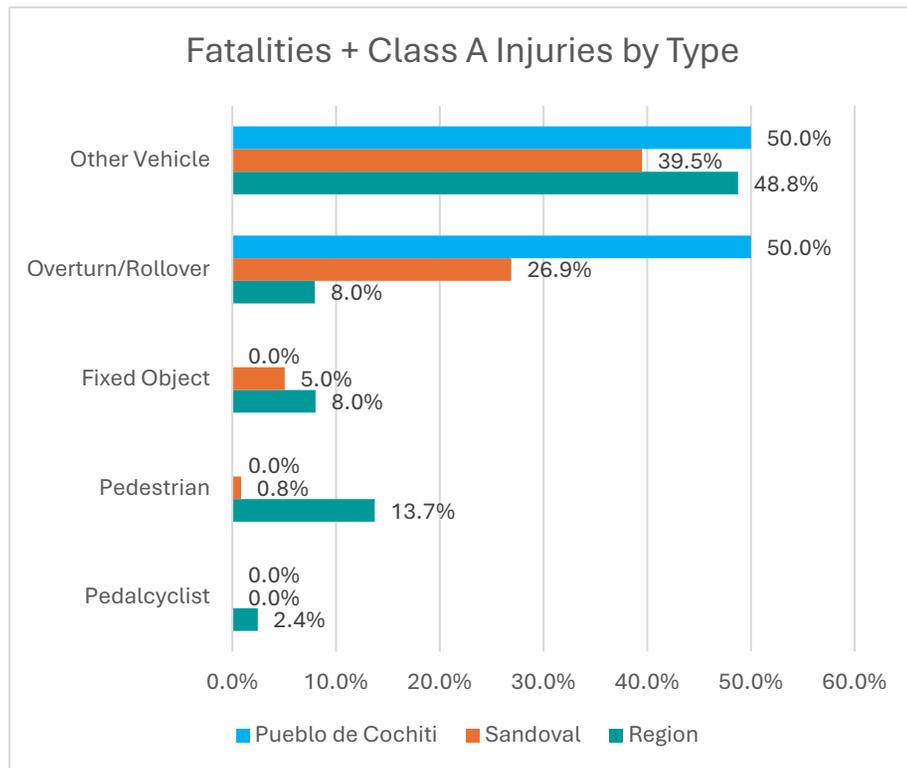
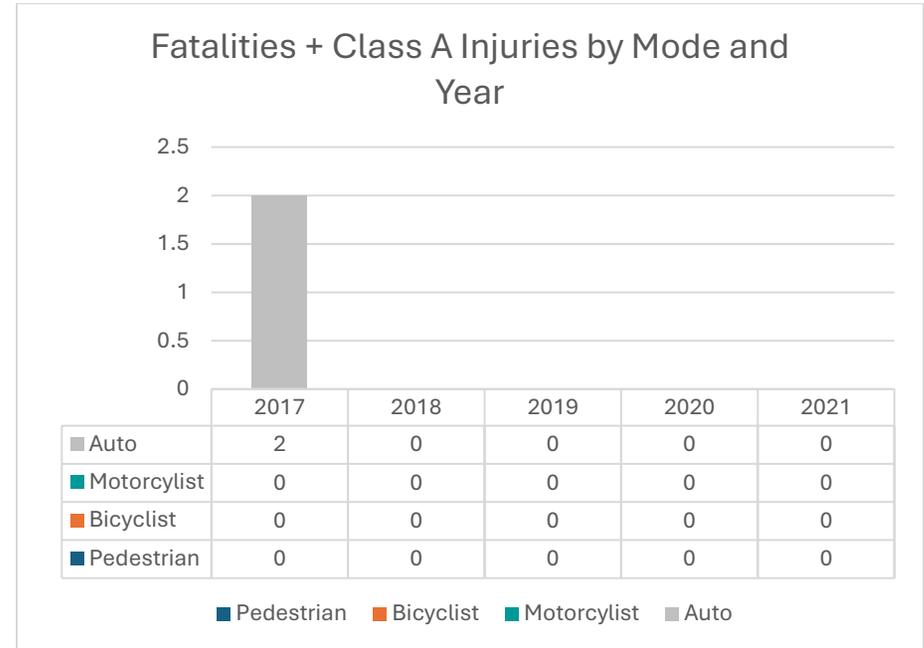
The top two factors contributing to fatalities and Class A injuries in the village are Failing to Yield Right of Way and Disregarding Traffic Signals. Failing to Yield Right of Way occurs at a much higher rate in both fatal/Class A crashes and injury crashes compared to Valencia County or the region. Alcohol/drug-involved crashes, which are typically prevalent, are relatively low in Los Lunas. Excessive Speeding is another contributing factor, but it remains less significant in the village, accounting for about 4% of both serious and injury crashes. On the other hand, Following Too Closely plays a much larger role in fatal/Class A injury crashes as well as the remaining injury crashes in Los Lunas compared to Valencia County or the region.

Top Contributing Factor	Los Lunas				Valencia				Region			
	Fatal + Class A	% of Total	Injured	% of Total	Fatal + Class A	% of Total	Injured	% of Total	Fatal + Class A	% of Total	Injured	% of Total
Failed to Yield Right of Way	9	33.3%	165	26.4%	24	16.4%	335	19.7%	271	14.3%	5828	19.5%
Disregard Traffic Signal	4	14.8%	22	3.5%	4	2.7%	36	2.1%	165	8.7%	3034	10.1%
Driver Inattention	3	11.1%	121	19.3%	22	15.1%	293	17.2%	208	11.0%	6927	23.1%
Following Too Closely	3	11.1%	103	16.5%	5	3.4%	182	10.7%	92	4.9%	3251	10.9%
Improper Driving	3	11.1%	79	12.6%	5	3.4%	147	8.6%	110	5.8%	1980	6.6%
Alcohol Drug Involved	2	7.4%	25	4.0%	38	26.0%	149	8.8%	441	23.3%	1954	6.5%
None Identified	1	3.7%	33	5.3%	10	6.8%	118	6.9%	85	4.5%	1190	4.0%
Excessive Speed	1	3.7%	25	4.0%	20	13.7%	222	13.0%	215	11.4%	2626	8.8%
Other	1	3.7%	13	2.1%	3	2.1%	52	3.1%	54	2.9%	594	2.0%
Mechanical or Road Defect	0	0.0%	15	2.4%	3	2.1%	45	2.6%	30	1.6%	569	1.9%
Avoid Contact	0	0.0%	11	1.8%	1	0.7%	43	2.5%	45	2.4%	807	2.7%
Drove Left Of Center	0	0.0%	6	1.0%	5	3.4%	44	2.6%	45	2.4%	253	0.8%
Passed Stop Sign	0	0.0%	6	1.0%	1	0.7%	28	1.6%	29	1.5%	553	1.8%
Pedestrian Error	0	0.0%	2	0.3%	5	3.4%	6	0.4%	95	5.0%	304	1.0%
Bicyclist Error	0	0.0%	0	0.0%	0	0.0%	1	0.1%	5	0.3%	59	0.2%
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%	1	0.1%	0	0.0%	16	0.1%
Total	27	100.0%	626	100.0%	146	100.0%	1702	100.0%	1890	100.0%	29945	100.0%

Pueblo de Cochiti Area Safety Profile

Fatal by Mode and Class Type (2017 to 2021)

The Pueblo de Cochiti (PdC) has a very small population of 483 according to the 2020 US Census. Between 2017 and 2021, there was one fatal crash and 6 injuries (one of which was Class A). All fatalities/Class A injuries were a result of Other Vehicle crashes or Overturns/Rollovers. This highlights the concern of an increased rate of single vehicle crashes in tribal, rural and small urban areas. While pedestrian or bicyclist involved crashes were not represented in these figures, Cochiti officials have stated that there is a high rate of pedestrian involved crashes that go unreported, and that those walking in the area are at high risk of being struck, especially with the lack of pedestrian scale lighting. Within this five-year timespan, 2017 had the most injury crashes and the only severe crashes (including the fatality), crashes seemingly decreased in 2018 and 2019, but then increased again in 2020. Even though 2020 only had two crashes, one resulted in an injury.



Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top Intersections and Corridors

N.M. 22 has the highest number of severe crashes in the Pueblo de Cochiti. It serves as the main thoroughfare through the area and carries the largest traffic volumes. Despite hosting the majority of Cochiti's traffic, N.M. 22 has the highest HFIN (High Frequency Intersection Network) totals and is the only intersection in the pueblo listed as an HFIN intersection. The highway is prone to issues of excessive speeding and distracted driving because it is an open roadway that encourages faster speeds with less concern for surrounding vehicles. Coupled with the lack of lighting, this environment makes it easy for incidents to occur. Many evening and night commuters also travel along N.M. 22 when returning from work or school, and tired drivers sometimes fall asleep behind the wheel, leading to lane departures.

“The Y” Intersection

The main intersection of concern, not shown on the report, is known as “the Y,” or more technically to NMDOT as “the T-intersection on N.M. 22 at milepost 12.2.” It leads into the pueblo and is located right next to the Cochiti Dam. This location has experienced numerous crashes, primarily due to drivers turning out onto the main highway and being struck by oncoming vehicles traveling at excessive speeds. In response to this concern, the Pueblo de Cochiti is actively planning a roundabout to help reduce speeds at this critical intersection.

INTERSECTION

Street A	Street B	Injury Crash	Approach Volume	Severe Rate
NM 22	CALLE ESCUELA VIEJA RD	1	1,898	0.30

CORRIDORS

Corridor	Location	Killed	Class A	Injured	Speed	Lanes
N.M. 22	URBAN BOUNDARY - SOUTH OF ACEQUIA RD.	0	0	3	35	2
N.M. 22	NORTH OF PENA BLANCA POST OFFICE - SOUTH OF N.M. 16	0	0	1	30	2
ACEQUIA RD. INDIAN	NORTH OF ARROYO LEYBA - WEST OF N.M. 22	0	0	1	25	2
SERVICE RTE 85	NORTH OF SILE - SOUTH OF N.M. 22	0	1	2	25	2



Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top Contributing Factor (TCF)

The Top Contributing Factors between 2017 and 2019 (amongst the available data) of Excessive Speeding, Avoiding Contact and Alcohol Drug Involved are the only three that led to crashes in Cochiti. The fatal incident in 2017 was identified as Avoiding Contact. The other severe crash was caused by Excessive Speeding. The other non-severe injuries were outcomes of Excessive Speeding and Alcohol Drug Involved factors. This further demonstrates that taking measures for traffic calming along N.M. 22 are warranted in Cochiti.

Top Contributing Factor	Pueblo de Cochiti				Sandoval				Region			
	Fatal + Class A	% of Total	Injured	% of Total	Fatal + Class A	% of total	Injured	% of total	Fatal + Class A	% of Total	Injured	% of Total
Excessive Speed	1	50.0%	2	40.0%	17	23.6%	90	21.6%	215	11.4%	2626	8.8%
Avoid Contact	1	50.0%	0	0.0%	2	2.8%	18	4.3%	45	2.4%	807	2.7%
Alcohol Drug Involved	0	0.0%	3	60.0%	25	34.7%	56	13.5%	441	23.3%	1954	6.5%
Drove Left Of Center	0	0.0%	0	0.0%	8	11.1%	9	2.2%	45	2.4%	253	0.8%
Other	0	0.0%	0	0.0%	7	9.7%	51	12.3%	54	2.9%	594	2.0%
Driver Inattention	0	0.0%	0	0.0%	4	5.6%	62	14.9%	208	11.0%	6927	23.1%
Improper Driving	0	0.0%	0	0.0%	4	5.6%	29	7.0%	110	5.8%	1980	6.6%
None Identified	0	0.0%	0	0.0%	2	2.8%	35	8.4%	85	4.5%	1190	4.0%
Following Too Closely	0	0.0%	0	0.0%	2	2.8%	31	7.5%	92	4.9%	3251	10.9%
Mechanical or Road Defect	0	0.0%	0	0.0%	1	1.4%	13	3.1%	30	1.6%	569	1.9%
Failed to Yield Right of Way	0	0.0%	0	0.0%	0	0.0%	21	5.0%	271	14.3%	5828	19.5%
Disregard Traffic Signal	0	0.0%	0	0.0%	0	0.0%	0	0.0%	165	8.7%	3034	10.1%
Pedestrian Error	0	0.0%	0	0.0%	0	0.0%	0	0.0%	95	5.0%	304	1.0%
Passed Stop Sign	0	0.0%	0	0.0%	0	0.0%	1	0.2%	29	1.5%	553	1.8%
Bicyclist Error	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	0.3%	59	0.2%
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	16	0.1%
Total	2	100.0%	5	100.0%	72	100.0%	416	100.0%	1890	1	29945	1

Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Local Concerns (Cochiti Officials)

Cochiti officials have emphasized the need for various infrastructure improvements to ensure safe passage for all road users. Key concerns include aging signage, working with NMDOT to provide more timely snow removal along critical corridors, and the absence of protective barriers or guardrails along many roadways. Additionally, sidewalks are lacking in many neighborhoods throughout the pueblo. Cochiti also is looking for federal funds to conduct another Road Safety Audit (RSA) within the new housing area.

Crash Data Acquisition Challenges

A significant challenge in crash analysis for the Pueblo de Cochiti and other tribal areas in the region is that crash reports are conducted by different agencies. This fragmentation makes it difficult to collect and analyze critical crash data consistently. As a result, the current crash information doesn't provide a complete picture of actual crash numbers and the affected parties. Currently, crashes on Cochiti land are reported by the NMDOT, Sandoval County Sheriff's Office (SCSO), and the Bureau of Indian Affairs (BIA). To improve data accuracy and reporting, it would be extremely valuable for Cochiti planners (as well as other tribal planners) if these three agencies collaborated to consolidate crash data. Streamlining processes for acquiring and analyzing crash data would greatly benefit tribal, small urban, and rural communities in their efforts to enhance safety. To improve internal crash data gathering, the PdC Planning Department developed an abbreviated crash report on January 22, 2024, for use by Pueblo officials, who are the first responders to pueblo-area crashes.

Public Transportation Safety Concerns (Via the Pueblo de Cochiti Tribal Safety Plan)

- | | |
|---|--|
| <input checked="" type="checkbox"/> Unsafe, unmaintained roads IIII II | <input checked="" type="checkbox"/> Failure to use life jackets I |
| <input checked="" type="checkbox"/> Lack of school crossing(s) III | <input checked="" type="checkbox"/> Missing or inadequate road signage IIII III |
| <input checked="" type="checkbox"/> Talking on phone or texting while driving IIII IIII | <input checked="" type="checkbox"/> Lack of helmet use on ATV, bike or motorcycle II |
| <input checked="" type="checkbox"/> Talking on phone or texting while walking IIII I | <input checked="" type="checkbox"/> Excessive driving speeds IIII IIII |
| <input checked="" type="checkbox"/> Young drivers not knowing rules of road IIII IIII | <input checked="" type="checkbox"/> Driving/boating while intoxicated III |
| <input checked="" type="checkbox"/> Lack of trail marking(s) I | <input checked="" type="checkbox"/> Roadwork or road damage IIII I |
| <input checked="" type="checkbox"/> Lack of pedestrian or bike infrastructure I | <input checked="" type="checkbox"/> Pedestrian or bicycle safety IIII |
| <input checked="" type="checkbox"/> Pedestrian visibility and reflectivity IIII II | <input checked="" type="checkbox"/> Lack of seatbelt use IIII I |
| <input checked="" type="checkbox"/> Lack of emergency shelters I | <input checked="" type="checkbox"/> Road dust III |
| <input checked="" type="checkbox"/> Intersection safety IIII I | <input checked="" type="checkbox"/> Driver education IIII III |

Public Comments for Addressing Safety in Cochiti (Via the Pueblo de Cochiti Tribal Safety Plan)

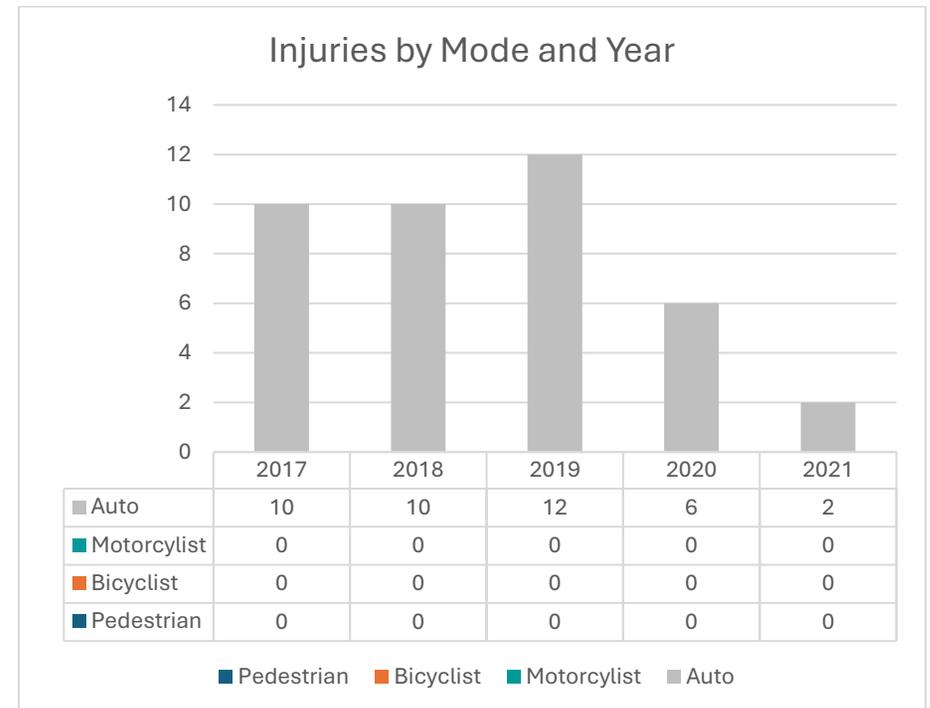
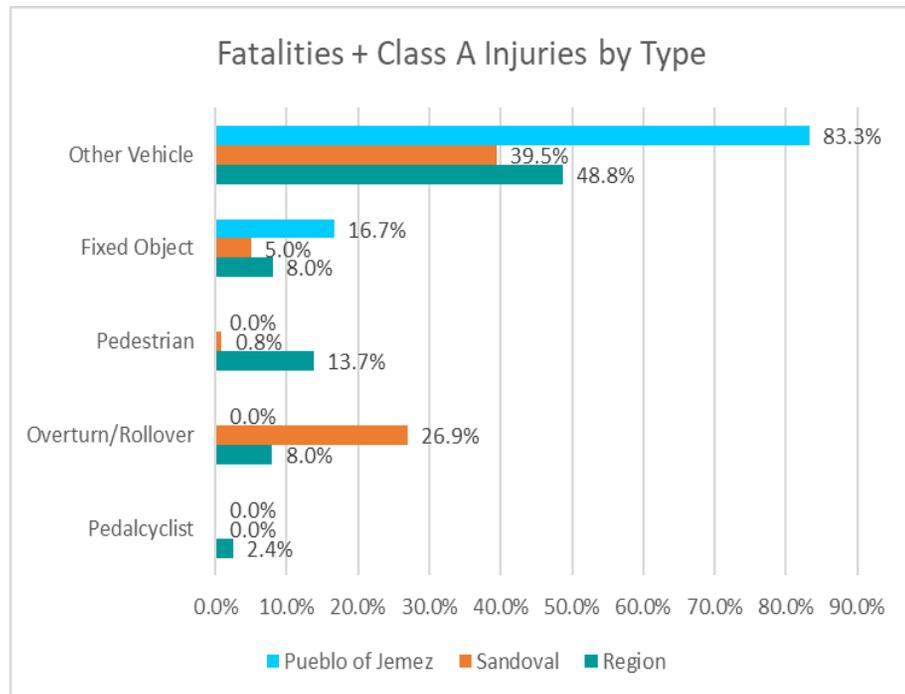
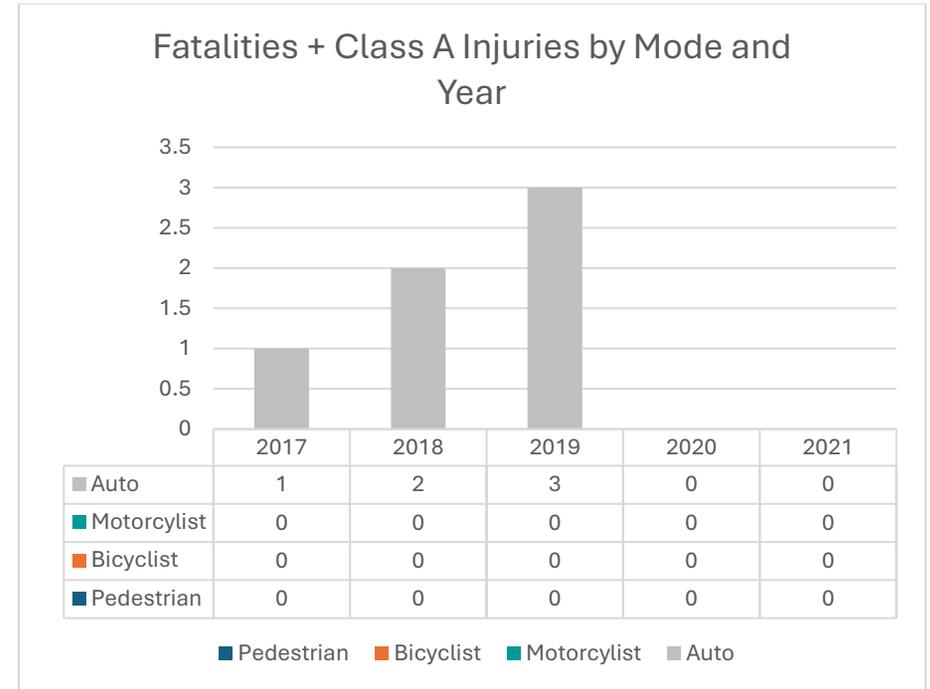
- A four-way stop should be installed at the Tent Rocks intersection.
- A four-way stop should be installed at the Town of Cochiti Lake Town Hall's south parking lot entrance.
- Right before the ball fields, there is a huge tree, which could be of serious concern for a single vehicle lane departure that might occur there. Guardrail installation should be considered in that area.
- Reduce speed at the Hahn Center from 25 to 20 mph.
- Upkeep, and the installation of brighter lines and rumble strips.
- Post speed limits. Slower speeds with enforcement.
- People not being so careless.
- Timely maintenance and care of roadways; i.e., mowing, restriping, crack sealing, sidewalk repair, pothole patching, surface grading, and street sweeping.
- I would feel safer if parents didn't allow their kids, who do not have licenses to be driving.

Pueblo of Jemez Area Safety Profile

Fatal by Mode and Class (2017 to 2021)

The Pueblo of Jemez has had three fatal crashes over the 5-year period between 2017 and 2021 – two in 2018 and one in 2019. All of which occurred along US 550 and involved vehicle on vehicle collisions. Each of these crashes resulted in multiple additional injuries. Although all three crashes only had two vehicles involved, every vehicle occupant was injured. Each of the 2018 crashes resulted in 5 injuries and the 2019 crash resulted in 4. Overall, vehicle-on-vehicle were the main class type in these crashes with fixed object being the second. This falls in line with the concerns of Fixed Object collisions in small urban, rural, and Tribal areas. Interestingly there were no Overturns/Rollovers seen throughout the period.

While most of the region witnessed an increase in fatal, Class A, and overall injury crashes in 2020 and 2021, the Pueblo of Jemez saw a decrease. In 2020 there were 6 injuries and in 2021 there were only 2, with no fatalities or class A injuries either year. The highest frequency of injury crashes and severe crashes was in 2019 with 12 injury and 3 fatalities + Class A injuries.



Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top Intersections and Corridors

The main intersections and corridors of concern in the Pueblo of Jemez are along the busiest roadways. The main thoroughfares N.M. 4, U.S. 550, N.M. 290, and N.M. 279 are where the pueblo witnessed the most crashes as they are commuter routes for local and surrounding communities. The locations where the roadways cross are the most dangerous locations in Jemez with the most at-risk intersections being N.M. 4 and N.M. 290 along with U.S. 550 and N.M. 279.

It's important to reiterate that U.S. 550 is the corridor where all 3 fatal crashes occurred. The route also has the largest share of injuries at 35 (5 of which are Class A). N.M. has the next highest with a total of 10 injuries of the 5-year period. Day School Road is also a location of concern because of its issue with Excessive Speeding and a mix of modes such as walking and bicycling.

High Priority Maps

The crash analysis map shows that the most high-risk roadways in the Pueblo of Jemez are along N.M. 4 and U.S. 550, the two primary corridors providing access to the area. Almost all fatalities and injury crashes occurred along these two roadways. The sections of these roadways through the most populated areas are all above 1.5 times the local HFIN mean. The only intersection in the Pueblo of Jemez identified on the HFIN is the intersection of N.M. 4 and N.M. 290 which contained 3 injury crashes between 2017 and 2021.

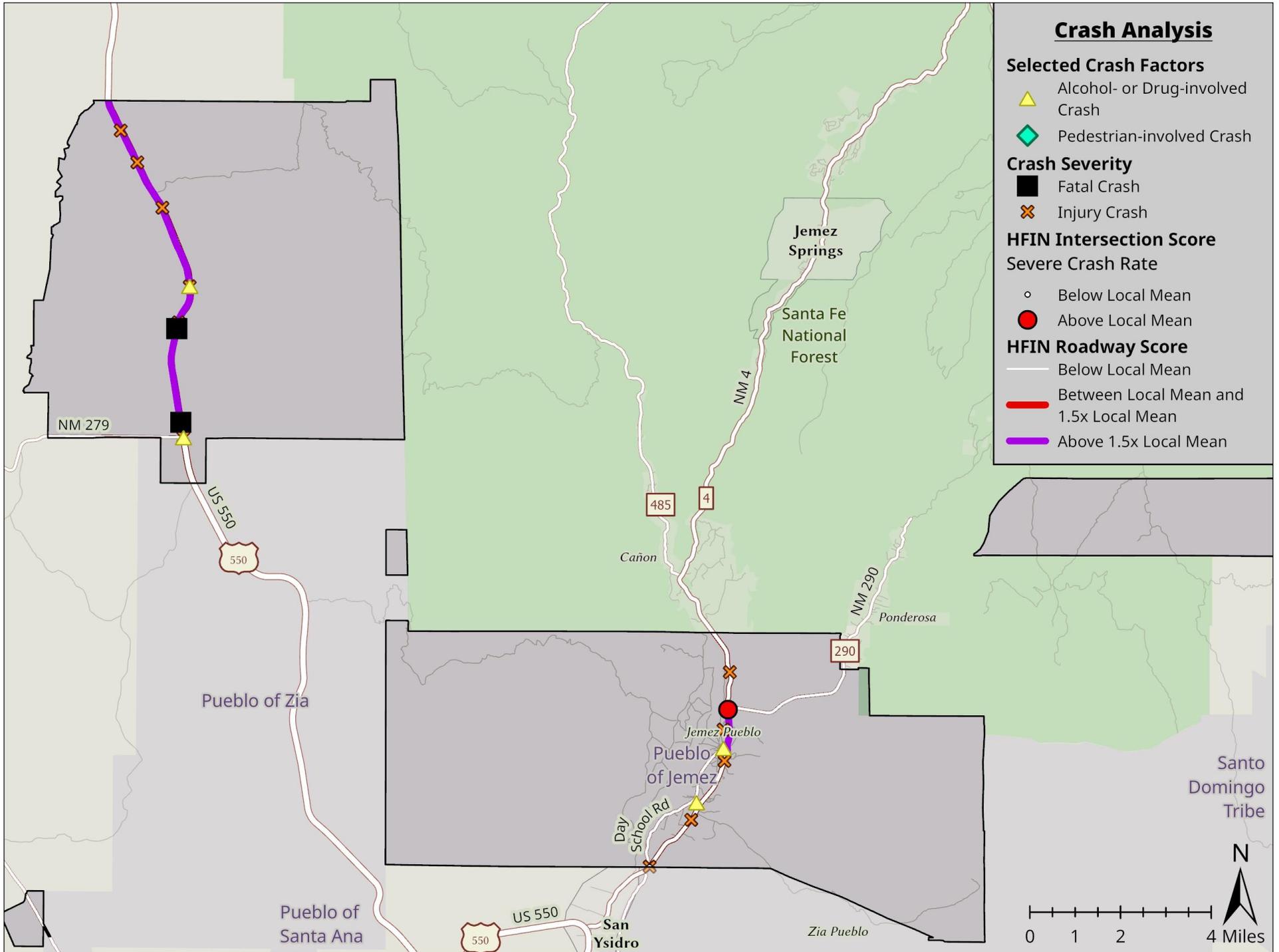
The active transportation map shows that almost all community destinations in the pueblo are concentrated along N.M. 4. The only destinations not adjacent to N.M.4 are San Diego Riverside Charter School and Jemez Day School.

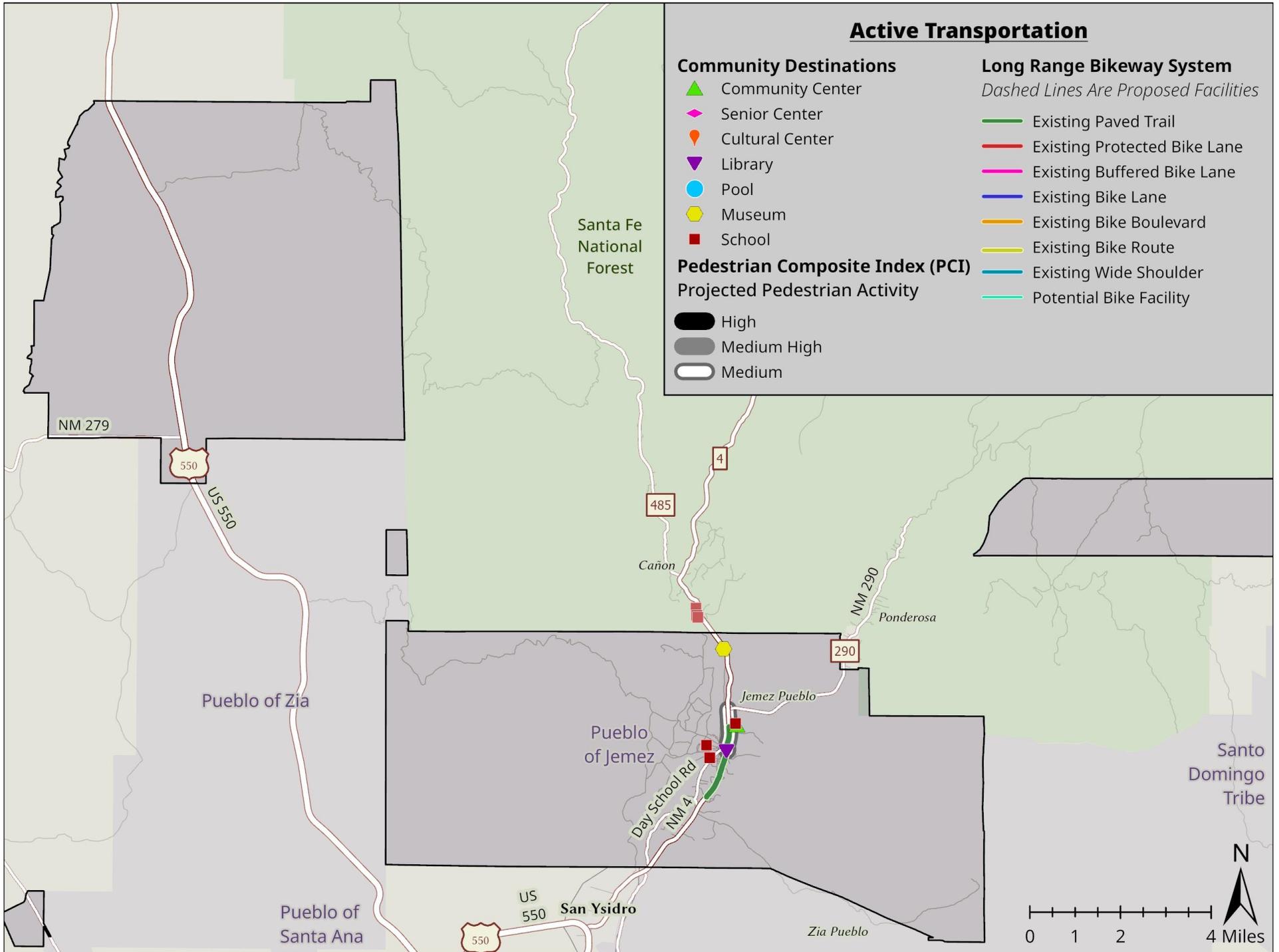
INTERSECTIONS

Street A	Street B	Killed + Injury Crashes	Approach Volume	Severe Rate
N.M. 4	N.M. 290	3	3447	0.61
U.S. 550	N.M. 279	1	10893	0.25
DAY SCHOOL RD	JEMEZ MOUNTAIN TRL	1	4253.5	0.14

CORRIDORS

Corridor	Location	Killed	Class			Speed	Lanes
			A	Injured			
U.S. 550	NORTH OF N.M. 279 - SOUTH OF CR 11	3	5	30	45	4	
N.M. 290	EAST OF N.M. 4 - 6.9 MILES EAST OF N.M. 4	0	1	7	55	2	
U.S. 550	NORTH OF JEMEZ RD. - SOUTH OF N.M. 279	0	0	5	70	4	
N.M. 4	NORTH OF N.M. 290 - SOUTH OF N.M. 485	0	0	3	40	2	
N.M. 4	NORTH OF DAY SCHOOL RD. (N.) - SOUTH OF N.M. 290	0	0	3	30	2	





Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top Contributing Factor (TCF)

The largest share of severe crashes in the Pueblo of Jemez has come from Driving Left of the Center. This resulted in 2 Class A injuries and one of the three fatalities along U.S. 550. The other two fatalities that occurred along the highway were due to Excessive Speeding – one in light conditions and the other in dark-not light conditions. Overall Excessive Speeding contributed to the largest number of injuries throughout the Pueblo of Jemez at 13. Both Drove Left of the Center and Excessive Speeding factors stand out compared to the rest of the region accounting for 50% of fatalities + Class A injuries and 40.6% of overall injuries respectively. Alcohol Drug Involved was the third major top contributing factor that resulted in injuries, including one severe.

Top Contributing Factor	Pueblo of Jemez				Sandoval				Region			
	Fatal + ClassA	% of Total	Injured	% of Total	Fatal + ClassA	% of total	Injured	% of total	Fatal + ClassA	% of Total	Injured	% of Total
Drove Left Of Center	3	50.0%	3	8.8%	8	11.1%	9	2.2%	45	2.4%	253	0.8%
Excessive Speed	2	33.3%	14	41.2%	17	23.6%	90	21.6%	215	11.4%	2626	8.8%
Alcohol Drug Involved	1	16.7%	5	14.7%	25	34.7%	56	13.5%	441	23.3%	1954	6.5%
Other	0	0.0%	4	11.8%	7	9.7%	51	12.3%	54	2.9%	594	2.0%
Driver Inattention	0	0.0%	3	8.8%	4	5.6%	62	14.9%	208	11.0%	6927	23.1%
None Identified	0	0.0%	3	8.8%	2	2.8%	35	8.4%	85	4.5%	1190	4.0%
Avoid Contact	0	0.0%	1	2.9%	2	2.8%	18	4.3%	45	2.4%	807	2.7%
Mechanical or Road Defect	0	0.0%	1	2.9%	1	1.4%	13	3.1%	30	1.6%	569	1.9%
Improper Driving	0	0.0%	0	0.0%	4	5.6%	29	7.0%	110	5.8%	1980	6.6%
Following Too Closely	0	0.0%	0	0.0%	2	2.8%	31	7.5%	92	4.9%	3251	10.9%
Failed to Yield Right of Way	0	0.0%	0	0.0%	0	0.0%	21	5.0%	271	14.3%	5828	19.5%
Disregard Traffic Signal	0	0.0%	0	0.0%	0	0.0%	0	0.0%	165	8.7%	3034	10.1%
Pedestrian Error	0	0.0%	0	0.0%	0	0.0%	0	0.0%	95	5.0%	304	1.0%
Passed Stop Sign	0	0.0%	0	0.0%	0	0.0%	1	0.2%	29	1.5%	553	1.8%
Bicyclist Error	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	0.3%	59	0.2%
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	16	0.1%
Total	6	100.0%	34	100.0%	72	100.0%	416	100.0%	1890	1	29945	1

Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Local Concerns

The Pueblo of Jemez has identified traffic and pedestrian safety as top priorities in their Long-Range Transportation Plan, Transportation Safety Plan, and Pedestrian Trails and Bikeways Master Plan. The Pueblo is working on several transportation projects and initiatives to increase safety for drivers, pedestrians, and bicyclists and promote active transportation. The Pueblo recently completed the construction of the Hemish Path to Wellness, a 1.7-mile multi-use pedestrian path along the NM-4 highway. The Pueblo has implemented a safety campaign to promote safe driving practices, pedestrian safety, and use of bicycle helmets. The Pueblo is also conducting a road safety audit (RSA) for the N.M. 4 mileposts 6 through 8. The Pueblo hopes the RSA will result in recommendations to implement a Safe System Approach including the 1) installation of guardrail where there are steep slopes and no shoulders, 2) installation of pedestrian facilities and lighting at the Red Rocks area where there are substantial pedestrian crossings, and 3) reduction of the current speed limit from 50 MPH to 30 MPH in the commercial zone. The Pueblo of Jemez would also like to streamline the process of acquiring data from the New Mexico Department of Transportation (NMDOT) and the Bureau of Indian Affairs (BIA) to run better crash analyses, reduce work, and save time for their small staff.



Site Visit

MRMPO staff visited the Pueblo of Jemez to conduct a site visit on Mission Road. Mission Road is a constrained roadway that leads to the San Diego Riverside Charter School. The route walk was initiated at Mission Road's intersection with Eagle Wings. Many students use the road to walk between the charter school and the village, but because there is no sidewalk, pedestrians must walk in the roadway.

Sidewalks

The Pueblo would like to install sidewalks, or a sidewalk on one side of the road depending on the constraints that exist. The roadway passes above a culverted ditch that could make constructing a sidewalk above it more costly. A house on the north side of the road may restrict sidewalks to the south side only. However, Right-of-Way would likely need to be purchased from residents on the south side of the road to make building a sidewalk possible. The project may be complicated, but in no means impossible, and should be researched further. If sidewalks prove to be impossible, more traffic calming elements could be added to this stretch of roadway to ensure that cars and pedestrians can share it safely.

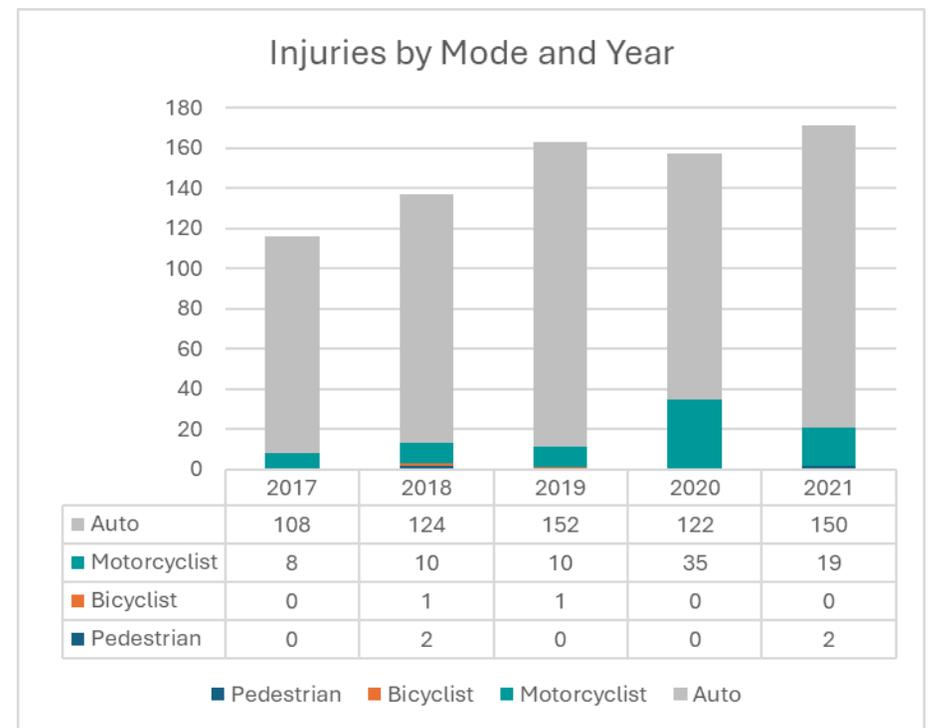
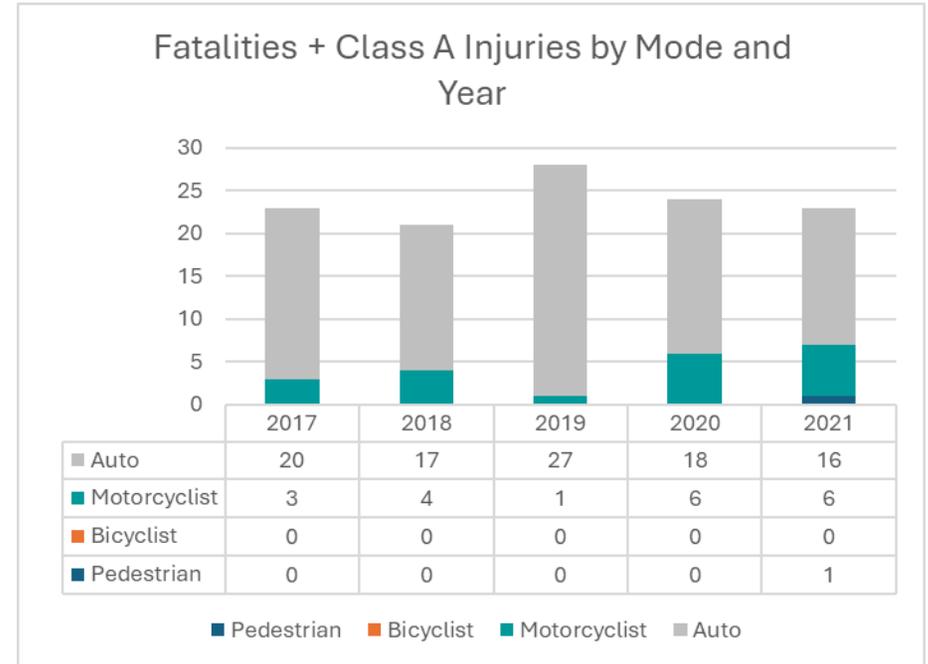
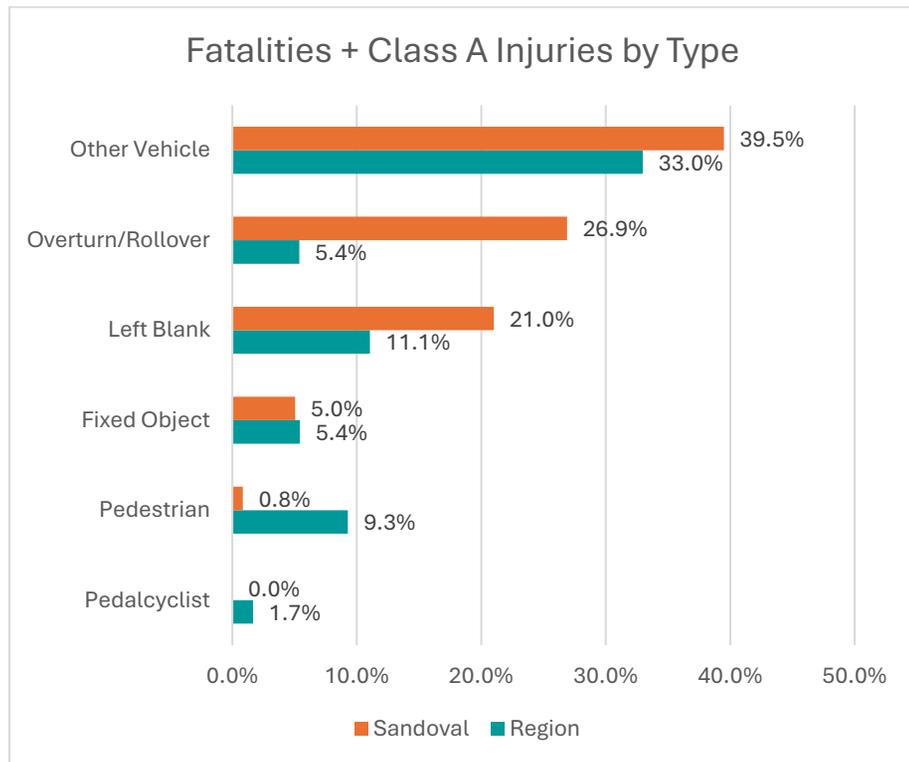


Sandoval County Area Safety Profile

Fatal by Mode and Class Type (2017 to 2021)

These statistics are for Sandoval County outside of Rio Rancho, the Town of Bernalillo and the Village of Corrales. There were 40 fatalities in Sandoval County. Crashes between vehicles fatalities total 34, motorcycle fatalities total 5, and pedestrian fatalities total 1. There were not any bicycle fatalities identified.

Fatalities and serious incapacitating (Class A) injuries resulting from Rollover crashes are more common in Sandoval County similar to the other rural areas in the region with 27% compared to 8% in the region. Eleven (11) of the Rollover crashes were off the major roadway network. Most of the rollovers take place at 6am and 2pm during the day. Unfortunately, quite a few attributes were left blank. Even though there are less Other Vehicle crashes than the region, there are more Other Vehicle crashes in Sandoval than Torrance or Valencia.



Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top Intersections and Corridors

State highways make up the majority of high priority intersections and corridors. The locations where two state highways meet make up four of the top five highest risk intersections in Sandoval County. Most of the segments are along U.S. 550 for the top corridors. These sections are all one mile in length. These segments were used because of the extensive length of many of the roadways in Sandoval.

High Priority Maps

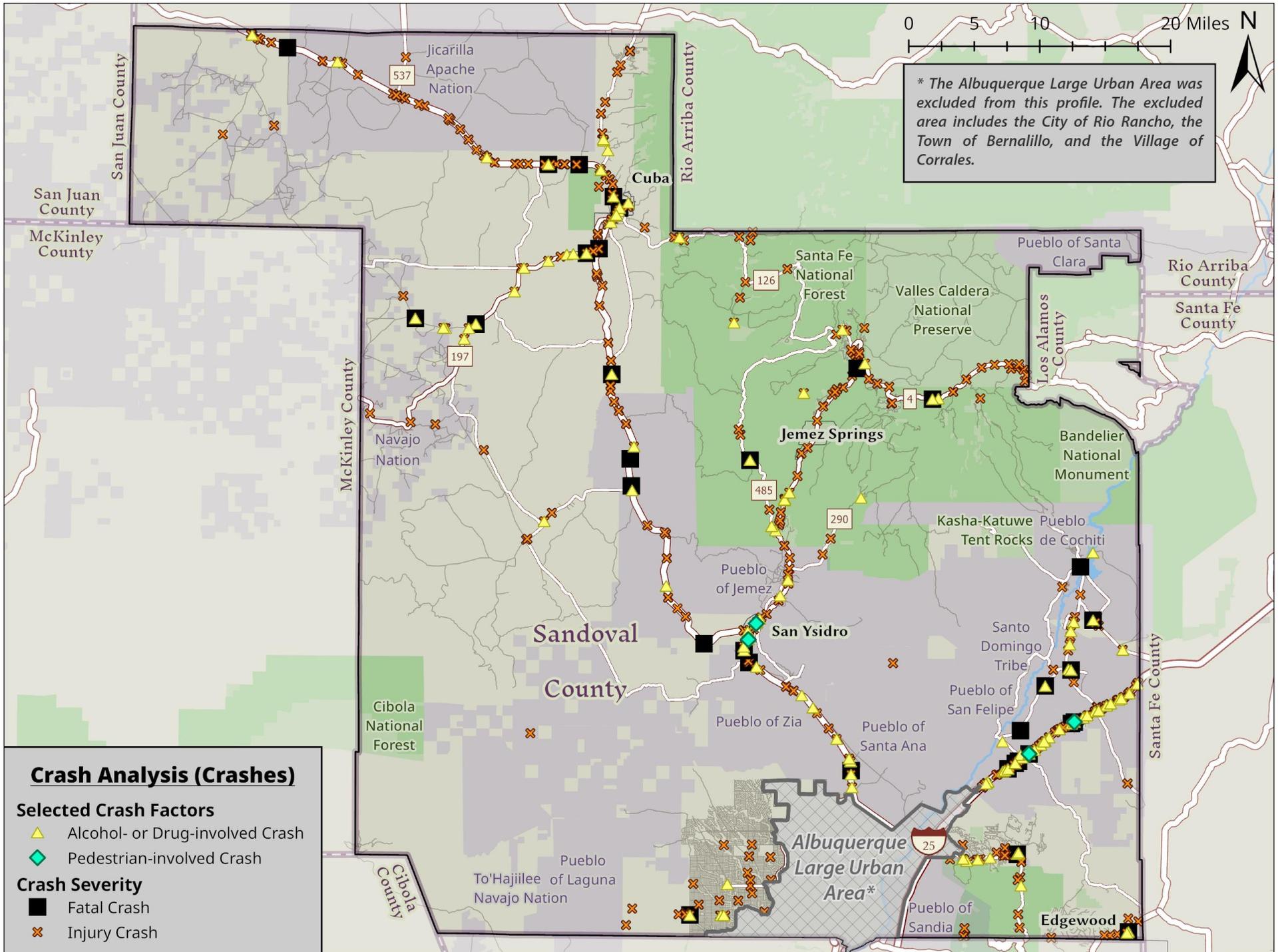
The crash analysis maps further demonstrate that the state highways in rural Sandoval County are the highest risk intersections and corridors. This is especially true for the segments feeding into Cuba, San Ysidro, and the Albuquerque metropolitan area. While I-25 and the other interstates are not displayed in the crash analysis, they are still included on the map to illustrate just how dangerous these high-speed roadways are. The high prevalence of alcohol/drug involved crashes can be seen on the map as well. While pedestrian involved crashes are much less common in rural Sandoval, there still have been a few cases in San Ysidro and along I-25. While the community destinations are limited throughout this rural county, most are adjacent to these high-risk roadways, with little protection offered for non-vehicular travelers.

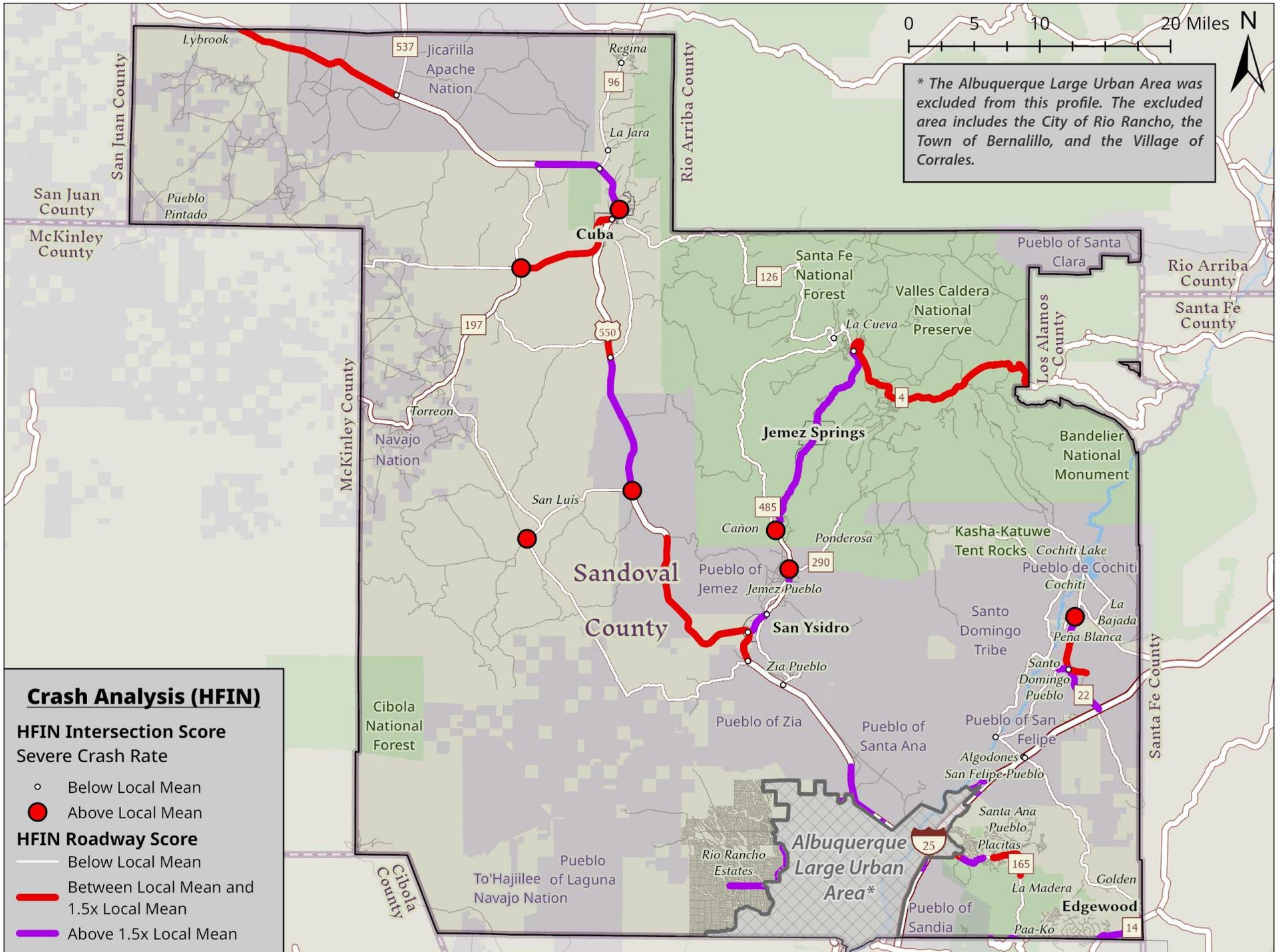
INTERSECTIONS

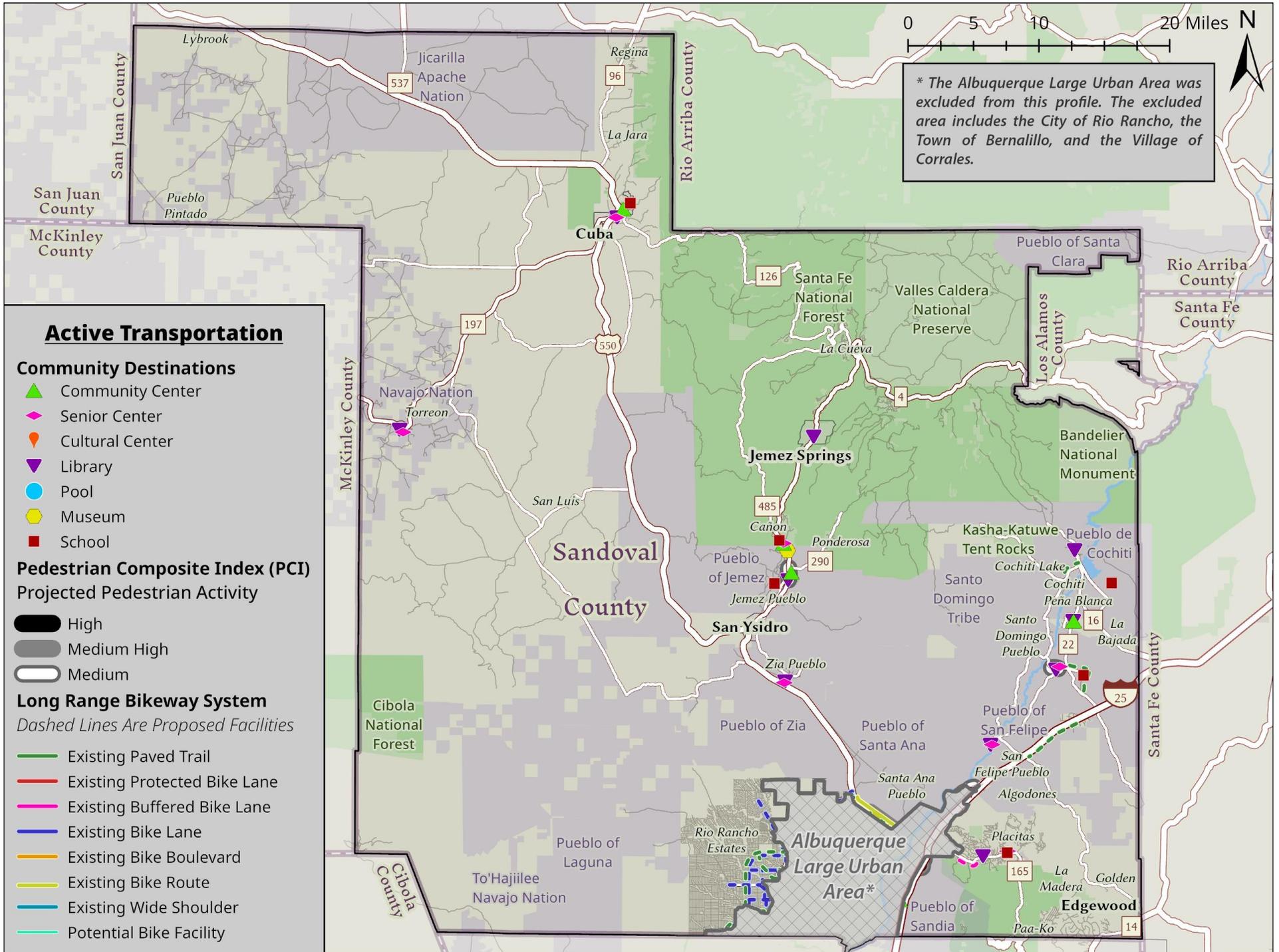
Street A	Street B	Killed + Injury Crashes	Approach Volume	Severe Rate
CERRO DE LOS PINOS	NA	1	512.5	1.04
NM 4	NM 485	1	2,783	0.98
HIGHWAY 4	HIGHWAY 290	3	3,447	0.61
NM 197	PREENSOU LN	1	1,299	0.43
NM 22	CALLE ESCUELA VIEJA RD	1	1,898	0.30
US 550	NM 279	1	10,893	0.25
US 550	NM 126	3	7,921.5	0.20
DAY SCHOOL RD	JEMEZ MOUNTAIN TRL	1	4,253.5	0.145
US 550	537	1	6,436	0.09
NM 22	EL CAMINO REAL	2	6,867	0.08

CORRIDORS

Corridor	Location	Killed	Class A	Injuries	Speed	Lanes
N.M. 536	SANDOVAL/BERNALILLO C.L. - BERNALILLO/SANDOVAL C.L.	1	2	8	30	2
N.M. 4	EAST OF ZIA LAKE RD. - SOUTH OF DAY SCHOOL RD. (S.)	0	0	1	55	2
N.M. 126	EAST OF U.S. 550 - WEST OF COUNTY RD. 13	0	3	3	45	2
U.S. 550	NORTH OF N.M. 197 (CUBA) - SOUTH OF N.M. 126	0	3	5	35	4
U.S. 550	NORTH OF N.M. 126 - S.E. OF N.M. 96	0	4	19	35	4
N.M. 4	EAST OF U.S. 550 - WEST OF ZIA LAKE RD.	0	0	9	35	2
N.M. 536	SANDOVAL/BERNALILLO C.L. - EAST OF SANDIA CREST PARKING	1	1	15	40	2
U.S. 550	NORTH OF N.M. 279 - SOUTH OF CR 11	3	5	30	45	4
N.M. 4	NORTH OF DAY SCHOOL RD. (N.) - SOUTH OF N.M. 290	0	0	3	30	2
U.S. 550	WEST OF N.M. 96 - EAST OF CHUILLA	2	4	11	70	4







Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top Contributing Factor (TCF)

Top Contributing Factor for Other Vehicle are Alcohol Involved (29%), Excessive Speed (19%), and Drove Left of Center (19%). Drove Left of Center is not as common in the region, but it is not clear why they were indicated as such. Not all years have TCF identified so the sample is smaller. Below are the top contributing factors for all the fatal and Class A crashes compared to the region. The data does seem to indicate that Excessive Speed along with Alcohol Drug Involved is a high concern in this area resulting in both rollovers and hitting other vehicle mid-way along long stretches of roadway.

Top Contributing Factor	Sandoval				Region			
	Fatal + Class A	% of total	Injured	% of total	Fatal + Class A	% of total	Injured	% of total
Alcohol Drug Involved	25	34.7%	56	13.5%	441	23.3%	1954	6.5%
Excessive Speed	17	23.6%	90	21.6%	215	11.4%	2626	8.8%
Drove Left Of Center	8	11.1%	9	2.2%	45	2.4%	253	0.8%
Other	7	9.7%	51	12.3%	54	2.9%	594	2.0%
Driver Inattention	4	5.6%	62	14.9%	208	11.0%	6927	23.1%
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None Identified	2	2.8%	35	8.4%	85	4.5%	1190	4.0%
Following Too Closely	2	2.8%	31	7.5%	92	4.9%	3251	10.9%
Avoid Contact	2	2.8%	18	4.3%	45	2.4%	807	2.7%
Mechanical or Road Defect	1	1.4%	13	3.1%	30	1.6%	569	1.9%
Failed to Yield Right of Way	0	0.0%	21	5.0%	271	14.3%	5828	19.5%
Passed Stop Sign	0	0.0%	1	0.2%	29	1.5%	553	1.8%
Disregard Traffic Signal	0	0.0%	0	0.0%	165	8.7%	3034	10.1%
Pedestrian Error	0	0.0%	0	0.0%	95	5.0%	304	1.0%
Bicyclist Error	0	0.0%	0	0.0%	5	0.3%	59	0.2%
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%	16	0.1%
Total	72	100.0%	416	100.0%	1890	100.0%	29945	100.0%

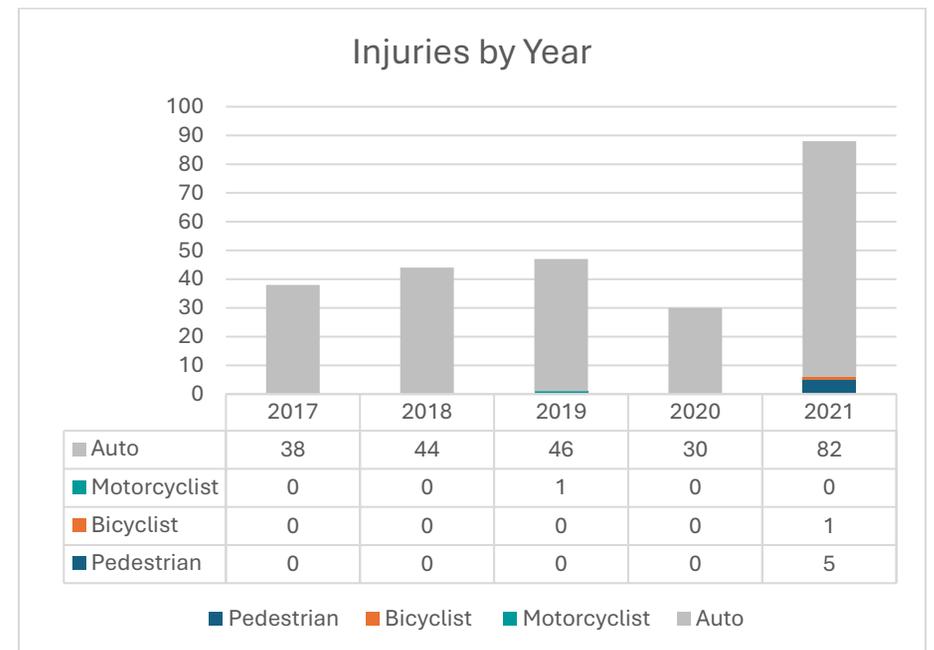
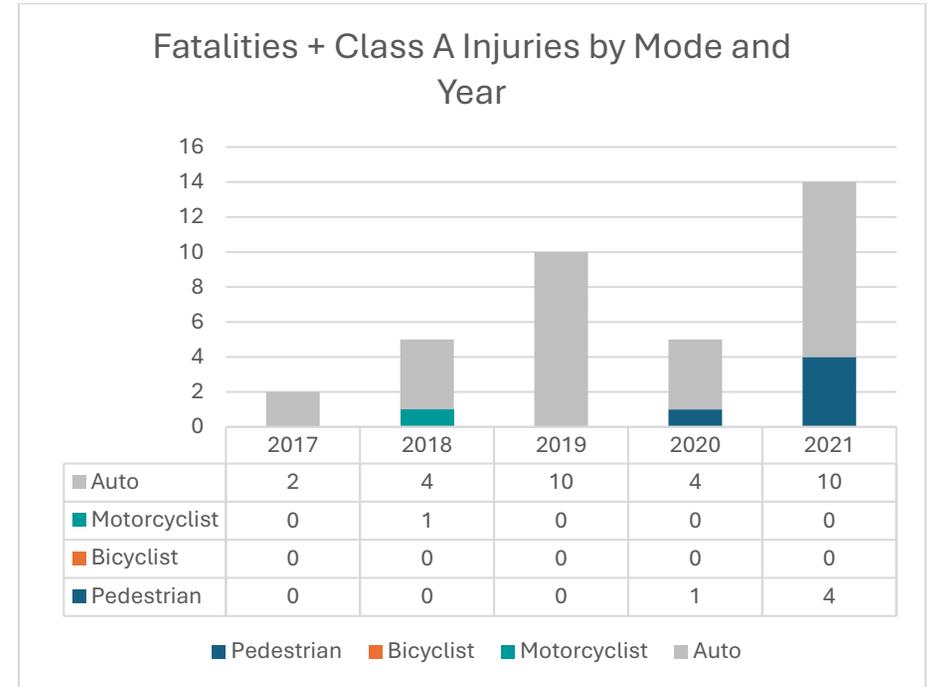
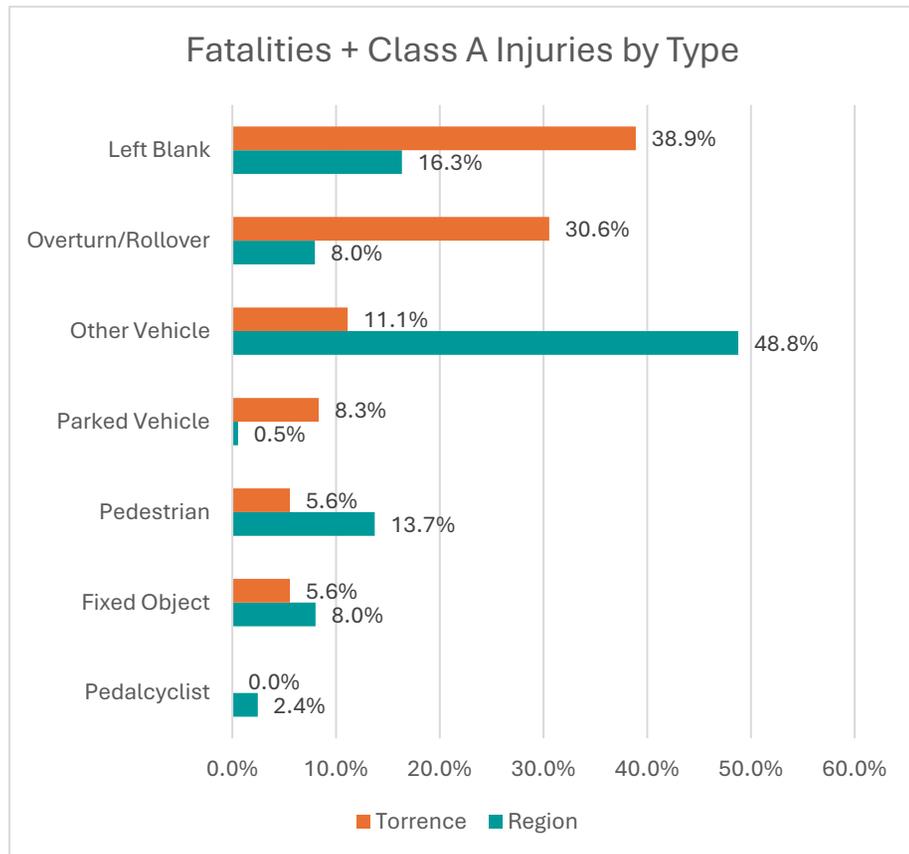
Santo Domingo Pueblo, San Felipe, and Pueblo de Cochiti

If we look at Sandoval County as a whole, there are 1676 crashes total and 40 fatalities. 2.4% of the crashes resulted in a fatality. Of the County's 40 fatalities, 6 occurred in San Felipe, Santo Domingo, and Cochiti Pueblo area meaning 15% resulted in a fatality in this area.

Torrance County Area Safety Profile

Fatal by Mode and Class Type (2017 to 2021)

Torrance County has a small population of 15,045 people according to the 2020 census. There were 44 fatalities in the county, with 17 occurring on I-40. Of these fatalities, 3 were pedestrians also on I-40. Vehicular fatalities totaled 33, motorcycle fatalities were 3, and there was 1 bicycle fatality. Among the 7 pedestrian fatalities, 3 occurred on I-40, and 6 happened in dark conditions. The fatal bicyclist crash occurred west of Mountain Air. Rollover crashes resulting in fatalities and serious incapacitating (Class A) injuries are more common in Torrance County, accounting for 29.2% compared to 8% in the region. Most rollovers occur during the day, with higher numbers during afternoon rush hour traffic. While alcohol involvement plays a role, it is not higher than the regional impact.



Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top Intersections and Corridors

Torrance is comprised of smaller urban and rural areas, resulting in the bulk of regional traffic passing through the county via state highways. Consequently, most crashes occur along these routes. This trend is evident in the top HFIN corridors, where all except Edgewood 7 are state highways. Although N.M. 285's high crash frequency isn't fully reflected in the HFIN total (due to its extensive length), it remains an important consideration – especially for its high number of rollover crashes.

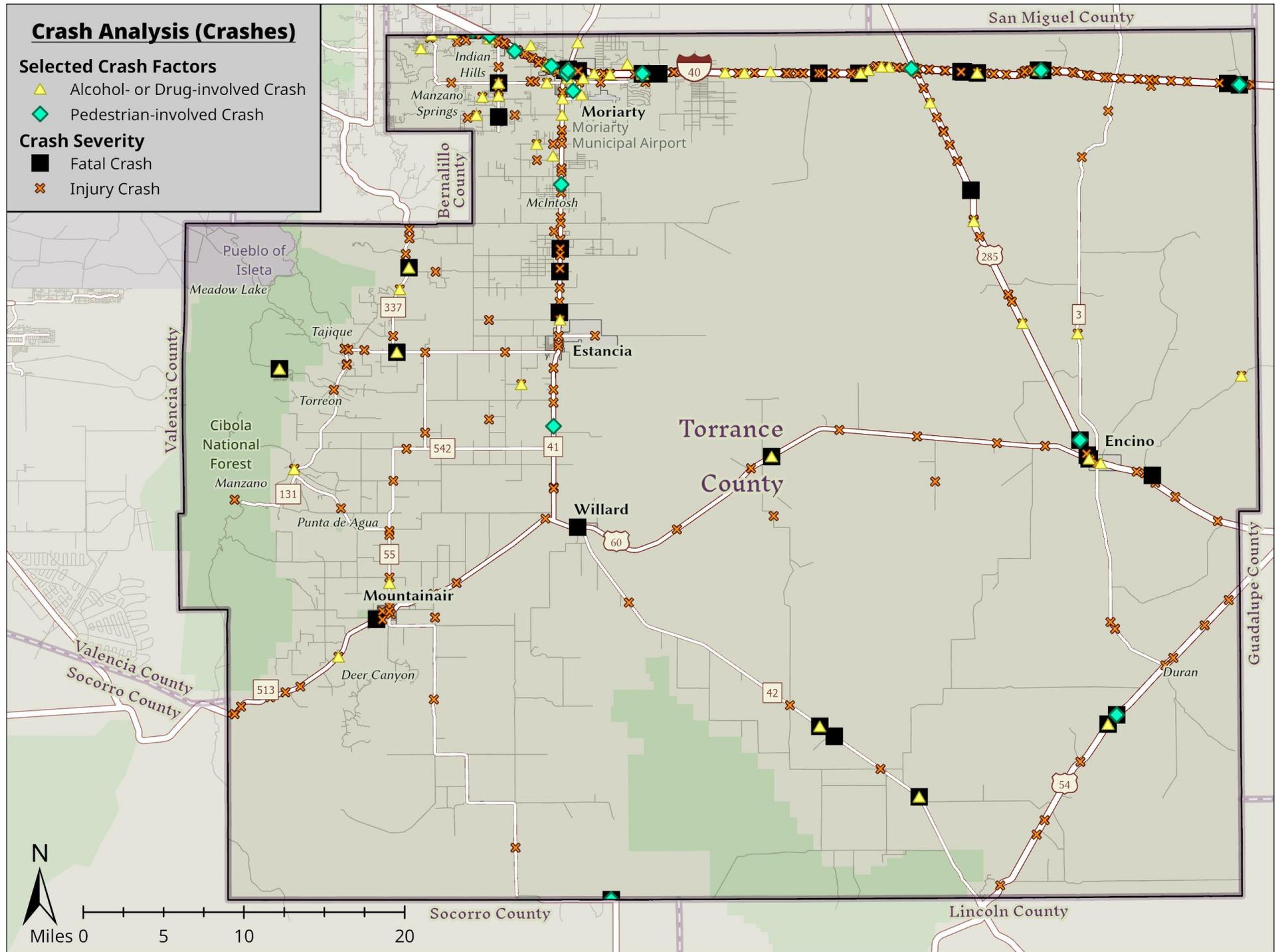
On the other hand, the top intersections are primarily within municipal areas, particularly Moriarty, Estancia, and Encino. Many of these high-risk intersections are also located along state highways and the main streets of small towns. While I-40 is not part of the Torrance County crash analysis, it's crucial to recognize the risk it poses. A significant number of fatal, injury, and pedestrian-involved crashes occur along the interstate. Areas lacking physical separation are particularly prone to severe crashes.

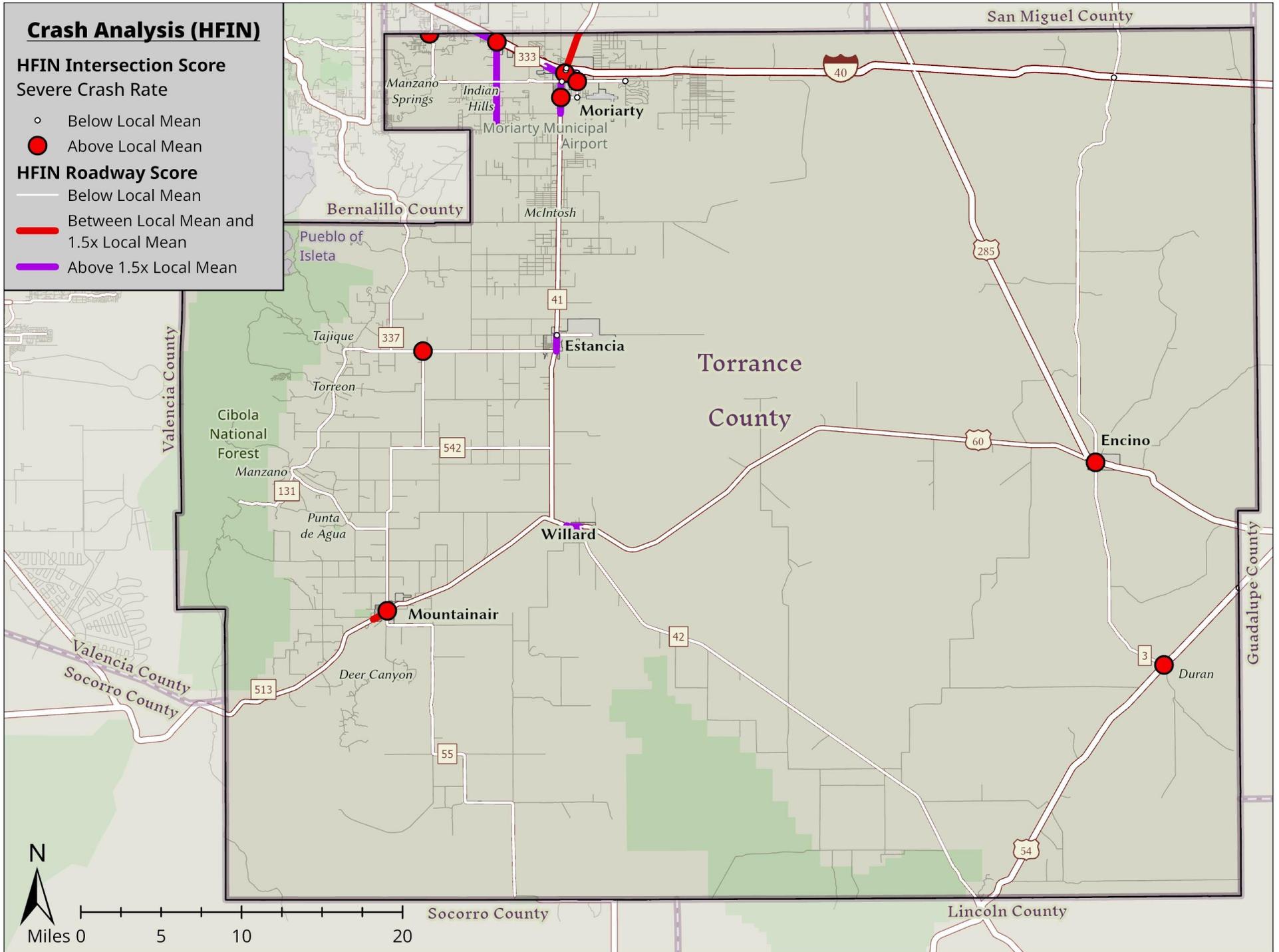
Main Streets

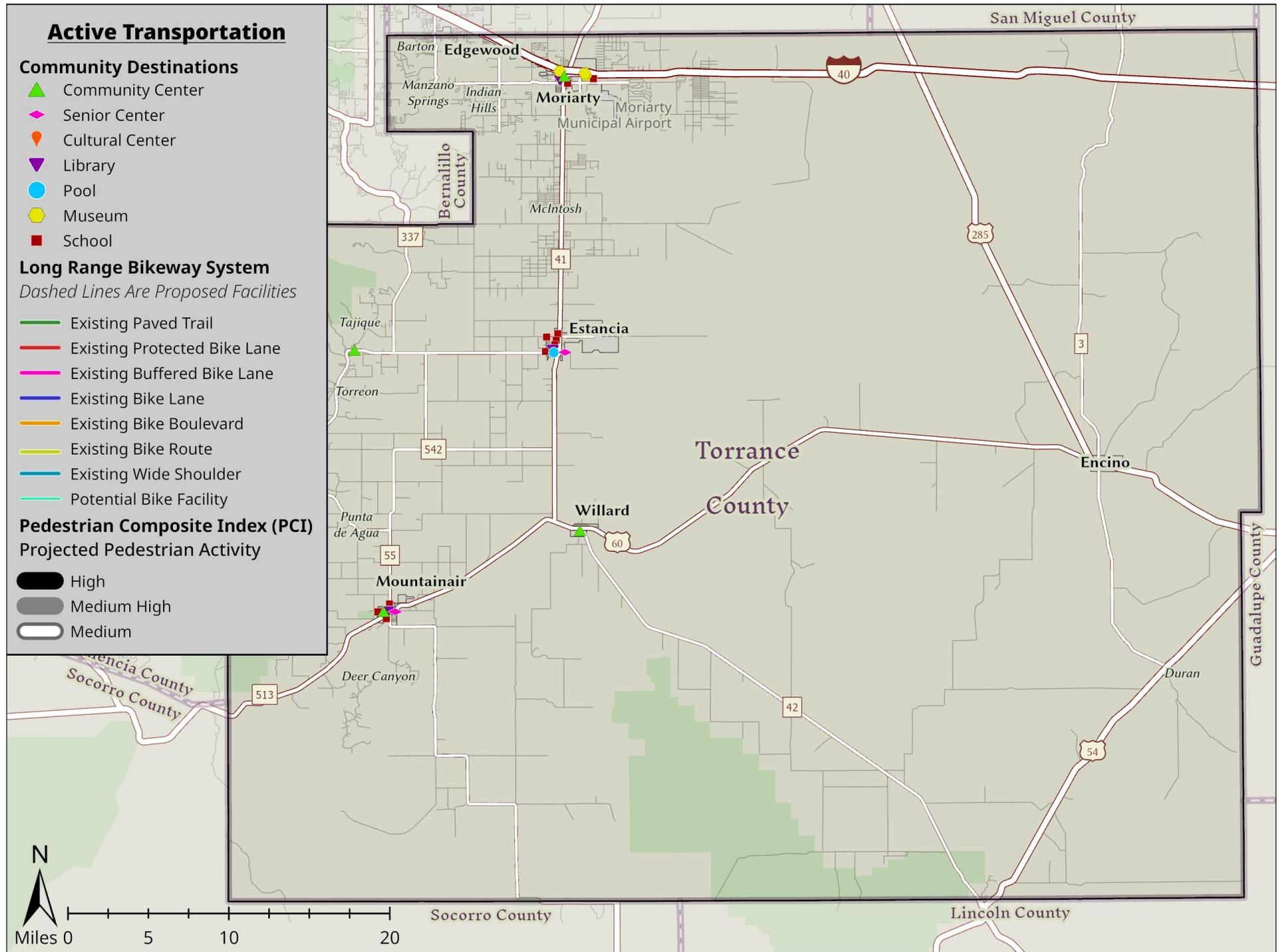
It is recommended that the small towns in Torrance County consider developing plans for improving their Main Streets and ask for funds from New Mexico Main Street. <https://www.nmmainstreet.org>

Street A	Street B	Killed + Injury Crashes	Approach Volume	Severe Rate
MARTINEZ RD	LEXCO RD	9	2,096.5	1.72
PASEO				
PONIENTE	MARTINEZ RD	4	1,274	0.64
ROUTE 66	LEXCO	10	3,803.5	0.58
NM 55	RILEY RD	1	1,068	0.52
US 54	NM 3	1	1,802	0.35
	HOWARD			
ROUTE 66	CAVASO BLVD	13	14,238	0.34
MARTINEZ RD	WINDMILL RD	1	1,850	0.26
HERITAGE LN	HIGHWAY 41	3	4,475	0.24
US 60	NM 55	1	2,740.5	0.20
NM 3	US 60	3	3,445	0.17

Corridor	Location	Killed	Class A	Injured	Speed	Lanes
N.M. 41	NORTH OF L34 (ROUTE 66 HISTORIC - SOUTH OF I-40 SOUTH RAMPS	0	0	15	40	2
L34 (ROUTE 66)	EAST OF N.M. 333 - WEST OF N.M. 41	0	1	27	40	2
L34 (ROUTE 66)	EAST OF N.M. 41 - WEST OF PASEO PONIETE	0	0	14	40	4
N.M. 41	NORTH OF I-40 SOUTH RAMPS - SOUTH OF I-40 NORTH RAMP	0	0	2	40	2
N.M. 333	SANTA FE /TORRANCE C.L. - WEST OF LEXCO	0	0	15	55	2
EDGEWOOD 7	NORTH OF MARTINEZ RD. - SOUTH OF N.M. 333	0	0	18	30	2
N.M. 333	SOUTHEAST OF N.M. 344 - SANTA FE/TORRANCE C.L.	3	1	29	55	2
N.M. 41	NORTH OF N.M. 55 - SOUTH OF ALAN AYERS	0	1	6	35	2
U.S. 60	1.0 MILES EAST OF N.M. 41 - WEST OF N.M. 42 AT WILLARD	1	0	3	35	2
N.M. 41	NORTH OF MCNABB - SOUTH OF L34 (ROUTE 66)	0	0	14	55	2
U.S. 285	NORTH OF U.S. 60 AT ENCINO - SOUTH OF I-40 SOUTH RAMPS (PC)	3	3	25	45	4







Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

High Priority Maps

The crash analysis map illustrates the concentration of crashes in Moriarty, with higher numbers occurring along state highways – particularly N.M. 41 and N.M. 285. Notably, N.M. 42 had 3 fatal crashes between 2017 and 2021, despite a lower overall crash rate. Although Mountainair and Duran are very small, they host high-risk intersections above the county HFIN mean, where state highways intersect. Fatal crashes are scattered throughout the rural regions of the county, once again highlighting safety concerns for these rural roadways. Factors such as excessive speeding, lighting conditions, road quality, and lack of signage play significant roles and can be addressed to reduce the number of crashes in these areas.

The active transportation map shows that community destinations in Torrance are primarily located in Moriarty, Estancia, and Mountainair. The county’s only other destinations are community centers in Willard and Tajique. Each of these locations is adjacent to intersections above the county HFIN mean and/or has experienced a fatal crash. In Moriarty, pedestrian-involved crashes are common near these community destinations. Additionally, there has been an abundance of alcohol/drug-involved crashes throughout Moriarty, demonstrating extra risk for all types of road users. These small towns in Torrance are situated along the state’s highways, with their main economic and activity centers right next to these higher-speed roadways. This situation puts local pedestrians, bicyclists, and other vulnerable road users in harm’s way when navigating these high-activity areas.

Top Contributing Factor (TCF)

The TCF data is limited to 2017-2019 but still provides some insight into why some of these crashes are occurring. Surprisingly Alcohol/Drug involved crashes (16%) is not the highest TCF rather Inattentive Driving is. Additional high ranked factors are Excessive Speed (14%) and Avoid Contact (10%). It is not clear if this is with other vehicles or animals.

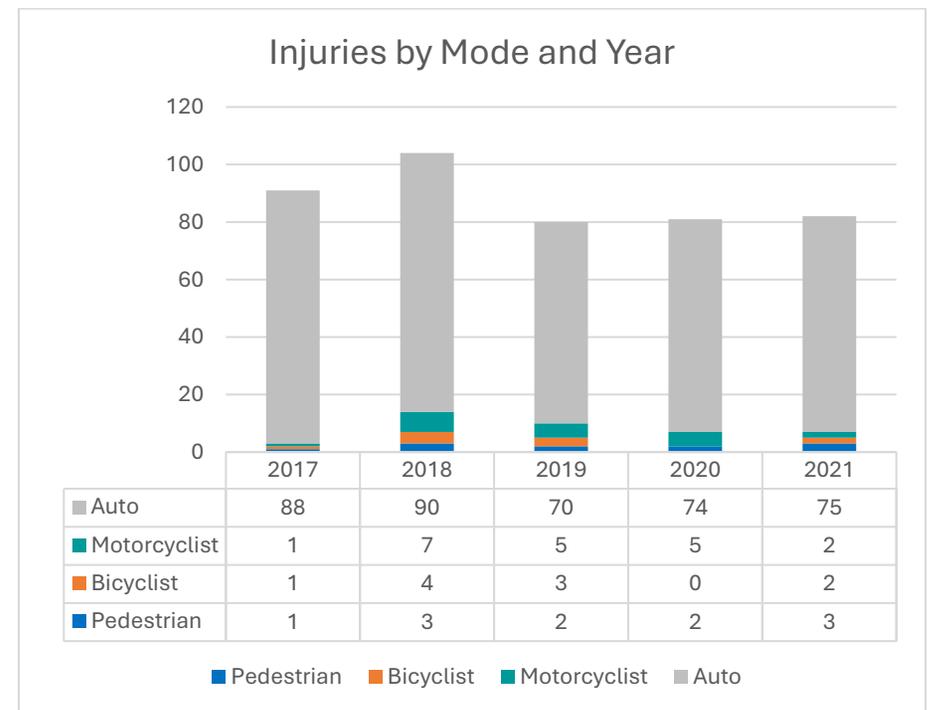
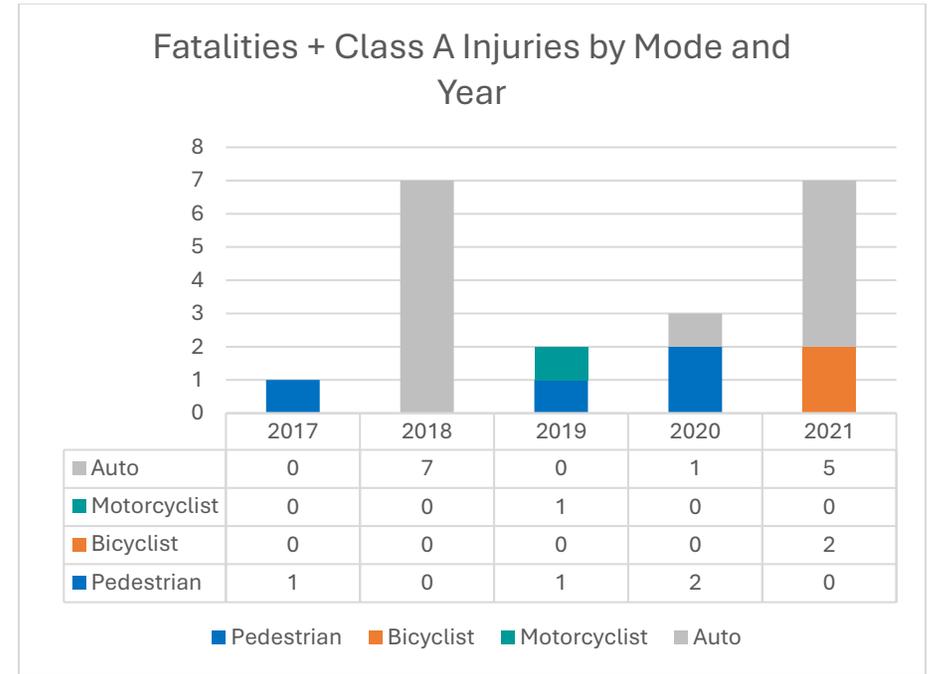
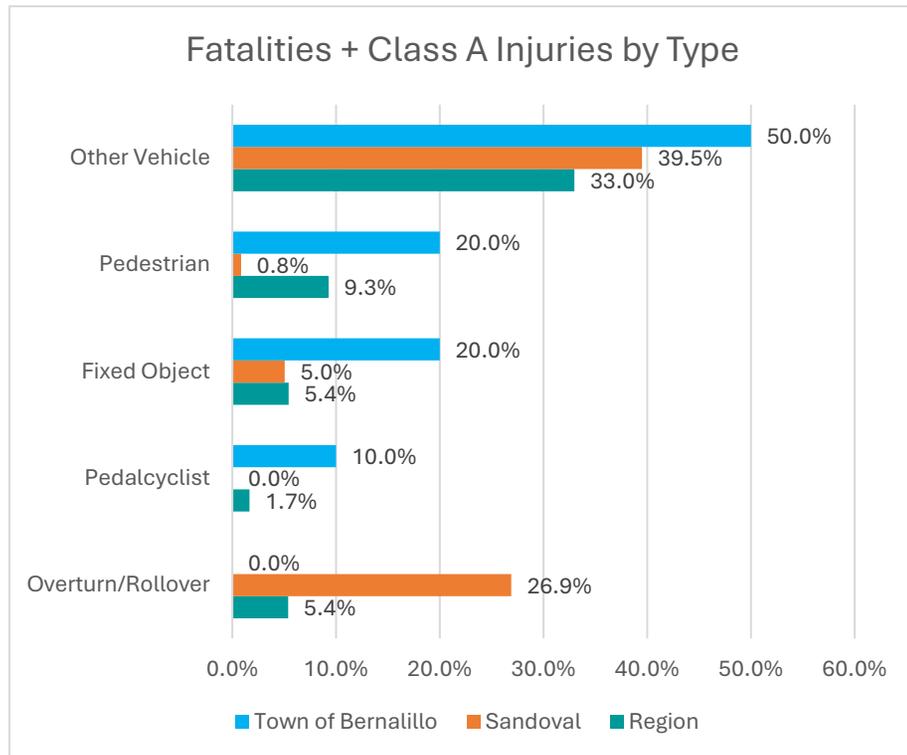
Top Contributing Factor	Torrance				Region			
	Fatal + ClassA	% of total	Injured	% of total	Fatal + ClassA	% of total	Injured	% of total
Driver Inattention	5	29.4%	44	34.1%	45	2.4%	253	0.8%
Excessive Speed	3	17.6%	16	12.4%	441	23.3%	1954	6.5%
Avoid Contact	3	17.6%	11	8.5%	45	2.4%	807	2.7%
Mechanical or Road Defect	2	11.8%	15	11.6%	29	1.5%	553	1.8%
Other	2	11.8%	6	4.7%	165	8.7%	3034	10.1%
Improper Driving	1	5.9%	16	12.4%	85	4.5%	1190	4.0%
Failed to Yield Right of Way	1	5.9%	2	1.6%	208	11.0%	6927	23.1%
None Identified	0	0.0%	8	6.2%	92	4.9%	3251	10.9%
Following Too Closely	0	0.0%	6	4.7%	110	5.8%	1980	6.6%
Alcohol Drug Involved	0	0.0%	4	3.1%	215	11.4%	2626	8.8%
Drove Left Of Center	0	0.0%	1	0.8%	54	2.9%	594	2.0%
Passed Stop Sign	0	0.0%	0	0.0%	271	14.3%	5828	19.5%
Bicyclist Error	0	0.0%	0	0.0%	95	5.0%	304	1.0%
Disregard Traffic Signal	0	0.0%	0	0.0%	30	1.6%	569	1.9%
Pedestrian Error	0	0.0%	0	0.0%	5	0.3%	59	0.2%
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%	16	0.1%
Total	17	100.0%	129	100.0%	1890	100.0%	29945	100.0%

Town of Bernalillo Area Safety Profile

Fatal by Mode and Class Type (2017 to 2021)

In Bernalillo, crash statistics reveal some notable trends. The town experiences a higher rate of vehicle-on-vehicle crashes compared to both Sandoval County and the broader region. What stands out even more are the elevated rates of fatalities and Class A injuries involving pedestrians, fixed objects, and bicyclists. Interestingly, between 2017 and 2021, Bernalillo had no overturns or rollovers—a rarity in small urban, rural, and tribal areas. However, this absence is offset by a higher rate of fixed object collisions, reflecting the recent trend of increasing single-vehicle crashes.

Notably, 2018 marked a significant year for fatalities and injuries. Seven fatalities or Class A injuries occurred, along with a total of 90 injuries involving automobiles, leading to a spike in the number of crashes. It wasn't until 2021 that similar numbers were reported. This trend aligns with the overall increase in crashes observed across the region and the nation.



Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top intersections and Corridors

The most high-risk locations for both intersections and corridors in the Town of Bernalillo are along U.S. 550 and N.M. 313. Despite adjusting for traffic volume and lengths, these two corridors still exhibit the highest severe crash rates and High Fatality and Injury Network (HFIN) totals. Among the top five intersections and corridors, U.S. 550 recorded 5 fatalities and 163 injuries (including 5 class A injuries), while N.M. 313 had 132 injuries. Notably, 57 of these injuries occurred at the intersections, highlighting safety concerns for both roadways.

Potential Road Diet Candidates

Corridor	Road Diet Type
N.M. 528	Priority 2A: 6 Lanes 20,000 to 25,000
N.M. 313	Priority 1B 4 Lanes under 20,000

High Priority Maps

The crash analysis map highlights that U.S. 550 and N.M. 313 are the roadways with the highest number of injury crashes in the Town of Bernalillo. N.M. 473 also experiences a significant number of injury crashes, exceeding the local HFIN mean. However, the most concerning corridor that surpasses the local HFIN along multiple segments is U.S. 550.

The active transportation map illustrates how much pedestrian activity is in the Town of Bernalillo, especially along N.M. 313, U.S. 550, and Camino Don Thomas. U.S. 550 is higher risk for pedestrians because it's HFIN score is over 1.5x the local mean and has the most crashes in the town along with N.M. 313. Both corridors are popular locations for residents of all modes but are the most dangerous locations for vulnerable road users.

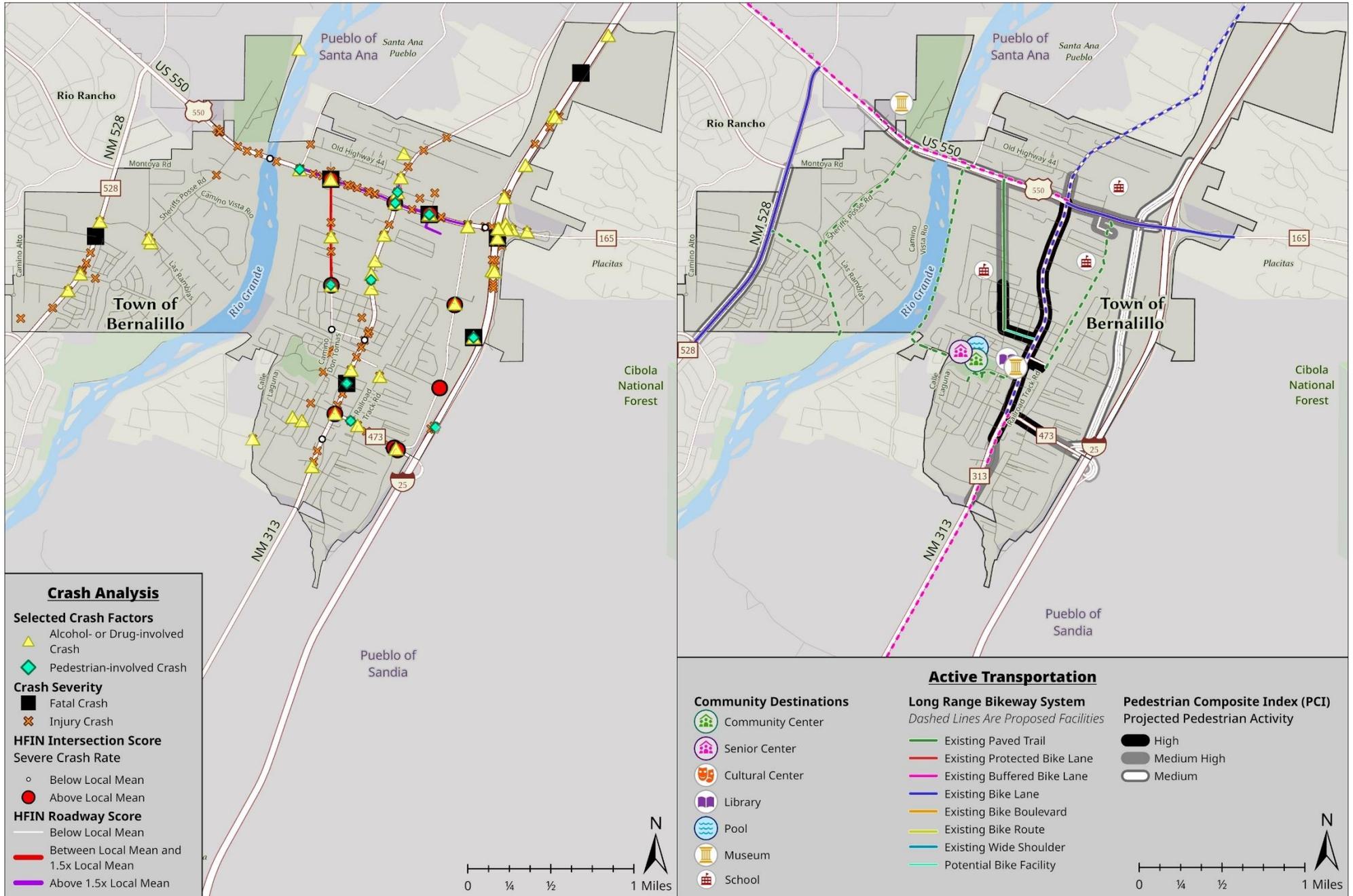
INTERSECTIONS

Street A	Street B	Killed + Injury Crashes	Approach Volume	Severe Rate
U.S. 550	CAMINO DON TOMAS	65	45,112	0.68
CALLE DEL NORTE	CAMINO DON TOMAS	6	4,400	0.66
U.S. 550	RAIL RUNNER AVE.	43	36,453.5	0.57
U.S. 550	N.M. 313	57	48,199	0.52
N.M. 473	N.M. 313	13	11,355	0.45

CORRIDORS

Corridor	Location	Killed	Class A	Injured	Speed	Lanes
U.S. 550	WEST OF RAIL RUNNER AVE. - EAST OF N.M. 313	2	1	101	40	6
U.S. 550	EAST OF DON THOMAS - WEST OF SANTA ANA NORTH OF U.S. 550 - SOUTH OF YSIDRO	1	2	81	40	4
N.M. 313	SANCHEZ CIR.	0	0	62	35	2
U.S. 550	WEST OF N.M. 313 - EAST OF DON TOMAS	1	2	130	40	4
RAIL RUNNER AVE	RAIL RUNNER STATION - SOUTH OF U.S. 550	1	1	42	25	2
N.M. 528	NORTH OF IDALIA SOUTH OF ENCHANTED HILLS BLVD.	1	1	107	55	4

Appendix C RTSAP 2024 Area Safety Profiles and Site Visits



Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top Contributing Factor (TCF)

In Bernalillo, Excessive Speeding contributes to a significantly higher rate of fatalities and Class A injuries compared to Sandoval County and the broader region. While overall injuries related to Excessive Speeding align more closely with the regional average, they remain notably lower than in Sandoval County. However, what truly stands out is injury crashes resulting from Failing to Yield Right of Way and Following Too Closely. These two factors account for 24% and 23.6% of all transportation-related injuries in Bernalillo, surpassing the corresponding figures in both Sandoval County and the region.

Top Contributing Factor	Town of Bernalillo				Sandoval				Region			
	Fatal + Class A	% of total	Injured	% of total	Fatal + Class A	% of total	Injured	% of total	Fatal + Class A	% of total	Injured	% of total
Excessive Speed	6	60.0%	26	9.5%	17	23.6%	90	21.6%	215	11.4%	2626	8.8%
Alcohol Drug Involved	2	20.0%	17	6.2%	25	34.7%	56	13.5%	441	23.3%	1954	6.5%
Driver Inattention	1	10.0%	29	10.5%	4	5.6%	62	14.9%	208	11.0%	6927	23.1%
Drove Left Of Center	1	10.0%	1	0.4%	8	11.1%	9	2.2%	45	2.4%	253	0.8%
Failed to Yield Right of Way	0	0.0%	66	24.0%	0	0.0%	21	5.0%	271	14.3%	5828	19.5%
Following Too Closely	0	0.0%	65	23.6%	2	2.8%	31	7.5%	92	4.9%	3251	10.9%
Improper Driving	0	0.0%	19	6.9%	4	5.6%	29	7.0%	110	5.8%	1980	6.6%
None Identified	0	0.0%	16	5.8%	2	2.8%	35	8.4%	85	4.5%	1190	4.0%
Avoid Contact	0	0.0%	9	3.3%	2	2.8%	18	4.3%	45	2.4%	807	2.7%
Disregard Traffic Signal	0	0.0%	8	2.9%	0	0.0%	0	0.0%	165	8.7%	3034	10.1%
Passed Stop Sign	0	0.0%	7	2.5%	0	0.0%	1	0.2%	29	1.5%	553	1.8%
Mechanical or Road Defect	0	0.0%	4	1.5%	1	1.4%	13	3.1%	30	1.6%	569	1.9%
Other	0	0.0%	3	1.1%	7	9.7%	51	12.3%	54	2.9%	594	2.0%
Bicyclist Error	0	0.0%	3	1.1%	0	0.0%	0	0.0%	5	0.3%	59	0.2%
Pedestrian Error	0	0.0%	2	0.7%	0	0.0%	0	0.0%	95	5.0%	304	1.0%
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	16	0.1%
Total	10	100.0%	275	100.0%	72	100.0%	416	100.0%	1890	100.0%	29945	100.0%

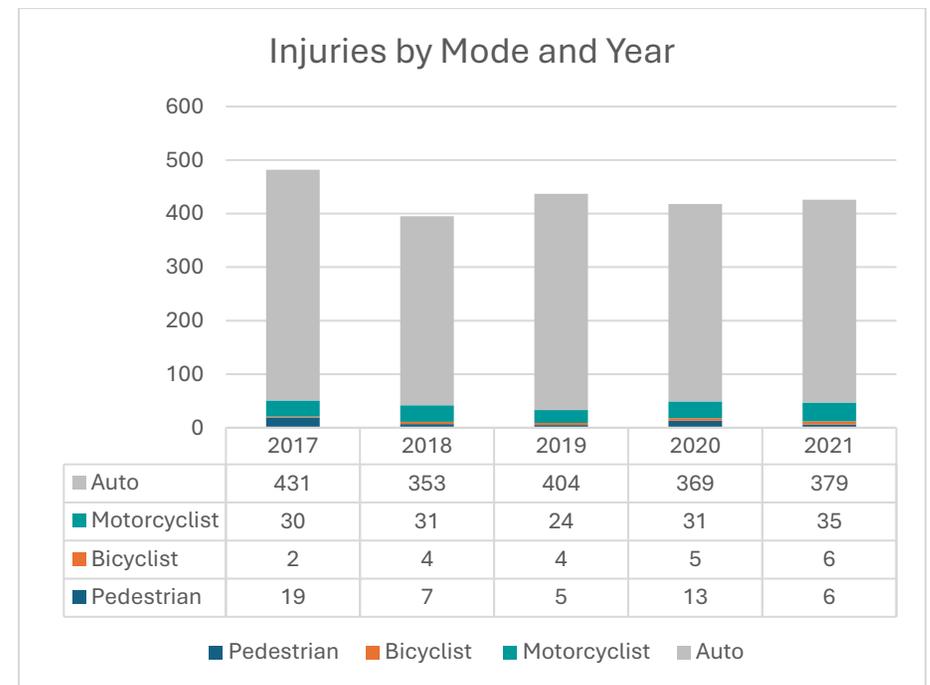
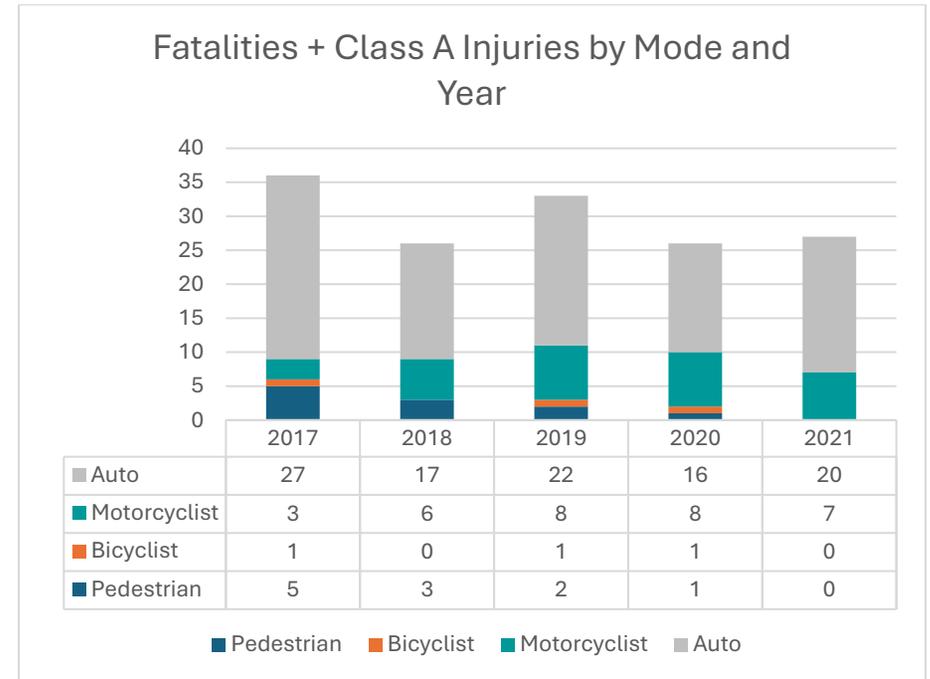
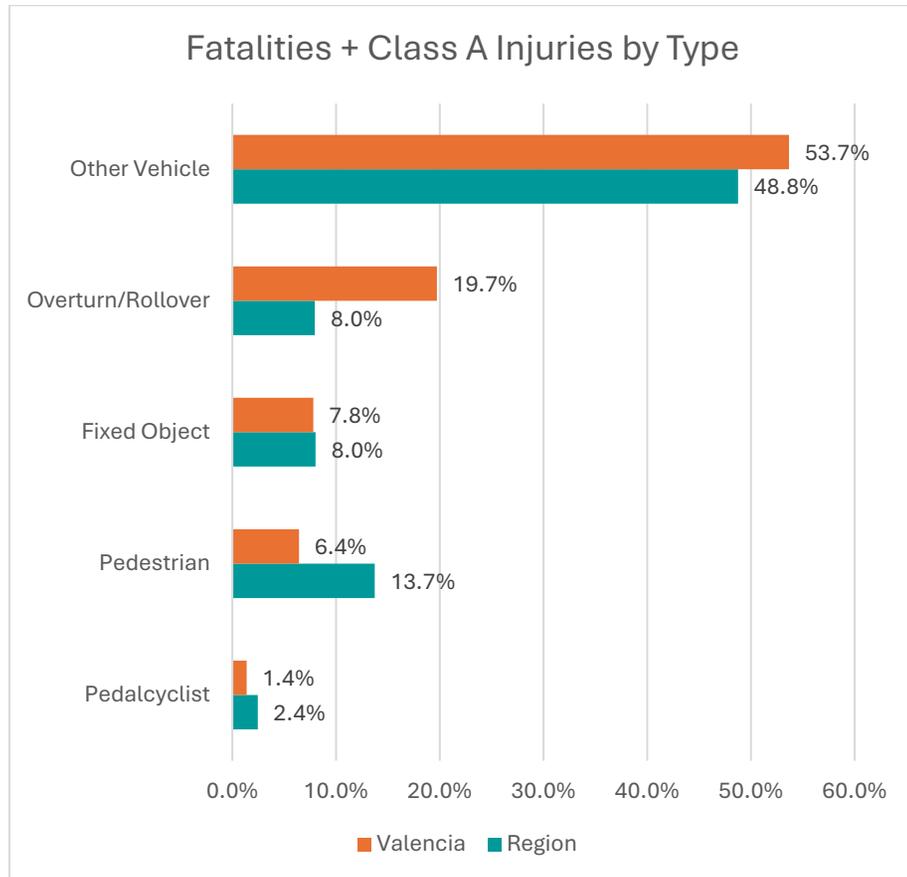
Local Concerns

Officials in the Town of Bernalillo have identified N.M. 313 as a corridor with persistent issues related to Excessive Speeding. Additionally, at the intersection of N.M. 473 (Avenida Bernalillo) and N.M. 313, there have been recurring problems with curb cutting during right turns—often caused by drivers speeding around the corner. This behavior has resulted in four minor injuries and the light pole being knocked over on multiple occasions. The same intersection poses challenges for truck drivers attempting sharp turns within limited space. Another problematic location is Sheriffs Posey, where Fixed Object collisions have been frequent. The road, lined with trees, has had many instances of inattentive drivers veering out of their lanes due to slight curves. Fire hydrants and fences have sometimes borne the brunt of these lane departures. A similar issue occurred on Old Highway 44, where drivers collided with cottonwood trees lining the road. To address these safety concerns, the town took action along the segment between N.M. 313 and Santa Ana Road. Some of the cottonwood trees were removed, and the street was repaved, incorporating speed humps. This project was completed in May 2024. The town aims to implement similar measures on other roadways experiencing excessive speeding and lane departure issues.

Valencia County Area Safety Profile

Fatal by Mode and Class Type (2017 to 2021)

The charts show fatalities by mode and compare the type of fatality and serious incapacitating injury (Class A) to the region. There were 48 fatal crashes and 50 fatalities in Valencia County. Auto only fatalities total 33, motorcycle fatalities total 12, and pedestrian fatalities total 5. There are not any bicycle fatalities. Fatalities and serious incapacitating (Class A) injuries resulting from rollovers are more common in Valencia County than the Region. Only 8% in the Region compared to 19.7% in Valencia County. This may be because of long rural roadways that are easy to speed on. Lane departure measures and speed limits or traffic calming to reduce speeds is important in this area.



Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top Intersections and Corridors

The main roadway highlighted for both its severe crash rate at intersections and HFIN total along its corridors is N.M. 6. This state highway comprises 3 of the top 10 intersections and 7 of the top 10 corridors for the county. Following that is N.M. 47, which accounts for 3 of the top 10 intersections and one of the top corridors. These locations are not only concentrated in Los Lunas or Belen but also in many rural areas.

High Priority Maps

The majority of pedestrian-involved crashes are concentrated in Los Lunas and Valencia CDP. Belen, Meadow Lake, and El Cerro-Monterey Park also experienced many pedestrian and injury crashes. During this time frame, Bosque Farms, Peralta, and Jarales all had a high number of fatal crashes. The sheer number of crashes (of all types) along N.M. 6 can be visualized on the crash analysis map. N.M. 314 and N.M. 47 also stand out due to the frequency of crashes. The intersections in Valencia that exceed the county mean are mostly located in Los Lunas and Belen. Tome Adelino stands out for having many high-risk intersections. Rio Communities is another location with numerous injury crashes, a high-risk intersection, and a fatality.

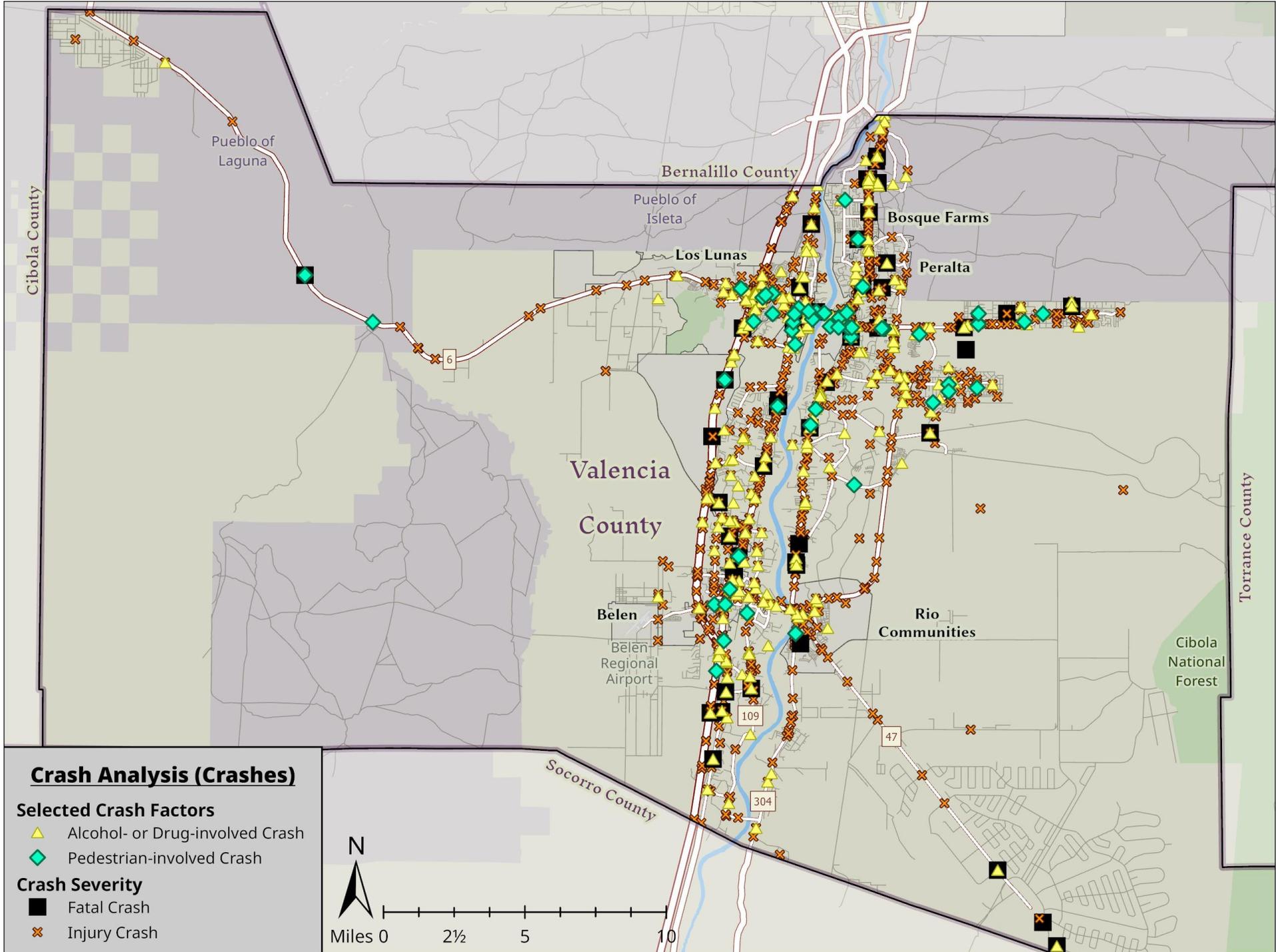
Most community destinations and schools in Valencia County are situated within Los Lunas and Belen. There are 5 schools in the Tome Adelino-Los Maravillas area, along with several others in the other CDPs throughout the county. Most of these community destinations and schools are near intersections or corridors with high HFIN values or locations that have many injury crashes and fatalities.

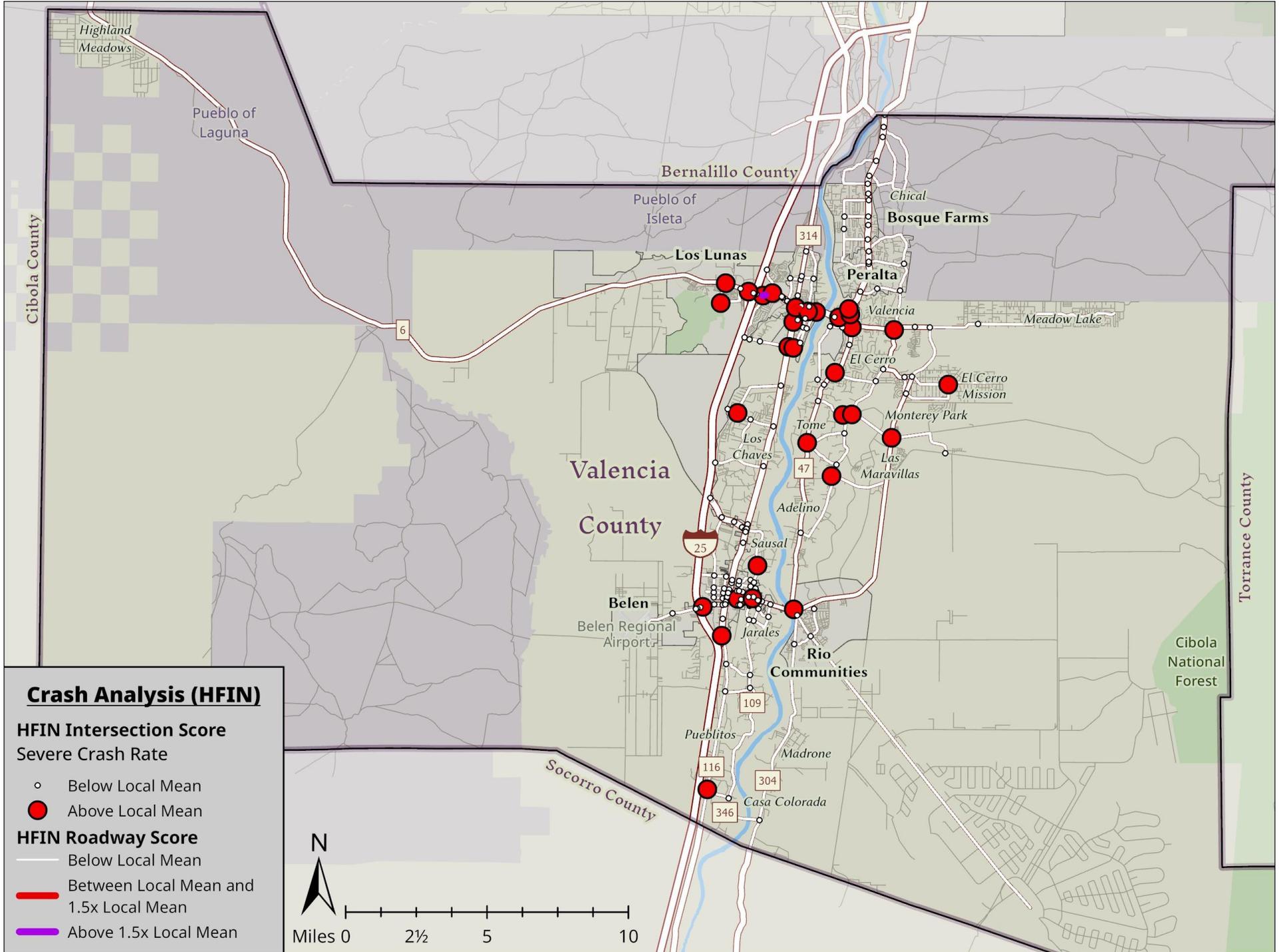
INTERSECTIONS

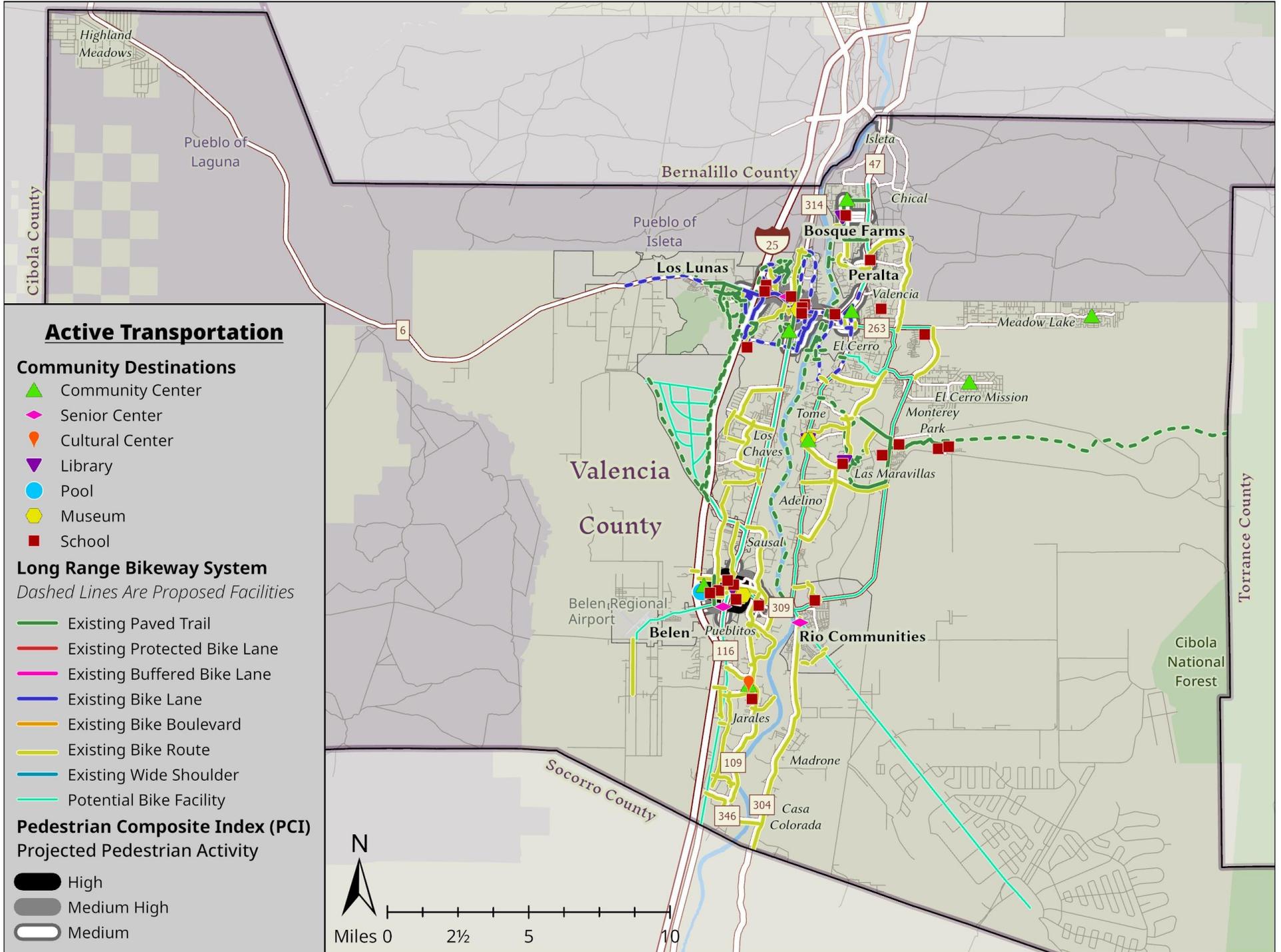
Street A	Street B	Killed + Injury Crashes	Approach Volume	Severe Rate
RIO DEL ORO LOOP	MANZANO EXPRESSWAY	15	3,027	1.34
ROUTE 66	DALIES RD	4	2,082.5	1.15
N.M. 6	LOS CERRITOS DR.	60	26,086	0.81
N.M. 263	N.M. 47	47	26,227.5	0.80
EL CERRO MISSION	VAN CAMP BLVD	8	3,796	0.75
N.M. 263	N.M. 47	22	10,062	0.74
N.M. 6	CARSON DR.	44	27,868	0.70
N.M. 6	CAMELOT/EMILIO LOPEZ	51	30,804.5	0.69
N.M. 6 (MAIN)	LOS LENTES RD.	48	28,093.5	0.69
N.M. 309	N.M. 47	32	18,658.5	0.67

CORRIDORS

Corridor	Location	Killed	Class A	Injured	Speed	Lanes
N.M. 6	EAST OF CAMELOT/EMILIO LOPEZ - WEST OF GRANT BLVD.	0	2	68	45	4
N.M. 6	EAST OF N.M. 314 - WEST OF LUNA	0	1	65	45	4
N.M. 6	EAST OF LOS LENTES STREET - WEST OF CARSON DRIVE	1	3	100	35	4
N.M. 6	EAST OF EDEAL RD. - WEST OF MOUNTAIN LAUREL ST.	0	1	30	45	4
N.M. 6	EAST OF I-25 WEST RAMPS - WEST OF I-25 EAST RAMPS	0	2	38	45	2
N.M. 6	EAST OF I-25 EAST RAMPS - WEST OF CAMELOT/EMILIO LOPEZ	0	2	72	45	4
N.M. 6	EAST OF GRANT BLVD. - WEST OF LOS CERRITOS	0	2	81	40	4
N.M. 47	NORTH OF LUJAN - SOUTH OF N.M. 6	0	3	66	45	4
N.M. 309/RIENKEN AVE.	RIO GRANDE BRIDGE - WEST OF N.M. 47	0	4	35	40	2
LOS LENTES STREET	NORTH OF N.M. 6 (MAIN) - SOUTH OF CORONADO STREET	0	1	49	30	2







Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Top Contributing Factor

Top contributing factor data was only available for the years 2017-2019. In this 3-year timespan, it was revealed that Alcohol Involved, like the region, is ranked highest for number of people killed. The additional contributing factors for fatalities and serious injuries primarily center around dangerous driving like Excessive Speed and Failure to Yield Right of Way. For injury crashes Following Too Closely and improper driving also play a role.

Top Contributing Factor	Valencia				Region			
	Fatal + Class A	% of Total	Injured	% of Total	Fatal + Class A	% of Total	Injured	% of Total
Alcohol Drug Involved	38	26.0%	149	8.8%	441	23.3%	1954	6.5%
Failed to Yield Right of Way	24	16.4%	335	19.7%	271	14.3%	5828	19.5%
Driver Inattention	22	15.1%	293	17.2%	208	11.0%	6927	23.1%
Excessive Speed	20	13.7%	222	13.0%	215	11.4%	2626	8.8%
None Identified	10	6.8%	118	6.9%	85	4.5%	1190	4.0%
Following Too Closely	5	3.4%	182	10.7%	92	4.9%	3251	10.9%
Improper Driving	5	3.4%	147	8.6%	110	5.8%	1980	6.6%
Drove Left of Center	5	3.4%	44	2.6%	45	2.4%	253	0.8%
Pedestrian Error	5	3.4%	6	0.4%	95	5.0%	304	1.0%
Disregard Traffic Signal	4	2.7%	36	2.1%	165	8.7%	3034	10.1%
Other	3	2.1%	52	3.1%	54	2.9%	594	2.0%
Mechanical or Road Defect	3	2.1%	45	2.6%	30	1.6%	569	1.9%
Avoid Contact	1	0.7%	43	2.5%	45	2.4%	807	2.7%
Passed Stop Sign	1	0.7%	28	1.6%	29	1.5%	553	1.8%
Bicyclist Error	0	0.0%	1	0.1%	5	0.3%	59	0.2%
Traffic Control Not Functioning	0	0.0%	1	0.1%	0	0.0%	16	0.1%
Total	146	100.0%	1702	100.0%	1890	100.0%	29945	100.0%

Appendix C RTSAP 2024 Area Safety Profiles and Site Visits

Pedestrian Fatalities 2022

Unexpectedly the number of pedestrian fatalities is increasing. In 2022, there were 6 pedestrian fatalities in Valencia County. This is more in one year than the total in the last 5 years. The following statistics are vital to consider:

- 1) All of them are in the Small Urban Area.
- 2) All of them took place in dark conditions.
- 3) All of them did not take place at intersections.
- 4) Two are alcohol or drug related.
- 5) Four are along state highways NM 47, NM 6, and NM 314.
- 6) Two are on major roadways (minor arterial and minor collector).

Rollovers by Time of Day

The rollover crashes that result in fatalities and Class A injuries mostly take place at 5am (12%) and in the even from 7pm to 11pm (42%). They are generally not located along the HFIN network but are mid-roadway. Alcohol drug involvement is indicated in 5 of the 14 fatal and Class A rollover crashes meaning it likely is a key factor in these single vehicle crashes.

Public Input from Mapping Exercise

Public input from a map exercise consisted of 27 responses. Most comments are about vehicular congestion, walking, or transit and are located along NM 6 and NM 314. Most people are doing errands or going to a family or friend's place, with the next most common destination is school. Driving / motorcycling comments are about traffic congestion, long stop light delays (NM 6), and dangerous drivers. Pedestrians' and bicyclists' comments include crosswalks not being present, vehicles not stopping for pedestrians crossing, and bikes not having enough separation from vehicles. Transit comments are about wanting the train to run more often and not having a nearby parking area. Based on high crash locations and local agency interest, MRMPO and representatives from this area completed some site visits to further investigate what could be contributing to the high number of incidents. The following information provides some potential recommendations.

Site Visit: Meadow Lake Drive

Meadow Lake is about 8.5 miles in length. There is a community center along the road with a Head Start program, and there is a lot of pedestrian activity when the church along the road hosts events. Bus stops are also present. There is speeding along the road and no lighting or sidewalks. Drainage issues also exist. Challenges include State land on the south side of the road and milling coming out. Top improvements identified include:

- 1) School zone enhancements (with overhead flashing lights).
- 2) Streetlights especially at curves and the community center and areas with more pedestrian activity.
- 3) Sidewalks, especially near areas with more pedestrian activity or generators.
- 4) Reconfiguration of High Mesa intersection.

Site Visit: NM 6 in Los Lunas

NM 6 is a highly trafficked road. Morris Road is being reconstructed and will have a bike path and hopefully take some cars off the road. Morris Road will take about 3.5 years if they stay on schedule, and then Los Lunas would like to focus on NM 6. A Road Diet is one idea for NM 6 because there is not much ROW to add on NM 6. The land use is diverse, and to improve safety the street needs wider sidewalks and traffic calming. There is a middle school with students crossing NM 6 and one new HAWK signal. Los Lunas hopes to put in more. Some challenges include that the ROW belongs to NMDOT. When NMDOT re-paved NM 6 a few years back, they took out the bike lane and made the travel lanes 12'.