



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico Traffic Crash Annual Report 2011



New Mexico Department of Transportation
Planning and Traffic Safety Division



New Mexico Department of Transportation
Planning and Traffic Safety Division

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Definitions

100M VMT - VMT is a measurement of the number of miles traveled annually by motor vehicles. It is commonly reported in units of 100 Million Vehicle Miles Traveled (100M VMT).

Alcohol-involved Crash – An indication on the UCR that 1) a DWI citation was issued, 2) alcohol involvement was a contributing factor to the crash, or 3) a person in control of a vehicle (including a pedestrian or pedalcyclist) was suspected of being under the influence of alcohol.

Alcohol-involved Driver – A person in control of a vehicle who was cited for DWI or indicated on the Uniform Crash Report as being either suspected or determined by testing to be under the influence of alcohol.

Crash – An reported incident on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least \$500 in property damage. Crashes on private property (such as a parking lot) are not included.

Driver – A person in control of a motorized vehicle. Pedestrians and pedalcyclists are not drivers.

Fatal Crash - A crash in which at least one individual was killed. Note, more than one individual can be killed in a single fatal crash.

Fatalities - The number of people killed in a crash. The terms killed and deaths are synonymous with fatalities. A fatality is crash-related when it occurs at the time of the crash or within 30 days.

Incapacitating Injury – An injury, other than a fatal injury, where the person was carried from the scene of the crash or where the injured person was unable to walk, drive or perform normal activities he/she was capable of performing before the injury occurred, as observed by the officer at the scene of the crash. Also known as a Class A injury.

Injuries - The number of people injured in a crash, as opposed to the number of crashes in which people were injured. This includes incapacitating injuries, visible injuries and possible injuries. Counts include people injured, but not killed.

Injury Crash - A reported crash in which at least one individual was injured. Injury crashes include incapacitating injuries (Class A), visible injuries (Class B) and possible injuries (Class C). Fatal crashes are not included in this category.

Local Resident - A person whose residence was within 25 miles of the crash site.

Possible Injury – An injury reported or claimed which was not fatal, incapacitating or visible by

the officer at the scene of the crash. Also known as a Class C injury or “Complaint of Injury”.

Occupant – A person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle.

Pedalcyclist – A person riding a mechanism of transport that is powered solely by pedals.

Pedestrian – A person on foot, walking, running, jogging, hiking, sitting or lying down who is involved in a motor vehicle traffic crash.

Property Damage Only Crash (PDO) – A reported crash on a public road that did not involve injuries or fatalities but resulted in more than \$500 in property damage (a.k.a. Class O crash).

Rate – A rate is calculated by dividing a total count (such as total crashes, drivers, or fatalities) by statistics such as VMT, number of licensed drivers, or population. See page 11 for more detail.

Ratio of Males to Females – The number of males for every one female. The ratio is calculated by dividing the number of males by the number of females. For example, five males and two females have a ratio of 2.5 males for every one female (5 males / 2 females).

Rural – An area with a population of less than 2,500.

Serious Injuries – 1) an incapacitating injury or 2) a visible, but non-incapacitating, injury. Also known as Class A plus Class B injuries. Class C injuries characterized as “possible, complaint of injury” are excluded.

Severity of Injury – The degree of injury to a person in a crash as describe by the KABCO scale: K is Killed, ABC indicate injuries (A=incapacitating, B=visible, C=possible), and O is Property Damage Only (Not Injured).

Uniform Crash Report (UCR) – A statewide form, submitted by the many law enforcement agencies in the state to the NMDOT, for any crash incident on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least \$500 in property damage.

Urban – A town or a city with a population of 2,500 or more.

Vehicle – A motorized car, truck, bus, van, or motorcycle (mechanically or electrically powered) for carrying or transporting persons or things. Pedestrians and pedalcyclists are counted as non-motorized vehicles when in a crash with a motorized vehicle.

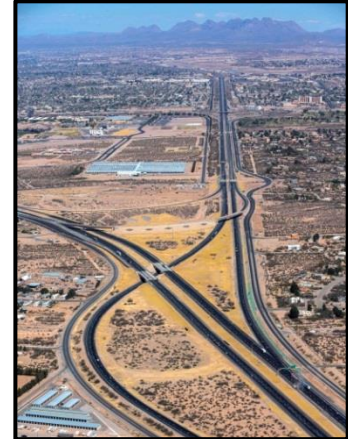
Visible Injury – A visible but non-incapacitating injury, as observed by the officer at the scene of the crash. Also known as a Class B injury.

Highlights

In 2011, there were 43,227 traffic crashes reported on public roadways in New Mexico. These crashes involved 112,790 people, with 18,673 people injured and 351 people killed.

Data showing improvements in New Mexico traffic safety compared to 10 years ago:

- Crash-related fatalities have decreased 22% since 2002.
- Total crashes have decreased 13% since 2002.
- The crash rate based on population has decreased 22% since 2002.
- The number of people in crashes has decreased 15% since 2002.
- Alcohol-involved crashes have decreased 35% since 2002.
- Alcohol-involved drivers under age 21 in crashes have decreased 44% since 2002.
- Teen drivers (15-19) in crashes have decreased 34% since 2002.



Compared to 2010, New Mexico saw improvements in the following areas in 2011:

- Teen (15-19) fatalities decreased from 44 fatalities in 2010 to 21 fatalities in 2011.
- Pedestrians in crashes decreased from 449 in 2010 to 430 in 2011.
- Among the top counties in crash-related fatalities, many saw a decrease in fatalities in 2011: Bernalillo, San Juan, Santa Fe, and Doña Ana, Chaves, and Lea.
- Animal-involved crashes in San Juan, Otero and Taos County decreased by 10% or more.
- Speeding, as a contributing factor to crashes, continued to decrease from 2010 to 2011.
- Alcohol-involved crashes continued to decrease in Eddy, Lincoln, Roosevelt and Socorro County.
- The crash rate continued to decrease in Eddy, Rio Arriba, Sandoval, Santa Fe, and Taos County.

Areas of known concern in New Mexico for 2011:

- The fatality rate in New Mexico is still higher than the national average.
- Alcohol-involved crashes account for almost half (43.3%) of all crash-related fatalities.
- Unbelted fatalities decreased by only 3 people from 2010 to 2011.
- 95.4% of motorcyclists in crashes were not wearing a helmet at the time of the crash in 2011.
- Driver Inattention, Failure To Yield, or Following Too Close were the main causes of crashes.
- Many counties saw an increase in both total and alcohol-involved crashes from 2010 to 2011.
- The rate of teen drivers (15-19) in crashes is almost three times higher than the statewide rate.
- The highest rate of alcohol-involved drivers occurs with drivers 20-24 years of age.
- Animal-involved crashes increased in Colfax, McKinley and Sandoval County from 2010 to 2011.

2011 New Mexico Crash Facts

- 5% of **New Mexico's population** was in a crash.
- 5% of **all NM registered vehicles** were in a crash.
- 4% of **all NM licensed drivers** were in a crash.
- 1% of crashes resulted in a **fatality**.
- 29% of crashes resulted in an **injury**.
- 98% of **motorcyclists** who died in a crash were not wearing a helmet.
- 8.9% of **unbelted** passenger vehicle occupants in crashes were killed compared to only 0.1% of **belted** passenger vehicle occupants in crashes.
- **Alcohol-involved drivers** in crashes were 2.6 times more likely to be male than female.



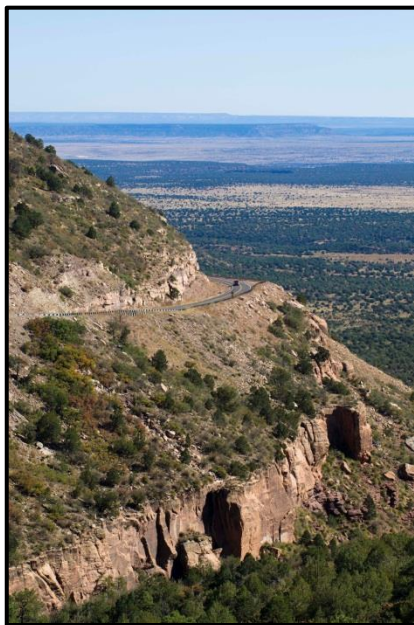
Top contributing factors to crashes:

- Driver inattention (24%)
- Failure to yield (14%)
- Following too closely (11%)

Top contributing factors to fatalities:

- Alcohol/Drug-involved (42%)
- Driver inattention (12%)
- Excessive speed (9%)

- In an average day in New Mexico, there were 118 crashes that involved 309 people, with 51 people injured and 1 person killed.



On average in New Mexico in 2011...

- A motor vehicle crash occurred every **12** minutes.
- A crash occurred in Bernalillo County every **30** minutes.
- A person was injured in a crash every **30** minutes.
- A distracted driver crash occurred every **hour**.
- An alcohol-involved crash occurred every **4** hours.
- A person was killed or injured in an alcohol-involved crash every **5** hours.
- A semi/large truck was in a crash every **6** hours.
- A motorcycle was involved in a crash every **7** hours.
- A bicyclist was hit by a vehicle every **24** hours.
- A pedestrian was hit by a vehicle every **24** hours.
- A person was killed in a crash every **24** hours.

Table 1: Summary of Crashes, 2011

Types of Crashes ^{1,2}	Number of Crashes	Percent of Total
Total Crashes	43,227	100.0%
Urban Crash Locations	35,628	82.4%
Property Damage Only Crashes	30,317	70.1%
Bernalillo County Crash Locations	17,447	40.4%
Injury Crashes	12,604	29.2%
Crashes due to Driver Inattention	10,163	23.5%
Hit and Run Crashes	6,374	14.7%
Crashes due to Failure to Yield	5,881	13.6%
Rural Non-Interstate Crash Locations	5,758	13.3%
Crash due to Following Too Closely	4,902	11.3%
Inclement Weather Crashes	3,627	8.4%
Alcohol-involved Crashes	2,320	5.4%
Crashes due to Excessive Speed	2,191	5.1%
Crash due to Speed Too Fast for Conditions	2,011	4.7%
Rural Interstate Crash Locations	1,841	4.3%
Crashes due to Red Light Running	1,465	3.4%
Animal-Related Crashes	1,459	3.4%
Heavy Truck-involved Crashes	1,393	3.2%
Motorcycle-involved Crashes	1,319	3.1%
Pedestrian-involved Crashes	414	1.0%
Pedalcycle-involved Crashes	345	0.8%
Fatal Crashes	306	0.7%

¹ A crash can involve multiple vehicles and multiple people. For example, a fatal crash is a crash where one or more people were killed.

² Groups overlap and do not total 100%.

Fatalities and Injuries Summary

- In 2011, 0.3% of people in crashes were killed, 16.6% were injured, and 83.1% were not injured. (Table 2)
- Fatalities decreased every year from 2007 to 2010 and increased by two fatalities from 2010 to 2011. (Table 4)
- Overall, crash-related fatalities decreased by 15.0% since 2007. (Table 4)
- Overall, the number of people in crashes has decreased 11.5% since 2007. (Table 4)

Table 2: Summary of People in Crashes, 2011

Severity of Injuries	People in Crashes	
	Count	Percent
Fatalities	351	0.3%
Injuries	18,673	16.6%
Not Injured	93,766	83.1%
Total	112,790	100.0%

Table 3: Summary of People in Crashes by Severity of Injury, 2011

Severity of Injuries	Injury Class (KABCO Scale)	People in Crashes	
		Count	Percent
Fatalities	K	351	0.3%
Incapacitating Injuries	A	1,709	1.5%
Visible Injuries	B	4,146	3.7%
Possible Injuries	C	12,818	11.4%
Not Injured	O	93,766	83.1%
Total People		112,790	100.0%

Table 4: Summary of People in Crashes by Severity of Injury, 2007 - 2011

Severity of Injury	People in Crashes					5 Year Percent Change
	2007	2008	2009	2010	2011	
Fatalities	413	366	361	349	351	-15.0%
Incapacitating Injuries	1,884	1,940	1,899	1,922	1,709	-9.3%
Visible Injuries	4,014	3,922	3,995	4,121	4,146	3.3%
Possible Injuries	14,657	13,568	13,552	12,935	12,818	-12.5%
Not Injured	106,502	95,165	97,601	94,259	93,766	-12.0%
Total People	127,470	114,961	117,408	113,586	112,790	-11.5%

Table 5: Selected Characteristics of Crash-related Fatalities, 2011

Characteristics of Crash-related Fatalities ^{1,2}	Number of Fatalities	Percent of All Fatalities
Total Fatalities (People Killed)	351	100%
Males	256	72.9%
Rural Non-Interstate Location	178	50.7%
Left Front Seat Drivers	170	48.4%
New Mexican Drivers	160	45.6%
Alcohol-involved Crashes	152	43.3%
Overtuned Vehicles	127	36.2%
Dark (not lighted) Conditions	114	32.5%
Urban Location	110	31.3%
Females	95	27.1%
Unbelted Vehicle Occupants	87	24.8%
Rural Non-Interstate Overtuns	80	22.8%
Rural Interstate Location	63	17.9%
Under 21 (Age 1 - 20)	54	15.4%
Motorcyclists	49	14.0%
Due to Driver Inattention	44	12.5%
Heavy Truck-involved Crashes	40	11.4%
Pedestrians	36	10.3%
Inclement Weather Conditions	33	9.4%
Seniors (Age 70+)	32	9.1%
Children (Age 1-14)	22	6.3%
Teens (Age 15-19)	21	6.0%
Pedalcyclists (Bicyclists)	4	1.1%

¹ Fatalities are people killed in crashes. More than one person may be killed in a single crash. For example, there could be two fatalities in one fatal crash.

² Groups overlap and do not total 100%.

Historical Trends

Crashes and Injuries

Between 2002 and 2011 the following observations are noteworthy:

-
- Total crashes have decreased 12.9% since 2002 from 49,613 crashes in 2002 to 43,227 crashes in 2011. (Figure 1, Table 6)
 - Crash-related fatalities have decreased 21.8% since 2002 from 449 fatalities in 2002 to 351 fatalities in 2011. (Table 7)
 - Although the number of people in crashes has been decreasing, the percentage of people in crashes who were not injured has increased from 79.7% in 2002 to 83.1% of all people in crashes in 2011. (Table 7)
 - The percentage of people in crashes who were injured has decreased from 19.9% in 2002 to 16.6% of all people in crashes in 2011. (Table 7)
 - The percentage of people in crashes who were killed has slightly decreased from 0.34% in 2002 to 0.31% of all people in crashes in 2011. (Table 7)
-

Between 2010 and 2011 the following observations are noteworthy:

-
- The number of fatal crashes decreased by 3.5% (11 fatal crashes) from 317 fatal crashes in 2010 to 306 fatal crashes in 2011. (Figure 2, Table 6)
 - The total number of total crashes increased by 1.0% (425 crashes) from 42,802 crashes in 2010 to 43,227 crashes in 2011. (Figure 1, Table 6)
 - The number of crash-related fatalities increased by 0.6% (2 fatalities) from 349 fatalities in 2010 to 351 fatalities in 2011. (Figure 4, Table 7)
 - The total number of people in crashes decreased by 0.7% (796 people) from 113,586 people in 2010 to 112,790 people in 2011. (Figure 3, Table 7)
 - The number of people not injured in a crash decreased by 0.5% (493 people) from 94,259 people in 2010 to 93,766 people in 2011. (Figure 3, Table 7)
-

Figure 1: Crashes by Severity of Crash, 2002 – 2011¹

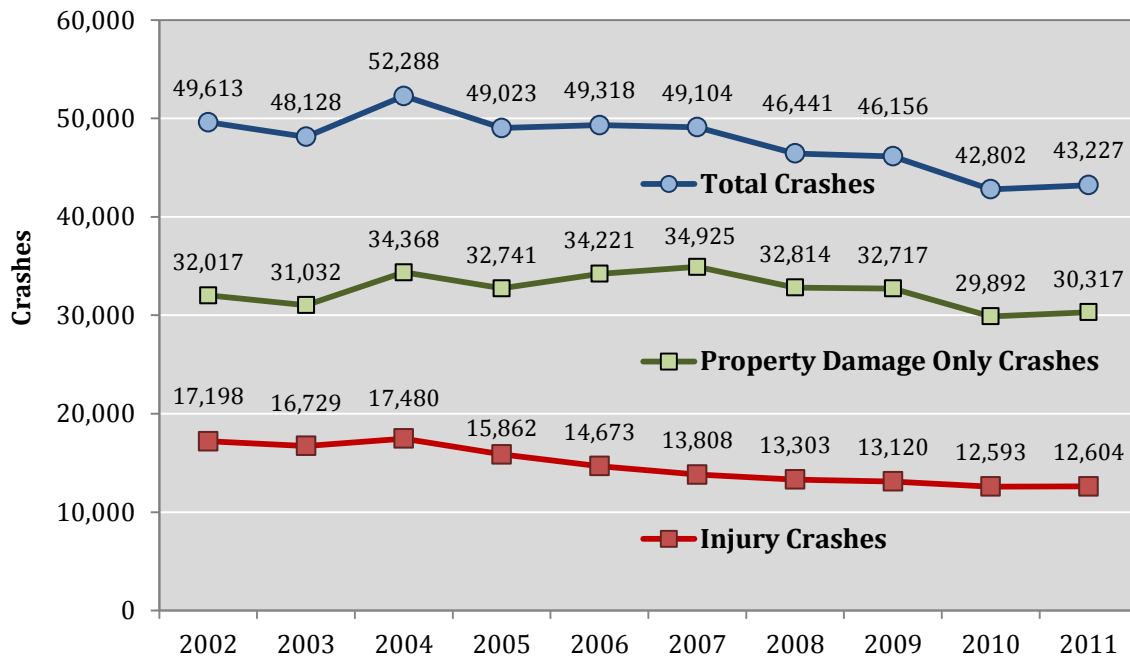
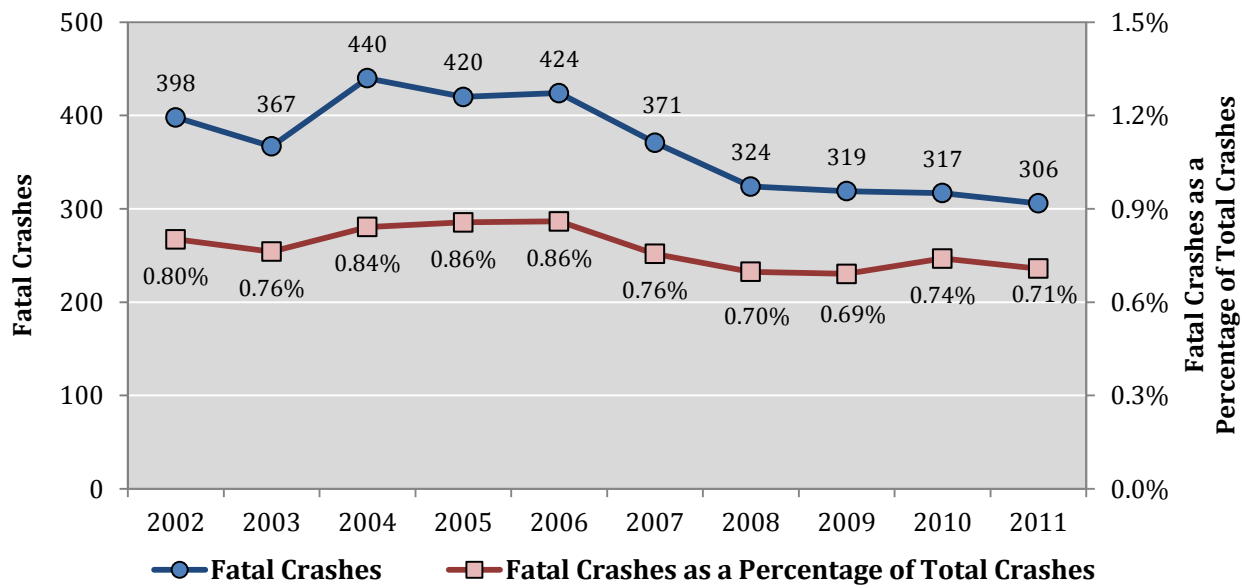


Figure 2: Fatal Crashes, 2002 - 2011



¹ Fatal crashes are included in total crashes and are shown in detail in Figure 2.

Table 6: Crashes by Year and Severity of Crash, 2002 - 2011²

Year	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2002	398	0.80%	17,198	34.7%	32,017	64.5%	49,613	100%
2003	367	0.76%	16,729	34.8%	31,032	64.5%	48,128	100%
2004	440	0.84%	17,480	33.4%	34,368	65.7%	52,288	100%
2005	420	0.86%	15,862	32.4%	32,741	66.8%	49,023	100%
2006	424	0.86%	14,673	29.8%	34,221	69.4%	49,318	100%
2007	371	0.76%	13,808	28.1%	34,925	71.1%	49,104	100%
2008	324	0.70%	13,303	28.6%	32,814	70.7%	46,441	100%
2009	319	0.69%	13,120	28.4%	32,717	70.9%	46,156	100%
2010	317	0.74%	12,593	29.4%	29,892	69.8%	42,802	100%
2011	306	0.71%	12,604	29.2%	30,317	70.1%	43,227	100%

Table 7: People in Crashes by Year and Severity of Injury, 2002 - 2011^{3,4}

People in Crashes								
Year	Fatalities (Class K)		Injuries (Class A,B,C)		Not Injured (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2002	449	0.34%	26,441	19.9%	105,650	79.7%	132,540	100%
2003	439	0.34%	25,412	19.9%	102,140	79.8%	127,991	100%
2004	522	0.37%	26,481	19.0%	112,345	80.6%	139,348	100%
2005	488	0.37%	24,001	18.4%	105,931	81.2%	130,420	100%
2006	484	0.38%	22,217	17.6%	103,305	82.0%	126,005	100%
2007	413	0.32%	20,555	16.1%	106,502	83.6%	127,470	100%
2008	366	0.32%	19,430	16.9%	95,167	82.8%	114,963	100%
2009	361	0.31%	19,446	16.6%	97,601	83.1%	117,408	100%
2010	349	0.31%	18,978	16.7%	94,259	83.0%	113,586	100%
2011	351	0.31%	18,673	16.6%	93,766	83.1%	112,790	100%

² See page xvi for definitions of a crash, fatal crash, injury crash, and a property damage only crash.

³ See page xvi for definitions of fatalities, injuries, incapacitating injuries, visible injuries, and possible injuries.

⁴ The table of all people in crashes (Table 7) can be used in conjunction with the table of all crashes by severity of crash (Table 6). Both of these tables are broken down by the same severity of injury. Dividing the number of people by the number of crashes measures how many people were involved in each different type of crash.

Figure 3: People in Crashes, 2002 - 2011

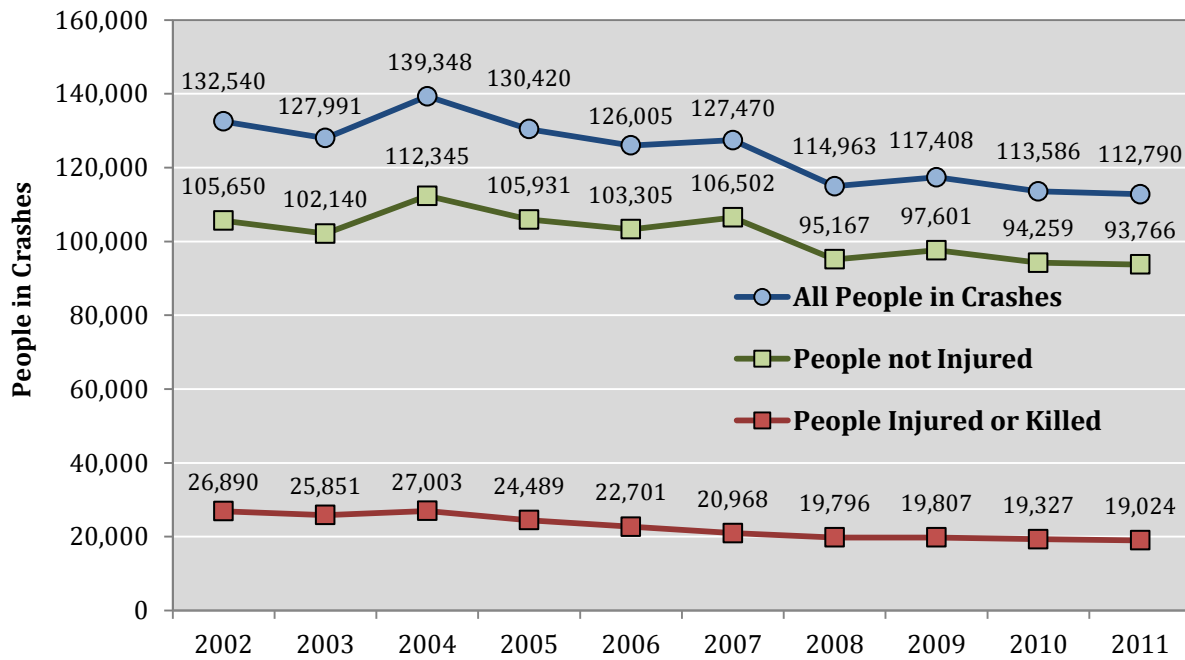


Figure 4: Fatalities, 2002 - 2011

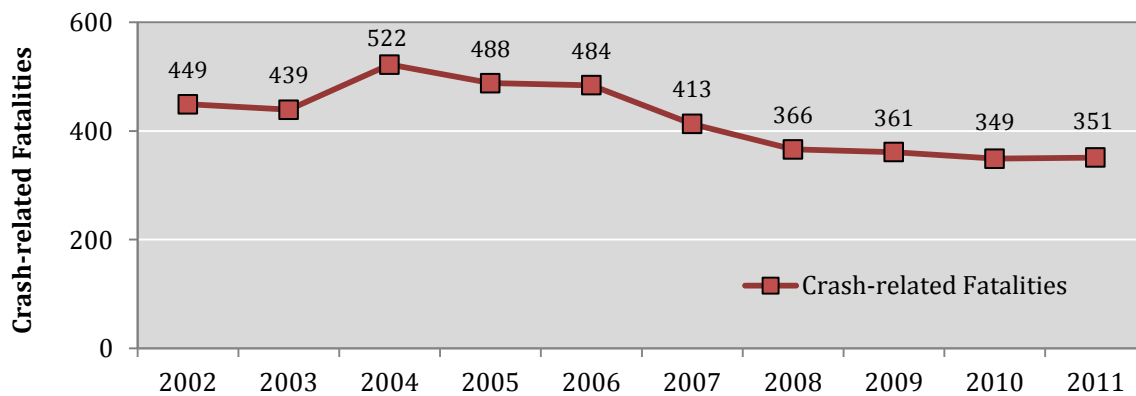


Figure 5: Type of Injury to People Injured in Crashes, 2002 - 2011

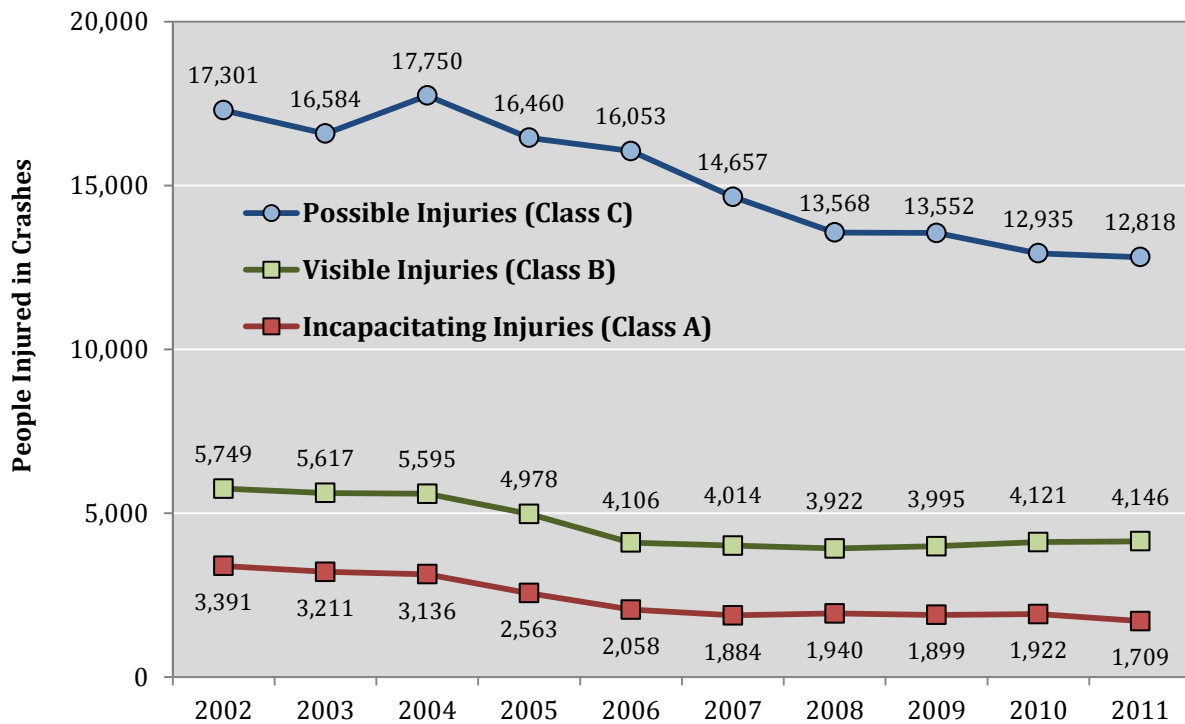


Table 8: Type of Injury to People Injured in Crashes, 2002 - 2011

Type of Injury to People Injured in Crashes								
Year	Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Possible Injuries (Class C)		Total Injuries (excluding fatalities)	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2002	3,391	12.8%	5,749	21.7%	17,301	65.4%	26,441	100%
2003	3,211	12.6%	5,617	22.1%	16,584	65.3%	25,412	100%
2004	3,136	11.8%	5,595	21.1%	17,750	67.0%	26,481	100%
2005	2,563	10.7%	4,978	20.7%	16,460	68.6%	24,001	100%
2006	2,058	9.3%	4,106	18.5%	16,053	72.3%	22,217	100%
2007	1,884	9.2%	4,014	19.5%	14,657	71.3%	20,555	100%
2008	1,940	10.0%	3,922	20.2%	13,568	69.8%	19,430	100%
2009	1,899	9.8%	3,995	20.5%	13,552	69.7%	19,446	100%
2010	1,922	10.1%	4,121	21.7%	12,935	68.2%	18,978	100%
2011	1,709	9.2%	4,146	22.2%	12,818	68.6%	18,673	100%

Rates

Changes in state population, number of licensed drivers, registered vehicles, and traffic volumes measured in 100 Million Vehicle Miles Traveled (VMT) affect important traffic safety measurements. Table 9 presents the denominators used in calculating different traffic crash rates. Depending on the context, crash rates can be expressed in any of the following ways: number of crashes per 100,000 people, number of crashes per 100 Million Vehicle Miles Traveled (VMT), number of crashes per 1,000 licensed drivers, or number of crashes per 1,000 registered vehicles. Using **rates** instead of the absolute number of crashes enables statistical comparisons across geographies, time periods, and populations. In other words, **rates are a way of standardizing measurements to a common base (e.g., per 100 Million VMT) so the results can be directly comparable regardless of to whom, where, and when the event occurred.**

Table 9: Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2002 - 2011

Year	New Mexico Population ^{1,2} (U.S. Census, July 1 st Estimates)	New Mexico Vehicle Miles Traveled (100M VMT) ³	New Mexico Licensed Drivers ⁴	New Mexico Motor Vehicle Registrations ⁵
2002	1,855,309	202.16	1,250,213	1,572,751
2003	1,877,574	208.51	1,251,012	1,541,894
2004	1,903,808	217.94	1,289,089	1,579,258
2005	1,932,274	237.93	1,322,258	1,586,034
2006	1,962,137	244.67	1,358,638	1,624,315
2007	1,990,070	247.50	1,389,962	1,646,112
2008	2,010,662	246.13	1,407,193	1,616,947
2009	2,036,802	245.21	1,424,231	1,674,753
2010	2,064,767	241.77	1,442,737	1,665,882
2011	2,078,674	258.89	1,455,481	1,772,040

¹Population estimates for 2001 - 2009 were revised after the 2010 U.S. Census. Therefore rates based on population in this publication are not comparable to rates published prior to 2010.

²Annual Estimates of the Resident Population: April 1, 2000 to July 1, 2012. U.S. Census Bureau, Population Division. Release Date: March 2013. CO-EST2012-01-35.

³New Mexico Department of Transportation (NMDOT). 100M VMT = 100 Million Vehicle Miles Traveled. Rates based on VMT in 2011 are not comparable to previous years due to a change in the calculation of VMT.

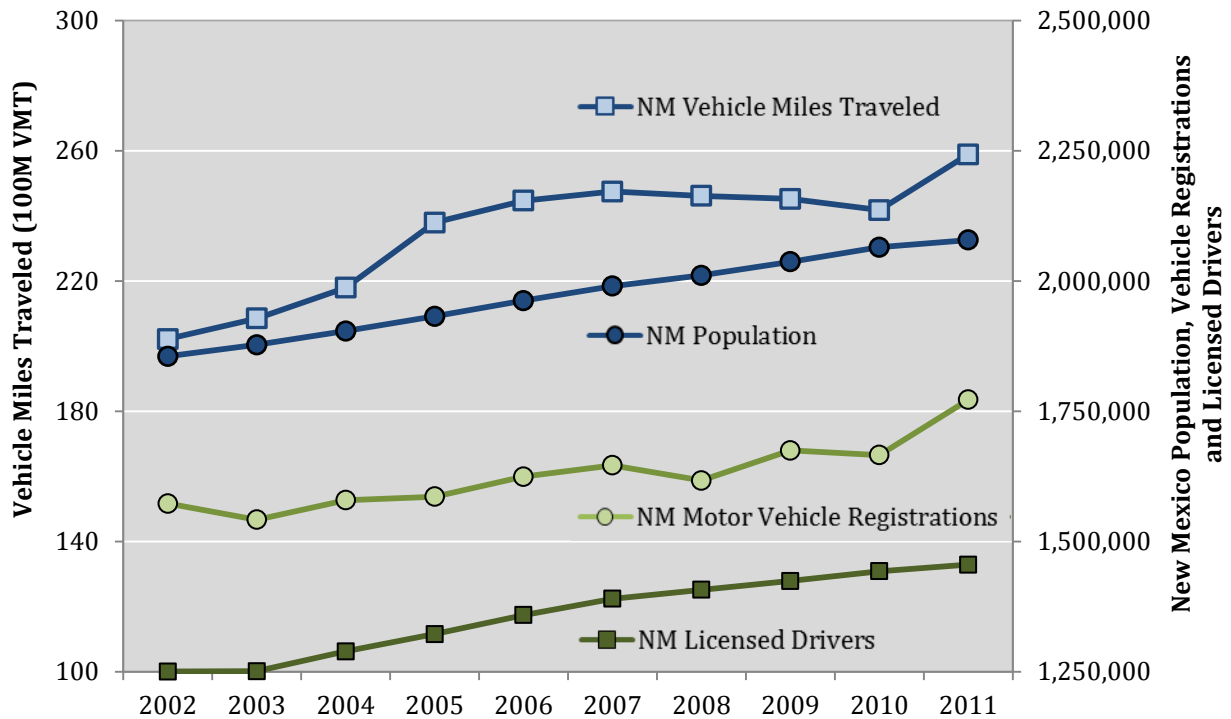
⁴New Mexico Taxation and Revenue Department, Motor Vehicle Division, July 2002 - July 2011.

⁵U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. Highway Statistics Series, Vehicles, Table MV-1, 2002 - 2011.

The convention for measuring traffic volume is in units of 100 Million Vehicle Miles Traveled (100M VMT). Until other indicators of traffic volume, e.g. traffic flow as measured in number of cars per segment for a given period of time, become available, VMT is the most appropriate denominator for estimating crash rates. The assumption is that the more miles a person travels the greater is his/her exposure to the risk of a crash. Thus VMT is the closest measure of how many miles people actually drive on the road in a given year. By expressing crash rates as “the number of crashes per 100M VMT”, the “crash rate” is standardized, or normalized, to per 100 Million VMT thus allowing comparisons of the safety of traveling on different road segments across time.

In 2011, the AADT calculation method for VMT was revised⁵. The result was a large increase in VMT from 2010 to 2011, from 241.7 to 258.89 100M VMT. Therefore, rates based on 2011 VMT are not comparable to previous years.

Figure 6: Variability in Vehicle Driving Volume compared to Population, Vehicle Registrations, and Licensed Drivers in New Mexico, 2002 - 2011

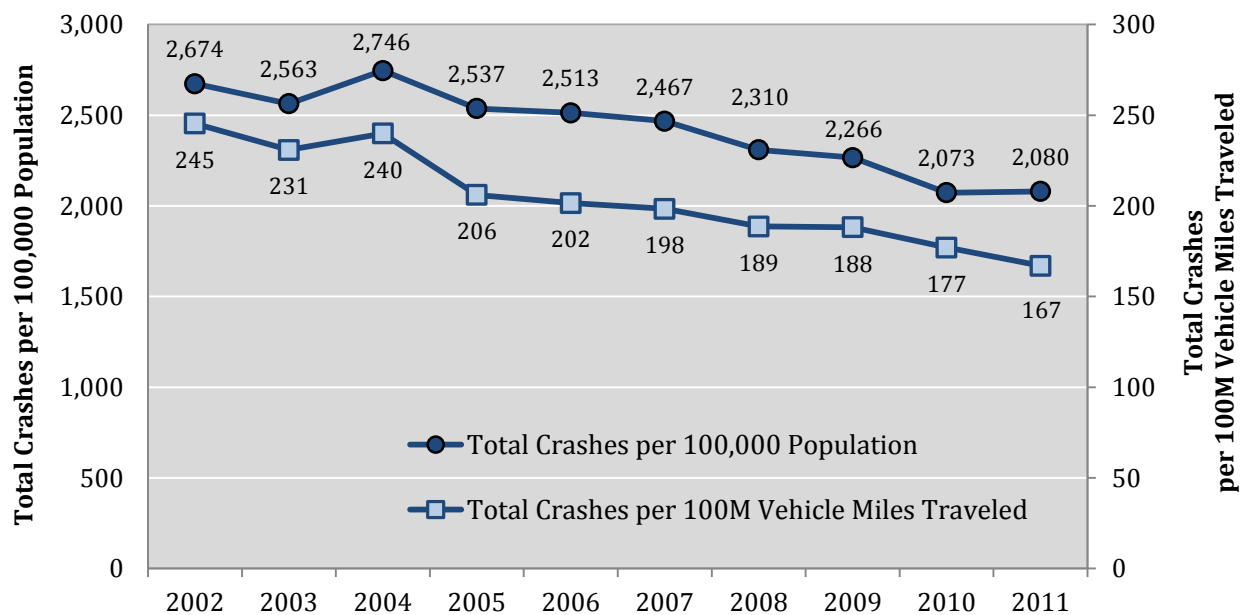


⁵ AADT = Annual Average Daily Traffic by functional classification. The average AADT in each county was added to routes with zero measured AADT. The calculation revision mostly affected rural local road VMT, which doubled in number when the rural local AADT in each county was added to rural local routes with zero measured AADT.

Historical Rate Trends (2002 compared to 2011)...

- Overall, there has been a significant reduction in traffic crashes and fatalities over the past decade, even after factoring in changes in population, traffic volume, licensed drivers or registered vehicles. (Figure 7)
- The crash rate based on population has decreased 22.2% since 2002 (from 2,674 to 2,080 crashes per 100,000 NM population). (Figure 7, Table 10)
- The fatal crash rate (crashes where at least one person was killed) decreased 31.6% since 2002 (from 21.5 to 14.7 fatal crashes per 100,000 population). (Figure 8, Table 11)
- The fatality rate (fatalities per 100,000 population) decreased by 30.2% (24.2 to 16.9). (Figure 9, Table 12)

Figure 7: Crash Rates, 2002 – 2011⁶



⁶ Rates based on 2011 VMT are not comparable to previous years due to a change in the calculation method.

Figure 8: Fatal Crash Rates, 2002 - 2011⁷

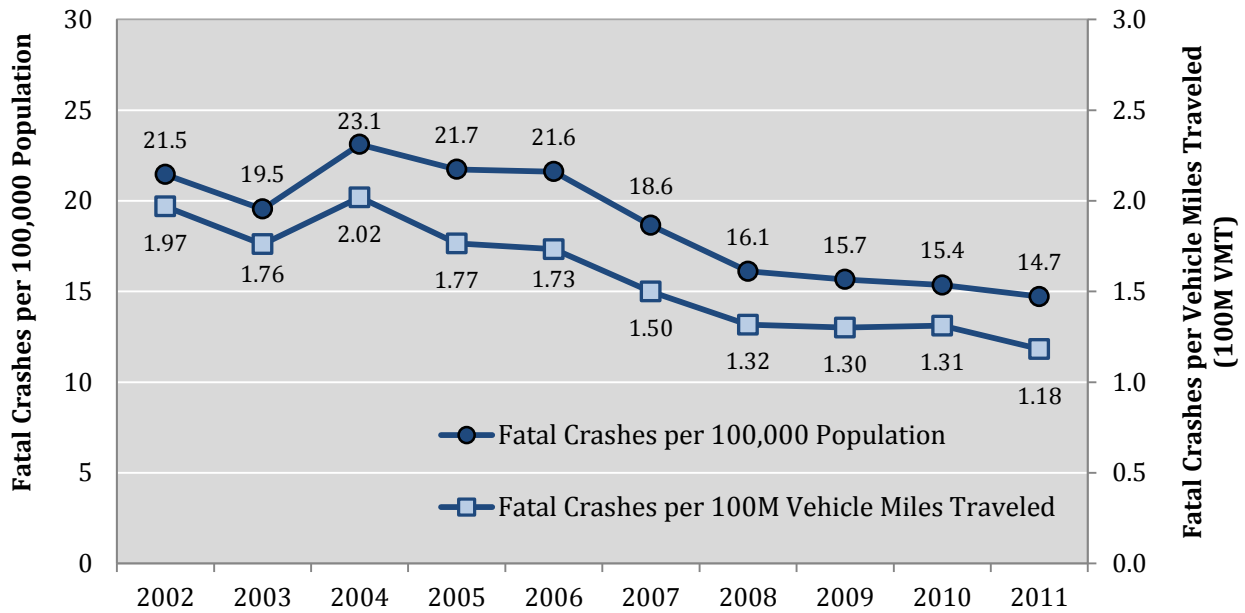
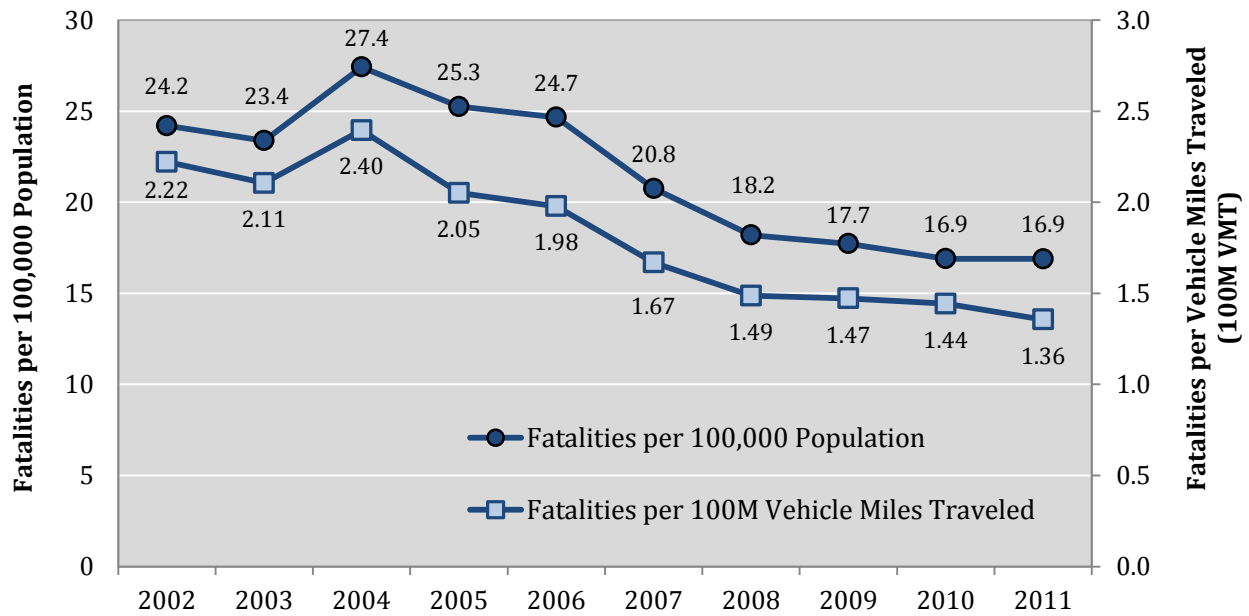


Figure 9: Fatality Rates, 2002 - 2011⁷



⁷ Rates based on 2011 VMT are not comparable to previous years due to a change in the calculation method.

2011 compared to 2010...

- The crash rate based on population increased 0.3% (from 2,073 to 2,080 crashes per 100,000 NM population). (Figure 7, Table 10)
- The fatal crash rate (crashes where at least one person was killed) decreased 4.5% from 15.4 to 14.7 fatal crashes per 100,000 population. (Figure 8, Table 11)
- The fatality rate (fatalities per 100,000 population) changed by 0.0% (16.9 in both 2010 and 2011). (Figure 9, Table 12)
- The fatality rate in New Mexico (1.36 fatalities per 100M VMT) was 0.26 higher than the national average of 1.10. (Figure 10, Table 12)

Figure 10: Comparison of New Mexico to National Fatality Rates, 2002 - 2011

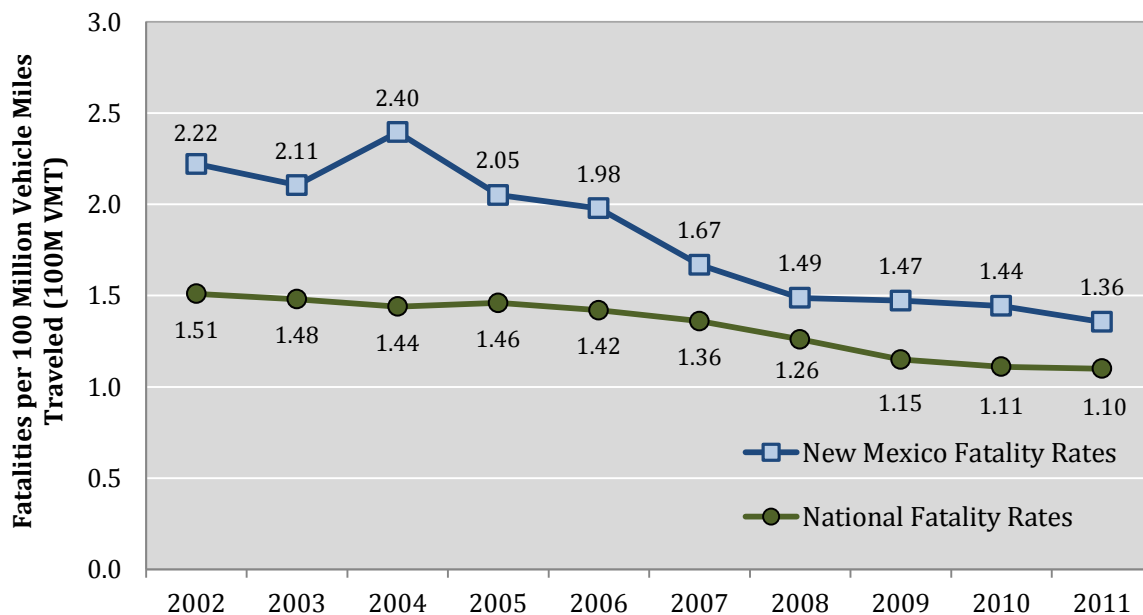


Table 10: Crash Rates, 2002 - 2011⁸

Year	Crash Rates			
	Crashes per 100,000 Population	Crashes per 100 Million Vehicle Miles Traveled (100M VMT) ¹	Crashes per 1,000 Licensed Drivers	Crashes per 1,000 Registered Vehicles
2002	2,674	245	40	32
2003	2,563	231	38	31
2004	2,746	240	41	33
2005	2,537	206	37	31
2006	2,513	202	36	30
2007	2,467	198	35	30
2008	2,310	189	33	29
2009	2,266	188	32	28
2010	2,073	177	30	26
2011	2,080	167	30	24

¹ 100M VMT = 100 Million Vehicle Miles Traveled

Table 11: Fatal Crash Rates, 2002 - 2011⁸

Year	Fatal Crash Rates			
	Fatal Crashes per 100,000 Population	Fatal Crashes per Vehicle Miles Traveled (100M VMT)	Fatal Crashes per 100,000 Licensed Drivers	Fatal Crashes per 100,000 Registered Vehicles
2002	21.5	1.97	31.8	25.3
2003	19.5	1.76	29.3	23.8
2004	23.1	2.02	34.1	27.9
2005	21.7	1.77	31.8	26.5
2006	21.6	1.73	31.2	26.1
2007	18.6	1.50	26.7	22.5
2008	16.1	1.32	23.0	20.0
2009	15.7	1.30	22.4	19.0
2010	15.4	1.31	22.0	19.0
2011	14.7	1.18	21.0	17.3

⁸ Rates based on 2011 VMT are not comparable to previous years due to a change in the calculation method.

Table 12: Fatality Rates, 2002 - 2011⁹

Year	New Mexico Fatality Rates				National
	Fatalities per 100,000 Population	Fatalities per Vehicle Miles Traveled (100M VMT)	Fatalities per 100,000 Licensed Drivers	Fatalities per 100,000 Registered Vehicles	Fatalities per Vehicle Miles Traveled (100M VMT)
2002	24.2	2.22	35.9	28.5	1.51
2003	23.4	2.11	35.1	28.5	1.48
2004	27.4	2.40	40.5	33.1	1.44
2005	25.3	2.05	36.9	30.8	1.46
2006	24.7	1.98	35.6	29.8	1.42
2007	20.8	1.67	29.7	25.1	1.36
2008	18.2	1.49	26.0	22.6	1.26
2009	17.7	1.47	25.3	21.6	1.15
2010	16.9	1.44	24.2	20.9	1.11
2011	16.9	1.36	24.1	19.8	1.10

Table 13: Injury Crash Rates, 2002 - 2011⁹

Year	New Mexico Injury Crash Rates (Crashes with A,B, or C Injuries)			
	Injury Crashes per 100,000 Population	Injury Crashes per Vehicle Miles Traveled (100M VMT) ¹	Injury Crashes per 100,000 Licensed Drivers	Injury Crashes per 100,000 Registered Vehicles
2002	927.0	85.1	1,375.6	1,093.5
2003	891.0	80.2	1,337.2	1,085.0
2004	918.2	80.2	1,356.0	1,106.8
2005	820.9	66.7	1,199.6	1,000.1
2006	747.8	60.0	1,080.0	903.3
2007	693.8	55.8	993.4	838.8
2008	661.6	54.0	945.4	822.7
2009	644.1	53.5	921.2	783.4
2010	609.9	52.1	872.9	755.9
2011	606.3	48.7	866.0	711.3

⁹ Rates based on 2011 VMT are not comparable to previous years due to a change in the calculation method.

Table 14: Injury Rates, 2002 - 2011^{10,11}

Year	New Mexico Injury Rates (People with a Class A, B or C Injury in Crashes)			
	People Injured per 100,000 Population	People Injured per Vehicle Miles Traveled (100M VMT)	People Injured per 100,000 Licensed Drivers	People Injured per 100,000 Registered Vehicles
2002	1,425.2	130.8	2,114.9	1,681.2
2003	1,353.4	121.9	2,031.3	1,648.1
2004	1,390.9	121.5	2,054.2	1,676.8
2005	1,242.1	100.9	1,815.2	1,513.3
2006	1,132.3	90.8	1,635.2	1,367.8
2007	1,032.9	83.1	1,478.8	1,248.7
2008	966.3	78.9	1,380.8	1,201.6
2009	954.7	79.3	1,365.4	1,161.1
2010	919.1	78.5	1,315.4	1,139.2
2011	898.3	72.1	1,282.9	1,053.8

Table 15: Serious Injury Rates, 2002 - 2011^{10,11}

Year	New Mexico Serious Injury Rates (People with a Class A or B Injury)			
	Serious Injuries per 100,000 Population	Serious Injuries per Vehicle Miles Traveled (100M VMT)	Serious Injuries per 100,000 Licensed Drivers	Serious Injuries per 100,000 Registered Vehicles
2002	492.6	45.2	731.1	581.1
2003	470.2	42.3	705.7	572.5
2004	458.6	40.1	677.3	552.9
2005	390.3	31.7	570.3	475.5
2006	314.1	25.2	453.7	379.5
2007	296.4	23.8	424.3	358.3
2008	291.5	23.8	416.6	362.5
2009	289.4	24.0	413.8	351.9
2010	292.7	25.0	418.9	362.8
2011	281.7	22.6	402.3	330.4

¹⁰ Rates based on 2011 VMT are not comparable to previous years due to a change in the calculation method.

¹¹ See page xiv for definitions of Class A (incapacitating), Class B (visible) and Class C (possible) injuries.

Crash Characteristics

Contributing Factors

The Uniform Crash Report provides the officer at the scene of the crash with the opportunity to record up to nine contributing factors for each vehicle involved in a crash. In processing this data, the top contributing factor to the overall crash is extrapolated. For example, the top contributing factor to a crash where a drunk driver ran a red light and hit a speeding car is “alcohol/drug-involved” based on the assumption that if the driver had not been drunk, the red light running would not have occurred and the other car, although speeding, would not have been involved in a crash.

Top contributing factor to crashes: (Table 16)

- Driver inattention (23.5%)
- Failure to yield (13.6%)
- Following too closely (11.3%)

Top contributing factor to crash-related fatalities: (Table 17)

- Alcohol/Drug Involved (44.2%)
- Driver inattention (12.5%)
- Excessive speed (9.4%)

The top contributing factor may hide other important factors in the crash. With up to nine contributing factors per vehicle in a crash, the top contributing factor is assigned using the following priorities (highest to lowest): Alcohol/Drug-involved, pedestrian error, disregarded traffic signal (red light running), passed stop sign, failed to yield right-of-way, excessive speed, speed too fast for conditions, drove left of center, followed too closely, made improper turn, improper overtaking, improper lane change, improper backing, traffic controls not functioning, defective steering, inadequate brakes, defective tires, other mechanical defect, road defect, avoid contact with other vehicle, avoid contact with pedestrian (animal, etc.), driverless moving vehicle, vehicle skidded before applying brakes, driver inattention (including cell phone and texting), no driver error, and none.

Table 16: Severity of Crashes by Top Contributing Factor, 2011¹²

Top Contributing Factor to Crash	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Driver Inattention	37	12.1%	2,835	22.5%	7,291	24.0%	10,163	23.5%
Failure To Yield	14	4.6%	2,145	17.0%	3,722	12.3%	5,881	13.6%
Following Too Closely	3	1.0%	1,469	11.7%	3,430	11.3%	4,902	11.3%
None	5	1.6%	420	3.3%	2,424	8.0%	2,849	6.6%
Alcohol/Drug Involved	134	43.8%	1,102	8.7%	1,361	4.5%	2,597	6.0%
Excessive Speed	29	9.5%	745	5.9%	1,417	4.7%	2,191	5.1%
Too Fast For Conditions	19	6.2%	563	4.5%	1,429	4.7%	2,011	4.7%
Other - No Driver Error	9	2.9%	360	2.9%	1,527	5.0%	1,896	4.4%
Red Light Running	3	1.0%	633	5.0%	829	2.7%	1,465	3.4%
Improper Turn	0	0.0%	281	2.2%	1,067	3.5%	1,348	3.1%
No Indication	7	2.3%	98	0.8%	1,069	3.5%	1,174	2.7%
Poor Driving	8	2.6%	363	2.9%	784	2.6%	1,155	2.7%
Avoid Vehicle	4	1.3%	281	2.2%	712	2.3%	997	2.3%
Improper Lane Change	1	0.3%	148	1.2%	721	2.4%	870	2.0%
Passed Stop Sign	2	0.7%	295	2.3%	483	1.6%	780	1.8%
Drove Left of Center	19	6.2%	241	1.9%	480	1.6%	740	1.7%
Improper Overtaking	1	0.3%	81	0.6%	388	1.3%	470	1.1%
Mechanical Defect	0	0.0%	87	0.7%	286	0.9%	373	0.9%
Avoid Pedestrian, Etc.	1	0.3%	87	0.7%	261	0.9%	349	0.8%
All Other Factors	10	3.3%	370	2.9%	636	2.1%	1,016	2.4%
Total	306	100.0%	12,604	100.0%	30,317	100.0%	43,227	100.0%

¹² "None" is a contributing factor option on the Uniform Crash Report. "No indication" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Table 17: Severity of Injuries to People by Top Contributing Factor, 2011

Top Contributing Factor to Crash	Fatalities		Incapacitating Injuries		Visible Injuries		Possible Injuries		Not Injured		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Driver Inattention	44	12.5%	312	18.3%	743	17.9%	3,003	23.4%	23,143	24.7%	27,245	24.2%
Failure To Yield	14	4.0%	252	14.7%	672	16.2%	2,416	18.8%	14,095	15.0%	17,449	15.5%
Follow Too Close	3	0.9%	68	4.0%	184	4.4%	1,907	14.9%	13,262	14.1%	15,424	13.7%
None	5	1.4%	44	2.6%	136	3.3%	366	2.9%	5,465	5.8%	6,016	5.3%
Alcohol/Drug Involved	155	44.2%	298	17.4%	604	14.6%	825	6.4%	3,890	4.1%	5,772	5.1%
Excessive Speed	33	9.4%	165	9.7%	346	8.3%	615	4.8%	3,671	3.9%	4,830	4.3%
Too Fast For Conditions	26	7.4%	64	3.7%	246	5.9%	504	3.9%	3,628	3.9%	4,468	4.0%
Red Light Running	3	0.9%	91	5.3%	187	4.5%	761	5.9%	3,382	3.6%	4,424	3.9%
Other - No Driver Error	9	2.6%	59	3.5%	155	3.7%	265	2.1%	3,338	3.6%	3,826	3.4%
Improper Turn	0	0.0%	25	1.5%	87	2.1%	318	2.5%	3,198	3.4%	3,628	3.2%
Poor Driving	9	2.6%	59	3.5%	144	3.5%	296	2.3%	2,329	2.5%	2,837	2.5%
No Indication	7	2.0%	19	1.1%	30	0.7%	92	0.7%	2,465	2.6%	2,613	2.3%
Improper Lane Change	1	0.3%	9	0.5%	28	0.7%	172	1.3%	2,287	2.4%	2,497	2.2%
Avoid Vehicle	5	1.4%	35	2.0%	88	2.1%	273	2.1%	2,052	2.2%	2,453	2.2%
Passed Stop Sign	2	0.6%	41	2.4%	92	2.2%	352	2.7%	1,767	1.9%	2,254	2.0%
Drove Left Of Center	22	6.3%	61	3.6%	130	3.1%	205	1.6%	1,450	1.5%	1,868	1.7%
Improper Overtaking	1	0.3%	15	0.9%	31	0.7%	56	0.4%	1,201	1.3%	1,304	1.2%
Mechanical Defect	0	0.0%	11	0.6%	36	0.9%	63	0.5%	755	0.8%	865	0.8%
Defective Brakes	0	0.0%	7	0.4%	12	0.3%	102	0.8%	613	0.7%	734	0.7%
Avoided Pedestrian, etc.	1	0.3%	13	0.8%	42	1.0%	75	0.6%	522	0.6%	653	0.6%
Defective Tires	1	0.3%	17	1.0%	58	1.4%	59	0.5%	307	0.3%	442	0.4%
Pedestrian Error	8	2.3%	38	2.2%	69	1.7%	30	0.2%	257	0.3%	402	0.4%
All Other Factors	2	0.6%	6	0.4%	26	0.6%	63	0.5%	689	0.7%	786	0.7%
Total	351	100%	1,709	100%	4,146	100%	12,818	100%	93,766	100%	112,790	100%

Weather

- In 2011, 8.4% of crashes occurred during inclement (poor) weather conditions. (Table 18)
- Dates with the most crashes in 2011 were often dates with inclement weather. (Table 19)
- February 1, 2011 had the highest number of total daily crashes and 81.0% of these occurred during inclement weather conditions. (Table 19)

Table 18: Crashes and Crash Fatalities by Weather Condition, 2011

Weather	Crashes		Fatalities	
	Count	Percent	Count	Percent
Clear	38,325	88.7%	307	87.5%
Inclement	3,627	8.4%	33	9.4%
Snowing	1,739	4.0%	13	3.7%
Raining	1,212	2.8%	7	2.0%
Wind	501	1.2%	12	3.4%
Fog	77	0.2%	1	0.3%
Dust	59	0.1%	0	0.0%
Sleet or Hail	39	0.1%	0	0.0%
Not Stated/Other	1,275	2.9%	11	3.1%
Total	43,227	100.0%	351	100.0%

Table 19: Dates with the Highest Number of Crashes and the Percentage due to Inclement Weather, 2011

Rank	Top 10 Dates with the Highest Number of Total Crashes	Total Crashes	Inclement Weather-Related Crashes	
		Count	Count	Percent
1	February 1, 2011	389	315	81.0%
2	December 5, 2011	347	279	80.4%
3	December 23, 2011	280	171	61.1%
4	December 2, 2011	253	136	53.8%
5	December 22, 2011	244	139	57.0%
6	December 3, 2011	212	113	53.3%
7	February 2, 2011	197	106	53.8%
8	February 8, 2011	178	72	40.4%
9	May 6, 2011	167	0	0.0%
9	September 30, 2011	167	2	1.2%

Crash Classification

Crash classification (a.k.a. Class) describes the first harmful event in a crash, such as hitting a fixed object, animal or pedestrian. For example, if a vehicle struck a light pole the responding officer would classify the crash as “Fixed Object”. If a vehicle rear-ended another vehicle, the crash classification would be “Other Vehicle”. Crash Classification is a description of the first harmful event in a crash and may not reflect other important events. For example, a crash where a vehicle overturned and then hit a pedestrian might be classified as “Overturn” and not “Pedestrian.”

- In 2011, the most common classification was a crash with another vehicle. (Table 20)
- Fatal crashes resulted primarily from vehicle overturns (34.6%) and collisions with other vehicles (29.1%). (Table 20)
- Over the past five years, the percentage of fixed object crashes has increased slightly while the percentage of collisions with other vehicles has decreased. (Table 22)
- At least 48% of all overturn/rollover crashes were on the right side of the road. (Table 23)
- Over 80% of crashes involving animals were with large animals: Deer (53.1%), Elk (15.6%) and Cow (11.8%). (Table 24)

Table 20: Crashes by Crash Classification and Severity, 2011

Crash Classification	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	89	29.1%	8,707	69.1%	20,078	66.2%	28,874	66.8%
Fixed Object	50	16.3%	1,375	10.9%	4,165	13.7%	5,590	12.9%
Parked Vehicle	6	2.0%	210	1.7%	2,913	9.6%	3,129	7.2%
Overturn	106	34.6%	1,276	10.1%	876	2.9%	2,258	5.2%
Animal	3	1.0%	161	1.3%	1,295	4.3%	1,459	3.4%
Other (Non-Collision)	7	2.3%	230	1.8%	407	1.3%	644	1.5%
Other Object	3	1.0%	53	0.4%	419	1.4%	475	1.1%
Pedestrian	34	11.1%	324	2.6%	42	0.1%	400	0.9%
Pedalcyclist	4	1.3%	260	2.1%	67	0.2%	331	0.8%
Vehicle on Other Road	3	1.0%	7	0.1%	51	0.2%	61	0.1%
Railroad Train	1	0.3%	1	0.0%	4	0.0%	6	0.0%
Total	306	100.0%	12,604	100.0%	30,317	100.0%	43,227	100.0%

Crash Characteristics – Class Classification

Table 21: People in Crashes by Crash Classification¹³ and Severity of Injury, 2011

Crash Classification	Fatalities		Incapacitating Injuries		Visible Injuries		Possible Injuries		Not Injured		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	106	30.2%	910	53.2%	2,060	49.7%	10,770	84.0%	73,764	78.7%	87,610	77.7%
Fixed Object	55	15.7%	239	14.0%	665	16.0%	774	6.0%	6,187	6.6%	7,920	7.0%
Parked Vehicle	7	2.0%	25	1.5%	82	2.0%	153	1.2%	6,899	7.4%	7,166	6.4%
Overturn	127	36.2%	353	20.7%	840	20.3%	667	5.2%	1,764	1.9%	3,751	3.3%
Animal	3	0.9%	9	0.5%	60	1.4%	123	1.0%	2,250	2.4%	2,445	2.2%
Pedestrian	35	10.0%	72	4.2%	146	3.5%	122	1.0%	623	0.7%	998	0.9%
Non-Collision	7	2.0%	46	2.7%	138	3.3%	74	0.6%	725	0.8%	990	0.9%
Other Object	3	0.9%	5	0.3%	23	0.6%	33	0.3%	886	0.9%	950	0.8%
Pedalcyclist	4	1.1%	44	2.6%	131	3.2%	93	0.7%	501	0.5%	773	0.7%
Veh. on other Rd	3	0.9%	6	0.4%	1	0.0%	8	0.1%	155	0.2%	173	0.2%
Railroad Train	1	0.3%	0	0.0%	0	0.00%	1	0.01%	12	0.01%	14	0.01%
Total People	351	100.0%	1,709	100.0%	4,146	100.0%	12,818	100.0%	93,766	100.0%	112,790	100.0%

Table 22: Crashes by Crash Classification, 2007 - 2011

Crash Classification	Crashes					Percentage of Total Crashes by Year				
	2007	2008	2009	2010	2011	2007	2008	2009	2010	2011
Other Vehicle	34,663	31,662	31,143	29,516	28,874	70.6%	68.2%	67.5%	69.0%	66.8%
Fixed Object	5,202	5,371	5,324	4,933	5,590	10.6%	11.6%	11.5%	11.5%	12.9%
Parked Vehicle	3,611	3,683	3,432	2,755	3,129	7.4%	7.9%	7.4%	6.4%	7.2%
Overturn	2,451	2,381	2,488	2,390	2,258	5.0%	5.1%	5.4%	5.6%	5.2%
Animal	1,378	1,400	1,558	1,322	1,459	2.8%	3.0%	3.4%	3.1%	3.4%
Other (Non-Collision)	541	607	775	658	644	1.1%	1.3%	1.7%	1.5%	1.5%
Other (Object)	356	414	496	423	475	0.7%	0.9%	1.1%	1.0%	1.1%
Pedestrian	479	474	488	392	400	1.0%	1.0%	1.1%	0.9%	0.9%
Pedalcyclist	354	380	349	340	331	0.7%	0.8%	0.8%	0.8%	0.8%
Vehicle on Other Road	62	64	93	62	61	0.1%	0.1%	0.2%	0.1%	0.1%
Railroad Train	7	5	10	11	6	0.01%	0.01%	0.02%	0.03%	0.01%
Total Crashes	49,104	46,441	46,156	42,802	43,227	100.0%	100.0%	100.0%	100.0%	100.0%

¹³ Crash Classification is a description of the first harmful event in a crash and may not reflect other important events. For example, a crash where a vehicle overturned and then hit a pedestrian might be classified as “Overturn” and not “Pedestrian.”

Crash Characteristics – Class Classification

Table 23: Classification of Rollover/Overturn Crashes by Crash Severity, 2011

Rollover/ Overturn Crash Location	Severity of Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Right Side of Road	56	52.8%	590	46.2%	456	52.1%	1,102	48.8%
Left Side of Road	29	27.4%	390	30.6%	273	31.2%	692	30.6%
On the Road	14	13.2%	241	18.9%	99	11.3%	354	15.7%
Not Stated	7	6.6%	55	4.3%	48	5.5%	110	4.9%
Total	106	100.0%	1,276	100.0%	876	100.0%	2,258	100.0%

Table 24: Classification of Crashes involving Animals by Crash Severity, 2011

Animal Crash	Severity of Crashes						Total Crashes	
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Deer	2	66.7%	56	35.2%	713	55.2%	771	53.1%
Elk	0	0.0%	30	18.9%	197	15.3%	227	15.6%
Cow	0	0.0%	32	20.1%	139	10.8%	171	11.8%
Dog	1	33.3%	17	10.7%	70	5.4%	88	6.1%
Horse	0	0.0%	14	8.8%	59	4.6%	73	5.0%
Coyote	0	0.0%	4	2.5%	27	2.1%	31	2.1%
Other Animal	0	0.0%	1	0.6%	20	1.5%	21	1.4%
Antelope	0	0.0%	0	0.0%	18	1.4%	18	1.2%
Bear	0	0.0%	1	0.6%	17	1.3%	18	1.2%
Animal Unknown	0	0.0%	1	0.6%	9	0.7%	10	0.7%
Game Animal	0	0.0%	0	0.0%	9	0.7%	9	0.6%
Domestic Animal	0	0.0%	2	1.3%	5	0.4%	7	0.5%
Cougar	0	0.0%	0	0.0%	3	0.2%	3	0.2%
Bird	0	0.0%	0	0.0%	3	0.2%	3	0.2%
Goat	0	0.0%	1	0.6%	0	0.0%	1	0.1%
Sheep	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Pig	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Total	3	100.0%	159	100.0%	1,291	100.0%	1,453	100.0%

Hit and Run

- 6,374 (14.7% of all crashes) were reported as hit and run crashes in 2011. (Table 25)
- An overwhelming proportion (84.1%) of hit and run crashes were property damage only crashes. (Table 26)

Table 25: Hit and Run Crashes, 2002 - 2011

Year	Hit and Run Crashes	Total Crashes	Percent Hit and Run
2002	6,095	49,613	12.3%
2003	5,206	48,128	10.8%
2004	5,883	52,288	11.3%
2005	7,094	49,023	14.5%
2006	7,228	49,318	14.7%
2007	7,169	49,104	14.6%
2008	6,657	46,441	14.3%
2009	6,071	46,156	13.2%
2010	5,732	42,802	13.4%
2011	6,374	43,227	14.7%

Table 26: Hit and Run Crashes by Crash Severity, 2002 - 2011

Year	Hit and Run Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2002	17	0.3%	1,253	20.6%	4,825	79.2%	6,095	100%
2003	9	0.2%	972	18.7%	4,225	81.2%	5,206	100%
2004	4	0.1%	1,091	18.5%	4,788	81.4%	5,883	100%
2005	9	0.1%	1,350	19.0%	5,735	80.8%	7,094	100%
2006	7	0.1%	1,180	16.3%	6,041	83.6%	7,228	100%
2007	10	0.1%	1,070	14.9%	6,089	84.9%	7,169	100%
2008	6	0.1%	1,008	15.1%	5,643	84.8%	6,657	100%
2009	3	0.0%	923	15.2%	5,145	84.7%	6,071	100%
2010	13	0.2%	899	15.7%	4,820	84.1%	5,732	100%
2011	3	0.05%	1,009	15.8%	5,362	84.1%	6,374	100%

Rural and Urban Road Systems

- Crashes on urban roads account for 82.4% of all crashes and 31.3% of crash-related fatalities. (Table 27, Table 28)
- Crashes on rural non-interstate roads account for 13.3% of all crashes and 50.7% of crash-related fatalities. (Table 27, Table 28)
- Crashes on rural interstate roads account for 4.3% of all crashes and 17.9% of crash-related fatalities. (Table 27, Table 28)
- Overturn vehicle crashes account for 25.4% of all rural interstate crashes and 47.6% of rural interstate fatalities. (Table 29)
- Overturn vehicle crashes account for 19.0% of all rural non-interstate crashes and 44.9% of rural non-interstate crash-related fatalities. (Table 30)
- Overturn vehicle crashes account for 2.0% of all urban crashes and 15.5% of urban crash-related fatalities. (Table 31)
- The percentages of alcohol-involved fatalities by road system are 53.9% rural non-interstate, 32.9% urban and 13.2% rural interstate. (Table 33)
- Alcohol-involved fatalities on rural roadways (non-interstate and interstate) were primarily from overturn crashes. In contrast, alcohol-involved fatalities on urban roadways were from collisions with another vehicle or a fixed object. (Table 34, Table 35, Table 36)

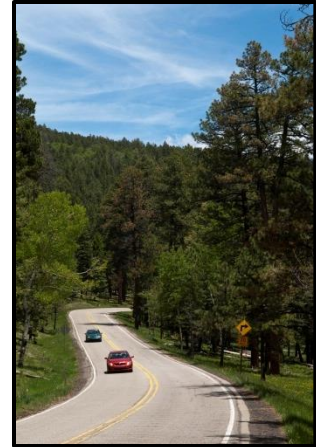


Table 27: Crashes by Road System, 2002 - 2011

Year	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2002	2,302	4.6%	7,764	15.6%	39,547	79.7%	49,613	100%
2003	2,023	4.2%	8,093	16.8%	38,012	79.0%	48,128	100%
2004	2,447	4.7%	7,562	14.5%	42,279	80.9%	52,288	100%
2005	1,898	3.9%	6,325	12.9%	40,800	83.2%	49,023	100%
2006	1,316	2.7%	5,992	12.1%	42,010	85.2%	49,318	100%
2007	1,574	3.2%	5,732	11.7%	41,798	85.1%	49,104	100%
2008	1,327	2.9%	6,573	14.2%	38,541	83.0%	46,441	100%
2009	1,709	3.7%	6,426	13.9%	38,021	82.4%	46,156	100%
2010	1,987	4.6%	5,969	13.9%	34,846	81.4%	42,802	100%
2011	1,841	4.3%	5,758	13.3%	35,628	82.4%	43,227	100%

Crash Characteristics – Rural and Urban

Table 28: Fatalities by Road System, 2002 - 2011

Year	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2002	114	25.4%	215	47.9%	120	26.7%	449	100%
2003	97	22.1%	201	45.8%	141	32.1%	439	100%
2004	126	24.1%	246	47.1%	150	28.7%	522	100%
2005	142	29.1%	185	37.9%	161	33.0%	488	100%
2006	97	20.0%	226	46.7%	161	33.3%	484	100%
2007	79	19.1%	178	43.1%	156	37.8%	413	100%
2008	77	21.0%	156	42.6%	133	36.3%	366	100%
2009	63	17.5%	173	47.9%	125	34.6%	361	100%
2010	63	18.1%	159	45.6%	127	36.4%	349	100%
2011	63	17.9%	178	50.7%	110	31.3%	351	100%

Table 29: Rural Interstate Roadway Fatalities and Crashes by Crash Classification, 2011

Rural Interstate				
Crash Classification	Fatalities		Crashes	
	Count	Percent	Count	Percent
Overturn	30	47.6%	467	25.4%
Other Vehicle	17	27.0%	452	24.6%
Fixed Object	6	9.5%	477	25.9%
Pedestrian	4	6.3%	6	0.3%
Parked Vehicle	3	4.8%	28	1.5%
Vehicle on Other Roadway	1	1.6%	9	0.5%
Other Non-Collision	1	1.6%	126	6.8%
Other Object	1	1.6%	111	6.0%
Railroad Train	0	0.0%	0	0.0%
Pedalcyclist	0	0.0%	0	0.0%
Animal	0	0.0%	165	9.0%
Total	63	100.0%	1,841	100.0%

Crash Characteristics – Rural and Urban

Table 30: Rural, Non-Interstate Roadway Fatalities and Crashes by Crash Classification, 2011

Rural Non-Interstate				
Crash Classification	Fatalities		Crashes	
	Count	Percent	Count	Percent
Overturn	80	44.9%	1,096	19.0%
Other Vehicle	48	27.0%	1,829	31.8%
Fixed Object	27	15.2%	1,369	23.8%
Pedestrian	10	5.6%	31	0.5%
Other Non-Collision	3	1.7%	197	3.4%
Animal	3	1.7%	978	17.0%
Parked Vehicle	2	1.1%	147	2.6%
Pedalcyclist	2	1.1%	11	0.2%
Railroad Train	1	0.6%	2	0.0%
Vehicle On Other Roadway	1	0.6%	8	0.1%
Other Object	1	0.6%	90	1.6%
Total	178	100.0%	5,758	100.0%

Table 31: Urban Roadway Fatalities and Crashes by Crash Classification, 2011

Urban Roads				
Crash Classification	Fatalities		Crashes	
	Count	Percent	Count	Percent
Other Vehicle	41	37.3%	26,593	74.6%
Fixed Object	22	20.0%	3,744	10.5%
Pedestrian	21	19.1%	363	1.0%
Overturn	17	15.5%	695	2.0%
Other Non-Collision	3	2.7%	321	0.9%
Parked Vehicle	2	1.8%	2,954	8.3%
Pedalcyclist	2	1.8%	320	0.9%
Vehicle on Other Road	1	0.9%	44	0.1%
Other Object	1	0.9%	274	0.8%
Animal	0	0.0%	316	0.9%
Railroad Train	0	0.0%	4	0.0%
Total	110	100.0%	35,628	100.0%

Crash Characteristics – Rural and Urban

Table 32: Alcohol-involved Crashes by Road System, 2002 - 2011

Year	Alcohol-involved Crashes							
	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2002	171	4.8%	1,068	29.9%	2,327	65.3%	3,566	100%
2003	158	4.5%	1,021	29.1%	2,329	66.4%	3,508	100%
2004	162	4.9%	824	24.7%	2,350	70.4%	3,336	100%
2005	93	3.5%	662	25.1%	1,878	71.3%	2,633	100%
2006	78	2.9%	606	22.5%	2,014	74.6%	2,698	100%
2007	74	3.0%	529	21.4%	1,868	75.6%	2,471	100%
2008	71	2.7%	618	23.8%	1,910	73.5%	2,599	100%
2009	89	3.3%	696	25.8%	1,913	70.9%	2,698	100%
2010	85	3.9%	579	26.8%	1,498	69.3%	2,162	100%
2011	92	4.0%	556	24.0%	1,672	72.1%	2,320	100%

Table 33: Alcohol-involved Fatalities by Road System, 2002 - 2011

Year	Alcohol-involved Fatalities							
	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2002	29	13.1%	127	57.5%	65	29.4%	221	100%
2003	31	14.5%	104	48.6%	79	36.9%	214	100%
2004	37	16.9%	111	50.7%	71	32.4%	219	100%
2005	28	14.4%	92	47.4%	74	38.1%	194	100%
2006	26	13.6%	99	51.8%	66	34.6%	191	100%
2007	16	9.0%	84	47.5%	77	43.5%	177	100%
2008	12	8.4%	70	49.0%	61	42.7%	143	100%
2009	11	7.2%	87	57.2%	54	35.5%	152	100%
2010	18	12.4%	71	49.0%	56	38.6%	145	100%
2011	20	13.2%	82	53.9%	50	32.9%	152	100%

Crash Characteristics – Rural and Urban

Table 34: Alcohol-involved Fatalities and Crashes on Rural Interstate Roadways by Crash Classification, 2011

Rural Interstate				
Crash Classification	Alcohol-involved Fatalities		Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Overturn	9	45.0%	33	35.9%
Pedestrian	4	20.0%	4	4.3%
Other Vehicle	3	15.0%	20	21.7%
Fixed Object	2	10.0%	31	33.7%
Vehicle on Other Roadway	1	5.0%	1	1.1%
Other Non-Collision	1	5.0%	3	3.3%
Railroad Train	0	0.0%	0	0.0%
Other Object	0	0.0%	0	0.0%
Pedalcyclist	0	0.0%	0	0.0%
Parked Vehicle	0	0.0%	0	0.0%
Animal	0	0.0%	0	0.0%
Total	20	100.0%	92	100.0%

Table 35: Alcohol-involved Fatalities and Crashes on Rural, Non-Interstate Roadways by Crash Classification, 2011

Rural Non-Interstate				
Crash Classification	Alcohol-involved Fatalities		Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Overturn	43	52.4%	173	31.1%
Fixed Object	17	20.7%	203	36.5%
Other Vehicle	10	12.2%	127	22.8%
Pedestrian	8	9.8%	16	2.9%
Parked Vehicle	1	1.2%	17	3.1%
Railroad Train	1	1.2%	1	0.2%
Other Non-Collision	1	1.2%	12	2.2%
Animal	1	1.2%	3	0.5%
Other Object	0	0.0%	3	0.5%
Vehicle on Other Roadway	0	0.0%	0	0.0%
Pedalcyclist	0	0.0%	1	0.2%
Total	82	100.0%	556	100.0%

Crash Characteristics – Rural and Urban

Table 36: Alcohol-involved Fatalities and Crashes on Urban Roadways by Crash Classification, 2011

Urban Roads				
Crash Classification	Alcohol-involved Fatalities		Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Fixed Object	14	28.0%	638	38.2%
Other Vehicle	13	26.0%	635	38.0%
Overturn	11	22.0%	114	6.8%
Pedestrian	9	18.0%	51	3.1%
Other Non-Collision	3	6.0%	27	1.6%
Vehicle on Other Roadway	0	0.0%	2	0.1%
Pedalcyclist	0	0.0%	18	1.1%
Railroad Train	0	0.0%	0	0.0%
Animal	0	0.0%	2	0.1%
Other Object	0	0.0%	12	0.7%
Parked Vehicle	0	0.0%	173	10.3%
Total	50	100.0%	1,672	100.0%

Table 37: Crashes by Road System and Light Condition, 2011

Light Condition	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	1,050	3.4%	3,396	10.9%	26,753	85.7%	31,199	100.0%
Dark-Not Lighted	626	14.2%	1,746	39.5%	2,045	46.3%	4,417	100.0%
Dark-Lighted	59	1.2%	216	4.5%	4,509	94.3%	4,784	100.0%
Dusk	44	4.0%	204	18.4%	863	77.7%	1,111	100.0%
Dawn	43	7.7%	158	28.2%	359	64.1%	560	100.0%
Other/Not Stated	19	1.6%	38	3.3%	1,099	95.1%	1,156	100.0%
Total	1,841	4.3%	5,758	13.3%	35,628	82.4%	43,227	100.0%

Light

- 72.2% of crashes occur in daylight. (Table 38)
- 21.3% of crashes occur at night. (Table 38)
- Crashes *at night in unlighted areas* account for 8.0% of all people in crashes and 32.5% of fatalities. (Table 39)
- Crashes *at night in lighted areas* (with street lights) account for 10.9% of all people in crashes and 7.4% of fatalities. (Table 39)
- Fatalities *at night in lighted areas* decreased from 48 in 2010¹⁴ to 26 in 2011. (Table 39)

Table 38: Crashes by Light Condition, 2011

Light Condition	Crashes	
	Count	Percent
Daylight	31,199	72.2%
Dark-Not Lighted	4,417	10.2%
Dark-Lighted	4,784	11.1%
Dusk	1,111	2.6%
Dawn	560	1.3%
Other/Not Stated	1,156	2.7%
Total	43,227	100.0%

Table 39: Severity of Injuries to People in Crashes by Light Condition, 2011

Light Condition	Fatalities		Incapacitating Injuries		Visible Injuries		Possible Injuries		Not Injured		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	189	53.8%	1,171	68.5%	2,868	69.2%	9,748	76.0%	70,428	75.1%	84,404	74.8%
Dark-Lighted	26	7.4%	181	10.6%	459	11.1%	1,392	10.9%	10,252	10.9%	12,310	10.9%
Dark-Not Lighted	114	32.5%	255	14.9%	574	13.8%	912	7.1%	7,142	7.6%	8,997	8.0%
Other/Not Stated	7	2.0%	39	2.3%	77	1.9%	299	2.3%	2,575	2.7%	2,997	2.7%
Dusk	11	3.1%	47	2.8%	115	2.8%	359	2.8%	2,379	2.5%	2,911	2.6%
Dawn	4	1.1%	16	0.9%	53	1.3%	108	0.8%	990	1.1%	1,171	1.0%
Total People	351	100.0%	1,709	100.0%	4,146	100.0%	12,818	100.0%	93,766	100.0%	112,790	100.0%

¹⁴ UNM GPS, *New Mexico Traffic Crash Annual Report, 2010*, Table 38. Available from <http://tru.unm.edu>.

Hour and Day of Week

Additional data on Hour and Day of Week are also available in Appendix A (page 168).

- The number of total crashes is lowest on Saturday and Sunday, but highest on Friday. (Table 40, Table 42)
- The number of fatal crashes is highest on weekends (Friday, Saturday and Sunday). (Table 40)
- The number of injury and property damage only crashes is higher on weekdays. (Table 40)
- Regardless of crash severity, the number of alcohol-involved crashes is highest on weekends (Friday, Saturday and Sunday). (Table 41, Table 44)
- The total number of crashes is highest between the hours of 3 p.m. and 6 p.m. (Figure 11)
- The peak of alcohol-involved crashes occurs between 7 p.m. and 12 a.m. but there is a dramatic increase by 4 p.m. that is sustained at high levels until 2 a.m. (Figure 12)
- No matter the day of the week, at least 39% of all crashes occurred between the hours of noon and 6 p.m. (Table 43)
- About a quarter of alcohol-involved crashes on Saturdays and Sundays occur between midnight and 3 a.m. (Table 45)
- Alcohol-involved crashes on weekdays occur mostly between 3 p.m. and 12 a.m. (Table 45)
- Regardless of crash severity, alcohol-involved crashes occur primarily between 6 p.m. and 3 a.m. (Table 47)

Table 40: Crashes by Day of the Week and Severity, 2011

Day of the Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Sunday	48	15.7%	1,263	10.0%	2,699	8.9%	4,010	9.3%
Monday	39	12.7%	1,888	15.0%	4,575	15.1%	6,502	15.0%
Tuesday	38	12.4%	1,928	15.3%	4,860	16.0%	6,826	15.8%
Wednesday	33	10.8%	1,828	14.5%	4,651	15.3%	6,512	15.1%
Thursday	43	14.1%	1,841	14.6%	4,533	15.0%	6,417	14.8%
Friday	49	16.0%	2,188	17.4%	5,263	17.4%	7,500	17.4%
Saturday	56	18.3%	1,668	13.2%	3,736	12.3%	5,460	12.6%
Total	306	100.0%	12,604	100.0%	30,317	100.0%	43,227	100.0%

Crash Characteristics – Hour and Day

Table 41: Alcohol-involved Crashes by Day of the Week and Severity, 2011

Day of the Week	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Sunday	18	13.7%	183	18.3%	188	15.8%	389	16.8%
Monday	14	10.7%	117	11.7%	119	10.0%	250	10.8%
Tuesday	14	10.7%	114	11.4%	109	9.2%	237	10.2%
Wednesday	14	10.7%	95	9.5%	135	11.4%	244	10.5%
Thursday	19	14.5%	106	10.6%	151	12.7%	276	11.9%
Friday	21	16.0%	161	16.1%	207	17.4%	389	16.8%
Saturday	31	23.7%	224	22.4%	280	23.5%	535	23.1%
Total	131	100.0%	1,000	100.0%	1,189	100.0%	2,320	100.0%

Figure 11: Crashes by Hour of the Day, 2011

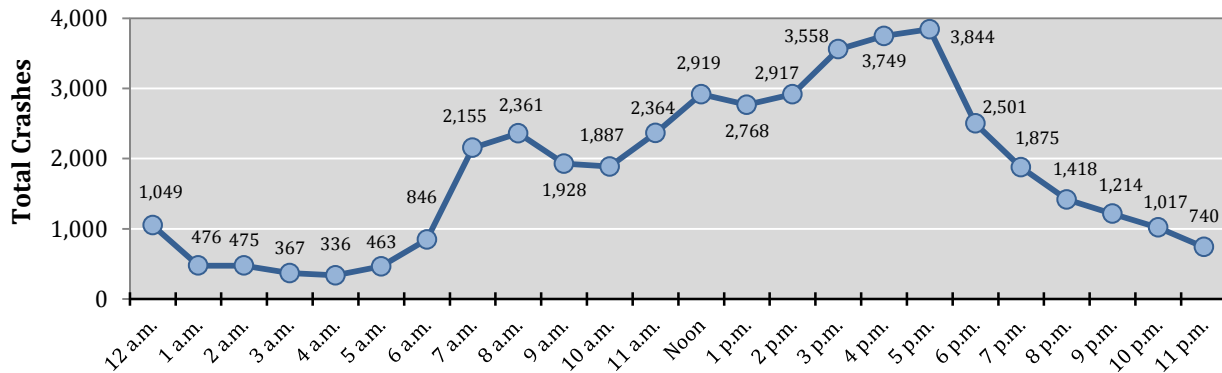
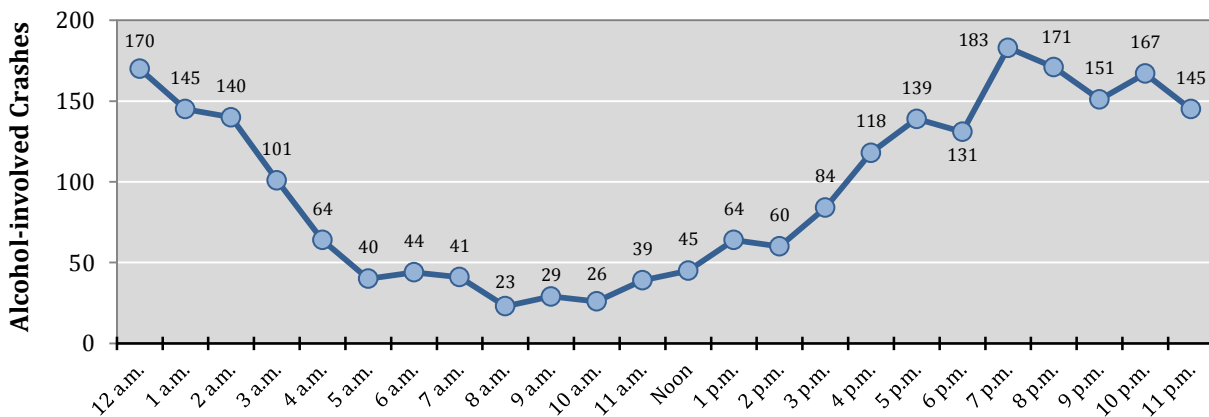


Figure 12: Alcohol-involved Crashes by Hour of the Day, 2011



Crash Characteristics – Hour and Day

Table 42: Crashes by Hour and Day of Week, 2011

Hour	Crashes							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	159	121	147	125	140	144	213	1,049
1 a.m.	93	54	39	45	43	67	135	476
2 a.m.	129	45	41	38	46	65	111	475
3 a.m.	96	32	41	24	28	51	95	367
4 a.m.	73	37	46	25	46	40	69	336
5 a.m.	64	67	78	60	56	78	60	463
6 a.m.	78	140	157	124	108	143	96	846
7 a.m.	104	369	442	404	382	321	133	2,155
8 a.m.	112	399	489	431	396	361	173	2,361
9 a.m.	154	298	355	280	305	302	234	1,928
10 a.m.	170	304	287	268	267	308	283	1,887
11 a.m.	186	336	373	354	356	404	355	2,364
Noon	253	439	478	451	388	552	358	2,919
1 p.m.	260	459	406	412	376	482	373	2,768
2 p.m.	252	463	452	464	417	544	325	2,917
3 p.m.	271	584	579	539	519	682	384	3,558
4 p.m.	285	593	610	595	614	696	356	3,749
5 p.m.	258	578	655	688	637	679	349	3,844
6 p.m.	244	367	354	387	390	458	301	2,501
7 p.m.	235	281	242	259	264	317	277	1,875
8 p.m.	180	182	196	191	216	239	214	1,418
9 p.m.	152	152	149	128	198	211	224	1,214
10 p.m.	122	137	139	130	122	192	175	1,017
11 p.m.	80	65	71	90	103	164	167	740
Total	4,010	6,502	6,826	6,512	6,417	7,500	5,460	43,227

For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

Table 43: Percentage of Crashes by Hour and Day of Week, 2011

Hour	Crashes						
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
12 - 3 a.m.	10%	3%	3%	3%	4%	4%	8%
3 - 6 a.m.	6%	2%	2%	2%	2%	2%	4%
6 - 9 a.m.	7%	14%	16%	15%	14%	11%	7%
9 a.m. - Noon	13%	14%	15%	14%	14%	14%	16%
12 - 3 p.m.	19%	21%	20%	20%	18%	21%	19%
3 - 6 p.m.	20%	27%	27%	28%	28%	27%	20%
6 - 9 p.m.	16%	13%	12%	13%	14%	14%	15%
9 p.m. -12 a.m.	9%	5%	5%	5%	7%	8%	10%
Total Percent	100%	100%	100%	100%	100%	100%	100%

Crash Characteristics – Hour and Day

Table 44: Alcohol-involved Crashes by Hour and Day of Week, 2011

Hour ¹	Alcohol-involved Crashes							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	29	11	13	18	22	32	45	170
1 a.m.	28	11	10	15	12	18	51	145
2 a.m.	45	7	11	7	13	21	36	140
3 a.m.	30	6	3	3	3	14	42	101
4 a.m.	17	1	2	4	8	8	24	64
5 a.m.	12	3	2	4	8	4	7	40
6 a.m.	13	2	4	3	3	8	11	44
7 a.m.	8	3	3	2	8	5	12	41
8 a.m.	3	1	1	4	4	2	8	23
9 a.m.	5	7	1	4	4	5	3	29
10 a.m.	5	2	3	3	2	3	8	26
11 a.m.	5	10	6	6	4	1	7	39
Noon	3	8	3	7	2	9	13	45
1 p.m.	5	14	9	8	7	9	12	64
2 p.m.	5	10	9	10	7	8	11	60
3 p.m.	14	13	13	11	9	11	13	84
4 p.m.	16	18	15	13	17	18	21	118
5 p.m.	16	21	15	22	16	23	26	139
6 p.m.	24	9	12	20	19	25	22	131
7 p.m.	25	18	26	14	31	31	38	183
8 p.m.	26	21	22	17	18	38	29	171
9 p.m.	20	17	16	14	21	25	38	151
10 p.m.	20	27	25	19	17	26	33	167
11 p.m.	15	10	13	16	21	45	25	145
Total	389	250	237	244	276	389	535	2,320

¹For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

Table 45: Percentage of Alcohol-involved Crashes by Hour and Day of the Week, 2011

Hour	Percent Alcohol-involved Crashes						
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
12 - 3 a.m.	26%	12%	14%	16%	17%	18%	25%
3 - 6 a.m.	15%	4%	3%	5%	7%	7%	14%
6 - 9 a.m.	6%	2%	3%	4%	5%	4%	6%
9 a.m. - Noon	4%	8%	4%	5%	4%	2%	3%
12 - 3 p.m.	3%	13%	9%	10%	6%	7%	7%
3 - 6 p.m.	12%	21%	18%	19%	15%	13%	11%
6 - 9 p.m.	19%	19%	25%	21%	25%	24%	17%
9 p.m. -12 a.m.	14%	22%	23%	20%	21%	25%	18%
Total Percent	100%	100%	100%	100%	100%	100%	100%

For reference, crashes from 3-6 a.m. are from 3 a.m. to 5:59 a.m.

Crash Characteristics – Hour and Day

Table 46: Crashes by Hour and Severity, 2011

Hour	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	31	10.1%	477	3.8%	1,492	4.9%	2,000	4.6%
3 - 6 a.m.	15	4.9%	310	2.5%	841	2.8%	1,166	2.7%
6 - 9 a.m.	28	9.2%	1,509	12.0%	3,825	12.6%	5,362	12.4%
9 a.m. - Noon	29	9.5%	1,785	14.2%	4,365	14.4%	6,179	14.3%
12 - 3 p.m.	51	16.7%	2,576	20.4%	5,977	19.7%	8,604	19.9%
3 - 6 p.m.	54	17.6%	3,378	26.8%	7,719	25.5%	11,151	25.8%
6 - 9 p.m.	62	20.3%	1,725	13.7%	4,007	13.2%	5,794	13.4%
9 p.m. -12 a.m.	36	11.8%	844	6.7%	2,091	6.9%	2,971	6.9%
Total	306	100.0%	12,604	100.0%	30,317	100.0%	43,227	100.0%

For reference, crashes from 3-6 a.m. are from 3 a.m. to 5:59 a.m.

Table 47: Alcohol-involved Crashes by Hour and Severity, 2011

Hour	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	21	16.0%	178	17.8%	256	21.5%	455	19.6%
3 - 6 a.m.	7	5.3%	88	8.8%	110	9.3%	205	8.8%
6 - 9 a.m.	8	6.1%	43	4.3%	57	4.8%	108	4.7%
9 a.m. - Noon	7	5.3%	38	3.8%	49	4.1%	94	4.1%
12 - 3 p.m.	8	6.1%	82	8.2%	79	6.6%	169	7.3%
3 - 6 p.m.	21	16.0%	157	15.7%	163	13.7%	341	14.7%
6 - 9 p.m.	33	25.2%	219	21.9%	233	19.6%	485	20.9%
9 p.m. -12 a.m.	26	19.8%	195	19.5%	242	20.4%	463	20.0%
Total	131	100.0%	1,000	100.0%	1,189	100.0%	2,320	100.0%

For reference, crashes from 3-6 a.m. are from 3 a.m. to 5:59 a.m.

Speeding

The Uniform Crash Report (UCR) allows the officer at the scene of the crash to record two types of speed-related contributing factors – Excessive Speed and Too Fast for Conditions (together known as Speeding). Too Fast for Conditions is when a vehicle is traveling below the speed limit but above a safe speed due to road conditions (e.g. ice or night driving).

- The percentage of crashes primarily caused by Speeding has remained fairly consistent over the past 10 years. (Table 48)
- In 2011, crashes with Excessive Speed or Too Fast for Conditions were the primary cause for 9.7% of all crashes. (Table 16, Table 48)
- Most crashes caused by Speeding (67.7%) resulted in property damage only. (Table 49)

Table 48: Crashes with Speeding as the Top Contributing Factor to the Crash, 2002 - 2011

Year	Crashes Due to Speeding ¹	Total Crashes	Percent of Total Crashes
2002	4,932	49,613	9.9%
2003	4,432	48,128	9.2%
2004	6,227	52,288	11.9%
2005	4,840	49,023	9.9%
2006	4,816	49,318	9.8%
2007	5,153	49,104	10.5%
2008	4,605	46,440	9.9%
2009	4,668	46,156	10.1%
2010	4,274	42,802	10.0%
2011	4,202	43,227	9.7%

¹ Crashes where the Top Contributing Factor to the Crash was either Excessive Speed or Too Fast for Conditions.

Table 49: Crashes with Speeding as the Top Contributing Factor by Crash Severity, 2011

Top Contributing Factor to Crash	Crashes with Speeding as the Top Contributing Factor							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Excessive Speed	29	1.3%	745	34.0%	1,417	64.7%	2,191	100.0%
Too Fast For Conditions	19	0.9%	563	28.0%	1,429	71.1%	2,011	100.0%
Total	48	1.1%	1,308	31.1%	2,846	67.7%	4,202	100.0%

Speeding as a Contributing Factor

At the scene of a crash, an officer can record a maximum of nine contributing factors for each vehicle involved in the crash. This section counts the number of crashes where Speeding was, at least, one of the contributing factors.

- In general, the percentage of crashes where Speeding was listed as a contributing factor remained unchanged during the last 10 years. The high number in 2004 corresponded with an overall high number of total crashes that year. (Table 50)
- The number of speeding vehicles in crashes continued to decrease from 2009 to 2011. (Table 50)
- Speeding as a contributing factor in a crash decreases with age. The older the driver in a crash, the less likely Speeding was reported as a contributing factor. (Table 51, Figure 13)
- One-third of speeding drivers were below age 25. There appeared to be no difference in percentage between males and females in young age groups (ages 15 to 24). (Table 51)
- In general, male drivers were more than twice as likely as their female counterparts to be in a crash where their speeding was a contributing factor. (Table 51, Figure 13)

Table 50: Speeding Vehicles as a Contributing Factor in Crashes, 2002 - 2011

Year	Speeding Vehicles ¹ in Crashes	Total Vehicles in Crashes	Percent
2002	7,020	92,870	7.6%
2003	6,506	89,932	7.2%
2004	8,393	97,755	8.6%
2005	6,589	92,282	7.1%
2006	6,734	93,039	7.2%
2007	7,018	91,953	7.6%
2008	6,421	86,305	7.4%
2009	6,465	85,424	7.6%
2010	5,843	79,367	7.4%
2011	5,810	79,723	7.3%

¹ Vehicles with at least one contributing factor of either Excessive Speed or Too Fast for Conditions. Vehicles with both are counted only once.

Crash Characteristics - Speeding

Table 51: Speeding Drivers in Crashes by Age Group and Sex, 2011

Age Group ¹	Speeding Drivers ² in Crashes				Percentage of Speeding Drivers in each Age Group by Sex ⁴			Ratio Male to Female
	Males	Females	Unknown ³	Total	Male	Females	Total	
15-19	606	268	5	879	18.0%	17.9%	15.2%	2.3
20-24	759	329	3	1,091	22.6%	22.0%	18.9%	2.3
25-29	475	191	4	670	14.1%	12.8%	11.6%	2.5
30-34	328	132	2	462	9.8%	8.8%	8.0%	2.5
35-39	222	127	0	349	6.6%	8.5%	6.0%	1.7
40-44	187	84	0	271	5.6%	5.6%	4.7%	2.2
45-49	199	107	4	310	5.9%	7.1%	5.4%	1.9
50-54	154	60	3	217	4.6%	4.0%	3.8%	2.6
55-59	123	54	2	179	3.7%	3.6%	3.1%	2.3
60-64	84	36	1	121	2.5%	2.4%	2.1%	2.3
65-69	59	22	1	82	1.8%	1.5%	1.4%	2.7
70-74	23	13	0	36	0.7%	0.9%	0.6%	1.8
75+	35	14	0	45	1.0%	0.9%	0.8%	2.5
Unknown Age	109	60	899	1,068	3.2%	4.0%	18.5%	1.8
Total	3,359	1,497	924	5,780	100.0%	100.0%	100.0%	2.2

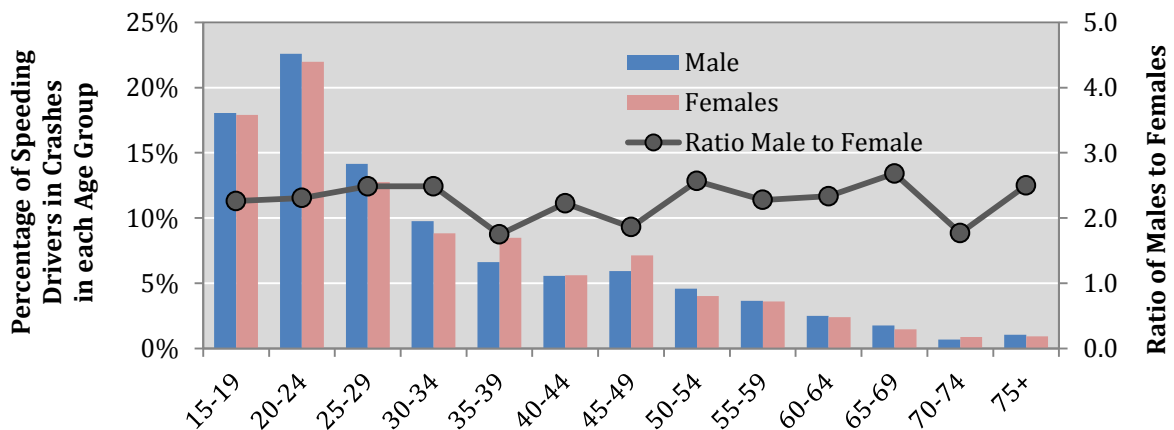
¹ Does not include drivers where age is less than 15.

² Speeding Drivers are drivers with at least one contributing factor of either Excessive Speed or Too Fast for Conditions. Drivers with both are counted only once.

³ Age and sex can be unknown for multiple reasons such as in hit and run situations or self-reported crashes (a person in a crash filed a station report).

⁴ For reference, 18.0% (606 out of 3,359) of speeding male drivers were in the 15 to 19 age range.

Figure 13: Percentage of Speeding Drivers in Crashes by Age Group and Sex, 2011



Crash Characteristics – Road Element

Road Element

- 59.8% of all crashes were non-intersection related in 2011. (Table 52)
- 90.9% of crash fatalities were non-intersection related in 2011. (Table 52)
- 4.0% of crashes (1,714 crashes) were related to Driveway Access in 2011. (Table 52)
- 41.7% of urban crashes occurred at an intersection or were intersection-related. (Table 53)

Table 52: Crashes and Crash Fatalities by Road Element, 2011

Road Element	Crashes		Fatalities	
	Count	Percent	Count	Percent
Non-Intersection	25,837	59.8%	319	90.9%
Intersection Related	8,008	18.5%	5	1.4%
Intersection	7,596	17.6%	24	6.8%
Driveway Access	1,714	4.0%	3	0.9%
Railroad Crossing	30	0.07%	0	0.0%
Bridge/Overpass	28	0.06%	0	0.0%
Alley	7	0.02%	0	0.0%
Underpass	4	0.009%	0	0.0%
Crossover	3	0.007%	0	0.0%
Total	43,227	100.0%	351	100.0%

Table 53: Crashes by Road Element and Road System, 2011

Road Element	Road System						Total Crashes	
	Rural Interstate		Rural Non-Interstate		Urban		Count	Percent
	Count	Percent	Count	Percent	Count	Percent		
Non-Intersection	1,804	98.0%	4,913	85.3%	19,120	53.7%	25,837	59.8%
Intersection Related	20	1.1%	303	5.3%	7,685	21.6%	8,008	18.5%
Intersection	12	0.7%	425	7.4%	7,159	20.1%	7,596	17.6%
Driveway Access	1	0.1%	108	1.9%	1,605	4.5%	1,714	4.0%
Railroad Crossing	0	0.0%	3	0.1%	27	0.1%	30	0.1%
Bridge/Overpass	4	0.2%	5	0.1%	19	0.1%	28	0.1%
Alley	0	0.0%	0	0.0%	7	0.02%	7	0.02%
Underpass	0	0.0%	0	0.0%	4	0.01%	4	0.01%
Crossover	0	0.0%	1	0.02%	2	0.01%	3	0.01%
Total	1,841	100.0%	5,758	100.0%	35,628	100.0%	43,227	100.0%

Hazardous Material

- Hazardous material crashes were less than one percent of all crashes. (Table 54)
- In the last three years, there has been a large increase in the number of reported crashes involving hazardous materials. (Table 54)
- Five vehicles containing hazardous materials in crashes had a spill in 2011. (Table 55)

Table 54: Hazardous Material Crashes, 2002 - 2011

Year	Hazardous Material Crashes	Total Crashes	Percent Hazardous Crashes
2002	4	49,613	0.008%
2003	3	48,128	0.006%
2004	2	52,288	0.004%
2005	3	49,023	0.006%
2006	8	49,318	0.016%
2007	2	49,104	0.004%
2008	6	46,441	0.013%
2009	24	46,156	0.052%
2010	15	42,802	0.035%
2011	27	43,227	0.062%

Table 55: Vehicles with Hazardous Material in Crashes by Hazardous Material Type, 2011

Hazardous Material Type	Vehicles with Hazardous Materials in Crashes			
	No Spill	Spill	Unknown	Total
Combustible	1	1	0	2
Flammable	6	2	0	8
Flammable Gas	9	1	0	10
Oxygen	1	0	0	1
Corrosive	1	0	1	2
Poison Gas	1	0	0	1
Explosive A	0	1	0	1
Organic Peroxide	1	0	0	1
Flammable Solid	1	0	0	1
Total Vehicles	21	5	1	27

Economic Impact

- For the 306 fatal crashes in 2011, the human capital cost per crash was estimated at **\$484 million** and the comprehensive cost was estimated at **\$1.6 billion**. (Table 56)
- In 2011, the total human capital cost of the 43,227 crashes in New Mexico was **\$1.4 billion**. This represents the current value of economic costs for 306 fatal crashes and 42,921 non-fatal crashes. (Table 56)
- When intangible costs arising from loss of life or reduction in quality of life are added to the human costs, the comprehensive cost for the 43,227 crashes in 2011 totals **\$3.1 billion**. Over half of this amount (\$1.6 billion) is the cost of fatal crashes. (Table 56)

Table 56: Crash Cost Estimates¹⁵, 2011 Adjusted

Crash Severity	Total Crashes 2011	Human Capital ¹ Costs per Crash, 2011 CPI-Adjusted (\$)	Comprehensive ² Costs per Crash, 2011 Adjusted (\$)
Fatal Crash (K)	306	484,112,420	1,610,553,308
Incapacitating Injury Crash (A)	1,347	190,589,506	378,286,892
Visible Injury Crash (B)	3,211	170,883,656	329,582,279
Possible Injury Crash (C)	8,046	290,231,514	467,088,783
Property Damage Only Crash (O)	30,317	246,440,679	286,828,011
Total	43,227	1,382,257,776	3,072,339,273

¹ Human Capital Crash Costs are monetary losses associated with medical care, emergency services, property damage, and lost productivity.

² Comprehensive Crash Costs include the human capital costs in addition to nonmonetary costs related to the reduction in the quality of life in order to capture a more accurate level of the burden of injury.

¹⁵ Crash cost estimate calculations were made using instructions provided by the AASHTO Highway Safety Manual, 1st Edition, Volume 1, 2011, Appendix 4A, pp. 4-84 to 4-88. AASHTO HSM cost estimate calculations are based on the *Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries*, FHWA-HRT-05-051, October, 2005. Detailed calculations are available in Appendix B (page 171).

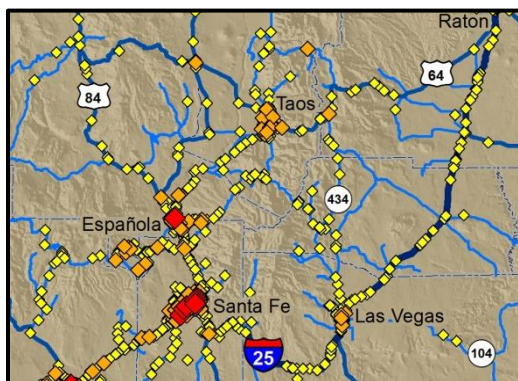
Crash Geography

Maps¹⁶

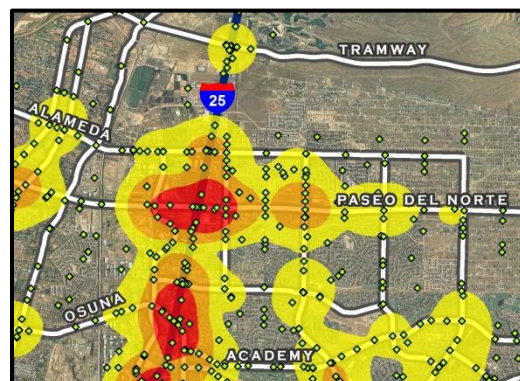
Mapping traffic crash data involves the use of a technique called Geocoding. Geocoding is the process of taking the descriptive locational information available in a particular data set and assigning it a unique geographic coordinate. The descriptive crash location data are taken from Uniform Crash Reports (UCR) submitted to the NMDOT. The data are processed using ESRI ArcGIS 10.1 software using custom-made address locators to derive crash location coordinates. Of the 43,227 crashes in 2011 that were reported to NMDOT, 40,611 crashes were able to be geocoded – a match rate of 93.9%. Crashes that could not be geocoded had either incomplete or invalid locational data. An example of a crash location that cannot be mapped is the intersection of “First Street” and “Driveway.”

There are essentially two methods of displaying crash data: **Dot Maps** and **Density Maps**. Since each crash is assigned its own coordinate, a common way to display crashes is to show each location as a point on a map. In a Dot Map (example below), each crash point is assigned a color and size according to the number of times a crash occurred at that location. In a Density Map (example below), color shading, instead of points, is used to display where a high number of crashes occur in close proximity to each other. Density is determined using ESRI’s ArcGIS Kernel Density tool which calculates point magnitude per unit area. In a Density Map, the points assist in showing the location of crashes but color shading shows the intensity of crashes in that area.

Dot Map
(full map on page 47)

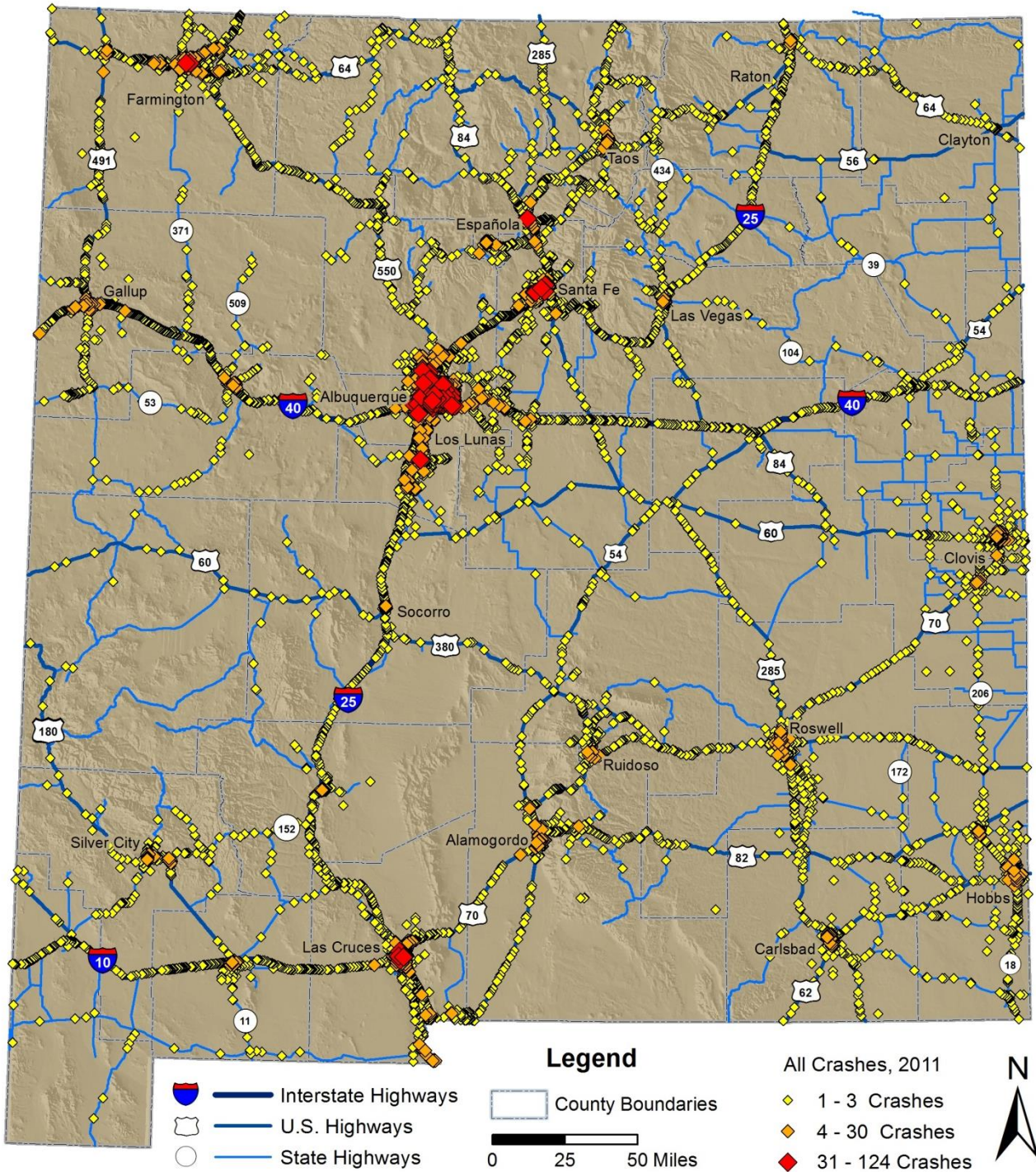


Density Map
(full map on page 57)



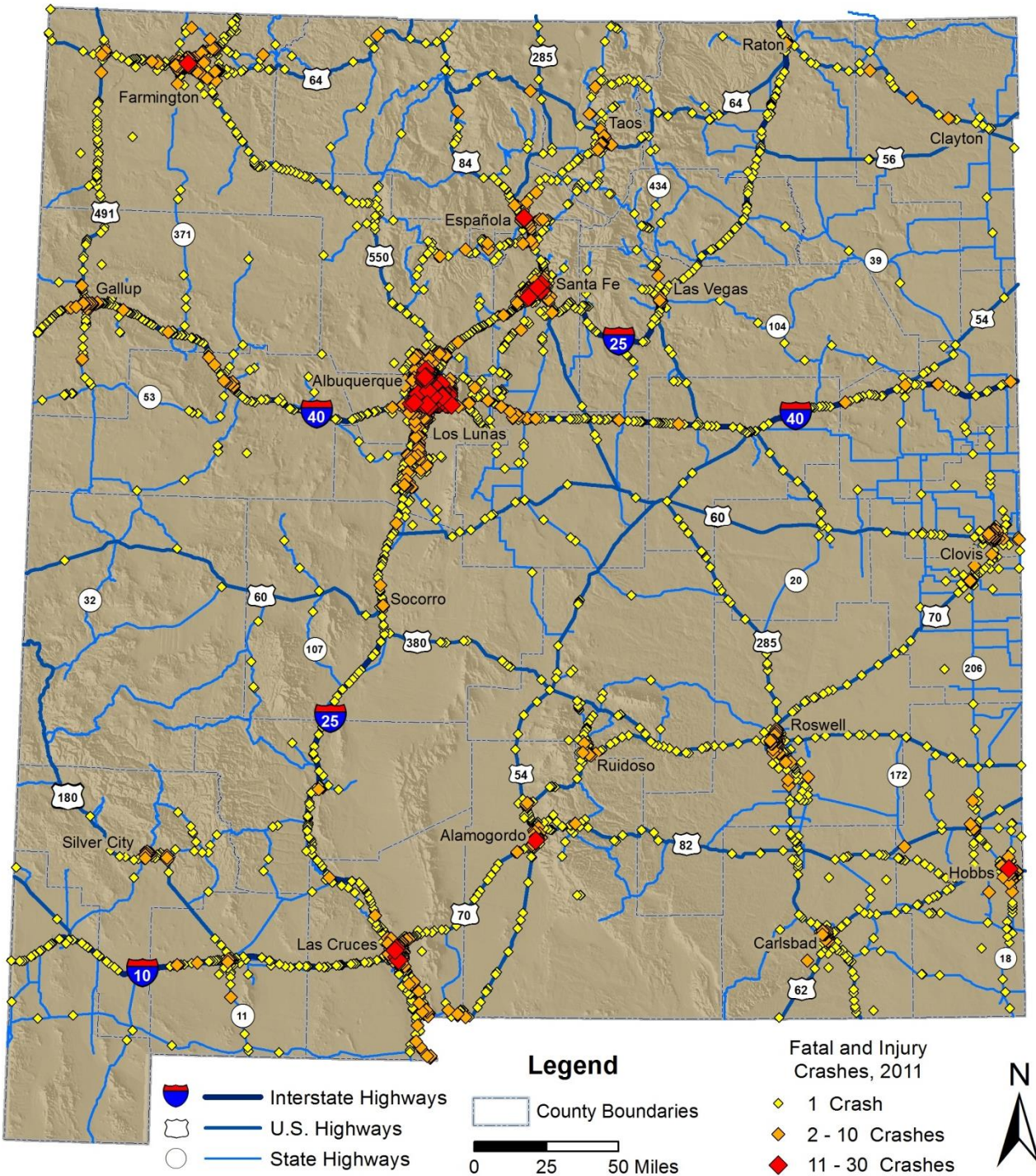
¹⁶ All maps are available in high-resolution color at tru.unm.edu.

Map 1: All Crashes in New Mexico, 2011



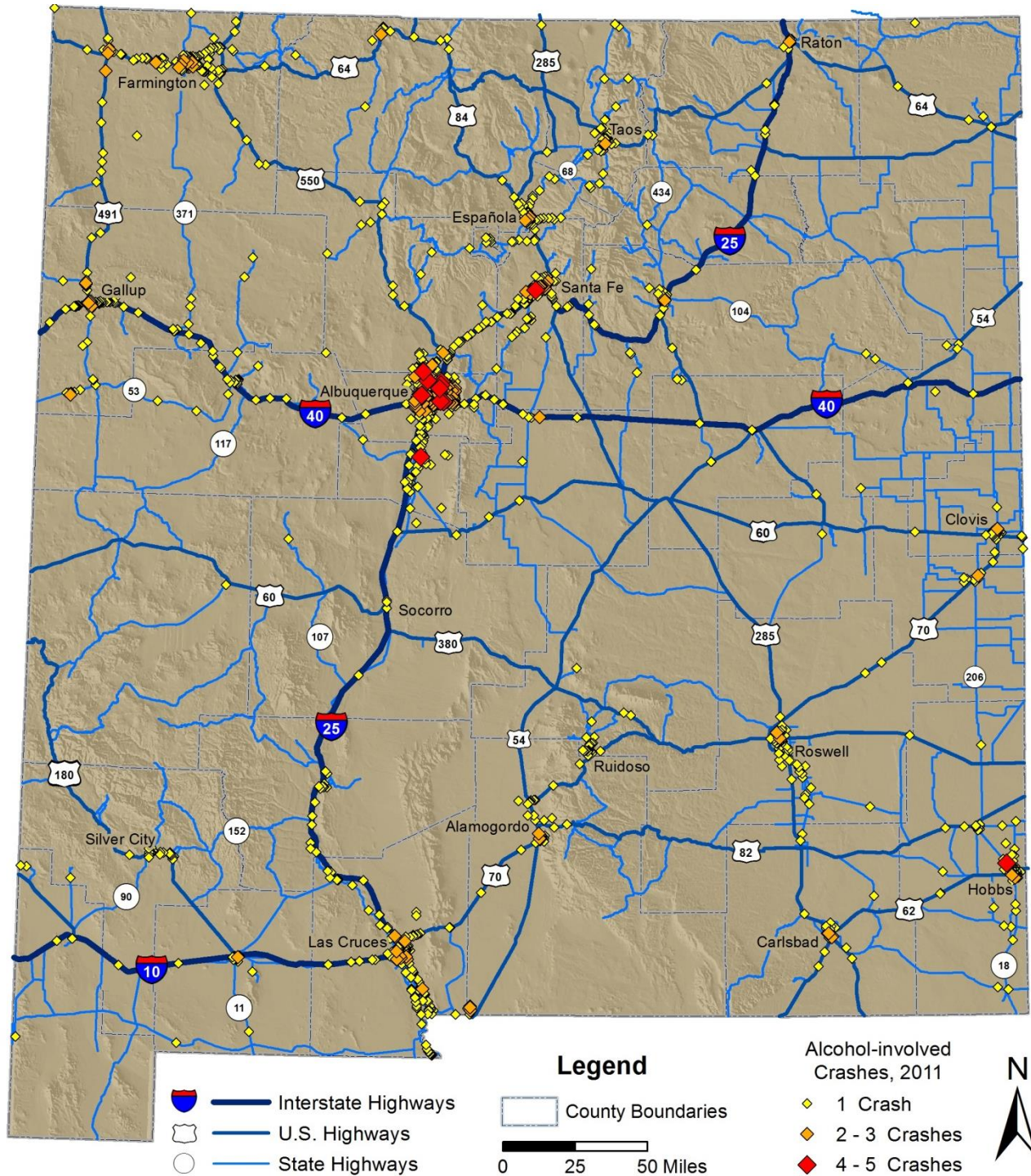
All maps are available in high-resolution color at tru.unm.edu.

Map 2: Fatal and Injury Crashes in New Mexico, 2011



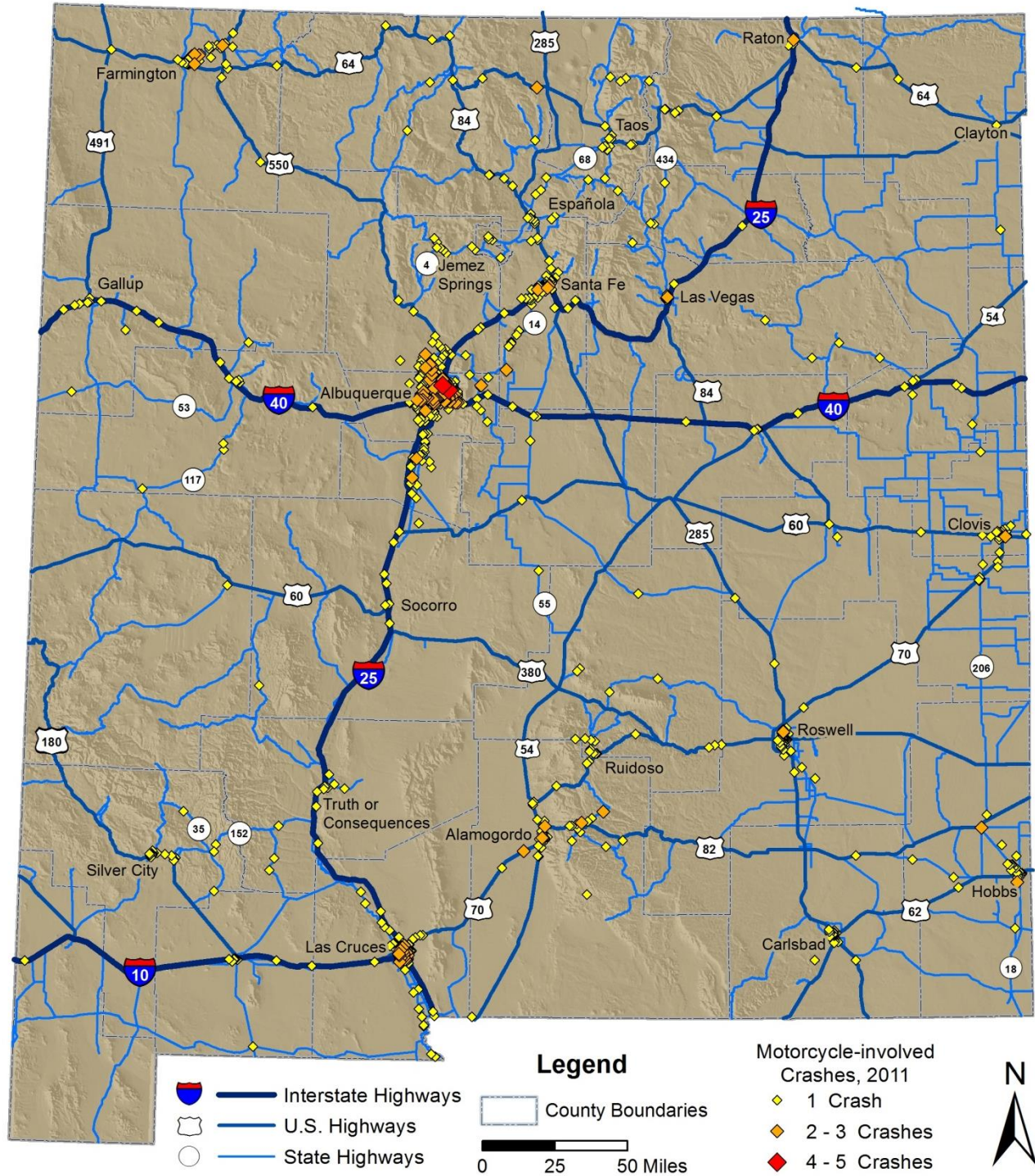
All maps are available in high-resolution color at tru.unm.edu.

Map 3: Alcohol-involved Crashes, 2011



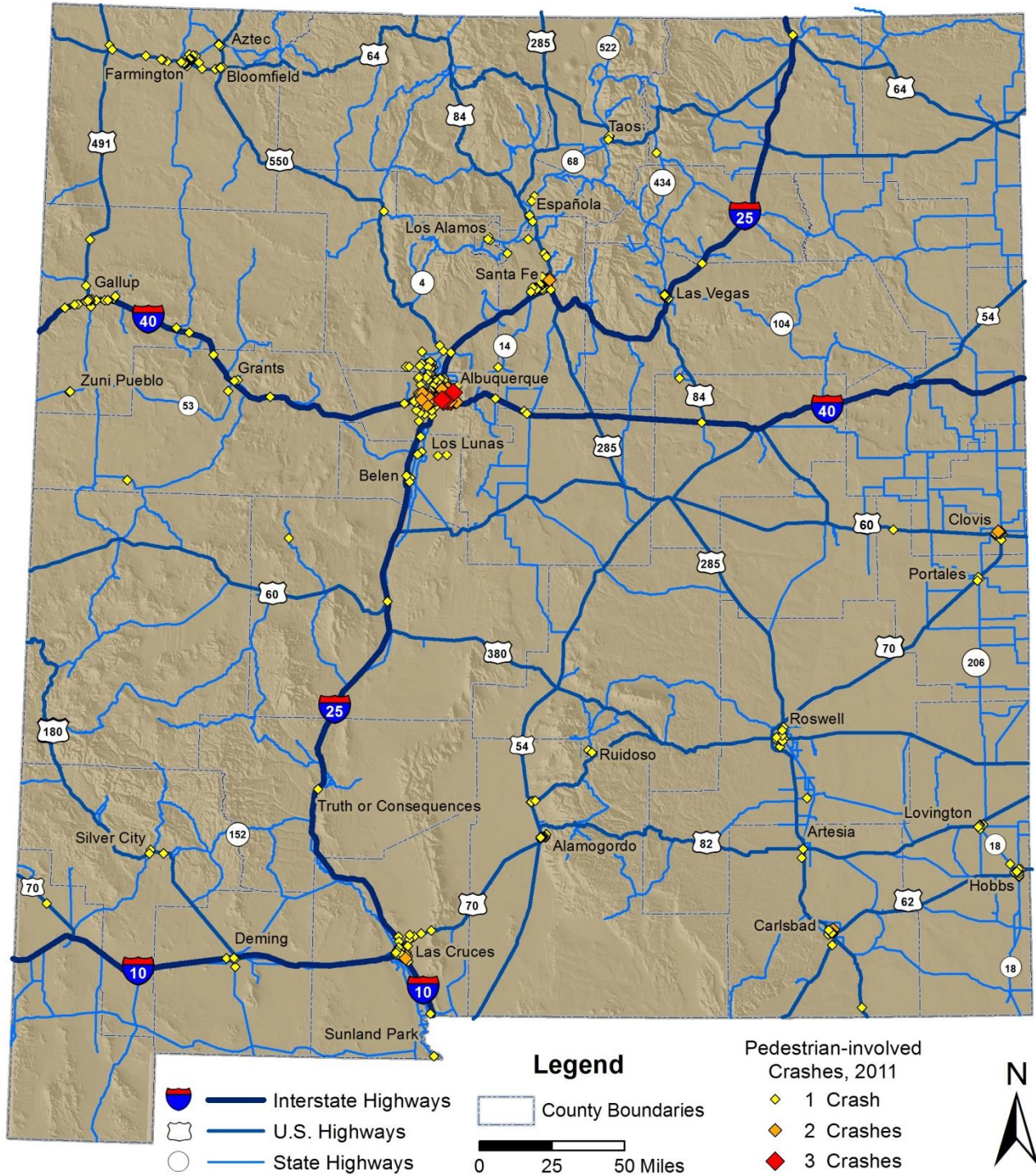
A map of alcohol-involved crashes by county is provided on the last page of this report.
All maps are available in high-resolution color at tru.unm.edu.

Map 4: Motorcycle-involved Crashes, 2011



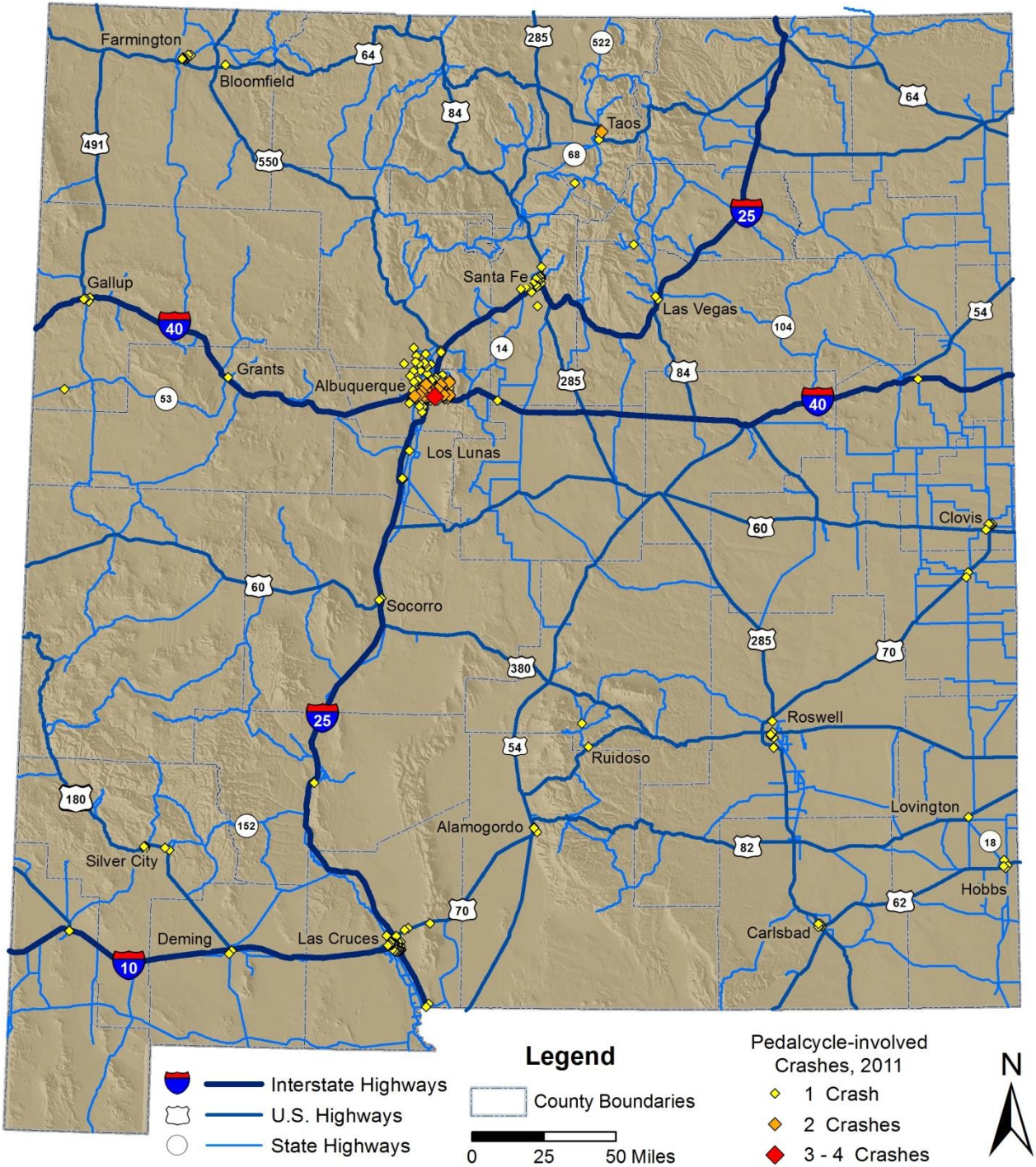
All maps are available in high-resolution color at tru.unm.edu.

Map 5: Pedestrian-involved Crashes, 2011



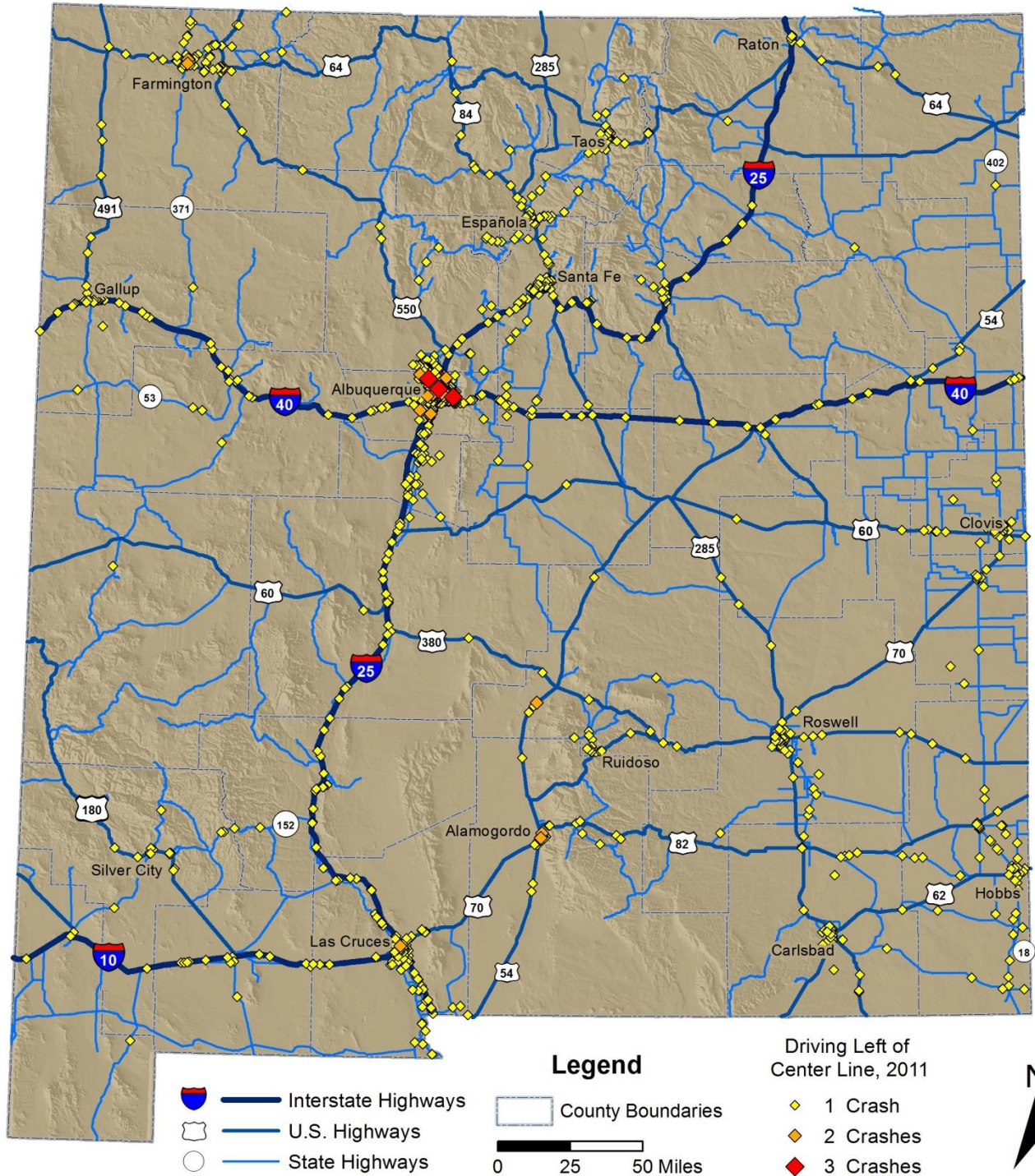
All maps are available in high-resolution color at tru.unm.edu.

Map 6: Pedalcycle-involved Crashes, 2011



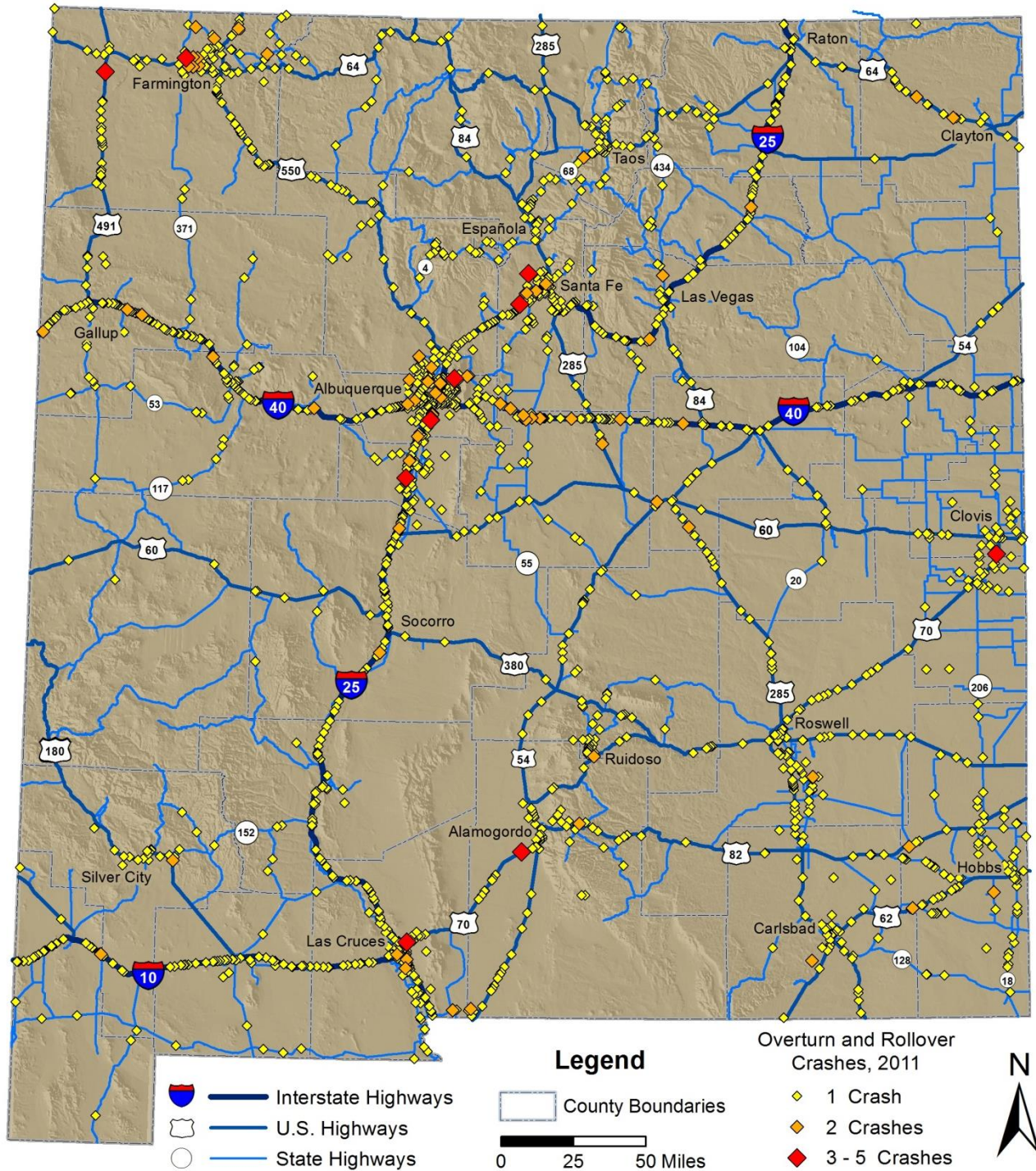
All maps are available in high-resolution color at tru.unm.edu.

Map 7: Crashes involving Driving Left of the Center Line, 2011



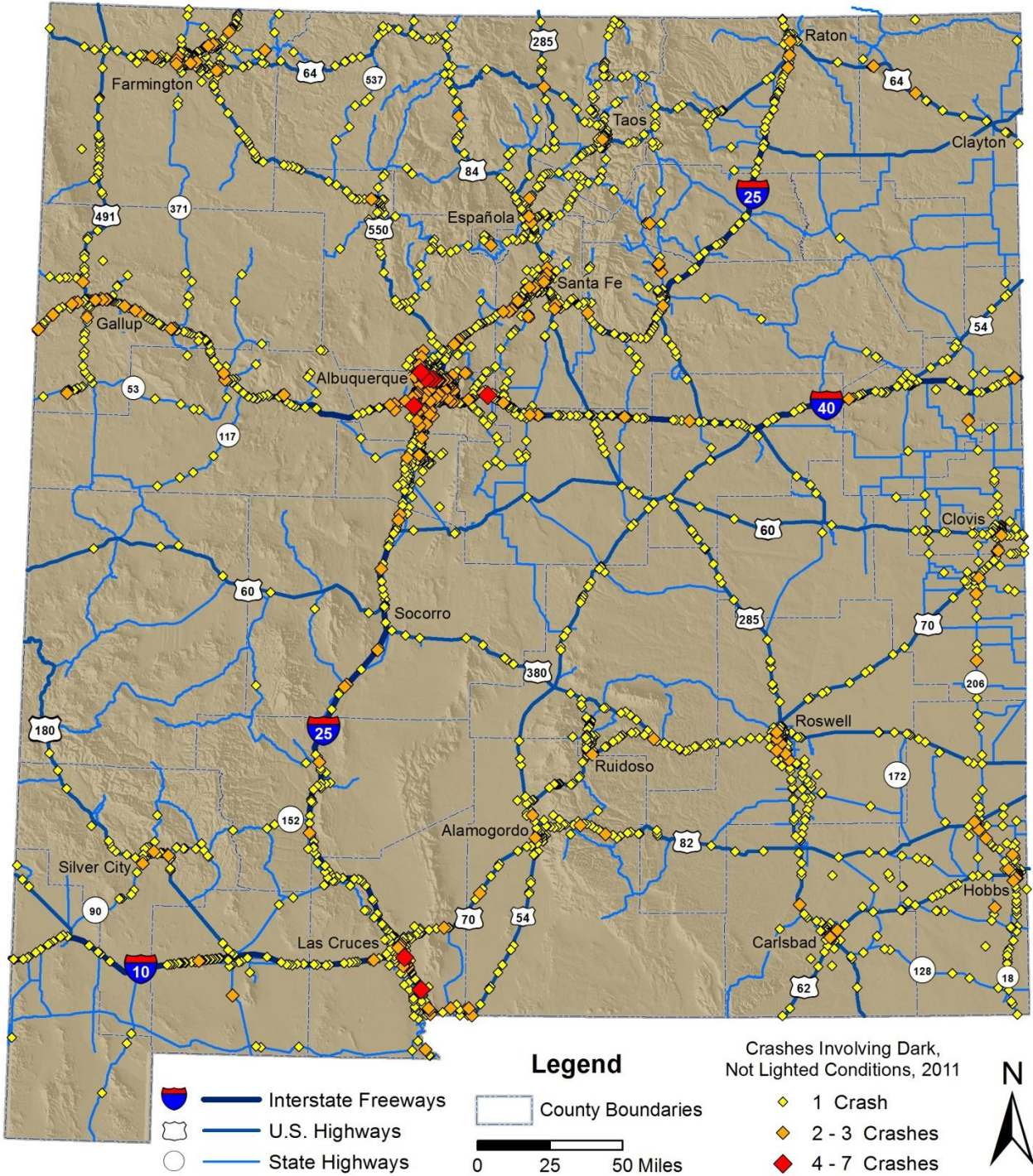
All maps are available in high-resolution color at tru.unm.edu.

Map 8: Overturn and Rollover Crashes, 2011



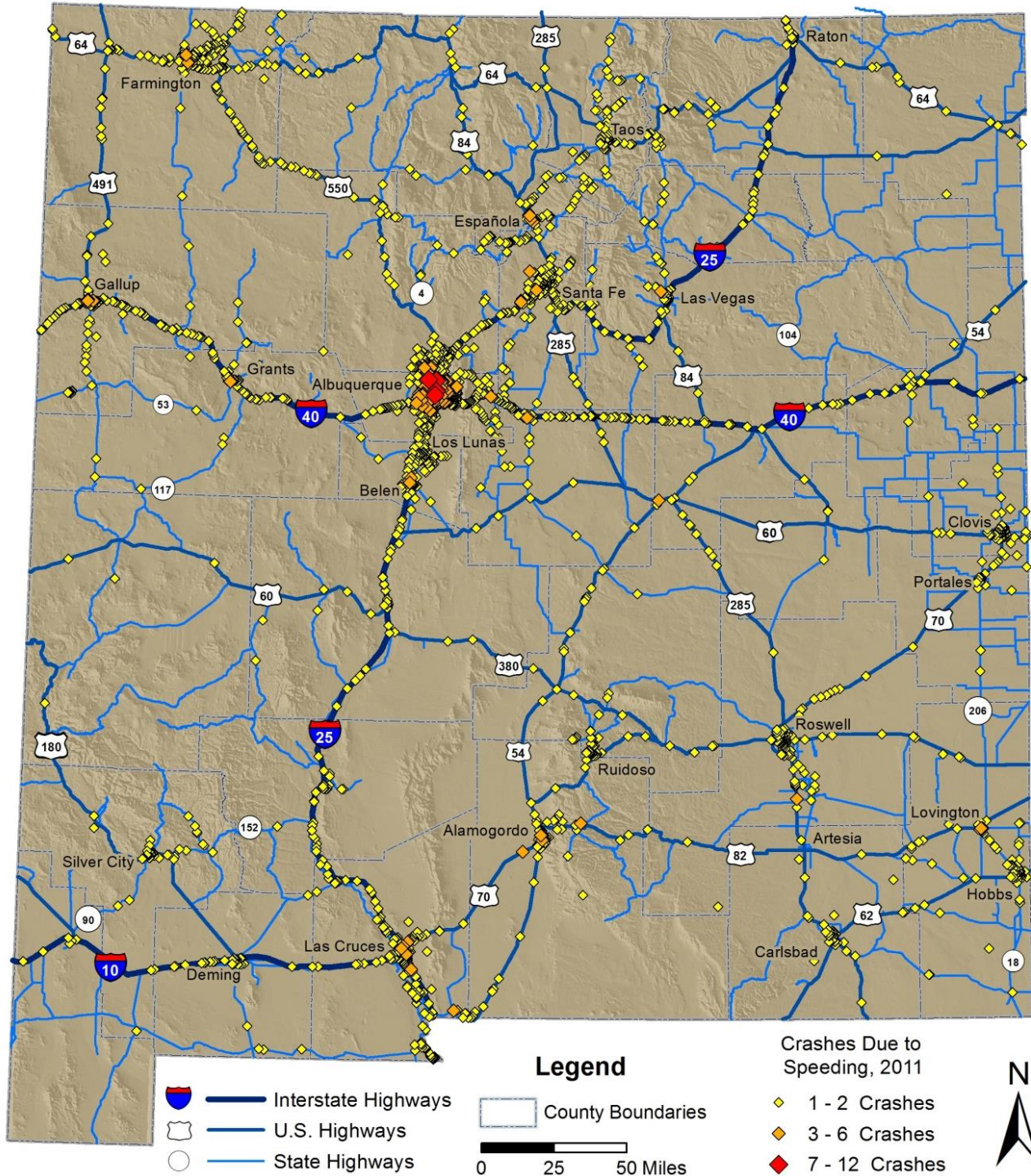
All maps are available in high-resolution color at tru.unm.edu.

Map 9: Crashes in Dark Conditions (excluding lighted areas), 2011



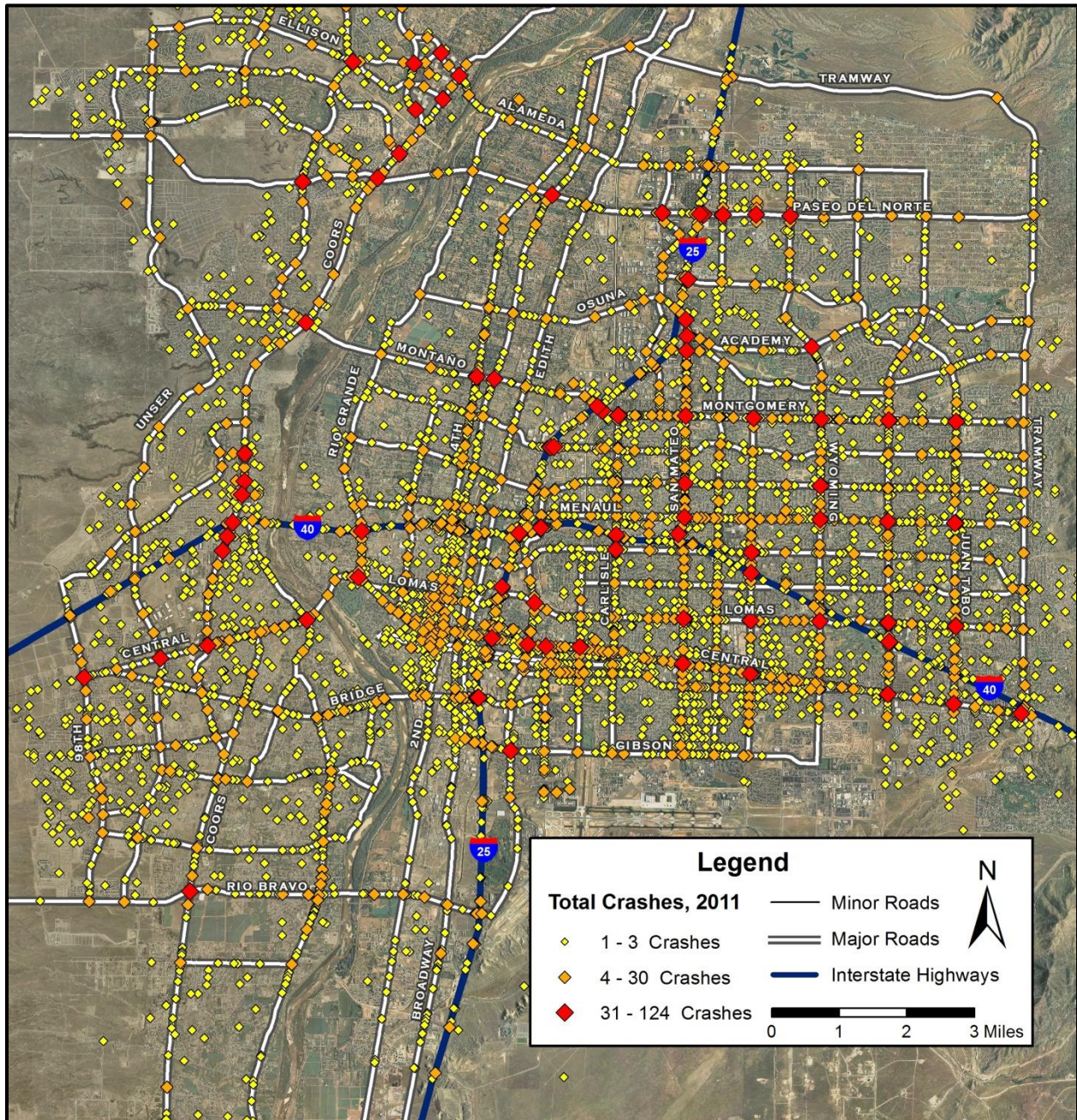
All maps are available in high-resolution color at tru.unm.edu.

Map 10: Crashes due to Speeding, 2011



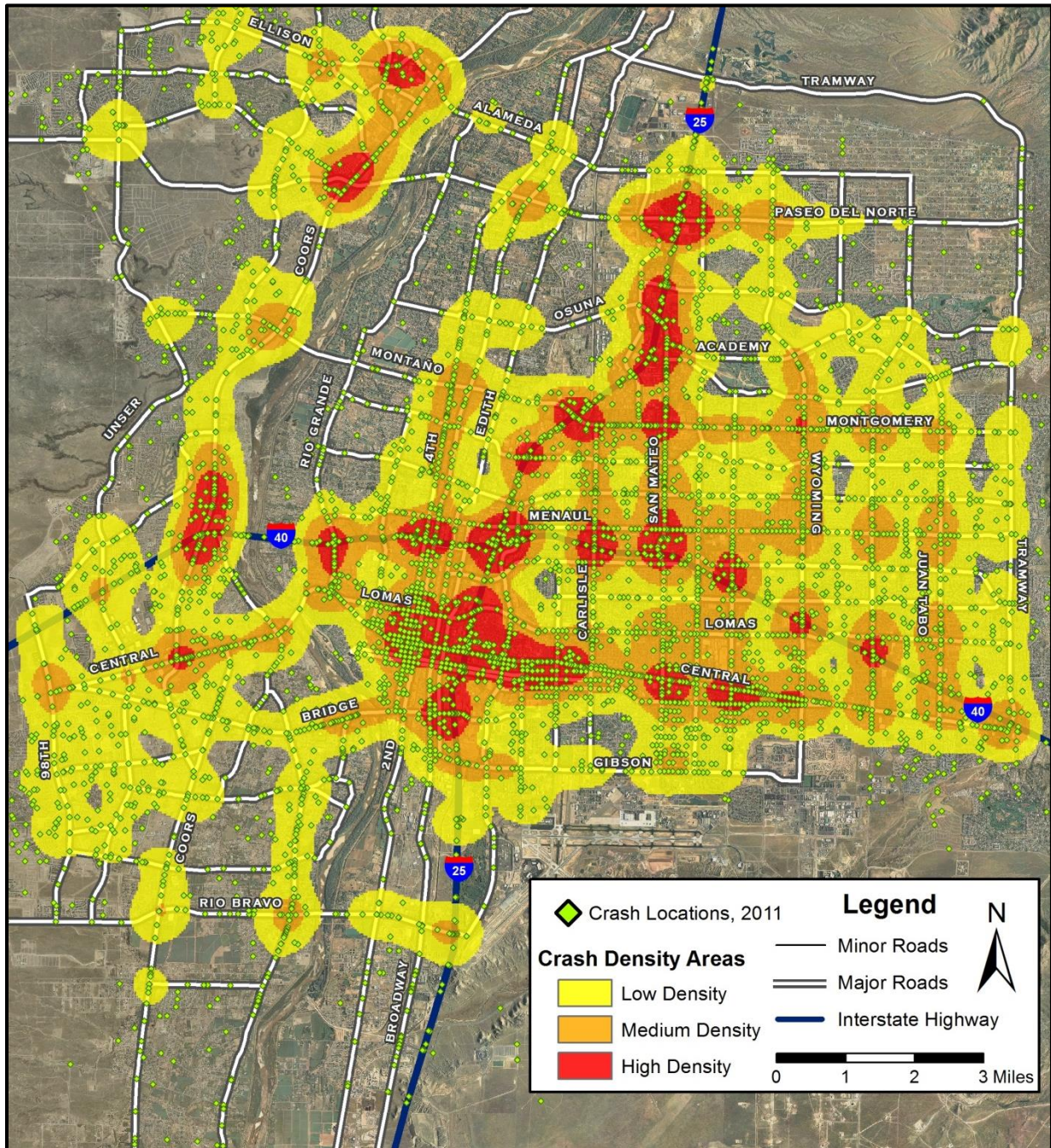
All maps are available in high-resolution color at tru.unm.edu.

Map 11: Albuquerque Crashes, 2011



All maps are available in high-resolution color at tru.unm.edu.

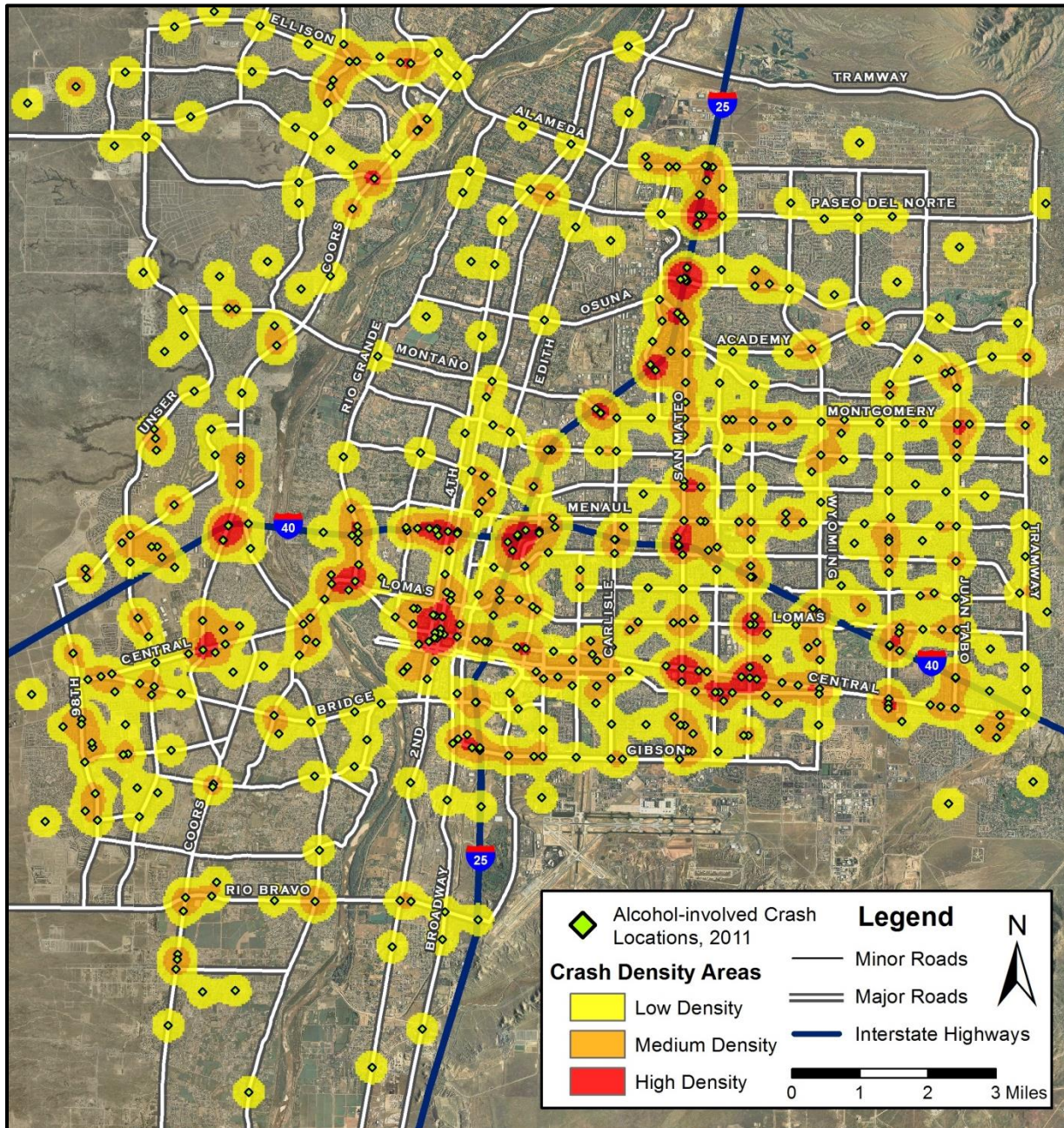
Map 12: Density¹⁷ of All Crashes in Albuquerque, 2011



All maps are available in high-resolution color at tru.unm.edu.

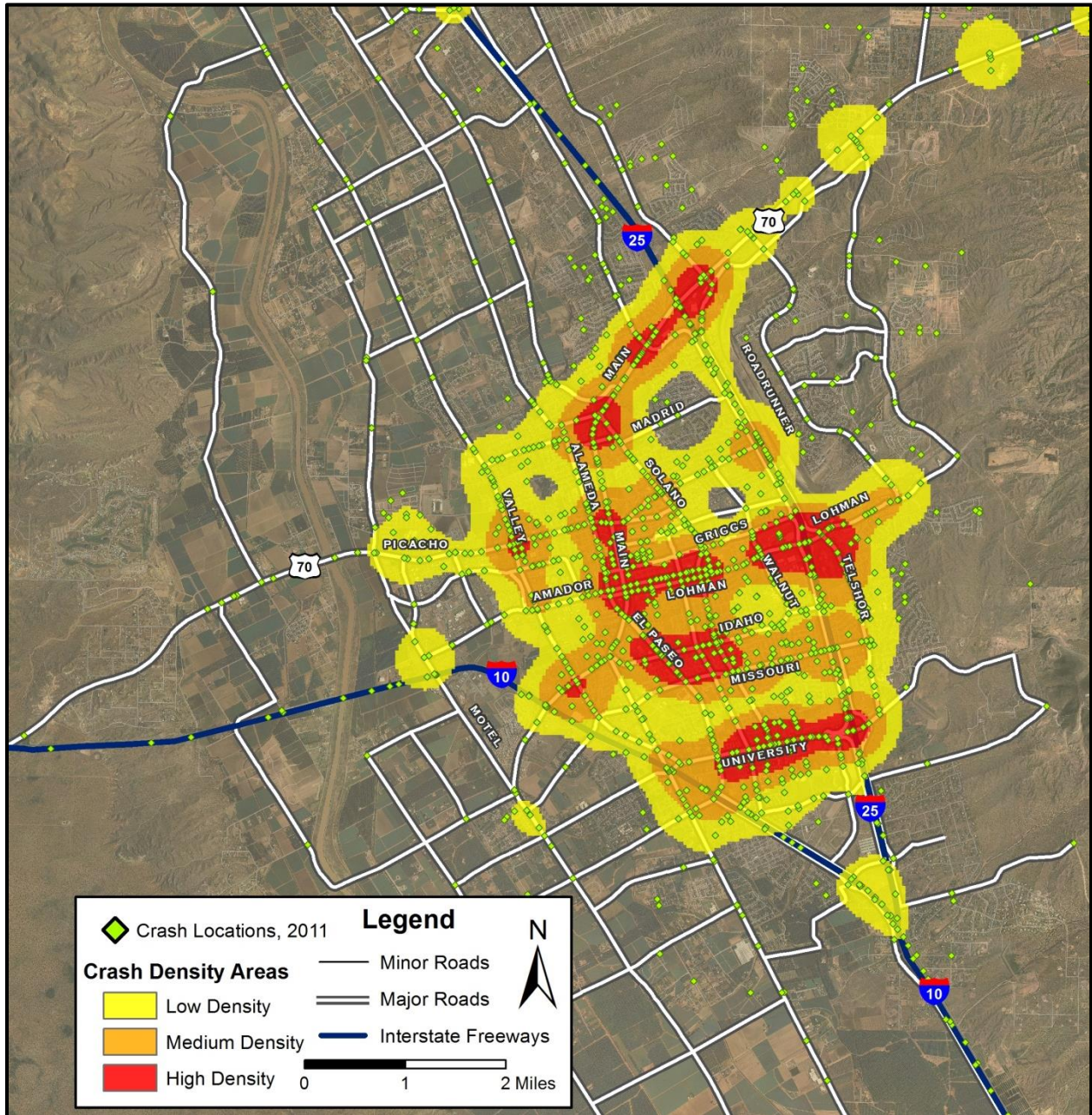
¹⁷ All density maps in this report use a green dot to identify a location with one or more crashes in 2011. Crash density color is calculated using both the number of crashes at each location and the proximity of each location to other crashes.

Map 13: Density of Alcohol-involved Crashes in Albuquerque, New Mexico, 2011



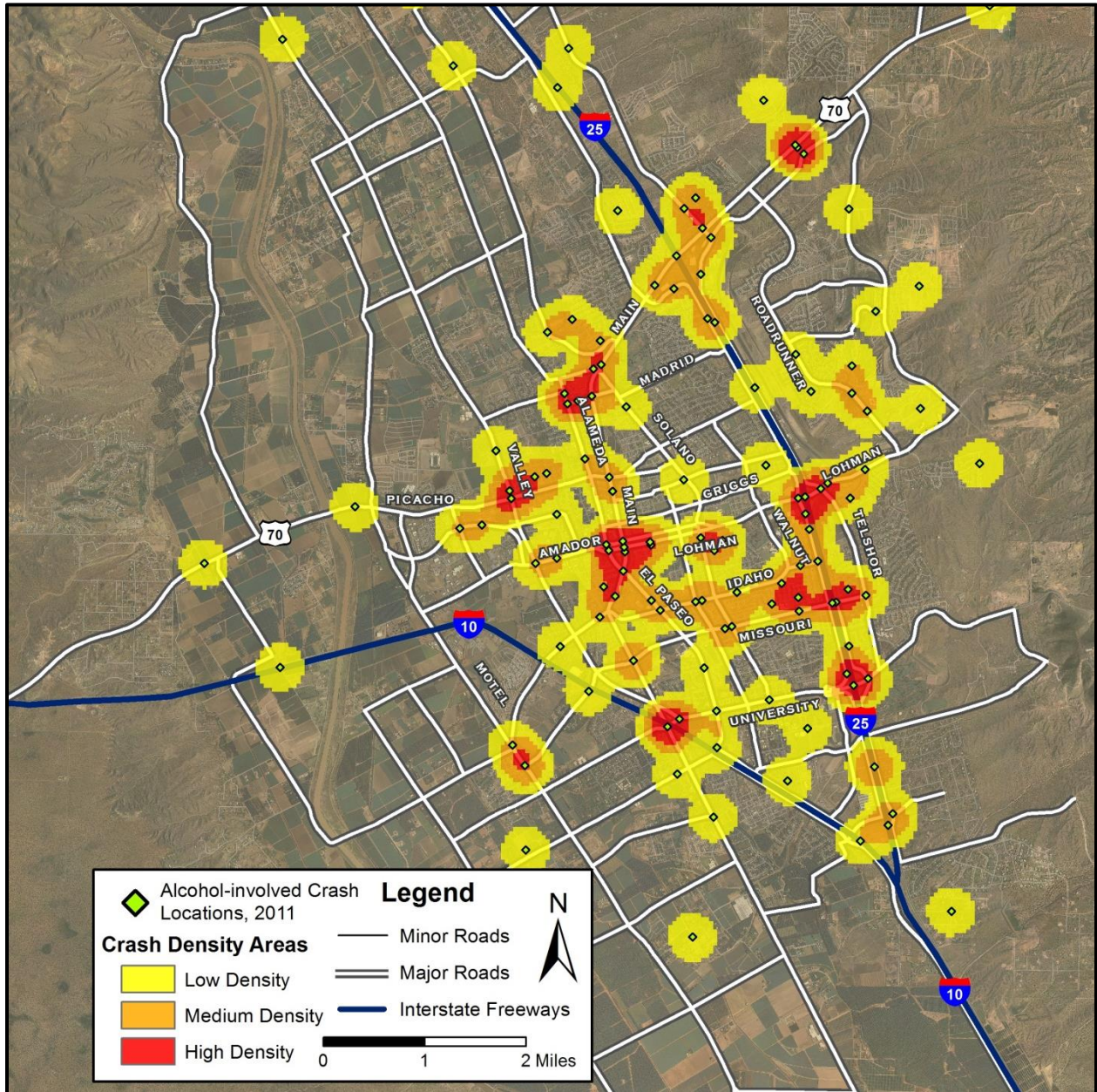
All maps are available in high-resolution color at tru.unm.edu.

Map 14: Density of All Crashes in Las Cruces, New Mexico, 2011



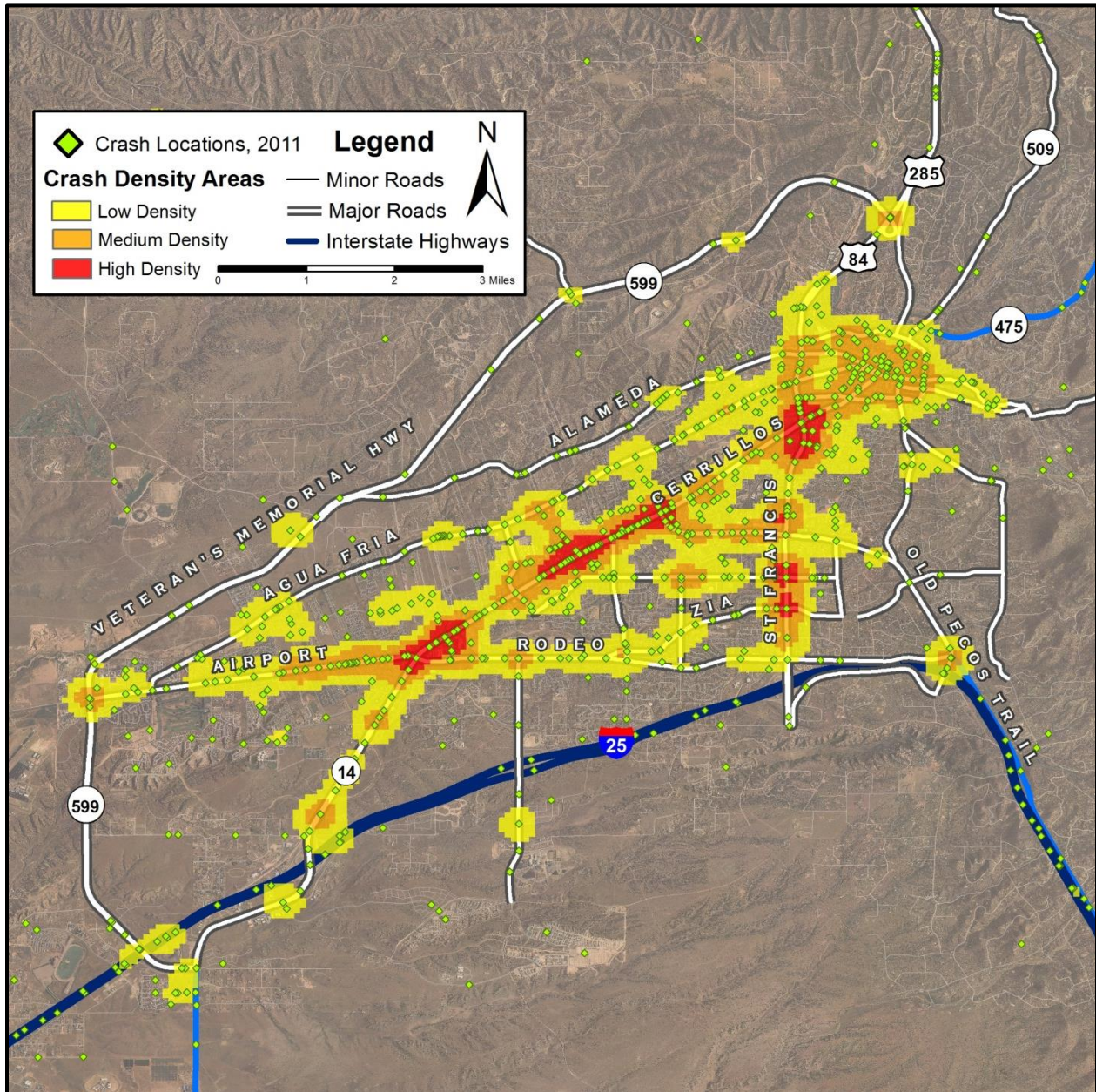
All maps are available in high-resolution color at tru.unm.edu.

Map 15: Density of Alcohol-involved Crashes in Las Cruces, New Mexico, 2011



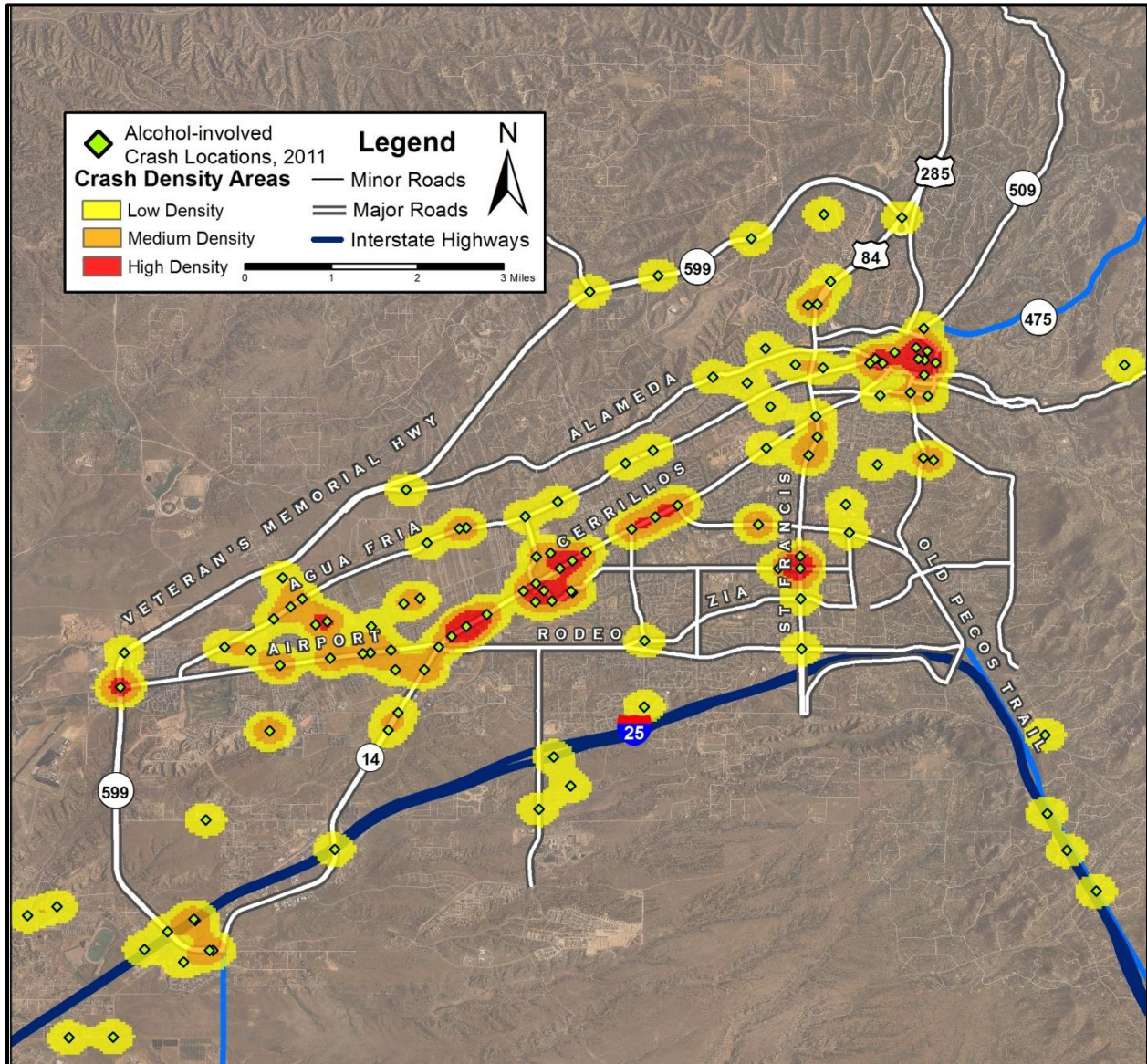
All maps are available in high-resolution color at tru.unm.edu.

Map 16: Density of All Crashes in Santa Fe, New Mexico, 2011



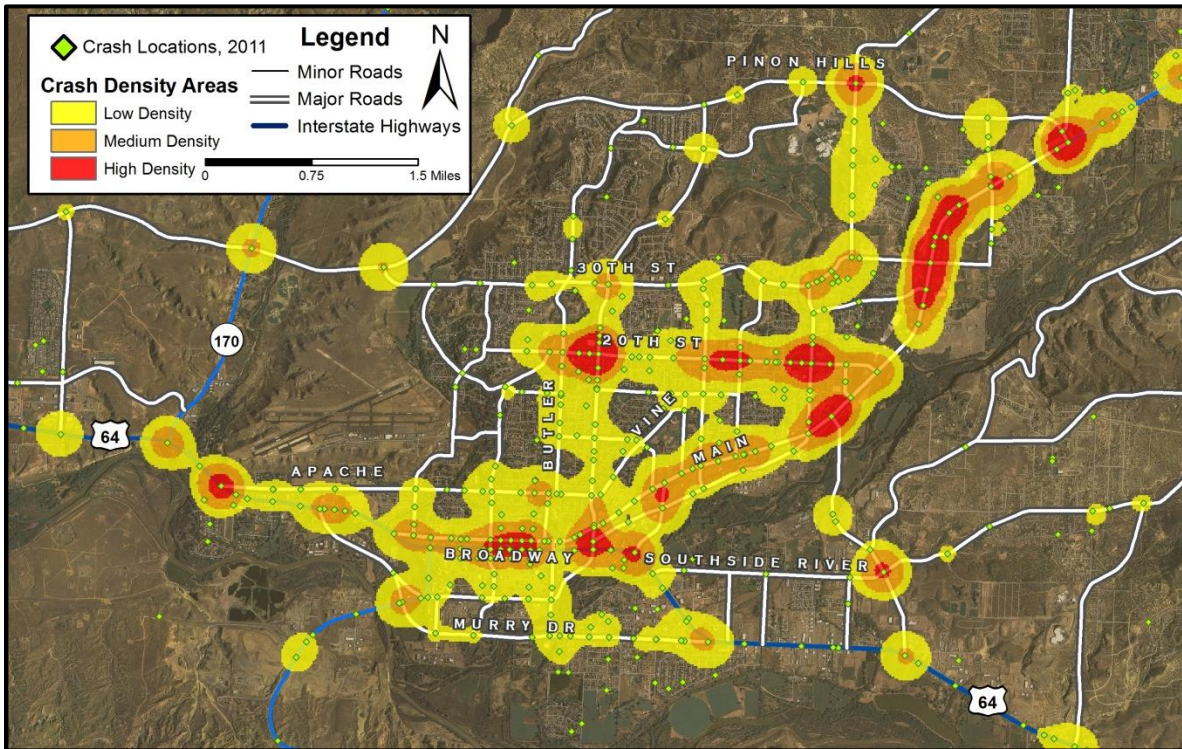
All maps are available in high-resolution color at tru.unm.edu.

Map 17: Density of Alcohol-involved Crashes in Santa Fe, New Mexico, 2011

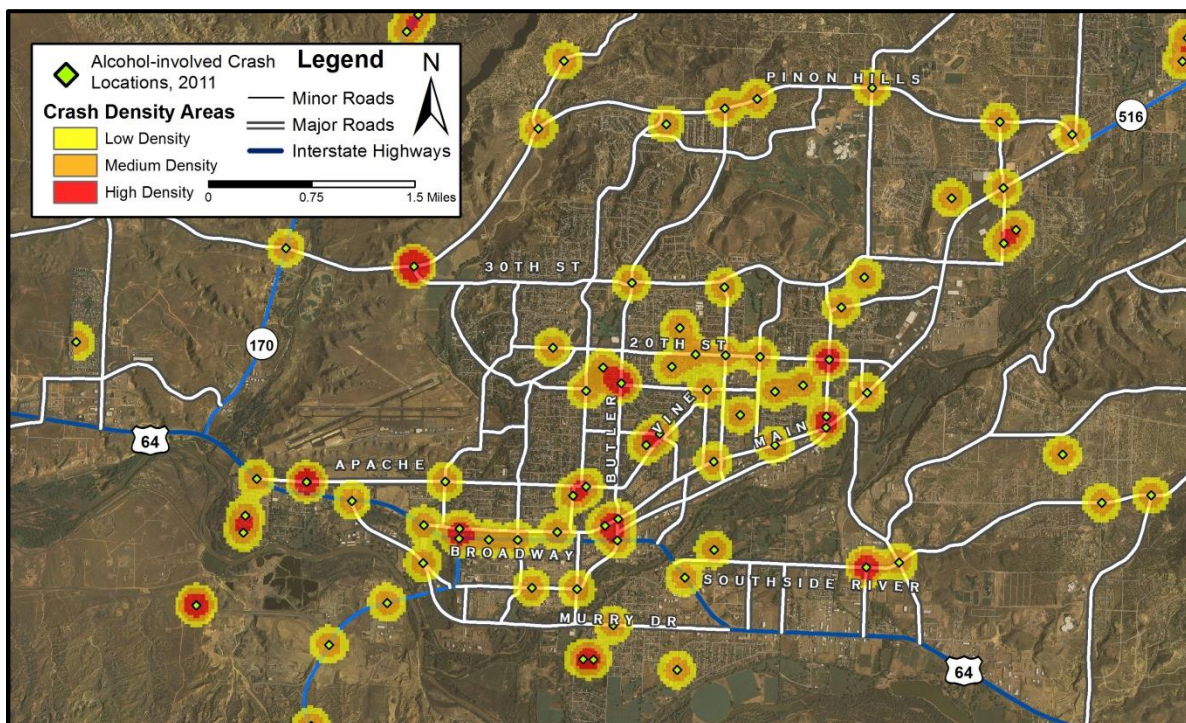


All maps are available in high-resolution color at tru.unm.edu.

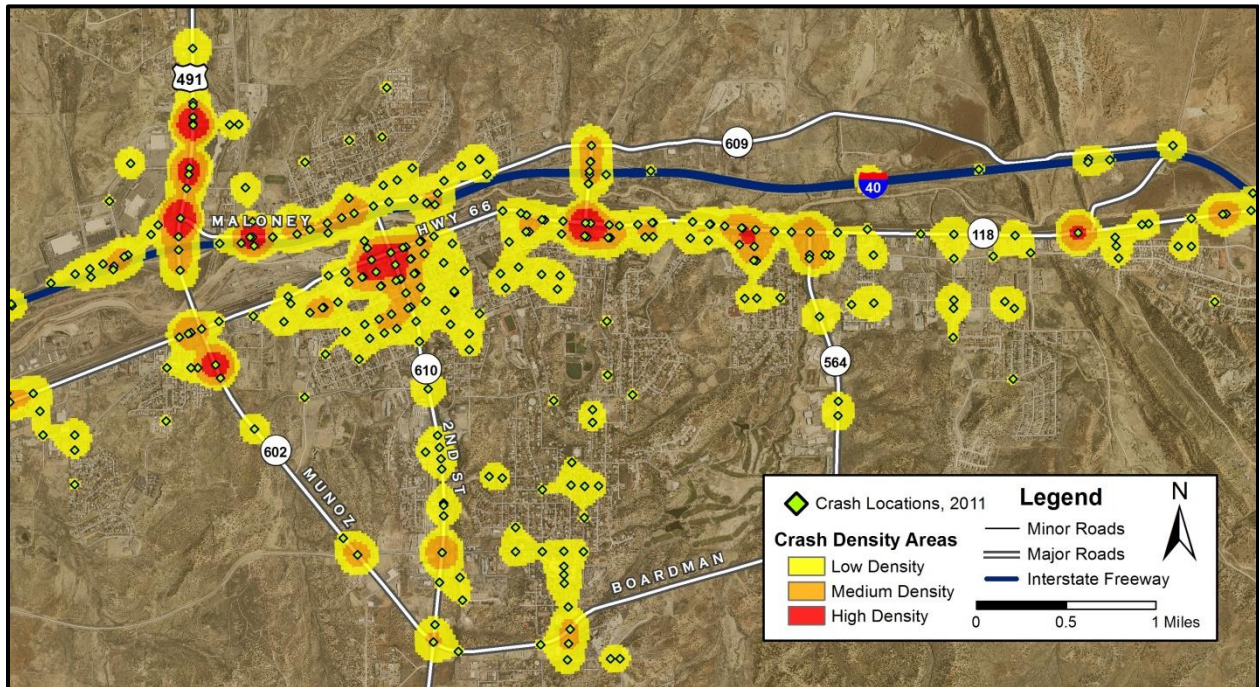
Map 18: Density of All Crashes in Farmington, New Mexico, 2011



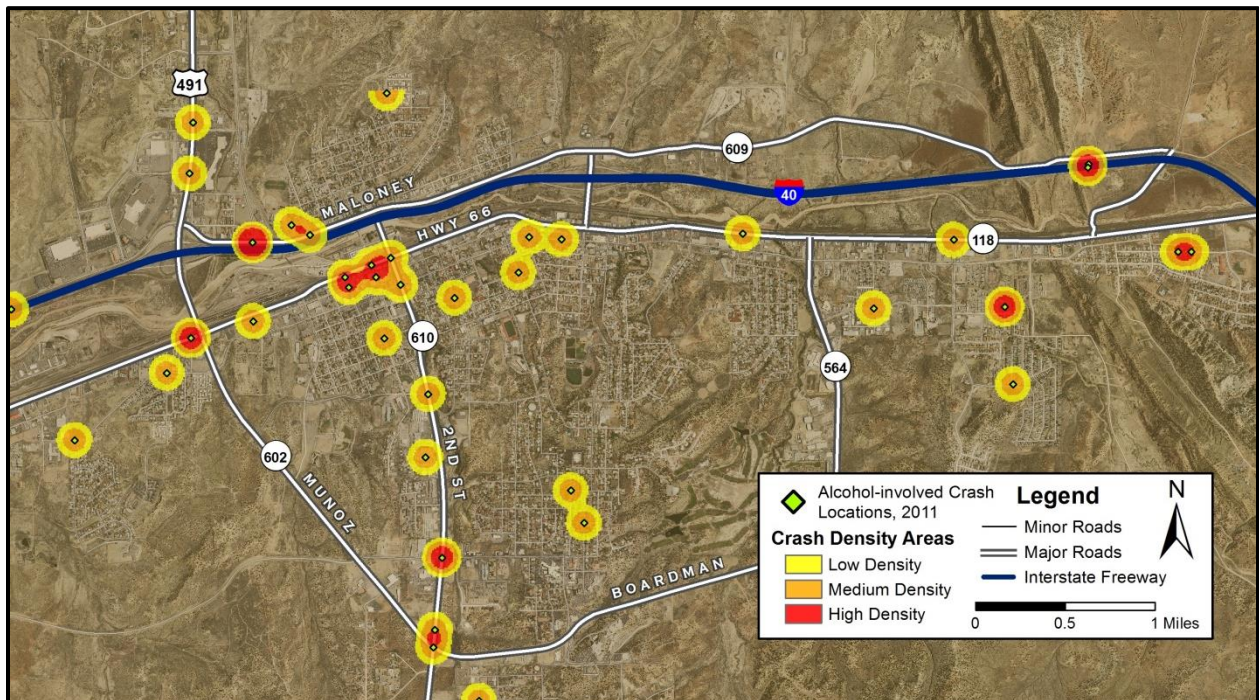
Map 19: Density of Alcohol-involved Crashes in Farmington, New Mexico, 2011



Map 20: Density of All Crashes in Gallup, New Mexico, 2011



Map 21: Density of Alcohol-involved Crashes in Gallup, New Mexico, 2011



All maps are available in high-resolution color at tru.unm.edu.

Counties

Additional data on individual counties are also available in Appendix C (page 174).

Crashes

- In 2011, the top 5 counties in total crashes (Bernalillo, Doña Ana, Santa Fe, San Juan, and Sandoval) also had the largest populations. (Table 57, Table 68)
 - Many counties saw an increase in alcohol-involved crashes from 2010 and 2011. The 1% statewide increase in total crashes from 2010 to 2011 coincides with a 7.3% increase in alcohol-involved crashes. (Table 57, Table 66)
 - Alcohol-involved crashes have decreased for several years in a row in Eddy, Socorro, Lincoln, and Roosevelt County. (Table 66)
 - Counties with an increase in alcohol-involved crashes from 2007 to 2011 include San Miguel (22 to 47), Taos (42 to 64), Otero (58 to 69), and Doña Ana (199 to 235). (Table 66)
 - Since 2007, animal-involved crashes increased in Colfax, McKinley, and Sandoval. (Table 62)
 - San Juan County had the highest number of animal-involved crashes in the state in 2011, but this number has been decreasing since 2009. (Table 62)
-

Fatalities

- Among the top 10 counties in fatalities in 2011, the 5 counties with the highest percentages of 2011 fatalities have seen a decrease in crash-related fatalities, except for McKinley, which increased from 2010 to 2011. (Table 59, Appendix Table C-1)
 - Motorcyclist fatalities often accounted for 25-50% of all fatalities in each county. (Table 60)
 - Bernalillo, San Juan and McKinley accounted for 56% of all pedestrian fatalities. (Table 61)
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Crash and Fatality Rates

- Counties with the highest 2011 crash rate (crashes per 10,000 population) were Guadalupe (336), Colfax (272), Lincoln (260), and Bernalillo (260). (Table 69)
 - Counties with an overall decrease in crash rates (crashes per 10,000 population) since 2007 include Bernalillo, Chavez, Eddy, Guadalupe, Rio Arriba, Sandoval, and Santa Fe. Counties with an overall increase in crash rates include Mora, San Miguel and Taos. (Table 69)
 - The fatality rate in Bernalillo County has decreased every year since 2007. (Table 70)
 - Counties with an increase in alcohol-involved crash rates (per 10,000 population) since 2007 include Taos, San Miguel, Mora. (Table 71)
-

Crash Geography - Counties

Table 57: Top 10 Counties in Total Crashes, 2011

2011 Rank	County	Total Crashes					Percent of All 2011 Crashes	Percent Change 2007 to 2011	Percent Change 2010 to 2011
		2006	2008	2009	2010	2011			
1	Bernalillo	21,241	19,456	18,716	17,005	17,447	40.4%	-17.9%	2.6%
2	Doña Ana	4,051	3,995	4,137	4,140	4,177	9.7%	3.1%	0.9%
3	Santa Fe	3,808	3,763	3,511	3,325	3,283	7.6%	-13.8%	-1.3%
4	San Juan	2,909	2,843	2,619	2,363	2,431	5.6%	-16.4%	2.9%
5	Sandoval	1,995	1,889	1,964	1,949	1,821	4.2%	-8.7%	-6.6%
6	Lea	1,486	1,471	1,259	1,300	1,447	3.3%	-2.6%	11.3%
7	Chaves	1,514	1,647	1,494	1,413	1,342	3.1%	-11.4%	-5.0%
8	McKinley	1,382	1,178	1,318	1,298	1,332	3.1%	-3.6%	2.6%
9	Otero	1,235	1,057	1,104	1,101	1,165	2.7%	-5.7%	5.8%
10	Curry	996	1,007	1,225	1,095	940	2.2%	-5.6%	-14.2%
All Other Counties		8,701	8,134	8,809	7,813	7,842	18.1%	-9.9%	0.4%
Total		49,318	46,440	46,156	42,802	43,227	100.0%	-12.4%	1.0%

Table 58: Top 10 Counties in Alcohol-involved Crashes, 2011

2011 Rank	County	Alcohol-involved Crashes					Percent of All 2011 Crashes	Percent Change 2007 to 2011	Percent Change 2010 to 2011
		2007	2008	2009	2010	2011			
1	Bernalillo	783	770	846	598	681	29.4%	-13%	14%
2	Doña Ana	199	215	260	212	235	10.1%	18%	11%
3	Santa Fe	228	233	208	192	214	9.2%	-6%	11%
4	San Juan	239	254	212	206	213	9.2%	-11%	3%
5	McKinley	160	142	170	128	138	5.9%	-14%	8%
6	Sandoval	99	136	111	99	101	4.4%	2%	2%
7	Lea	71	118	83	98	83	3.6%	17%	-15%
8	Chaves	67	109	84	68	76	3.3%	13%	12%
9	Otero	58	54	55	54	69	3.0%	19%	28%
10	Taos	42	38	64	69	64	2.8%	52%	-7%
All Other Counties		525	530	605	438	446	19.2%	-15%	2%
Total		2,471	2,599	2,698	2,162	2,320	100.0%	-6%	7%

Crash Geography - Counties

Table 59: Top 10 Counties in Fatalities, 2011

2011 Rank ¹	County	Fatalities in Crashes					Percent of all 2011 Fatalities	Percent Change 2007 to 2011	Percent Change 2010 to 2011
		2007	2008	2009	2010	2011			
1	Bernalillo	68	57	57	46	44	12.5%	-35.3%	-4.3%
2	McKinley	39	32	34	25	33	9.4%	-15.4%	32.0%
3	San Juan	40	30	15	30	28	8.0%	-30.0%	-6.7%
4	Santa Fe	18	14	23	26	18	5.1%	0.0%	-30.8%
4	Doña Ana	22	13	29	25	18	5.1%	-18.2%	-28.0%
6	Lea	15	16	13	20	15	4.3%	0.0%	-25.0%
7	Chaves	9	10	16	18	14	4.0%	55.6%	-22.2%
7	Otero	8	9	8	12	14	4.0%	75.0%	16.7%
9	Valencia	13	10	5	11	13	3.7%	0.0%	18.2%
9	Cibola	13	7	9	9	13	3.7%	0.0%	44.4%
All Other Counties		168	168	152	127	141	40.2%	-16.1%	11.0%
Total		413	366	361	349	351	100.0%	-15.0%	0.6%

¹ Several counties have the same number of 2011 fatalities and therefore the same rank.

Table 60: Top 10 Counties in Motorcyclist (Driver and Passenger) Fatalities

2011 Rank ¹	County	Motorcyclist Fatalities in Crashes					Percent of all 2011 MC Fatalities	Percent of all Fatalities in each County
		2007	2008	2009	2010	2011		
1	Bernalillo	13	16	13	11	11	22.4%	25.0%
2	Otero	1	1	0	4	5	10.2%	35.7%
3	Rio Arriba	2	4	4	1	4	8.2%	36.4%
4	Santa Fe	3	3	4	3	3	6.1%	16.7%
4	Doña Ana	8	2	1	3	3	6.1%	16.7%
4	San Juan	6	2	4	1	3	6.1%	10.7%
7	Sierra	0	0	0	1	2	4.1%	40.0%
7	Valencia	1	2	0	3	2	4.1%	15.4%
7	Socorro	2	1	1	0	2	4.1%	15.4%
7	Sandoval	0	3	3	5	2	4.1%	16.7%
7	Grant	2	3	1	1	2	4.1%	50.0%
7	Quay	0	0	0	0	2	4.1%	40.0%
All Other Counties		15	16	15	9	8	16.3%	-
Total		53	53	46	42	49	100.0%	-

¹ Counties with the same number of motorcyclist fatalities have the same rank number. For example, Santa Fe, Doña Ana, and San Juan all rank 4th (three fatalities in 2011), and therefore there is no 5th or 6th ranking. There is no 8th, 9th or 10th ranking because six counties rank 7th.

Table 61: Top 10 Counties in Pedestrian Fatalities

2011 Rank ¹	County	Pedestrian Fatalities in Crashes					Percent in 2011
		2007	2008	2009	2010	2011	
1	Bernalillo	18	14	11	9	9	25.0%
2	McKinley	10	7	9	1	6	16.7%
3	San Juan	7	2	3	6	5	13.9%
4	Santa Fe	2	2	4	3	3	8.3%
5	Rio Arriba	1	1	2	0	2	5.6%
5	Chaves	0	1	1	0	2	5.6%
5	Otero	0	1	2	4	2	5.6%
8	San Miguel	0	1	1	0	1	2.8%
8	Socorro	1	1	0	0	1	2.8%
8	Sandoval	2	2	0	0	1	2.8%
8	Lea	1	1	1	0	1	2.8%
8	Taos	2	1	0	1	1	2.8%
8	Cibola	2	1	0	0	1	2.8%
8	Guadalupe	1	0	0	0	1	2.8%
All Other Counties		5	5	7	10	0	0.0%
Total		52	40	41	34	36	100.0%

¹ Counties with the same number of pedestrian fatalities have the same rank number. For example, Rio Arriba, Chaves and Otero all rank 5th (two fatalities in 2011), and therefore there is no 6th or 7th ranking. There is no 9th or 10th ranking because a county was ranked 8th if it had one pedestrian fatality.

Table 62: Top 10 Counties in Animal-involved Crashes

2011 Rank	County	Animal-involved Crashes					Percent of All 2011 Crashes	Percent Change 2007 to 2011	Percent Change 2010 to 2011
		2007	2008	2009	2010	2011			
1	San Juan	154	159	190	167	150	10.3%	-2.6%	-10.2%
2	Lincoln	123	117	115	117	112	7.7%	-8.9%	-4.3%
3	Rio Arriba	139	116	105	110	108	7.4%	-22.3%	-1.8%
4	Colfax	80	56	87	87	103	7.1%	28.8%	18.4%
5	McKinley	49	42	61	55	89	6.1%	81.6%	61.8%
6	Grant	110	124	123	74	87	6.0%	-20.9%	17.6%
7	Sandoval	68	59	58	56	81	5.6%	19.1%	44.6%
8	Otero	73	69	70	81	67	4.6%	-8.2%	-17.3%
9	Chaves	62	78	96	58	62	4.2%	0.0%	6.9%
10	Taos	22	31	80	60	54	3.7%	145.5%	-10.0%
All Other Counties		498	549	573	457	546	37.4%	9.6%	19.5%
Total		1,378	1,400	1,558	1,322	1,459	100.0%	5.9%	10.4%

Crash Geography - Counties

Table 63: Severity of Crashes by County, 2011

County	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Bernalillo	40	13.1%	4,992	39.6%	12,415	41.0%	17,447	40.4%
Catron	1	0.3%	3	0.0%	18	0.1%	22	0.1%
Chaves	13	4.2%	381	3.0%	948	3.1%	1,342	3.1%
Cibola	12	3.9%	118	0.9%	288	0.9%	418	1.0%
Colfax	4	1.3%	88	0.7%	278	0.9%	370	0.9%
Curry	10	3.3%	262	2.1%	668	2.2%	940	2.2%
De Baca	4	1.3%	12	0.1%	10	0.0%	26	0.1%
Doña Ana	14	4.6%	1,343	10.7%	2,820	9.3%	4,177	9.7%
Eddy	7	2.3%	262	2.1%	607	2.0%	876	2.0%
Grant	4	1.3%	147	1.2%	378	1.2%	529	1.2%
Guadalupe	6	2.0%	52	0.4%	98	0.3%	156	0.4%
Harding	1	0.3%	2	0.0%	6	0.0%	9	0.0%
Hidalgo	3	1.0%	28	0.2%	84	0.3%	115	0.3%
Lea	11	3.6%	400	3.2%	1,036	3.4%	1,447	3.3%
Lincoln	7	2.3%	143	1.1%	382	1.3%	532	1.2%
Los Alamos	1	0.3%	34	0.3%	93	0.3%	128	0.3%
Luna	3	1.0%	110	0.9%	303	1.0%	416	1.0%
McKinley	27	8.8%	332	2.6%	973	3.2%	1,332	3.1%
Mora	4	1.3%	32	0.3%	60	0.2%	96	0.2%
Otero	12	3.9%	341	2.7%	812	2.7%	1,165	2.7%
Quay	5	1.6%	58	0.5%	147	0.5%	210	0.5%
Rio Arriba	11	3.6%	141	1.1%	329	1.1%	481	1.1%
Roosevelt	6	2.0%	66	0.5%	274	0.9%	346	0.8%
San Juan	24	7.8%	797	6.3%	1,610	5.3%	2,431	5.6%
San Miguel	7	2.3%	136	1.1%	463	1.5%	606	1.4%
Sandoval	11	3.6%	544	4.3%	1,266	4.2%	1,821	4.2%
Santa Fe	18	5.9%	1,038	8.2%	2,227	7.3%	3,283	7.6%
Sierra	4	1.3%	65	0.5%	153	0.5%	222	0.5%
Socorro	11	3.6%	96	0.8%	237	0.8%	344	0.8%
Taos	7	2.3%	210	1.7%	483	1.6%	700	1.6%
Torrance	5	1.6%	86	0.7%	182	0.6%	273	0.6%
Union	3	1.0%	34	0.3%	66	0.2%	103	0.2%
Valencia	10	3.3%	251	2.0%	603	2.0%	864	2.0%
Total	306	100.0%	12,604	100.0%	30,317	100.0%	43,227	100.0%

Crash Geography - Counties

Table 64: Total Crashes by County, 2007 - 2011

County	Total Crashes					Percent of All 2011 Crashes	Percent Change 2007 to 2011	Percent Change 2010 to 2011
	2007	2008	2009	2010	2011			
Bernalillo	21,300	19,457	18,716	17,005	17,447	40.4%	-18.1%	2.6%
Catron	30	37	25	32	22	0.1%	-26.7%	-31.3%
Chaves	1,533	1,647	1,494	1,413	1,342	3.1%	-12.5%	-5.0%
Cibola	453	483	502	421	418	1.0%	-7.7%	-0.7%
Colfax	386	365	351	379	370	0.9%	-4.1%	-2.4%
Curry	1,080	1,007	1,225	1,095	940	2.2%	-13.0%	-14.2%
De Baca	33	28	25	31	26	0.1%	-21.2%	-16.1%
Doña Ana	4,124	3,995	4,137	4,140	4,177	9.7%	1.3%	0.9%
Eddy	1,138	1,367	1,208	978	876	2.0%	-23.0%	-10.4%
Grant	681	664	563	444	529	1.2%	-22.3%	19.1%
Guadalupe	210	196	176	183	156	0.4%	-25.7%	-14.8%
Harding	4	10	6	4	9	0.0%	125.0%	125.0%
Hidalgo	106	93	103	112	115	0.3%	8.5%	2.7%
Lea	1,503	1,471	1,259	1,300	1,447	3.3%	-3.7%	11.3%
Lincoln	525	437	536	532	532	1.2%	1.3%	0.0%
Los Alamos	217	185	217	139	128	0.3%	-41.0%	-7.9%
Luna	489	446	453	421	416	1.0%	-14.9%	-1.2%
McKinley	1,224	1,178	1,318	1,298	1,332	3.1%	8.8%	2.6%
Mora	50	46	78	113	96	0.2%	92.0%	-15.0%
Otero	1,086	1,057	1,104	1,101	1,165	2.7%	7.3%	5.8%
Quay	269	213	276	225	210	0.5%	-21.9%	-6.7%
Rio Arriba	733	638	599	515	481	1.1%	-34.4%	-6.6%
Roosevelt	353	330	343	224	346	0.8%	-2.0%	54.5%
San Juan	2,719	2,843	2,619	2,363	2,431	5.6%	-10.6%	2.9%
San Miguel	310	310	448	509	606	1.4%	95.5%	19.1%
Sandoval	2,014	1,889	1,964	1,949	1,821	4.2%	-9.6%	-6.6%
Santa Fe	3,926	3,763	3,511	3,325	3,283	7.6%	-16.4%	-1.3%
Sierra	224	257	246	181	222	0.5%	-0.9%	22.7%
Socorro	330	332	351	328	344	0.8%	4.2%	4.9%
Taos	499	499	753	784	700	1.6%	40.3%	-10.7%
Torrance	352	245	337	253	273	0.6%	-22.4%	7.9%
Union	102	103	98	86	103	0.2%	1.0%	19.8%
Valencia	1,101	850	1,115	919	864	2.0%	-21.5%	-6.0%
Total	49,104	46,441	46,156	42,802	43,227	100.0%	-12.0%	1.0%

Crash Geography - Counties

Table 65: Severity of Injuries to People in Crashes by County, 2011

County	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Possible Injuries (Class C)	Not Injured (Class O)	Total People	Percent of Total People
Bernalillo	44	569	1,343	5,438	39,875	47,269	41.9%
Catron	1	0	2	1	41	45	0.04%
Chaves	14	35	148	410	2,905	3,512	3.1%
Cibola	13	18	70	85	787	973	0.9%
Colfax	5	11	41	71	653	781	0.7%
Curry	13	22	103	266	2,104	2,508	2.2%
De Baca	4	4	5	9	31	53	0.05%
Doña Ana	18	206	461	1,228	9,119	11,032	9.8%
Eddy	8	26	114	236	1,901	2,285	2.0%
Grant	4	18	47	154	1,047	1,270	1.1%
Guadalupe	6	10	38	29	249	332	0.3%
Harding	1	0	2	4	13	20	0.02%
Hidalgo	4	4	24	17	214	263	0.2%
Lea	15	70	114	428	3,208	3,835	3.4%
Lincoln	8	30	51	112	917	1,118	1.0%
Los Alamos	1	7	11	24	226	269	0.2%
Luna	3	25	51	90	894	1,063	0.9%
McKinley	33	72	123	347	3,064	3,639	3.2%
Mora	5	6	29	27	148	215	0.2%
Otero	14	48	128	317	2,366	2,873	2.5%
Quay	5	19	36	39	369	468	0.4%
Rio Arriba	11	24	70	141	775	1,021	0.9%
Roosevelt	7	19	35	44	660	765	0.7%
San Juan	28	115	237	897	5,453	6,730	6.0%
San Miguel	7	22	59	110	1,168	1,366	1.2%
Sandoval	12	73	181	535	3,796	4,597	4.1%
Santa Fe	18	100	301	1,099	7,136	8,654	7.7%
Sierra	5	16	38	44	338	441	0.4%
Socorro	13	22	67	56	572	730	0.6%
Taos	8	39	71	192	1,292	1,602	1.4%
Torrance	5	20	32	96	523	676	0.6%
Union	5	13	13	30	167	228	0.2%
Valencia	13	46	101	242	1,755	2,157	1.9%
Total People	351	1,709	4,146	12,818	93,766	112,790	100.0%

Crash Geography - Counties

Table 66: Alcohol-involved Crashes by County, 2007 - 2011

County	Alcohol-involved Crashes					Percent of All 2011 Crashes	Percent Change 2007 to 2011	Percent Change 2010 to 2011
	2007	2008	2009	2010	2011			
Bernalillo	783	770	846	598	681	29.4%	-13.0%	13.9%
Catron	1	3	2	3	1	0.0%	0.0%	-66.7%
Chaves	67	109	84	68	76	3.3%	13.4%	11.8%
Cibola	34	53	59	26	32	1.4%	-5.9%	23.1%
Colfax	14	25	16	20	19	0.8%	35.7%	-5.0%
Curry	44	46	51	43	44	1.9%	0.0%	2.3%
De Baca	1	0	2	2	2	0.1%	100.0%	0.0%
Doña Ana	199	215	260	212	235	10.1%	18.1%	10.8%
Eddy	46	81	66	43	35	1.5%	-23.9%	-18.6%
Grant	42	48	33	23	32	1.4%	-23.8%	39.1%
Guadalupe	8	5	11	11	8	0.3%	0.0%	-27.3%
Harding	0	0	1	0	0	0.0%	-	-
Hidalgo	5	5	4	3	6	0.3%	20.0%	100.0%
Lea	71	118	83	98	83	3.6%	16.9%	-15.3%
Lincoln	41	31	26	31	24	1.0%	-41.5%	-22.6%
Los Alamos	12	9	11	4	6	0.3%	-50.0%	50.0%
Luna	20	14	26	19	18	0.8%	-10.0%	-5.3%
McKinley	160	142	170	128	138	5.9%	-13.8%	7.8%
Mora	2	4	6	6	7	0.3%	250.0%	16.7%
Otero	58	54	55	54	69	3.0%	19.0%	27.8%
Quay	19	6	8	4	7	0.3%	-63.2%	75.0%
Rio Arriba	76	51	88	46	50	2.2%	-34.2%	8.7%
Roosevelt	21	24	26	25	15	0.6%	-28.6%	-40.0%
San Juan	239	254	212	206	213	9.2%	-10.9%	3.4%
San Miguel	22	28	30	41	47	2.0%	113.6%	14.6%
Sandoval	99	136	111	99	101	4.4%	2.0%	2.0%
Santa Fe	228	233	208	192	214	9.2%	-6.1%	11.5%
Sierra	20	7	15	12	18	0.8%	-10.0%	50.0%
Socorro	31	25	29	17	11	0.5%	-64.5%	-35.3%
Taos	42	38	64	69	64	2.8%	52.4%	-7.2%
Torrance	14	10	21	11	10	0.4%	-28.6%	-9.1%
Union	1	4	6	8	6	0.3%	500.0%	-25.0%
Valencia	51	51	68	40	48	2.1%	-5.9%	20.0%
Total	2,471	2,599	2,698	2,162	2,320	100.0%	-6.1%	7.3%

Crash Geography - Counties

Table 67: Severity of Injuries to People in Alcohol-involved Crashes by County, 2011

County	People in Alcohol-involved Crashes						Percent of Total
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Possible Injuries (Class C)	Not Injured (Class O)	Total People	
Bernalillo	18	63	160	221	1,130	1,592	31.1%
Catron	1	0	0	0	0	1	0.0%
Chaves	5	10	39	22	93	169	3.3%
Cibola	5	1	10	10	38	64	1.3%
Colfax	0	3	5	5	15	28	0.5%
Curry	3	2	13	8	69	95	1.9%
De Baca	1	1	1	1	0	4	0.1%
Doña Ana	5	27	79	54	355	520	10.2%
Eddy	1	4	10	13	42	70	1.4%
Grant	2	6	10	9	38	65	1.3%
Guadalupe	1	1	1	1	10	14	0.3%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	0	2	1	6	9	0.2%
Lea	8	8	12	22	111	161	3.1%
Lincoln	2	2	7	4	27	42	0.8%
Los Alamos	0	0	3	0	5	8	0.2%
Luna	2	3	5	3	27	40	0.8%
McKinley	22	25	22	48	240	357	7.0%
Mora	2	0	1	1	6	10	0.2%
Otero	8	8	17	13	83	129	2.5%
Quay	1	0	1	0	11	13	0.3%
Rio Arriba	6	4	14	26	55	105	2.1%
Roosevelt	2	5	3	0	23	33	0.6%
San Juan	20	36	36	100	331	523	10.2%
San Miguel	4	5	11	9	51	80	1.6%
Sandoval	6	6	21	37	155	225	4.4%
Santa Fe	8	22	48	66	308	452	8.8%
Sierra	3	1	5	3	21	33	0.6%
Socorro	3	3	5	1	6	18	0.4%
Taos	6	8	12	25	77	128	2.5%
Torrance	1	6	0	5	8	20	0.4%
Union	2	0	1	2	8	13	0.3%
Valencia	4	10	8	9	65	96	1.9%
Total	152	270	562	719	3,414	5,117	100.0%

Table 68: New Mexico Population by County, 2007 - 2011

County	New Mexico Population (revised U.S. Census) ¹				
	2007	2008	2009	2010	2011
Bernalillo	638,978	646,879	655,279	664,120	669,880
Catron	3,638	3,631	3,689	3,736	3,714
Chaves	63,587	64,378	65,110	65,770	65,673
Cibola	27,258	27,259	27,097	27,278	27,499
Colfax	13,933	13,764	13,731	13,733	13,621
Curry	46,588	45,512	46,555	48,928	49,574
De Baca	1,995	2,000	2,002	2,014	1,962
Doña Ana	197,853	200,855	205,401	210,325	212,944
Eddy	51,923	52,566	53,578	53,902	53,999
Grant	29,841	29,921	29,865	29,407	29,430
Guadalupe	4,759	4,701	4,637	4,690	4,646
Harding	732	690	700	689	712
Hidalgo	5,005	5,022	5,019	4,844	4,838
Lea	61,058	62,737	64,483	64,657	65,136
Lincoln	20,442	20,458	20,521	20,473	20,438
Los Alamos	18,281	17,924	17,742	18,018	18,196
Luna	25,328	25,375	25,119	25,115	25,162
McKinley	69,959	70,449	70,567	71,784	73,622
Mora	4,964	4,909	4,859	4,880	4,795
Otero	62,466	62,498	62,462	64,319	65,558
Quay	8,996	8,978	8,920	9,058	9,056
Rio Arriba	40,268	40,008	40,023	40,305	40,353
Roosevelt	19,359	19,074	19,192	20,013	20,501
San Juan	126,149	126,905	129,359	130,144	128,063
San Miguel	29,259	29,234	29,336	29,364	29,301
Sandoval	120,401	125,368	128,985	132,340	134,231
Santa Fe	140,210	141,704	143,205	144,441	145,319
Sierra	11,812	11,914	11,940	12,018	12,014
Socorro	17,995	17,966	17,927	17,846	17,873
Taos	32,485	32,467	32,792	32,909	32,927
Torrance	16,559	16,257	16,414	16,368	16,367
Union	4,286	4,380	4,523	4,539	4,428
Valencia	73,703	74,879	75,770	76,740	76,842
Statewide	1,990,070	2,010,662	2,036,802	2,064,767	2,078,674

¹ The U.S. Census revised all population estimates from 2001-2010 based on findings from the 2010 U.S. Census. See Sources section for additional information.

Crash Geography - Counties

Table 69: Crash Rates by County, 2007 – 2011

County	Crashes per 10,000 Population ^{1,2}				
	2007	2008	2009	2010	2011
Guadalupe	441	417	380	390	336
Colfax	277	265	256	276	272
Bernalillo	333	301	286	256	260
Lincoln	257	214	261	260	260
Hidalgo	212	185	205	231	238
Union	238	235	217	189	233
Quay	299	237	309	248	232
Santa Fe	280	266	245	230	226
Lea	246	234	195	201	222
Taos	154	154	230	238	213
Statewide	247	231	227	207	208
San Miguel	106	106	153	173	207
Chaves	241	256	229	215	204
Mora	101	94	161	232	200
Doña Ana	208	199	201	197	196
Socorro	183	185	196	184	192
San Juan	216	224	202	182	190
Curry	232	221	263	224	190
Sierra	190	216	206	151	185
McKinley	175	167	187	181	181
Grant	228	222	189	151	180
Otero	174	169	177	171	178
Roosevelt	182	173	179	112	169
Torrance	213	151	205	155	167
Luna	193	176	180	168	165
Eddy	219	260	225	181	162
Cibola	166	177	185	154	152
Sandoval	167	151	152	147	136
De Baca	165	140	125	154	133
Harding	55	145	86	58	126
Rio Arriba	182	159	150	128	119
Valencia	149	114	147	120	112
Los Alamos	119	103	122	77	70
Catron	82	102	68	86	59

¹ Rates are calculated by taking the number of crashes, dividing by the county's population, and then multiplying by 10,000.

² Numbers are shaded such that darker shading identifies higher numbers.

Crash Geography - Counties

Table 70: Fatality Rates by County, 2007 – 2011

County	Fatalities per 10,000 Population ^{1,2}				
	2007	2008	2009	2010	2011
De Baca	10.03	5.00	0.00	0.00	20.39
Harding	0.00	0.00	14.29	0.00	14.04
Guadalupe	33.62	17.02	19.41	12.79	12.91
Union	9.33	4.57	6.63	4.41	11.29
Mora	4.03	2.04	2.06	2.05	10.43
Hidalgo	19.98	7.96	5.98	10.32	8.27
Socorro	7.22	8.91	5.58	3.36	7.27
Quay	6.67	14.48	3.36	9.94	5.52
Cibola	4.77	2.57	3.32	3.30	4.73
McKinley	5.57	4.54	4.82	3.48	4.48
Sierra	2.54	4.20	5.86	2.50	4.16
Lincoln	1.96	0.49	3.41	1.47	3.91
Colfax	2.87	2.91	2.91	2.91	3.67
Roosevelt	1.03	3.15	2.08	1.50	3.41
Torrance	5.44	4.31	8.53	2.44	3.05
Rio Arriba	4.22	4.00	4.00	1.74	2.73
Catron	2.75	0.00	5.42	2.68	2.69
Curry	1.50	1.32	0.64	1.43	2.62
Taos	4.00	2.46	2.74	3.34	2.43
San Miguel	2.05	3.08	2.39	3.75	2.39
Lea	2.46	2.55	2.02	3.09	2.30
San Juan	3.17	2.36	1.16	2.31	2.19
Otero	1.28	1.44	1.28	1.87	2.14
Chaves	1.42	1.55	2.46	2.74	2.13
Valencia	1.76	1.34	0.66	1.43	1.69
Statewide	2.08	1.82	1.77	1.69	1.69
Eddy	1.73	3.04	2.80	2.60	1.48
Grant	3.35	3.68	0.33	2.38	1.36
Santa Fe	1.28	0.99	1.61	1.80	1.24
Luna	5.92	4.73	3.18	3.19	1.19
Sandoval	1.16	1.75	1.86	1.06	0.89
Doña Ana	1.11	0.65	1.41	1.19	0.85
Bernalillo	1.06	0.88	0.87	0.69	0.66
Los Alamos	0.55	0.00	0.56	0.56	0.55

¹ Rates are calculated by taking the number of fatalities, dividing by the county's population, and then multiplying by 10,000.

² Numbers are shaded such that darker shading identifies higher numbers.

Table 71: Alcohol-involved Crash Rates by County, 2007 – 2011

County	Alcohol-involved Crashes per 10,000 Population ^{1,2}				
	2007	2008	2009	2010	2011
Taos	12.9	11.7	19.5	21.0	19.4
McKinley	22.9	20.2	24.1	17.8	18.7
Guadalupe	16.8	10.6	23.7	23.5	17.2
San Juan	18.9	20.0	16.4	15.8	16.6
San Miguel	7.5	9.6	10.2	14.0	16.0
Sierra	16.9	5.9	12.6	10.0	15.0
Santa Fe	16.3	16.4	14.5	13.3	14.7
Mora	4.0	8.1	12.3	12.3	14.6
Colfax	10.0	18.2	11.7	14.6	13.9
Union	2.3	9.1	13.3	17.6	13.6
Lea	11.6	18.8	12.9	15.2	12.7
Hidalgo	10.0	10.0	8.0	6.2	12.4
Rio Arriba	18.9	12.7	22.0	11.4	12.4
Lincoln	20.1	15.2	12.7	15.1	11.7
Cibola	12.5	19.4	21.8	9.5	11.6
Chaves	10.5	16.9	12.9	10.3	11.6
Statewide	12.4	12.9	13.2	10.5	11.2
Doña Ana	10.1	10.7	12.7	10.1	11.0
Grant	14.1	16.0	11.0	7.8	10.9
Otero	9.3	8.6	8.8	8.4	10.5
De Baca	5.0	0.0	10.0	9.9	10.2
Bernalillo	12.3	11.9	12.9	9.0	10.2
Curry	9.4	10.1	11.0	8.8	8.9
Quay	21.1	6.7	9.0	4.4	7.7
Sandoval	8.2	10.8	8.6	7.5	7.5
Roosevelt	10.8	12.6	13.5	12.5	7.3
Luna	7.9	5.5	10.4	7.6	7.2
Eddy	8.9	15.4	12.3	8.0	6.5
Valencia	6.9	6.8	9.0	5.2	6.2
Socorro	17.2	13.9	16.2	9.5	6.2
Torrance	8.5	6.2	12.8	6.7	6.1
Los Alamos	6.6	5.0	6.2	2.2	3.3
Catron	2.7	8.3	5.4	8.0	2.7
Harding	0.0	0.0	14.3	0.0	0.0

¹ Rates are calculated by taking the number of alcohol-involved crashes, dividing by the county's population, and then multiplying by 10,000.

² Numbers are shaded such that darker shading identifies higher numbers.

Cities

- From 2010 and 2011, many cities saw an increase in total and alcohol-involved crashes. This coincided with a 1.0% statewide increase in total crashes and a 7.3% statewide increase in alcohol-involved crashes. (Table 64, Table 66, Table 72, and Table 73)
- The largest number of total crashes and alcohol-involved crashes occurred in Albuquerque, Las Cruces and Santa Fe in 2011. (Table 72, Table 73)
- Total crashes in Santa Fe have decreased every year since 2007 from 2,892 crashes in 2007 to 2,200 in 2011. In addition, Clovis and Roswell continued to see a decrease in total crashes for the third year in a row. (Table 72)
- In 2011, of the top 10 cities in total crashes, the highest crash rates (crashes per 1,000 city residents) were in Las Cruces (33.7) Gallup (33.0), and Santa Fe (32.1). (Table 72)
- Taos had the highest 2011 alcohol-involved crash rate (4.4 alcohol-involved crashes per 1,000 city residents). (Table 73)
- In 2011, of the top twenty cities in alcohol-involved crashes, the highest alcohol-involved crash rates (alcohol-involved crashes per 1,000 city residents) were in Taos (4.4), Zuni Pueblo (2.9), Shiprock (2.8), Gallup (2.6), Española (2.5), Ruidoso (2.1), the Navajo Nation (2.1), and Santa Fe (2.0). (Table 73)

Table 72: Top 10 Cities in Total Crashes, 2011

Rank	City	Total Crashes					2011 Population	Crashes per 1,000 City Residents
		2007	2008	2009	2010	2011		
1	Albuquerque	20,951	18,961	18,302	16,491	17,035	552,804	30.82
2	Las Cruces	3,460	3,167	3,200	3,246	3,354	99,665	33.65
3	Santa Fe	2,892	2,709	2,413	2,236	2,200	68,642	32.05
4	Farmington	1,601	1,508	1,393	1,282	1,330	45,256	29.39
5	Rio Rancho	1,209	1,064	1,251	1,176	1,196	89,320	13.39
6	Roswell	1,225	1,323	1,198	1,159	1,071	48,546	22.06
7	Hobbs	945	935	731	800	886	34,488	25.69
8	Clovis	954	853	1,074	944	800	38,776	20.63
9	Alamogordo	736	677	702	682	758	31,327	24.20
10	Gallup	736	757	760	760	737	22,329	33.01
All Other Cities		14,395	14,487	15,132	14,026	13,860	-	-
Statewide Total		49,104	46,441	46,156	42,802	43,227	2,078,674	20.80

Table 73: Top Twenty Cities in Alcohol-involved Crashes in 2011

Rank ¹	City	Alcohol-involved Crashes					2011 Population ^{2,3}	Alcohol-involved Crashes per 1,000 City Residents
		2007	2008	2009	2010	2011		
1	Albuquerque	766	731	801	558	654	552,804	1.18
2	Las Cruces	136	139	151	130	151	99,665	1.52
3	Santa Fe	149	143	109	107	140	68,642	2.04
4	Farmington	127	107	93	79	84	45,256	1.86
5	Gallup	70	83	86	55	59	22,329	2.64
6	Rio Rancho	52	69	61	55	57	89,320	0.64
7	Hobbs	37	81	51	54	48	34,488	1.39
8	Roswell	42	75	61	49	47	48,546	0.97
9	Alamogordo	35	24	23	28	34	31,327	1.09
10	Clovis	36	29	37	27	33	38,776	0.85
11	Española	52	43	37	26	26	10,313	2.52
12	Taos	20	22	26	28	25	5,713	4.38
12	Carlsbad	36	41	34	31	25	26,296	0.95
12	Las Vegas	17	25	17	20	25	13,656	1.83
15	Shiprock ²	21	25	21	19	23	8,295	2.77
16	Navajo Nation ³	28	23	28	13	21	10,107	2.08
17	Silver City	21	20	15	11	19	10,269	1.85
18	Zuni Pueblo ²	16	1	18	22	18	6,302	2.86
19	Ruidoso	18	13	13	15	17	8,010	2.12
20	Belen	8	14	19	9	14	7,313	1.91
20	Deming	13	10	19	11	14	14,963	0.94
All Other Cities		771	882	978	815	786	-	-
Statewide Total		2,471	2,600	2,698	2,162	2,320	2,078,674	1.12

¹ Cities have the same rank when they have the same number of crashes in 2011.

² The populations of Shiprock CDP (Census Designated Place) and Zuni Pueblo CDP are based on the 2010 U.S. Census. Accessed 5/21/2013 at <http://quickfacts.census.gov/qfd/states/35000.html>.

³ The population of the Navajo Nation CCD (Census County Division) is based on the 2010 U.S. Census. Accessed 5/21/2013 at <http://quickfacts.census.gov/qfd/states/35000.html>, Other Places, County Subdivisions.

Crash Geography - Cities

Table 74: Severity of Crashes and Severity of Injury in Crashes by City, 2011

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Acoma	2	3	11	16	2	9	35	46
Alamo Navajo	1	0	0	1	1	0	1	2
Alamogordo	3	214	541	758	3	296	1,754	2,053
Albuquerque	36	4,867	12,132	17,035	38	7,158	39,111	46,307
Angel Fire	0	3	9	12	0	4	15	19
Anthony	0	21	48	69	0	25	143	168
Artesia	0	3	8	11	0	8	22	30
Aztec	0	37	98	135	0	52	307	359
Bayard	0	8	22	30	0	12	53	65
Belen	2	60	186	248	2	93	510	605
Bernalillo	0	48	151	199	0	70	450	520
Bloomfield	0	47	113	160	0	74	385	459
Bosque Farms	1	24	44	69	1	41	143	185
Capitan	0	1	3	4	0	1	9	10
Carlsbad	1	175	526	702	1	242	1,649	1,892
Carrizozo	0	1	2	3	0	1	6	7
Chama	0	3	12	15	0	4	26	30
Cimarron	0	4	5	9	0	5	10	15
Clayton	0	6	23	29	0	6	67	73
Cloudcroft	0	3	9	12	0	3	18	21
Clovis	3	223	574	800	3	330	1,885	2,218
Cochiti	0	1	1	2	0	1	3	4
Columbus	0	5	8	13	0	6	26	32
Corona	0	1	4	5	0	1	6	7
Corrales	0	19	39	58	0	24	117	141
Cuba	0	3	20	23	0	9	55	64
Deming	0	57	213	270	0	82	638	720
Des Moines	0	0	3	3	0	0	10	10
Dexter	0	0	2	2	0	0	3	3
Dora	0	0	2	2	0	0	4	4
Eagle Nest	0	1	2	3	0	1	9	10
Elida	0	2	1	3	0	3	2	5
Encino	0	1	2	3	0	1	4	5
Española	1	163	265	429	1	254	973	1,228
Estancia	1	3	2	6	1	7	4	12
Eunice	0	5	29	34	0	6	73	79
Farmington	2	417	911	1,330	2	640	3,286	3,928
Floyd	0	1	1	2	0	1	1	2
Folsom	0	1	0	1	0	2	2	4
Fort Sumner	1	3	1	5	1	3	10	14

Table 74 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Gallup	3	177	557	737	3	292	1,962	2,257
Grady	0	2	1	3	0	2	1	3
Grants	1	50	129	180	1	68	380	449
Grenville	0	2	0	2	0	3	0	3
Hagerman	0	1	3	4	0	1	9	10
Hatch	0	2	21	23	0	2	50	52
Hobbs	0	246	640	886	0	371	2,183	2,554
Hope	0	0	1	1	0	0	2	2
Hurley	0	1	7	8	0	3	16	19
Isleta	1	36	100	137	1	59	246	306
Jal	1	1	21	23	1	1	42	44
Jemez	0	2	3	5	0	5	8	13
Jemez Springs	0	5	5	10	0	9	16	25
Jicarilla Apache	0	7	34	41	0	7	58	65
La Mesilla	0	0	1	1	0	0	2	2
Laguna	5	22	22	49	8	44	81	133
Las Cruces	2	1,066	2,286	3,354	3	1,500	7,560	9,063
Las Vegas	2	58	319	379	2	87	850	939
Logan	0	2	12	14	0	2	38	40
Lordsburg	1	8	40	49	1	14	105	120
Los Alamos	1	31	90	122	1	39	221	261
Los Lunas	4	110	239	353	4	167	772	943
Loving	0	2	1	3	0	2	4	6
Lovington	0	47	175	222	0	67	522	589
Magdalena	0	1	1	2	0	1	6	7
Maxwell	0	1	2	3	0	2	2	4
Melrose	0	3	6	9	0	4	9	13
Mescalero Apache	0	3	11	14	0	4	21	25
Milan	1	10	35	46	1	16	87	104
Moriarty	0	25	67	92	0	41	219	260
Mountainair	0	2	3	5	0	3	11	14
Nambe	0	1	1	2	0	1	4	5
Navajo Nation	5	43	39	87	9	89	142	240
Pecos	0	7	22	29	0	8	58	66
Picuris	0	2	9	11	0	2	14	16
Pojoaque	0	14	26	40	0	20	88	108
Portales	3	40	217	260	3	61	546	610
Questa	0	4	5	9	0	7	11	18
Ramah Navajo	0	1	1	2	0	1	2	3
Raton	1	31	121	153	1	47	325	373
Red River	0	3	1	4	0	5	9	14

Crash Geography - Cities

Table 74 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Reserve	0	0	2	2	0	0	5	5
Rio Rancho	3	362	831	1,196	3	527	2,650	3,180
Roswell	4	283	784	1,071	5	426	2,510	2,941
Ruidoso	1	68	189	258	2	89	496	587
Ruidoso Downs	0	7	34	41	0	16	84	100
San Felipe	4	16	27	47	5	24	61	90
San Ildefonso	0	8	12	20	0	12	32	44
San Jon	0	0	3	3	0	0	7	7
San Juan	1	12	23	36	1	21	53	75
San Ysidro	0	1	6	7	0	1	10	11
Sandia	0	7	8	15	0	8	25	33
Santa Ana	0	5	20	25	0	7	32	39
Santa Clara (Central)	0	4	5	9	0	5	11	16
Santa Clara Pueblo	1	1	8	10	1	1	24	26
Santa Fe	10	667	1,523	2,200	10	961	5,063	6,034
Santa Rosa	1	8	13	22	1	11	39	51
Santo Domingo	0	8	16	24	0	14	33	47
Shiprock	6	38	61	105	7	62	259	328
Silver City	1	96	250	347	1	139	738	878
Socorro	1	32	121	154	1	43	302	346
Springer	0	1	3	4	0	1	5	6
Sunland Park	0	32	89	121	0	40	260	300
T Or C	1	27	67	95	1	36	159	196
Taos	2	99	263	364	2	143	808	953
Taos Pueblo	0	1	5	6	0	1	11	12
Tatum	0	1	6	7	0	2	11	13
Tesuque	0	6	6	12	0	6	21	27
Texico	0	5	17	22	0	7	55	62
Tijeras	0	1	5	6	0	1	11	12
Tucumcari	0	7	37	44	0	14	98	112
Tularosa	2	10	40	52	2	18	108	128
Vaughn	0	1	4	5	0	1	5	6
Virден	0	0	1	1	0	0	2	2
Wagon Mound	0	2	6	8	0	7	14	21
Willard	1	1	0	2	1	3	2	6
Williamsburg	0	1	3	4	0	2	5	7
Zia	0	0	2	2	0	0	3	3
Zuni	0	18	74	92	0	27	187	214
Rural (Non-Urban)	182	2,265	4,456	6,903	213	3,465	11,060	14,738
Total	306	12,604	30,317	43,227	351	18,673	93,766	112,790

Crash Geography - Cities

Table 75: Severity of Alcohol-involved Crashes and Injuries by City, 2011

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Acoma	1	0	0	1	1	0	0	1
Alamo Navajo	1	0	0	1	1	0	1	2
Alamogordo	1	15	18	34	1	20	38	59
Albuquerque	14	288	352	654	16	421	1,097	1,534
Angel Fire	0	1	0	1	0	1	0	1
Anthony	0	4	4	8	0	4	12	16
Artesia	0	0	0	0	0	0	0	0
Aztec	0	2	5	7	0	3	8	11
Bayard	0	3	1	4	0	3	4	7
Belen	0	7	7	14	0	12	17	29
Bernalillo	0	1	9	10	0	1	25	26
Bloomfield	0	2	5	7	0	2	9	11
Bosque Farms	0	2	3	5	0	2	5	7
Capitan	0	0	0	0	0	0	0	0
Carlsbad	0	12	13	25	0	16	35	51
Carrizozo	0	0	0	0	0	0	0	0
Chama	0	1	1	2	0	2	4	6
Cimarron	0	0	0	0	0	0	0	0
Clayton	0	1	1	2	0	1	4	5
Cloudcroft	0	0	0	0	0	0	0	0
Clovis	2	15	16	33	2	18	54	74
Cochiti	0	0	0	0	0	0	0	0
Columbus	0	1	0	1	0	1	0	1
Corona	0	0	0	0	0	0	0	0
Corrales	0	1	2	3	0	1	4	5
Cuba	0	0	2	2	0	0	5	5
Deming	0	7	7	14	0	8	25	33
Des Moines	0	0	0	0	0	0	0	0
Dexter	0	0	0	0	0	0	0	0
Dora	0	0	0	0	0	0	0	0
Eagle Nest	0	0	0	0	0	0	0	0
Elida	0	0	0	0	0	0	0	0
Encino	0	0	0	0	0	0	0	0
Española	0	12	14	26	0	17	31	48
Estancia	1	0	0	1	1	1	0	2
Eunice	0	1	0	1	0	1	0	1
Farmington	0	36	48	84	0	48	150	198
Floyd	0	0	0	0	0	0	0	0
Folsom	0	0	0	0	0	0	0	0
Fort Sumner	0	0	0	0	0	0	0	0

Crash Geography - Cities

Table 75 Continued

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Gallup	0	22	37	59	0	41	131	172
Grady	0	0	0	0	0	0	0	0
Grants	0	5	8	13	0	10	18	28
Grenville	0	0	0	0	0	0	0	0
Hagerman	0	0	0	0	0	0	0	0
Hatch	0	1	2	3	0	1	9	10
Hobbs	0	16	32	48	0	19	90	109
Hope	0	0	0	0	0	0	0	0
Hurley	0	0	0	0	0	0	0	0
Isleta	0	6	5	11	0	9	9	18
Jal	1	0	0	1	1	0	0	1
Jemez	0	0	0	0	0	0	0	0
Jemez Springs	0	1	0	1	0	5	1	6
Jicarilla Apache	0	4	1	5	0	4	2	6
La Mesilla	0	0	0	0	0	0	0	0
Laguna	3	0	0	3	4	3	1	8
Las Cruces	1	73	77	151	2	112	238	352
Las Vegas	1	7	17	25	1	7	41	49
Logan	0	1	2	3	0	1	7	8
Lordsburg	0	0	1	1	0	0	1	1
Los Alamos	0	3	3	6	0	3	5	8
Los Lunas	0	5	8	13	0	9	19	28
Loving	0	1	0	1	0	1	1	2
Lovington	0	5	3	8	0	7	5	12
Magdalena	0	0	0	0	0	0	0	0
Maxwell	0	0	0	0	0	0	0	0
Melrose	0	0	0	0	0	0	0	0
Mescalero Apache	0	0	0	0	0	0	0	0
Milan	0	0	1	1	0	0	1	1
Moriarty	0	0	4	4	0	0	8	8
Mountainair	0	0	0	0	0	0	0	0
Nambe	0	0	0	0	0	0	0	0
Navajo Nation	3	11	7	21	6	31	52	89
Pecos	0	1	0	1	0	1	0	1
Picuris	0	0	0	0	0	0	0	0
Pojoaque	0	0	2	2	0	0	3	3
Portales	2	3	8	13	2	7	20	29
Questa	0	1	0	1	0	4	3	7
Ramah Navajo	0	1	0	1	0	1	1	2
Raton	0	4	6	10	0	7	10	17
Red River	0	1	0	1	0	1	0	1

Crash Geography - Cities

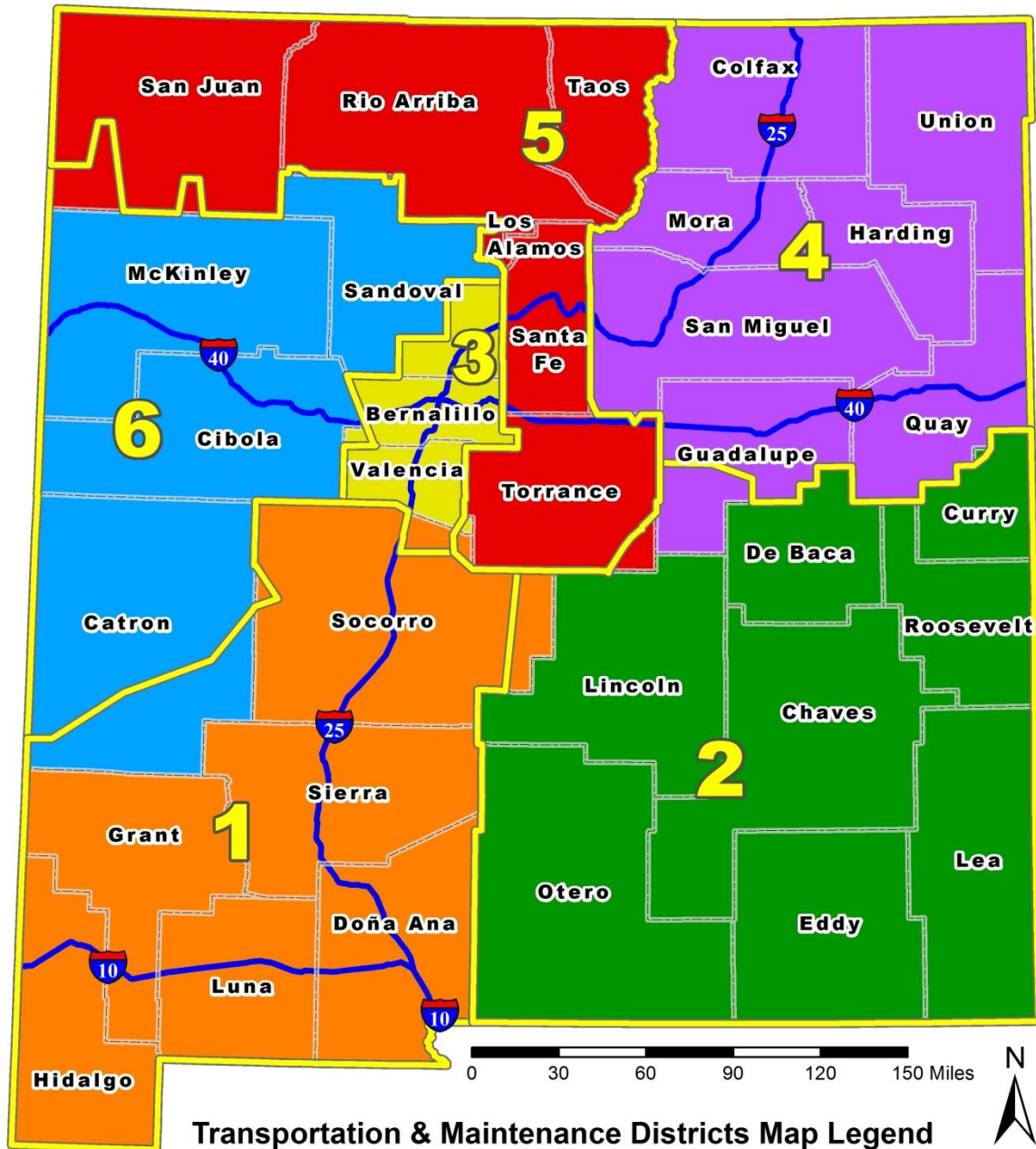
Table 75 Continued

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Reserve	0	0	0	0	0	0	0	0
Rio Rancho	2	15	40	57	2	24	79	105
Roswell	1	19	27	47	1	34	73	108
Ruidoso	1	6	10	17	2	8	20	30
Ruidoso Downs	0	1	0	1	0	2	2	4
San Felipe	2	3	2	7	3	5	2	10
San Ildefonso	0	3	1	4	0	3	2	5
San Jon	0	0	1	1	0	0	1	1
San Juan	1	4	3	8	1	7	10	18
San Ysidro	0	0	0	0	0	0	0	0
Sandia	0	3	0	3	0	4	2	6
Santa Ana	0	2	0	2	0	3	1	4
Santa Clara (Central)	0	1	0	1	0	1	2	3
Santa Clara Pueblo	1	0	0	1	1	0	2	3
Santa Fe	7	57	76	140	7	86	233	326
Santa Rosa	0	1	2	3	0	1	2	3
Santo Domingo	0	0	3	3	0	0	6	6
Shiprock	6	7	10	23	7	13	47	67
Silver City	0	10	9	19	0	14	23	37
Socorro	0	3	1	4	0	3	3	6
Springer	0	0	0	0	0	0	0	0
Sunland Park	0	2	8	10	0	2	15	17
T Or C	1	3	4	8	1	6	7	14
Taos	2	12	11	25	2	19	32	53
Taos Pueblo	0	0	0	0	0	0	0	0
Tatum	0	0	0	0	0	0	0	0
Tesuque	0	0	0	0	0	0	0	0
Texico	0	2	2	4	0	3	7	10
Tijeras	0	0	0	0	0	0	0	0
Tucumcari	0	0	1	1	0	0	2	2
Tularosa	2	2	4	8	2	5	15	22
Vaughn	0	0	0	0	0	0	0	0
Virден	0	0	1	1	0	0	2	2
Wagon Mound	0	0	0	0	0	0	0	0
Willard	0	0	0	0	0	0	0	0
Williamsburg	0	0	0	0	0	0	0	0
Zia	0	0	0	0	0	0	0	0
Zuni	0	4	14	18	0	5	27	32
Rural (Non-Urban)	74	256	227	557	85	436	593	1,114
Total	131	1,000	1,189	2,320	152	1,551	3,414	5,117

Crash Geography – Maintenance Districts

Highway Maintenance Districts

Map 22: New Mexico Highway Transportation and Maintenance Districts



Transportation & Maintenance Districts Map Legend

 Maintenance District Boundaries	 Transportation District #1	 Transportation District #4
 New Mexico County Boundaries	 Transportation District #2	 Transportation District #5
	 Transportation District #3	 Transportation District #6

Crash Geography – Maintenance Districts

Table 76: Crashes by Highway Maintenance District and Severity of Crash, 2011

Highway Maintenance District	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	39	12.7%	1,789	14.2%	3,975	13.1%	5,803	13.4%
District 2	70	22.9%	1,867	14.8%	4,737	15.6%	6,674	15.4%
District 3	57	18.6%	5,702	45.2%	14,085	46.5%	19,844	45.9%
District 4	30	9.8%	402	3.2%	1,118	3.7%	1,550	3.6%
District 5	66	21.6%	2,306	18.3%	4,924	16.2%	7,296	16.9%
District 6	44	14.4%	538	4.3%	1,478	4.9%	2,060	4.8%
Total Crashes	306	100.0%	12,604	100.0%	30,317	100.0%	43,227	100.0%

Table 77: Severity of Injuries to People in Crashes by Highway Maintenance District, 2011

Highway Maintenance District	Fatalities		Incapacitating Injuries		Visible Injuries		Possible Injuries		Not Injured		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	47	13.4%	291	17.0%	688	16.6%	1,589	12.4%	12,184	13.0%	14,799	13.1%
District 2	83	23.6%	254	14.9%	698	16.8%	1,822	14.2%	14,092	15.0%	16,949	15.0%
District 3	65	18.5%	676	39.6%	1,578	38.1%	6,150	48.0%	44,958	47.9%	53,427	47.4%
District 4	34	9.7%	81	4.7%	218	5.3%	310	2.4%	2,767	3.0%	3,410	3.0%
District 5	71	20.2%	305	17.8%	722	17.4%	2,449	19.1%	15,405	16.4%	18,952	16.8%
District 6	51	14.5%	102	6.0%	242	5.8%	498	3.9%	4,360	4.6%	5,253	4.7%
Total People	351	100%	1,709	100%	4,146	100%	12,818	100%	93,766	100%	112,790	100%

Table 78: Crashes by Highway Maintenance District and Rural/Urban Location, 2011

Highway Maintenance District	Rural Interstate		Rural Non-Interstate		Urban		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	545	9.4%	708	12.2%	4,550	78.4%	5,803	100%
District 2	0	0.0%	1,469	22.0%	5,205	78.0%	6,674	100%
District 3	260	1.3%	420	2.1%	19,164	96.6%	19,844	100%
District 4	392	25.3%	437	28.2%	721	46.5%	1,550	100%
District 5	288	3.9%	2,025	27.8%	4,983	68.3%	7,296	100%
District 6	356	17.3%	699	33.9%	1,005	48.8%	2,060	100%
Total Crashes	1,841	4.3%	5,758	13.3%	35,628	82.4%	43,227	100%

Vehicles

Vehicle Type

- The types of vehicles most often in crashes were passenger vehicles (50.1%), pickup trucks (21.0%) and Vans/4WD (4 wheel drive) vehicles (19.2%). (Table 79)
- Heavy trucks were 1.9% of all vehicles in crashes and 8.2% of vehicles in fatal crashes.
- Motorcycles were 1.7% of all vehicles in crashes and 10.9% of vehicles in fatal crashes.
- Pedestrians and pedalcycles were 0.9% of all vehicles in crashes and 9.2% of vehicles in fatal crashes. (Table 79)
- 4.7% of all drivers in crashes did not have proof of insurance. (Table 81)
- 11.3% of all motorcycle drivers in crashes did not have proof of insurance. (Table 81)
- 85.3% of all drivers in crashes had proof of insurance. (Table 81)
- Most crashes (70.8%) involved only two vehicles. (Table 82)
- Most fatal crashes (92.5%) involved either one (55.2%) or two vehicles (37.3%). (Table 82)

Table 79: Vehicles in Crashes by Vehicle Type and Severity, 2011

Vehicle Type ¹	Vehicles in Fatal Crashes		Vehicles in Injury Crashes		Vehicles in Property Damage Only Crashes		Total Vehicles in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	139	29.1%	12,072	50.4%	27,739	50.2%	39,950	50.1%
Pickup (Light Truck)	99	20.8%	4,639	19.4%	12,003	21.7%	16,741	21.0%
Van/4 WD	85	17.8%	4,685	19.6%	10,554	19.1%	15,324	19.2%
Unknown	2	0.4%	249	1.0%	2,387	4.3%	2,638	3.3%
Semi (Heavy Truck)	39	8.2%	370	1.5%	1,130	2.0%	1,539	1.9%
Motorcycle	52	10.9%	1,003	4.2%	294	0.5%	1,349	1.7%
Other	16	3.4%	252	1.1%	762	1.4%	1,030	1.3%
Pedestrian	40	8.4%	343	1.4%	44	0.1%	427	0.5%
Bus	1	0.2%	79	0.3%	297	0.5%	377	0.5%
Pedalcycle	4	0.8%	270	1.1%	74	0.1%	348	0.4%
Total Vehicles	477	100.0%	23,962	100.0%	55,284	100.0%	79,723	100.0%

¹ Pedestrians and pedalcycles are counted as non-motorized vehicles when involved in a crash with a motor vehicle.

Table 80: Severity of Injuries to People in Crashes by Vehicle Type, 2011

Vehicle Type	Fatalities (Class K)		Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Non-Visible Injuries (Class C)		Not Injured (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	111	0.2%	717	1.3%	1,714	3.0%	7,290	12.9%	46,486	82.5%	56,318	100%
Van/ 4WD	68	0.3%	318	1.3%	771	3.2%	2,687	11.3%	19,935	83.8%	23,779	100%
Pickup	68	0.3%	271	1.2%	679	3.0%	2,144	9.4%	19,686	86.2%	22,848	100%
Unknown	0	0.0%	5	0.2%	6	0.2%	28	1.0%	2,700	98.6%	2,739	100%
Bus	1	0.1%	2	0.1%	3	0.2%	67	3.8%	1,702	95.9%	1,775	100%
Semi	10	0.6%	33	1.9%	59	3.3%	75	4.2%	1,597	90.0%	1,774	100%
Motorcycle	49	3.3%	224	15.0%	618	41.3%	232	15.5%	372	24.9%	1,495	100%
Other	4	0.3%	22	1.7%	24	1.9%	80	6.3%	1,148	89.8%	1,278	100%
Pedestrian	36	8.4%	72	16.7%	137	31.9%	125	29.1%	60	14.0%	430	100%
Pedalcycle	4	1.1%	45	12.7%	135	38.1%	90	25.4%	80	22.6%	354	100%
Total People	351	0.3%	1,709	1.5%	4,146	3.7%	12,818	11.4%	93,766	83.1%	112,790	100%

Table 81: Uninsured and Insured Vehicles in Crashes by Vehicle Type, 2011

Vehicle ¹ Type	Uninsured		Insured		Unknown		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	1,968	4.9%	35,201	88.1%	2,781	7.0%	39,950	100%
Pickup (Light Truck)	807	4.8%	14,487	86.5%	1,447	8.6%	16,741	100%
Van / 4WD	691	4.5%	13,555	88.5%	1,078	7.0%	15,324	100%
Motorcycle	152	11.3%	990	73.4%	207	15.3%	1,349	100%
Unknown	49	1.9%	460	17.4%	2,129	80.7%	2,638	100%
Other	25	2.4%	893	86.7%	112	10.9%	1,030	100%
Semi (Heavy Truck)	15	1.0%	1,380	89.7%	144	9.4%	1,539	100%
Bus	3	0.8%	357	94.7%	17	4.5%	377	100%
Total Vehicles	3,710	4.7%	67,323	85.3%	7,915	10.0%	78,948	100%

Table 82: Number of Vehicles in Crashes by Crash Severity, 2011

Number of Vehicles Involved	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	169	55.2%	2,967	23.5%	6,827	22.5%	9,963	23.0%
2	114	37.3%	8,255	65.5%	22,218	73.3%	30,587	70.8%
3	17	5.6%	1,122	8.9%	1,092	3.6%	2,231	5.2%
4 +	6	1.0%	260	1.6%	180	0.53%	446	0.854%
Total Crashes	306	100.0%	12,604	100.0%	30,317	100.0%	43,227	100.0%

Vehicle Actions

- Most crashes occurred when a vehicle was going straight (44,561). (Table 83)
- Twice as many crashes occurred when taking a left turn (8,238 crashes) compared to taking a right turn (4,206 crashes). (Table 83)
- The percentage of vehicles in fatal crashes that were overtaking/passing (1.3%) was slightly higher compared to the actions of all other vehicles in fatal crashes. (Table 83)
- Parked cars and backing almost always resulted in property damage only crashes.

Table 83: Vehicle Actions in Crashes by Crash Severity, 2011

Vehicle Action ¹ (First Category)	Vehicles in Fatal Crashes		Vehicles in Injury Crashes		Vehicles in Prop. Damage Only Crashes		Total Vehicles in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Going Straight	348	0.8%	14,654	33%	29,559	66%	44,561	100%
Does Not Apply	81	0.5%	4,291	26%	12,345	74%	16,717	100%
Left Turn	23	0.3%	2,795	34%	5,420	66%	8,238	100%
Right Turn	6	0.1%	937	22%	3,263	78%	4,206	100%
Slowing	2	0.1%	818	36%	1,425	63%	2,245	100%
Backing	1	0.0%	108	5%	2,109	95%	2,218	100%
Overtaking-Pass.	15	1.3%	244	22%	859	77%	1,118	100%
U-Turn	1	0.2%	115	27%	304	72%	420	100%
Total	477	0.6%	23,962	30%	55,284	69%	79,723	100%
Vehicle Action ¹ (Second Category)	Vehicles in Fatal Crashes		Vehicles in Injury Crashes		Vehicles in Prop. Damage Only Crashes		Total Vehicles in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Does Not Apply	414	0.7%	18,776	31%	41,557	68%	60,747	100%
Stopped-Traffic	10	0.2%	1,972	34%	3,875	66%	5,857	100%
Stopped-Signal	1	0.0%	1,529	33%	3,101	67%	4,631	100%
Other	36	1.0%	986	27%	2,574	72%	3,596	100%
Parked	12	0.3%	310	9%	3,157	91%	3,479	100%
Start In Traffic	2	0.2%	296	30%	704	70%	1,002	100%
Start From Park	2	0.5%	93	23%	316	77%	411	100%
Total	477	0.6%	23,962	30%	55,284	69%	79,723	100%

¹ There are two categories used to describe vehicle/driver actions. The action 'Does Not Apply' indicates no option in that category was indicated on the UCR to describe the vehicle's action.

Heavy Trucks

- 3.2% of all crashes involved heavy trucks and resulted in 40 fatalities in 2011. (Table 84, Table 85)
- The most common top contributing factor to heavy truck-involved crashes was driver inattention, which accounted for 23.2% of heavy truck-involved crashes in 2011. (Table 86)
- The most common top contributing factors to *fatal* heavy truck-involved crashes were alcohol/drug-involvement (22.9%), driver inattention (17.1%) and driving left of center (17.1%). (Table 86)
- 11.4% of all fatalities in 2011 occurred in heavy truck-involved crashes. (Table 87)

Table 84: Crashes by Heavy Truck (Semi) Involvement, 2011

Heavy Truck Involvement	Crashes	
	Count	Percent
Involved	1,393	3.2%
Not Involved	41,834	96.8%
Total	43,227	100.0%

Table 85: People in Heavy Truck-involved Crashes by Severity, 2011

People in Heavy Truck-involved Crashes		
Severity of Injuries	Count	Percent
Fatalities	40	1.2%
Incapacitating Injuries	86	2.6%
Visible Injuries	147	4.5%
Possible Injuries	275	8.4%
Not Injured	2,745	83.4%
Total	3,293	100.0%

Vehicles - Heavy Trucks

Table 86: Heavy truck-involved Crashes by Top Contributing Factor and Crash Severity, 2011

Top Contributing Factor to Crash ¹	Heavy Truck-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Driver Inattention	6	17.1%	80	24.1%	237	23.1%	323	23.2%
Other - No Driver Error	0	0.0%	10	3.0%	107	10.4%	117	8.4%
Too Fast For Conditions	2	5.7%	37	11.1%	72	7.0%	111	8.0%
Improper Turn	0	0.0%	16	4.8%	88	8.6%	104	7.5%
None	1	2.9%	13	3.9%	86	8.4%	100	7.2%
Failure To Yield	2	5.7%	24	7.2%	58	5.7%	84	6.0%
Following Too Closely	3	8.6%	20	6.0%	44	4.3%	67	4.8%
Poor Driving	2	5.7%	10	3.0%	44	4.3%	56	4.0%
Drove Left of Center	6	17.1%	18	5.4%	31	3.0%	55	3.9%
Excessive Speed	3	8.6%	27	8.1%	25	2.4%	55	3.9%
Improper Lane Change	0	0.0%	13	3.9%	36	3.5%	49	3.5%
Improper Overtaking	0	0.0%	6	1.8%	39	3.8%	45	3.2%
Alcohol/Drug Involved	8	22.9%	18	5.4%	14	1.4%	40	2.9%
Mechanical Defect	0	0.0%	3	0.9%	37	3.6%	40	2.9%
Avoid Vehicle	0	0.0%	10	3.0%	28	2.7%	38	2.7%
Defective Tires	1	2.9%	6	1.8%	13	1.3%	20	1.4%
No Indication	0	0.0%	2	0.6%	18	1.8%	20	1.4%
Avoid Pedestrian, Etc.	0	0.0%	3	0.9%	14	1.4%	17	1.2%
Passed Stop Sign	0	0.0%	6	1.8%	10	1.0%	16	1.1%
Red Light Running	0	0.0%	3	0.9%	10	1.0%	13	0.9%
All Other Factors	1	2.9%	7	2.1%	15	1.5%	23	1.7%
Total	35	100.0%	332	100.0%	1,026	100.0%	1,393	100.0%

¹ "None" is a contributing factor option on the Uniform Crash Report. "No indication" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Table 87: Percentage of All Fatalities in Heavy Truck-involved Crashes, 2007 - 2011

Year	Total Fatalities	Heavy Truck-involved	
		Fatalities	Percent of Total
2007	413	56	13.6%
2008	366	46	12.6%
2009	361	31	8.6%
2010	349	40	11.5%
2011	351	40	11.4%

Demographics and Behavior

Age and Sex

- In 2011, the age groups with the highest percentage of people in crashes were ages 15-19 (11.6%), ages 20-24 (11.7%) and ages 25-29 (8.8%). (Figure 14, Table 88)
- In 2011, the age groups with the highest number of fatalities in crashes were ages 20-24 (53 fatalities) and ages 50-54 (40 fatalities). (Table 88, Table 92)
- For the past five years, 1.1 males were in a crash for every one female in a crash. This trend is consistent regardless of age group. (Table 89, Table 91, Figure 15)
- For the past five years, approximately two males were *killed* in a crash for every one female killed in a crash. In 2011, this ratio was much higher (2.69) due to more male fatalities and fewer female fatalities in crashes. (Table 90)
- Male fatalities were often two to four times higher than female fatalities in the same age group in 2011. (Figure 16, Table 92)
- Since 2007, the number of people in crashes ages 60-69 has increased, while the number of people in crashes ages 15-19 has decreased by 24.5%. (Table 94)
- Motorcycle drivers in crashes were 10 times more likely to be male than female. (Table 95)
- Pedalcyclists in crashes were four times more likely to be male than female. (Table 95)

Figure 14: Percentage of People in Crashes by Age Group, 2011

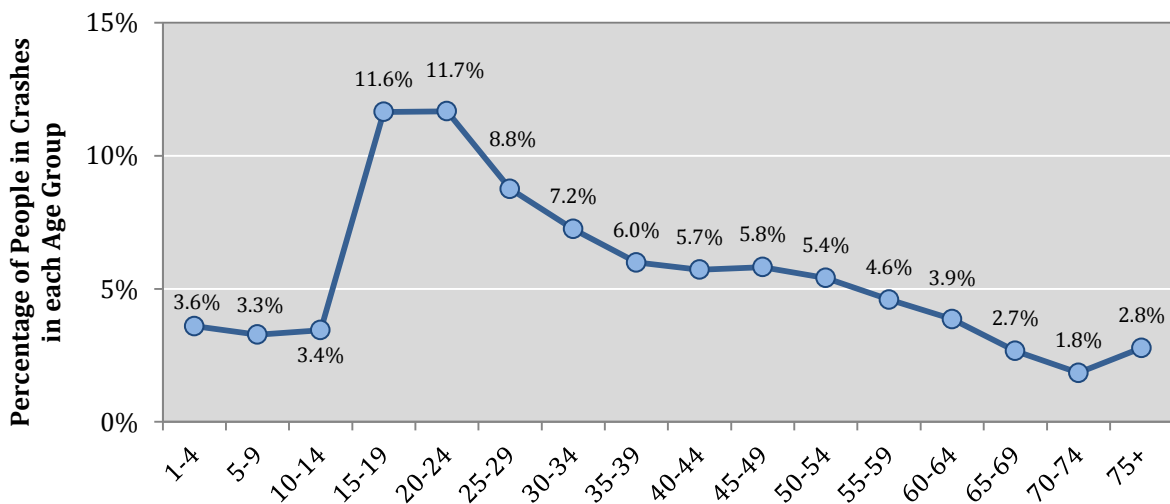


Table 88: People in Crashes by Severity of Injury and Age Group, 2011

Age Group	People in Crashes						Percent of Total People in Crashes
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Possible Injuries (Class C)	Not Injured (Class O)	Total	
1-4	10	20	99	247	3,679	4,055	3.6%
5-9	3	22	119	416	3,136	3,696	3.3%
10-14	9	46	150	482	3,198	3,885	3.4%
15-19	21	175	604	1,442	10,897	13,139	11.6%
20-24	53	247	669	1,597	10,598	13,164	11.7%
25-29	33	194	462	1,246	7,940	9,875	8.8%
30-34	27	137	311	1,080	6,616	8,171	7.2%
35-39	21	124	265	945	5,399	6,754	6.0%
40-44	24	125	212	939	5,154	6,454	5.7%
45-49	24	146	260	927	5,200	6,557	5.8%
50-54	40	127	215	906	4,812	6,100	5.4%
55-59	13	102	217	765	4,083	5,180	4.6%
60-64	23	71	149	653	3,462	4,358	3.9%
65-69	12	55	106	384	2,447	3,004	2.7%
70-74	14	45	86	234	1,701	2,080	1.8%
75+	18	54	151	374	2,538	3,135	2.8%
Unknown	6	19	71	181	12,906	13,183	11.7%
Total	351	1,709	4,146	12,818	93,766	112,790	100.0%

Table 89: People in Crashes by Sex, 2007 - 2011

Year	People in Crashes				Ratio Males to Females
	Males	Females	Unknown	Total	
2007	61,135	54,866	11,469	127,470	1.11
2008	49,956	44,097	20,908	114,961	1.13
2009	54,514	50,054	12,840	117,408	1.09
2010	53,379	48,823	11,384	113,586	1.09
2011	53,149	48,703	10,938	112,790	1.09

Table 90: People Killed in Crashes by Sex, 2007 - 2011

Year	People Killed in Crashes			Ratio Males to Females
	Males	Females	Total	
2007	284	129	413	2.20
2008	243	123	366	1.98
2009	236	125	361	1.89
2010	220	129	349	1.71
2011	256	95	351	2.69

Figure 15: People in Crashes by Age Group and Sex, 2011

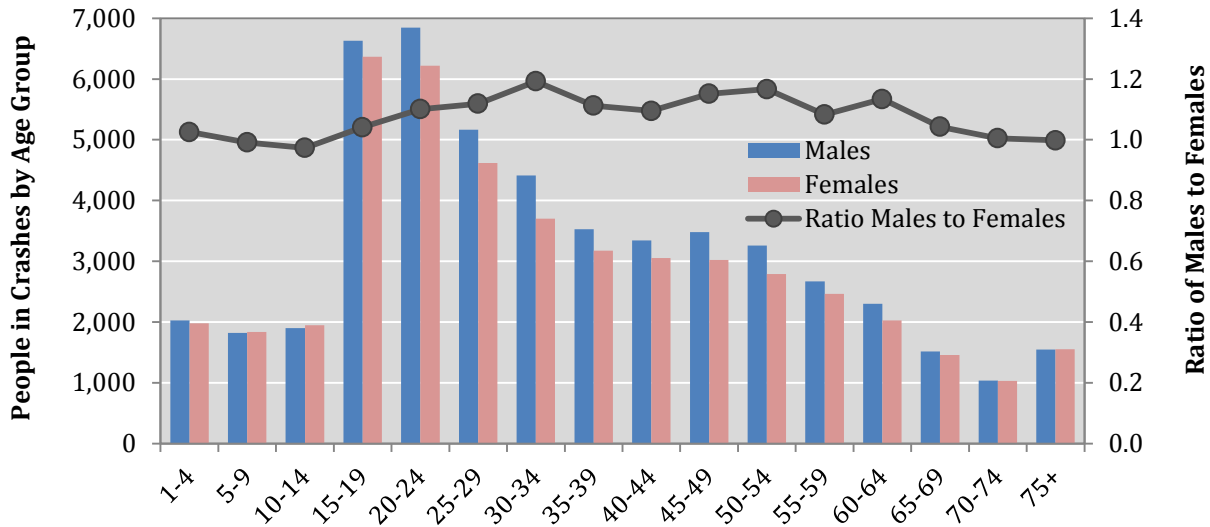
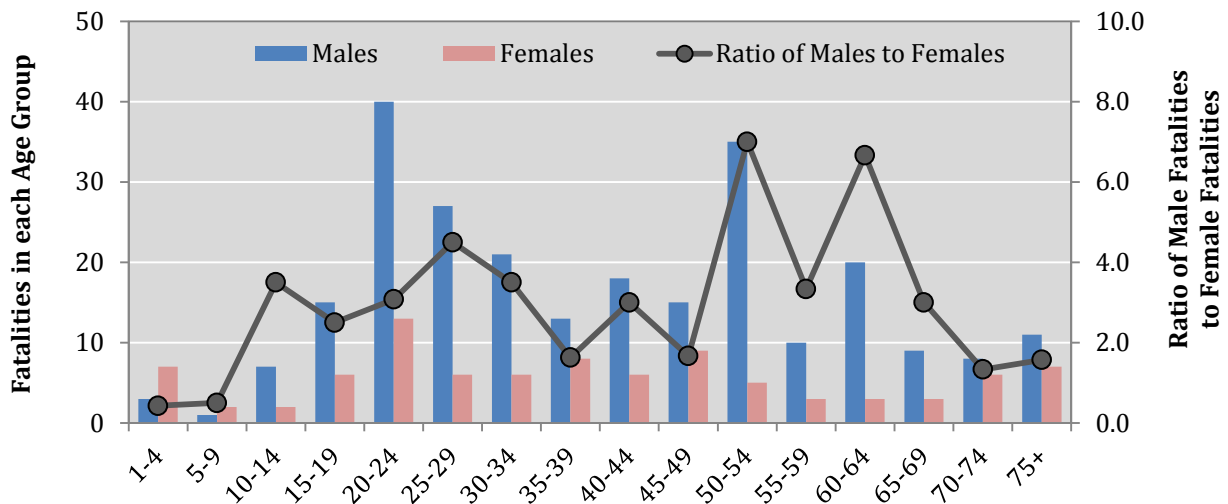


Table 91: People in Crashes by Age Group and Sex, 2011

Age Group	People in Crashes								Ratio Males to Females
	Males		Females		Unknown		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	2,028	3.8%	1,978	4.1%	49	0.4%	4,055	3.6%	1.03
5-9	1,818	3.4%	1,834	3.8%	44	0.4%	3,696	3.3%	0.99
10-14	1,897	3.6%	1,949	4.0%	39	0.4%	3,885	3.4%	0.97
15-19	6,628	12.5%	6,367	13.1%	144	1.3%	13,139	11.6%	1.04
20-24	6,846	12.9%	6,220	12.8%	98	0.9%	13,164	11.7%	1.10
25-29	5,166	9.7%	4,618	9.5%	91	0.8%	9,875	8.8%	1.12
30-34	4,410	8.3%	3,699	7.6%	62	0.6%	8,171	7.2%	1.19
35-39	3,528	6.6%	3,172	6.5%	54	0.5%	6,754	6.0%	1.11
40-44	3,341	6.3%	3,051	6.3%	62	0.6%	6,454	5.7%	1.10
45-49	3,479	6.5%	3,022	6.2%	56	0.5%	6,557	5.8%	1.15
50-54	3,256	6.1%	2,791	5.7%	53	0.5%	6,100	5.4%	1.17
55-59	2,666	5.0%	2,462	5.1%	52	0.5%	5,180	4.6%	1.08
60-64	2,298	4.3%	2,027	4.2%	33	0.3%	4,358	3.9%	1.13
65-69	1,517	2.9%	1,455	3.0%	32	0.3%	3,004	2.7%	1.04
70-74	1,033	1.9%	1,028	2.1%	19	0.2%	2,080	1.8%	1.00
75+	1,548	2.9%	1,551	3.2%	36	0.3%	3,135	2.8%	1.00
Unknown	1,690	3.2%	1,479	3.0%	10,014	91.6%	13,183	11.7%	1.14
Total	53,149	100.0%	48,703	100.0%	10,938	100.0%	112,790	100.0%	1.09

Figure 16: People Killed in Crashes by Age Group and Sex, 2011



* In the 50-54 and 60-64 age groups, there were a high number of male fatalities compared to nearby age groups resulting in a high number of male fatalities for every one female fatality. (Table 92)

Table 92: People Killed in Crashes by Age Group and Sex, 2011

Age Group	Fatalities in Crashes						Ratio Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	3	1.2%	7	7.4%	10	2.8%	0.43
5-9	1	0.4%	2	2.1%	3	0.9%	0.50
10-14	7	2.7%	2	2.1%	9	2.6%	3.50
15-19	15	5.9%	6	6.3%	21	6.0%	2.50
20-24	40	15.6%	13	13.7%	53	15.1%	3.08
25-29	27	10.5%	6	6.3%	33	9.4%	4.50
30-34	21	8.2%	6	6.3%	27	7.7%	3.50
35-39	13	5.1%	8	8.4%	21	6.0%	1.63
40-44	18	7.0%	6	6.3%	24	6.8%	3.00
45-49	15	5.9%	9	9.5%	24	6.8%	1.67
50-54	35	13.7%	5	5.3%	40	11.4%	7.00
55-59	10	3.9%	3	3.2%	13	3.7%	3.33
60-64	20	7.8%	3	3.2%	23	6.6%	6.67
65-69	9	3.5%	3	3.2%	12	3.4%	3.00
70-74	8	3.1%	6	6.3%	14	4.0%	1.33
75+	11	4.3%	7	7.4%	18	5.1%	1.57
Unknown	3	1.2%	3	3.2%	6	1.7%	1.00
Total	256	100.0%	95	100.0%	351	100.0%	2.69

Demographics - Age and Sex

Figure 17: People Seriously Injured in Crashes by Age Group and Sex, 2011

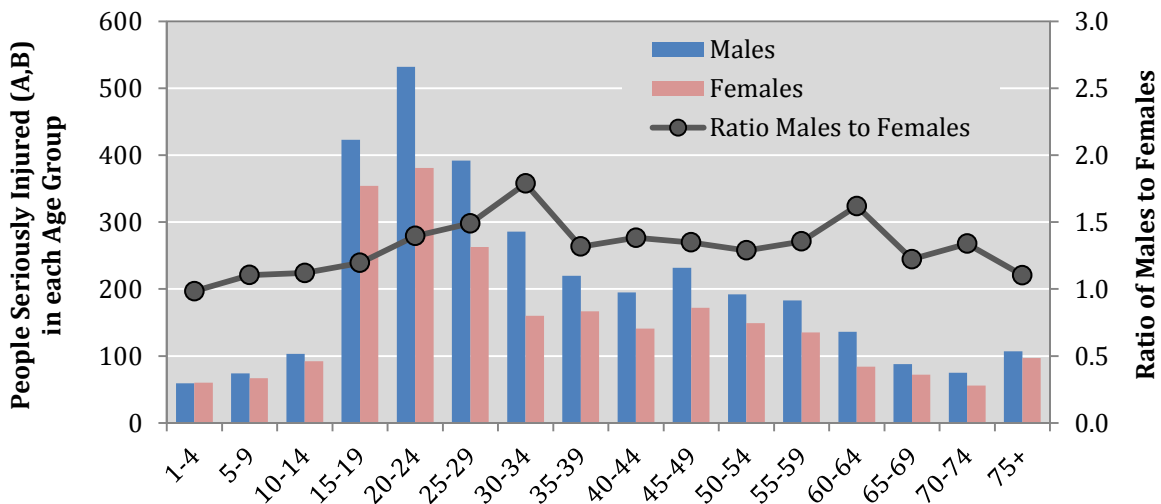


Table 93: Percentage of People Seriously Injured in Crashes by Age Group and Sex, 2011

Age Group	People Seriously Injured ¹ in Crashes								Ratio Males to Females
	Males		Females		Unknown		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	59	1.8%	60	2.4%	0	0.0%	119	2.0%	0.98
5-9	74	2.2%	67	2.7%	0	0.0%	141	2.4%	1.10
10-14	103	3.1%	92	3.7%	1	2.3%	196	3.3%	1.12
15-19	423	12.7%	354	14.3%	2	4.7%	779	13.3%	1.19
20-24	532	16.0%	381	15.4%	3	7.0%	916	15.6%	1.40
25-29	392	11.8%	263	10.6%	1	2.3%	656	11.2%	1.49
30-34	286	8.6%	160	6.5%	2	4.7%	448	7.7%	1.79
35-39	220	6.6%	167	6.7%	2	4.7%	389	6.6%	1.32
40-44	195	5.9%	141	5.7%	1	2.3%	337	5.8%	1.38
45-49	232	7.0%	172	6.9%	2	4.7%	406	6.9%	1.35
50-54	192	5.8%	149	6.0%	1	2.3%	342	5.8%	1.29
55-59	183	5.5%	135	5.4%	1	2.3%	319	5.4%	1.36
60-64	136	4.1%	84	3.4%	0	0.0%	220	3.8%	1.62
65-69	88	2.6%	72	2.9%	1	2.3%	161	2.7%	1.22
70-74	75	2.3%	56	2.3%	0	0.0%	131	2.2%	1.34
75+	107	3.2%	97	3.9%	1	2.3%	205	3.5%	1.10
Unknown	35	1.1%	30	1.2%	25	58.1%	90	1.5%	1.17
Total	3,332	100.0%	2,480	100.0%	43	100.0%	5,855	100.0%	1.34

¹ Serious injuries include incapacitating (Class A) and visible (Class B) injuries.

Demographics - Age and Sex

Table 94: People in Crashes by Age Group, 2007 - 2011

Age Group	People in Crashes					Percent Change 2007 to 2011	Percent Change 2010 to 2011
	2007	2008	2009	2010	2011		
1-4	4,890	3,678	4,013	4,191	4,055	-17.1%	-3.2%
5-9	4,565	3,330	3,665	3,894	3,696	-19.0%	-5.1%
10-14	4,589	3,483	3,624	3,994	3,885	-15.3%	-2.7%
15-19	17,412	14,399	14,999	13,893	13,139	-24.5%	-5.4%
20-24	14,724	13,228	13,282	13,004	13,164	-10.6%	1.2%
25-29	10,879	10,188	10,382	9,960	9,875	-9.2%	-0.9%
30-34	8,356	7,544	7,919	7,851	8,171	-2.2%	4.1%
35-39	7,807	7,205	7,156	6,768	6,754	-13.5%	-0.2%
40-44	7,608	6,664	6,617	6,462	6,454	-15.2%	-0.1%
45-49	7,412	7,011	6,819	6,550	6,557	-11.5%	0.1%
50-54	6,323	6,137	6,086	6,052	6,100	-3.5%	0.8%
55-59	5,378	5,119	5,302	5,069	5,180	-3.7%	2.2%
60-64	3,985	3,695	4,145	4,070	4,358	9.4%	7.1%
65-69	2,784	2,608	2,770	2,992	3,004	7.9%	0.4%
70-74	2,042	1,956	1,957	1,991	2,080	1.9%	4.5%
75+	3,371	3,145	3,440	3,259	3,135	-7.0%	-3.8%
Unknown	15,345	15,571	15,232	13,586	13,183	-14.1%	-3.0%
Total People	127,470	114,961	117,408	113,586	112,790	-11.5%	-0.7%

Table 95: People in Crashes by Person Type and Sex, 2011

Person Type	People in Crashes				Ratio Males to Females
	Males	Females	Unknown	Total	
Vehicle Occupants					
Drivers	36,363	30,933	4,969	72,265	1.18
Front Seat Passengers	7,480	9,605	150	17,235	0.78
All Other Passengers	6,839	7,045	525	14,409	0.97
Motorcyclists					
Motorcycle Drivers	1,170	113	63	1,346	10.35
Motorcycle Passengers	29	114	6	149	0.25
Nonmotorists					
Pedalcyclists	257	63	34	354	4.08
Pedestrians	262	140	28	430	1.87
Unknown	749	690	5,163	6,602	1.09
Total	53,149	48,703	10,938	112,790	1.09

Drivers

The data presented in this section refer only to drivers with a New Mexico driver's license. Drivers from out-of-state and with unknown residence (such as in hit and run crashes) are excluded.

- New Mexico residents comprised 90.9% of drivers in crashes. (Table 96)
- The crash rate among New Mexican drivers is 42 drivers per 1,000 NM licensed drivers. (Table 98)
- New Mexican drivers in the 15-19 age group have the highest crash rate at 114 drivers per 1,000 NM licensed drivers in their age group. (Figure 18, Table 98)
- New Mexican drivers in the 20-24 age group have the highest fatal crash rate at 3.8 drivers per 10,000 NM licensed drivers in their age group. (Figure 19, Table 99)
- In 2011, New Mexican drivers aged 20-24 years old had the highest percentage of drivers in fatal crashes (15.1%) followed by drivers aged 50-54 years old (12.1%). (Table 99)

Table 96: Drivers in Crashes by Residence, 2011

Residence of Drivers ¹	Severity of Injuries to Driver			Total Drivers	Percent of Total
	Fatalities	Injuries	Not Injured		
New Mexico Resident	160	11,191	49,320	60,671	90.9%
Out Of State	50	950	4,736	5,736	8.6%
Unknown Residence	1	62	307	370	0.6%
Total Drivers	211	12,203	54,363	66,777	100.0%

¹ Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, or 3) the person is a pedestrian or pedalcyclist.

Table 97: New Mexican Drivers in Crashes by Type of License and Severity of Crash, 2011

Driver Type of License	Drivers in Fatal Crashes		Drivers in Injury Crashes		Drivers in Property Damage Only Crashes		Total Drivers in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Operator	251	0.5%	17,936	34%	34,764	66%	52,951	100%
CDL Class A	15	0.8%	516	28%	1,304	71%	1,835	100%
CDL Class B	3	0.5%	156	27%	412	72%	571	100%
CDL Class C	4	0.8%	163	33%	320	66%	487	100%
Learner's Permit	4	1.7%	78	32%	160	66%	242	100%
ID Card (Non-license)	12	1.1%	425	40%	636	59%	1,073	100%
No License	0	0.0%	12	38%	20	63%	32	100%
Unknown	16	0.5%	882	25%	2,582	74%	3,480	100%
Total Drivers	305	0.5%	20,168	33%	40,198	66%	60,671	100%

¹ Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Figure 18: Percentage and Rate of New Mexican Drivers in Crashes by Age Group, 2011

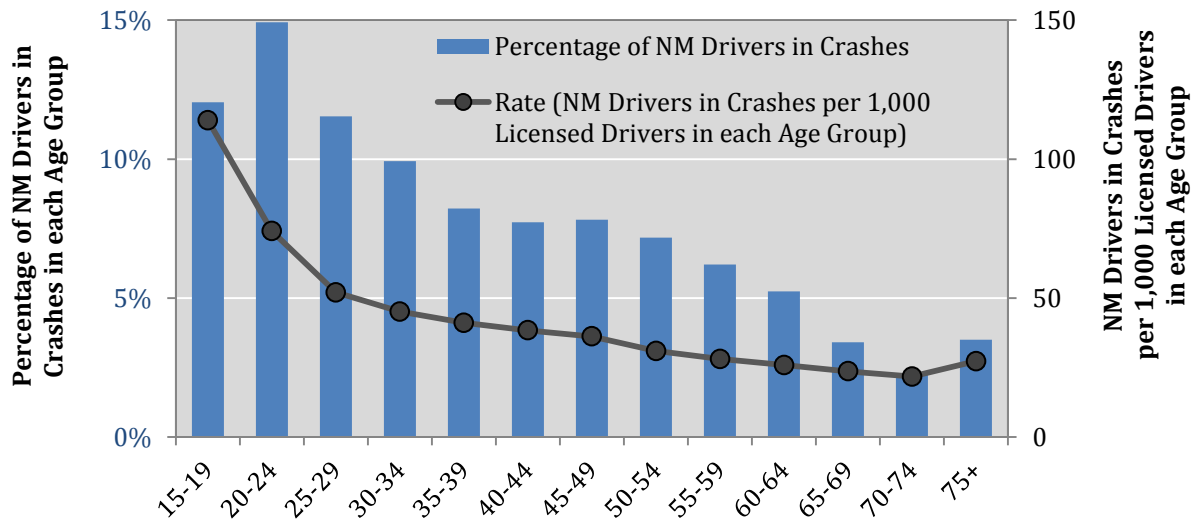


Table 98: Number and Rate of New Mexican Drivers in Crashes by Age Group, 2011

Driver Age Group	Drivers ¹ in Crashes (NM Residents)		2011 Licensed Drivers	Rate (NM Drivers in Crashes per 1,000 Licensed Drivers in each Age Group)
	Count	Percent		
15-19	7,306	12.0%	64,091	114
20-24	9,057	14.9%	122,293	74
25-29	6,999	11.5%	134,512	52
30-34	6,023	9.9%	133,428	45
35-39	4,988	8.2%	121,500	41
40-44	4,686	7.7%	122,109	38
45-49	4,745	7.8%	131,145	36
50-54	4,355	7.2%	140,645	31
55-59	3,764	6.2%	134,089	28
60-64	3,179	5.2%	122,843	26
65-69	2,067	3.4%	87,550	24
70-74	1,375	2.3%	63,183	22
75+	2,127	3.5%	78,051	27
Total	60,671	100.0%	1,455,481	42

¹ Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Figure 19: Percentage and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2011

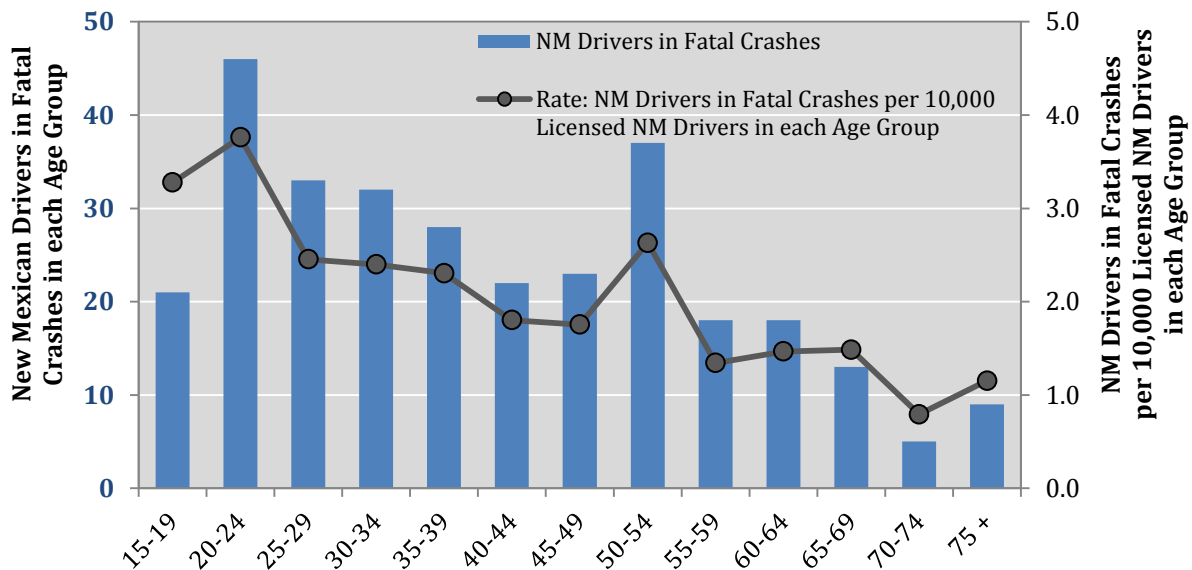


Table 99: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2011

Driver Age	Drivers ¹ in Fatal Crashes		2011 NM Licensed Drivers	Rate: NM Drivers in Fatal Crashes per 10,000 Licensed NM Drivers in each Age Group
	Count	Percent		
15-19	21	6.9%	64,091	3.3
20-24	46	15.1%	122,293	3.8
25-29	33	10.8%	134,512	2.5
30-34	32	10.5%	133,428	2.4
35-39	28	9.2%	121,500	2.3
40-44	22	7.2%	122,109	1.8
45-49	23	7.5%	131,145	1.8
50-54	37	12.1%	140,645	2.6
55-59	18	5.9%	134,089	1.3
60-64	18	5.9%	122,843	1.5
65-69	13	4.3%	87,550	1.5
70-74	5	1.6%	63,183	0.8
75 +	9	3.0%	78,051	1.2
Total	305	100.0%	1,455,481	2.1

¹ Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Seat Position

Table 100: People in Crashes by Seat Position and Severity of Injury, 2011

Seat Position	Severity of Injuries to People in Crashes					Total People in Crashes	Percent of Total People
	Fatalities	Incapacitating Injuries	Visible Injuries	Possible Injuries	Not Injured		
Left Front	170	906	2,194	8,323	60,672	72,265	64.07%
Right Front	46	286	608	2,504	13,453	16,897	14.98%
Unknown Seat Position	8	18	47	105	6,424	6,602	5.85%
Right Rear	14	58	158	623	4,840	5,693	5.05%
Left Rear	13	41	128	497	3,938	4,617	4.09%
Center Rear	6	27	63	168	1,795	2,059	1.83%
Bus Passenger	0	1	1	56	1,330	1,388	1.23%
Motorcycle Driver	47	200	554	207	338	1,346	1.19%
Pedestrian	36	72	137	125	60	430	0.38%
Pedalcyclist	4	45	135	90	80	354	0.31%
Center Front	3	9	24	41	261	338	0.30%
All Other	0	1	1	7	175	184	0.16%
Motorcycle Passenger	2	24	64	25	34	149	0.13%
Right 3rd Seat	0	2	6	16	103	127	0.11%
Left 3rd Seat	0	2	3	10	104	119	0.11%
Semi Sleeper	1	5	6	7	59	78	0.07%
Center 3rd Seat	1	1	5	10	53	70	0.06%
Truck Bed	0	4	8	2	11	25	0.02%
Rear Of Van	0	0	0	0	15	15	0.01%
Truck Camper	0	1	1	0	8	10	0.01%
Babe In Arms	0	0	1	0	5	6	0.01%
Fell From Vehicle	0	3	2	1	0	6	0.01%
Lap	0	1	0	1	3	5	0.004%
Motorhome	0	1	0	0	2	3	0.003%
Fourth In Seat	0	0	0	0	2	2	0.002%
Jumped from Vehicle	0	1	0	0	1	2	0.002%
Total People	351	1,709	4,146	12,818	93,766	112,790	100.0%

Belt Use

- In 2011, 84.4% of passenger vehicle occupants reported using a seatbelt at the time of the crash. (Table 101)
- In 2011, 82.2% of passenger vehicle occupants who were belted suffered no injuries compared to 39.8% of those who were unbelted. (Table 102)
- In 2011, 0.1% of passenger vehicle occupants who were belted at the time of the crash were killed compared to 8.9% of passenger vehicle occupants who were unbelted. (Table 102)
- In 2011, there were 2.78 unbelted male passenger vehicle fatalities for every one unbelted female passenger vehicle fatality. (Table 103)
- 59.8% of unbelted fatalities occurred on rural non-interstate roads. (Table 104)

Table 101: Reported Belt Usage, 2011

Belt Usage ¹	Passenger Vehicle Occupants in Crashes	
	Count	Percent
Belt Used	86,903	84.4%
Belt Not Used	980	1.0%
Not Stated	15,062	14.6%
Total	102,945	100.0%

¹ Belt usage of only occupants in passenger vehicles (i.e. passenger cars, pickups, and vans or 4 WDs).

Table 102: Severity of Injuries by Reported Belt Usage, 2010

Belt Usage ^{1,2}	Severity of Injuries to Occupants ¹ in Passenger Vehicles										Total Occupants of Passenger Vehicles	
	Fatalities		Incapacitating Injuries		Visible Injuries		Possible Injuries		Not Injured		Count	Percent
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent		
Belt Used	107	0.1%	1,076	1.2%	2,701	3.1%	11,546	13.3%	71,473	82.2%	86,903	100%
Belt Not Used	87	8.9%	119	12.1%	226	23.1%	158	16.1%	390	39.8%	980	100%
Unknown	53	0.4%	111	0.7%	237	1.6%	417	2.8%	14,244	94.6%	15,062	100%
Total	247	0.2%	1,306	1.3%	3,164	3.1%	12,121	11.8%	86,107	83.6%	102,945	100%

¹ Belt usage of only occupants in passenger vehicles (i.e. passenger cars, pickups, and vans or 4 WDs).

² In order to avoid citations, some people with less severe injuries might have reported wearing a seatbelt when they were not.

Belt use is self-reported by the occupant to the police officer. In order to avoid citations, some people in crashes, particularly less severe crashes, may declare they were wearing a seatbelt when in fact they were not. (In the event of a fatality, however, whether the person was using a seatbelt is usually fairly clear to the police officer.) According to the *New Mexico Safety Belt Survey 2011*¹⁸, belt use among vehicle occupants in 2011 was about 90%, which is five percentage points higher than the reported belt usage in crash data.

Table 103: Unbelted Fatalities by Sex, 2007 - 2011

Year	Unbelted Fatalities ¹			Ratio Male to Female
	Male	Female	Total	
2007	58	48	106	1.21
2008	47	34	81	1.38
2009	54	37	91	1.46
2010	53	37	90	1.43
2011	64	23	87	2.78

¹ Fatalities in passenger cars, pickups, and vans or 4 WDs.

Table 104: Unbelted Fatalities and Serious Injuries by Road System, 2011

Road System	Unbelted Fatalities and Serious Injuries ¹							
	Fatalities		Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Total Unbelted Fatalities and Serious Injuries	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Rural Interstate	13	14.9%	12	10.1%	23	10.2%	48	11.1%
Rural Non-Interstate	52	59.8%	40	33.6%	74	32.7%	166	38.4%
Urban	22	25.3%	67	56.3%	129	57.1%	218	50.5%
Total	87	100.0%	119	100.0%	226	100.0%	432	100.0%

¹ Fatalities and serious injuries to people in passenger cars, pickups, and vans or 4WDs.

¹⁸ *New Mexico Safety Belt Survey 2011 Report*. NMDOT Traffic Safety Division. Prepared by the Office of Injury Prevention Epidemiology and Response Division. September 2011.

Table 105: Unbelted Fatalities by Age Group and Sex, 2011

Age Group	Unbelted Fatalities ¹					
	Male		Female		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	2	3.1%	3	13.0%	5	5.7%
5-9	0	0.0%	1	4.3%	1	1.1%
10-14	5	7.8%	1	4.3%	6	6.9%
15-19	4	6.3%	3	13.0%	7	8.0%
20-24	13	20.3%	5	21.7%	18	20.7%
25-29	10	15.6%	4	17.4%	14	16.1%
30-34	4	6.3%	0	0.0%	4	4.6%
35-39	2	3.1%	2	8.7%	4	4.6%
40-44	5	7.8%	1	4.3%	6	6.9%
45-49	4	6.3%	1	4.3%	5	5.7%
50-54	8	12.5%	0	0.0%	8	9.2%
55-59	1	1.6%	1	4.3%	2	2.3%
60-64	1	1.6%	0	0.0%	1	1.1%
65-69	3	4.7%	0	0.0%	3	3.4%
70-74	2	3.1%	0	0.0%	2	2.3%
75 +	0	0.0%	1	4.3%	1	1.1%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	64	100.0%	23	100.0%	87	100.0%

¹ Fatalities of people in passenger cars, pickups, and vans or 4 WDs.

Figure 20: Percentage of Unbelted Fatalities by Age Group and Sex, 2011

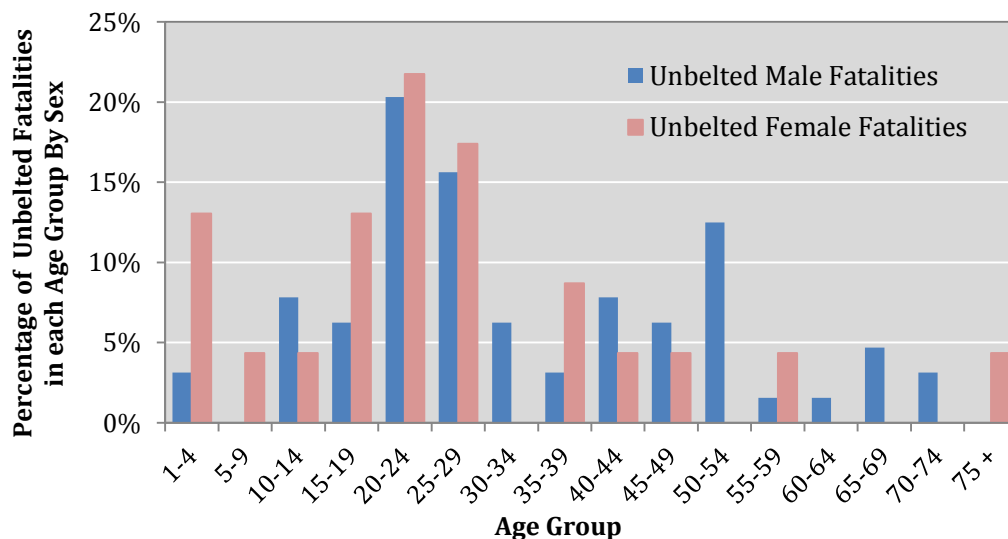
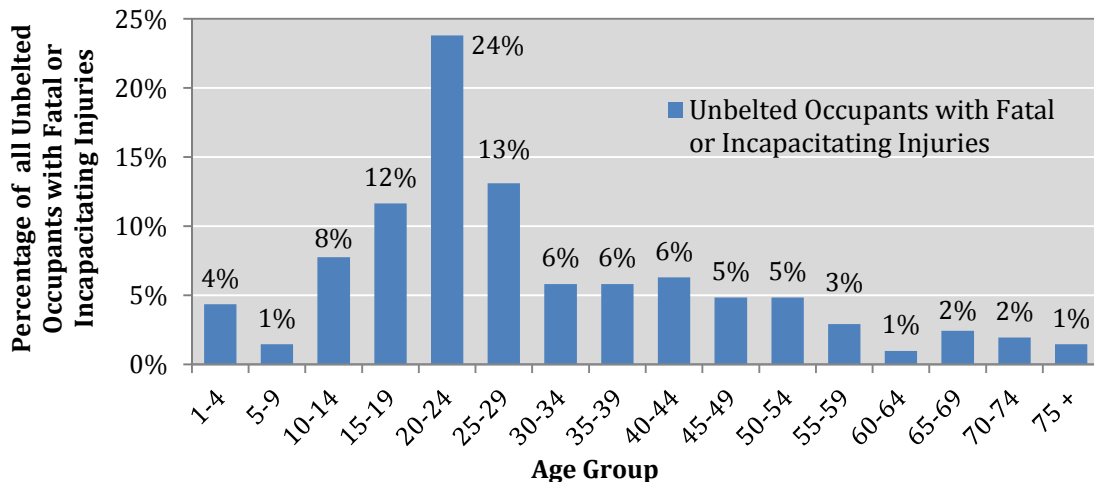


Table 106: Unbelted Passenger Vehicle Occupants with Fatal or Incapacitating Injuries by Age Group and Sex, 2011

Age Group	Unbelted Occupants with Fatal or Incapacitating Injuries ¹					
	Male		Female		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	5	3.8%	4	5.4%	9	4.4%
5-9	1	0.8%	2	2.7%	3	1.5%
10-14	7	5.3%	9	12.2%	16	7.8%
15-19	16	12.2%	8	10.8%	24	11.7%
20-24	27	20.6%	22	29.7%	49	23.8%
25-29	17	13.0%	10	13.5%	27	13.1%
30-34	8	6.1%	4	5.4%	12	5.8%
35-39	5	3.8%	6	8.1%	12	5.8%
40-44	11	8.4%	2	2.7%	13	6.3%
45-49	9	6.9%	1	1.4%	10	4.9%
50-54	10	7.6%	0	0.0%	10	4.9%
55-59	3	2.3%	3	4.1%	6	2.9%
60-64	1	0.8%	1	1.4%	2	1.0%
65-69	5	3.8%	0	0.0%	5	2.4%
70-74	4	3.1%	0	0.0%	4	1.9%
75 +	1	0.8%	2	2.7%	3	1.5%
Unknown	1	0.8%	0	0.0%	1	0.5%
Total	131	100.0%	74	100.0%	206	100.0%

¹ People in passenger cars, pickups, and vans or 4 WDs. The total includes one unbelted vehicle occupant with an incapacitating injury and unknown sex.

Figure 21: Percentage of All Unbelted Vehicle Occupants with Fatal or Incapacitating Injuries by Age Group, 2011



Belt Use by Children under Age 13

- In 2011, 0.04% of children under age 13 who were belted at the time of the crash were killed compared to 8.0% of children who were unbelted. (Table 107)
- In 2011, 0.4% of children under age 13 who were belted at the time of the crash received an incapacitating injury compared to 9.8% of children who were unbelted. (Table 107)
- For unbelted children under age 13 in a crash, 8.0% were killed, 9.8% received incapacitating injuries, and 11.6% received visible injuries. (Table 107)
- In comparison, for belted children under age 13 in a crash, only 0.04% were killed, 0.4% received an incapacitating injury and 2.5% received a visible injury. (Table 107)
- The percentage of unbelted children under age 13 with fatal or incapacitating injuries has been increasing since 2008. (Figure 22, Table 108)

Table 107: Severity of Injuries to Children under 13 in Passenger Vehicles by Belt Usage, 2011

Belt Usage ^{1,2}	Severity of Injuries to Children Under 13 in Passenger Vehicles										Children (<13) in Passenger Vehicle Crashes	
	Fatalities		Incapacitating Injuries		Visible Injuries		Possible Injuries		Not Injured			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	4	0.04%	39	0.4%	222	2.5%	830	9.3%	7,809	87.7%	8,904	100%
Belt Not Used	9	8.0%	11	9.8%	13	11.6%	24	21.4%	55	49.1%	112	100%
Unknown	3	0.5%	6	1.1%	24	4.3%	40	7.2%	479	86.8%	552	100%
Total	16	0.2%	56	0.6%	259	2.7%	894	9.3%	8,343	87.2%	9,568	100%

¹ Belt usage of only occupants in passenger vehicles (i.e. passenger cars, pickups, and vans or 4 WDs).

² In order to avoid citations, some people with less severe injuries might have reported wearing a seatbelt when they were not.

Figure 22: Percentage of Children with Fatal or Incapacitating Injuries by Belt Usage, 2011

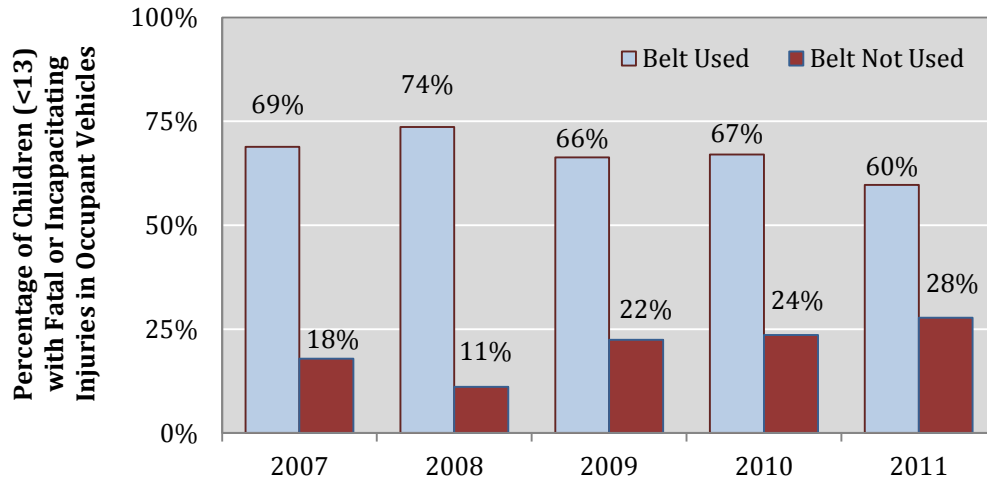


Table 108: Belt Use by Children < 13 with Fatal or Incapacitating Injuries, 2007 - 2011

Children (<13) with Fatal or Incapacitating Injuries in Occupant Vehicles ¹								
Year	Belt Not Used		Belt Used		Unknown		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2007	19	17.9%	73	68.9%	14	13.2%	106	100%
2008	8	11.1%	53	73.6%	11	15.3%	72	100%
2009	22	22.4%	65	66.3%	11	11.2%	98	100%
2010	25	23.6%	71	67.0%	10	9.4%	106	100%
2011	20	27.8%	43	59.7%	9	12.5%	72	100%

¹ Occupant vehicles are passenger cars, pickups, and vans or 4 WDs.

Alcohol

Additional data on alcohol-involved crashes are also in these sections: Contributing Factors, Rural and Urban Roads, Hour and Day of Week, Crash Geography (counties and cities), Belt Use, Pedestrians, Motorcyclists, Pedalcyclists, Teens, Young Adults, Drivers, and Appendix D.

- 5.4% of all crashes in 2011 were alcohol-involved. (Table 109)
- The number of alcohol-involved crashes has decreased by 34.9% over the past decade (from 3,566 in 2002 down to 2,320 in 2011). (Table 109)
- The number of people in alcohol-involved crashes has decreased by 39.1% over the past decade (from 8,407 people in 2002 to 5,117 people in 2011). (Table 111)
- Fatalities in alcohol-involved crashes decreased 31.2% (from 221 in 2002 to 152 in 2011).
- 43.3% of all crash fatalities occurred in alcohol-involved crashes in 2011. (Table 112)
- The rate alcohol-involved fatalities (per 100,000 population) decreased from 11.9 in 2002 to 7.3 in 2011. (Figure 24, Table 113)
- New Mexican male drivers were 2.6 times more likely than New Mexican female drivers to be in an alcohol-involved crash. (Table 114)
- Male drivers account for 72.4% of all alcohol-involved NM drivers in crashes. (Table 114)
- Drivers age 20-29 account for 40.7% of all alcohol-involved drivers in crashes. (Table 114)
- The 20-24 age group has the highest rate of alcohol-involved drivers in crashes. (Table 114)

Table 109: Alcohol-involved Crashes, 2002 - 2011

Year	Alcohol-involved Crashes	Total Crashes	Percent Alcohol-involved Crashes
2002	3,566	49,613	7.2%
2003	3,508	48,128	7.3%
2004	3,336	52,288	6.4%
2005	2,633	49,023	5.4%
2006	2,698	49,318	5.5%
2007	2,471	49,104	5.0%
2008	2,599	46,440	5.6%
2009	2,698	46,156	5.8%
2010	2,162	42,802	5.1%
2011	2,320	43,227	5.4%

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Table 110: Alcohol-involved Crashes by Severity of Crash, 2002 - 2011

Year	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2002	198	5.6%	1,774	49.7%	1,594	44.7%	3,566	100%
2003	184	5.2%	1,721	49.1%	1,603	45.7%	3,508	100%
2004	176	5.3%	1,588	47.6%	1,572	47.1%	3,336	100%
2005	167	6.3%	1,222	46.4%	1,244	47.2%	2,633	100%
2006	176	6.5%	1,192	44.2%	1,330	49.3%	2,698	100%
2007	155	6.3%	1,080	43.7%	1,236	50.0%	2,471	100%
2008	127	4.9%	1,106	42.6%	1,366	52.6%	2,599	100%
2009	132	4.9%	1,143	42.4%	1,423	52.7%	2,698	100%
2010	131	6.1%	939	43.4%	1,092	50.5%	2,162	100%
2011	131	5.6%	1,000	43.1%	1,189	51.3%	2,320	100%

Table 111: People in Alcohol-involved Crashes by Severity of Injury, 2002 - 2011

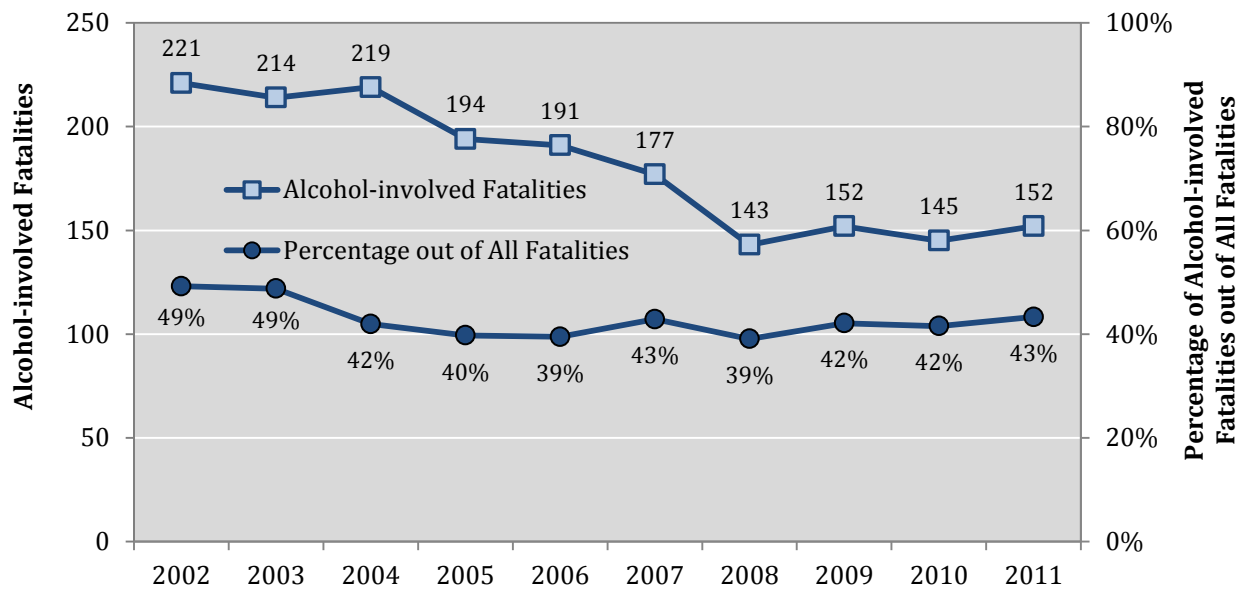
People in Alcohol-involved Crashes												
Year	Fatalities (Class K)		Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Possible Injuries (Class C)		Not Injured (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2002	221	2.6%	607	7.2%	1,007	12.0%	1,307	15.5%	5,265	62.6%	8,407	100%
2003	214	2.6%	608	7.5%	945	11.6%	1,259	15.4%	5,134	62.9%	8,160	100%
2004	219	2.8%	564	7.3%	833	10.7%	1,179	15.2%	4,981	64.1%	7,776	100%
2005	194	3.2%	392	6.5%	683	11.3%	888	14.7%	3,882	64.3%	6,039	100%
2006	191	3.2%	336	5.6%	668	11.1%	952	15.9%	3,846	64.2%	5,993	100%
2007	177	3.2%	332	6.0%	592	10.6%	865	15.6%	3,594	64.6%	5,560	100%
2008	143	2.6%	287	5.2%	589	10.7%	828	15.0%	3,660	66.5%	5,507	100%
2009	152	2.6%	342	5.8%	645	10.9%	787	13.3%	3,982	67.4%	5,908	100%
2010	145	2.9%	319	6.4%	551	11.0%	683	13.6%	3,311	66.1%	5,009	100%
2011	152	3.0%	270	5.3%	562	11.0%	719	14.1%	3,414	66.7%	5,117	100%

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Table 112: Number and Percentage of Fatalities by Alcohol Involvement¹⁹, 2002 - 2011

Year	Alcohol-involved Fatalities		Non Alcohol-involved Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent
2002	221	49.2%	228	50.8%	449	100%
2003	214	48.7%	225	51.3%	439	100%
2004	219	42.0%	303	58.0%	522	100%
2005	194	39.8%	294	60.2%	488	100%
2006	191	39.5%	293	60.5%	484	100%
2007	177	42.9%	236	57.1%	413	100%
2008	143	39.1%	223	60.9%	366	100%
2009	152	42.1%	209	57.9%	361	100%
2010	145	41.5%	204	58.5%	349	100%
2011	152	43.3%	199	56.7%	351	100%

Figure 23: Number and Percentage of Alcohol-involved Fatalities¹⁹, 2002 - 2011



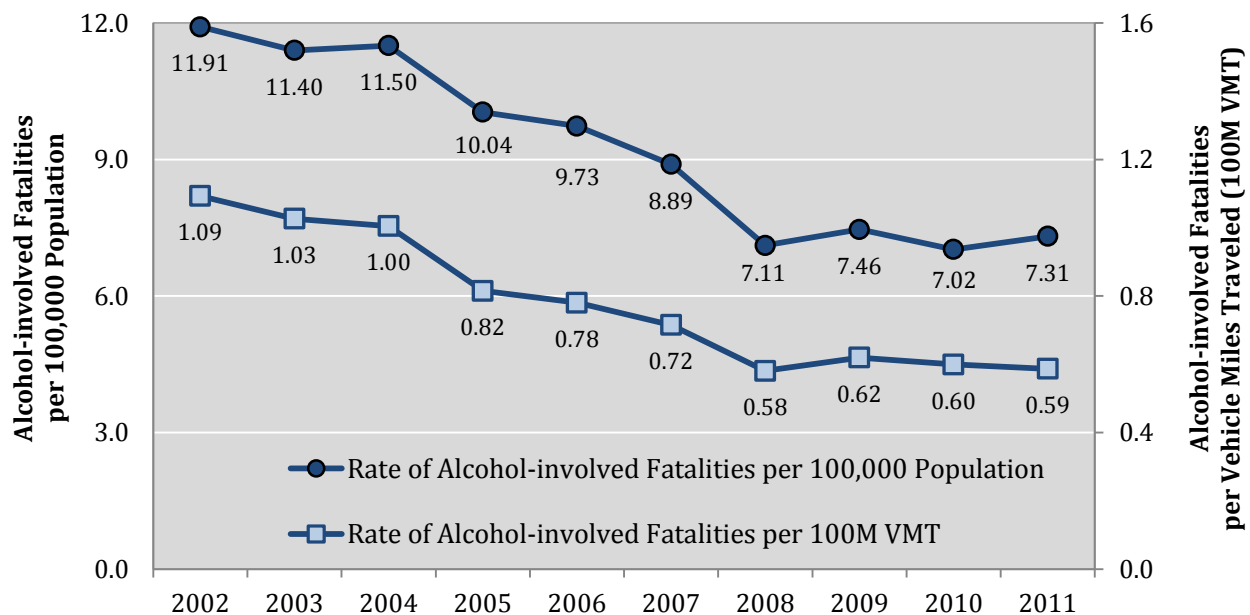
¹⁹ An alcohol-involved fatality is any crash-related fatality where at least one driver in the crash was cited for DWI or indicated by the officer on the crash report as being under the influence of alcohol.

Demographics and Behavior - Alcohol

Table 113: Rates²⁰ of Alcohol-involved Fatalities²¹, 2002 - 2011

Year	Alcohol-involved Fatalities	New Mexico Population	Rate of Alcohol-involved Fatalities per 100,000 Population	New Mexico Vehicle Miles Traveled (100M VMT)	Rate of Alcohol-involved Fatalities per 100M VMT
2002	221	1,855,309	11.91	202.16	1.09
2003	214	1,877,574	11.40	208.51	1.03
2004	219	1,903,808	11.50	217.94	1.00
2005	194	1,932,274	10.04	237.93	0.82
2006	191	1,962,137	9.73	244.67	0.78
2007	177	1,990,070	8.89	247.50	0.72
2008	143	2,010,662	7.11	246.13	0.58
2009	152	2,036,802	7.46	245.21	0.62
2010	145	2,064,767	7.02	241.77	0.60
2011	152	2,078,674	7.31	258.89	0.59

Figure 24: Rates²⁰ of Alcohol-involved Fatalities²¹, 2002 - 2011



²⁰ VMT rates in 2011 are not comparable to previous years due to a change in the VMT calculation method in 2011.

²¹ An alcohol-involved fatality is any crash-related fatality where at least one driver in the crash was cited for DWI or indicated by the officer on the crash report as being under the influence of alcohol.

Demographics and Behavior - Alcohol

Figure 25: Number of Alcohol-involved New Mexican Drivers²² by Age Group, 2011

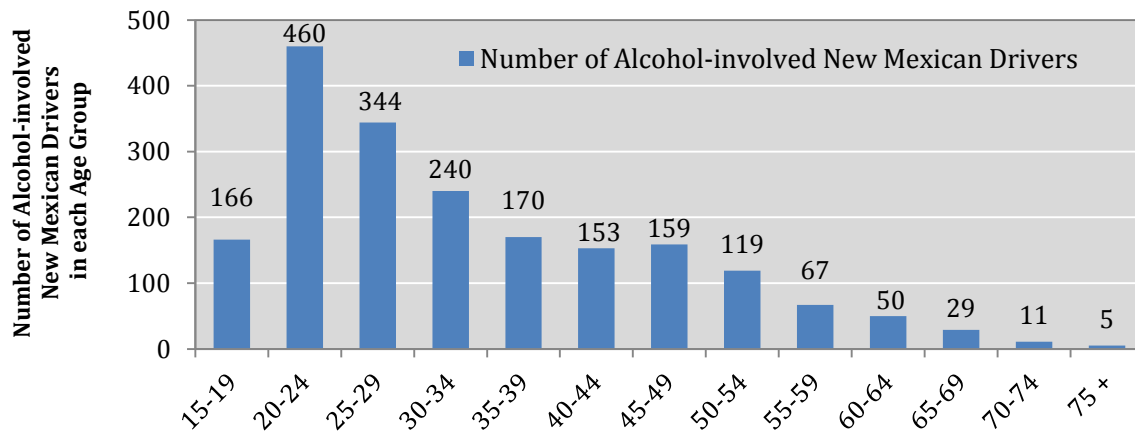


Table 114: Alcohol-involved New Mexican Drivers²² in Crashes by Age Group and Sex, 2011

Driver ¹ Age Group	Alcohol-involved Drivers ¹ in Crashes			Ratio Male to Female	Percentage of Drivers in each Age Group by Sex ²			2011 Licensed Drivers	Rate (Alcohol- involved Drivers per 10,000 Licensed Drivers in each Age Group)
	Male	Female	Total		Male	Female	Total		
15-19	125	41	166	3.0	8.8%	7.5%	8.4%	64,091	25.9
20-24	322	138	460	2.3	22.5%	25.3%	23.3%	122,293	37.6
25-29	246	98	344	2.5	17.2%	18.0%	17.4%	134,512	25.6
30-34	179	61	240	2.9	12.5%	11.2%	12.2%	133,428	18.0
35-39	117	53	170	2.2	8.2%	9.7%	8.6%	121,500	14.0
40-44	113	40	153	2.8	7.9%	7.3%	7.8%	122,109	12.5
45-49	113	46	159	2.5	7.9%	8.4%	8.1%	131,145	12.1
50-54	89	30	119	3.0	6.2%	5.5%	6.0%	140,645	8.5
55-59	48	19	67	2.5	3.4%	3.5%	3.4%	134,089	5.0
60-64	38	12	50	3.2	2.7%	2.2%	2.5%	122,843	4.1
65-69	26	3	29	8.7	1.8%	0.6%	1.5%	87,550	3.3
70-74	8	3	11	2.7	0.6%	0.6%	0.6%	63,183	1.7
75 +	4	1	5	4.0	0.3%	0.2%	0.3%	78,051	0.6
Total	1,428	545	1,973	2.6	100%	100%	100%	1,455,481	13.6

¹ Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

² For reference, 8.8% (125 out of 1,428) of alcohol-involved male drivers were in the 15 to 19 age range.

²² The term "alcohol-involved driver" identifies a person in control of a motor vehicle who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol.

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Figure 26: Percentage and Rate of Alcohol-involved New Mexican Drivers by Age Group, 2011

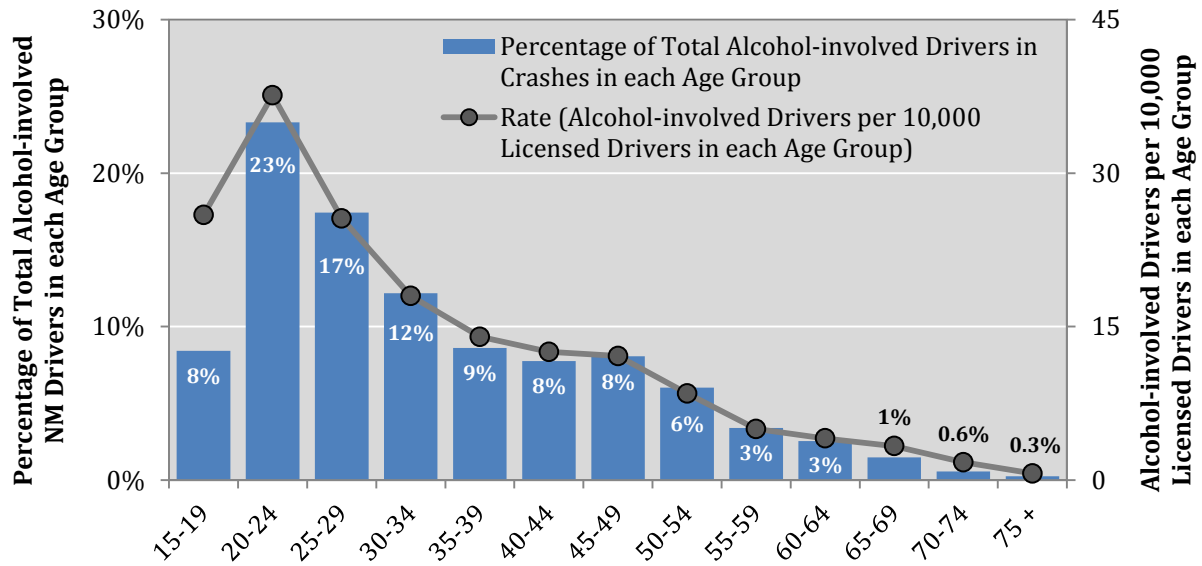
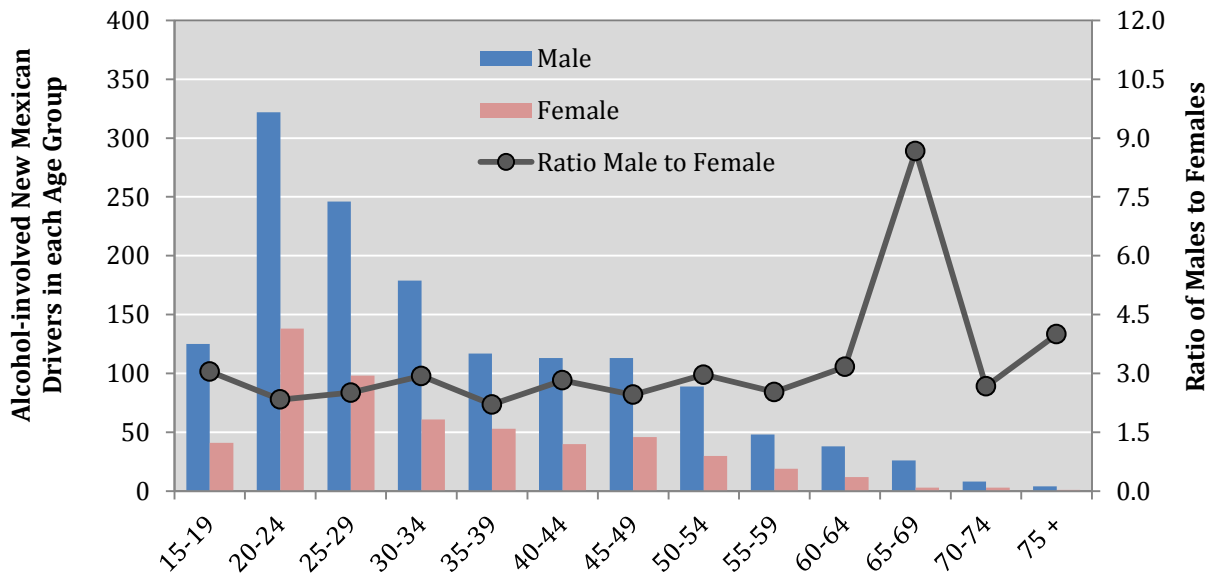


Figure 27: Alcohol-involved New Mexican Drivers by Sex, Age and Ratio of Male to Female, 2011



* In the 65-69 age group, there were 26 male alcohol-involved drivers in crashes and three female alcohol-involved drivers in crashes resulting in a high male to female ratio. (Table 114)

Drugs

This section analyses drug involvement in crashes where alcohol was not involved. Crashes that were both drug- and alcohol-involved are excluded from this section, and are counted under alcohol-involved instead, due to DWI being mostly due to alcohol. Drug involvement is determined by the officer at the scene of the crash. Data collection began in 2007. Increases after 2007 may be due to increased usage of UCR forms that have “drug-involvement” as an option.

- The 277 drug-involved crashes in 2011 accounted for 0.64% of all crashes. (Table 115)
- Drug-involved crashes resulted in 3 fatalities and 176 injuries in 2011. (Table 117)
- In 2011, most drug-involved crashes occurred from 2 p.m. to 8 p.m. whereas most alcohol-involved crashes occurred from 6 p.m. to 3 a.m. (Figure 28, Figure 11)
- 11.1% of people in drug-involved crashes were killed or seriously injured in 2011 compared to 19.2% of people in alcohol-involved crashes. (Table 117, Table 111)
- In 2011, 81.6% of drug-involved crashes occurred on urban roads. (Table 118)
- In 2011, 34.3% of all drug-involved crashes occurred in Albuquerque. (Table 119)
- Males were 1.2 times more likely than females to be the driver in a drug-involved crash in 2011. (Table 120)
- Females were 46.1% of all drug-involved New Mexican drivers in crashes. (Table 120)
- There were 1.8 drug-involved drivers in crashes per 10,000 licensed drivers. (Table 120)

Table 115: Drug-involved Crashes²³, 2007 - 2011

Year	Crashes both Drug and Alcohol-involved ¹		Drug-involved Crashes ²		Total Crashes
	Count	Percent	Count	Percent	
2007	22	0.04%	196	0.40%	49,104
2008	38	0.08%	193	0.42%	46,441
2009	50	0.11%	163	0.35%	46,156
2010	58	0.14%	275	0.64%	42,802
2011	92	0.21%	277	0.64%	43,227

¹ For this report, these crashes are included in any count of alcohol-involved crashes and are excluded from the drug-involved crash section.

² Only drug-involved crashes. Excludes crashes that were both drug- and alcohol-involved.

²³ Collection of drug involvement data began in 2007. Increases after 2007 may be due to increased usage of UCR forms that have “drug-involvement” as an option.

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Table 116: Drug-involved Crashes²⁴ by Crash Severity, 2007 - 2011

Year	Drug-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Drug-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2007	2	1.0%	73	37.2%	121	61.7%	196	100%
2008	5	2.6%	86	44.6%	102	52.8%	193	100%
2009	5	3.1%	77	47.2%	81	49.7%	163	100%
2010	10	3.6%	113	41.1%	152	55.3%	275	100%
2011	3	1.1%	102	36.8%	172	62.1%	277	100%

Figure 28: Drug-involved Crashes²⁴ by Hour, 2011

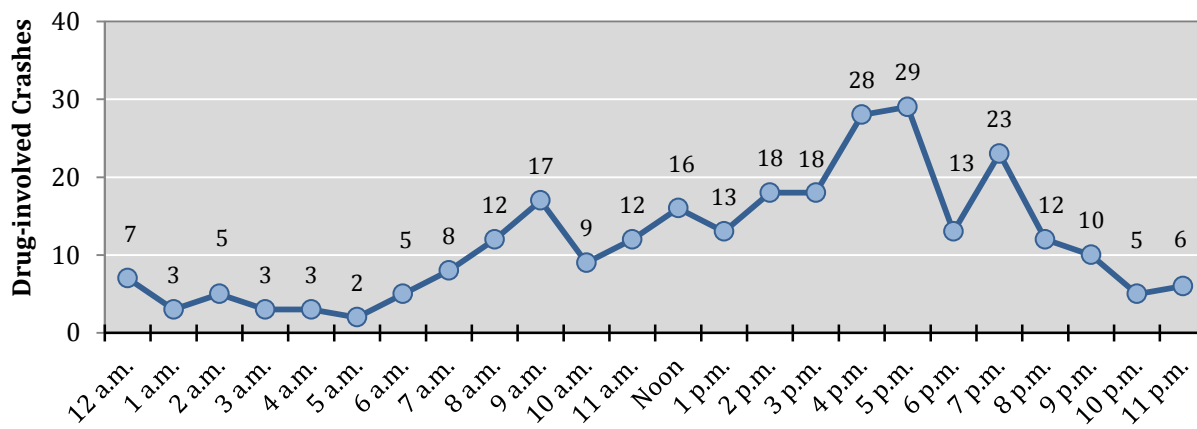


Table 117: People in Drug-involved Crashes²⁴ by Severity of Injury, 2007 - 2011

Year	People in Drug-involved Crashes											
	Fatalities (Class K)		Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Possible Injuries (Class C)		Not Injured (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2007	2	0.4%	14	2.8%	28	5.6%	67	13.4%	388	77.8%	499	100%
2008	5	1.1%	18	3.8%	34	7.2%	84	17.8%	330	70.1%	471	100%
2009	5	1.3%	16	4.2%	35	9.3%	64	16.9%	258	68.3%	378	100%
2010	11	1.7%	28	4.3%	42	6.4%	106	16.1%	470	71.5%	657	100%
2011	3	0.5%	28	4.3%	42	6.4%	106	16.2%	476	72.7%	655	100%

²⁴ Only drug-involved crashes. Excludes crashes that were both drug- and alcohol-involved crashes.

Demographics and Behavior - Drugs

Table 118: Drug-involved Crashes²⁵ by Road System and Crash Severity, 2011

Road System	Drug-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Drug-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Rural Interstate	0	0.0%	9	8.8%	9	5.2%	18	6.5%
Rural Non-Interstate	1	33.3%	15	14.7%	17	9.9%	33	11.9%
Urban	2	66.7%	78	76.5%	146	84.9%	226	81.6%
Total	3	100.0%	102	100.0%	172	100.0%	277	100.0%

Table 119: Drug-involved Crashes²⁵ by City, 2011

City	Drug-involved Crashes	
	Count	Percent
Albuquerque	95	34.3%
Santa Fe	17	6.1%
Rio Rancho	14	5.1%
Roswell	13	4.7%
Las Cruces	12	4.3%
Farmington	11	4.0%
Alamogordo	9	3.2%
Española	5	1.8%
Clovis	4	1.4%
Taos	4	1.4%
Hobbs	4	1.4%
All Other Cities	44	15.9%
Rural (Non-Urban)	45	16.2%
Total Crashes	277	100.0%

²⁵ Only drug-involved crashes. Excludes crashes that were both drug- and alcohol-involved crashes.

Demographics and Behavior - Drugs

Figure 29: Drug-involved New Mexican Drivers²⁶ in Crashes by Age Group & Sex, 2011

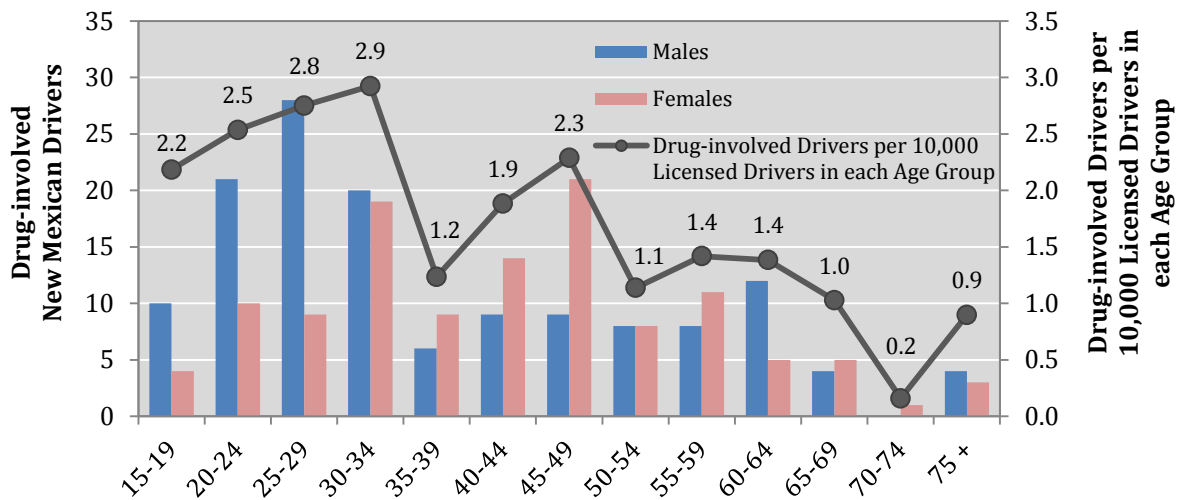


Table 120: Drug-involved New Mexican Drivers²⁶ by Age Group and Sex, 2011

Driver ¹ Age Group	Drug-involved Drivers ¹ in Crashes			Ratio Male to Female	Percentage of Drivers in each Age Group by Sex ²			2011 Licensed Drivers	Drug-involved Drivers per 10,000 Licensed Drivers in each Age Group
	Male	Female	Total		Male	Female	Total		
15-19	10	4	14	2.5	7.2%	3.4%	5.4%	64,091	2.2
20-24	21	10	31	2.1	15.1%	8.4%	12.0%	122,293	2.5
25-29	28	9	37	3.1	20.1%	7.6%	14.3%	134,512	2.8
30-34	20	19	39	1.1	14.4%	16.0%	15.1%	133,428	2.9
35-39	6	9	15	0.7	4.3%	7.6%	5.8%	121,500	1.2
40-44	9	14	23	0.6	6.5%	11.8%	8.9%	122,109	1.9
45-49	9	21	30	0.4	6.5%	17.6%	11.6%	131,145	2.3
50-54	8	8	16	1.0	5.8%	6.7%	6.2%	140,645	1.1
55-59	8	11	19	0.7	5.8%	9.2%	7.4%	134,089	1.4
60-64	12	5	17	2.4	8.6%	4.2%	6.6%	122,843	1.4
65-69	4	5	9	0.8	2.9%	4.2%	3.5%	87,550	1.0
70-74	0	1	1	-	0.0%	0.8%	0.4%	63,183	0.2
75 +	4	3	7	1.3	2.9%	2.5%	2.7%	78,051	0.9
Total	139	119	258	1.2	100%	100%	100%	1,455,481	1.8

¹ Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) the driver residence is not in New Mexico, 4) the person is a pedestrian or pedalcyclist, or 5) the driver is both drug-and alcohol-involved.

² For reference, 7.2% (10 out of 139) of drug-involved male drivers were in the 15 to 19 age range.

²⁶ The term "drug-involved driver" identifies a person in control of a motor vehicle who was indicated on the Uniform Crash Report as being under the influence of drugs.

Motorcyclists

- In 2011, 3.1% of all crashes involved a motorcycle. (Table 121)
- 75.1% of motorcyclists in crashes were either killed or injured. (Table 123)
- Alcohol/Drug Involvement (43.8%), Excessive Speed (12.5%), and Failure to Yield (8.3%) were the highest top contributing factors to fatal motorcycle-involved crashes. (Table 125)
- Motorcycle crash rates in 2011 were among the lowest in 10 years. (Table 126)
- Male motorcyclists were in crashes 5.3 times more than female motorcyclists. (Table 127)
- 27.3% of all motorcyclists in crashes are 20-29 years old. (Table 127)

Table 121: Crashes by Motorcycle Involvement, 2011

Motorcycle Involvement	Crashes	
	Count	Percent
Involved	1,319	3.1%
Not Involved	41,908	96.9%
Total Crashes	43,227	100.0%

Table 122: Motorcycle-involved Crashes by Severity of Crash, 2011

Crash Severity	Motorcycle-involved	
	Count	Percent
Fatal Crashes	48	3.6%
Injury Crashes	982	74.5%
Property Damage Only Crashes	289	21.9%
Total Crashes	1,319	100.0%

Table 123: Severity of Injuries to Motorcyclists in Crashes, 2007 - 2011

Year	Severity of Injuries to Motorcyclists (Drivers & Passengers) in Crashes										Total Motorcyclists	
	Fatalities (Class K)		Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Possible Injuries (Class C)		Not Injured (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2007	53	3.7%	214	15.0%	505	35.5%	254	17.8%	398	27.9%	1,424	100%
2008	53	3.1%	293	17.4%	579	34.4%	305	18.1%	453	26.9%	1,683	100%
2009	46	2.9%	272	16.9%	557	34.7%	316	19.7%	415	25.8%	1,606	100%
2010	42	3.0%	242	17.2%	539	38.2%	261	18.5%	327	23.2%	1,411	100%
2011	49	3.3%	224	15.0%	618	41.3%	232	15.5%	372	24.9%	1,495	100%

Demographics and Behavior - Motorcyclists

Table 124: Motorcycle-involved Crashes by Light Condition, 2011

Light Condition	Motorcycle Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	35	72.9%	1,005	76.2%
Dark-Lighted	6	12.5%	145	11.0%
Dark-Not Lighted	5	10.4%	97	7.4%
Dusk	2	4.2%	45	3.4%
Other/Not Stated	0	0.0%	18	1.4%
Dawn	0	0.0%	9	0.7%
Total	48	100.0%	1,319	100.0%

Table 125: Top Contributing Factor to Motorcycle-involved Crashes, 2011

Top Contributing Factor to Crash	Motorcycle Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Driver Inattention	3	6.3%	184	18.7%	66	22.8%	253	19.2%
Failure To Yield	4	8.3%	166	16.9%	28	9.7%	198	15.0%
Excessive Speed	6	12.5%	110	11.2%	17	5.9%	133	10.1%
Alcohol/Drug Involved	21	43.8%	83	8.5%	18	6.2%	122	9.2%
Poor Driving	2	4.2%	62	6.3%	14	4.8%	78	5.9%
Following Too Closely	0	0.0%	44	4.5%	33	11.4%	77	5.8%
None	0	0.0%	50	5.1%	23	8.0%	73	5.5%
Avoid Vehicle	2	4.2%	47	4.8%	14	4.8%	63	4.8%
Other - No Driver Error	3	6.3%	50	5.1%	10	3.5%	63	4.8%
Too Fast For Conditions	4	8.3%	34	3.5%	6	2.1%	44	3.3%
Improper Turn	0	0.0%	24	2.4%	13	4.5%	37	2.8%
Red Light Running	0	0.0%	21	2.1%	7	2.4%	28	2.1%
Improper Overtaking	0	0.0%	13	1.3%	7	2.4%	20	1.5%
Avoid Pedestrian, Etc.	1	2.1%	13	1.3%	4	1.4%	18	1.4%
Improper Lane Change	0	0.0%	15	1.5%	3	1.0%	18	1.4%
No Indication	1	2.1%	6	0.6%	9	3.1%	16	1.2%
Drove Left of Center	0	0.0%	12	1.2%	4	1.4%	16	1.2%
Mechanical Defect	0	0.0%	11	1.1%	3	1.0%	14	1.1%
Passed Stop Sign	0	0.0%	11	1.1%	3	1.0%	14	1.1%
All Other Factors	1	2.1%	26	2.6%	7	2.4%	34	2.6%
Total	48	100.0%	982	100.0%	289	100.0%	1,319	100.0%

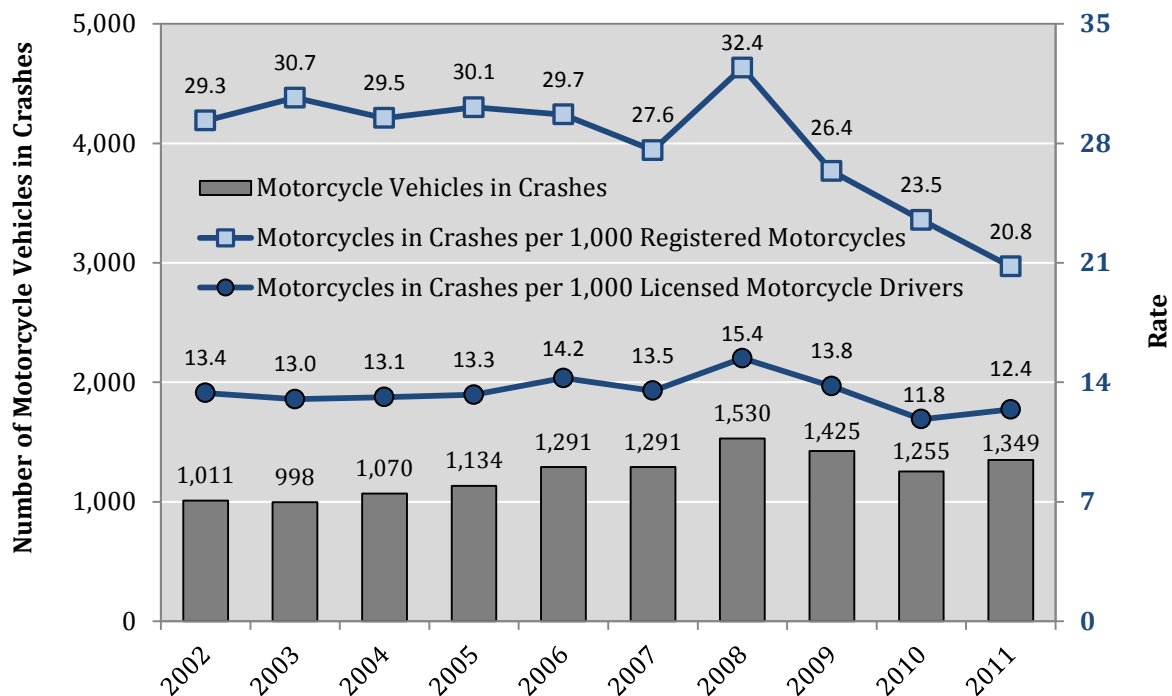
Demographics and Behavior - Motorcyclists

Table 126: Rates of Motorcycle Involvement in Crashes, 2002 - 2011

Year	Total Motorcycles ¹ in Crashes	New Mexico Registered Motorcycle Vehicles	New Mexico Licensed Motorcycle Drivers	Rate (Motorcycles in Crashes per 1,000 Registered Motorcycles)	Rate (Motorcycle Drivers in Crashes per 1,000 Licensed Motorcycle Drivers)
2002	1,011	34,467	75,602	29.3	13.4
2003	998	32,544	76,702	30.7	13.0
2004	1,070	36,294	81,462	29.5	13.1
2005	1,134	37,663	85,464	30.1	13.3
2006	1,291	43,495	90,630	29.7	14.2
2007	1,291	46,779	95,577	27.6	13.5
2008	1,530	47,176	99,280	32.4	15.4
2009	1,425	54,049	103,500	26.4	13.8
2010	1,255	53,391	106,001	23.5	11.8
2011	1,349	64,912	108,700	20.8	12.4

¹ There can be more than one motorcycle in a crash. The number of motorcycles (vehicles) in a crash is the same as the number of motorcycle drivers in a crash.

Figure 30: Motorcycle Involvement in Crashes, 2002 - 2011



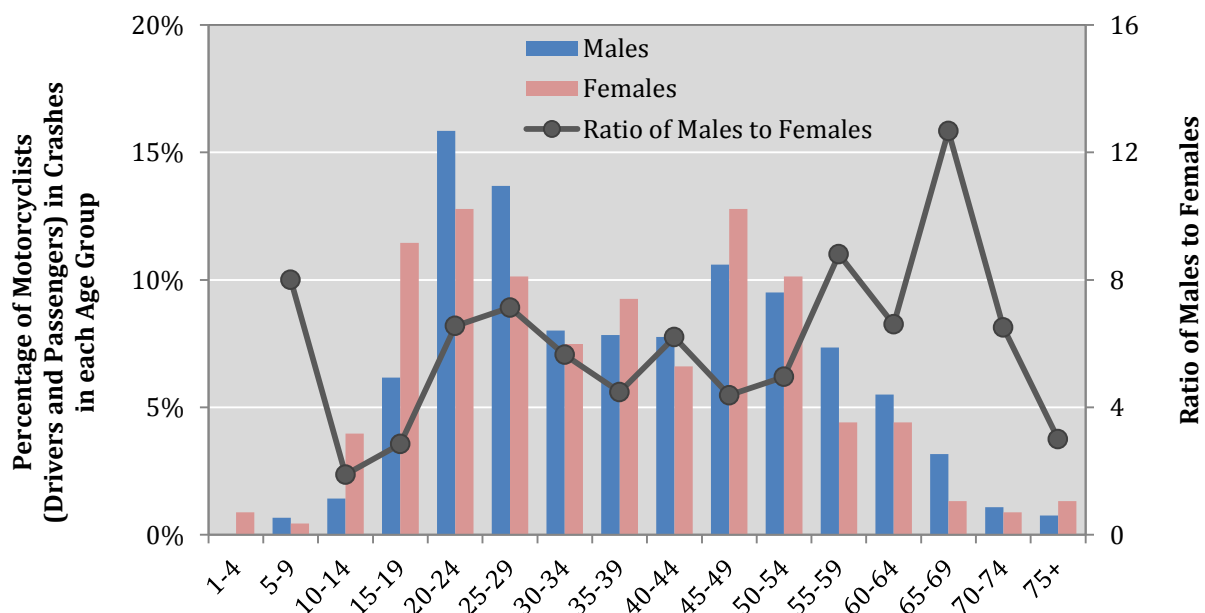
Demographics and Behavior - Motorcyclists

Table 127: Motorcyclists (Drivers & Passengers) in Crashes by Age Group and Sex, 2011

Age Group	Motorcyclists (Drivers & Passengers) in Crashes								Ratio ¹ Males to Females
	Males		Females		Unknown		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	2	0.9%	0	0.0%	2	0.1%	
5-9	8	0.7%	1	0.4%	1	1.4%	10	0.7%	8.0
10-14	17	1.4%	9	4.0%	0	0.0%	26	1.7%	1.9
15-19	74	6.2%	26	11.5%	1	1.4%	101	6.8%	2.8
20-24	190	15.8%	29	12.8%	1	1.4%	220	14.7%	6.6
25-29	164	13.7%	23	10.1%	1	1.4%	188	12.6%	7.1
30-34	96	8.0%	17	7.5%	1	1.4%	114	7.6%	5.6
35-39	94	7.8%	21	9.3%	1	1.4%	116	7.8%	4.5
40-44	93	7.8%	15	6.6%	0	0.0%	108	7.2%	6.2
45-49	127	10.6%	29	12.8%	1	1.4%	157	10.5%	4.4
50-54	114	9.5%	23	10.1%	0	0.0%	137	9.2%	5.0
55-59	88	7.3%	10	4.4%	1	1.4%	99	6.6%	8.8
60-64	66	5.5%	10	4.4%	0	0.0%	76	5.1%	6.6
65-69	38	3.2%	3	1.3%	0	0.0%	41	2.7%	12.7
70-74	13	1.1%	2	0.9%	0	0.0%	15	1.0%	6.5
75+	9	0.8%	3	1.3%	1	1.4%	13	0.9%	3.0
Unknown	8	0.7%	4	1.8%	60	87.0%	72	4.8%	2.0
Total	1,199	100%	227	100%	69	100%	1,495	100%	5.3

¹ The ratio of males to females is only calculated when there is at least one of each sex in that age group in a crash.

Figure 31: Motorcyclists (Drivers & Passengers) in Crashes by Age Group and Sex, 2011



Demographics and Behavior - Motorcyclists

Table 128: Motorcyclist Fatalities (Drivers & Passengers) by Age Group and Sex, 2011

Age Group	Motorcyclist Fatalities (Drivers & Passengers)						Ratio ¹ Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	
5-9	0	0.0%	0	0.0%	0	0.0%	
10-14	2	4.4%	0	0.0%	2	4.1%	
15-19	0	0.0%	0	0.0%	0	0.0%	
20-24	3	6.7%	0	0.0%	3	6.1%	
25-29	7	15.6%	0	0.0%	7	14.3%	
30-34	4	8.9%	0	0.0%	4	8.2%	
35-39	4	8.9%	1	25.0%	5	10.2%	4.0
40-44	7	15.6%	1	25.0%	8	16.3%	7.0
45-49	2	4.4%	1	25.0%	3	6.1%	2.0
50-54	7	15.6%	1	25.0%	8	16.3%	7.0
55-59	4	8.9%	0	0.0%	4	8.2%	
60-64	3	6.7%	0	0.0%	3	6.1%	
65-69	2	4.4%	0	0.0%	2	4.1%	
70-74	0	0.0%	0	0.0%	0	0.0%	
75+	0	0.0%	0	0.0%	0	0.0%	
Unknown	0	0.0%	0	0.0%	0	0.0%	
Total	45	100.0%	4	100.0%	49	100.0%	11.3

¹ The male/female ratio is only calculated if there is at least one of each sex in that age group in a crash.

Table 129: Alcohol-involved Motorcycle Drivers in Crashes by Age Group and Sex, 2011

Age Group	Alcohol-involved Motorcycle Drivers in Crashes						Ratio Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
15-19	3	3.2%	2	25.0%	5	4.8%	1.5
20-24	13	13.8%	1	12.5%	14	13.5%	13.0
25-29	14	14.9%	0	0.0%	14	13.5%	
30-34	9	9.6%	0	0.0%	9	8.7%	
35-39	15	16.0%	0	0.0%	15	14.4%	
40-44	11	11.7%	0	0.0%	11	10.6%	
45-49	13	13.8%	2	25.0%	15	14.4%	6.5
50-54	11	11.7%	2	25.0%	13	12.5%	5.5
55-59	2	2.1%	0	0.0%	2	1.9%	
60-64	3	3.2%	1	12.5%	4	3.8%	3.0
65-69	0	0.0%	0	0.0%	0	0.0%	
70-74	0	0.0%	0	0.0%	0	0.0%	
75+	0	0.0%	0	0.0%	0	0.0%	
Unknown	0	0.0%	0	0.0%	2	1.9%	
Total	94	100.0%	8	100.0%	104	100.0%	11.8

Helmet Usage

- 95.4% of motorcyclists (drivers and passengers) in crashes were not wearing a helmet at the time of the crash. (Table 130, Table 131, Table 132)
- The percentage of motorcyclists not wearing a helmet at the time of the crash has increased in the past five years from 92.0% to 95.4%. (Table 132)

Table 130: Motorcyclists (Drivers & Passengers) in Crashes by Helmet Usage, 2011

Helmet Worn	Count	Percent
No	1,426	95.4%
Yes	69	4.6%
Total	1,495	100.0%

Table 131: Motorcyclist (Drivers & Passengers) Helmet Usage by Injury Severity, 2011

Severity of Injury	Injury Class	Helmet Worn?				Total Motorcyclists	
		No		Yes		Count	Percent
		Count	Percent	Count	Percent		
Fatalities	K	48	98.0%	1	2.0%	49	100%
Incapacitating Injuries	A	213	95.1%	11	4.9%	224	100%
Visible Injuries	B	584	94.5%	34	5.5%	618	100%
Possible Injuries	C	216	93.1%	16	6.9%	232	100%
Not Injured	O	365	98.1%	7	1.9%	372	100%
Total		1,426	95.4%	69	4.6%	1,495	100%

Table 132: Motorcyclists (Drivers & Passengers) Helmet Usage, 2007 - 2011

Year	Helmet Worn?				Total Motorcyclists in Crashes
	No		Yes		
	Count	Percent	Count	Percent	
2007	1,310	92.0%	114	8.0%	1,424
2008	1,556	92.5%	127	7.5%	1,683
2009	1,449	90.2%	157	9.8%	1,606
2010	1,383	98.0%	28	2.0%	1,411
2011	1,426	95.4%	69	4.6%	1,495

Pedestrians

- Pedestrian-involved crashes accounted for 1.0% of all crashes in 2011. (Table 133)
- 8.4% of pedestrians in crashes were killed and 77.7% of pedestrians in crashes were injured to some extent. (Table 135)
- Pedestrian injuries and fatalities have significantly decreased since 2007. (Table 136)
- Most pedestrian fatalities and injuries from a crash occurred when the vehicle was driving straight, as opposed to turning or backing. (Table 138)
- Crashes resulting in a pedestrian fatality were more likely to occur in dark unlit conditions (47.2% of pedestrian fatal crashes) and were usually attributed to alcohol-involvement (61.1%) or pedestrian error (16.7%). (Table 137, Table 139)
- In 2011, most pedestrian-involved crashes occurred between 7 a.m. and 9 p.m. with the highest number occurring during the hours of 4 p.m. and 7 p.m. (Figure 32, Table 140)
- Pedestrians ages 15-19 were more likely to be in a crash than other age groups. (Table 142)
- Pedestrian fatalities most often occurred in age groups 20-29 and 45-49. (Table 144)

Table 133: Pedestrians in Crashes, 2011

Pedestrian Involvement	Crashes ¹	
	Count	Percent
Involved	414	1.0%
Not Involved	42,813	99.0%
Total Crashes	43,227	100.0%

¹ A pedestrian-involved crash can involve one or more pedestrians.

Table 134: Pedestrian-involved Crashes by Severity of Crash, 2011

Crash Severity	Pedestrian-involved Crashes ¹	
	Count	Percent
Fatal Crashes	36	8.7%
Injury Crashes	334	80.7%
Property Damage Only Crashes	44	10.6%
Total Crashes	414	100.0%

¹ A pedestrian-involved crash can involve one or more pedestrians.

Demographics and Behavior - Pedestrians

Table 135: Severity of Pedestrian Injuries in Crashes, 2011

Severity of Pedestrian Injuries	Class	Count	Percent
Fatalities	K	36	8.4%
Incapacitating Injuries	A	72	16.7%
Visible Injuries	B	137	31.9%
Possible Injuries	C	125	29.1%
Not Injured	O	60	14.0%
Total Pedestrians		430	100.0%

Table 136: Severity of Pedestrian Injuries in Crashes, 2007 - 2011

Severity of Injuries	Pedestrians in Crashes					Percent Change 2007 - 2011
	2007	2008	2009	2010	2011	
Fatalities	52	40	41	34	36	-30.8%
Incapacitating Injuries	78	79	89	77	72	-7.7%
Visible Injuries	149	154	145	122	137	-8.1%
Possible Injuries	150	160	157	139	125	-16.7%
Not Injured	87	71	93	77	60	-31.0%
Total Pedestrians	516	504	525	449	430	-16.7%

Table 137: Light Conditions in Pedestrian-involved Crashes, 2011

Light Condition	Pedestrian Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	9	25.0%	262	63.3%
Dark-Lighted	8	22.2%	77	18.6%
Dark-Not Lighted	17	47.2%	51	12.3%
Dusk	1	2.8%	12	2.9%
Other/Not Stated	1	2.8%	10	2.4%
Dawn	0	0.0%	2	0.5%
Total	36	100.0%	414	100.0%

Demographics and Behavior - Pedestrians

Table 138: Vehicle Action in Pedestrian-involved Crashes by Crash Severity, 2011

Pedestrian Crash Classification ¹	Severity of Pedestrian-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Vehicle going straight	31	91.2%	195	60.2%	31	73.8%	257	64.3%
Vehicle turning left	1	2.9%	59	18.2%	4	9.5%	64	16.0%
Vehicle turning right	0	0.0%	42	13.0%	6	14.3%	48	12.0%
All other and not known	2	5.9%	15	4.6%	0	0.0%	17	4.3%
Vehicle backing	0	0.0%	13	4.0%	1	2.4%	14	3.5%
Total¹	34	100.0%	324	100.0%	42	100.0%	400	100.0%

¹Total does not match other pedestrian totals since some crashes were not classified as primarily pedestrian crashes.

Table 139: Top Contributing Factor in Pedestrian-involved Crashes by Crash Severity, 2011

Top Contributing Factor to Crash	Pedestrian-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Pedestrian Error	6	16.7%	106	31.7%	15	34.1%	127	30.7%
Alcohol/Drug Involved	22	61.1%	47	14.1%	6	13.6%	75	18.1%
Driver Inattention	2	5.6%	61	18.3%	5	11.4%	68	16.4%
Failure To Yield	0	0.0%	41	12.3%	7	15.9%	48	11.6%
None	3	8.3%	30	9.0%	7	15.9%	40	9.7%
No Indication	0	0.0%	9	2.7%	1	2.3%	10	2.4%
Red Light Running	0	0.0%	8	2.4%	1	2.3%	9	2.2%
Other - No Driver Error	1	2.8%	5	1.5%	1	2.3%	7	1.7%
Excessive Speed	1	2.8%	3	0.9%	1	2.3%	5	1.2%
Avoid Pedestrian, etc.	0	0.0%	5	1.5%	0	0.0%	5	1.2%
Poor Driving	0	0.0%	4	1.2%	0	0.0%	4	1.0%
Passed Stop Sign	0	0.0%	3	0.9%	0	0.0%	3	0.7%
Improper Turn	0	0.0%	3	0.9%	0	0.0%	3	0.7%
Mechanical Defect	0	0.0%	2	0.6%	0	0.0%	2	0.5%
Empty Vehicle	1	2.8%	1	0.3%	0	0.0%	2	0.5%
Improper Overtaking	0	0.0%	2	0.6%	0	0.0%	2	0.5%
Skid-No Braking	0	0.0%	1	0.3%	0	0.0%	1	0.2%
Avoid Vehicle	0	0.0%	1	0.3%	0	0.0%	1	0.2%
Follow Too Close	0	0.0%	1	0.3%	0	0.0%	1	0.2%
Improper Lane Change	0	0.0%	1	0.3%	0	0.0%	1	0.2%
Total Crashes	36	100.0%	334	100.0%	44	100.0%	414	100.0%

Demographics and Behavior - Pedestrians

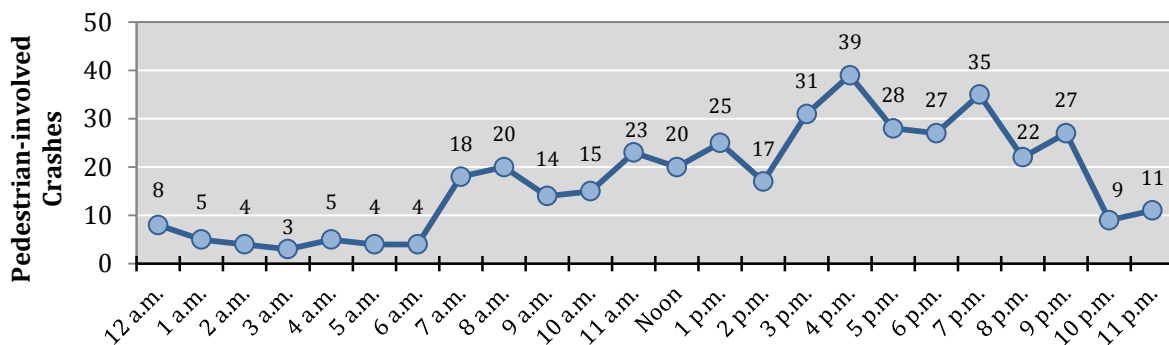
Table 140: Pedestrian-involved Crashes by Hour, 2002 - 2011

Hour ¹	Pedestrian-involved Crashes ²									
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
12 a.m.	8	8	19	8	13	11	15	15	7	8
1 a.m.	8	6	6	8	11	8	5	3	8	5
2 a.m.	8	11	6	7	1	6	5	4	3	4
3 a.m.	6	3	5	7	2	6	5	4	5	3
4 a.m.	4	2	2	3	3	4	1	0	4	5
5 a.m.	2	4	6	3	7	4	3	4	1	4
6 a.m.	11	9	15	6	11	6	10	6	4	4
7 a.m.	20	21	18	17	16	28	26	16	18	18
8 a.m.	19	22	13	15	12	17	27	14	11	20
9 a.m.	17	12	14	17	13	13	14	14	14	14
10 a.m.	15	8	11	18	18	13	17	18	17	15
11 a.m.	13	24	17	21	14	17	18	17	24	23
Noon	17	24	22	16	24	21	23	28	26	20
1 p.m.	23	26	16	21	17	22	29	30	22	25
2 p.m.	22	16	25	31	25	26	33	28	24	17
3 p.m.	46	34	36	33	25	37	43	45	23	31
4 p.m.	29	30	43	22	42	39	31	43	27	39
5 p.m.	43	33	39	28	41	37	37	50	36	28
6 p.m.	32	43	49	41	35	47	37	37	34	27
7 p.m.	48	32	30	33	36	31	30	43	23	35
8 p.m.	42	39	41	27	46	26	21	27	25	22
9 p.m.	23	29	30	39	41	36	27	23	30	27
10 p.m.	23	27	32	15	20	14	23	15	16	9
11 p.m.	25	15	16	14	11	19	7	20	14	11
Total	504	478	511	450	484	488	487	504	416	414

¹ For reference, the hour of 1 a.m. is from 1 a.m. to 1:59 a.m.

² Numbers are shaded such that darker shading identifies higher numbers.

Figure 32: Pedestrian-involved Crashes by Hour, 2011



Demographics and Behavior - Pedestrians

Table 141: Pedestrians in Crashes by Sex, 2007 - 2011

Year	Pedestrians in Crashes							
	Males		Females		Unknown		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2007	291	56.4%	186	36.0%	39	7.6%	516	100%
2008	263	52.2%	152	30.2%	89	17.7%	504	100%
2009	284	54.1%	178	33.9%	63	12.0%	525	100%
2010	253	56.3%	148	33.0%	48	10.7%	449	100%
2011	262	60.9%	140	32.6%	28	6.5%	430	100%

Table 142: Crash-related Pedestrian Fatalities by Age Group and Sex, 2011

Age	Pedestrians in Crashes								Ratio Males to Females
	Males		Females		Unknown		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	3	1.1%	3	2.1%	1	3.6%	7	1.6%	1.0
5-9	12	4.6%	7	5.0%	0	0.0%	19	4.4%	1.7
10-14	16	6.1%	15	10.7%	1	3.6%	32	7.4%	1.1
15-19	35	13.4%	15	10.7%	0	0.0%	50	11.6%	2.3
20-24	28	10.7%	16	11.4%	1	3.6%	45	10.5%	1.8
25-29	22	8.4%	7	5.0%	0	0.0%	29	6.7%	3.1
30-34	17	6.5%	9	6.4%	0	0.0%	26	6.0%	1.9
35-39	15	5.7%	8	5.7%	0	0.0%	23	5.3%	1.9
40-44	19	7.3%	6	4.3%	0	0.0%	25	5.8%	3.2
45-49	22	8.4%	13	9.3%	0	0.0%	35	8.1%	1.7
50-54	12	4.6%	11	7.9%	0	0.0%	23	5.3%	1.1
55-59	19	7.3%	7	5.0%	1	3.6%	27	6.3%	2.7
60-64	11	4.2%	2	1.4%	0	0.0%	13	3.0%	5.5
65-69	4	1.5%	4	2.9%	1	3.6%	9	2.1%	1.0
70-74	3	1.1%	2	1.4%	0	0.0%	5	1.2%	1.5
75+	8	3.1%	3	2.1%	0	0.0%	11	2.6%	2.7
Unknown	16	6.1%	12	8.6%	23	82.1%	51	11.9%	1.3
Total	262	100.0%	140	100.0%	28	100.0%	430	100.0%	1.9

¹ In the 60-64 age group, the male/female ratio of 5.5 was due to a low number of females (2) and not an unusually high number of male pedestrians in crashes in this age group.

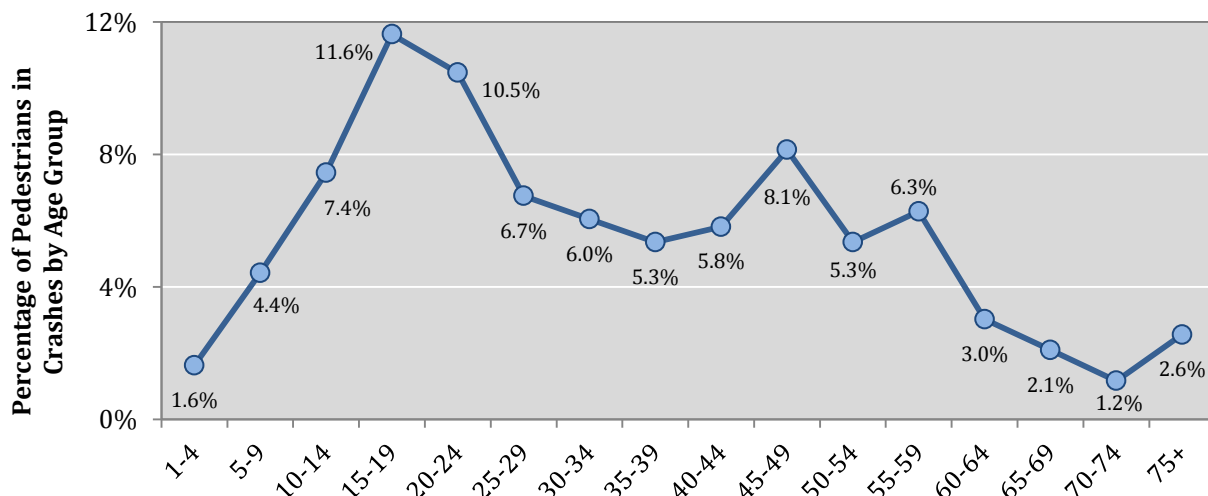
Demographics and Behavior - Pedestrians

Table 143: Pedestrians in Crashes by Age Group and Severity of Injury, 2011

Age Group	Pedestrians in Crashes						Percent of Total ¹
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Possible Injuries (Class C)	Not Injured (Class O)	Total	
1-4	1	0	3	2	1	7	1.6%
5-9	0	2	10	5	2	19	4.4%
10-14	0	1	18	10	3	32	7.4%
15-19	3	7	25	11	4	50	11.6%
20-24	5	4	14	19	3	45	10.5%
25-29	4	5	6	13	1	29	6.7%
30-34	1	6	9	6	4	26	6.0%
35-39	3	5	8	7	0	23	5.3%
40-44	2	6	2	10	5	25	5.8%
45-49	7	11	6	10	1	35	8.1%
50-54	2	9	5	4	3	23	5.3%
55-59	0	6	7	10	4	27	6.3%
60-64	2	1	4	3	3	13	3.0%
65-69	1	1	5	2	0	9	2.1%
70-74	0	0	2	3	0	5	1.2%
75+	3	1	4	3	0	11	2.6%
Unknown	2	7	9	7	26	51	11.9%
Total	36	72	137	125	60	430	100.0%

¹ Percentages are shaded such that darker shading identifies higher percentages.

Figure 33: Percentage of Pedestrians in Crashes by Age Group, 2011



Demographics and Behavior - Pedestrians

- In 2011, 13.7% of pedestrians in crashes were alcohol-involved pedestrians. (Table 144)
- Males were 5.2 times as likely as females to be alcohol-involved pedestrians. (Table 145)
- In 2011, 50.0% of all pedestrians killed in crashes were alcohol-involved. (Table 147)
- The number of alcohol-involved pedestrian-involved crashes decreased from 145 crashes in 2002 to 74 crashes in 2011. (Table 148)

Table 144: Alcohol-involved²⁷ Pedestrians in Crashes, 2011

Alcohol-involved Pedestrians	Count	Percent
Alcohol-involved	59	13.7%
Not Alcohol-involved	371	86.3%
Total	430	100.0%

Table 145: Alcohol-involved Pedestrians²⁷ by Age Group and Sex, 2011

Age	Alcohol-involved Pedestrians in Crashes							
	Male		Female		Unknown		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%
5-9	1	2.1%	0	0.0%	0	0.0%	1	1.7%
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%
15-19	1	2.1%	1	11.1%	0	0.0%	2	3.4%
20-24	4	8.5%	0	0.0%	0	0.0%	4	6.8%
25-29	8	17.0%	1	11.1%	0	0.0%	9	15.3%
30-34	3	6.4%	1	11.1%	0	0.0%	4	6.8%
35-39	4	8.5%	1	11.1%	0	0.0%	5	8.5%
40-44	3	6.4%	0	0.0%	0	0.0%	3	5.1%
45-49	10	21.3%	3	33.3%	0	0.0%	13	22.0%
50-54	4	8.5%	1	11.1%	0	0.0%	5	8.5%
55-59	1	2.1%	0	0.0%	0	0.0%	1	1.7%
60-64	4	8.5%	0	0.0%	0	0.0%	4	6.8%
65-69	1	2.1%	0	0.0%	0	0.0%	1	1.7%
70-74	1	2.1%	0	0.0%	0	0.0%	1	1.7%
75+	0	0.0%	1	11.1%	0	0.0%	1	1.7%
Unknown	2	4.3%	0	0.0%	3	100.0%	5	8.5%
Total	47	100.0%	9	100.0%	3	100.0%	59	100.0%

²⁷ The term "alcohol-involved pedestrian" is a pedestrian who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Demographics and Behavior - Pedestrians

Table 146: Alcohol-involved Pedestrians²⁷ by Severity of Injury, 2011

Severity of Pedestrian Injury	Alcohol-involved Pedestrians	
	Count	Percent
Fatalities	18	30.5%
Incapacitating Injuries	10	16.9%
Visible Injuries	13	22.0%
Possible Injuries	13	22.0%
Not Injured	5	8.5%
Total	59	100.0%

Table 147: Alcohol-involved Pedestrian²⁷ Fatalities, 2007 - 2011

Year	Alcohol-involved Pedestrian Fatalities	All Pedestrian Fatalities	Percent Alcohol-involved Pedestrian Fatalities
2007	32	52	61.5%
2008	25	40	62.5%
2009	18	41	43.9%
2010	19	34	55.9%
2011	18	36	50.0%

Table 148: Percentage of Pedestrian-involved Alcohol-involved Crashes, 2002 - 2011

Year	Pedestrian-involved Crashes	Alcohol-involved ¹ Pedestrian Crashes	Percentage of Alcohol-involved ¹ Pedestrian Crashes
2002	504	145	28.8%
2003	478	141	29.5%
2004	511	118	23.1%
2005	450	104	23.1%
2006	484	99	20.5%
2007	488	106	21.7%
2008	487	89	18.3%
2009	504	97	19.2%
2010	416	68	16.3%
2011	414	74	17.9%

¹ Any alcohol-involvement, including any drivers or pedestrians.

Pedalcyclists (Bicyclists)

- 0.8% of all crashes were pedalcycle-involved. (Table 149)
- 1.1% of all pedalcyclists in crashes were killed and 76.3% were injured. (Table 151)
- Most (81.2%) of all pedalcycle-involved crashes occurred in daylight. No *fatal* pedalcycle-involved crashes occurred at night in 2011. (Table 153)
- Most pedalcycle-involved crashes occurred when a vehicle struck a pedalcycle at an angle (52.9%) or a pedalcycle struck a vehicle (30.5%). (Table 154)
- The top contributing factors in pedalcycle-involved crashes were driver inattention (25.5%) and failure to yield (24.1%). (Table 155)
- Most pedalcycle-involved crashes occurred from 8 a.m. to 9 a.m. and from noon and 8 p.m. with the highest number occurring between 4 p.m. and 6 p.m. (Figure 34, Table 156)
- In 2011, 72.6% of all pedalcyclists in crashes were male. (Table 157)
- There were 4.1 male pedalcyclists in a crash for every one female pedalcyclist. (Table 158)
- Pedalcyclists age 15-29 were more likely to be in a crash than other age groups. (Table 159)

Table 149: Crashes by Pedalcycle Involvement, 2011

Pedalcycle Involvement	Crashes ¹	
	Count	Percent
Involved	345	0.8%
Not Involved	42,882	99.2%
Total Crashes	43,227	100.0%

¹ A pedalcycle-involved crash can involve one or more pedalcyclists.

Table 150: Pedalcycle-involved Crashes by Severity of Crash, 2011

Crash Severity	Pedalcycle-involved Crashes ¹	
	Count	Percent
Fatal Crashes	4	1.2%
Injury Crashes	269	78.0%
Property Damage Only Crashes	72	20.9%
Total Crashes	345	100.0%

¹ A pedalcycle-involved crash can involve one or more pedalcyclists.

Demographics and Behavior – Pedalcyclists

Table 151: Pedalcyclists in Crashes by Severity of Injury, 2011

Severity of Pedalcyclist Injuries	Class	Count	Percent
Fatalities	K	4	1.1%
Incapacitating Injuries	A	45	12.7%
Visible Injuries	B	135	38.1%
Possible Injuries	C	90	25.4%
Not Injured	O	80	22.6%
Total Pedalcyclists		354	100.0%

Table 152: Pedalcyclists in Crashes by Severity of Injury, 2007 - 2011

Severity of Injuries	Pedalcyclists in Crashes					Percent Change 2007 - 2011
	2007	2008	2009	2010	2011	
Fatalities	7	7	3	9	4	-42.9%
Incapacitating Injuries	35	49	28	39	45	28.6%
Visible Injuries	126	132	142	133	135	7.1%
Possible Injuries	113	120	111	108	90	-20.4%
Not Injured	95	92	93	72	80	-15.8%
Total Pedalcyclists	376	400	377	361	354	-5.9%

Table 153: Pedalcycle-involved Crashes by Light Condition, 2011

Light Condition	Pedalcycle-involved Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	4	100.0%	280	81.2%
Dark-Lighted	0	0.0%	35	10.1%
Dark-Not Lighted	0	0.0%	11	3.2%
Other/Not Stated	0	0.0%	9	2.6%
Dusk	0	0.0%	7	2.0%
Dawn	0	0.0%	3	0.9%
Total	4	100.0%	345	100.0%

Demographics and Behavior – Pedalcyclists

Table 154: Vehicle Action in Pedalcycle-involved Crashes by Severity, 2011

Pedalcycle Crash Classification	Collision with Pedalcycle - Crash Classification by Severity							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes ¹	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Vehicle struck cyclist at angle	1	25.0%	143	55.0%	31	46.3%	175	52.9%
Cyclist struck vehicle	0	0.0%	78	30.0%	23	34.3%	101	30.5%
Veh struck cyclist from behind	2	50.0%	19	7.3%	8	11.9%	29	8.8%
Vehicle struck cyclist head on	1	25.0%	18	6.9%	0	0.0%	19	5.7%
Unknown	0	0.0%	2	0.8%	5	7.5%	7	2.1%
Total ¹	4	100.0%	260	100.0%	67	100.0%	331	100.0%

¹ Total does not match other pedalcycle totals since some crashes were not classified as primarily pedalcycle crashes.

Table 155: Top Contributing Factor in Pedalcycle-involved Crashes by Crash Severity, 2011

Top Contributing Factor to Crash	Pedalcycle-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Driver Inattention	2	50.0%	66	24.5%	20	27.8%	88	25.5%
Failure To Yield	0	0.0%	73	27.1%	10	13.9%	83	24.1%
Pedestrian Error	0	0.0%	23	8.6%	8	11.1%	31	9.0%
Alcohol/Drug Involved	0	0.0%	20	7.4%	1	1.4%	21	6.1%
None	0	0.0%	13	4.8%	6	8.3%	19	5.5%
Red Light Running	1	25.0%	15	5.6%	2	2.8%	18	5.2%
Poor Driving	0	0.0%	14	5.2%	3	4.2%	17	4.9%
Other - No Driver Error	0	0.0%	7	2.6%	3	4.2%	10	2.9%
Passed Stop Sign	0	0.0%	7	2.6%	3	4.2%	10	2.9%
Improper Turn	0	0.0%	6	2.2%	3	4.2%	9	2.6%
Improper Overtaking	0	0.0%	5	1.9%	2	2.8%	7	2.0%
No Indication	0	0.0%	3	1.1%	3	4.2%	6	1.7%
Drove Left of Center	1	25.0%	4	1.5%	0	0.0%	5	1.4%
Excessive Speed	0	0.0%	1	0.4%	3	4.2%	4	1.2%
Avoid Vehicle	0	0.0%	3	1.1%	1	1.4%	4	1.2%
Mechanical Defect	0	0.0%	2	0.7%	2	2.8%	4	1.2%
Too Fast For Conditions	0	0.0%	2	0.7%	0	0.0%	2	0.6%
Avoid Pedestrian, etc.	0	0.0%	2	0.7%	0	0.0%	2	0.6%
All Other Factors	0	0.0%	3	1.1%	2	2.8%	5	1.4%
Total Crashes	4	100.0%	269	100.0%	72	100.0%	345	100.0%

Demographics and Behavior – Pedalcyclists

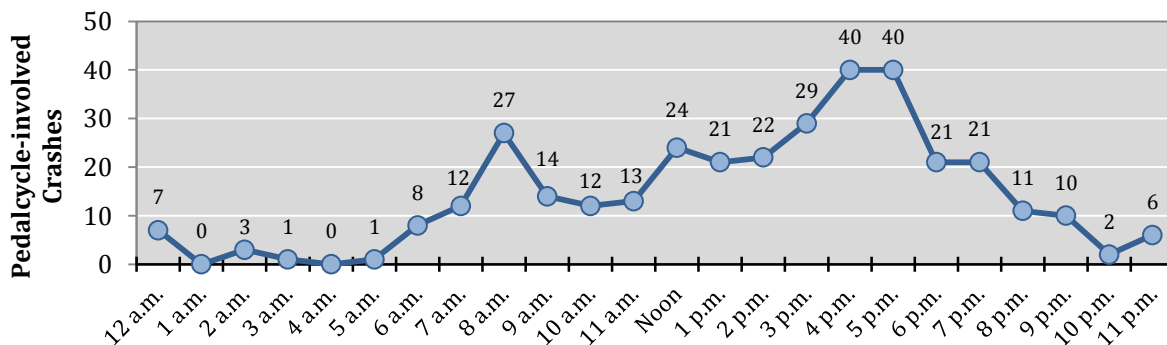
Table 156: Pedalcycle-involved Crashes by Hour, 2002 - 2011

Hour ¹	Pedalcycle-involved Crashes ²									
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Midnight	2	0	1	1	2	8	2	5	4	7
1 a.m.	1	1	3	1	2	2	0	0	2	0
2 a.m.	1	0	2	1	1	1	0	1	1	3
3 a.m.	1	1	1	0	1	0	0	3	1	1
4 a.m.	2	1	1	0	1	2	1	0	1	0
5 a.m.	0	0	0	2	3	2	4	0	0	1
6 a.m.	9	5	5	7	7	7	8	7	3	8
7 a.m.	17	19	18	21	19	26	24	16	24	12
8 a.m.	15	12	22	25	19	21	22	11	18	27
9 a.m.	12	9	10	10	24	10	21	20	13	14
10 a.m.	9	15	16	14	16	16	25	15	17	12
11 a.m.	20	18	29	15	18	19	12	21	23	13
Noon	17	16	30	23	17	30	16	30	21	24
1 p.m.	28	15	22	30	18	27	23	20	20	21
2 p.m.	25	16	26	28	30	25	22	32	16	22
3 p.m.	27	25	36	36	50	32	35	39	27	29
4 p.m.	39	22	38	46	37	33	41	39	38	40
5 p.m.	39	30	40	40	37	29	52	42	45	40
6 p.m.	30	20	29	34	35	30	25	17	24	21
7 p.m.	24	17	25	15	12	14	22	24	19	21
8 p.m.	17	13	19	18	16	17	18	11	12	11
9 p.m.	7	6	7	10	10	5	12	11	16	10
10 p.m.	1	4	5	7	5	6	2	5	5	2
11 p.m.	9	5	6	4	6	6	4	2	4	6
Total	352	270	391	388	386	368	391	371	354	345

¹ For reference, the hour of 1 a.m. is from 1 a.m. to 1:59 a.m.

² Numbers are shaded such that darker shading identifies higher numbers.

Figure 34: Pedalcycle-involved Crashes by Hour, 2011



Demographics and Behavior – Pedalcyclists

Table 157: Pedalcyclists in Crashes by Sex, 2007 - 2011

Year	Pedalcyclists in Crashes							
	Males		Females		Unknown		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2007	279	74.2%	60	16.0%	37	9.8%	376	100%
2008	253	63.3%	70	17.5%	77	19.3%	400	100%
2009	266	70.6%	69	18.3%	42	11.1%	377	100%
2010	270	74.8%	52	14.4%	39	10.8%	361	100%
2011	257	72.6%	63	17.8%	34	9.6%	354	100%

Table 158: Pedalcyclists in Crashes by Age Group and Sex, 2011

Age	Pedalcyclists in Crashes								Ratio ¹ Males to Females
	Males		Females		Unknown		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	1	0.4%	0	0.0%	0	0.0%	1	0.3%	
5-9	13	5.1%	3	4.8%	0	0.0%	16	4.5%	4.3
10-14	15	5.8%	3	4.8%	0	0.0%	18	5.1%	5.0
15-19	28	10.9%	6	9.5%	0	0.0%	34	9.6%	4.7
20-24	37	14.4%	17	27.0%	0	0.0%	54	15.3%	2.2
25-29	28	10.9%	6	9.5%	0	0.0%	34	9.6%	4.7
30-34	24	9.3%	4	6.3%	0	0.0%	28	7.9%	6.0
35-39	16	6.2%	8	12.7%	1	2.9%	25	7.1%	2.0
40-44	16	6.2%	2	3.2%	0	0.0%	18	5.1%	8.0
45-49	22	8.6%	4	6.3%	0	0.0%	26	7.3%	5.5
50-54	21	8.2%	3	4.8%	0	0.0%	24	6.8%	7.0
55-59	13	5.1%	5	7.9%	1	2.9%	19	5.4%	2.6
60-64	8	3.1%	1	1.6%	0	0.0%	9	2.5%	8.0
65-69	3	1.2%	0	0.0%	0	0.0%	3	0.8%	
70-74	3	1.2%	0	0.0%	0	0.0%	3	0.8%	
75+	3	1.2%	1	1.6%	0	0.0%	4	1.1%	3.0
Unknown	6	2.3%	0	0.0%	32	94.1%	38	10.7%	
Total	257	100.0%	63	100.0%	34	100.0%	354	100.0%	4.1

¹ The ratio of males to females is only calculated when there is at least one of each sex in that age group in a crash.

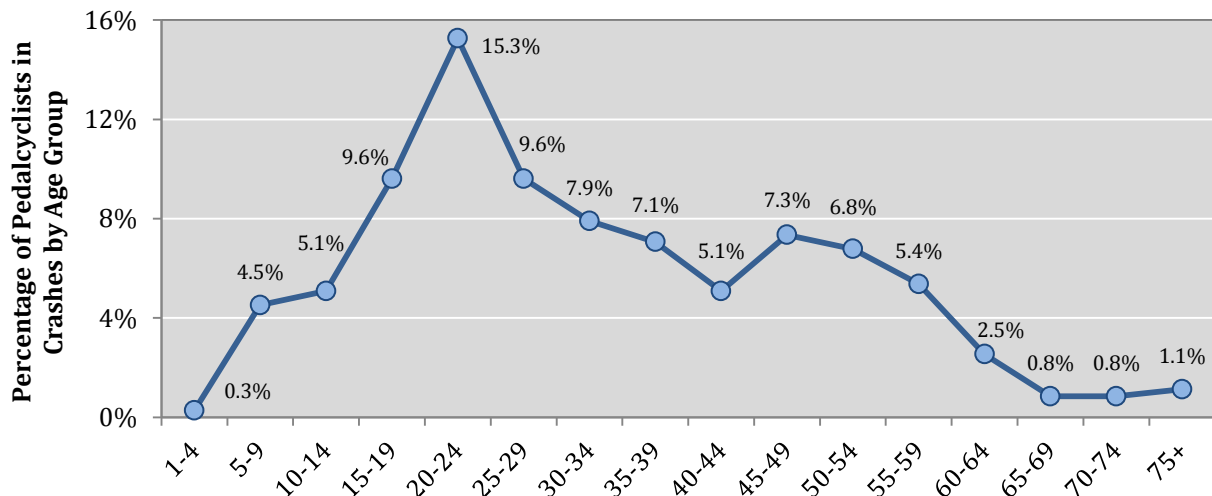
Demographics and Behavior – Pedalcyclists

Table 159: Pedalcyclists in Crashes by Age Group and Severity of Injury, 2011

Age Group	Pedalcyclists in Crashes						Percent of Total ¹
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Possible Injuries (Class C)	Not Injured (Class O)	Total	
1-4	0	0	0	1	0	1	0.3%
5-9	0	1	7	2	6	16	4.5%
10-14	0	2	8	4	4	18	5.1%
15-19	0	2	19	8	5	34	9.6%
20-24	0	8	23	16	7	54	15.3%
25-29	0	4	15	7	8	34	9.6%
30-34	0	6	8	9	5	28	7.9%
35-39	2	2	8	5	8	25	7.1%
40-44	0	7	4	7	0	18	5.1%
45-49	0	6	10	9	1	26	7.3%
50-54	1	2	10	10	1	24	6.8%
55-59	0	3	6	6	4	19	5.4%
60-64	1	1	4	2	1	9	2.5%
65-69	0	0	2	1	0	3	0.8%
70-74	0	0	3	0	0	3	0.8%
75+	0	0	1	2	1	4	1.1%
Unknown	0	1	7	1	29	38	10.7%
Total	4	45	135	90	80	354	100.0%

¹ Percentages are shaded such that darker shading identifies higher percentages.

Figure 35: Percentage of Pedalcyclists in Crashes by Age Group, 2011



Demographics and Behavior – Pedalcyclists

- In 2011, 5.6% of pedalcyclists in crashes were alcohol-involved pedalcyclists. (Table 160)
- Males accounted for almost all alcohol-involved pedalcyclists in crashes. (Table 161)
- In 2011, 6.1% of all pedalcycle-involved crashes (21 crashes) were alcohol-involved either on the part of the vehicle driver or pedalcyclist. (Table 164)

Table 160: Alcohol-involved²⁸ Pedalcyclists in Crashes, 2011

Alcohol-involved Pedalcyclists	Count	Percent
Alcohol-involved	20	5.6%
Not Alcohol-involved	334	94.4%
Total	354	100.0%

Table 161: Alcohol-involved Pedalcyclists²⁸ in Crashes by Age Group and Sex, 2011

Age	Alcohol-involved Pedalcyclists in Crashes							
	Male		Female		Unknown		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%
5-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%
15-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%
20-24	5	27.8%	1	100.0%	0	0.0%	6	30.0%
25-29	1	5.6%	0	0.0%	0	0.0%	1	5.0%
30-34	1	5.6%	0	0.0%	0	0.0%	1	5.0%
35-39	1	5.6%	0	0.0%	0	0.0%	1	5.0%
40-44	3	16.7%	0	0.0%	0	0.0%	3	15.0%
45-49	4	22.2%	0	0.0%	0	0.0%	4	20.0%
50-54	3	16.7%	0	0.0%	0	0.0%	3	15.0%
55-59	0	0.0%	0	0.0%	1	100.0%	1	5.0%
60-64	0	0.0%	0	0.0%	0	0.0%	0	0.0%
65-69	0	0.0%	0	0.0%	0	0.0%	0	0.0%
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Unknown	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	18	100.0%	1	100.0%	1	100.0%	20	100.0%

²⁸ The term “alcohol-involved pedalcyclist” is a pedalcyclist who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Demographics and Behavior – Pedalcyclists

Table 162: Alcohol-involved Pedalcyclists²⁸ by Severity of Injury, 2011

Severity of Pedalcyclist Injury	Alcohol-involved Pedalcyclists	
	Count	Percent
Fatalities	0	0.0%
Incapacitating Injuries	7	35.0%
Visible Injuries	8	40.0%
Possible Injuries	4	20.0%
Not Injured	1	5.0%
Total Pedalcyclists	20	100.0%

Table 163: Alcohol-involved Pedalcyclist²⁸ Fatalities, 2007 - 2011

Year	Alcohol-involved Pedalcyclist Fatalities	Total Pedalcyclist Fatalities	Percent Alcohol-involved Pedalcyclist Fatalities
2007	1	7	14.3%
2008	2	7	28.6%
2009	0	3	0.0%
2010	4	9	44.4%
2011	0	4	0.0%

Table 164: Pedalcycle-involved Alcohol-involved Crashes, 2002 - 2011

Year	Pedalcycle-involved Crashes	Alcohol-involved ¹ Pedalcycle-involved Crashes	Percentage of Alcohol-involved ¹ Pedalcyclist Crashes
2002	352	23	6.5%
2003	270	20	7.4%
2004	391	24	6.1%
2005	388	29	7.5%
2006	386	28	7.3%
2007	368	18	4.9%
2008	391	15	3.8%
2009	371	22	5.9%
2010	354	20	5.6%
2011	345	21	6.1%

¹ Any alcohol-involvement, including any drivers or pedalcyclist.

Teens (15-19)

An analysis of teens *compared to other age groups* can be found in these sections: Speeding, Age and Sex, Drivers, Belt Use, Alcohol, Drugs, Motorcyclists, Pedestrians, and Pedalcyclists.

- The ratio of teen males to teen females in crashes was approximately 1 to 1. (Table 166)
- The ratio of teen male to female *fatalities* in crashes was approximately 2.5 to 1. (Table 167)
- The highest percentage of teen drivers in crashes occurs from 3 p.m. to 5 p.m. (Table 170)
- The number of New Mexican teen drivers of vehicles in crashes per 1,000 NM licensed teen drivers has been generally decreasing for the past decade. (Table 171, Figure 36)
- The ratio of teen male *drivers* to teen female *drivers* in crashes is 1.09 to 1. (Table 172)

Table 165: Severity of Injuries to Teens (15-19) in Crashes, 2011

Severity of Injuries	Injury Class	Teens (15-19) in Crashes	
		Count	Percent
Fatalities	K	21	0.2%
Incapacitating Injuries	A	175	1.3%
Visible Injuries	B	604	4.6%
Possible Injuries	C	1,442	11.0%
Not Injured	O	10,897	82.9%
Total		13,139	100.0%

Table 166: Teens (15-19) in Crashes by Sex, 2007 - 2011

Year	Teens (15-19) in Crashes				Ratio Male to Female
	Males	Females	Unknown	Total	
2007	9,006	8,315	91	17,412	1.08
2008	6,753	6,407	1,239	14,399	1.05
2009	7,673	7,192	134	14,999	1.07
2010	6,963	6,835	95	13,893	1.02
2011	6,628	6,367	144	13,139	1.04

Demographics and Behavior – Teens (15-19)

Table 167: Teen (15-19) Fatalities in Crashes by Sex, 2007 - 2011

Year	Teen (15-19) Fatalities in Crashes			Ratio Males to Females
	Males	Females	Total	
2007	30	17	47	1.76
2008	21	10	31	2.10
2009	21	13	34	1.62
2010	30	14	44	2.14
2011	15	6	21	2.50

Table 168: Severity of Injuries to Teens (15-19) in Crashes, 2007 - 2011

Year	Severity of Injuries to Teens (15-19) in Crashes										Total Teens in Crashes	
	Fatalities (Class K)		Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Possible Injuries (Class C)		Not Injured (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2007	47	0.3%	262	1.5%	689	4.0%	2,023	11.6%	14,391	82.6%	17,412	100%
2008	31	0.2%	239	1.7%	641	4.5%	1,743	12.1%	11,745	81.6%	14,399	100%
2009	34	0.2%	225	1.5%	677	4.5%	1,771	11.8%	12,292	82.0%	14,999	100%
2010	44	0.3%	195	1.4%	638	4.6%	1,581	11.4%	11,435	82.3%	13,893	100%
2011	21	0.2%	175	1.3%	604	4.6%	1,442	11.0%	10,897	82.9%	13,139	100%

Table 169: Severity of Injuries to Teen Occupants in Passenger Vehicles by Belt Use, 2011

Belt Usage ^{1,2}	Severity of Injuries to Teen (15-19) Occupants ¹ in Passenger Vehicles										Total Teen Occupants of Passenger Vehicles	
	Fatalities		Incapacitating Injuries		Visible Injuries		Possible Injuries		Not Injured			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	7	0.1%	119	1.0%	422	3.6%	1,310	11.3%	9,746	84.0%	11,604	100%
Belt Not Used	7	3.8%	17	9.3%	59	32.2%	36	19.7%	64	35.0%	183	100%
Unknown	4	0.5%	13	1.5%	30	3.6%	52	6.2%	743	88.2%	842	100%
Total	18	0.1%	149	1.2%	511	4.0%	1,398	11.1%	10,553	83.6%	12,629	100%

¹ Belt usage of only occupants in passenger vehicles (i.e. passenger cars, pickups, and vans or 4 WDs).

² In order to avoid citations, some people with less severe injuries might have reported wearing a seatbelt when they were not.

Demographics and Behavior – Teens (15-19)

Table 170: New Mexican Teen (15-19) Drivers in Crashes by Hour, 2011

Hour ¹	Teen (15-19) Drivers ²	
	Count	Percent
Midnight	137	1.9%
1 a.m.	61	0.8%
2 a.m.	47	0.6%
3 a.m.	33	0.5%
4 a.m.	35	0.5%
5 a.m.	33	0.5%
6 a.m.	77	1.1%
7 a.m.	398	5.4%
8 a.m.	361	4.9%
9 a.m.	198	2.7%
10 a.m.	217	3.0%
11 a.m.	301	4.1%
Noon	528	7.2%
1 p.m.	405	5.5%
2 p.m.	550	7.5%
3 p.m.	746	10.2%
4 p.m.	814	11.1%
5 p.m.	701	9.6%
6 p.m.	445	6.1%
7 p.m.	351	4.8%
8 p.m.	274	3.8%
9 p.m.	244	3.3%
10 p.m.	196	2.7%
11 p.m.	154	2.1%
Total	7,306	100.0%

¹ For reference, crashes during the hour of 1 a.m. are from 1 a.m. to 1:59 a.m.

² Does not include teen drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

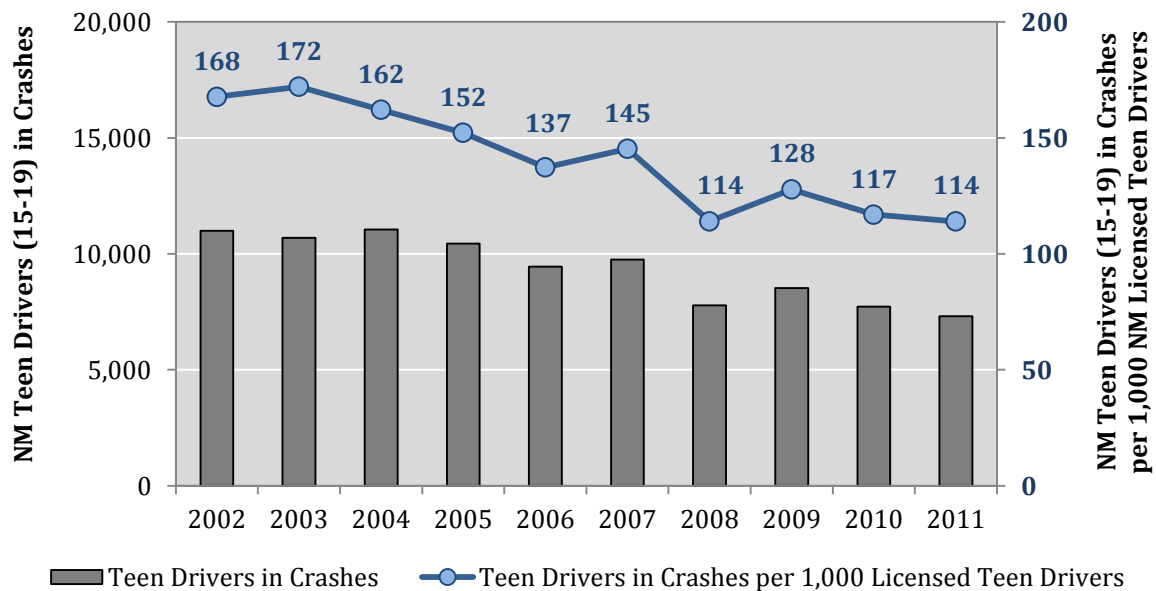
Demographics and Behavior – Teens (15-19)

Table 171: New Mexican Teen Drivers (15-19) in Crashes, 2002 - 2011

Year	Teen Drivers ¹ (15-19) of Vehicles in Crashes				NM Licensed Teen Drivers 15-19	Teen Drivers in Crashes per 1,000 Licensed Teen Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Teen Drivers in Crashes		
2002	64	4,128	6,810	11,002	65,586	168
2003	48	4,086	6,554	10,688	62,113	172
2004	52	3,950	7,053	11,055	68,186	162
2005	52	3,774	6,624	10,450	68,667	152
2006	50	3,148	6,246	9,444	68,765	137
2007	40	3,113	6,601	9,754	67,133	145
2008	39	2,547	5,198	7,784	68,229	114
2009	35	2,728	5,765	8,528	66,724	128
2010	36	2,452	5,236	7,724	66,058	117
2011	21	2,361	4,924	7,306	64,091	114

¹ Does not include teen drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Figure 36: New Mexican Teen Drivers (15-19) in Crashes, 2002 - 2011



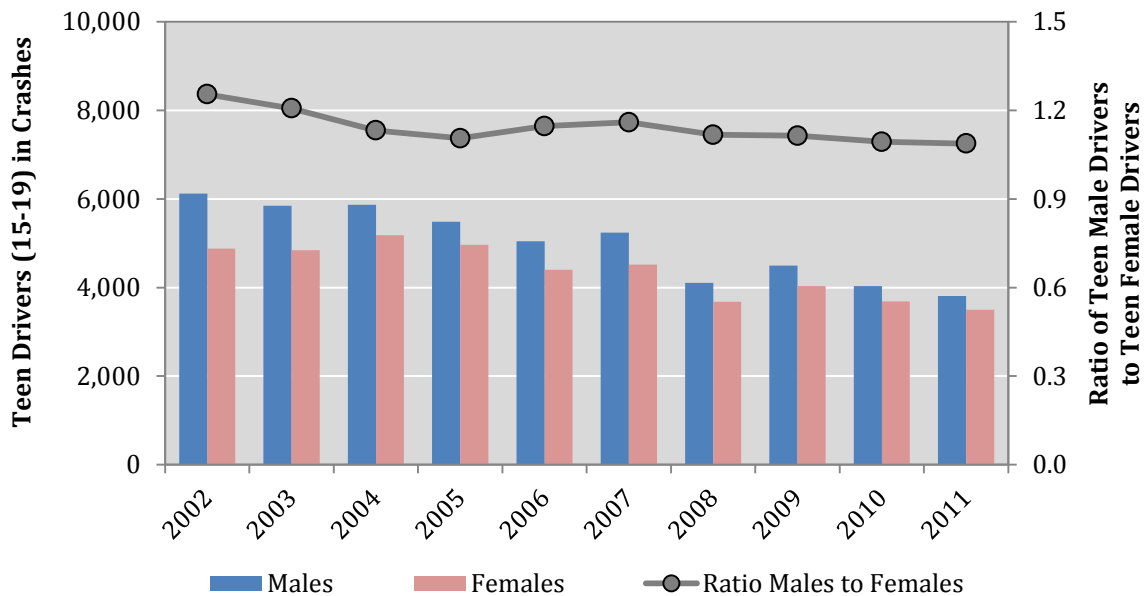
Demographics and Behavior – Teens (15-19)

Table 172: New Mexican Teen Drivers (15-19) in Crashes by Sex, 2002 - 2011

Year	Teen Drivers ¹ (15-19) in Crashes			Ratio Males to Females
	Males	Females	Total	
2002	6,122	4,880	11,002	1.25
2003	5,845	4,843	10,688	1.21
2004	5,870	5,185	11,055	1.13
2005	5,487	4,963	10,450	1.11
2006	5,045	4,399	9,444	1.15
2007	5,238	4,516	9,754	1.16
2008	4,108	3,676	7,784	1.12
2009	4,494	4,034	8,528	1.11
2010	4,035	3,689	7,724	1.09
2011	3,806	3,500	7,306	1.09

¹ Does not include teen drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Figure 37: New Mexican Teen Drivers (15-19) in Crashes by Sex, 2002 - 2011



Demographics and Behavior – Teens (15-19)

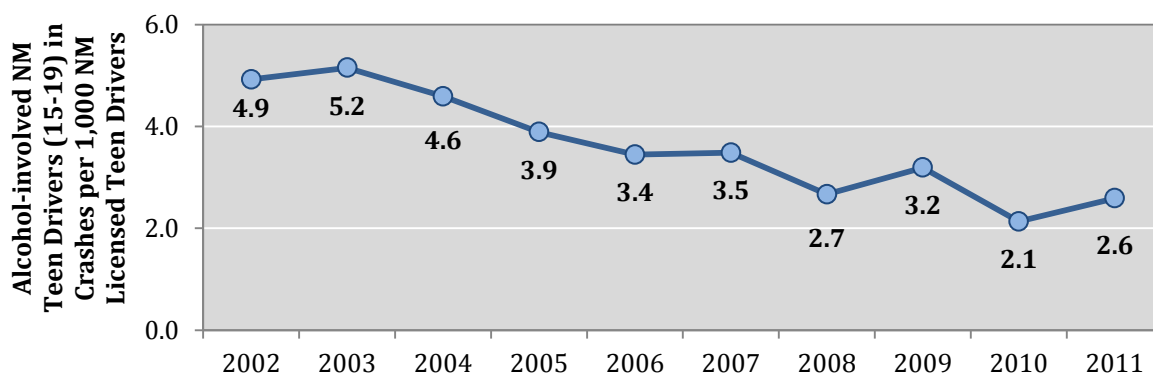
- The rate of alcohol-involved teen drivers in crashes has decreased 47.4% (from 4.92 in 2002 to 2.59 drivers in 2011 per 1,000 licensed teen drivers). (Table 173, Figure 38)
- In 2011, there were 3.05 alcohol-involved teen male drivers in crashes for every one alcohol-involved teen female driver. (Table 174, Figure 39)

Table 173: Alcohol-involved²⁹ New Mexican Teen Drivers of Vehicles in Crashes, 2002 - 2011

Year	Alcohol-involved Teen Drivers ¹ (15-19) of Vehicles in Crashes				NM Licensed Teen Drivers 15-19	Alcohol-involved Teen Drivers in Crashes per 1,000 Licensed Teen Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Teen Drivers in Crashes		
2002	23	162	138	323	65,586	4.92
2003	19	151	150	320	62,113	5.15
2004	23	154	136	313	68,186	4.59
2005	12	120	135	267	68,667	3.89
2006	20	99	118	237	68,765	3.45
2007	12	105	117	234	67,133	3.49
2008	12	69	101	182	68,229	2.67
2009	12	80	121	213	66,724	3.19
2010	7	51	83	141	66,058	2.13
2011	3	68	95	166	64,091	2.59

¹ Does not include teen drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Figure 38: Alcohol-involved²⁹ New Mexican Teen Drivers (15-19) of Vehicles in Crashes per 1,000 NM Licensed Teen Drivers, 2002 - 2011



²⁹ The term "alcohol-involved driver" identifies a person in control of a motor vehicle who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol.

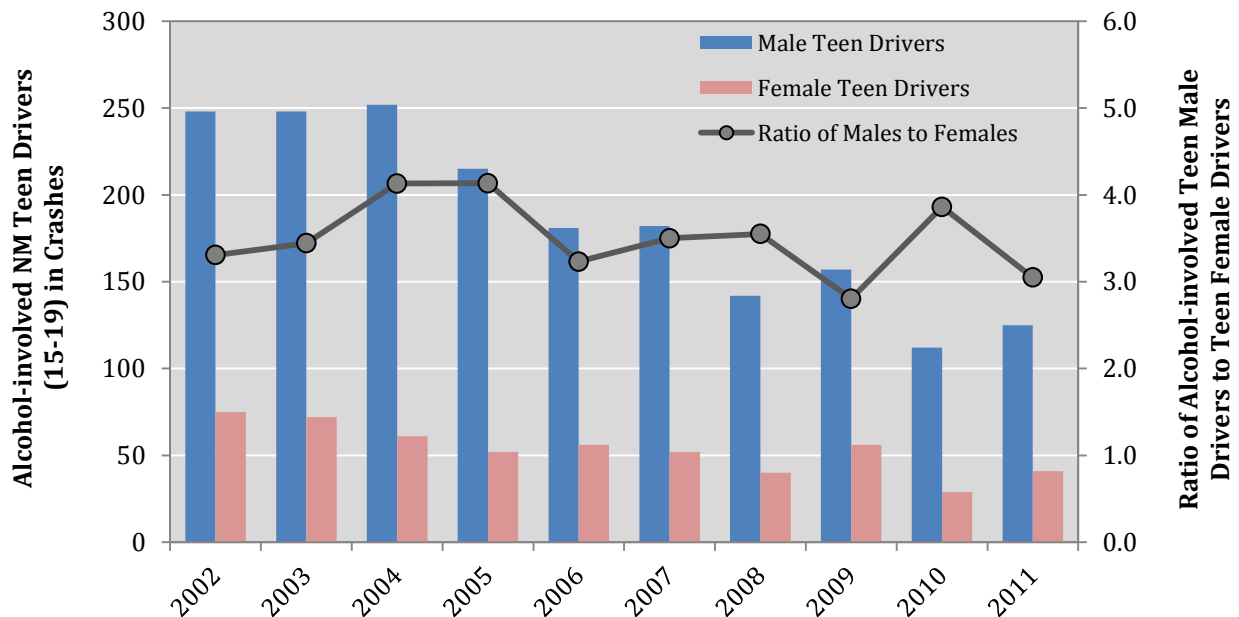
Demographics and Behavior – Teens (15-19)

Table 174: Alcohol-involved³⁰ New Mexican Teen Drivers of Vehicles in Crashes by Sex, 2002 - 2011

Year	Alcohol-involved Teen Drivers (15-19) of Vehicles in Crashes ¹			Ratio of Males to Females
	Males	Females	Total	
2002	248	75	323	3.31
2003	248	72	320	3.44
2004	252	61	313	4.13
2005	215	52	267	4.13
2006	181	56	237	3.23
2007	182	52	234	3.50
2008	142	40	182	3.55
2009	157	56	213	2.80
2010	112	29	141	3.86
2011	125	41	166	3.05

¹ Does not include teen drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Figure 39: Alcohol-involved³⁰ New Mexican Teen Drivers of Vehicles in Crashes by Sex, 2002 - 2011



³⁰ The term "alcohol-involved driver" identifies a person in control of a motor vehicle who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol.

Demographics and Behavior – Teens (15-19)

Table 175: Alcohol-involved³¹ New Mexican Teen Drivers
by Age, Sex and Year, 2007 - 2011

Driver Age and Sex	Alcohol-involved Teen Drivers (15-19) of Vehicles in Crashes ¹ by Year					Percent Change '07 to '11
	2007	2008	2009	2010	2011	
Age 15	5	1	7	3	6	20.0%
Male	3	1	6	2	6	
Female	2	0	1	1	0	
Age 16	16	18	10	10	14	-12.5%
Male	10	14	8	8	11	
Female	6	4	2	2	3	
Age 17	44	39	30	30	25	-43.2%
Male	32	27	19	23	21	
Female	12	12	11	7	4	
Age 18	81	61	84	46	60	-25.9%
Male	63	49	63	39	41	
Female	18	12	21	7	19	
Age 19	88	63	82	52	61	-30.7%
Male	74	51	61	40	46	
Female	14	12	21	12	15	
Total	234	182	213	141	166	-29.1%

¹ Does not include teen drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

³¹ The term “alcohol-involved driver” identifies a person in control of a motor vehicle who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol.

Drivers Under 21

- The under 21 driver crash rate (drivers under 21 in crashes per 1,000 licensed drivers under 21) has been steadily decreasing for the past decade. (Table 176, Figure 40)
- The percentage of drivers under 21 compared to all drivers in crashes has continually decreased for the last decade. (Table 177, Figure 41)
- The highest number of drivers under 21 in crashes occurs from 3 p.m. to 5 p.m. (Table 178)
- The ratio of male to female drivers under 21 was approximately 1 to 1. (Table 179)
- The *alcohol-involved* under 21 driver crash rate has been generally decreasing for 10 years, although there was a slight increase in 2011. (Table 180, Figure 43)
- Male drivers under 21 were 3 times more likely than female drivers under 21 to be an alcohol-involved driver in a crash. (Table 181, Figure 44)

Table 176: New Mexican Drivers under 21 (15-20) in Crashes by Crash Severity, 2002 - 2011

Year	Drivers ¹ under 21 in Crashes				Licensed Drivers under 21 (15-20)	Drivers under 21 in Crashes per 1,000 Licensed Drivers under 21
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total <21 Drivers in Crashes		
2002	82	5,113	8,231	13,426	87,958	152.6
2003	69	5,016	7,944	13,029	84,087	154.9
2004	71	4,833	8,555	13,459	90,456	148.8
2005	70	4,610	8,037	12,717	91,437	139.1
2006	64	3,962	7,647	11,673	91,882	127.0
2007	54	3,841	8,114	12,009	90,037	133.4
2008	46	3,185	6,540	9,771	91,107	107.2
2009	48	3,371	7,217	10,636	89,867	118.4
2010	48	3,146	6,595	9,789	89,404	109.5
2011	34	3,045	6,311	9,390	87,169	107.7

¹ Does not include drivers where 1) driver age is less than 15, 2) age or sex data are not available, 3) the driver residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Demographics and Behavior – Drivers < 21

Figure 40: New Mexican Drivers under 21 in Crashes per 1,000 Licensed NM Drivers under 21, 2002 - 2011

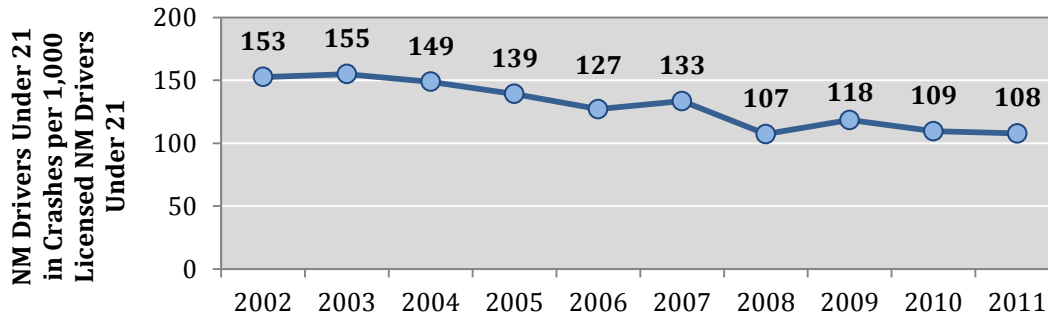
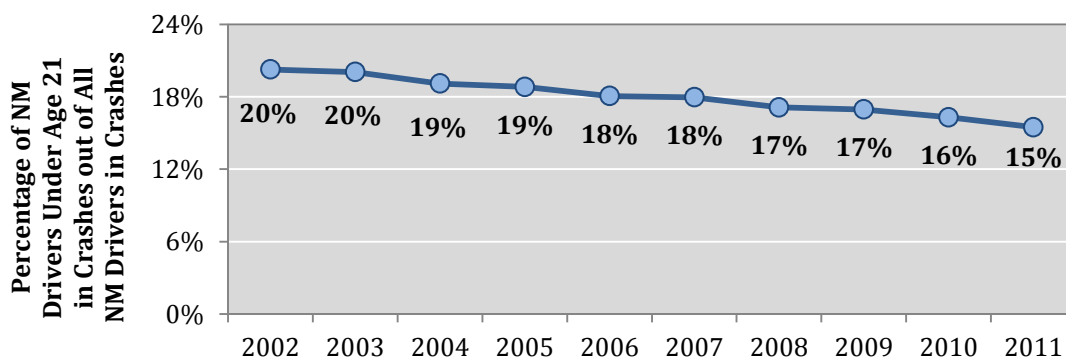


Table 177: Percentage of New Mexican Drivers under 21 in Crashes, 2002 - 2011

Year	Drivers ¹ Under 21 in Crashes	All Drivers in Crashes	Percent of Drivers Under 21 in Crashes
2002	13,426	66,276	20.3%
2003	13,029	64,995	20.0%
2004	13,459	70,473	19.1%
2005	12,717	67,599	18.8%
2006	11,673	64,637	18.1%
2007	12,009	66,893	18.0%
2008	9,771	57,051	17.1%
2009	10,636	62,744	17.0%
2010	9,789	60,068	16.3%
2011	9,390	60,671	15.5%

¹ Does not include drivers where 1) driver age is less than 15, 2) age or sex data are not available, 3) the driver residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Figure 41: Percentage of New Mexican Drivers under 21 in Crashes, 2002 - 2011



Demographics and Behavior – Drivers < 21

Table 178: New Mexican Drivers under 21 (15-20) in Crashes by Hour, 2011

Hour ¹	Drivers Under 21 ²	
	Count	Percent
Midnight	180	1.9%
1 a.m.	79	0.8%
2 a.m.	67	0.7%
3 a.m.	57	0.6%
4 a.m.	49	0.5%
5 a.m.	53	0.6%
6 a.m.	102	1.1%
7 a.m.	480	5.1%
8 a.m.	450	4.8%
9 a.m.	295	3.1%
10 a.m.	299	3.2%
11 a.m.	385	4.1%
Noon	655	7.0%
1 p.m.	544	5.8%
2 p.m.	691	7.4%
3 p.m.	948	10.1%
4 p.m.	993	10.6%
5 p.m.	901	9.6%
6 p.m.	584	6.2%
7 p.m.	450	4.8%
8 p.m.	358	3.8%
9 p.m.	310	3.3%
10 p.m.	263	2.8%
11 p.m.	197	2.1%
Total	9,390	100.0%

¹ For reference, crashes during the hour of 1 a.m. are from 1 a.m. to 1:59 a.m.

² Does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

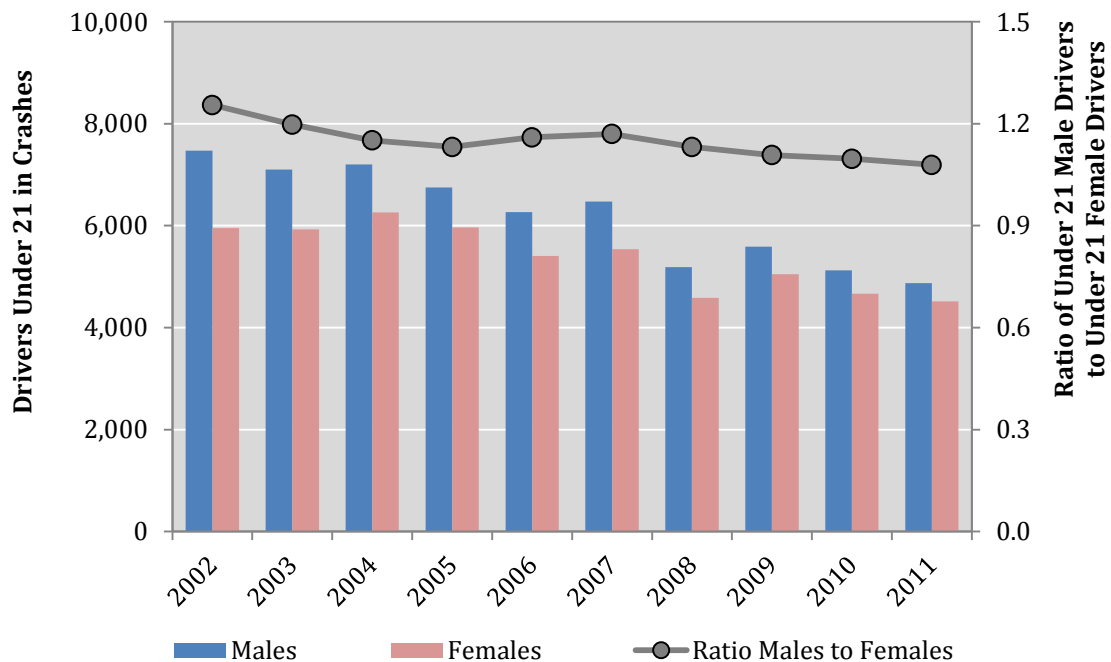
Demographics and Behavior – Drivers < 21

Table 179: New Mexican Drivers under 21 (15-20) in Crashes by Sex, 2002 - 2011

Year	Drivers ¹ Under 21 in Crashes			Ratio Males to Females
	Males	Females	Total	
2002	7,472	5,954	13,426	1.25
2003	7,101	5,928	13,029	1.20
2004	7,202	6,257	13,459	1.15
2005	6,751	5,966	12,717	1.13
2006	6,269	5,404	11,673	1.16
2007	6,474	5,535	12,009	1.17
2008	5,187	4,584	9,771	1.13
2009	5,590	5,046	10,636	1.11
2010	5,121	4,668	9,789	1.10
2011	4,873	4,517	9,390	1.08

¹ Does not include drivers where 1) driver age is less than 15, 2) age or sex data are not available, 3) the driver residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Figure 42: New Mexican Drivers under 21 in Crashes by Sex, 2002 - 2011



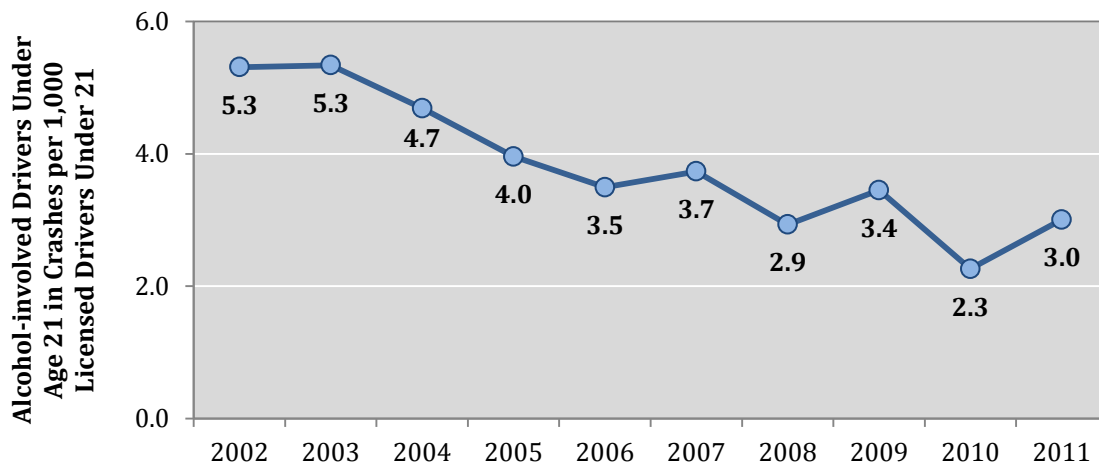
Demographics and Behavior – Drivers < 21

Table 180: Alcohol-involved³² New Mexican Drivers under 21 by Crash Severity, 2002 - 2011

Year	Alcohol-involved Drivers Under 21 in Crashes ¹				Licensed Under 21 Drivers (15-20)	Alcohol-involved Drivers Under 21 in Crashes per 1,000 Licensed Drivers Under 21
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total <21 Drivers in Crashes		
2002	33	242	192	467	87,958	5.3
2003	26	212	211	449	84,087	5.3
2004	30	208	186	424	90,456	4.7
2005	17	165	180	362	91,437	4.0
2006	24	143	154	321	91,882	3.5
2007	15	154	167	336	90,037	3.7
2008	13	111	143	267	91,107	2.9
2009	19	116	175	310	89,867	3.4
2010	11	77	114	202	89,404	2.3
2011	7	114	141	262	87,169	3.0

¹ Does not include drivers where 1) driver age is less than 15, 2) age or sex data are not available, 3) the driver residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Figure 43: Rate of Alcohol-involved³² New Mexican Drivers under 21 in Crashes, 2002 - 2011



³² The term "alcohol-involved driver" identifies a person in control of a motor vehicle who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol.

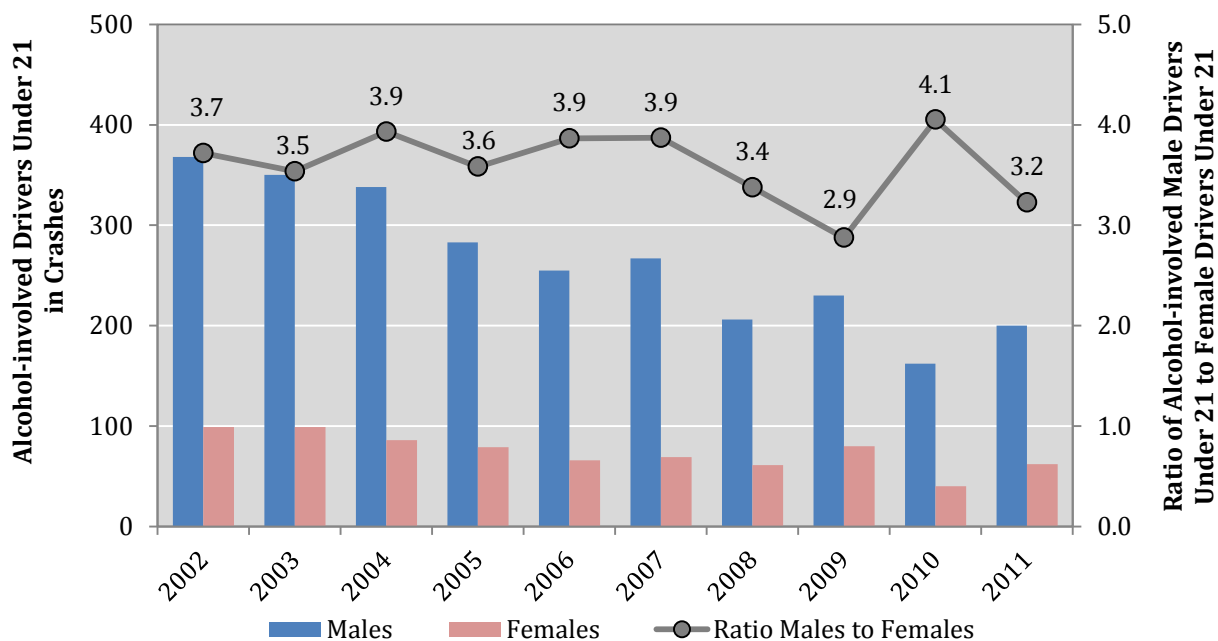
Demographics and Behavior – Drivers < 21

Table 181: Alcohol-involved³³ New Mexican Drivers under 21 in Crashes by Sex, 2002 - 2011

Year	Alcohol-involved Drivers Under 21 in Crashes			Ratio Males to Females
	Males	Females	Total	
2002	368	99	467	3.72
2003	350	99	449	3.54
2004	338	86	424	3.93
2005	283	79	362	3.58
2006	255	66	321	3.86
2007	267	69	336	3.87
2008	206	61	267	3.38
2009	230	80	310	2.88
2010	162	40	202	4.05
2011	200	62	262	3.23

¹ Does not include drivers where 1) driver age is less than 15, 2) age or sex data are not available, 3) the driver residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Figure 44: Alcohol-involved³³ New Mexican Drivers under 21 in Crashes by Sex, 2002 - 2011



³³ The term “alcohol-involved driver” identifies a person in control of a motor vehicle who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol.

Young Adults (20-24)

An analysis of young adults *compared to other age groups* can be found in these sections: Speeding, Age and Sex, Drivers, Belt Use, Alcohol, Drugs, Motorcyclists, Pedestrians, and Pedalcyclists.

- The ratio of male to female young adults in crashes is approximately 1.1 to 1. (Table 183)
- The ratio of male to female young adults killed was 3.08 males for every 1 female in 2011. A similar ratio occurred in 2009 and 2007 but was much lower in 2010. (Table 184)
- The ratio of male to female young adult drivers in crashes is 1.1 to 1. (Table 189, Figure 46)
- The highest percentage of young adult drivers in crashes occurred from 3 p.m. to 5 p.m. (Table 187)
- The rate of young adult drivers in crashes decreased 16.8% (from 89.1 in 2002 to 74.1 young adult drivers per 1,000 licensed young adult drivers in 2011). (Table 188, Figure 45)

Table 182: Severity of Injuries to Young Adults (20-24) in Crashes, 2011

Severity of Injuries	Injury Class	Young Adults (20-24) in Crashes	
		Count	Percent
Fatalities	K	53	0.4%
Incapacitating Injuries	A	247	1.9%
Visible Injuries	B	669	5.1%
Possible Injuries	C	1,597	12.1%
Not Injured	O	10,598	80.5%
Total		13,164	100.0%

Table 183: Young Adults (20-24) in Crashes by Sex, 2007 - 2011

Year	Young Adults (20-24) in Crashes				Ratio Male to Female
	Males	Females	Unknown	Total	
2007	8,027	6,647	50	14,724	1.21
2008	6,483	5,504	1,241	13,228	1.18
2009	7,037	6,118	127	13,282	1.15
2010	6,808	6,113	83	13,004	1.11
2011	6,846	6,220	98	13,164	1.10

Demographics and Behavior - Young Adults

Table 184: Young Adult (20-24) Fatalities in Crashes by Sex, 2007 - 2011

Year	Young Adult (20-24) Fatalities in Crashes			Ratio Males to Females
	Males	Females	Total	
2007	44	13	57	3.38
2008	35	14	49	2.50
2009	35	11	46	3.18
2010	26	14	40	1.86
2011	40	13	53	3.08

Table 185: Severity of Injuries to Young Adults (20-24) in Crashes, 2007 - 2011

Year	Severity of Injuries to Young Adults (20-24) in Crashes										Total Young Adults in Crashes	
	Fatalities (Class K)		Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Possible Injuries (Class C)		Not Injured (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2007	57	0.4%	223	1.5%	616	4.2%	1,860	12.6%	11,968	81.3%	14,724	100%
2008	49	0.4%	280	2.1%	607	4.6%	1,730	13.1%	10,562	79.8%	13,228	100%
2009	46	0.3%	254	1.9%	622	4.7%	1,652	12.4%	10,708	80.6%	13,282	100%
2010	40	0.3%	223	1.7%	682	5.2%	1,655	12.7%	10,404	80.0%	13,004	100%
2011	53	0.4%	247	1.9%	669	5.1%	1,597	12.1%	10,598	80.5%	13,164	100%

Table 186: Severity of Injuries to Young Adult Occupants¹ by Belt Use, 2011

Belt Use ^{1,2}	Severity of Injuries to Young Adult Occupants ¹ in Passenger Vehicles										Total Young Adult Occupants of Passenger Vehicles	
	Fatalities		Incapacitating Injuries		Visible Injuries		Possible Injuries		Not Injured			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	18	0.2%	145	1.3%	432	3.8%	1,452	12.7%	9,427	82.2%	11,474	100%
Belt Not Used	18	10.5%	31	18.1%	41	24.0%	23	13.5%	58	33.9%	171	100%
Unknown	8	0.9%	19	2.0%	47	5.0%	43	4.6%	815	87.4%	932	100%
Total	44	0.3%	195	1.6%	520	4.1%	1,518	12.1%	10,300	81.9%	12,577	100%

¹ Belt usage of only occupants in passenger vehicles (i.e. passenger cars, pickups, and vans or 4 WDs).

² In order to avoid citations, some people with less severe injuries might have reported wearing a seatbelt when they were not.

Demographics and Behavior - Young Adults

Table 187: Young Adult Drivers (20-24) in Crashes by Hour, 2011

Hour ¹	Young Adult (20-24) Drivers ²	
	Count	Percent
Midnight	178	2.0%
1 a.m.	106	1.2%
2 a.m.	107	1.2%
3 a.m.	83	0.9%
4 a.m.	61	0.7%
5 a.m.	80	0.9%
6 a.m.	125	1.4%
7 a.m.	417	4.6%
8 a.m.	408	4.5%
9 a.m.	391	4.3%
10 a.m.	358	4.0%
11 a.m.	448	4.9%
Noon	595	6.6%
1 p.m.	584	6.4%
2 p.m.	583	6.4%
3 p.m.	808	8.9%
4 p.m.	790	8.7%
5 p.m.	908	10.0%
6 p.m.	587	6.5%
7 p.m.	403	4.4%
8 p.m.	316	3.5%
9 p.m.	296	3.3%
10 p.m.	249	2.7%
11 p.m.	176	1.9%
Total	9,057	100.0%

¹ For reference, crashes during the hour of 1 a.m. are from 1 a.m. to 1:59 a.m.

² Does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

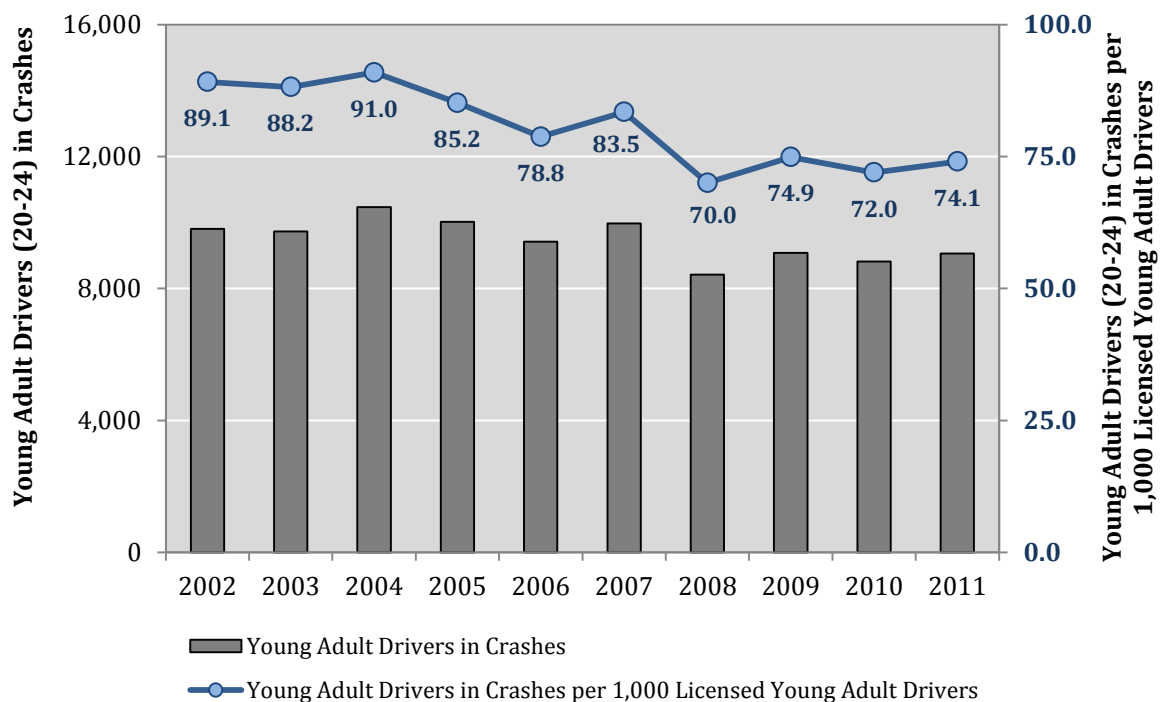
Demographics and Behavior - Young Adults

Table 188: Young Adult New Mexican Drivers (20-24) in Crashes, 2002 - 2011

Year	Young Adult Drivers ¹ (20-24) of Vehicles in Crashes				Licensed Young Adult Drivers 20-24	Young Adult Drivers in Crashes per 1,000 Licensed Young Adult Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Young Adult Drivers in Crashes		
2002	78	3,915	5,818	9,811	110,060	89.1
2003	71	3,895	5,764	9,730	110,348	88.2
2004	78	3,898	6,492	10,468	115,090	91.0
2005	73	3,681	6,270	10,024	117,677	85.2
2006	72	3,302	6,047	9,421	119,628	78.8
2007	67	3,225	6,682	9,974	119,495	83.5
2008	47	2,802	5,575	8,424	120,296	70.0
2009	55	2,935	6,089	9,079	121,192	74.9
2010	51	2,943	5,828	8,822	122,562	72.0
2011	46	3,025	5,986	9,057	122,293	74.1

¹ Does not include young adult drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Figure 45: Young Adult New Mexican Drivers (20-24) in Crashes, 2002 - 2011



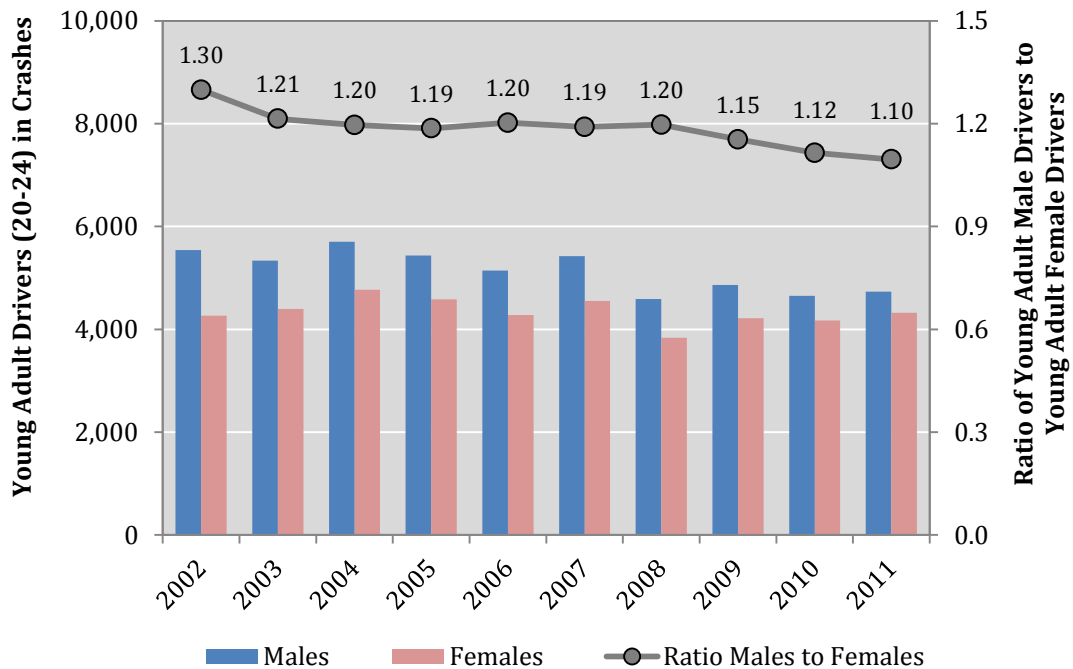
Demographics and Behavior - Young Adults

Table 189: Young Adult New Mexican Drivers (20-24) in Crashes by Sex, 2002 - 2011

Year	Young Adult Drivers ¹ (20-24) in Crashes			Ratio Males to Females
	Males	Females	Total	
2002	5,543	4,268	9,811	1.30
2003	5,336	4,394	9,730	1.21
2004	5,701	4,767	10,468	1.20
2005	5,439	4,585	10,024	1.19
2006	5,144	4,277	9,421	1.20
2007	5,421	4,553	9,974	1.19
2008	4,590	3,834	8,424	1.20
2009	4,864	4,215	9,079	1.15
2010	4,651	4,171	8,822	1.12
2011	4,735	4,322	9,057	1.10

¹ Does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Figure 46: Young Adult New Mexican Drivers (20-24) in Crashes by Sex, 2002 - 2011



Demographics and Behavior - Young Adults

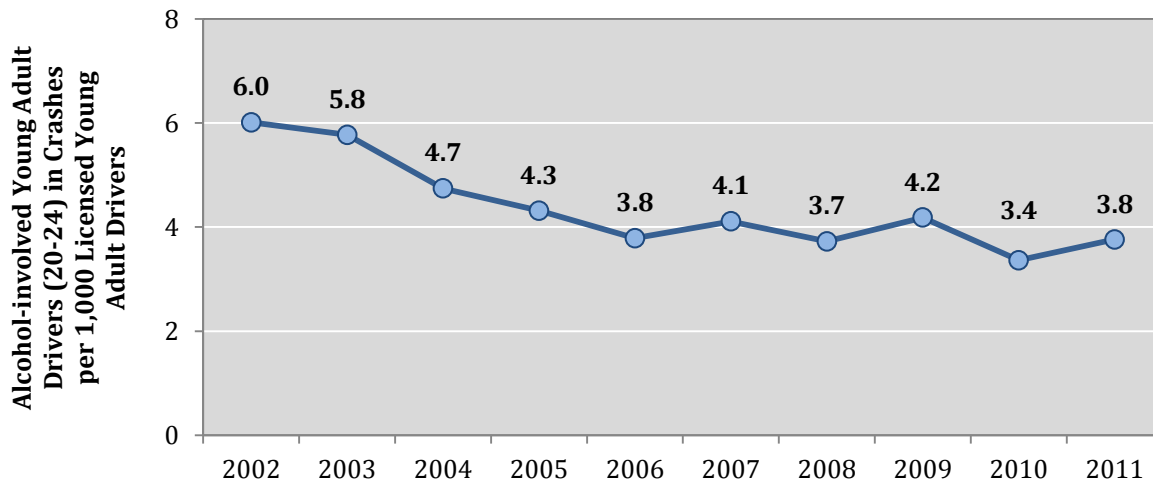
- The rate of alcohol-involved young adult drivers in crashes decreased 37.4% (from 6.0 in 2002 to 3.8 drivers in 2011 per 1,000 licensed young adult drivers). (Table 190, Figure 47)
- Young adult male drivers were 2.3 times more likely than young adult female drivers to be an alcohol-involved driver in a crash. (Table 191, Figure 48)
- 2011 saw the highest number (138) of alcohol-involved young adult female drivers (20-24) in crashes in a decade, particularly for females ages 21 and 22. (Table 191, Table 192)

Table 190: Alcohol-involved³⁴ New Mexican Young Adult Drivers in Crashes, 2002 - 2011

Year	Alcohol-involved Young Adult Drivers ¹ (20-24) of Vehicles in Crashes				Licensed Young Adult Drivers (20-24)	Alcohol-involved Young Adult Drivers (20-24) in Crashes per 1,000 Licensed Young Adult Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Young Adult Drivers in Crashes		
2002	37	319	306	662	110,060	6.0
2003	29	316	292	637	110,348	5.8
2004	31	250	265	546	115,090	4.7
2005	31	236	241	508	117,677	4.3
2006	33	208	212	453	119,628	3.8
2007	26	200	265	491	119,495	4.1
2008	22	196	230	448	120,296	3.7
2009	25	210	272	507	121,192	4.2
2010	22	168	222	412	122,562	3.4
2011	18	206	236	460	122,293	3.8

¹ Does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Figure 47: Rate of Alcohol-involved³⁴ New Mexican Young Adult Drivers (20-24) in Crashes, 2002 - 2011



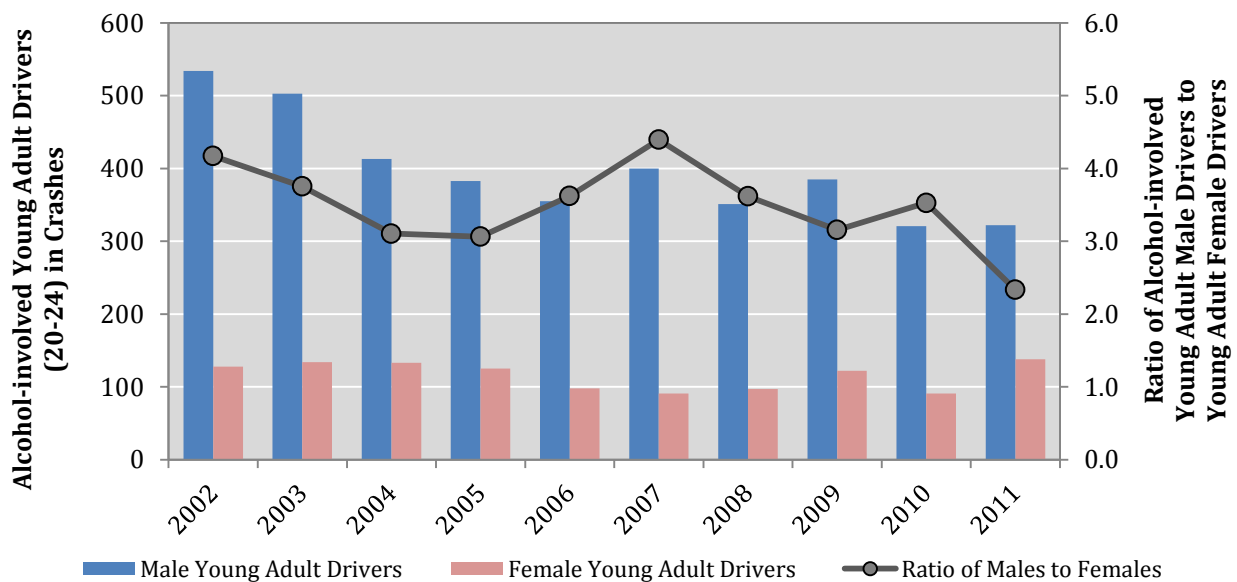
Demographics and Behavior - Young Adults

Table 191: Alcohol-involved³⁴ New Mexican Young Adult Drivers in Crashes by Sex, 2002 - 2011

Year	Alcohol-involved Young Adult Drivers ¹ (20-24) in Crashes			Ratio of Males to Females
	Males	Females	Total	
2002	534	128	662	4.17
2003	503	134	637	3.75
2004	413	133	546	3.11
2005	383	125	508	3.06
2006	355	98	453	3.62
2007	400	91	491	4.40
2008	351	97	448	3.62
2009	385	122	507	3.16
2010	321	91	412	3.53
2011	322	138	460	2.33

¹ Does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Figure 48: Alcohol-involved³⁴ New Mexican Young Adult Drivers in Crashes by Sex, 2002 - 2011



³⁴ The term "alcohol-involved driver" identifies a person in control of a motor vehicle who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol.

Demographics and Behavior - Young Adults

Table 192: Alcohol-involved³⁴ New Mexican Young Adult Drivers
by Individual Age, Sex and Year, 2007 - 2011

Driver Age and Sex	Alcohol-involved Young Adult Drivers (20-24) of Vehicles in Crashes ¹ by Year					Percent Change 2007-2011
	2007	2008	2009	2010	2011	
Age 20	102	85	97	61	96	-5.9%
Male	85	64	73	50	75	
Female	17	21	24	11	21	
Age 21	122	112	110	95	105	-13.9%
Male	97	87	84	78	68	
Female	25	25	26	17	37	
Age 22	94	101	107	90	97	3.2%
Male	75	83	83	70	65	
Female	19	18	24	20	32	
Age 23	86	82	118	95	91	5.8%
Male	70	62	86	74	63	
Female	16	20	32	21	28	
Age 24	87	68	75	71	71	-18.4%
Male	73	55	59	49	51	
Female	14	13	16	22	20	
Total	491	448	507	412	460	-6.3%

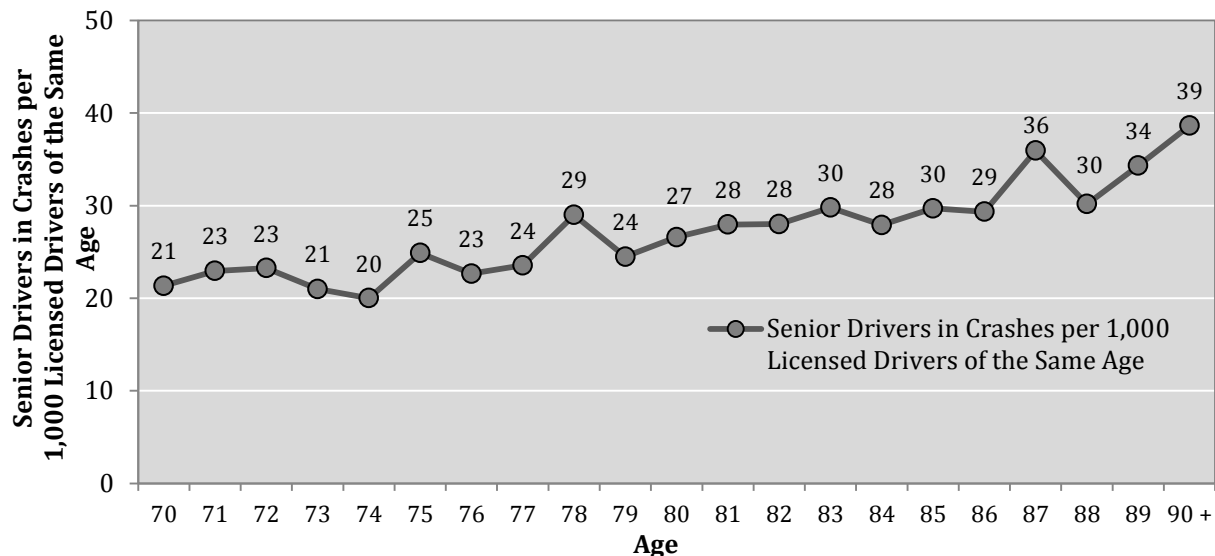
¹ Does not include young adult drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Seniors (70+)

An analysis of seniors *compared to other age groups* can be found in these sections: Speeding, Age and Sex, Drivers, Belt Use, Alcohol, Drugs, Motorcyclists, Pedestrians, and Pedalcyclists.

- In 2011, the crash rate among senior drivers steadily increased with age. Crash rates for drivers above 80 years of age were higher than crash rates for drivers 70 to 80 years of age. (Figure 49, Table 197)
- 5.8% of New Mexican drivers in crashes were seniors (70+). (Table 98)
- 5,215 seniors were in crashes resulting in 32 fatalities and 944 injuries. (Table 195)
- 33.8% of senior drivers in crashes did not contribute to the cause of the crash. (Table 196)
- 17.0% of senior drivers in crashes failed to yield right of way. (Table 196)
- 15.4% of senior drivers were distracted while driving at the time of the crash. (Table 196)
- The crash rate of senior drivers was 24.8 senior drivers in crashes per 1,000 licensed senior drivers in 2011. (Table 197)

Figure 49: Rates of New Mexican Senior Drivers in Crashes, 2011³⁵



³⁵ Detailed data are in Table 197 and Table 198. Data does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Demographics and Behavior - Seniors

Table 193: Senior New Mexican Drivers (70+) in Crashes by Sex, 2002 - 2011

Year	Senior Drivers ¹ (70+) in Crashes			Ratio of Males to Females
	Males	Females	Total	
2002	2,212	1,675	3,887	1.32
2003	2,231	1,518	3,749	1.47
2004	2,278	1,625	3,903	1.40
2005	2,148	1,557	3,705	1.38
2006	2,037	1,522	3,559	1.34
2007	2,153	1,514	3,667	1.42
2008	1,900	1,377	3,277	1.38
2009	2,070	1,615	3,685	1.28
2010	2,000	1,535	3,535	1.30
2011	1,919	1,583	3,502	1.21

¹ Does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 194: Seniors (70+) in Crashes by Sex, 2007 - 2011

Year	Seniors (70+) in Crashes				Ratio Male to Female
	Males	Females	Unknown	Total	
2007	2,834	2,555	24	5,413	1.11
2008	2,461	2,166	474	5,101	1.14
2009	2,731	2,606	60	5,397	1.05
2010	2,662	2,542	46	5,250	1.05
2011	2,581	2,579	55	5,215	1.00

Table 195: Severity of Injuries to Seniors (70+) in Crashes, 2007 - 2011

Year	Severity of Injuries to Seniors (70+) in Crashes										Total Seniors in Crashes	
	Fatalities (Class K)		Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Possible Injuries (Class C)		Not Injured (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2007	33	0.6%	65	1.2%	206	3.8%	734	13.6%	4,375	80.8%	5,413	100%
2008	39	0.8%	117	2.3%	211	4.1%	662	13.0%	4,072	79.8%	5,101	100%
2009	44	0.8%	93	1.7%	204	3.8%	655	12.1%	4,401	81.5%	5,397	100%
2010	35	0.7%	112	2.1%	239	4.6%	648	12.3%	4,216	80.3%	5,250	100%
2011	32	0.6%	99	1.9%	237	4.5%	608	11.7%	4,239	81.3%	5,215	100%

Demographics and Behavior - Seniors

Table 196: Top Contributing Factor³⁶ of Senior New Mexican Drivers in Crashes, 2011

Top Contributing Factor of New Mexican Senior (70+) Vehicle Drivers ¹ to Crashes	Senior Drivers ² in Crashes	
	Count	Percent
None	1,182	33.8%
Failed To Yield Right of Way	597	17.0%
Driver Inattention	538	15.4%
Other - No Driver Error	199	5.7%
Follow Too Close	185	5.3%
Improper Turn	119	3.4%
No Indication	112	3.2%
Red Light Running	108	3.1%
Poor Driving	79	2.3%
Avoided Vehicle (no contact)	68	1.9%
Passed Stop Sign	66	1.9%
Improper Lane Change	58	1.7%
Drove Left Of Center	44	1.3%
Too Fast For Conditions	30	0.9%
Alcohol/Drug Involved	24	0.7%
Excessive Speed	21	0.6%
Avoided Pedestrian, etc. (no contact)	17	0.5%
Improper Overtaking	16	0.5%
Mechanical Defect	10	0.3%
All Other Factors	29	0.8%
Total	3,502	100.0%

¹ Up to nine contributing factors can be assigned to describe each driver's (vehicle's) actions in a crash. See Contributing Factors Section for explanation.

² Does not include drivers where 1) age is less than 70 years, 2) age or sex data are not available, 3) driver residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

³⁶ "None" is a contributing factor option on the Uniform Crash Report. "No indication" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Demographics and Behavior - Seniors

Table 197: Rates of Senior Drivers in Crashes, 2007 - 2011

Age	Senior Drivers in Crashes per 1,000 Licensed Drivers of the Same Age				
	2007	2008	2009	2010	2011
70	25.4	20.6	20.9	23.2	21.3
71	25.4	21.5	23.5	19.9	22.9
72	24.7	23.3	23.3	21.7	23.3
73	23.1	18.0	20.9	22.1	21.0
74	24.5	23.5	22.7	22.2	20.0
75	24.0	21.8	26.0	23.0	24.9
76	28.8	24.6	29.9	29.6	22.7
77	27.1	27.2	27.2	26.4	23.6
78	31.1	24.1	30.7	29.7	29.0
79	34.0	25.6	37.0	25.7	24.5
80	29.9	23.3	33.2	26.6	26.6
81	29.8	29.1	28.4	30.0	28.0
82	34.8	30.4	29.5	25.2	28.0
83	30.4	31.0	31.3	31.8	29.8
84	31.7	35.8	36.5	34.4	27.9
85	35.4	28.8	30.3	32.2	29.7
86	34.7	31.8	34.7	39.6	29.3
87	34.6	32.5	36.0	34.4	35.9
88	34.2	31.1	31.6	29.4	30.2
89	46.3	41.6	28.3	36.4	34.3
90 +	41.6	39.9	43.3	30.1	38.6
Ages 70+	28.1	24.8	27.2	25.6	24.8

Table 198: Senior New Mexican Drivers in Crashes and Licensed Senior Drivers, 2007 -2011

Age	Senior Drivers in Crashes					New Mexico Senior Licensed Drivers				
	2007	2008	2009	2010	2011	2007	2008	2009	2010	2011
70	326	274	282	317	309	12,811	13,316	13,515	13,676	14,483
71	306	266	304	260	304	12,032	12,345	12,924	13,096	13,250
72	286	269	277	270	294	11,596	11,547	11,879	12,456	12,645
73	249	200	232	252	251	10,756	11,094	11,098	11,409	11,955
74	242	235	241	236	217	9,860	10,009	10,610	10,624	10,850
75	227	197	234	218	236	9,439	9,025	8,997	9,488	9,486
76	246	210	244	241	196	8,546	8,524	8,173	8,155	8,651
77	212	212	214	199	181	7,820	7,799	7,855	7,541	7,684
78	215	173	221	217	205	6,903	7,192	7,206	7,310	7,072
79	212	164	246	172	166	6,241	6,408	6,652	6,696	6,782
80	169	134	198	163	163	5,651	5,758	5,969	6,118	6,128
81	150	151	150	163	156	5,027	5,195	5,276	5,436	5,580
82	155	136	139	121	138	4,456	4,467	4,705	4,794	4,927
83	122	121	125	132	125	4,014	3,909	4,000	4,153	4,197
84	109	125	127	122	102	3,440	3,495	3,475	3,550	3,655
85	105	85	93	96	91	2,967	2,956	3,066	2,980	3,064
86	86	80	89	102	74	2,480	2,519	2,567	2,574	2,522
87	67	66	77	73	78	1,936	2,028	2,137	2,124	2,170
88	44	47	52	51	53	1,287	1,513	1,647	1,735	1,757
89	49	43	35	48	48	1,058	1,034	1,236	1,320	1,399
90 +	90	89	105	82	115	2,161	2,229	2,426	2,724	2,977
Total	3,667	3,277	3,685	3,535	3,502	130,481	132,362	135,413	137,959	141,234

Holidays

Compared to other holiday periods...

- The New Year's and 4th of July holiday periods had some of the lowest numbers of alcohol-involved crashes per day. (Table 199)
- The Columbus Day holiday period had the highest fatality rate of 2.9 fatalities per day and the highest alcohol-involved fatality rate of 2.3 per day. It also overlapped with the end of the Balloon Fiesta. (Table 199)
- The Superbowl, St. Patrick's Day, Labor Day, and Halloween holiday periods had the highest number of alcohol-involved crashes per day. (Table 199)

Table 199: Holiday Crashes and Fatalities, 2011³⁷

Holiday	Length of Holiday			Crashes				Fatalities			
	Hours	Start Date (6PM)	End Date (6AM)	Total Crashes	Crashes per day ¹	Alcohol-involved		Total Fatalities	Fatalities per day	Alcohol-involved	
						Crashes	per day ¹			Fatalities	per day ¹
New Year's	84	Thu, 12-30-10	Mon, 01-03-11	348	99.4	23	6.6	4	1.1	0	0.0
Superbowl	36	Sat, 02-05-11	Mon, 02-07-11	124	82.7	16	10.7	1	0.7	1	0.7
Presidents' Day	84	Fri, 02-18-11	Tue, 02-22-11	322	92.0	29	8.3	5	1.4	3	0.9
St. Patrick's Day	36	Wed, 03-16-11	Fri, 03-18-11	149	99.3	15	10.0	1	0.7	0	0.0
Easter	84	Thu, 04-21-11	Mon, 04-25-11	326	93.1	15	4.3	4	1.1	2	0.6
Memorial Day	84	Fri, 05-27-11	Tue, 05-31-11	273	78.0	29	8.3	6	1.7	3	0.9
4th of July	84	Fri, 07-01-11	Tue, 07-05-11	304	86.9	23	6.6	2	0.6	2	0.6
Labor Day	84	Fri, 09-02-11	Tue, 09-06-11	272	77.7	35	10.0	1	0.3	1	0.3
Columbus Day	84	Fri, 10-07-11	Tue, 10-11-11	304	86.9	28	8.0	10	2.9	8	2.3
Halloween	84	Fri, 10-28-11	Tue, 11-01-11	368	105.1	42	12.0	8	2.3	5	1.4
Veterans' Day	84	Thu, 11-10-11	Mon, 11-14-11	314	89.7	25	7.1	4	1.1	4	1.1
Thanksgiving	108	Wed, 11-23-11	Mon, 11-28-11	310	68.9	32	7.1	4	0.9	3	0.7
Christmas	84	Fri, 12-23-11	Tue, 12-27-11	406	116.0	17	4.9	5	1.4	1	0.3

¹ The number of crashes and fatalities per day are based on events during the hours of that particular holiday.

³⁷ Based on NHTSA guidelines, the length of the holiday depends on the day on which the legal holiday falls:
 If the holiday falls on Monday, the holiday period is from 6:00 p.m. Friday to 5:59 a.m. Tuesday.
 If the holiday falls on Tuesday, the holiday period is from 6:00 p.m. Friday to 5:59 a.m. Wednesday.
 If the holiday falls on Wednesday, the holiday period is from 6:00 p.m. Tuesday to 5:59 a.m. Thursday.
 If the holiday falls on Thursday, the holiday period is from 6:00 p.m. Wednesday to 5:59 a.m. Monday.
 If the holiday falls on Friday, the holiday period is from 6:00 p.m. Thursday to 5:59 a.m. Monday.
 Number of days and hours: 1.5 days (36 hours), 2.5 days (60 hours), 3.5 days (84 hours), 4.5 days (108 hours).

Appendix

Appendix A – Time and Day of Week

Appendix Table A-1: Crashes by Hour and Severity of Injuries, 2011

Hour	Severity of Injuries to People in Crashes ^{1,2}					
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Possible Injuries (Class C)	Not Injured (Class O)	Total People in Crashes
Midnight	14	34	108	147	1,881	2,184
1 a.m.	11	33	64	104	696	908
2 a.m.	11	29	94	75	674	883
3 a.m.	6	13	62	66	540	687
4 a.m.	2	16	43	66	462	589
5 a.m.	7	37	50	74	663	831
6 a.m.	10	35	94	185	1,342	1,666
7 a.m.	15	75	179	683	4,601	5,553
8 a.m.	9	88	156	638	4,880	5,771
9 a.m.	10	67	170	578	3,930	4,755
10 a.m.	7	68	161	558	4,103	4,897
11 a.m.	16	99	185	705	5,265	6,270
Noon	19	86	257	929	6,700	7,991
1 p.m.	17	100	266	848	6,242	7,473
2 p.m.	21	101	251	980	6,754	8,107
3 p.m.	20	137	370	1,195	8,502	10,224
4 p.m.	20	147	332	1,215	9,031	10,745
5 p.m.	21	139	308	1,271	8,996	10,735
6 p.m.	17	89	271	758	5,829	6,964
7 p.m.	35	127	213	620	4,032	5,027
8 p.m.	23	59	160	383	2,986	3,611
9 p.m.	16	49	123	329	2,481	2,998
10 p.m.	11	40	129	256	1,942	2,378
11 p.m.	13	41	100	155	1,234	1,543
Total	351	1,709	4,146	12,818	93,766	112,790

¹ For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

² Numbers are shaded such that darker shading identifies higher numbers.

Appendix – Time and Day of Week

Appendix Table A-2: Severity of Injuries to People in Crashes by Day of the Week, 2011

Day of Week	Severity of Injuries to People in Crashes ¹					
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Possible Injuries (Class C)	Not Injured (Class O)	Total People in Crashes
Sunday	56	214	568	1,139	8,287	10,264
Monday	44	250	586	1,958	14,020	16,858
Tuesday	45	240	590	1,965	14,299	17,139
Wednesday	40	233	517	1,926	14,280	16,996
Thursday	48	225	528	1,906	13,978	16,685
Friday	55	286	699	2,324	16,832	20,196
Saturday	63	261	658	1,600	12,070	14,652
Total	351	1,709	4,146	12,818	93,766	112,790

¹ Numbers are shaded such that darker shading identifies higher numbers.

Appendix – Time and Day of Week

Appendix Table A-3: Drug-involved Crashes by Hour of Day, 2007 - 2011

Hour ¹	Drug-involved Crashes ^{2,3}				
	2007	2008	2009	2010	2011
Midnight	6	10	4	8	7
1 a.m.	3	5	0	4	3
2 a.m.	1	4	0	2	5
3 a.m.	1	0	1	2	3
4 a.m.	0	2	0	2	3
5 a.m.	2	4	5	4	2
6 a.m.	2	2	2	2	5
7 a.m.	5	5	5	6	8
8 a.m.	13	7	4	11	12
9 a.m.	7	10	10	12	17
10 a.m.	9	8	6	7	9
11 a.m.	10	11	9	14	12
Noon	11	18	14	16	16
1 p.m.	9	9	10	17	13
2 p.m.	15	17	12	17	18
3 p.m.	18	9	10	26	18
4 p.m.	21	16	10	20	28
5 p.m.	17	19	14	21	29
6 p.m.	14	11	13	20	13
7 p.m.	10	6	9	12	23
8 p.m.	5	3	6	16	12
9 p.m.	7	6	8	12	10
10 p.m.	6	5	5	15	5
11 p.m.	4	6	6	9	6
Total	196	193	163	275	277

¹ For reference, the hour of 1 a.m. is from 1 a.m. to 1:59 a.m.

² Only drug-involved crashes. Excludes crashes that were both drug- and alcohol-involved crashes.

³ Numbers are shaded such that darker shading identifies higher numbers.

Appendix B – Economic Impact

Crash cost estimate calculations were made using instructions provided by the AASHTO Highway Safety Manual, 1st Edition, Volume 1, 2010, Appendix 4A, pp. 4-84 to 4-88. AASHTO HSM cost estimate calculations are based on the FHWA's *Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries*, FHWA-HRT-05-051, October, 2005.

Appendix Table B-1: Consumer Price Index and Employment Cost Index, 2001 - 2011

Year	Consumer Price Index (CPI) ¹	CPI Ratio ²	Employment Cost Index (ECI) ³	ECI Ratio ⁴
2001	177.1	1.0	85.8	1.0
2002	179.9	1.0	89.2	1.0
2003	184.0	1.0	92.3	1.1
2004	188.9	1.1	95.9	1.1
2005	195.3	1.1	98.9	1.2
2006	201.6	1.1	101.7	1.2
2007	207.342	1.2	104.9	1.2
2008	215.303	1.2	108.0	1.3
2009	214.537	1.2	109.6	1.3
2010	218.056	1.2	111.7	1.3
2011	224.939	1.3	114.3	1.3

¹ The CPI used here is the Average Annual CPI from the "all items" category of expenditures in the Average Annual Indexes tables published in the Bureau of Labor Statistics (BLS) Consumer Price Index Detailed Report, Table A1. Accessed May 23, 2013, http://www.bls.gov/cpi/cpi_dr.htm#2011.

² The CPI Ratio is used to adjust the FHWA 2001 Human Capital Crash Cost Estimates to the equivalent costs in another year. It is calculated by dividing the CPI of any year by the CPI for 2001.

³ The ECI used here is the Bureau of Labor Statistics (BLS) June Total Compensation for all private industry workers, not seasonally adjusted, available in the ECI Current-Dollar Historical Listings, Table 5, June column. Accessed May 23, 2013, <http://www.bls.gov/web/eci/echistrynaics.pdf>.

⁴ The ECI Ratio is used to adjust the FHWA 2001 Cost Difference to the equivalent costs in another year. This ECI Ratio is calculated by dividing the ECI of any year by the ECI for 2001.

Appendix Table B-2: FHWA Calculation of Crash Cost Difference per Crash, in 2001 dollars

Crash Severity	FHWA Crash Cost Estimates ¹		
	Human Capital Crash Costs (2001 Dollars)	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)
Fatal Crash (K)	1,245,600	4,008,900	2,763,300
Incapacitating Injury Crash (A)	111,400	216,000	104,600
Visible Injury Crash (B)	41,900	79,000	37,100
Possible Injury Crash (C)	28,400	44,900	16,500
Property Damage Only Crash (O)	6,400	7,400	1,000

¹ Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries, FHWA-HRT-05-051, October 2005.

Appendix Table B-3: FHWA Calculation of Human Capital Cost Estimates per Crash in 2011

Crash Severity	Human Capital Crash Costs (2001 Dollars)	CPI Ratio (2011/2001)	2011 CPI-Adjusted Human Capital Costs ¹
Fatal Crash (K)	1,245,600	1.3	1,582,067
Incapacitating Injury Crash (A)	111,400	1.3	141,492
Visible Injury Crash (B)	41,900	1.3	53,218
Possible Injury Crash (C)	28,400	1.3	36,072
Property Damage Only Crash (O)	6,400	1.3	8,129
Total			1,820,977

¹ Based on multiplying the Human Capital Crash Cost in 2001 Dollars by a CPI Ratio of 1.3 (224.9/177.1).

Appendix Table B-4: FHWA Calculation of Comprehensive Cost Estimates per Crash in 2011

Crash Severity	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars) ¹	ECI Ratio (2011/2001)	2011 ECI-Adjusted Cost Difference ²	2011 Comprehensive Costs ³ Per Crash
Fatal Crash (K)	4,008,900	2,763,300	1.3	3,681,179	5,263,246
Incapacitating Injury Crash (A)	216,000	104,600	1.3	139,345	280,837
Visible Injury Crash (B)	79,000	37,100	1.3	49,423	102,642
Possible Injury Crash (C)	44,900	16,500	1.3	21,981	58,052
Property Damage Only Crash (O)	7,400	1,000	1.3	1,332	9,461
Total				3,893,260	5,714,238

¹ The Cost Difference is Comprehensive Crash Costs minus Human Capital Costs, in 2001 dollars.

² Based on multiplying the Cost Difference in 2001 Dollars by an ECI Ratio_(2001 - 2011) of 1.3 (114.3/85.8).

³ Sum of 2011 CPI-Adjusted Human Capital Costs and the 2011 ECI-Adjusted Cost Difference

Appendix Table B-5: Calculation of Human Capital Crash Cost Estimates, 2011 Adjusted

Crash Severity	Human Capital ¹ Costs per Crash, 2011 CPI-Adjusted (\$)	Total Crashes 2011	Total Human Capital Costs Estimate (\$)
Fatal Crash (K)	1,582,067	306	484,112,420
Incapacitating Injury Crash (A)	141,492	1,347	190,589,506
Visible Injury Crash (B)	53,218	3,211	170,883,656
Possible Injury Crash (C)	36,072	8,046	290,231,514
Property Damage Only Crash (O)	8,129	30,317	246,440,679
Total	1,820,977	43,227	1,382,257,776

¹ Human Capital Crash Costs are monetary losses associated with medical care, emergency services, property damage, and lost productivity.

Appendix Table B-6: Calculation of Comprehensive Crash Cost Estimates, 2011 Adjusted

Crash Severity	Comprehensive ¹ Costs per Crash, 2011 Adjusted (\$)	Total Crashes 2011	Total Comprehensive Costs Estimate (\$)
Fatal Crash (K)	5,263,246	306	1,610,553,308
Incapacitating Injury Crash (A)	280,837	1,347	378,286,892
Visible Injury Crash (B)	102,642	3,211	329,582,279
Possible Injury Crash (C)	58,052	8,046	467,088,783
Property Damage Only Crash (O)	9,461	30,317	286,828,011
Total	5,714,238	43,227	3,072,339,273

¹ Comprehensive Crash Costs include the human capital costs in addition to nonmonetary costs related to the reduction in the quality of life in order to capture a more accurate level of the burden of injury.

Appendix C – Counties

Appendix Table C-1: Fatalities by County, 2007 - 2011

County	Fatalities					Percent Change 2007 to 2011	Percent Change 2010 to 2011
	2007	2008	2009	2010	2011		
Bernalillo	68	57	57	46	44	-35.3%	-4.3%
Catron	1	0	2	1	1	0.0%	0.0%
Chaves	9	10	16	18	14	55.6%	-22.2%
Cibola	13	7	9	9	13	0.0%	44.4%
Colfax	4	4	4	4	5	25.0%	25.0%
Curry	7	6	3	7	13	85.7%	85.7%
De Baca	2	1	0	0	4	100.0%	-
Doña Ana	22	13	29	25	18	-18.2%	-28.0%
Eddy	9	16	15	14	8	-11.1%	-42.9%
Grant	10	11	1	7	4	-60.0%	-42.9%
Guadalupe	16	8	9	6	6	-62.5%	0.0%
Harding	0	0	1	0	1	-	-
Hidalgo	10	4	3	5	4	-60.0%	-20.0%
Lea	15	16	13	20	15	0.0%	-25.0%
Lincoln	4	1	7	3	8	100.0%	166.7%
Los Alamos	1	0	1	1	1	0.0%	0.0%
Luna	15	12	8	8	3	-80.0%	-62.5%
McKinley	39	32	34	25	33	-15.4%	32.0%
Mora	2	1	1	1	5	150.0%	400.0%
Otero	8	9	8	12	14	75.0%	16.7%
Quay	6	13	3	9	5	-16.7%	-44.4%
Rio Arriba	17	16	16	7	11	-35.3%	57.1%
Roosevelt	2	6	4	3	7	250.0%	133.3%
San Juan	40	30	15	30	28	-30.0%	-6.7%
San Miguel	6	9	7	11	7	16.7%	-36.4%
Sandoval	14	22	24	14	12	-14.3%	-14.3%
Santa Fe	18	14	23	26	18	0.0%	-30.8%
Sierra	3	5	7	3	5	66.7%	66.7%
Socorro	13	16	10	6	13	0.0%	116.7%
Taos	13	8	9	11	8	-38.5%	-27.3%
Torrance	9	7	14	4	5	-44.4%	25.0%
Union	4	2	3	2	5	25.0%	150.0%
Valencia	13	10	5	11	13	0.0%	18.2%
Total Fatalities	413	366	361	349	351	-15.0%	0.6%

Crash Geography - Counties

Appendix Table C-2: Severity of Injuries to Motorcyclists in Crashes by County, 2011

County	Motorcyclists (Drivers and Passengers) in Crashes						Percent of Total
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Possible Injuries (Class C)	Not Injured (Class O)	Total People	
Bernalillo	11	71	207	81	126	496	33.2%
Catron	1	0	0	0	0	1	0.1%
Chaves	1	7	18	7	18	51	3.4%
Cibola	0	1	6	0	3	10	0.7%
Colfax	0	3	8	1	3	15	1.0%
Curry	1	6	16	7	10	40	2.7%
De Baca	1	1	0	1	0	3	0.2%
Doña Ana	3	23	76	17	37	156	10.4%
Eddy	0	3	12	5	13	33	2.2%
Grant	2	4	7	5	7	25	1.7%
Guadalupe	0	0	5	1	1	7	0.5%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	0	0	2	0	2	0.1%
Lea	0	7	11	7	11	36	2.4%
Lincoln	1	8	10	3	5	27	1.8%
Los Alamos	0	2	3	0	1	6	0.4%
Luna	0	5	4	1	2	12	0.8%
McKinley	1	3	11	5	2	22	1.5%
Mora	1	0	4	3	2	10	0.7%
Otero	5	13	31	18	19	86	5.8%
Quay	2	4	2	1	0	9	0.6%
Rio Arriba	4	8	5	7	6	30	2.0%
Roosevelt	1	3	2	0	4	10	0.7%
San Juan	3	15	28	9	19	74	4.9%
San Miguel	0	2	4	4	7	17	1.1%
Sandoval	2	10	47	15	16	90	6.0%
Santa Fe	3	12	56	19	28	118	7.9%
Sierra	2	5	7	0	2	16	1.1%
Socorro	2	1	9	3	7	22	1.5%
Taos	0	2	11	4	13	30	2.0%
Torrance	0	2	2	1	0	5	0.3%
Union	0	1	0	2	3	6	0.4%
Valencia	2	2	16	3	7	30	2.0%
Total	49	224	618	232	372	1,495	100.0%

Crash Geography - Counties

Appendix Table C-3: Severity of Injuries to Pedestrians in Crashes by County, 2011

County	Pedestrians in Crashes						Percent of Total
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Possible Injuries (Class C)	Not Injured (Class O)	Total People	
Bernalillo	9	38	82	70	21	220	51.2%
Catron	0	0	0	0	0	0	0.0%
Chaves	2	1	0	4	2	9	2.1%
Cibola	1	0	1	2	0	4	0.9%
Colfax	0	0	0	0	1	1	0.2%
Curry	0	2	3	4	1	10	2.3%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	0	4	10	8	6	28	6.5%
Eddy	0	2	1	2	0	5	1.2%
Grant	0	0	0	0	0	0	0.0%
Guadalupe	1	1	0	0	0	2	0.5%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	0	0	0	0	0	0.0%
Lea	1	1	3	3	3	11	2.6%
Lincoln	0	0	0	0	0	0	0.0%
Los Alamos	0	0	2	1	0	3	0.7%
Luna	0	0	0	1	1	2	0.5%
McKinley	6	3	3	3	4	19	4.4%
Mora	0	0	0	0	0	0	0.0%
Otero	2	1	2	3	1	9	2.1%
Quay	0	0	0	0	0	0	0.0%
Rio Arriba	2	1	0	0	1	4	0.9%
Roosevelt	0	1	0	0	1	2	0.5%
San Juan	5	2	10	8	5	30	7.0%
San Miguel	1	0	2	0	1	4	0.9%
Sandoval	1	5	2	3	1	12	2.8%
Santa Fe	3	6	10	11	9	39	9.1%
Sierra	0	0	0	0	0	0	0.0%
Socorro	1	1	0	0	0	2	0.5%
Taos	1	1	2	0	0	4	0.9%
Torrance	0	1	0	0	0	1	0.2%
Union	0	0	0	1	0	1	0.2%
Valencia	0	1	4	1	2	8	1.9%
Total	36	72	137	125	60	430	100.0%

Appendix Table C-4: Drug-involved New Mexican Drivers by County and Sex, 2011

County	Drug-involved New Mexican Drivers ¹		
	Male Drivers	Female Drivers	Total Drug-involved Drivers
Bernalillo	53	32	85
Catron	0	0	0
Chaves	5	7	12
Cibola	0	0	0
Colfax	1	1	2
Curry	4	2	6
De Baca	0	0	0
Doña Ana	12	9	21
Eddy	0	4	4
Grant	0	2	2
Guadalupe	0	0	0
Harding	0	0	0
Hidalgo	0	0	0
Lea	4	1	5
Lincoln	1	2	3
Los Alamos	0	0	0
Luna	0	1	1
McKinley	0	4	4
Mora	0	1	1
Otero	5	7	12
Quay	0	0	0
Rio Arriba	2	2	4
Roosevelt	0	2	2
San Juan	15	5	20
San Miguel	1	4	5
Sandoval	11	10	21
Santa Fe	16	13	29
Sierra	1	1	2
Socorro	2	1	3
Taos	3	3	6
Torrance	1	1	2
Union	0	0	0
Valencia	2	4	6
Total Drivers	139	119	258

¹ Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) the driver residence is not in New Mexico, 4) the person is a pedestrian or pedalcyclist, or 5) the driver is both drug- and alcohol-involved.

Appendix D – Alcohol

Appendix Table D-1: Alcohol-involved Crashes by Hour, 2002 - 2011

Hour ¹	Alcohol-involved Crashes ²									
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Midnight	233	227	217	155	191	150	203	180	135	170
1 a.m.	234	276	223	181	201	174	177	191	125	145
2 a.m.	201	246	205	170	171	139	163	160	141	140
3 a.m.	136	136	112	109	93	97	103	90	80	101
4 a.m.	87	82	80	61	74	53	49	64	52	64
5 a.m.	65	55	53	39	45	52	49	39	41	40
6 a.m.	65	57	65	41	37	38	39	44	35	44
7 a.m.	39	46	46	41	26	37	38	37	23	41
8 a.m.	48	43	41	24	19	21	30	31	25	23
9 a.m.	40	32	33	20	18	27	27	35	24	29
10 a.m.	46	47	40	27	33	32	23	29	27	26
11 a.m.	44	53	52	37	40	42	50	36	34	39
Noon	61	80	79	50	65	55	64	55	50	45
1 p.m.	94	83	82	70	59	63	58	72	57	64
2 p.m.	122	97	100	81	66	76	73	73	73	60
3 p.m.	143	128	138	100	104	84	83	112	96	84
4 p.m.	161	171	182	115	111	128	130	133	95	118
5 p.m.	223	209	200	145	183	177	182	160	149	139
6 p.m.	226	224	242	171	157	142	171	171	160	131
7 p.m.	210	213	224	217	194	179	176	200	162	183
8 p.m.	246	228	223	185	184	167	171	205	148	171
9 p.m.	267	270	244	225	215	190	176	187	158	151
10 p.m.	244	267	260	199	208	175	181	198	141	167
11 p.m.	331	238	195	170	204	173	183	196	131	145
Total	3,566	3,508	3,336	2,633	2,698	2,471	2,599	2,698	2,162	2,320

¹ For reference, the hour of 1 a.m. is from 1 a.m. to 1:59 a.m.

² Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table D-2: Severity of Injuries to People in Alcohol-involved Crashes by Hour, 2011

Hour ¹	Severity of Injuries to People in Alcohol-involved Crashes					
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Possible Injuries (Class C)	Not Injured (Class O)	Total People in Crashes ²
Midnight	10	20	49	28	210	317
1 a.m.	7	22	30	24	168	251
2 a.m.	7	15	45	26	176	269
3 a.m.	3	5	26	27	121	182
4 a.m.	2	9	14	15	66	106
5 a.m.	2	5	8	8	41	64
6 a.m.	2	0	14	6	49	71
7 a.m.	6	5	14	12	46	83
8 a.m.	2	3	3	9	28	45
9 a.m.	3	0	4	12	48	67
10 a.m.	0	3	4	16	44	67
11 a.m.	5	4	7	17	68	101
Noon	2	7	9	21	69	108
1 p.m.	1	4	17	34	131	187
2 p.m.	5	7	13	27	106	158
3 p.m.	8	16	20	30	139	213
4 p.m.	8	28	30	56	184	306
5 p.m.	8	8	23	47	230	316
6 p.m.	6	13	35	47	212	313
7 p.m.	19	35	42	84	288	468
8 p.m.	17	13	33	63	307	433
9 p.m.	10	13	41	42	235	341
10 p.m.	10	12	43	47	253	365
11 p.m.	9	23	38	21	195	286
Total	152	270	562	719	3,414	5,117

¹ For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

² Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table D-3: Severity of Injuries to People in Alcohol-involved Crashes
by Day of Week, 2011

Day of Week	Severity of Injuries to People in Alcohol-involved Crashes					
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Possible Injuries (Class C)	Not Injured (Class O)	Total People in Crashes ¹
Sunday	22	56	109	115	523	825
Monday	15	26	62	105	359	567
Tuesday	16	24	63	91	322	516
Wednesday	17	17	40	83	382	539
Thursday	23	37	57	64	429	610
Friday	23	49	107	104	568	851
Saturday	36	61	124	157	831	1,209
Total	152	270	562	719	3,414	5,117

¹ Numbers are shaded such that darker shading identifies higher numbers.

Sources

Crash Data – Crash data are from the NMDOT Uniform Crash Reports (UCRs), submitted by state law enforcement agencies, for any reported incident on a public roadway involving one or more motor vehicles that resulted in death, injury, or at least \$500 in property damage. These reports are processed by the NMDOT Traffic Records Program, and analyzed by the UNM Geospatial and Population Studies Traffic Research Unit (TRU), formerly the Division of Government Research.

Economic Impact Estimates – AASHTO Highway Safety Manual, 1st Edition, Volume 1, 2010, Appendix 4A, pp. 4-84 to 4-88. AASHTO HSM cost estimate calculations are based on the *Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries*, FHWA-HRT-05-051, October 2005.

Licensed Drivers – New Mexico Taxation and Revenue Department, Motor Vehicle Division (MVD), 2002 – 2011 July data.

National Fatality Rates – U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA). Accessed March 10, 2013. <http://www-fars.nhtsa.dot.gov/Main/index.aspx>

Observed Seatbelt Usage – New Mexico Department of Transportation (NMDOT), Traffic Safety Division. *New Mexico Safety Belt Survey 2011 Report*. Prepared by the Office of Injury Prevention Epidemiology and Response Division. September 2011. Accessed February 5, 2013. <http://nmhealth.org/injury/documents/2011%20SEATBELT%20Report%20Final.pdf>

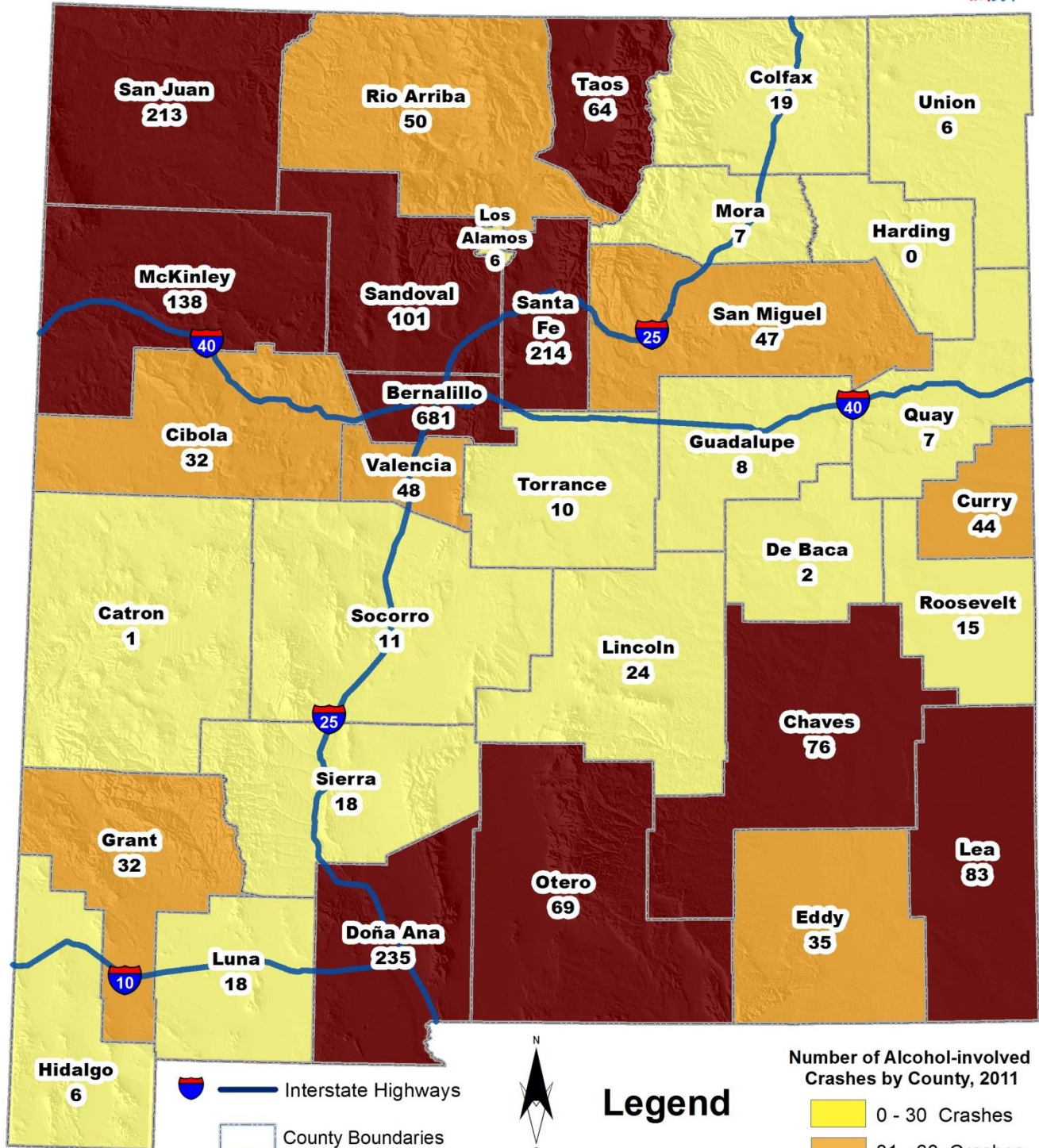
Population – Annual Estimates of the Resident Population for Counties: April 1, 2000 to July 1, 2012 (CO-EST2012-01-35), U.S. Census Bureau, Population Division. Release Date: March 2013. Subcounty Resident Population Estimates for Cities and Towns (Incorporated Places and Minor Civil Divisions): April 1, 2000 to July 1, 2011 (SUB-EST2011-35), U.S. Census Bureau, Population Division. Release Date: June 2012. Note: Populations of Shiprock CDP (Census Designated Place), Zuni Pueblo CDP, and the Navajo Nation CCD (Census County Division) are 2010 U.S. Census data.

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Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation (NMDOT), Planning Division, Traffic Data Reporting Section. *Daily Vehicle Miles Traveled (DVMT in thousands) By County and Functional Classification*. Rates based on 2011 VMT are not comparable to previous years due to a 2011 change in the calculation method for VMT. Also, rates based on VMT for 2002 – 2010 in this report are not comparable to rates in pre-2010 publications.

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Legend

Number of Alcohol-involved Crashes by County, 2011

- 0 - 30 Crashes
- 31 - 60 Crashes
- 61 - 681 Crashes

