NEW MEXICO COMPREHENSIVE TRANSPORTATION SAFETY PLAN
New Mexico Comprehensive Transportation Safety Plan

2010 Update

prepared for
New Mexico Department of Transportation

prepared by
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Introduction

BACKGROUND

In August 2005, the Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) was signed into law. It required all states to develop and implement strategic highway safety plans (SHSP). The New Mexico Department of Transportation (NMDOT) began work on the plan in 2004, prior to the Federal requirement, and completed the Comprehensive Transportation Safety Plan (CTSP) in September 2006. Historically, the administration and planning efforts related to transportation safety had occurred in parallel but separate “silos” of local, state, and Federal government programs administered by separate agencies. The CTSP is designed to bring the activities of the diverse agencies together under a statewide umbrella.

In April 2006, the CTSP Project Management team overseeing the development of the CTSP agreed on an overarching goal to achieve a 20 percent reduction in the state fatality rate, or 1.67 fatalities per 100 million vehicle-miles traveled (VMT), by 2010. As shown in Figure 1, through the efforts of NMDOT and its numerous partners, New Mexico not only accomplished but exceeded the goal, achieving a fatality rate of 1.53 fatalities per 100 million VMT in 2007. The downward trend continued in 2008 and 2009 (Figure 1).

**Figure 1. New Mexico Highway Fatality Rate**

Figure 2 shows the number of fatalities dropped by 161 from 2004 through 2009, a 31-percent reduction, which is a remarkable accomplishment and exceeds that of most states.
NEW MEXICO’S TRANSPORTATION SAFETY ACCOMPLISHMENTS

NMDOT facilitates the implementation of the CTSP through a data-driven, innovative, and proactive planning process that addresses not only the four Es of safety but also a fifth E – everyone else. Through strong leadership; human and financial resources support; excellence in planning; a commitment to evidence-based, proactive approaches; and an extensive network of collaborative organizations, the NMDOT established a model highway safety program that is effectively reducing the number of fatalities and serious injuries on New Mexico’s roadways. In 2008, NMDOT’s transportation safety initiatives were recognized by the American Association of State Highway and Transportation Officials (AASHTO) as among the most effective in the nation.

In conjunction with the CTSP, NMDOT’s transportation safety planning program has been retooled to orient the planning process to more effectively integrate safety. To organize NMDOT in a safety-conscious manner, a Traffic Safety Management Team (TSMT) was created. It includes the Secretary of Transportation and senior leadership from NMDOT’s planning, traffic safety, engineering (design, construction, operations, and maintenance), transit, rail, research, and public information divisions. The TSMT meets monthly to track implementation progress, create effective initiatives and countermeasures, and address barriers to safety program implementation.

NMDOT leadership also introduced activities to engage “everyone else” within NMDOT. Employees are regularly reminded about the importance of the Department’s role in ensuring safe roadways.
They are encouraged to serve as individual safety ambassadors and role models by slowing down, driving sober, and buckling up. These same messages are delivered to the public through a variety of creative and effective campaigns and other strategies.

Implementation of the CTSP has been an iterative process involving extensive consultation and participation among state, local, and Federal agencies, Native American Pueblos and Nations, metropolitan planning organizations (MPO), and safety stakeholders involved in all aspects of transportation safety in New Mexico. A Memorandum of Understanding (MOU) among the CTSP partner agencies was undertaken immediately after finalizing the CTSP. The MOU established an institutionalized relationship among the partner agencies to ensure ongoing commitment to the CTSP. These partnerships are maintained through the CTSP Leadership Council, an interagency steering committee comprised of senior leadership from the partner agencies and the TSMT. The Leadership Council meets quarterly to review progress in achieving CTSP goals and objectives, identify gaps in performance, identify additional strategies and programs, and address challenges.

2010 CTSP

As a result of the CTSP, numerous programs have been undertaken which have affected not only the attitudes and behaviors of the traveling public, but also the culture and philosophy of NMDOT. The CTSP is a “living document” and remains flexible to take advantage of new opportunities and adjust to a changing environment.

Based on the success of the CTSP, the Leadership Council directed NMDOT to update the CTSP through a review of the CTSP strategies and other ongoing transportation safety initiatives in New Mexico and to determine which strategies are being implemented and which can be modified to increase effectiveness. The Council also identified some strategies for consolidation to facilitate implementation and streamline the CTSP. As a result, the total number of CTSP strategies was reduced to 47. The second edition CTSP was completed in late 2008.

Subsequently, AASHTO, together with several partners such as the Governors Highway Safety Association, etc., called on the state partners to adopt a goal of halving fatalities by 2030. The 2010 edition of the CTSP is designed to address the new goal and fine tune some of the emphasis areas and strategies based on more recent events. The revised and updated goals and strategies are presented in this edition of the CTSP, initiating the next phase of the CTSP program to reduce fatalities and serious injuries on New Mexico’s roadways.

A NEW GOAL

Research shows that using a single year’s number of fatalities is inadequate for robust analysis. Fatalities are typically random and thankfully, rare; hence, the annual number can swing quite wide from year to year. Therefore, it is advisable to create a five-year average (2004 to 2008) as the starting point for calculating the 2030 goal in raw numbers.

Goal: Reduce highway fatalities 50 percent by 2030.
Using the five-year average especially makes sense now because the gains made by New Mexico and many other states in 2007 and 2008 could be due, at least in part, to the troubled economy and the price of fuel which resulted in a decline in vehicle-miles traveled (VMT). Research is unavailable to explain the relationship between the economy and safety, but it is assumed at least some portion of the decline has been economy-driven. Sustaining the trend may become more difficult as the economy improves, even though transportation resource constraints are expected to remain. Furthermore, in many cases, the “low-hanging fruit” has been picked. Many proven effective infrastructure and behavioral countermeasures have been successfully implemented. The next phase of CTSP implementation will necessarily be more boldly creative, and, as before, it will take the involvement and engagement of all the partners, as well as the traveling public.

The five-year average number of fatalities from 2004 to 2008 is 455; hence, for New Mexico, the national goal of halving fatalities by 2030 translates to reducing fatalities to 227. Figure 3 shows the 2030 goal along with interim goals for each five-year period between now and 2030. For example, the goal for 2015 is 382 fatalities. Figure 2 shows the total number of fatalities for 2008 at 366, which already is below the 2015 goal; however, New Mexico, like many sister states, is not adjusting the interim goal at present for the same reasons a decision was made to use a five-year average as the beginning benchmark: 1) it is very difficult to sort out the relationship between fatality reduction and reduced VMT; therefore, it is unclear what the impact will be as the country pulls out of the economic recession; 2) as this era moves into the next, the challenges are expected to become more complex and difficult to address; and 3) a statistical phenomenon known as Regression to the Mean is likely to occur regardless of what happens, e.g., all other things being equal, statistics tend to regress back toward the mean or the average.

**Figure 3. Interim Goals for Achieving a 50 Percent Reduction in Total Fatalities by 2030**
In 2009, the number of fatalities fell below the benchmark line, which means New Mexico is a head of pace to reach the 50 percent reduction goal. In fact, the 361 fatalities in 2009 is approximately the benchmark number for 2017; New Mexico is eight years ahead of schedule!

**EXPLANATORY NOTE: SELECTING PERFORMANCE MEASURES**

Emphasis area goals and performance measures were developed according to the overall goal. While fatal and serious injury crashes may involve several contributing factors, such as aggressive driving, impaired driving, etc., the CTSP individual emphasis area goals and performance measures reflect the overall goal because it is assumed each of those areas will need to reduce fatalities by half to reach the overall goal. For example, a crash may involve running off the road, fatigue, alcohol, and unbelted occupants. Reducing the number of impaired driving crashes may not have prevented this crash because the other factors remain at work unless those crashes are similarly reduced.

**THE ONGOING SAFETY CHALLENGE**

The positive trends and advances have not come without challenges. Road safety management is transitioning from action based on experience, intuition, judgment, and tradition, to action based on empirical evidence, science, and technology. With scientific advances, we are better able to define and address safety problems, but first, transportation safety workers require the training and education necessary for using the scientific findings. Retirements due to the aging population will leave gaps in the safety workforce, and educational institutions generally do not recruit or produce knowledgeable safety champions.

A trained safety workforce is not the only resource issue. New Mexico, along with most other states, is facing a budget shortfall, which will undoubtedly mean a reduction in available funding for roadway improvements or expansion. Budget reductions will bring about increasing competition for safety dollars from other priority areas, such as construction, operations, the environment, and congestion management.

The safety community is diverse, fragmented, and receives funding from multiple sources; hence, intergovernmental collaboration and resource sharing and coordination will continue to present challenges. Strong leadership will be required; however, elected and appointed officials are more likely to focus on the economy, congestion management, and other issues. Identifying and sustaining excellence in leadership may become increasingly difficult given the many other pressures they face.

Sustaining and growing the effectiveness of the TSMT and the CTSP will be key to continued reductions in fatalities and serious injuries. The most recent national effort emphasizes the overreaching goal “Toward Zero Deaths” (TZD). NMDOT and its partners will consider this concept in the next CTSP as they lead the way to a safer New Mexico.
1.0 Aggressive Driving and Speeding

1.1 INTRODUCTION TO EMPHASIS AREA

Aggressive driving crashes involve any two contributing factors from the following: speeding, failure to yield, following too close, improper overtake, failure to stop at red lights and stop signs, improper lane changes, other improper driving behaviors that contribute to crashes, or a reckless driving citation. Speed-related crashes are defined in New Mexico as crashes in which “excessive speed” or “too fast for condition” was found to be contributing factor to the crash. Aggressive driving and speeding reduces a driver’s ability to steer safely around curves or objects in the roadway, extends the distance necessary to stop a vehicle, and increases the distance a vehicle travels while the driver reacts to a dangerous situation. Speeding is one of the most prevalent factors contributing to traffic crashes in New Mexico, with speed-related fatalities comprising approximately 41 percent of all traffic fatalities over the past six years (2004 to 2009).

During this five-year period, New Mexico’s roadways averaged 175 fatalities and more than 1,600 serious injuries annually sustained in speeding-related crashes. Although speed-related fatalities increased from 163 in 2008 to 165 in 2009 and serious injuries increased from 1,565 in 2008 to 1,580 in 2009, both speed-related fatalities and serious injuries showed a general decline from 2005 to 2009 and the magnitude of these increases were small, approximately one percent numbers. (Figures 1.1 and 1.2)

Figure 1.1 Speed-Related Fatalities
2004 to 2009

<table>
<thead>
<tr>
<th>Year</th>
<th>Speed-Related Fatalities</th>
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</thead>
<tbody>
<tr>
<td>2004</td>
<td>209</td>
</tr>
<tr>
<td>2005</td>
<td>190</td>
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<tr>
<td>2006</td>
<td>183</td>
</tr>
<tr>
<td>2007</td>
<td>173</td>
</tr>
<tr>
<td>2008</td>
<td>163</td>
</tr>
<tr>
<td>2009</td>
<td>165</td>
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Trendline
Figure 1.2  
**Speed-Related Serious Injuries**

*2004 to 2009*

1.2 PERFORMANCE GOALS

The goal for the Aggressive Driving and Speeding emphasis area team is to reduce speed-related fatalities and serious injuries 50 percent by 2030. The baseline for this performance goal is the five-year average (2004 to 2008). Interim goals for achieving the 2030 goal are illustrated in Figures 1.3 and 1.4. For example, the annual average number of speed-related fatalities for the years 2004 to 2008 is 184; hence, the 2030 goal is half of 184, which is 92. Interim goals for each five-year period are show in the following figures. In 2009, despite increases in aggressive driving and speeding fatalities and serious injuries, the benchmark goals were reached and surpassed in both cases.
Figure 1.3  Interim Goals for Achieving a 50 Percent Reduction in Speed-Related Fatalities by 2030

Figure 1.4  Interim Goals for Achieving 50 Percent Reduction in Speed-Related Serious Injuries by 2030
1.3 Strategies

STRATEGY AG-1

Strategy: Implement 100 Days and Nights of Summer Program
Objective: Increase Traffic Safety Law Enforcement

Description
With limited funding, it is important to target high-risk areas, times of the year, months, and days. In 2007, the 100 Days and Nights of Summer program was implemented from June 1 through September 8. This time period represents the summer months during which more travel, risky driving behavior, and crashes occur. This program should be continued in future years.

Performance Measures
- Number of arrests and citations June 1 through September 8 compared to the previous three-year average.
- Number of fatalities and serious injuries from June 1 through September 8 compared to the previous three-year average.

Expected Outcome
- Increase in citations and arrests and reductions in fatal and serious injuries.

Challenges
- The message and campaign needs to be refreshed each year to keep the public from becoming desensitized; funding for overtime enforcement, as well as the media campaign, may not be available.

Funding Source
- NMDOT TSB.

Lead Agency: NMDOT TSB

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E-mail: robertj.archuleta@state.nm.us

<table>
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<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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<td>Step 1: Negotiate with law enforcement agencies during this time period.</td>
<td>NMDOT TSB and Safer New Mexico Now</td>
<td>March each year</td>
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<tr>
<td>Step 2: Develop a focus and theme for the public awareness campaign.</td>
<td>NMDOT TSB and Vaughn Wedeen Kuhn</td>
<td>March each year</td>
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<tr>
<td>Step 3: Report results.</td>
<td>NMDOT TSB, Safer New Mexico Now, and Law Enforcement</td>
<td>October 15 each year</td>
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STRATEGY AG-2

Strategy: Develop and Implement Comprehensive Programs/Laws to Deter Aggressive Driving
Objective: Reduce Aggressive Driving

Description
This strategy requires development and adoption of a comprehensive aggressive driving program and/or a state law designed to identify, detect, apprehend, and punish aggressive drivers. Programs and laws modeled after other states, such as Arizona, Delaware, and Nevada, and the City of Rio Rancho will be considered. If deemed appropriate, the law will be presented to the New Mexico State Legislature and Governor with data supporting the need along with the expected results in terms of reduced traffic crashes, as well as the human and economic cost.

Performance Measures
- Number of aggressive driving arrests and citations.
- Number of fatalities and serious injuries related to aggressive driving.

Expected Outcome
- Reduced incidence of aggressive driving and subsequent crashes.

Challenges
- Identifying leadership, managing and influencing the political process.

Funding Source
- NMDOT TSB (research, language drafting, etc.).

Lead Agency: NMDOT TSB/DPS
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E-mail: Michael.Sandoval@state.nm.us

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<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td><strong>Step 1:</strong> Research and establish a definition of aggressive driving and its characteristics.</td>
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<tr>
<td><strong>Step 2:</strong> Develop a comprehensive aggressive driving program, including promoting the use of advanced technology to support enforcement efforts.</td>
<td>NMDOT TSB and DPS</td>
<td>2011</td>
</tr>
<tr>
<td><strong>Step 3:</strong> Conduct research to evaluate existing aggressive driving laws to demonstrate the need and value of a law.</td>
<td>NMDOT TSB and DPS</td>
<td>2011</td>
</tr>
<tr>
<td><strong>Step 3:</strong> Author the law and seek a sponsor.</td>
<td>NMDOT TSB and DPS</td>
<td>2011</td>
</tr>
<tr>
<td><strong>Step 4:</strong> Seek support from law enforcement (e.g., New Mexico Municipal Chief’s Association and New Mexico Sheriffs and Police Association).</td>
<td>NMDOT TSB and DPS</td>
<td>2011</td>
</tr>
</tbody>
</table>
STRATEGY AG-3

Strategy: Increase Fines for Speeding Violations
Objective: Deter Aggressive Driving through Increased Fines

Description
Pass legislation to raise speeding fines and encourage voluntary compliance with the speed limits.

Performance Measures
- Number of speeding citations and arrests.
- Number of speeding-related fatalities and serious injuries.

Expected Outcome
- Improved compliance with speed limits and reduced fatal and serious injury crashes.

Challenges
- Identifying leadership, managing and influencing the political process.

Funding Source
- NMDOT TSB (research, language drafting, etc.).

Lead Agency Contact: NMDOT TSB/DPS
Contact: Michael Sandoval, TSB Director
Phone: (505) 827-0430
E-mail: Michael.Sandoval@state.nm.us

<table>
<thead>
<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Step 1: Research and evaluate speeding fines in New Mexico and other states in the region.</td>
<td>NMDOT TSB and DPS</td>
<td>September 2011</td>
</tr>
<tr>
<td>Step 2: Gather information to demonstrate the impact of increased fines for exceeding the speed limit.</td>
<td>NMDOT TSB and DPS</td>
<td>2011</td>
</tr>
<tr>
<td>Step 3: Author the law and seek a sponsor.</td>
<td>NMDOT TSB and DPS</td>
<td>2011</td>
</tr>
<tr>
<td>Step 4: Seek support from law enforcement (e.g., New Mexico Municipal Chief’s Association and New Mexico Sheriffs and Police Association).</td>
<td>NMDOT TSB and DPS</td>
<td>2011</td>
</tr>
</tbody>
</table>
STRATEGY AG-4

Strategy: Raise Traffic Safety Enforcement and Education Fee (TSEEF)
Objective: Increase Funding for Traffic Safety Programs

Description
The TSEEF fee of $3 has not been raised since the law’s inception in 1989. This program earmarks funding for traffic safety as opposed to fines not dedicated to law enforcement.

Performance Measures
- Amount of funding through TSEEF.
- Number of projects and programs funded with TSEEF funds.

Expected Outcome
- More secure funding for traffic safety programs within the state structure, which is more flexible than the Federal structure.

Challenges
- Identifying leadership, managing and influencing the political process.

Funding Source
- NMDOT TSB (research, language drafting, etc.).

Lead Agency Contact: NMDOT TSB/DPS
Contact: Michael Sandoval, TSB Director
Phone: (505) 827-0430
E-mail: Michael.Sandoval@state.nm.us

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<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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</thead>
<tbody>
<tr>
<td>Step 1: Calculate the cost and benefit of increasing the TSEEF fee and publish the results.</td>
<td>NMDOT TSB and DPS</td>
<td>Completed January 2010, Revisit September 2011</td>
</tr>
<tr>
<td>Step 2: Gather information to demonstrate the need and value of increasing the TSEEF fee.</td>
<td>NMDOT TSB and DPS</td>
<td>Completed January 2010, Revisit September 2011</td>
</tr>
<tr>
<td>Step 3: Author the law and seek a state legislator or the Governor to sponsor it.</td>
<td>NMDOT TSB and DPS</td>
<td>Completed January 2010, Revisit October 2011</td>
</tr>
<tr>
<td>Step 4: Seek support from law enforcement (e.g., New Mexico Municipal Chief’s Association and New Mexico Sheriffs and Police Association).</td>
<td>NMDOT TSB and DPS</td>
<td>Revisit September 2011</td>
</tr>
</tbody>
</table>
STRATEGY AG-5

Strategy: Update NMDOT District Traffic Safety Corridor Programs
Objective: Reduce the Number of Fatal and Injury Crashes in Designated Safety Corridor Areas

Description
For the past five years, each district has sponsored two safety corridors resulting in positive safety outcomes.

Performance Measures
- The number of speeding-related citations and arrests for each designated safety corridor.
- The number of speeding-related fatalities and serious injuries for each designated safety corridor.

Expected Outcome
- Reduced fatal and serious injury crashes and improved compliance with speed limits.

Challenges
- Identifying appropriate new safety corridors, increased law enforcement efforts.

Funding Source
- NMDOT TSB.

Lead Agency Contact: NMDOT TSB/DPS
Contact: Mike Quintana
Phone: (505) 827-0491
E-mail: johnny.quintana@state.nm.us

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<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td>Step 1: Meet with each district to reevaluate and designate new safety corridors where warranted.</td>
<td>NMDOT TSB</td>
<td>2011</td>
</tr>
<tr>
<td>Step 2: Analyze speed data related to fatal and serious injury crashes.</td>
<td>NMDOT TSB</td>
<td>2011</td>
</tr>
</tbody>
</table>
2.0 Alcohol-Related/Alcohol-Impaired Driving

2.1 INTRODUCTION TO EMPHASIS AREA

Alcohol is an all too common contributing crash factor in New Mexico, despite remarkable progress in recent years. The data used to assess the size of the problem in New Mexico include the following definitions:

- A crash is considered “alcohol-related” if at least one driver or nonoccupant (such as a pedestrian or bicyclist) involved in the crash is determined to have had a Blood Alcohol Concentration (BAC) of 0.01 gram per deciliter (g/dL) or higher. The term “driver” refers to the operator of any motor vehicle, including a motorcycle.
- Crashes involving at least one driver or nonoccupant with a BAC of 0.08 g/dL or higher are considered “alcohol-impaired.”
- “Alcohol-involved” crashes are defined in New Mexico as any crash where the Uniform Accident Report indicates: 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.
- Figure 2.1 demonstrates the significance of alcohol in New Mexico traffic fatalities. Over the past six years (2004 to 2009), more than 40 percent of all fatalities on New Mexico roadways were alcohol-related (BAC.01+), and close to one-third of fatalities (30 percent) were alcohol-impaired (BAC.08+). During this period, New Mexico’s roadways averaged 170 alcohol-related fatalities and 127 alcohol-impaired fatalities annually. Approximately 75 percent of alcohol-related fatalities involve a driver or nonoccupant with a BAC of at least 0.08 (Figure 2.1).

Figure 2.1 Alcohol-Related/Alcohol-impaired Fatalities in New Mexico 2004 to 2009 (Calendar Year)
The increase in the number of alcohol-related and alcohol-impaired fatalities is unfortunate; however, 2008 data may indicate an anomaly because the 2009 data are on track with the trendline.

2.2 PERFORMANCE GOALS

The overall goal for the alcohol-related/alcohol-impaired driving emphasis area team is to reduce alcohol-related fatalities and alcohol-impaired fatalities 50 percent by 2030. The baseline for this performance goal is a five-year average (2004 to 2008). Interim five-year goals are illustrated in Figure 2.2. While the number of New Mexico alcohol-related and alcohol-impaired fatalities increased in 2009, the benchmarks were met and exceeded.

Figure 2.2 Interim Goals for Achieving a 50 Percent Reduction in Alcohol-Related Fatalities and Alcohol-Impaired Fatalities by 2030

Goal: Reduce both alcohol-related and alcohol-impaired fatalities 50 percent by 2030.
2.3 STRATEGIES

STRATEGY AL-1

Strategy: Conduct Aggressive, High-Visibility DWI Enforcement Campaigns
Objective: Maintain and Increase the DWI Enforcement

Description
Enforcement is the cornerstone of efforts to reduce death and injury due to impaired driving. It is important to maintain and increase enforcement efforts by funding full-time law enforcement officers, Operation DWI, underage drinking enforcement, and specific multiagency task forces in high-risk locations.

Performance Measures
- DWI citations, arrests, and convictions.
- Alcohol impaired driving-related fatalities and serious injuries.

Expected Outcome
- Research shows aggressive and highly visible law enforcement is effective for deterring and apprehending impaired drivers.

Challenges
- Funding for FY 2010 and beyond is uncertain. New Mexico is a victim of success. Due to achievements in reducing impaired driving fatalities, New Mexico no longer receives incentive funding from NHTSA and the multiyear grant funding also ended in FY 2008; hence, $2.2 million of enforcement funding are no longer available.
- Law enforcement statewide is experiencing personnel shortages, and it is difficult for law enforcement agencies to utilize overtime funding supplied by the State.

Funding Source
- NMDOT TSB, DFA-LDWI, and the General Fund.

Lead Agency: NMDOT TSB/DPS

Contact: Robert Archuleta
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<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td>Step 1: Work with law enforcement agencies to negotiate contracts for high-visibility enforcement efforts, emphasizing checkpoints.</td>
<td>NMDOT/Safer New Mexico Now</td>
<td>Yearly/July</td>
</tr>
<tr>
<td>Step 2: Collaborate and provide analysis for San Juan County, McKinley County, Navajo Nation, and State Police in implementing law enforcement task forces to enforce DWI laws across jurisdictional lines.</td>
<td>NMDOT/Governor’s Office/Law Enforcement</td>
<td>Ongoing</td>
</tr>
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<td>Action Step</td>
<td>Responsible Agency</td>
<td>Timeline/Due Date</td>
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<tr>
<td><strong>Step 3:</strong> Support the Special Investigations Division to enforce the Liquor Control Act and the Regulation and Licensing Department to prosecute violators.</td>
<td>NMDOT/Governor’s Office, DPS/RLD</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Step 4:</strong> Support the Superblitz and the State Police program to achieve a higher reduction in alcohol-related crashes and fatalities.</td>
<td>NMDOT/Governor’s Office/ Safer New Mexico Now/ Law Enforcement</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Step 5:</strong> Evaluate full-time law enforcement efforts to determine the feasibility of continued funding.</td>
<td>NMDOT TSB</td>
<td>2011-Ongoing</td>
</tr>
<tr>
<td><strong>Step 6:</strong> Provide DWI information and training to all persons involved in DWI-related police traffic services.</td>
<td>NMDOT TSB/Tact and Associates</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
STRATEGY AL-2

Strategy: Improve the Effectiveness of Alcohol-Impaired Driving Sanctions
Objective: Research and Address Deficiencies in New Mexico’s Alcohol-Impaired Driving Sanctions

Description
New Mexico has strengthened the alcohol-impaired driving laws over the last several years; however, laws work only when they are strictly enforced and upheld by the judicial process. It is important to know if sanctions are being implemented in accordance with statute and if current laws have the desired outcome in relation to both general deterrence and consequences for offenders.

Performance Measures
- DWI convictions and sanctioning behavior.
- Proportion of convictions resulting in ignition interlock installation.
- Proportion of sentences completed.
- Alcohol impaired driving-related fatalities and serious injuries.

Expected Outcome
- Strong uniform and enforceable DWI laws are increasingly likely to be upheld in court.

Challenges
- Laws and sanctions are often not enforced in a uniform and consistent manner; therefore, it is difficult to determine whether a law is ineffective or just not being enforced or implemented in accordance with the language in the law.
- Changing judicial behavior is a difficult and challenging task.

Funding Source
- NMDOT TSB and other state funding, as identified.

Lead Agency: NMDOT TSB/Governor’s Office

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<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td>Step 1: Evaluate the effectiveness of new laws and policy changes.</td>
<td>NMDOT/UNM (IPL)</td>
<td>FY 2011</td>
</tr>
<tr>
<td>Step 2: Determine the extent to which treatment and other mandatory sanctions are part of the judgment and sentence.</td>
<td>NMDOT/UNM/Administrative, and Office of the Courts (AOC)</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Step 3: Continue the Court Monitoring Program focusing on courts in counties at high risk for DWI crashes.</td>
<td>NMDOT/MADD</td>
<td>FY 2011</td>
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</tbody>
</table>
### STRATEGY AL-2 (continued)

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<thead>
<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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</thead>
<tbody>
<tr>
<td><strong>Step 4</strong>: Provide funding for DWI/Drug Courts and continue to review and evaluate New Mexico’s DWI/Drug Court statistics.</td>
<td>Governor’s Office/DFA/AOC/ NMDOT TSB</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Step 5</strong>: Continue training and educating prosecutors and law enforcement through the Traffic Safety Resource Prosecutor (TSRP) Program.</td>
<td>NMDOT/TSRP</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Step 6</strong>: Partner with UNM to develop and provide prosecution and practice training for UNM law students.</td>
<td>NMDOT TSB/UNM Law School</td>
<td>2011</td>
</tr>
</tbody>
</table>
STRATEGY AL-3

Strategy: Coordinate and Implement Initiatives Included in All Impaired Driving Plans

Objective: Reduce Impaired Driving Fatalities and Serious Injuries by Implementing the Initiatives in the Highway Safety Plan (HSP) and the Tribal DWI Task Force Plan

Description

Many traffic safety plans have been developed by NMDOT and other organizations and task forces. It is important to coordinate among all efforts to eliminate duplication and ensure the most effective countermeasures are implemented and sustained.

Performance Measures

- Number of impaired driving initiatives implemented from the HSP and the Tribal DWI Task Force Plan.
- Number of DWI citations, arrests, and convictions.
- Number of alcohol-impaired driving-related fatalities and serious injuries.

Expected Outcome

- Continuously improved coordination among all agencies and plans designed to deter impaired driving.

Challenges

- Funding for projects in the FY 2009 HSP has been approved by NHTSA, but funding for the DWI Tribal Task Force plan has not been identified.

Funding Source

- NMDOT TSB, General Fund.

Lead Agency: NMDOT TSB, Governor’s Office

Contact: Robert Archuleta
Phone: (505) 977-2461
E-mail: robert.archuleta@state.nm.us

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<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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</thead>
<tbody>
<tr>
<td>Step 1: Implement impaired driving projects outlined in the FY 2011 HSP.</td>
<td>NMDOT TSB</td>
<td>FY 2011</td>
</tr>
<tr>
<td>Step 2: Implement (as resources allow) the Tribal Task Force Plan.</td>
<td>NMDOT/Governor’s Office/Motor Vehicle Division</td>
<td>FY 2011/FY 2012</td>
</tr>
</tbody>
</table>
3.0 Emergency Services Response

3.1 INTRODUCTION TO EMPHASIS AREA

New Mexico has one of the highest mortality rates for traumatic brain injury and pedestrian fatalities caused by traumatic injury in the nation. Of the dozens of acute care hospitals in the State, only nine are designated by the Department of Health as trauma centers, leaving significantly large areas of the State with inadequate access to trauma care, particularly in rural areas and near Native American reservations. This disparity, along with the lack of cell phone reception in many areas, poses significant problems for rural incident response. The challenges facing rural EMS systems markedly differ from urban EMS system issues. These includes geographic barriers; high reliance on volunteer staff (more than 55 percent of all New Mexico EMS services are volunteer-based); aging or inadequate equipment; difficulty in maintaining skills due to low-call volumes; the absence of regionalized systems of specialized EMS care, such as trauma systems; and inadequate local medical facilities to support effective EMS delivery systems.

The 2006 CTSP established the following goals for the Emergency Services Response emphasis area:

- Enhance emergency services response;
- Develop an electronic data collection and management system that permits standardized, statewide tracking and surveillance of both the medical and logistic components of EMS operation (e.g., incorporates provider agency needs for billing data);
- Develop a trauma system that provides appropriate services for and tracks trauma patients from the point of injury through rehabilitation; and
- Develop a comprehensive educational plan to support, promote, and enhance the other goals of the EMS/Trauma/Emergency Medicine emphasis area of the CTSP.
3.2 STRATEGIES

STRATEGY EM-1

Strategy: Improve Traffic Flow and Scene Safety for Motor Vehicle Collisions
Objective: Prevent EMS Responder Injuries at Incident Scenes

Description
Incident response management is critical for reducing secondary collisions and protecting responders.

Performance Measures
- Number of incidents that result in secondary collisions.
- Number and severity of injuries to incident responders.

Expected Outcome
- Decreased delays for emergency responders arriving at the scene; decreased secondary collisions; and increased scene safety for emergency responders.

Challenges
- Funding for equipment; volunteer recruitment, training, and retention; and appropriate data systems to capture the information necessary for continuous tracking and improvement.

Funding Source
- Not identified.

Lead Agency: Emergency Medical Systems Bureau

Contact: Kyle Thornton
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E-mail: kyle.thornton@state.nm.us

Contact: Margaret Hesch
Phone: (505) 476-8214
E-mail: margaret.hesch@state.nm.us

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<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td>Step 1: Research and analyze how many EMS responders are injured in secondary crashes when responding to an emergency.</td>
<td>DOH/EMS Bureau</td>
<td>December 2010</td>
</tr>
<tr>
<td>Step 2: Document NMDOT resources available to assist with scene safety.</td>
<td>NMDOT</td>
<td>December 2010</td>
</tr>
<tr>
<td>Step 3: Develop and implement procedures for requesting NMDOT assistance.</td>
<td>NMDOT</td>
<td>December 2010</td>
</tr>
</tbody>
</table>
STRATEGY EM-2

Strategy: Maintain and Expand the New Mexico Emergency Medical Services Tracking and Reporting System (NM EMSTARS)

Objective: Improve NM EMSTARS to Include 100 Percent of EMS Runs

Description

The objective of this strategy is to improve the EMS runs database to ensure compliance with Federal standards and achieve cooperation and data input from all EMS and fire services.

Performance Measures

- Number and proportion of participating EMS service agencies.

Expected Outcome

- A mechanism to evaluate EMS services provision and provide meaningful data and reports.

Challenges

- Identification of ongoing financial support.

Funding Source

- A minimum of $225,000 per year is needed to sustain the system. Current funding is supplied by the state general fund appropriation to the EMS Bureau. Revenues currently are declining and additional resources must be identified.

Lead Agency: Emergency Medical Systems Bureau

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Contact: Stuart Castle
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E-mail: stuart.castle@state.nm.us

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<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td>Step 1: Implement a phased statewide data collection plan.</td>
<td>DOH/EMS</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Step 2: Assess data quality through routine analyses and reporting.</td>
<td>DOH/EMS</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Step 3: Identify possible funding sources to expand data collection training and analyses.</td>
<td>DOH/EMS</td>
<td>June 2010</td>
</tr>
<tr>
<td>Step 4: Partner with NMDOT to identify and analyze data on victims of motor vehicle crashes.</td>
<td>DOH/EMS</td>
<td>October 2010</td>
</tr>
</tbody>
</table>
### STRATEGY EM-3

**Strategy:** Develop Information on the Extent of Injury and Circumstances of People Treated in Trauma Centers  
**Objective:** Expand the New Mexico State Trauma Registry to Include at Least 20 Acute Care Hospitals

### Description
The State Trauma Registry collects patient-level information on people treated in one of the State’s designated trauma centers or voluntary reporting hospitals. The purpose of this strategy is to improve the quality and quantity of the data collected.

### Performance Measures
- Number of trauma centers and volunteer hospitals reporting data.  
- Number of trauma centers and volunteer hospitals reporting high-quality data.

### Expected Outcome
- Improved data-driven injury prevention and trauma system programs.

### Challenges
- Identification of ongoing financial support.

### Funding Source
- Limited funding is available through state and Federal resources.

### Lead Agency: Emergency Medical Systems Bureau

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<tr>
<th>Contact</th>
<th>Phone</th>
<th>E-mail</th>
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<tr>
<td>Kyle Thornton</td>
<td>(505) 476-8204</td>
<td><a href="mailto:kylelthornton@state.nm.us">kylelthornton@state.nm.us</a></td>
</tr>
<tr>
<td>Liana Lujan</td>
<td>(505) 476-8220</td>
<td><a href="mailto:liana.lujan@state.nm.us">liana.lujan@state.nm.us</a></td>
</tr>
</tbody>
</table>

### Action Step | Responsible Agency | Timeline/Due Date
---|-----------------|-------------------
Step 1: Maintain and build the trauma registry. | DOH/EMS | Ongoing
Step 2: Assess data quality and provide status reports to participating hospitals and the injury prevention community. | DOH/EMS | At least annually
Step 3: Partner with NMDOT to identify and analyze data on victims of motor vehicle crashes. | DOH/EMS | October 2010
STRATEGY EM-4

Strategy: Develop an EMS Management Curriculum
Objective: Expand New Mexico’s Expertise in EMS Management

Description
Develop an EMS management education curriculum targeted toward EMS managers without formal education in EMS management to increase management competency in reimbursement, employee/volunteer recruitment and retention, organizational development, and other areas of identified need.

Performance Measures
- Program development status.
- Number of participants enrolled in EMS Management Curriculum.

Expected Outcome
- Increased EMS manager competence in employee/volunteer recruitment and retention strategies; billing and reimbursement strategies; and organizational development.

Challenges
- Identification of ongoing financial support and interest in the EMS community.

Funding Source
- Not identified. (Funding requirements include in-state travel, meeting costs, instructional development time, administrative support time, specialty instructor pay, and program management costs. Estimated development cost: $7,000. Estimated sustainment cost: $10,000.)

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Contact: Margaret Hesch
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E-mail: margaret.hesch@state.nm.us

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<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td>Step 1: Determine the status of educational programs at Eastern New Mexico University-Roswell and the UNM EMS Academy.</td>
<td>DOH/EMS/ Joint Organization on Education</td>
<td>July 2010</td>
</tr>
<tr>
<td>Step 2: Conduct a needs assessment to identify specific additional areas for EMS manager development.</td>
<td>DOH/EMS/ Joint Organization on Education</td>
<td>August 2010</td>
</tr>
<tr>
<td>Step 3: Develop curriculum and supporting educational materials.</td>
<td>DOH/EMS/ Joint Organization on Education</td>
<td>October 2011</td>
</tr>
<tr>
<td>Action Step</td>
<td>Responsible Agency</td>
<td>Timeline/Due Date</td>
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</tr>
<tr>
<td>Step 4: Develop a program implementation plan to reach the target audience.</td>
<td>DOH/EMS/Joint Organization on Education</td>
<td>October 2011</td>
</tr>
<tr>
<td>Step 5: Develop a program evaluation plan.</td>
<td>DOH/EMS/Joint Organization on Education</td>
<td>October 2011</td>
</tr>
<tr>
<td>Step 6: Implement the program with ongoing evaluation and revision as necessary.</td>
<td>DOH/EMS/Joint Organization on Education</td>
<td>December 2011</td>
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</tbody>
</table>
4.0 Fatigued and Distracted Drivers

4.1 INTRODUCTION TO EMPHASIS AREA

In New Mexico, fatigued and distracted driving is measured by the number of crashes involving driver inattention excluding crashes that involve speed and at least one other “improper driving act.” Driving when fatigued or drowsy can have serious consequences, as it impairs a driver’s ability to safely perform even basic driving tasks. It decreases reaction time, affects judgment, and can result in erratic driving behavior. Fatigue has been identified as a problem for commercial vehicle operators, especially long-haul truck drivers. This is primarily due to the more frequent nighttime driving, extended driving times, and irregular sleep schedules that characterize long-haul trucking operations.

Distracted driving has been identified as a prevailing traffic safety problem, with diversion of driver attention coming from a growing number of sources, such as cell phone use, texting while driving, eating, drinking, talking with passengers, and using other in-vehicle technologies and portable electronic devices. Crashes involving driver inattention constitute a notable percentage of all motor vehicle crashes in New Mexico; however, the actual number of distracted driving crashes is likely higher because information on driver attention during crashes is often unknown or not reported.

Driver inattention was a contributing factor in nearly 41 percent of fatalities and close to 70 percent of serious injuries on New Mexico roadways over the six-year period from 2004 to 2009. During this period, New Mexico roadways averaged 182 fatalities and nearly 5,000 serious injuries related to driver inattention annually (Figures 4.1 and 4.2). The majority of crashes related to driver inattention occurred in urban areas (88 percent).

Figure 4.1 Fatalities Involving Driver Inattention 2004 to 2009
4.2 PERFORMANCE GOALS

The overall goal for the Fatigued and Distracted Drivers Emphasis Area team is to reduce driver inattention-related fatalities and serious injuries 50 percent by 2030. The baseline for this performance reduction goal is a five-year average (2004 to 2008). Benchmarks to achieve this goal are illustrated in Figures 4.3 and 4.4. Although fatalities and serious injuries related to driver inattention increased from 2008 to 2009, the benchmark was reached and exceeded for 2009.
Figure 4.3  Benchmarks to Achieve 50 Percent Reduction in Driver Inattention-Related Fatalities by 2030

Figure 4.4  Benchmarks to Achieve 50 Percent Reduction in Driver Inattention-Related Serious Injuries by 2030
4.3 Strategies

STRATEGY FD-1

Strategy: Identify and Implement Engineering Countermeasures to Reduce Fatigued and Distracted Driving
Objective: Reduce Fatigued and Distracted Driving

Description
- NMDOT is increasing efforts to reduce fatigued and distracted driving by installing rumble strips throughout the State where feasible and implementing a comprehensive rest stop plan.

Performance Measures
- Number of fatalities and serious injuries related to fatigued and distracted driving.

Expected Outcome
- Reduced fatalities and serious injuries attributable to fatigued and distracted driving. Rumble strips are proven effective for alerting distracted and fatigued drivers when leaving the lane. Rest stops allow more opportunity for drivers to rest rather than continue to drive fatigued.

Challenges
- Lack of designated funding.

Funding Source
- TBD.

Lead Agency: NMDOT
Contact: Steven Eagan
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<table>
<thead>
<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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</thead>
<tbody>
<tr>
<td>Step 1: Identify funding available to continue rumble strip installation and construct or remodel rest areas.</td>
<td>NMDOT</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Step 2: Develop methods for encouraging the development of new technologies to improve traveler safety without adding to driver distraction.</td>
<td>NMDOT</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
STRATEGY FD-2

Strategy: Increase Public Awareness on Fatigued and Distracted Driving
Objective: Raise Public Awareness about the Risks Posed by Driving Fatigued or Distracted

Description
A public awareness campaign on fatigued and distracted drivers needs to be developed and provided to entities that teach driver training, including commercial motor vehicle driver training programs. The campaign should include information on how to prevent fatigued and distracted driving, recommendations to drivers who find themselves in this situation, and immediate actions to be taken by drivers if they drift from the travel lane.

Performance Measures
- Number of public awareness educational packets distributed.
- Change in policy or law.

Expected Outcome
- Widespread deployment of the educational campaign packets will result in increased public awareness and reduced incidences involved fatigued or distracted driving.

Challenges
- Lack of designated funding.

Funding Source
- TBD.

Lead Agency: NMDOT TSB

Contact: Michael Sandoval, TSB Director
Phone: (505) 827-0430
E-mail: Michael.Sandoval@state.nm.us

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<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td>Step 1: Identify funding and oversee campaign development.</td>
<td>NMDOT TSB/State Police/FMCSA</td>
<td>October 2011</td>
</tr>
<tr>
<td>Step 2: Identify a vendor to develop the campaign.</td>
<td>NMDOT</td>
<td>2011</td>
</tr>
<tr>
<td>Step 3: Review, finalize, and implement the campaign.</td>
<td>NMDOT TSB/State Police/FMCSA</td>
<td>2011</td>
</tr>
</tbody>
</table>
5.0 Intersection Crashes

5.1 INTRODUCTION TO EMPHASIS AREA

Crashes are often concentrated at intersections because of the conflicting traffic movements. Intersections constitute a small part of the overall roadway system, yet intersection-related fatalities comprised approximately 20 percent of all fatalities on New Mexico roadways over the last six years (2004 to 2009). During this period, New Mexico experienced an average of 85 intersection-related fatalities and more than 1,800 intersection-related serious injuries annually (Figures 5.1 and 5.2).

Figure 5.1 Intersection-Related Fatalities 2004 to 2009
While the number of intersection-related serious injuries declined from 2008 to 2009, the number of fatalities increased. A partial explanation could be the general increase in fatalities from 2008 to 2009; however, in this as in all cases, a careful review of existing strategies and course corrections during 2011 may be necessary to ensure the downward trends continue in New Mexico.

5.2 PERFORMANCE GOALS

The overall goal for the Intersection Emphasis Area team is to reduce intersection-related fatalities and serious injuries 50 percent by 2030. The baseline for this performance reduction goal is a five-year average (2004 to 2008). Benchmarks to achieve this goal are illustrated in Figures 5.3 and 5.4. While the number of fatalities did not meet the benchmark for 2009, the number of serious injuries did.
Figure 5.3  Benchmarks to Achieve 50 Percent Reduction in Intersection-Related Fatalities by 2030

Figure 5.4  Benchmarks to Achieve 50 Percent Reduction in Intersection-Related Serious Injuries by 2030
5.3 STRATEGIES

STRATEGY IN-1

Strategy: Identify, Evaluate, Prioritize, and Mitigate Problem Intersections
Objective: Reduce the Number and Severity of Intersection-Related Crashes

Description

The prioritization of both urban and rural intersections is essential for focusing limited resources on reducing injury and
fatality crashes at intersections throughout New Mexico. Urban intersection crash locations are identified and prioritized
using traditional “black spot” analysis techniques and benefit/cost ratios. Rural intersection crashes must be identified
and prioritized through the more proactive systemic analysis approach.

Performance Measures

- Number of fatal and serious injury crashes at urban and rural intersections.

Expected Outcome

- Data-driven identification and prioritization of high-crash rate intersections will lead to reductions in injuries and
  fatalities.

Challenges

- The data deficiencies need to be addressed, e.g., quality of data geocoding, inconsistent GIS networks, and the
  reactive emphasis on high-volume urban intersection crashes.

Funding Source

- NMDOT/HSIP.

Lead Agency: NMDOT

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<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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</thead>
<tbody>
<tr>
<td>Step 1: Create statewide intersection crash data maps and reports by highest crash rate locations using geospatially located crash data, road network, and traffic counts.</td>
<td>NMDOT Planning/IT/TSB/usRAP</td>
<td>2012</td>
</tr>
<tr>
<td>Step 2: Use available data resources, including, but not limited to, Mid-Region General Crash Data and Trends Report and NM Annual Traffic Crash Report to identify problem intersections.</td>
<td>NMDOT Districts/MPOs/RPOs</td>
<td>2012</td>
</tr>
</tbody>
</table>
### STRATEGY IN-1 (continued)

<table>
<thead>
<tr>
<th>Step 3:</th>
<th>Develop a prioritization process to identify focus intersections and communicate results to appropriate agencies.</th>
<th>NMDOT Districts/MPOs/RPOs</th>
<th>STIP and TIP programming deadlines</th>
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</thead>
<tbody>
<tr>
<td>Step 4:</td>
<td>From the data analysis performed, develop project proposals using safety countermeasures with either proven effectiveness or the potential to reduce future hazards at identified intersection.</td>
<td>NMDOT Districts/MPOs/RPOs</td>
<td>STIP and TIP programming deadlines</td>
</tr>
</tbody>
</table>
6.0 Lane Departure Crashes

6.1 INTRODUCTION TO EMPHASIS AREA

Lane departure includes run-off-the-road (ROR), head-on, cross-median, and overturn crashes. ROR crashes involve vehicles that leave the travel lane and encroach onto the shoulder and beyond and hit one or more of any number of natural or artificial objects, such as bridge walls, poles, embankments, guardrails, parked vehicles, and trees. Alcohol, speed, fatigue, and distraction are frequent contributing factors to lane departure crashes. ROR crashes typically involve a single vehicle. Sixty-five percent of all fatalities and 44.5 percent of all serious injuries occurring on New Mexico roadways over the past six years (2004 to 2009) involved lane departure. During this period, New Mexico experienced an average of 274 fatalities and approximately 2,800 serious injuries involving lane departure annually (Figures 6.1 and 6.2).

Figure 6.1 Fatalities Involving Lane Departure
2004 to 2009

- 2004: 357
- 2005: 315
- 2006: 307
- 2007: 275
- 2008: 246
- 2009: 229

Trendline

Fatalities Involving Lane Departure
6.2 PERFORMANCE GOALS

The overall goal for the Fatalities Involving Lane Departure Emphasis Area team is to reduce fatalities and serious injuries involving lane departure 50 percent by 2030. The baseline for this performance reduction goal is a five-year average (2004 to 2008). Benchmarks to achieve this goal are illustrated in Figures 6.3 and 6.4. The number of lane departure fatalities in 2009 met and exceeded the benchmark, but the number of lane departure serious injuries is higher than the benchmark. Ideally, both fatalities and serious injuries continue to decline, and the number of series injuries should be further investigated. Some portion of the injuries could be related to countermeasure implementation, such as guardrail, that prevents a fatality but results in an injury.
Figure 6.3  Benchmarks to Achieve 50 Percent Reduction in Fatalities Involving Lane Departure by 2030

Figure 6.4  Benchmarks to Achieve 50 Percent Reduction in Serious Injuries Involving Lane Departure by 2030
6.3 STRATEGIES

STRATEGY LD-1

Strategy: Develop and Implement a Data Collection Strategy for Lane Departure Crashes

Objective: Improve NMDOT’s Ability to Identify, Prioritize, and Address Lane Departure Crashes

Description

On average, 300 fatalities and almost 3,000 serious injuries attributable to lane departures occurred every year on NM roadways between 2004 to 2008. Lane departure incidents include run-off-the-road, head-on, roll-over (overturn), and sideswipe crashes. This strategy will develop and analyze lane departure crash data to determine the types of facilities and contributing crash factors associated with lane departure fatalities and serious injuries in New Mexico.

Performance Measures

- Number of fatalities and serious injuries related to lane departure crashes.

Expected Outcome

- A reduction in lane departure-related fatalities and serious injuries by targeting safety investments to mitigation strategies with the highest likelihood of significant benefit.

Challenges

- Personnel and expertise to structure the analysis design.

Funding Source

- NMDOT (HSIP, High-Risk Rural Road funds; Federal Interstate Maintenance, National Highway System, Surface Transportation Program funds, NMDOT State Road Betterment funds, NMDOT State GRIP funds, and NMDOT State Maintenance funds; NHTSA Section 164 Sanctioned funds; and other city, county, and Tribal roadway capital improvement funds).

Lead Agency: NMDOT

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<th>Action Step</th>
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<tbody>
<tr>
<td>Step 1: Identify categories of data for capture in lane departure fatalities, e.g., roadway facilities e.g., Interstate, rural state highways, urban intersections and roadways, rural off-system roadways, etc., rural versus urban, helmeted versus nonhelmeted, road conditions, time of day, and belted versus unbelted.</td>
<td>NMDOT, Traffic Technical Support Bureau</td>
<td>2011</td>
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## STRATEGY LD-1 (continued)

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<tbody>
<tr>
<td><strong>Step 2:</strong> Use lane departure data to prioritize low-cost safety measures for high-risk locations statewide through a pilot project to develop a process to determine proper location information. This will be achieved through a Safety Analysis Tool (SAT).</td>
<td>NMDOT and Traffic Technical Support Bureau</td>
<td>2011</td>
</tr>
<tr>
<td><strong>Step 3:</strong> Establish a baseline to benchmark HSIP project completion since 2007.</td>
<td>NMDOT and Traffic Technical Support Bureau</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Step 4:</strong> Based on lane departure data collected, develop a statewide policy to reduce the number of lane departure fatal and serious injury crashes using engineering countermeasures, including NMDOT’s safety edge application.</td>
<td>NMDOT and Traffic Technical Support Bureau</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
7.0 Native Americans

7.1 INTRODUCTION TO EMPHASIS AREA

A national comparison of statewide and Native American fatality rates by population reveals Native Americans are between two and three times more likely to be killed in motor vehicle crashes than other citizens. New Mexico is no exception to the trend. The NMDOT Fatality Analysis Reporting System (FARS) statistics can be used to analyze recent Native American traffic fatality trends.

Figure 7.1 shows that over the past five years (2004 to 2008) Native Americans accounted for 16.4 percent of all motor vehicle fatalities, but they comprise only 9.7 of the population in New Mexico. During this period, the Native American population as a percent of total New Mexico population decreased, while the percent of Native American involved in traffic fatalities increased.

Figure 7.1 Native Americans as Percent of Traffic Fatalities and Population 2004 to 2008

Source: U.S. Census Bureau; FARS; NMDOT.
Note: 2009 data not available.

Figure 7.2 shows the total number of Native American traffic fatalities in New Mexico, both occupant and nonoccupant, from 2004 to 2008. Nonoccupant fatalities include pedestrians, pedalcyclists, and “other” or unknown nonoccupants. New Mexico averaged 74 Native American traffic fatalities (52 occupant fatalities and 23 nonoccupant fatalities) annually during this five-year period.
7.2 PERFORMANCE GOALS

Due to the lack of a performance measure for tracking this emphasis area at the state level, establishing a baseline for developing performance goals is challenging. Native American traffic fatality data is available through FARS and can assist practitioners with basic safety analysis; however, to fully address all traffic safety issues facing the Native American community, improving traffic and crash information sharing between the State and the Native American community must be established as a priority. The significance of having adequate data and analytical tools available to identify and document safety problems cannot be overstated. Appropriate analysis not only improves success in receiving funding, but ensures the underlying causes of safety problems are understood. Without this analysis, it is possible to misinterpret the problem or apply the wrong solution, leading to wasted resources and perhaps additional unsafe conditions.

Figure 7.2 Native American Occupant/Nonoccupant Traffic Fatalities 2004 to 2008

Source: FARS; NMDOT.
Note: 2009 data not available.
7.3 STRATEGIES

STRATEGY NA-1

Strategy: Provide Crash Data Analysis Tools, Training Opportunities, and Technical Assistance to Native Americans
Objective: Improve Safety Data Collection, Reporting, Sharing, and Analysis

Description

Information sharing among Native Americans and the State is inadequate. Traffic data is often collected without a clear understanding of the purpose and the data captured may not be used. Some Native Americans lack resources and the technology to capture, store, and disseminate data. Others lack adequate expertise and resources to effectively analyze the data. This strategy will provide crash data analysis tools, training opportunities, and technical assistance to Native Americans to ensure effective traffic safety planning and evaluation takes place.

Performance Measures

- Number of Native American Entities participating in TraCS.
- Number of Native American Entities sharing data with NMDOT.
- Number of Native Americans killed and seriously injured in crashes.

Expected Outcome

- Improved collaboration and information sharing and strengthening government-to-government relationship between the State and the 22 Tribes, Pueblos, and Nations in New Mexico to facilitate improved decision-making.

Challenges

- Native American entities might lack necessary resources (i.e., personnel, equipment, etc.) to collect and share technical data.
- Different data records management systems have different, often incompatible, standards.
- A central repository/data warehouse is not available.
- Mandates for sharing data between Native American entities and the State are fragmented; enforcement, courts, and NMDOT operate in silos.

Funding Source

- NMDOT TSB and HSIP, Native American governments, and BIA.

Lead Agency Contact: NMDOT

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### STRATEGY NA-1 (continued)

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<tbody>
<tr>
<td><strong>Step 1:</strong> Develop data sharing agreements between the State and Native American Tribes, Nations, and Pueblos and/or the Bureau of Indian Affairs as appropriate.</td>
<td>NMDOT</td>
<td>January 2012</td>
</tr>
<tr>
<td><strong>Step 2:</strong> Outreach to Native American Tribes, Pueblos, and Nations interested in the TraCS program. (Native American participation in the TraCS program may require information sharing agreements with the State prior to implementation.)</td>
<td>NMDOT</td>
<td>Continuous</td>
</tr>
<tr>
<td><strong>Step 3:</strong> Strengthen intergovernmental relationships and communication and disseminate and collaborate (consult) with NM’s Native American government entities on NMDOT’s proposed Tribal Collaboration policy, protocols, and processes. Establish general information database(s) with Native American and state contact information to enhance transportation and traffic safety information dissemination.</td>
<td>NMDOT</td>
<td>January 2012</td>
</tr>
</tbody>
</table>
STRATEGY NA-2

Strategy: Provide Technical Assistance to Native American Tribes, Pueblos, and Nations on Roadway Improvement Strategies

Objective: Improve Traffic Safety Planning, Programming, and Engineering for Tribal Entities

Description

Only about one-half of New Mexico Native American entities apply for available grant funding, often citing lack of grant writers, administrators, etc. The focus of this strategy is to increase technical assistance to Native American Tribes, Pueblos, and Nations for assessment, planning, and design of roadway safety improvements. This includes providing training on engineering standards and road design.

Performance Measures

- Number and outcome of technical assistance initiatives.
- Number and outcome of training courses.

Expected Effectiveness/Outcomes

- Improved Native American ability to conduct road assessments and develop plans to improve their roads.
- Increased number of applications for HSIP funding from Native American governmental entities.

Challenges to Implementing Strategy

- Lack of designated funding.

Funding

- NMDOT TSB and HSIP.

Lead Agency: NMDOT

Contact: Ron D. Shutiva, NMDOT Tribal Liaison
Phone: (505) 827-5547
E-mail: ron.shutiva@state.nm.us

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<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td>Step 1: Provide ongoing HSIP eligibility criteria, road assessments, and planning and design assistance to Tribes, Pueblos, and Nations.</td>
<td>NMDOT</td>
<td>Annually</td>
</tr>
<tr>
<td>Step 2: Collaborate with NMDOT’s Technical Traffic Safety Bureau to assist with road assessments on eligible roadways.</td>
<td>NMDOT</td>
<td>Ongoing</td>
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<td>Action Step</td>
<td>Responsible Agency</td>
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<tr>
<td><strong>Step 3</strong>: Include Native American entities in all traffic safety relevant law enforcement training and monitor progress.</td>
<td>NMDOT TSB</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Step 4</strong>: Inventory Native American entities to identify traffic safety best practice models for data sharing, law enforcement, and educational curriculums.</td>
<td>NMDOT TSB</td>
<td>January 2012</td>
</tr>
</tbody>
</table>
8.0 Occupant Protection

8.1 INTRODUCTION TO EMPHASIS AREA

New Mexico has a primary safety belt law and a high-use rate, but safety stakeholders must work to maintain and increase it. The mandatory safety belt 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 in July 2001. Belt use in New Mexico for vehicle occupants has exceeded 80 percent for years and has consistently been close to 90 percent for the past six years (2004 to 2009). Although the state safety belt use rate exceeded the national average during this period, the New Mexico use rate remained relatively flat, as shown in Figure 8.1.

Figure 8.1 Observed Safety Belt Use Rate 2004 to 2009

Lack of restraint use was a contributing factor in 36.4 percent of all fatalities and 9.0 percent of all serious injuries on New Mexico roadways over the past six years (2004 to 2009). During this period, New Mexico’s roadways averaged 154 unrestrained fatalities and 566 unrestrained serious injuries annually (see Figures 8.2 and 8.3).
Figure 8.2 Unrestrained Fatalities 2004 to 2009

Unrestrained Fatalities (includes only passenger cars, pickups, and vans or 4WD)

Source: New Mexico Department of Transportation.

Figure 8.3 Unrestrained Serious Injuries 2004 to 2009

Unrestrained Serious Injuries (includes only passenger cars, pickups, and vans or 4WD)

Source: New Mexico Department of Transportation.
While the number of unbelted fatalities declined in 2009, the number of serious injuries increased to levels not seen in three years. This may be correlated with the observed safety belt rate, which was at the lowest level in three years.

8.3 PERFORMANCE GOALS

The overall goal for the Occupant Protection Emphasis Area team is to reduce unrestrained fatalities and serious injuries 50 percent by 2030. The baseline for this performance goal is the five-year average (2004 to 2008). Benchmarks to achieve this goal are illustrated in Figures 8.4 and 8.5. New Mexico’s occupant protection performance goals for 2009 were met and exceeded.

Figure 8.4 Benchmarks to Achieve 50 Percent Reduction in Unrestrained Fatalities by 2030
8.3 STRATEGIES

STRATEGY OP-1

Strategy: Support Ongoing Occupant Protection Initiatives
Objective: Increase Safety Belt Use through Sustained Enforcement

Description
This strategy supports continued high-visibility enforcement of the safety belt law, which is accomplished through project agreements with law enforcement agencies to ensure their participation in campaigns and other enforcement activities.

Performance Measures
- Number of seatbelt citations and convictions by daytime and nighttime.
- Number of outreach, media, and educational activities.
- Number of unrestrained fatalities and serious injuries.
STRATEGY OP-1 (continued)

Expected Outcome

- Increased statewide safety belt use and a decrease in unrestrained motor vehicle occupant fatalities and injuries.

Challenges

- Law enforcement resources are very limited; funding available to support occupant protection initiatives was curtailed in FY 2008.

Funding Source

- NMDOT TSB.

Lead Agency: NMDOT

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<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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</thead>
<tbody>
<tr>
<td>Step 1: Continue to establish project agreements with law enforcement agencies to conduct Operation Buckle Down, Click It Or Ticket, and other occupant protection enforcement activities, including seatbelt checkpoints.</td>
<td>NMDOT TSB/ Safer New Mexico Now</td>
<td>Agreements – Annually Activities – Ongoing</td>
</tr>
<tr>
<td>Step 2: Provide outreach, media, and education to law enforcement agencies to increase the focus on seatbelt use.</td>
<td>NMDOT TSB/Safer New Mexico Now/DPS Law Enforcement Academy</td>
<td>Spring 2009-Ongoing</td>
</tr>
<tr>
<td>Step 3: Conduct a nighttime seatbelt enforcement operation.</td>
<td>TSB/Law Enforcement</td>
<td>Fall 2010</td>
</tr>
<tr>
<td>Step 4: Analyze unrestrained occupant fatalities by county.</td>
<td>TSB/DGR/NHTSA/ Safer New Mexico Now</td>
<td>Spring 2010</td>
</tr>
</tbody>
</table>
STRATEGY OP-2

Strategy: Determine the Current Rate of Child Safety Seat and Teen Safety Belt Use
Objective: Establish a Baseline for Measuring Child Safety Seat and Teen Safety Belt Use

Description
Review current data and work with trained observers to establish a baseline for child safety seat and teen safety belt use. Ensure crash forms are properly completed by law enforcement personnel, and conduct a statewide observation survey of child safety seat and teen safety belt use annually.

Performance Measures
- Teen safety belt use.
- Child safety seat use.
- Number of unrestrained teens and children injured or killed in motor vehicle crashes.

Expected Outcome
- Improved occupant protection use due to improved ability to target specific groups for education and enforcement efforts.

Challenges
- It is difficult to judge the age of children and teens.

Funding Source
- NMDOT TSP and DOH.

Lead Agency: NMDOT

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<th>Action Step</th>
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<tbody>
<tr>
<td>Step 1: Train law enforcement personnel to properly fill out crash reports.</td>
<td>NMDOT TSB/ Safer New Mexico Now</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Step 2: Conduct a statewide observation survey of teen safety belt use.</td>
<td>NMDOT TSB/DOH/Preusser Research Group</td>
<td>FY 2011</td>
</tr>
<tr>
<td>Step 3: Repeat the statewide observation survey of teen safety seat use every year to obtain pre survey data.</td>
<td>NMDOT TSB/DOH/Preusser Research Group</td>
<td>2012-Ongoing</td>
</tr>
<tr>
<td>Step 4: Continue to conduct the annual statewide seatbelt survey.</td>
<td>NMDOT TSB/DOH/Preusser Research Group</td>
<td>April 2010 and October 2010</td>
</tr>
<tr>
<td>Step 5: Collect occupant protection data from crash reports.</td>
<td>DGR</td>
<td>December 2010</td>
</tr>
</tbody>
</table>
STRATEGY OP-3

Strategy: Train Child Passenger Safety Technicians

Objective: Achieve an Adequate Supply of Trained Occupant Protection Technicians and Spokespersons

Description
This strategy will increase the availability of child safety seat technicians by training new personnel and retraining current technicians to ensure they maintain certification status.

Performance Measures
- Number and locations of child safety seat technicians.

Expected Outcome
- Increase the capacity to offer child safety seat inspections.
- Decrease the rate of attrition among technicians.

Challenges
- Funding was reduced in FY 2008.

Funding Source
- NMDOT TSB.

Lead Agency Contact: NMDOT

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<th>Action Step</th>
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<tbody>
<tr>
<td>Step 1: Expand certification opportunities for agencies and individuals throughout the State by offering additional 32-hour CPS trainings.</td>
<td>NMDOT/Safer New Mexico Now</td>
<td>Ongoing – Four to five per year</td>
</tr>
<tr>
<td>Step 2: Maintain course accreditation for nursing, EMS, and law enforcement CEUs.</td>
<td>NMDOT/Safer New Mexico Now</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Step 3: Provide CEUs as an incentive for fire personnel and social workers.</td>
<td>NMDOT/Safer New Mexico Now</td>
<td>September 2009</td>
</tr>
<tr>
<td>Step 4: Expand training opportunities to include car dealership personnel.</td>
<td>NMDOT/Safer New Mexico Now</td>
<td>Ongoing</td>
</tr>
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<td>Action Step</td>
<td>Responsible Agency</td>
<td>Timeline/Due Date</td>
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</tr>
<tr>
<td><strong>Step 5:</strong> Expand Operation Kids child passenger safety training for law enforcement; offer child passenger safety refresher training and certification renewal; and deliver six-hour trainings to update and expand technician skills.</td>
<td>NMDOT/Safer New Mexico Now</td>
<td>In place and ongoing</td>
</tr>
<tr>
<td><strong>Step 6:</strong> Provide currently certified technicians with recertification assistance at Buckle Up Conferences.</td>
<td>NMDOT/Safer New Mexico Now</td>
<td>September 2009</td>
</tr>
<tr>
<td><strong>Step 7:</strong> Continue to develop senior technicians through documented field experience with an instructor and ongoing technical training.</td>
<td>NMDOT/Safer New Mexico Now</td>
<td>In place and ongoing</td>
</tr>
</tbody>
</table>
STRATEGY OP-4

Strategy: Expand the Availability of Child Safety Seats and Child Safety Seat Inspections
Objective: Improve Public Awareness of Occupant Protection Knowledge and Resources

Description
This strategy seeks to improve public knowledge of occupant protection laws, technology, etc., by ensuring individuals in every area/region in New Mexico are provided with a child safety seat inspection opportunity; continuing to increase access to child safety seats for low-income families; establishing permanent locations for child safety seat inspections in every area/region of the State; working to establish permanent funding for fire personnel to regularly participate; and expanding the New Mexico Car Seat Distribution Program and child safety seat distributions to parents/caregivers in need through the fitting station program.

Performance Measures
- Number of child safety seat clinics held each year.
- Number of child safety seats provided to low-income families.

Expected Outcome
- Increased access for parents and caregivers to child safety seats inspected by a trained technician.

Challenges
- Funding was reduced in FY 2008.

Funding Source
- NHTSA, NMDOT TSB, and collection of the $15 fee for child safety seats from NM CSDP sites permitted to collect funds.

Lead Agency Contact: NMDOT
Contact: David Lapington
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E-mail: david.lapington@state.nm.us

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<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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</thead>
<tbody>
<tr>
<td>Step 1: Work to establish permanent funding, similar to Operation Buckle Down, for fire personnel to participate in child safety seat inspection events.</td>
<td>NMDOT TSB/ Safer New Mexico Now</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Step 2: Continue to offer child safety seat clinics throughout the State.</td>
<td>NMDOT TSB/ Safer New Mexico Now</td>
<td>Ongoing</td>
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</table>
### STRATEGY OP-4 (continued)

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<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td><strong>Step 3:</strong> Maintain the New Mexico Child Safety Seat Distribution Program through healthcare agencies that offer child safety seats to low-income families at a reduced charge.</td>
<td>NMDOT TSB/ Safer New Mexico Now</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Step 4:</strong> Work with the Division of Motor Vehicles to establish a fund that gives motorists the option to make a donation that provides child safety seats to low-income families during vehicle registration.</td>
<td>NMDOT TSB/ Safer New Mexico Now/ AAA/Legislature/DOH</td>
<td>January 2011</td>
</tr>
<tr>
<td><strong>Step 5:</strong> Target children affected by a change in the current legal standing (e.g., booster-seat age children).</td>
<td>NMDOT TSB/ Safer New Mexico Now/ AAA/Legislature/DOH</td>
<td>Completed</td>
</tr>
</tbody>
</table>
9.0 Public Information and Education

9.1 INTRODUCTION TO EMPHASIS AREA

A well-conceived and coordinated Public Information and Education (PI&E) program is a critical element to the success of CTSP implementation. Providing educational opportunities and disseminating critical traffic safety information via the media, stakeholder meetings, on-line sources, etc., to the public and the traffic safety community ensures a consistent traffic safety message, supports enforcement efforts, and raises awareness.

The PI&E Emphasis Area Team provides support to all the emphasis areas as needed. It specifically focuses on the ongoing campaigns listed below:

- **DWI:** The war on intoxicated drivers in New Mexico is composed of many components. Use of radio and television media and announcements at news conferences during SUPERBLITZ periods gets the word out, but in between these periods the public needs to continuously hear messages about the dangers of driving impaired.

- **Click It or Ticket:** This safety belt campaign is targeted to the public through the use of radio and television and news conference announcements. Like DWI, the in-between times need to be addressed.

- **Buckle Up in Your Truck:** Rural seatbelt use in New Mexico is very poor. This campaign should be included in the overall media plan.

- **Aggressive Driving/Speeding and Fatigued/Distracted Driving** should be part of the media plan.

- **Other Issues Include:** Work Zone Safety, Safety Corridors, Child Passenger Safety, Special Users, including Elderly Motorists, Bicyclists, Pedestrians, Motorcyclists, and Equestrians, and Underage Drinking.
10.0 Special Users

10.1 INTRODUCTION TO EMPHASIS AREA

The Special Users Emphasis area includes pedestrians, bicyclists, motorcyclists, elderly motorists, and equestrian riders. New Mexico has one of the highest pedestrian fatality rates in the nation. Pedestrians comprised 12.5 percent of all fatalities and 3.7 percent of serious injuries in New Mexico from 2004 to 2009. Fifty-eight percent of pedestrian fatalities involved alcohol. Bicyclists constituted a much smaller percentage of New Mexico traffic fatalities, just over 1 percent. From 2004 to 2009, New Mexico roadways averaged 53 pedestrian fatalities (31 involving alcohol) and 234 pedestrian serious injuries annually, as shown in Figures 10.1 and 10.2.

Figure 10.1 Pedestrian Fatalities 2004 to 2009

---

The chart shows the number of pedestrian fatalities and alcohol-involved pedestrian fatalities from 2004 to 2009. The number of pedestrian fatalities varies from 32 to 70, with alcohol-involved fatalities ranging from 13 to 35. The data indicates a decreasing trend in both pedestrian fatalities and alcohol-involved fatalities over the years.
The number of pedestrian fatalities and serious injuries in 2009 were similar to those in 2008, i.e., no marked improvement or regression in pedestrian numbers. Motorcyclists comprised 10.4 percent of all fatalities and 12.5 percent of serious injuries in New Mexico from 2004 to 2009. During that period, New Mexico roadways averaged 44 motorcycle fatalities and 781 motorcycle serious injuries annually, as shown in Figures 10.3 and 10.4.
New Mexico CTSP 2010 Update

Goal:
Reduce pedestrian and motorcyclists fatalities, alcohol-involved fatalities and serious injuries 50 percent by 2030.

2008 and 2009 showed a higher number of motorcycle fatalities and serious injuries compared to the mid-2000s. This parallels a general nationwide increase in the number of motorcycle fatalities and increased motorcycle ownership.

10.2 PERFORMANCE GOAL

The overall goal for the Special Users Emphasis area team will be to reduce pedestrian and motorcyclists fatalities, alcohol-involved pedestrian and motorcyclists fatalities, and pedestrian and motorcyclists serious injuries 50 percent by 2030. The baseline for this performance goal is the five-year average (2004 to 2008). Benchmarks to achieve this goal are illustrated in Figures 10.5, 10.6, 10.7, and 10.8.

The 2009 figures show New Mexico met the benchmark line for fatalities and serious injuries with the exception of motorcyclist serious injuries. Increased motorcycle ownership presents a challenge for reaching injury reduction goals.
Figure 10.5  Benchmarks to Achieve 50 Percent Reduction in Pedestrian Fatalities and Alcohol-Involved Pedestrian Fatalities by 2030

Figure 10.6  Benchmarks to Achieve 50 Percent Reduction in Pedestrian Serious Injuries by 2030
Figure 10.7  Benchmarks to Achieve 50 Percent Reduction in Motorcyclist Fatalities by 2030

Motorcyclist Fatalities

Figure 10.8  Benchmarks to Achieve 50 Percent Reduction in Motorcyclist Serious Injuries by 2030

Motorcyclist Serious Injuries

2008 Actual
10.3 STRATEGIES

STRATEGY SU-1

Strategy: Incorporate BPE Facilities or Elements in All New NMDOT-Funded Projects as a Matter of Routine Accommodation; Identify, Prioritize, Fund, and Construct BPE Facility or Element Retrofits to Enhance Community Character and Safety; and Program Ongoing, Routine Maintenance of All BPE Facilities or Elements

Objective: Develop, Retrofit, and Maintain Bicycle/Pedestrian/Equestrian (BPE) Facilities or Elements throughout New Mexico

Description
NMDOT will implement as standard practice the routine accommodation of BPE facilities or elements in all transportation projects receiving state and Federal funding, and conduct a thorough and meaningful analysis of both existing and potential BPE travel characteristics and systems and incorporate findings into Project Purpose and Needs Statements to reduce BPE exposure to vehicular traffic; improve use, access, and mobility; and improve motorist safety awareness and behavior.

Performance Measures
- Number of bicyclist, pedestrian, motorcyclists and equestrian fatalities, and serious injuries related to motor vehicle crashes.
- Number of miles where BPE facilities or elements are available.

Expected Outcome
- Increased road use by pedestrians, cyclists, and equestrians coinciding with reduced on-street BPE/vehicular crashes, injuries, and fatalities.

Challenges
- Budgetary limitations on specific projects, interagency coordination, and staff training.

Funding Source
- NMDOT Transportation Design and Construction Funding.

Lead Agency Contact: NMDOT
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### STRATEGY SU-1 (continued)

<table>
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<th><strong>Action Steps</strong></th>
<th><strong>Responsible Agency</strong></th>
<th><strong>Timeline/Due Date</strong></th>
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<tbody>
<tr>
<td><strong>Step 1:</strong> Draft and issue a memorandum regarding new design and procedural standards. Develop evaluation criteria for incorporating BPE projects into the STIP.</td>
<td>NMDOT – Secretary, Planning and Engineering Divisions</td>
<td>2011</td>
</tr>
<tr>
<td><strong>Step 2:</strong> Distribute new standards and offer workshops and training if necessary to MPOs, RPOs, NMDOT Districts, and Regional Design Centers.</td>
<td>NMDOT/MPOs/RPOs/ District Engineers/Regional Design Centers</td>
<td>February 2011 to February 2012</td>
</tr>
<tr>
<td><strong>Step 3:</strong> Identify, evaluate, and prioritize safety retrofit projects.</td>
<td>NMDOT – Planning and Engineering Divisions/Districts/ Regional Design Centers/ MPOs/RPOs</td>
<td>2010-Ongoing</td>
</tr>
<tr>
<td><strong>Step 4:</strong> Develop and prepare documentation for alternative countermeasures.</td>
<td>NMDOT/MPOs/RPOs/ District Engineers/Regional Design Centers</td>
<td>2011</td>
</tr>
<tr>
<td><strong>Step 5:</strong> Incorporate BPE projects into the STIP.</td>
<td>NMDOT/MPOs/RPOs</td>
<td>2011</td>
</tr>
<tr>
<td><strong>Step 6:</strong> Estimate and incorporate maintenance costs in capital improvement projects, TIPs, and the STIP.</td>
<td>NMDOT – Planning and Engineering Divisions/Districts/ Regional Design Centers/ MPOs/RPOs</td>
<td>2011</td>
</tr>
<tr>
<td><strong>Step 7:</strong> Develop and implement BPE maintenance programs.</td>
<td>NMDOT District Engineer/MPOs/ RPOs/Regional Design Centers</td>
<td>2011</td>
</tr>
</tbody>
</table>
STRATEGY SU-2

Strategy: Develop and Implement a Highly Visible Special Users Multimedia Campaign

Objective: Enhance Motorcyclists and BPE Safety Awareness

**Description**

Educate drivers, motorcyclists, pedestrians, equestrians, and cyclists of all ages and the general public by providing education, outreach, and training. Include radio and television public service announcements, print ads, mailings, flyers, web site announcements, videos, articles, newsletters, brochures, bumper stickers, refrigerator magnets, pins, and other informational handouts in English and Spanish.

**Performance Measures**

- Number of motorcyclists, bicyclist, pedestrian, and equestrian fatalities and serious injuries related to motor vehicle crashes.
- Number of citizens reached by one or more components of the program.

**Expected Outcome**

- Reduced motorcyclist and BPE-related vehicular crashes, fatalities, and serious injuries on roadways and shared-use paths.

**Challenges**

- Multiagency coordination; budget limitations.

**Funding Source**

- TBD.

**Lead Agency Contact:** NMDOT

**Contact:** Juliet Armijo

**Phone:**

**E-mail:** juliet.armijo@state.nm.us

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<tr>
<th>Action Step</th>
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<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td>Step 1: Compile regulations, policies, and best practices.</td>
<td>NMDOT</td>
<td>2011</td>
</tr>
<tr>
<td>Step 2: Work with consultants to prepare materials appropriate to specific media, including MVD and other relevant venues.</td>
<td>NMDOT</td>
<td>2011</td>
</tr>
<tr>
<td>Step 3: Distribute, track, and evaluate the effectiveness of materials.</td>
<td>NMDOT</td>
<td>2011 to 2012</td>
</tr>
</tbody>
</table>
STRATEGY SU-3

Strategy: Provide Safe, Multimodal Transportation Options for Rural Communities

Objective: Provide Regional Transit Service and Retrofit Existing Roadways to Accommodate BPE in and around Rural Communities

Description

The transportation infrastructure within and between rural, geographically isolated communities often does not provide safe pathways for pedestrians, cyclists, and equestrians. Nonetheless, these communities often have a high incidence of pedestrian activity due to the lack of transportation alternatives and land use patterns with a predominance of strip commercial corridors linked by long distances along narrow, lightly traveled state roads. Alcohol impairment on the part of pedestrians and motorists is frequently a compounding problem. NMDOT will work with Regional Transit Districts, RPOs, MPOs, and Tribal governments to establish regional transit services where feasible, and retrofit existing roadways to safely accommodate bicyclists, pedestrians, and equestrians.

Performance Measures

- Number of rural bicyclist, pedestrian, and equestrian fatalities, and serious injuries related to motor vehicle crashes.
- Number of miles of new construction and retrofitted BPE facilities.

Expected Outcome

- Reduced pedestrian/vehicular crashes, injuries, and fatalities in and around rural communities.

Challenges

- Multiagency coordination, budget limitations.

Funding Source

- TBD.

Lead Agency Contact: NMDOT

Contact: David Lapington
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<th>Action Step</th>
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<tr>
<td>Step 1: Convene stakeholders to identify issues and opportunities.</td>
<td>NMDOT Planning Government to Government staff/TSB</td>
<td>2011</td>
</tr>
<tr>
<td>Step 2: Develop prototypical programs and facilities.</td>
<td>RPO/Local Entities</td>
<td>2011</td>
</tr>
<tr>
<td>Step 3: Implement the programs in targeted locations.</td>
<td>RPO</td>
<td>2012</td>
</tr>
<tr>
<td>Step 4: Expand the program statewide.</td>
<td>RPO</td>
<td>2013</td>
</tr>
</tbody>
</table>
STRATEGY SU-4

Strategy: Modify Driver Behavior to Reduce BPE Conflicts and Crashes Through Coordinated, Statewide Law Enforcement Operations

Objective: Increase BPE Law Enforcement

Description
Target drivers and BPEs to modify dangerous and illegal behaviors, particularly excessive driving speed and failure to yield to BPEs at crosswalks. Law enforcement operations include targeted BPE enforcement at intersections/crosswalk locations, neighborhoods, rural communities, and school zones. Funding and training for operations would be provided for community law enforcement agencies.

Performance Measures
- Number of bicyclist, pedestrian, and equestrian fatalities, and serious injuries related to motor vehicle crashes.
- Number of law enforcement agencies participating in the enforcement campaign.
- Number of citations and convictions resulting from the campaign.

Expected Outcome
- Reduced on-street and shared-path pedestrian/bicycle/equestrian/vehicular crashes.
- Reduced pedestrian/bicycle fatalities.

Challenges
- Multiagency coordination; prioritizing law enforcement activities.

Funding Source
- TBD.

Lead Agency Contact: NMDOT

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<tr>
<th>Contact</th>
<th>Phone</th>
<th>E-mail</th>
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<tbody>
<tr>
<td>Juliet Armijo, TSB</td>
<td>(505) 903-9977</td>
<td><a href="mailto:juliet.armijo@state.nm.us">juliet.armijo@state.nm.us</a></td>
</tr>
<tr>
<td>Tom Trowbridge, BPE Coordinator</td>
<td></td>
<td><a href="mailto:tom.trowbridge@state.nm.us">tom.trowbridge@state.nm.us</a></td>
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<th>Action Step</th>
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<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td><strong>Step 1:</strong> Draft pocket summary of relevant laws for use by State Police, sheriffs’ departments, municipal police departments, MVD trainers, NMDOT staff, and the general public.</td>
<td>NMDOT/State Police/MVD</td>
<td>2011</td>
</tr>
<tr>
<td><strong>Step 2:</strong> Provide biannual training for law enforcement operations.</td>
<td>NMDOT</td>
<td>2011</td>
</tr>
<tr>
<td><strong>Step 3:</strong> Implement and advertise the program through TSB/BPE district liaisons.</td>
<td>NMDOT</td>
<td>2011</td>
</tr>
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</table>
STRATEGY SU-5

Strategy: Provide Local Communities with BPE Technical Support and Serve as a Clearinghouse for BPE Information and Best Practices

Objective: Expand Local BPE Educational Initiatives

Description
NMDOT will assist with establishing local BPE advisory groups by working through MPO and RPOs, Wags, and the statewide BPE Advisory Committee; network with related groups, such as local Main Street Organizations, other statewide advocacy groups, and local school districts; assist MPOs and RPOs in identifying and targeting at-risk communities based upon BPE crash data; provide integrated BPE crash data, maps, land use data, and analysis tools to stakeholders; and increase community awareness of BPE safety tools, data, and funding opportunities.

Performance Measures
- Number of bicyclist, pedestrian, and equestrian fatalities, and serious injuries related to motor vehicle crashes.
- Number of communities participating in the programs.

Expected Outcome
- Increased community access to pedestrian/bicycle crash data and safety tools and programs for implementation.

Challenges
- Multiagency coordination.

Funding Source
- TBD.

Lead Agency Contact: NMDOT
Contact: Tom Trowbridge, BPE Coordinator
Phone: (505) 903-9977
E-mail: tom.trowbridge@state.nm.us

Contact: Juliet Armijo, TSB Tribal Coordinator
Phone: E-mail: juliet.armijo@state.nm.us

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<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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</thead>
<tbody>
<tr>
<td>Step 1: Develop bicycle/equestrian programs to complement existing pedestrian program (WAG). Provide funding through competitive BPE safety seed grant funding.</td>
<td>NMDOT G2G/TSB/BPE/SRTS</td>
<td>2011</td>
</tr>
<tr>
<td>Step 2: Review proposals and plans.</td>
<td>NMDOT G2G/TSB/BPE/SRTS</td>
<td>Annually</td>
</tr>
<tr>
<td>Step 3: Approve and provide funding, including funding and/or standardized training for school crossing guards.</td>
<td>NMDOT G2G/TSB/BPE/SRTS</td>
<td>Annually</td>
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### STRATEGY SU-5 (continued)

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<tbody>
<tr>
<td><strong>Step 4:</strong> Provide one annual training for communities enrolled in the program.</td>
<td>NMDOT G2G/TSB/BPE/SRTS</td>
<td>Annually</td>
</tr>
<tr>
<td><strong>Step 5:</strong> Update, summarize, and digitize all safety tools, crash data, use data and compile, create, and maintain a web site.</td>
<td>NMDOT G2G/TSB/BPE/SRTS</td>
<td>2011</td>
</tr>
</tbody>
</table>
STRATEGY SU-6

**Strategy:** Address the Mobility Needs of Older Road Users by Increasing Safety for Older Drivers and Providing Alternative Mobility Options, Including Pedestrian Facilities and Transit for Those Who Cannot or Choose Not to Drive

**Objective:** Improve Safe Mobility for Older Road Users

**Description**

The first strategy to plan for the mobility needs of an aging population is to coordinate efforts with an established, broad-based advisory coalition. Currently, an informal coalition of stakeholders from the NM Aging and Long-Term Services Department, AARP, AAA, NM Passenger Transportation Association, NMDOT, et al., has begun the process of looking at safe mobility for older road users. The informal Mobility for Elders should consider inclusion of additional stakeholders (e.g., Tribal, Medical, TSB, Senior Centers, etc.), and formalize this advisory coalition.

A survey was conducted in collaboration with the NMDOT, AARP, and the UNM Institute for Public Policy in December of 2006. The CTSP may review outcomes and recommendations from the survey and coordinate the effort for incorporating the recommendations. More information on New Mexico’s Coordinated Public Transit – Human Services Plans can be found at http://nmshtd.state.nm.us/main.asp?secid=15246.

**Performance Measures**

- Number of older road users who die or are seriously injured in motor vehicle crashes.
- Number of agencies and individuals engaged with the coalition’s activities.

**Expected Outcome**

- Although the plans and activities of the informal coalition group have not been formally evaluated, it has generated a number of positive accomplishments. Formal evaluations are needed to determine the direct linkage between this type of support effort and the bottom-line safety measure.

**Challenges**

- Achieving collaboration with all stakeholders in identifying and implementing recommendations.

**Funding Source**

- TBD.

**Lead Agency Contact:** NMDOT

**Contact:** Stan Cooper, AARP

**Phone:**

**E-mail:** scooper@aarp.org

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<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td>Step 1: Partner with the advisory coalition and look at steps to include safe mobility for older road users within the CTSP.</td>
<td>NMDOT</td>
<td>2011</td>
</tr>
<tr>
<td>Action Step</td>
<td>Responsible Agency</td>
<td>Timeline/Due Date</td>
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<tr>
<td><strong>Step 2:</strong> Review findings and recommendations from Survey of 2006.</td>
<td>NMDOT</td>
<td>2011</td>
</tr>
<tr>
<td><strong>Step 3:</strong> Identify commonalities and projects that all stakeholders agree to work on.</td>
<td>NMDOT/AARP</td>
<td>2011</td>
</tr>
<tr>
<td><strong>Step 4:</strong> Prioritize and implement recommendations.</td>
<td>NMDOT/AARP</td>
<td>2011</td>
</tr>
<tr>
<td><strong>Step 5:</strong> If the reauthorization of Section 1405 of SAFETEA-LU provides funding for pilot programs to assist states in implementing FHWA recommendations to improve roadway safety for older road users, apply for funding to implement a pilot program.</td>
<td>NMDOT</td>
<td>Transportation Reauthorization</td>
</tr>
</tbody>
</table>
STRATEGY SU-7

Strategy: Provide Increased Information to Drivers about the Limitations and Risks Posed by the Aging Process as it Relates to Driving

Objective: Increase Awareness of the Risks and Opportunities Associated with Older Road Users Drivers

Description
The aging process affects people at different rates and in different ways. The functional decline associated with aging can affect driving ability. This project will increase awareness of the risks and strategies for helping older road users stay safe and mobile for a lifetime.

Performance Measures
- Number of older road users who die or are seriously injured in motor vehicle crashes.
- Number and impact of programs developed and implemented.

Expected Outcome
- An awareness of the physical and mental signs of diminishing capacity to drive a vehicle safely, which should lead to a reduction of unsafe older drivers and crashes on the roadways.

Challenges
- Unification of stakeholders in community outreach programs.

Funding Source
- TBD.

Lead Agency Contact: TSB/MVD

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<th>Action Step</th>
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<tr>
<td>Step 1: Provide literature and educational programs regarding medical or functional conditions that may affect safe driving, e.g., CarFit Program possibly in partnership with “Child Car Seat” Program.</td>
<td>TSB/MVD</td>
<td>October 1, 2009</td>
</tr>
<tr>
<td>Step 2: Increase driver education programs that focus on elder drivers, e.g., Volunteer Driver Safety Program, AAA, etc. Address elder drivers on the MVD web site.</td>
<td>TSB/MVD</td>
<td>2011</td>
</tr>
<tr>
<td>Step 3: Provide presentations to community organizations regarding safety issues involving all drivers with an emphasis on older drivers.</td>
<td>TSB/MVD</td>
<td>2011</td>
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</table>
STRATEGY SU-8

Strategy: Address the Training Needs of Motorcycle Riders by Increasing Training Options for Motorcycle and Scooter Operators Using Qualified Facilities

Objective: Improve Training for Motorcyclists

Description
Motorcycle endorsements and registrations have increased as gas prices escalate. Increased exposure led to increased motorcycle fatalities, due in part to inexperience and insufficient awareness of motor vehicle operators regarding motorcyclists. The first strategy is to ensure proper training availability for motorcyclists who use the highways. Training facilities must be maintained properly to assure training is conducted at a high level. The CTSP may review recommendations from participating entities and coordinate efforts to incorporate recommendations.

Performance Measures
- The number of motorcyclists who die or are seriously injured on the roadway.

Expected Outcome
- Decrease in motorcycle fatalities and serious injuries.

Challenges
- Achieving collaboration with all stakeholders in identifying and implementing recommendations.

Funding Source
- TBD.

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<th>Action Step</th>
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<tbody>
<tr>
<td>Step 1: Partner with MSF to assure sufficient training for all motorcycle riders.</td>
<td>NMMPSP</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Step 2: Review recommendations from participating partners.</td>
<td>NMMPSP</td>
<td>2010</td>
</tr>
<tr>
<td>Step 3: Identify commonalities where all partners agree to work together.</td>
<td>NMMPSP</td>
<td>2010</td>
</tr>
<tr>
<td>Step 4: Prioritize and implement recommendations.</td>
<td>NMMPSP</td>
<td>2010</td>
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11.0 Traffic Records

11.1 INTRODUCTION TO EMPHASIS AREA

A traffic records system can be defined as the conglomeration of the six core traffic information systems, which collectively form the information base for the management of highway and traffic safety activities. The six core data systems include: crash data; citation and adjudication data; vehicle data; driver data (license and history); roadway data (characteristics and traffic volume); and injury surveillance (EMS, emergency department, and hospital). Other key components of the New Mexico traffic records system include the interlock database, Medical Investigator (traffic fatalities), and State Lab (toxicology and alcohol testing).

A complete traffic records system is necessary for planning (e.g., problem identification) and evaluation of the State’s transportation safety activities. To properly assess the extent of the traffic safety problem, the statewide traffic records program should include information for the entire State and track data elements spanning all traffic safety emphasis areas. A comprehensive traffic records program is necessary for proper implementation and performance monitoring of all highway safety countermeasures.

Traffic Records Coordinating Committee

Management of an effective traffic records system requires extensive coordination and cooperation. The State’s Traffic Records Executive Oversight Committee (STREOC) and the Statewide Traffic Records Coordinating Committee (STRCC) are multiagency efforts to facilitate timely sharing of accurate traffic records information and coordinate efforts to integrate and improve traffic safety information systems. The goal of the Statewide Traffic Records System (STRS) Plan is to assist decision-makers in making significant improvements in a minimum amount of time with the greatest level of efficiency. The vision of the STRS is to continuously reduce traffic-related crashes, fatalities, and injuries in New Mexico by facilitating cooperative human and agency resources, increasing technological capacities, and integrating existing data systems.

The current traffic records system is functional, but data are not always complete, consistent, accurate, timely, and accessible, and an injury surveillance system does not yet exist. A 2006 NHTSA Traffic Records Assessment has been used to identify deficiencies in the State’s traffic records systems and prioritize projects designed to address those deficiencies.

Major Initiatives

1. **Electronic data collection** in the field, particularly by law enforcement. This initiative will improve the accuracy, completeness, consistency, and timeliness of traffic citation and crash data.

2. **Electronic transfer** of traffic records data among the user entities.

3. **Extensive data integration and analysis** by a variety of agencies and organizations to ensure traffic records data are used most efficiently and effectively.
11.2 STRATEGIES

STRATEGY TR-1

Strategy: Expand Electronic Data Collection, Storage, and Transmission of Traffic Records Data Utilizing the Traffic and Criminal Software (TraCS)

Objective: Expand and Improve Electronic Data Collection

Description

- Implementation of TraCS will automate the Uniform Traffic Citation, the DWI Citation Package, the Incident/Offense, and Uniform Crash Reports.

Performance Measures

- Proportion of all crashes submitted electronically.
- Length of time from crash to data entry.

Expected Outcome

- Data improvements lead to a heightened ability to correctly identify crash problem locations and contribution factors which leads to more effective strategies, programs, and projects.

Challenges

- Executive, legislative support, internal receiving and processing electronic data, migrating data into a centralized repository for distribution to DOT, Courts, MVD, and DPS, funding, administration changes, recruiting all law enforcement agencies to use TraCS.

Funding Source

- NMDOT TSB.

Lead Agency Contact: NMDOT

Contact: Yolanda Duran
Phone: (505) 827-0427
E-mail: yolanda.duran@state.nm.us

Step 1: Work cooperatively and collaboratively with other traffic record stakeholders to improve New Mexico’s traffic records system and implement the STRS Strategic Plan by:

- Establishing a TraCS Office for the implementation and support of TraCS;
- Continuing to support the TraCS application by providing resources; and
- Providing technical and administrative support for the TraCS Statewide Rollout.

<table>
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<tr>
<th>NMDOT</th>
<th>2012</th>
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The New Mexico Comprehensive Transportation Safety Plan

One State - A World of Road Safety
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<thead>
<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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</thead>
<tbody>
<tr>
<td><strong>Step 2:</strong> Support projects to automate the exchange of traffic and DWI citation information between MVD, the courts, and law enforcement agencies throughout the State.</td>
<td>NMDOT/STREOC/STRCC</td>
<td>2012</td>
</tr>
<tr>
<td><strong>Step 3:</strong> Support projects to automate the exchange of traffic crash report information between law enforcement and NMDOT.</td>
<td>NMDOT/STREOC/STRCC</td>
<td>2012</td>
</tr>
<tr>
<td><strong>Step 4:</strong> Support projects to automate the exchange of traffic records information between law enforcement and their Record Management Systems, as well as local court applications.</td>
<td>NMDOT/STREOC/STRCC</td>
<td>2012</td>
</tr>
</tbody>
</table>
STRATEGY TR-2

Strategy: Establish a Statewide Traffic Records System (STRS) and Office
Objective: Improve the Accuracy, Completeness, and Timeliness of the Traffic Records Data System

**Description**

This strategy is designed to establish a Statewide Traffic Records System (STRS) and Office for the coordination of traffic-related records capture, processing, and dissemination; establish technical and administrative support for the STRS office; maintain the STRS Strategic Plan, including STRS Model development; collect essential data elements on the traffic offender as required by law enforcement, the judiciary, and MVD; and provide continued support for projects to document and initiate data warehouse development for more detailed traffic and DWI citation and crash reporting.

**Performance Measures**

- Proportion of all crashes submitted electronically.
- Length of time from crash to data entry.

**Expected Outcome**

- Improved safety data systems.

**Challenges**

- Executive and legislative support, changes in administration, funding.

**Funding Source**

- NMDOT.

**Lead Agency Contact: NMDOT**

Contact: Yolanda Duran
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<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td>Step 1: Hire STRS Program Manager.</td>
<td>NMDOT</td>
<td>February 2006</td>
</tr>
<tr>
<td>Step 2: Begin development of the STRS DC Project Management Plan (PMP).</td>
<td>NMDOT/STREOC/STRCC</td>
<td>April 2008</td>
</tr>
<tr>
<td>Step 3: Begin development of the STRS Architecture Plan.</td>
<td>NMDOT/STREOC/STRCC</td>
<td>August 2008</td>
</tr>
<tr>
<td>Step 4: Identify additional resources needed for the implementation of the STRS.</td>
<td>NMDOT/STREOC/STRCC</td>
<td>December 2008</td>
</tr>
<tr>
<td>Step 5: Establish and implement a STRS Distribution Center based on the approved Architecture Plan.</td>
<td>NMDOT/STREOC</td>
<td>2012</td>
</tr>
</tbody>
</table>
STRATEGY TR-3

Strategy:  Develop and Maintain a Statewide Ignition Interlock Data Repository
Objective:  Improve the Quality, Accuracy, Integrity, Timeliness, Consistency, and Accessibility of Ignition Interlock Data to State Agencies; Government Entities, and Other Authorized Users to Monitor Compliance and Conduct Evaluations

Description
The Ignition Interlock database, once operational, will provide DWI coordinators, compliance officers, court personnel, probation and parole, and other agencies authorized by the TSB query capabilities of a statewide database. This repository will allow NM to assess the impact of Ignition Interlock use on impaired driving.

Performance Measures
- Number of interlock records captured by the centralized Repository.
- Number of interlock installations in the Repository compared to mandatory court orders.

Expected Outcome
- Improved interlock data collection and electronic distribution to assist with compliance monitoring.

Challenges
- TSB certified manufacture compliance with DOT reporting requirements, DOT IT support and resources available, funding.

Funding Source
- NMDOT.

Lead Agency Contact:  NMDOT

Contact:  Yolanda Duran
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E-mail:  yolanda.duran@state.nm.us

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<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td>Step 1: Develop and maintain a data interface to all approved ignition interlock manufacturers.</td>
<td>NMDOT IT</td>
<td>2007</td>
</tr>
<tr>
<td>Step 2: Pilot test a web application process with one manufacturer submitting regular periodic data.</td>
<td>NMDOT IT</td>
<td>2009</td>
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## STRATEGY TR-3 (continued)

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<th>Action Step</th>
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<th>Timeline/Due Date</th>
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<tr>
<td><strong>Step 3:</strong> Develop a web application to access information about high, initial BAC readings (on initial blow to start the car), rolling retests (results of blows while the car is in operation), and handset disconnect (sign of tampering). Encourage the courts, compliance officers, probation/parole offices, and county DWI coordinators to use the web application.</td>
<td>NMDOT IT</td>
<td>2012</td>
</tr>
<tr>
<td><strong>Step 4:</strong> Expand the data analysis initiative to automate the fiscal management of the Indigent Fund and determination of offender indecency, and convert existing data systems to the DOT IT platform for licensing and certification management.</td>
<td>NMDOT IT</td>
<td>2012</td>
</tr>
</tbody>
</table>
STRATEGY TR-4

Strategy: Develop the Standard Data Elements and Data Exchange Methodology to Support Electronic Data Exchange of Judgment and Sentencing Information within 10 Days of Court Assessment in Accordance with the Law

Objective: Improve the Timeliness of Sharing Judgment and Sentencing Information

Description
Develop and maintain the electronic exchange of judgment and sentencing information (Citation and Abstract) between the Administrative Office of the Courts (AOC) and the Motor Vehicle Division (MVD).

Performance Measures
- Number of days for transferring judgment and sentencing data from AOC to MVD.
- Proportion of citation and abstracts shared electronically between AOC and MVD.

Expected Outcome
- Increased likelihood that judicial sentences will be implemented and DMV records will quickly show license status.

Challenges
- The AOC and MVD have placed the project on hold due to the implementation of new case/content management systems. Data exchange methodologies for data moving between AOC and MVD will be developed when these methodologies are agreed upon.

Funding Source
- State and Federal funds.

Lead Agency: NMDOT-STREOC
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E-mail: yolanda.duran@state.nm.us

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<th>Action Step</th>
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<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td>Step 1: Pilot test a process demonstrating the submittal of regular periodic data (citation and DWI abstract information) utilizing STRS methodologies.</td>
<td>STREOC/AOC/MVD</td>
<td>2010</td>
</tr>
<tr>
<td>Step 2: Development of a data interface between the AOC and MVD for the timely exchange of judgment and sentencing information.</td>
<td>AOC/MVD</td>
<td>To be determined based on the outcome of Step 1.</td>
</tr>
<tr>
<td>Step 3: Development of a data interface from the AOC's case management system to the Citation Tracking System maintained by MVD.</td>
<td>AOC and MVD</td>
<td>To be determined based on the outcome of Step 1.</td>
</tr>
</tbody>
</table>
STRATEGY TR-5

Strategy: Develop Standard Data Elements and Data Exchange Methodologies for Traffic and DWI Citation Information Sharing between the Courts and MVD

Objective: Improved Timeliness, Accuracy, and Consistency of Citation Data Exchange

Description

Develop and maintain the electronic exchange of traffic and DWI citation information between Federal, state, and local law enforcement agencies, through the Statewide Traffic Records System, the Administrative Office of the Courts, and the Motor Vehicle Division. The exchange will be twofold:

- Citation data exchange between law enforcement agencies and the courts – electronic exchange of traffic data from the STRS central repository to the courts case management system or a centralized server. The AOC/JID would then distribute traffic data electronically to the courts statewide.
- Citation data exchange between law enforcement agencies and the Motor Vehicle Division – electronic exchange of traffic data from the STRS central repository to the Motor Vehicle Division in the form of a Penalty Assessment.

Performance Measures

- Number of days for transferring citation data from the courts to the MVD.
- Proportion of courts engaged with and using the system.

Expected Outcome

- More timely and accurate citation data exchange between the courts and MVD to meet legislative requirements.

Challenges

- Executive and legislative support, administration changes, funding, interagency collaboration.

Funding Source

- NMDOT.

Lead Agency: NMDOT

Contact: Yolanda Duran
Phone: (505) 827-0427
E-mail: yolanda.duran@state.nm.us

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<tr>
<th>Action Step</th>
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<tbody>
<tr>
<td><strong>Step 1:</strong> Establish a memorandum of understanding between Law Enforcement, AOC, and MVD for the exchange of traffic and DWI citation information and the development of a STRS Distribution Center.</td>
<td>NMDOT/STREOC</td>
<td>2012</td>
</tr>
<tr>
<td><strong>Step 2:</strong> Develop data interfaces from the Federal, state, and local law enforcement agencies to the STRS central repository.</td>
<td>NMDOT/STREOC</td>
<td>2012</td>
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<tr>
<td>Action Step</td>
<td>Responsible Agency</td>
<td>Timeline/Due Date</td>
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<tr>
<td><strong>Step 3:</strong> Develop data interfaces from the STRS central repository to AOC’s case management system or a centralized server for distribution of citation information to the courts statewide.</td>
<td>NMDOT/STREOC</td>
<td>2012</td>
</tr>
<tr>
<td><strong>Step 4:</strong> Develop data interfaces from the STRS central repository to MVD’s citation tracking systems.</td>
<td>NMDOT/STREOC</td>
<td>2012</td>
</tr>
<tr>
<td><strong>Step 5:</strong> Pilot test the data interfaces from the STRS central repository to AOC’s case management system or a centralized server and the MVD systems.</td>
<td>NMDOT/STREOC</td>
<td>2012</td>
</tr>
</tbody>
</table>
STRAIGHTY TR-6

Strategy: Integrate Traffic Records and Injury Surveillance Data
Objective: Improve Traffic Records Availability, Linkage, and Analysis Capabilities by Linking EMS Data to Other Traffic Records Systems

Description
Evaluate the possibility of integrating traffic record data systems with emergency medical service systems. The evaluation should include, but not limited to, the integration of data systems within the New Mexico State Laboratory, Office of the Medical Investigator, the Vital Records Bureau, Epidemiology, and any other medical service areas with statewide traffic records initiatives. This evaluation also should include the integration of any data systems identified by the Injury Surveillance Alliance or the Health Policy Commission.

Performance Measures
- Number of medical records and systems integrated with the STRS.

Expected Outcome
- Improved analytic capabilities by expanding the crash and injury factors in the data systems.

Challenges
- Funding, interagency coordination, technology.

Funding Source
- Federal and state funding provided through the DOT, TSB, Department of Health, Department of Indian Health Services, and other Federal Programs.

Lead Agency: NMDOT

Contact: Yolanda Duran
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<th>Action Step</th>
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<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td>Step 1: Establish a memorandum of understanding among traffic records entities to establish data collection standards and integration/sharing methodologies.</td>
<td>NMDOT/STREOC</td>
<td>2012</td>
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</table>
### STRATEGY TR-6 (continued)

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<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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</table>
| **Step 2**: Work cooperatively and collaboratively with other traffic record stakeholders to improve New Mexico’s traffic records system and implement the STRS Strategic Plan by:  
- Providing technical and administrative support for the data exchange initiatives; and  
- Continuing to support efforts to collect information electronically and evaluate data sharing possibilities. | NMDOT/STREOC | 2012 |
| **Step 3**: Support projects to automate the exchange of traffic records information between DOH, DIHS, and the Distribution Center to increase the analytical capabilities to identify problem areas and develop program solutions. | NMDOT/STREOC | 2012 |
| **Step 4**: Develop data interfaces for exchange between data integration systems. | NMDOT/STREOC | 2012 |
| **Step 5**: Pilot test the data interfaces for exchange between data integration systems. | NMDOT/STREOC | 2012 |
STRATEGY TR-7

Strategy: Update the NMDOT Crash Fact Book
Objective: Develop a More User-Friendly Safety Book for Access by Safety Professionals and Practitioners that Provides Data in an Organized Presentation and Clearly Highlights New Mexico’s Key Safety Needs and Emphasis Areas

Description
The purpose of this strategy is to update and/or revise the format and content of the “Annual Crash Book,” the traffic crash information report and reformat and updated NMDOT TSB Traffic Safety Facts Information Web Site.

Performance Measures
- Publication of a revised and updated Crash Book and Web Site.

Expected Outcome
- The more people use data to guide their investment decisions, the more effective New Mexico’s countermeasure programs will become. Turning the crash book and the web site into user-friendly formats is expected to increase the ease and amount of data use.

Challenges
- Administration changes, funding.

Funding Source
- TSB/NMDOT.

Lead Agency: NMDOT
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E-mail: yolanda.duran@state.nm.us

Contact: Muffet Foy Cuddy
Phone: (505) 690-0101
E-mail: muffet.cuddy@state.nm.us

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<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td>Step 1: Create a draft revised “Annual Safety Fact Book” to be reviewed by DOT stakeholders and partners.</td>
<td>NMDOT</td>
<td>2011-2012</td>
</tr>
<tr>
<td>Step 2: Work cooperatively and collaboratively with DOT divisions and other interested partners to implement recommendations for updating and revising the “Annual Crash Fact Book.”</td>
<td>NMDOT</td>
<td>2011-2012</td>
</tr>
<tr>
<td>Step 3: Post the revised “Annual Crash Fact Book” and other relevant safety data on the DOT web site.</td>
<td>NMDOT</td>
<td>2012</td>
</tr>
</tbody>
</table>
STRATEGY TR-8

Strategy: Develop Crash System Improvement Projects
Objective: Expand and Improve Electronic Data Collection

**Description**
- Develop crash system improvement projects to address the timeliness, accuracy, completeness, and electronic submittal of crash reports from the field to the DOT.

**Performance Measures**
- Length of time from crash to data entry into a centralized database.
- Percentage of crash reports submitted electronically.
- Number of errors in reported data related to data entry.

**Expected Outcome**
- Data improvements lead to a heightened ability to correctly identify crash problem locations and contributing factors, which leads to more effective strategies, programs, and projects.

**Challenges**
- Migrating data into the NMDOT TIMS and other agency systems, funding, and recruiting all law enforcement agencies to submit crash reports electronically.

**Funding Source**
- NMDOT TSB.

**Lead Agency Contact: NMDOT**
- **Contact:** Jimmy Montoya
- **Phone:** (505) 660-0511
- **E-mail:** santiago.montoya@state.nm.us

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<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
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<tbody>
<tr>
<td>Step 1: Work cooperatively and collaboratively with other traffic record stakeholders to improve New Mexico’s crash reporting system by providing technical and administrative support for the TSB Crash Section.</td>
<td>NMDOT</td>
<td>2012</td>
</tr>
<tr>
<td>Step 2: Support projects to automate the exchange of traffic crash report information between law enforcement and NMDOT to reduce manual data processing and, thereby, increase data accuracy and completeness.</td>
<td>NMDOT</td>
<td>2012</td>
</tr>
<tr>
<td>Step 3: Support the development of a centralized crash database at DOT to exchange crash data with other systems within DOT and other agencies.</td>
<td>NMDOT</td>
<td>2012</td>
</tr>
</tbody>
</table>
STRATEGY TR-9

Strategy: Determine the Feasibility of Implementing Electronic Data Collection and Transmission of Citation, DWI, and Crash Data within Native American Tribes, Pueblos, and Nations

Objective: Improve the Quantity, Quality, and Timeliness of Native American Traffic and DWI Citations, Crash Data Collection, and Exchange Capabilities; Evaluate Systems for the Electronic Collection, Storage, and Transmission of Traffic Records Data

Description
Evaluate the feasibility of automating citation, DWI, and crash information for Native American Tribes and Nations. Work collaboratively with Native American entities to participate in the STRS and explore the possibility of traffic records data sharing.

Performance Measures
- Number of Native American entities participating in the electronic data capture program.
- Timeliness, accuracy, and consistency of Native American data.

Expected Outcome
- Improved Native American data and information collection and transmission of crash, citation, and DWI information.

Challenges
- Addressing Native American sovereignty issues, intergovernmental data exchange agreements, funding, interagency coordination, and collaboration.

Funding Source
- NMDOT and Tribal Governments.

Lead Agency Contact: NMDOT
Contact: Yolanda Duran
Phone: (505) 827-0427
E-mail: yolanda.duran@state.nm.us

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<th>Action Step</th>
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<tbody>
<tr>
<td>Step 1: Establish a memorandum of understanding between Tribal governments and data gathering agencies. <strong>Note:</strong> MOU currently is between TSB and Tesuque Pueblo Government for the implementation of TraCS and data exchange through the STRS DC.</td>
<td>NMDOT/STREOC/ Tribal Governments</td>
<td>2012</td>
</tr>
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<td>Action Step</td>
<td>Responsible Agency</td>
<td>Timeline/Due Date</td>
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</tr>
<tr>
<td><strong>Step 2:</strong> Develop and test pilot data interfaces from the Federal or Tribal law enforcement agencies to the STRS central repository, MVD, Courts, and DOT.</td>
<td>NMDOT/STREOC/Tribal Governments</td>
<td>2012</td>
</tr>
<tr>
<td><strong>Step 3:</strong> Work cooperatively and collaboratively with Native American traffic record stakeholders to improve New Mexico’s traffic records system and implement the STRS Strategic Plan by:</td>
<td>NMDOT/STREOC/Tribal Governments</td>
<td>2012</td>
</tr>
<tr>
<td>• Providing technical and administrative support for the STRS; and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Continuing to support efforts to collect information electronically and evaluate data sharing possibilities with Native American entities.</td>
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</tr>
<tr>
<td><strong>Step 4:</strong> Support projects to automate the exchange of traffic, DWI, and crash report information between traffic records entities and Native American entities to reduce manual data processing and increase data accuracy and completeness.</td>
<td>NMDOT/STREOC/Tribal Governments</td>
<td>2012</td>
</tr>
<tr>
<td><strong>Step 5:</strong> Explore the feasibility of adding more Native American law enforcement agencies to the TraCS Statewide Rollout.</td>
<td>NMDOT/STREOC/ Tribal Governments</td>
<td>2012</td>
</tr>
</tbody>
</table>
STRATEGY TR-10

Strategy: Develop and Maintain a Statewide Law Enforcement Reporting Database for the NM Comprehensive Impaired Driving Program (CDIP)

Objective: Improve the Quality, Accuracy, Integrity, Timeliness, Consistency, and Accessibility of Enhanced Law Enforcement Activities Conducted under NM’s Comprehensive Impaired Driving Program

Description

The Enhanced Law Enforcement Reporting database allows participants of the Six-County DWI Project to report their activities conducted under the Comprehensive Impaired Driving Program.

Performance Measures

- Number of enhanced law enforcement activity records captured by the centralized Repository.
- Six-County DWI participants compliance for submitting required information to the Repository.

Expected Outcome

- Improved law enforcement activity data collection.

Challenges

- Participant compliance with DOT reporting requirements, DOT IT support and resources available, funding.

Funding Source

- NMDOT.

Lead Agency Contact: NMDOT

Contact: Yolanda Duran
Phone: (505) 827-0427
E-mail: yolanda.duran@state.nm.us

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<th>Action Step</th>
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</thead>
<tbody>
<tr>
<td>Step 1: Develop and maintain a data interface to a centralized database for the Six-County DWI participants to meet reporting requirements.</td>
<td>NMDOT TSB</td>
<td>2006</td>
</tr>
<tr>
<td>Step 2: Pilot test the data interface and move into production for monthly reporting.</td>
<td>NMDOT TSB</td>
<td>2006</td>
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### STRATEGY TR-10 (continued)

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<th>Action Step</th>
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<tbody>
<tr>
<td><strong>Step 3:</strong> Develop a new application version to allow access via a web application. Develop the web application to evaluate the feasibility of incorporating other law enforcement, program, and financial electronic reporting to the DOT TSB.</td>
<td>NMDOT TSB</td>
<td>2008</td>
</tr>
<tr>
<td><strong>Step 4:</strong> Expand and support the web-enabled reporting application that allows law enforcement to submit aggregated data on their enhanced law enforcement activities, such as checkpoints, saturation patrols, high-visibility media campaigns, and preventive initiatives.</td>
<td>NMDOT TSB</td>
<td>2012</td>
</tr>
</tbody>
</table>
12.0 Young Driver Crashes

12.1 INTRODUCTION TO EMPHASIS AREA

Motor vehicle crashes are the leading cause of death for teenagers in the United States. In comparison with adult drivers, young drivers are substantially overinvolved in traffic fatalities. Figure 12.1 shows licensed drivers age 15 to 24 comprise approximately 13 percent of all licensed drivers in New Mexico; however, nearly a quarter of fatal crashes involve these young drivers.

Figure 12.1 Young Drivers as Percent of Licensed Drivers and Involvement in Fatal Crashes
2004 to 2009

Figure 12.2 shows New Mexico’s roadways averaged 122 young drivers (age 15 to 24) involved in fatal crashes annually from 2004 to 2009.
12.2 PERFORMANCE GOAL

The overall goal for the Young Driver Crashes emphasis area team is to reduce the number of drivers age 15 to 24 involved in fatal crashes 50 percent by 2030. The baseline for this performance goal is the five-year average (2004 to 2008) which was 140 fatalities. Benchmarks to achieve this goal as well as the number of fatalities in 2009 are illustrated in Figure 12.3.

Figure 12.3 shows the number of young drivers involved in fatal crashes in 2009 met and exceeded the benchmark.
12.3 STRATEGIES

STRATEGY YD-1

Strategy: Provide Education on the Dangers of Underage Drinking, Especially Early Onset Drinking to Communities, Middle or High School Students, and Parents

Objective: Prevent Underage Drinking by Educating Youth and Parents on the Dangers of Drinking Alcohol

Description
Research shows young people take their first drink of alcohol as young as 12 years old. It is important to have some type of education and awareness in the middle and high schools across New Mexico. TSB and partners will develop a plan of action to get education and accountability in the school system and to parents.

Performance Measures
- Survey data on the onset and extent of underage drinking.
- Number of participants and courses taught.
STRATEGY YD-1 (continued)

Expected Outcome

- Increased public awareness about the dangers of underage drinking and risky driving behaviors.

Challenges

- Achieving proper awareness in all students will be challenging.

Funding Source

- Designated state funding.

Lead Agency: DOT Traffic Safety Bureau

Contact: Glenn Wieringa, Underage Drinking Prevention Coordinator
Phone: (505) 827-1568
E-mail: glenn.wieringa@state.nm.us

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<tr>
<th>Action Step</th>
<th>Responsible Agency</th>
<th>Timeline/Due Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Step 1: Using the RFP process, develop and implement a plan of best practices for an underage drinking prevention education program with training materials for parents and other stakeholders.</td>
<td>NMDOT TSB</td>
<td>2010</td>
</tr>
<tr>
<td>Step 2: Select a contractor, develop the program, and present it in middle and high schools.</td>
<td>NMDOT TSB/Contractor</td>
<td>2010</td>
</tr>
</tbody>
</table>
**STRATEGY YD-2**

**Strategy:** Provide Media Literacy Education on the Effects of Alcohol Advertising to Middle and High School Youth and Adult Educators

**Objective:** Prevent Underage Drinking by Educating Youth and Educators to Correctly Interpret Alcohol Advertising

**Description**
Contract with the Media Literacy Project (Dr. Peter DeBenedittis) to provide direct prevention services and training on media literacy to the statewide DWI Coordinators who then will provide media literacy education to youth in their counties to prevent underage drinking and driving.

**Performance Measures**
- Survey data on the onset and extent of underage drinking.
- Number of students taught and courses offered.

**Expected Outcome**
- Young drivers will become more knowledgeable about and aware of the effects of alcohol advertising, which will affect the likelihood of being influenced to drink by advertising.

**Challenges**
- None noted.

**Funding Source**
- State designated funding.

**Lead Agency Contact:** DOT Traffic Safety Bureau

| Contact: | Glenn Wieringa, Underage Drinking Prevention Coordinator |
| Phone: | (505) 827-1568 |
| E-mail: | glenn.wieringa@state.nm.us |

**Action Step** | **Responsible Agency** | **Timeline/Due Date**
--- | --- | ---
Step 1: Develop and implement a contract with the Media Literacy program. | DOT TSB | 2010
Step 2: Develop minigrants with participating CDWI coordinators. | DOT TSB | 2010
Step 3: Provide media literacy training at the local level to students under age of 18. | Contractor/CDWI programs | 2010
STRATEGY YD-3

Strategy: Provide Information on the Importance of Safety Belt Use to Youth in High Schools in the Eight New Mexico Counties with the Highest Rate of Nonuse in the Targeted Age Range of 14 to 20

Objective: Improve Safety Belt Use among Teens in Targeted Counties

Description
New Mexico participated in the NHTSA initiative on Regionwide Teen Seatbelt campaigns in 2009, which emphasized high-visibility enforcement and disseminated messages and materials tailored toward teens and their families regarding the enforcement of seatbelt laws.

Performance Measures
- Number of agencies participating.
- Seatbelt survey results.
- Number of citations issued by age.

Expected Outcome
- Reduction of unbelted fatalities and serious injuries involving teens.

Challenges
- Seatbelt enforcement funding may be limited.

Funding Source
- Federal seatbelt funding; Federal/state funding.

Lead Agency Contact: NMDOT TSB
Contact: David Lapington
Phone: (505) 827-0553
E-mail: david.lapington@state.nm.us

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</tr>
</thead>
<tbody>
<tr>
<td>Step 1: Coordinate with the NHTSA on campaign protocols.</td>
<td>NMDOT TSB</td>
<td>2010</td>
</tr>
<tr>
<td>Step 2: Disseminate teen safety belt messages; through a web site, flyers, and posters. Conduct safety belt enforcement blitzes coordinated with national Click It Or Ticket campaign.</td>
<td>NMDOT TSB</td>
<td>Materials are available one month prior to the campaigns.</td>
</tr>
</tbody>
</table>
NEW MEXICO DEPARTMENT OF TRANSPORTATION
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