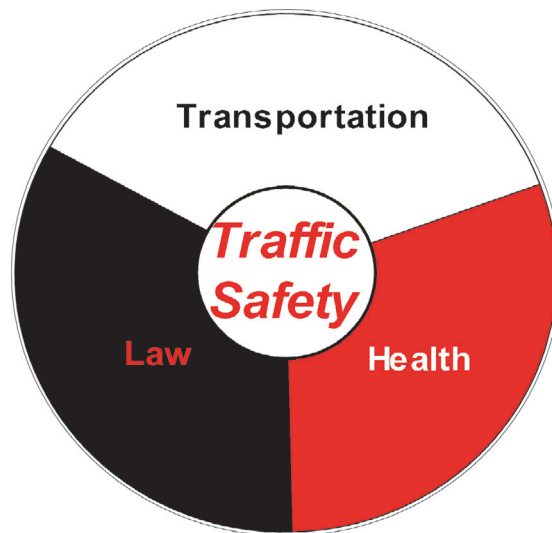


2008

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 14% 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
Department of Transportation
State of New Mexico
P.O. Box 1149
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(505) 827-0427
web site: <http://www.unm.edu/~dgrint/tsb.html>

New Mexico Traffic Crash Information 2008

New Mexico Department of Transportation
Programs Division
Traffic Safety Bureau

May 2010

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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, 2008. 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 Crash 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, Steven Davis, and Jim Holten IV. Special thanks to Jessica Bloom. Bich-Hanh Nguyen was 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 Crash 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.

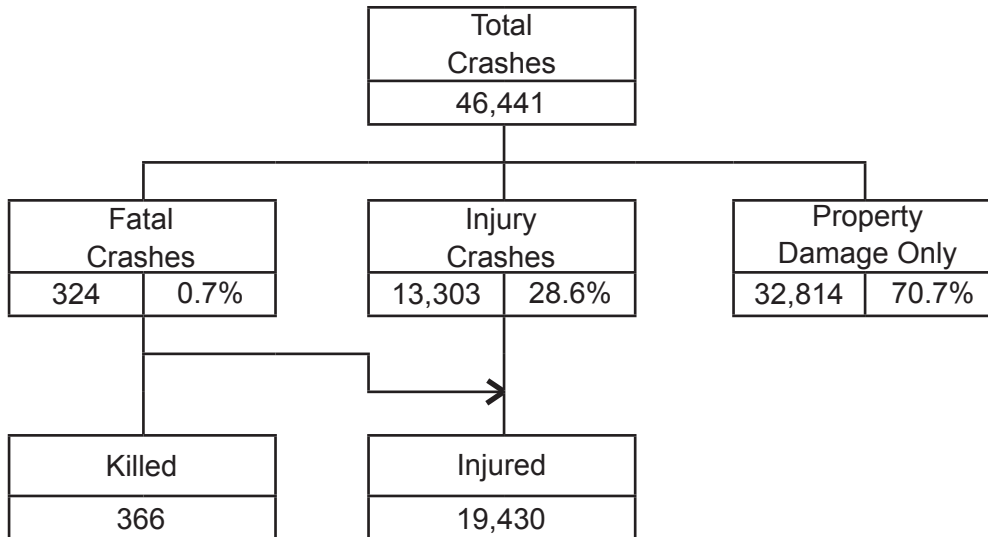
Vehicle Miles - the number of miles traveled annually by motor vehicles. MVM and 100 MVM stand for million and one hundred million vehicle miles, respectively.

OVERVIEW

In 2008, on average...

- An individual died in a crash every 24 hours.
- A person was injured in a crash every 27 minutes.
- A traffic crash occurred every 11 minutes.

Crashes in New Mexico by Severity, 2008



New Mexico Roadway Statistics, 1999 - 2008

Calendar Year	New Mexico					Death Rates ¹	
	Motor Vehicle Registrations	MVM ² Traveled	Population	Traffic Fatalities	Traffic Injuries	New Mexico	United States ³
2008	1,569,771	26,513	1,984,356	366	19,430	18.4	12.3
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	14.3
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	24.2	14.9
2001	1,428,460	22,707	1,832,608	464	27,536	25.3	14.8
2000	1,528,510	22,709	1,819,046	435	27,380	23.9	14.9
1999	1,576,482	22,451	1,739,844	460	24,240	26.4	15.3

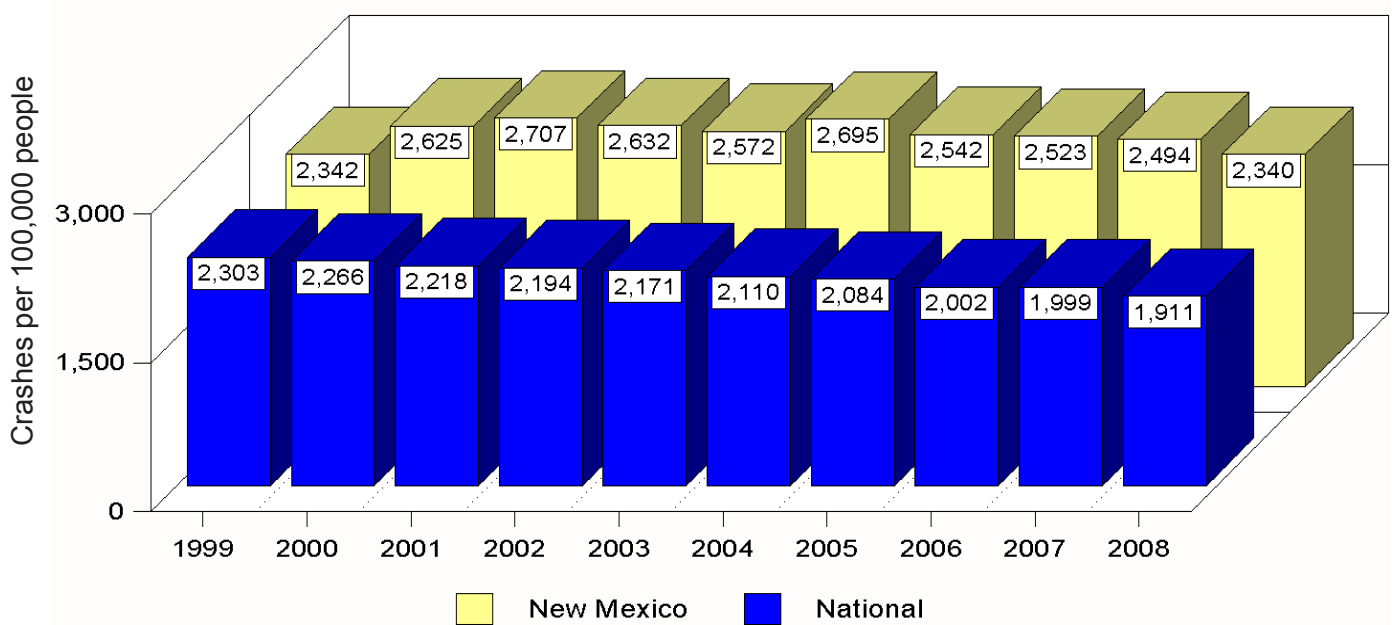
¹ Rates are per 100,000 population.

^{2,3} Definition: see page 53. Note: MVM data were re-estimated in 2000 for 1998-2000.

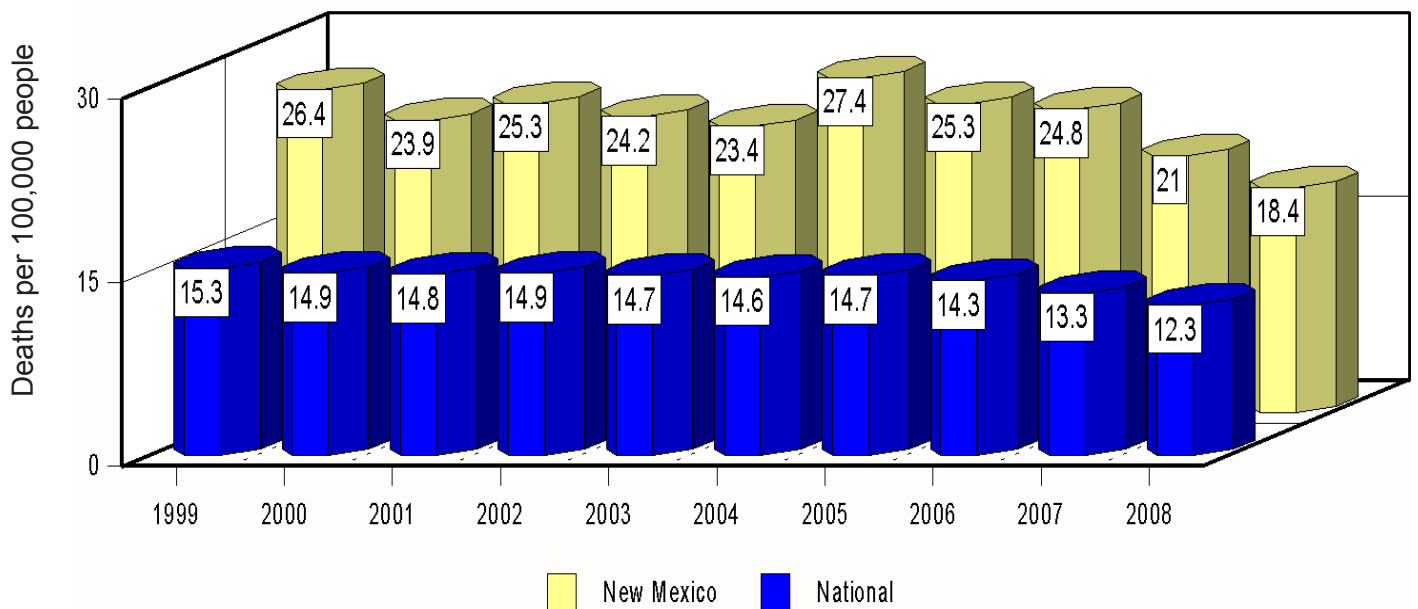
In New Mexico ...

- Overall, the New Mexico crash rate decreased by eleven percent from 2000 to 2008.

New Mexico and National Crash Rates, 1999 - 2008



New Mexico and National Crash Death Rates, 1999 - 2008

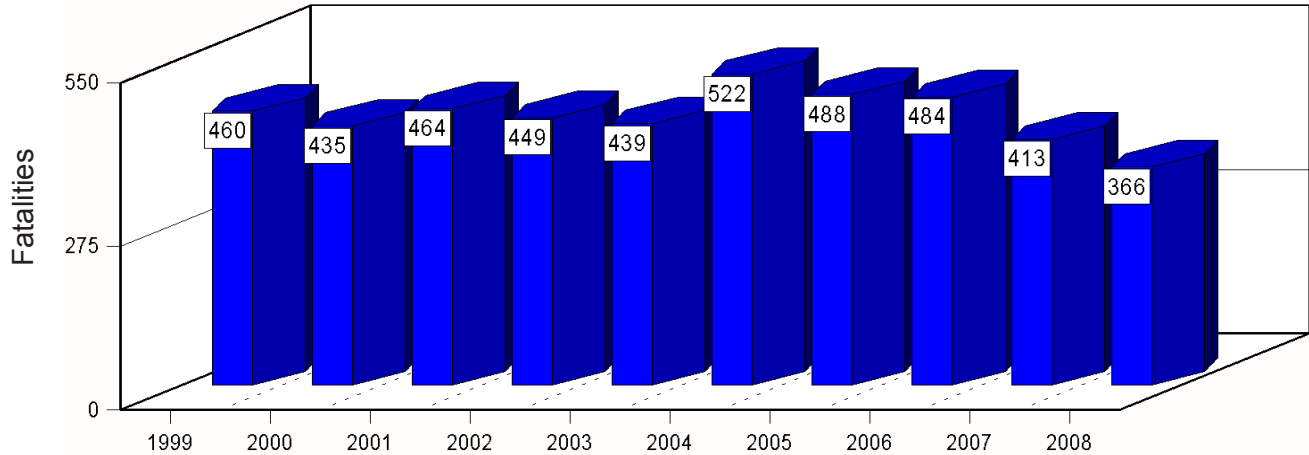


OVERVIEW

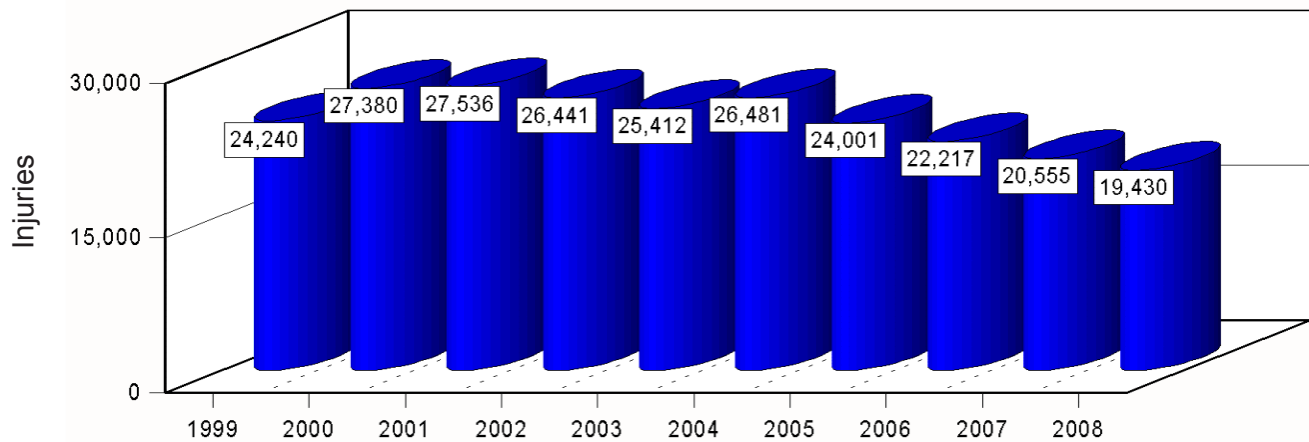
In 2008 compared to 2007, there were ...

- 1,125 (five percent) fewer injuries in crashes.

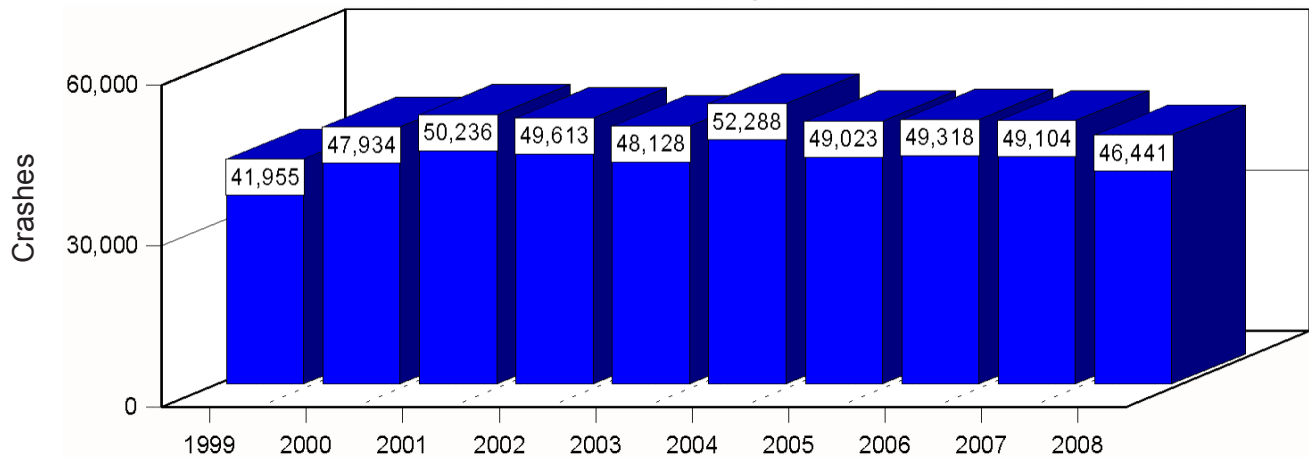
Crash Fatalities in New Mexico by Year, 1999 - 2008



Crash-related Injuries in New Mexico by Year, 1999 - 2008



Crashes in New Mexico by Year, 1999 - 2008



In 2008...

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

Crashes in New Mexico by Month, 2008

Month	Total	Percent	Total	Fatal	Percent	Fatal
January	3,948	8.5		18	5.6	
February	3,873	8.3		21	6.5	
March	3,898	8.4		32	9.9	
April	3,788	8.2		23	7.1	
May	3,983	8.6		30	9.3	
June	3,527	7.6		28	8.6	
July	3,389	7.3		23	7.1	
August	3,890	8.4		33	10.2	
September	3,840	8.3		22	6.8	
October	4,313	9.3		38	11.7	
November	3,704	8.0		27	8.3	
December	4,288	9.2		29	9.0	
Total	46,441	100.0	2,000 4,000	324	100.0	20 40

In 2008 ...

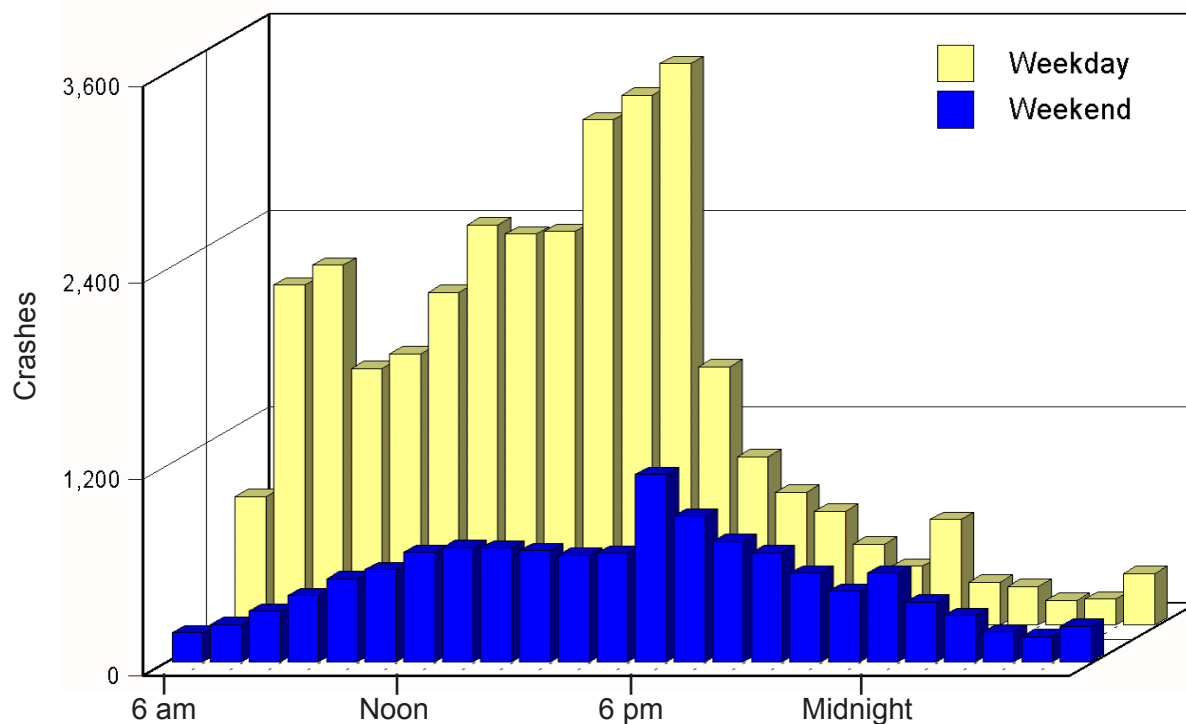
- Almost one in three of fatal crashes occurred on Saturday or Sunday.
- 39 percent of all crashes occurred on Friday through Sunday.

Crashes in New Mexico by Day of the Week, 2008

Day	Total	Percent	Total	Fatal	Percent	Fatal
Sunday	4,032	8.8		42	13.0	
Monday	7,092	15.4		49	15.1	
Tuesday	7,105	15.4		35	10.8	
Wednesday	6,863	14.9		33	10.2	
Thursday	6,917	15.0		44	13.6	
Friday	8,200	17.8		59	18.2	
Saturday	5,829	12.7		62	19.1	
Total	46,038	100.0	4,000 8,000	324	100.0	30 60

- For this table, each day was considered to run from 6:00 a.m. to 5:59 a.m. the following morning.
- There are 403 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, 2008



- 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, 2008

Urban			
Day	Hour ¹	Crashes	% of Total
Friday	3 p.m.	686	1.8
Friday	4 p.m.	667	1.7
Friday	5 p.m.	646	1.7
Tuesday	5 p.m.	625	1.6
Wednesday	5 p.m.	604	1.6
Thursday	5 p.m.	589	1.5
Monday	5 p.m.	586	1.5

Rural			
Day	Hour ¹	Crashes	% of Total
Friday	6 p.m.	95	1.2
Monday	7 a.m.	92	1.2
Tuesday	8 a.m.	84	1.1
Thursday	5 p.m.	84	1.1
Tuesday	5 p.m.	82	1.0
Friday	3 p.m.	82	1.0
Friday	5 p.m.	82	1.0

¹ An hour begins at :00 and ends at :59 (e.g. 4 p.m. represents 4:00 - 4:59).

Crashes in New Mexico During Holiday Periods, 2005 - 2008

Holiday	Total Hours	Beginning (6 p.m.)	Ending (midnight)	Crashes			People	
				Total	Fatal	Injury	Killed	Injured
Easter								
2008	54	3/21	3/23	207	2	65	2	103
2007	54	4/07	4/09	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
Memorial Day								
2008	78	5/23	5/26	295	1	92	1	135
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
Fourth of July								
2008	78	7/03	7/06	279	3	103	3	154
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
Labor Day								
2008	78	8/29	9/01	96	1	32	1	56
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
Thanksgiving								
2008	102	11/26	11/30	423	4	112	7	186
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
Christmas								
2008	30	12/24	12/25	66	0	14	0	23
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
New Year's								
2008-2009	30	12/31	1/01/09	103	0			
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

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, 2008*

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	29	

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
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						

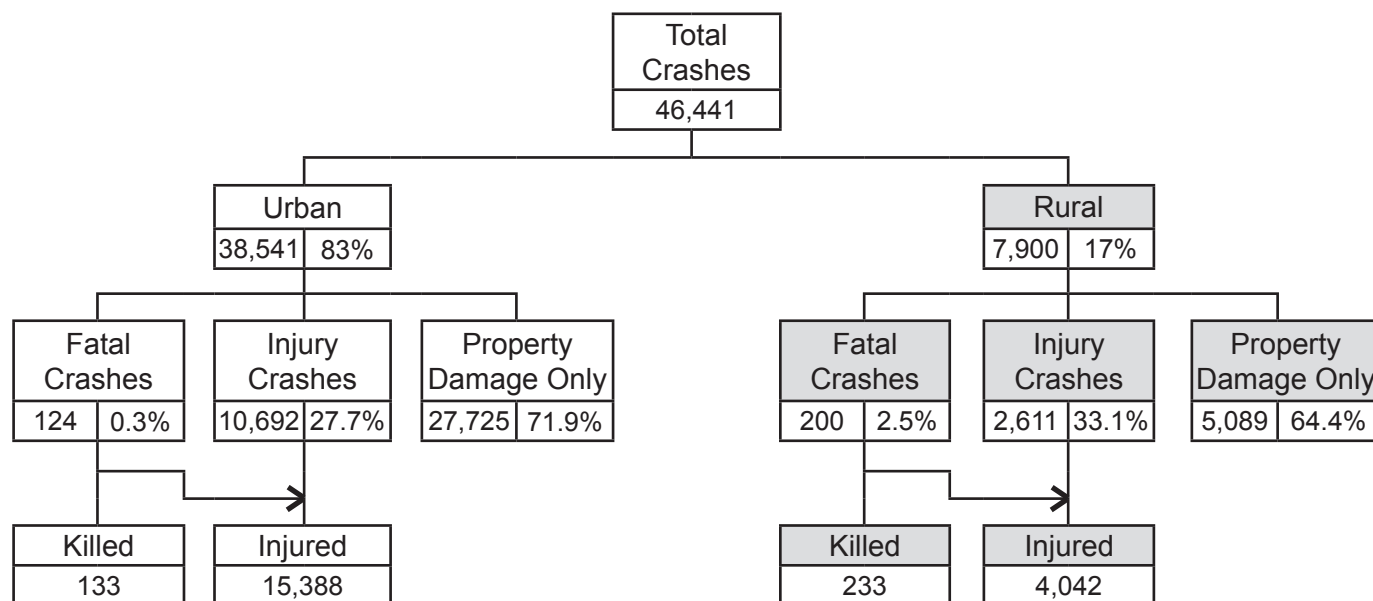
December

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, 2008



In 2008, Almost four times as many people were injured in urban area crashes than in rural.

Crashes on New Mexico Pueblos and Reservations¹, 2008

Pueblo or Reservation	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Acoma	26	0	9	17	0	12
Alamo Navajo	3	1	1	1	1	1
Cochiti	4	0	1	3	0	1
Isleta	114	1	35	78	1	58
Jemez	4	0	1	3	0	1
Jicarilla Apache	44	1	7	36	1	11
Laguna	52	6	16	30	8	34
Mescalero Apache	13	4	3	6	4	9
Nambe	1	0	0	1	0	0
Navajo	95	10	38	47	13	71
Picuris	4	0	3	1	0	4
Pojoaque	14	0	5	9	0	9
Ramah Navajo	15	0	4	11	0	9
Sandia	35	4	17	14	6	30
San Felipe	62	0	27	35	0	54
San Ildefonso	11	0	6	5	0	6
Ohkay Owingeh ²	19	0	8	11	0	14
Santa Ana	9	2	3	4	2	3
Santa Clara	9	1	0	8	1	0
Santo Domingo	18	0	7	11	0	9
Taos Pueblo	1	0	1	0	0	1
Tesuque	17	0	8	9	0	11
Zuni	1	0	0	1	0	0

¹ Crashes for several of the pueblos and reservations may be underreported.

² In 2005, San Juan Pueblo changed their name back to Ohkay Owingeh.

WHERE

In 2008 ...

- Crashes in New Mexico cost approximately \$2,022 per licensed driver.

New Mexico Crashes by County, 2008

County	Crashes				People		Rates		Economic Loss ¹	100 MVM	Licensed Drivers	2008 ² Population
	Total	Fatal	Injury	Property Damage	Killed	Injured	Crash Rate	Death Rate				
Bernalillo	19,457	54	5,253	14,150	57	7,504	321	0.94	878,250	60.7	455,186	635,139
Catron	37	0	11	26	0	18	35	0.00	4,886	1.0	3,361	3,405
Chaves	1,647	9	414	1,224	10	601	254	1.54	97,569	6.5	43,963	63,060
Cibola	483	6	146	331	7	218	72	1.04	56,686	6.8	16,206	27,285
Colfax	365	3	87	275	4	121	108	1.18	37,416	3.4	10,782	12,962
Curry	1,007	4	278	725	6	403	229	1.36	54,439	4.4	30,720	43,755
De Baca	28	1	6	21	1	7	20	0.70	2,977	1.4	1,637	1,907
Doña Ana	3,995	12	1,335	2,648	13	1,927	163	0.53	245,903	24.5	134,412	201,603
Eddy	1,367	15	342	1,010	16	486	152	1.78	86,125	9.0	37,859	51,360
Grant	664	11	183	470	11	268	150	2.48	54,544	4.4	23,289	29,844
Guadalupe	196	8	64	124	8	114	36	1.49	35,566	5.4	3,135	4,346
Harding	10	0	2	8	0	2	33	0.00	1,230	0.3	598	684
Hidalgo	93	4	42	47	4	62	29	1.25	14,325	3.2	3,530	4,910
Lea	1,471	14	407	1,050	16	587	214	2.33	87,250	6.9	41,508	59,155
Lincoln	437	1	123	313	1	179	114	0.26	37,260	3.8	17,276	20,793
Los Alamos	185	0	46	139	0	56	128	0.00	8,938	1.4	16,028	18,150
Luna	446	10	120	316	12	209	48	1.28	41,007	9.4	18,829	27,227
McKinley	1,178	27	302	849	32	497	85	2.30	110,284	13.9	38,322	70,724
Mora	46	1	14	31	1	26	32	0.70	6,776	1.4	3,711	5,052
Otero	1,057	9	328	720	9	478	133	1.13	75,720	8.0	40,469	62,776
Quay	213	9	51	153	13	94	42	2.53	31,424	5.1	7,330	8,929
Rio Arriba	638	14	168	456	16	274	117	2.92	70,735	5.5	30,866	40,692
Roosevelt	330	5	90	235	6	122	107	1.94	21,961	3.1	12,402	18,889
Sandoval	1,889	17	614	1,258	22	943	159	1.86	135,660	11.9	91,559	122,298
San Juan	2,843	27	905	1,911	30	1,360	162	1.71	201,051	17.5	78,728	122,500
San Miguel	310	9	78	223	9	114	85	2.47	16,191	3.6	18,887	28,558
Santa Fe	3,763	14	1,210	2,539	14	1,725	201	0.75	225,426	18.7	111,768	143,937
Sierra	257	5	66	186	5	101	122	2.37	28,221	2.1	9,571	12,437
Socorro	332	11	91	230	16	134	60	2.89	35,898	5.5	12,286	18,180
Taos	499	7	157	335	8	236	146	2.34	35,811	3.4	25,562	31,546
Torrance	245	6	67	172	7	94	51	1.45	35,968	4.8	11,266	16,269
Union	103	2	27	74	2	39	82	1.60	9,728	1.3	3,202	3,777
Valencia	850	9	276	565	10	431	126	1.49	60,199	6.7	52,945	72,207
Total	46,441	324	13,303	32,814	366	19,430	175	1.38	2,845,421	265.1	1,407,193	1,984,356

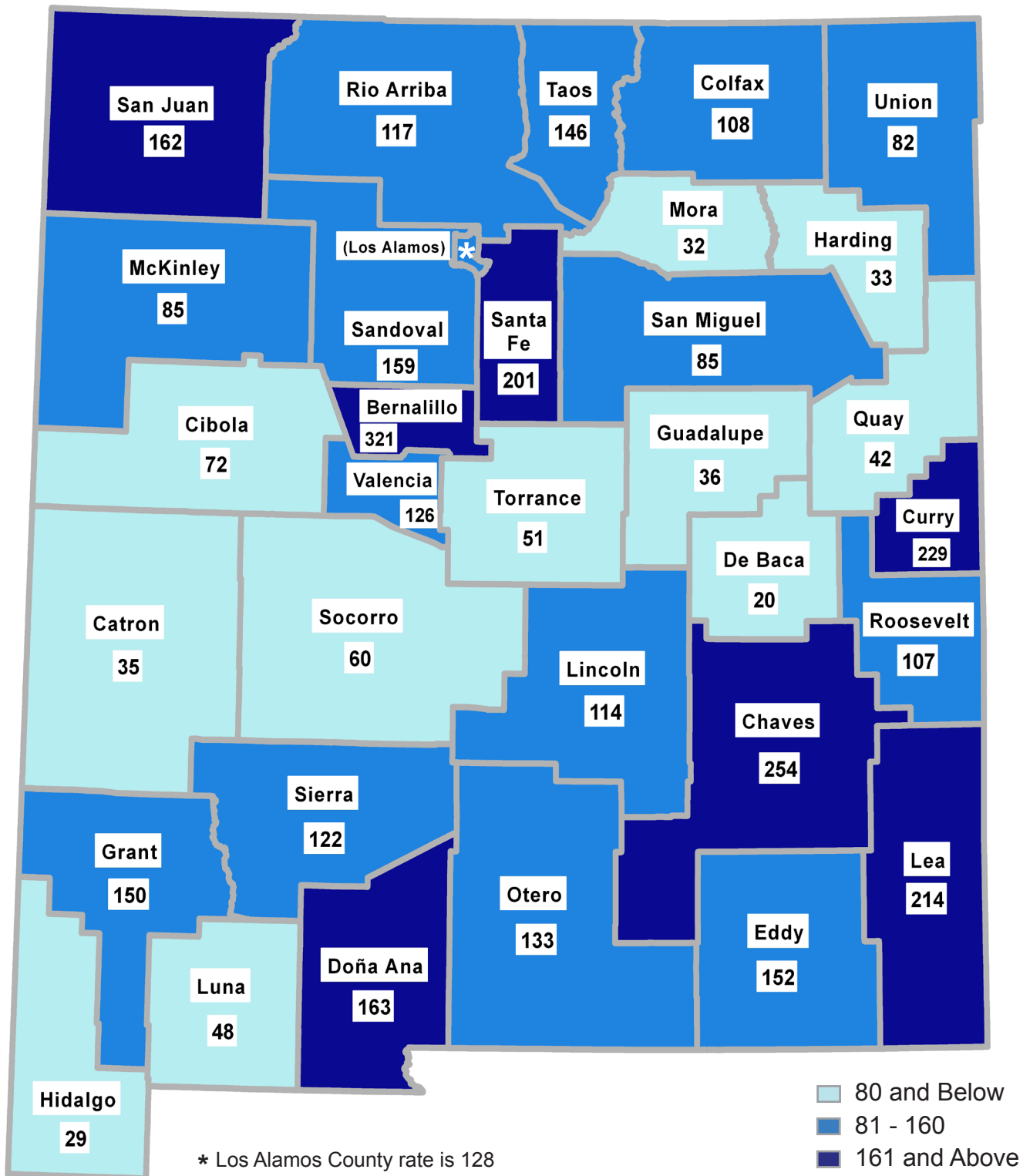
1 Crash cost estimates are in thousands of dollars and are based on FHWA Economic Loss Formulae (see page 53)

2 see page 53

In 2008 ...

- The overall crash rate in New Mexico was 175 per 100 MVM.

Crash Rates in New Mexico by County, 2008



Crashes in New Mexico by City, 2008

City	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Alamogordo	677	0	197	480	0	285
Albuquerque	18,961	46	5,119	13,796	48	7,312
Anthony	74	2	19	53	2	28
Angel Fire	7	0	2	5	0	2
Artesia	221	0	41	180	0	52
Aztec	170	1	46	123	1	56
Bayard	20	0	5	15	0	7
Belen	223	2	65	156	2	95
Bernalillo	290	2	97	191	2	153
Bloomfield	154	0	43	111	0	63
Bosque Farms	57	2	19	36	2	27
Capitan	12	0	5	7	0	7
Carlsbad	824	2	198	624	2	277
Carrizozo	8	0	2	6	0	2
Chama	13	0	3	10	0	5
Cimarron	1	0	0	1	0	0
Clayton	39	0	7	32	0	11
Cloudcroft	5	0	3	2	0	3
Clovis	853	2	224	627	2	323
Columbus	15	1	4	10	1	5
Corona	6	0	1	5	0	3
Corrales	61	0	26	35	0	31
Cuba	11	1	2	8	3	8
Deming	271	1	55	215	1	80
Des Moines	1	0	0	1	0	0
Dexter	5	0	1	4	0	1
Dora	1	0	1	0	0	1
Eagle Nest	1	0	1	0	0	1
Elida	4	0	2	2	0	3
Encino	1	0	0	1	0	0
Española	598	3	176	419	3	272
Estancia	4	0	0	4	0	0
Eunice	34	0	4	30	0	5
Farmington	1,508	3	457	1,048	3	676
Floyd	2	0	1	1	0	1
Folsom	1	0	0	1	0	0
Fort Sumner	8	0	1	7	0	1
Gallup	757	5	184	568	5	288
Grady	1	0	0	1	0	0
Grants	189	1	55	133	1	84
Grenville	2	0	0	2	0	0
Hagerman	3	0	0	3	0	0
Hatch	19	0	3	16	0	3
Hobbs	935	3	249	683	4	363
Hope	2	0	0	2	0	0
Hurley	6	0	0	6	0	0

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

(continued on the next page)

Crashes in New Mexico by City, 2008

City	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Jal	12	0	2	10	0	2
Jemez Springs	6	0	2	4	0	4
La Mesilla	2	0	0	2	0	0
Las Cruces	3,167	4	1,049	2,114	4	1,482
Las Vegas	284	5	70	209	5	102
Logan	5	0	0	5	0	0
Lordsburg	21	1	6	14	1	13
Los Alamos	172	0	42	130	0	50
Los Lunas	339	0	110	229	0	180
Loving	1	0	0	1	0	0
Lovington	204	2	44	158	2	61
Magdalena	1	0	0	1	0	0
Melrose	4	0	2	2	0	4
Milan	47	1	6	40	1	9
Moriarty	67	0	17	50	0	22
Mountainair	2	1	0	1	1	4
Portales	233	1	52	180	1	70
Questa	2	0	0	2	0	0
Raton	175	1	33	141	1	45
Red River	1	0	1	0	0	1
Rio Rancho	1,064	4	324	736	4	485
Roswell	1,323	5	309	1,009	6	453
Roy	1	0	0	1	0	0
Ruidoso	175	0	47	128	0	64
Ruidoso Downs	26	0	8	18	0	16
San Jon	2	0	1	1	0	3
San Ysidro	4	0	3	1	0	4
Santa Fe	2,709	7	844	1,858	7	1,180
Santa Clara ¹	8	0	1	7	0	1
Santa Rosa	40	0	17	23	0	26
Shiprock	104	5	46	53	6	81
Silver City	374	3	102	269	3	145
Socorro	190	2	38	150	4	51
Springer	3	0	1	2	0	1
Sunland Park	121	0	39	82	0	62
Taos	330	3	91	236	3	131
Tatum	3	0	2	1	0	3
Texico	14	0	4	10	0	6
Tijeras	3	0	1	2	0	1
T or C	136	1	31	104	1	44
Tucumcari	72	1	20	51	1	34
Tularosa	27	0	5	22	0	7
Vaughn	2	0	0	2	0	0
Virden	1	0	0	1	0	0
Wagon Mound	3	0	1	2	0	4
Willard	3	0	2	1	0	2
Williamsburg	3	0	1	2	0	1

¹ In 1996, Central changed its name to Santa Clara

Crash Rates for Selected¹ New Mexico Cities, 2008

City ¹	Crashes ²		Rates ³		Estimated 2008 Population ⁵
	Total	Fatal and Injury ⁴	Total	Fatal and Injury ⁴	
Alamogordo	625	52	17.5	1.45	35,757
Albuquerque	13,711	1,168	26.3	2.24	521,999
Artesia	210	12	19.1	1.09	10,994
Aztec	160	10	23.1	1.44	6,927
Belen	172	23	23.5	3.14	7,325
Bernalillo	241	16	26.1	1.73	9,237
Bloomfield	137	19	18.9	2.63	7,234
Bosque Farms	50	6	12.3	1.48	4,060
Carlsbad	788	66	30.7	2.58	25,629
Clovis	806	60	24.9	1.85	32,352
Corrales	54	9	6.9	1.16	7,787
Deming	228	16	14.7	1.03	15,480
Española	563	16	58.1	1.65	9,691
Farmington	1,453	134	34.1	3.14	42,637
Gallup	661	36	33.1	1.80	19,979
Grants	145	9	16.3	1.01	8,871
Hobbs	909	82	29.8	2.69	30,476
Las Cruces	2,886	274	31.4	2.98	91,865
Las Vegas	274	19	19.8	1.38	13,818
Los Alamos	166	13	9.1	0.72	18,150
Los Lunas	244	19	17.2	1.34	14,153
Lovington	194	15	19.4	1.50	9,975
Portales	202	17	16.5	1.39	12,215
Raton	151	10	23.4	1.55	6,465
Rio Rancho	979	114	12.3	1.43	79,655
Roswell	1,272	90	27.5	1.95	46,198
Ruidoso	149	8	16.4	0.88	9,096
Santa Fe	2,281	147	31.8	2.05	71,831
Silver City	343	29	33.2	2.81	10,329
Socorro	165	17	18.4	1.89	8,989
Sunland Park	118	16	8.2	1.11	14,453
Taos	306	25	55.1	4.50	5,551
T or C	121	12	17.8	1.77	6,784
Tucumcari	64	5	12.1	0.95	5,268

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

2 Only crashes investigated by local police departments are included. Reports produced prior to 1997 are not comparable to this table.

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 2008 and are from the U.S. Census Bureau.

New Mexico's Seven Highest Fatal and Injury Crash Intersections, 2008

Intersection	City	Crashes		
		Total	Fatal	Injury
Jefferson St. NE & Paseo Del Norte Blvd. NE	Albuquerque	131	0	35
Montgomery Blvd. NE & Wyoming Blvd. NE	Albuquerque	81	0	23
Elks Dr. & Main St.	Las Cruces	47	0	22
Coors Blvd. NW & Quail Rd. NW	Albuquerque	63	0	20
Eubank Blvd. NE & Montgomery Blvd. NE	Albuquerque	66	0	19
Montgomery Blvd. NE & San Mateo Blvd. NE	Albuquerque	59	0	19
Coors Blvd. NW & Paseo Del Norte Blvd. NW	Albuquerque	48	0	19

- 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, 2006 - 2008

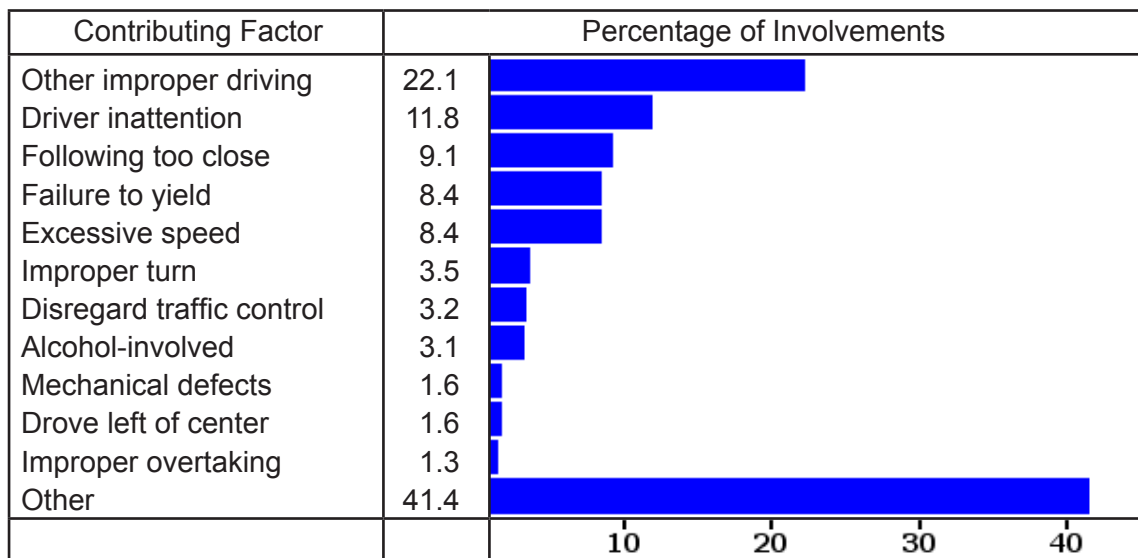
Highway	Mile post	County	Crashes			
			Total	Fatal	Injury	Rate
NM 76	6.0 to 8.2	Rio Arriba	69	0	29	172.1
NM 244	0.0 to 6.1	Otero	16	0	8	398.9
NM 130	0.0 to 16.7	Otero	19	0	12	271.5
US 64	284.7 to 294.7	Colfax	30	0	13	139.8
US 64	76.1 to 84.8	San Juan	43	2	20	93.7
NM 76	3.5 to 6.0	Santa Fe	36	1	16	91.8
NM 386	0.0 to 8.8	San Miguel	10	1	4	213.0

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.









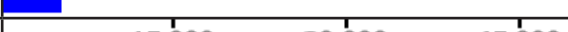

CRASH DETAILS

Contributing Factors of Crashes in New Mexico, 2008



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

Crash Involvements in New Mexico by Vehicle Type, 2008

Vehicle Type	Total	Fatal	Injury	Total
Passenger Car	43,703	135	12,965	
Pickup	17,365	114	4,836	
Van or 4WD	13,587	98	4,120	
Motorcycle	1,530	51	1,097	
Semi	1,500	44	315	
Pedestrian	502	40	397	
Pedalcyclist	393	7	304	
Bus	364	2	72	
Other	2,110	4	560	
Unknown	5,250	11	676	
Total	86,304	506	25,342	15,000 30,000 45,000

Crashes Involving Vehicle or Road Defects in New Mexico, 2002 - 2008

Year	All Crashes	Vehicle Defects	% With Vehicle Defects	Road Defects	% With Road Defects
2008	46,441	1,230	2.6	254	0.5
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

CRASH DETAILS

In 2008

"Overturns" accounted for five percent of all crashes, but 45 percent of all fatal crashes.

Crashes in New Mexico by Class, 2008

Class	Crashes					People	
	Total	% of Total	Fatal	% of Fatal	Injury	Killed	Injured
Other Vehicle	31,662	68	84	26	9,309	105	14,361
Fixed Object	5,371	12	28	9	1,340	32	1,621
Parked Vehicle	3,683	8	4	1	238	4	290
Overturn	2,381	5	146	45	1,349	163	1,982
Animal	1,400	3	4	1	140	4	166
Other Non-collision	607	1	5	2	195	5	224
Pedestrian	474	1	38	12	374	38	398
Other Object	414	1	4	1	45	4	52
Pedalcyclist	380	1	7	2	297	7	306
Veh. on Other Roadway	64	0	4	1	12	4	24
Railroad Train	5	0	0	0	4	0	6
Total	46,441	100	324	100	13,303	366	19,430

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

Among the fixed object crashes ...

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

Fixed Object Crashes in New Mexico, 2008

Object	Crashes			People	
	Total	Fatal	Injury	Killed	Injured
Sign, Pole, Meter, Hydrant	1,190	6	246	6	282
Fence	1,136	3	209	3	257
Median or Curb	825	1	216	1	256
Guard Rail or Post	543	7	176	7	216
Tree	284	6	93	9	115
Embankment	208	0	88	0	109
Barricade	122	0	42	0	50
Building	118	0	28	0	28
Culvert or Drain	54	0	19	0	25
Bridge or Pier	21	0	2	0	2
Cattle Guard	16	0	4	0	4
Other or Unknown	854	5	217	6	277
Total	5,371	28	1,340	32	1,621

CRASH DETAILS

In 2008 ...

- 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.
- 42 percent of fatal crashes occurred at night, compared to 21 percent of all crashes.

Hit and Run Crashes in New Mexico, 2004 - 2008

Year	Crashes			People	
	Total	Fatal	Injury	Killed	Injured
2008	6,657	6	1,008	6	2,109
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

Crashes by Weather Conditions in New Mexico, 2008

Weather Condition	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Clear	42,920	294	12,344	30,282	331	18,018
Rain	1,518	7	441	1,070	7	631
Snow, Sleet	1,210	10	270	930	14	398
Dust, Wind	481	11	158	312	11	250
Not Stated	56	0	19	37	0	20
Fog	37	0	13	24	0	16
Other	219	2	58	159	3	97
Total	46,441	324	13,303	32,814	366	19,430

Crashes by Lighting Conditions in New Mexico, 2008

Light Condition	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Daylight	34,697	177	10,124	24,396	201	14,820
Dark (Lighted)	5,145	25	1,418	3,702	27	2,020
Dark (Unlighted)	4,546	111	1,215	3,220	125	1,816
Dusk	1,279	8	354	917	10	493
Dawn	614	3	173	438	3	257
Other/Not Stated	160	0	19	141	0	24
Total	46,441	324	13,303	32,814	366	19,430

Residence of Drivers in New Mexico Crashes, 2008

Residence	Total	Fatal	Injury	Total
Local	916	197	242	
Elsewhere in NM	58,324	171	19,157	
Outside NM	5,323	107	1,646	
Unknown	1,786	17	574	
Total	66,349	492	21,619	30,000 60,000

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.
- 45 of every 1,000 drivers were in crashes during 2008.
- On average, seven drivers were involved in crashes every hour in 2008.

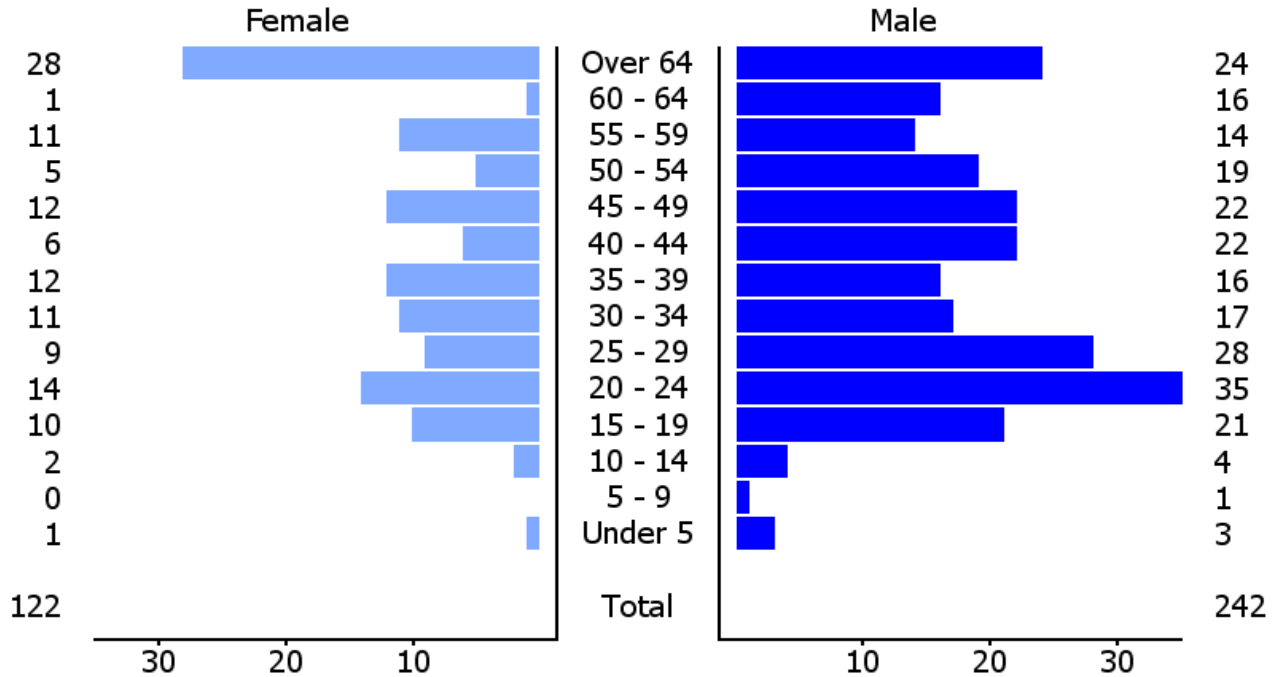
New Mexico Drivers in Crashes, 2008 Involvements by Age

Age	Driver Involvements	July 08 Drivers	Involvements per 1,000 drivers
15-19	8,403	68,229	123.16
20-24	9,348	120,296	77.71
25-29	7,496	129,803	57.75
30-34	5,661	119,724	47.28
35-39	5,525	120,653	45.79
40-44	5,052	122,079	41.38
45-49	5,379	140,812	38.20
50-54	4,738	138,849	34.12
55-59	3,946	128,587	30.69
60-64	2,809	106,732	26.32
Over 64	5,520	211,397	26.11
Total	63,877	1,407,161	45.39

In 2008 ...

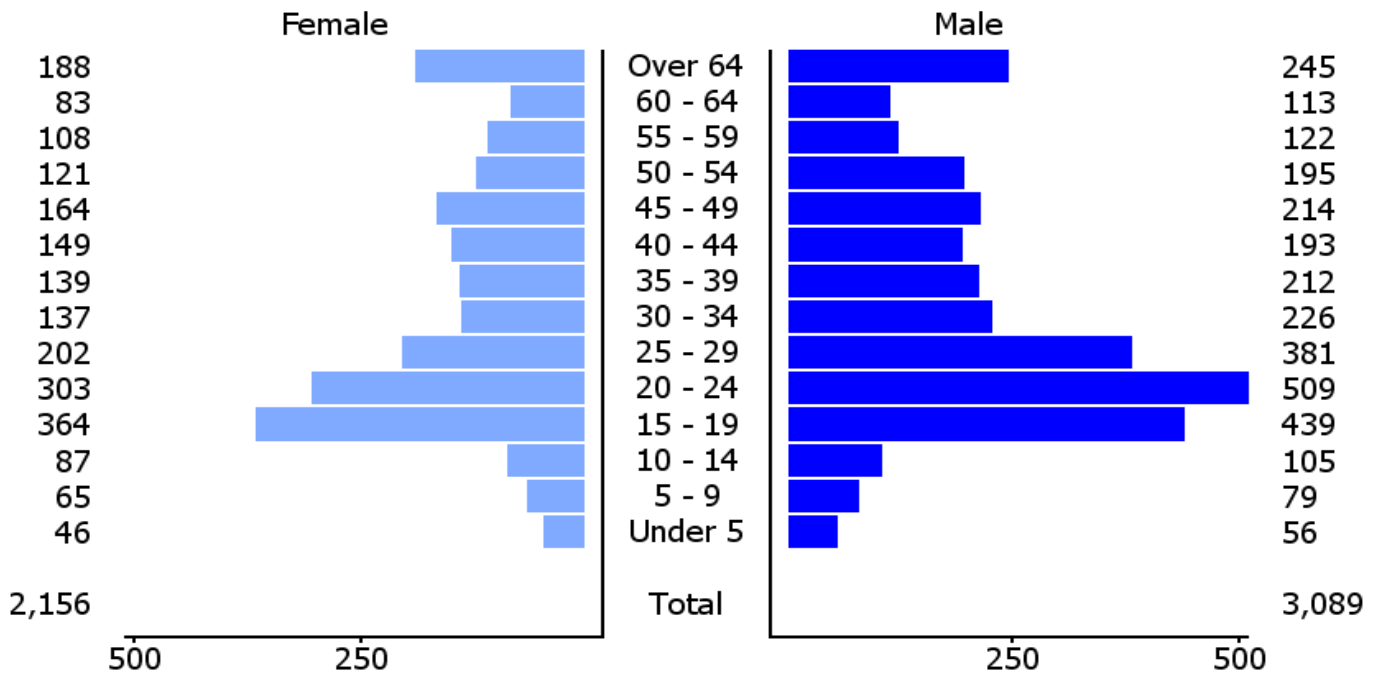
- People ages 20 through 24 accounted for 13 percent of all traffic deaths and 15 percent of serious injuries, even though they accounted for only nine percent of licensed drivers.

Crash Fatalities in New Mexico by Age and Sex, 2008

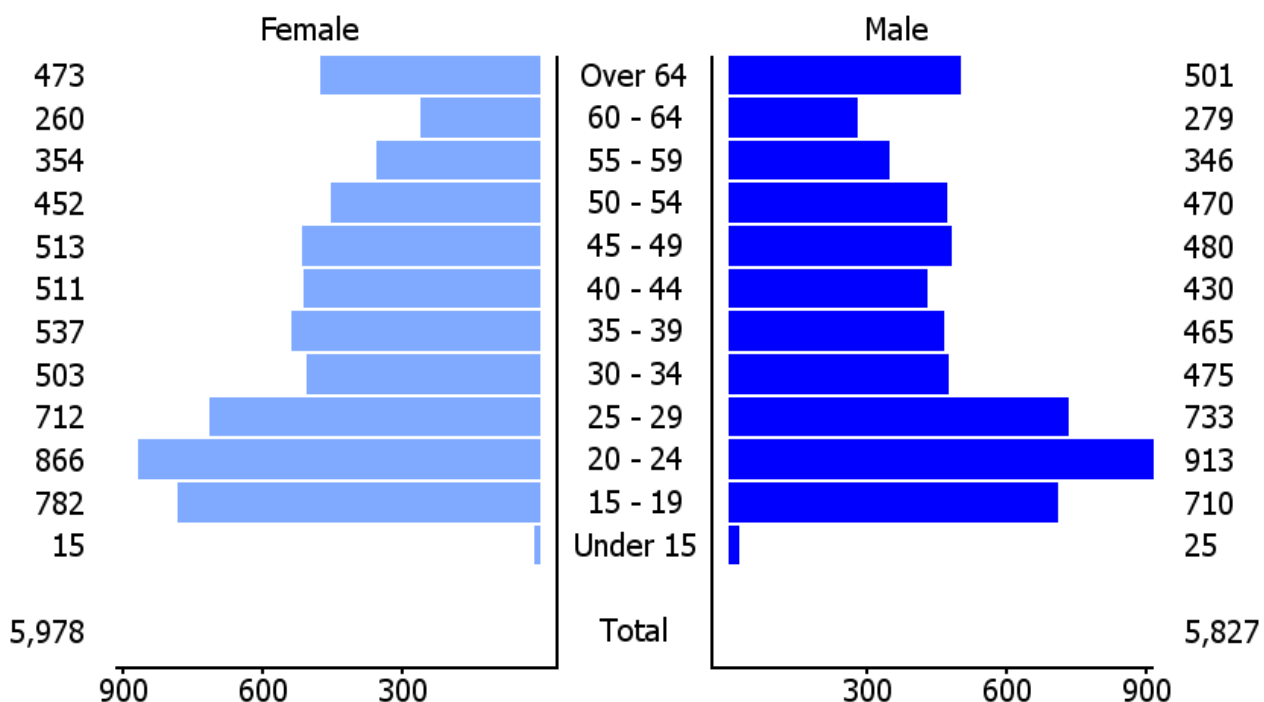


• There are two crash fatalities that are missing data regarding age and/or sex information.

Serious Injuries in New Mexico by Age and Sex, 2008



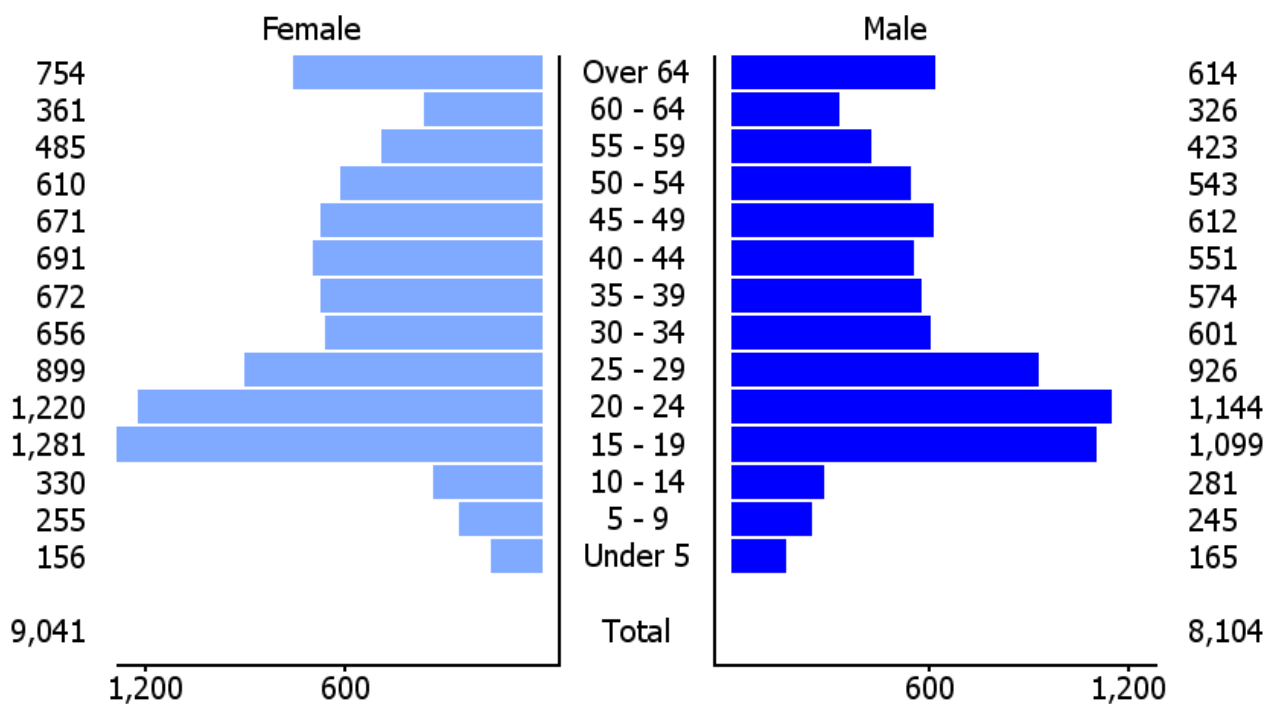
Drivers Injured in New Mexico by Age and Sex, 2008



In 2008 ...

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

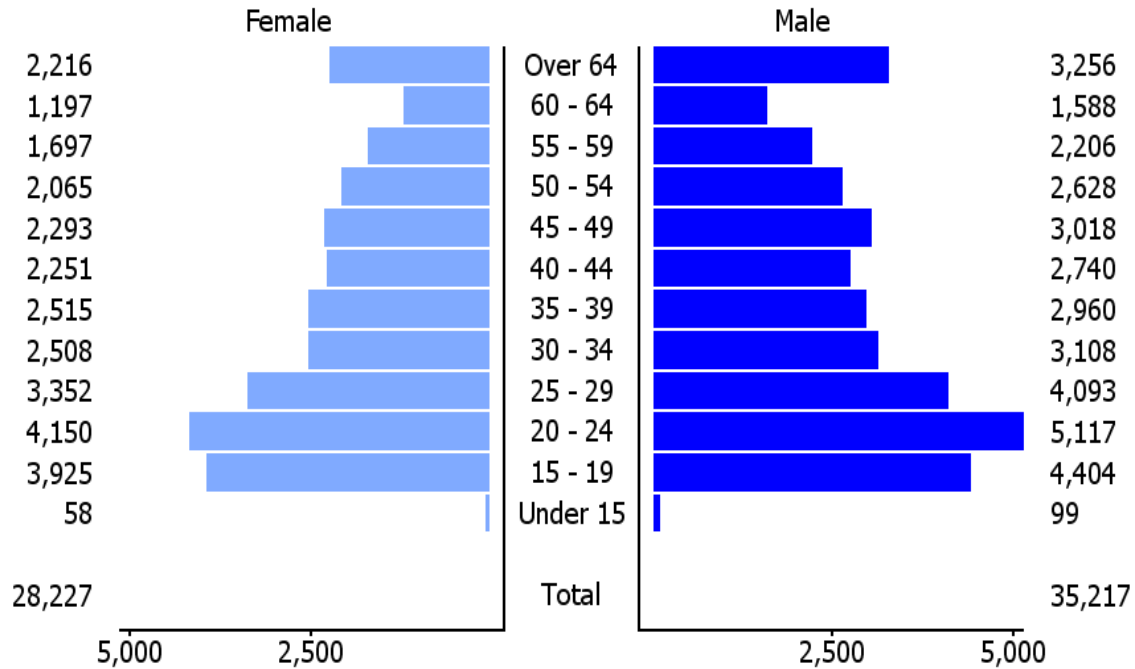
People Injured in Crashes in New Mexico by Age and Sex, 2008



In 2008 ...

- Males accounted for 56 percent of the drivers in crashes, but they represented only 50 percent of all licensed drivers in New Mexico.

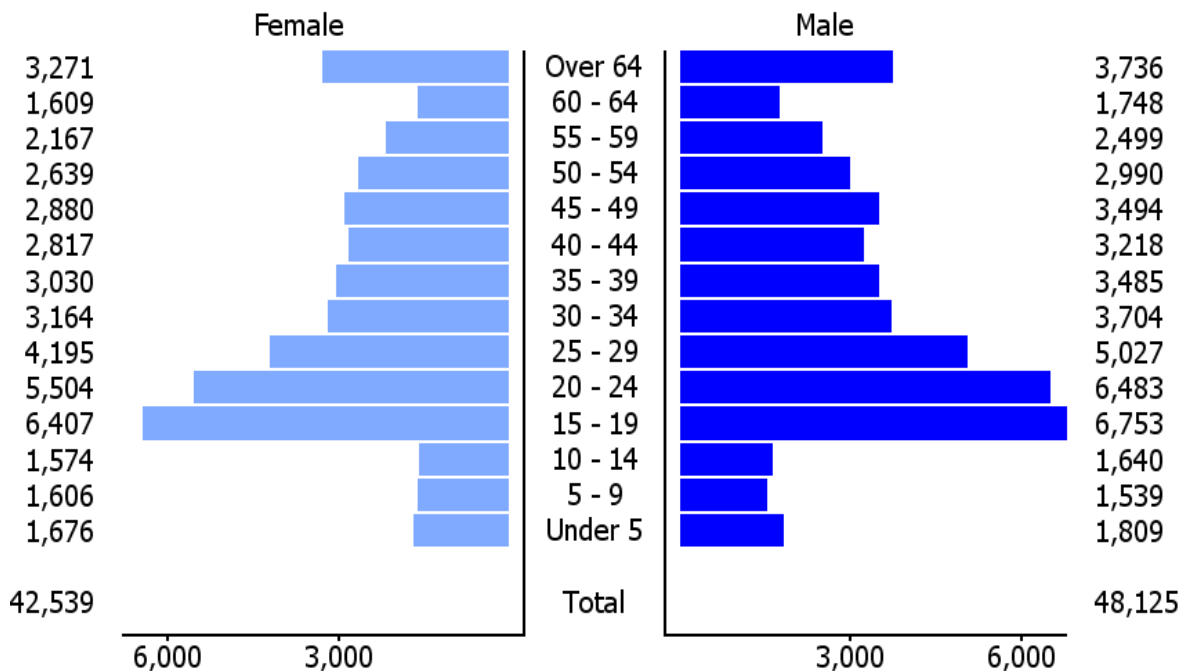
Drivers in Crashes in New Mexico By Age and Sex, 2008



In 2008 ...

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

People in Crashes in New Mexico by Age and Sex, 2008

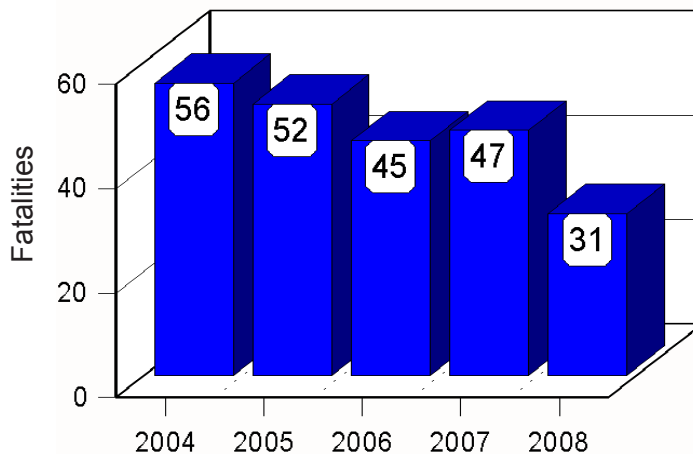


Teenagers in Crashes in New Mexico by Vehicle Type, 2008

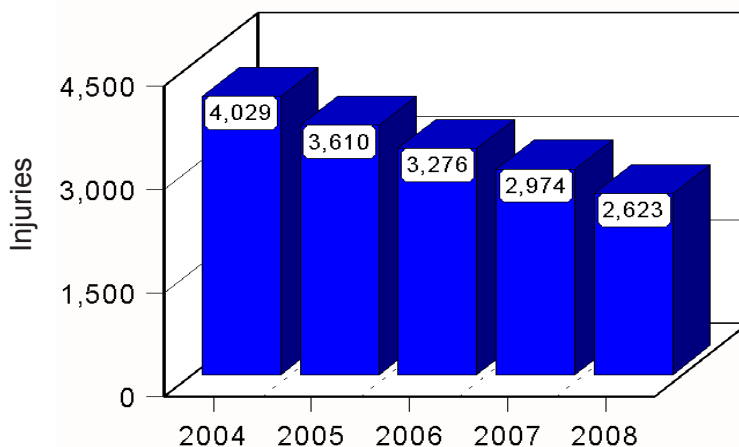
Vehicle Type	Drivers			Victims	
	Total	Crash Severity		Killed	Injured
		Fatal	Injury		
Passenger Car	6,013	19	1,921	10	1,636
Pickup	1,631	11	517	7	387
Van or 4WD	1,168	15	374	8	312
Motorcycle	143	2	113	4	131
Pedestrian	49	2	42	2	42
Pedalcyclist	40	0	37	0	37
Semi	5	0	2	0	1
Bus	1	0	0	0	2
Other	135	0	48	0	39
Unknown	138	0	42	0	36
Total	9,323	49	3,096	31	2,623

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, 2004 - 2008



Teenagers Injured in Crashes in New Mexico, 2004 - 2008



Teenage Crash Facts in New Mexico, 2008

- Of all drivers in crashes, 13 percent were teenagers, although teenagers comprised only five percent of New Mexico's drivers.
- The number of teenage fatalities decreased from 47 to 31.
- Male teenagers died in crashes twice as often as female teenagers.
- Forty-eight percent of teenage crash deaths involved alcohol.
- A teenager was killed in a traffic crash every 12 days and one was injured every 200 minutes.
- Teenage occupants' self-reported seatbelt use was 94 percent, while that of all occupants was 99 percent.
- Twenty-four percent of crashes involving teenage drivers occurred at night, and 21 percent of all crashes occurred at night.

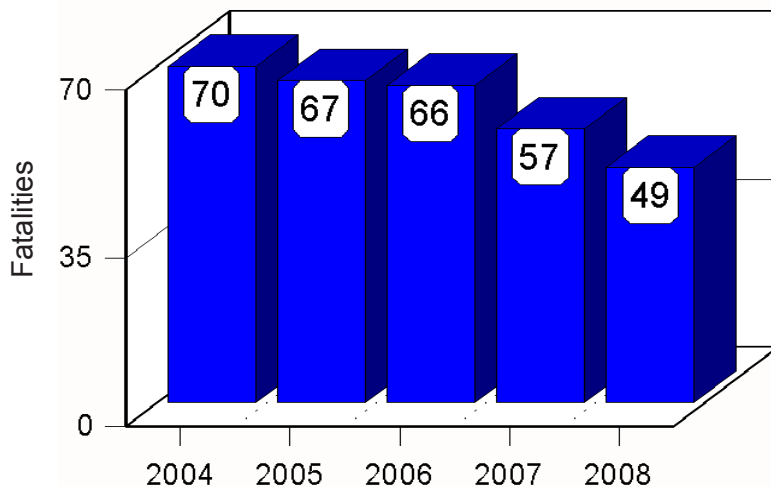
YOUNG ADULTS

Young Adults in Crashes in New Mexico by Vehicle Type, 2008

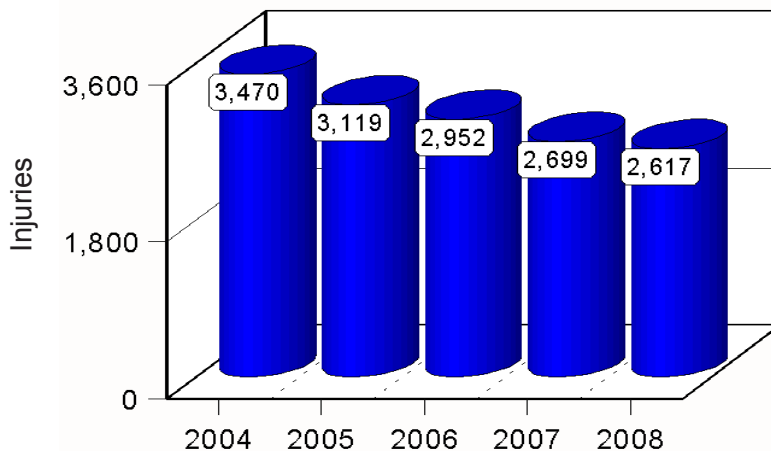
Vehicle Type	Drivers			Victims	
	Total	Crash Severity		Killed	Injured
		Fatal	Injury		
Passenger Car	6,428	18	2,105	13	1,552
Pickup	1,885	16	600	12	409
Van or 4WD	1,322	12	427	10	312
Motorcycle	234	11	174	11	186
Semi	59	1	17	2	5
Pedalcyclist	50	0	44	0	43
Pedestrian	43	1	37	1	37
Bus	14	0	3	0	5
Other	213	0	73	0	45
Unknown	166	0	41	0	23
Total	10,414	59	3,521	49	2,617

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, 2004 - 2008



Young Adults Injured in Crashes in New Mexico, 2004 - 2008



Young Adult Crash Facts in New Mexico, 2008

- 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 57 to 49.
- Young adult males died in crashes more than twice as often as young adult females.
- Forty-nine percent of crash deaths among young adults involved alcohol.
- A young adult was killed in a traffic crash every seven days and one was injured every three hours.
- Young adult occupants' self-reported seatbelt use was 93 percent, while that of all occupants was 99 percent.
- Twenty-five percent of crashes involving young adult drivers occurred at night, and 21 percent of all crashes occurred at night.

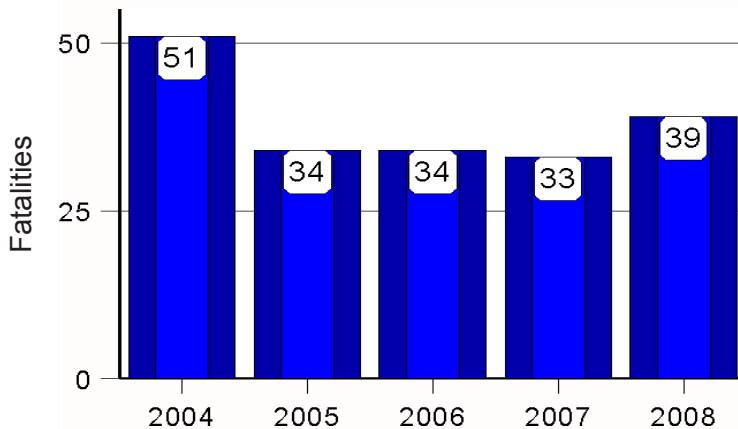
Senior Citizens in Crashes in New Mexico by Vehicle Type, 2008

Vehicle Type	Drivers			Victims	
	Total	Crash Severity		Killed	Injured
		Fatal	Injury		
Passenger Car	2,468	16	764	16	624
Pickup	795	7	221	7	145
Van or 4WD	558	4	188	9	145
Pedestrian	29	5	20	5	20
Semi	18	0	2	0	1
Bus	14	0	4	0	3
Motorcycle	14	0	11	0	11
Pedalcyclist	9	2	4	2	4
Other	60	0	22	0	21
Unknown	63	1	19	0	16
Total	4,028	35	1,255	39	990

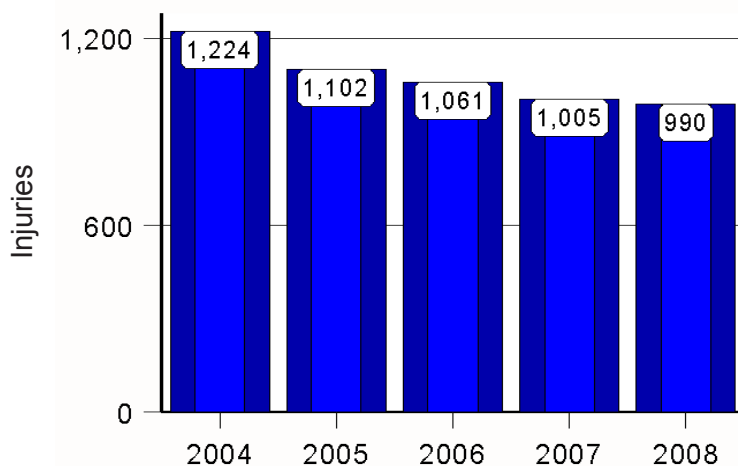
For this page, drivers and victims are senior citizens (people age 70 and older). Victims are all seniors killed or injured in crashes regardless of the age of the driver.

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, 2004 - 2008



Senior Citizens Injured in Crashes in New Mexico, 2004 - 2008



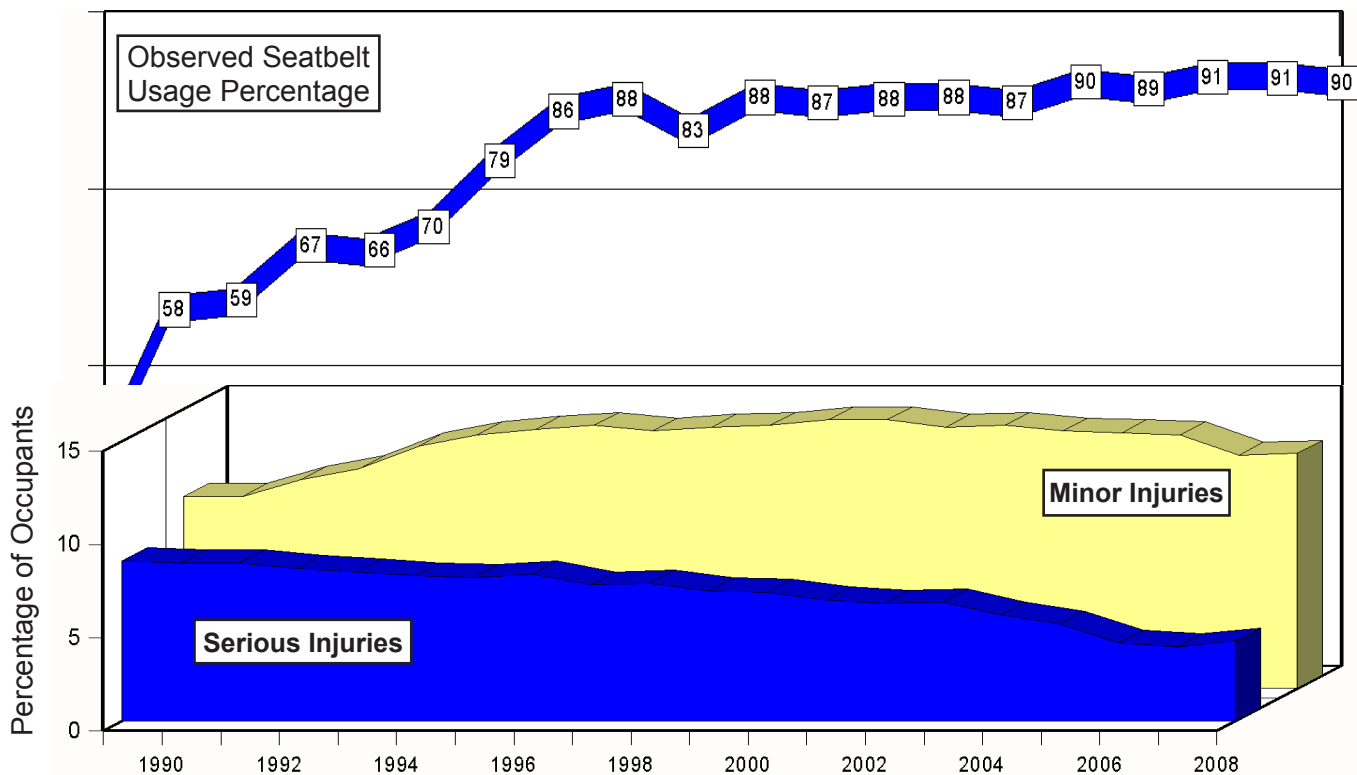
Senior Citizen Crash Facts in New Mexico, 2008

- 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 1,005 to 990.
- Eighteen male seniors and 21 female seniors died in crashes.
- Alcohol was a contributing factor in eight percent of all crash deaths involving seniors.
- A senior was killed in a traffic crash every nine days and one was injured every eight hours.
- Senior occupants' self-reported seatbelt use was 95 percent while that of all occupants was 99 percent.
- Ten percent of crashes involving senior drivers occurred at night, although 21 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 - 2008*



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.

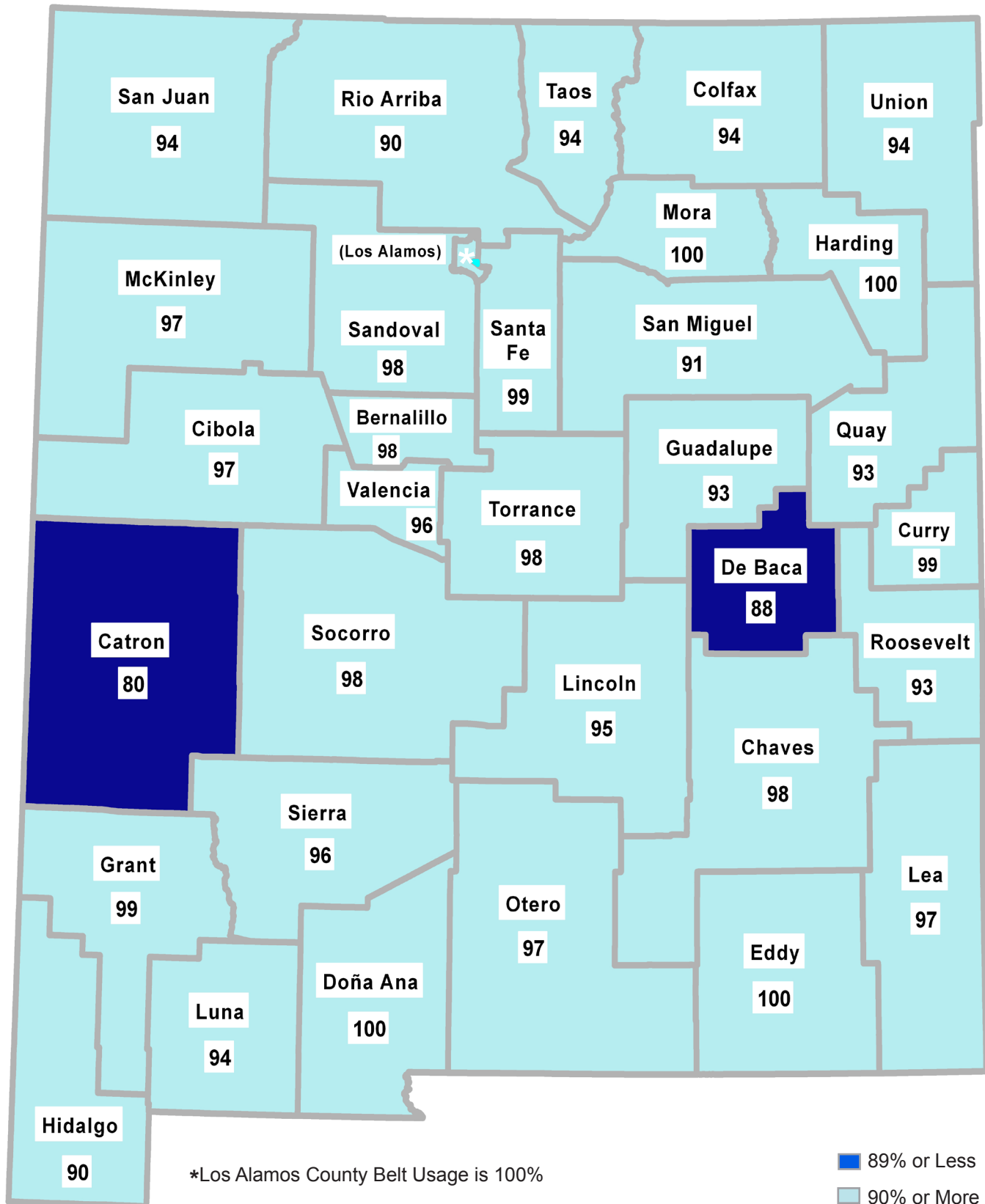
Crash Injuries in New Mexico by Reported Seatbelt Usage¹, 2008

Severity	Belt worn ²		Belt not worn		Total	
	Number	Percent	Number	Percent	Number	Percent
Killed	122	0.1	81	16.9	203	0.2
Incapacitating injury	1,279	1.4	73	15.2	1,352	1.5
Visible injury	2,660	3.0	91	19.0	2,751	3.1
Complaint of injury	12,030	13.5	69	14.4	12,099	13.5
Unhurt	73,165	82.0	166	34.6	73,331	81.7
Total	89,256	100.0	480	100.0	89,736	100.0

1 Information on this page only includes passenger cars, pickups, and vans or 4 WDs.

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

Seat Belt Usage Among Injured Occupants by County, 2006 - 2008



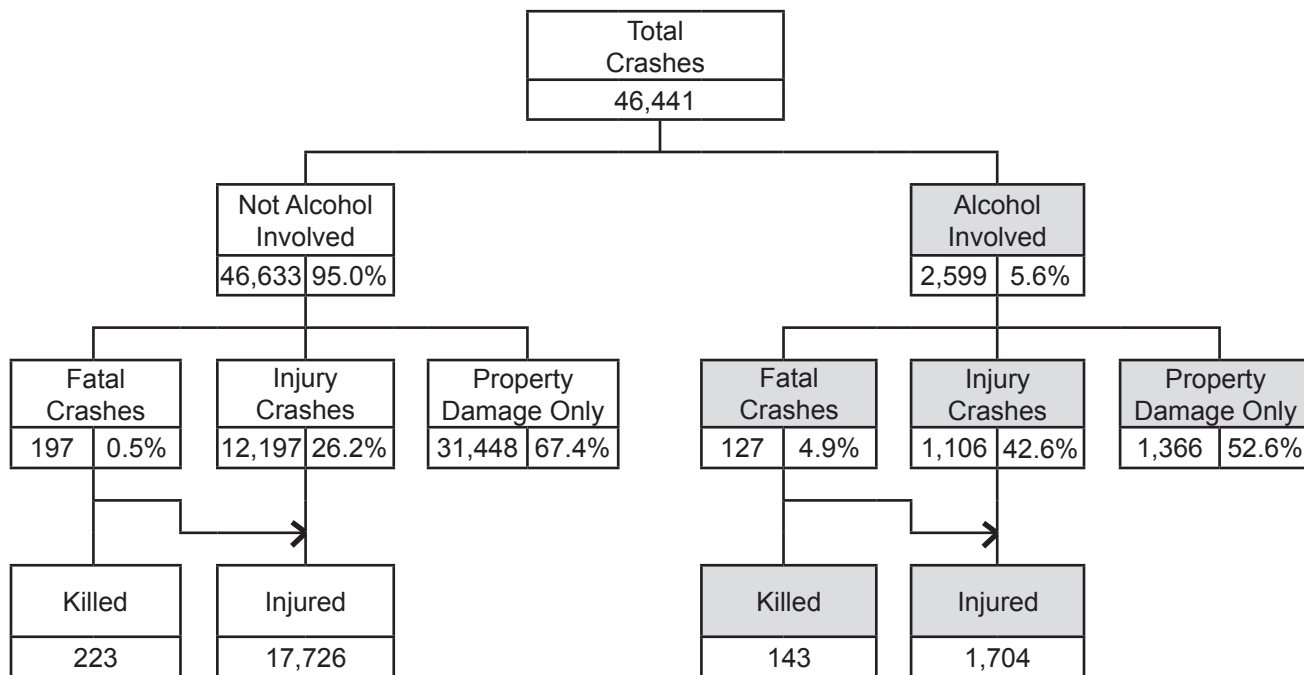
This map shows the average reported seatbelt usage in crashes for 2006 - 2008. The data are for drivers and right front passengers in vehicles registered in NM who received visible or incapacitating injuries in crashes. This proxy for overall seatbelt usage is used here because it has closely matched the results of observational surveys over the past 10 years. The statewide average for belt usage from 2006 - 2008 was 97%.

ALCOHOL

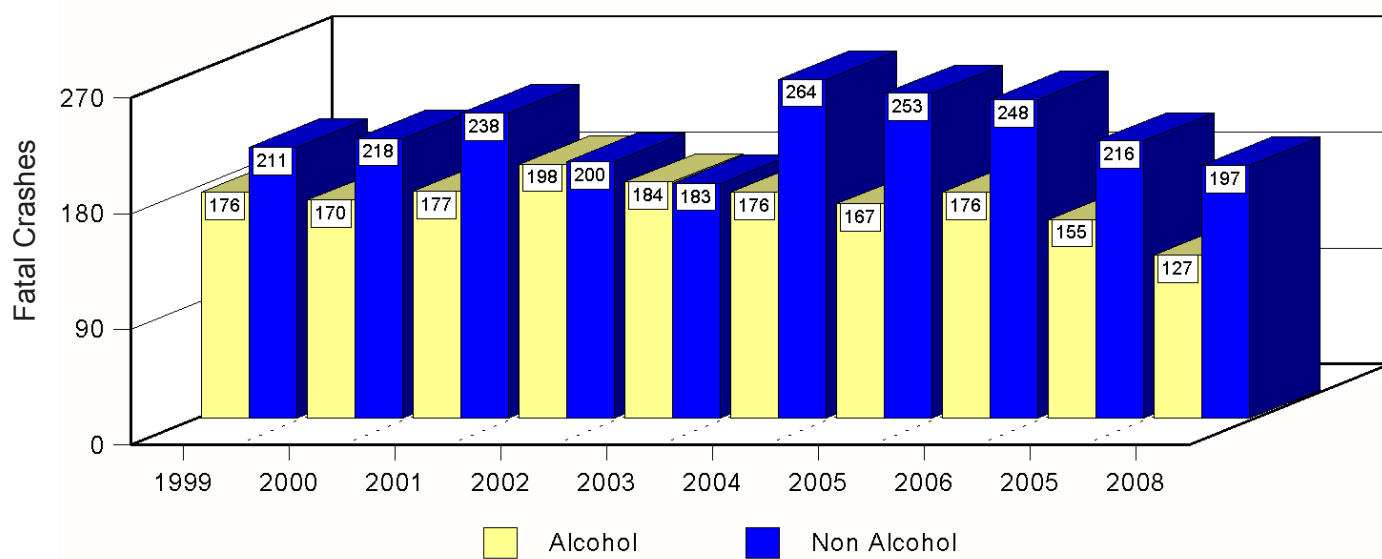
In 2008 ...

- 39 percent of all fatal crashes involved alcohol.
- A person died in an alcohol-involved crash every 61 hours.
- A person was injured in an alcohol-involved crash every five hours.
- An alcohol-involved crash occurred every three hours and twenty minutes.

Crashes in New Mexico by Alcohol Involvement, 2008



Fatal Crashes in New Mexico by Alcohol Involvement, 1999 - 2008



In 2008 ...

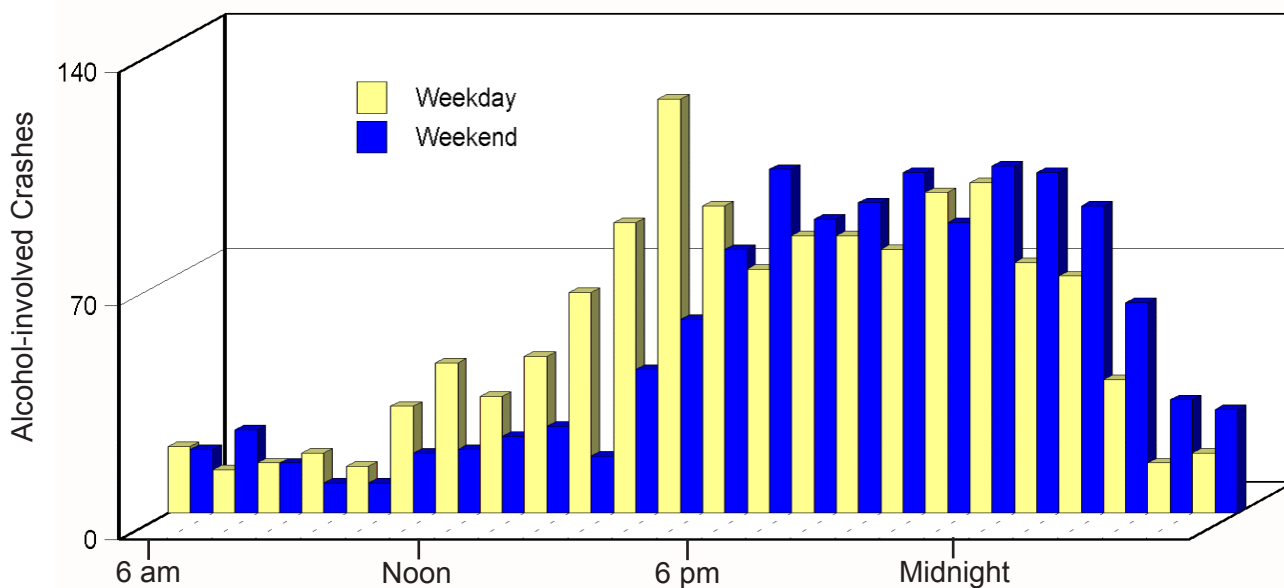
- 59 percent of all alcohol-involved fatal crashes occurred on Friday, Saturday or Sunday.
- 41 percent of all alcohol-involved crashes happened on Friday or Saturday.
- More alcohol-involved crashes occurred between 5 p.m. and 6 p.m. than any other hour on weekdays.

Alcohol-involved Crashes in New Mexico by Day of the Week, 2008

Day	Total		Fatal	
Sunday	313		22	
Monday	269		19	
Tuesday	303		6	
Wednesday	267		6	
Thursday	359		21	
Friday	536		27	
Saturday	531		26	
Total	2,578		127	

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

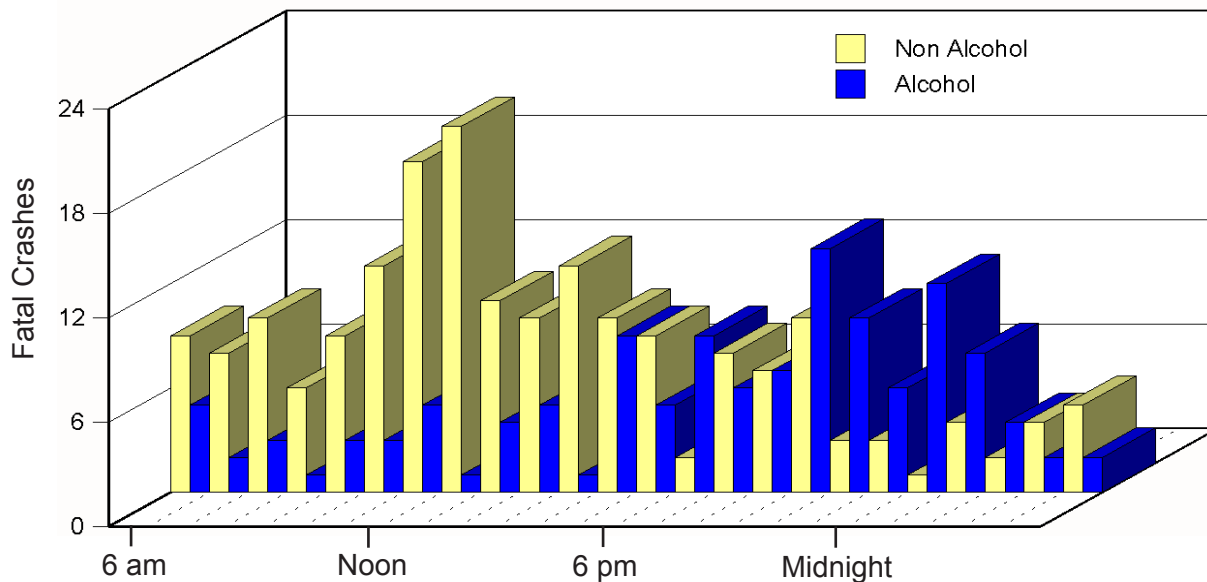
Alcohol-involved Crashes in New Mexico by Hour of the Day, 2008



• 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

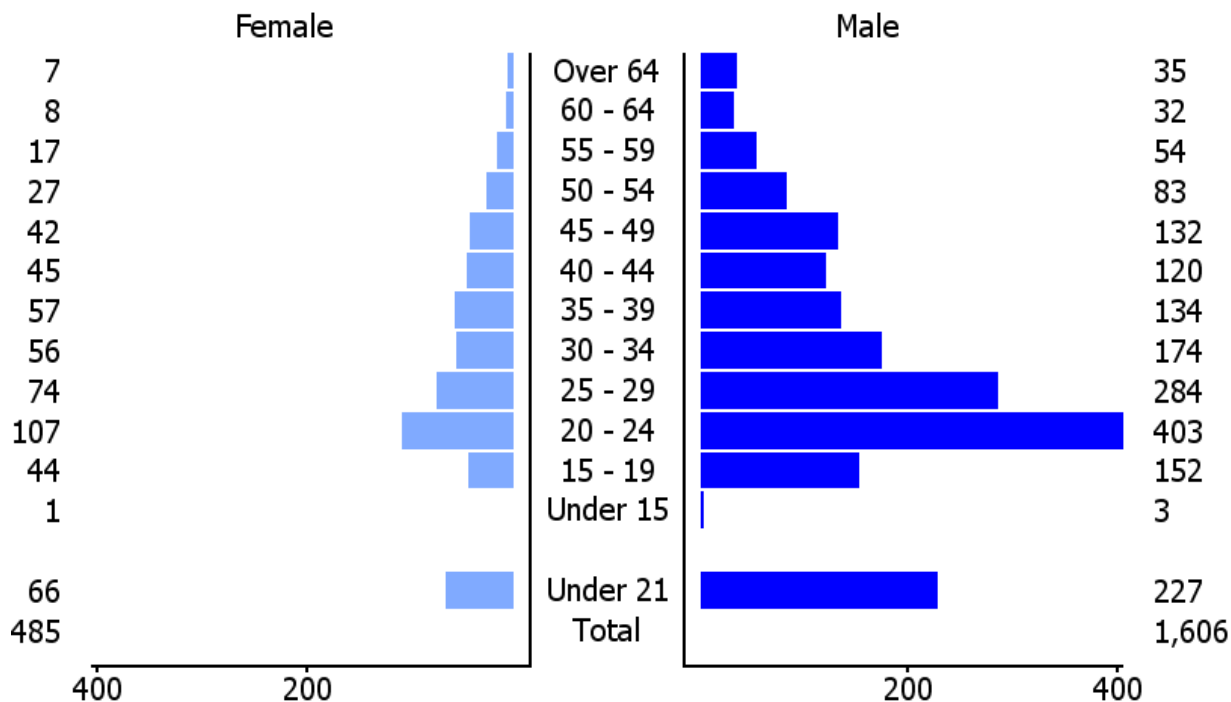
Fatal Crashes in New Mexico by Hour of the Day and Alcohol Involvement, 2008



In 2008 ...

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

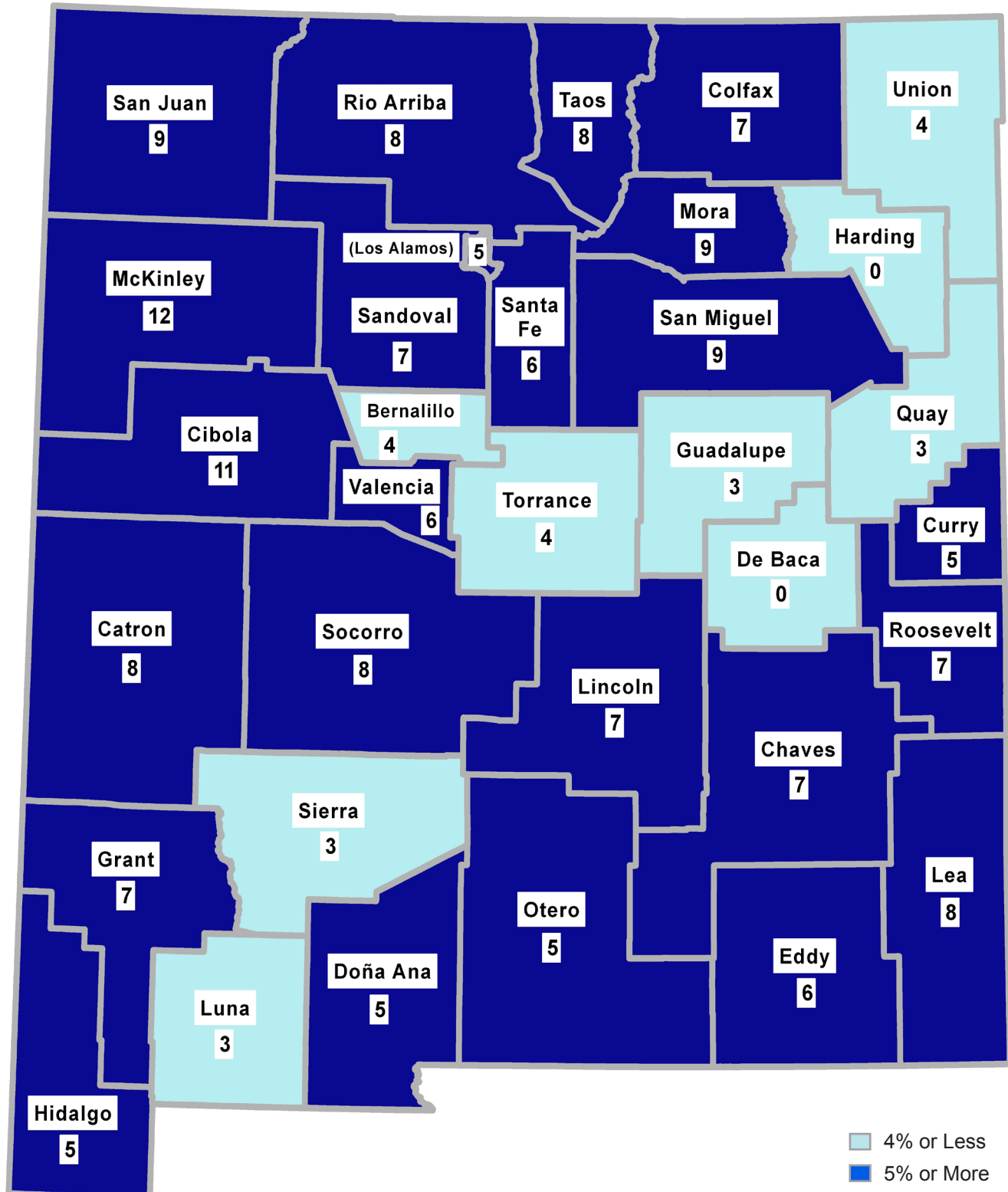
Alcohol-involved Drivers in Crashes in New Mexico by Age and Sex, 2008



Percentage of Alcohol-involved Crashes in New Mexico by County, 2008

In 2008 ...

- Just over five percent of the crashes in New Mexico were alcohol-involved crashes.

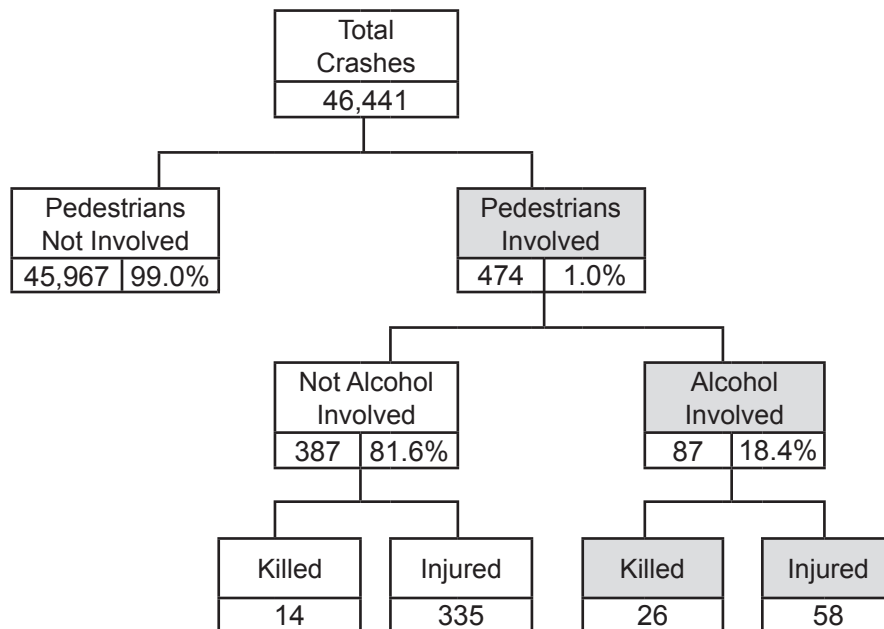


PEDESTRIANS

In 2008 ...

- 65 percent of pedestrian deaths were alcohol-involved.
- Of the 40 pedestrian deaths, 27 occurred in the seven counties with the highest pedestrian death rates.

Alcohol-involved Pedestrian Crashes in New Mexico, 2008



Seven Counties with Highest Pedestrian Death Rates, 2008

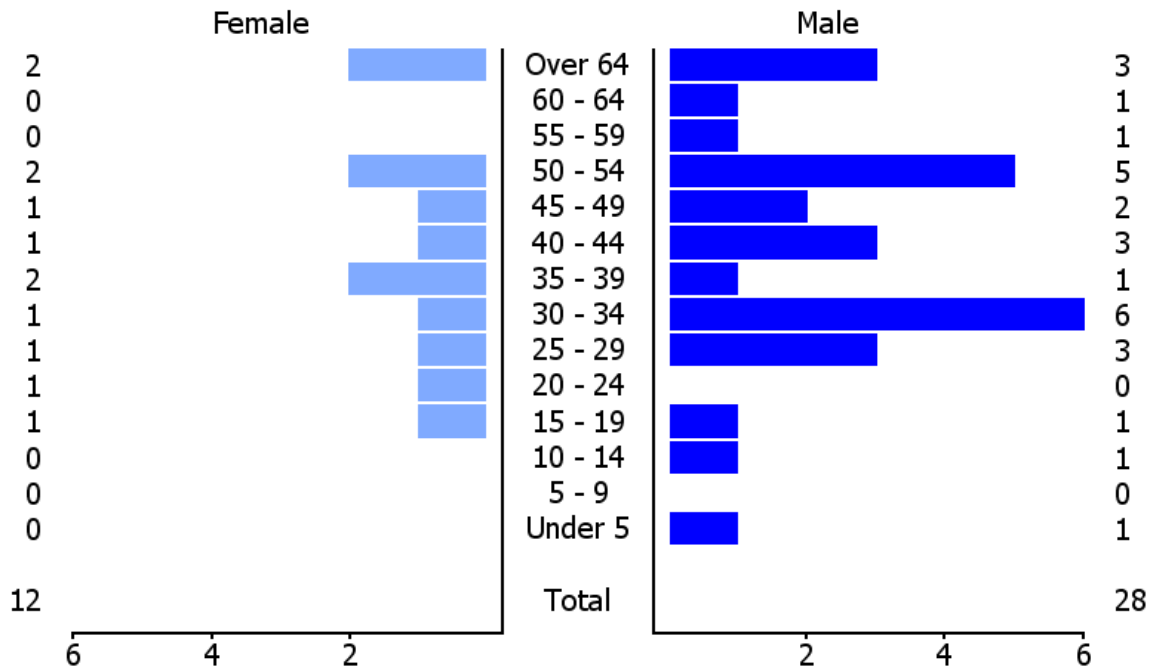
County	Pedestrians in Crashes			Deaths per 100 MVM	
	Total	Killed	Injured		
McKinley	19	7	9	0.50	
Sierra	3	1	1	0.47	
Valencia	9	2	4	0.30	
Colfax	4	1	3	0.29	
Taos	6	1	5	0.29	
San Miguel	4	1	2	0.27	
Bernalillo	271	14	220	0.23	
					0.25 0.50

PEDESTRIANS

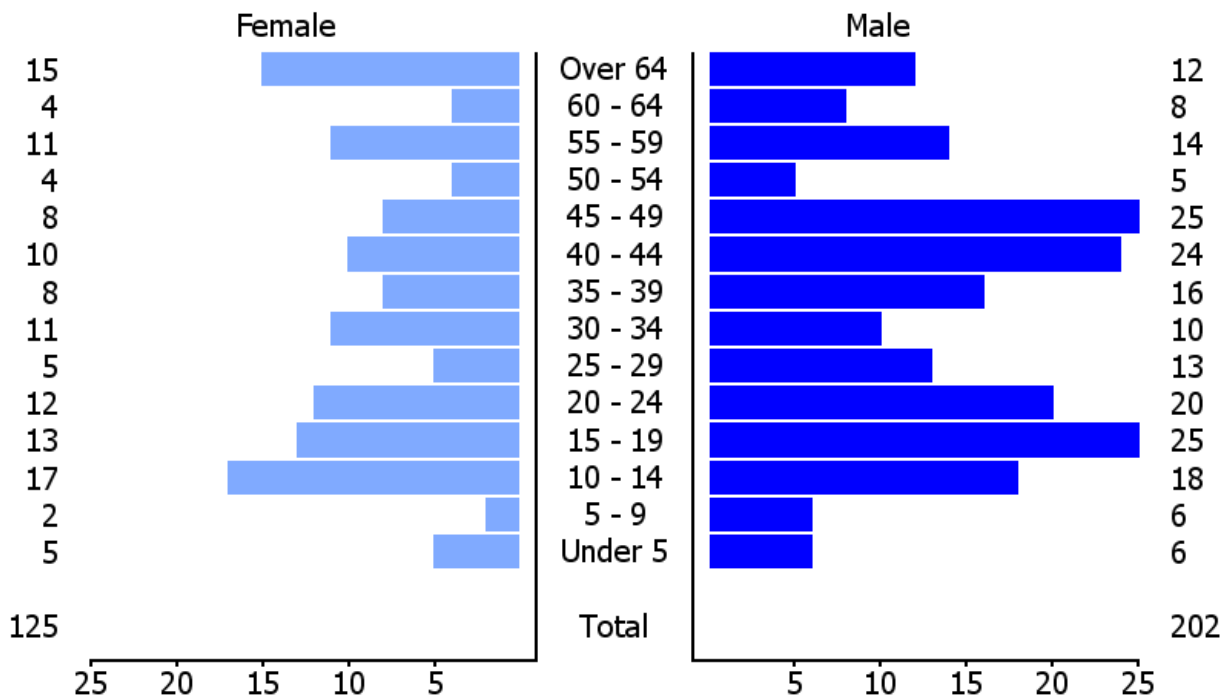
In 2008 ...

- 40 percent of pedestrian deaths involved pedestrian error.

Pedestrians Killed in Crashes in New Mexico by Age and Sex, 2008



Pedestrians Injured in Crashes in New Mexico by Age and Sex, 2008



• There are 66 fewer pedestrians reported because of missing data regarding age and/or sex information.

HEAVY TRUCKS

Seven Counties with Highest Crash Rates Involving Heavy Trucks, 2008

County	Heavy Truck Crashes			Crashes per 100 MVM	
	Total	Fatal	Injury		
Bernalillo	424	5	71	99.9	
Lea	64	6	14	53.3	
Curry	28	2	7	52.1	
Roosevelt	20	0	8	45.0	
San Juan	103	2	20	43.0	
Valencia	18	1	4	43.0	
Santa Fe	63	0	12	41.5	
					50 100

In 2008 ...

- 61 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, 2008

Contributing Factor	Percent of Involvements	
Driver inattention	24.6	
Other improper driving	19.1	
Improper turn	7.9	
Excessive speed	7.6	
Mechanical defects	4.9	
Following too close	3.9	
Failure to yield	2.9	
Drove left of center	2.8	
Improper overtaking	1.7	
Disregard traffic control	1.1	
Alcohol-involved	0.4	
Other	46.3	
		10 20 30 40 50

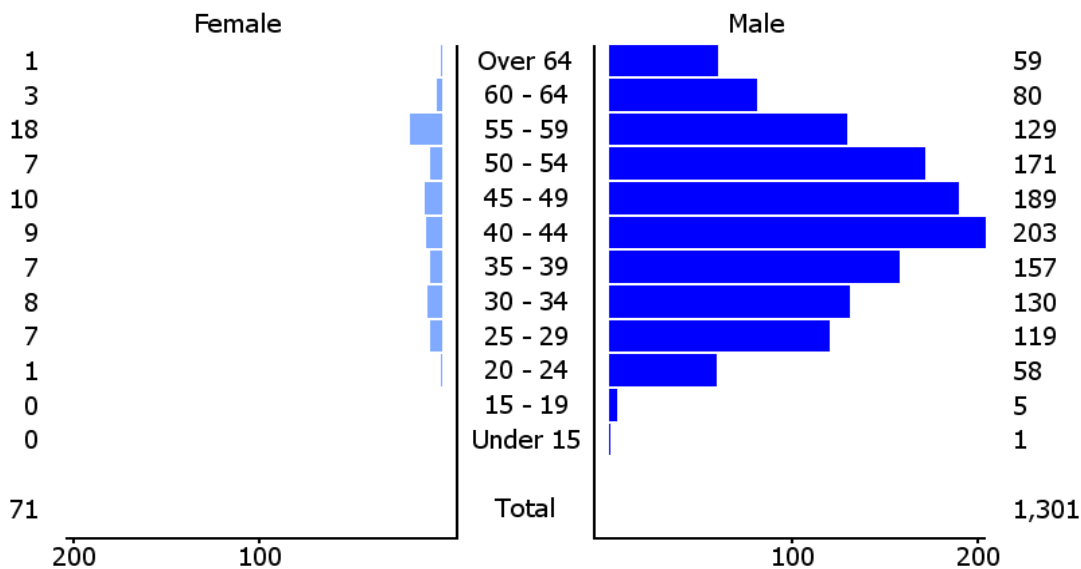
- Percent of involvements is the percentage of all vehicles in crashes for which each contributing factor was coded. More than one contributing factor may be coded for each vehicle. For 46 percent of all vehicles, no contributing factors were indicated.

Crashes Involving Heavy Trucks in New Mexico by Class, 2008

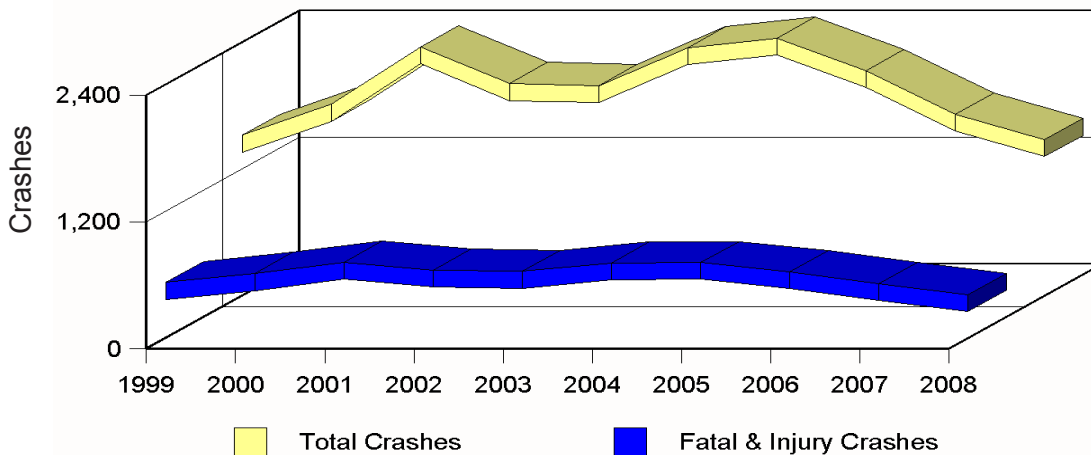
Class	Crashes					People	
	Total	% of Total	Fatal	% of Fatal	Injury	Killed	Injured
Other vehicle	897	64	18	44	207	21	328
Fixed object	191	14	1	2	15	1	23
Overturn	102	7	13	32	47	15	56
Parked vehicle	77	5	1	2	10	1	12
Other non-collision	50	4	1	2	7	1	8
Animal	46	3	1	2	2	1	2
Other object	25	2	1	2	2	1	2
Pedestrian	7	0	3	7	2	3	2
Veh. on other roadway	6	0	2	5	2	2	7
Total	1,401	100	41	100	294	46	440

• 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, 2008



New Mexico Crashes Involving Heavy Trucks, 1999 - 2008



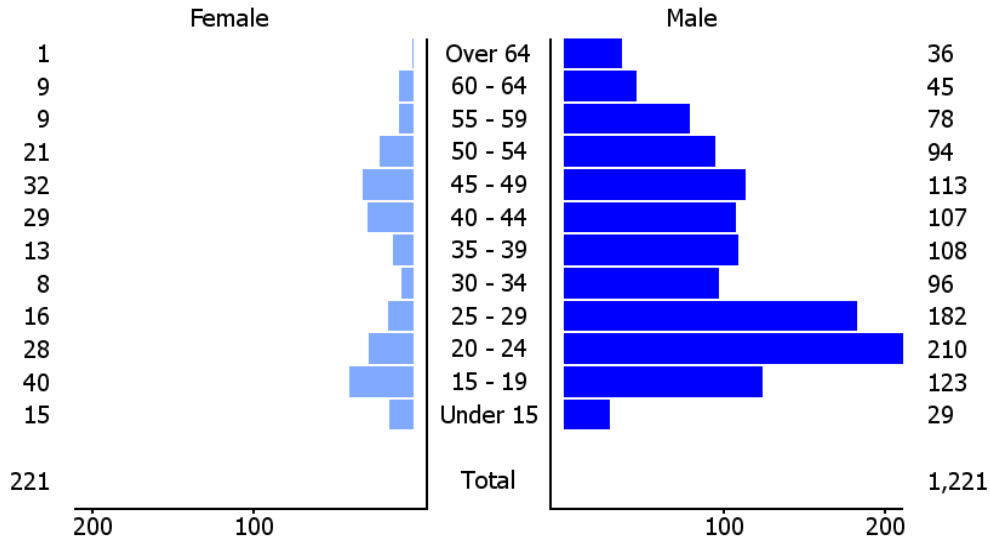
MOTORCYCLES

Motorcyclists in Crashes in New Mexico, 1999 - 2008

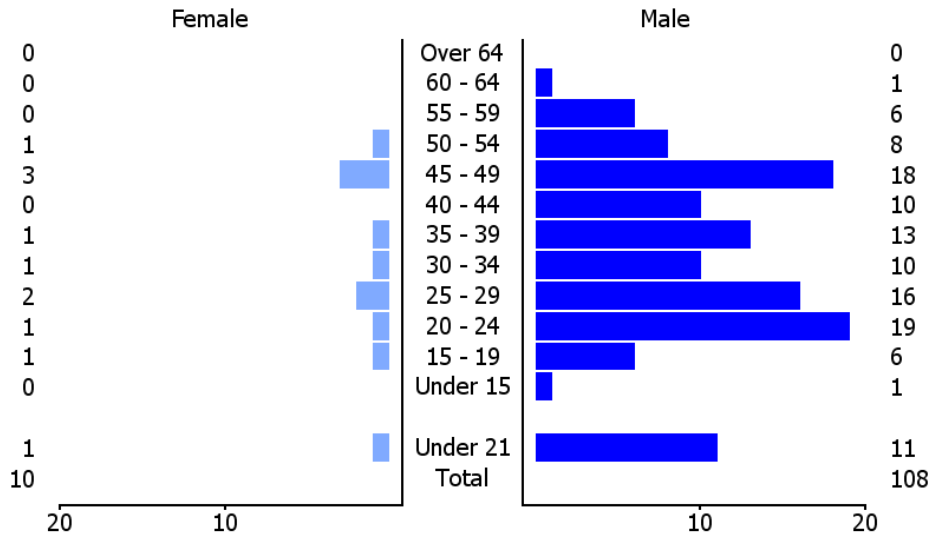
Year	Number of riders ¹	Number of Fatalities		Motorcycle Registrations
		No Helmet	Helmet	
2008	1,683	52	1	47,176
2007	1,424	53	0	46,779
2006	1,417	49	0	43,495
2005	1,269	43	0	37,663
2004	1,196	33	11	36,294
2003	1,133	31	9	32,544
2002	1,136	27	9	34,467
2001	1,044	25	9	28,269
2000	873	22	10	28,554
1999	739	20	7	30,669

¹ Riders include drivers and passengers on motorcycles.

Motorcyclists in Crashes by Age and Sex, 2008



Motorcyclists in Alcohol-involved Crashes by Age and Sex, 2008



Motorcyclists' Helmet Usage and Injuries in New Mexico, 2008












Injury	With helmet	Without helmet	Total
Killed	1	52	53
Incapacitating	22	271	293
Visible injury	52	527	579
Complaint	25	280	305
Unhurt	27	426	453
Total	127	1,556	1,683

Motorcyclists in Crashes in New Mexico by Age, 2008

Driver Age	Drivers			Riders ¹	
	Total	Crash Severity		Killed	Injured
		Fatal	Injury		
Under 15	27	0	24	0	32
15-19	143	2	113	2	119
20-24	234	11	174	11	188
25-29	211	4	168	4	174
30-34	111	3	77	2	82
35-39	123	6	86	8	93
40-44	131	5	95	5	100
45-49	143	8	99	8	102
50-54	128	4	97	4	110
55-59	87	3	61	3	71
60-64	54	3	47	3	48
Over 64	41	1	35	1	37
Total	1,433	50	1,076	51	1,156

1 Riders include drivers and passengers on motorcycles.

Motorcycle Crash Involvements in New Mexico by Class, 2008

Class	Total	Fatal	Injury	Total
Other Vehicle	766	26	499	
Overturn	358	10	285	
Fixed Object	172	11	142	
Other Non-collision	138	4	115	
Parked Vehicle	39	0	7	
Animal	29	0	26	
Other Object	18	0	14	
Pedestrian	6	0	6	
Pedalcyclist	3	0	2	
Veh. on Other Roadway	1	0	1	
Total	1,530	51	1,097	

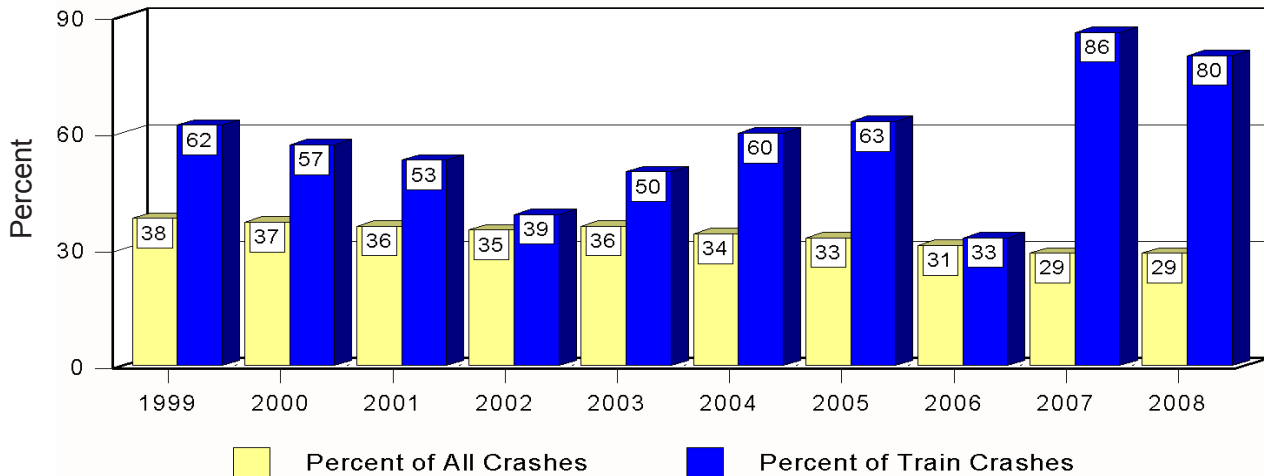
All vehicles: see page 17.

TRAINS

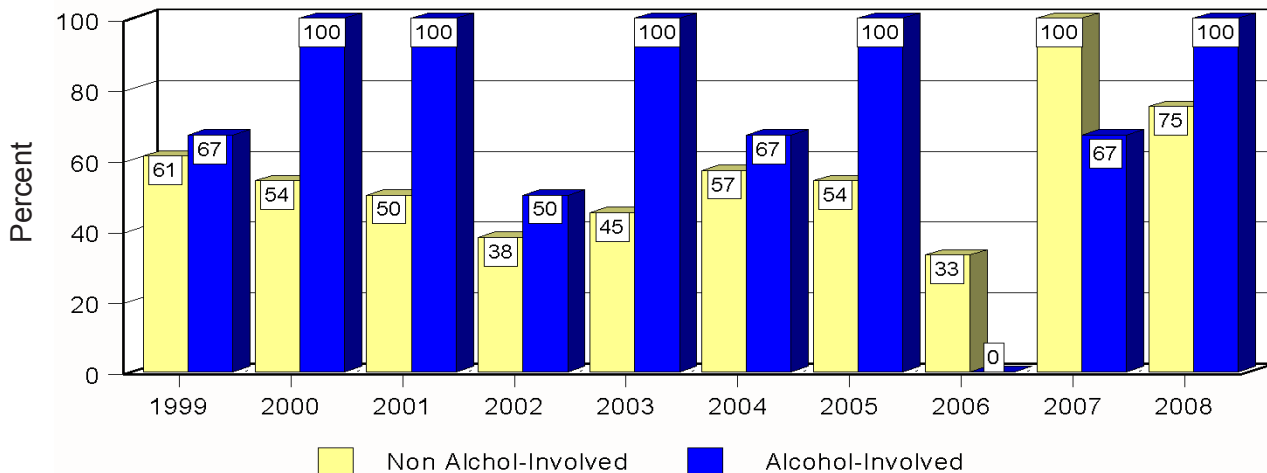
Traffic Crashes Involving Trains by Severity in New Mexico, 1999 - 2008

Year	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
2008	5	0	4	1	0	6
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

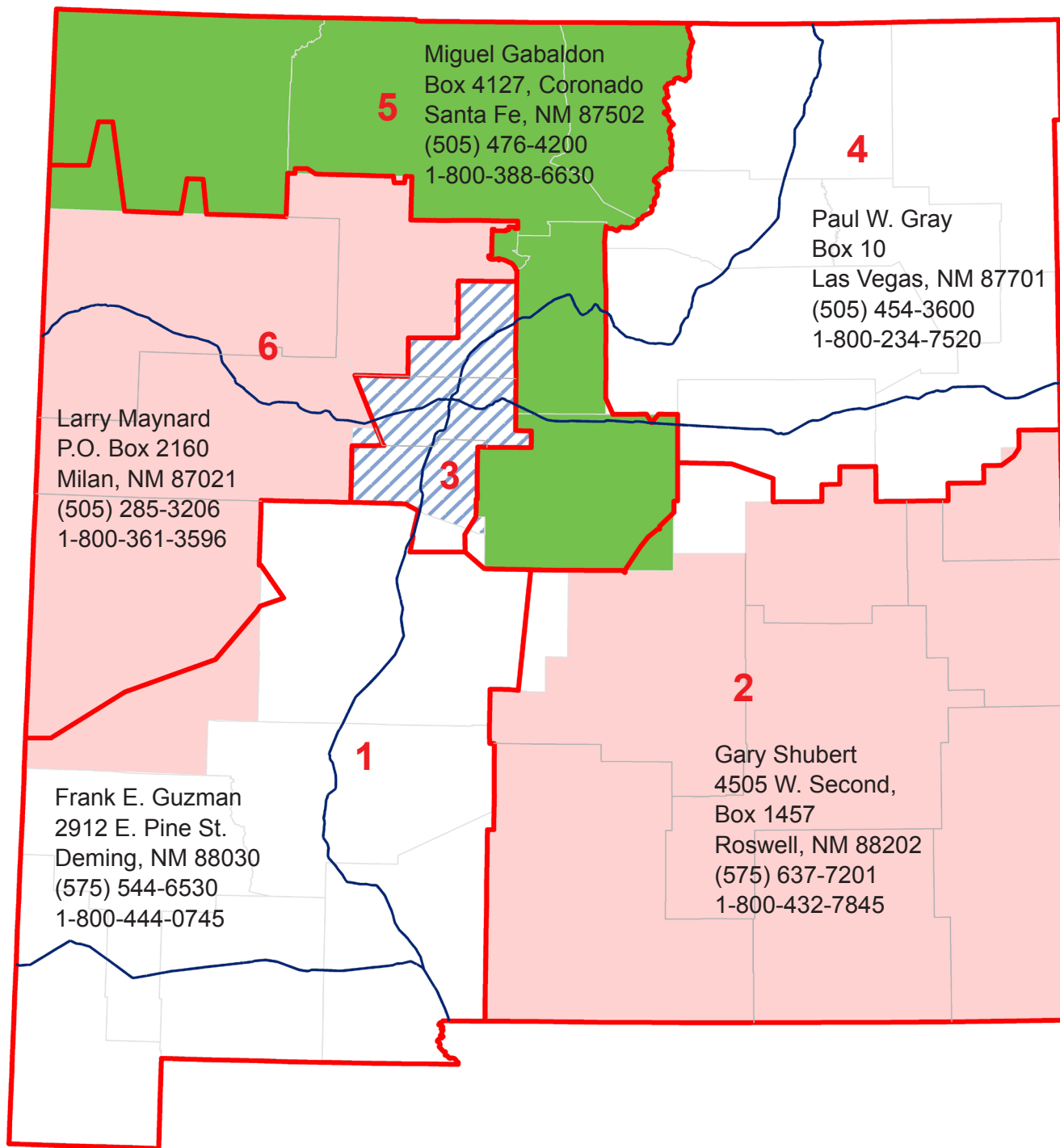
Percentage of Crashes Resulting in Fatalities or Injuries by Train Involvement, 1999 - 2008



Percentage of Train Crashes Resulting in Fatalities or Injuries by Alcohol Involvement, 1999 - 2008



Tammy Haas
P.O. Box 91750 **3**
Albuquerque, NM
87199
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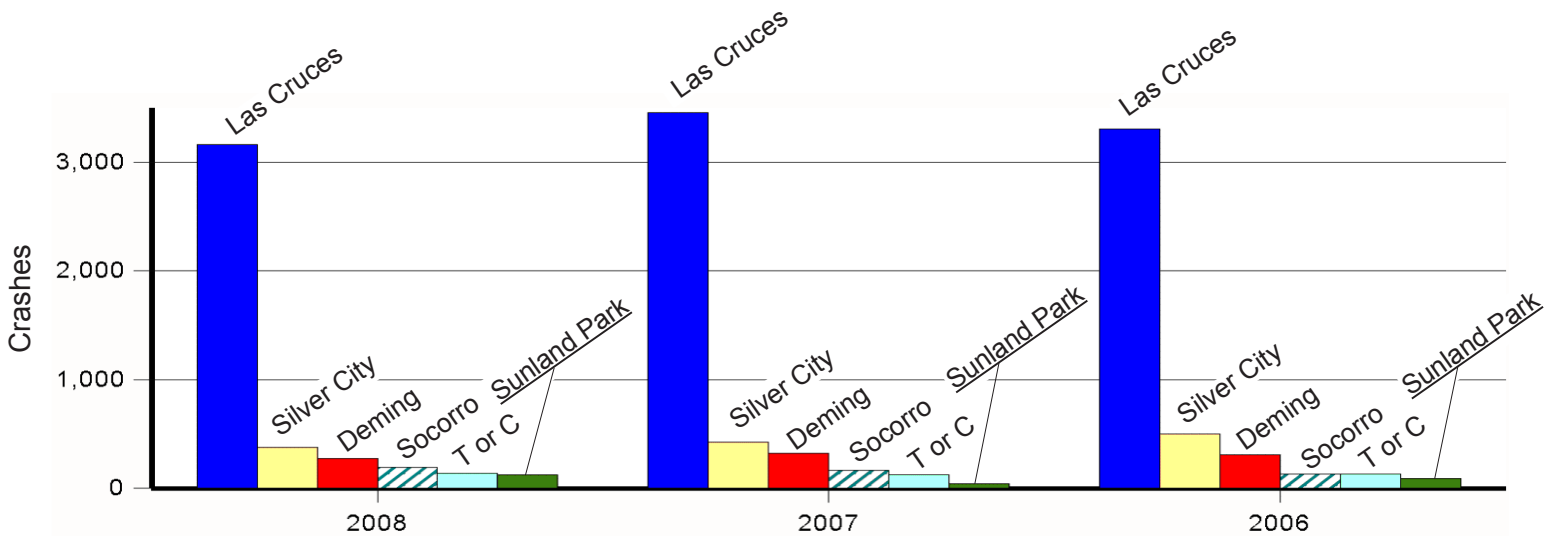
The contact information is available at <http://www.nmshtd.state.nm.us/main.asp?secid=11148>
Shading indicates statutory districts. Boundaries indicate maintenance districts.
The statistics on the following 12 pages are based on maintenance districts.

DISTRICT 1

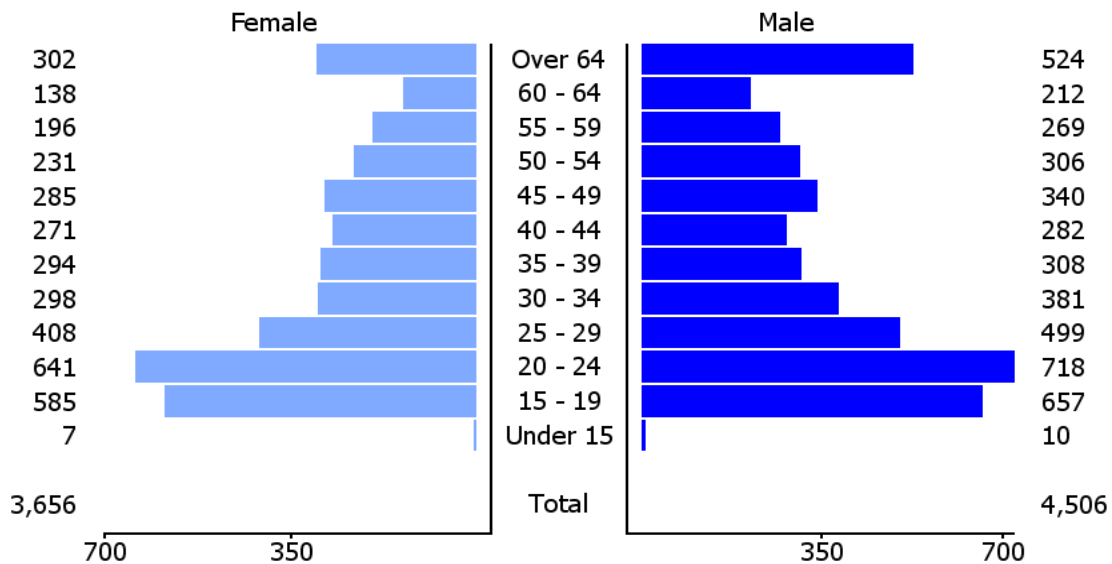
District 1 Crash Statistics, 1999 - 2008

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2008	166	46	53	61	1,837	2,701	5,787
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	6,134
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

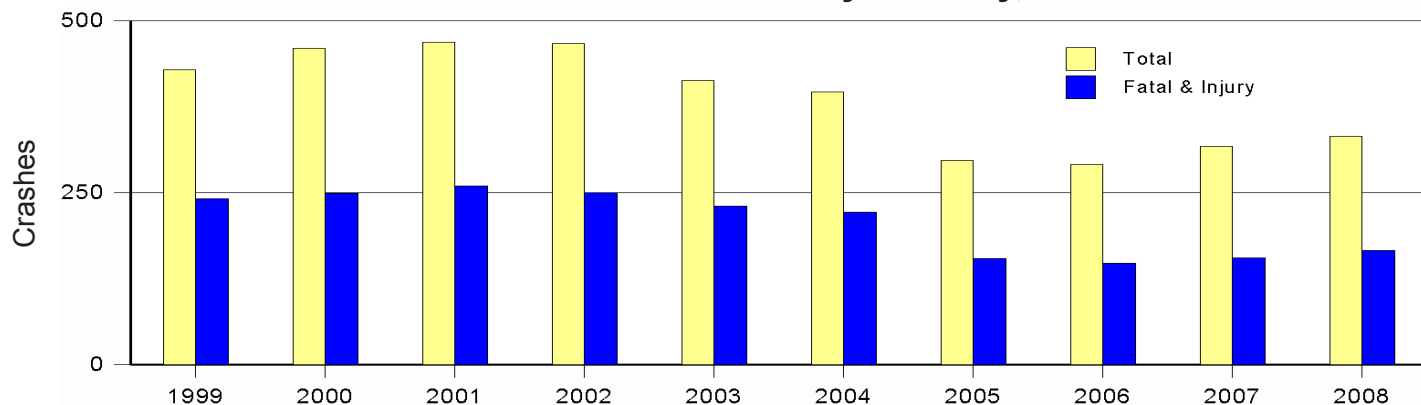
Crashes in Selected Cities in District 1, 2006 - 2008



District 1 Drivers in Crashes by Age and Sex, 2008



District 1 Alcohol-involved Crashes by Severity, 1999 - 2008

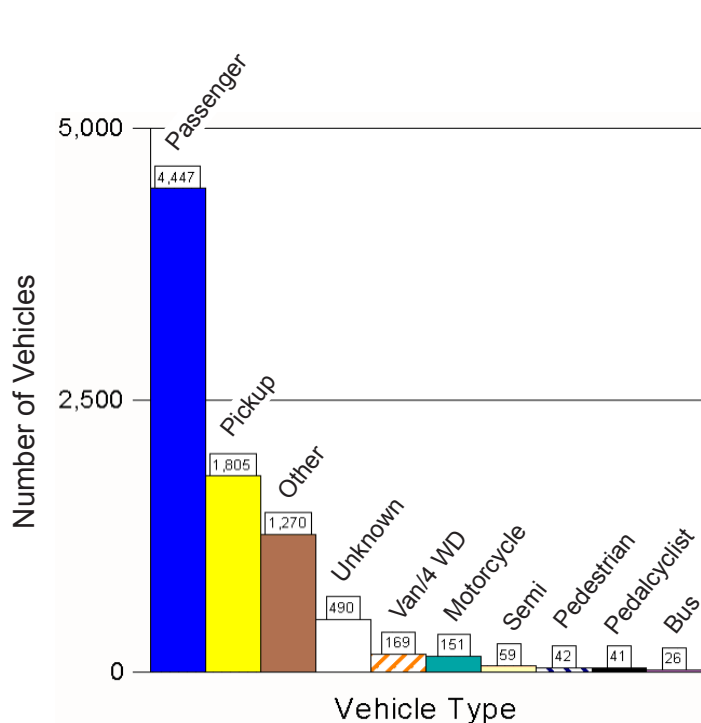


Crashes in District 1 by Top Contributing Factor, 2006 - 2008

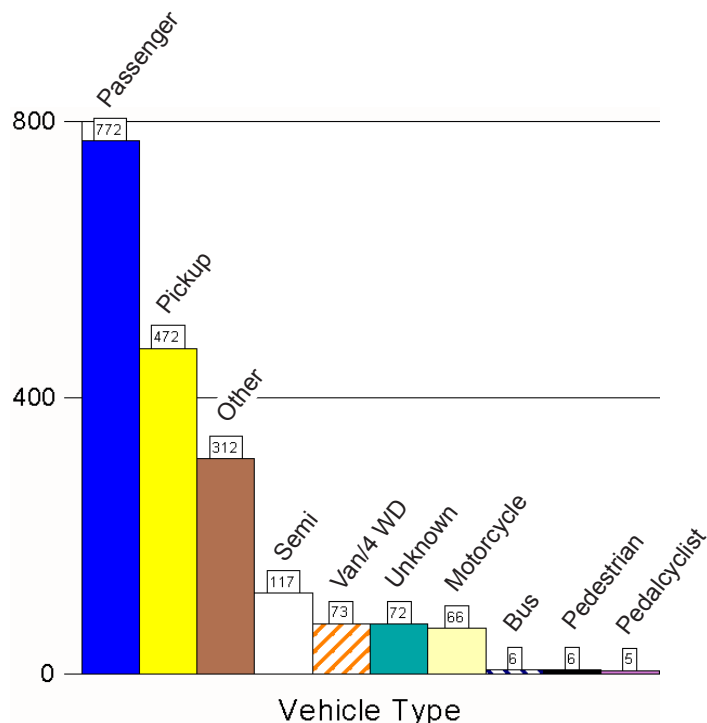
Urban			
Contributing Factor	2008	2007	2006
Driver inattention	1,559	1,859	1,490
Failing to yield	770	786	850
Excessive speed	399	436	402
Following too close	403	345	446
Other	230	271	287
Red light running	238	244	291
Alcohol involvement	231	234	220

Rural			
Contributing Factor	2008	2007	2006
Driver inattention	387	313	277
Excessive speed	181	167	177
Not driver error	282	144	32
Other	74	132	215
Alcohol involvement	103	106	92
Mechanical defect	72	84	110
Failing to yield	83	70	71

2008 Crash Involvement in District 1 by Vehicle Type in Urban Areas



2008 Crash Involvement in District 1 by Vehicle Type in Rural Areas

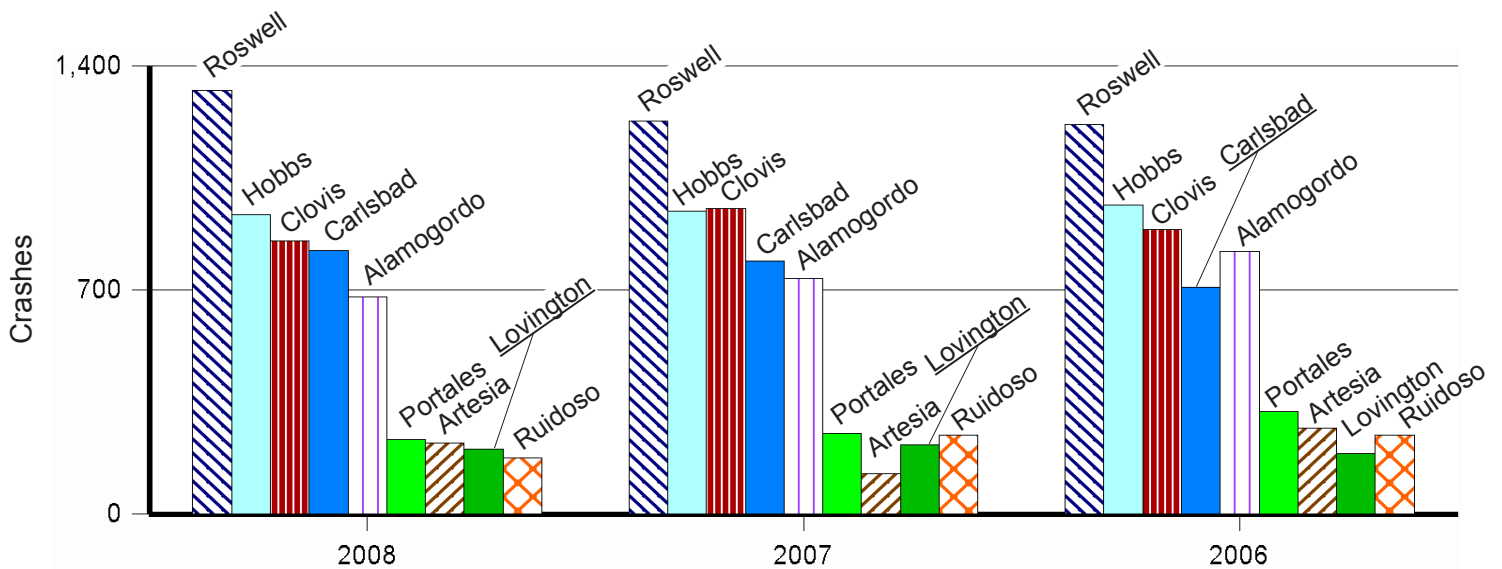


DISTRICT 2

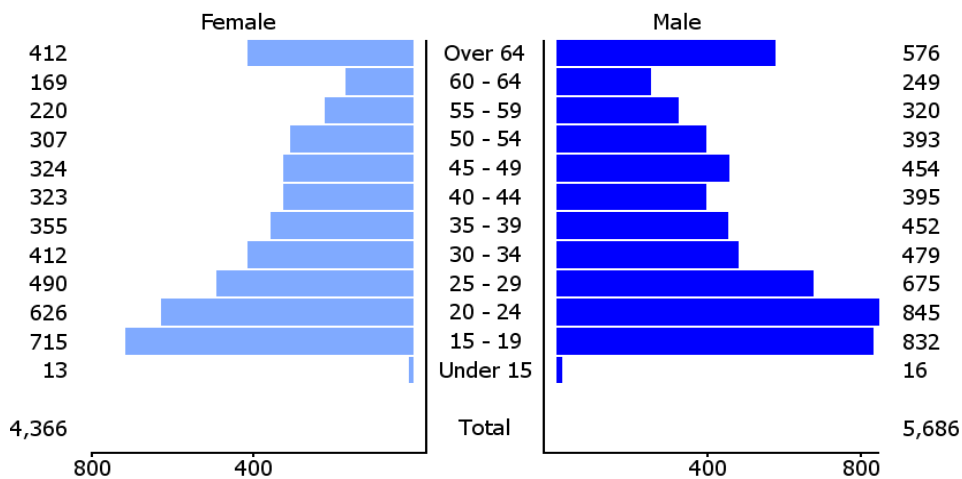
District 2 Crash Statistics, 1999 - 2008

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2008	269	52	58	65	1,988	2,863	7,344
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

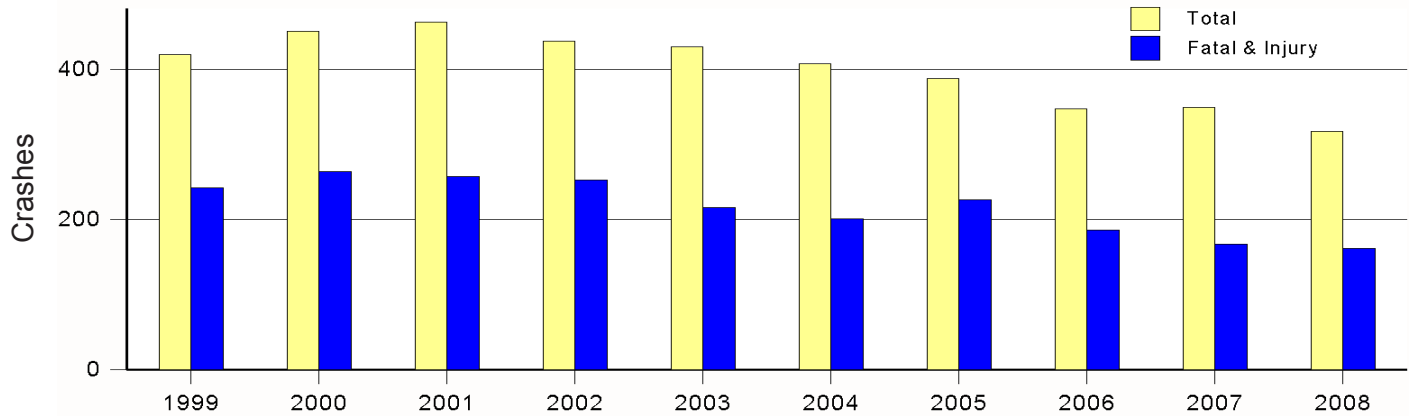
Crashes in Selected Cities in District 2, 2006 - 2008



District 2 Drivers in Crashes by Age and Sex, 2008



District 2 Alcohol-involved Crashes by Severity, 1999 - 2008

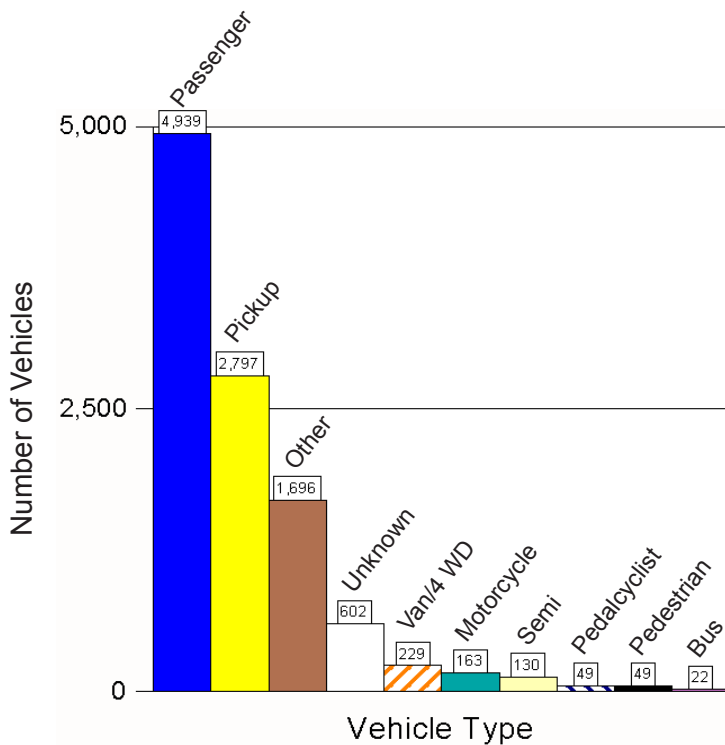


Crashes in District 2 by Top Contributing Factor, 2006 - 2008

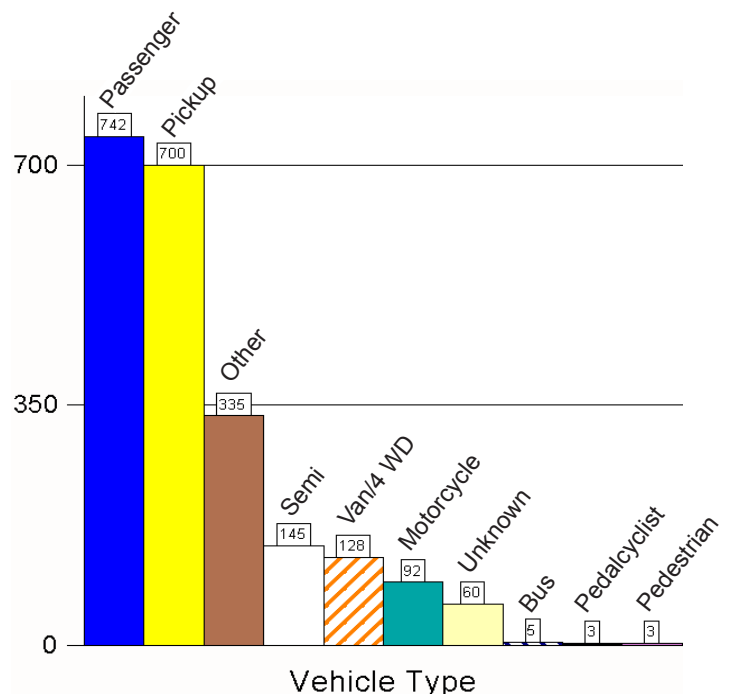
Urban			
Contributing Factor	2008	2007	2006
Driver inattention	1,436	1,523	1,085
Failing to yield	1,072	1,155	1,233
Following too close	976	950	984
Red light running	376	386	480
Excessive speed	325	415	364
Other	259	283	343
Alcohol involvement	345	268	266

Rural			
Contributing Factor	2008	2007	2006
Excessive speed	303	336	310
Driver inattention	349	268	294
Not driver error	448	250	53
Other	74	192	431
Alcohol involvement	149	115	103
Failing to yield	108	106	119
Driving left of center	77	78	61

2008 Crash Involvement in District 2 by Vehicle Type in Urban Areas



2008 Crash Involvement in District 2 by Vehicle Type in Rural Areas

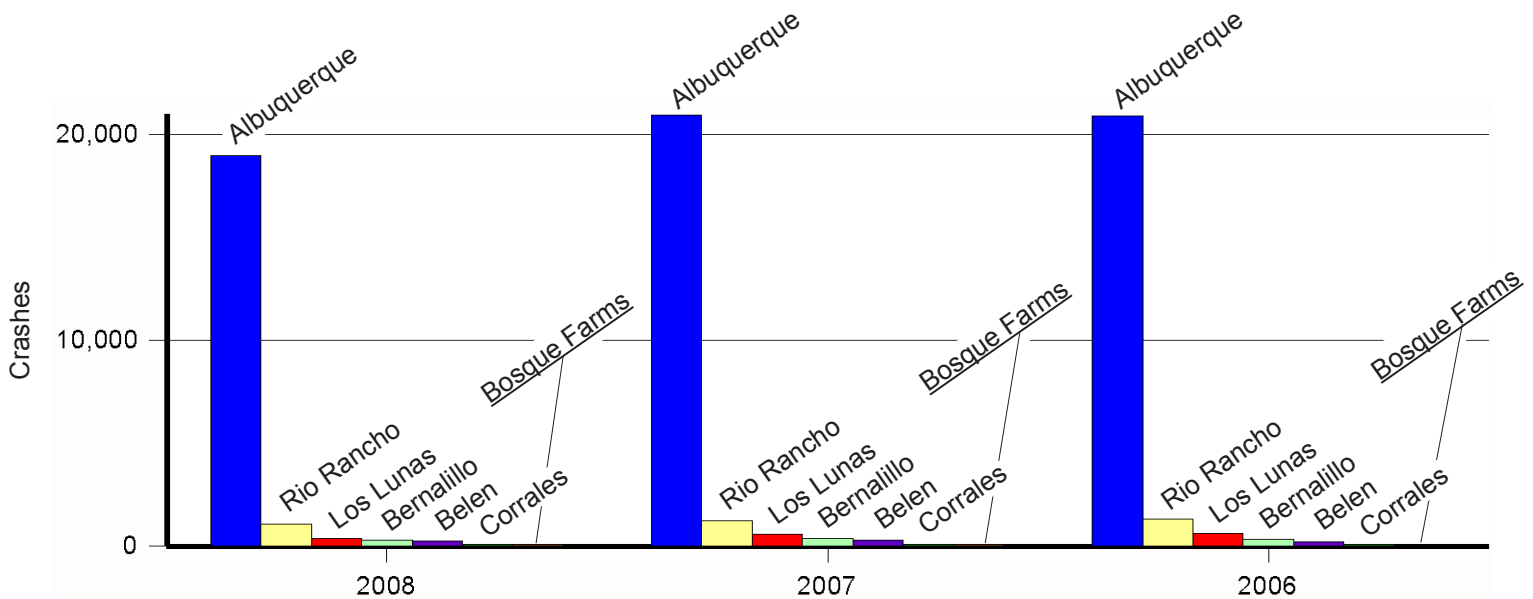


DISTRICT 3

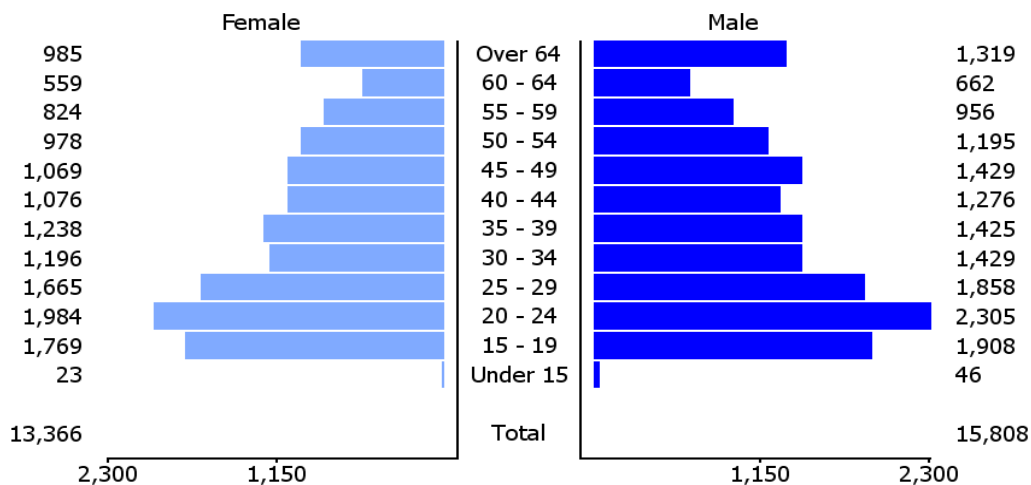
District 3 Crash Statistics, 1999 - 2008

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2008	473	277	73	79	6,027	8,696	21,837
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	7,652	11,318	21,692
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

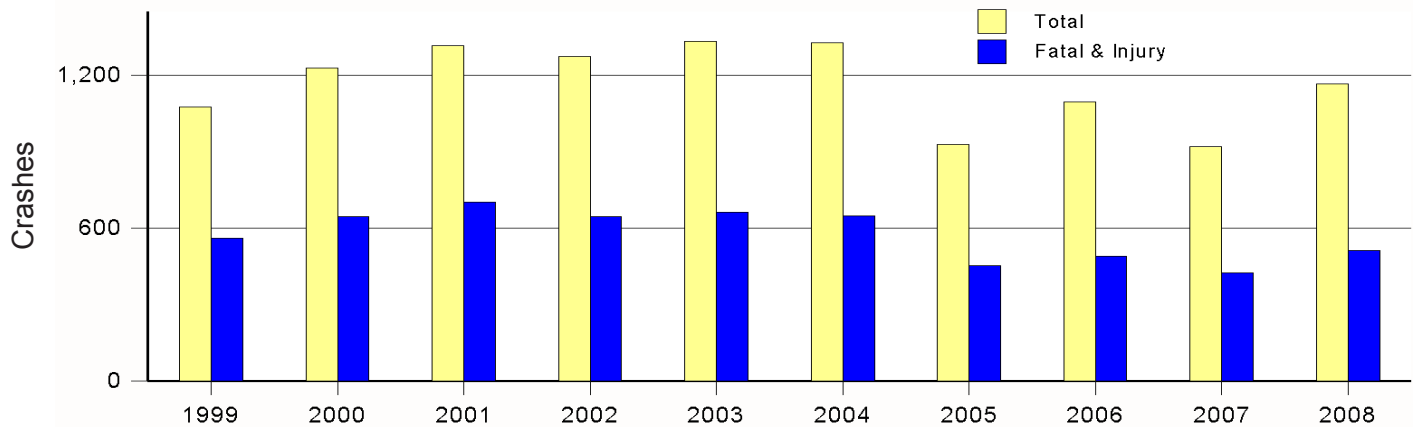
Crashes in Selected Cities in District 3, 2006 - 2008



District 3 Drivers in Crashes by Age and Sex, 2008



District 3 Alcohol-involved Crashes by Severity, 1999 - 2008

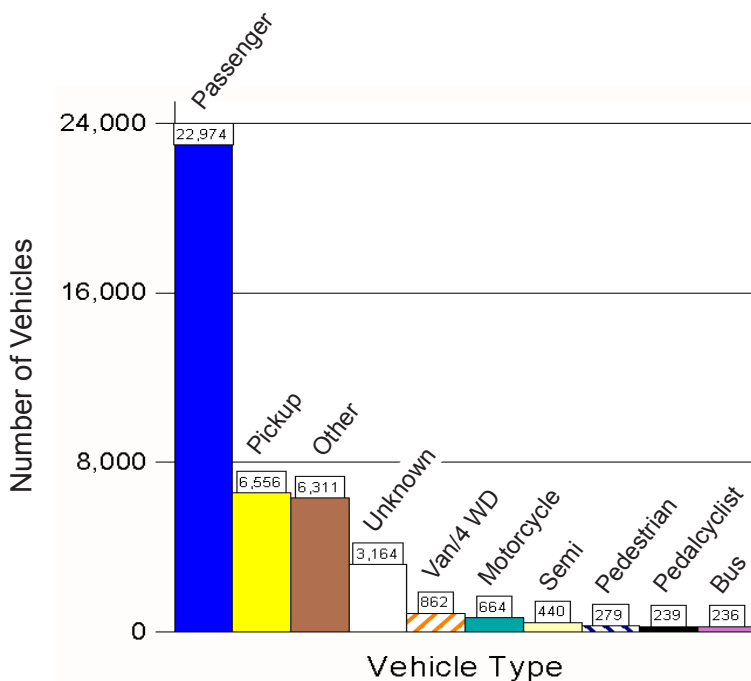


Crashes in District 3 by Top Contributing Factor, 2006 - 2008

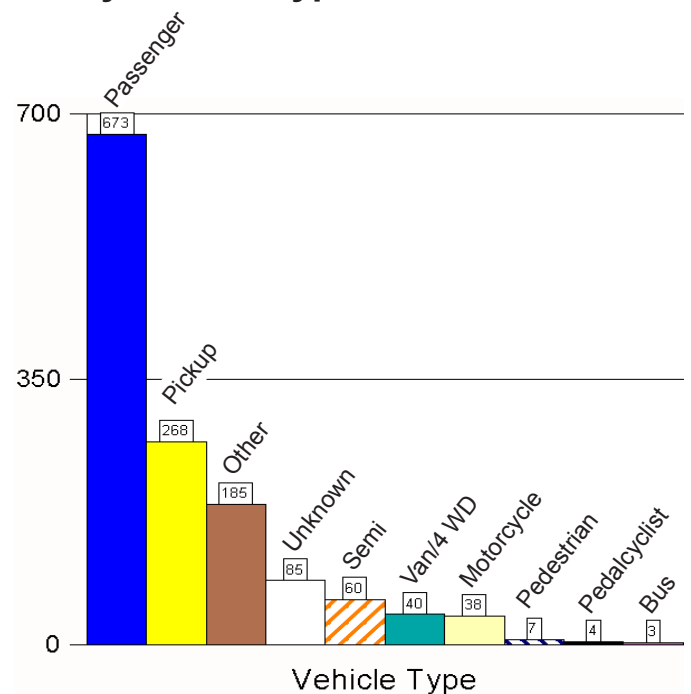
Urban			
Contributing Factor	2008	2007	2006
Driver inattention	6,963	8,412	7,570
Following too close	3,357	3,686	3,835
Failing to yield	2,855	3,010	3,195
Excessive speed	1,629	2,049	1,965
Red light running	1,325	1,411	1,554
Other	1,138	1,295	1,388
Alcohol involvement	945	978	1,121

Rural			
Contributing Factor	2008	2007	2006
Driver inattention	230	146	157
Excessive speed	140	159	141
Other	62	63	78
Following too close	67	59	60
Alcohol involvement	74	39	52
Failing to yield	57	54	52
Not driver error	96	40	16

2008 Crash Involvement in District 3 by Vehicle Type in Urban Areas



2008 Crash Involvement in District 3 by Vehicle Type in Rural Areas

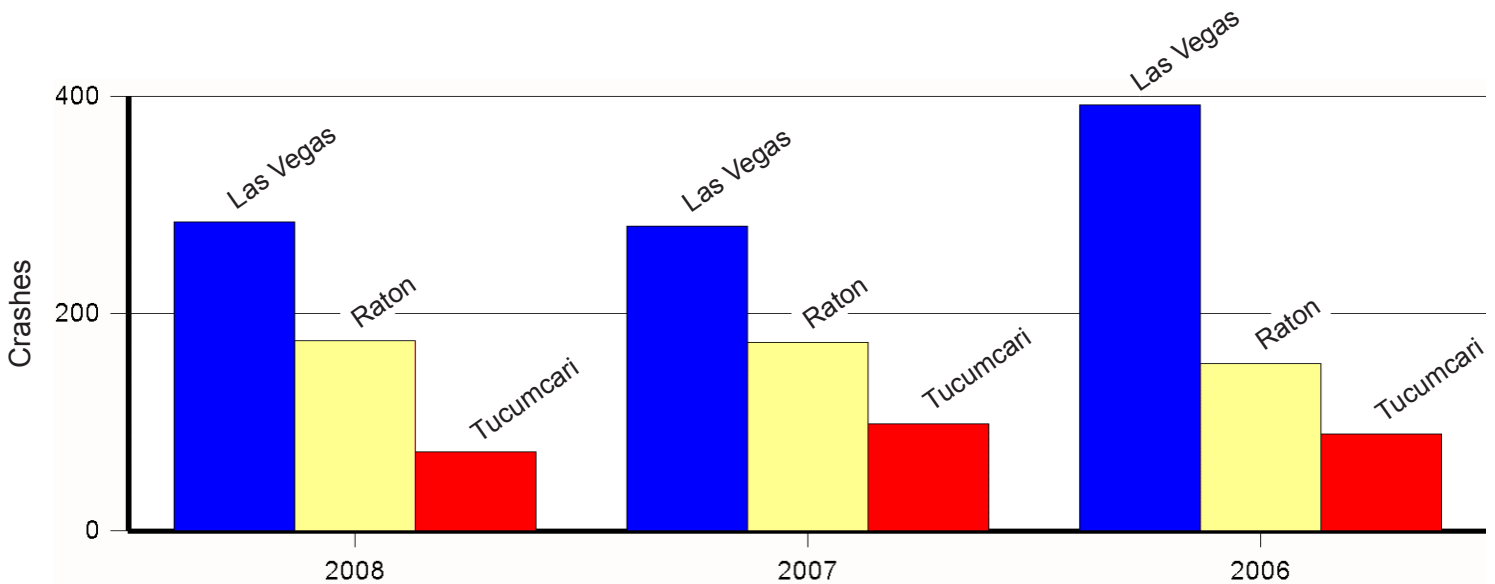


DISTRICT 4

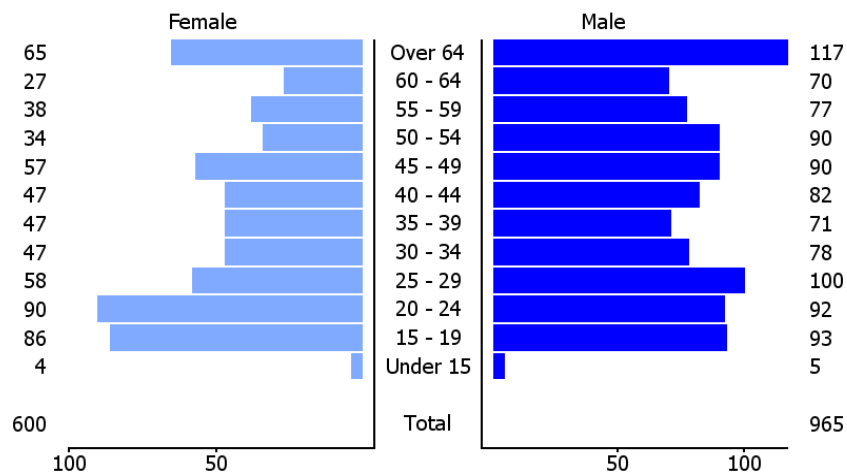
District 4 Crash Statistics, 1999 - 2008

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2008	127	9	32	37	323	510	1,243
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

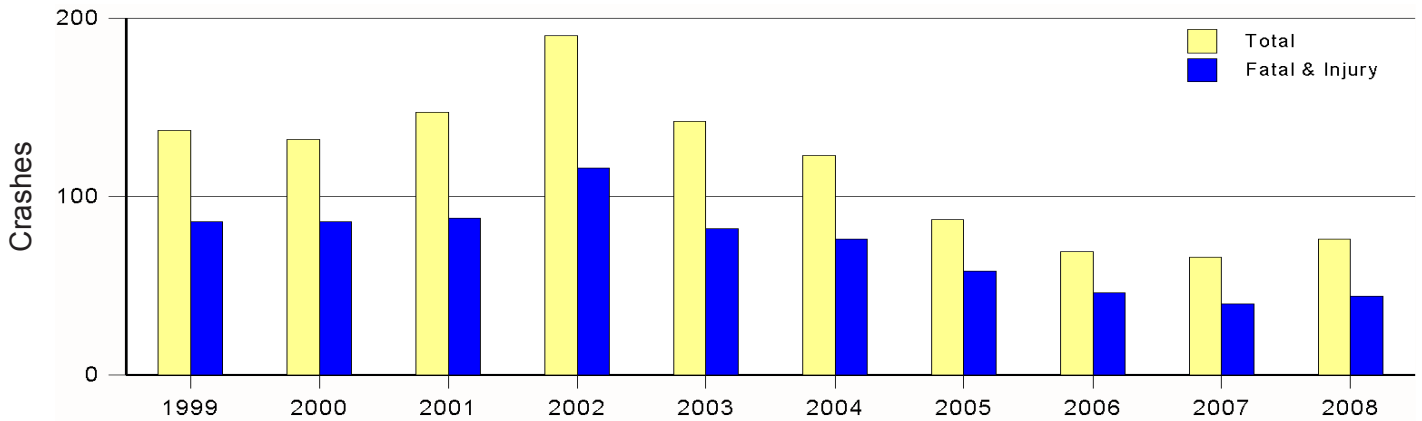
Crashes in Selected Cities in District 4, 2006 - 2008



District 4 Drivers in Crashes by Age and Sex, 2008



District 4 Alcohol-involved Crashes by Severity, 1999 - 2008

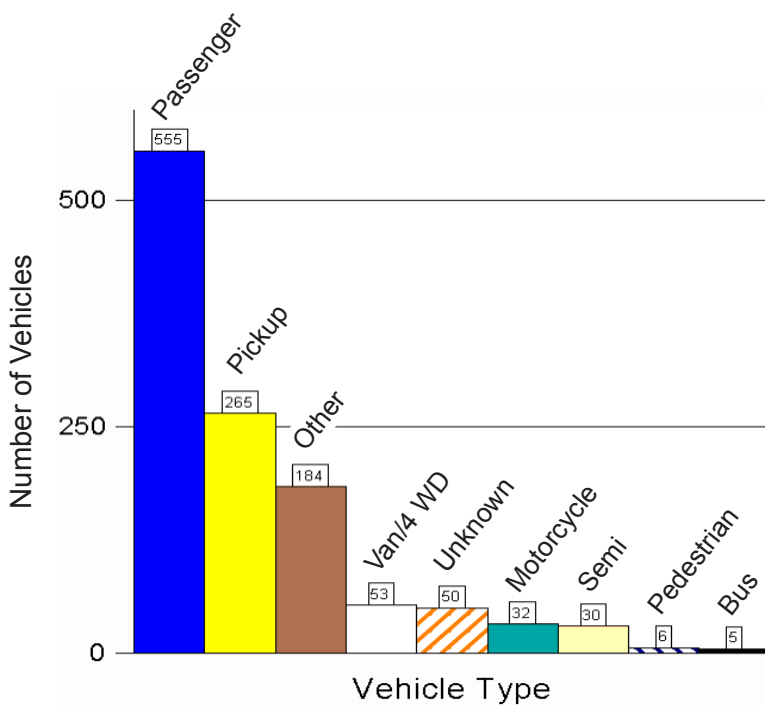


Crashes in District 4 by Top Contributing Factor, 2006 - 2008

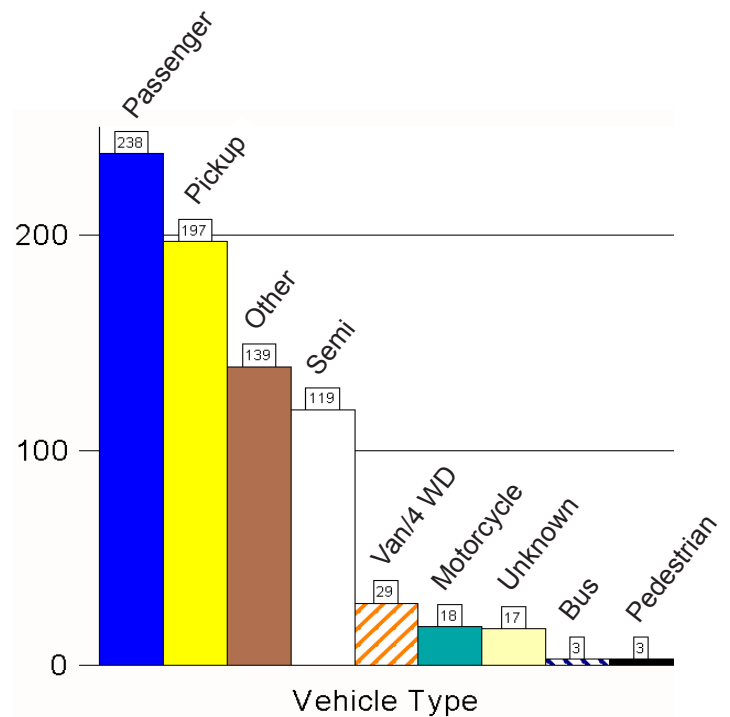
Urban			
Contributing Factor	2008	2007	2006
Driver inattention	215	175	194
Failing to yield	120	100	114
Excessive speed	58	99	68
Following too close	41	67	66
Other	26	54	59
Alcohol involvement	50	40	35
Red light running	17	43	43

Rural			
Contributing Factor	2008	2007	2006
Excessive speed	132	195	130
Driver inattention	124	141	130
Not driver error	176	96	26
Other	36	83	168
Mechanical defect	35	30	44
Alcohol involvement	30	30	42
Driving left of center	16	24	22

2008 Crash Involvement in District 4 by Vehicle Type in Urban Areas



2008 Crash Involvement in District 4 by Vehicle Type in Rural Areas

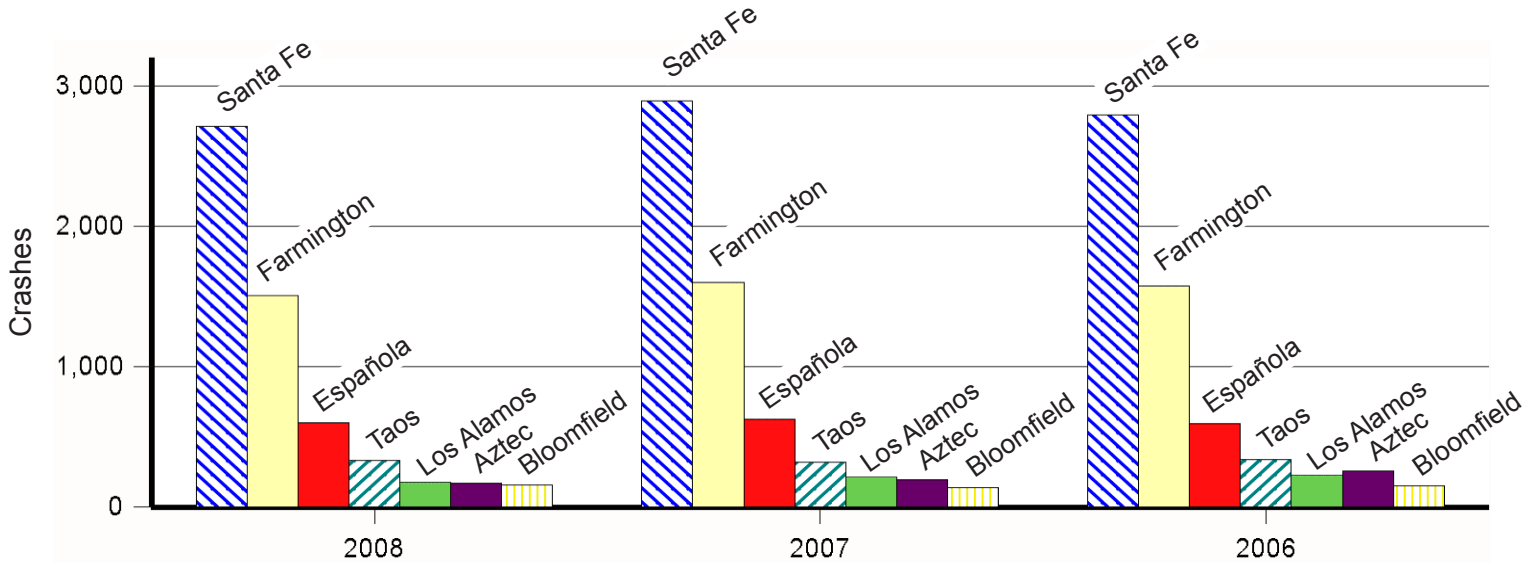


DISTRICT 5

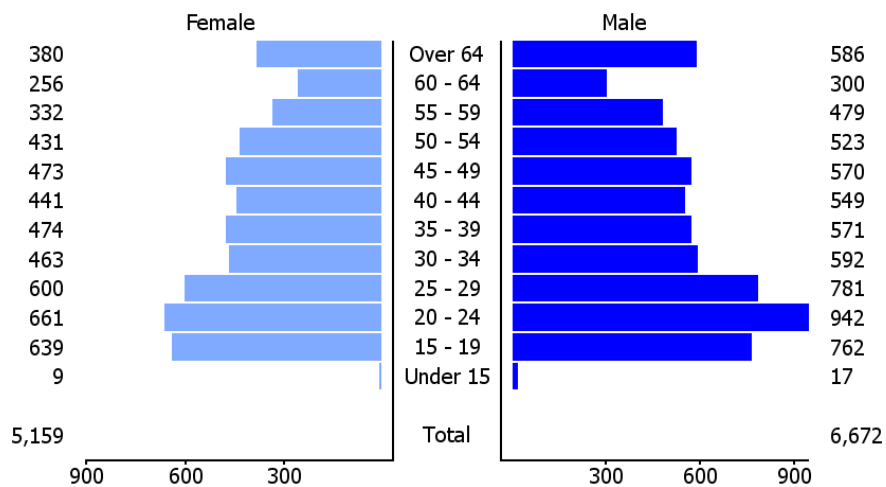
District 5 Crash Statistics, 1999 - 2008

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2008	233	80	68	75	2,553	3,745	8,173
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	3,328	5,146	8,991
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

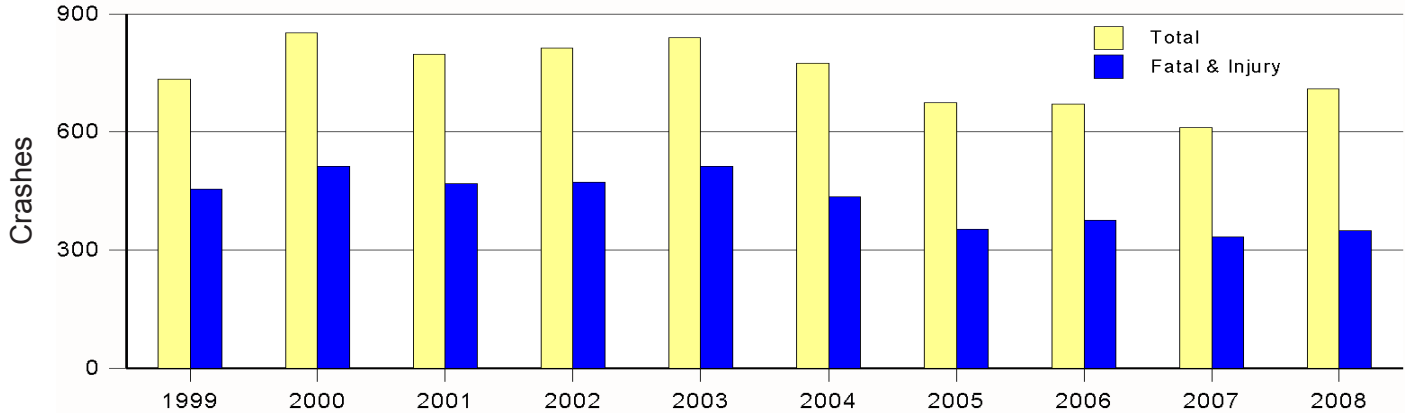
Crashes in Selected Cities in District 5, 2006 - 2008



District 5 Drivers in Crashes by Age and Sex, 2008



District 5 Alcohol-involved Crashes by Severity, 1999 - 2008

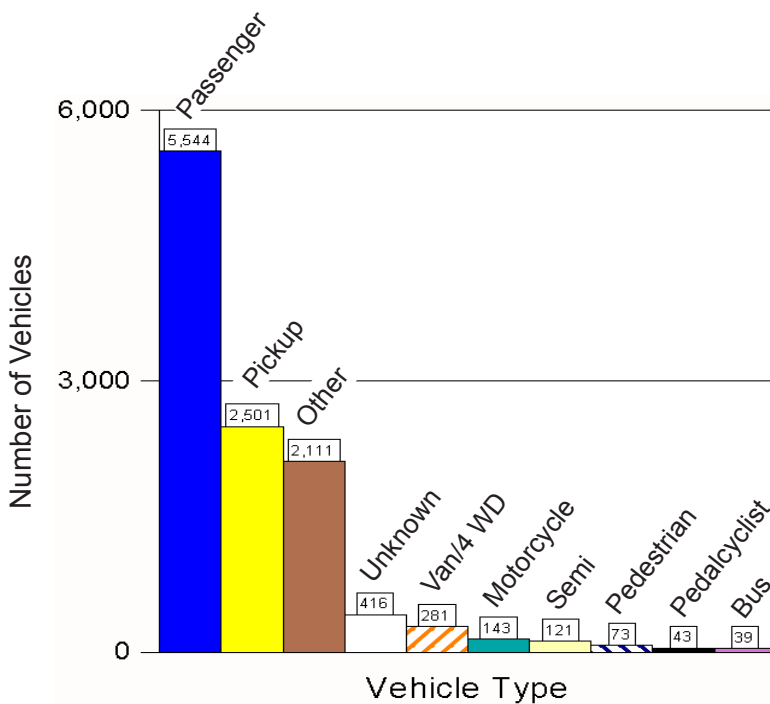


Crashes in District 5 by Top Contributing Factor, 2006 - 2008

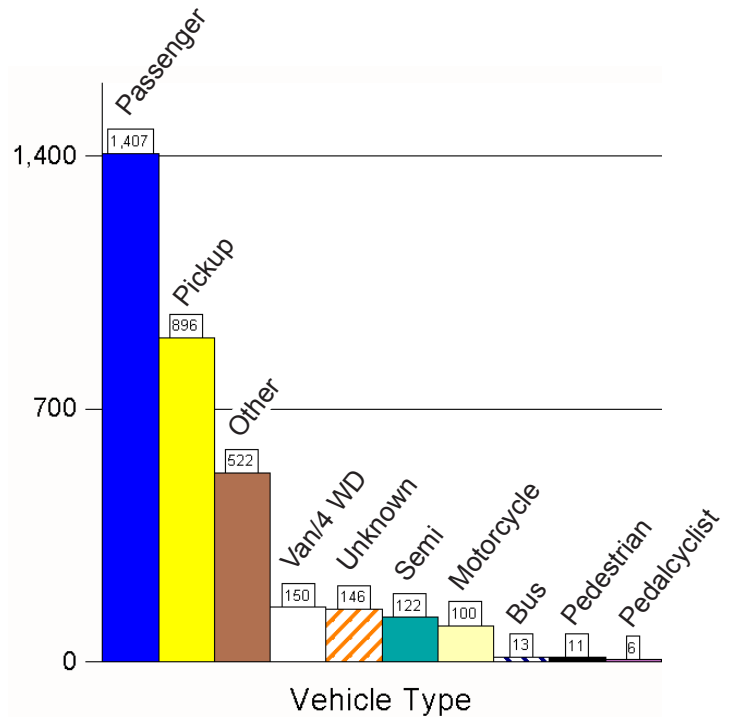
Urban			
Contributing Factor	2008	2007	2006
Following too close	1,418	1,542	1,498
Driver inattention	1,266	1,361	1,324
Failing to yield	1,030	1,066	1,101
Excessive speed	489	514	469
Alcohol involvement	402	426	414
Red light running	289	341	337
Other	254	335	355

Rural			
Contributing Factor	2008	2007	2006
Excessive speed	558	484	489
Driver inattention	388	382	407
Other	121	269	483
Not driver error	451	345	71
Alcohol involvement	228	217	287
Failing to yield	168	144	182
Following too close	156	133	148

2008 Crash Involvement in District 5 by Vehicle Type in Urban Areas



2008 Crash Involvement in District 5 by Vehicle Type in Rural Areas

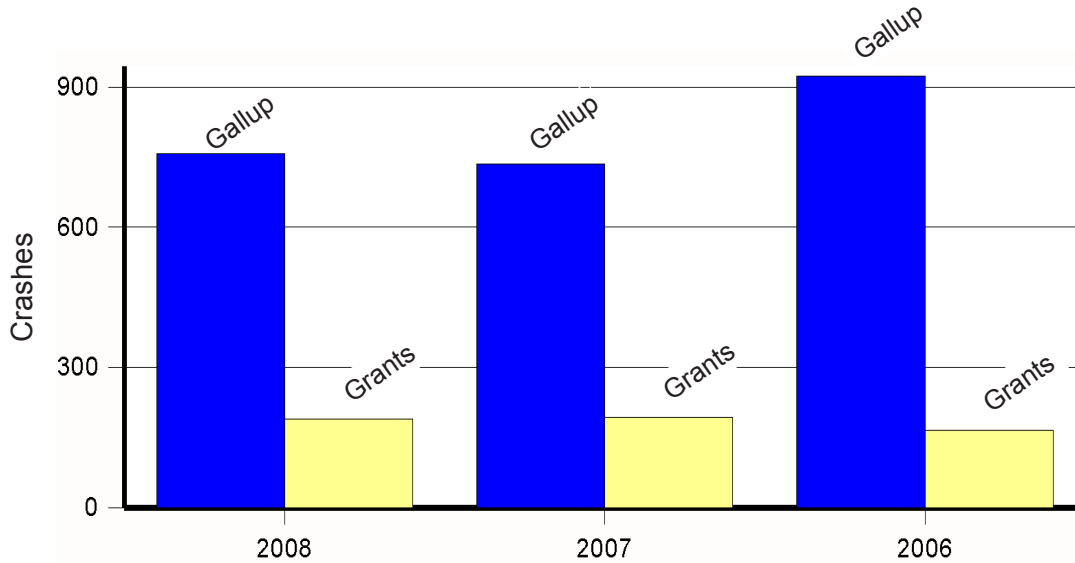


DISTRICT 6

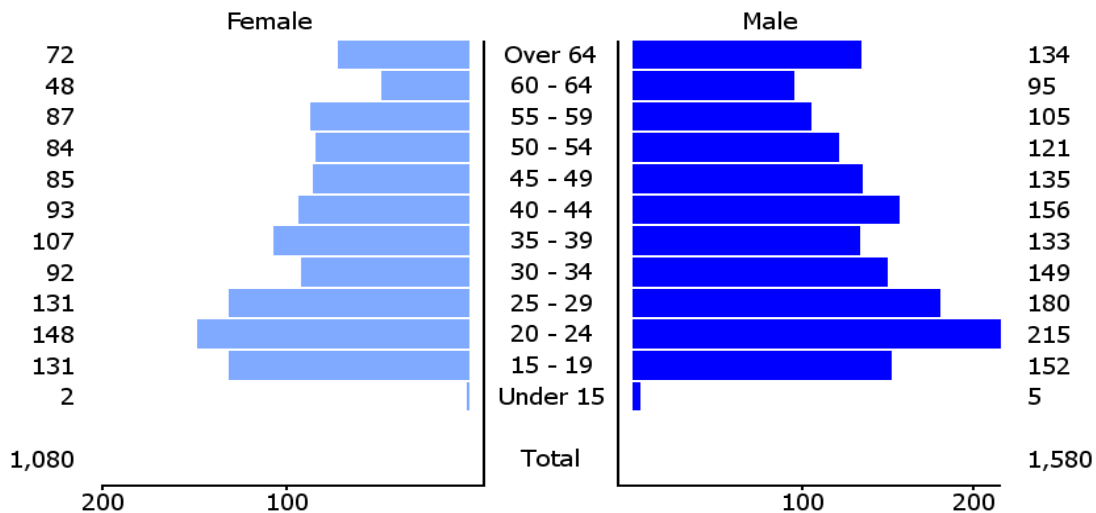
District 6 Crash Statistics, 1999 - 2008

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2008	133	23	40	49	575	915	2,057
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	2,680
2003	222	43	54	67	837	1,415	2,575
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

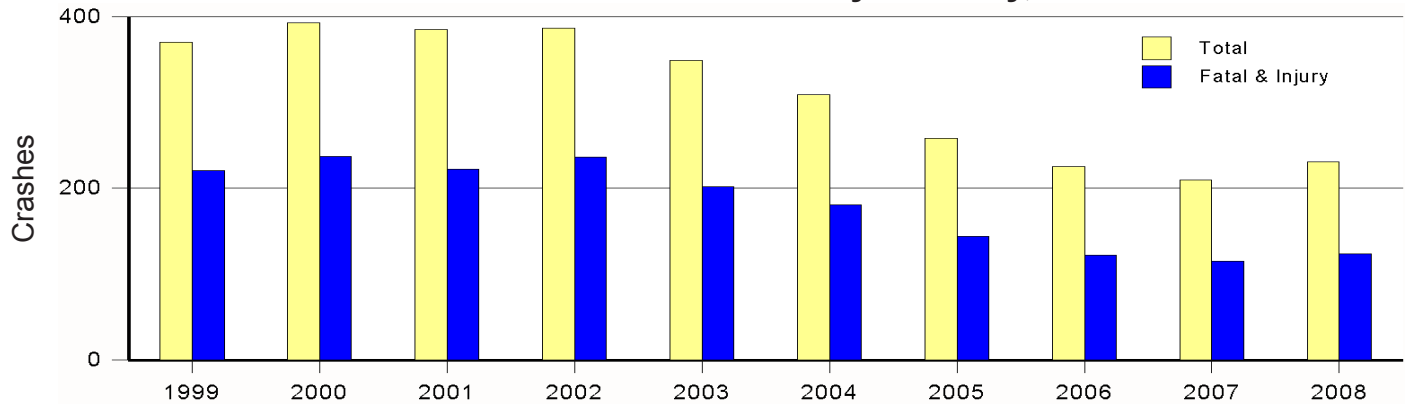
Crashes in Selected Cities in District 6, 2006 - 2008



District 6 Drivers in Crashes by Age and Sex, 2008



District 6 Alcohol-involved Crashes by Severity, 1999 - 2008

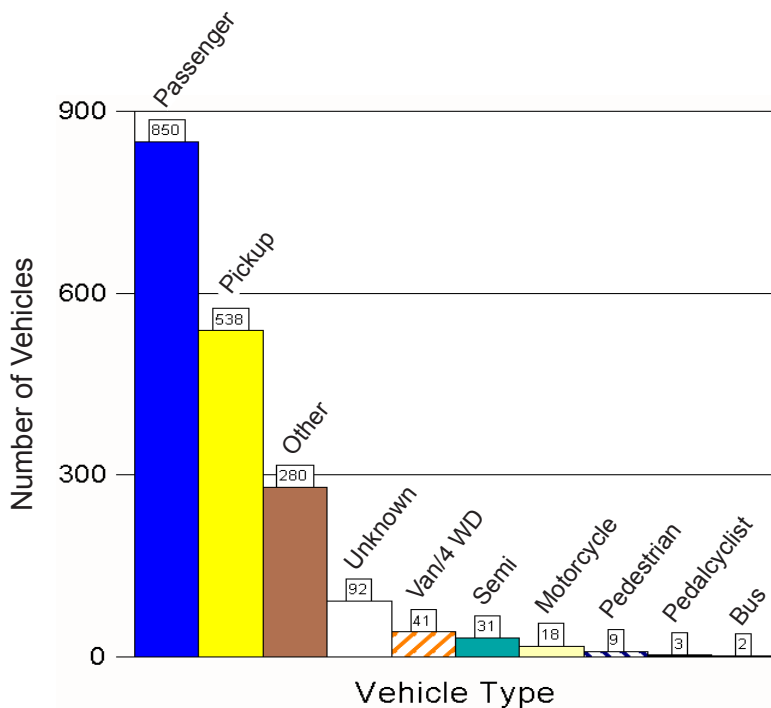


Crashes in District 6 by Top Contributing Factor, 2006 - 2008

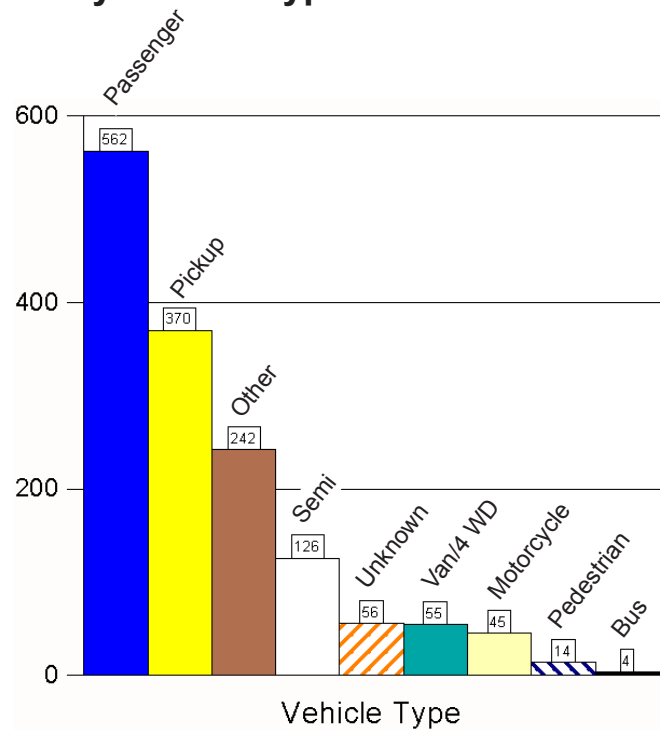
Urban			
Contributing Factor	2008	2007	2006
Driver inattention	234	235	174
Failing to yield	163	223	233
Following too close	146	132	172
Excessive speed	105	83	110
Alcohol involvement	103	90	91
Improper turning	60	71	91
Red light running	52	50	82

Rural			
Contributing Factor	2008	2007	2006
Excessive speed	286	216	191
Driver inattention	186	178	175
Alcohol involvement	131	124	140
Not driver error	213	134	23
Other	40	135	182
Failing to yield	51	41	30
Following too close	47	41	34

2008 Crash Involvement in District 6 by Vehicle Type in Urban Areas

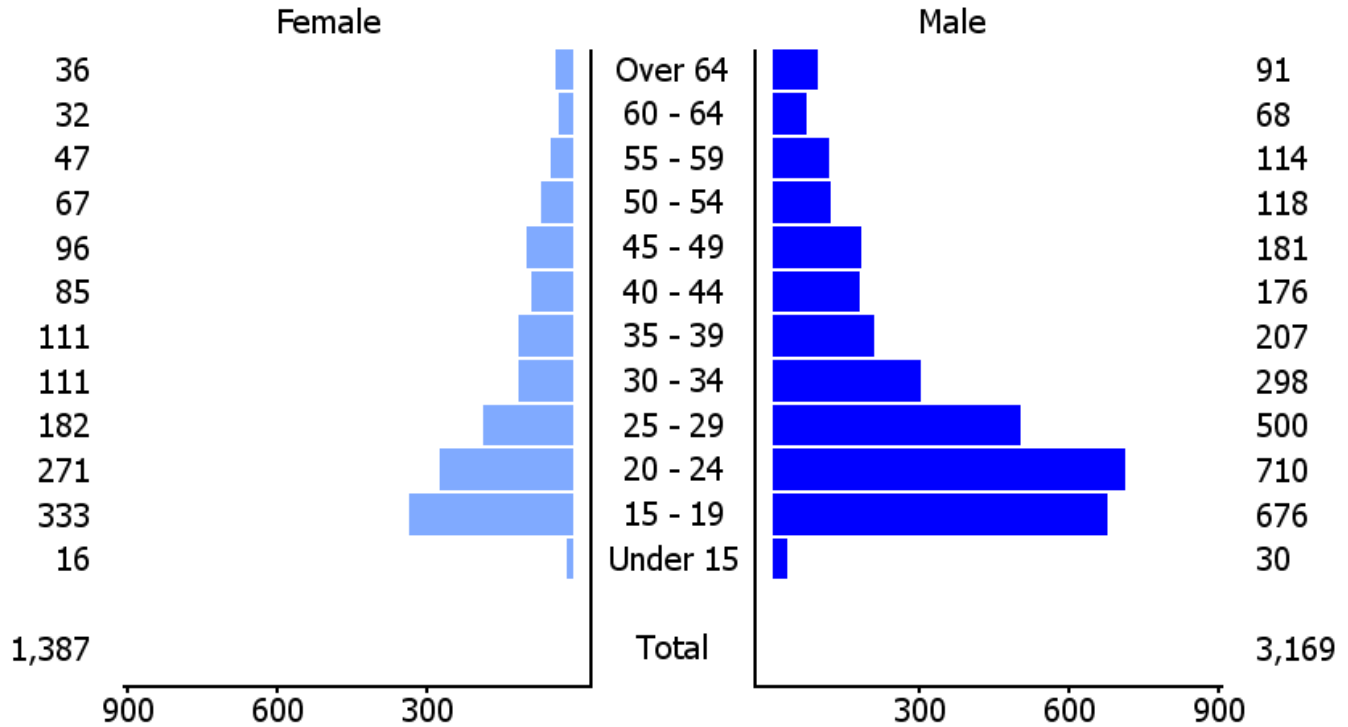


2008 Crash Involvement in District 6 by Vehicle Type in Rural Areas



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, 2008



In 2008 ...

- 163 people were killed in speed-related crashes.

Highest Percentage of Speed-related Crashes, 2008 by Selected¹ Cities

City	Crashes				People	
	Total	Percent	Fatal	Injury	Killed	Injured
Los Lunas	64	19	0	19	0	32
Silver City	56	15	1	25	1	34
Gallup	109	14	2	32	2	57
Española	75	13	3	25	3	43
Rio Rancho	123	12	1	39	1	55
Las Cruces	364	11	1	157	1	240
Santa Fe	308	11	4	103	4	133

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 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 2008.

Population - counts are from U.S. Department of Commerce, Bureau of the Census, Population Estimates Branch, June 2008.

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, 2008*).

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

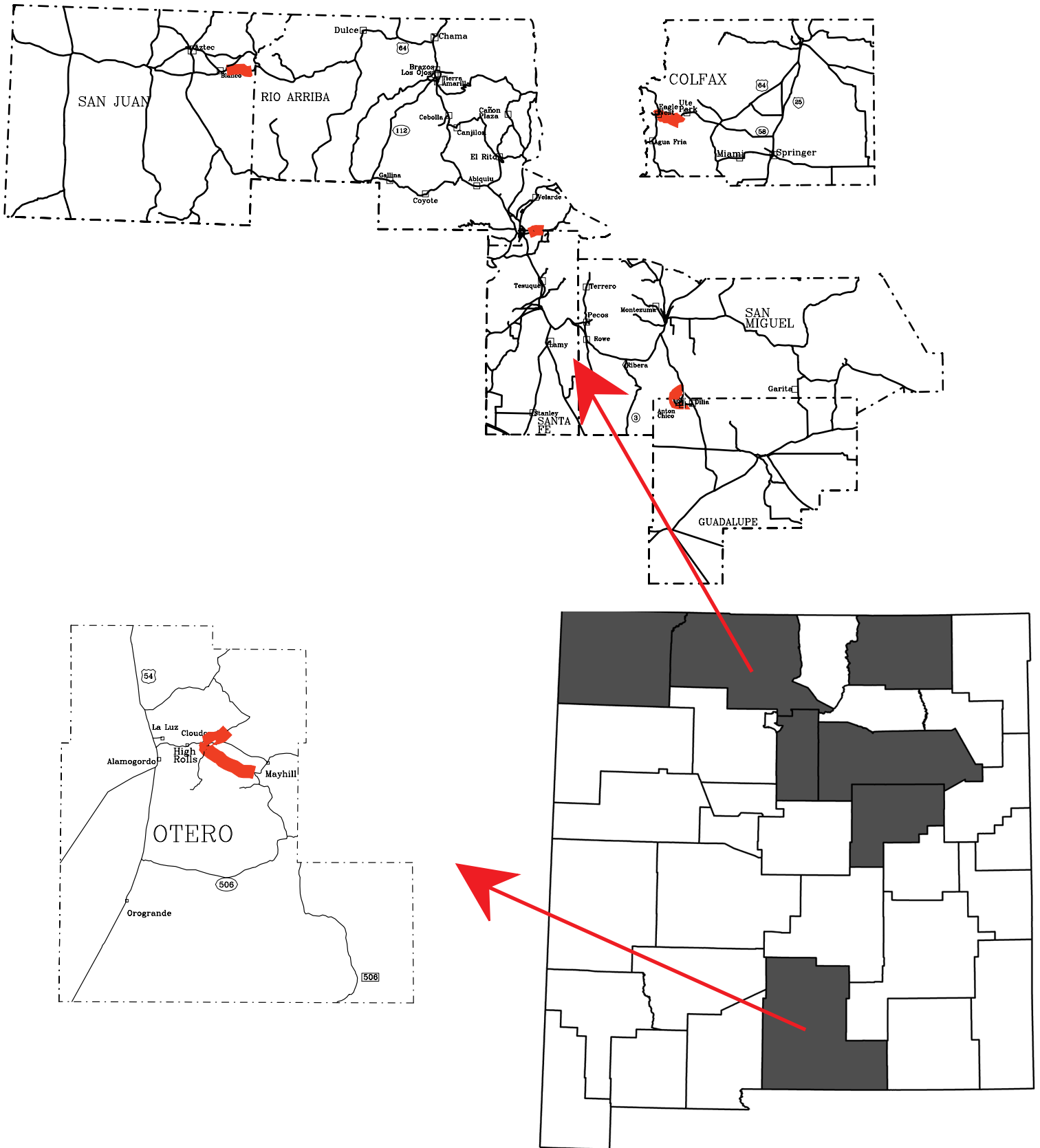
web site: <http://www.unm.edu/~dgrint>

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New Mexico's Highest Crash Rate Rural Highway Segments, 2008

(See page 15)



Traffic Fatalities in New Mexico by County, 2008

