Mesilla Valley

Metropolitan

Planning

Organization

Safety Report 2024

Table of Contents

List of Figures

List of Tables

Definitions

100M VMT – A measurement of the number of miles traveled annually by motor vehicles. It is reported in units of 100 million vehicle miles traveled (100M VMT).

Alcohol-involved Crash – A crash for which the Uniform Crash Report (UCR) indicated that 1) a DWI citation was issued, 2) alcohol was a contributing factor, or 3) a person in control of a vehicle (including a pedestrian or pedalcyclist) was suspected of being under the influence of alcohol. Alcohol-involved crashes involve one or more alcohol-involved drivers.

Alcohol-involved Driver – A person in control of a motor vehicle who was cited for DWI or indicated on the Uniform Crash Report as either suspected or determined by testing to be under the influence of alcohol. A single alcohol-involved crash can involve multiple alcohol-involved drivers.

Crash – A reported incident on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least $500 in property damage. Crashes on private property (such as a parking lot) are not included.

Driver – A person in control of a motor vehicle. "Drivers" no longer include any pedestrians or pedalcyclists.

Uniform Crash Report – The current version of the form used to report a crash in New Mexico. It was created in July 2018 for electronic reporting and went into effect during 2020. The new form enabled collection of many new data elements. Data on new elements can be expected to increase over several years as law enforcement agencies begin to use the new form. Also see "Uniform Crash Report".

Fatal Crash – A crash in which at least one person was killed. Note that more than one person can be killed in a single fatal crash.

Fatalities – The number of people killed in a crash. The terms killed and deaths are synonymous with fatalities. A fatality is crash-related if it occurs at the time of the crash or if the person(s) involved in the crash dies within 30 days.

First Harmful Event (FHE) – The event of the crash that produced the first injury or damage. It is used in conjunction with a subfield (FHEanalysis) to provide addition detail on the nature of the first harmful event. Starting with 2020 crash data, first harmful event replaced crash classification, and FHEanalysis replaced Analysis. FHE and its subanalysis data are derived from the crash classification and analysis fields for crashes that occurred prior to 2020 and for any agencies not using the new crash report form put into circulation in 2020. Statistics for the first harmful event category "Other" and FHE analysis subcategories "Other Large Domestic Animal", "Curb" and "Other Non-Motorist" are not available prior to 2020. The addition of options in 2020 decreases the use of previously available options.

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.

Injury Crash – A reported crash in which at least one person was injured. Injury crashes involve at least one Suspected Serious Injury (Class A), Suspected Minor Injury (Class B) or Possible Injury (Class C). Fatal crashes are not included in this category.

Hazardous Material Crash – A reported crash in which at least one vehicle was identified on the crash report as having either a 1-digit DOT hazmat class code, a 4-digit DOT hazmat identification code, a hazmat chemical name, or displaying a hazmat placard. The method for tabulating hazmat crashes was adjusted in 2020 due to the release of a new Uniform Crash Report.

Heavy Truck – A motor vehicle body style that typically has a gross vehicle weight rating greater than 10,000 pounds. Consists primarily of semis and other heavy commercial trucks, but also includes heavy equipment, light box trucks, and delivery trucks.

Missing Data – An indication that the applicable field on the Uniform Crash Report form was left blank or contained an invalid code. Starting with crashes that occurred in 2012, improvements in the identification of missing data in the NMDOT crash database led to an increase in the reported amount of missing data.

Motorcyclist – A person who is in or upon a motorcycle or moped. There can be multiple motorcyclists in a single motorcycle-involved crash. Traditionally, the term "motorcyclist" included people on ATVs. However, starting with the 2020 DWI Report, the method for tabulating all statistics on motorcyclists no longer includes people on ATVs. Therefore, motorcycle statistics in this publication are not comparable to statistics published in older, pre-2020 DWI Reports.

New Mexican Driver – A driver who lives in New Mexico or has a New Mexico driver's license.

Non-Motorized Vehicle – A pedalcyclist or pedestrian who is involved in a motor vehicle traffic crash. Includes personal conveyances such as skateboards and wheelchairs.

Occupant – A person who is in or upon a motor vehicle in transport. This includes the driver, passengers, and persons riding on the exterior of a motor vehicle.

Passenger Vehicle Occupant – A person in or upon a passenger car, pickup, or van/4WD/SUV. Pedalcycle – A mechanism of transport that is powered solely by pedals.

Pedalcyclists – All people on any pedalcycle or in any pedalcycle trailer, and who are involved in a collision with a motor vehicle. Consists of pedalcycle operators and pedalcycle passengers. Historically, it equates to the term "pedalcyclists" which included both pedalcycle operators and passengers.

Pedalcycle Operator – A person who is in actual physical control of a pedalcycle (such as a bicycle) or, for an out-of-control pedalcycle, a person who was in control until control was lost. Equates to seat position code "PC".

Pedalcycle Passenger – A person riding on a pedalcycle or pedalcycle trailer when someone else is in control of the pedalcycle (such as children in bicycle infant seats). Equates to seat position code "PP" introduced on the E July 2018 Uniform Crash Report.

Pedestrian – A person on foot, walking, running, jogging, hiking, sitting, or lying down. Historically, "pedestrians" have also included people on personal conveyances. The addition of the "Pedestrian, Other" seat position, introduced on the E July 2018 Uniform Crash Report, created more distinction.

Pedestrians – All persons not occupying either a motor vehicle or a pedalcycle. Consists of any person classified as either "Pedestrian" or "Pedestrian, Other".

Pedestrian, Other – Non-motorist in or on a personal conveyance or in a building. Equates to seat position "PO" introduced on the E July 2018 Uniform Crash Report.

Property Damage Only Crash (PDO) – A reported crash on a public road that did not involve injuries or fatalities but resulted in more than $500 in property damage only (a.k.a. a Class O crash).

Rate – A rate is calculated by dividing a total count (such as total crashes, drivers, or fatalities) by a denominator such as VMT, number of licensed drivers or population. See Page 4 for more detail.

Rural – Places not classified as urban are classified as rural. Starting in 2013, "rural" was redefined. See definition of "urban" for more information.

Severity of Injury – The degree of injury to a person in a crash as described by the KABCO scale: K is for Killed, ABC indicate injuries (A=Suspected Serious Injury, B=Suspected Minor Injury, C=Possible Injury), and O indicates No Apparent Injuries (property damage only).

Suspected Serious Injury – Any injury other than fatal that results in one or more of the following:

▪ Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood

▪ Broken or distorted extremity (arm or leg)

▪ Crush injuries

▪ Suspected skull, chest, or abdominal injury other than bruises or minor lacerations

▪ Significant burns (second and third degree burns over 10% or more of the body)

▪ Unconsciousness when taken from the crash scene

▪ Paralysis

The definition above was adopted in 2014 by the Federal Highway Administration for suspected serious injuries (Class A injuries). Before this revision, a Class A injury was defined as "an injury, other than a fatal injury, in which the person was carried from the scene of the crash or in which the injured person was unable to walk, drive or perform normal activities he or she was capable of performing before the injury occurred, as observed by the officer at the scene of the crash. Also known as an incapacitating injury or serious injury."

Top Contributing Factor – The field Top Contributing Factor was deprecated, starting with 2020 crash data. See Page 8 for details.

Uniform Crash Report (UCR) – A statewide form, submitted by law enforcement agencies in the state to NMDOT, for any crash on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least $500 in property damage. Also see "E July 2018 Uniform Crash Report".

Urban – Areas defined by the 2010 U.S. Census Urbanized Areas (NMDOT-adjusted) and U.S. Census Urban Clusters. This definition, which is based on population density, allows densely settled areas outside of incorporated places to be classified as "urban," and sparsely settled areas within incorporated boundaries to be classified as "rural." Urban areas for crash years 2013-2017 include a ½-mile buffer

extending out from those urban boundaries. Urban areas for crash years 2018 and after do not include a buffer, which decreases the number of crashes classified as urban. In crashes before 2013, "urban" was defined as a town or city with a population of at least 2,500 people.

Vehicle – A motorized car, truck, bus, van, or motorcycle (mechanically or electrically powered) for carrying or transporting persons or things. Pedestrians and pedalcyclists are counted as nonmotorized vehicles when in a crash with a motor vehicle.

Introduction

The 2024 Mesilla Valley MPO Annual Safety Report provides an overview of safety performance measures and the safety performance targets of the Mesilla Valley MPO's planned area. This area includes the City of Las Cruces, the Town of Mesilla, and sections of Dona Ana County that neighbors the aforementioned areas.

As per the Highway Safety Improvement Program's Final Rule, "States are required to set annual safety performance targets in the HSIP annual report for the number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injures per 100 million VMT, and number of non-motorized fatalities and serious injuries. The safety performance targets are based on 5-year rolling averages." (Transportation Performance Management 2022) The averages are referred to as "Performance Targets" by the New Mexico Department of Transportation (NMDOT). These performance targets are the measures we strive to remain under. The Mesilla Valley MPO's *Mobility 2045* states to "increase the safety of the transportation system for motorized and non-motorized users" (*Mobility 2045* 2020) is the key goal.

As per Section 11111: Highway Safety Improvement Plan, "a State shall use data from the most recent 5-year period for which data is available. (3)(4) In carrying out a vulnerable road user safety assessment (1) a State shall (A) take into consideration a safe system approach and (B) consult with local governments, metropolitan planning organizations, and regional transportation planning organizations that represent a high-risk area identified under paragraph (2)(A)(iii)." (Infrastructure Investment and Jobs Act, 2021) This means all states must complete annually renewed safety reports and set Safety Performance Targets based on data that has been collected in the past 5 years. This ensures the implementation of data-driven, decision-making strategies.

While Metropolitan Planning Organizations (MPO) are not required to complete such reports, it is strongly encouraged that they do so with local safety and crash report data in order to compare and coordinate more efficiently when looking at local Safety Performance Targets. Setting and monitoring these targets help MPOs determine the allocation of Federal, State, and local monies for safety projects and programs. This performance-based approach was first introduced into the Metropolitan Planning Process from the Transportation Performance Management (TPM) through the "Moving Ahead for Progress in the 21st Century Act (MAP-21)" (Federal Register 2016). More information can be found about this on the TPM website: https://www.fhwa.dot.gov/tpm/ .

The 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.

State of New Mexico and Mesilla Valley MPO Safety Performance Targets

In November 2023 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 2024.

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 2021. Reports back to 1996 can viewed at this site.

The 2021 Community Reports for all counties and cities in the State of New Mexico are located at: https://gps.unm.edu/tru/crash-reports/community-reports .

Methodology Changes

"The common measure targets are required to be identical between the Highway Safety Plan, NHTSA and the Highway Safety Improvement Program, FHWA.[1] Changes created by the Infrastructure Investment and Jobs Act (IIJA) resulted in the Highway Safety Plan (HSP) requirement for the plan to cover three years.[2] Additionally, the new rules mandate the NHTSA targets be held steady or show improvement over the three-year period. A waiver was issued by US DOT for calendar year 2024 allowing for the common measure targets to not be identical between the two programs, but NMDOT chose to use the rule change as an opportunity to reevaluate how the targets are set.

Projected 5-year moving averages were the prior standard method for determining the safety targets. However, 5-year moving averages just follow the current crash trends, and unfortunately the number of fatalities and serious injury crashes has been increasing over the last few years. This led the projected 5-year moving averages to show increasing fatalities and serious injuries at levels NMDOT cannot accept. The targets continue to be 5-year moving averages and to achieve these targets the number of fatalities and serious injuries must decline. So, instead of just following the projections, NMDOT's HSIP and HSP will both hold steady or show declining targets for fatalities and serious injuries. This change more accurately demonstrates NMDOT's commitment to improving safety outcomes for all roadway users. NMDOT's FHWA and NHTSA safety programs, and all the work of the department, commit to using all the tools available to do everything in our power to bring down the number of fatalities and serious injuries on all public roads in New Mexico.

This effort is a government-wide, multidisciplinary effort. Tribal and Local Public Agencies (TLPAs), and State agencies- led by NMDOT, must all work to promote safety culture by centering safety as a primary focus for all transportation projects, initiatives, and programs. We all must work to make safe driving and roadway behavior choices the only acceptable choices. To further these efforts to improve safety outcomes for all transportation system users, the following safety targets were set by NMDOT." (NMDOT, 2023).

[1] https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-490/subpart-B/section-490.209
[2] https://www.ecfr.gov/current/title-23/chapter-III/part-1300/subpart-B/section-1300.11
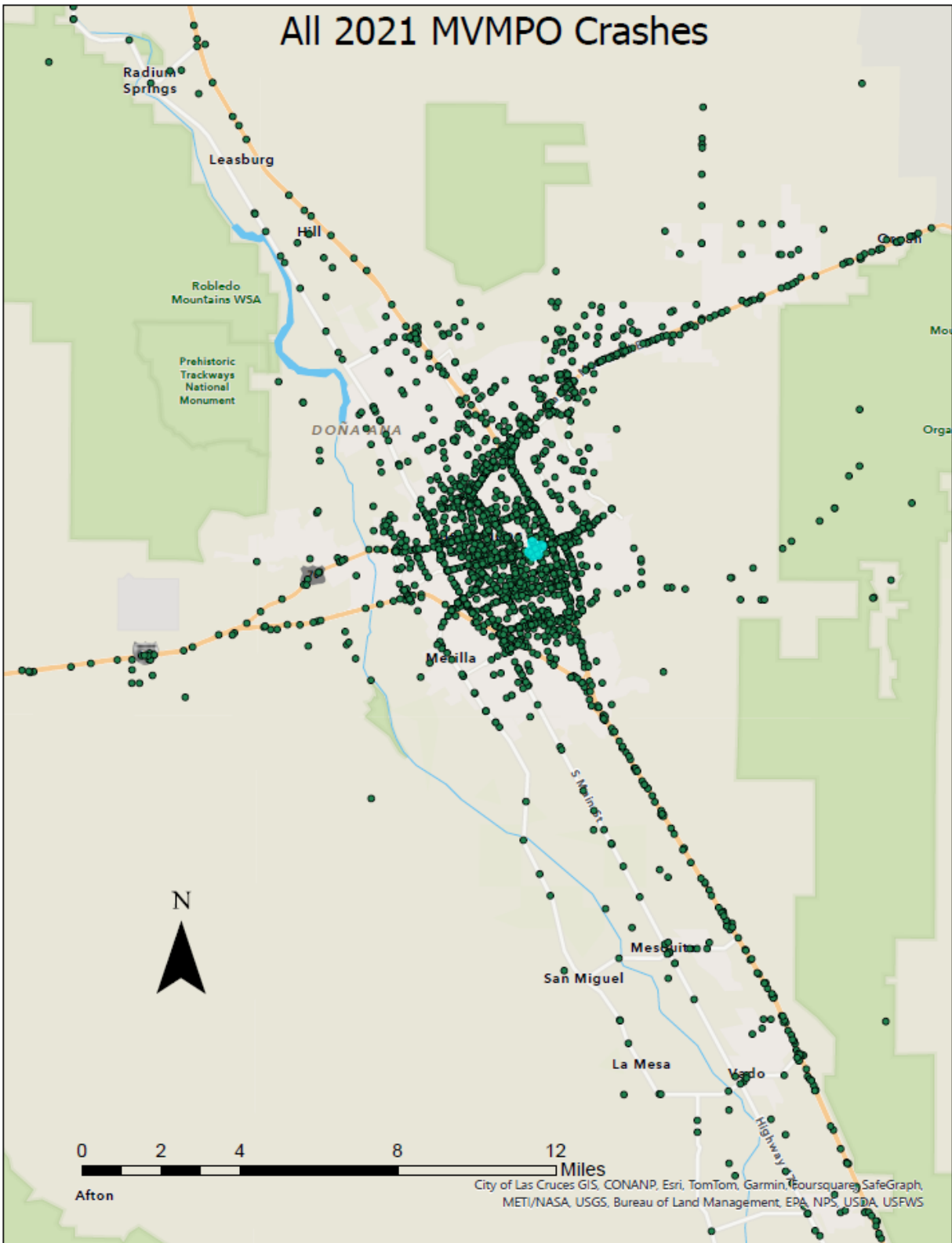
Figure 1 All 2021 Crashes

MVMPO Safety Data

MVMPO Number of Fatalities
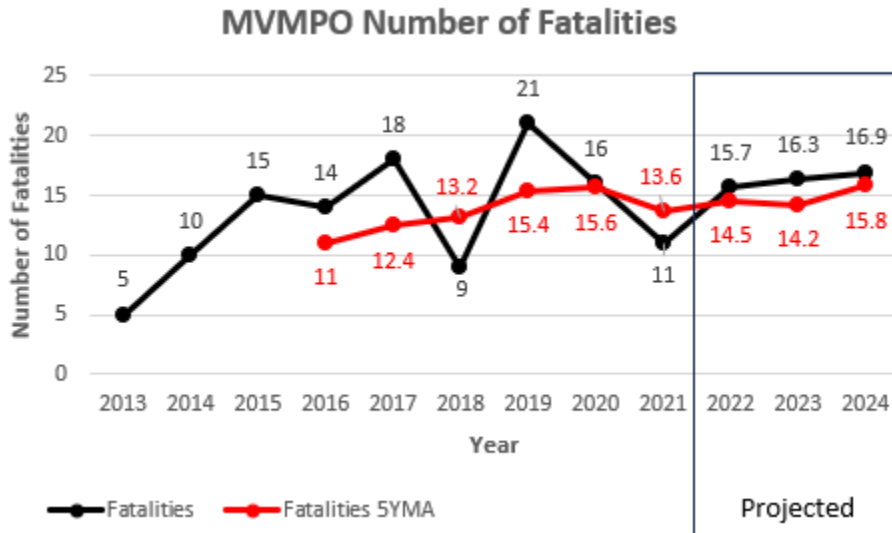
Figure 2 MVMPO Number of Fatalities

Figure 2 shows the number of fatalities from the year 2013 to 2021 with a forecast of projected fatalities for 2022 – 2024. The number of fatalities continues to decrease from 2020 to 2021 by about 31%. The 5-year moving average dropped slightly which is new compared to the usual increasing trend. Despite the number of fatalities decreasing from 2019 - 2021, the projections still show an increasing trend for 2021 – 2022 and 2023 – 2024.

MVMPO Rate of Serious Injuries
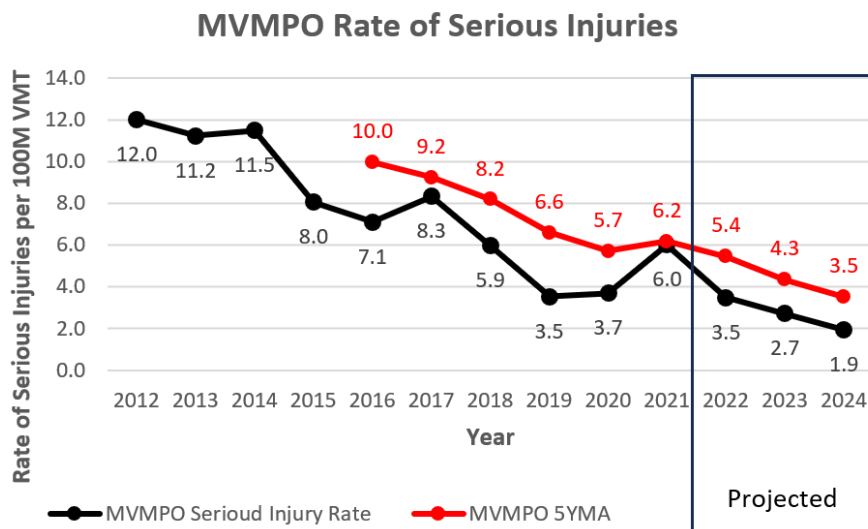
Figure 3 MVMPO Number of Serious Injuries

Figure 3 shows the number of Serious Injuries from 2012 to 2021 with projections for 2022 to 2024. In this report, serious injuries include all Class A injuries in traffic crashes. Since 2017, serious injuries were showing a decreasing trend in both the actual data, projections, and in the 5-year moving average.

However, from 2020 to 2021 (Post-Pandemic Period), there was an increase in serious injuries. While the projections show a decreasing trend, it is unclear to predict if the number of serious injuries will increase or decrease.

Figure 4 East Mesa Fatalities & Serious Injuries
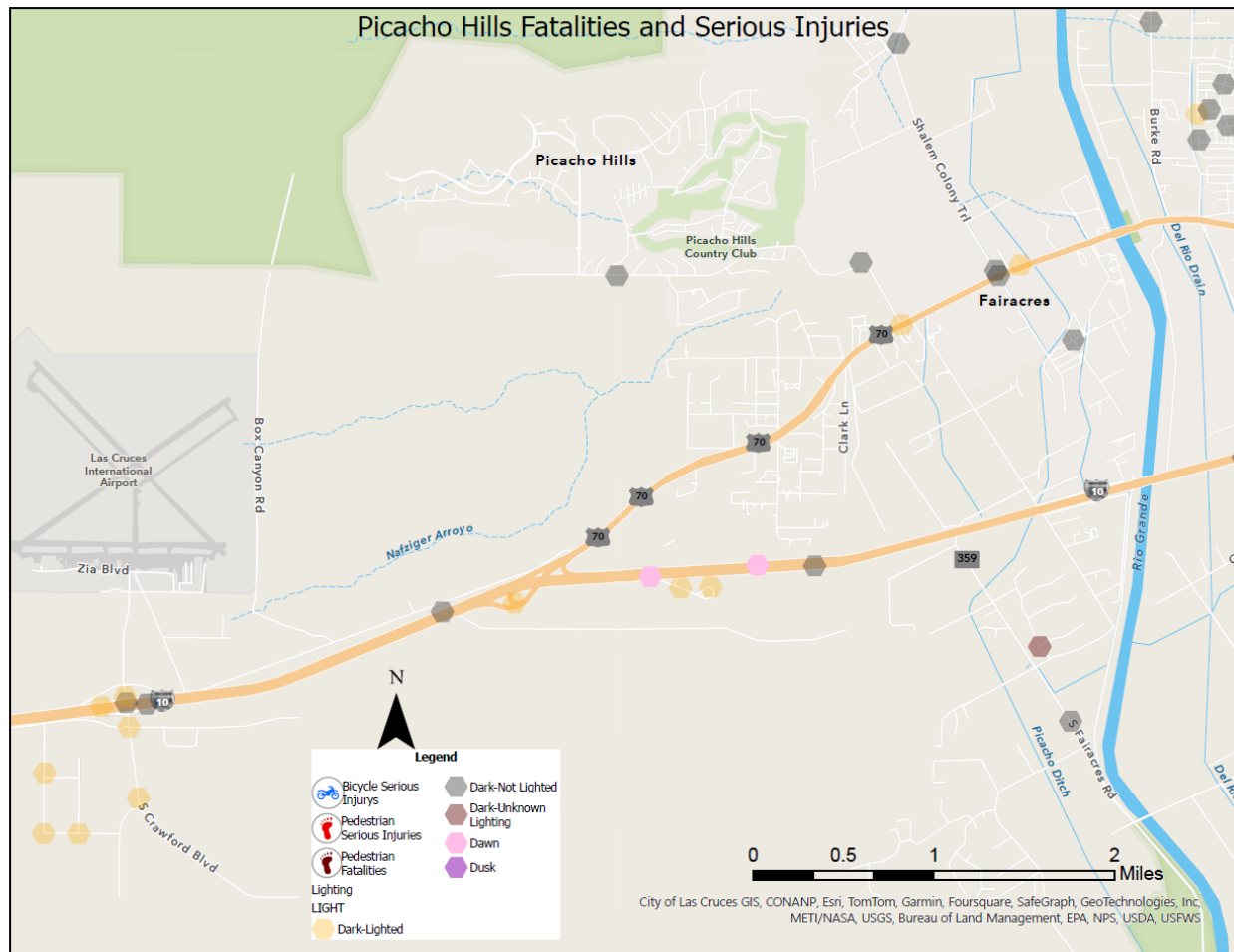
Figure 5 Picacho Hills Fatalities & Serious Injuries
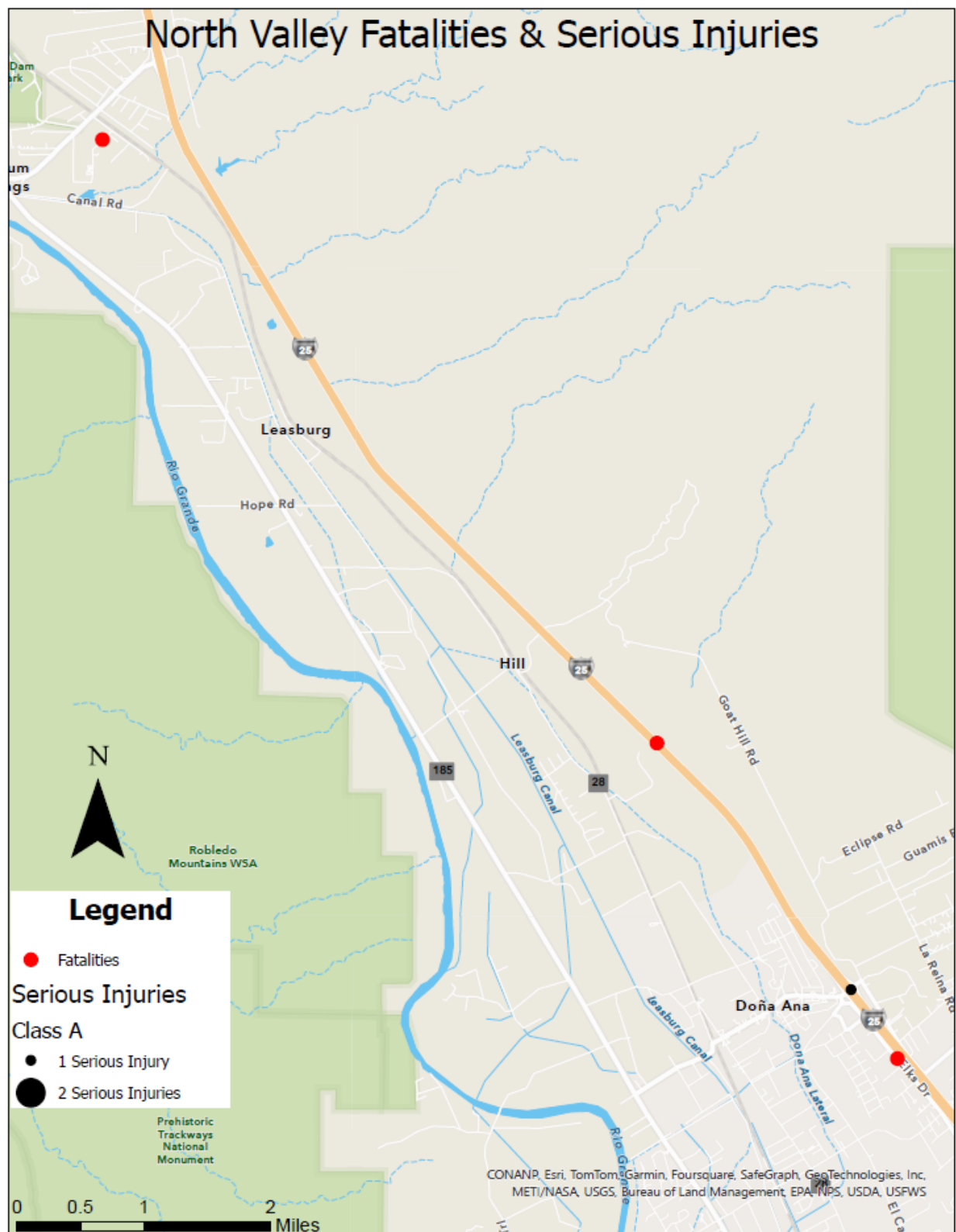
Figure 6 North Valley Fatalities & Serious Injuries
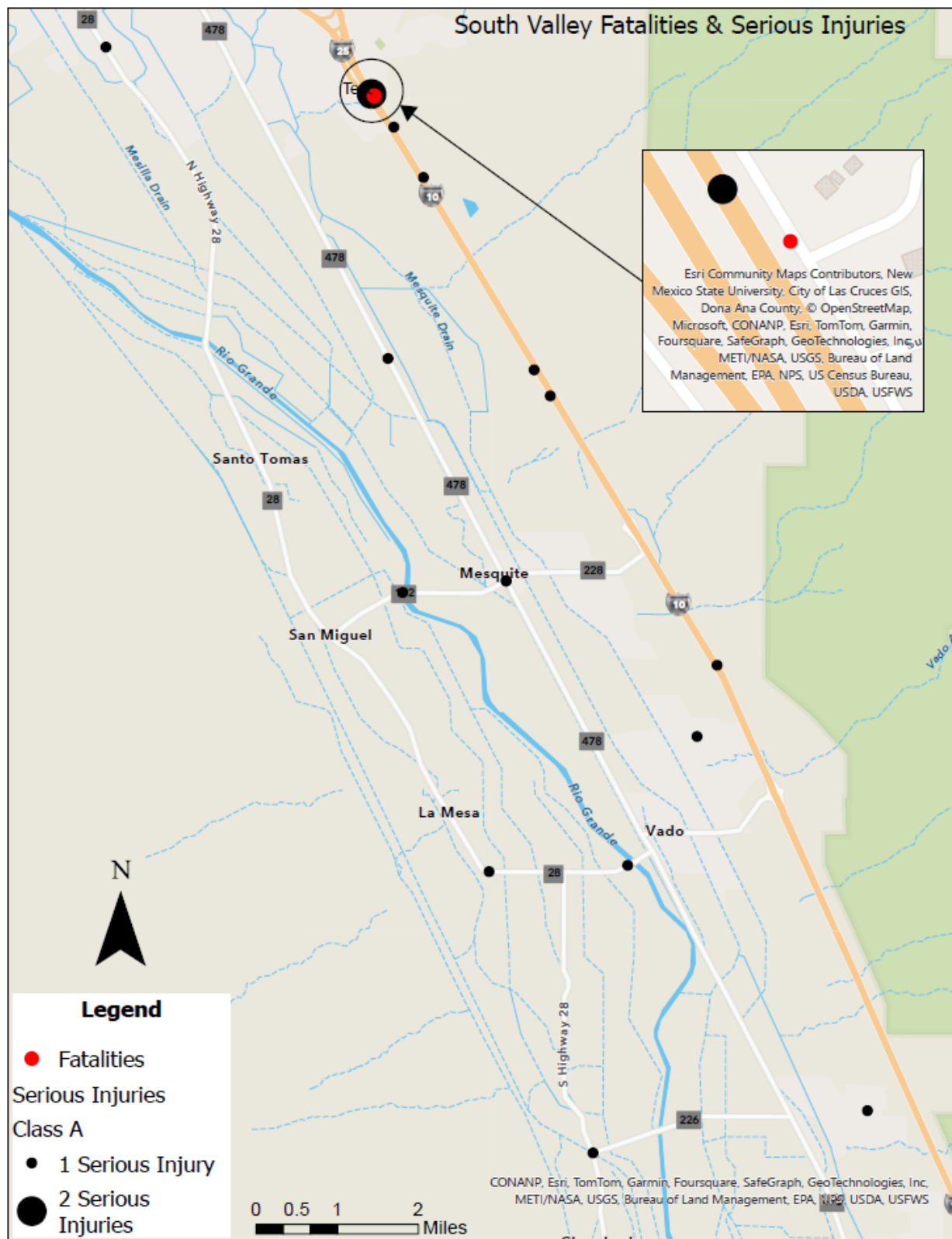
Figure 7 South Valley Fatalities & Serious Injuries
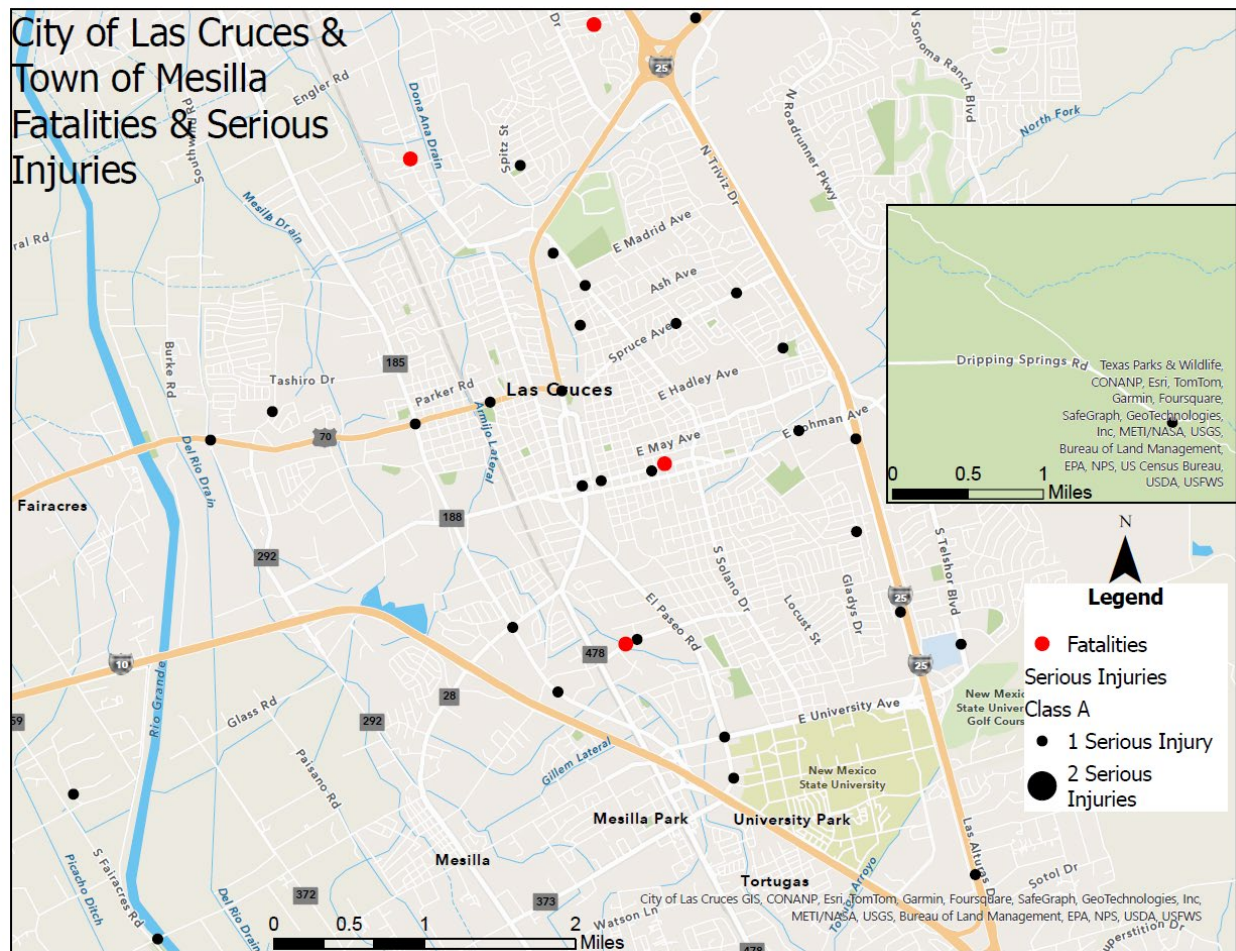
Figure 8 CLC & TOM Fatalities & Serious Injuries

MVMPO Rate of Fatalities
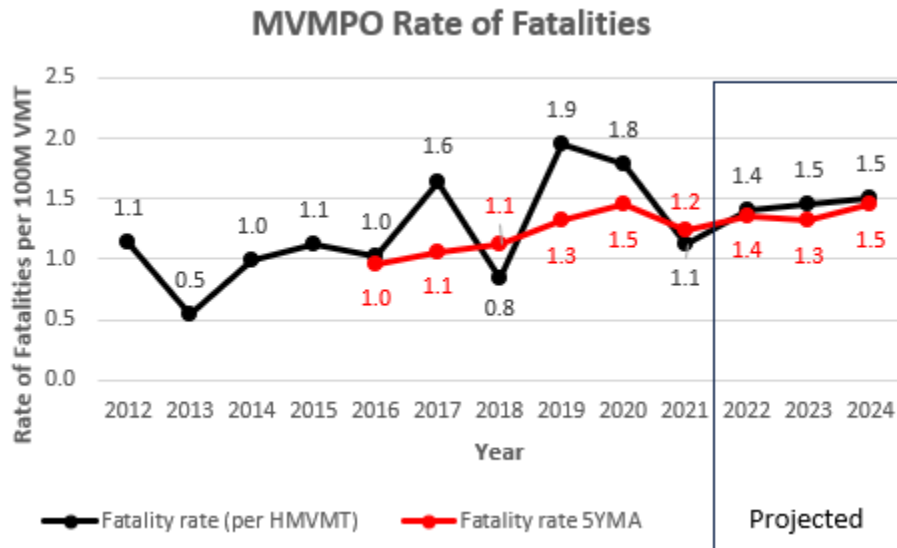
Figure 9 MVMPO Rate of Fatalities

Figure 9 shows the fatality rate of the MVMPO area from 2012 to 2021 and the forecasted rates for 2022 to 2024. These values provide the rate of fatalities for every 100 million vehicle miles traveled (VMT). These values also provide an effective method to help compare our fatality rates to the state of New Mexico. Since 2012, the fatalities per 100 million VMT varies greatly. It travels both above and below the 5-year moving average. Despite the variation in the measured data, the projections for both fatalities per 100 million VMT and the 5-year moving average show a decreasing trend from 2022 to 2023 but then increases from 2023 to 2024. The fatality rate mirrors the number of fatalities.

New Mexico State Rate of Fatalities
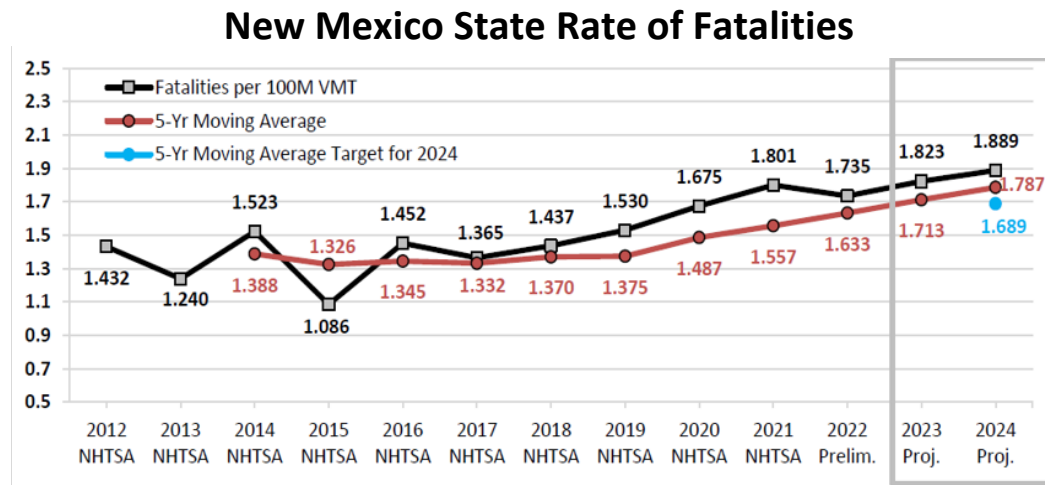
Figure 10 New Mexico State Rate of Fatalities

Figure 10 shows the same type of rates displayed in the previous figure. However, these numbers represent the fatality rate for the state of New Mexico in its entirety. Similar to the MVMPO fatality rates, the state rates are also displaying an increase from 2020 to 2021. In 2019, the MVMPO area has its highest rate of reported fatalities and was much higher than the state's rate. Since then, the MVMPO's fatality rate have decreased significantly and is now below the state's fatality rate. The state's

rates are showing a continuation of the increasing rate of fatalities throughout the years (starting 2017). Unfortunately, in the projections, the MVMPO fatality rates are predicted to be higher than the fatality rates of the state of New Mexico. The comparison between the two projections is displayed in the table below, Table 1, side-by-side to one another.

MVMPO Targets		NMDOT Targets	
2021	1.2	2021	1.557
2022	1.4	2022	1.633
2023	1.3	2023	1.713
2024	1.5	2024	1.689

Table 1 Fatality Rate Targets

Keep in mind these fatality rates are predictions of what might be reported in the following years, since traffic crash data is officially reported and displayed two years later. The state of New Mexico shows a more consistent trend due to the significant difference in sample sizes, which is why the MVMPO area shows high variation.
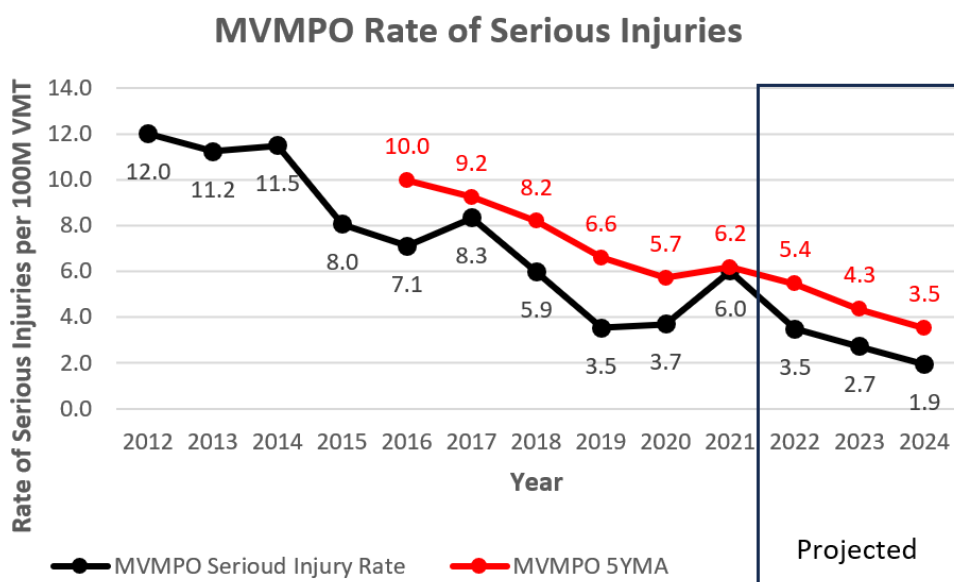
Figure 11 MVMPO Rate of Serious Injuries

Figure 11 shows the rate of serious injuries for the MVMPO from 2012 – 2021 and the projected rates from 2022 to 2024. Similar to the rates described before, these rates instead focus on the rate of serious injuries per 100 million vehicle miles traveled (VMT). Again, these rates provide a more effective and accurate comparison between the serious injury rate on the local level (MVMPO area) and at the state level (state of New Mexico). Compared to the fatality rates of the MVMPO area, the data and forecasts show an increasing trend from 2020 to 2021. It is unclear of the increasing trend will continue or shaft back to a decreasing pattern since this is only one-year post-pandemic.

New Mexico State Rate of Serious Injuries
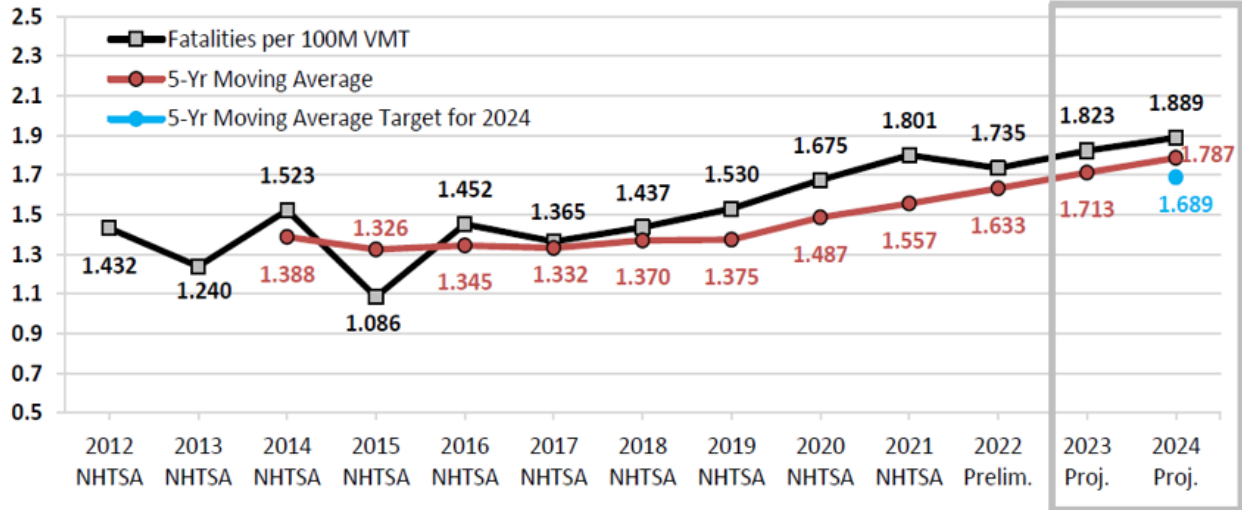
Figure 12 New Mexico State Rate of Serious Injuries

When comparing the serious injury rates to the state of New Mexico's, the MVMPO area's rates are higher than the state's rates. Table 2 gives a side-by-side comparison of local rates versus state rates.

MVMPO Targets		NMDOT Targets	
2021	6.1	2021	1.557
2022	5.4	2022	1.633
2023	4.2	2023	1.713
2024	3.4	2024	1.689

Table 2 Serious Injury Rate Targets

MVMPO Fatality Data

In the MVMPO planned area, there were 11 fatalities in 11 traffic crashes that occurred in 2021. The following figures and descriptions show the details in the timing, factors, and characteristics of the roads at the location and time these fatalities occurred.
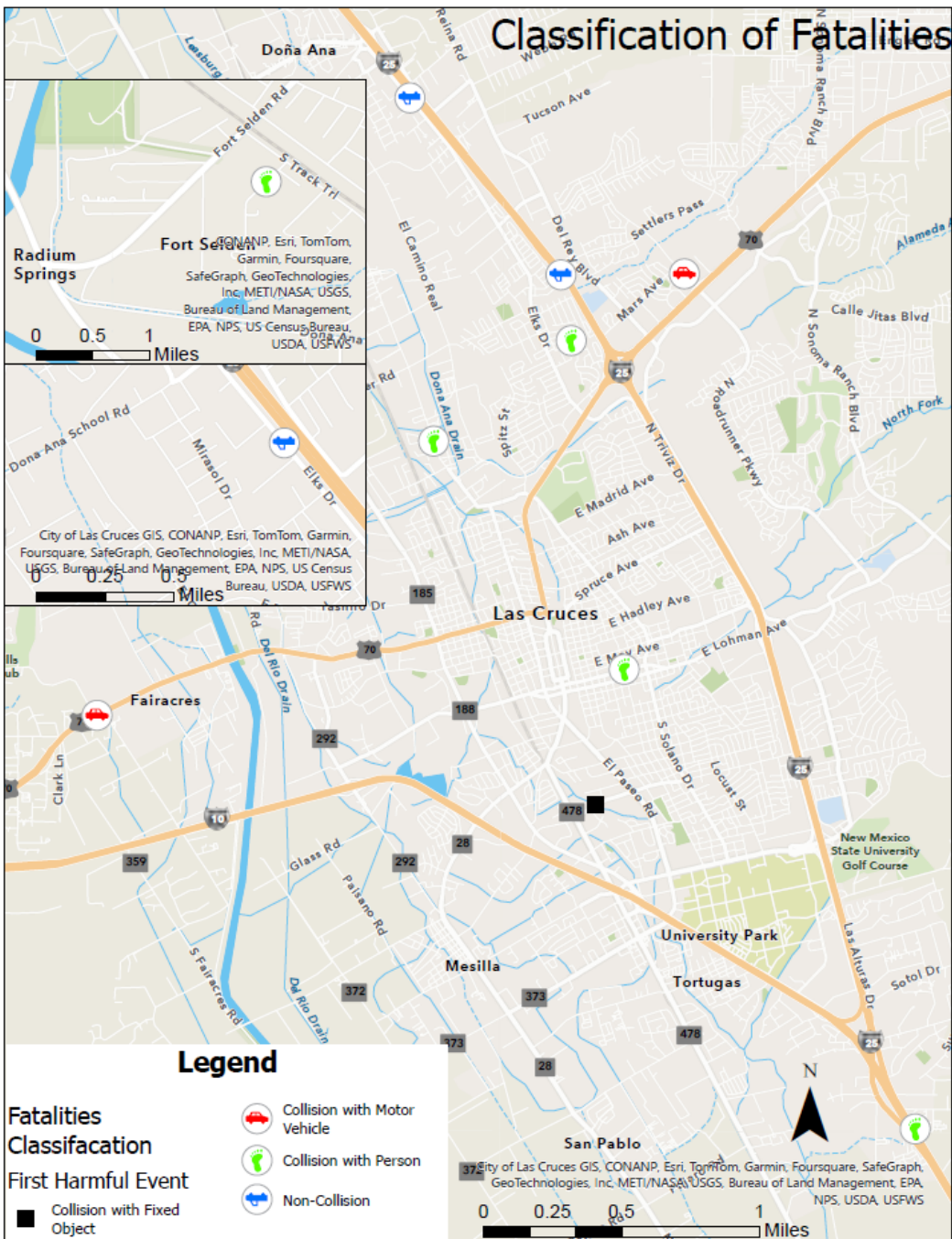
Figure 13 Classification of Fatalities

Timing of Fatalities

2021	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
12 a.m.	0	0	0	0	0	0	0	0
1 a.m.	0	0	0	0	0	0	0	0
2 a.m.	0	0	0	0	0	0	0	0
3 a.m.	0	0	0	0	0	0	0	0
4 a.m.	0	0	0	0	0	0	1	1
5 a.m.	0	0	0	0	0	0	0	0
6 a.m.	0	0	0	0	0	0	0	0
7 a.m.	0	1	0	0	0	0	0	1
8 a.m.	0	0	1	0	0	0	0	1
9 a.m.	0	0	0	0	0	0	0	0
10 a.m.	0	0	0	0	0	0	0	0
11 a.m.	0	0	0	0	0	0	0	0
12 p.m.	0	0	0	0	0	0	0	0
1 p.m.	0	0	0	0	0	0	0	0
2 p.m.	0	0	0	0	0	0	0	0
3 p.m.	0	0	2	0	0	0	0	2
4 p.m.	0	0	0	0	0	0	0	0
5 p.m.	0	0	0	0	1	1	0	2
6 p.m.	1	0	0	0	0	0	0	1
7 p.m.	0	1	0	0	1	0	0	2
8 p.m.	0	0	0	0	0	1	0	1
9 p.m.	0	0	0	0	0	0	0	0
10 p.m.	0	0	0	0	0	0	0	0
11 p.m.	0	0	0	0	0	0	0	0
Total	1.0	2.0	3.0	0.0	2.0	2.0	1.0	11.0

Figure 14 Timing of 2021 Fatal Crashes

Figure 14 shows the total number of fatal crashes that occurred in each hour of the day for the year of 2021. Note that there are 2 fatal crashes that occurred in the 3p.m. hour on Tuesday. These crashes happened in January and August of 2021. Both involved alcohol but one involved a pedestrian, and the other was a rollover. Looking at the time of day, the evenings show a higher rate of a fatal crash occurring compared to the remainder of the day.

Total Fatal Crashes Since 2015	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
12 a.m.	1	0	0	0	0	0	0	1
1 a.m.	1	0	0	1	0	0	2	4
2 a.m.	0	0	1	0	0	0	2	3
3 a.m.	1	0	0	0	0	0	1	2
4 a.m.	0	0	0	0	0	0	2	2
5 a.m.	1	0	1	0	1	0	0	3
6 a.m.	0	0	0	0	1	0	2	3
7 a.m.	0	1	0	0	1	0	2	4
8 a.m.	0	2	2	1	0	0	0	5
9 a.m.	2	1	0	0	0	0	1	4
10 a.m.	0	0	1	0	1	1	1	4
11 a.m.	0	0	0	1	0	0	0	1
12 p.m.	1	0	0	0	1	1	0	3
1 p.m.	0	0	0	0	0	1	0	1
2 p.m.	0	1	0	0	2	0	1	4
3 p.m.	0	0	2	0	1	0	1	4
4 p.m.	0	1	0	0	0	1	1	3
5 p.m.	1	3	1	0	1	2	2	10
6 p.m.	2	0	0	1	0	3	2	8
7 p.m.	0	1	1	1	2	0	0	5
8 p.m.	0	4	1	2	2	1	2	12
9 p.m.	1	0	1	1	0	0	1	4
10 p.m.	1	0	0	0	2	1	1	5
11 p.m.	0	1	0	0	0	0	0	1
Total	12.0	15.0	11.0	8.0	15.0	11.0	24.0	96.0

Figure 15 Timing of All Fatal Crashes Since 2015

Figure 15 shows all fatal crashes based on time of day and day of the week since 2015. Based on this data, it appears that most fatal crashes occur in the evening from 5 to 9 p.m. and in total, Saturday appears to have the highest frequency of fatal crashes.

2021 Fatal Crashes: Parts of the Day
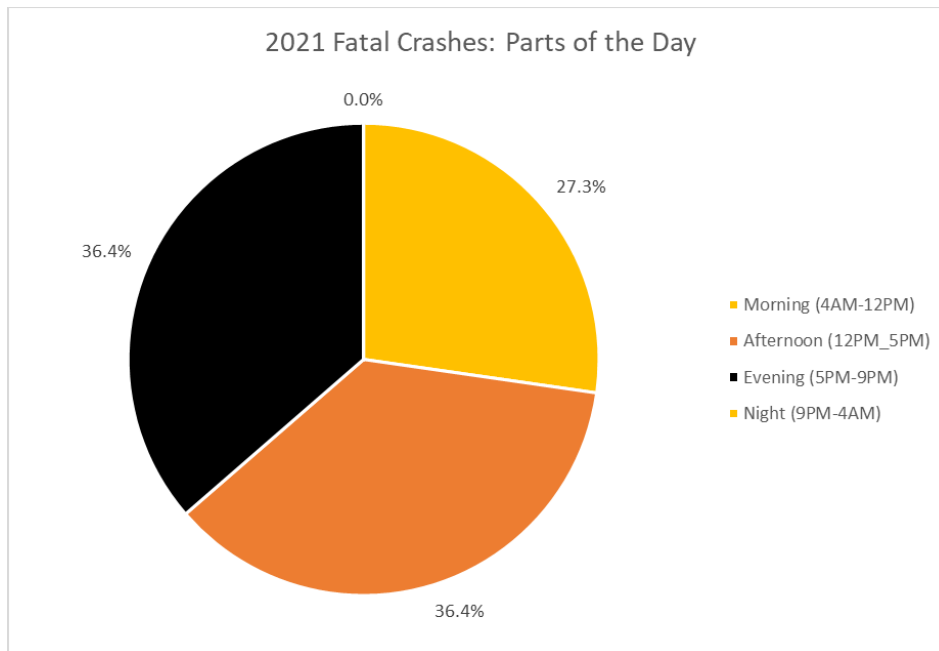
Figure 16 2021 Fatal Crashes by Parts of the Day

Figure 16 is a more generalized view of Figure 14. The fatal crashes that occurred are grouped together by parts of the day: morning hours are 4 a.m. – 12 p.m., Afternoon hours are 12 – 5 p.m., evening hours are 5 – 9 p.m., and night hours are 9 p.m. – 4 a.m. 36.4%% of 2021's fatal crashes occurred both in the afternoons and evenings. In 2021, there were no fatal crashes at all (0%) during the Night (9p.m. to 4 a.m.). This is very likely due to less volume of traffic on the roads at these hours.

Total Fatal Crashes: Parts of the Day
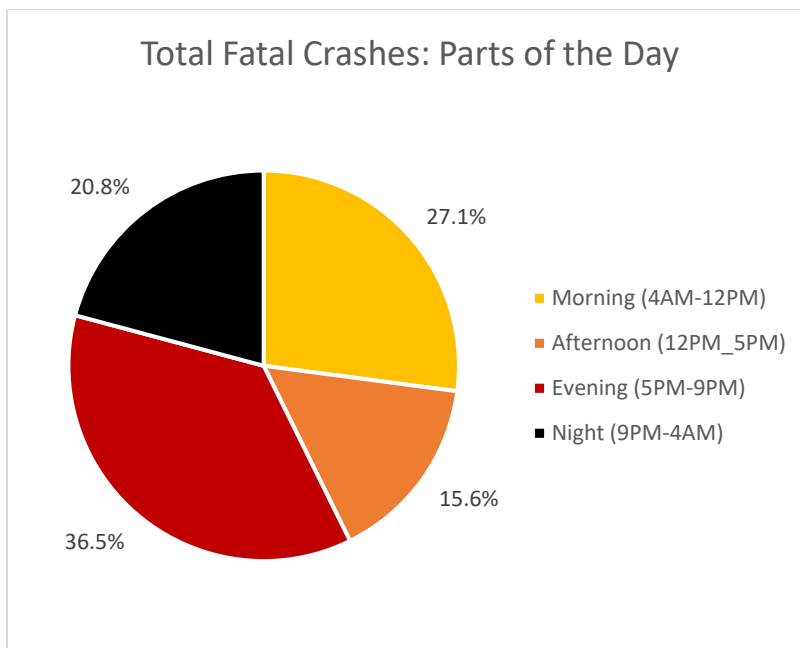
Figure 17 All Fatal Crashes by Parts of the Day Since 2015

Figure 17 shows the percentage of when all fatal crashes have occurred since 2015. In the past 6 years of data, most crashes occurred in the evening (from 5p.m. to 9 p.m.).
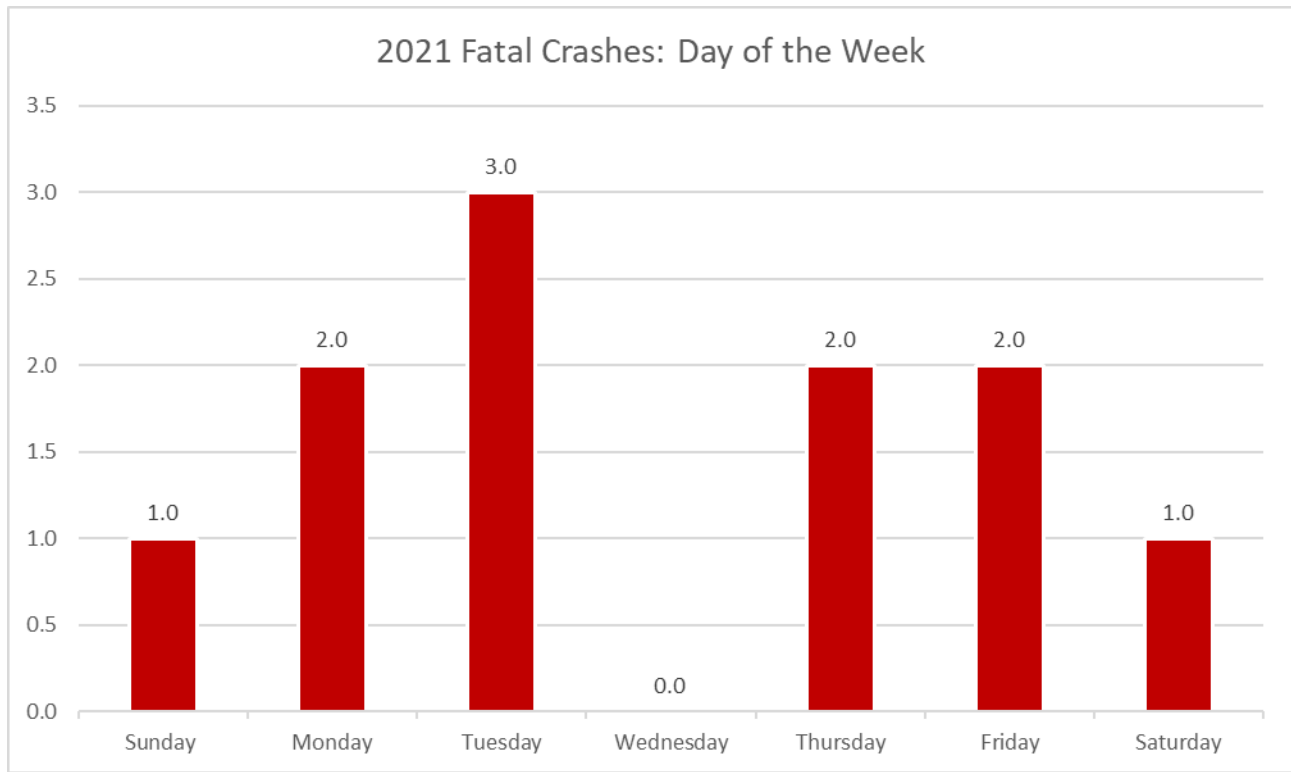
Figure 18 2021 Fatal Crashes by Days of the Week

Figure 18 shows the occurrence of fatal crashes based on the day of the week in 2020. In 2020, most fatal crashes occurred on Tuesdays followed by Mondays, Thursdays, and Fridays.
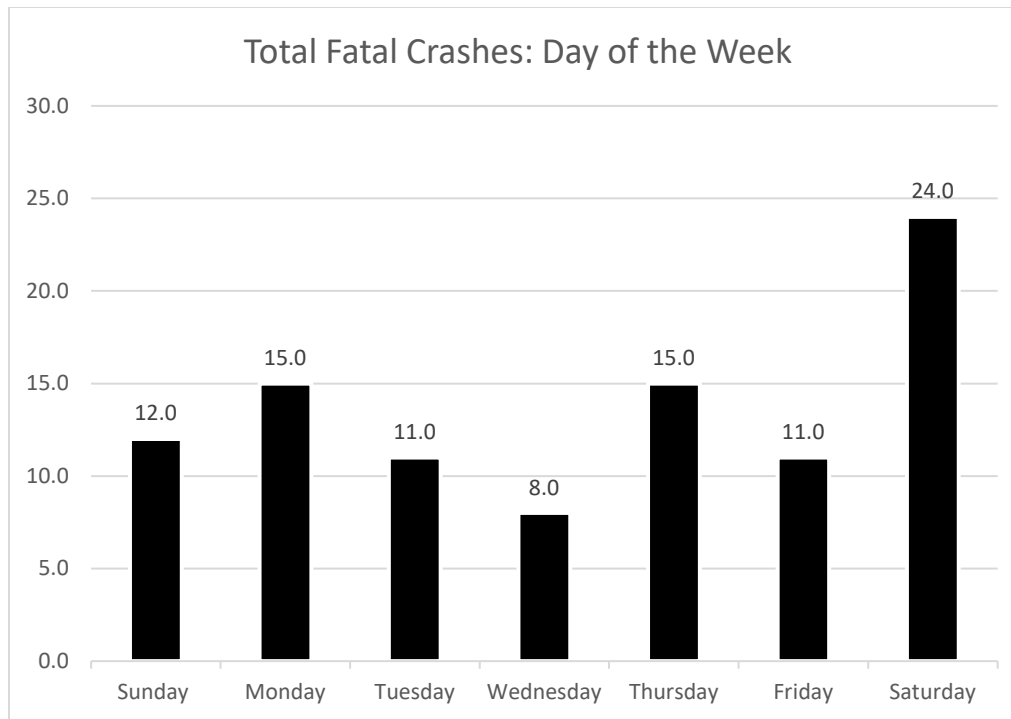
Figure 19 All Fatal Crashes by Days of the Week Since 2015

Figure 19 shows the same as Figure 18 but this is for all fatal crashes that have occurred since 2015. Most fatal crashes in the past have shown that fatal crashes occur on Saturdays when compared to the rest of the week.
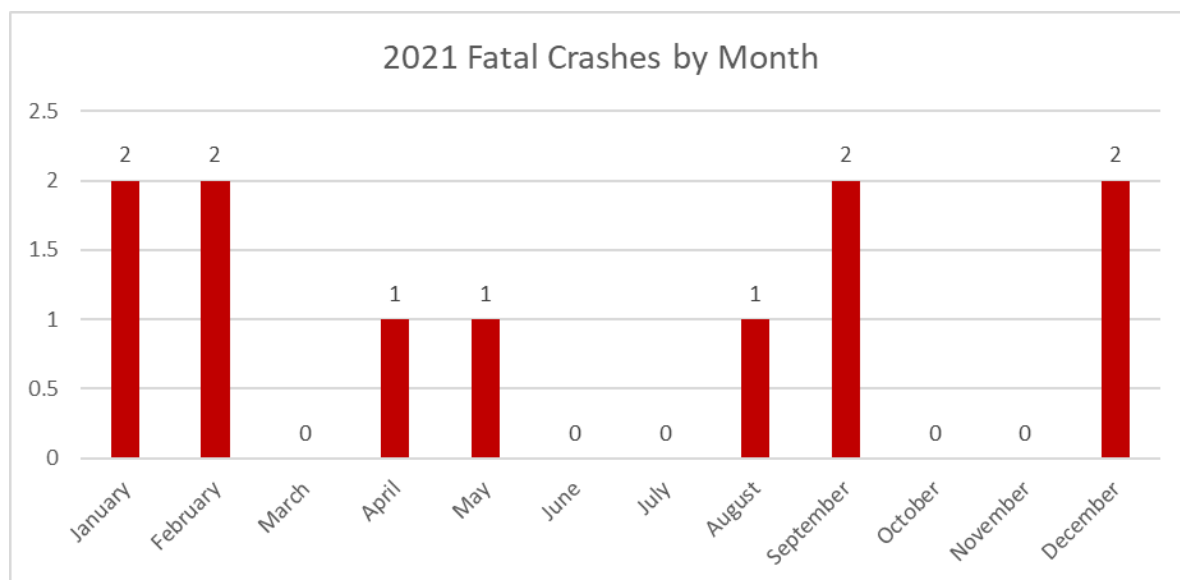
Figure 20 2021 Fatal Crashes by Month

Figure 20 shows the number of fatal crashes based on the months of 2021. The months with the highest spikes occurred in January, February, September, and December.
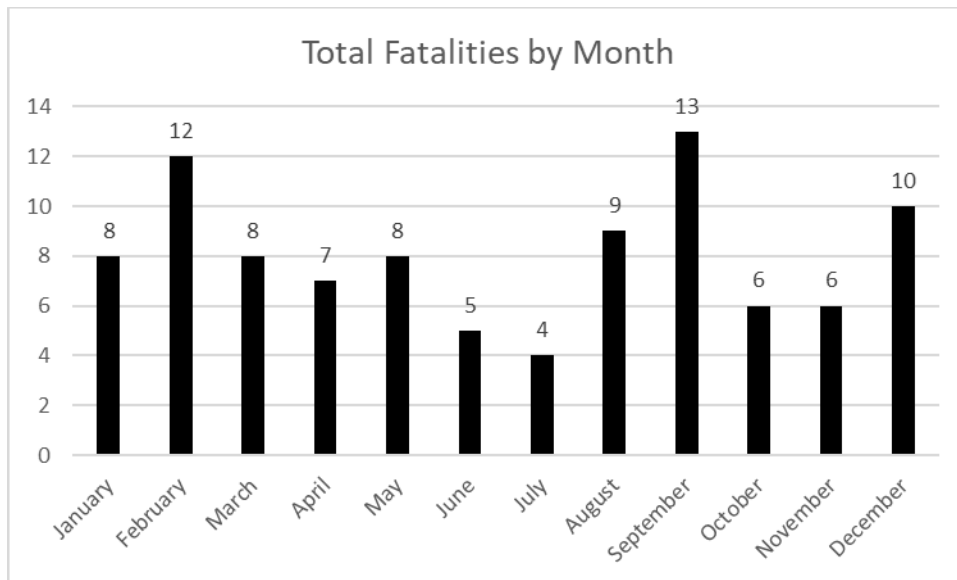
Figure 21 All Fatal Crashes by Month Since 2015

Figure 21 shows the same as Figure but this is for all fatal crashes that have occurred since 2015. Most fatal crashes in the past have shown that fatal crashes more in September, followed by February, then December.

Behavior, Demographics, and Conditions of Fatal Crashes

Drugs & Alcohol
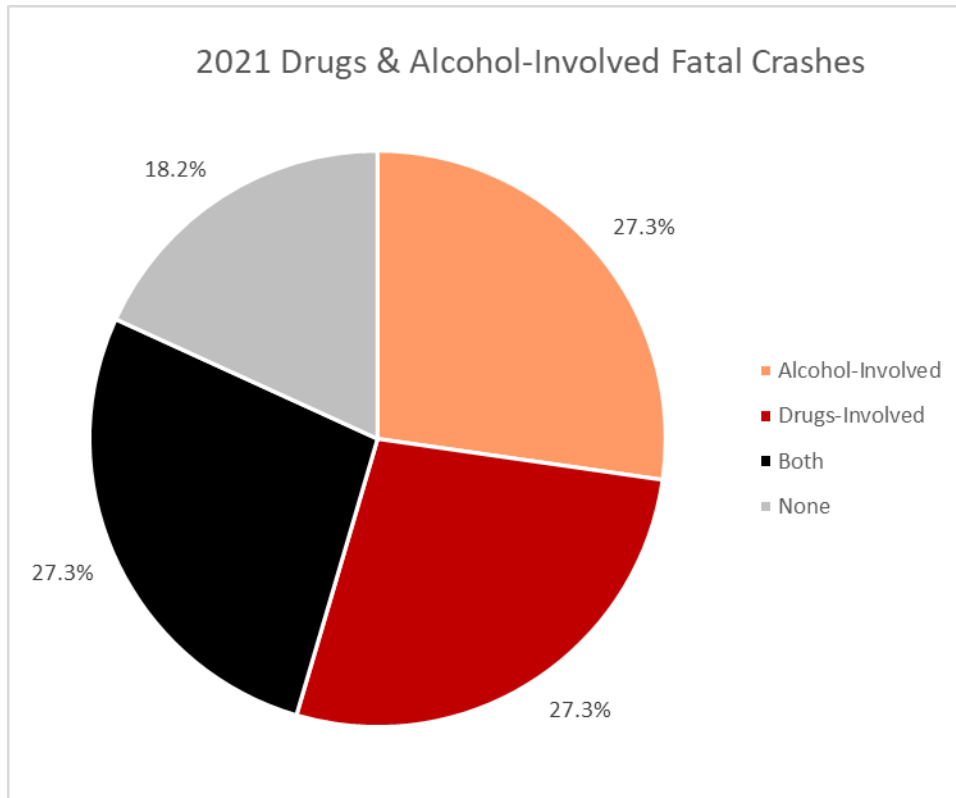
Figure 22 Drug & Alcohol-Involved Fatal Crashes

Figure 22 shows the involvement of drugs and alcohol in fatal crashes. Of the 11 fatal crashes, 9 of them involved drugs and/or alcohol: 3 alcohol-involved, 3 drug-involved, and 3 drug & alcohol-involved fatal crashes.
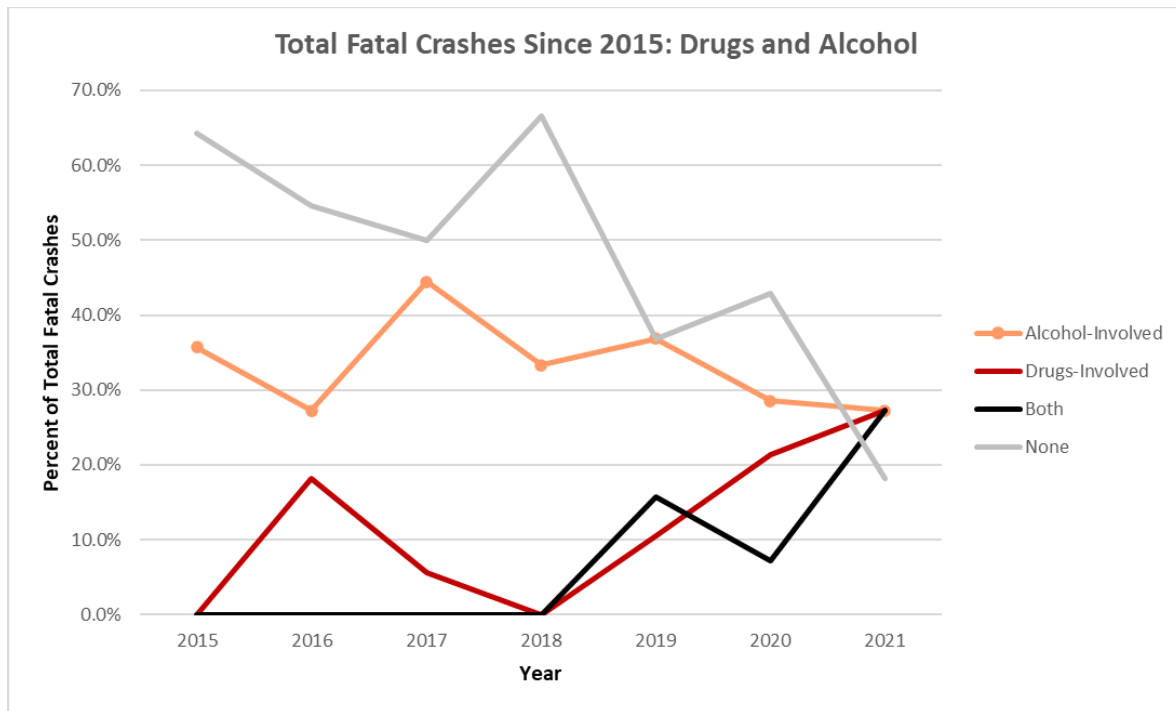
Figure 23 Total Drug & Alcohol-Involved Fatal Crashes Since 2015

Figure 23 shows the overall trends of alcohol and drug-involved fatal crashes since 2015. Drug & Alcohol-involved and Drug-Involved fatal crashes are showing an increase in occurrence since 2018. Alcohol-Involved crashes are showing a decrease in frequency since 2020.
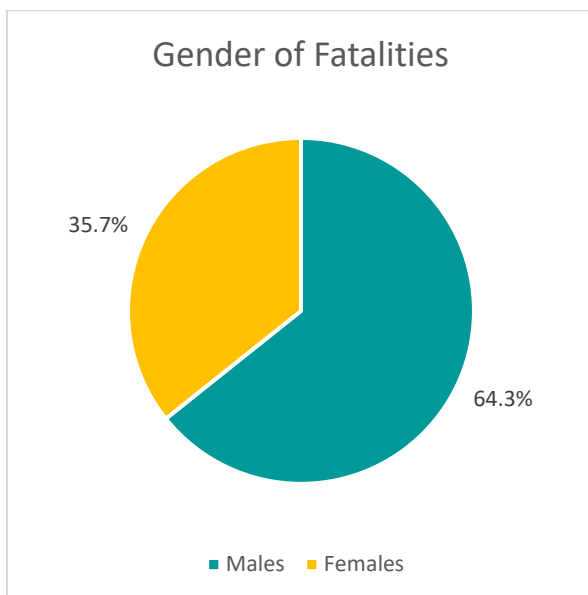
Figure 24 Gender of Fatalities

Figure 24 shows the gender demographics of the 11 fatalities from 2021. Most fatalities were male (64.3%).
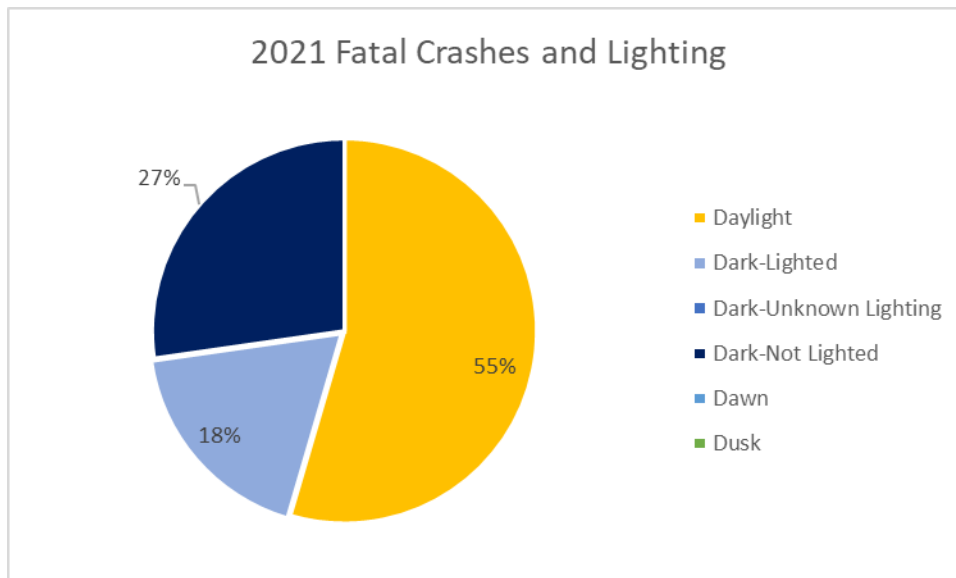
Figure 25 Fatal Crashes and Lighting

Figure 25 shows the light conditions at the location of all fatal crashes that occurred in 2021. The number of fatal crashes were highest during the day (Daylight). This could be due to more traffic being present on the road compared to other parts of the day. 55% of the fatal crashes occurred in Daylight, 27% of the fatal crashes occurred in "Dark- No Lighting Present" conditions, and 18% of the fatal crashes occurred in Dark-Lit conditions.
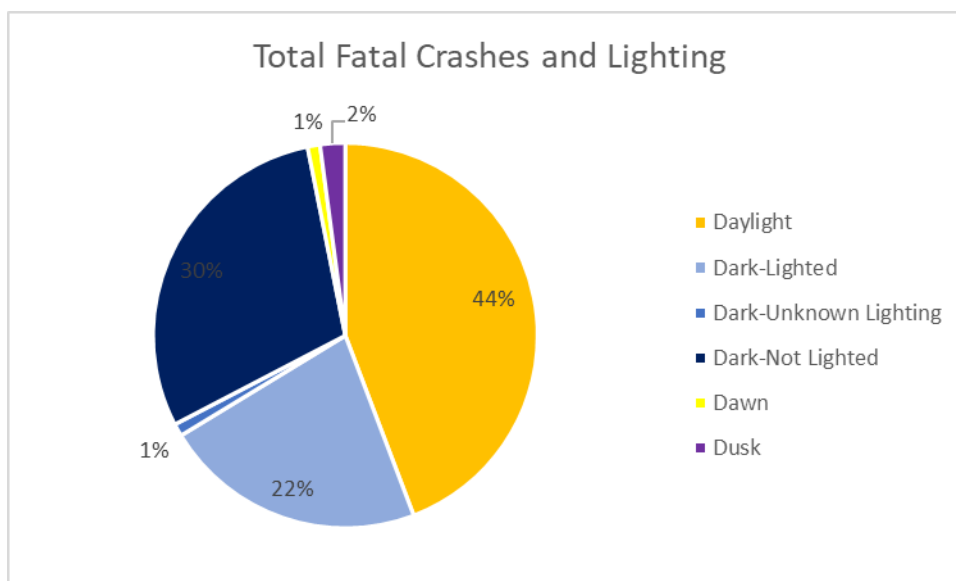
Figure 26 Total Fatal Crashes and Lighting Since 2015

Figure 26 shows the overall trends of light conditions present in fatal crashes since 2015. 2021 follows the overall trend where most fatal crashes occur during the day (Daylight). The second highest light condition in fatal crashes occurs in Dark-Not Lit conditions. The third highest light condition in fatal crashes occurs in Dar-Lit conditions.
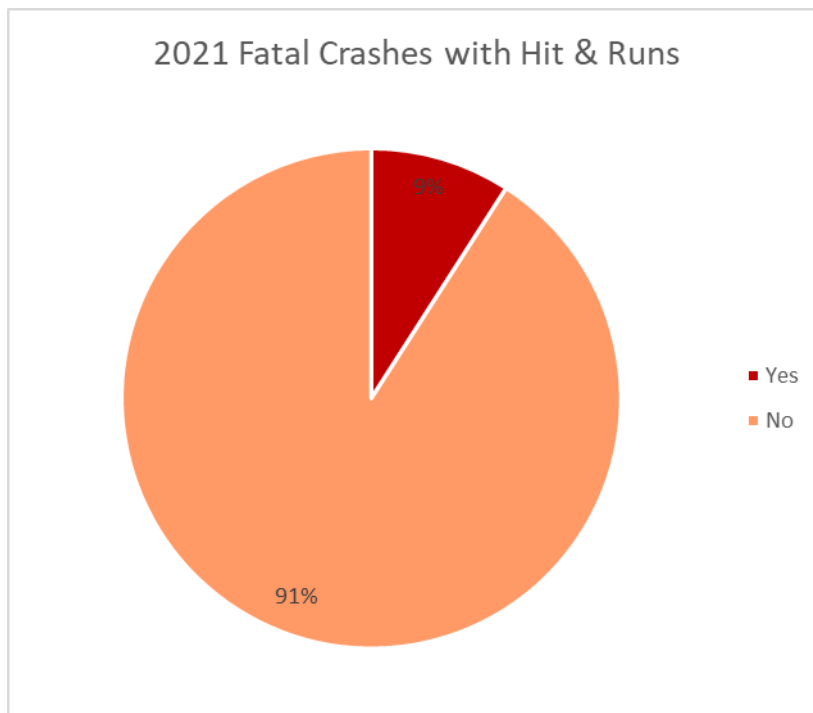
Figure 27 Fatal Crashes with Hit & Runs

Figure 27 shows the percentage of fatal crashes that involved a hit and run. Of the 11 fatal crashes, only one involved a Hit & Run (9%).
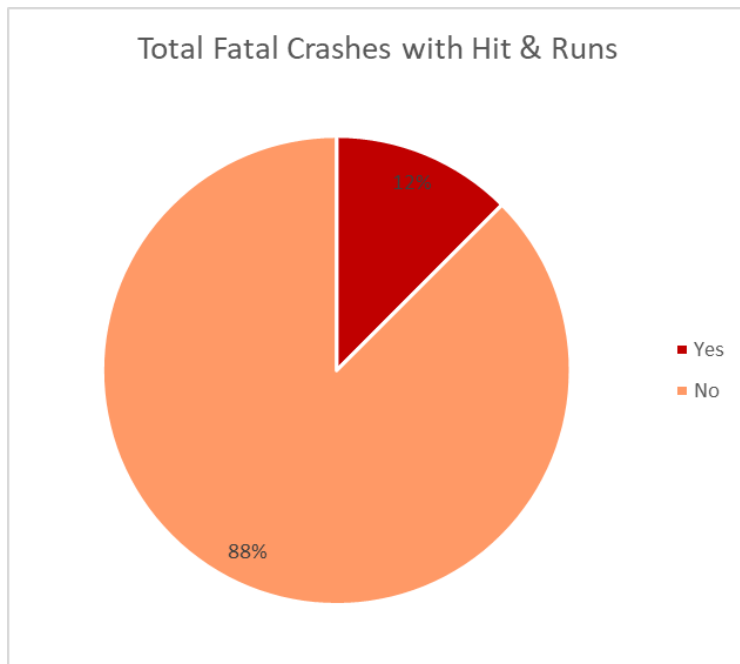
Figure 28 Total Fatal Crashes with Hit & Runs Since 2015

Figure 28 shows the overall trends of Hit & Runs present in fatal crashes since 2015. 12% of all fatal crashes in the MVMPO's area since 2015 also had a Hit & Run.

MVMPO Serious Injuries Data

In the MVMPO planned area, there were 36 serious injuries (class A) out of 33 traffic crashes that occurred in 2020. The following figures and descriptions show the details in the timing, factors, and characteristics of the roads at the location and time these serious injuries occurred.
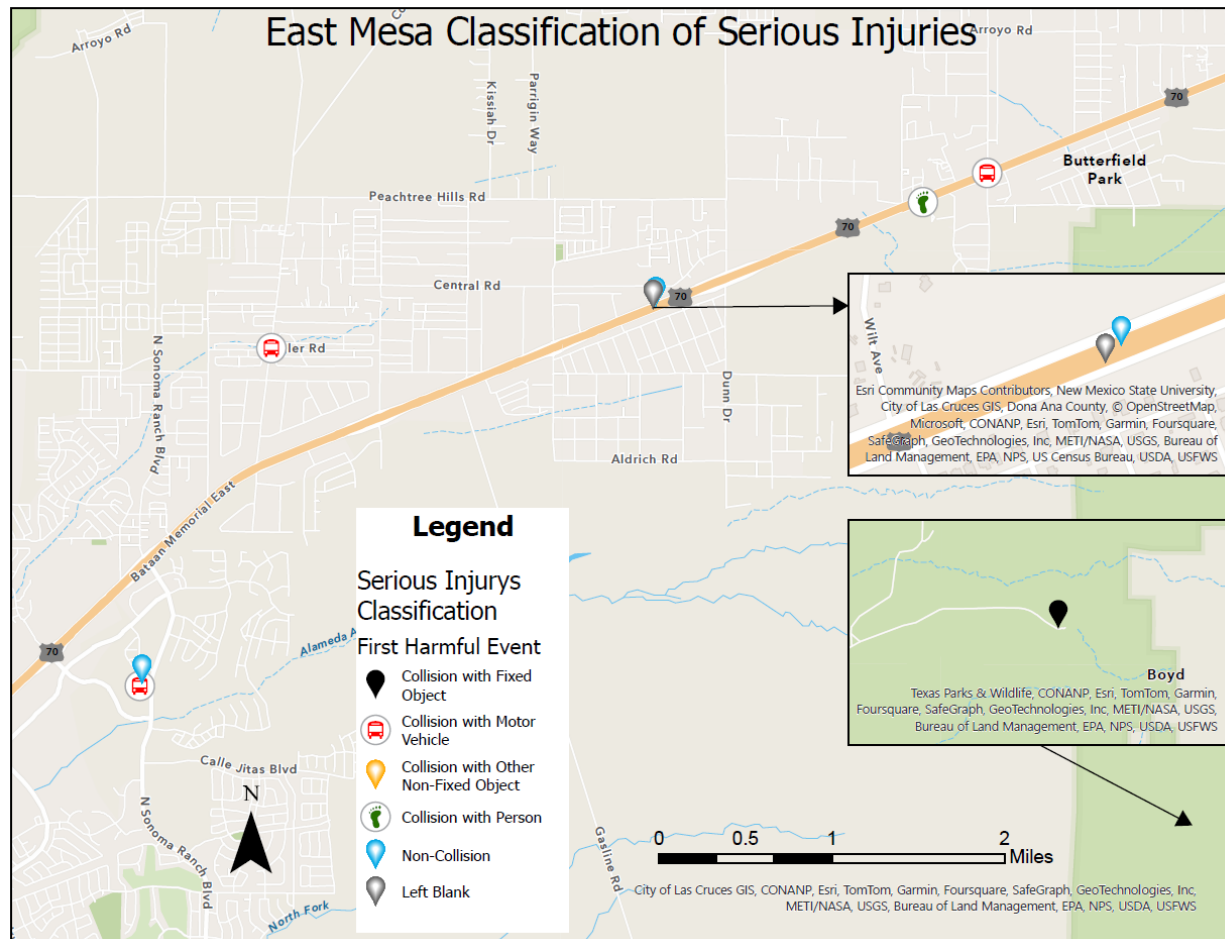
Figure 29 East Mesa Classification of Serious Injuries
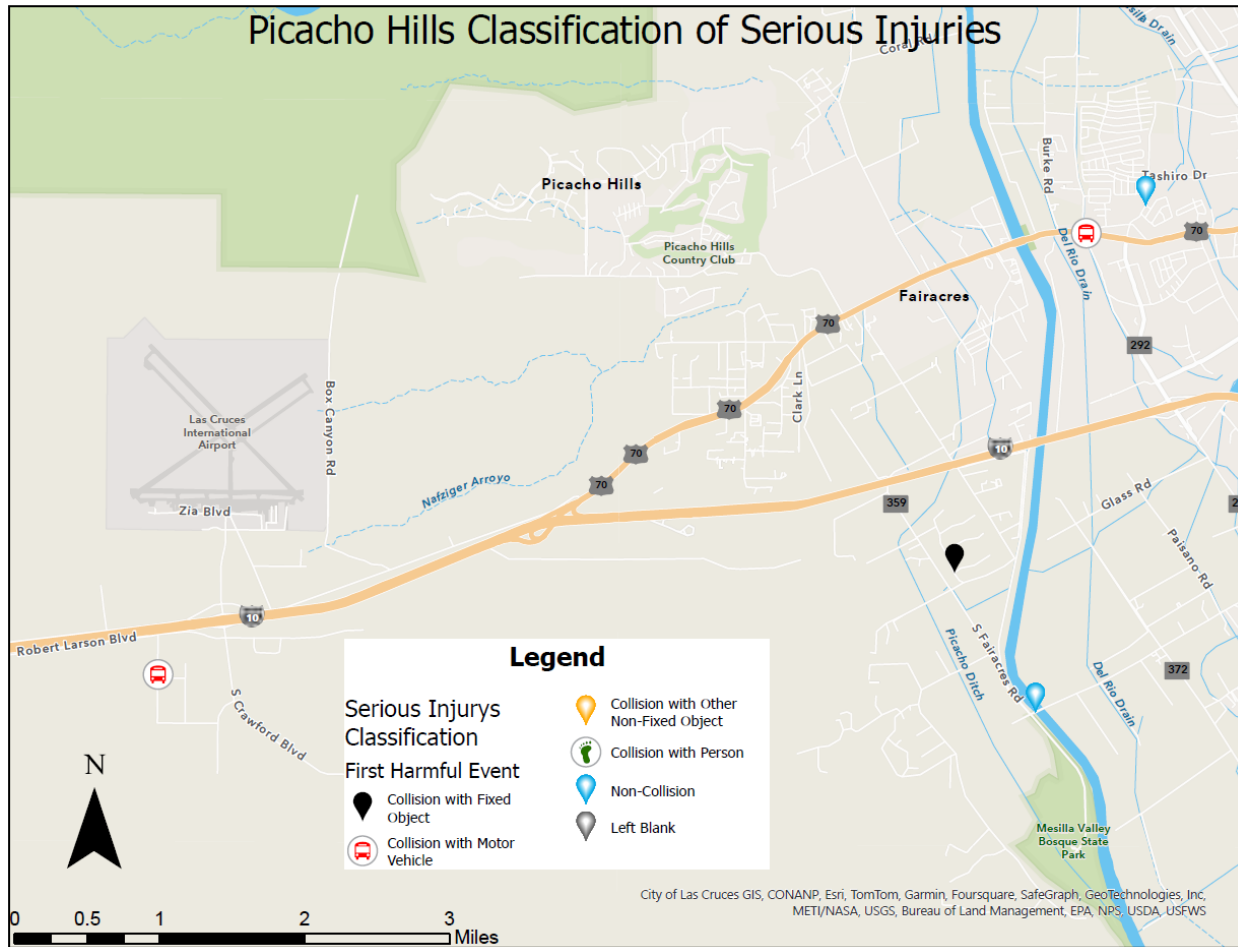
Figure 30 Picacho Hills Classification of Serious Injuries
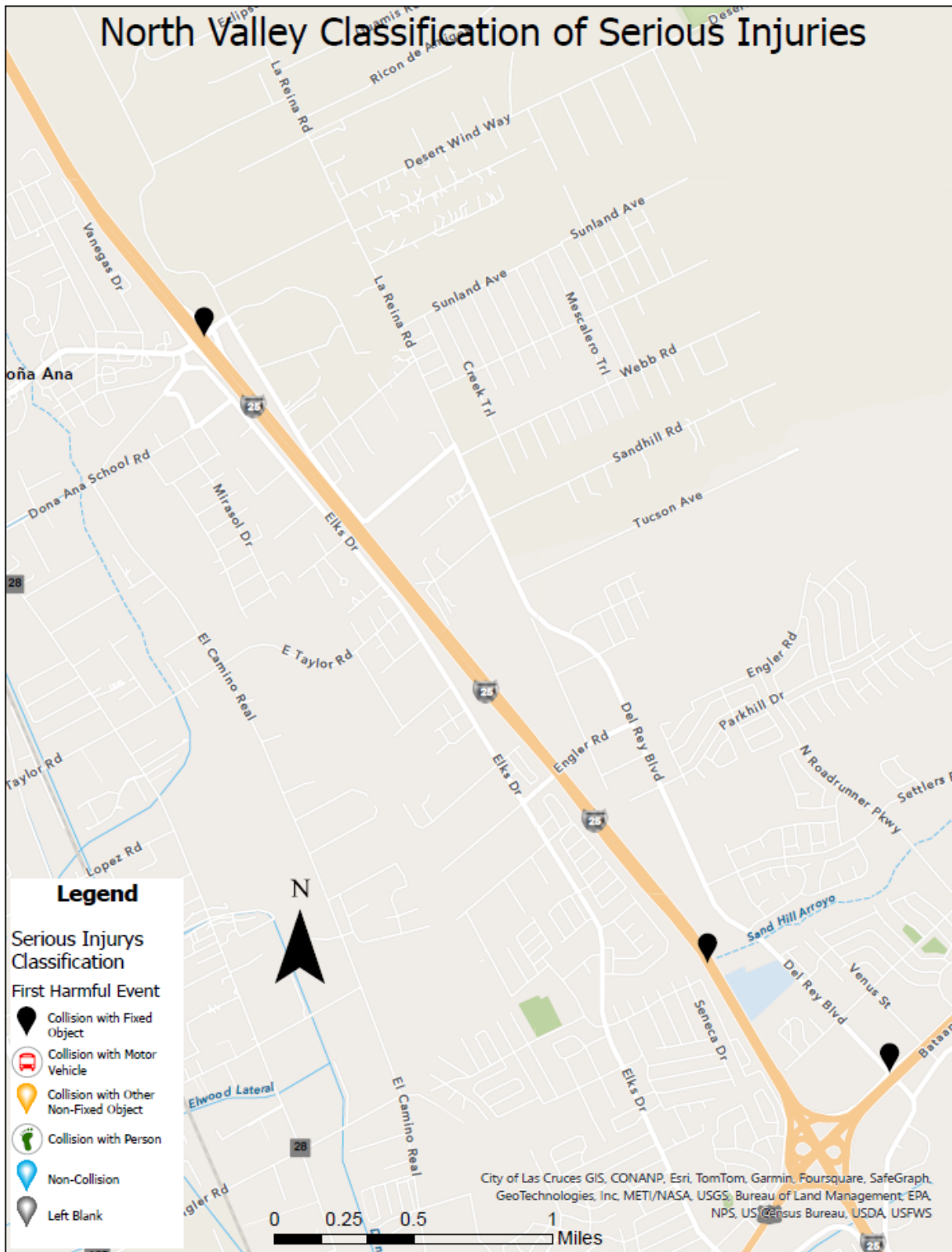
Figure 31 North Valley Classification of Serious Injuries
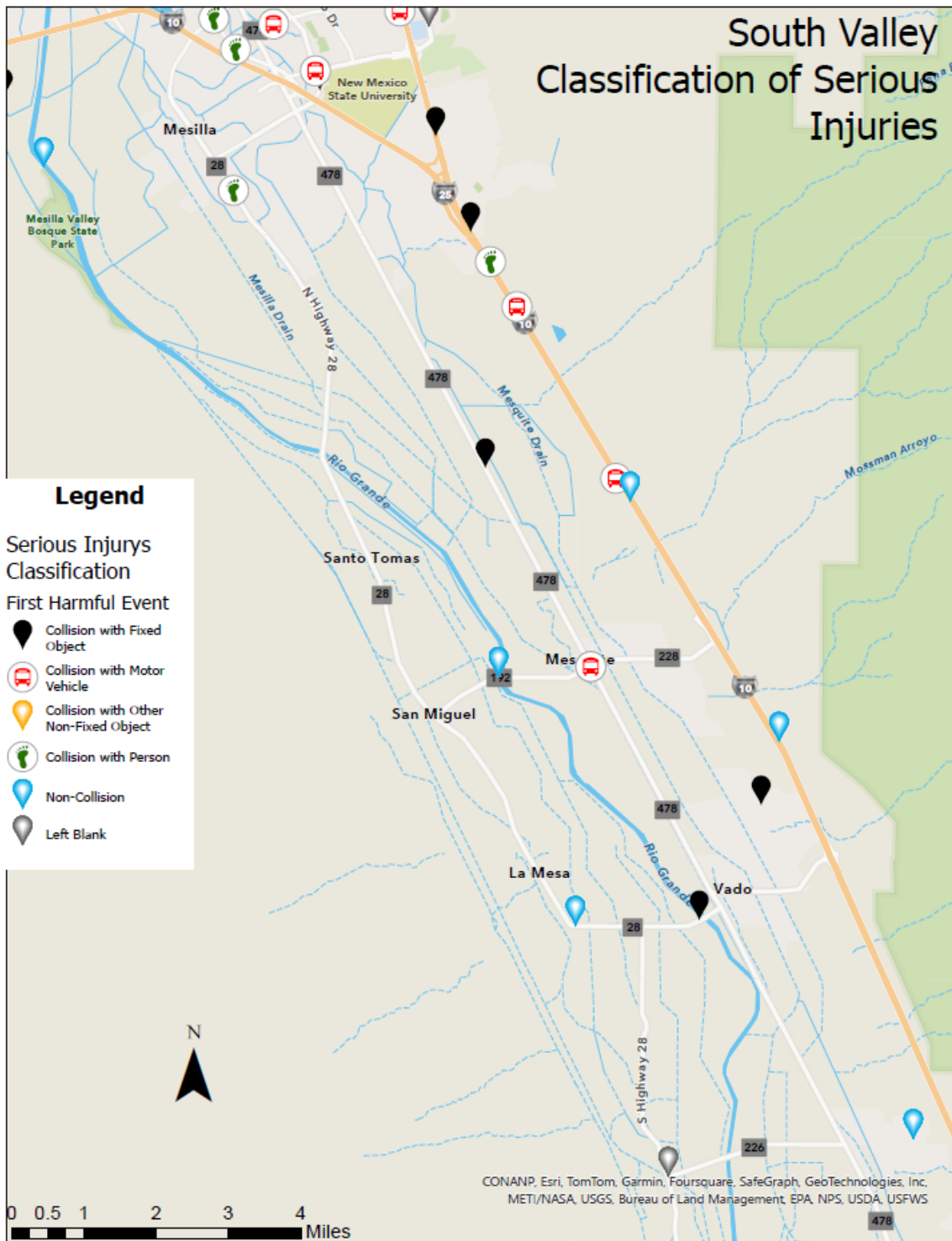
Figure 32 South Valley Classification of Serious Injuries
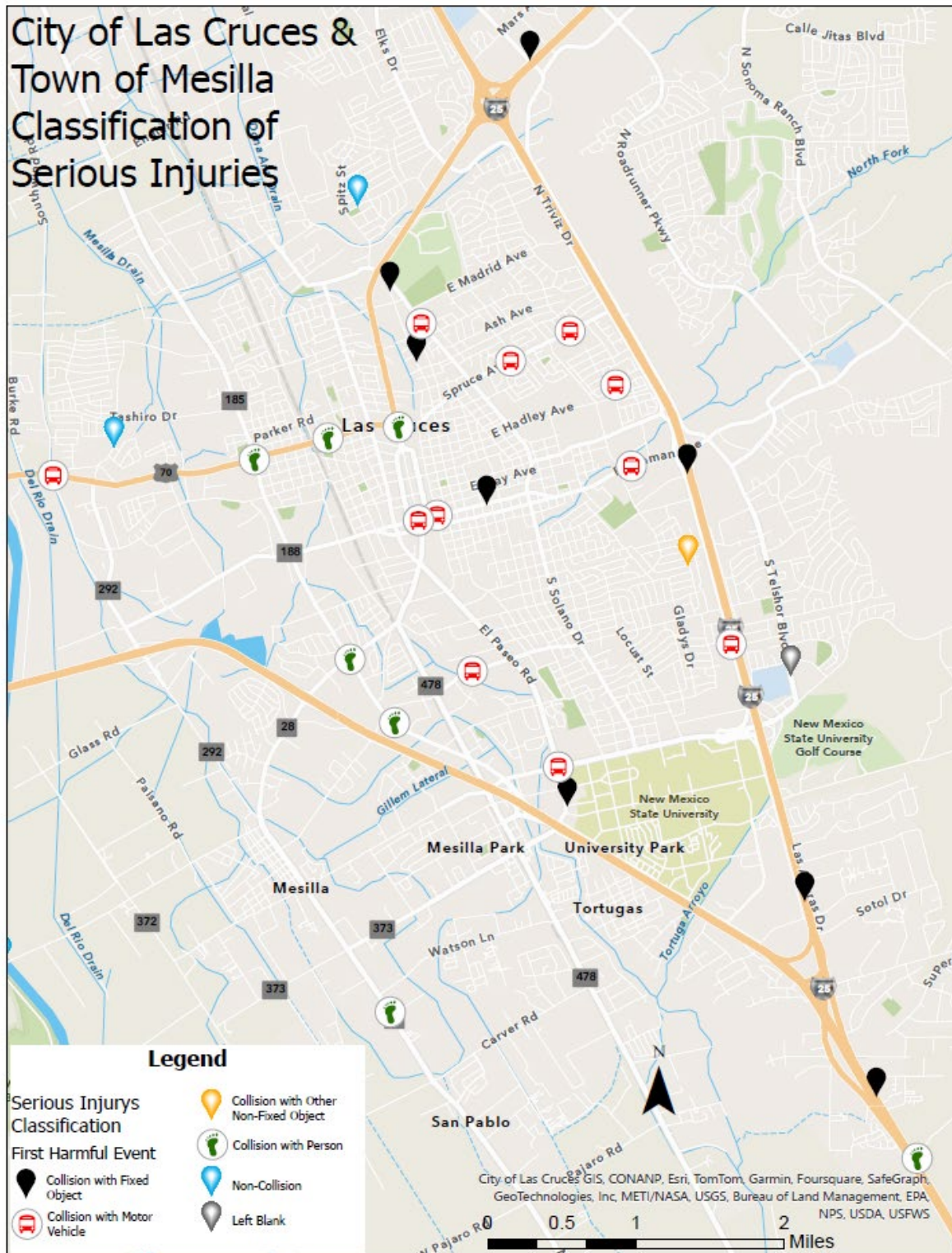
Figure 33 CLC & TOM Classification of Serious Injuries

Timing of Serious Injuries

2021	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
12 a.m.	0	0	0	0	1	0	1	2
1 a.m.	0	0	0	0	0	0	0	0
2 a.m.	0	1	1	0	0	0	2	4
3 a.m.	0	0	0	0	0	0	0	0
4 a.m.	0	1	1	0	0	0	0	2
5 a.m.	0	0	0	0	0	1	0	1
6 a.m.	0	0	0	1	0	0	0	1
7 a.m.	0	0	2	0	0	0	0	2
8 a.m.	1	0	0	1	0	0	0	2
9 a.m.	1	0	0	0	0	0	0	1
10 a.m.	0	0	0	0	0	0	0	0
11 a.m.	1	0	0	1	0	1	0	3
12 p.m.	0	0	0	0	0	0	0	0
1 p.m.	0	0	0	0	2	2	0	4
2 p.m.	2	0	0	0	0	1	0	3
3 p.m.	0	1	0	0	0	2	0	3
4 p.m.	2	0	0	1	0	0	1	4
5 p.m.	0	0	1	2	0	0	2	5
6 p.m.	2	2	0	0	2	0	0	6
7 p.m.	0	1	0	0	1	0	1	3
8 p.m.	0	1	0	1	0	0	0	2
9 p.m.	0	1	0	1	1	1	0	4
10 p.m.	1	0	0	0	0	1	1	3
11 p.m.	1	0	0	0	0	0	1	2
Total	11.0	8.0	5.0	8.0	7.0	9.0	9.0	57.0

Figure 34 Timing of Serious Injury-Involved Crashes

Figure 34 represents all Serious Injury-involved crashes that occurred in 2021 in each hour of the day and day of the week. Serious Injury-involved crashes show most Serious Injury-involved crashes occur more frequently in the evenings Most Serious Injury-involved crashes occur on Fridays and the weekend (most on Sundays).

Serious Injury Crashes Sinve 2015	2015	2016	2017	2018	2019	2020	2021	Total
12 a.m.	2	1	0	0	2	0	2	7
1 a.m.	1	1	0	0	3	1	0	6
2 a.m.	1	0	1	3	3	4	4	16
3 a.m.	1	0	1	1	1	0	0	4
4 a.m.	1	0	1	2	2	1	2	9
5 a.m.	2	1	1	0	0	0	1	5
6 a.m.	0	1	3	1	0	0	1	6
7 a.m.	4	1	3	0	2	0	2	12
8 a.m.	9	9	6	1	1	3	2	31
9 a.m.	6	6	6	6	0	1	1	26
10 a.m.	6	7	4	4	1	0	0	22
11 a.m.	7	5	8	5	3	1	3	32
12 p.m.	8	7	5	4	2	0	0	26
1 p.m.	10	6	5	7	2	1	4	35
2 p.m.	5	10	9	1	0	2	3	30
3 p.m.	12	6	9	5	0	2	3	37
4 p.m.	5	10	6	3	3	5	4	36
5 p.m.	12	4	5	6	1	1	5	34
6 p.m.	4	6	6	4	4	1	6	31
7 p.m.	4	4	5	2	0	1	3	19
8 p.m.	1	4	1	1	5	5	2	19
9 p.m.	4	4	2	3	2	1	4	20
10 p.m.	2	0	2	3	1	2	3	13
11 p.m.	0	4	2	1	0	1	2	10
Total	107	97	91	63	38	33	57	486

Figure 35 Timing of all Serious Injury-Involved Crashes Since 2015

Figure 35 represents all Serious Injury-involved crashes that occurred since 2015 in each hour of the day. Serious Injury-involved crashes show most Serious Injury-involved crashes occurring during the day. This could be due to a higher amount of traffic being present on roads compared to less traffic being present during the rest of the day.
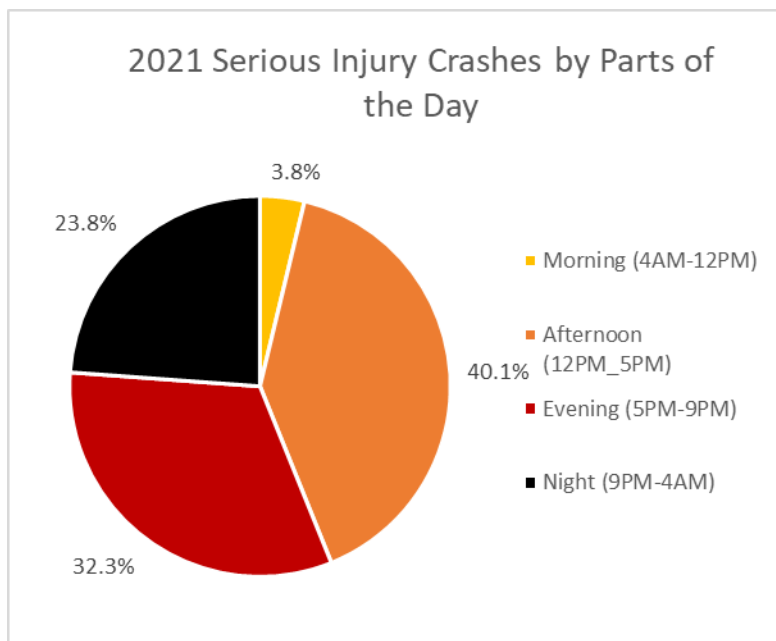
Figure 36 Serious Injury-Involved Crashes by Parts of the Day

Figure 36 shows the number of crashes resulting in serious injuries by different parts of the day. Based on this figure, crashes resulting in serious injury occurs more commonly in the afternoon (12 p.m. – 5 p.m.). The second most common time for crashes resulting in serious injuries is in the evening (5p.m. – 9 p.m.).
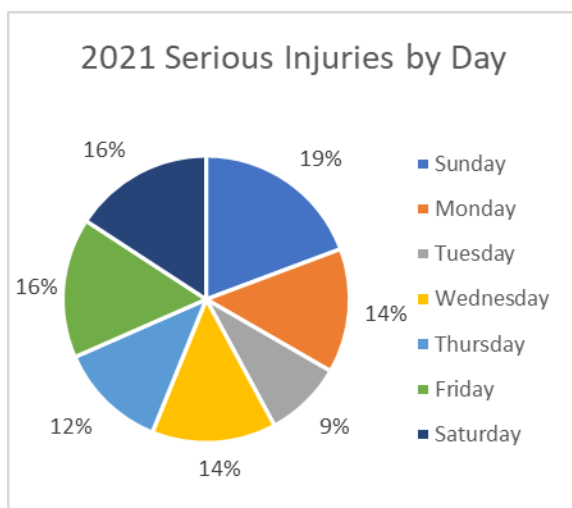
Figure 37 Serious Injury-Involved Crashes by Day

Figure 37 shows the number of crashes resulting in serious injuries based on days of the week. According to the data, Most Serious Injury Crashes occurred on Sundays and occurred the least on Tuesdays.
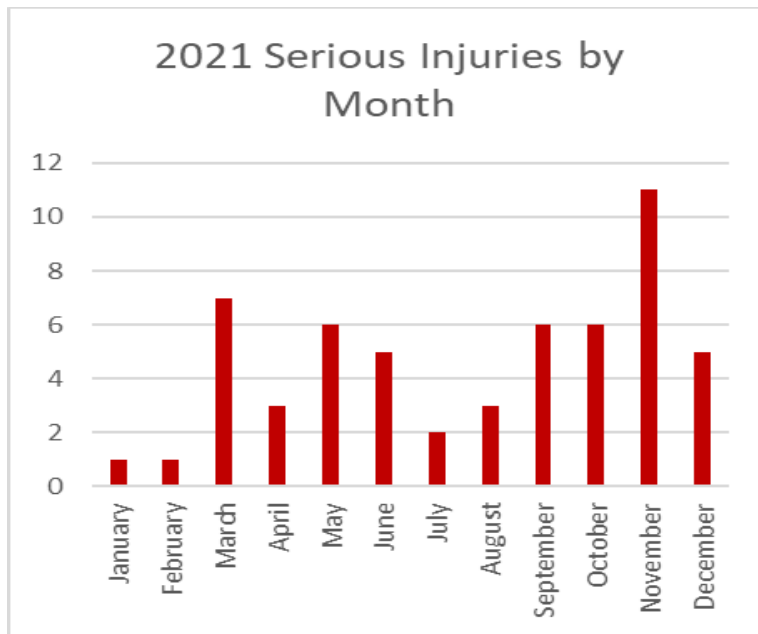
Figure 38 Serious Injury-Involved Crashes by Month

Figure 38 shows the frequency of serious injury crash occurrences based on the month. November and March have the most frequent serious injury crashes compared to all other months. January and February had the least frequency of Serious Injury-involved crashes.

Behavior and Conditions of Serious Injury Crashes

2021 Drugs & Alcohol-Involved Serious Injury Crashes

12.5%

0.0%

87.5%

- Alcohol-Involved
- Drugs-Involved
- Both
- None
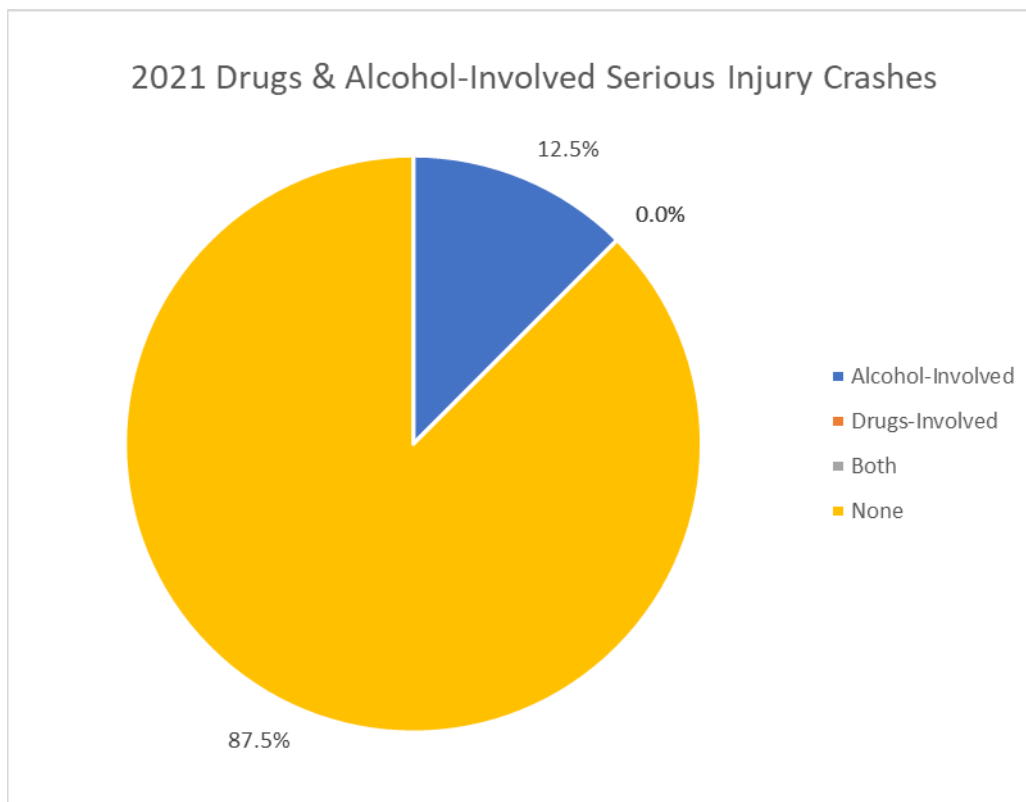
Figure 39 Drug & Alcohol-Involved Serious Injury Crashes

Figure 39 shows that there were no alcohol & drug-involved crashes in any of the Serious Injury crashes in 2021.
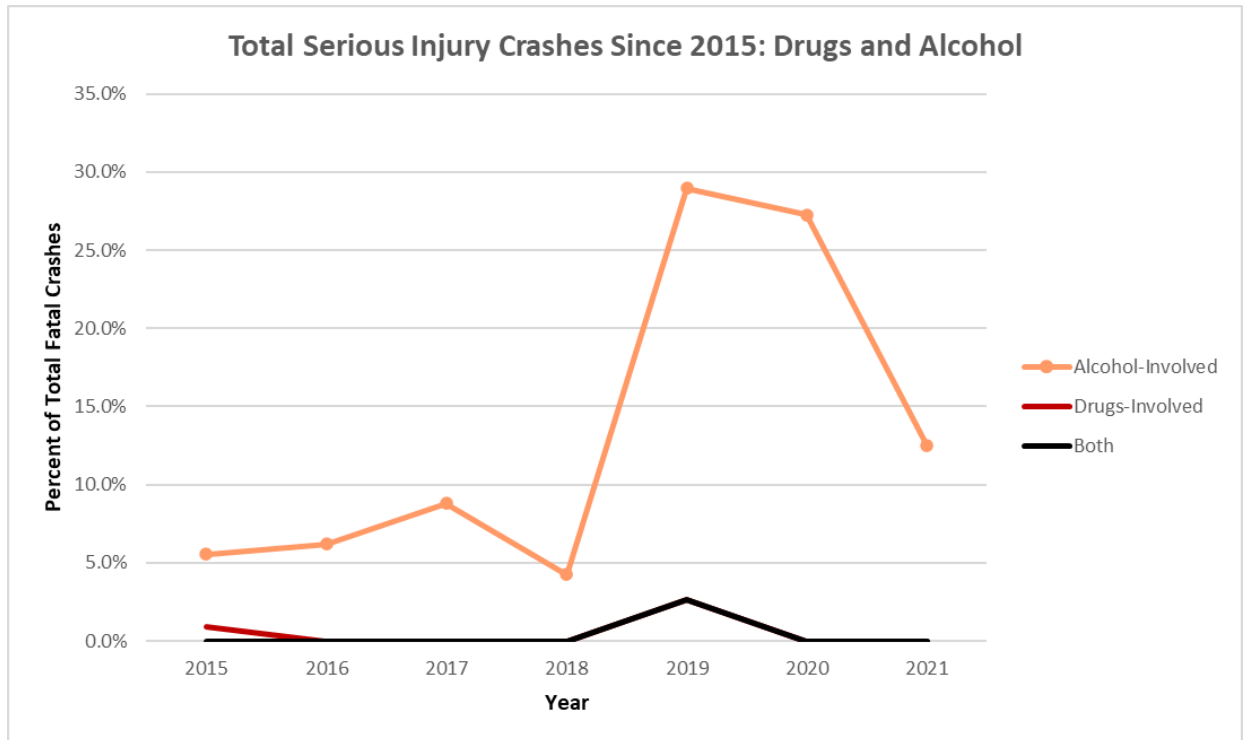
Figure 40 Drug & Alcohol-Involved Serious Injury Crashes Since 2015

Figure 40 shows the trend line for alcohol & drug-involved serious injury crashes since 2015. There were no alcohol & drug-involved crashes in any of the Serious Injury crashes in 2021, which is a first occurrence according to the data.
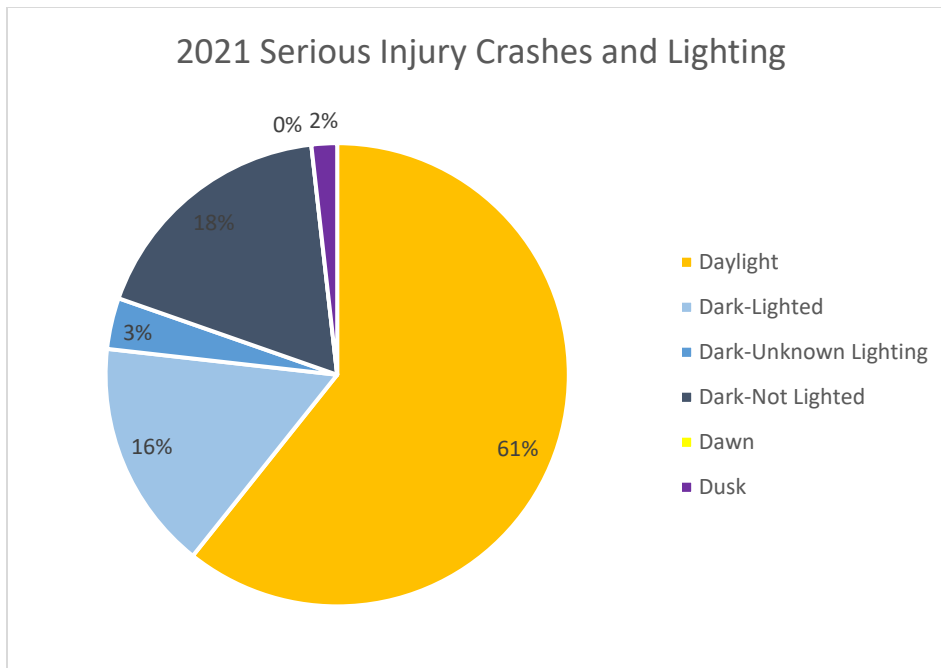
Figure 41 Serious Injury Crashes and Lighting

Figure 41 shows the condition of how well lit it was at the location of the serious injury crashes. The majority of the serious injury crashes occurred in broad daylight (61%). Dark-lit locations were only present 16% of the time. Dark – No Lighting conditions were present 18% of serious injury crashes.
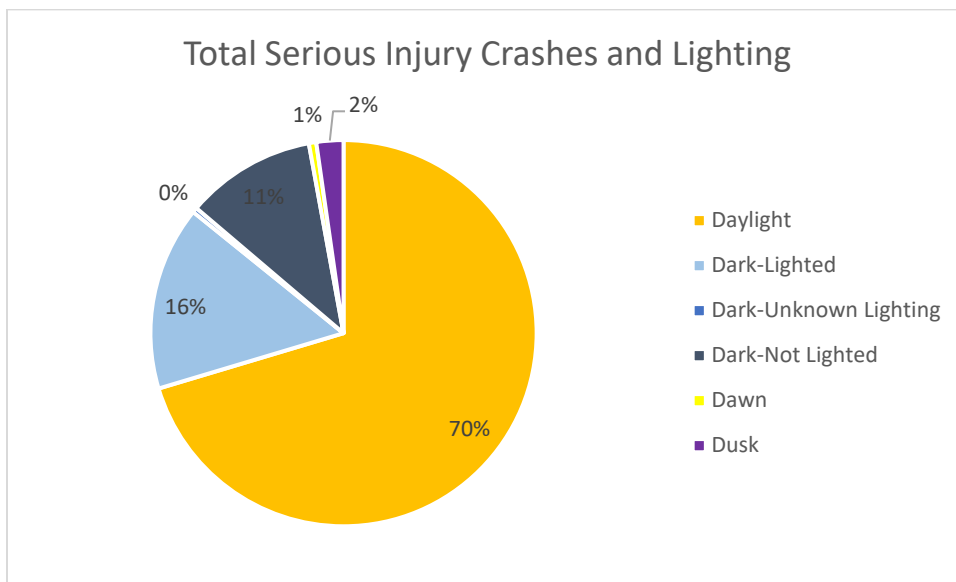
Figure 42 Serious Injury Crashes and Lighting Since 2015

Figure 42 shows the overall trends of light conditions present in serious injury crashes since 2015. 2021 follows the overall trend where most serious injury crashes occur during the day (Daylight) (17%). The second highest light condition in fatal crashes occurs in Dark-Lit conditions (15%). The third highest light condition in fatal crashes occurs in Dar-Not Lit conditions (11%).
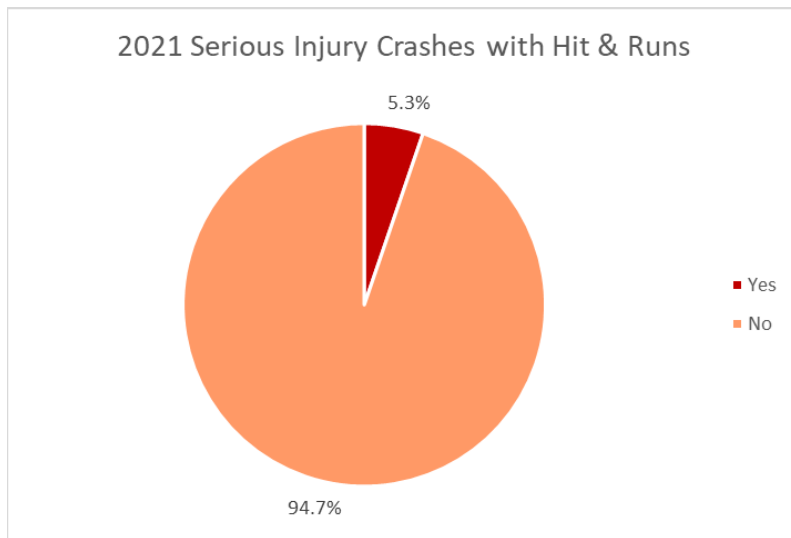
Figure 43 Serious Injury Crashes with Hit & Runs

Figure 43 shows the frequency of hit and runs that occurred with serious injury crashes. 3 out of the 57 serious injury crashes (5.3%) involved a Hit & Run.
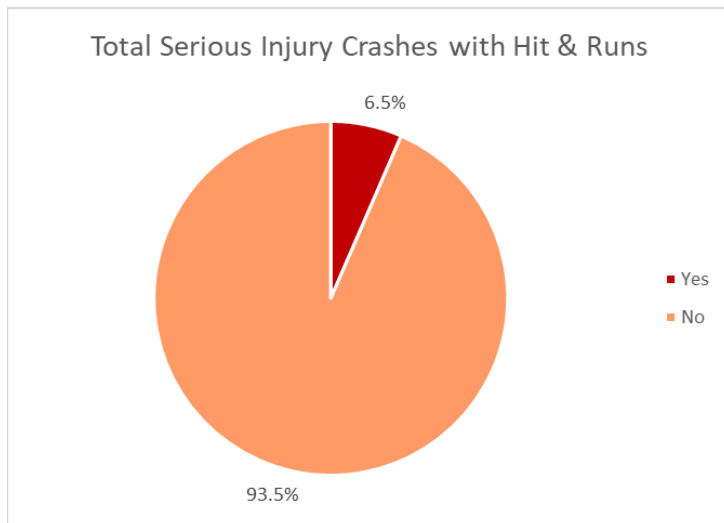
Figure 44 Serious Injury Crashes with Hit & Runs Since 2015

Figure 44 shows the overall trends of light conditions present in serious injury crashes since 2015. 2021 follows the overall trend where most serious injury crashes do not usually involve a hit & run.

MVMPO Pedestrians and Pedacyclists Data

In the MVMPO planned area, there was a total of 76 crashes involving Pedestrians and Pedacyclists. There were 43 crashes with Pedestrians; 5 of them were fatalities and 7 of them Class A injuries. There were 33 crashes involving Pedacyclists; none of them resulted in fatalities and 1 of them were Class A injuries.
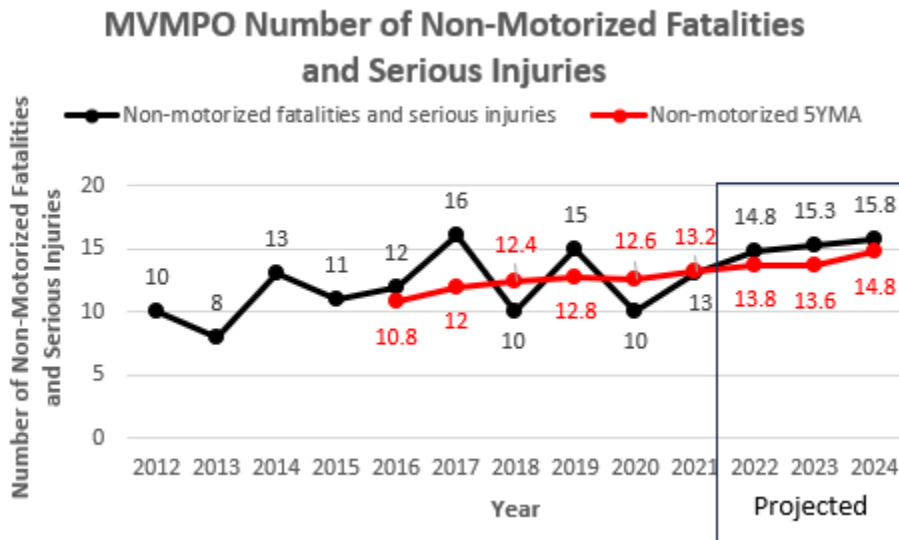
Figure 45 MVMPO Non-Motorized Fatalities & Serious Injuries

From 2012 to 2021, the number of non-motorized (pedestrians and pedacyclists) fatalities and injuries vary greatly from year to year from 2016 to 2020. The measured number of these incidents are above and below the 5-year moving average. Despite this, projected values from 2022 - 2024 show an increasing trend. Because the values vary so much, the projected values cannot be reliable in determining the number of non-motorized fatalities and injuries in the future.
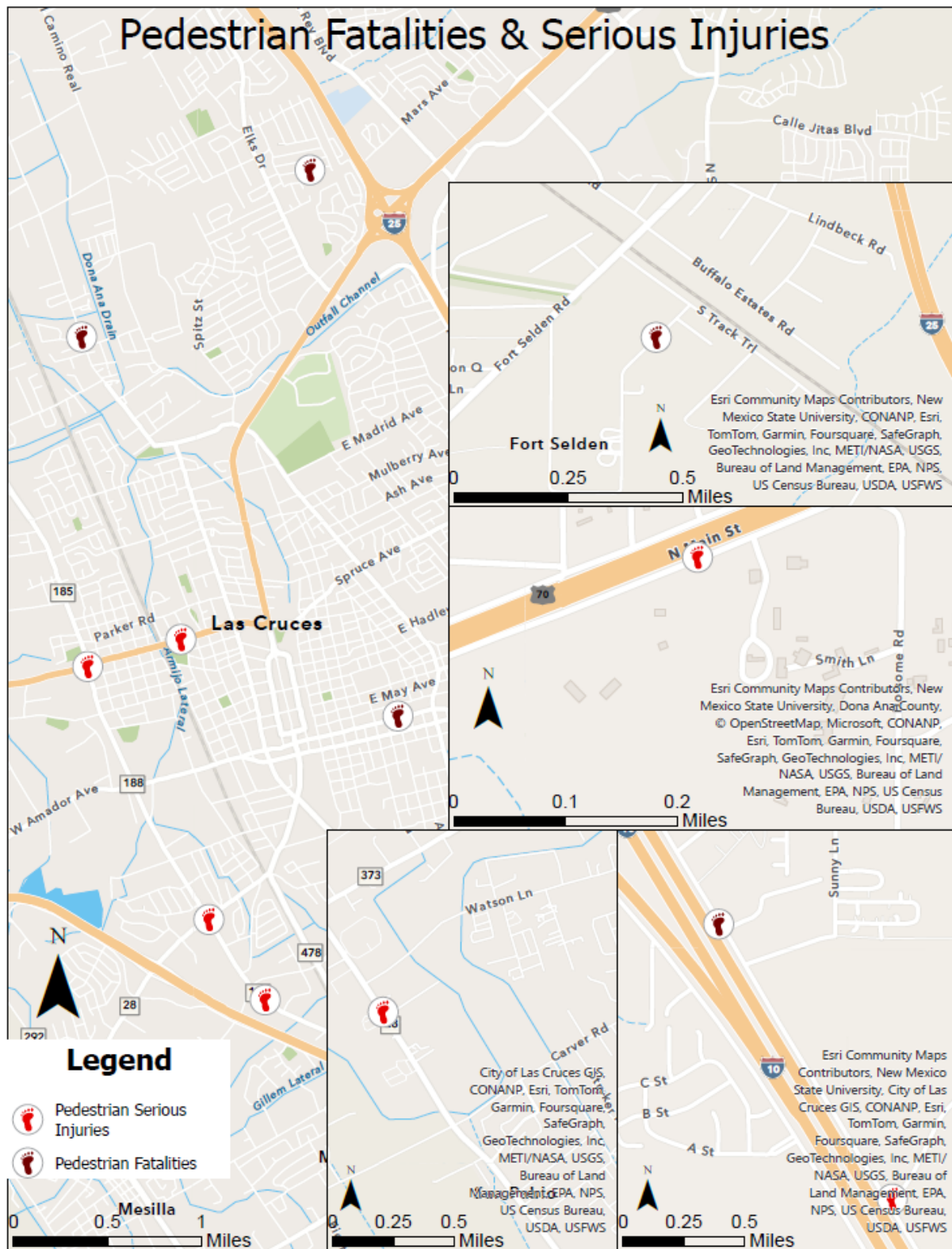
Figure 46 Pedestrian Fatalities & Serious Injuries
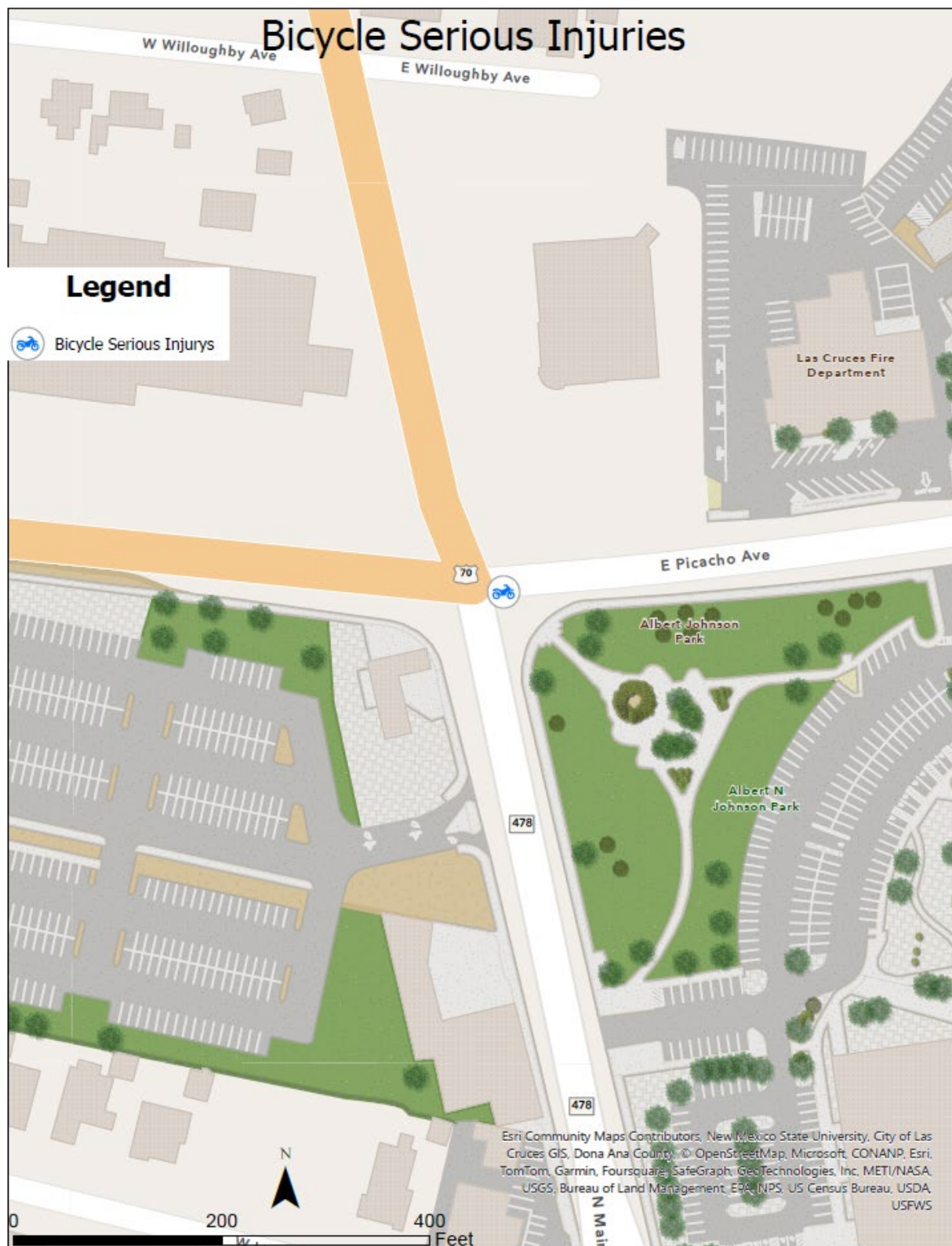
Figure 47Pedalcyclist Serious Injuries (No Pedalcyclist Fatalities in 2021)
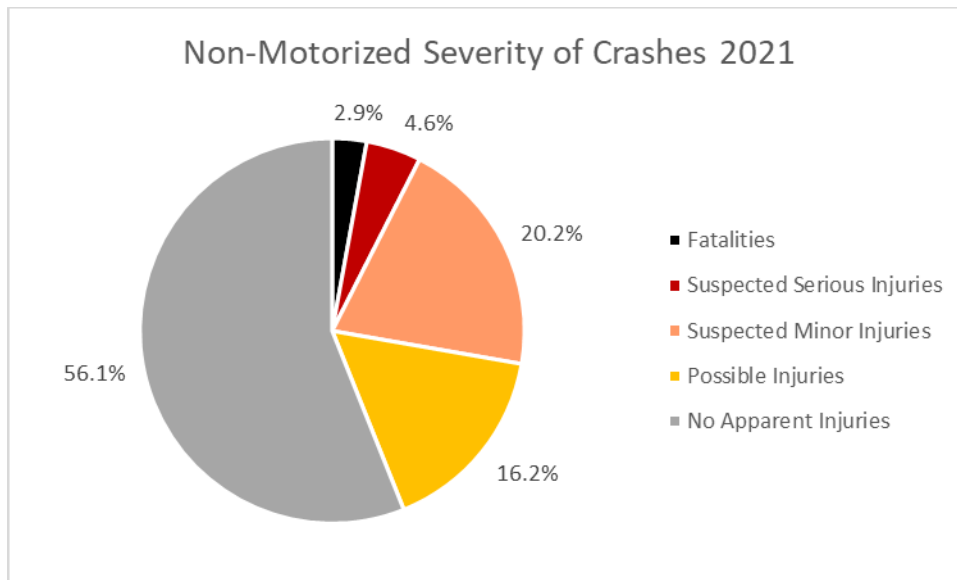
Figure 48 Non-Motorized Crash Severity

Figure 48 shows the severity of all non-motorized crashes in 2021. More than half reported no apparent injuries. There were 5 Fatalities (all Pedestrians) and 8 Suspected Serious Injuries.

Timing of Non-Motorized Crashes

2021	Sunday	Monday	Tuesday	Wednesda	Thursday	Friday	Saturday	Total
12 a.m.	0	0	0	0	0	1	0	1
1 a.m.	0	0	0	0	0	0	0	0
2 a.m.	0	0	0	0	0	0	1	1
3 a.m.	0	0	0	0	0	0	0	0
4 a.m.	0	0	0	0	0	0	0	0
5 a.m.	0	0	0	0	0	0	0	0
6 a.m.	0	0	0	0	0	0	0	0
7 a.m.	0	0	0	1	0	0	2	3
8 a.m.	0	2	0	0	1	0	0	3
9 a.m.	0	2	1	1	0	0	0	4
10 a.m.	0	0	0	1	0	0	1	2
11 a.m.	0	1	0	1	1	0	1	4
12 p.m.	0	0	0	0	0	1	1	2
1 p.m.	0	1	0	0	1	0	0	2
2 p.m.	1	0	2	0	1	1	0	5
3 p.m.	0	0	2	1	1	3	0	7
4 p.m.	0	0	1	1	0	2	0	4
5 p.m.	2	5	0	1	3	2	1	14
6 p.m.	2	1	1	0	2	1	0	7
7 p.m.	0	3	0	0	0	0	1	4
8 p.m.	1	1	1	0	0	1	0	4
9 p.m.	0	1	0	1	1	1	1	5
10 p.m.	1	0	0	0	0	0	2	3
11 p.m.	0	0	0	0	0	0	1	1
Total	7.0	17.0	8.0	8.0	11.0	13.0	12.0	76.0

Figure 49 Timing of Non-Motorized Crashes

Figure 49 shows all non-motorized crashes based on the day of the week and the time of the day in 2021. It appears that most non-motorized crashes occur in the afternoon and evening. This could be due to the higher amount of traffic that is normally present at this time of the day.

Non-Motorized Crashes	2015	2016	2017	2018	2019	2020	2021	Total
12 a.m.	1	0	1	1	1	0	1	5
1 a.m.	0	0	2	2	0	1	0	5
2 a.m.	3	0	0	1	0	0	1	5
3 a.m.	0	1	0	0	1	0	0	2
4 a.m.	0	0	1	0	0	0	0	1
5 a.m.	0	1	0	0	1	3	0	5
6 a.m.	1	1	4	0	0	1	0	7
7 a.m.	0	1	2	3	3	4	3	16
8 a.m.	4	5	3	3	8	3	3	29
9 a.m.	3	5	2	4	0	2	4	20
10 a.m.	1	4	2	2	4	2	2	17
11 a.m.	1	5	8	5	3	2	4	28
12 p.m.	9	7	8	4	7	4	2	41
1 p.m.	4	3	4	4	6	7	2	30
2 p.m.	4	5	5	4	3	4	5	30
3 p.m.	8	4	5	3	3	4	7	34
4 p.m.	4	10	2	7	4	5	4	36
5 p.m.	2	6	12	3	5	2	14	44
6 p.m.	10	7	4	4	7	5	7	44
7 p.m.	5	8	5	3	3	2	4	30
8 p.m.	11	7	3	5	9	11	4	50
9 p.m.	4	7	6	4	4	3	5	33
10 p.m.	2	0	4	3	2	2	3	16
11 p.m.	2	3	1	1	1	1	1	10
Total	80	90	84	66	75	68	76	539

Figure 50 Timing of All Non-Motorized Crashes Since 2015

Figure 50 shows all Non-Motorized-involved crashes by the time of the day from 2015 to 2021. 2021's trend (as seen in the previous figure). It appears that most Non-Motorized crashes occur in the afternoon and evening. This could be due to the higher amount of traffic that is normally present at this time of the day.
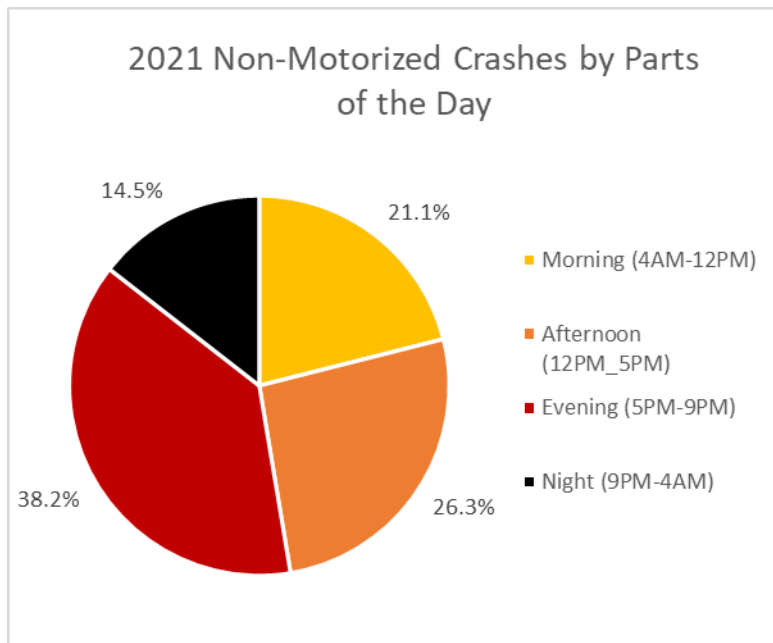
Figure 51 Non-Motorized Crashes by Parts of the Day

Figure 51 shows the occurrence of non-motorized-involved crashes grouped by parts of the day. The evening hours have the highest occurrence of crashes.
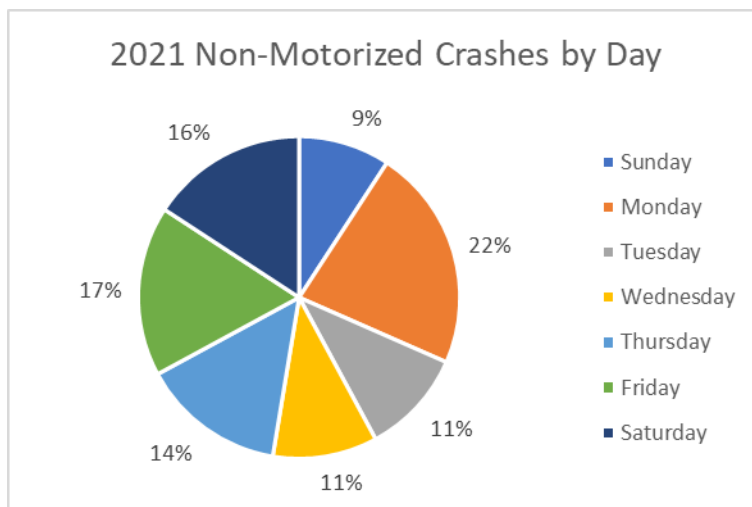
Figure 52 Non-Motorized Crashes by the Day

Figure 52 shows non-motorized crashes based on day. Mondays had the highest occurrence of non-motorized crashes.
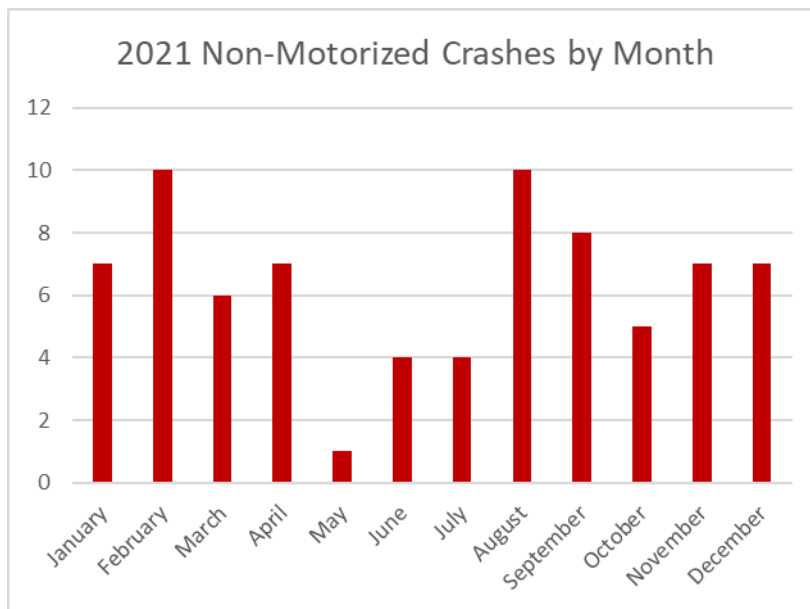
Figure 53 Non-Motorized Crashes by the Month

Figure 58 shows the occurrence of non-motorized crashes based on month. February and August had the most crashes.
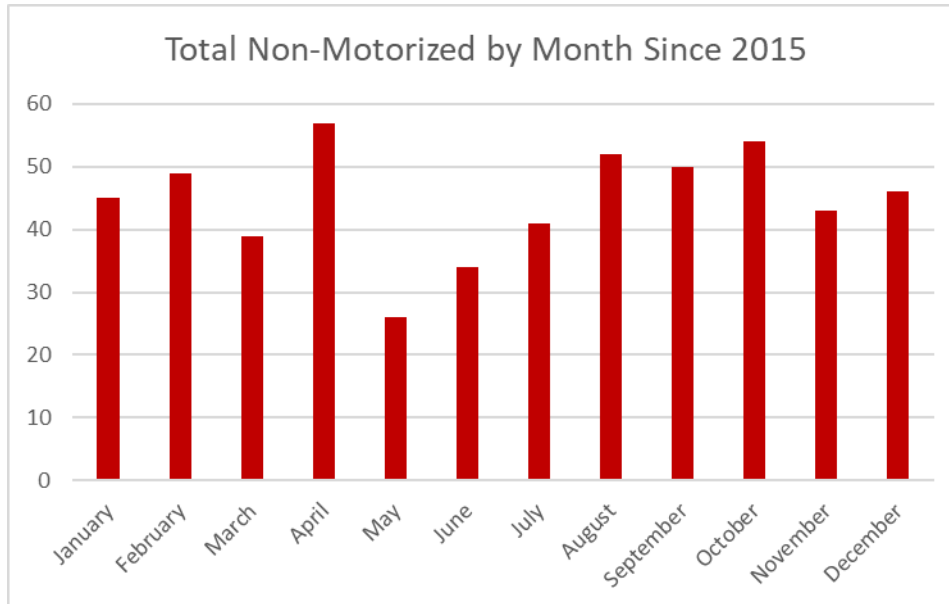
Figure 54 Non-Motorized Crashes by the Month Since 2015

Figure 54 shows the occurrence of all non-motorized crashes since 2015 based on month. April has the most amount of non-motorized crashes compared to every other month in the year.

Conditions and Behavior of Non-Motorized Crashes
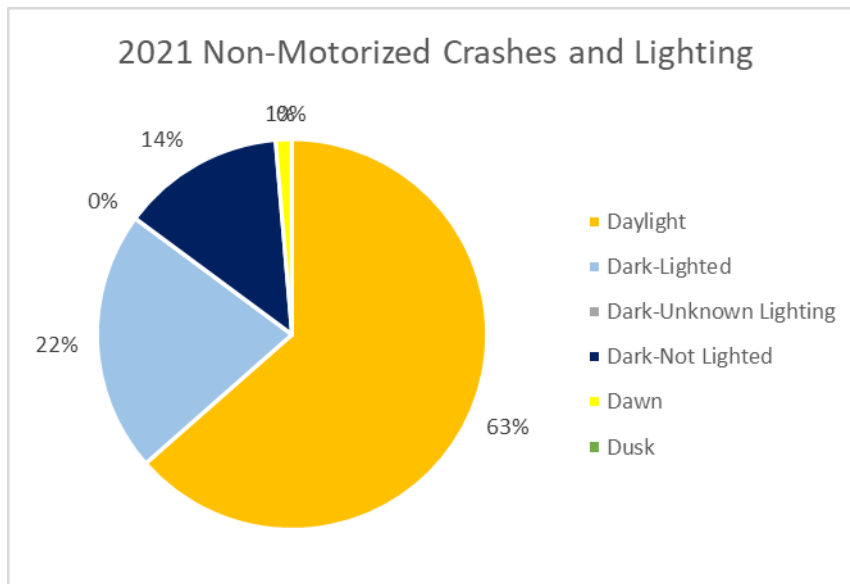
Figure 55 Non-Motorized Crashes and Lighting

Figure 55 shows that the majority of all non-motorized crashes occur in Daylight.
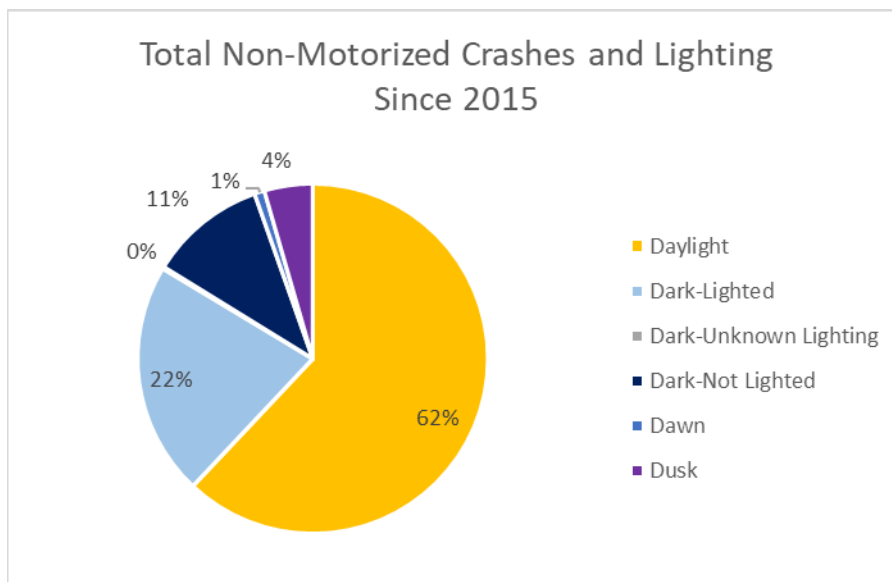
Figure 56 Non-Motorized Crashes and Lighting Since 2015

Figure 56 shows the lighting of all non-motorized crashes since 2015. 2021's trend is somewhat similar to the overall trend in non-motorized crashes.
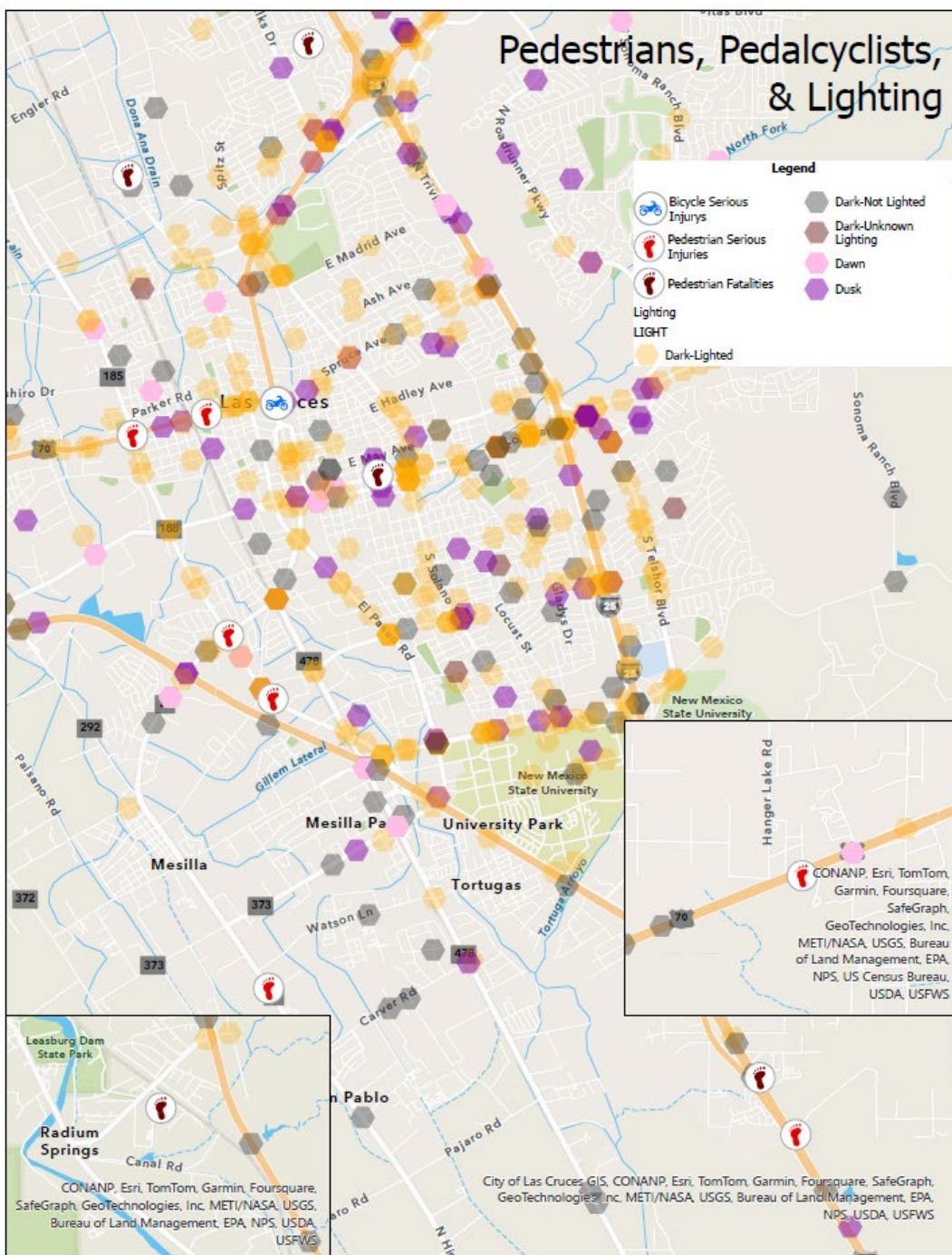
Figure 57 Pedestrians, Pedalcyclists, & Lighting
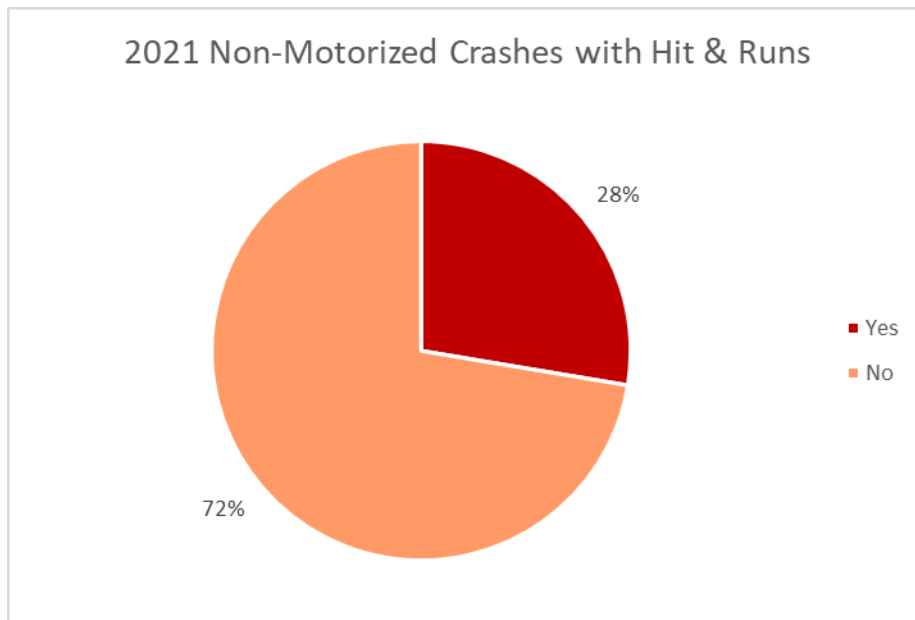
Figure 58 Non-Motorized Crashes with Hit & Runs

Figure 58 shows the frequency of Hit & Run occurrences in non-motorized crashes in 2021. Hit & Runs occurred slightly more than usual.
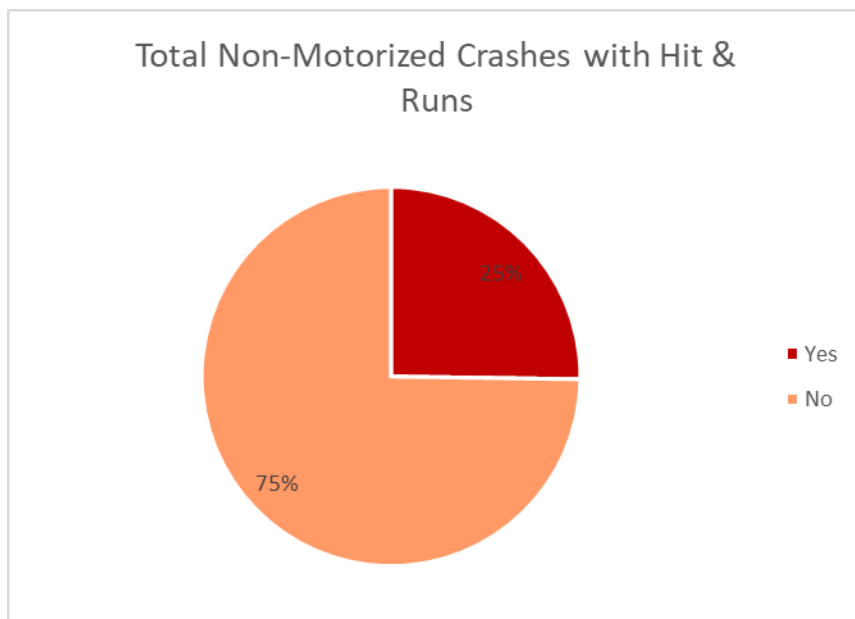
Figure 59 Non-Motorized Crashes with Hit & Runs Since 2015

Figure 59 shows the frequency of Hit & Runs that have occurred in all non-motorized crashes since 2015.
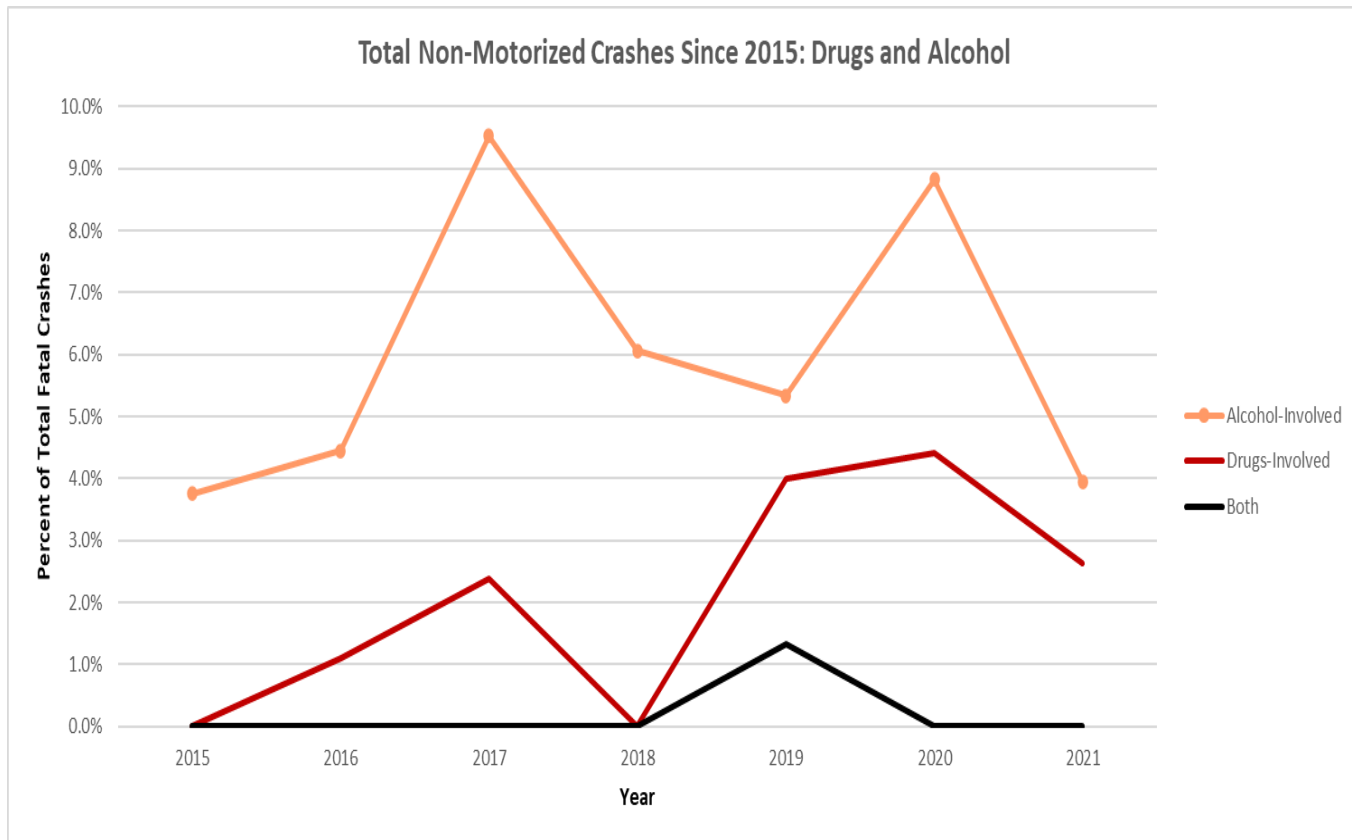
Figure 60 Drug & Alcohol-Involved Non-Motorized Crashes Since 2015

Figure 60 shows the trend line for alcohol & drug-involved non-motorized crashes since 2015. There were no alcohol & drug-involved crashes (both involved) but there were 3 non-motorized crashes involving alcohol and 2 non-motorized crashes that involved drugs.

Appendix

MVMPO Performance Measures	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Fatalities	11	5	10	15	14	18	9	21	16	11	17	17	18
Serious Injuries	116	104	116	103	97	109	63	47	36	59	45	37	30
HMVMT	966.92	927.43	1011.58	1329.69	1368.406	1094.552	1059.592	1078.279	896.075	982.945	1114.076	1117.987	1121.898
Fatality rate (per HMVMT)	1.138	0.539	0.989	1.128	1.023	1.645	0.849	1.948	1.786	1.119	1.500	1.556	1.612
Serious Injury rate (per HMVMT)	11.997	11.214	11.467	7.746	7.089	9.958	5.946	4.359	4.018	6.002	4.048	3.345	2.647
Number non-motorized fatalities	0	0	0	1	2	7	3	9	4	5			
Number non-motorized serious injuries	0	0	0	10	10	9	7	6	6	8			
Non-motorized fatalities and serious injuries	10	8	13	11	12	16	10	15	10	13	15	15	16
Fatalities 5YMA					11	12.4	13.2	15.4	15.6	14.6	15.1	15.0	16.8
Serious Injuries 5YMA					107.2	105.8	97.6	83.8	70.4	75.0	64.6	50.3	43.6
Fatality rate 5YMA			0	0	0.963	1.065	1.127	1.319	1.450	1.317	1.412	1.395	1.547
Serious Injury rate 5YMA			0	0	9.903	9.495	8.441	7.020	6.274	6.671	6.063	4.740	4.080
Number non-motorized fatalities 5YMA			0	0	1.500	3.333	3.250	4.400	5.000	5.200	6.406	6.774	8.106
Number non-motorized serious injuries 5YMA			0	0	10.000	9.667	9.000	8.400	7.600	8.000	7.209	6.511	6.109
Non-motorized 5YMA			0	0	10.800	12.000	12.400	12.800	12.600	13.200	13.764	13.624	14.780
HMVMT 5YMA			968.6433	1058.905	1120.8	1146.332	1172.764	1186.104	1099.381	1116.8	1065.9	1070.6	1083.0

Table 3 MVMPO Performance Measures

NMDOT Performance Measures	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Fatalities	349	350	366	311	386	298	405	380	392	425	398	483	467	492	512
Serious Injuries	1922	1709	1624	1314	1249	1329	1153	1133	1057	1079	887	1044	1079	1046	1037
HMVMT	252.74	256.5	255.62	250.86	253.47	274.35	278.86	278.36	272.88	277.72	237.56	268.23	269.11	270.00	270.89
Fatality rate (per HMVMT)	1.381	1.365	1.432	1.24	1.523	1.086	1.452	1.365	1.437	1.53	1.675	1.801	1.735	1.823	1.889
Serious Injury rate (per HMVMT)	7.605	6.663	6.535	5.238	4.928	4.844	4.135	4.07	3.876	3.885	3.734	3.892	4.009		
Number non-motorized fatalities	41	46	68	55	78	62	81	81	95	92	89	108			
Number non-motorized serious injuries	118	111	89	120	120	155	110	116	110	117	92	114			
Non-motorized fatalities and serious injuries	159	157	157	175	198	217	191	197	205	209	181	222	219	218.8	222.6
Fatalities 5YMA start @ 2014					352.4	342.2	353.2	356.0	372.2	380.0	400.0	415.6	433.0	453.0	470.4
Serious Injuries 5YMA start @ 2014					1563.6	1445.0	1333.8	1235.6	1184.2	1150.2	1061.8	1040.0	1029.2	1027.0	1018.6
Fatality rate (per HMVMT) 5YMA start @ 2014					1.388	1.329	1.347	1.333	1.373	1.374	1.492	1.562	1.636	1.713	1.785
Serious Injury rate (per HMVMT) 5YMA start @ 2014					6.194	5.642	5.136	4.643	4.371	4.162	3.940	3.891	3.879	3.880	3.878
Number non-motorized fatalities 5YMA					57.6	61.8	68.8	71.4	79.4	82.2	87.6	93.0	77.0	58.0	39.0
Number non-motorized serious injuries 5YMA					111.6	119.0	118.8	124.2	122.2	121.6	109.0	110.0	87.0	65.0	41.0
Non-motorized fatalities and serious injuries 5YMA				129.6	169.2	180.8	187.6	195.6	201.6	203.8	196.6	202.8	207.2	210.0	212.7
HMVMT 5YMA				255.2	253.8	258.2	262.6	267.2	271.6	276.4	269.1	267.0	265.1	263.8	261.2

Table 4 NMDOT Performance Measures

Fatality Occurences by Parts of the Day	Percent	Number of Fatalities
Fatalities by Parts of the Day	Percent	Number of Fatalities
Morning (4AM-12PM)	27.3%	3
Afternoon (12PM_5PM)	36.4%	4
Evening (5PM-9PM)	36.4%	4
Night (9PM-4AM)	0.0%	0

Table 5 Fatalities by Parts of the Day

Fatalities by the Day	Percent	Number of Fatalities
Sunday	9.1%	1.0
Monday	18.2%	2.0
Tuesday	27.3%	3.0
Wednesday	0.0%	0.0
Thursday	18.2%	2.0
Friday	18.2%	2.0
Saturday	9.1%	1.0

Table 6 Fatalities by the Day

Fatalities by Month	2015	2016	2017	2018	2019	2020	2021	Total
January	1	0	1	1	2	1	2	8
February	1	2	2	0	2	3	2	12
March	1	1	1	0	2	3	0	8
April	1	1	1	0	2	1	1	7
May	1	0	1	2	2	1	1	8
June	2	2	1	0	0	0	0	5
July	0	0	1	1	1	1	0	4
August	1	0	1	1	4	1	1	9
September	1	3	2	2	0	3	2	13
October	2	0	2	0	2	0	0	6
November	3	0	2	1	0	0	0	6
December	0	2	3	1	2	0	2	10
Total	14	11	18	9	19	14	11	96

Table 7 Fatalities by the Month

Drug & Alcohol-Involved Fatal Crashes	2015	%	2016	%	2017	%	2018	%	2019	%	2020	%	2021	%
Alcohol-Involved	5	35.7%	3	27.3%	8	44.4%	3	33.3%	7	36.8%	4	28.6%	3	27.3%
Drugs-Involved	0	0.0%	2	18.2%	1	5.6%	0	0.0%	2	10.5%	3	21.4%	3	27.3%
Both	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	15.8%	1	7.1%	3	27.3%
None	9.0	64.3%	6.0	54.5%	9.0	50.0%	6.0	66.7%	7.0	36.8%	6.0	42.9%	2.0	18.2%
Total Alcohol/Drug-Involved	5	35.7%	5	45.5%	9	50.0%	3	33.3%	12	63.2%	8	57.1%	9	81.8%
% of Total	35.7%	2.6%	45.5%	4.1%	50.0%	2.8%	33.3%	3.7%	63.2%	3.3%	57.1%	4.1%	81.8%	7.4%
Total	14.0	100.0%	11.0	100.0%	18.0	100.0%	9.0	100.0%	19.0	100.0%	14.0	100.0%	11.0	100.0%

Table 8 Drug & Alcohol-Involved Fatal Crashes

Total Fatalities and Lighting	Total	Percent
Daylight	42	44.2%
Dark-Lighted	21	22.1%
Dark-Unknown Lighting	1	1.1%
Dark-Not Lighted	28	29.5%
Dawn	1	1.1%
Dusk	2	2.1%
Total	95	100.0%

Table 9 Fatal Crashes and Lighting Since 2015

2021 Fatalities and Lighting	Total	Percent
Daylight	6	54.5%
Dark-Lighted	2	18.2%
Dark-Unknown Lighting	0	0.0%
Dark-Not Lighted	3	27.3%
Dawn	0	0.0%
Dusk	0	0.0%
Total	11	100.0%

Table 10 Fatal Crashes and Lighting

2021 Fatalities with Hit & Runs	Number	Percent
Yes	1	9.1%
No	10	90.9%
Total	11	100.0%

Table 11 Fatal Crashes with Hit & Runs

Drug & Alcohol-Involved Serious Injury Crashes	2015	%	2016	%	2017	%	2018	%	2019	%	2020	%	2021	%
Alcohol-Involved	6	5.6%	6	6.2%	8	8.8%	10	4.2%	11	28.9%	9	27.3%	0	0.0%
Drugs-Involved	1	0.9%	0	0.0%	0	0.0%	0	0.0%	1	2.6%	0	0.0%	0	0.0%
Both	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	2.6%	0	0.0%	0	0.0%
None	101	93.5%	91	93.8%	83	91.2%	226	95.8%	25.0	65.8%	24.0	72.7%	56.0	100.0%
Total Alcohol/Drug-Involved	7	6.5%	6	6.2%	8	8.8%	10	4.2%	13	34.2%	9	27.3%	0	0.0%
% of Total	6.5%	0.1%	6.2%	0.1%	8.8%	0.1%	4.2%	0.0%	34.2%	0.9%	27.3%	0.8%	0.0%	0.0%
Total	108.0	100.0%	97.0	100.0%	91.0	100.0%	236.0	100.0%	38.0	100.0%	33.0	100.0%	56.0	100.0%

Table 12Drug & Alcohol-Involved Serious Injury Crashes

Table 13 — Fatality Data (part 1)

CRASH_DATE	Year	MONTH	Time	Hour	Day	Agency	COUNTY	CITY	Astreet	Bstreet	Landmark	Direction	Direction	Severity
2021-02-02	2021	February	8:48	8 a.m.	Tuesday	Las Cruces Police Department	Doña Ana	Las Cruces	E BOUTZ RD		CALLE DE NINOS	W	E	Fatal Crash
2021-04-19	2021	April	7:17	7 a.m.	Monday	New Mexico State Police (NMSP)	Doña Ana	None	INTERSTATE 25		GOAT HILL RD BLVD	N	E	Fatal Crash
2021-05-07	2021	May	17:11	5 p.m.	Friday	New Mexico State Police (NMSP)	Doña Ana	Las Cruces	PICACHO	PICACHO HILLS	PICACHO HILLS DR	W	E	Fatal Crash
2021-12-02	2021	December	19:19	7 p.m.	Thursday	Las Cruces Police Department	Doña Ana	Las Cruces	N ROADRUNNER PKWY		SUNRIDGE DR	S	N	Fatal Crash
2021-01-18	2021	January	19:15	7 p.m.	Monday	Las Cruces Police Department	Doña Ana	Las Cruces	S ESPINA ST		E AMADOR AVE	S	N	Fatal Crash
2021-02-25	2021	February	17:37	5 p.m.	Thursday	Las Cruces Police Department	Doña Ana	Las Cruces	EDGEWOOD AVE		SENECA DR	W	W	Fatal Crash
2021-08-31	2021	August	15:14	3 p.m.	Tuesday	Doña Ana County Sheriffs Office	Doña Ana	Radium Springs	11890 ROBLEDO VISTA RD		UNNAMED STREET	E	S	Fatal Crash
2021-09-03	2021	September	20:57	8 p.m.	Friday	Doña Ana County Sheriffs Office	Doña Ana	None	DONA ANA RD		KRISTIN DR	N	S	Fatal Crash
2021-12-19	2021	December	18:07	6 p.m.	Sunday	Doña Ana County Sheriffs Office	Doña Ana	None	LAS ALTURAS DR			S		Fatal Crash
2021-01-12	2021	January	15:30	3 p.m.	Tuesday	New Mexico State Police (NMSP)	Doña Ana	Las Cruces	INTERSTATE 25		I25 SB MM 6 OFF RAMP	N	N	Fatal Crash
2021-09-04	2021	September	4:21	4 a.m.	Saturday	Doña Ana County Sheriffs Office	Doña Ana	Las Cruces	ELKS DR		MONTOYA RD	S	N	Fatal Crash

Table 13 — Fatality Data (part 2)

Killed	Class_A	Class_B	Class_C	Injured	Unhurt	TotalPeo	F_ofVehi	FHE	CLASSIFICATION	ANALYSIS	WEATHER	LIGHT	HITRUN
1	0	0	0	0	0	1	1	On Roadway	Left Blank	Left Blank	Clear	Daylight	No
1	0	0	0	0	0	1	1	Off Roadway	Fixed Object	Fixed Object - Culvert or Drain Pipe (cement)	Left Blank	Dark-Not Lighted	No
1	0	0	0	0	1	2	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Clear	Daylight	No
1	0	0	1	0	1	2	2	On Roadway	Other Vehicle	Other Vehicle - From Opposite Direction/Head-On Collision	Clear	Dark-Lighted	No
1	0	0	0	1	0	2	2	On Roadway	Left Blank	Left Blank	Clear	Dark-Lighted	Yes
1	0	0	0	1	0	2	2	On Roadway	Left Blank	Left Blank	Clear	Daylight	No
1	0	0	0	1	0	2	2	Off Roadway	Left Blank	Left Blank	Clear	Daylight	No
1	0	0	0	1	0	2	2	On Roadway	Left Blank	Left Blank	Clear	Dark-Not Lighted	No
1	0	0	0	1	0	2	2	On Roadway	Left Blank	Left Blank	Clear	Dark-Not Lighted	No
1	0	0	0	0	3	4	1	On Roadway	Rollover	Rollover - Left Side of Road	Clear	Daylight	No
1	3	3	0	3	0	3	0	On Roadway	Left Blank	Left Blank	Clear	Daylight	No

Table 13 — Fatality Data (part 3)

AlcInv	DrugInv	PedInv	MCInv	PedalCInv	TRKInv	CMVInv	SBInv	HZInv	NonLocal	StateHW System	MaxDam	INTERSECTION_TYPE	JUNTION
Involved	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers	Urban	Disabling	Not an Intersection	Non-Junction
Involved	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers	Rural Inte	Disabling	Left Blank	Left Blank
Involved	Involved	Not Involved	Not Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved	Both Local and Out C	Urban	Disabling	Not an Intersection	Non-Junction
Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers	Urban	Disabling	Not an Intersection	Non-Junction
Not Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Both Local and Out C	Urban	Not Available	Not an Intersection	Through Roadway
Not Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers	Urban	Functional	Not an Intersection	Non-Junction
Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers	Rural Non	No Damage	Not an Intersection	Non-Junction
Not Involved	Involved	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers	Urban	Not Available	Not an Intersection	Non-Junction
Not Involved	Involved	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers	Urban	Functional	Not an Intersection	Non-Junction
Not Involved	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivi Milepost	Urban	Disabling	Not an Intersection	Non-Junction
Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers	Urban	Disabling	Not an Intersection	Non-Junction

Table 13 Fatality Data

Figure 61Ease Mesa Alcohol & Drug-Involved Crashes
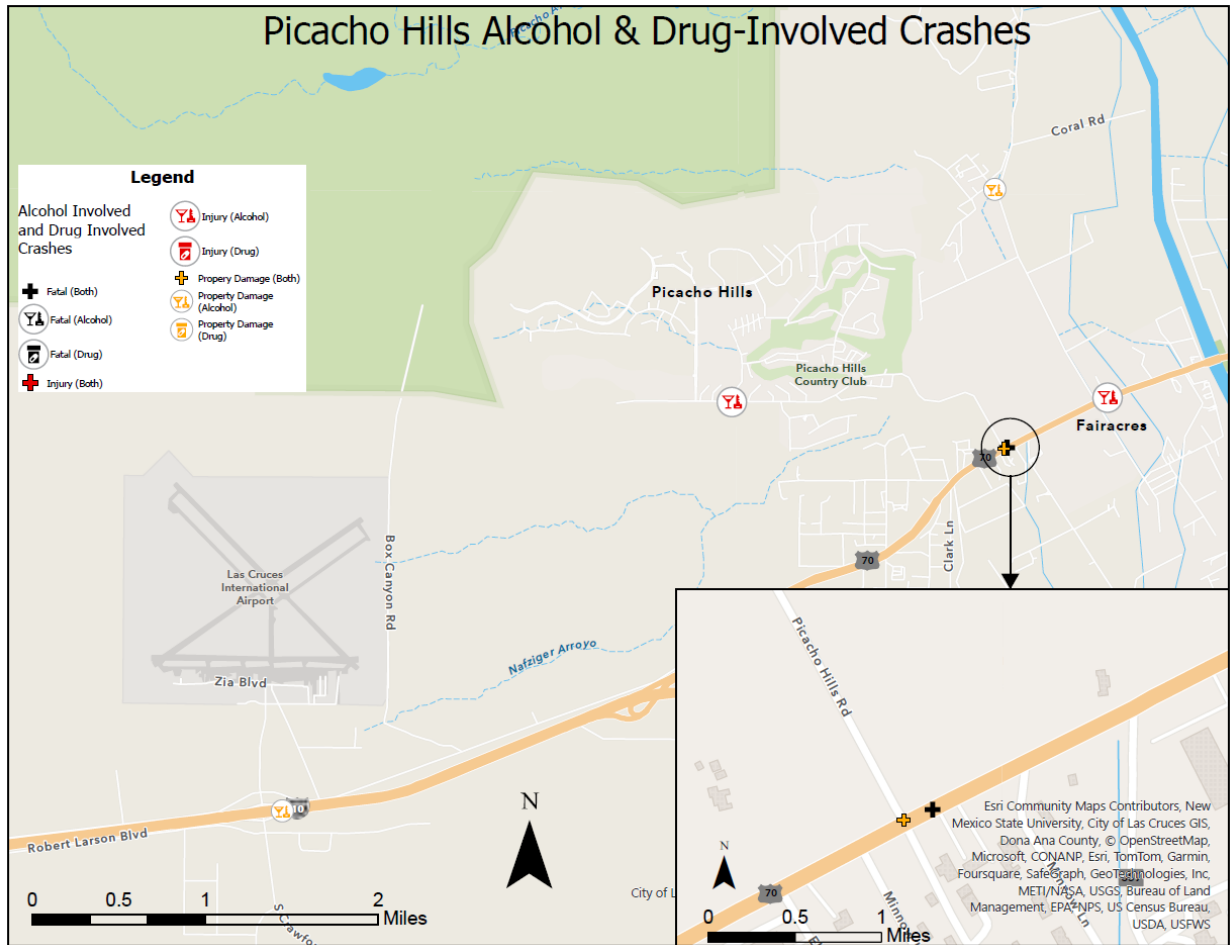
Figure 62 Picacho Hills Alcohol & Drug-Involved Crashes
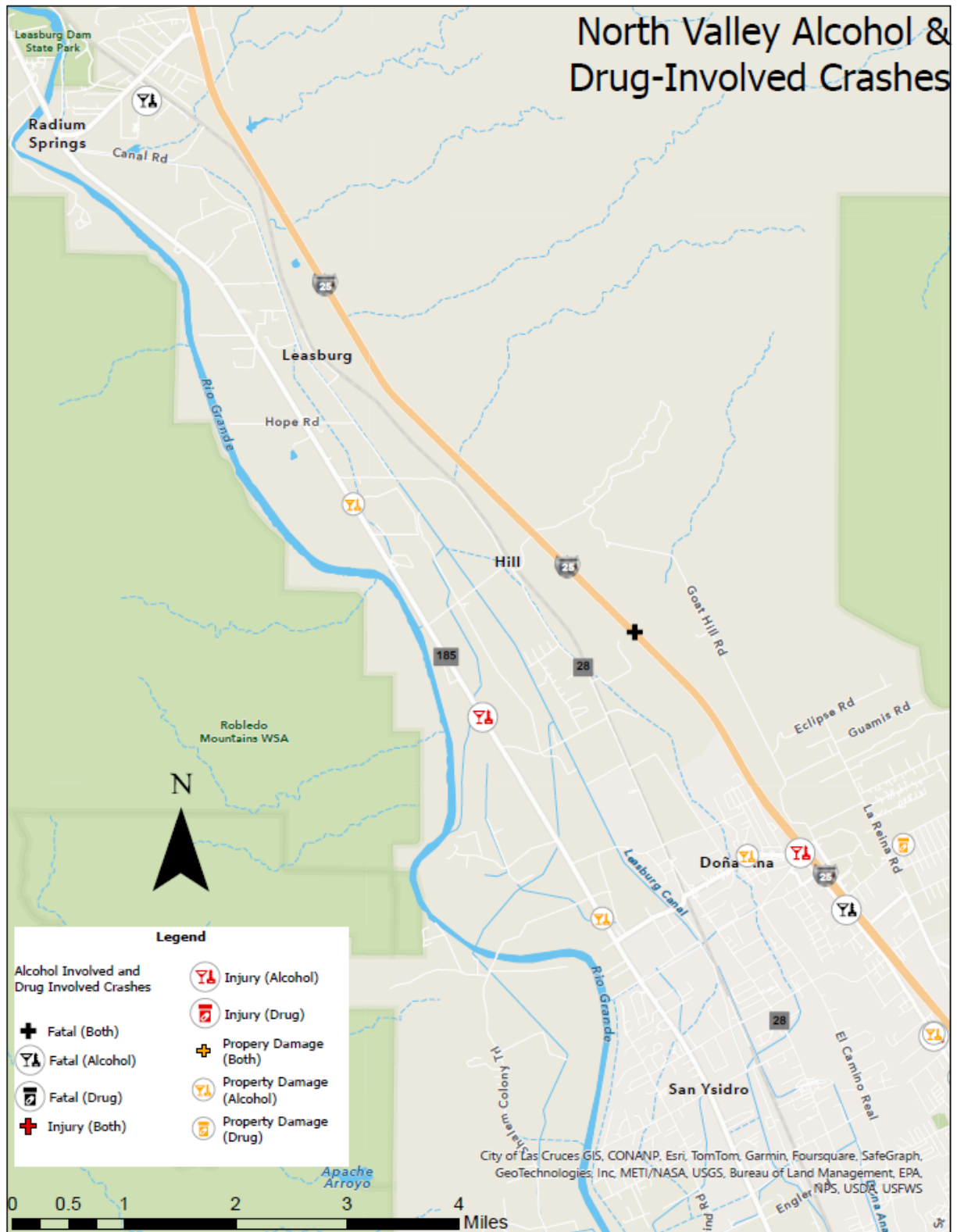
Figure 63 North Valley Alcohol & Drug-Involved Crashes
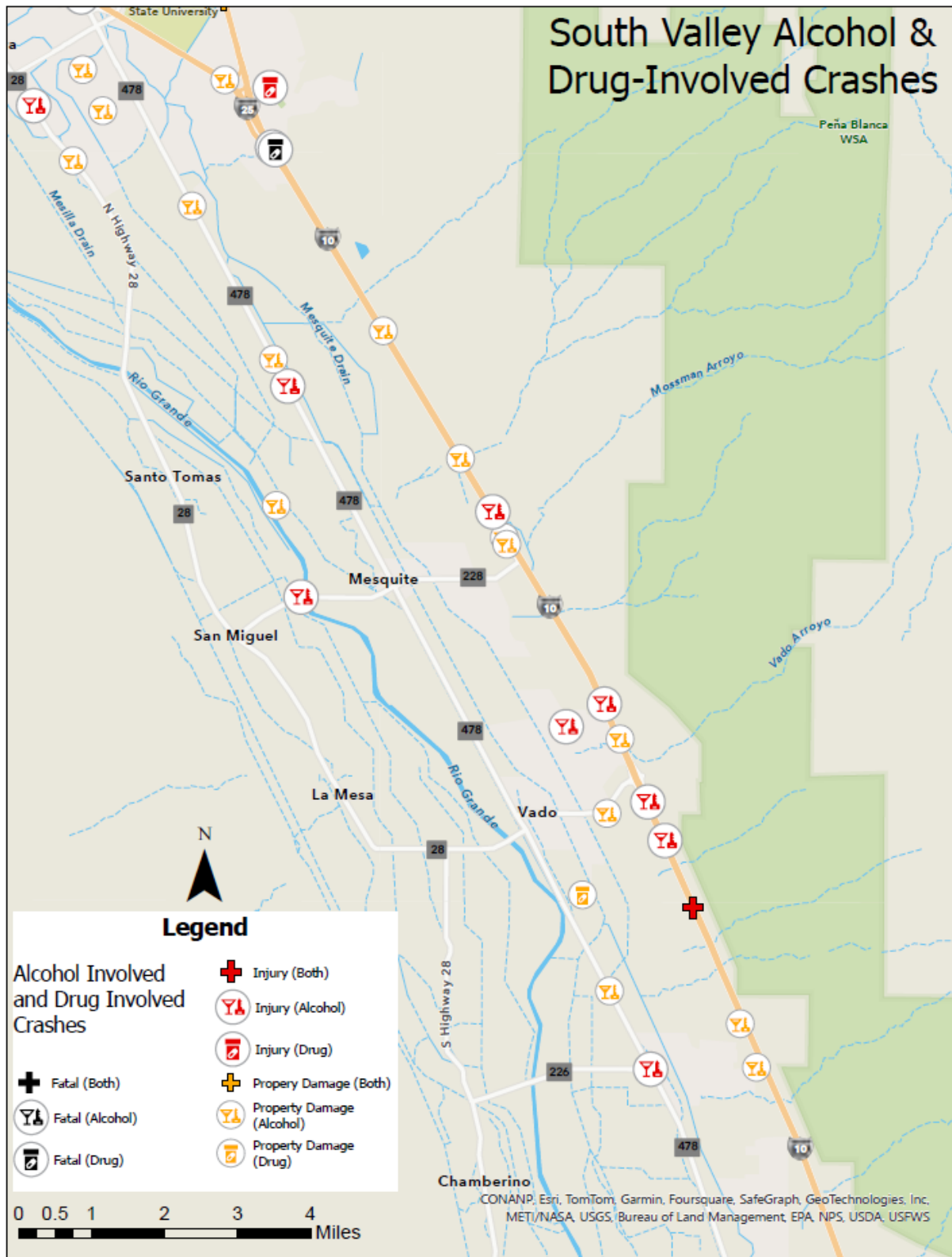
Figure 64 South Valley Alcohol & Drug-Involved Crashes
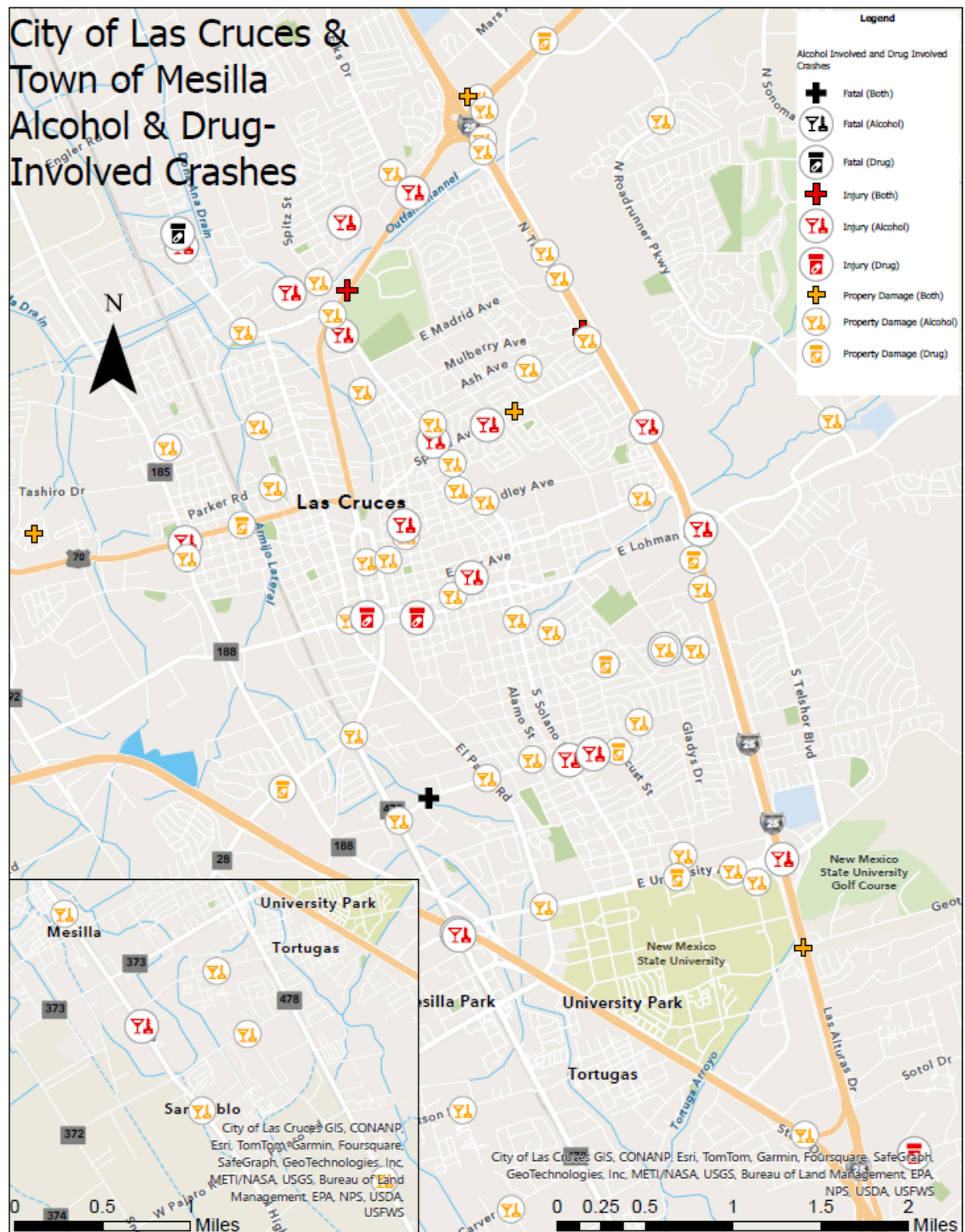
Figure 65 CLC & TOM Drug & Alcohol-Involved Crashes

2021 Serious Injury Crashes and Lighting	Total	Percent
Daylight	34	60.7%
Dark-Lighted	9	16.1%
Dark-Unknown Lighting	2	3.6%
Dark-Not Lighted	10	17.9%
Dawn	0	0.0%
Dusk	1	1.8%
Total	56	100.0%

Table 14 Serious Injury Crashes and Lighting

2021 Serious Injury Crashes with Hit & Runs	Number	Percent
Yes	3	5.3%
No	54	94.7%
Total	57	100.0%

Table 15 Serious Injury Crashes with Hit & Runs

Non-Motorized Severity of Crashes 2021	Number	Percent
Fatalities	5	2.9%
Suspected Serious Injuries	8	4.6%
Suspected Minor Injuries	35	20.2%
Possible Injuries	28	16.2%
No Apparent Injuries	97	56.1%
Total	173	100.0%

Table 16 Non-Motorized Severity of Crashes

2021 Non-Motorized Crashes and Lighting	Total	Percent
Daylight	47	63.5%
Dark-Lighted	16	21.6%
Dark-Unknown Lighting	0	0.0%
Dark-Not Lighted	10	13.5%
Dawn	1	1.4%
Dusk	0	0.0%
Total	74	100.0%

Table 17 Non-Motorized Crashes and Lighting

2021 Non-Motorized Crashes with Hit & Runs	Number	Percent
Yes	21	27.6%
No	55	72.4%
Total	76	100.0%

Table 18 Non-Motorized Crashes with Hit & Runs

AVERAGE (2015-2021)	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Average
12 a.m.	10.5	4.5	3.2	5.8	5.5	6.8	11.2	0
1 a.m.	9.8	3.0	3.5	4.2	4.0	6.0	7.2	5.4
2 a.m.	9.0	4.0	3.0	4.0	3.2	6.7	9.0	5.5
3 a.m.	7.5	2.7	2.3	2.5	3.7	4.3	8.3	4.5
4 a.m.	7.2	2.5	2.7	1.7	1.7	4.2	7.0	3.8
5 a.m.	4.7	4.3	5.8	2.3	4.3	4.3	5.5	4.5
6 a.m.	6.0	6.7	7.5	12.8	9.0	7.7	5.3	7.9
7 a.m.	6.2	26.3	28.5	32.2	25.2	25.2	10.8	22.0
8 a.m.	8.2	37.5	45.2	41.3	47.5	36.8	15.7	33.2
9 a.m.	10.3	25.7	25.3	29.3	27.2	30.2	18.0	23.7
10 a.m.	11.3	31.8	29.0	29.3	27.5	30.3	22.0	25.9
11 a.m.	18.8	36.2	35.7	35.5	32.0	42.5	27.3	32.6
12 p.m.	20.2	45.5	40.0	44.8	44.5	53.2	33.0	40.2
1 p.m.	19.2	40.5	39.3	39.7	38.5	48.0	28.3	36.2
2 p.m.	18.8	40.2	45.2	41.3	40.8	51.5	33.0	38.7
3 p.m.	19.2	47.0	45.0	47.8	48.7	56.3	29.7	42.0
4 p.m.	27.3	51.0	53.5	51.0	49.8	61.0	24.3	45.4
5 p.m.	23.7	43.3	56.2	53.7	58.0	56.5	26.3	45.4
6 p.m.	23.3	33.7	35.3	34.5	36.3	39.5	25.8	32.6
7 p.m.	15.7	20.0	19.3	24.5	24.7	26.7	19.7	21.5
8 p.m.	18.2	15.5	14.8	17.5	15.3	22.8	16.5	17.2
9 p.m.	11.2	13.3	13.7	10.8	16.3	19.2	17.3	14.5
10 p.m.	10.0	8.3	10.5	9.7	10.7	14.2	16.3	11.4
11 p.m.	6.5	5.2	5.0	5.5	7.8	12.0	12.5	7.8
Average	13.4	22.9	23.7	24.2	24.3	27.7	17.9	

Table 19 Timing of All Crashes (Average)(2015 - 2021)

Crashes by Parts of the Day													
Hours	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
Morning (4AM-12PM)	1051	27.4%	1161	30.4%	1196	30.9%	1147	29.1%	864	28.8%	1031	27.6%	
Afternoon (12PM-5PM)	1440	37.5%	1426	37.3%	1549	40.1%	1494	37.9%	1133	37.7%	1461	39.1%	
Evening (5PM-9PM)	897	23.4%	836	21.9%	739	19.1%	922	23.4%	673	22.4%	837	22.4%	
Night (9PM-4AM)	449	11.7%	402	10.5%	382	9.9%	377	9.6%	332	11.1%	406	10.9%	
Total	3837	100.0%	3825	100.0%	3866	100.0%	3940	100.0%	3002	100.0%	3735	100.0%	
	2016		2017		2018		2019		2020		2021		

Table 20 All Crashes by Parts of the Day (2015 - 2021)

Crashes by Parts of the Day						
Hours	2016	2017	2018	2019	2020	2021
Morning (4AM-12PM)	27.4%	30.4%	30.9%	29.1%	28.8%	27.6%
Afternoon (12PM-5PM)	37.5%	37.3%	40.1%	37.9%	37.7%	39.1%
Evening (5PM-9PM)	23.4%	21.9%	19.1%	23.4%	22.4%	22.4%
Night (9PM-4AM)	11.7%	10.5%	9.9%	9.6%	11.1%	10.9%

Table 21Table 19 All Crashes by Parts of the Day (2015 - 2021) %

2021	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Average
January	19	40	32	31	25	49	43	34.14
February	25	31	32	34	30	44	26	31.71
March	24	58	41	52	30	37	22	37.71
April	21	42	34	37	48	47	34	37.57
May	41	45	37	35	42	48	38	40.86
June	24	44	64	65	36	37	30	42.86
July	36	31	43	43	45	73	42	44.71
August	41	73	62	52	49	70	42	55.57
September	31	41	66	64	64	67	42	53.57
October	40	54	44	52	59	105	52	58.00
November	26	58	70	53	43	57	30	48.14
December	25	46	37	70	57	75	35	49.29
Average	29.42	46.92	46.83	49.00	44.00	59.08	36.33	

Figure 66 Crashes by Day of the Week and Month

2021	Sunday	Monday	Tuesday	Wednesda	Thursday	Friday	Saturday	Average
12 a.m.	12	7	6	6	6	11	10	0
1 a.m.	12	5	4	4	5	3	4	5.3
2 a.m.	5	4	1	9	2	10	10	5.9
3 a.m.	6	7	3	2	5	4	11	5.4
4 a.m.	4	6	5	1	0	4	4	3.4
5 a.m.	7	4	11	3	3	7	3	5.4
6 a.m.	1	10	8	10	7	9	8	7.6
7 a.m.	7	22	30	33	22	28	7	21.3
8 a.m.	8	30	45	35	43	25	11	28.1
9 a.m.	10	24	29	31	28	23	19	23.4
10 a.m.	15	30	27	28	27	30	22	25.6
11 a.m.	18	35	28	35	26	52	33	32.4
12 p.m.	20	48	31	44	36	55	33	38.1
1 p.m.	21	45	39	39	34	51	40	38.4
2 p.m.	22	34	44	50	47	65	35	42.4
3 p.m.	23	39	54	33	40	69	24	40.3
4 p.m.	40	48	50	58	46	72	32	49.4
5 p.m.	23	43	58	64	63	68	25	49.1
6 p.m.	33	44	33	29	28	43	27	33.9
7 p.m.	9	27	15	25	23	17	14	18.6
8 p.m.	23	21	14	21	11	20	16	18.0
9 p.m.	11	14	13	16	11	18	15	14.0
10 p.m.	13	9	9	10	7	13	19	11.4
11 p.m.	9	7	4	2	8	11	13	7.7
Average	14.7	23.5	23.4	24.5	22.0	29.5	18.1	

Figure 67 Crashes by Day and Time

First Harmful Event (FHE)	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	0	0.0%	6	0.2%	24	0.6%	30	0.8%
Collision with Fixed Object	2	0.1%	95	2.5%	338	9.0%	435	11.6%
Collision with Motor Vehicle	2	0.1%	787	21.0%	2207	59.0%	2996	80.1%
Collision with Other Non-Fixe	0	0.0%	14	0.4%	52	1.4%	66	1.8%
Collision with Person	5	0.1%	63	1.7%	8	0.2%	76	2.0%
Non-Collision	2	0.1%	43	1.2%	45	1.2%	90	2.4%
Other	0	0.0%	15	0.4%	31	0.8%	46	1.2%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Crashes	11	0.3%	1023	27.4%	2705	72.3%	3739	100.0%

Table 22 First Harmful Event 2021

First Harmful Event (FHE) and Subanalysis	Crashes							Percent of Amount Total Crashes						
	2015	2016	2017	2018	2019	2020	2021	2015	2016	2017	2018	2019	2020	2021
Collision with Animal	20	26	15	40	25	11	30	0.50%	0.68%	0.39%	1.03%	0.63%	0.37%	0.75%
Antelope	0	0	0	0	1	0	0	0.00%	0.00%	0.00%	0.00%	0.03%	0.00%	0.00%
Bird	0	0	0	1	0	0	0	0.00%	0.00%	0.00%	0.03%	0.00%	0.00%	0.00%
Cat	0	1	0	0	1	0	0	0.00%	0.03%	0.00%	0.00%	0.03%	0.00%	0.00%
Cougar	0	0	0	0	0	1	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.03%	0.00%
Cow/Cattle	3	2	3	7	8	1	10	0.07%	0.05%	0.08%	0.18%	0.20%	0.03%	0.25%
Coyote	2	2	1	1	0	1	0	0.05%	0.05%	0.03%	0.03%	0.00%	0.03%	0.00%
Deer	4	4	4	14	5	4	11	0.10%	0.10%	0.10%	0.36%	0.13%	0.13%	0.28%
Dog	3	8	3	10	8	0	0	0.07%	0.21%	0.08%	0.26%	0.20%	0.00%	0.00%
Domestic - Cattle, Horse, etc.	4	1	1	0	0	1	0	0.10%	0.03%	0.03%	0.00%	0.00%	0.03%	0.00%
Elk	1	0	0	0	0	1	0	0.02%	0.00%	0.00%	0.00%	0.00%	0.03%	0.00%
Game Animal	0	3	1	0	1	1	0	0.00%	0.08%	0.03%	0.00%	0.03%	0.03%	0.00%
Horse	0	2	2	5	0	0	0	0.00%	0.05%	0.05%	0.13%	0.00%	0.00%	0.00%
Other Animal	0	0	0	0	1	0	0	0.00%	0.00%	0.00%	0.00%	0.03%	0.00%	0.00%
Other Large Game Animal	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Pig	0	0	0	2	0	0	0	0.00%	0.00%	0.00%	0.05%	0.00%	0.00%	0.00%
Sheep	0	1	0	0	0	0	0	0.00%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%
Skunk	0	1	0	0	0	0	0	0.00%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%
Small Domestic Animal	0	0	0	0	0	0	8	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.20%
Small Game Animal	0	0	0	0	0	0	1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.03%
Unknown/Not Stated	3	1	0	0	0	1	0	0.07%	0.03%	0.00%	0.00%	0.00%	0.03%	0.00%
Collision with Fixed Object (Detailed)	332	351	283	332	356	142	405	8.27%	8.74%	7.05%	8.27%	8.87%	3.54%	10.09%
Abutment or Pier	2	0	1	0	1	1	0	0.05%	0.00%	0.02%	0.00%	0.02%	0.02%	0.00%
Barbed Wire Fence	7	12	8	18	14	4	0	0.17%	0.30%	0.20%	0.45%	0.35%	0.10%	0.00%
Barricade	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boulder/Rocks	5	4	2	3	4	1	0	0.12%	0.10%	0.05%	0.07%	0.10%	0.02%	0.00%
Bridge	2	2	5	7	3	1	0	0.05%	0.05%	0.12%	0.17%	0.07%	0.02%	0.00%
Building	3	8	3	8	6	7	22	0.07%	0.20%	0.07%	0.20%	0.15%	0.17%	0.55%
Bridge Rail	0	0	0	0	0	0	6	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.15%
Bridge Pier or Support	0	0	0	0	0	0	1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%
Bridge Overhead Structure	0	0	0	0	0	0	3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.07%
Cliff Wall	1	0	0	1	1	1	0	0.02%	0.00%	0.00%	0.02%	0.02%	0.02%	0.00%
Consruction Material/Equipment	1	10	1	2	2	2	0	0.02%	0.25%	0.02%	0.05%	0.05%	0.05%	0.00%
Culvert	0	0	0	0	0	0	3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.07%
Curb	0	0	0	0	0	0	65	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.62%
Culvert or Drain Pipe (cement)	1	6	2	2	2	0	0	0.02%	0.15%	0.05%	0.05%	0.05%	0.00%	0.00%
Ditch	5	9	6	8	20	4	20	0.12%	0.22%	0.15%	0.20%	0.50%	0.10%	0.50%
Drain or Drain Cover (Man Hole)	2	0	1	1	0	0	0	0.05%	0.00%	0.02%	0.02%	0.00%	0.00%	0.00%
Dry Irrigation Ditch	0	4	1	1	0	1	0	0.00%	0.10%	0.02%	0.02%	0.00%	0.02%	0.00%
Embankment	0	0	0	0	0	0	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%
Embankment (Earth)	6	7	5	9	6	2	0	0.15%	0.17%	0.12%	0.22%	0.15%	0.05%	0.00%
Embankment Man-made (Concrete, Wire Mesh)	1	3	2	3	5	0	0	0.02%	0.07%	0.05%	0.07%	0.12%	0.00%	0.00%
Embankment (Material Type Unknown)	1	2	0	0	0	0	0	0.02%	0.05%	0.00%	0.00%	0.00%	0.00%	0.00%
Embankment (Rock/Stone)	1	1	3	2	2	0	0	0.02%	0.02%	0.07%	0.05%	0.05%	0.00%	0.00%
Fence	0	0	0	0	0	0	45	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.12%
Fence (Wood, Brick, Stone)	39	47	31	35	38	23	0	0.97%	1.17%	0.77%	0.87%	0.95%	0.57%	0.00%
Fire Hydrant	9	9	5	7	11	2	3	0.22%	0.22%	0.12%	0.17%	0.27%	0.05%	0.07%
Gas Meter	0	1	0	0	1	0	0	0.00%	0.02%	0.00%	0.00%	0.02%	0.00%	0.00%
Guard of Reflector Posts	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
GuardRail End	0	0	0	0	0	0	12	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.30%
Guardrail Face	0	0	0	0	0	0	22	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.55%
Guard Rail	47	41	31	41	42	12	0	1.17%	1.02%	0.77%	1.02%	1.05%	0.30%	0.00%
Guard Rail at Bridge or Culvert	6	3	3	4	3	0	0	0.15%	0.07%	0.07%	0.10%	0.07%	0.00%	0.00%
Hydro Cell or Tor Shok Device	1	0	0	3	0	0	0	0.02%	0.00%	0.00%	0.07%	0.00%	0.00%	0.00%
Impact Attenuator/Crash Cushion	0	0	0	0	0	0	2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.05%
Light Standard (Light Pole)	21	32	19	30	30	8	0	0.52%	0.80%	0.47%	0.75%	0.75%	0.20%	0.00%
Mailbox	2	4	2	0	2	1	7	0.05%	0.10%	0.05%	0.00%	0.05%	0.02%	0.17%
Man-made Items (Phone Boxes, Picnic Tables, etc.)	3	7	5	2	0	0	0	0.07%	0.17%	0.12%	0.05%	0.00%	0.00%	0.00%
Median	0	0	0	0	0	0	15	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.37%
Median Raised Or Curb	43	34	35	26	42	9	0	1.07%	0.85%	0.87%	0.65%	1.05%	0.22%	0.00%
Other Fixed Object	0	0	0	0	0	0	32	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.80%
Other Post, Pole or Support	0	0	0	0	0	0	35	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.87%
Other Vegetation	0	0	0	0	0	0	13	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.32%
Overhead Wires	4	2	1	0	0	0	0	0.10%	0.05%	0.02%	0.00%	0.00%	0.00%	0.00%
Overpass	1	1	0	0	0	0	0	0.02%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%
Railroad Gate	3	1	1	0	0	0	0	0.07%	0.02%	0.02%	0.00%	0.00%	0.00%	0.00%
Railroad Signals/Signs	1	0	0	0	0	0	0	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Railroad Track	1	0	0	0	0	0	0	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Roadway Divider - Concrete Jersey Bounce	2	4	2	1	0	0	0	0.05%	0.10%	0.05%	0.02%	0.00%	0.00%	0.00%
Roadway Divider - Concrete Wall	1	1	1	6	1	2	0	0.02%	0.02%	0.02%	0.15%	0.02%	0.05%	0.00%
Roadway Divider - Fence	7	4	4	6	7	2	0	0.17%	0.10%	0.10%	0.15%	0.17%	0.05%	0.00%
Shrubs/Vegetation	2	3	5	2	6	0	0	0.05%	0.07%	0.12%	0.05%	0.15%	0.00%	0.00%
Sign or Sign Post (Commercial)	3	2	2	4	2	0	0	0.07%	0.05%	0.05%	0.10%	0.05%	0.00%	0.00%
Sign or Sign Post (Traffic)	21	24	20	27	24	11	0	0.52%	0.60%	0.50%	0.67%	0.60%	0.27%	0.00%
Traffic Barrier, Cable	21	24	20	27	24	11	0	0.52%	0.60%	0.50%	0.67%	0.60%	0.27%	0.00%
Traffic Barrier, Concrete	0	0	0	0	0	0	6	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.15%
Traffic Sign Support	0	0	0	0	0	0	17	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.42%
Traffic Signal Support	0	0	0	0	0	0	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%
Tree (Standing)	11	15	15	12	13	10	13	0.27%	0.37%	0.37%	0.30%	0.32%	0.25%	0.32%
Unknown/Not Stated	24	0	14	16	24	18	0	0.60%	0.00%	0.35%	0.40%	0.60%	0.45%	0.00%
Utility or Telephone Pole	21	24	27	18	20	9	43	0.52%	0.60%	0.67%	0.45%	0.50%	0.22%	1.07%
Collision with Fixed Object	372	382	321	358	399	153	402	9.27%	9.51%	8.00%	8.92%	9.94%	3.81%	10.01%
Curb	43	34	35	26	42	9	65	1.07%	0.85%	0.87%	0.65%	1.05%	0.22%	1.62%
Guardrail, End or Face	54	44	34	48	45	12	36	1.34%	1.10%	0.85%	1.20%	1.12%	0.30%	0.90%
Fence	53	63	43	59	59	29	45	1.32%	1.57%	1.07%	1.47%	1.47%	0.72%	1.12%
Other Fixed Object	0	0	0	0	0	0	32	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.80%
Utility Pole/Light Support	42	56	46	48	50	17	43	1.05%	1.39%	1.15%	1.20%	1.25%	0.42%	1.07%
Other Post, Pole, or Support	0	0	0	0	0	0	35	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.87%
Median	43	34	35	26	42	9	15	1.07%	0.85%	0.87%	0.65%	1.05%	0.22%	0.37%
Traffic Barrier, Concrete	3	5	3	7	1	2	6	0.07%	0.12%	0.07%	0.17%	0.02%	0.05%	0.15%
Tree (Standing)	11	15	15	12	13	10	13	0.27%	0.37%	0.37%	0.30%	0.32%	0.25%	0.32%
Traffic Sign Support	25	26	22	31	26	11	27	0.62%	0.65%	0.55%	0.77%	0.65%	0.27%	0.67%
Embankment	9	13	10	14	13	2	10	0.22%	0.32%	0.25%	0.35%	0.32%	0.05%	0.25%
Ditch	5	13	7	9	20	5	20	0.12%	0.32%	0.17%	0.22%	0.50%	0.12%	0.50%
Wall or Building	4	8	3	9	7	7	22	0.10%	0.20%	0.07%	0.22%	0.17%	0.20%	0.55%
Traffic Barrier,Cable	21	24	20	27	24	11	0	0.52%	0.60%	0.50%	0.67%	0.60%	0.27%	0.00%
Bridge Pier, Supportm Rail, or Overhead	9	5	7	7	4	2	10	0.22%	0.12%	0.17%	0.17%	0.10%	0.05%	0.25%
Culvert	0	3	6	3	3	2	0	0.00%	0.07%	0.15%	0.07%	0.07%	0.05%	0.00%
Other (incl hydrant, box, cattle guard, plant)	26	39	21	16	26	6	23	0.65%	0.97%	0.52%	0.40%	0.65%	0.15%	0.57%
Missing Subanalysis Data	24	0	14	16	24	18	0	0.60%	0.00%	0.35%	0.40%	0.60%	0.45%	0.00%
Collision with Motor Vehicle	3347	3135	3352	3224	3332	2421	3042	83.36%	81.56%	87.59%	83.37%	84.48%	80.65%	76.39%
MV in Transport	3097	2951	2981	2981	3061	2153	2775	77.14%	76.77%	77.89%	77.09%	77.61%	71.72%	69.69%
Parked MV	201	152	201	206	215	191	221	5.01%	3.95%	5.25%	5.33%	5.45%	6.36%	5.55%
Missing Subanalysis Data	49	32	170	37	56	77	46	1.22%	0.83%	4.44%	0.96%	1.42%	2.56%	1.16%
Collision with Other Non-Fixed Object	92	177	210	95	89	159	112	2.29%	4.60%	5.49%	2.46%	2.26%	5.30%	2.81%
Other Non-fixed Object	40	32	50	50	31	43	56	1.00%	0.83%	1.31%	1.29%	0.79%	1.43%	1.41%
Struck by falling, shifting cargo	4	4	4	5	7	12	10	0.10%	0.10%	0.10%	0.13%	0.18%	0.40%	0.25%
Work Zone/Maintenance Equipment	12	8	3	10	9	8	0	0.30%	0.21%	0.08%	0.26%	0.23%	0.27%	0.00%
Railway Vehicle	5	1	1	0	0	0	0	0.12%	0.03%	0.03%	0.00%	0.00%	0.00%	0.00%
Missing Subanalysis Data	31	132	152	30	42	96	46	0.77%	3.43%	3.97%	0.78%	1.06%	3.20%	1.16%
Collision with Person	80	90	84	66	75	68	76	1.99%	2.34%	2.19%	1.71%	1.90%	2.27%	1.91%
Pedestrian	36	48	52	36	48	39	41	0.90%	1.25%	1.36%	0.93%	1.22%	1.30%	1.03%
Pedalcycle	44	42	32	30	27	29	33	1.10%	1.09%	0.84%	0.78%	0.68%	0.97%	0.83%
Other Non-Motorist	0	0	0	0	0	0	2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.05%
Non-Collision	163	432	428	401	343	194	232	4.06%	11.24%	11.18%	10.37%	8.70%	6.46%	5.83%
Overturn/Rollover	107	75	74	71	59	38	45	2.67%	1.95%	1.93%	1.84%	1.50%	1.27%	1.13%
All Other Non-Collision	31	47	50	42	39	0	0	0.77%	1.22%	1.31%	1.09%	0.99%	0.00%	0.00%
Jackkknife	1	4	1	1	3	0	2	0.02%	0.10%	0.03%	0.03%	0.08%	0.00%	0.05%
Fell/Jumped from MV	8	3	3	1	4	3	5	0.20%	0.08%	0.08%	0.03%	0.10%	0.10%	0.13%
Fire/ Explosion	1	3	4	2	2	1	0	0.02%	0.08%	0.10%	0.05%	0.05%	0.03%	0.00%
Cargo/Equipment Loss or Shift	0	75	74	71	59	38	45	0.00%	1.95%	1.93%	1.84%	1.50%	1.27%	1.13%
Immersion, Full or Partial	1	75	74	71	59	38	45	0.02%	1.95%	1.93%	1.84%	1.50%	1.27%	1.13%
Thrown or Falling Object	1	75	74	71	59	38	45	0.02%	1.95%	1.93%	1.84%	1.50%	1.27%	1.13%
Missing Subanalysis Data	13	75	74	71	59	38	45	0.32%	1.95%	1.93%	1.84%	1.50%	1.27%	1.13%
Other	0	0	0	0	0	59	46	0.00%	0.00%	0.00%	0.00%	0.00%	1.97%	1.23%
Missing FHE and Subanalysis Data	0	0	155	91	24	77	46	0.00%	0.00%	4.05%	2.35%	0.61%	2.56%	1.23%
Total Crashes	4015	3844	3827	3867	3944	3002	3739	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

Table 23 First Harmful Event and Subanalysis 2015 - 2021

70

Year	Hit-and-Run Crashes								Total Crashes	Percent Hit-and-Run Crashes	State of New Mexico
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		All Hit-and-Run Crashes				
	Count	Percent	Count	Percent	Count	Percent	Count	Percent			
2015	0	0.0%	200	5.0%	388	9.7%	588	14.6%	4015	14.6%	
2016	0	0.0%	290	7.5%	353	9.2%	643	16.7%	3844	16.7%	
2017	5	0.1%	294	7.7%	328	8.6%	622	16.3%	3827	16.3%	16.8%
2018	0	0.0%	290	7.5%	450	11.6%	740	19.1%	3867	19.1%	17.9%
2019	2	0.1%	346	8.8%	449	11.4%	795	20.2%	3944	20.2%	17.3%
2020	4	0.1%	262	8.7%	403	13.4%	665	22.2%	3002	22.2%	17.6%
2021	1	0.0%	332	7.8%	481	11.3%	813	19.0%	4272	19.0%	19.1%

Table 24 Hit & Run Crashes 2015 - 2021

Year	Severity of Hit-and-Run Crashes						People in All Crashes	Percent Hit-and-Run	State of New Mexico
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries	Possible Injuries (Class C)	No Apparent Injuries	Total People			
2015	0	0	23	84	1202	1302	10668	12.2%	
2016	0	5	31	109	1316	1461	10214	14.3%	
2017	5	0	49	98	1296	1448	10227	14.2%	15.4%
2018	0	4	21	95	1210	1330	9989	13.3%	16.0%
2019	2	5	39	104	1252	1402	10298	13.6%	16.2%
2020	4	4	39	88	1273	1408	7340	19.2%	16.7%

Table 25 Severity of Hit & Run Crashes 2015 - 2021

Holidays	Length of Holiday			Crashes					Fatalities		
	Days	Start Date 6 PM	End Date (6AM)	Total Crashes	Crashes per Day	Alcohol-involved		% of Total Crashes	Total Fatalities	Alcohol-Involved	% of Total Fatalities
						Crashes	Per Day			Fatalities	
New Year's 2020-2021	3.5	Thu, 12-31-20	Mon, 1-4-21	25	7.1	2	0.6	0.63%	0	0	0.00%
MLK Day	3.5	Fri, 1-15-21	Tue, 1-19-21	23	6.6	1	0.3	0.58%	1	0	5.56%
Super Bowl Sunday	1	Sun, 2-7-21	Mon, 2-8-21	1	1.0	0	0.0	0.03%	0	0	0.00%
President's Day	3.5	Fri, 2-12-21	Tue, 2-16-21	38	10.9	0	0.0	0.95%	0	0	0.00%
St. Patrick's Day	1	Wed, 3-17-21	Thu, 3-18-21	2	2.0	0	0.0	0.05%	0	0	0.00%
Easter	2.5	Fri, 4-2-21	Mon, 4-5-21	14	5.6	1	0.4	0.35%	0	0	0.00%
Cinco de Mayo	1	Wed, 5-5-21	Thu, 5-6-21	3	3.0	0	0.0	0.08%	0	0	0.00%
Memorial Day	3.5	Fri, 5-28-21	Tue, 6-1-21	29	8.3	1	0.3	0.73%	0	0	0.00%
Independence Day	3.5	Fri, 7-2-21	Tue, 7-6-21	32	9.1	0	0.0	0.80%	0	0	0.00%
Labor Day	3.5	Fri, 9-3-21	Tue, 9-7-21	40	11.4	5	1.4	1.00%	4	2	22.22%
Indigenous People's Day	3.5	Fri, 10-8-21	Tue, 10-12-21	21	6.0	1	0.3	0.53%	0	0	0.00%
Halloween	1	Sun, 10-31-21	Mon, 11-1-21	4	4.0	0	0.0	0.10%	0	0	0.00%
Veteran's Day	1.5	Wed, 11-10-21	Fri, 11-12-21	39	26.0	1	0.7	0.98%	0	0	0.00%
Thanksgiving	4.5	Wed, 11-24-21	Mon, 11-29-21	33	7.3	5	1.1	0.83%	0	0	0.00%
Chiristmas	3.5	Thu, 12-23-21	Mon, 12-27-21	28	8.0	3	0.9	0.70%	0	0	0.00%
Total	40.5			332				8.34%			27.78%

Table 26 Holidays and Crashes

Light Condition	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	9	50.00%	49	59.04%	366	71.48%	765	74.06%	6253	76.94%	7442	76.15%
Dark-Lighted	2	11.11%	12	14.46%	65	12.70%	160	15.49%	1012	12.45%	1251	12.80%
Dark-Not Lighted	7	38.89%	19	22.89%	57	11.13%	72	6.97%	497	6.12%	652	6.67%
Dusk	0	0.00%	1	1.20%	20	3.91%	21	2.03%	222	2.73%	264	2.70%
Dawn	0	0.00%	0	0.00%	2	0.39%	13	1.26%	42	0.52%	57	0.58%
Unknown or Not Reported	0	0.00%	0	0.00%	0	0.00%	0	0.00%	52	0.64%	52	0.53%
Other	0	0.00%	0	0.00%	0	0.00%	0	0.00%	6	0.07%	6	0.06%
Dark-Unknown Lighting	0	0.00%	2	2.41%	1	0.20%	2	0.19%	43	0.53%	48	0.49%
Missing Data	0	0.00%	0	0.00%	1	0.20%	0	0.00%	0		1	0.01%
Total Crashes	18	100.00%	83	100.00%	512	100.00%	1033	100.00%	8127	100.00%	9773	

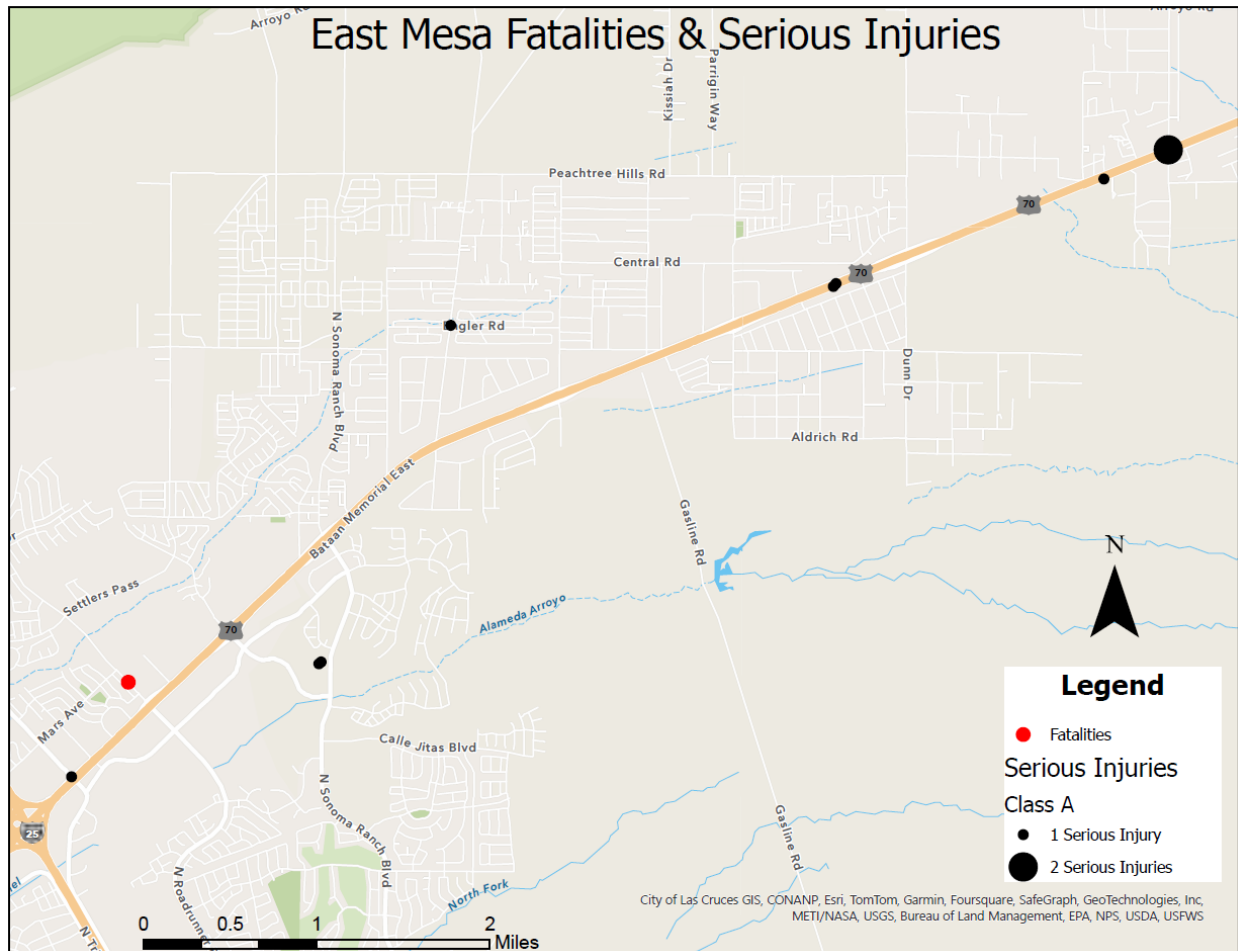Table 27 Light Conditions and Outcomes
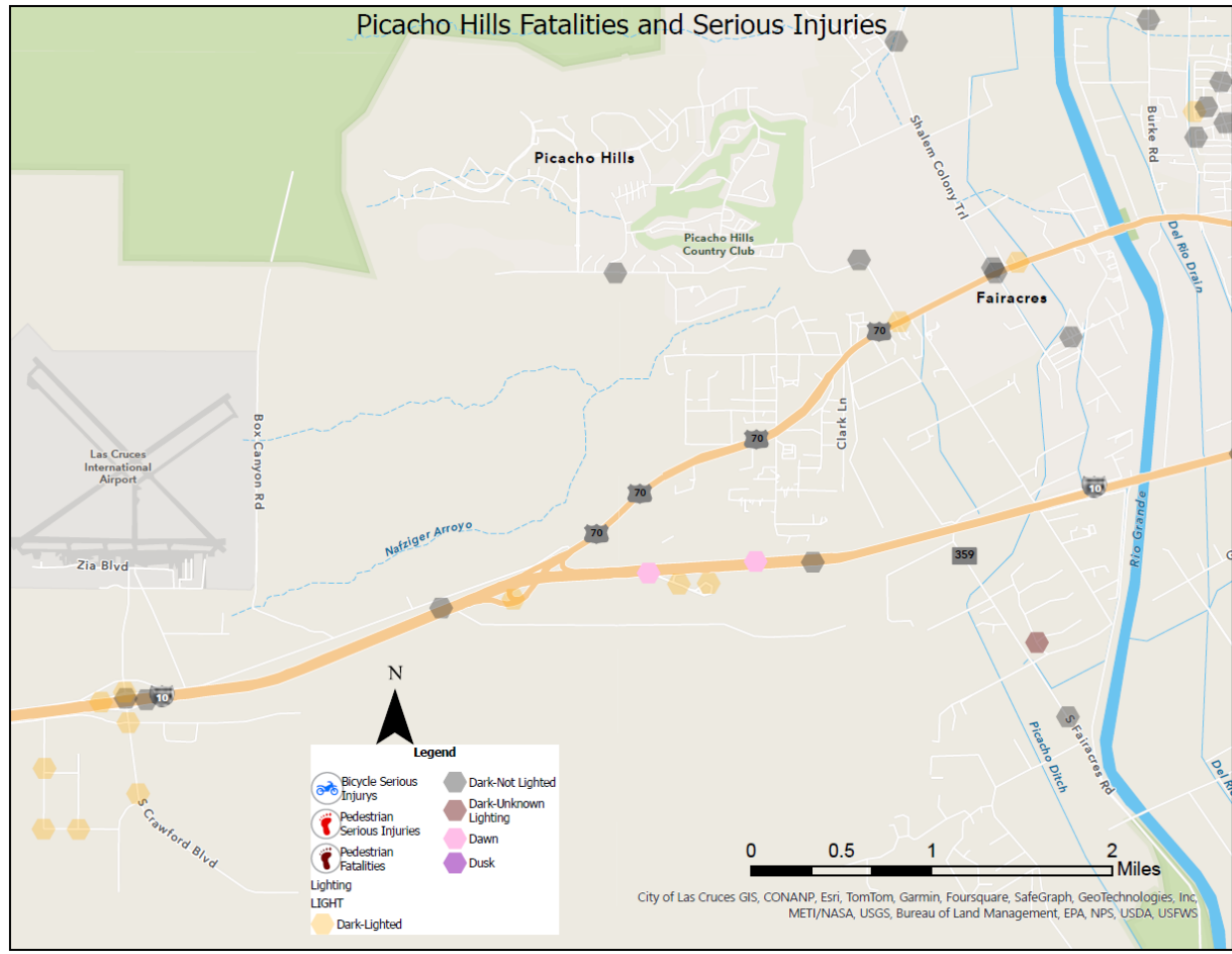
Figure 68 East Mesa Fatalities & Serious Injuries

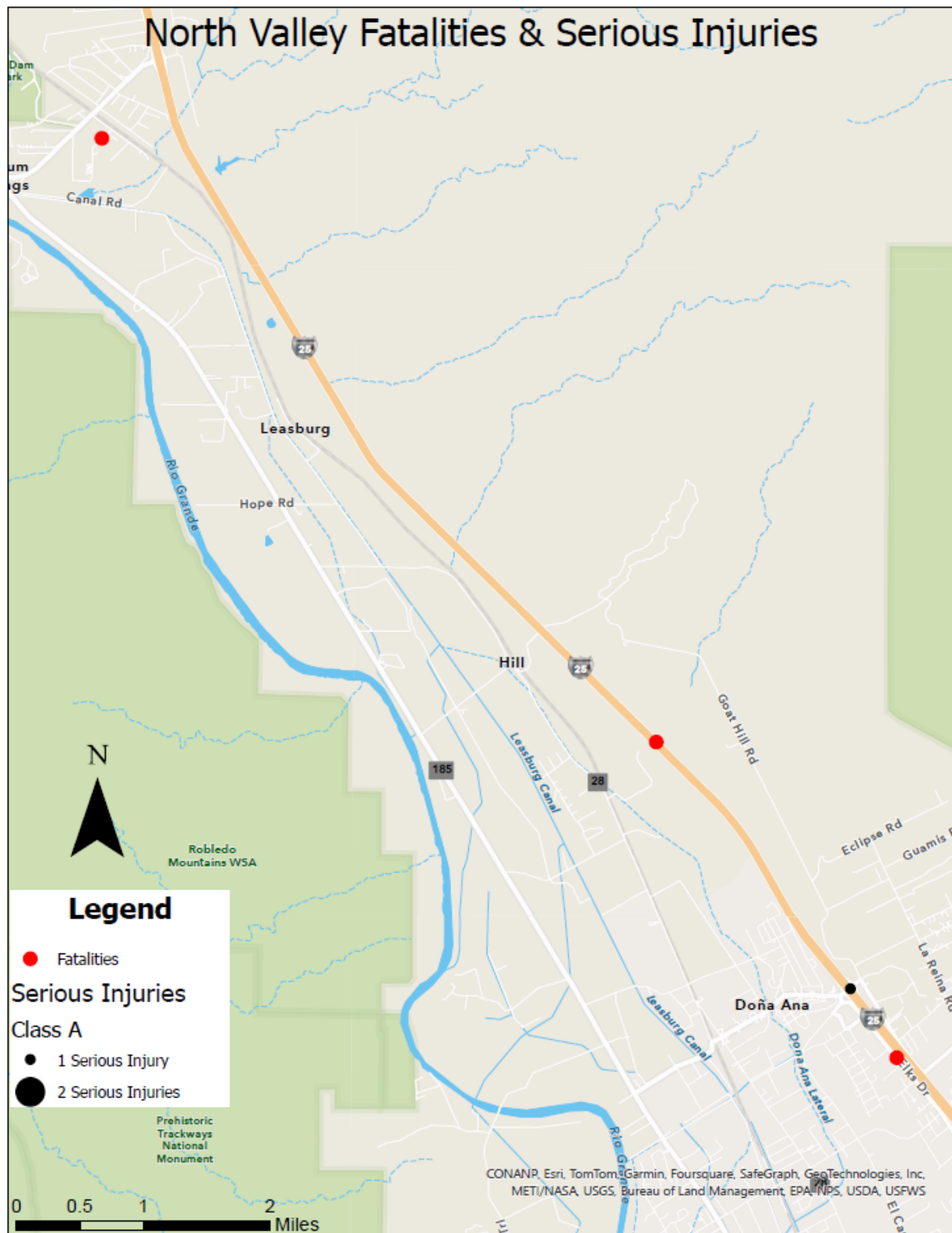*Figure 69 Picacho Hills Fatalities & Serious Injuries*

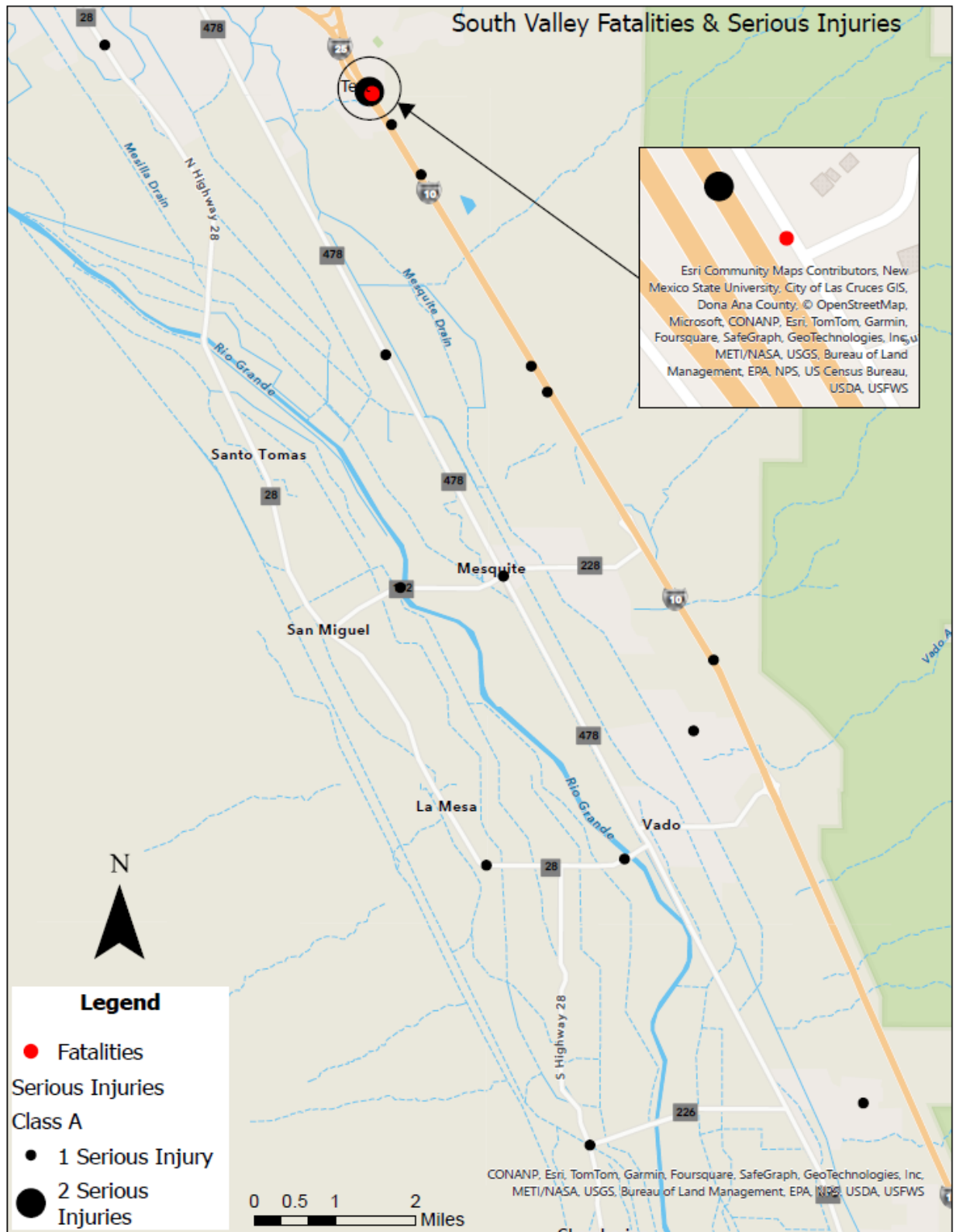*Figure 70 North Valley Fatalities & Serious Injuries*

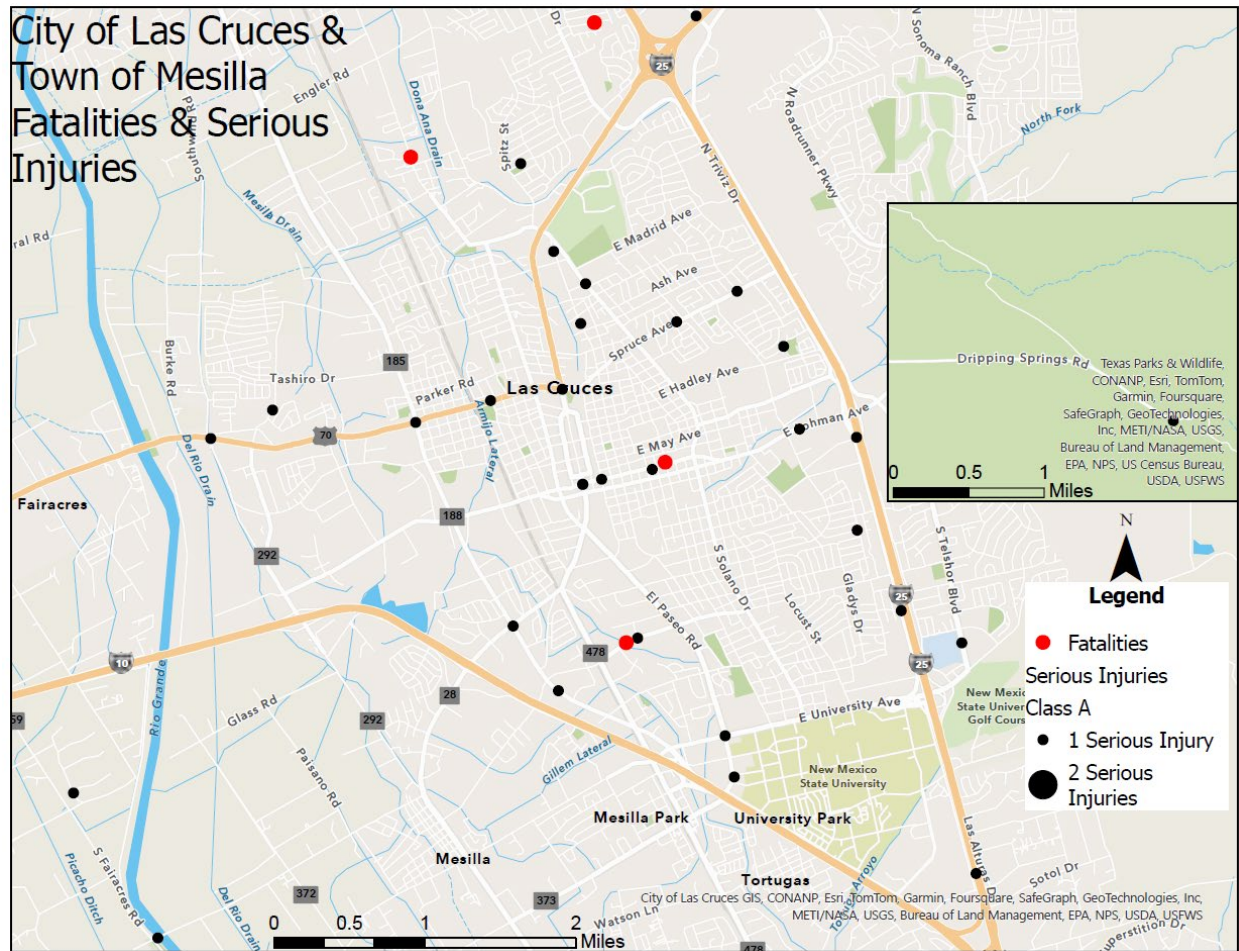*Figure 71 South Valley Fatalities & Serious Injuries*

Figure 72 CLC & TOM Fatalities & Serious Injuries

References

1. *Transportation Performance Management*. U.S. Department of Transportation/Federal Highway Administration. (2022, April 19). Retrieved January 30, 2024, from https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=New+Mexico

2. *The Federal Register*. Federal Register: Request Access. (n.d.). Retrieved January 30, 2023, from https://www.federalregister.gov/documents/2016/03/15/2016-05202/national-performance-management-measures-highway-safety-improvement-program

3. Mesilla Valley MPO. (2020). *Mobility 2045*.

4. Madonna Negosa Aragon as of 08/02/2018. (n.d.). *New Mexico Traffic Crash Annual Report 2020*. Geospatial & Population Studies. Retrieved February 1, 2023, from https://gps.unm.edu/tru/crash-reports