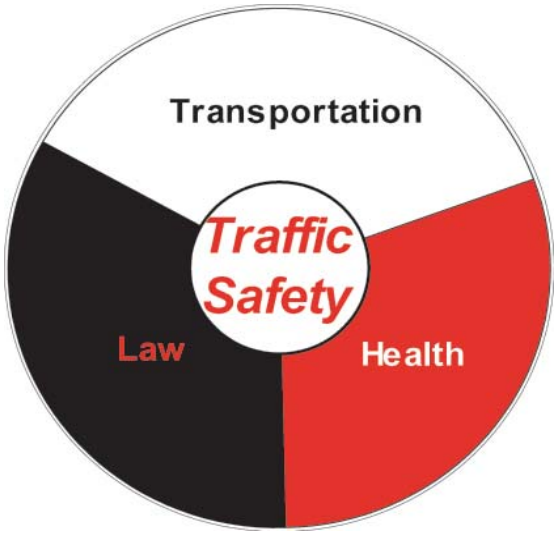
2005

NEW MEXICO TRAFFIC CRASH INFORMATION



New Mexico Department of Transportation
Programs Division
Traffic Safety Bureau

New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

Rhonda Faught
Secretary, NMDOT

The New Mexico Department of Transportation is pleased to provide the state with a comprehensive collection of traffic crash information utilized by our safety partners to implement and develop programs that make our roadways safer for the traveling public.

The mission of the Traffic Safety Bureau is to continuously reduce traffic related fatalities and injuries. The Traffic Safety Bureau is responsible for the development of the Statewide Highway Safety and Performance Plan that is a necessary component for obtaining federal funds authorized under federal laws and guidelines. Federal grants obtainable for program funding facilitate the Traffic Safety Bureau in occupant protection, child protective education, impaired driving, state and community highway safety, data systems, alcohol incentives, and all other traffic safety related concerns.

The Traffic Safety Bureau, law enforcement agencies, and partnering organizations are making great strides in preventing traffic-related crashes. Under the leadership of Governor Bill Richardson, New Mexico has seen a decline in alcohol-related fatalities, alcohol-related injury crashes and alcohol-related crashes. In addition, state and federally funded programs such as statewide driver education, DWI driving schools, selective traffic enforcement projects, operation DWI, operation buckle down, Super Blitz checkpoints and saturation patrols, pedestrian safety, motorcycle safety, and related law enforcement training programs are framing the attitudes and beliefs of the driving public.

Our partners, state and local government agencies, non-profit organizations, legislators, and law enforcement agencies are responsible for the successful changes and safer New Mexico roadways.

Thank you all for your service and dedication.

Requests for further information or additional copies of this report should be addressed to:

Traffic Safety Bureau
Programs Division
Department of Transportation
State of New Mexico
P.O. Box 1149
Santa Fe, New Mexico 87504-1149
(505) 827-0427
web site: http://www.unm.edu/~dgrint/tsb.html

New Mexico
Traffic Crash Information
2005

New Mexico Department of Transportation
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November 2006

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as a reference source regarding
New Mexico traffic crashes

I N S I D E

INTRODUCTION

This edition of *New Mexico Traffic Crash Information* reviews traffic crash data in New Mexico from January through December, 2005. It presents crash data in the form of graphs for those who prefer an impressionistic view and tables for those who require reference information. Maps are provided where a geographic perspective is useful.

The statistics shown in this publication reflect only those crashes that occurred on public roadways and resulted in death, personal injury, or $500 or more in property damage according to the investigating officer's judgement. No account is kept of unreported crashes or crashes that occurred on private property.

The information found in this report was drawn from the Uniform Accident reports, which are distinct from those required by New Mexico's Financial Responsibility Act: statutes 66-5-201 to 66-5-239. These reports are compiled and processed by the Transportation Statistics Bureau of the New Mexico Department of Transportation, and analyzed under contract by the Division of Government Research for statistical analysis and report generation. Since the data are occasionally incomplete or imprecise, discrepancies may be found in a few tables, or in comparison to other data sources. Estimated and revised figures are indicated where applicable. The tables and graphs which appeared in editions of this report prior to 1993 **only** showed counts of occupants that were involved in fatal or injury crashes. Since 1993, these same tables and graphs display counts of **all** occupants involved in crashes (i.e., this now includes occupants involved in property-damage-only crashes).

A great debt is owed to those hundreds of police officers across the state who made this report possible.

Note: The 1999 crash file contains 15% fewer crashes than the 1998 file. This may be due to problems in implementing the new system after the old system failed, or to underreporting. Care should be used in interpreting differences between 1999 and other years.

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DEFINITIONS

The following is a list of terms and associated definitions which appear throughout this report.

Alcohol-involved - a crash in which the Uniform Accident report indicated that 1) a DWI citation was issued, 2) alcohol was a contributing factor to the crash, or 3) a driver or pedestrian involved in the crash had been drinking.

Crash Rate - crashes per 100 Million Vehicle Miles (MVM) unless otherwise specified.

Death Rate - traffic fatalities per 100 Million Vehicle Miles (MVM) unless otherwise specified.

Drivers - drivers do not include pedalcyclists or pedestrians.

Fatal Crash - a crash in which at least one individual was killed.

Fatalities - see killed.

Injured - the number of people injured in a crash, as opposed to the number of crashes in which people were injured. Counts include people injured but not killed in fatal crashes.

Injury Crash - a crash in which at least one individual was injured. Fatal crashes are not included in this category.

Killed - the number of people killed in a crash, as opposed to the number of crashes in which people were killed. The term fatalities is synonymous with killed.

Local Resident - a person whose residence was within 25 miles of the crash site.

Minor Injuries - a possible non-visible injury, or an injury of unknown severity.

Property Damage Only (Property Damage) - designates a crash that did not involve injuries or fatalities.

Rural - an area with a population of 2,500 or less.

Serious Injuries - 1) an incapacitating injury, 2) a visible but not incapacitating injury.

Traffic Crash - an incident on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least $500 in property damage.

Urban - a town or a city with a population of 2,500 or more.

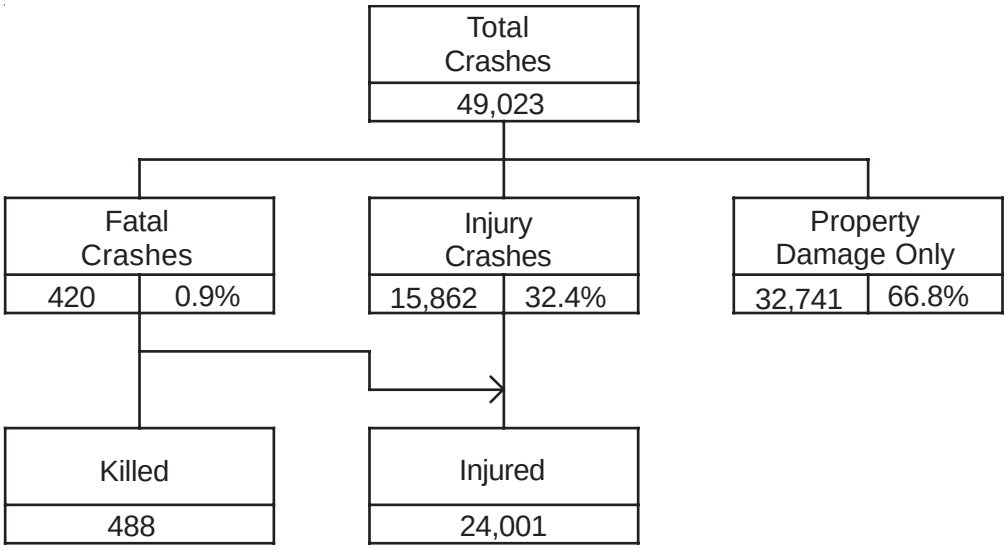
Vehicle Miles - the number of miles traveled annually by motor vehicles. MVM and 100 MVM stand for million and one hundred million vehicle miles, respectively.

OVERVIEW

In 2005 ...

- An individual died in a crash every 18 hours.
- A person was injured in a crash every 22 minutes.
- A traffic crash occurred every 11 minutes.

Crashes in New Mexico by Severity, 2005



New Mexico Roadway Statistics, 1996 - 2005

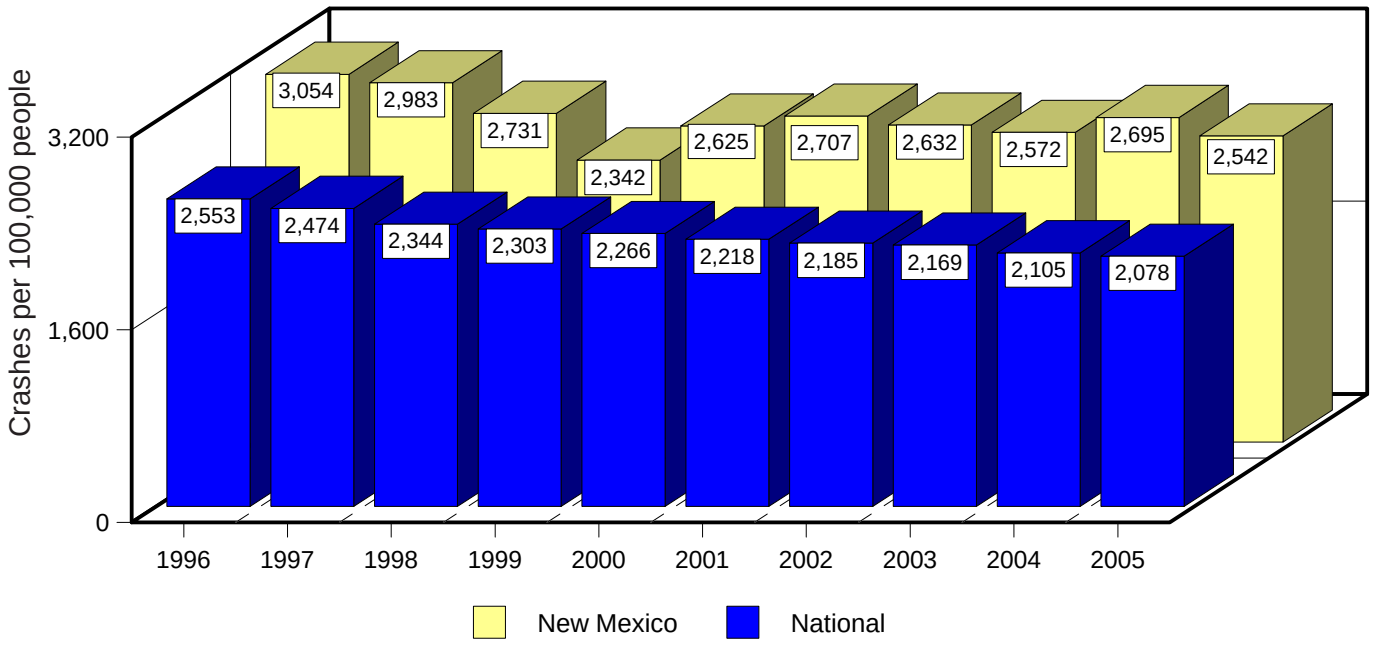
Calendar Year	New Mexico					Death Rates[1]	
	Motor Vehicle Registrations	MVM[2] Traveled	Population	Traffic Fatalities	Traffic Injuries	New Mexico	United States[3]
2005	NA*	23,874	1,928,384	488	24,001	25.3	14.7
2004	NA*	23,435	1,903,006	522	26,481	27.4	14.6
2003	NA*	22,855	1,879,252	439	25,412	23.4	14.7
2002	NA*	22,728	1,855,400	449	26,441	24.2	14.9
2001	NA*	22,707	1,832,608	464	27,536	25.3	14.8
2000	1,392,501[4]	22,709	1,819,046	435	27,380	23.9	14.9
1999	1,336,880[4]	22,451	1,739,844	460	24,229	26.4	15.3
1998	1,774,614[4]	22,173	1,733,535	424	28,112	24.5	15.3
1997	1,570,192	21,895	1,722,939	484	29,719	28.1	15.7
1996	1,550,514	21,509	1,706,151	481	31,352	28.2	15.8

1 Rates are per 100,000 population.
2,3 Definition: see page 53. Note: MVM data were re-estimated in 2000 for 1992-2000.
4 These are counts of registration transactions which were affected by the advent of 2-year registration in 1998.
* not available.

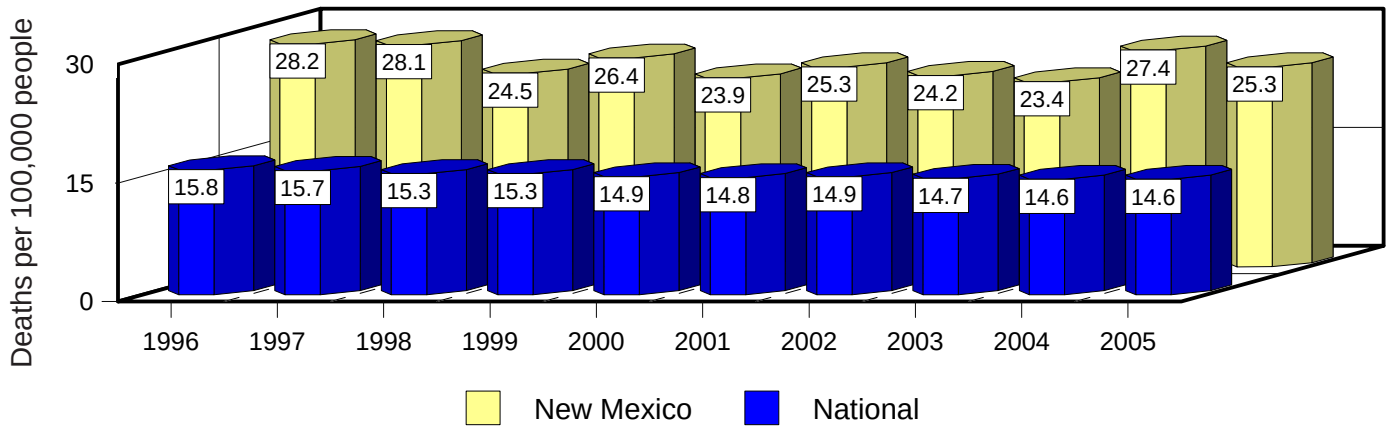
In New Mexico ...

- Overall, the New Mexico crash rate decreased by 17 percent from 1996 to 2005.

New Mexico and National Crash Rates, 1996 - 2005



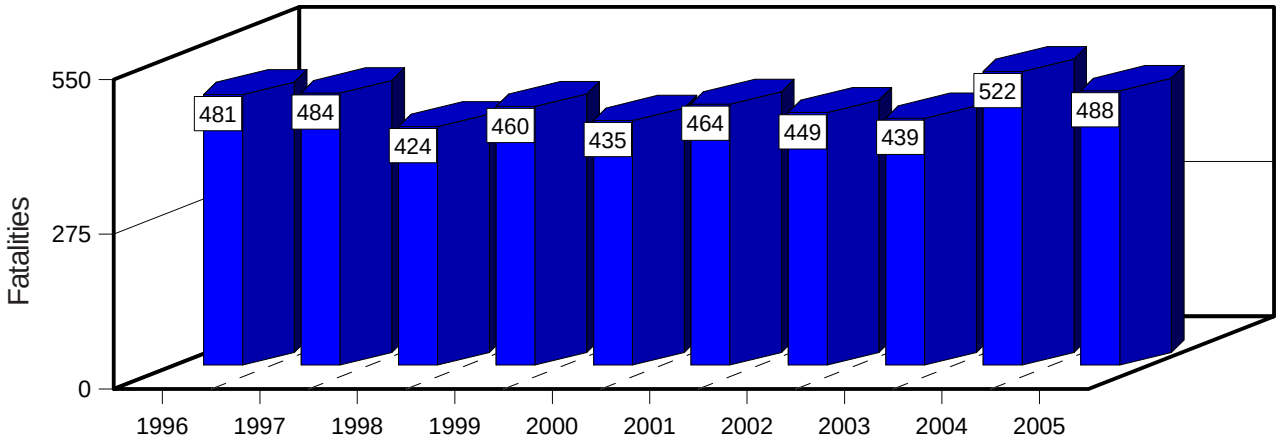
New Mexico and National Crash Death Rates, 1996 - 2005



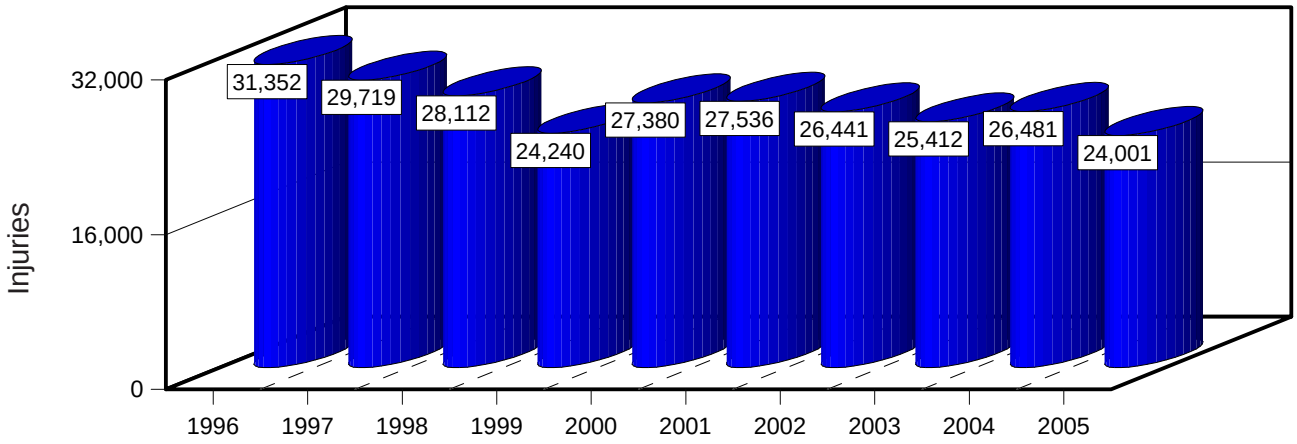
In 2005 compared to 2004, there were ...

- 2,480 (9 percent) fewer injuries in crashes.

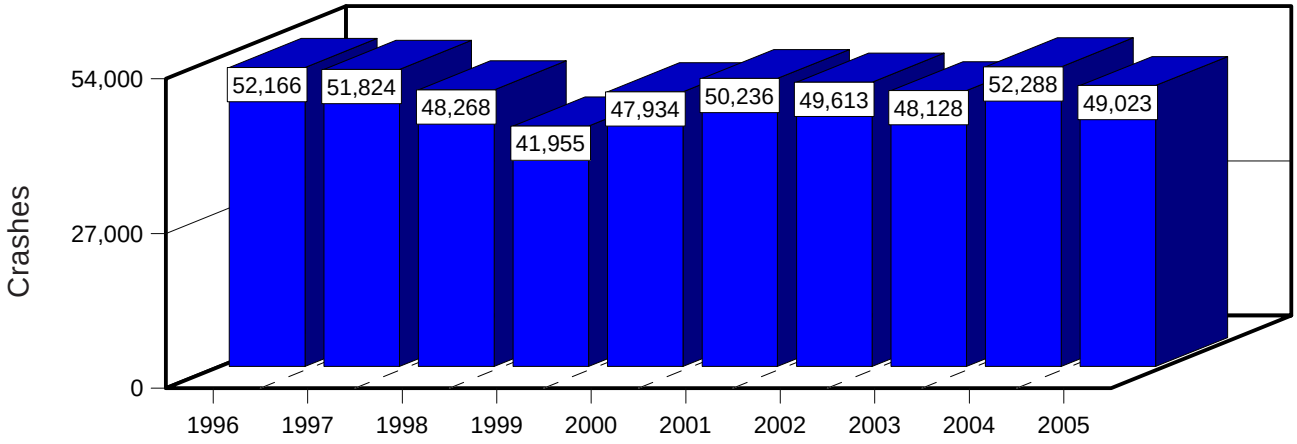
Crash Fatalities in New Mexico by Year, 1996 - 2005



Crash-related Injuries in New Mexico by Year, 1996 - 2005



Crashes in New Mexico by Year, 1996 - 2005



In 2005, there were on average ...

- Fifteen (33 percent) more fatal crashes per month during July through September than the rest of the year.

Crashes in New Mexico by Month, 2005

Month	Total	Percent	Total	Fatal	Percent	Fatal
January	3,899	8.0		23	5.5	
February	3,711	7.6		20	4.8	
March	4,025	8.2		27	6.4	
April	3,841	7.8		36	8.6	
May	4,259	8.7		41	9.8	
June	4,067	8.3		24	5.7	
July	4,087	8.3		49	11.7	
August	4,387	8.9		44	10.5	
September	4,258	8.7		46	11.0	
October	4,394	9.0		34	8.1	
November	3,977	8.1		30	7.1	
December	4,118	8.4		46	11.0	
Total	49,023	100.0	2,000 4,000	420	100.0	25 50

In 2005 ...

- 52 percent of all fatal crashes occurred from Friday through Sunday.
- 33 percent of all crashes occurred on Thursday and Friday.

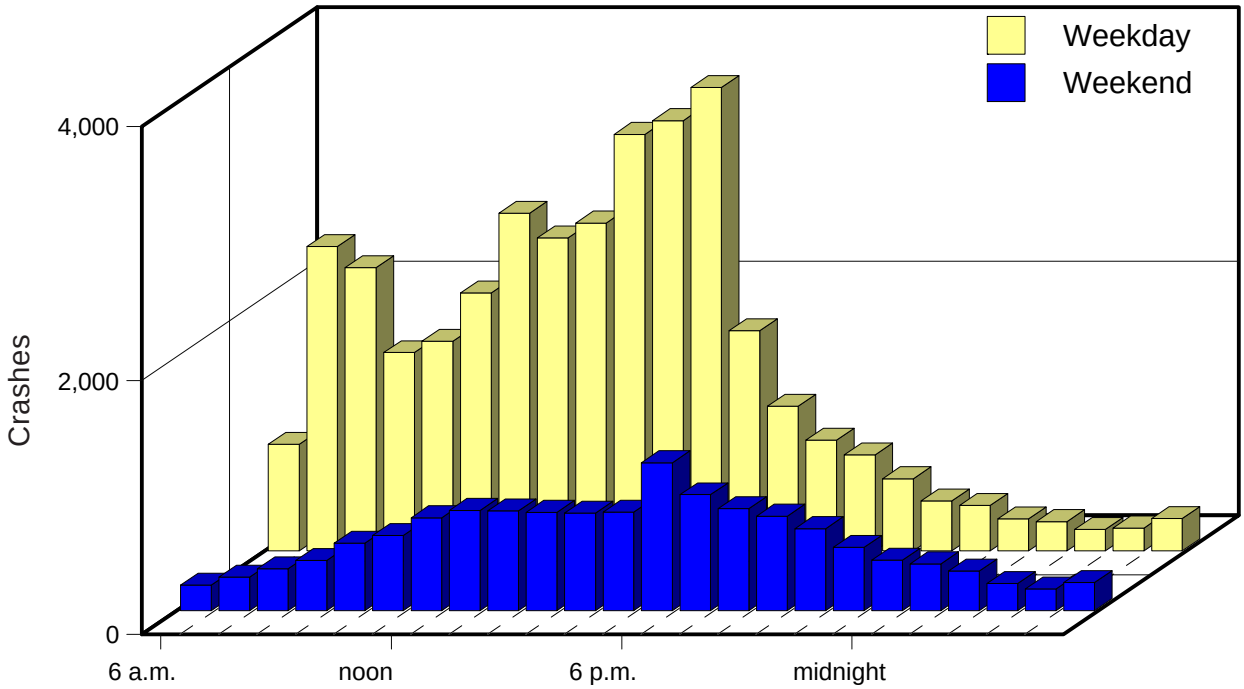
Crashes in New Mexico by Day of the Week, 2005

Day	Total	Percent	Total	Fatal	Percent	Fatal
Sunday	4,402	9.0		62	14.8	
Monday	7,345	15.0		43	10.2	
Tuesday	7,492	15.3		58	13.8	
Wednesday	7,306	14.9		53	12.6	
Thursday	7,193	14.7		48	11.4	
Friday	8,740	17.9		87	20.7	
Saturday	6,392	13.1		69	16.4	
Total	48,870	100.0	4,000 8,000	420	100.0	40 80

- For this table, each day was considered to run from 6:00 a.m. to 5:59 a.m. the following morning.

WHEN

Crashes in New Mexico by Hour of the Day, 2005



- The weekend is defined as beginning on Friday evening at 6:00 p.m. and ending on Monday morning at 5:59 a.m. For perspective, the weekend has 60 hours total, while the weekday period consists of 108 hours.

Friday between 3 p.m. and 6 p.m. was the least safe time to drive in urban areas.

The Seven Least Safe Hours of the Week in New Mexico, 2005

Urban			
Day	Hour[1]	Crashes	% of Total
Friday	4 p.m.	746	1.8
Friday	3 p.m.	681	1.7
Friday	5 p.m.	680	1.7
Monday	5 p.m.	658	1.6
Tuesday	5 p.m.	646	1.6
Wednesday	5 p.m.	625	1.5
Thursday	5 p.m.	625	1.5

Rural			
Day	Hour[1]	Crashes	% of Total
Wednesday	5 p.m.	108	1.3
Tuesday	7 a.m.	105	1.3
Friday	5 p.m.	98	1.2
Saturday	6 p.m.	88	1.1
Monday	3 p.m.	87	1.1
Sunday	5 p.m.	83	1.0
Saturday	5 p.m.	83	1.0

1 An hour begins at :00 and ends at :59; 4 p.m. represents 4:00-4:59.

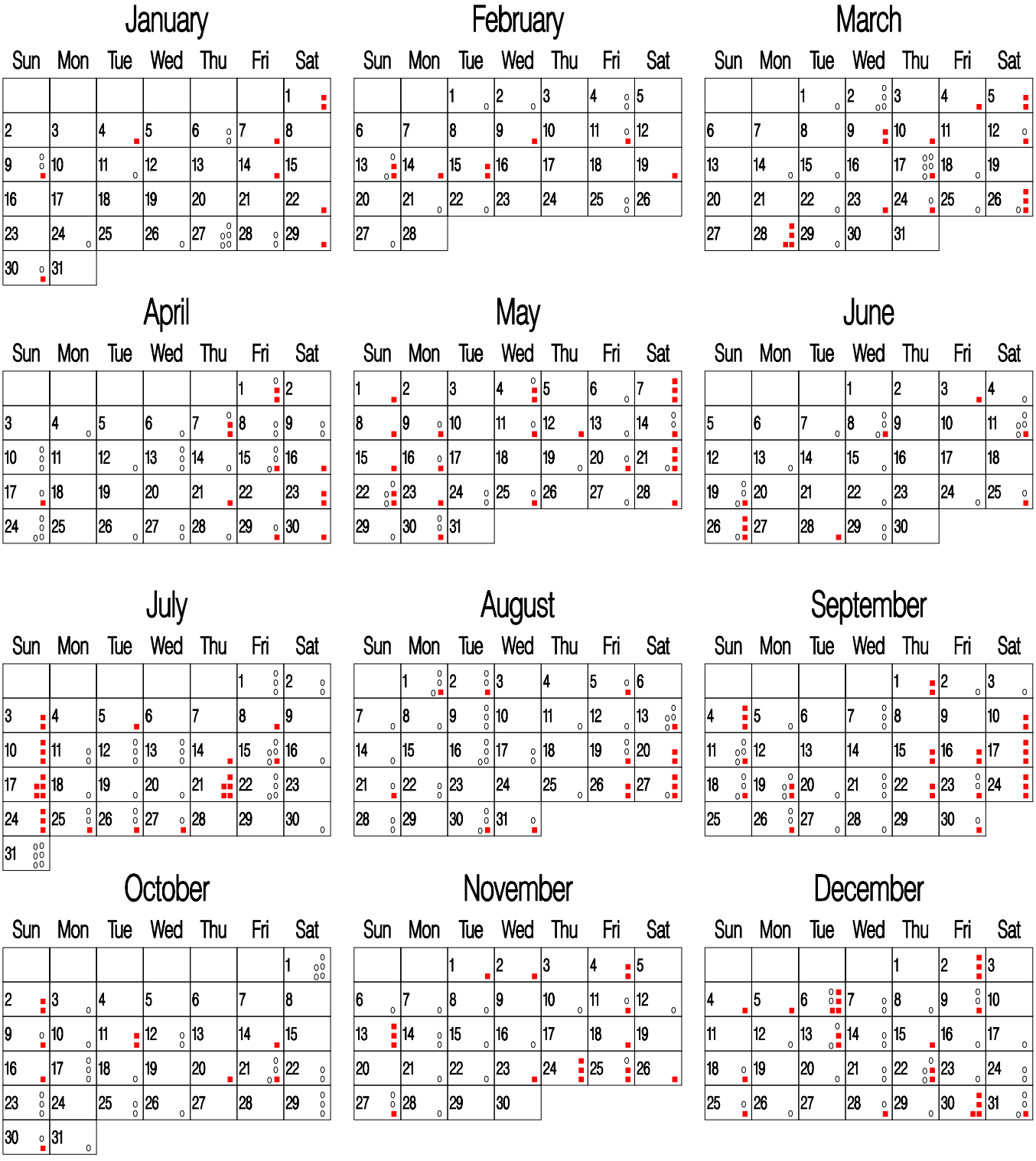
Crashes in New Mexico During Holiday Periods, 2002 - 2005

Holiday	Total Hours	Beginning (6 p.m.)	Ending (midnight)	Crashes			People	
				Total	Fatal	Injury	Killed	Injured
Easter								
2005	54	3/25	3/27	233	4	73	5	129
2004	54	4/09	4/11	295	5	89	6	165
2003	54	4/18	4/20	240	4	92	4	153
2002	54	3/29	3/31	252	3	100	3	161
Memorial Day								
2005	78	5/27	5/30	307	5	115	6	185
2004	78	5/28	5/31	354	5	123	7	192
2003	78	5/23	5/26	346	4	108	4	184
2002	78	5/24	5/27	321	3	111	3	174
Fourth of July								
2005	78	7/01	7/04	366	4	137	4	235
2004	78	7/02	7/05	407	7	135	11	220
2003	78	7/03	7/06	358	3	134	4	216
2002	30	7/03	7/04	144	5	43	8	84
Labor Day								
2005	78	9/02	9/05	318	6	112	6	188
2004	78	9/03	9/06	327	8	122	8	203
2003	78	8/29	9/01	343	3	131	4	237
2002	78	8/30	9/02	361	7	129	7	201
Thanksgiving								
2005	102	11/23	11/27	404	8	117	10	164
2004	102	11/24	11/28	446	5	125	7	215
2003	102	11/26	11/30	397	7	133	8	199
2002	102	11/27	12/01	464	5	168	6	261
Christmas								
2005	78	12/23	12/26	297	5	100	5	152
2004	78	12/23	12/26	364	5	114	5	186
2003	30	12/24	12/25	99	1	28	1	51
2002	30	12/24	12/25	113	1	30	1	39
New Year's								
2005-2006*	78	12/30	1/02/06	125	5	NA	7	NA
2004-2005	78	12/30	1/02/05	275	4	99	4	166
2003-2004	30	12/31	1/01/04	141	3	53	4	83
2002-2003	30	12/31	1/01/03	120	1	42	1	66

* 2005-2006 New Year's Data are preliminary as of 6/2006

WHEN

New Mexico Fatalities by Day and Alcohol Involvement, 2005*

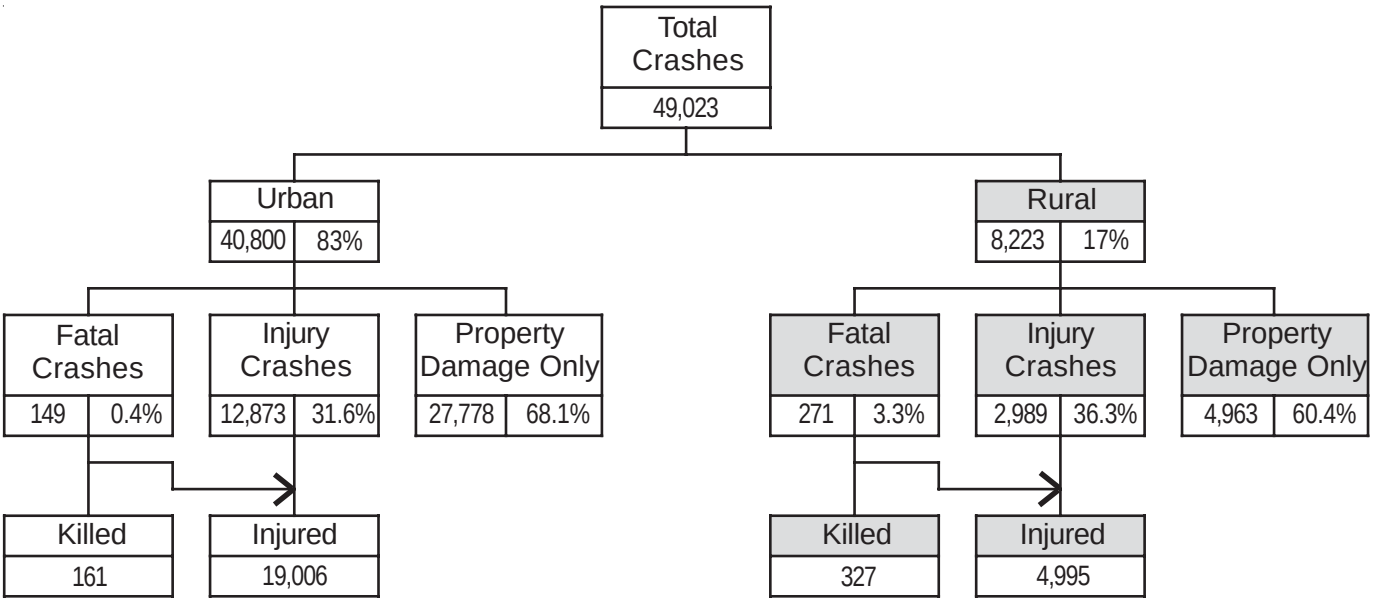


o Non Alcohol-involved Fatality

■ Alcohol-involved Fatality

* Unlike other graphs and tables in this section, crashes that occur between midnight and 5:59 am are not shifted to the previous day.

Crashes in New Mexico by Road System, 2005



In 2005, almost four times as many people were injured in urban area crashes as in rural.

Crashes on New Mexico Pueblos and Reservations, 2005

Pueblo or Reservation	Crash					
	Total	Fatal	Injury	Property Damage	Killed	Injured
Acoma	39	1	13	25	1	27
Alamo Navajo	3	0	2	1	0	4
Cochiti	6	0	3	3	0	5
Isleta	172	1	54	117	3	86
Jemez	13	0	6	7	0	9
Jicarilla Apache	65	1	18	46	1	28
Laguna	116	5	51	60	8	88
Mescalero Apache*	20	0	8	12	0	11
Nambe	8	0	1	7	0	1
Navajo	156	7	65	84	10	147
Picuris	17	0	9	8	0	13
Pojoaque	21	3	5	13	3	7
Ramah Navajo	5	0	3	2	0	3
Sandia	26	3	14	9	3	24
San Felipe	62	5	31	26	5	56
San Ildefonso	29	0	20	9	0	24
San Juan	38	1	15	22	1	22
Santa Ana	15	0	7	8	0	14
Santa Clara	9	0	3	6	0	3
Santo Domingo	37	6	17	14	6	27
Taos Pueblo	2	0	1	1	0	2
Tesuque	30	0	9	21	0	12
Zia	2	0	0	2	0	0
Zuni	51	4	18	29	7	33

*Crashes in Mescalero Apache reservation maybe underreported.

WHERE

In 2005...

- Crashes in New Mexico cost approximately $2,700 per licensed driver.

New Mexico Crashes by County, 2005

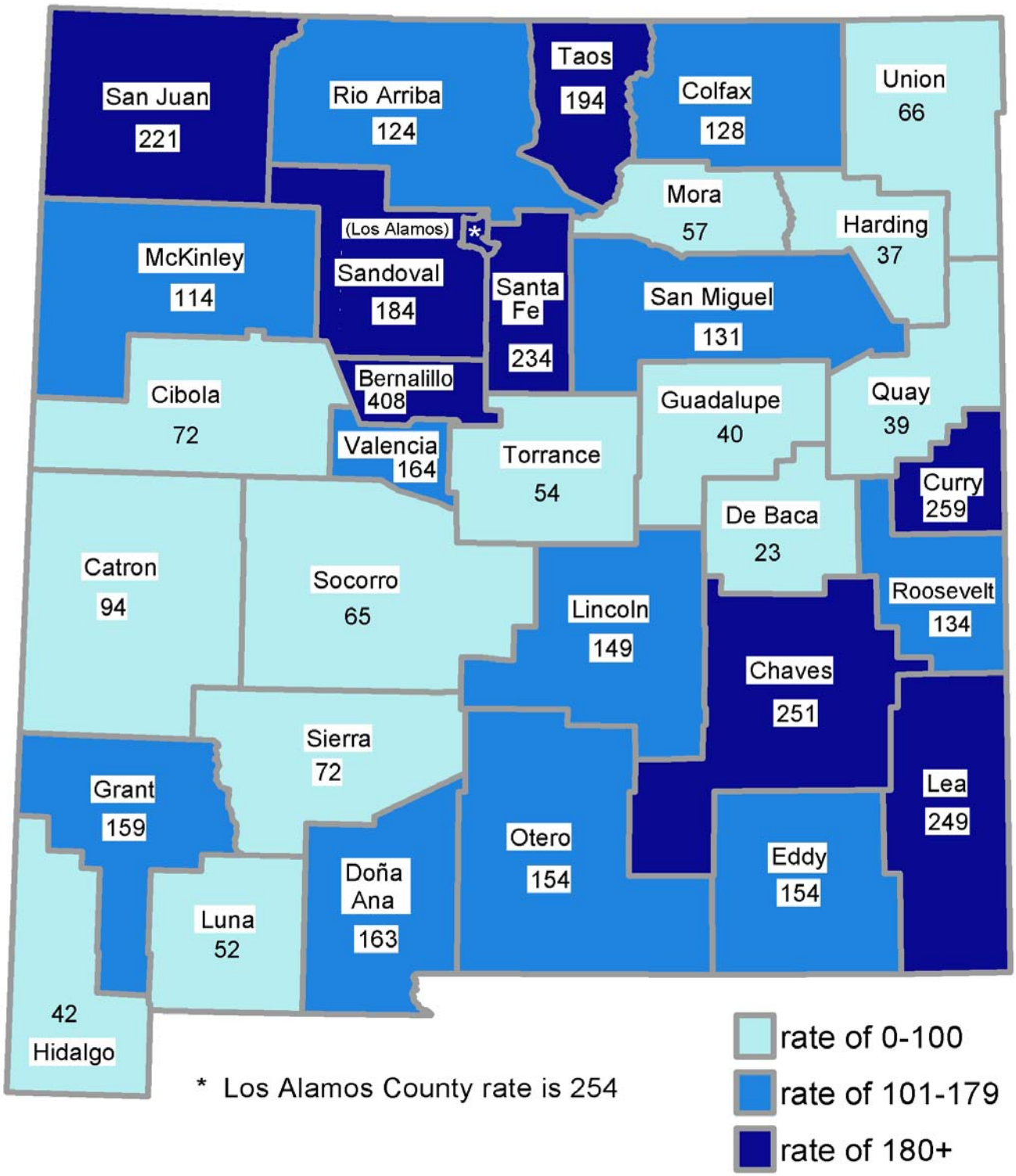
County	Crashes				People		Rates		Economic Loss*	100 MVM	Licensed Drivers	2005+ Population
	Total	Fatal	Injury	Property Damage	Killed	Injured	Crash Rate	Death Rate				
Bernalillo	20,917	67	6,592	14,258	78	9,650	408	1.52	1,073,198	51.3	423,081	603,562
Catron	83	2	15	66	2	19	94	2.26	12,849	0.9	3,230	3,409
Chaves	1,584	9	454	1,121	10	697	251	1.59	103,091	6.3	42,580	61,860
Cibola	494	16	161	317	21	273	72	3.04	74,298	6.9	16,171	27,620
Colfax	424	8	109	307	9	174	128	2.73	53,527	3.3	10,666	13,755
Curry	1,088	13	322	753	13	448	259	3.09	63,421	4.2	30,218	45,846
De Baca	34	1	12	21	1	18	23	0.69	5,154	1.5	1,693	2,016
Doña Ana	3,484	21	1,147	2,316	22	1,697	163	1.03	269,718	21.4	123,685	189,444
Eddy	1,228	9	359	860	10	561	154	1.25	84,618	8.0	36,936	51,437
Grant	730	4	214	512	8	317	159	1.74	66,223	4.6	22,570	29,747
Guadalupe	209	6	62	141	6	108	40	1.16	42,144	5.2	3,156	4,369
Harding	10	0	4	6	0	6	37	0.00	1,617	0.3	612	740
Hidalgo	133	5	32	96	5	68	42	1.59	28,322	3.2	3,512	5,139
Lea	1,271	14	417	840	14	625	249	2.74	88,152	5.1	39,026	56,719
Lincoln	559	6	159	394	7	233	149	1.86	50,060	3.8	16,885	21,007
Los Alamos	300	2	82	216	2	105	254	1.69	15,676	1.2	15,965	18,822
Luna	428	18	119	291	26	228	52	3.17	48,262	8.2	18,131	26,498
McKinley	1,458	39	443	976	51	739	114	4.00	172,885	12.8	37,674	71,918
Mora	84	4	31	49	5	44	57	3.40	19,144	1.5	3,694	5,107
Otero	1,097	6	381	710	7	560	154	0.98	85,238	7.1	39,239	63,538
Quay	193	7	54	132	8	115	39	1.61	38,771	5.0	7,362	9,259
Rio Arriba	588	17	220	351	18	356	124	3.79	78,233	4.7	30,145	40,828
Roosevelt	393	2	127	264	2	196	134	0.68	30,304	2.9	11,992	18,238
Sandoval	1,953	21	724	1,208	24	1,161	184	2.27	155,563	10.6	77,861	107,460
San Juan	3,021	32	1,035	1,954	36	1,612	221	2.63	234,571	13.7	74,728	126,208
San Miguel	514	12	154	348	13	255	131	3.32	53,832	3.9	18,343	29,530
Santa Fe	4,217	29	1,542	2,646	33	2,323	234	1.83	328,040	18.0	104,648	140,855
Sierra	153	1	45	107	1	61	72	0.47	14,339	2.1	9,381	12,815
Socorro	343	16	103	224	17	159	65	3.24	48,747	5.2	11,760	18,148
Taos	667	8	252	407	8	384	194	2.33	62,460	3.4	24,212	31,722
Torrance	281	12	99	170	13	172	54	2.51	51,918	5.2	11,149	17,501
Union	93	3	27	63	4	45	66	2.85	10,339	1.4	3,187	3,850
Valencia	992	10	365	617	14	592	164	2.32	93,186	6.0	48,766	69,417
Total	49,023	420	15,862	32,741	488	24,001	205	2.04	3,557,900	238.7	1,322,258	1,928,384

* Crash cost estimates are in thousands of dollars, and are based on FHWA Economic Loss Formulae (see page 53).
\+ see page 53

In 2005 ...

- The overall crash rate in New Mexico was 205.

Crash Rates in New Mexico by County, 2005



Crashes in New Mexico by City, 2005

City	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Alamogordo	775	1	266	508	1	365
Albuquerque	20,433	56	6,433	13,944	64	9,399
Anthony	74	0	20	54	0	31
Artesia	251	0	52	199	0	71
Aztec	219	0	52	167	0	70
Bayard	21	0	6	15	0	7
Belen	117	0	40	77	0	63
Bernalillo	303	0	100	203	0	160
Bloomfield	172	2	37	133	2	54
Bosque Farms	49	1	18	30	1	29
Capitan	9	0	2	7	0	3
Carlsbad	736	3	210	523	3	308
Carrizozo	13	0	3	10	0	4
Chama	16	0	3	13	0	6
Cimarron	4	0	0	4	0	0
Clayton	36	0	7	29	0	7
Cloudcroft	11	1	4	6	2	11
Clovis	962	6	278	678	6	375
Columbus	8	0	6	2	0	8
Corona	6	0	1	5	0	1
Corrales	52	0	18	34	0	31
Cuba	23	0	9	14	0	14
Deming	287	4	58	225	5	86
Des Moines	3	1	1	1	2	4
Dexter	3	0	1	2	0	3
Eagle Nest	2	0	0	2	0	0
Elida	2	0	0	2	0	0
Encino	7	0	3	4	0	3
Española	610	1	247	362	1	408
Estancia	7	0	2	5	0	3
Eunice	16	0	2	14	0	2
Farmington	1,689	5	599	1,085	5	903
Floyd	1	0	0	1	0	0
Fort Sumner	3	0	1	2	0	1
Gallup	845	4	226	615	4	325
Grants	205	2	70	133	2	110
Grenville	2	0	0	2	0	0
Hatch	33	0	7	26	0	9
Hobbs	786	6	262	518	6	384
Hurley	5	0	2	3	0	5
Jal	20	0	2	18	0	5
Jemez Springs	3	0	2	1	0	2
Lake Arthur	1	0	0	1	0	0
La Mesilla*	2	1	0	1	1	1
Las Cruces	2,661	7	865	1,789	7	1,266

Data from this table are not comparable to the data from page 14.

* may be underreported.

(continued on the next page).

Crashes in New Mexico by City, 2005 (cont.)

City	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Las Vegas	354	1	95	258	1	148
Logan	9	0	2	7	0	4
Lordsburg	28	0	8	20	0	14
Los Alamos	286	2	77	207	2	98
Los Lunas	496	2	170	324	2	242
Los Ranchos	1	0	0	1	0	0
Loving	7	0	1	6	0	1
Lovington	192	1	47	144	1	71
Magdalena	1	0	0	1	0	0
Maxwell	1	0	1	0	0	1
Melrose	1	0	0	1	0	0
Milan	53	1	18	34	1	32
Moriarty	68	0	26	42	0	35
Mountainair	4	1	2	1	1	2
Pecos	7	1	1	5	1	1
Portales	287	0	75	212	0	99
Questa	6	1	1	4	1	5
Raton	219	1	52	166	1	72
Red River	1	1	0	0	1	2
Reserve	5	0	1	4	0	1
Rio Rancho	1,187	7	427	753	7	675
Roswell	1,331	3	368	960	4	562
Ruidoso	280	1	73	206	1	105
Ruidoso Downs	43	1	10	32	1	18
San Jon	2	0	0	2	0	0
San Ysidro	3	0	3	0	0	6
Santa Fe	2,904	8	1,042	1,854	8	1,555
Santa Clara[1]	8	0	2	6	0	2
Santa Rosa	59	1	13	45	1	20
Shiprock	133	6	47	80	6	99
Silver City	459	0	130	329	0	178
Socorro	176	2	40	134	2	65
Springer	12	0	5	7	0	6
Sunland Park	77	0	24	53	0	34
Taos	389	2	138	249	2	218
Tatum	8	0	2	6	0	5
Texico	18	0	3	15	0	3
Tijeras	15	2	5	8	2	11
T or C	104	1	26	77	1	33
Tucumcari	50	0	17	33	0	30
Tularosa	16	0	0	16	0	0
Vaughn	9	1	4	4	1	13
Virden	1	0	0	1	0	0
Willard	3	1	2	0	1	3
Williamsburg	1	0	0	1	0	0

1 In 1996, Central changed its name to Santa Clara.

Data from this table are not comparable to the data from page 14.

Crash Rates for Selected[1] New Mexico Cities, 2005

City[1]	Crashes[2]		Rates[3]		Estimated
	Total	Fatal and Injury[4]	Total	Fatal and Injury[4]	2005 Population
Alamogordo	775	110	21.4	3.03	36,245
Albuquerque	20,433	1,704	41.3	3.45	494,236
Artesia	251	21	23.9	2.00	10,481
Aztec	219	30	30.9	4.23	7,084
Belen	117	22	16.4	3.09	7,121
Bernalillo	303	34	43.7	4.90	6,938
Bloomfield	172	17	23.1	2.28	7,442
Bosque Farms	49	6	12.3	1.51	3,969
Carlsbad	736	77	29.1	3.04	25,300
Clovis	962	112	28.8	3.36	33,357
Corrales	52	11	6.8	1.44	7,638
Deming	287	27	19.3	1.82	14,876
Española	610	58	63.2	6.01	9,655
Farmington	1,689	189	39.1	4.38	43,161
Gallup	845	72	43.6	3.72	19,378
Grants	205	48	22.7	5.31	9,043
Hobbs	786	109	27.1	3.76	29,006
Las Cruces	2,661	293	32.2	3.54	82,671
Las Vegas	354	32	25.2	2.28	14,020
Los Lunas	496	65	43.7	5.73	11,338
Lovington	192	26	20.0	2.71	9,603
Portales	287	20	25.4	1.77	11,295
Raton	219	22	31.5	3.17	6,944
Rio Rancho	1,187	131	17.8	1.97	66,599
Roswell	1,331	128	29.4	2.83	45,199
Ruidoso	280	33	31.8	3.74	8,812
Santa Fe	2,904	276	41.1	3.91	70,631
Silver City	459	38	45.9	3.80	9,999
Socorro	176	28	20.4	3.25	8,621
Sunland Park	77	10	5.5	0.71	14,089
Taos	389	28	75.9	5.46	5,126
T or C	104	14	14.7	1.98	7,071
Tucumcari	50	11	9.4	2.06	5,335

1 Cities selected are those with a population of 3,500 or more.

2 Only crashes investigated by local police departments are included. This is not comparable to this table in reports prior to 1997.

3 Rates are per 1,000 residents.

4 Fatal and injury crashes include crashes involving fatal, incapacitating, and visible injuries, but exclude crashes where there was only complaint of injury.

New Mexico's Seven Highest Fatal and Injury Crash Intersections, 2005

Intersection	City	Crashes		
		Total	Fatal	Injury
Jefferson St NE & Paseo Del Norte Blvd NE	Albuquerque	116	0	39
Central Ave W & Coors Blvd NW	Albuquerque	90	0	37
Coors Blvd NW & Paseo Del Norte Blvd NE	Albuquerque	159	0	35
Montgomery Blvd NE & Pan American East Hwy NE	Albuquerque	91	0	35
Montgomery Blvd NE & San Mateo Blvd NE	Albuquerque	124	0	32
Coors Blvd NW & Quail Rd NW	Albuquerque	116	0	32
Eubank Blvd NE & Montgomery Blvd NE	Albuquerque	70	0	26

- Intersections are ranked by the total number of fatal and injury crashes. Busy intersections will tend to have the highest number of crashes, but will not necessarily have the highest number of fatal and injury crashes.

New Mexico's Highest Crash Rate Rural Highway Segments, 2003-2005*

Highway	Mile post	County	Crashes			
			Total	Fatal	Injury	Rate
NM 76	6.0 to 8.2	Rio Arriba	54	0	30	205.2
NM 76	3.5 to 6.0	Santa Fe	57	2	29	195.4
NM 47	18.9 to 24.9	Valencia	73	1	32	102.2
NM 244	0 to 6.2	Otero	18	1	8	421.9
US 84	192.0 to 195.9	Rio Arriba	78	2	38	70.4
NM 130	0 to 16.7	Otero	27	0	13	290.1
I 25	455.6 to 459.0	Colfax	48	1	21	87.4

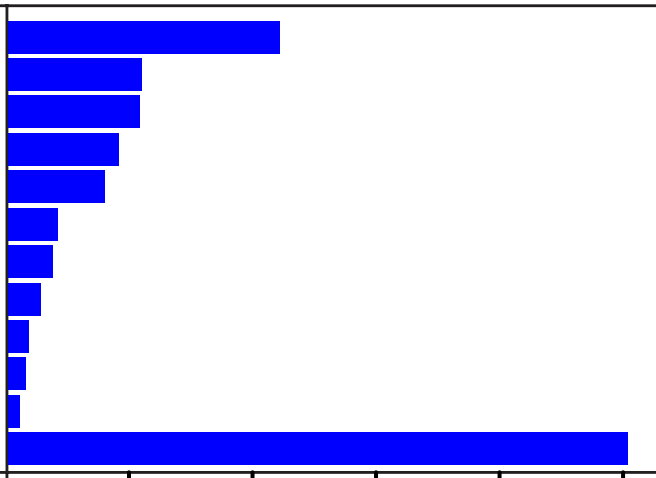
Map: see inside back cover.

* Unlike previous years, this table uses three year aggregate data. Therefore, these data are not comparable to data in reports prior to this year.
- The highway segment ranking was done on the basis of three years of fatal and injury crashes per million vehicle miles. Segments selected have high rates compared to segments with similar characteristics. The most heavily traveled segments are likely to have the most crashes, but will not necessarily have the highest crash rates.
- The two segments on NM 76 are adjacent, i.e. they form a single segment on the route. They are presented separately because segments are defined based on similar road characteristics.

CRASH DETAILS

Contributing Factors of Crashes in New Mexico, 2005

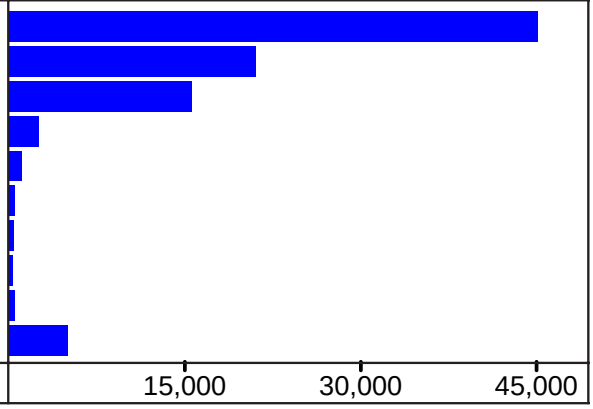
Contributing Factor	Percent of Involvements
Other improper driving	22.2
Driver inattention	11.1
Following too close	10.9
Failure to yield	9.2
Excessive speed	8.1
Disregard traffic control	4.3
Improper turn	3.9
Alcohol-involved	2.9
Drove left of center	1.9
Mechanical defects	1.7
Improper overtaking	1.2
Other	50.4



- Percent of involvements is the percentage of all vehicles in crashes for which each contributing factor was coded. More than one contributing factor may be coded for each vehicle. For 50 percent of all vehicles, no contributing factors were indicated.

Crash Involvements in New Mexico by Vehicle Type, 2005

Vehicle Type	Total	Fatal	Injury	Total
Passenger Car	45,172	208	15,653	
Pickup	21,097	151	6,542	
Van or 4WD	15,626	131	5,245	
Semi	2,547	55	637	
Motorcycle	1,134	41	870	
Pedestrian	465	62	367	
Pedalcyclist	389	4	312	
Bus	349	1	77	
Other	459	12	103	
Unknown	5,044	12	978	
Total	92,282	677	30,784	



Crashes Involving Vehicle or Road Defects in New Mexico, 1999 - 2005

Year	All Crashes	Vehicle Defects	% With Vehicle Defects	Road Defects	%With Road Defects
2005	49,023	1,216	2.5	244	0.5
2004	52,288	1,332	2.5	721	1.4
2003	48,128	1,357	2.8	283	0.6
2002	49,613	1,503	3.0	733	1.5
2001	50,236	1,486	3.0	315	0.6
2000	47,934	1,464	3.1	336	0.7
1999	41,955	1,403	3.3	325	0.8

In 2005 ...

- "Overturns" account for five percent of all crashes, but 46% of all fatal crashes.

Crashes in New Mexico by Class, 2005

Class	Crashes					People	
	Total	% of Total	Fatal	% of Fatal	Injury	Killed	Injured
Other Vehicle	35,554	73	122	29	11,851	156	18,606
Fixed Object	4,912	10	19	5	1,287	24	1,629
Parked Vehicle	2,919	6	3	1	256	4	315
Overturn	2,481	5	193	46	1,448	219	2,273
Animal	1,352	3	2	0	152	2	209
Other Non-collision	649	1	8	2	177	8	205
Pedestrian	444	1	61	15	348	61	384
Pedalcyclist	369	1	4	1	297	4	308
Other Object	282	1	1	0	31	1	40
Vehicle on Other Road	45	0	3	1	9	5	26
Railroad Train	16	0	4	1	6	4	6
Total	49,023	100	420	100	15,862	488	24,001

- Crash class is based on the first harmful event in the crash, such as colliding with something or overturning.

Among the fixed object crashes ...

- 43 percent involved signs, poles, meters, hydrants, or fences.
- 37 percent of fatal crashes involved trees, guard rails or posts.

Fixed Object Crashes in New Mexico, 2005

Object	Crashes			People	
	Total	Fatal	Injury	Killed	Injured
Sign, Pole, Meter, Hydrant	1,153	2	260	2	314
Fence	965	1	224	1	286
Median or Curb	715	3	162	4	188
Guard Rail or Post	604	5	199	6	265
Tree	238	2	84	2	118
Embankment	153	0	66	0	93
Barricade	125	0	42	0	61
Building	56	0	17	0	20
Culvert or Drain	38	0	6	0	7
Cattle Guard	16	0	2	0	2
Bridge or Pier	14	1	5	1	8
Other or Unknown	835	5	220	8	267
Total	4,912	19	1,287	24	1,629

CRASH DETAILS

In 2005 ...

- 76 percent of all **hit-and-run** crashes involved property damage only, compared to the 67 percent of **all** crashes which involved property damage only.
- 91 percent of all crashes happened in clear weather.
- 47 percent of the fatalities occurred in daylight.

Hit and Run Crashes in New Mexico, 2001 - 2005

Year	Crashes			People	
	Total	Fatal	Injury	Killed	Injured
2005	5,735	9	1,350	9	1,822
2004	5,883	4	1,091	4	1,413
2003	5,206	9	972	9	1,261
2002	4,825	17	1,253	17	1,704
2001	5,960	26	1,262	26	1,706

Crashes by Weather Conditions in New Mexico, 2005

Weather Condition	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Clear	44,725	380	14,497	29,848	440	21,924
Rain	2,736	22	901	1,813	24	1,378
Snow, Sleet	858	7	248	603	9	376
Dust, Wind	299	5	88	206	7	131
Fog	107	1	39	67	1	64
Other	277	5	81	191	7	115
Total	49,002	420	15,854	32,728	488	23,988

Crashes by Lighting Conditions in New Mexico, 2005

Lighting Condition	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Daylight	36,281	193	11,927	24,161	227	17,890
Dark (Lighted)	5,942	42	1,885	4,015	49	2,886
Dark (Unlighted)	4,769	159	1,445	3,165	180	2,299
Dusk	1,354	15	430	909	18	664
Dawn	561	10	157	394	13	231
Other	102	1	13	88	1	25
Total	49,009	420	15,857	32,732	488	23,995

Residence of Drivers in New Mexico Crashes, 2005

Residence	Total	Fatal	Injury	Total
Local	1,120	290	316	
Elsewhere in NM	69,791	189	25,520	
Outside NM	6,669	153	2,278	
Unknown	2,728	19	1,055	
Total	80,308	651	29,169	35,000 70,000

Of drivers ...

- 15-19 year olds had the highest crash involvement rate.
- 58 out of every 1,000 drivers were in crashes during 2005.
- On average nine drivers were involved in crashes every hour in 2005.

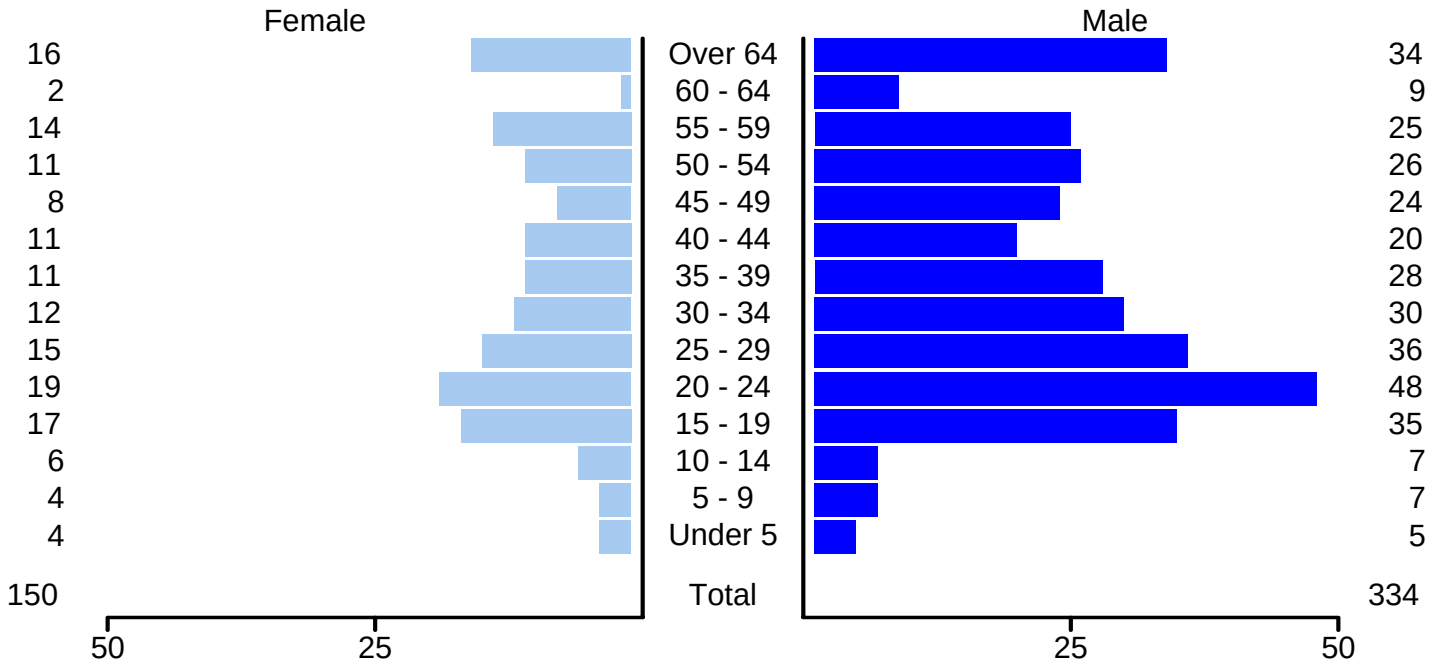
New Mexico Drivers in Crashes, 2005
Involvements by Age

Age	Driver Involvements	July 05 Drivers	Involvements per 1,000 drivers	
15-19	11,431	68,667	166.47	
20-24	11,287	117,677	95.92	
25-29	8,360	116,321	71.87	
30-34	6,888	114,281	60.27	
35-39	6,332	115,041	55.04	
40-44	6,892	132,914	51.85	
45-49	6,330	137,447	46.05	
50-54	5,347	129,778	41.20	
55-59	4,265	116,260	36.69	
60-64	2,808	86,680	32.40	
Over 64	6,124	187,151	32.72	
Total	76,064	1,322,217	57.53	50 100 150

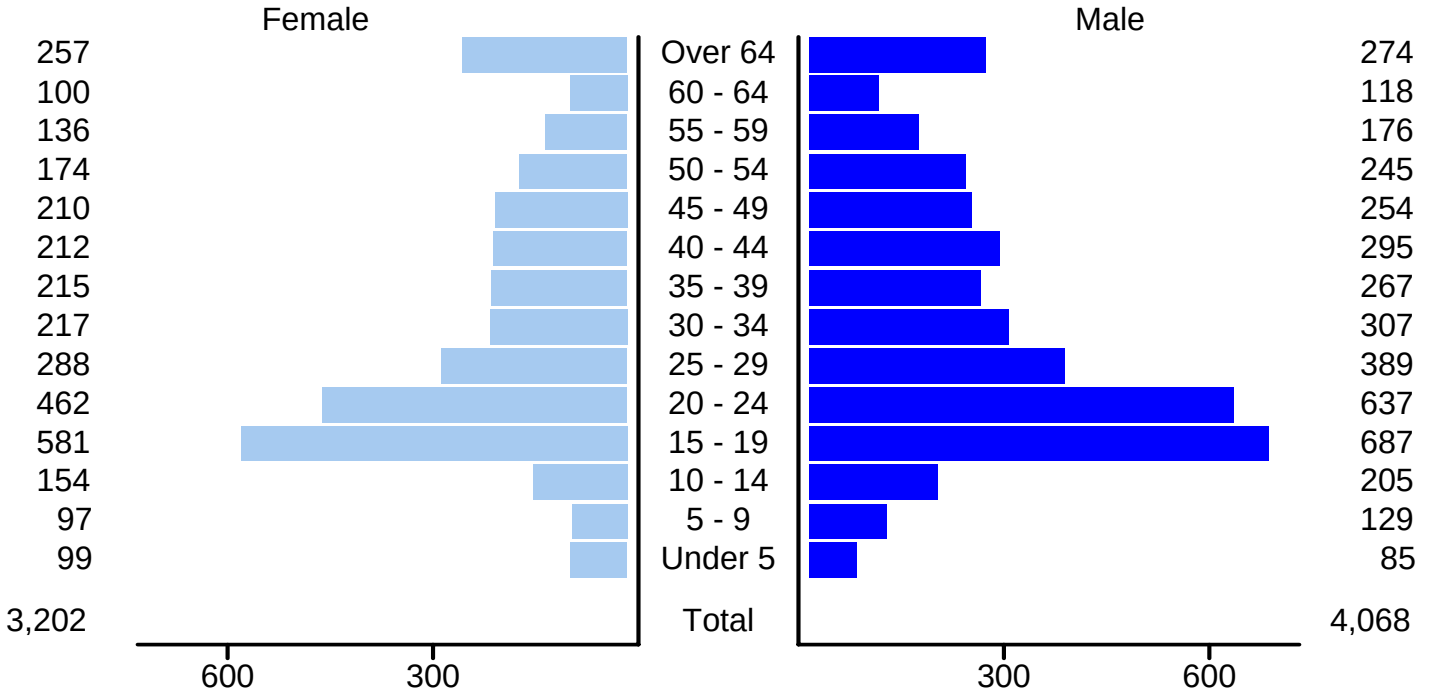
In 2005 ...

- People ages 20 through 24 accounted for 14 percent of all traffic deaths and 15 percent of serious injuries, even though they accounted for only nine percent of licensed drivers.

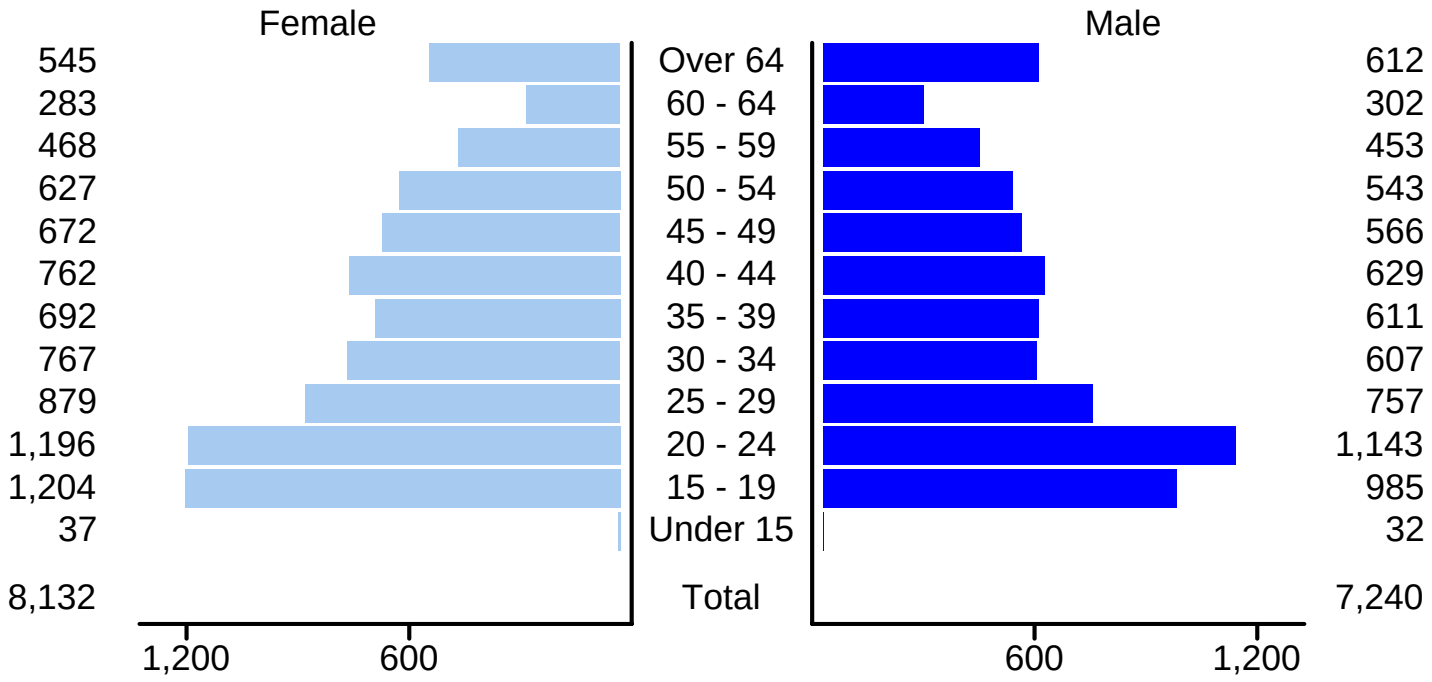
Crash Fatalities in New Mexico by Age and Sex, 2005



Serious Injuries in New Mexico by Age and Sex, 2005



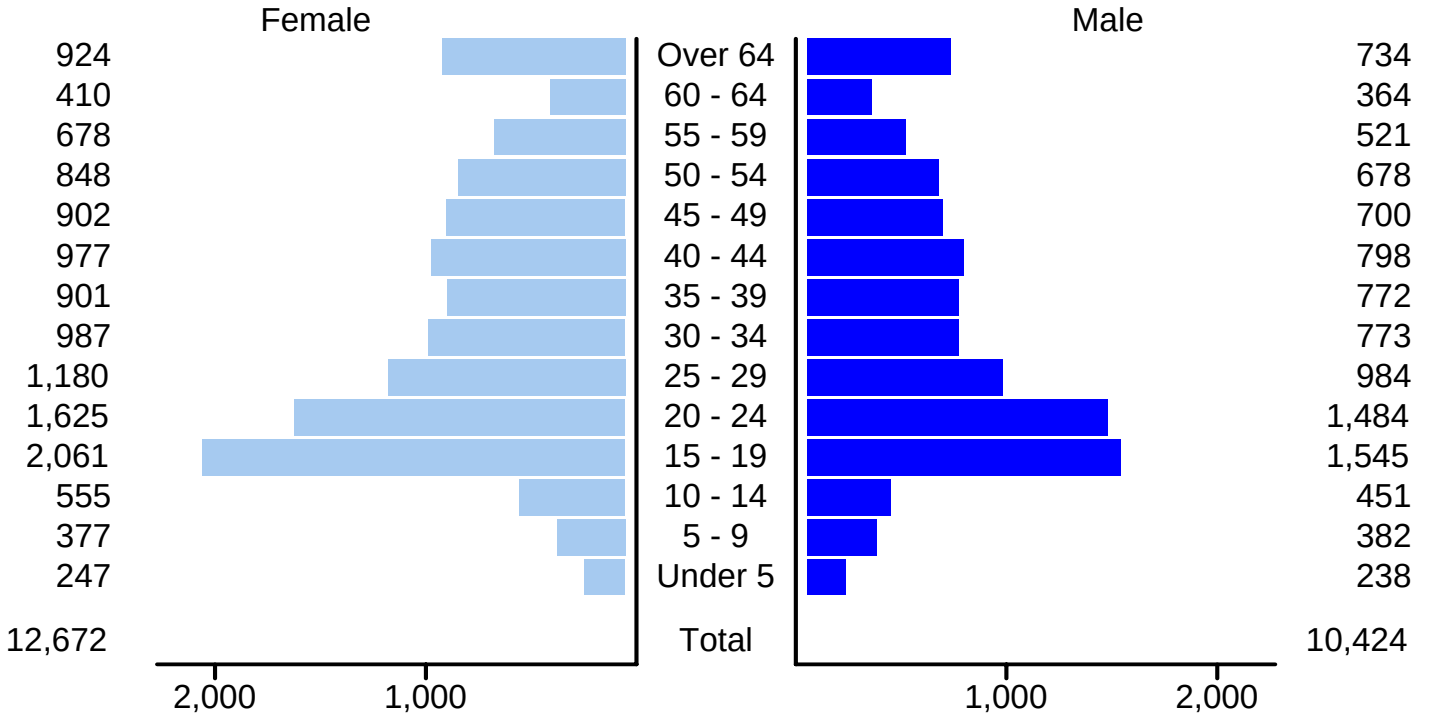
Drivers Injured in New Mexico by Age and Sex, 2005



In 2005 ...

- 23 percent of all females involved in crashes were injured, compared to 17 percent of all males.

People Injured in Crashes in New Mexico by Age and Sex, 2005

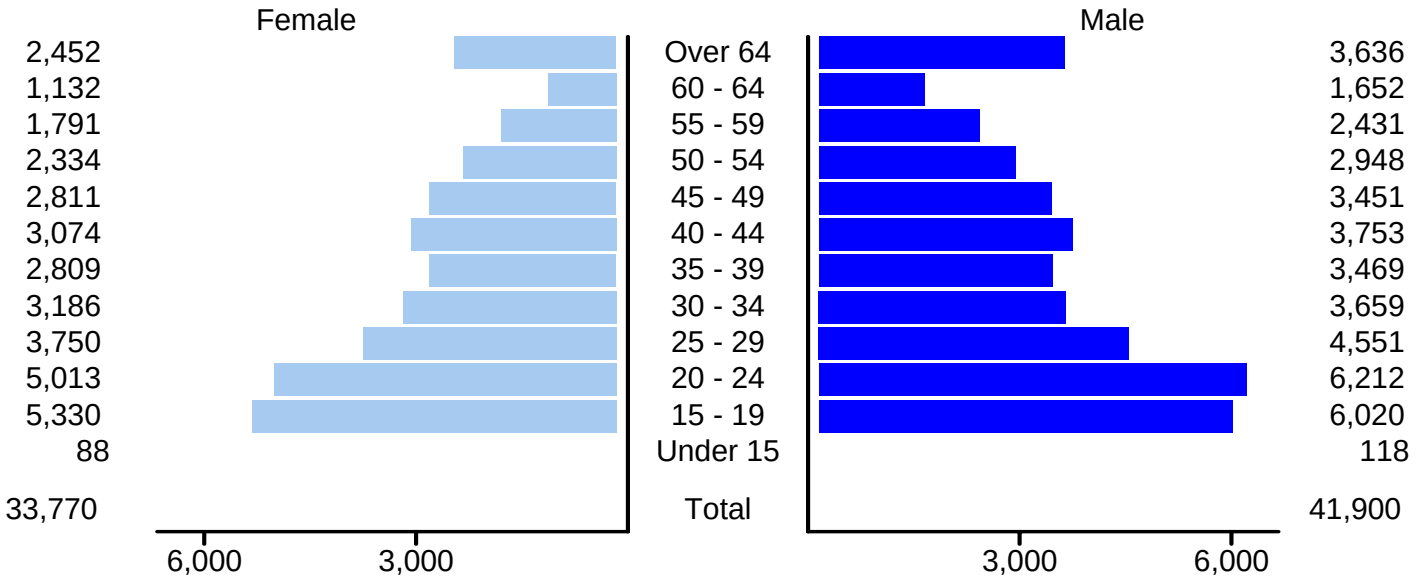


WHO

In 2005 ...

- Males accounted for 55 percent of the drivers in crashes, but they represented only 50 percent of all licensed drivers in New Mexico.

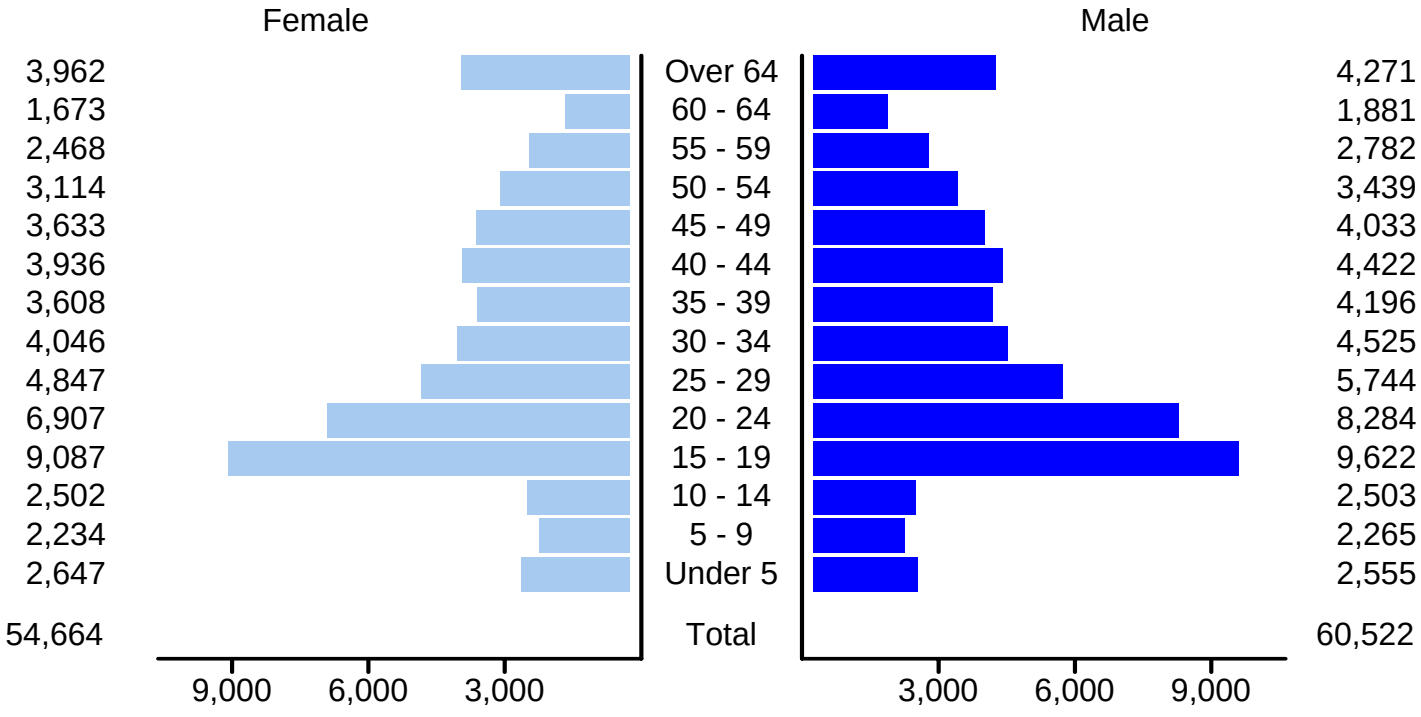
Drivers in Crashes in New Mexico by Age and Sex, 2005



In 2005 ...

- 16 percent of people in crashes were 15-19 year olds.

People in Crashes in New Mexico by Age and Sex, 2005

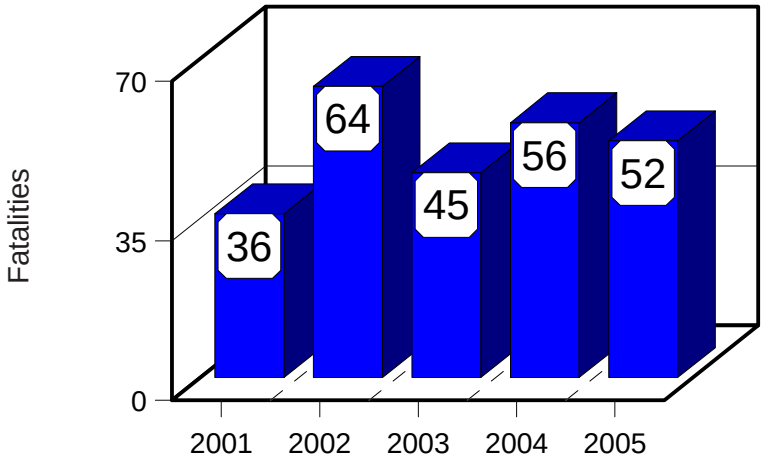


Teenagers in Crashes in New Mexico by Vehicle Type, 2005

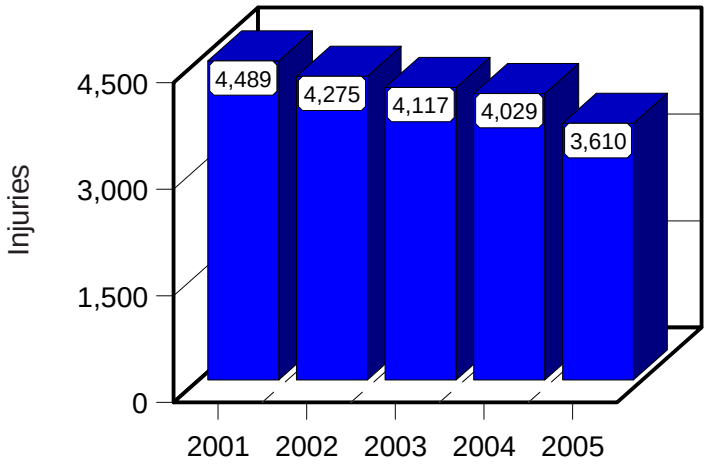
Vehicle Type	Drivers			Victims	
		Crash Severity			
	Total	Fatal	Injury	Killed	Injured
Passenger Car	7,435	28	2,714	23	2,395
Pickup	2,112	16	714	10	519
Van or 4WD	1,453	10	506	14	456
Motorcycle	98	2	83	1	92
Pedestrian	45	4	37	4	37
Pedalcyclist	36	0	32	0	33
Semi	10	0	4	0	1
Bus	2	0	1	0	0
Other	12	0	2	0	1
Unknown	246	0	89	0	76
Total	11,449	60	4,182	52	3,610

For this page, drivers and victims are teenagers (people between the ages of 15 and 19). Victims are teenagers killed or injured in crashes regardless of the age of the driver.

Teenagers Killed in Crashes in New Mexico, 2001 - 2005



Teenagers Injured in Crashes in New Mexico, 2001 - 2005



Teenage Crash Facts in New Mexico, 2005

- Of all drivers in crashes, 15 percent were teenagers, although teenagers comprised only five percent of New Mexico's drivers.
- The number of teenage fatalities decreased from 56 to 52 in 2005.
- Male teenagers died in crashes twice as often as female teenagers.
- Thirty seven percent of teenage crash deaths involved alcohol.
- A teenager was killed in a traffic crash every seven days and one was injured every 146 minutes.
- Teenage occupants' self-reported seatbelt use was 93 percent, while that of all occupants was 98 percent.
- Twenty three percent of crashes involving teenage drivers occurred at night, while 22 percent of all crashes occurred at night.

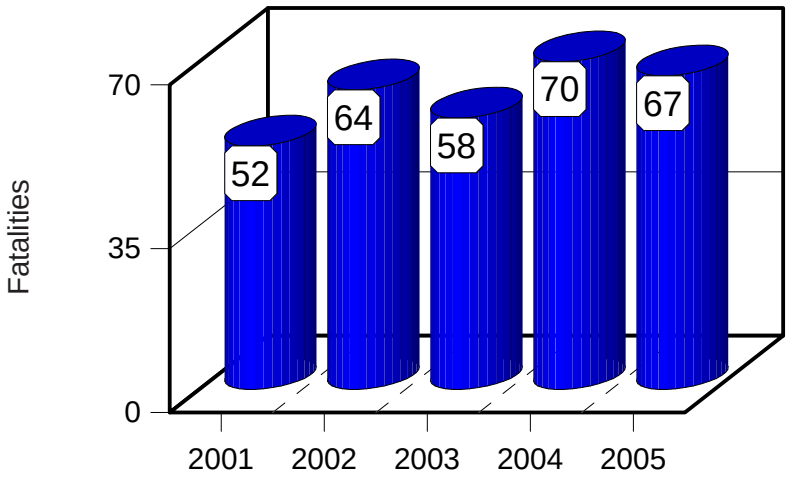
YOUNG ADULTS

Young Adults in Crashes in New Mexico by Vehicle Type, 2005

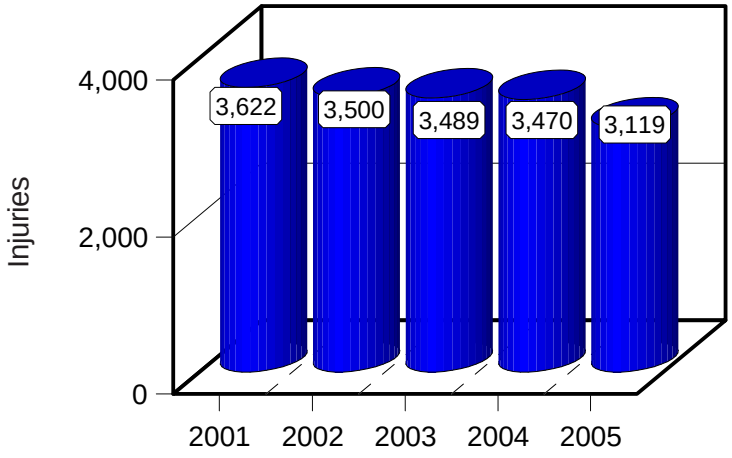
Vehicle Type	Drivers			Victims	
		Crash Severity			
	Total	Fatal	Injury	Killed	Injured
Passenger Car	6,945	38	2,558	25	1,945
Pickup	2,307	27	789	13	518
Van or 4WD	1,422	13	503	13	395
Motorcycle	172	5	137	6	143
Semi	118	1	32	0	19
Pedalcyclist	33	0	27	0	27
Pedestrian	29	9	19	9	19
Bus	17	0	2	0	1
Other	33	1	7	1	5
Unknown	234	0	84	0	47
Total	11,310	94	4,158	67	3,119

For this page, drivers and victims are young adults (people between the ages of 20 and 24). Victims are all young adults killed or injured in crashes regardless of the age of the driver.

Young Adults Killed in Crashes in New Mexico, 2001 - 2005



Young Adults Injured in Crashes in New Mexico, 2001 - 2005



Young Adult Crash Facts in New Mexico, 2005

- Fifteen percent of all drivers in crashes were young adult drivers, although young adults comprised only nine percent of New Mexico's drivers.
- The number of fatalities among young adults decreased from 70 to 67 in 2005.
- Young adult males died in crashes more than twice as often as young adult females.
- Forty nine percent of crash deaths among young adults involved alcohol.
- A young adult was killed in a traffic crash every 131 hours and one was injured every three hours.
- Young adult occupants' self-reported seatbelt use was 92 percent, while that of all occupants was 98 percent.
- Twenty four percent of crashes involving young adult drivers occurred at night, while only 22 percent of all crashes occurred at night.

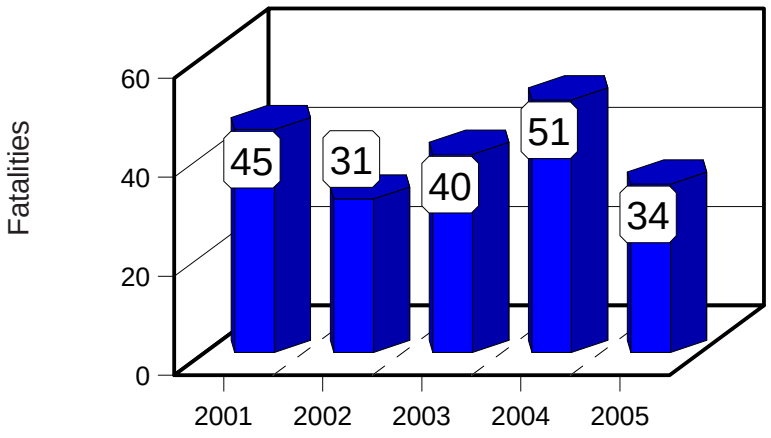
Senior Citizens in Crashes in New Mexico by Vehicle Type, 2005

Vehicle Type	Drivers			Victims	
	Total	Crash Severity			
		Fatal	Injury	Killed	Injured
Passenger Car	2,478	15	890	16	738
Pickup	878	7	290	3	175
Van or 4WD	572	10	204	10	142
Semi	26	0	7	0	2
Pedestrian	19	4	15	5	16
Motorcycle	12	0	11	0	11
Bus	8	0	1	0	1
Pedalcyclist	5	0	5	0	5
Other	20	0	7	0	4
Unknown	70	0	22	0	8
Total	4,088	36	1,452	34	1,102

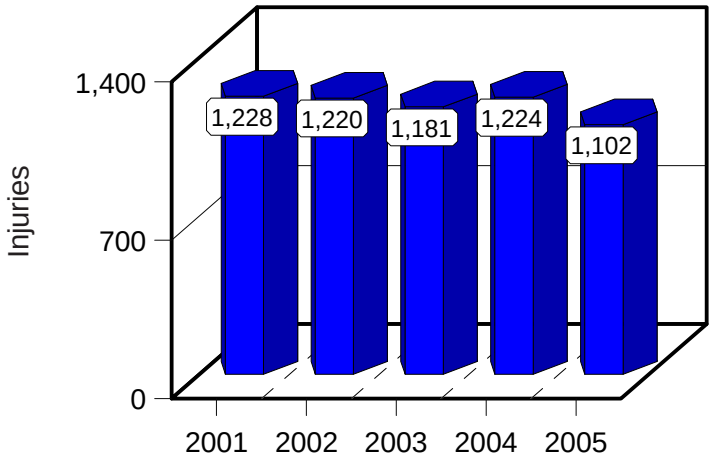
For this page, drivers and victims are senior citizens (people age 70 and older). Victims are all seniors killed or injured in crashes regardless of the age of the driver.

Prior to 1998 seniors were defined as 55 years or older. This year's data are therefore not comparable to data prior to 1998.

Senior Citizens Killed in Crashes in New Mexico, 2001 - 2005



Senior Citizens Injured in Crashes in New Mexico, 2001 - 2005



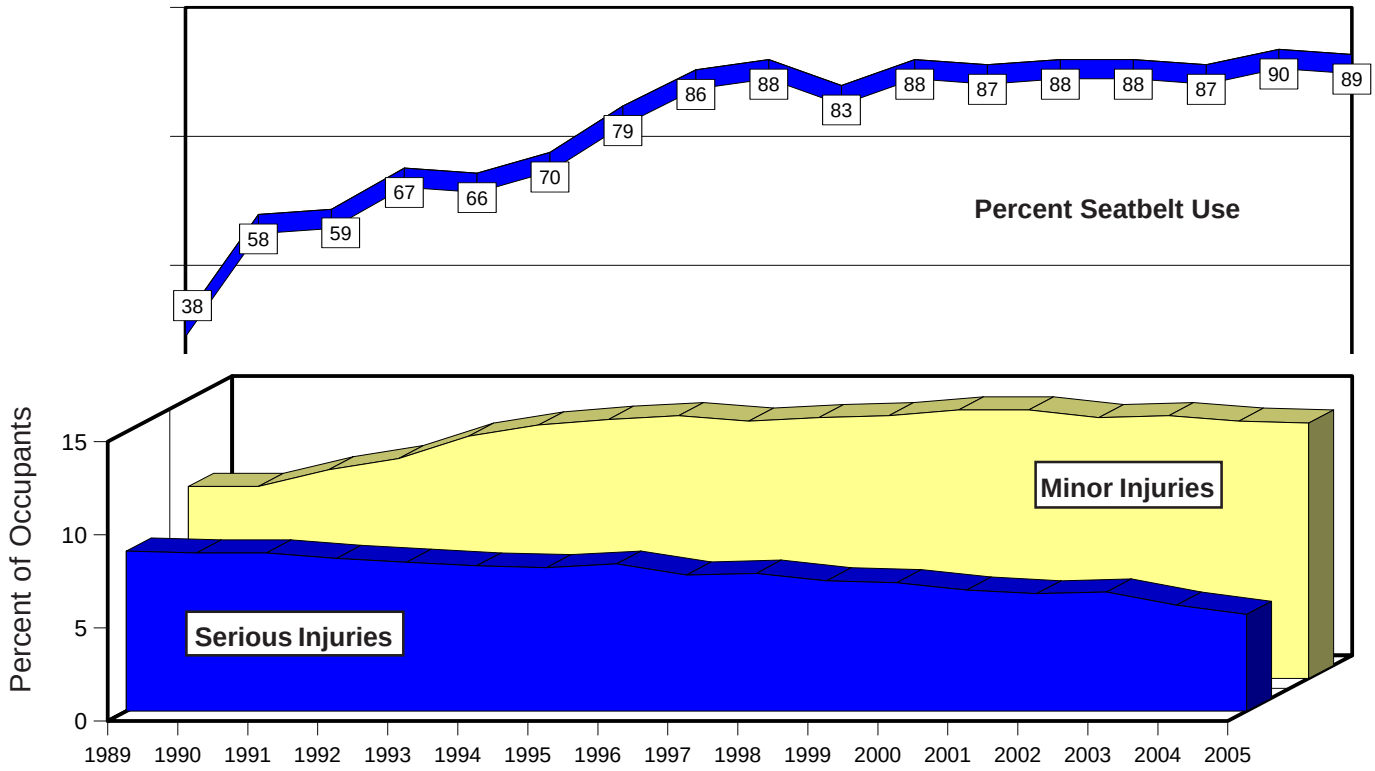
Senior Citizen Crash Facts in New Mexico, 2005

- Five percent of all drivers in crashes were seniors, although seniors comprised nine percent of New Mexico's drivers.
- The number of senior injuries decreased from 1,224 to 1,102 in 2005.
- Twenty two male seniors and 12 female seniors died in crashes in 2005.
- Alcohol was a contributing factor in 6 percent of all crash deaths involving seniors.
- A senior was killed in a traffic crash every eleven days and one was injured every eight hours.
- Senior occupants' self-reported seatbelt use was 94 percent while that of all occupants was 98 percent.
- Nine percent of crashes involving senior drivers occurred at night, while 22 percent of all crashes occurred at night.

SEATBELT

The mandatory seatbelt law for drivers and front-seat passengers in cars became effective on January 1, 1986. A similar law for drivers and front-seat passengers riding in vehicles under 10,000 pounds became effective on June 16, 1989. The law was extended to ***all*** seating positions as of July, 2001. The fine for non-compliance is $25.00 plus additional fees which vary by location.

Observed Seatbelt Usage and Crash Injury Severity for Front-seat Occupants, 1989 - 2005*



Source: see page 53.

Since 1991, the proportion of people injured in crashes has increased, perhaps due to higher driving speeds. However, as observed seatbelt usage has increased there has been a noticeable shift from more severe to less severe injuries. This is particularly evident between 1990 and 1995, where a steady increase in minor injuries coincided with a consistent decrease in serious injuries. In 1998 a new technique was used to estimate seatbelt usage therefore, data from 1998 and thereafter are not comparable to previous years' data.

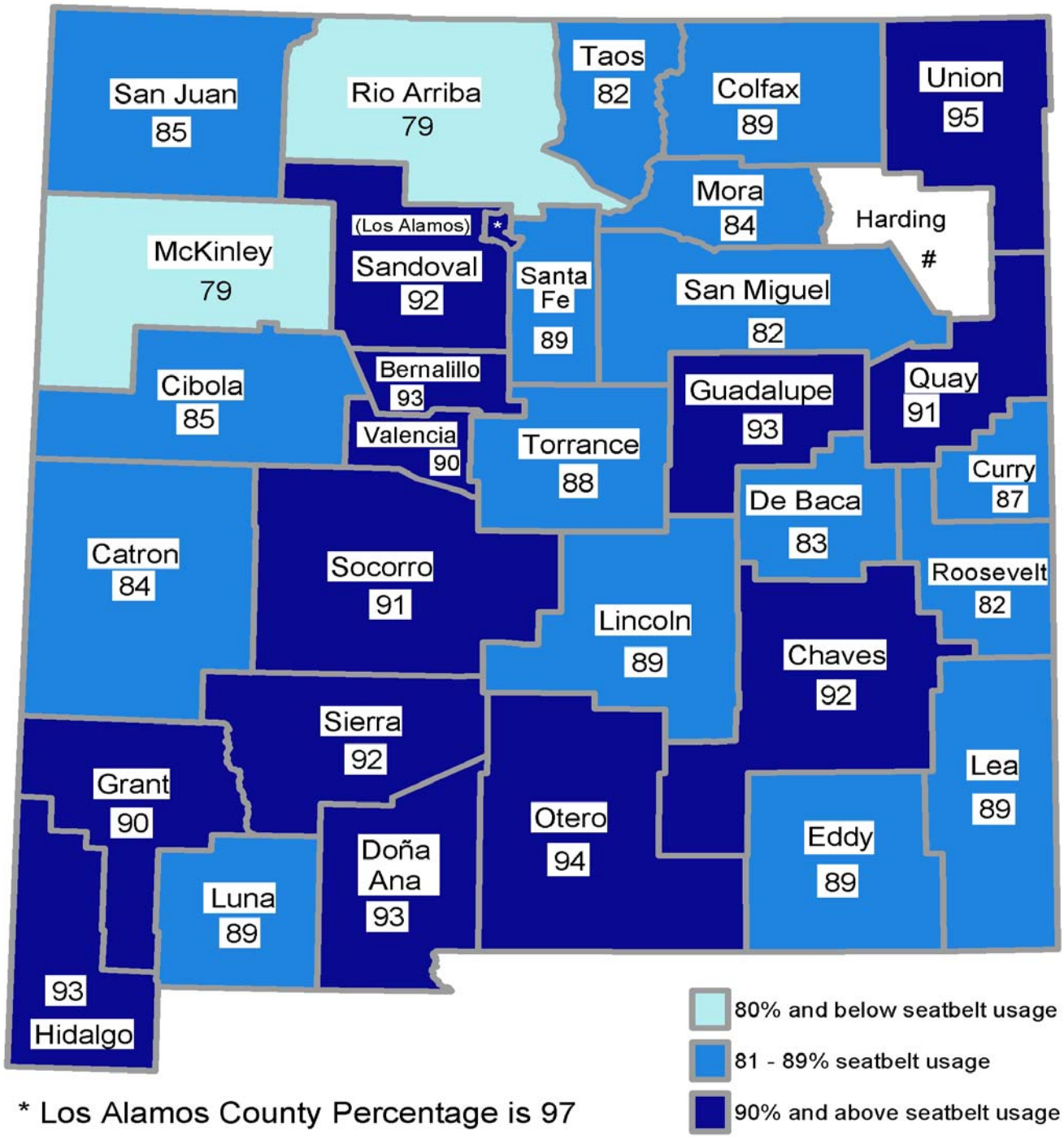
Crash Injuries in New Mexico by Reported Seatbelt Usage, 2005*

Severity	Belt worn[1]		Belt not worn		Total	
	Number	Percent	Number	Percent	Number	Percent
Killed	156	0.1	154	9.3	310	0.3
Incapacitating injury	1,724	1.6	210	12.7	1,934	1.8
Visible injury	3,376	3.2	350	21.1	3,726	3.5
Complaint of injury	14,719	14.0	222	13.4	14,941	14.0
Unhurt	84,869	80.9	723	43.6	85,592	80.4
Total	104,844	100.0	1,659	100.0	106,503	100.0

1 In order to avoid citations, some people in less severe crashes may have reported wearing a seatbelt when they were not.

* Information on this page only includes passenger cars, pickups, and vans or 4WD.

Seat Belt Usage among Injured Occupants by County, 2003-2005



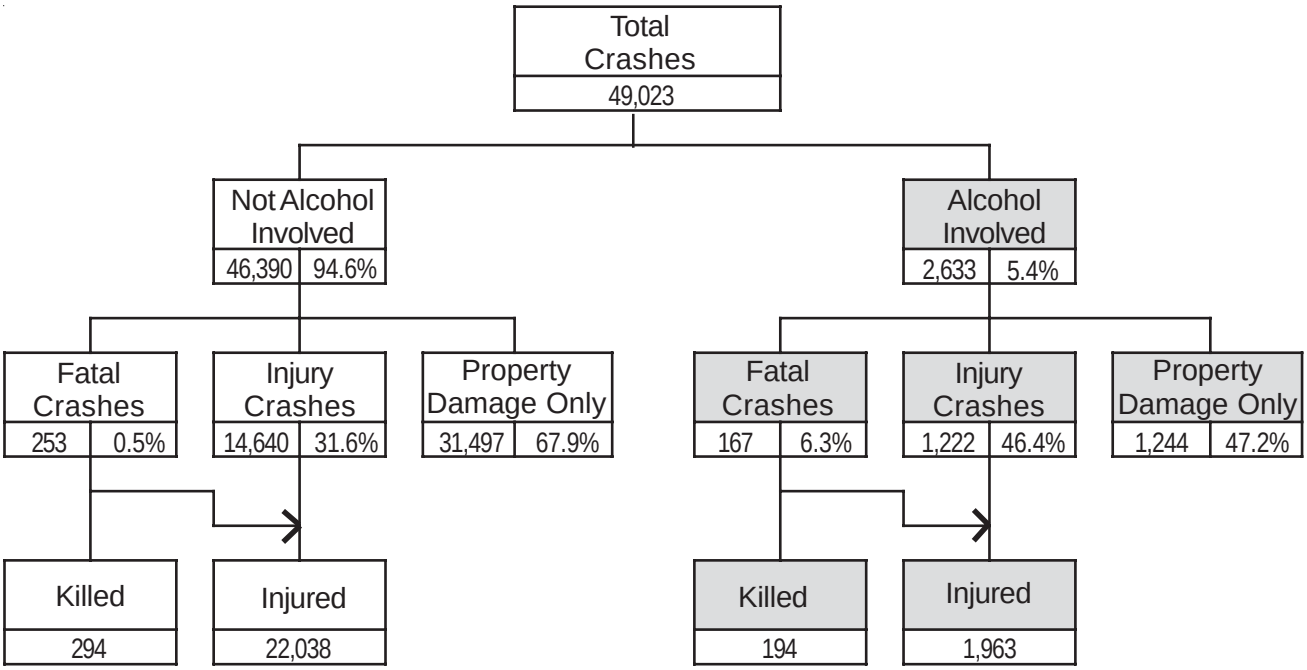
The one injured occupant in Harding County was not belted.

This map shows the average reported seatbelt usage in crashes for 2003-2005. The data are for drivers and right front passengers in vehicles registered in NM who received visible or incapacitating injuries in crashes. This proxy for overall seatbelt usage is used here because it has matched the results of observational surveys closely over the past 10 years. The statewide average for 2003-2005 was 90%.

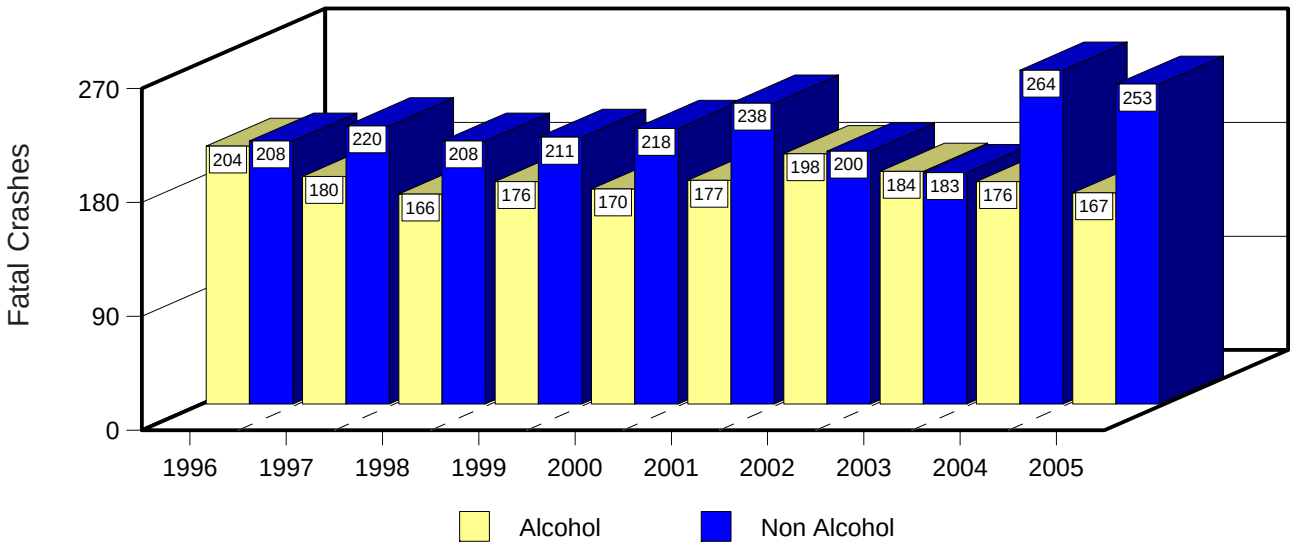
In 2005 ...

- 40 percent of all fatal crashes involved alcohol.
- A person died in an alcohol-involved crash every 45 hours.
- A person was injured in an alcohol-involved crash every five hours.
- An alcohol-involved crash occurred every 200 minutes.

Crashes in New Mexico by Alcohol Involvement, 2005



Fatal Crashes in New Mexico by Alcohol Involvement, 1996 - 2005

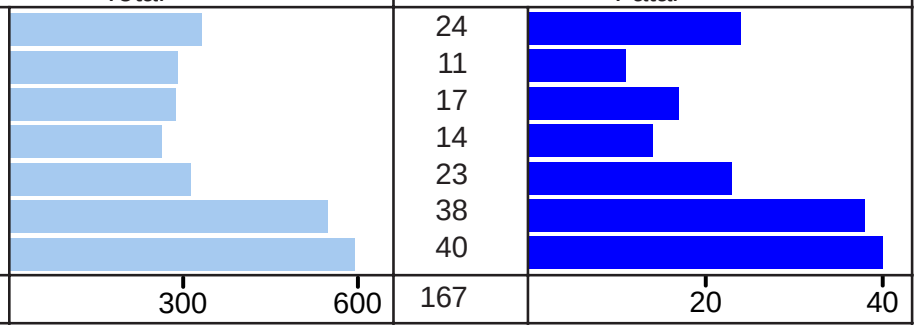


In 2005 ...

- 61 percent of all alcohol-involved fatal crashes occurred on Friday, Saturday, or Sunday.
- 43 percent of all alcohol-involved crashes happened on Friday or Saturday.
- More alcohol-involved crashes occurred between 7 p.m. and 8 p.m. than any other hour on weekdays.

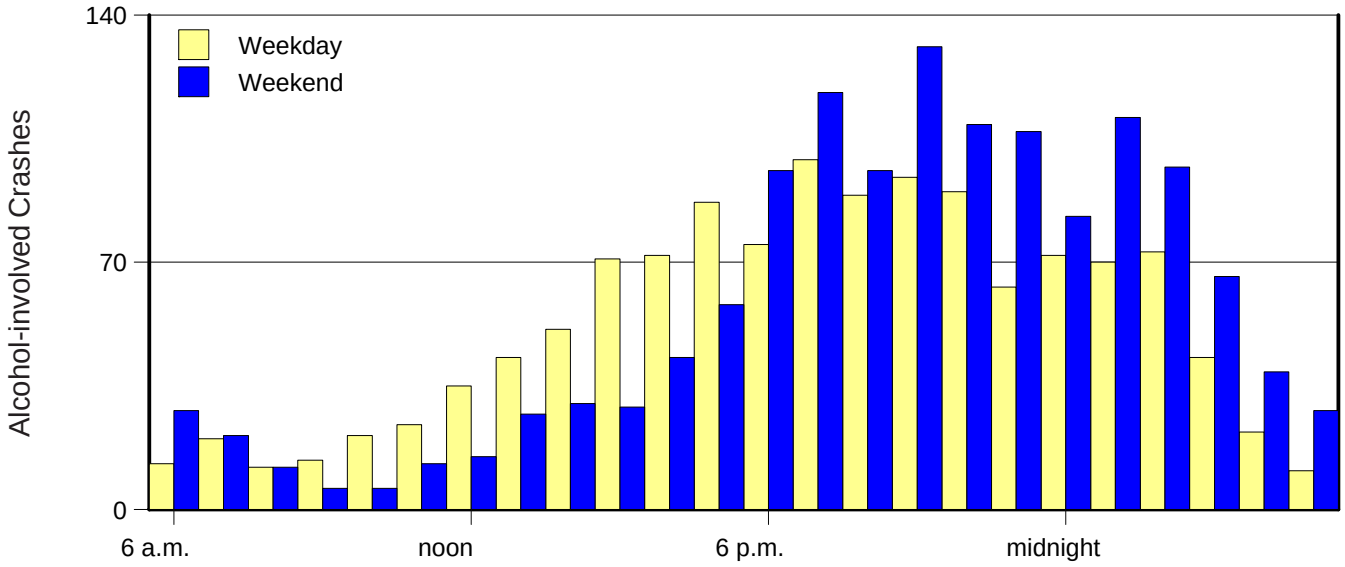
Alcohol-involved Crashes in New Mexico by Day of the Week, 2005

Day	Total	Fatal
Sunday	333	24
Monday	291	11
Tuesday	287	17
Wednesday	264	14
Thursday	313	23
Friday	549	38
Saturday	594	40
Total	2,631	167



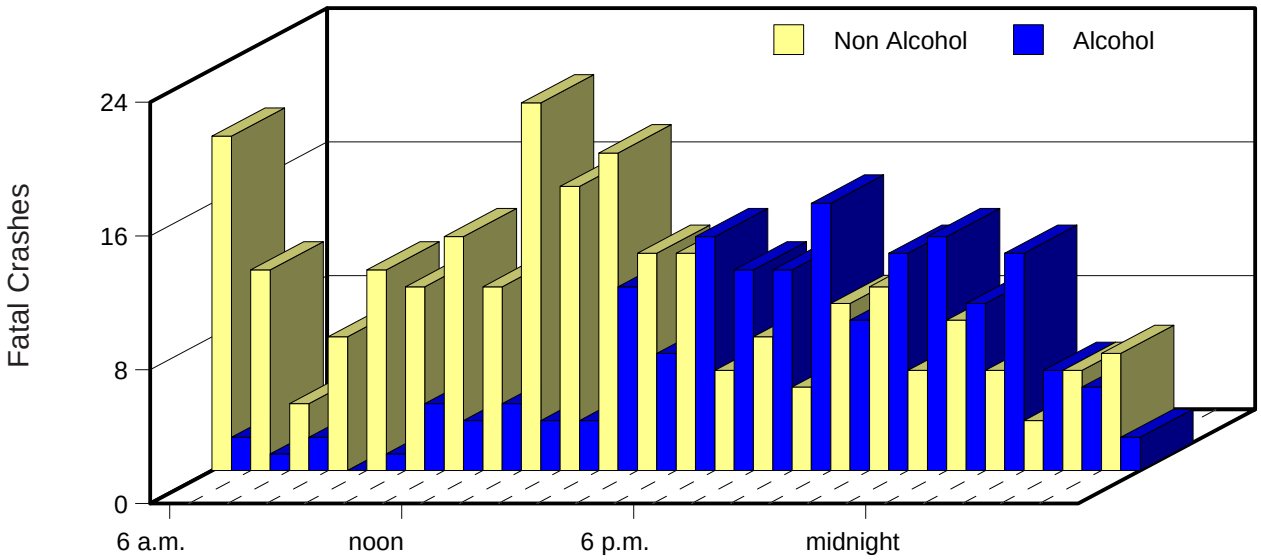
- For this table, each day was considered to run from 6:00 a.m. to 5:59 a.m. the following morning.

Alcohol-involved Crashes in New Mexico by Hour of the Day, 2005



- The weekend is defined as beginning on Friday evening at 6:00 p.m. and ending on Monday morning at 5:59 a.m. For perspective, the weekend period has 60 hours total, while the weekday period consists of 108 hours.

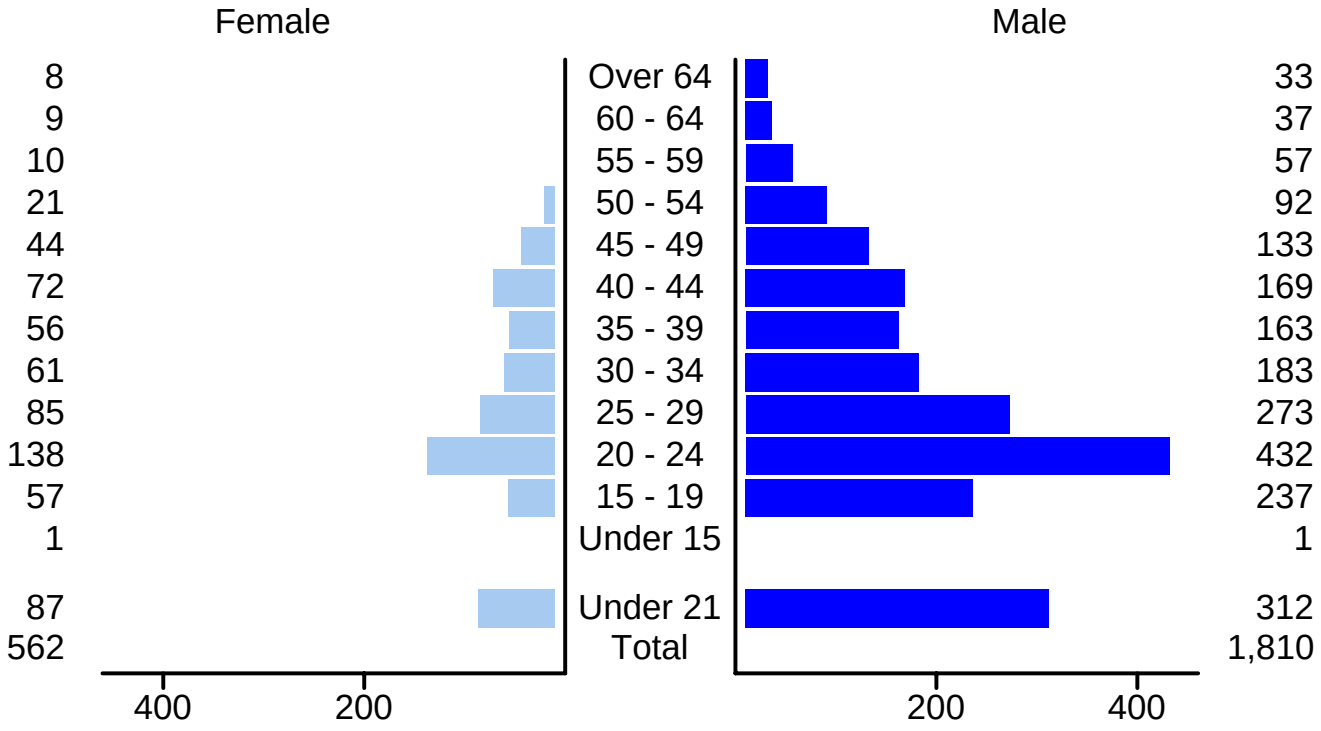
Fatal Crashes in New Mexico by Hour of the Day and Alcohol Involvement, 2005



In 2005...

- 17 percent of the alcohol-involved drivers in crashes were less than 21 years old.
- Males are more than three times as likely as females to be alcohol-involved drivers in crashes.

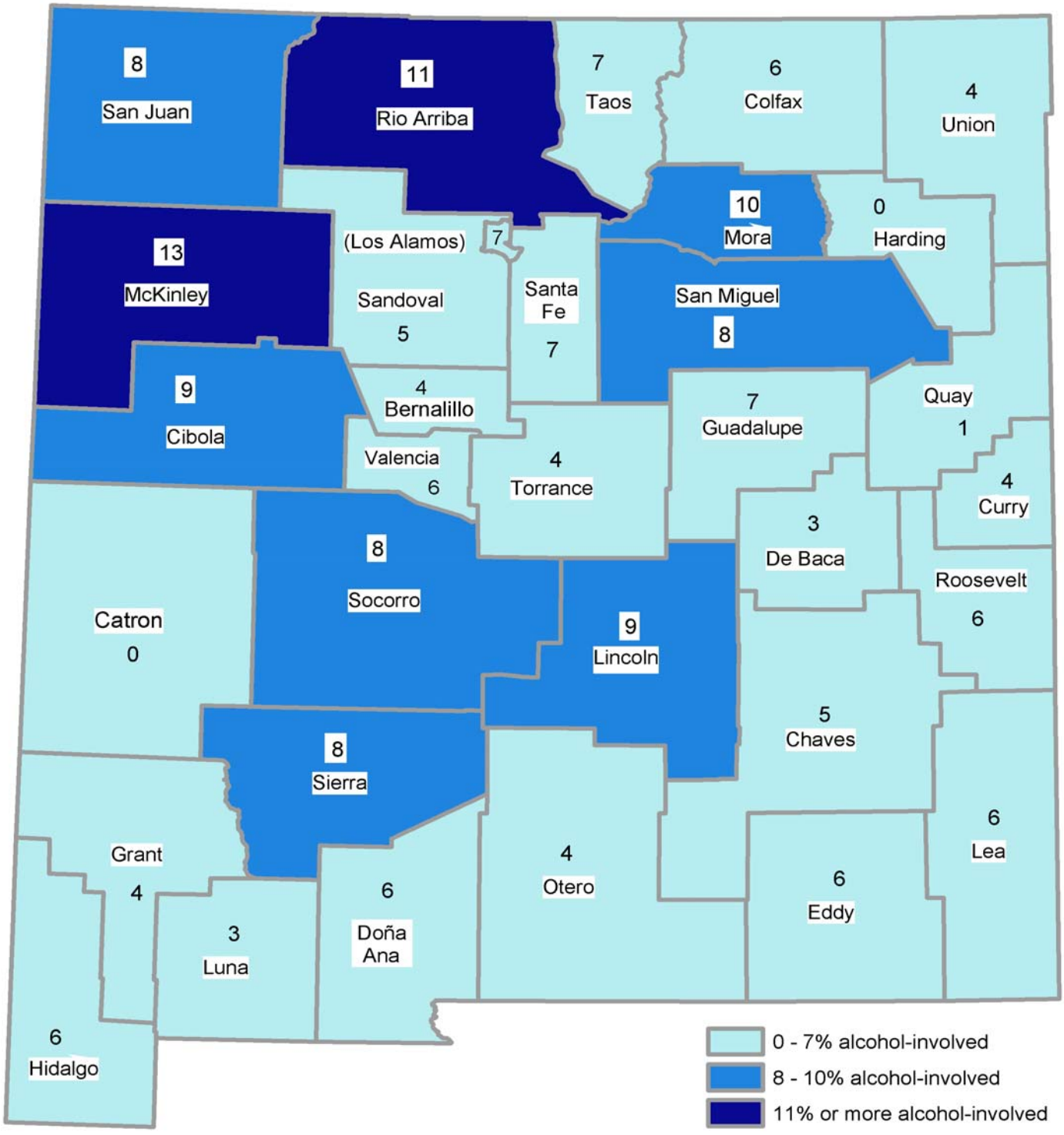
Alcohol-involved Drivers in Crashes in New Mexico by Age and Sex, 2005



Percent Alcohol-involved Crashes in New Mexico by County, 2005

In 2005 ...

- 5.4 percent of the crashes in New Mexico were alcohol-involved crashes.

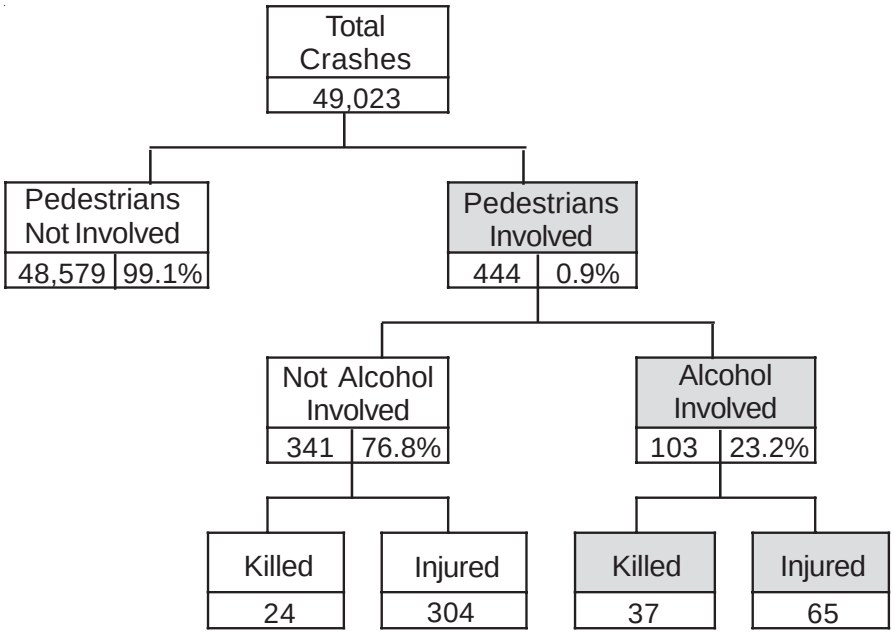


PEDESTRIANS

In 2005 ...

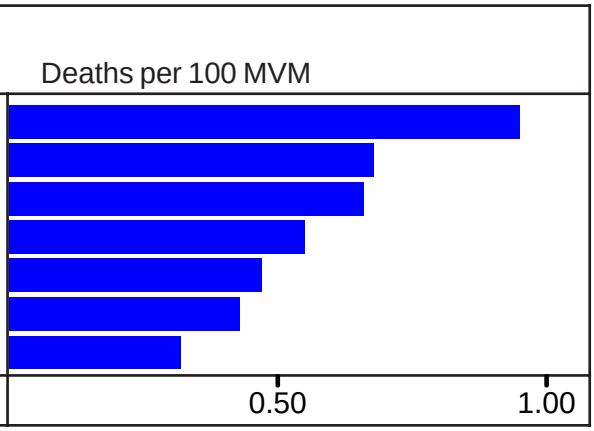
- 61 percent of pedestrian deaths were alcohol-involved.
- Of the 61 pedestrian deaths, 45 came from the seven counties with the highest pedestrian death rates.

Alcohol-involved Pedestrian Crashes in New Mexico, 2005



Seven Counties with Highest Pedestrian Death Rates, 2005

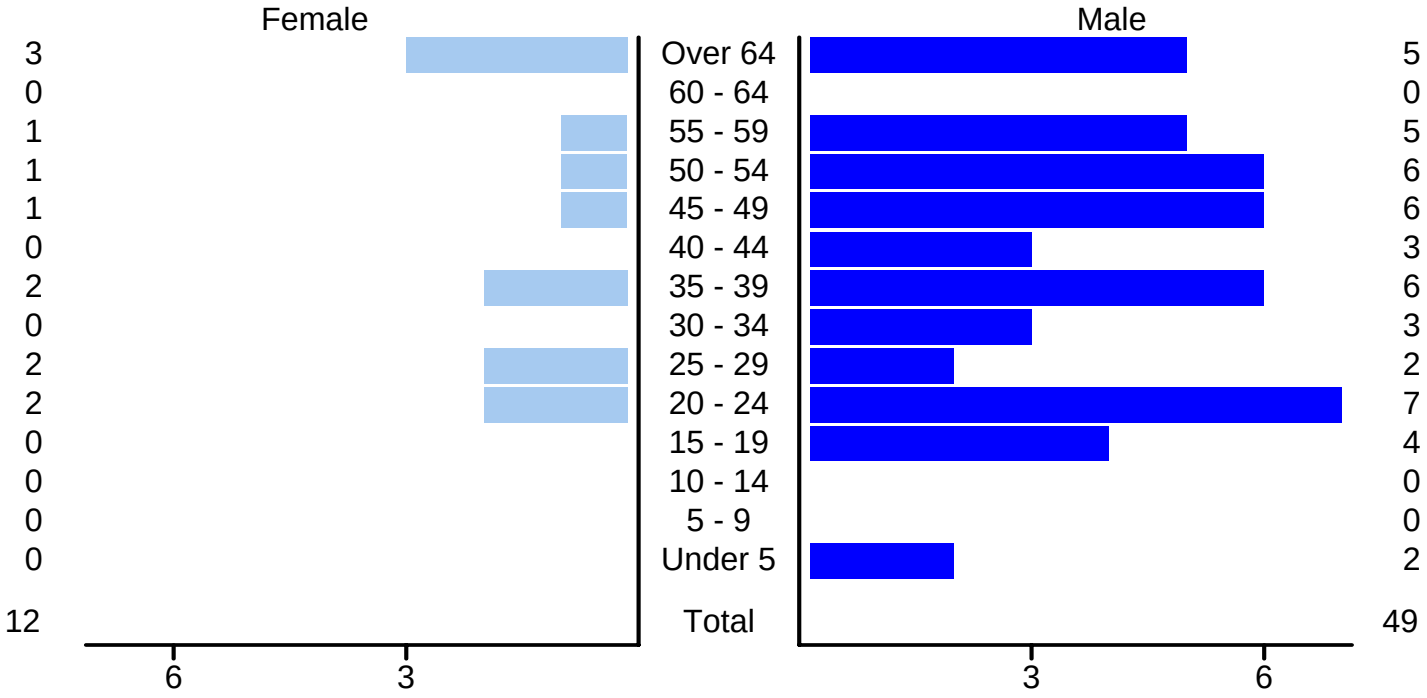
County	Pedestrians in Crashes			Deaths per 100 MVM
	Total	Killed	Injured	
Curry	12	4	7	0.95
Mora	1	1	0	0.68
San Juan	44	9	32	0.66
McKinley	24	7	16	0.55
Sierra	1	1	0	0.47
Bernalillo	209	22	168	0.43
Hidalgo	2	1	1	0.32



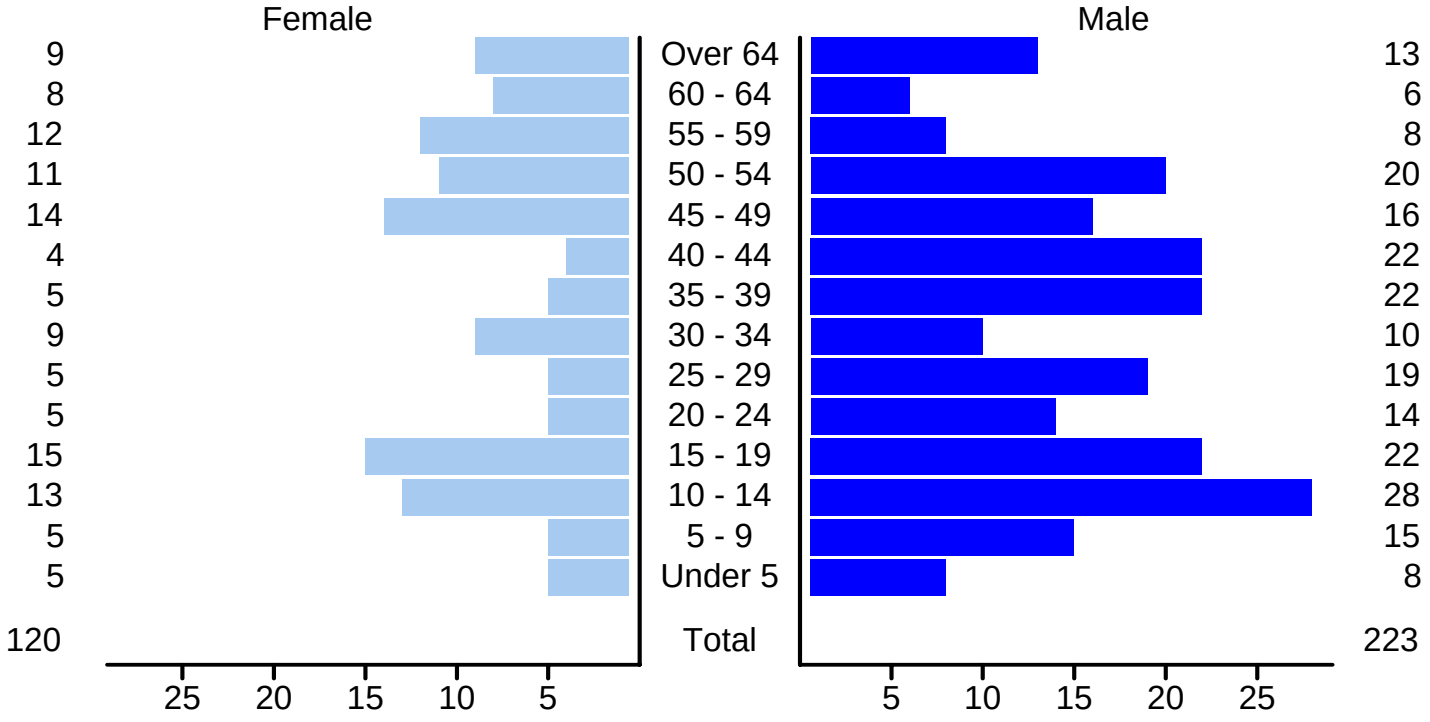
In 2005 ...

- 62 percent of pedestrian deaths involved pedestrian error.

Pedestrians Killed in Crashes in New Mexico by Age and Sex, 2005



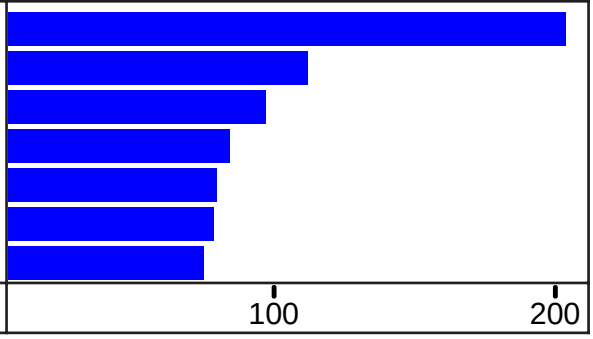
Pedestrians Injured in Crashes in New Mexico by Age and Sex, 2005



HEAVY TRUCKS

Seven Counties with Highest Crash Rates involving Heavy Trucks, 2005

County	Heavy Truck Crashes			Crashes per 100 MVM
	Total	Fatal	Injury	
Bernalillo	837	6	170	203.9
Valencia	47	0	16	112.0
Sandoval	97	3	21	97.1
Curry	41	3	10	84.3
San Juan	151	3	40	79.8
Eddy	75	1	20	78.5
Lea	88	1	33	75.1

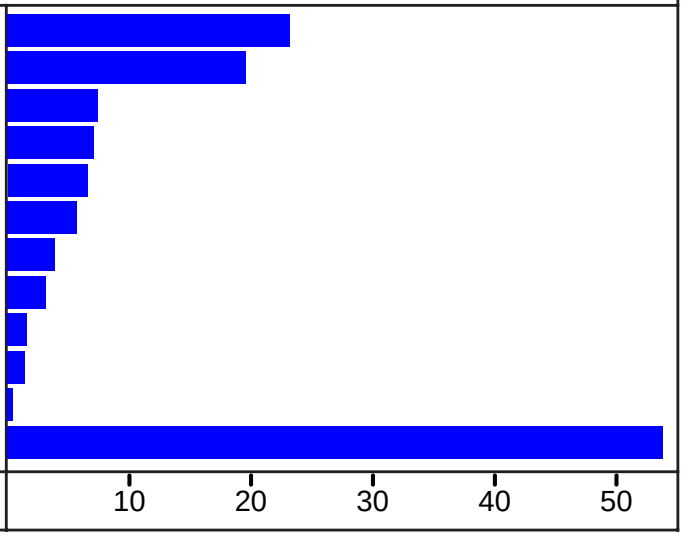


In 2005 ...

- Heavy trucks in crashes involving at least one other vehicle were at fault 53 percent of the time.
- 55 percent of all heavy truck crashes occured between 8 a.m. and 4 p.m.

Contributing Factors of Crashes involving Heavy Trucks in New Mexico, 2005

Contributing Factor	Percent of Involvements
Other improper driving	23.2
Driver inattention	19.6
Improper turn	7.5
Mechanical defects	7.1
Following too close	6.6
Excessive speed	5.7
Failure to yield	3.9
Drove left of center	3.2
Improper overtaking	1.6
Disregard traffic control	1.5
Alcohol-involved	0.5
Other	53.8



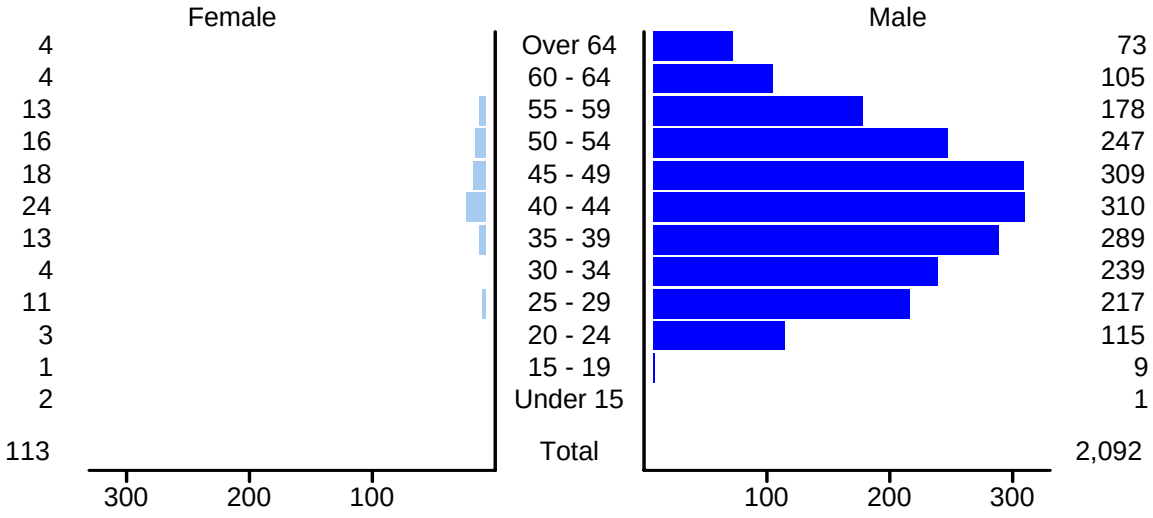
- Percent of involvements is the percentage of all vehicles in crashes for which each contributing factor was coded. More than one contributing factor may be coded for each vehicle. For 54 percent of all vehicles, no contributing factors were indicated.

Crashes involving Heavy Trucks in New Mexico by Class, 2005

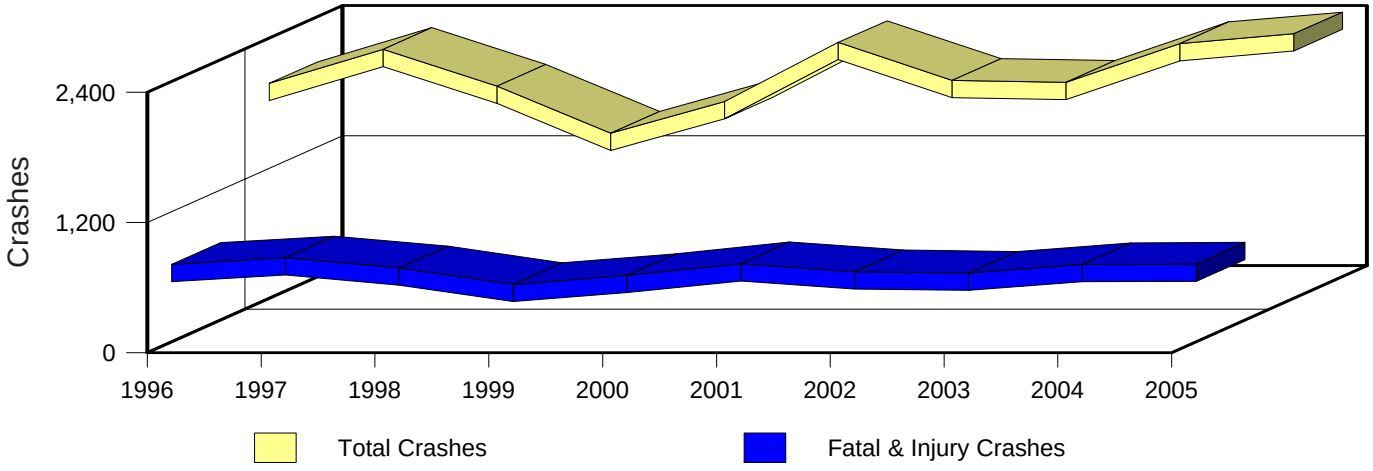
Class	Crashes					People	
	Total	% of Total	Fatal	% of Fatal	Injury	Killed	Injured
Other vehicle	1,640	69	29	62	441	40	713
Fixed object	262	11	1	2	21	1	24
Overturn	170	7	9	19	88	9	105
Parked vehicle	119	5	3	6	18	4	21
Other non-collision	67	3	0	0	5	0	5
Animal	51	2	0	0	2	0	2
Other object	23	1	0	0	1	0	1
Pedestrian	14	1	5	11	7	5	7
Railroad train	10	0	0	0	6	0	6
Veh. on other roadway	5	0	0	0	1	0	1
Pedalcyclist	1	0	0	0	1	0	1
Total	2,362	100	47	100	591	59	886

- Crash class is based on the first harmful event in the crash, such as colliding with something or overturning.

Heavy Truck Drivers in New Mexico Crashes By Age and Sex, 2005



New Mexico Crashes involving Heavy Trucks, 1996 - 2005



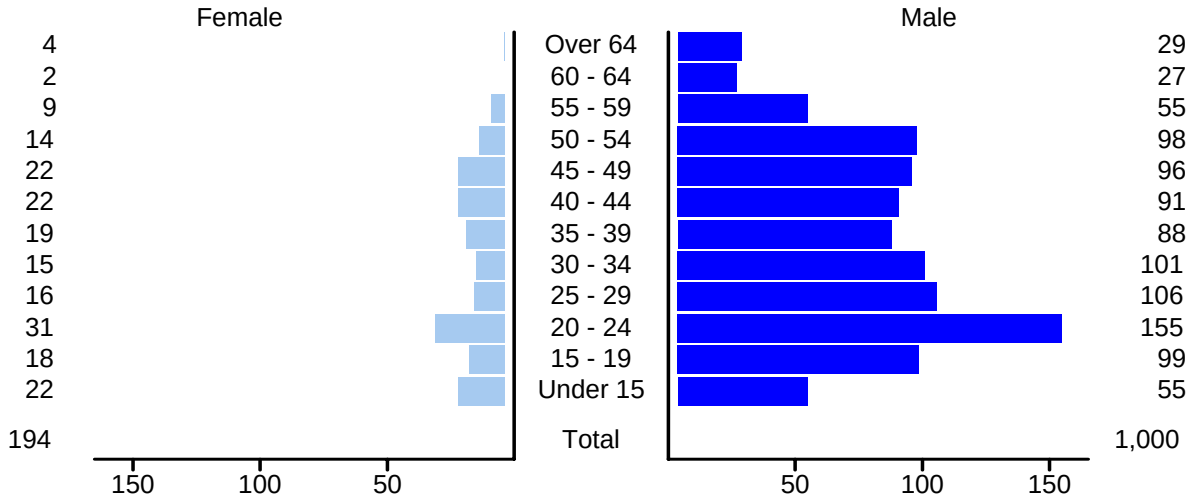
MOTORCYCLES

Motorcyclists in Crashes in New Mexico, 1996 - 2005

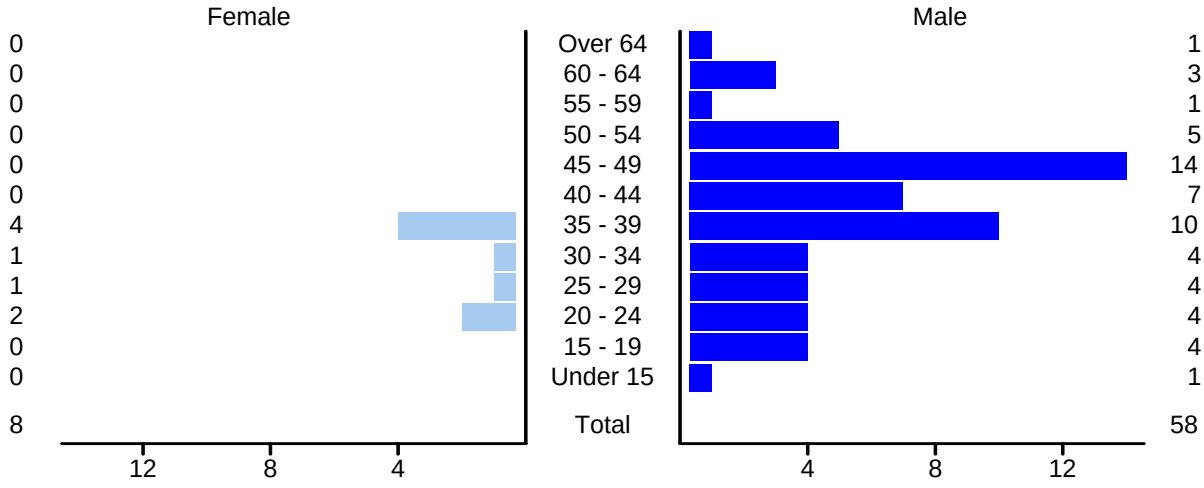
Year	Number of riders[1]	Number of Fatalities		Motorcycle Registrations
		No Helmet	Helmet	
2005	1,269	43	0	NA*
2004	1,196	33	11	NA*
2003	1,133	31	9	NA*
2002	1,136	27	9	NA*
2001	1,044	25	9	NA*
2000	873	22	10	25,339[2]
1999	739	20	7	38,528[2]
1998	849	19	4	37,706[2]
1997	870	24	2	31,512
1996	1,007	25	2	31,341

1 Riders include drivers and passengers on motorcycles.
2 These are counts of registration transactions which were affected by the advent of 2-year registration in 1998.
* not available.

Motorcyclists in Crashes by Age and Sex, 2005



Motorcyclists in Alcohol-Involved Crashes by Age and Sex, 2005



Motorcyclists' Helmet Usage and Injuries in New Mexico, 2005

Injury	With Helmet	Without Helmet	Total
Killed	0	43	43
Incapacitating	69	178	247
Visible injury	130	360	490
Complaint	53	146	199
Unhurt	73	217	290
Total	325	944	1,269

Motorcyclists in Crashes in New Mexico by Age, 2005

Driver Age	Drivers			Riders[1]	
	Total	Crash Severity			
		Fatal	Injury	Killed	Injured
Under 15	39	4	28	5	41
15-19	98	2	83	1	92
20-24	172	5	137	5	138
25-29	113	6	83	8	88
30-34	106	7	85	8	88
35-39	97	5	75	5	82
40-44	101	3	79	2	85
45-49	105	3	80	3	87
50-54	106	2	93	2	102
55-59	60	2	50	2	54
60-64	29	2	25	2	28
Over 64	29	0	25	0	25
Total	1,055	41	843	43	910

1 Riders include drivers and passengers on motorcycles.

Motorcycle Crash Involvements in New Mexico by Class, 2005

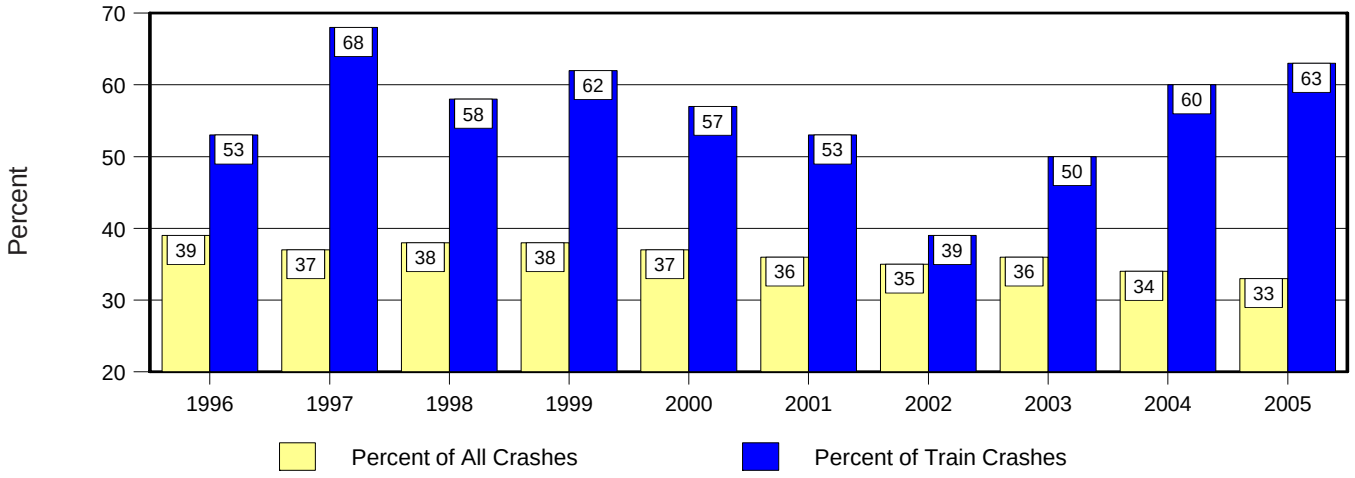
Class	Total	Fatal	Injury	Total
Other Vehicle	593	25	445	
Overturn	217	9	189	
Fixed Object	130	2	105	
Other Non-collision	116	3	84	
Parked Vehicle	32	0	13	
Animal	28	1	21	
Other Object	10	1	6	
Pedalcyclist	6	0	5	
Pedestrian	2	0	2	
Total	1,070	44	815	300 600

All vehicles: see page 17.

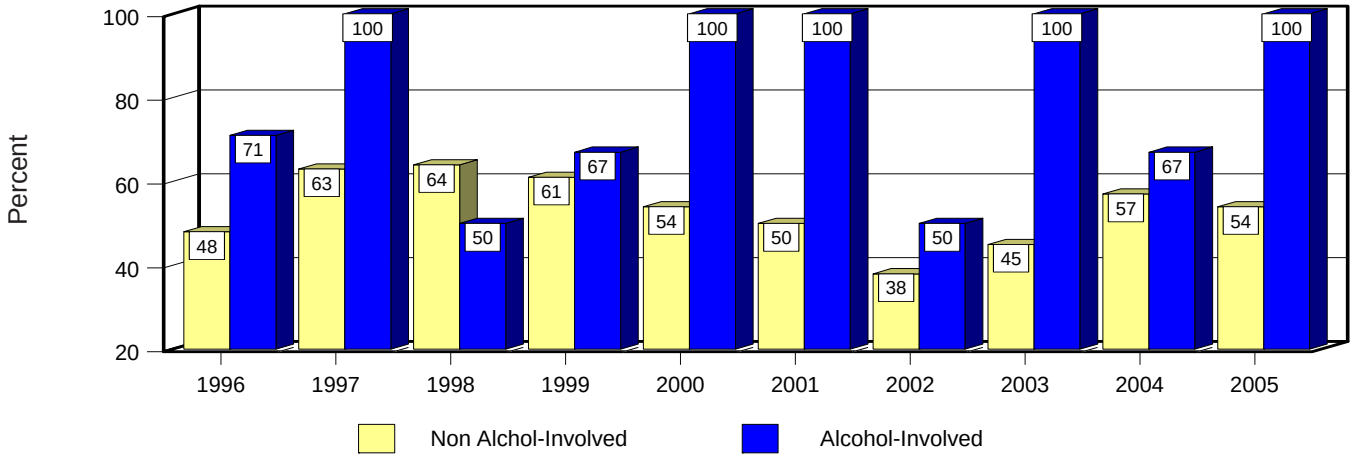
Traffic Crashes Involving Trains by Severity in New Mexico, 1996 - 2005

Year	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
2005	16	4	6	6	4	6
2004	10	2	4	4	3	5
2003	12	2	4	6	3	6
2002	18	0	7	11	0	9
2001	19	3	7	9	5	9
2000	14	0	8	6	0	12
1999	21	3	10	8	3	13
1998	19	4	7	8	4	9
1997	22	4	11	7	5	18
1996	30	4	12	14	8	21

Percent of Crashes Resulting in Fatalities or Injuries by Train Involvement, 1996 - 2005



Percent of Train Crashes Resulting in Fatalities or Injuries by Alcohol-involvement, 1996 - 2005



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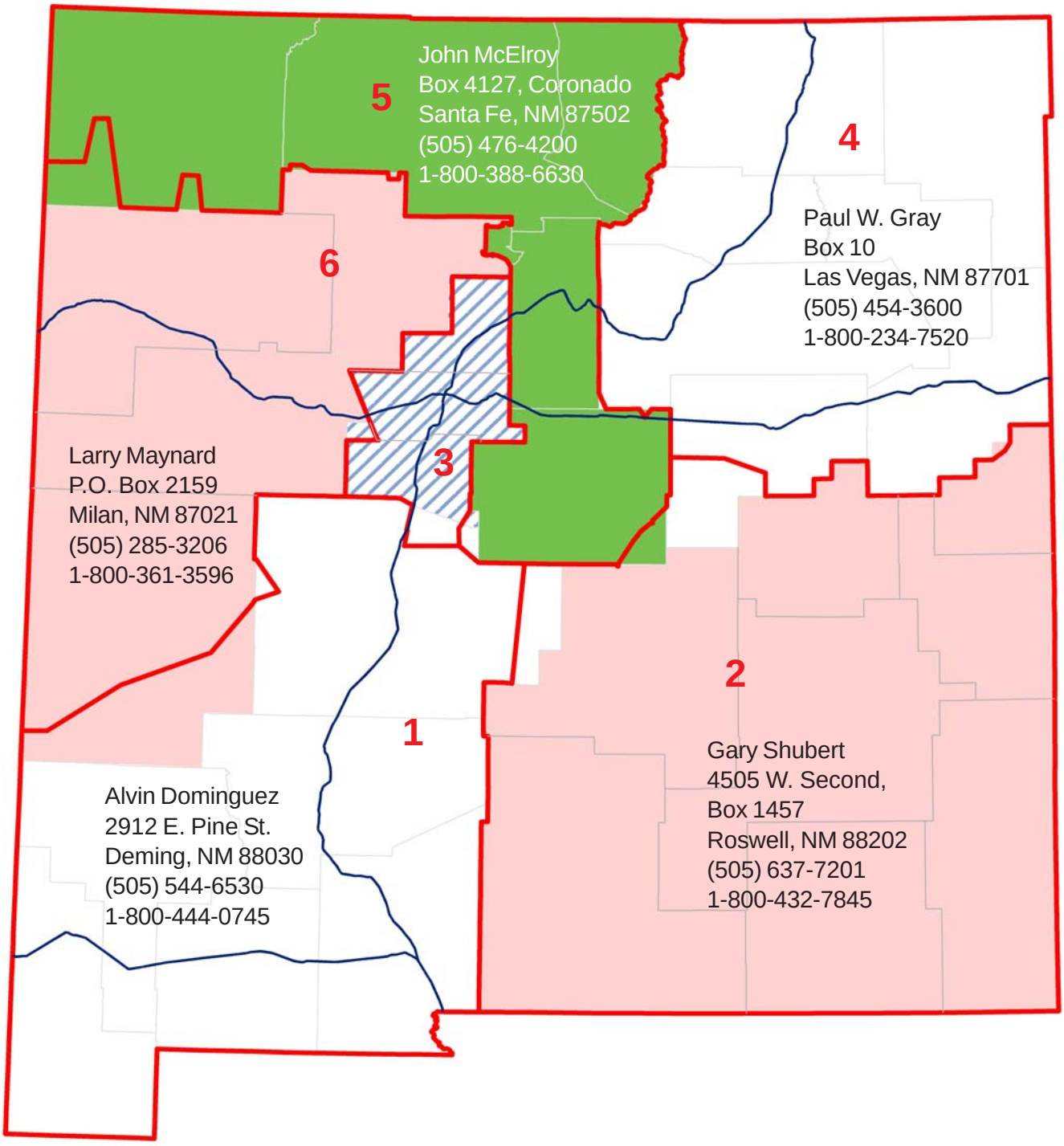
3



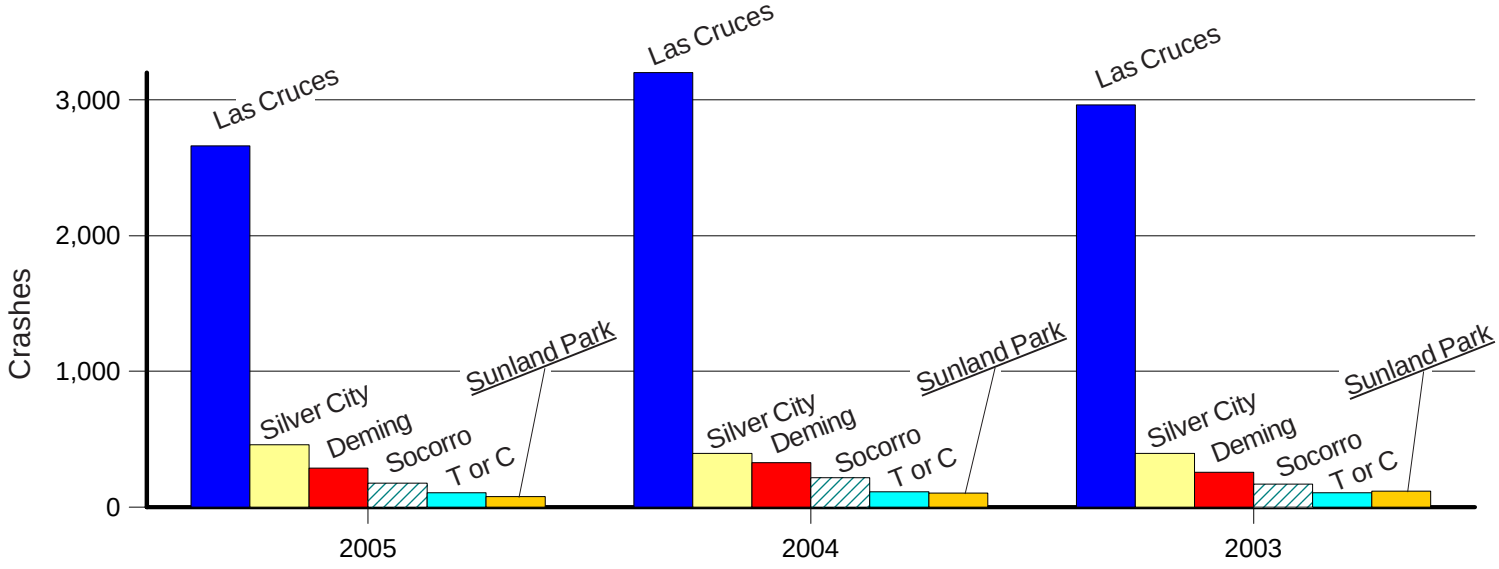
The contact information is available at http://www.nmshtd.state.nm.us/main.asp?secid=11148
Shading indicates statutory districts. Boundaries indicate maintenance districts.
The statistics on the following 12 pages are based on maintenance districts.

DISTRICT 1

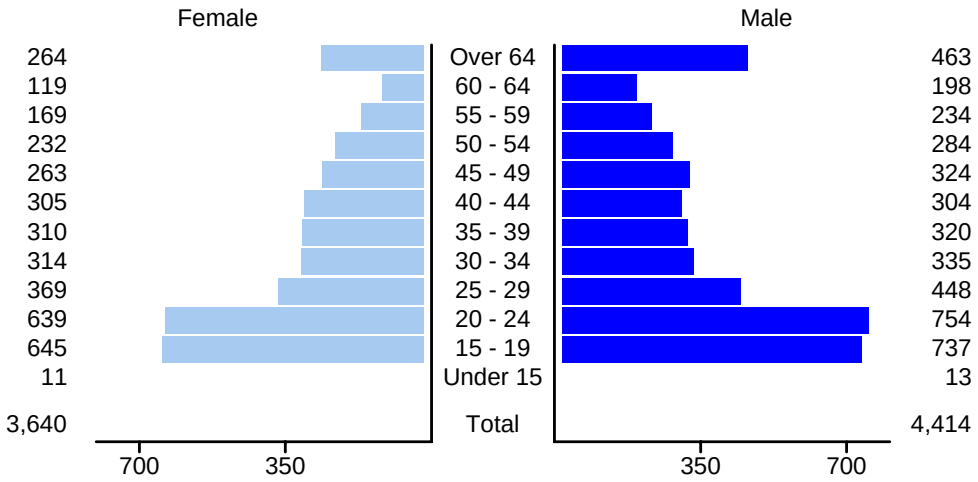
District 1 Crash Statistics, 1996 - 2005

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2005	266	46	62	76	1,646	2,509	5,269
2004	260	68	68	81	2,078	3,143	6,135
2003	245	51	60	70	2,093	3,222	6,017
2002	279	61	56	71	2,165	3,431	6,316
2001	262	65	58	65	2,204	3,444	5,937
2000	240	47	48	56	2,350	3,712	6,249
1999	200	59	69	79	1,842	2,968	4,766
1998	264	72	57	74	2,317	3,687	6,100
1997	258	77	76	91	2,438	3,944	6,343
1996	213	68	40	46	2,302	3,734	5,952

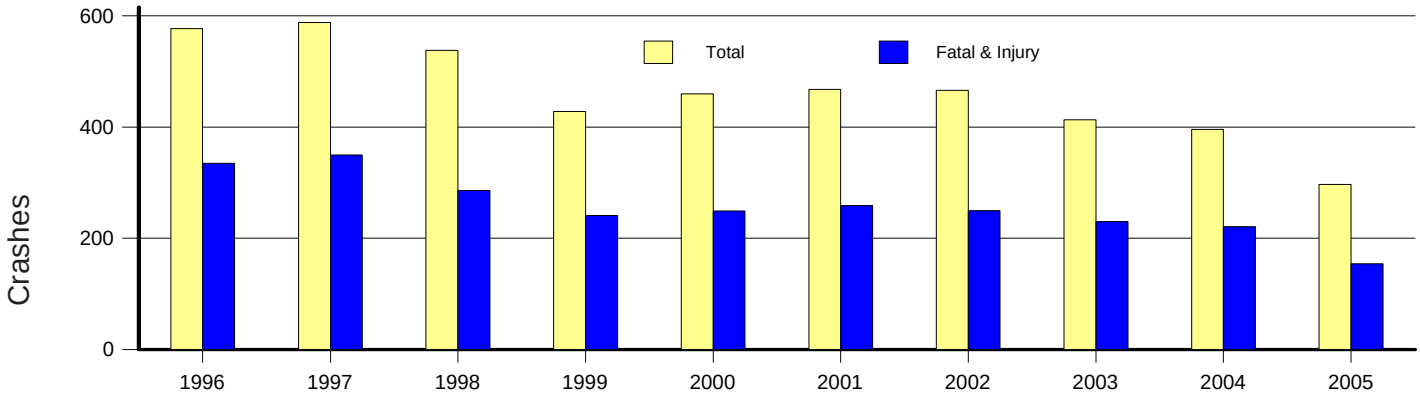
District 1 Crashes in Selected Cities, 2003-2005



District 1 Drivers in Crashes by Age and Sex, 2005



District 1 Alcohol-involved Crashes by Severity, 1996 - 2005



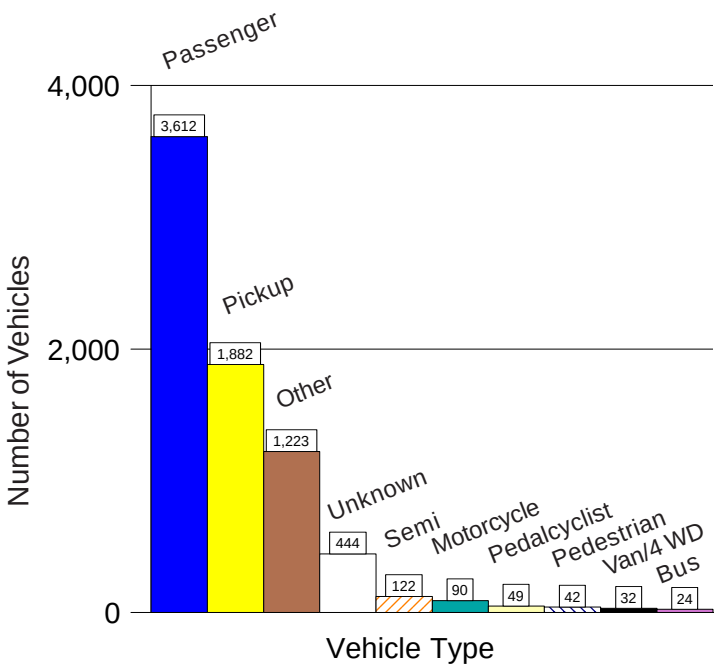
Crashes in District 1 by Top Contributing Factor, 2003-2005

Urban			
Contributing Factor	2005	2004	2003
Driver inattention	1,066	1,147	1,174
Failing to yield	639	874	852
Following too close	500	599	412
Red light running	401	378	388
Excessive speed	331	421	271
Other	249	271	223
Alcohol involvement	222	250	242

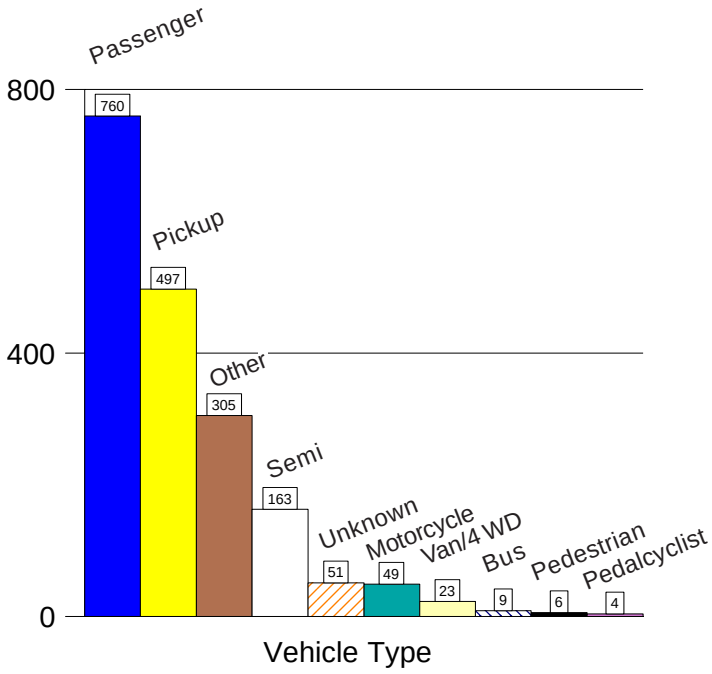
Rural			
Contributing Factor	2005	2004	2003
Driver inattention	317	304	416
Excessive speed	173	314	266
Other	239	238	233
Alcohol involvement	94	145	170
Mechanical defect	117	124	126
Failing to yield	86	121	151
Following too close	75	86	77

Changes to the crash form in 2005 caused some minor change in contributing factor coding.

2005 Crash Involvement in District 1 by Vehicle Type in Urban Areas



2005 Crash Involvement in District 1 by Vehicle Type in Rural Areas

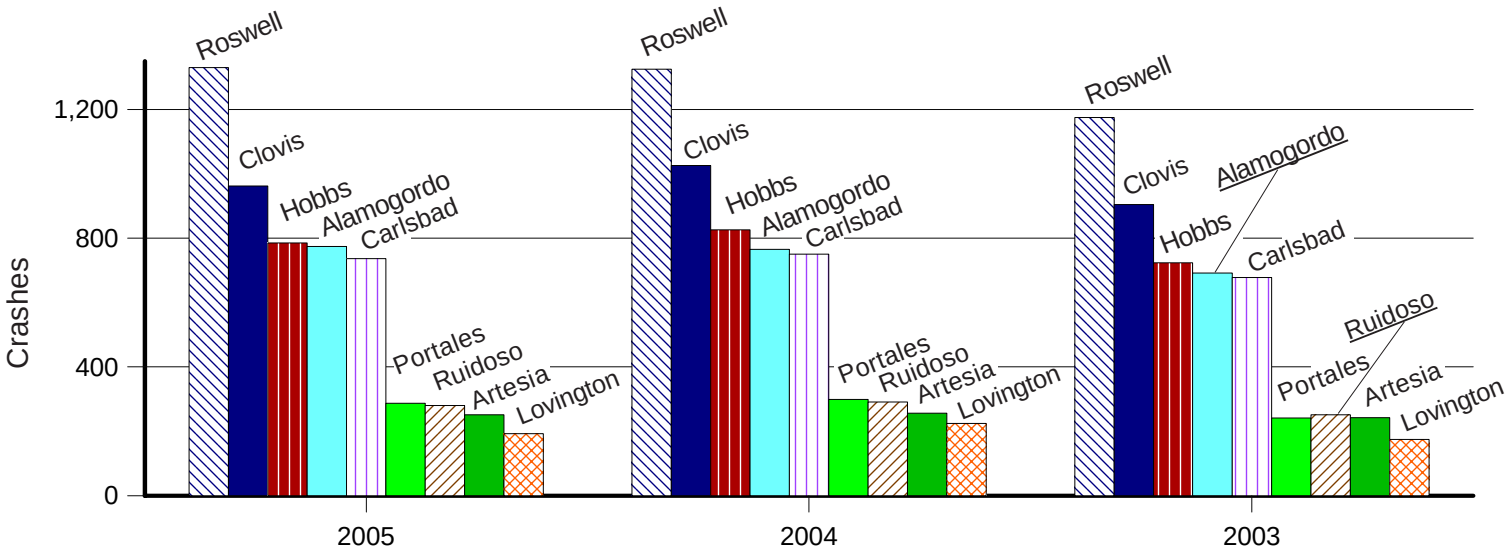


DISTRICT 2

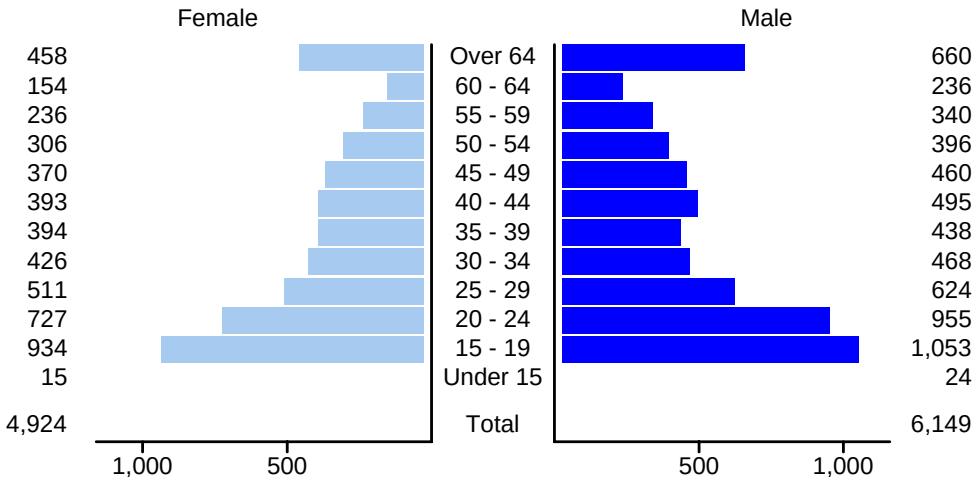
District 2 Crash Statistics, 1996 - 2005

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2005	370	65	62	66	2,249	3,384	7,265
2004	375	62	59	71	2,389	3,676	7,771
2003	314	65	56	64	2,196	3,330	7,051
2002	307	68	58	65	2,398	3,626	7,259
2001	362	61	66	73	2,356	3,650	7,307
2000	270	57	55	58	2,373	3,662	7,050
1999	266	75	58	76	2,083	3,354	6,334
1998	343	73	64	72	2,493	3,866	7,661
1997	407	95	56	65	2,684	4,320	8,285
1996	355	78	46	51	2,649	4,200	7,650

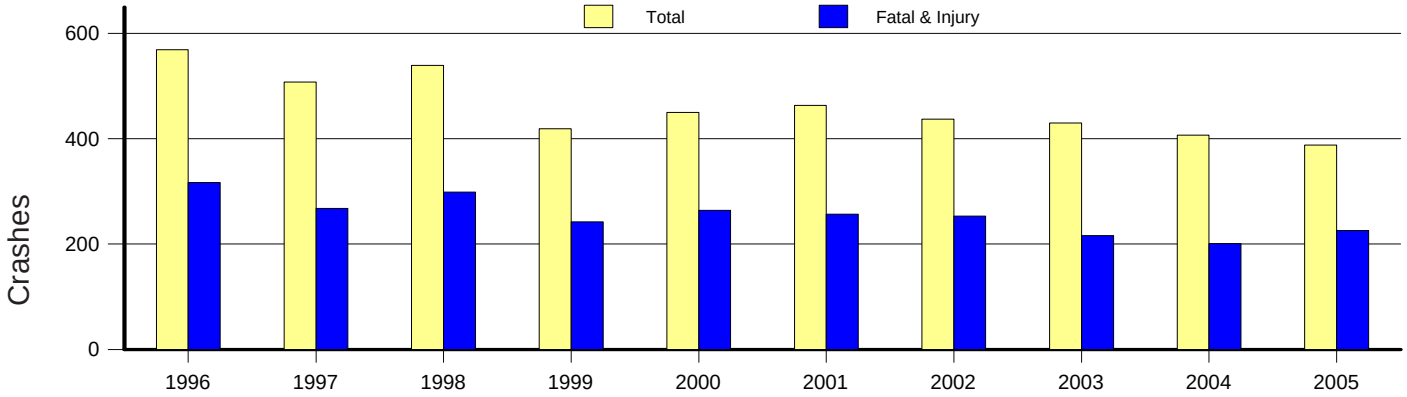
District 2 Crashes in Selected Cities, 2003-2005



District 2 Drivers in Crashes by Age and Sex, 2005



District 2 Alcohol-involved Crashes by Severity, 1996 - 2005



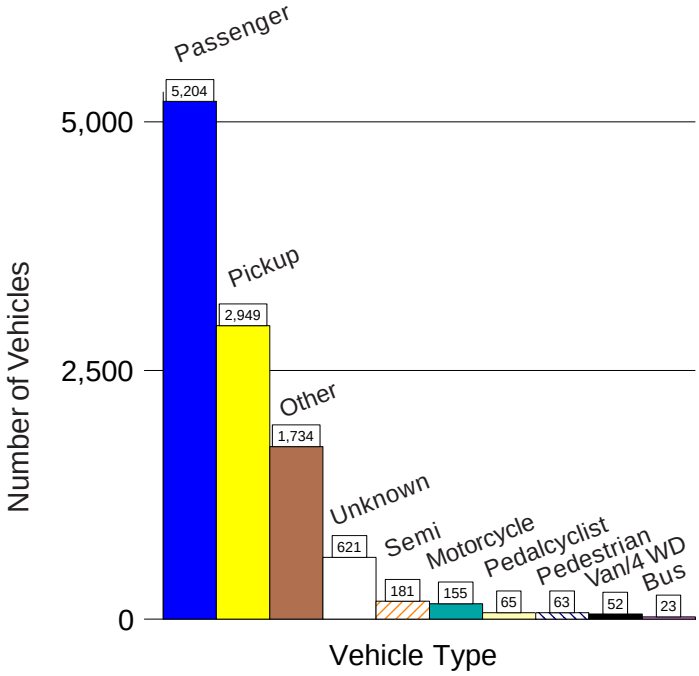
Crashes in District 2 by Top Contributing Factor, 2003-2005

Urban			
Contributing Factor	2005	2004	2003
Failing to yield	1,147	1,244	1,133
Driver inattention	952	1,062	1,011
Following too close	1,025	1,026	838
Red light running	641	519	456
Improper backing	447	565	494
Excessive speed	349	479	276
Other	381	277	236

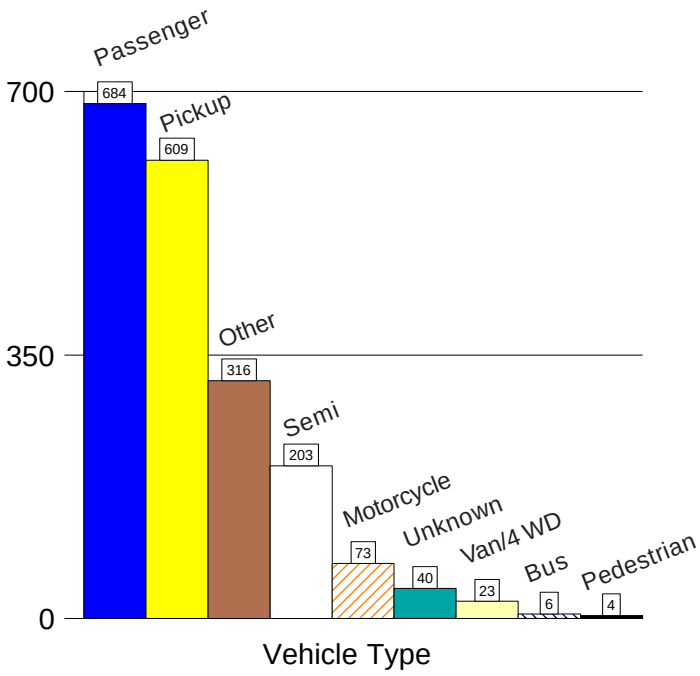
Rural			
Contributing Factor	2005	2004	2003
Excessive speed	286	508	343
Other	385	371	333
Driver inattention	276	319	371
Alcohol involvement	132	146	174
Failing to yield	80	116	124
Mechanical defect	73	68	73
Driving left of center	70	58	63

Changes to the crash form in 2005 caused some minor change in contributing factor coding.

2005 Crash Involvement in District 2 by Vehicle Type in Urban Areas



2005 Crash Involvement in District 2 by Vehicle Type in Rural Areas

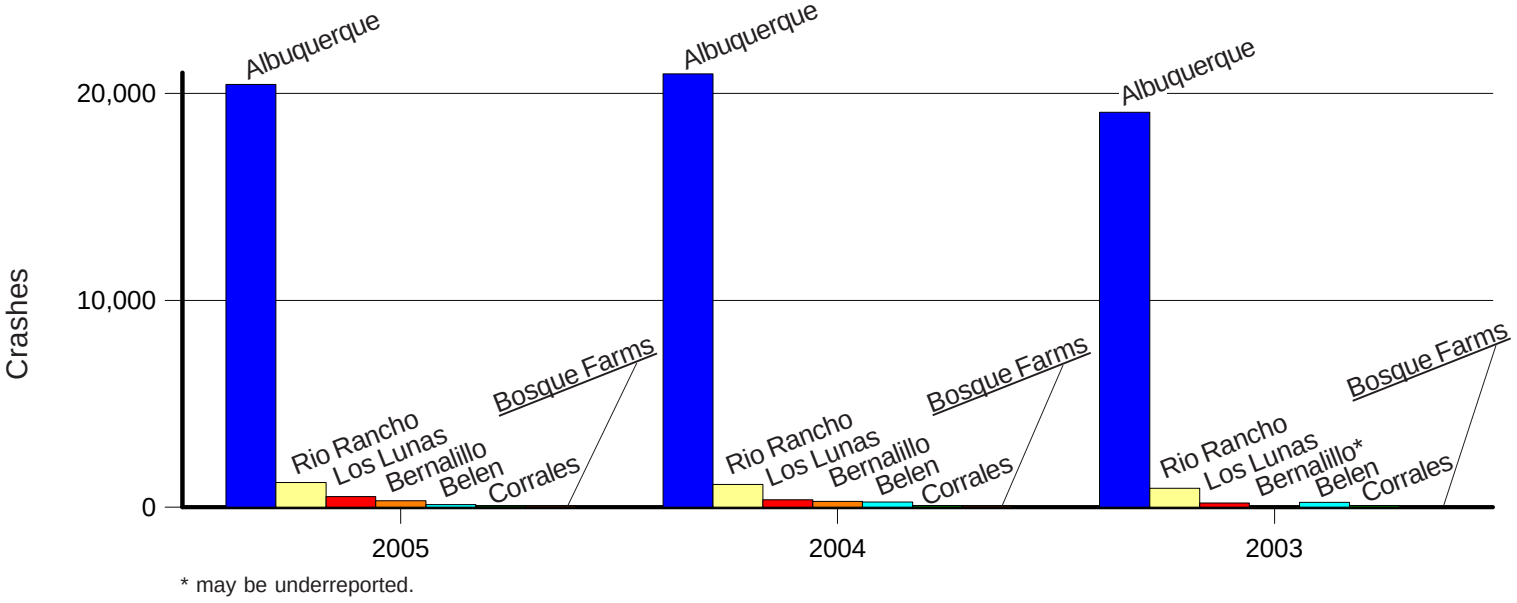


DISTRICT 3

District 3 Crash Statistics, 1996 - 2005

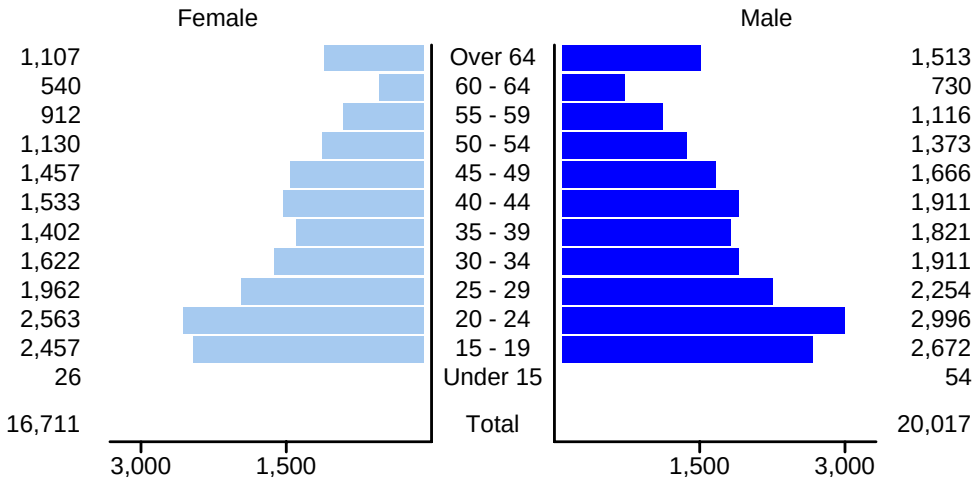
Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2005	960	219	98	113	7,599	11,276	23,653
2004	799	244	103	108	8,100	11,998	24,179
2003	663	212	81	93	7,653	11,319	21,693
2002	608	212	98	103	7,522	11,241	21,778
2001	807	273	104	108	8,210	12,387	22,943
2000	564	206	85	95	7,819	11,879	21,248
1999	438	201	85	99	6,995	10,761	18,926
1998	578	241	84	88	7,858	12,088	20,929
1997	731	299	95	121	8,406	12,706	22,478
1996	665	313	112	127	9,506	14,631	24,325

District 3 Crashes in Selected Cities, 2003-2005

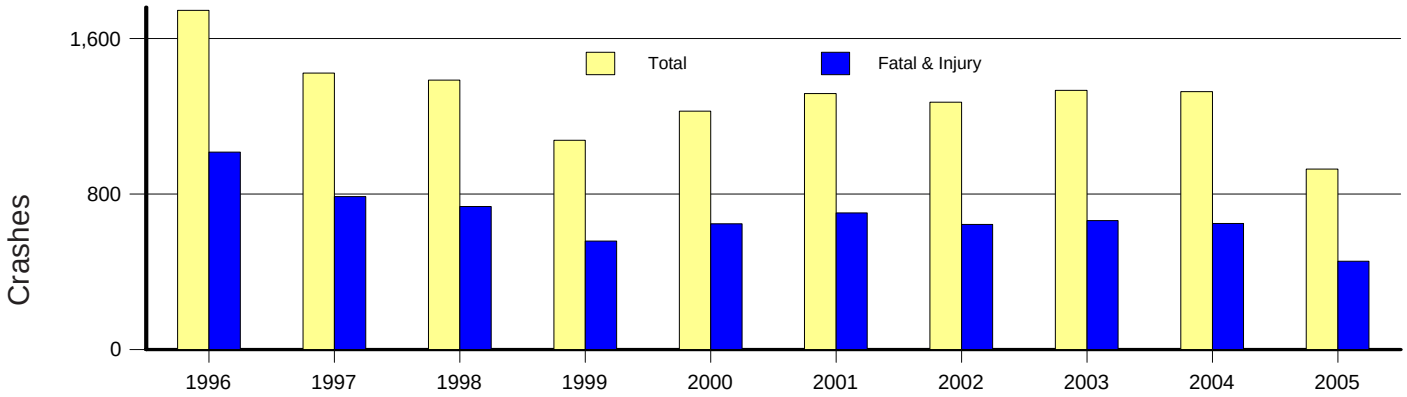


* may be underreported.

District 3 Drivers in Crashes by Age and Sex, 2005



District 3 Alcohol-involved Crashes by Severity, 1996 - 2005



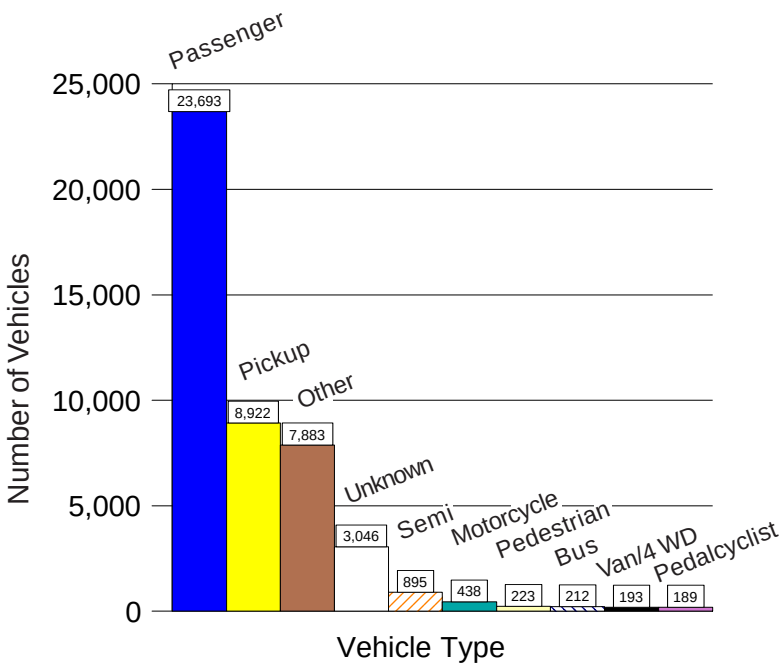
Crashes in District 3 by Top Contributing Factor, 2003-2005

Urban			
Contributing Factor	2005	2004	2003
Driver inattention	6,104	5,626	6,064
Following too close	4,861	5,277	3,483
Failing to yield	3,281	3,679	3,254
Excessive speed	1,784	1,986	1,425
Red light running	1,742	1,640	1,503
Other	1,205	1,053	1,186
Alcohol involvement	892	1,219	1,187

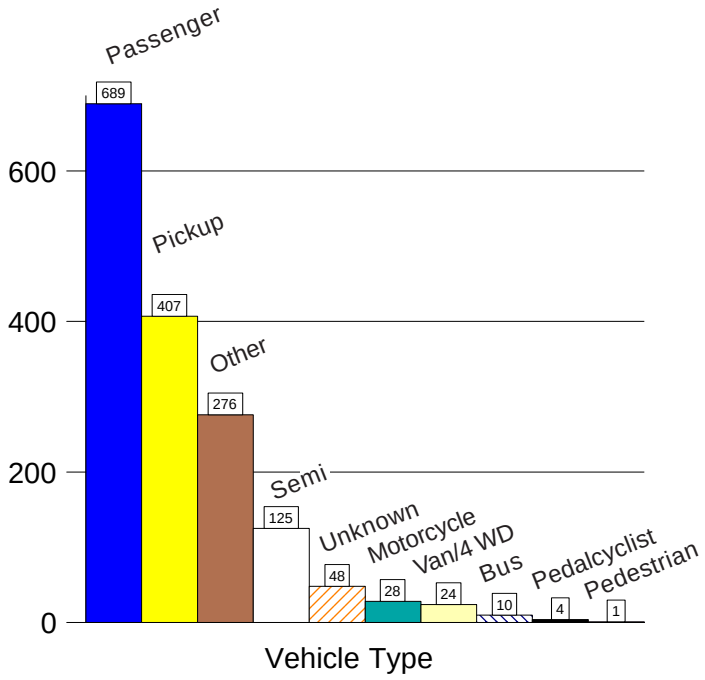
Rural			
Contributing Factor	2005	2004	2003
Driver inattention	194	231	269
Excessive speed	187	268	165
Other	118	130	104
Alcohol involvement	84	103	139
Following too close	104	117	102
Failing to yield	81	90	112
Mechanical defect	70	47	56

Changes to the crash form in 2005 caused some minor change in contributing factor coding.

2005 Crash Involvement in District 3 by Vehicle Type in Urban Areas



2005 Crash Involvement in District 3 by Vehicle Type in Rural Areas

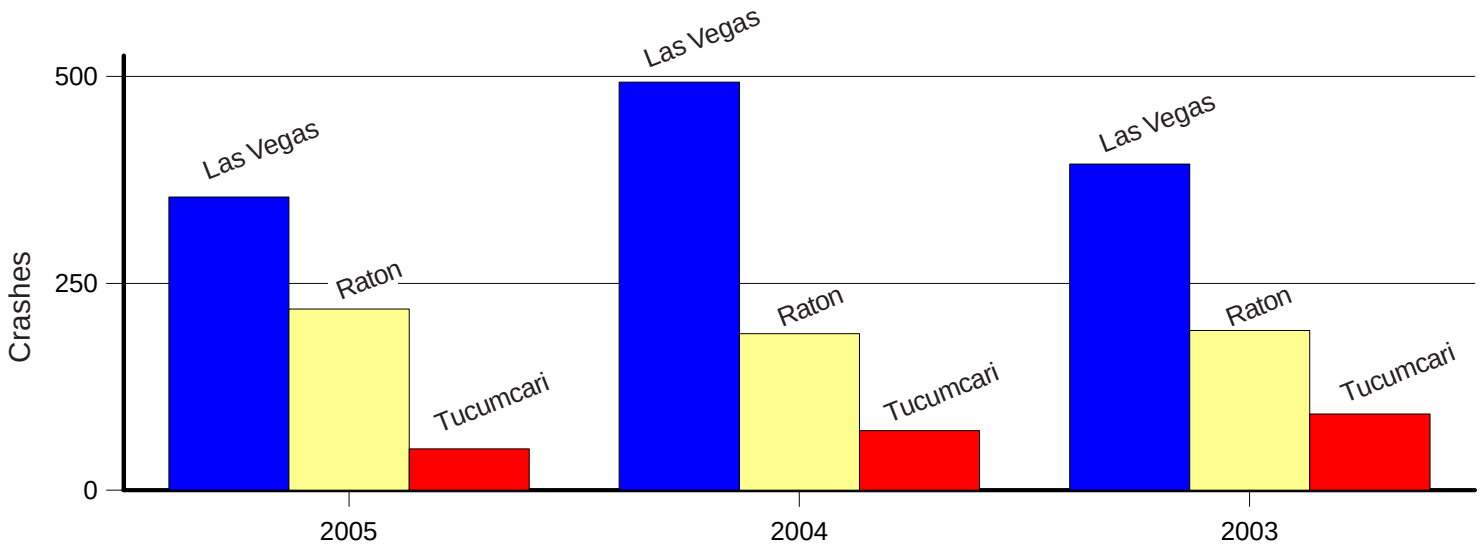


DISTRICT 4

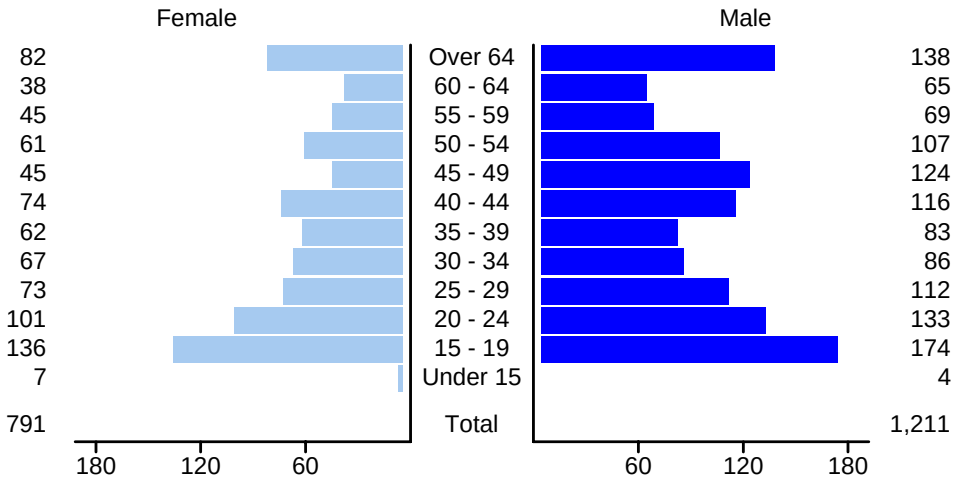
District 4 Crash Statistics, 1996 - 2005

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2005	164	11	38	43	436	735	1,508
2004	165	16	44	55	632	1,004	1,928
2003	158	14	39	56	623	981	1,802
2002	198	19	38	45	598	946	1,983
2001	231	10	49	55	650	1,049	2,041
2000	184	6	31	34	679	1,109	1,927
1999	146	20	27	32	588	941	1,695
1998	163	17	40	46	668	1,142	1,934
1997	242	23	45	54	790	1,305	2,476
1996	177	14	42	54	741	1,285	2,256

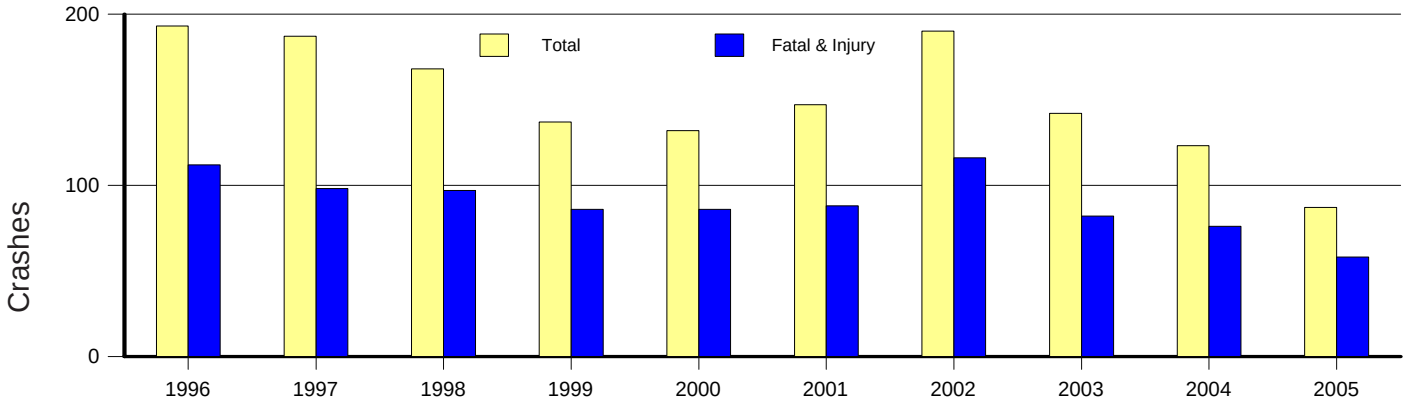
District 4 Crashes in Selected Cities, 2003-2005



District 4 Drivers in Crashes by Age and Sex, 2005



District 4 Alcohol-involved Crashes by Severity, 1996 - 2005



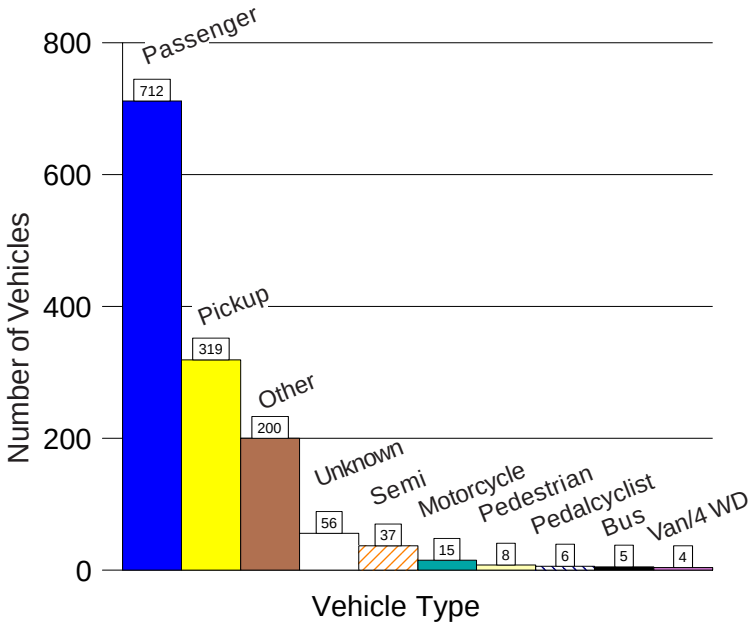
Crashes in District 4 by Top Contributing Factor, 2003-2005

Urban			
Contributing Factor	2005	2004	2003
Driver inattention	171	197	185
Failing to yield	103	132	112
Following too close	62	118	89
Excessive speed	90	87	80
Improper backing	68	91	89
Other	84	62	55
Red light running	53	59	44

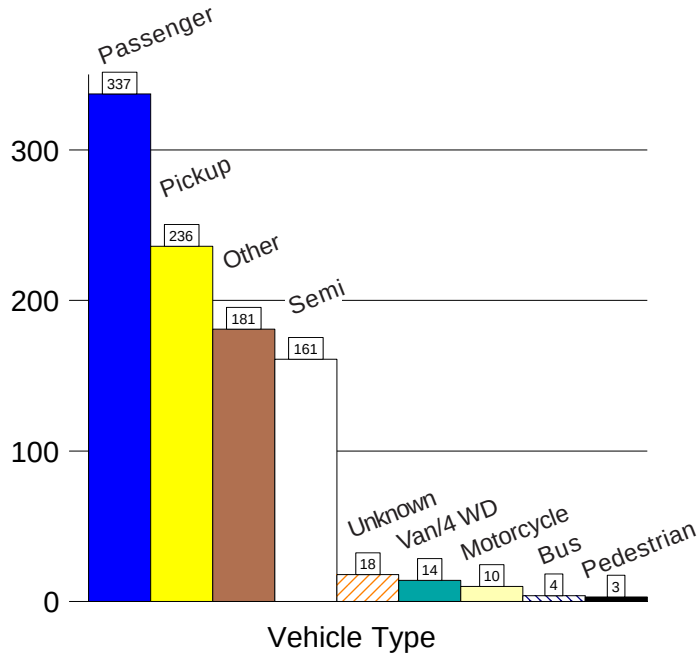
Rural			
Contributing Factor	2005	2004	2003
Excessive speed	202	330	207
Driver inattention	160	201	244
Other	165	229	195
Alcohol involvement	46	77	90
Mechanical defect	68	57	53
Driving left of center	40	39	40
Not driver error	10	17	81

Changes to the crash form in 2005 caused some minor change in contributing factor coding.

2005 Crash Involvement in District 4 by Vehicle Type in Urban Areas



2005 Crash Involvement in District 4 by Vehicle Type in Rural Areas

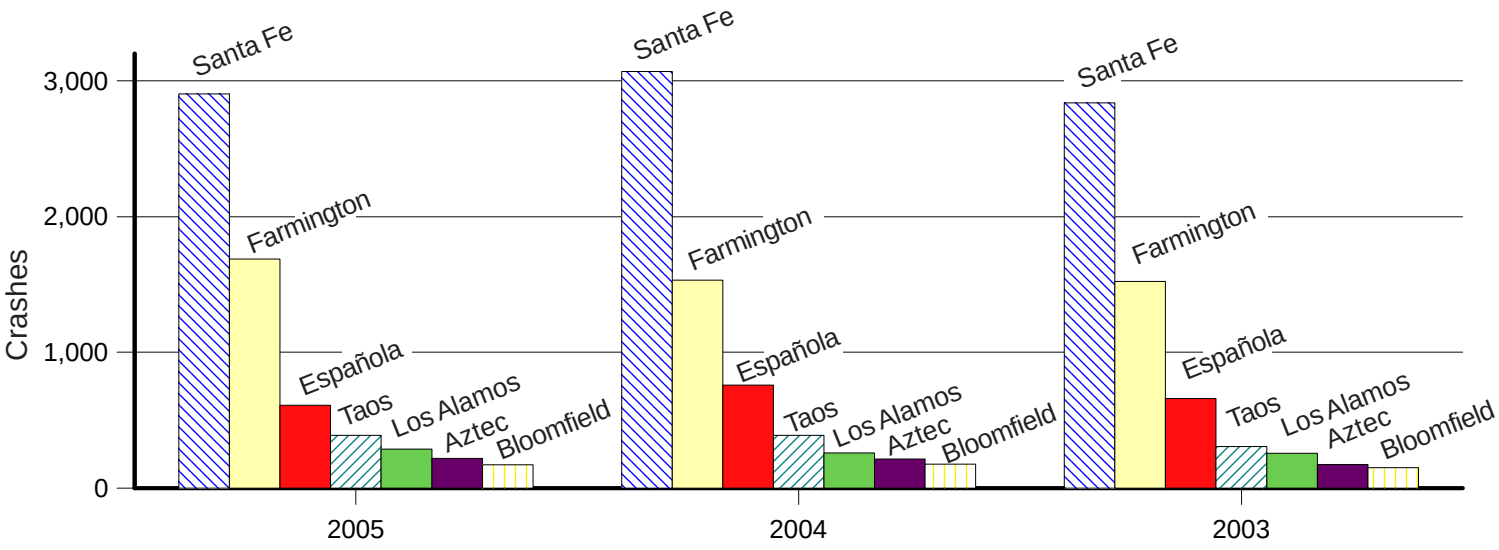


DISTRICT 5

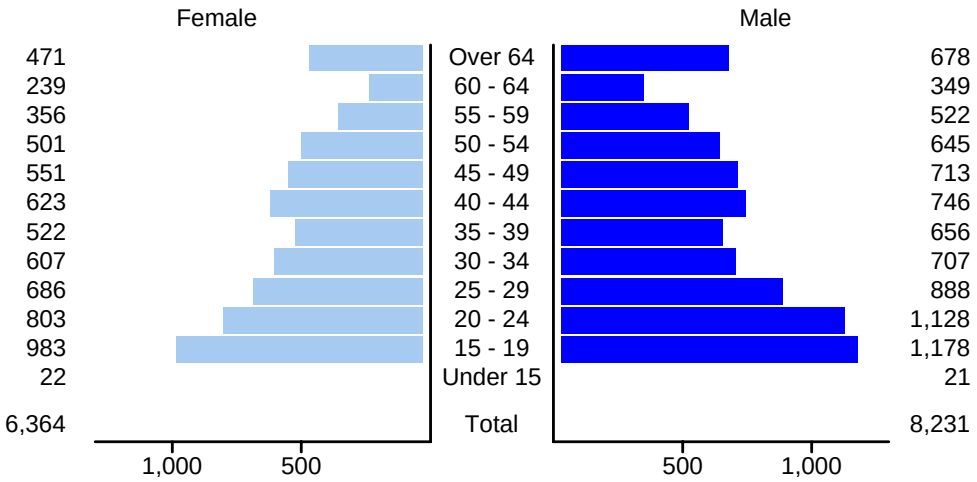
District 5 Crash Statistics, 1996 - 2005

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2005	367	78	99	109	3,189	4,876	8,995
2004	414	81	99	126	3,448	5,235	9,596
2003	313	93	77	89	3,329	5,147	8,992
2002	306	90	94	102	3,551	5,598	9,487
2001	352	80	90	107	3,526	5,517	9,215
2000	257	89	92	103	3,376	5,333	8,685
1999	235	85	78	99	3,083	4,856	7,939
1998	320	98	81	87	3,591	5,823	9,052
1997	376	95	79	95	3,651	5,944	9,621
1996	302	98	110	128	3,543	5,848	9,223

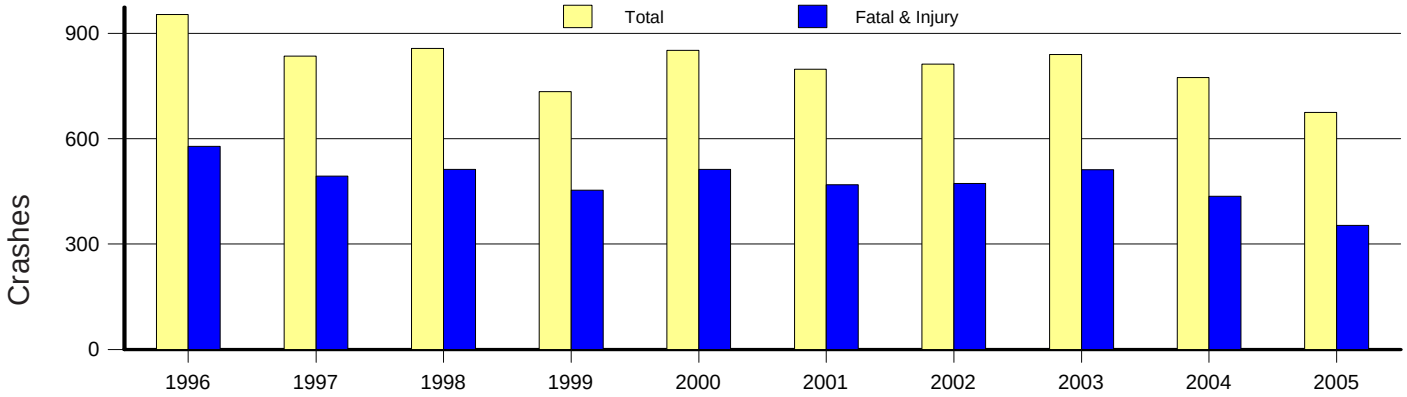
District 5 Crashes in Selected Cities, 2003-2005



District 5 Drivers in Crashes by Age and Sex, 2005



District 5 Alcohol-involved Crashes by Severity, 1996 - 2005



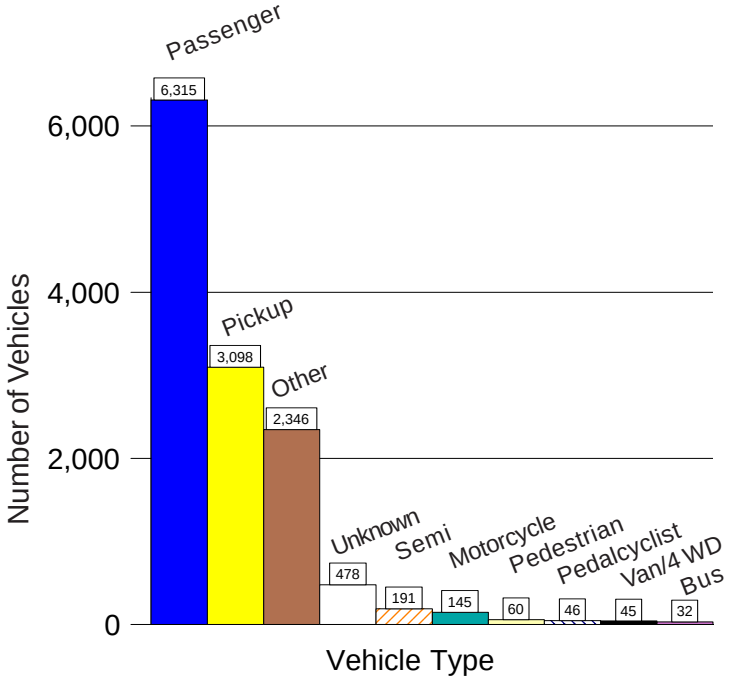
Crashes in District 5 by Top Contributing Factor, 2003-2005

Urban			
Contributing Factor	2005	2004	2003
Following too close	1,627	1,751	1,524
Failing to yield	1,174	1,335	1,214
Driver inattention	1,200	1,149	1,170
Excessive speed	484	532	376
Alcohol involvement	426	477	457
Red light running	490	406	366
Other	373	340	272

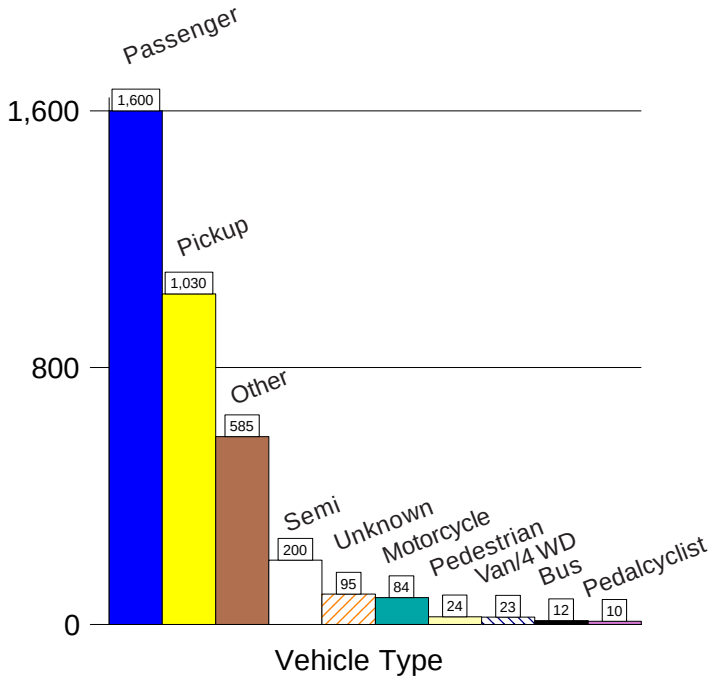
Rural			
Contributing Factor	2005	2004	2003
Excessive speed	552	765	603
Driver inattention	477	471	504
Other	431	482	379
Alcohol involvement	265	297	381
Following too close	172	252	219
Failing to yield	189	216	224
Driving left of center	86	113	93

Changes to the crash form in 2005 caused some minor change in contributing factor coding.

2005 Crash Involvement in District 5 by Vehicle Type in Urban Areas



2005 Crash Involvement in District 5 by Vehicle Type in Rural Areas

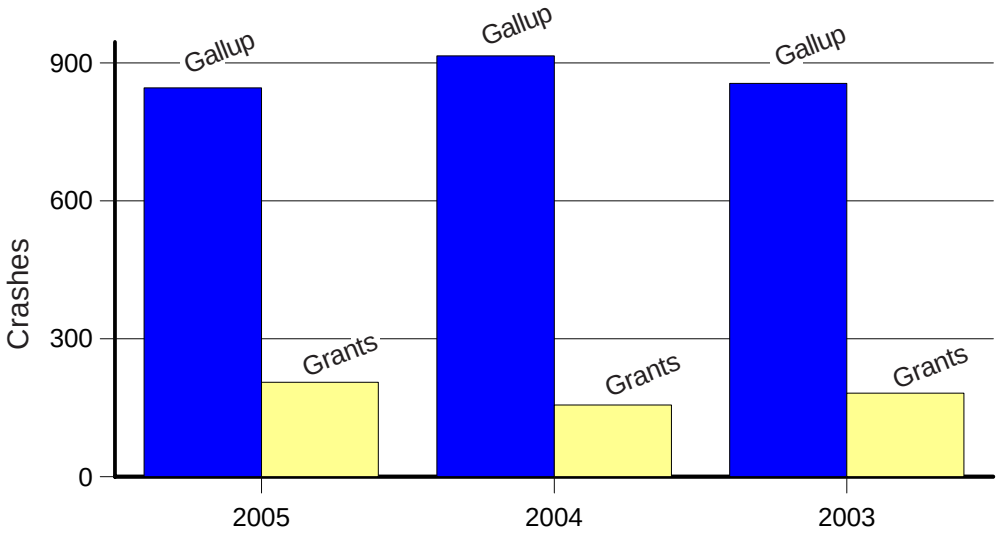


DISTRICT 6

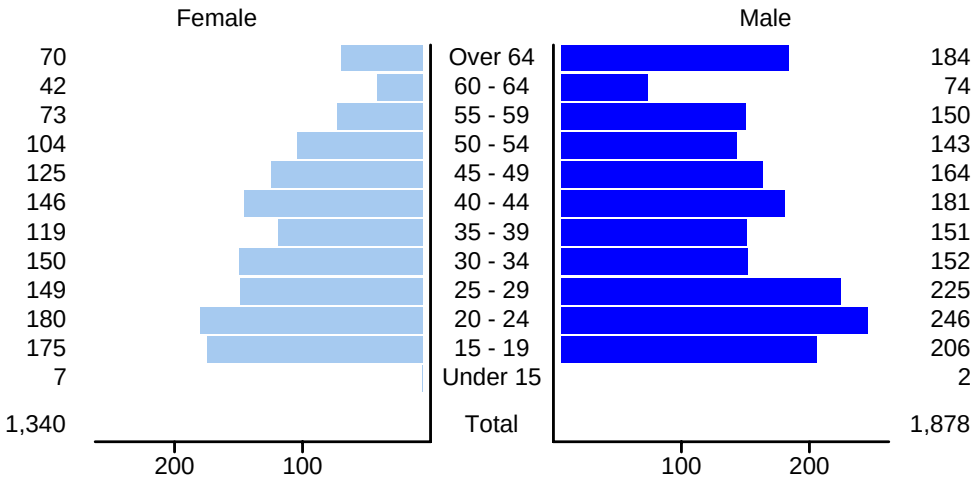
District 6 Crash Statistics, 1996 - 2005

Calendar Year	Heavy Truck Crashes	Pedestrian Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Total Crashes
2005	235	31	61	81	743	1,221	2,333
2004	258	40	67	81	833	1,425	2,679
2003	222	43	54	67	835	1,413	2,573
2002	234	54	54	63	964	1,599	2,790
2001	268	45	48	56	933	1,489	2,793
2000	221	30	77	89	964	1,685	2,775
1999	159	45	70	75	757	1,360	2,295
1998	211	35	48	57	893	1,506	2,592
1997	204	53	49	58	884	1,500	2,621
1996	192	69	62	75	960	1,654	2,760

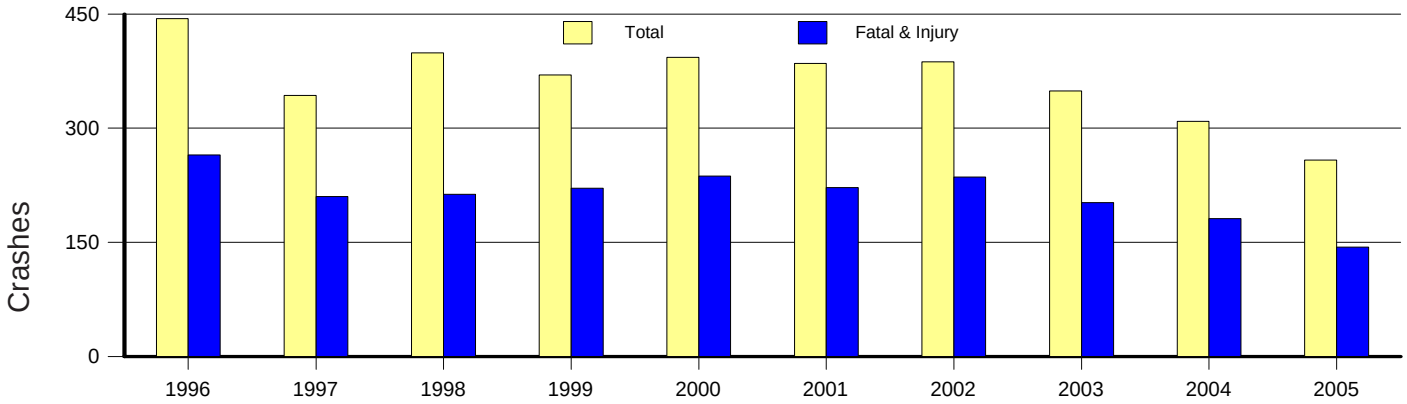
District 6 Crashes in Selected Cities, 2003-2005



District 6 Drivers in Crashes by Age and Sex, 2005



District 6 Alcohol-involved Crashes by Severity, 1996 - 2005



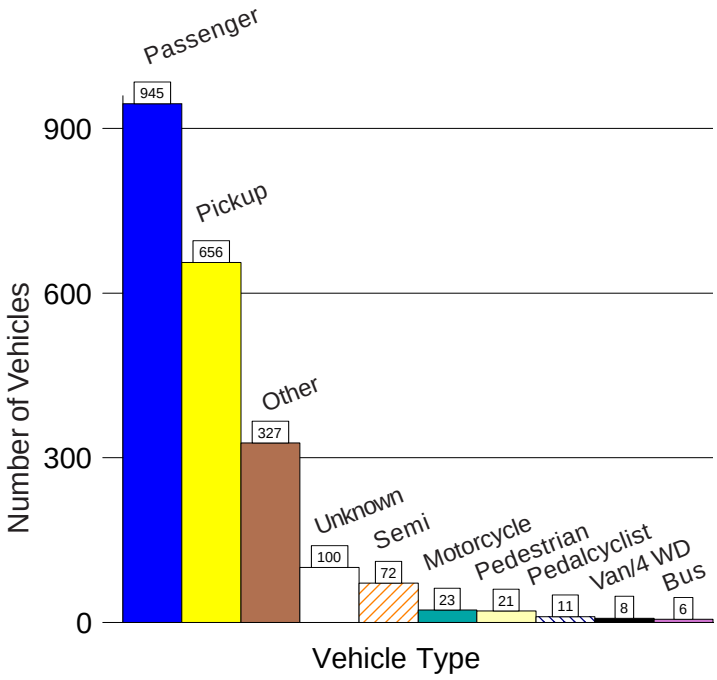
Crashes in District 6 by Top Contributing Factor, 2003-2005

Urban			
Contributing Factor	2005	2004	2003
Failing to yield	222	241	246
Following too close	187	209	186
Driver inattention	183	154	166
Alcohol involvement	111	98	136
Excessive speed	102	129	102
Red light running	74	78	59
Improper backing	61	78	69

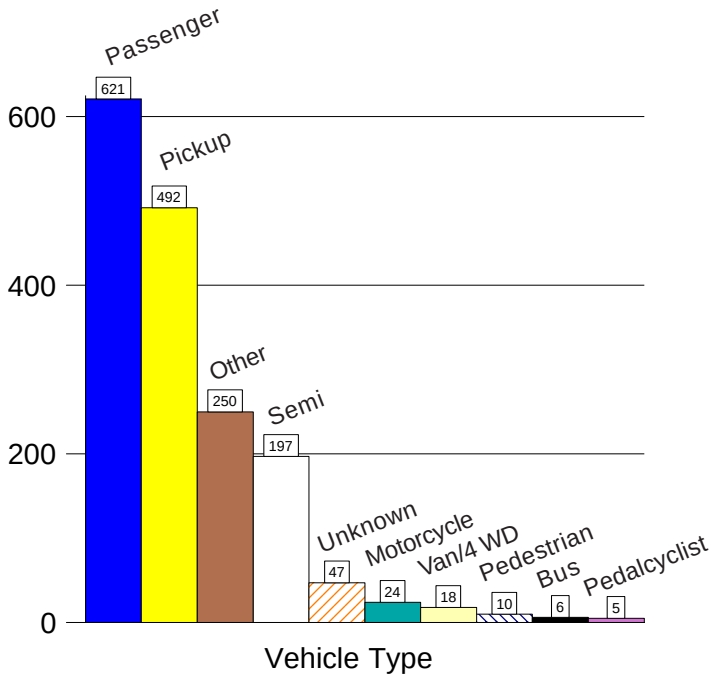
Rural			
Contributing Factor	2005	2004	2003
Excessive speed	300	408	318
Other	237	293	240
Driver inattention	224	264	270
Alcohol involvement	150	209	215
Failing to yield	57	68	85
Mechanical defect	66	50	54
Following too close	37	74	44

Changes to the crash form in 2005 caused some minor change in contributing factor coding.

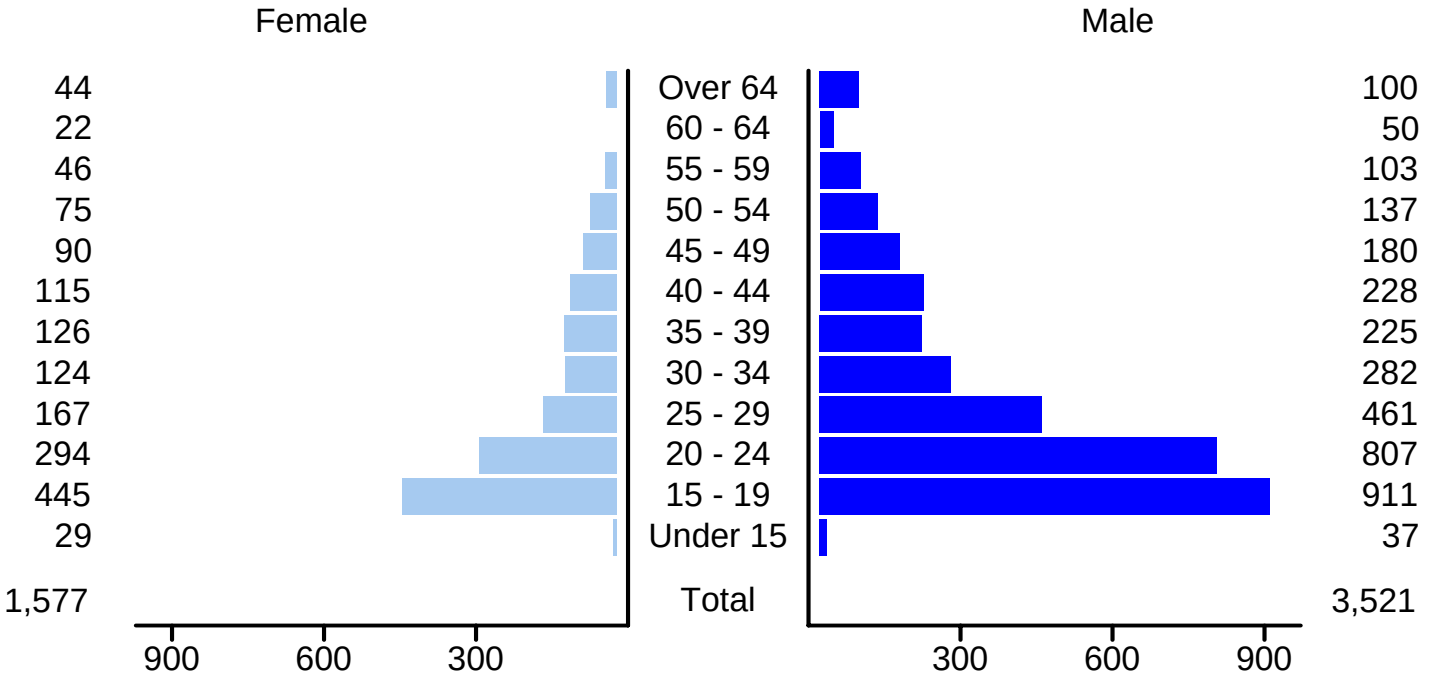
2005 Crash Involvement in District 6 by Vehicle Type in Urban Areas



2005 Crash Involvement in District 6 by Vehicle Type in Rural Areas



Drivers in Speed Related Crashes by Age and Sex, 2005



In 2005 ...

- 190 people were killed in speed-related crashes.

Highest Percentage of Speed Related Crashes, 2005 by Selected[1] Cities

City	Crashes				People	
	Total	Percent	Fatal	Injury	Killed	Injured
Las Vegas	56	16	0	21	0	38
Los Lunas	66	13	1	30	1	40
Española	77	13	0	39	0	68
Santa Fe	336	12	3	148	3	227
Las Cruces	293	11	4	104	4	151
Albuquerque	2,172	11	15	787	16	1,227
Rio Rancho	126	11	0	59	0	100

1 Cities with 50 or more speed-related crashes are ranked by the percentage of speed-related crashes.

SOURCES

The data sources are:

Crash Files - information from crash reports submitted by the many law enforcement agencies in the state, which are compiled and processed by the Transportation Statistics Bureau and analyzed by the Division of Government Research, UNM.

Licensed Drivers - driver's license data maintained by the Motor Vehicle Division of the New Mexico Taxation and Revenue Department. Counts are current as of July 2005.

Motor Vehicle Registrations - counts are from the Motor Vehicle Division of the New Mexico Taxation and Revenue Department, which are published by the Bureau of Business and Economic Research, UNM (*University of New Mexico, Institute of Applied Research Services, Data Bank, 2002*).

Population - counts are from U.S. Department of Commerce, Bureau of the Census, Population Estimates Branch, June 2005.

Cost Estimates - the cost of crashes in New Mexico is based on Federal Highway Administration estimation formulae (*The Cost of Highway Crashes*, FHWA-RD-91-055, Federal Highway Administration, 1991). These are estimates, not actual dollar amounts. Included are direct costs such as lost wages and medical expenses, and indirect "willingness to pay" estimates of lost quality of life.

Million Vehicle Miles (MVM) - computations are based on the daily average vehicle miles traveled and system mileages by county and functional classification from the Highway Planning and Research Division of the New Mexico Department of Transportation. In 2000, the MVM for 1992-2000 were re-estimated, which resulted in lower MVMs and thus higher rates. Rates in reports prior to 2000 are not comparable.

National Death Rates - figures are calculated using fatalities from *the Monthly Traffic Fatality Report*, the National Center for Statistics & Analysis - Research & Development, the National Highway Traffic Safety Administration, the U.S. Department of Transportation, and the population counts from the Census Bureau.

National Crash Rates - The data for the national crash rates are derived from the General Estimates System (GES) which began operation in 1988. Care should be taken when comparing National and New Mexico crash rates because the statistics obtained from the GES are estimates based on a sample of crashes.

Seatbelt - data for seatbelts was prepared by the Injury Epidemiology Unit, Office of Epidemiology, Public Health Division (*Occupant Protection Survey, State of New Mexico, Department of Health, 2005*).

We are happy to have prepared this annual report for the New Mexico Traffic Safety Bureau for the twenty eighth year. This report displays a very small fraction of the data and information which are available about traffic crashes and highway conditions in New Mexico. The preparation of this publication entailed the extensive use of computerized files which are maintained by DGR, but owned by the New Mexico Department of Transportation. Hence, special requests for the use of crash data should be directed to the New Mexico Traffic Safety Bureau at (505) 827-0427.
For further information on these products and our specialized services in these and other fields, please contact:

Mr. James Davis, Director - DGR (505) 277-3305.
email: dgrint@unm.edu
web site: http://www.unm.edu/~dgrint

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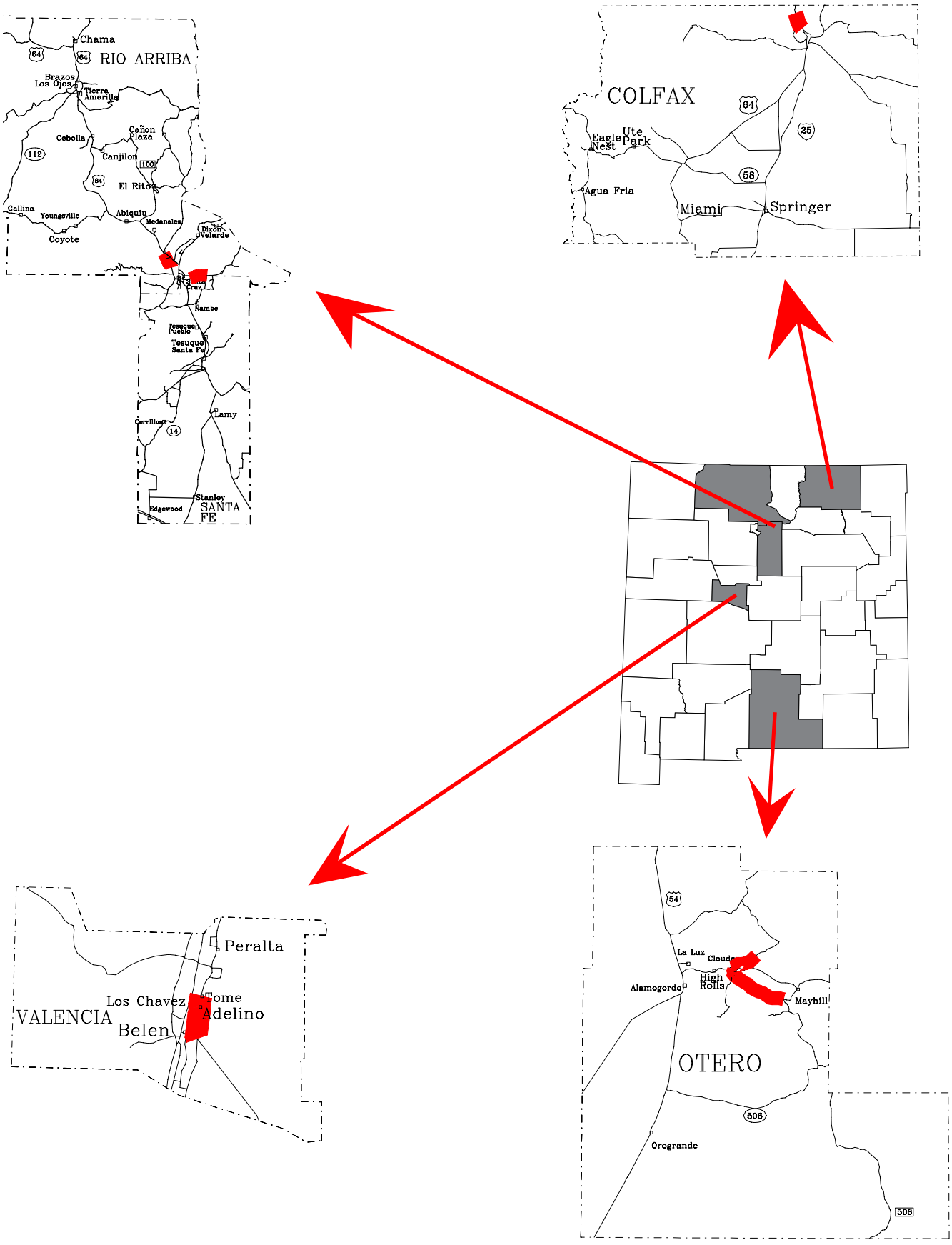
ACKNOWLEDGMENTS

This report was produced by: Susie Bucklin, Annaliese Mayette, and Schuyler Smith. Bich-Hanh Nguyen was the project leader and editor.

New Mexico's Highest Crash Rate Rural Highway Segments, 2005

(See page 15)



Traffic Fatalities in New Mexico by County, 2005