

Mesilla Valley

Metropolitan

Planning

Organization

Safety Report
2024



MESILLA VALLEY MPO

2024 ANNUAL SAFETY REPORT



Date Range:

January 1, 2022 - December 31, 2022

EXECUTIVE SUMMARY

OVERVIEW

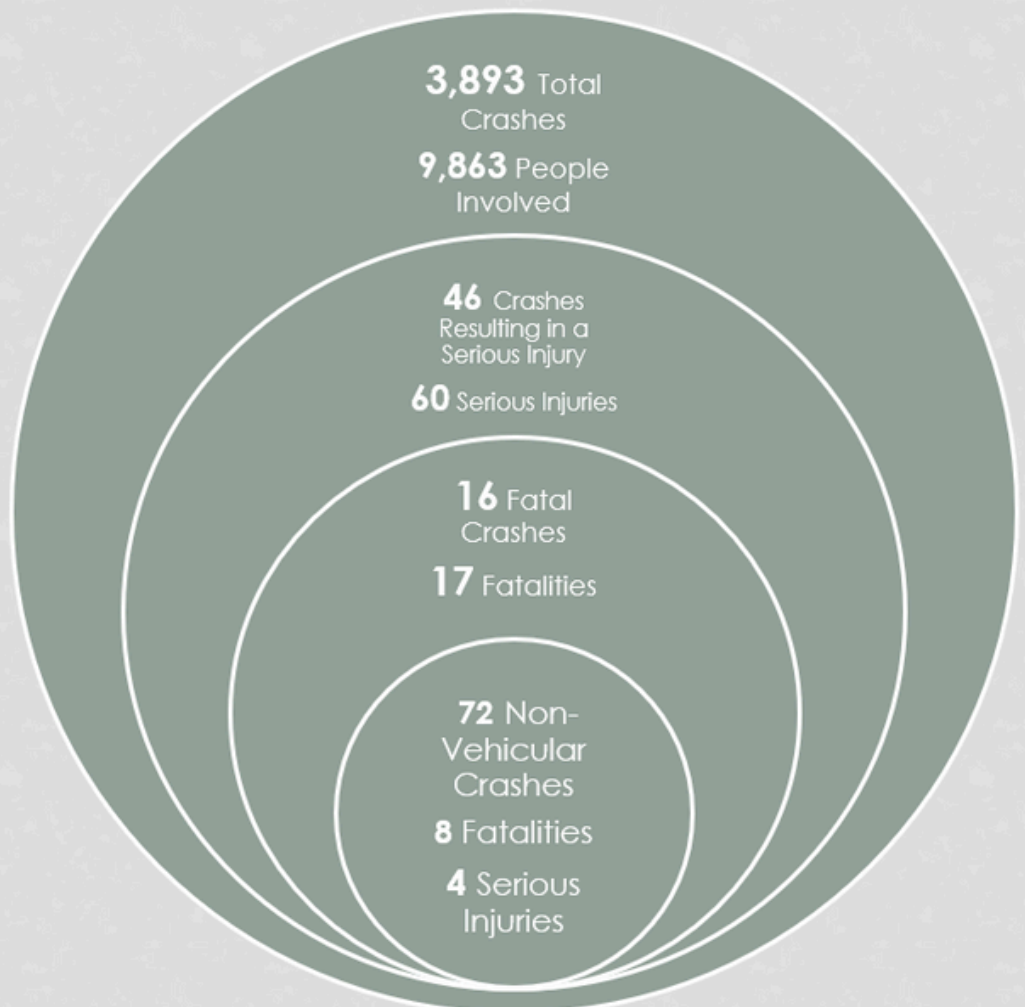
The Annual Safety Report :

1. Number of Fatalities
2. Number of Serious Injuries
3. Rate of Fatalities per 100 million vehicle miles travelled (VMT)
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

KEY INSIGHTS

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.

2022
Crash
Data
Overview
Mesilla
Valley
MPO
Planned
Area



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.

DEFINITIONS

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.

DEFINITIONS

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 1111: 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: 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.

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INTRODUCTION

The Mesilla Valley MPO wants it noted that House Bill 2 (The Cannabis Regulation Act) was signed into law by Governor Lujan Grisham on April 12, 2021. House Bill 2 decriminalizes cannabis in the state of New Mexico with the following conditions:

- Possession of cannabis for adults 21 and over will be decriminalized on June 29, 2021. No possession limit will apply at home while a two-ounce limit will apply outside the home.
- Personal cultivation of six mature plants and six immature plants will be allowed per person, with a limit of 12 mature plants per residence.
- Retail sales of cannabis will begin by April 1, 2022. A 12% excise tax will apply in addition to regular sales taxes. The excise tax will increase 1% each year beginning in 2025, until reaching 18% in 2030.
- There will be no limit on the number of retail licenses issued by the state. Local governments will be allowed to limit the number of dispensaries or restrict where they are located but will not be allowed to ban them entirely.
- Public consumption will remain illegal, but businesses will be allowed to offer on-site consumption if certain requirements are met.
- Any arrests or convictions for acts made legal by the bill will automatically be expunged.
- In compliance with the deadline imposed by the Cannabis Regulation Act, the first licensed sales of recreational cannabis began on April 1, 2022.

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.

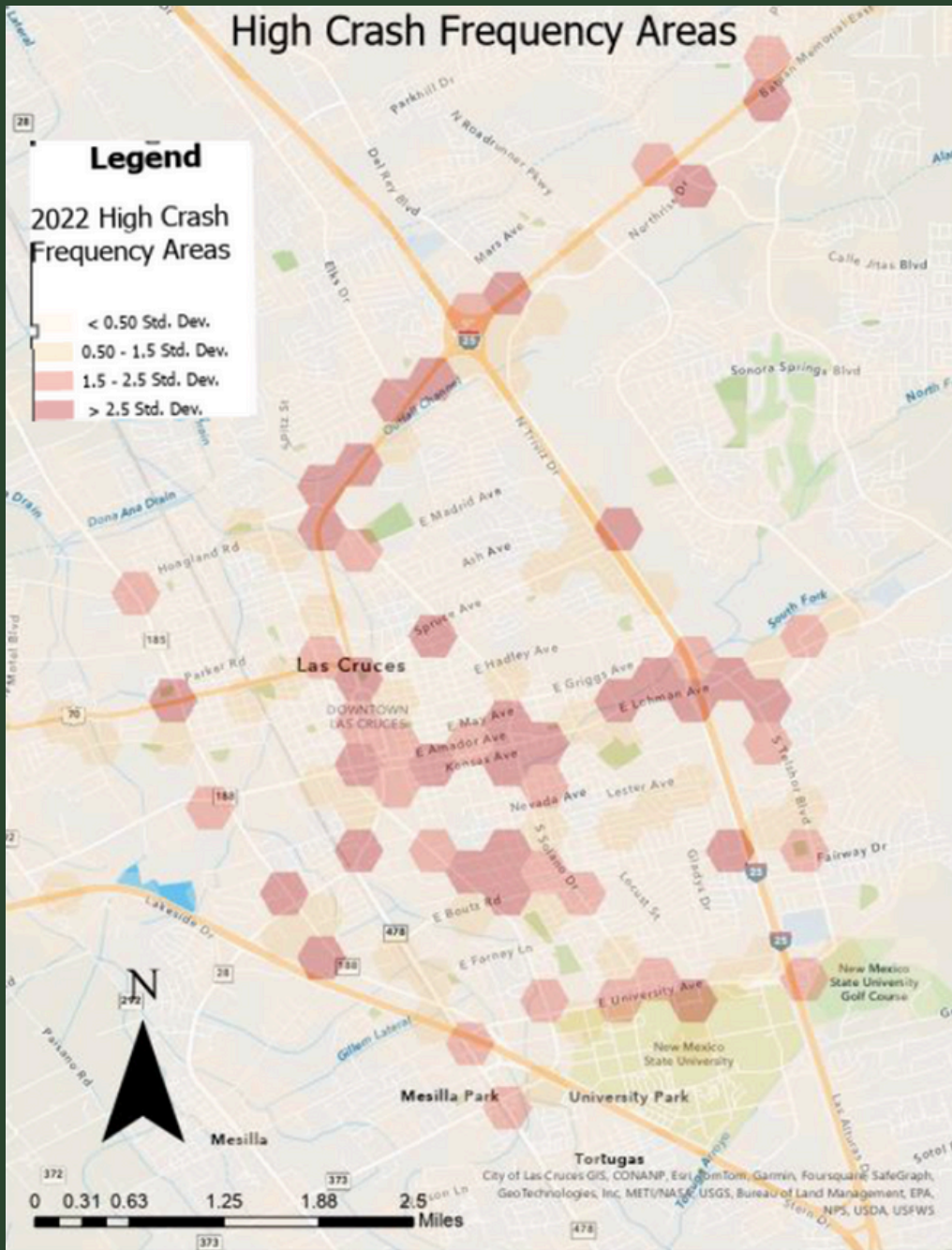
This effort is a government-wide, multidisciplinary effort. Tribal and Local Public Agencies (TLPAs), and State agencies- led by NMDOT, must all work to promote safety culture by centering safety as a primary focus for all transportation projects, initiatives, and programs. We all must work to make safe 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).

INTERSECTIONS WITH THE HIGHEST CRASH RATES

Cross Streets		Crash Rate per Million Entering Vehicles (2021)
N/S	E/W	
US70/Main	I-25	2.91
Solano	Missouri	1.71
Motel	I-10	1.64
Rinconada	US70	1.54
Triviz	Missouri	1.32
Triviz	Main	1.31
El Paseo	Boutz	1.29
Triviz	Spruce	1.12
Sonoma Ranch	US70	1.09
Main	Spruce	1.07

Cross Streets		Crash Rate per Million Entering Vehicles (2022)
N/S	E/W	
I-25	US70/Main	4.74
Amador	Water	3.87
Jornada	US70	3.78
Telshor	Spruce	3.39
Spitz	3 Crosses	3.05
Walton	Lohman	2.76
Mesa Grande	US70	2.62
Rinconada	US70	2.36
I-25	Lohman	2.29
Del Rey	US70	2.28

STATISTICAL ANALYSIS



Methodology

Using ArcPro GIS, the crash data was mapped out on a box plot to show the distribution of the crash data. The data was also compiled so that the standard deviation was calculated. Using the standard deviation analysis and adjusting the symbology, the areas with a higher amount of crashes are shown on this map based on the average number of crashes in the area.

Data

Breakdown:

Min: 1

1st Quartile: 1

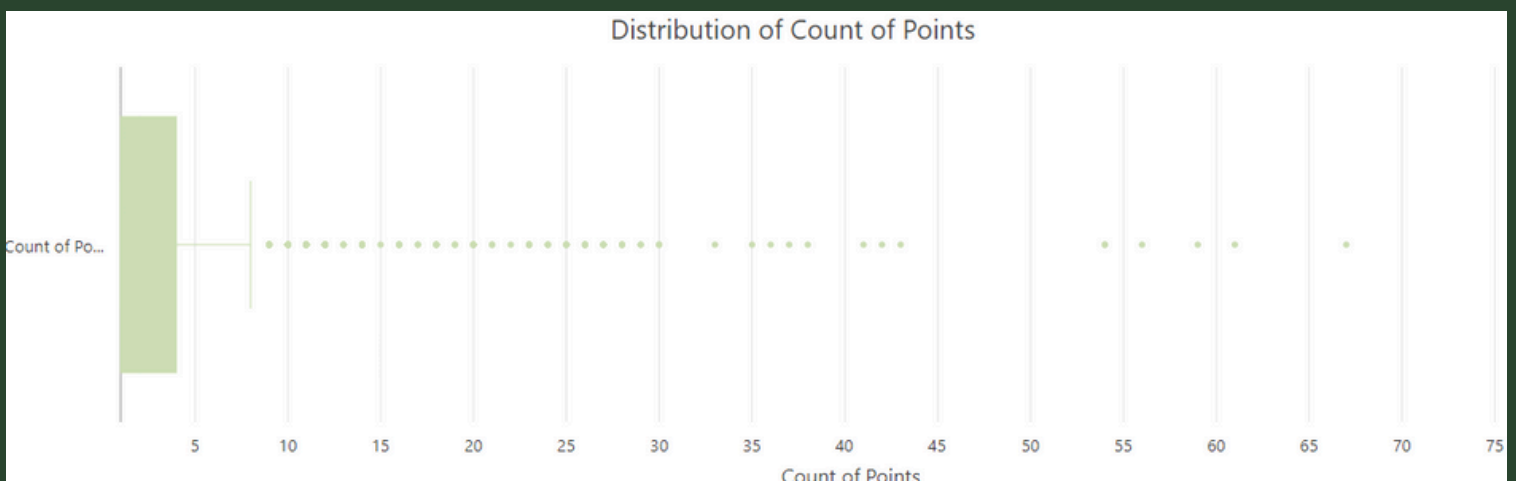
Median: 2

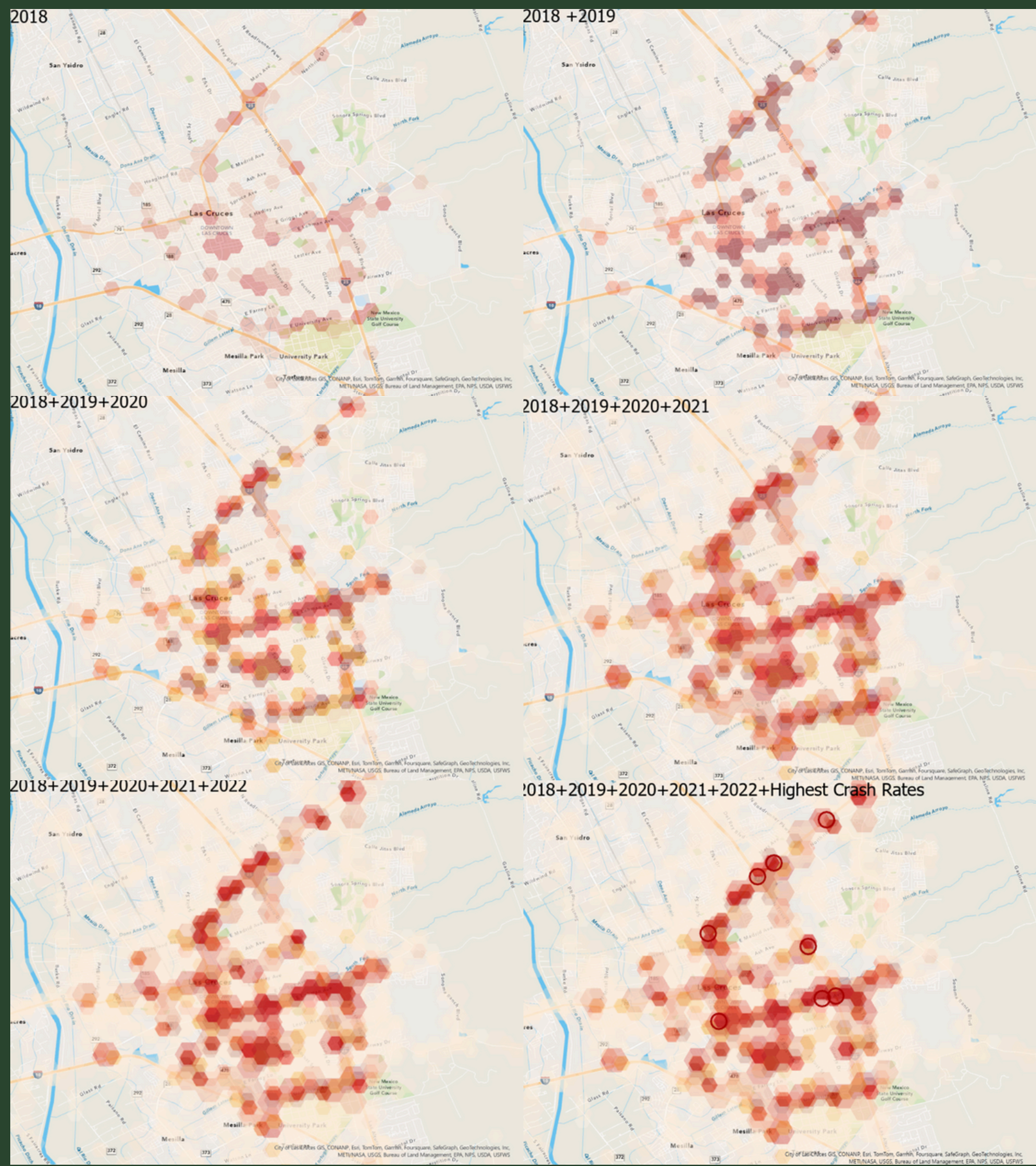
3rd Quartile: 4

Max: 79

IQR: 3

Mean: 4.78175

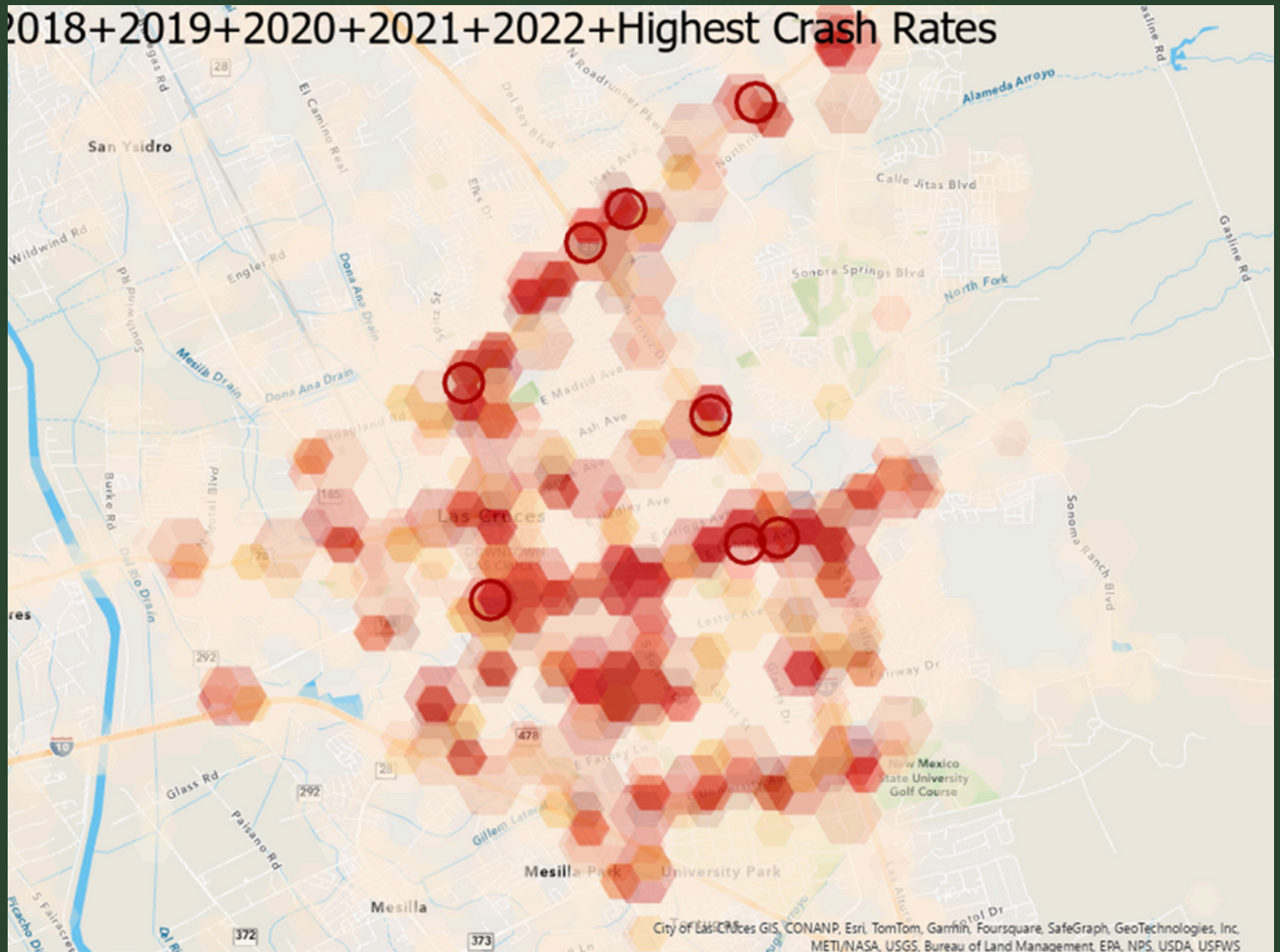




The maps above show the areas where crashes happen most frequently. The tessellations in dark red represent locations where the standard deviation in number of crashes were higher than average. The map in the lower right-hand corner has the intersections with the highest crash rates circled to compare and find identify any correlations between the two sets of data.

COMBINING DATA SETS

Standard Deviation Analysis + High Intersection Crash Rates



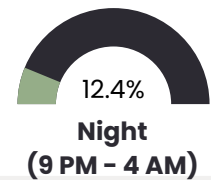
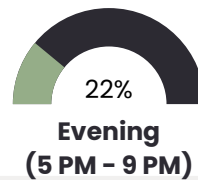
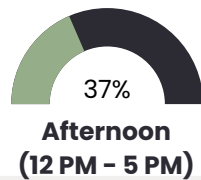
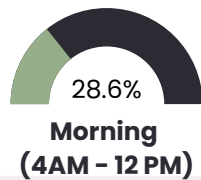
The map above has the intersections with the highest crash rates in 2022 circled to compare and find identify any correlations between the two sets of data. Almost all intersections align with areas that statistically have a higher standard deviation.

TIMING OF CRASHES

2022	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Average
12 a.m.	17	8	5	3	4	11	17	0
1 a.m.	13	7	2	4	10	5	6	6.7
2 a.m.	17	5	4	2	11	7	17	9.0
3 a.m.	7	3	3	5	2	6	9	5.0
4 a.m.	8	3	1	1	5	9	6	4.7
5 a.m.	12	6	3	8	5	5	6	6.4
6 a.m.	9	4	10	5	7	6	8	7.0
7 a.m.	4	34	33	32	33	28	5	24.1
8 a.m.	8	40	45	40	41	39	13	32.3
9 a.m.	18	29	23	29	29	34	18	25.7
10 a.m.	15	19	29	23	34	33	20	24.7
11 a.m.	27	25	37	32	38	46	32	33.9
12 p.m.	28	40	49	39	29	45	37	38.1
1 p.m.	21	38	44	41	31	49	39	37.6
2 p.m.	16	38	46	50	46	54	30	40.0
3 p.m.	21	47	50	53	56	64	30	45.9
4 p.m.	24	34	50	51	61	57	32	44.1
5 p.m.	35	52	52	45	59	65	37	49.3
6 p.m.	25	39	25	22	38	38	33	31.4
7 p.m.	20	16	16	25	27	34	24	23.1
8 p.m.	25	21	12	23	14	15	19	18.4
9 p.m.	17	17	16	10	13	20	17	15.7
10 p.m.	15	14	14	20	9	13	10	13.6
11 p.m.	8	9	6	7	5	15	19	9.9
Average	17.1	22.8	24.0	23.8	25.3	29.1	20.2	3892

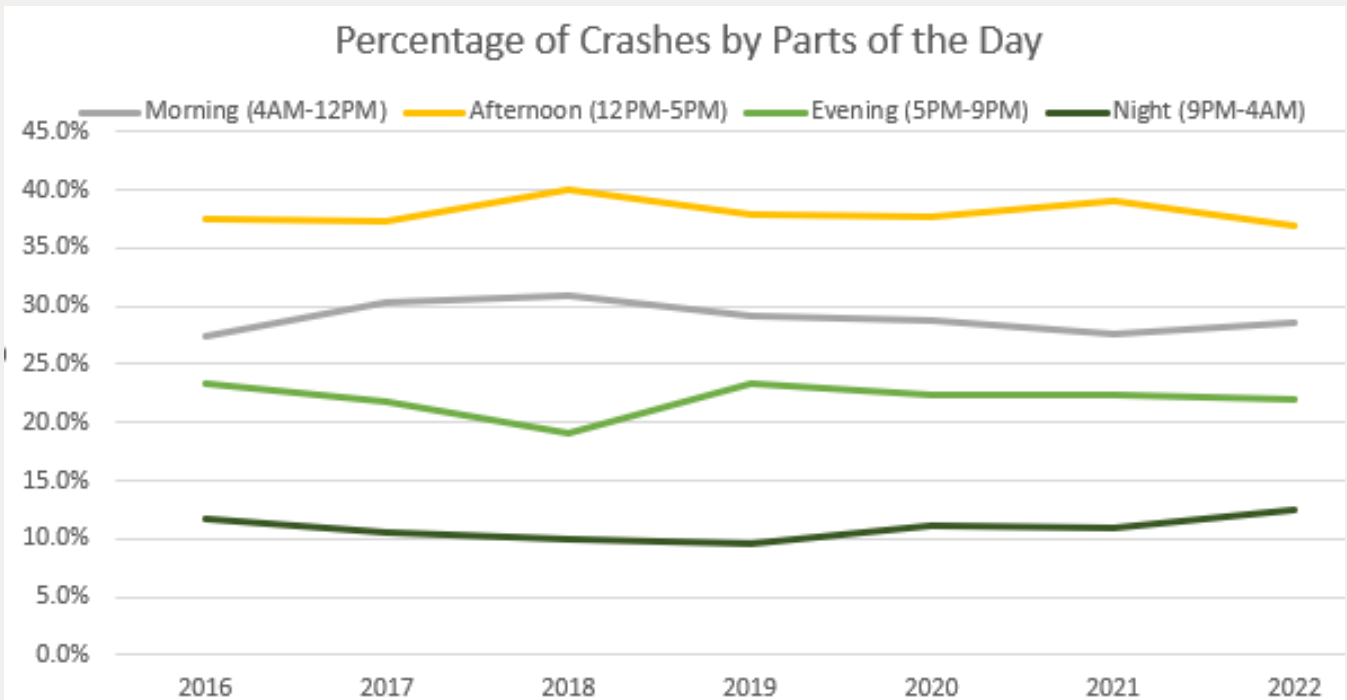
Percentage Breakdown

Crashes by Parts of the Day:



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	5	29.41%	24	41.38%	350	68.36%	795	75.28%	6299	76.33%	7473	75.52%
Dark-Lighted	8	47.06%	20	34.48%	94	18.36%	166	15.72%	1126	13.65%	1414	14.29%
Dark-Not Lighted	4	23.53%	13	22.41%	45	8.79%	66	6.25%	496	6.01%	624	6.31%
Dusk	0	0.00%	1	1.72%	19	3.71%	21	1.99%	214	2.59%	255	2.58%
Dawn	0	0.00%	0	0.00%	3	0.59%	5	0.47%	19	0.23%	27	0.27%
Unknown or Not Reported	0	0.00%	0	0.00%	0	0.00%	0	0.00%	46	0.56%	46	0.46%
Other	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Dark-Unknown Lighting	0	0.00%	0	0.00%	1	0.20%	3	0.28%	49	0.59%	53	0.54%
Missing Data	0	0.00%	0	0.00%	0	0.00%	0	0.00%	3	0.04%	3	0.03%
Total Crashes	17	100.00%	58	100.00%	512	100.00%	1056	100.00%	8252	100.00%	9895	100.00%

TIMING OF CRASHES



Crashes by Parts of the Day							
Hours	2016	2017	2018	2019	2020	2021	2022
Morning (4AM-12PM)	27.4%	30.4%	30.9%	29.1%	28.8%	27.6%	28.6%
Afternoon (12PM-5PM)	37.5%	37.3%	40.1%	37.9%	37.7%	39.1%	37.0%
Evening (5PM-9PM)	23.4%	21.9%	19.1%	23.4%	22.4%	22.4%	22.0%
Night (9PM-4AM)	11.7%	10.5%	9.9%	9.6%	11.1%	10.9%	12.4%

Since 2016, crash data shows most crashes occur in the afternoon. Crashes occur the least amount of time at night.

TIMING OF CRASHES

Holidays	Length of Holiday			Total Crashes	Crashes per Day	Alcohol-Involved Crashes			Drug-Involved Crashes		
	Days	Start Date (6 PM)	End Date (6AM)			Alcohol-involved		% of Total Crashes	Drug-involved		% of Total Crashes
						Crashes	Per Day		Crashes	Per Day	
New Year's 2021 - 2022	3.5	Fri, 12-31-21	Tue, 01-04-22	17	4.9	1	0.3	0.44%	0	0.0	0.00%
MLK Day	3.5	Fri, 1-14-22	Tue, 1-18-22	23	6.6	0	0.0	0.59%	0	0.0	0.00%
Super Bowl Sunday	1	Sun, 2-13-22	Mon, 2-14-22	3	3.0	0	0.0	0.08%	0	0.0	0.00%
President's Day	3.5	Fri, 2-18-22	Tue, 2-22-22	38	10.9	0	0.0	0.98%	0	0.0	0.00%
St. Patrick's Day	1	Wed, 3-17-22	Thu, 3-18-22	2	2.0	0	0.0	0.05%	0	0.0	0.00%
Easter	2.5	Fri, 4-15-22	Mon, 4-18-22	16	6.4	2	0.8	0.41%	1	0.4	0.00%
Cinco de Mayo	1	Thu, 5-5-22	Fri, 5-6-22	4	4.0	1	1.0	0.10%	0	0.0	0.00%
Memorial Day	3.5	Fri, 5-27-22	Tue, 5-31-22	28	8.0	6	1.7	0.72%	1	0.3	0.00%
Independence Day	3.5	Fri, 7-1-22	Tue, 7-5-22	28	8.0	2	0.6	0.72%	0	0.0	0.00%
Labor Day	3.5	Fri, 9-2-22	Tue, 9-6-22	21	6.0	2	0.6	0.54%	0	0.0	0.00%
Indigenous People's Day	3.5	Fri, 10-7-22	Tue, 10-11-22	33	9.4	1	0.3	0.85%	0	0.0	0.00%
Halloween	1	Mon, 10-31-22	Tue, 11-1-22	4	4.0	0	0.0	0.10%	0	0.0	0.00%
Veteran's Day	3.5	Thu, 11-10-22	Mon, 11-14-22	38	10.9	2	0.6	0.98%	0	0.0	0.00%
Thanksgiving	4.5	Wed, 11-23-22	Mon, 11-28-22	37	8.2	4	0.9	0.95%	0	0.0	0.00%
Christmas	3.5	Fri, 12-23-22	Tue, 12-27-22	15	4.3	1	0.3	0.39%	0	0.0	0.00%
Total	42.5			307	7.2	22	0.5	7.89%	2	0.0	0.00%

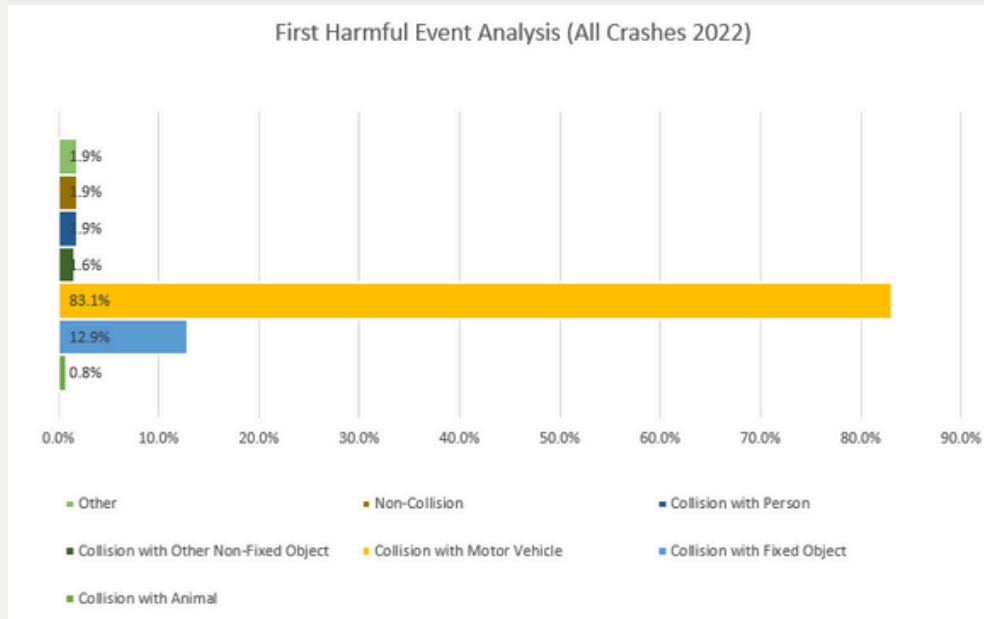
The table above shows crashes that occur during the holidays in 2022 to compare and find correlation. Due to the passing of House Bill 2 (The Cannabis Regulation Act) being signed into law by Governor Lujan Grisham on April 12, 2022, the Mesilla Valley MPO decided to also look at drug-involved crashes that occurred during the 2022 holidays.

HIT-AND-RUN CRASHES

Year	Hit-and-Run Crashes								Total Crashes	Percent Hit-and-Run Crashes	State of New Mexico
	Fatalities		Injuries		Property Damage Only		All Hit-and-Run Crashes				
	Count	Percent	Count	Percent	Count	Percent	Count	Percent			
2015	0	0.0%	115	2.9%	505	12.6%	620	15.4%	4015	15.4%	
2016	0	0.0%	96	2.5%	531	13.8%	627	16.3%	3844	16.3%	
2017	5	0.1%	120	3.1%	497	13.0%	622	16.3%	3827	16.3%	16.8%
2018	0	0.0%	163	4.2%	623	16.1%	786	20.3%	3867	20.3%	17.9%
2019	2	0.1%	141	3.6%	652	16.5%	795	20.2%	3944	20.2%	17.3%
2020	4	0.1%	262	8.7%	553	18.4%	819	27.3%	3002	27.3%	17.6%
2021	1	0.0%	137	3.7%	708	18.9%	846	22.6%	3739	22.6%	19.1%
2022	5	0.1%	134	3.4%	727	18.7%	866	22.2%	3893	22.2%	17.6%

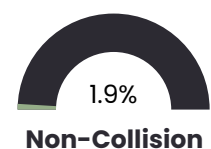
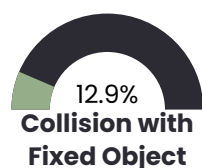
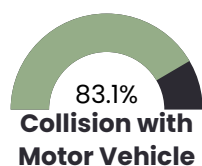
Year	Severity of Hit-and-Run Crashes						People in All Crashes	Percent Hit-and-Run	State of New Mexico
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People			
2015	0	0	23	84	1202	1302	10668	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%
2021	1	4	57	105	1828	1995	9326	21.4%	17.9%
2022	5	4	46	89	1713	1995	9325	21.4%	16.4%

FIRST HARMFUL EVENT



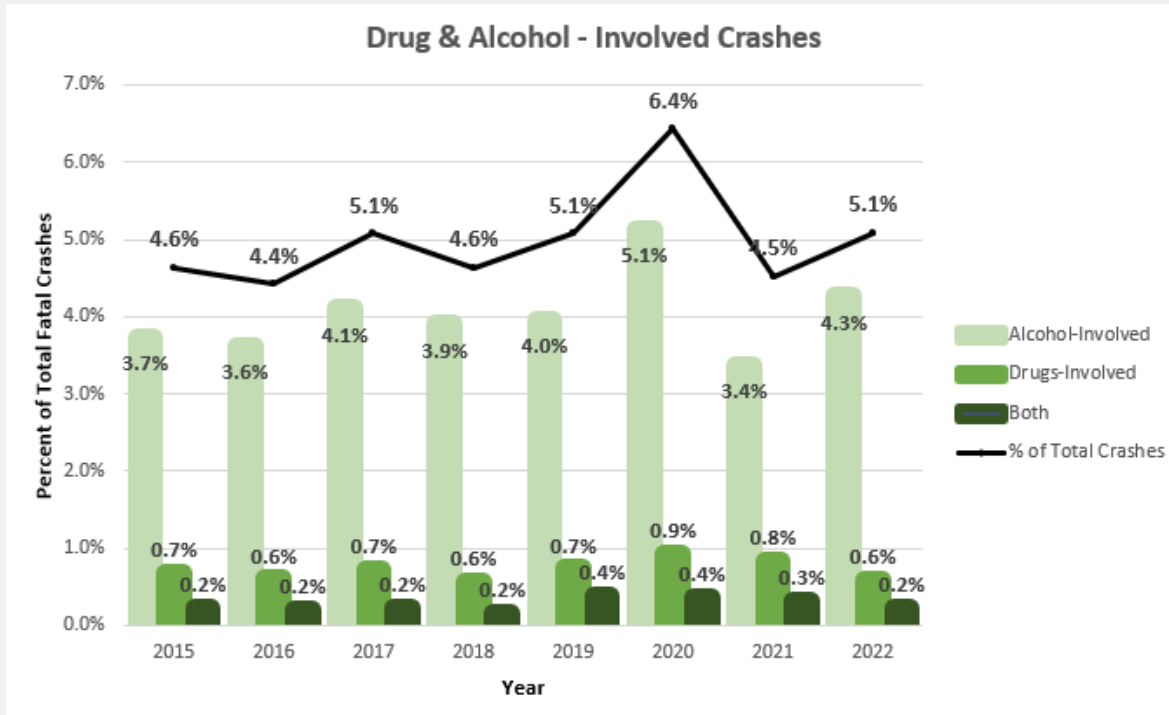
Percentage Breakdown

First Harmful Event 2022 Results:



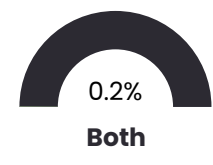
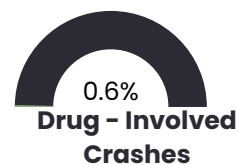
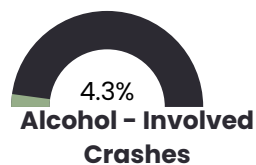
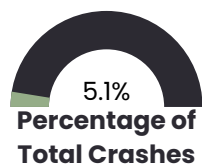
First Harmful Event (FHE) – The event of the crash that produced the first injury or damage. It is used in conjunction with a subfield (FHEanalysis) to provide addition detail on the nature of the first harmful event. Starting with 2020 crash data, first harmful event replaced crash classification, and FHE analysis 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.

DRUG & ALCOHOL - INVOLVED CRASHES



Percentage Breakdown

2022 Drug & Alcohol - Involved Crashes (% of Total Crashes):



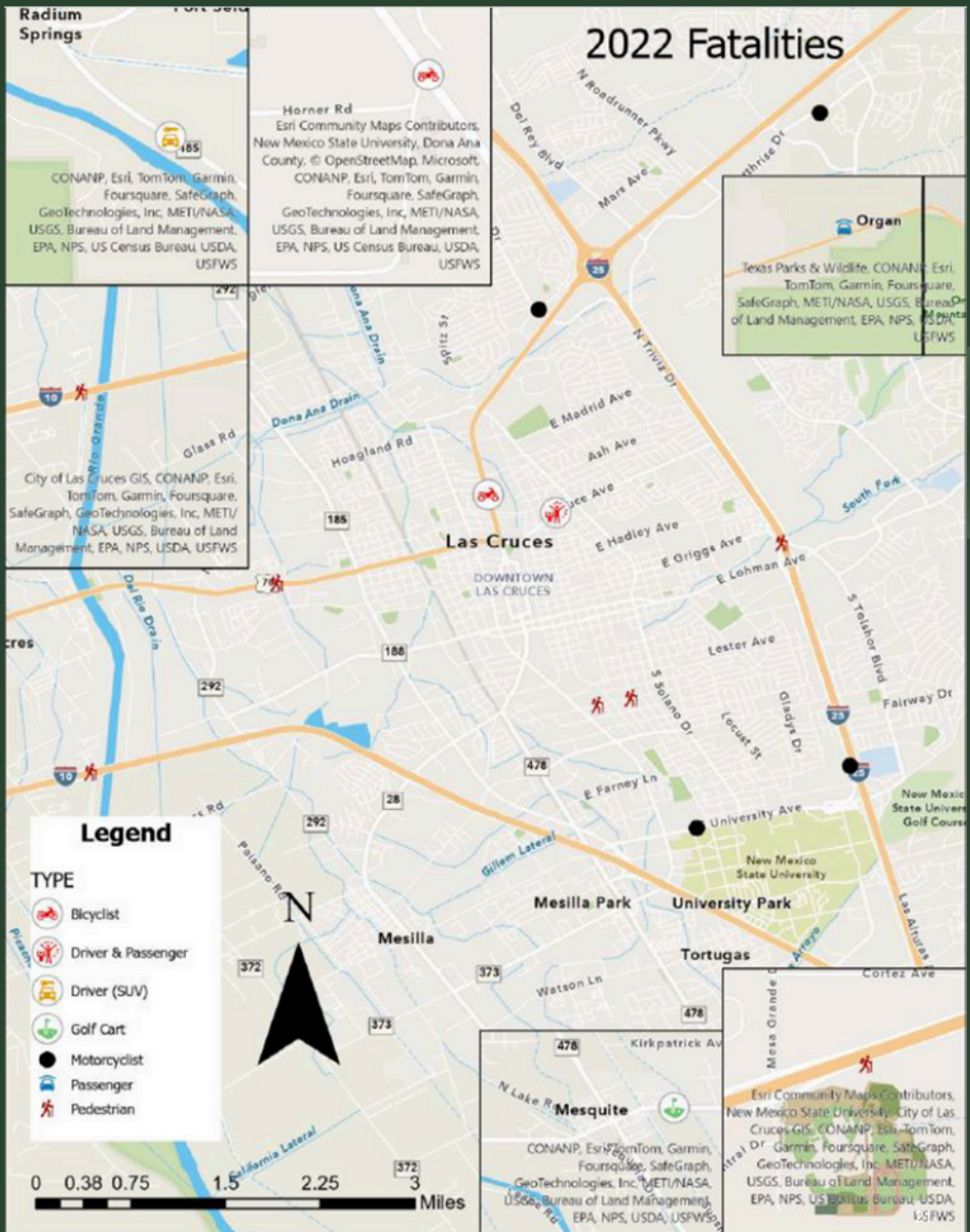
Alcohol-involved Crash – A crash for which the Uniform Crash Report (UCR) indicated that 1) a DWI citation was issued, 2) alcohol was a contributing factor, or 3) a person in control of a vehicle (including a pedestrian or pedalcyclist) was suspected of being under the influence of alcohol. Alcohol-involved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

Drug-involved Driver – A crash for which the Uniform Crash Report (UCR) indicated that 1) a DUI citation was issued, 2) narcotics were 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 narcotics. Drug-involved crashes involve one or more drug-involved drivers.

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

FATAL CRASHES

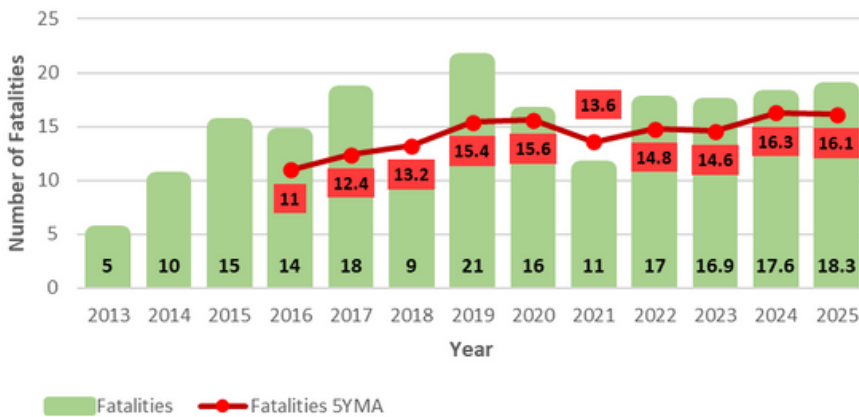


FATAL CRASHES

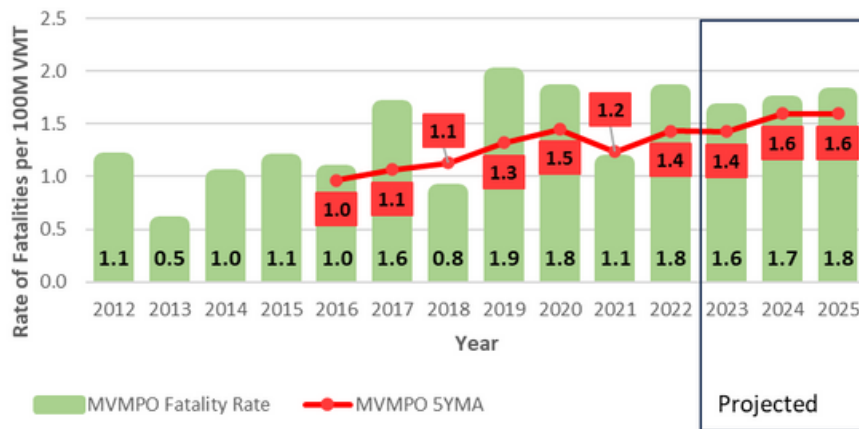
Fatal Crash – A crash in which at least one person was killed. Note that more than one person can be killed in a single fatal crash.

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.

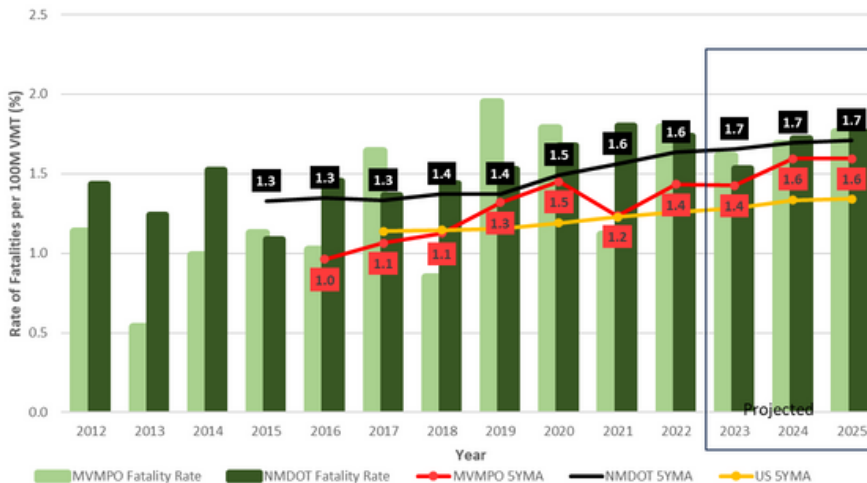
MVMPO Number of Fatalities



MVMPO Rate of Fatalities

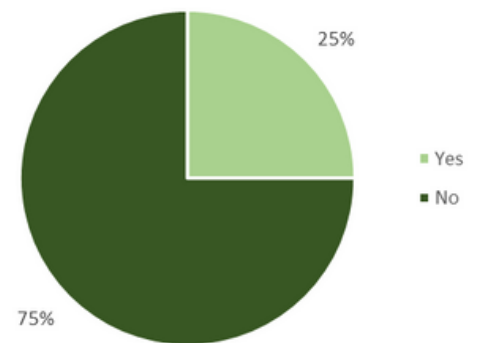


MVMPO, NMDOT, & USDOT Rate of Fatalities



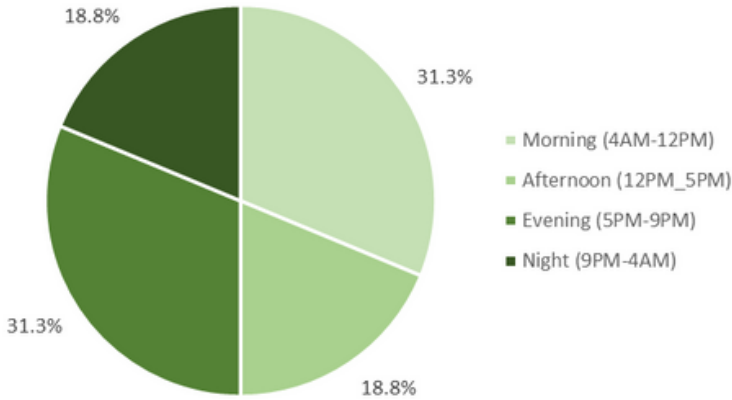
Type	Amount
Pedestrian	5
Pedalcyclist	2
Motorcyclist	4
Driver of Vehicle	2
Passenger of Vehicle	2
Golf Cart	1

2022 Fatal Crashes with Hit & Runs



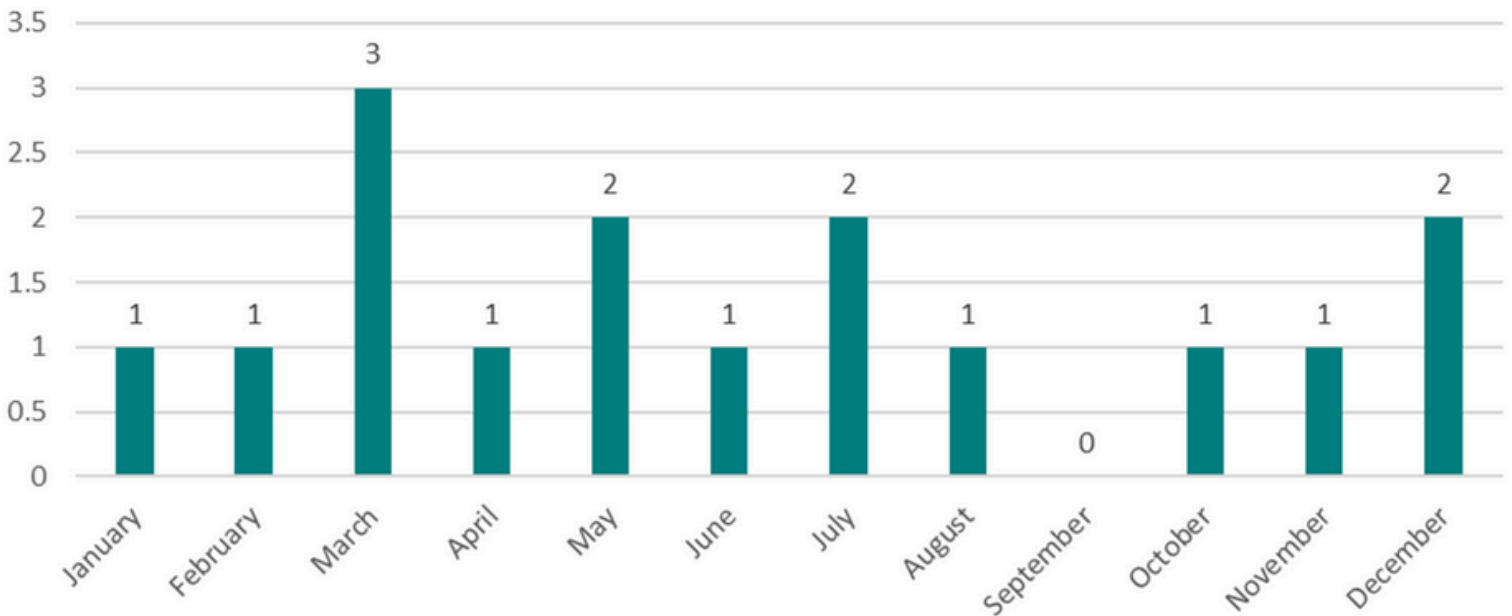
TIMING OF FATAL CRASHES

2022 Fatal Crashes: Parts of the Day



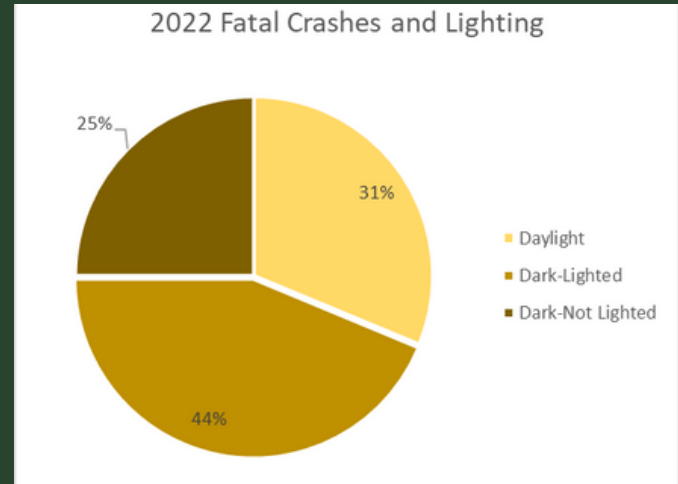
2022	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
12 a.m.	0	0	0	0	0	0	0	0
1 a.m.	0	0	0	0	0	0	0	0
2 a.m.	0	0	0	0	0	0	0	0
3 a.m.	0	0	0	0	0	0	0	0
4 a.m.	0	0	0	0	0	0	0	0
5 a.m.	0	0	0	0	0	0	0	0
6 a.m.	1	0	0	2	0	0	0	3
7 a.m.	0	0	0	0	0	0	0	0
8 a.m.	0	0	0	0	0	0	0	0
9 a.m.	0	0	0	0	0	0	0	0
10 a.m.	0	0	0	0	1	0	1	2
11 a.m.	0	0	0	0	0	0	0	0
12 p.m.	0	0	0	0	1	0	0	1
1 p.m.	0	1	0	0	0	0	0	1
2 p.m.	0	0	0	0	0	0	0	0
3 p.m.	0	0	0	0	0	1	0	1
4 p.m.	0	0	0	0	0	0	0	0
5 p.m.	0	0	0	0	0	0	0	0
6 p.m.	0	0	0	0	0	0	0	0
7 p.m.	0	0	0	0	0	1	1	2
8 p.m.	1	0	0	1	1	0	0	3
9 p.m.	0	1	0	0	0	1	0	2
10 p.m.	0	0	0	0	0	1	0	1
11 p.m.	0	0	0	0	0	0	0	0
Total	2.0	2.0	0.0	3.0	3.0	4.0	2.0	16.0

2022 Fatal Crashes by Month



LIGHT CONDITIONS OF FATAL CRASHES

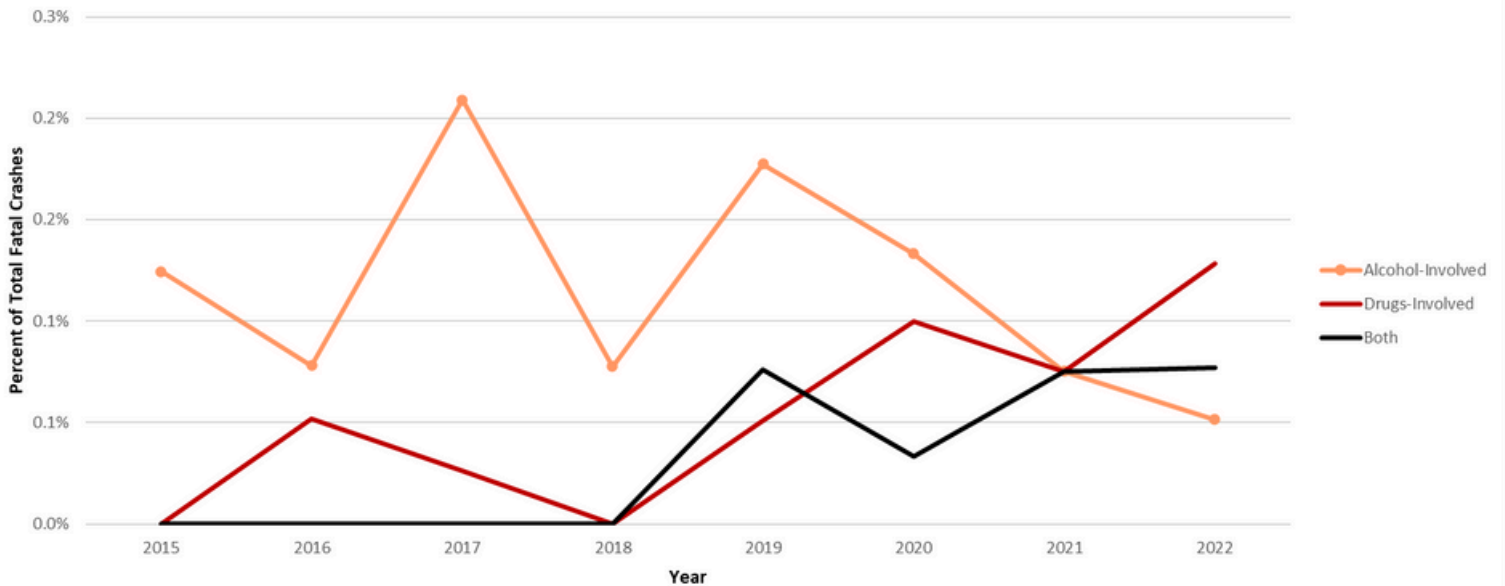
2022 Fatal Crashes and Lighting	Total	Percent
Daylight	5	31.3%
Dark-Lighted	7	43.8%
Dark-Unknown Lighting	0	0.0%
Dark-Not Lighted	4	25.0%
Dawn	0	0.0%
Dusk	0	0.0%
Total	16	100.0%



Attribute	Definition
Daylight	Whenever the sun is above the horizon at a given location.
Dawn	The time that marks the beginning of the twilight before sunrise.
Dusk	The transition period going from a daylight condition to the dark of night. This is typically the 30 minute period after the sun sets.
Dark-Lighted Roadway	The scene of the crash is illuminated at night, or another period of darkness, by street lamps or other man-made light sources.
Dark-Not Lighted Roadway	The scene of the crash is not illuminated at night, or another period of darkness, by street lamps or other man-made light sources.
Dark-Unknown Lighting	It is known that the crash occurred at night or during another period of darkness, but it is not known if the crash scene was illuminated by a man-made light source.
Other	This attribute would be used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.
Unknown	If this attribute is used, an explanation in the narrative is recommended.

DRUG & ALCOHOL-INVOLVED FATAL CRASHES

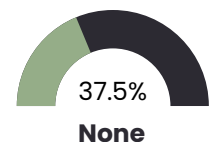
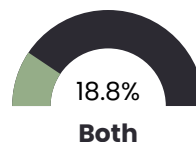
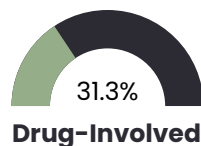
Total Fatal Crashes and Factors Since 2015: Drugs and Alcohol (% of All Crashes)



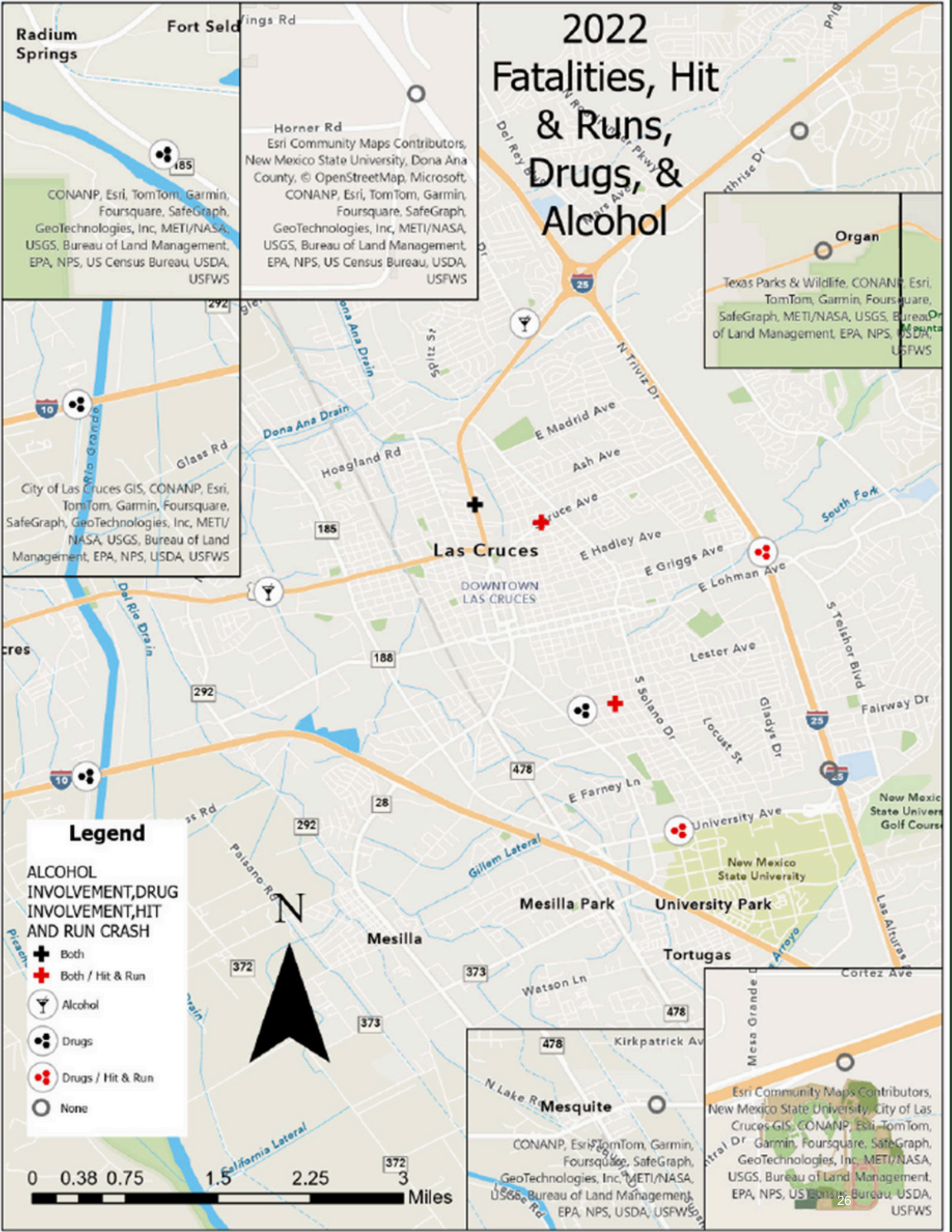
Drug & Alcohol-Involved Fatal Crashes	2015	%	2016	%	2017	%	2018	%	2019	%	2020	%	2021	%	2022	%
Alcohol-Involved	5	0.1%	3	0.1%	8	0.2%	3	0.1%	7	0.2%	4	0.1%	3	0.1%	2	0.1%
Drugs-Involved	0	0.0%	2	0.1%	1	0.0%	0	0.0%	2	0.1%	3	0.1%	3	0.1%	5	0.1%
Both	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	0.1%	1	0.0%	3	0.1%	3	0.1%
None	4010.0	99.9%	3839.0	99.9%	3818.0	99.8%	3864.0	99.9%	3932.0	99.7%	2994.0	99.7%	3973.0	99.8%	3883.0	99.7%
Total Alcohol/Drug-Involved	5	0.1%	5	0.1%	9	0.2%	3	0.1%	12	0.3%	8	0.3%	9	0.2%	10	0.3%
% of Total	0.1%		0.1%		0.2%		0.1%		0.3%		0.3%		0.2%		0.3%	
Total	4015.0	100.0%	3844.0	100.0%	3827.0	100.0%	3867.0	100.0%	3944.0	100.0%	3002.0	100.0%	3982.0	100.0%	3893.0	100.0%

Percentage Breakdown

2022 Drugs & Alcohol-Involved Fatal Crashes (% of Fatal Crashes):



2022 Fatalities, Hit & Runs, Drugs, & Alcohol



Radium Springs

Fort Selden

Horner Rd
Esri Community Maps Contributors, New Mexico State University, Dona Ana County, © OpenStreetMap, Microsoft, CONANP, Esri, TomTom, Garmin, Foursquare, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS

Organ
Texas Parks & Wildlife, CONANP, Esri, TomTom, Garmin, Foursquare, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

City of Las Cruces GIS, CONANP, Esri, TomTom, Garmin, Foursquare, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

Las Cruces

DOWNTOWN LAS CRUCES

Mesilla Park

University Park

Tortugas

Mesquite

CONANP, Esri, TomTom, Garmin, Foursquare, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

Esri Community Maps Contributors, New Mexico State University, City of Las Cruces GIS, CONANP, Esri, TomTom, Garmin, Foursquare, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS

Legend

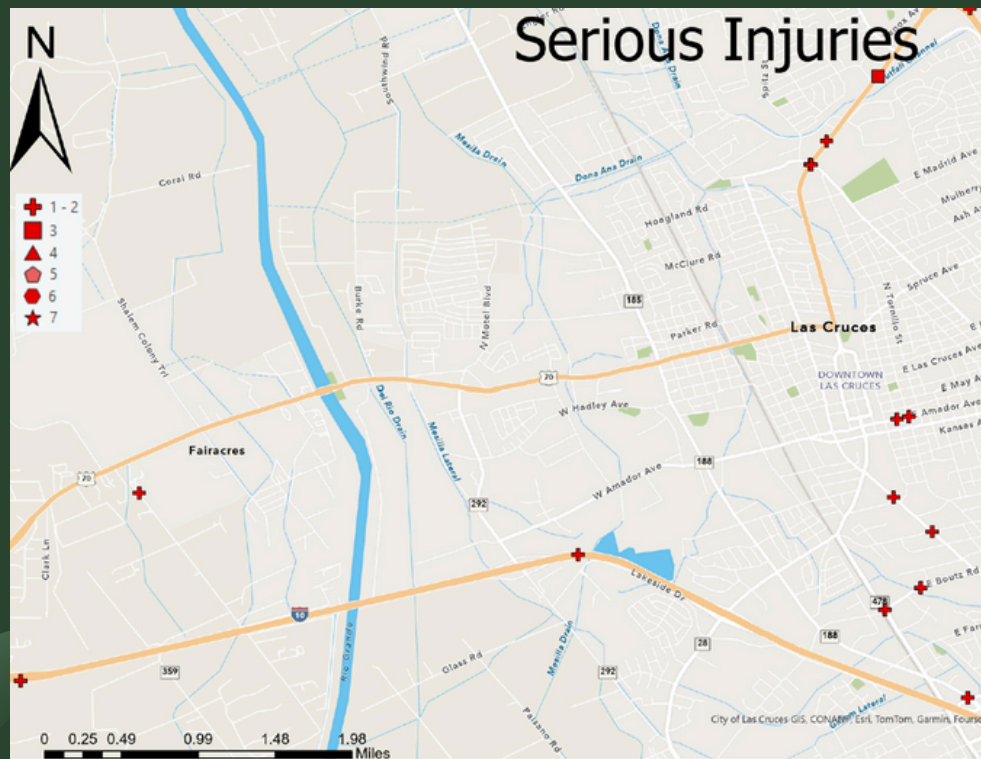
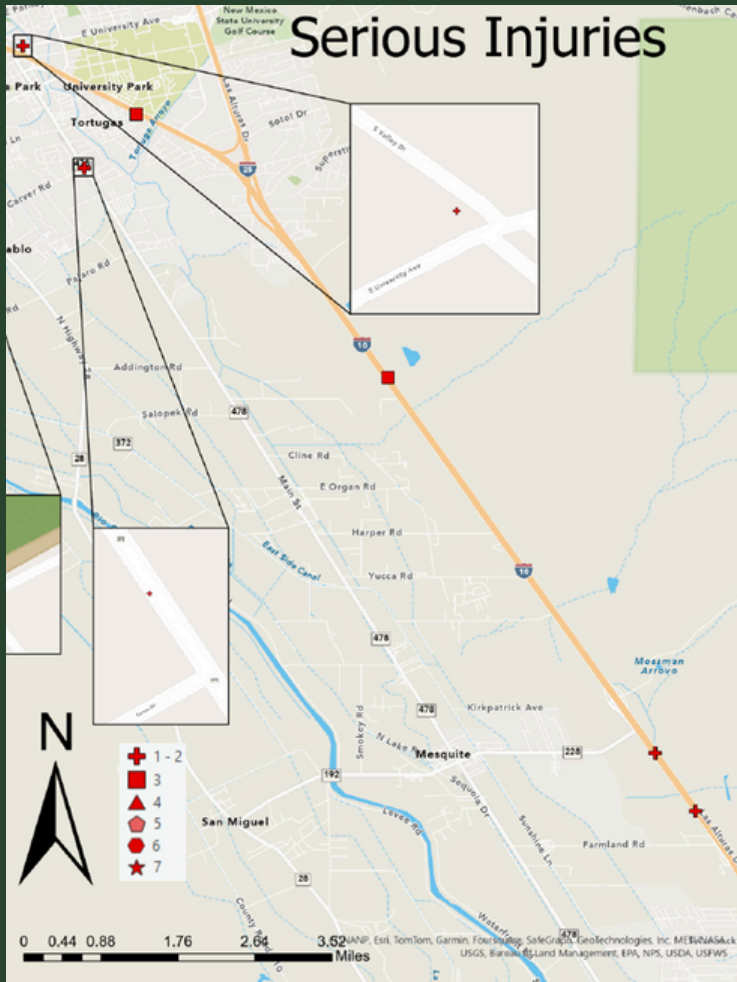
ALCOHOL INVOLVEMENT, DRUG INVOLVEMENT, HIT AND RUN CRASH

- ⊕ Both
- ⊕ Both / Hit & Run
- 🍷 Alcohol
- ⬤ Drugs
- ⬤ Drugs / Hit & Run
- None

0 0.38 0.75 1.5 2.25 3 Miles



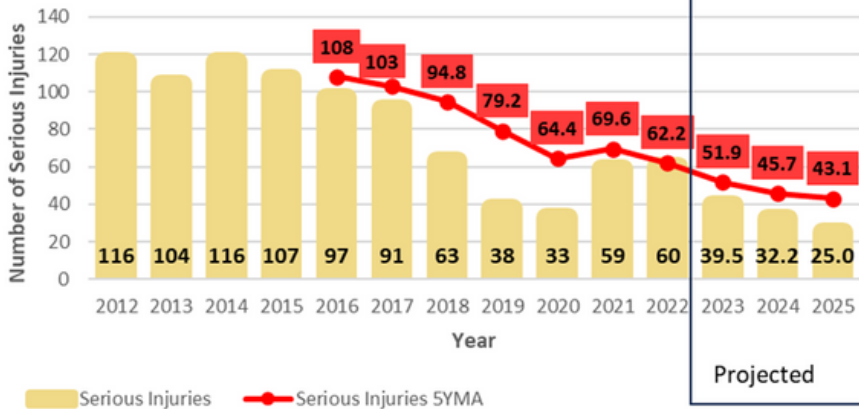
SERIOUS INJURY CRASHES



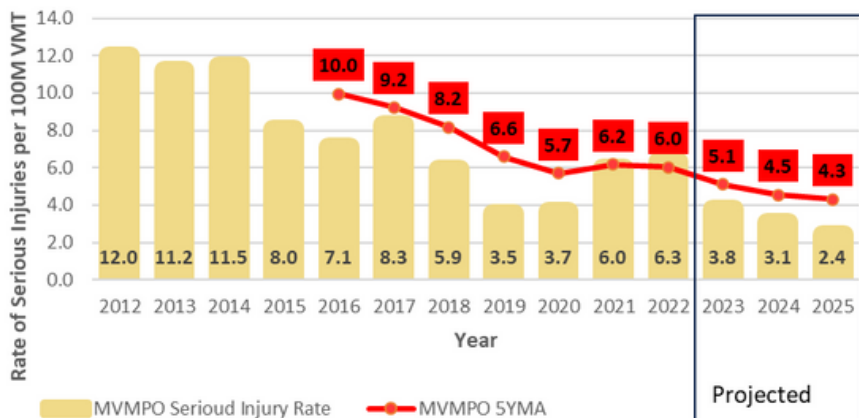
SERIOUS INJURY CRASHES

- 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

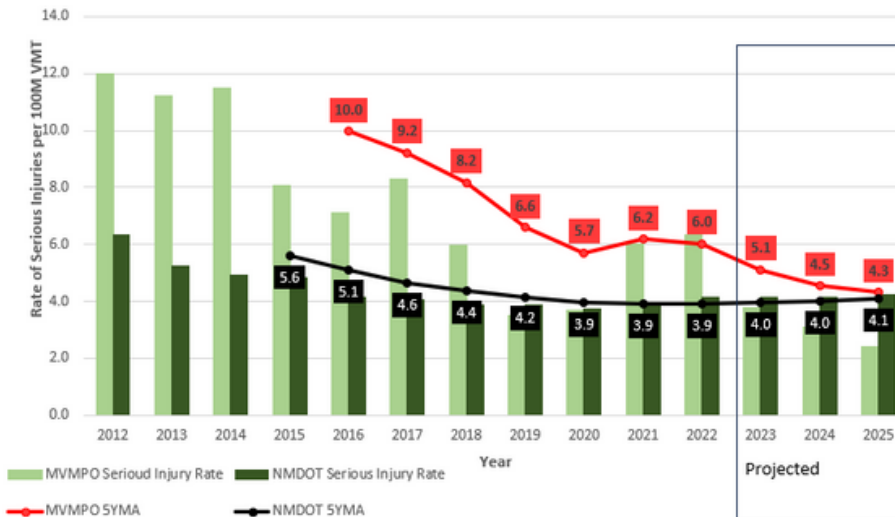
MVMPO Number of Serious Injuries



MVMPO Rate of Serious Injuries

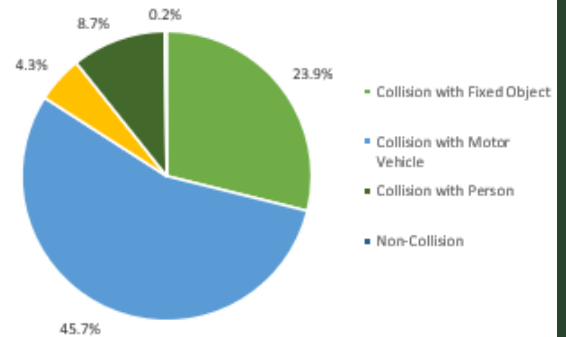


MVMPO & NMDOT Rate of Serious Injuries

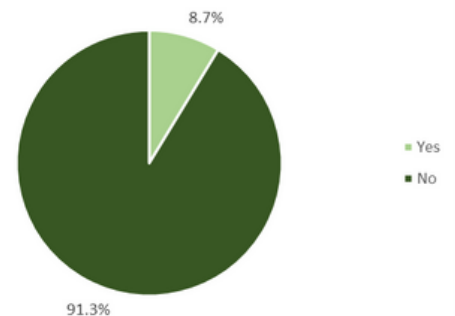


Type	Amount
Pedestrian	4
Pedalcyclist	0
Motorcyclist	11
Motor Vehicle	45

First Harmful Event Analysis



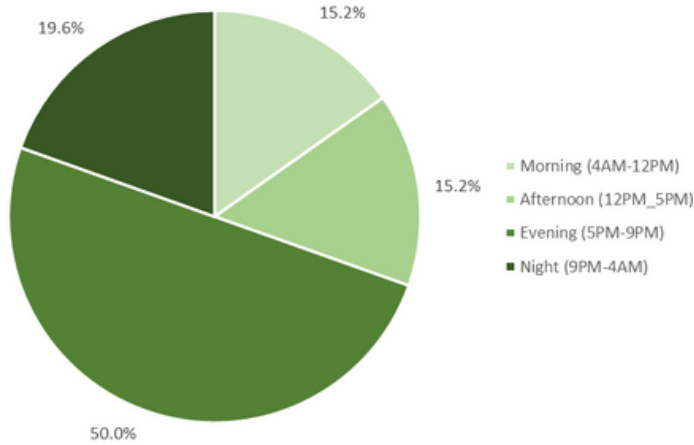
2022 Serious Injury Crashes with Hit & Runs



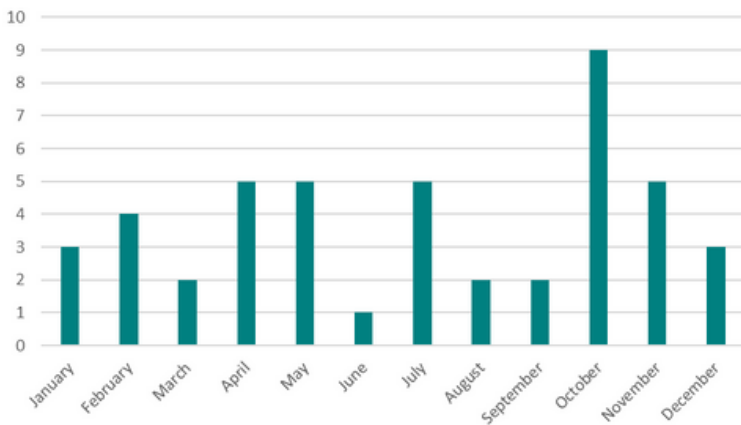
TIMING OF SERIOUS INJURY CRASHES

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."

2022 Serious Injury Crashes by Parts of the Day

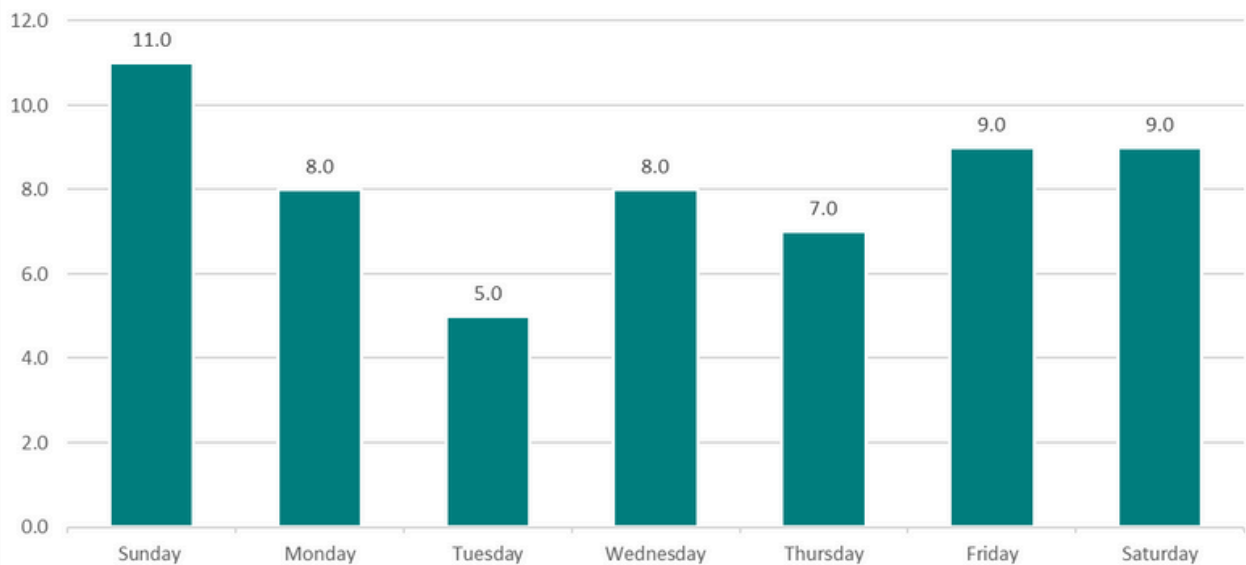


2022 Serious Injuries by Month



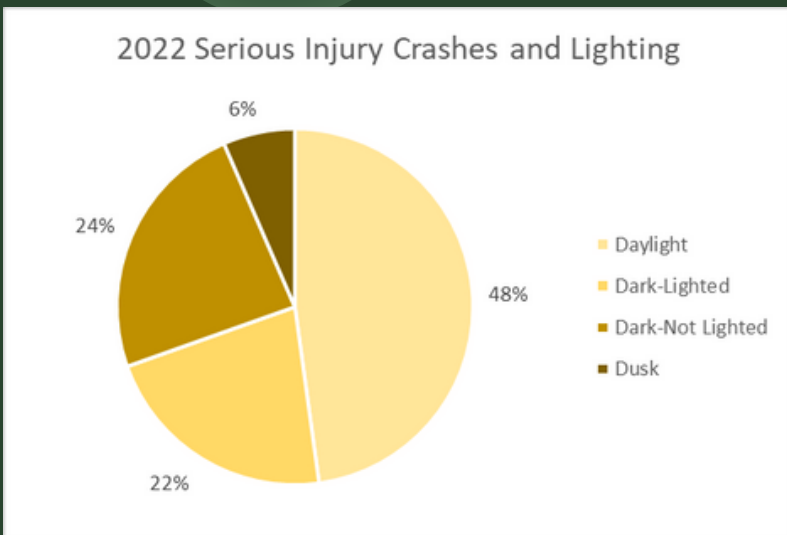
2022	Sunday	Monday	Tuesday	Wednes	Thursda	Friday	Saturda	Total
12 a.m.	0	1	0	0	0	0	0	1
1 a.m.	0	0	0	0	0	0	0	0
2 a.m.	0	0	0	0	0	0	0	0
3 a.m.	0	0	0	1	0	0	0	1
4 a.m.	0	1	0	0	0	0	0	1
5 a.m.	0	0	0	0	0	0	0	0
6 a.m.	0	0	0	0	0	0	0	0
7 a.m.	0	0	0	1	1	0	0	2
8 a.m.	0	0	0	0	0	0	0	0
9 a.m.	0	0	0	0	0	0	0	0
10 a.m.	0	1	0	0	0	1	0	2
11 a.m.	0	0	0	0	2	0	0	2
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	1	0	0	1	0	2
3 p.m.	0	0	0	0	0	0	0	0
4 p.m.	0	0	0	0	2	2	1	5
5 p.m.	2	1	2	0	1	2	2	10
6 p.m.	0	0	2	0	1	2	2	7
7 p.m.	0	0	0	0	2	0	1	3
8 p.m.	0	0	1	1	0	0	1	3
9 p.m.	1	0	0	0	0	0	1	2
10 p.m.	0	0	0	1	0	1	1	3
11 p.m.	0	0	0	1	0	0	1	2
Total	3.0	4.0	6.0	5.0	9.0	9.0	10.0	46.0

2022 Serious Injuries by Day



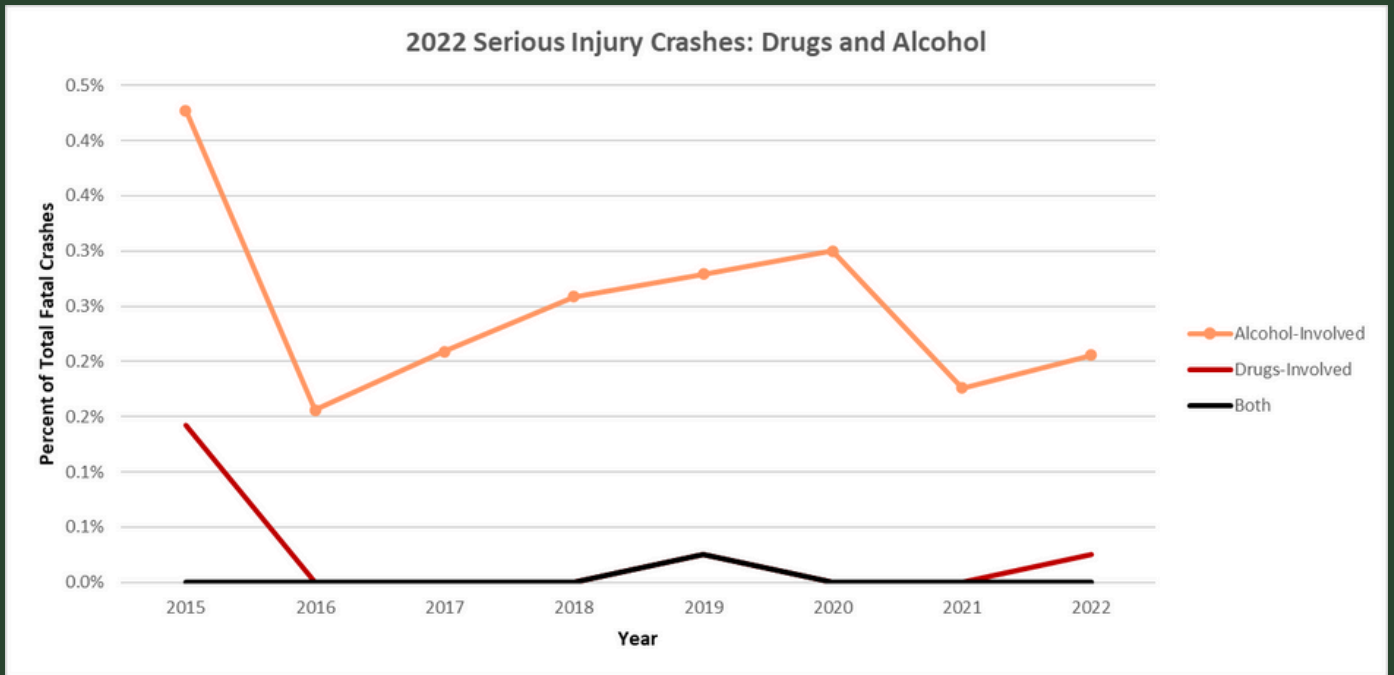
LIGHT CONDITIONS OF SERIOUS INJURY CRASHES

2022 Serious Injury Crashes and Lighting	Total	Percent
Daylight	22	47.8%
Dark-Lighted	10	21.7%
Dark-Unknown Lighting	0	0.0%
Dark-Not Lighted	11	23.9%
Dawn	0	0.0%
Dusk	3	6.5%
Total	46	100.0%



Attribute	Definition
Daylight	Whenever the sun is above the horizon at a given location.
Dawn	The time that marks the beginning of the twilight before sunrise.
Dusk	The transition period going from a daylight condition to the dark of night. This is typically the 30 minute period after the sun sets.
Dark-Lighted Roadway	The scene of the crash is illuminated at night, or another period of darkness, by street lamps or other man-made light sources.
Dark-Not Lighted Roadway	The scene of the crash is not illuminated at night, or another period of darkness, by street lamps or other man-made light sources.
Dark-Unknown Lighting	It is known that the crash occurred at night or during another period of darkness, but it is not known if the crash scene was illuminated by a man-made light source.
Other	This attribute would be used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.
Unknown	If this attribute is used, an explanation in the narrative is recommended.

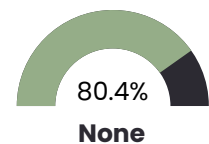
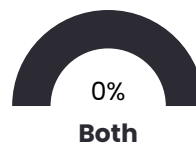
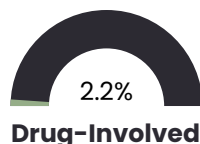
DRUG & ALCOHOL-INVOLVED SERIOUS INJURY CRASHES



Drug & Alcohol-Involved Serious Injury Crashes	2015	%	2016	%	2017	%	2018	%	2019	%	2020	%	2021	%	2022	%
Alcohol-Involved	6	0.4%	6	0.2%	8	0.2%	10	0.3%	11	0.3%	9	0.3%	7	0.2%	8	0.2%
Drugs-Involved	2	0.1%	0	0.0%	0	0.0%	0	0.0%	1	0.0%	0	0.0%	0	0.0%	1	0.0%
Both	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.0%	0	0.0%	0	0.0%	0	0.0%
None	1397	99.4%	3838	99.8%	3819	99.8%	3857	99.7%	3931.0	99.7%	2993.0	99.7%	3975.0	99.8%	3884.0	99.8%
Total Alcohol/Drug-Involved	8	0.6%	6	0.2%	8	0.2%	10	0.3%	13	0.3%	9	0.3%	7	0.2%	9	0.2%
% of Total	0.6%		0.2%		0.2%		0.3%		0.3%		0.3%		0.2%		0.2%	
Total	1405.0	100.0%	3844.0	100.0%	3827.0	100.0%	3867.0	100.0%	3944.0	100.0%	3002.0	100.0%	3982.0	100.0%	3893.0	100.0%

Percentage Breakdown

2022 Drugs & Alcohol-Involved Class A Crashes (% of Class A Crashes):

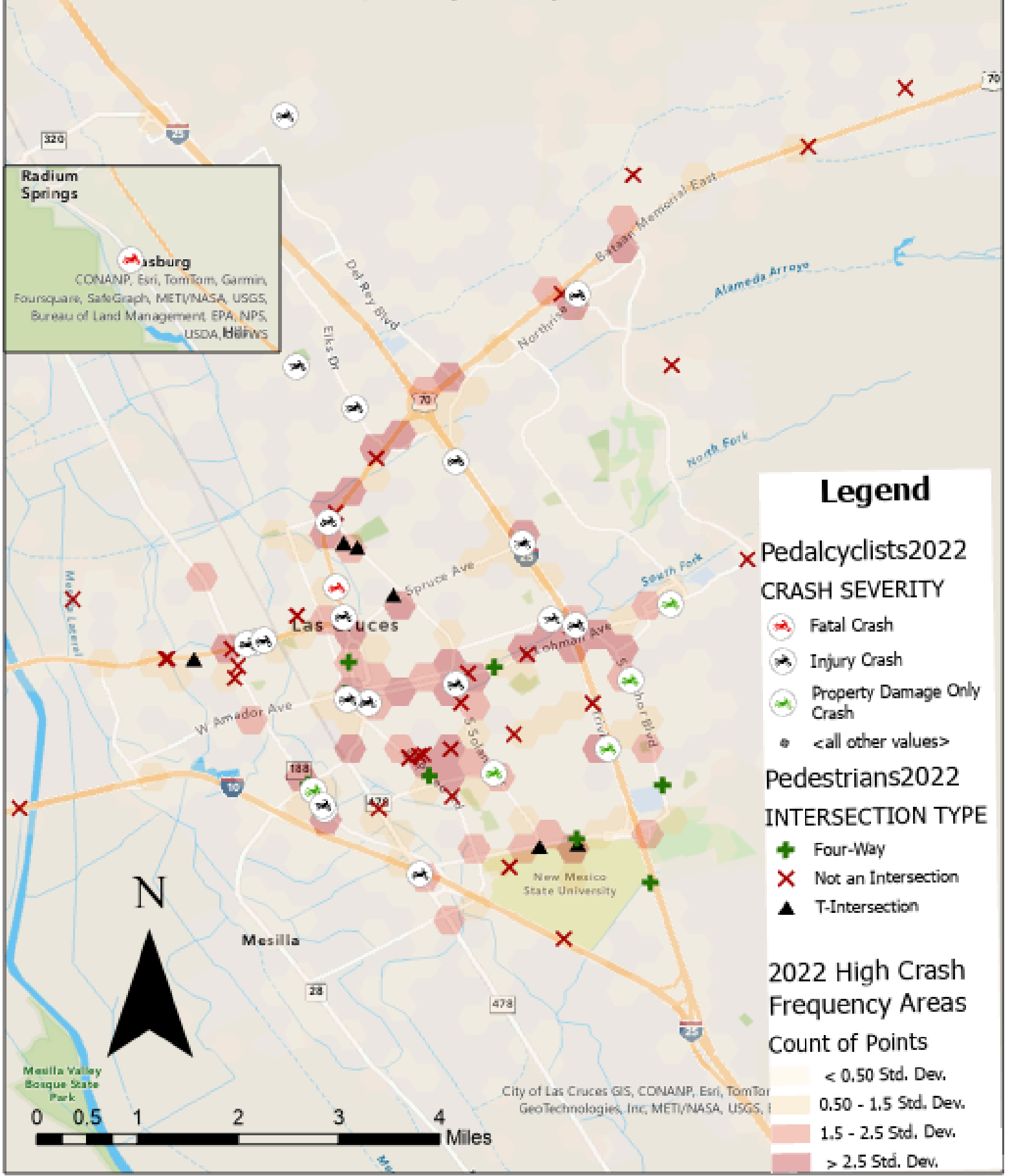


Pedestrian and Pedalcyclist-Involved Crashes (2022)

Radium Springs

Las Cruces

CONANP, Esri, TomTom, Garmin, Foursquare, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, HRFWS



Legend

Pedalcyclists2022

CRASH SEVERITY

- Fatal Crash
- Injury Crash
- Property Damage Only Crash
- <all other values>

Pedestrians2022

INTERSECTION TYPE

- Four-Way
- Not an Intersection
- T-Intersection

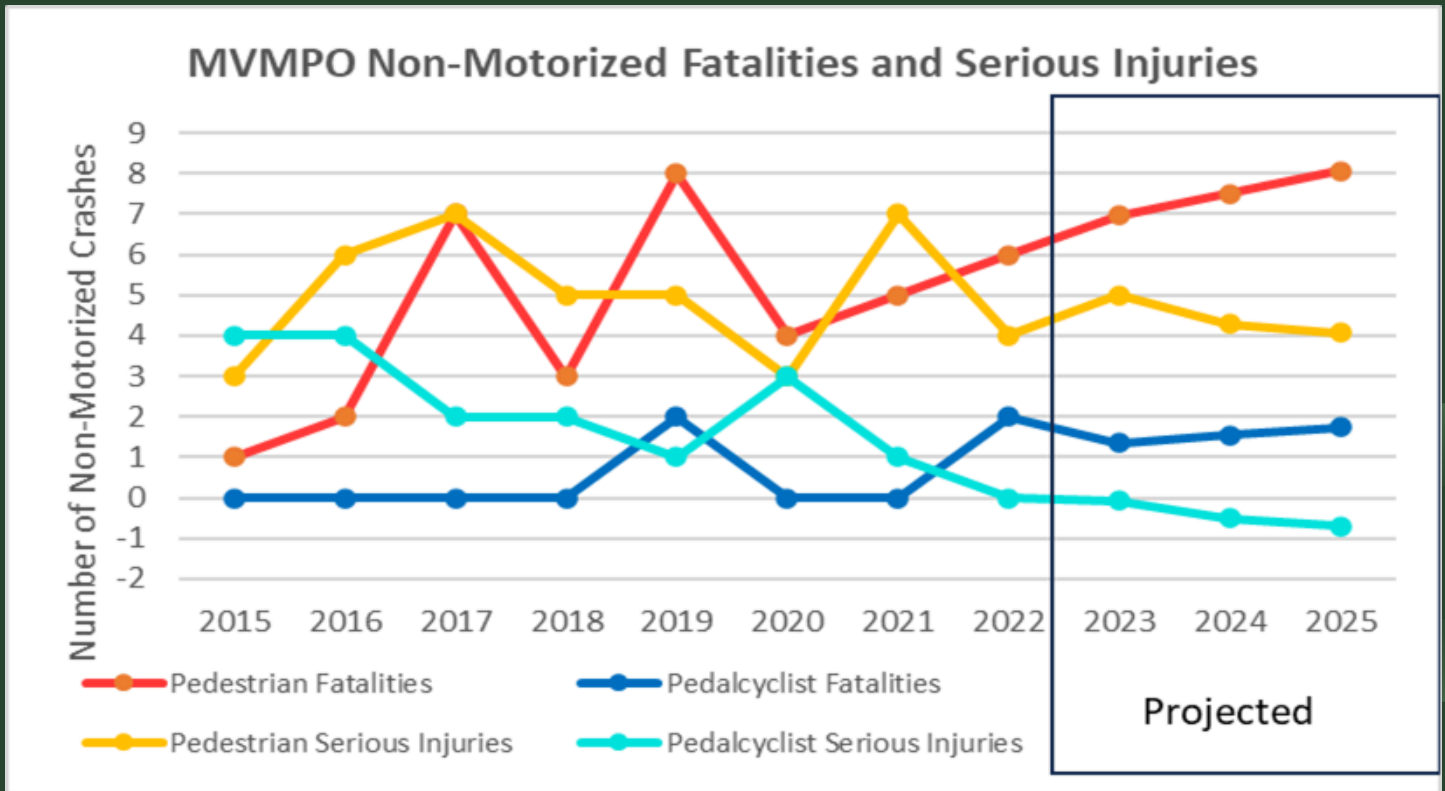
2022 High Crash Frequency Areas

Count of Points

- < 0.50 Std. Dev.
- 0.50 - 1.5 Std. Dev.
- 1.5 - 2.5 Std. Dev.
- > 2.5 Std. Dev.

City of Las Cruces GIS, CONANP, Esri, TomTom, GeoTechnologies, Inc, METI/NASA, USGS, I

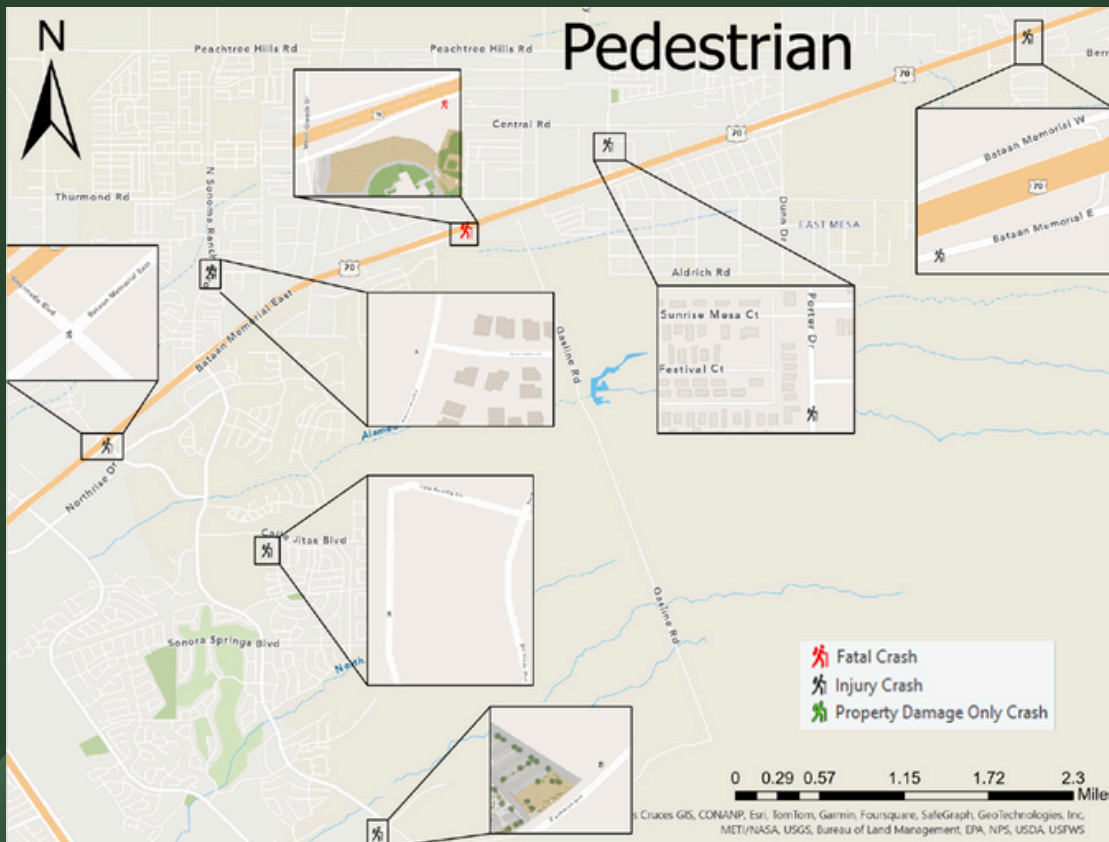
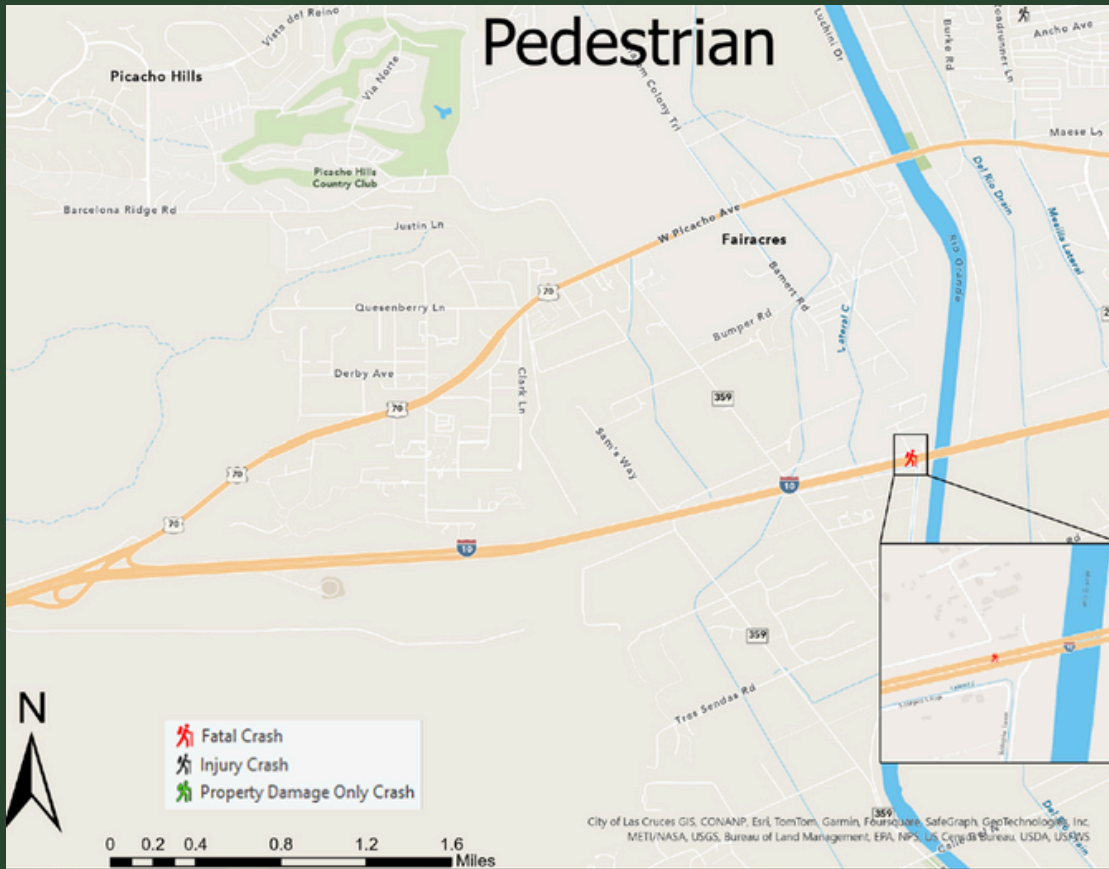
PEDESTRIAN & PEDALCYCLIST-INVOLVED CRASHES



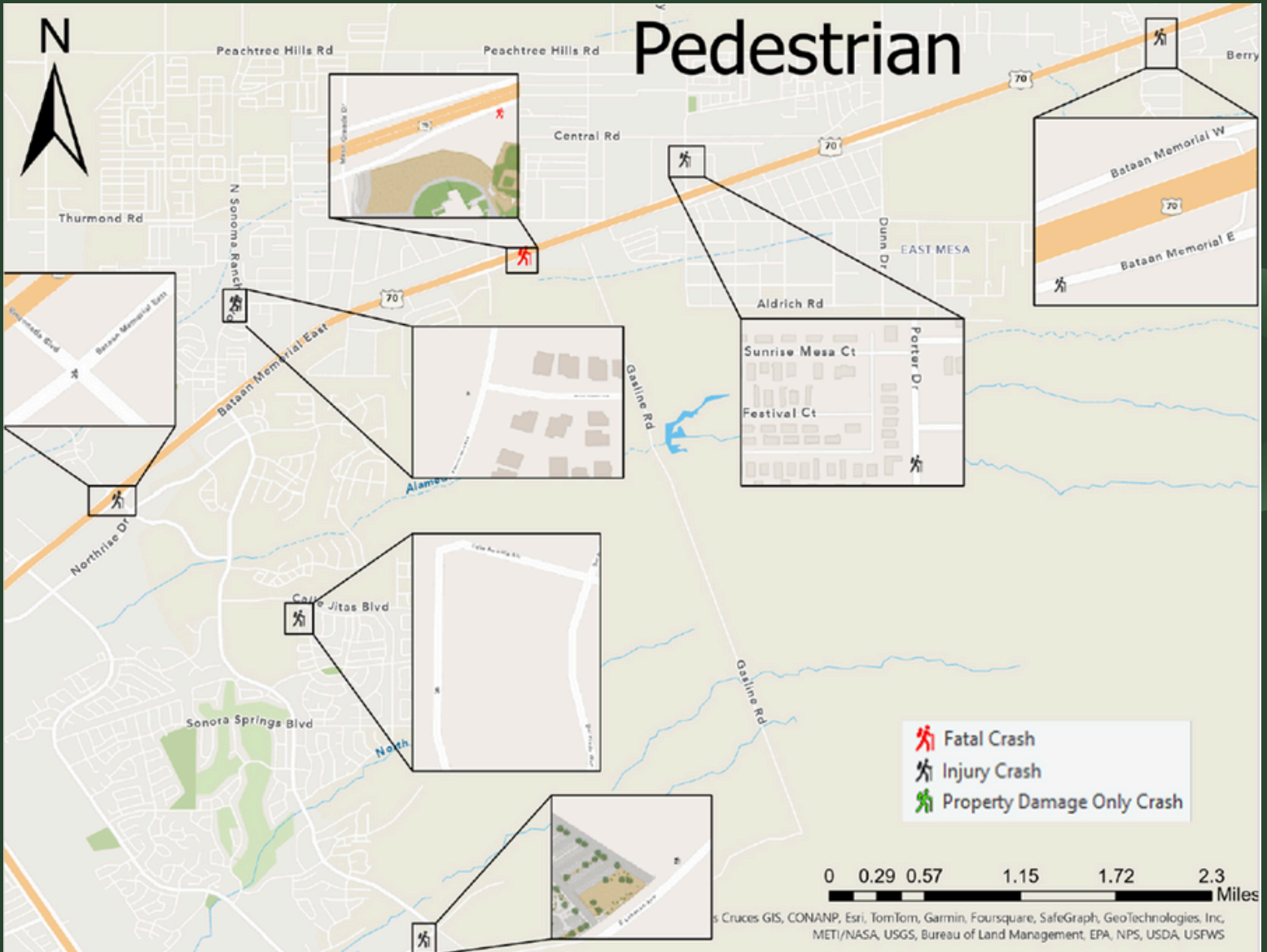
Pedestrian fatalities continue to increase since 2020 while serious injuries declined from 2021 to 2022.

From 2021-2022, there was an increase in pedalcyclist fatalities and a decrease in serious injuries.

PEDESTRIAN-INVOLVED CRASHES

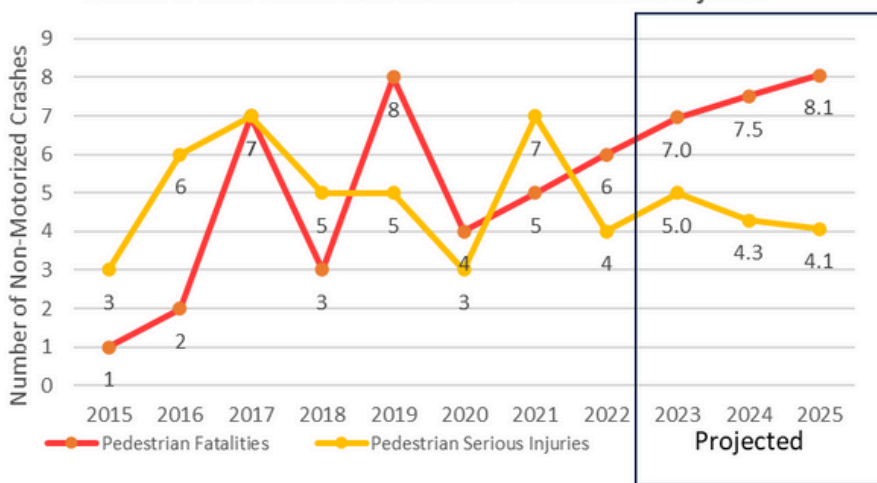


PEDESTRIAN-INVOLVED CRASHES

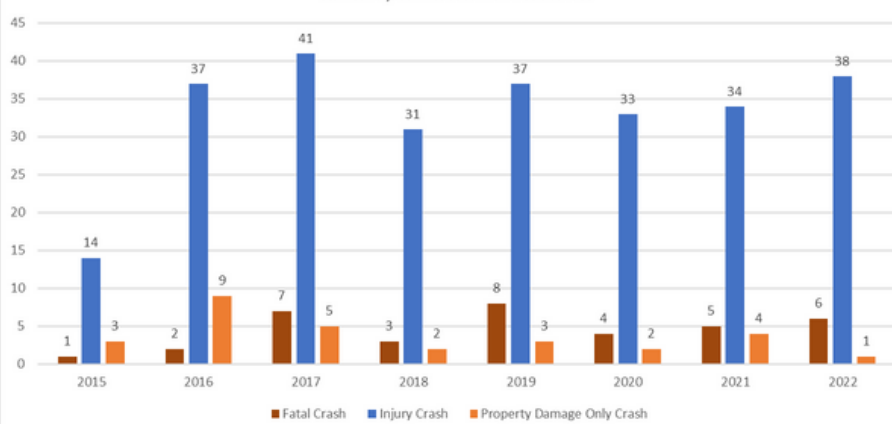


PEDESTRIAN-INVOLVED CRASHES

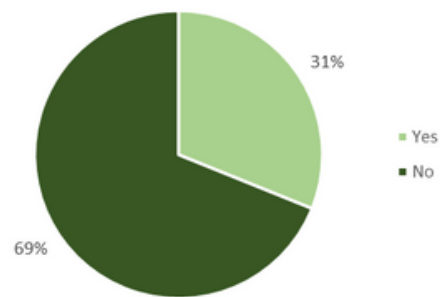
MVMPO Non-Motorized Fatalities and Serious Injuries



Severity of Pedestrian Crashes



2022 Pedestrian Crashes with Hit & Runs

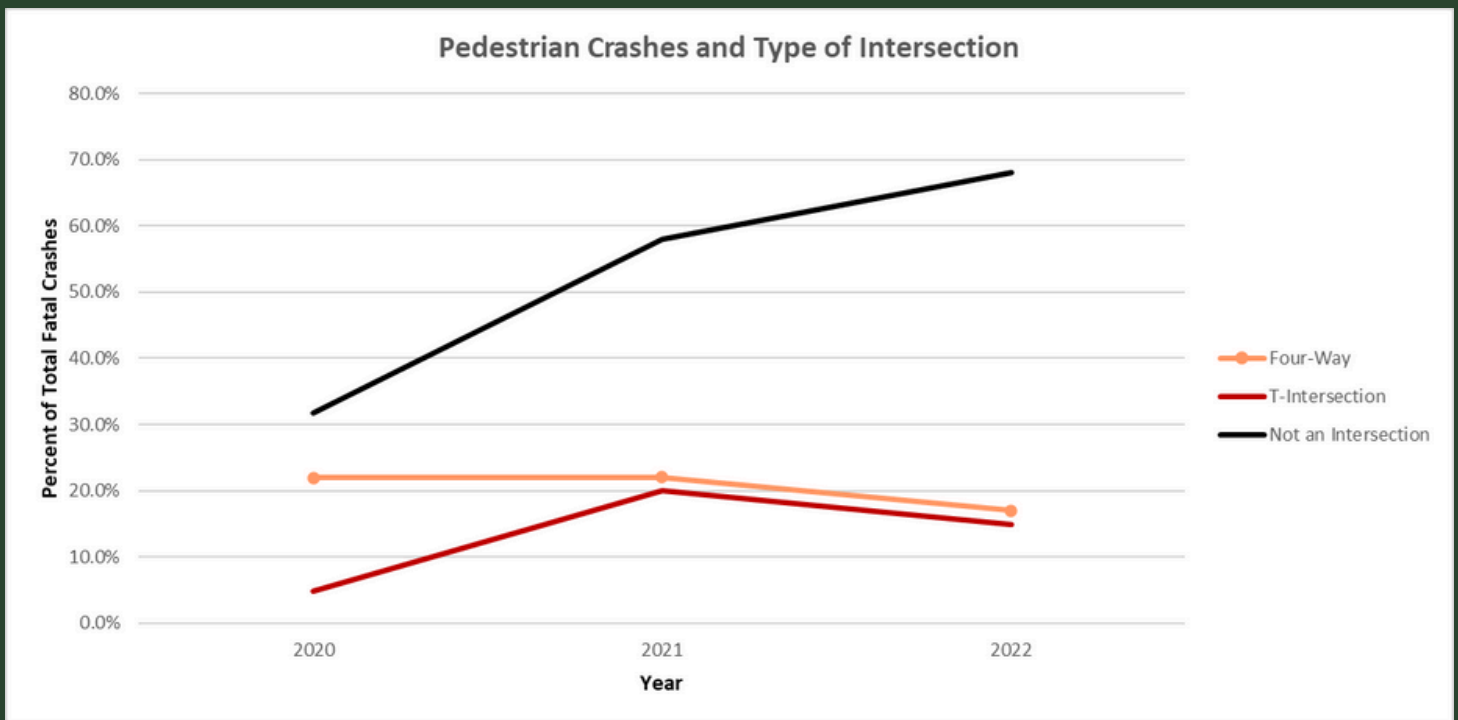


Severity	Amount
Killed	6
Class A	4
Class B	26
Class C	10
Unhurt	55

Year	4-Way Intersection	T-Intersection	Not an Intersection	Left Blank
2020	6	2	13	17
2021	11	10	29	0
2022	8	7	32	0

LOCATION OF PEDESTRIAN-INVOLVED CRASHES

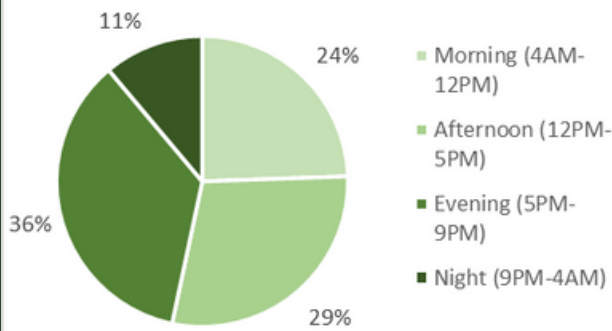
Year	4-Way Intersection	T-Intersection	Not an Intersection	Left Blank
2020	6	2	13	17
2021	11	10	29	0
2022	8	7	32	0



The majority of pedestrian-involved crashes are occurring where there is no intersection and where there are no traffic control devices allowing pedestrians to cross roads safely.

TIMING OF PEDESTRIAN-INVOLVED CRASHES

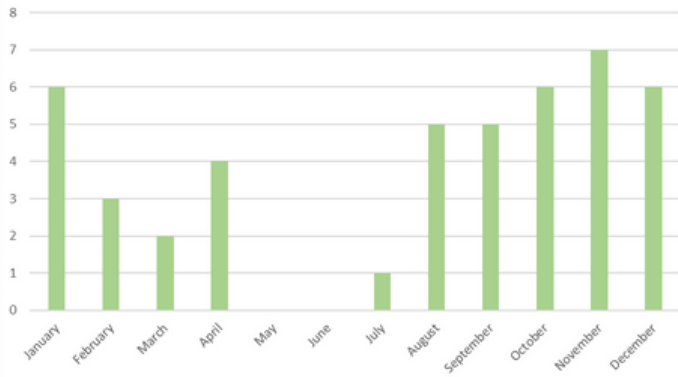
2022 Pedestrian Crashes and Parts of the Day



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.

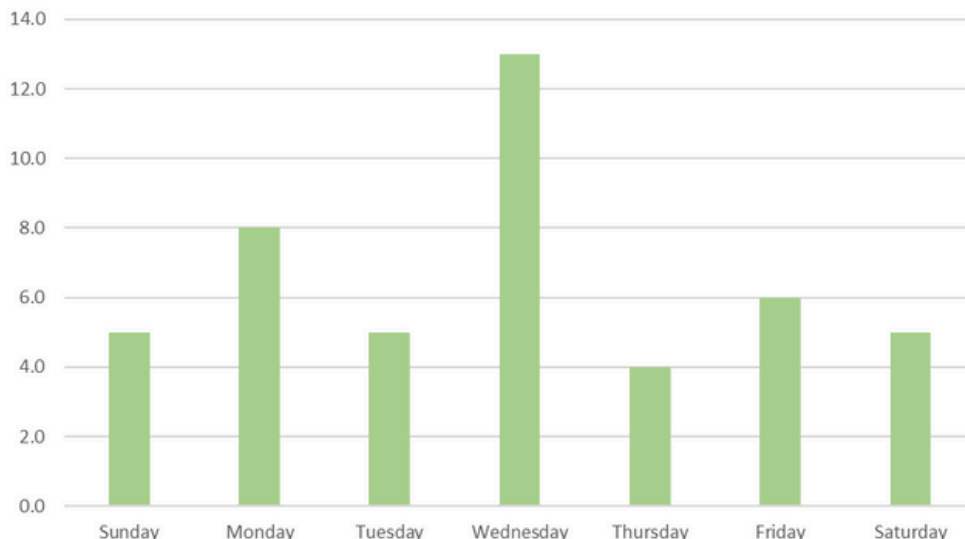
Pedestrian, Other – Non-motorist in or on a personal conveyance or in a building. Equates to seat position “PO” introduced on the E July 2018 Uniform Crash Report.

2022 Pedestrian Crashes by Month



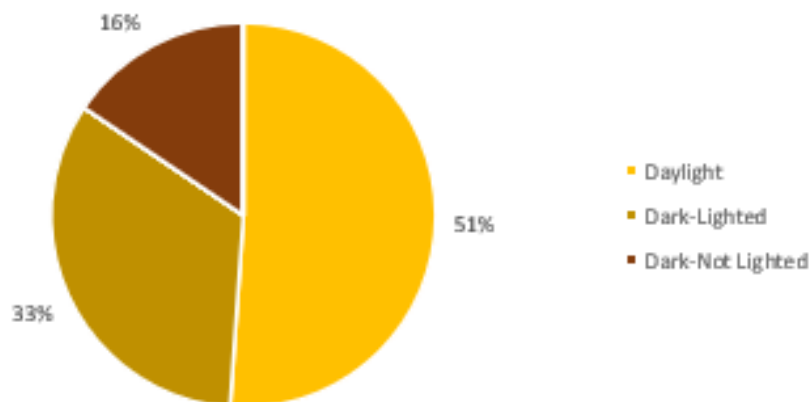
2022	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
12 a.m.	0	0	0	0	0	0	0	0
1 a.m.	0	0	0	0	0	0	0	0
2 a.m.	0	0	0	0	0	0	0	0
3 a.m.	0	0	0	0	0	0	0	0
4 a.m.	0	0	0	0	0	0	0	0
5 a.m.	0	0	0	1	0	0	0	1
6 a.m.	1	0	0	1	0	0	0	2
7 a.m.	0	1	0	0	0	1	0	2
8 a.m.	0	0	0	1	0	0	0	1
9 a.m.	0	0	1	0	0	1	0	2
10 a.m.	0	0	0	0	1	0	0	1
11 a.m.	0	0	0	1	0	1	0	2
12 p.m.	0	0	0	1	0	0	1	2
1 p.m.	0	0	0	0	1	0	0	1
2 p.m.	1	0	1	2	0	0	0	4
3 p.m.	0	2	1	0	1	1	0	5
4 p.m.	0	0	0	1	0	0	0	1
5 p.m.	0	1	1	0	0	1	1	4
6 p.m.	0	0	0	1	0	0	0	1
7 p.m.	1	1	1	2	1	0	2	8
8 p.m.	1	1	0	2	0	0	0	4
9 p.m.	1	2	0	0	0	0	0	3
10 p.m.	0	0	0	0	0	0	1	1
11 p.m.	0	0	0	0	0	1	0	1
Total	5.0	8.0	5.0	13.0	4.0	6.0	5.0	46.0

2022 Pedestrian Crashes by Day



LIGHT CONDITIONS OF SERIOUS INJURY CRASHES

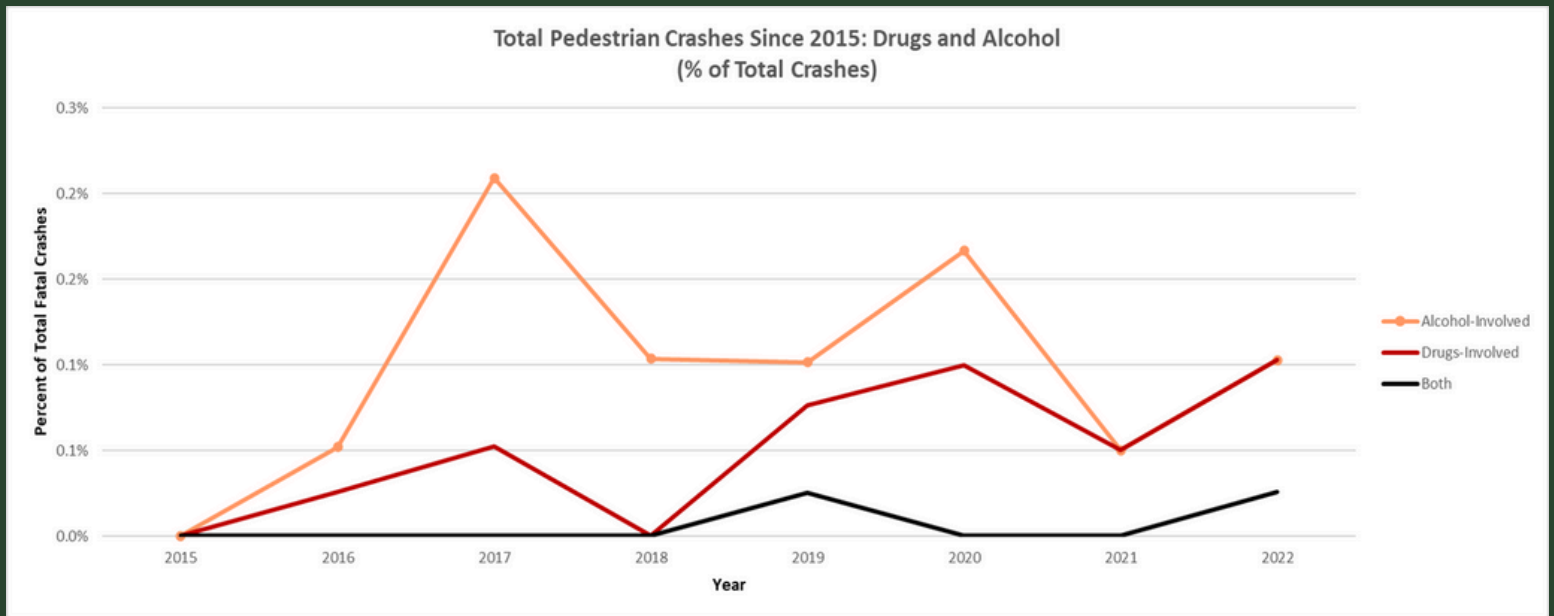
2022 Pedestrian Crashes and Lighting



2022 Pedestrian Crashes and Lighting	Total	Percent
Daylight	23	71.5%
Dark-Lighted	15	46.6%
Dark-Unknown Lighting	0	0.0%
Dark-Not Lighted	7	21.8%
Dawn	0	0.0%
Dusk	0	0.0%
Total	45	100.0%

Attribute	Definition
Daylight	Whenever the sun is above the horizon at a given location.
Dawn	The time that marks the beginning of the twilight before sunrise.
Dusk	The transition period going from a daylight condition to the dark of night. This is typically the 30 minute period after the sun sets.
Dark-Lighted Roadway	The scene of the crash is illuminated at night, or another period of darkness, by street lamps or other man-made light sources.
Dark-Not Lighted Roadway	The scene of the crash is not illuminated at night, or another period of darkness, by street lamps or other man-made light sources.
Dark-Unknown Lighting	It is known that the crash occurred at night or during another period of darkness, but it is not known if the crash scene was illuminated by a man-made light source.
Other	This attribute would be used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.
Unknown	If this attribute is used, an explanation in the narrative is recommended.

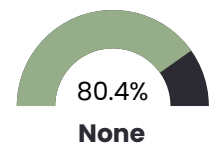
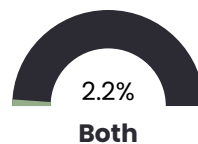
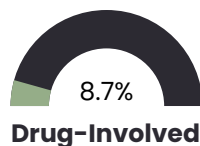
DRUG & ALCOHOL-INVOLVED PEDESTRIAN-INVOLVED CRASHES



Drug & Alcohol-Involved Ped Crashes	2015	%	2016	%	2017	%	2018	%	2019	%	2020	%	2021	%	2022	%
Alcohol-Involved	0	0.0%	2	4.2%	8	15.1%	4	11.1%	4	8.3%	5	12.8%	2	4.7%	4	8.7%
Drugs-Involved	0	0.0%	1	2.1%	2	3.8%	0	0.0%	3	6.3%	3	7.7%	2	4.7%	4	8.7%
Both	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	2.1%	0	0.0%	0	0.0%	1	2.2%
None	80	100.0%	45	93.8%	43	81.1%	32	88.9%	40.0	83.3%	31.0	79.5%	39.0	90.7%	37.0	80.4%
Total Alcohol/Drug-Involved	0	0.0%	3	6.3%	10	18.9%	4	11.1%	8	16.7%	8	20.5%	4	9.3%	9	19.6%
Total	80.0	0.0%	48.0	100.0%	53.0	100.0%	36.0	100.0%	48.0	100.0%	39.0	100.0%	43.0	100.0%	46.0	100.0%

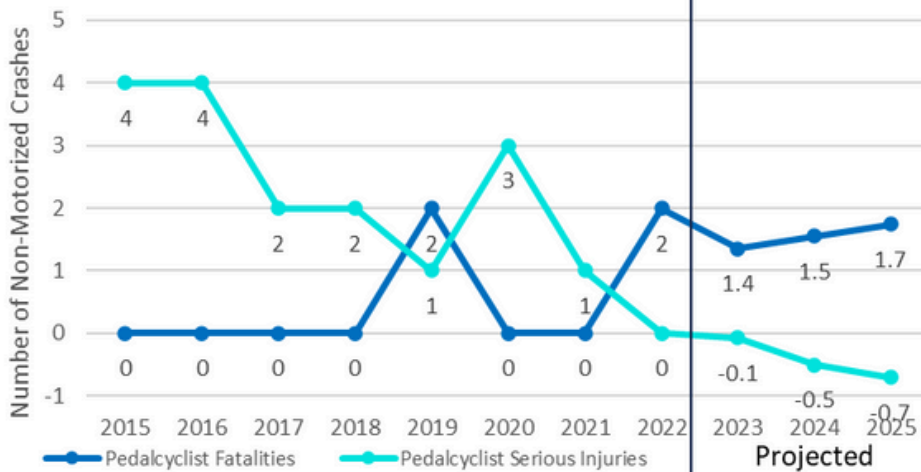
Percentage Breakdown

2022 Drugs & Alcohol-Involved Ped-Involved Crashes (% of Ped Crashes):



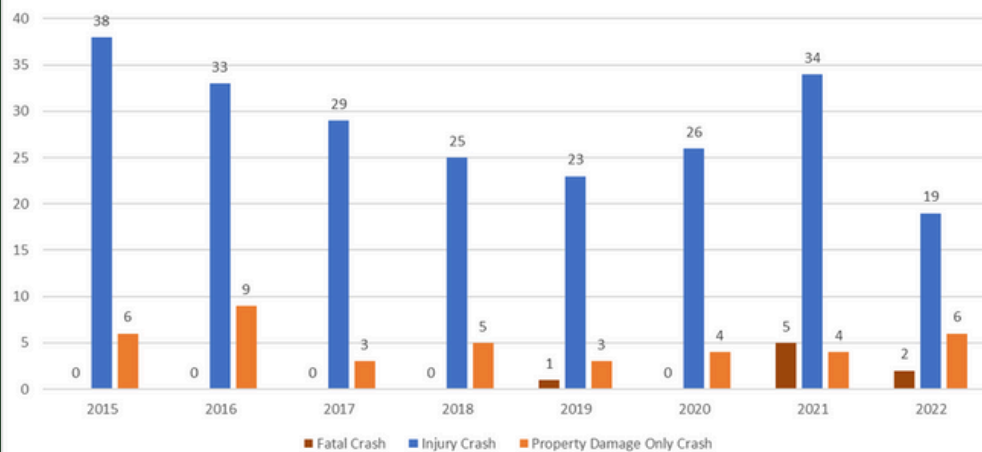
PEDALCYCLIST-INVOLVED CRASHES

MVMPO Non-Motorized Fatalities and Serious Injuries

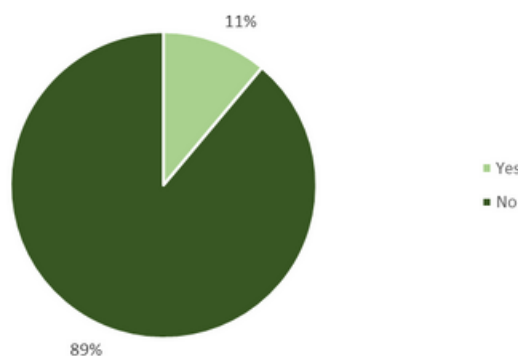


Severity	Amount
Killed	2
Class A	0
Class B	11
Class C	9
Unhurt	40

Severity of Pedalcyclist Crashes



2022 Pedalcyclist Crashes with Hit & Runs

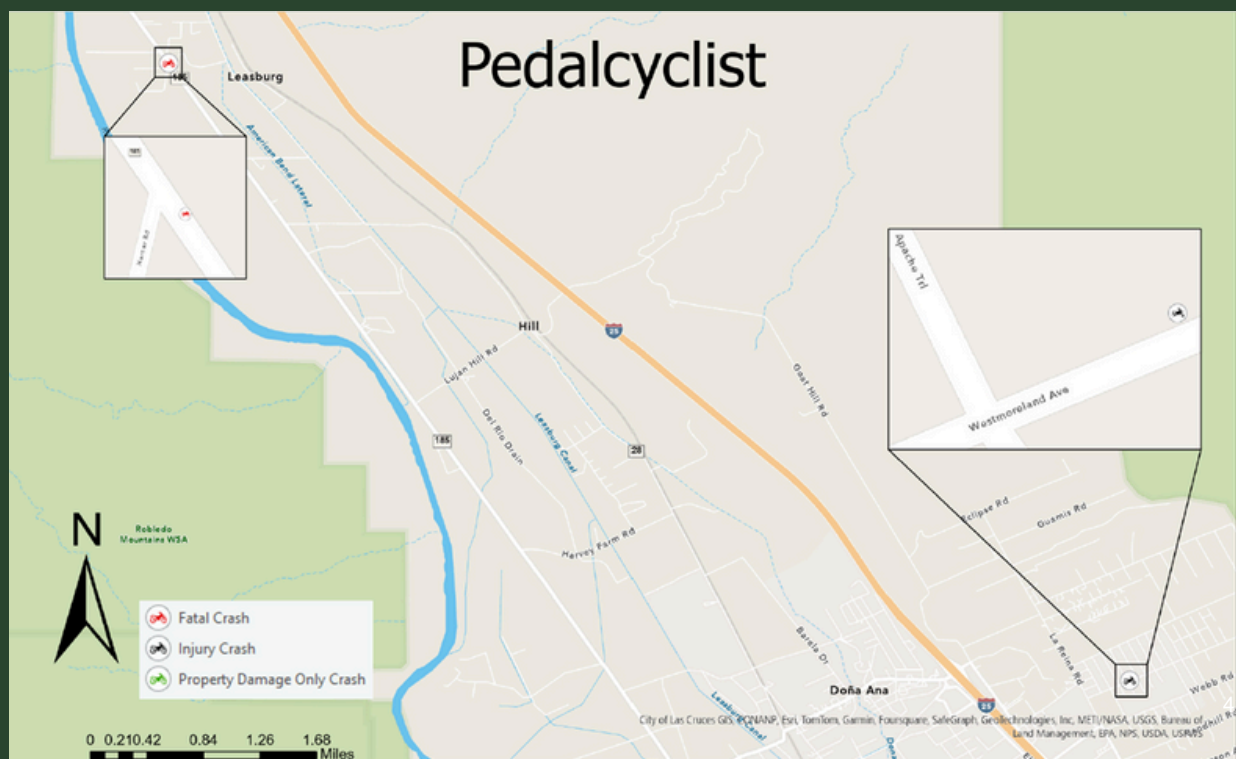


Pedalcyclists – All people on any pedalcycle or in any pedalcycle trailer, and who are involved in a collision with a motor vehicle. Consists of pedalcycle operators and pedalcycle passengers. Historically, it equates to the term “pedalcyclists” which included both pedalcycle operators and passengers.

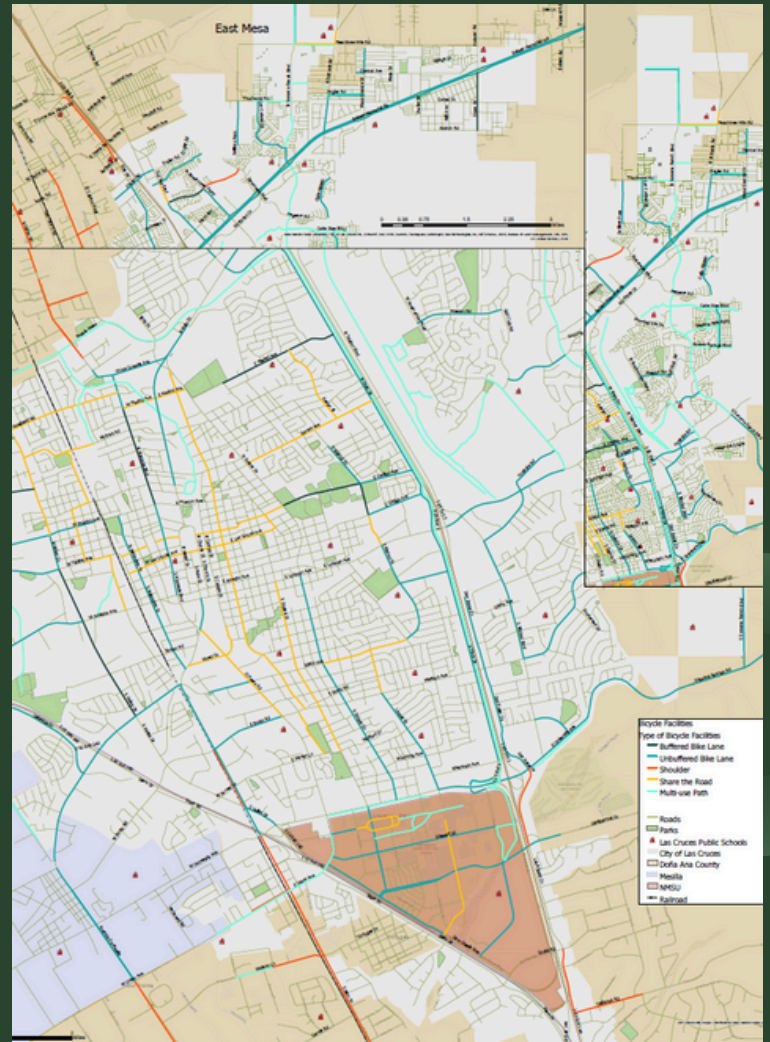
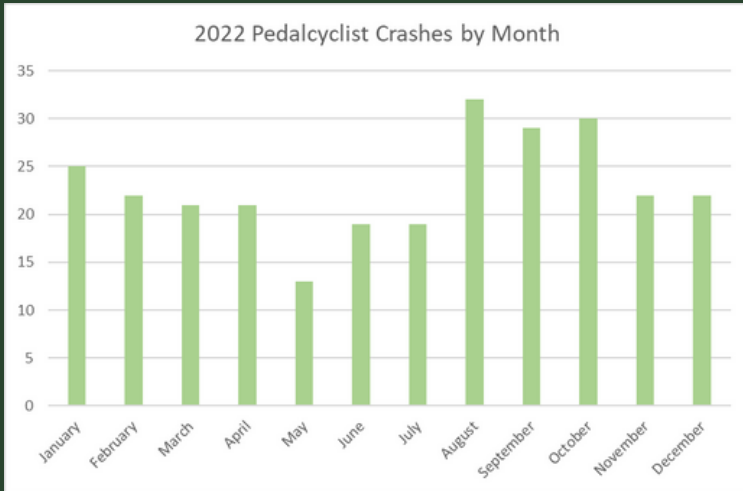
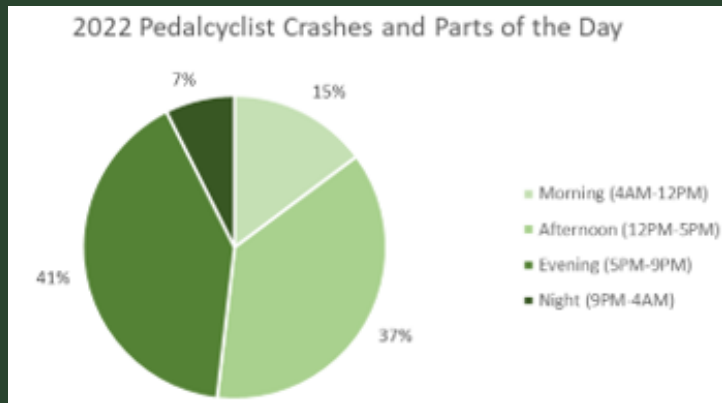
Pedalcycle Operator – A person who is in actual physical control of a pedalcycle (such as a bicycle) or, for an out-of-control pedalcycle, a person who was in control until control was lost. Equates to seat position code “PC”.

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.

PEDALCYCLIST-INVOLVED CRASHES



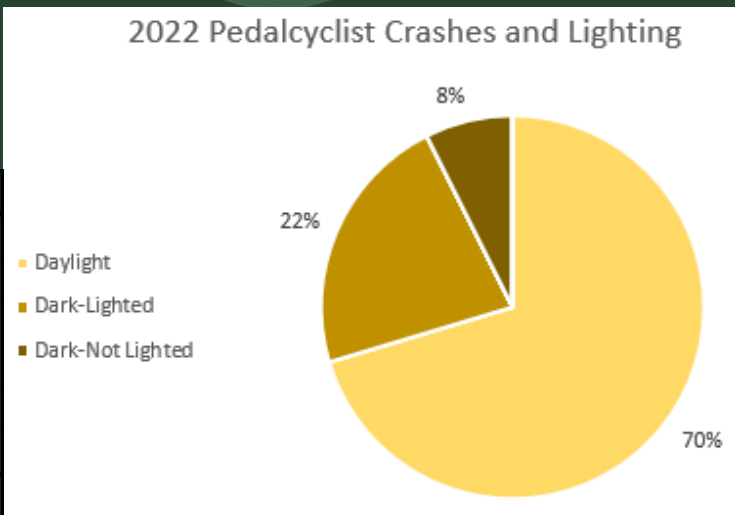
TIMING OF PEDALCYCLIST-INVOLVED CRASHES



	2022 Sunday	Monday	Tuesday	Wednes	Thursda	Friday	Saturda	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	0	0
5 a.m.	0	0	0	0	0	0	0	0
6 a.m.	0	0	0	1	0	0	0	1
7 a.m.	0	0	0	0	0	0	0	0
8 a.m.	0	1	0	0	0	1	0	2
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	1	0	1
12 p.m.	0	0	2	0	0	0	0	2
1 p.m.	0	0	1	0	0	1	0	2
2 p.m.	0	0	0	1	0	0	0	1
3 p.m.	0	1	1	0	1	0	0	3
4 p.m.	0	2	0	0	0	0	0	2
5 p.m.	1	1	0	0	2	0	0	4
6 p.m.	0	1	0	0	0	0	0	1
7 p.m.	0	0	0	0	2	1	0	3
8 p.m.	0	2	0	0	1	0	0	3
9 p.m.	0	0	2	0	0	0	0	2
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	8.0	6.0	2.0	6.0	4.0	0.0	27.0

LIGHT CONDITIONS OF PEDALCYCLIST CRASHES

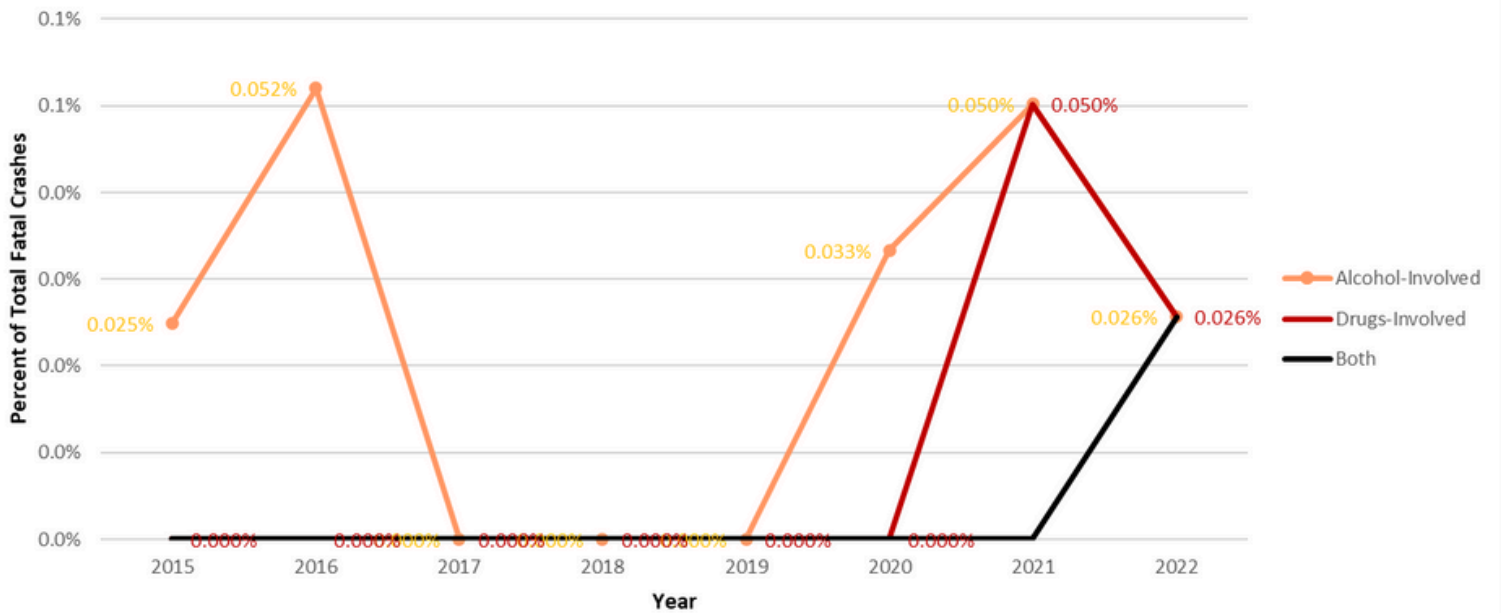
2022 Pedalcyclist and Lighting	Total	Percent
Daylight	19	70.4%
Dark-Lighted	6	22.2%
Dark-Unknown Lighting	0	0.0%
Dark-Not Lighted	2	7.4%
Dawn	0	0.0%
Dusk	0	0.0%
Total	27	100.0%



Attribute	Definition
Daylight	Whenever the sun is above the horizon at a given location.
Dawn	The time that marks the beginning of the twilight before sunrise.
Dusk	The transition period going from a daylight condition to the dark of night. This is typically the 30 minute period after the sun sets.
Dark-Lighted Roadway	The scene of the crash is illuminated at night, or another period of darkness, by street lamps or other man-made light sources.
Dark-Not Lighted Roadway	The scene of the crash is not illuminated at night, or another period of darkness, by street lamps or other man-made light sources.
Dark-Unknown Lighting	It is known that the crash occurred at night or during another period of darkness, but it is not known if the crash scene was illuminated by a man-made light source.
Other	This attribute would be used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.
Unknown	If this attribute is used, an explanation in the narrative is recommended.

DRUG & ALCOHOL-INVOLVED PEDALCYCLIST-INVOLVED CRASHES

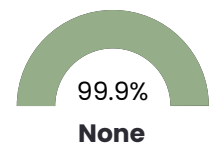
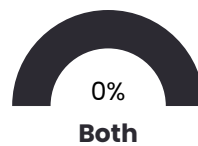
Total Pedalcyclist Crashes Since 2015: Drugs and Alcohol
(% of Total Crashes)



Drug & Alcohol-Involved Cyclist	2015	%	2016	%	2017	%	2018	%	2019	%	2020	%	2021	%	2022	%
Alcohol-Involved	1	0.0%	2	0.1%	0	0.0%	0	0.0%	0	0.0%	1	0.0%	2	0.1%	1	0.0257%
Drugs-Involved	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.1%	1	0.0257%
Both	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.0257%
None	4014	100.0%	3842	99.9%	3827	100.0%	3867	100.0%	3944.0	100.0%	3001.0	100.0%	3978.0	99.9%	3890.0	99.9229%
Total Alcohol/Drug-Invo	1	0.0%	2	0.1%	0	0.0%	0	0.0%	0	0.0%	1	0.0%	4	0.1%	3	0.0771%
Total	4015.0	100.0%	3844.0	100.0%	3827.0	100.0%	3867.0	100.0%	3944.0	100.0%	3002.0	100.0%	3982.0	100.0%	3893.0	100.0%

Percentage Breakdown

2022 Drugs & Alcohol-Involved Ped-Involved Crashes (% of Ped Crashes):



INDEX

MVMPO Performance Measures	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Fatalities	11	5	10	15	14	18	9	21	16	11	17	17	18	18
Serious Injuries	116	104	116	107	97	91	63	38	33	59	60	39	32	25
HMVMT	966.92	927.43	1011.58	1329.69	1368.406	1094.552	1059.592	1078.279	896.075	982.945	949.184	1046.496	1041.676	1036.857
Fatality rate (per HMVMT)	1.138	0.539	0.989	1.128	1.023	1.645	0.849	1.948	1.786	1.119	1.791	1.612	1.687	1.761
Serious Injury rate (per HMVMT)	11.997	11.214	11.467	8.047	7.089	8.314	5.946	3.524	3.683	6.002	6.321	3.773	3.096	2.412
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	12	14	14	15
Fatalities SYMA					11	12.4	13.2	15.4	15.6	13.6	14.8	14.6	16.3	16.1
Serious Injuries SYMA					108	103	94.8	79.2	64.4	69.6	62.2	51.9	45.7	43.1
Fatality rate SYMA			0	0	0.963	1.065	1.127	1.319	1.450	1.236	1.433	1.427	1.594	1.594
Serious Injury rate SYMA			0	0	9.963	9.226	8.172	6.584	5.711	6.175	6.021	5.113	4.543	4.321
Number non-motorized fatalities SYMA			0.0	0.0	1.5	3.3	3.3	4.4	5.0	5.2	6.0	6.5	8.1	8.5
Number non-motorized serious injuries SYMA			0.0	0.0	10.0	9.7	9.0	8.4	7.6	8.0	6.8	5.9	5.2	4.6
Non-motorized SYMA			0.0	0.0	10.8	12.0	12.4	12.8	12.6	13.2	13.2	12.8	13.7	13.6
HMVMT SYMA			968.6	1058.9	1120.8	1146.3	1172.8	1186.1	1099.4	1116.8	1032.9	1023.3	1019.7	1011.4
Non-Motorized Rate	1.03	0.86	1.29	0.83	0.88	1.46	0.94	1.39	1.12	1.32	1.26	1.35	1.38	1.42

Crash Rates at Intersections:

$$RMEV = \frac{A \times 1,000,000}{V}$$

where

RMEV = crash rate per million entering vehicles

A = number of crashes, total or by type occurring in a single year at the location

V = ADT x 365

ADT = average daily traffic entering intersection

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>
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