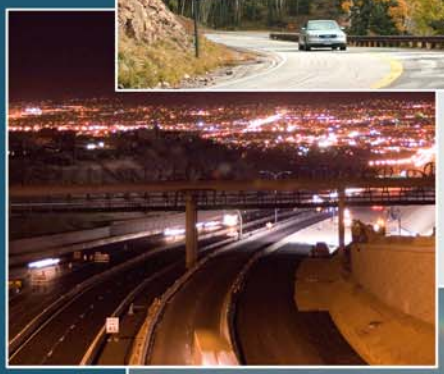
New Mexico Comprehensive Transportation Safety Plan



August 2006

NMDOT

U.S. Department of Transportation
Federal Highway Administration

nhtsa
people saving people

New Mexico
Public
Regulation
Commission

New Mexico Comprehensive Transportation Safety Plan

prepared for

New Mexico Department of Transportation

prepared by

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August 2006

Table of Contents

Table of Contents
(continued)

List of Tables

Executive Summary

Background of the CTSP

The New Mexico Comprehensive Transportation Safety Plan (CTSP) is a jointly sponsored, multiple agency document. It is a multimodal, strategic plan that describes proposed high-priority transportation safety countermeasures that are intended to reduce injuries and fatalities to transit riders, motorists, bicyclists, and pedestrians on New Mexico's surface transportation network.

The purpose of the New Mexico CTSP is to provide all of the transportation safety agency stakeholders in New Mexico with a new planning and coordination tool to allow better collaboration between various agencies.

The overall goal of the CTSP is to reduce transportation-related injuries and fatalities. The goal of this version of the NM CTSP is to achieve a 20 percent reduction in the state fatality rate, or 1.67 fatalities per 100 million vehicle miles of travel (VMT) by 2010. Some key New Mexico safety statistics are described below.

- **Total Crashes –** New Mexico has averaged approximately 50,000 crashes per year for the past 10 years, even though population and travel continue to increase.
- **Injuries and Fatalities –** In 2004, New Mexico had 17,480 injury crashes and 440 fatal crashes.
- **Crashes by Road System –** Rural state-system roads (plus urban interstates) account for approximately 21 percent of all crashes, 23 percent of injury crashes, and 63 percent of fatal crashes. The higher proportion of fatal crashes reflects the higher travel speeds on these roads.
- **Fatality Rate –** New Mexico's average fatality rate for 1999 to 2003 was 2.0 per 100 VMT. In 2004, New Mexico's fatality rate was 2.22 per 100 million VMT, compared to the national rate, which has fallen to approximately 1.5.

The CTSP is a requirement of the new Federal surface transportation act, called Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Historically, the administration and planning efforts related to transportation safety has occurred in parallel but separate "silos" of local, state, and Federal government programs administered by separate agencies. This CTSP is being developed in order to document how all of these agencies are working together toward implementing a set of strategies that will continue to manage the State's universe of public access roadways, bikeways, and transit systems in an increasingly safe manner.

CTSP Documentation

The CTSP is presented in two parts. The first part is the main body of the plan. It outlines the background of the transportation safety planning issue in New Mexico. A data-driven process was used to support volunteer implementation teams. The teams determined 12 emphasis areas and over 90 strategies to address these emphasis areas to improve transportation safety in New Mexico. Future versions of this plan will contain more detailed action plans to define how adopted strategies will be implemented.

The second part contains the plan appendices which document the details of current programs and adopted strategies and action plans related to the 12 designated emphasis areas. The appendices also document other CTSP development project details, including major project meetings, Implementation Team membership, and potential funding sources.

The elements of the CTSP are described below.

1. Statement of Problem and Need for a Comprehensive Transportation Safety Plan
2. SAFETEA-LU Requirements
3. CTSP Planning Process: Emphasis Areas and Goal of the CTSP
   - Aggressive Driving and Speeding
   - Crashes Involving Alcohol Impaired Driving
   - Emergency Medical Services Response
   - Crashes Involving Fatigued and Distracted Drivers
   - Intersection Crashes
   - Crashes Involving Lane Departures
   - Native Americans Occupant Protection
   - Pedestrian Crashes
   - Public Education and Media
   - Traffic Records
   - Young Driver Crashes
4. Proposed CTSP Management Structure: Leadership Team and Management Implementation Team
5. Strategies Requiring Legislative Action
6. Next Steps

Stakeholders

Within New Mexico there are several departments and divisions of state government that are involved with the safety of the surface transportation modes. There are 5 metropolitan planning organizations, 9 rural regional planning organizations, 102 municipalities, 33 counties, and 22 Native American Tribal governments representing local government agencies in the New Mexico that are involved with transportation safety. There are two major private main line railroads and several public transit agencies concerned with rail and transit safety. There are Federal agency roads in New Mexico administered by various Federal landowner agencies. Certain Federal agencies, such as the Federal Highway Administration, the Federal Motor Carrier Safety Administration, and the National Highway Traffic Safety Administration, manage several highway and transit aid programs to state and local governments in New Mexico that impact transportation safety.

Some of the major stakeholder agencies involved in this plan are described below.

1. State of New Mexico, Office of the Governor, DWI Coordinator Program
2. New Mexico Department of Transportation (NMDOT), Programs Division
    a. Planning Bureau
        i. Safety Planning Unit, Project Planning Section
        ii. Government-to-Government Unit, Safe Routes to Schools Program
    b. Traffic Safety Bureau
        i. Public Education Section
        ii. Enforcement Section
        iii. Traffic Records Section, Crash Data Collection and Processing
    c. Transit and Rail Bureau, Railroad Section, Railroad Crossing Safety Program
3. New Mexico Department of Public Safety, State Police Division and Motor Transportation Division
4. New Mexico Department of Taxation and Revenue, Motor Vehicle Division
5. New Mexico Department of Health, Alcohol User (Impaired Driver) Treatment Programs
6. New Mexico Courts, Administrative Office for the Courts, Traffic Law Violator Records Program
7. New Mexico Public Regulation Commission, Transportation Division (including rail freight, intrastate trucking, for-hire transportation services, and ambulances)

8. Local Governments in New Mexico, Transportation Safety-Related Programs (including bikeways, pedestrian, and transit systems) operated by New Mexico cities and counties

9. Tribal governments in New Mexico, including coordination by NM Department of Indian Affairs and the U.S. Department for the Interior, Bureau of Indian Affairs, Indian Highway Safety Program

Next Step

The next step for the New Mexico CTSP process is to begin the strategy implementation phase.

A Leadership Team will be established. It will be composed of top managers from the collaborating state agencies plus representatives from New Mexico's Federal partners who are involved with transportation safety for all surface transportation modes. The Leadership Team will provide broad policy guidance and meet only occasionally as a group.

A CTSP Management Team will be established that will meet more frequently and will report to the Leadership Team. The CTSP Management Team will be composed of select staff from the NMDOT Programs Area, the NMDOT Traffic Technical Support Section, and other NMDOT offices. In addition, the CTSP Management Team will have select line management representatives from other state and Federal agencies, and select leaders of the emphasis area implementation teams. The NM CTSP Management Team will be responsible to provide detailed oversight of the action items that will be developed over the coming months that will provide the mechanisms for implementing the strategies identified for each emphasis area. These action items will be implemented by the existing transportation safety-related programs in New Mexico, which are detailed in the Appendices of this Plan.

Statement of Problem and Need for a Comprehensive Transportation Safety Plan

New Mexico is facing a traffic safety crisis which is showing little sign of abating. In 2004, the State's traffic fatality rate per 100 million vehicle miles of travel (VMT) was 2.22, a substantial increase over the preceding years and among the highest in the nation. Recognizing the need to coordinate activities and resources to achieve safer transportation conditions in New Mexico and consistent with the new Federal transportation act, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users), the New Mexico Department of Transportation, in collaboration with the Federal Highway Administration and multiple safety stakeholders, developed a Comprehensive Transportation Safety Plan (CTSP). The CTSP is intended to:

- Establish safety-related goals, objectives, and performance measures relevant to all modes of transportation, including highways, transit, bicycle and pedestrian, and commercial vehicles;
- Address issues at all levels of jurisdiction with specific attention to local and tribal entities with responsibility for prevention and enforcement;
- Identify candidate safety action plans and evaluate their potential benefits, costs, and ability to attain defined performance objectives;
- Establish a mechanism for interagency coordination with respect to safety issues and develop the necessary partnership agreements;
- Carry out a program of public outreach and education in support of the Comprehensive Transportation Safety Plan;
- Provide a strategic implementation plan, including action items which can be incorporated into state, local, and tribal government plans and programs; and
- Establish a process for evaluating progress towards the CTSP's goals and objectives and updating the plan to reflect progress or changing needs.

The purpose of the CTSP is to provide all of the traffic safety agency stakeholders with a new planning and coordination tool to allow better collaboration between various agencies. Looking at Engineering, Education, Enforcement, and Emergency Medical Service strategies, this plan is intended to increase the awareness of the full universe of traffic-safety related programs in operation in New Mexico. This will allow for greater sharing of

human and monetary resources that can be applied toward the whole spectrum of engineering and behavioral transportation safety projects and programs, to increase traffic safety in New Mexico, and to reduce traffic related injuries and fatalities.

Historically, the administration and planning efforts related to traffic safety has occurred in parallel but separate "silos" of local, state, and Federal government programs are administered by separate agencies. In order to make the best use of available resources and achieve the maximum possible benefits, the CTSP has been developed through the collaboration of multiple agencies and stakeholders. Some of the major stakeholder agencies involved in this effort are:

1. State of New Mexico, Office of the Governor, DWI Czar Coordinator Program;
2. New Mexico Department of Transportation (NMDOT), Programs Division:
    a. Planning Bureau:
        i. Safety Planning Unit, Project Planning Section; and
        ii. Government-to-Government Unit, Safe Routes to Schools Program.
    b. Traffic Safety Bureau:
        i. Public Education Section;
        ii. Enforcement Section; and
        iii. Traffic Records Section, Crash Data Collection and Processing.
    c. Transit and Rail Bureau, Railroad Section, Railroad Crossing Safety Program.
3. New Mexico Department of Public Safety, State Police Division and Motor Transportation Division;
4. New Mexico Department of Taxation and Revenue, Motor Vehicle Division;
5. New Mexico Department of Health, Alcohol User (Impaired Driver) Treatment Programs;
6. New Mexico Courts, Administrative Office for the Courts, Traffic Law Violator Records Program;
7. New Mexico Public Regulation Commission, Transportation Division (including rail freight, intrastate trucking, for-hire transportation services, and ambulances);
8. Local Governments in New Mexico, Traffic Safety Related Programs (including bikeways, pedestrian, and transit systems) operated by NM cities and counties; and
9. Tribal governments in New Mexico, including coordination by NM Department of Indian Affairs and the U.S. Department for the Interior, Bureau of Indian Affairs, Indian Highway Safety Program.

New Mexico's Transportation Safety Needs

The Division of Government Research (DGR) at the University of New Mexico maintains a comprehensive traffic crash (traffic accident) database for the State of New Mexico. In initiating the CTSP planning process, data were provided by the DGR to define the overall magnitude of New Mexico's traffic safety problems. Some key statistics include the following:

- **Total Crashes –** New Mexico has averaged approximately 50,000 crashes per year for the past 10 years, even though population and travel continue to increase. In 2004, New Mexico had a crash rate of 2,695 per 100,000 population, compared to a national rate of 2,087 per 100,000.

- **Injuries and Fatalities –** In 2004, New Mexico had 17,480 injury crashes and 440 fatal crashes. These fatal crashes resulted in 26.9 deaths per 100,000 population, compared to a national fatality rate of 14.6.

> *In 2004, New Mexico's fatality rate was 2.22 per 100 million VMT, compared to a national rate of 1.5.*

- **Crashes by Road System –** Rural state-system roads (plus urban interstates) account for approximately 21 percent of all crashes, 23 percent of injury crashes, and 63 percent of fatal crashes. The higher proportion of fatal crashes reflects the higher travel speeds on these roads.

- **Fatality Rate –** New Mexico's average fatality rate for 1999 to 2003 was 2.0. In 2004, New Mexico's fatality rate was 2.22 per 100 million VMT, compared to the national rate, which has fallen to approximately 1.5.

- **Injury Rate –** In 2004, New Mexico's injury rate was 74.4 per 100 million VMT. Injury crashes and injuries (particularly serious injuries) have been trending downwards both in numbers and rates. Better roads, better cars, and high safety belt use rates (almost 90 percent) contribute to this reduction. New Mexico has an all-position primary safety belt use law, and a recently updated child restraint law.

- **Alcohol-Involved Fatality and Injury Rates –** Alcohol-involved fatalities have averaged around 0.9 per 100 million VMT with a rising trend. The number of alcohol fatalities has been rising since 1998. Nationally there are 0.6 alcohol involved fatalities per 100 million VMT. New Mexico is in the top 10 among states for the rate of alcohol-involved fatalities. The State's alcohol-involved serious injury rate was 4.61 in 2005 and has been declining steadily since 1998.

- **DWI Arrests –** There are about 20,000 Driving While Intoxicated (DWI) arrests per year in New Mexico, 8,300 of which are repeat offenders. About 85 percent of those arrested have their licenses administratively revoked, and about 75 percent are convicted of DWI (2004-2005).

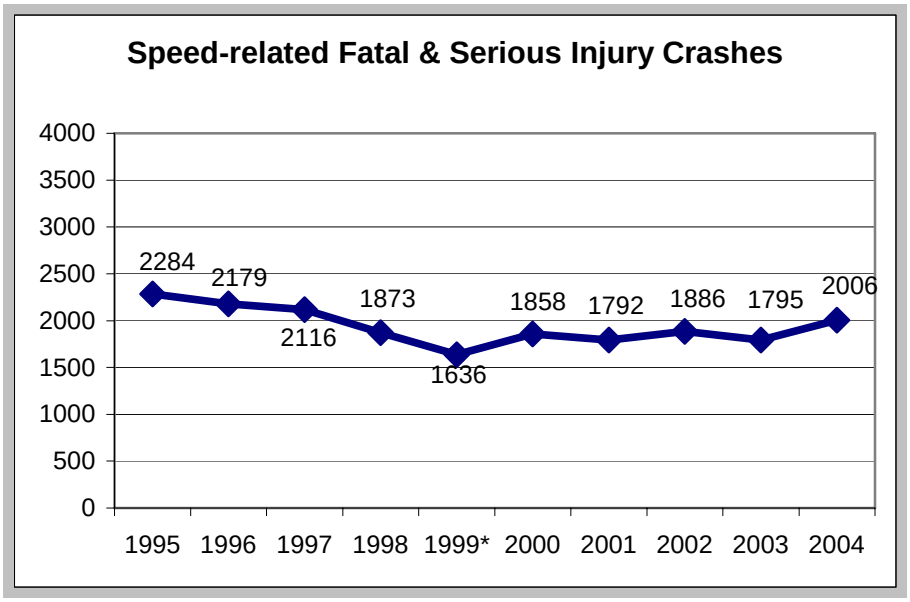
- **Pedestrian Fatalities –** New Mexico has had about 55 pedestrian fatalities per year over the last few years, and roughly two thirds of these involve alcohol. Almost all alcohol-involved pedestrian fatalities involve alcohol use by the pedestrian. The pedestrian

fatality rate has been falling for years, but New Mexico is still in the top five states for pedestrian fatalities per 100,000 population.

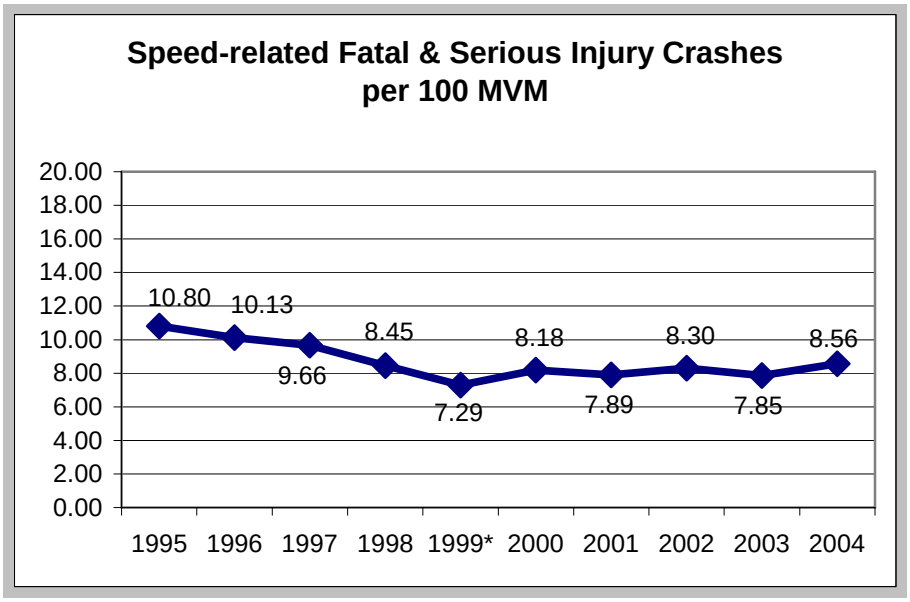
New Mexico is first in the nation in pedestrian fatalities caused by traumatic injury.

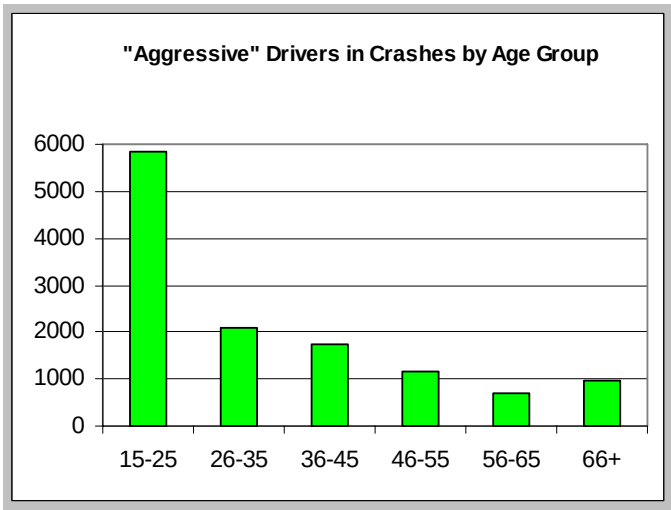
These data were used to help guide the identification and prioritization of CTSP emphasis areas. This process is described in detail in Section III of the CTSP. Subsequent to the identification of emphasis areas, the DGR provided the following data to define in greater detail the extent of the State's most acute transportation safety issues.

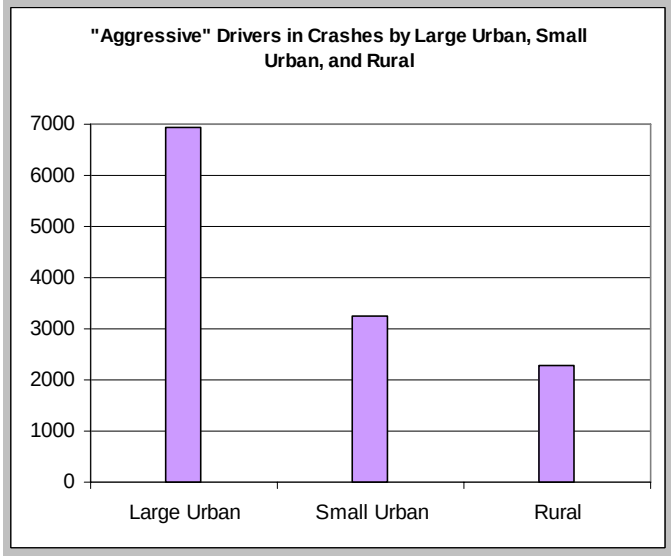
Aggressive Driving – Crashes involving aggressive driving are considered as those involving any two contributing factors of speed, failure to yield, following too close, improper overtake, passed red light or stop sign, improper lane change, or other improper driving as contributing factors, or a reckless driving citation. Speed by itself is involved in fatal crashes at almost the same level as alcohol. In 2004, 40 percent of fatalities and 29 percent of serious injuries involved speed. The number of speed-related fatal and serious injury crashes per 100 million VMT has, on average, been rising very slowly since 1998 and 2004 had the highest rate since 1997.



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



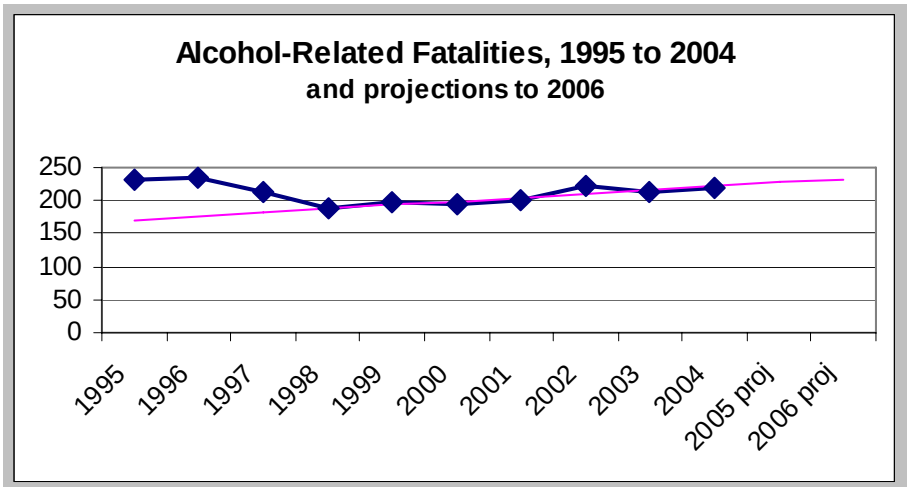


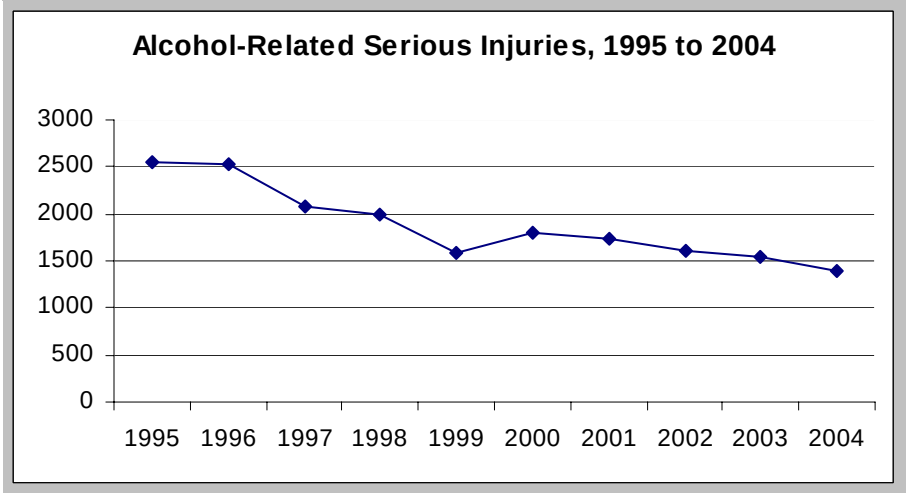


"Aggressive" Drivers in Crashes by Top Contributing Factor

Factor	Number	Percent
Excessive Speed	10,861	38.07
Driver Inattention	7,941	27.83
Poor Driving	2,773	9.72
Failure to Yield	1,718	6.02
Follow too Close	1,066	3.74
Speed for Conditions	803	2.81
Red Light Running	736	2.58
Passed Stop Sign	578	2.03
Left of Center	447	1.57
Improper Turn	444	1.56
Improper Lane Change	306	1.07
Improper Overtaking	261	0.91
Improper Backing	246	0.86
Avoid Vehicle	69	0.24
Mechanical Defect	64	0.22
Defect Brakes	55	0.19
Defect Tires	39	0.14
Avoid Pedestrian	36	0.13
Road Defect	25	0.09
Skid	25	0.09
None	13	0.05
Empty Vehicle	11	0.04
Defect Steering	7	0.02
Traffic Control Out	4	0.01
Other	4	0.01

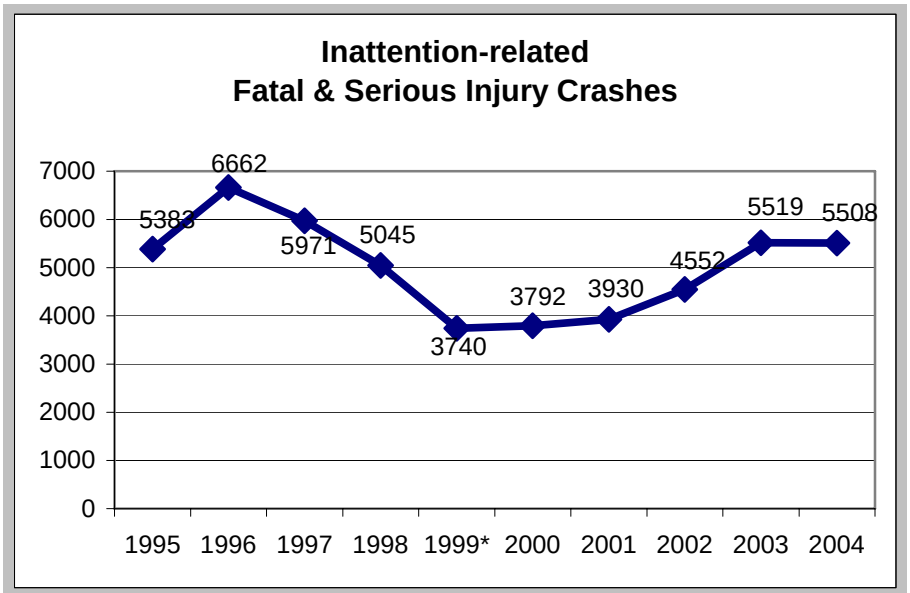
Alcohol and Impaired Driving – From 1982 through 1993, New Mexico had the highest rate among states of alcohol-involved fatalities per 100,000 population. The State experienced a 40 percent reduction in DWI crashes between 1993 and 1998. Since 1998, the number of alcohol-involved fatalities has risen slowly in New Mexico, while alcohol-involved serious injuries have been declining during the past 12 years – from 2,840 in 1992 to 1,397 in 2004. There were 179 alcohol-related fatal crashes and 219 fatalities in 2004. Eighteen percent of the alcohol-involved drivers in crashes were less than 21 years of age.

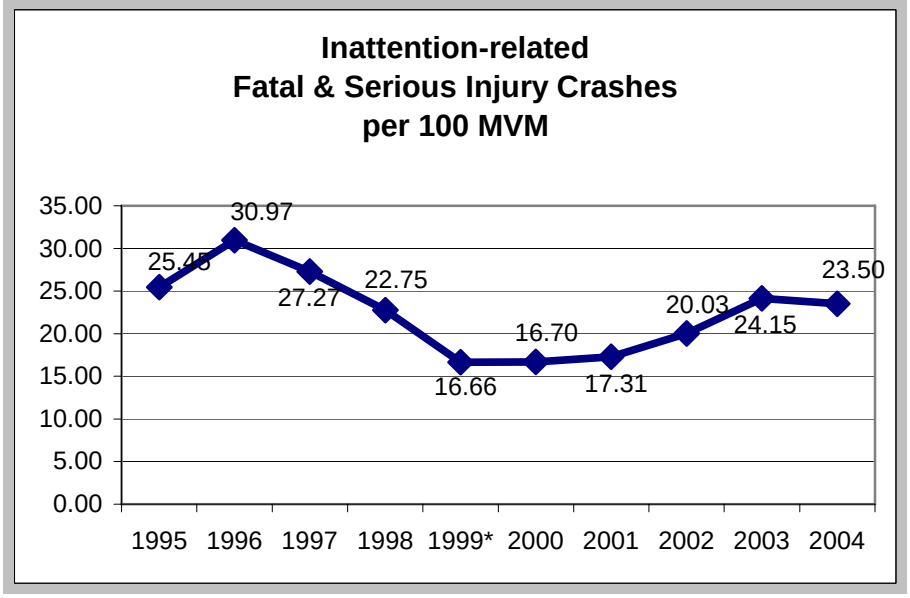




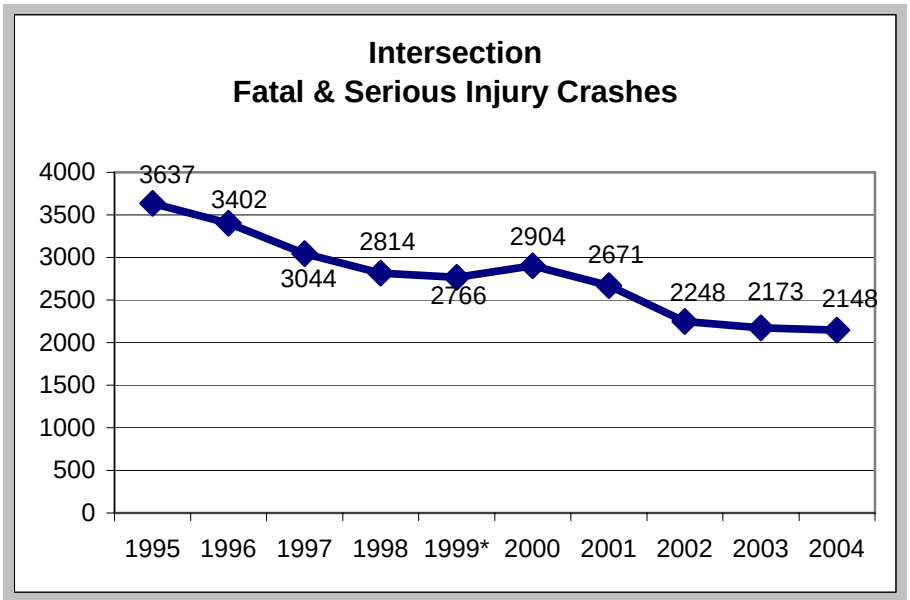
Emergency Medical Services – In 2002, New Mexico was ranked by the Federal Center for Disease Control as first in the nation in unintentional injury, with a death rate that is 50 percent higher than the national average. New Mexico is first in the nation in pedestrian fatalities caused by traumatic injury and also has the highest mortality rate for traumatic brain injury. Of the 34 acute care hospitals in the State, only three 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 American Indian reservations. This disparity, along with the lack of cell phone reception in many areas, poses significant problems for rural incident response. Currently, run-time data for emergency response is not collected; however, these data could help justify resource distribution to the remote areas of the State.

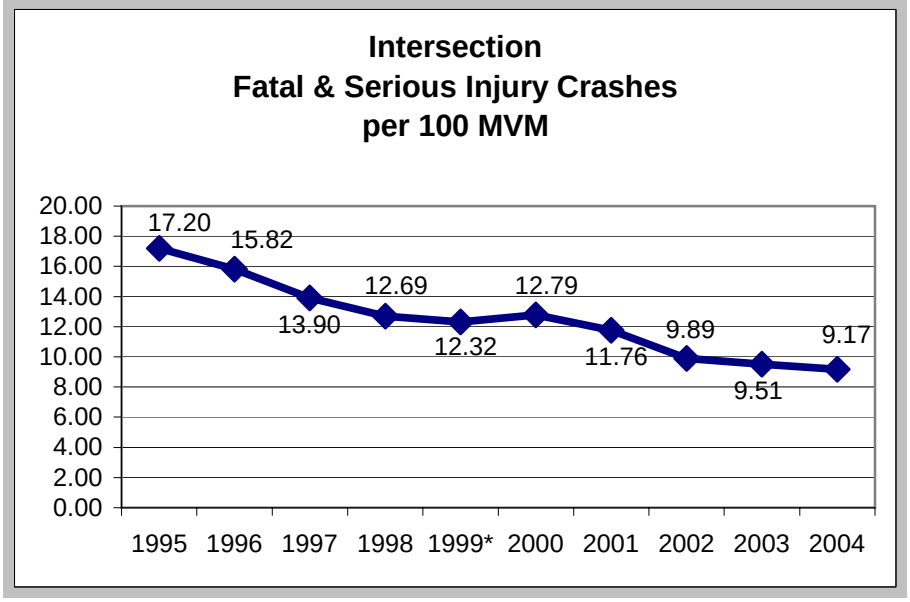
Fatigued and Distracted Driving – Fatigued and distracted driving is measured by the number of crashes that involve driver inattention excluding crashes that involve speed and at least one other "improper driving act." Inattention is often due to fatigue or distraction. Inattention is coded as a contributing factor in 84 percent of all crashes and it is commonly in combination with alcohol, speed, failure to yield, and following too close. It was coded as a contributing factor on 44 percent of fatal crashes and 86 percent of injury crashes from 2002 to 2004.



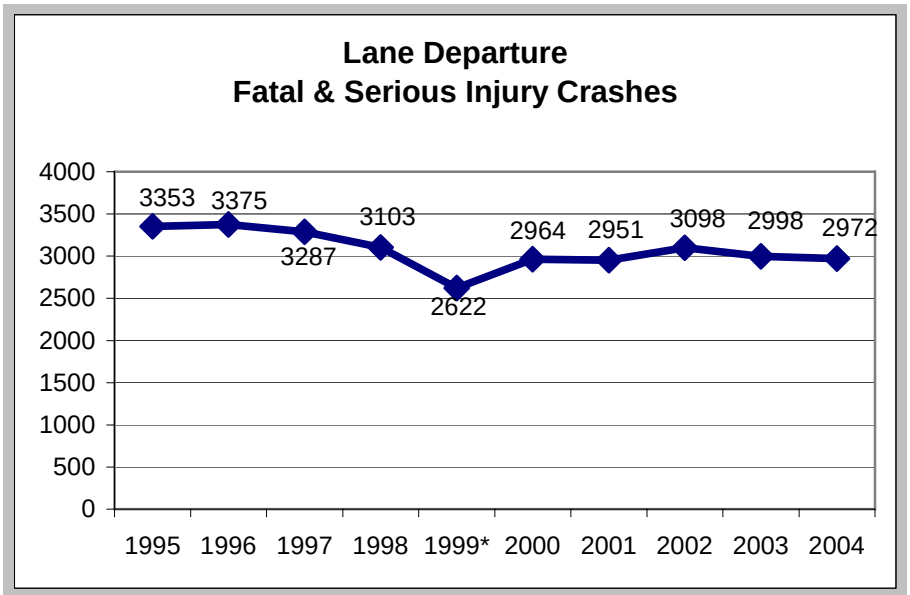


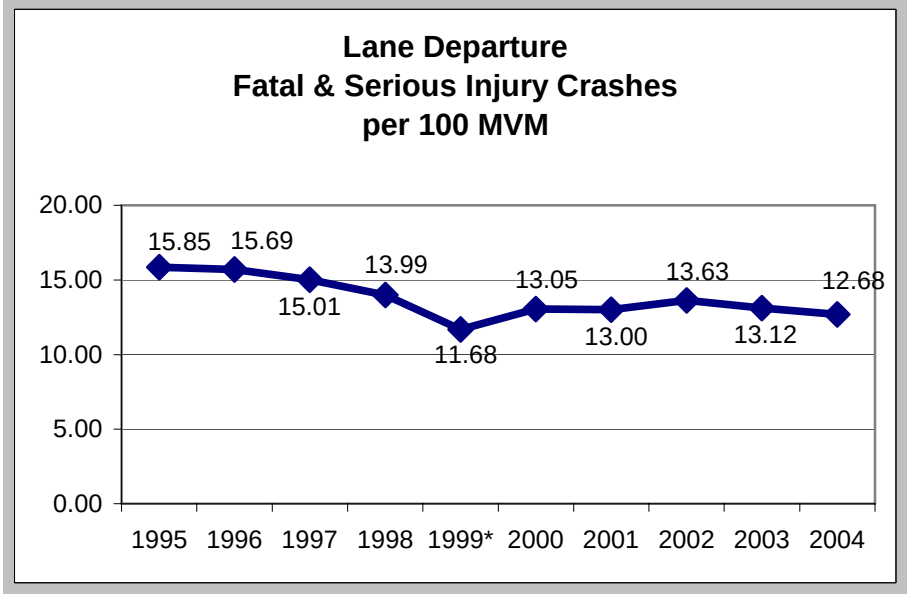
Intersection Crashes – Intersection and intersection-related crashes include crashes occurring at an intersection, or near an intersection and judged to be related to the intersection. Both urban and rural intersection crashes are included in the following graphs. These crashes represent 31 percent of all fatal and serious injury crashes.





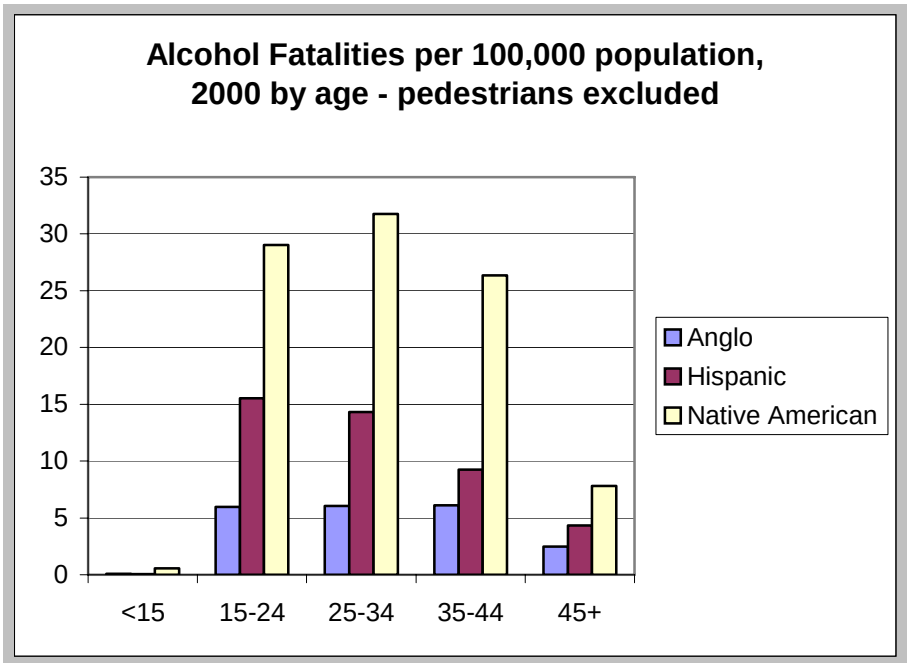
Lane Departure – Lane departure includes run-off road, head-on, cross-median and overturn crashes. These account for 24 percent of all crashes and 64 percent of fatal crashes. Seventy-eight percent of rural fatal crashes involve lane departure, compared to 38 percent of urban fatal crashes. More than half of rural injury crashes involve lane departure. Alcohol and speed are found to be frequent contributing factors to lane departure crashes.

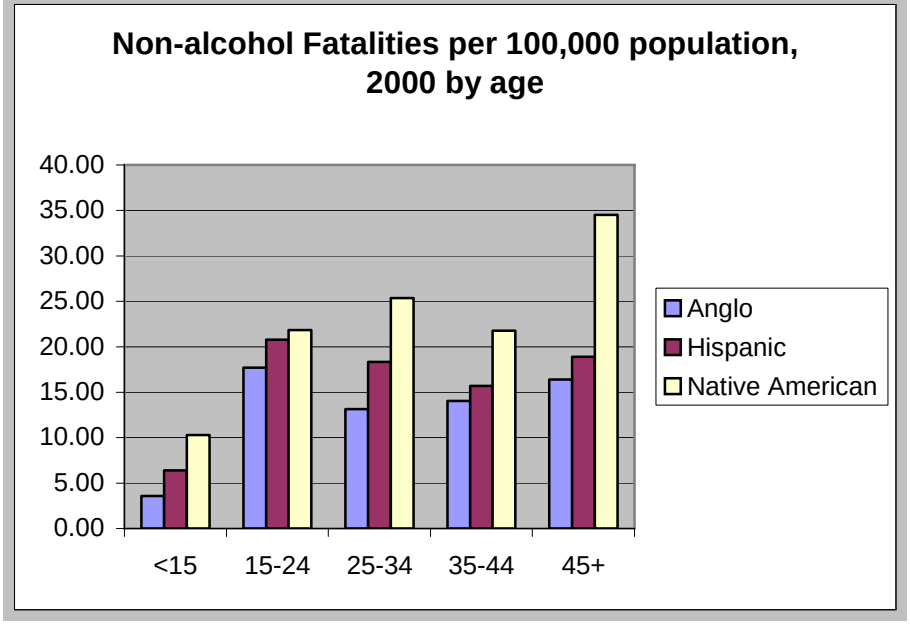




Native American Crashes – The existing crash and DWI data do not include ethnicity. Based on Fatality Analysis Reporting System (FARS) statistics, we know that Native Americans are over represented in traffic fatalities, especially those involving alcohol. They also are overrepresented in pedestrian crashes and alcohol-involved pedestrian crashes.

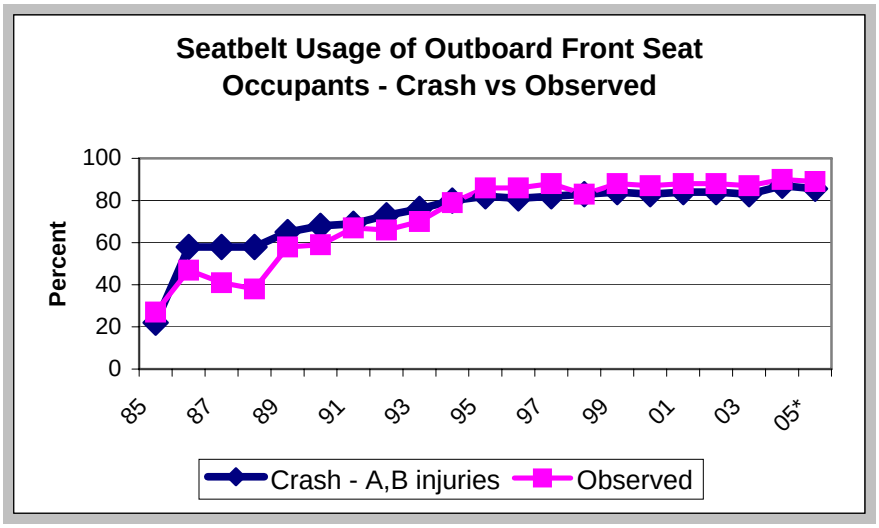
In 2000, Native Americans accounted for 10.7 percent of New Mexico's population, but represented 15 percent of the State's non-alcohol fatalities and 30 percent of alcohol-involved fatalities.



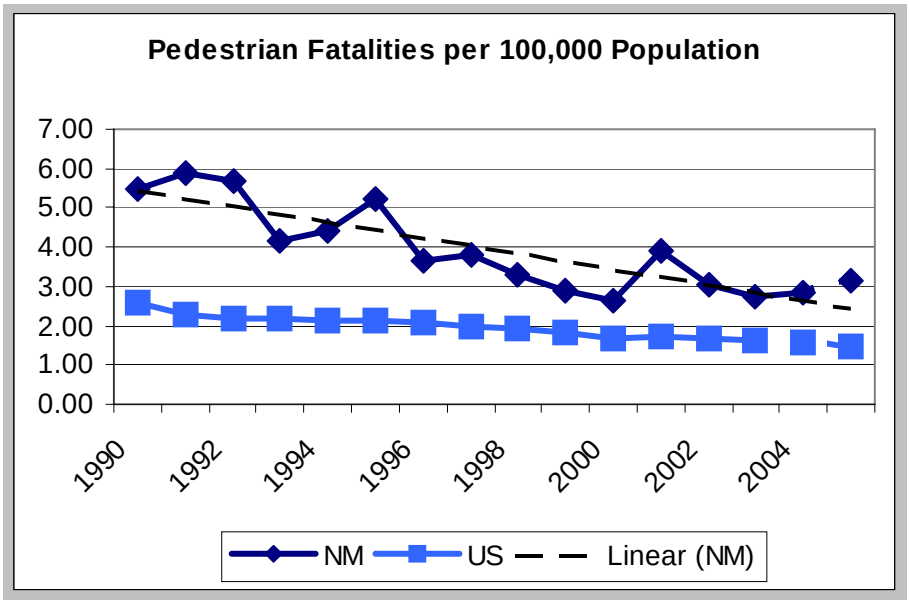


Occupant Protection – New Mexico has a primary safety belt law and high safety belt usage rate but safety stakeholders must work to maintain and increase it. Belt usage for drivers and right front seat passengers has been in the high 80 percent range for years, and was just under 90 percent in 2005. Based on data representing belt use among drivers with visible or incapacitating injuries, out-of-state drivers have a higher belt use rate than New Mexico drivers (89 versus 85 percent). This probably reflects differences in the type of driving (more long-distance driving among the out-of-state drivers). In 2004, more than half of the State's fatalities were unbelted, and 13 percent had unknown belt usage.

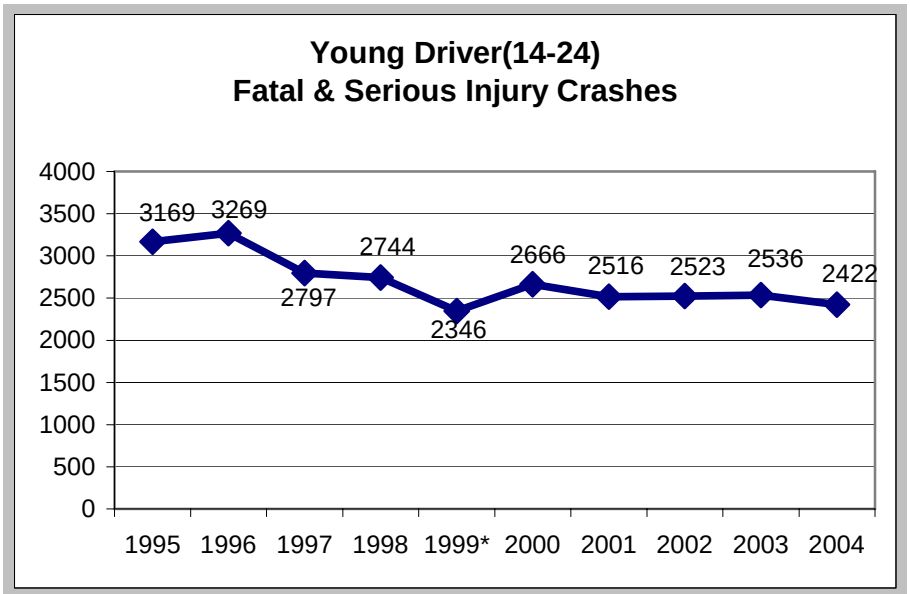
The graph below shows the results of the observational survey of safety belt usage and crash data documenting safety belt usage (safety belt usage among people with visible or incapacitating injuries in crashes).

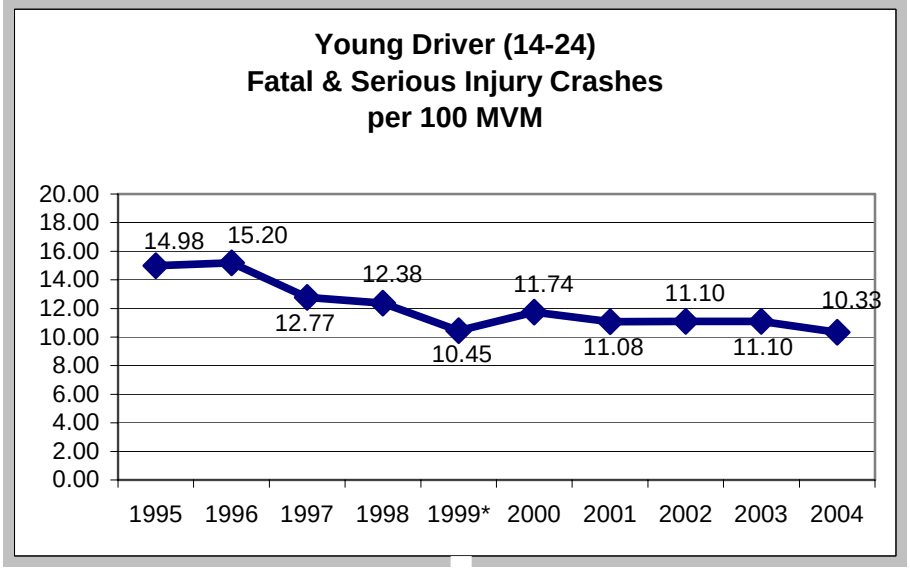


Pedestrian Crashes – New Mexico has one of the highest pedestrian fatality rates in the nation, driven mostly by alcohol-involved fatalities. Pedestrians account for 10 to 12 percent of fatalities in New Mexico, and 15 percent of alcohol-involved fatalities. Pedestrian crashes account for approximately 3 percent of serious injuries. Native Americans are heavily overrepresented in pedestrian fatalities. Sixty percent of pedestrian fatalities and 20 percent of pedestrian serious injuries during the past 5 years have involved alcohol.



Young Drivers – In 2004, of all drivers in crashes, 15 percent were teenagers, although teenagers comprised only five percent of New Mexico's drivers. Fifty-five percent of teenage crash deaths involved alcohol. Young adults (people between the ages of 20 and 24) represented 15 percent of all drivers in crashes although young adults comprised only nine percent of drivers. Data relevant to drivers' age 15 to 24 who contributed to crashes (as determined by the contributing factors for each driver) is shown in the following figures.





SAFETEA-LU Requirements

In July 2005, Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The Act contains a number of new and continued funding sources that may be available to support the CTSP. Section 148 of the highway bill provides guidance and funding for the Highway Safety Improvement Program (HSIP). To obligate HSIP funds, States must:

- Develop and implement a State Strategic Highway Safety Plan;
- Produce a program of projects or strategies;
- Evaluate the plan on a regular basis; and
- Submit an annual report to the Secretary.

SAFETEA-LU requires NMDOT to develop a Strategic Highway Safety Plan (SHSP) in collaboration with a wide range of partners. The plans are to be based on problems identified **on all public roads**. States are required to establish a system that identifies hazardous locations, sections, and elements "using such criteria as the State determines to be appropriate, establish the relative severity of those locations, in terms of accidents, injuries, deaths, traffic volume levels, and other relevant data." New Mexico's Comprehensive Transportation Safety Plan (CTSP) has been developed to fulfill these SAFETEA-LU requirements for a SHSP.

SAFETEA-LU also requires NMDOT to submit to the U.S. Secretary of Transportation an annual report, which, among other requirements must include a description of not less than five percent of locations exhibiting the most severe safety needs, with an assessment of potential remedies for the identified hazardous locations, estimated costs associated with remedies, and impediments to implementation other than cost. The reports must be made available to the public through the state DOT web site.

SAFETEA-LU requires NMDOT to develop a Strategic Highway Safety Plan in collaboration with a wide range of partners.

In general, the annual report must describe progress being made to implement highway safety improvement projects, assess the effectiveness of those improvements, and describe the extent to which improvements reduce the number of roadway fatalities, injuries, and roadway-related crashes, mitigate the consequences of roadway-related crashes, and reduce occurrences of crashes at railway highway crossings.

States may use up to 10 percent of the HSIP funds to carry out other safety projects identified in the SHSP, but first they must certify that the State has met its safety needs relating to railway-highway crossings and the roadway infrastructure. (FHWA has not yet issued guidance on the use of the 10 percent funds.)

Partners

Section 148 makes it clear that the DOT is expected to lead this effort and provides a list of suggested partners which include:

- State Highway Safety Office;
- Regional transportation planning organizations and metropolitan planning organizations;
- Major modes of transportation;
- State and local traffic enforcement officials;
- State persons responsible for administering the Federal rail-grade crossing program;
- Operation Lifesaver;
- State MCSAP administrators;
- State motor vehicle administrators; and
- Major state and local stakeholders.

Specific Requirements

SAFETEA-LU establishes a clear set of process and content requirements for the SHSP.

- Use different types of crash data;
- Establish a crash data system with the ability to perform problem identification and countermeasure analysis;
- Address engineering, management, operations, education, enforcement and emergency medical services elements;
- Identify hazardous locations, sections and elements and establish criteria that indicate relative crash severity of these locations;
- Adopt strategic and performance-based goals that address the broad spectrum of safety improvements (including behavioral improvements), focus resources on the areas of greatest need, and coordinate with other highway safety programs;
- Advance the State's capabilities for traffic records data collection, analysis, and integration with other sources of safety data and include information **on all public roads**;

- Consider the results of state, regional, and local transportation and highway safety planning processes;
- Set priorities for corrective action on high-hazard locations, segments and elements;
- Identify opportunities for preventing the development of new hazardous locations;
- Establish an evaluation process to assess the results achieved by the highway safety improvement projects;
- Produce a program of projects that is consistent with the state transportation improvement program (STIP); and
- Seek approval by the Governor or the appropriate state agency.

Eligible Funding Categories

SAFETEA-LU expanded the eligible funding programs for the HSIP. Programs that are eligible for funding include:

- Intersection safety improvements;
- Pavement and shoulder widening (including addition of a passing lane);
- Installation of rumble strips or other warning devices as long as they do not affect the mobility of bicyclists;
- Installation of devices that improve the safety of pedestrians and the disabled;
- Installation of skid-resistant surfaces at intersections and other high-crash locations;
- An improvement for bicycle or pedestrian safety or the safety of the disabled;
- Elimination of hazards at railroad grade crossings (including grade separations);
- Construction of a rail-highway grade crossing feature (including the installation of protective devices);
- Traffic enforcement activity at a rail-highway grade crossing;
- Construction of traffic calming features;
- Elimination of roadside obstacles;
- Improvement of highway signage and pavement markings;
- Installation of a priority control system at signalized intersections for emergency vehicles;

- Installation of traffic control or other warning devices at high-crash locations;
- Safety conscious planning;
- Improvements in the collection and analysis of crash data;
- Planning emergency communications;
- Work zone operational improvements or traffic enforcement activities;
- Guardrail installation;
- Barriers and crash attenuators;
- Structures or other measures to eliminate or reduce accidents involving wildlife;
- Installation and maintenance of signs and construction at pedestrian/bicycle crossings and in school zones;
- Construction and operational improvements on high-risk rural roads; and
- Improvement projects on any public roadway or publicly owned bicycle or pedestrian pathway or trail.

CTSP Planning Process: Goal and Emphasis Areas of the CTSP

The identification of CTSP goals and emphasis areas has been a collaborative and iterative process involving numerous safety-related agencies and stakeholders involved in transportation safety throughout the State of New Mexico. The process has included analysis of data, review of existing plans and programs, and numerous meetings, conference calls, and activities designed to encompass a wide range of experience, expertise, and opinions in order to comprehensively assess New Mexico's transportation safety needs and opportunities.

Goal of the New Mexico CTSP

On April 13, 2006, following four days of meetings with New Mexico Comprehensive Transportation Safety Plan (CTSP) Implementation Teams, the Project Management team met to develop an overarching goal for the CTSP.

The goal of the New Mexico CTSP is to achieve a 20 percent reduction in the state fatality rate, or 1.67 fatalities per 100 million VMT by 2010.

The national goal is to reduce the fatality rate to 1.0 fatalities per 100 million vehicle miles of travel (VMT). Reaching the goal would reduce deaths on the nation's roadways by approximately 20 percent. In other words, if all states reduce their fatality rates by 20 percent, the goal can be reached. A review of New Mexico statistics and trend analyses shows that setting a goal of 1.0 fatalities per 100 million VMT is not realistic. The 20 percent reduction goal is considered more achievable. Therefore, the Project Management Team set a goal to reduce the fatality rate by 20 percent over the next four years, ending October 1, 2010 which is the period of time addressed in the CTSP.

Initiation of the CTSP Planning Effort

The CTSP effort was initiated through a series of kickoff meetings held in Santa Fe and Albuquerque, September 7 through 9, 2005. These meetings were held with over 50 representatives of the engineering, public health, public education and media, and enforcement communities. (A list of meeting attendees is included in Appendix D.) These meetings were intended to collect information about the mission and role of agencies with functional safety responsibilities, current and proposed programs, and availability of

relevant data. At that time, an overall CTSP management structure was established, consisting of:

- **A Leadership Group –** Representatives of senior agency management with authority to commit resources to implement CTSP strategies. The Leadership Group oversees the CTSP effort and meets for periodic progress reports, to suggest additional tasks, and to approve the final plan.

- **A Working Group –** To serve as the "technical staff" and assist with data analysis, task identification, and review of interim products. This group also is expected to continue work after the CTSP is finalized to track implementation progress, evaluate outcomes, and overcome barriers to the implementation of the plan. Early in the planning process, the Working Group identified an initial list of candidate safety emphasis areas for consideration by the broader group of safety stakeholders.

- **A Safety Stakeholders Group –** Including membership of both the Leadership and Working Group in addition to engineers, MPOs, highway safety professionals, law enforcement, EMS professionals, and representatives of industry and public interest groups. This group provides input into the planning process and plays an integral role in the implementation of CTSP strategies.

November 8, 2005 Stakeholder Meeting

In Albuquerque, on November 8, 2005, the New Mexico Department of Transportation (NMDOT), along with representatives of the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA), hosted the first meeting of the Safety Stakeholder Group. Participants at the November 8, 2005 Stakeholder Meeting are listed in Appendix D. A central theme of the November 8 meeting was the importance of collaboration among the wide range of stakeholders and public agencies with interests and responsibilities relevant to transportation safety. The goal for the meeting was to present a draft vision statement and identify potential emphasis areas based on a review of preliminary data analysis.

A central theme… was the importance of collaboration among a wide range of stakeholders and public agencies…

Meeting attendees also were asked to volunteer to participate in Implementation Teams that were assembled around each of the CTSP emphasis areas. The Implementation Teams are responsible for identifying, evaluating, and recommending countermeasures to address each emphasis area. The goal was to have a multi-disciplinary team of stakeholders on each Implementation Team who have knowledge, interest, and experience in addressing the issues relevant to their emphasis area and, to the extent possible, represent a range of disciplines to address the 4 Es of transportation safety (engineering, enforcement, education, and emergency response).

Through presentations to the entire stakeholder group and subsequent breakout groups, the meeting:

- Initiated the CTSP planning process among stakeholders;
- Defined the purpose of the CTSP;
- Presented initial data defining the nature of transportation safety problems in New Mexico;
- Discussed existing safety programs in effect throughout the State;
- Stressed the need for collaboration in developing and implementing the CTSP;
- Identified emphasis areas (the primary safety problems of concern) of the CTSP; and
- Identified Implementation Team members and team leaders for each emphasis area, to help develop an action plan for each safety area.

Following presentations to the full stakeholder group, breakout sessions were facilitated to identify and prioritize CTSP emphasis areas. These sessions involved the following activities:

- Reviewed the candidate emphasis areas previously identified by the Working Group.
- Solicited suggestions for any additional emphasis areas which should be considered.
- Provided the opportunity to voice opinions in support of specific emphasis area priorities.
- Prioritized emphasis areas through voting exercises in both the breakout groups and later in a general session. The resulting emphasis areas represented the most critical safety issues facing the State and are the basis for the Plan's comprehensive strategies and countermeasures.
- Discussed who/what agencies need to be represented on the individual Implementation Teams.
- Discussed who would be logical leaders for each emphasis area Implementation Team.
- Discussed what data and support will be needed by the Implementation Teams to proceed with investigation and identification of strategies and counter measures.

CTSP Emphasis Area Selection

As a result of the prioritization/consensus-building exercise conducted in the breakout sessions at the November 8 Stakeholder Meeting, discussion with the full group of stakeholders, and subsequent review by the Working Group, priority emphasis areas were selected for inclusion in the CTSP to focus planning efforts on the State's most critical safety problems.

The CTSP Emphasis Areas are:

1. Alcohol/Impaired Driving;
2. Aggressive Driving and Speed-Related Crashes;
3. Native American Fatalities and Injuries;
4. Young Driver Crashes and Driver Education;
5. Pedestrian Crashes;
6. Occupant Protection;
7. Emergency Medical Services and Trauma-Emergency Medicine;
8. Traffic Records Collection and Adjudication;
9. Fatigued and Distracted Drivers;
10. Lane Departure Crashes;
11. Intersections; and
12. Public Education and Media.

The table below presents recent data relevant to these emphasis areas.

	2004				2005			
Emphasis Area	**Fatalities**	**Percent of Total**	**Serious Injuries**	**Percent of Total**	**Fatalities**	**Percent of Total**	**Serious Injuries**	**Percent of Total**
Speed	209	40.0%	2,512	28.8%	190	38.9%	1,420	18.8%
Aggressive (subset of Speed)	93	17.8%	975	11.2%	67	13.7%	1,102	14.6%
Alcohol/Impaired Driving	219	42.0%	1,397	16.0%	194	39.8%	1,083	14.4%
Fatigued/Distracted Driving	199	38.1%	6,993	80.1%	207	42.4%	5,675	75.3%
Intersections	103	19.7%	2,796	32.0%	90	18.4%	2,280	30.2%
Lane Departure	357	68.4%	3,549	40.6%	228	46.7%	3,008	39.9%
Native Americans (estimated)	100	19.2%	1,300	14.9%	90	18.4%	1,100	14.6%
Occupant Protection – Unbelted Occupants	253	48.5%	1,261	14.4%	210	43.0%	975	12.9%
Pedestrians	55	10.5%	308	3.5%	61	12.5%	242	3.2%
Young Drivers 14-24	151	28.9%	3,128	35.8%	144	29.5%	3,282	43.5%
Statewide Total	522		8,731		488		7,541	

Notes: Categories are NOT mutually exclusive.

Aggressive driving is defined as speed in combination with one or more of the following factors: a) Failure to yield; b) other improper driving; c) improper overtake; d) following too close; e) improper turn; and/or f) improper lane change.

It is also defined as three or more of the other factors without speed, and NOT alcohol-involved.

Fatigue/Distracted Driving is defined as the contributing factor “driver inattention.”

Intersection crashes are those that occurred at an intersection or were intersection-related.

Young drivers are those drivers age 14-24 who had contributing factors other than “none.”

Lane departure includes overturns, fixed objects and many types of non-intersection collisions.

Alcohol-involved pedestrians are included in the Alcohol/Impaired Driving category.

Young drivers are those drivers age 14-24 who had contributing factors other than "none."

Lane departure includes overturns, fixed objects and many types of non-intersection collisions.

Alcohol-involved pedestrians are included in the Alcohol/Impaired Driving category. The effect is primarily in the fatalities.

Some emphasis areas involve overarching themes or cross-cutting issues.

It was recognized at the time that some of these emphasis areas involved overarching themes or cross-cutting issues. For example, Public Education/Media, Traffic Records, and EMS have relevance to several specific emphasis areas. Therefore, the State may benefit from broad plans of coordinated programs within each of these areas. It also was recognized that some countermeasures will impact more than one emphasis area. For example, increased law enforcement could impact belt use, alcohol/impaired driving, and speeding.

Emphasis Area Implementation Teams

Following the November 8 Stakeholder meetings to encourage maximum participation in the Implementation Teams, additional letters of invitation were sent to various individuals who were either identified during the November 8 meeting or who were known by reputation to have interest or experience relevant to a given emphasis area. **(Membership of the various Implementation Teams is shown in Appendix D.)**

Each Emphasis Area Implementation Team is led by a "Group Leader." The Group Leader's role is to call meetings, determine what resources are required to support the Team, and take responsibility for marshalling whatever human, financial, and technical resources are necessary to complete the task. It is expected that many of the Team Leaders will continue serving in a leadership role to support the CTSP implementation.

Each emphasis area also was assigned a technical support person. These persons were identified based on their background and experience in each given emphasis area. They help the Team Leaders with problem identification, countermeasure selection, and all other phases of developing the Emphasis Area Implementation Plans. Most technical support persons represent NMDOT engineers and the Traffic Safety Bureau. Consultant support also provided further technical assistance as requested, particularly in assembling data and research into successful strategies applied elsewhere.

Implementation Team Planning Process

To support the development of implementation plans and guide the overall process, each Implementation Team was provided with a "template" specific to the emphasis area. The template provided a proposed structure and format for the emphasis area plan and included background data, current program information, and subjects that should be addressed as elements of the implementation plan. It should be noted that the current program information included a review of all existing plans and programs, including the Traffic Safety Bureau's Highway Safety and Performance Plan and NMDOT's

Comprehensive Long-Range Transportation Plan. (Documentation of existing plans and programs is included in the CTSP as Appendix A. Documentation of plans and programs with direct relevance to specific CTSP emphasis areas is provided by emphases area in Appendix B.)

Problem Identification

The Consultant Support Team provided each team with fatal and serious injury crash data by issue area and, within each Emphasis Area, by age and location (by NMDOT District). This was not possible for all Emphasis Areas, e.g., Public Information and Media, but data was provided to the extent possible and appropriate. After reviewing the initial data, the team was able to request additional data and analysis to further assist in the identification of relevant safety problems.

Goals and Objectives

Each Emphasis Area Implementation Plan was asked to establish one or more overall goals and a set of measurable objectives. The objectives often tracked more or less with the strategies outlined in the plan.

Strategies and Countermeasures

Once the team members were satisfied that they understood the size and characteristics of the crash problem in their Emphasis Areas, they began the process of identifying strategies for reducing deaths and injuries. The first step was to identify and review existing strategies and programs.

Review of current programs was followed by identification of potential gaps in the current programs and suggestions for innovative countermeasures, partnerships, and policy initiatives to reduce the current crash situation and prevent future incidents.

Expected Effectiveness

To the extent possible, Implementation Teams were asked to accompany each strategy with a discussion of expected effectiveness. In other words, if the strategy is fully implemented what outcome can be expected in terms of reducing deaths and injuries? However, this could not be accomplished with a great deal of precision due to a lack of definitive research. However, to the extent effectiveness measures or crash modification factors could be identified, the information is useful for setting goals and measuring results.

Action Steps

Each strategy was then defined by a series of action steps, i.e., who is going to do what and when are they going to do it?

Partners

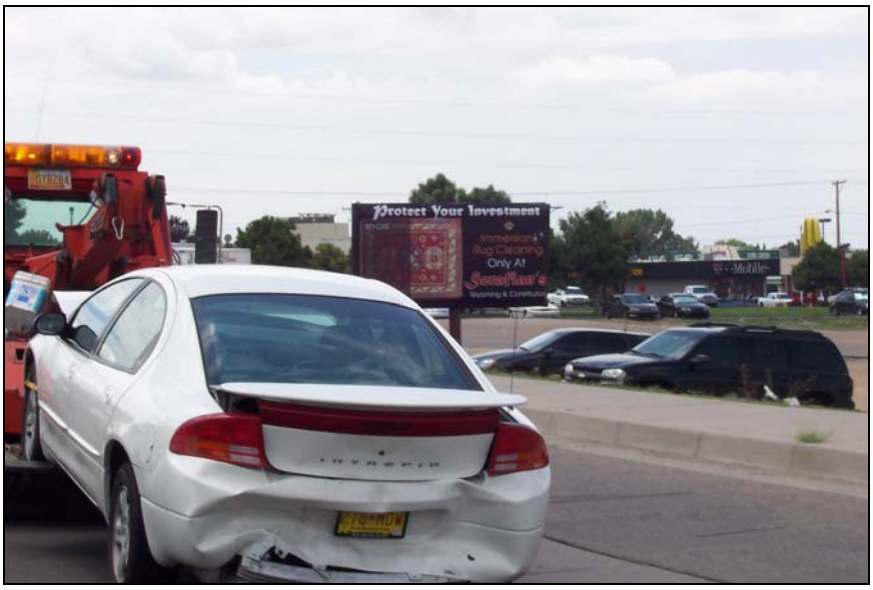
Because specific action steps might result in the need for additional or different partners, Implementation Teams were asked to identify these organizations and individuals within the implementation plan.

Resource Requirements

Implementation teams were asked to spell out the requirements and note if funding already is committed and the source for action steps that require human or financial resources. If resources are not already available the teams are expected to identify potential sources of revenue, expertise, etc.

Emphasis Area Implementation Plans

Implementation Teams met during January through April 2006, culminating in a weeklong series of meetings in Albuquerque. The meetings were facilitated by the Consultant Support Team and were intended to result in final drafts of the Emphasis Area templates for incorporation into the CTSP. The strategies are summarized in the following sections of the CTSP.



CTSP Strategies: A Summary

As a result of the work of the 12 CTSP Implementation Teams, over 90 individual strategies were identified for inclusion in New Mexico's Comprehensive Transportation Safety Plan. These strategies were developed to provide a comprehensive program of actions and countermeasures to address the safety problems and issues identified for each CTSP Emphasis Area and to target opportunities to reduce transportation-related fatalities and injuries throughout the State. In conjunction with goals established by each team, these strategies were developed as much as possible to comprehensively address the "4 Es" of transportation safety (Engineering, Enforcement, Education, and Emergency Response). In doing so, the Implementation Teams endeavored to understand and address all aspects of their individual Emphasis Area.

A summary of all CTSP goals and strategies, by Emphasis Area, is provided below. Appendix C provides a detailed description of each strategy, including identification of implementation partners, action steps and timeline for implementation, and funding requirements.

■ *Aggressive Driving and Speed*

GOALS:

- Continue current strategies including aggressive driving as a topic of concern.
- Develop, present, and adopt a state law restricting aggressive driving.
- Raise speeding fines.
- Raise Traffic Safety Law Enforcement and Education fund, double it in safety corridors.
- Request more funding for STEP especially in the area of innovative law enforcement ideas and programs.
- Increase traffic safety cooperation with the Navajo Reservation using Navajo Public Safety Committee as the medium to open communications between New Mexico Traffic Safety Bureau and Navajo Tribal Council.
- Educate the public and law enforcement through media presentations stressing the dangers of aggressive driving and speed, with special emphasis on what happens after the crash. (Loss of family members and friends, financial ruin, psychological factors that individuals realize as well as who it affects.)

STRATEGY AG-1: AGGRESSIVE DRIVING PUBLIC INFORMATION/MEDIA MESSAGES

Continue current strategies and incorporate aggressive driving issues and messages in public information materials and media messages (such as those currently used to address speeding and alcohol-impaired driving). Raise the awareness of the characteristics, potential outcomes, and penalties for aggressive driving behavior.

STRATEGY AG-2: CONDUCT DETAILED EVALUATION OF AGGRESSIVE DRIVING IN NEW MEXICO

Determine degree to which aggressive driving behavior is involved in New Mexico traffic crashes and then determine appropriate strategies for mitigating this behavior.

STRATEGY AG-3: STATE LAW RESTRICTING AGGRESSIVE DRIVING

Develop, present, and adopt a state law restricting aggressive driving. To spearhead a law designed for the identification, detection, apprehension, and punishment of aggressive drivers. The law should be modeled after successful laws in other states such as Arizona, Delaware, and Nevada; and the City of Rio Rancho, New Mexico. The law could be presented to the state legislature and governor upon completion of the detailed problem evaluation study (identified in Strategy 2) with data supporting the need and what the results may do to reduce traffic crashes.

STRATEGY AG-4: INCREASE FINES FOR SPEEDING VIOLATIONS

Pass legislation to raise speeding fines, forcing violators of speeding laws to pay more in fines and encouraging them to voluntarily comply with the speed limits.

STRATEGY AG-5: RAISE TRAFFIC SAFETY ENFORCEMENT AND EDUCATION FEE

Pass legislation raising the current fee of $3 as it has not been raised since the law's inception in 1989; stressing the value of self-funding traffic safety programs in the State of New Mexico. This program would be more important than raising fines because it has a direct effect funding for traffic safety rather than a fine which does not go back to law enforcement.

STRATEGY AG-6: FUNDING FOR INNOVATIVE LAW ENFORCEMENT PROGRAMS

Request for an increase of funding for innovative Law Enforcement Programs to combat aggressive driving. Ascertain from the NMDOT Traffic Safety Bureau if there may be funding for innovative programs outside the normal funding that they receive from NHTSA. Determine if DOT could approach Federal representatives regarding dedicated funding. At minimum (see Strategy #AG-1), incorporate aggressive driving messages in existing

curriculum and PI&E materials. (May need to link to speeding and alcohol for coverage under NHTSA programs).

STRATEGY AG-7: COORDINATION WITH NAVAJO NATION AND OTHER TRIBAL NATIONS

Increase traffic safety cooperation with the Navajo Reservation using Navajo Public Safety Committee as the medium to open communications between New Mexico Traffic Safety Bureau and Navajo Tribal Council. Expand outreach to other tribes and pueblos. Meet with the Public Safety Committee and present to them the dangers of the traffic crashes, the plus of traffic law enforcement, reduction of traffic crashes and its relation to reduction of crime and quality of life for the Navajo Public. Expressing our (NM State Government) interest in working with the reservation and how we could provide assistance to them. Eventually expand program to other reservations upon implementation and evaluation in Navajo Reservation (and upon interest of other nations).

STRATEGY AG-8: AGGRESSIVE DRIVING MEDIA AND PUBLIC EDUCATION

Educate the public and law enforcement through media presentations involving the dangers of aggressive drivers, and speed-related crashes, with focus on what happens after the crash: specifically, the loss of family members and friends, financial ruin, psychological factors that individuals realize, as well as who it affects.

Developing media programs that focus on what happens after the crash, to all involved, how it affects those individuals psychologically, and financially for the rest of their lives. There have been programs produced showing all aspects of these issues for broadcast. Funds should be sought from profit companies (i.e.; insurance companies, vehicle sales, etc.) to assist in broadcast on television making the public aware of what happens after the crash. Example: AIMIS tapes on effects to family following a crash (team would like to view one of these tapes during the Team meeting in April).

STRATEGY AG-9: AUTOMATED ENFORCEMENT FOR SPEED VIOLATIONS

Explore the possibility of using automated enforcement for speed violations throughout the State of New Mexico (already being used in school zones in urban areas). Determine if support and funding of automated enforcement cameras, equipment, etc. is viable in New Mexico. Conduct study of red light running program in Albuquerque.

■ *Crashes Involving Alcohol/Impaired Driving*

GOALS:

- Reduce death and injury due to DWI in New Mexico.

STRATEGY AL-1: INCREASE LAW ENFORCEMENT EFFORTS

Increase law enforcement efforts to reduce death and injury due to DWI in New Mexico. Increase the capacity of law enforcement to arrest and adjudicate DWI offenders.

STRATEGY AL-2: REFORM ADMINISTRATIVE LICENSE REVOCATION PROCESS

Make regulatory and statutory changes to reform the Administrative License Revocation process in New Mexico.

STRATEGY AL-3: WORK WITH NEW MEXICO TRIBES

Work cooperatively with New Mexico tribes to reduce death and injury due to DWI and to identify problems in arresting and adjudicating DWI offenders**.**

STRATEGY AL-4: INCREASE THE TREATMENT OPTIONS AVAILABLE FOR INDIVIDUALS CONVICTED OF DWI

Increase the number of treatment options available for individuals convicted of DWI.

STRATEGY AL-5: EXPLORE PUBLIC POLICY OPTIONS IN REDUCING DEATH AND INJURY DUE TO DWI

Continue to explore new public policy options to reduce death and injury due to DWI, and to strengthen existing laws.

STRATEGY AL-6: INCREASE ENFORCEMENT OF TRAFFIC CODE

Work cooperatively with New Mexico law enforcement agencies to raise the awareness of traffic code enforcement and its impact on safety.

■ *Emergency Medical Services Response*

GOALS:

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

STRATEGY EM-1: IMPROVE PREHOSPITAL PATIENT CARE

Improve the consistency and expertise associated with prehospital patient care through the recruitment and retention of paid and volunteer emergency response personnel.

STRATEGY EM-2: ASSESS EMS FINANCE ISSUES

An overall assessment of the scope of EMS finance issues to address the shortfall of reimbursement versus the cost of service, including a workforce compensation analysis. The response to the assessment may include revamping EMS agency reimbursement schedules, enhanced information systems for patient information gathering and billing, changes in compensation for uninsured and underinsured populations.

STRATEGY EM-3: MAINTAIN AIR SUPPORT FOR EMERGENCY RESPONSES

Maintain air support for emergency responses.

STRATEGY EM-4: EVALUATE EMS COMMUNICATIONS SYSTEMS

Evaluate the role/impact of the current communications systems on emergency response times (cell system, communications centers).

STRATEGY EM-5: FUNDING FOR BASIC EMERGENCY RESPONSE RESOURCES

Secure funding for basic emergency response resources, such as equipment and vehicles.

STRATEGY EM-6: CONTROL TRAFFIC FLOW AND SCENE SAFETY FOR MOTOR VEHICLE COLLISIONS

Control traffic flow and scene safety for motor vehicle collisions to reduce secondary collisions and protect responders.

STRATEGY EM-7: EMS DATA COLLECTION AND MANAGEMENT

Selection of a web-based data collection tool for Statewide EMS system use and management of data by an EMS registrar.

STRATEGY EM-8: CONDUCT FORMAL ASSESSMENT OF TRAUMA SYSTEM

Conduct a formal assessment of the current trauma system utilizing Health Resources Services Administration (HRSA) Benchmark, Indicator and Scoring Tool (BIS).

STRATEGY EM-9: PLAN TO CAPITALIZE ON STATEWIDE TRAUMA SYSTEM STRENGTHS AND ADDRESS WEAKNESSES

Develop and implement a plan to capitalize on statewide trauma system strengths and address weaknesses identified by the Benchmark, Indicator Scoring Assessment.

STRATEGY EM-10: SHARE AGGREGATE TRAUMA DATA WITH PARTNERS

Share aggregate trauma data with Traffic Safety and Injury Prevention partners including DOT, Injury Surveillance and Prevention groups.

STRATEGY EM-11: DEVELOP LESSON CONTENT FOR EMERGENCY RESPONDERS

Develop lesson content to be included in initial and refresher education courses that provides emergency responders with knowledge of the NMDOT resources available to enhance scene safety.

STRATEGY EM-12: DEVELOP AN EMS INJURY PREVENTION SPECIALIST PROGRAM

Develop an EMS injury prevention specialist program targeted toward EMS personnel with a particular interest in developing injury prevention initiatives in their communities.

STRATEGY EM-13: DEVELOP EMS MANAGEMENT EDUCATION CURRICULUM

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

STRATEGY EM-14: IMPLEMENT MECHANISMS TO SUPPORT EMS PRIMARY AND CONTINUING EDUCATION

Implement mechanisms to support primary and continuing education for EMS personnel via a variety of methods and formats to facilitate educational opportunities for all EMS personnel, with particular emphasis on those in more remote areas.

■ *Crashes Involving Fatigued and Distracted Drivers*

GOALS:

- Reduce the incidence of crashes caused by inattentive drivers.
- Reduce the incidence of crashes caused by fatigued and drowsy drivers.
- Review roadway crash reports and target high crash areas for highway improvements directed at drowsy drivers.

- Provide roadway facilities that will allow drowsy drivers to rest and feel safe.
- Improve drivers' awareness of responsibility to prevent both distracted and fatigued driving.
- Encourage the development of new technologies that improve traveler safety without adding to driver distraction.

STRATEGY FT-1: EDUCATIONAL CURRICULUM

Develop core curriculum to educate drivers on the dangers of distracted driving. Develop core curriculum to educate drivers on the dangers of fatigued driving. Find creative and practical methods to distribute curriculum to passenger and truck driver educators in the state. Add section on distracted driving to the New Mexico Motor Vehicle Division's Driver Training Manual. (WIN: This has been approved by MVD and text is being drafted.)

STRATEGY FT-2: ENGINEERING SOLUTIONS

Design and build, or redesign and remodel clean, well-lit safe rest areas for fatigued drivers. Consider adding State Police patrol substations to rest stops. Review fatigued crash reports to assist in the decision to build new rest stops at high crash locations. Explore adding café business (Starbucks or other franchise) to make rest stops more attractive. Design and build safe areas where drivers can nap in their cars, unmolested.

STRATEGY FT-3: ENCOURAGE NEW TECHNOLOGIES

Encourage the development of new technologies that improve traveler safety without adding to driver distraction.

■ *Intersection Crashes*

GOALS:

Reduce intersection and intersection-related fatal and serious injury crashes throughout New Mexico.

STRATEGY IN-1: SYSTEM TO IDENTIFY AND PRIORITIZE INTERSECTIONS

Establish a statewide system to ensure all communities have data, methods, and engineering and planning tools available with which to identify problem intersections and prioritize them for improvement. The NMDOT will provide all MPOs in New Mexico with data, tools, and methodology that would allow them to identify and prioritize problem intersections. The NMDOT will provide all Districts with data, tools, and methodology that would allow them to identify and prioritize problem intersections outside of the areas under MPO jurisdiction. The NMDOT will coordinate

with MPOs to establish a formula by which eligible safety funds can be provided to MPOs to be programmed in the Metropolitan TIPs. The amount of funding available for safety improvements to intersections will be provided to Districts and MPOs at the time target funding is provided for TIP/STIP programming. Inside metropolitan areas, MPOs will be responsible for ranking projects and programming funds to those projects, consistent with current processes and protocols for developing the metropolitan TIPs. Responsibility for implementing improvements will be with the agency having jurisdiction over the facility.

The NMDOT will be responsible for ensuring the quality, quantity, and availability of the data used to analyze problem intersections. The methodology will begin by looking at the absolute numbers of crashes, weighting fatalities, and injuries more heavily than property damage-only crashes to get a sense of where the problem intersections are located. The next step will be to combine the number of crashes with the intersection volumes to derive intersection crash rates. Comparing the two lists of problem intersections will likely show different results. Whether it is best to prioritize intersections based on crash rates or absolute numbers of crashes will be up to the MPO or District to decide, at least until a coordinated statewide policy is put into effect.

■ *Crashes Involving Lane Departures*

GOALS:

- Reduce Lane Departure Crashes.
- Reduce the severity of Lane Departure Crashes.

STRATEGY LD-1: IMPROVE GEOMETRY OF HORIZONTAL CURVES

Provide improved geometry for horizontal curves specifically at locations with lane departure crash history**.** Provide improved super elevation at said horizontal curves. Widen lanes and/or shoulders at areas with lane departure crash history at said horizontal curves.

STRATEGY LD-2: DELINEATE HORIZONTAL CURVES

Enhance delineation of problem curves with rumble strips, advisory speed signing, pavement markings, chevrons, post mounted delineators, etc.

STRATEGY LD-3: BARRIER AND ATTENUATION SYSTEMS

Lengthen barrier at hazardous locations. Replace existing end terminals that are not compliant with NCHRP 350.

STRATEGY LD-4: SHOULDER AND CENTERLINE TREATMENTS

Eliminate pavement edge drop-offs. Correct steep side slopes. Install rumble strips on shoulders or centerline in locations that have high rates of lane departure crashes, overturning crashes, and head on crashes.

STRATEGY LD-5: WIDEN CLEAR ZONES

Remove or relocate hazardous objects as far as possible from the edge of the traveling lane. Install breakaway designs.

STRATEGY LD-6: ENFORCEMENT AND EMS AWARENESS

Place police officers with speed detection at locations with high incidences of lane departure crashes. Increase patrols by police officers in areas known for crashes in an effort to provide quicker response time for EMS teams especially in rural areas.

■ *Native Americans*

GOALS:

- Increase traffic and crash information sharing between the State and NM Indian Tribes, Nations and Pueblos.
- Develop tribal transportation plans and engineering strategies to increase safety on roadways.
- Increase support for tribal law enforcement efforts to reduce transportation-related crashes and motor vehicle violations that result in traffic injuries and fatalities.
- Develop and/or implement strategies to decrease Native American injuries and fatalities through education and media.
- Address tribal safety planning, emergency response, and technology infrastructure needs and issues.
- Strengthen intergovernmental relationships and communications.

STRATEGY NA-1: DATA SHARING

Increase traffic and crash information sharing between the State and NM Indian Tribes, Nations and Pueblos.

Strategy NA-2: Tribal Transportation Plans and Engineering Strategies

Develop tribal transportation plans and engineering strategies to increase safety on roadways.

Strategy NA-3: Support for Tribal Law Enforcement

Increase support for tribal law enforcement efforts to reduce transportation-related crashes and motor vehicle violations that result in traffic injuries and fatalities.

Strategy NA-4: Education and Media Strategies

Develop and/or implement strategies to decrease Native American injuries and fatalities through education and media.

Strategy NA-5: Improve Emergency Response and Communication

Address tribal safety planning, emergency response, and technology infrastructure needs and issues.

Strategy NA-6: Intergovernmental Relationships and Communications

Strengthen intergovernmental relationships and communications.

Occupant Protection

GOALS:

- To prevent injury and death among children and adults by increasing the rate of consistent and correct use of child safety seats and seat belts.

STRATEGY OP-1: OCCUPANT PROTECTION

Continue to support occupant protection initiatives such as Operation Buckle Down, Click It Or Ticket, and other activities that increase seat belt usage. Continue to establish project agreements with law enforcement agencies, and participate in enforcement activities including child safety seat checkpoints. Provide outreach and education, and training to law enforcement, including Operation Kids and child passenger safety training to crash reconstructionists.

STRATEGY OP-2: DETERMINE CURRENT USE-RATE OF CHILD SAFETY SEATS AND SEAT BELTS

Work with law enforcement (and currently available data to) establish a baseline of child safety seat and seat belt use statewide. Ensure that crash forms are appropriately completed by law enforcement personnel and that the data is used to help determine occupant protection use rate. Conduct a statewide observation survey of child safety seat use to be repeated annually.

STRATEGY OP:3 CREATE A STATEWIDE INFRASTRUCTURE FOR DELIVERING OCCUPANT PROTECTION SERVICES

Develop a community collaboration hierarchy model through which occupant protection services are provided throughout the State (based on DWI program model). The hierarchy may consist of distribution sites, fitting stations, law enforcement agencies, fire/EMS personnel, maternal child health councils, a point of contact for each area/region of the State, three Occupant Protection liaisons, Safer New Mexico Now, the New Mexico Department of Transportation, Traffic Safety Bureau, and the National Highway Traffic Safety Administration.

STRATEGY OP-4: TRAIN CHILD PASSENGER SAFETY TECHNICIANS

Train new child passenger safety technicians; and retain certified technicians by assisting them with maintaining certification. In order to expand opportunities for child safety seat inspection opportunities, there need to be additional technicians available. It costs far less to retain technicians through skills review and installation opportunities than it does to train new technicians.

STRATEGY OP-5: OCCUPANT PROTECTION PUBLIC EDUCATION

Increase public education of adult seat belt and child safety seat use; and raise public awareness of the need for correct and consistent usage through an increased media presence.

Distribute promotional and informational materials to educate public on the importance of correct child safety seat use and adult seat belt use.

Use communication channels to include print, radio, and television media to promote opportunities and need for child safety seat checks and adult seat belt use.

STRATEGY OP-6: EXPAND OPPORTUNITIES FOR CHILD SAFETY SEAT INSPECTIONS AND INCREASE THE AVAILABILITY OF CHILD SAFETY SEATS

Ensure that individuals in every area/region in New Mexico are provided with a child safety seat inspection opportunity, and continue to increase access to child safety seats by low income families. Establish a permanent location for child safety seat checks in every area/region of the State and work to establish permanent funding for fire personnel to regularly participate. Expand the New Mexico Car Seat Distribution Program and expand the distribution of child safety seats to parents/caregivers in need through the fitting station program.

STRATEGY OP-7: TOLL-FREE REPORTING OF UNRESTRAINED CHILDREN

Institute a toll-free telephone number for motorists to report unrestrained children for the purposes of education, not enforcement (like drunk buster hotline). Enable motorists to report unrestrained children through use of a toll-free telephone number. Reported motorists will be sent education material on the importance of consistent and correct child safety seat use.

STRATEGY OP-8: CONTINUE TO EVALUATE AND IMPROVE NEW MEXICO OCCUPANT PROTECTION LAWS

Continue to work toward increasing occupant protection under the law. Research the current and potentially pursue a new “Good Samaritan” law/clause for child passenger safety technicians. Evaluate the backseat provision, meaningful penalties in current regulation, and the negligence clause in current law.

■ *Pedestrian Crashes*

GOALS:

The goal of the New Mexico Comprehensive Traffic Safety Plan is to reduce the number of pedestrian crashes in New Mexico and to encourage walking as a comfortable, accessible, safe, and efficient mode of transportation.

STRATEGY PD-1: PEDESTRIAN SAFETY AWARENESS MEDIA CAMPAIGN

Create a high visibility pedestrian safety media campaign which targets drivers, pedestrians, and the general public. The media campaign should include radio and television public service announcements (PSA), print ads, mail-outs, flyers, and informational handouts.

Materials should provide safety tips, information on safe and legal pedestrian and driver behavior, in both English and Spanish. Implement the campaign for a sustained period of time.

STRATEGY PD-2: INCREASE DRIVER AWARENESS OF PEDESTRIAN SAFETY ISSUES

Through education activities, increase driver awareness of pedestrian laws and safe, legal interactions with pedestrians. Topics should include pedestrian right of way and yielding, crosswalk identification, conflicts at right and left hand turns, and other safety issues. Educate new drivers through changes to the driver's education curriculum, driver's education instructor training, and the driver licensing test. Incorporate pedestrian safety information into the defensive driving curriculum for traffic offenders. Provide pedestrian safety materials to motor vehicle departments for dissemination.

STRATEGY PD-3: INCREASE PEDESTRIAN AWARENESS OF PEDESTRIAN SAFETY ISSUES

Through education activities, increase pedestrian awareness of applicable laws and safe, legal interactions with drivers. Topics should include crossing laws and signals, crosswalk identification, conflicts at right and left hand turns, and other safety tips. Educate pedestrians through media campaigns, mail-outs through utility bills, informational handouts distributed through transit, presentations to neighborhood associations, citizen groups. Create a speakers bureau of individuals who can educate the general public about safe pedestrian behavior and tips. Respond to requests for pedestrian presentations.

STRATEGY PD-4: INCREASE STAKEHOLDER AWARENESS OF PEDESTRIAN SAFETY ISSUES

Through education activities, increase stakeholder awareness of walking as an integral part of transportation strategies. Stakeholders should include community and NMDOT traffic engineers, community planners, transportation planners, decision makers (politicians), business, developers, and bureaucrats. Education topics should include: walkability, pedestrian needs, pedestrian facility design, ADA compliance, planning and zoning, and best practices (national experts). Stakeholders should be educated through different means which match different professions. Community and DOT traffic engineers, developers, and related contractors should be educated through pedestrian facility design and ADA compliance courses offered by the NMDOT for continuing education credit on an annual basis. These courses should include national guidelines (FHWA, AASHTO, ADA) as well as state and local information. They should incorporate national best practices and speakers. Training courses on pedestrian friendly community planning practices and working with the NMDOT on community transportation needs should also be offered on a biannual basis for continuing education credit. Decision makers and bureaucrats would receive pedestrian safety presentations, strategic planning help on request.

STRATEGY PD-5: SUPPORT FOR COMMUNITIES AT RISK FOR PEDESTRIAN CRASHES AND COMMUNITIES WITH AN INTEREST IN PEDESTRIAN SAFETY

Provide local communities technical support in addressing local pedestrian problems through the facilitation and setup of community Walkability Advocacy Groups (WAGs).

Through direct assistance, these WAGs will review local pedestrian injury data, formulate a pedestrian safety road show, propose a strategic plan of action which addresses the four E's of traffic safety, implement the plan, and evaluate the plan on a periodic basis. To facilitate the successful implementation of WAG strategic plans, the Pedestrian Safety Seed Grant program will continue to offer funding to these and other communities to successfully implement their strategic plans.

STRATEGY PD-6: MAKE PEDESTRIAN FACILITY DESIGN TOOLS AND DATA AVAILABLE

Increase community awareness of available pedestrian safety tools, data, and funding opportunities. Provide integrated pedestrian crash data, maps, land use data, and analysis tools to stakeholders.

STRATEGY PD-7: MODIFY DRIVER BEHAVIOR TO REDUCE DRIVER/PEDESTRIAN CONFLICTS

Through law enforcement operations, modify driver behavior to reduce driver pedestrian conflicts. Through law enforcement operations which target primarily drivers and in some cases pedestrians, modify dangerous and illegal pedestrian and driver behavior. Law enforcement operations which impact pedestrian safety and should be supported include: pedestrian 'decoy' operations, neighborhood and rural community mainstreet/highway speed operations, red light running operations, and school zone operations. Training for law enforcement for conducting these operations would be provided. Funding for operations would be provided for community law enforcement agencies.

STRATEGY PD-8: REQUIRE PEDESTRIAN AND BICYCLING ELEMENTS AS PART OF NMDOT-FUNDED TRANSPORTATION PROJECTS

Within the DOT, including the STIP processes, implement a standard procedural practice requiring the incorporation of pedestrians into projects receiving state funding. Assign greater priority to state projects which demonstrate 'smart growth' land use and planning (focus on origins and destinations, mixed use zoning), maximize multi-modal transportation, increase opportunities for transit, and represent local initiatives. When evaluating projects, utilize multiple criteria which addresses multi-modes of transportation, trip data for pedestrians and bicycles, and crash data for pedestrians and bicycles. [New Jersey DOT model]

STRATEGY PD-9: UPDATE PEDESTRIAN SAFETY LAWS (PEDESTRIAN BILL OF RIGHTS)

Review and edit existing pedestrian laws. Update laws to reflect current national standards and increase protections for the pedestrian. Propose revisions in a packaged 'Pedestrian Bill of Rights'. Encourage legislature to champion the bill and work towards its passage. Promote new 'Pedestrian Bill of Rights' to increase public awareness of pedestrian issues.

STRATEGY PD-10: EDUCATE CHILDREN AND PARENTS ABOUT PEDESTRIAN SAFETY

Employ an active approach where kids practice safety techniques in a 'hands on' manner. Use previously developed Elementary School Curriculum for Pedestrian Safety. Approach the NMDOE to have curriculum incorporated into classroom requirements. Provide curriculum to educators. Encourage educators to partner with local safety organizations to help educate kids about pedestrian safety. Create pedestrian safety presentations for educators, kids, parents. Present safety presentations to schools, parent teacher organizations, teacher in-service meetings.

STRATEGY PD-11: STANDARDIZED CROSSING GUARD TRAINING AND SAFETY PROGRAM

Create a standard curriculum for crossing guards. This curriculum should address safe pedestrian behavior, pedestrian laws, pedestrian safety devices, coordination with LE, schools, and parents. Require certification of crossing guards through completion of standardized curriculum. Provide classes for crossing guards for certification.

STRATEGY PD-12: COMPREHENSIVE SAFE ROUTES TO SCHOOL PROGRAM

Perform a safety assessment to identify school related problem areas for child pedestrians. Work with schools to solve identified pedestrian safety problems. Require coordinated school planning and transportation efforts between state, community, and district agencies. Facilitate statewide Walk to School Day events.

STRATEGY PD-13: REQUIRE REVIEW AND CONSIDERATION OF COMMUNITY PEDESTRIAN NEEDS

Require the review and consideration of community pedestrian needs in communities bisected by highway; and expand and support programs which support walkable mainstreet design. When planning the upgrade, expansion, or enhancement of highways which bisect rural communities and also serve as that community's main street, pedestrian facilities should be considered by the NMDOT. Discussions should take place between the community and the NMDOT to maintain the character and safety of the community. Pedestrian facilities and traffic calming measures should be considered and a priority. The NMDOT should refer communities to programs available for safe and walkable 'main-street' such as the NMDOT BPE, NM Mainstreet, and the DPAC.

STRATEGY PD-14: ENGINEERING MODIFICATIONS TO INCREASE PEDESTRIAN SAFETY ALONG THE URBAN INTERSTATE

Where warranted, employ engineering modifications to increase pedestrian safety along the urban interstate**.** Periodically review pedestrian crash and traffic data. When warranted, build pedestrian overpasses over urban interstate to link continuous existing urban trails, walkways, bike trails. Limit pedestrian access to urban interstate whenever possible with fencing.

STRATEGY PD-15: EXPAND HELP TRUCK PROGRAM IN URBAN AREAS

Expand the HELP truck program both extending times of service and areas of coverage. Evaluate implementation of program in other urban communities. Acquire permanent source of funding for program. Educate the public about dangers of walking on urban interstate and provide safety tips for stranded motorists. Advertise HELP truck services and contact numbers to LE, general public. Encourage drivers to report stranded motorists. Place signage with numbers.

STRATEGY PD-16: EMPLOY UNDERPASSES AND OVERPASSES

Employ underpasses and overpasses for safe crossing where warranted along rural portions of state highway where there is concentration of alcohol involved, highway associated pedestrian crashes and alcohol related exposure deaths (San Juan, McKinley Counties). Through review of alcohol involved community pedestrian crash data, exposure injury data, pedestrian traffic observations and anecdotal reports identify areas where underpasses or overpasses might be needed for pedestrians crossing highways. Assess the need for these pedestrian facilities and prioritize their implementation. Implement underpasses and overpasses when identified highways are upgraded, redesigned.

STRATEGY PD-17: ROADWAY LIGHTING AND PEDESTRIAN SIGNAGE

Provide roadway lighting and pedestrian signage where warranted along portions of rural state highway. Use data to identify segments of rural highway with concentrations of pedestrian crashes and exposure deaths in San Juan and McKinley Counties. Implement roadway lighting and pedestrian warning signs along identified segments. Encourage more frequent law enforcement patrols along these identified segments.

STRATEGY PD-18: SAFER TRANSPORTATION OPTIONS FOR HUB COMMUNITIES

Provide regional transit service to hub communities and Native American communities. Provide alternative walking paths in and around hub communities.

In counties with a high density of Native American population which utilizes off-reservation hub communities (or service centers), work with communities to establish regional transit services or alternate walking paths. These services would provide improved transportation from reservations to hub communities during periods of peak activity, reduce pedestrian traffic on adjacent highways, and promote economic development in hub communities. Transit services would be a joint venture between state, local, and tribal government.

STRATEGY PD-19: PLACE IMPERILED, INTOXICATED PEDESTRIANS ON HIGHWAYS IN PROTECTIVE CUSTODY

Encourage law enforcement to use the New Mexico Detoxification Act to place endangered intoxicated pedestrians walking along rural highways in protective custody. Increase law enforcement patrols along high risk segments of highway. Educate law enforcement, correctional facilities, decision makers, and medical service providers about the NM Detoxification Act and related legal requirements.

STRATEGY PD-20: REDUCE ALCOHOL ABUSE IN HIGH RISK COMMUNITIES

Provide or expand sobering services in at risk communities. Screen for alcohol abuse in emergency departments and trauma centers, particularly visits related to injury. Refer patients and clients of sobering services to drug and alcohol rehabilitation. Train major trauma service providers to utilize Screening with Brief Intervention and Referral to Treatment techniques especially with younger patients.

STRATEGY PD-21: SHUTTLE SERVICES BETWEEN SOBERING SERVICES AND NATIVE AMERICAN COMMUNITIES

Provide or expand shuttle services to and from sobering services communities and Native American communities. Sobering services currently provide some shuttle services for sobered clients returning home. Expanding these services and shuttle coverage areas help get alcohol abusers home and away from situations which might trigger subsequent alcohol abuse.

STRATEGY PD-22: OPERATION LIFESAVER PROGRAM

Support and expand the Operation Lifesaver program. As the NMDOT becomes a railway owner, it needs to join and become an active member of the Operation Lifesaver program.

■ *Public Education and Media*

GOALS:

- **DWI**: The war on intoxicated drivers in New Mexico is composed of many components. Use of Radio and Television media and announcement news conferences during SUPERBLITZ periods gets the word out, but in between these periods there needs to be an ongoing message directed to the public.

- **Click It or Ticket:** This campaign is also targeted to the public through the use of Radio and Television and news conference announcements of the campaign. 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.

- **Speeding:** This area as well as **Distracted Driving** should also be part of the media plan.

- **Other Issues Include:** Work Zone Safety, Safety Corridors, Child Passenger Safety, and Underage Drinking. Underage Drinking is covered by the contract with NMBA and will be detailed under strategies.

STRATEGY PE-1: PUBLIC SERVICE ANNOUNCEMENTS BETWEEN SUPERBLITZ PERIODS

Develop a plan for local law enforcement to implement in their communities to educate the public between superblitz periods. Statewide Television and Radio is detailed in the Media report. Public Service announcements for local broadcasters, talk show appearances, newspaper op-ed for local law enforcement to implement. Fill in the gaps between enforcement blitzes. Work directly with local officials and local law enforcement. Messages should be tailored to different audiences.

STRATEGY PE-2: DEVELOP AND IMPLEMENT PUBLIC EDUCATION AND MEDIA STRATEGIES IN SUPPORT OF THE CTSP

Assist with development and implementation of public education and media strategies identified by all emphasis area teams of the CTSP.

STRATEGY PE-3: OVERALL MEDIA PLAN FOR SPEEDING AND DISTRACTED DRIVING

Speeding and Distracted Driving should be addressed in an overall media plan. Focus on these issues could be done through a public relations campaign in each district if no advertising funds are available. This should be an ongoing campaign with no particular time limits. Interviews on local talk shows, TV public affairs programming, local events and fairs, exhibitions, op-ed pieces in local newspapers, speakers bureau for local organizations, proclamations from local governments and public service announcements.

STRATEGY PE-4: UNDERAGE DRINKING ANNOUNCEMENTS

Identify opportunities such as sponsorship of the statewide high school basketball tournament to promote awareness of underage drinking.

STRATEGY PE-5: MEDIA CAMPAIGN TO PUBLICIZE DEVELOPMENT OF THE NEW MEXICO CTSP

Raise awareness of statewide safety efforts by developing and implementing a media campaign to publicize the development of the New Mexico Comprehensive Transportation Safety Plan (once the planning process has been approved by FHWA).

Traffic Records

GOALS:

Not reported.

STRATEGY TR-1: ELECTRONIC DATA COLLECTION

Automate the Uniform Traffic Citation, the DWI Citation Package, the Incident/Offense and Uniform Crash Reports.

STRATEGY TR-2: ESTABLISH STATEWIDE TRAFFIC RECORDS SYSTEM (STRS) AND OFFICE

Establish a Statewide Traffic Records System (STRS) and Office for the coordination of traffic- related records capture, processing, and dissemination.

STRATEGY TR-3: STATEWIDE IGNITION INTERLOCK DATA REPOSITORY

Develop and maintain a comprehensive statewide Ignition Interlock data repository. This repository will allow New Mexico to assess the impact of their use on impaired driving.

STRATEGY TR-4: ELECTRONIC EXCHANGE OF ADJUDICATION INFORMATION

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

STRATEGY TR-5: ELECTRONIC EXCHANGE OF TRAFFIC CITATION INFORMATION

Develop and maintain the electronic exchange of traffic citation information between Federal, State, and Local Law Enforcement Agencies, through the Statewide Traffic Records System, and the Administrative Office of the Courts and the Motor Vehicle Division. The exchange will be two fold:

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.

STRATEGY TR-6: TRIBAL PILOT PROJECT: ELECTRONIC TRAFFIC RECORDS DATA

Evaluate the feasibility of developing a Tribal pilot project to automate citation, DWI and crash information. Work collaboratively with tribal entities to participate in the STRS and explore the possibilities of traffic records data sharing.

STRATEGY TR-7: COLLECTION/SHARING OF DWI INFORMATION FROM NAVAJO NATION

Evaluate the possibilities of obtaining DWI information from the Navajo Nation through their involvement with the Comprehensive Impaired Driving Demonstration Project (CIDDP). The Navajo Nation currently participates in the Impaired Driving Demonstration Project by employing two law enforcement officers who provide enhanced enforcement activities on Navajo lands. The CIDDP is a cooperative between the Navajo Nation and the State of New Mexico.

STRATEGY TR-8: INTEGRATION OF TRAFFIC RECORDS AND EMS DATA

Evaluate the possibilities 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 NM 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 should also include the integration of any data systems identified by the Injury Surveillance Alliance or the Health Policy Commission.

■ *Young Driver Crashes*

GOALS:

- Reduce the top 3 contributing factors for teens that lead to serious injury or fatal crashes by 10 percent; Failure to yield; Speed; Driver inattention lead to 51.3 percent of all serious injury crashes.
- Produce awareness campaign to educate parents about the contributing factors leading to and timing of teen crashes, as well as importance of parental involvement.
- Update driver education curriculum to include localized data for instructors to utilize for course education.
- Increase availability of driver education in tribal schools.
- Increase underage drinking prevention programs.

- Conduct analysis of the value of behind-the-wheel training to determine if change in current regulations is necessary.
- Increase law enforcement activities targeting designated areas and time of day for teen crashes.

STRATEGY YD-1: INCREASE PARENT AND DRIVERS EDUCATION INSTRUCTORS PUBLIC AWARENESS PROGRAMS

Increase public awareness to parents and driver education instructors of teen drivers relating to the highest contributing factors and time of day of teen crashes, and the importance of parental involvement:

- Failure to yield;
- Speed; and
- Driver inattention.

Produce media spots specific to the top contributing factors for teen crashes. Update current driver education materials to include localized data on top contributing factors for teen crashes.

STRATEGY YD-2: EXPAND UNDERAGE DRINKING PREVENTION PROGRAMS

Start prevention programs to leverage existing programs aimed at underage drinking. Coordinate the activities and resources of DWI and youth programs to help lower the number of alcohol-related fatal and serious injury crashes involving 15- to 24-year olds.

STRATEGY YD-3: INCREASE AVAILABILITY AND ENROLLMENT IN DRIVER EDUCATION PROGRAMS IN TRIBAL AREAS

Increase driver education availability in tribal areas statewide.

STRATEGY YD-4: BEHIND-THE-WHEEL DRIVERS EDUCATION REQUIREMENTS

Review behind-the-wheel driver education requirements, and annually review political environment for legislative updates.

STRATEGY YD-5: INFRASTRUCTURE IMPROVEMENTS

Continually evaluate potential for infrastructure improvements that will provide greater visibility, particularly in rural areas. This engineering strategy will help young (and all) drivers be able to assess roadway characteristics and enable drivers to make faster decisions.

STRATEGY YD-6: INCREASE SEAT BELT USAGE

Increase seat belt usage by New Mexico teens. Create incentive or challenge program to increase awareness and usage of set belts.

Strategy Summary

Table 4.1 lists each strategy, indicating their primary focus among the 4 Es. By taking into account programs and activities which are already in place, these strategies are intended to enhance existing programs and to establish new programs where there may be opportunities for additional benefits.

Viewing these strategies collectively, it is apparent that there are opportunities to comprehensively address a number of strategies through support programs which could cut across the various Emphasis Areas. By establishing support teams capable of providing specialized expertise, there are opportunities to pursue certain strategies with greater efficiency and cost-effectiveness. Three cross-cutting support areas were identified: 1) Public Information and Media; 2) Data Management and Analysis; and 3) Legislative/Regulatory Facilitation. Table 4.1 indicates those strategies which might be addressed through these specialized support teams.

Table 4.1 Classification of CTSP Strategies

			4 Es of Safety				Support Needs		
Emphasis Area	**Strategy Title**	**Effectiveness[1]**	**Engineering**	**Enforcement**	**Education**	**Emergency Response/ Treatment**	**Public Information and Media**	**Data Management and Analysis**	**Legislative/ Regulatory**
Aggressive Driving									
AG-1	Aggressive Driving Public Information/Media Messages	NCHRP Vol. 1 Tried (4.1A2) CTW Cht. 3 Likely (4.1 with enforcement)			●		●		
AG-2	Conduct Detailed Evaluation of Aggressive Driving in New Mexico							●	
AG-3	State Law Restricting Aggressive Driving	CTW Cht. 3 Unknown (1.2)		●					●
AG-4	Increase Fines for Speeding Violations	NCHRP Vol. 1 Experimental (4.1A3) (repeat offenders) CTW Cht 3 Varies (2.3)		●					●
AG-5	Raise Traffic Safety Enforcement and Education Fee			●	●				●
AG-6	Funding for Innovative Law Enforcement Programs	CTW Cht. 3 Varies (2.3) (This section also includes list of Innovative Programs)		●					
AG-7	Coordination with Navajo Nation and Other Tribal Nations	NCHRP Vol. 1 Tried (4.1A1&2)		●	●				
AG-8	Aggressive Driving Media and Public Education	NCHRP Vol. 1 Tried (4.1A2) CTW Cht. 3 Likely (4.1 with enforcement)			●		●		
AG-9	Automated Enforcement for Speed Violations	CTW Cht. 3 Proven (2.2)		●					
Alcohol/Impaired Driving									
AL-1	Increase Law Enforcement Efforts	NCHRP Vol. 16 Proven (5.1 B1, 5.1 B3, 5.1 C4, 5.1 D1, 5.1 D1, 5.1 D2, 5.1 D3, 5.1 D4) / Tried (5.1 B2, 5.1 C2, 5.1 C3) CTW Cht. 1 Proven (enforcement 2.1, 2.2, 2.4, 2.5, adjudication 3.2, 3.4) / Likely (2.3 integrated enforcement)		●					
AL-2	Reform Administrative License Revocation Process	NCHRP Vol. 16 Proven (5.1 C1) CTW Cht. 1 Proven (1.1 ALR/ALS)		●					●

Table 4.1 Classification of CTSP Strategies (continued)

			4 Es of Safety				Support Needs		
Emphasis Area	**Strategy Title**	**Effectiveness[1]**	**Engineering**	**Enforcement**	**Education**	**Emergency Response/ Treatment**	**Public Information and Media**	**Data Management and Analysis**	**Legislative/ Regulatory**
Alcohol/Impaired Driving (continued)									
AL-3	Work with New Mexico Tribes	See other specific strategies for effectiveness			●				
AL-4	Increase the Treatment Options Available for Individuals Convicted of DWI	NCHRP Vol. 16 Proven (5.1 C4 CTW Cht. 1 Proven (4.1, 5.4)				●			
AL-5	Explore Public Policy Options in Reducing Death and Injury Due to DWI								●
AL-6	Increase Enforcement of Traffic Code	(See AL-1 above for DWI specific enforcement)		●	●				
AL-7	Decrease Fatal and Serious Injury Crashes Involving 15-24 Year Olds	NCHRP Vol. 16 Proven (5.1 B3) CTW Cht. 1 Varies (6.1)/Likely (6.2)/ Uncertain (6.3, .4)			●				
Emergency Medical Services									
EM-1	Improve Prehospital Patient Care (including recruitment and retention of personnel)	NCHRP Vol. 15 Proven (20.1 C1)/ Experimental (20.1 C2, 20.1 C3)/ Tried (20.1 A1, 20.1 C4, 20.1 C6, 20.1 C7)				●			
EM-2	Assess EMS Finance Issues	NCHRP Vol. 15 Tried (20.1 A3)				●			
EM-3	Maintain Air Support for Emergency Responses					●			
EM-4	Evaluate EMS Communications Systems					●			
EM-5	Funding for Basic Emergency Response Resources					●			
EM-6	Control Traffic Flow and Scene Safety for Motor Vehicle Collisions	May find effectiveness measures in other sources		●					
EM-7	EMS Data Collection and Management	NCHRP Vol. 15 Tried (20.1 A6, 20.1 A7, 20.1 B2)				●		●	
EM-8	Conduct Formal Assessment of Trauma System					●		●	
EM-9	Plan to Capitalize on Statewide Trauma System Strengths and Address Weaknesses					●		●	

Table 4.1 Classification of CTSP Strategies (continued)

			4 Es of Safety				Support Needs		
Emphasis Area	**Strategy Title**	**Effectiveness[1]**	**Engineering**	**Enforcement**	**Education**	**Emergency Response/ Treatment**	**Public Information and Media**	**Data Management and Analysis**	**Legislative/ Regulatory**
Emergency Medical Services (continued)									
EM-10	Share Aggregate Trauma Data with Partners	NCHRP Vol. 15 Tried (20.1 A6, 20.1 A7, 20.1 B2)			●	●		●	
EM-11	Develop Lesson Content for Emergency Responders	NCHRP Vol. 15 Experimental (20.1 C2, 20.1 C3) / Tried (20.1C4, 20.1 C6, 20.1 C7)			●	●	●		
EM-12	Develop an EMS Injury Prevention Specialist Program				●	●			
EM-13	Develop EMS Management Education Curriculum	None noted specific to management positions			●	●	●		
EM-14	Implement Mechanisms to Support EMS Primary and Continuing Education	NCHRP Vol. 15 Proven (20.1 C1) / Experimental (20.1 C2, 20.1 C3) / Tried (20.1 C6, 20.1 C7)			●	●	●		
Fatigued/Distracted Drivers									
FT-1	Educational Curriculum	NCHRP Vol. 14 Tried (6.1 C1, 6.1 D2, 6.1 D5) CTW Cht. 4 Unknown (2.1, 2.2, 3.1)			●		●		
FT-2	Engineering Solutions	NCHRP Vol. 14 Tried (6.1 B1, 6.1 B2)	●						
FT-3	Encourage New Technologies		●						
Intersection Crashes									
IN-1	System to Identify and Prioritize Intersections	See NCHRP Vol. 5 or Vol. 12, Section VI for Sample Implementation Process	●					●	
Lane Departures									
LD-1	Improve Geometry of Horizontal Curves	NCHRP Vol. 6 Proven (15.1 A5, 15.1 B1, 15.1 A8	●						
LD-2	Delineate Horizontal Curves	NCHRP Vol. 6 Proven (15.1 A5) / Experimental (15.1 A2, 15.1 A3) / Tried (15.1 A1, 15.1 A6, 15.1 C1) / P/T/E (15.1 A4)	●						
LD-3	Barrier and Attenuation Systems	NCHRP Vol. 6 Tried (15.1 C1)	●						
LD-4	Shoulder and Centerline Treatments	NCHRP Vol. 6 Experimental (15.1 A2, 15.1 A3)/ P/E (15.1 A8)/ PTE (15.1 A4)	●						

Table 4.1 Classification of CTSP Strategies (continued)

			4 Es of Safety				Support Needs		
Emphasis Area	**Strategy Title**	**Effectiveness[1]**	**Engineering**	**Enforcement**	**Education**	**Emergency Response/ Treatment**	**Public Information and Media**	**Data Management and Analysis**	**Legislative/ Regulatory**
Lane Departures (continued)									
LD-5	Widen Clear Zones	NCHRP Vol. 6 Proven (15.1 B1, 15.1 B2)	●						
LD-6	Enforcement and EMS Awareness			●		●			
Native Americans									
NA-1	Data Sharing							●	
NA-2	Tribal Transportation Plans and Engineering Strategies		●						
NA-3	Support for Tribal Law Enforcement			●					
NA-4	Education and Media Strategies	NCHRP Vol. 15 Tried (20.1 C5 Educate citizens about availability, capability, and limitations of existing EMS systems) NCHRP Vol. 1: Aggressive Driving/Speed Tried (4.1 A2) NCHRP Vol. 14 Fatigue/Distraction Tried (6.1 C1, 6.1 D2)/ T/E (6.1 D6) CTW Cht 1 Alcohol: Proven (5.5 Mass Media Campaigns with enforcement)/ Uncertain (6.3, 6.4) / Cht 2. Safety Belt Use: Proven (4.1, 4.2, 3.1), Uncertain (3.2 for programs w/out enforcement)			●		●		
NA-5	Improve Emergency Response and Communication	NCHRP Vol. 15 Tried (20.1 A1, 20.1 A4, 20.1 A6, 20.1 B1, 20.1 B2, 20.1 B3/B4) / Proven (20.1 C1) / Experimental (20.1 C2, 20.1 C3, 20.1 C4, 20.1 C6, 20.1 C7)				●		●	
NA-6	Intergovernmental Relationships and Communications	NCHRP Vol. 15 Tried (20.1 A2)			●				●

Table 4.1 Classification of CTSP Strategies (continued)

			4 Es of Safety				Support Needs		
Emphasis Area	**Strategy Title**	**Effectiveness[1]**	**Engineering**	**Enforcement**	**Education**	**Emergency Response/ Treatment**	**Public Information and Media**	**Data Management and Analysis**	**Legislative/ Regulatory**
Occupant Protection									
OP-1	Continue Occupant Protection Initiatives	NCHRP Vol. 11 Proven (8.1 A1, 8.1 A2, 8.1 B2) / Tried (8.1 B1, 8.1 B3) / Experimental (8.1 C1) CTW Cht. 2 Proven (2.1 short high-visibility enforcement, 3.1 media with enforcement)/ Uncertain (2.2)			●		●		
OP-2	Determine Current Use-Rate of Child Safety Seats and Seat Belts			●				●	
OP-3	Create A Statewide Infrastructure for Delivering Occupant Protection Services				●		●		
OP-4	Train Child Safety Technicians	NCHRP Vol. 11Tried (8.1 B3)			●				
OP-5	Occupant Protection Public Education	NCHRP Vol. 11 Proven (8.1 A2, 8.1 B2) CTW Cht. 2 Proven (3.1 with enforcement)/ Uncertain (3.2 media programs without enforcement)			●		●		
OP-6	Expand Opportunities for Child Safety Seat Inspections and Increase the Availability of Child Safety Seats	NCHRP Vol. 11 Proven (8.1 2)/ Tried (8.1 B1)/ Experimental (8.1 C1)			●		●		
OP-7	Toll-Free Reporting of Unrestrained Children				●		●		
OP-8	Continue to Evaluate and Improve New Mexico Occupant Protection Laws			●					●
Pedestrians									
PD-1	Pedestrian Safety Awareness Media Campaign	NCHRP Vol. 10 Proven (9.1 D1) / Tried (9.1 D2)			●		●		
PD-2	Increase Driver Awareness of Pedestrian Safety Issues	NCHRP Vol. 10 Proven (9.1 D1) CTW Cht X* Unknown (7.4 Driver Training)			●		●		

Table 4.1 Classification of CTSP Strategies (continued)

			4 Es of Safety				Support Needs		
Emphasis Area	**Strategy Title**	**Effectiveness[1]**	**Engineering**	**Enforcement**	**Education**	**Emergency Response/ Treatment**	**Public Information and Media**	**Data Management and Analysis**	**Legislative/ Regulatory**
Pedestrians (continued)									
PD-3	Increase Pedestrian Awareness of Pedestrian Safety Issues	NCHRP Vol. 10 Proven (9.1 D1) CTW Cht X Children: Uncertain (1.1), Proven (1.2 Child supervision, 2.1, 2.2, 2.3); Older Adults Proven (5.1 Ped safety zones); Unknown (7.3 conspicuity)			●		●		
PD-4	Increase Stakeholder Awareness of Pedestrian Safety Issues	NCHRP Vol. 10 Proven (9.1 D1)			●		●		
PD-5	Support for Communities at Risk for Pedestrian Crashes and Communities with an Interest in Pedestrian Safety	NCHRP Vol. 10 Proven (9.1 D1) CTW Cht X Children: Proven (2.1, 2.2, 2.3); Older Adults: Proven (5.1); Impaired Pedestrians: Likely (6.1 “sweeper patrols”)/ Uncertain (6.2)			●		●	●	
PD-6	Make Pedestrian Facility Design Tools and Data Available		●						
PD-7	Modify Driver Behavior to Reduce Driver/Pedestrian Conflicts	NCHRP Vol. 10 Tried (9.1 D2) CTW Cht X Proven (7.1, 7.2)/ Unknown (7.4 driver training)/ Varies (7.5 targeted enforcement)		●					
PD-8	Require Pedestrian and Bicycling Elements as Part of NMDOT Funded Transportation Projects		●						
PD-9	Update Pedestrian Safety Laws (Pedestrian Bill of Rights)			●					●
PD-10	Educate Children and Parents About Pedestrian Safety	NCHRP Vol. 10 Proven (9.1 D1) CTW Cht X Children: Proven (2.1, 2.2, 2.3)			●		●		
PD-11	Standardized Crossing Guard Training and Safety Program				●		●		
PD-12	Comprehensive Safe Routes to School (SRTS) Program	NCHRP Vol. 10 Proven (9.1 D1)/ Tried (9.1 C4) CTW Cht. X Proven (2.2 SRTS)	●		●		●		
PD-13	Require Review and Consideration of Community Pedestrian Needs		●						

Table 4.1 Classification of CTSP Strategies (continued)

			4 Es of Safety				Support Needs		
Emphasis Area	**Strategy Title**	**Effectiveness[1]**	**Engineering**	**Enforcement**	**Education**	**Emergency Response/ Treatment**	**Public Information and Media**	**Data Management and Analysis**	**Legislative/ Regulatory**
Pedestrians (continued)									
PD-14	Engineering Modifications to Increase Pedestrian Safety Along the Urban Interstate	See NCHRP Vol. 10 for specific engineering strategies	●						
PD-15	Expand HELP Truck Program in Urban Areas for Stranded Pedestrians			●	●	●			
PD-16	Employ Underpasses and Overpasses	NCHRP Vol. 10 Proven (9.1 A5)	●						
PD-17	Roadway Lighting and Pedestrian Signage	NCHRP Vol. 10 Proven (9.1 B2)/ Tried (9.1 B3, 9.1 B5)	●						
PD-18	Safer Transportation Options for Hub Communities		●						
PD-19	Place imperiled, intoxicated pedestrians on highways in protective custody	CTW Cht. X Low (6.1)		●		●			
PD-20	Reduce Alcohol Abuse in High Risk Communities					●			
PD-21	Shuttle Services Between Sobering Services and Native American Communities					●			
PD-22	Operation Lifesaver Program		●	●	●				
Public Education/Media									
PE-1	Public Service Announcements Between Superblitz Periods				●		●		
PE-2	Develop and Implement Public Education and Media Strategies in Support of the CTSP				●		●		

Table 4.1 Classification of CTSP Strategies (continued)

			4 Es of Safety				Support Needs		
Emphasis Area	**Strategy Title**	**Effectiveness[1]**	**Engineering**	**Enforcement**	**Education**	**Emergency Response/ Treatment**	**Public Information and Media**	**Data Management and Analysis**	**Legislative/ Regulatory**
Public Education/Media (continued)									
PE-3	Overall Media Plan for Speeding and Distracted Driving	NCHRP Vol. 14 Tried (6.1 C1, 6.1 D2) T/E (6.1 D6) Distracted Drvg. CTW Cht. 4 Unknown (2.2 Distracted Driving Media Campaign) _____ NCHRP Vol. 1Tried (4.1 A2 Campaign re: speed/aggressive driving- more effective with enforcement) CTW Cht. 3 Likely (4.1 Speed with enforcement)			●		●		
PE-4	Underage Drinking Announcements	NCHRP Vol. 16 Proven (5.1 B3) CTW Cht. 1 Proven (5.5 campaigns with enforcement)/ Uncertain (6.4 youth programs)			●		●		
PE-5	Media Campaign to Publicize Development of the New Mexico CTSP				●		●		
Traffic Records**									
TR-1	Electronic Data Collection			●				●	
TR-2	Establish Statewide Traffic Records System (STRS) and Office			●				●	
TR-3	Statewide Ignition Interlock Data Repository			●				●	
TR-4	Electronic Exchange of Adjudication Information			●				●	
TR-5	Electronic Exchange of Traffic Citation Information			●				●	
TR-6	Tribal Pilot Project: Electronic Traffic Records Data			●				●	
TR-7	Collection/Sharing of DWI Information from Navajo Nation			●				●	
TR-8	Integration of Traffic Records and EMS Data			●		●		●	

Table 4.1 Classification of CTSP Strategies (continued)

			4 Es of Safety				Support Needs		
Emphasis Area	**Strategy Title**	**Effectiveness[1]**	**Engineering**	**Enforcement**	**Education**	**Emergency Response/ Treatment**	**Public Information and Media**	**Data Management and Analysis**	**Legislative/ Regulatory**
Young Driver Crashes									
YD-1	Increase Parent and Drivers Education Instructors Public Awareness Programs	CTW Cht. 6 Varies (3.1)			●		●		
YD-2	Expand Underage Drinking Prevention Programs	CTW Cht. 1 Uncertain (6.3, 6.4); Cht 6 Likely (4.1 enforcement of zero-tolerance laws);			●		●		
YD-3	Increase Availability and Enrollment in Driver Education Programs in Tribal Areas	CTW Cht. 6 Unknown (2.2 Postlicensure or advanced driver education)/ None (2.1 Prelicensure driver education)			●		●		
YD-4	Behind-the-Wheel Drivers Education Requirements	CTW Cht. 6 Proven (1.2 GDL)			●				
YD-5	Infrastructure Improvements	See individual volumes of NCHRP Report 500 for effectiveness of specific engineering countermeasures	●						
YD-6	Increase Seat Belt Usage	NCHRP Vol. 11 Proven (8.1 A2)			●		●		

1 Effectiveness evaluations from: Hedlund, James. "Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices," NHTSA/GHSA, 2005. Classifications include: Proven; Likely; Varies; Unknown; Uncertain. National Cooperative Highway Research program. Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Individual volumes, NCHRP Report 500 series, Transportation Research Board, 2004. Classifications include: Proven; Tried; and Experimental.

* As of July 2006, Chapter X, Pedestrian Safety of the Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices is a draft: it has not been finalized.

**No documentation is currently available to identify effectiveness of data system strategies. For more information, refer to the New Mexico Strategic Traffic Records Plan (estimated completion Fall 2006).

Proposed CTSP Management Structure

The proposed management structure for the CTSP will take the form of an executive level oversight committee that is comprised of agency decision-makers who commit to a collaborative working relationship focused on improving transportation safety in New Mexico. The Leadership Team will assume responsibility for oversight of the implementation and evaluation of the CTSP and commit to occasional meetings to monitor progress, address challenges, identify opportunities for pooling resources, provide technical guidance, and work with the implementation team to address legislative issues.

A Memorandum of Understanding (MOU) among safety stakeholders will be developed and executed, committing executive-level decision-makers as members of a Leadership Team. Muffet Foy Cuddy, Chief of NMDOT's Transportation Programs Division, will serve as the NMDOT representative. The proposed membership of the Leadership Team will include representatives of:

- Department of Public Safety: New Mexico State Police and the Motor Vehicle Division (commercial vehicles);
- Department of Public Health;
- Department of Education;
- Department of Taxation and Revenue;
- Governor's Office (DWI Czar);
- Legislature;
- Native American Tribes;
- Federal Highway Administration;
- Federal Motor Carrier Safety Administration; and
- National Highway Transportation Safety Administration.

Upon execution of the CTSP, the Leadership Team will develop a process and schedule for CTSP implementation and meet regularly to discuss progress toward meeting shared CTSP goals as well as the safety efforts of their own agencies. Signatories of the MOU will be asked to assign a staff employee to serve on the CTSP Management Team and include the responsibility as part of the employee's performance evaluation criteria to ensure that leaders are designated and held accountable.

CTSP Management Team

The CTSP Management Team will include a representative for each of the priority emphasis areas and will have day-to-day responsibility for carrying out the initiatives. In some cases, NMDOT staff will serve as leaders for the priority emphasis areas, but in other instances NMDOT will seek the participation and collaboration of partner agencies, e.g., state police and emergency medical services. The CTSP Management Team will report regularly to the Leadership Team.

Stakeholders who participated in the multidisciplinary CTSP development process are encouraged to continue their involvement on emphasis area implementation teams. CTSP Management Team leaders will reach out to the necessary experts for assistance as local or technical expertise is needed to implement strategies.

Strategies Requiring Legislative Action

In order to enable their implementation, several strategies identified by the various implementation teams require legislative action or changes to existing regulations. A specific approach to facilitate these legislative actions will need to be developed by the Executive Leadership Committee in collaboration with the CTSP Implementation Team following final approval of the CTSP. Consideration should be given to a comprehensive legislative strategy which encompasses a package of legislation in support of the CTSP.

The following is a summary of recommended CTSP strategies which require legislative action:

Aggressive Driving/Speed

Strategy AG-3: State Law Restricting Aggressive Driving

Develop, present, and adopt a state law restricting aggressive driving. To spearhead a law designed for the identification, detection, apprehension, and punishment of aggressive drivers. The law should be modeled after successful laws in other states such as Arizona, Delaware, and Nevada; and the City of Rio Rancho, New Mexico. The law could be presented to the state legislature and governor upon completion of the detailed problem evaluation study (identified in Strategy 2) with data supporting the need and what the results may do to reduce traffic crashes.

Strategy AG-4: Increase Fines for Speeding Violations

Pass legislation to raise speeding fines, forcing violators of speeding laws to pay more in fines and encouraging them to voluntarily comply with the speed limits.

Strategy AG-5: Raise Traffic Safety Enforcement and Education Fee

Pass legislation raising the current fee of $3 as it has not been raised since the law's inception in 1989; stressing the value of self-funding traffic safety programs in the State of New Mexico. This program would be more important than raising fines because it has a direct effect funding for traffic safety rather than a fine which does not go back to law enforcement.

Alcohol/Impaired Driving

Strategy AL-2: Reform Administrative License Revocation Process

Make regulatory and statutory changes to reform the Administrative License Revocation process in New Mexico.

Strategy AL-5: Explore Public Policy Options in Reducing Death and Injury Due to DWI

Continue to explore new public policy options to reduce death and injury due to DWI, and to strengthen existing laws.

Occupant Protection

Strategy OP-8 Continue to Evaluate and Improve New Mexico Occupant Protection Laws

Continue to work toward increasing occupant protection under the law.

Pedestrians

Strategy PD-9: Update Pedestrian Safety Laws (Pedestrian Bill of Rights)

Review and edit existing pedestrian laws. Update laws to reflect current national standards and increase protections for the pedestrian. Propose revisions in a packaged 'Pedestrian Bill of Rights'. Encourage legislature to champion the bill and work towards its passage. Promote new 'Pedestrian Bill of Rights' to increase public awareness of pedestrian issues.

Next Steps

The next steps in the CTSP planning process involve the development of a definitive implementation plan for CTSP strategies. The Federal Highway Administration's (FHWA) *Strategic Highway Safety Plans: A Champion's Guide to Saving Lives* (dated 04/05/06) states that, "the purpose of a data driven process is to direct resources where they are most needed and have the greatest potential for impact.[1]" At a future Stakeholder Meeting, participants will be surveyed to seek input on the prioritization of the strategies in each emphasis area. In addition, the CTSP Project Management Team will examine the available research and literature on countermeasure effectiveness. The Project Management Team also may conduct preliminary cost/benefit analyses and request additional input from technical experts and data analysts. Ultimately, the prioritization of strategies will involve an iterative process which will take into account their expected effectiveness in achieving the goal of the CTSP cost-effectiveness, availability of resources, agency willingness to lead or facilitate their implementation, consistency, and coordination with other program commitments, and stakeholder input obtained through ongoing CTSP outreach efforts.

[1] Federal Highway Administration. *Strategic Highway Safety Plans: A Champion's Guide to Saving Lives*, April 5, 2006, page 11.