Mesilla Valley Metropolitan Planning Organization

2025 Annual Safety Report

An overview of safety performance measures and the safety performance targets of the Mesilla Valley MPO's planned area.

MESILLAVALLEYMPO.ORG

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Executive Summary

The 2025 Mesilla Valley MPO Annual Safety Report provides an overview of safety performance measures and the safety performance measures 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.

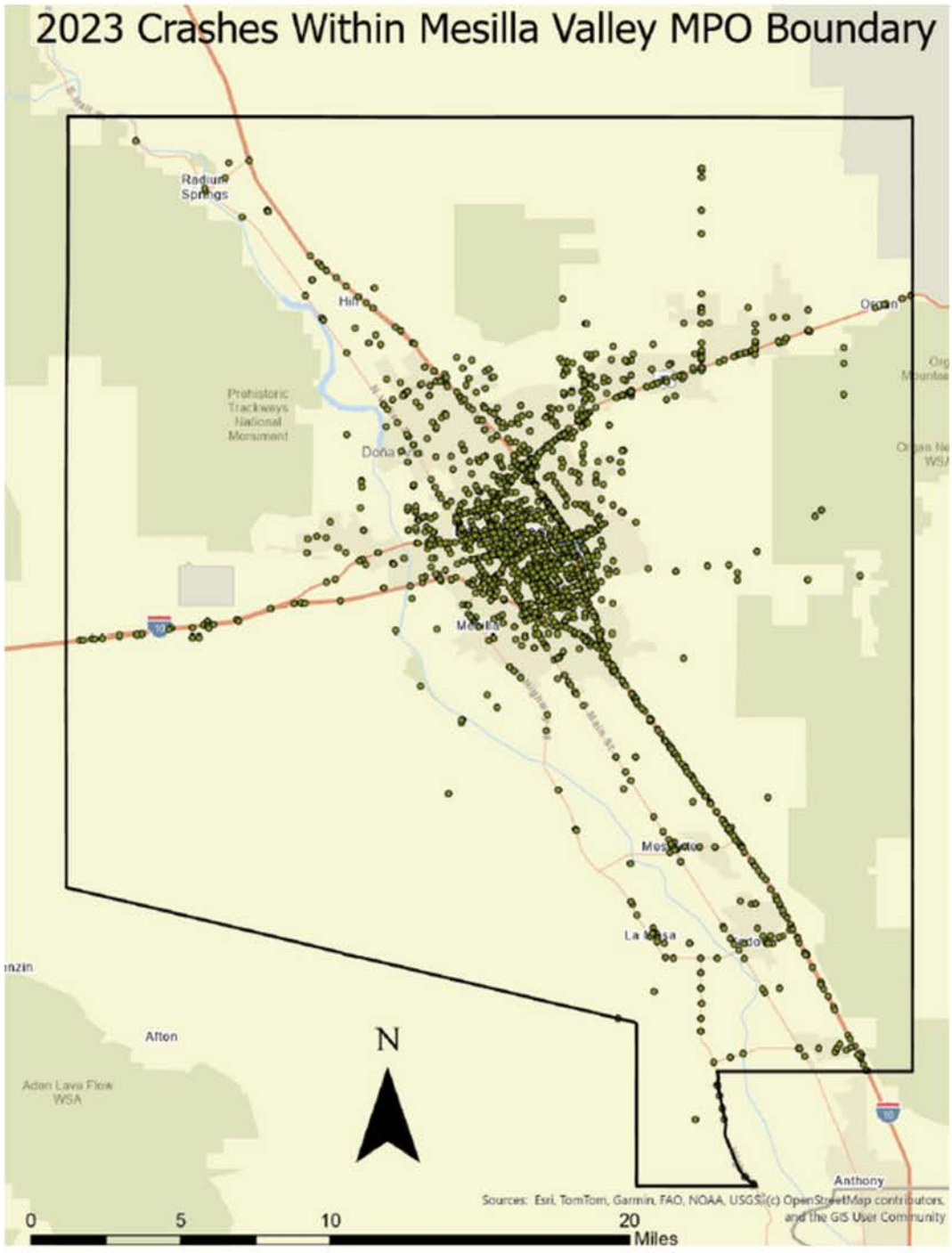
Main Topics

- NUMBER OF FATALITIES
- NUMBER OF SERIOUS INJURIES
- FATALITY RATE PER 100 MILLION VMT
- SERIOUS INJURY RATE PER 100 MILLION VMT
- NON-MOTORIZED FATALITIES & SERIOUS INJURIES

Crash Date Range:
January 1, 2023 - December 31, 2023

2023

Crash Data Overview:



4,154 Total Crashes

10,437 People Involved

44 Crashes Resulting in a Serious Injury

51 Serious Injuries

19 Fatal Crashes

19 Fatalities

65 Non-Motorized Crashes:

8 Fatalities

15 Serious Injuries

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.

Definitions

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 c
rash. 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.

Definitions

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.

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).

Definitions

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 2025 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 23 U.S.C. § 148(l): 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 2024 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 2025.

Various state and local statistical resources can be found at the following links: New Mexico Traffic Crash Annual Reports. The latest is for calendar year 2023. Reports back to 1996 can viewed at this site.

The 2023 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).

Mesilla Valley
Metropolitan
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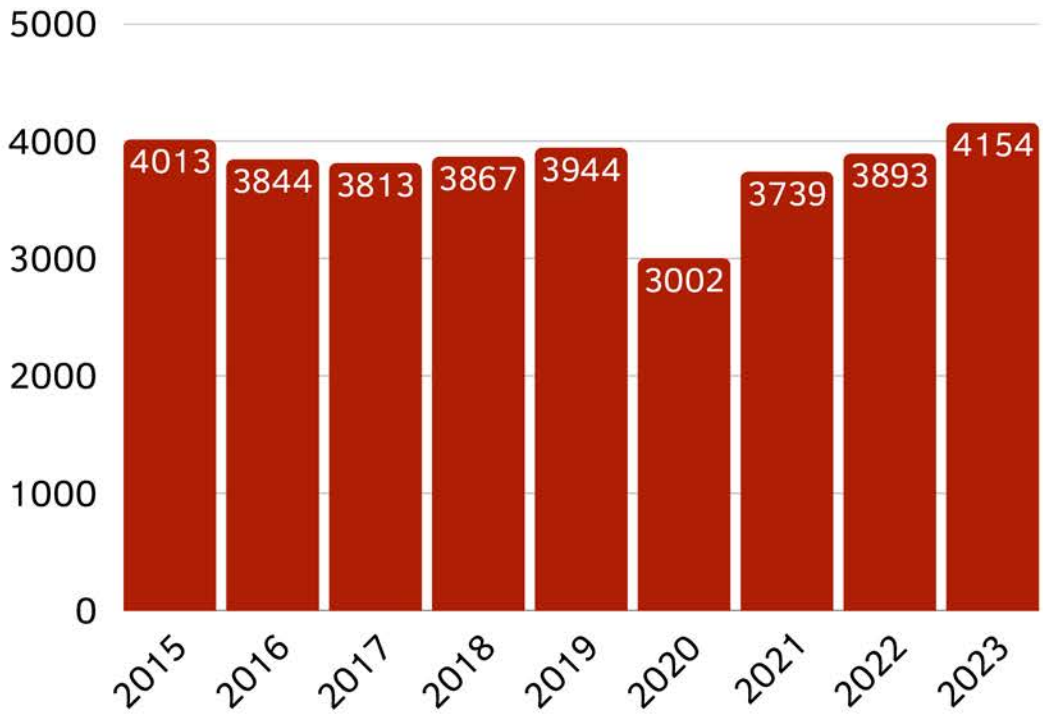
Organization

2023 Crashes

MVMPO 2023 Crashes

Total Crashes

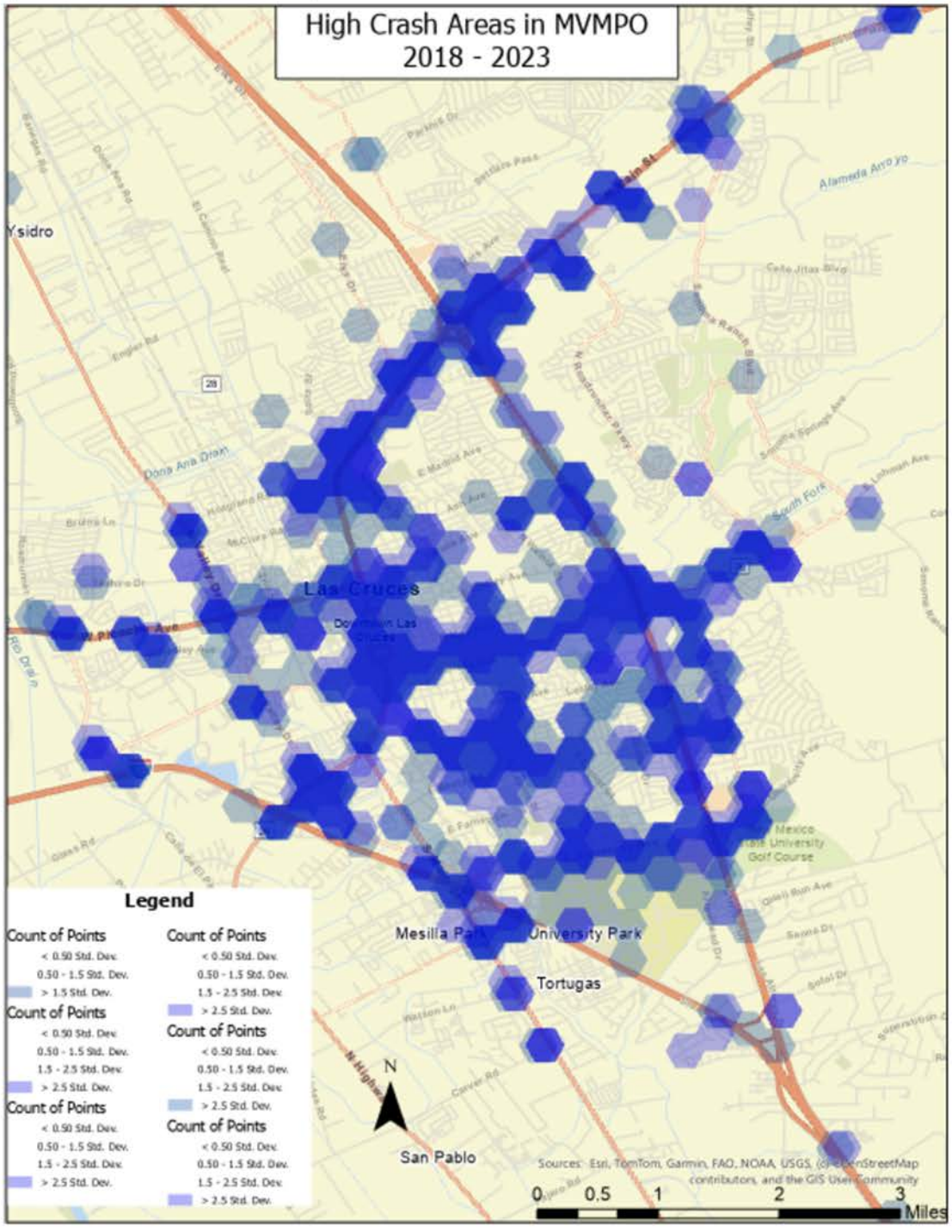


Total Crashes in the MVMPO Planned Area:

- Pre-Pandemic Stability (2015–2019): Annual crashes remained relatively steady, ranging between 3,813 and 4,013 crashes per year. This reflects consistent traffic patterns and exposure across those years.
- Sharp Decline in 2020: Crashes dropped to 3,002, nearly 25% lower than the year before. This aligns with the COVID-19 pandemic, which dramatically reduced roadway traffic.
- Gradual Recovery (2021–2022): 2021: 3,739 crashes. 2022: 3,893 crashes. These totals show a rebound toward pre-pandemic levels as traffic volumes returned.
- New High in 2023: Crashes rose to 4,154, the highest in the nine-year period, surpassing 2015's peak of 4,013.

MVMPO Crashes

Total Crashes (2018 - 2023)



MVMPO 2023 Crashes

Severity of Crashes

FHE Analysis	Fatal Crash	Injury Crash	Property Damage Only Crash
Collision with Animal	0	6	27
Collision with Fixed Object	5	107	361
Collision with Motor Vehicle	4	943	2387
Collision with Other Non-Fixed Object	0	12	76
Collision with Person	8	67	5
Non-Collision	2	55	62
Other	0	0	27

MVMPO 2023 Crashes

Severity of Crashes

First Harmful Event (FHE) (2022)	Fatal Crash		Injury Crash		Property Damage Only Crash		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	0	0.0%	4	0.4%	25	0.9%	29	0.8%
Collision with Fixed Object	0	0.0%	125	11.1%	358	13.0%	483	12.9%
Collision with Motor Vehicle	6	37.5%	868	77.3%	2233	81.1%	3107	83.1%
Collision with Other Non-Fixed Object	0	0.0%	13	1.2%	46	1.7%	59	1.6%
Collision with Person	8	50.0%	57	5.1%	7	0.3%	72	1.9%
Non-Collision	2	12.5%	35	3.1%	35	1.3%	72	1.9%
Other	0	0.0%	21	1.9%	49	1.8%	70	1.9%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Crashes	16	0.4%	1123	28.8%	2753	70.7%	3893	100.0%

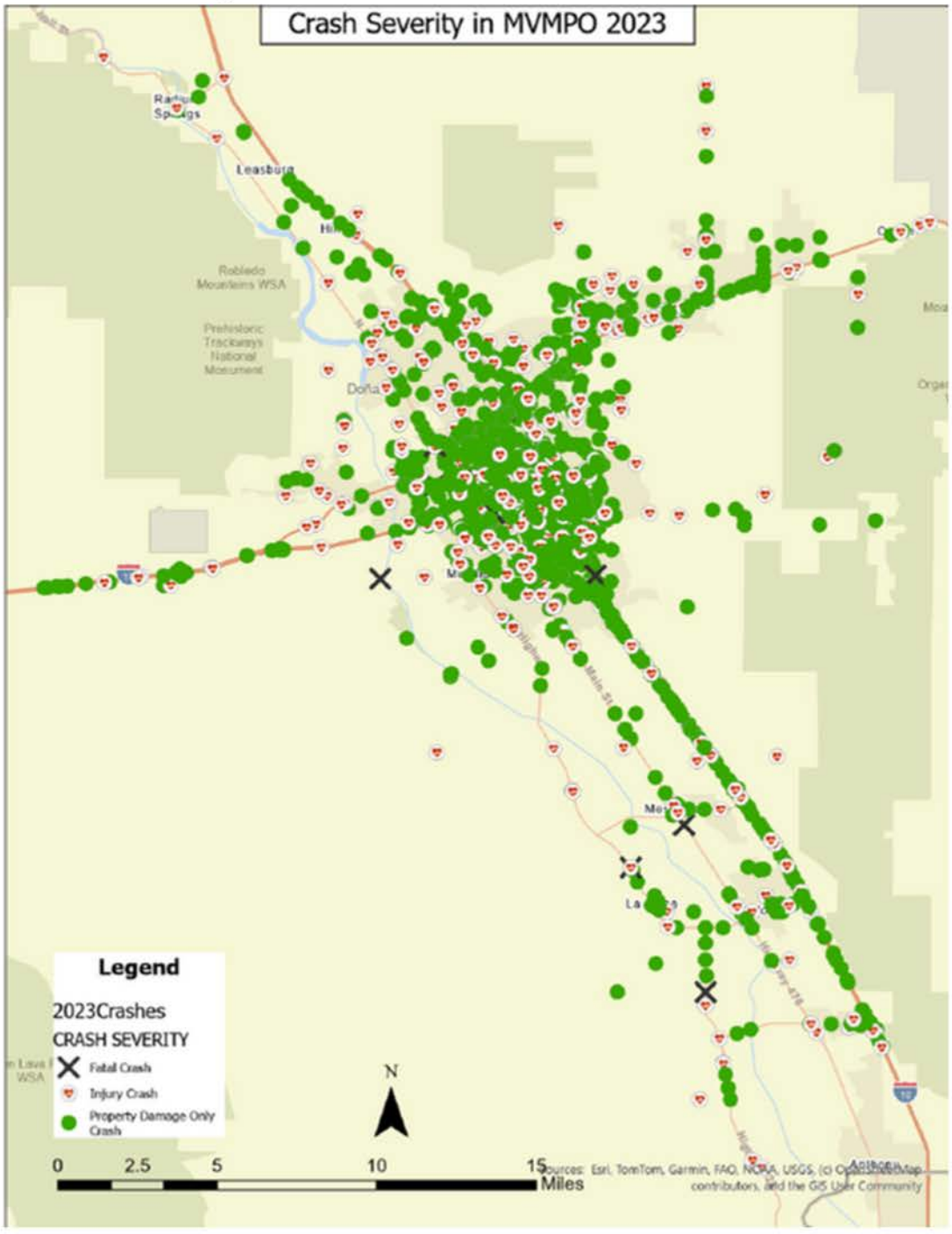
First Harmful Event (FHE) (2023)	Fatal Crash		Injury Crash		Property Damage Only Crash		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	0	0.0%	6	0.5%	27	0.9%	33	0.8%
Collision with Fixed Object	5	26.3%	107	9.0%	361	12.3%	473	11.4%
Collision with Motor Vehicle	4	21.1%	943	79.2%	2387	81.1%	3334	80.3%
Collision with Other Non-Fixed Object	0	0.0%	12	1.0%	76	2.6%	88	2.1%
Collision with Person	8	42.1%	67	5.6%	5	0.2%	80	1.9%
Non-Collision	2	10.5%	55	4.6%	62	2.1%	119	2.9%
Other	0	0.0%	0	0.0%	27	0.9%	27	0.6%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Crashes	19	0.5%	1190	28.6%	2945	70.9%	4154	100.0%

Breakdown by First Harmful Events (FHE):

- Total crashes increased from 3,893 in 2022 to 4,154 in 2023 (a 6.7% rise).
- Injury crashes grew slightly (1,123 to 1,190), while property-damage-only crashes had the largest growth (2,753 to 2,945).
- Most crashes involve motor vehicles (8 in 10).
- Pedestrian crashes are the most severe by proportion.
- Fixed-object crashes became deadlier in 2023.
- Non-Collision Crashes Less Fatal: Fatalities decreased from 2 (2022) to 0 (2023), but minor injury crashes still occurred.

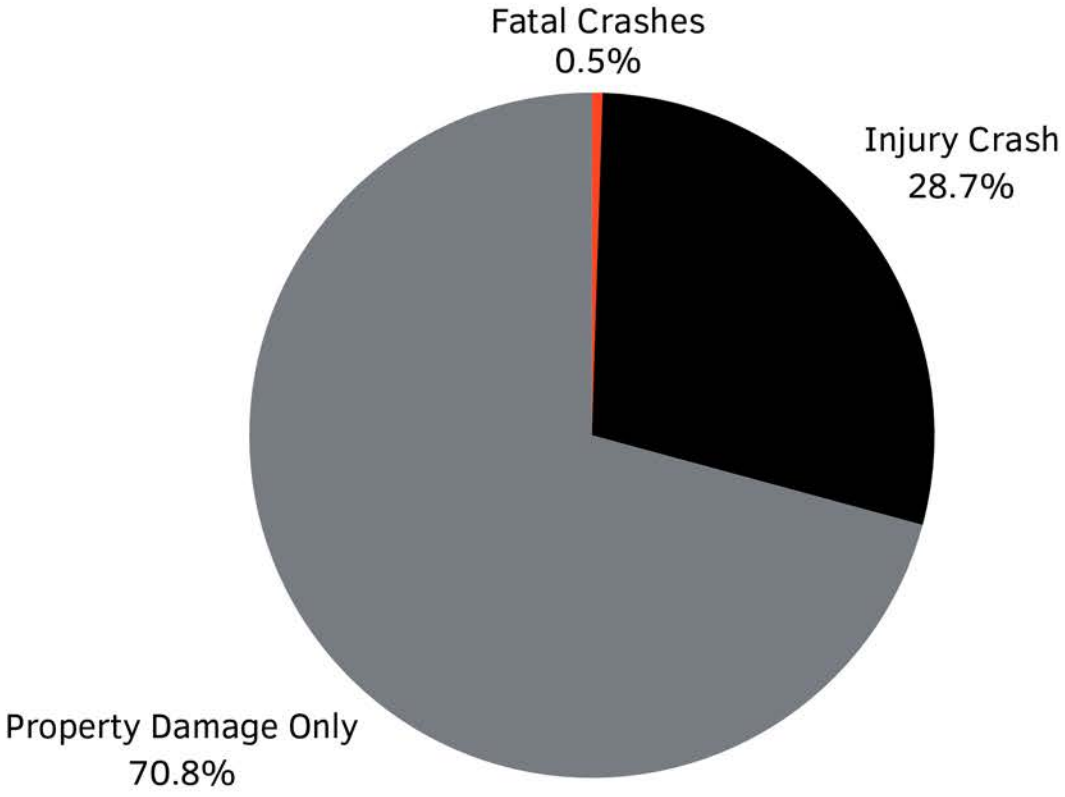
MVMPO 2023 Crashes

Severity of Crashes



MVMPO 2023 Crashes

Severity of Crashes



MVMPO 2023 Crashes

Hit & Run Crashes

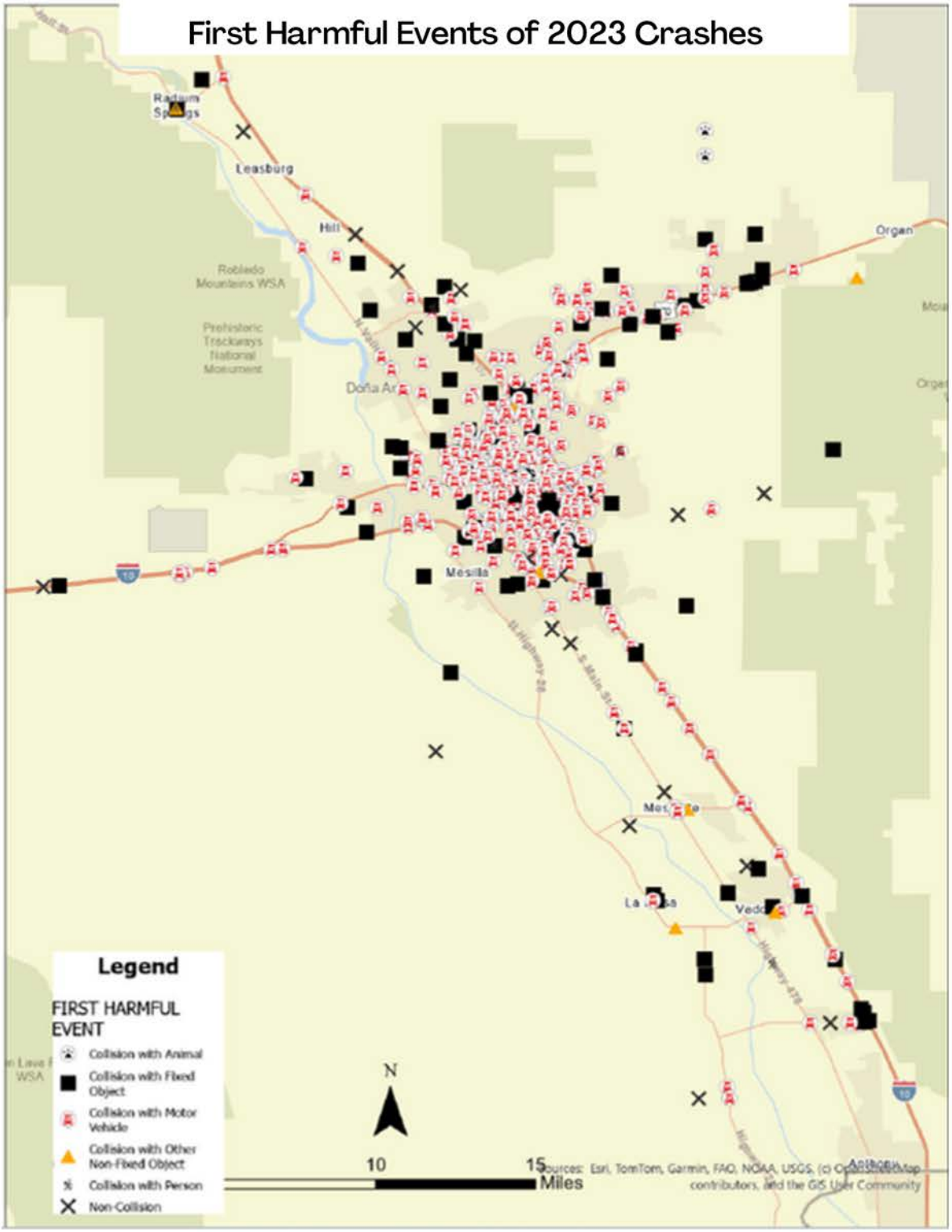
Year	Severity of Hit-and-Run Crashes						People in All Crashes	Percent Hit-and-Run
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People		
2015	0	0	23	84	1202	1302	10668	12.2%
2016	0	5	31	109	1316	1461	10214	14.3%
2017	5	0	49	98	1296	1448	10227	14.2%
2018	0	4	21	95	1210	1330	9989	13.3%
2019	2	5	39	104	1252	1402	10298	13.6%
2020	4	4	39	88	1273	1408	7340	19.2%
2021	1	4	57	105	1828	1995	9326	21.4%
2022	5	4	46	89	1713	1995	9325	21.4%
2023	1	9	46	114	1704	1988	10437	19.0%

Hit & Run Crashes (2015–2023)

- Overall Trend: Hit-and-run crashes have consistently made up 10–21% of all crashes over the past nine years, showing an upward trend after 2019.
- Highest Rates:
  - The peak occurred in 2021 (21.4%), with nearly 1 in 5 crashes involving a hit-and-run.
  - 2022 stayed high at 21.4%, while 2023 declined slightly to 19.0%.
- Injuries & Fatalities:
  - Fatal hit-and-runs were relatively rare, with yearly counts between 0–5, except 2023 which saw only 1 fatality.
  - Serious injuries (Class A) fluctuated but hit their highest in 2023 with 9 cases.
- Victims Involved:
  - The number of people involved in hit-and-run crashes ranged from ~1,300 (2015) to nearly 2,000 (2021–2023).
- Recent Years (2020–2023):
  - Hit-and-runs accounted for nearly 1 in 5 crashes, with the highest injury involvement seen in 2021 and 2023.

MVMPO
2023 Crashes

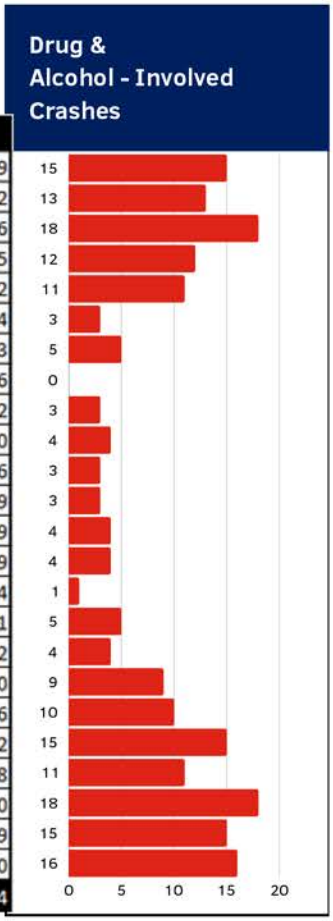
First Harmful Events

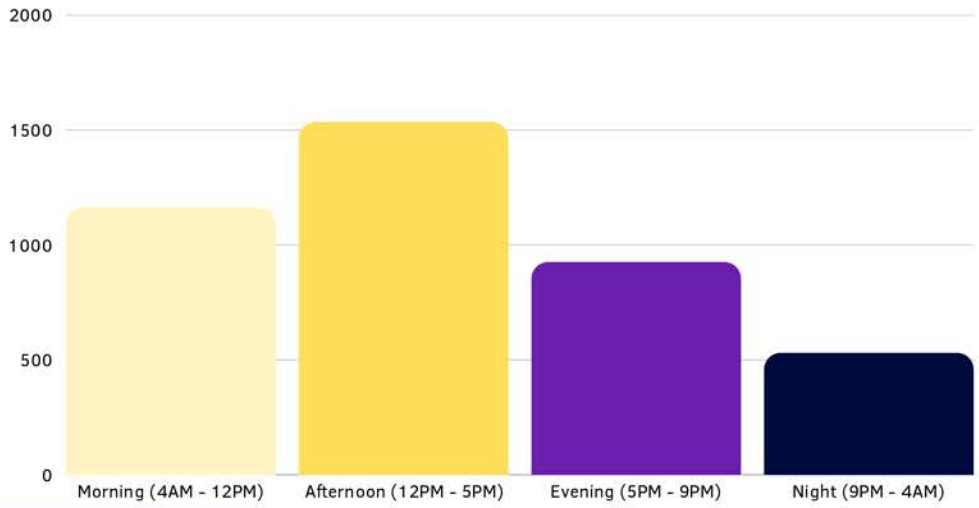


MVMPO 2023 Crashes

Timing of Total Crashes

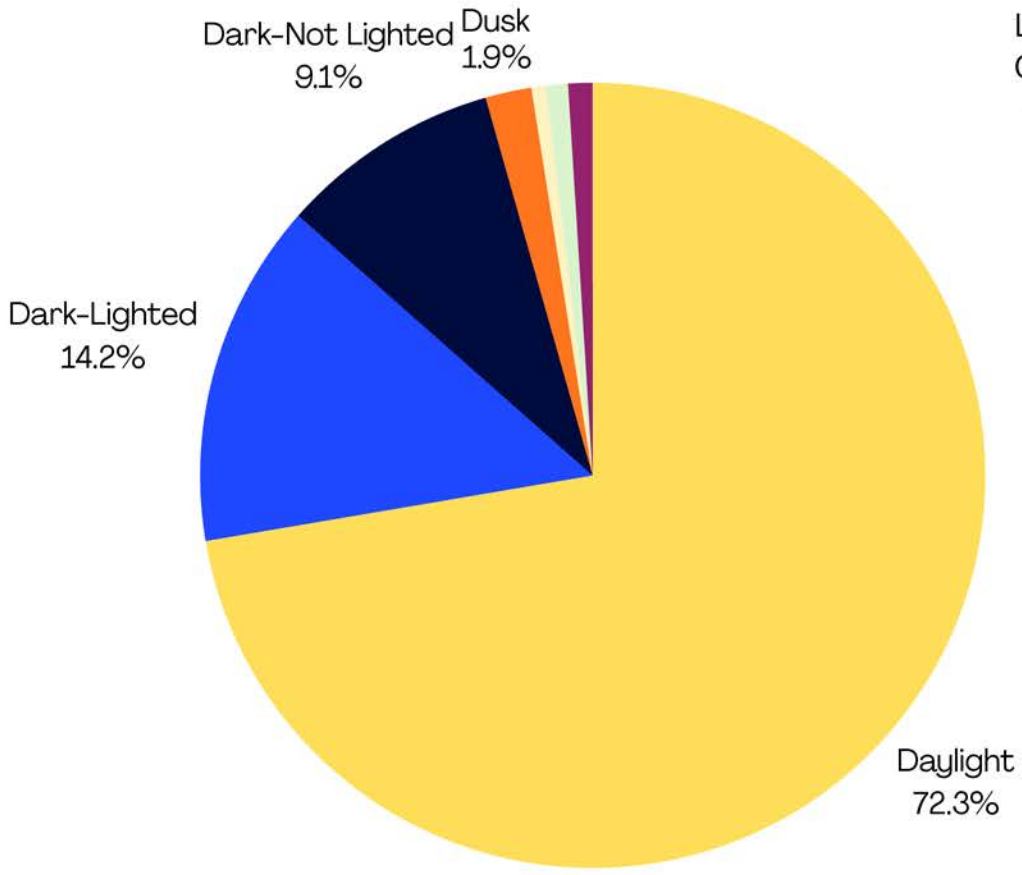
2023	Sunday	Monday	Tuesday	Wednesd	Thursday	Friday	Saturday	Total
12 a.m.	17	8	4	5	9	5	21	69
1 a.m.	19	7	3	5	3	4	11	52
2 a.m.	18	6	6	5	1	6	14	56
3 a.m.	10	3	1	6	5	4	6	35
4 a.m.	9	3	7	3	6	5	9	42
5 a.m.	8	3	7	4	5	9	8	44
6 a.m.	4	8	13	19	13	7	9	73
7 a.m.	5	31	32	37	31	26	14	176
8 a.m.	11	33	54	36	45	28	15	222
9 a.m.	10	26	39	23	22	39	21	180
10 a.m.	27	27	28	31	33	36	24	206
11 a.m.	14	32	49	28	22	41	33	219
12 p.m.	29	44	42	49	50	62	43	319
1 p.m.	23	32	44	44	47	53	36	279
2 p.m.	30	32	49	44	35	66	28	284
3 p.m.	29	45	58	48	53	55	33	321
4 p.m.	18	54	46	50	55	77	32	332
5 p.m.	18	61	52	69	60	48	32	340
6 p.m.	32	25	41	45	25	47	31	246
7 p.m.	20	24	17	33	25	34	19	172
8 p.m.	25	10	27	24	26	20	36	168
9 p.m.	16	10	14	16	23	29	32	140
10 p.m.	12	7	14	13	13	18	22	99
11 p.m.	7	7	9	6	11	23	17	80
Average	411	538	656	643	618	742	546	4154





MVMPO 2023 Crashes

Light Conditions



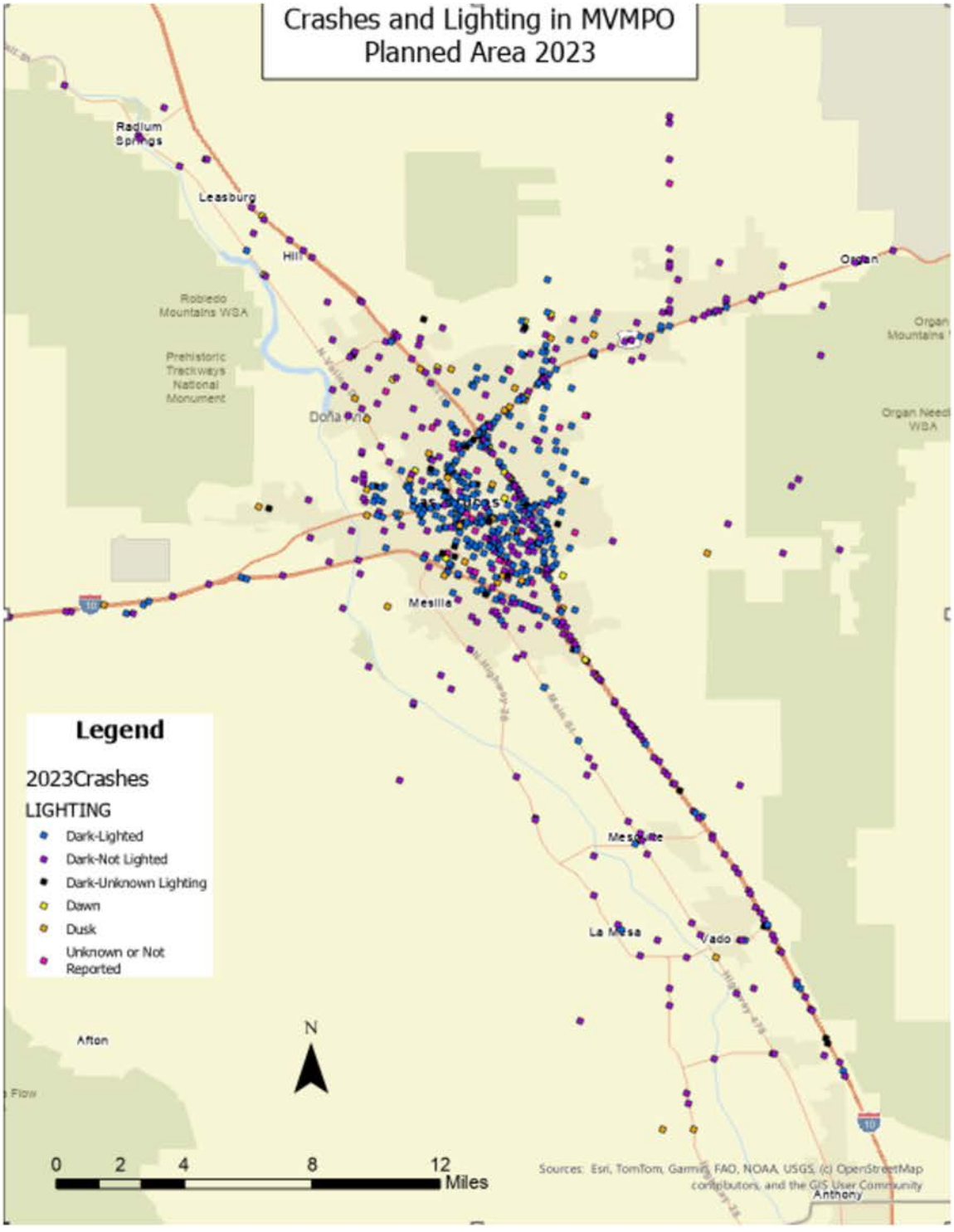
Light Conditions in 2023 Crashes

- Daylight Dominance:
  - The majority of crashes (72.3%) occurred during daylight hours, which is expected since traffic volumes are highest during the day.
- Nighttime Conditions:
  - 14.2% of crashes happened at dark but lighted locations (e.g., streetlights), while 9.1% occurred in dark, unlighted areas, together making up over 1 in 5 crashes.

- Low-Light Periods:
  - Crashes during dusk (1.9%) and dawn
  - These times are known for glare and transitional lighting conditions, which can still contribute to risk.

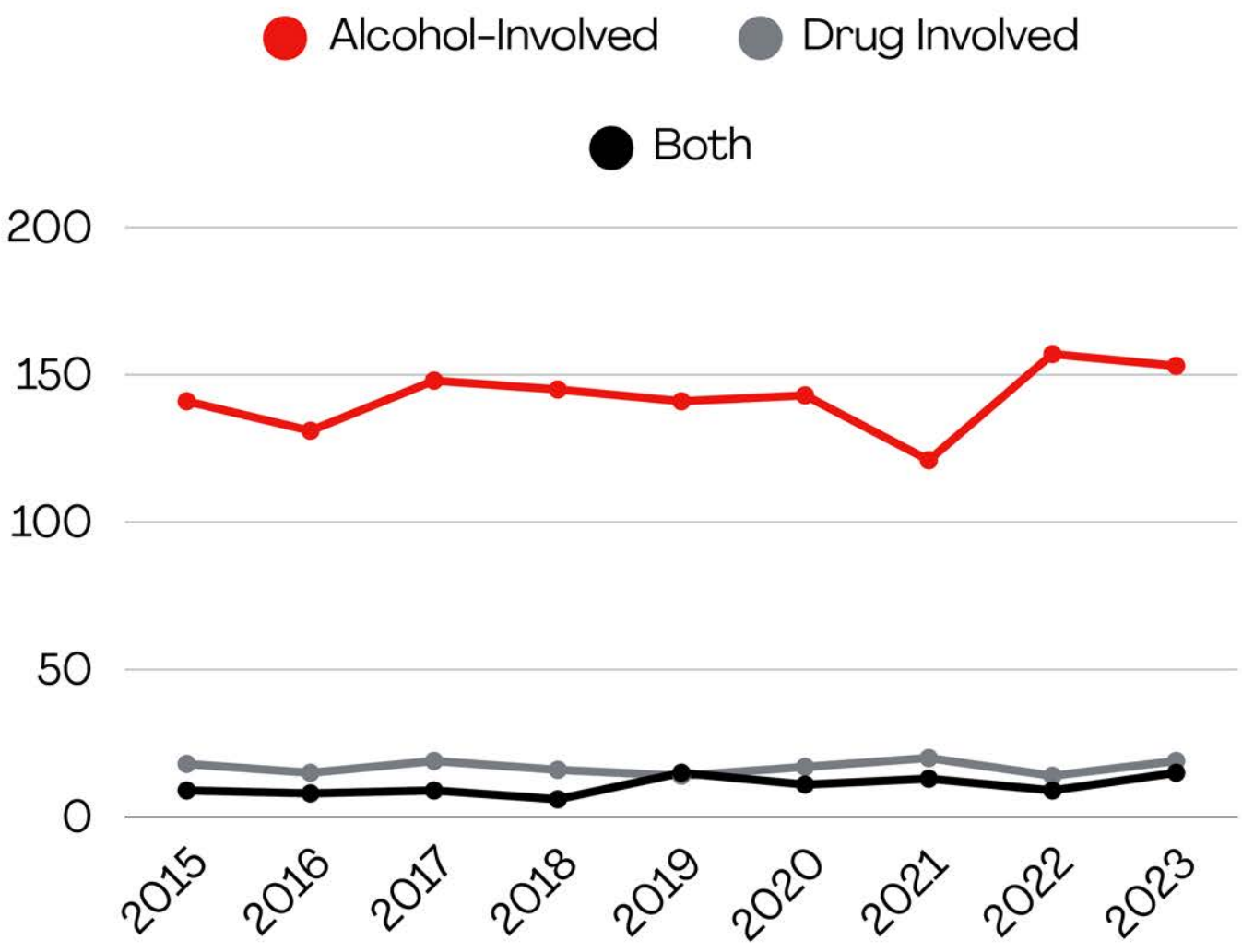
MVMPO
2023 Crashes

Light Conditions



MVMPO 2023 Crashes

Drugs and Alcohol Total Crashes



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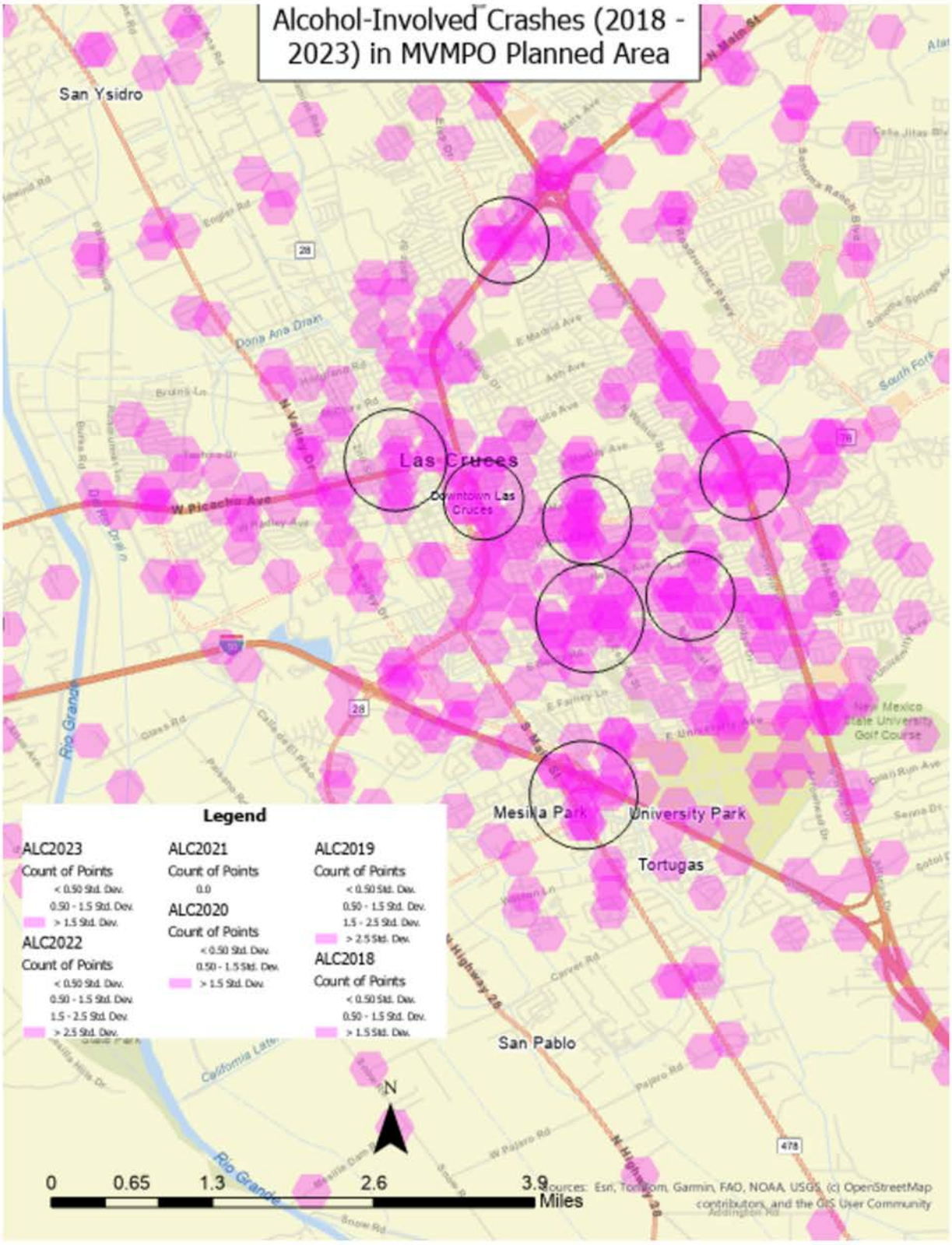
2018 - 2023 Crashes

Alcohol-Involved Total Crashes



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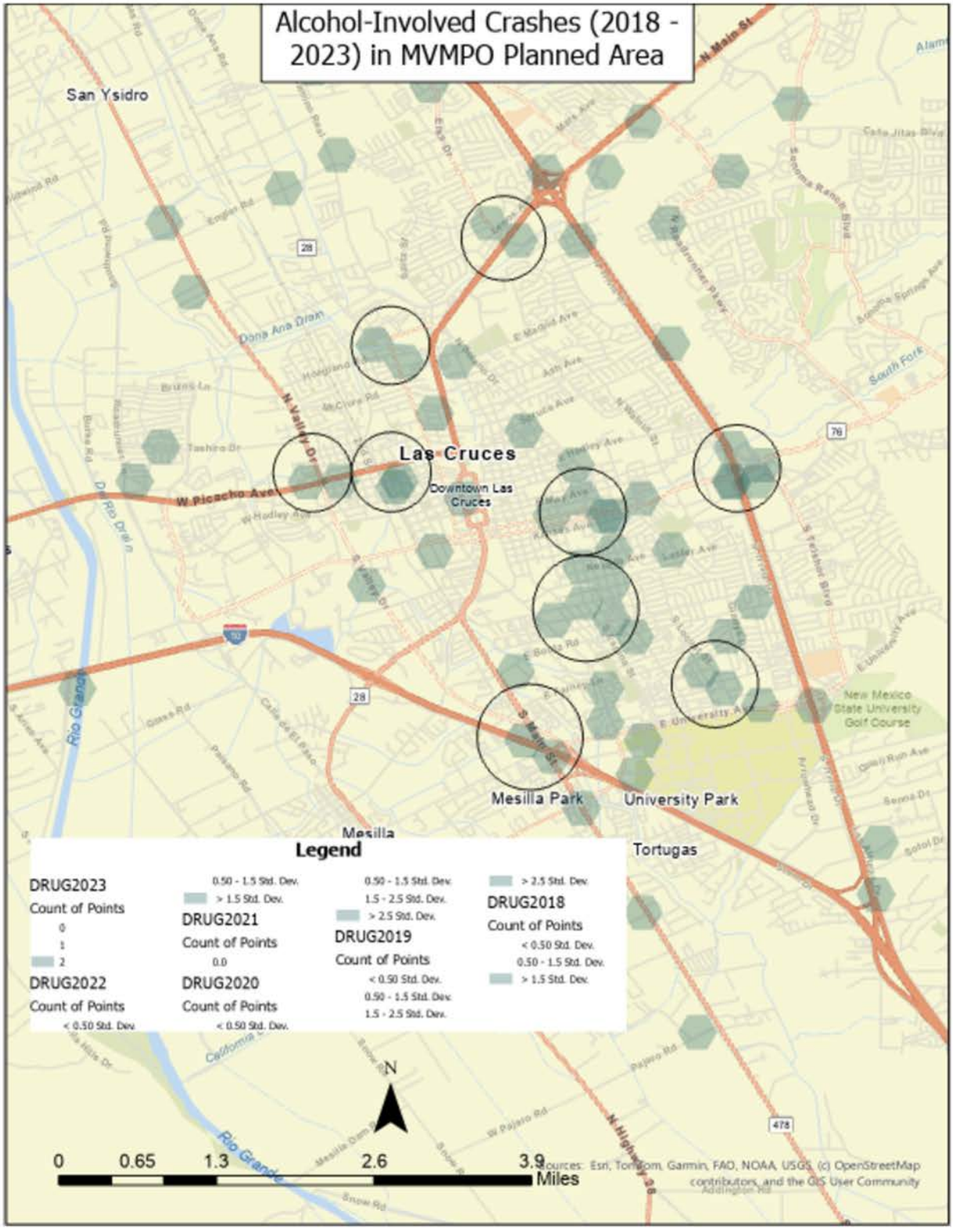
2018 - 2023 Crashes

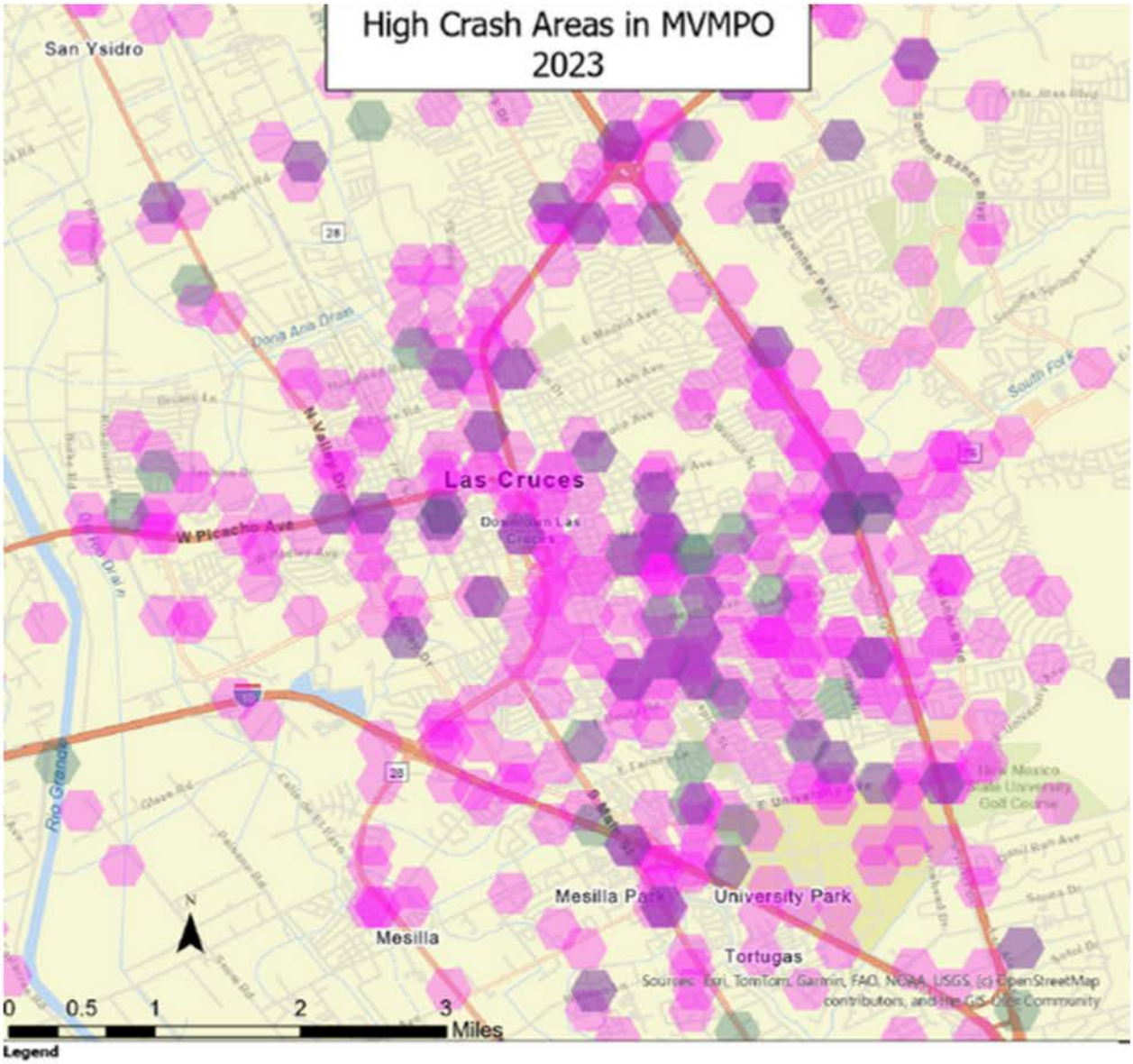
Drug-Involved Total Crashes



MVMPO

2018 - 2023 Crashes

Drug-Involved Total Crashes



Legend

DRUG2023
Count of Points
0
1
2

DRUG2022
Count of Points
< 0.50 Std. Dev.
0.50 - 1.5 Std. Dev.
> 1.5 Std. Dev.

DRUG2021
Count of Points
0.0

DRUG2020
Count of Points
< 0.50 Std. Dev.
0.50 - 1.5 Std. Dev.
1.5 - 2.5 Std. Dev.
> 2.5 Std. Dev.

DRUG2019
Count of Points
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0.50 - 1.5 Std. Dev.
1.5 - 2.5 Std. Dev.
> 2.5 Std. Dev.

DRUG2018
Count of Points
< 0.50 Std. Dev.
0.50 - 1.5 Std. Dev.
> 1.5 Std. Dev.

ALC2023
Count of Points
< 0.50 Std. Dev.
0.50 - 1.5 Std. Dev.
> 1.5 Std. Dev.

ALC2022
Count of Points
< 0.50 Std. Dev.
0.50 - 1.5 Std. Dev.
1.5 - 2.5 Std. Dev.
> 2.5 Std. Dev.

ALC2021
Count of Points
0.0

ALC2020
Count of Points
< 0.50 Std. Dev.
0.50 - 1.5 Std. Dev.
> 1.5 Std. Dev.

ALC2019
Count of Points
< 0.50 Std. Dev.
0.50 - 1.5 Std. Dev.
1.5 - 2.5 Std. Dev.
> 2.5 Std. Dev.

ALC2018
Count of Points
< 0.50 Std. Dev.
0.50 - 1.5 Std. Dev.
> 1.5 Std. Dev.

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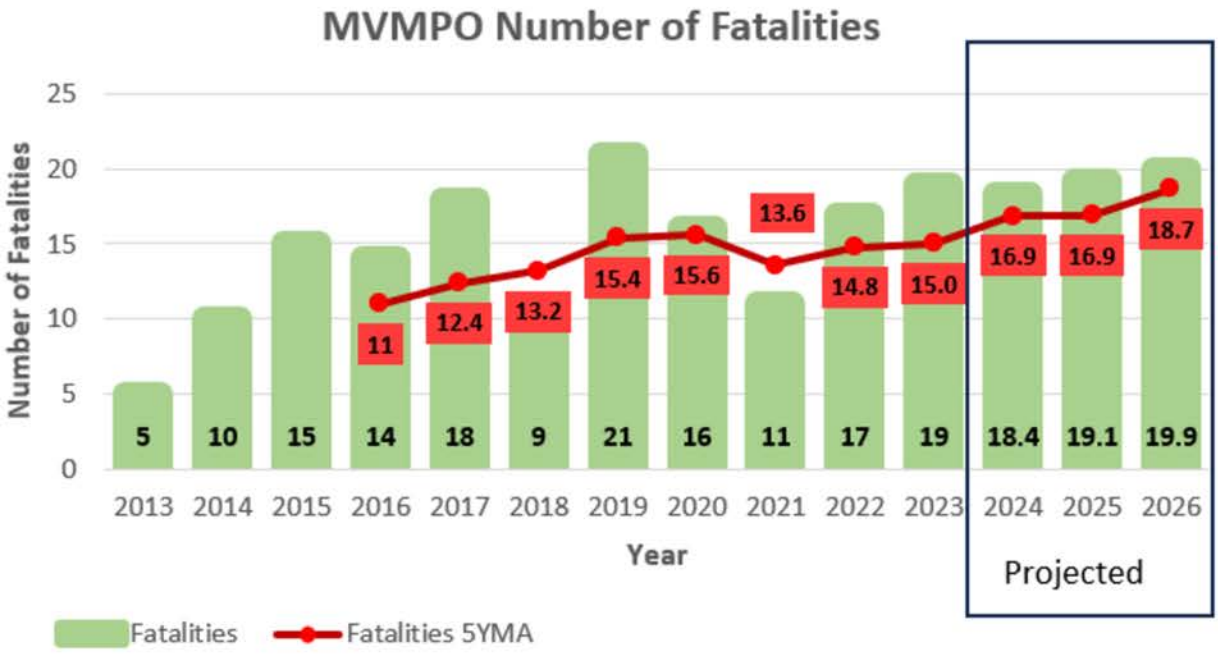
2023 Fatal Crashes

MVMPO Fatal Crashes



The Mesilla Valley MPO Planned area has experienced significant fluctuations in annual fatalities, but the long-term trend continues to rise.

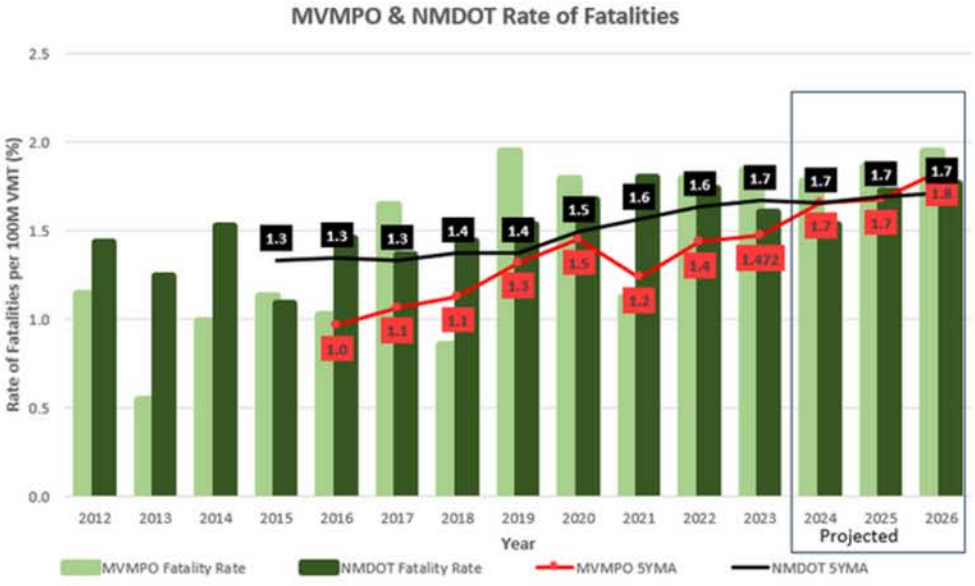
- Between 2013 and 2023, fatalities ranged from a low of 5 (2013) to a high of 21 (2019).
- Most recently, fatalities have remained elevated (17 in 2022 and 19 in 2023).In this 11 year period, the planned area has averaged 14 fatalities per year.
- Projections for 2024 - 2026 show this number growing to ~ 20 fatalities.
- While short-term declines have occurred, the underlying safety trend remains upward. Compared to the past decade, the projected 5YMA represents a 40% increase.

MVMPO Fatal Crashes

MVMPO Rate of Fatalities

MVMPO Fatality Rate:

- 2012–2016: Rates stayed relatively low (0.5–1.1 per 100M VMT).
- 2017–2019: Fatality rates began rising, peaking at 1.9 in 2019, while the 5-year moving average (5YMA) climbed from 1.0 to 1.3.
- 2021–2023: Rates increased from 1.1 to 1.8, with the 5YMA trending upward to 1.5 by 2023.
- Projections (2024–2026): 5YMA expected to keep rising slightly, reaching 1.8 by 2026.



MVMPO & NMDOT Fatality Rates:

- 2016-2020: MVMPO rate increased and matched the state's rate.
- 2021-2023: MVMPO's rates are still below the state's rates, however, projections show MVMPO's fatality rates could match the state's rates in 2024 -2016.
- Both MVMPO and NMDOT show worsening fatality rates.

MVMPO Fatal Crashes

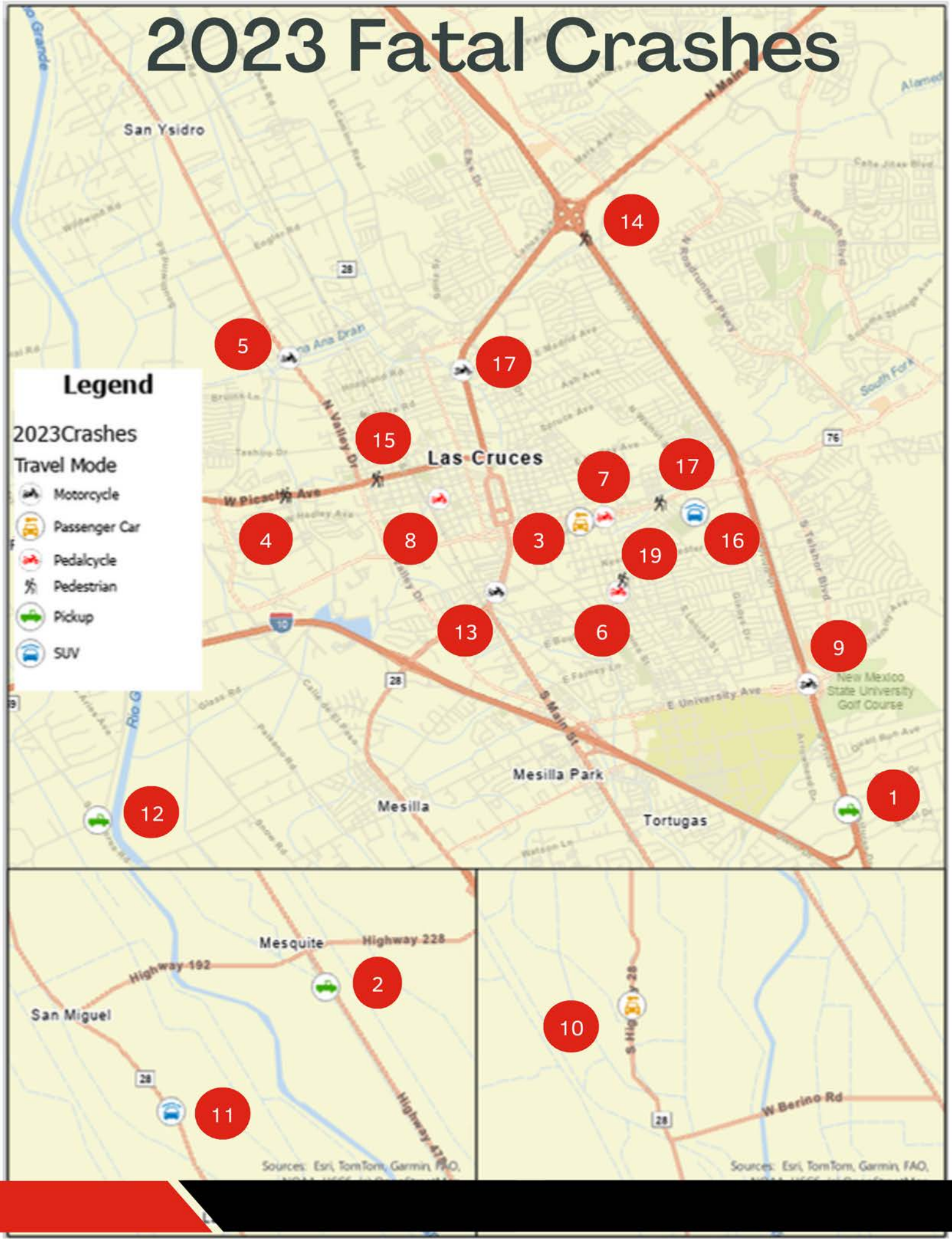
Fatal Crashes

In 2023, there were 19 traffic fatalities in 19 fatal crashes within the Mesilla Valley MPO Planned Area. Fatalities spanned across all different modes of travel: vehicular drivers, vehicular passengers, motorcyclists, pedestrians, and bicyclists.

Key contributing factors present in these crashes included impairment (alcohol & drugs), speeding, inattention, lact of use of restraints or helmets, and roadway violations (disregarding traffic signage, driving left of the center, etc.)

The next few pages show the breakdown of factors present in fatal crashes organized by modes of travel.

2023 Fatal Crashes



Travel Mode of Deceased	Motor Vehicles 				Law Enforcement Assessment	
1. Driver (Pickup Truck) 1/17/23 11AM hour	Under Influence of Narcotics	Improper Driving	Driver Inattention	No Restraints Used / Ejected	Rollover	Driver Error
2. Driver (Pickup Truck) 2/4/23 4AM hour	Under Influence of Alcohol (BAC 0.16)	Under Influence of Narcotics	Driver Inattention	No Restraints Used / Ejected	Rollover	Driver Error
3. Passenger (Passenger Car) 2/21/23 10PM hour	Improper Driving (Other Vehicle)	Excessive Speeding (Other Vehicle)	Disregarded Traffic Signal (Red Light) (Other Vehicle)	Hit & Run	T-Bone	Driver (Other Vehicle) Error
10. Driver (Passenger Car)8/11/23 12PM hour	Driver Inattention (Other Vehicle)	Failed to Yield Right of Way (Other Vehicle)	Disregarded Traffic Signal (Stop Sign) (Other Vehicle)		T-Bone	Driver (Other Vehicle) Error
11. Driver (SUV) 9/8/23 8AM hour	Driver Inattention	Excessive Speed	No Restraints Used / Ejected		Rollover	Driver Error
12.Driver (SUV) 10/1/23 1AM hour	Under Influence of Alcohol (BAC 0.218)	Under Influence of Narcotics	No Restraints Used / Ejected	Excessive Speed	Drove Left of Center / Rollover	Driver Error
16. Driver (SUV) 11/18/23 12AM hour	Driving Wreckless / Aggressive Driving	Improper Driving	Excessive Speed		Collision with Fixed Object	Driver Error

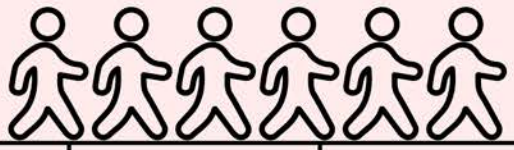
Key Points:

- Substance Use: Alcohol and narcotics are present in multiple fatal crashes, with BAC levels over 0.16 in two of these.
- Driver Behaviors: Improper driving, driver inattention, and excessive speeding were common. Fatal crashes involved disregarding traffic signals and failing to yield right of way as well.
- Restraint Use: 4 of the 7 motorized vehicular fatalities were unrestrained resulting in ejection from the vehicle.
- Crash Types: Rollovers and colliding with fixed objects were common in this category, which was linked to driver errors and speeding.

Travel Mode of Deceased	Motorcycles 				Law Enforcement Assessment	
5. Motorcyclist (Driver) 5/23/23 6PM hour	No Helmet	Driver Inattention	Suspended Driver's License	Collision with Motor Vehicle	T-Bone	MC Error
9. Motorcyclist (Driver) 7/31/23 2PM hour	Helmet Used	Under Influence of Narcotics	Excessive Speed	Operated in Reckless or Aggressive Manner	Collision with Fixed Object (Curb)	MC Error
13. Motorcyclist (Driver) 10/9/23 3AM hour	Helmet Used	Under Influence of Alcohol (BAC: 0.16)	Under Influence of Narcotics	Improper Driving	Collision with Fixed Object (Utility Pole)	MC Error
18. Motorcyclist (Driver) 12/16/23 10PM hour	Helmet Used	Under Influence of Alcohol (BAC: 0.141)	Excessive Speed / Driving Improperly	Talking on Hands-free Device	Collision with Fixed Object (Curb in Median)	MC Error

Key Points:

- Substance Use: 50% of the motorcycle fatal crashes involved alcohol or narcotics.
- Driver Behaviors: Excessive speed, reckless driving, and distracted driving were present.
- Helmet Use: 50% of the motorcycle fatal crashes involved no helmet use while 50% did.
- Crash Types: 75% of the fatal motorcycle crashes involved collision with a fixed object.
- Law Enforcement Assessment: Uniformly attributed to driver error.

Travel Mode of Deceased	Pedestrians 				Law Enforcement Assessment	
4. Pedestrian 4/7/23 6PM hour	On Picacho near 17th (Not an Intersection)	Pedestrian travel North Car Traveling East		Pedestrian: In Roadway Improperly Not Visible	No Driver Error	Ped Error
14.Pedestrian 10/18/23 3AM hour	On I-25 On Ramp (Not an Intersection)	Pedestrian and SUV Traveling South	Pedestrian: Failure to Obey Traffic Signs, Failure to Yield ROW	Pedestrian: In Roadway Improperly & Not Visible	No Driver Error	Ped Error
15. Pedestrian 11/15/23 6PM hour	On Picacho near 5th (Not an Intersection)	Pedestrian and SUV Traveling West	Pedestrian: In Travel Lane	Pedestrian: In Roadway Improperly	No Driver Error	Ped Error
17. Pedestrian 12/3/23 5PM hour	On Lohman near Baca (Not an Intersection)	Pedestrian Traveling North Car Traveling East	Pedestrian: Darted/Dashed Across Road		No Driver Error	Ped Error
19. Pedestrian 12/29/23 5PM hour	On Solano and California	Under the Influence of Narcotics	Pedestrian: Failure to Yield ROW	Pedestrian: Not Visible	No Driver Error	Ped Error

Key Points:

- Crash Locations: Most incidents occurred outside intersections (Picacho, Lohman, I-25 ramp, Solano).
- Pedestrian Actions: Improper roadway use, darting into traffic, and failure to yield were common. One case involved narcotics.
- Visibility Issues: 60% of the pedestrian-involved fatal crashes were noted in crash reports as “not visible”, especially in the evening or at night when natural lighting is absent, and in non-intersection fatal crashes.
- Law Enforcement Assessment: No “Driver Error” was reported in any of the pedestrian-involved fatal crashes.

Travel Mode of Deceased	Pedalcyclists 			Law Enforcement Assessment
6. Bicyclist 6/3/23 10PM hour	Idaho & Chaparro Both Traveling West	Bicyclist: No Helmet Used / Not Visible	SUV Driver: Driver Inattention & Excessive Speeding	No Bicyclist Error
7.Bicyclist 6/28/23 6AM hour	Solano & Lohman SUV Traveling South Bicyclist Traveling West	Bicyclist: No Helmet Disregarded Traffic Signal Improper Driving Failure to obey Traffic Signals	SUV: No Driver Error	Bicyclist Error
8.Bicyclist 7/22/23 12PM hour	Melendres near Hadley SUV Traveling North Bicyclist Traveling South	Bicyclist: No Helmet	SUV: Under the Influence of Narcotics Drove Left of Center Improper Driving	No Bicyclist Error

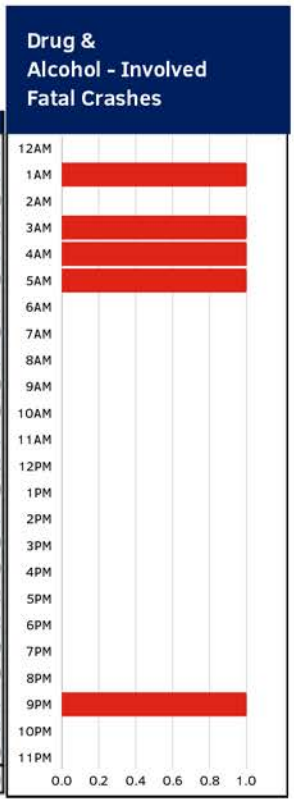
Key Points:

- Crash Locations: Arterial intersections (Idaho & Chaparro, Solano & Lohman, Melendres near Hadley).
- Cyclist Behaviors: One pedalcyclist-involved fata crash showed cyclist error (disregarding traffic signal), while the other two indicated motorist error.
- Driver Behaviors (Other Vehicles): Inattention, excessive speeding, and impaired driving by motorists played a major role in two of three cases.
- Law Enforcement Assessment: One pedalcyclist-involved fatal crash showed cyclist error while the other two showed “Driver Error.”

MVMPO Fatal Crashes

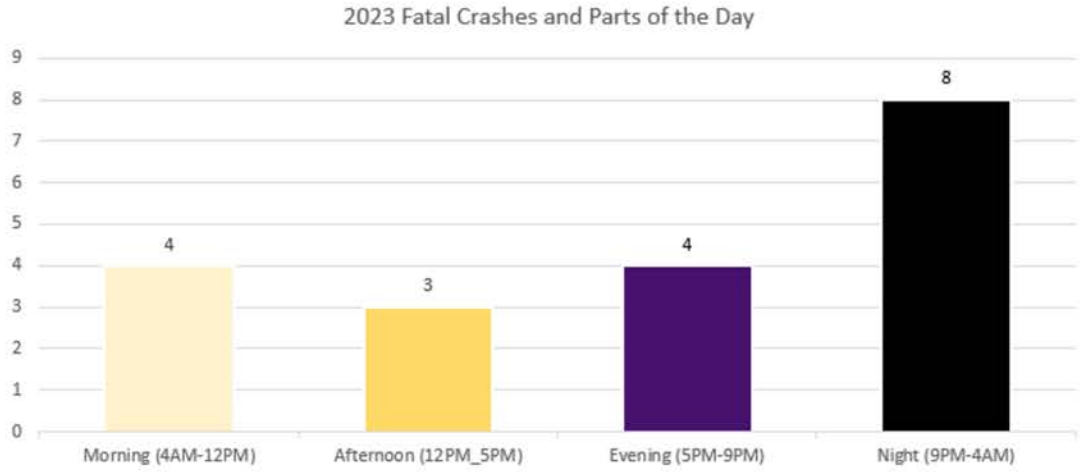
Timing of Fatal Crashes

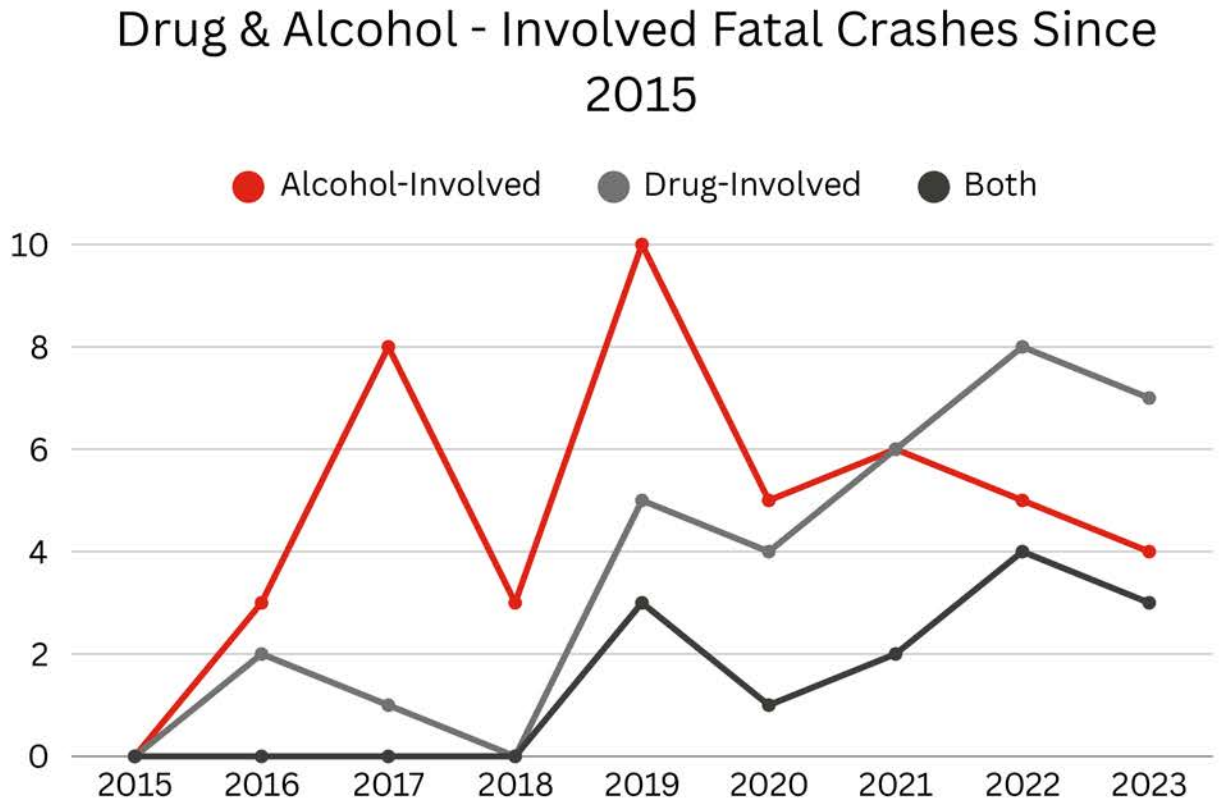
2023	Sunday	Monday	Tuesday	Wednesd	Thursday	Friday	Saturday	Total
12 a.m.	0	0	0	0	0	0	1	1
1 a.m.	1	0	0	0	0	0	0	1
2 a.m.	0	0	0	0	0	0	0	0
3 a.m.	0	1	0	1	0	0	0	2
4 a.m.	0	0	0	0	0	0	1	1
5 a.m.	0	0	0	0	0	0	0	0
6 a.m.	0	0	0	1	0	0	0	1
7 a.m.	0	0	0	0	0	0	0	0
8 a.m.	0	0	0	0	0	1	0	1
9 a.m.	0	0	0	0	0	0	0	0
10 a.m.	0	0	0	0	0	0	0	0
11 a.m.	0	0	1	0	0	0	0	1
12 p.m.	0	0	0	0	0	1	1	2
1 p.m.	0	0	0	0	0	0	0	0
2 p.m.	0	1	0	0	0	0	0	1
3 p.m.	0	0	0	0	0	0	0	0
4 p.m.	0	0	0	0	0	0	0	0
5 p.m.	1	0	0	0	0	1	0	2
6 p.m.	0	0	1	1	0	0	0	2
7 p.m.	0	0	0	0	0	0	0	0
8 p.m.	0	0	0	0	0	0	0	0
9 p.m.	0	0	0	0	0	1	0	1
10 p.m.	0	0	1	0	0	0	2	3
11 p.m.	0	0	0	0	0	0	0	0
Total	2.0	2.0	3.0	3.0	0.0	4.0	5.0	19



Summary of Timing vs. Impairment:

- Early Morning (1–5 a.m.): All 4 fatal crashes involved impairment (alcohol or drugs).
- Late Afternoon/Evening (3–6 p.m.): None of the 4 crashes in this period were linked to impairment; instead, they involved visibility, pedestrian error, or traffic violations.
- Late Night (9–11 p.m.): Mixed — one fatal crash (motorcyclist, 10 p.m.) involved impairment, while another (passenger car, 10 p.m.) did not.

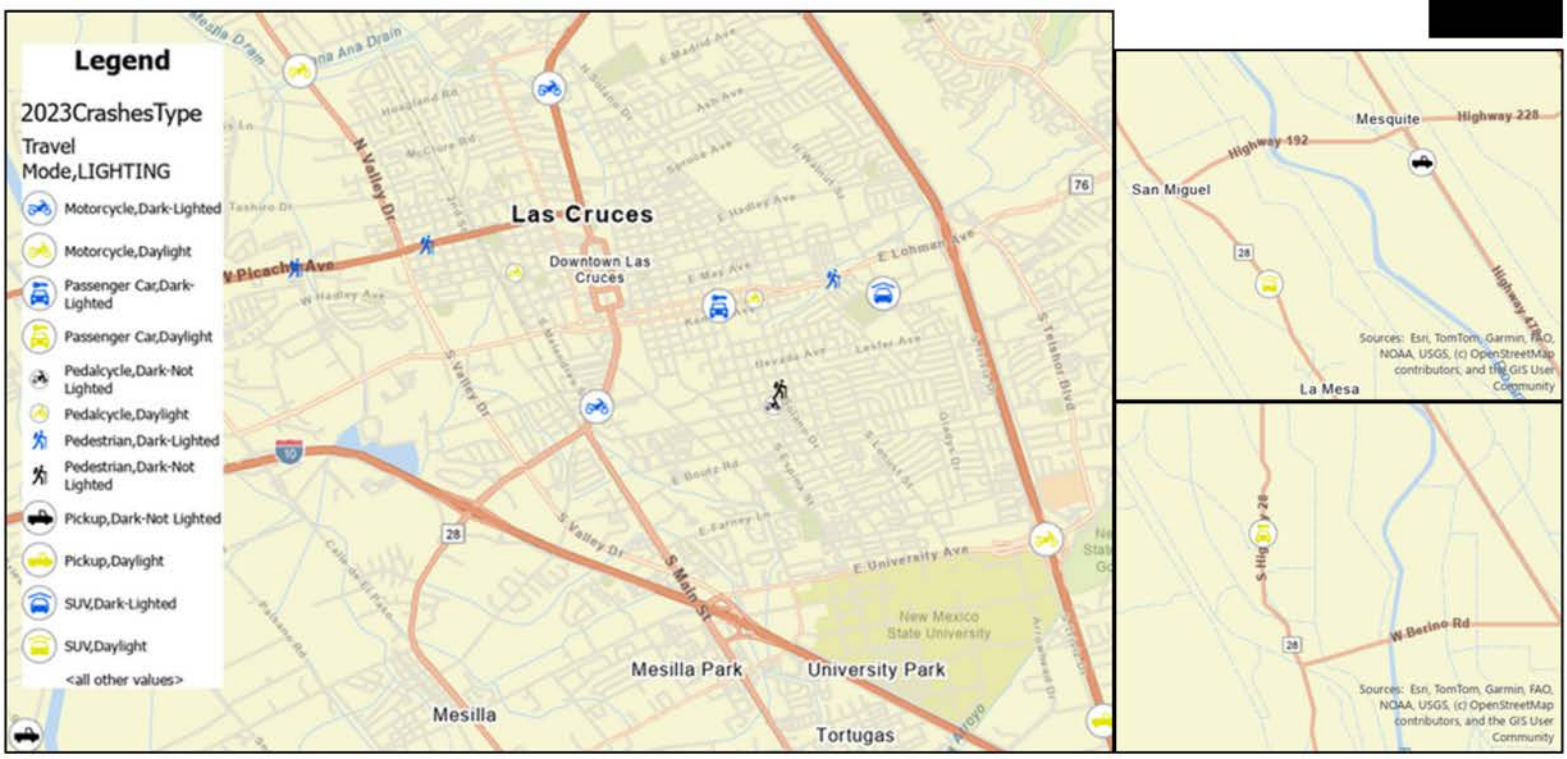


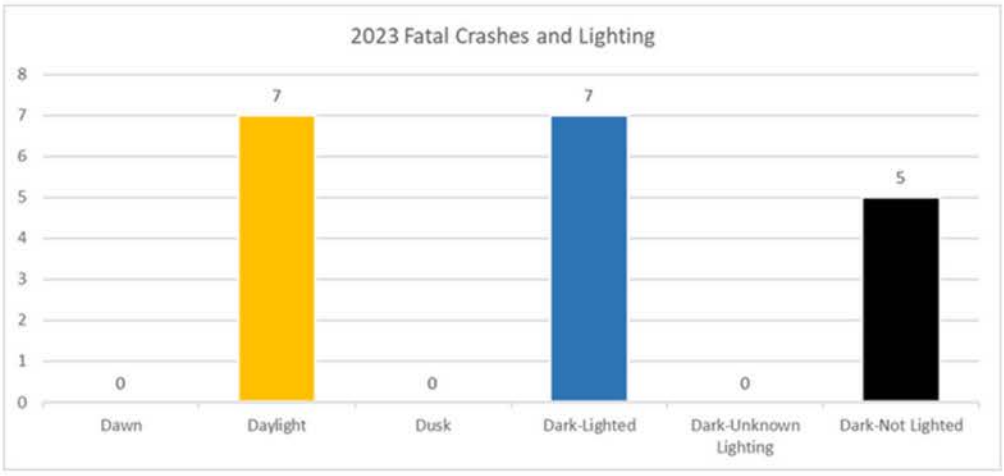


Alcohol and drug - involved fatal crashes show fluctuation but persistent trends over the past nine years. Alcohol-involved crashes peaked in 2019 with 10 fatal crashes, followed by a decline but still remained a consistent factor through 2023.
Drug-involved crashes have show a steady rise since 2018, reaching the highest point in 2022 before slightly decreasing in 2023. Crashes with both factors involved have also been showing an increasing trend since 2018, peaking in 2022,

MVMPO Fatal Crashes

Lighting of Fatal Crashes





Fatal Crashes by Lighting Conditions:

- Daylight and Dark–Lighted roadways resulting in each with 7 fatal crashes.
- Dark–Not Lighted roadways accounted for 5 fatal crashes.
- No fatal crashes occurred at dawn, dusk, or under dark–unknown lighting conditions.

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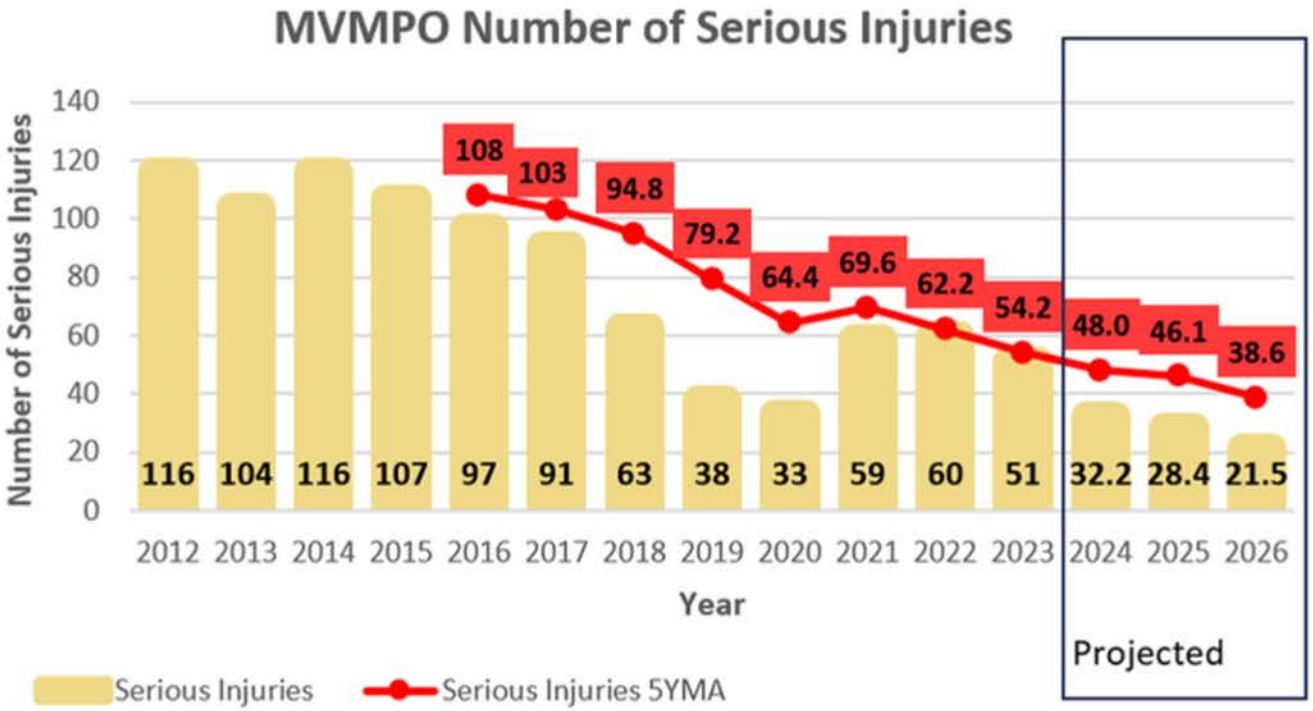
2023 Serious Injury Crashes

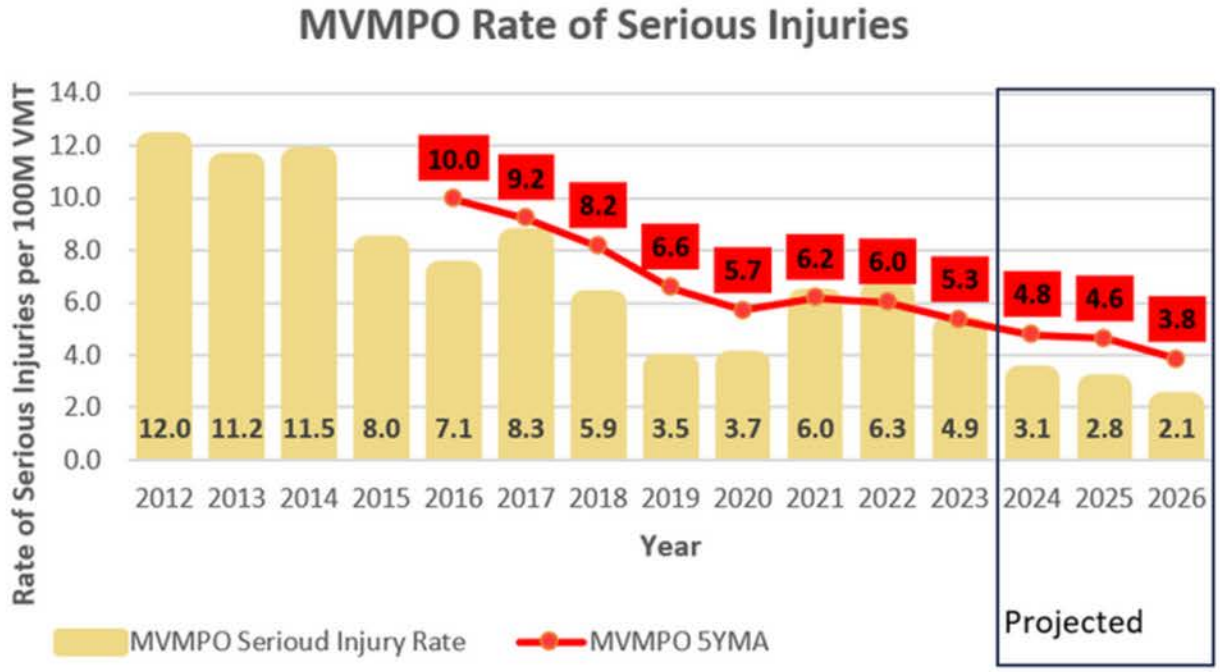
MVMPO Serious Injury Crashes



Serious injuries in the Mesilla Valley MPO planned area continue to show a decreasing trend, From over 100 serious injuries annually in 2021-2026 to 51-60 in 2022-2023. The 5YMA peaked at 108 in 2016 but has steadily declined to 54 in 2023, with projections showing continued decreases to around 39 by 2026.

- Unlike fatalities (which have risen), serious injuries have decreased dramatically across the MPO region.
- In 2012–2016, serious injuries remained high, ranging between 97 and 116 annually.
- Starting in 2017, the numbers declined sharply, dropping below 38 per year by 2019.
- The most recent data shows 51 in 2022 and 50 in 2023, well below historical levels.

MVMPO Serious Injury Crashes



The MVMPO serious injury rate has fallen by more than two-thirds since 2012, with long-term averages also trending downward. Projections show rates could reach record lows by 2026, highlighting significant progress in reducing crash severity across the region:

Trend Overview:

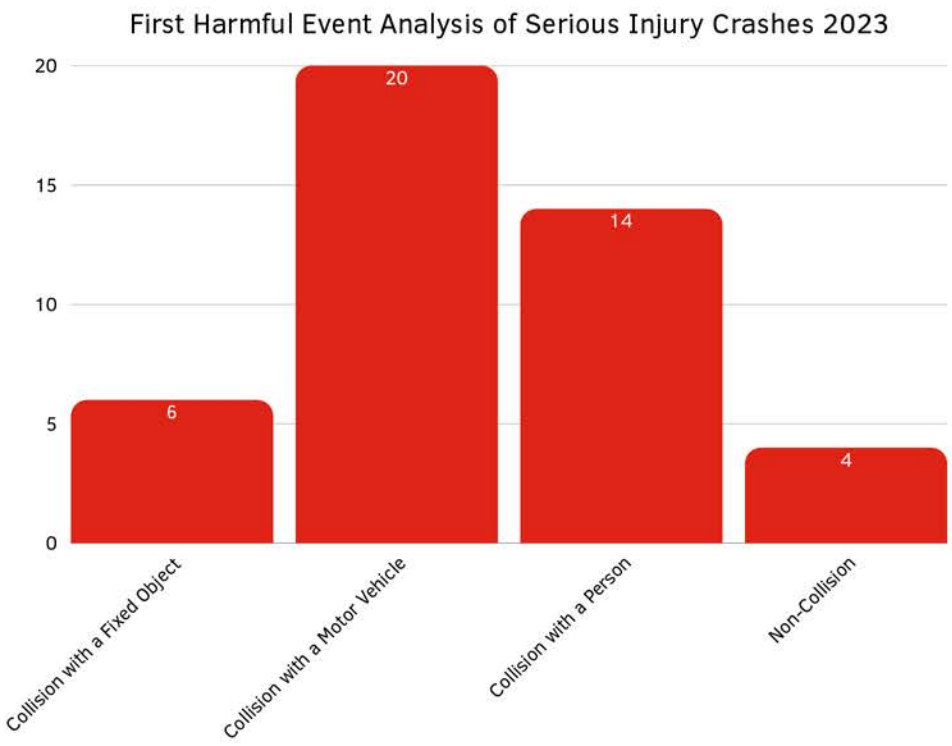
- In 2012–2014, the rate of serious injuries was high and stable, between 11–12 per 100M VMT.
- Starting in 2017, the rate began to decline steadily, falling below 6.0 by 2018 and reaching a low of 3.5 in 2019.
- Recent years (2020–2023) leveled off around 4.9–6.3, still far lower than the earlier decade.
- Projections (2024–2026): Rates are expected to continue decreasing, reaching 2.1 by 2026.

5-Year Moving Average (5YMA)

- The 5YMA peaked at 10.0 in 2016, reflecting the high injury rates of that period.
- Since then, it has dropped consistently, falling to 5.3 in 2023 and projected at 3.8 in 2026.

2023 Serious Injury Crashes

MVMPO Serious Injury Crashes



The Serious Injury Crash map shows a strong concentration of serious injury crashes within the Mesilla Valley MPO planned area, particularly along major arterials such as I-25, I-10, US-70, and streets like University, Lohman, and Valley. A few crashes also occurred in Mesilla, Vado, and Doña Ana. The distribution suggests that high-traffic roadways and intersections are the most common locations for serious injury crashes.

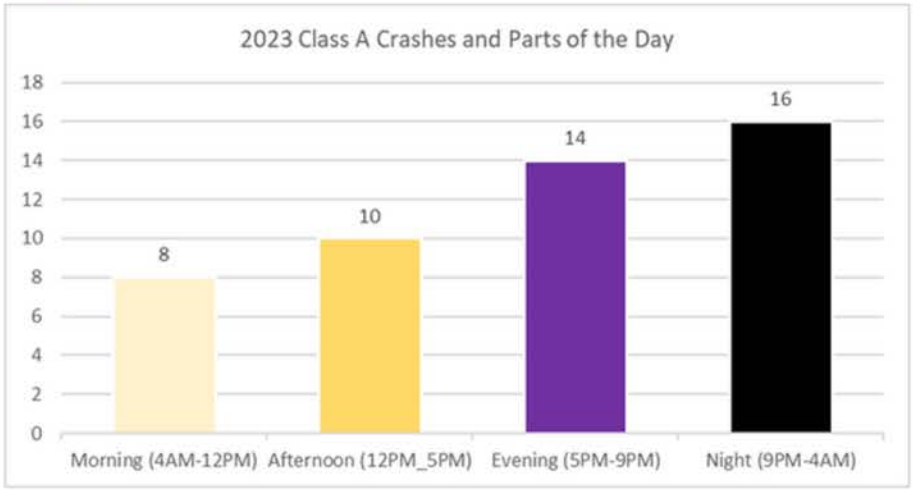
Serious Injury First Harmful Analysis:

- Collisions with motor vehicles were the leading cause (20 crashes), followed by collisions with pedestrian crashes (14).
- Crashes were concentrated in Las Cruces, especially along I-25, I-10, US-70, and major arterials. Additional clusters appeared in Mesilla, Vado, and Doña Ana.
- Of the 14 collisions with a person, only 4 took place in an intersection. 10 of these crashes did not take place in an intersection.

MVMPO Serious Injury Crashes

Timing of Serious Injury Crashes

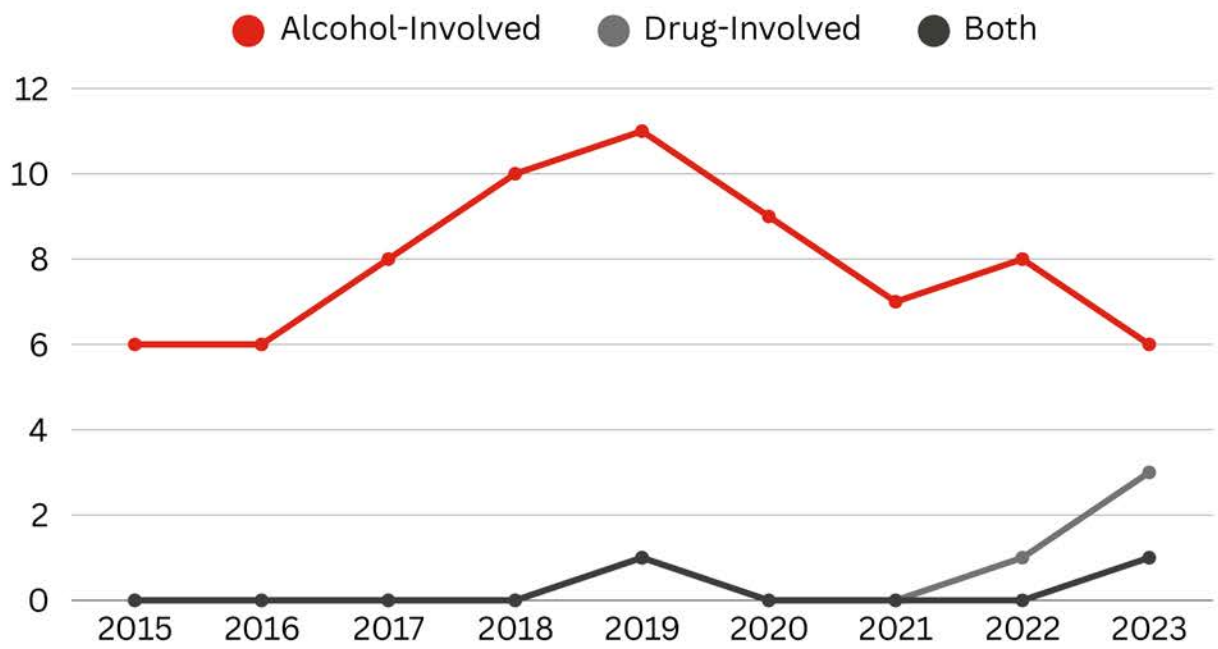
2023	Sunday	Monday	Tuesday	Wednesd	Thursday	Friday	Saturday	Total
12 a.m.	0	0	0	0	0	0	0	0
1 a.m.	3	1	0	1	0	0	0	5
2 a.m.	0	0	1	0	1	1	0	3
3 a.m.	0	0	0	0	0	0	0	0
4 a.m.	0	0	1	0	0	0	0	1
5 a.m.	0	0	0	0	0	0	0	0
6 a.m.	0	0	1	0	0	0	1	2
7 a.m.	0	0	0	0	0	0	0	0
8 a.m.	0	1	0	0	0	0	0	1
9 a.m.	0	0	0	0	0	0	0	0
10 a.m.	0	0	0	0	0	1	0	1
11 a.m.	0	0	2	0	0	0	1	3
12 p.m.	0	0	1	0	0	0	0	1
1 p.m.	0	0	0	0	0	0	0	0
2 p.m.	0	0	0	0	0	0	1	1
3 p.m.	1	0	0	0	0	0	0	1
4 p.m.	2	0	0	0	1	0	0	3
5 p.m.	0	1	0	0	0	2	1	4
6 p.m.	0	1	1	0	0	1	1	4
7 p.m.	0	1	0	1	1	0	0	3
8 p.m.	0	0	0	1	1	1	0	3
9 p.m.	1	0	1	0	0	0	1	3
10 p.m.	0	0	1	0	0	0	1	2
11 p.m.	0	0	0	1	2	0	0	3
Total	7.0	5.0	9.0	4.0	6.0	6.0	7.0	44



Summary of Timing vs. Impairment:

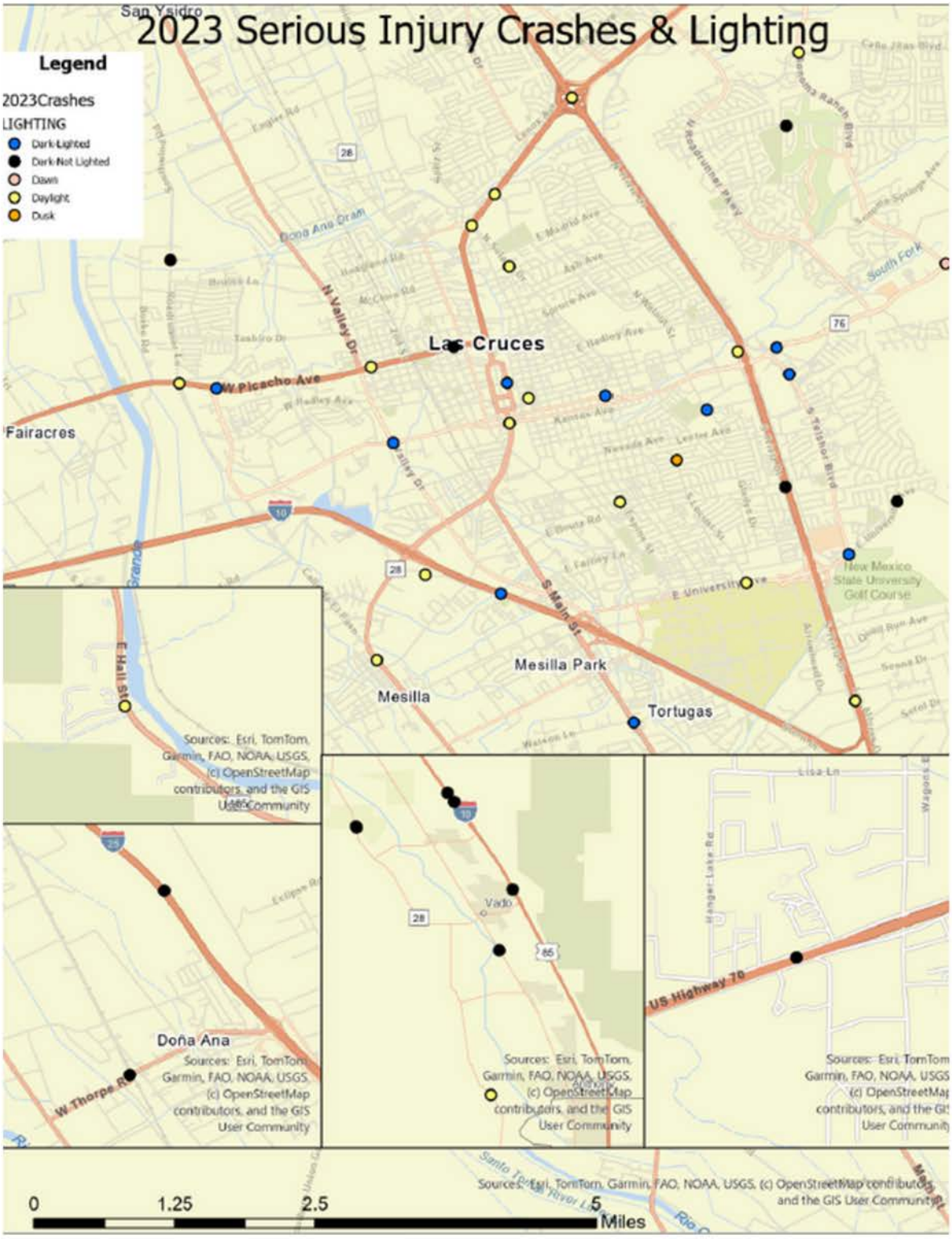
- Crashes were most common at night (9 p.m.–4 a.m., 16 crashes) and during the evening (5–9 p.m., 14 crashes).
- Afternoon (12–5 p.m.) saw 10 crashes, while morning (4 a.m.–12 p.m.) had the fewest (8 crashes).
- Hourly peaks occurred at 1 a.m. (5 crashes), 5–6 p.m. (7 crashes combined), and 11 p.m. (3 crashes).
- Crashes were spread across all days of the week, with Tuesdays (9 crashes) slightly higher than others.
- Drug- and alcohol-involved crashes clustered overnight (1–4 a.m.) and late evening (11 p.m.–midnight).

Drug & Alcohol - Involved Serious Injury Crashes Since 2015



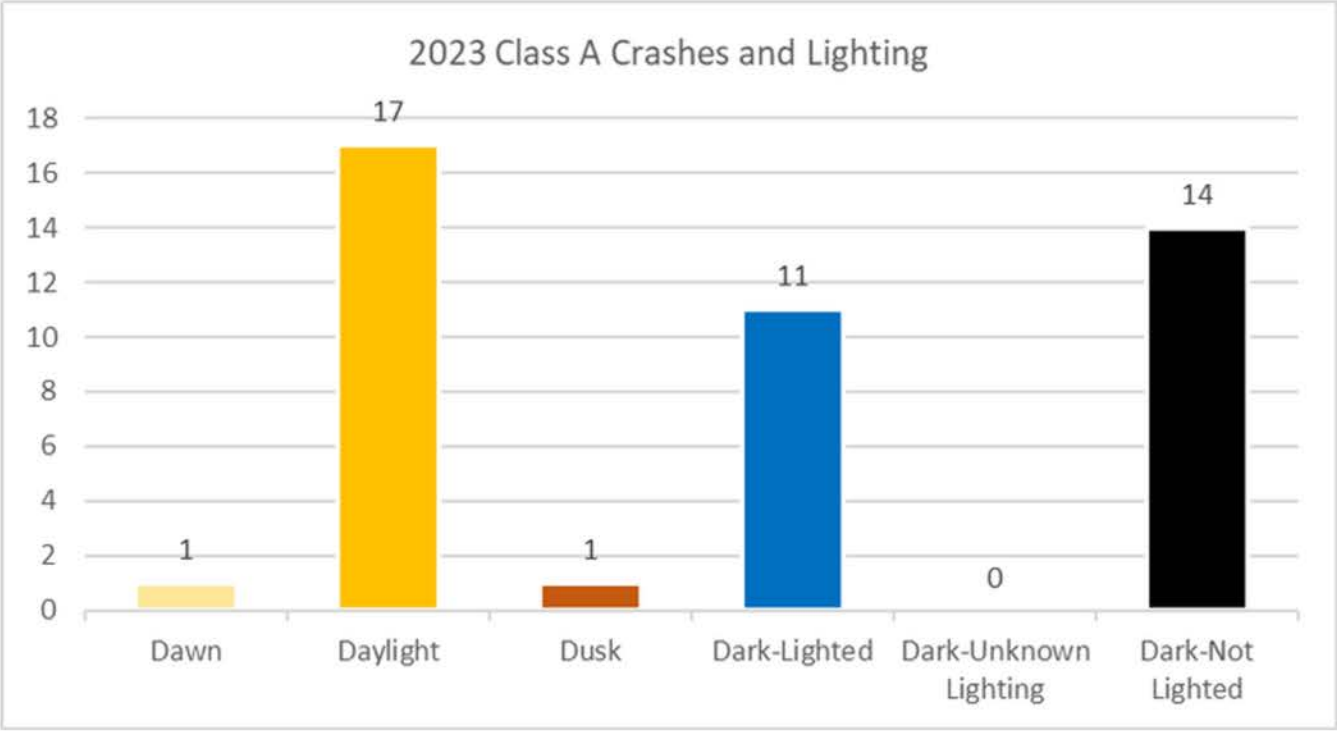
The data shows that while alcohol-impaired crashes are trending downward, they remain a major contributor to serious injuries. Alcohol involvement has been the dominant impairment factor in serious injury crashes since 2015. Numbers ranged from 6–11 crashes annually, peaking in 2019 (11 crashes) before gradually declining to 6 crashes in 2023. Drug involvement was almost nonexistent until 2022, when it began to appear in the dataset (2 crashes in 2022, 3 crashes in 2023).

MVMPO Serious Injury Crashes



MVMPO Serious Injury Crashes

Lighting of Serious Injury Crashes



In 2023, serious injury crashes were concentrated in Las Cruces' major arterials and intersections, with additional clusters along I-10, US-70, and NM-28. Crashes occurred in both daylight and darkness, including on well-lit corridors and unlit rural connectors, showing that while lighting influences crash risk, traffic volume and driver behavior are equally important.

- Serious injury crashes were spread throughout the region but were heavily concentrated in Las Cruces, particularly along major arterials and intersections such as US-70, I-25, and Lohman Avenue.
- Daylight crashes (yellow) were common in central Las Cruces, showing that many severe crashes occurred during normal daytime visibility.
- The overall pattern shows that visibility factors play a role, but traffic exposure and driver behavior remain critical, as serious injury crashes occur in both daylight and darkness.

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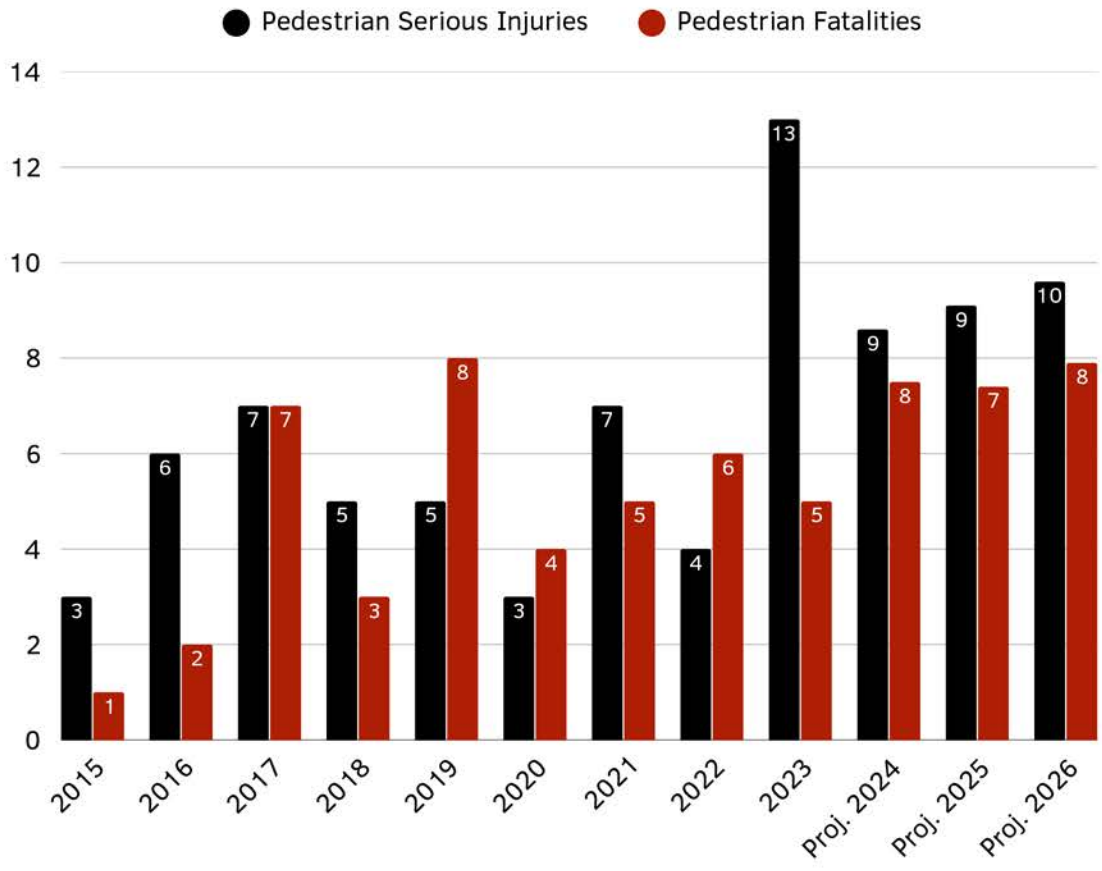
2023

Pedestrian -Involved Crashes

MVMPO Pedestrian Crashes

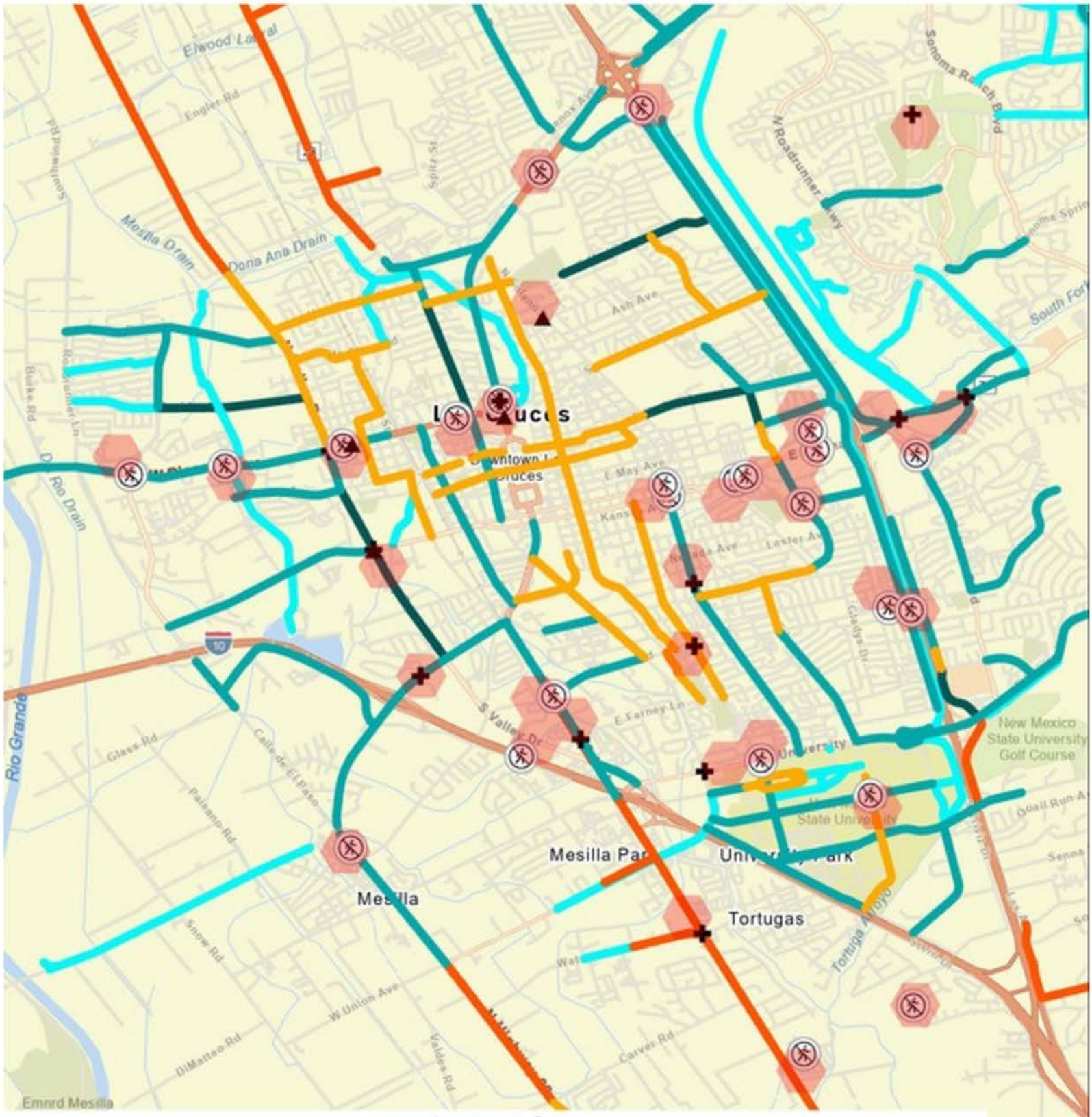


Pedestrian Serious Injuries & Fatalities:

- Pedestrian fatalities have remained consistently high since 2019, ranging from 4–8 deaths annually, with 8 in 2019 and 5 in 2023.
- Pedestrian serious injuries fluctuated more, peaking at 13 in 2023 — the highest in the dataset.
- From 2015 to 2018, fatalities were lower (1–3 annually)with the exception of 2017, while serious injuries ranged from 1–7.

- Projections (2024–2026) show fatalities stabilizing around 7–8 annually, while serious injuries are expected to level off at 9–10 per year.
- Pedestrian crashes remain a major safety issue, with fatalities holding steady at high levels and serious injuries spiking to a record 13 in 2023. Projections suggest both measures will stay elevated through 2026

2023 Pedestrian-Involved Crashes and Intersection Type



Legend

ED2023_High
rash
ount of Points
< 0.50 Std. Dev.
0.50 - 1.5 Std. Dev.
1.5 - 2.5 Std. Dev.
> 2.5 Std. Dev.

INTERSECTION TYPE
Four-Way
Not an Intersection
T-Intersection

MVMPO Bike Trails
Type_of_Bike_Lane
Buffered Bike Lane
Multi-use
Shoulder
Unbuffered Bike Lane
Share the Road
<all other values>

ntributors,
Community

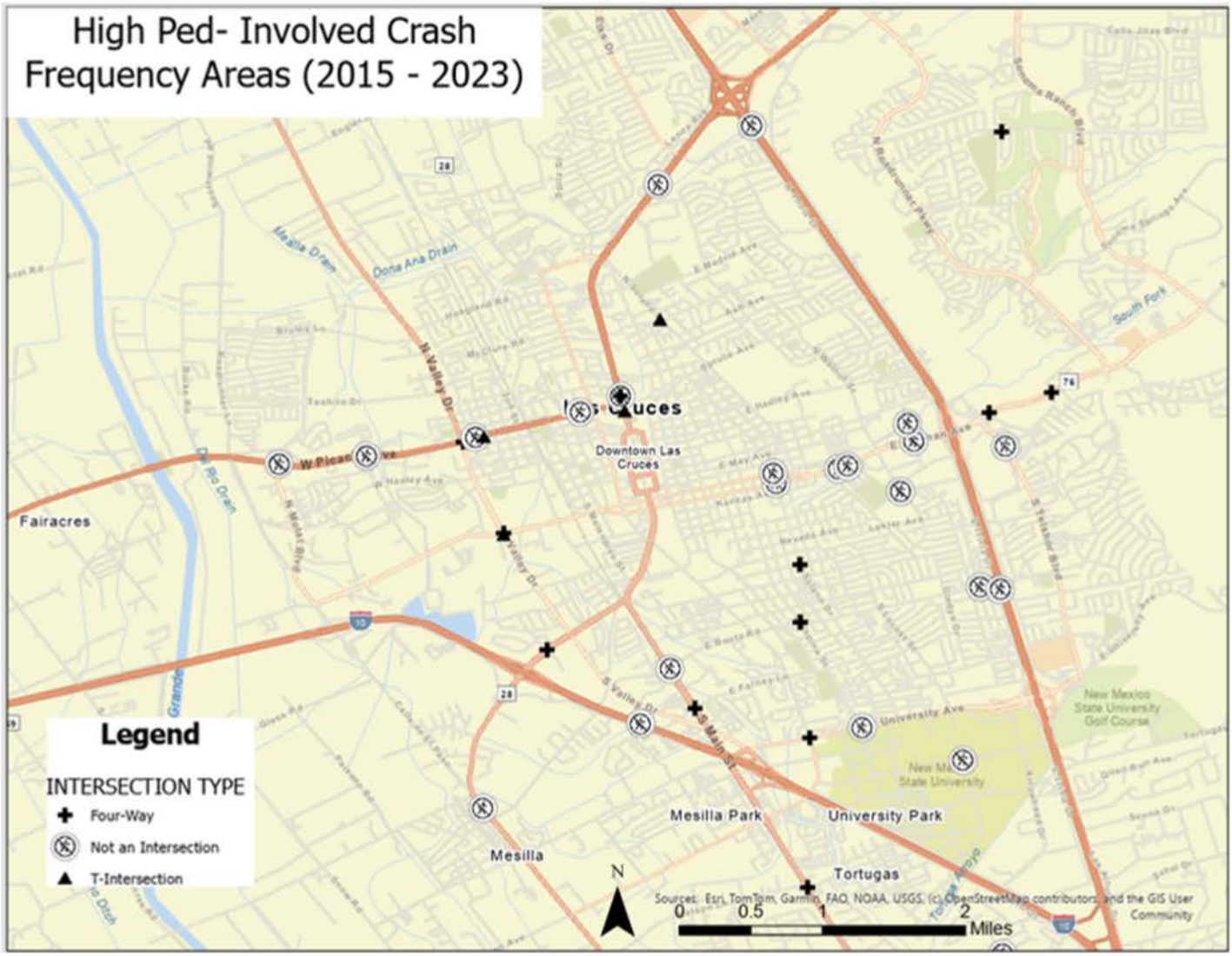
MVMPO Pedestrian-Involved Crashes

Intersection Type

Intersection Type of Pedestrian-Involved Crashes:

- 63% of pedestrian crashes occurred outside of intersections, showing that mid-block crossings or areas without designated crosswalks are the most dangerous for pedestrians.
- 28% of crashes took place at four-way intersections, where turning vehicles and complex traffic movements increase conflict points.
- 9% occurred at T-intersections, which still present risks but at lower overall volumes compared to four-way intersections.

Intersection Type



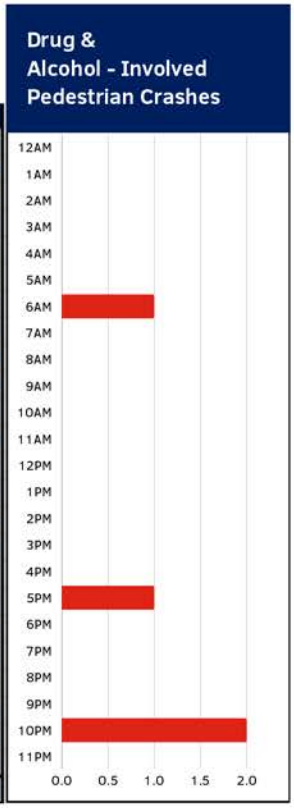
Key Points – Pedestrian-Involved Crashes by Intersection Type (2023)

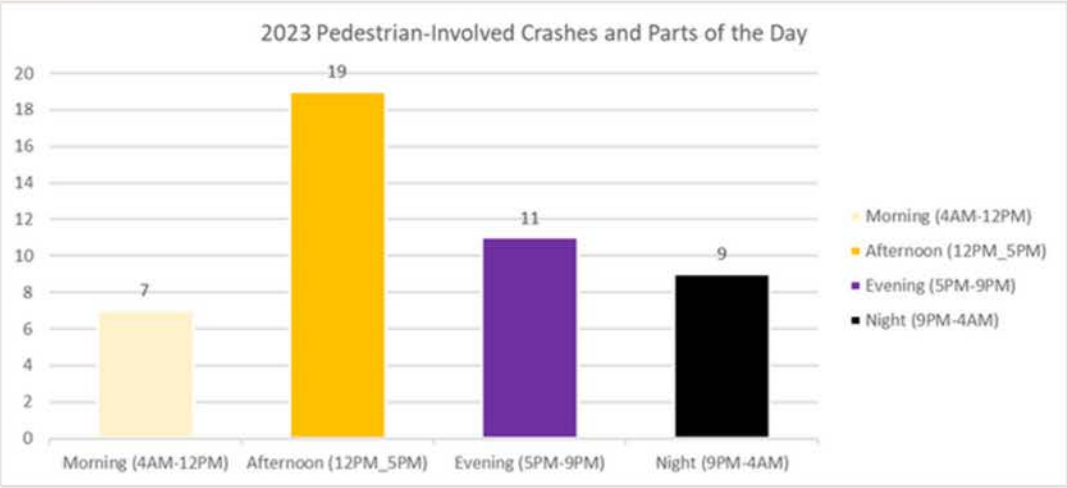
- In 2023, the majority of pedestrian crashes occurred outside of intersections (circles), particularly along Lohman Avenue, Solano Drive, and Picacho. These mid-block incidents continue to be the most frequent and hazardous.
- Four-way intersections (crosses) show clusters downtown and near the University Avenue corridor where pedestrian activity is high.
- T-intersection crashes (triangles) were less common but present along connector routes, especially in central Las Cruces.

MVMPO Pedestrian-Involved Crashes

Timing of Pedestrian Crashes

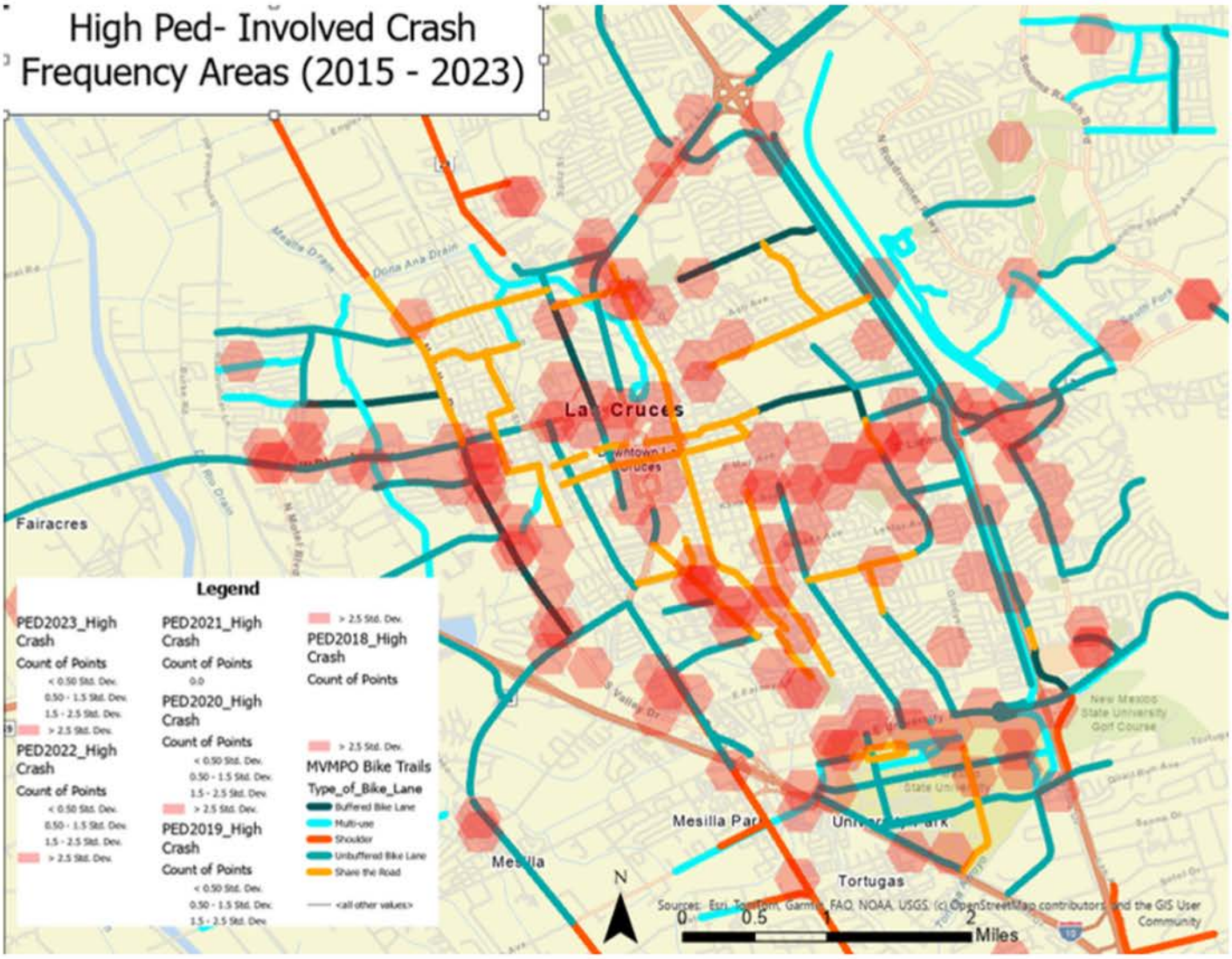
2023	Sunday	Monday	Tuesday	Wednes	Thursda	Friday	Saturda	Total
12 a.m.	0	0	0	0	0	0	0	0
1 a.m.	0	0	0	0	0	0	0	0
2 a.m.	0	0	0	0	1	0	0	1
3 a.m.	0	0	0	1	0	0	0	1
4 a.m.	0	0	1	0	0	0	0	1
5 a.m.	0	0	0	1	0	0	0	1
6 a.m.	0	0	1	0	0	0	0	1
7 a.m.	0	0	0	1	1	1	0	3
8 a.m.	0	0	0	0	0	0	0	0
9 a.m.	0	0	0	0	0	0	0	0
10 a.m.	0	1	0	0	0	0	0	1
11 a.m.	0	0	0	0	0	0	0	0
12 p.m.	0	1	0	0	0	1	1	3
1 p.m.	0	0	0	0	1	0	0	1
2 p.m.	0	1	0	0	1	2	0	4
3 p.m.	1	0	0	1	1	0	1	4
4 p.m.	1	1	0	0	2	2	1	7
5 p.m.	1	1	0	0	0	1	0	3
6 p.m.	1	1	1	1	1	0	0	5
7 p.m.	0	0	0	1	1	0	0	2
8 p.m.	0	0	0	1	0	0	0	1
9 p.m.	0	0	0	0	1	1	0	2
10 p.m.	0	0	0	1	0	0	1	2
11 p.m.	0	0	0	0	3	0	0	3
Total	4.0	6.0	3.0	8.0	13.0	8.0	4.0	46





Summary of Timing vs. Impairment:

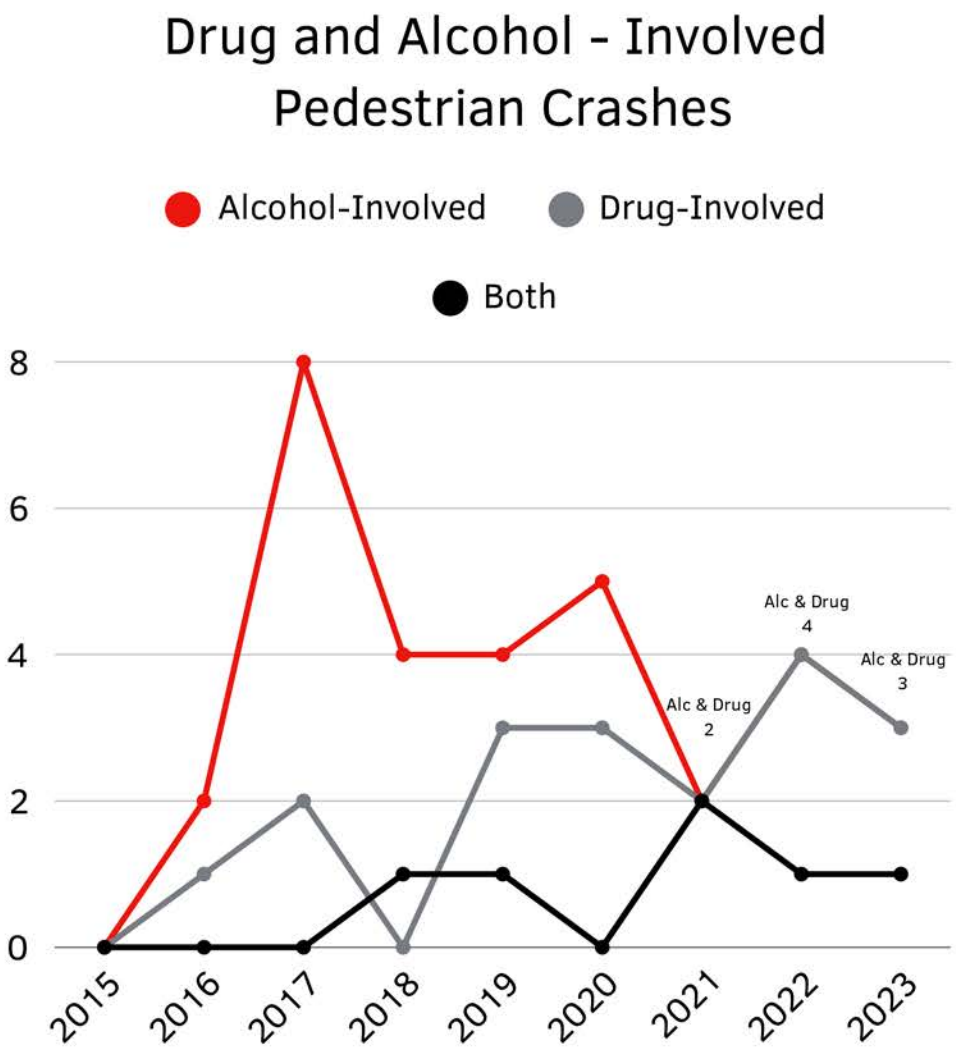
- A total of 46 pedestrian-involved crashes occurred in 2023.
- Crashes were most frequent in the afternoon (12–5 p.m., 15 crashes), followed by the evening (5–9 p.m., 11 crashes).
- Nighttime (9 p.m.–4 a.m.) saw 9 crashes, while morning hours (4 a.m.–12 p.m.) had the fewest with 7 crashes.
- Unlike general serious injury crashes, pedestrian crashes were more common in the afternoon daylight hours than overnight, though impairment still factored into late-night crashes.



Pedestrian-Involved Crash Frequency (2015–2023)

- Pedestrian crashes are concentrated along major arterials in central and western Las Cruces, particularly Lohman Avenue, Solano Drive, University Avenue, and Main Street.
- Hotspots are also evident along Valley, Lohman, and Main where pedestrian exposure to high-speed traffic creates elevated risks.
- Downtown and NMSU/University area emerge as high-crash zones, reflecting higher pedestrian activity levels
- Consistent clustering over the nine-year period highlights long-term pedestrian safety challenges, with these corridors remaining high-risk across multiple years.

MVMPO Pedestrian-Involved Crashes



Drug & Alcohol-Involved Pedestrian Crashes:

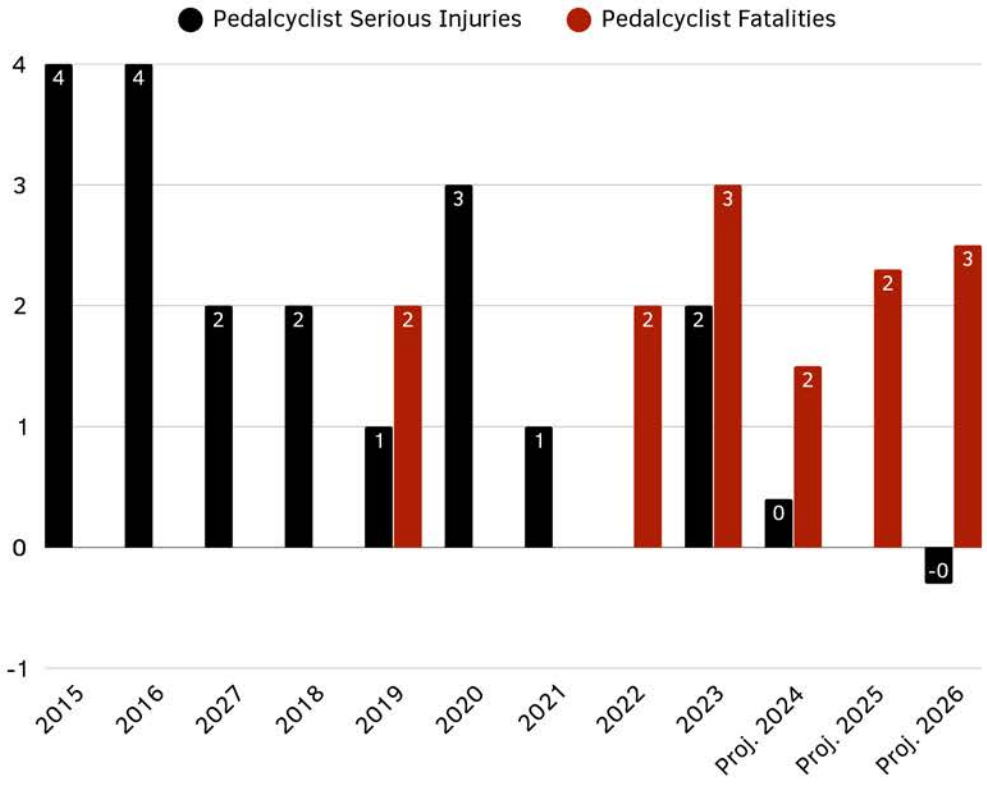
- Alcohol involvement (red line) has historically been the most significant factor, peaking in 2017 with 8 crashes and showing continued presence through 2023, though at lower levels (3 crashes).
- Drug involvement (grey line) appears less frequent but has been steadily present since 2018, typically at 1–2 crashes per year.
- Combined drug and alcohol involvement (black line) increased after 2020, peaking in 2022 with 4 crashes, before declining slightly in 2023.

Mesilla Valley
Metropolitan
Planning
Organization

2023

Pedalcyclist -Involved Crashes

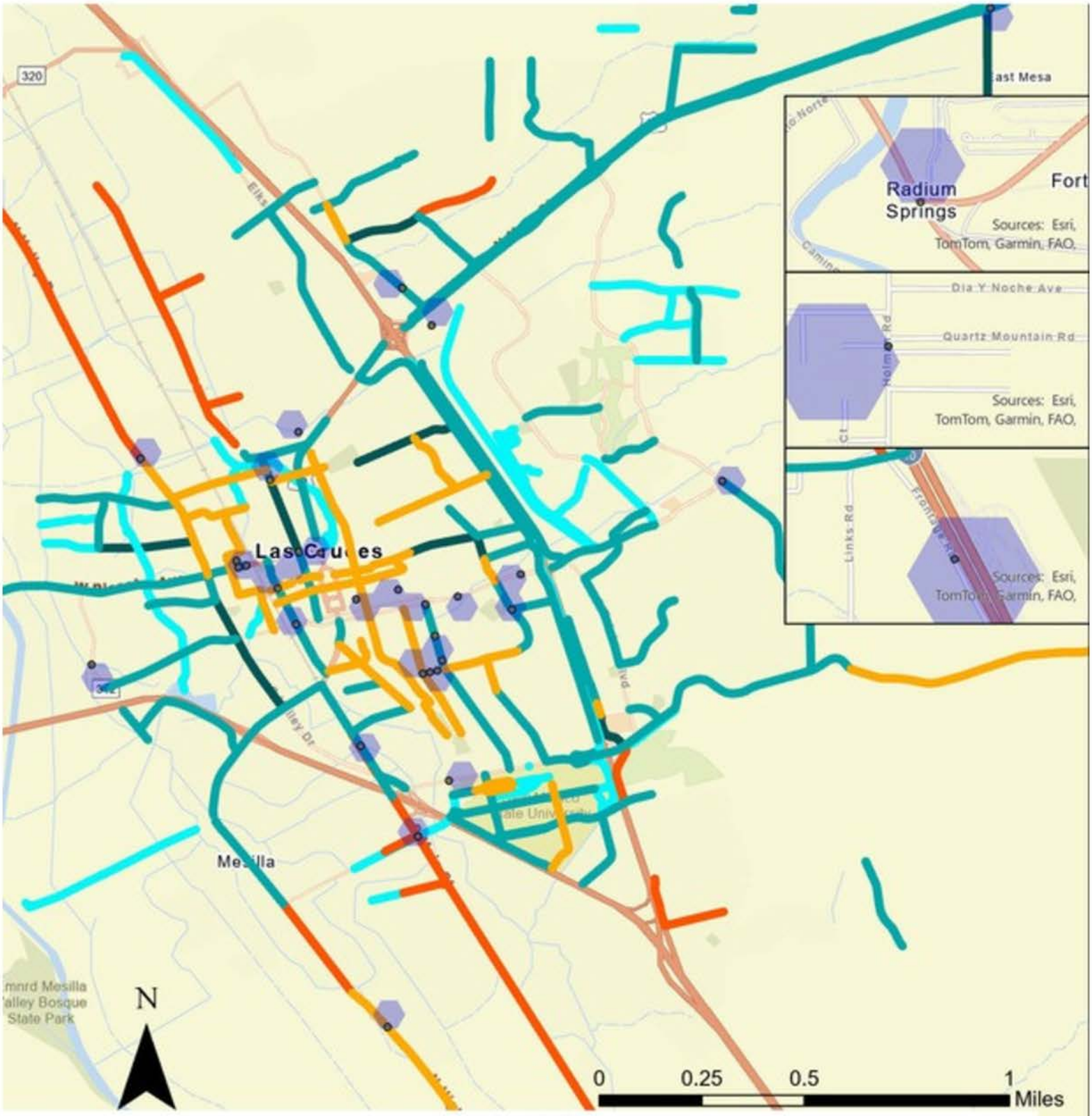
MVMPO Pedalcyclist-Involved Crashes



Pedalcyclist Serious Injuries & Fatalities:

- Serious injuries were highest in 2015–2016 (4 each year) but have since declined, with just 2 in 2023.
- Fatalities emerged later in the dataset, beginning in 2019 (2 deaths), and have since remained steady, with 2–3 annually through 2023.
- The year 2020 saw 3 serious injuries but no fatalities, while 2023 recorded 2 serious injuries alongside 3 fatalities.
- Projections (2024–2026) indicate fatalities will remain at 2–3 annually, while serious injuries could drop to 0 by 2026.
- Overall, the trend suggests that while serious injuries are declining, fatalities are becoming a larger share of pedalcyclist crashes.
- Pedalcyclist safety trends show a shift from injuries toward fatalities, with serious injuries declining but deaths holding steady at 2–3 annually.

2023 Pedalcyclist-Involved Crashes



Legend

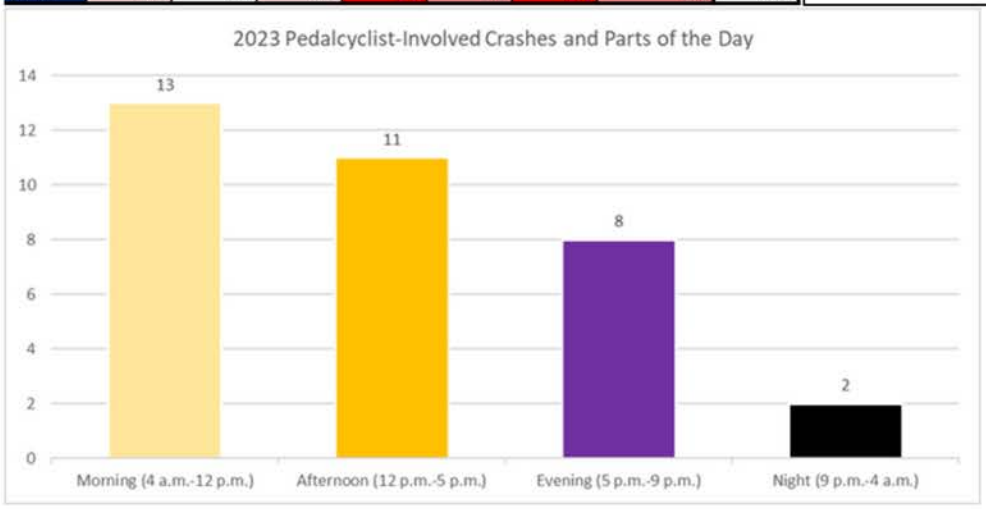
IKE2023_High
req
ount of Points
< 0.50 Std. Dev.
0.50 - 1.5 Std. Dev.
1.5 - 2.5 Std. Dev.
> 2.5 Std. Dev.
2023 Bicycle-Involved Crash

MVMPO Bike Trails
Type_of_Bike_Lane
Buffered Bike Lane
Multi-use
Shoulder
Unbuffered Bike Lane
Share the Road
<all other values>

MVMPO Pedalcyclist-Involved Crashes

Timing of Pedalcyclist Crashes

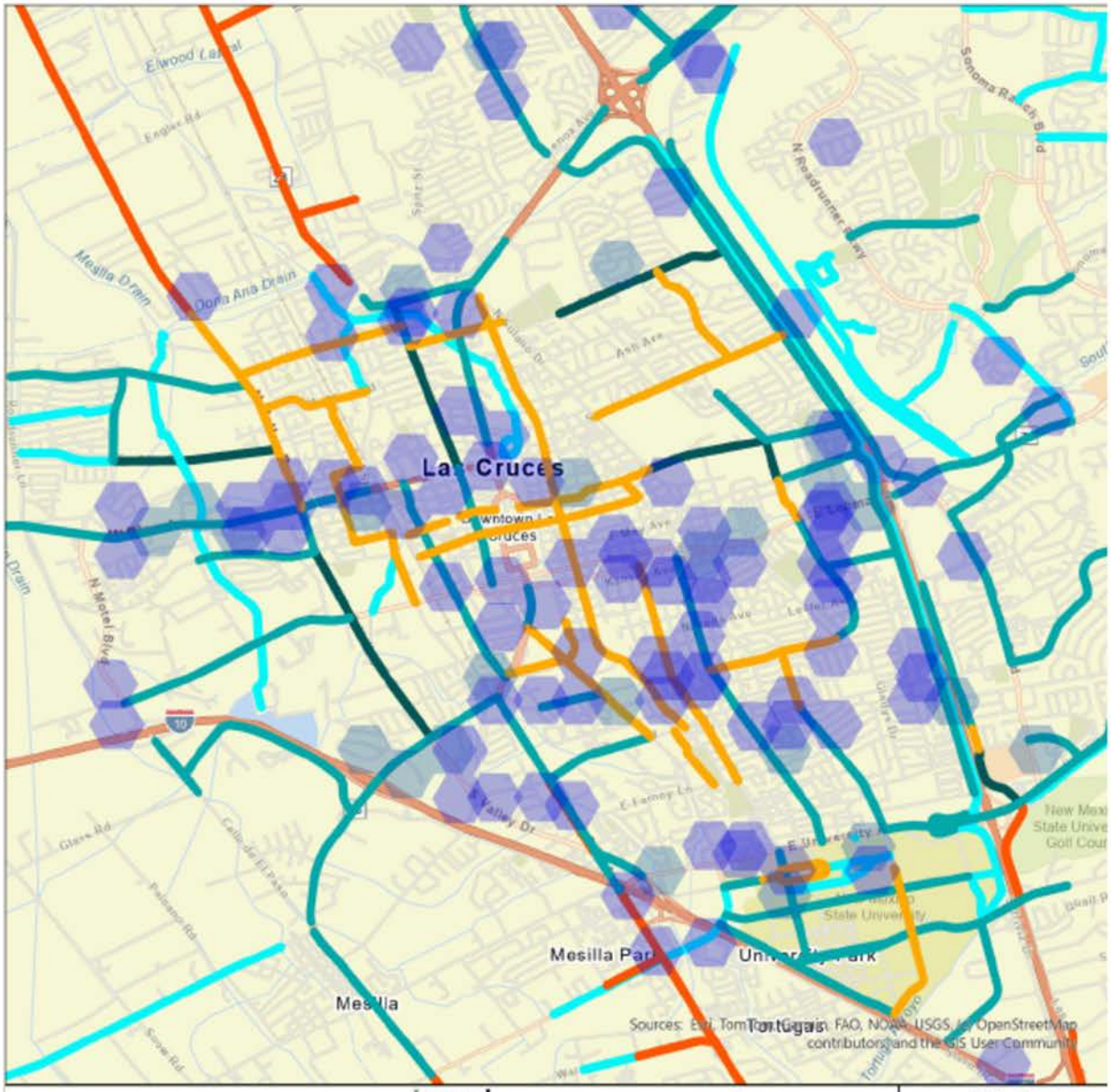
2023	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
12 a.m.	0	0	0	0	0	0	0	0
1 a.m.	0	0	0	0	0	0	0	0
2 a.m.	0	0	0	0	0	0	0	0
3 a.m.	0	0	0	0	0	0	0	0
4 a.m.	0	0	0	0	0	0	0	0
5 a.m.	0	0	0	0	1	0	0	1
6 a.m.	0	0	0	1	1	0	1	3
7 a.m.	0	1	0	0	1	0	0	2
8 a.m.	0	1	0	0	1	1	0	3
9 a.m.	0	0	0	1	0	0	0	1
10 a.m.	0	0	0	0	0	1	0	1
11 a.m.	0	0	1	0	0	1	0	2
12 p.m.	0	0	0	0	0	1	1	2
1 p.m.	1	0	0	0	0	0	0	1
2 p.m.	0	0	0	1	1	1	0	3
3 p.m.	0	0	0	0	0	0	0	0
4 p.m.	1	0	0	1	0	2	1	5
5 p.m.	0	0	1	3	0	1	0	5
6 p.m.	1	0	0	1	0	0	0	2
7 p.m.	0	0	0	0	0	0	1	1
8 p.m.	0	0	0	0	0	0	0	0
9 p.m.	0	0	1	0	0	0	0	1
10 p.m.	0	0	0	0	0	0	1	1
11 p.m.	0	0	0	0	0	0	0	0
Total	3.0	2.0	3.0	8.0	5.0	8.0	5.0	34.0



Timing of Pedalcyclist-Involved Crashes

- Morning Risk is Highest
  - The morning period (4 a.m.–12 p.m.) saw the most crashes (13), with a strong concentration between 7–9 a.m., likely aligning with commute hours when cyclists and vehicles share the road in higher volumes.
- Afternoon & Evening Remain Risky
  - 11 crashes occurred in the afternoon (12–5 p.m.), and 8 crashes in the evening (5–9 p.m.).
  - These periods correspond with school dismissal, work commuting, and recreational cycling times.
- Nighttime Crashes are Few
  - Only 2 crashes occurred between 9 p.m.–4 a.m., reflecting less exposure but also highlighting risks of low visibility when they do occur.

MVMPO Pedalcyclist-Involved Crashes 2018 - 2023



Legend

BIKE2023_High Crash
Count of Points
- < 0.50 Std. Dev.
- 0.50 - 1.5 Std. Dev.
- 1.5 - 2.5 Std. Dev.
- > 2.5 Std. Dev.

BIKE2022_High Crash
Count of Points
- < 0.50 Std. Dev.
- 0.50 - 1.5 Std. Dev.
- 1.5 - 2.5 Std. Dev.
- > 2.5 Std. Dev.

BIKE2021_High Crash
Count of Points
- 0.0

BIKE2020_High Crash
Count of Points
- < 0.50 Std. Dev.
- 0.50 - 1.5 Std. Dev.
- 1.5 - 2.5 Std. Dev.
- > 2.5 Std. Dev.

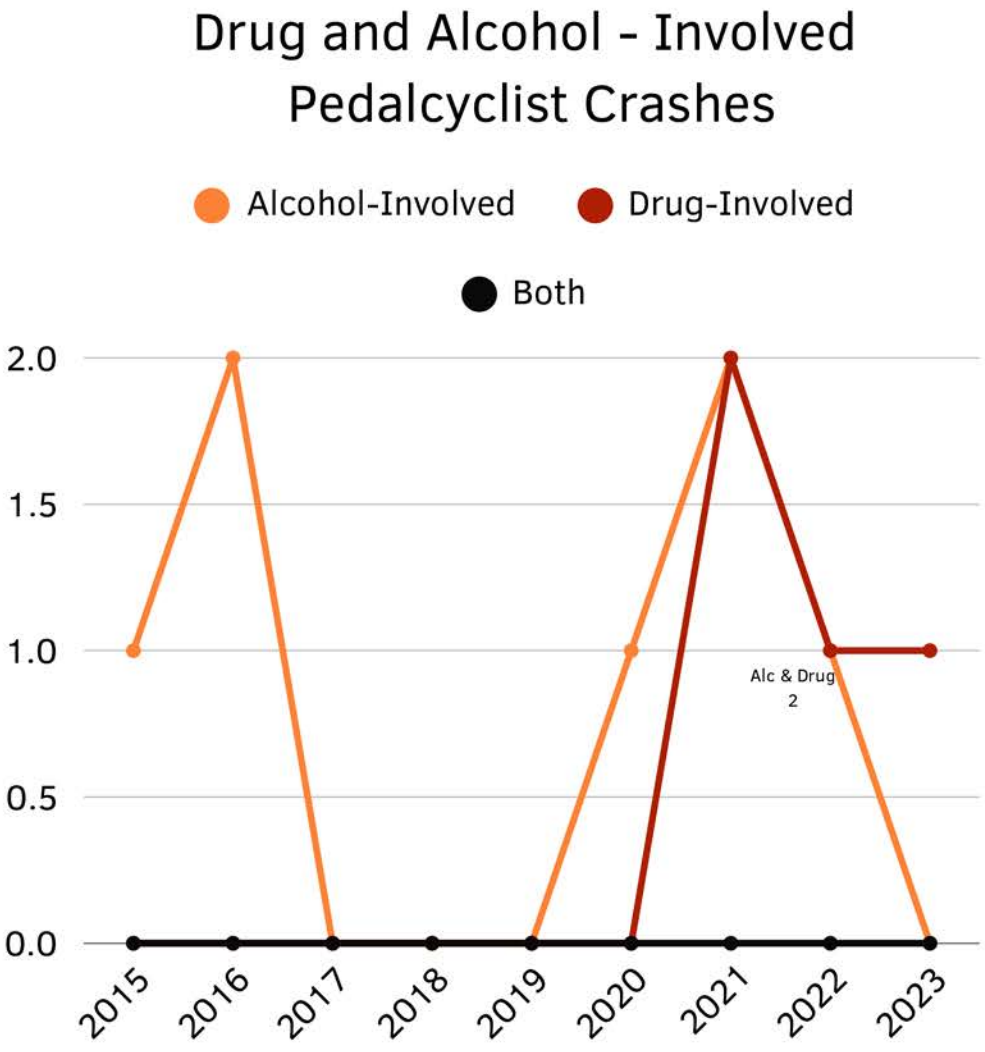
BIKE2019_High Crash
Count of Points
- < 0.50 Std. Dev.
- 0.50 - 1.5 Std. Dev.
- 1.5 - 2.5 Std. Dev.
- > 2.5 Std. Dev.

BIKE2018_High Crash
Count of Points
- < 0.50 Std. Dev.
- 0.50 - 1.5 Std. Dev.
- 1.5 - 2.5 Std. Dev.
- > 2.5 Std. Dev.

MVMPO Bike Trails
Type_of_Bike_Lane
- Buffered Bike Lane
- Multi-use
- Shoulder
- Unbuffered Bike Lane
- Share the Road
- <all other values>

High Pedalcyclist-Involved Crash Areas Overlap (2018 - 2023)

MVMPO Pedalcyclist-Involved Crashes



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3. Mesilla Valley MPO. (2025). Mobility 2050.
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