Mesilla Valley Metropolitan Planning Organization
Safety Report:
2021

Introduction

"Increase the safety of the transportation system for motorized and non-motorized users" is a key goal in Mobility 2045, the adopted Metropolitan Transportation Plan (MTP) for the Mesilla Valley Metropolitan Planning Organization (MVMPO) for the years 2021-2045.

According to federal regulations (23 CFR §150(b)), all Metropolitan Planning Organizations and State Departments of Transportation are required to report all fatalities and serious injuries (Class A) per vehicle mile travelled (VMT) and number of fatalities and serious injuries and develop measures to access them. These measures have been referred to as targets by the New Mexico Department of Transportation (NMDOT.) These targets are projections and not targets that either NMDOT or the Mesilla Valley MPO want to achieve or exceed. For this report, we would like to change the term to "maximums", as we want to be lower than the projections. With the pandemic, VMT has decreased for all Urbanized Areas, including the Las Cruces Urbanized Areas, the projections or maximum for future years for fatalities z c\\are questionable when viewed against either projected increases or decreasing VMT.

Improving safety requires a multifaceted approach because crashes are related to multiple factors such as: driver inattention, driving while under the influence of drugs or alcohol, intersection design, and the amount of Vehicle Miles Travelled (VMT). All these factors and more are in play when examining motorized and non-motorized crashes.

One approach to assist in monitoring and reducing crashes 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). The subsequent federal transportation authorizing legislation titled Fixing America's Surface Transportation (FAST) Act in December 2015 continued to emphasize the importance of performance-based planning 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/.

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 of data-driven decision making.

Target setting and monitoring are the means to determine the allocation of Federal, State and local monies for safety projects and programs. There is a 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 due to increased exposure to the risks of driving. While geometric improvements can decrease crashes; they are not a panacea. Increasing 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 non-motorized modes due to increased exposure. The creation of proper facilities is an important means of improving safety for non-motorized modes.

For further information on safety target settings refer to this FHWA resource webpage: https://safety.fhwa.dot.gov/hsip/spm/target-setting_resources.cfm.

State of New Mexico and Mesilla Valley MPO Safety Performance Targets

In January 2021 the Mesilla Valley MPO adopted the Safety Targets required by the 23 CFR 490, Final Rule on the Highway Safety Improvement Program (HSIP) for calendar year 2021

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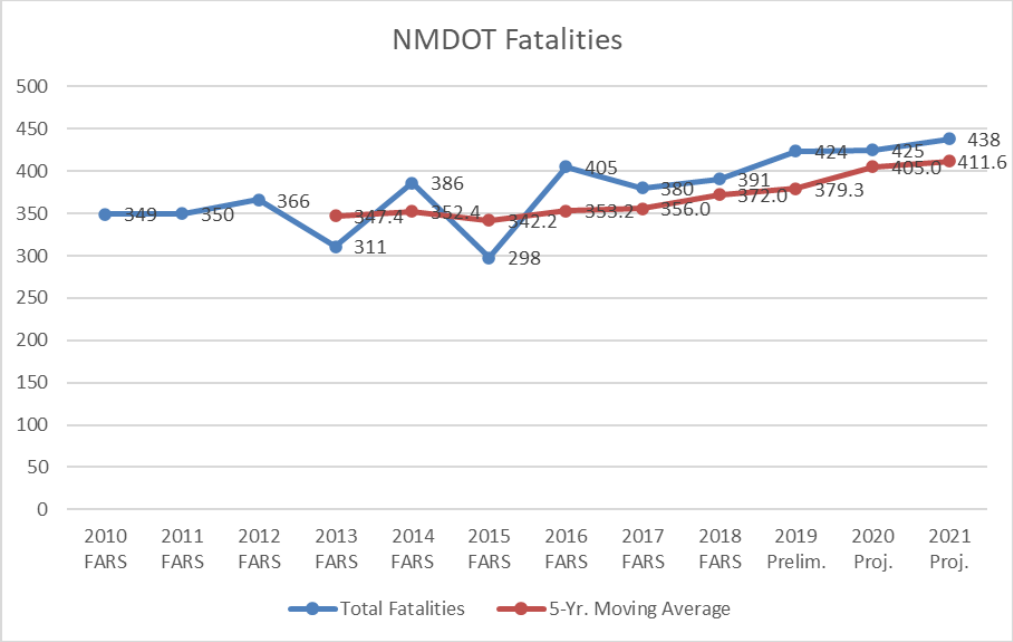
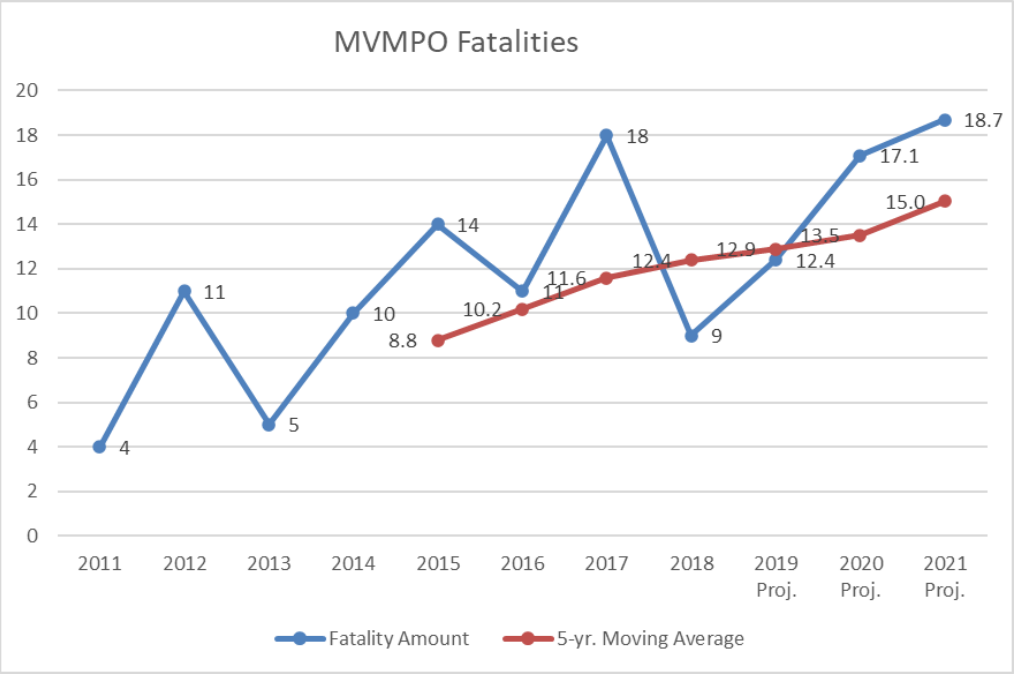
Various state and local statistical resources can be found at the following links:
New Mexico Traffic Crash Annual Reports: https://gps.unm.edu/tru/crash-reports/annual-reports
The latest is for calendar year 2018. Reports back to 1996 can viewed at this site.
The 2018 Community Reports for all counties and cities in the State of New Mexico are located at:
https://gps.un/m.edu/tru/crash-reports/community-reports/2018-community-reports

1. *Fatalities*



NMDOT 2021 Target for Number of Total Fatalities: 411.6

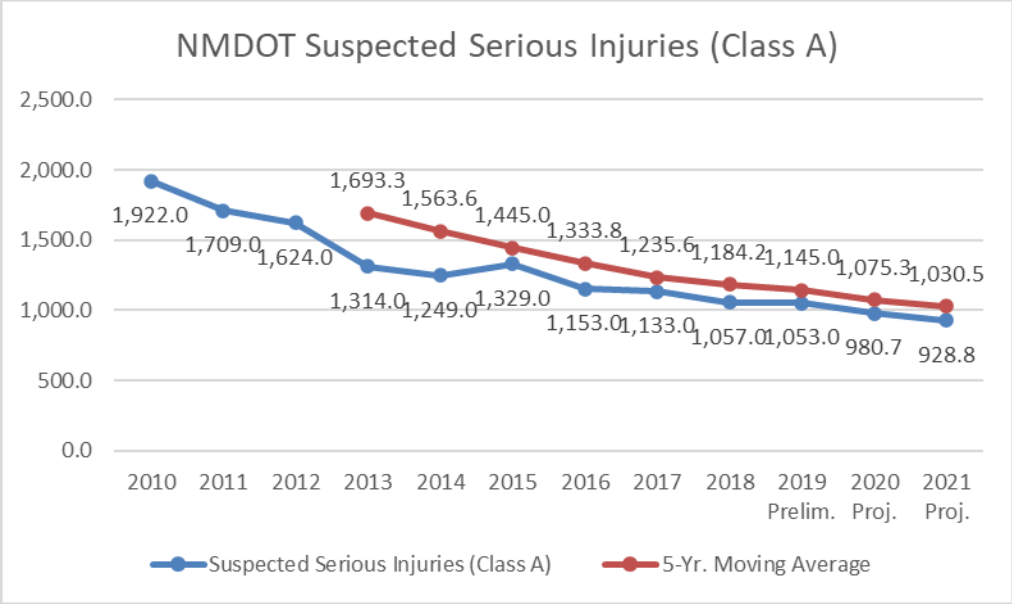
NMDOT Justification: Although five-year average fatalities rose by a moderate 5.5 percent between 2014 and 2018, preliminary and projected data indicate that fatalities will increase by about 10.6 percent between 2018 and 2021. In 2019, fatalities involving large, personal vehicles (SUVs/Pick-up Trucks/ Vans/4-Wheel Drives) or involving pedestrians have increased and accounted for 53.3 percent of all crash fatalities. Given the prevalence of large, personal vehicle ownership, and projected increase in fatalities overall, the five-year average projection of 411.6 is determined to be the 2021 target.



MPO Crash Fatalities 2021 Estimated Maximum: 15.0 (moving average)

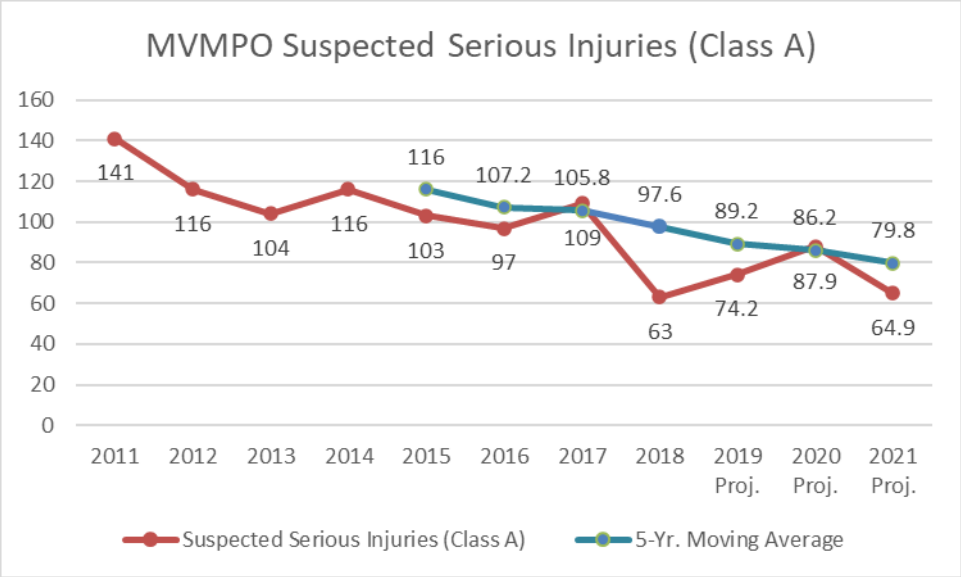
MPO Summary: The number of fatalities per year varies greatly. The projected amount shows an increase in fatalities. In 2019, there were 15 fatalities in Doña Ana County. The MPO fatalities are expected to be less, but an increase from 2018. It is expected that it will be approximately near the projected amount of 12.4. There is some indication that fatalities are slowing in their increase.

2. **Suspected *Serious Injuries* (Class A):**



NMDOT 2021 Target for Number of Serious Injuries: 1,030.5

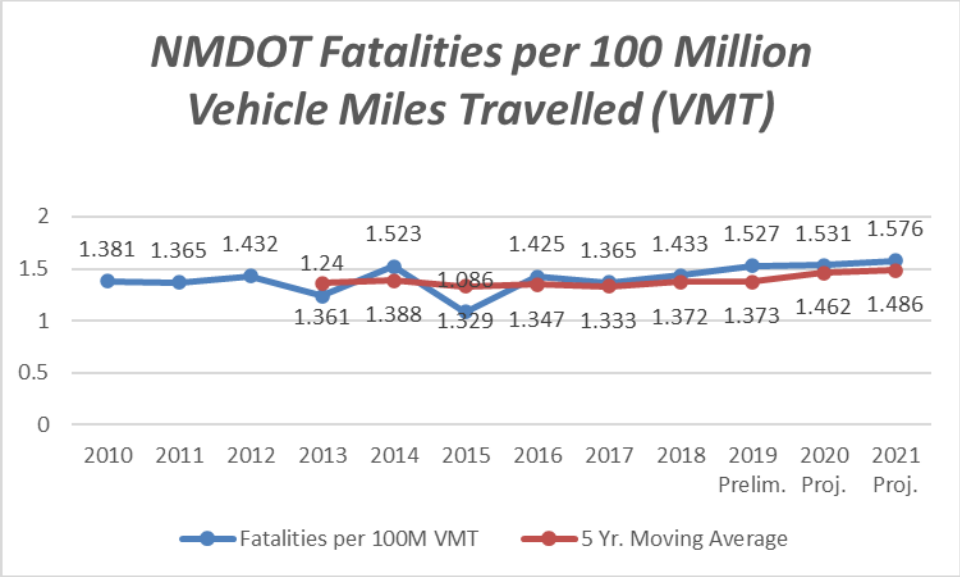
NMDOT Justification: Five-year average serious injuries are projected to fall by about 13.2 percent between 2018 and 2021, and the State anticipates a continued reduction in serious injuries in 2020. The five-year average projection of 1,030.5 is the 2021 target.



MPO Serious Injuries 2021 Estimated Maximum: 79.8 (moving average)

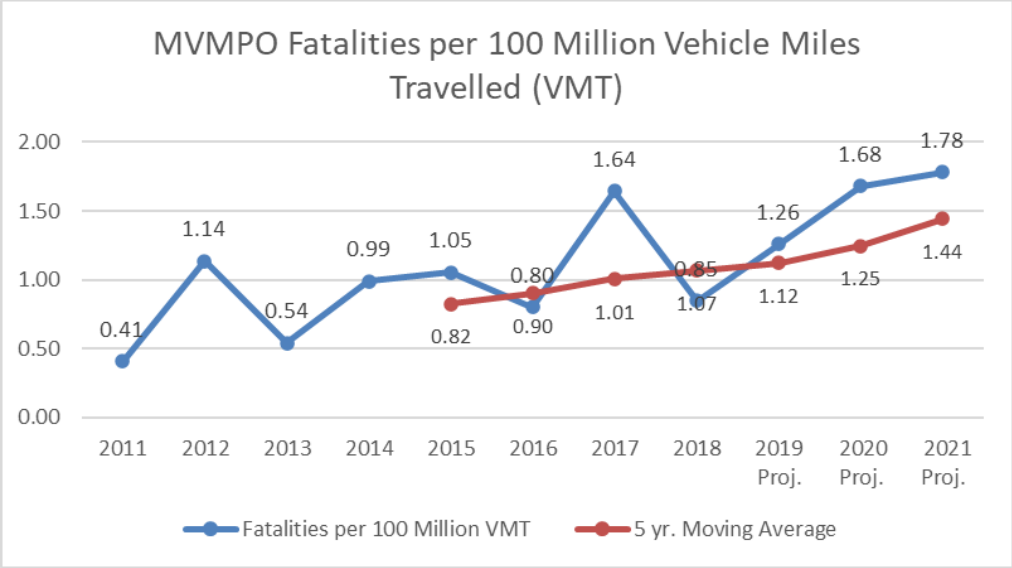
Summary: The amount of serious injuries has been steadily decreasing since 2011. It is expected to increase slightly in 2019 and then continue to decrease. This can be related to several factors such as use of seat belts, vehicles with air bags, less driving while under the influence of drugs or alcohol, and safer car design, driver education programs, mixed use development and geometric improvements.

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



NMDOT 2021 Target for Rate of Fatalities: 1.486

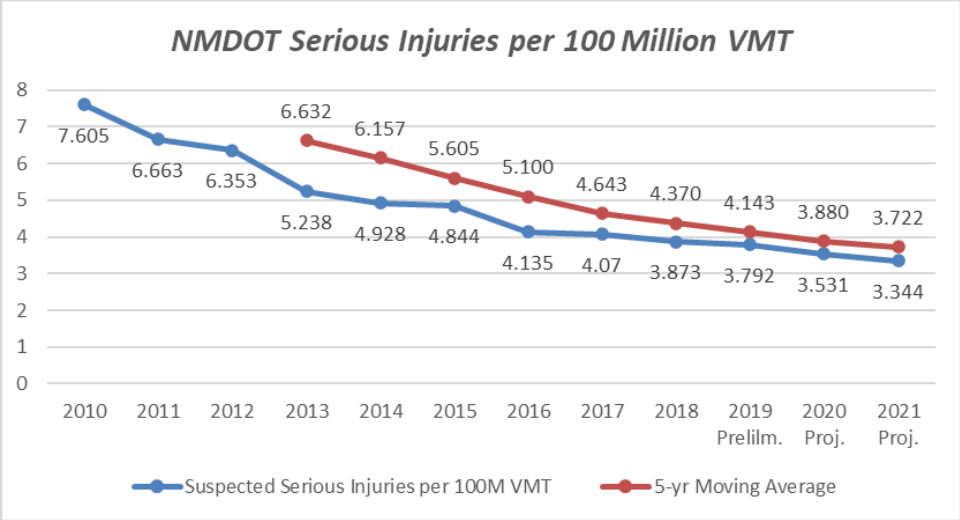
NMDOT Justification: Five-year average fatalities are expected to increase in 2021 from 2017, thus the projected five-year average of 1.486 is the 2021 target. Due to the uncertainty of the COVID-19 pandemic's impact on VMT, the preliminary 2019 VMT value is also used for the 2020 and 2021 VMT values.



MPO Fatality Rate 2021 Estimated Maximum: 1.44 (moving average)

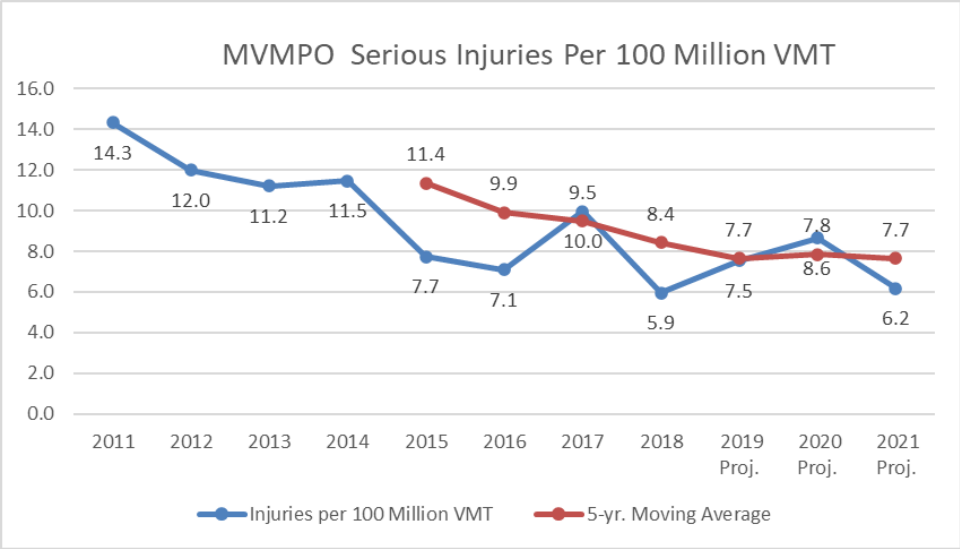
Summary: Fatalities per 100 VMT are projected to increase to 2021. This is based on a lower projection of VMT for the years 2019-2020. The VMT projected for the Las Cruces Urbanized Area in Appendix A.

4.Serious Injuries per 100 Million VMT



NMDOT 2021 Target for Rate of Serious Injuries: 3.722

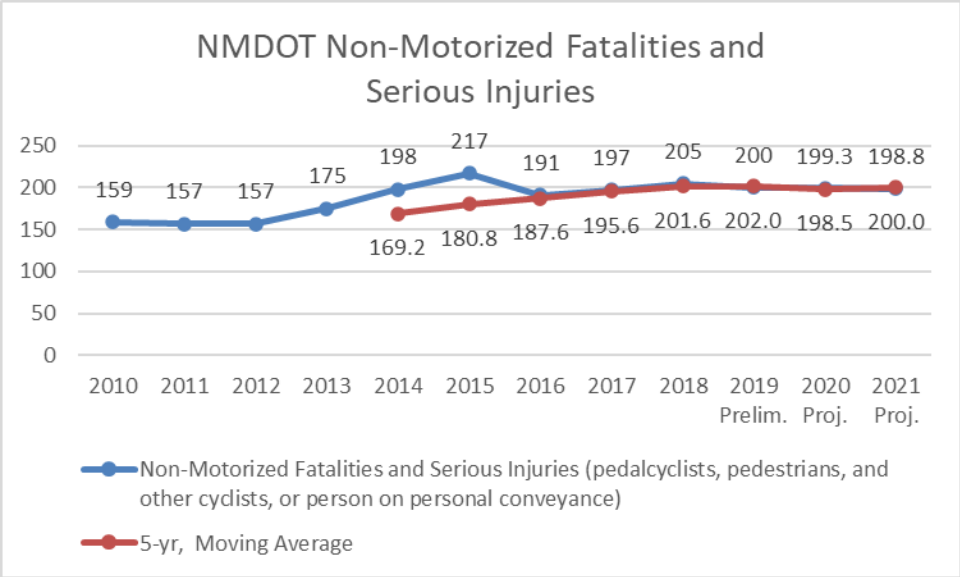
NMDOT Justification: Five-year average serious injury rates are projected to continue falling, thus the five-year average projection of 3.722 is the 2021 target.



MPO 2021 Serious Injury Rate Estimated Maximum: 7.7 (moving average)

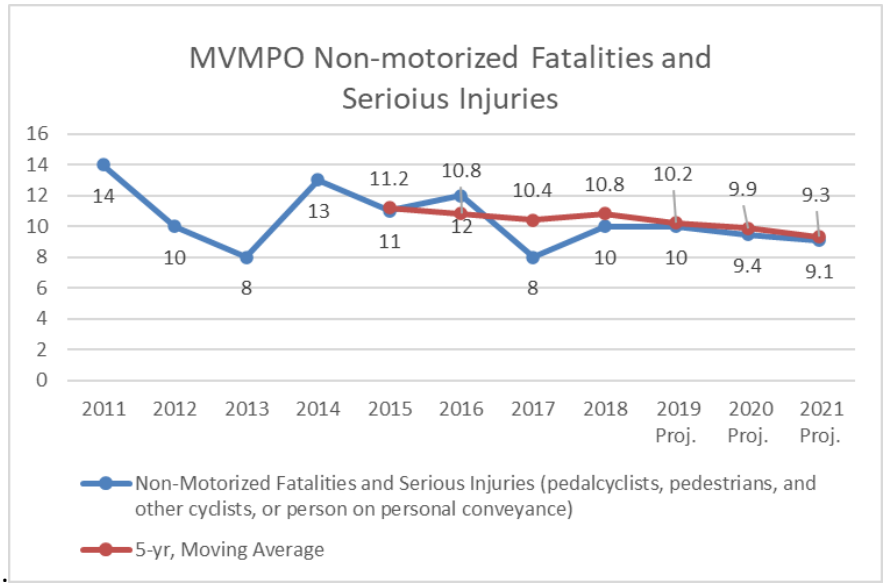
MPO Summary: The rate for serious injuries per 100 VMT is decreasing similar to the amount of serious injuries. This projected VMT is based on a decreasing VMT for the Las Cruces Urbanized Area. The VMT projections for the Las Cruces Urbanized Area is detailed in Appendix A.

5. Number of Non-Motorized Fatalities and Serious Injuries



NMDOT 2021 Target for Number of Non-motorized Fatalities and Serious Injuries: 200.0

NMDOT Justification: Five-year average non-motorized fatalities and serious injuries are projected to remain relatively constant over the next two years from 2020 to 2021. The five-year average projection of 200.0 is the 2021 target.



MPO 2021 Non-Motorized Fatalities and Serious Injuries Estimates: 9.3 (moving average)
MPO Summary: Pedestrian and bicycle fatalities and serious injuries have been decreasing since 2011 with some variation.

Mesilla Valley MPO Area Specific Analysis

1. 2018 Causes of Crashes

Analysis	Count	Percent
Driver Inattention	895	23.1%
Failed to Yield Right of Way	625	16.2%
None	400	10.3%
Following Too Closely	306	7.9%
Other Improper Driving	242	6.3%
Alcohol/Drug Involved	167	4.3%
Disregarded Traffic Signal	161	4.2%
Improper Lane Change	134	3.5%
Made Improper Turn	106	2.7%
Other - No Driver Error	103	2.7%
Excessive Speed	91	2.4%
Missing Data	91	2.4%
Speed Too Fast for Conditions	83	2.1%
Avoid No Contact - Vehicle	81	2.1%
Improper Backing	79	2.0%
Passed Stop Sign	70	1.8%
Drove Left Of Center	49	1.3%
Other Mechanical Defect	43	1.1%
Improper Overtaking	37	1.0%
Other	104	2.7%
Grand Total	3867	100.0%

2. Fatality Analysis

Analysis	Count	Percent
Alcohol/Drug Involved	3	33.3%
Pedestrian Error	2	22.2%
Driver Inattention	1	11.1%
Missing Data	1	11.1%
Other - No Driver Error	1	11.1%
Passed Stop Sign	1	11.1%
Grand Count	9	100.0%

Class	Count	Percent
Other Vehicle	3	33.3%
Pedestrian	3	33.3%
Fixed Object	2	22.2%
Parked Vehicle	1	11.1%
Grand Count	9	100.0%

Light	Count	Percent
Dark-Lighted	2	22.2%
Dark-Not Lighte	1	11.1%
Daylight	5	55.6%
Dusk	1	11.1%
Grand Count	9	100.0%

Summary: Alcohol and drugs were involved in most fatal crashes. Pedestrian crashes are a significant portion of fatal crashes.

3. Serious Injury (Class A) Summary

Analysis	Count	Percent
Failed to Yield Right of Way	11	17.5%
Alcohol/Drug Involved	10	15.9%
Driver Inattention	8	12.7%
Excessive Speed	6	9.5%
Disregarded Traffic Signal	5	7.9%
Other Improper Driving	4	6.3%
None	3	4.8%
Passed Stop Sign	3	4.8%
Avoid No Contact - Vehicle	2	3.2%
Other Mechanical Defect	2	3.2%
Pedestrian Error	2	3.2%
Defective Steering	1	1.6%
Drove Left Of Center	1	1.6%
Following Too Closely	1	1.6%
Improper Lane Change	1	1.6%
Improper Overtaking	1	1.6%
Missing Data	1	1.6%
Other - No Driver Error	1	1.6%
Grand Count	63	100.0%

Class	Count	Percent
Other Vehicle	35	55.6%
Fixed Object	10	15.9%
Overturn/Rollove	8	12.7%
Pedestrian	5	7.9%
Pedalcyclist	2	3.2%
Other (Object)	1	1.6%
Parked Vehicle	1	1.6%
Rollover	1	1.6%
Grand Count	63	100.0%

Light	Count	Percent
Daylight	45	71.4%
Dark-Lighted	9	14.3%
Dark-Not Lighted	8	12.7%
Dusk	1	1.6%
Grand Count	63	100.0%

4. Pedestrian Crash Summary

Type	Number	Percent
Killed	3	3.2%
ClassA	5	5.3%
ClassB	14	14.9%
ClassC	12	12.8%
unhurt	60	63.8%
Total	94	100.0%

Light	Count	Percent
Daylight	22	61.1%
Dark-Lighted	8	22.2%
Dark-Not Lighted	4	11.1%
Dusk	2	5.6%
Total	36	100.0%

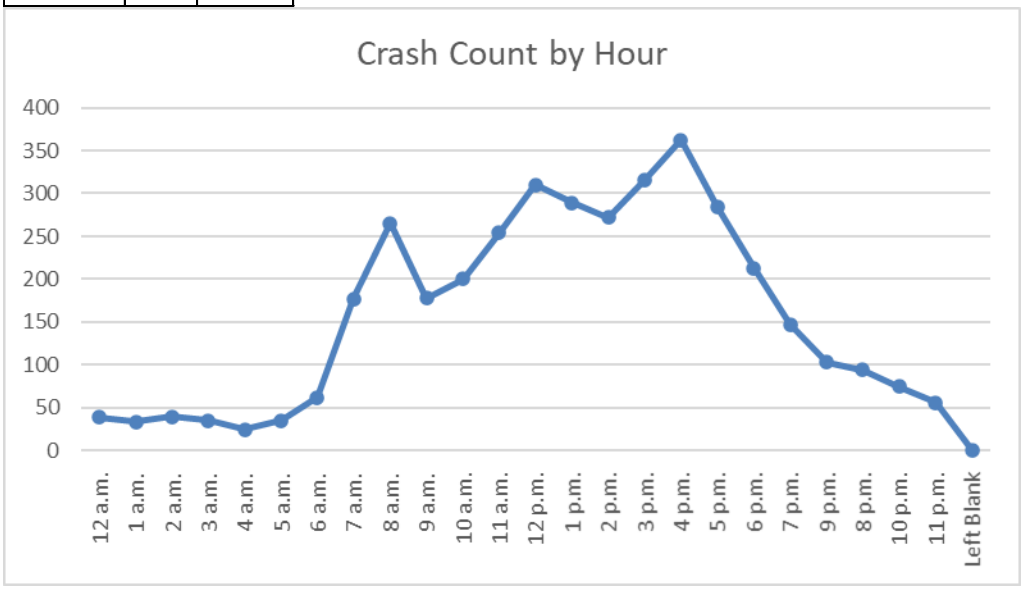
5. Bicycle Crash Summary

Type	Number	Percent
Killed	0	0.0%
ClassA	2	3.0%
ClassB	13	19.4%
ClassC	10	14.9%
Unhurt	42	62.7%
Toral	67	100.0%

Light	Count	Percent
Daylight	22	73.3%
Dark-Lighted	4	13.3%
Dusk	2	6.7%
Dark-Not Lighted	2	6.7%
Total	30	100.0%

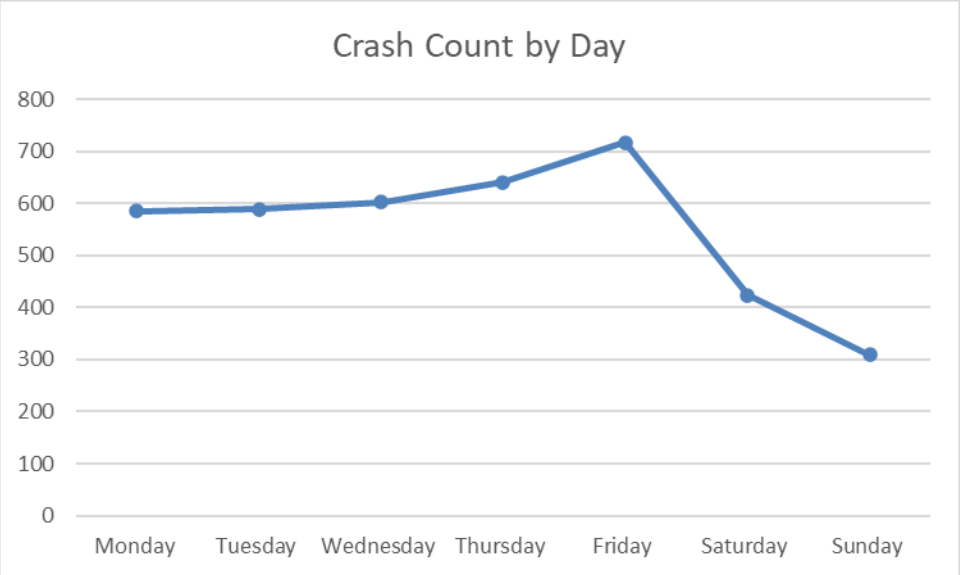
6. Crashes by Hour

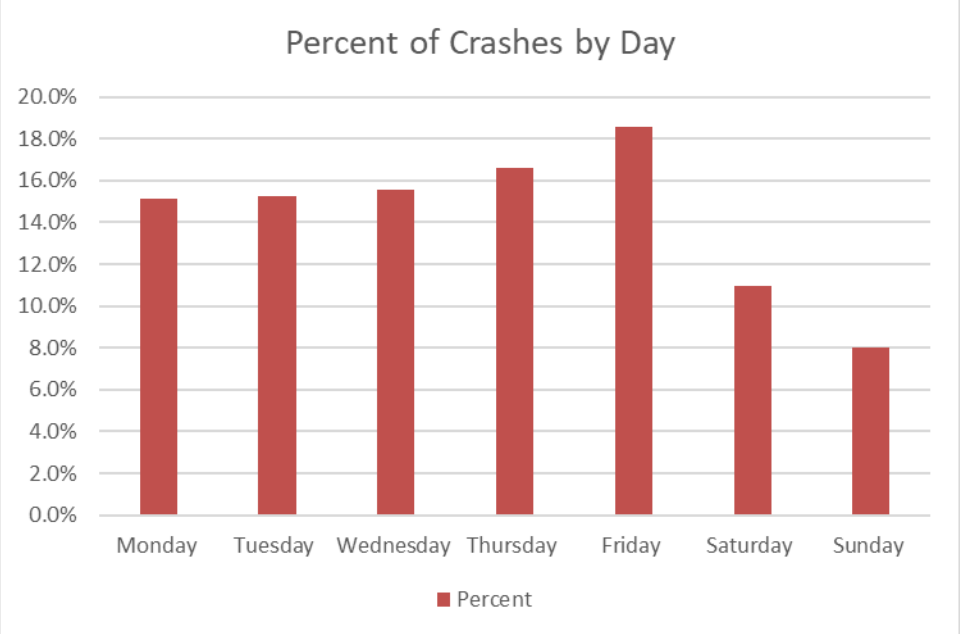
Hour	Count	Percent
12 a.m.	39	1.0%
1 a.m.	34	0.9%
2 a.m.	40	1.0%
3 a.m.	35	0.9%
4 a.m.	25	0.6%
5 a.m.	35	0.9%
6 a.m.	62	1.6%
7 a.m.	177	4.6%
8 a.m.	265	6.9%
9 a.m.	178	4.6%
10 a.m.	200	5.2%
11 a.m.	254	6.6%
12 p.m.	310	8.0%
1 p.m.	289	7.5%
2 p.m.	272	7.0%
3 p.m.	316	8.2%
4 p.m.	362	9.4%
5 p.m.	285	7.4%
6 p.m.	213	5.5%
7 p.m.	147	3.8%
9 p.m.	103	2.7%
8 p.m.	94	2.4%
10 p.m.	75	1.9%
11 p.m.	56	1.4%
Left Blank	1	0.0%
Grand Total	3867	100.0%



7. Crashes by Day of the Week

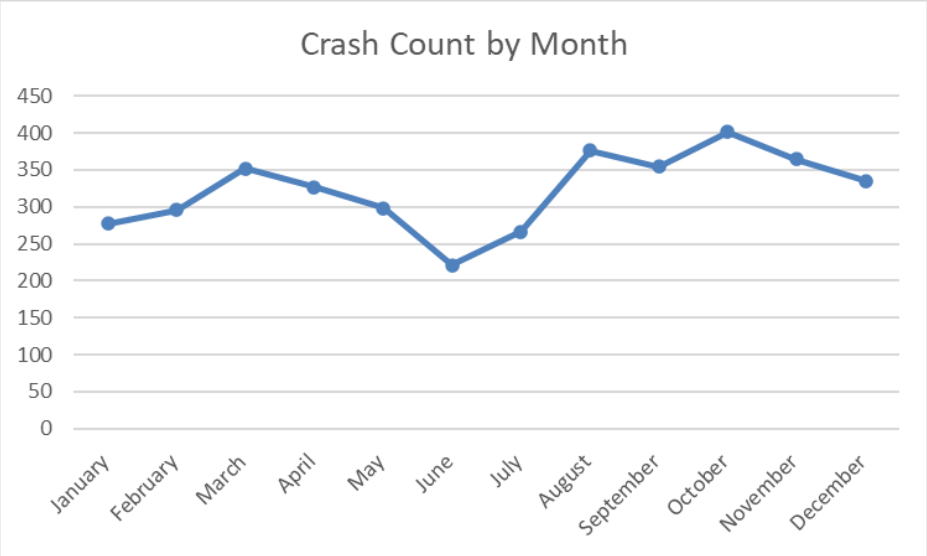
Day	Count	Percent
Monday	585	15.1%
Tuesday	589	15.2%
Wednesday	602	15.6%
Thursday	641	16.6%
Friday	717	18.5%
Saturday	424	11.0%
Sunday	309	8.0%
Grand Total	3867	100.0%

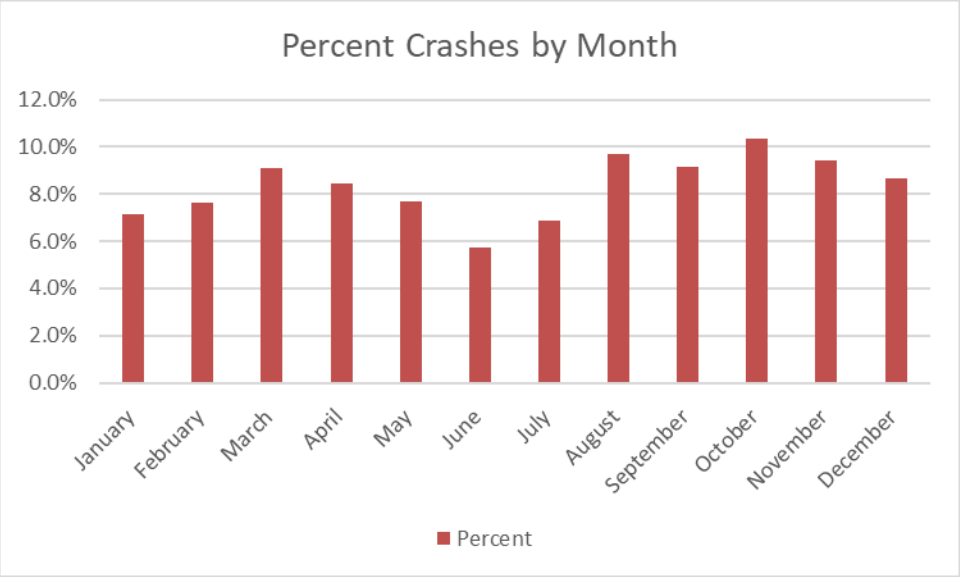




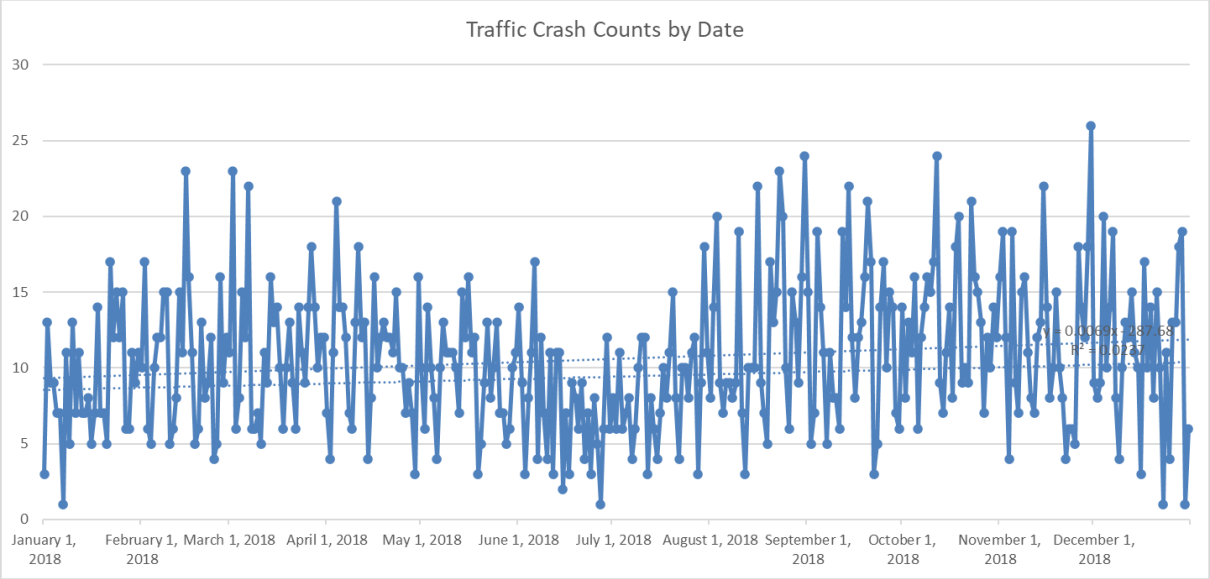
8. Crashes by Month

Month	Count	Percent
January	277	7.2%
February	296	7.7%
March	352	9.1%
April	327	8.5%
May	298	7.7%
June	221	5.7%
July	266	6.9%
August	376	9.7%
September	354	9.2%
October	401	10.4%
November	364	9.4%
December	335	8.7%
Grand Total	3867	100.0%

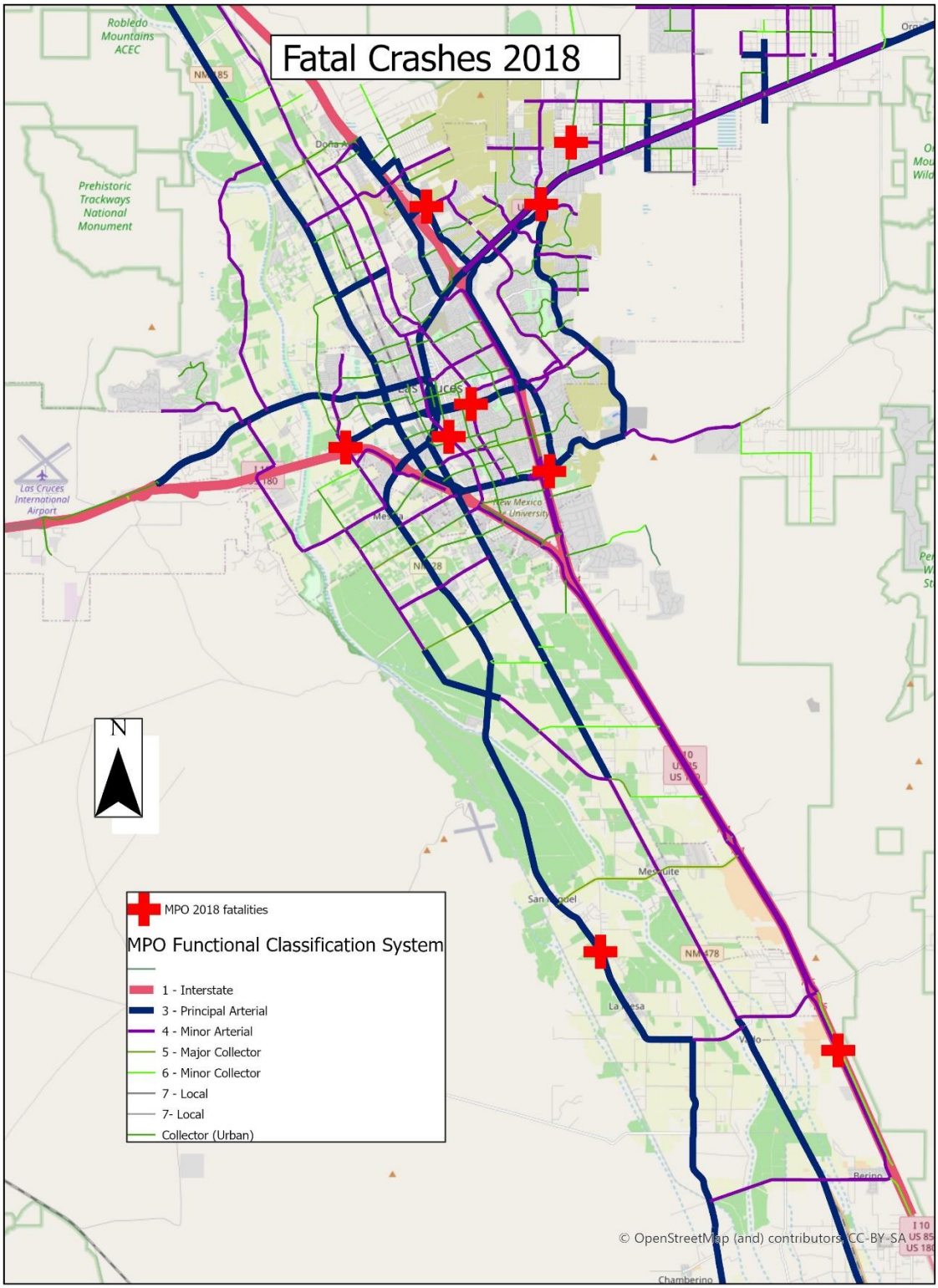




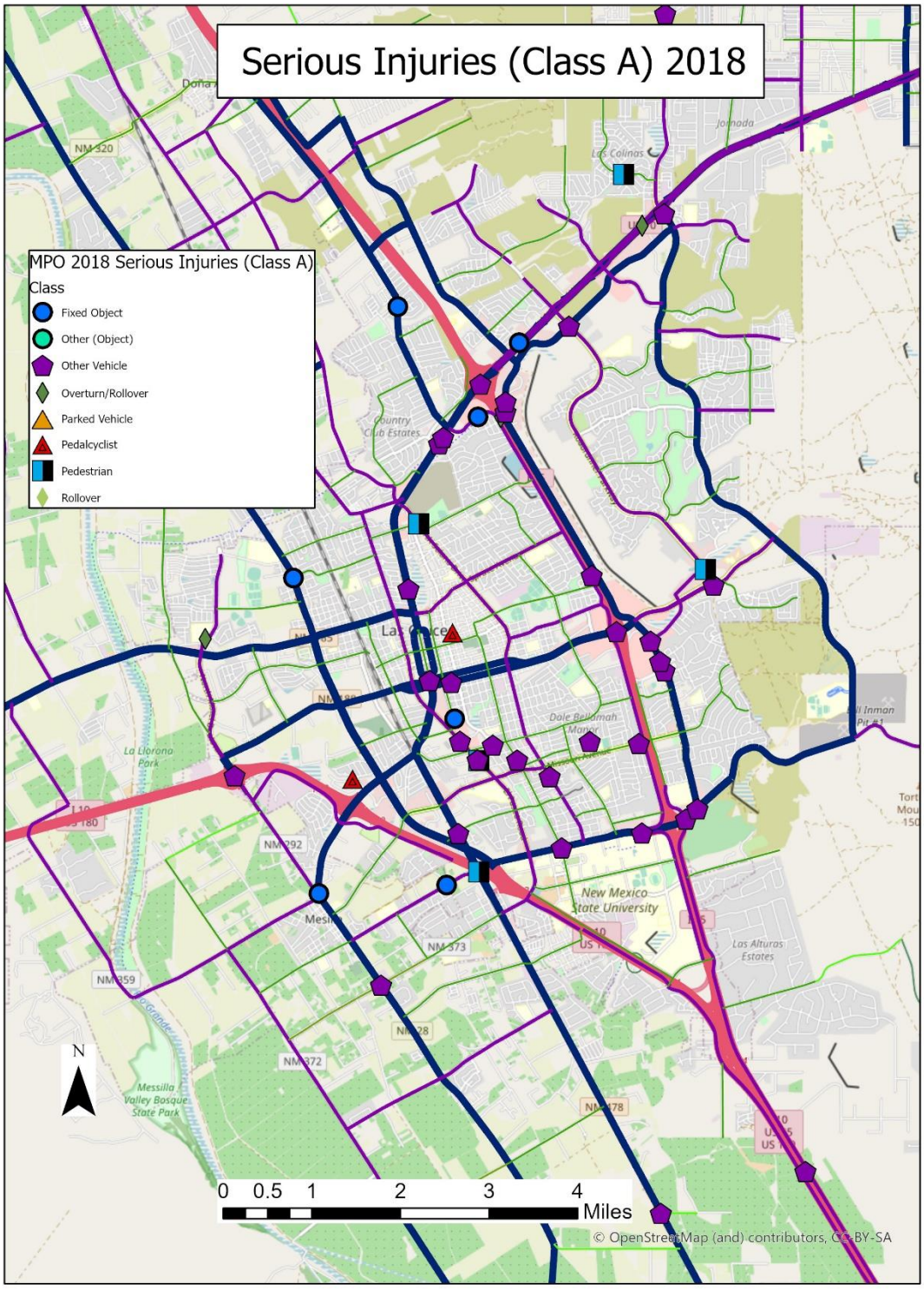
9. Crash Count by Date



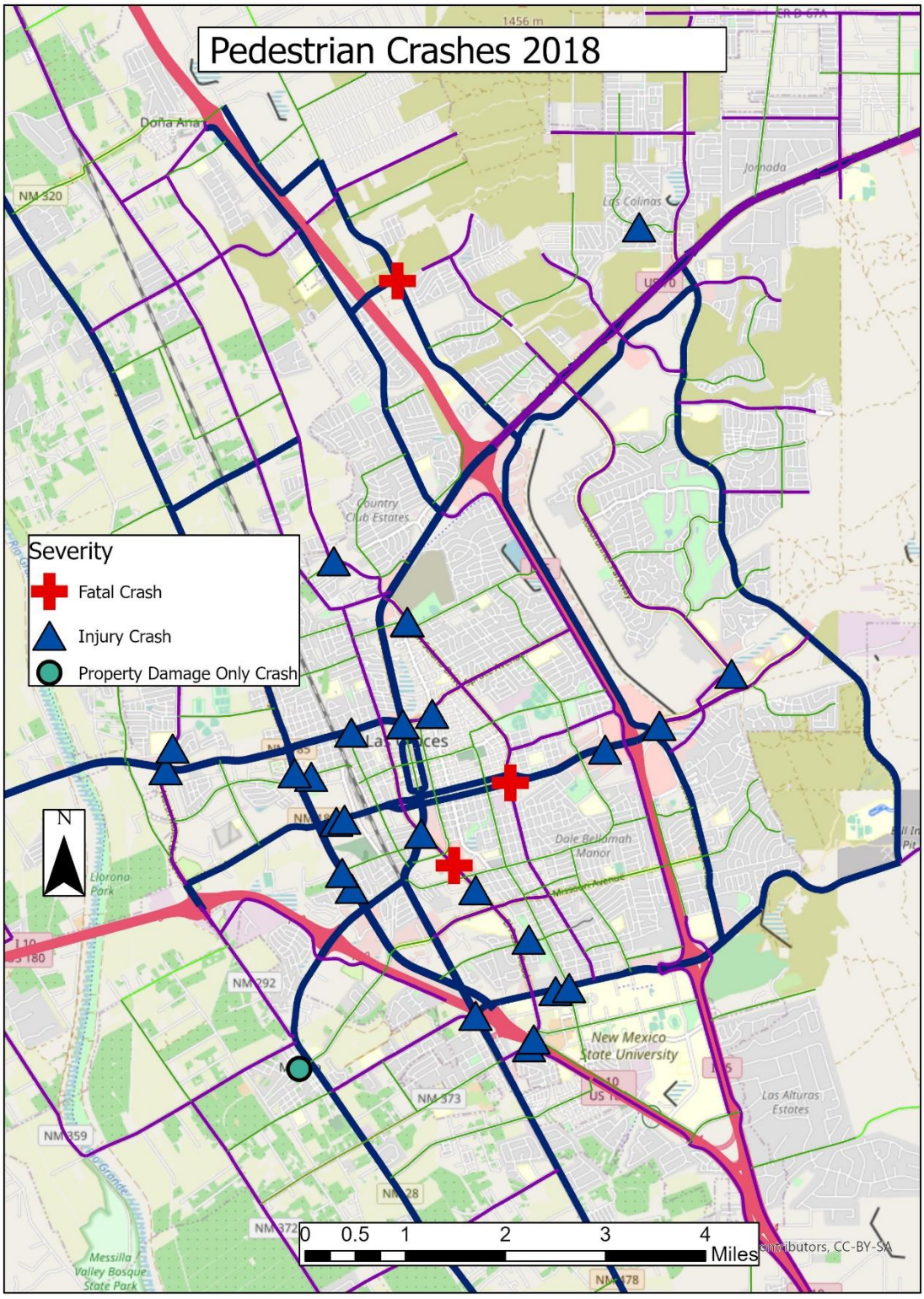
10. 2018 Fatalities



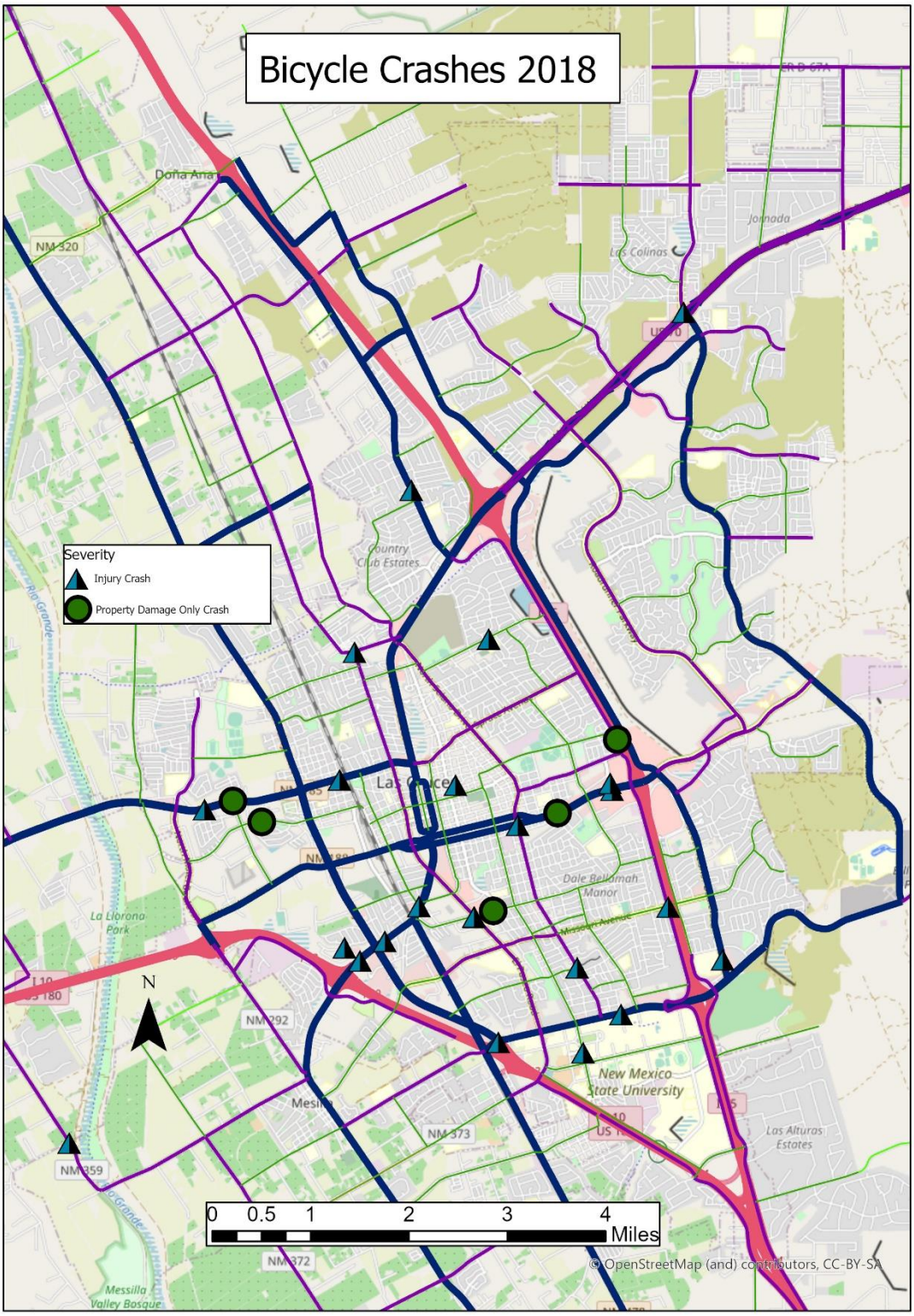
11. 2018 Serious Injuries (Class A)



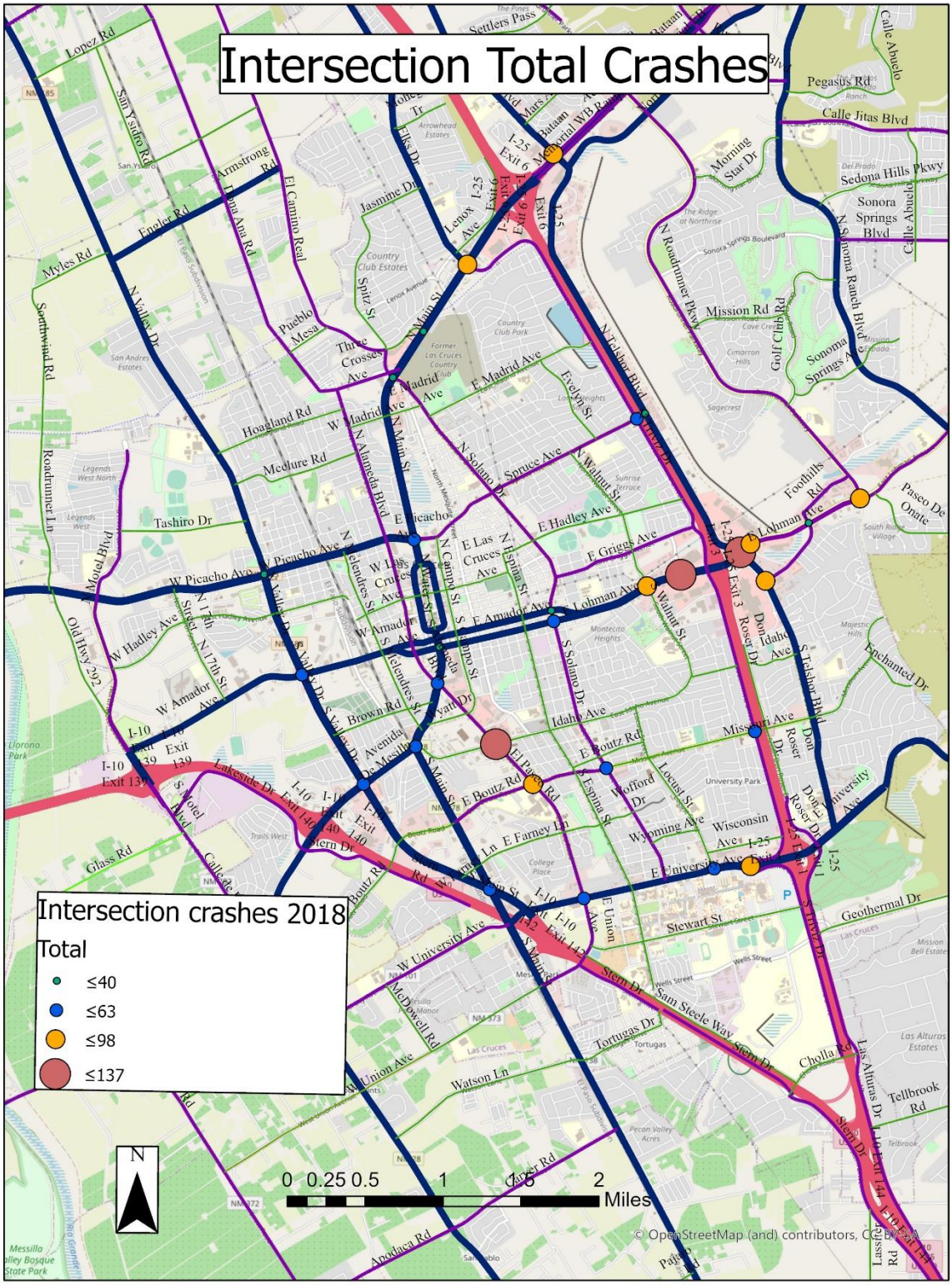
12. Pedestrian Crashes



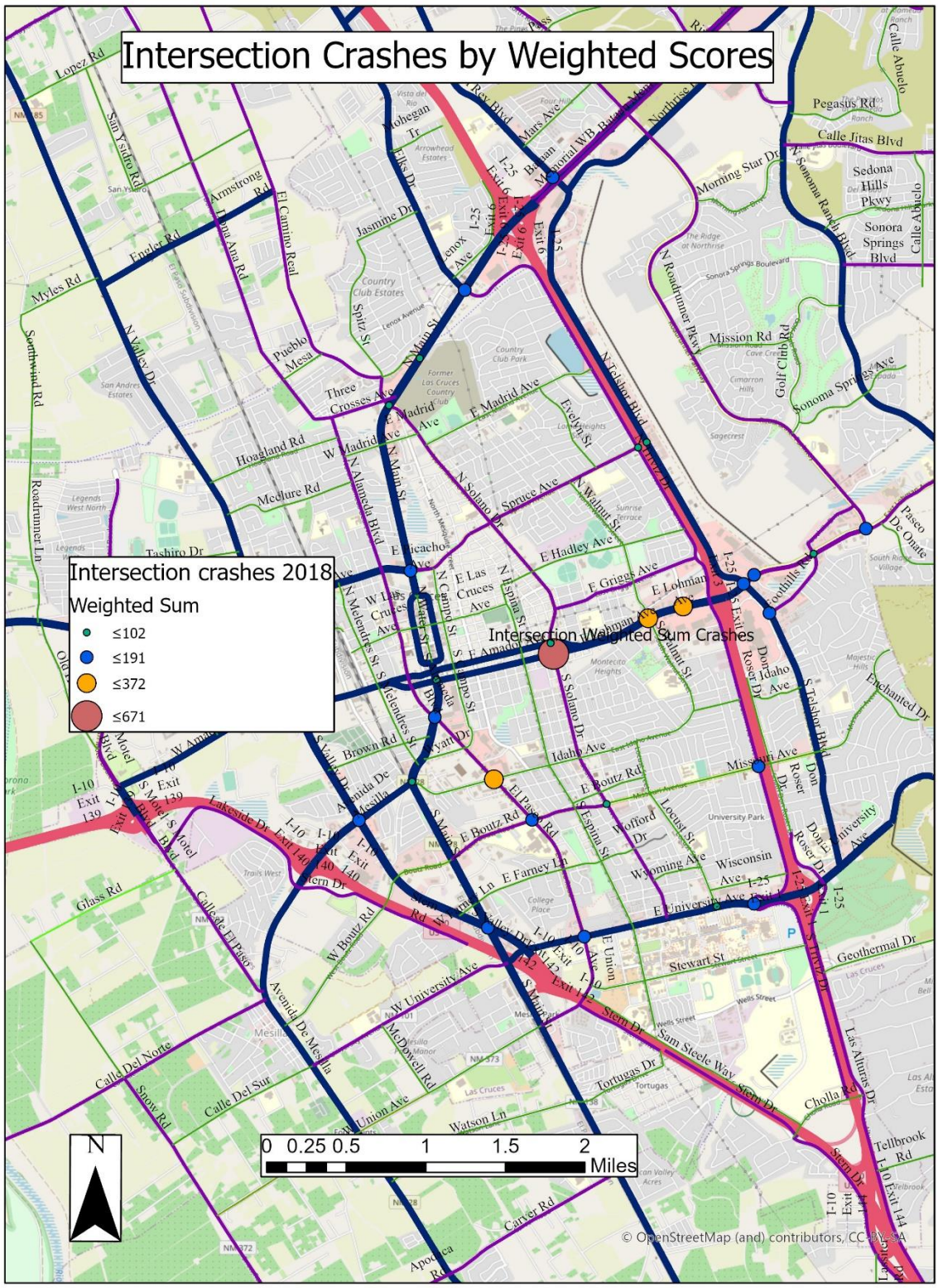
13. Bicycle Crashes



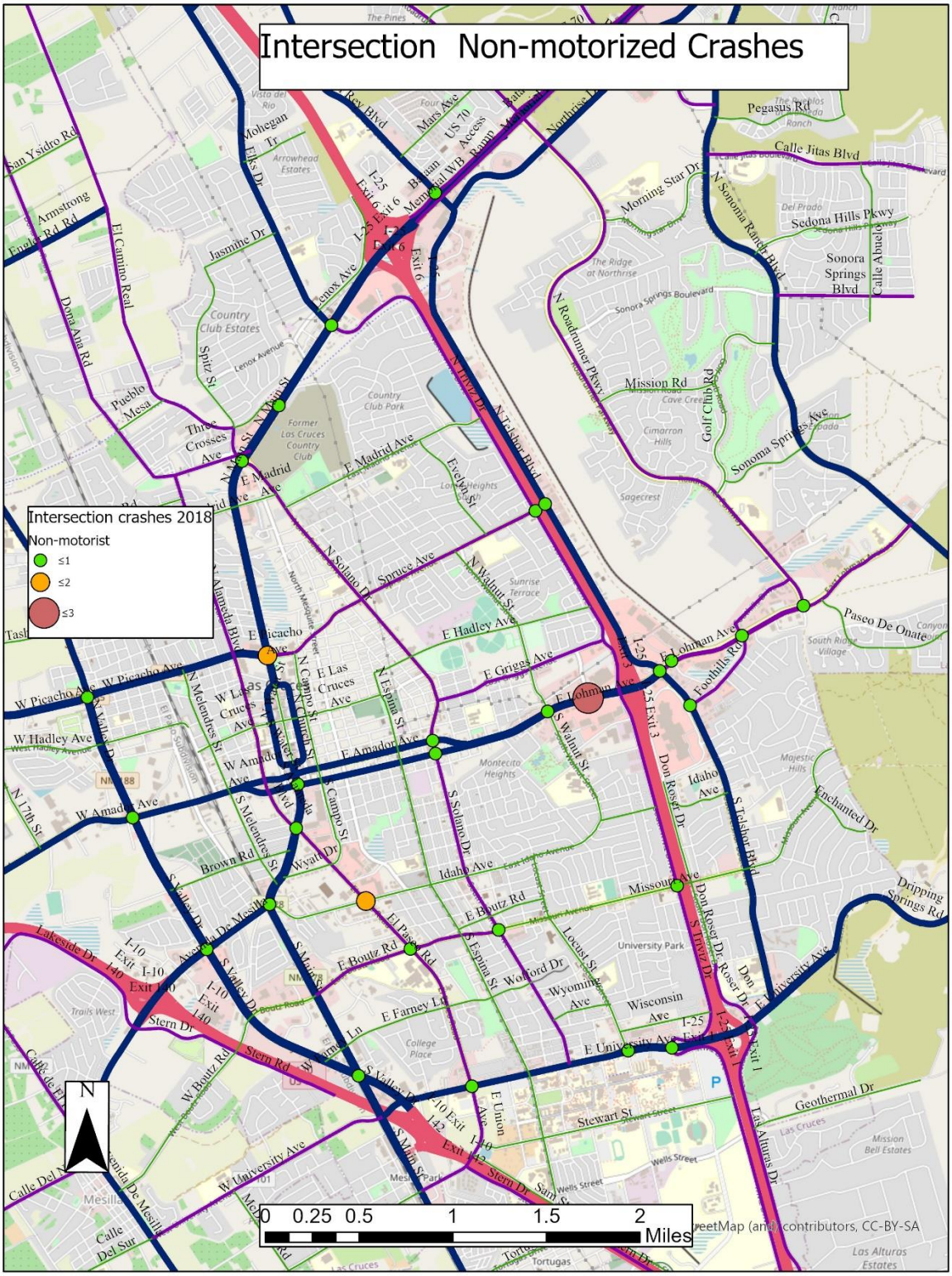
14. Intersection Total Crashes



15. Intersection by Weighted Sum



16. Intersection Non-motorist Crashes



17. Total Crashes by Intersection

	Sorted by Total Crashes	
Rank	**Intersection**	**Total**
1	Lohman and Walton	137
2	Telshor and Lohman	131
3	El Paseo and Idaho	119
4	Lohman and Walnut	98
5	Triviz and Main	89
6	Bataan Memoral West and Del Rey	82
7	Foothills and Telshor	81
8	El Paseo and Boutz	75
9	Nacho and Lohman	68
10	University and Triviz	66
11	Lohman and Roadrunner	65
12	University and Locust	63
13	Main and Valley	61
14	Picacho and Main	53
15	Triviz and Missouri	49
17	El Paseo and University	48
17	Main and El Paseo	48
17	Solano and Missouri	48
19	Valley and Avenida de Mesilla	47
19	Valley and Amador	47
19	Avenida de Mesilla and Main	47
22	Solano and Lohman	44
22	Spruce and Triviz	44
24	Main and Spitz	40
25	Main and Lohman	39
26	Telshor and Spruce	37
27	Amador and Solano	34
28	Camino del Rex/Rey and North Main	32
29	Lohman and Foothills	31
30	Valley and Picacho	26

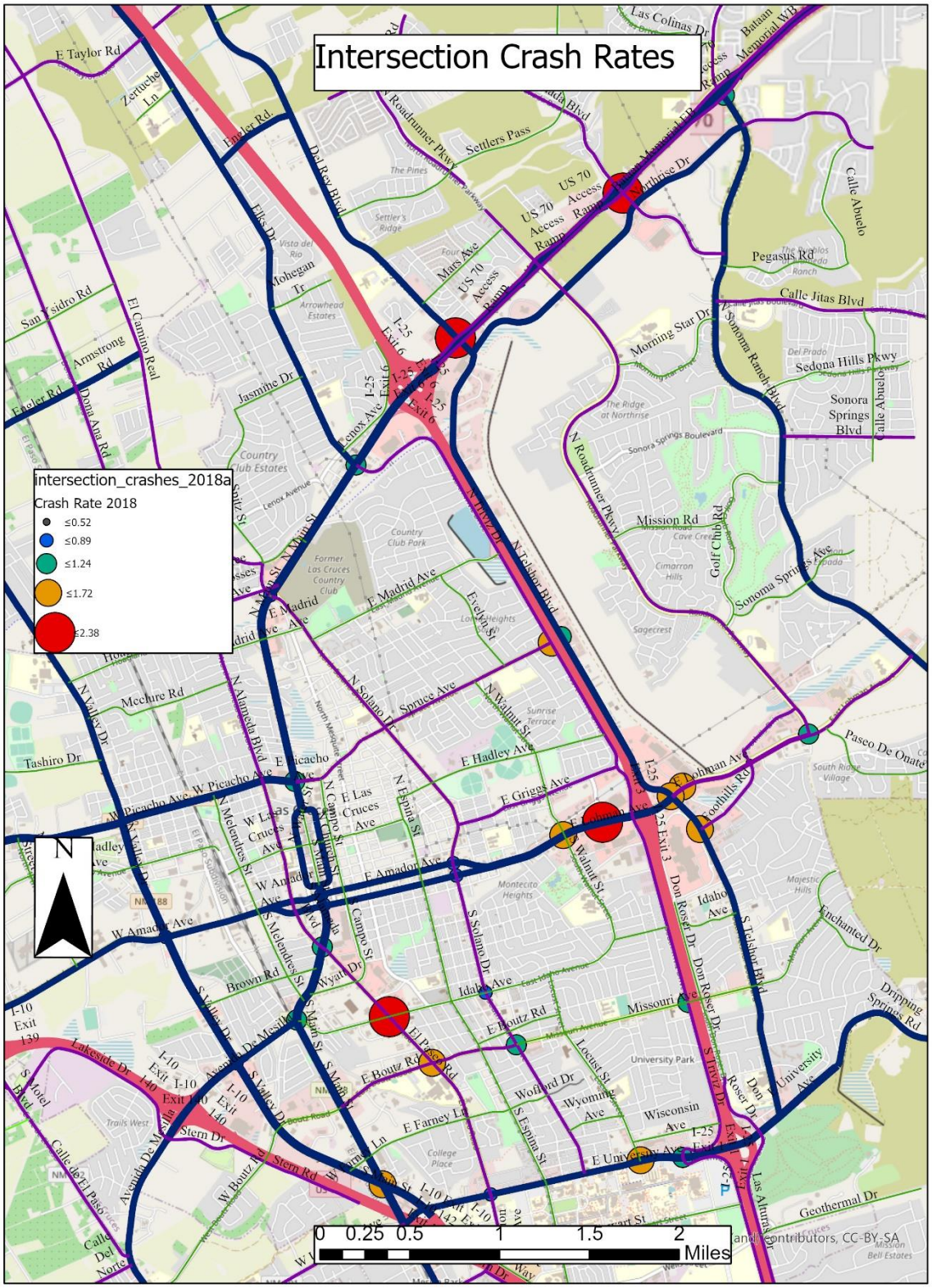
18. Intersection Crashes Sorted by Weighted Sum

Intersection	Killed	Class A	Class B	Class C	Injured	Unhurt	Non-motorist	Total	Weighted Sum
Solano and Lohman	1	0	1	3	4	39	1	44	671
Lohman and Walton	0	0	4	18	22	115	3	137	372
El Paseo and Idaho	0	0	4	10	14	105	2	119	279
Lohman and Walnut	0	0	2	24	26	72	0	98	238
Telshor and Lohman	0	0	1	10	11	120	0	131	191
Triviz and Main	0	0	2	16	18	71	0	89	189
Picacho and Main	0	0	3	6	9	44	2	53	183
Foothills and Telshor	0	1	3	7	11	70	0	81	175
Nacho and Lohman	0	0	1	11	12	56	1	68	168
Bataan Memoral West and Del Rey	0	0	2	13	15	67	0	82	167
El Paseo and Boutz	0	0	2	10	12	63	0	75	145
University and Triviz	0	1	2	6	9	57	0	66	145
Lohman and Roadrunner	0	1	1	6	8	57	0	65	134
El Paseo and University	0	0	3	11	14	34	0	48	133
Valley and Avenida de Mesilla	0	0	1	15	16	31	0	47	132
Main and Valley	0	0	3	8	11	50	0	61	131
Triviz and Missouri	0	0	2	5	7	42	1	49	129
Main and El Paseo	0	0	1	5	6	42	1	48	118
Valley and Amador	0	0	0	11	11	36	0	47	102
Main and Lohman	0	0	2	7	9	30	0	39	94
Main and Spitz	0	0	0	10	10	30	0	40	90
Solano and Missouri	0	0	0	8	8	40	0	48	88
Spruce and Triviz	0	0	0	8	8	36	0	44	84
Avenida de Mesilla and Main	0	0	0	7	7	40	0	47	82
Lohman and Foothills	0	0	2	5	7	24	0	31	76
University and Locust	0	0	0	2	2	61	0	63	73
Telshor and Spruce	0	0	0	5	5	32	0	37	62
Amador and Solano	0	0	0	4	4	30	0	34	54
Camino del Rex/Rey and North Main	0	0	0	4	4	28	0	32	52
Valley and Picacho	0	0	1	1	2	24	0	26	41
	Pedestrian and/or Bicycle Crashes Occurred								
Note: A pedestrian falatity occurred at Solano and Lohman									

19. Intersection Crashes by Crash Rate Rank

Rank	Intersection	Count	Volume	Crash Rate
1	Bataan Memoral West and Del Rey	28	32226	2.38
2	El Paseo and Idaho	38	47758	2.18
3	Lohman and Walton	39	49043	2.18
4	Bataan Memorial West and Riconada	9	11912	2.07
5	University and Locust	24	38201	1.72
6	Lohman and Walnut	33	53012	1.71
7	Nacho and Lohman	27	45658	1.62
8	Spruce and Triviz	18	33245	1.48
9	Telshor and Lohman	44	82006	1.47
10	Main and Valley	22	41154	1.46
11	El Paseo and Boutz	27	52262	1.42
12	Foothills and Telshor	26	50904	1.40
13	Telshor and Spruce	14	30810	1.24
14	Lohman and Roadrunner	24	53405	1.23
15	Main and El Paseo	20	46028	1.19
16	University and Triviz	21	53369	1.08
17	Solano and Missouri	15	40137	1.02
18	Triviz and Missouri	18	48713	1.01
19	Picacho and Main	20	55612	0.99
20	Triviz and Main	29	80738	0.98
21	Sonoma Ranch and Batann Memorial East /West	6	16931	0.97
22	Avenida de Mesilla and Main	15	43118	0.95
23	Main and Lohman	12	37006	0.89
24	El Paseo and University	18	60308	0.82
25	Amador and Solano	12	42248	0.78
26	Valley and Avenida de Mesilla	17	60289	0.77
27	Valley and Amador	17	62869	0.74
28	Main and Amador	7	27358	0.70
29	Main and Spitz	14	57691	0.66
30	Idaho and Solano	9	38289	0.64
31	Solano and Lohman	16	72410	0.61
32	Lohman and Foothills	13	68327	0.52
33	Camino del Rex/Rey and North Main	9	52260	0.47
34	Valley and Picacho	10	65683	0.42
35	Solano and Main	3	51024	0.16

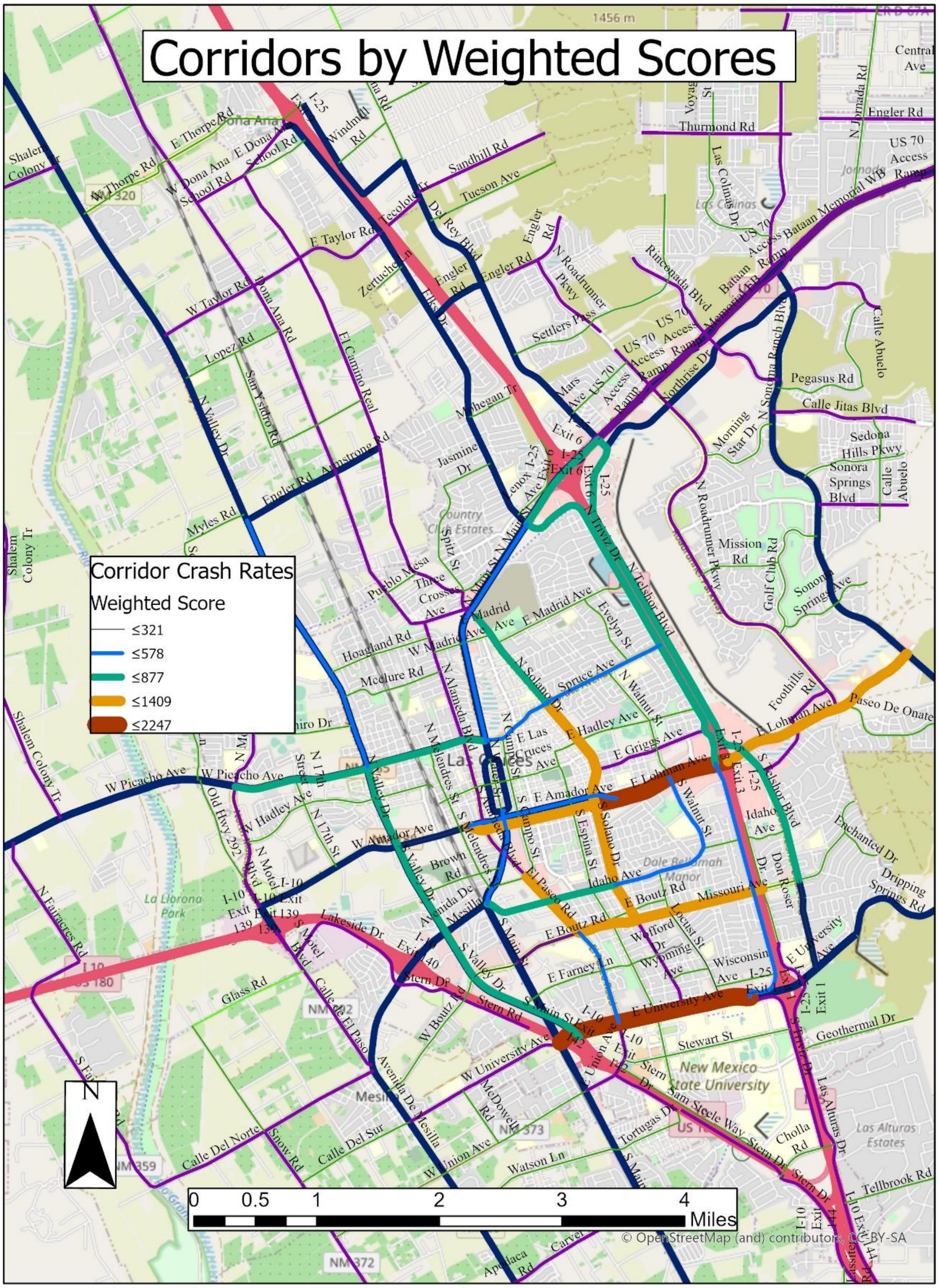
20. Intersection Crashes by Crash Rate



21. Corridors Rank by Weighted Score

Corridor	Killed	Class A	Class B	Class C	Injured	Unhurt	Total	Non-motorist	Weight Sum
E. Lohman: I-25-Solano	1	1	19	122	142	558	701	5	2247
University: Triviz-Main	0	5	27	95	127	721	848	8	1978
El Paseo: Idaho-Wyatt*	1	3	10	43	56	353	410	1	1409
Lohman: Sonoma Ranch-Telshor	0	2	14	70	86	627	713	0	1261
Solano: Spruce-Lohman	1	0	5	34	39	277	317	2	1164
W. Lohman: Solano-Amador	1	1	10	33	44	177	222	2	1143
Missouri: Don Roser- El Paseo	0	1	15	65	81	365	446	1	980
Picacho:; Main-Motel	0	0	13	50	63	314	377	4	877
N. Main: Del Rey- Elks	0	4	16	46	66	250	316	0	822
Telshor: Lohman-U.S 70	0	2	7	46	55	392	447	0	805
Valley: Pacacho-Idaho	0	0	4	63	67	232	299	5	804
Solano: Main-Spruce	0	2	14	43	59	198	257	2	730
Telshor: Lohman-Missouri	0	3	6	37	46	334	380	0	712
Triviz: N, Main-Lohman	0	3	8	42	53	234	287	1	694
Valley: Idaho-University	0	0	7	53	60	245	305	1	670
Idaho: Solano-Main	0	2	6	30	38	229	267	3	625
W. Amador: Solano-E. Lohman	0	1	7	43	51	213	264	0	578
N. Main: Solono-Elks	0	2	2	43	47	230	277	0	570
N. Main: Picacho-Solano	0	1	6	33	40	170	210	2	524
Triviz: University-Lohman	0	1	6	29	36	187	223	2	517
Spruce: Picacho-Triviz	0	0	5	33	38	172	210	2	485
Walnut/Idaho: Lohman-Solano	0	0	6	40	46	158	204	0	464
Valley: Picacho-Engler	0	2	1	33	36	138	174	0	407
El Paseo: University-Idaho	0	0	9	28	37	137	174	0	404
S. Main: Griggs-Idaho	0	0	4	20	25	149	174	2	373
W Amador: Melendres_Valley	0	0	2	25	27	89	116	2	321
N, Main: Del Rey-Sonoma Ranch	0	1	6	15	22	124	146	0	310
Boutz: El Paseo-Valley	0	0	2	23	25	135	160	0	295
N. Main: Sonoma Ranch-MPO boundary	0	1	3	11	15	96	111	0	225
Telshor: Missouri-University	0	1	1	6	8	80	88	1	187
S. Main: Idaho-Valley	0	1	1	11	13	69	82	0	177
Locust: University-Missouri	0	0	0	8	8	87	95	0	135

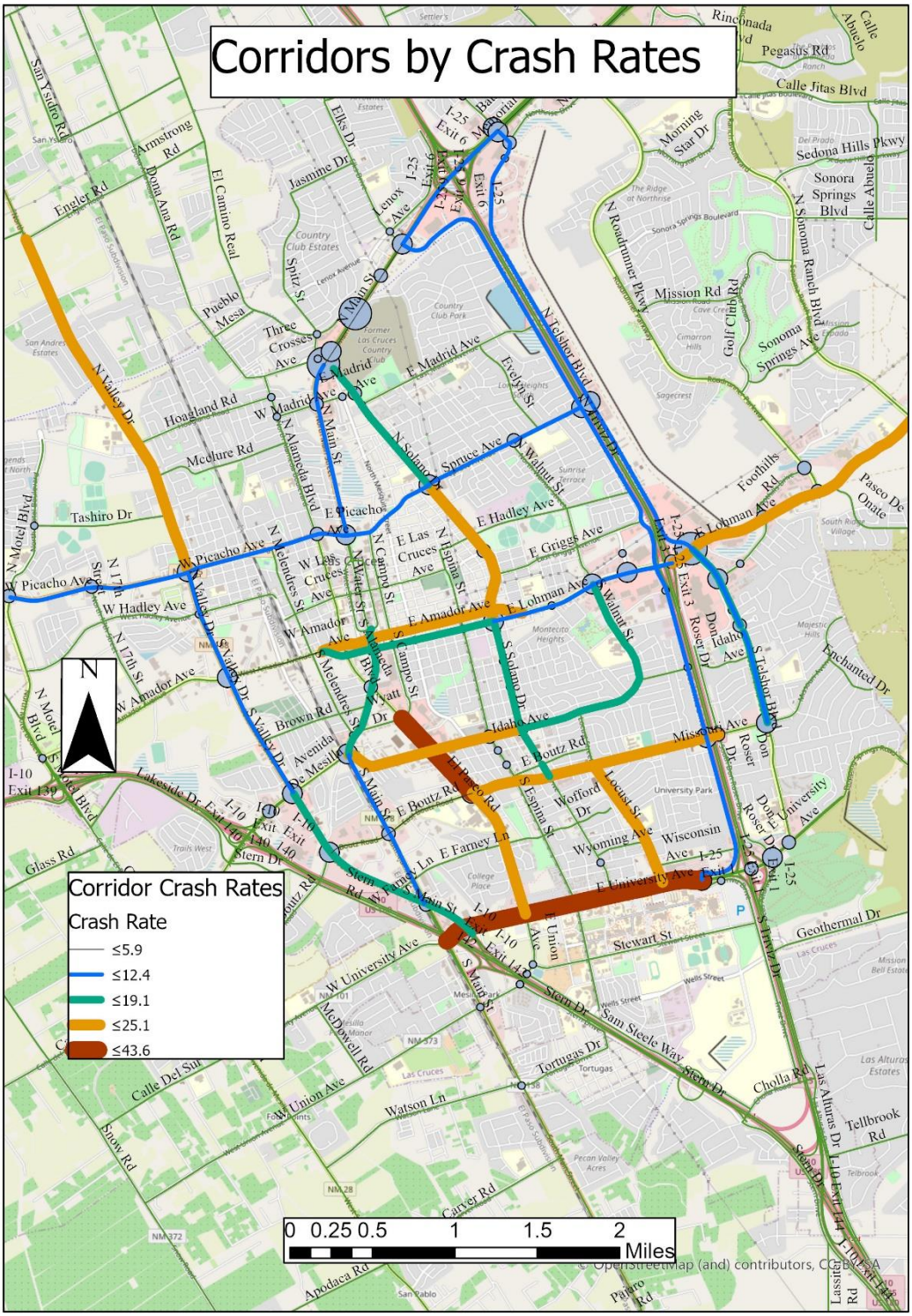
22. Corridor Rank by Weighted Score



23. Corridor Ranked by Crash Rate

Rank	Corridor	Length Miles	Crash Numbers	Crash Rate
1	El Paseo: Wyatt-Missouri	0.62	137	43.56
2	University Ave: Triviz- Main	1.60	302	35.73
3	Solano: Spruce-Lohman	0.90	117	25.08
4	Valley: Picacho-Engler	0.83	70	24.77
5	E. Amador: Solano-Melendres	1.24	99	23.31
6	Idaho: Solano-Main	1.11	85	21.73
7	E. Lohman: Sonoma Ranch-I-25	1.73	252	21.36
8	El Paseo: Missouri-University	0.81	66	20.61
9	Missouri: Don Roser- El Paseo	1.50	161	20.59
10	Locust: Missouri-University	0.83	38	20.48
11	Valley: Idaho-University	1.41	111	19.13
12	Walnut/Idaho: Lohman-Solano	1.47	72	19.05
13	Solano: Main-Spruce	0.95	83	17.96
14	Solano: Lohman-Missouri	0.96	75	17.59
15	E. Lohman: Solano-Melendres	1.07	69	17.53
16	S. Main: Griggs-Idaho	0.80	62	15.57
17	Telshor: Lohman-Missouri	1.14	129	15.41
18	E. Lohman: I-25-Solano	1.15	238	12.38
19	N. Main: Picacho-Solano	1.05	79	12.13
20	Picacho: Main-Motel	2.07	142	11.54
21	Triviz: University-Lohman	2.15	81	11.29
22	Spruce: Picacho-Triviz	1.61	79	11.22
23	Valley: Pacacho-Idaho	1.48	107	10.33
24	Telshor: Missouri-University	0.74	33	10.28
25	Triviz: N, Main-Lohman	2.86	105	10.14
26	Telshor: Lohman-U.S 70	2.77	156	10.11
27	N. Main: Del Rey- Elks	0.86	119	9.72
28	S. Main: Idaho-Valley	1.02	29	8.06
29	Boutz: Valley-El Paseo	2.35	61	5.95
30	N. Main: Solono-Elks	0.87	91	5.82
31	Amador: Melendres-Valley	1.72	42	4.54
32	N.Main: Del Rey-Sonoma Ranch	2.02	52	1.79
33	N. Main: Sonoma Ranch-MPO boundary	10.20	69	1.05

24. Corridors by Crash Rate



Conclusion:
Crashes occur for multiple reasons and can be viewed as both structural and by location. Although separated in this report, the structural and geometric causes for crashes are intertwined. Both must be addressed to reduce the number and severity of crashes for the Mesilla Valley Planning Area.

The number of non-motorist crashes continue to be significant in terms of fatalities and serious injuries. Lighting at intersections and corridors appear to be a major factor in both pedestrian and bicycle crashes. Lack of suitable separation, speed, and protection at intersections also are contributing factors for this vulnerable population.

This is the third year for the Mesilla Valley MPO Safety Report. Throughout these years, some items have remained constant, while others have fluctuated. The prevalence of distracted driving, failure to yield right of way and driving under the influence of alcohol or drugs have been among the top contributing factors for in the three reports. Missing values make it difficult for reasons for crashes to be compared. The top intersections for crashes fluctuate among the three years. One notable difference between 2016 and 2018, is the decrease of crashes along North Main. This could be attributed to improvements along North Main. The corridors of El Paseo, University, E. Lohman and North Solano remain as those continue to show high crash rates.

There is not one solution to decrease crashes in the MPO Planning Area. It is a combination of addressing structural issues (i.e., distracted driving), geometric corrections and improvements directed toward the safety of pedestrians and bicyclists. While addressing the frequency of crashes at intersections and corridors is important, inspecting locations where crashes may occur in a pro-active manner is equally important. Addressing structural issues, such as distractive driving, driving under the influence of alcohol or drugs, and driving too fast for conditions are difficult to change in a short period of time, but can be brought under control in the long term with proper measures. However, those in the jurisdictions of the Planning Area must continue to strive to reduce crashes and their severity despite the complexity and the nature of crashes.

Appendix A

MVMPO Vehicle Miles Travelled (2011-2020)

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019 Proj.	2020 Proj.	2021 Proj.
Est. Annual VMT (100 Million)	984.1	966.9	927.4	1011.6	1329.7	1368.4	1094.6	1059.6	1059.6	983.6	1017.0