Mesilla Valley
Metropolitan Planning Organization
Safety Report:
2018
Introduction

“Increasing safety for all users starting with those with the most vulnerable modes,” is one of the key goals in *Transport 2040, Metropolitan Transportation Plan Update*, the adopted Metropolitan Transportation Plan (MTP) for the Mesilla Valley Metropolitan Planning Organization (MVMPO) for the years 2015-2020. Improving safety requires a multifaceted approach. For example, crashes are related to multiple factors such as: inattention due to the use of cell phones; driving while using drugs or alcohol; geometric design of intersections, streets and Interstates; and the amount of vehicle miles travelled. All these factors are in play when examining motorized and non-motorized crashes.

One approach to assist in monitoring and reducing crashes, particularly crashes that include fatalities and serious injuries, is Transportation Performance Management (TPM). This performance-based approach was formally introduced into the Metropolitan Planning Process through the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 was signed into law on July 6, 2012, and passage of the subsequent federal transportation authorizing legislation titled Fixing America’s Surface Transportation (FAST) Act in December 2015 continues to emphasize the importance of performance-based metrics and the establishment of targets to guide future transportation investments. For further information, go to the website of Transportation Performance Planning at: [https://www.fhwa.dot.gov/tpm/](https://www.fhwa.dot.gov/tpm/)

Transportation Performance Management (TPM) is a strategic approach that uses system information to make investment and policy decisions to achieve performance goals. TPM principles ensure that the best projects are selected and delivered to produce the performance outcomes desired by the agency, external partners, elected officials, and the public. TPM helps determine objectives, using information from past performance levels and forecasted conditions to guide investments, measuring progress toward strategic goals, and adjusting to improve performance. TPM is grounded in sound data management, usability, and analysis as well as in effective communication and collaboration with internal and external stakeholders. The key to successful implementation of TPM practices lies in organizational support and agency embrace of data-driven decision making.

Monitoring and setting targets are the means to determine allocations of scare Federal, State and local monies for safety projects and programs. There is often a common perception that geometric improvements (including more travel lanes) or signalization of intersections is the solution for decreasing crashes. The number of crashes generally increases as vehicle miles traveled increase. While geometric improvements can decrease crashes, they are not a panacea and can possibly increase crashes. Other factors such as improved safety features for vehicles (seatbelts, air bags, collision warning etc.), effective enforcement against the use of drugs and alcohol while driving, addressing demographic factors (reduction of drivers 18-25 and 65 plus driving vehicles) and elimination of vehicle miles travelled. The use of public transit and non-motorized modes can also be effective in decreasing crashes. Conversely, mode shift from motorized to non-motorized modes can increase crashes for these modes, if there are not proper facilities. For further information on safety target settings refer to this FHWA resource webpage: [https://safety.fhwa.dot.gov/hsip/spm/target-setting_resources.cfm](https://safety.fhwa.dot.gov/hsip/spm/target-setting_resources.cfm)
State of New Mexico and Mesilla Valley MPO Crash Target Setting


The first chart in each section represents the State Targets, which the Mesilla Valley voted to support, and the State Justification Statement, followed by charts and tables specific to the Mesilla Valley MPO.

1. Fatalities

![Fatalities Chart]

**NMDOT Target Statement:** Limit the increase in total fatalities to 6.4 percent from 352.6 in 2016 to 375 by December 31, 2019 (FARS; 5-year averages)

**NMDOT Justification:** Five-year average fatalities fell by 7 percent between 2011 and 2015, but then rose in 2016 to their highest level in ten years. 2017 preliminary data and 2018 and 2019 projected data indicate fatalities remaining high. Although the 5-year trend line indicates a 5 percent increase in overall fatalities from 2016 to 2019, given the projected increases in pedestrian, speeding and alcohol-impaired fatalities, the State has determined a 6.4 percent increase in overall fatalities to be an achievable target in 2019.

**MVMPO Fatalities:**

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</tr>
</thead>
<tbody>
<tr>
<td>Fatal Crash Count</td>
<td>5</td>
<td>13</td>
<td>5</td>
<td>10</td>
<td>15</td>
<td>14</td>
<td>14.6</td>
<td>16.0</td>
<td>17.5</td>
<td>180.000%</td>
<td>25.000%</td>
</tr>
<tr>
<td>5-Yr Moving Average</td>
<td>9.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11.4</td>
<td>11.72</td>
<td>13.92</td>
<td>15.42</td>
<td>18.750%</td>
<td>35.263%</td>
</tr>
</tbody>
</table>
MVMPO Performance: Over the study period, 2011 to 2016 fatalities have been increasing (180% increase.) The fluctuation has been dramatic. Between 2011 and 2013, the number of fatalities went from 5 in 2011 to 13 in 2013 to 5 in 2013 and 10 in 2014. Since 2014 the number of fatalities has risen dramatically. The 5-year average number of fatalities from 2011 to 2015 is 9.6. The 5-year average number of fatalities from 2012 to 2016 is 11.4. The percentage change between the two 5-year intervals is 18.75%. It is projected that in 2018 and 2019, there will be 25% increase and a 35.263% increase between the five year intervals. This is higher than the NMDOT target of a 6.4% increase for the five year period. It must be noted that the number of absolute fatalities are small and erratic and the projected fatalities have a large margin of error. The location and cause of fatal crashes are detailed for 2016 in Section 7.

2. Serious Injuries
NMDOT Target Statement: Decrease the number of serious injuries by 17.5 percent from 1,333.8 in 2016 to 1,100.0 by December 31, 2019.

NMDOT Justification: Five-year average serious injuries are projected to fall by 14.7 percent between 2016 and 2018, and the State anticipates a continued reduction in serious injuries in 2019. The State has determined a 17.5 percent reduction in these injuries from 2016 to 2019 is achievable.

MVMPO Serious Injuries (Class A):

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<tr>
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</thead>
<tbody>
<tr>
<td>Serious Injuries (Class A)</td>
<td>161</td>
<td>138</td>
<td>117</td>
<td>136</td>
<td>111</td>
<td>103.10</td>
<td>85.60</td>
<td>79.64</td>
<td>-31.06%</td>
<td>-28.25%</td>
</tr>
<tr>
<td>5-Yr Moving Average</td>
<td>132.6</td>
<td>122.60</td>
<td>115.62</td>
<td>109.34</td>
<td>98.07</td>
<td>-7.54%</td>
<td>-20.01%</td>
<td></td>
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</tr>
</tbody>
</table>

MVMPO Performance: Serious injuries (Class A) have been steadily increasing corresponding to the decrease in the State. The five-year average number of serious injuries (Class A) from 2011 to 2015 is 132.6. The five-year average of serious injuries from 2012 to 2016 is 122.60. The percentage change was -7.54% between the two five-year periods. It is predicted to be a decrease of 28.25% in serious injuries (Class A) by 2019 from 111 in 2016 to 79.64 (predicted) in 2019. The five year period decrease should be 20.01% decrease.

(1) NMDOT definition of injuries:

Injuries – The number of people injured in a crash, in contrast to the number of crashes in which people were injured. This includes Suspected Serious Injuries (Class A), Suspected Minor Injuries (Class B) and Possible Injuries (Class C). Counts consist of people injured but not killed.

3. Fatalities per 100 Million Vehicle Miles Travelled (VMT)

NMDOT Target Statement: Decrease the fatality rate from 1.343 in 2016 to 1.318 by December 31, 2019.

NMDOT Justification: Although five-year average fatalities are expected to increase in 2019 from 2016, with VMT expected to continue rising, the State determines that the projected 2019 five-year fatality rate is an achievable target.

MVMPO Fatalities per 100 Million VMT:

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<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Fatalities per 100 Million VMT</td>
<td>0.508</td>
<td>1.344</td>
<td>0.539</td>
<td>1.053</td>
<td>1.067</td>
<td>1.383</td>
<td>1.018</td>
<td>1.035</td>
<td>110.00%</td>
<td>-1.88%</td>
</tr>
<tr>
<td>5-Yr Moving Average</td>
<td><em>0.985</em></td>
<td><em>0.999</em></td>
<td>1.027</td>
<td>1.127</td>
<td>1.035</td>
<td>1.38%</td>
<td>3.63%</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
MVMPO Performance: The fatality rate per 100 Million VMT fluctuates yearly according to the VMT changes per year for the MPO Area (See Appendix A). Between 2011 to 2014, there were wide fluctuations in the number of fatalities and a decrease in VMT. After 2013, VMT rose dramatically and continued to increase until 2016. It is forecasted that there will be steady increase in the VMT to 2019. The average fatality rate per 100 Million VMT from 2011 to 2015 is .99 The average fatality rate from 2012 to 2016 is 1.10. The percentage difference between the two 5-year periods is 1.38%. The fatality rate is expected to increase till 2019, but will be under the targets set by the State.

4. Serious Injuries per 100 Million VMT

NMDOT Target Statement: Decrease the rate of serious injuries from 5.082 in 2016 to 3.825 by December 31, 2019.

NMDOT Justification: Five-year average serious injury rates are projected to continue falling, and the State has determined the 2019 five-year average projection to be an achievable target.

MVMPO Serious Injuries (Class A) per 100 Million VMT:

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<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Serious Injuries (Class C) per 100 Million VMT</td>
<td>16.36</td>
<td>14.27</td>
<td>12.62</td>
<td>13.44</td>
<td>8.35</td>
<td>8.11</td>
<td>7.00</td>
<td>5.45</td>
<td>4.76</td>
<td>-0.50</td>
<td>-0.41</td>
</tr>
<tr>
<td>5-Yr Moving Average</td>
<td>13.01</td>
<td>11.36</td>
<td>9.90</td>
<td>8.47</td>
<td>6.73</td>
<td>-0.13</td>
<td>-0.41</td>
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</tr>
</tbody>
</table>
**MVMPO Performance:** The average serious injury (Class A) rate per 100 Million VMT from 2011 to 2015 is 13.01. The average serious injury rate from 2012 to 2016 is 11.36. The percentage difference between the two 5-year periods is -12.68%. The State’s serious injury rate is projected to be 2.745 by 2019. The projected rate for MVMPO is 4.76 per 100 Million VMT. This is 73.55% above the State’s target rate. To improve this, the MVMPO member jurisdictions should devote more resources to measures that will decrease the area’s serious injury rate.

**5. Number of Non-Motorized Fatalities and Serious Injuries**
**NMDOT Target Statement:** Limit the increase in non-motorized fatalities and non-motorized serious injuries to 220.6 by December 31, 2019.

**NMDOT Justification:** Five-year average non-motorized fatalities and serious injuries are projected to rise over the next four years, and the State has determined the 2019 five-year average projection to be an achievable target.

**MVMPO Non-motorized Fatalities and Serious Injuries (Class A):**

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Non-Motorized Fatalities and Serious Injuries (Class A)</td>
<td>14</td>
<td>10</td>
<td>8</td>
<td>13</td>
<td>11</td>
<td>12.03</td>
<td>12.24</td>
<td>12.45</td>
<td>-12.58%</td>
<td>-10.6%</td>
<td></td>
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<tr>
<td>5 Yr Moving Average</td>
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</tbody>
</table>

**MVMPO Performance:** Between 2011 to 2013, there was a decrease in non-motorized fatalities and serious injuries. This number increased in 2014 and decreased slightly in following years. The five-year average from 2011-2015 was 11.20 and the five-year average from 2012-16 was 10.80. There was a 12.58% decrease from 2011 to 2016. There was a 40.0% decrease in the five-year average in 2016 and 2015. The projected average number for 2019 is only a slight increase, 3.7%. It is projected to be a 10.6% from the previous five year average of 2016. These numbers are small and volatile. Therefore, the confidence level in this forecast is tentative.
6. MVMPO 2016 Crashes by Intersection (Top 31)

Intersections ranked by Number of Crashes (highlighted in blue experienced at least one fatality; highlighted in brown experienced at least one serious injury (Class C))

<table>
<thead>
<tr>
<th>INTERSECTION</th>
<th>COUNT</th>
<th>RANK</th>
<th>Serious Injuries (Class A)</th>
<th>Fatalites</th>
</tr>
</thead>
<tbody>
<tr>
<td>Telshor and Lohman</td>
<td>52</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bataan Memorial West and Del Rey</td>
<td>42</td>
<td>2</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Triviz and Main</td>
<td>42</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Picacho and Main</td>
<td>35</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Valley and Picacho</td>
<td>34</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Solano and Main</td>
<td>33</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nacho and Lohman</td>
<td>31</td>
<td>7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>University and Triviz</td>
<td>31</td>
<td>7</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Avenida de Mesilla and Main</td>
<td>29</td>
<td>9</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Main and Spitz</td>
<td>30</td>
<td>9</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Telshor and Spruce</td>
<td>30</td>
<td>9</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Valley and Amador</td>
<td>30</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walton and Lohman</td>
<td>29</td>
<td>13</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>El Paseo and Boutz</td>
<td>27</td>
<td>14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Main and Valley</td>
<td>27</td>
<td>14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>University and I-25 On-ramp</td>
<td>26</td>
<td>16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Foothills and Telshor</td>
<td>25</td>
<td>17</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lohman and Walnut</td>
<td>25</td>
<td>17</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Solano and Lohman</td>
<td>25</td>
<td>17</td>
<td></td>
<td></td>
</tr>
<tr>
<td>El Paseo and Idaho</td>
<td>22</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>El Paseo and University</td>
<td>22</td>
<td>20</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Lohman and Foothills</td>
<td>22</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Main and El Paseo</td>
<td>20</td>
<td>23</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Triviz and Missouri</td>
<td>20</td>
<td>23</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>University and Hagarty</td>
<td>20</td>
<td>23</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amador and Solano</td>
<td>19</td>
<td>26</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>University and Locust</td>
<td>19</td>
<td>26</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bataan Memorial West and Riconada</td>
<td>18</td>
<td>28</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Main and Lohman</td>
<td>18</td>
<td>28</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Spruce and Triviz</td>
<td>18</td>
<td>28</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Idaho and Solano</td>
<td>17</td>
<td>31</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lohman and Roadrunner</td>
<td>17</td>
<td>31</td>
<td></td>
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</tbody>
</table>
The top three intersections by number of crashes are: Telshor and Lohman; Bataan Memorial West and Del Rey; and Triviz and Main. There are clusters of intersections with high number of crashes along Lohman from Walnut to Telshor; surrounding the Three Crosses/Solano/Main intersection; along University from Triviz to Main and along Lohman/Amador from Solano to Main. These areas of crashes might indicate some systematic problems and warrant further study.

**Crash Rates by Intersection**
*(lines highlighted in blue indicates partial data)*

<table>
<thead>
<tr>
<th>Intersection</th>
<th>COUNT</th>
<th>Volume</th>
<th>Crash Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foothills Telshor</td>
<td>25</td>
<td>10125</td>
<td>6.76</td>
</tr>
<tr>
<td>Bataan Memorial West</td>
<td>18</td>
<td>9498</td>
<td>5.19</td>
</tr>
<tr>
<td>Nacho Lohman</td>
<td>31</td>
<td>20679</td>
<td>4.11</td>
</tr>
<tr>
<td>Picacho Main</td>
<td>35</td>
<td>24655</td>
<td>3.89</td>
</tr>
<tr>
<td>Solano Lohman</td>
<td>25</td>
<td>17980</td>
<td>3.81</td>
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<td>Telshor Spruce</td>
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<td>22231</td>
<td>3.70</td>
</tr>
<tr>
<td>University</td>
<td>Hagerty</td>
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<td>-----------------------------</td>
<td>-------------</td>
<td>-----</td>
<td>-------</td>
</tr>
<tr>
<td>Telshor</td>
<td>Lohman</td>
<td>52</td>
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<td>Main</td>
<td>Valley</td>
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<td>Del Ray</td>
<td>Bataan Memorial West</td>
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<td>33168</td>
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<td>Main</td>
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<td>Walton</td>
<td>Lohman</td>
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<td>23723</td>
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<td>University</td>
<td>I-25 On-Ramp</td>
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<td>21951</td>
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<td>Triviz</td>
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<td>Main</td>
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<td>Boutz</td>
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<td>26170</td>
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<tr>
<td>Spruce</td>
<td>Triviz</td>
<td>18</td>
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<td>Bataan Memorial West</td>
<td>Sonoma Ranch</td>
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<td>Walnut</td>
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<td>Main</td>
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<td>Amador</td>
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<td>Picacho</td>
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<td>Lohman</td>
<td>Foothills</td>
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<td>34063</td>
</tr>
<tr>
<td>Lohman</td>
<td>Roadrunner</td>
<td>17</td>
<td>31482</td>
</tr>
<tr>
<td>Valley</td>
<td>Avenida de Mesilla</td>
<td>17</td>
<td>31670</td>
</tr>
<tr>
<td>Main</td>
<td>US 70</td>
<td>17</td>
<td></td>
</tr>
</tbody>
</table>
The intersections with the highest crash rates are: Foothills and Telshor; Bataan Memorial West and Rinconada; Nacho and Lohman; Picacho and Main; and Solano and Lohman. This indicates that at these intersections there are significant problems while accounting for the vehicles entering the intersection.

7. MPO 2016 Fatality Locations

<table>
<thead>
<tr>
<th>Location</th>
<th>Persons Killed</th>
<th>Number Vehicles Involved</th>
<th>Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. Amador and S. Main</td>
<td>1</td>
<td>2</td>
<td>Missing Data</td>
</tr>
<tr>
<td>I-25 and N. Main Interchange</td>
<td>4</td>
<td>3</td>
<td>Alcohol/Drug Involved</td>
</tr>
<tr>
<td>Harrelson St and Union</td>
<td>1</td>
<td>2</td>
<td>Avoid No Contact - Vehicle</td>
</tr>
<tr>
<td>Solano and Amador</td>
<td>1</td>
<td>2</td>
<td>Missing Data</td>
</tr>
<tr>
<td>Triviz and Spruce</td>
<td>1</td>
<td>2</td>
<td>Missing Data</td>
</tr>
<tr>
<td>1-10 East (near mile marker 143)</td>
<td>1</td>
<td>2</td>
<td>Alcohol/Drug Involved</td>
</tr>
<tr>
<td>University and Triviz</td>
<td>1</td>
<td>3</td>
<td>Alcohol/Drug Involved</td>
</tr>
<tr>
<td>1-25 West near mile marker 4</td>
<td>1</td>
<td>1</td>
<td>Alcohol/Drug Involved</td>
</tr>
</tbody>
</table>
Of the eleven locations where fatalities occurred 6 involved alcohol or drugs, and 3 had missing data. There was one pedestrian fatality on Telshor caused by “pedestrian error.”
Most serious injuries (Class C) occurred between other vehicles. There is a concentration of locations with serious injuring along Lohman and South Solano, from Nevada to Missouri.

10. Corridor Crashes

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Count</th>
<th>Miles</th>
<th>AADT</th>
<th>Crash Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main: Ave de Mesilla-Bowman</td>
<td>102</td>
<td>0.8</td>
<td>12,464</td>
<td>28.03</td>
</tr>
<tr>
<td>Solano: Lohman-Missouri</td>
<td>100</td>
<td>1</td>
<td>11,216</td>
<td>24.43</td>
</tr>
<tr>
<td>Amador: Lohman-near Solano</td>
<td>102</td>
<td>1.3</td>
<td>9,024</td>
<td>23.82</td>
</tr>
<tr>
<td>Lohman: Amador-Solano</td>
<td>88</td>
<td>1.1</td>
<td>9,217</td>
<td>23.78</td>
</tr>
<tr>
<td>El Paseo: Missouri-University</td>
<td>66</td>
<td>0.7</td>
<td>11,044</td>
<td>23.39</td>
</tr>
<tr>
<td>Idaho: Solano-Main</td>
<td>89</td>
<td>1.1</td>
<td>9,658</td>
<td>22.95</td>
</tr>
<tr>
<td>El Paseo: Wyatt-Idaho</td>
<td>86</td>
<td>0.8</td>
<td>12,967</td>
<td>22.71</td>
</tr>
<tr>
<td>Boutz: Valley-El Paseo</td>
<td>60</td>
<td>0.9</td>
<td>8,631</td>
<td>21.16</td>
</tr>
<tr>
<td>Main: Solano-Picacho</td>
<td>102</td>
<td>1.1</td>
<td>12,264</td>
<td>20.71</td>
</tr>
<tr>
<td>N. Main: Solano-Triviz</td>
<td>148</td>
<td>0.9</td>
<td>22,149</td>
<td>20.34</td>
</tr>
<tr>
<td>Location</td>
<td>Length</td>
<td>Distance</td>
<td>Traffic</td>
<td>Flow</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>--------</td>
<td>----------</td>
<td>---------</td>
<td>------</td>
</tr>
<tr>
<td>N. Solano: Lohman-Spruce</td>
<td>95</td>
<td>1</td>
<td>13,400</td>
<td>19.42</td>
</tr>
<tr>
<td>Lohman: Solano-I 25 Exit</td>
<td>172</td>
<td>1.2</td>
<td>20,719</td>
<td>18.95</td>
</tr>
<tr>
<td>Solano: Missouri-University</td>
<td>38</td>
<td>0.9</td>
<td>6,141</td>
<td>18.84</td>
</tr>
<tr>
<td>Solano: N. Main-Spruce</td>
<td>86</td>
<td>1</td>
<td>13,330</td>
<td>17.68</td>
</tr>
<tr>
<td>University Ave: Triviz- Main</td>
<td>175</td>
<td>1.6</td>
<td>17,220</td>
<td>17.40</td>
</tr>
<tr>
<td>Missouri: El Paseo-Don Roser</td>
<td>126</td>
<td>1.6</td>
<td>13,038</td>
<td>16.55</td>
</tr>
<tr>
<td>Espina: University-Missouri</td>
<td>35</td>
<td>0.9</td>
<td>6,602</td>
<td>16.14</td>
</tr>
<tr>
<td>Walnut/Idaho: Lohman-Solano</td>
<td>68</td>
<td>1.4</td>
<td>8,346</td>
<td>15.95</td>
</tr>
<tr>
<td>Locust: Missouri-University</td>
<td>38</td>
<td>0.9</td>
<td>7,269</td>
<td>15.91</td>
</tr>
<tr>
<td>Lohman: I 25 Exit-Sonoma Ranch</td>
<td>169</td>
<td>1.7</td>
<td>17,605</td>
<td>15.47</td>
</tr>
<tr>
<td>Valley: Avenida de Mesilla-University</td>
<td>84</td>
<td>1.3</td>
<td>11,470</td>
<td>15.43</td>
</tr>
<tr>
<td>Telshor: Lohman-Missouri</td>
<td>140</td>
<td>1.2</td>
<td>20,877</td>
<td>15.31</td>
</tr>
<tr>
<td>Spruce: Main-Triviz</td>
<td>110</td>
<td>1.6</td>
<td>14,103</td>
<td>13.36</td>
</tr>
<tr>
<td>Main: Ave. de Mesilla-Farney</td>
<td>40</td>
<td>0.9</td>
<td>9,507</td>
<td>12.81</td>
</tr>
<tr>
<td>Picacho: Main-Motel</td>
<td>123</td>
<td>2.1</td>
<td>16,513</td>
<td>9.72</td>
</tr>
<tr>
<td>Triviz: Lohman-University</td>
<td>79</td>
<td>2.2</td>
<td>10,193</td>
<td>9.65</td>
</tr>
<tr>
<td>Valley: Avenida de Mesilla-Amador</td>
<td>111</td>
<td>1.5</td>
<td>21,172</td>
<td>9.58</td>
</tr>
<tr>
<td>Valley: Picacho-Engler</td>
<td>64</td>
<td>2.2</td>
<td>9,089</td>
<td>8.77</td>
</tr>
<tr>
<td>Telshor: US 70-Lohman</td>
<td>139</td>
<td>2.9</td>
<td>15,254</td>
<td>8.61</td>
</tr>
<tr>
<td>Amador: Melendres-Motel</td>
<td>63</td>
<td>1.8</td>
<td>11,351</td>
<td>8.45</td>
</tr>
<tr>
<td>US 70: Elks-Del Rey</td>
<td>109</td>
<td>0.9</td>
<td>43,129</td>
<td>7.69</td>
</tr>
<tr>
<td>Triviz: N. Main-Lohman</td>
<td>85</td>
<td>2.9</td>
<td>11,280</td>
<td>7.12</td>
</tr>
<tr>
<td>Telshor: Missouri-University</td>
<td>38</td>
<td>1.8</td>
<td>11,888</td>
<td>4.87</td>
</tr>
<tr>
<td>US 70: Del Rey- Sonoma Ranch</td>
<td>30</td>
<td>2.1</td>
<td>40,773</td>
<td>0.96</td>
</tr>
<tr>
<td>US 70: Sonoma Ranch-MPO Bound</td>
<td>67</td>
<td>10.2</td>
<td>21,430</td>
<td>0.84</td>
</tr>
</tbody>
</table>
The highest crash rates per corridor are for the following corridors: Lohman and Amado from Melendres to I-25; Idaho from Solano to Main; University from I-25 to Triviz; and Main from Idaho to Amador
The pedestrian crashes are concentrated along Missouri and Idaho. The two fatalities were located on ‘Telshor and along I-25.
10. Mesilla Valley MPO Bicycle Crashes
### 9. MVMPO 2016 Causes of Crashes

<table>
<thead>
<tr>
<th>Cause of Crash</th>
<th>Count</th>
<th>Rank</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver Inattention</td>
<td>948</td>
<td>1</td>
<td>24.7%</td>
</tr>
<tr>
<td>Failed to Yield Right of Way</td>
<td>569</td>
<td>2</td>
<td>14.8%</td>
</tr>
<tr>
<td>None/Missing Data</td>
<td>558</td>
<td>3</td>
<td>14.5%</td>
</tr>
<tr>
<td>Following Too Closely</td>
<td>318</td>
<td>4</td>
<td>8.3%</td>
</tr>
<tr>
<td>Other Improper Driving</td>
<td>231</td>
<td>5</td>
<td>6.0%</td>
</tr>
<tr>
<td>Alcohol/Drug Involved</td>
<td>154</td>
<td>6</td>
<td>4.0%</td>
</tr>
<tr>
<td>Disregarded Traffic Signal</td>
<td>127</td>
<td>7</td>
<td>3.3%</td>
</tr>
<tr>
<td>Improper Lane Change</td>
<td>125</td>
<td>8</td>
<td>3.3%</td>
</tr>
<tr>
<td>Made Improper Turn</td>
<td>116</td>
<td>9</td>
<td>3.0%</td>
</tr>
<tr>
<td>Other - No Driver Error</td>
<td>96</td>
<td>10</td>
<td>2.5%</td>
</tr>
<tr>
<td>Excessive Speed</td>
<td>86</td>
<td>11</td>
<td>2.2%</td>
</tr>
<tr>
<td>Improper Backing</td>
<td>84</td>
<td>12</td>
<td>2.2%</td>
</tr>
<tr>
<td>Avoid No Contact - Vehicle</td>
<td>70</td>
<td>13</td>
<td>1.8%</td>
</tr>
<tr>
<td>Avoid No Contact - Other</td>
<td>49</td>
<td>14</td>
<td>1.3%</td>
</tr>
<tr>
<td>Speed Too Fast for Conditions</td>
<td>49</td>
<td>14</td>
<td>1.3%</td>
</tr>
<tr>
<td>Passed Stop Sign</td>
<td>48</td>
<td>16</td>
<td>1.2%</td>
</tr>
<tr>
<td>Drove Left Of Center</td>
<td>46</td>
<td>17</td>
<td>1.2%</td>
</tr>
<tr>
<td>Inadequate Brakes</td>
<td>43</td>
<td>18</td>
<td>1.1%</td>
</tr>
<tr>
<td>Improper Overtaking</td>
<td>32</td>
<td>19</td>
<td>0.8%</td>
</tr>
<tr>
<td>Pedestrian Error</td>
<td>26</td>
<td>20</td>
<td>0.7%</td>
</tr>
<tr>
<td>Defective Tires</td>
<td>25</td>
<td>21</td>
<td>0.7%</td>
</tr>
<tr>
<td>Other Mechanical Defect</td>
<td>21</td>
<td>22</td>
<td>0.5%</td>
</tr>
<tr>
<td>Driverless Moving Vehicle</td>
<td>10</td>
<td>23</td>
<td>0.3%</td>
</tr>
<tr>
<td>Defective Steering</td>
<td>6</td>
<td>24</td>
<td>0.2%</td>
</tr>
<tr>
<td>Road Defect</td>
<td>4</td>
<td>25</td>
<td>0.1%</td>
</tr>
<tr>
<td>Vehicle Skidded Before Brake</td>
<td>3</td>
<td>26</td>
<td>0.1%</td>
</tr>
<tr>
<td>Grand Count</td>
<td>3844</td>
<td></td>
<td>100.0%</td>
</tr>
</tbody>
</table>

By far the highest percentage of causes for crashes is “driver inattention.” “Driver inattention” could be actions such as texting or talking on a cell phone, changing radio stations and other distractions. It is suspected that texting is now a major cause for crashes. Missing data is prevalent among the “reasons” for the crashes and ranks 3. Drug and alcohol abuse is ranked 6.

### Recommendations and Conclusion

Overall crashes are decreasing in the Mesilla Valley MPO Area and all of the State targets will be met within the MPO area the exception of reduction in serious crashes per 100 Million vehicle miles travelled. There is a
decreasing amount of fatalities, but this amount is volatile and could change from year to year based on numerous and sometimes unpredictable factors. The number of pedestrian and bicycle crashes are increasing.

**Recommendations:**
1. Better recording of crash data by law enforcement with specific reasons for collisions.
2. Increased enforcement to reduce fatalities due to alcohol and drug abuse.
4. Improved pedestrian and bicycle facilities.
5. Traffic calming to reduce crashes and severity.
7. Better land use and transportation integration to reduce VMT.
Resources:

Crash Data for the United States:
https://crashstats.nhtsa.dot.gov/#/

National Highway Traffic Safety Administration
https://www.nhtsa.gov/

National Safety Council (motor vehicles):
https://injuryfacts.nsc.org/motor-vehicle/overview/introduction/

New Mexico Traffic Crash Annual Report (2016):
https://tru.unm.edu/Crash-Reports/Annual-Reports/annual-report-2016.pdf

New Mexico Traffic Crash Reporting:
https://tru.unm.edu/index.html

State of New Mexico Uniform Crash Report Instruction Manual

Transportation Performance Management (TPM) Tool Box:
https://www.tpmtools.org/guidebook/

Vision Zero Network:
https://visionzeronetwork.org/
### Appendix A: MVMPO Vehicle Miles Travelled (2011-2019)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Est. Annual VMT (Millions)</td>
<td>984.12</td>
<td>966.92</td>
<td>927.43</td>
<td>1,011.58</td>
<td>1,329.69</td>
<td>1,368.41</td>
<td>1,472.11</td>
<td>1,571.86</td>
<td>1,671.60</td>
</tr>
</tbody>
</table>

![MVMPO Est. Annual VMT (Millions) Graph](image-url)