

TRAFFIC SAFETY NEWS

NMDOT TRAFFIC SAFETY DIVISION

NEW MEXICO DEPARTMENT OF TRANSPORTATION | MOBILITY FOR EVERYONE |
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**PED
SAFETY
ACTION
PLAN**



NMDOT

NMDOT Adopts Pedestrian Safety Action Plan

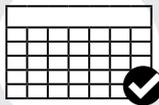
**STOPPED-VEHICLE | CRASHES
RESULT | IN | HUNDREDS | OF
FATALITIES | PER | YEAR**

NHTSA Releases Q1 2021 Fatality
Estimates, New Edition of
'Countermeasures That Work'

endwi NMDOT *'Tis the Season*
to Drive Sober



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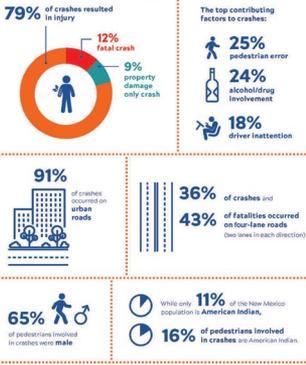


Calendar
of Events



Contact
and Social Media

Key Findings Included:



NMDOT Adopts Pedestrian Safety Action Plan

SANTA FE – The New Mexico Department of Transportation (NMDOT) is pleased to announce the adoption of the New Mexico Pedestrian Safety Action Plan. The plan provides concrete action items for the department and its partners

to focus on over the next five years to reduce the number of pedestrian-involved serious injuries and fatalities in New Mexico.

The action items include infrastructure improvements, informational campaigns and changes to policies and procedures. The NMDOT will begin implementing the plan immediately to address the critical need for pedestrian safety in our state.

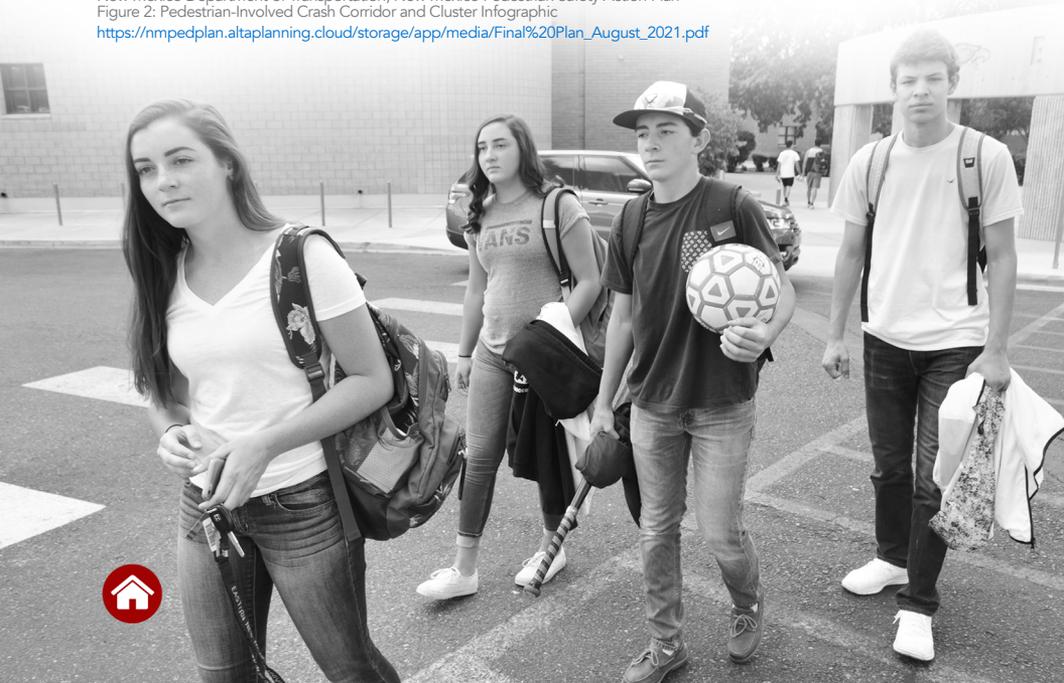
The department developed the plan to address the high rate of pedestrian fatalities in New Mexico. According to the Governors Highway Safety Association, in 2019, 6,301 pedestrians were killed in the United States; 83 of those fatalities occurred in New Mexico, the highest per-capita pedestrian fatality rate in the country. Additionally, another 95 pedestrians were seriously injured in our state, according to NMDOT's crash data.

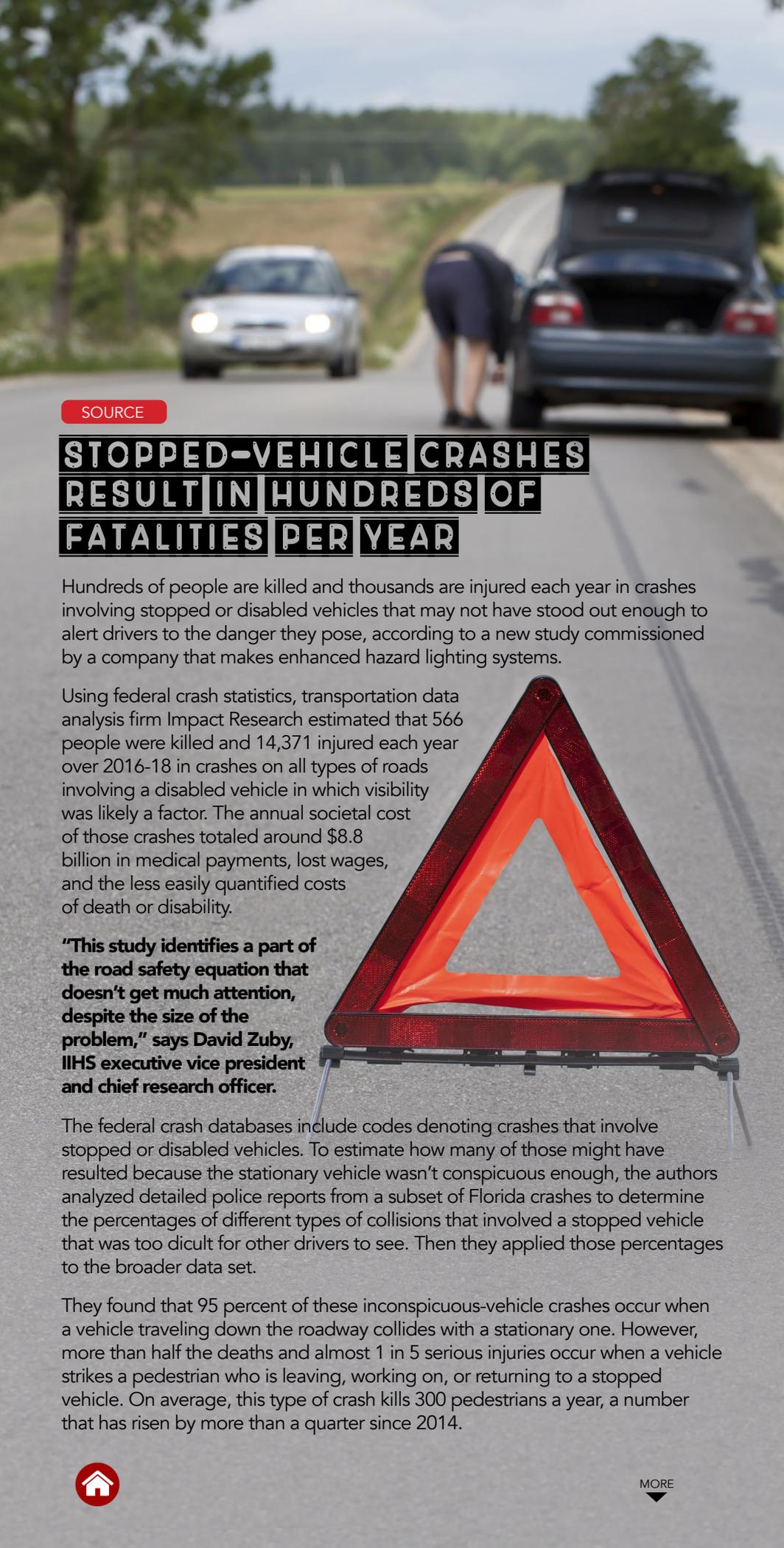
"We must take action, and the department is committed to making pedestrians safer in New Mexico," said Transportation Secretary Mike Sandoval. "Comprehensive pedestrian safety isn't just a governor's priority, it isn't just a NMDOT priority – it's a country, state, county and city priority."

The project team developed the plan using internal, public, and external stakeholder input, as well as national best practices. Critical feedback was collected from the public and stakeholders through a comprehensive survey, an input map, focus groups, virtual meetings, and many thoughtful revisions to the draft plan. The nearly two-year effort resulted in an informed plan with buy-in from the many partners and stakeholders.

The plan and appendices are available for download at www.walksafenewmexico.com. For more information contact Pedestrian Safety Action Plan Manager, Rosa Kozub at rosa.kozub@state.nm.us (505)-231-9869.

New Mexico Department of Transportation, New Mexico Pedestrian Safety Action Plan
Figure 2: Pedestrian-Involved Crash Corridor and Cluster Infographic
https://nmpedplan.altaplanning.cloud/storage/app/media/Final%20Plan_August_2021.pdf





SOURCE

STOPPED-VEHICLE CRASHES RESULT IN HUNDREDS OF FATALITIES PER YEAR

Hundreds of people are killed and thousands are injured each year in crashes involving stopped or disabled vehicles that may not have stood out enough to alert drivers to the danger they pose, according to a new study commissioned by a company that makes enhanced hazard lighting systems.

Using federal crash statistics, transportation data analysis firm Impact Research estimated that 566 people were killed and 14,371 injured each year over 2016-18 in crashes on all types of roads involving a disabled vehicle in which visibility was likely a factor. The annual societal cost of those crashes totaled around \$8.8 billion in medical payments, lost wages, and the less easily quantified costs of death or disability.

“This study identifies a part of the road safety equation that doesn’t get much attention, despite the size of the problem,” says David Zuby, IIHS executive vice president and chief research officer.

The federal crash databases include codes denoting crashes that involve stopped or disabled vehicles. To estimate how many of those might have resulted because the stationary vehicle wasn’t conspicuous enough, the authors analyzed detailed police reports from a subset of Florida crashes to determine the percentages of different types of collisions that involved a stopped vehicle that was too difficult for other drivers to see. Then they applied those percentages to the broader data set.

They found that 95 percent of these inconspicuous-vehicle crashes occur when a vehicle traveling down the roadway collides with a stationary one. However, more than half the deaths and almost 1 in 5 serious injuries occur when a vehicle strikes a pedestrian who is leaving, working on, or returning to a stopped vehicle. On average, this type of crash kills 300 pedestrians a year, a number that has risen by more than a quarter since 2014.



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That increase comes amid a steady rise in pedestrian fatalities, generally. Overall, 6,205 pedestrians were killed on U.S. roads in 2019, up from just 4,109 ten years earlier. An earlier IIHS study found that around 800 pedestrians a year are killed on U.S. interstates and other freeways — about 18 percent of them due to a disabled vehicle.

“These crashes illustrate the potential value of stopped-vehicle-ahead warnings, which are already provided by some navigation apps and could be integrated to work with advanced driver assistance features and more advanced driving automation,” Zuby says. “They’re also a reminder of why we put so much emphasis on good headlights as a vital crash avoidance technology.”

Crashes like these could potentially be eliminated with vehicle-to-vehicle communication, which enables vehicles to wirelessly exchange information about their speed, location, and heading. But long before that technology becomes commonplace, several simpler countermeasures could help, the report suggests.

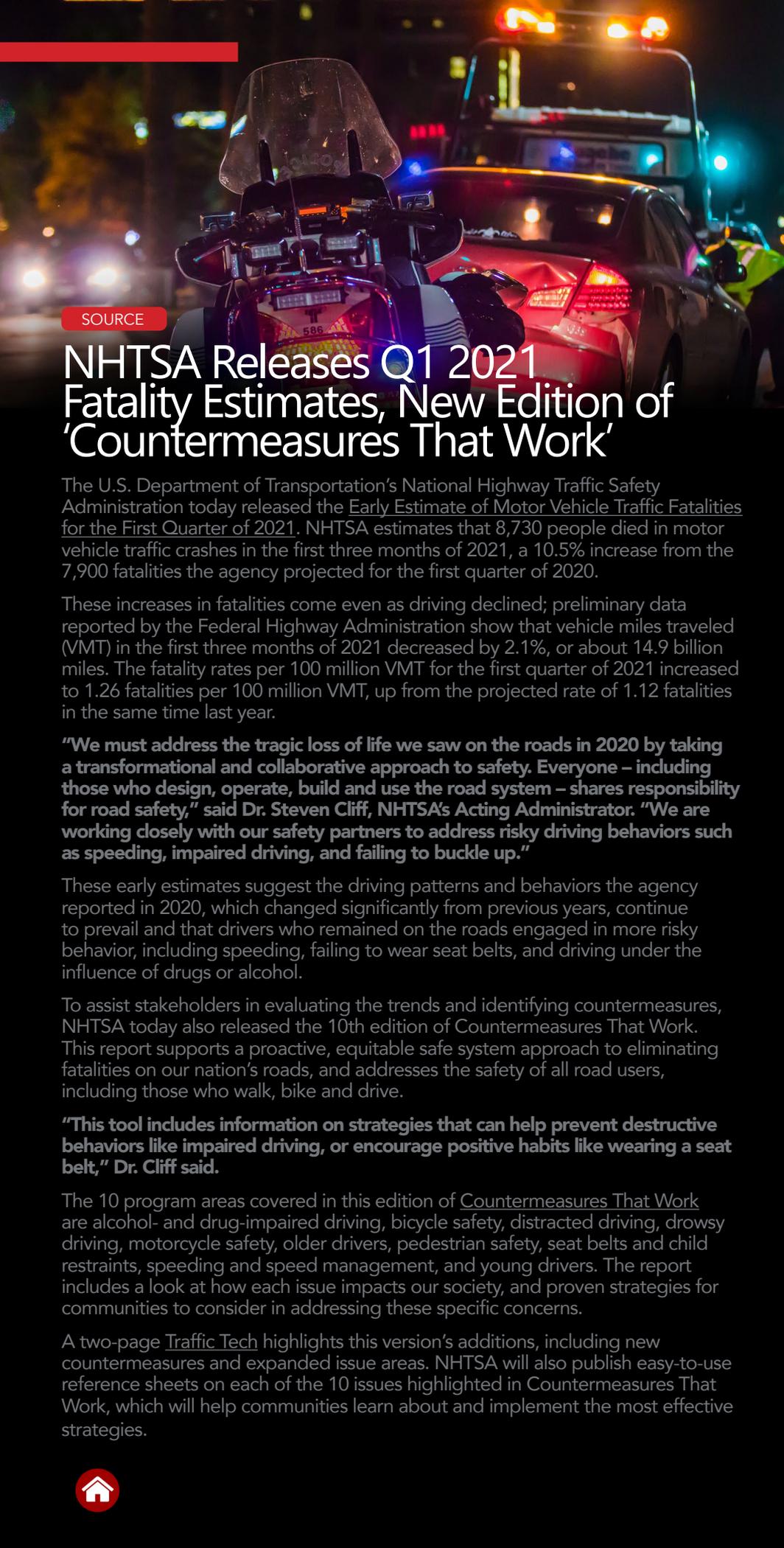
Earlier research indicates that improving hazard lights so they flash brighter and more frequently and are triggered automatically in the event a vehicle is disabled could reduce crashes. Nearly a third of the collisions in that study involved a stationary vehicle that had its hazards on. Emergency Safety Solutions, which commissioned the Impact Research report, makes one such enhanced hazard lighting system.

Adjustments to the “move over” laws that require drivers to change lanes to give police and emergency services vehicles more room to operate could also help, Impact Research concluded. Such laws are now in place in all 50 U.S. states. But first responders continue to be killed and injured in secondary crashes, prompting the U.S. Government Accountability Office to announce in June 2019 that it would conduct a study to review what might be done to make these laws more effective.

Better traffic management practices could also make a difference. Under one such policy, first responders dispatch two vehicles to every highway incident and use one vehicle primarily to shield the personnel working on the disabled vehicle from oncoming traffic, increasing the visibility of the scene with flares, safety cones and flashing lights.

However, more research is needed there, as well. The most recent Federal Highway Administration report on the subject was written in 2010, before many relevant technologies became available, and its authors were unable to identify specific traffic management procedures that were most effective in preventing secondary crashes.





SOURCE

NHTSA Releases Q1 2021 Fatality Estimates, New Edition of 'Countermeasures That Work'

The U.S. Department of Transportation's National Highway Traffic Safety Administration today released the [Early Estimate of Motor Vehicle Traffic Fatalities for the First Quarter of 2021](#). NHTSA estimates that 8,730 people died in motor vehicle traffic crashes in the first three months of 2021, a 10.5% increase from the 7,900 fatalities the agency projected for the first quarter of 2020.

These increases in fatalities come even as driving declined; preliminary data reported by the Federal Highway Administration show that vehicle miles traveled (VMT) in the first three months of 2021 decreased by 2.1%, or about 14.9 billion miles. The fatality rates per 100 million VMT for the first quarter of 2021 increased to 1.26 fatalities per 100 million VMT, up from the projected rate of 1.12 fatalities in the same time last year.

"We must address the tragic loss of life we saw on the roads in 2020 by taking a transformational and collaborative approach to safety. Everyone – including those who design, operate, build and use the road system – shares responsibility for road safety," said Dr. Steven Cliff, NHTSA's Acting Administrator. **"We are working closely with our safety partners to address risky driving behaviors such as speeding, impaired driving, and failing to buckle up."**

These early estimates suggest the driving patterns and behaviors the agency reported in 2020, which changed significantly from previous years, continue to prevail and that drivers who remained on the roads engaged in more risky behavior, including speeding, failing to wear seat belts, and driving under the influence of drugs or alcohol.

To assist stakeholders in evaluating the trends and identifying countermeasures, NHTSA today also released the 10th edition of Countermeasures That Work. This report supports a proactive, equitable safe system approach to eliminating fatalities on our nation's roads, and addresses the safety of all road users, including those who walk, bike and drive.

"This tool includes information on strategies that can help prevent destructive behaviors like impaired driving, or encourage positive habits like wearing a seat belt," Dr. Cliff said.

The 10 program areas covered in this edition of Countermeasures That Work are alcohol- and drug-impaired driving, bicycle safety, distracted driving, drowsy driving, motorcycle safety, older drivers, pedestrian safety, seat belts and child restraints, speeding and speed management, and young drivers. The report includes a look at how each issue impacts our society, and proven strategies for communities to consider in addressing these specific concerns.

A two-page Traffic Tech highlights this version's additions, including new countermeasures and expanded issue areas. NHTSA will also publish easy-to-use reference sheets on each of the 10 issues highlighted in Countermeasures That Work, which will help communities learn about and implement the most effective strategies.





endwi

NMDOT

'Tis the Season **to Drive Sober**

In celebration of December being Drunk and Drugged Driving Prevention Month, New Mexico Department of Transportation and statewide law enforcement agencies want to remind you that 'tis the season to drive sober.

Unfortunately, every holiday season, lives are lost due to impaired drivers. In support of the law enforcement community's dedication to protecting the lives of residents in their communities, law enforcement agencies will be working together during the holiday season to take drunk and impaired drivers off the roads. Drivers will see enhanced enforcement efforts from November 19 through January 1.

The NMDOT recommends safe alternatives to drinking and driving.

- ✓ It is never okay to drink and drive. Designate a sober driver, take a cab or use public transportation to get home safely.
- ✓ Use your community's sober ride program or a ride sharing service like Uber or Lyft.
- ✓ Never let friends drink and drive. Take the keys away and make arrangements to get your friends home safely.

Celebrate this holiday season responsibly. If you plan on drinking, plan on not driving and do your part to ENDWI.



Calendar of Events

Click for **CURRENT Event List**
Due to ongoing updates, please click here for the most current list.

All participants are required to follow COVID-Safe protocols.

October

PEDESTRIAN SAFETY MONTH

- Oct. 6 – Virtual Car Seat Checks
- Oct. 7 – Car Seat Fitting Station, Las Cruces
- Oct. 9 – Cy Palmer Car Seat Clinic, Artesia
- Oct. 9 – Virtual Car Seat Checks
- Oct. 16 – Car Seat Fitting Station, Carlsbad
- Oct. 20 – Virtual Car Seat Checks
- Oct. 21 – Car Seat Fitting Station, Artesia

November

- Nov. 3 – Virtual New Mexico Child Safety Seat Distribution Program Annual Meeting, Albuquerque
- Nov. 4 – Car Seat Fitting Station, Las Cruces
- Nov. 13 – Virtual Car Seat Checks
- Nov. 17 – Virtual Car Seat Checks
- Nov. 18 – Annual Child Passenger Safety Instructor and Senior Technician Meeting, Albuquerque
- Nov. 18 – New Mexico State Transportation Commission Meeting, Hobbs

Nov. 19-Jan 1 – Superblitz (ENDWI and BKLUP)

Nov. 19 – STEP, Silver City

Nov. 20 – Car Seat Fitting Station, Carlsbad

December

NATIONAL DRUNK AND DRUGGED DRIVING PREVENTION MONTH

Nov. 19-Jan 1 – Superblitz (ENDWI and BKLUP)

Dec. 1 – Virtual Car Seat Checks

Dec. 2 – Car Seat Fitting Station, Las Cruces

Dec. 8-9 – New Mexico Law Enforcement Conference, Albuquerque

Dec. 11 – Virtual Car Seat Checks

Dec. 15 – Virtual Car Seat Checks

Dec. 16 – Car Seat Fitting Station, Artesia

Dec. 17 – Virtual STEP

Dec. 18 – Car Seat Fitting Station, Carlsbad

UPCOMING IN-PERSON Law Enforcement Training Courses

Click to
REGISTER

FRIDAY
NOV 19, 2021

Selective Traffic Enforcement
Training (STEP)
8:00 a.m. to 4:00 p.m.
Grant County Business and
Conference Center
3031 US-180, SILVER CITY

UPCOMING VIRTUAL Law Enforcement Training Courses

Registration
Opening Soon

FRIDAY
DEC 17, 2021

Virtual STEP Training
8:00 a.m. to 4:00 p.m.

UPCOMING IN-PERSON Car Seat Fitting Stations

BY APPOINTMENT ONLY / (800) 231-6145

**THIRD THURSDAY
OF EACH MONTH**

IN-PERSON Car Seat Fitting Station
10:00 a.m. to 12:00 p.m.
Artesia Fire Department
3300 W. Main, ARTESIA

**THIRD SATURDAY
OF EACH MONTH**

IN-PERSON Car Seat Fitting Station
3:00 p.m. to 5:00 p.m.
Carlsbad Police Department
602 W. Mermod St., CARLSBAD

**FIRST THURSDAY
OF EACH MONTH**

IN-PERSON Car Seat Fitting Station
4:00 p.m. to 6:00 p.m.
Sisbarro Buick-GMC
425 W. Boutz Rd., LAS CRUCES

UPCOMING VIRTUAL Car Seat Checks

BY APPOINTMENT ONLY / (800) 231-6145

FIRST AND THIRD
**WEDNESDAYS OF
EACH MONTH**



SECOND
**SATURDAY OF
EACH MONTH**



Content and Design by the Safer New Mexico Now Team

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New Mexico Department of Transportation



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