Highway Safety Improvement Program

Data Driven Decisions

New Mexico
Highway Safety Improvement Program
2014 Annual Report

Prepared by: NM

Disclaimer

Protection of Data from Discovery & Admission into Evidence

23 U.S.C. 148(h)(4) states "Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data."

23 U.S.C. 409 states "Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data."

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Executive Summary

In February 2014 the New Mexico Department of Transportation, Traffic Technical Support bureau, HSIP unit issued a statewide call for proposed safety project or non-construction safety program applications with documented evidence of safety hazards to justify funding the requested project of program with safety funds. During February 2014 through June 2014 this unit reviewed new proposed safety project applications submitted by the following: Metropolitan Planning Organizations for metropolitan area local governments; regional transportation Planning Organizations for all other local government cities, counties and tribes from non-metropolitan regions; from NMDOT regional design offices; from six NMDOT District Offices, NMDOT Rail and Transit Bureau, from NMDOT ITS Bureau, and from the NMDOT Traffic Records Section. On May 2, 2014 the NM Safety Project Selection Committee met and studied reviews and recommendations concerning the safety project applications. This meeting was the first of a new series of reviews and actions taken regarding proposed safety projects that will be conducted every ninety days. The next such meeting was scheduled for August 1, 2014. The committee selected which applications to approve or reject including direct applications to perform a road safety audit. Projects, programs, or road safety audits that were recommended for approval were forwarded to the FHWA NM Division Office requesting concurrence for federal HSIP funding. For all the projects that received concurrence, they were then programmed in appropriate metropolitan Transportation Improvement Programs and the New Mexico State Transportation Improvement Program (STIP) to begin the HSIP safety project or safety program development and implementation phase.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

Program Structure

Program Administration

How are Highway Safety Improvement Program funds allocated in a State?

☒ Central

☐ District

☐ Other

Describe how local roads are addressed as part of Highway Safety Improvement Program.

Answer:

Local city streets, county roads, and tribal roads are addressed in the same fashion as state highways.

Identify which internal partners are involved with Highway Safety Improvement Program planning.

☒Design

☒Planning

☐Maintenance

☒Operations

☒Governors Highway Safety Office

☒Other: Other-NM DOT, Traffic Technical Support Bureau

Briefly describe coordination with internal partners.

In February 2014 the New Mexico Department of Transportation, Traffic Technical Support bureau, HSIP unit issued a statewide call for proposed safety project or non-construction safety program applications with documented evidence of safety hazards to justify funding the requested project of program with safety funds. During February 2014 through June 2014 this unit reviewed new proposed safety project applications submitted by the following: Metropolitan Planning Organizations for metropolitan area local governments; regional transportation Planning Organizations for all other local government cities, counties and tribes from non-metropolitan regions; from NMDOT regional design offices; from six NMDOT District Offices, NMDOT Rail and Transit Bureau, from NMDOT ITS Bureau, and from the NMDOT Traffic Records Section. On May 2, 2014 the NM Safety Project Selection Committee met and studied reviews and recommendations concerning the safety project applications. This meeting was the first of a new series of reviews and actions taken regarding proposed safety projects that will be conducted every ninety days. The next such meeting was scheduled for August 1, 2014. The committee selected which applications to approve or reject including direct applications to perform a road safety audit. Projects, programs, or road safety audits that were recommended for approval were forwarded to the FHWA NM Division Office requesting concurrence for federal HSIP funding. For all the projects that received concurrence, they were then programmed in appropriate metropolitan Transportation Improvement Programs and the New Mexico State Transportation Improvement Program (STIP) to begin the HSIP safety project or safety program development and implementation phase.

Identify which external partners are involved with Highway Safety Improvement Program planning.

☒Metropolitan Planning Organizations

☒Governors Highway Safety Office

☒Local Government Association

☒Other: Other-NMDOT Traffic Safety Division; Metropolitan Planning Organizations (MPO); Regional Planning Organizations (RPO); Tribal Governments; Municipalities; and Counties.

Identify any program administration practices used to implement the HSIP that have changed since the last reporting period.

☐Multi-disciplinary HSIP steering committee

☒Other: Other-NMDOT General Office began a new procedure to solicit statewdie for proposed conceptual safety projects or programs that would be reviewed and acted on by the NM Safety Project selection Committee every 90 days instead of just once per year.

Describe any other aspects of Highway Safety Improvement Program Administration on which you would like to elaborate.

No further information.

Program Methodology

Select the programs that are administered under the HSIP.

☒Median Barrier	☒Intersection	☐Safe Corridor
☐Horizontal Curve	☒Bicycle Safety	☒Rural State Highways
☐Skid Hazard	☐Crash Data	☐Red Light Running Prevention
☒Roadway Departure	☒Low-Cost Spot Improvements	☐Sign Replacement And

		Improvement
☒ Local Safety	☒ Pedestrian Safety	☐ Right Angle Crash
☐ Left Turn Crash	☐ Shoulder Improvement	☐ Segments
☐ Other:		

Program: **Median Barrier**

Date of Program Methodology: **8/31/2012**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☐ All crashes	☐ Traffic	☒ Median width
☐ Fatal crashes only	☐ Volume	☐ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☐ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

☒ Other-Systemic Improvements based on national research that median barriers can reduce cross median crashes by nearly 100%.

Are local roads (non-state owned and operated) included or addressed in this program?

☐ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ Selection committee

☒ Other-NMDOT State Traffic Engineer approves automatically all reasonable freeway narrow median barrier system proposed safety projects immediately and forwards to FHWA NM Divsion for concurrence.

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical

rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

☒ Relative Weight in Scoring

☐ Rank of Priority Consideration

☐ Ranking based on B/C

☒ Available funding 100

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Other

Program: **Intersection**

Date of Program Methodology: **8/31/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☒ Other-Pedestian Volume and Bicyclist Volume	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

Are local roads (non-state owned and operated) included or addressed in this program?

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ Selection committee

☐ Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

☒ Relative Weight in Scoring

☐ Rank of Priority Consideration

☐ Ranking based on B/C

☒ Available funding 100

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Other

Program: **Bicycle Safety**

Date of Program Methodology: **8/31/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☐ Fatal and serious injury	☐ Population	☐ Functional classification

crashes only

☒Other-Bicyclist involved crashes

☐Lane miles

☒Roadside features

☒Other-Bicyclist volume

☒Other-Current roadway lane width and bicycle lanes and designated bicycle routes

☒Other-Observed Bicyclist traffic from safety studies

What project identification methodology was used for this program?

☒Crash frequency

☐Expected crash frequency with EB adjustment

☐Equivalent property damage only (EPDO Crash frequency)

☐EPDO crash frequency with EB adjustment

☐Relative severity index

☐Crash rate

☐Critical rate

☐Level of service of safety (LOSS)

☐Excess expected crash frequency using SPFs

☐Excess expected crash frequency with the EB adjustment

☐Excess expected crash frequency using method of moments

☐Probability of specific crash types

☐Excess proportions of specific crash types

☐Other

Are local roads (non-state owned and operated) included or addressed in this program?

☒Yes

☐No

If yes, are local road projects identified using the same methodology as state roads?

☒Yes

☐No

How are highway safety improvement projects advanced for implementation?

☐Competitive application process

☒Selection committee

☐Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

☒Relative Weight in Scoring

☐Rank of Priority Consideration

☐Ranking based on B/C

☒Available funding 100

☐Incremental B/C

☐Ranking based on net benefit

☐Other

Program: **Rural State Highways**

Date of Program Methodology: **8/31/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☐ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☒ Other-High Risk Rural Road Network

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

Are local roads (non-state owned and operated) included or addressed in this program?

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ Selection committee

☐ Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

☒ Relative Weight in Scoring

☐ Rank of Priority Consideration

☐ Ranking based on B/C

☒ Available funding 100

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Other

Program: **Roadway Departure**

Date of Program Methodology: **8/31/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☒ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

Are local roads (non-state owned and operated) included or addressed in this program?

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ Selection committee

☐ Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

☒ Relative Weight in Scoring

☐ Rank of Priority Consideration

☐ Ranking based on B/C

☒ Available funding 100

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Other

Program: **Low-Cost Spot Improvements**

Date of Program Methodology: **8/31/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☐ All crashes	☐ Traffic	☐ Median width
☐ Fatal crashes only	☐ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

Are local roads (non-state owned and operated) included or addressed in this program?

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ Selection committee

☐ Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

☒ Relative Weight in Scoring

☐ Rank of Priority Consideration

☐ Ranking based on B/C

☒ Available funding 100

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Other

Program: **Local Safety**

Date of Program Methodology: **8/31/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☐ All crashes	☐ Traffic	☐ Median width
☐ Fatal crashes only	☐ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☐ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

Are local roads (non-state owned and operated) included or addressed in this program?

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ Selection committee

☐ Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

☒ Relative Weight in Scoring

☐ Rank of Priority Consideration

☐ Ranking based on B/C

☒ Available funding 100

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Other

Program: **Pedestrian Safety**

Date of Program Methodology: **8/31/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☐ All crashes	☐ Traffic	☐ Median width
☐ Fatal crashes only	☐ Volume	☐ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☒ Other-Pedestrian involved crashes	☐ Lane miles	☐ Roadside features

☒Other-Pedestrian traffic ☒Other-Observed Pedestrian behavior from safety studies

What project identification methodology was used for this program?

☒Crash frequency

☐Expected crash frequency with EB adjustment

☐Equivalent property damage only (EPDO Crash frequency)

☐EPDO crash frequency with EB adjustment

☐Relative severity index

☐Crash rate

☐Critical rate

☐Level of service of safety (LOSS)

☐Excess expected crash frequency using SPFs

☐Excess expected crash frequency with the EB adjustment

☐Excess expected crash frequency using method of moments

☐Probability of specific crash types

☐Excess proportions of specific crash types

☐Other

Are local roads (non-state owned and operated) included or addressed in this program?

☒Yes

☐No

If yes, are local road projects identified using the same methodology as state roads?

☒Yes

☐No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ Selection committee

☐ Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

☒ Relative Weight in Scoring

☐ Rank of Priority Consideration

☐ Ranking based on B/C

☒ Available funding 100

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Other

What proportion of highway safety improvement program funds address systemic improvements?

30

Highway safety improvment program funds are used to address which of the following systemic improvments?

☒ Cable Median Barriers

☒ Rumble Strips

☐ Traffic Control Device Rehabilitation

☐ Pavement/Shoulder Widening

☒ Install/Improve Signing

☒ Install/Improve Pavement Marking and/or Delineation

☐ Upgrade Guard Rails

☐ Clear Zone Improvements

☐ Safety Edge

☐ Install/Improve Lighting

☒ Add/Upgrade/Modify/Remove Traffic Signal

☒ Other Other-Rumble stripes, pavement markings on top of existing shoulder rumble strips

☒ Other Other-Install improved signs and striping on freeway exit ramps to reduce wrong way travel crashes on freeways

☒ Other Other-Install ITS Type improvements on select regional work trip commuter corridors to reduce secondary crashes

☒ Other Other-Upgrade regular Yellow warning signs, chevrons, and Large Arrow signs on horizontal curves with flourescent yellow signs.

☒ Other Other-30% of programmed HSIP funds in this reporting period address systemic improvements.

What process is used to identify potential countermeasures?

☐ Engineering Study

☒ Road Safety Assessment

☒ Other: Other-Various analyses of the New Mexico surface transportation network are employed, where observations of current transportation operations, including current physical attributes, combined with various types of data including person trips, traffic volume

☒ Other: Other-Resultant analyses may determine such statistics as crash frequency, crash rate or observed hazardous traffic conditions as a result of performance of an engineering safety study or road

safety audit.

Identify any program methodology practices used to implement the HSIP that have changed since the last reporting period.

☐ Highway Safety Manual

☒ Road Safety audits

☒ Systemic Approach

☐ Other:

Describe any other aspects of the Highway Safety Improvement Program methodology on which you would like to elaborate.

No additional information.

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

☐ Calendar Year

☐ State Fiscal Year

☒ Federal Fiscal Year

Enter the programmed and obligated funding for each applicable funding category.

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	19015223	71 %	13501533	66 %
HRRRP (SAFETEA-LU)	0	0 %	0	0 %
HRRR Special Rule				
Penalty Transfer - Section 154	5873407	22 %	5404738	26 %
Penalty Transfer – Section 164				
Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)				
State and Local Funds	1977335	7 %	1502053	7 %

Totals	26865965	100%	20408324	100%

How much funding is programmed to local (non-state owned and maintained) safety projects?

$5,020,614.00

How much funding is obligated to local safety projects?

$3,155,614.00

How much funding is programmed to non-infrastructure safety projects?

$0.00

How much funding is obligated to non-infrastructure safety projects?

$0.00

How much funding was transferred in to the HSIP from other core program areas during the reporting period?

$0.00

How much funding was transferred out of the HSIP to other core program areas during the reporting period?

$0.00

Discuss impediments to obligating Highway Safety Improvement Program funds and plans to overcome this in the future.

The primary impediment to implementing potential safety countermeasure strategies is always the associated cost and available funds. Although they cannot be determined until strategies are proposed, the NMDOT anticipates the following general impediments or difficulties (in addition to cost/ funding impediments) to successfully implementing potential safety strategies:

- Lack of favor or desirability with certain stakeholder groups such as the public or with particular road users' interest groups that could limit or result in non-approval of the implementation of a strategy
- Need for multi-agency coordination and cooperation
- Law enforcement prioritization processes and personnel shortages
- Inability to implement a safety strategy due to environmental impacts
- Incomplete and inaccurate crash reports and traffic volume counts for the off system county roads and tribal roads

Describe any other aspects of the general Highway Safety Improvement Program implementation progress on which you would like to elaborate.

No further information is available about which New Mexico would like to elaborate.

General Listing of Projects

List each highway safety improvement project obligated during the reporting period.

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
Dummy Project	Non-infrastructure Transportation safety planning		1	1	HSIP (Section 148)	Urban Local Road or Street	100	25	City of Municipal Highway Agency	Data	

Progress in Achieving Safety Performance Targets

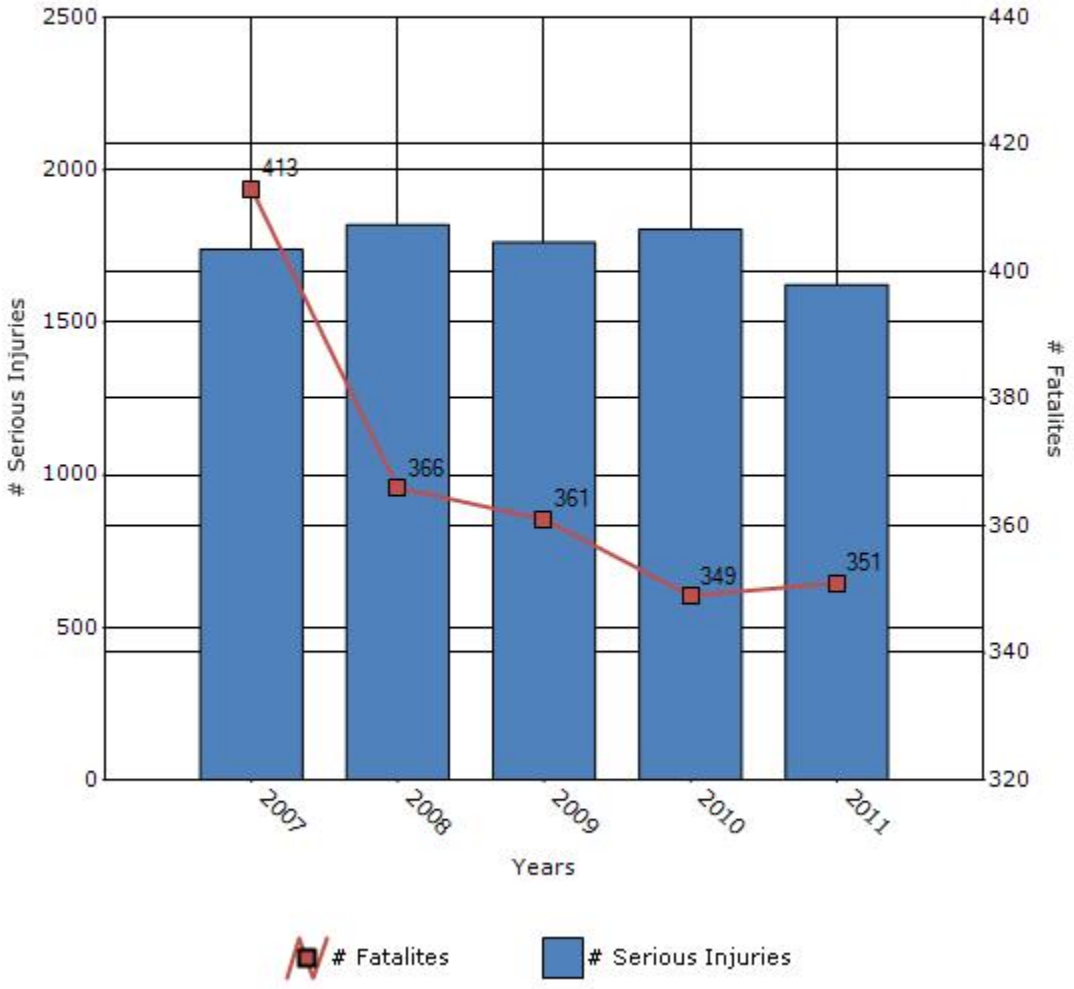
Overview of General Safety Trends

Present data showing the general highway safety trends in the state for the past five years.

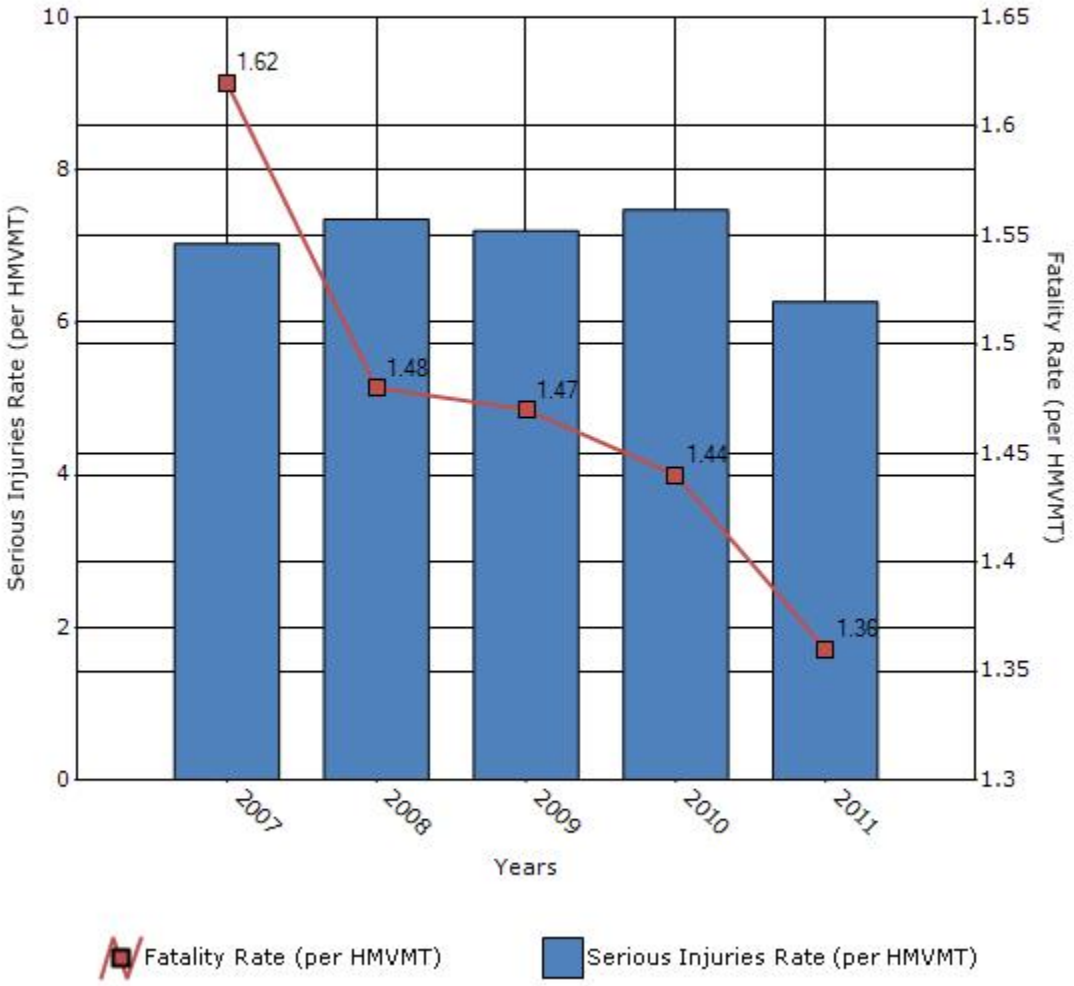
Performance Measures*	2007	2008	2009	2010	2011
Number of fatalities	413	366	361	349	351
Number of serious injuries	1739	1820	1763	1806	1624
Fatality rate (per HMVMT)	1.62	1.48	1.47	1.44	1.36
Serious injury rate (per HMVMT)	7.03	7.35	7.2	7.48	6.27

*Performance measure data is presented using a five-year rolling average.

Number of Fatalities and Serious injuries for the Last Five Years



Rate of Fatalities and Serious injuries for the Last Five Years

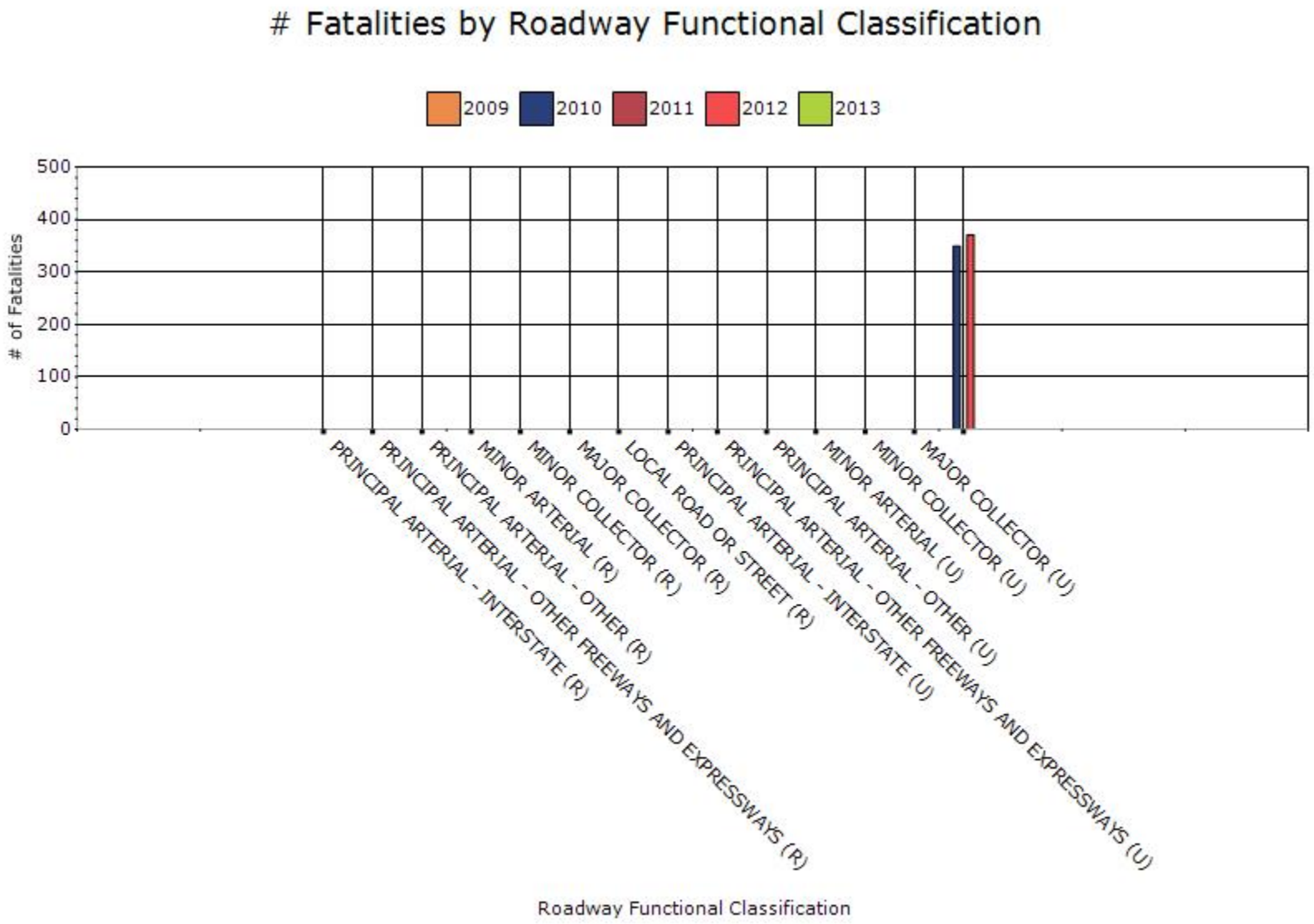


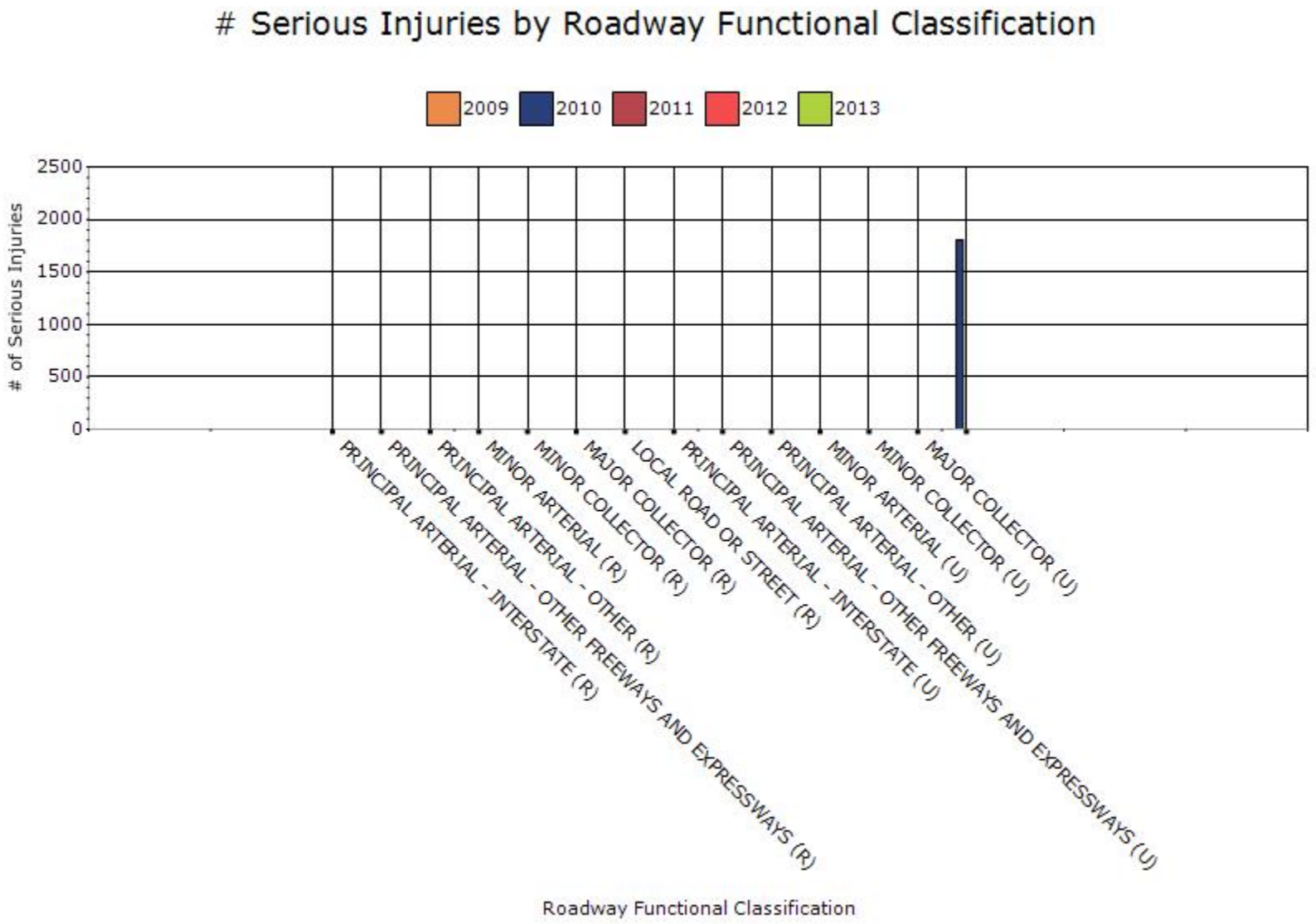
To the maximum extent possible, present performance measure* data by functional classification and ownership.

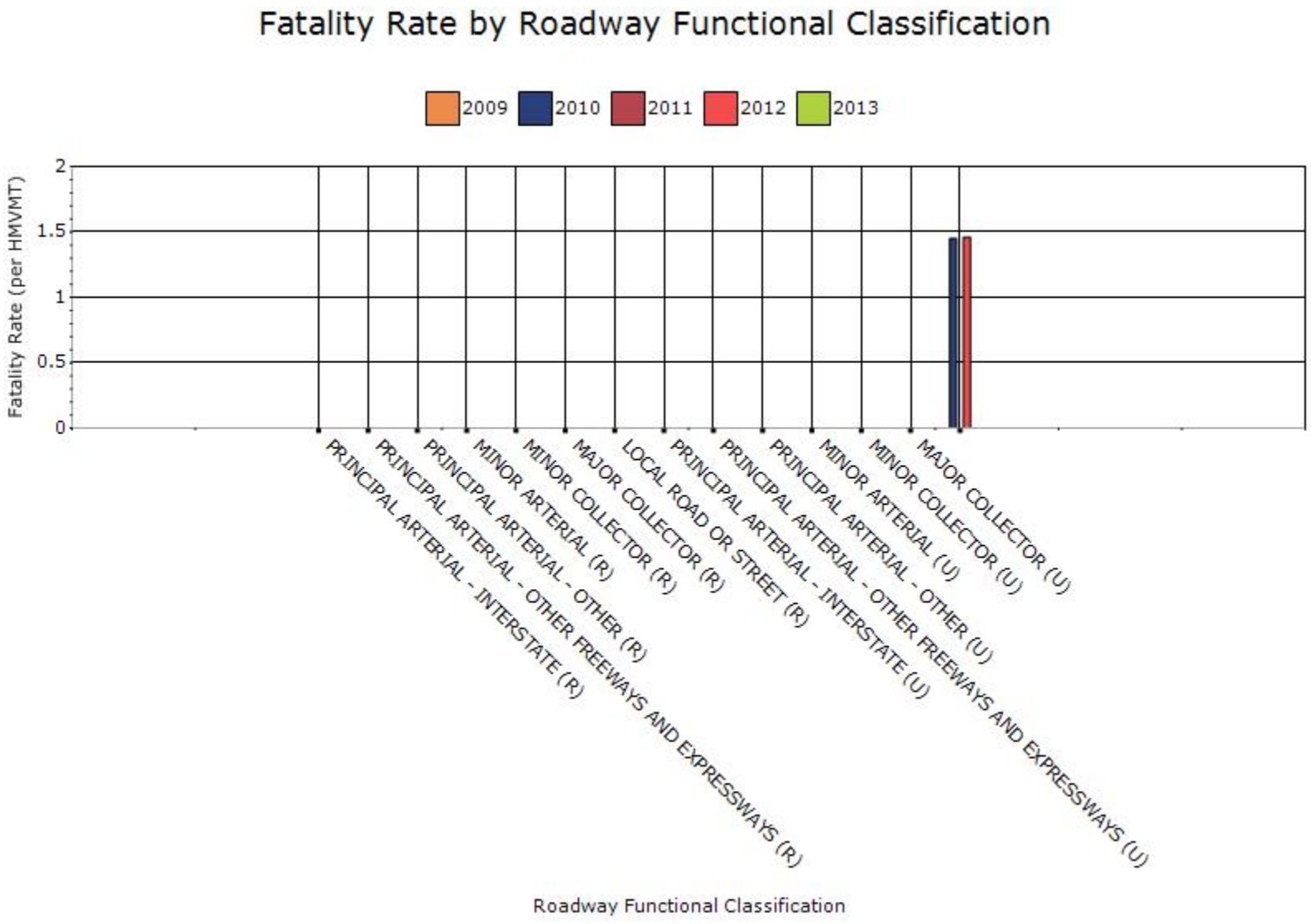
Year - 2012

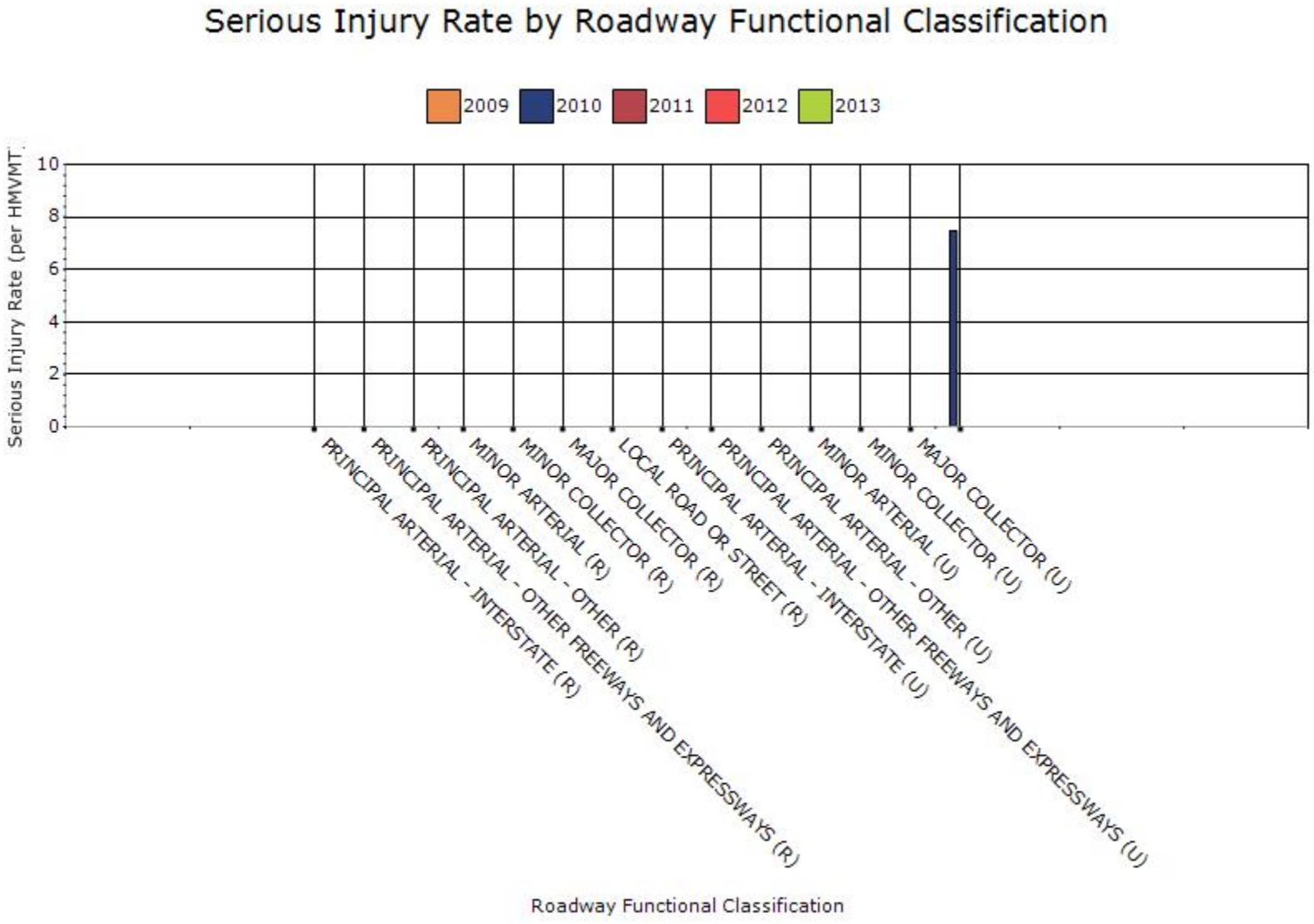
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	0	0	0	0
RURAL MINOR ARTERIAL	0	0	0	0
RURAL MINOR COLLECTOR	0	0	0	0
RURAL MAJOR COLLECTOR	0	0	0	0
RURAL LOCAL ROAD OR STREET	0	0	0	0
URBAN PRINCIPAL	0	0	0	0

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
URBAN PRINCIPAL ARTERIAL - OTHER	0	0	0	0
URBAN MINOR ARTERIAL	0	0	0	0
URBAN MINOR COLLECTOR	0	0	0	0
URBAN MAJOR COLLECTOR	0	0	0	0
ALL FUNCTIONAL CLASSES COMBINED	371	0	1.46	0


Fatalities by Roadway Functional Classification
2009
2010
2011
2012
2013
# of Fatalities
500
400
300
200
100
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

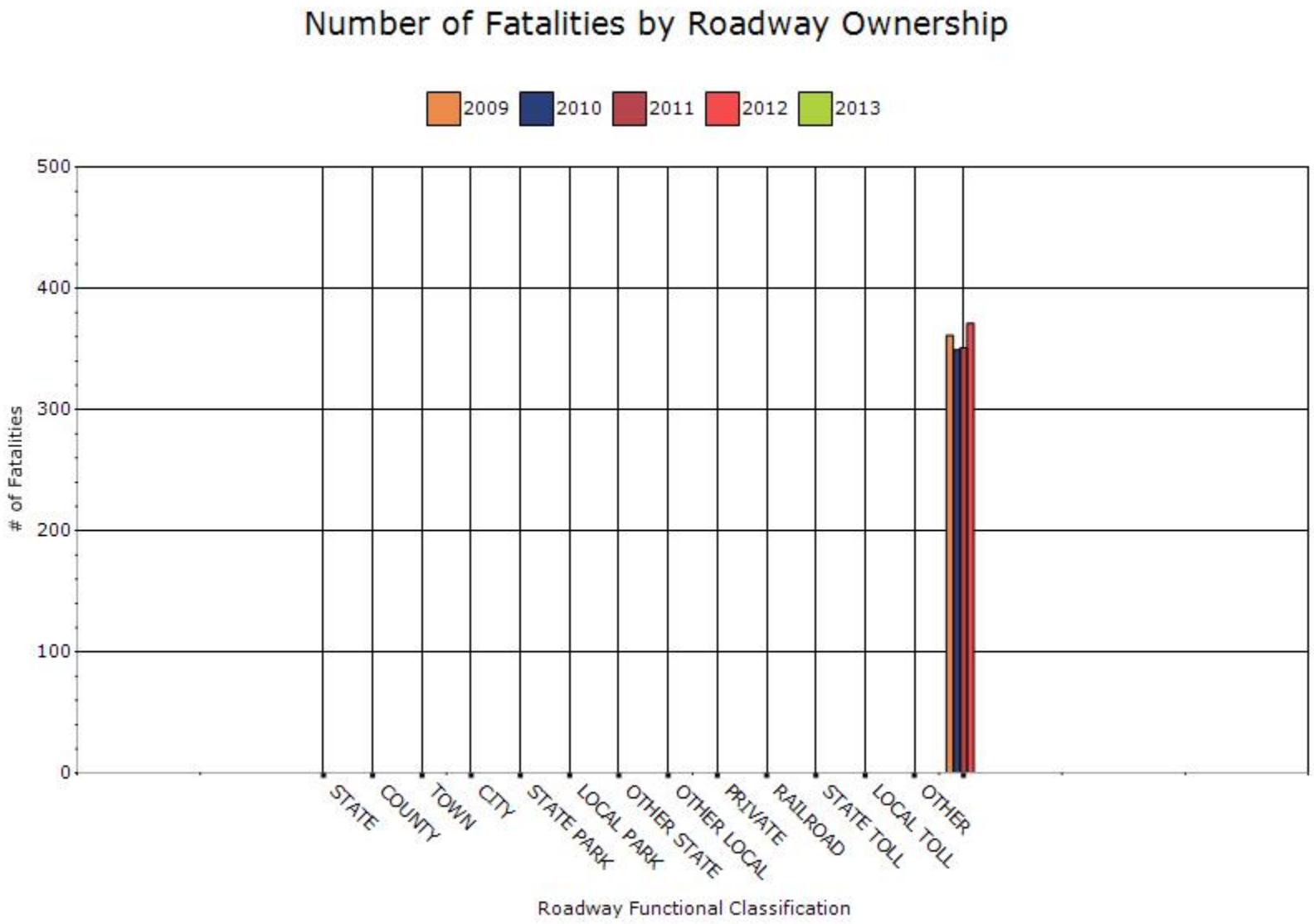

Serious Injuries by Roadway Functional Classification
2009
2010
2011
2012
2013
# of Serious Injuries
2500
2000
1500
1000
500
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

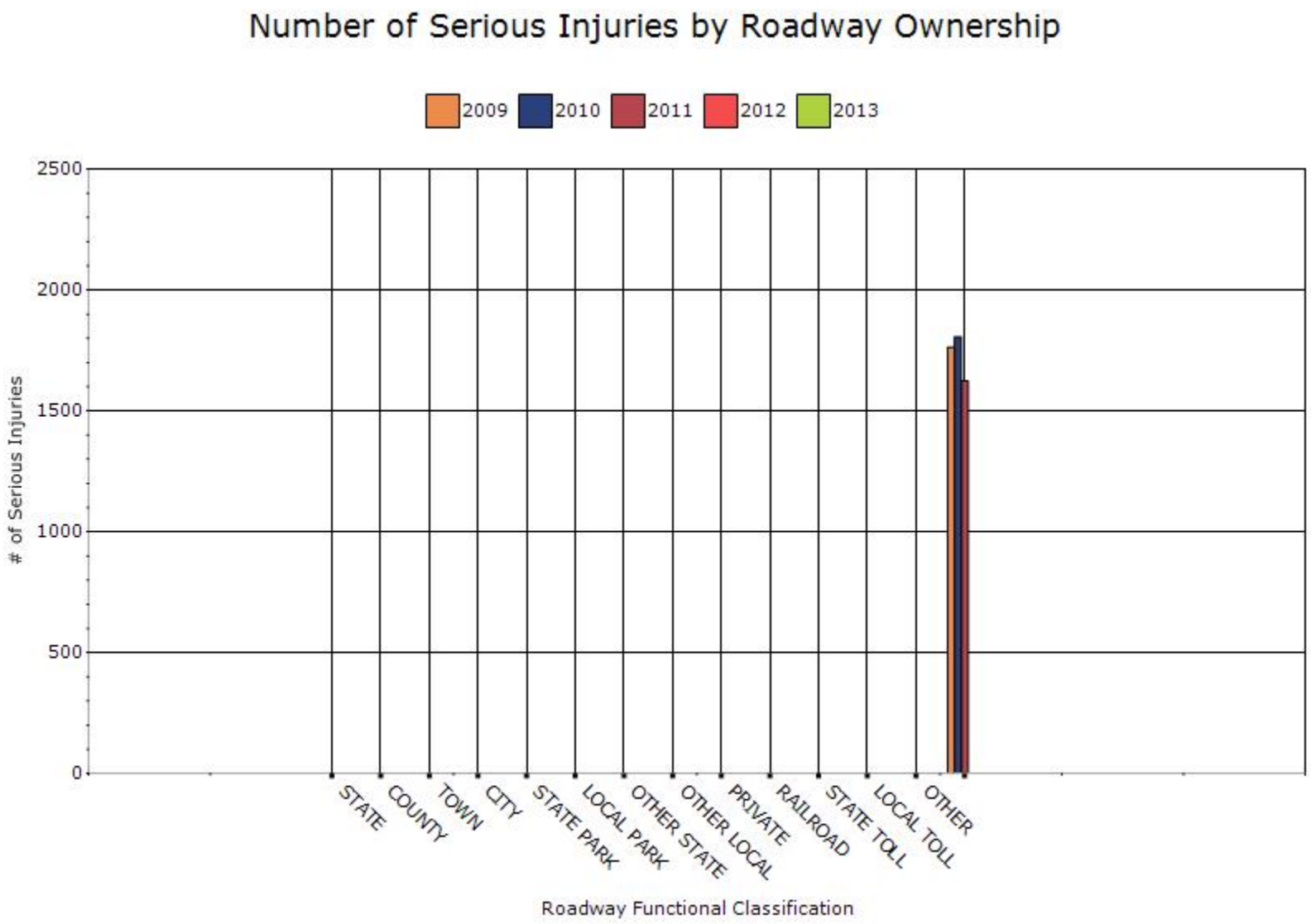

Fatality Rate by Roadway Functional Classification
2009
2010
2011
2012
2013
Fatality Rate (per HMVMT)
2
1.5
1
0.5
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

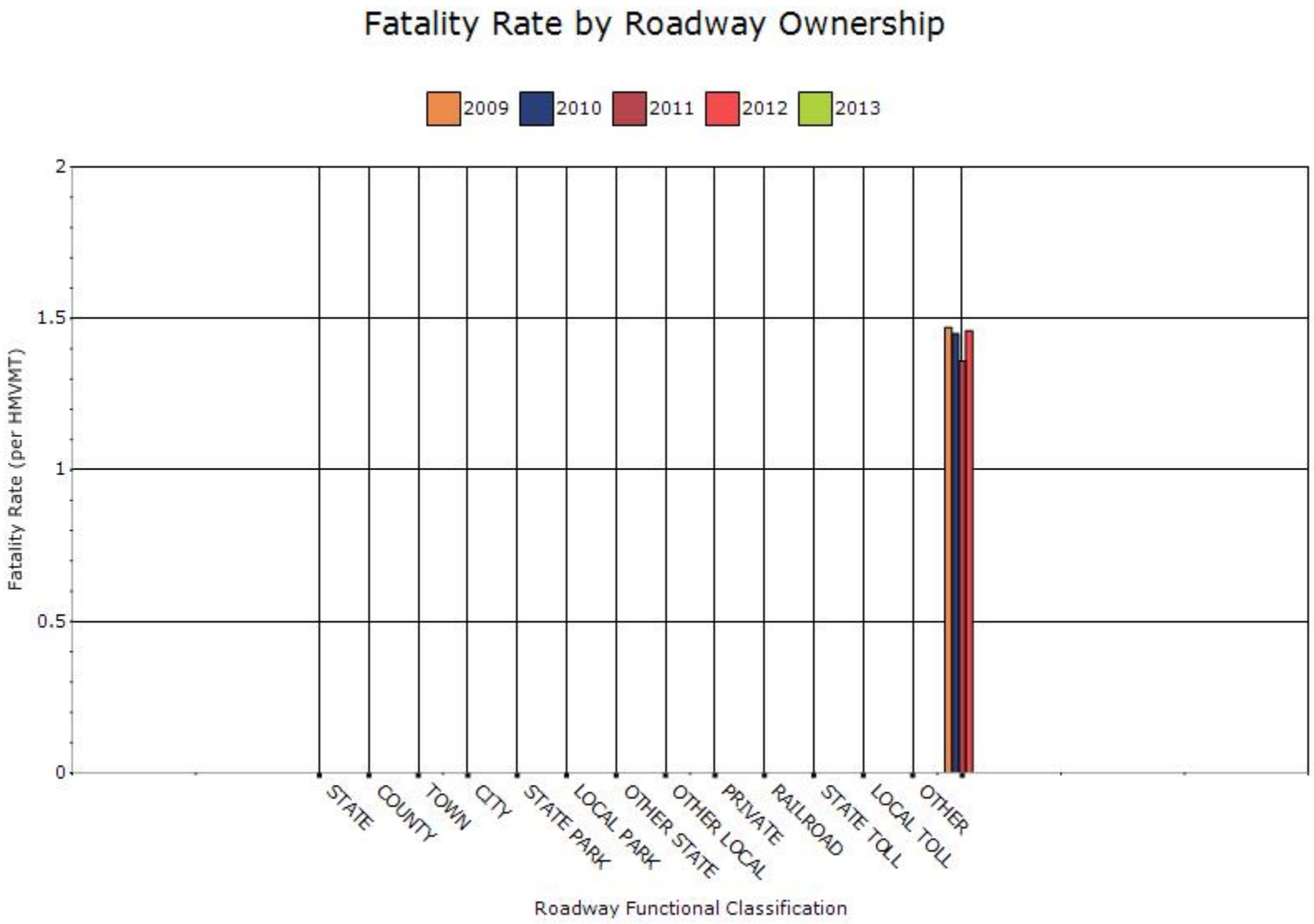

Serious Injury Rate by Roadway Functional Classification
2009
2010
2011
2012
2013
Serious Injury Rate (per HMVMT)
10
8
6
4
2
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

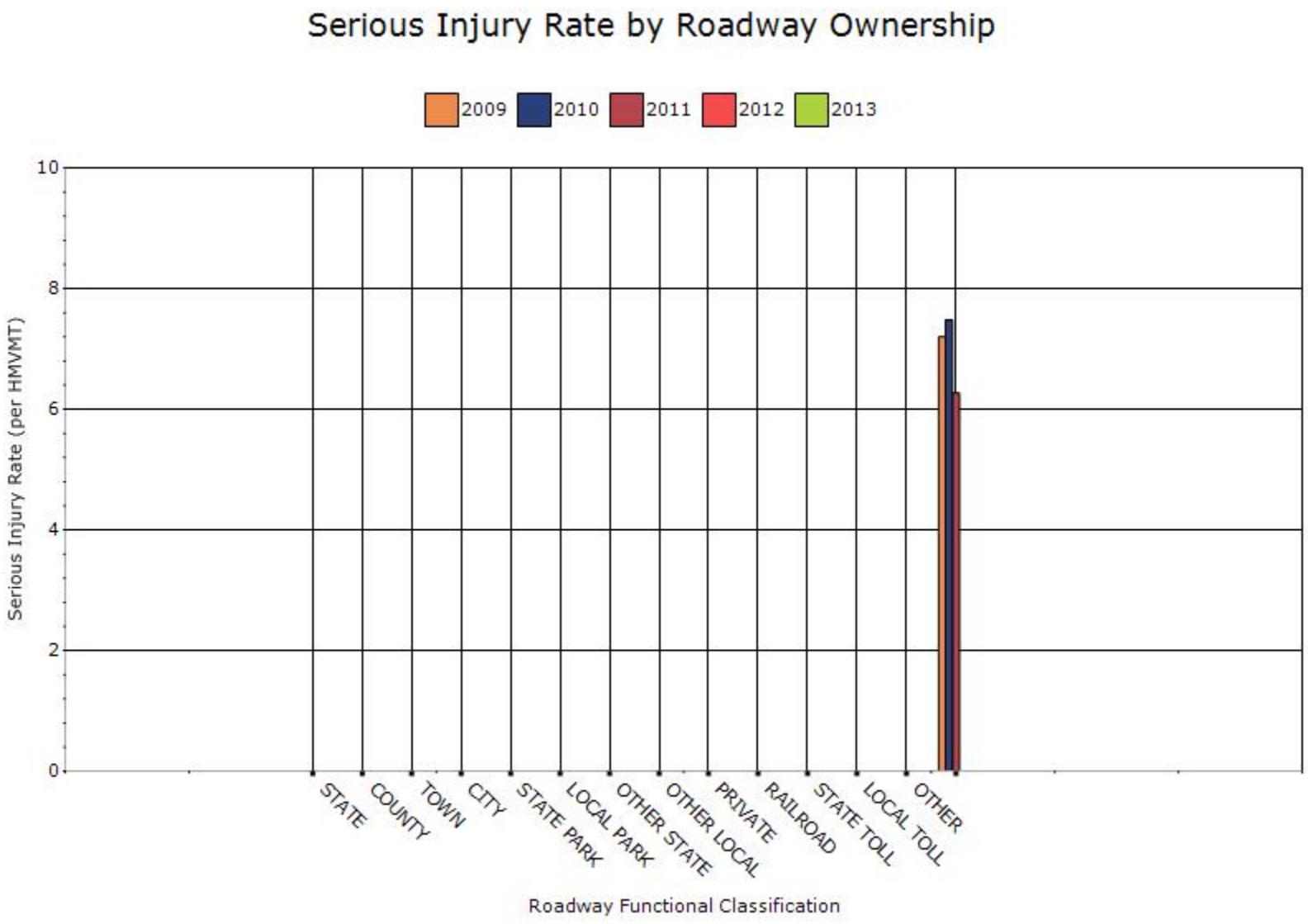
Year - 2012

Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	0	0	0	0
COUNTY HIGHWAY AGENCY	0	0	0	0
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	0	0	0	0
STATE PARK, FOREST, OR RESERVATION AGENCY	0	0	0	0
LOCAL PARK, FOREST OR RESERVATION AGENCY	0	0	0	0
OTHER STATE AGENCY	0	0	0	0
OTHER LOCAL AGENCY	0	0	0	0
PRIVATE (OTHER THAN RAILROAD)	0	0	0	0
RAILROAD	0	0	0	0
STATE TOLL AUTHORITY	0	0	0	0
LOCAL TOLL AUTHORITY	0	0	0	0
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UNIVERSITY)	0	0	0	0
ALL PUBLIC ROADWAYS	371	0	1.46	0


Number of Fatalities by Roadway Ownership
2009
2010
2011
2012
2013
500
400
300
200
100
0
# of Fatalities
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
2009
2010
2011
2012
2013
2500
2000
1500
1000
500
0
# of Serious Injuries
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Fatality Rate by Roadway Ownership
2009
2010
2011
2012
2013
Fatality Rate (per HMVMT)
2
1.5
1
0.5
0
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
2009
2010
2011
2012
2013
Serious Injury Rate (per HMVMT)
10
8
6
4
2
0
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification

Describe any other aspects of the general highway safety trends on which you would like to elaborate.

No further information.

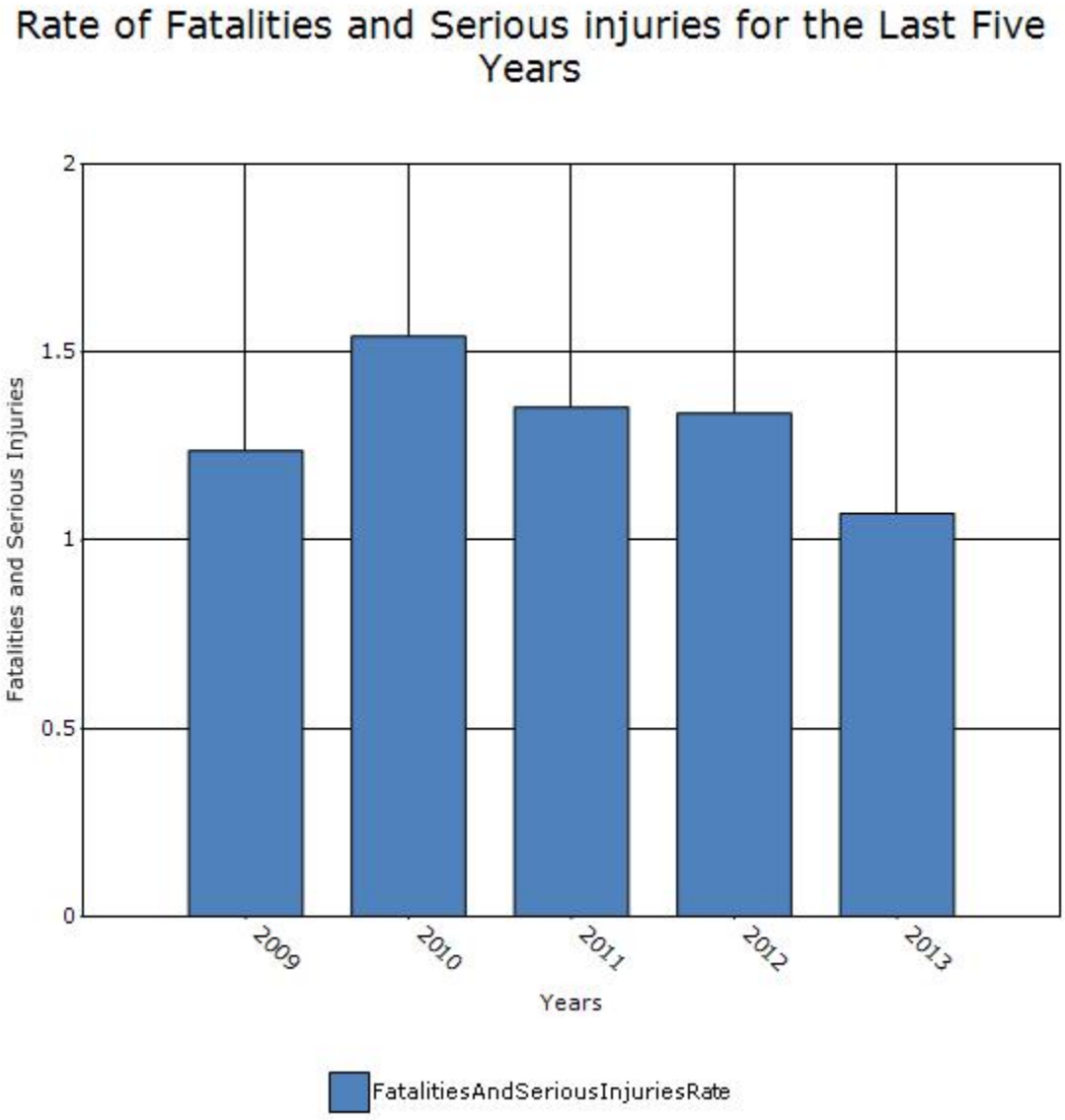
Application of Special Rules

Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65.

Older Driver Performance Measures	**2009**	**2010**	**2011**	**2012**	**2013**
Fatality rate (per capita)	0.24	0.286	0.254	0.222	0.182
Serious injury rate (per capita)	0.992	1.25	1.098	1.114	0.89
Fatality and serious injury rate (per capita)	1.238	1.542	1.354	1.338	1.072

*Performance measure data is presented using a five-year rolling average.

Older Driver Perf. Measures	Year 2006	Year 2007	Year 2008	Year 2009	Year 2010	Year 2011	Year 2012
Fatality Rate Per Capita	0.422764	0.30469	0.20455	0.2803	0.2331	0.2574	0.1418
Class A Inj. Rate Per Capita	1.772358	0.98438	1.12121	1.0909	1.2857	1.0074	1.0638
Fatal + Inj. Rate Per Capita	2.195122	1.28906	1.32576	1.3712	1.5188	1.2647	1.2057
Class K, Fatalities Age 65+	52	39	27	37	31	35	20
Class A, Injuries Age 65+	166	87	121	107	140	102	130
Sum K + A	218	126	148	144	171	137	150
Age 65+ Pop./1000 Pop.=Capita	123	128	132	132	133	136	141
Age 65+ (K+A)/ Capita	0.017847	0.01007	0.01004	0.0104	0.0114	0.0093	0.0086
5-Year Rolling Average					0.012		0.0099



Does the older driver special rule apply to your state?

No

Assessment of the Effectiveness of the Improvements (Program Evaluation)

What indicators of success can you use to demonstrate effectiveness and success in the Highway Safety Improvement Program?

☐ None

☐ Benefit/cost

☐ Policy change

☒ Other: Other-Five-year trend in statewide reduction of number of fataliites and serious injuries.

In New Mexico, as in other states, it is estimated that roadway environment issues that can be mitigated through engineering type countermeasures are the primary contributing factor in only a small percentage (5% to 20%) of typical motor vehicle crashes. Issues of driver, pedestrian, and bicyclist behavior are the primarily contributing factor to 80 - 95 % of all crashes. Consequently, education and enforcement related safety projects and programs have the greatest potential to reduce serious crashes and fatalities in NM, but engineering type safety projects still play a vital role. It is estimated that the combination of engineering type stand-alone safety projects, pavement condition restoration projects, and capacity enhancement projects have contributed 5 -10 % of New Mexico's recent reduction in fatalities.

In terms of site specific effects caused by the implementation of HSIP safety countermeasure projects in New Mexico the evidence is limited. However, two of the HSIP related strategies, reduced crashes by fatigued and distracted drivers and reduced lane departure crashes, appear to be making progress in performance, based on documentation of the growing coverage of New Mexico's rural highway paved shoulders with shoulder rumble strips.

What significant programmatic changes have occurred since the last reporting period?

☐ Shift Focus to Fatalities and Serious Injuries

☐ Include Local Roads in Highway Safety Improvement Program

☒ Organizational Changes

☐ None

☐ Other:

Briefly describe significant program changes that have occurred since the last reporting period.

The planning safety project/ program review phase of the New Mexico Highway Safety Improvement Program (NM HSIP) is now a continuous year-round program with no set deadlines for submitting applications. Every 90 days (or in case of an urgent need for quicker reviews even more frequently) the NM HSIP Safety Project Selection Committee will review and take action on each application that have been received during that time period by the New Mexico Department of Transportation (NMDOT) General Office, Traffic Technical Support Bureau.

Also, the NM HSIP will now accept direct applications for road safety audits under established guidelines using Federal HSIP funds to further study specific roadway locations for significant evidence of traffic hazard exposure that could justify a follow-up application for an appropriate safety countermeasure project or program.

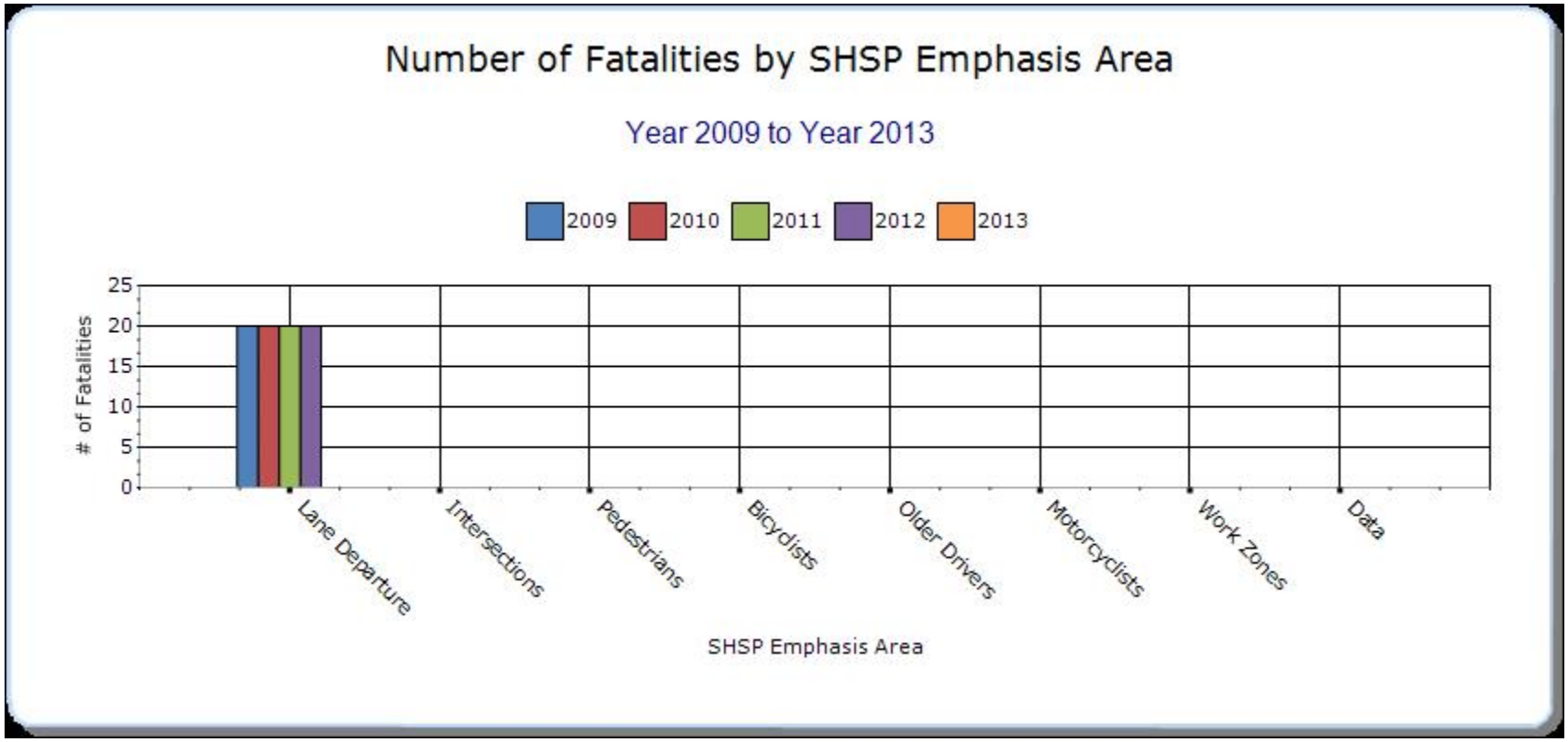
Also, there are new members added to the NM HSIP Safety Project Selection Committee. Rotating every 90 days by a method that each of three groups can choose amongst themselves are the 6-member NMDOT District Traffic Engineers group, the 5-member Metropolitan Plannign Organizations (MPOs) group, and the 9-member Regional Non-metropolitan Transportation Planning Organizations (RTPOs) group. Each group can name one voting representative member to serve on the Committee for the next 90 day period.

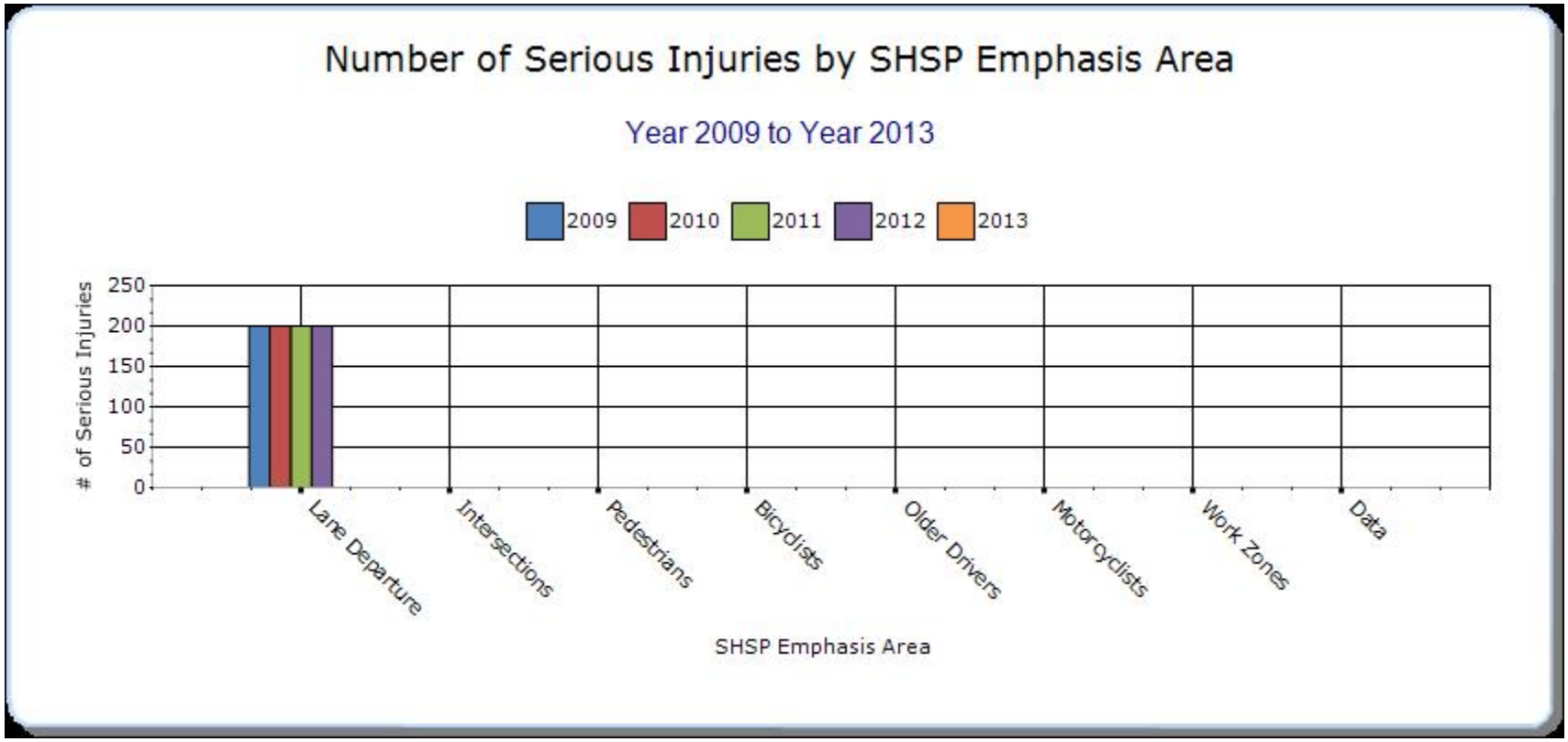
SHSP Emphasis Areas

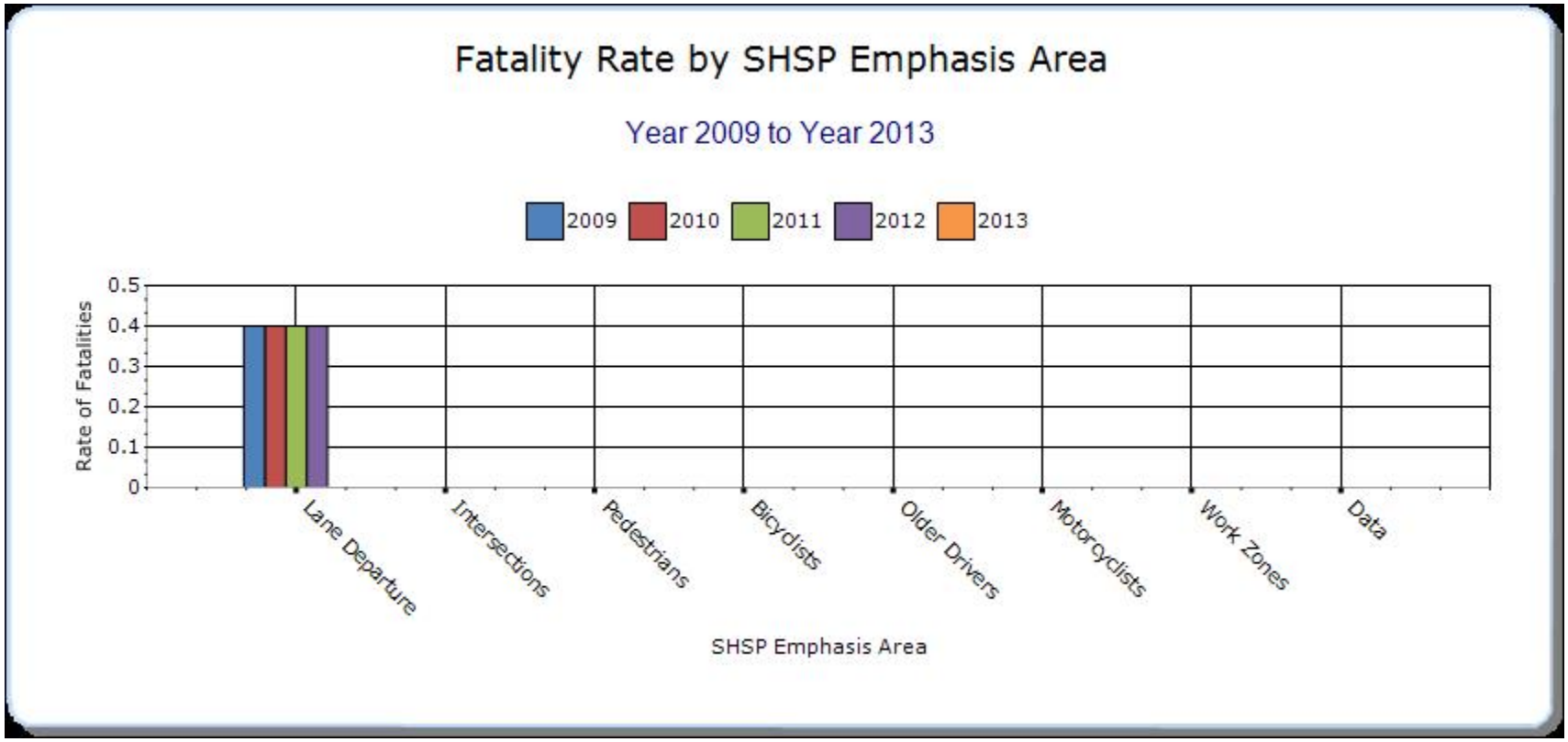
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

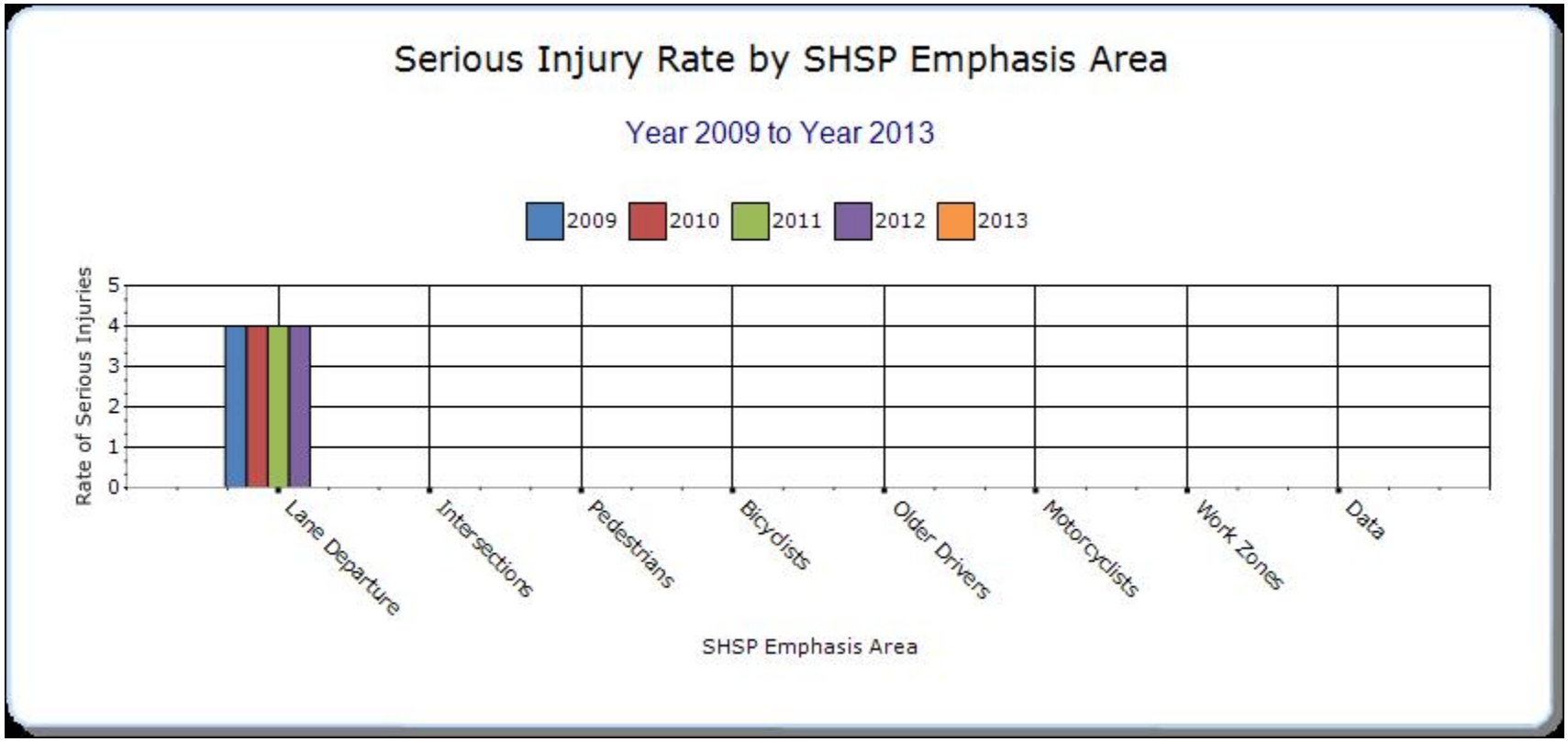
Year - 2009

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Lane Departure		20	200	0.4	4	0	0	0


Number of Fatalities by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Fatalities
25
20
15
10
5
0
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Serious Injuries
250
200
150
100
50
0
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

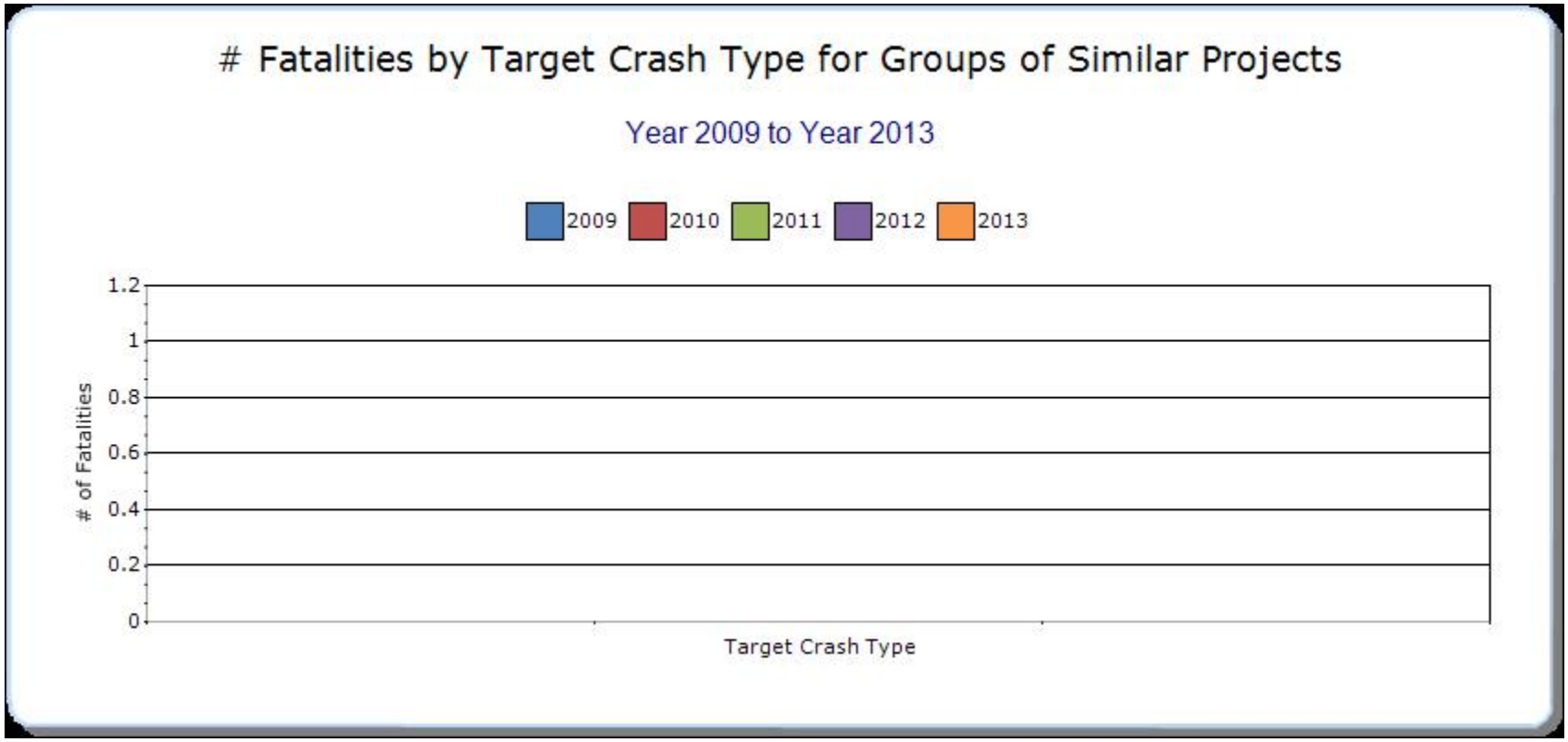

Fatality Rate by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Fatalities
0.5
0.4
0.3
0.2
0.1
0
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

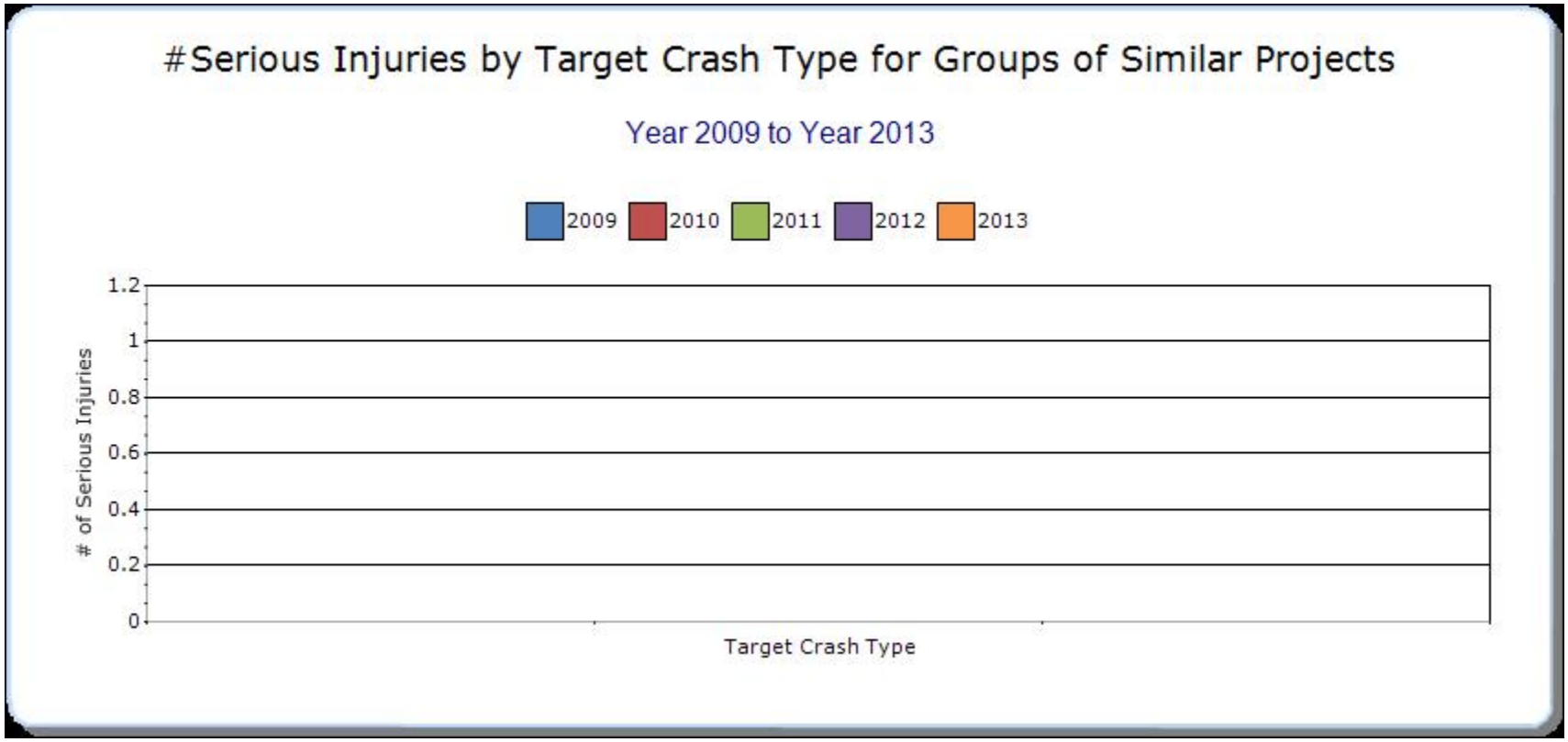

Serious Injury Rate by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Serious Injuries
5
4
3
2
1
0
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

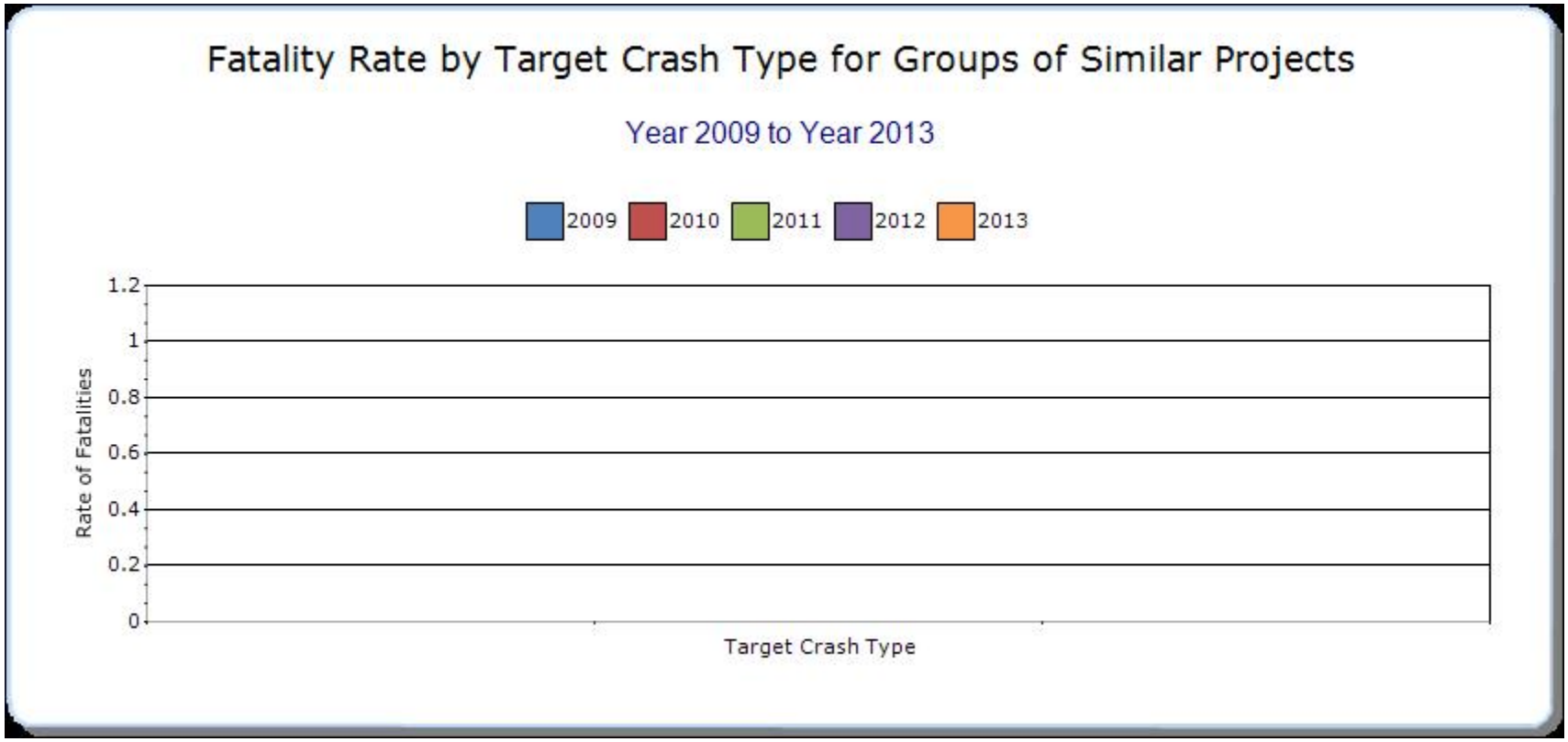
Groups of similar project types

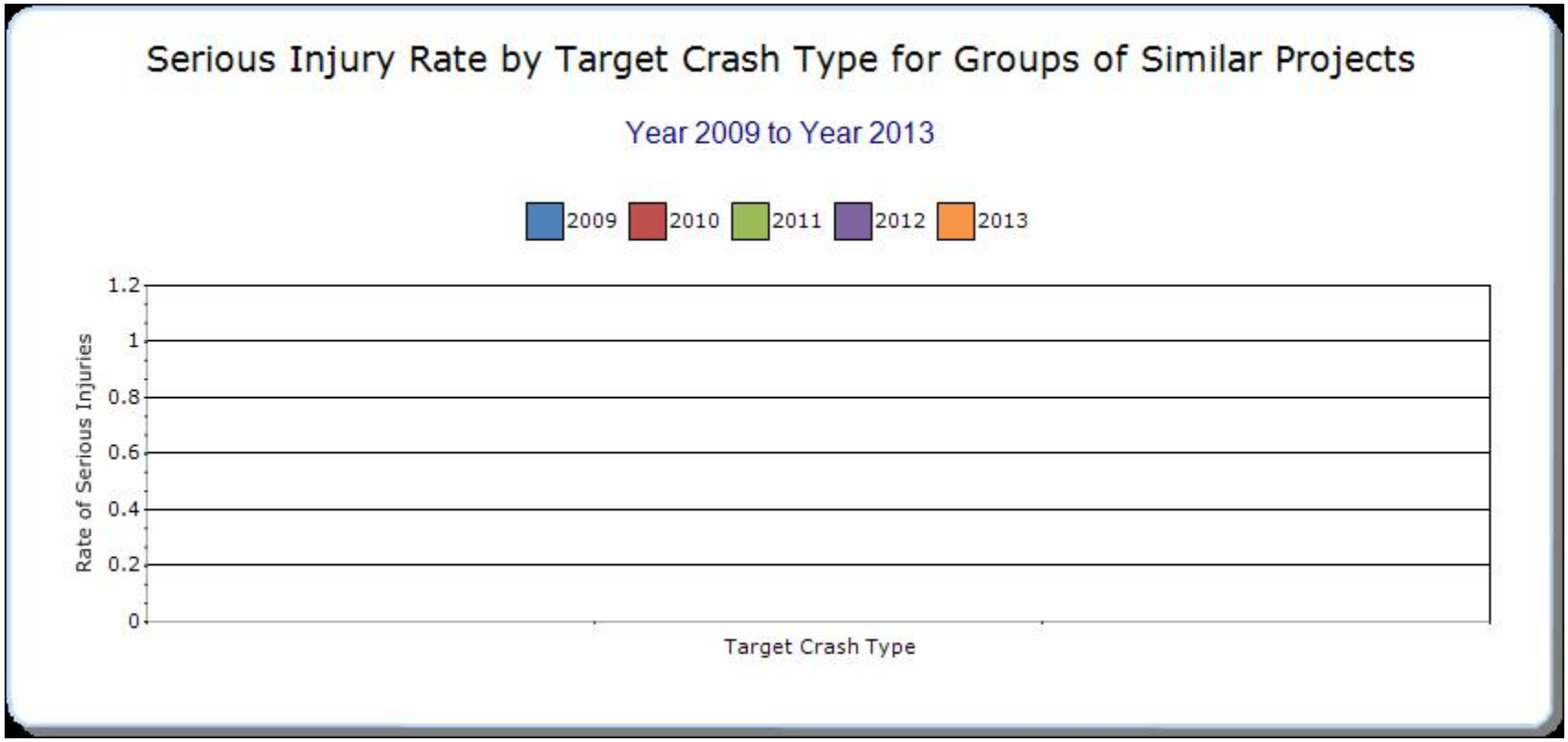
Present the overall effectiveness of groups of similar types of projects.

HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3


Fatalities by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
1.2
1
0.8
0.6
0.4
0.2
0
# of Fatalities
Target Crash Type


#Serious Injuries by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
1.2
1
0.8
0.6
0.4
0.2
0
# of Serious Injuries
Target Crash Type


Fatality Rate by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
1.2
1
0.8
0.6
0.4
0.2
0
Rate of Fatalities
Target Crash Type

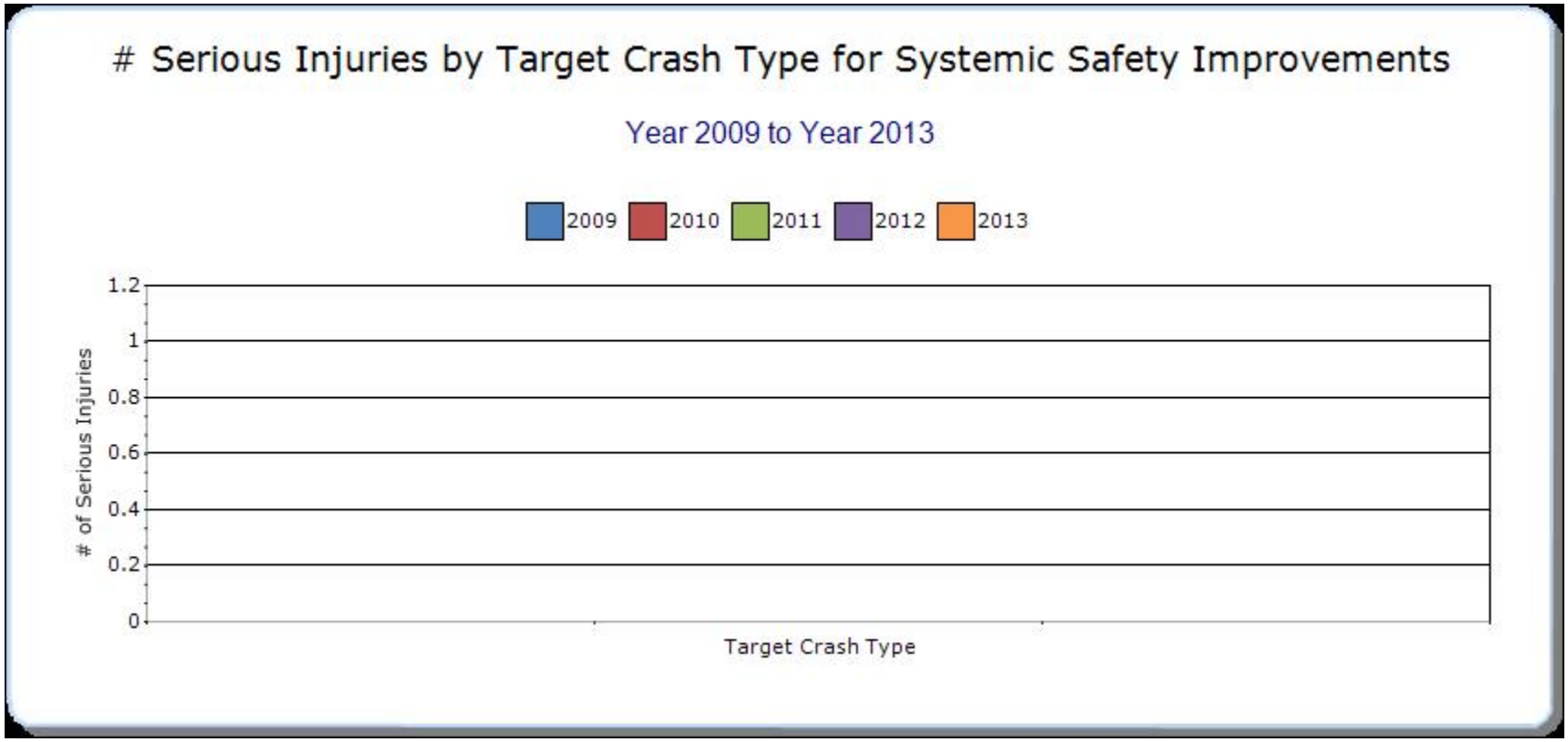

Serious Injury Rate by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
1.2
1
0.8
0.6
0.4
0.2
0
Rate of Serious Injuries
Target Crash Type

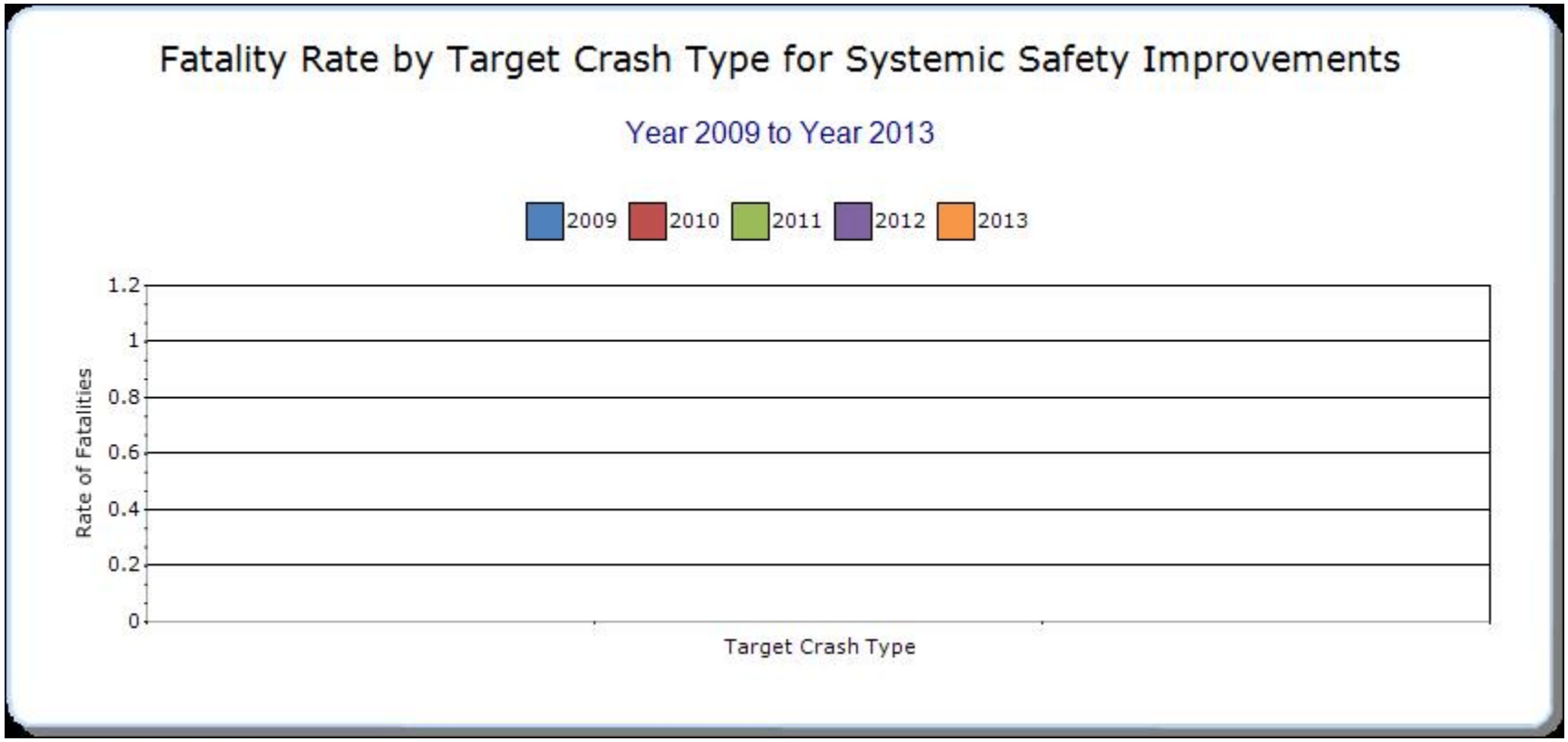
Systemic Treatments

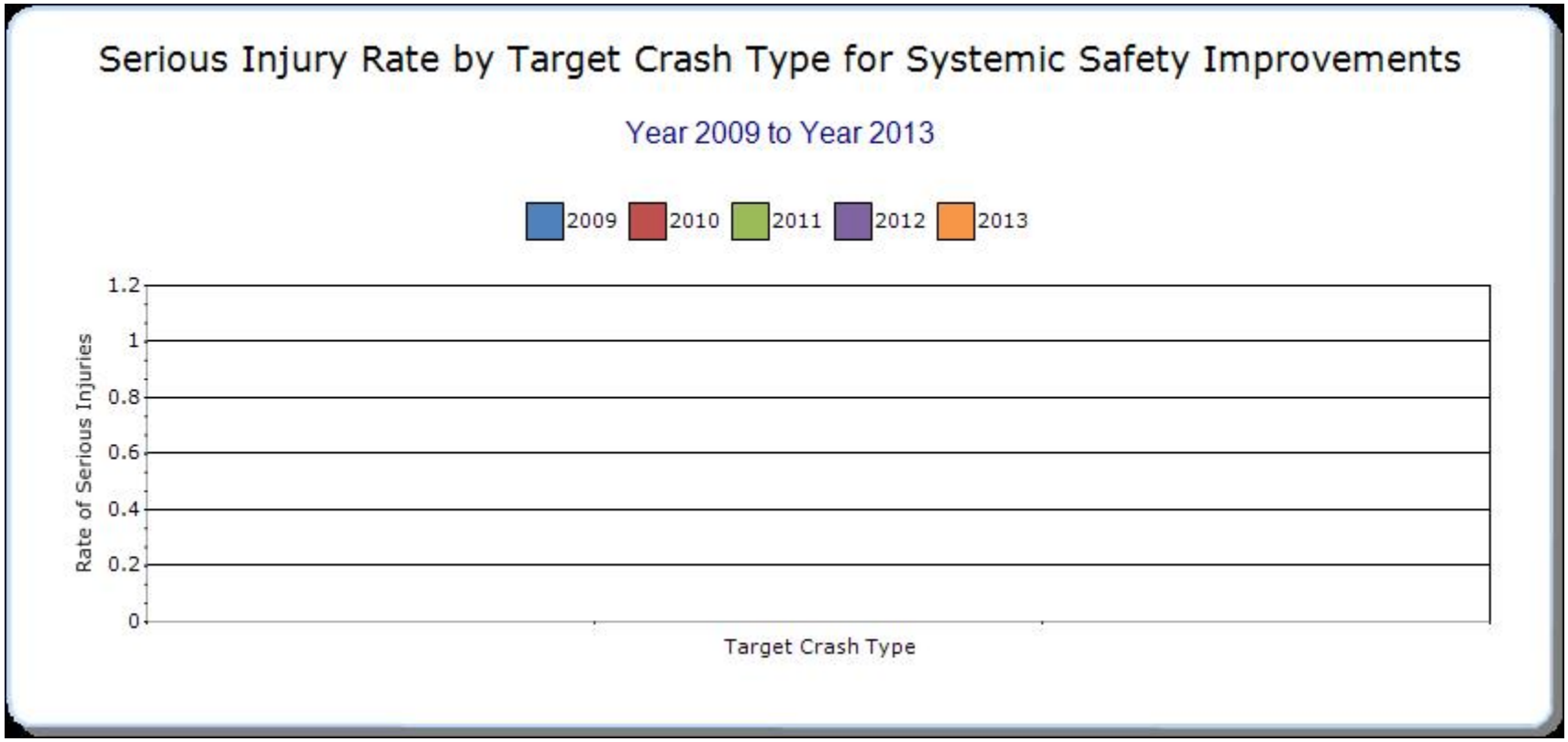
Present the overall effectiveness of systemic treatments.

Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
1.2
1
0.8
0.6
0.4
0.2
0
# of Fatalities
Target Crash Type


Serious Injuries by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
1.2
1
0.8
0.6
0.4
0.2
0
# of Serious Injuries
Target Crash Type


Fatality Rate by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
1.2
1
0.8
0.6
0.4
0.2
0
Rate of Fatalities
Target Crash Type


Serious Injury Rate by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
1.2
1
0.8
0.6
0.4
0.2
0
Rate of Serious Injuries
Target Crash Type

Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate.

No additional information.

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-Other Injury	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-Other Injury	Aft-PDO	Aft-Total	Evaluation Results (Benefit/ Cost Ratio)
Dummy Location	Urban Local Road or Street	Non-infrastructure	Transportation safety planning	0	0	0	0	0	0	0	0	0	0	0.0

Optional Attachments

Sections	Files Attached

Glossary

5 year rolling average means the average of five individual, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT means hundred million vehicle miles traveled.

Non-infrastructure projects are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP) means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systemic safety improvement means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.