



## **Appendix A – Crash Data Summary**

# Gallup Area Safety Plan

NM118 Focus Area Crash Summary - Gallup, NM (2012-2016)

Total	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)		Other Injury Crashes		Property Damage Only Crashes		Grand Total	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
NM118 Crash Totals	2	100%	20	100%	22	100%	486	100%	530	100%	738	100%
All Crash Totals	47	100%	95	100%	142	100%	940	100%	3026	100%	4108	100%

Crash Classification	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)		Other Injury Crashes		Property Damage Only Crashes		Grand Total	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Animal	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.4%	2	0.3%
Fixed Object	1	50.0%	2	10.0%	3	13.6%	8	4.3%	28	5.3%	39	5.3%
Invalid Code	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%	1	0.1%
Left Blank	0	0.0%	0	0.0%	0	0.0%	0	0.0%	8	1.5%	8	1.1%
Other (Non-Collision)	0	0.0%	1	5.0%	1	4.5%	1	0.5%	3	0.6%	5	0.7%
Other (Object)	0	0.0%	0	0.0%	0	0.0%	1	0.5%	7	1.3%	8	1.1%
Other Vehicle	0	0.0%	8	40.0%	8	36.4%	162	87.1%	447	84.3%	617	83.6%
Overtum/Rollover	0	0.0%	0	0.0%	0	0.0%	1	0.5%	2	0.4%	3	0.4%
Parked Vehicle	0	0.0%	0	0.0%	0	0.0%	1	0.5%	23	4.3%	24	3.3%
Pedalcyclist	0	0.0%	0	0.0%	0	0.0%	3	1.6%	2	0.4%	5	0.7%
Pedestrian	1	50.0%	8	40.0%	9	40.9%	9	4.8%	3	0.6%	21	2.8%
Railroad Train	0	0.0%	1	5.0%	1	4.5%	0	0.0%	0	0.0%	1	0.1%
Rollover	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%	1	0.1%
Vehicle on Other Road	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	0.6%	3	0.4%
All Crash Totals	2	100%	20	100%	22	100%	186	100%	530	100%	738	100%

Highest Contributing Crash Factor	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)		Other Injury Crashes		Property Damage Only Crashes		Grand Total	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Alcohol/Drug Involved	2	100.0%	6	30.0%	8	36.4%	35	18.8%	44	8.3%	87	11.8%
Avoid No Contact - Other	0	0.0%	0	0.0%	0	0.0%	1	0.5%	0	0.0%	1	0.1%
Avoid No Contact - Vehicle	0	0.0%	0	0.0%	0	0.0%	0	0.0%	8	1.5%	8	1.1%
Defective Steering	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Defective Tires	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Disregarded Traffic Signal	0	0.0%	2	10.0%	2	9.1%	16	8.6%	20	3.8%	38	5.1%
Driver Inattention	0	0.0%	3	15.0%	3	13.6%	28	15.1%	87	16.4%	118	16.0%
Driverless Moving Vehicle	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%	1	0.1%
Drove Left Of Center	0	0.0%	0	0.0%	0	0.0%	3	1.6%	6	1.1%	9	1.2%
Excessive Speed	0	0.0%	0	0.0%	0	0.0%	9	4.8%	19	3.6%	28	3.8%
Failed to Yield Right of Way	0	0.0%	4	20.0%	4	18.2%	35	18.8%	101	19.1%	140	19.0%
Following Too Closely	0	0.0%	1	5.0%	1	4.5%	19	10.2%	82	15.5%	102	13.8%
Improper Backing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	19	3.6%	19	2.6%
Improper Lane Change	0	0.0%	0	0.0%	0	0.0%	4	2.2%	15	2.8%	19	2.6%
Improper Overtaking	0	0.0%	0	0.0%	0	0.0%	1	0.5%	8	1.5%	9	1.2%
Inadequate Brakes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	0.6%	3	0.4%
Made Improper Turn	0	0.0%	0	0.0%	0	0.0%	10	5.4%	42	7.9%	52	7.0%
None	0	0.0%	1	5.0%	1	4.5%	4	2.2%	22	4.2%	27	3.7%
Missing Data	0	0.0%	0	0.0%	0	0.0%	1	0.5%	7	1.3%	8	1.1%
Other - No Driver Error	0	0.0%	0	0.0%	0	0.0%	2	1.1%	8	1.5%	10	1.4%
Other Improper Driving	0	0.0%	0	0.0%	0	0.0%	4	2.2%	13	2.5%	17	2.3%
Other Mechanical Defect	0	0.0%	0	0.0%	0	0.0%	4	2.2%	4	0.8%	8	1.1%
Passed Stop Sign	0	0.0%	0	0.0%	0	0.0%	3	1.6%	3	0.6%	6	0.8%
Pedestrian Error	0	0.0%	3	15.0%	3	13.6%	2	1.1%	1	0.2%	6	0.8%
Road Defect	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	0.9%	5	0.7%
Speed Too Fast for Conditions	0	0.0%	0	0.0%	0	0.0%	5	2.7%	9	1.7%	14	1.9%
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.4%	2	0.3%
Vehicle Skidded Before Brake	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%	1	0.1%
All Crash Totals	2	100%	20	100%	22	100%	186	100%	530	100%	738	100%

\*Note: Crash data from the University of New Mexico \*\*\*Note: Numbers down the rows add to 100% of crashes per each Crash Classification, and Highest Contributing Crash Factors section

Total Persons Involved Crash Summary - Gallup, NM (2012-2016)

People	Number of Fatalities		Number of People with Serious Injury		Sub-Total (Fatalities + Serious Injuries)		Number of People Not Involved in Crashes		Total Number of People Involved in Crashes	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Persons Involved Crash Totals	50	0.4%	118	1.0%	168	1.4%	1460	12.1%	10459	86.5%
									12087	100.0%



# Gallup Area Safety Plan

NM118/I-40 West Focus Area Crash Summary - Gallup, NM (2012-2016)

Total	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)	
	Number	Percentage	Number	Percentage	Number	Percentage
NM118/I-40 West Crash Totals	4	100%	2	100%	6	100%
All Crash Totals	47	100%	95	100%	142	100%

Crash Classification	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)	
	Number	Percentage	Number	Percentage	Number	Percentage
Animal	0	0.0%	0	0.0%	0	0.0%
Fixed Object	0	0.0%	0	0.0%	0	0.0%
Invalid Code	0	0.0%	0	0.0%	0	0.0%
Left Blank	0	0.0%	0	0.0%	0	0.0%
Other (Non-Collision)	0	0.0%	0	0.0%	0	0.0%
Other (Object)	0	0.0%	0	0.0%	0	0.0%
Other Vehicle	1	25.0%	2	100.0%	3	50.0%
Overtum/Rollover	0	0.0%	0	0.0%	0	0.0%
Parked Vehicle	0	0.0%	0	0.0%	0	0.0%
Pedalcyclist	0	0.0%	0	0.0%	0	0.0%
Pedestrian	3	75.0%	0	0.0%	3	50.0%
Railroad Train	0	0.0%	0	0.0%	0	0.0%
Rollover	0	0.0%	0	0.0%	0	0.0%
Vehicle on Other Road	0	0.0%	0	0.0%	0	0.0%
All Crash Totals	4	100%	2	100%	6	100%

Highest Contributing Crash Factor	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)	
	Number	Percentage	Number	Percentage	Number	Percentage
Alcohol/Drug Involved	4	100.0%	1	50.0%	5	83.3%
Avoid No Contact - Other	0	0.0%	0	0.0%	0	0.0%
Avoid No Contact - Vehicle	0	0.0%	0	0.0%	0	0.0%
Defective Steering	0	0.0%	0	0.0%	0	0.0%
Defective Tires	0	0.0%	0	0.0%	0	0.0%
Disregarded Traffic Signal	0	0.0%	0	0.0%	0	0.0%
Driver Inattention	0	0.0%	0	0.0%	0	0.0%
Driverless Moving Vehicle	0	0.0%	0	0.0%	0	0.0%
Drove Left Of Center	0	0.0%	0	0.0%	0	0.0%
Excessive Speed	0	0.0%	0	0.0%	0	0.0%
Failed to Yield Right of Way	0	0.0%	1	50.0%	1	16.7%
Following Too Closely	0	0.0%	0	0.0%	0	0.0%
Improper Backing	0	0.0%	0	0.0%	0	0.0%
Improper Lane Change	0	0.0%	0	0.0%	0	0.0%
Improper Overtaking	0	0.0%	0	0.0%	0	0.0%
Inadequate Brakes	0	0.0%	0	0.0%	0	0.0%
Made Improper Turn	0	0.0%	0	0.0%	0	0.0%
None	0	0.0%	0	0.0%	0	0.0%
Missing Data	0	0.0%	0	0.0%	0	0.0%
Other - No Driver Error	0	0.0%	0	0.0%	0	0.0%
Other Improper Driving	0	0.0%	0	0.0%	0	0.0%
Other Mechanical Defect	0	0.0%	0	0.0%	0	0.0%
Passed Stop Sign	0	0.0%	0	0.0%	0	0.0%
Pedestrian Error	0	0.0%	0	0.0%	0	0.0%
Road Defect	0	0.0%	0	0.0%	0	0.0%
Speed Too Fast for Conditions	0	0.0%	0	0.0%	0	0.0%
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%
Vehicle Skidded Before Brake	0	0.0%	0	0.0%	0	0.0%
All Crash Totals	4	100%	2	100%	6	100%

\*Note: Crash data from the University of New Mexico \*\*\*Note: Numbers down the rows add to 100% of crashes per each Crash Classification, and Highest Contributing Crash Factors section

Total Persons Involved Crash Summary - Gallup, NM (2012-2016)

People	Number of Fatalities		Number of People with Serious Injury		Sub-Total (Fatalities + Serious Injuries)	
	Number	Percentage	Number	Percentage	Number	Percentage
Persons Involved Crash Totals	50	0.4%	118	1.0%	168	1.4%
	Number of People Not Involved In Crashes		Number of People Not Involved In Crashes		Total Number of People Involved In Crashes	
	Number	Percentage	Number	Percentage	Number	Percentage
	1460	12.1%	10459	86.5%	12087	100.0%

# Gallup Area Safety Plan

NM118/I-40 East Focus Area Crash Summary - Gallup, NM (2012-2016)

Total	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)		Other Injury Crashes		Property Damage Only Crashes		Grand Total	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
NM118/I-40 East Crash Totals	4	100%	5	100%	9	100%	29	100%	81	100%	119	100%
All Crash Totals	47	100%	95	100%	142	100%	940	100%	3026	100%	4108	100%

Crash Classification	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)		Other Injury Crashes		Property Damage Only Crashes		Grand Total	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Animal	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2.5%	2	1.7%
Fixed Object	0	0.0%	0	0.0%	0	0.0%	3	10.3%	22	27.2%	25	21.0%
Invalid Code	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Left Blank	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2.5%	2	1.7%
Other (Non-Collision)	0	0.0%	1	20.0%	1	11.1%	1	3.4%	6	7.4%	7	5.9%
Other (Object)	0	0.0%	0	0.0%	0	0.0%	0	0.0%	7	8.6%	8	6.7%
Other Vehicle	2	50.0%	2	40.0%	4	44.4%	20	69.0%	37	45.7%	61	51.3%
Overtum/Rollover	0	0.0%	0	0.0%	0	0.0%	4	13.8%	3	3.7%	7	5.9%
Parked Vehicle	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Pedalcyclist	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Pedestrian	2	50.0%	2	40.0%	4	44.4%	0	0.0%	0	0.0%	4	3.4%
Railroad Train	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Rollover	0	0.0%	0	0.0%	0	0.0%	1	3.4%	0	0.0%	1	0.8%
Vehicle on Other Road	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2.5%	2	1.7%
All Crash Totals	4	100%	5	100%	9	100%	29	100%	81	100%	119	100%

Highest Contributing Crash Factor	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)		Other Injury Crashes		Property Damage Only Crashes		Grand Total	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Alcohol/Drug Involved	3	75.0%	0	0.0%	3	33.3%	2	6.9%	6	7.4%	11	9.2%
Avoid No Contact - Other	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.2%	1	0.8%
Avoid No Contact - Vehicle	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.2%	1	0.8%
Defective Steering	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.2%	1	0.8%
Defective Tires	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Disregarded Traffic Signal	0	0.0%	0	0.0%	0	0.0%	2	6.9%	1	1.2%	3	2.5%
Driver Inattention	0	0.0%	1	20.0%	1	11.1%	5	17.2%	9	11.1%	15	12.6%
Driverless Moving Vehicle	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Drove Left Of Center	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2.5%	2	1.7%
Excessive Speed	0	0.0%	1	20.0%	1	11.1%	5	17.2%	4	4.9%	10	8.4%
Failed to Yield Right of Way	0	0.0%	1	20.0%	1	11.1%	5	17.2%	6	7.4%	12	10.1%
Following Too Closely	0	0.0%	0	0.0%	0	0.0%	1	3.4%	6	7.4%	7	5.9%
Improper Backing	0	0.0%	0	0.0%	0	0.0%	1	3.4%	1	1.2%	2	1.7%
Improper Lane Change	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	3.7%	3	2.5%
Improper Overtaking	0	0.0%	0	0.0%	0	0.0%	3	10.3%	1	1.2%	4	3.4%
Inadequate Brakes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.2%	1	0.8%
Made Improper Turn	0	0.0%	0	0.0%	0	0.0%	1	3.4%	2	2.5%	3	2.5%
None	0	0.0%	0	0.0%	0	0.0%	3	10.3%	7	8.6%	10	8.4%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2.5%	2	1.7%
Other - No Driver Error	0	0.0%	0	0.0%	0	0.0%	1	3.4%	12	14.8%	13	10.9%
Other Improper Driving	0	0.0%	1	20.0%	1	11.1%	0	0.0%	2	2.5%	3	2.5%
Other Mechanical Defect	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2.5%	2	1.7%
Passed Stop Sign	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Pedestrian Error	0	0.0%	1	20.0%	1	11.1%	0	0.0%	0	0.0%	1	0.8%
Road Defect	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	3.7%	3	2.5%
Speed Too Fast for Conditions	1	25.0%	0	0.0%	1	11.1%	0	0.0%	7	8.6%	8	6.7%
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Vehicle Skidded Before Brake	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.2%	1	0.8%
All Crash Totals	4	100%	5	100%	9	100%	29	100%	81	100%	119	100%

\*Note: Crash data from the University of New Mexico \*\*\*Note: Numbers down the rows add to 100% of crashes per each Crash Classification, and Highest Contributing Crash Factors section

Total Persons Involved Crash Summary - Gallup, NM (2012-2016)

People	Number of Fatalities		Number of People with Serious Injury		Sub-Total (Fatalities + Serious Injuries)		Number of People Not Injured In Crashes		Total Number of People Involved In Crashes	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Persons Involved Crash Totals	50	0.4%	118	1.0%	168	1.4%	1460	12.1%	10459	86.5%
									12087	100.0%

# Gallup Area Safety Plan

## US491 Focus Area Crash Summary - Gallup, NM (2012-2016)

Total	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)		Other Injury Crashes		Property Damage Only Crashes		Grand Total	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
US491 Crash Totals	3	100%	10	100%	13	100%	135	100%	441	100%	589	100%
All Crash Totals	47	100%	95	100%	142	100%	940	100%	3026	100%	4108	100%

Crash Classification	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)		Other Injury Crashes		Property Damage Only Crashes		Grand Total	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Animal	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%	1	0.2%
Fixed Object	0	0.0%	1	10.0%	1	7.7%	4	3.0%	15	3.4%	20	3.4%
Invalid Code	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Left Blank	0	0.0%	0	0.0%	0	0.0%	0	0.0%	9	2.0%	9	1.5%
Other (Non-Collision)	0	0.0%	0	0.0%	0	0.0%	4	3.0%	3	0.7%	7	1.2%
Other (Object)	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	0.7%	3	0.5%
Other Vehicle	0	0.0%	4	40.0%	4	30.8%	119	88.1%	395	89.6%	518	87.9%
Overtum/Rollover	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.5%	2	0.3%
Parked Vehicle	0	0.0%	0	0.0%	0	0.0%	0	0.0%	8	1.8%	8	1.4%
Pedalcyclist	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Pedestrian	3	100.0%	5	50.0%	8	61.5%	7	5.2%	0	0.0%	15	2.5%
Railroad Train	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Rollover	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Vehicle on Other Road	0	0.0%	0	0.0%	0	0.0%	1	0.7%	5	1.1%	6	1.0%
All Crash Totals	3	100%	10	100%	13	100%	135	100%	441	100%	589	100%

Highest Contributing Crash Factor	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)		Other Injury Crashes		Property Damage Only Crashes		Grand Total	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Alcohol/Drug Involved	3	100.0%	5	50.0%	8	61.5%	17	12.6%	31	7.0%	56	9.5%
Avoid No Contact - Other	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Avoid No Contact - Vehicle	0	0.0%	0	0.0%	0	0.0%	2	1.5%	10	2.3%	12	2.0%
Defective Steering	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Defective Tires	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Disregarded Traffic Signal	0	0.0%	0	0.0%	0	0.0%	17	12.6%	27	6.1%	44	7.5%
Driver Inattention	0	0.0%	1	10.0%	1	7.7%	16	11.9%	66	15.0%	83	14.1%
Driverless Moving Vehicle	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Drove Left Of Center	0	0.0%	0	0.0%	0	0.0%	1	0.7%	1	0.2%	2	0.3%
Excessive Speed	0	0.0%	0	0.0%	0	0.0%	3	2.2%	12	2.7%	15	2.5%
Failed to Yield Right of Way	0	0.0%	1	10.0%	1	7.7%	19	14.1%	63	14.3%	83	14.1%
Following Too Closely	0	0.0%	0	0.0%	0	0.0%	33	24.4%	80	18.1%	113	19.2%
Improper Backing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	14	3.2%	14	2.4%
Improper Lane Change	0	0.0%	0	0.0%	0	0.0%	2	1.5%	27	6.1%	29	4.9%
Improper Overtaking	0	0.0%	0	0.0%	0	0.0%	2	1.5%	10	2.3%	12	2.0%
Inadequate Brakes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.5%	2	0.3%
Made Improper Turn	0	0.0%	1	10.0%	1	7.7%	9	6.7%	27	6.1%	37	6.3%
None	0	0.0%	1	10.0%	1	7.7%	3	2.2%	22	5.0%	26	4.4%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	1.1%	5	0.8%
Other - No Driver Error	0	0.0%	1	10.0%	1	7.7%	0	0.0%	9	2.0%	10	1.7%
Other Improper Driving	0	0.0%	0	0.0%	0	0.0%	5	3.7%	8	1.8%	13	2.2%
Other Mechanical Defect	0	0.0%	0	0.0%	0	0.0%	2	1.5%	9	2.0%	11	1.9%
Passed Stop Sign	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%	1	0.2%
Pedestrian Error	0	0.0%	0	0.0%	0	0.0%	1	0.7%	0	0.0%	1	0.2%
Road Defect	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	0.7%	3	0.5%
Speed Too Fast for Conditions	0	0.0%	0	0.0%	0	0.0%	3	2.2%	13	2.9%	16	2.7%
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%	1	0.2%
Vehicle Skidded Before Brake	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
All Crash Totals	3	100%	10	100%	13	100%	135	100%	441	100%	589	100%

\*Note: Crash data from the University of New Mexico \*\*\*Note: Numbers down the rows add to 100% of crashes per each Crash Classification, and Highest Contributing Crash Factors section

## Total Persons Involved Crash Summary - Gallup, NM (2012-2016)

People	Number of Fatalities		Number of People with Serious Injury		Sub-Total (Fatalities + Serious Injuries)		Number of People Not Involved in Crashes		Total Number of People Involved in Crashes	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Persons Involved Crash Totals	50	0.4%	118	1.0%	168	1.4%	1460	12.1%	10459	86.5%
									12087	100.0%

# Gallup Area Safety Plan

## I-40 West of US-491 Interchange Focus Area Crash Summary - Gallup, NM (2012-2016)

Total	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)	
	Number	Percentage	Number	Percentage	Number	Percentage
I-40 West of US-491 Crash Totals	8	100%	2	100%	10	100%
All Crash Totals	47	100%	95	100%	142	100%

Crash Classification	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)	
	Number	Percentage	Number	Percentage	Number	Percentage
Animal	0	0.0%	0	0.0%	0	0.0%
Fixed Object	0	0.0%	0	0.0%	0	0.0%
Invalid Code	0	0.0%	0	0.0%	0	0.0%
Left Blank	0	0.0%	0	0.0%	0	0.0%
Other (Non-Collision)	0	0.0%	0	0.0%	0	0.0%
Other (Object)	0	0.0%	0	0.0%	0	0.0%
Other Vehicle	0	0.0%	0	0.0%	0	0.0%
Overturn/Rollover	0	0.0%	0	0.0%	0	0.0%
Parked Vehicle	0	0.0%	0	0.0%	0	0.0%
Pedalcyclist	0	0.0%	0	0.0%	0	0.0%
Pedestrian	8	100.0%	2	0.0%	10	100.0%
Railroad Train	0	0.0%	0	0.0%	0	0.0%
Rollover	0	0.0%	0	0.0%	0	0.0%
Vehicle on Other Road	0	0.0%	0	0.0%	0	0.0%
All Crash Totals	8	100%	2	0%	10	100%

Highest Contributing Crash Factor	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)	
	Number	Percentage	Number	Percentage	Number	Percentage
Alcohol/Drug Involved	5	62.5%	2	0.0%	7	70.0%
Avoid No Contact - Other	0	0.0%	0	0.0%	0	0.0%
Avoid No Contact - Vehicle	0	0.0%	0	0.0%	0	0.0%
Defective Steering	0	0.0%	0	0.0%	0	0.0%
Defective Tires	0	0.0%	0	0.0%	0	0.0%
Disregarded Traffic Signal	0	0.0%	0	0.0%	0	0.0%
Driver Inattention	0	0.0%	0	0.0%	0	0.0%
Driverless Moving Vehicle	0	0.0%	0	0.0%	0	0.0%
Drove Left Of Center	1	12.5%	0	0.0%	1	10.0%
Excessive Speed	0	0.0%	0	0.0%	0	0.0%
Failed to Yield Right of Way	0	0.0%	0	0.0%	0	0.0%
Following Too Closely	0	0.0%	0	0.0%	0	0.0%
Improper Backing	0	0.0%	0	0.0%	0	0.0%
Improper Lane Change	0	0.0%	0	0.0%	0	0.0%
Improper Overtaking	0	0.0%	0	0.0%	0	0.0%
Inadequate Brakes	0	0.0%	0	0.0%	0	0.0%
Made Improper Turn	0	0.0%	0	0.0%	0	0.0%
None	0	0.0%	0	0.0%	0	0.0%
Missing Data	1	12.5%	0	0.0%	1	10.0%
Other - No Driver Error	0	0.0%	0	0.0%	0	0.0%
Other Improper Driving	0	0.0%	0	0.0%	0	0.0%
Other Mechanical Defect	0	0.0%	0	0.0%	0	0.0%
Passed Stop Sign	0	0.0%	0	0.0%	0	0.0%
Pedestrian Error	1	12.5%	0	0.0%	1	10.0%
Road Defect	0	0.0%	0	0.0%	0	0.0%
Speed Too Fast for Conditions	0	0.0%	0	0.0%	0	0.0%
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%
Vehicle Skidded Before Brake	0	0.0%	0	0.0%	0	0.0%
All Crash Totals	8	100%	2	0%	10	100%

\*Note: Crash data from the University of New Mexico \*\*\*Note: Numbers down the rows add to 100% of crashes per each Crash Classification, and Highest Contributing Crash Factors section

## Total Persons Involved Crash Summary - Gallup, NM (2012-2016)

People	Number of Fatalities		Number of People with Serious Injury		Sub-Total (Fatalities + Serious Injuries)	
	Number	Percentage	Number	Percentage	Number	Percentage
Persons Involved Crash Totals	50	0.4%	118	1.0%	168	1.4%
			Number of People Not Injured In Crashes		Total Number of People Involved In Crashes	
			Number	Percentage	Number	Percentage
			1460	12.1%	10459	86.5%
			71	100%	12087	100.0%

# Gallup Area Safety Plan

## Maloney Avenue Focus Area Crash Summary - Gallup, NM (2012-2016)

Total		Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)		Other Injury Crashes		Property Damage Only Crashes		Grand Total	
		Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
	Maloney Avenue Crash Totals	0	100%	8	100%	8	100%	45	100%	93	100%	146	100%
	All Crash Totals	47	100%	95	100%	142	100%	940	100%	3026	100%	4108	100%

Crash Classification	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)	
	Number	Percentage	Number	Percentage	Number	Percentage
Animal	0	0.0%	0	0.0%	0	0.0%
Fixed Object	0	0.0%	0	0.0%	0	0.0%
Invalid Code	0	0.0%	0	0.0%	0	0.0%
Left Blank	0	0.0%	0	0.0%	0	0.0%
Other (Non-Collision)	0	0.0%	0	0.0%	0	0.0%
Other (Object)	0	0.0%	0	0.0%	0	0.0%
Other Vehicle	0	0.0%	3	37.5%	3	37.5%
Overtum/Rollover	0	0.0%	0	0.0%	0	0.0%
Parked Vehicle	0	0.0%	0	0.0%	0	0.0%
Pedalcyclist	0	0.0%	0	0.0%	0	0.0%
Pedestrian	0	0.0%	4	50.0%	4	50.0%
Railroad Train	0	0.0%	0	0.0%	0	0.0%
Rollover	0	0.0%	1	12.5%	1	12.5%
Vehicle on Other Road	0	0.0%	0	0.0%	0	0.0%
All Crash Totals	0	0%	8	100%	8	100%

Highest Contributing Crash Factor									
	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)				
	Number	Percentage	Number	Percentage	Number	Percentage			
Alcohol/Drug Involved	0	0.0%	5	62.5%	5	62.5%			
Avoid No Contact - Other	0	0.0%	0	0.0%	0	0.0%			
Avoid No Contact - Vehicle	0	0.0%	0	0.0%	0	0.0%			
Defective Steering	0	0.0%	0	0.0%	0	0.0%			
Defective Tires	0	0.0%	0	0.0%	0	0.0%			
Disregarded Traffic Signal	0	0.0%	1	12.5%	1	12.5%			
Driver Inattention	0	0.0%	0	0.0%	0	0.0%			
Driverless Moving Vehicle	0	0.0%	0	0.0%	0	0.0%			
Drove Left Of Center	0	0.0%	0	0.0%	0	0.0%			
Excessive Speed	0	0.0%	2	25.0%	2	25.0%			
Failed to Yield Right of Way	0	0.0%	0	0.0%	0	0.0%			
Following Too Closely	0	0.0%	0	0.0%	0	0.0%			
Improper Backing	0	0.0%	0	0.0%	0	0.0%			
Improper Lane Change	0	0.0%	0	0.0%	0	0.0%			
Improper Overtaking	0	0.0%	0	0.0%	0	0.0%			
Inadequate Brakes	0	0.0%	0	0.0%	0	0.0%			
Made Improper Turn	0	0.0%	0	0.0%	0	0.0%			
None	0	0.0%	0	0.0%	0	0.0%			
Missing Data	0	0.0%	0	0.0%	0	0.0%			
Other - No Driver Error	0	0.0%	0	0.0%	0	0.0%			
Other Improper Driving	0	0.0%	0	0.0%	0	0.0%			
Other Mechanical Defect	0	0.0%	0	0.0%	0	0.0%			
Passed Stop Sign	0	0.0%	0	0.0%	0	0.0%			
Pedestrian Error	0	0.0%	0	0.0%	0	0.0%			
Road Defect	0	0.0%	0	0.0%	0	0.0%			
Speed Too Fast for Conditions	0	0.0%	0	0.0%	0	0.0%			
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%			
Vehicle Skidded Before Brake	0	0.0%	0	0.0%	0	0.0%			
All Crash Totals	0	0%	8	100%	8	100%			

*\*Note: Crash data from the University of New Mexico \*\*Note: Numbers down the rows add to 100% of crashes per each Crash Classification, and Highest Contributing Crash Factors section*

## Total Persons Involved Crash Summary - Gallup, NM (2012-2016)

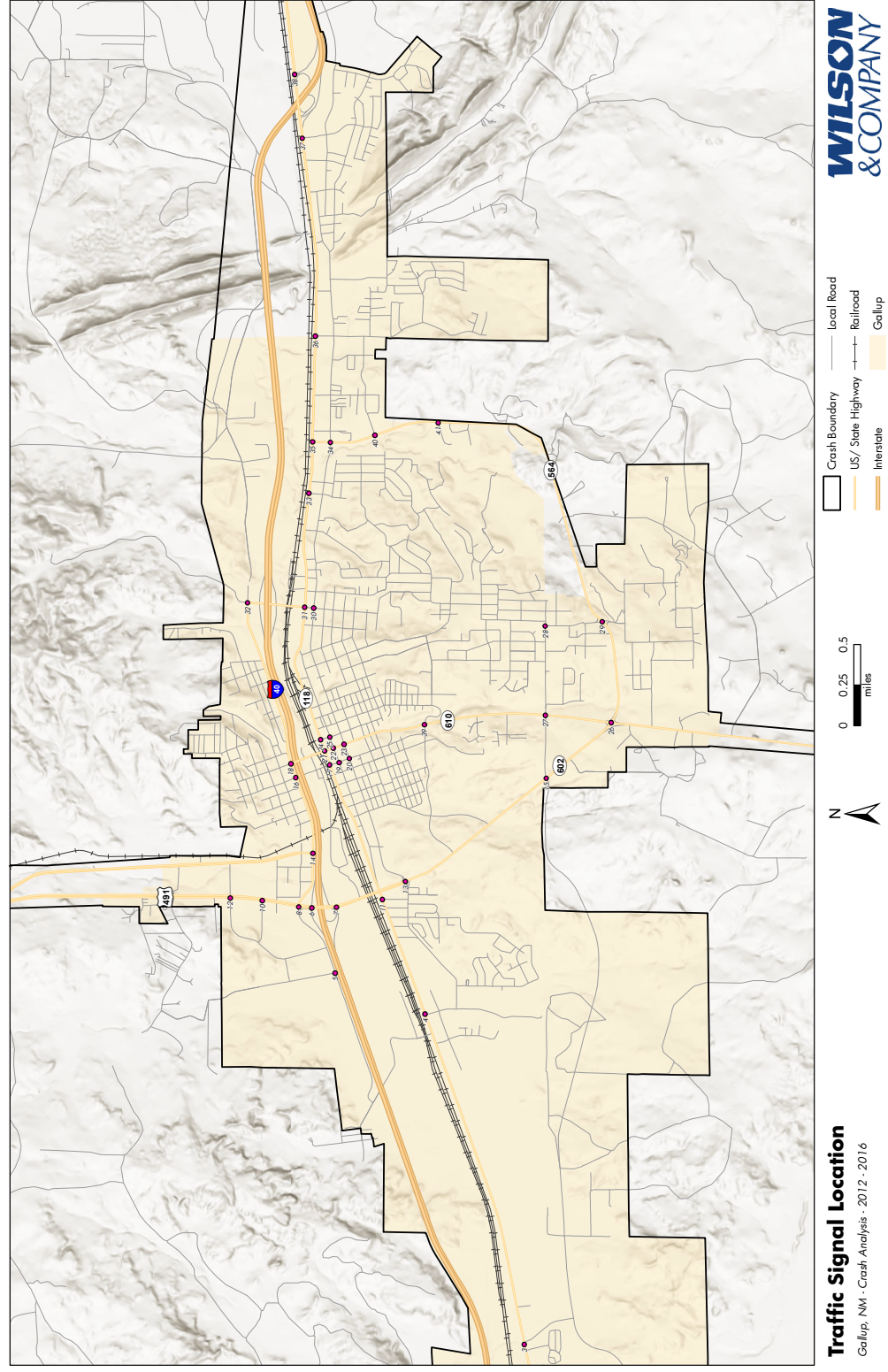
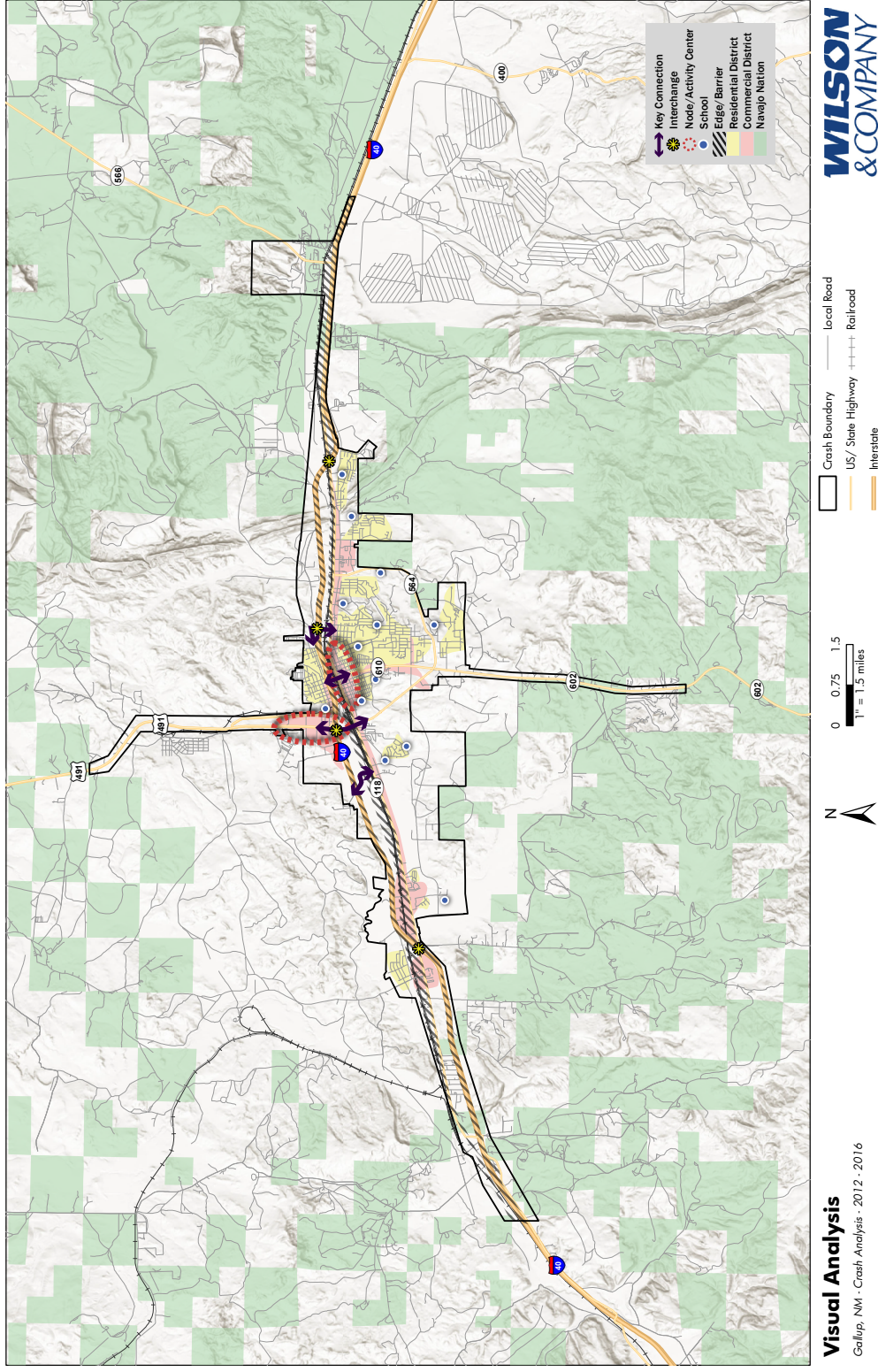
	Number of Fatalities		Number of People with Serious Injury		Sub-Total (Fatalities + Serious Injuries)		Number of People with Other Injuries		Number of People Not Injured in Crashes		Total Number of People Involved in Crashes	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Persons Involved Crash Totals	50	0.4%	118	1.0%	168	1.4%	1460	12.1%	10459	86.5%	12087	100.0%



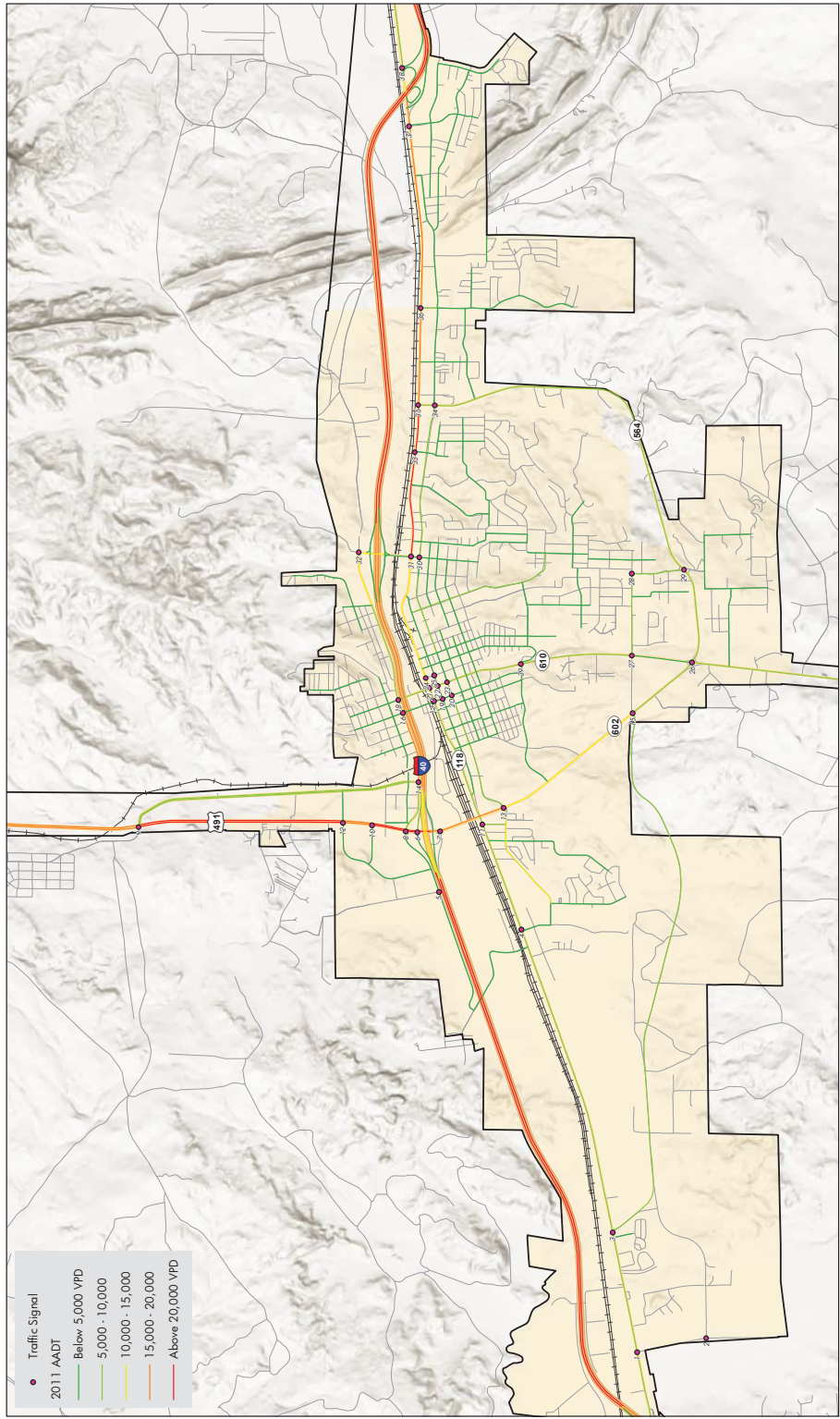


## **Appendix B – Crash Maps**

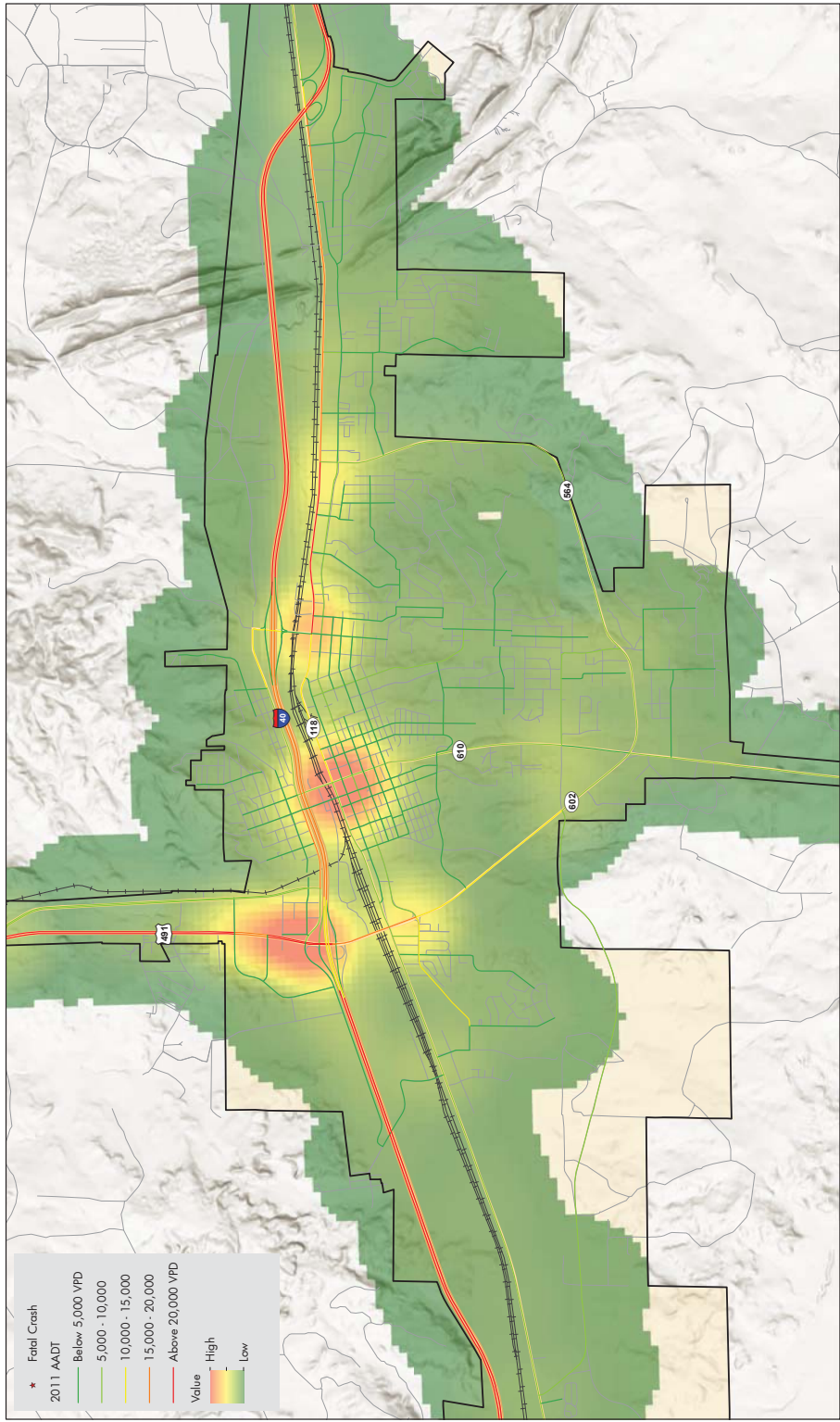






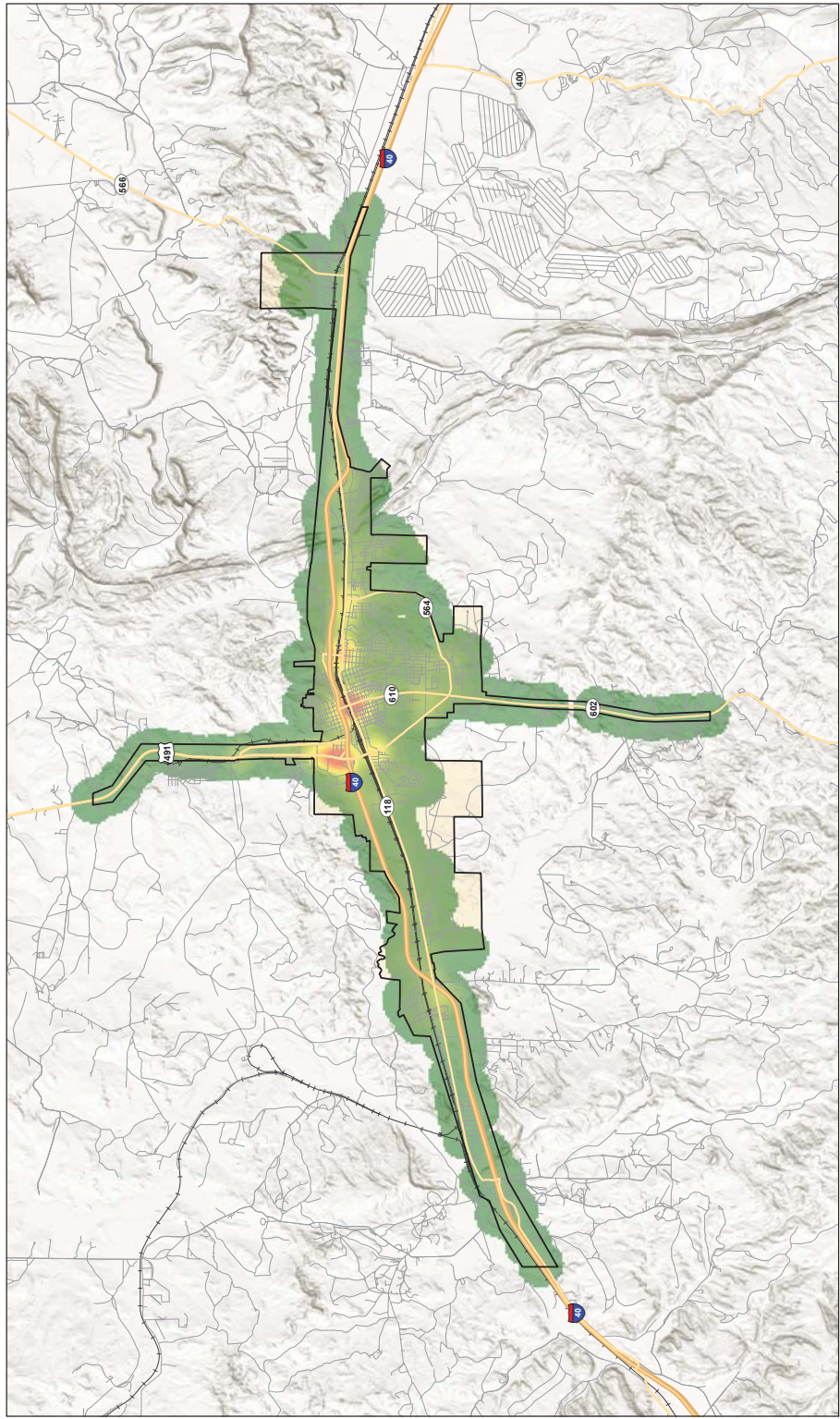


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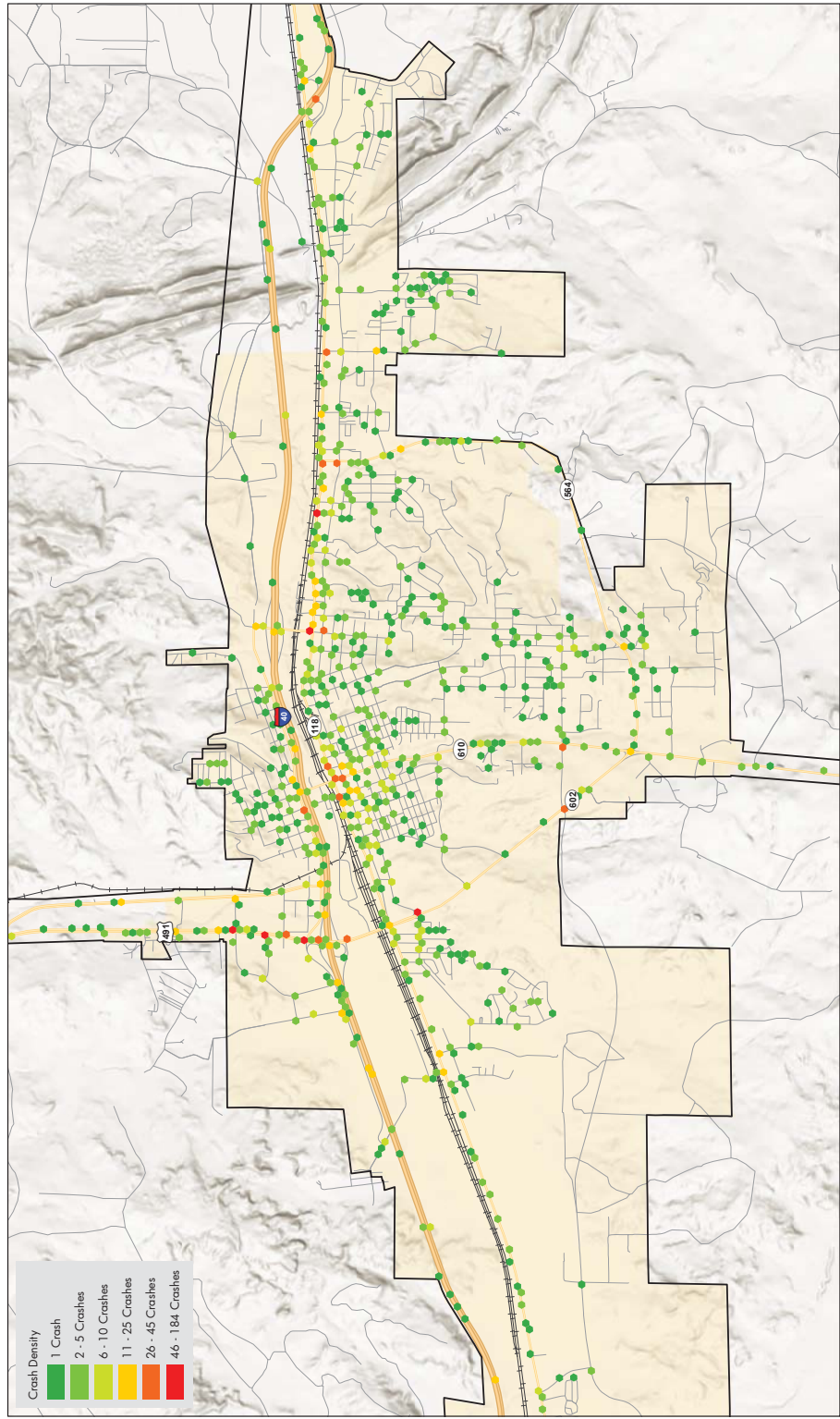
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## Crash Density

Gallup, NM - Crash Analysis - 2012 - 2016  
 Data: All Crashes



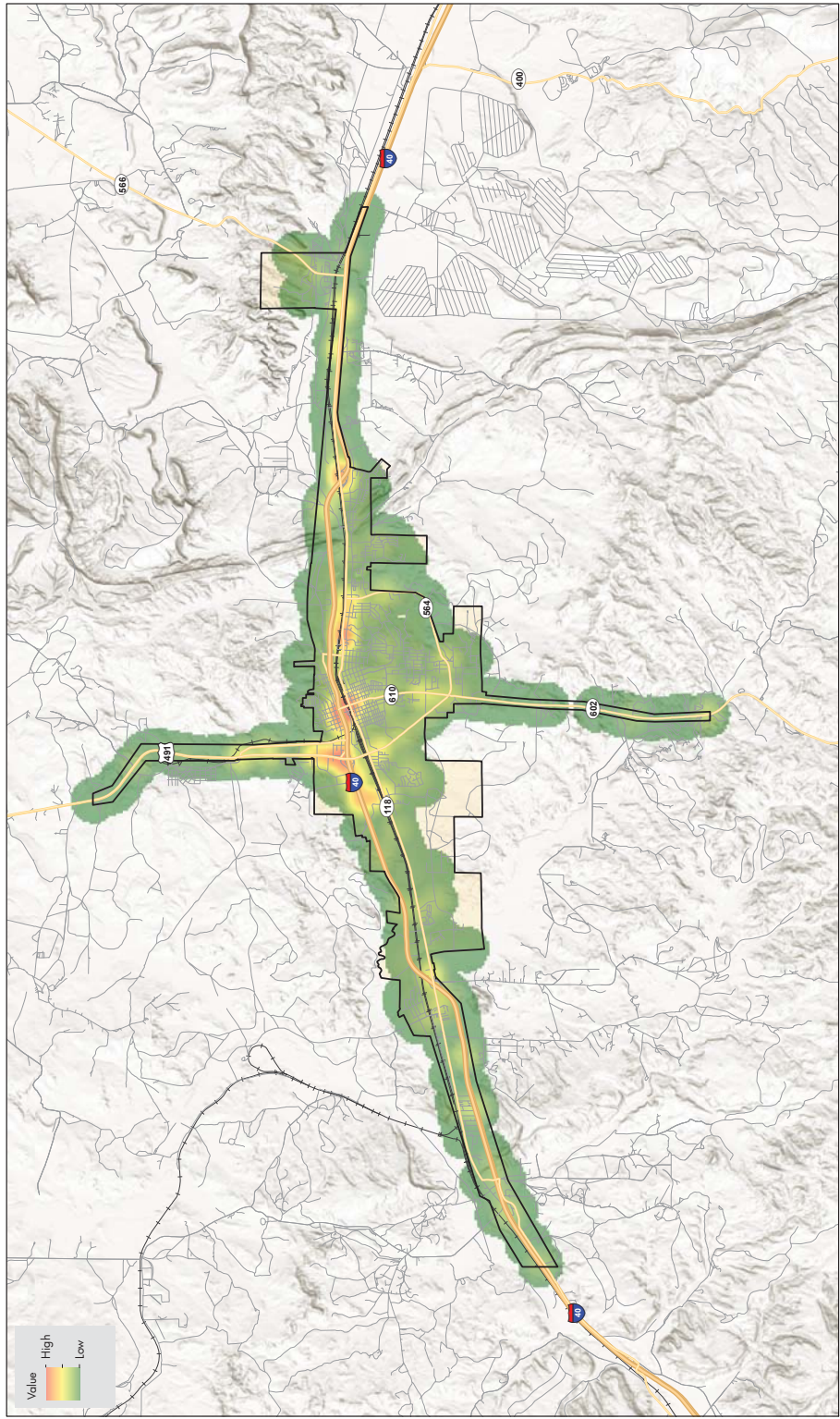
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Gallup, NM - Crash Analysis - 2012 - 2016  
 Data: All Crashes

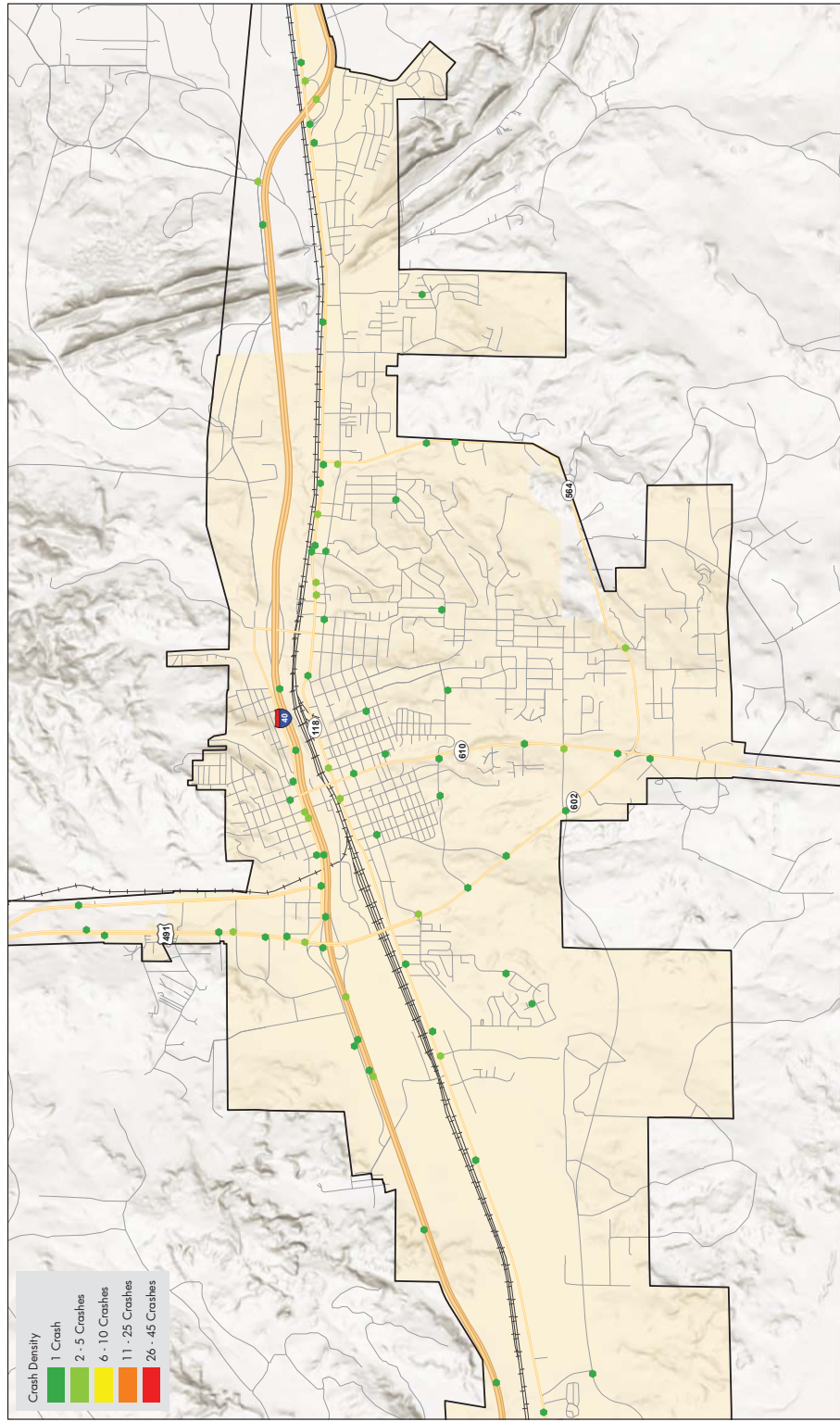
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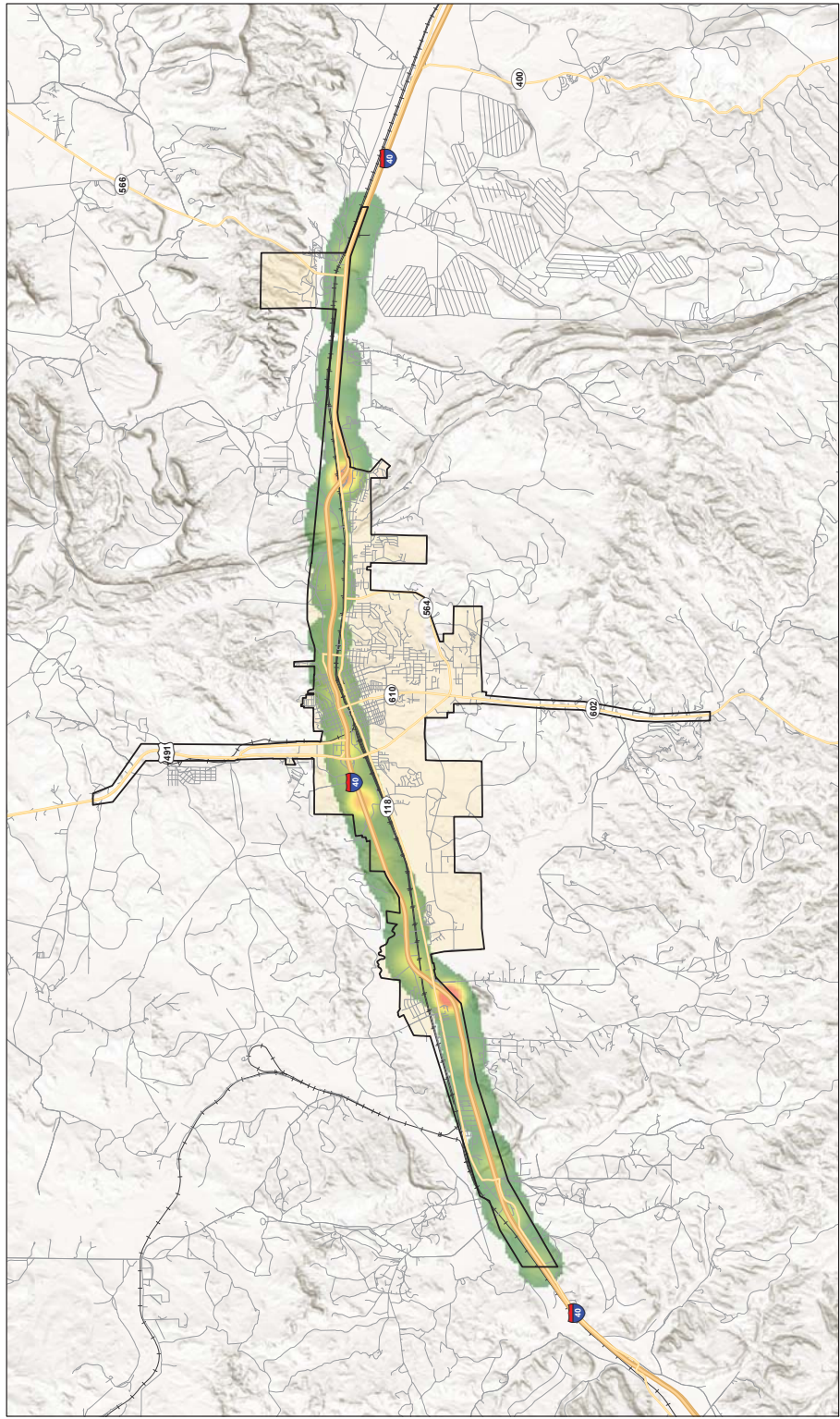


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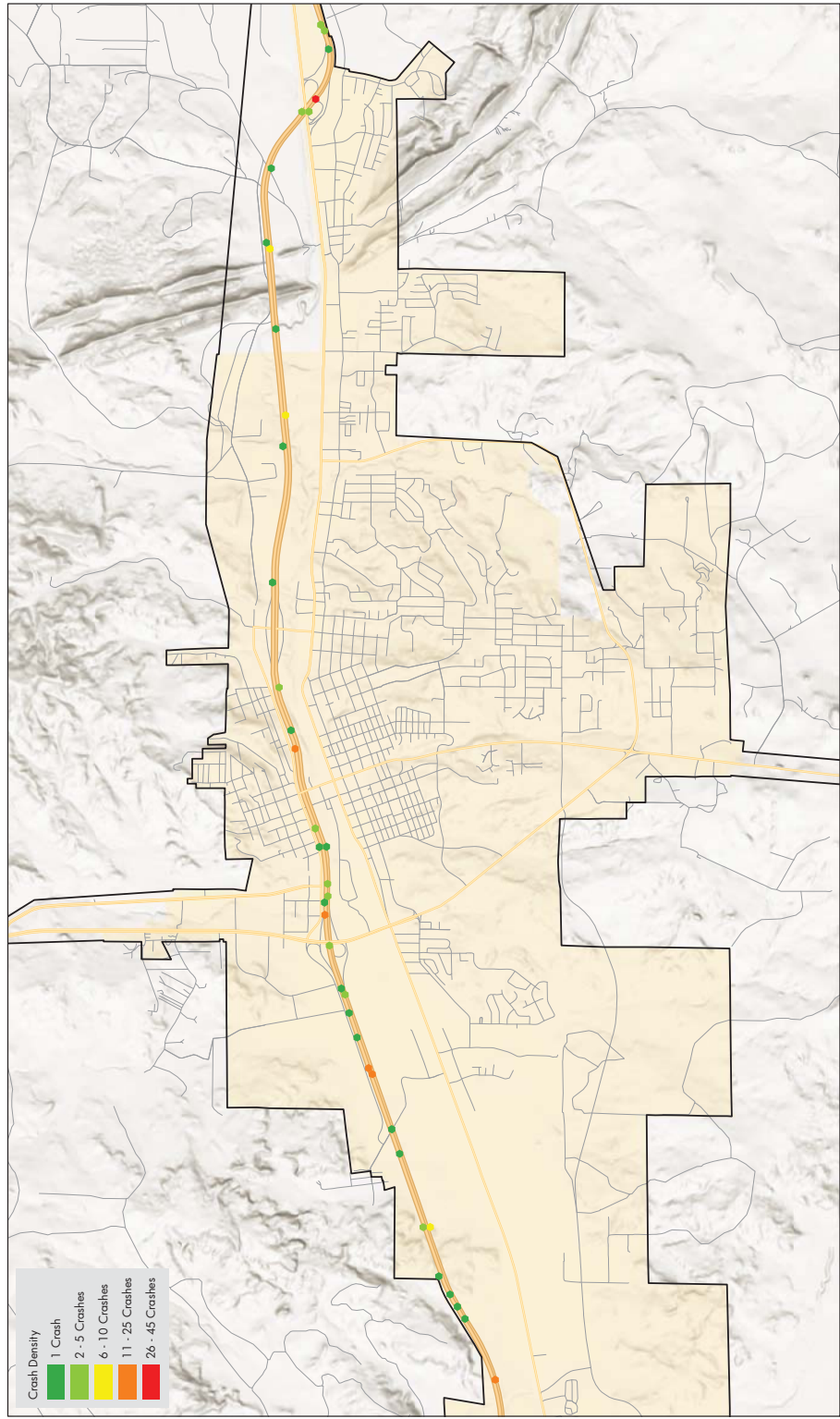


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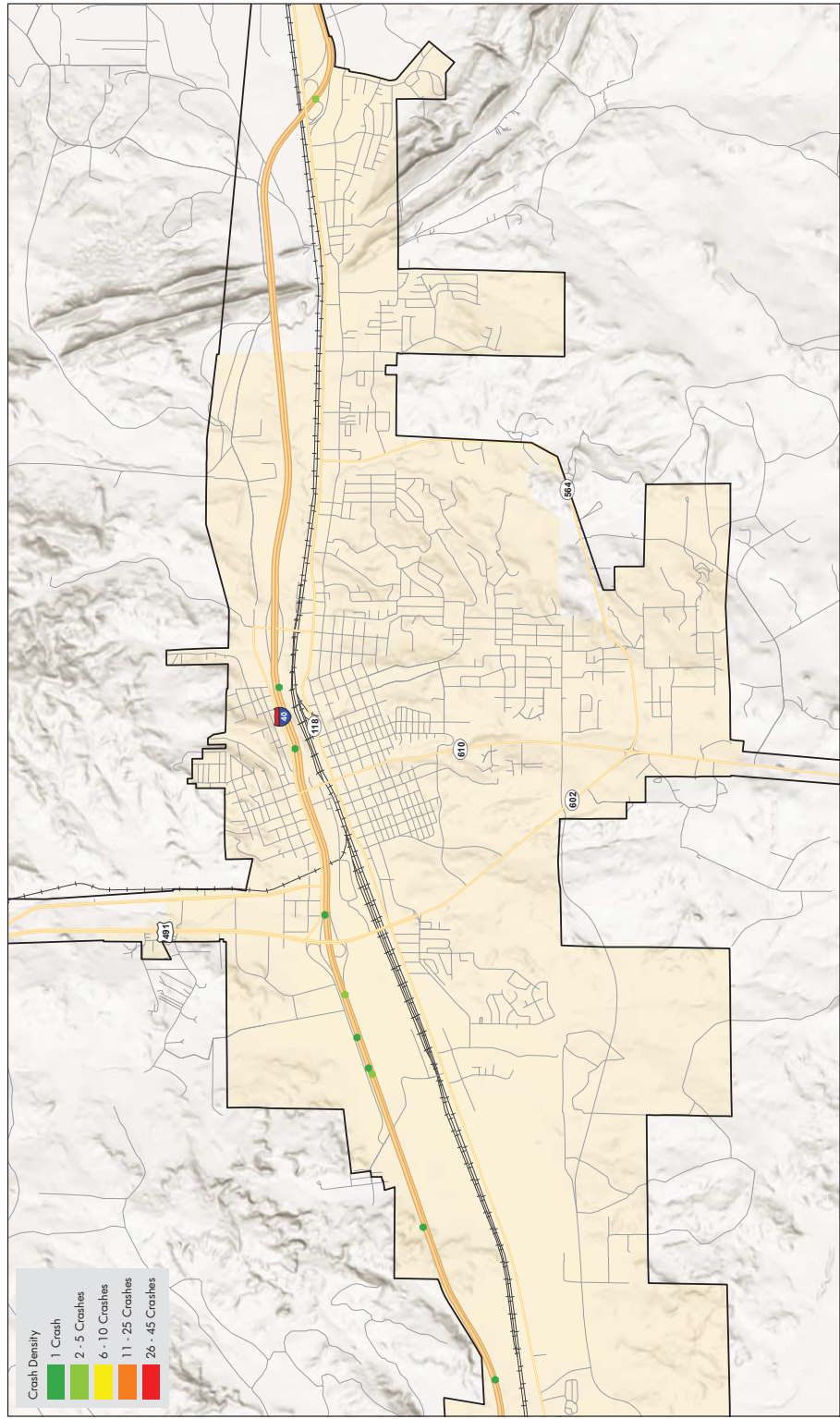
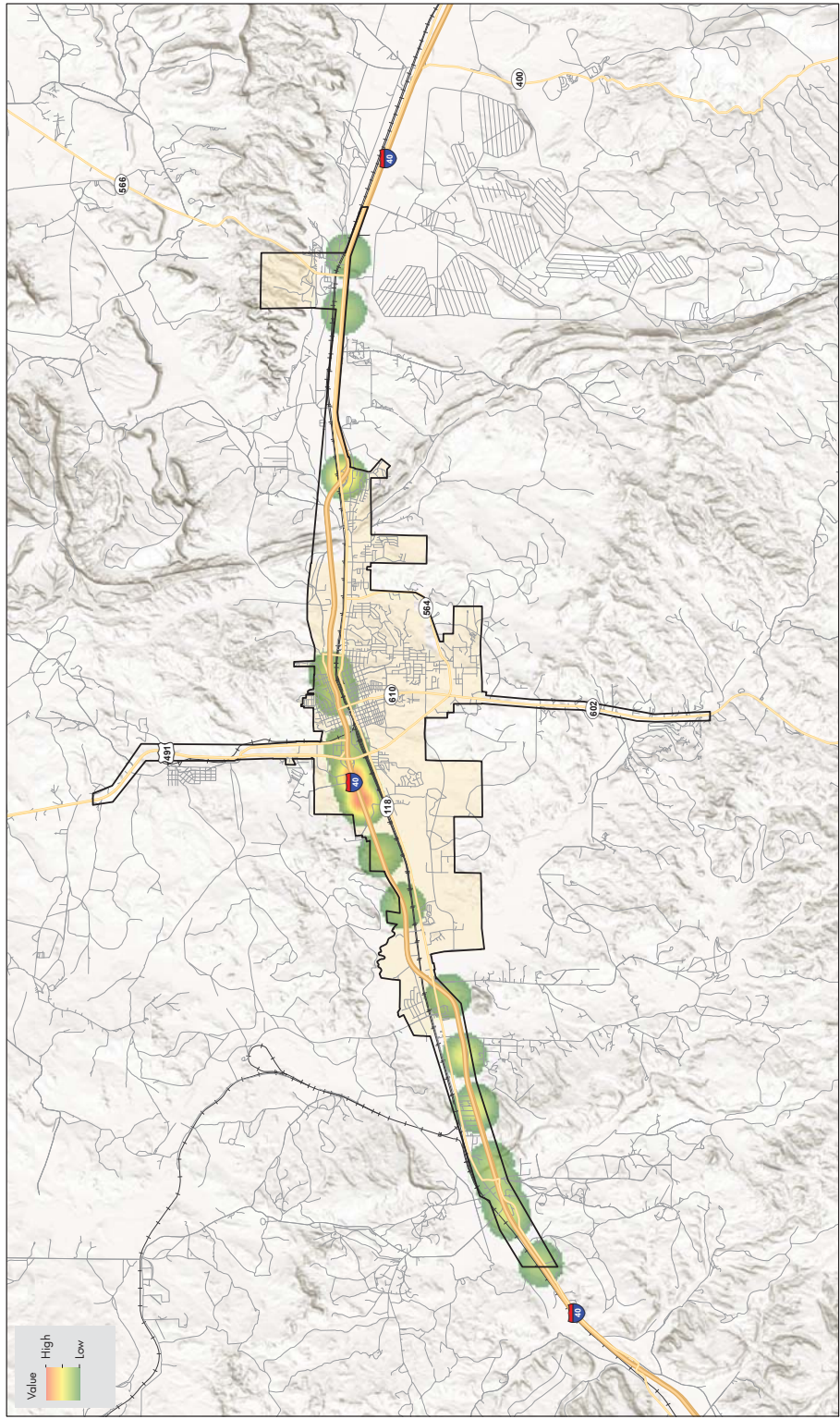


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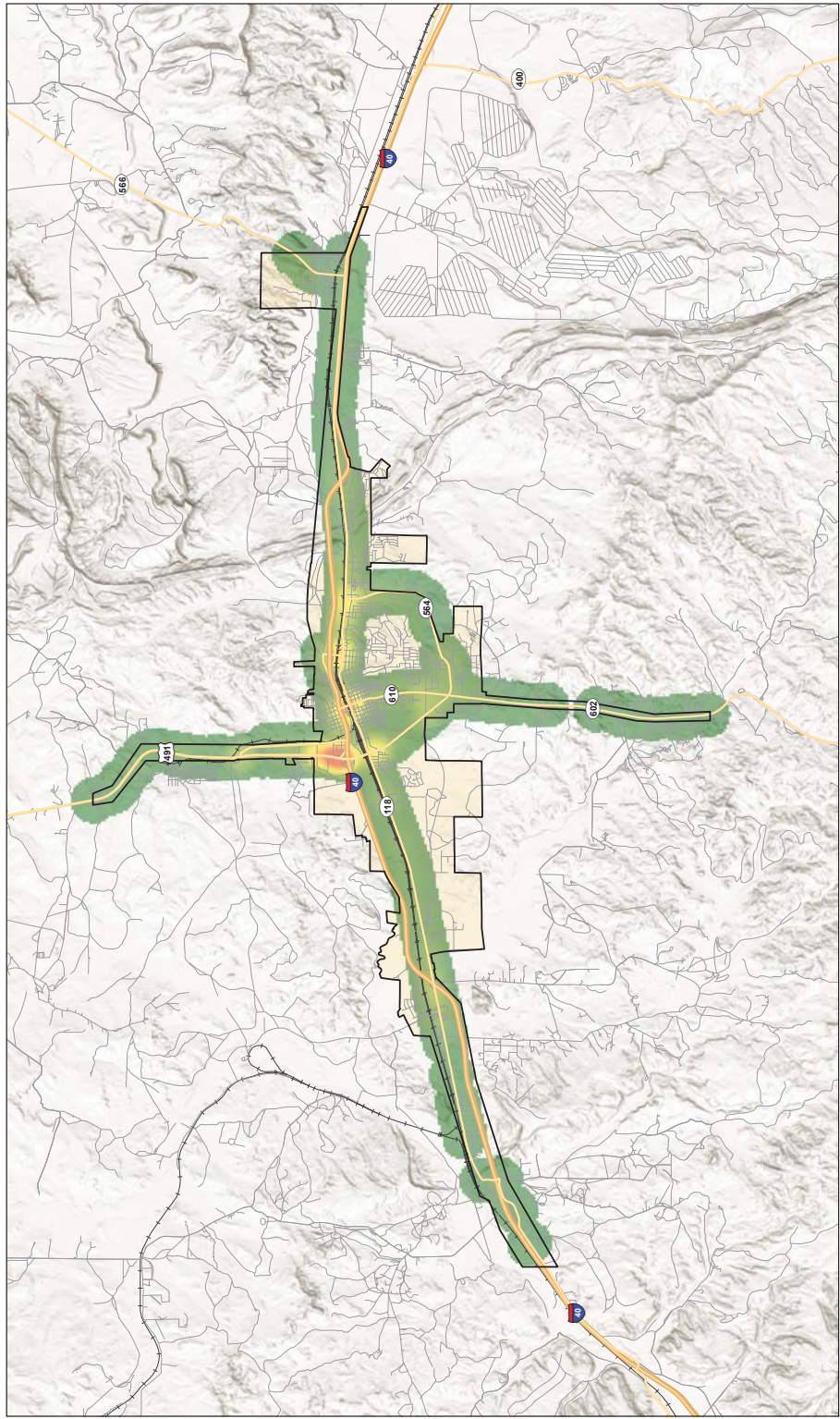


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## Highway Crash Density

Gallup, NM - Crash Analysis - 2012 - 2016

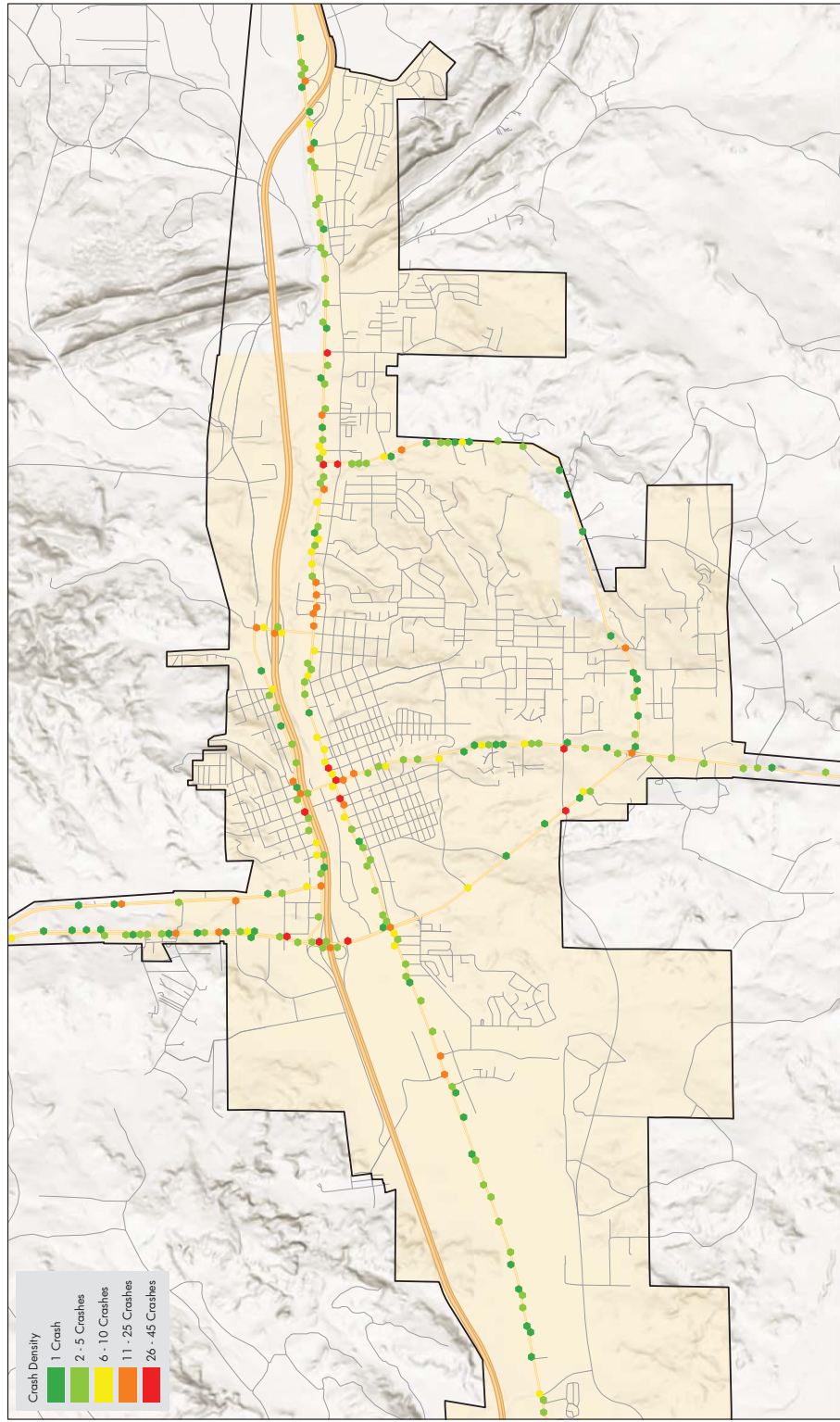
Data: All Crashes



0 0.75 1.5  
1" = 1.5 miles

- Crash Boundary
- US/ State Highway
- Interstate
- Local Road
- Railroad
- Gallup

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## Highway Crashes

Gallup, NM - Crash Analysis - 2012 - 2016

Data: All Crashes

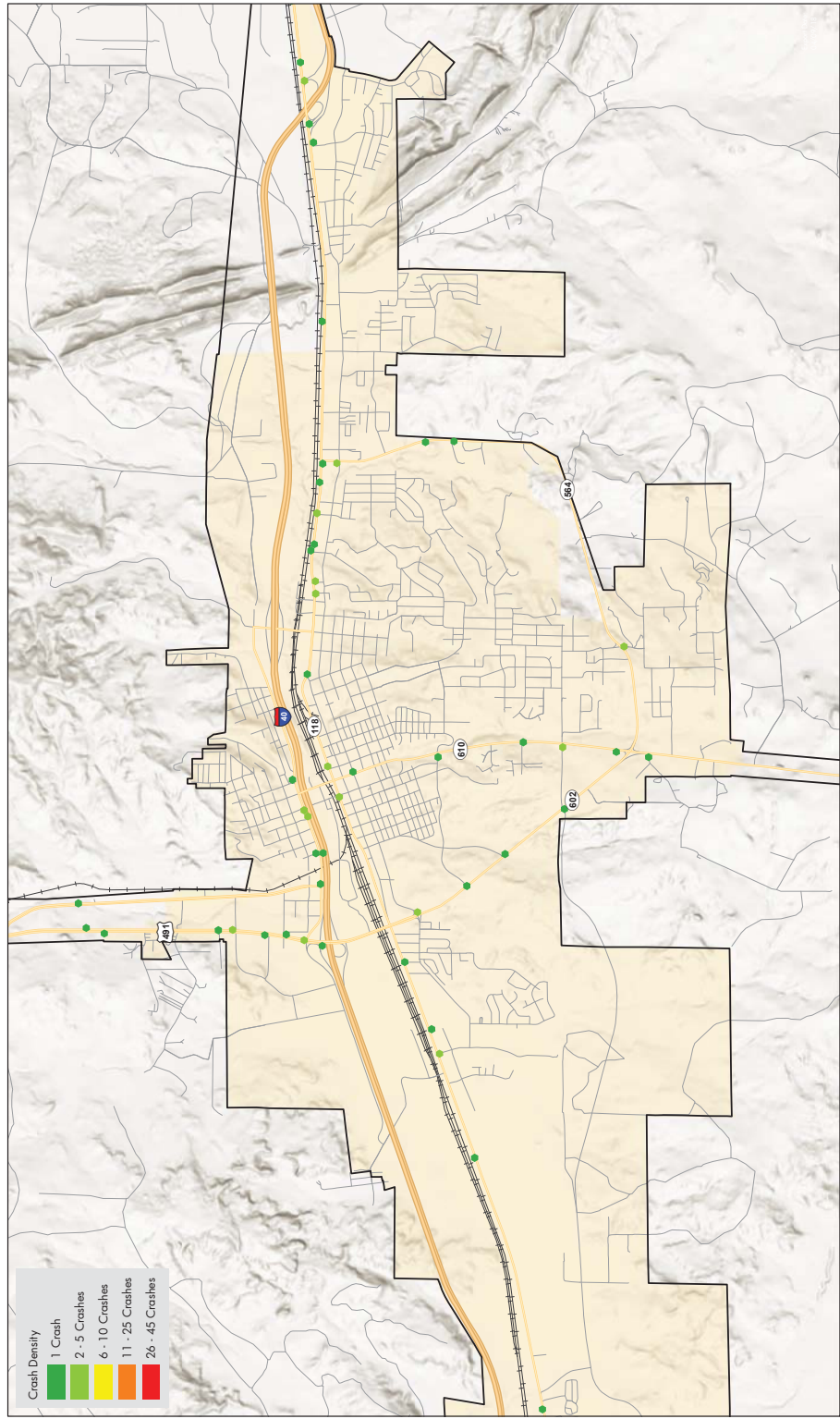
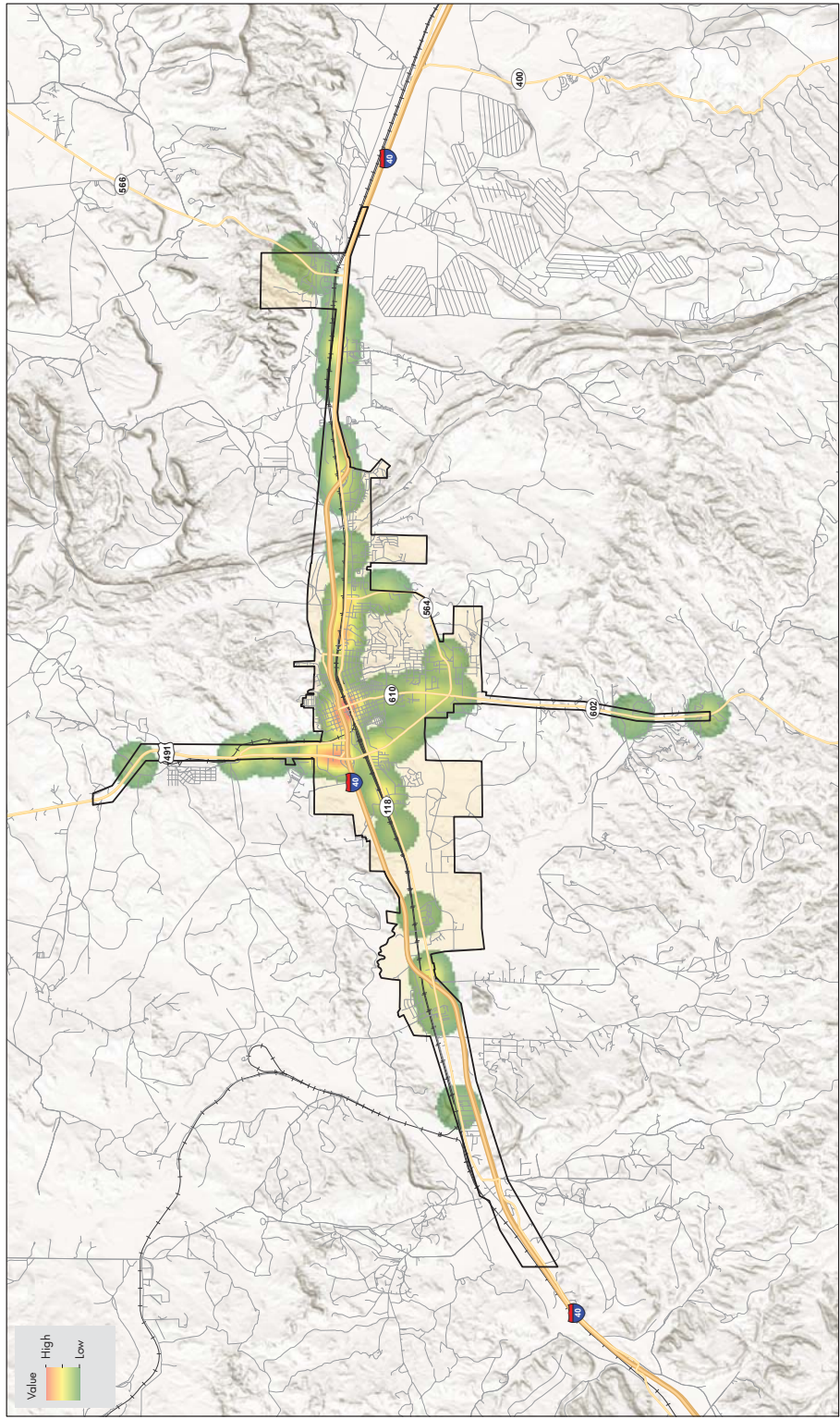


0 0.25 0.5  
1" = 0.5 miles

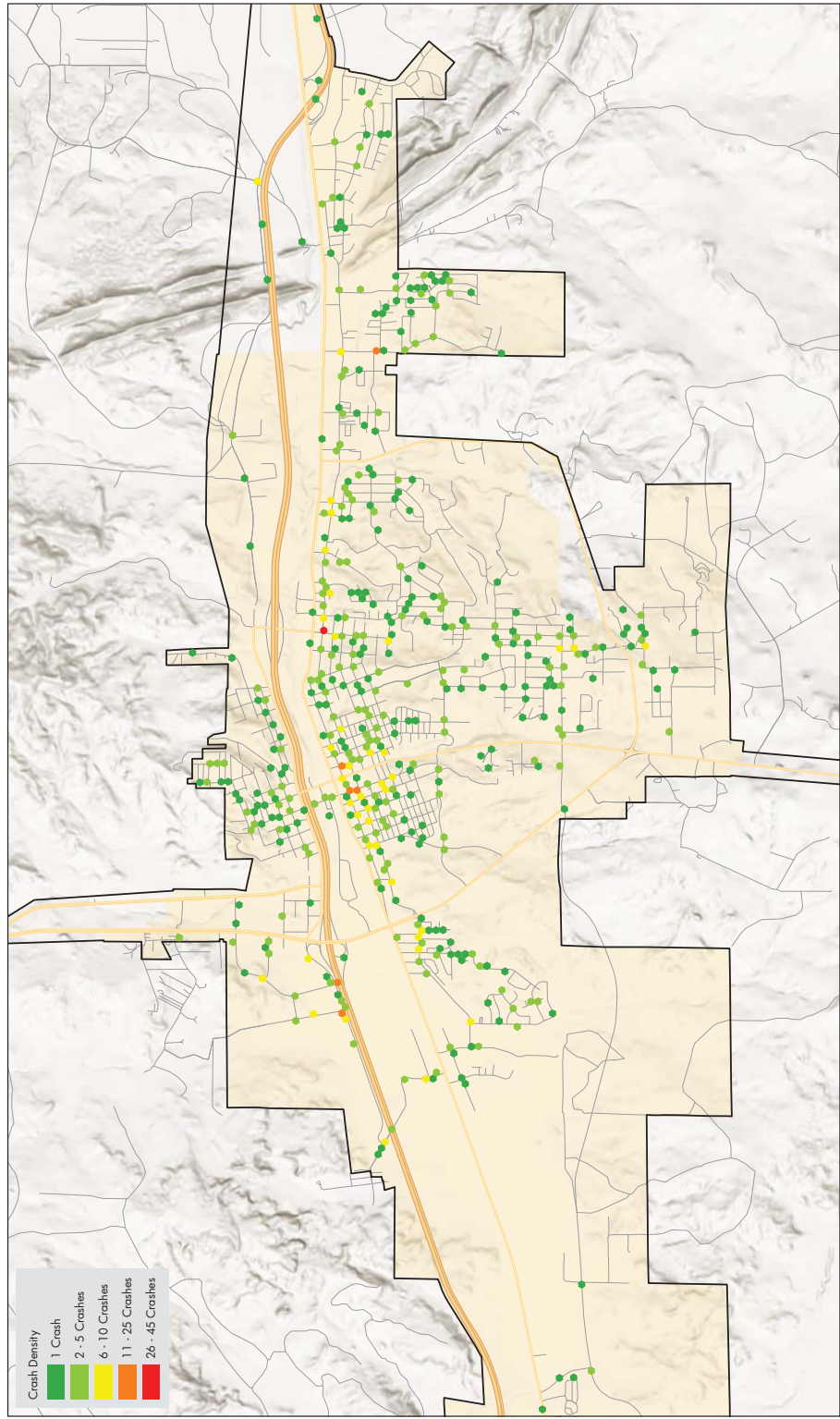
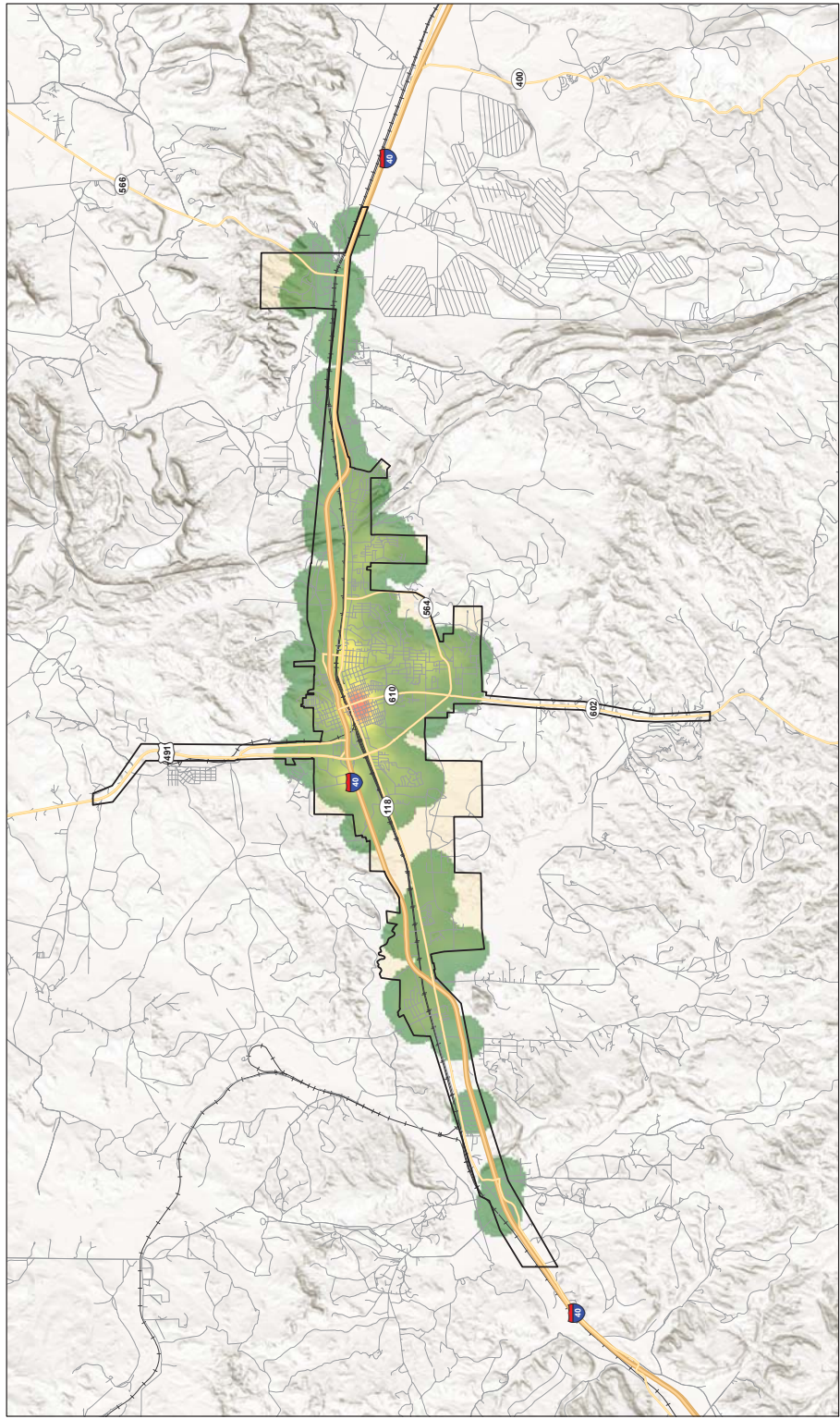
- Crash Boundary
- US/ State Highway
- Interstate
- Local Road
- Gallup

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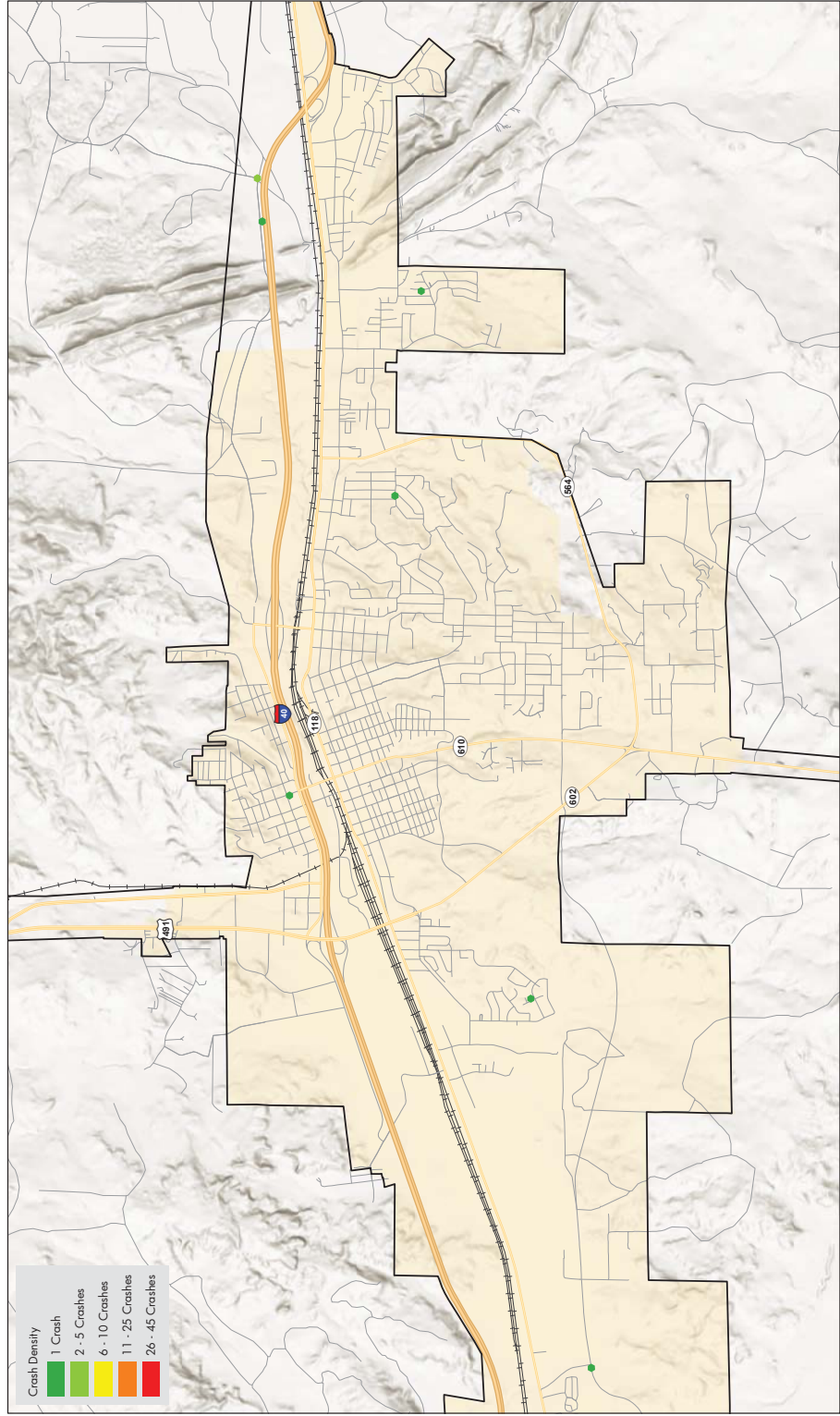
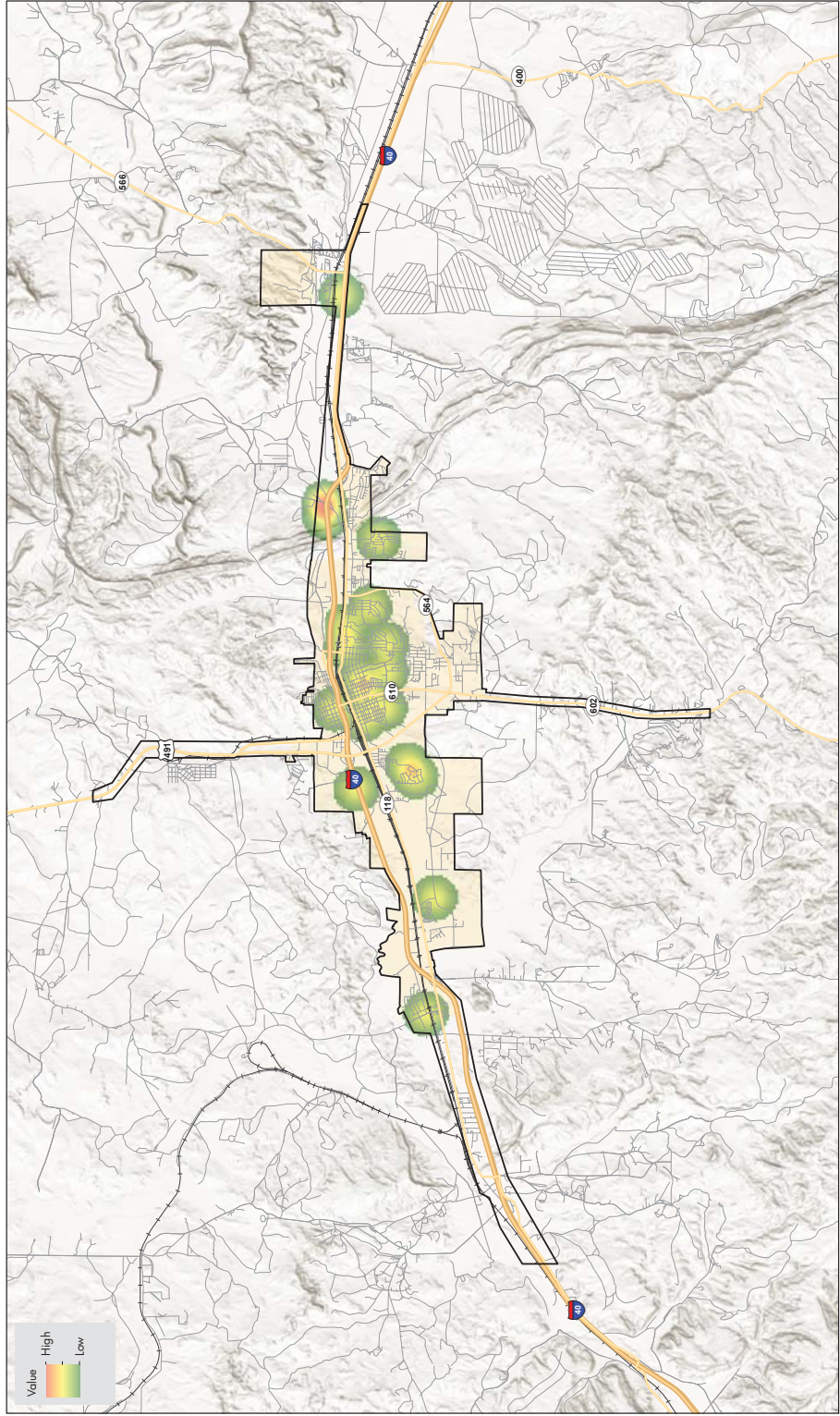




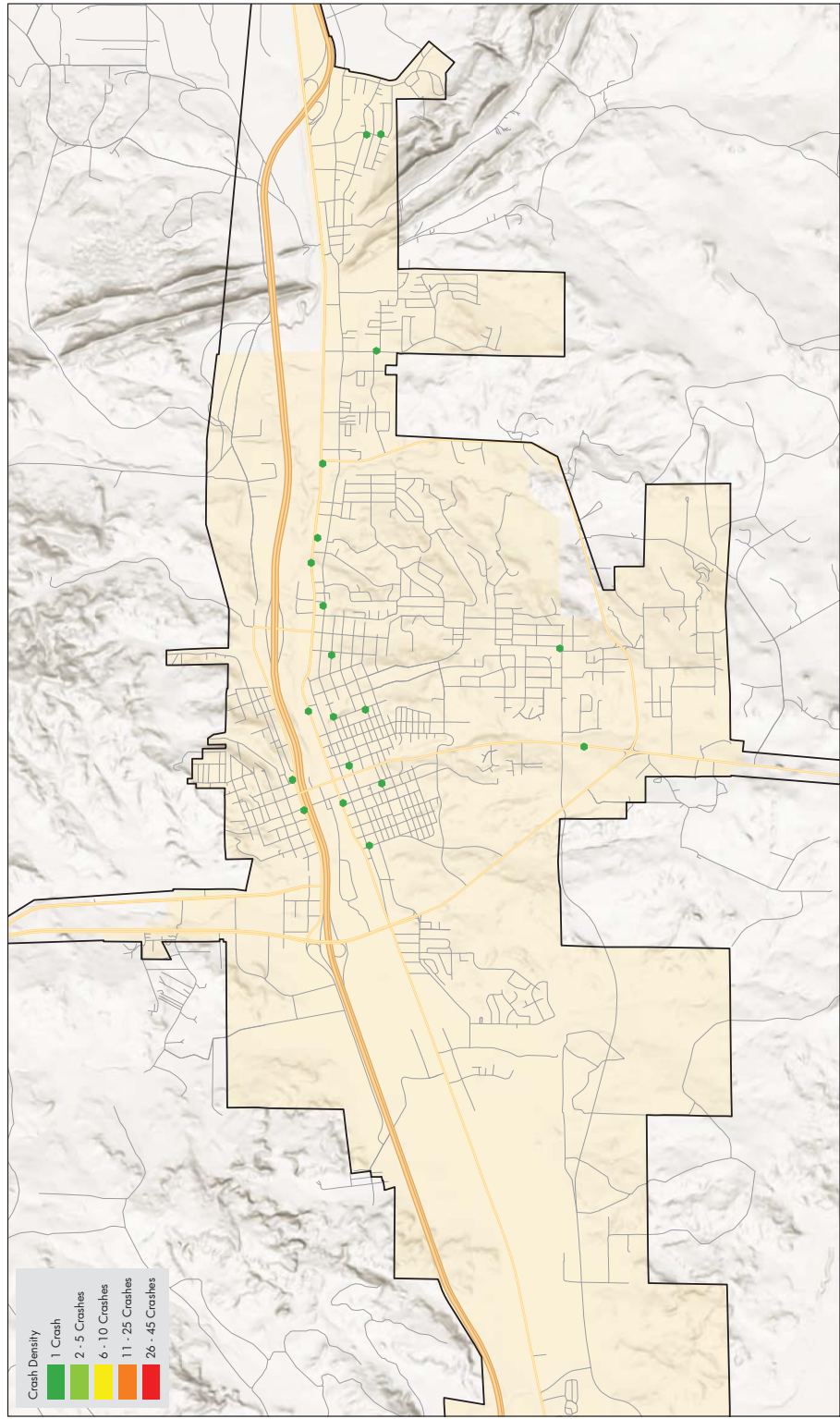
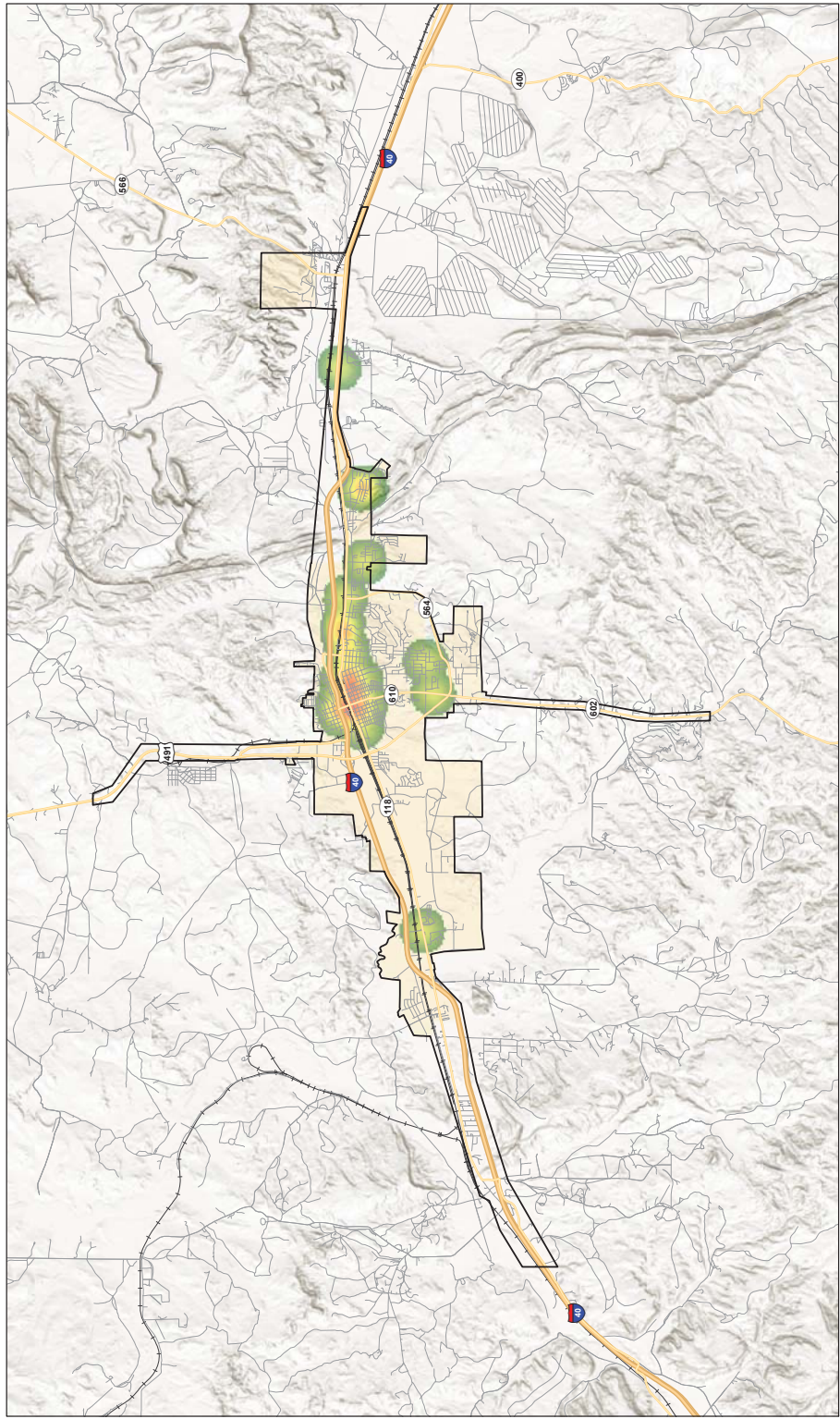




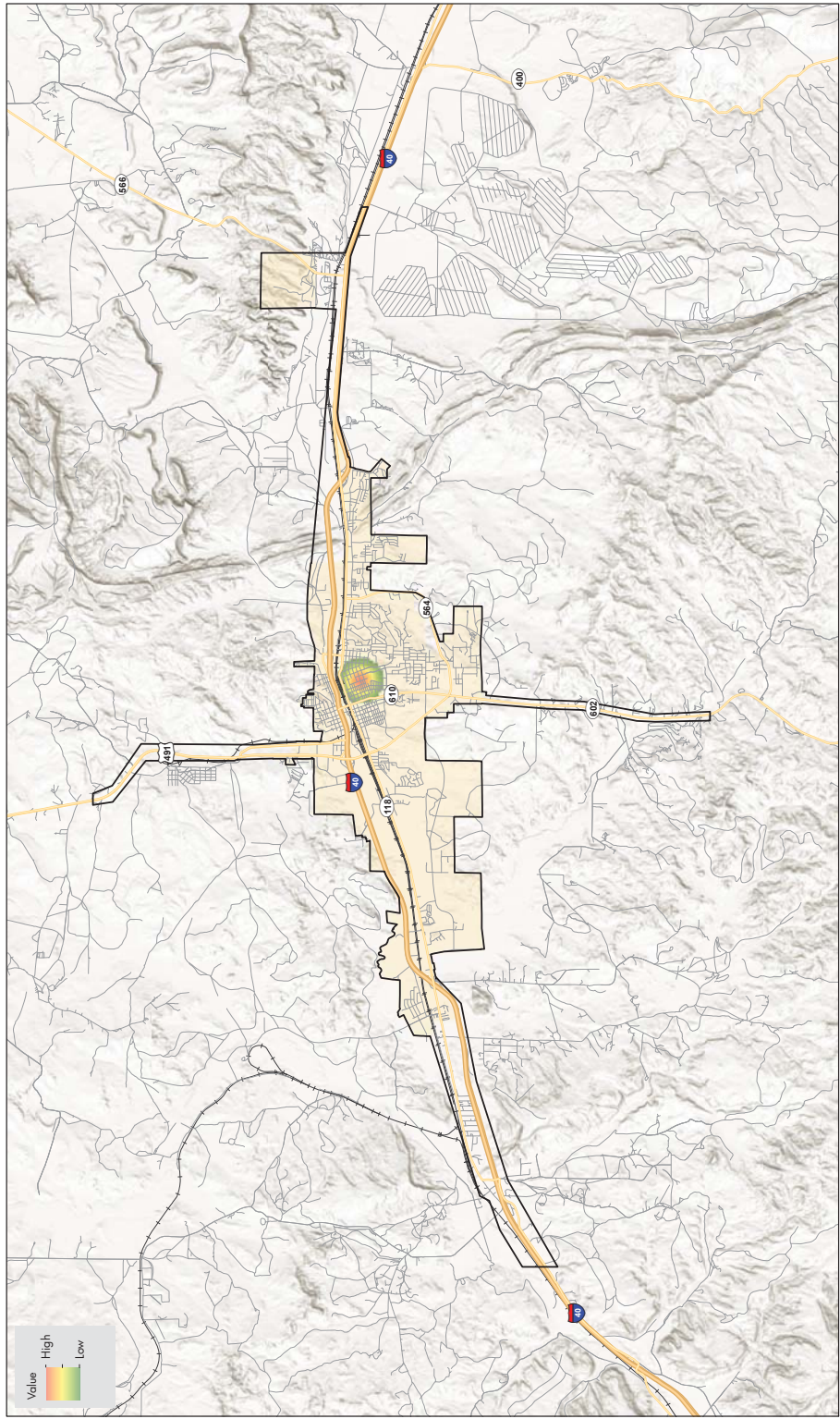








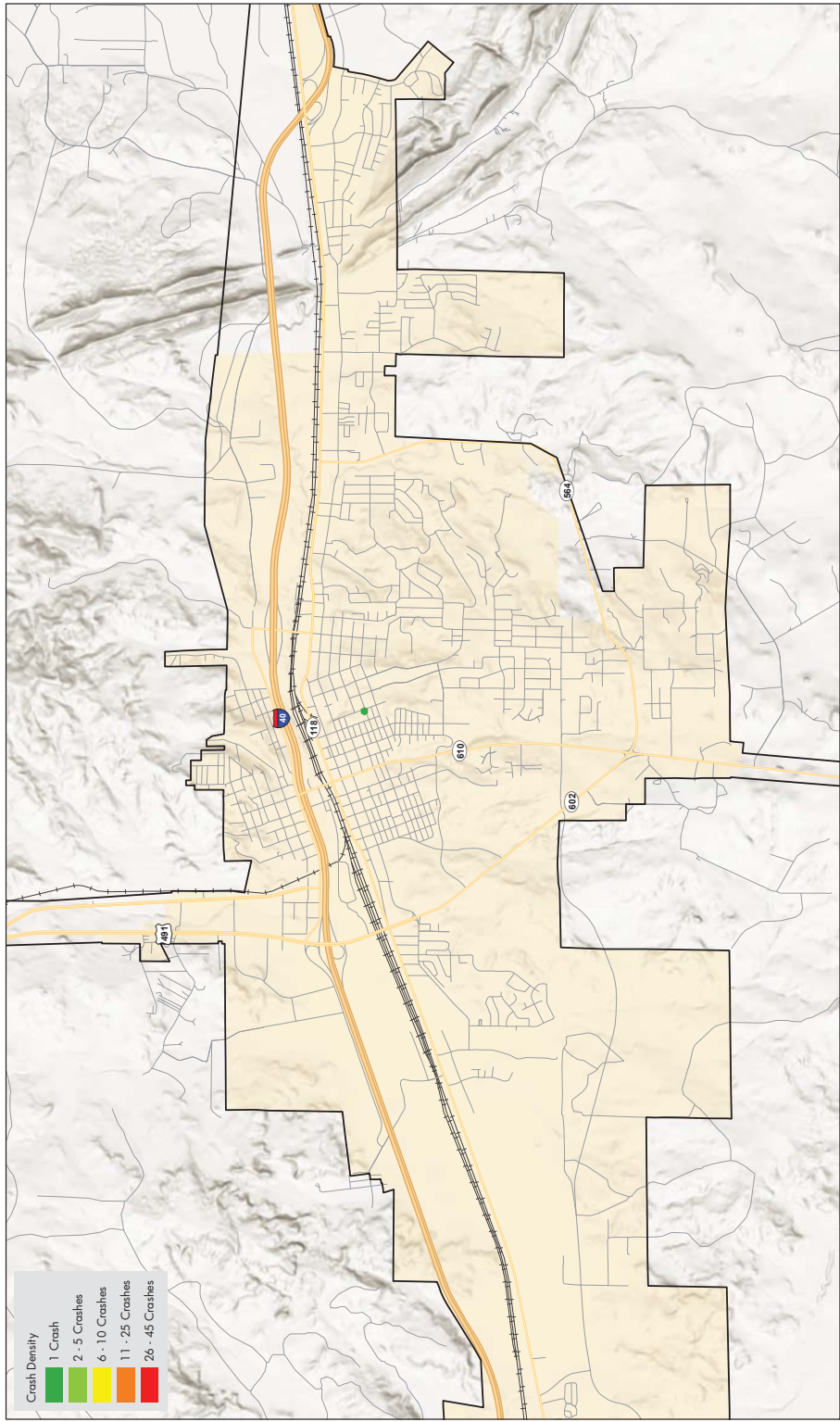




### Severe Bicycle Crash Density

Gallup, NM - Crash Analysis - 2012 - 2016

Data: Fatal or Serious Injury Crashes

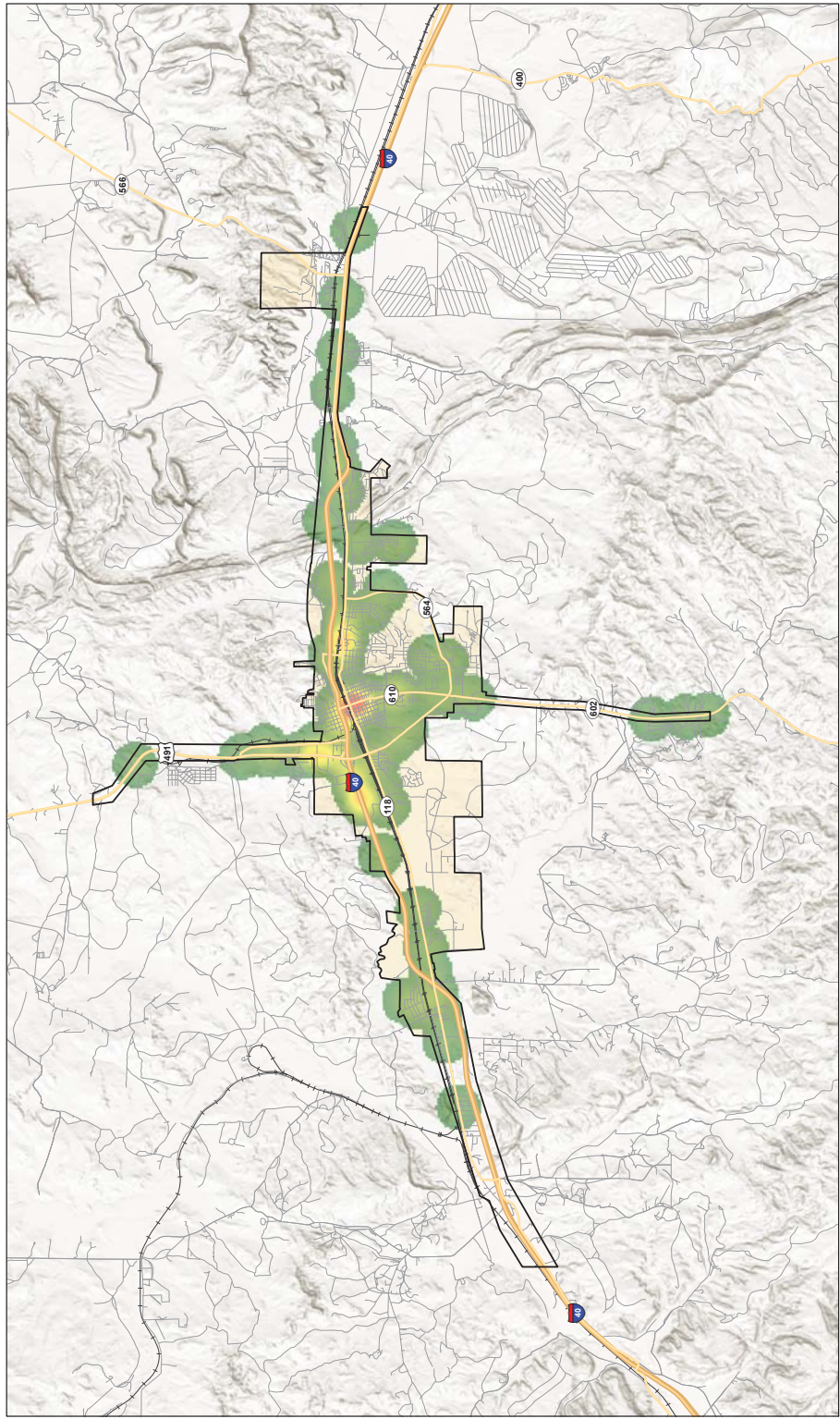


### Severe Bicycle Crashes

Gallup, NM - Crash Analysis - 2012 - 2016

Data: Fatal or Serious Injury Crashes





### Pedestrian Crash Density

Gallup, NM - Crash Analysis - 2012 - 2016

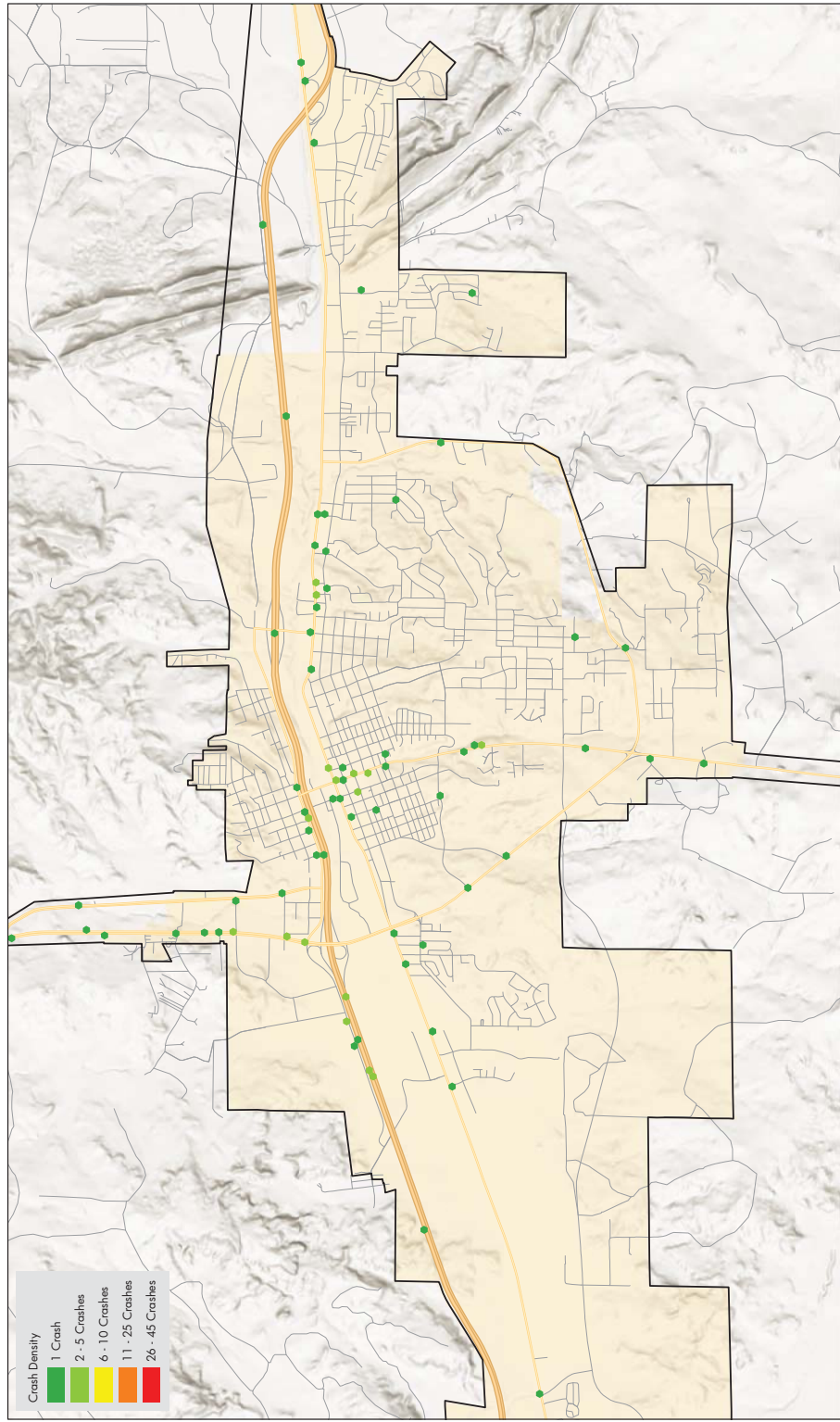
Data: All Crashes



0 0.75 1.5  
1" = 1.5 miles

- Crash Boundary
- US/ State Highway
- Interstate
- Local Road
- Railroad
- Gallup

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### Pedestrian Crash Density

Gallup, NM - Crash Analysis - 2012 - 2016

Data: All Crashes

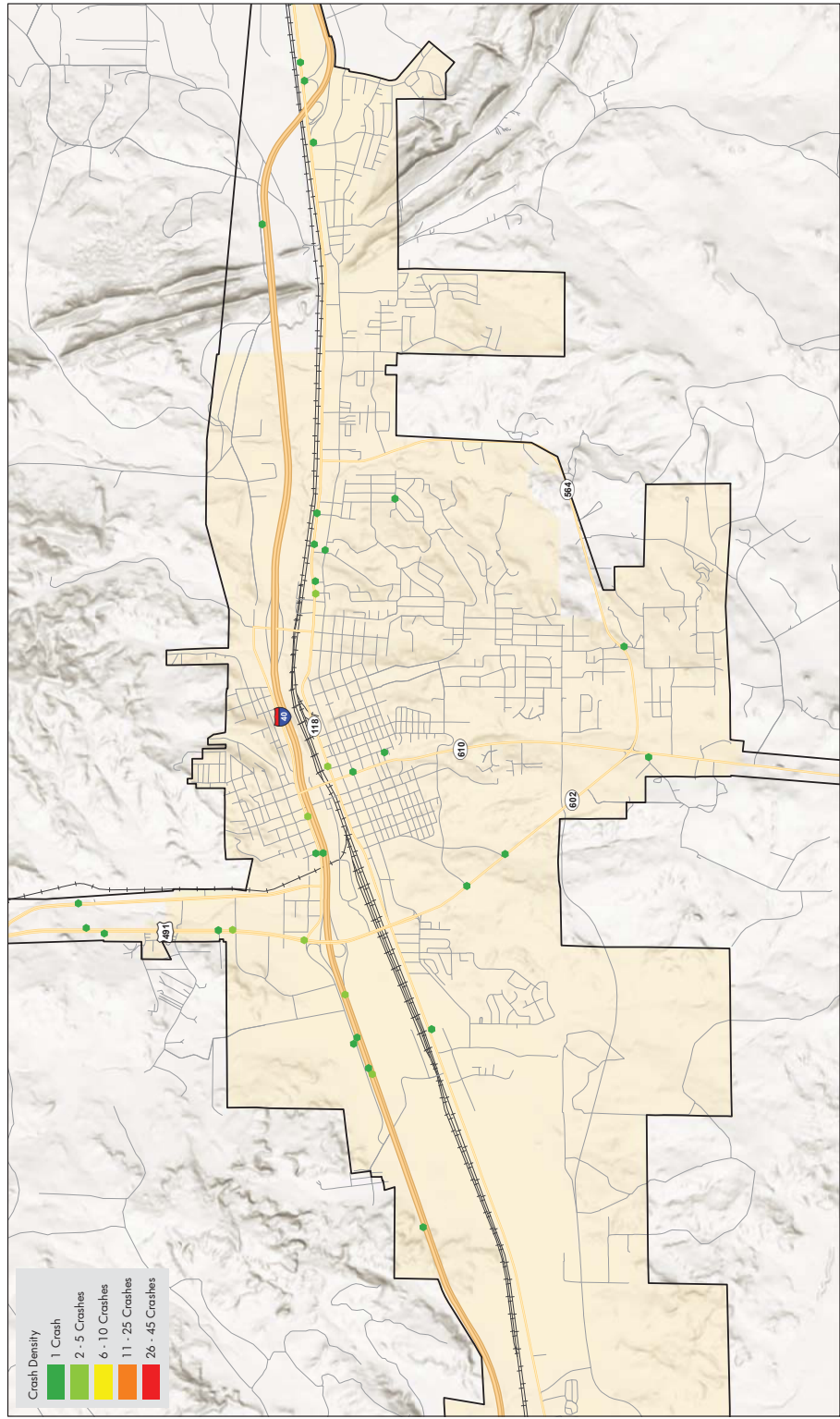
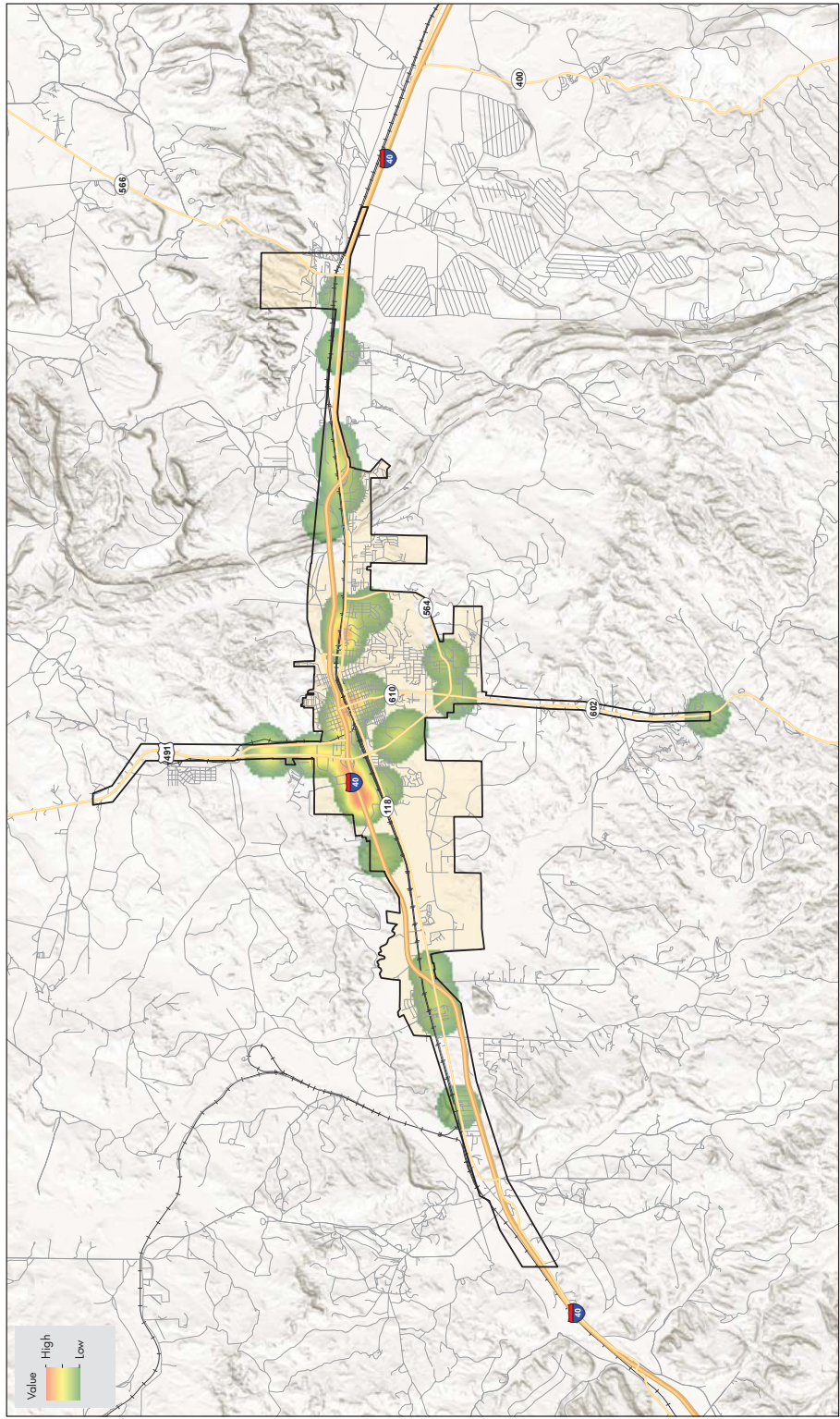


0 0.25 0.5  
1" = 0.5 miles

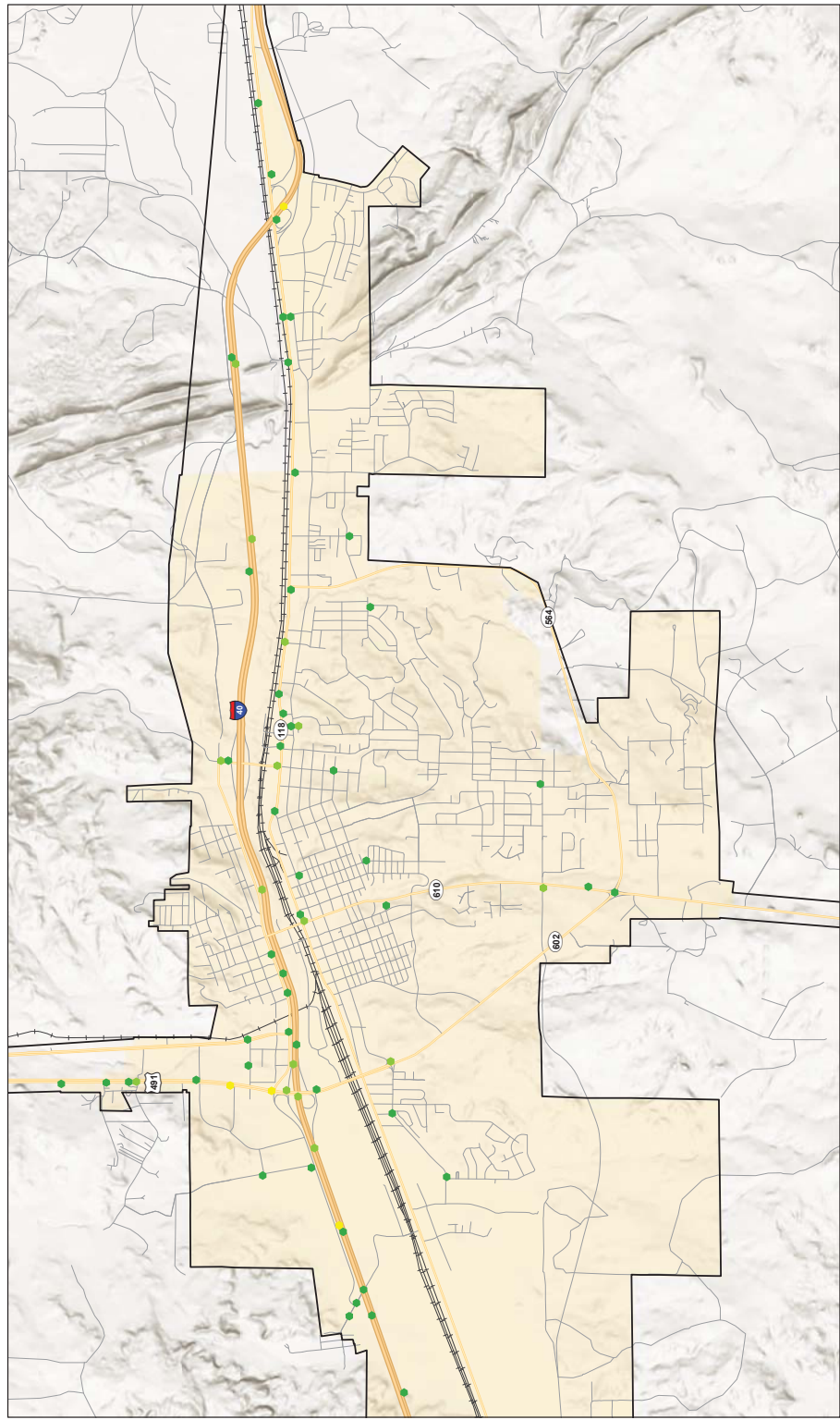
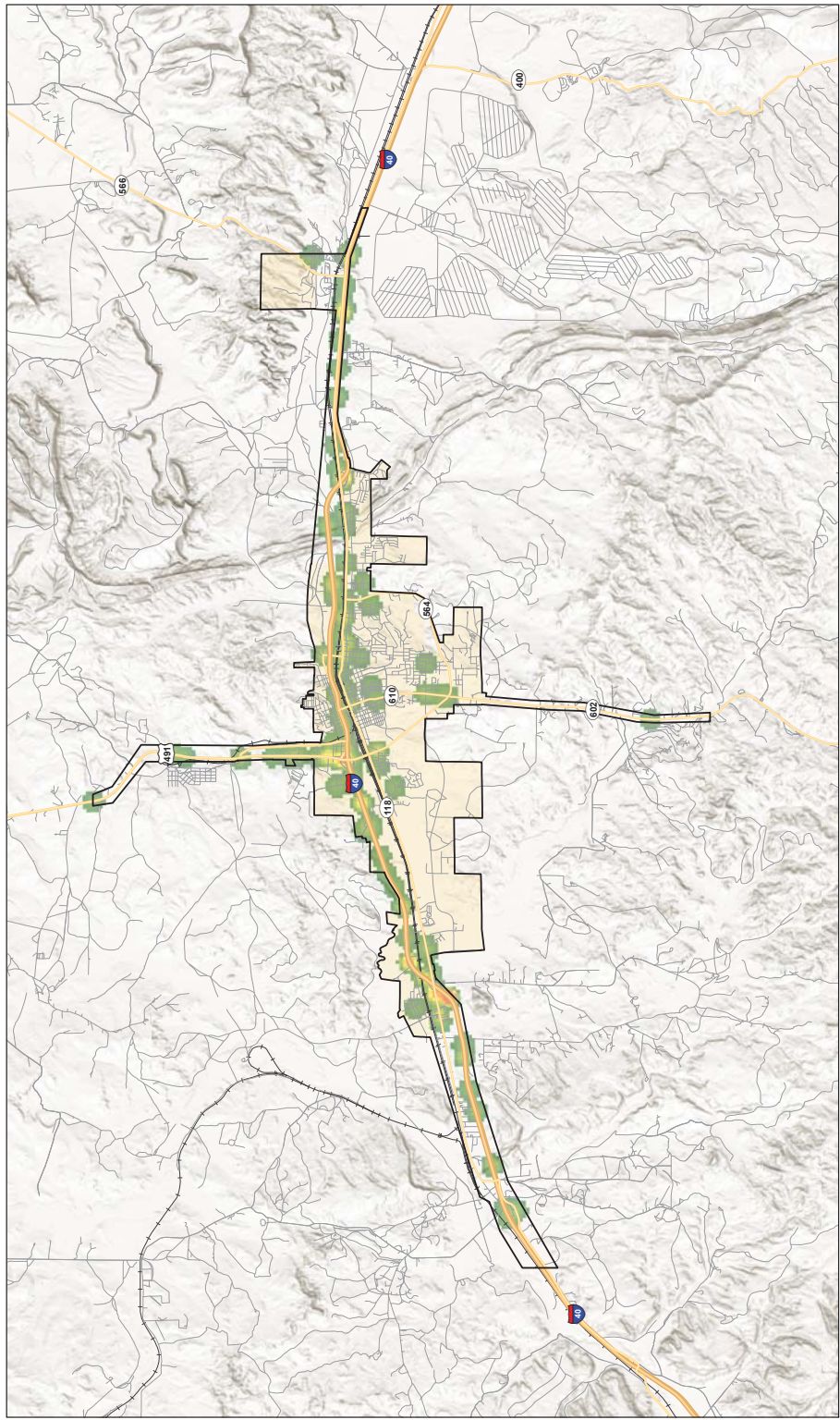
- Crash Boundary
- US/ State Highway
- Interstate
- Local Road
- Gallup

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& COMPANY**

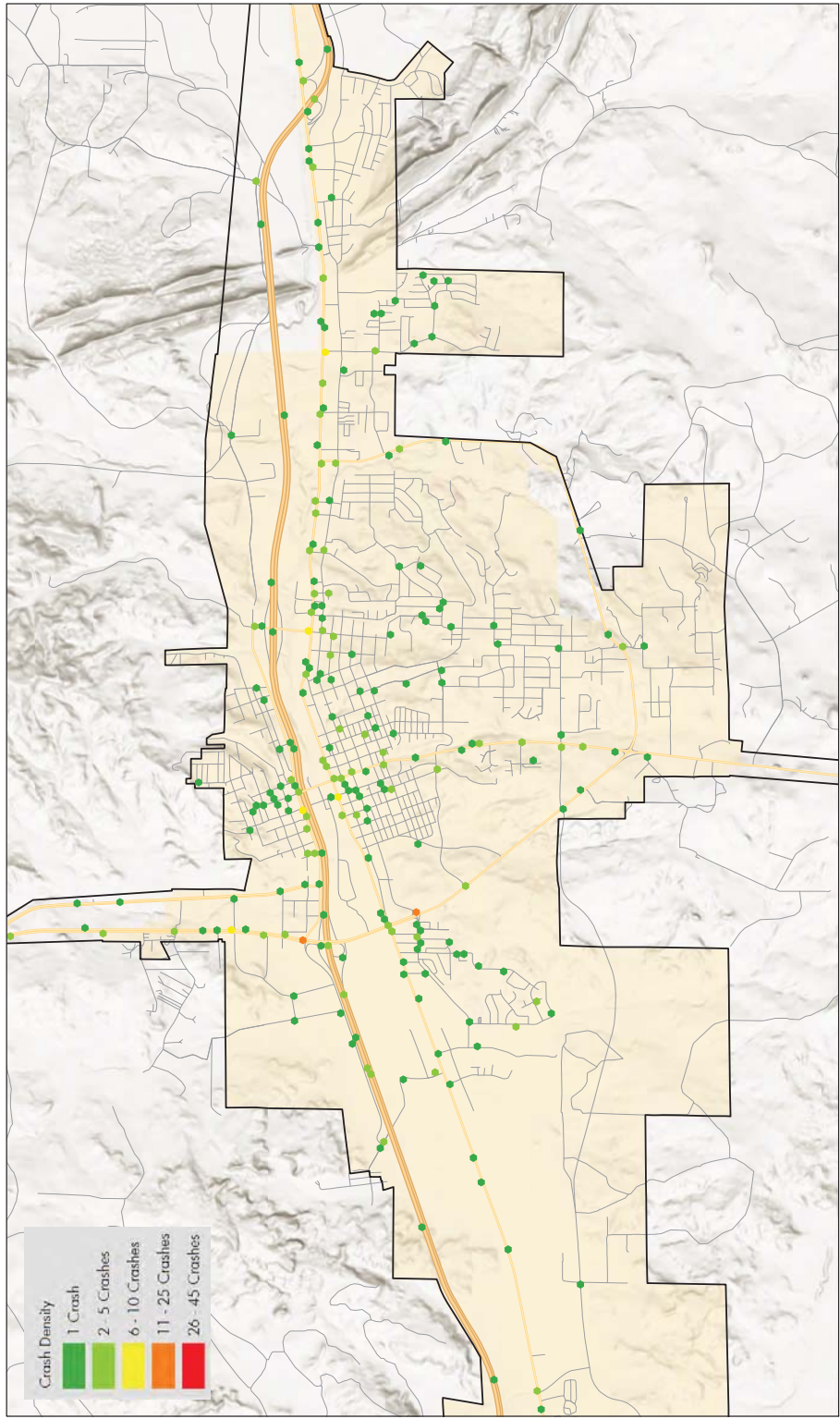








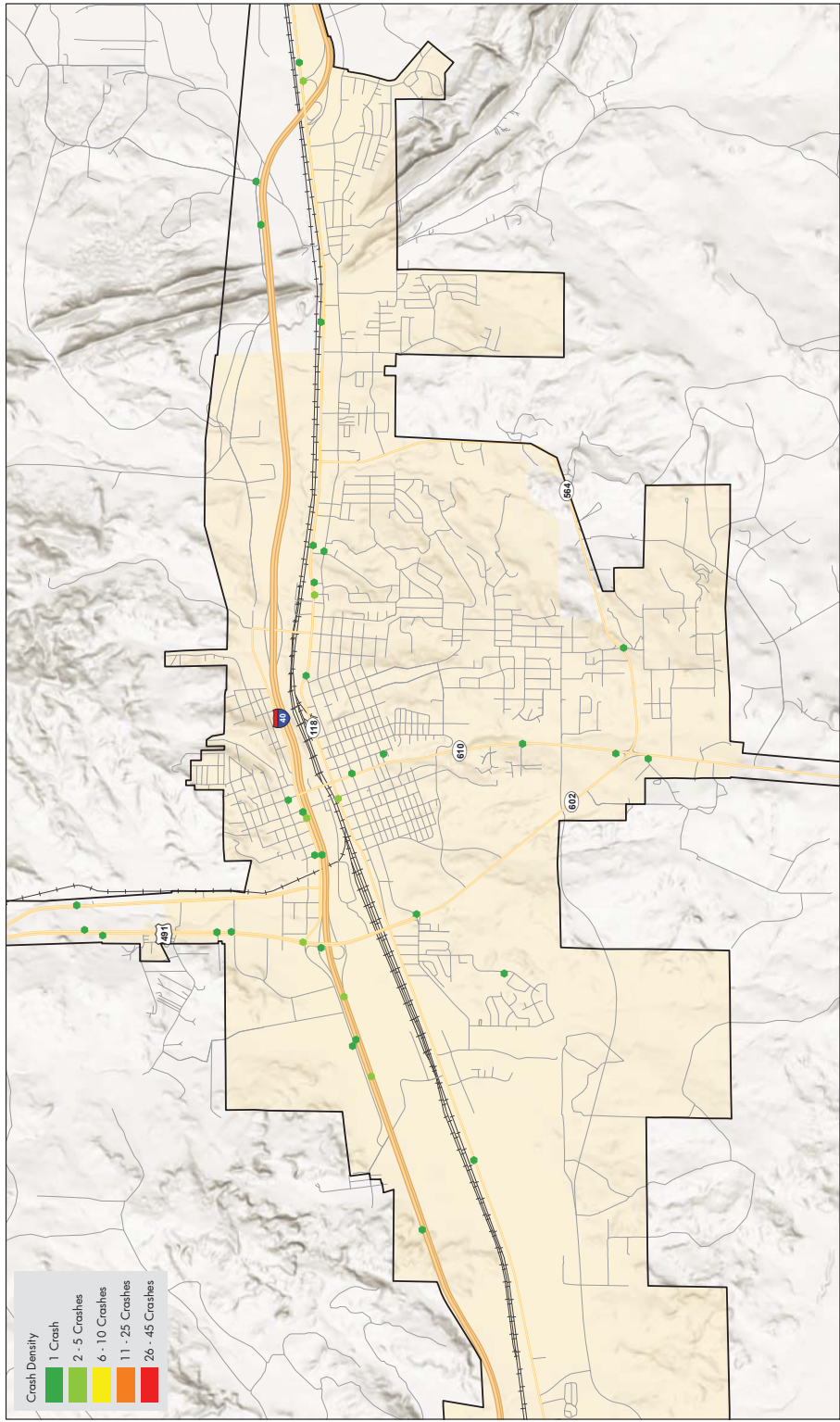




### Alcohol/Drug Involved Crashes

Gallup, NM - Crash Analysis - 2012 - 2016

Data: All Crashes

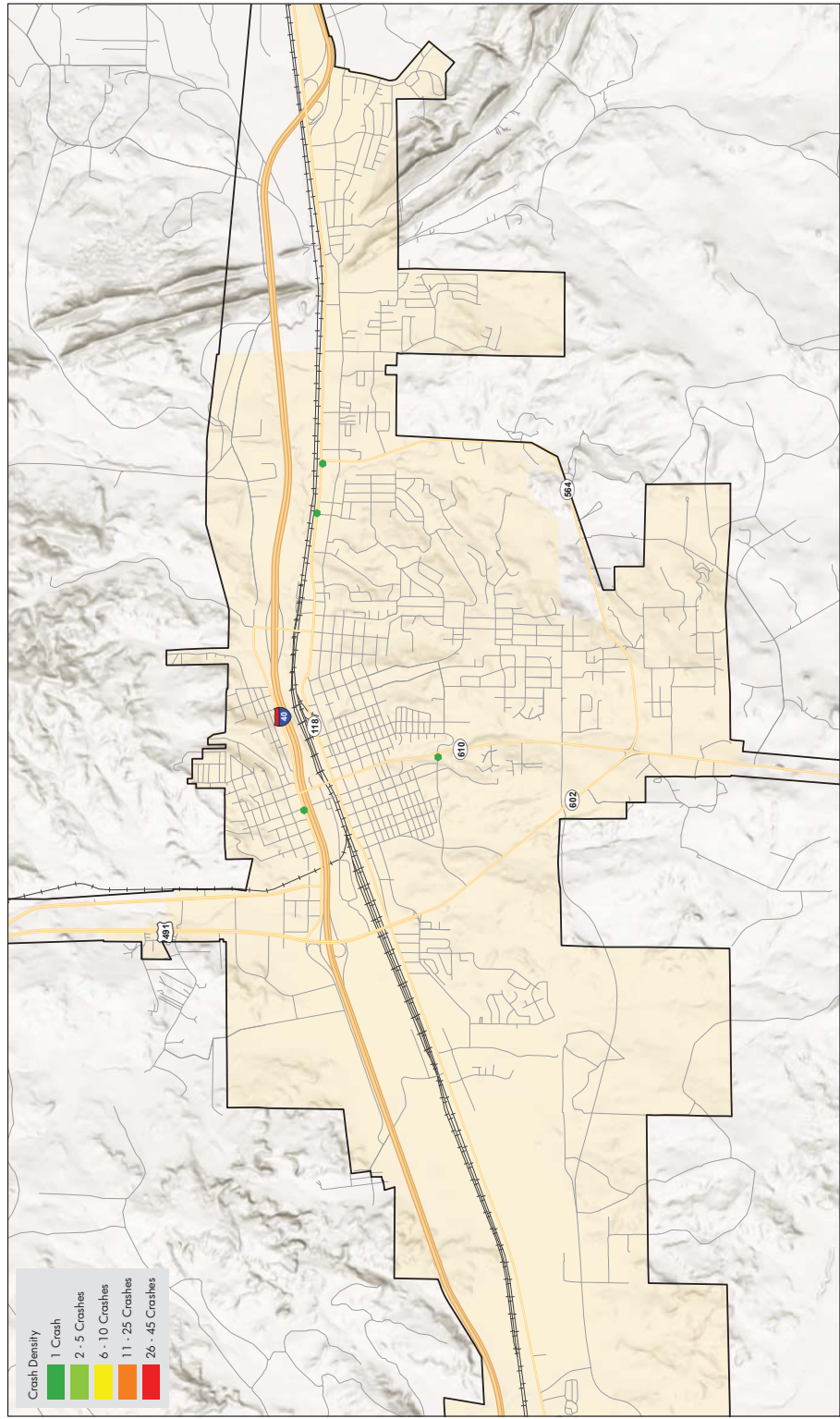
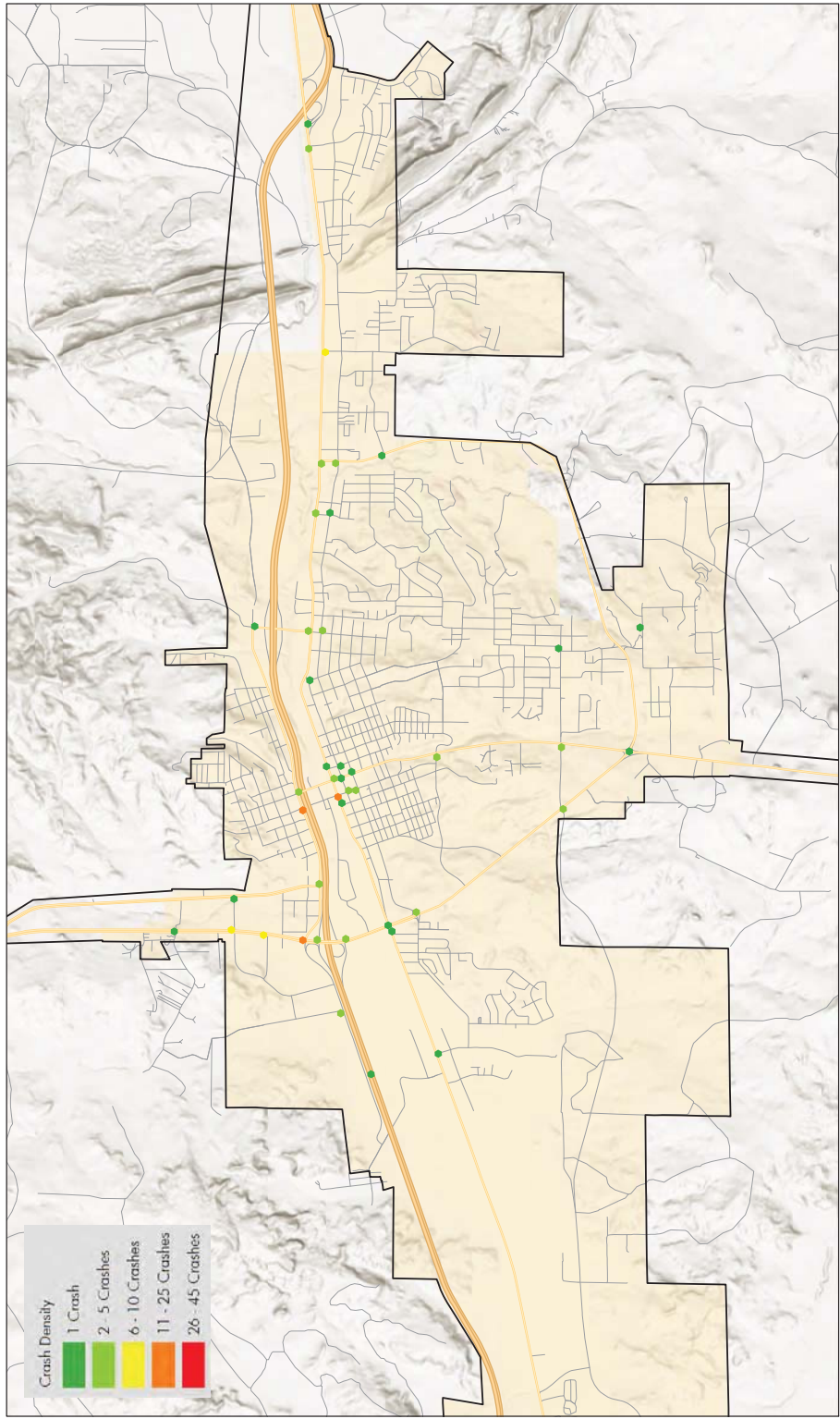


### Alcohol/Drug Involved Severe Crashes

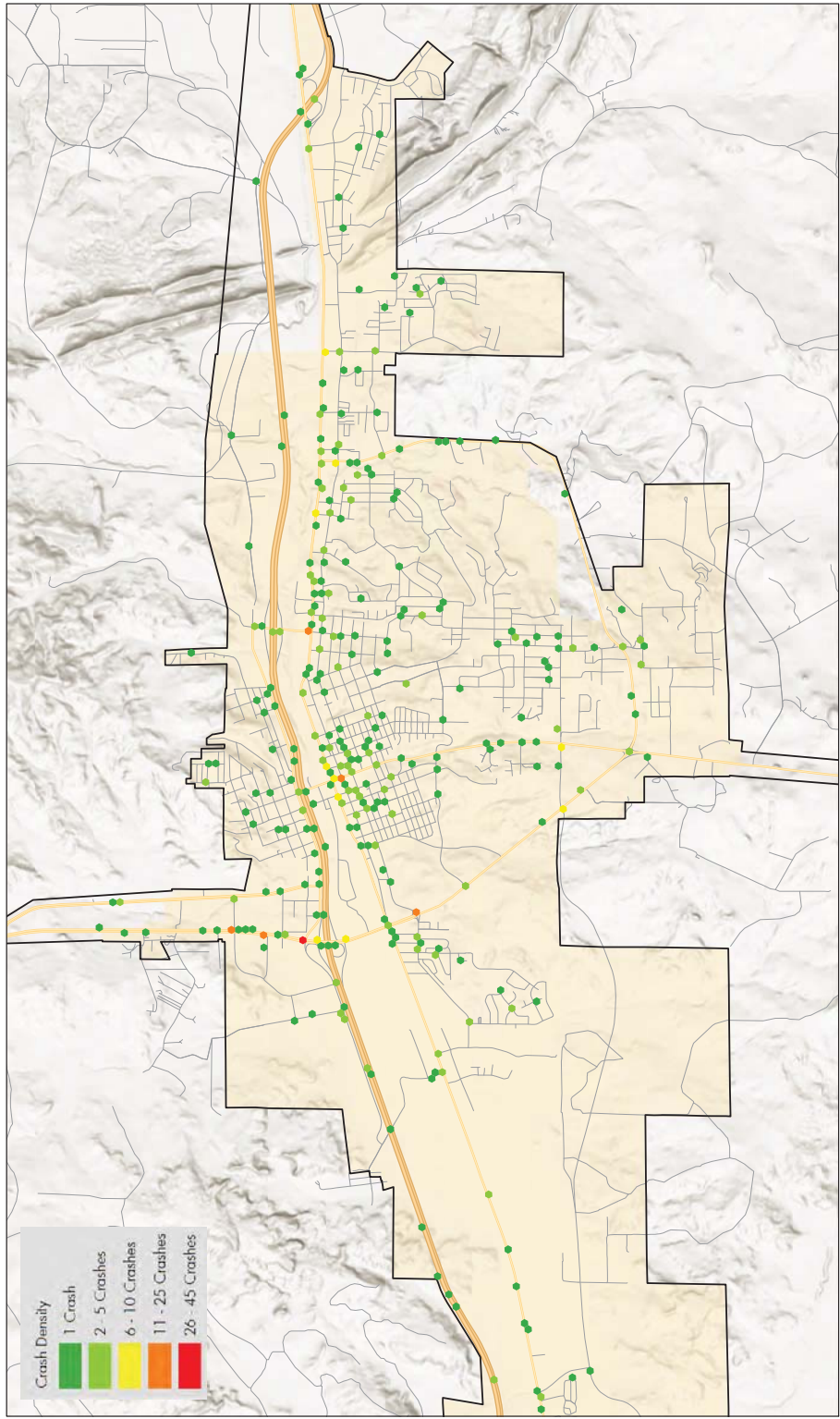
Gallup, NM - Crash Analysis - 2012 - 2016

Data: Fatal or Serious Injury Crashes



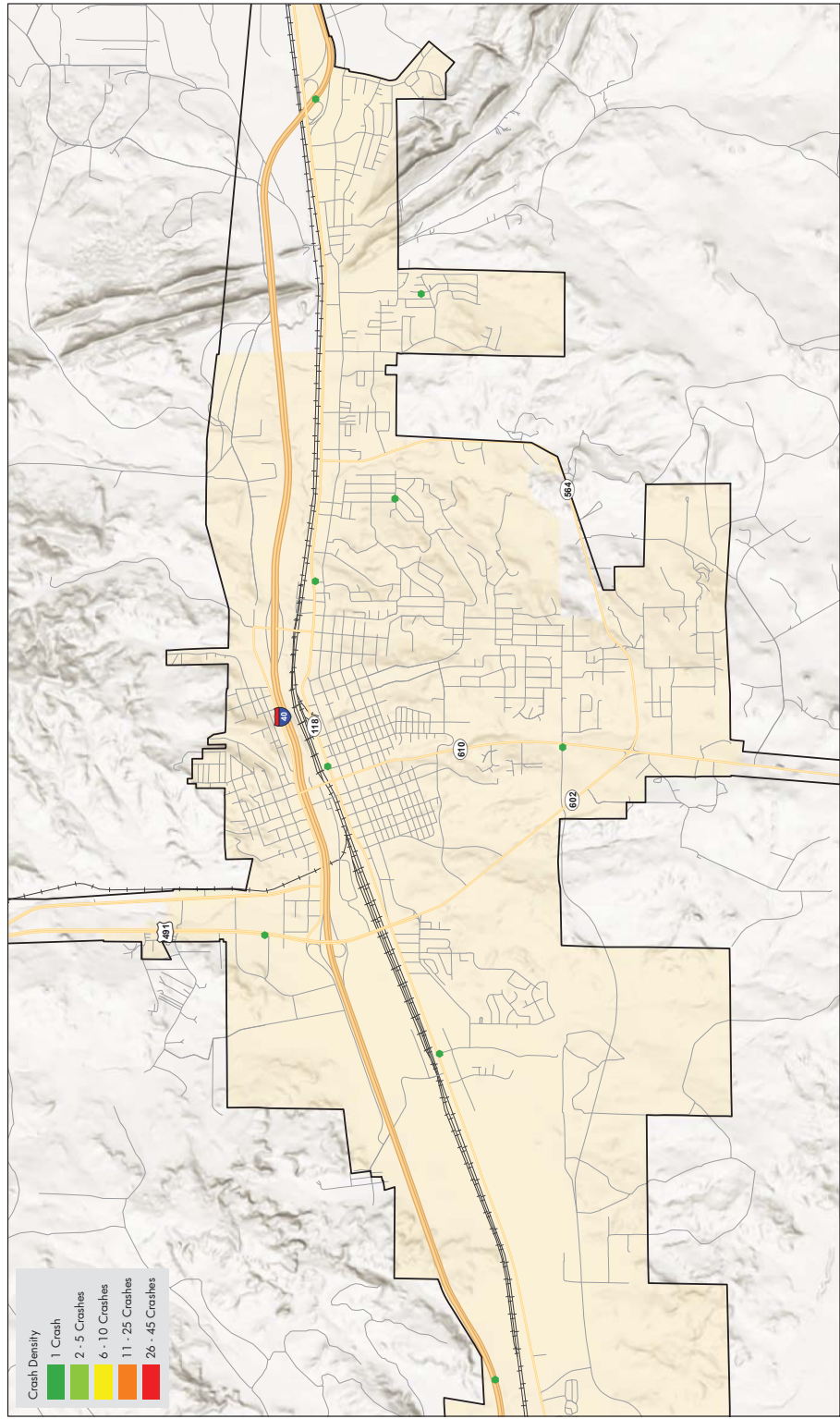






### Driver Inattention Crashes

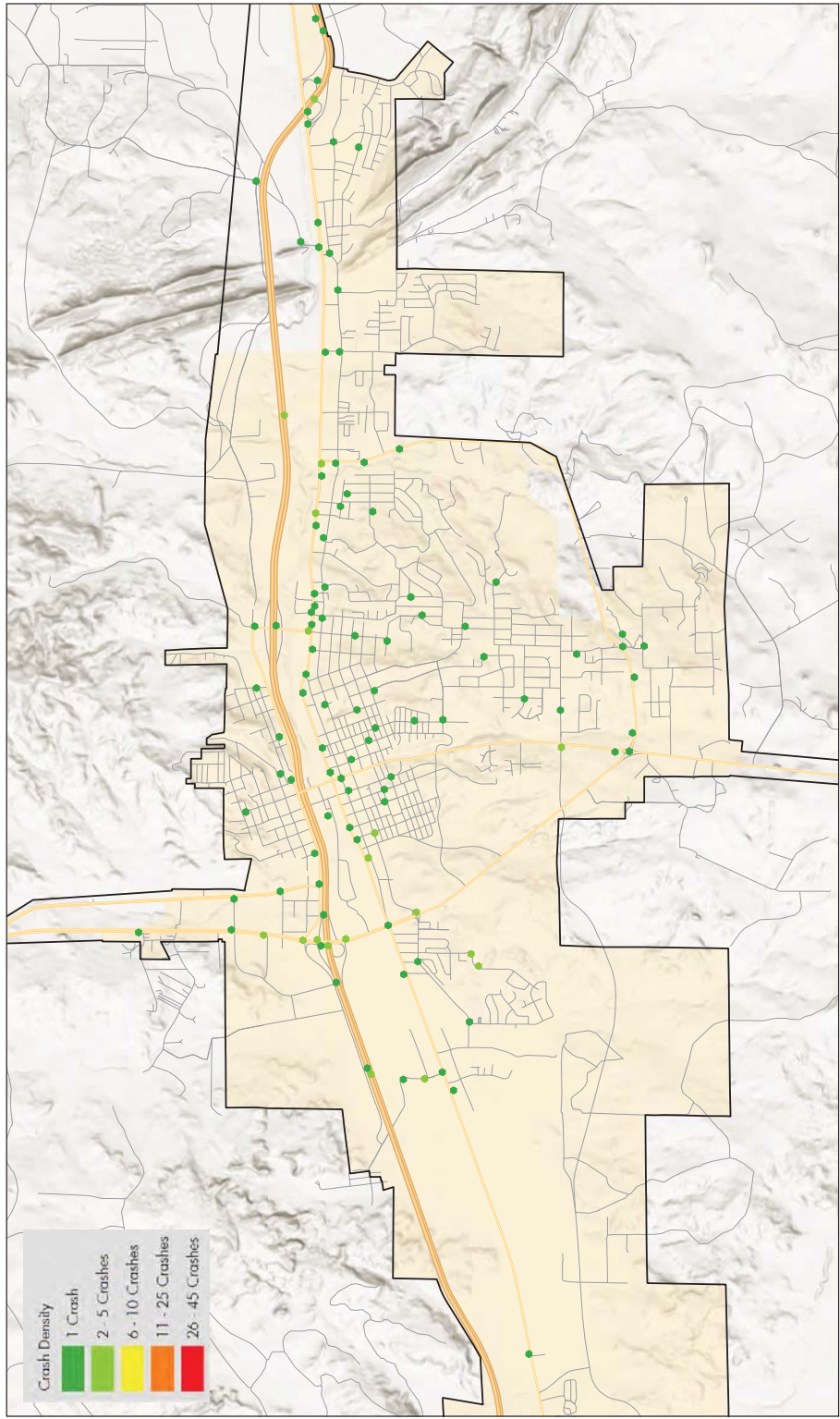
Gallup, NM - Crash Analysis - 2012 - 2016  
Data: All Crashes



### Driver Inattention Severe Crashes

Gallup, NM - Crash Analysis - 2012 - 2016  
Data: Fatal or Serious Injury Crashes

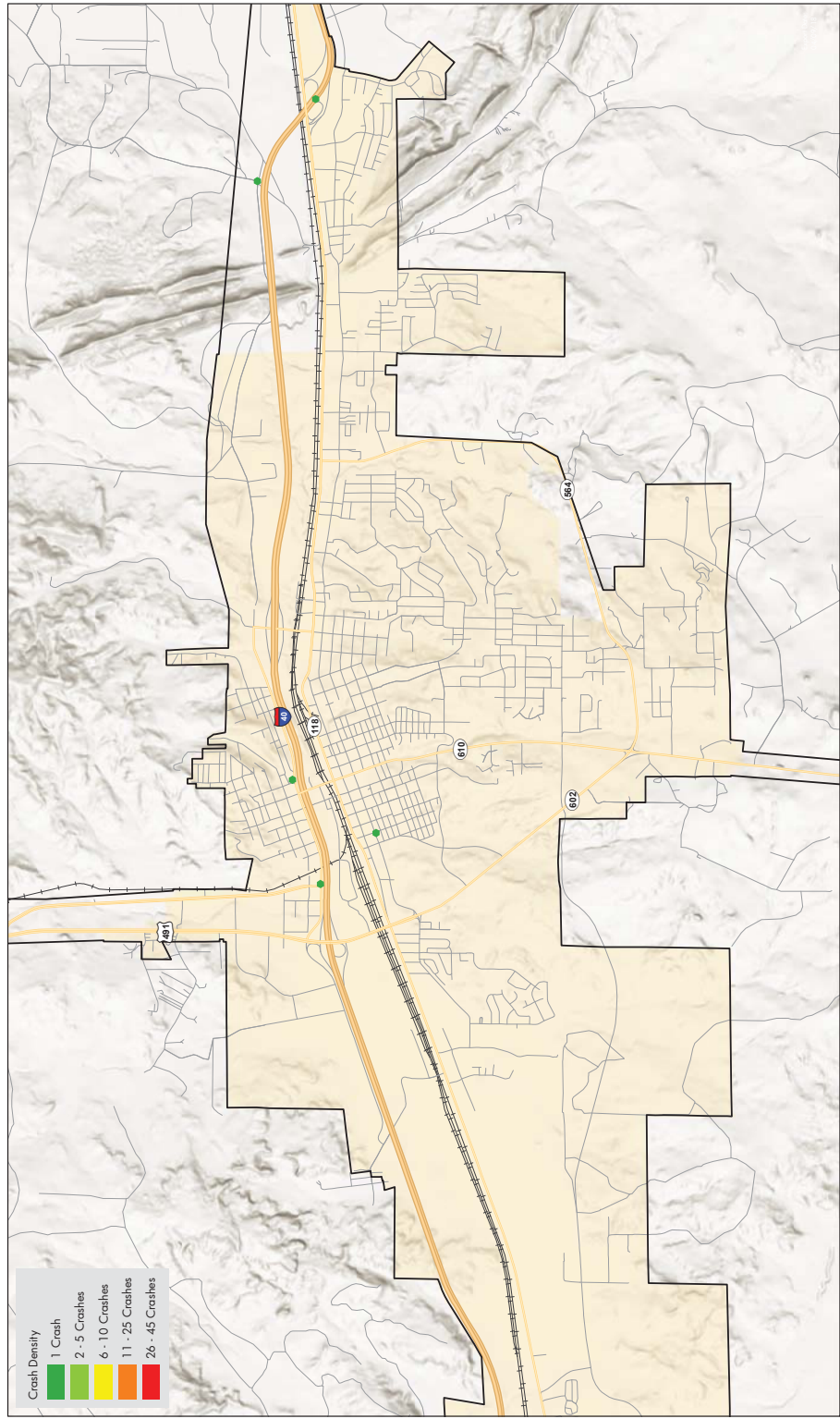




### Excessive Speed Crashes

Gallup, NM - Crash Analysis - 2012 - 2016

Data: All Crashes

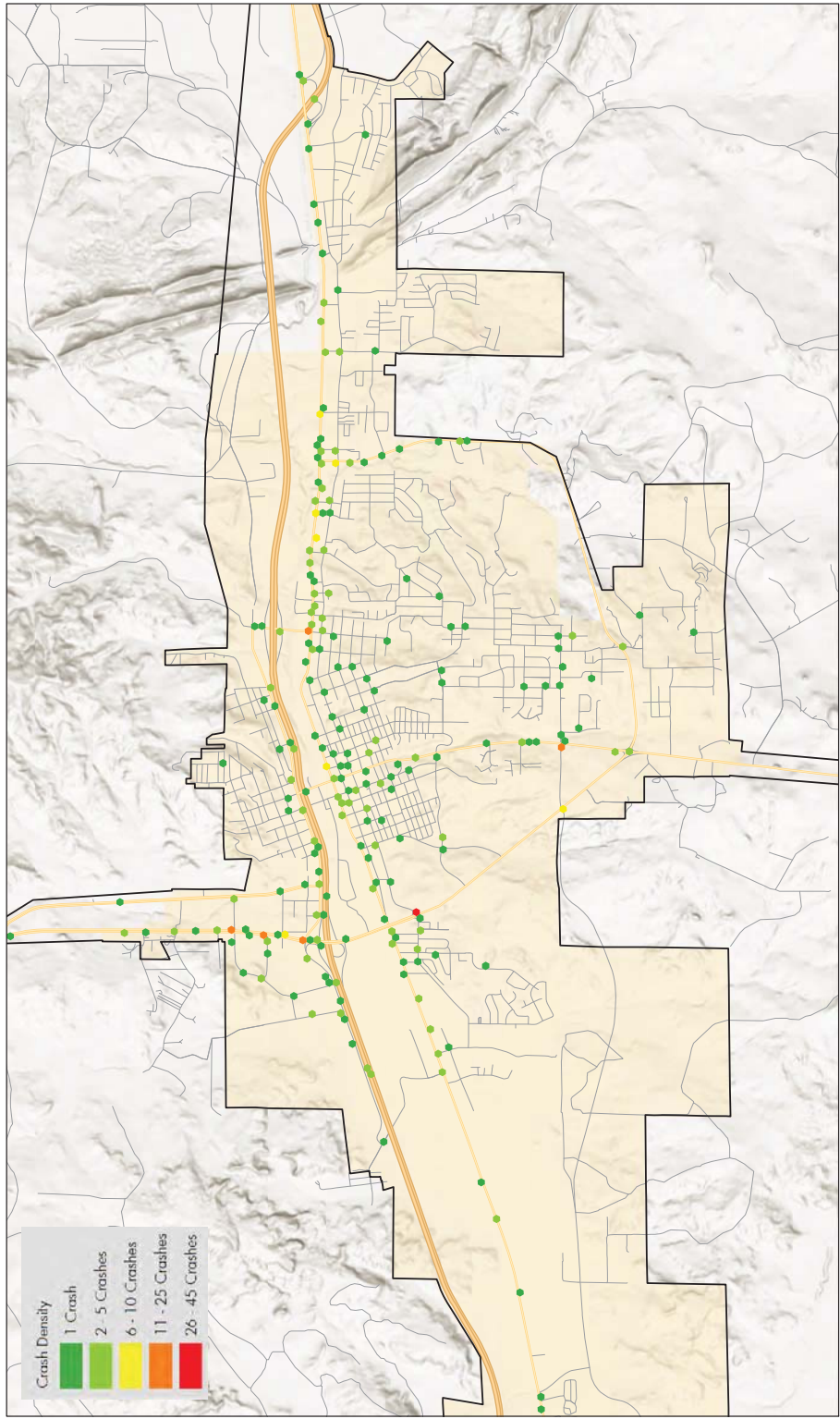


### Severe Excessive Speed Crashes

Gallup, NM - Crash Analysis - 2012 - 2016

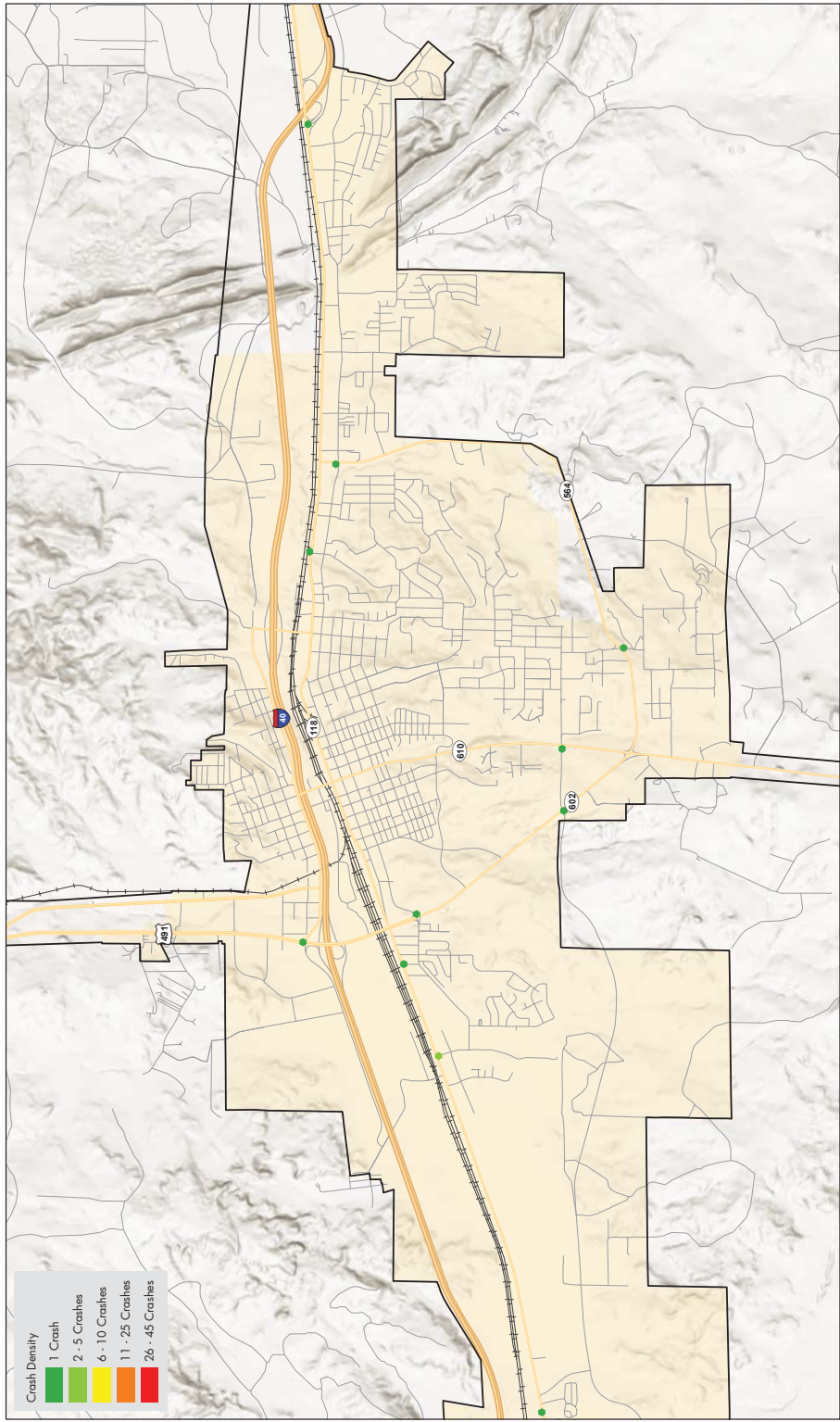
Data: Fatal or Serious Injury Crashes





### Failed to Yield Right of Way Crashes

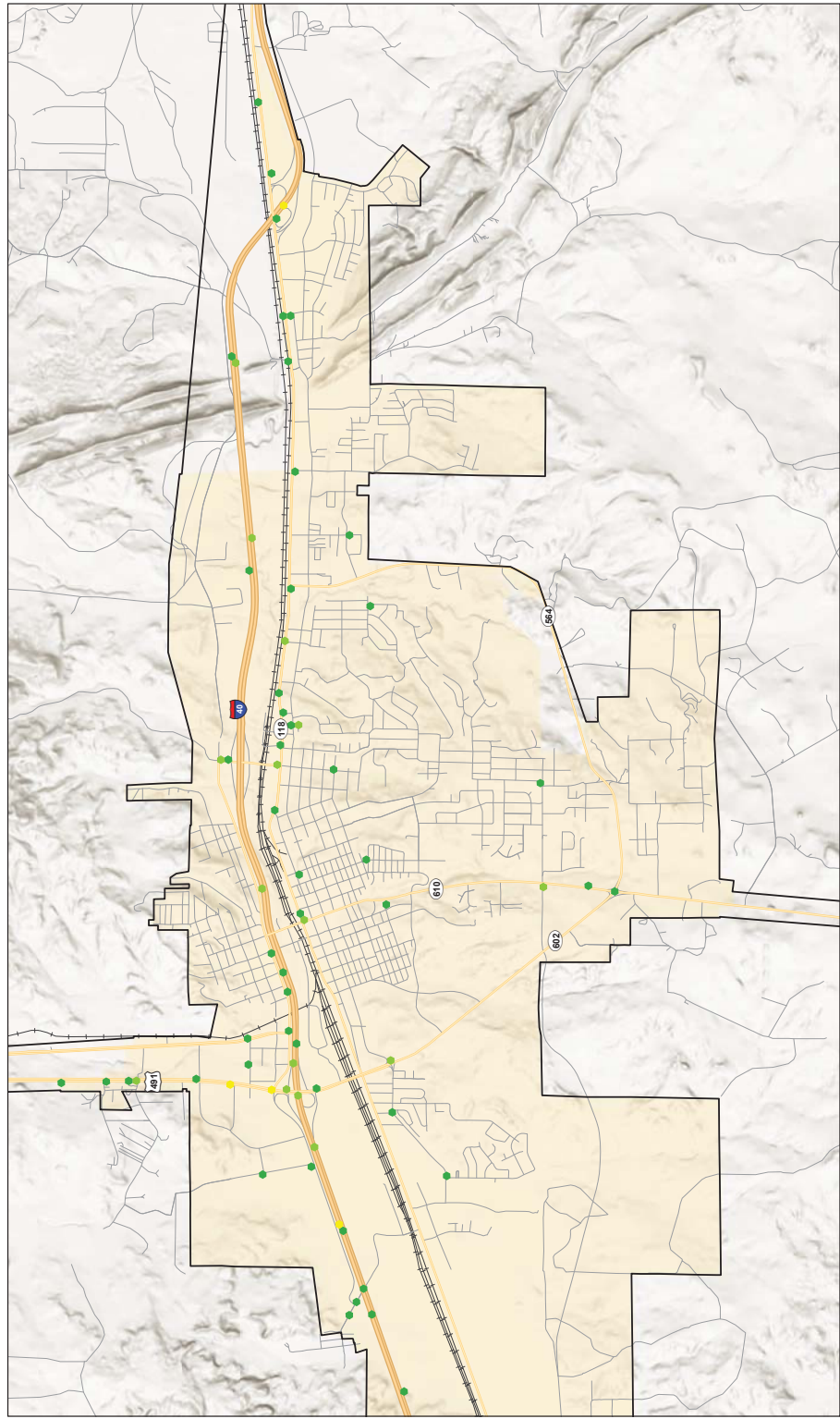
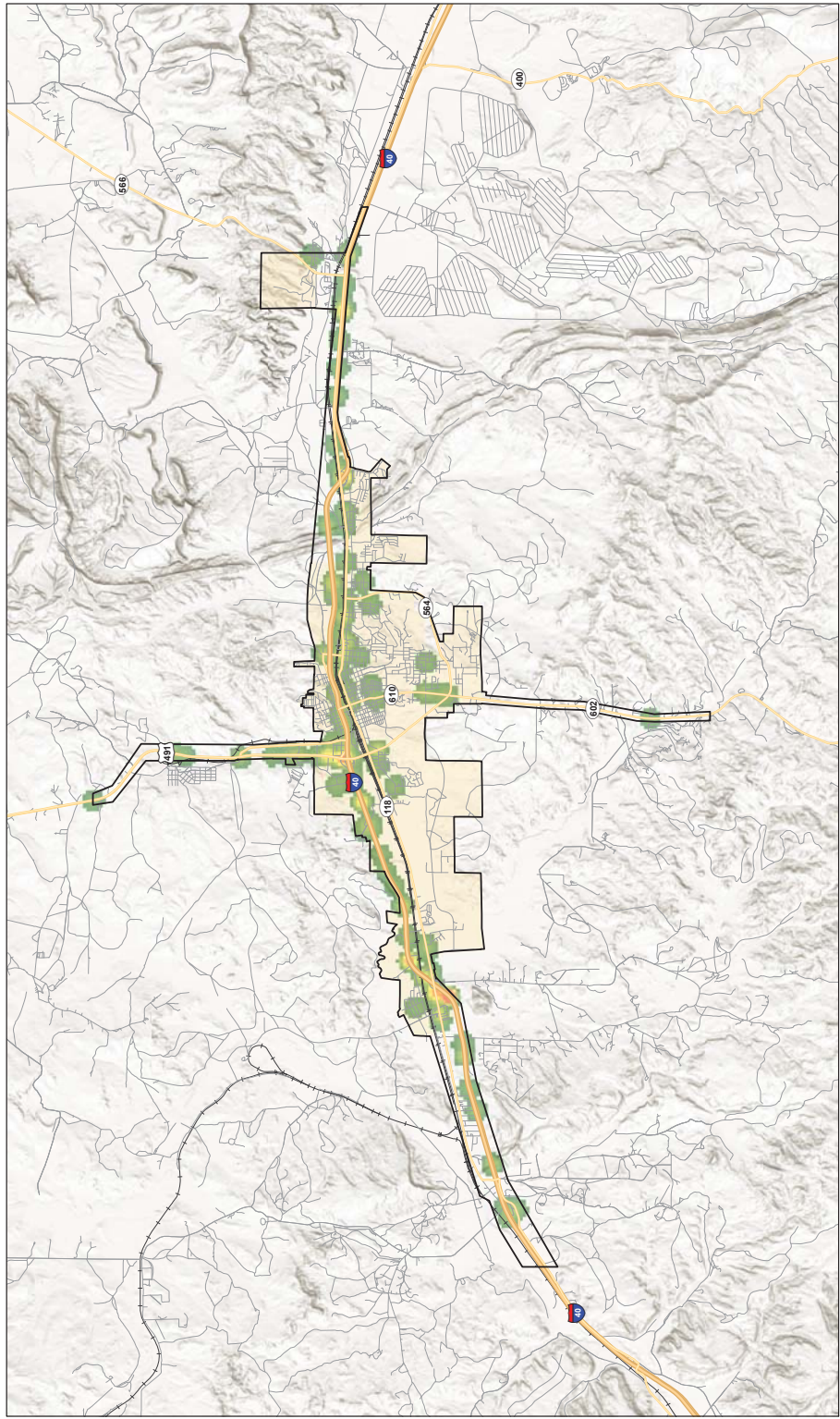
Gallup, NM - Crash Analysis - 2012 - 2016  
Data: All Crashes



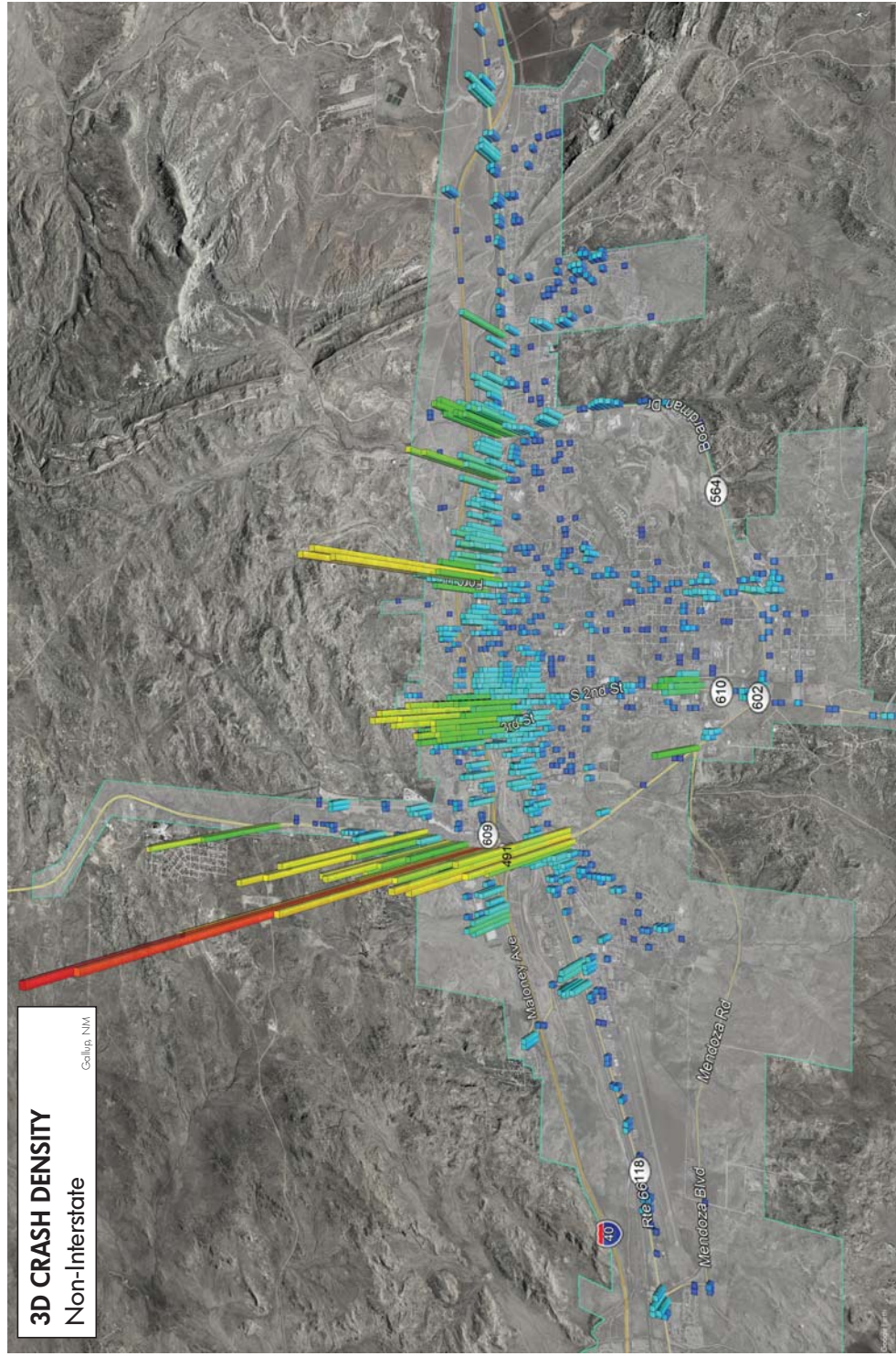
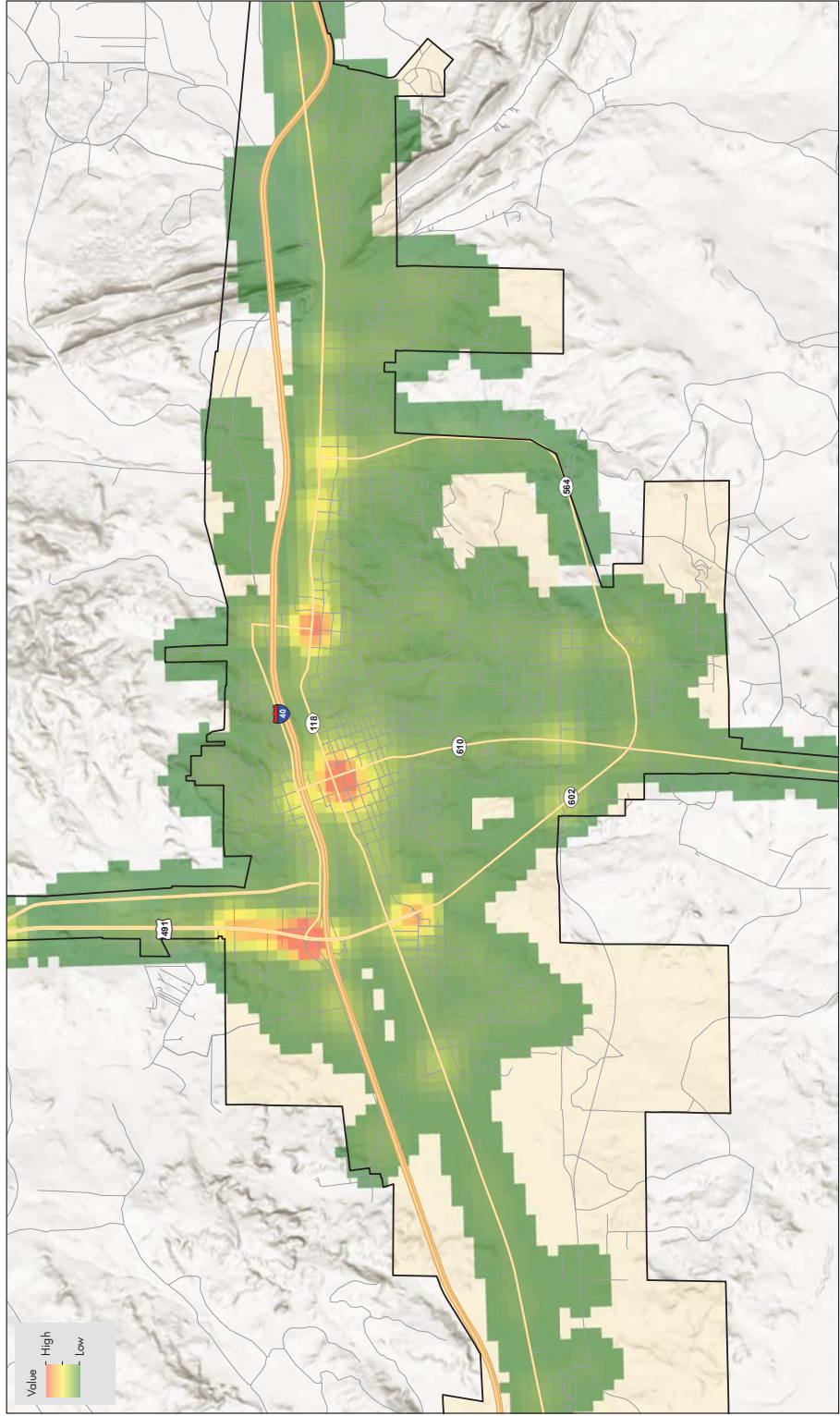
### Failed to Yield Right of Way Severe Crashes

Gallup, NM - Crash Analysis - 2012 - 2016  
Data: Fatal or Serious Injury Crashes

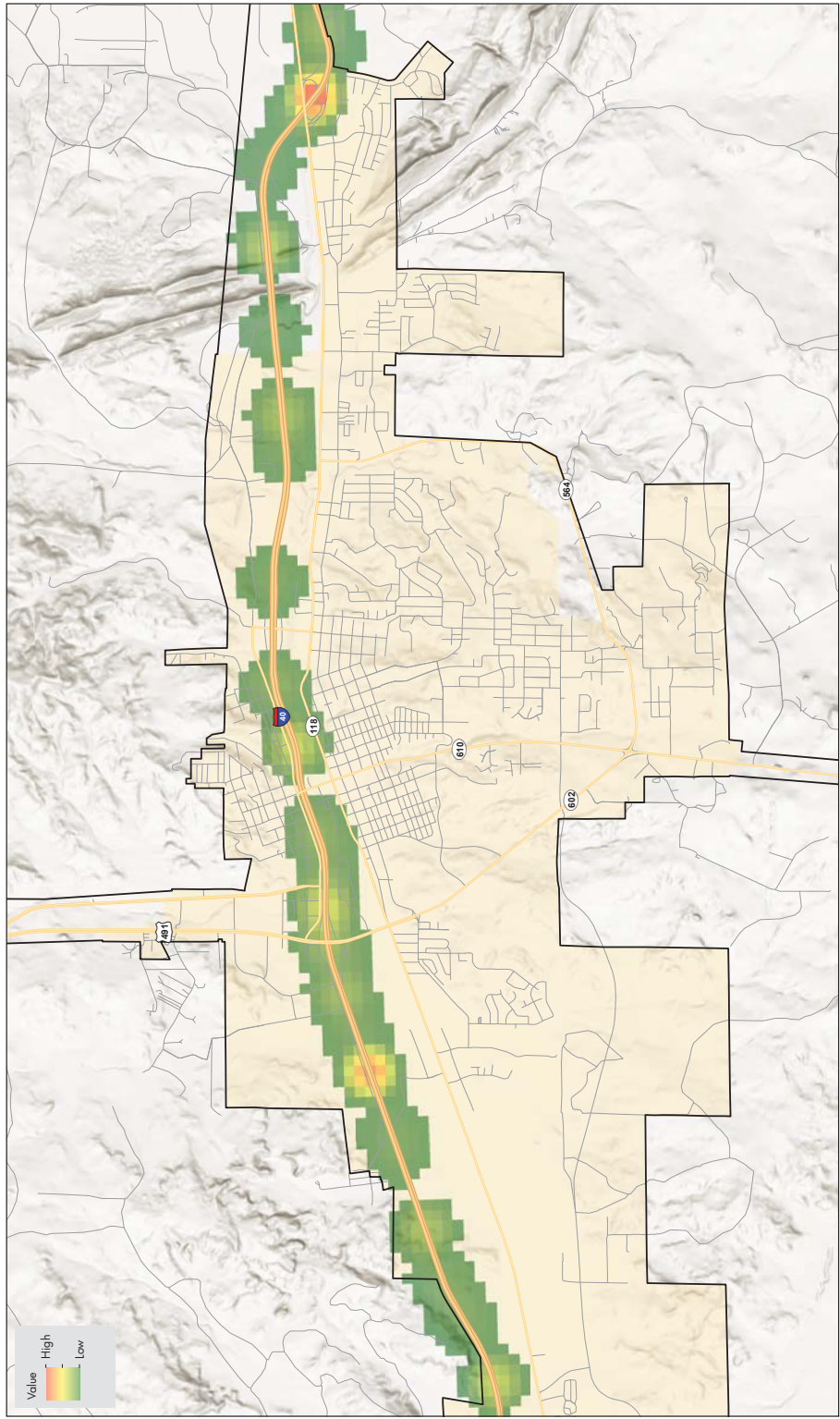




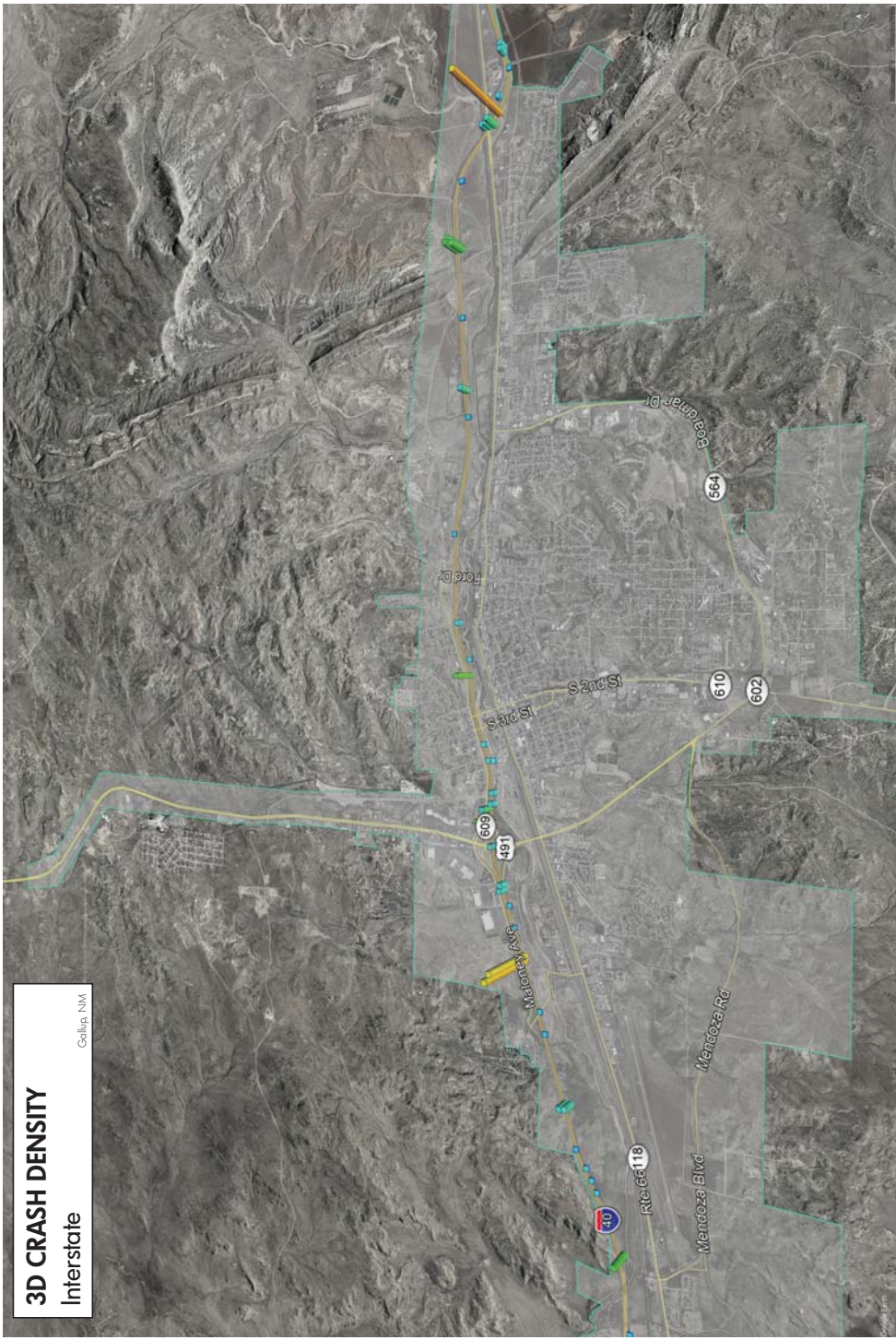








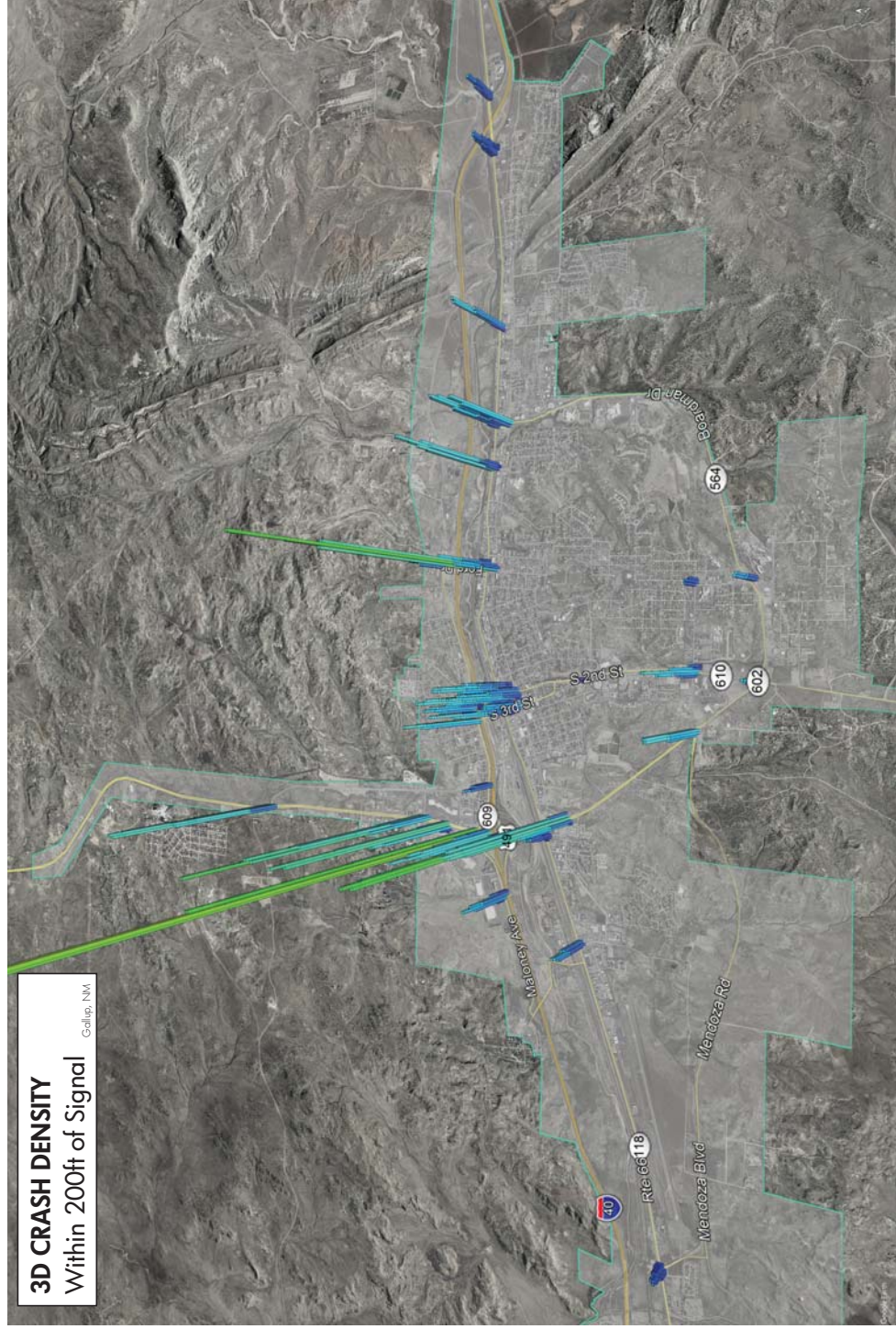
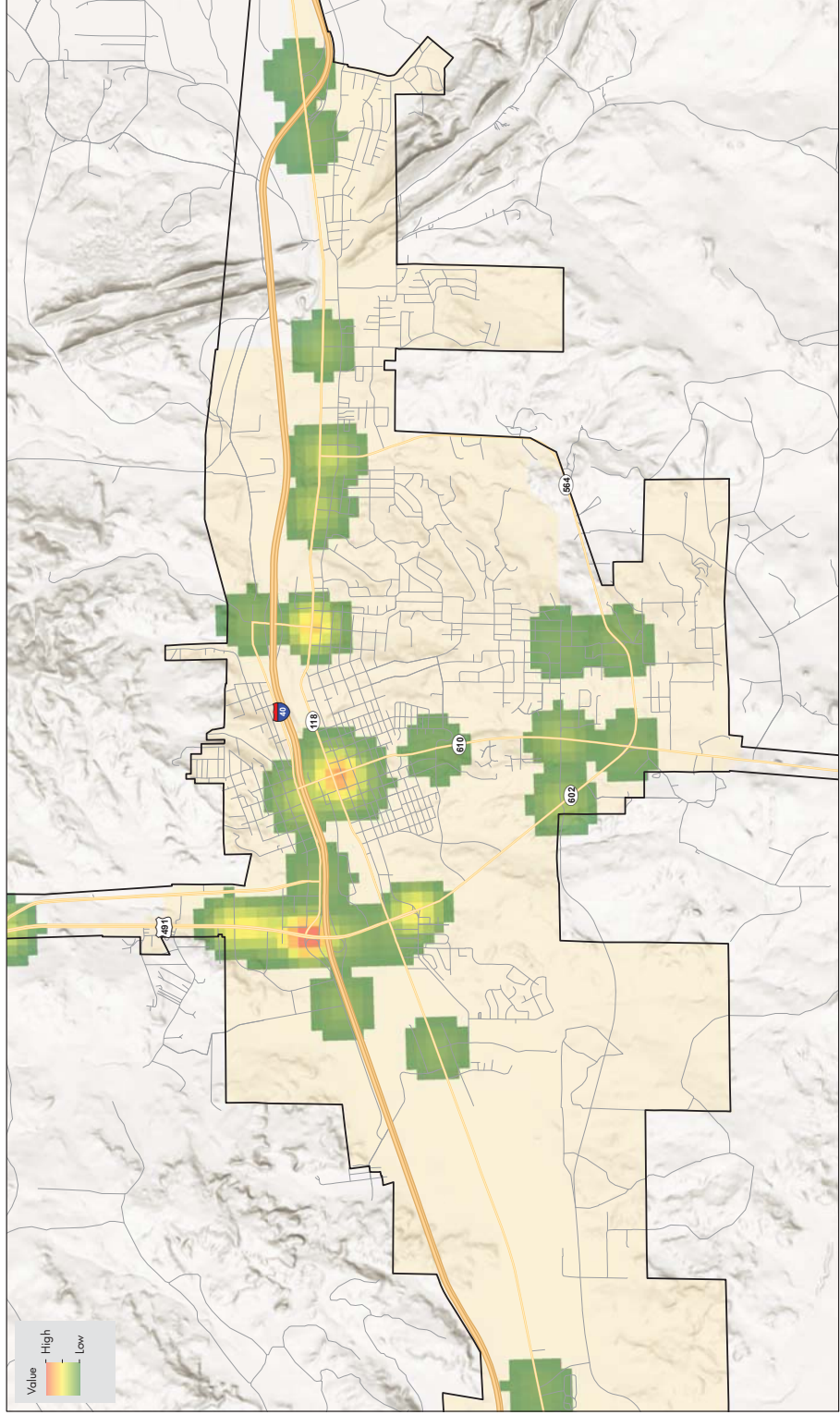
**WILSON  
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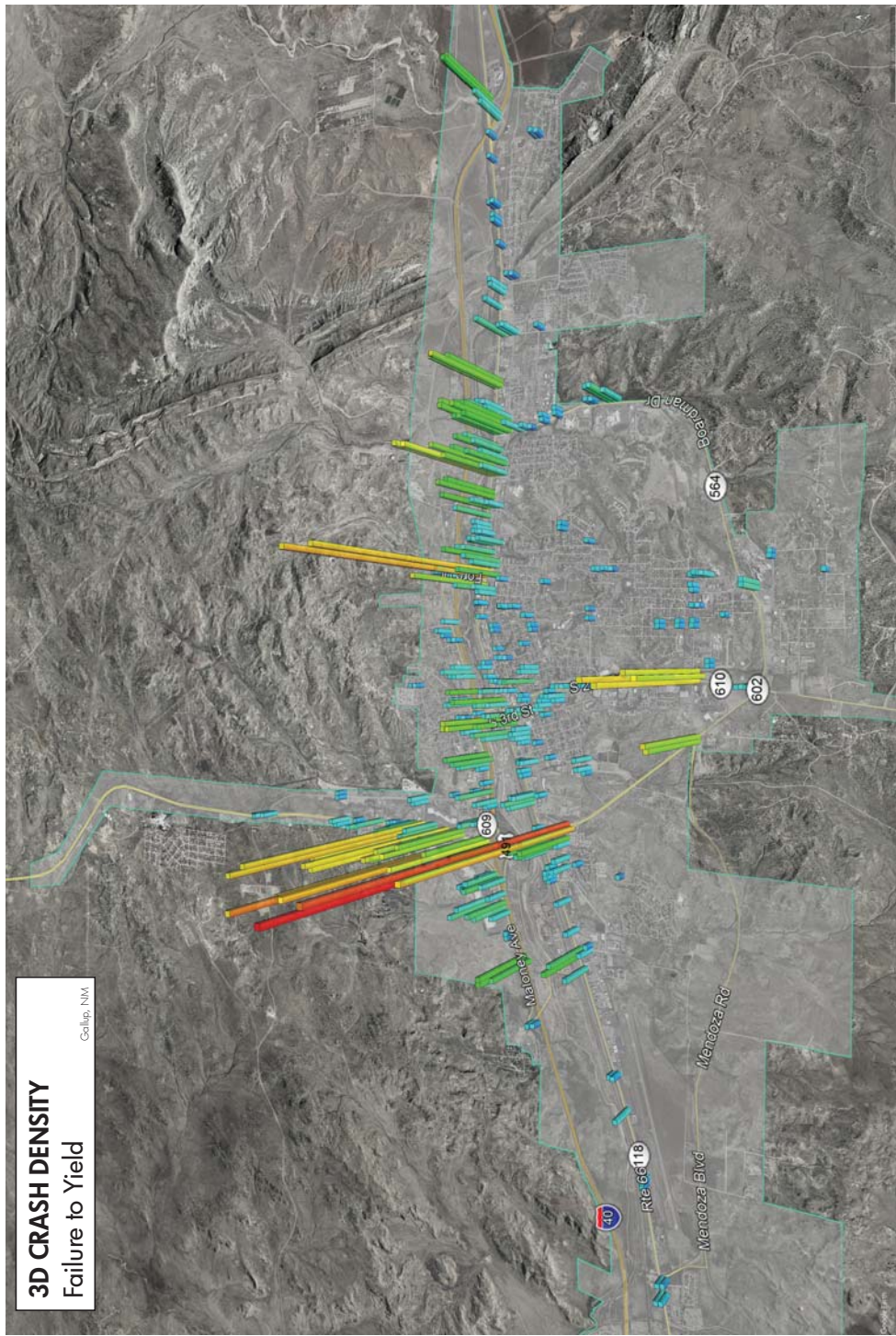
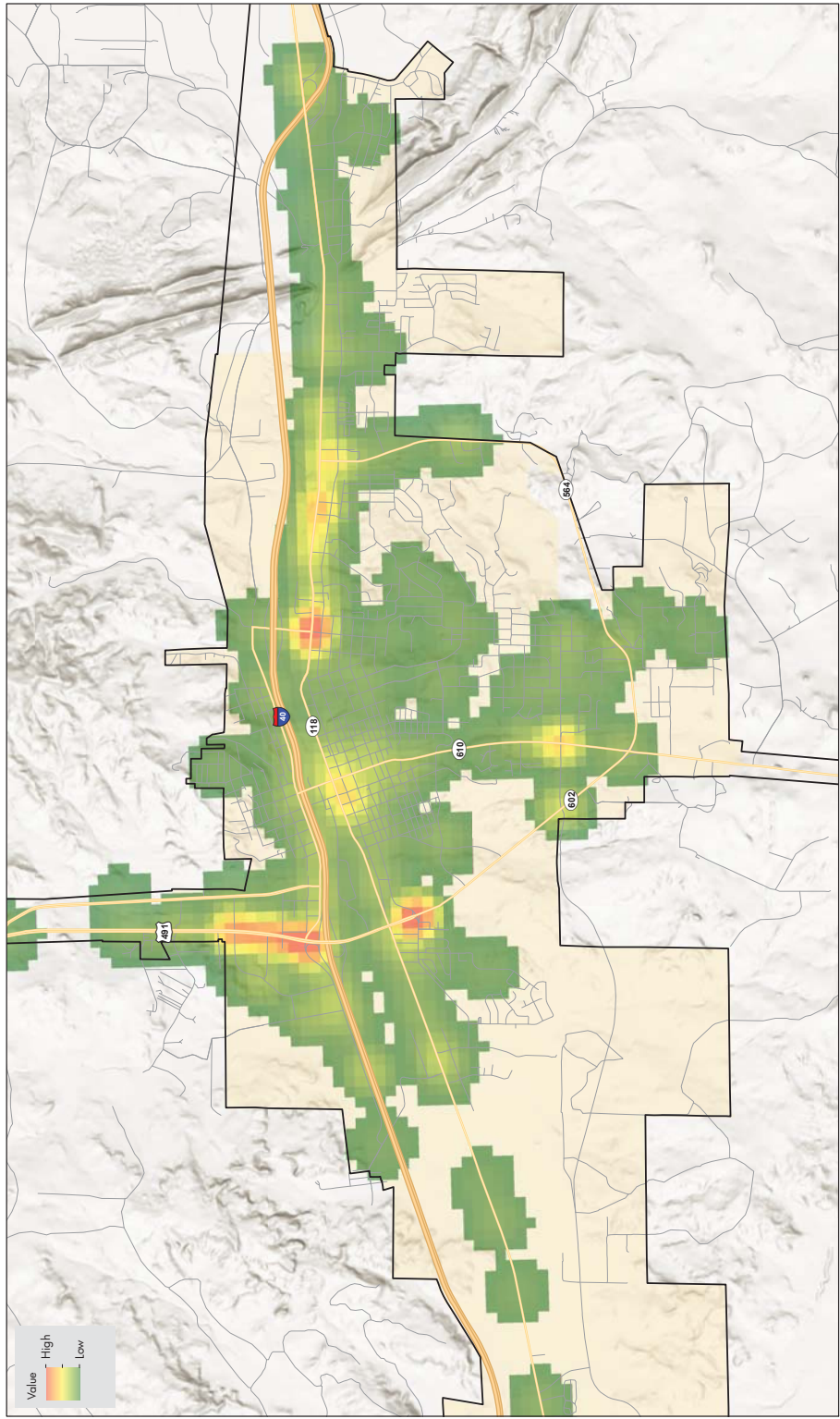




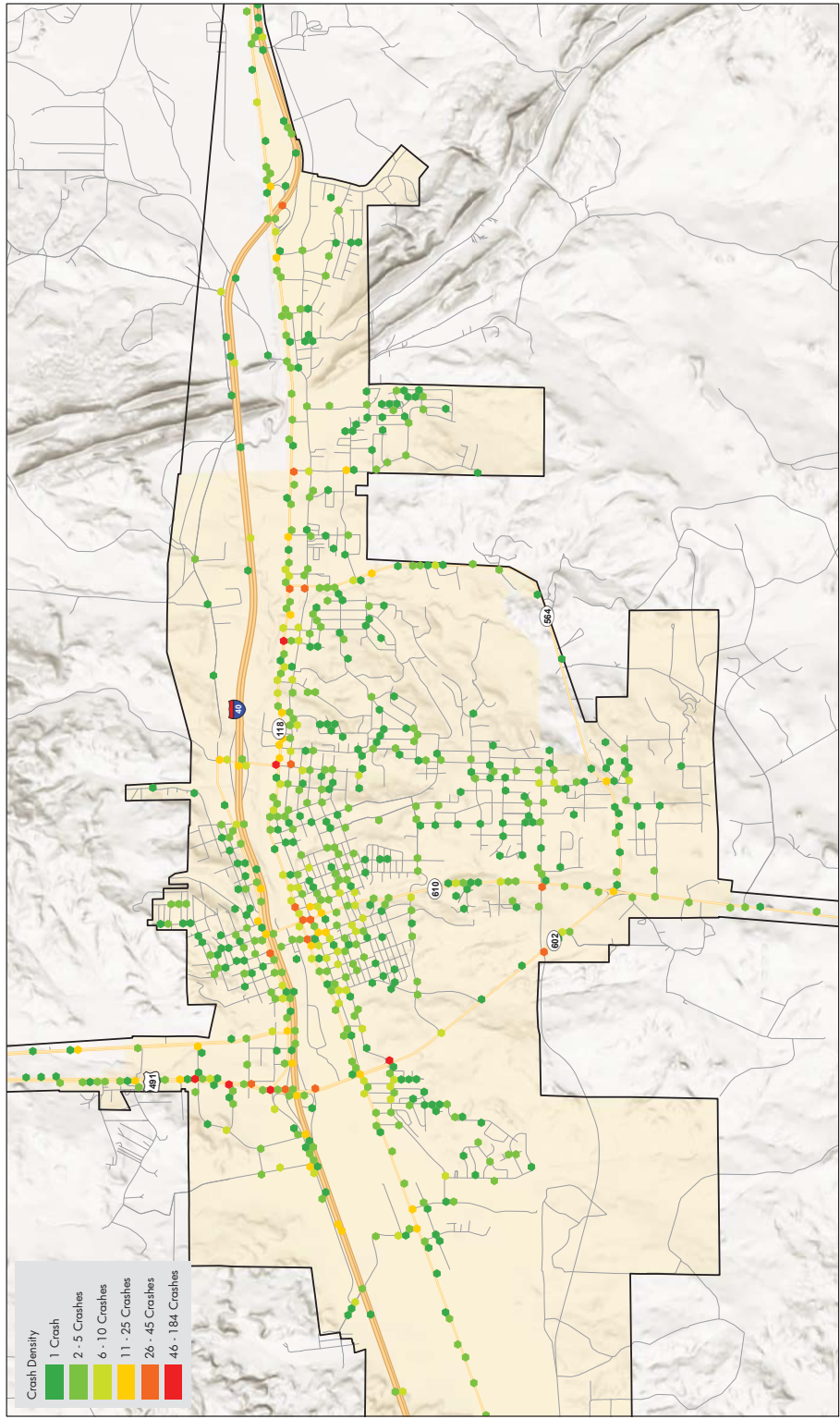




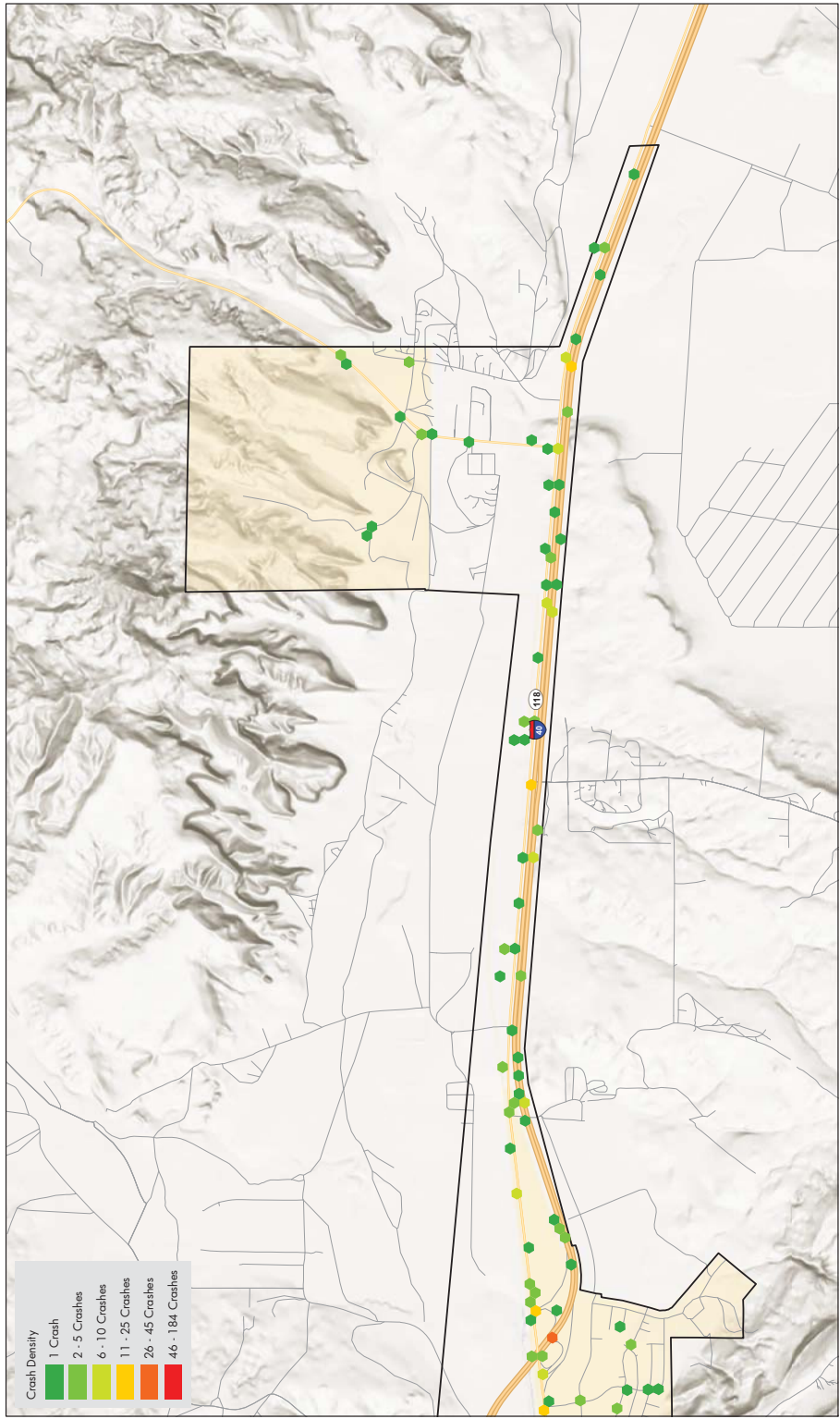






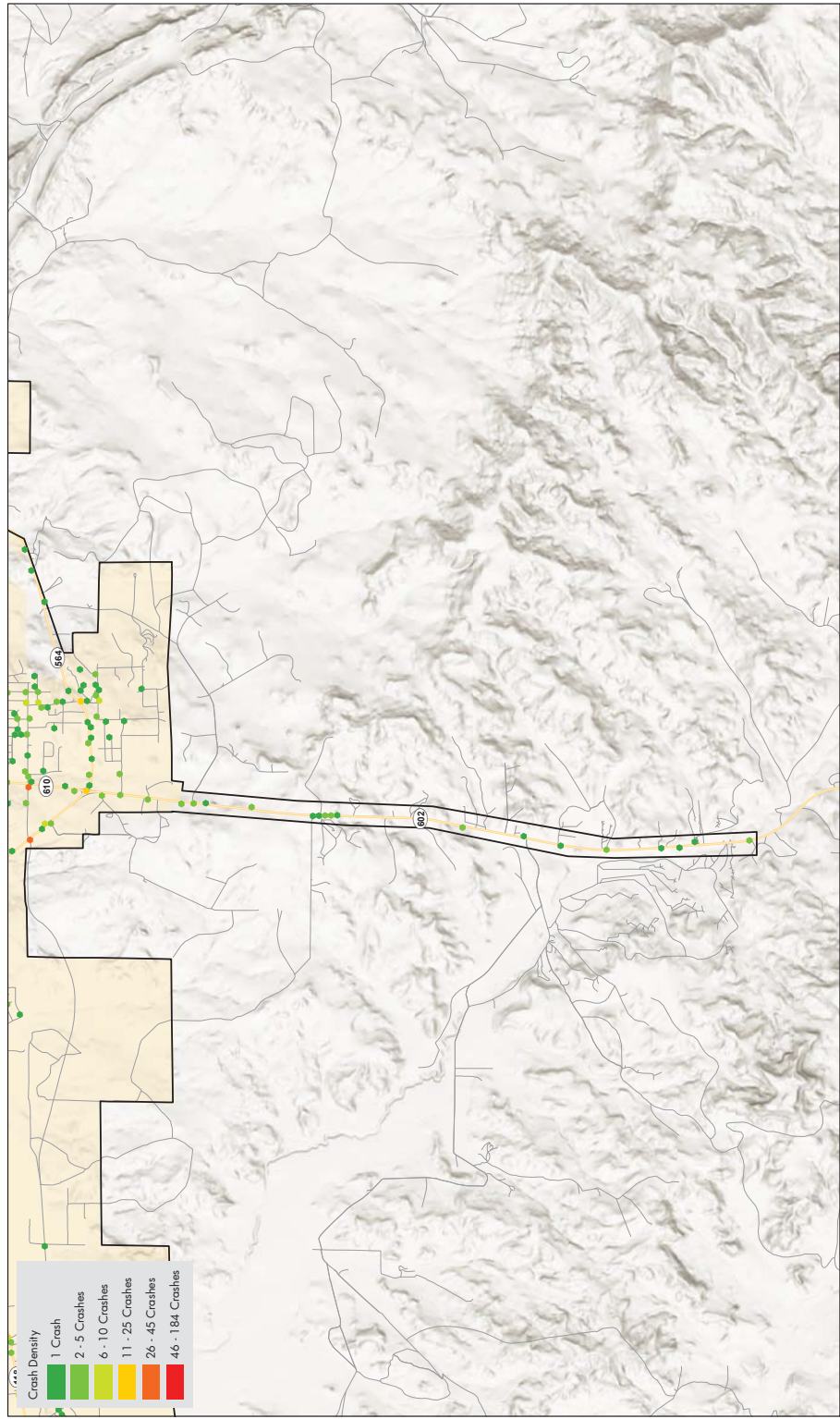
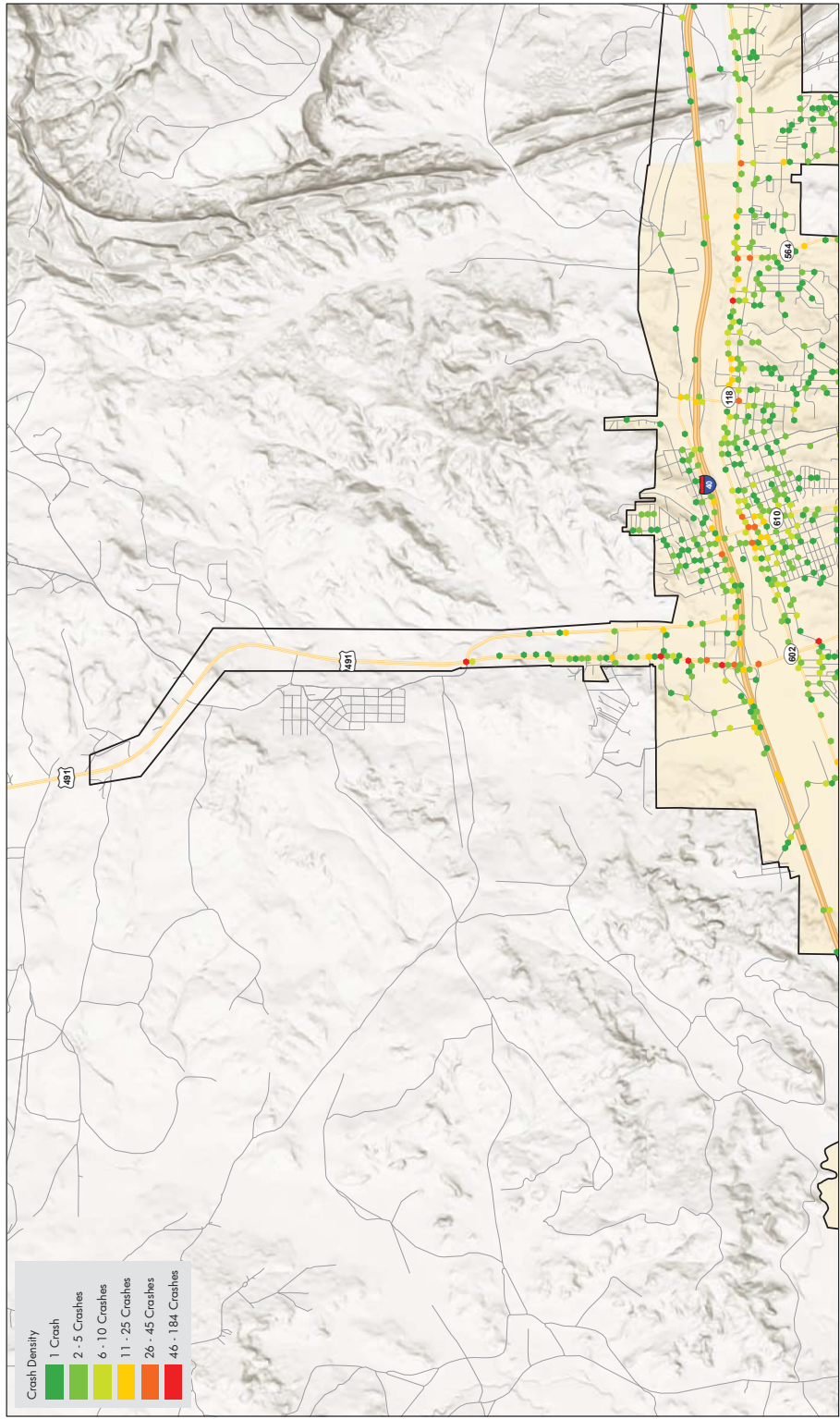


**WILSON  
& COMPANY**

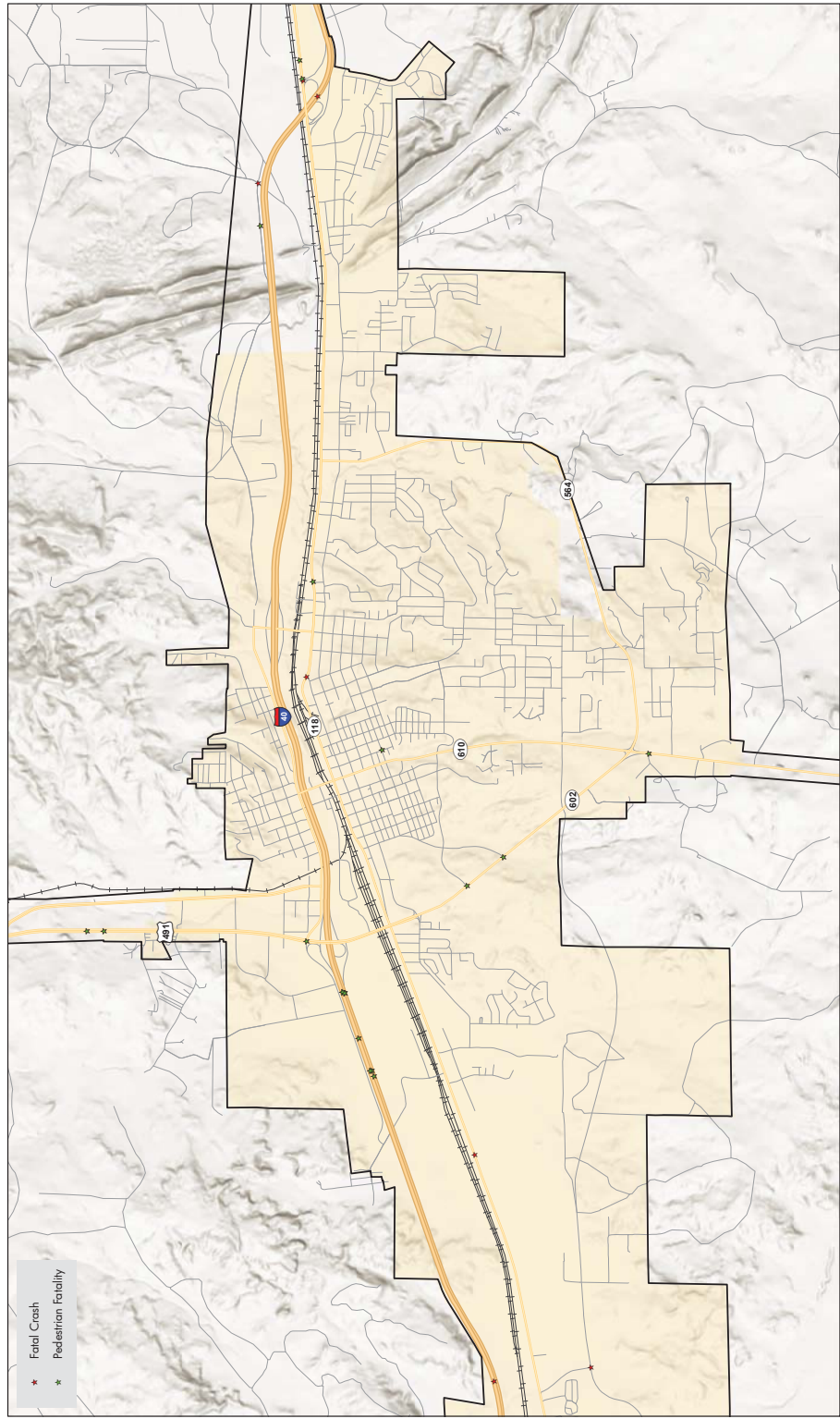
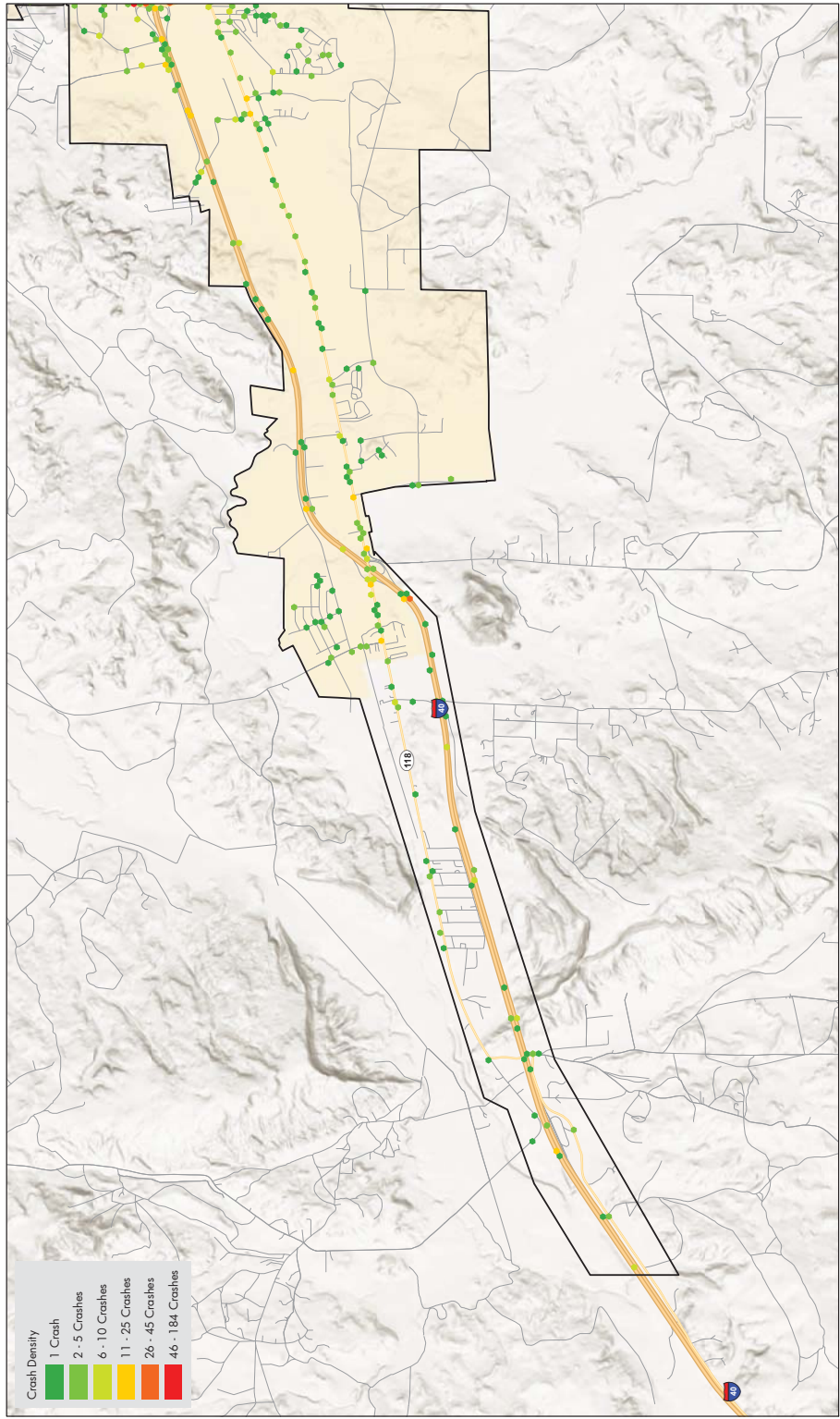


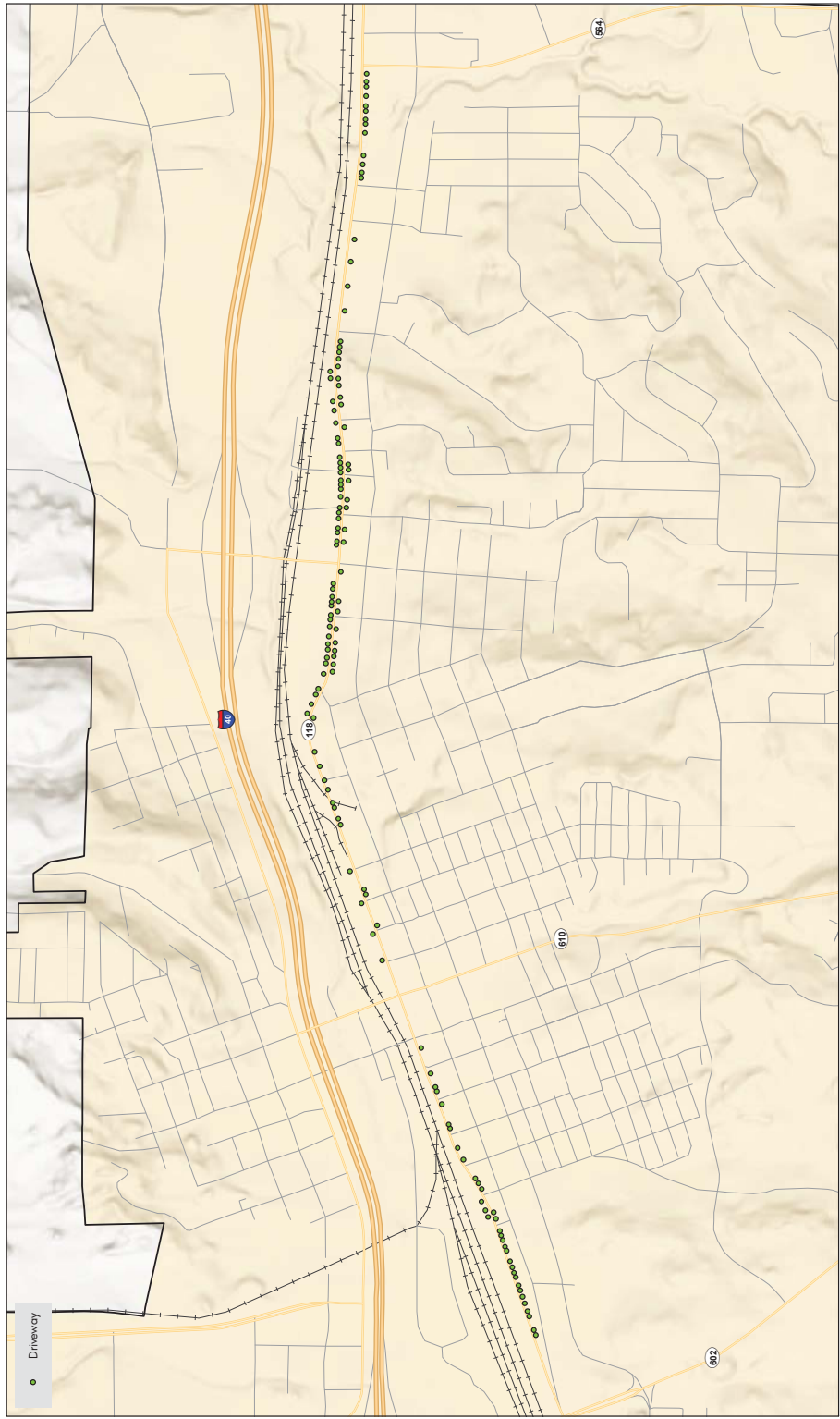
**WILSON  
& COMPANY**







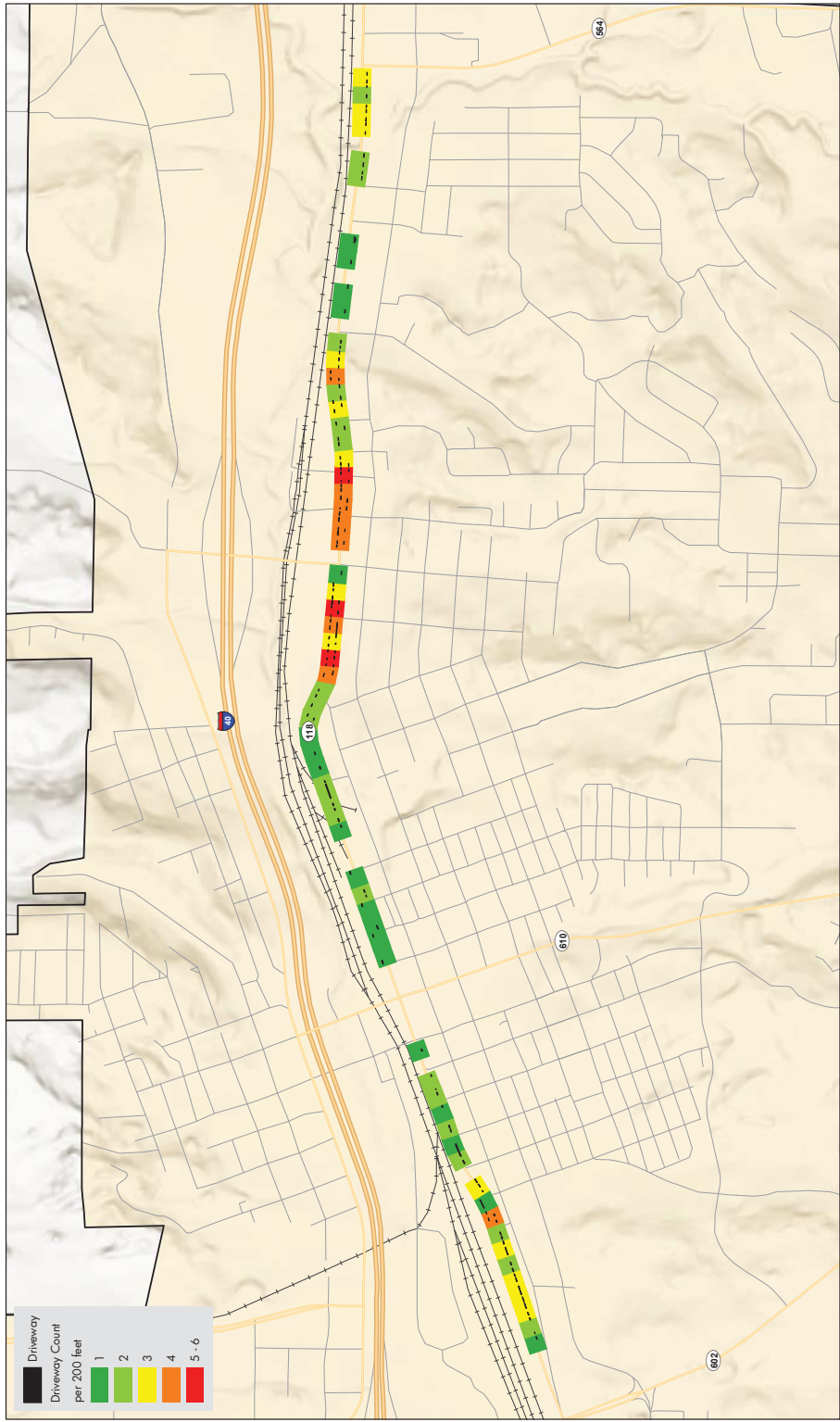




### NM-118 Driveways

Gallup, NM - Crash Analysis - 2012 - 2016  
Data: All Crashes

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### NM-118 Driveway Density

Gallup, NM - Crash Analysis - 2012 - 2016  
Data: All Crashes

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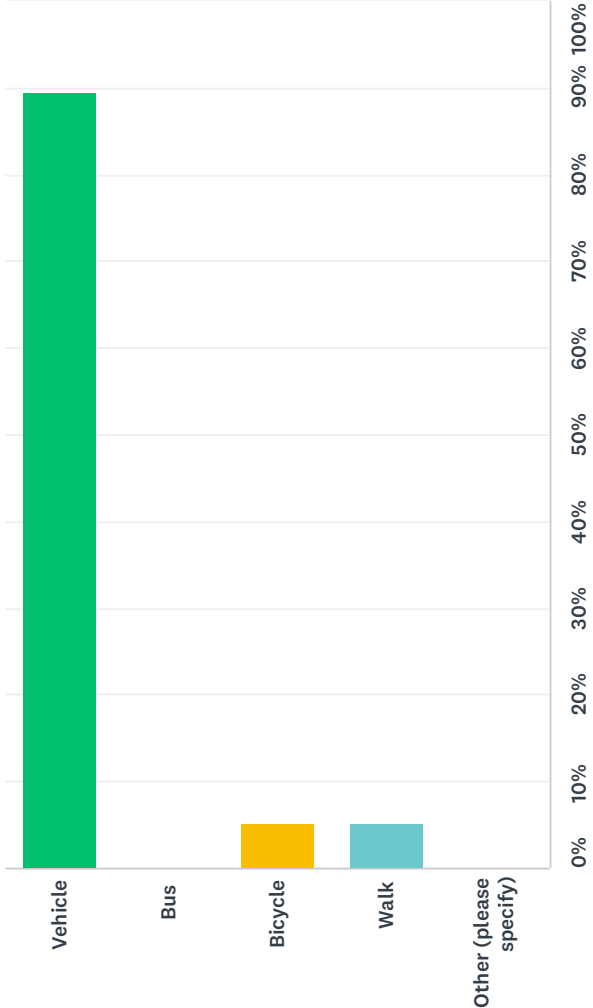


## **Appendix C – Public Survey Data**



Q1 What is your primary mode of travel within the community?

Answered: 38 Skipped: 0



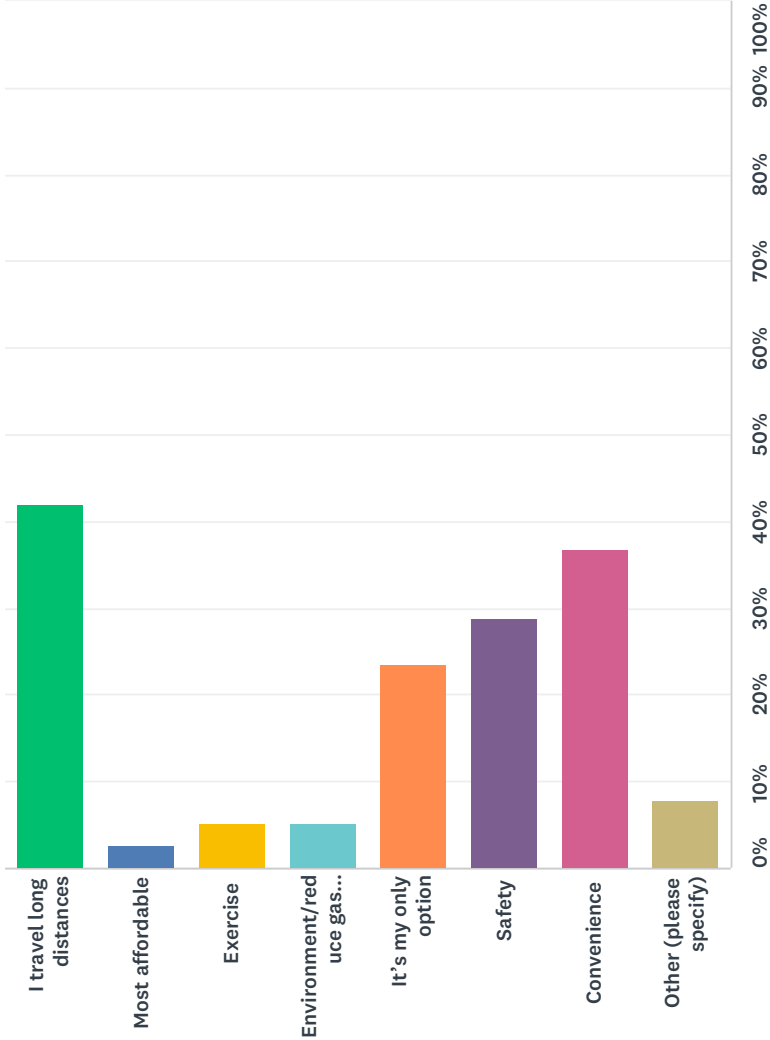
ANSWER CHOICES	RESPONSES
Vehicle	89.47%34
Bus	0.00%0
Bicycle	5.26%2
Walk	5.26%2
Other (please specify)	0.00%0
TOTAL	38

#	OTHER (PLEASE SPECIFY)	DATE
There are no responses.		



## Q2 Why do you choose this mode as your primary mode of travel within the community? (check all that apply)

Answered: 38 Skipped: 0



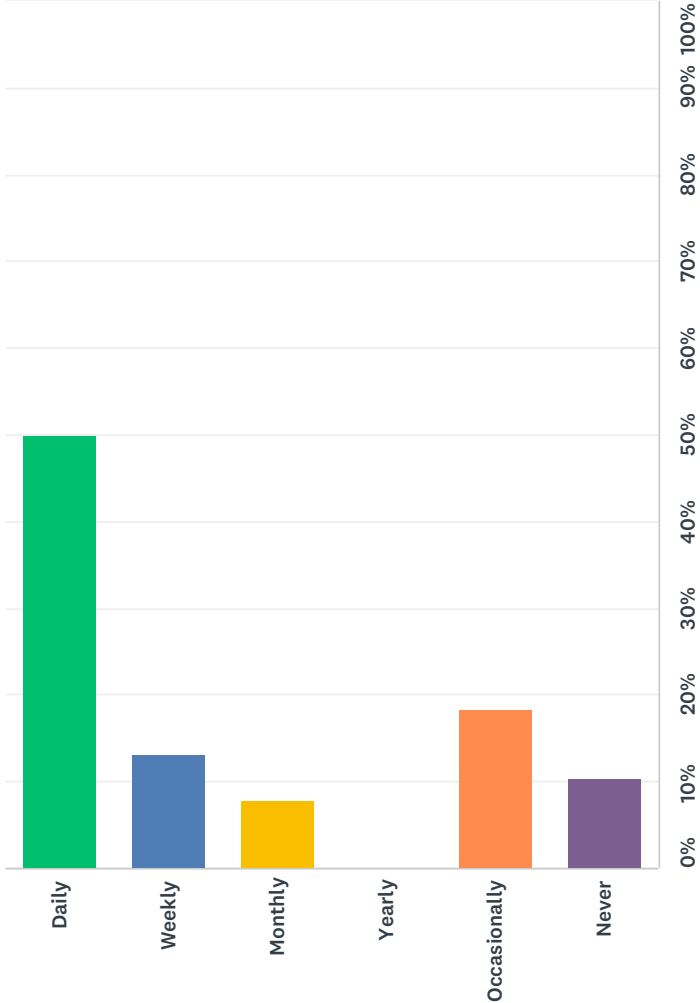
ANSWER CHOICES		RESPONSES	
I travel long distances		42.11%	16
Most affordable		2.63%	1
Exercise		5.26%	2
Environment/reduce gas consumption		5.26%	2
It's my only option		23.68%	9
Safety		28.95%	11
Convenience		36.84%	14
Other (please specify)		7.89%	3
Total Respondents: 38			

#	OTHER (PLEASE SPECIFY)	DATE
1	Independence	10/23/2018 2:58 PM
2	Payload	10/18/2018 4:21 PM
3	Lack of sidewalks and paths for walking or bicycle	9/12/2018 5:15 PM



Q3 How often do you or a family member walk (or jog) in Gallup?

Answered: 38 Skipped: 0

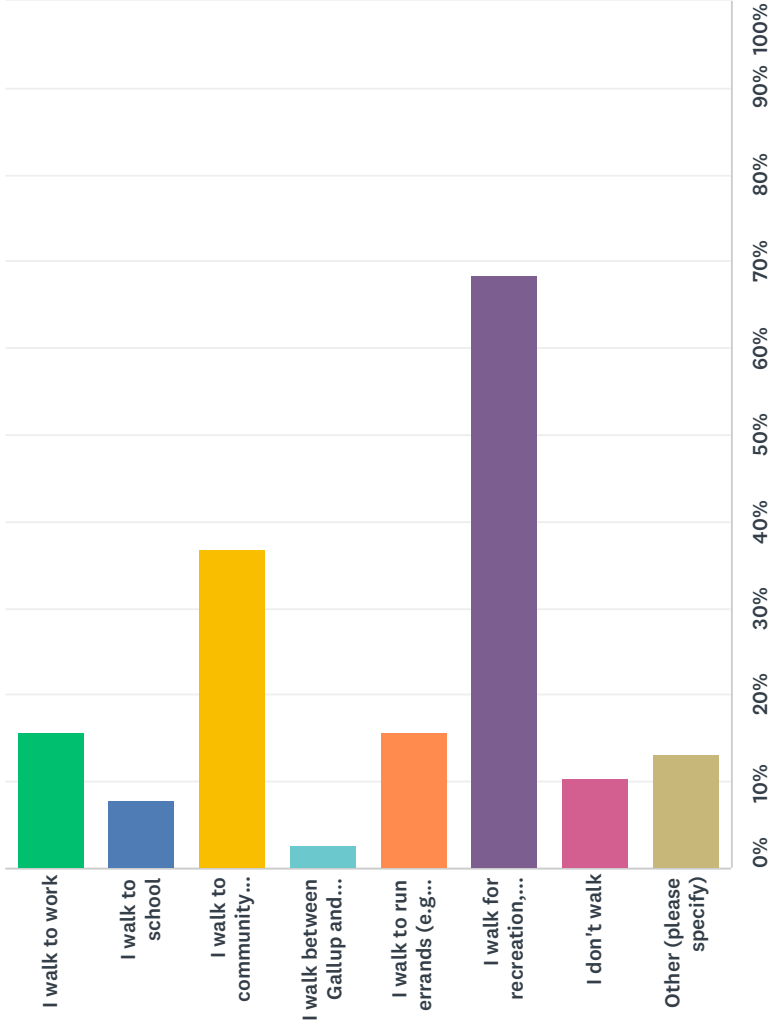


ANSWER CHOICES	RESPONSES
Daily	1950.00%
Weekly	513.16%
Monthly	37.89%
Yearly	00.00%
Occasionally	718.42%
Never	410.53%
TOTAL	38



### Q4 What destinations are you walking to? (select all that apply)

Answered: 38
 Skipped: 0



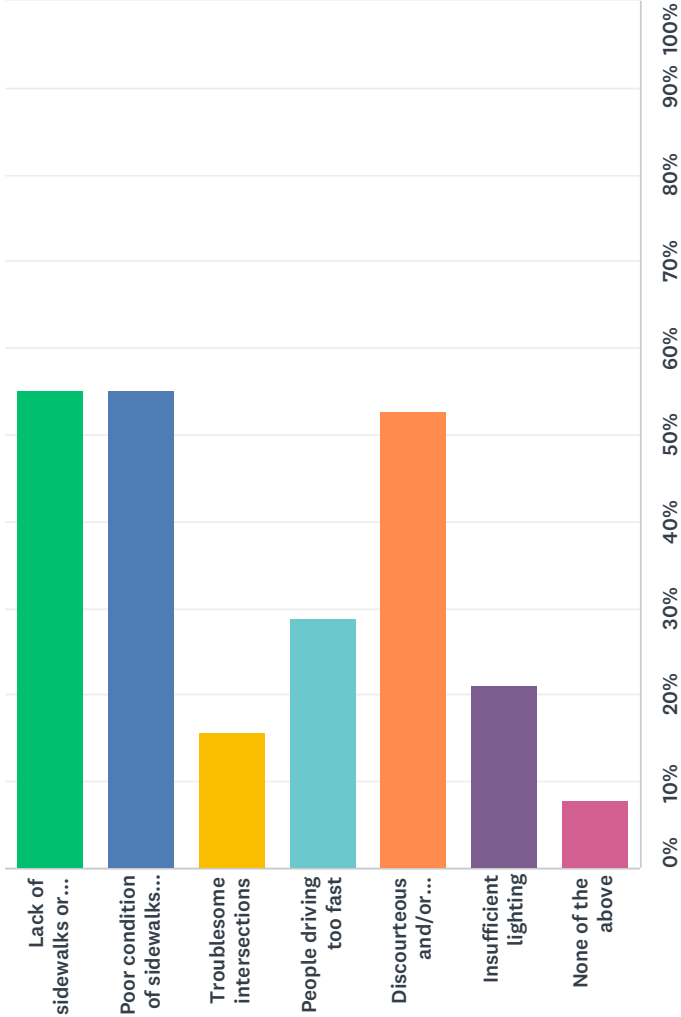
ANSWER CHOICES		RESPONSES
I walk to work		15.79% 6
I walk to school		7.89% 3
I walk to community facilities (e.g. library, religious institution, city hall, post office, parks, community centers, gyms, etc)		36.84% 14
I walk between Gallup and Navajo Nation		2.63% 1
I walk to run errands (e.g. shopping, doctor, dry cleaners, etc)		15.79% 6
I walk for recreation, there is no destination		68.42% 26
I don't walk		10.53% 4
Other (please specify)		13.16% 5
Total Respondents: 38		

#	OTHER (PLEASE SPECIFY)	DATE
1	no answer	10/18/2018 4:32 PM
2	Exercise	10/18/2018 4:19 PM
3	Walk pet	10/18/2018 4:15 PM
4	Outdoor trails and venues	9/12/2018 1:42 PM
5	Walk for exercise.	8/29/2018 7:46 AM



Q5 What keeps you from walking or makes safe walking difficult in your community? (select up to 3)

Answered: 38 Skipped: 0

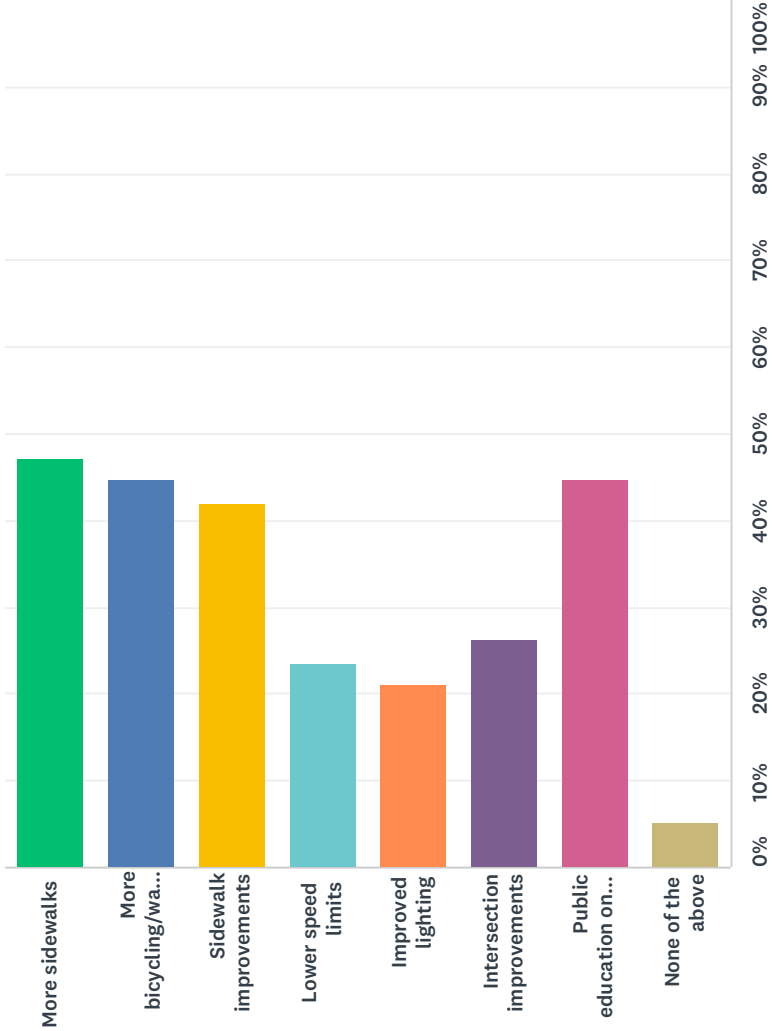


ANSWER CHOICES	RESPONSES
Lack of sidewalks or bicycling/walking paths	21
Poor condition of sidewalks or bicycling/walking paths	21
Troublesome intersections	6
People driving too fast	11
Discourteous and/or aggressive drivers	20
Insufficient lighting	8
None of the above	3
Total Respondents: 38	



## Q6 Which improvements would make walking safer in your community? (select up to 3)

Answered: 38 Skipped: 0



ANSWER CHOICES	RESPONSES
More sidewalks	1847.37%
More bicycling/walking paths	1744.74%
Sidewalk improvements	1642.11%
Lower speed limits	923.68%
Improved lighting	821.05%
Intersection improvements	1026.32%
Public education on vehicle/pedestrian etiquette and rights of pedestrians	1744.74%
None of the above	25.26%
Total Respondents: 38	

## Q7 How else could safety be improved for people walking in and around Gallup?

Answered: 38 Skipped: 0

#	RESPONSES	DATE
1	3. - Dogs and Distance from home to business 4. Animal Control	10/23/2018 3:01 PM
2	no answer	10/23/2018 2:58 PM
3	Stricter laws. Too many drunks every where.	10/23/2018 2:55 PM
4	Bad 'improvements' of downtown x-walks	10/18/2018 4:32 PM
5	no answer	10/18/2018 4:27 PM
6	Radio, TV, Print awareness Messages "Watch Rear Ends of Cars, not people"	10/18/2018 4:23 PM
7	Educate people on the important of using turn signals, don't drive to slow or to fast!	10/18/2018 4:19 PM
8	Better animal control enforcement of stray dogs, some neighborhoods you cannot walk in because of loose aggressive dogs. I have had to drive to safer neighborhoods to walk the dogs.	10/18/2018 4:15 PM
9	-more police patrols -less transients -fresh pain (i.e. crosswalks)	10/18/2018 4:10 PM
10	Solve homeless problem. Constantly accosted by panhandlers.	10/18/2018 4:02 PM
11	Install speed bumps on Grand View by Stadium. 1) Repair cracking sidewalks 2) include community services for offenders to pick up trash along city streets and pull weeds from the parks.	10/18/2018 3:58 PM
12	speed checker sign on Country Club Dr	10/18/2018 3:55 PM
13	Better signs/street lights - on road condition - not good	10/18/2018 3:51 PM
14	no answer	10/18/2018 3:49 PM
15	You should have Pedestrian patrollers for cross walks. (Cross guard)	10/18/2018 3:45 PM
16	More police patrols	10/18/2018 3:37 PM
17	I believe strategically placing stop sign and such would help.	10/18/2018 3:27 PM
18	more police patrols	10/18/2018 3:23 PM
19	Dedicated walking/bicycling paths away from streets. With regard to lighting, I don't believe it is necessary. If more lighting is installed, please ensure that it is "Dark Sky Friendly." <a href="http://darksky.org/lighting/lighting-basics/">http://darksky.org/lighting/lighting-basics/</a> Our night skies are gorgeous and are impacted too much by light pollution from standard streetlights.	9/12/2018 5:19 PM
20	Re-design E. Aztec Ave as less of a "car sewer", and provide for safe bike-ped spaces along the corridor.	9/12/2018 1:42 PM
21	Ground-lite crosswalks across NM118 like Sunport in Albuquerque and traffic calming design.	9/11/2018 7:04 PM
22	Just more trials and sidewalks, crosswalks	9/11/2018 11:19 AM
23	Enforce the prohibition of talking on cell phones while driving.	9/10/2018 3:53 PM
24	Enforce strict fines for speeders. Supplemental revenue for more improvements.	9/10/2018 3:43 PM
25	People drive poorly, turning head-on into traffic, moving from the far right lane of Rte. 66 and turning into shopping centers, backing up and not using signals in parking lots, and more. Beyond just education on vehicle/pedestrian etiquette, we need a public education campaign about ALL rules of the road! People seem to forget what yield signs mean (it's not one person at a time), when you pass a parking space you don't get to suddenly throw your car into reverse and back up into it, you don't turn out of one business into oncoming traffic so you can go into another business 2-3 entries earlier, you need to be able to make a right-hand turn into a right-hand lane, not into oncoming traffic...I could go on! And I haven't lived here that long!	9/10/2018 2:27 PM
26	Enforce existing traffic laws. The police could actually patrol.	9/10/2018 11:51 AM

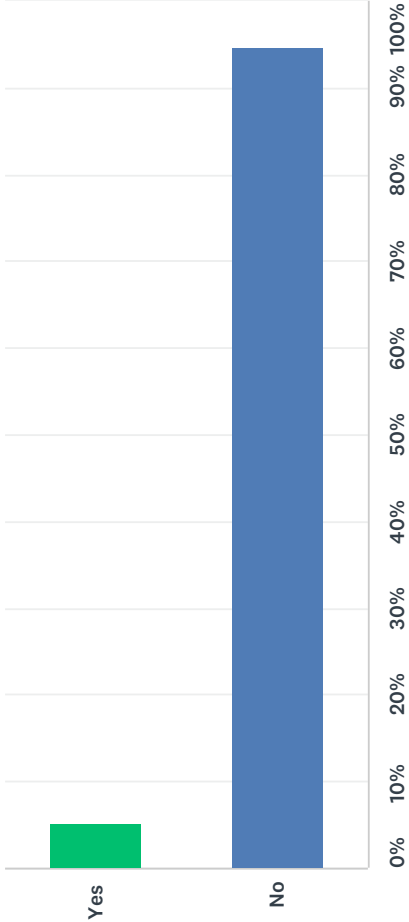


## Gallup Area Safety Plan Survey

27	More walking trails	9/10/2018 11:28 AM
28	Answers are in Q4	9/9/2018 11:48 AM
29	driver education about sharing travel space	9/8/2018 10:46 PM
30	NA	9/8/2018 12:08 PM
31	??	9/8/2018 9:24 AM
32	public education-be aware of both drivers and walker/bicyclers improved lighting intersection improvements	9/8/2018 7:40 AM
33	more sidewalks	9/7/2018 8:41 PM
34	Actually citing drivers and pedestrians.	9/7/2018 1:15 PM
35	xxxx	9/4/2018 2:08 PM
36	a	9/4/2018 2:04 PM
37	more enforcement on vagrancy and panhandlers	8/30/2018 10:31 AM
38	Flashing lights for drivers on Highway 66 at crosswalks. Stop signs at intersections that make sense. There are some, then none, then some and not a distance measure.	8/29/2018 7:46 AM

Q8 Have you ever been hit by a vehicle while walking in or around Gallup?

Answered: 38 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	5.26% 2
No	94.74% 36
TOTAL	38



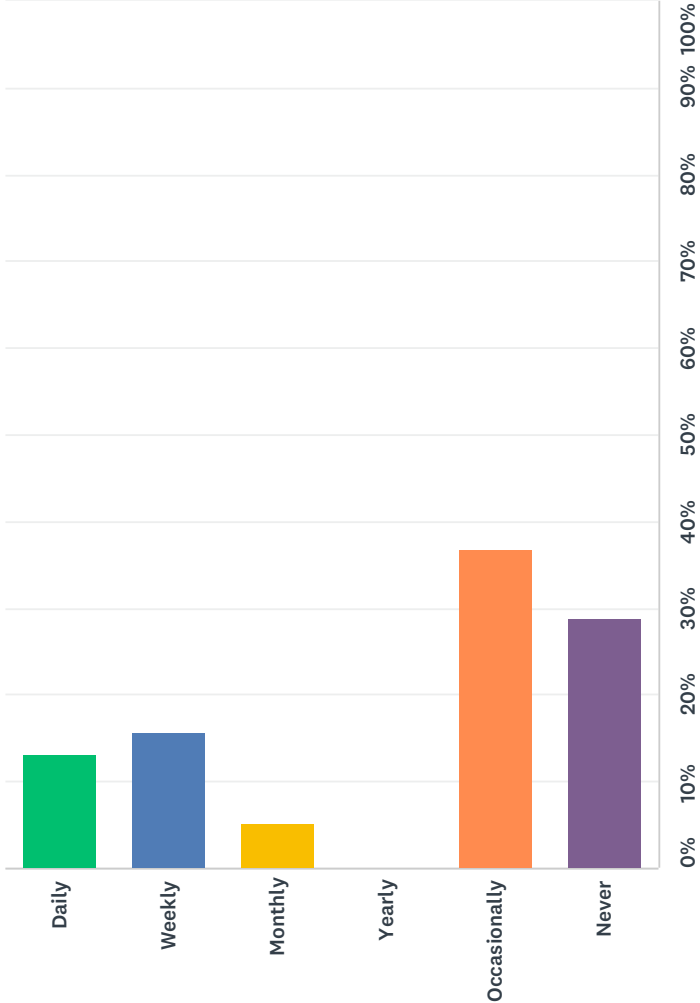
## Q9 If yes, please briefly describe the crash(es) you have been in while walking (in or around Gallup)?

Answered: 11 Skipped: 27

#	RESPONSES	DATE
1	same as above	10/18/2018 4:19 PM
2	Almost got hit riding my bike - no sidewalk/path	10/18/2018 4:10 PM
3	N/A	10/18/2018 3:45 PM
4	N/A	10/18/2018 3:37 PM
5	The driver was obviously not paying attention to the road; it was in the middle of the afternoon.	9/10/2018 3:53 PM
6	No, but have almost been hit by speeding cars several times while walking around downtown area.	9/10/2018 3:43 PM
7	I haven't been in one, but I have had several close calls, as noted in #5.	9/10/2018 2:27 PM
8	Very nearly, failure of drivers to obey speed limits	9/10/2018 11:28 AM
9	NA	9/8/2018 12:08 PM
10	I have not been hit but I was hit by a bicyclist while parked. I guess there was not enough room on the side walk and he was not paying attention.	9/8/2018 7:40 AM
11	But almost riding all the time due to a lack of bike Lanes and poor drivers.	8/29/2018 7:46 AM

Q10 How often do you or a family member bicycle in Gallup?

Answered: 38 Skipped: 0

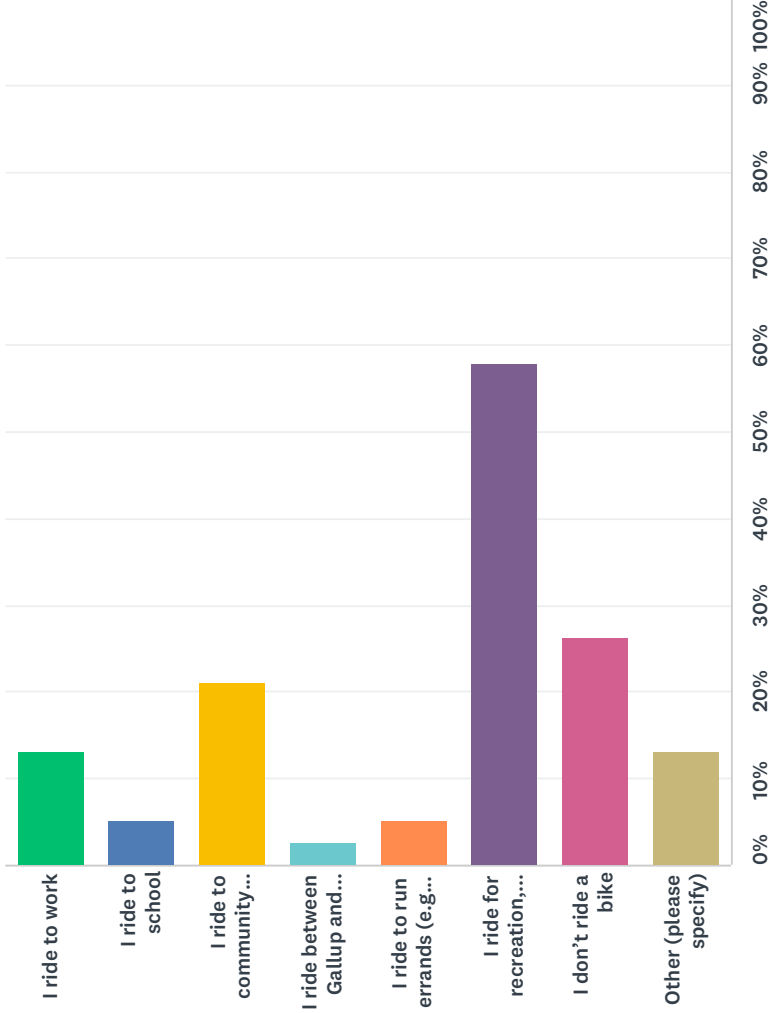


ANSWER CHOICES	RESPONSES
Daily	13.16%5
Weekly	15.79%6
Monthly	5.26%2
Yearly	0.00%0
Occasionally	36.84%14
Never	28.95%11
TOTAL	38



## Q11 What destinations are you bicycling to? (select all that apply)

Answered: 38 Skipped: 0

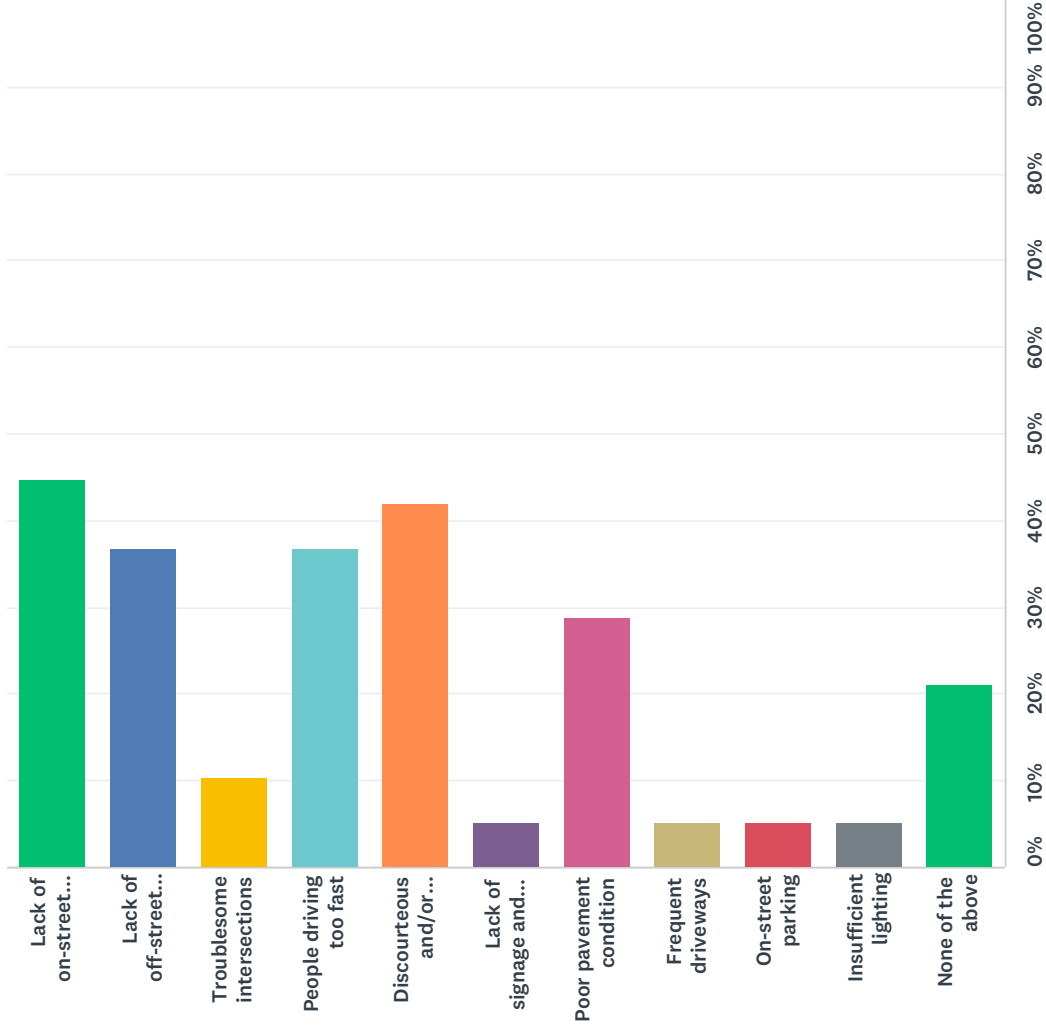


ANSWER CHOICES		RESPONSES
I ride to work		13.16% 5
I ride to school		5.26% 2
I ride to community facilities (e.g. library, religious institution, city hall, post office, parks, community centers, gyms, etc)		21.05% 8
I ride between Gallup and Navajo Nation		2.63% 1
I ride to run errands (e.g. shopping, doctor, dry cleaners, etc)		5.26% 2
I ride for recreation, there is no destination		57.89% 22
I don't ride a bike		26.32% 10
Other (please specify)		13.16% 5
Total Respondents: 38		

#	OTHER (PLEASE SPECIFY)	DATE
1	no answer	10/18/2018 4:33 PM
2	no answer	10/18/2018 4:25 PM
3	I would use a bicycle if I lived in the city limits.	10/18/2018 3:46 PM
4	I don't ride a bike in Gallup.	9/10/2018 3:48 PM
5	kids goig to friends	9/8/2018 10:47 PM

## Q12 What keeps you from bicycling or makes safe bicycling difficult in your community? (select up to 3)

Answered: 38 Skipped: 0



ANSWER CHOICES	RESPONSES
Lack of on-street infrastructure (e.g. bicycle lanes on roadways)	17 44.74%
Lack of off-street infrastructure (e.g. bicycle/walking paths)	14 36.84%
Troublesome intersections	4 10.53%
People driving too fast	14 36.84%
Discourteous and/or aggressive drivers	16 42.11%
Lack of signage and pavement markings	2 5.26%
Poor pavement condition	11 28.95%
Frequent driveways	2 5.26%
On-street parking	2 5.26%

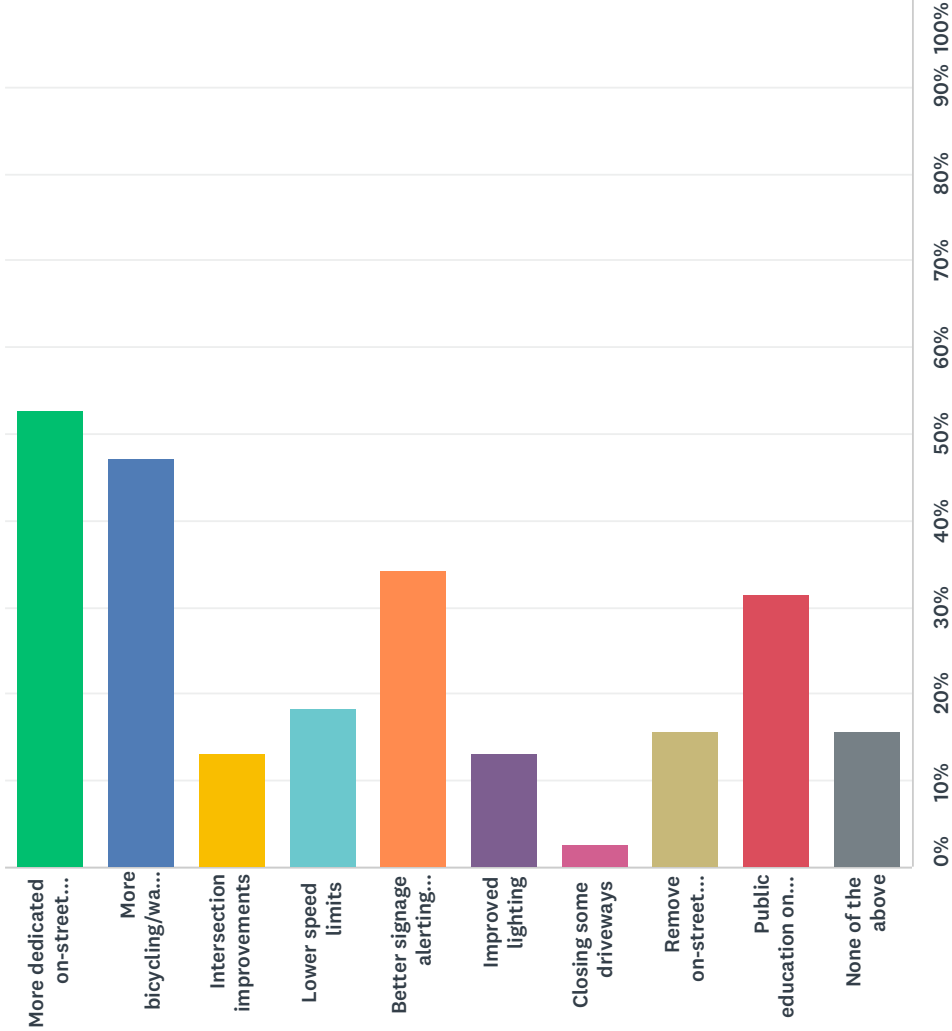


Gallup Area Safety Plan Survey

Insufficient lighting	5.26%	2
None of the above	21.05%	8
Total Respondents: 38		

Q13 Which improvements would make bicycling safer in your community?  
(select up to 3)

Answered: 38 Skipped: 0



ANSWER CHOICES	RESPONSES
More dedicated on-street bicycle facilities (e.g. bicycle lanes)	20
More bicycling/walking paths	18
Intersection improvements	5
Lower speed limits	7
Better signage alerting motorists to the presence of bicycles	13
Improved lighting	5
Closing some driveways	1
Remove on-street parking	6
Public education on vehicle/bicycle etiquette and rights of bicyclists	12
None of the above	6





## Q14 How else could safety be improved for people on bicycles in and around Gallup?

Answered: 38 Skipped: 0

#	RESPONSES	DATE
1	3. Loose/roaming dogs 4. Animal Control	10/23/2018 3:03 PM
2	no answer	10/23/2018 2:59 PM
3	new laws, signage, a lane to bicycle	10/23/2018 2:57 PM
4	no answer	10/18/2018 4:33 PM
5	no answer	10/18/2018 4:28 PM
6	Periodic Review of rules - call it the rites of spring!	10/18/2018 4:25 PM
7	same answer to #5-7	10/18/2018 4:19 PM
8	Designated bike paths/long distance that lead to major town destinations.	10/18/2018 4:16 PM
9	Bike path; better lighting	10/18/2018 4:11 PM
10	Homeless personals personal safety.	10/18/2018 4:03 PM
11	no answer	10/18/2018 3:58 PM
12	no answer	10/18/2018 3:55 PM
13	More info - be aware of people riding or walking/better signs/lanes for those areas - safe areas	10/18/2018 3:52 PM
14	no answer	10/18/2018 3:49 PM
15	Use cross guard patrollers, so they could help patrol traffic. The cross guard workers could help by turning in bad motorists that don't respect the law.	10/18/2018 3:46 PM
16	Bicyclist to stay of the roads that vehicles drive on.	10/18/2018 3:37 PM
17	no answer	10/18/2018 3:28 PM
18	N/A	10/18/2018 3:24 PM
19	Signage, enforcement of speed limits	9/12/2018 5:20 PM
20	Gallup is one of the least safe cycling communities I've ever seen. Need comprehensive bike/ped-friendly design, including securable bike racks.	9/12/2018 1:44 PM
21	Storm water drains have caused major accidents. Road diets with dedicated bike lanes. Moving street lighting and other utility features out of the sidewalk rights-of-way to create space for walkers and bikers.	9/11/2018 7:10 PM
22	mainly just more trails	9/11/2018 11:21 AM
23	Prohibit use of cell phones while driving.	9/10/2018 3:55 PM
24	Guerrilla Bike Lanes	9/10/2018 3:48 PM
25	Routes that can take people to trails where they know they can ride safely (e.g., not across private property), because right now, in the interest of safety, we sometimes cross boundaries. We need safe passage away from heavy traffic, e.g., semis and other vehicles on Rte. 66.	9/10/2018 2:29 PM
26	Educate the police about cyclist rights. I've has a state trooper tell me to get off the road	9/10/2018 11:54 AM
27	Enforcement of driving laws	9/10/2018 11:30 AM
28	Answer in Q4	9/9/2018 11:52 AM
29	driver education about MULTIPLE transportation modes sharing space	9/8/2018 10:47 PM
30	NA - I don't own a bike	9/8/2018 12:09 PM

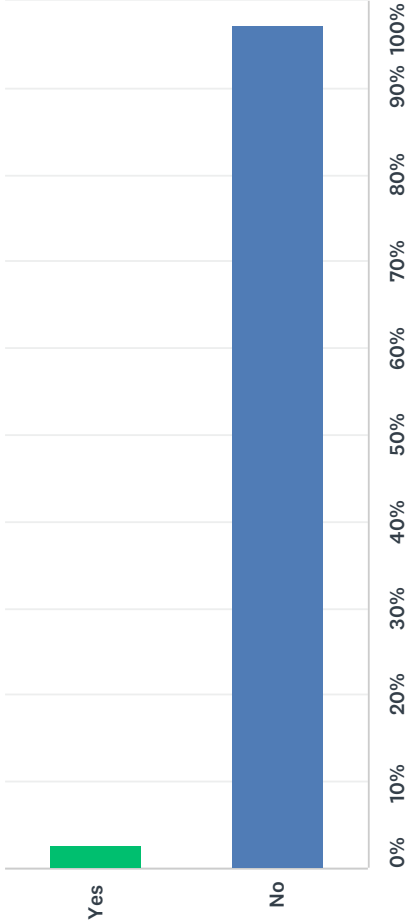


## Gallup Area Safety Plan Survey

31	We really need a lot more off-street paths dedicated to bicyclists and walkers, as well as WELL DESIGNED bicycle lanes on roadways.	9/8/2018 9:26 AM
32	public education	9/8/2018 7:42 AM
33	better signage	9/7/2018 8:45 PM
34	actually citing individuals....	9/7/2018 1:16 PM
35	xxx	9/4/2018 2:10 PM
36	b	9/4/2018 2:05 PM
37	Educate the bicyclists as well on the rules and regulations of the road in regards to biking.	8/30/2018 10:34 AM
38	Stiff punishment for texting and driving, dui's and vehicle vs pedestrian accidents.	8/29/2018 7:52 AM

Q15 Have you ever been hit by a vehicle while riding your bicycle in or around Gallup?

Answered: 38 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	2.63%1
No	97.37%37
TOTAL	38



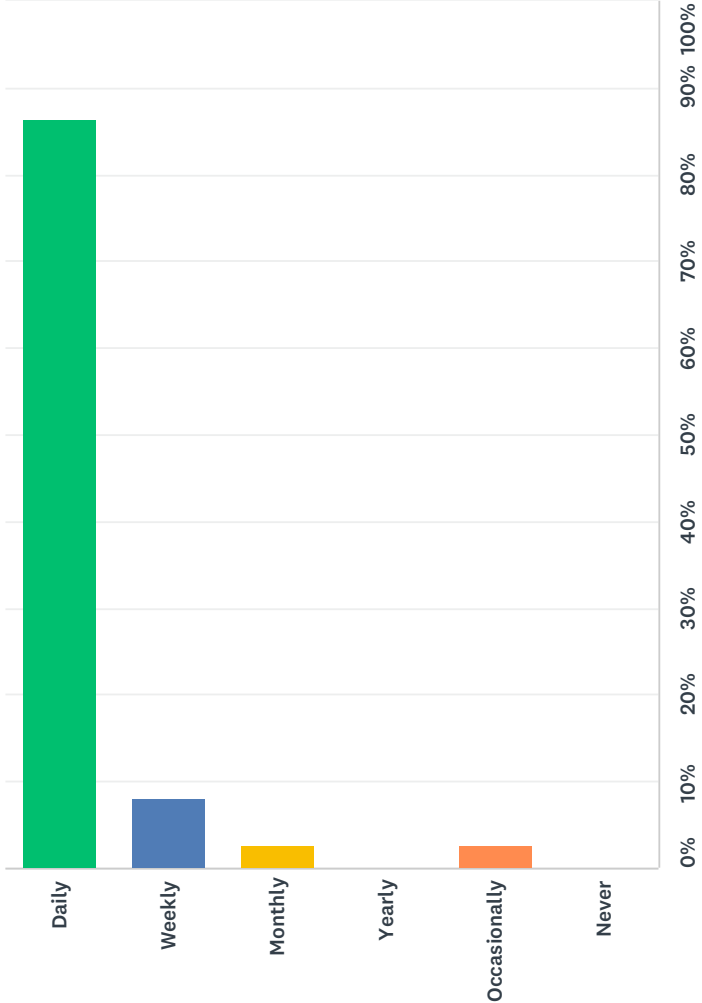
# Q16 If yes, please briefly describe the bicycle crash(es) you have been in (in or around Gallup)?

Answered: 5 Skipped: 33

#	RESPONSES	DATE
1	Close call though	10/18/2018 4:11 PM
2	N/A	10/18/2018 3:46 PM
3	When I was a little boy, I was hit by a car driving where the sidewalk should be...I went up on her hood but was not hurt.	9/11/2018 11:21 AM
4	NA - don't own bike	9/8/2018 12:09 PM
5	Been close several times. You have to have your head on a swivel and expect that drivers here WON'T follow the rules.	8/29/2018 7:52 AM

Q17 How often do you or a family member drive a vehicle in Gallup?

Answered: 37 Skipped: 1

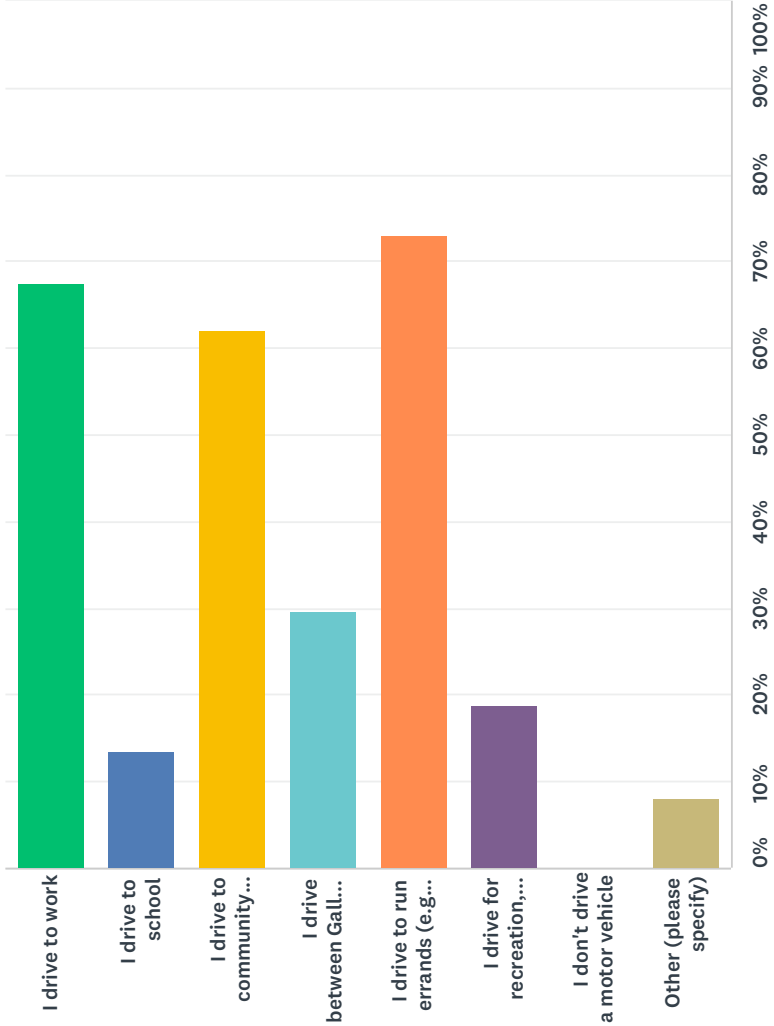


ANSWER CHOICES	RESPONSES
Daily	86.49%32
Weekly	8.11%3
Monthly	2.70%1
Yearly	0.00%0
Occasionally	2.70%1
Never	0.00%0
TOTAL	37



Q18 What destinations do you drive to? (select all that apply)

Answered: 37 Skipped: 1

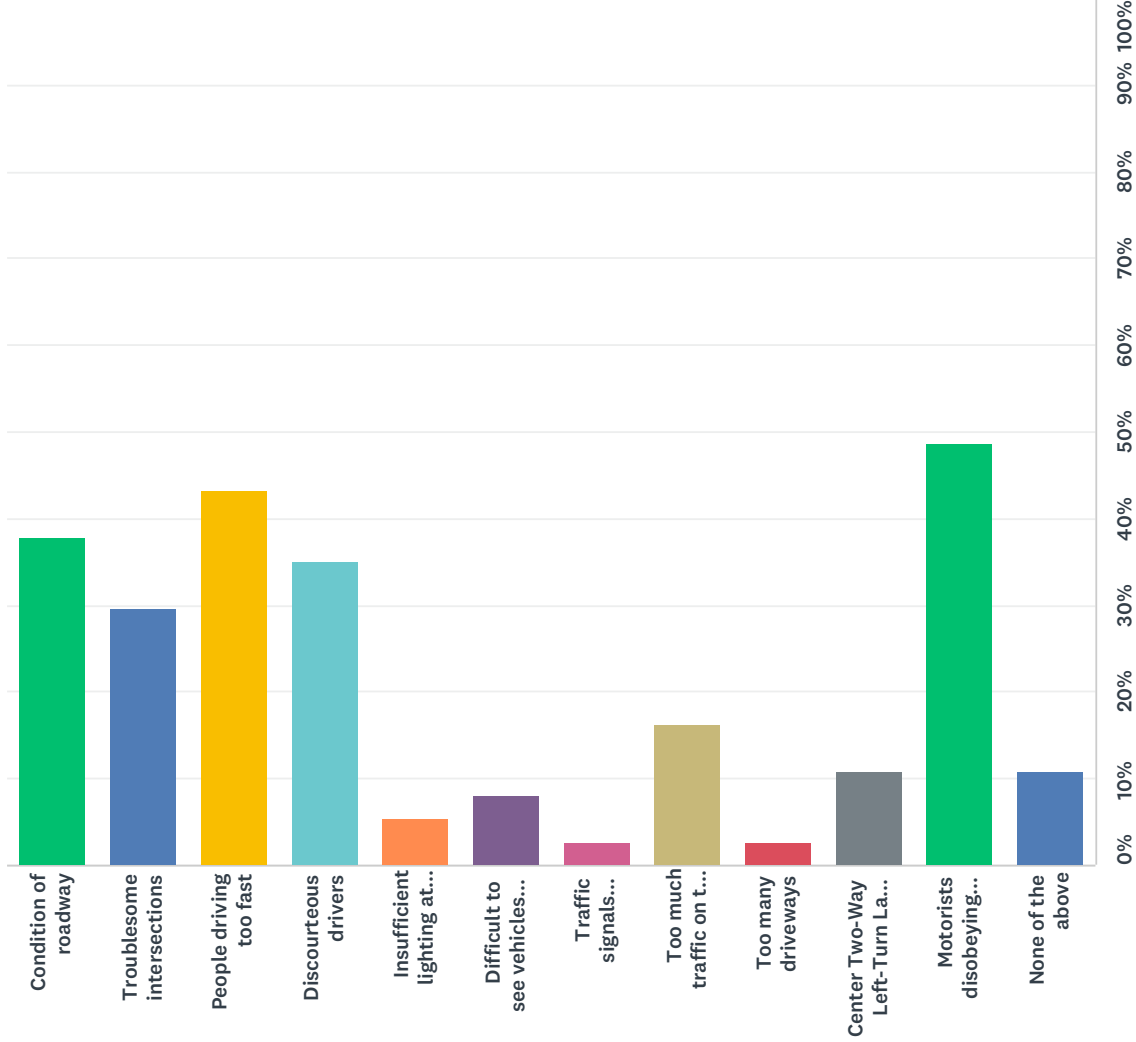


ANSWER CHOICES		RESPONSES	
I drive to work		67.57%	25
I drive to school		13.51%	5
I drive to community facilities (e.g. library, religious institution, city hall, post office, parks, community centers, gyms, etc)		62.16%	23
I drive between Gallup and Navajo Nation		29.73%	11
I drive to run errands (e.g. shopping, doctor, dry cleaners, etc)		72.97%	27
I drive for recreation, there is no destination		18.92%	7
I don't drive a motor vehicle		0.00%	0
Other (please specify)		8.11%	3
Total Respondents: 37			

#	OTHER (PLEASE SPECIFY)	DATE
1	no answer	10/18/2018 4:26 PM
2	most places	10/18/2018 3:29 PM
3	At work, for work.	8/29/2018 7:55 AM

## Q19 What keeps you from driving or makes safe driving difficult in your community? (select up to 3)

Answered: 37 Skipped: 1



ANSWER CHOICES	RESPONSES
Condition of roadway	14
Troublesome intersections	11
People driving too fast	16
Discourteous drivers	13
Insufficient lighting at night	2
Difficult to see vehicles approaching at a stop sign	3
Traffic signals difficult to see	1

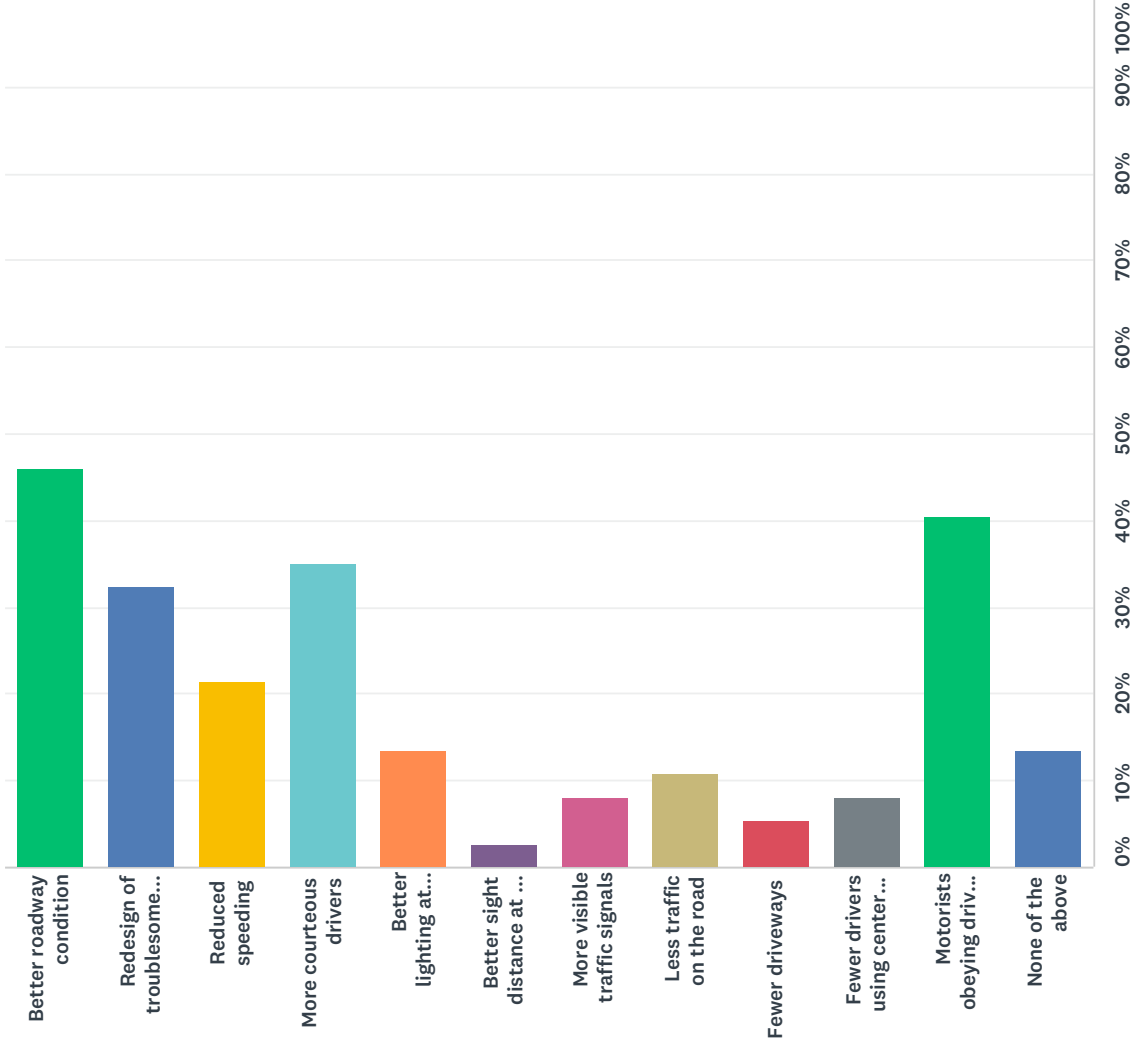


Gallup Area Safety Plan Survey

Too much traffic on the road	16.22%	6
Too many driveways	2.70%	1
Center Two-Way Left-Turn Lane used too much	10.81%	4
Motorists disobeying driving laws	48.65%	18
None of the above	10.81%	4
Total Respondents: 37		

## Q20 Which improvements would make driving safer in your community? (select up to 3)

Answered: 37 Skipped: 1



ANSWER CHOICES	RESPONSES
Better roadway condition	17 45.95%
Redesign of troublesome intersections	12 32.43%
Reduced speeding	8 21.62%
More courteous drivers	13 35.14%
Better lighting at night	5 13.51%
Better sight distance at a stop sign	1 2.70%
More visible traffic signals	3 8.11%



Gallup Area Safety Plan Survey

Less traffic on the road	10.81%	4
Fewer driveways	5.41%	2
Fewer drivers using center Two-Way Left-Turn Lane to merge	8.11%	3
Motorists obeying driving laws	40.54%	15
None of the above	13.51%	5
Total Respondents: 37		

## Q21 How else could safety be improved for people driving in and around Gallup?

Answered: 37 Skipped: 1

#	RESPONSES	DATE
1	no answer	10/23/2018 3:03 PM
2	no answer	10/23/2018 3:00 PM
3	more patrol	10/23/2018 2:58 PM
4	do away with x-walk improvements. downtown intersection improvements are terrible.	10/18/2018 4:34 PM
5	no answer	10/18/2018 4:29 PM
6	"Drive Calmly ~ Alertly ~ Courteously" Anger Management	10/18/2018 4:26 PM
7	Drive safe veh's	10/18/2018 4:20 PM
8	Enforced vehicle inspections too many vehicles w/ non-working lights poor exhaust systems broken windows, etc. Enforce cell phone laws!	10/18/2018 4:17 PM
9	Gallup has grown!!! Too much traffic!!	10/18/2018 4:12 PM
10	More traffic enforcement	10/18/2018 4:04 PM
11	Install speed bumps on residential streets. 1) Reduce time for purchasing package liquor (regulation) - limit days for sales 2) Increase excise tax for alcohol, beer & wine purchased at stores.	10/18/2018 4:00 PM
12	police enforcement of stopping at stop signs and speed limits	10/18/2018 3:56 PM
13	info to public - be aware more signs	10/18/2018 3:53 PM
14	No answer	10/18/2018 3:50 PM
15	Cross guard workers.....	10/18/2018 3:47 PM
16	More police units patrolling during rush hours.	10/18/2018 3:37 PM
17	Higher driving students at MVD. Some of the roadways need to be redesigned.	10/18/2018 3:29 PM
18	more police patrols	10/18/2018 3:25 PM
19	Shield traffic signals against sun; fix potholes; enforcement of stop signs	9/12/2018 5:22 PM
20	Traffic signals should be re-calibrated and synchronized to avoid excessive starts-&-stops, congestion and jackrabbit spurts by aggressive drivers. Signal timing is inefficient & frustrating. The worst is Aztec at Ford; at minimum, timing needs adjustment; ideally, the whole 1-block area around that intersection needs to be re-designed.	9/12/2018 1:50 PM
21	Education of drivers on basic urban driving principals and laws. Large trucks are a mainstay of vehicles in Gallup, but can create line of sight issues at stop signs.	9/11/2018 7:16 PM
22	OUR YELLOW LIGHTS ARE WAAAAAAAY TO SHORT! VERY DANGEROUS -- and the lights on Munoz bridge are brutal and need to be timed more appropriately.	9/11/2018 11:22 AM
23	Speed bumps and/or automated speed enforcements (i.e. Rio Rancho mobile units)	9/10/2018 3:51 PM
24	Parking lots here are dangerous and awful -- crowded and with limited entries. Posted speed limit signs on Boardman since the speed varies so widely there. More patrol officers to watch for crazy moves by drivers. I'm less concerned with speeders than I am the person in the far right lane of Rte. 66 who suddenly decides he's entering Lowes and cuts across five lanes of traffic -- with no signal!	9/10/2018 2:33 PM
25	Police could enforce existing laws instead of sitting at Grandpaw's Grill all day	9/10/2018 11:57 AM
26	Better conscientious drivers	9/10/2018 11:32 AM

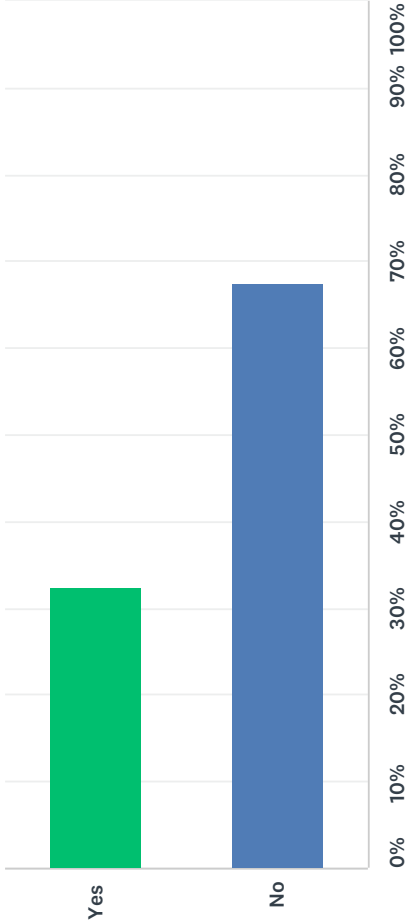


## Gallup Area Safety Plan Survey

27	Answer in Q4	9/9/2018 11:54 AM
28	driver education about GOINIG with others so NOBODY needs to stop at all . . just each blending with the others.	9/8/2018 10:50 PM
29	Replacing bulbs that are burnt out	9/8/2018 12:10 PM
30	??	9/8/2018 9:31 AM
31	offer defensive driving classes	9/8/2018 7:45 AM
32	people obeying traffic laws	9/7/2018 8:46 PM
33	Some intersections are dangerously designed ( downtown) while some have trees shrubs or weeds blocking signage	9/7/2018 1:18 PM
34	Okay	9/4/2018 2:10 PM
35	a	9/4/2018 2:05 PM
36	Better timing between stop lights; and improved clear sight at intersections.	8/30/2018 10:41 AM
37	Stiffer punishments for driving infractions. Police enforcement of laws.	8/29/2018 7:55 AM

Q22 Have you ever been hit by a vehicle while driving in or around Gallup?

Answered: 37 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	32.43%	12
No	67.57%	25
TOTAL		37



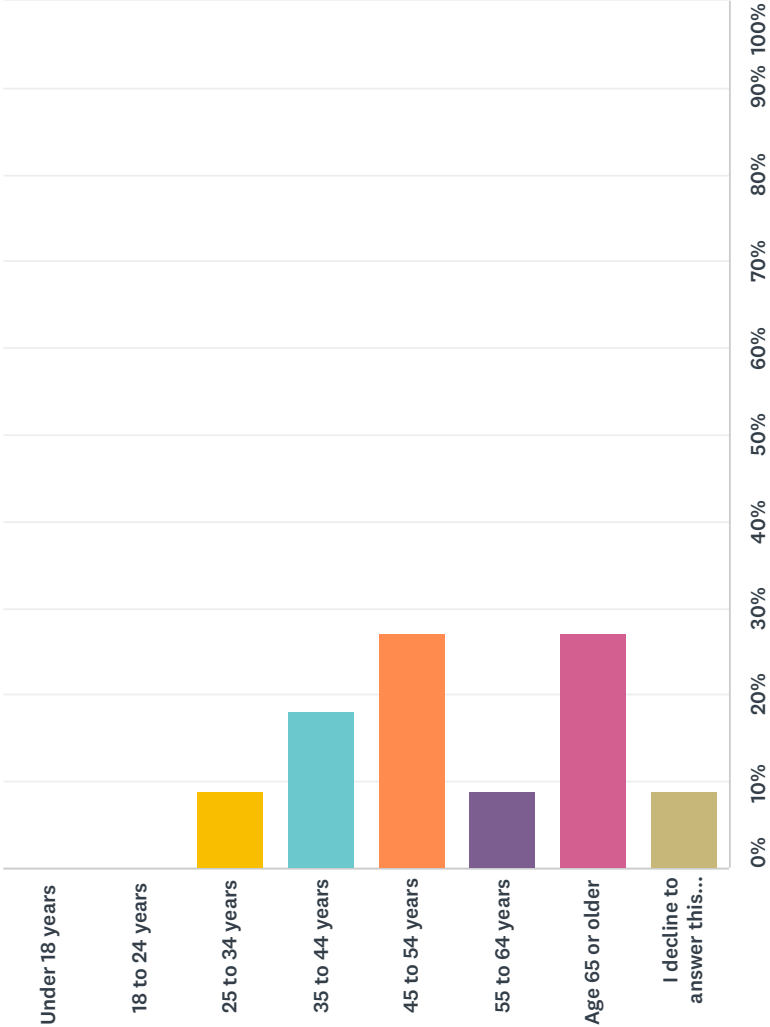
## Q23 If yes, please briefly describe the vehicular crash(es) you have been in (in or around Gallup)?

Answered: 15 Skipped: 23

#	RESPONSES	DATE
1	no answer	10/23/2018 3:00 PM
2	Rear-ended - Early 1990's	10/18/2018 4:26 PM
3	Drunk People	10/18/2018 4:20 PM
4	Young driver backed up into my bumper.	10/18/2018 4:12 PM
5	The man had robbed Home Depot and hit by driver's side vehicle when he tried to get away - April 2018.	10/18/2018 4:00 PM
6	N/A	10/18/2018 3:47 PM
7	N/A	10/18/2018 3:37 PM
8	Actually parked and was side swiped.	10/18/2018 3:29 PM
9	other drivers not paying attention, driving to fast	10/18/2018 3:25 PM
10	hit and run	9/10/2018 11:57 AM
11	Other person backing up at an intersection, because they proceeded too far into traffic	9/10/2018 11:32 AM
12	NA	9/8/2018 12:10 PM
13	Inattentive driver crossed center lane on Hassler Valley Road hit my vehicle head on and totalled it, but no one was driving fast, all were wearing seatbelts, so no one was hurt.	9/8/2018 9:31 AM
14	not been hit yet...but many times have I come super close...people need to be more aware of their surroundings and speed.	9/8/2018 7:45 AM
15	person was passing illegally and hit my vehicle	9/7/2018 8:46 PM

### Q24 What is your age?

Answered: 11    Skipped: 27

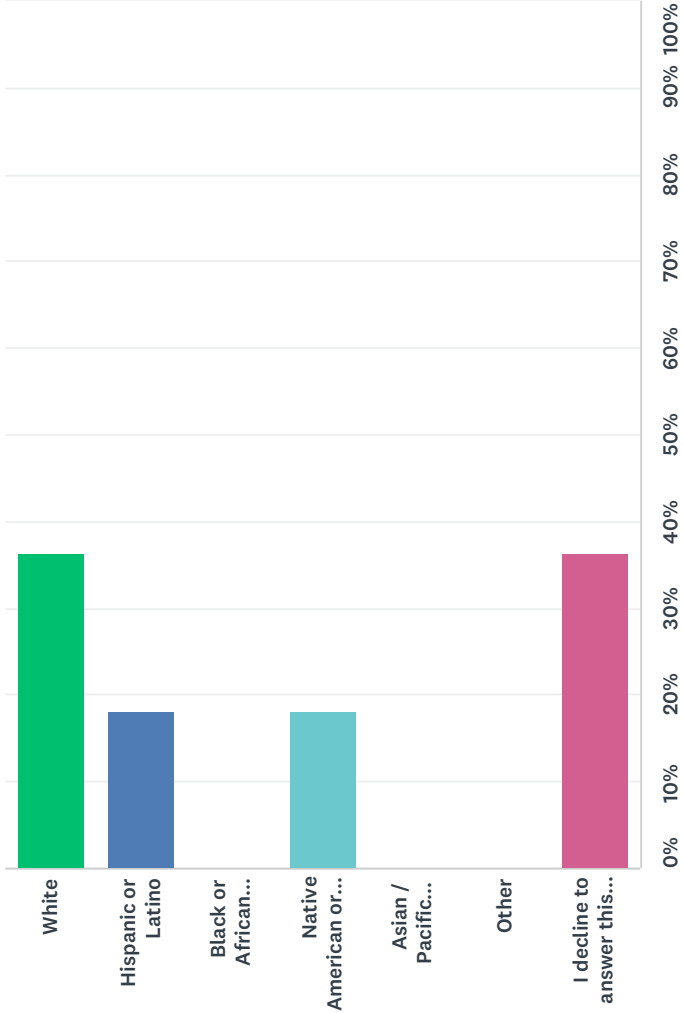


ANSWER CHOICES	RESPONSES
Under 18 years	0 0.00%
18 to 24 years	0 0.00%
25 to 34 years	1 9.09%
35 to 44 years	2 18.18%
45 to 54 years	3 27.27%
55 to 64 years	1 9.09%
Age 65 or older	3 27.27%
I decline to answer this question	1 9.09%
TOTAL	11



Q25 Please specify your ethnicity (check all that apply).

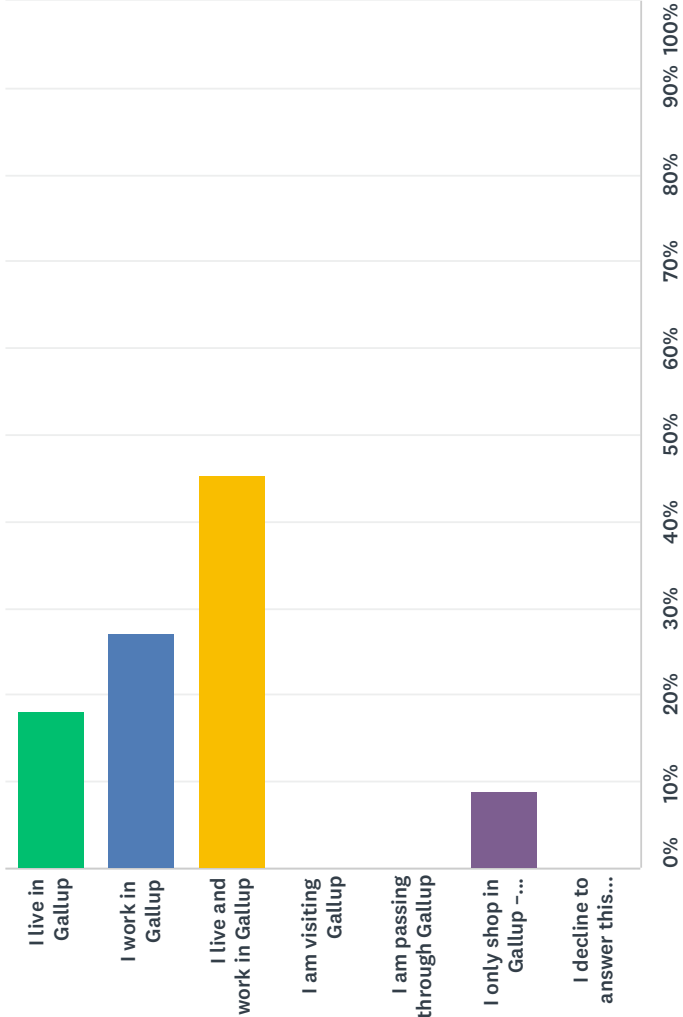
Answered: 11 Skipped: 27



ANSWER CHOICES	RESPONSES
White	36.36%4
Hispanic or Latino	18.18%2
Black or African American	0.00%0
Native American or American Indian	18.18%2
Asian / Pacific Islander	0.00%0
Other	0.00%0
I decline to answer this question	36.36%4
Total Respondents: 11	

Q26 My relationship with Gallup is:

Answered: 11 Skipped: 27



ANSWER CHOICES	RESPONSES
I live in Gallup	18.18% 2
I work in Gallup	27.27% 3
I live and work in Gallup	45.45% 5
I am visiting Gallup	0.00% 0
I am passing through Gallup	0.00% 0
I only shop in Gallup – closest services	9.09% 1
I decline to answer this question	0.00% 0
TOTAL	11



## **Appendix D – City Council Presentation Slides**



# Gallup Transportation Safety Plan

City Council Update

September 11, 2018

# Agenda

- Welcome and Introductions
- Vision/Goals/Objectives
- SHSP Review
- Gallup Safety Review
- Public Outreach Activities
- Schedule

# Background

- **Gallup has a high rate of crashes.**
- **100% NMDOT funded**
- **Planning-level safety evaluation of all roads.**
  - **Evaluate Data**
  - **Identify Trends**
  - **Work with a Stakeholder Group (2 meetings to date, 3<sup>rd</sup> meeting 9/12)**
  - **Involve the Public**
  - **Develop a Plan for safety improvement**



# Vision/Goals/Objectives

- **Vision:**

- The *vision* drives the goals of the program.
- It communicates the “dream” of what should be accomplished.
  - Understood and shared by members of the community
  - Includes a variety of local perspectives
  - Inspiring
  - Easy to communicate

# Vision & Goals

- **Vision – Overarching Statement:**
  - **To make Gallup a safer place for residents and visitors to walk, ride a bicycle and drive.**

# Vision & Goals

- **Goals:**

- Communicates the *what* and *why*...
- Direct outcomes that are trying to be achieved, but with more specificity.
  - Develop...
  - Create...
  - Improve...
  - Reduce...
  - Elevate...



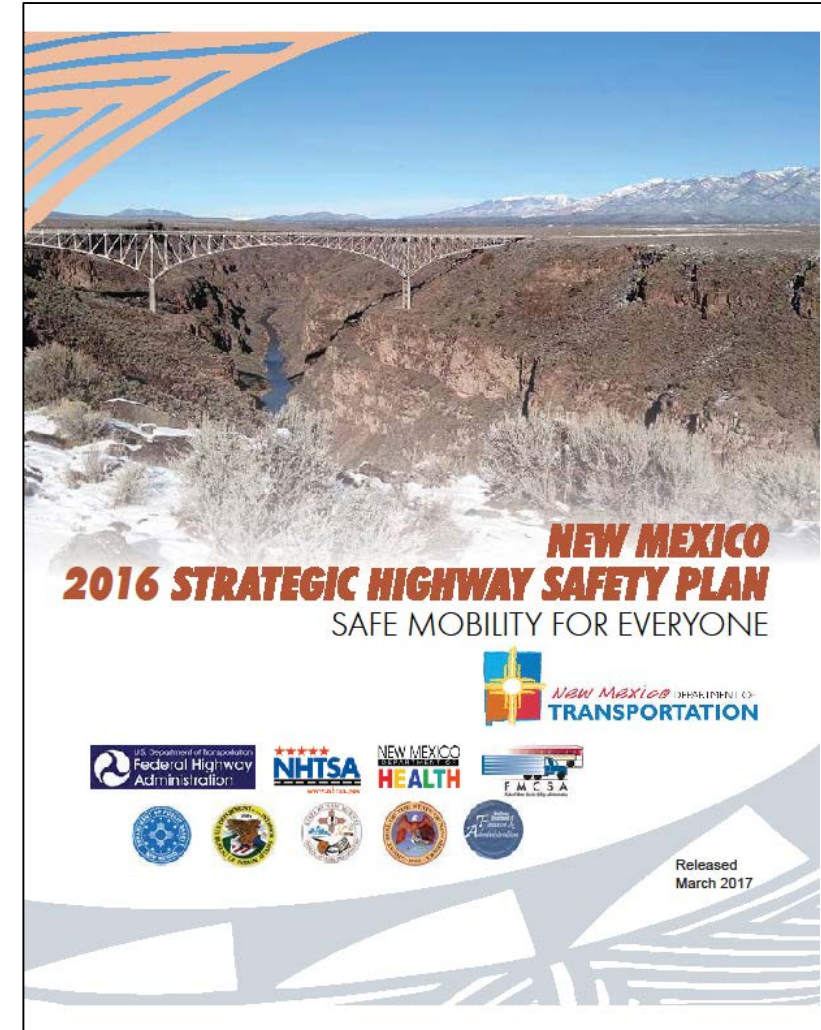
# Vision & Goals

- **Goals:**

- Reduce the potential for vehicle/vehicle, vehicle/pedestrian and vehicle/bicycle fatality and serious injury incidents.
- Enhance the *common understanding* of need for roadway safety improvement in Gallup.
- Partner with safety practitioners within and outside of the Gallup community to enhance roadway safety.
- Evaluate opportunities to enhance roadway safety with all infrastructure projects.

# NM Strategic Highway Safety Plan (SHSP)

- Overarching transportation safety plan for NM; updated 2016
- SHSP Vision: "Safe Mobility for Everyone"
- SHSP Goal: Reduce fatalities and serious injuries for all users on NM's roadways



# NM Strategic Highway Safety Plan (SHSP)

- Plan identifies emphasis areas based on number and severity of crashes and stakeholder input.

High-Priority Emphasis Areas	Priority Emphasis Areas
Road Departure	Older Drivers
Distracted Driving	Bicycles
Impaired Driving	Heavy Vehicles
Speeding/Aggressive Driving	Inclement Weather
Use of Safety Restraints	Emergency Medical Services
Motorcycles	Sleepy/Fatigued Driving
Pedestrians	Work Zones
Tribal Lands	Rail (Train-Vehicle)
Young Drivers	Transit/Buses
Intersections	Wildlife/Animals



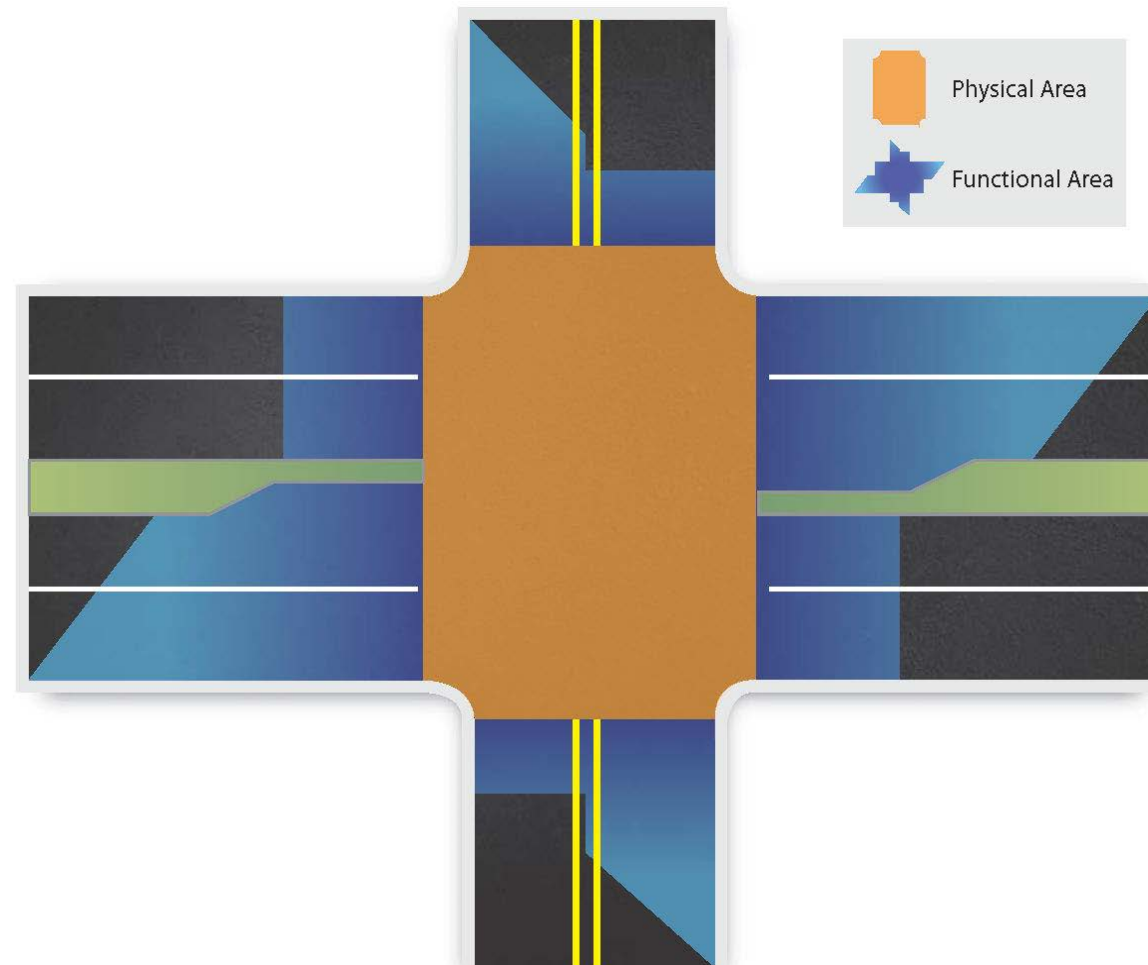
# NM Strategic Highway Safety Plan (SHSP)

- Plan identifies emphasis areas based on number and severity of crashes and stakeholder input.
- Each emphasis area has a series of safety strategies to draw from.
- Strategies take a “4Es of roadway safety” approach:
  - Engineering
  - Education
  - Enforcement
  - EMS

High-Priority Emphasis Areas	Priority Emphasis Areas
Road Departure	Older Drivers
Distracted Driving	Bicycles
Impaired Driving	Heavy Vehicles
Speeding/Aggressive Driving	Inclement Weather
Use of Safety Restraints	Emergency Medical Services
Motorcycles	Sleepy/Fatigued Driving
Pedestrians	Work Zones
Tribal Lands	Rail (Train-Vehicle)
Young Drivers	Transit/Buses
Intersections	Wildlife/Animals

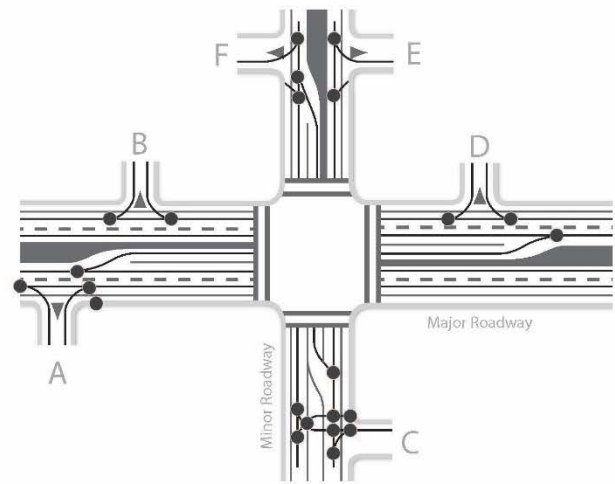
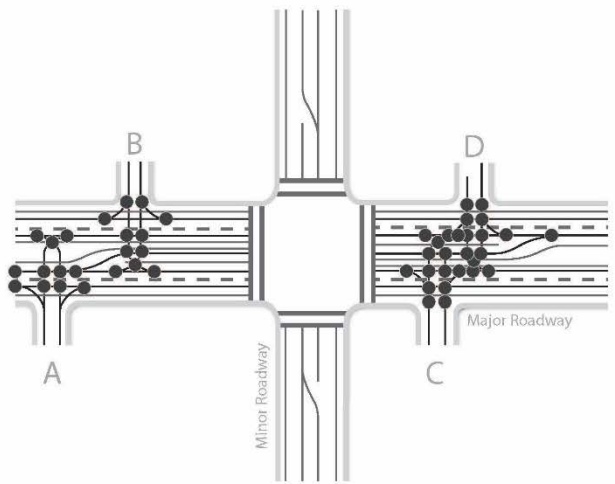
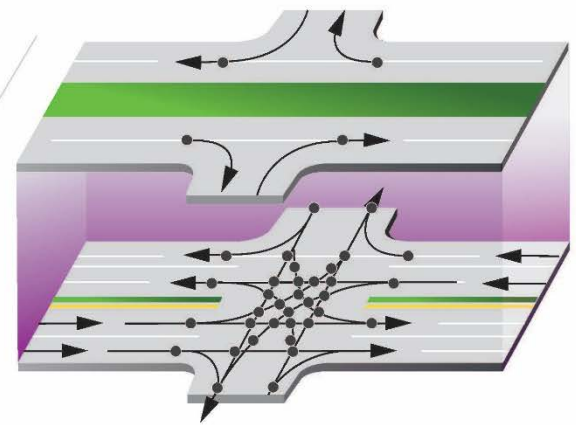
# Transportation System Safety

PHYSICAL & FUNCTIONAL AREA OF INTERSECTION



# Transportation System Safety

GOAL OF ACCESS MANAGEMENT  
Limit Access Conflicts & Severe Types



## TUNNEL VISION

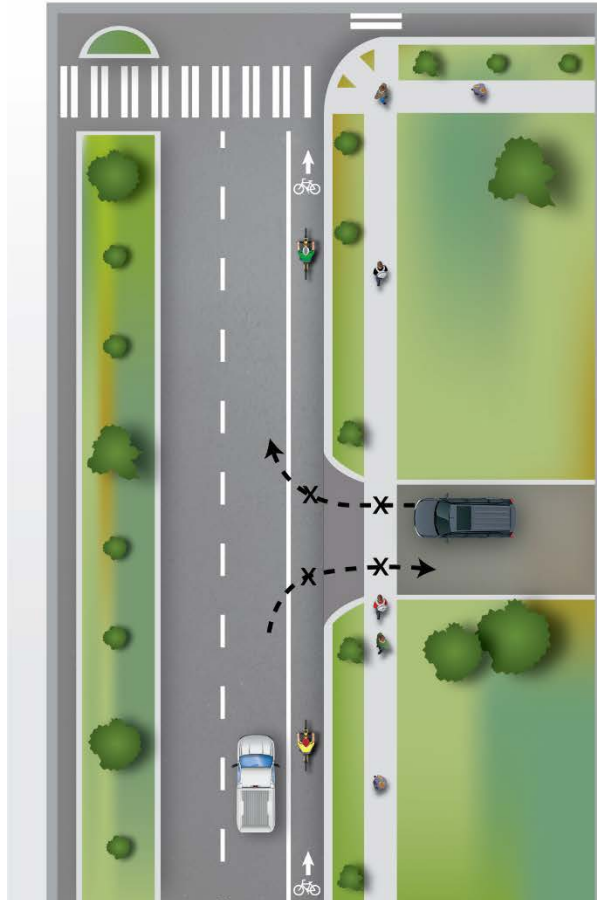
As speed increases, peripheral vision decreases.



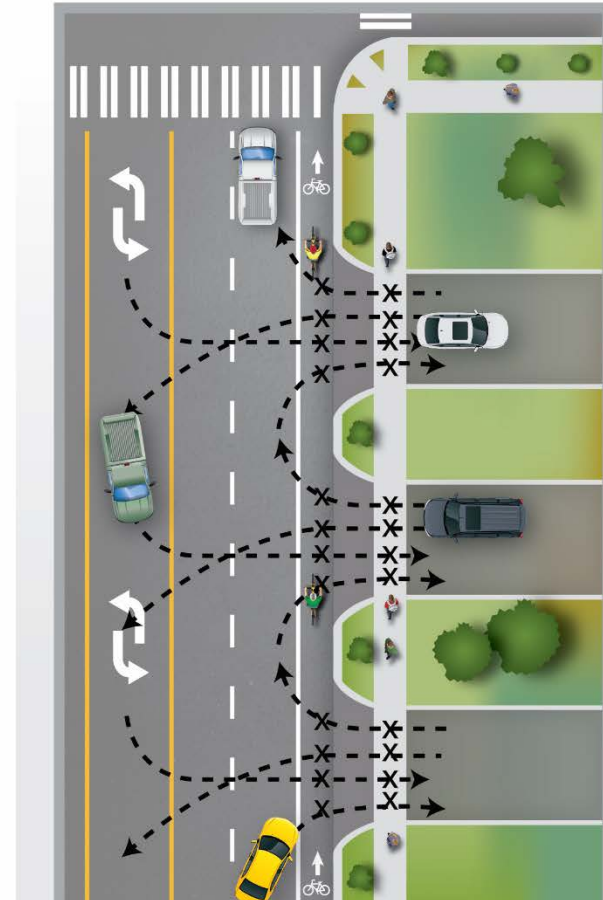


# Transportation System Safety

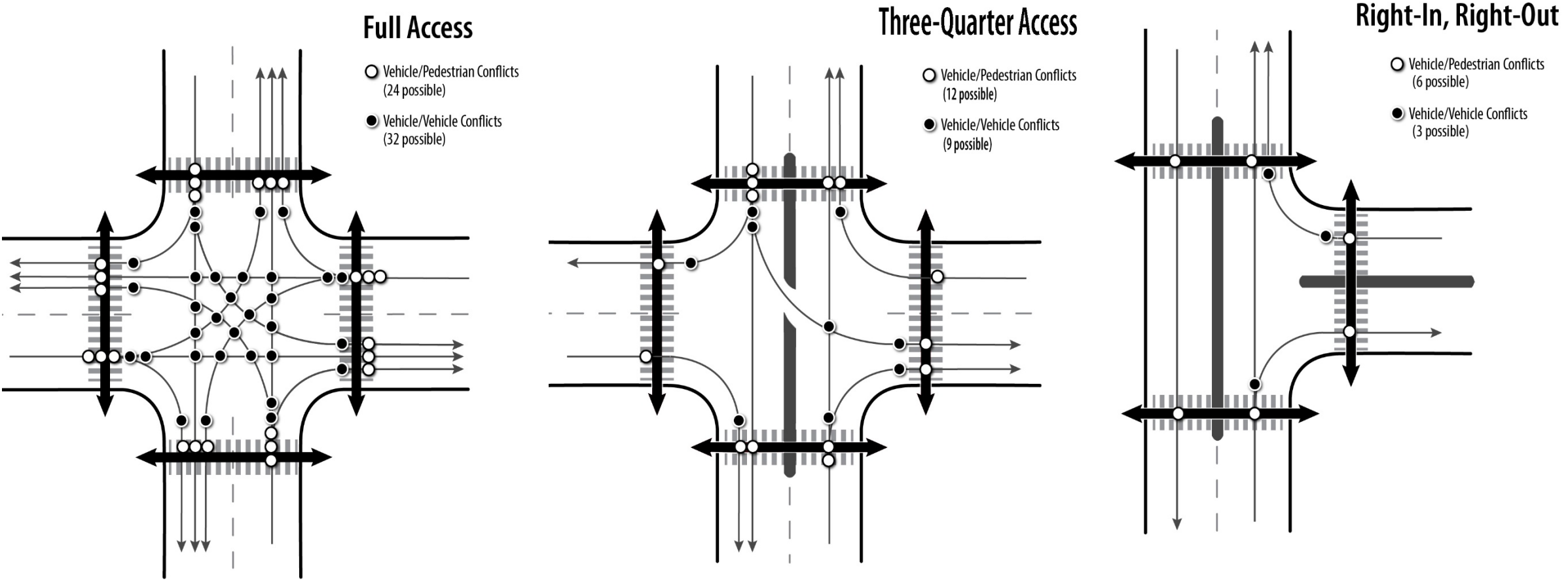
A raised median and consolidating driveways reduce conflict points.



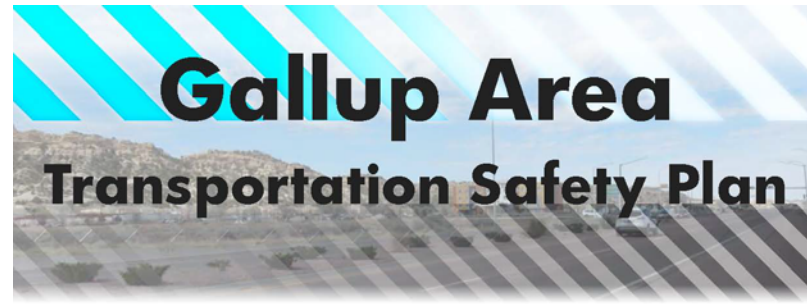
Uncontrolled accesses create 8 potential conflict points at every driveway.



# Transportation System Safety



# Gallup Community Open House



## Please Join Us for a Community Open House

Wednesday September 12, 2018  
El Morro Events Center 210 S 2nd St, Gallup, NM  
5:30PM – 6:30PM

*Light refreshments will be provided*

The City of Gallup and the New Mexico Department of Transportation are working together to develop a plan to improve transportation safety in Gallup for vehicles, pedestrians and bicycles. The community is encouraged to participate by helping us to identify ways to make all travel options (driving, walking and biking) safer in Gallup. The Open House will provide an overview of some of Gallup's transportation safety challenges and different ideas for improving transportation safety. We want your feedback on these issues and potential solutions!



*Please come to the Open House and improve transportation safety in Gallup!*



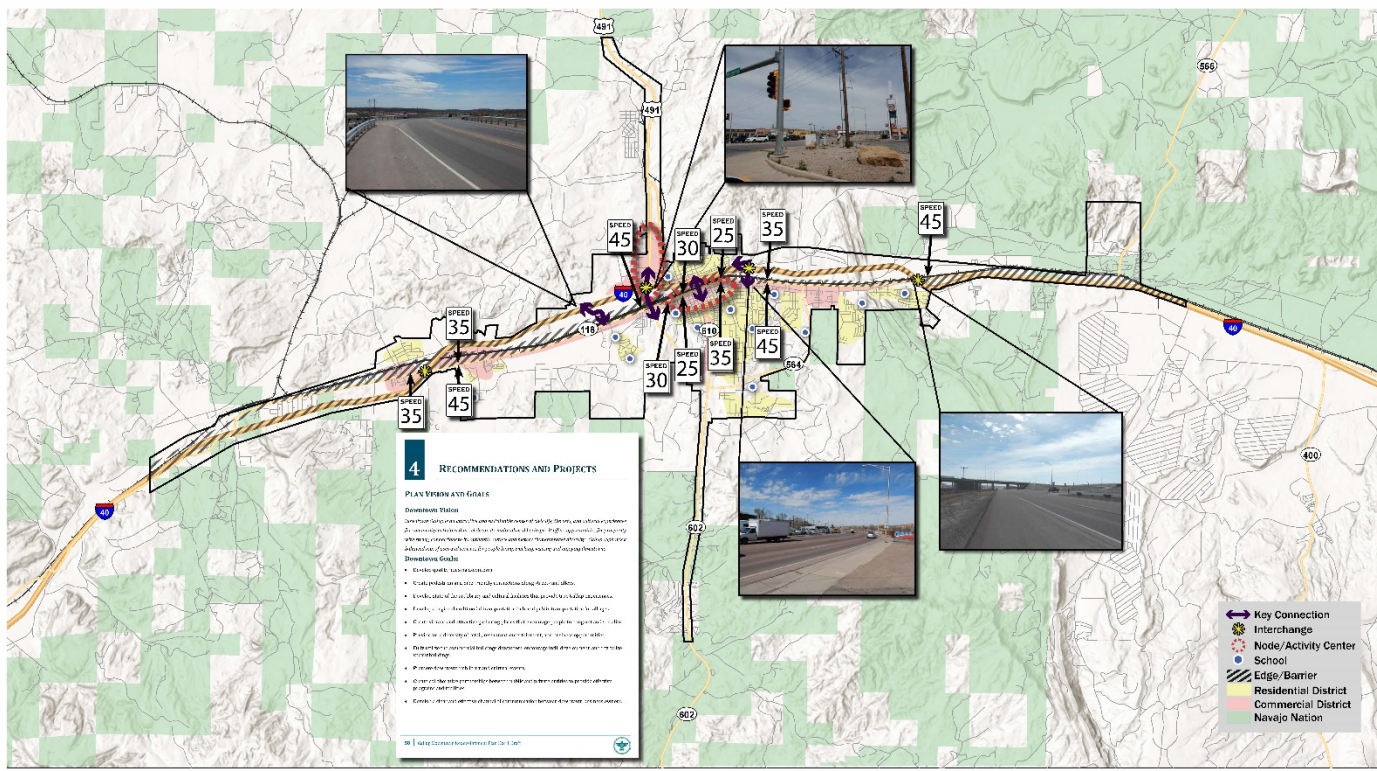
You may also provide your input via the online survey provided below:  
<https://www.surveymonkey.com/r/JQ6PDX3>

Survey QR Code



# Gallup Community Open House

## EXISTING CONDITIONS VISUAL ANALYSIS

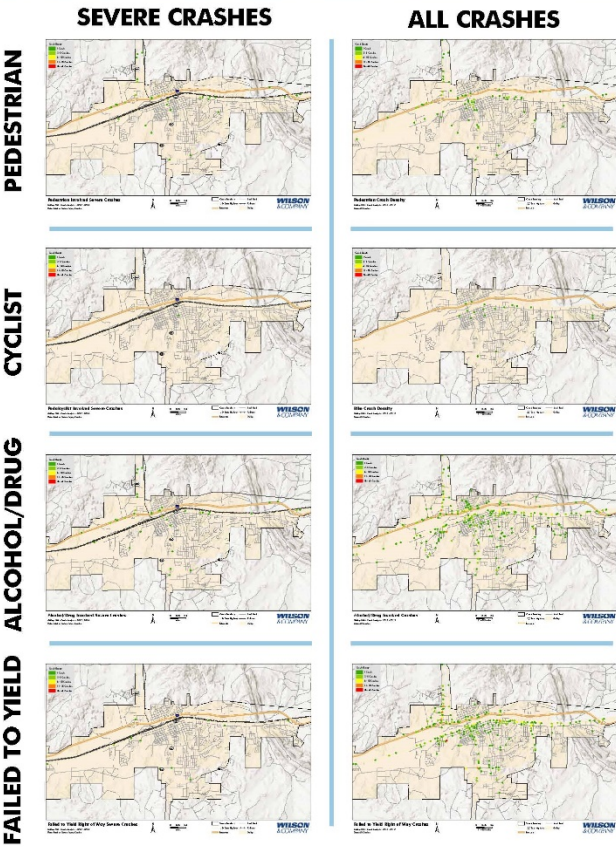


**Visual Analysis**  
Gallup, NM - Crash Analysis - 2012 - 2016



# Gallup Community Open House

## KEY STATISTICS



Total	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)		Other Injury Crashes		Property Damage Only Crashes		Grand Total	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
All Crash Totals	47	100%	95	100%	142	100%	847	100%	2055	100%	3268	100%

Crash Classification	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)		Other Injury Crashes		Property Damage Only Crashes		Grand Total	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Animal	0	0.0%	0	0.0%	0	0.0%	10	1.2%	49	2.4%	49	1.5%
Load Object	3	6.4%	0	0.0%	3	2.1%	75	8.9%	267	13.0%	321	9.8%
Unlabeled Code	0	0.0%	0	0.0%	0	0.0%	1	0.1%	1	0.0%	1	0.0%
Left Blank	0	0.0%	0	0.0%	0	0.0%	7	0.8%	44	2.1%	44	1.4%
Other (Non-Collision)	1	2.1%	4	4.2%	5	3.5%	13	1.4%	59	2.9%	64	2.0%
Other (Object)	0	0.0%	0	0.0%	0	0.0%	12	1.3%	78	3.8%	78	2.4%
Other Vehicle	8	17.0%	45	47.4%	53	37.3%	600	70.4%	2329	114.0%	2382	73.0%
Overturn/Rollover	4	8.5%	4	4.2%	8	5.6%	35	4.1%	43	2.1%	51	1.6%
Unlabeled Vehicle	0	0.0%	1	1.1%	1	0.7%	13	1.4%	364	17.7%	365	11.2%
Pedalcyclist	0	0.0%	1	1.1%	1	0.7%	12	1.3%	8	0.4%	9	0.3%
Pedestrian	76	55.3%	27	28.4%	53	37.3%	60	7.1%	10	0.5%	63	1.9%
Railroad Train	0	0.0%	1	1.1%	1	0.7%	2	0.2%	0	0.0%	2	0.1%
Collector	3	6.4%	2	2.1%	5	3.5%	7	0.8%	6	0.3%	11	0.3%
Vehicle on Other Road	0	0.0%	1	1.1%	1	0.7%	3	0.3%	27	1.3%	28	0.9%
All Crash Totals	47	100%	95	100%	142	100%	847	100%	2055	100%	3268	100%

Major Contributing Crash Factor	Fatal Crashes		Serious Injury Crashes		Sub-Total (Fatal + Serious Injury)		Other Injury Crashes		Property Damage Only Crashes		Grand Total	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Alcohol/Drug Involved	31	66.0%	37	38.9%	68	47.9%	109	12.9%	357	17.4%	370	11.3%
Avoid No Contact - Other	0	0.0%	0	0.0%	0	0.0%	5	0.6%	15	0.7%	15	0.5%
Avoid No Contact - Vehicle	0	0.0%	0	0.0%	0	0.0%	4	0.4%	32	1.6%	32	1.0%
Defective Steering	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.1%	2	0.1%
Defective Tires	0	0.0%	0	0.0%	0	0.0%	3	0.3%	11	0.5%	11	0.3%
Disregard of Traffic Signal	0	0.0%	4	4.2%	4	2.8%	56	6.6%	87	4.2%	91	2.8%
Driver Inattention	3	6.4%	4	4.2%	7	4.9%	142	16.8%	545	26.5%	557	17.0%
Driverless Moving Vehicle	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	0.1%	3	0.1%
Driver Left Of Center	2	4.3%	2	2.1%	4	2.8%	8	0.9%	41	2.0%	45	1.4%
Excessive Speed	1	2.1%	6	6.3%	7	4.9%	48	5.7%	120	5.8%	127	3.9%
Failed to Yield Right of Way	2	4.3%	14	14.7%	16	11.3%	160	18.9%	382	18.6%	408	12.5%
Following Too Closely	0	0.0%	3	3.2%	3	2.1%	117	13.9%	109	5.3%	153	4.7%
Improper Backing	0	0.0%	0	0.0%	0	0.0%	2	0.2%	167	8.1%	167	5.1%
Improper Lane Change	0	0.0%	0	0.0%	0	0.0%	12	1.4%	82	4.0%	82	2.5%
Improper Overtaking	0	0.0%	0	0.0%	0	0.0%	9	1.0%	45	2.2%	45	1.4%
Inadequate Brakes	0	0.0%	1	1.1%	1	0.7%	2	0.2%	12	0.6%	14	0.4%
Made Improper Turn	0	0.0%	3	3.2%	3	2.1%	42	5.0%	183	9.0%	186	5.7%
None	0	0.0%	2	2.1%	2	1.4%	30	3.5%	168	8.2%	170	5.2%
Wrong Data	2	4.3%	0	0.0%	2	1.4%	15	1.8%	50	2.4%	52	1.6%
Other - No Driver Error	0	0.0%	7	7.4%	7	4.9%	28	3.3%	136	6.6%	123	3.8%
Other Improper Driving	0	0.0%	2	2.1%	2	1.4%	21	2.5%	72	3.5%	74	2.3%
Other Mechanical Defect	1	2.1%	0	0.0%	1	0.7%	12	1.3%	46	2.3%	47	1.5%
Overlapped Stop Sign	0	0.0%	1	1.1%	1	0.7%	15	1.8%	55	2.7%	56	1.8%
Pedestrian Error	3	6.4%	4	4.2%	7	4.9%	12	1.4%	4	0.2%	11	0.3%
Road Defect	0	0.0%	1	1.1%	1	0.7%	1	0.1%	21	1.0%	22	0.7%
Speed Too Fast for Conditions	2	4.3%	4	4.2%	6	4.2%	32	3.8%	121	5.9%	127	3.9%
Traffic Control Not Fully Working	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	0.1%	3	0.1%
Vehicle Stopped Before Brake	0	0.0%	0	0.0%	0	0.0%	1	0.1%	5	0.2%	5	0.2%
All Crash Totals	47	100%	95	100%	142	100%	847	100%	2055	100%	3268	100%

Total Persons Involved Crash Summary - Gallup, NM (2012-2016)

People	Number of Fatalities		Number of People with Serious Injury		Sub-Total (Fatalities + Serious Injury)		Number of People with Other Injury		Number of People Not Involved in Crashes		Total Number of People Involved in Crashes	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Persons Involved Crash Totals	50	0.4%	118	1.0%	168	1.4%	1460	12.1%	10458	88.5%	12087	100.0%


Gallup Area Safety Plan

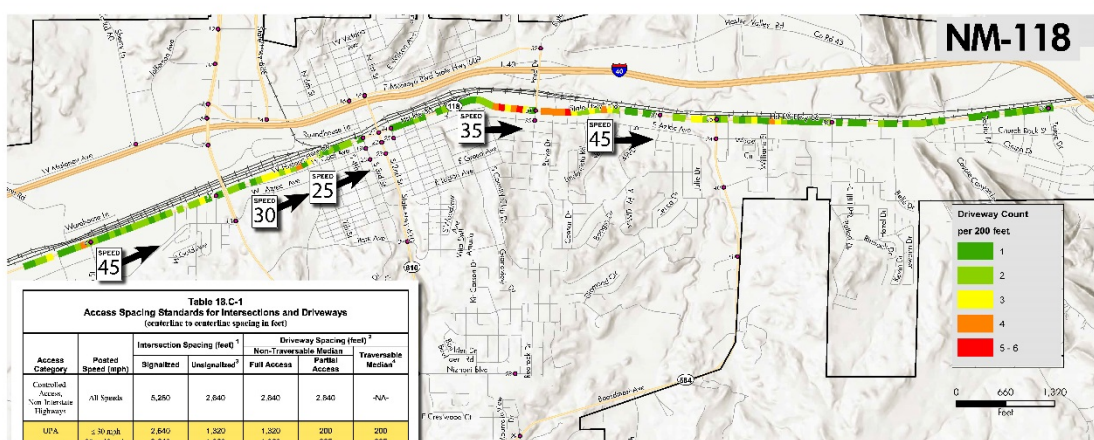
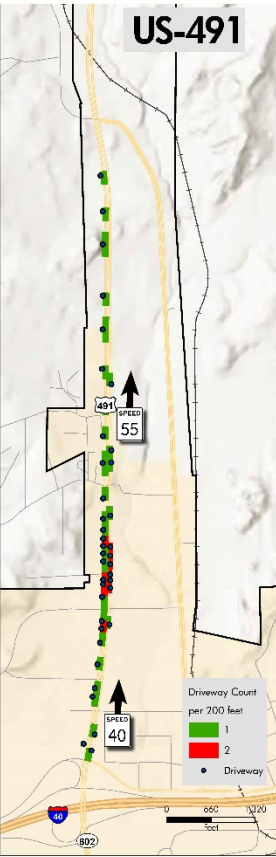




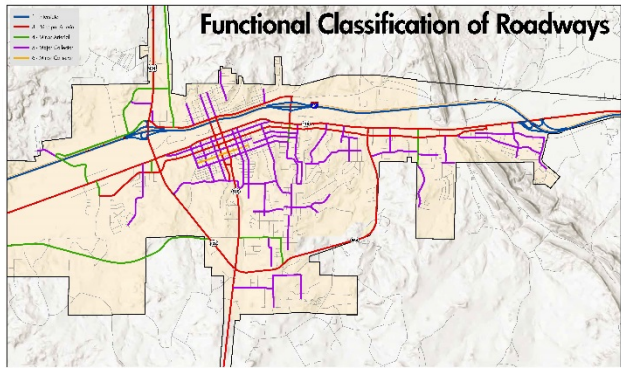
# Gallup Community Open House

## DRIVEWAY DENSITY







Access Category	Posted Speed (mph)	Intersection Spacing (feet) <sup>1</sup>		Driveway Spacing (feet) <sup>2</sup>	
		Signalized	Unsignalized	Full Access	Partial Access
UPA (Urban Principal Arterial)	All Speeds	5,280	2,640	2,640	2,640
LMA (Local Minor Arterial)	≤ 30 mph	2,640	1,320	1,320	200
	31 to 40 mph	2,640	1,320	1,320	325
	41 to 50 mph	2,640	1,320	1,320	450
UCUL (Urban Collector)	≤ 30 mph	2,640	1,320	1,320	200
	31 to 40 mph	2,640	1,320	1,320	325
	41 to 50 mph	2,640	1,320	1,320	450
RPA (Rural Principal Arterial)	All Speeds	5,280	2,640	2,640	2,640
	≤ 30 mph	2,640	1,320	1,320	200
	31 to 40 mph	2,640	1,320	1,320	325
RMA (Rural Minor Arterial)	≤ 30 mph	2,640	1,320	1,320	200
	31 to 40 mph	2,640	1,320	1,320	325
	41 to 50 mph	2,640	1,320	1,320	450
RCUL (Rural Collector)	≤ 30 mph	2,640	1,320	1,320	200
	31 to 40 mph	2,640	1,320	1,320	325
	41 to 50 mph	2,640	1,320	1,320	450

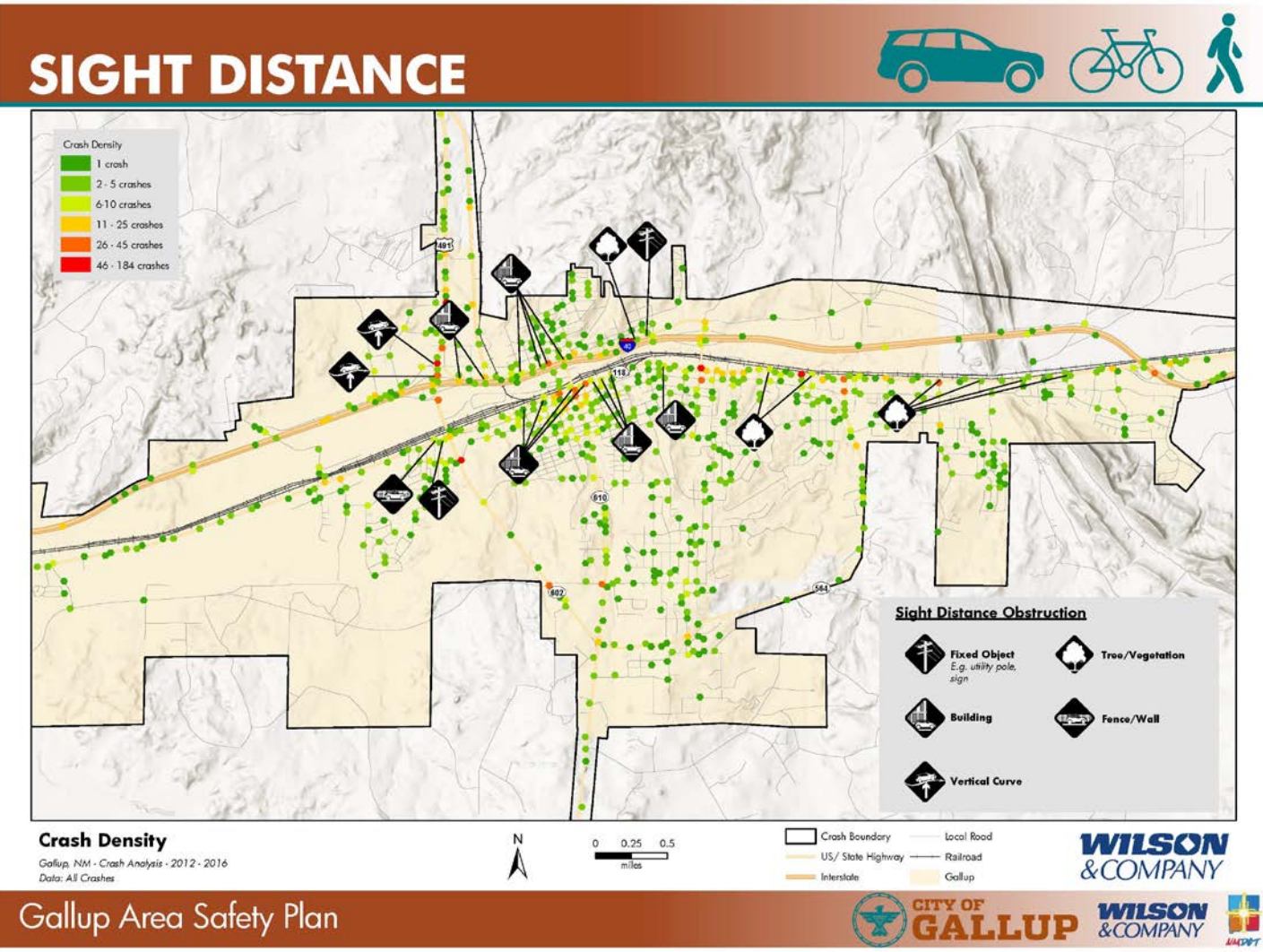


Gallup Area Safety Plan



# Gallup Community Open House



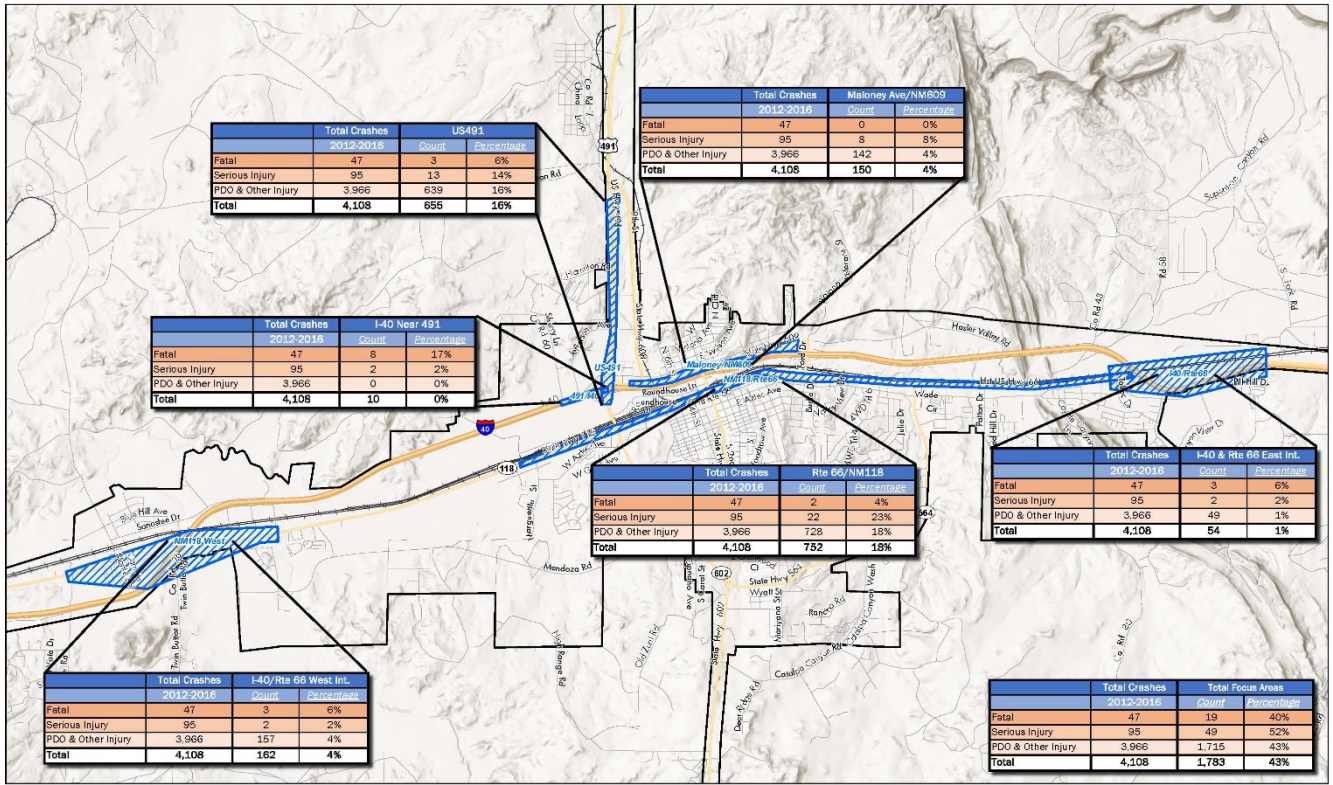
Gallup Area Safety Plan

City Council Update



# Gallup Community Open House

## KEY ISSUE / FOCUS AREAS



Gallup - Focus Areas  
Gallup, NM - Crash Analysis - 2012 - 2016



- Crash Boundary
- US/ State Highway
- Interstate
- Local Road

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Gallup Area Safety Plan





# Gallup Community Open House



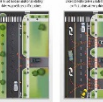













# Gallup Community Open House

## CRASH REDUCTION STRATEGIES



	Countermeasure*	Crash Type*	Crash Severity*	Area Type*	Crash Reduction Factor (CRF)*
<b>Access Management</b>       	Replace TWLTL with raised median	Angle, FO, Head on, ROR, Sideswipe, Single vehicle	All	Urban	23%
	Add Bump-outs	Angle	All	Urban	35%
		Rear end	All	Urban	19%
		Sideswipe	All	Urban	21%
		Head on	All	Urban	47%
	Vehicle/pedestrian		All	Urban	30%
	Consolidate driveways	Angle, FO, HO, Rear end, ROR, Sideswipe, Single Vehicle	All	Urban	Approximately a 90% reduction per driveway/mile
	Change driveway access control from full access to right-in, right-out	All	All	Urban	25%
<b>Lighting</b> 	Convert an open median to a left-in only median (3/4 access)	All	All	Urban/Suburban	5%
		Left turn	All	Urban/Suburban	45%
	Provide a raised median	All	A, B, C (Injury crashes)	Urban	39%
<b>Pedestrians</b> 	Create directional median openings to allow left-turns and u-turns	All	All	Urban/Suburban	51%
	Add lighting	All	All	All	32%
	Add pedestrian refuge island	Vehicle/pedestrian	All	Urban	46%
	Install high-visibility crosswalk	Vehicle/pedestrian	All	Urban	40%
<b>Bicycles</b> 	Install pedestrian countdown timer	All	All	Urban/Suburban	13%
		Rear end	All	Urban/Suburban	13%
	Provide bicycle box	Vehicle/bicycle	All	Urban/Suburban	35%
<b>Road Diet</b>  	Convert 4-lane to 2-lanes plus turning lane (Commercial areas)	All	All		45%
	Convert 4-lane to 2-lanes plus turning lane (Mixed use areas)	All	All		34%
	Convert 4-lane to 2-lanes plus turning lane (Residential areas)	All	All		48%
	Convert 4-lane to 2-lanes plus turning lane (High driveway density)	All	All		46%
	Convert 4-lane to 2-lanes plus turning lane (Low driveway density)	All	All		37%
	Convert 4-lane to 2-lanes plus turning lane (High crash areas)	All	All		28%
	Convert 4-lane to 2-lanes plus turning lane (Low crash areas)	All	All		49%

Definitions: TWLTL - Two-Way Left-Turn Lane; FO - Front-Of; ROR - Run Off Road; HO - Head-On

\*Note: Crash reduction values based on the Highway Safety Manual 2010 and the Crash Modification Clearinghouse ([www.cmcclearinghouse.org](http://www.cmcclearinghouse.org))

Gallup Area Safety Plan



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City Council Update



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# Gallup Community Open House

## RENDERINGS / CONCEPTS



FACING EAST ALONG NM-118 AT THE INTERSECTION OF I-40



PROPOSED MEDIAN - FACING SOUTHEAST AT NM-118 AND VERDI ST.

Gallup Area Safety Plan



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# Gallup Community Safety Survey



The City of Gallup and the New Mexico Department of Transportation are working together to develop a plan to improve transportation safety in Gallup for vehicles, pedestrians and bicycles. This survey is one of several tools that the study team is using to gather input. The survey responses will help us to identify ways to make all travel options (driving, walking and biking) safer in Gallup and will inform Gallup's Transportation Safety Plan, which will make specific recommendations to enhance transportation safety in Gallup. The following questions were developed for the study team to gain perspective on transportation safety in the Gallup area from the people who live, work and otherwise travel there.

The completed survey can be dropped off at City Hall (lobby) or mailed to:  
NMDOT - Statewide Planning Bureau  
Attn: Rosa Kozub  
P.O. Box 1149  
Santa Fe, NM 87504-1149

## GENERAL

### 1. What is your primary mode of travel within the community?

- ☐ Vehicle
- ☐ Bus
- ☐ Bicycle
- ☐ Walk
- ☐ Other (please specify) \_\_\_\_\_

### 2. Why do you choose this mode as your primary mode of travel within the community? (check all that apply)

- ☐ I travel long distances
- ☐ Most affordable
- ☐ Exercise
- ☐ Environment/reduce gas consumption
- ☐ It's my only option
- ☐ Safety
- ☐ Convenience
- ☐ Other (please specify) \_\_\_\_\_

Next Page...

You may also provide your input via the online survey provided below:  
<https://www.surveymonkey.com/r/JG6PDK3>



Survey QR Code



## WALKING

1. How often do you or a family member walk?
- ☐ Daily
  - ☐ Weekly
  - ☐ Monthly
  - ☐ Yearly
  - ☐ Occasionally
  - ☐ Never

2. What destinations are you walk?
- ☐ I walk to work
  - ☐ I walk to school
  - ☐ I walk to community facilities (e.g. library, community centers, gyms, etc.)
  - ☐ I walk between Gallup and Navajo
  - ☐ I walk to run errands (e.g. shopping)
  - ☐ I walk for recreation, there is no destination
  - ☐ I don't walk
  - ☐ Other \_\_\_\_\_

3. What keeps you from walking or biking?
- ☐ Lack of sidewalks or bicycling paths
  - ☐ Poor condition of sidewalks or bike lanes
  - ☐ Troublesome intersections
  - ☐ People driving too fast
  - ☐ Discourteous and/or aggressive drivers
  - ☐ Inadequate lighting

4. Which improvements would make walking or biking safer?
- ☐ More sidewalks
  - ☐ More bicycling/walking paths
  - ☐ Sidewalk improvements
  - ☐ Lower speed limits
  - ☐ Improved lighting
  - ☐ Intersection improvements
  - ☐ Public education on vehicle/pedestrian safety



## BICYCLING

1. How often do you or a family member bicycle?
- ☐ Daily
  - ☐ Weekly
  - ☐ Monthly
  - ☐ Yearly
  - ☐ Occasionally
  - ☐ Never

2. What destinations are you bicycle?
- ☐ I ride to work
  - ☐ I ride to school
  - ☐ I ride to community facilities (e.g. library, community centers, gyms, etc.)
  - ☐ I ride between Gallup and Navajo
  - ☐ I ride to run errands (e.g. shopping)
  - ☐ I ride for recreation, there is no destination
  - ☐ I don't ride a bike
  - ☐ Other \_\_\_\_\_

3. What keeps you from driving or makes safe driving difficult in your community?
- ☐ Condition of roadway
  - ☐ Troublesome intersections
  - ☐ People driving too fast
  - ☐ Discourteous drivers
  - ☐ Inadequate lighting at night
  - ☐ Difficult to see vehicles approaching at a stop sign
  - ☐ Traffic signals difficult to see
  - ☐ Too much traffic on the road
  - ☐ Too many driveways
  - ☐ Center Two-Way Left-Turn Lane used too much
  - ☐ Motorists disobeying driving laws

4. How else could safety be improved?
- ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_

5. Have you ever been hit by a vehicle?
- ☐ Yes
  - ☐ No

6. If yes, please briefly describe the incident.
- ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_

7. If yes, please briefly describe the incident.
- ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_

8. If yes, please briefly describe the incident.
- ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_

9. If yes, please briefly describe the incident.
- ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_

10. If yes, please briefly describe the incident.
- ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_

11. If yes, please briefly describe the incident.
- ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_

12. If yes, please briefly describe the incident.
- ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_

13. If yes, please briefly describe the incident.
- ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_
  - ☐ \_\_\_\_\_

- Walking
- Bicycling
- Driving
- Open Ended Questions



# Evolution of a Community – Golden in the 1990's



# Evolution of a Community – Golden, CO now



# Evolution of a Community – Golden, CO

	1996	2004	Gallup Route 66
Traffic Volume	11,500	15,500	17,800
Crashes	123 (41/yr)	19 (6/yr)	755 (155/yr)
Injury/Fatal Crashes	31 over 3 years	1 over 4.5 years (-99%)	24 over 5 years
Crash Rate	5.9 crashes per MVM	0.2 crashes per MVM (-88%)	3.92 per MVM
Injury/Fatal Crash Rate	0.57 crashes per MVM	0.04 crashes per MVM	0.125 per MVM
Average Speed	47 MPH	33 MPH	
Sales Tax Revenues		60% increase 6 years after	



# Schedule

		2018										2019	
		March	April	May	June	July	August	September	October	November	December	January	February
Task 1	Finalize Work Plan												
Task 2	Preliminary Data Collection												
Task 3	Develop Vision and Goals												
Task 4	ID Emphasis Areas/Priority Corridors/Counermeasures												
Task 5	Public Meeting 1												
Task 6A	Develop Safety Improvement Program Process												
Task 6	Develop Project Prioritization Process												
Task 7	Develop Policy Recommendations												
Task 8	Prepare Implementation Plan												
Task 9	Public Meeting 2												
Task 10	Draft and Final Reports												



# Next Steps

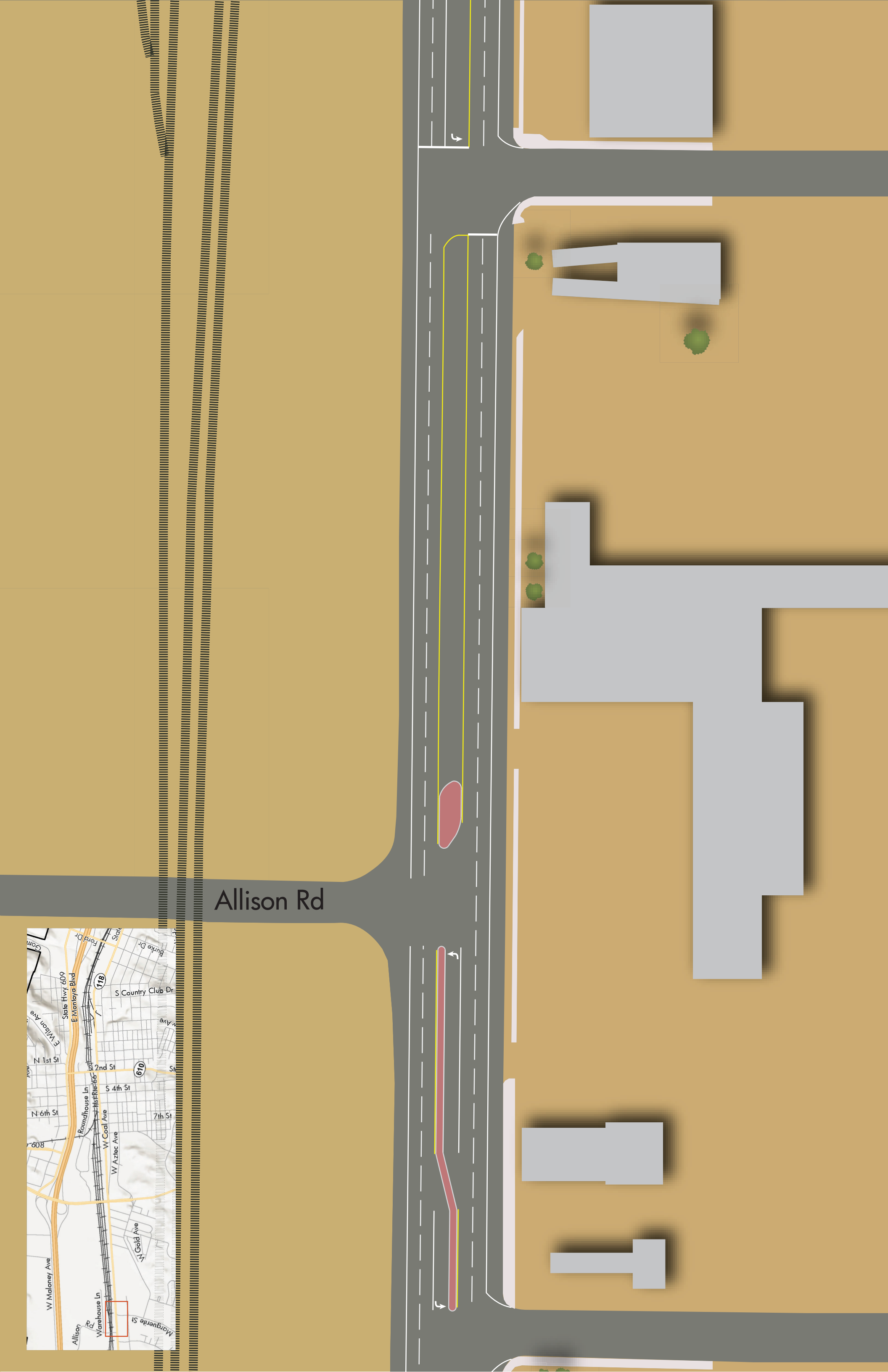
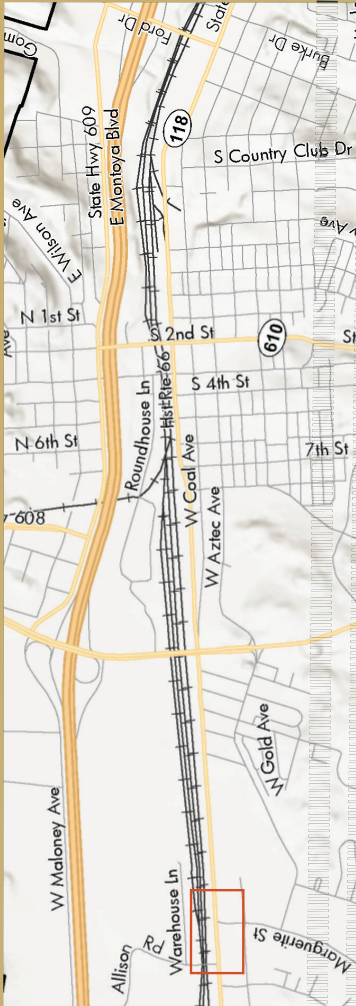
- **Stakeholder Meeting – September 12, 2018**
- **Open House – September 12, 2018**
- **Assess Input and Develop Draft Plan – September – December**
- **Council Update – December 2018**
- **Open House – December 2018**
- **Finalize Plan – February 2018**

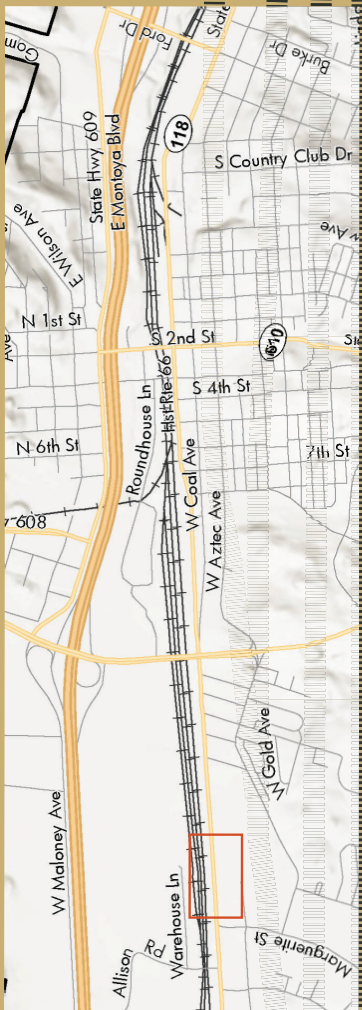


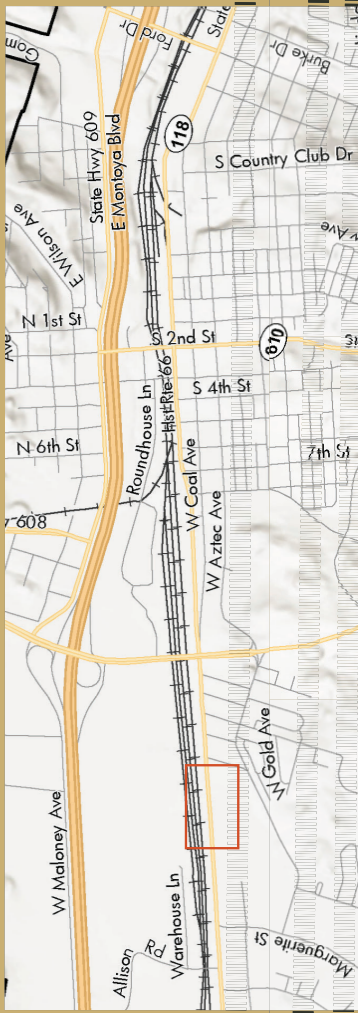
## **Appendix E – Route 66/NM 118 Potential Design**



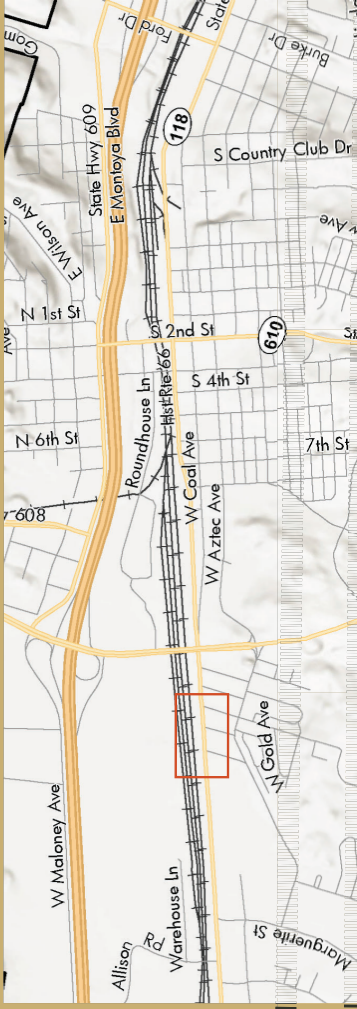
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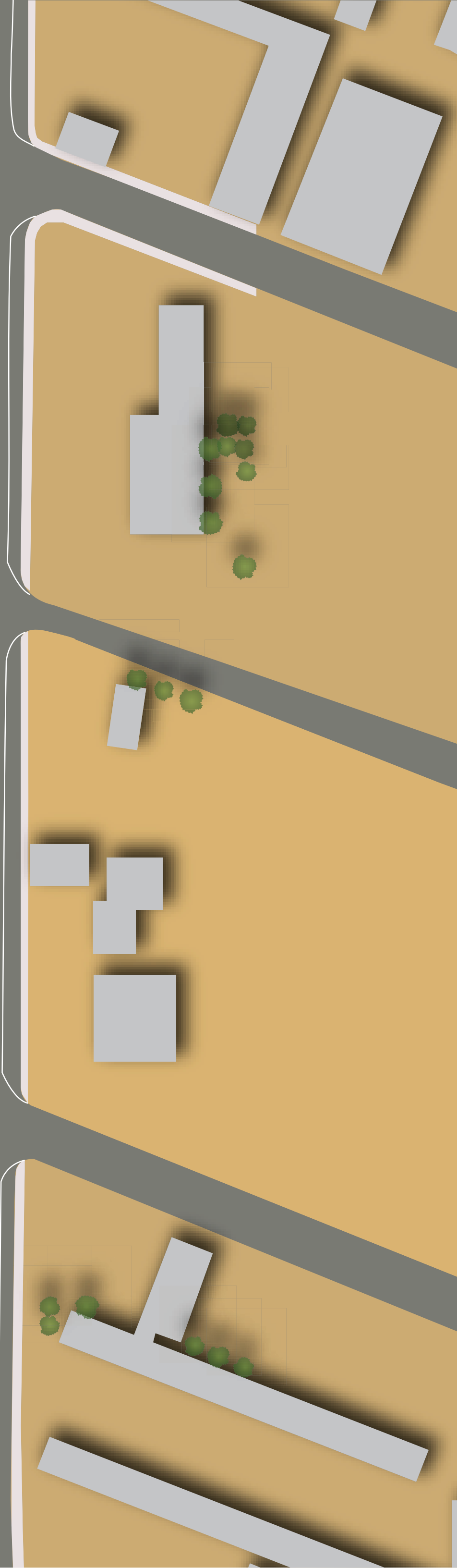


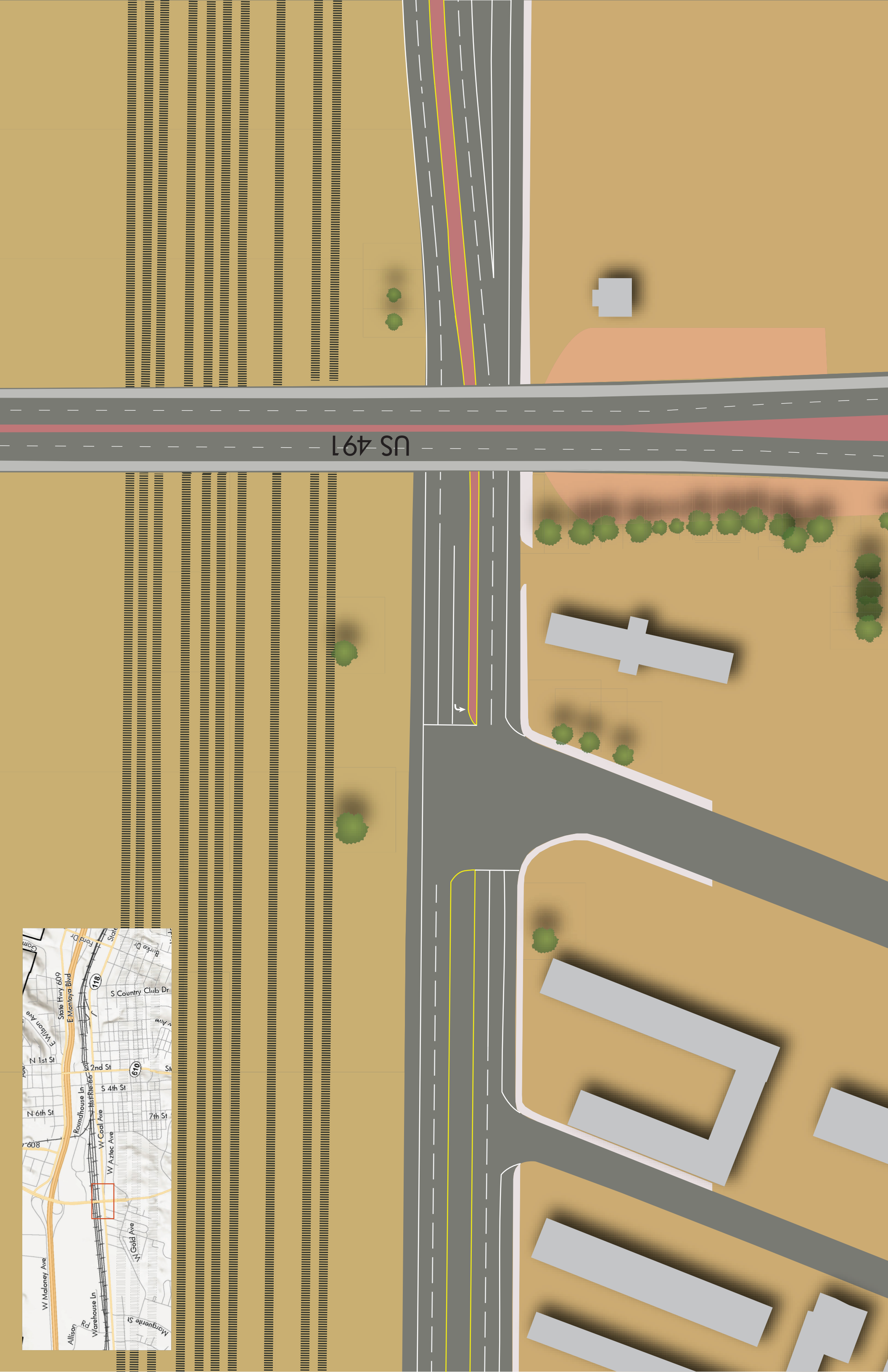
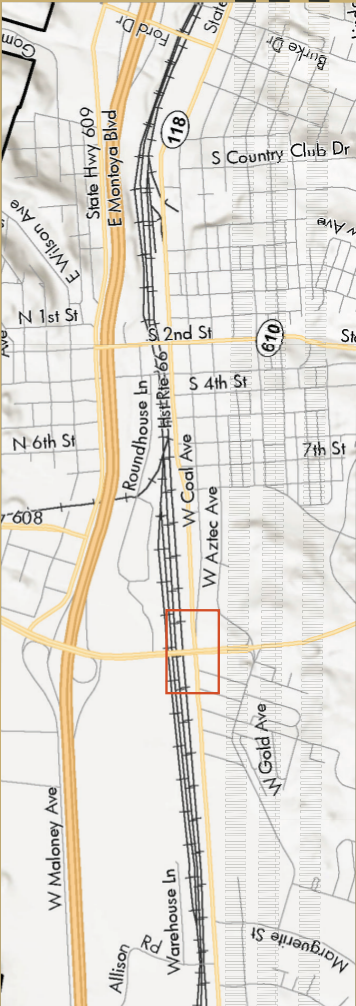


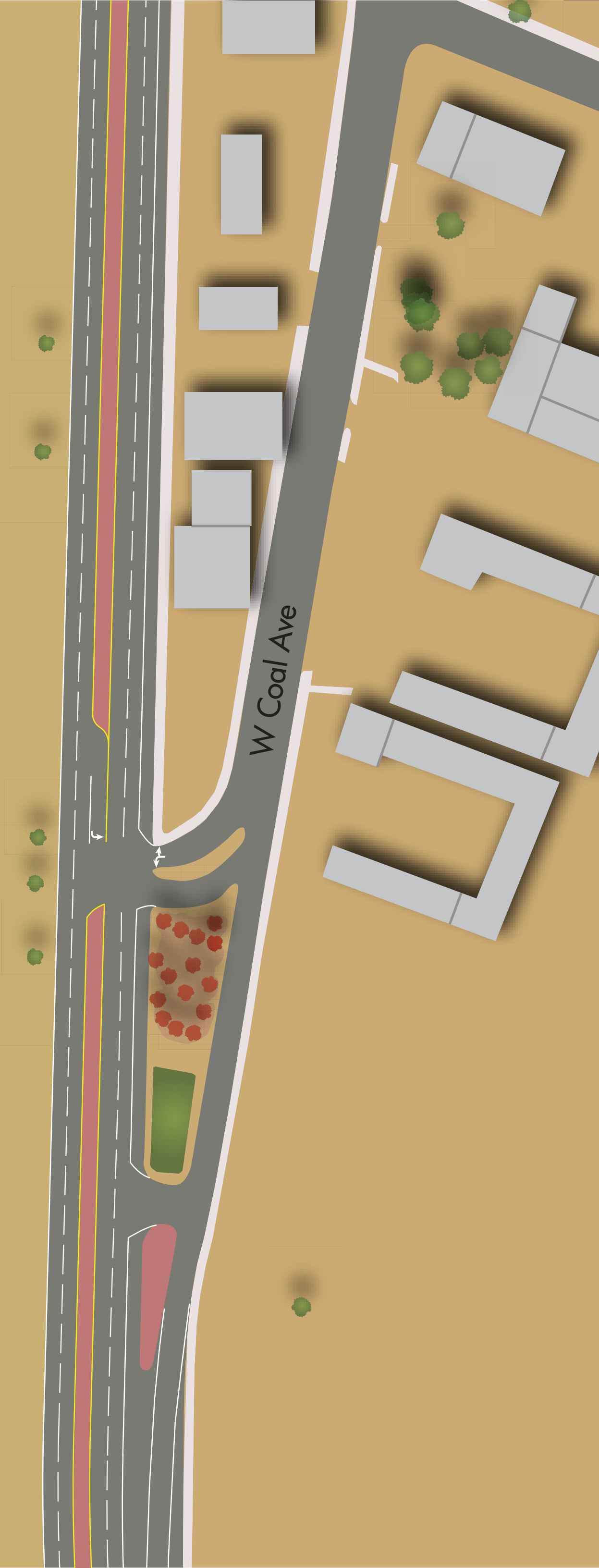
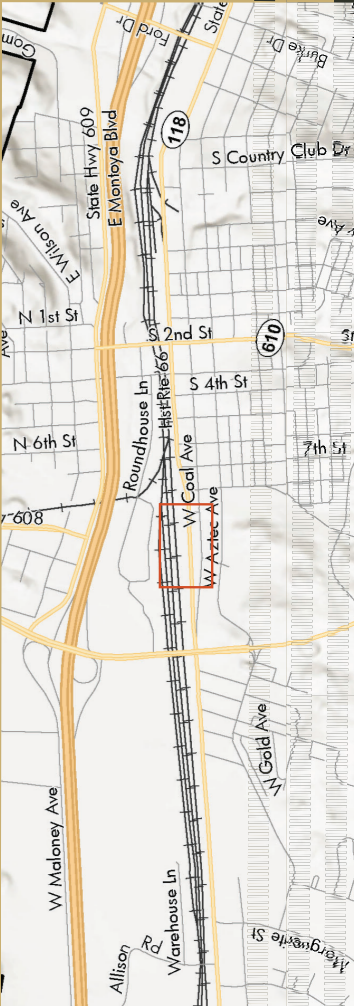




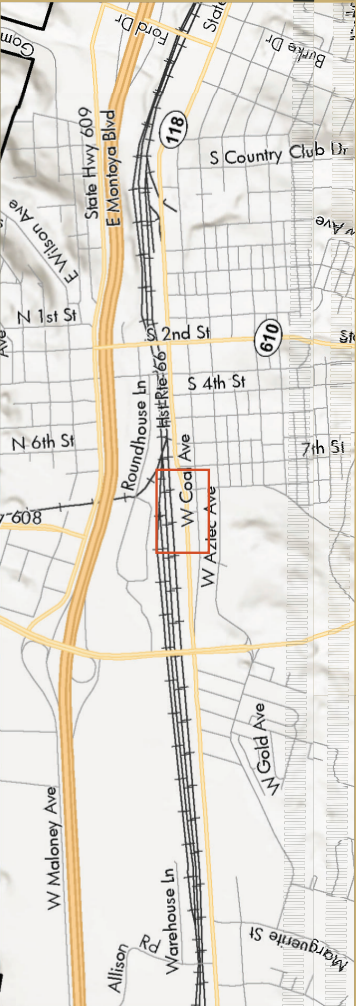
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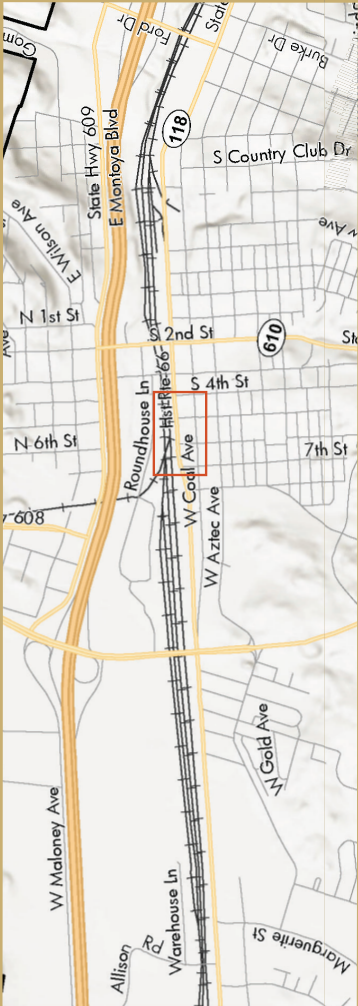


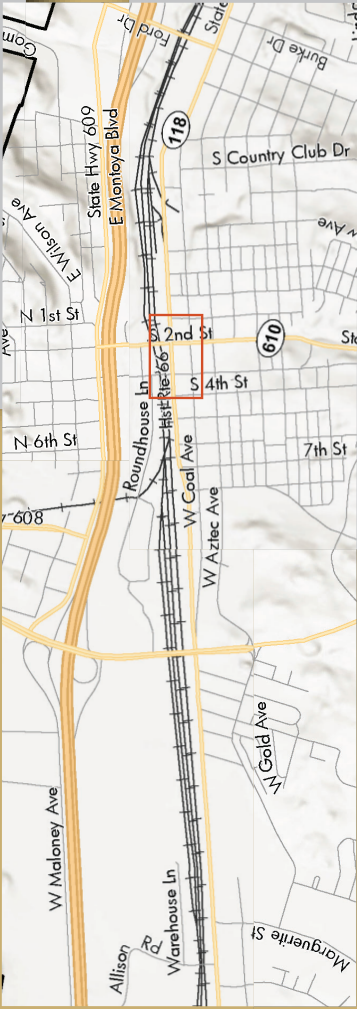


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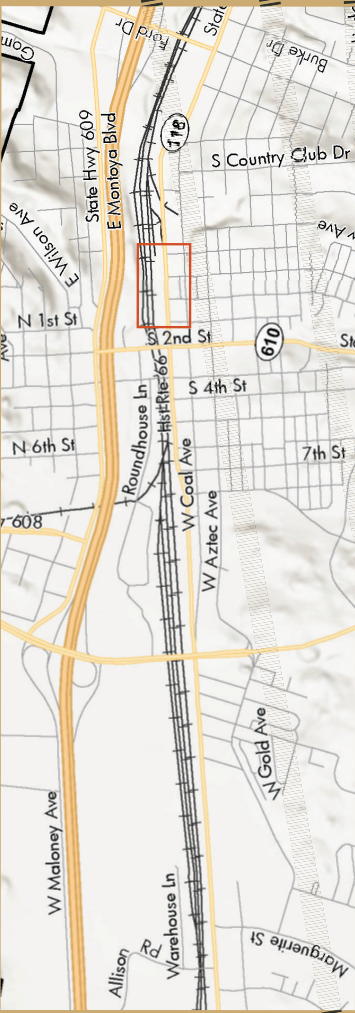
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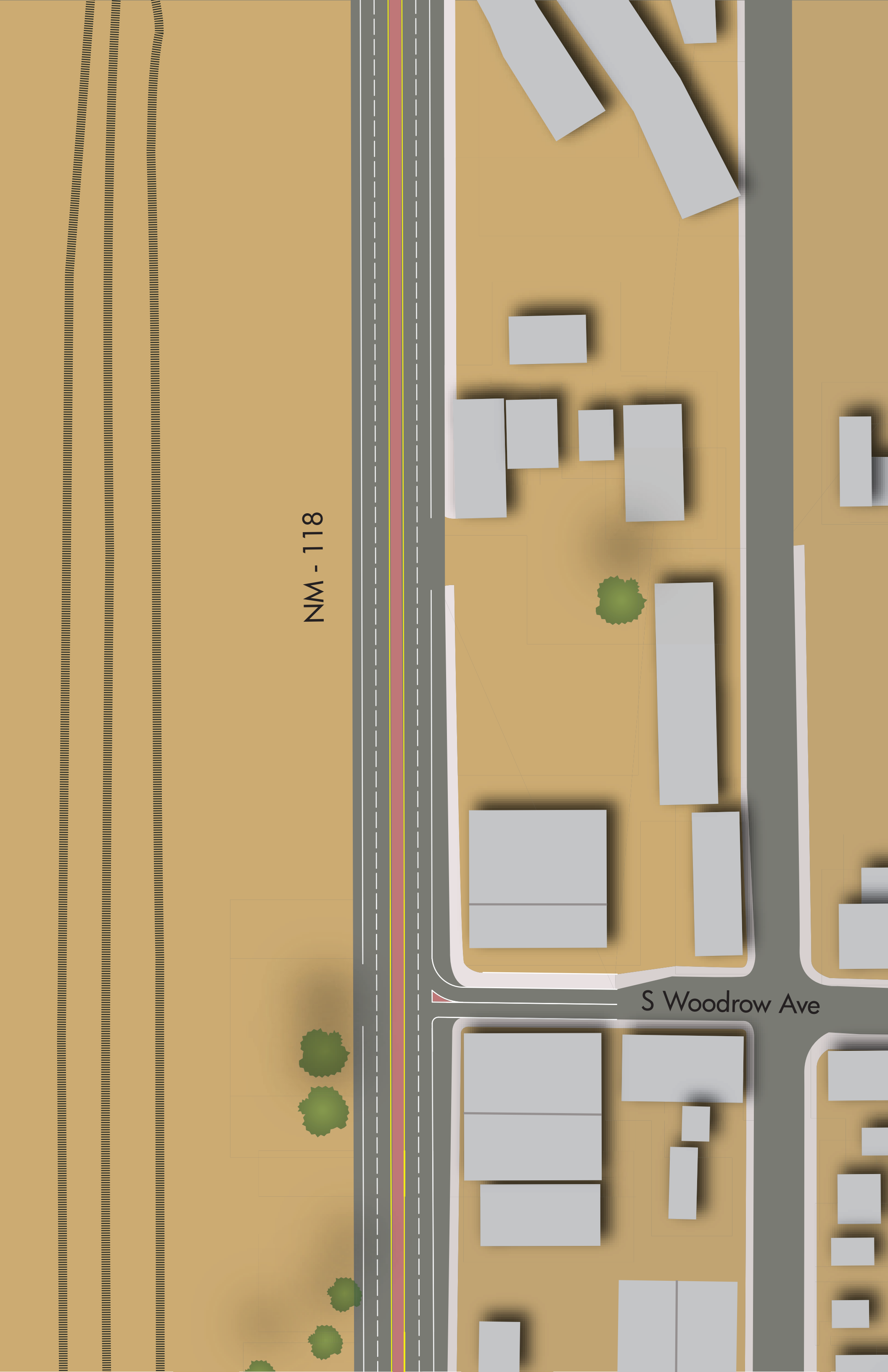
S 9th Street











NM - 118

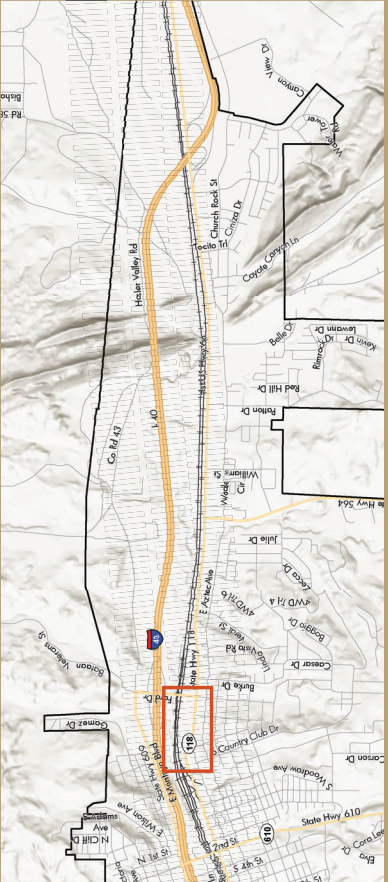
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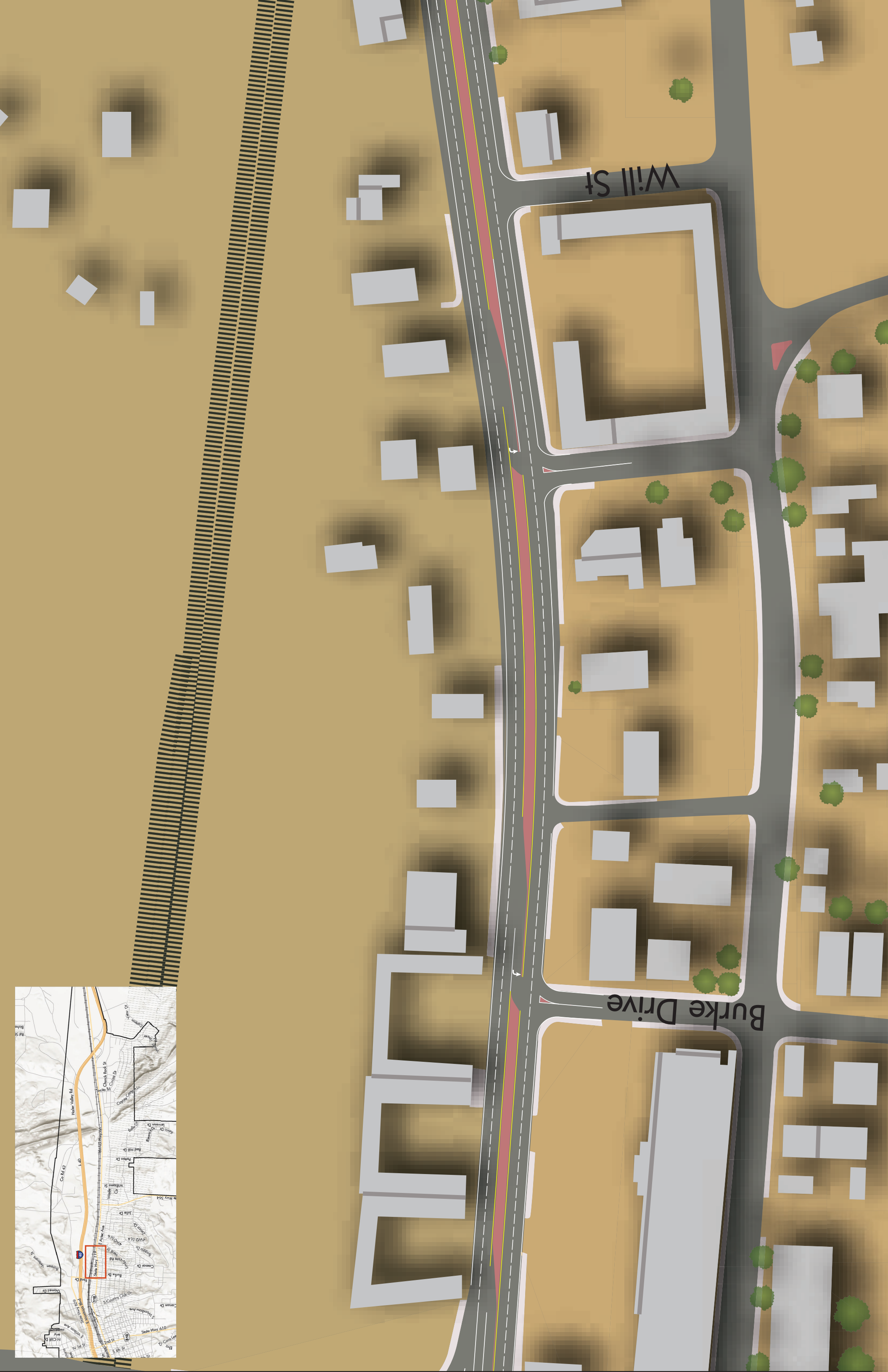
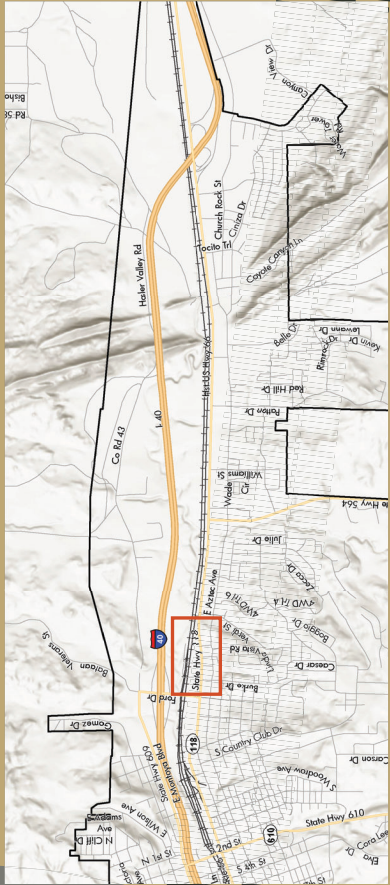


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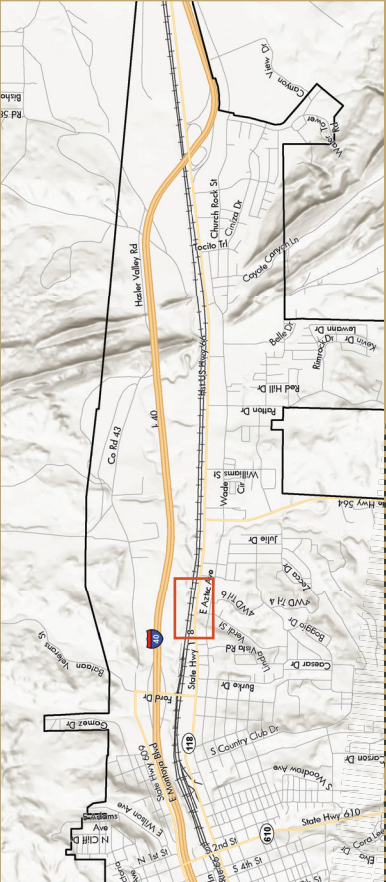
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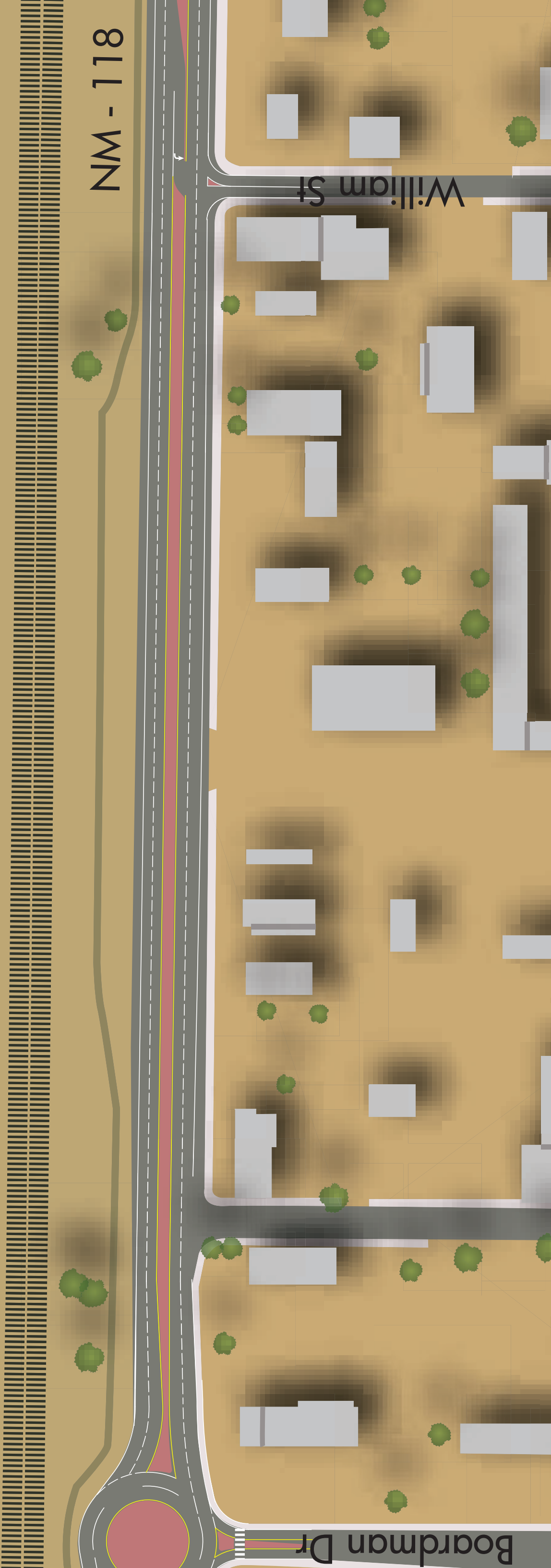
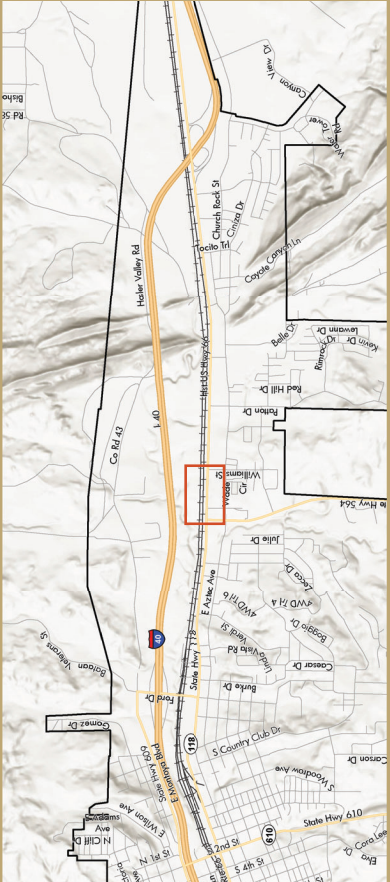


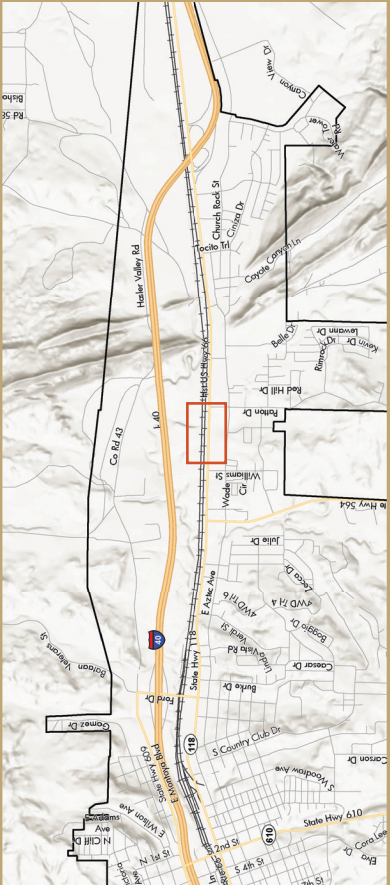




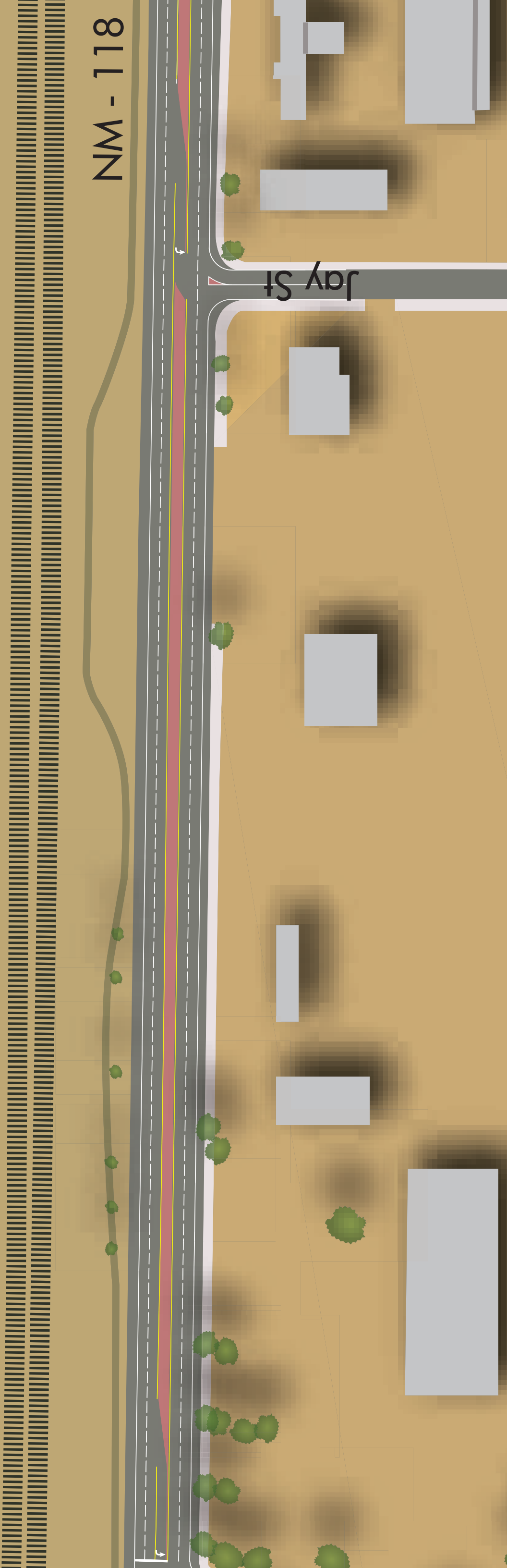
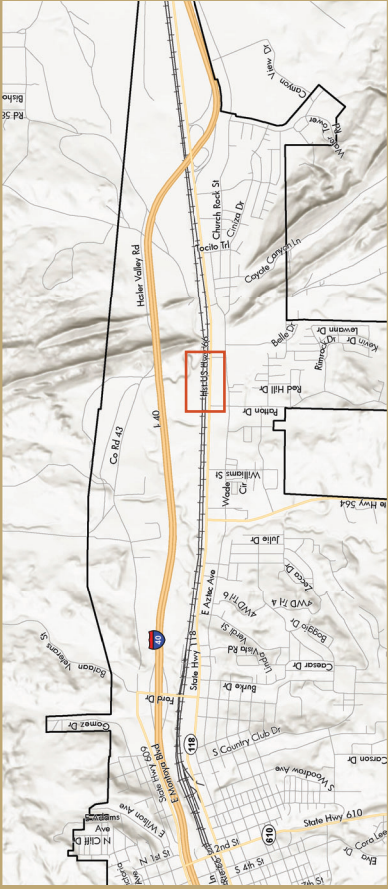


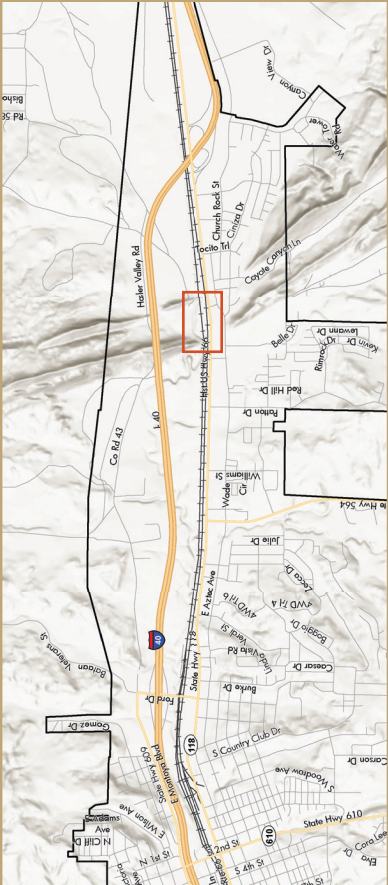


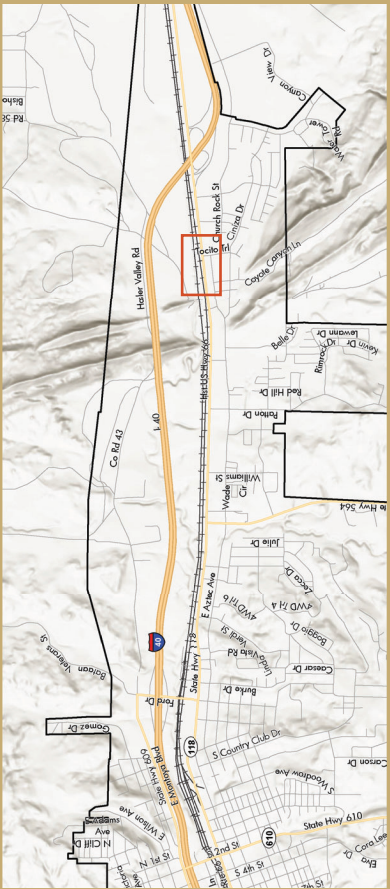




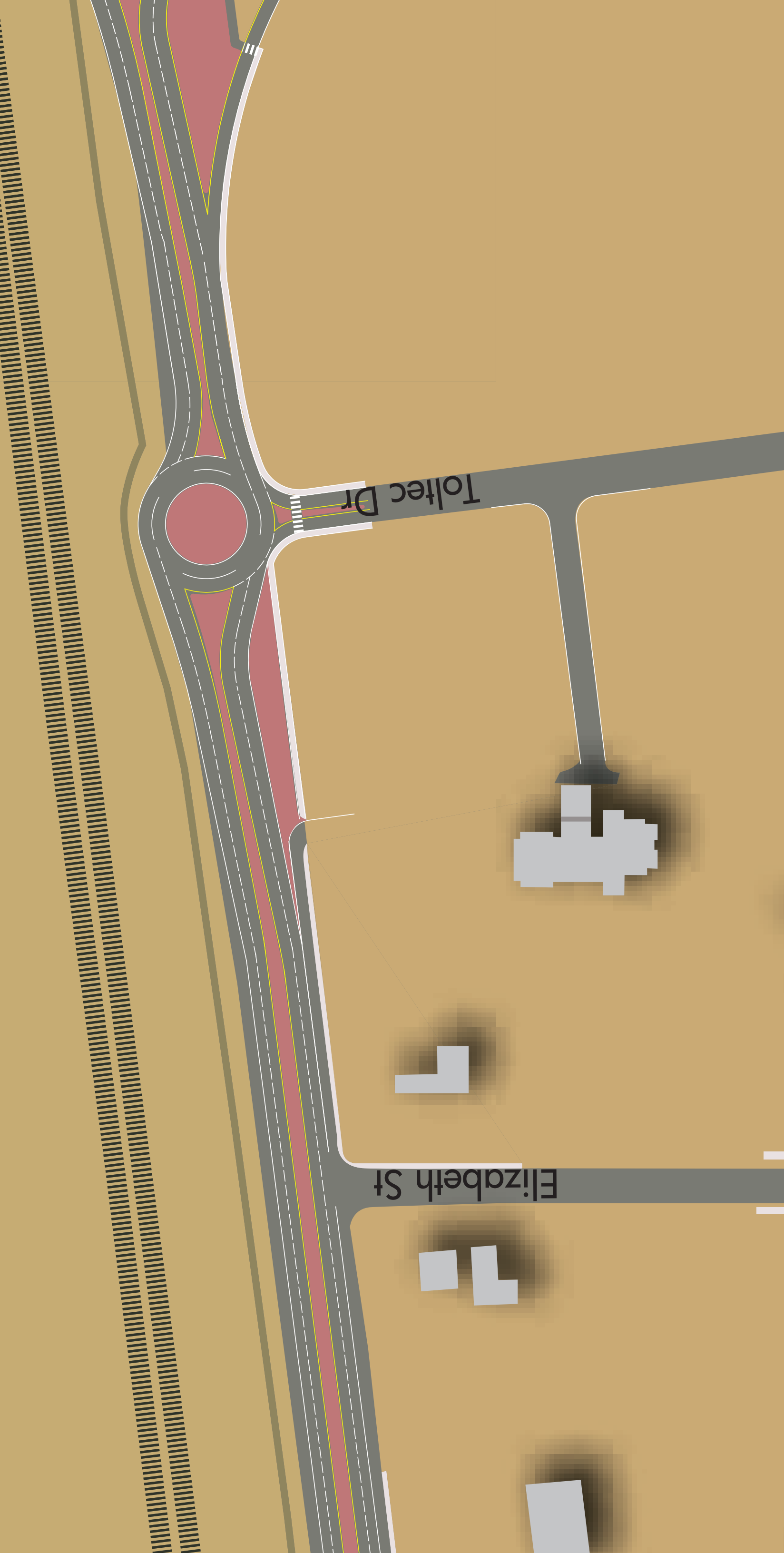
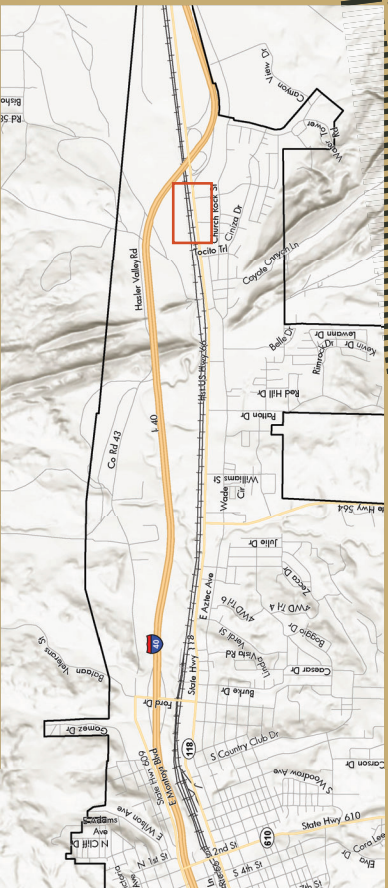


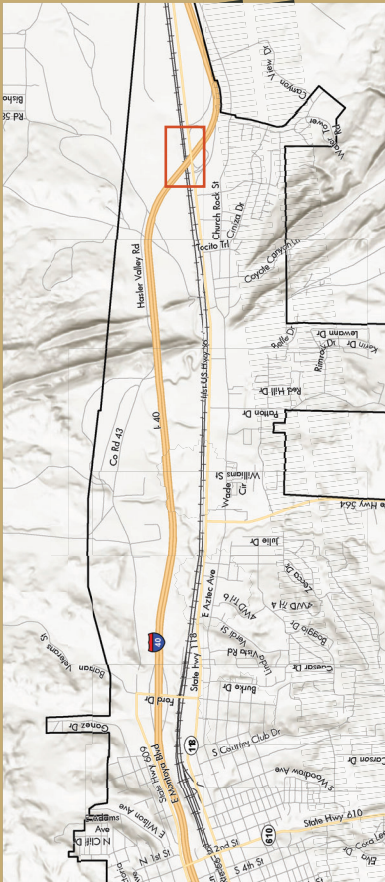


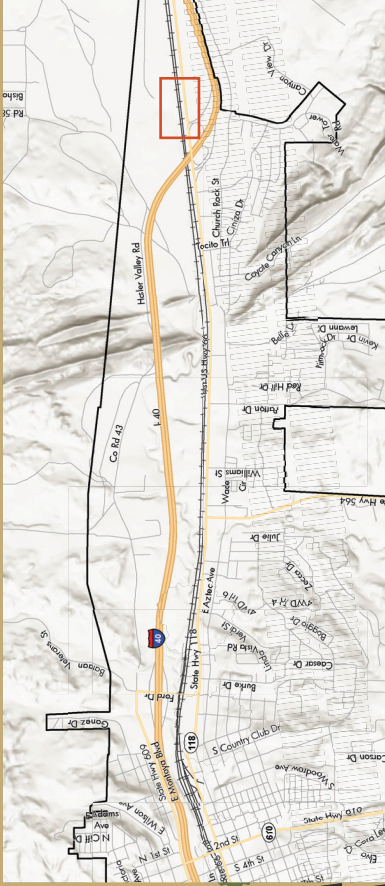












NW-118

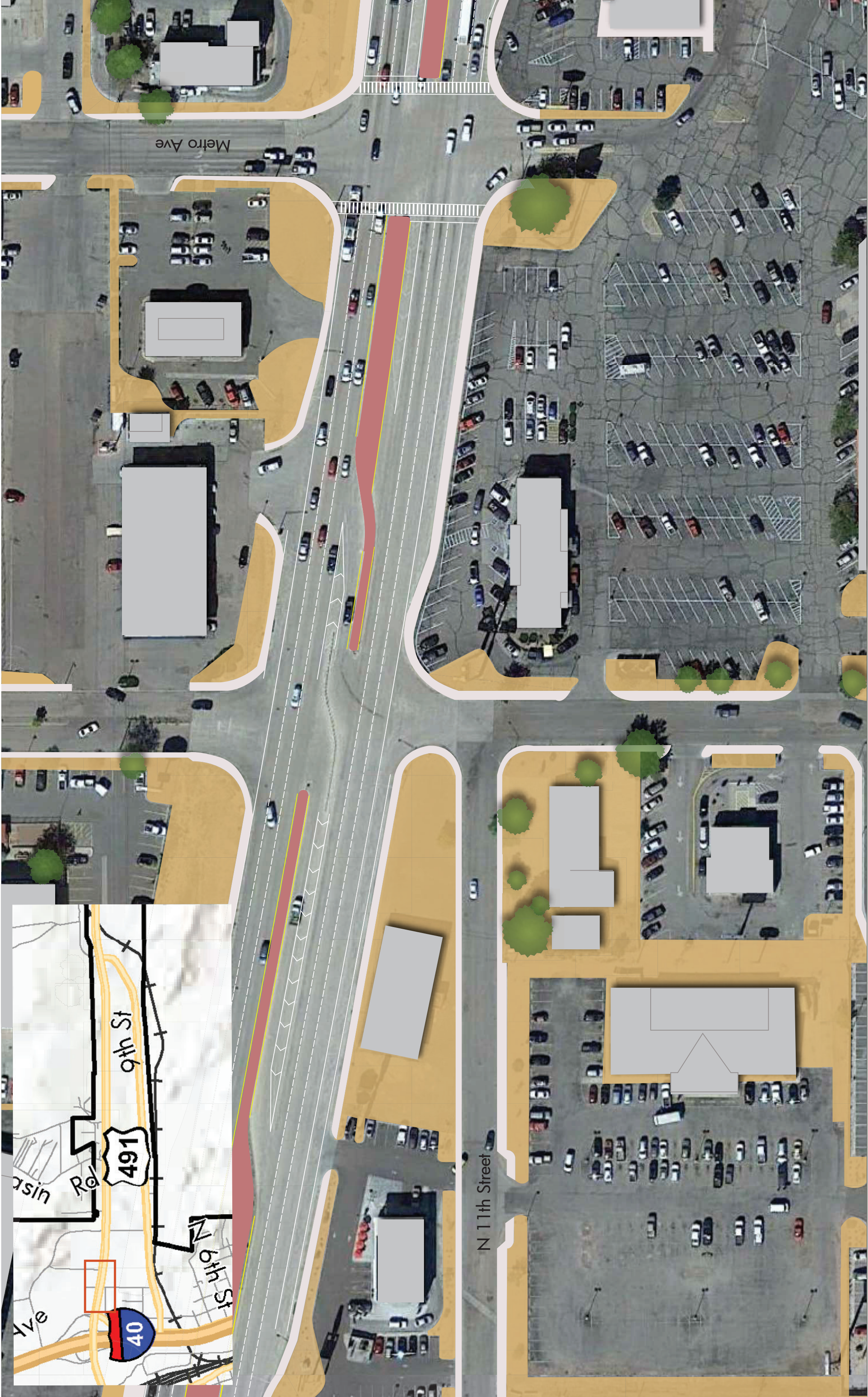






## **Appendix F – US 491 Potential Design**



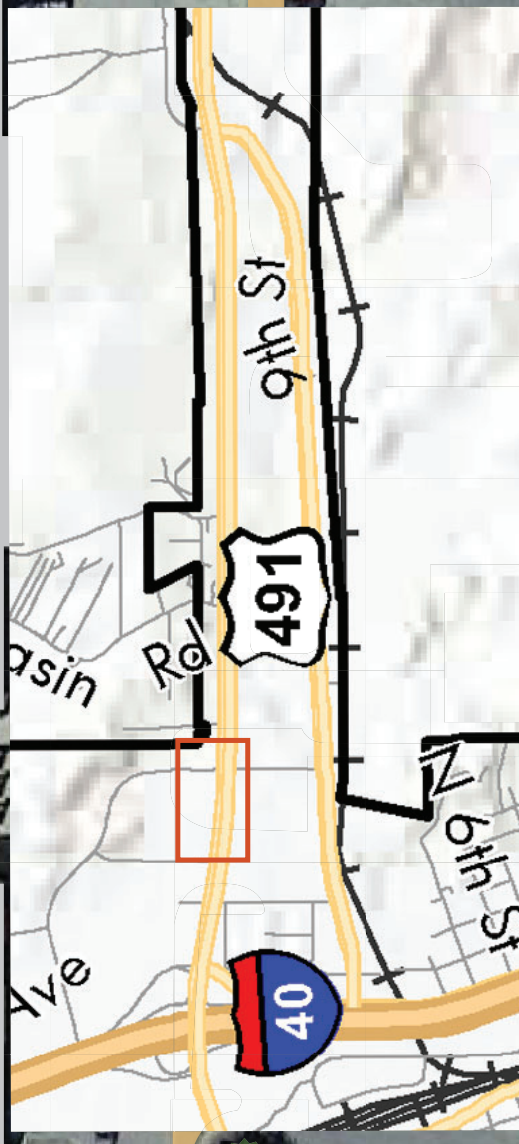


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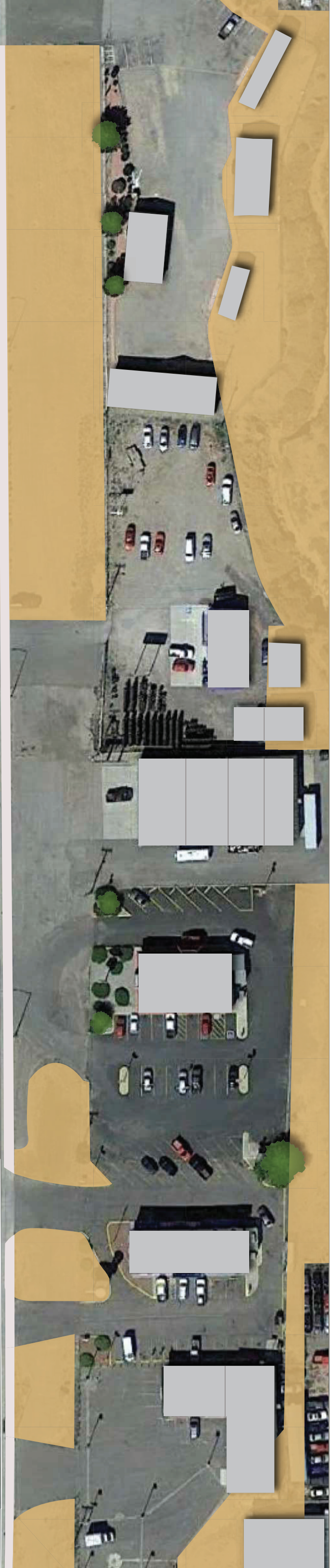
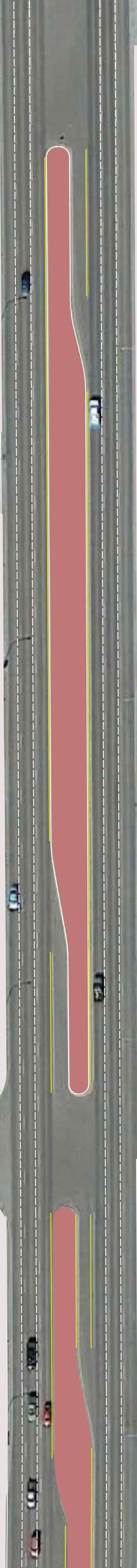




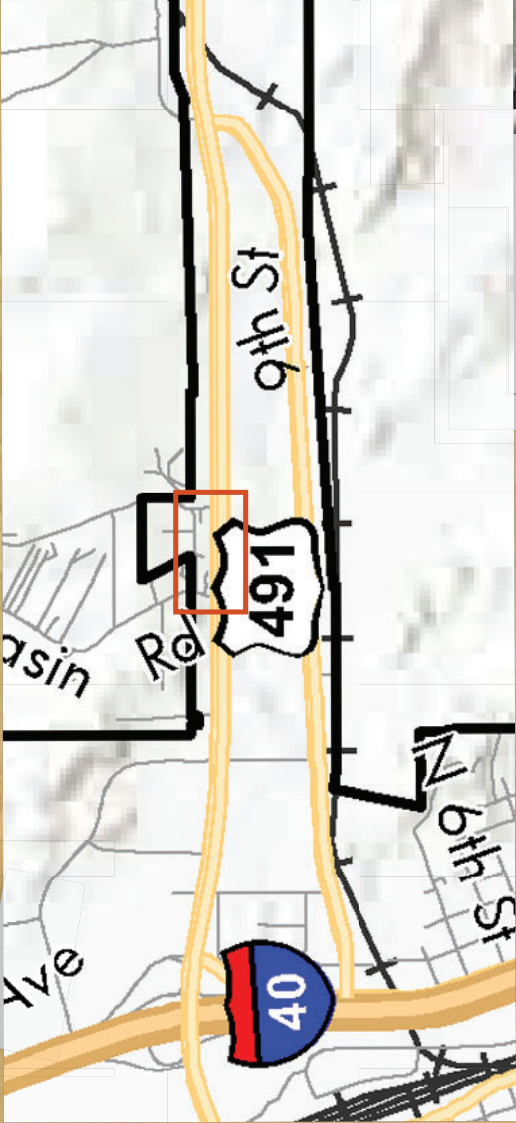
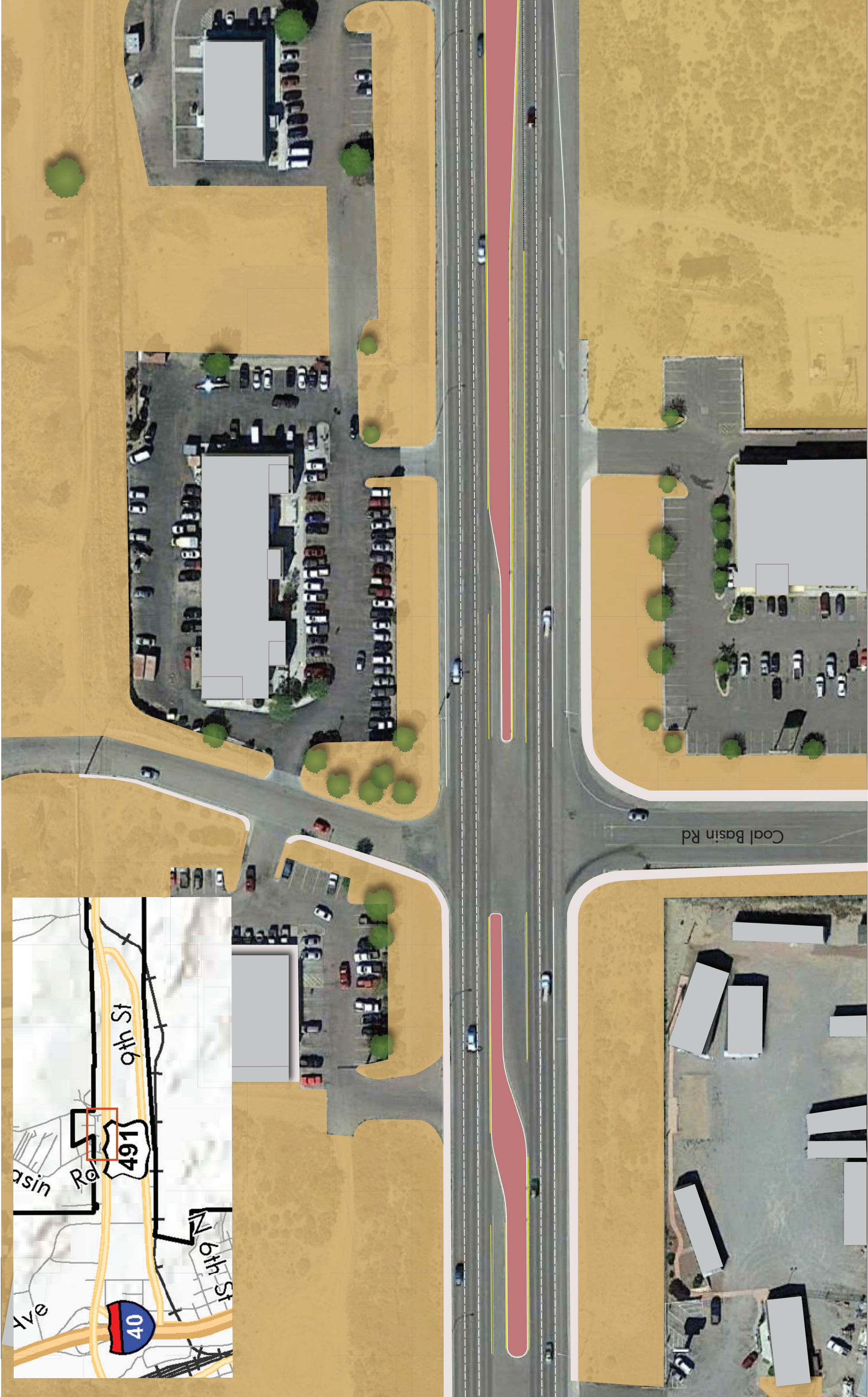
Jefferson Ave



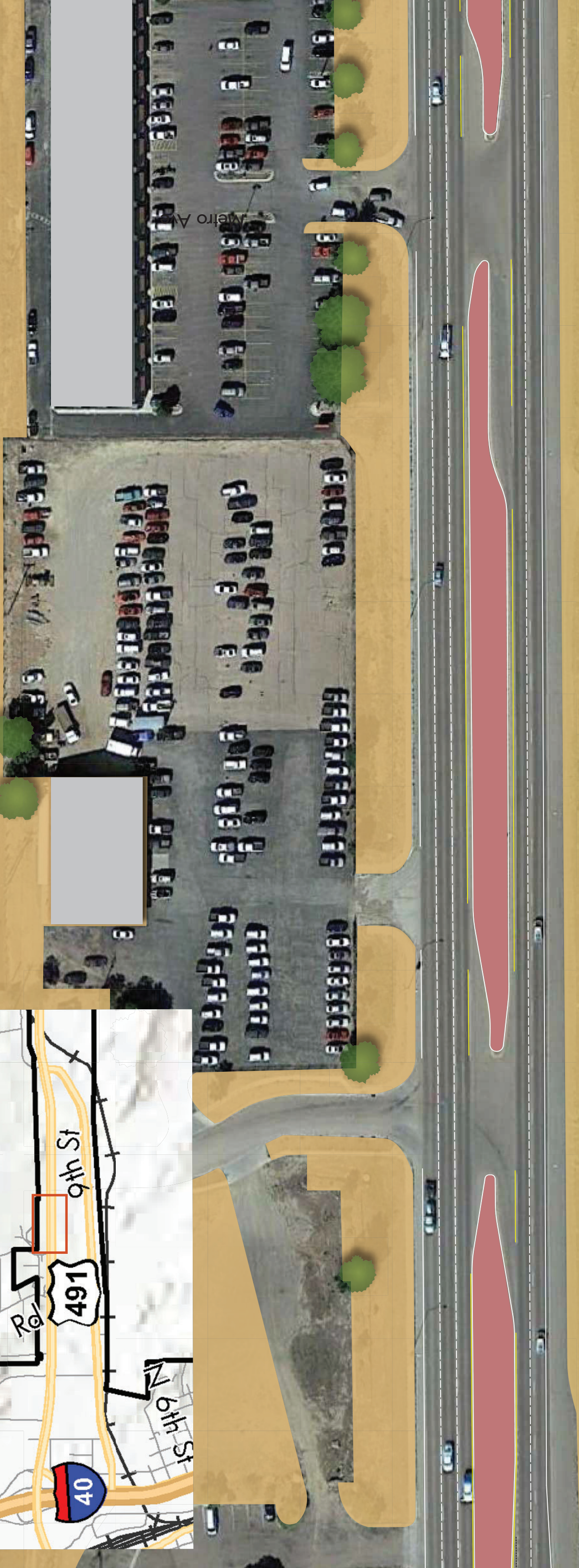
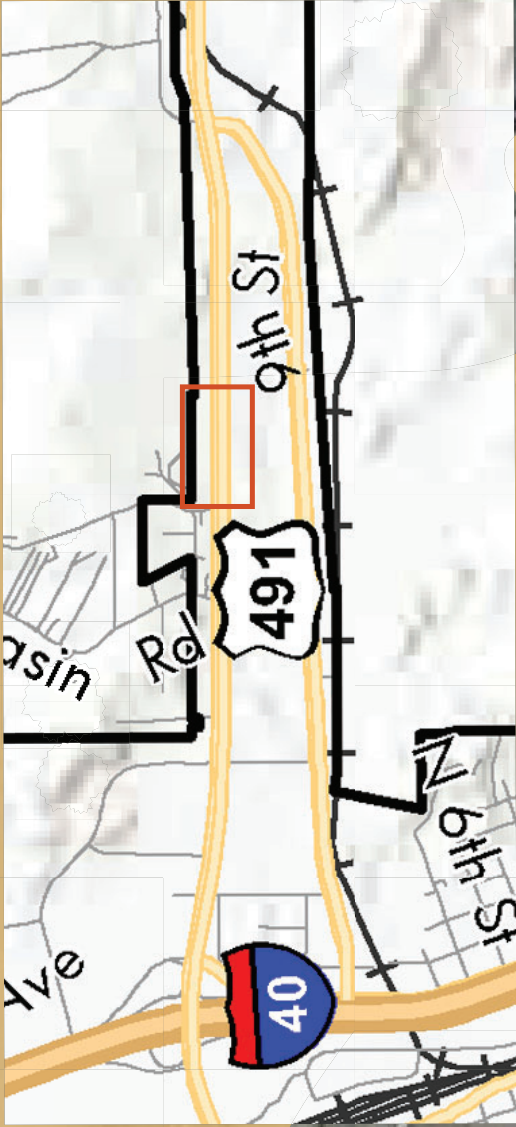




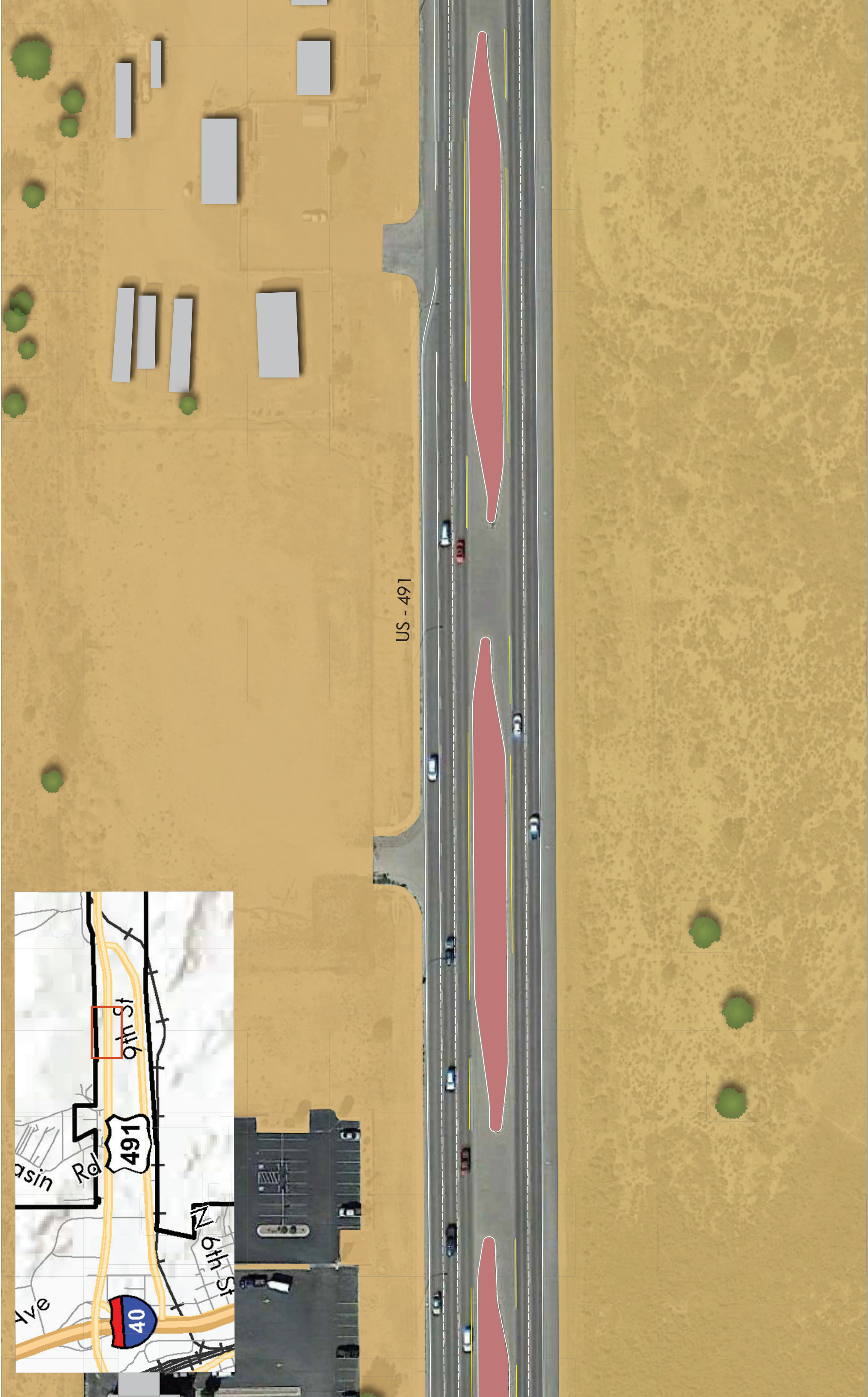
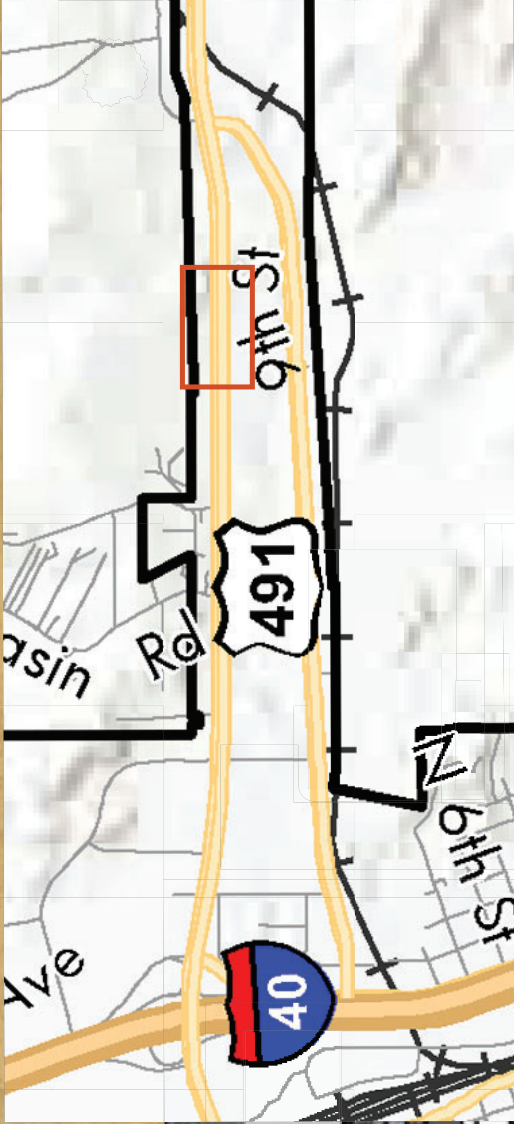




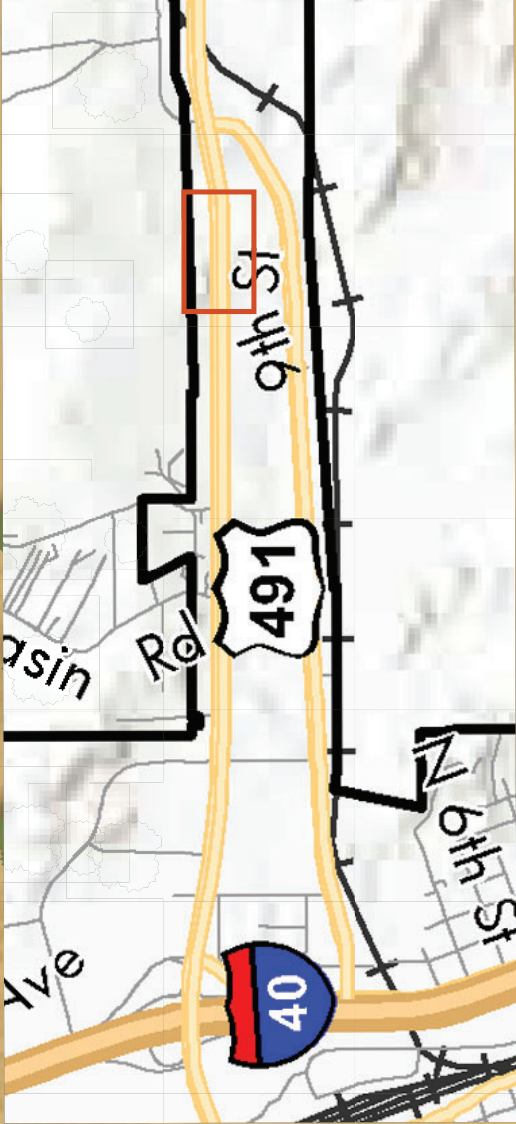
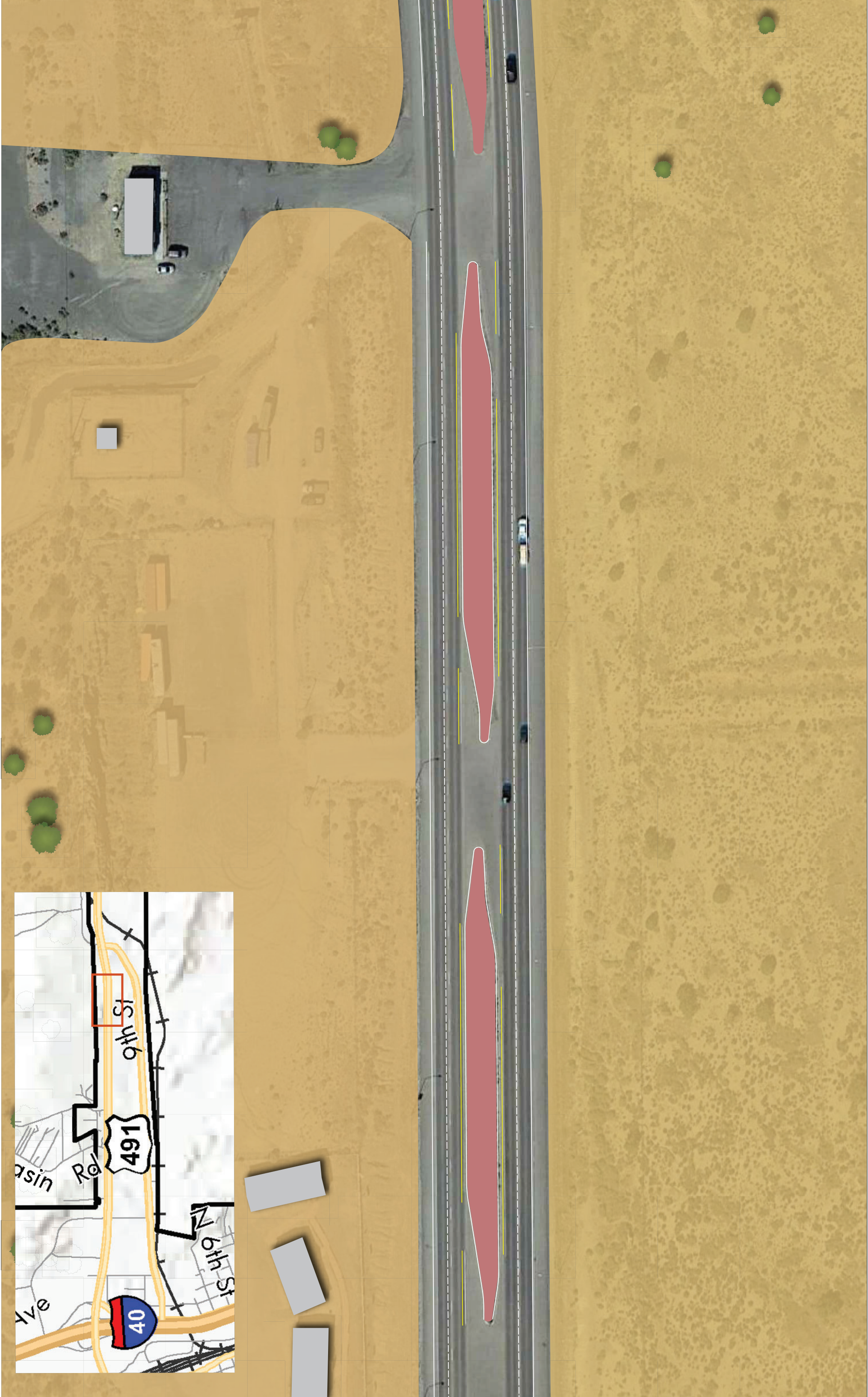














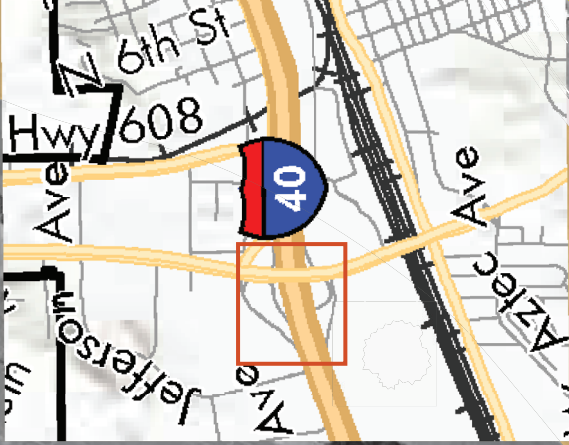
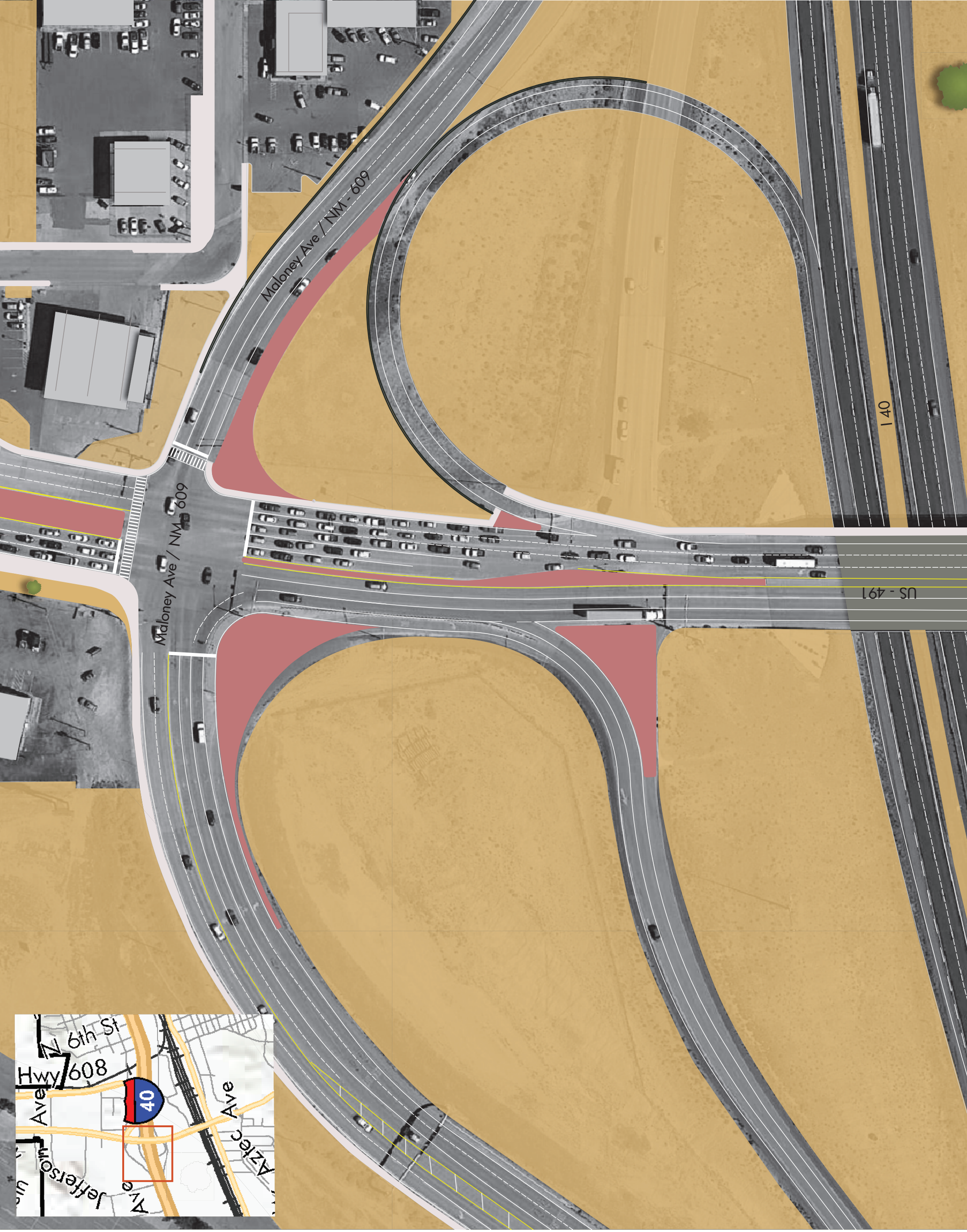




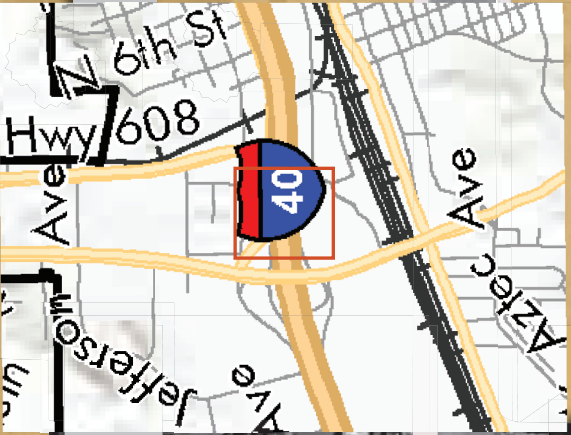


## **Appendix G – US 491/I-40 Interchange Potential Design**













## **Appendix H – Crash Mapping Tool**

# Crash data to KML Process for New Mexico

- Request crash data from UNM at <https://gps.unm.edu/tru> (xls, xlsx, xlsb, txt, or csv)



## Geospatial and Population Studies

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### Traffic Research Unit

#### New Mexico Traffic Crash Data

This website provides access to a variety of New Mexico traffic crash and DWI (driving while impaired) data available on behalf of the [New Mexico Department of Transportation](#), [Traffic Safety Division](#), [Traffic Records Bureau](#) (NMDOT).

Available data includes:

1. Traffic crash trends and statistics
2. Impact of traffic safety programs
3. Analytical reports on crash-related issues
4. Maps displaying traffic crash data

This website is maintained by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit (TRU). We are formerly known as the UNM Division of Government Research (DGR). Data available on this website are for use by state government, communities and the public to guide decision-making on how to make New Mexico roads safer. We do not release data without the consent of NMDOT.

Crash Maps

Crash Reports

Request Data

Dictionary

- TRU Request Data Process, use the data dictionary to familiarize yourself with the available data
  - Select data request form



## Geospatial and Population Studies

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### TRU Request Data

The most commonly requested New Mexico traffic crash data are already available on this website in our [Maps](#), [Annual Reports](#), [DWI Reports](#), and [Fatality Reports](#).

If you don't find what you are looking for here and want to see if the data are available, contact NMDOT by using [its data request form](#). To help specify the data you need, use the [Data Dictionary](#). Please be very specific and indicate the file type you would like. TRU will not release data without the consent of NMDOT.

TRU is available on a contract basis for special crash-related analysis and projects, as long as permission to use the data is granted by NMDOT. [Contact TRU](#) for more information.



- Data request form shown below is attached to this appendix

#### Geographical Scope\*

"Statewide" selection includes every crash in the state in during the date range selected. To drill down to specific areas or roadways, select "County" or "City", as appropriate.

- ☒ Statewide ☐ County ☐ City

#### Crash Severity\*

If you want data only on crashes of a certain severity level, select the severity(ies) below. If you want all severity crashes in your data, select "All Crashes."

- ☐ Fatality ☐ All Injuries ☐ Incapacitating Injuries
- ☐ Property Damage Only ☐ All Crashes

#### Gender of Driver

If you want data to include both genders, skip this filter. Selecting 'Male' excludes 'Female', and vice versa.

- ☐ Male ☐ Female

#### Other Filters

If you do **NOT** wish to limit your data further, do NOT select any filters below. If you require multiple reports with different criteria, you should submit a separate request for each report.

- ☐ Involved Alcohol ☐ Involved Excessive Speed ☐ Drivers in Age Group
- ☐ Involved a Pedestrian ☐ Involved a Bicycle ☐ Involved a Motorcycle
- ☐ Involved a Tractor/Semi ☐ Involved Wildlife ☐ Other

Note: Your data will be limited to crashes that meet ALL of the items checked above. For example, if you checked Alcohol Involvement, Involved a Pedestrian, Involved a Bicycle, and Involved a Tractor Trailer/Semi, your data would only contain crashes that involved alcohol, AND a pedestrian, AND a bicycle, AND a tractor trailer/semi all in the same crash.

- Fill out and submit data request form and located here:  
<http://hmttrafficrecords.com/resources/data-request/>
  - When data is received from UNM, save out a copy of the dataset for this process
- Rename field **GIS Derived Longitude** to **Longitude** and **GIS Derived Latitude** to **Latitude**
  - Example fields: *Longitude* = [-108.7229227]; *Latitude* = [35.5270004]
- Save document with re-named excel fields
- Optional: Add and populate Name, Description, and Icon fields to excel for categorizing points as needed. One could rename a crash type or severity field to categorize the data in the final KMZ (see website for more details).
- Upload to Earth Point
  - Website: <https://www.earthpoint.us/ExcelToKml.aspx>
  - Upload excel
  - Select View on Google Earth
- Open Temporary KMZ file, right click of the file and select "Save As"

# Crash Data Request

In order to ensure we can provide you with accurate data and efficient service, please provide all required information listed below. Failure to supply sufficient information may result in your request not being processed or in your receiving unanticipated results.

NMDOT annual crash reports are available online at [gps.unm.edu/tru](https://gps.unm.edu/tru). Please review these materials first. If the information you need is not available in the publications, please complete and submit the online request form below. **There may be a charge for the information requested if the request requires that information contained in the database be retrieved or manipulated or a copy of a database is made for private or nonpublic use. You will be notified of any charges prior to the processing of your request.** Up to 15 business days are normally required to fulfill data requests. You will be notified if additional time is needed.

The use of the data which you have requested is governed by 23 United States Code § 409. Under this law, the crash data maintained by NMDOT is for purposes of evaluating potential highway safety enhancements on New Mexico roads and to provide statistical data to the public. The New Mexico Department of Transportation (NMDOT) is allowing you to inspect this data with the understanding that you will not use this data contrary to the restrictions in § 409. If you should attempt to use this data in an action for damages against the NMDOT or the Sate, NMDOT and the State expressly reserve their right, under § 409, to object to the use of the data and including any opinions drawn from the data.

## Requestor Information

Requestor Name \*

First

Last

Company/Agency



Requestor Mailing Address \*

Street Address

Address Line 2

City

State / Province / Region

ZIP / Postal Code

Country

Requestor Email \*

Enter Email

Confirm Email

Requestor Phone \*

Data Request Details

Are you doing work for or on behalf of NMDOT? \*

- ☐ Yes
- ☐ No

Requested Due Date \*



Primary Use for Data Requested \*

- ☐ Engineering Project
- ☐ Governmental Request
- ☐ Insurance Issue
- ☐ Safety Research
- ☐ Student Research
- ☐ Other (Please Explain)

File Format Requested \*

Select: ▼

## Data Filters

Date Range of Data Requested

Beginning Date \* End Date \*



Data through 12/31/2016 available.



Information Level \*

Select which level(s) you want your data to reflect. You can refer to the [Crash Data Dictionary](#) for descriptions of each level of data. Example: a crash between three cars, one containing one person, the second containing two people, and the third containing five people. This scenario would yield one crash, three vehicles, and eight people. Specify which of these levels you want your data to reflect.

- ☐ Crash Level: contains information about the entire crash - such as location, date, time, weather, total number of fatalities/injuries, if alcohol/drugs were a contributing factor and whether a pedestrian, pedalcycle, motorcycle or large truck was involved.
- ☐ Vehicle level: contains information about each vehicle in the crash - such as make, vehicle type, damage to the vehicle and whether the vehicle was towed.
- ☐ People level: contains information about occupants in the crash - such as age, seat position, seat belt use, and whether injuries were sustained.

Geographical Scope \*

"Statewide" selection includes every crash in the state in during the date range selected. To drill down to specific areas or roadways, select "County" or "City", as appropriate.

☒ Statewide ☐ County ☐ City

Crash Severity \*



*If you want data only on crashes of a certain severity level, select the severity(ies) below. If you want all severity crashes in your data, select "All Crashes."*

- |   |                                       |  |
|---|---------------------------------------|--|
| <input type="checkbox"/> Fatality             | <input type="checkbox"/> All Injuries | <input type="checkbox"/> Incapacitating Injuries |
| <input type="checkbox"/> Property Damage Only | <input type="checkbox"/> All Crashes  |  |

#### Gender of Driver

*If you want data to include both genders, skip this filter. Selecting 'Male' excludes 'Female', and vice versa.*

- ☐ Male ☐ Female

#### Other Filters

***If you do NOT wish to limit** your data further, do NOT select any filters below. If you require multiple reports with different criteria, you should submit a separate request for each report.*

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Involved Alcohol        | <input type="checkbox"/> Involved Excessive Speed | <input type="checkbox"/> Drivers in Age Group  |
| <input type="checkbox"/> Involved a Pedestrian   | <input type="checkbox"/> Involved a Bicycle       | <input type="checkbox"/> Involved a Motorcycle |
| <input type="checkbox"/> Involved a Tractor/Semi | <input type="checkbox"/> Involved Wildlife        | <input type="checkbox"/> Other                 |

*Note: Your data will be limited to crashes that meet ALL of the items checked above. For example, if you checked Alcohol Involvement, Involved a Pedestrian, Involved a Bicycle, and Involved a Tractor Trailer/Semi, your data would only contain crashes that involved alcohol, AND a pedestrian, AND a bicycle, AND a tractor trailer/semi all in the same crash.*

#### Further Filters

*Describe any further criteria (ie, if you selected 'involved a motorcycle', you may wish to specify 'without helmet'. You will be contacted if the requested filtering criterion is not available.*

#### Sample Report

*If you have a sample report, please attach.*

Choose File

No file chosen

Send Request

\*required to submit data request

*NMDOT crash data is protected by Federal mandate Title 23 U.S.C. Section 409 which forbids the discovery and admission into evidence of reports, data, or other information compiled or collected for activities required pursuant to Federal highway safety programs, or for the purpose of developing any highway safety construction improvement project, which may be implemented utilizing federal-aid highway funds, in tort litigation arising from occurrences at the locations addressed in such documents or data.*