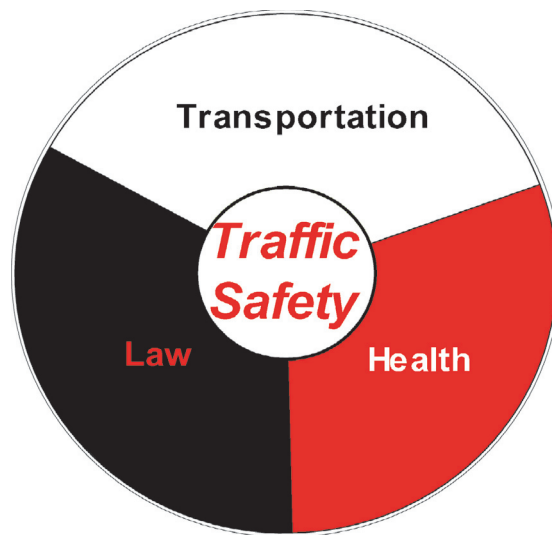


2007

# NEW MEXICO TRAFFIC CRASH INFORMATION



New Mexico Department of Transportation  
Programs Division  
Traffic Safety Bureau



**Gary Giron**  
**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:

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Programs Division  
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Santa Fe, New Mexico 87504-1149  
(505) 827-0427  
web site: <http://www.unm.edu/~dgrint/annual.html>

# **New Mexico Traffic Crash Information 2007**

New Mexico Department of Transportation  
Programs Division  
Traffic Safety Bureau

December 2009

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as a reference source regarding  
New Mexico traffic crashes

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## INTRODUCTION

This edition of *New Mexico Traffic Crash Information* reviews traffic crash data in New Mexico from January through December, 2007. 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.

### ACKNOWLEDGEMENTS

*This report was produced by: David Jacobs, Jim Holten IV and James Sturgis. Bich-Hanh Nguyen is the 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 or drug involvement was a contributing factor to the crash, or 3) a driver or pedestrian involved in the crash had been drinking or on drugs.

**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 terms fatalities and deaths are 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.

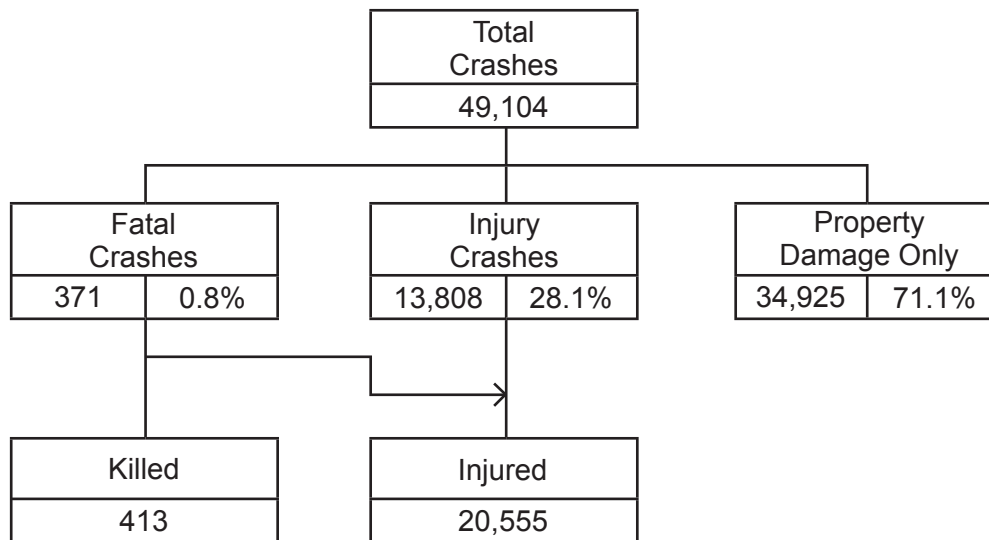
**Vehicle Miles** - the number of miles traveled annually by motor vehicles. MVM and 100 MVM stand for million and one hundred million vehicle miles, respectively.

# OVERVIEW

## In 2007, on average...

- An individual died in a crash every 21 hours.
- A person was injured in a crash every 26 minutes.
- A traffic crash occurred every 11 minutes.

## Crashes in New Mexico by Severity, 2007



## New Mexico Roadway Statistics, 1998 - 2007

Calendar Year	New Mexico					Death Rates <sup>1</sup>	
	Motor Vehicle Registrations	MVM <sup>2</sup> Traveled	Population	Traffic Fatalities	Traffic Injuries	New Mexico	United States <sup>3</sup>
2007	1,599,333	27,019	1,968,669	413	20,555	21.0	13.6
2006	1,580,820	25,973	1,954,599	484	22,217	24.8	14.2
2005	1,548,371	23,874	1,928,384	488	24,001	25.3	14.7
2004	1,542,964	23,435	1,903,006	522	26,481	27.4	14.6
2003	1,509,350	22,855	1,879,252	439	25,412	23.4	14.7
2002	1,538,284	22,728	1,855,400	449	26,441	23.8	14.9
2001	1,428,460	22,707	1,832,608	464	27,536	25.0	14.8
2000	1,528,510	22,709	1,819,046	435	27,380	23.8	14.9
1999	1,576,482	22,451	1,739,844	460	24,240	25.7	15.3
1998	1,594,792	22,173	1,736,931	424	28,112	24.0	15.3

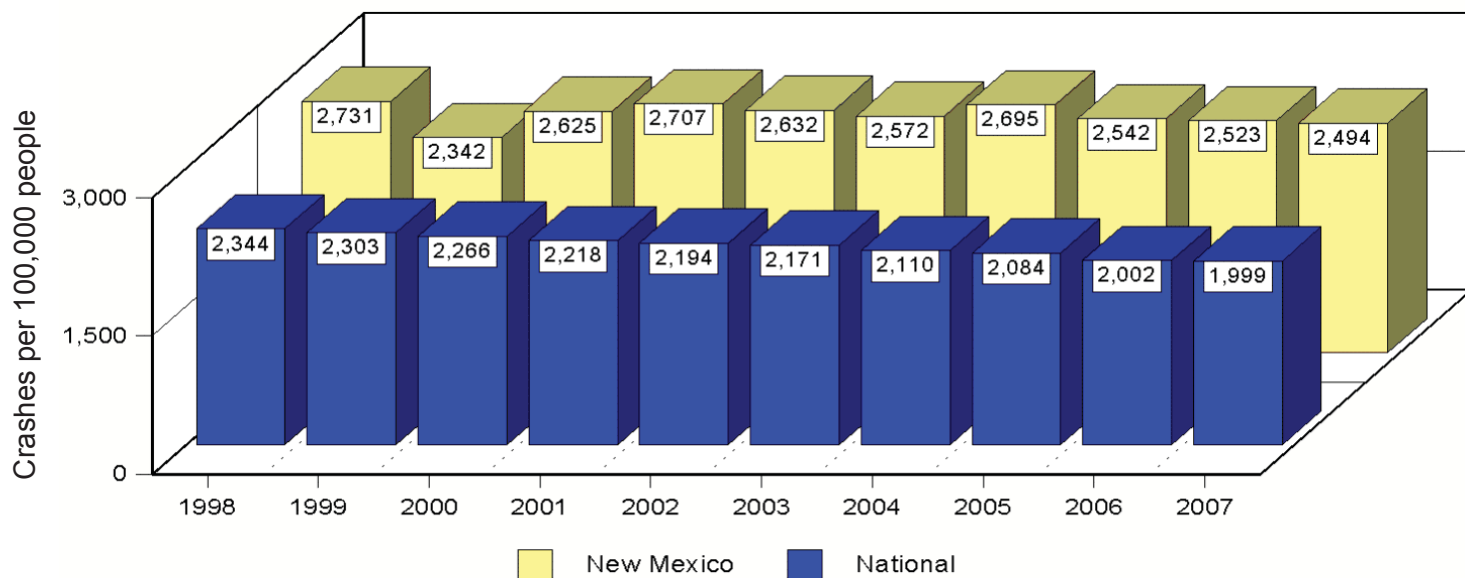
<sup>1</sup> Rates are per 100,000 population.

<sup>2,3</sup> Definition: see page 53. Note: MVM data were re-estimated in 2000 for 1998-2000.

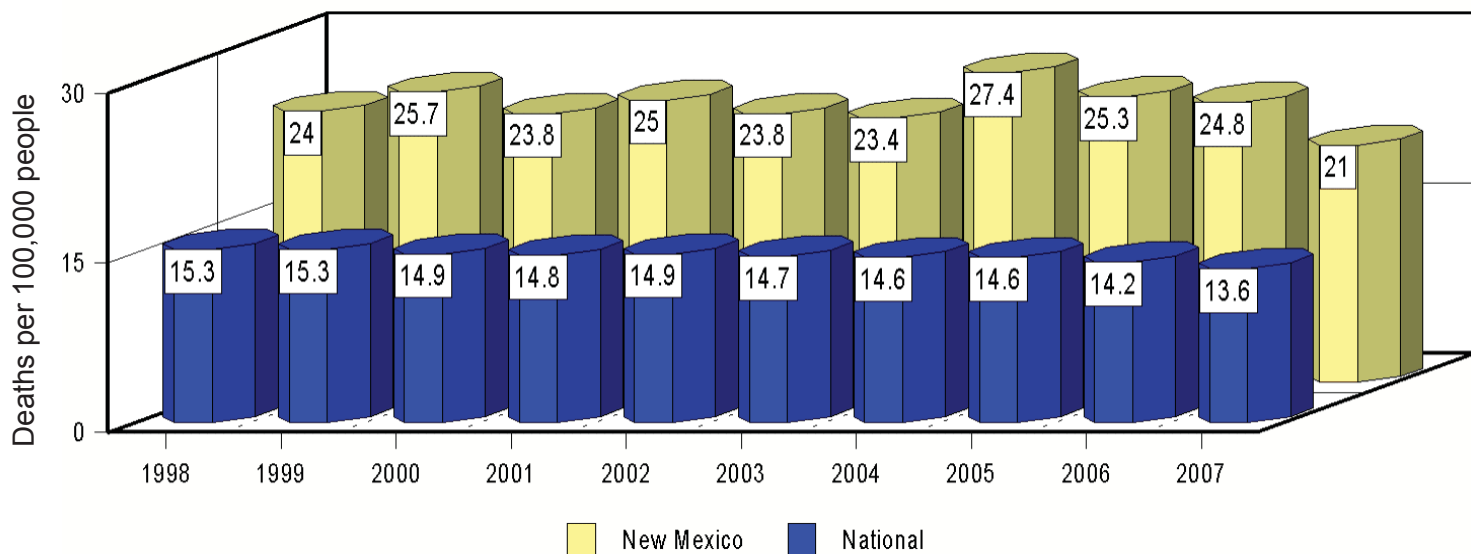
## In New Mexico ...

- Overall, the New Mexico crash rate decreased by nine percent from 1998 to 2007.

### New Mexico and National Crash Rates, 1998 - 2007



### New Mexico and National Crash Death Rates, 1998 - 2007

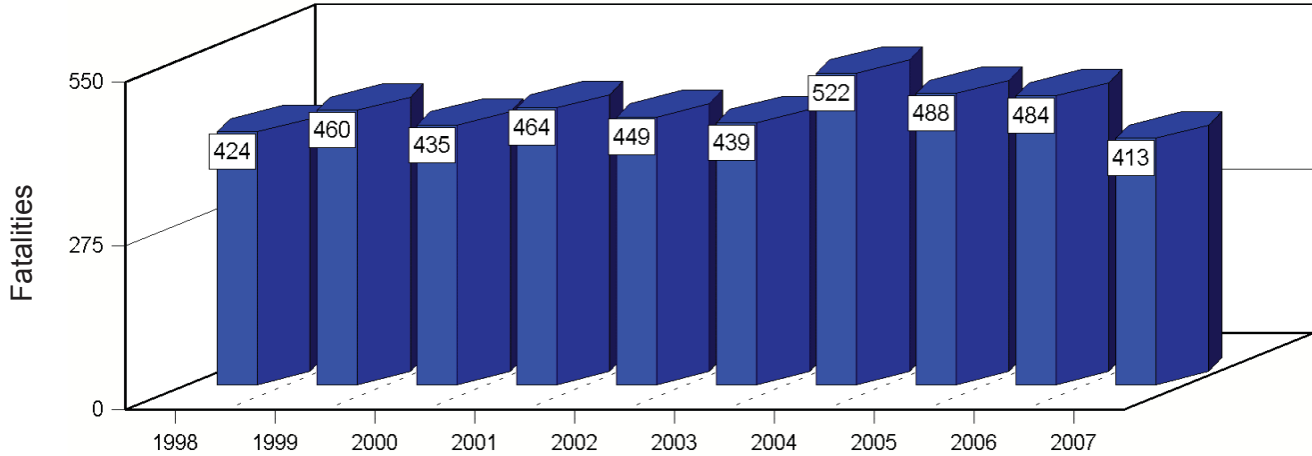


# OVERVIEW

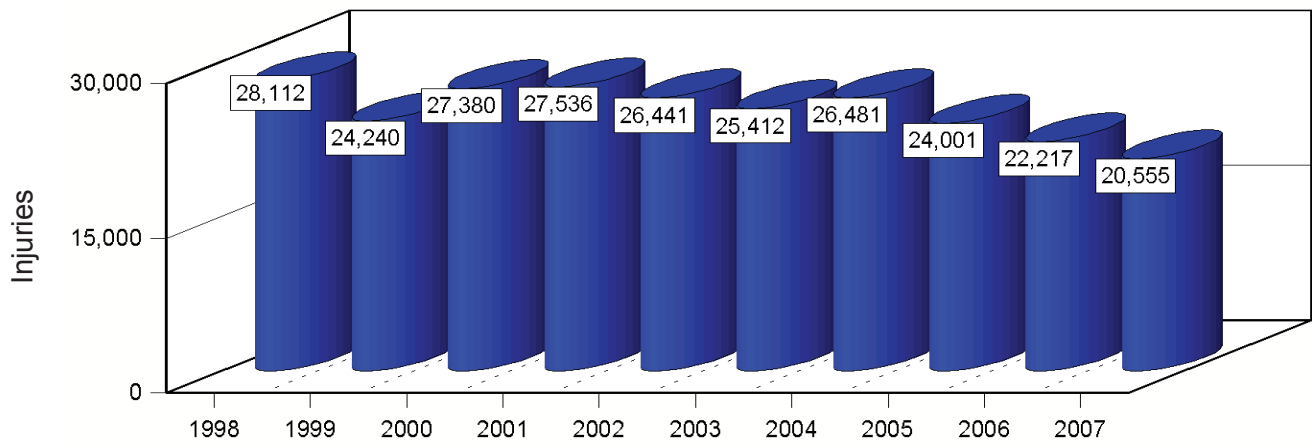
In 2007 compared to 2006, there were ...

- 1,662 (seven percent) fewer injuries in crashes.

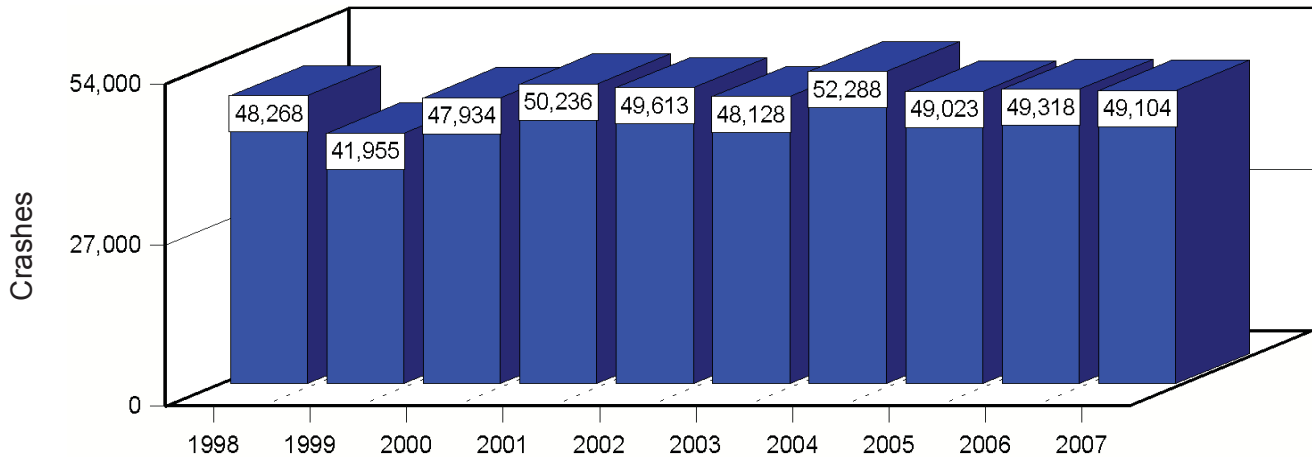
### Crash Fatalities in New Mexico by Year, 1998 - 2007



### Crash-related Injuries in New Mexico by Year, 1998 - 2007



### Crashes in New Mexico by Year, 1998 - 2007





**In 2007...**

- Twenty-nine percent of the fatal crashes occurred during the months of May through July.

**Crashes in New Mexico by Month, 2007**

Month	Total	Percent	Total	Fatal	Percent	Fatal
January	4,237	8.6		20	5.4	
February	3,416	7.0		25	6.7	
March	3,942	8.0		31	8.4	
April	4,053	8.3		35	9.4	
May	4,123	8.4		35	9.4	
June	3,903	7.9		33	8.9	
July	3,908	8.0		40	10.8	
August	4,479	9.1		33	8.9	
September	4,016	8.2		26	7.0	
October	4,455	9.1		29	7.8	
November	4,207	8.6		38	10.2	
December	4,365	8.9		26	7.0	
<b>Total</b>	<b>49,104</b>	<b>100.0</b>	<b>2,000 4,000</b>	<b>371</b>	<b>100.0</b>	<b>20 40</b>

**In 2007 ...**

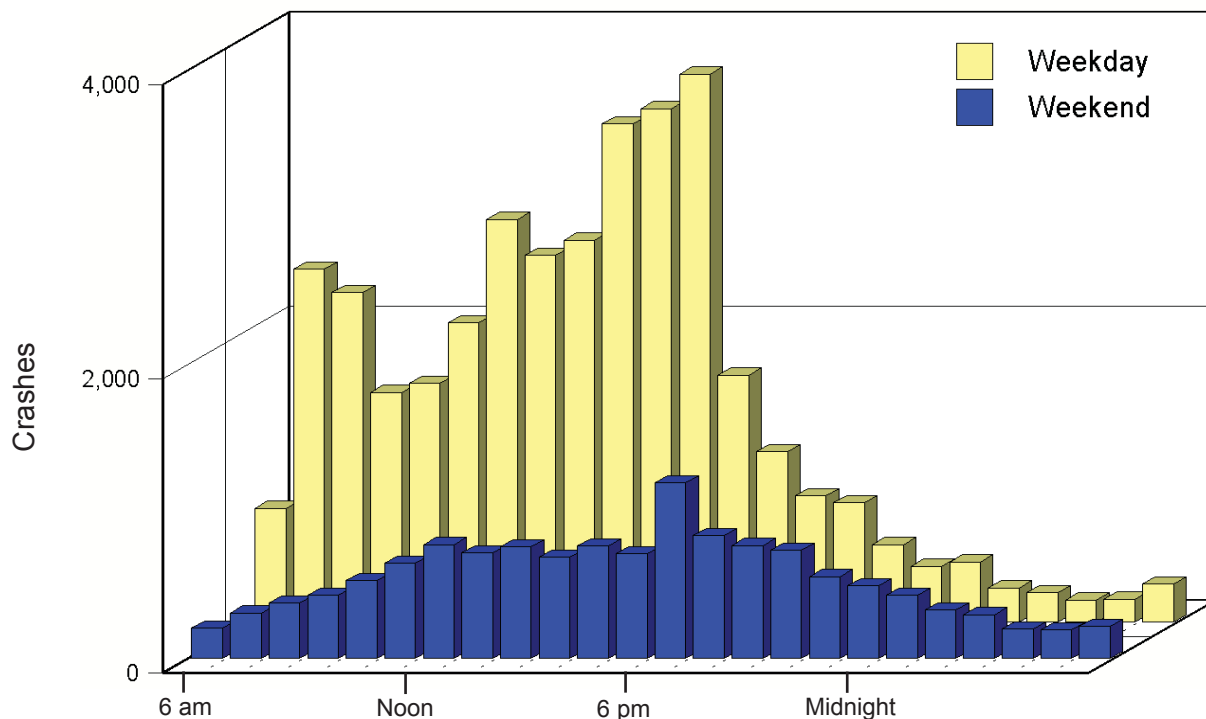
- There were the same number of fatal crashes occurred on Wednesday as on Saturday .
- 60 percent of all crashes occurred on Monday through Thursday.

**Crashes in New Mexico by Day of the Week, 2007**

Day	Total	Percent	Total	Fatal	Percent	Fatal
Sunday	4,188	8.6		52	14.0	
Monday	7,079	14.5		46	12.4	
Tuesday	7,480	15.3		52	14.0	
Wednesday	7,545	15.4		62	16.7	
Thursday	7,355	15.0		46	12.4	
Friday	8,853	18.1		51	13.7	
Saturday	6,454	13.2		62	16.7	
<b>Total</b>	<b>48,954</b>	<b>100.0</b>	<b>3,000 6,000 9,000</b>	<b>371</b>	<b>100.0</b>	<b>25 50 75</b>

- For this table, each day was considered to run from 6:00 a.m. to 5:59 a.m. the following morning.
- There are 150 fewer crashes listed due to lack of information regarding the day of week the crash occurred on.

## Crashes in New Mexico by Hour of the Day, 2007



- 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, 2007

Urban			
Day	Hour <sup>1</sup>	Crashes	% of Total
Friday	3 p.m.	743	1.8
Friday	5 p.m.	729	1.7
Friday	4 p.m.	727	1.7
Tuesday	5 p.m.	673	1.6
Wednesday	5 p.m.	670	1.6
Monday	5 p.m.	664	1.6
Thursday	5 p.m.	653	1.6

Rural			
Day	Hour <sup>1</sup>	Crashes	% of Total
Friday	4 p.m.	83	1.1
Friday	3 p.m.	79	1.1
Friday	6 p.m.	79	1.1
Friday	8 p.m.	77	1.1
Saturday	6 p.m.	77	1.1
Friday	5 p.m.	75	1.0
Saturday	noon	73	1.0

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

**Crashes in New Mexico During Holiday Periods, 2004 - 2007**

Holiday	Total Hours	Beginning (6 p.m.)	Ending (midnight)	Crashes			People	
				Total	Fatal	Injury	Killed	Injured
<b>Easter</b>								
2007	54	4/07	4/9	199	3	64	3	100
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
<b>Memorial Day</b>								
2007	78	5/27	5/30	330	2	100	2	136
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
<b>Fourth of July</b>								
2007	30	7/03	7/04	140	5	36	5	63
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
<b>Labor Day</b>								
2007	78	9/02	9/05	364	5	105	6	147
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
<b>Thanksgiving</b>								
2007	102	11/21	11/25	297	6	84	8	125
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
<b>Christmas</b>								
2007	30	12/24	12/25	54	1	17	1	30
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
<b>New Year's</b>								
2007-2008	78	12/30	1/02/08	339	3	94	4	138
2006-2007	78	12/30	1/02/07	442	3	94	4	135
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

For more extensive coverage of holiday crashes use our website:  
<http://www.unm.edu/~dgrint/holiday/hol0208-1.html>

# WHEN

## New Mexico Fatalities by Day and Alcohol Involvement, 2007\*

### 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	

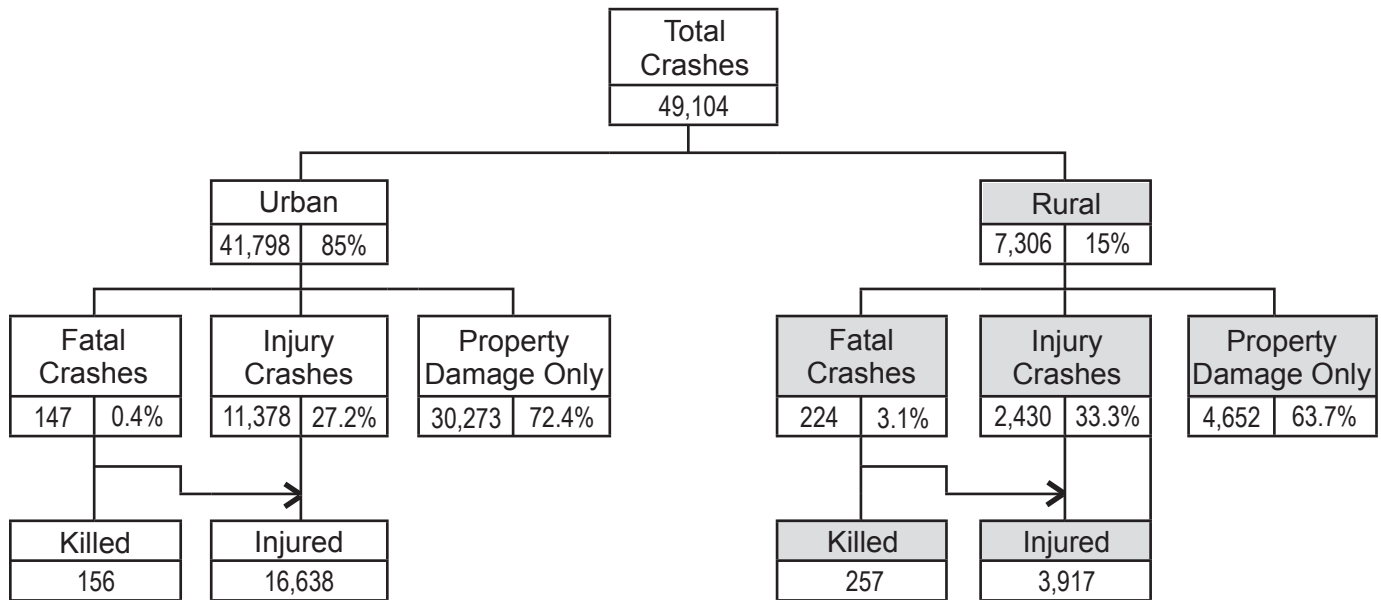
### December

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, 2007**



**In 2007**, more than four times as many people were injured in urban area crashes than in rural.

**Crashes on New Mexico Pueblos and Reservations, 2007**

Pueblo or Reservation	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Acoma	35	3	13	19	3	18
Cochiti	1	0	0	1	0	0
Isleta	55	3	24	28	3	45
Jemez	6	0	5	1	0	9
Jicarilla Apache	61	1	9	51	1	10
Laguna	95	8	26	61	8	57
Mescalero Apache	21	0	10	11	0	13
Nambe	3	0	3	0	0	3
Navajo	141	5	56	80	5	102
Picuris	9	0	4	5	0	8
Pojoaque	22	0	6	16	0	10
Ramah Navajo	17	1	6	10	1	9
Sandia	29	1	9	19	1	15
San Felipe	73	0	26	47	0	32
San Ildefonso	15	0	7	8	0	8
Ohkay Owingeh <sup>1</sup>	40	0	19	21	0	28
Santa Ana	9	0	4	5	0	6
Santa Clara	9	1	4	4	1	5
Santo Domingo	14	0	7	7	0	10
Taos Pueblo	2	0	0	2	0	0
Tesuque	12	0	3	9	0	4
Zuni	43	1	11	31	1	21

Crashes for several pueblos and reservations may be underreported.

<sup>1</sup> In 2005 San Juan Pueblo changed their name back to Ohkay Owingeh.

# WHERE

## In 2007 ...

- Crashes in New Mexico cost approximately \$2,200 per licensed driver.

### New Mexico Crashes by County, 2007

County	Crashes				People		Rates		Economic Loss*	100 MVM	Licensed Drivers	2007+ Population
	Total	Fatal	Injury	Property Damage	Killed	Injured	Crash Rate	Death Rate				
Bernalillo	21,300	66	5,612	15,622	68	8,235	355	1.13	957,544	59.9	448,776	629,292
Catron	30	1	7	22	1	8	29	0.96	4,874	1.0	3,348	3,431
Chaves	1,533	9	401	1,123	9	597	246	1.44	101,086	6.2	43,748	62,595
Cibola	453	13	119	321	13	190	66	1.89	55,721	6.9	16,179	27,261
Colfax	386	4	94	288	4	129	116	1.20	42,642	3.3	10,909	13,216
Curry	1,080	7	249	824	7	382	243	1.58	60,226	4.4	30,683	45,328
De Baca	33	2	10	21	2	19	23	1.37	4,042	1.5	1,657	1,916
Doña Ana	4,124	22	1,344	2,758	22	1,952	145	0.78	251,209	28.4	132,153	198,791
Eddy	1,138	9	331	798	9	486	136	1.08	74,839	8.4	37,473	51,002
Grant	681	9	187	485	10	285	150	2.20	55,965	4.5	23,234	29,699
Guadalupe	210	12	62	136	16	124	39	2.94	35,181	5.4	3,148	4,447
Harding	4	0	1	3	0	1	13	0.00	650	0.3	604	716
Hidalgo	106	6	46	54	10	71	33	3.12	17,678	3.2	3,525	4,945
Lea	1,503	13	375	1,115	15	580	223	2.22	97,051	6.8	40,508	58,043
Lincoln	525	4	159	362	4	225	135	1.03	48,360	3.9	17,272	19,537
Los Alamos	217	1	63	153	1	87	150	0.69	9,551	1.4	16,291	18,558
Luna	489	12	131	346	15	213	52	1.59	45,879	9.5	18,760	26,996
McKinley	1,224	34	356	834	39	602	86	2.74	122,222	14.2	38,115	70,059
Mora	50	2	10	38	2	22	34	1.37	8,239	1.5	3,724	5,069
Otero	1,086	6	319	761	8	474	126	0.93	84,540	8.6	40,547	63,129
Quay	269	6	91	172	6	134	51	1.13	38,721	5.3	7,357	8,971
Rio Arriba	733	13	224	496	17	345	130	3.02	90,545	5.6	30,748	40,827
Roosevelt	353	2	100	251	2	141	112	0.64	26,892	3.1	12,357	19,142
Sandoval	2,014	12	591	1,411	14	876	180	1.25	135,307	11.2	88,196	117,866
San Juan	2,719	33	853	1,833	40	1,296	151	2.23	197,957	18.0	77,723	122,427
San Miguel	310	6	77	227	6	107	84	1.62	16,940	3.7	18,807	28,655
Santa Fe	3,926	18	1,256	2,652	18	1,828	202	0.93	251,932	19.4	110,699	142,955
Sierra	224	3	66	155	3	93	104	1.39	25,448	2.2	9,504	12,316
Socorro	330	11	80	239	13	114	58	2.29	41,523	5.7	12,260	18,118
Taos	499	11	158	330	13	246	143	3.73	42,218	3.5	25,407	31,608
Torrance	352	8	69	275	9	105	71	1.81	53,263	5.0	11,296	16,598
Union	102	4	38	60	4	62	80	3.13	12,374	1.3	3,171	3,792
Valencia	1,101	12	329	760	13	526	161	1.90	77,880	6.9	51,783	71,364
<b>Total</b>	<b>49,104</b>	<b>371</b>	<b>13,808</b>	<b>34,925</b>	<b>413</b>	<b>20,555</b>	<b>182</b>	<b>1.53</b>	<b>3,088,499</b>	<b>270.2</b>	<b>1,389,962</b>	<b>1,968,669</b>

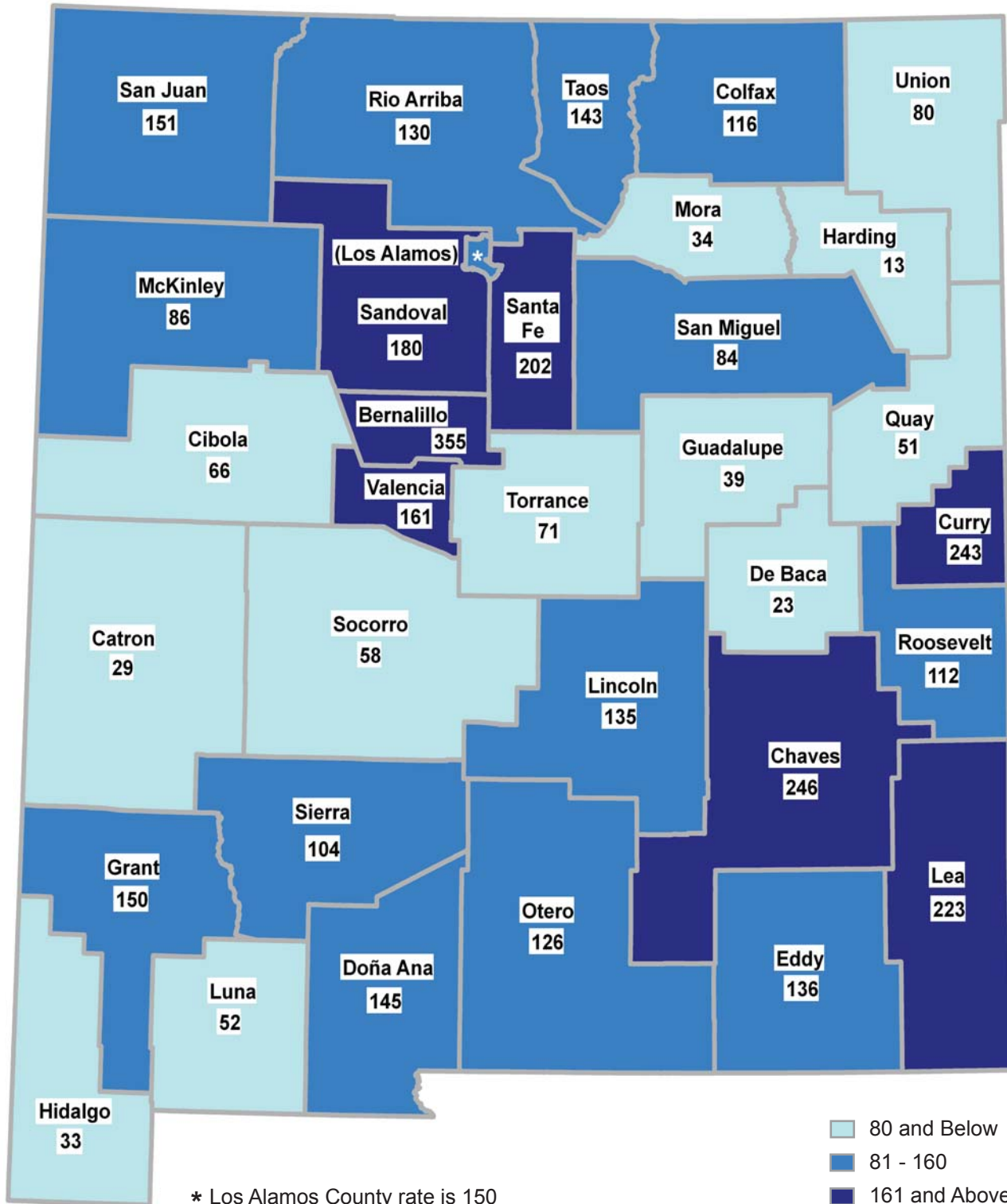
\* Crash cost estimates are in thousands of dollars, and are based on FHWA Economic Loss Formulae (see page 53).

+ see page 53

In 2007 ...

- The overall crash rate in New Mexico was 182 per 100 MVM.

## Crash Rates in New Mexico by County, 2007



# WHERE

## Crashes in New Mexico by City, 2007

City	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Alamogordo	736	1	201	534	1	299
Albuquerque	20,951	55	5,505	15,391	56	8,050
Anthony	84	2	27	55	2	48
Angel Fire	15	0	5	10	0	7
Artesia	125	0	37	88	0	57
Aztec	191	1	49	141	1	58
Bayard	36	1	2	33	1	4
Belen	261	4	76	181	5	116
Bernalillo	362	2	117	243	3	184
Bloomfield	134	2	23	109	2	40
Bosque Farms	55	0	14	41	0	17
Capitan	15	0	4	11	0	5
Carlsbad	789	1	211	577	1	307
Carrizozo	7	0	2	5	0	2
Chama	23	0	3	20	0	6
Cimarron	9	0	2	7	0	2
Clayton	32	0	2	30	0	3
Cloudcroft	2	0	1	1	0	2
Clovis	954	2	204	748	2	309
Columbus	11	2	5	4	2	10
Corona	1	0	0	1	0	0
Corrales	68	0	22	46	0	35
Cuba	20	3	2	15	4	2
Deming	320	2	63	255	2	89
Des Moines	2	0	1	1	0	3
Dexter	6	1	1	4	1	2
Eagle Nest	1	0	0	1	0	0
Elida	3	0	0	3	0	0
Encino	2	1	0	1	1	0
Española	627	2	211	414	2	323
Estancia	5	1	1	3	1	1
Eunice	35	0	5	30	0	5
Farmington	1,601	5	534	1,062	5	783
Folsom	1	0	0	1	0	0
Fort Sumner	11	0	3	8	0	6
Gallup	736	8	204	524	9	326
Grady	1	0	0	1	0	0
Grants	194	0	50	144	0	75
Hagerman	3	0	0	3	0	0
Hatch	25	0	7	18	0	7
Hobbs	945	2	239	704	2	358
Hurley	5	0	1	4	0	1
Jal	22	0	4	18	0	7
Jemez Springs	11	0	4	7	0	4
Las Cruces	3,460	7	1,113	2,340	7	1,588

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

(continued on the next page)



**Crashes in New Mexico by City, 2007 (cont.)**

City	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Las Vegas	280	1	67	212	1	89
Logan	9	0	3	6	0	3
Lordsburg	24	0	10	14	0	16
Los Alamos	214	1	63	150	1	87
Los Lunas	557	4	160	393	4	251
Los Ranchos	1	0	0	1	0	0
Loving	3	0	1	2	0	1
Lovington	216	2	37	177	2	51
Maxwell	1	0	0	1	0	0
Melrose	2	0	2	0	0	3
Milan	33	3	4	26	3	8
Moriarty	99	2	13	84	2	25
Mountainair	3	0	0	3	0	0
Pecos	1	0	1	0	0	1
Portales	251	0	56	195	0	68
Questa	3	0	0	3	0	0
Raton	173	0	34	139	0	44
Red River	3	0	0	3	0	0
Rio Rancho	1,209	1	327	881	1	471
Roswell	1,225	2	287	936	2	413
Ruidoso	247	1	71	175	1	101
Ruidoso Downs	38	1	10	27	1	19
San Jon	2	0	0	2	0	0
San Ysidro	3	1	1	1	1	3
Santa Fe	2,892	7	877	2,008	7	1,258
Santa Clara <sup>1</sup>	4	0	1	3	0	4
Santa Rosa	50	2	11	37	3	24
Shiprock	107	4	45	58	4	68
Silver City	426	1	122	303	2	171
Socorro	165	1	30	134	1	37
Springer	8	0	2	6	0	2
Sunland Park*	42	0	14	28	0	16
Taos	317	7	93	217	9	144
Tatum	9	0	3	6	0	8
Texico	4	1	3	0	1	5
Tijeras	24	0	6	18	0	8
T or C	122	0	35	87	0	44
Tucumcari	98	0	25	73	0	37
Tularosa	28	0	4	24	0	7
Vaughn	4	0	3	1	0	4
Virден	1	0	1	0	0	2
Wagon Mound	1	0	0	1	0	0
Willard	1	0	1	0	0	4
Williamsburg	1	0	0	1	0	0

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

<sup>1</sup> In 1996 Central changed its name to Santa Clara

\* May be underreported

## Crash Rates for Selected<sup>1</sup> New Mexico Cities, 2007

City <sup>1</sup>	Crashes <sup>2</sup>		Rates <sup>3</sup>		Estimated 2007 Population <sup>5</sup>
	Total	Fatal and Injury <sup>4</sup>	Total	Fatal and Injury <sup>4</sup>	
Alamogordo	708	47	19.9	1.32	35,607
Albuquerque	14,925	1,105	28.8	2.13	518,271
Artesia	115	13	11.0	1.24	10,485
Aztec	176	17	25.8	2.50	6,810
Belen	178	29	24.9	4.05	7,159
Bernalillo	323	23	45.4	3.23	7,121
Bloomfield	126	10	17.7	1.40	7,129
Bosque Farms	53	7	13.2	1.75	4,002
Carlsbad	772	59	30.8	2.36	25,033
Clovis	932	61	28.1	1.84	33,182
Corrales	66	6	8.4	0.76	7,865
Deming	246	14	16.1	0.92	15,277
Española	571	35	59.8	3.67	9,549
Farmington	1,525	169	35.9	3.98	42,425
Gallup	683	56	36.3	2.98	18,802
Grants	159	13	17.9	1.46	8,876
Hobbs	915	70	30.9	2.36	29,602
Las Cruces	3,150	284	35.1	3.17	89,722
Las Vegas	278	22	20.5	1.62	13,539
Los Alamos	210	23	11.3	1.24	18,558
Los Lunas	326	27	26.9	2.23	12,115
Lovington	209	15	21.3	1.53	9,793
Portales	218	14	18.2	1.17	11,992
Raton	140	9	21.3	1.37	6,584
Rio Rancho	1,107	100	14.6	1.32	75,978
Roswell	1,190	89	26.1	1.95	45,569
Ruidoso	216	32	24.3	3.60	8,899
Santa Fe	2,456	147	33.6	2.01	73,199
Silver City	369	21	37.0	2.10	9,977
Socorro	152	7	17.8	0.82	8,518
Sunland Park	42	7	3.0	0.49	14,225
Taos	302	34	57.4	6.46	5,265
T or C	111	17	16.6	2.54	6,689
Tucumcari	79	8	15.4	1.56	5,123

- 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.
- 5 Population estimates are for July 2007 and are from the U.S. Census Bureau

## New Mexico's Seven Highest Fatal and Injury Crash Intersections, 2007

Intersection	City	Crashes		
		Total	Fatal	Injury
Jefferson St NE & Paseo Del Norte Blvd NE	Albuquerque	135	0	36
Coors Blvd NW & Moñtano Rd NW	Albuquerque	107	0	31
Academy Rd NE & Wyoming Blvd NE	Albuquerque	79	0	30
Coors Blvd NW & Irving Blvd NW	Albuquerque	93	0	29
Montgomery Blvd NE & San Mateo Blvd NE	Albuquerque	115	0	25
Central Ave E & Louisiana Blvd NE	Albuquerque	61	1	21
Pan American East Hwy NE & San Mateo Blvd NE	Albuquerque	109	0	20

- 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, 2005 - 2007

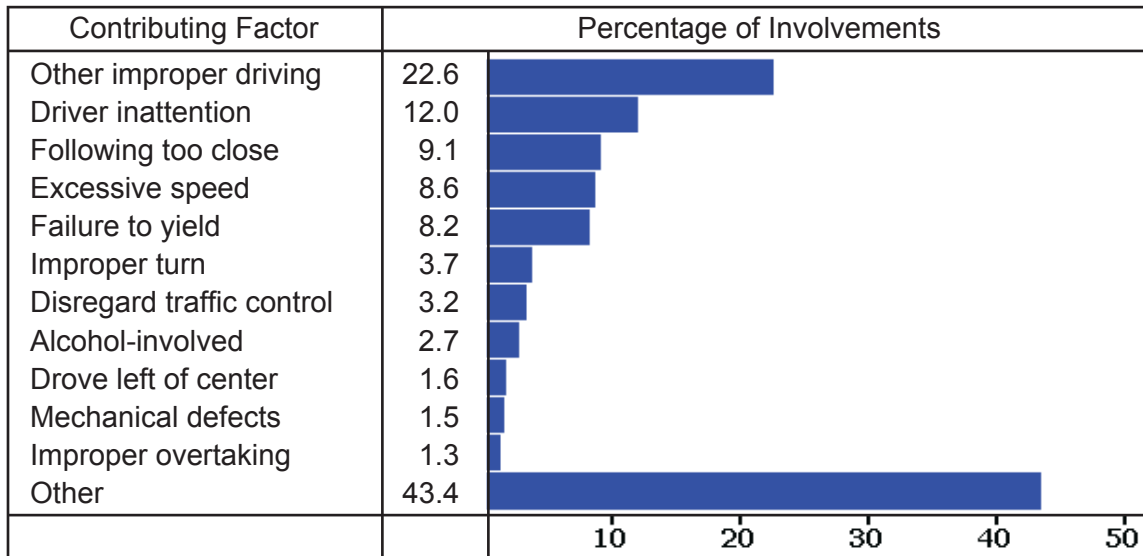
Highway	Mile post	County	Crashes			
			Total	Fatal	Injury	Rate
NM 244	0.0 to 6.1	Otero	21	1	13	684.3
NM 76	6.0 to 8.2	Santa Fe	69	0	33	195.3
NM 130	0.0 to 16.7	Otero	18	0	14	326.7
NM 76	3.5 to 6.0	Santa Fe	48	1	20	113.1
NM 47	24.9 to 28.0	Valencia	43	1	18	77.7
I 40	138.9 to 142.7	Bernalillo	101	4	35	38.8
NM 502	7.1 to 8.0	Santa Fe	27	1	16	144.5

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, 2007



- 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 43 percent of all vehicles, no contributing factors were indicated.

## Crash Involvements in New Mexico by Vehicle Type, 2007

Vehicle Type	Total	Fatal	Injury	Total
Passenger Car	43,591	162	12,845	
Pickup	19,592	136	5,368	
Van or 4WD	16,669	88	5,001	
Semi	1,757	60	409	
Motorcycle	1,291	55	911	
Pedestrian	504	51	386	
Bus	382	1	80	
Pedalcyclist	371	7	276	
Other	2,063	8	548	
Unknown	5,733	9	794	
Total	91,953	577	26,618	

## Crashes Involving Vehicle or Road Defects in New Mexico, 2001 - 2007

Year	All Crashes	Vehicle Defects	% With Vehicle Defects	Road Defects	%With Road Defects
2007	49,104	1,260	2.6	422	0.9
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

# CRASH DETAILS

In 2007 ....

"Overturns" accounted for five percent of all crashes, but 41 percent of all fatal crashes.

## Crashes in New Mexico by Class, 2007

Class	Crashes				People		
	Total	% of Total	Fatal	% of Fatal	Injury	Killed	Injured
Other Vehicle	34,663	71	98	26	10,096	111	15,665
Fixed Object	5,202	11	42	11	1,193	48	1,478
Parked Vehicle	3,611	7	4	1	221	5	292
Overturn	2,451	5	151	41	1,337	170	2,043
Animal	1,378	3	0	0	143	0	180
Other Non-collision	541	1	12	3	128	12	152
Pedestrian	479	1	50	13	364	52	390
Other Object	356	1	2	1	33	2	40
Pedalcyclist	354	1	7	2	268	7	279
Veh. on Other Roadway	62	0	5	1	19	6	29
Railroad Train	7	0	0	0	6	0	7
<b>Total</b>	<b>49,104</b>	<b>100</b>	<b>371</b>	<b>100</b>	<b>13,808</b>	<b>413</b>	<b>20,555</b>

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

### Among the fixed object crashes ...

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

## Fixed Object Crashes in New Mexico, 2007

Object	Crashes			People	
	Total	Fatal	Injury	Killed	Injured
Sign, Pole, Meter, Hydrant	1,163	6	209	7	263
Fence	1,030	7	223	7	264
Median or Curb	786	9	156	10	188
Guard Rail or Post	569	6	153	6	186
Tree	288	2	110	3	145
Embankment	195	4	57	5	68
Barricade	69	0	16	0	20
Building	67	1	16	2	19
Culvert or Drain	43	1	17	2	23
Bridge or Pier	21	0	8	0	15
Cattle Guard	6	0	1	0	2
Other or Unknown	965	6	227	6	285
<b>Total</b>	<b>5,202</b>	<b>42</b>	<b>1,193</b>	<b>48</b>	<b>1,478</b>

# CRASH DETAILS

## In 2007 ...

- 85 percent of all **hit-and-run** crashes involved property damage only, compared to the 71 percent of **all** crashes which involved property damage only.
- 92 percent of all crashes happened in clear weather.
- 44 percent of fatal crashes occurred at night, compared to 22 percent of all crashes.

## Hit and Run Crashes in New Mexico, 2003 - 2007

Year	Crashes			People	
	Total	Fatal	Injury	Killed	Injured
2007	7,169	10	1,070	11	1,403
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

## Crashes by Weather Conditions in New Mexico, 2007

Weather Condition	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Clear	44,923	345	12,704	31,874	385	18,875
Rain	2,065	8	625	1,432	8	922
Snow, Sleet	1,245	10	265	970	10	416
Dust, Wind	426	4	119	303	6	186
Fog	92	0	22	70	0	42
Not Stated	102	2	19	81	2	36
Other / Unknown	353	2	54	195	2	78
<b>Total</b>	<b>49,104</b>	<b>371</b>	<b>13,808</b>	<b>34,925</b>	<b>413</b>	<b>20,555</b>

## Crashes by Lighting Conditions in New Mexico, 2007

Light Condition	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Daylight	36,417	183	10,408	25,826	201	15,338
Dark (Lighted)	5,813	32	1,592	4,189	35	2,430
Dark (Unlighted)	4,778	130	1,279	3,369	149	2,000
Dusk	1,381	17	401	963	18	612
Dawn	563	8	121	434	9	162
Other / Unknown	152	1	7	144	1	13
<b>Total</b>	<b>49,104</b>	<b>371</b>	<b>13,808</b>	<b>34,925</b>	<b>413</b>	<b>20,555</b>

### Residence of Drivers in New Mexico Crashes, 2007

Residence	Total	Fatal	Injury	Total
Local	1,061	242	269	
Elsewhere in NM	68,428	179	22,266	
Outside NM	6,434	124	2,013	
Unknown	2,138	13	711	
<b>Total</b>	<b>78,061</b>	<b>558</b>	<b>25,259</b>	<b>30,000      60,000</b>

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.
- 54 of every 1,000 drivers were in crashes during 2007.
- On average, nine drivers were involved in crashes every hour in 2007.

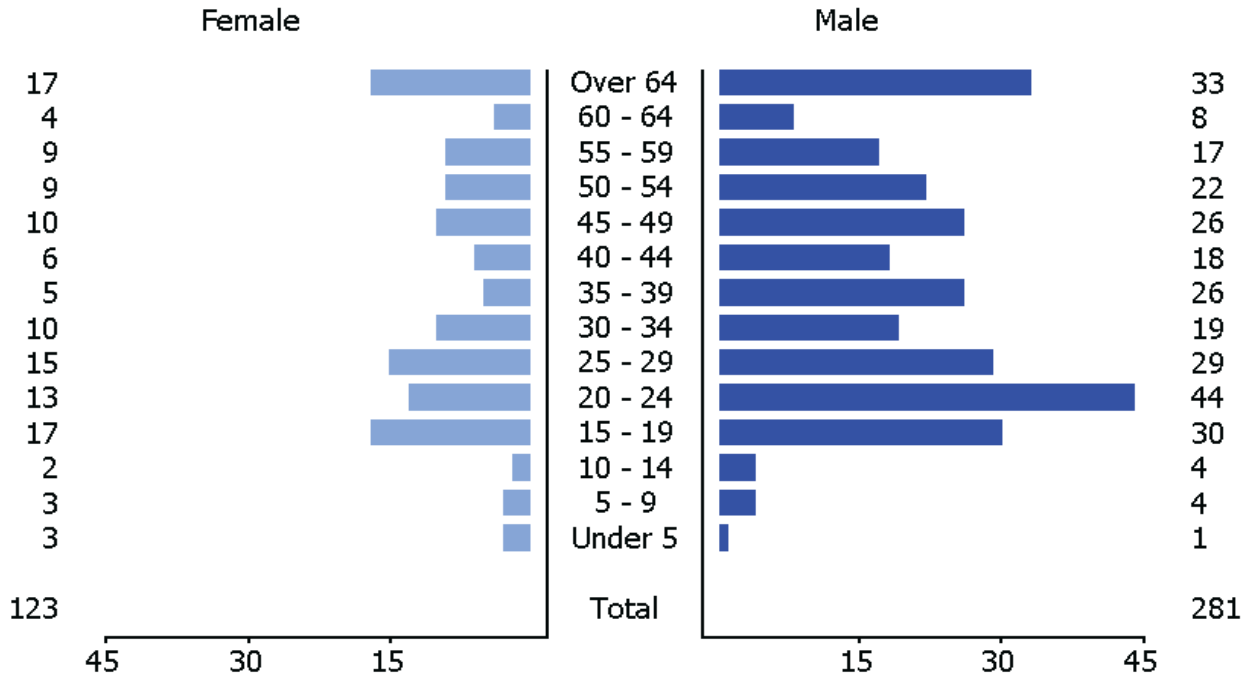
### New Mexico Drivers in Crashes, 2007 Involvements by Age

Age	Driver Involvements	July 07 Drivers	Involvements per 1,000 drivers
15-19	10,576	67,133	157.54
20-24	11,151	119,494	93.32
25-29	8,592	126,046	68.17
30-34	6,749	117,438	57.47
35-39	6,438	119,663	53.80
40-44	6,239	125,158	49.85
45-49	6,155	141,290	43.56
50-54	5,203	137,907	37.73
55-59	4,495	127,029	35.39
60-64	3,198	102,857	31.09
Over 64	6,187	205,906	30.05
<b>Total</b>	<b>74,983</b>	<b>1,389,921</b>	<b>53.95</b>

In 2007 ...

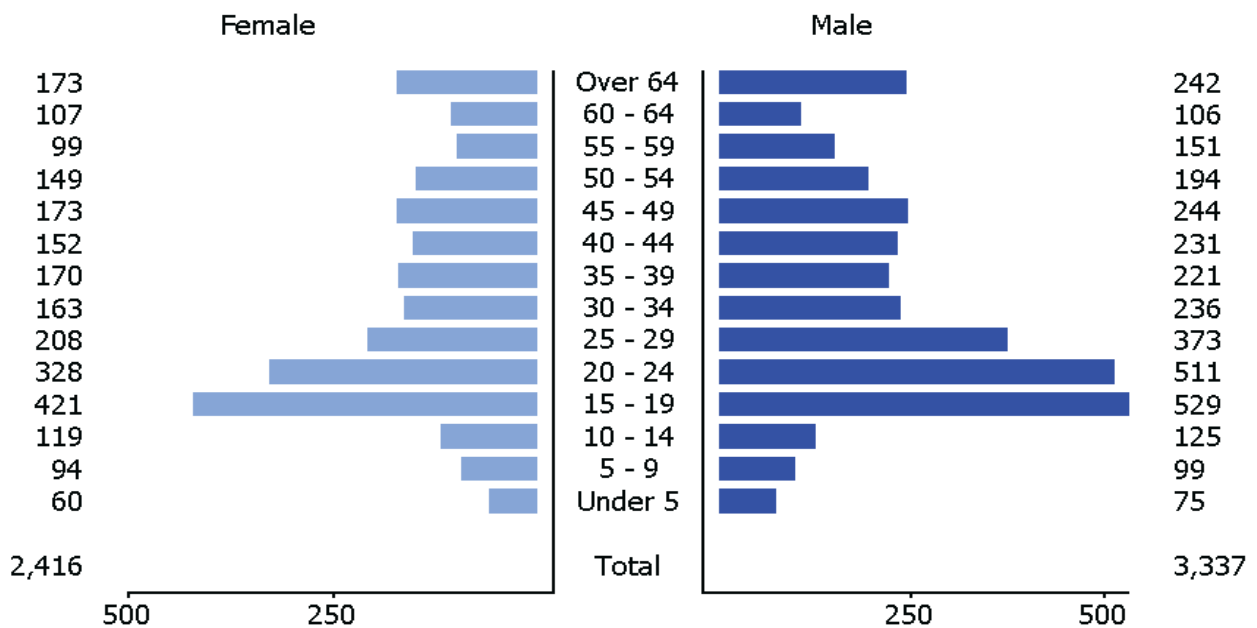
- People ages 20 through 24 accounted for 14 percent of all traffic deaths and 15 percent of serious injuries, even though they accounted for only nine percent of licensed drivers.

### Crash Fatalities in New Mexico by Age and Sex, 2007



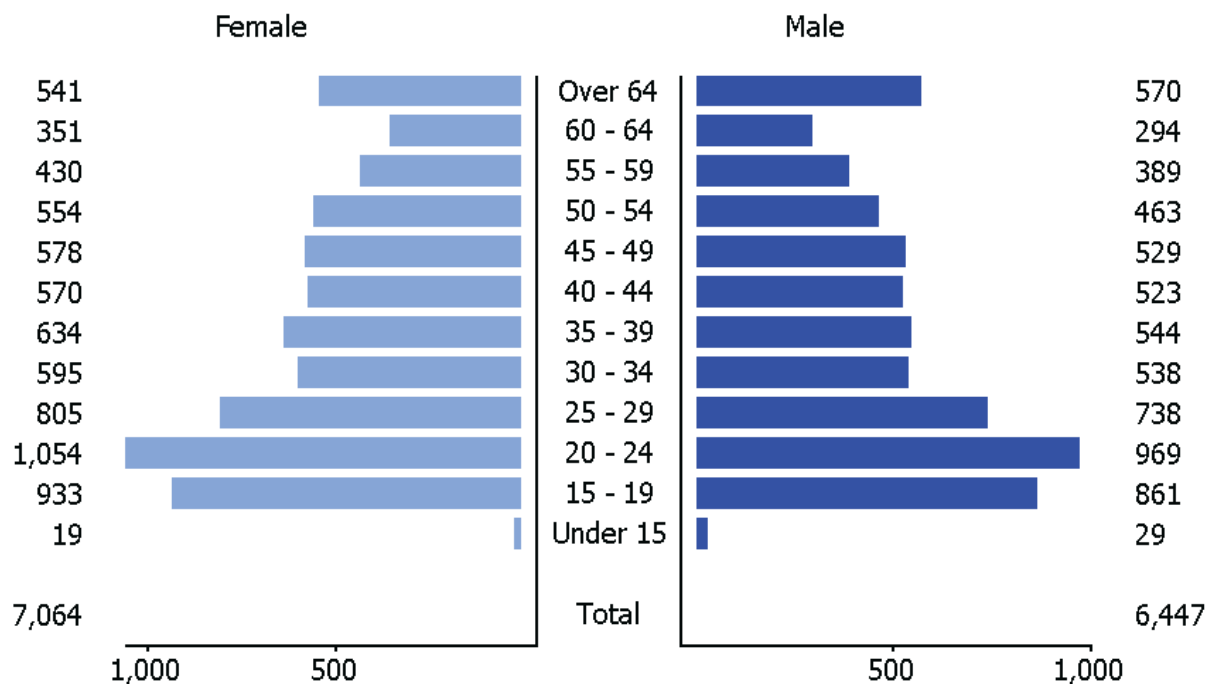
• There are nine crash fatalities that are missing data regarding age and/or sex information.

### Serious Injuries in New Mexico by Age and Sex, 2007





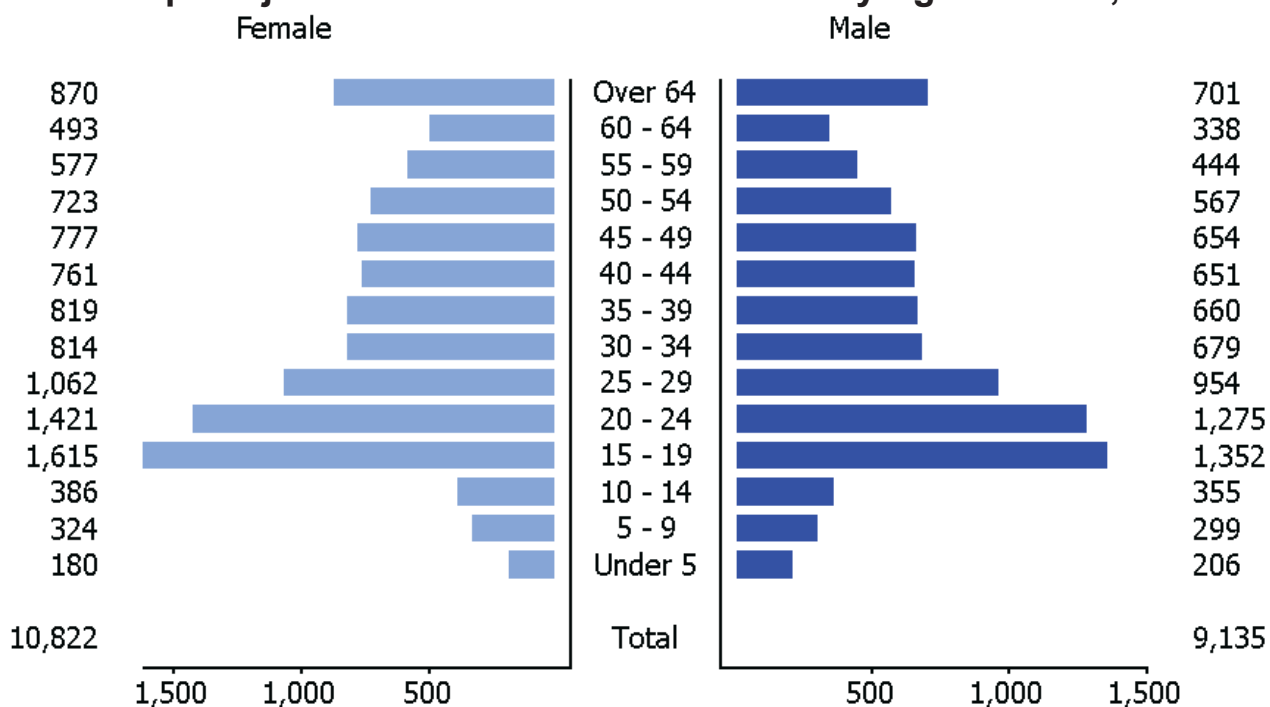
### Drivers Injured in New Mexico by Age and Sex, 2007



In 2007 ...

- 21 percent of all females involved in crashes were injured, compared to 16 percent of all males.

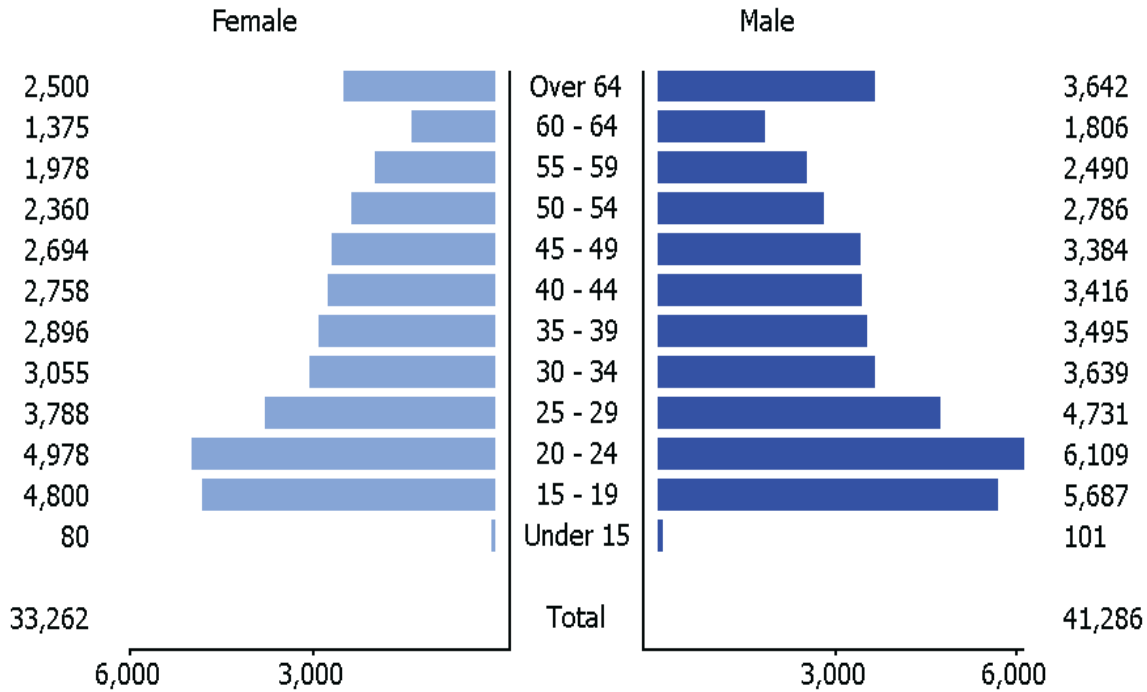
### People Injured in Crashes in New Mexico by Age and Sex, 2007



**In 2007 ...**

- 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, 2007**



**In 2007 ...**

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

**People in Crashes in New Mexico by Age and Sex, 2007**

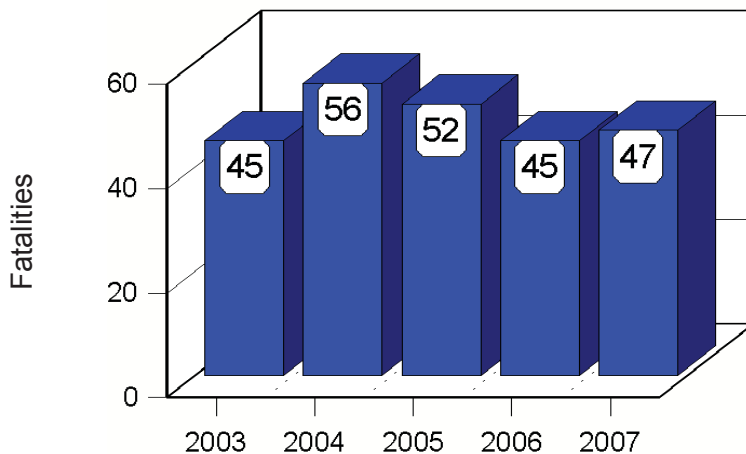


## Teenagers in Crashes in New Mexico by Vehicle Type, 2007

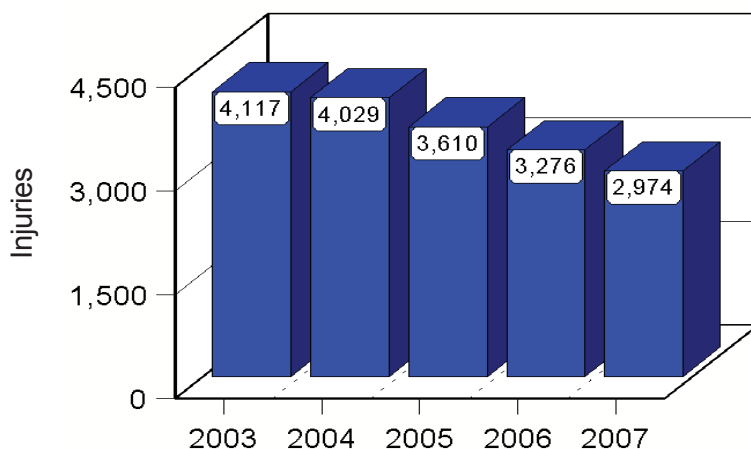
Vehicle Type	Drivers			Victims	
	Total	Crash Severity		Killed	Injured
		Fatal	Injury		
Passenger Car	6,703	23	2,117	19	1,859
Pickup	1,881	12	568	10	417
Van or 4WD	1,434	10	488	11	439
Motorcycle	120	2	93	2	97
Pedestrian	54	3	44	3	45
Pedalcyclist	35	1	28	1	27
Semi	4	0	0	1	1
Bus	0	0	0	0	3
Other	137	0	51	0	43
Unknown	230	0	63	0	43
<b>Total</b>	<b>10,598</b>	<b>51</b>	<b>3,452</b>	<b>47</b>	<b>2,974</b>

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, 2003 - 2007



### Teenagers Injured in Crashes in New Mexico, 2003 - 2007



### Teenage Crash Facts in New Mexico, 2007

- Of all drivers in crashes, 14 percent were teenagers, although teenagers comprised only five percent of New Mexico's drivers.
- The number of teenage fatalities increased from 45 to 47.
- Male teenagers died in crashes almost twice as often as female teenagers.
- Forty-three percent of teenage crash deaths involved alcohol.
- A teenager was killed in a traffic crash every eight days and one was injured every 177 minutes.
- Teenage occupants' self-reported seatbelt use was 93 percent, while that of all occupants was 99 percent.
- Twenty-six percent of crashes involving teenage drivers occurred at night, and 22 percent of all crashes occurred at night.

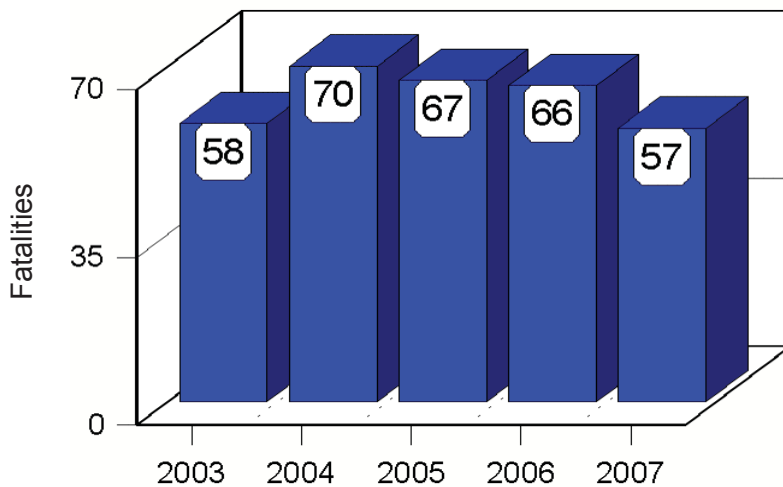
# YOUNG ADULTS

## Young Adults in Crashes in New Mexico by Vehicle Type, 2007

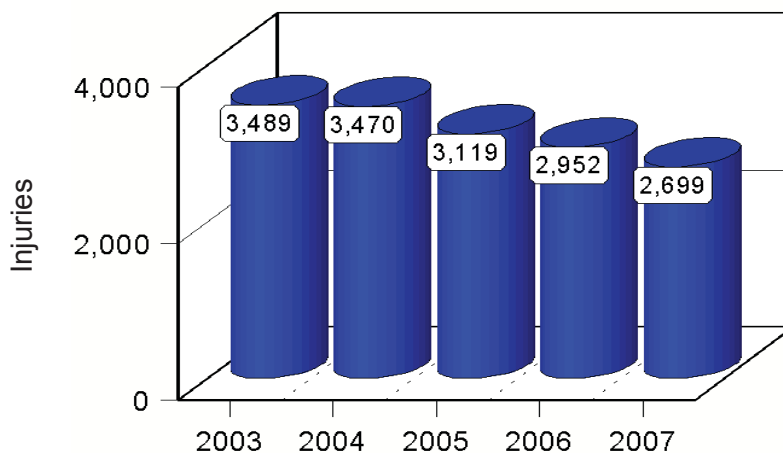
Vehicle Type	Drivers			Victims	
	Total	Crash Severity		Killed	Injured
		Fatal	Injury		
Passenger Car	6,698	27	2,102	15	1,590
Pickup	2,082	18	631	16	398
Van or 4WD	1,502	16	499	7	401
Motorcycle	190	12	144	12	153
Semi	69	1	19	1	8
Pedalcyclist	35	0	27	0	27
Pedestrian	30	6	17	6	14
Bus	21	0	3	0	1
Other	271	0	74	0	50
Unknown	280	0	80	0	57
<b>Total</b>	<b>11,178</b>	<b>80</b>	<b>3,596</b>	<b>57</b>	<b>2,699</b>

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, 2003 - 2007



## Young Adults Injured in Crashes in New Mexico, 2003 - 2007



## Young Adult Crash Facts in New Mexico, 2007

- 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 young adult fatalities decreased from 66 to 57.
- Young adult males died in crashes more than three times as often as young adult females.
- Fifty-three percent of crash deaths among young adults involved alcohol.
- A young adult was killed in a traffic crash every 153 hours and one was injured every three hours.
- Young adult occupants' self-reported seatbelt use was 92 percent, while that of all occupants was 99 percent.
- Twenty-six percent of crashes involving young adult drivers occurred at night, and 22 percent of all crashes occurred at night.

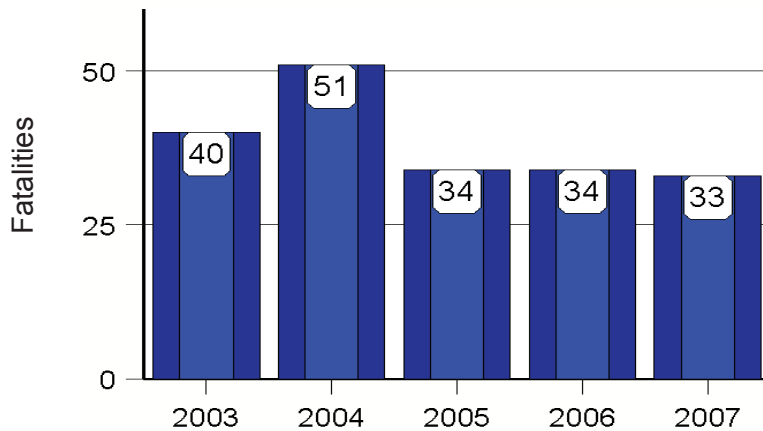
## Senior Citizens in Crashes in New Mexico by Vehicle Type, 2007

Vehicle Type	Drivers			Victims	
	Total	Crash Severity		Killed	Injured
		Fatal	Injury		
Passenger Car	2,364	21	761	18	613
Pickup	807	11	242	9	147
Van or 4WD	633	5	201	4	168
Pedestrian	25	2	22	2	21
Semi	22	2	3	0	1
Motorcycle	13	0	8	0	8
Bus	10	0	3	0	1
Pedalcyclist	6	0	5	0	5
Other	79	0	25	0	20
Unknown	89	0	28	0	21
<b>Total</b>	<b>4,048</b>	<b>41</b>	<b>1,298</b>	<b>33</b>	<b>1,005</b>

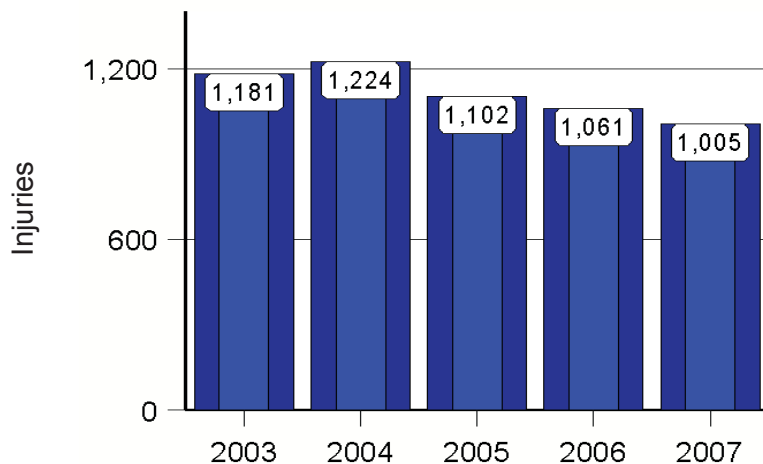
For this page, drivers and victims are senior citizens (people age 70 and older). Victims are all seniors killed or injured in crashes regardless of the age of the driver.

**Prior to 1998, seniors were defined as people ages 55 and older. This year's data are therefore not comparable to data prior to 1998.**

## Senior Citizens Killed in Crashes in New Mexico, 2003 - 2007



## Senior Citizens Injured in Crashes in New Mexico, 2003 - 2007



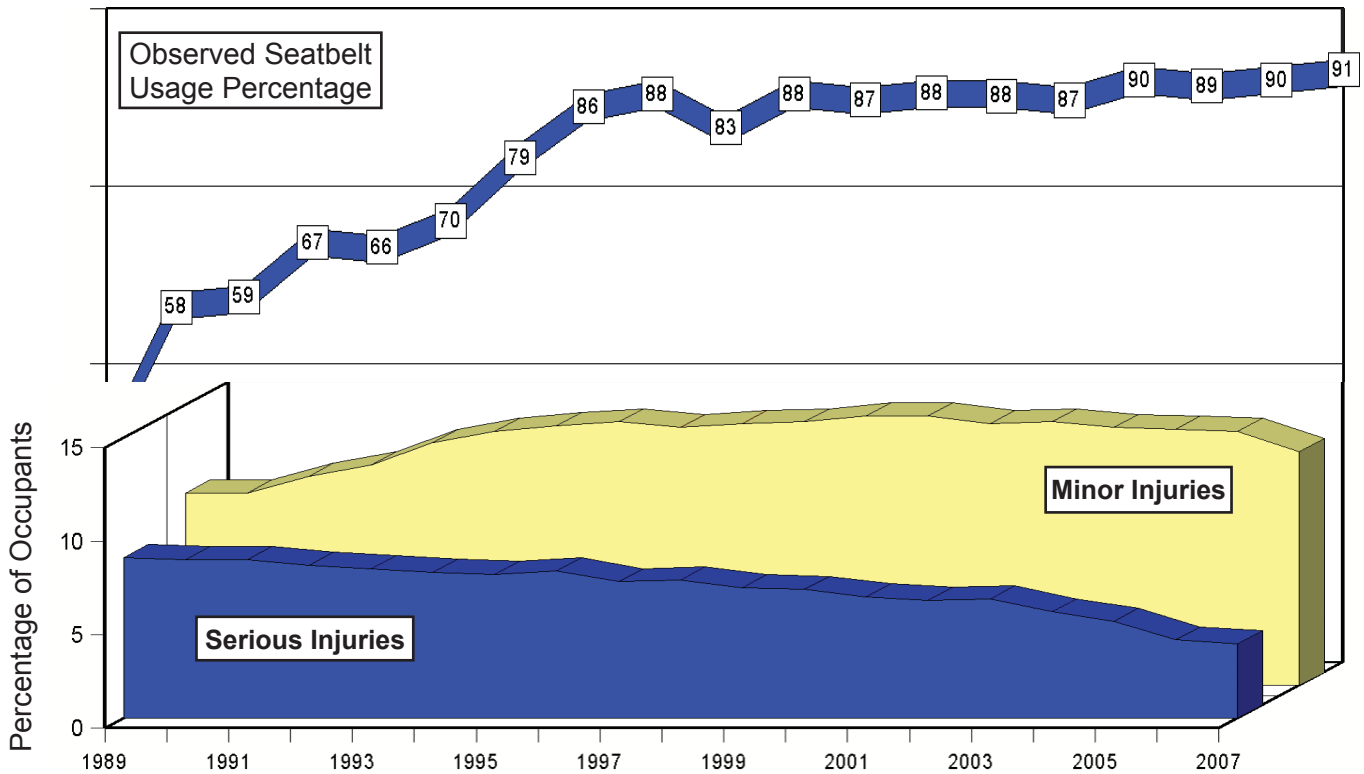
## Senior Citizen Crash Facts in New Mexico, 2007

- 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 1,061 in 2006 to 1,005.
- Nineteen male seniors and 14 female seniors died in crashes.
- Alcohol was a contributing factor in 18 percent of all crash deaths involving seniors.
- A senior was killed in a traffic crash every 11 days and one was injured every nine hours.
- Senior occupants' self-reported seatbelt use was 93 percent while that of all occupants was 99 percent.
- Eleven percent of crashes involving senior drivers occurred at night, although 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 - 2007\*



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.

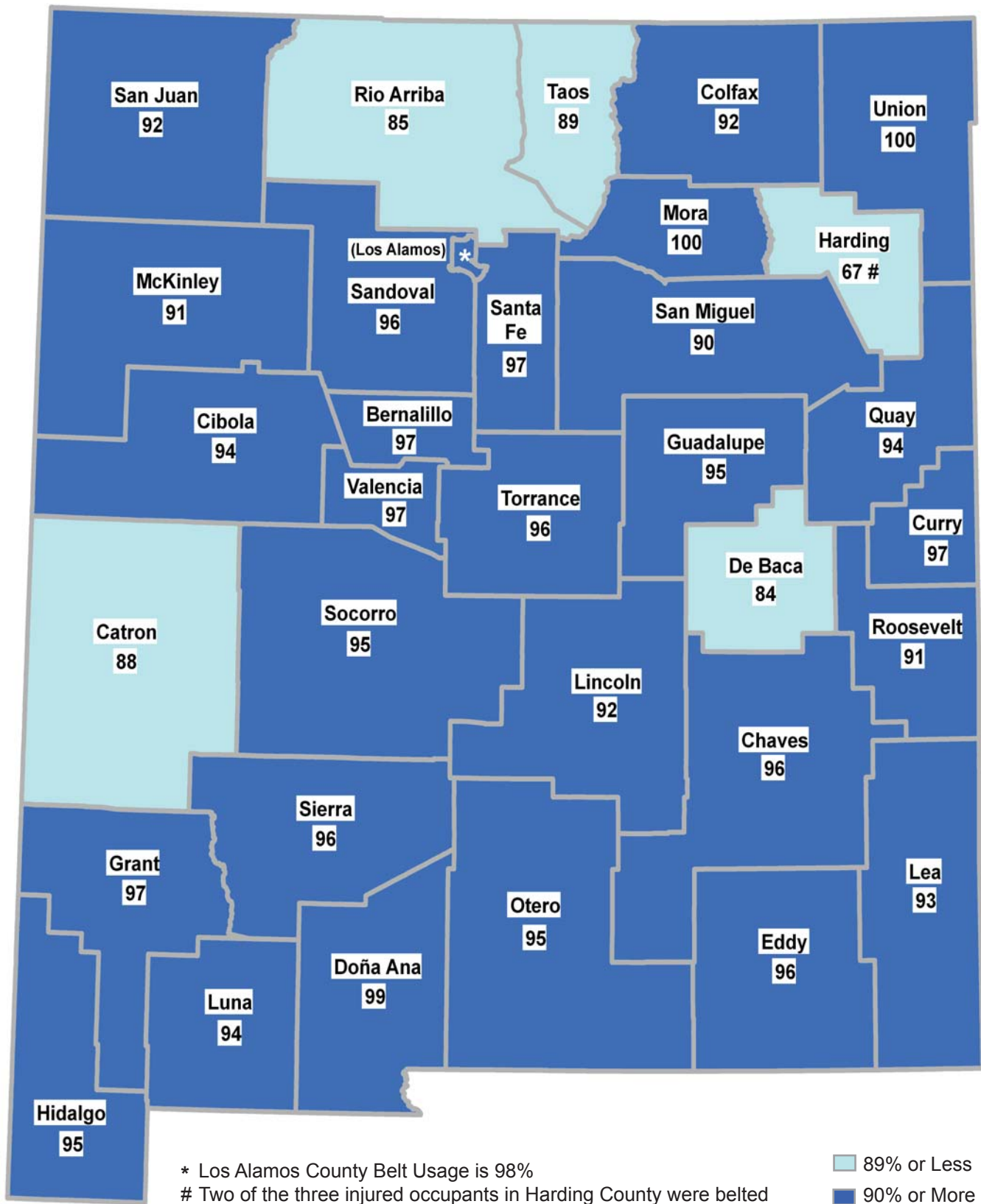
## Crash Injuries in New Mexico by Reported Seatbelt Usage, 2007\*

Severity	Belt worn <sup>1</sup>		Belt not worn		Total	
	Number	Percent	Number	Percent	Number	Percent
Killed	125	0.1	106	21.3	231	0.2
Incapacitating injury	1,266	1.3	104	20.9	1,370	1.4
Visible injury	2,751	2.8	73	14.7	2,824	2.8
Complaint of injury	12,909	13.1	56	11.2	12,965	13.1
Unhurt	81,774	82.7	159	31.9	81,933	82.5
<b>Total</b>	<b>98,825</b>	<b>100.0</b>	<b>498</b>	<b>100.0</b>	<b>99,323</b>	<b>100.0</b>

<sup>1</sup> 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, 2005 - 2007



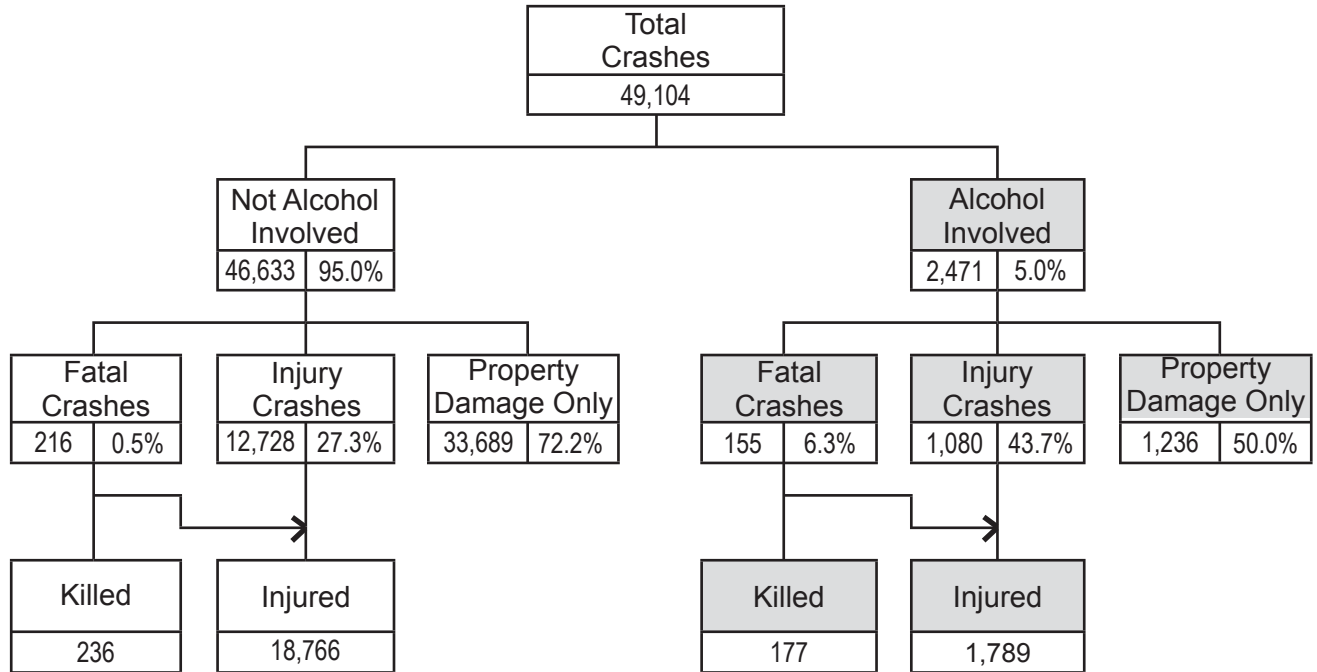
This map shows the average reported seatbelt usage in crashes for 2005 - 2007. The data are for drivers and right front passengers in vehicles registered in NM who received visible or incapacitating injuries in crashes. This proxy for overall seatbelt usage is used here because it has closely matched the results of observational surveys over the past 10 years. The statewide average for belt usage from 2005 - 2007 was 96%.

# ALCOHOL

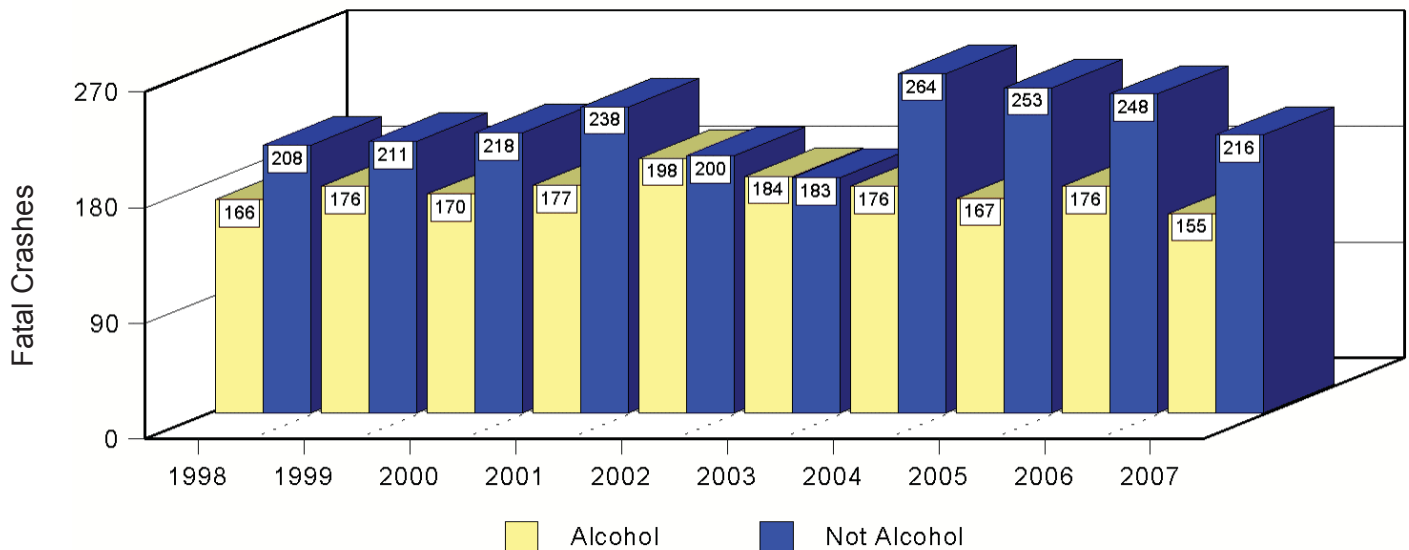
## In 2007 ...

- 42 percent of all fatal crashes involved alcohol.
- A person died in an alcohol-involved crash every 50 hours.
- A person was injured in an alcohol-involved crash every five hours.
- An alcohol-involved crash occurred every three and a half hours.

## Crashes in New Mexico by Alcohol Involvement, 2007



## Fatal Crashes in New Mexico by Alcohol Involvement, 1998 - 2007





## In 2007 ...

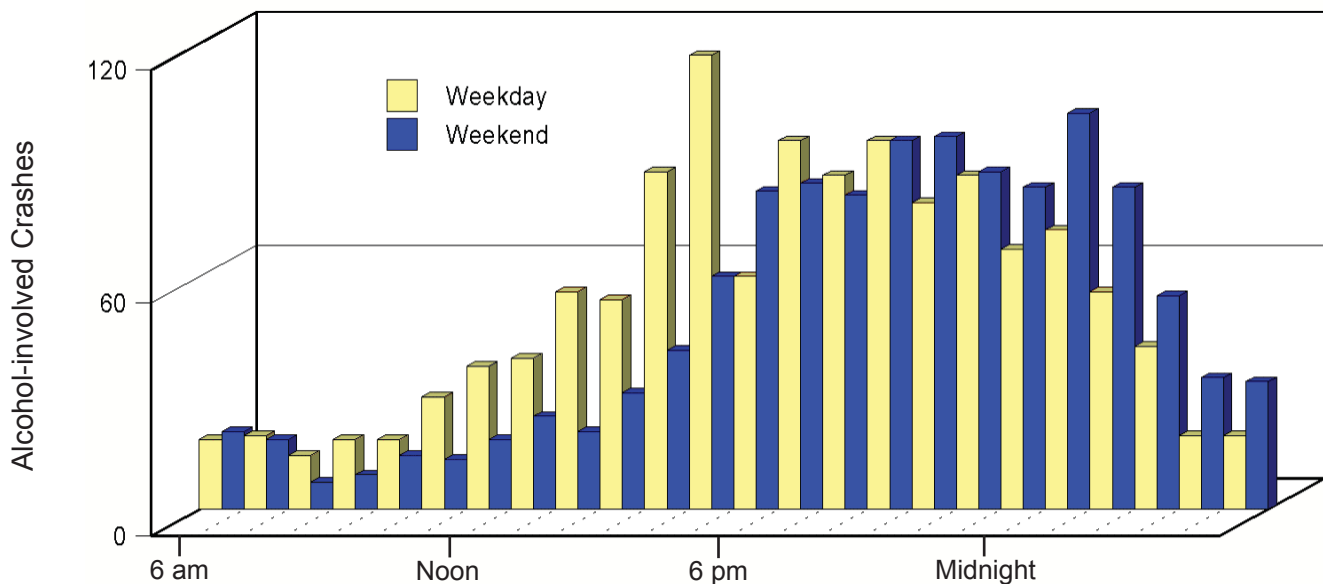
- 47 percent of all alcohol-involved fatal crashes occurred on Friday, Saturday, or Sunday.
- 40 percent of all alcohol-involved crashes happened on Friday or Saturday.
- More alcohol-involved crashes occurred between 5 p.m. and 6 p.m. than any other hour on weekdays.

## Alcohol-involved Crashes in New Mexico by Day of the Week, 2007

Day	Total	Fatal
Sunday	294	24
Monday	261	19
Tuesday	280	20
Wednesday	300	22
Thursday	336	20
Friday	454	21
Saturday	542	29
<b>Total</b>	<b>2,467</b>	<b>155</b>

- For this table, each day was considered to run from 6:00 a.m. to 5:59 a.m. the following morning.
- There are 4 fewer crashes listed due to lack of information regarding the day of week the crash occurred on.

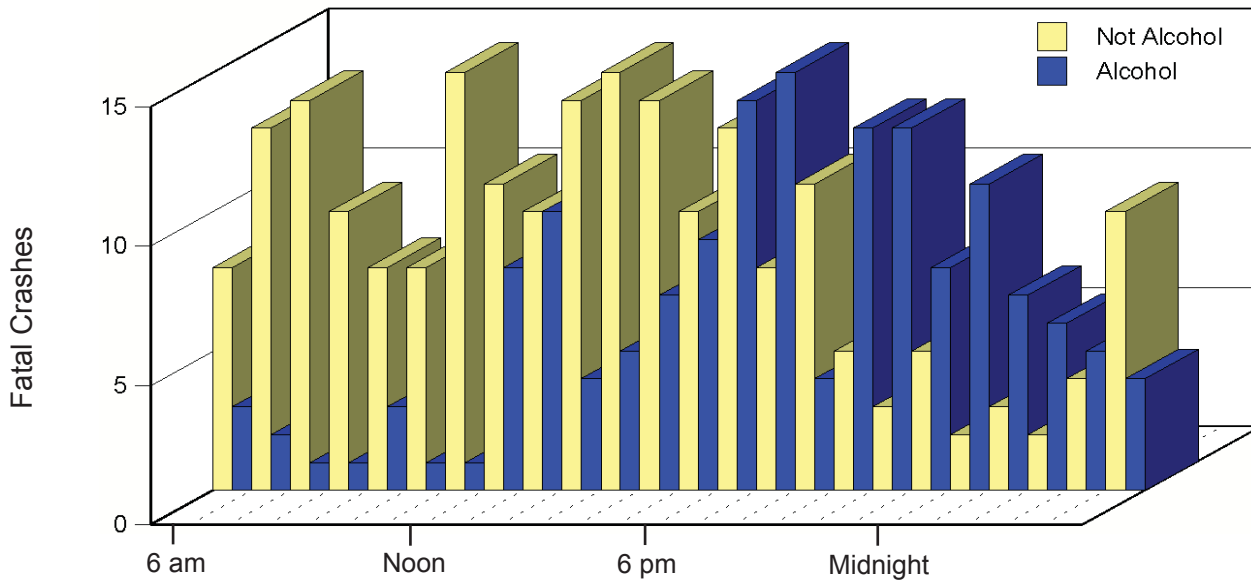
## Alcohol-involved Crashes in New Mexico by Hour of the Day, 2007



- 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, 2007



In 2007 ...

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

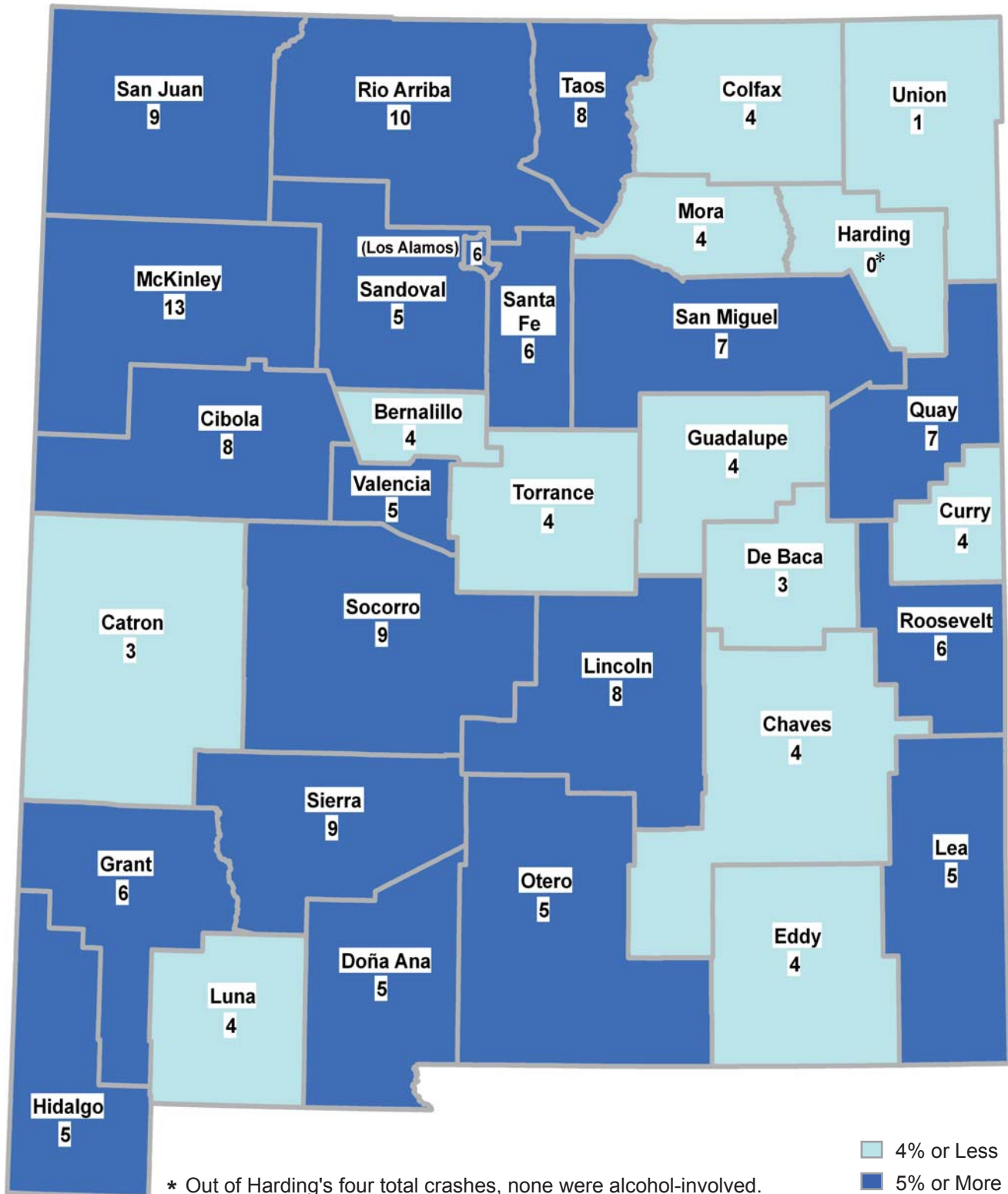
## Alcohol-involved Drivers in Crashes in New Mexico by Age and Sex, 2007



## Percentage of Alcohol-involved Crashes in New Mexico by County, 2007

In 2007 ...

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

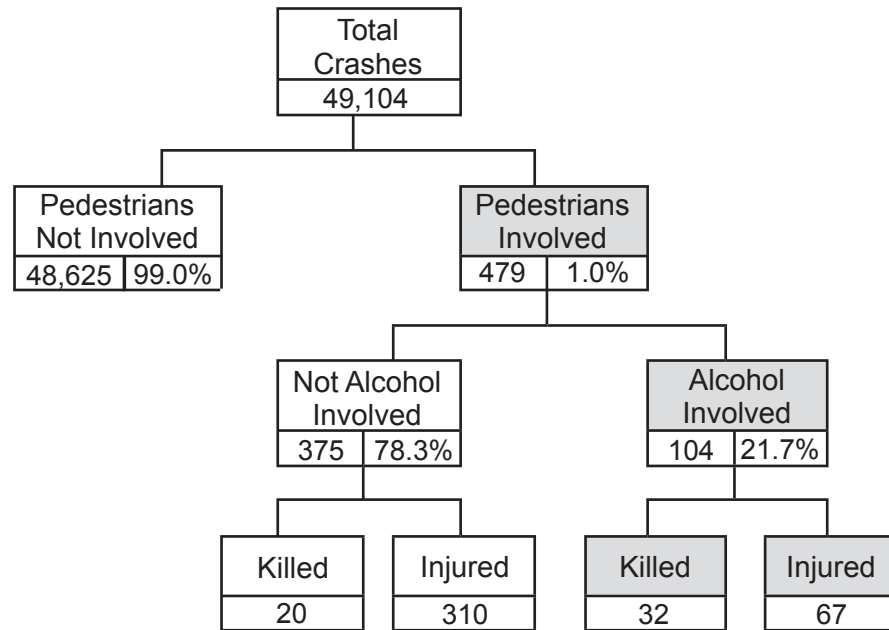


# PEDESTRIANS

## In 2007 ...

- 62 percent of pedestrian deaths were alcohol-involved.
- Of the 52 pedestrian deaths, 41 occurred in the seven counties with the highest pedestrian death rates.

## Alcohol-involved Pedestrian Crashes in New Mexico, 2007



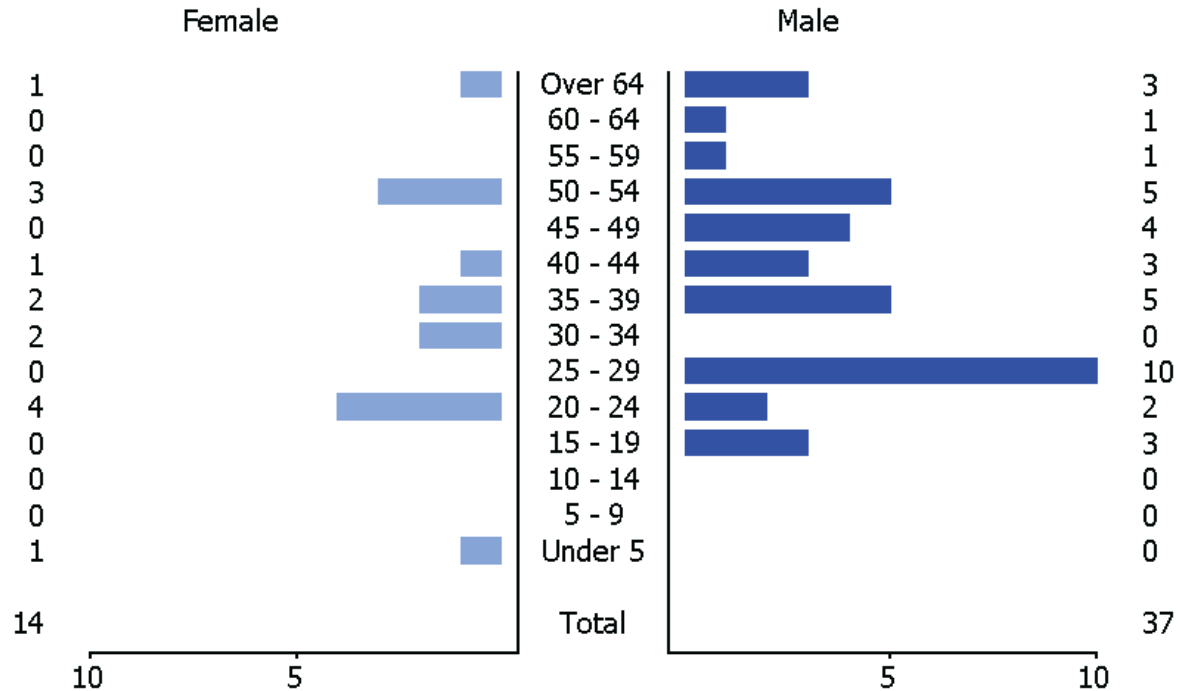
## Seven Counties with Highest Pedestrian Death Rates, 2007

County	Pedestrians in Crashes			Deaths per 100 MVM
	Total	Killed	Injured	
McKinley	32	10	14	0.70
Taos	8	2	4	0.57
San Juan	31	7	24	0.39
Bernalillo	259	18	193	0.30
Cibola	3	2	1	0.29
Grant	7	1	5	0.22
Guadalupe	1	1	0	0.18

In 2007 ...

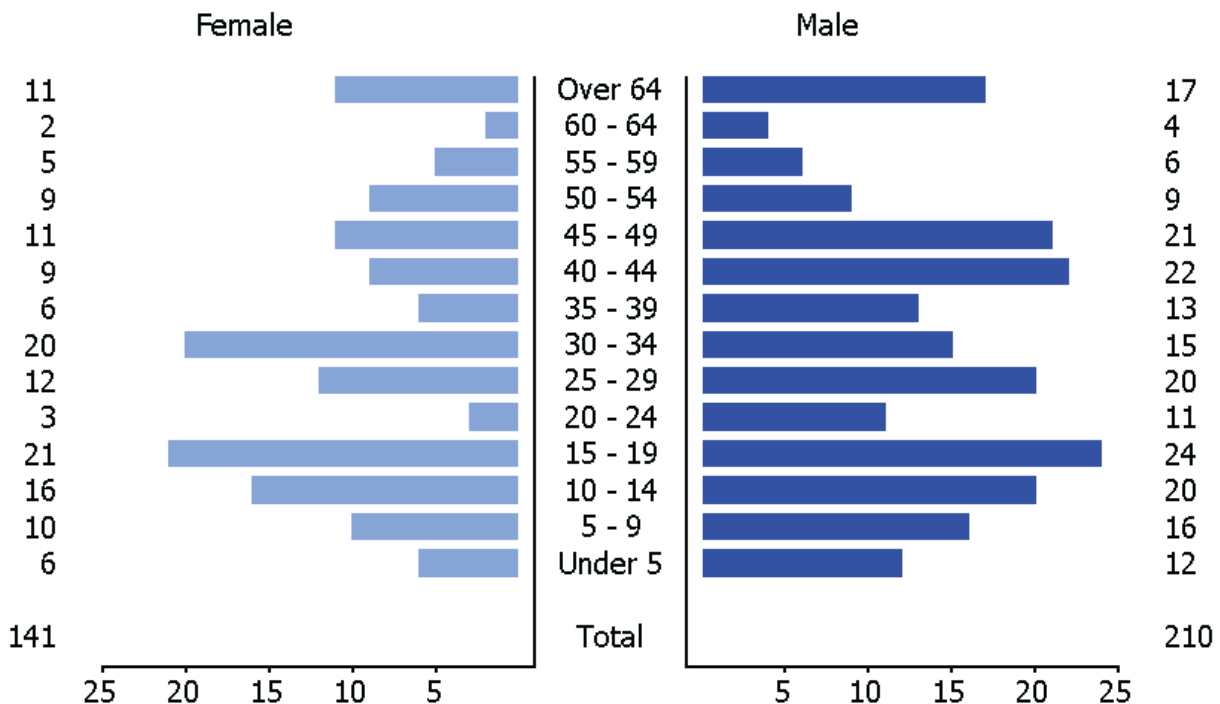
- 47 percent of pedestrian deaths involved pedestrian error.

## Pedestrians Killed in Crashes in New Mexico by Age and Sex, 2007



- There is one fatality that is missing data regarding age and/or sex information.







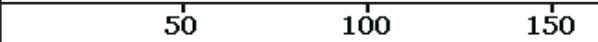
## Pedestrians Injured in Crashes in New Mexico by Age and Sex, 2007



- There are twenty-six fewer crashes reported because of missing data regarding age and/or sex information.

# HEAVY TRUCKS












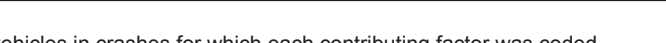
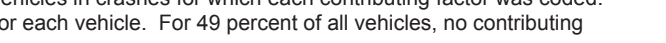
## Seven Counties with Highest Crash Rates Involving Heavy Trucks, 2007

County	Heavy Truck Crashes			Crashes per 100 MVM	
	Total	Fatal	Injury		
Bernalillo	586	6	110	143.0	
Curry	41	1	10	75.5	
Eddy	58	1	14	62.2	
Lea	72	4	20	62.2	
Sandoval	56	1	7	54.6	
Roosevelt	20	0	5	44.6	
Valencia	17	1	1	40.1	

### In 2007 ...

- Heavy trucks in crashes involving at least one other vehicle were at fault 55 percent of the time.
- 64 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, 2007

Contributing Factor	Percent of Involvements	
Other improper driving	25.0	
Driver inattention	18.3	
Excessive speed	8.9	
Improper turn	7.2	
Following too close	5.9	
Mechanical defects	4.2	
Failure to yield	3.7	
Improper overtaking	2.6	
Drove left of center	2.3	
Disregard traffic control	1.1	
Alcohol-involved	0.5	
Other	49.0	

- 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 49 percent of all vehicles, no contributing factors were indicated.

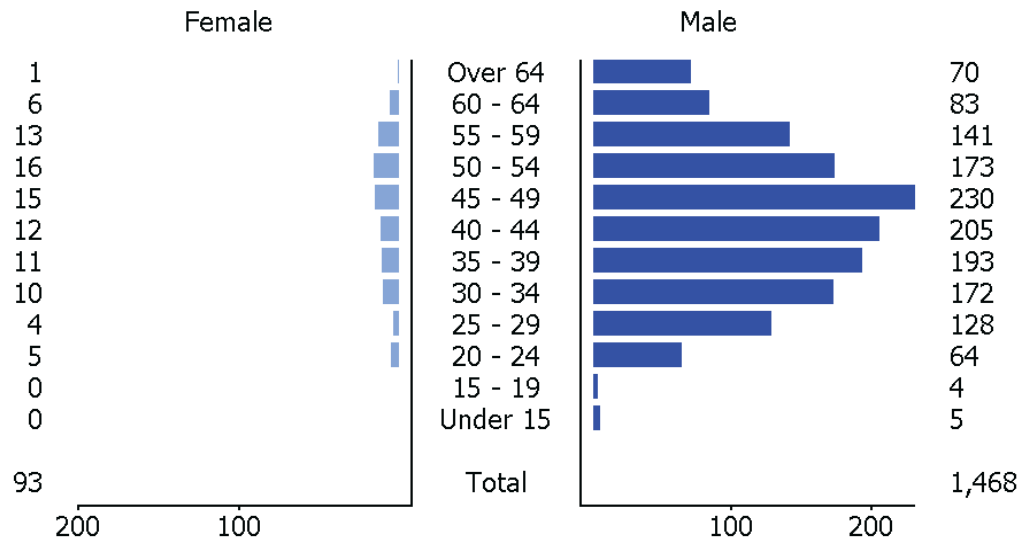
# HEAVY TRUCKS

## Crashes Involving Heavy Trucks in New Mexico by Class, 2007

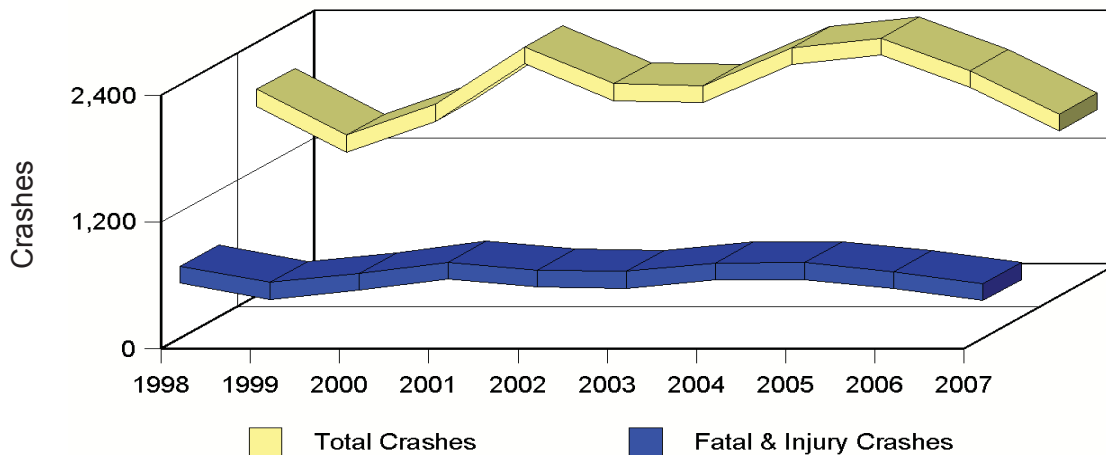
Class	Crashes					People	
	Total	% of Total	Fatal	% of Fatal	Injury	Killed	Injured
Other vehicle	1,099	67	27	52	291	30	451
Fixed object	199	12	1	2	19	1	22
Overturn	119	7	10	19	54	10	75
Parked vehicle	86	5	3	6	7	4	16
Other non-collision	61	4	2	4	6	2	6
Animal	46	3	0	0	0	0	0
Other object	16	1	0	0	1	0	1
Veh. on other roadway	10	1	3	6	4	3	10
Pedestrian	8	0	6	12	2	6	2
<b>Total</b>	<b>1,644</b>	<b>100</b>	<b>52</b>	<b>100</b>	<b>384</b>	<b>56</b>	<b>583</b>

• 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, 2007



## New Mexico Crashes Involving Heavy Trucks, 1998 - 2007



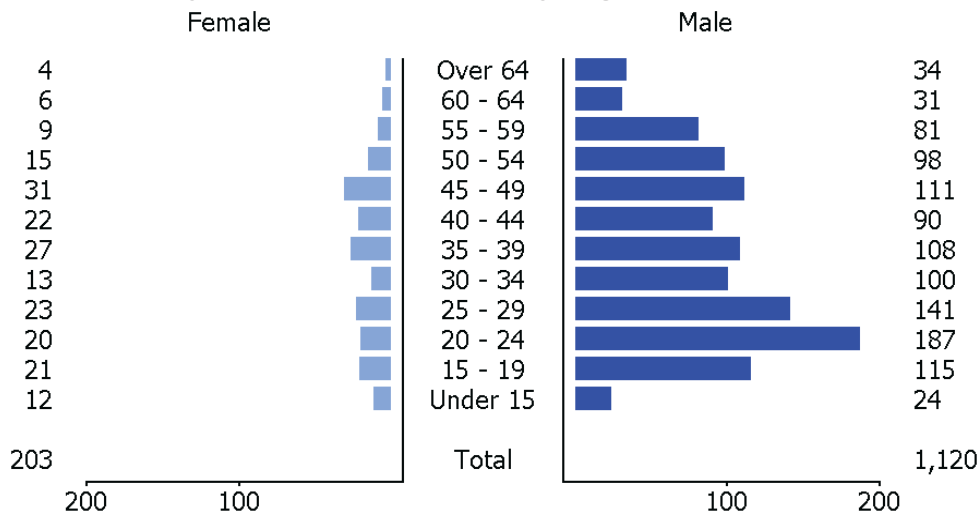
# MOTORCYCLES

## Motorcyclists in Crashes in New Mexico, 1998 - 2007

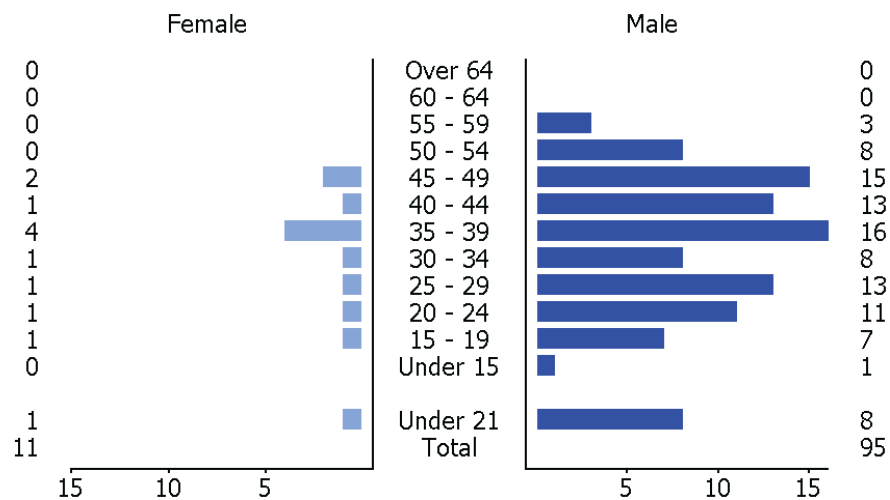
Year	Number of riders <sup>1</sup>	Number of Fatalities		Motorcycle Registrations
		No Helmet	Helmet	
2007	1,424	53	0	46,779
2006	1,417	49	0	43,495
2005	1,269	43	0	37,663
2004	1,196	33	11	36,294
2003	1,133	31	9	32,544
2002	1,136	27	9	34,467
2001	1,044	25	9	28,269
2000	873	22	10	28,554
1999	739	20	7	30,669
1998	849	19	4	32,364

<sup>1</sup> Riders include drivers and passengers on motorcycles.

## Motorcyclists in Crashes by Age and Sex, 2007



## Motorcyclists in Alcohol-involved Crashes by Age and Sex, 2007





## Motorcyclists' Helmet Usage and Injuries in New Mexico, 2007

Injury	With helmet	Without helmet	Total
Killed	0	53	53
Incapacitating	19	195	214
Visible injury	46	459	505
Complaint	24	230	254
Unhurt	25	373	398
<b>Total</b>	<b>114</b>	<b>1,310</b>	<b>1,424</b>

## Motorcyclists in Crashes in New Mexico by Age, 2007

Driver Age	Drivers			Riders <sup>1</sup>	
	Total	Crash Severity		Killed	Injured
		Fatal	Injury		
Under 15	21	0	17	0	22
15-19	120	2	93	2	95
20-24	190	12	144	12	151
25-29	152	4	118	4	124
30-34	105	2	75	2	82
35-39	119	7	88	7	98
40-44	104	4	78	3	85
45-49	122	8	88	8	92
50-54	107	9	69	9	80
55-59	84	4	61	4	65
60-64	33	2	23	1	25
Over 64	37	0	31	0	33
<b>Total</b>	<b>1,194</b>	<b>54</b>	<b>885</b>	<b>52</b>	<b>952</b>

<sup>1</sup> Riders include drivers and passengers on motorcycles.

## Motorcycle Crash Involvements in New Mexico by Class, 2007

Class	Total	Fatal	Injury	Total	
Other Vehicle	681	25	448		
Overturn	308	11	251		
Fixed Object	144	16	109		
Other Non-collision	68	3	48		
Animal	35	0	27		
Parked Vehicle	28	0	9		
Other Object	17	0	10		
Pedestrian	5	0	5		
Veh. on Other Roadway	2	0	1		
Pedalcyclist	2	0	2		
Railroad Train	1	0	1		
<b>Total</b>	<b>1,291</b>	<b>55</b>	<b>911</b>		<b>300</b> <b>600</b>

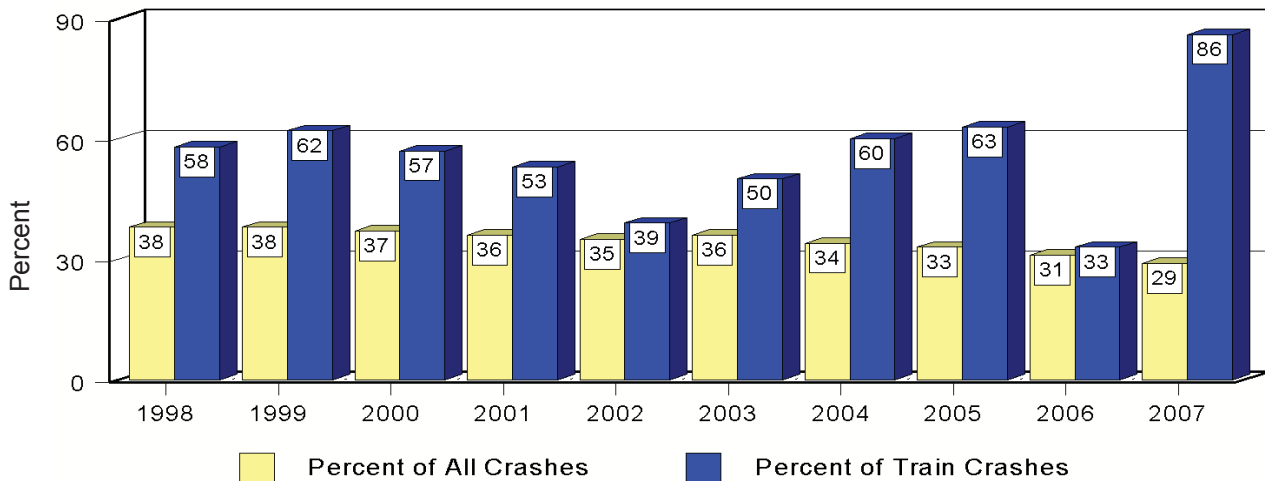
All vehicles: see page 17.

# TRAINS

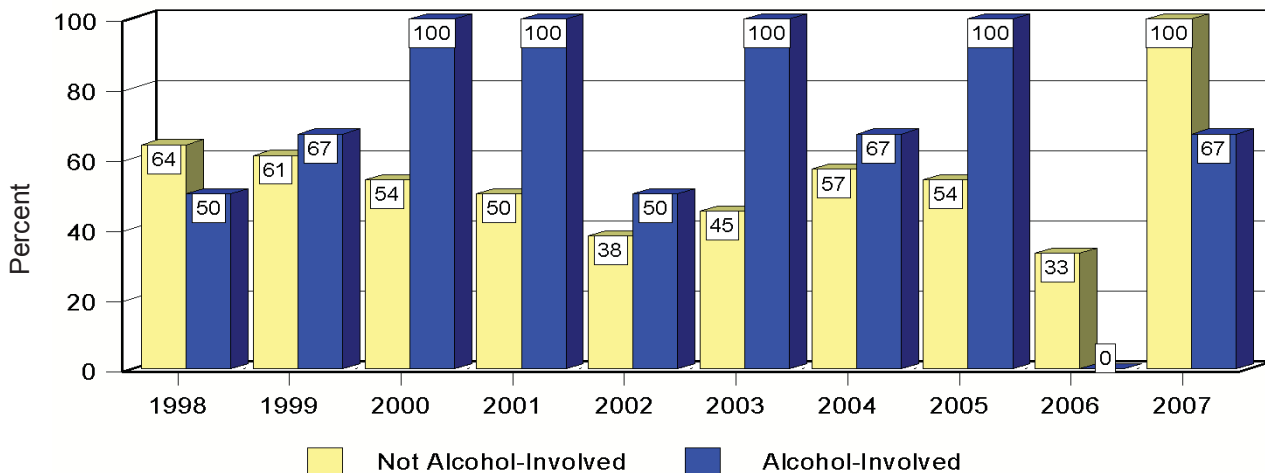
## Traffic Crashes Involving Trains by Severity in New Mexico, 1998 - 2007

Year	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
2007	7	0	6	1	0	7
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

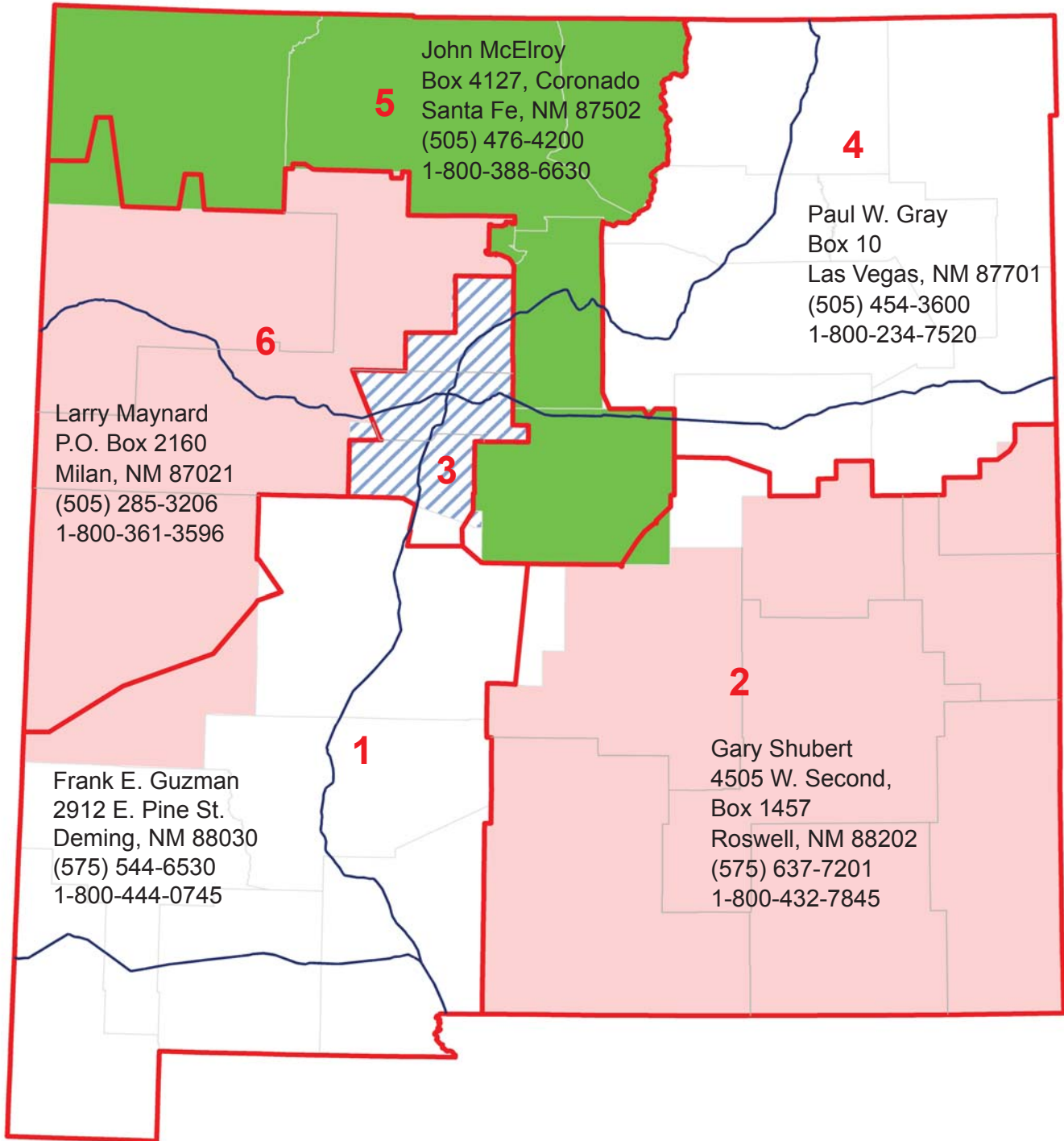
**Percentage of Crashes Resulting in Fatalities or Injuries by Train Involvement, 1998 - 2007**



**Percentage of Train Crashes Resulting in Fatalities or Injuries by Alcohol Involvement, 1998 - 2007**



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



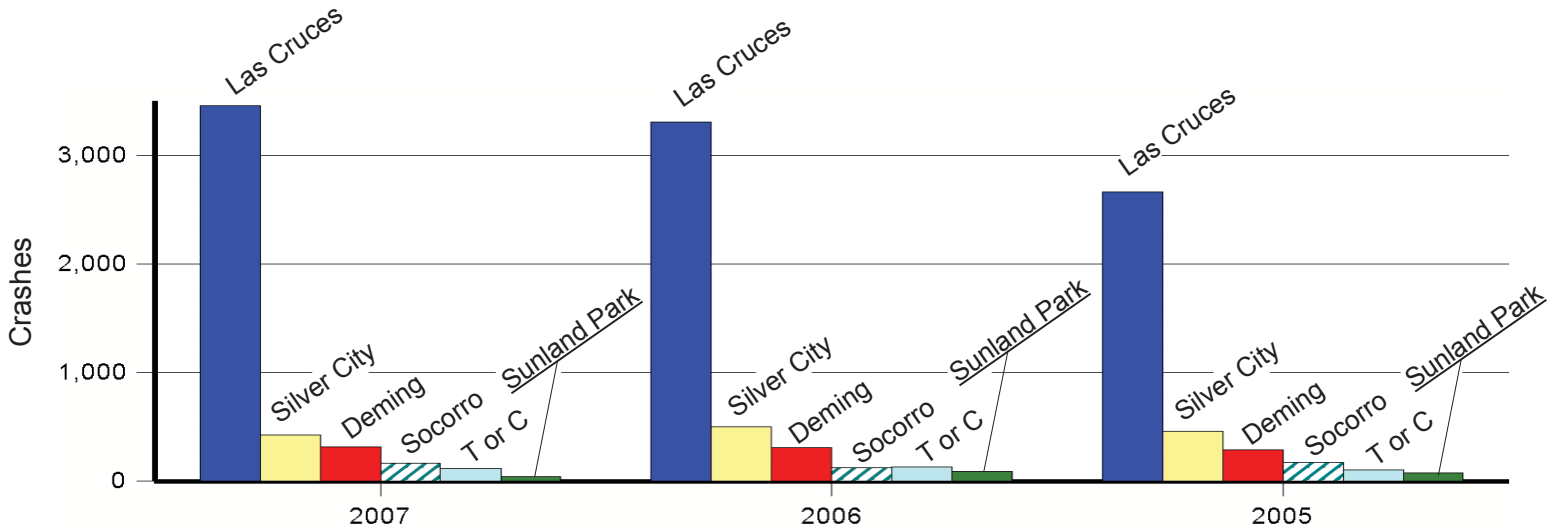
The contact information is available at <http://www.nmshtd.state.nm.us/main.asp?secid=11148>  
Shading indicates statutory districts. Boundaries indicate maintenance districts.  
The statistics on the following 12 pages are based on maintenance districts.

# DISTRICT 1

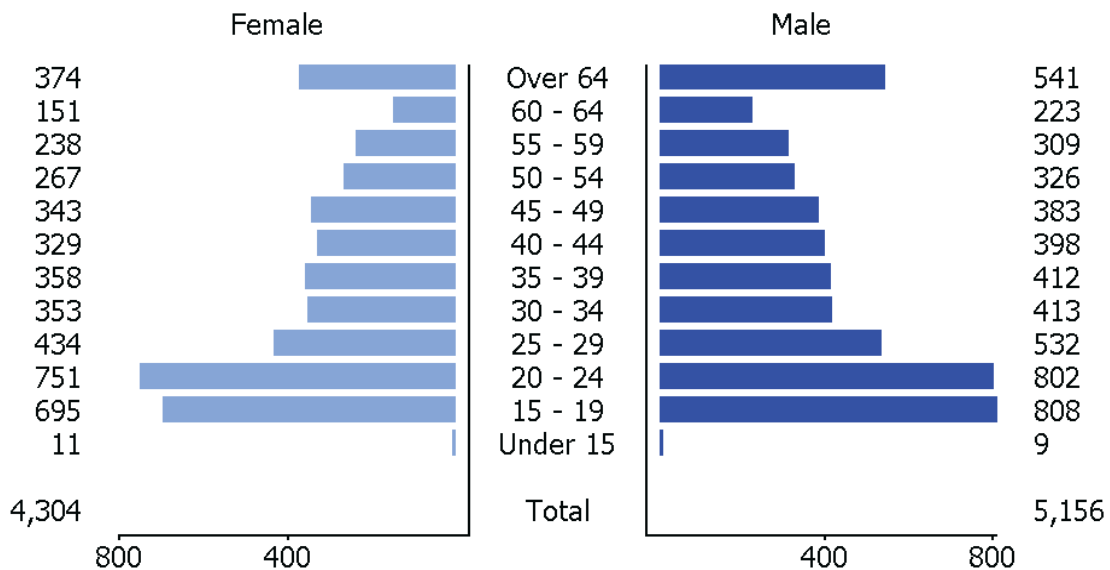
## District 1 Crash Statistics, 1998 - 2007

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2007	201	44	63	73	1,854	2,728	5,954
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

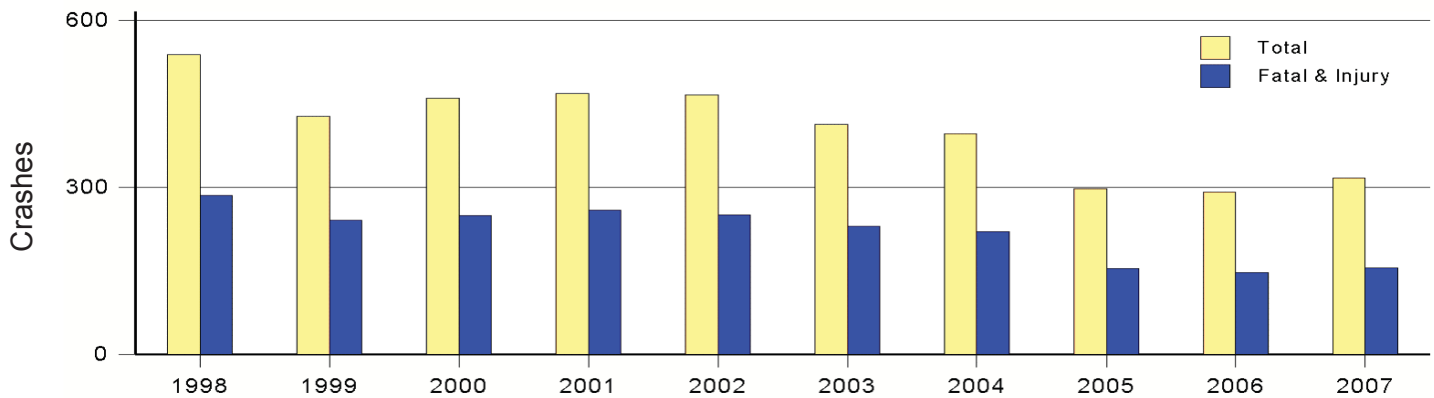
## Crashes in Selected Cities in District 1, 2005 - 2007



## District 1 Drivers in Crashes by Age and Sex, 2007



## District 1 Alcohol-involved Crashes by Severity, 1998 - 2007



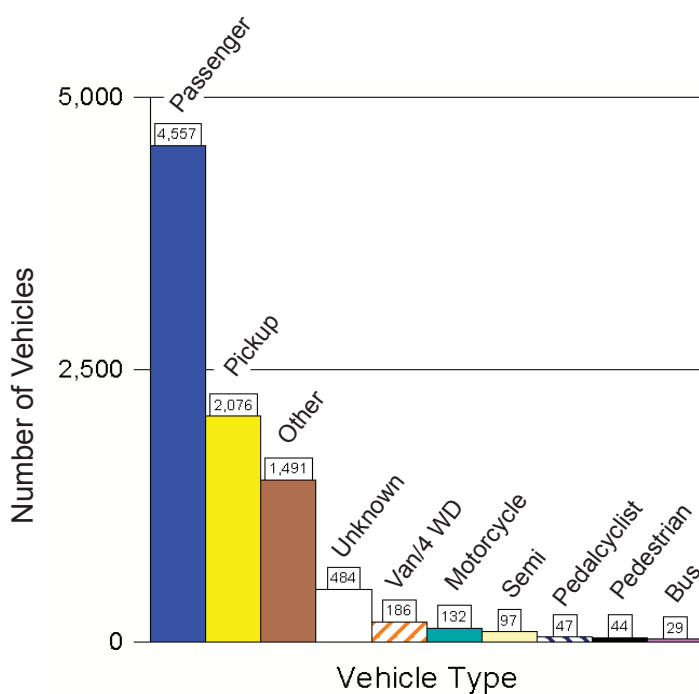
## Crashes in District 1 by Top Contributing Factor, 2005 - 2007

Urban			
Contributing Factor	2007	2006	2005
Driver inattention	1,859	1,490	1,066
Failing to yield	786	850	639
Following too close	345	446	500
Excessive speed	436	402	331
Red light running	244	291	401
Other	271	287	249
Alcohol involvement	234	220	222

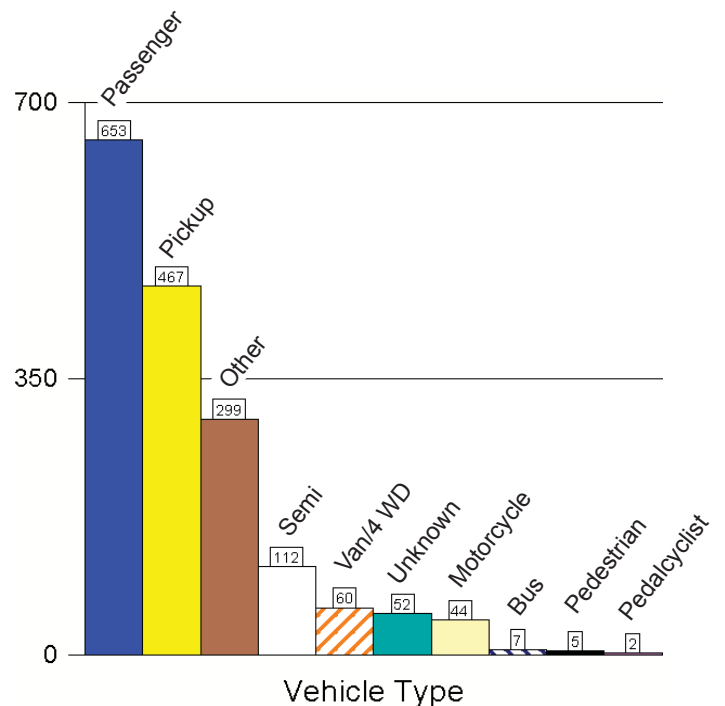
Rural			
Contributing Factor	2007	2006	2005
Driver inattention	313	277	317
Other	132	215	239
Excessive speed	167	177	173
Mechanical defect	84	110	117
Alcohol involvement	106	92	94
Failing to yield	70	71	86
Driving left of center	68	69	85

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

## 2007 Crash Involvement in District 1 by Vehicle Type in Urban Areas



## 2007 Crash Involvement in District 1 by Vehicle Type in Rural Areas

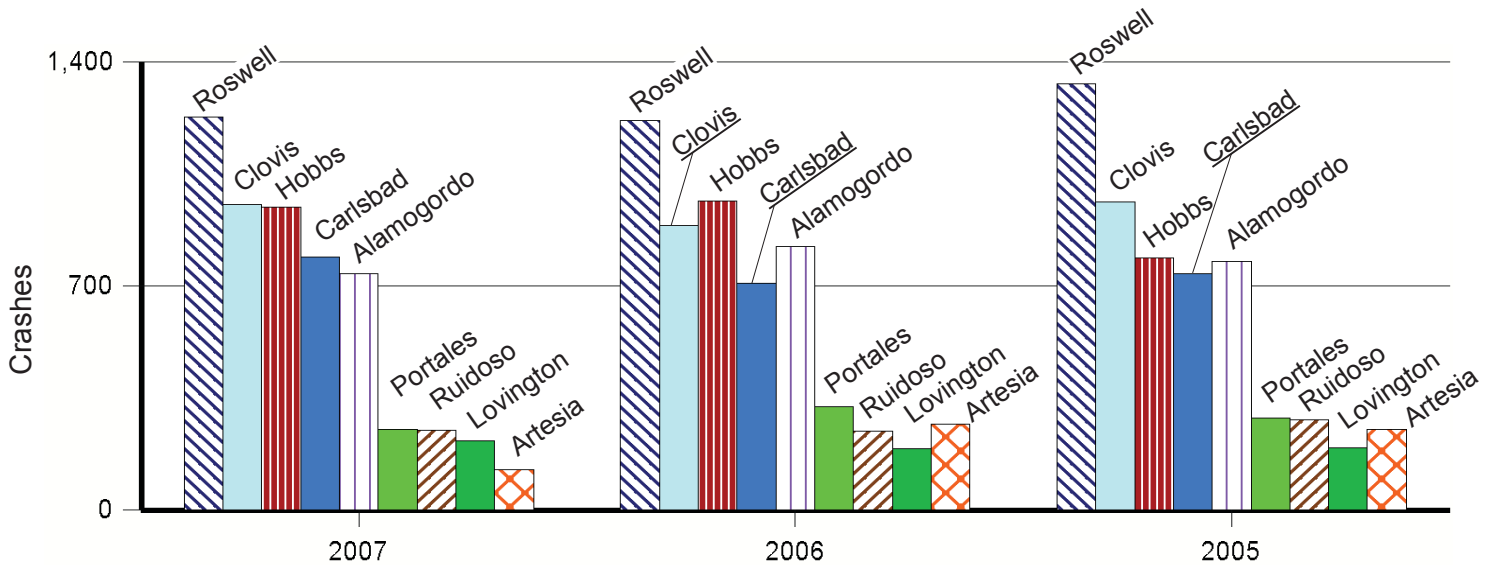


# DISTRICT 2

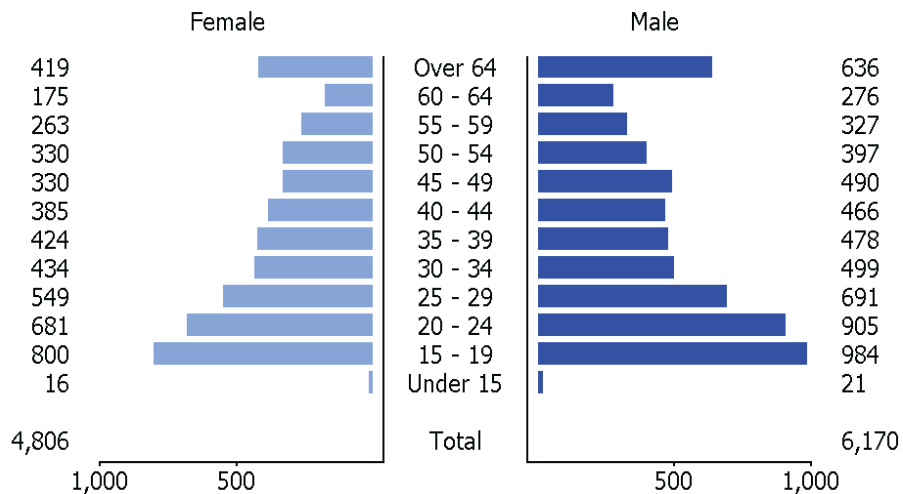
## District 2 Crash Statistics, 1998 - 2007

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2007	277	62	52	56	1,944	2,904	7,251
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

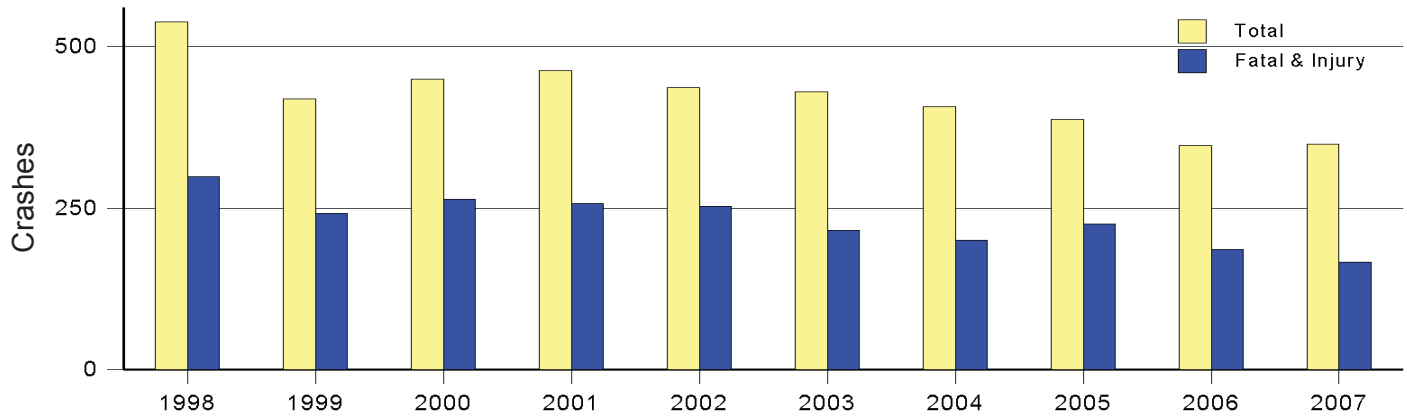
## Crashes in Selected Cities in District 2, 2005-2007



## District 2 Drivers in Crashes by Age and Sex, 2007



## District 2 Alcohol-involved Crashes by Severity, 1998 - 2007



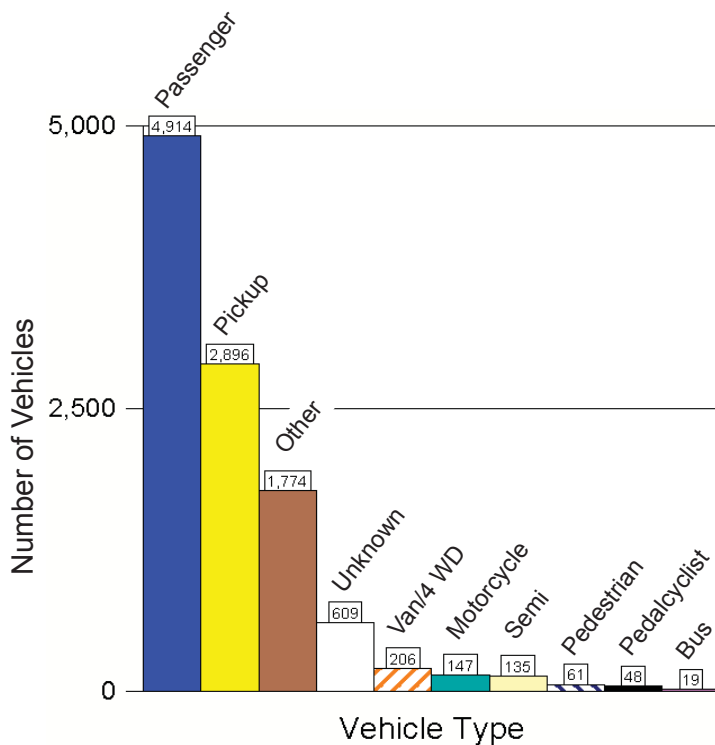
## Crashes in District 2 by Top Contributing Factor, 2005 - 2007

Urban			
Contributing Factor	2007	2006	2005
Driver inattention	1,523	1,085	952
Failing to yield	1,155	1,233	1,147
Following too close	950	984	1,025
Red light running	386	480	641
Excessive speed	415	364	349
Other	283	343	381
Improper backing	0	512	447

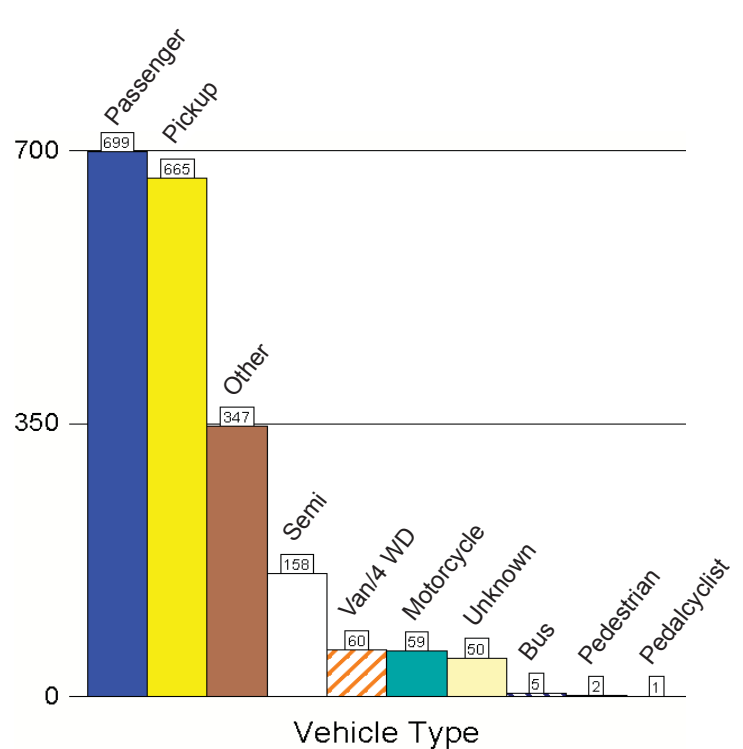
Rural			
Contributing Factor	2007	2006	2005
Other	192	431	385
Excessive speed	336	310	286
Driver inattention	268	294	276
Alcohol involvement	115	103	132
Not driver error	250	53	23
Failing to yield	106	119	80
Mechanical defect	52	88	73

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

## 2007 Crash Involvement in District 2 by Vehicle Type in Urban Areas



## 2007 Crash Involvement in District 2 by Vehicle Type in Rural Areas

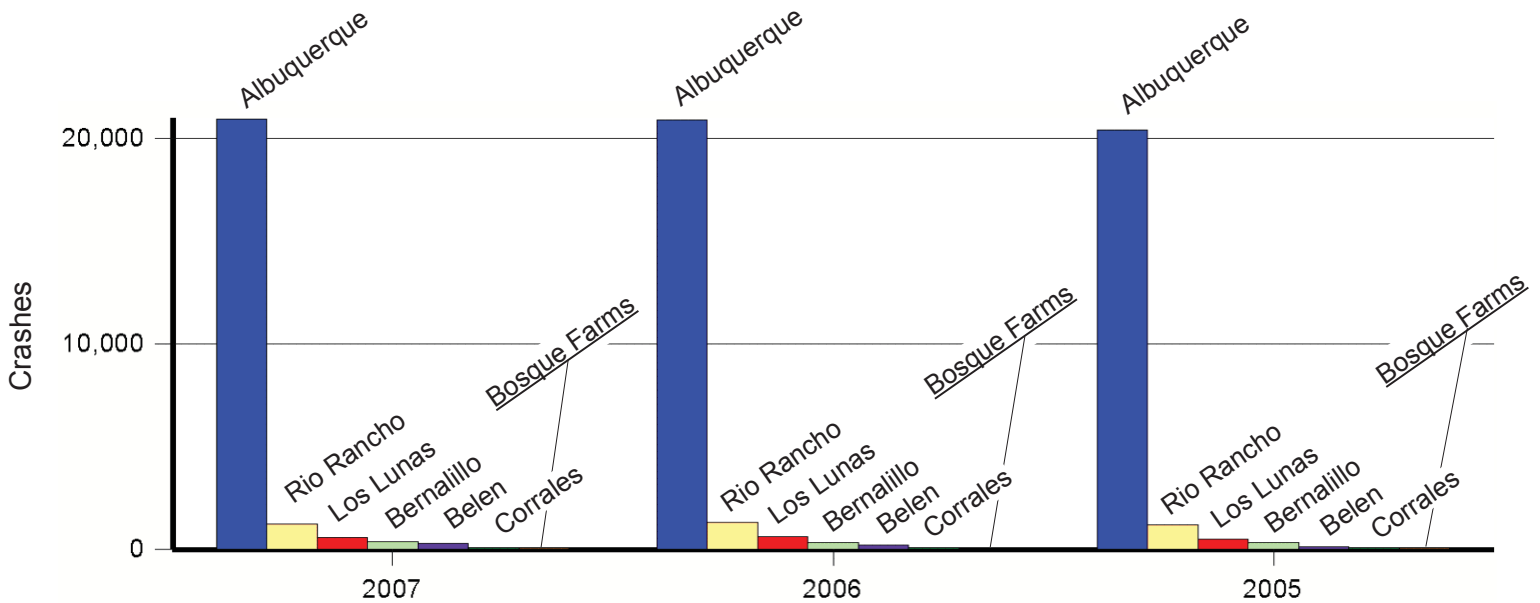


# DISTRICT 3

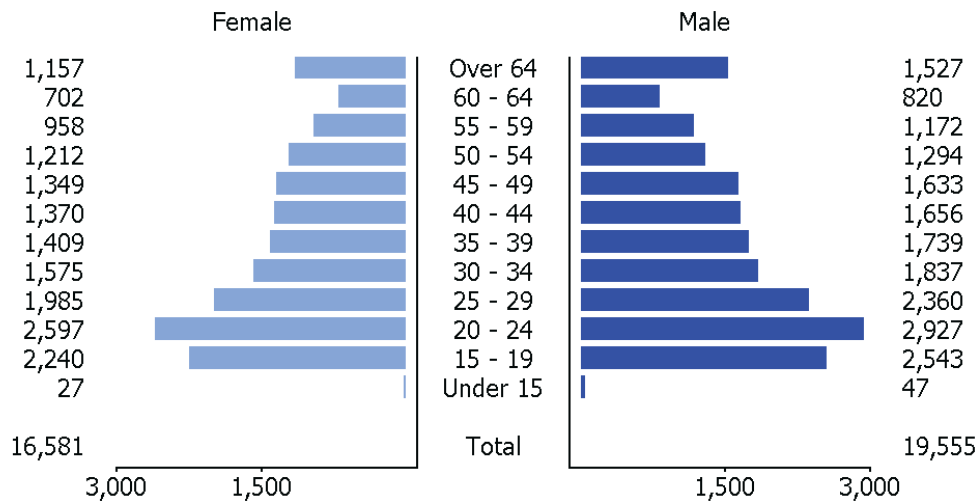
## District 3 Crash Statistics, 1998 - 2007

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2007	648	260	82	86	6,448	9,507	24,152
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

## Crashes in Selected Cities in District 3, 2005 - 2007

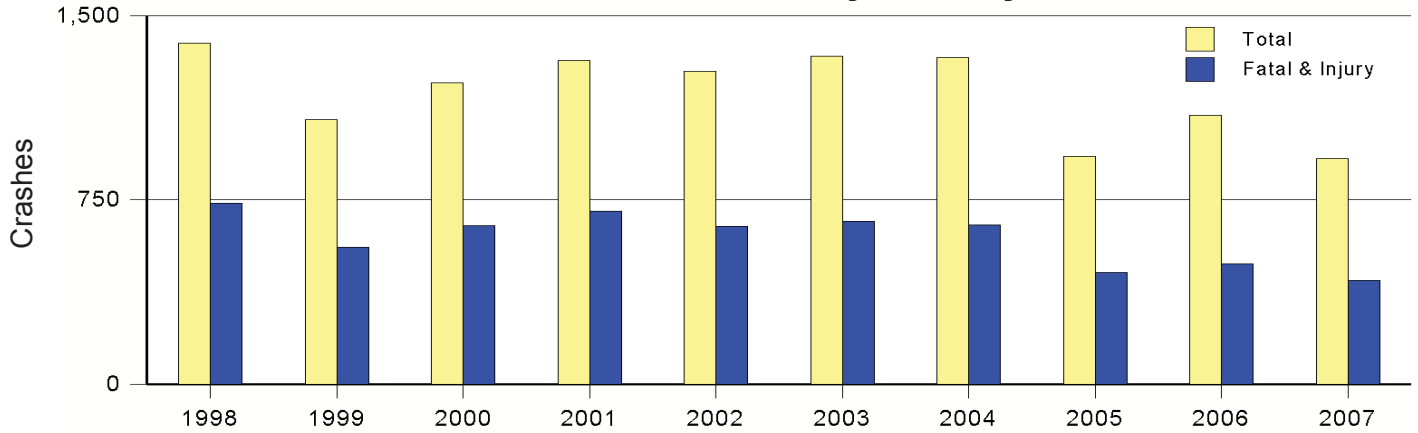


## District 3 Drivers in Crashes by Age and Sex, 2007





## District 3 Alcohol-involved Crashes by Severity, 1998 - 2007



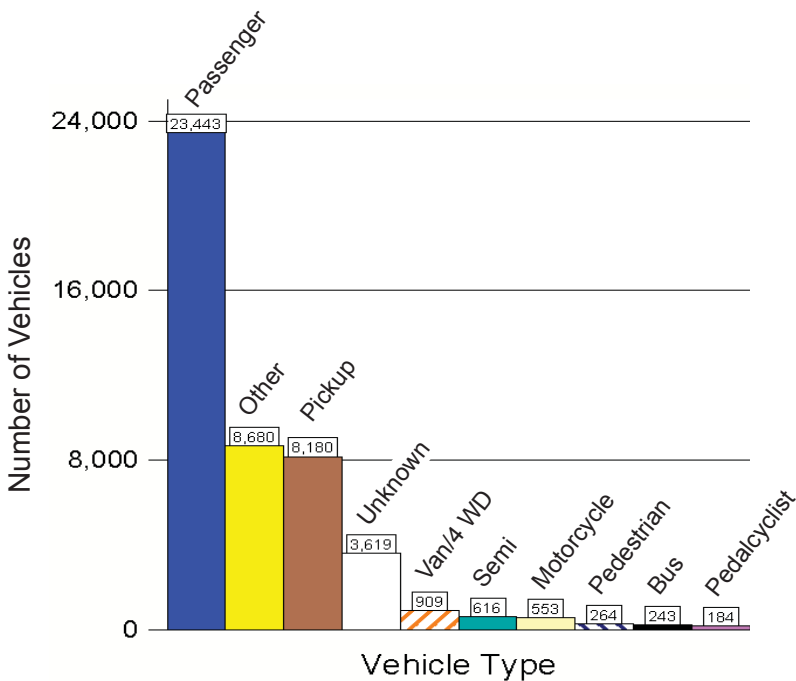
## Crashes in District 3 by Top Contributing Factor, 2005 - 2007

Urban			
Contributing Factor	2007	2006	2005
Driver inattention	8,412	7,570	6,104
Following too close	3,686	3,835	4,861
Failing to yield	3,010	3,195	3,281
Excessive speed	2,049	1,965	1,784
Red light running	1,411	1,554	1,742
Other	1,295	1,388	1,205
Improper turning	998	1,007	1,161

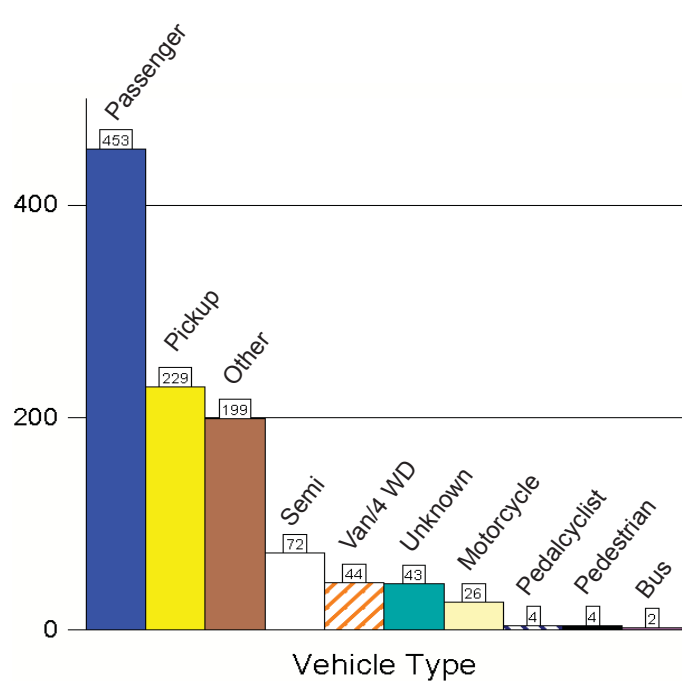
Rural			
Contributing Factor	2007	2006	2005
Driver inattention	146	157	194
Excessive speed	159	141	187
Other	63	78	118
Following too close	59	60	104
Failing to yield	54	52	81
Alcohol involvement	39	52	84
Mechanical defect	40	36	70

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

## 2007 Crash Involvement in District 3 by Vehicle Type in Urban Areas



## 2007 Crash Involvement in District 3 by Vehicle Type in Rural Areas

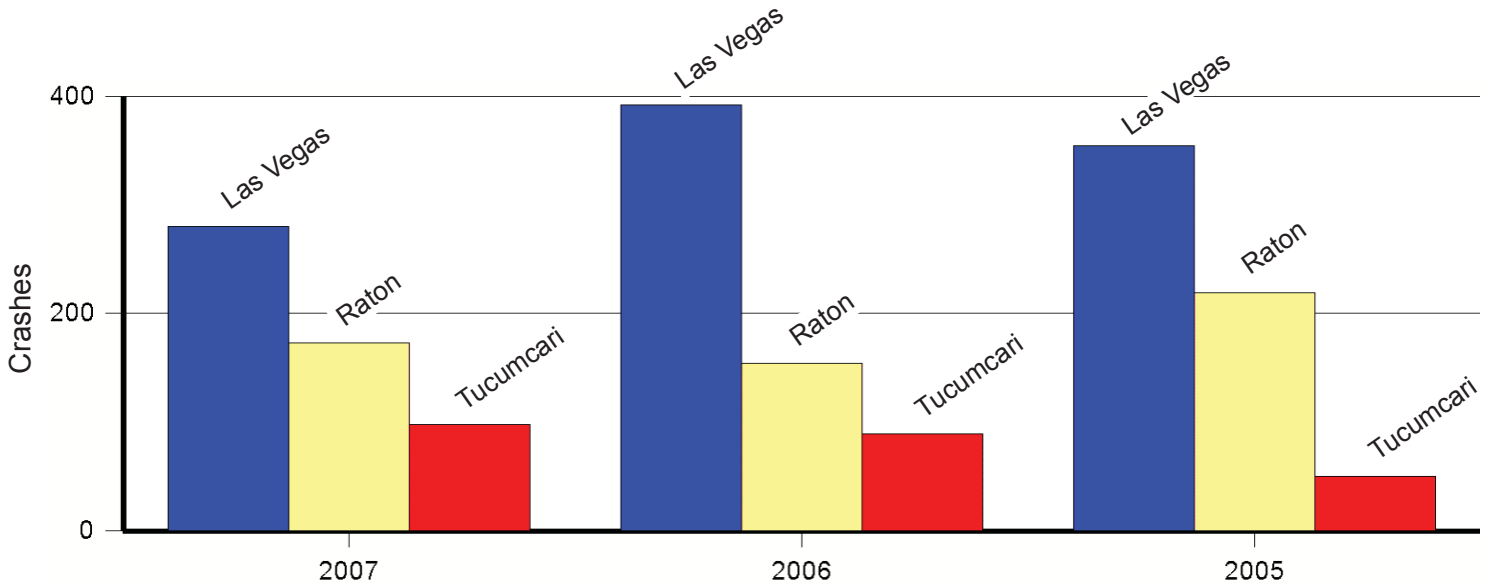


# DISTRICT 4

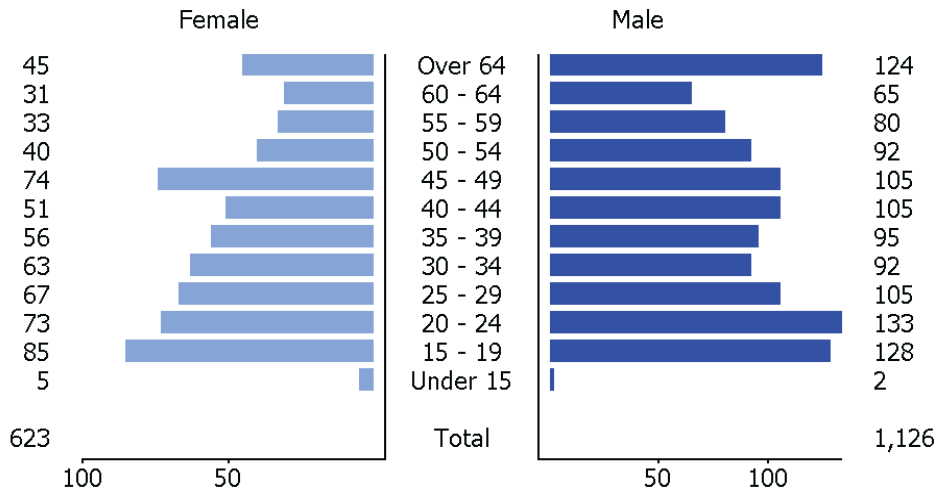
## District 4 Crash Statistics, 1998 - 2007

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2007	145	9	34	38	373	579	1,331
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

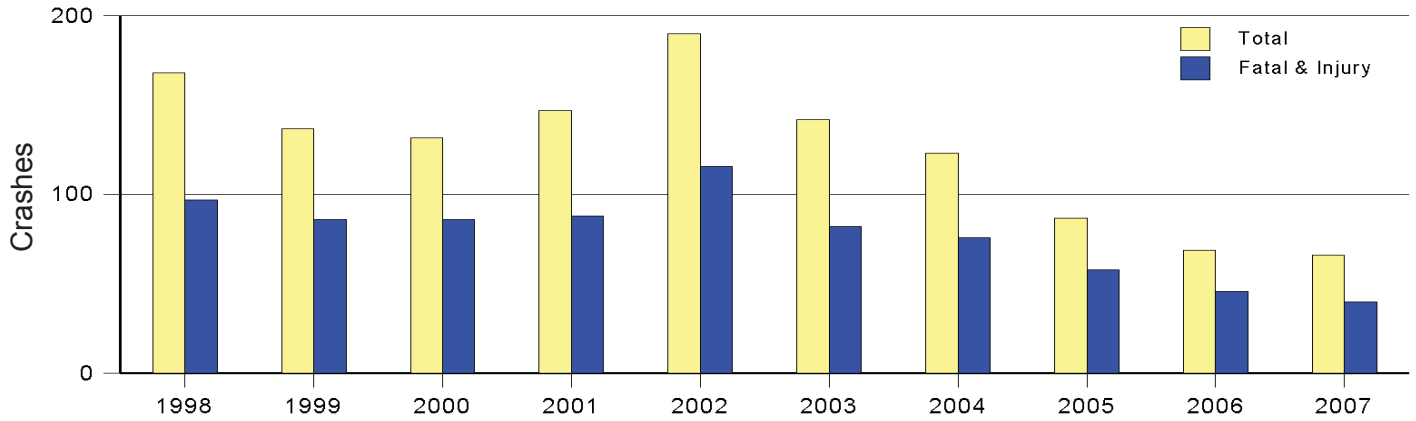
## Crashes in Selected Cities in District 4, 2005 - 2007



## District 4 Drivers in Crashes by Age and Sex, 2007



## District 4 Alcohol-involved Crashes by Severity, 1998 - 2007



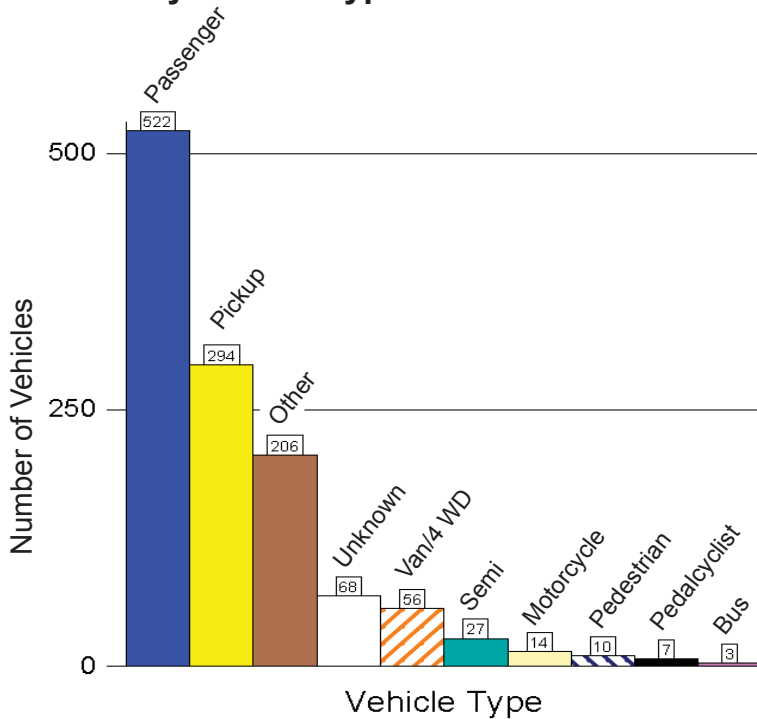
## Crashes in District 4 by Top Contributing Factor, 2005 - 2007

Urban			
Contributing Factor	2007	2006	2005
Driver inattention	175	194	171
Failing to yield	100	114	103
Excessive speed	99	68	90
Other	54	59	84
Following too close	67	66	62
Improper backing	0	102	68
Red light running	43	43	53

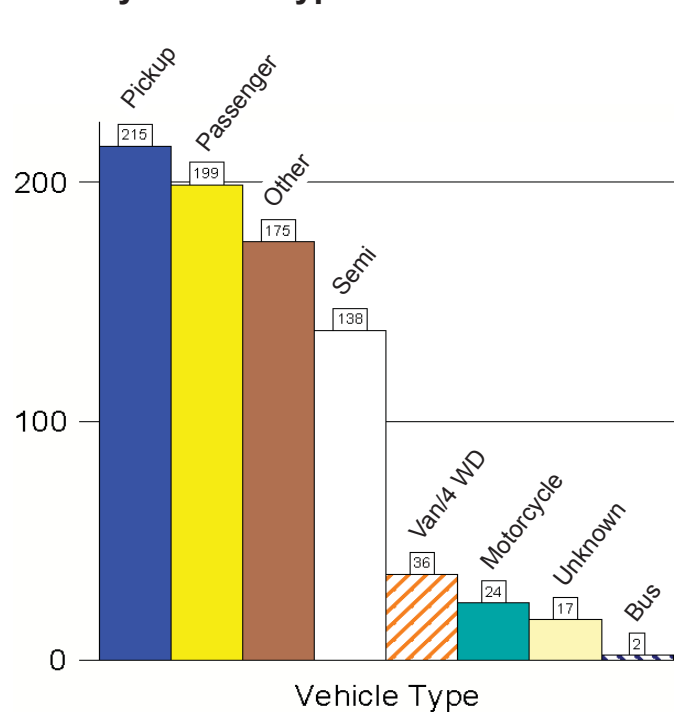
Rural			
Contributing Factor	2007	2006	2005
Excessive speed	195	130	202
Driver inattention	141	130	160
Other	83	168	165
Mechanical defect	30	44	68
Not driver error	96	26	10
Alcohol involvement	30	42	46
Driving left of center	24	22	40

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

## 2007 Crash Involvement in District 4 by Vehicle Type in Urban Areas



## 2007 Crash Involvement in District 4 by Vehicle Type in Rural Areas

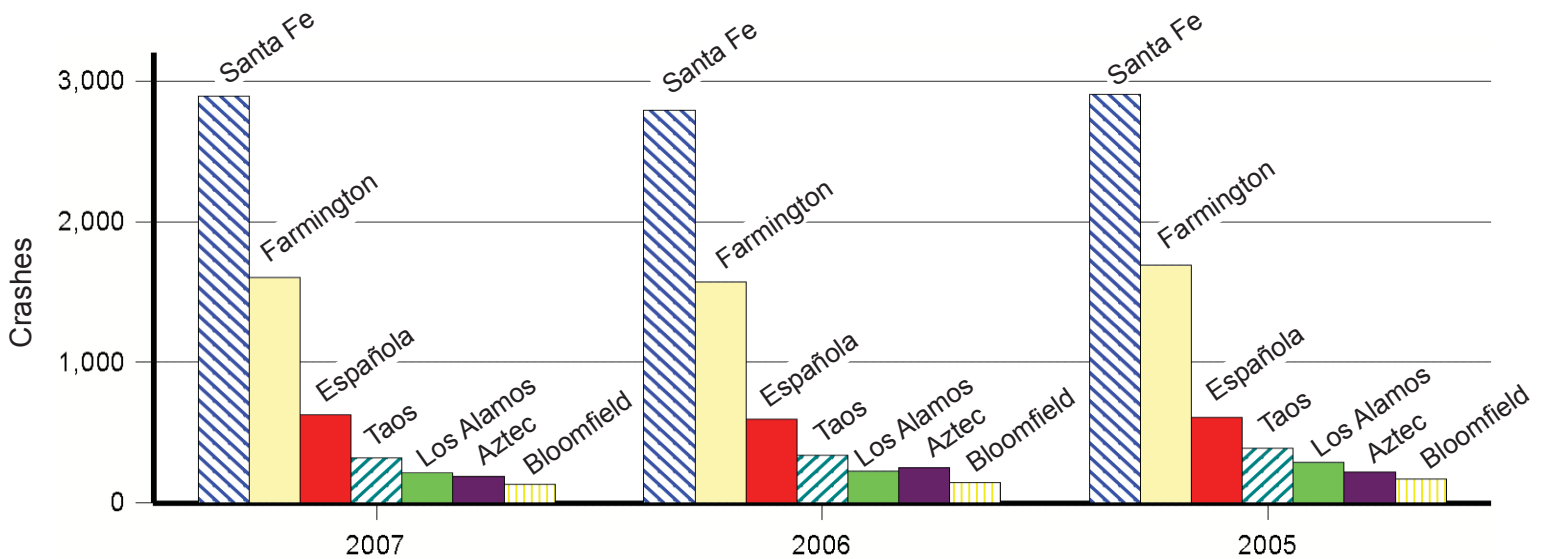


# DISTRICT 5

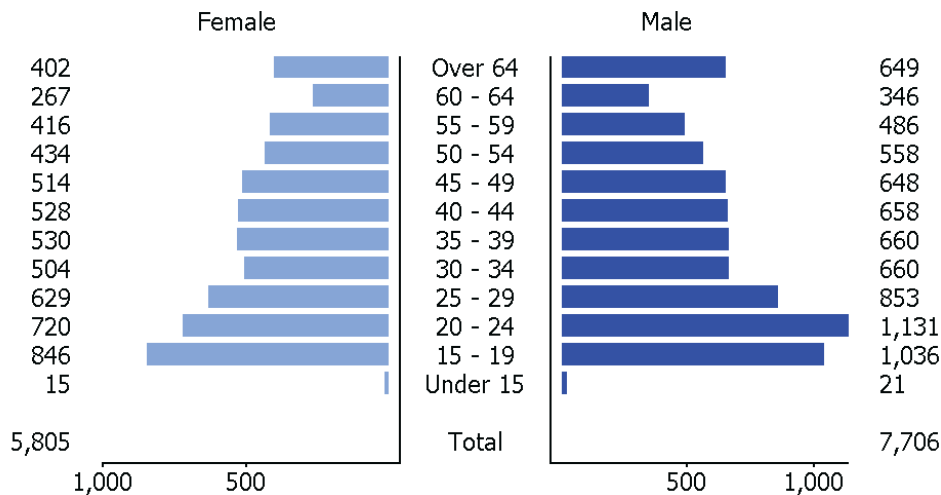
## District 5 Crash Statistics, 1998 - 2007

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2007	220	77	84	98	2,623	3,907	8,446
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

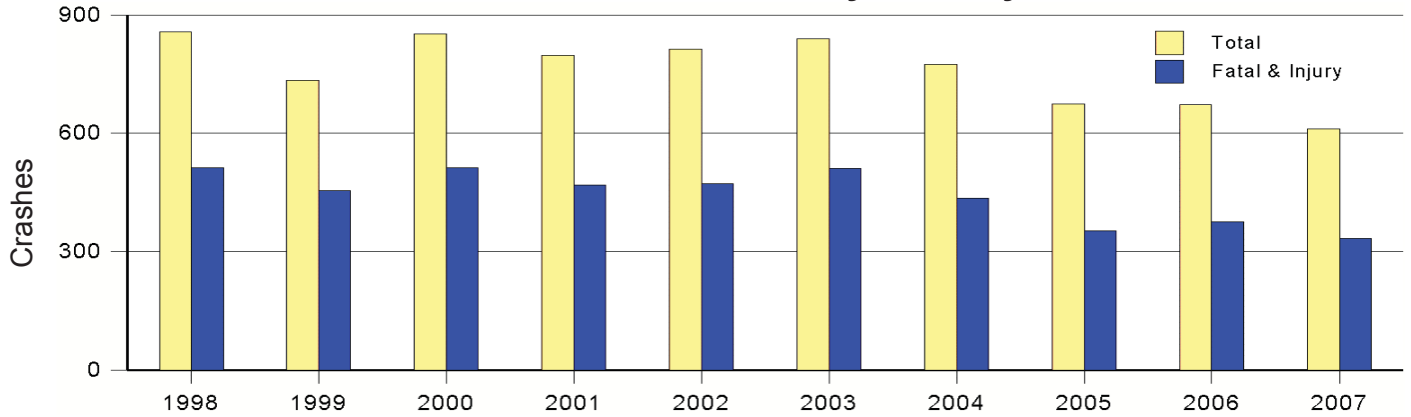
## Crashes in Selected Cities in District 5, 2005 - 2007



## District 5 Drivers in Crashes by Age and Sex, 2007



## District 5 Alcohol-involved Crashes by Severity, 1998 - 2007

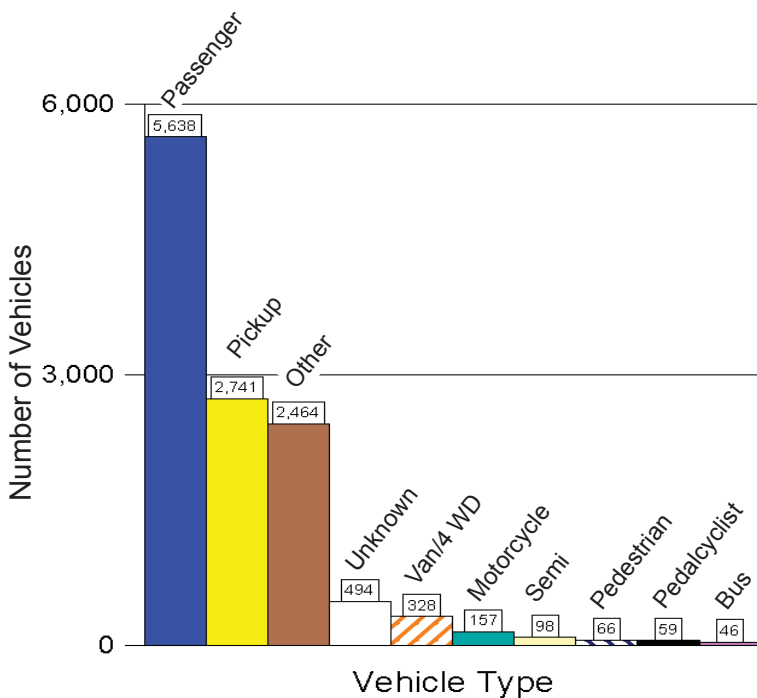


## Crashes in District 5 by Top Contributing Factor, 2005 - 2007

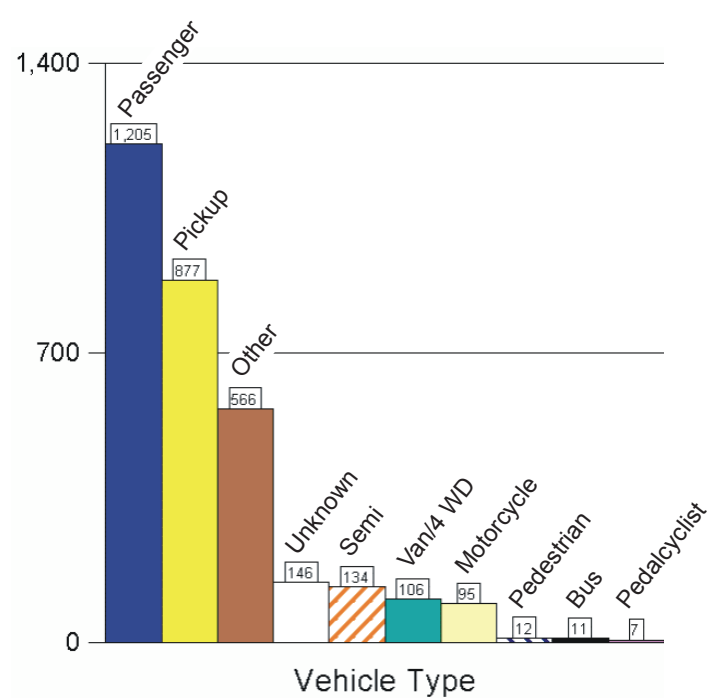
Urban			
Contributing Factor	2007	2006	2005
Following too close	1,542	1,498	1,627
Driver inattention	1,361	1,324	1,200
Failing to yield	1,066	1,101	1,174
Excessive speed	514	469	484
Alcohol involvement	426	414	426
Red light running	341	337	490
Other	335	355	373

Rural			
Contributing Factor	2007	2006	2005
Excessive speed	484	489	552
Driver inattention	382	407	477
Other	269	483	431
Alcohol involvement	217	287	265
Failing to yield	144	182	189
Following too close	133	148	172
Not driver error	345	71	33

## 2007 Crash Involvement in District 5 by Vehicle Type in Urban Areas



## 2007 Crash Involvement in District 5 by Vehicle Type in Rural Areas

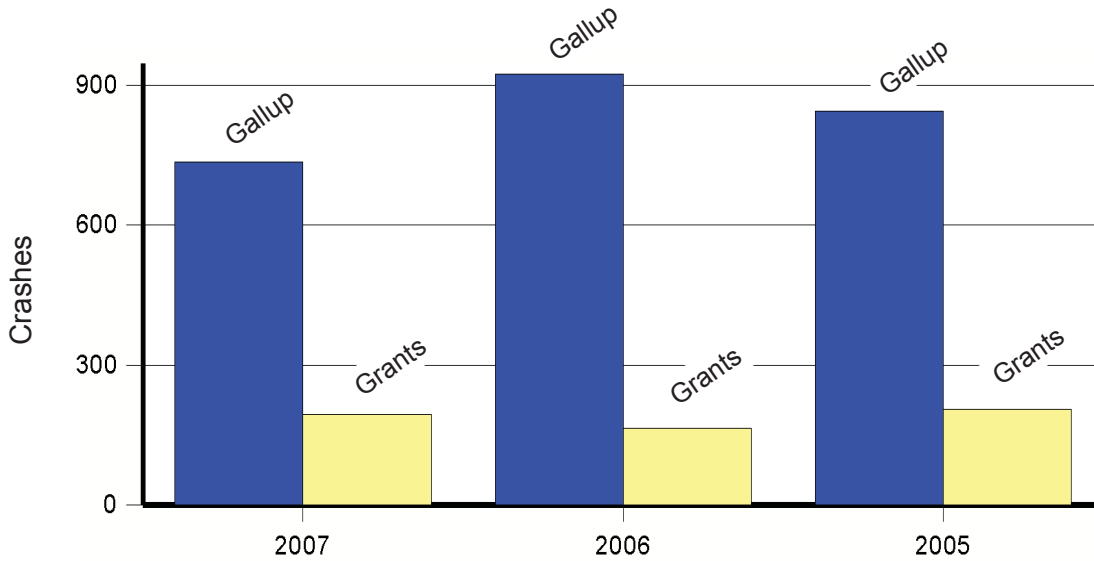


# DISTRICT 6

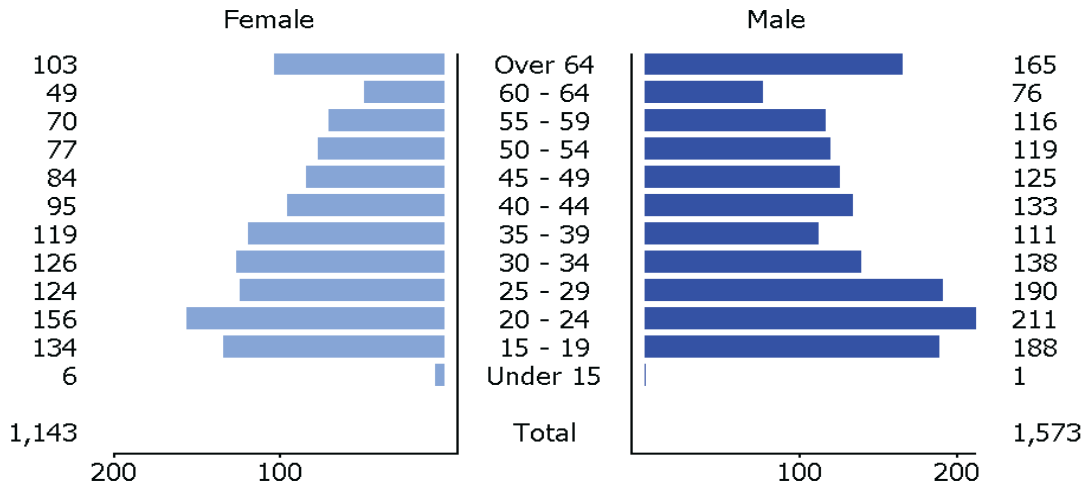
## District 6 Crash Statistics, 1998 - 2007

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2007	153	36	56	62	566	930	1,970
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

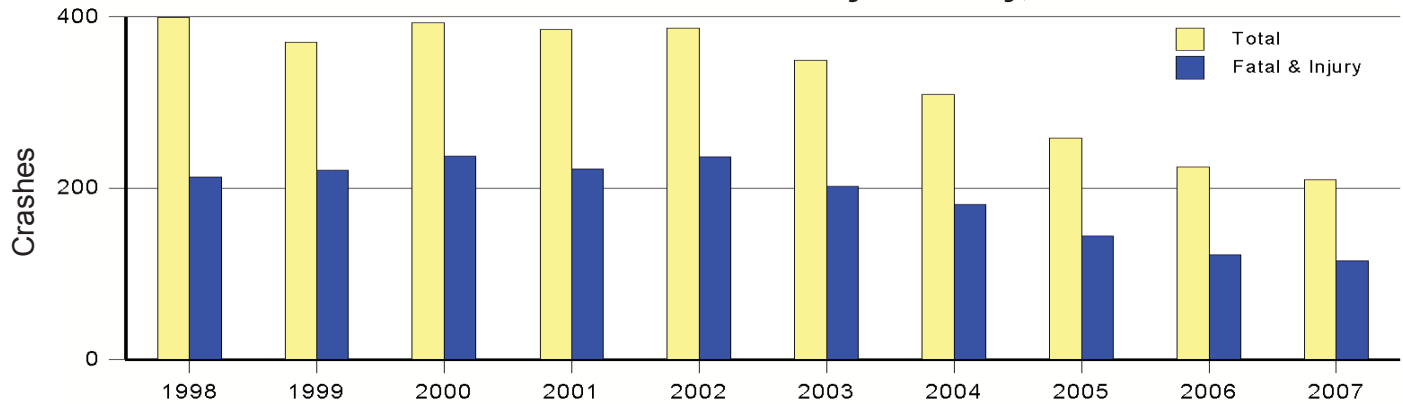
## Crashes in Selected Cities in District 6, 2005 - 2007



## District 6 Drivers in Crashes by Age and Sex, 2007



## District 6 Alcohol-involved Crashes by Severity, 1998 - 2007



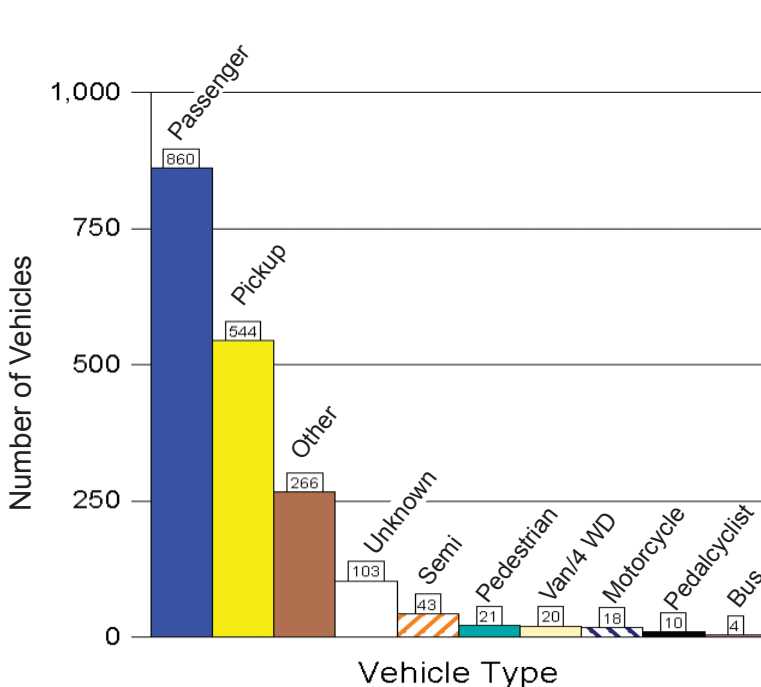
## Crashes in District 6 by Top Contributing Factor, 2005 - 2007

Urban			
Contributing Factor	2007	2006	2005
Failing to yield	223	233	222
Driver inattention	235	174	183
Following too close	132	172	187
Excessive speed	83	110	102
Alcohol involvement	90	91	111
Improper turning	71	91	56
Red light running	50	82	74

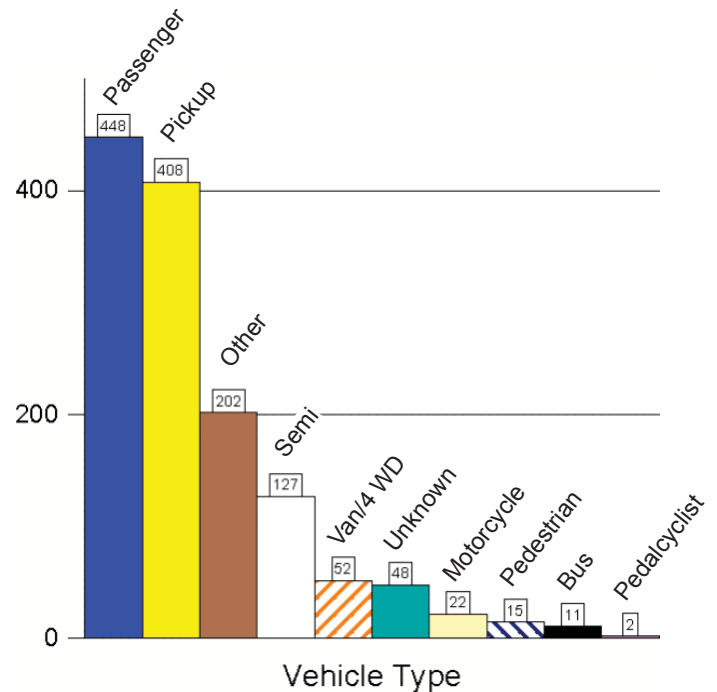
Rural			
Contributing Factor	2007	2006	2005
Excessive speed	216	191	300
Driver inattention	178	175	224
Other	135	182	237
Alcohol involvement	124	140	150
Not driver error	134	23	14
Mechanical defect	39	35	66
Failing to yield	41	30	57

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

## 2007 Crash Involvement in District 6 by Vehicle Type in Urban Areas



## 2007 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, 2007



In 2007 ...

- 173 people were killed in speed-related crashes.

## Highest Percentage of Speed-related Crashes, 2007 by Selected<sup>1</sup> Cities

City	Crashes				People	
	Total	Percent	Fatal	Injury	Killed	Injured
Las Vegas	51	18	1	13	1	18
Los Lunas	98	18	2	36	2	51
Española	100	16	0	45	0	70
Rio Rancho	161	13	0	61	0	85
Santa Fe	356	12	4	106	4	167
Gallup	86	12	1	29	2	51
Albuquerque	2,423	12	23	729	24	1,150

<sup>1</sup> 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 are submitted by the many law enforcement agencies in the state. These reports 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 2007.

**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 the 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** - 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, 2007*).

We are happy to have prepared this annual report for the New Mexico Traffic Safety Bureau for the twenty seventh 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](mailto:dgrint@unm.edu)

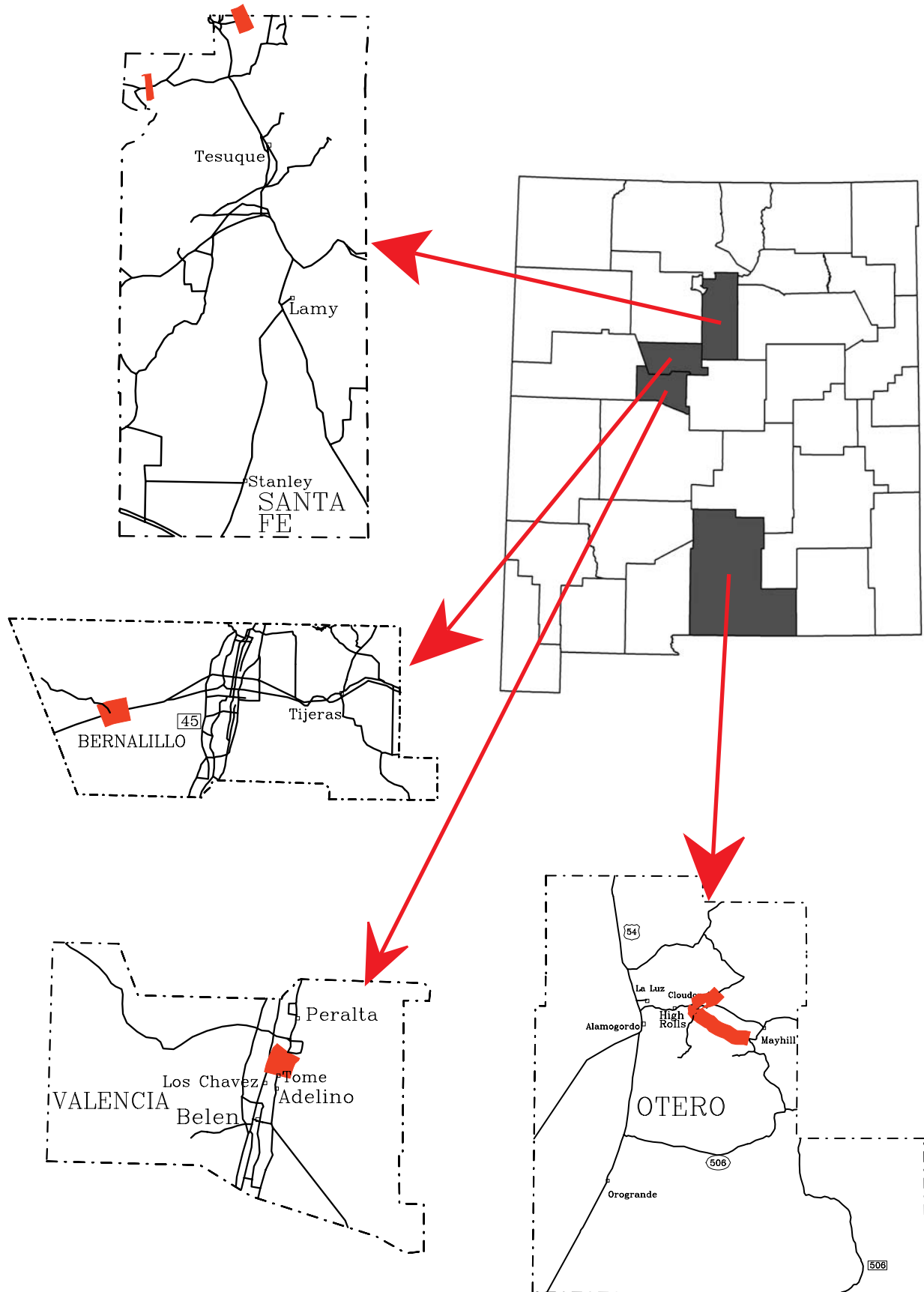
web site: <http://www.unm.edu/~dgrint>

# INDEX

Age	19-25, 30, 33-34	Million Vehicle Miles (MVM)	1, 2, 10, 32, 33, 53
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County	10-11, 31, 32	People	21-22
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# New Mexico's Highest Crash Rate Rural Highway Segments, 2007

(See page 15)



## Traffic Fatalities in New Mexico by County, 2007

