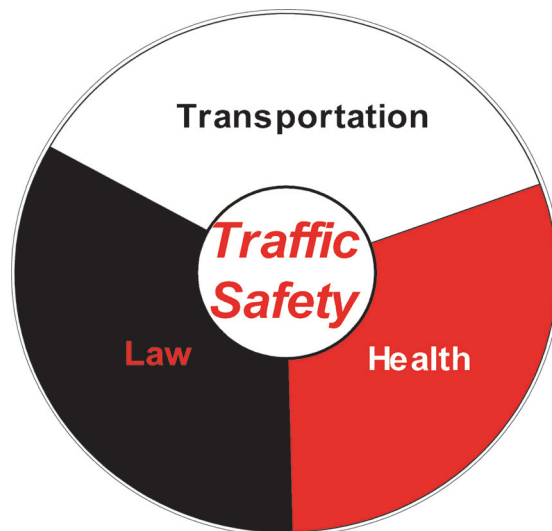


2006

NEW MEXICO TRAFFIC CRASH INFORMATION



New Mexico Department of Transportation
Programs Division
Traffic Safety Bureau



Rhonda Faught
Secretary, NMDOT

The New Mexico Department of Transportation (NMDOT) is pleased to provide the state with our annual report on programs that make our roadways safer for the traveling public.

The mission of the NMDOT is to continuously reduce traffic related fatalities and injuries. We are responsible for the development of the Statewide Highway Safety and Performance Plan that is a necessary component for obtaining federal funds authorized under federal laws and guidelines.

Federal grants obtainable for program funding facilitate the NMDOT's traffic safety efforts in the areas of occupant protection, child protective education, impaired driving, state and community highway safety, data systems, alcohol incentives, and all other traffic safety related concerns.

NMDOT, law enforcement agencies, and partnering organizations are making great strides in preventing traffic-related crashes. Under the leadership of Governor Bill Richardson, New Mexico has seen a sustained decline in alcohol-related fatalities.

In addition, earlier this spring, I set as my top traffic safety goal achieving a ten percent decline in all traffic fatalities in New Mexico. However, after our successful campaign, "100 Days and Nights of Summer" where we saw a 15% reduction for the same period the previous year, it is my belief that we can achieve an even greater reduction through our aggressive traffic safety initiatives. Programs such as these are leading New Mexico in the right direction, but there is much more work to be done. The bottom line on traffic fatalities is that each death on our roadways is one death too many.

New Mexico is working on traffic safety matters on a number of fronts. State and federally funded programs such as statewide driver education, DWI driving schools, selective traffic enforcement projects, operation DWI, operation buckle down, Super Blitz checkpoints and saturation patrols, pedestrian safety, motorcycle safety, and related law enforcement training programs are framing the attitudes and beliefs of the driving public.

Our partners, state and local government agencies, non-profit organizations, legislators, and law enforcement agencies are responsible for the successful changes and safer New Mexico roadways.

We thank everyone for their efforts in making New Mexico's roadways safer.

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

Traffic Safety Bureau
Programs Division
Department of Transportation
State of New Mexico
P.O. Box 1149
Santa Fe, New Mexico 87504-1149
(505) 827-0427
web site: <http://www.unm.edu/~dgrint/tsb.html>

New Mexico Traffic Crash Information 2006

New Mexico Department of Transportation
Programs Division
Traffic Safety Bureau

October 2007

Produced by the Division of Government Research
University of New Mexico
Under contract number C04950
Distributed in compliance with
New Mexico Statute 66-7-214
as a reference source regarding
New Mexico traffic crashes

I N S I D E

Definitions	1
Overview.....	2
When.....	5
Where.....	9
Crash Details.....	16
Who.....	19
Teenagers.....	23
Young Adults.....	24
Senior Citizens.....	25
Seatbelt.....	26
Alcohol	28
Pedestrians	32
Motorcycles.....	34
Trains	36
Sources	37
Index	38

INTRODUCTION

This edition of *New Mexico Traffic Crash Information* reviews traffic crash data in New Mexico from January through December, 2006. It presents crash data in the form of graphs for those who prefer an impressionistic view and tables for those who require reference information. Maps are provided where a geographic perspective is useful.

The statistics shown in this publication reflect only those crashes that occurred on public roadways and resulted in death, personal injury, or \$500 or more in property damage according to the investigating officer's judgement. No account is kept of unreported crashes or crashes that occurred on private property.

The information found in this report was drawn from the Uniform Accident reports, which are distinct from those required by New Mexico's Financial Responsibility Act: statutes 66-5-201 to 66-5-239. These reports are compiled and processed by the Transportation Statistics Bureau of the New Mexico Department of Transportation, and analyzed under contract by the Division of Government Research for statistical analysis and report generation. Since the data are occasionally incomplete or imprecise, discrepancies may be found in a few tables, or in comparison to other data sources. Estimated and revised figures are indicated where applicable. The tables and graphs which appeared in editions of this report prior to 1993 **only** showed counts of occupants that were involved in fatal or injury crashes. Since 1993, these same tables and graphs display counts of **all** occupants involved in crashes (i.e., this now includes occupants involved in property-damage-only crashes).

A great debt is owed to those hundreds of police officers across the state who made this report possible.

Note: The 1999 crash file contains 15% fewer crashes than the 1998 file. This may be due to problems in implementing the new system after the old system failed, or to underreporting. Care should be used in interpreting differences between 1999 and other years.

Services provided by the

DIVISION OF GOVERNMENT RESEARCH
at the
UNIVERSITY OF NEW MEXICO

The Division of Government Research (DGR) provides specialized information processing services and data analysis to a wide range of clients in New Mexico and around the nation. We are happy to have prepared this annual report for the New Mexico Traffic Safety Bureau for the twentieth year. This report displays a very small fraction of the data and information which are available about traffic crashes and highway conditions in New Mexico. The preparation of this publication entailed the extensive use of computerized files which are maintained by DGR, but owned by the New Mexico Department of Transportation. Hence, special requests for the use of crash data should be directed to:

The New Mexico Traffic Safety Bureau (505) 827-0427.

DGR has produced a number of traffic and highway safety publications for the Traffic Safety Bureau over our long association. For further information on these products and our specialized services in these and other fields, please contact:

Mr. James Davis, Director - DGR (505) 277-3305.
email: dgrint@unm.edu
web site: <http://www.unm.edu/~dgrint>

ACKNOWLEDGEMENTS

This report was produced by: Dave Jacobs, Annaliese Mayette, Shawn B. Oyer, Keith W. Smith, Schuyler Smith, and James P. Sturgis. Bich-Hanh Nguyen was the project leader and editor.

The following is a list of terms and associated definitions which appear throughout this report.

Alcohol-involved - a crash in which the Uniform Accident report indicated that 1) a DWI citation was issued, 2) alcohol was a contributing factor to the crash, or 3) a driver or pedestrian involved in the crash had been drinking.

Crash Rate - crashes per 100 Million Vehicle Miles (MVM) unless otherwise specified.

Death Rate - traffic fatalities per 100 Million Vehicle Miles (MVM) unless otherwise specified.

Drivers - drivers do not include pedalcyclists or pedestrians.

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

Fatalities - see killed.

Injured - the number of people injured in a crash, as opposed to the number of crashes in which people were injured. Counts include people injured but not killed in fatal crashes.

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

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

Local Resident - a person whose residence was within 25 miles of the crash site.

Minor Injuries - a possible non-visible injury, or an injury of unknown severity.

Property Damage Only (Property Damage) - designates a crash that did not involve injuries or fatalities.

Rural - an area with a population of 2,500 or less.

Serious Injuries - 1) an incapacitating injury, 2) a visible but not incapacitating injury.

Traffic Crash - an incident on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least \$500 in property damage.

Urban - a town or a city with a population of 2,500 or more.

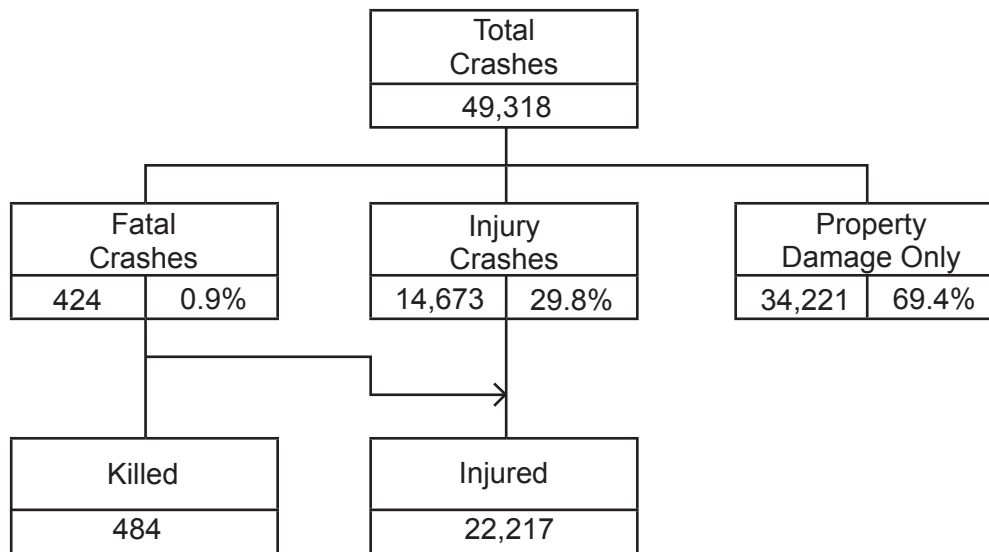
Vehicle Miles - the number of miles traveled annually by motor vehicles. MVM and 100 MVM stand for million and one hundred million vehicle miles, respectively.

OVERVIEW

In 2006, on average...

- An individual died in a crash every 18 hours.
- A person was injured in a crash every 24 minutes.
- A traffic crash occurred every 11 minutes.

Crashes in New Mexico by Severity, 2006



New Mexico Roadway Statistics, 1997 - 2006

Calendar Year	New Mexico					Death Rates ¹	
	Motor Vehicle Registrations	MVM ² Traveled	Population	Traffic Fatalities	Traffic Injuries	New Mexico	United States ³
2006	NA*	25,973	1,954,599	484	22,217	24.8	14.2
2005	NA*	23,874	1,928,384	488	24,001	25.3	14.7
2004	NA*	23,435	1,903,006	522	26,481	27.4	14.6
2003	NA*	22,855	1,879,252	439	25,412	23.4	14.7
2002	NA*	22,728	1,855,400	449	26,441	24.2	14.9
2001	NA*	22,707	1,832,608	464	27,536	25.3	14.8
2000	1,392,501 ⁴	22,709	1,819,046	435	27,380	23.9	14.9
1999	1,336,880 ⁴	22,451	1,739,844	460	24,240	26.4	15.3
1998	1,774,614 ⁴	22,173	1,736,931	424	28,112	24.5	15.3
1997	1,570,192	21,895	1,722,969	484	29,719	28.1	15.7

¹ Rates are per 100,000 population.

^{2,3} Definition: see page 53. Note: MVM data were re-estimated in 2000 for 1992-2000.

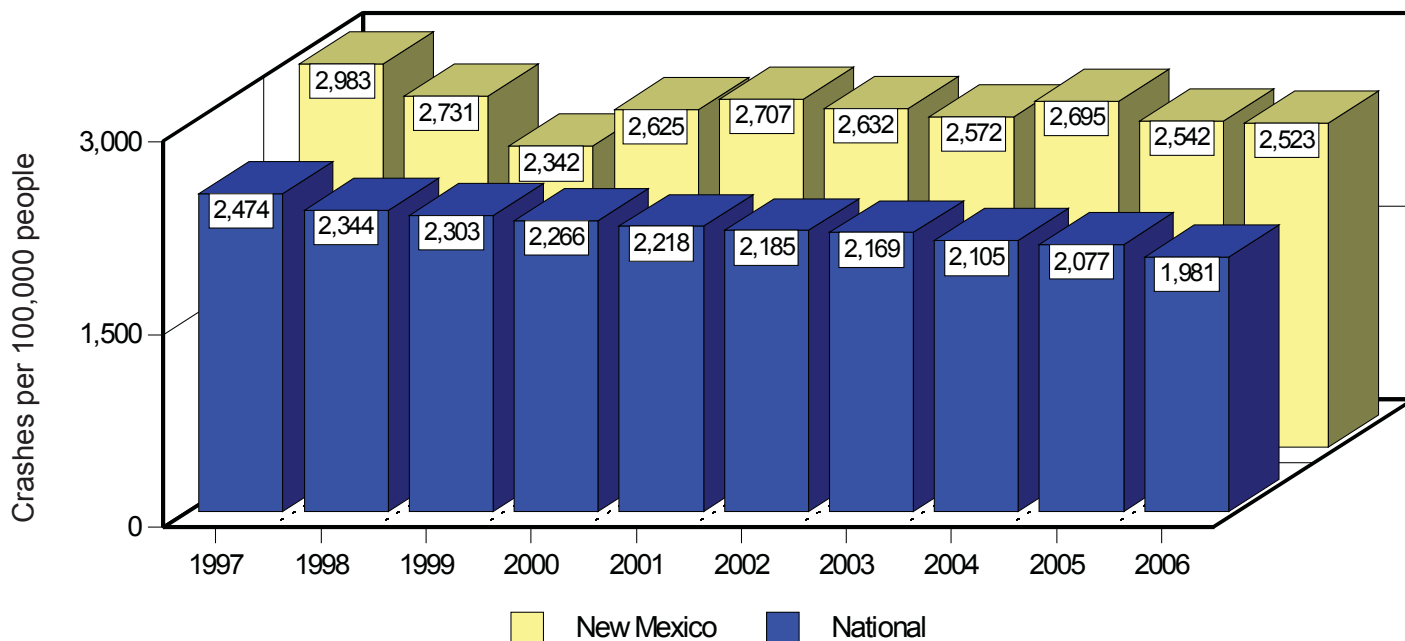
⁴ These are counts of registration transactions which were affected by the advent of 2-year registration in 1998.

* Data are not available.

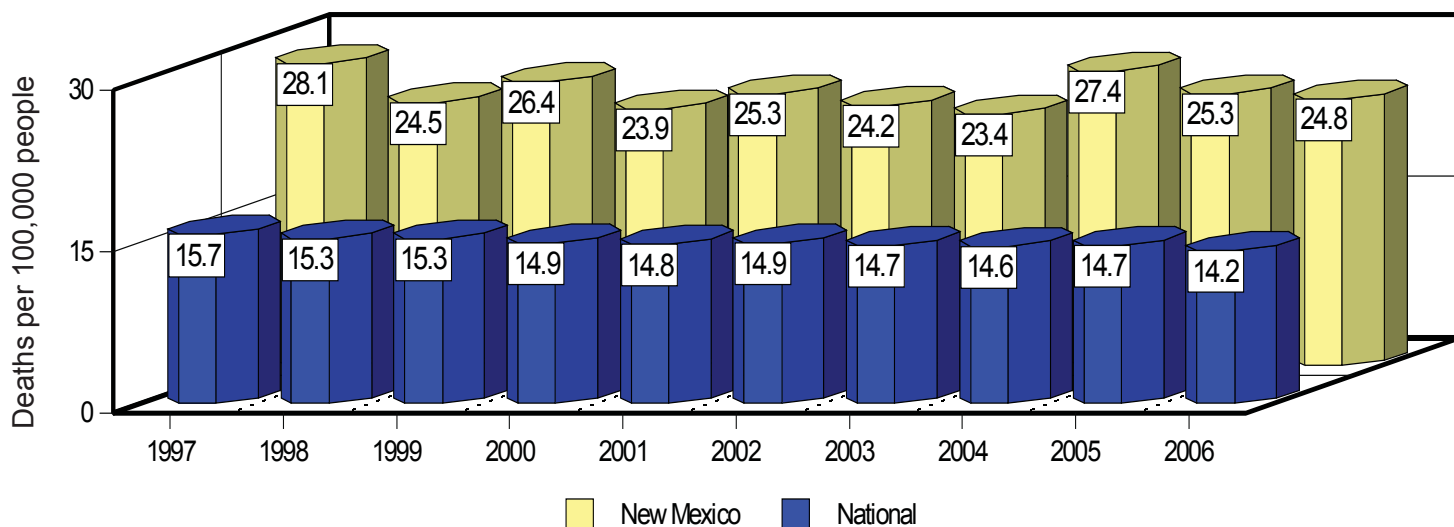
In New Mexico ...

- Overall, the New Mexico crash rate decreased by 15 percent from 1997 to 2006.

New Mexico and National Crash Rates, 1997 - 2006



New Mexico and National Crash Death Rates, 1997 - 2006

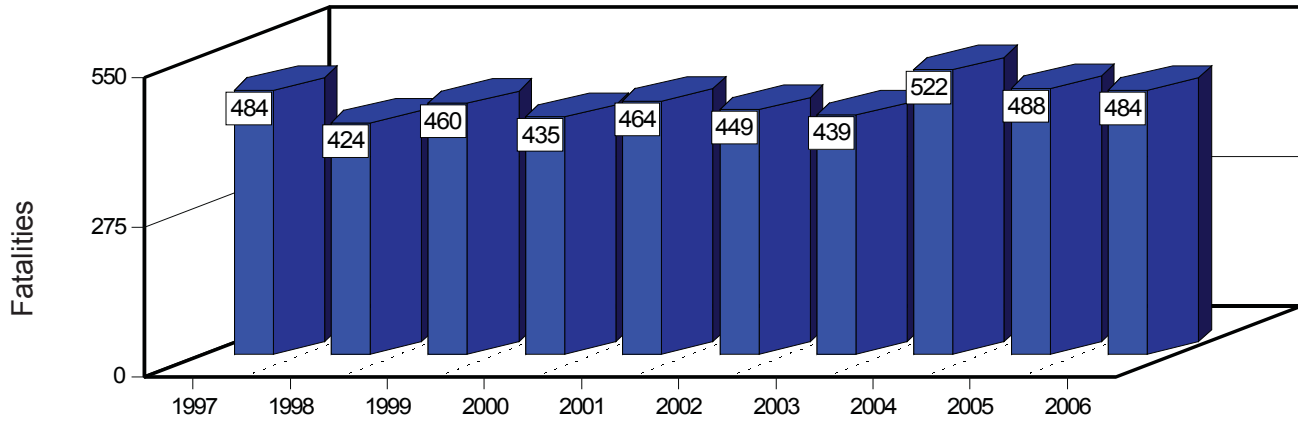


OVERVIEW

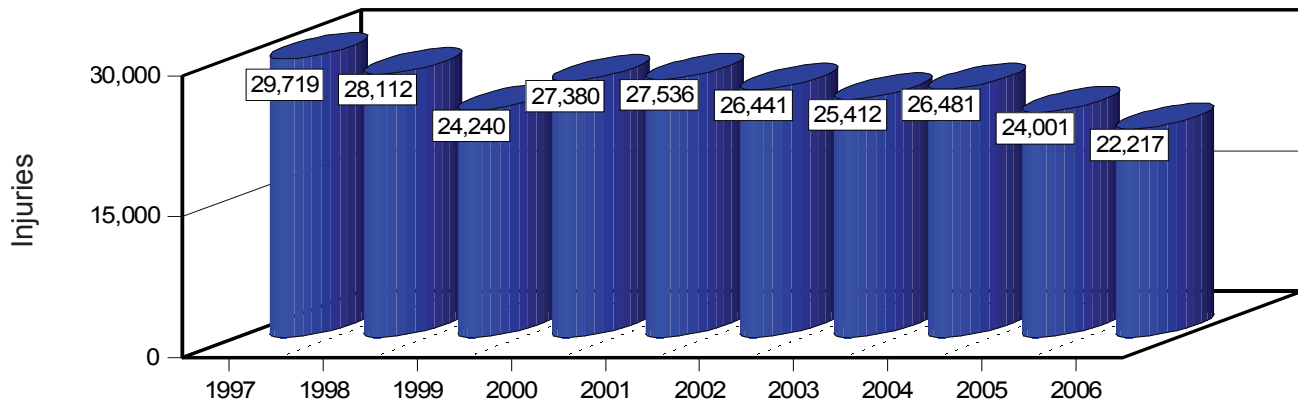
In 2006 compared to 2005, there were ...

- 1,784 (seven percent) fewer injuries in crashes.

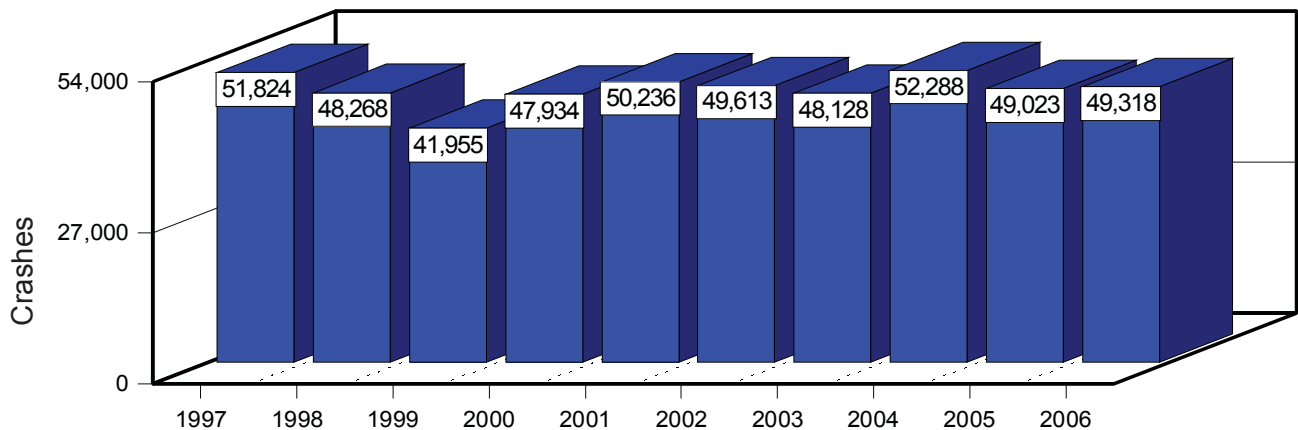
Crash Fatalities in New Mexico by Year, 1997 - 2006



Crash-related Injuries in New Mexico by Year, 1997 - 2006



Crashes in New Mexico by Year, 1997 - 2006



In 2006, there were on average ...

- Nine (27 percent) more fatal crashes per month during May through July than the rest of the year.

Crashes in New Mexico by Month, 2006

Month	Total	Percent	Total	Fatal	Percent	Fatal
January	3,909	7.9		21	5.0	
February	3,667	7.4		28	6.6	
March	4,106	8.3		44	10.4	
April	3,956	8.0		36	8.5	
May	4,138	8.4		40	9.4	
June	3,925	8.0		39	9.2	
July	3,826	7.8		48	11.3	
August	4,210	8.5		36	8.5	
September	4,360	8.8		34	8.0	
October	4,604	9.3		34	8.0	
November	4,263	8.6		34	8.0	
December	4,354	8.8		30	7.1	
Total	49,318	100.0	2,000 4,000	424	100.0	25 50

In 2006 ...

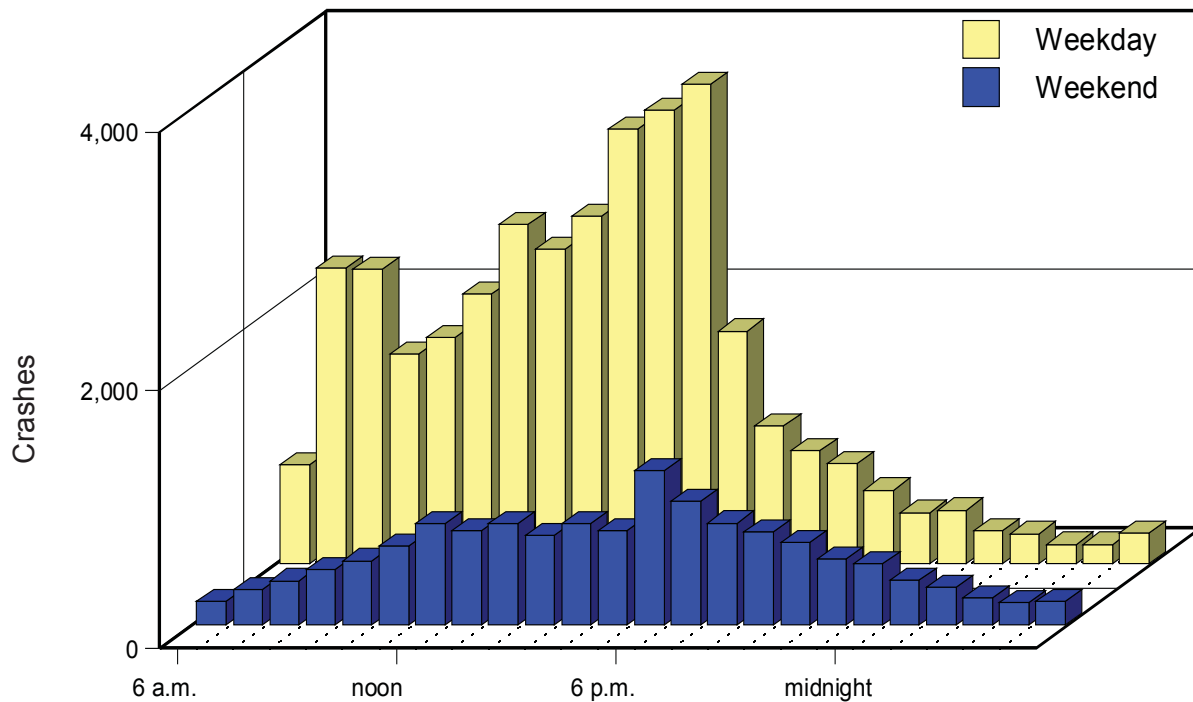
- 49 percent of all fatal crashes occurred from Friday through Sunday.
- 33 percent of all crashes occurred on Thursday and Friday.

Crashes in New Mexico by Day of the Week, 2006

Day	Total	Percent	Total	Fatal	Percent	Fatal
Sunday	4,366	8.9		56	13.2	
Monday	7,095	14.4		58	13.7	
Tuesday	7,511	15.3		55	13.0	
Wednesday	7,494	15.2		59	13.9	
Thursday	7,415	15.1		46	10.8	
Friday	9,001	18.3		74	17.5	
Saturday	6,275	12.8		76	17.9	
Total	49,157	100.0	3,000 6,000 9,000	424	100.0	25 50 75

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

Crashes in New Mexico by Hour of the Day, 2006



- The weekend is defined as beginning on Friday evening at 6:00 p.m. and ending on Monday morning at 5:59 a.m. For perspective, the weekend has 60 hours total, while the weekday period consists of 108 hours.

Friday between 3 p.m. and 6 p.m. was the least safe time to drive in urban areas.

The Seven Least Safe Hours of the Week in New Mexico, 2006

Urban			
Day	Hour ¹	Crashes	% of Total
Friday	4 p.m.	811	1.9
Friday	3 p.m.	722	1.7
Tuesday	5 p.m.	703	1.7
Friday	5 p.m.	688	1.6
Tuesday	4 p.m.	655	1.6
Thursday	5 p.m.	655	1.6
Monday	5 p.m.	649	1.5

Rural			
Day	Hour ¹	Crashes	% of Total
Friday	4 p.m.	85	1.2
Friday	5 p.m.	78	1.1
Wednesday	5 p.m.	77	1.1
Friday	6 p.m.	77	1.1
Monday	5 p.m.	74	1.0
Friday	3 p.m.	73	1.0
Wednesday	4 p.m.	71	1.0

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

Crashes in New Mexico During Holiday Periods, 2003 - 2006

Holiday	Total Hours	Beginning (6 p.m.)	Ending (midnight)	Crashes			People	
				Total	Fatal	Injury	Killed	Injured
Easter								
2006	54	4/14	4/16	247	3	72	3	121
2005	54	3/25	3/27	233	4	73	5	129
2004	54	4/09	4/11	295	5	89	6	165
2003	54	4/18	4/20	240	4	92	4	153
Memorial Day								
2006	78	5/26	5/29	302	6	93	7	140
2005	78	5/27	5/30	307	5	115	6	185
2004	78	5/28	5/31	354	5	123	7	192
2003	78	5/23	5/26	346	4	108	4	184
Fourth of July								
2006	30	7/03	7/04	140	4	34	4	74
2005	78	7/01	7/04	366	4	137	4	235
2004	78	7/02	7/05	407	7	135	11	220
2003	78	7/03	7/06	358	3	134	4	216
Labor Day								
2006	78	9/01	9/04	312	1	86	2	125
2005	78	9/02	9/05	318	6	112	6	188
2004	78	9/03	9/06	327	8	122	8	203
2003	78	8/29	9/01	343	3	131	4	237
Thanksgiving								
2006	102	11/22	11/26	381	8	106	9	153
2005	102	11/23	11/27	404	8	117	10	164
2004	102	11/24	11/28	446	5	125	7	215
2003	102	11/26	11/30	397	7	133	8	199
Christmas								
2006	78	12/22	12/25	288	2	78	2	115
2005	78	12/23	12/26	297	5	100	5	152
2004	78	12/23	12/26	364	5	114	5	186
2003	30	12/24	12/25	99	1	28	1	51
New Year's								
2006-2007*	78	12/29	1/01/07	307	4	NA	5	NA
2005-2006	78	12/30	1/02/06	402	10	103	16	154
2004-2005	78	12/30	1/02/05	275	4	99	4	166
2003-2004	30	12/31	1/01/04	141	3	53	4	83

* 2006-2007 New Year's Data are preliminary as of 8/2007.

WHEN

New Mexico Fatalities by Day and Alcohol Involvement, 2006*

January

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

February

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

March

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

April

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

May

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

June

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

July

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

August

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

October

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

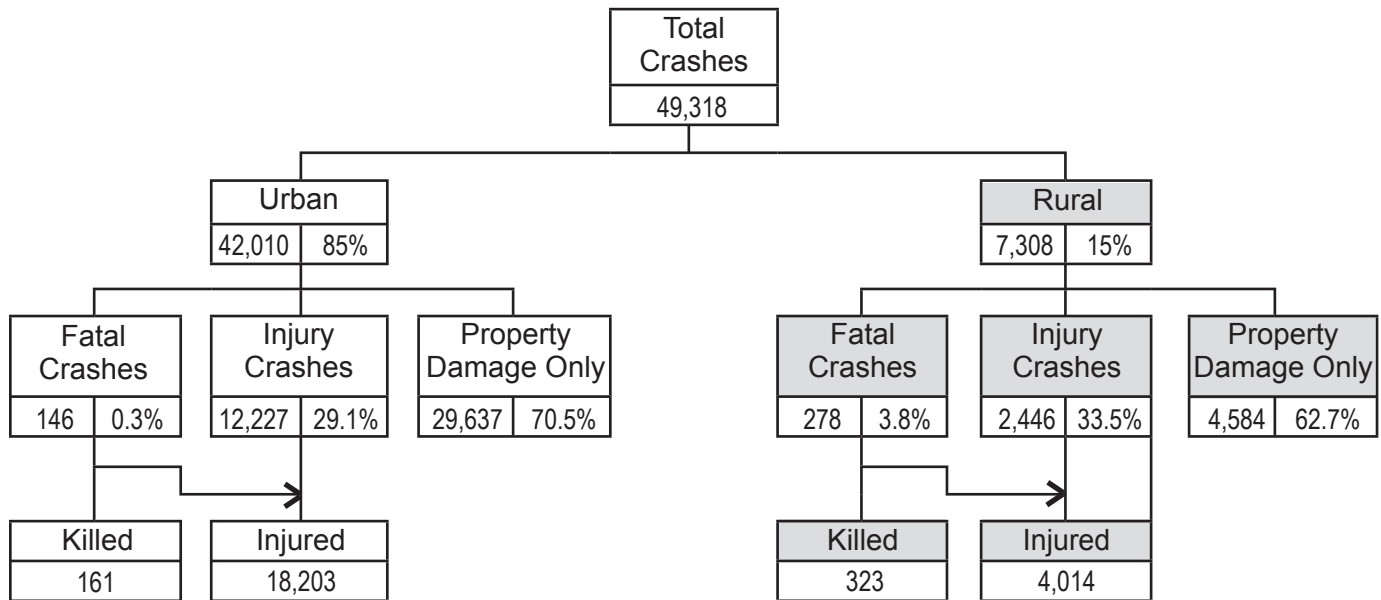
December

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

- Non Alcohol-involved Fatality
- Alcohol-involved Fatality

* Unlike other graphs and tables in this section, crashes that occur between midnight and 5:59 am are not shifted to the previous day.

Crashes in New Mexico by Road System, 2006



In 2006, more than four times as many people were injured in urban area crashes as in rural.

Crashes on New Mexico Pueblos and Reservations, 2006

Pueblo or Reservation	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Acoma	33	1	8	24	1	11
Alamo Navajo	1	0	0	1	0	0
Isleta	75	0	28	47	0	46
Jemez	11	1	8	2	1	15
Jicarilla Apache	74	0	17	57	0	28
Laguna	66	5	22	39	5	48
Mescalero Apache	25	2	8	15	2	8
Nambe	6	0	2	4	0	3
Navajo	122	9	46	67	9	83
Ohkay Owingeh ¹	28	2	11	15	2	29
Picuris	9	0	3	6	0	5
Pojoaque	35	0	12	23	0	19
Sandia	19	2	7	10	3	11
San Felipe	45	1	15	29	1	19
San Ildefonso	22	1	11	10	1	15
Santa Ana	7	1	1	5	1	2
Santa Clara	5	0	2	3	0	7
Santo Domingo	9	2	4	3	3	12
To'Hajiilee ²	2	0	1	1	0	1
Taos Pueblo	1	1	0	0	1	0
Tesuque	22	1	9	12	1	21
Zuni	22	1	6	15	2	10

Crashes in on several pueblos and reservations may be underreported.

¹ In 2005 San Juan Pueblo changed their name back to Ohkay Owingeh.

² In 1999 the Cañoncito Navajo changed their name to To'Hajiilee.

WHERE

In 2006 ...

- Crashes in New Mexico cost approximately \$2,500 per licensed driver.

New Mexico Crashes by County, 2006

County	Crashes				People		Rates		Economic Loss*	100 MVM	Licensed Drivers	2006+ Population
	Total	Fatal	Injury	Property Damage	Killed	Injured	Crash Rate	Death Rate				
Bernalillo	21,241	70	6,044	15,127	74	8,983	355	1.24	975,074	59.8	436,935	615,099
Catron	50	2	3	45	2	4	58	2.32	9,530	0.9	3,305	3,476
Chaves	1,514	15	421	1,078	21	657	243	3.38	108,676	6.2	43,157	62,474
Cibola	353	11	97	245	11	177	52	1.62	49,550	6.8	16,207	27,481
Colfax	345	6	93	246	6	137	106	1.84	48,023	3.3	10,764	13,514
Curry	996	10	290	696	13	446	222	2.89	56,733	4.5	30,500	45,513
De Baca	21	1	8	12	1	12	14	0.68	3,978	1.5	1,682	1,991
Doña Ana	4,051	31	1,410	2,610	33	2,098	178	1.45	276,742	22.7	127,901	193,888
Eddy	1,203	13	337	853	13	478	145	1.56	85,880	8.3	37,248	51,815
Grant	786	6	205	575	8	293	178	1.81	73,283	4.4	22,943	29,792
Guadalupe	258	11	54	193	12	92	49	2.29	53,456	5.2	3,157	4,365
Harding	12	0	2	10	0	3	39	0.00	2,361	0.3	612	718
Hidalgo	101	5	42	54	5	73	31	1.55	17,091	3.2	3,529	5,087
Lea	1,486	22	378	1,086	26	579	225	3.94	107,364	6.6	39,683	57,312
Lincoln	525	7	118	400	7	164	135	1.80	56,792	3.9	17,162	21,223
Los Alamos	231	0	62	169	0	78	161	0.00	10,945	1.4	16,221	19,022
Luna	438	11	127	300	12	222	46	1.27	44,500	9.5	18,451	27,205
McKinley	1,382	40	409	933	46	716	103	3.44	149,578	13.4	38,197	71,875
Mora	47	2	6	39	3	10	33	2.13	9,435	1.4	3,704	5,151
Otero	1,235	15	384	836	15	592	172	2.09	109,870	7.2	40,283	62,744
Quay	214	6	71	137	10	120	44	2.04	31,866	4.9	7,337	9,155
Rio Arriba	726	10	263	453	11	449	138	2.10	103,111	5.2	30,527	40,949
Roosevelt	433	4	111	318	4	164	138	1.27	35,194	3.1	12,226	18,291
Sandoval	1,995	18	639	1,338	23	960	181	2.08	136,818	11.0	82,938	113,772
San Juan	2,909	40	929	1,940	44	1,392	171	2.58	252,115	17.1	76,377	126,473
San Miguel	430	9	90	331	9	144	114	2.38	25,731	3.8	18,723	29,325
Santa Fe	3,808	20	1,375	2,413	29	2,055	195	1.49	275,035	19.5	107,918	142,407
Sierra	228	1	64	163	1	89	107	0.47	29,711	2.1	9,490	12,669
Socorro	248	5	60	183	5	81	44	0.89	35,968	5.6	11,977	18,240
Taos	540	8	145	387	9	240	155	2.58	53,281	3.5	24,909	31,832
Torrance	281	8	70	203	12	106	55	2.34	49,111	5.1	11,280	17,551
Union	93	3	23	67	3	43	66	2.12	13,683	1.4	3,218	3,801
Valencia	1,138	14	343	781	16	560	165	2.32	96,959	6.9	50,062	70,389
Total	49,318	424	14,673	34,221	484	22,217	190	1.86	3,387,443	259.7	1,358,623	1,954,599

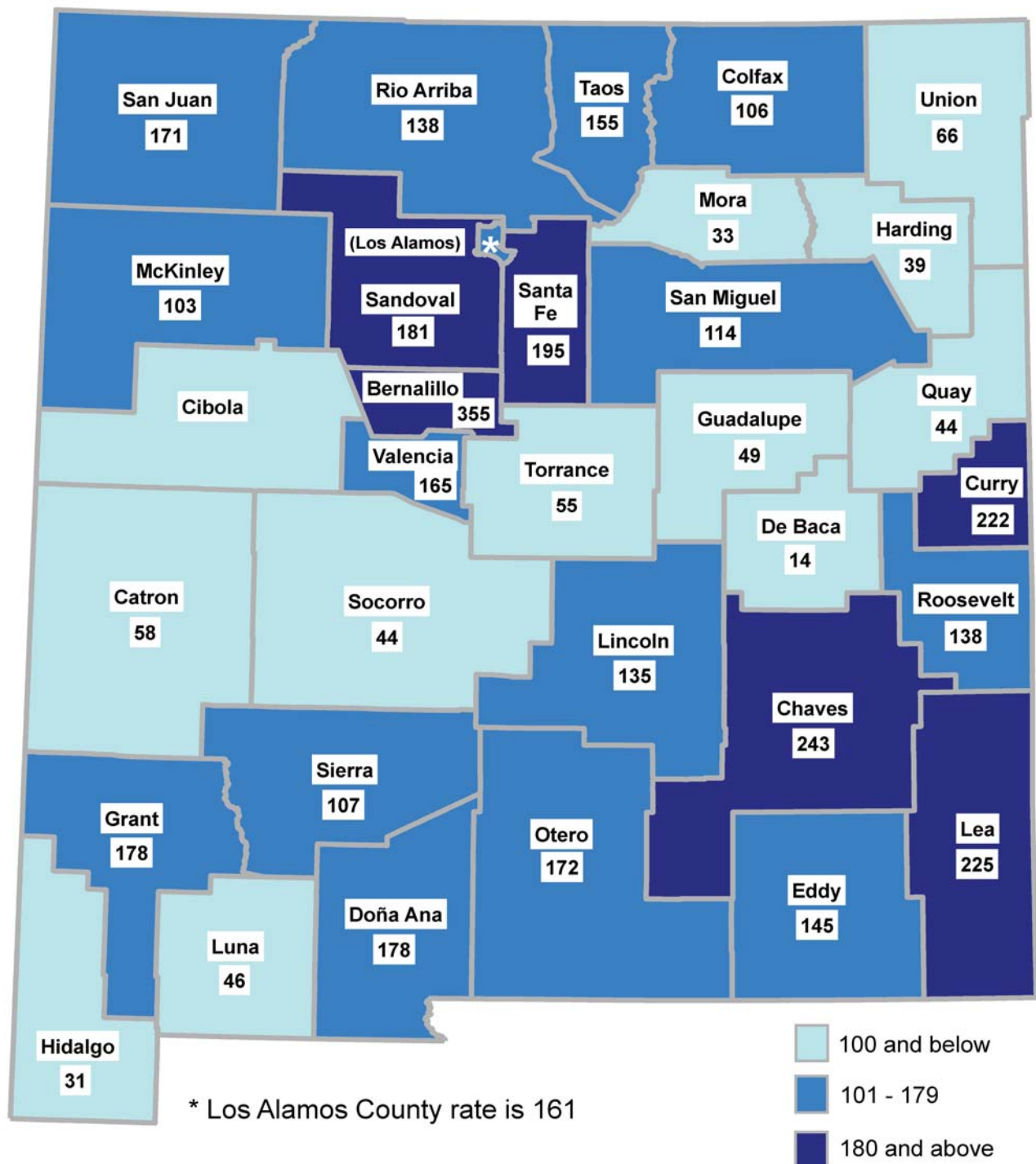
* Crash cost estimates are in thousands of dollars, and are based on FHWA Economic Loss Formulae (see page 53).

+ see page 53

In 2006 ...

- The overall crash rate in New Mexico was 190 per 100 MVM.

Crash Rates in New Mexico by County, 2006



WHERE

Crashes in New Mexico by City, 2006

City	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Alamogordo	821	2	248	571	2	372
Albuquerque	20,906	63	5,926	14,917	67	8,811
Anthony	73	1	22	50	1	30
Angel Fire*	4	0	0	4	0	0
Artesia	268	0	54	214	0	73
Aztec	253	1	64	188	1	77
Bayard	34	0	4	30	0	8
Belen	208	3	67	138	3	110
Bernalillo	315	2	102	211	3	142
Bloomfield	148	1	44	103	1	63
Bosque Farms	44	0	9	35	0	10
Capitan	6	0	2	4	0	2
Carlsbad	708	2	196	510	2	255
Carrizozo	4	0	1	3	0	1
Causey	1	0	0	1	0	0
Chama	20	0	5	15	0	6
Cimarron	5	0	2	3	0	2
Clayton	27	0	4	23	0	6
Cloudcroft	12	0	1	11	0	2
Clovis	888	7	251	630	10	385
Columbus	9	0	9	0	0	14
Corona	8	0	3	5	0	3
Corrales	79	0	24	55	0	31
Cuba	6	0	1	5	0	2
Deming	307	2	66	239	2	94
Des Moines	2	0	0	2	0	0
Dexter	6	0	3	3	0	5
Dora	1	0	1	0	0	2
Eagle Nest	1	0	0	1	0	0
Elida	1	0	0	1	0	0
Española	596	1	232	363	1	365
Estancia	6	1	1	4	1	1
Eunice	17	0	2	15	0	2
Farmington	1,571	4	511	1,056	4	775
Floyd	1	0	0	1	0	0
Fort Sumner	1	0	0	1	0	0
Gallup	924	3	261	660	3	416
Grants	165	1	41	123	1	62
Grenville	1	0	0	1	0	0
Hagerman	5	0	2	3	0	2
Hatch	26	1	5	20	1	6
Hobbs	963	3	234	726	3	345
Hope	1	0	1	0	0	1
Hurley	6	0	0	6	0	0
Jal	20	0	3	17	0	4

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

* may be underreported
(continued on the next page)

Crashes in New Mexico by City, 2006 (cont.)

City	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Jemez Springs	1	0	0	1	0	0
La Mesilla*	1	0	1	0	0	1
Las Cruces	3,307	12	1,124	2,171	13	1,651
Las Vegas	392	1	84	307	1	130
Logan	15	0	4	11	0	4
Lordsburg	41	1	16	24	1	30
Los Alamos	224	0	57	167	0	71
Los Lunas	598	5	176	417	6	280
Loving	2	0	1	1	0	1
Lovington	189	0	42	147	0	62
Magdalena	1	0	0	1	0	0
Melrose	2	0	2	0	0	6
Milan	25	0	9	16	0	18
Moriarty	88	0	25	63	0	41
Mountainair	8	0	4	4	0	5
Portales	321	0	69	252	0	96
Questa	5	0	0	5	0	0
Raton	154	2	38	114	2	54
Red River	1	0	0	1	0	0
Reserve	2	0	0	2	0	0
Rio Rancho	1,308	2	418	888	2	616
Roswell	1,217	5	310	902	6	466
Ruidoso	245	4	47	194	4	67
Ruidoso Downs	39	1	7	31	1	14
San Jon	1	0	1	0	0	5
San Ysidro	6	0	2	4	0	4
Santa Fe	2,791	8	974	1,809	12	1,471
Santa Clara ¹	8	0	3	5	0	3
Santa Rosa	65	0	8	57	0	18
Shiprock	109	3	34	72	3	53
Silver City	500	0	137	363	0	190
Socorro	126	1	23	102	1	30
Springer	5	0	1	4	0	1
Sunland Park	91	0	35	56	0	56
Taos	338	3	89	246	3	155
Tatum	12	0	0	12	0	0
Texico	15	0	7	8	0	11
Tijeras	31	0	10	21	0	15
T or C	131	0	31	100	0	41
Tucumcari	89	0	26	63	0	39
Tularosa	32	0	8	24	0	10
Vaughn	4	0	2	2	0	3
Wagon Mound	1	0	0	1	0	0
Willard	1	0	0	1	0	0

¹ In 1996, Central changed its name to Santa Clara

* may be underreported

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

Crash Rates for Selected¹ New Mexico Cities, 2006

City ¹	Crashes ²		Rates ³		Estimated 2006 Population
	Total	Fatal and Injury ⁴	Total	Fatal and Injury ⁴	
Alamogordo	821	73	22.8	2.02	36,069
Albuquerque	20,906	1,327	41.4	2.63	504,949
Artesia	268	21	25.3	1.98	10,597
Aztec	253	23	35.9	3.26	7,056
Belen	208	48	29.1	6.72	7,142
Bernalillo	315	32	44.0	4.47	7,158
Bloomfield	148	19	20.0	2.56	7,409
Bosque Farms	44	5	11.0	1.25	3,990
Carlsbad	708	66	27.9	2.60	25,410
Clovis	888	90	26.7	2.71	33,258
Corrales	79	7	10.0	0.89	7,893
Deming	307	30	20.1	1.96	15,296
Española	596	38	61.9	3.95	9,629
Farmington	1,571	153	36.1	3.51	43,573
Gallup	924	67	47.9	3.47	19,301
Grants	165	20	18.4	2.23	8,965
Hobbs	963	66	32.9	2.25	29,292
Las Cruces	3,307	353	38.3	4.09	86,268
Las Vegas	392	23	28.2	1.66	13,889
Los Lunas	598	64	50.7	5.42	11,803
Lovington	189	15	19.5	1.55	9,693
Portales	321	25	28.4	2.21	11,308
Raton	154	15	22.7	2.21	6,781
Rio Rancho	1,308	130	18.3	1.82	71,607
Roswell	1,217	130	26.7	2.85	45,582
Ruidoso	245	26	26.2	2.78	9,359
Santa Fe	2,791	240	38.7	3.33	72,056
Silver City	500	26	50.0	2.60	9,992
Socorro	126	8	14.6	0.93	8,604
Sunland Park	91	12	6.4	0.84	14,234
Taos	338	28	65.1	5.39	5,193
T or C	131	15	18.9	2.17	6,915
Tucumcari	89	10	17.0	1.91	5,249

1 Cities selected are those with a population of 3,500 or more.

2 Only crashes investigated by local police departments are included. This is not comparable to this table in reports prior to 1997.

3 Rates are per 1,000 residents.

4 Fatal and injury crashes include crashes involving fatal, incapacitating, and visible injuries, but exclude crashes where there was only complaint of injury.

New Mexico's Seven Highest Fatal and Injury Crash Intersections, 2006

Intersection	City	Crashes		
		Total	Fatal	Injury
Coors Blvd NW & Paseo Del Norte Blvd NW	Albuquerque	164	1	42
Jefferson St NE & Paseo Del Norte Blvd NE	Albuquerque	140	0	43
Coors Blvd NW & Irving Blvd NW	Albuquerque	107	0	36
Montgomery Blvd NE & San Mateo Blvd NE	Albuquerque	109	0	32
Central Ave W & Coors Blvd NW	Albuquerque	102	0	30
Pan American E Hwy NE & Paseo Del Norte Blvd NE	Albuquerque	93	0	29
Coors Blvd NW & Montaño Rd NW	Albuquerque	91	0	29

- Intersections are ranked by the total number of fatal and injury crashes. Busy intersections will tend to have the highest number of crashes, but will not necessarily have the highest number of fatal and injury crashes.

New Mexico's Highest Crash Rate Rural Highway Segments, 2004-2006

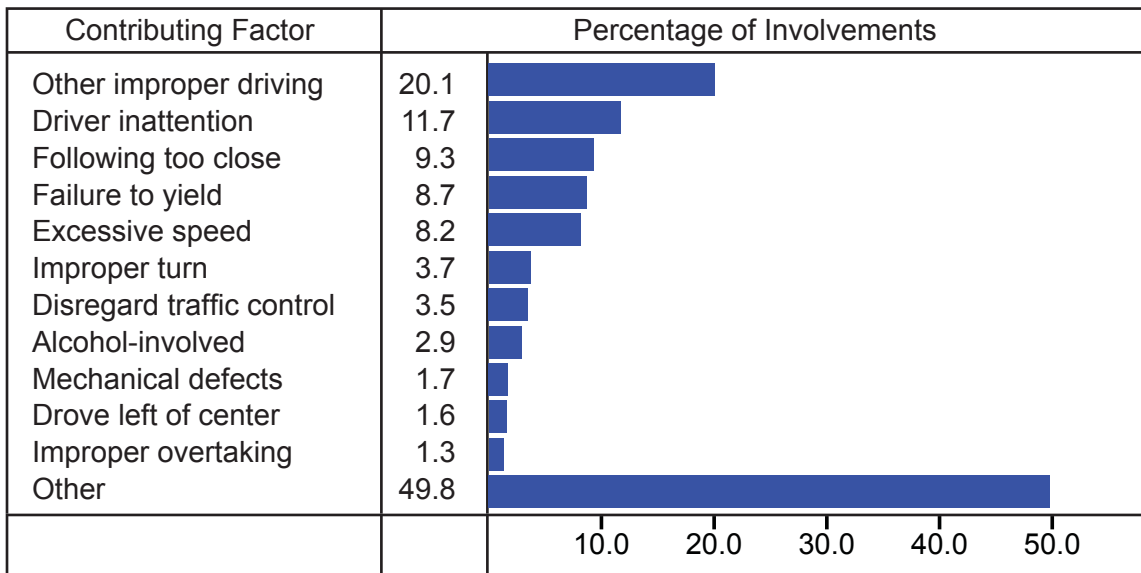
Highway	Mile post	County	Crashes			
			Total	Fatal	Injury	Rate
NM 76	6.0 to 8.2	Santa Fe	66	0	34	198.0
NM 599	0.0 to 3.6	Santa Fe	83	2	40	81.6
NM 76	3.5 to 6.0	Santa Fe	49	2	22	127.2
NM 244	0.0 to 6.1	Otero	15	1	7	382.2
NM 502	7.1 to 8.0	Santa Fe	38	1	19	172.5
I 25	455.6 to 459.0	Colfax	42	0	19	77.0
NM 47	18.9 to 24.9	Valencia	58	1	23	73.9

Map: see inside back cover.

- The highway segment ranking was done on the basis of fatal and injury crashes per million vehicle miles. The most heavily traveled segments are likely to have the most crashes, but will not necessarily have the highest crash rates. Segments selected have high rates compared to segments with similar characteristics.
- The two segments on NM 76 are adjacent, i.e. they form a single segment on the route. They are presented separately because segments are defined based on similar road characteristics.











CRASH DETAILS

Contributing Factors of Crashes in New Mexico, 2006



- Percentage of involvements is the percentage of all vehicles in crashes for which each contributing factor was coded. More than one contributing factor may be coded for each vehicle. For 50 percent of all vehicles, no contributing factors were indicated.

Crash Involvements in New Mexico by Vehicle Type, 2006

Vehicle Type	Total	Fatal	Injury	Total
Passenger Car	45,445	206	14,467	
Pickup	20,620	136	5,869	
Van or 4WD	15,998	108	4,901	
Semi	2,220	73	514	
Motorcycle	1,291	55	929	
Pedestrian	509	74	383	
Pedalcyclist	389	5	300	
Bus	372	0	78	
Other	1,624	5	441	
Unknown	4,571	18	686	
Total	93,039	680	28,568	20,000 40,000

Crashes Involving Vehicle or Road Defects in New Mexico, 2000 - 2006

Year	All Crashes	Vehicle Defects	% With Vehicle Defects	Road Defects	%With Road Defects
2006	49,318	1,424	2.9	651	1.3
2005	49,023	1,216	2.5	244	0.5
2004	52,288	1,332	2.5	721	1.4
2003	48,128	1,357	2.8	283	0.6
2002	49,613	1,503	3.0	733	1.5
2001	50,236	1,486	3.0	315	0.6
2000	47,934	1,464	3.1	336	0.7

CRASH DETAILS

In 2006 ...

- "Overturns" account for four percent of all crashes, but 39 percent of all fatal crashes.

Crashes in New Mexico by Class, 2006

Class	Crashes				People		
	Total	% of Total	Fatal	% of Fatal	Injury	Killed	Injured
Other Vehicle	35,598	72	112	26	10,951	138	17,292
Fixed Object	5,078	10	47	11	1,255	53	1,588
Parked Vehicle	3,335	7	4	1	277	4	376
Overturn	2,161	4	167	39	1,166	194	1,788
Animal	1,369	3	2	0	140	2	163
Other Non-collision	622	1	9	2	202	9	239
Pedestrian	471	1	71	17	350	71	414
Pedalcyclist	372	1	4	1	285	4	296
Other Object	274	1	5	1	35	6	43
Vehicle on Other Road	29	0	3	1	9	3	15
Railroad Train	9	0	0	0	3	0	3
Total	49,318	100	424	100	14,673	484	22,217

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

Among the fixed object crashes ...

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

Fixed Object Crashes in New Mexico, 2006

Object	Crashes			People	
	Total	Fatal	Injury	Killed	Injured
Sign, Pole, Meter, Hydrant	1,133	6	222	6	271
Fence	933	2	183	3	227
Median or Curb	885	7	224	7	264
Guard Rail or Post	518	11	149	11	207
Tree	259	9	91	12	125
Embankment	143	2	42	3	59
Barricade	108	0	47	0	62
Building	92	0	31	0	44
Culvert or Drain	56	1	14	1	14
Bridge or Pier	27	0	9	0	13
Cattle Guard	8	0	1	0	2
Other or Unknown	916	9	242	10	300
Total	5,078	47	1,255	53	1,588

CRASH DETAILS

In 2006 ...

- 84 percent of all **hit-and-run** crashes involved property damage only, compared to the 69 percent of **all** crashes which involved property damage only.
- 92 percent of all crashes happened in clear weather.
- 47 percent of fatal crashes occurred at night compared to 22 percent of all crashes.

Hit and Run Crashes in New Mexico, 2002 - 2006

Year	Crashes			People	
	Total	Fatal	Injury	Killed	Injured
2006	7,228	7	1,180	7	1,610
2005	7,094	9	1,350	9	1,822
2004	5,883	4	1,091	4	1,413
2003	5,206	9	972	9	1,261
2002	4,825	17	1,253	17	1,704

Crashes by Weather Conditions in New Mexico, 2006

Weather Condition	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Clear	45,511	390	13,639	31,482	445	20,617
Rain	1,864	15	561	1,288	18	872
Snow, Sleet	1,054	12	201	841	14	291
Dust, Wind	539	1	176	362	1	279
Fog	82	2	20	60	2	38
Other	195	3	48	144	3	74
Total	49,245	423	14,645	34,177	483	22,171

Crashes by Lighting Conditions in New Mexico, 2006

Light Condition	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Daylight	36,306	205	10,995	25,106	237	16,677
Dark (Lighted)	6,159	51	1,804	4,304	56	2,734
Dark (Unlighted)	4,780	148	1,291	3,341	170	1,959
Dusk	1,396	9	421	966	10	614
Dawn	537	10	137	390	10	199
Other	113	0	13	100	0	20
Total	49,291	423	14,661	34,207	483	22,203

Residence of Drivers in New Mexico Crashes, 2006

Residence	Total	Fatal	Injury	Total
Local	1,128	255	346	
Elsewhere in NM	66,040	231	22,658	
Outside NM	6,694	148	2,056	
Unknown	5,899	15	2,003	
Total	79,761	649	27,063	

Reporting of these data changed dramatically in 2002. Data in reports as of 2002 are not comparable to previous years.

Of drivers ...

- 15-19 year olds had the highest crash involvement rate.
- 56 of every 1,000 drivers were in crashes during 2006.
- On average nine drivers were involved in crashes every hour in 2006.

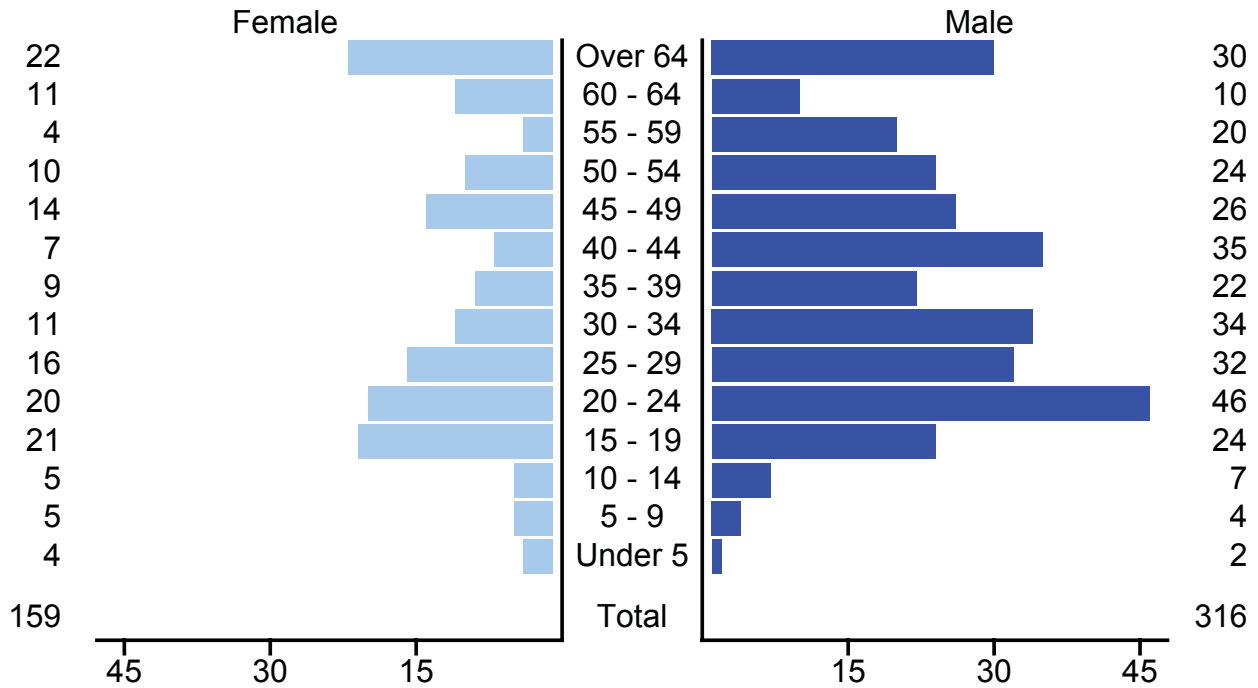
New Mexico Drivers in Crashes, 2006 Involvements by Age

Age	Driver Involvements	July 06 Drivers	Involvements per 1,000 drivers	
15-19	11,041	68,764	160.56	
20-24	11,263	119,625	94.15	
25-29	8,556	121,593	70.37	
30-34	6,979	114,946	60.72	
35-39	6,657	118,095	56.37	
40-44	6,470	129,795	49.85	
45-49	6,271	140,212	44.73	
50-54	5,412	134,093	40.36	
55-59	4,566	124,827	36.58	
60-64	2,986	91,339	32.69	
Over 64	6,204	195,297	31.77	
Total	76,405	1,358,586	56.24	

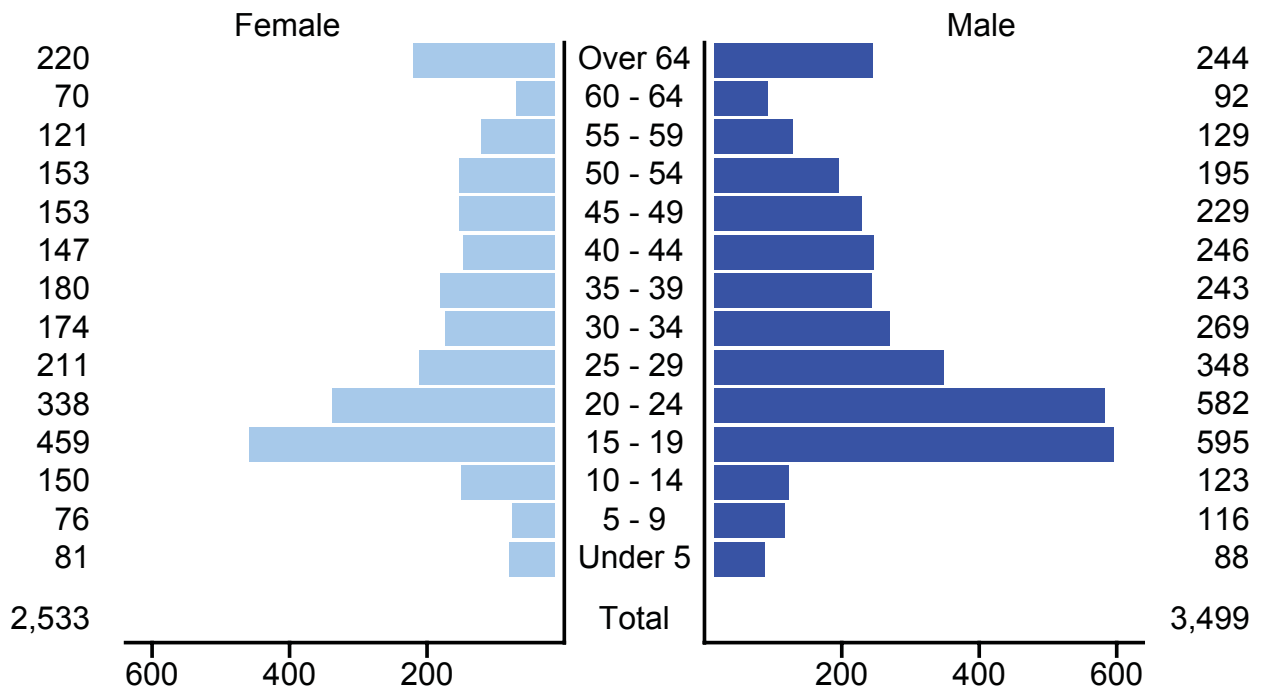
In 2006 ...

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

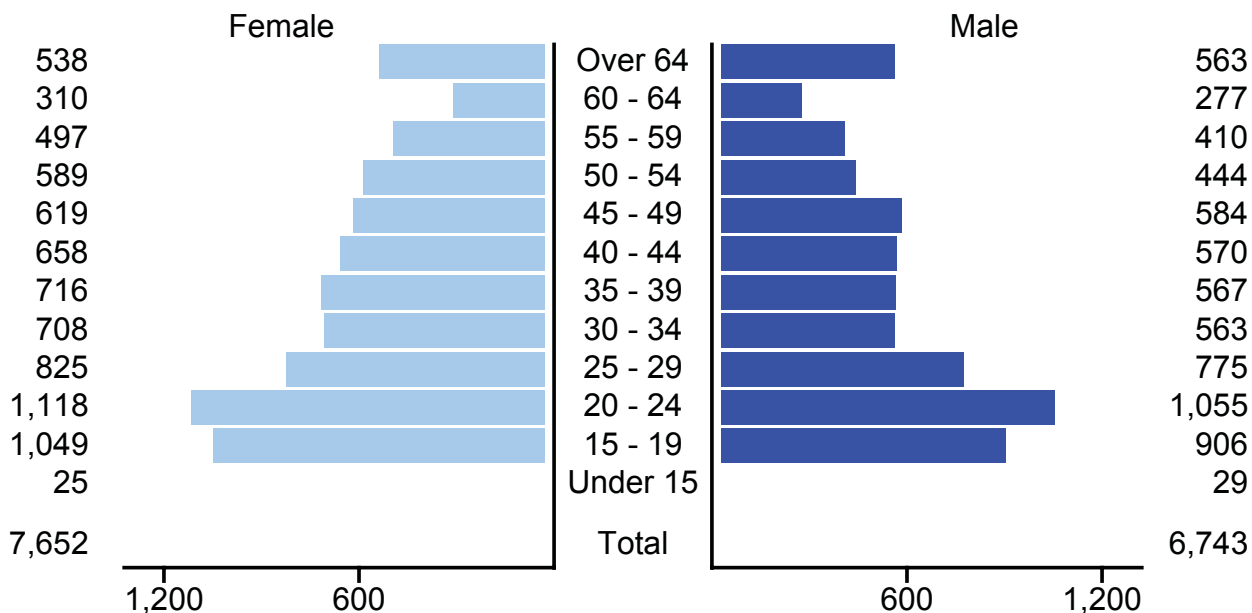
Crash Fatalities in New Mexico by Age and Sex, 2006



Serious Injuries in New Mexico by Age and Sex, 2006



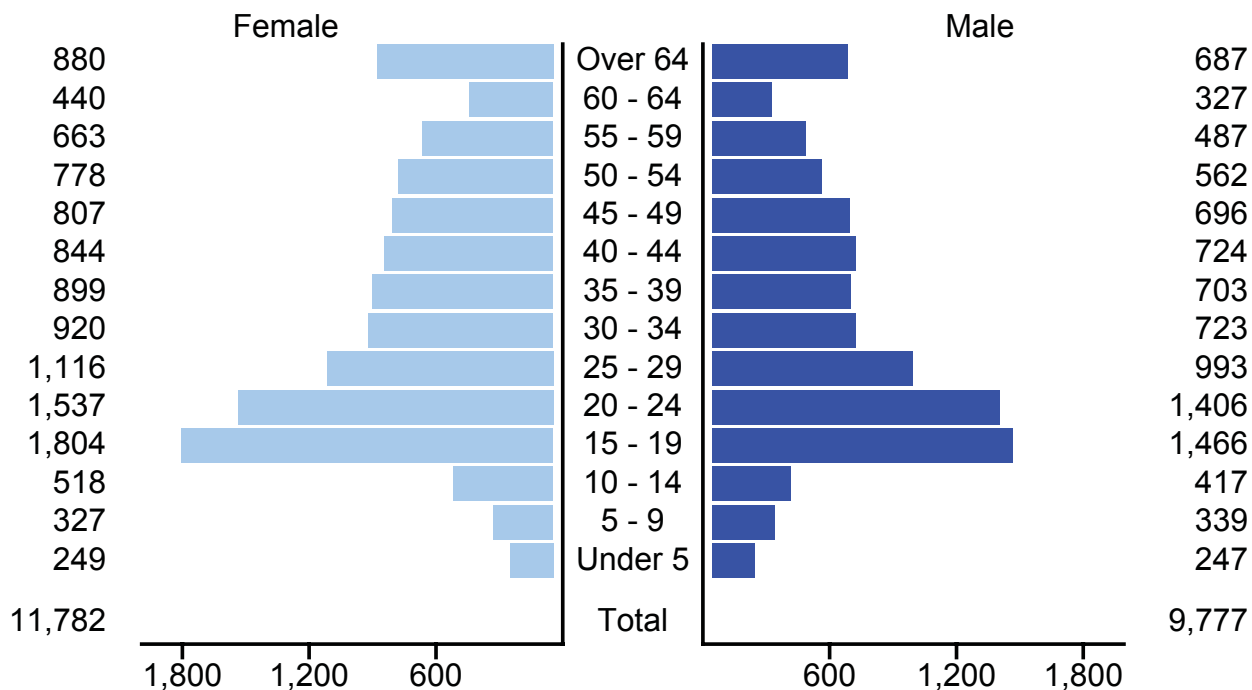
Drivers Injured in New Mexico by Age and Sex, 2006



In 2006 ...

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

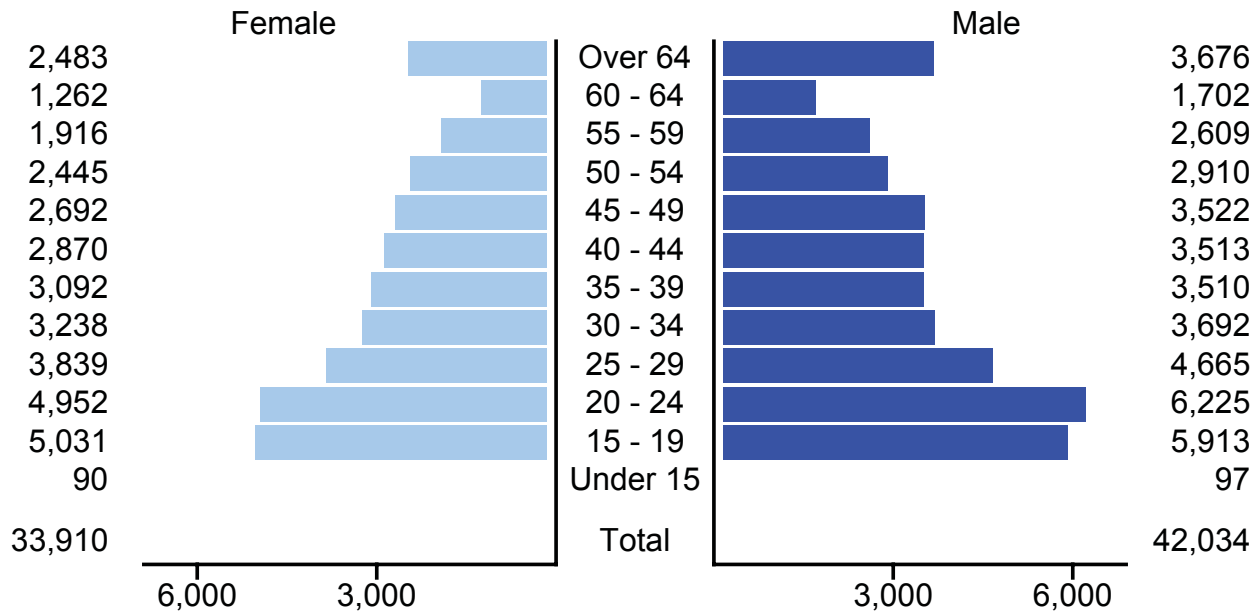
People Injured in Crashes in New Mexico by Age and Sex, 2006



In 2006 ...

- Males accounted for 55 percent of the drivers in crashes, but they represented only 50 percent of all licensed drivers in New Mexico.

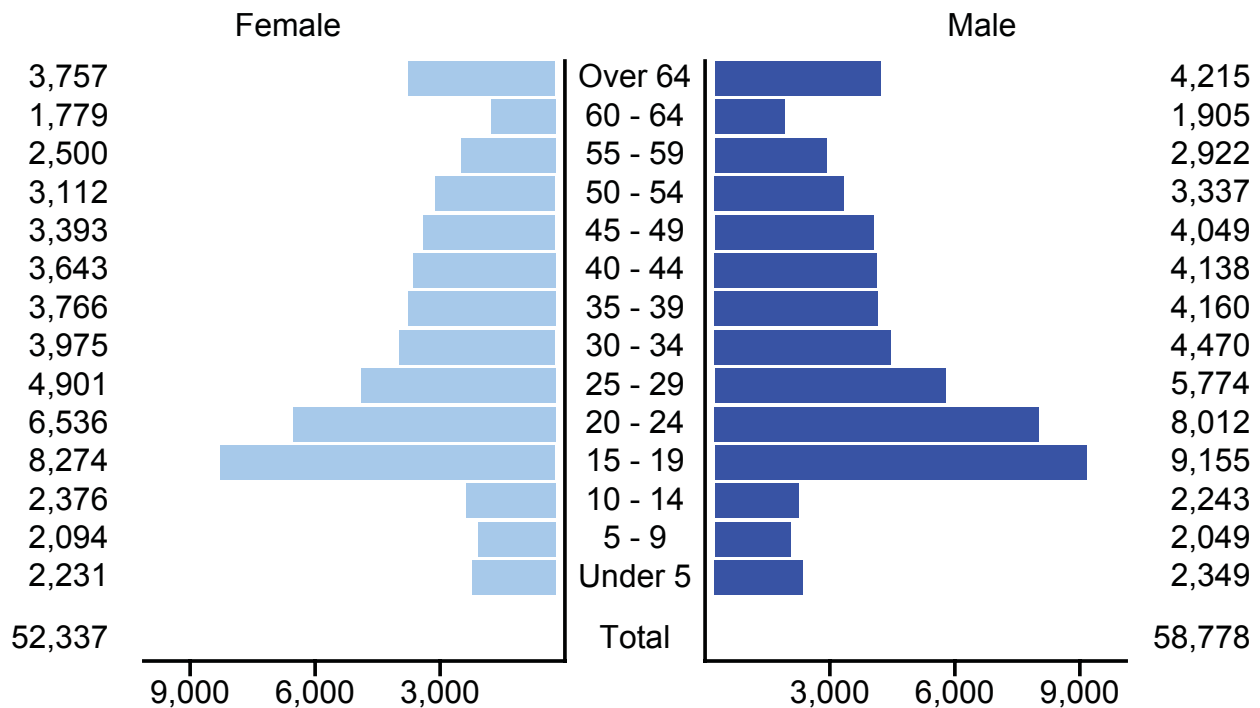
Drivers in Crashes in New Mexico By Age and Sex, 2006



In 2006 ...

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

People in Crashes in New Mexico by Age and Sex, 2006

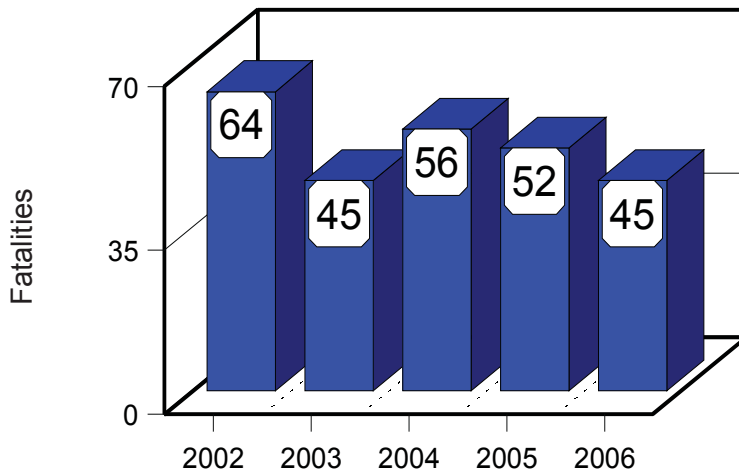


Teenagers in Crashes in New Mexico by Vehicle Type, 2006

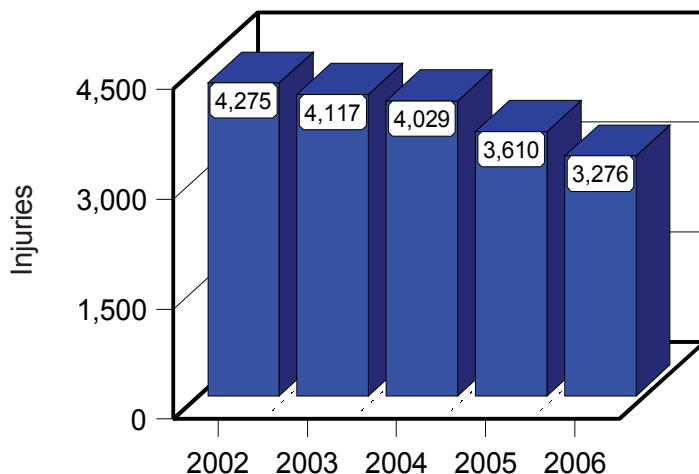
Vehicle Type	Drivers			Victims	
	Total	Crash Severity		Killed	Injured
		Fatal	Injury		
Passenger Car	7,088	29	2,395	20	2,108
Pickup	2,020	12	617	10	448
Van or 4WD	1,458	10	490	10	458
Motorcycle	119	3	93	2	110
Pedalcyclist	50	0	40	0	38
Pedestrian	47	3	40	3	40
Semi	10	0	4	0	0
Bus	1	0	1	0	1
Other	115	0	39	0	38
Unknown	168	0	46	0	35
Total	11,076	57	3,765	45	3,276

For this page, drivers and victims are teenagers (people between the ages of 15 and 19). Victims are teenagers killed or injured in crashes regardless of the age of the driver.

Teenagers Killed in Crashes in New Mexico, 2002 - 2006



Teenagers Injured in Crashes in New Mexico, 2002 - 2006



Teenage Crash Facts in New Mexico, 2006

- Of all drivers in crashes, 14 percent were teenagers, although teenagers comprised only nine percent of New Mexico's drivers.
- The number of teenage fatalities decreased from 52 to 45 in 2006.
- Male teenagers died in crashes only slightly more often than female teenagers in 2006.
- Forty seven percent of teenage crash deaths involved alcohol.
- A teenager was killed in a traffic crash every eight days and one was injured every 160 minutes.
- Teenage occupants' self-reported seatbelt use was 93 percent, while that of all occupants was 99 percent.
- Twenty three percent of crashes involving teenage drivers occurred at night; whereas, 22 percent of all crashes occurred at night.

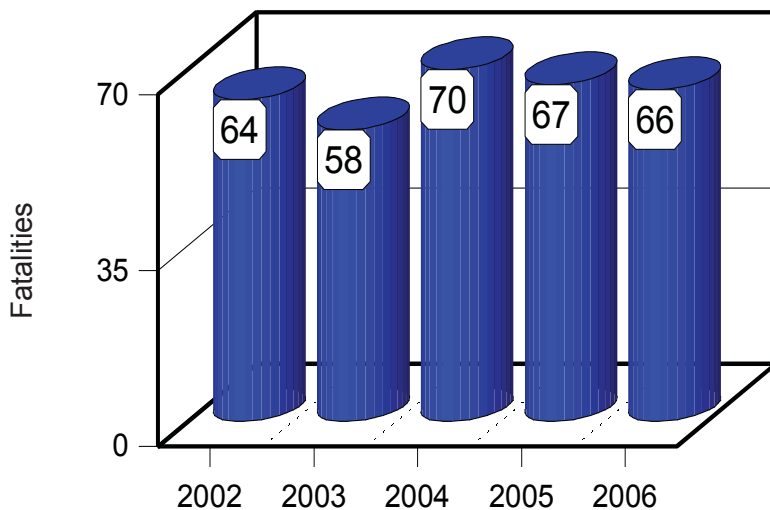
YOUNG ADULTS

Young Adults in Crashes in New Mexico by Vehicle Type, 2006

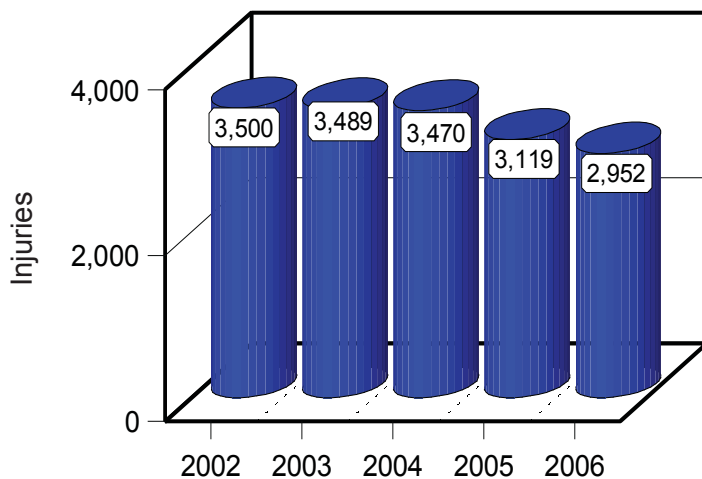
Vehicle Type	Drivers			Victims	
	Total	Crash Severity		Killed	Injured
		Fatal	Injury		
Passenger Car	6,845	39	2,355	24	1,813
Pickup	2,208	19	677	15	443
Van or 4WD	1,519	18	526	14	358
Motorcycle	214	6	170	4	176
Semi	90	1	26	0	18
Pedestrian	50	7	41	6	41
Pedalcyclist	37	2	30	2	30
Bus	16	0	5	0	1
Other	158	0	59	0	39
Unknown	151	0	47	1	33
Total	11,288	92	3,936	66	2,952

For this page, drivers and victims are young adults (people between the ages of 20 and 24). Victims are all young adults killed or injured in crashes regardless of the age of the driver.

Young Adults Killed in Crashes in New Mexico, 2002 - 2006



Young Adults Injured in Crashes in New Mexico, 2002 - 2006



Young Adult Crash Facts in New Mexico, 2006

- Fifteen percent of all drivers in crashes were young adult drivers, although young adults comprised only nine percent of New Mexico's drivers.
- The number of fatalities among young adults decreased slightly.
- Young adult males died in crashes more than twice as often as young adult females.
- Sixty seven percent of crash deaths among young adults involved alcohol.
- A young adult was killed in a traffic crash every 133 hours and one was injured every three hours.
- Young adult occupants' self-reported seatbelt use was 91 percent, while that of all occupants was 99 percent.
- Twenty four percent of crashes involving young adult drivers occurred at night; whereas, 22 percent of all crashes occurred at night.

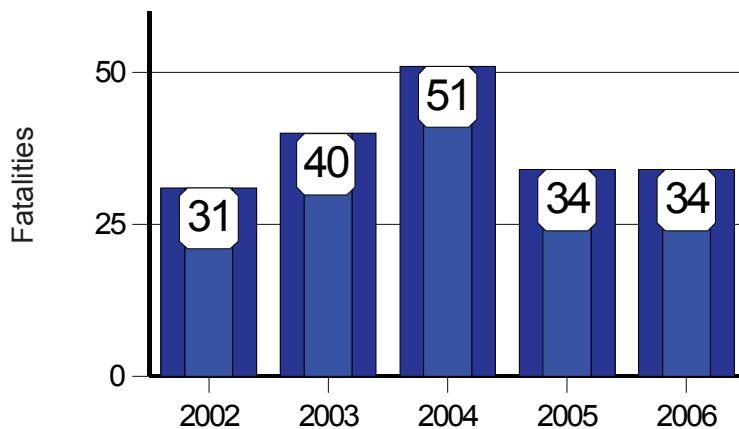
Senior Citizens in Crashes in New Mexico by Vehicle Type, 2006

Vehicle Type	Drivers			Victims	
	Total	Crash Severity		Killed	Injured
		Fatal	Injury		
Passenger Car	2,473	13	820	13	658
Pickup	851	5	271	6	178
Van or 4WD	580	5	195	5	175
Semi	36	1	11	0	6
Pedestrian	27	7	18	7	18
Motorcycle	12	2	9	2	8
Bus	8	0	1	0	0
Pedalcyclist	5	0	4	0	4
Other	52	1	11	1	6
Unknown	39	1	12	0	8
Total	4,083	35	1,352	34	1,061

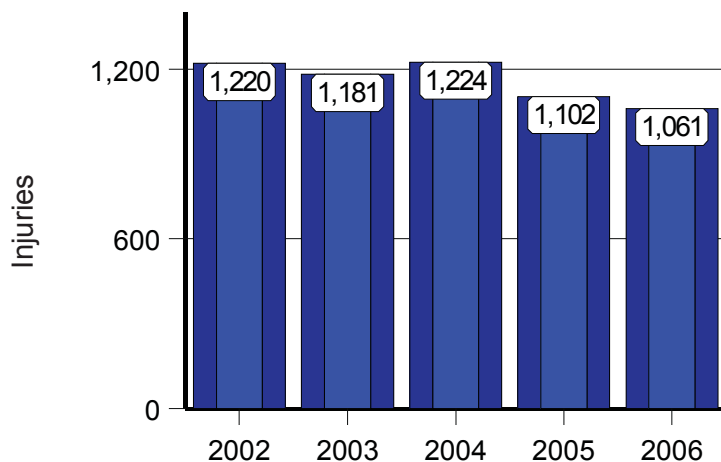
For this page, drivers and victims are senior citizens (people age 70 and older). Victims are all seniors killed or injured in crashes regardless of the age of the driver.

Prior to 1998 seniors were defined as 55 years or older. This year's data are therefore not comparable to data prior to 1998.

Senior Citizens Killed in Crashes in New Mexico, 2002 - 2006



Senior Citizens Injured in Crashes in New Mexico, 2002 - 2006



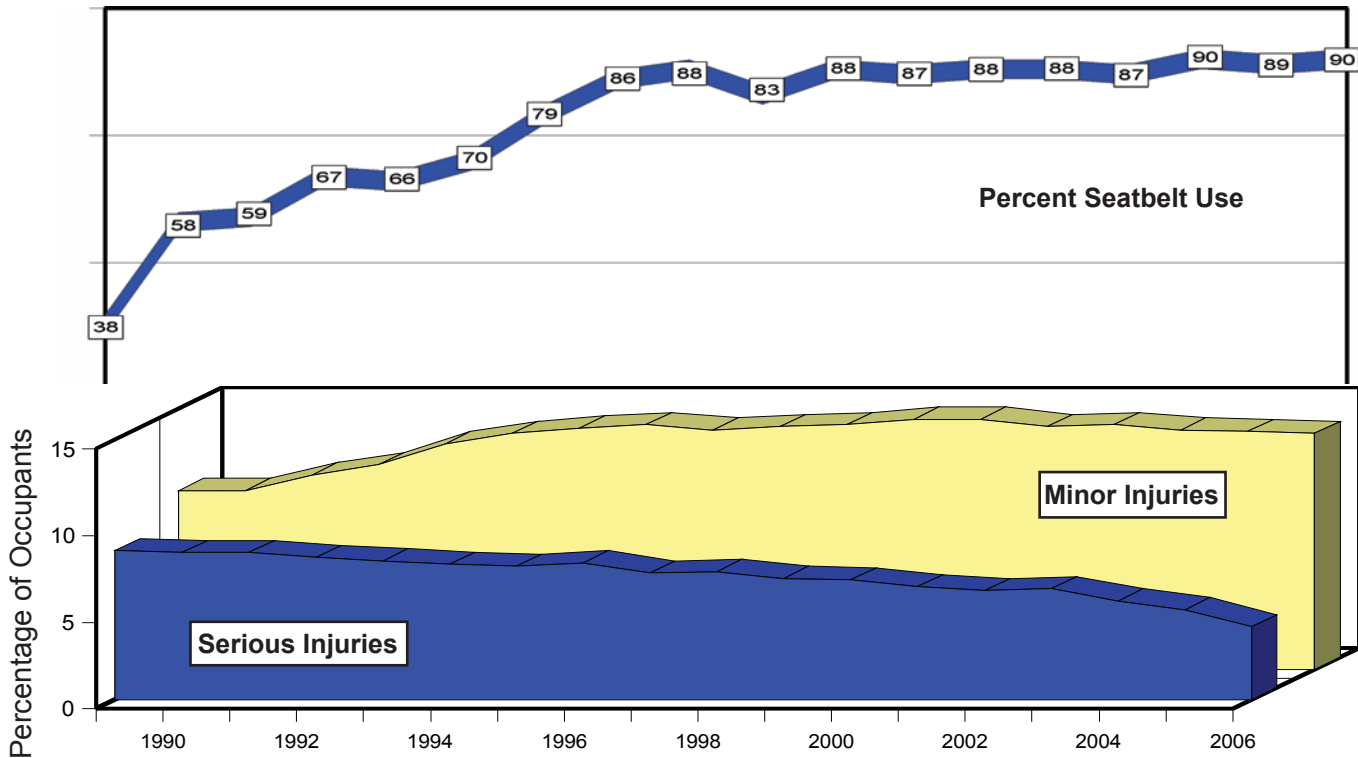
Senior Citizen Crash Facts in New Mexico, 2006

- Five percent of all drivers in crashes were seniors, although seniors comprised nine percent of New Mexico's drivers.
- The number of senior injuries decreased from 1,102 in 2005 to 1,061 in 2006.
- Eighteen male seniors and 16 female seniors died in crashes in 2006.
- Alcohol was a contributing factor in nine percent of all crash deaths involving seniors.
- A senior was killed in a traffic crash every 11 days and one was injured every eight hours.
- Senior occupants' self-reported seatbelt use was 93 percent while that of all occupants was 99 percent.
- Eight percent of crashes involving senior drivers occurred at night; whereas, 22 percent of all crashes occurred at night.

SEATBELT

The mandatory seatbelt law for drivers and front-seat passengers in cars became effective on January 1, 1986. A similar law for drivers and front-seat passengers riding in vehicles under 10,000 pounds became effective on June 16, 1989. The law was extended to *all* seating positions as of July 2001. The fine for non-compliance is \$25.00 plus additional fees which vary by location.

Observed Seatbelt Usage and Crash Injury Severity for Front-seat Occupants, 1989 - 2006*



Source: see page 53.

Since 1991, the proportion of people injured in crashes has increased, perhaps due to higher driving speeds. However, as observed seatbelt usage has increased there has been a noticeable shift from more severe to less severe injuries. This is particularly evident between 1990 and 1995, where a steady increase in minor injuries coincided with a consistent decrease in serious injuries. In 1998 a new technique was used to estimate seatbelt usage; therefore, data from 1998 and thereafter are not comparable to previous years' data.

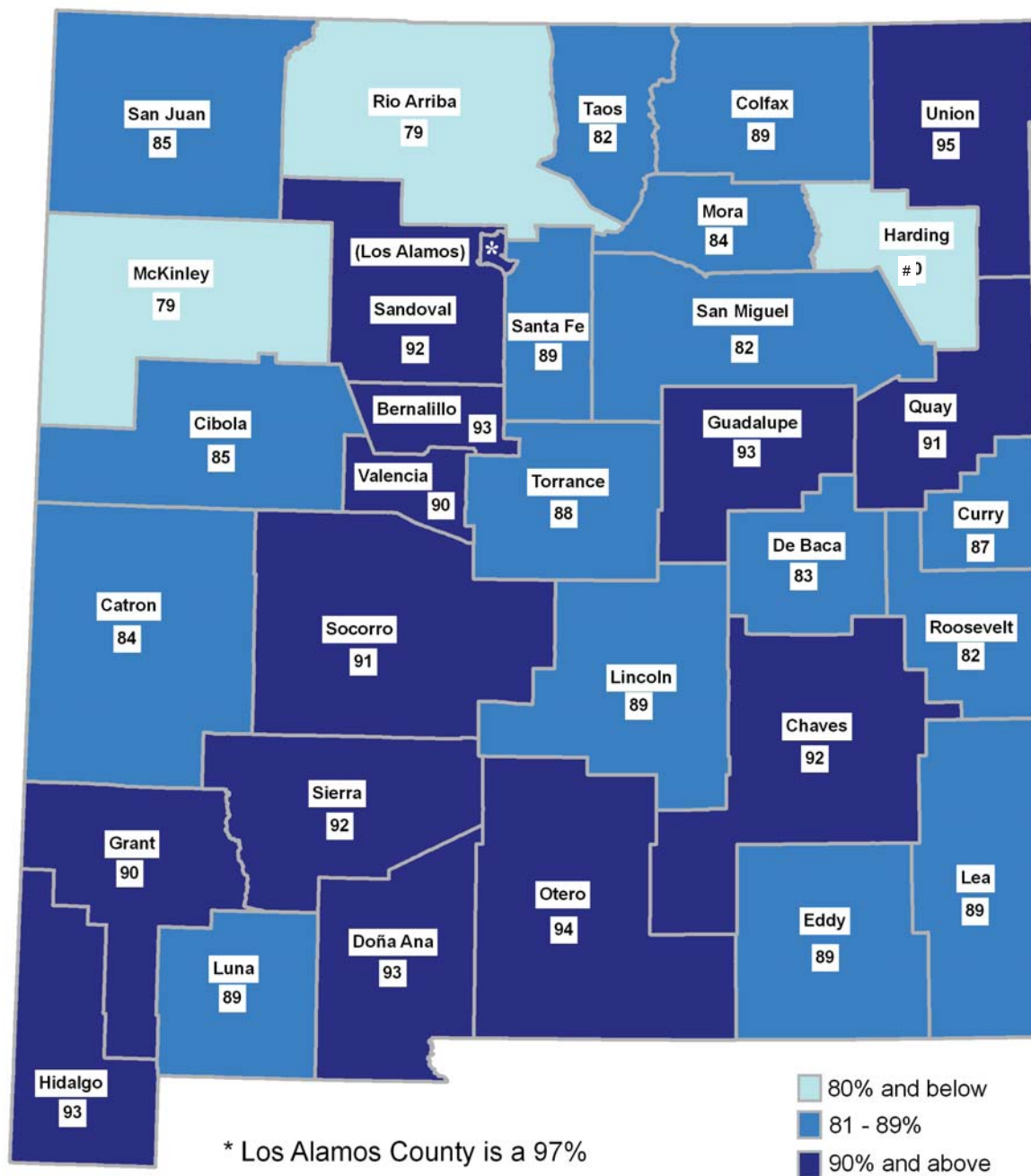
Crash Injuries in New Mexico by Reported Seatbelt Usage, 2006*

Severity	Belt worn ¹		Belt not worn		Total	
	Number	Percent	Number	Percent	Number	Percent
Killed	156	0.2	119	15.8	275	0.3
Incapacitating injury	1,411	1.4	98	13.0	1,509	1.5
Visible injury	2,825	2.8	142	18.8	2,967	3.0
Complaint of injury	14,267	14.4	108	14.3	14,375	14.4
Unhurt	80,614	81.2	288	38.1	80,902	80.9
Total	99,273	100.0	755	100.0	100,028	100.0

¹ In order to avoid citations, some people in less severe crashes may have reported wearing a seatbelt when they were not.

* Information on this page only includes passenger cars, pickups, and vans or 4WD.

Seat Belt Usage among Injured Occupants by County, 2004 - 2006



None of the injured occupants in Harding County were belted.

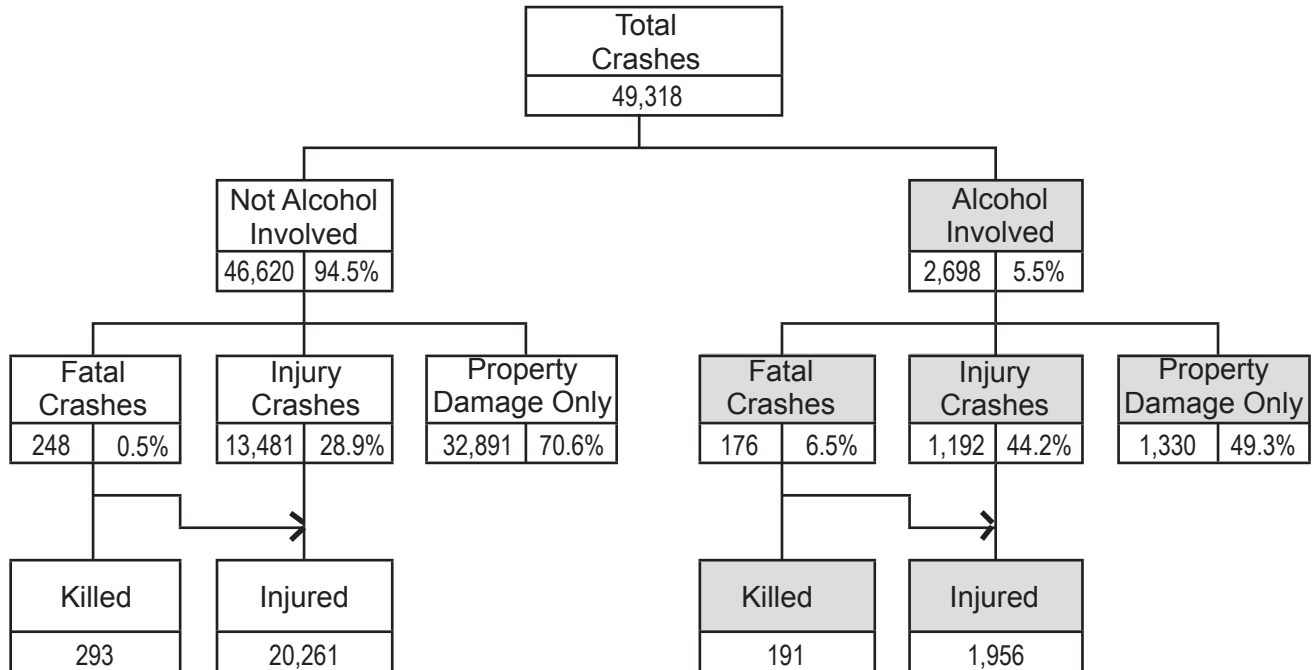
This map shows the average reported seatbelt usage in crashes for 2004-2006. The data are for drivers and right front passengers in vehicles registered in NM who received visible or incapacitating injuries in crashes. This proxy for overall seatbelt usage is used here because it has closely matched the results of observational surveys over the past 10 years. The statewide average for 2004-2006 was 93%.

ALCOHOL

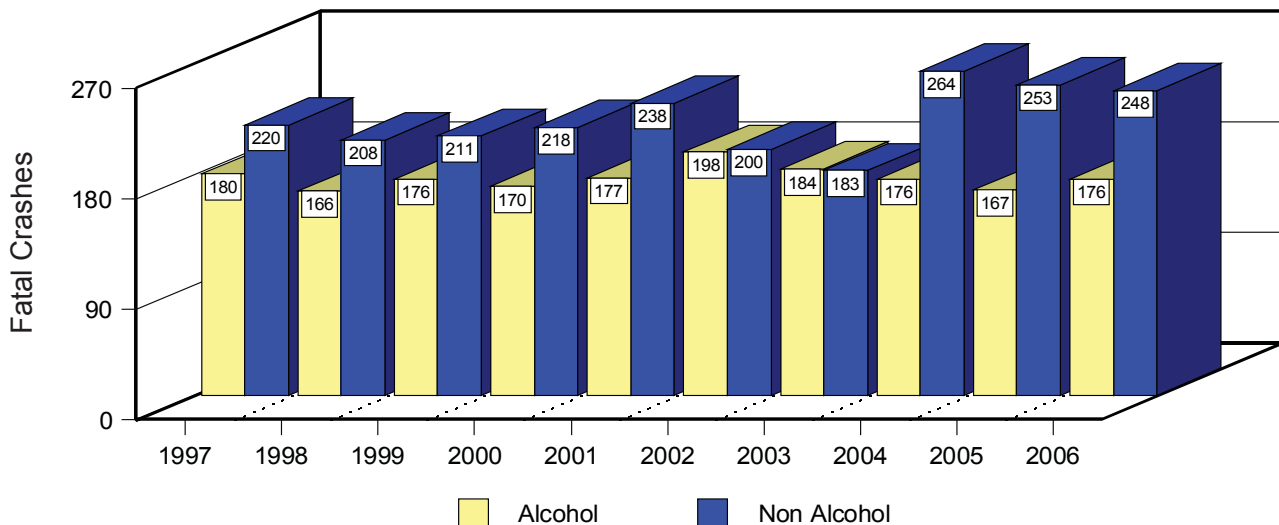
In 2006 ...

- Forty two percent of all fatal crashes involved alcohol.
- A person died in an alcohol-involved crash every 46 hours.
- A person was injured in an alcohol-involved crash every 4.5 hours.
- An alcohol-involved crash occurred every 195 minutes.

Crashes in New Mexico by Alcohol Involvement, 2006



Fatal Crashes in New Mexico by Alcohol Involvement, 1997 - 2006



In 2006 ...

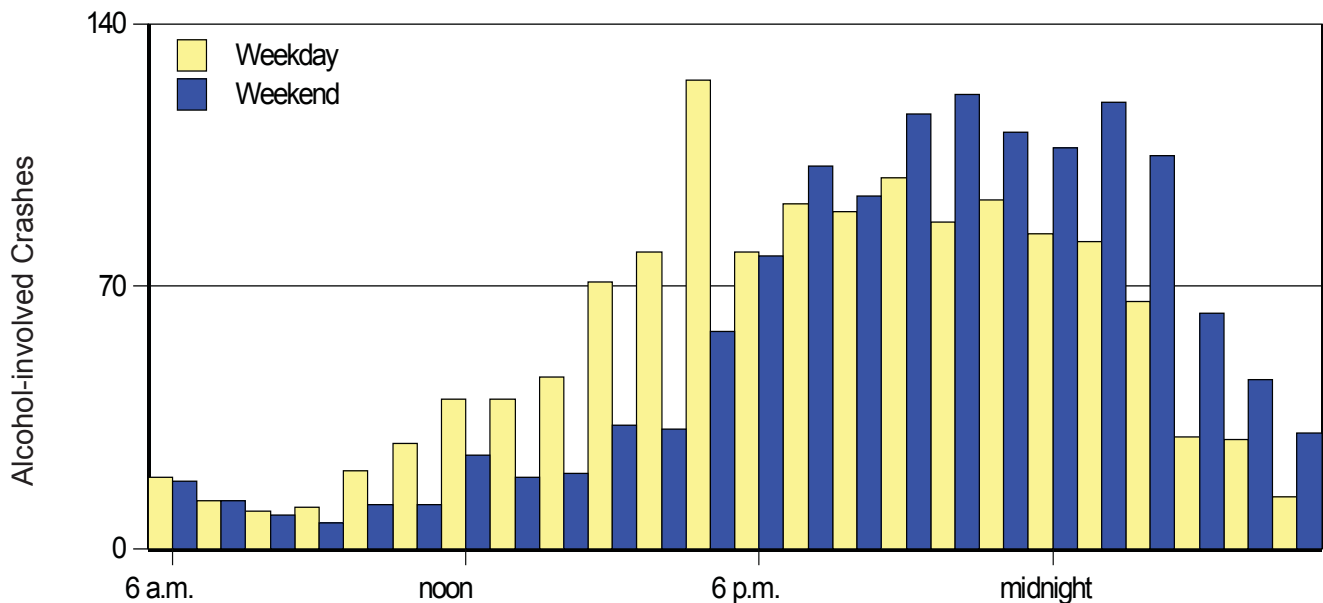
- Fifty two percent of all alcohol-involved fatal crashes occurred on Friday, Saturday, or Sunday.
- Forty two percent of all alcohol-involved crashes happened on Friday or Saturday.
- More alcohol-involved crashes occurred between 5 p.m. and 6 p.m. than any other hour on weekdays.

Alcohol-involved Crashes in New Mexico by Day of the Week, 2006

Day	Total		Fatal	
Sunday	342		22	
Monday	299		16	
Tuesday	293		26	
Wednesday	309		20	
Thursday	351		22	
Friday	559		30	
Saturday	581		40	
Total	2,734		176	

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

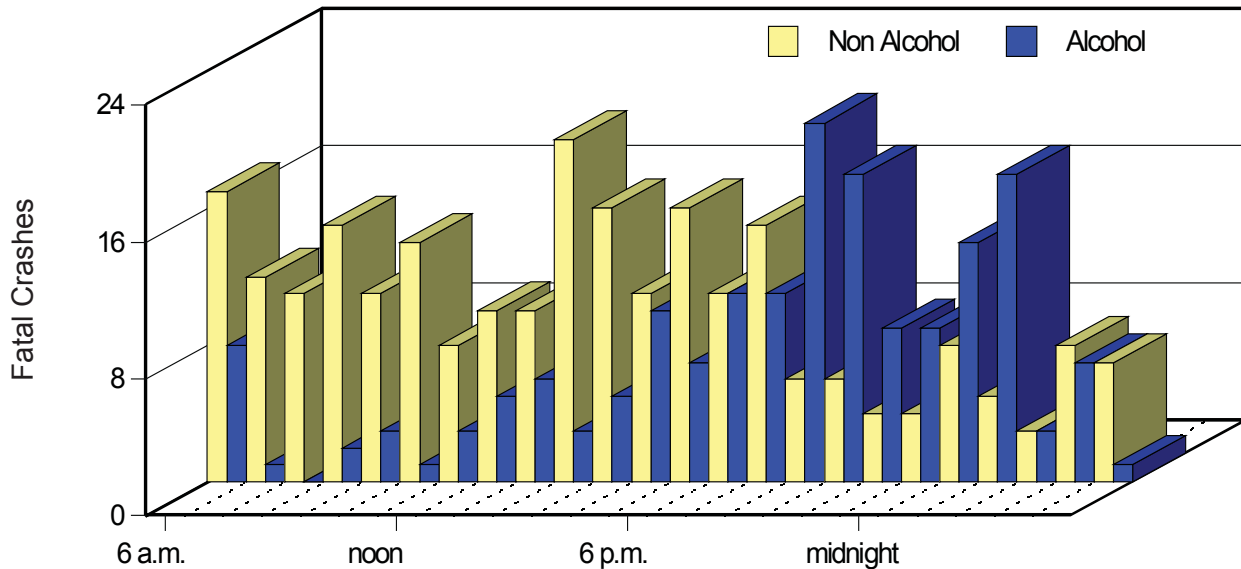
Alcohol-involved Crashes in New Mexico by Hour of the Day, 2006



• The weekend is defined as beginning on Friday evening at 6:00 p.m. and ending on Monday morning at 5:59 a.m. For perspective, the weekend period has 60 hours total, while the weekday period consists of 108 hours.

ALCOHOL

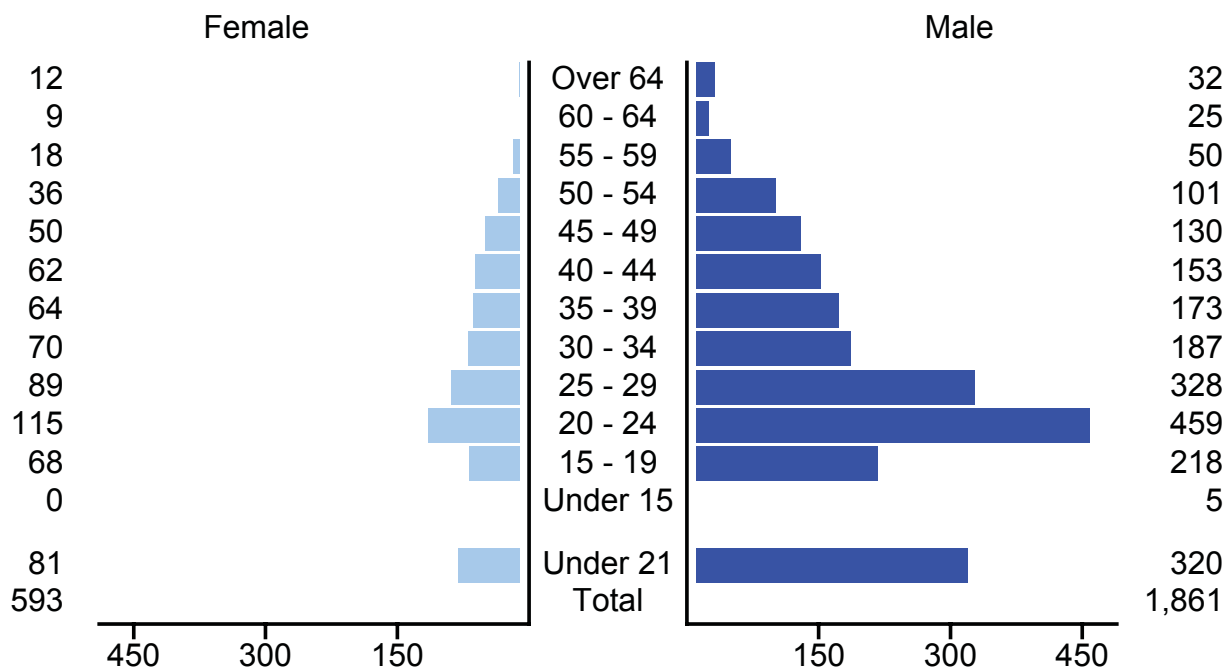
Fatal Crashes in New Mexico by Hour of the Day and Alcohol Involvement, 2006



In 2006 ...

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

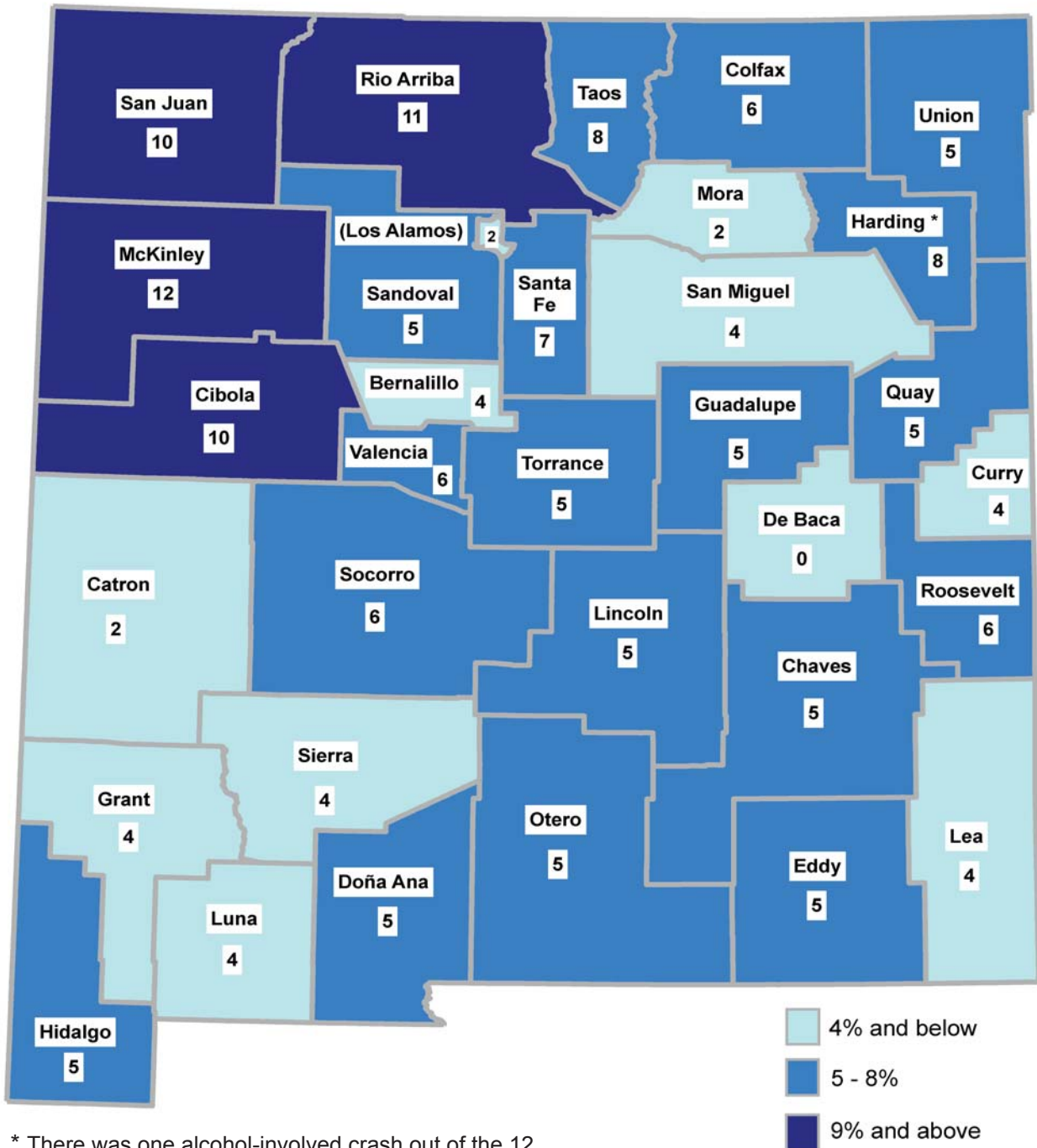
Alcohol-involved Drivers in Crashes in New Mexico by Age and Sex, 2006



Percentage of Alcohol-involved Crashes in New Mexico by County, 2006

In 2006 ...

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

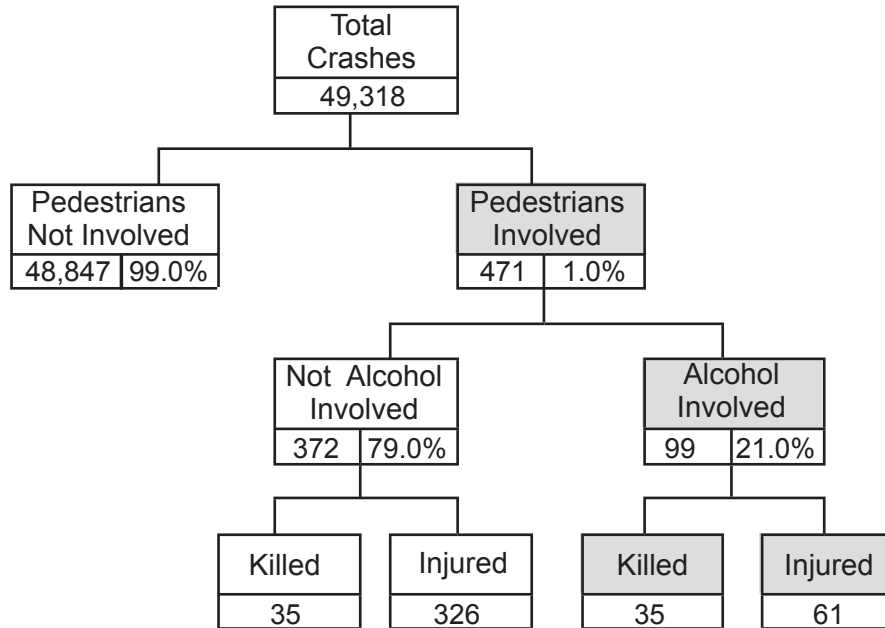


PEDESTRIANS

In 2006 ...

- 50 percent of pedestrian deaths were alcohol-involved.
- Of the 70 pedestrian deaths, 51 occurred in the seven counties with the highest pedestrian death rates.

Alcohol-involved Pedestrian Crashes in New Mexico, 2006



Seven Counties with Highest Pedestrian Death Rates, 2006

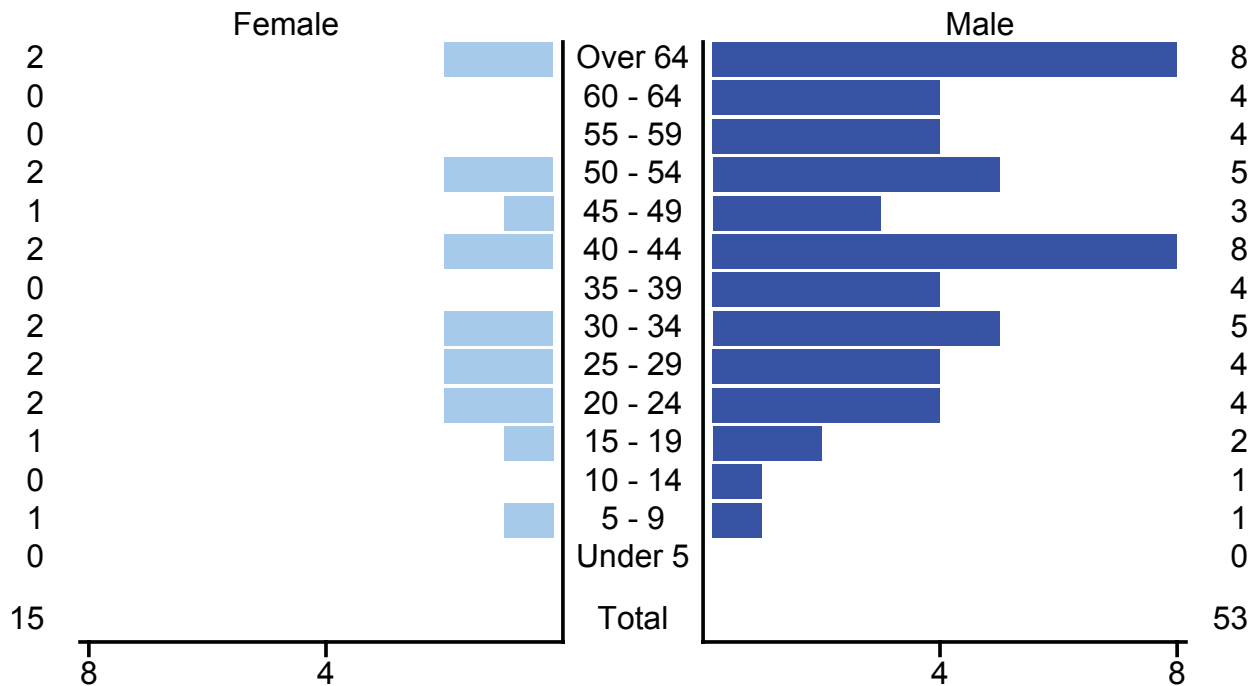
County	Pedestrians in Crashes			Deaths per 100 MVM
	Total	Killed	Injured	
San Juan	46	13	28	0.95
Rio Arriba	5	3	2	0.63
McKinley	19	7	9	0.55
Chaves	15	3	11	0.48
Otero	11	3	8	0.42
Eddy	15	3	10	0.38
Bernalillo	212	19	165	0.37

PEDESTRIANS

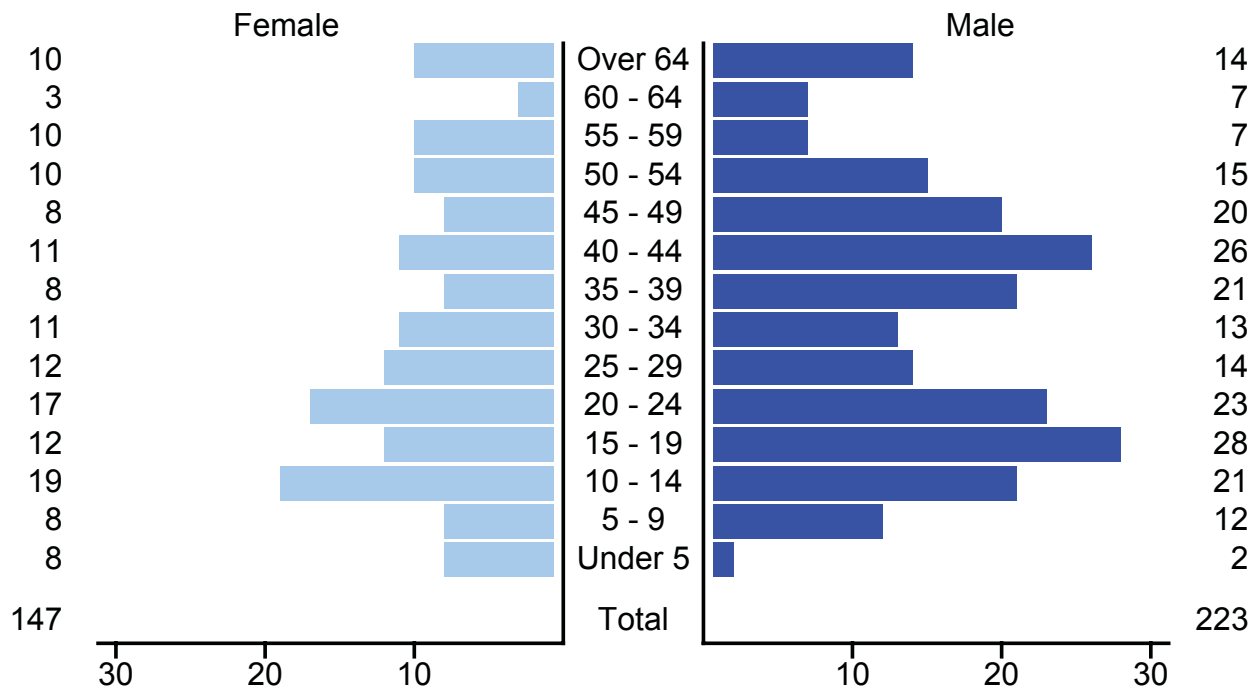
In 2006 ...

- 41 percent of pedestrian deaths involved pedestrian error.

Pedestrians Killed in Crashes in New Mexico by Age and Sex, 2006



Pedestrians Injured in Crashes in New Mexico by Age and Sex, 2006



HEAVY TRUCKS

Seven Counties with Highest Crash Rates involving Heavy Trucks, 2006

County	Heavy Truck Crashes			Crashes per 100 MVM
	Total	Fatal	Injury	
Bernalillo	710	7	145	175.9
Curry	50	3	11	93.9
Eddy	76	1	24	79.5
Sandoval	80	3	19	78.8
Lea	85	7	18	74.6
San Juan	123	5	36	65.1
Chaves	64	3	19	62.9

In 2006 ...

- Heavy trucks in crashes involving at least one other vehicle were at fault 56 percent of the time.
- 62 percent of all heavy truck crashes occurred between 8 a.m. and 5 p.m.

Contributing Factors of Crashes involving Heavy Trucks in New Mexico, 2006

Contributing Factor	Percent of Involvements
Other improper driving	24.0
Driver inattention	22.6
Excessive speed	8.5
Mechanical defects	6.8
Improper turn	6.6
Following too close	5.5
Failure to yield	4.0
Drove left of center	2.2
Disregard traffic control	1.7
Improper overtaking	1.6
Alcohol-involved	0.2
Other	55.1

- Percent of involvements is the percentage of all vehicles in crashes for which each contributing factor was coded. More than one contributing factor may be coded for each vehicle. For 55 percent of all vehicles, no contributing factors were indicated.

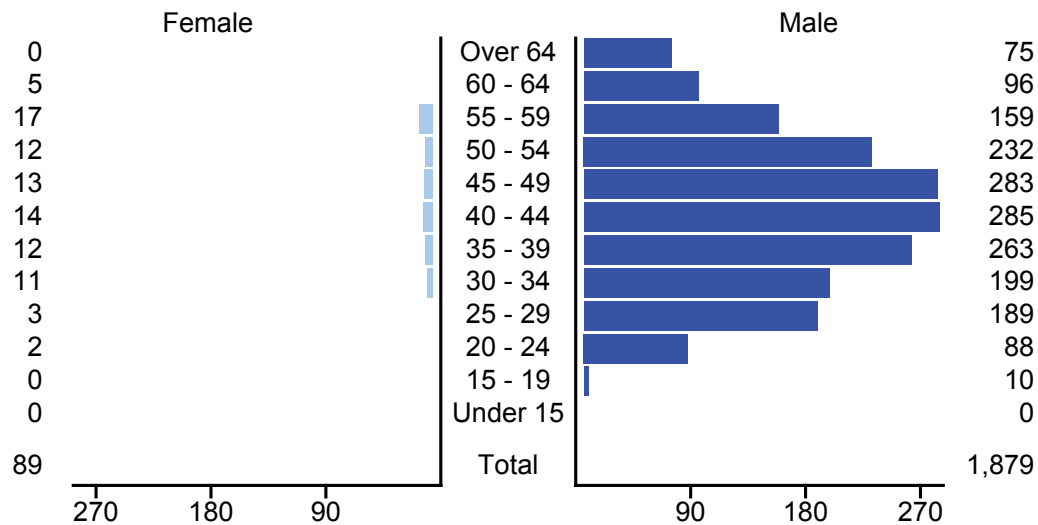
HEAVY TRUCKS

Crashes Involving Heavy Trucks in New Mexico by Class, 2006

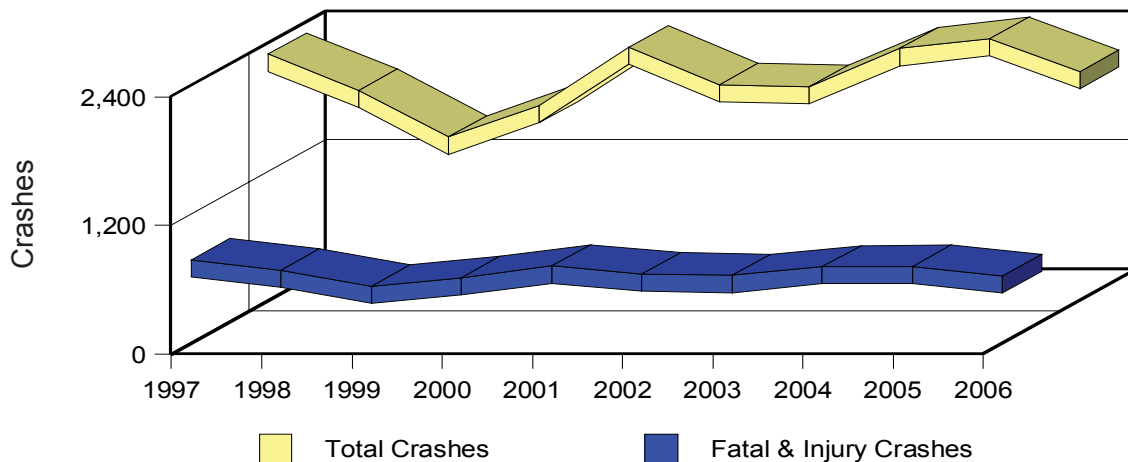
Class	Crashes					People	
	Total	% of Total	Fatal	% of Fatal	Injury	Killed	Injured
Other vehicle	1,436	70	42	66	367	58	546
Fixed object	221	11	2	3	8	2	10
Overturn	134	7	10	16	69	13	90
Parked vehicle	121	6	1	2	18	1	27
Other non-collision	69	3	1	2	9	1	10
Animal	44	2	0	0	1	0	1
Pedestrian	9	0	5	8	4	5	15
Railroad train	9	0	0	0	3	0	3
Other object	6	0	1	2	1	2	1
Veh. on other roadway	4	0	2	3	2	2	4
Pedalcyclist	3	0	0	0	3	0	4
Total	2,056	100	64	100	485	84	711

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

Heavy Truck Drivers in New Mexico Crashes By Age and Sex, 2006



New Mexico Crashes Involving Heavy Trucks, 1997 - 2006



MOTORCYCLES

Motorcyclists in Crashes in New Mexico, 1997 - 2006

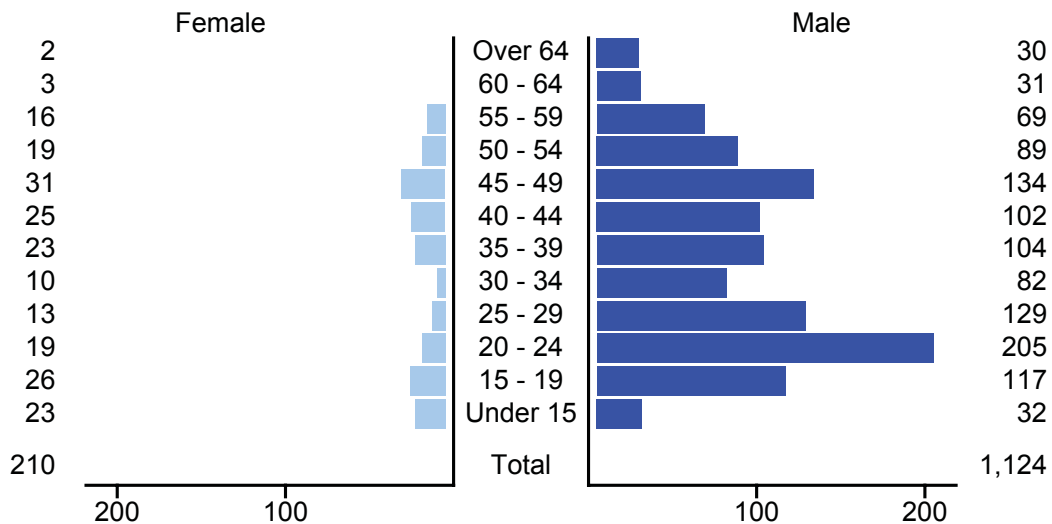
Year	Number of riders ¹	Number of Fatalities		Motorcycle Registrations
		No Helmet	Helmet	
2006	1,417	49	0	NA*
2005	1,269	43	0	NA*
2004	1,196	33	11	NA*
2003	1,133	31	9	NA*
2002	1,136	27	9	NA*
2001	1,044	25	9	NA*
2000	873	22	10	25,339 ²
1999	739	20	7	38,528 ²
1998	849	19	4	37,706 ²
1997	870	24	2	31,512

1 Riders include drivers and passengers on motorcycles.

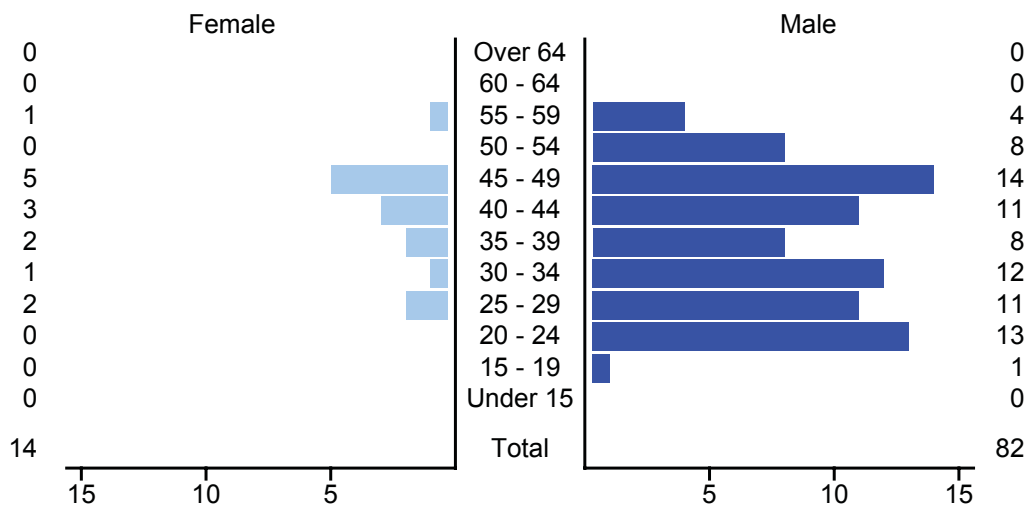
2 These are counts of registration transactions which were affected by the advent of 2-year registration in 1998.

* Data are not available.

Motorcyclists in Crashes by Age and Sex, 2006



Motorcyclists in Alcohol-involved Crashes by Age and Sex, 2006



Motorcyclists' Helmet Usage and Injuries in New Mexico, 2006











Injury	With helmet	Without helmet	Total
Killed	0	49	49
Incapacitating	31	212	243
Visible injury	67	440	507
Complaint	21	248	269
Unhurt	38	311	349
Total	157	1,260	1,417

Motorcyclists in Crashes in New Mexico by Age, 2006

Driver Age	Drivers			Riders ¹	
	Total	Crash Severity		Killed	Injured
		Fatal	Injury		
Under 15	28	0	26	0	36
15-19	119	3	93	2	102
20-24	214	6	170	4	179
25-29	133	4	95	3	107
30-34	86	5	66	5	66
35-39	122	5	87	5	91
40-44	120	5	87	5	97
45-49	143	8	106	8	114
50-54	95	6	72	5	84
55-59	78	6	54	5	59
60-64	30	2	24	2	25
Over 64	30	3	24	3	27
Total	1,198	53	904	47	987

¹ Riders include drivers and passengers on motorcycles.

Motorcycle Crash Involvements in New Mexico by Class, 2006

Class	Total	Fatal	Injury	Total
Other Vehicle	653	28	427	
Overturn	261	10	217	
Fixed Object	155	13	121	
Other Non-collision	143	3	121	
Parked Vehicle	34	0	11	
Animal	30	0	22	
Other Object	11	1	7	
Pedestrian	2	0	2	
Pedalcyclist	2	0	1	
Total	1,291	55	929	

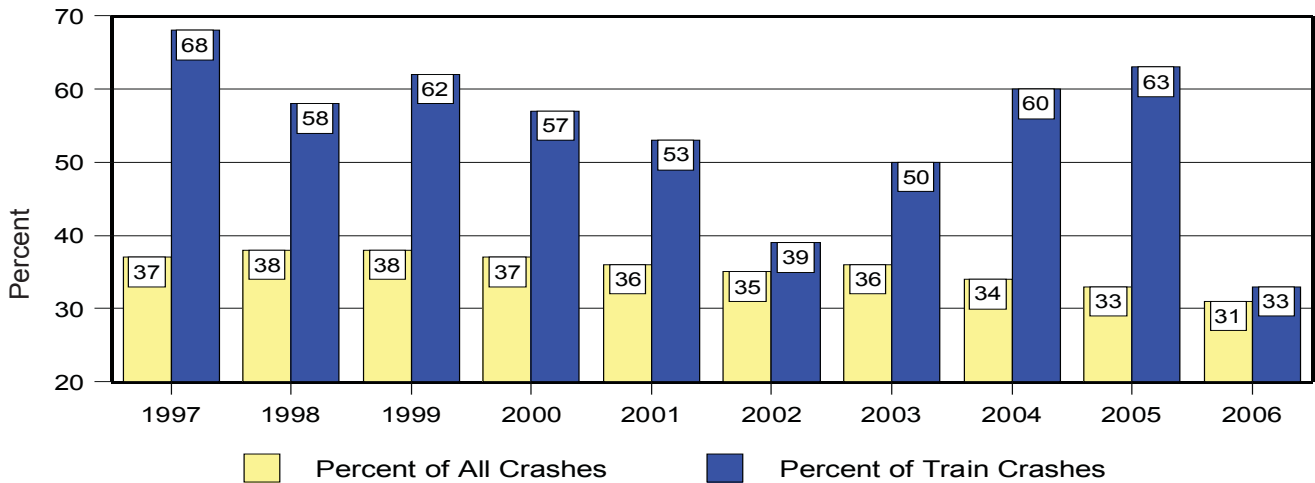
All vehicles: see page 17.

TRAINS

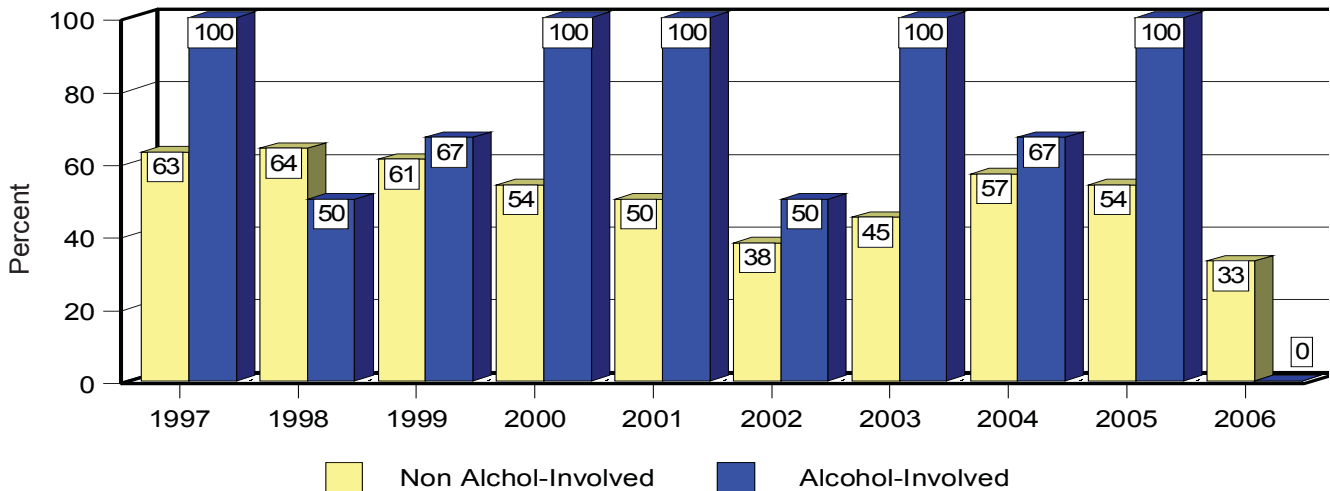
Traffic Crashes Involving Trains by Severity in New Mexico, 1997 - 2006

Year	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
2006	9	0	3	6	0	9
2005	16	4	6	6	4	6
2004	10	2	4	4	3	5
2003	12	2	4	6	3	6
2002	18	0	7	11	0	9
2001	19	3	7	9	5	9
2000	14	0	8	6	0	12
1999	21	3	10	8	3	13
1998	19	4	7	8	4	9
1997	22	4	11	7	5	18

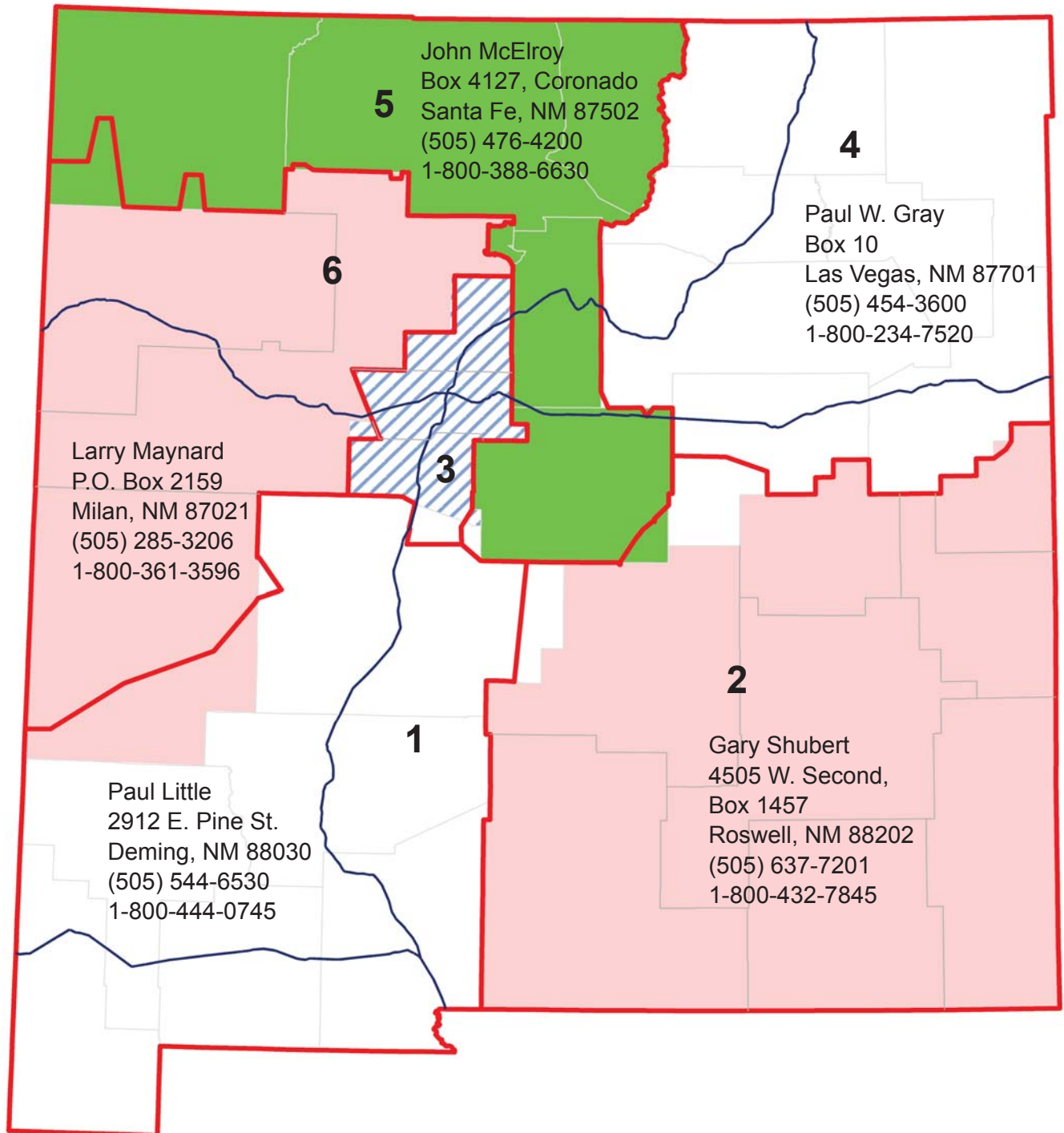
Percentage of Crashes Resulting in Fatalities or Injuries by Train Involvement, 1997 - 2006



Percentage of Train Crashes Resulting in Fatalities or Injuries by Alcohol-involvement, 1997 - 2006



Larry Velasquez **3**
P.O. Box 91750
Albuquerque, NM 87199
(505) 841-2700



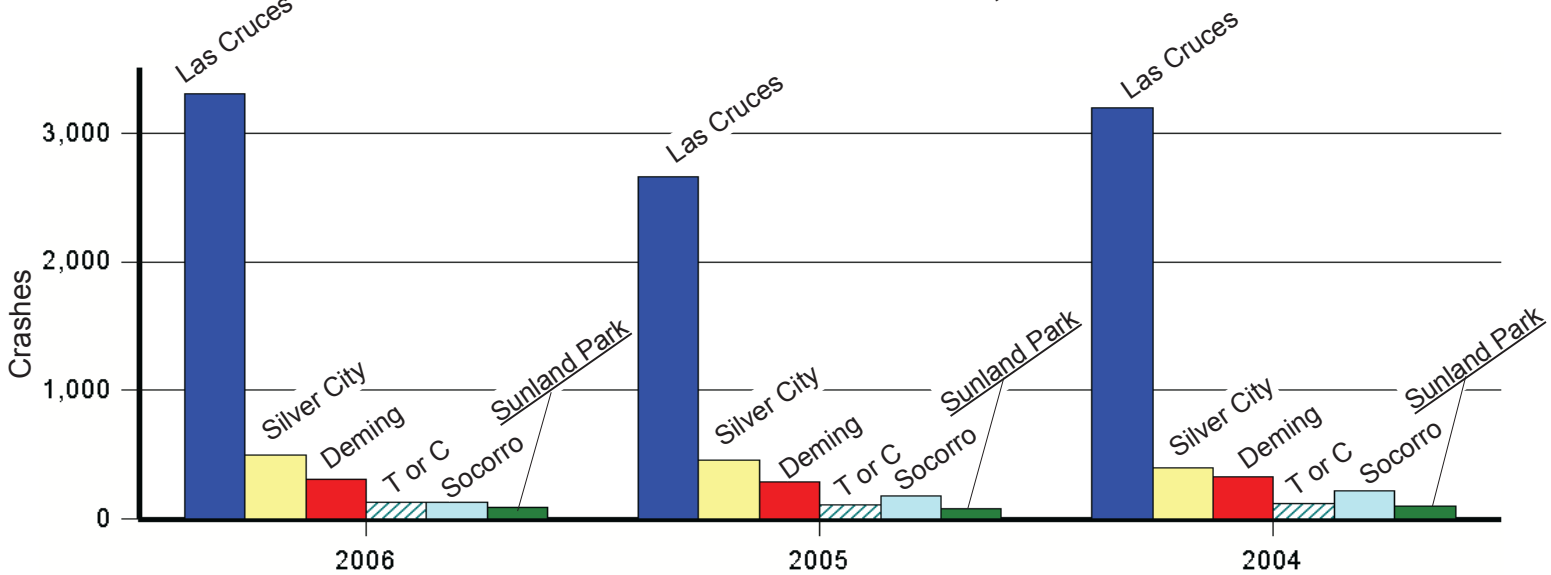
The contact information is available at <http://www.nmshtd.state.nm.us/main.asp?secid=11148>
Shading indicates statutory districts. Boundaries indicate maintenance districts.
The statistics on the following 12 pages are based on maintenance districts.

DISTRICT 1

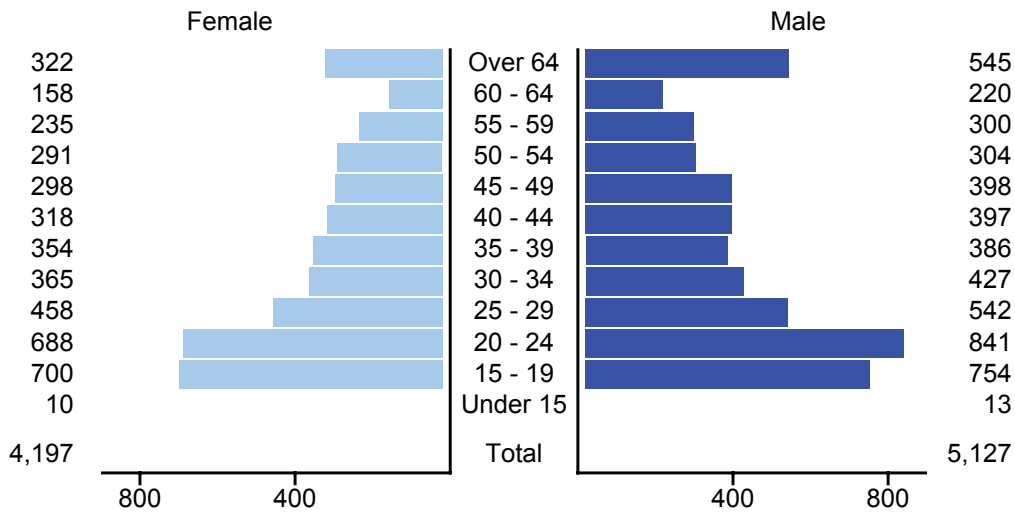
District 1 Crash Statistics, 1997 - 2006

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2006	245	51	59	64	1,908	2,856	5,852
2005	266	46	62	76	1,646	2,509	5,269
2004	260	68	68	81	2,078	3,143	6,135
2003	245	51	60	70	2,093	3,222	6,017
2002	279	61	56	71	2,165	3,431	6,316
2001	262	65	58	65	2,204	3,444	5,937
2000	240	47	48	56	2,350	3,712	6,249
1999	200	59	69	79	1,842	2,968	4,766
1998	264	72	57	74	2,317	3,687	6,100
1997	258	77	76	91	2,438	3,944	6,343

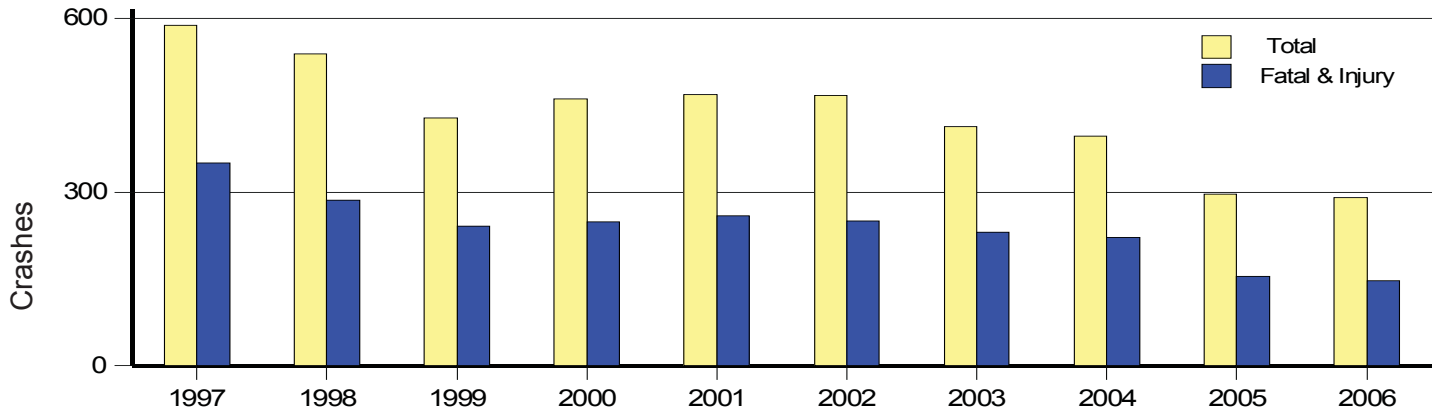
Crashes in Selected Cities in District 1, 2004 - 2006



District 1 Drivers in Crashes by Age and Sex, 2006



District 1 Alcohol-involved Crashes by Severity, 1997 - 2006



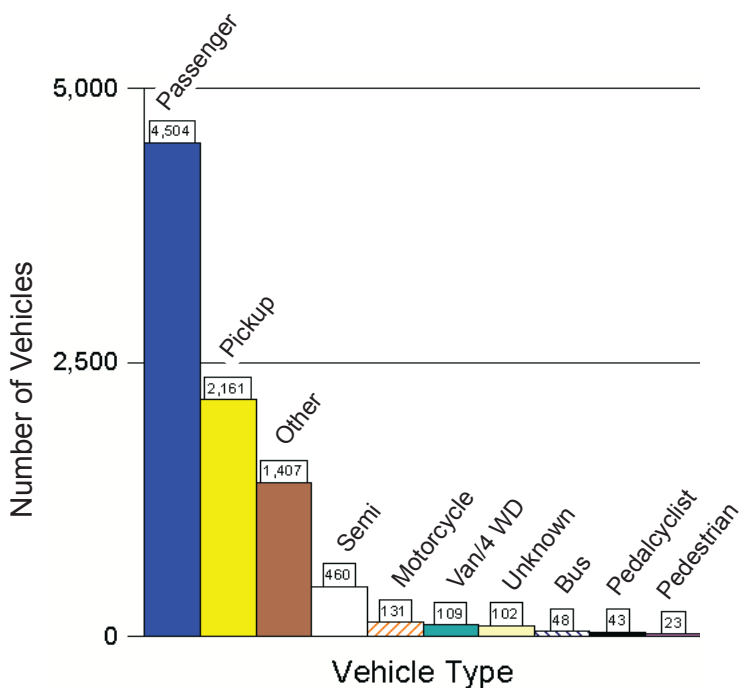
Crashes in District 1 by Top Contributing Factor, 2004 - 2006

Urban			
Contributing Factor	2006	2005	2004
Driver inattention	1,490	1,066	1,147
Failing to yield	850	639	874
Following too close	446	500	599
Excessive speed	402	331	421
Red light running	291	401	378
Other	287	249	271
Alcohol involvement	220	222	250

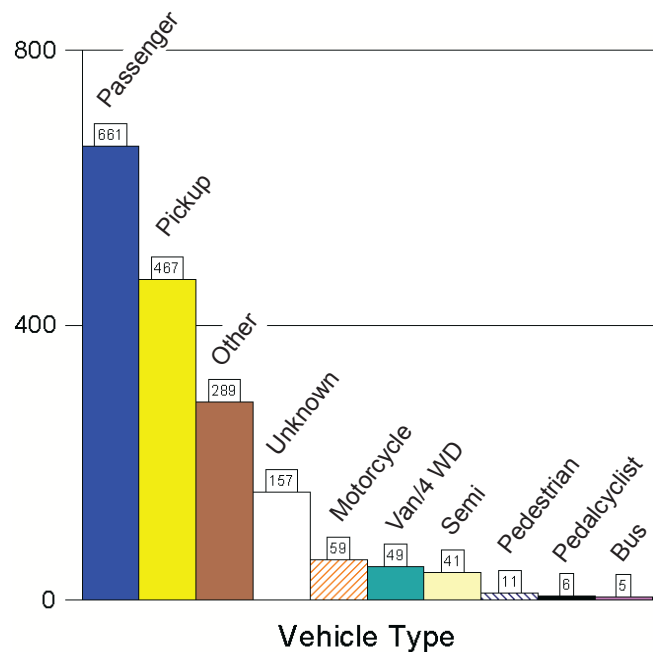
Rural			
Contributing Factor	2006	2005	2004
Driver inattention	277	317	304
Other	215	239	238
Excessive speed	177	173	314
Mechanical defect	110	117	124
Alcohol involvement	92	94	145
Failing to yield	71	86	121
Driving left of center	69	85	68

Changes to the crash form in 2005 caused some minor change in contributing factor coding.

2006 Crash Involvement in District 1 by Vehicle Type in Urban Areas



2006 Crash Involvement in District 1 by Vehicle Type in Rural Areas

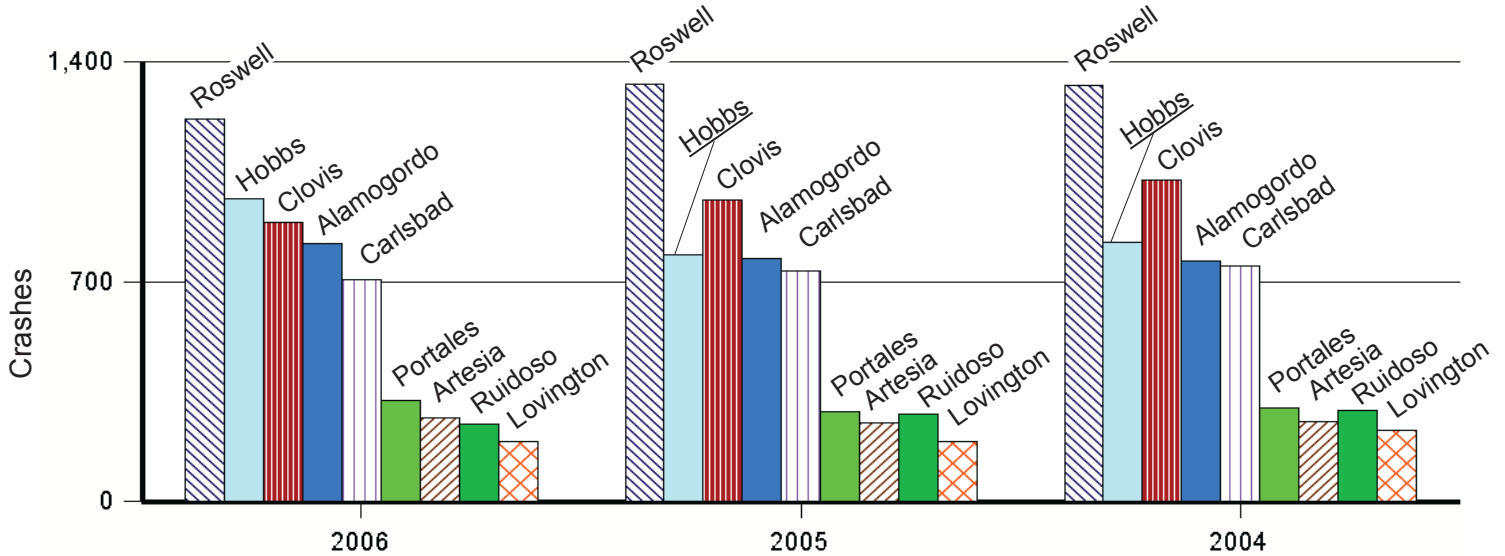


DISTRICT 2

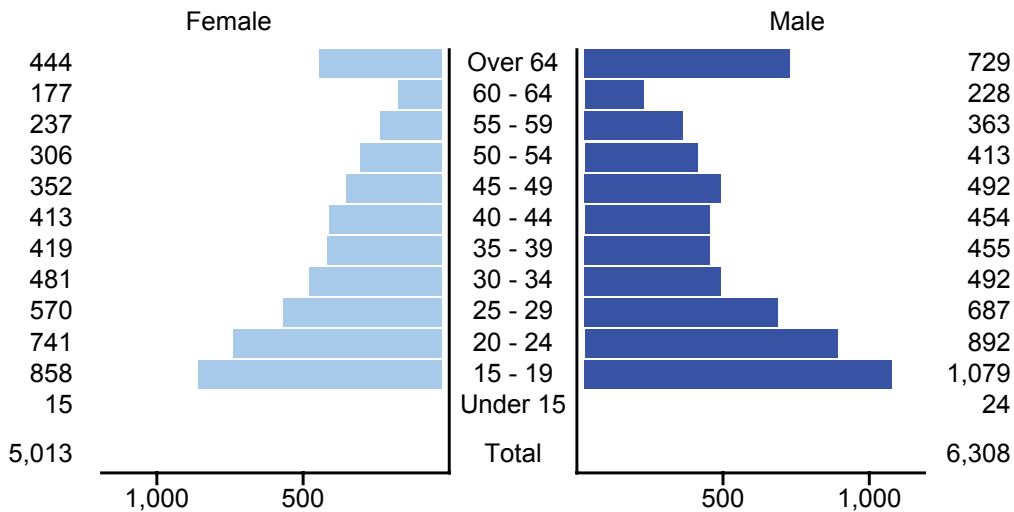
District 2 Crash Statistics, 1997 - 2006

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2006	361	66	87	100	2,047	3,092	7,413
2005	370	65	62	66	2,249	3,384	7,265
2004	375	62	59	71	2,389	3,676	7,771
2003	314	65	56	64	2,196	3,330	7,051
2002	307	68	58	65	2,398	3,626	7,259
2001	362	61	66	73	2,356	3,650	7,307
2000	270	57	55	58	2,373	3,662	7,050
1999	266	75	58	76	2,083	3,354	6,334
1998	343	73	64	72	2,493	3,866	7,661
1997	407	95	56	65	2,684	4,320	8,285

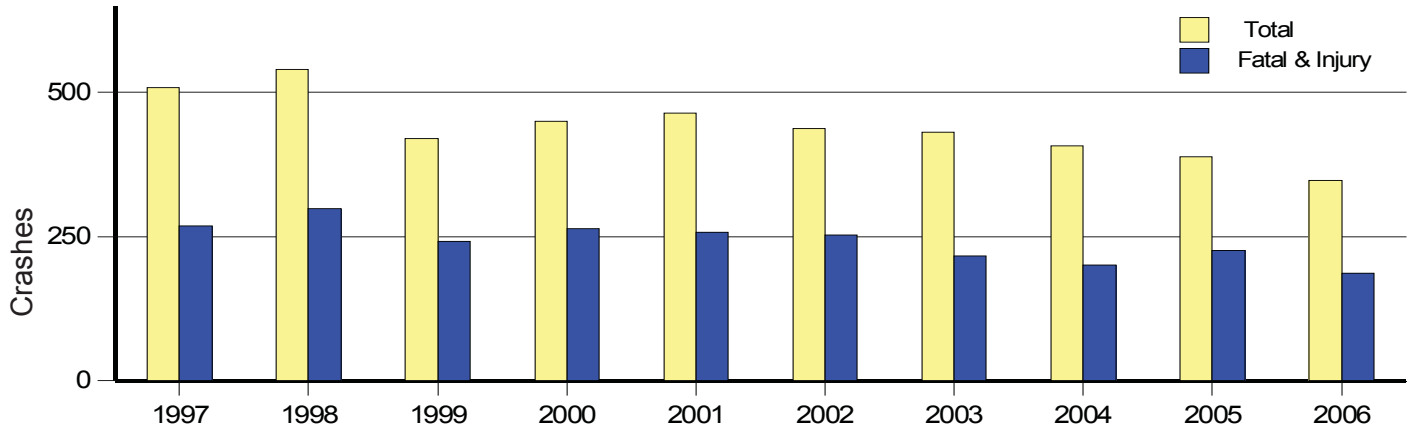
Crashes in Selected Cities in District 2, 2004-2006



District 2 Drivers in Crashes by Age and Sex, 2006



District 2 Alcohol-involved Crashes by Severity, 1997 - 2006



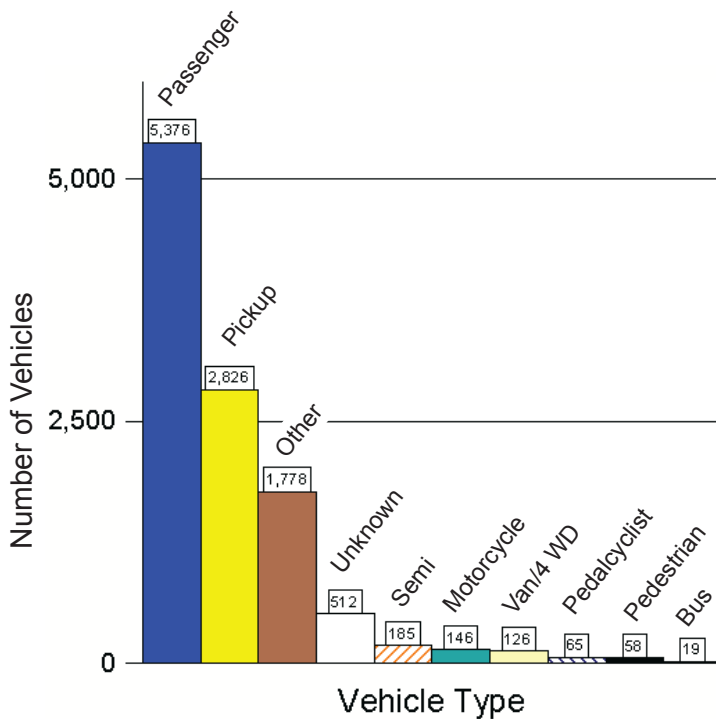
Crashes in District 2 by Top Contributing Factor, 2004 - 2006

Urban			
Contributing Factor	2006	2005	2004
Failing to yield	1,233	1,147	1,244
Driver inattention	1,085	952	1,062
Following too close	984	1,025	1,026
Red light running	480	641	519
Improper backing	512	447	565
Excessive speed	364	349	479
Other	343	381	277

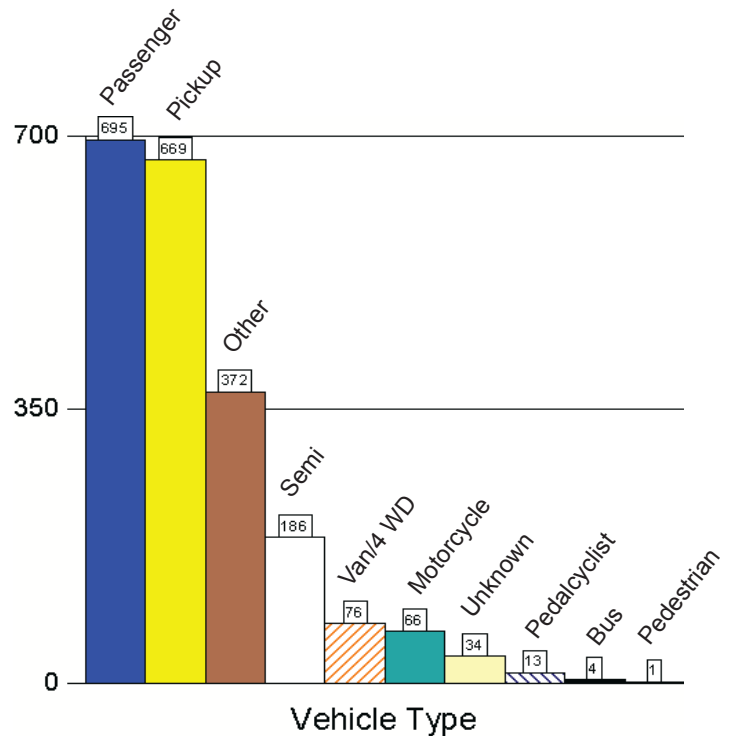
Rural			
Contributing Factor	2006	2005	2004
Other	431	385	371
Excessive speed	310	286	508
Driver inattention	294	276	319
Alcohol involvement	103	132	146
Failing to yield	119	80	116
Mechanical defect	88	73	68
Driving left of center	61	70	58

Changes to the crash form in 2005 caused some minor change in contributing factor coding.

2006 Crash Involvement in District 2 by Vehicle Type in Urban Areas



2006 Crash Involvement in District 2 by Vehicle Type in Rural Areas

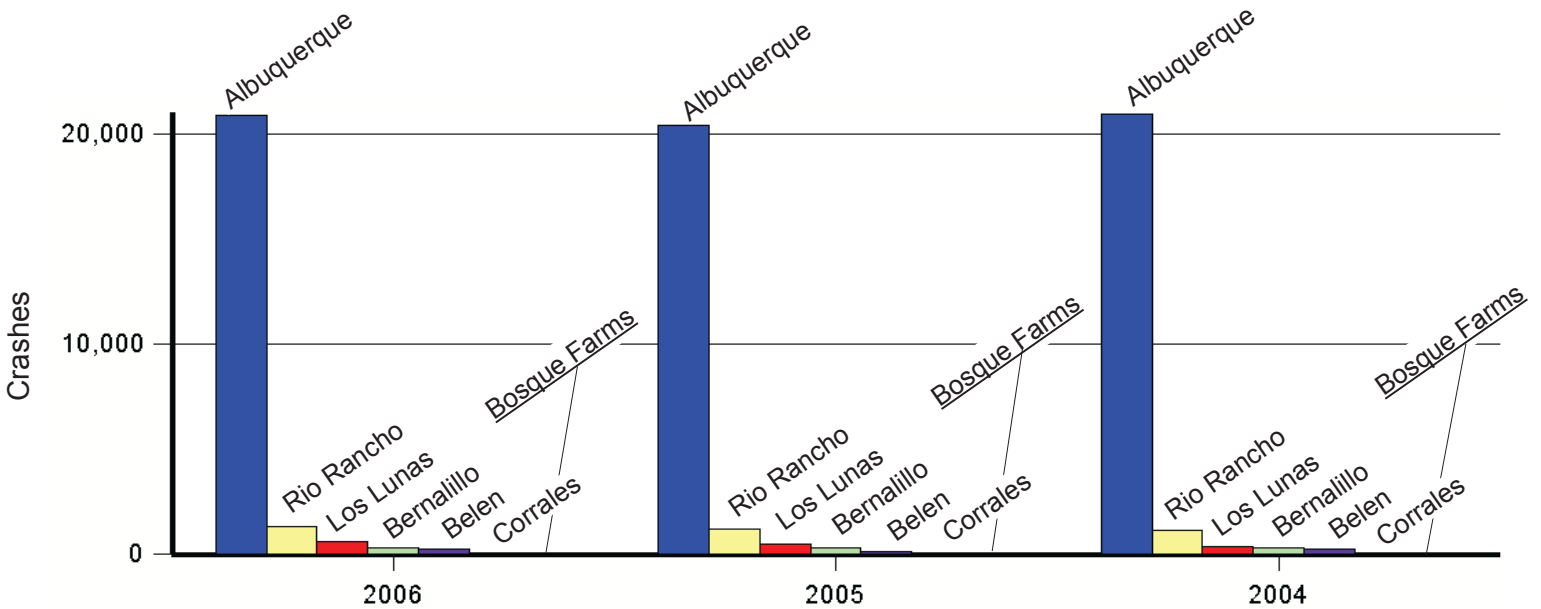


DISTRICT 3

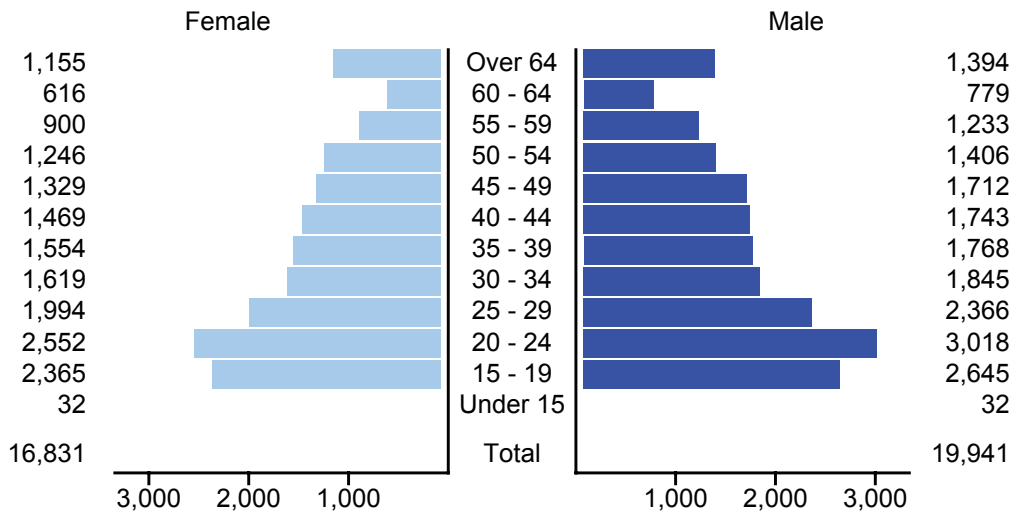
District 3 Crash Statistics, 1997 - 2006

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2006	787	225	93	102	6,957	10,374	24,154
2005	960	219	98	113	7,599	11,276	23,653
2004	799	244	103	108	8,100	11,998	24,179
2003	663	212	81	93	7,653	11,319	21,693
2002	608	212	98	103	7,522	11,241	21,778
2001	807	273	104	108	8,210	12,387	22,943
2000	564	206	85	95	7,819	11,879	21,248
1999	438	201	85	99	6,995	10,761	18,926
1998	578	241	84	88	7,858	12,088	20,929
1997	731	299	95	121	8,406	12,706	22,478

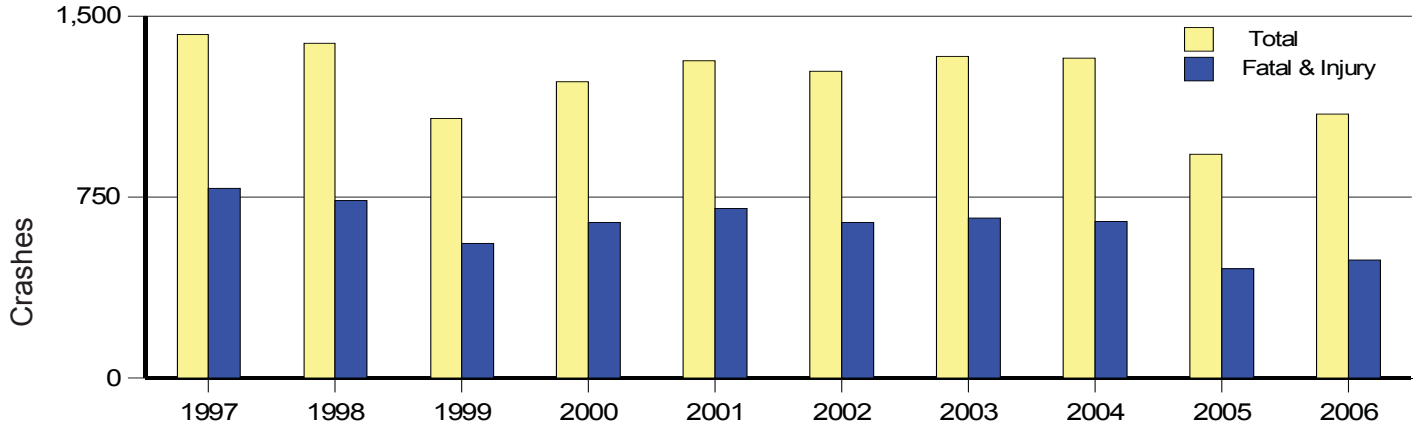
Crashes in Selected Cities in District 3, 2004 - 2006



District 3 Drivers in Crashes by Age and Sex, 2006



District 3 Alcohol-involved Crashes by Severity, 1997 - 2006



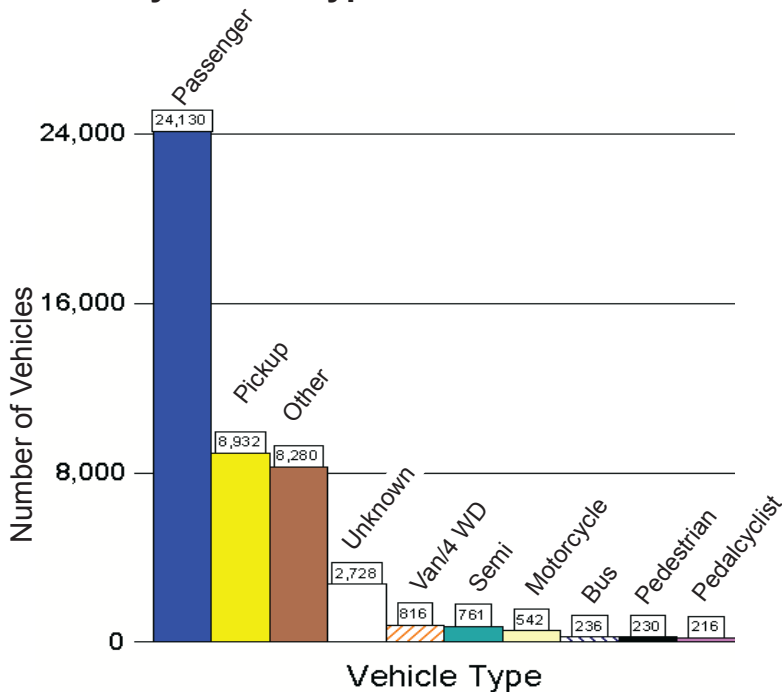
Crashes in District 3 by Top Contributing Factor, 2004 - 2006

Urban			
Contributing Factor	2006	2005	2004
Driver inattention	7,570	6,104	5,626
Following too close	3,835	4,861	5,277
Failing to yield	3,195	3,281	3,679
Excessive speed	1,965	1,784	1,986
Red light running	1,554	1,742	1,640
Other	1,388	1,205	1,053
Alcohol involvement	1,121	892	1,219

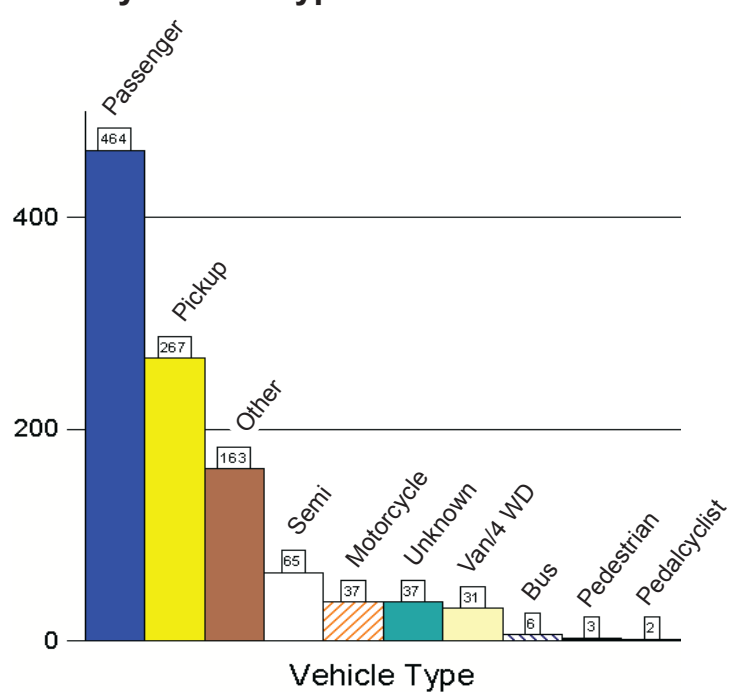
Rural			
Contributing Factor	2006	2005	2004
Excessive speed	141	187	268
Driver inattention	157	194	231
Other	78	118	130
Following too close	60	104	117
Alcohol involvement	52	84	103
Failing to yield	52	81	90
Mechanical defect	36	70	47

Changes to the crash form in 2005 caused some minor change in contributing factor coding.

2006 Crash Involvement in District 3 by Vehicle Type in Urban Areas



2006 Crash Involvement in District 3 by Vehicle Type in Rural Areas

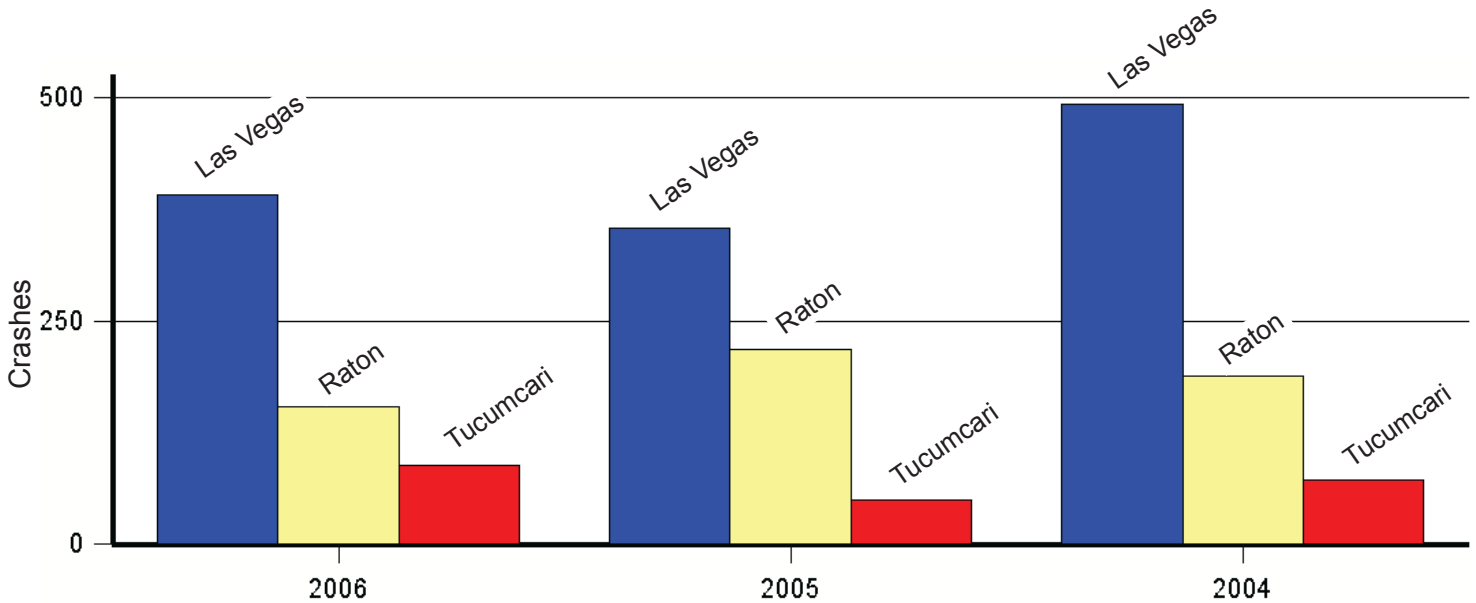


DISTRICT 4

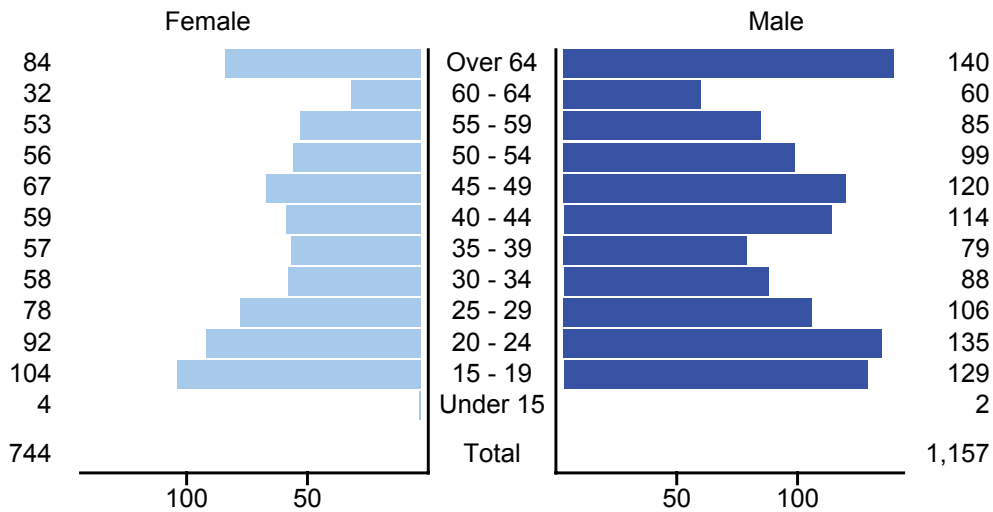
District 4 Crash Statistics, 1997 - 2006

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2006	170	14	37	43	339	549	1,399
2005	164	11	38	43	436	735	1,508
2004	165	16	44	55	632	1,004	1,928
2003	158	14	39	56	623	981	1,802
2002	198	19	38	45	598	946	1,983
2001	231	10	49	55	650	1,049	2,041
2000	184	6	31	34	679	1,109	1,927
1999	146	20	27	32	588	941	1,695
1998	163	17	40	46	668	1,142	1,934
1997	242	23	45	54	790	1,305	2,476

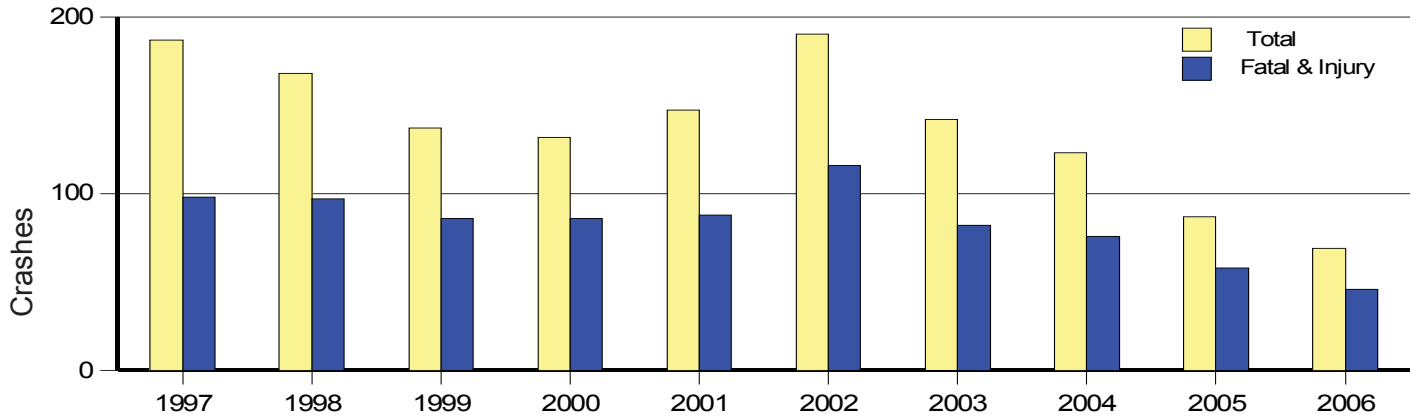
Crashes in Selected Cities in District 4, 2004 - 2006



District 4 Drivers in Crashes by Age and Sex, 2006



District 4 Alcohol-involved Crashes by Severity, 1997 - 2006



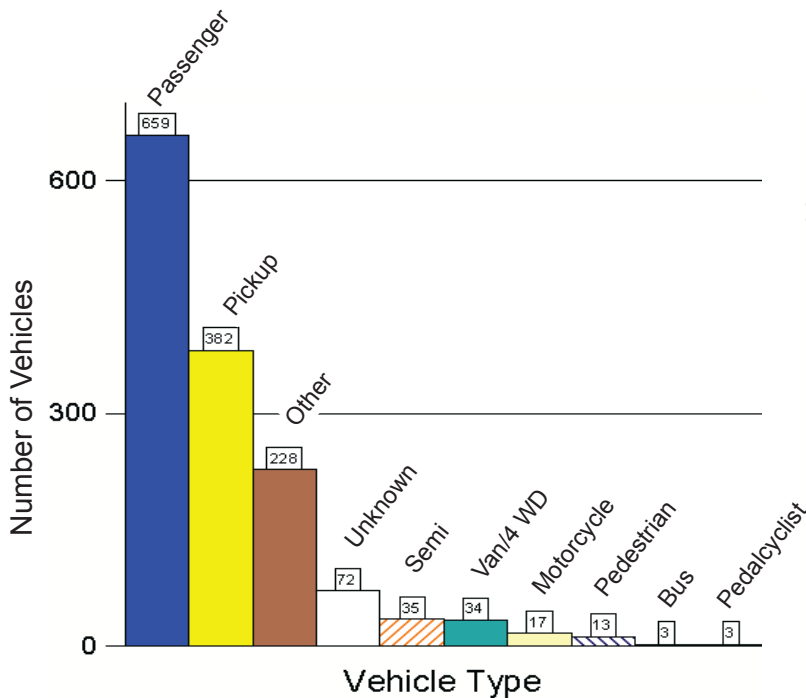
Crashes in District 4 by Top Contributing Factor, 2004 - 2006

Urban			
Contributing Factor	2006	2005	2004
Driver inattention	194	171	197
Failing to yield	114	103	132
Improper backing	102	68	91
Following too close	66	62	118
Excessive speed	68	90	87
Other	59	84	62
Red light running	43	53	59

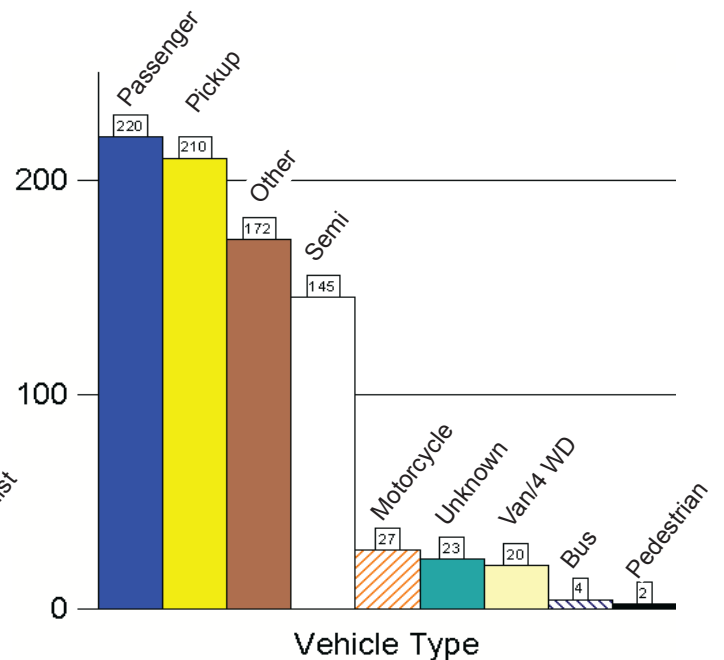
Rural			
Contributing Factor	2006	2005	2004
Excessive speed	130	202	330
Other	168	165	229
Driver inattention	130	160	201
Mechanical defect	44	68	57
Alcohol involvement	42	46	77
Driving left of center	22	40	39
Following too close	19	22	29

Changes to the crash form in 2005 caused some minor change in contributing factor coding.

2006 Crash Involvement in District 4 by Vehicle Type in Urban Areas



2006 Crash Involvement in District 4 by Vehicle Type in Rural Areas

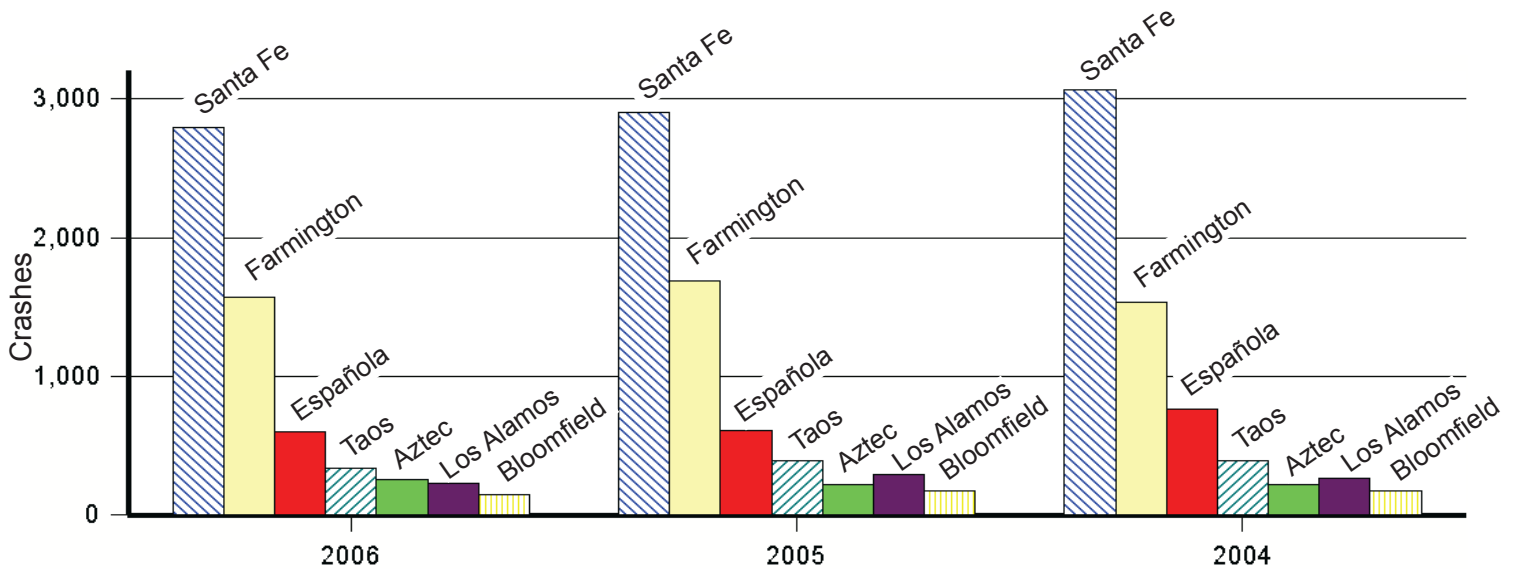


DISTRICT 5

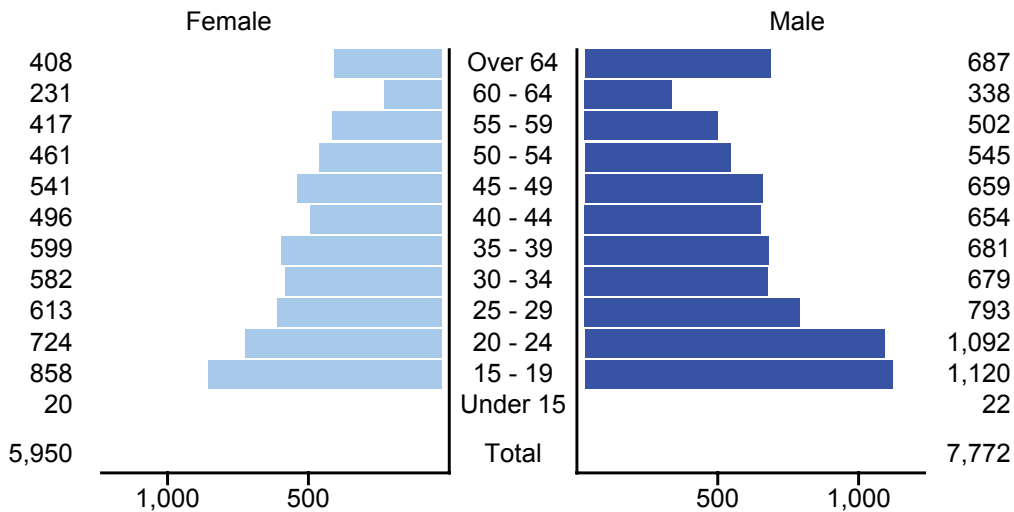
District 5 Crash Statistics, 1997 - 2006

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2006	300	103	86	105	2,844	4,320	8,495
2005	367	78	99	109	3,189	4,876	8,995
2004	414	81	99	126	3,448	5,235	9,596
2003	313	93	77	89	3,329	5,147	8,992
2002	306	90	94	102	3,551	5,598	9,487
2001	352	80	90	107	3,526	5,517	9,215
2000	257	89	92	103	3,376	5,333	8,685
1999	235	85	78	99	3,083	4,856	7,939
1998	320	98	81	87	3,591	5,823	9,052
1997	376	95	79	95	3,651	5,944	9,621

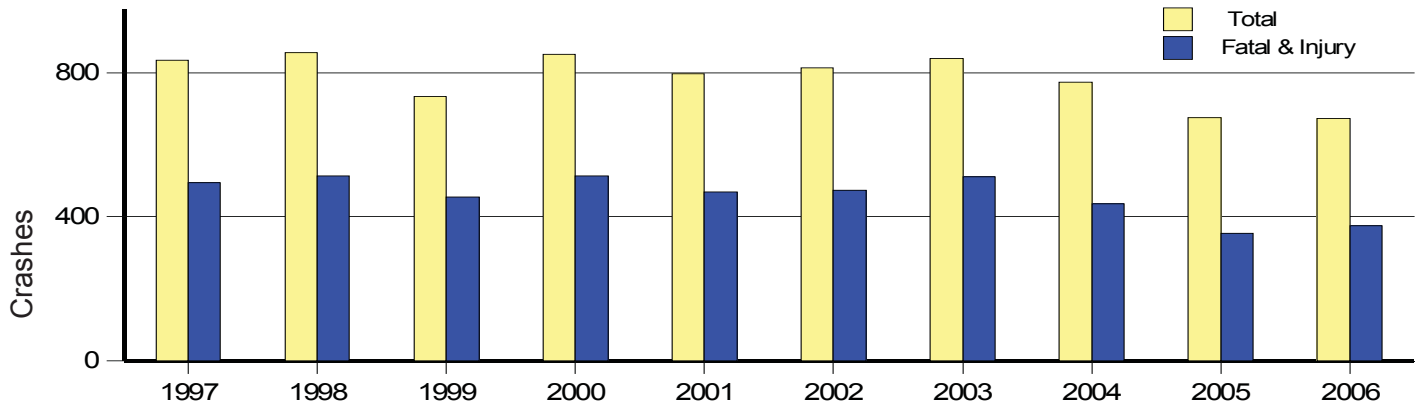
Crashes in Selected Cities in District 5, 2004 - 2006



District 5 Drivers in Crashes by Age and Sex, 2006



District 5 Alcohol-involved Crashes by Severity, 1997 - 2006



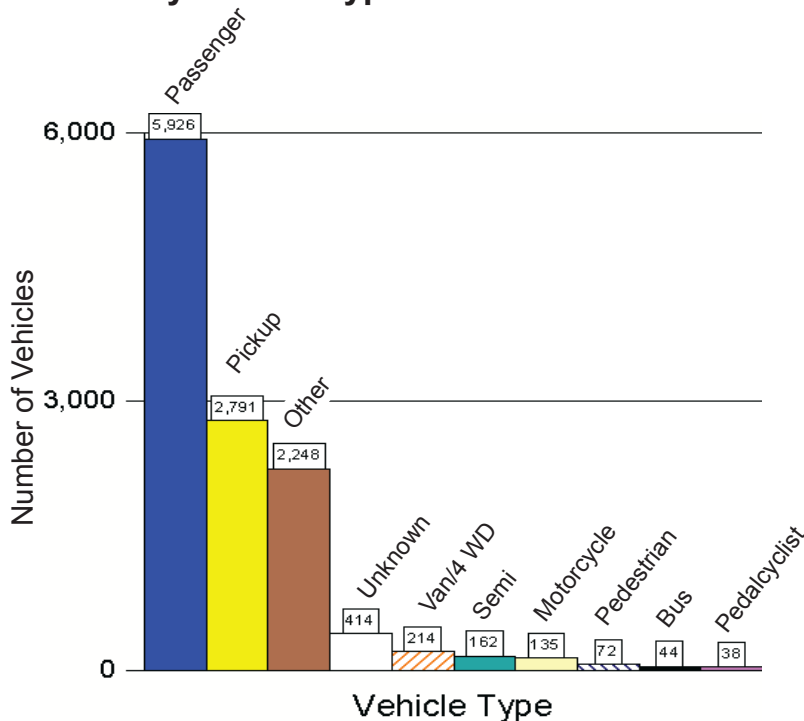
Crashes in District 5 by Top Contributing Factor, 2004 - 2006

Urban			
Contributing Factor	2006	2005	2004
Following too close	1,498	1,627	1,751
Driver inattention	1,324	1,200	1,149
Failing to yield	1,101	1,174	1,335
Excessive speed	469	484	532
Alcohol involvement	414	426	477
Red light running	337	490	406
Other	355	373	340

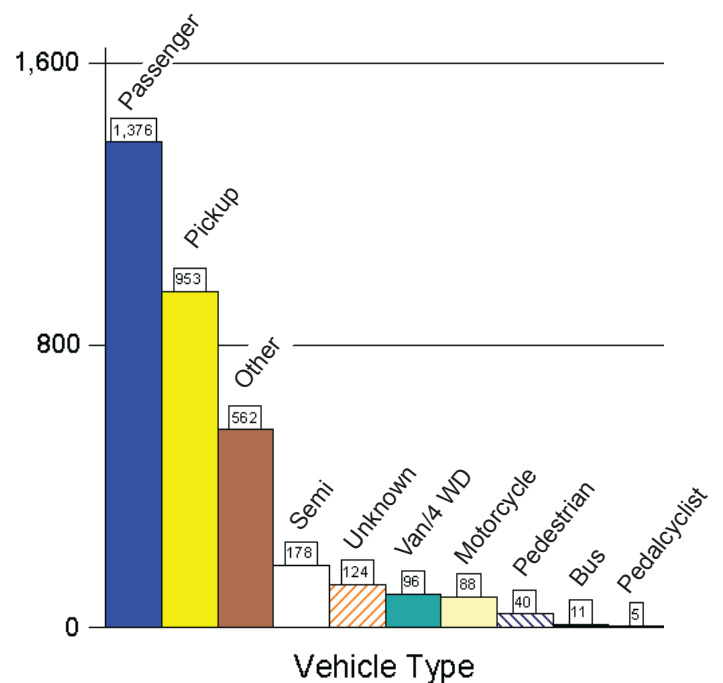
Rural			
Contributing Factor	2006	2005	2004
Excessive speed	489	552	765
Other	483	431	482
Driver inattention	407	477	471
Alcohol involvement	287	265	297
Failing to yield	182	189	216
Following too close	148	172	252
Driving left of center	69	86	113

Changes to the crash form in 2005 caused some minor change in contributing factor coding.

2006 Crash Involvement in District 5 by Vehicle Type in Urban Areas



2006 Crash Involvement in District 5 by Vehicle Type in Rural Areas

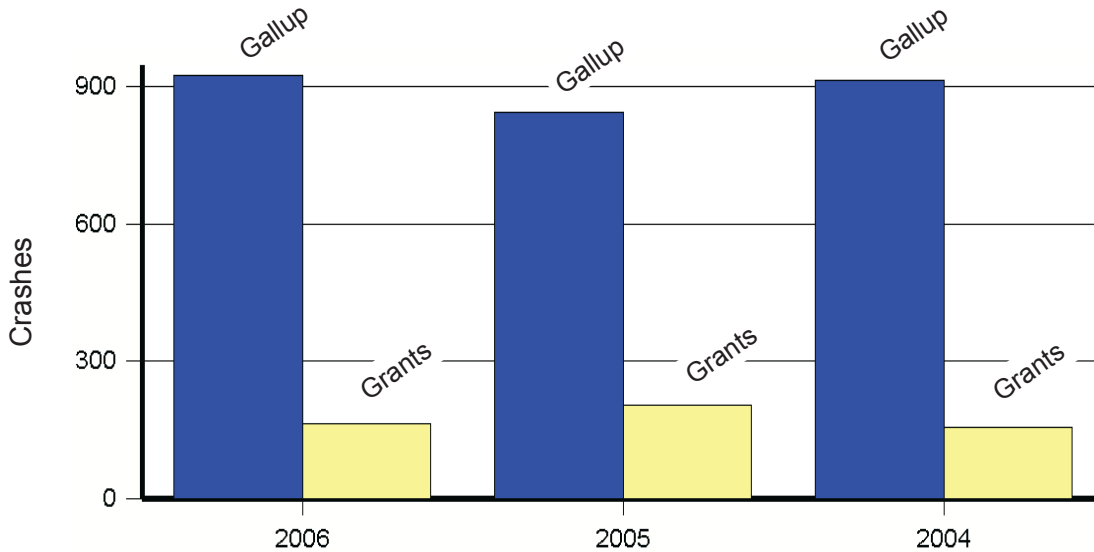


DISTRICT 6

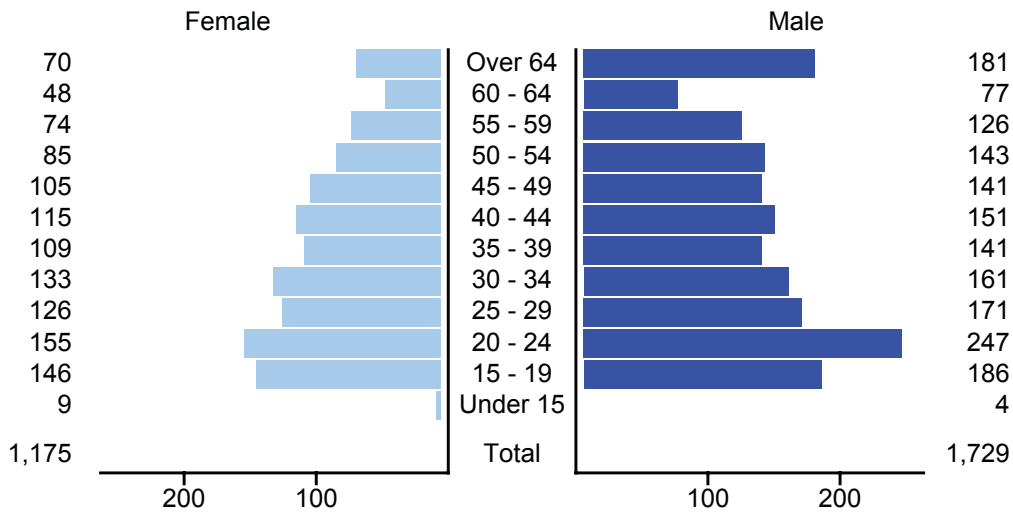
District 6 Crash Statistics, 1997 - 2006

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2006	193	25	62	70	578	1,026	2,005
2005	235	31	61	81	743	1,221	2,333
2004	258	40	67	81	833	1,425	2,679
2003	222	43	54	67	835	1,413	2,573
2002	234	54	54	63	964	1,599	2,790
2001	268	45	48	56	933	1,489	2,793
2000	221	30	77	89	964	1,685	2,775
1999	159	45	70	75	757	1,360	2,295
1998	211	35	48	57	893	1,506	2,592
1997	204	53	49	58	884	1,500	2,621

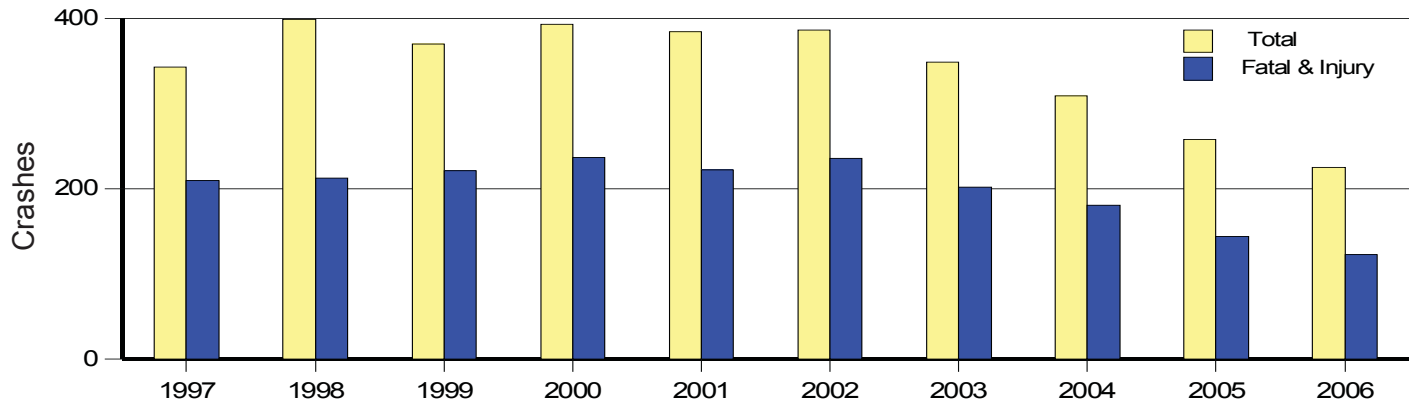
Crashes in Selected Cities in District 6, 2004 - 2006



District 6 Drivers in Crashes by Age and Sex, 2006



District 6 Alcohol-involved Crashes by Severity, 1997 - 2006



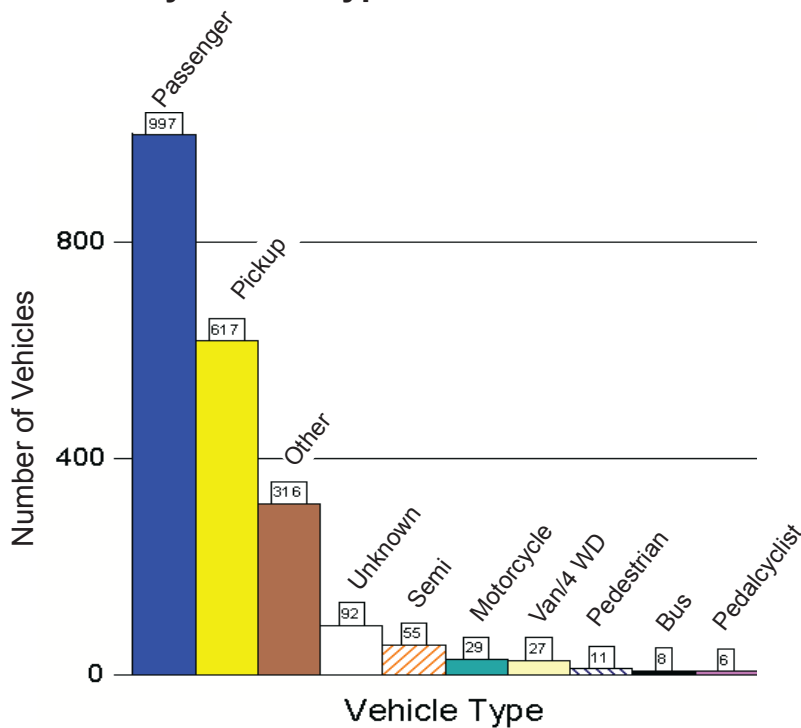
Crashes in District 6 by Top Contributing Factor, 2004 - 2006

Urban			
Contributing Factor	2006	2005	2004
Failing to yield	233	222	241
Following too close	172	187	209
Driver inattention	174	183	154
Excessive speed	110	102	129
Alcohol involvement	91	111	98
Red light running	82	74	78
Improper turning	91	56	69

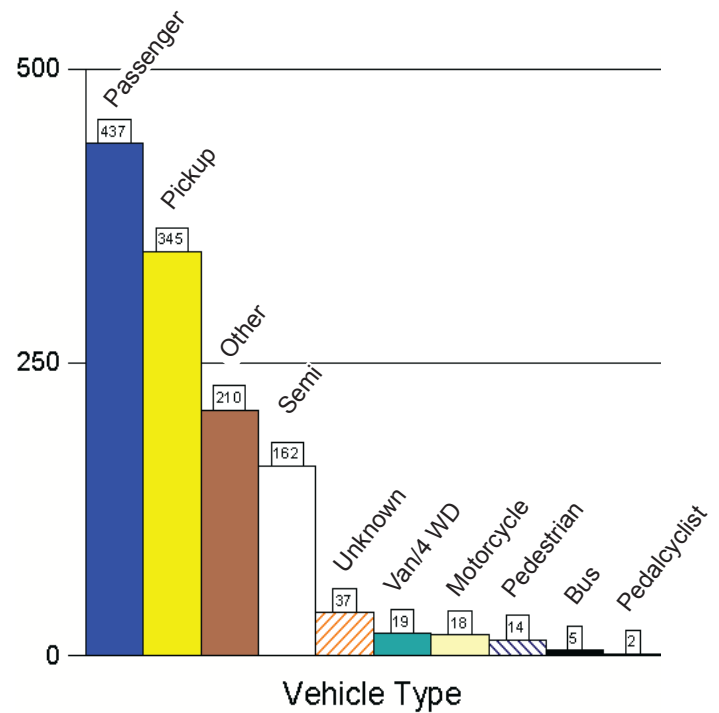
Rural			
Contributing Factor	2006	2005	2004
Excessive speed	191	300	408
Other	182	237	293
Driver inattention	175	224	264
Alcohol involvement	140	150	209
Failing to yield	30	57	68
Mechanical defect	35	66	50
Following too close	34	37	74

Changes to the crash form in 2005 caused some minor change in contributing factor coding.

2006 Crash Involvement in District 6 by Vehicle Type in Urban Areas



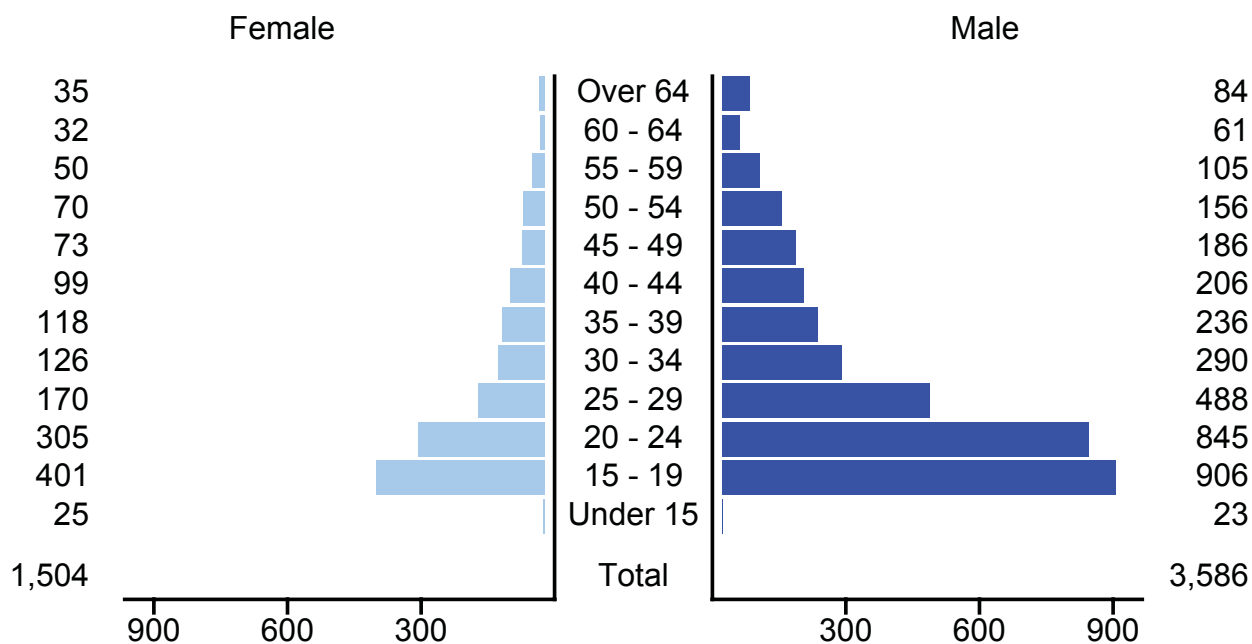
2006 Crash Involvement in District 6 by Vehicle Type in Rural Areas



SPEED

Speed-related crashes are defined as crashes in which at least one driver had "excessive speed" or "too fast for condition" listed as a contributing factor

Drivers in Speed-related Crashes by Age and Sex, 2006



In 2006 ...

- 183 people were killed in speed-related crashes.

Highest Percentage of Speed-related Crashes, 2006 by Selected¹ Cities

City	Crashes				People	
	Total	Percent	Fatal	Injury	Killed	Injured
Ruidoso	58	24	1	11	1	16
Los Lunas	110	18	3	50	3	65
Taos	57	17	2	20	2	39
Gallup	150	16	1	56	1	98
Española	93	16	1	42	1	61
Rio Rancho	151	12	2	54	2	72
Albuquerque	2,403	11	19	753	20	1,192

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

The data sources are:

Crash Files - information from crash reports submitted by the many law enforcement agencies in the state, which are compiled and processed by the Transportation Statistics Bureau and analyzed by the Division of Government Research, UNM.

Licensed Drivers - driver's license data maintained by the Motor Vehicle Division of the New Mexico Taxation and Revenue Department. Counts are current as of July 2006.

Population - counts are from U.S. Department of Commerce, Bureau of the Census, Population Estimates Branch, June 2007.

Cost Estimates - the cost of crashes in New Mexico is based on Federal Highway Administration estimation formulae (*The Cost of Highway Crashes*, FHWA-RD-91-055, Federal Highway Administration, 1991). These are estimates, not actual dollar amounts. Included are direct costs such as lost wages and medical expenses, and indirect "willingness to pay" estimates of lost quality of life.

Million Vehicle Miles (MVM) - computations are based on the daily average vehicle miles traveled and system mileages by county and functional classification from the Highway Planning and Research Division of the New Mexico Department of Transportation. In 2000, the MVM for 1992-2000 were re-estimated, which resulted in lower MVMs and thus higher rates. Rates in reports prior to 2000 are not comparable.

National Death Rates - figures are calculated using fatalities from *the Monthly Traffic Fatality Report*, the National Center for Statistics & Analysis - Research & Development, the National Highway Traffic Safety Administration, the U.S. Department of Transportation, and the population counts from the Census Bureau.

National Crash Rates - The data for the national crash rates are derived from the General Estimates System (GES) which began operation in 1988. Care should be taken when comparing National and New Mexico crash rates because the statistics obtained from the GES are estimates based on a sample of crashes.

Seatbelt - data for seatbelts was prepared by the Injury Epidemiology Unit, Office of Epidemiology, Public Health Division (*Occupant Protection Survey, State of New Mexico, Department of Health, 2006*).

We are happy to have prepared this annual report for the New Mexico Traffic Safety Bureau for the twenty eighth year. This report displays a very small fraction of the data and information which are available about traffic crashes and highway conditions in New Mexico. The preparation of this publication entailed the extensive use of computerized files which are maintained by DGR, but owned by the New Mexico Department of Transportation. Hence, special requests for the use of crash data should be directed to the New Mexico Traffic Safety Bureau at (505) 827-0427.

For further information on these products and our specialized services in these and other fields, please contact:

Ms. Bich-Hanh Nguyen, Interim Manger - DGR (505) 277-3305.

email: dgrint@unm.edu

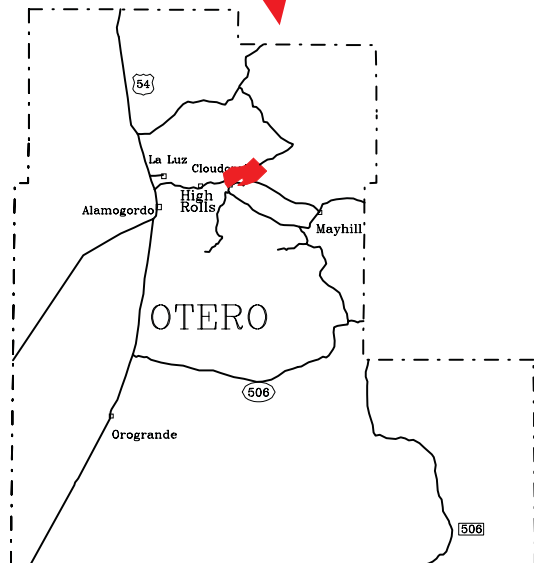
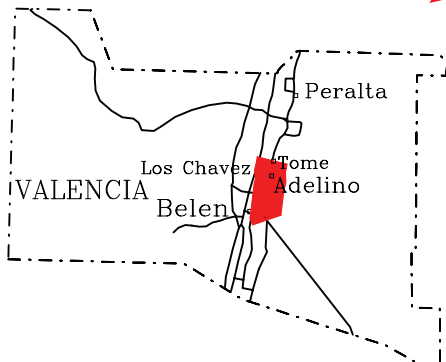
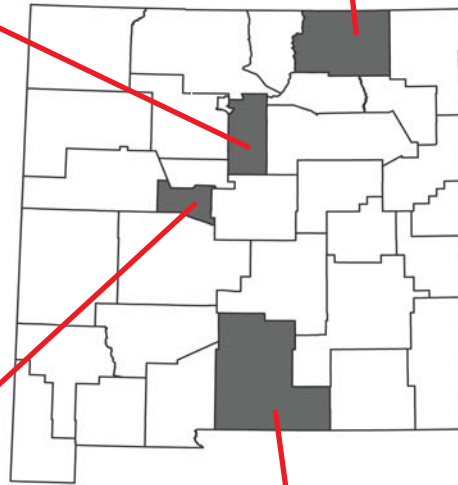
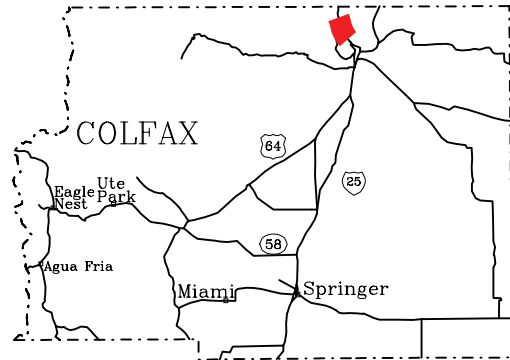
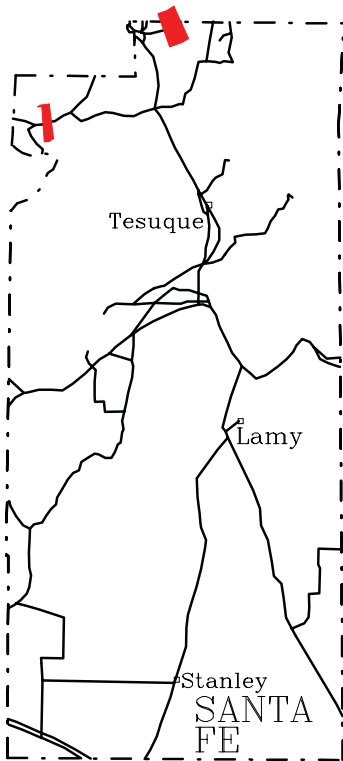
web site: <http://www.unm.edu/~dgrint>

INDEX

Age	19-25, 30, 33-34	Million Vehicle Miles (MVM)	1, 2, 10, 32, 33, 53
Alcohol Involvement/ Alcohol-involved	1, 8, 28-32, 34, 36, 38 41, 43, 45, 47, 49, 51	Month	5, 8
		Motorcycle	36-37
		Motorcyclists	36-37
Belt	26, 27, 53	Motor Vehicle Registrations	2, 36, 53
City	12-15,40,42,44,46,48,50	Pedestrians	32-33
Class	17, 35, 37	People	21-22
Contributing Factors	16,34,41,43,45,47,49, 51	Population	10, 14, 53
County	10-11, 31, 32	Pueblos	9
		Property Damage Only	1-2, 9-10, 12-13,18, 28, 38
Day of Week	5-6, 8, 29	Rates	1-3, 10-11, 14-15, 19, 32, 34
Deaths	(see fatalities)	Residence of Drivers	19
Defects	16	Reservations	9
District	39-51	Road Systems	9
Drivers	19,21-25,30,40,42,44, 46,48,50	Rural	1, 6, 9, 15, 41, 43, 45, 47, 49, 51
Economic Loss	10	Seatbelt	26, 27, 53
		Senior Citizens	25
Fatal Crashes	1-2, 5, 7, 9-10, 12-19, 23-25, 28-30,34-35, 37-38, 40-51	Serious Injuries	20
Fatalities, Killed	1-4, 8-10, 12,13, 17, 18, 20, 23-26, 32-38, 40, 42, 44, 46, 48, 50	Severity	2, 23-25, 35, 38, 41, 43, 45, 47, 49, 51
Fixed Objects	17	Sex	20-22, 23-25, 33, 34, 40, 42, 44, 46, 48, 50
		Speed	52
Heavy Trucks	34-35	Teenagers	23
Helmet Usage	36-37	Trains	38
Highway	15		
Hit and Run	18	Urban	1, 6, 9, 15, 41, 43, 45, 47, 49, 51
Holidays	7		
Hour(s) of the Day	6, 29, 30	Vehicle Miles	1-2, 10, 32, 53
		Vehicle Registrations	2, 33, 53
Injured	1-2, 4, 7, 9-10, 12-13, 17-18, 20, 21, 23-25, 26, 30, 32-35, 37-38	Vehicle Type	16, 23-25, 41, 43, 45, 47, 49, 51
Injury Crashes	1-2, 7, 9-10, 12-19, 23-25, 28, 35, 37-38		
Intersections	15	Weather	18
Lighting	18	Young Adults	24
Licensed Drivers	10, 19, 53		
Local Resident	1, 19		

New Mexico's Highest Crash Rate Rural Highway Segments, 2006

(See page 15)



Traffic Fatalities in New Mexico by County, 2006

