



¡Qué linda!



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



Target Zero: Coordinating Across Transportation Safety Work to End Traffic Fatalities by 2050

NEW MEXICO DEPARTMENT OF TRANSPORTATION

CREATING TARGET ZERO



- HM 85 (2023) Rep De La Cruz and Rep Hochman-Vigil
- Modeled from Vision Zero Network, Road to Zero Coalition, Toward Zero Program, etc.



Photo Courtesy of Bob Eckert Photography
<https://www.bobeckertphotography.com/descansos.html>

ZERO MEANS ZERO

ZERO TRAFFIC-RELATED FATALITIES BY 2050



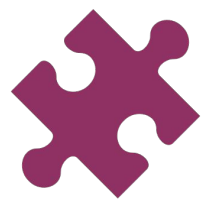
Target Zero is a transformative initiative that will coordinate all the transportation safety work currently underway and sharpen the department's focus on safety in all our work. Target Zero envisions a transportation system where every journey is completed safely, with zero driving-related deaths or serious injuries.



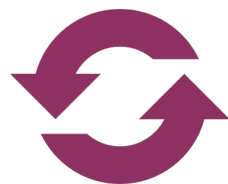
Photo Courtesy of Library of Congress Prints and Photographs Division
<https://blogs.loc.gov/law/2023/10/descansos-roadside-memorials/>

SAFE SYSTEM APPROACH





Create



Coordinate



Cultivate



Communicate

THE ROLE OF TARGET ZERO

KEY PRINCIPLES OF TARGET ZERO IN NEW MEXICO:

HUMAN LIFE FIRST | DATA DRIVEN APPROACHES | EQUITY FOR ALL COMMUNITIES | ACCOUNTABILITY

1. **Safety and Human Life First:** NMDOT's efforts under Target Zero prioritize the safety and well-being of individuals using New Mexico's transportation system.
2. **Data-Driven Approach:** Target Zero in New Mexico relies on accurate data, analysis, and the strategies outlined in the Target Zero 2050 Implementation Plan to identify risks, implement effective measures, and track progress toward the zero-fatality goal.
3. **Equity:** Ensuring that safety improvements benefit all communities across New Mexico, with a focus on historically underserved or high-risk areas and road users, is a central tenet of Target Zero.
4. **Accountability:** NMDOT, along with other stakeholders, is accountable for their roles in implementing Target Zero strategies and creating safer roadways throughout the state.

JOIN US...



REGISTER NOW

NM Transportation Safety Summit AND Tribal Transportation Safety Summit

“Cutting Edge Strategies in Transportation Safety Culture”



Join Us at the
2025 Summit

<https://www.dot.nm.gov/new-mexico-transportation-safety-summit/>

The Transportation Safety Summit brings together transportation professionals and other transportation safety stakeholders in developing strategies to eliminate traffic related fatalities on all public roadways and for all roadway users in New Mexico.

SEPTEMBER 16-17, 2025

CNM WORKFORCE TRAINING CENTER

**5600 EAGLE ROCK AVE NE
ALBUQUERQUE, NM**



Amy Whitfield

Special Director

Amy.Whitfield@dot.nm.gov

505-309-1066

Complete Streets

How New Mexico Has Traditionally Thought About Transportation



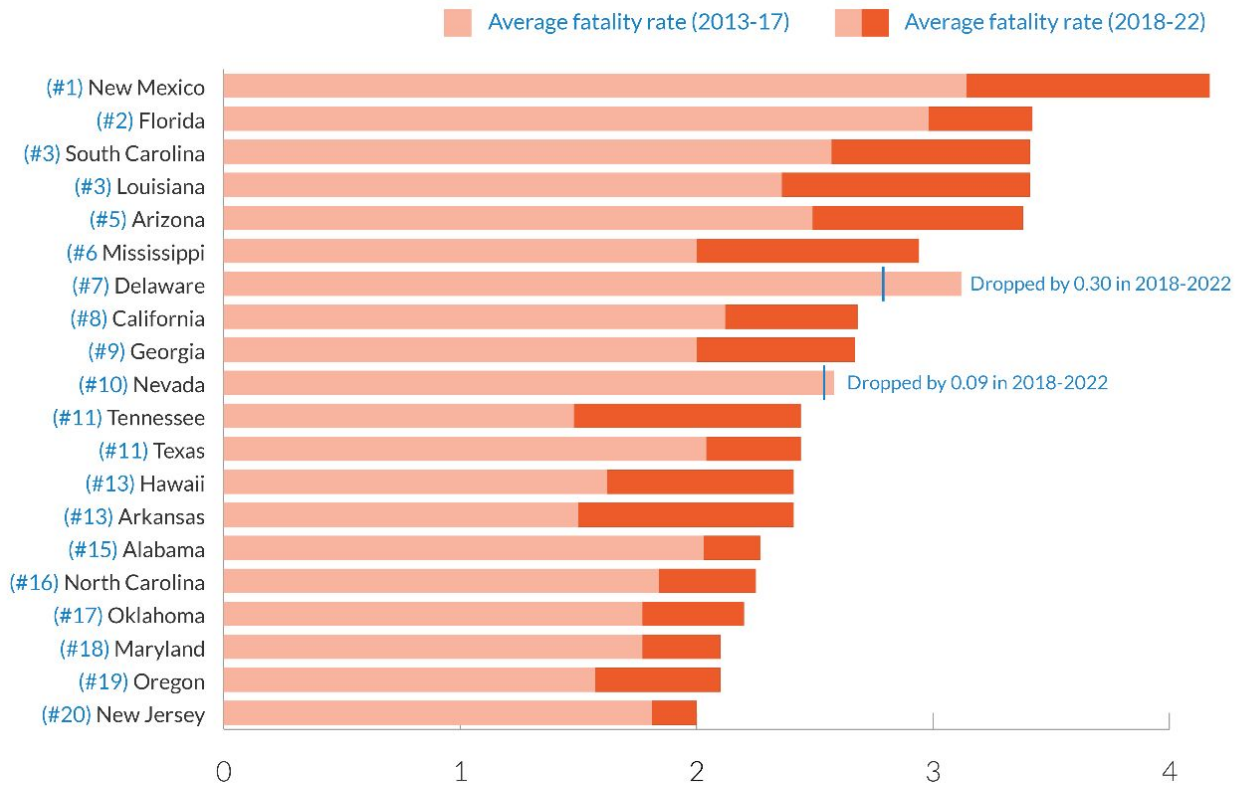
What the DOT Actually Does



But We Need to Do More

All but two of the top 20 are getting more deadly

The most dangerous states are getting more deadly



*Dangerous by Design 2024 rank in parentheses

Pedestrian deaths per 100,000 people

Source: National Highway Traffic Safety Administration.
(2024). Fatality Analysis Reporting System.





A Holistic Approach to Complete Streets

Complete Streets Strategic Plan

- Internal facing roadmap for complete streets institutionalization
- Focuses on NMDOT procedures and processes and how to weave complete streets into them
- Builds off peer state best practices
- Includes maintenance, rehabilitation and reconstruction projects
- Regular outreach to districts, design centers, and functional groups within DOT



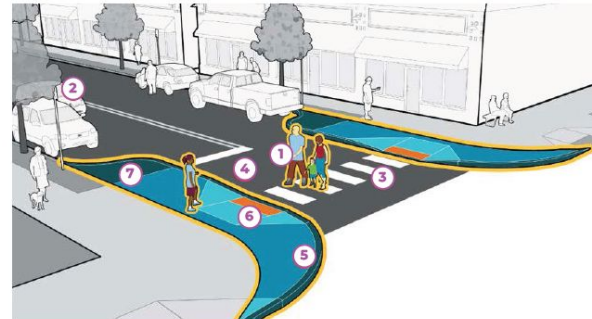
Quick Build Guide

- Part of larger complete streets on-call
- DOT-focused guide with consideration of MUTCD compliance, typical bid items available to the districts

01 Curb Extensions

Description

Curb extensions, also referred to as bulb-outs, create an extension of the sidewalk or curb into the parking lane to reduce the available street width. By both visually and physically narrowing the roadway, pedestrians and motorists have an increased ability to see one another.



- ① Shorten crossing distance
- ② Increase visibility between drivers and pedestrians
- ③ Crosswalk is more noticeable to drivers

- ④ Narrow the roadway to slow through speeds
- ⑤ Reduce vehicular turning speed
- ⑥ Space for ADA curb ramps aligned with crosswalk
- ⑦ Create physical barrier from parking encroachment on crosswalk

NMDOT QUICK BUILD GUIDE

Appropriate contexts

- + Signalized or unsignalized intersections and mid-block locations where additional visibility and pedestrian priority is desired. This includes crossings for shared use paths, bus stops, key destinations, and where there are high volumes of pedestrians and/or bicycles (existing and forecasted)
- + Roadways with parking lanes or wide shoulders
- + Useful at entrances or other locations where the street function and land use changes to signify transition into lower speed areas

Design considerations

- + Extend curb extensions to at least 20' from the crosswalk at uncontrolled intersections or 30' from controlled intersections
- + Curb extensions should not extend into travel lanes or bicycle lanes
- + Turning radii of larger vehicles needs to be considered when designing curb extensions. Radii should be designed for turning speeds of 15mph or less.
- + Curb extensions can be an opportunity to incorporate street furniture, bike parking, wayfinding, public art, or other public space elements into the street design. Each of these uses can be incorporated in a way that does not restrict visibility so that all safety benefits can be achieved
- + When curb extensions conflict with turning movements, reducing the width and/or length of the curb extension should be prioritized over elimination
- + See the NACTO and AASHTO design guides for more information on curb extensions and restricting parking at corners (e.g. daylighting)

Maintenance considerations

- + The flow of stormwater and existing drainage locations should be considered as curb extensions may modify the street gutter
- + Floating curb extensions can be considered to not modify the existing flow-line and maintain drainage systems
- + Painted curb extensions with flex posts or other vertical elements should accommodate access for street sweepers and/or be accessible for manual sweeping by maintenance crews or stewardship agreements with local community partners

NMDOT QUICK BUILD GUIDE

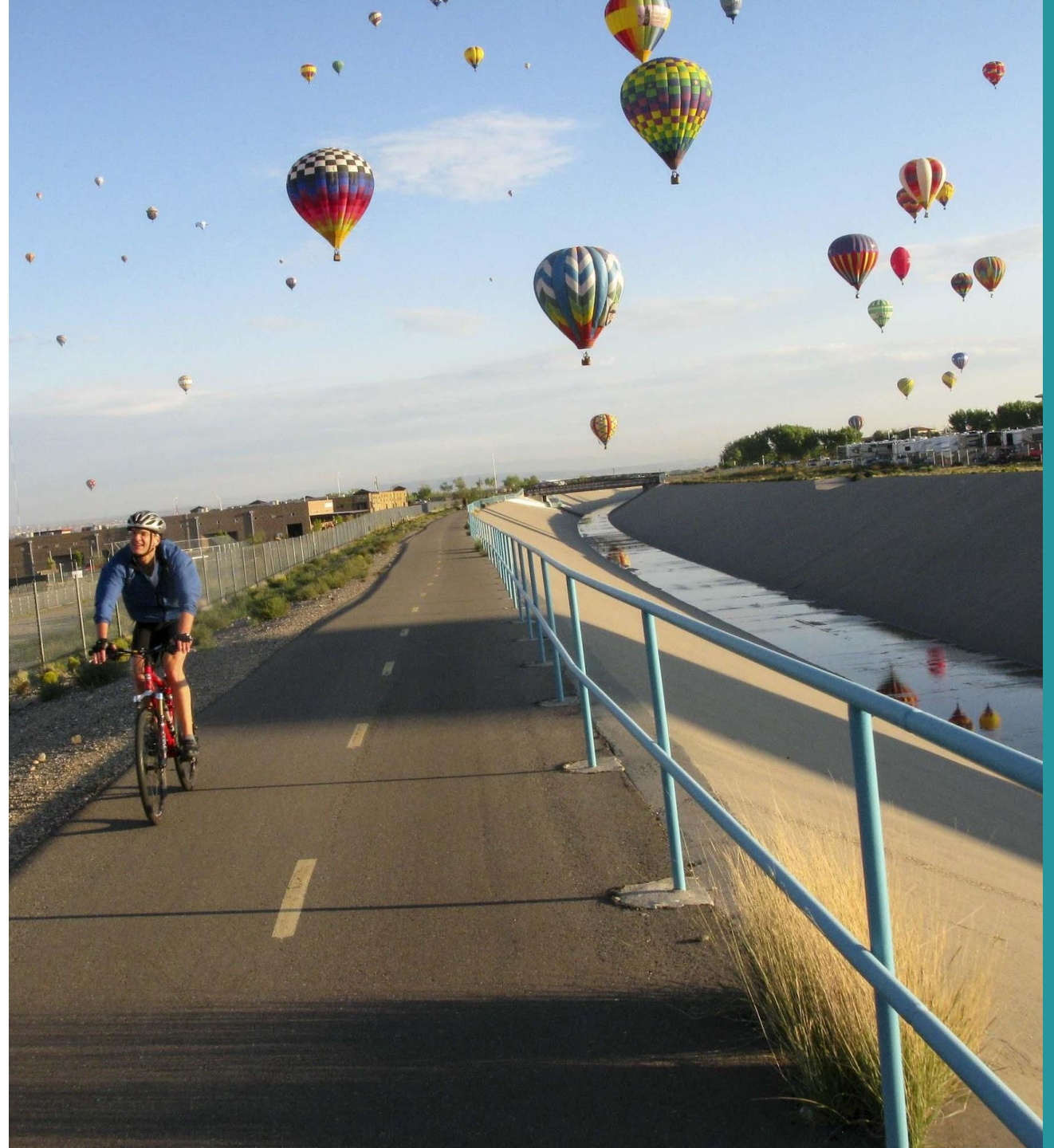
Potential materials

- ☐ Paint
- ☐ Flex posts
- ☐ Armadillos
- ☐ Concrete

5

Active Transportation Plan (2026)

- Update to 2018 Prioritized Statewide Bicycle Network Plan
- Sets expectations for types of bicycle and pedestrian facilities for all state-owned roadways based on context
- Focused on safety and all ages and abilities facilities
- Improved design guidance for NMDOT engineers
- Included in the NMDOT Design Manual



AASHTOWare Safety & New Mexico Crash Data

Applicable State Statutes &
NMDOT Process

New Mexico Crash Data

Applicable State Statutes & NMDOT Process

NMSA 66-7-207 – Written Report of Accidents Involving Bodily Injury, Death or Property Damage over \$500. Additional requirements for CMV

NMSA 66-7-214 – NMDOT shall tabulate and shall publish statistical information at least annually for New Mexico traffic crashes

NMDOT Traffic Records – Final Repository

- UNM compiles records
- UNM Publishes Annual Report
- Dashboards
- DWI Reports
- Fatality Reports

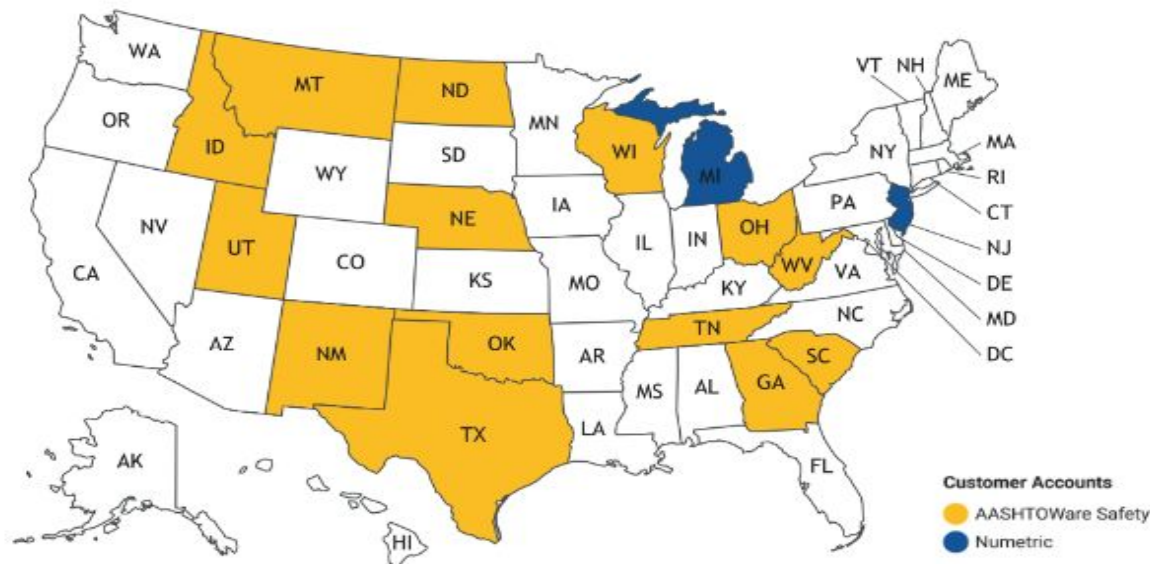
Public records – Available through NMDOT Traffic Records

Roadway Highway Safety Management Process (HSM)

6 Steps

- Network Screening
- Diagnosis
- Countermeasure Selection
- Economic Appraisal
- Project Prioritization
- Safety Effectiveness Evaluation

State Partners



Current Partner States

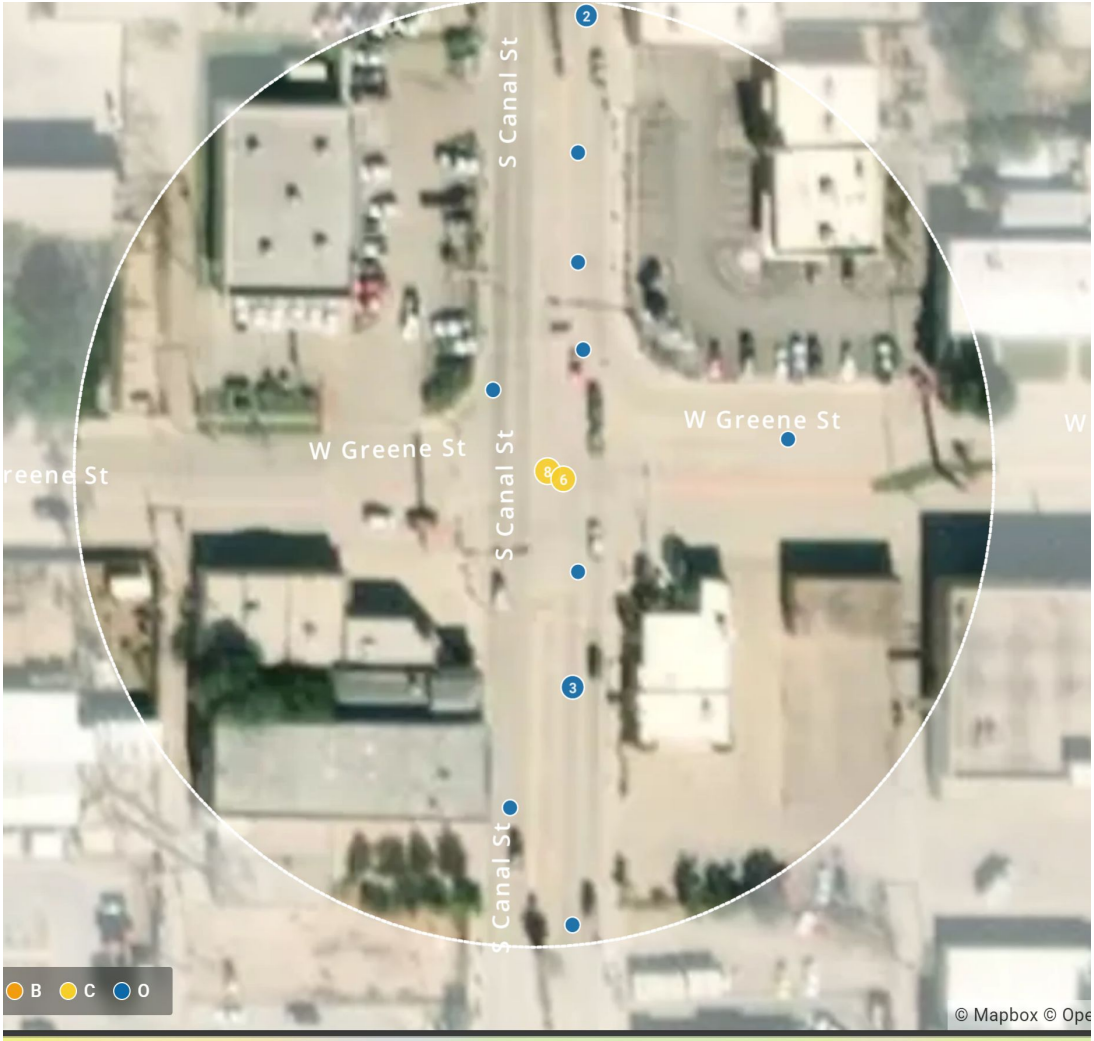
- 17 Partner Accounts
- Over 3.2 million roadway miles
- 36.5% of all roads within the nation

AASHTOWare Safety – Segments Module

- Crash Query
 - Multiple methods (Circle, Rectangle, Polygon, Filters)
 - Reporting Capabilities (pdf, excel)
 - Chart Capabilities
- Safety Analysis
 - Benefit/Cost Ratios
 - Crash Modification Factors
 - Safety Reports
- Network Screening
 - Analyze Historical, Predicted, Expected Scenarios
 - Segment Screening
 - Sliding Window Analysis
 - Allows adherence to Highway Safety Manual Best Practices
 - Shareable Reports
- Predictive Analysis
 - Analyze Predicted and Expected Roadway Performance
 - Create and Utilize New Mexico Specific Safety Performance Functions

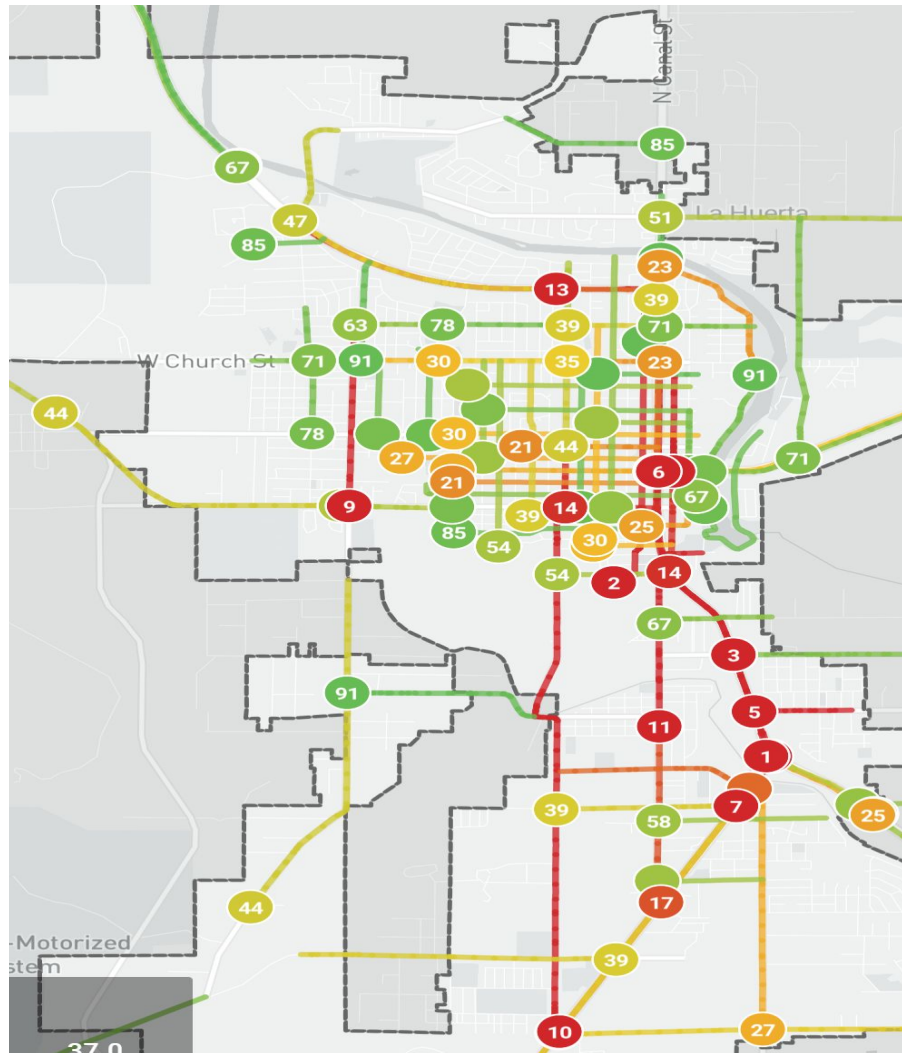
AASHTOWare Safety – Segments

Crash Query Example



Metrics	Chart Builder	Raw Table
New Mexico Summary		Crash
Total Crashes	27	100.00%
Intersection Involved	18	66.67%
Commercial Motor Vehicle Involved	1	3.70%
Show all (4 more)	0	0%
KABCO Crash Severity		Crash
(O) Property-Damage Only	25	92.59%
(C) Possible Injury	2	7.41%
Show all (3 more)	0	0%
Crash Date (Year)		Crash
2023	9	33.33%
2022	7	25.93%
2021	11	40.74%
Show all (8 more)	0	0%
Crash Classification		Crash
Show all (13 more)	0	0%
First Harmful Event - Analysis		Crash
MV in Transport	27	100.00%
Show all (62 more)	0	0%

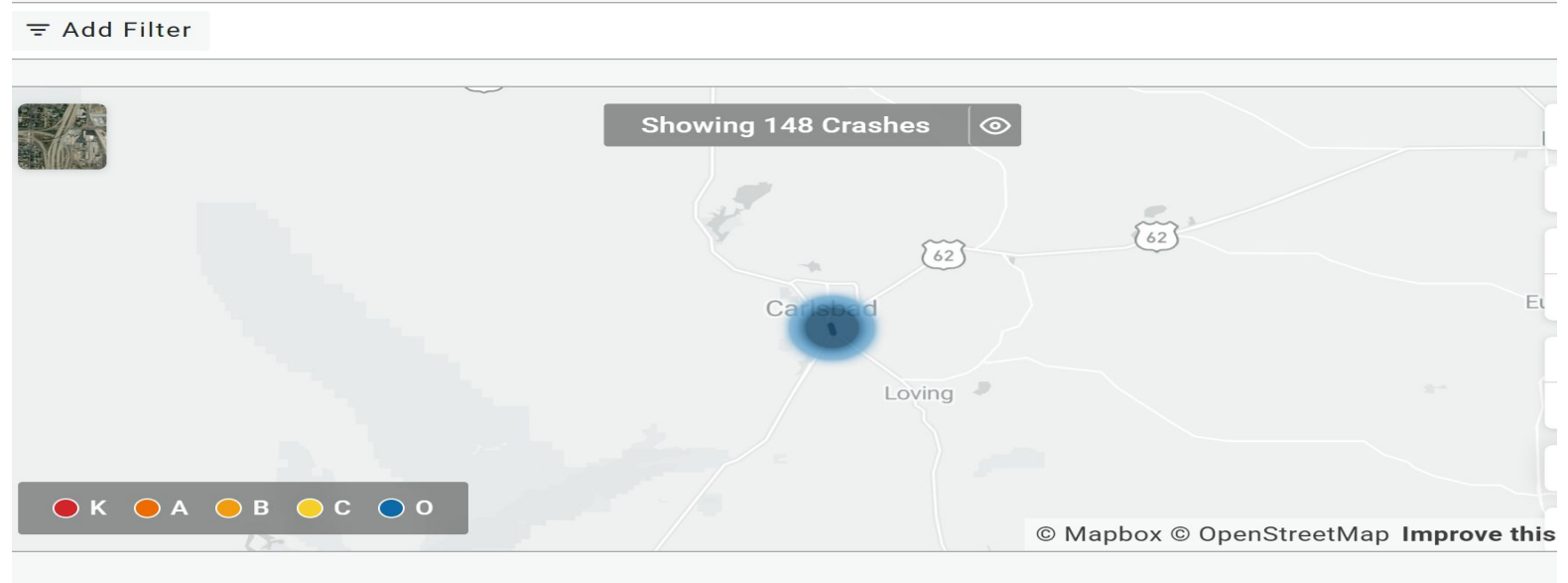
AASHTOWare Safety – Network Screening Example



Route / MP	Expected Crashes (EB) - Yearly ▾	PSI - Yearly ▾	LOSS ▾
US62M / 33.542...	45.0	36.6	III
LOC257174P / 0 ...	25.2	22.5	IV
US62P / 34.2501...	21.7	4.7	III
US62M / 34.250...	21.7	4.7	III
FL5620P / 0 - 0.4...	20.3	16.6	III
US285P / 33.262...	19.0	8.4	III
US62P / 33.1651...	18.0	14.6	III
US62P / 33.5428...	18.0	9.6	III
FL5283P / 0 - 1.2...	14.3	3.8	III
FL4270P / 0 - 3.6...	14.0	-9.2	II
FL5275P / 0.670...	13.0	10.0	III
FL4251P / 1.187...	13.0	-11.4	II
US285M / 34.95...	12.7	1.6	III
FL5275P / 0 - 0.6...	12.0	-10.4	II
FL4261P / 0 - 0.4...	12.0	6.7	III
NM524P / 8.031...	12.0	6.7	III

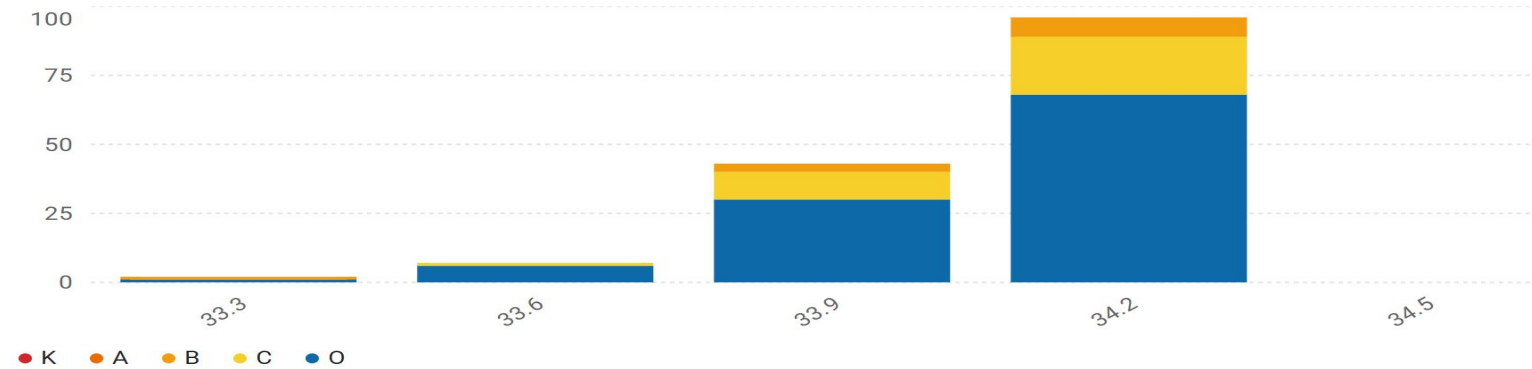
AASHTOWare Safety – Safety Analysis Example

US 62 Milepost 33.5-34.5



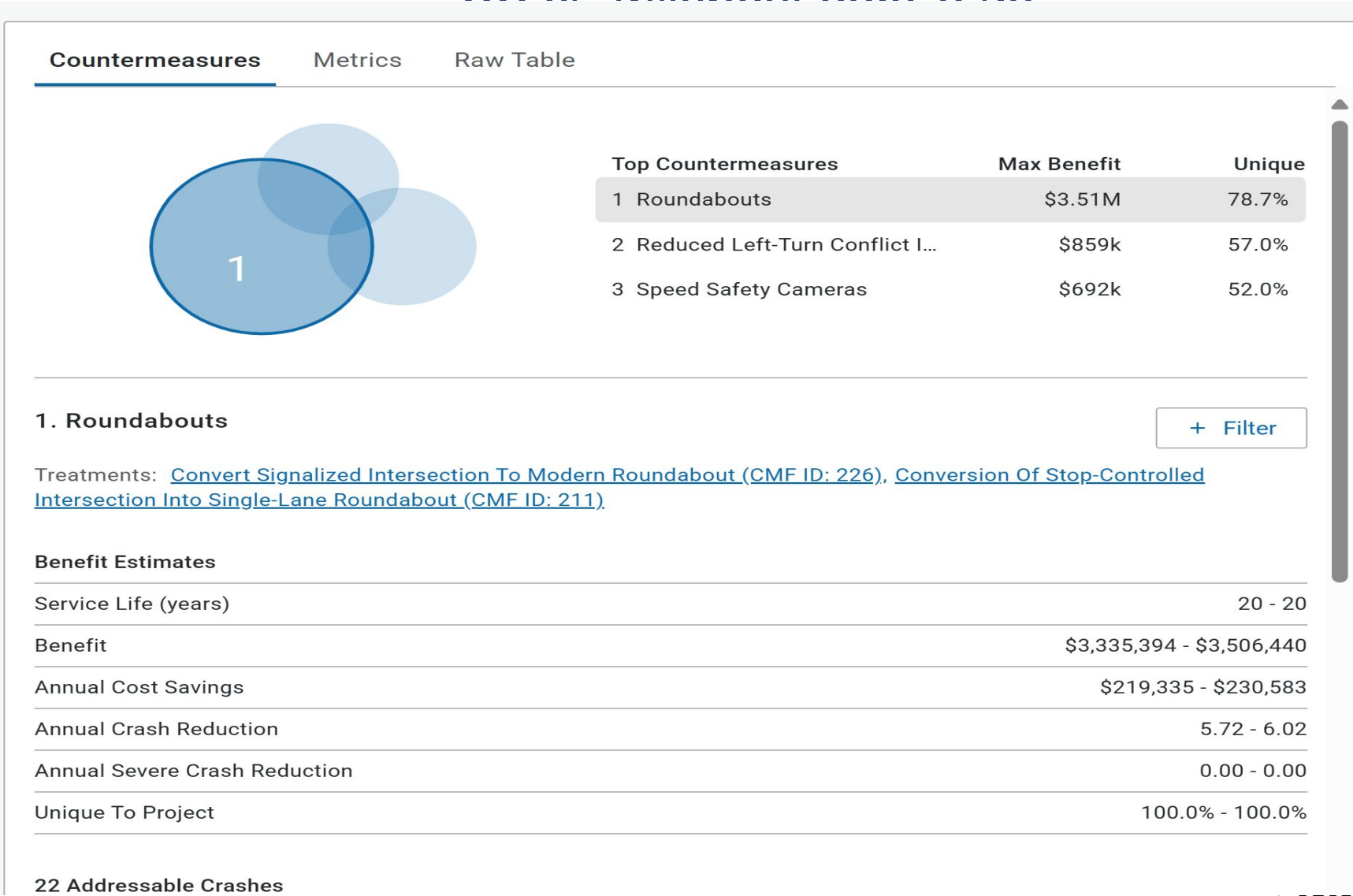
Milepoint Summary

Crashes | Co:



AASHTOWare Safety – Safety Analysis Example

US 62 Milepost 33.5-34.5

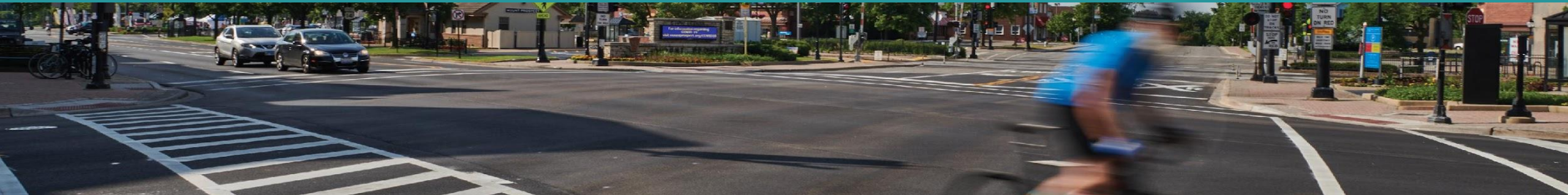


NMDOT Strategic Highway Safety Plan

<https://newmexicodotshsp.com/>

What is a Strategic Highway Safety Plan (SHSP)?

- Part of Highway Safety Improvement Program
- Statewide safety plan
- Identifies strategies to reduce the risk of death and serious injury
- Coordinates safety efforts across multiple agencies
- Data-driven
- Identifies NM-specific Emphasis Areas
- Requires stakeholder engagement
- Guides safety funding investments



Goals of the Strategic Highway Safety Plan (SHSP)

Vision: Target Zero - Zero Deaths on all public New Mexico Roadways

- Every life counts - no loss of life is acceptable
- Shift from "reducing" to "eliminating" fatal crashes
- SHSP is one element of the Target Zero initiative

Focus Areas:

- Vulnerable Road Users (walkers, bikers, people in work zone)
- Disadvantaged/underserved areas with high rates of crashes
- Tribal communities
- Emphasis Areas

Incorporating Safe System Approach through:

- Proactive safety planning
- Evidence-based countermeasures
- Multi-agency collaboration

Implementation & Tracking:

- Development of countermeasure, policies, programs, strategies
- Data-driven decision making supported by robust engagement
- Performance monitoring toward zero
- Regular evaluation and strategy adjustment

Safe System Approach

PRINCIPLES OF A SAFE SYSTEM APPROACH (SSA)

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial



Emphasis Areas from 2021 SHSP

Safety Emphasis Area*	% Fatalities in New Mexico (2,208 total from 2019-2023)	% Serious Injuries in New Mexico (5,349 total from 2019-2023)
Impaired Driving	55.9%	18.6%
No Use of Safety Restraint	51.3%	27.3%
Roadway Departure	41.5%	35.2%
Speed/Aggressive Driving	41.2%	46.0%
Distracted Driving	38.5%	44.5%
Pedestrian Involvement	21.5%	9.5%
Heavy Vehicle Involvement	17.6%	10.1%
Older Driver Involvement**	16.3%	16.6%
Young Driver Involvement**	14.7%	18.7%
Motorcycle Involvement	12.2%	13.5%
Tribal Lands	11.3%	7.4%
Intersection Related***	11.1%	18.3%
Inclement Weather	8.9%	10.9%
Sleepy/Fatigued Driving	1.9%	2.4%
Bicyclist Involvement	1.8%	2.2%
Transit/Bus Involvement	0.6%	0.9%
Animal/Wildlife Involvement	0.4%	0.5%
Work Zone Related	0.2%	0.2%
Rail Involvement	0.05%	0.02%
<p>*Multiple emphasis areas may be assigned to one crash - they are <u>not</u> mutually exclusive.</p> <p>**Older drivers are of age 65 and over. Younger drivers are of age 15-20.</p> <p>***Data on intersection related emphasis area is unavailable for 2019 crash data. Percentage may be underrepresented.</p>		



HUMAN BEHAVIOR

■ **94%**
OF FATALITIES

■ **87%**
OF SERIOUS INJURIES

- Impaired Driving
- Distracted Driving
- Sleepy/Fatigued Driving
- Speed/Aggressive Driving
- No Use of Safety Restraint
- Older Driver Involvement
- Young Driver Involvement



ROAD/LANE DEPARTURE

■ **47%**
OF FATALITIES

■ **41%**
OF SERIOUS INJURIES

- Roadway Departure
- Animal/Wildlife Involvement
- Inclement Weather



VULNERABLE ROAD USERS

■ **23%**
OF FATALITIES

■ **12%**
OF SERIOUS INJURIES

- Pedestrian Involvement
- Bicyclist Involvement
- Work Zone Related



INTERSECTIONS

■ **11%**
OF FATALITIES

■ **18%**
OF SERIOUS INJURIES

- Intersection Related
- Rail Involvement



TRIBAL LANDS

■ **11%**
OF FATALITIES

■ **7%**
OF SERIOUS INJURIES

Crashes on lands owned by federally recognized Native American tribes.

Highway Safety Plan Activities

Highway Safety Plan Activities

- Traffic Safety Division-gearing up for the development of the next Highway Safety Plan.
- Engage the trucking and other industries in the region, especially as it relates to dust storms and inclement weather.
- Currently developing creative materials around dust storms and hazardous driving conditions.
 - This includes billboards, social media, media buys on streaming music platforms, and signage at the ports of entry.
 - We're collaborating with Ports of Entry to broadcast notifications into the cabs for alerts. We're cognizant of various languages and English proficiency and welcome ideas.

Highway Safety Plan Activities

Welcome any ideas on how best to communicate about safety, dust storms, and inclement weather.

Contact:

Shannon Glendenning, AICP

Traffic Safety Division Director

New Mexico Department of Transportation

Phone: (505)231-4300

Email: Shannon.Glendenning@dot.nm.gov



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

Questions?

Thank you!

Jason Coffey

Technical Unit Supervisor, Planning Division

Jason.coffey@dot.nm.gov