New Mexico DEPARTMENT OF TRANSPORTATION

MOBILITY FOR EVERYONE

New Mexico Traffic Crash Annual Report 2013

New Mexico Department of Transportation
Traffic Safety and Planning Divisions
Data Management Bureau

New Mexico Department of Transportation
Traffic Safety and Planning Divisions
Data Management Bureau

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Definitions

100M VMT – A measurement of the number of miles traveled annually by motor vehicles. It is reported in units of 100 million vehicle miles traveled (100M VMT).

Alcohol-involved Crash – A crash for which the Uniform Crash Report indicated that 1) a DWI citation was issued, 2) alcohol was a contributing factor, 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 motor 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. There can be multiple alcohol-involved drivers in a single alcohol-involved crash.

Crash – A 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 motor vehicle. Pedestrians and pedalcyclists are not drivers.

Fatal Crash – A crash in which at least one person was killed. Note that more than one person 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 if it occurs at the time of the crash or if the person(s) involved in the crash dies within 30 days.

Injuries – The number of people injured in a crash, in contrast to the number of crashes in which people were injured. This includes Suspected Serious Injuries (Class A), Suspected Minor Injuries (Class B) and Possible Injuries (Class C). Counts consist of people injured but not killed.

Injury Crash – A reported crash in which at least one person was injured. Injury crashes involve at least one Suspected Serious Injury (Class A), Suspected Minor Injury (Class B), or Possible Injury (Class C). Fatal crashes are not included in this category.

Missing Data – An indication that the applicable field on the UCR form was left blank or contained an invalid code. Starting with crashes that occurred in 2012, improvements in the identification of missing data in the NMDOT crash database led to an increase in the reported amount of missing data.

New Mexican Driver – A driver who lives in New Mexico or has a New Mexico driver's license.

Definitions

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

Pedalcyclist (Bicyclist) – 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.

Possible Injury – An injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Possible injuries are those which are reported by the person or are indicated by his or her behavior, but no wounds or injuries are readily evident (a.k.a. Class C Injury, Complaint of Injury, or Non-visible Injury). Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea.

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 only (a.k.a. a Class O crash).

Rate – A rate is calculated by dividing a total count (such as total crashes, drivers, or fatalities) by a denominator such as VMT, number of licensed drivers, or population. See Page 4 for more detail.

Ratio of Males to Females – The number of males for every one female. The ratio of males to females 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.

Rural –Places not classified as urban are classified as rural. Starting in 2013, "rural" was redefined. See definition of "urban" for more information.

Serious Injury – A Suspected Serious Injury.

Severity of Injury – The degree of injury to a person in a crash as describe by the KABCO scale: K is for *Killed*, *ABC* indicate injuries (*A*=Suspected Serious Injury, *B*=Suspected Minor Injury, *C*=Possible Injury), and *O* indicates No Apparent Injuries (property damage only).

Suspected Minor Injury – A visible but not serious injury, such as abrasions, bruises and minor lacerations, as observed by the officer at the scene of the crash. Also known as a Class B Injury or a Visible Injury.

Suspected Serious Injury – An injury, other than a fatal injury, in which the person was carried from the scene of the crash or in which the injured person was unable to walk, drive or perform normal activities he or 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 or an Incapacitating Injury.

Definitions

Top Contributing Factor – The top contributing factor is derived hierarchically using the following priorities (highest to lowest) out of all the reported contributing factors in a crash that are listed in the Apparent Contributing Factors section of the UCR form. The top contributing factor may hide other important factors in the crash.

1. Alcohol/drug-involved
2. Pedestrian error
3. Disregarded traffic signal
4. Passed stop sign
5. Failed to yield right-of-way
6. Excessive speed
7. Speed too fast for conditions
8. Drove left of center
9. Following too closely
10. Made improper turn
11. Improper overtaking
12. Improper lane change
13. Improper backing
14. Traffic controls not functioning
15. Defective steering
16. Inadequate brakes
17. Defective tires
18. Other mechanical defect
19. Road defect
20. Avoid no contact –(with other) vehicle
21. Avoid no contact – other (pedestrian, animal, etc.)
22. Driverless moving vehicle
23. Vehicle skidded before applying brakes
24. Driver inattention (including cell phone use)
25. Other improper driving
26. Other – no driver error
27. None
28. Missing data

The top contributing factor *for each vehicle* is derived out of all the contributing factors reported for that vehicle, using the same priorities.

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

Urban – In crashes before 2013, "urban" areas were defined as towns or cities with a population of at least 2,500 people. Starting in 2013, "urban" was redefined to correspond to the 2010 U.S. Census Urbanized Areas (NMDOT-adjusted) and U.S. Census Urban Clusters. This revised definition, which is based on population density, allows densely settled areas outside of incorporated places to be classified as "urban", and sparsely settled areas within incorporated boundaries to be classified as "rural."

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 motor vehicle.

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2013 New Mexico Crash Highlights

- Less than 1 percent of crashes resulted in a **fatality**. (Table 1)
- 28 percent of crashes resulted in an **injury**. (Table 1)
- 14 percent of crashes were **hit-and-run** crashes. (Table 6)
- 58 percent of **pedestrians** killed in crashes were under the influence of **alcohol**. (Table 46)
- 5 percent of crashes and 44 percent of crash fatalities involved **alcohol**. (Table 62, Table 65)
- 10.5 percent of **unbelted** occupants in passenger vehicles in crashes were killed, compared with only 0.1 percent of **belted** occupants in passenger vehicles in crashes. (Table 68)

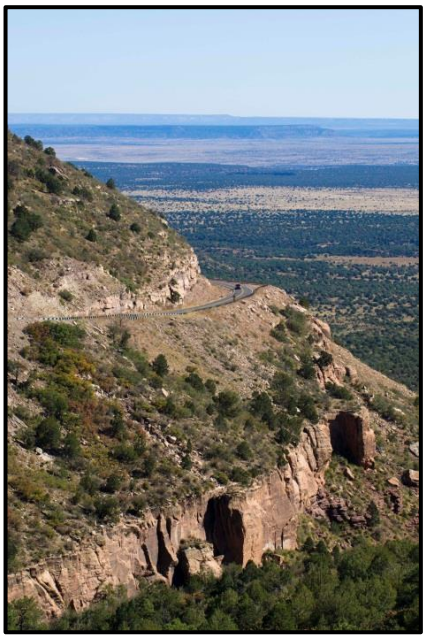
Top contributing factors in crashes:

- Driver inattention (22 percent)
- Failed to yield right of way (13 percent)
- Following too closely (11 percent)

Top contributing factors in fatalities:

- Alcohol/Drug-involved (45 percent)
- Driver inattention (11 percent)
- Excessive speed (10 percent)

- In an average day in New Mexico, there were 109 crashes that involved 275 people, with 45 people injured and 1 person killed.



On average in New Mexico in 2013…

- A motor vehicle crash occurred every **13** minutes.
- A crash occurred in Bernalillo County every **32** minutes.
- A person was injured in a crash every **32** minutes.
- A distracted driver crash occurred every **hour**.
- An alcohol-involved crash occurred every **4** hours.
- A semi/large truck crash occurred every **5** hours.
- A person was killed or injured in an alcohol-involved crash every **6** hours.
- A motorcycle was involved in a crash every **8** hours.
- A pedestrian was hit by a vehicle every **16** hours.
- A bicyclist was hit by a vehicle every **28** hours.
- A person was killed in a crash every **28** hours.

2013 New Mexico Crash Highlights

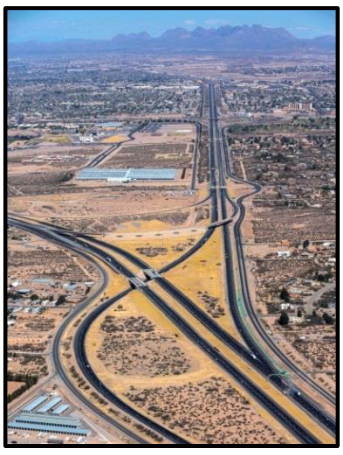
In 2013, there were 39,604 traffic crashes reported on public roadways in New Mexico. These crashes involved 100,380 people, with 16,557 people injured and 311 people killed.

Data showing improvements in New Mexico traffic safety in the last five years:

- The number of total crashes and total people in crashes has been declining over the last five years. (Table 1, Table 2)
- New Mexico crash rates and injury rates were below the national rates in 2011, 2012 and 2013, when analyzed using traffic volume. (Figure 1, Figure 4)
- Overall, alcohol-involved crashes have declined over the last five years. (Table 62)
- The motorcycle crash rate, based on either registered motorcycles or licensed motorcycle drivers in New Mexico, has been generally declining over the last five years. (Table 40)
- The number of teen drivers (15-19) in crashes, and their percentage out of all drivers in crashes, has decreased overall in the last five years. (Table 80)

Areas of known concern in New Mexico for 2013:

- The fatality rate, based on vehicle miles traveled, is higher than the national rate. (Figure 3)
- Alcohol-involved crashes represent 44.1 percent of all crash-related fatalities. (Table 65)
- 84.8 percent of motorcycle fatalities in crashes were not wearing a helmet. (Table 37)
- Driver Inattention, Failed to Yield Right of Way, or Following Too Closely were the most frequent top contributing factors in crashes. (Table 4)
- More than half of all pedestrian fatalities occur in Bernalillo and McKinley Counties. (Table 95)
- 58.5 percent of crash-related pedestrian fatalities involved alcohol consumed by the pedestrian. (Table 46)
- The rate of New Mexico resident teen drivers (ages 15-19) in crashes is almost three times as higher than the rate for all ages, based on licensed drivers in New Mexico. (Table 77)
- Drivers 20-24 years of age have the highest rate of New Mexico resident alcohol-involved drivers in crashes, based on licensed drivers in New Mexico. (Table 67)



Crashes and Injuries Summary

- While the number of total crashes and total people in crashes has been declining, the percentage of fatal crashes out of all crashes and the percentage of fatalities out of all people in crashes have changed relatively little from 2009 through 2013. (Table 1, Table 2)
- The year 2013 saw the lowest number of crash-related fatalities in not only the past five years, but also in the history of this publication. (Table 2)

Table 1: Crashes by Year and Severity of Crash, 2009 - 2013[1]

Year	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2012	337	0.82%	11,018	26.8%	29,728	72.4%	41,083	100%
2013	275	0.69%	11,248	28.4%	28,081	70.9%	39,604	100%

Table 2: People in Crashes by Year and Severity of Injury, 2009 - 2013[2]

Year	People in Crashes by Severity of Injury											
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2009	361	0.3%	1,899	1.6%	3,995	3.4%	13,552	11.5%	97,601	83.1%	117,408	100%
2010	349	0.3%	1,922	1.7%	4,121	3.6%	12,935	11.4%	94,259	83.0%	113,586	100%
2011	351	0.3%	1,709	1.5%	4,146	3.7%	12,818	11.4%	93,766	83.1%	112,790	100%
2012	366	0.4%	1,624	1.6%	3,750	3.6%	10,831	10.5%	86,459	83.9%	103,030	100%
2013	311	0.3%	1,331	1.3%	3,763	3.7%	11,463	11.4%	83,512	83.2%	100,380	100%

[1] See Page xiii for definitions of a crash, fatal crash, injury crash, and a property damage only crash.

[2] See Page xiii for definitions of types of injuries.

Rates

Changes in traffic volume, state population, licensed drivers, and registered vehicles affect the number of crashes that occur in any given year or place. Using rates instead of the raw number of crashes enables statistical comparisons across geographies, time periods, and populations. Rates are a way of standardizing measurements to a common base (e.g., per 100 million vehicle miles traveled [100M VMT] or per 100,000 population) so the results can be directly comparable regardless of to whom, where, and when the event occurred. Below are examples of how rates are calculated using data from Table 1 and Table 2. Table 3 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 100M VMT, number of crashes per 100,000 people, number of drivers in crashes per 1,000 licensed drivers, or number of vehicles in crashes per 1,000 registered vehicles.

$$\textbf{\textit{Crash Rate}} = \frac{\textit{Crash Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\text{39,604 crashes in 2013}}{\text{256.82 100M VMT in 2013}} = \textbf{154 crashes per 100M VMT}$$

$$\textbf{\textit{Fatality Rate}} = \frac{\textit{Fatality Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\text{311 fatalities in 2013}}{\text{256.82 100M VMT in 2013}} = \textbf{1.21 fatalities per 100M VMT}$$

Table 3: New Mexico Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2009 - 2013

Year	New Mexico Population[1,3] (U.S. Census, July 1st Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)[2,3]	New Mexico Licensed Drivers[3]	New Mexico Motor Vehicle Registrations[3]
2009	2,036,802	245.21	1,424,231	1,674,753
2010	2,064,982	241.77	1,442,737	1,665,882
2011	2,077,919	258.89	1,455,481	1,772,040
2012	2,083,540	257.85	1,493,766	1,805,790
2013	2,085,287	256.82	1,478,868	1,882,466

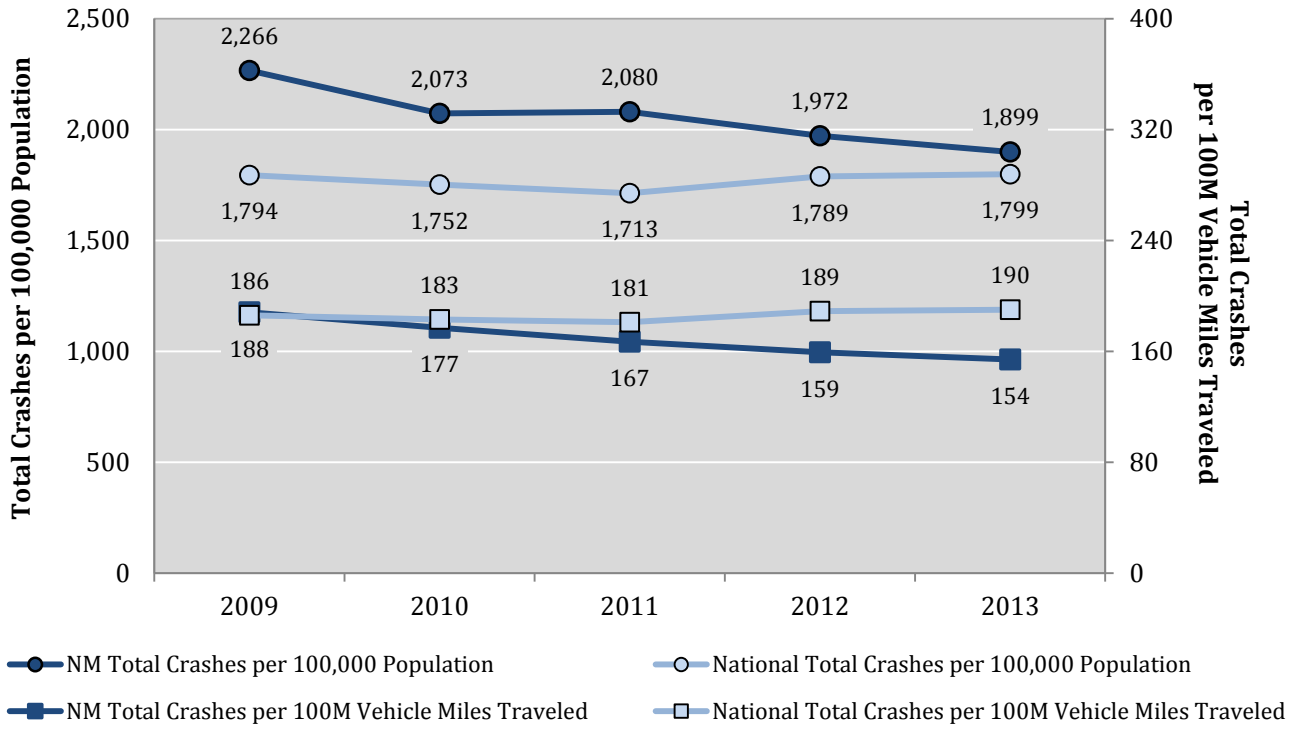
[1] Each year, the U.S. Census publishes revisions to previous population estimates. Therefore, rates based on population in this publication are not comparable to rates published in prior years.

[2] 100M VMT = 100 million vehicle miles traveled. The calculation method for VMT was revised by NMDOT beginning in 2011.

[3] Source information is in the Sources section at the end of this publication.

- Overall, there has been a significant reduction in the crash rate and injury rate over the last four years when analyzed using either population or traffic volume. (Figure 1, Figure 4)
- New Mexico crash rates and injury rates were below the national rates in 2011 through 2013 when analyzed using traffic volume. (Figure 1, Figure 4)
- Overall, New Mexico fatal crash rates and fatality rates were above the national rates over the last five years. (Figure 2, Figure 3)
- When analyzed using traffic volume, New Mexico's fatal crash rate and fatality rate are closer to the nation's rates than at any other time in the past five years. (Figure 2, Figure 3)

Figure 1: Comparison of New Mexico[3] and National Crash Rates, 2009 - 2013[4]



[3] The calculation method for VMT was revised by NMDOT beginning in 2011.

[4] The numbers used in calculating rates can be found in Table 1, Table 2, and Table 3.

Rates

Figure 2: Comparison of New Mexico[5] and National[6] Fatal Crash Rates, 2009 - 2013

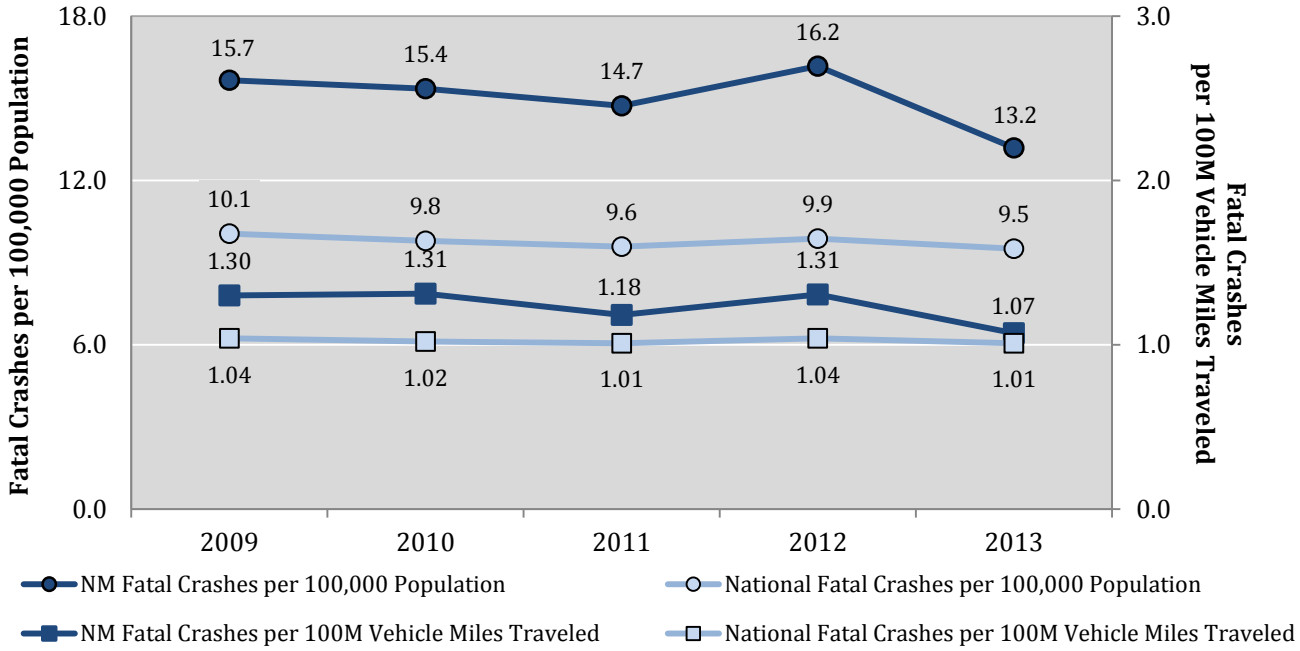
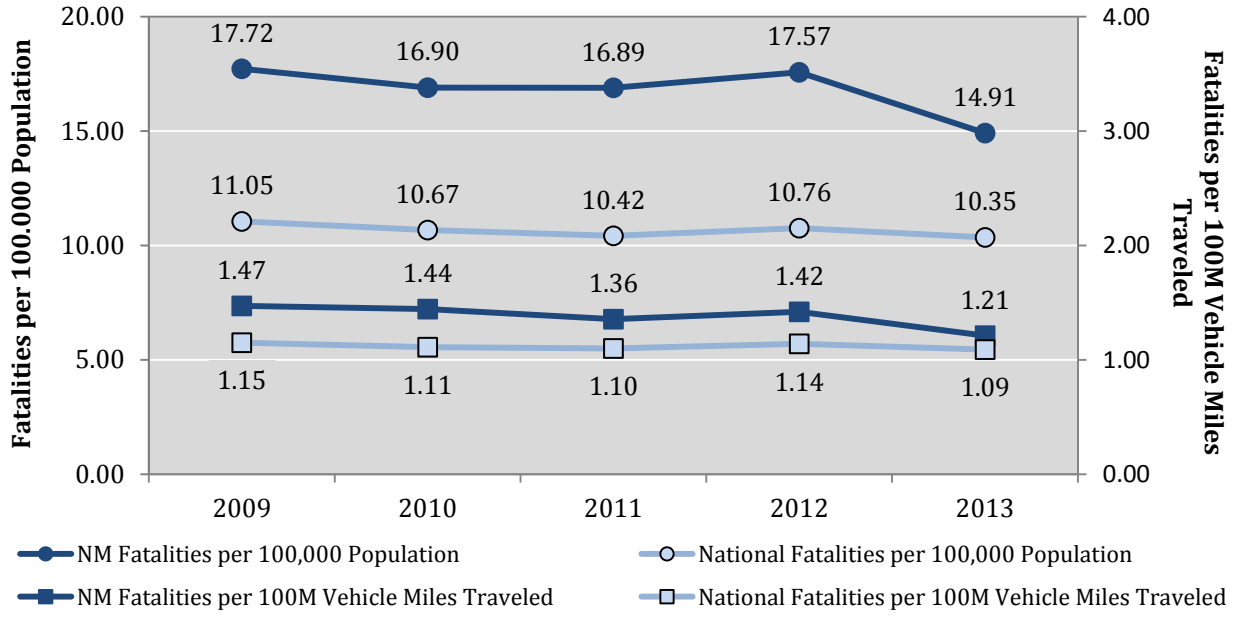


Figure 3: Comparison of New Mexico[5] and National[6] Fatality Crash Rates, 2009 - 2013



[5] The calculation method for VMT was revised by NMDOT beginning in 2011.

[6] Source information on national rates published by NHTSA is available in the Sources section of this report.

Figure 4: Comparison of New Mexico[7] and National[8] Injury Rates, 2009 - 2013

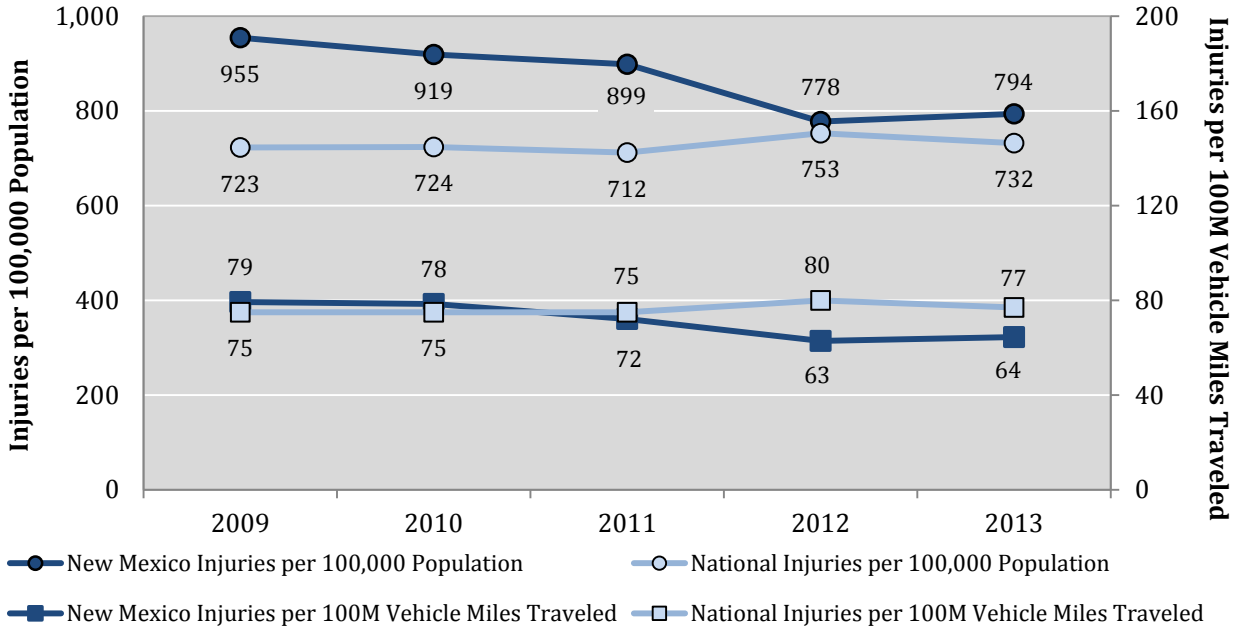
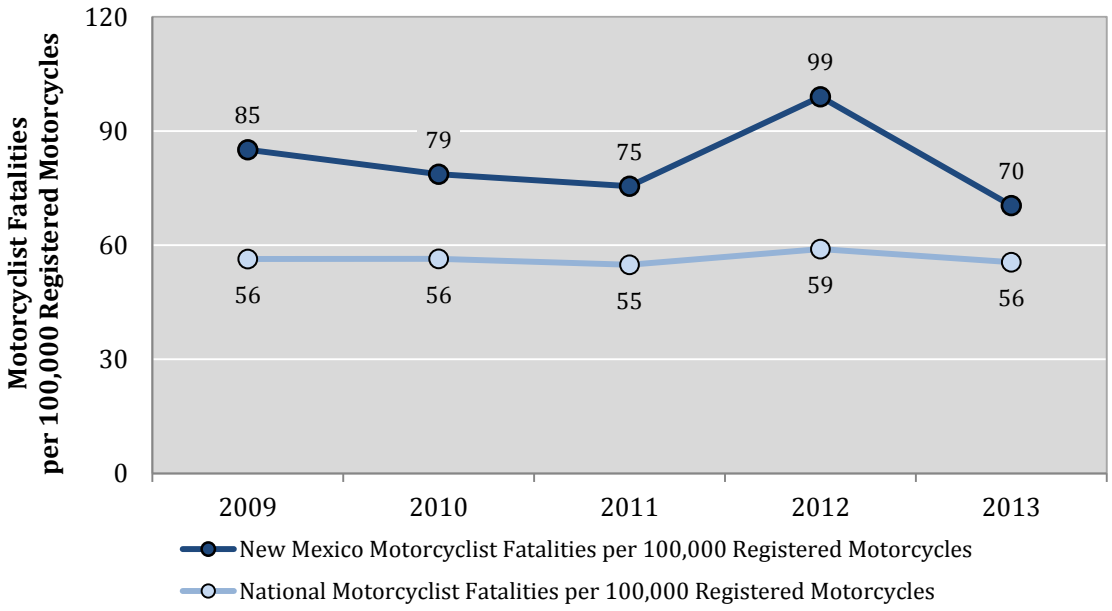


Figure 5: Comparison of New Mexico and National Motorcyclist Fatality Rates, 2009 - 2013



[7] The calculation method for VMT was revised by NMDOT beginning in 2011.

[8] Source information on national rates published by NHTSA is available in the Sources section of this report.

Crash Characteristics

Top Contributing Factors

This section contains data from the Apparent Contributing Factors section of the Uniform Crash Report form. The form provides the officer at the scene of the crash with the opportunity to record up to 33 contributing factors for each vehicle involved in a crash. In processing this data, the top contributing factor in the overall crash is derived hierarchically. For example, the top contributing factor in a crash in which an alcohol-involved driver ran a red light and hit a speeding vehicle is "alcohol/drug-involved" based on the assumption that if alcohol or drugs had not been involved, the red-light running may not have occurred and the other vehicle, although speeding, might not have been involved. The top contributing factor may hide other important factors in the crash. The hierarchy used to derive top contributing factor is listed in the Definitions section on Page xv.

Most Prevalent Top Contributing Factors in Crashes: (Table 4)

- Driver inattention (21.6 percent)
- Failed to yield right of way (12.9 percent)
- Following too closely (11.4 percent)

Most Prevalent Top Contributing Factors in Crash-related Fatalities: (Table 5)

- Alcohol/drug-involved (45.0 percent)
- Driver inattention (10.6 percent)
- Excessive speed (10.3 percent)

Crash Characteristics – Contributing Factors

Table 4: Severity of Crashes by Top Contributing Factor, 2013

Top Contributing Factor[1]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**253**	**92.0%**	**10,081**	**89.6%**	**22,480**	**80.1%**	**32,814**	**82.9%**
Driver Inattention	28	10.2%	2,468	21.9%	6,066	21.6%	8,562	21.6%
Failed to Yield Right of Way	13	4.7%	1,944	17.3%	3,168	11.3%	5,125	12.9%
Following Too Closely	3	1.1%	1,326	11.8%	3,174	11.3%	4,503	11.4%
Alcohol/Drug Involved[2]	126	45.8%	916	8.1%	1,122	4.0%	2,164	5.5%
Excessive Speed	24	8.7%	652	5.8%	1,194	4.3%	1,870	4.7%
Disregarded Traffic Signal	3	1.1%	653	5.8%	917	3.3%	1,573	4.0%
Speed Too Fast for Conditions	13	4.7%	411	3.7%	1,001	3.6%	1,425	3.6%
Improper Backing	0	0.0%	58	0.5%	1,250	4.5%	1,308	3.3%
Made Improper Turn	3	1.1%	260	2.3%	983	3.5%	1,246	3.1%
Other Improper Driving	5	1.8%	323	2.9%	792	2.8%	1,120	2.8%
Avoid No Contact - Vehicle	2	0.7%	222	2.0%	577	2.1%	801	2.0%
Improper Lane Change	0	0.0%	120	1.1%	657	2.3%	777	2.0%
Passed Stop Sign	5	1.8%	274	2.4%	428	1.5%	707	1.8%
Drove Left Of Center	12	4.4%	153	1.4%	421	1.5%	586	1.5%
Improper Overtaking	1	0.4%	61	0.5%	369	1.3%	431	1.1%
Avoid No Contact - Other	2	0.7%	93	0.8%	207	0.7%	302	0.8%
Pedestrian Error	12	4.4%	113	1.0%	44	0.2%	169	0.4%
Vehicle Skidded Before Brake	1	0.4%	23	0.2%	65	0.2%	89	0.2%
Driverless Moving Vehicle	0	0.0%	11	0.1%	45	0.2%	56	0.1%
Vehicle	**5**	**1.8%**	**227**	**2.0%**	**580**	**2.1%**	**812**	**2.1%**
Other Mechanical Defect	2	0.7%	88	0.8%	258	0.9%	348	0.9%
Inadequate Brakes	0	0.0%	57	0.5%	151	0.5%	208	0.5%
Defective Tires	3	1.1%	64	0.6%	134	0.5%	201	0.5%
Defective Steering	0	0.0%	18	0.2%	37	0.1%	55	0.1%
Environment	**0**	**0.0%**	**22**	**0.2%**	**81**	**0.3%**	**103**	**0.3%**
Road Defect	0	0.0%	19	0.2%	68	0.2%	87	0.2%
Traffic Control Not Functioning	0	0.0%	3	0.03%	13	0.05%	16	0.04%
Other[3]	**17**	**6.2%**	**918**	**8.2%**	**4,940**	**17.6%**	**5,875**	**14.8%**
None	4	1.5%	485	4.3%	1,933	6.9%	2,422	6.1%
Missing Data	9	3.3%	134	1.2%	1,654	5.9%	1,797	4.5%
Other - No Driver Error	4	1.5%	299	2.7%	1,353	4.8%	1,656	4.2%
Total Crashes	275	100.0%	11,248	100.0%	28,081	100.0%	39,604	100.0%

[1] See the Definitions section for the method of deriving the top contributing factor.

[2] Alcohol/Drug-involved is a combination of the contributing factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Crash Characteristics – Contributing Factors

Table 5: Severity of Injuries to People in Crashes by Top Contributing Factor, 2013

Top Contributing Factor[1]	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**288**	**92.6%**	**1,203**	**90.4%**	**3,377**	**89.7%**	**10,414**	**90.8%**	**71,713**	**85.9%**	**86,995**	**86.7%**
Driver Inattention	33	10.6%	237	17.8%	694	18.4%	2,605	22.7%	18,831	22.5%	22,400	22.3%
Failed to Yield Right of Way	13	4.2%	216	16.2%	617	16.4%	2,151	18.8%	11,853	14.2%	14,850	14.8%
Following Too Closely	3	1.0%	66	5.0%	187	5.0%	1,717	15.0%	11,768	14.1%	13,741	13.7%
Alcohol/Drug Involved[2]	140	45.0%	197	14.8%	536	14.2%	686	6.0%	3,433	4.1%	4,992	5.0%
Disregarded Traffic Signal	3	1.0%	92	6.9%	213	5.7%	787	6.9%	3,524	4.2%	4,619	4.6%
Excessive Speed	32	10.3%	107	8.0%	371	9.9%	503	4.4%	3,063	3.7%	4,076	4.1%
Made Improper Turn	3	1.0%	19	1.4%	58	1.5%	306	2.7%	2,914	3.5%	3,300	3.3%
Improper Backing	0	0.0%	2	0.2%	11	0.3%	50	0.4%	3,102	3.7%	3,165	3.2%
Speed Too Fast for Conditions	13	4.2%	70	5.3%	154	4.1%	363	3.2%	2,553	3.1%	3,153	3.1%
Other Improper Driving	5	1.6%	38	2.9%	127	3.4%	266	2.3%	2,134	2.6%	2,570	2.6%
Improper Lane Change	0	0.0%	10	0.8%	38	1.0%	119	1.0%	2,047	2.5%	2,214	2.2%
Avoid No Contact - Vehicle	2	0.6%	14	1.1%	67	1.8%	241	2.1%	1,730	2.1%	2,054	2.0%
Passed Stop Sign	6	1.9%	40	3.0%	93	2.5%	293	2.6%	1,536	1.8%	1,968	2.0%
Drove Left Of Center	17	5.5%	33	2.5%	98	2.6%	127	1.1%	1,122	1.3%	1,397	1.4%
Improper Overtaking	1	0.3%	7	0.5%	22	0.6%	53	0.5%	1,082	1.3%	1,165	1.2%
Avoid No Contact - Other	3	1.0%	16	1.2%	32	0.9%	72	0.6%	456	0.5%	579	0.6%
Pedestrian Error	12	3.9%	36	2.7%	45	1.2%	47	0.4%	305	0.4%	445	0.4%
Vehicle Skidded Before Brake	2	0.6%	2	0.2%	8	0.2%	24	0.2%	165	0.2%	201	0.2%
Driverless Moving Vehicle	0	0.0%	1	0.1%	6	0.2%	4	0.03%	95	0.1%	106	0.1%
Vehicle	**5**	**1.6%**	**27**	**2.0%**	**91**	**2.4%**	**204**	**1.8%**	**1,515**	**1.8%**	**1,842**	**1.8%**
Other Mechanical Defect	2	0.6%	7	0.5%	44	1.2%	74	0.6%	618	0.7%	745	0.7%
Inadequate Brakes	0	0.0%	4	0.3%	7	0.2%	74	0.6%	503	0.6%	588	0.6%
Defective Tires	3	1.0%	12	0.9%	36	1.0%	41	0.4%	302	0.4%	394	0.4%
Defective Steering	0	0.0%	4	0.3%	4	0.1%	15	0.1%	92	0.1%	115	0.1%
Environment	**0**	**0.0%**	**1**	**0.1%**	**11**	**0.3%**	**12**	**0.1%**	**176**	**0.2%**	**200**	**0.2%**
Road Defect	0	0.0%	1	0.1%	11	0.3%	8	0.1%	138	0.2%	158	0.2%
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%	4	0.03%	38	0.05%	42	0.04%
Other[3]	**18**	**5.8%**	**100**	**7.5%**	**284**	**7.5%**	**833**	**7.3%**	**10,108**	**12.1%**	**11,343**	**11.3%**
None	4	1.3%	41	3.1%	139	3.7%	463	4.0%	4,266	5.1%	4,913	4.9%
Missing Data	10	3.2%	16	1.2%	34	0.9%	129	1.1%	3,124	3.7%	3,313	3.3%
Other - No Driver Error	4	1.3%	43	3.2%	111	2.9%	241	2.1%	2,718	3.3%	3,117	3.1%
Total People	311	100%	1,331	100%	3,763	100%	11,463	100%	83,512	100%	100,380	100%

[1] See the Definitions section for the method of deriving the top contributing factor.

[2] Alcohol/Drug-involved is a combination of the contributing factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Hit-and-Run

- The number of hit-and-run crashes has been decreasing over the past five years, but the percentage among all crashes is stable. (Table 6)

Table 6: Hit-and-Run Crashes by Crash Severity, 2009 - 2013

Year	Hit-and-Run Crashes								Total Crashes	Percent Hit-and-Run
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		All Hit-and-Run Crashes			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent		
2009	3	0.05%	923	15.2%	5,145	84.7%	6,071	100%	46,156	13.2%
2010	13	0.23%	899	15.7%	4,820	84.1%	5,732	100%	42,802	13.4%
2011	3	0.05%	1,009	15.8%	5,362	84.1%	6,374	100%	43,227	14.7%
2012	15	0.25%	829	13.8%	5,146	85.9%	5,990	100%	41,083	14.6%
2013	10	0.18%	867	15.7%	4,649	84.1%	5,526	100%	39,604	14.0%

Table 7: Severity of Injuries to People in Hit-and-Run Crashes, 2009 - 2013

Year	Severity of Injuries in Hit-and-Run Crashes						People in All Crashes	Percent Hit-and-Run
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People		
2009	3	81	237	909	12,551	13,781	117,408	11.7%
2010	14	74	239	863	12,425	13,615	113,586	12.0%
2011	3	70	289	994	13,423	14,779	112,790	13.1%
2012	16	79	206	812	11,791	12,904	103,030	12.5%
2013	11	57	266	826	10,914	12,074	100,380	12.0%

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 in which a vehicle overturned and then hit a pedestrian might be classified as "Overturn" and not "Pedestrian."

- The most common crash classification was "Other Vehicle," representing 67.2 percent of total crashes. (Table 8)
- Among fatal crashes, the most common crash classifications were "Overturn/Rollover" (34.2 percent), "Other Vehicle" (31.3 percent), and "Pedestrian" (19.6%). (Table 8)
- More than 60 percent of crashes involving animals were with large animals: Deer (42.3 percent), Elk (11.6 percent), Cow (9.5 percent), Horse (3.0 percent), Bear (1.5 percent), and Antelope (0.7 percent). (Table 12)

Table 8: Crashes by Crash Classification and Crash Severity, 2013

Crash Classification	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	86	31.3%	7,927	70.5%	18,618	66.3%	26,631	67.2%
Fixed Object	18	6.5%	934	8.3%	3,021	10.8%	3,973	10.0%
Parked Vehicle	2	0.7%	137	1.2%	2,121	7.6%	2,260	5.7%
Overturn/Rollover	94	34.2%	1,067	9.5%	835	3.0%	1,996	5.0%
Animal	4	1.5%	85	0.8%	1,139	4.1%	1,228	3.1%
Other (Object)	0	0.0%	120	1.1%	702	2.5%	822	2.1%
Other (Non-Collision)	6	2.2%	191	1.7%	413	1.5%	610	1.5%
Pedestrian	54	19.6%	376	3.3%	87	0.3%	517	1.3%
Pedalcyclist	3	1.1%	245	2.2%	59	0.2%	307	0.8%
Vehicle on Other Road	3	1.1%	81	0.7%	169	0.6%	253	0.6%
Railroad Train	3	1.1%	5	0.04%	20	0.1%	28	0.1%
Missing Data	2	0.7%	80	0.7%	897	3.2%	979	2.5%
Total Crashes	275	100.0%	11,248	100.0%	28,081	100.0%	39,604	100.0%

Crash Characteristics – Crash Classification

Table 9: People in Crashes by Crash Classification[9] and Severity of Injury, 2013

Crash Classification	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	102	0.1%	734	0.9%	1,948	2.5%	9,600	12.4%	65,063	84.0%	77,447	100%
Fixed Object	21	0.4%	131	2.3%	445	7.9%	545	9.7%	4,465	79.6%	5,607	100%
Parked Vehicle	2	0.0%	13	0.3%	61	1.3%	94	2.0%	4,450	96.3%	4,620	100%
Overturn/Rollover	108	3.2%	259	7.7%	760	22.6%	557	16.5%	1,684	50.0%	3,368	100%
Animal	4	0.2%	7	0.4%	33	1.7%	70	3.5%	1,874	94.3%	1,988	100%
Other (Object)	0	0.0%	15	1.0%	61	4.1%	70	4.7%	1,349	90.2%	1,495	100%
Pedestrian	55	4.2%	101	7.8%	159	12.2%	167	12.8%	821	63.0%	1,303	100%
Other (Non-Collision)	6	0.6%	31	3.0%	97	9.4%	94	9.1%	807	78.0%	1,035	100%
Pedalcyclist	3	0.4%	24	3.4%	126	17.9%	103	14.7%	446	63.5%	702	100%
Vehicle on Other Road	5	0.7%	10	1.4%	33	4.7%	91	13.1%	558	80.1%	697	100%
Railroad Train	3	5.1%	1	1.7%	2	3.4%	3	5.1%	50	84.7%	59	100%
Missing Data	2	0.1%	5	0.2%	38	1.8%	69	3.4%	1,945	94.5%	2,059	100%
Total People	311	0.3%	1,331	1.3%	3,763	3.7%	11,463	11.4%	83,512	83.2%	100,380	100%

Table 10: Crashes by Crash Classification[9], 2009 - 2013

Crash Classification	Crashes					Percentage of Total Crashes by Year				
	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
Other Vehicle	31,143	29,516	28,874	27,041	26,631	67.5%	69.0%	66.8%	65.8%	67.2%
Fixed Object	5,324	4,933	5,590	4,122	3,973	11.5%	11.5%	12.9%	10.0%	10.0%
Parked Vehicle	3,432	2,755	3,129	2,641	2,260	7.4%	6.4%	7.2%	6.4%	5.7%
Overturn/Rollover	2,488	2,390	2,258	2,142	1,996	5.4%	5.6%	5.2%	5.2%	5.0%
Animal	1,558	1,322	1,459	1,361	1,228	3.4%	3.1%	3.4%	3.3%	3.1%
Other (Object)	496	423	475	956	822	1.1%	1.0%	1.1%	2.3%	2.1%
Other (Non-Collision)	775	658	644	735	610	1.7%	1.5%	1.5%	1.8%	1.5%
Pedestrian	488	392	400	478	517	1.1%	0.9%	0.9%	1.2%	1.3%
Pedalcyclist	349	340	331	383	307	0.8%	0.8%	0.8%	0.9%	0.8%
Vehicle on Other Road	93	62	61	260	253	0.2%	0.1%	0.1%	0.6%	0.6%
Railroad Train	10	11	6	14	28	0.0%	0.0%	0.0%	0.0%	0.1%
Missing Data	0	0	0	950	979	0.0%	0.0%	0.0%	2.3%	2.5%
Total Crashes	46,156	42,802	43,227	41,083	39,604	100.0%	100.0%	100.0%	100.0%	100.0%

[9] 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 hit a pedestrian might be classified as "Overturn" and not "Pedestrian."

Table 11: Classification of Rollover/Overturn Crashes by Crash Severity, 2013[10]

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	23	24.5%	428	40.1%	352	42.2%	803	40.2%
Left Side of Road	34	36.2%	294	27.6%	198	23.7%	526	26.4%
On the Road	15	16.0%	180	16.9%	103	12.3%	298	14.9%
Missing Data	22	23.4%	165	15.5%	182	21.8%	369	18.5%
Total Crashes	94	100.0%	1,067	100.0%	835	100.0%	1,996	100.0%

Table 12: Classification of Crashes involving Animals by Crash Severity, 2013[10]

Animal Crash	Severity of Crashes						Total Crashes	
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Deer	1	25.0%	25	29.4%	494	43.4%	520	42.3%
Elk	1	25.0%	3	3.5%	138	12.1%	142	11.6%
Cow/Cattle	0	0.0%	17	20.0%	100	8.8%	117	9.5%
Dog	0	0.0%	5	5.9%	70	6.1%	75	6.1%
Game Animal	0	0.0%	4	4.7%	64	5.6%	68	5.5%
Domestic Animal	0	0.0%	8	9.4%	35	3.1%	43	3.5%
Horse	1	25.0%	11	12.9%	25	2.2%	37	3.0%
Other Animal	0	0.0%	0	0.0%	24	2.1%	24	2.0%
Coyote	0	0.0%	0	0.0%	19	1.7%	19	1.5%
Bear	0	0.0%	3	3.5%	16	1.4%	19	1.5%
Antelope	0	0.0%	0	0.0%	9	0.8%	9	0.7%
Cougar	0	0.0%	0	0.0%	2	0.2%	2	0.2%
Bird	0	0.0%	0	0.0%	2	0.2%	2	0.2%
Goat	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Sheep	0	0.0%	1	1.2%	0	0.0%	1	0.1%
Hawk	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Cat	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Badger	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Eagle	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Missing Data	1	25.0%	8	9.4%	136	11.9%	145	11.8%
Total	4	100.0%	85	100.0%	1,139	100.0%	1,228	100.0%

[10] Crash classification can be further broken down using subcategories reported on the UCR form.

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 occurs 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 in which speeding was the top contributing factor rose in 2013, to 8.3 percent. But the percentage was still less than in 2009 through 2011. (Table 13)

Table 13: Crashes with Speeding as the Top Contributing Factor, 2009 - 2013

Year	Speeding Crashes[1]	Total Crashes	Percent of Total Crashes
2009	4,668	46,156	10.1%
2010	4,274	42,802	10.0%
2011	4,202	43,227	9.7%
2012	3,126	41,083	7.6%
2013	3,295	39,604	8.3%

[1] Crashes for which the top contributing factor in the crash was either Excessive Speed or Too Fast for Conditions.

Table 14: Crashes with Speeding as the Top Contributing Factor by Crash Severity, 2013

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	24	64.9%	652	61.3%	1,194	54.4%	1,870	56.8%
Speed Too Fast for Conditions	13	35.1%	411	38.7%	1,001	45.6%	1,425	43.2%
Total	37	100.0%	1,063	100.0%	2,195	100.0%	3,295	100.0%

Drivers with Speeding as a Contributing Factor

At the scene of a crash, an officer can record up to 33 contributing factors for each driver involved in the crash. This section counts the number of drivers (vehicles) in crashes in which speeding was, at least, one of the contributing factors.

- The percentage of drivers in crashes in which speeding was a contributing factor increased in 2013, but the percentage was still less than in 2009 through 2011. (Table 15)
- The number of speeding drivers in crashes rose in 2013, but the number is still the second-lowest in the past five years. (Table 15)
- Speeding as a contributing factor in a crash decreases with age of the driver. The older the driver in a crash, the less likely speeding was reported as a contributing factor. Drivers younger than 30 account for 42.5 percent of speeding drivers in crashes, but age information is missing for 22 percent (Table 16, Figure 6)

Table 15: Speeding Drivers as a Contributing Factor in Crashes, 2009 - 2013

Year	Speeding Drivers[1] in Crashes	Total Drivers in Crashes	Percent
2009	6,465	85,424	7.6%
2010	5,843	79,367	7.4%
2011	5,810	79,723	7.3%
2012	4,440	74,827	5.9%
2013	4,640	73,049	6.4%

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

Table 16: Speeding Drivers in Crashes by Age Group and Sex, 2013

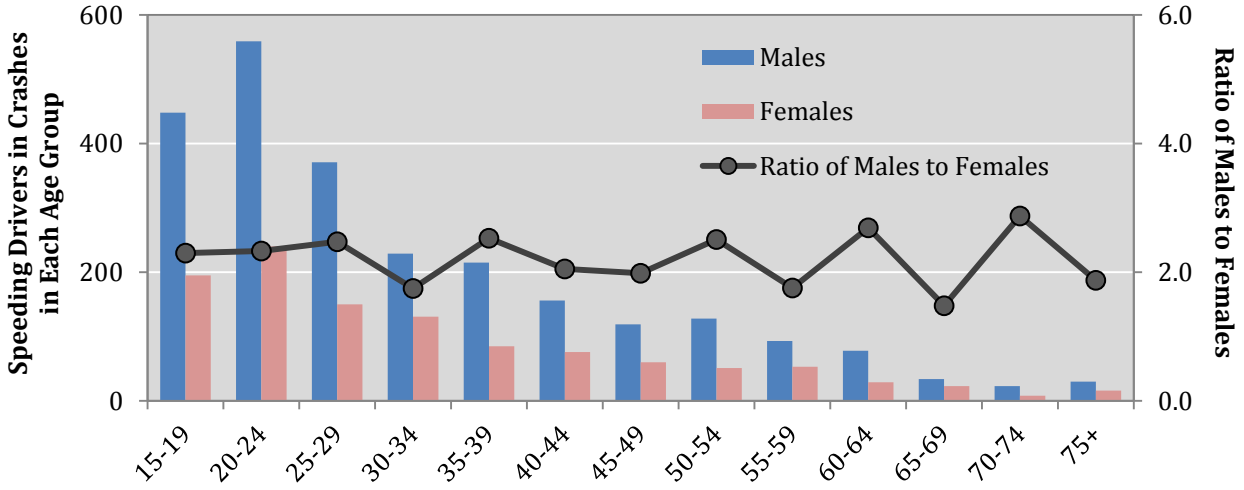
Age Group[1]	Speeding Drivers[2] in Crashes								Ratio of Males to Females
	Males		Females		Missing Data[3]		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	448	17.3%	195	16.8%	2	0.2%	645	13.9%	2.3
20-24	559	21.6%	240	20.7%	2	0.2%	801	17.3%	2.3
25-29	371	14.4%	150	12.9%	3	0.3%	524	11.3%	2.5
30-34	229	8.9%	131	11.3%	0	0.0%	360	7.8%	1.7
35-39	215	8.3%	85	7.3%	0	0.0%	300	6.5%	2.5
40-44	156	6.0%	76	6.6%	1	0.1%	233	5.0%	2.1
45-49	119	4.6%	60	5.2%	0	0.0%	179	3.9%	2.0
50-54	128	5.0%	51	4.4%	0	0.0%	179	3.9%	2.5
55-59	93	3.6%	53	4.6%	0	0.0%	146	3.2%	1.8
60-64	78	3.0%	29	2.5%	0	0.0%	107	2.3%	2.7
65-69	34	1.3%	23	2.0%	0	0.0%	57	1.2%	1.5
70-74	23	0.9%	8	0.7%	1	0.1%	32	0.7%	2.9
75+	30	1.2%	16	1.4%	0	0.0%	46	1.0%	1.9
Missing Data[3]	102	3.9%	42	3.6%	872	99.0%	1,016	22.0%	2.4
Total	2,585	100.0%	1,159	100.0%	881	100.0%	4,625	100.0%	2.2

[1] Does not include drivers whose 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 data may be missing for multiple reasons such as in hit-and-run situations or self-reported crashes (a person in a crash filed a station report).

Figure 6: Speeding Drivers in Crashes by Age Group and Sex, 2013



Crash Characteristics – Hour and Day

Hour and Day of Week

Additional data on Hour and Day of Week are also available in Appendix A (Page 84).

- The number of fatal crashes is highest on Fridays. (Table 17)
- The number of total crashes is lowest on Saturdays and Sundays, and highest on Fridays. (Table 17, Table 19)
- Regardless of crash severity, the number of alcohol-involved crashes is highest on weekends (Fridays, Saturdays and Sundays). The number of fatal alcohol-involved crashes is highest on Fridays. (Table 18)
- The total number of crashes is highest between the hours of 3 p.m. and 6 p.m. (Figure 7)
- The peak of alcohol-involved crashes occurs between 6 p.m. and 10 p.m. but there is a dramatic increase by 5 p.m. that is sustained at high levels until 3 a.m. (Figure 8)
- No matter the day of the week, the highest number of crashes occurred between the hours of noon and 6 p.m. (Table 19)
- On Saturdays, 68 percent of alcohol-involved crashes occurred between 5 p.m. and 3 a.m. on Sundays. (Table 21)
- Regardless of crash severity, alcohol-involved crashes occur primarily between 6 p.m. and 3 a.m. (Table 22, Table 23)

Table 17: Crashes by Day of the Week and Crash Severity, 2013

Day of the Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Sunday	43	15.6%	1,133	10.1%	2,627	9.4%	3,803	9.6%
Monday	27	9.8%	1,692	15.0%	4,130	14.7%	5,849	14.8%
Tuesday	32	11.6%	1,647	14.6%	4,389	15.6%	6,068	15.3%
Wednesday	39	14.2%	1,679	14.9%	4,197	14.9%	5,915	14.9%
Thursday	39	14.2%	1,695	15.1%	4,302	15.3%	6,036	15.2%
Friday	51	18.5%	1,953	17.4%	4,862	17.3%	6,866	17.3%
Saturday	44	16.0%	1,449	12.9%	3,574	12.7%	5,067	12.8%
Total Crashes	275	100.0%	11,248	100.0%	28,081	100.0%	39,604	100.0%

Table 18: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2013

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	19	15.4%	139	16.9%	180	17.8%	338	17.3%
Monday	6	4.9%	76	9.2%	104	10.3%	186	9.5%
Tuesday	11	8.9%	94	11.4%	99	9.8%	204	10.4%
Wednesday	18	14.6%	104	12.6%	111	11.0%	233	11.9%
Thursday	18	14.6%	100	12.2%	139	13.7%	257	13.1%
Friday	31	25.2%	133	16.2%	154	15.2%	318	16.2%
Saturday	20	16.3%	177	21.5%	225	22.2%	422	21.6%
Total	123	100.0%	823	100.0%	1,012	100.0%	1,958	100.0%

Figure 7: Crashes by Hour of the Day, 2013

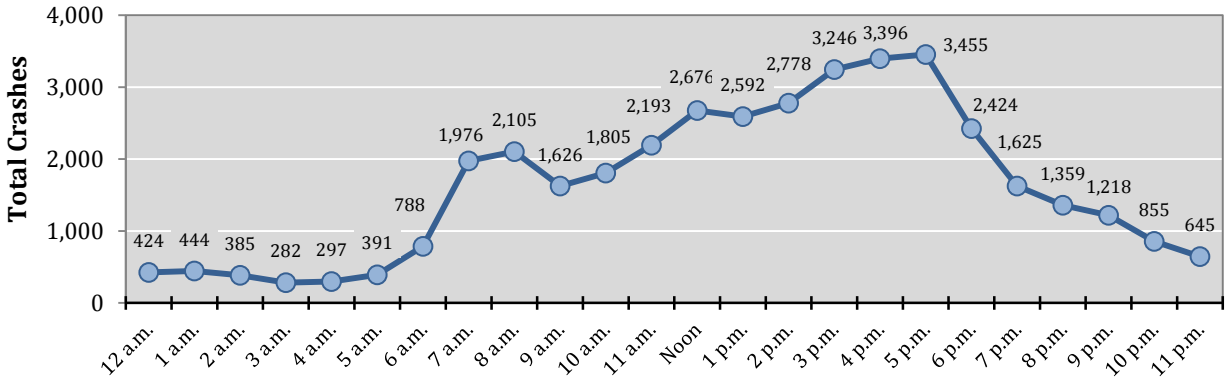
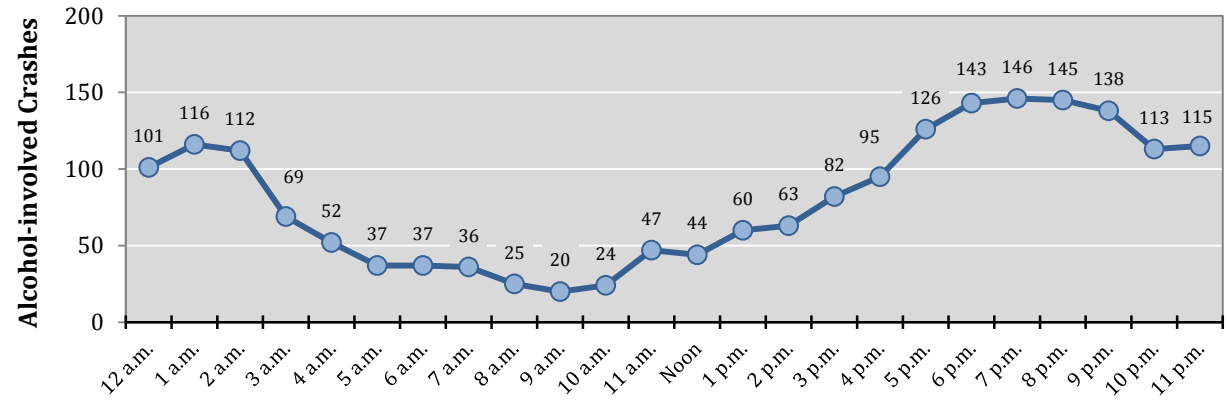


Figure 8: Alcohol-involved Crashes by Hour of the Day, 2013



Crash Characteristics – Hour and Day

Table 19: Crashes by Hour and Day of Week, 2013

Hour[1]	Crashes[2]							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	94	47	48	36	46	58	95	424
1 a.m.	126	40	34	33	51	68	92	444
2 a.m.	107	33	28	40	30	65	82	385
3 a.m.	68	24	18	30	38	37	67	282
4 a.m.	62	35	29	24	39	50	58	297
5 a.m.	58	52	45	55	50	65	66	391
6 a.m.	78	119	128	116	120	135	92	788
7 a.m.	108	331	369	376	337	332	123	1,976
8 a.m.	127	325	380	363	356	376	178	2,105
9 a.m.	144	249	291	235	255	256	196	1,626
10 a.m.	160	256	278	272	279	299	261	1,805
11 a.m.	176	345	341	336	302	371	322	2,193
Noon	224	394	399	391	408	501	359	2,676
1 p.m.	241	405	350	409	408	462	317	2,592
2 p.m.	255	424	449	413	418	468	351	2,778
3 p.m.	239	521	538	496	501	634	317	3,246
4 p.m.	272	565	576	486	548	608	341	3,396
5 p.m.	233	557	562	589	581	558	375	3,455
6 p.m.	269	335	367	395	364	393	301	2,424
7 p.m.	200	218	235	207	237	284	244	1,625
8 p.m.	181	169	175	194	192	219	229	1,359
9 p.m.	138	153	153	149	176	222	227	1,218
10 p.m.	105	92	95	114	121	165	163	855
11 p.m.	80	75	74	83	75	114	144	645
Missing Data	58	85	106	73	104	126	67	619
Total Crashes	3,803	5,849	6,068	5,915	6,036	6,866	5,067	39,604

[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.

Table 20: Crashes by Hour and Crash Severity, 2013

Hour[1]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	19	6.9%	329	2.9%	905	3.2%	1,253	3.2%
3 - 6 a.m.	24	8.7%	250	2.2%	696	2.5%	970	2.4%
6 - 9 a.m.	36	13.1%	1,392	12.4%	3,441	12.3%	4,869	12.3%
9 a.m. - Noon	27	9.8%	1,577	14.0%	4,020	14.3%	5,624	14.2%
12 - 3 p.m.	34	12.4%	2,321	20.6%	5,691	20.3%	8,046	20.3%
3 - 6 p.m.	40	14.5%	2,940	26.1%	7,117	25.3%	10,097	25.5%
6 - 9 p.m.	54	19.6%	1,606	14.3%	3,748	13.3%	5,408	13.7%
9 p.m. -12 a.m.	38	13.8%	771	6.9%	1,909	6.8%	2,718	6.9%
Missing Data	3	1.1%	62	0.6%	554	2.0%	619	1.6%
Total Crashes	275	100.0%	11,248	100.0%	28,081	100.0%	39,604	100.0%

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

Crash Characteristics – Hour and Day

Table 21: Alcohol-involved Crashes by Hour and Day of Week, 2013

Hour[1]	Alcohol-involved Crashes[2]							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	25	10	8	7	10	15	26	101
1 a.m.	26	9	8	4	19	15	35	116
2 a.m.	26	3	4	14	8	22	35	112
3 a.m.	17	2	4	4	12	14	16	69
4 a.m.	16	3	3	2	4	7	17	52
5 a.m.	13	4	3	2	3	2	10	37
6 a.m.	10	0	4	1	5	6	11	37
7 a.m.	14	0	4	5	3	2	8	36
8 a.m.	7	2	4	4	1	2	5	25
9 a.m.	1	2	2	3	4	4	4	20
10 a.m.	4	0	7	4	0	4	5	24
11 a.m.	3	7	10	10	5	7	5	47
Noon	4	13	5	5	6	2	9	44
1 p.m.	4	6	10	10	12	11	7	60
2 p.m.	8	5	17	8	6	9	10	63
3 p.m.	14	11	8	12	9	15	13	82
4 p.m.	15	14	7	10	14	23	12	95
5 p.m.	20	6	17	21	15	15	32	126
6 p.m.	33	14	13	14	18	27	24	143
7 p.m.	16	17	19	18	19	25	32	146
8 p.m.	17	17	8	19	25	29	30	145
9 p.m.	17	12	14	22	27	20	26	138
10 p.m.	13	12	10	15	18	24	21	113
11 p.m.	14	14	14	18	13	16	26	115
Missing Data	1	3	1	1	1	2	3	12
Total	338	186	204	233	257	318	422	1,958

[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.

Table 22: Alcohol-involved Crashes by Hour and Crash Severity, 2013

Hour[1]	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.	15	12.2%	127	15.4%	187	18.5%	329	16.8%
3 - 6 a.m.	11	8.9%	52	6.3%	95	9.4%	158	8.1%
6 - 9 a.m.	8	6.5%	28	3.4%	62	6.1%	98	5.0%
9 a.m. - Noon	10	8.1%	35	4.3%	46	4.5%	91	4.6%
12 - 3 p.m.	10	8.1%	66	8.0%	91	9.0%	167	8.5%
3 - 6 p.m.	15	12.2%	150	18.2%	138	13.6%	303	15.5%
6 - 9 p.m.	27	22.0%	192	23.3%	215	21.2%	434	22.2%
9 p.m. -12 a.m.	27	22.0%	169	20.5%	170	16.8%	366	18.7%
Missing Data	0	0.0%	4	0.5%	8	0.8%	12	0.6%
Total	123	100.0%	823	100.0%	1,012	100.0%	1,958	100.0%

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

Crash Characteristics – Hour and Day

Table 23: Alcohol-involved Crashes by Hour, 2009 - 2013

Hour[1]	Alcohol-involved Crashes[2]				
	2009	2010	2011	2012	2013
Midnight	180	135	170	117	101
1 a.m.	191	125	145	145	116
2 a.m.	160	141	140	150	112
3 a.m.	90	80	101	86	69
4 a.m.	64	52	64	59	52
5 a.m.	39	41	40	45	37
6 a.m.	44	35	44	39	37
7 a.m.	37	23	41	30	36
8 a.m.	31	25	23	39	25
9 a.m.	35	24	29	24	20
10 a.m.	29	27	26	39	24
11 a.m.	36	34	39	54	47
Noon	55	50	45	47	44
1 p.m.	72	57	64	46	60
2 p.m.	73	73	60	52	63
3 p.m.	112	96	84	95	82
4 p.m.	133	95	118	101	95
5 p.m.	160	149	139	144	126
6 p.m.	171	160	131	135	143
7 p.m.	200	162	183	150	146
8 p.m.	205	148	171	137	145
9 p.m.	187	158	151	154	138
10 p.m.	198	141	167	141	113
11 p.m.	196	131	145	133	115
Missing Data	0	0	0	14	12
Total	2,698	2,162	2,320	2,176	1,958

[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.

Holidays

This section compares holiday periods to identify whether any holiday periods have a higher incidence of crashes, fatalities, or alcohol involvement compared with other holidays. Because holiday periods span different numbers of days, rates are used to compare holiday periods.

Compared with other holiday periods in 2013…

- The Columbus Day holiday period had the highest rate of alcohol-involved crashes per day. The Thanksgiving and 4th of July periods had the highest rates of alcohol-involved fatalities per day. (Table 24)
- The Halloween period had the highest rate of crashes per day, while the Labor Day and Balloon Fiesta holiday periods had the highest rates of fatalities per day. (Table 24)

Table 24: Holiday Crashes and Fatalities, 2013[11]

Holiday	Length of Holiday			Crashes				Fatalities			
	Days	Start Date (6 PM)	End Date (6 AM)	Total Crashes	Crashes per day	Alcohol-involved		Total Fatalities	Fatalities per day	Alcohol-involved	
						Crashes	per day			Fatalities	per day
New Year's	4.5	Fri, 12-28-12	Wed, 01-02-13	441	**98.0**	32	**7.1**	3	**0.7**	1	**0.2**
MLK Day	3.5	Fri, 01-18-13	Tue, 01-22-13	261	**74.6**	15	**4.3**	1	**0.3**	1	**0.3**
Super Bowl	1.0	Sun, 02-03-13	Mon, 02-04-13	55	**55.0**	7	**7.0**	0	**0.0**	0	**0.0**
Presidents' Day	3.5	Fri, 02-15-13	Tue, 02-19-13	267	**76.3**	24	**6.9**	0	**0.0**	0	**0.0**
St. Patrick's Day	1.0	Sun, 03-17-13	Mon, 03-18-13	68	**68.0**	5	**5.0**	1	**1.0**	0	**0.0**
Easter	2.5	Fri, 03-29-13	Mon, 04-01-13	173	**69.2**	15	**6.0**	3	**1.2**	1	**0.4**
Memorial Day	3.5	Fri, 05-24-13	Tue, 05-28-13	262	**74.9**	22	**6.3**	2	**0.6**	2	**0.6**
4th of July	4.5	Wed, 07-03-13	Mon, 07-08-13	380	**84.4**	33	**7.3**	5	**1.1**	4	**0.9**
Labor Day	3.5	Fri, 08-30-13	Tue, 09-03-13	280	**80.0**	20	**5.7**	5	**1.4**	0	**0.0**
Balloon Fiesta	9.5	Fri, 10-04-13	Mon, 10-14-13	959	**100.9**	38	**4.0**	13	**1.4**	4	**0.4**
Columbus Day	3.5	Fri, 10-11-13	Tue, 10-15-13	362	**103.4**	30	**8.6**	3	**0.9**	1	**0.3**
Halloween	4.5	Wed, 10-30-13	Mon, 11-04-13	507	**112.7**	27	**6.0**	4	**0.9**	0	**0.0**
Veterans' Day	3.5	Fri, 11-08-13	Tue, 11-12-13	291	**83.1**	11	**3.1**	3	**0.9**	0	**0.0**
Thanksgiving	4.5	Wed, 11-27-13	Mon, 12-02-13	303	**67.3**	33	**7.3**	6	**1.3**	5	**1.1**
Christmas	1.5	Tue, 12-24-13	Thu, 12-26-13	69	**46.0**	5	**3.3**	0	**0.0**	0	**0.0**

[11] The number of crashes and fatalities per day are based on events during the number of days for that particular holiday. Based on NHTSA guidelines, the length of the holiday depends on the day on which the legal observed 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).
The start date for Super Bowl Sunday and St. Patrick's Day is 6 a.m. on the day of the event.

Light

- Crashes in dark, not lighted, areas were most likely to result in fatalities. The dark, not lighted, condition accounted for 9.3 percent of crashes but 32.7 percent of fatal crashes. (Table 26)

Table 25: Crashes by Crash Severity and Light Condition, 2013

Light Condition	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	121	44.0%	7,912	70.3%	19,175	68.3%	27,208	68.7%
Dark-Lighted	29	10.5%	1,338	11.9%	3,256	11.6%	4,623	11.7%
Dark-Not Lighted	90	32.7%	919	8.2%	2,684	9.6%	3,693	9.3%
Dusk	6	2.2%	279	2.5%	654	2.3%	939	2.4%
Dawn	11	4.0%	153	1.4%	415	1.5%	579	1.5%
Other/Not Stated	1	0.4%	5	0.0%	117	0.4%	123	0.3%
Missing Data	17	6.2%	642	5.7%	1,780	6.3%	2,439	6.2%
Total Crashes	275	100.0%	11,248	100.0%	28,081	100.0%	39,604	100.0%

Table 26: Severity of Injuries to People in Crashes by Light Condition, 2013

Light Condition	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	138	44.4%	899	67.5%	2,478	65.9%	8,188	71.4%	59,555	71.3%	71,258	71.0%
Dark-Lighted	33	10.6%	157	11.8%	443	11.8%	1,427	12.4%	9,584	11.5%	11,644	11.6%
Dark-Not Lighted	102	32.8%	169	12.7%	495	13.2%	671	5.9%	5,940	7.1%	7,377	7.3%
Dusk	7	2.3%	30	2.3%	89	2.4%	270	2.4%	1,982	2.4%	2,378	2.4%
Dawn	12	3.9%	25	1.9%	69	1.8%	147	1.3%	988	1.2%	1,241	1.2%
Other/Not Stated	1	0.3%	1	0.1%	3	0.1%	6	0.1%	192	0.2%	203	0.2%
Missing Data	18	5.8%	50	3.8%	186	4.9%	754	6.6%	5,271	6.3%	6,279	6.3%
Total People	311	100%	1,331	100.0%	3,763	100%	11,463	100%	83,512	100%	100,380	100%

Weather

Table 27: Crashes and Crash Fatalities by Weather Condition, 2013[12]

Weather	Crashes		Fatalities	
	Count	Percent	Count	Percent
Clear	33,811	85.4%	248	79.7%
Inclement	3,255	8.2%	21	6.8%
Raining	1,465	3.7%	6	1.9%
Snowing	941	2.4%	4	1.3%
Wind	378	1.0%	6	1.9%
Other	231	0.6%	3	1.0%
Sleet or Hail	93	0.2%	1	0.3%
Dust	80	0.2%	0	0.0%
Fog	67	0.2%	1	0.3%
Missing Data	2,538	6.4%	42	13.5%
Total	39,604	100.0%	311	100.0%

Table 28: Crashes by Weather Condition, 2009 – 2013[12]

Weather	Crashes									
	2009		2010		2011		2012		2013	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Clear	42,237	91.5%	38,373	89.7%	38,325	88.7%	35,978	87.6%	33,811	85.4%
Inclement	3,858	8.4%	4,056	9.5%	3,843	8.9%	2,444	5.9%	3,255	8.2%
Raining	1,828	4.0%	1,708	4.0%	1,212	2.8%	1,014	2.5%	1,465	3.7%
Snowing	1,295	2.8%	1,577	3.7%	1,739	4.0%	801	1.9%	941	2.4%
Wind	376	0.8%	376	0.9%	501	1.2%	301	0.7%	378	1.0%
Other	233	0.5%	203	0.5%	216	0.5%	175	0.4%	231	0.6%
Fog	46	0.1%	83	0.2%	77	0.2%	43	0.1%	67	0.2%
Sleet or Hail	43	0.1%	72	0.2%	39	0.1%	52	0.1%	93	0.2%
Dust	37	0.1%	37	0.1%	59	0.1%	58	0.1%	80	0.2%
Missing Data	61	0.1%	373	0.9%	1,059	2.4%	2,661	6.5%	2,538	6.4%
Total Crashes	46,156	100.0%	42,802	100.0%	43,227	100.0%	41,083	100.0%	39,604	100.0%

[12] In 2012 and previous years, missing data in the Weather field were historically combined with Weather category Other.

Hazardous Material

- Over the past five years, crashes involving hazardous materials made up less than one percent of all crashes. (Table 29)
- In recent years, there has been a large increase in the number of crashes involving hazardous materials, which may be due to improved reporting. (Table 29)
- Twenty-four out of 89 vehicles containing hazardous materials in crashes had a spill in 2013. Spill data was missing for 14 vehicles containing hazardous materials in crashes. (Table 30)

Table 29: Hazardous Material Crashes, 2009 - 2013

Year	Hazardous Material Crashes	Total Crashes	Percent Hazardous Crashes
2009	24	46,156	0.052%
2010	15	42,802	0.035%
2011	27	43,227	0.062%
2012	54	41,083	0.131%
2013	87	39,604	0.220%

Table 30: Vehicles with Hazardous Materials in Crashes by Hazardous Material Type, 2013

Hazardous Material Type	Vehicles with Hazardous Materials in Crashes			
	No Spill	Spill	Missing Data	Total
Flammable Liquid	27	9	2	38
Flammable Gas	5	1	3	9
Non-Flammable Gas	3	1	1	5
Corrosive Liquid	3	1	0	4
Oxidizer	2	0	0	2
Explosives	1	0	0	1
Missing Data	10	12	8	30
Total Vehicles	51	24	14	89

Vehicles

Vehicle Type

- The vehicles most often in crashes were passenger vehicles (47.2 percent), pickup trucks (18.3 percent) and van/SUV/4WD (4-wheel drive) vehicles (16.0 percent). (Table 31)
- Three vehicle types (heavy trucks, motorcycles, and pedestrians) have disproportionately large percentages of vehicles in fatal crashes. Heavy trucks were 2.8 percent of all vehicles in crashes and 10.6 percent of vehicles in fatal crashes. Motorcycles were 1.6 percent of all vehicles in crashes and 10.1 percent of vehicles in fatal crashes. Pedestrians were 0.7 percent of all vehicles in crashes and 12.1 percent of vehicles in fatal crashes. (Table 31)
- 72.4 percent of all people on motorcycles in crashes were either injured or killed. (Table 32)
- 82.0 percent of all pedestrians in crashes were either injured or killed. (Table 32)

Table 31: Vehicles in Crashes by Vehicle Type and Crash Severity, 2013

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	120	25.9%	10,624	48.7%	23,769	46.8%	34,513	47.2%
Pickup (Light Truck)	98	21.1%	3,836	17.6%	9,411	18.5%	13,345	18.3%
Van/SUV/4WD	58	12.5%	3,547	16.3%	8,051	15.9%	11,656	16.0%
Other	5	1.1%	924	4.2%	1,912	3.8%	2,841	3.9%
Semi (Heavy Truck)	49	10.6%	518	2.4%	1,459	2.9%	2,026	2.8%
Motorcycle	47	10.1%	864	4.0%	264	0.5%	1,175	1.6%
Pedestrian	56	12.1%	394	1.8%	82	0.2%	532	0.7%
Pedalcyclist	3	0.6%	250	1.1%	60	0.1%	313	0.4%
Bus	2	0.4%	79	0.4%	228	0.4%	309	0.4%
Missing Data	26	5.6%	772	3.5%	5,541	10.9%	6,339	8.7%
Total Vehicles	464	100.0%	21,808	100.0%	50,777	100.0%	73,049	100.0%

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

Vehicles – Vehicle Type

Table 32: Severity of Injuries to People in Crashes by Vehicle Type, 2013

Vehicle Type	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	96	0.2%	535	1.1%	1,552	3.2%	6,210	13.0%	39,388	82.4%	47,781	100%
Pickup (Light Truck)	49	0.3%	191	1.1%	540	3.0%	1,743	9.7%	15,488	86.0%	18,011	100%
Van/SUV/4WD	47	0.3%	209	1.2%	556	3.1%	2,001	11.2%	15,013	84.2%	17,826	100%
Other	0	0.0%	34	0.9%	121	3.1%	536	13.6%	3,255	82.5%	3,946	100%
Semi (Heavy Truck)	15	0.6%	20	0.8%	93	3.8%	163	6.7%	2,129	88.0%	2,420	100%
Motorcycle	46	3.5%	183	13.8%	526	39.6%	206	15.5%	367	27.6%	1,328	100%
Bus	2	0.3%	1	0.1%	2	0.3%	39	5.5%	670	93.8%	714	100%
Pedestrian	53	10.0%	97	18.2%	146	27.4%	140	26.3%	96	18.0%	532	100%
Pedalcyclist	3	1.0%	24	7.7%	123	39.3%	97	31.0%	66	21.1%	313	100%
Missing Data	0	0.0%	37	0.5%	104	1.4%	328	4.4%	7,040	93.8%	7,509	100%
Total People	311	0.3%	1,331	1.3%	3,763	3.7%	11,463	11.4%	83,512	83.2%	100,380	100%

Table 33: Crashes by Number of Vehicles Involved and Crash Severity, 2013

Number of Vehicles Involved	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	116	42.2%	2,287	20.3%	6,731	24.0%	9,134	23.1%
2	138	50.2%	7,702	68.5%	20,064	71.5%	27,904	70.5%
3	15	5.5%	997	8.9%	995	3.5%	2,007	5.1%
4 +	6	2.2%	262	2.3%	225	0.8%	493	1.2%
Missing Data	0	0.0%	0	0.0%	66	0.2%	66	0.2%
Total Crashes	275	100.0%	11,248	100.0%	28,081	100.0%	39,604	100.0%

[1] Pedestrians and pedalcycles are counted as a type of vehicle.

Vehicle Actions

- The most common vehicle action in a crash was going straight (40,797 vehicles). (Table 34)
- Almost twice as many crashes occurred when making a left turn (7,895 vehicles) compared with making a right turn (3,808 vehicles). (Table 34)

Table 34: Vehicle Actions in Crashes by Crash Severity, 2013

Vehicle Actions[1]	Vehicle Actions in Fatal Crashes		Vehicle Actions in Injury Crashes		Vehicle Actions in Prop. Damage Only Crashes		Total Vehicle Actions in Crashes[1]	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Going Straight	323	65.9%	13,585	56.3%	26,889	47.1%	40,797	49.9%
Left Turn	17	3.5%	2,687	11.1%	5,191	9.1%	7,895	9.7%
Stopped - Traffic	6	1.2%	1,806	7.5%	3,702	6.5%	5,514	6.7%
Stopped - Signal	1	0.2%	1,352	5.6%	3,087	5.4%	4,440	5.4%
Right Turn	8	1.6%	847	3.5%	2,953	5.2%	3,808	4.7%
Parked	6	1.2%	283	1.2%	2,798	4.9%	3,087	3.8%
Other	24	4.9%	764	3.2%	2,136	3.7%	2,924	3.6%
Backing	3	0.6%	147	0.6%	2,008	3.5%	2,158	2.6%
Slowing	4	0.8%	952	3.9%	1,717	3.0%	2,673	3.3%
Overtaking-Passing	11	2.2%	254	1.1%	876	1.5%	1,141	1.4%
Start In Traffic	3	0.6%	246	1.0%	641	1.1%	890	1.1%
Start From Park	1	0.2%	96	0.4%	394	0.7%	491	0.6%
U-Turn	3	0.6%	111	0.5%	294	0.5%	408	0.5%
Missing Data	80	16.3%	1,016	4.2%	4,427	7.8%	5,523	6.8%
Total Vehicle Actions	490	100.0%	24,146	100.0%	57,113	100.0%	81,749	100.0%

[1] Multiple driver's actions may be reported for each vehicle, and all actions are counted in this table. The action "Other" is a vehicle action on the Uniform Crash Report. "Missing Data" indicates no options were indicated on the Uniform Crash Report.

Motorcycles

- Motorcycles were involved in 2.9 percent of all crashes and 16.0 percent of all fatal crashes. (Table 35)
- The percentage of all motorcyclists in crashes who were killed was 3.5 percent, whereas the percentage of all people in crashes who were killed was 0.31 percent. (Table 36, Table 86)
- Of motorcyclists (drivers and passengers) killed in crashes, 84.8 percent were reported on the UCR as not wearing a helmet at the time of the crash. (Table 37)
- Of motorcyclists (drivers and passengers) in crashes, 32.1 percent were reported on the UCR form as not wearing a helmet. However, helmet usage data were missing for 26.3 percent of motorcyclists in crashes. (Table 37, Table 38)
- Among fatal crashes, Alcohol/Drug Involvement was the most prevalent top contributing factor. (Table 39)
- The year 2013 saw the fewest motorcycle crashes both per 1,000 registered motorcycles and per 1,000 licensed motorcycle drivers in five years. Both rates have shown a downward trend over the past five years. (Table 40)
- The number of male motorcyclists in crashes was 4.7 times the number of female motorcyclists in crashes. (Table 41)

Table 35: Crashes by Motorcycle Involvement and Crash Severity, 2013

Motorcycle Involvement	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Involved	44	16.0%	834	7.4%	253	0.9%	1,131	2.9%
Not Involved	231	84.0%	10,414	92.6%	27,828	99.1%	38,473	97.1%
Total Crashes	275	100.0%	11,248	100.0%	28,081	100.0%	39,604	100.0%

Table 36: Severity of Injuries to Motorcyclists[13] in Crashes, 2009 - 2013

Year	Severity of Injuries to Motorcyclists (Drivers & Passengers) in Crashes										Total Motorcyclists	
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2012	66	4.7%	220	15.6%	487	34.6%	257	18.3%	376	26.7%	1,406	100%
2013	46	3.5%	183	13.8%	526	39.6%	206	15.5%	367	27.6%	1,328	100%

Table 37: Motorcyclist (Drivers & Passengers) Helmet Usage by Severity of Injury[14], 2013

Severity of Injury	Injury Class	Helmet Worn?						Total Motorcyclists	
		No		Yes		Missing Data			
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Fatalities	K	39	84.8%	7	15.2%	0	0.0%	46	100%
Suspected Serious Injuries	A	65	35.5%	82	44.8%	36	19.7%	183	100%
Suspected Minor Injuries	B	205	39.0%	228	43.3%	93	17.7%	526	100%
Possible Injuries	C	60	29.1%	100	48.5%	46	22.3%	206	100%
No Apparent Injuries	O	57	15.5%	136	37.1%	174	47.4%	367	100%
Total		426	32.1%	553	41.6%	349	26.3%	1,328	100%

Table 38: Motorcyclists (Drivers & Passengers) Helmet Usage[14], 2009 - 2013

Year	Helmet Worn?						Total Motorcyclists in Crashes
	No		Yes		Missing Data		
	Count	Percent	Count	Percent	Count	Percent	
2009	960	59.8%	646	40.2%	0	0.0%	1,606
2010	905	64.1%	506	35.9%	0	0.0%	1,411
2011	917	61.3%	578	38.7%	0	0.0%	1,495
2012	444	31.6%	570	40.5%	392	27.9%	1,406
2013	426	32.1%	553	41.6%	349	26.3%	1,328

[13] See Page 120 for severity of injuries to motorcyclists in crashes by county.

[14] Starting in 2012, "No" indicates a helmet was not worn at the time of the crash, and "Missing Data" indicates helmet usage was blank, invalid, indeterminate, or marked not applicable on the UCR form. Before 2012, there was no distinction between "No" and "Missing Data" in the crash database.

Vehicles - Motorcycles

Table 39: Top Contributing Factor of Motorcycle Vehicles in Crashes, 2013

Top Contributing Factor of Motorcycle Vehicles[1] in Crashes	Motorcycle Vehicles in Fatal Crashes		Motorcycle Vehicles in Injury Crashes		Motorcycle Vehicles in Property Damage Only Crashes		Total Motorcycle Vehicles in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**39**	**83.0%**	**491**	**56.8%**	**124**	**47.0%**	**654**	**55.7%**
Driver Inattention	2	4.3%	101	11.7%	30	11.4%	133	11.3%
Excessive Speed	5	10.6%	100	11.6%	18	6.8%	123	10.5%
Alcohol/Drug Involved[2]	21	44.7%	52	6.0%	9	3.4%	82	7.0%
Other Improper Driving	3	6.4%	46	5.3%	10	3.8%	59	5.0%
Following Too Closely	1	2.1%	44	5.1%	13	4.9%	58	4.9%
Avoid No Contact - Vehicle	1	2.1%	40	4.6%	7	2.7%	48	4.1%
Speed Too Fast for Conditions	3	6.4%	35	4.1%	3	1.1%	41	3.5%
Failed to Yield Right of Way	1	2.1%	23	2.7%	11	4.2%	35	3.0%
Made Improper Turn	0	0.0%	14	1.6%	4	1.5%	18	1.5%
Disregarded Traffic Signal	0	0.0%	6	0.7%	3	1.1%	9	0.8%
Improper Overtaking	0	0.0%	6	0.7%	3	1.1%	9	0.8%
Passed Stop Sign	0	0.0%	6	0.7%	3	1.1%	9	0.8%
Drove Left Of Center	0	0.0%	5	0.6%	4	1.5%	9	0.8%
Avoid No Contact - Other	0	0.0%	6	0.7%	1	0.4%	7	0.6%
Improper Lane Change	1	2.1%	3	0.3%	2	0.8%	6	0.5%
Vehicle Skidded Before Brake	0	0.0%	3	0.3%	1	0.4%	4	0.3%
Improper Backing	0	0.0%	0	0.0%	2	0.8%	2	0.2%
Pedestrian Error	1	2.1%	1	0.1%	0	0.0%	2	0.2%
Vehicle	**1**	**2.1%**	**21**	**2.4%**	**7**	**2.7%**	**29**	**2.5%**
Other Mechanical Defect	0	0.0%	13	1.5%	4	1.5%	17	1.4%
Defective Tires	1	2.1%	4	0.5%	1	0.4%	6	0.5%
Defective Steering	0	0.0%	2	0.2%	1	0.4%	3	0.3%
Inadequate Brakes	0	0.0%	2	0.2%	1	0.4%	3	0.3%
Environment	**0**	**0.0%**	**13**	**1.5%**	**1**	**0.4%**	**14**	**1.2%**
Road Defect	0	0.0%	13	1.5%	1	0.4%	14	1.2%
Other[3]	**7**	**14.9%**	**339**	**39.2%**	**132**	**50.0%**	**478**	**40.7%**
None	6	12.8%	258	29.9%	85	32.2%	349	29.7%
Other - No Driver Error	1	2.1%	66	7.6%	30	11.4%	97	8.3%
Missing Data	0	0.0%	15	1.7%	17	6.4%	32	2.7%
Total Crashes	**47**	**100.0%**	**864**	**100.0%**	**264**	**100.0%**	**1,175**	**100.0%**

[1] See the Definitions section for the method of deriving the top contributing factor of each motorcycle vehicle.

[2] Alcohol/Drug-involved is a combination of the contributing factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Table 40: Rates of Motorcycle Involvement in Crashes, 2009 - 2013

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)
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
2012	1,246	66,666	113,814	18.7	10.9
2013	1,175	65,321	114,136	18.0	10.3

[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.

Table 41: Motorcyclists in Crashes by Age Group and Sex, 2013

Age Group	Motorcyclists (Drivers and Passengers) in Crashes								Ratio[1] of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	6	0.6%	0	0.0%	0	0.0%	6	0.5%	-
5-9	8	0.8%	3	1.4%	0	0.0%	11	0.8%	2.7
10-14	18	1.7%	9	4.1%	0	0.0%	27	2.0%	2.0
15-19	73	6.9%	20	9.0%	1	1.9%	94	7.1%	3.7
20-24	163	15.5%	30	13.5%	0	0.0%	193	14.5%	5.4
25-29	122	11.6%	19	8.6%	1	1.9%	142	10.7%	6.4
30-34	102	9.7%	23	10.4%	0	0.0%	125	9.4%	4.4
35-39	93	8.8%	18	8.1%	1	1.9%	112	8.4%	5.2
40-44	90	8.6%	14	6.3%	0	0.0%	104	7.8%	6.4
45-49	65	6.2%	21	9.5%	2	3.7%	88	6.6%	3.1
50-54	106	10.1%	22	9.9%	1	1.9%	129	9.7%	4.8
55-59	68	6.5%	20	9.0%	0	0.0%	88	6.6%	3.4
60-64	64	6.1%	9	4.1%	0	0.0%	73	5.5%	7.1
65-69	26	2.5%	6	2.7%	0	0.0%	32	2.4%	4.3
70-74	15	1.4%	2	0.9%	1	1.9%	18	1.4%	7.5
75+	11	1.0%	2	0.9%	0	0.0%	13	1.0%	5.5
Missing Data	22	2.1%	4	1.8%	47	87.0%	73	5.5%	5.5
Total	1,052	100%	222	100%	54	100%	1,328	100%	4.7

[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.

Heavy Trucks

- Heavy trucks were involved in 4.8 percent of all crashes but 15.1 percent of all fatalities in 2013. Out of all fatalities in crashes, the percentage of fatalities in which heavy trucks were involved has risen in three of the past four years.(Table 42)

Table 42: Crashes and Fatalities by Heavy Truck (Semi) Involvement, 2009 - 2013

Year	Heavy Truck-involved Crashes		Heavy Truck-involved Fatalities		Total Crashes	Total Fatalities
	Crashes	Percent of Total Crashes	Fatalities	Percent of Total Fatalities		
2009	1,175	2.5%	31	8.6%	46,156	361
2010	1,400	3.3%	40	11.5%	42,802	349
2011	1,393	3.2%	40	11.4%	43,227	351
2012	1,969	4.8%	44	12.0%	41,083	366
2013	1,894	4.8%	47	15.1%	39,604	311

Table 43: People in Heavy Truck-involved Crashes by Severity of Injury, 2013

People in Heavy Truck-involved Crashes		
Severity of Injury	Count	Percent
Fatalities	47	1.1%
Suspected Serious Injuries	70	1.6%
Suspected Minor Injuries	215	4.9%
Possible Injuries	430	9.7%
No Apparent Injuries	3,668	82.8%
Total People	4,430	100.0%

Pedestrians

- Pedestrian-involved crashes represented 1.3 percent of all crashes, pedestrian-involved fatal crashes represented 19.6 percent of all fatal crashes, and pedestrian fatalities represented of 17.0 percent of all fatalities. The percentage of pedestrian-involved fatal crashes among all fatal crashes has increased each of the past four years. (Table 44)
- Alcohol-involved pedestrians represented 18.4 percent of all pedestrians in crashes in 2013, a large increase over the amount in the years 2009-2011. Alcohol-involved pedestrians killed in crashes represented 58.5 percent of all pedestrians killed in crashes. In 2012 and 2013, in more than 90 percent of alcohol-involved pedestrian crashes, the pedestrian was under the influence of alcohol. (Table 45, Table 46, Table 47)
- In 2013, 43.4 percent of all fatalities and 77.4 percent of pedestrian fatalities occurred in dark conditions (lighted and not lighted). (Table 48)
- More than a quarter, 27.0 percent, of pedestrians in crashes were ages 15-29. Age data was missing for 12.4 percent of pedestrians in crashes. (Table 49)
- There were more pedestrian fatalities (53) in 2013 than in the years 2009-2011. Most pedestrian fatalities were in Bernalillo and McKinley counties. (Table 50, Table 95)
- Among alcohol-involved pedestrians in crashes, males outnumber females by a ratio of 4.3 to 1. In comparison, the male-to-female ratio of all pedestrians in crashes is 1.6 to 1. (Table 52, Table 53)

Table 44: Crashes, Fatal Crashes, and Fatalities by Pedestrian Involvement, 2009 - 2013

Year	Crashes			Fatal Crashes			Fatalities		
	Pedestrian-involved[1]	Total Crashes	Percent of Total Crashes	Pedestrian-involved[1]	Total Fatal Crashes	Percent of Fatal Crashes	Pedestrian Fatalities	Total Fatalities	Percent of Total Fatalities
2009	504	46,156	1.1%	40	319	12.5%	41	361	11.4%
2010	416	42,802	1.0%	34	317	10.7%	34	349	9.7%
2011	414	43,227	1.0%	36	306	11.8%	36	351	10.3%
2012	432	41,083	1.1%	60	337	17.8%	61	366	16.7%
2013	508	39,604	1.3%	54	275	19.6%	53	311	17.0%

[1] A pedestrian-involved crash involves one or more pedestrians.

Table 45: Pedestrians[15] in Crashes by Alcohol-involvement, 2009 - 2013

Year	Pedestrians in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total Pedestrians	
	Count	Percent	Count	Percent	Count	Percent
2009	78	14.9%	447	85.1%	525	100%
2010	67	14.9%	382	85.1%	449	100%
2011	59	13.7%	371	86.3%	430	100%
2012	96	21.2%	356	78.8%	452	100%
2013	98	18.4%	434	81.6%	532	100%

Table 46: Alcohol-involved Pedestrian[15] Fatalities, 2009 - 2013

Year	Alcohol-involved Pedestrian Fatalities	Total Pedestrian Fatalities	Percent Alcohol-involved Pedestrian Fatalities
2009	18	41	43.9%
2010	19	34	55.9%
2011	18	36	50.0%
2012	37	61	60.7%
2013	31	53	58.5%

Table 47: Alcohol-involved Pedestrians[15] in Alcohol-involved Crashes, 2009 - 2013

Year	Pedestrians in Alcohol-involved Crashes		
	Pedestrians Under the Influence of Alcohol	All Pedestrians in Alcohol-involved Crashes	Percent of Pedestrians Under the Influence of Alcohol[1]
2009	78	104	75.0%
2010	67	75	89.3%
2011	59	74	79.7%
2012	96	103	93.2%
2013	98	106	92.5%

[1] The percentage of pedestrians under the influence of alcohol out of all pedestrians in alcohol-involved crashes.

[15] An "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.

Table 48: Pedestrian-involved Crashes by Light Condition[16], 2013

Light Condition	Pedestrian Fatalities		Total Fatalities		Pedestrian-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent
Daylight	6	11.3%	138	44.4%	298	58.7%
Dark-Not Lighted	30	56.6%	102	32.8%	82	16.1%
Dark-Lighted	11	20.8%	33	10.6%	78	15.4%
Dawn	0	0.0%	12	3.9%	7	1.4%
Dusk	1	1.9%	7	2.3%	15	3.0%
Other/Not Stated	0	0.0%	1	0.3%	0	0.0%
Missing Data	5	9.4%	18	5.8%	28	5.5%
Total	53	100.0%	311	100.0%	508	100.0%

Table 49: Pedestrians in Crashes by Age Group and Severity of Injury[17], 2013

Age Group	Pedestrians in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total[1]
1-4	2	2	8	1	1	14	2.6%
5-9	1	4	9	2	1	17	3.2%
10-14	0	1	10	6	5	22	4.1%
15-19	2	7	17	12	8	46	8.6%
20-24	5	5	15	20	5	50	9.4%
25-29	7	12	12	13	4	48	9.0%
30-34	3	2	10	9	6	30	5.6%
35-39	7	5	9	12	4	37	7.0%
40-44	4	12	10	7	2	35	6.6%
45-49	6	7	5	14	7	39	7.3%
50-54	3	7	8	8	1	27	5.1%
55-59	3	7	7	5	4	26	4.9%
60-64	2	8	2	10	1	23	4.3%
65-69	4	3	4	9	4	24	4.5%
70-74	2	2	5	1	2	12	2.3%
75+	1	2	9	3	1	16	3.0%
Missing Data	1	11	6	8	40	66	12.4%
Total People	53	97	146	140	96	532	100.0%

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

[16] See Page 87 for pedestrian-involved crashes by each hour of the day.

[17] See Page 121 for severity of injury to pedestrians in crashes by county.

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Table 50: Severity of Injuries to Pedestrians in Crashes, 2009 - 2013

Severity of Injuries	Injury Class	Pedestrians in Crashes					Percent of 2013 Total Pedestrians
		2009	2010	2011	2012	2013	
Fatalities	K	41	34	36	61	53	10.0%
Suspected Serious Injuries	A	89	77	72	58	97	18.2%
Suspected Minor Injuries	B	145	122	137	130	146	27.4%
Possible Injuries	C	157	139	125	156	140	26.3%
No Apparent Injuries	O	93	77	60	47	96	18.0%
Total Pedestrians		525	449	430	452	532	100.0%

Table 51: Top Contributing Factor in Pedestrian-involved Crashes by Crash Severity, 2013

Top Contributing Factor	Pedestrian-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**50**	**92.6%**	**315**	**84.2%**	**66**	**82.5%**	**431**	**84.8%**
Alcohol/Drug Involved	34	63.0%	64	17.1%	11	13.8%	109	21.5%
Pedestrian Error	12	22.2%	84	22.5%	9	11.3%	105	20.7%
Driver Inattention	3	5.6%	76	20.3%	25	31.3%	104	20.5%
Failed to Yield Right of Way	0	0.0%	40	10.7%	11	13.8%	51	10.0%
Other Improper Driving	0	0.0%	13	3.5%	2	2.5%	15	3.0%
Disregarded Traffic Signal	0	0.0%	10	2.7%	1	1.3%	11	2.2%
Improper Backing	0	0.0%	9	2.4%	1	1.3%	10	2.0%
Avoid No Contact - Other	0	0.0%	4	1.1%	2	2.5%	6	1.2%
Excessive Speed	0	0.0%	4	1.1%	0	0.0%	4	0.8%
Passed Stop Sign	0	0.0%	2	0.5%	2	2.5%	4	0.8%
Speed Too Fast for Conditions	1	1.9%	2	0.5%	1	1.3%	4	0.8%
Avoid No Contact - Vehicle	0	0.0%	3	0.8%	0	0.0%	3	0.6%
Following Too Closely	0	0.0%	1	0.3%	1	1.3%	2	0.4%
Driverless Moving Vehicle	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%
Improper Overtaking	0	0.0%	1	0.3%	0	0.0%	1	0.2%
Vehicle	**0**	**0.0%**	**1**	**0.3%**	**0**	**0.0%**	**1**	**0.2%**
Other Mechanical Defect	0	0.0%	1	0.3%	0	0.0%	1	0.2%
Environment	**0**	**0.0%**	**1**	**0.3%**	**0**	**0.0%**	**1**	**0.2%**
Road Defect	0	0.0%	1	0.3%	0	0.0%	1	0.2%
Other[1]	**4**	**7.4%**	**57**	**15.2%**	**14**	**17.5%**	**75**	**14.8%**
None	1	1.9%	34	9.1%	5	6.3%	40	7.9%
Missing Data	2	3.7%	13	3.5%	5	6.3%	20	3.9%
Other - No Driver Error	1	1.9%	10	2.7%	4	5.0%	15	3.0%
Total Crashes	**54**	**100%**	**374**	**100%**	**80**	**100%**	**508**	**100%**

[1] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Table 52: Pedestrians in Crashes by Sex, 2009 - 2013

Year	Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
2009	284	54.1%	178	33.9%	63	12.0%	525	100%	1.6
2010	253	56.3%	148	33.0%	48	10.7%	449	100%	1.7
2011	262	60.9%	140	32.6%	28	6.5%	430	100%	1.9
2012	271	60.0%	172	38.1%	9	2.0%	452	100%	1.6
2013	306	57.5%	190	35.7%	36	6.8%	532	100%	1.6

Table 53: Alcohol-involved Pedestrians[18] in Crashes by Age Group and Sex, 2013

Age Group	Alcohol-involved Pedestrians in Crashes								Ratio[1] of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	0	9.1%	0	16.7%	0	16.7%	0	0.0%	-
20-24	7	9.1%	3	16.7%	0	0.0%	10	10.2%	2.3
25-29	15	19.5%	1	5.6%	0	0.0%	16	16.3%	15.0
30-34	4	5.2%	1	5.6%	0	0.0%	5	5.1%	4.0
35-39	8	10.4%	3	16.7%	0	0.0%	11	11.2%	2.7
40-44	8	10.4%	2	11.1%	0	0.0%	10	10.2%	4.0
45-49	12	15.6%	3	16.7%	1	33.3%	16	16.3%	4.0
50-54	5	6.5%	1	5.6%	0	0.0%	6	6.1%	5.0
55-59	6	7.8%	2	11.1%	0	0.0%	8	8.2%	3.0
60-64	4	5.2%	1	5.6%	0	0.0%	5	5.1%	4.0
65-69	2	2.6%	0	0.0%	0	0.0%	2	2.0%	-
70-74	1	1.3%	0	0.0%	0	0.0%	1	1.0%	-
Missing Data	5	6.5%	1	5.6%	2	66.7%	8	8.2%	5.0
Total	77	100.0%	18	100.0%	3	100.0%	98	100.0%	4.3

[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.

[18] 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.

Pedalcycles (Bicycles)

- Less than 1 percent of all crashes were pedalcycle-involved. (Table 54)
- Alcohol-involved pedalcyclists were 6.4 percent of all pedalcyclists in crashes. (Table 57)
- In each year since 2010, in more than 85 percent of all alcohol-involved pedalcycle crashes, the pedalcyclist was under the influence of alcohol. (Table 58)
- Pedalcyclists in crashes were 4.4 times as likely to be male than female. (Table 59)
- Almost a third, 32.9 percent, of all pedalcyclists in crashes were 15-29 years old. Age data was missing for 10.9 percent of pedalcyclists in crashes. (Table 60)
- The most prevalent top contributing factors in pedalcycle-involved crashes were Driver Inattention (23.1 percent) and Failure to Yield (16.2 percent). (Table 61)

Table 54: Crashes by Pedalcycle Involvement, 2013

Pedalcycle Involvement	Crashes[1]	
	Count	Percent
Involved	308	0.8%
Not Involved	39,296	99.2%
Total Crashes	39,604	100.0%

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

Table 55: Pedalcyclists in Crashes by Severity of Injury, 2009 - 2013

Severity of Injuries	Injury Class	Pedalcyclists in Crashes					Percent of 2013 Total Pedalcyclists in Crashes
		2009	2010	2011	2012	2013	
Fatalities	K	3	9	4	7	3	1.0%
Suspected Serious Injuries	A	28	39	45	31	24	7.7%
Suspected Minor Injuries	B	142	133	135	123	123	39.3%
Possible Injuries	C	111	108	90	117	97	31.0%
No Apparent Injuries	O	93	72	80	116	66	21.1%
Total Pedalcyclists		377	361	354	394	313	100.0%

Table 56: Pedalcycle-involved Crashes by Light Condition[19], 2013

Light Condition[1]	Pedalcycle-involved Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	2	66.7%	214	69.5%
Dark-Lighted	1	33.3%	34	11.0%
Dark-Not Lighted	0	0.0%	17	5.5%
Dusk	0	0.0%	15	4.9%
Dawn	0	0.0%	3	1.0%
Missing Data	0	0.0%	25	8.1%
Total	3	100.0%	308	100.0%

[1] In 2013, there were no pedalcycle-involved crashes with the Lighting category Other.

Table 57: Alcohol-involved[20] Pedalcyclists in Crashes, 2013

Alcohol-involved Pedalcyclists	Count	Percent
Alcohol-involved	20	6.4%
Not Alcohol-involved	293	93.6%
Total	313	100.0%

Table 58: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2009 - 2013

Year	Pedalcyclists in Alcohol-involved Crashes		
	Pedalcyclists Under the Influence of Alcohol	All Pedalcyclists in Alcohol-involved Crashes	Percent of Pedalcyclists Under the Influence of Alcohol[1]
2009	14	23	60.9%
2010	18	21	85.7%
2011	20	21	95.2%
2012	21	22	95.5%
2013	20	22	90.9%

[1] The percentage of pedalcyclists under the influence of alcohol out of all pedalcyclists in alcohol-involved crashes.

[19] See Page 88 for pedalcycle-involved crashes by each hour of the day.

[20] 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.

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Table 59: Pedalcyclists in Crashes by Sex, 2009 - 2013

Year	Pedalcyclists in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
2009	266	70.6%	69	18.3%	42	11.1%	377	100%	3.9
2010	270	74.8%	52	14.4%	39	10.8%	361	100%	5.2
2011	257	72.6%	63	17.8%	34	9.6%	354	100%	4.1
2012	309	78.4%	73	18.5%	12	3.0%	394	100%	4.2
2013	238	76.0%	54	17.3%	21	6.7%	313	100%	4.4

Table 60: Pedalcyclists in Crashes by Age Group and Severity of Injury, 2013

Age Group	Pedalcyclists in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total[1]
1-4	0	0	1	1	0	2	0.6%
5-9	0	1	7	4	0	12	3.8%
10-14	0	2	8	6	4	20	6.4%
15-19	0	0	17	13	4	34	10.9%
20-24	0	2	15	10	4	31	9.9%
25-29	0	4	18	7	9	38	12.1%
30-34	0	0	8	9	6	23	7.3%
35-39	0	2	4	9	4	19	6.1%
40-44	0	1	5	3	0	9	2.9%
45-49	1	3	9	8	1	22	7.0%
50-54	0	3	12	8	2	25	8.0%
55-59	1	3	9	7	2	22	7.0%
60-64	0	1	6	1	1	9	2.9%
65-69	0	0	1	4	0	5	1.6%
70-74	1	1	1	1	0	4	1.3%
75+	0	0	1	1	2	4	1.3%
Missing Data	0	1	1	5	27	34	10.9%
Total People	3	24	123	97	66	313	100.0%

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

Table 61: Top Contributing Factor in Pedalcycle-involved Crashes by Crash Severity, 2013

Top Contributing Factor[1]	Pedalcycle-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**2**	**67%**	**210**	**86%**	**42**	**70%**	**254**	**82%**
Driver Inattention	0	0.0%	64	26.1%	7	11.7%	71	23.1%
Failed to Yield Right of Way	0	0.0%	44	18.0%	6	10.0%	50	16.2%
Pedestrian Error	0	0.0%	28	11.4%	11	18.3%	39	12.7%
Alcohol/Drug Involved[2]	0	0.0%	16	6.5%	7	11.7%	23	7.5%
Disregarded Traffic Signal	0	0.0%	11	4.5%	6	10.0%	17	5.5%
Other Improper Driving	0	0.0%	13	5.3%	2	3.3%	15	4.9%
Passed Stop Sign	0	0.0%	15	6.1%	0	0.0%	15	4.9%
Avoid No Contact - Other	0	0.0%	6	2.4%	0	0.0%	6	1.9%
Avoid No Contact - Vehicle	0	0.0%	4	1.6%	0	0.0%	4	1.3%
Improper Backing	0	0.0%	2	0.8%	2	3.3%	4	1.3%
Following Too Closely	1	33.3%	3	1.2%	0	0.0%	4	1.3%
Made Improper Turn	0	0.0%	1	0.4%	1	1.7%	2	0.6%
Improper Overtaking	1	33.3%	1	0.4%	0	0.0%	2	0.6%
Improper Lane Change	0	0.0%	1	0.4%	0	0.0%	1	0.3%
Drove Left Of Center	0	0.0%	1	0.4%	0	0.0%	1	0.3%
Vehicle	**0**	**0.0%**	**2**	**0.8%**	**1**	**1.7%**	**3**	**1.0%**
Inadequate Brakes	0	0.0%	1	0.4%	1	1.7%	2	0.6%
Defective Tires	0	0.0%	1	0.4%	0	0.0%	1	0.3%
Other[3]	**1**	**33.3%**	**33**	**13.5%**	**17**	**28.3%**	**51**	**16.6%**
None	0	0.0%	15	6.1%	5	8.3%	20	6.5%
Missing Data	1	33.3%	7	2.9%	9	15.0%	17	5.5%
Other - No Driver Error	0	0.0%	11	4.5%	3	5.0%	14	4.5%
Total Crashes	**3**	**100%**	**245**	**100%**	**60**	**100%**	**308**	**100%**

[1] See the Definitions section for the method of deriving the top contributing factor.

[2] Alcohol/Drug-involved is a combination of the contributing factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Behavior and Demographics

Alcohol

Additional data on alcohol-involved crashes are also in these sections: Top Contributing Factors, Hour and Day of Week, Holidays, Pedestrians, Pedalcycles, Young Drivers, Counties, Cities, Rural and Urban Locations, Appendix A, Appendix E, and Appendix F.

- 4.9 percent of all crashes were alcohol-involved. That is the lowest percentage in the past five years. (Table 62)
- 44.1 percent of all crash fatalities occurred in alcohol-involved crashes. (Table 65)
- The fatality rates for alcohol-involved crashes (based on population and vehicle miles traveled) fell in 2013. This decline corresponds to the lowest number of fatalities in alcohol-involved crashes in five years. (Table 66)
- Among alcohol-involved New Mexican drivers in crashes, males outnumbered females by a ratio of 2.5 to 1. (Table 67)
- Drivers ages 20-29 were 42.0 percent of New Mexican alcohol-involved drivers in crashes. (Table 67)
- The rate of New Mexico resident alcohol-involved drivers age 20-24 in crashes is 3.0 times the statewide rate, based on licensed drivers in New Mexico. (Table 67)

Table 62: Alcohol-involved Crashes, 2009 - 2013

Year	Alcohol-involved Crashes	Total Crashes	Percent Alcohol-involved Crashes
2009	2,698	46,156	5.8%
2010	2,162	42,802	5.1%
2011	2,320	43,227	5.4%
2012	2,176	41,083	5.3%
2013	1,958	39,604	4.9%

Table 63: Alcohol-involved Crashes by Crash Severity, 2009 - 2013

Year	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2012	139	6.4%	874	40.2%	1,163	53.4%	2,176	100%
2013	123	6.3%	823	42.0%	1,012	51.7%	1,958	100%

Table 64: People in Alcohol-involved Crashes by Severity of Injury, 2009 - 2013

People in Alcohol-involved Crashes												
Year	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2012	153	3.1%	276	5.6%	505	10.3%	612	12.5%	3,352	68.4%	4,898	100%
2013	137	3.0%	184	4.1%	488	10.8%	623	13.8%	3,097	68.4%	4,529	100%

Table 65: Number and Percentage of Fatalities by Alcohol Involvement, 2009 - 2013

Year	Fatalities in Alcohol-involved Crashes		Fatalities in Non-alcohol-involved Crashes		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent
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%
2012	153	41.8%	213	58.2%	366	100%
2013	137	44.1%	174	55.9%	311	100%

Table 66: Rates[21] of Fatalities in Alcohol-involved Crashes, 2009 - 2013

Year	Fatalities in Alcohol-involved Crashes	New Mexico Population	New Mexico Vehicle Miles Traveled (100M VMT)	Rate of Fatalities in Alcohol-involved Crashes per 100,000 Population	Rate of Fatalities in Alcohol-involved Crashes per 100M VMT
2009	152	2,036,802	245.21	7.46	0.62
2010	145	2,064,982	241.77	7.02	0.60
2011	152	2,077,919	258.89	7.32	0.59
2012	153	2,083,540	257.85	7.34	0.59
2013	137	2,085,287	256.82	6.57	0.53

Table 67: Alcohol-involved New Mexican Drivers in Crashes by Age Group and Sex, 2013

Driver[1] Age Group	Alcohol-involved Drivers[1] in Crashes						Ratio of Males to Females	2013 Licensed Drivers	Rate (Alcohol-involved Drivers per 1,000 Licensed Drivers in Each Age Group)
	Male		Female		Total				
	Count	Percent	Count	Percent	Count	Percent			
15-19	66	5.8%	25	5.4%	91	5.7%	2.6	60,243	1.51
20-24	277	24.1%	112	24.2%	389	24.2%	2.5	119,028	3.27
25-29	206	18.0%	80	17.3%	286	17.8%	2.6	133,363	2.14
30-34	119	10.4%	59	12.8%	178	11.1%	2.0	139,586	1.28
35-39	129	11.2%	46	10.0%	175	10.9%	2.8	124,709	1.40
40-44	81	7.1%	43	9.3%	124	7.7%	1.9	123,295	1.01
45-49	73	6.4%	40	8.7%	113	7.0%	1.8	122,726	0.92
50-54	73	6.4%	27	5.8%	100	6.2%	2.7	140,097	0.71
55-59	53	4.6%	12	2.6%	65	4.0%	4.4	137,236	0.47
60-64	39	3.4%	9	1.9%	48	3.0%	4.3	125,240	0.38
65-69	19	1.7%	4	0.9%	23	1.4%	4.8	101,262	0.23
70-74	6	0.5%	1	0.2%	7	0.4%	6.0	69,936	0.10
75+	6	0.5%	4	0.9%	10	0.6%	1.5	82,114	0.12
Total	1,147	100.0%	462	100.0%	1,609	100.0%	2.5	1,478,868	1.09

[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.

[21] The calculation method for VMT was revised by NMDOT beginning in 2011.

Belt Use

- In 2013, 81.5 percent of passenger vehicle occupants in crashes (68,119 out of 83,618) reported using a seatbelt. This number may be unreliable: Seatbelt data was missing for 17.1 percent of occupants of passenger vehicles in crashes. Also, some people, in order to avoid citations, might have reported wearing a seatbelt when they were not. (Table 68)
- Only 0.1 percent of passenger vehicle occupants who were belted during the crash were killed, compared with 10.5 percent of passenger vehicle occupants who were unbelted. In other words, the percentage of unbelted passenger vehicle occupant fatalities was more than 100 times the percentage of belted passenger vehicle occupant fatalities. (Table 68)
- Most unbelted fatalities, 60.0 percent, occurred on rural non-Interstate roads. (Table 69)

Table 68: Severity of Injuries by Reported Belt Usage, 2013

Belt Usage[1,2]	Severity of Injuries to Occupants[1] in Passenger Vehicles										Total Occupants of Passenger Vehicles	
	Fatalities		Suspected Serious Injuries		Suspected Minor Injuries		Possible Injuries		No Apparent Injuries			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	61	0.1%	738	1.1%	2,195	3.2%	9,239	13.6%	55,886	82.0%	68,119	100%
Belt Not Used	130	10.5%	96	7.8%	196	15.8%	183	14.8%	632	51.1%	1,237	100%
Missing Data	1	0.0%	101	0.7%	257	1.8%	532	3.7%	13,371	93.8%	14,262	100%
Total	192	0.2%	935	1.1%	2,648	3.2%	9,954	11.9%	69,889	83.6%	83,618	100%

[1] Belt usage of people in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs).

[2] 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 typically clear to the police officer.) According to the *2013 New Mexico Occupant Seat Belt Observation Study*[22], belt use among vehicle occupants in 2013 was about 92.0 percent, which is ten percentage points higher than the reported belt usage in crash data.

[22] *2013 New Mexico Occupant Seat Belt Observation Study.* New Mexico Department of Transportation. Prepared by Davis Innovations, Inc.

Table 69: Unbelted Fatalities and Suspected Serious Injuries by Rural and Urban Location, 2013

Road System	Unbelted Fatalities and Suspected Serious Injuries[1]					
	Fatalities		Suspected Serious Injuries (Class A)		Total Unbelted Fatalities and Serious Injuries	
	Count	Percent	Count	Percent	Count	Percent
Rural Interstate	21	16.2%	10	10.4%	31	13.7%
Rural Non-Interstate	78	60.0%	35	36.5%	113	50.0%
Urban	31	23.8%	51	53.1%	82	36.3%
Total	130	100.0%	96	100.0%	226	100.0%

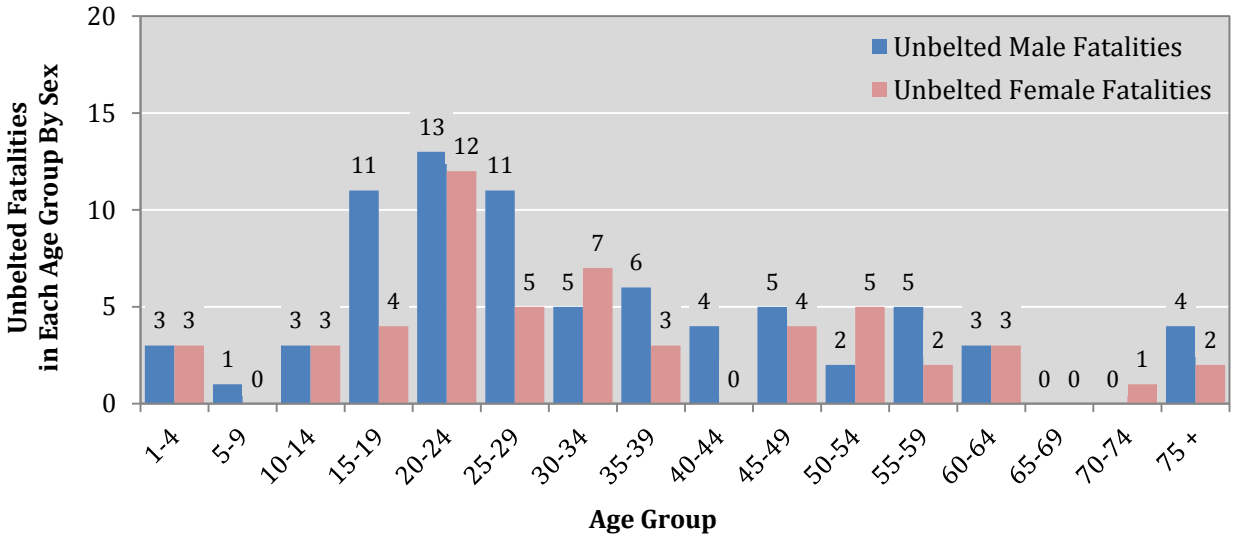
[1] Fatalities and suspected serious injuries to people in passenger cars, pickups, and vans/4WD/SUVs.

Table 70: Unbelted Fatalities by Sex, 2009 - 2013

Year	Unbelted Fatalities [1]			Ratio of Males to Females
	Males	Females	Total	
2009	54	37	91	1.46
2010	53	37	90	1.43
2011	64	23	87	2.78
2012	95	43	138	2.21
2013	76	54	130	1.41

[1] Fatalities in passenger cars, pickups, and vans/4WD/SUVs.

Figure 9: Unbelted Fatalities by Age Group and Sex, 2013



Belt Use by Children under Age 13

- In 2013, 0.02 percent of children under age 13 who were belted at the time of the crash were killed, compared with 3.8 percent of children who were unbelted. (Table 71)
- In 2013, 0.5 percent of children under age 13 who were belted at the time of the crash received a suspected serious injury, compared with 4.3 percent of children who were unbelted. (Table 71)
- Of the total children under age 13 who received fatal or suspected serious injuries in passenger vehicles in crashes, the percentage of children reported as belted at the time of the crash has decreased overall since 2009. (Table 72)

Table 71: Severity of Injuries to Children in Passenger Vehicles by Belt Usage, 2013

Belt Usage[1,2]	Severity of Injuries to Children Under 13 in Passenger Vehicles										Children (<13) in Passenger Vehicles in Crashes	
	Fatalities		Suspected Serious Injuries		Suspected Minor Injuries		Possible Injuries		No Apparent Injuries			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	1	0.02%	34	0.5%	157	2.4%	645	9.8%	5,726	87.2%	6,563	100%
Belt Not Used	8	3.8%	9	4.3%	36	17.3%	26	12.5%	129	62.0%	208	100%
Missing Data	1	0.1%	8	1.0%	18	2.2%	47	5.7%	751	91.0%	825	100%
Total	10	0.1%	51	0.7%	211	2.8%	718	9.5%	6,606	87.0%	7,596	100%

[1] Belt usage of children in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs).

[2] To avoid citations, some people with less severe injuries might have reported wearing a seatbelt when they were not.

Table 72: Belt Use by Children with Fatal or Suspected Serious Injuries, 2009 - 2013

Belt Use of Children Under Age 13 with Fatal or Suspected Serious Injuries[1]								
Year	Belt Not Used		Belt Used		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2012	14	20.3%	49	71.0%	6	8.7%	69	100%
2013	17	27.9%	35	57.4%	9	14.8%	61	100%

[1] Children under age 13 in passenger vehicles only (passenger cars, pickups, and vans/4WD/SUVs).

Drugs

This section analyses drug involvement in crashes in which alcohol was not involved. Crashes that involved both alcohol and any drugs are excluded from this section. They are instead counted under alcohol-involved crashes, due to DWIs 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 use of UCR forms that have "drug-involvement" as an option.

- Drug-involved crashes have decreased two years in a row and accounted for 0.5% (211 out 39,604) of all crashes. (Table 73, Table 1)

Table 73: Drug-involved Crashes[23] by Crash Severity, 2009 - 2013

Year	Drug-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Drug-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2012	3	1.3%	106	44.2%	131	54.6%	240	100%
2013	3	1.4%	95	45.0%	113	53.6%	211	100%

Table 74: People in Drug-involved Crashes[23] by Severity of Injury, 2009 - 2013

Year	People in Drug-involved Crashes											
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2012	3	0.6%	33	6.3%	43	8.3%	81	15.5%	361	69.3%	521	100%
2013	3	0.6%	13	2.7%	48	10.0%	66	13.8%	348	72.8%	478	100%

[23] Only drug-involved crashes. Excludes crashes that were both drug- and alcohol-involved crashes.

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 were 91.8 percent of drivers in crashes. (Table 75)
- The crash rate among New Mexican drivers is 37 drivers per 1,000 NM licensed drivers. (Table 77)
- New Mexican drivers in the 15-19 age group have the highest crash rate, at 100 drivers in crashes per 1,000 NM licensed drivers in their age group. (Figure 10, Table 77)
- New Mexican drivers in the 20-24 age group have the highest fatal crash rate at 4 drivers per 10,000 NM licensed drivers in that age group. (Figure 11, Table 78)

Table 75: Drivers in Crashes by Residence, 2013

Residence of Drivers[1]	Severity of Injuries to Driver			Total Drivers	Percent of Total
	Fatalities	Injuries	Not Injured		
New Mexico Resident	129	10,259	43,946	54,334	91.8%
Out Of State	31	748	3,453	4,232	7.1%
Missing Data	5	93	530	628	1.1%
Total Drivers	165	11,100	47,929	59,194	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 76: New Mexican Drivers in Crashes by Type of License and Crash Severity, 2013

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	198	0.4%	15,919	34.3%	30,337	65.3%	46,454	100%
CDL Class A	23	1.3%	519	30.0%	1,186	68.6%	1,728	100%
CDL Class B	1	0.1%	234	32.5%	484	67.3%	719	100%
CDL Class C	3	0.6%	158	33.0%	318	66.4%	479	100%
CDL Non-Commercial	0	0.0%	73	24.9%	220	75.1%	293	100%
Learner's Permit	0	0.0%	11	17.2%	53	82.8%	64	100%
ID Card (Non-license)	16	1.5%	458	42.5%	603	56.0%	1,077	100%
No License	0	0.0%	43	25.6%	125	74.4%	168	100%
Motorcycle Only	1	1.9%	28	51.9%	25	46.3%	54	100%
Missing Data	35	1.1%	963	29.2%	2,300	69.7%	3,298	100%
Total Drivers	277	0.5%	18,406	33.9%	35,651	65.6%	54,334	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 10: Percentage and Rate of New Mexican Drivers in Crashes by Age Group, 2013

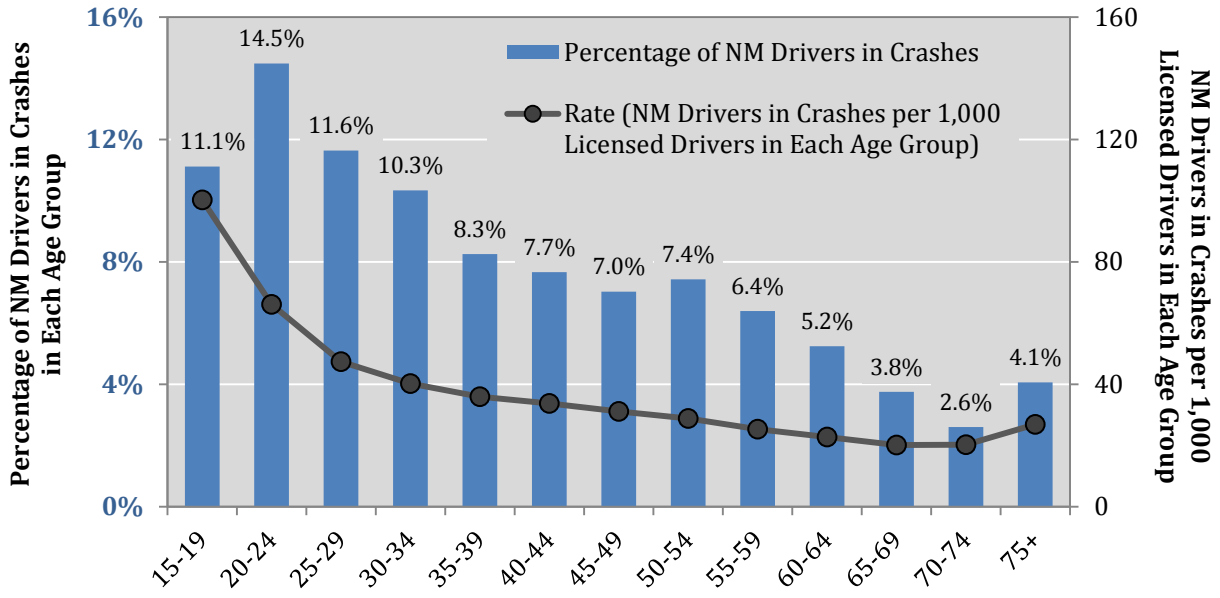


Table 77: Number, Sex, and Rate of New Mexican Drivers in Crashes by Age Group, 2013

Driver Age Group	Drivers[1] in Crashes (NM Residents)			Percent of Total Drivers in Crashes	Ratio of Males to Females	2013 Licensed Drivers	Rate (NM Drivers in Crashes per 1,000 Licensed Drivers in Each Age Group)
	Males	Females	Total				
15-19	3,181	2,858	6,039	11.1%	1.11	60,243	100.2
20-24	4,149	3,720	7,869	14.5%	1.12	119,028	66.1
25-29	3,404	2,918	6,322	11.6%	1.17	133,363	47.4
30-34	2,967	2,649	5,616	10.3%	1.12	139,586	40.2
35-39	2,434	2,051	4,485	8.3%	1.19	124,709	36.0
40-44	2,201	1,962	4,163	7.7%	1.12	123,295	33.8
45-49	2,024	1,794	3,818	7.0%	1.13	122,726	31.1
50-54	2,223	1,813	4,036	7.4%	1.23	140,097	28.8
55-59	1,840	1,634	3,474	6.4%	1.13	137,236	25.3
60-64	1,571	1,279	2,850	5.2%	1.23	125,240	22.8
65-69	1,132	908	2,040	3.8%	1.25	101,262	20.1
70-74	802	613	1,415	2.6%	1.31	69,936	20.2
75+	1,278	929	2,207	4.1%	1.38	82,114	26.9
Total Drivers	29,206	25,128	54,334	100.0%	1.16	1,478,868	36.7

[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 11: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2013

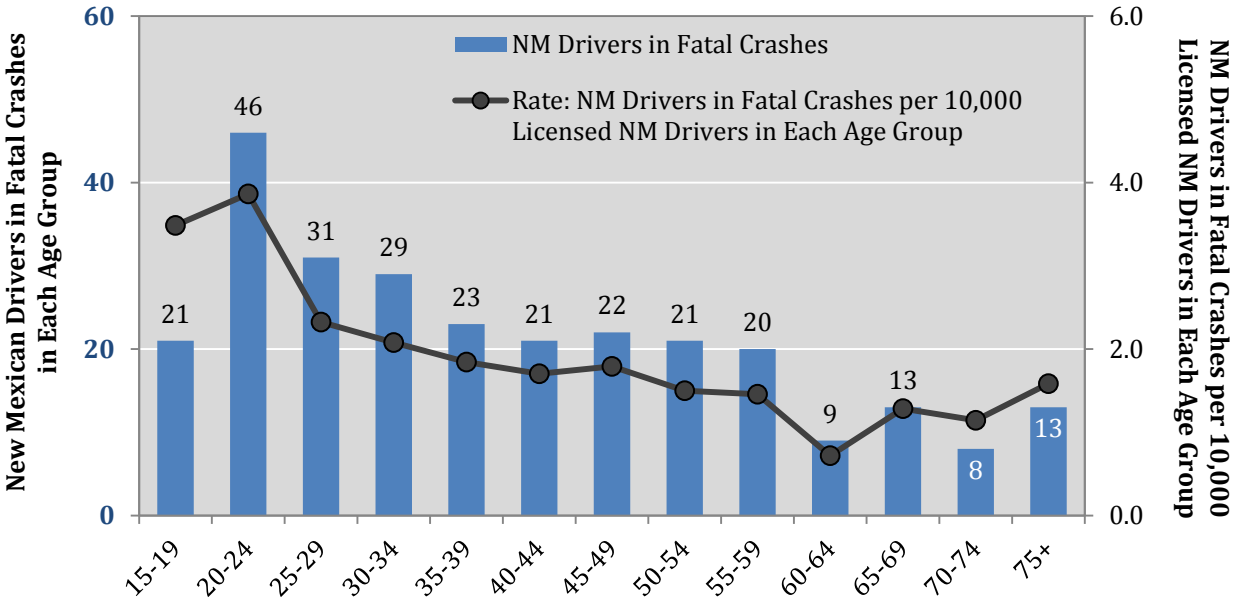


Table 78: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2013

Driver Age	NM Drivers[1] in Fatal Crashes		All Drivers[1] in Fatal Crashes		2013 Licensed Drivers	Rate: NM Drivers in Fatal Crashes per 10,000 Licensed NM Drivers in Each Age Group
	Count	Percent	Count	Percent		
15-19	21	7.6%	27	7.2%	60,243	3.5
20-24	46	16.6%	54	14.4%	119,028	3.9
25-29	31	11.2%	42	11.2%	133,363	2.3
30-34	29	10.5%	35	9.3%	139,586	2.1
35-39	23	8.3%	28	7.5%	124,709	1.8
40-44	21	7.6%	31	8.3%	123,295	1.7
45-49	22	7.9%	29	7.7%	122,726	1.8
50-54	21	7.6%	30	8.0%	140,097	1.5
55-59	20	7.2%	33	8.8%	137,236	1.5
60-64	9	3.2%	17	4.5%	125,240	0.7
65-69	13	4.7%	21	5.6%	101,262	1.3
70-74	8	2.9%	10	2.7%	69,936	1.1
75+	13	4.7%	18	4.8%	82,114	1.6
Total	277	100.0%	375	100.0%	1,478,868	1.9

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

Young Drivers

This section provides data on young drivers of motor vehicles in crashes who are 15 to 24 years old and live in New Mexico. The section focuses on teens (ages 15-19), but data on young adults (ages 20-24) and alcohol-involved under-21 drivers are also included. Young drivers in crashes are included in this section only if age and sex were reported on the UCR. Young age groups *compared with other age groups* can be found in these sections: Speeding, Motorcycles, Pedestrians, Pedalcycles, Alcohol, Drivers, Age and Sex, and Appendices C-D.

- The teen driver crash rate (per 1,000 NM licensed teen drivers) was lower than in the years 2009-2011. (Table 79)
- Over the last five years, the number of New Mexican teen drivers of vehicles in crashes, and their percentage out of all drivers in crashes, has been decreasing. (Table 80)
- The highest percentage of teen drivers in crashes occurs from 3 p.m. to 6 p.m. (Table 81)
- The alcohol-involved teen driver crash rate has fallen to its lowest point in the past five years. (Table 82)

Table 79: New Mexican Young Driver Crash Rates, 2009 - 2013

Year	Teen Drivers (15-19)[1]			Young Adult Drivers (20-24)[1]		
	Drivers in Crashes	NM Licensed Drivers	Crash Rate[2]	Drivers in Crashes	NM Licensed Drivers	Crash Rate[2]
2009	8,528	66,724	127.8	9,079	121,192	74.9
2010	7,724	66,058	116.9	8,822	122,562	72.0
2011	7,306	64,091	114.0	9,057	122,293	74.1
2012	6,596	68,554	96.2	8,014	122,911	65.2
2013	6,039	60,243	100.2	7,869	119,028	66.1

[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.

[2] The crash rate is the number of drivers in each age group in crashes per 1,000 licensed drivers in that age group.

Table 80: Percentage of New Mexican Young Drivers Out of All Drivers in Crashes, 2009 - 2013[24]

Year	Teen Drivers in Crashes	Teen Drivers in Crashes as a Percent of All Drivers	Young Adult Drivers in Crashes	Young Adult Drivers in Crashes as a Percent of All Drivers	All Drivers in Crashes
2009	8,528	13.6%	9,079	14.5%	62,744
2010	7,724	12.9%	8,822	14.7%	60,068
2011	7,306	12.0%	9,057	14.9%	60,671
2012	6,596	11.6%	8,014	14.1%	56,817
2013	6,039	11.1%	7,869	14.5%	54,335

Table 81: New Mexican Young Drivers in Crashes by Hour, 2013[24]

Hour[1]	Teen (15-19) Drivers		Young Adult (20-24) Drivers	
	Count	Percent	Count	Percent
Midnight	70	1.2%	93	1.2%
1 a.m.	50	0.8%	107	1.4%
2 a.m.	34	0.6%	91	1.2%
3 a.m.	23	0.4%	73	0.9%
4 a.m.	19	0.3%	54	0.7%
5 a.m.	21	0.3%	57	0.7%
6 a.m.	56	0.9%	133	1.7%
7 a.m.	337	5.6%	324	4.1%
8 a.m.	277	4.6%	383	4.9%
9 a.m.	169	2.8%	315	4.0%
10 a.m.	190	3.1%	323	4.1%
11 a.m.	259	4.3%	382	4.9%
Noon	403	6.7%	517	6.6%
1 p.m.	380	6.3%	513	6.5%
2 p.m.	461	7.6%	531	6.7%
3 p.m.	579	9.6%	700	8.9%
4 p.m.	600	9.9%	683	8.7%
5 p.m.	613	10.2%	763	9.7%
6 p.m.	432	7.2%	529	6.7%
7 p.m.	261	4.3%	324	4.1%
8 p.m.	239	4.0%	278	3.5%
9 p.m.	237	3.9%	281	3.6%
10 p.m.	163	2.7%	216	2.7%
11 p.m.	116	1.9%	149	1.9%
Missing Data	50	0.8%	50	0.6%
Total	6,039	100.0%	7,869	100.0%

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

[24] Does not include drivers in crashes 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 82: Alcohol-involved New Mexican Young Driver Crash Rates, 2009 - 2013[25]

Year	Teen Drivers (15-19)			Under-21 Drivers			Young Adult Drivers (20-24)		
	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[1]	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[1]	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[1]
2009	213	66,724	3.19	310	89,867	3.45	507	121,192	4.18
2010	141	66,058	2.13	202	89,404	2.26	412	122,562	3.36
2011	166	64,091	2.59	262	87,169	3.01	460	122,293	3.76
2012	161	68,554	2.35	215	91,668	2.35	391	122,911	3.18
2013	91	60,243	1.51	164	82,347	1.99	389	119,028	3.27

[1] The crash rate is the number of alcohol-involved drivers in each age group in crashes per 1,000 licensed drivers in that age group.

Table 83: Alcohol-involved New Mexican Young Drivers in Crashes by Sex, 2009 - 2013[25]

Year	Alcohol-involved Teen Drivers (15-19)[1]			Alcohol-involved Under-21 Drivers[1]			Alcohol-involved Young Adult Drivers (20-24)[1]		
	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females
2009	157	56	2.8	230	80	2.9	385	122	3.2
2010	112	29	3.9	162	40	4.1	321	91	3.5
2011	125	41	3.0	200	62	3.2	322	138	2.3
2012	105	56	1.9	143	72	2.0	286	105	2.7
2013	66	25	2.6	123	41	3.0	277	112	2.5

[25] Does not include drivers in crashes 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 (65+)

An analysis of seniors *compared with other age groups* can be found in these sections: Speeding, Motorcycles, Pedestrians, Pedalcycles, Alcohol, Drivers, Age and Sex, and Appendices C-D.

- Drivers ages 65 to 75 had slightly lower crash rates than drivers age 76 to 86. But crash rates for senior drivers are much lower than for other age groups. (Figure 12, Table 77)
- Almost half, 42.7 percent, of senior drivers in crashes did not contribute to the cause of the crash. This was indicated on the UCR form by the officer checking either "None" or "Other – No Driver Error" in the Apparent Contributing Factors section. (Table 85)

Figure 12: Rate of New Mexican Senior Drivers in Crashes by Age, 2013[26]

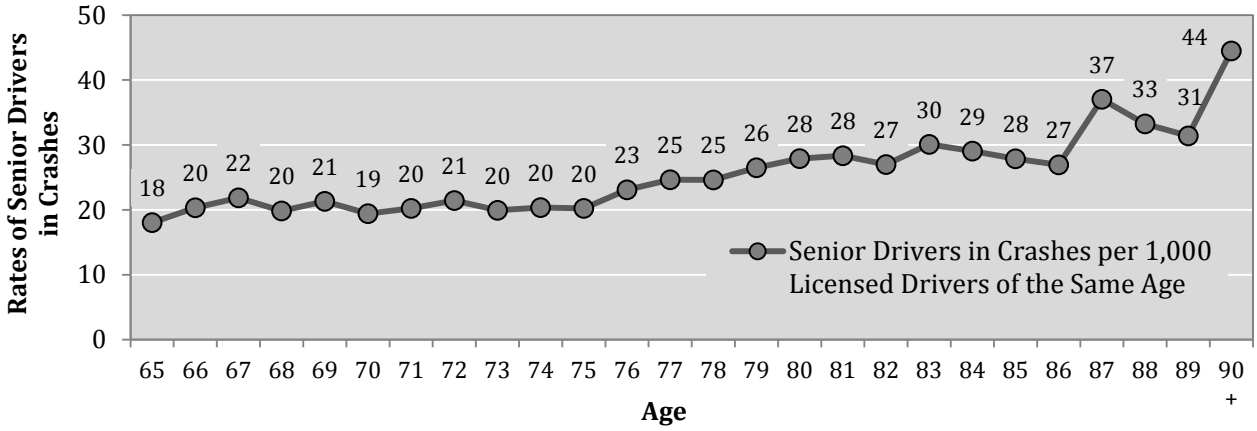


Table 84: Severity of Injuries to Seniors (65+) in Crashes, 2009 - 2013

Year	Severity of Injuries to Seniors (65+) in Crashes										Total Seniors in Crashes	
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2009	53	0.6%	159	1.9%	307	3.8%	1,015	12.4%	6,633	81.2%	8,167	100%
2010	44	0.5%	183	2.2%	356	4.3%	1,063	12.9%	6,596	80.0%	8,242	100%
2011	44	0.5%	154	1.9%	343	4.2%	992	12.1%	6,686	81.3%	8,219	100%
2012	62	0.7%	131	1.6%	316	3.8%	988	11.9%	6,826	82.0%	8,323	100%
2013	42	0.5%	144	1.8%	363	4.5%	1,023	12.8%	6,438	80.4%	8,010	100%

[26] Detailed data are on Pages 95 and 96. 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.

Table 85: Top Contributing Factor of Senior New Mexican Drivers in Crashes, 2013

Top Contributing Factor of New Mexican Senior (65+) Motor Vehicle Drivers[1] in Crashes	Senior Drivers in Crashes	
	Count	Percent
Human	**2,958**	**52.2%**
Driver Inattention	818	14.4%
Failed to Yield Right of Way	758	13.4%
Following Too Closely	279	4.9%
Disregarded Traffic Signal	161	2.8%
Made Improper Turn	145	2.6%
Improper Backing	135	2.4%
Other Improper Driving	120	2.1%
Improper Lane Change	101	1.8%
Passed Stop Sign	83	1.5%
Avoid No Contact - Vehicle	73	1.3%
Alcohol/Drug Involved[2]	56	1.0%
Speed Too Fast for Conditions	51	0.9%
Improper Overtaking	49	0.9%
Drove Left Of Center	47	0.8%
Excessive Speed	43	0.8%
Avoid No Contact - Other	21	0.4%
Vehicle Skidded Before Brake	9	0.2%
Pedestrian Error	6	0.1%
Driverless Moving Vehicle	3	0.1%
Vehicle	**43**	**0.8%**
Other Mechanical Defect	23	0.4%
Inadequate Brakes	10	0.2%
Defective Steering	5	0.1%
Defective Tires	5	0.1%
Environment	**10**	**0.2%**
Road Defect	8	0.1%
Traffic Control Not Functioning	2	0.0%
Other[3]	**2,651**	**46.8%**
None	2,072	36.6%
Other - No Driver Error	348	6.1%
Missing Data	231	4.1%
Total Senior Drivers	**5,662**	**100.0%**

[1] See the Definitions section for the method of deriving the top contributing factor of a driver.

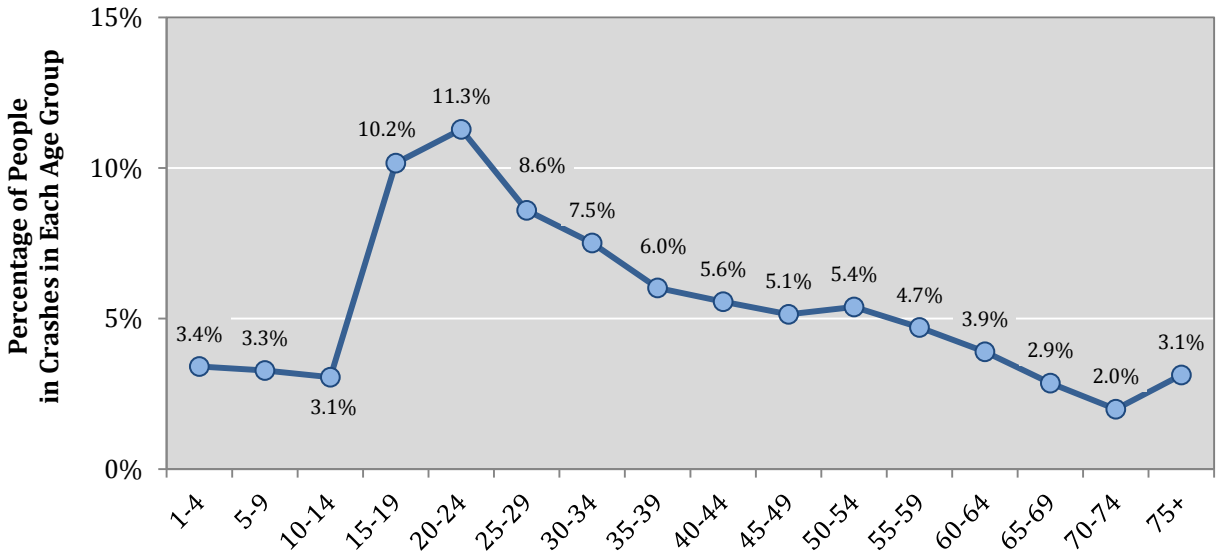
[2] Alcohol/Drug-involved is a combination of the contributing factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle.

Age and Sex

- Of all people in crashes, the age groups with the highest reported percentage of people in crashes were ages 15-19 (10.2 percent), ages 20-24 (11.3 percent) and ages 25-29 (8.6 percent). However, the age was unknown for 14.0 percent of people in crashes. (Figure 13, Table 86)
- The age groups with the highest number of fatalities in crashes were ages 20-24 (43 fatalities) and ages 25-29 (31 fatalities). (Table 86)
- For the past five years, about 1.1 males were in a crash for every one female in a crash. This trend is generally consistent regardless of age group. However, the sex was unknown for 12.4 percent of people in crashes. (Table 87, Appendix Table D-1)
- Among motorcycle drivers in crashes, males outnumbered females by a ratio of 9 to 1. (Table 88)
- Among pedalcyclists in crashes, males outnumbered females by a ratio of 4 to 1. (Table 88)

Figure 13: Percentage of All People in Crashes by Age Group, 2013



Behavior and Demographics – Age and Sex

Table 86: People in Crashes by Severity of Injury and Age Group, 2013

Age Group	People in Crashes							
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total People[1]	Percent Killed[1]
1-4	9	13	96	205	3,101	3,424	3.4%	0.26%
5-9	4	33	110	350	2,791	3,288	3.3%	0.12%
10-14	6	34	117	401	2,507	3,065	3.1%	0.20%
15-19	23	108	507	1,145	8,420	10,203	10.2%	0.23%
20-24	43	159	590	1,465	9,070	11,327	11.3%	0.38%
25-29	31	137	419	1,060	6,983	8,630	8.6%	0.36%
30-34	27	106	296	1,016	6,098	7,543	7.5%	0.36%
35-39	24	101	227	836	4,856	6,044	6.0%	0.40%
40-44	17	105	218	796	4,447	5,583	5.6%	0.30%
45-49	28	92	180	791	4,071	5,162	5.1%	0.54%
50-54	20	111	227	824	4,227	5,409	5.4%	0.37%
55-59	22	87	193	723	3,699	4,724	4.7%	0.47%
60-64	14	68	152	605	3,077	3,916	3.9%	0.36%
65-69	14	41	101	375	2,338	2,869	2.9%	0.49%
70-74	9	34	98	250	1,611	2,002	2.0%	0.45%
75+	19	69	164	398	2,489	3,139	3.1%	0.61%
Missing Data	1	33	68	223	13,727	14,052	14.0%	0.01%
Total	311	1,331	3,763	11,463	83,512	100,380	100.0%	0.31%

[1] Percentages are shaded such that darker shading identifies higher percentages

Table 87: People in Crashes and People Killed in Crashes by Sex, 2009 - 2013

Year	People in Crashes					People Killed in Crashes			
	Males	Females	Missing Data	Total	Ratio of Males to Females	Males	Females	Total	Ratio of Males to Females
2009	54,514	50,054	12,840	117,408	1.09	236	125	361	1.89
2010	53,379	48,823	11,384	113,586	1.09	220	129	349	1.71
2011	53,149	48,703	10,938	112,790	1.09	256	95	351	2.69
2012	47,467	43,259	12,304	103,030	1.10	263	103	366	2.55
2013	46,454	41,502	12,424	100,380	1.12	213	98	311	2.17

Table 88: People in Crashes by Person Type and Sex, 2013

Person Type	People in Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	25,812	21,115	1,171	48,098	1.22
Front Seat Passengers	6,318	7,997	244	14,559	0.79
All Other Passengers	5,413	5,418	212	11,043	1.00
Motorcyclists					
Motorcycle Drivers	1,014	117	44	1,175	8.67
Motorcycle Passengers	18	92	10	120	0.20
Nonmotorists					
Pedalcyclists	238	54	21	313	4.41
Pedestrians	306	190	36	532	1.61
Missing Data	7,335	6,519	10,686	24,540	1.13
Total	46,454	41,502	12,424	100,380	1.12

Table 89: People in Crashes by Age Group, 2009 - 2013

Age Group	People in Crashes[1]				
	2009	2010	2011	2012	2013
1-4	4,013	4,191	4,055	3,484	3,424
5-9	3,665	3,894	3,696	3,376	3,288
10-14	3,624	3,994	3,885	3,283	3,065
15-19	14,999	13,893	13,139	11,281	10,203
20-24	13,282	13,004	13,164	11,749	11,327
25-29	10,382	9,960	9,875	9,356	8,630
30-34	7,919	7,851	8,171	7,818	7,543
35-39	7,156	6,768	6,754	6,370	6,044
40-44	6,617	6,462	6,454	6,288	5,583
45-49	6,819	6,550	6,557	5,759	5,162
50-54	6,086	6,052	6,100	5,921	5,409
55-59	5,302	5,069	5,180	5,132	4,724
60-64	4,145	4,070	4,358	4,154	3,916
65-69	2,770	2,992	3,004	3,043	2,869
70-74	1,957	1,991	2,080	2,134	2,002
75+	3,440	3,259	3,135	3,146	3,139
Missing Data	15,232	13,586	13,183	10,736	14,052
Total People	117,408	113,586	112,790	103,030	100,380

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

Crash Geography

Counties

An analysis of crashes and fatalities by county helps identify traffic safety issues across geographic areas of New Mexico. In support of this, a selection of maps displaying a variety of traffic crash data across New Mexico counties is available in Appendix E (Page 97) and digitally available in high-resolution color at tru.unm.edu. Additional data tables on counties are available in Appendix F (Page 119).

Crashes

- Bernalillo, Doña Ana and Santa Fe had the highest number of total crashes. Bernalillo, Chaves and Curry had the highest crash rates based on vehicle miles travelled, with rates of at least 225 crashes per 100M VMT. (Table 90, Table 97)
- Bernalillo had the highest number of alcohol-involved crashes. The counties with the highest rates of alcohol-involved crashes based on vehicle miles travelled were San Miguel, Rio Arriba, McKinley, and San Juan, with rates of at least 10 alcohol-involved crashes per 100M VMT. (Table 91, Table 99)
- The highest number of animal-involved crashes was in San Juan. But the highest rates when those crashes are compared with vehicle miles travelled were in Grant, Rio Arriba, Colfax and Lincoln, with rates of at least 20 animal-involved crashes per 100M VMT. (Table 92, Appendix Table F-4)

Fatalities

- Of the 10 counties with the highest number of motorcyclist fatalities, motorcyclists often accounted for a large percentage of the total fatalities in each county. (Table 94)
- Bernalillo and McKinley accounted for 58.5 percent of all pedestrian fatalities. (Table 95)
- The number of pedestrian fatalities in Bernalillo in the years 2012 and 2013 is double the number in the years 2009 to 2011. (Table 95)
- Catron had by far the highest fatality rate, at 6.88 fatalities per 100M VMT. The next-highest was Rio Arriba at 2.70 fatalities per 100M VMT. (Table 98)

Table 90: Top 10 Counties in Total Crashes, 2013[27]

2013 Rank	County	Total Crashes					Percent of All 2013 Crashes	2013 Total Crashes per 100M VMT
		2009	2010	2011	2012	2013		
1	Bernalillo	18,716	17,005	17,447	16,563	16,618	42.0%	271.4
2	Doña Ana	4,137	4,140	4,177	3,993	3,836	9.7%	164.6
3	Santa Fe	3,511	3,325	3,283	2,979	2,803	7.1%	152.2
4	San Juan	2,619	2,363	2,431	2,320	2,160	5.5%	127.4
5	Sandoval	1,964	1,949	1,821	1,587	1,658	4.2%	135.8
6	Chaves	1,494	1,413	1,342	1,837	1,370	3.5%	229.1
7	Lea	1,259	1,300	1,447	1,384	1,283	3.2%	172.5
8	McKinley	1,318	1,298	1,332	1,352	1,207	3.0%	88.3
9	Eddy	1,208	978	876	936	1,160	2.9%	134.0
10	Otero	1,104	1,101	1,165	1,136	977	2.5%	131.0
All Other Counties		8,826	7,930	7,906	6,996	6,532	16.5%	-
Total		46,156	42,802	43,227	41,083	39,604	100.0%	154.2

Table 91: Top 10 Counties in Alcohol-involved Crashes, 2013[28]

2013 Rank	County	Alcohol-involved Crashes					Percent of All 2013 Alcohol-involved Crashes	2013 Alcohol-involved Crashes per 100M VMT
		2009	2010	2011	2012	2013		
1	Bernalillo	846	598	681	642	605	30.9%	9.9
2	Doña Ana	260	212	235	187	191	9.8%	8.2
3	San Juan	212	206	213	199	180	9.2%	10.6
4	Santa Fe	208	192	214	172	160	8.2%	8.7
5	McKinley	170	128	138	152	153	7.8%	11.2
6	Sandoval	111	99	101	113	107	5.5%	8.8
7	Rio Arriba	88	46	50	64	56	2.9%	11.6
7	Lea	83	98	83	72	56	2.9%	7.5
9	Otero	55	54	69	71	52	2.7%	7.0
10	Chaves	84	68	76	93	49	2.5%	8.2
All Other Counties		581	461	460	411	349	17.8%	-
Total		2,698	2,162	2,320	2,176	1,958	100.0%	7.6

[27] See Page 67 for total crashes in all counties, and Pages 123-124 for crash rates using county population.

[28] See Page 69 for alcohol-involved crashes in all counties, and Page 126 for alcohol-involved crash rates using county population.

Crash Geography – Counties

Table 92: Top 10 Counties in Animal-involved Crashes, 2013[29]

2013 Rank	County	Animal-involved Crashes					Percent of All 2013 Animal-involved Crashes	2013 Animal-involved Crashes per 100M VMT
		2009	2010	2011	2012	2013		
1	San Juan	190	167	150	173	151	12.3%	8.9
2	Rio Arriba	105	110	108	89	122	9.9%	25.3
3	Grant	123	74	87	125	121	9.9%	27.7
4	Lincoln	115	117	112	100	79	6.4%	20.4
5	Colfax	87	87	103	85	78	6.4%	24.3
6	Otero	70	81	67	81	63	5.1%	8.4
7	McKinley	61	55	89	71	62	5.0%	4.5
8	Sandoval	58	56	81	55	58	4.7%	4.7
9	Santa Fe	38	43	52	39	51	4.2%	2.8
10	Lea	63	37	37	49	43	3.5%	5.8
All Other Counties		648	495	573	494	400	32.6%	-
Total		1,558	1,322	1,459	1,361	1,228	100.0%	4.8

Table 93: Top 10 Counties in Fatalities, 2013[30]

2013 Rank[1]	County	Fatalities in Crashes					Percent of All 2013 Fatalities	2013 Fatalities per 100M VMT
		2009	2010	2011	2012	2013		
1	Bernalillo	57	46	44	69	52	16.7%	0.85
2	San Juan	15	30	28	27	27	8.7%	1.59
3	McKinley	34	25	33	29	26	8.4%	1.90
4	Sandoval	24	14	12	12	18	5.8%	1.47
5	Eddy	15	14	8	14	15	4.8%	1.73
6	Cibola	9	9	13	8	14	4.5%	2.06
6	Doña Ana	29	25	18	27	14	4.5%	0.60
8	Rio Arriba	16	7	11	19	13	4.2%	2.70
9	Lea	13	20	15	17	12	3.9%	1.61
10	Torrance	14	4	5	10	11	3.5%	2.41
All Other Counties		135	155	164	134	109	35.0%	-
Total		361	349	351	366	311	100.0%	1.21

[1] One pair of counties has the same number of 2013 fatalities and therefore the same rank.

[29] See Page 122 for animal-involved crashes in all counties.

[30] See Page 119 for crash-related fatalities in all counties, and Page 125 for fatality rates using county population.

Table 94: Top Counties in Motorcyclist (Driver and Passenger) Fatalities, 2013[31]

2013 Rank[1]	County	Motorcyclist Fatalities in Crashes					Percent of All 2013 MC Fatalities	2013 Total Fatalities	Motorcyclist Fatalities as a Percent of 2013 Total Fatalities
		2009	2010	2011	2012	2013			
1	Bernalillo	13	11	11	18	9	19.6%	52	17.3%
2	Doña Ana	1	3	3	4	5	10.9%	14	35.7%
3	Lincoln	1	0	1	0	4	8.7%	5	80.0%
4	Chaves	7	1	1	1	3	6.5%	10	30.0%
4	Colfax	1	1	0	1	3	6.5%	7	42.9%
6	San Miguel	0	1	0	0	2	4.3%	6	33.3%
6	Taos	2	2	0	5	2	4.3%	6	33.3%
6	Sandoval	3	5	2	0	2	4.3%	18	11.1%
6	Santa Fe	4	3	3	4	2	4.3%	9	22.2%
6	Otero	0	4	5	5	2	4.3%	7	28.6%
6	Torrance	0	0	0	4	2	4.3%	11	18.2%
All Other Counties		14	11	23	24	10	21.7%	166	6.0%
Total		46	42	49	66	46	100.0%	311	14.8%

[1] Counties with the same number of motorcyclist fatalities in 2013 have the same rank number.

Table 95: Top Counties in Pedestrian Fatalities, 2013[32]

2013 Rank[1]	County	Pedestrian Fatalities in Crashes					Percent of All 2013 Pedestrian Fatalities	2013 Total Fatalities	Pedestrian Fatalities as a Percent of 2013 Total Fatalities
		2009	2010	2011	2012	2013			
1	Bernalillo	11	9	9	21	21	39.6%	52	40.4%
2	McKinley	9	1	6	7	10	18.9%	26	38.5%
3	San Juan	3	6	5	12	3	5.7%	27	11.1%
3	Santa Fe	4	3	3	4	3	5.7%	9	33.3%
5	Cibola	0	0	1	0	2	3.8%	14	14.3%
5	Rio Arriba	2	0	2	0	2	3.8%	13	15.4%
All Other Counties		12	15	10	17	12	22.6%	170	7.1%
Total		41	34	36	61	53	100.0%	311	17.0%

[1] Counties with the same number of pedestrian fatalities have the same rank number.

[31] See Page 120 for motorcyclist fatalities in all counties.

[32] See Page 121 for pedestrian fatalities in all counties.

Crash Geography – Counties

Table 96: Severity of Crashes by County, 2013

County	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Bernalillo	49	17.8%	4,651	41.3%	11,918	42.4%	16,618	42.0%
Catron	5	1.8%	10	0.1%	13	0.0%	28	0.1%
Chaves	10	3.6%	365	3.2%	995	3.5%	1,370	3.5%
Cibola	12	4.4%	95	0.8%	239	0.9%	346	0.9%
Colfax	7	2.5%	75	0.7%	234	0.8%	316	0.8%
Curry	4	1.5%	190	1.7%	598	2.1%	792	2.0%
De Baca	2	0.7%	7	0.1%	6	0.02%	15	0.04%
Doña Ana	14	5.1%	1,157	10.3%	2,665	9.5%	3,836	9.7%
Eddy	11	4.0%	304	2.7%	845	3.0%	1,160	2.9%
Grant	5	1.8%	160	1.4%	435	1.5%	600	1.5%
Guadalupe	5	1.8%	61	0.5%	114	0.4%	180	0.5%
Harding	0	0.0%	1	0.0%	3	0.01%	4	0.01%
Hidalgo	1	0.4%	22	0.2%	75	0.3%	98	0.2%
Lea	11	4.0%	421	3.7%	851	3.0%	1,283	3.2%
Lincoln	4	1.5%	99	0.9%	348	1.2%	451	1.1%
Los Alamos	0	0.0%	10	0.1%	46	0.2%	56	0.1%
Luna	5	1.8%	110	1.0%	340	1.2%	455	1.1%
McKinley	23	8.4%	283	2.5%	901	3.2%	1,207	3.0%
Mora	3	1.1%	20	0.2%	61	0.2%	84	0.2%
Otero	7	2.5%	308	2.7%	662	2.4%	977	2.5%
Quay	5	1.8%	52	0.5%	97	0.3%	154	0.4%
Rio Arriba	11	4.0%	163	1.4%	418	1.5%	592	1.5%
Roosevelt	5	1.8%	57	0.5%	147	0.5%	209	0.5%
San Juan	23	8.4%	669	5.9%	1,468	5.2%	2,160	5.5%
San Miguel	5	1.8%	99	0.9%	293	1.0%	397	1.0%
Sandoval	13	4.7%	489	4.3%	1,156	4.1%	1,658	4.2%
Santa Fe	8	2.9%	905	8.0%	1,890	6.7%	2,803	7.1%
Sierra	4	1.5%	26	0.2%	102	0.4%	132	0.3%
Socorro	4	1.5%	65	0.6%	196	0.7%	265	0.7%
Taos	6	2.2%	77	0.7%	290	1.0%	373	0.9%
Torrance	10	3.6%	50	0.4%	127	0.5%	187	0.5%
Union	1	0.4%	25	0.2%	59	0.2%	85	0.2%
Valencia	2	0.7%	210	1.9%	433	1.5%	645	1.6%
Missing Data	0	0.0%	12	0.1%	56	0.2%	68	0.2%
Total Crashes	275	100.0%	11,248	100.0%	28,081	100.0%	39,604	100.0%

Table 97: Total Crashes by County, 2009 - 2013[33]

County	Total Crashes					Percent of All 2013 Crashes	2013 Vehicle Miles Traveled (100M VMT)	2013 Crashes per 100M VMT
	2009	2010	2011	2012	2013			
Bernalillo	18,716	17,005	17,447	16,563	16,618	42.0%	61.24	271.4
Catron	25	32	22	44	28	0.1%	0.87	32.1
Chaves	1,494	1,413	1,342	1,837	1,370	3.5%	5.98	229.1
Cibola	502	421	418	426	346	0.9%	6.81	50.8
Colfax	351	379	370	305	316	0.8%	3.20	98.6
Curry	1,225	1,095	940	979	792	2.0%	3.50	226.5
De Baca	25	31	26	18	15	0.0%	1.44	10.4
Doña Ana	4,137	4,140	4,177	3,993	3,836	9.7%	23.31	164.6
Eddy	1,208	978	876	936	1,160	2.9%	8.66	134.0
Grant	563	444	529	634	600	1.5%	4.37	137.3
Guadalupe	176	183	156	175	180	0.5%	5.20	34.6
Harding	6	4	9	6	4	0.01%	0.27	14.8
Hidalgo	103	112	115	97	98	0.2%	2.69	36.5
Lea	1,259	1,300	1,447	1,384	1,283	3.2%	7.44	172.5
Lincoln	536	532	532	471	451	1.1%	3.87	116.6
Los Alamos	217	139	128	84	56	0.1%	1.29	43.5
Luna	453	421	416	373	455	1.1%	9.06	50.2
McKinley	1,318	1,298	1,332	1,352	1,207	3.0%	13.68	88.3
Mora	78	113	96	110	84	0.2%	1.23	68.3
Otero	1,104	1,101	1,165	1,136	977	2.5%	7.46	131.0
Quay	276	225	210	191	154	0.4%	4.56	33.8
Rio Arriba	599	515	481	636	592	1.5%	4.81	123.0
Roosevelt	343	224	346	309	209	0.5%	2.94	71.0
San Juan	2,619	2,363	2,431	2,320	2,160	5.5%	16.95	127.4
San Miguel	448	509	606	483	397	1.0%	3.23	123.0
Sandoval	1,964	1,949	1,821	1,587	1,658	4.2%	12.21	135.8
Santa Fe	3,511	3,325	3,283	2,979	2,803	7.1%	18.42	152.2
Sierra	246	181	222	222	132	0.3%	1.91	69.0
Socorro	351	328	344	305	265	0.7%	5.08	52.2
Taos	753	784	700	575	373	0.9%	2.88	129.7
Torrance	337	253	273	108	187	0.5%	4.56	41.1
Union	98	86	103	85	85	0.2%	1.32	64.5
Valencia	1,115	919	864	360	645	1.6%	6.41	100.6
Missing Data	0	0	0	0	68	0.2%	-	-
Total	46,156	42,802	43,227	41,083	39,604	100.0%	256.82	154.2

[33] See Pages 123-124 for crash rates using county population.

Crash Geography – Counties

Table 98: Severity of Injuries to People in Crashes by County, 2013

County	People in Crashes							2013 Fatalities per 100M VMT	2013 Total People in Crashes per 100M VMT
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People		
Bernalillo	52	493	1,189	5,196	36,619	43,549	43.4%	0.85	711
Catron	6	1	14	1	33	55	0.1%	6.88	63
Chaves	10	61	143	357	2,902	3,473	3.5%	1.67	581
Cibola	14	10	67	70	658	819	0.8%	2.06	120
Colfax	7	14	36	62	546	665	0.7%	2.18	208
Curry	4	21	42	213	1,792	2,072	2.1%	1.14	593
De Baca	2	0	10	1	14	27	0.0%	1.39	19
Doña Ana	14	153	377	1,066	8,050	9,660	9.6%	0.60	414
Eddy	15	44	104	280	2,478	2,921	2.9%	1.73	337
Grant	5	21	75	122	1,083	1,306	1.3%	1.14	299
Guadalupe	6	10	47	38	265	366	0.4%	1.15	70
Harding	0	0	0	1	5	6	0.0%	0.00	22
Hidalgo	1	3	13	12	160	189	0.2%	0.37	70
Lea	12	37	141	452	2,627	3,269	3.3%	1.61	439
Lincoln	5	17	53	78	791	944	0.9%	1.29	244
Los Alamos	0	0	2	8	97	107	0.1%	0.00	83
Luna	6	22	71	87	955	1,141	1.1%	0.66	126
McKinley	26	46	113	283	2,798	3,266	3.3%	1.90	239
Mora	3	1	19	10	135	168	0.2%	2.44	137
Otero	7	35	130	272	1,869	2,313	2.3%	0.94	310
Quay	6	7	47	27	222	309	0.3%	1.32	68
Rio Arriba	13	21	61	183	993	1,271	1.3%	2.70	264
Roosevelt	5	15	18	49	375	462	0.5%	1.70	157
San Juan	27	80	282	694	4,638	5,721	5.7%	1.59	338
San Miguel	6	10	59	75	703	853	0.8%	1.86	264
Sandoval	18	63	206	491	3,406	4,184	4.2%	1.47	343
Santa Fe	9	68	256	923	5,914	7,170	7.1%	0.49	389
Sierra	4	6	24	20	220	274	0.3%	2.09	143
Socorro	8	8	38	39	429	522	0.5%	1.57	103
Taos	6	9	25	77	776	893	0.9%	2.09	310
Torrance	11	12	22	53	324	422	0.4%	2.41	93
Union	1	13	8	23	120	165	0.2%	0.76	125
Valencia	2	28	70	190	1,417	1,707	1.7%	0.31	266
Missing Data	0	2	1	10	98	111	0.1%	-	-
Total People	311	1,331	3,763	11,463	83,512	100,380	100.0%	1.21	391

Table 99: Alcohol-involved Crashes by County, 2009 - 2013

County	Alcohol-involved Crashes					Percent of All 2013 Alcohol-involved Crashes	2013 Vehicle Miles Traveled (100M VMT)	2013 Alcohol-involved Crashes per 100M VMT
	2009	2010	2011	2012	2013			
Bernalillo	846	598	681	642	605	30.9%	61.24	9.9
Catron	2	3	1	4	2	0.1%	0.87	2.3
Chaves	84	68	76	93	49	2.5%	5.98	8.2
Cibola	59	26	32	40	22	1.1%	6.81	3.2
Colfax	16	20	19	17	14	0.7%	3.20	4.4
Curry	51	43	44	37	30	1.5%	3.50	8.6
De Baca	2	2	2	0	0	0.0%	1.44	0.0
Doña Ana	260	212	235	187	191	9.8%	23.31	8.2
Eddy	66	43	35	49	44	2.2%	8.66	5.1
Grant	33	23	32	37	35	1.8%	4.37	8.0
Guadalupe	11	11	8	8	2	0.1%	5.20	0.4
Harding	1	0	0	2	0	0.0%	0.27	0.0
Hidalgo	4	3	6	2	6	0.3%	2.69	2.2
Lea	83	98	83	72	56	2.9%	7.44	7.5
Lincoln	26	31	24	30	32	1.6%	3.87	8.3
Los Alamos	11	4	6	2	2	0.1%	1.29	1.6
Luna	26	19	18	5	14	0.7%	9.06	1.5
McKinley	170	128	138	152	153	7.8%	13.68	11.2
Mora	6	6	7	4	8	0.4%	1.23	6.5
Otero	55	54	69	71	52	2.7%	7.46	7.0
Quay	8	4	7	9	8	0.4%	4.56	1.8
Rio Arriba	88	46	50	64	56	2.9%	4.81	11.6
Roosevelt	26	25	15	18	10	0.5%	2.94	3.4
San Juan	212	206	213	199	180	9.2%	16.95	10.6
San Miguel	30	41	47	39	39	2.0%	3.23	12.1
Sandoval	111	99	101	113	107	5.5%	12.21	8.8
Santa Fe	208	192	214	172	160	8.2%	18.42	8.7
Sierra	15	12	18	12	5	0.3%	1.91	2.6
Socorro	29	17	11	18	18	0.9%	5.08	3.5
Taos	64	69	64	46	20	1.0%	2.88	7.0
Torrance	21	11	10	6	13	0.7%	4.56	2.9
Union	6	8	6	3	2	0.1%	1.32	1.5
Valencia	68	40	48	23	23	1.2%	6.41	3.6
Total	2,698	2,162	2,320	2,176	1,958	100.0%	256.82	7.6

Crash Geography – Counties

Table 100: Severity of Injuries to People in Alcohol-involved Crashes by County, 2013

County	People in Alcohol-involved Crashes							2013 Fatalities in Alcohol-involved Crashes per 100M VMT	2013 Total People in Alcohol-involved Crashes per 100M VMT
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People		
Bernalillo	25	52	118	236	1,075	1,506	33.3%	0.41	24.6
Catron	2	0	0	0	0	2	0.04%	2.29	2.3
Chaves	5	9	14	7	66	101	2.2%	0.84	16.9
Cibola	4	2	6	5	28	45	1.0%	0.59	6.6
Colfax	2	2	7	0	12	23	0.5%	0.62	7.2
Curry	1	4	4	2	42	53	1.2%	0.29	15.2
De Baca	0	0	0	0	0	0	0.0%	0.00	0.0
Doña Ana	6	17	52	55	238	368	8.1%	0.26	15.8
Eddy	2	2	11	9	95	119	2.6%	0.23	13.7
Grant	1	4	17	9	36	67	1.5%	0.23	15.3
Guadalupe	1	0	2	0	0	3	0.1%	0.19	0.6
Harding	0	0	0	0	0	0	0.0%	0.00	0.0
Hidalgo	1	1	0	0	9	11	0.2%	0.37	4.1
Lea	5	4	13	17	92	131	2.9%	0.67	17.6
Lincoln	5	3	9	5	42	64	1.4%	1.29	16.5
Los Alamos	0	0	0	0	3	3	0.1%	0.00	2.3
Luna	2	4	3	5	11	25	0.6%	0.22	2.8
McKinley	17	11	32	57	316	433	9.6%	1.24	31.7
Mora	0	0	3	3	5	11	0.2%	0.00	8.9
Otero	2	4	18	20	70	114	2.5%	0.27	15.3
Quay	1	3	6	1	2	13	0.3%	0.22	2.9
Rio Arriba	6	8	21	18	69	122	2.7%	1.25	25.3
Roosevelt	2	0	0	3	22	27	0.6%	0.68	9.2
San Juan	15	20	54	67	290	446	9.8%	0.88	26.3
San Miguel	3	6	13	13	53	88	1.9%	0.93	27.3
Sandoval	8	10	25	29	154	226	5.0%	0.66	18.5
Santa Fe	7	10	36	43	263	359	7.9%	0.38	19.5
Sierra	2	0	2	1	1	6	0.1%	1.05	3.1
Socorro	1	1	5	4	29	40	0.9%	0.20	7.9
Taos	3	2	1	6	30	42	0.9%	1.04	14.6
Torrance	6	1	3	4	15	29	0.6%	1.32	6.4
Union	1	0	1	1	1	4	0.1%	0.76	3.0
Valencia	1	4	12	3	28	48	1.1%	0.16	7.5
Missing Data	0	0	0	0	0	0	0.0%	-	-
Total People	137	184	488	623	3,097	4,529	100.0%	0.53	17.6

Cities

An analysis of crashes by city helps identify traffic safety issues across geographic areas of New Mexico. A selection of city crash maps is also available in Appendix E (Page 97) and digitally available in high-resolution color at www.tru.unm.edu. In some cities, non-resident drivers passing through may contribute to a high crash rate in a city with a relatively small population.

- The largest number of total crashes and alcohol-involved crashes occurred in Albuquerque, Las Cruces and Santa Fe. (Table 101, Table 102)
- Of the 15 cities with the highest number of total crashes, the highest crash rates (crashes per 1,000 city residents) were in Gallup (35.6) and Silver City (33.0). (Table 101)
- Of the 20 cities with the highest number of alcohol-involved crashes, the highest alcohol-involved crash rates (alcohol-involved crashes per 10,000 city residents) were in Isleta Pueblo (56.2), Gallup (39.5), Farmington (25.5), Taos (22.7), Ruidoso (22.6), Española (21.6), Silver City (21.4), and Las Vegas (20.5). (Table 102)

Table 101: Top Fifteen Cities in Total Crashes, 2013

2013 Rank[1]	City	Total Crashes					2013 Population	Crashes per 1,000 City Residents
		2009	2010	2011	2012	2013		
1	Albuquerque	18,302	16,491	17,035	16,072	16,295	556,495	**29.3**
2	Las Cruces	3,204	3,250	3,355	3,322	3,237	101,324	**31.9**
3	Santa Fe	2,413	2,236	2,200	2,429	2,201	69,976	**31.5**
4	Farmington	1,393	1,282	1,330	1,281	1,435	45,426	**31.6**
5	Roswell	1,198	1,159	1,071	1,593	1,145	48,611	23.6
6	Rio Rancho	1,251	1,176	1,196	1,130	1,055	91,956	11.5
7	Gallup	760	760	737	737	793	22,261	**35.6**
8	Hobbs	731	800	886	798	789	36,041	21.9
9	Clovis	1,074	944	800	868	721	39,508	18.2
10	Carlsbad	833	769	702	661	683	27,653	24.7
10	Alamogordo	702	682	758	661	683	31,368	21.8
12	Los Lunas	528	420	353	67	360	15,308	23.5
13	Deming	308	290	270	291	343	14,609	23.5
14	Silver City	336	256	347	381	339	10,273	**33.0**
15	Artesia	204	41	11	84	330	11,484	28.7
All Other Crashes		12,919	12,246	12,176	10,708	9,195	-	-
Statewide Total		46,156	42,802	43,227	41,083	39,604	2,085,287	19.0

[1] Cities have the same rank if they have the same number of crashes in 2013.

Crash Geography – Cities

Table 102: Top Twenty Cities in Alcohol-involved Crashes, 2013

Rank[1]	City	Alcohol-involved Crashes					2013 Population[2]	Alcohol-involved Crashes per 10,000 City Residents
		2009	2010	2011	2012	2013		
1	Albuquerque	801	558	654	592	579	556,495	**10.4**
2	Las Cruces	151	132	151	113	121	101,324	**11.9**
2	Santa Fe	109	107	140	131	121	69,976	**17.3**
4	Farmington	93	79	84	84	116	45,426	**25.5**
5	Gallup	86	55	59	68	88	22,261	**39.5**
6	Rio Rancho	61	55	57	66	63	91,956	**6.9**
7	Alamogordo	23	28	34	30	33	31,368	**10.5**
8	Hobbs	51	54	48	38	31	36,041	**8.6**
9	Roswell	61	49	47	75	29	48,611	**6.0**
10	Las Vegas	17	20	25	22	28	13,691	**20.5**
11	Clovis	37	27	33	30	27	39,508	**6.8**
12	Española	37	26	26	34	22	10,190	**21.6**
12	Silver City	15	11	19	19	22	10,273	**21.4**
14	Artesia	14	3	0	3	21	11,484	**18.3**
15	Ruidoso	13	15	17	14	18	7,965	**22.6**
16	Anthony	14	13	8	18	17	9,378	**18.1**
16	Carlsbad	34	31	25	38	17	27,653	**6.1**
18	Isleta Pueblo	15	9	11	11	14	2,489	**56.2**
18	Bernalillo	12	21	10	7	14	8,338	**16.8**
20	Taos	26	28	25	22	13	5,731	**22.7**
All Other Crashes		1,028	841	847	761	564	-	-
Statewide Total		2,698	2,162	2,320	2,176	1,958	2,085,287	**9.4**

[1] Cities have the same rank if they have the same number of crashes in 2013.

[2] The population of Isleta Pueblo CCD (Census County Division) is based on the 2010 U.S. Census.

Table 103: Severity of Crashes and Severity of Injury in Crashes by City, 2013

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Abiquiu	0	5	12	17	0	7	26	33
Alamogordo	2	192	489	683	2	272	1,475	1,749
Albuquerque	45	4,570	11,680	16,295	48	6,763	36,067	42,878
Algodones	2	4	16	22	4	9	33	46
Alto	0	2	19	21	0	2	31	33
Angel Fire	2	1	13	16	2	2	34	38
Anthony	1	35	88	124	1	46	215	262
Arenas Valley	1	9	37	47	1	16	79	96
Artesia	1	85	244	330	1	118	739	858
Aztec	0	43	133	176	0	61	310	371
Bayard	0	2	20	22	0	2	44	46
Belen	1	43	94	138	1	62	280	343
Berino	0	7	11	18	0	10	22	32
Bernalillo	2	57	140	199	2	78	414	494
Bloomfield	2	21	116	139	2	37	303	342
Bluewater Village	0	3	14	17	0	4	35	39
Bosque Farms	0	20	28	48	0	21	110	131
Capitan	0	3	13	16	0	3	23	26
Carlsbad	3	155	525	683	4	212	1,562	1,778
Cedar Hill	0	1	16	17	0	1	36	37
Chama	0	1	34	35	0	1	63	64
Chaparral	1	34	47	82	1	47	133	181
Chimayo	0	13	26	39	0	22	58	80
Church Rock	0	5	13	18	0	6	45	51
Clayton	0	5	25	30	0	8	57	65
Cloudcroft	0	5	10	15	0	5	23	28
Clovis	4	168	549	721	4	246	1,675	1,925
Corrales	0	16	29	45	0	21	89	110
Cuba	2	12	44	58	2	29	95	126
Cuyamungue	0	4	14	18	0	6	35	41
Deming	1	77	265	343	1	127	761	889
Dexter	0	5	13	18	0	9	23	32
Dulce	1	4	23	28	2	9	45	56
Edgewood	0	21	79	100	0	37	208	245
El Valle De Arroyo Seco	0	5	18	23	0	9	47	56
Eldorado At Santa Fe	0	4	16	20	0	5	33	38
Española	2	93	155	250	3	144	520	667

Crash Geography – Cities

Table 103 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Eunice	0	6	28	34	0	6	64	70
Farmington	2	471	962	1,435	2	710	3,311	4,023
Gallup	7	182	604	793	7	269	2,008	2,284
Gamerco	0	4	12	16	0	6	33	39
Glorieta	0	8	14	22	0	10	31	41
Grants	2	44	118	164	2	61	340	403
Hatch	0	7	25	32	0	7	60	67
Hobbs	3	268	518	789	3	413	1,833	2,249
Isleta Pueblo	1	24	73	98	1	39	178	218
Jal	0	3	12	15	0	3	22	25
Jemez Springs	0	9	12	21	0	10	22	32
Kirtland	0	20	53	73	0	31	139	170
La Luz	1	15	25	41	1	26	55	82
La Plata	1	4	13	18	1	7	21	29
La Puebla	0	9	9	18	0	22	22	44
Las Cruces	4	968	2,265	3,237	4	1,335	7,057	8,396
Las Vegas	0	59	207	266	0	82	541	623
Lordsburg	0	7	38	45	0	9	81	90
Los Alamos	0	12	47	59	0	13	101	114
Los Lunas	0	115	245	360	0	160	826	986
Lovington	1	53	144	198	2	80	400	482
Mescalero Apache	2	2	11	15	2	5	34	41
Mesquite	0	7	18	25	0	11	42	53
Midway	0	7	14	21	0	11	48	59
Milan	1	5	19	25	1	7	53	61
Mora	0	4	11	15	0	7	21	28
Moriarty	3	16	52	71	4	25	136	165
Nogal	2	6	16	24	2	13	33	48
Peralta	0	14	23	37	0	16	81	97
Placitas	0	8	24	32	0	10	56	66
Pojoaque	0	14	34	48	0	31	107	138
Portales	1	37	109	147	1	56	307	364
Prewitt	2	12	15	29	2	21	47	70
Raton	0	35	105	140	0	51	275	326
Rio Rancho	3	315	737	1,055	4	492	2,333	2,829
Roswell	5	287	853	1,145	5	428	2,569	3,002

Table 103 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Ruidoso	1	55	188	244	2	76	489	567
Ruidoso Downs	0	0	16	16	0	0	35	35
San Felipe Pueblo	0	11	24	35	0	20	52	72
San Jose	0	5	10	15	0	9	19	28
Santa Ana Pueblo	0	11	16	27	0	15	51	66
Santa Clara (Central)	0	7	14	21	0	9	24	33
Santa Clara Pueblo	0	8	11	19	0	10	28	38
Santa Fe	5	719	1,477	2,201	6	962	4,911	5,879
Santa Rosa	2	11	34	47	3	15	93	111
Santa Teresa	3	11	28	42	3	16	79	98
Sedillo	0	3	20	23	0	6	33	39
Shiprock	0	32	27	59	0	65	138	203
Silver City	0	99	240	339	0	129	671	800
Socorro	1	22	110	133	1	33	250	284
Sunland Park	0	22	47	69	0	31	137	168
T or C	1	18	70	89	1	29	166	196
Taos	2	61	226	289	2	90	643	735
Tesuque	0	6	15	21	0	6	31	37
Texico	0	6	18	24	0	10	60	70
Thoreau	1	5	29	35	1	5	74	80
Tijeras	2	6	40	48	2	7	101	110
Tucumcari	1	12	27	40	1	22	57	80
Tularosa	0	17	24	41	0	19	68	87
Vado	0	12	30	42	0	17	67	84
Waterflow	1	10	11	22	2	24	33	59
West Hammond	1	3	11	15	1	7	28	36
Yah-Ta-Hey	1	2	14	17	1	2	32	35
Zuni Pueblo	0	3	28	31	0	3	48	51
Rural and Other[1]	139	1,284	2,743	4,166	160	1,980	6,059	8,199
Total	**275**	**11,248**	**28,081**	**39,604**	**311**	**16,557**	**83,512**	**100,380**

[1] The term "other" refers to towns or places with fewer than fifteen crashes in 2013.

Table 104: Severity of Alcohol-involved Crashes and Injuries by City, 2013

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Abiquiu	0	0	2	2	0	0	2	2
Alamillo	0	0	2	2	0	0	3	3
Alamogordo	0	14	19	33	0	25	50	75
Albuquerque	23	241	315	579	23	393	1,041	1,457
Alcalde	0	2	0	2	0	2	0	2
Algodones	2	0	3	5	4	3	6	13
Angel Fire	1	1	0	2	1	2	0	3
Anthony	1	6	10	17	1	8	27	36
Anton Chico	1	1	0	2	1	2	0	3
Arenas Valley	1	2	2	5	1	8	2	11
Artesia	1	9	11	21	1	9	49	59
Atoka	0	2	0	2	0	2	1	3
Aztec	0	6	3	9	0	11	8	19
Belen	0	2	1	3	0	2	6	8
Bernalillo	0	7	7	14	0	9	20	29
Bloomfield	1	0	5	6	1	0	8	9
Canon	0	1	1	2	0	1	3	4
Carlsbad	1	4	12	17	1	8	39	48
Carrizozo	0	1	1	2	0	1	3	4
Chama	0	0	2	2	0	0	5	5
Chamberino	0	1	1	2	0	1	1	2
Chaparral	0	2	8	10	0	4	14	18
Chimayo	0	2	2	4	0	3	2	5
Church Rock	0	1	1	2	0	2	4	6
Clovis	1	8	18	27	1	9	39	49
Crownpoint	0	0	4	4	0	0	16	16
Cuba	0	2	1	3	0	4	4	8
Deming	0	5	5	10	0	8	10	18
Dexter	0	0	2	2	0	0	2	2
Dulce	1	0	1	2	2	3	3	8
Edgewood	0	1	2	3	0	1	4	5
El Rancho	0	2	0	2	0	2	3	5
Eldorado At Santa Fe	0	1	2	3	0	1	4	5
Española	0	14	8	22	0	22	25	47
Farmington	2	52	62	116	2	85	212	299
Fruitland	0	0	2	2	0	0	6	6

Table 104 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	4	33	51	88	4	50	215	269
Grants	0	5	7	12	0	6	13	19
Hagerman	0	1	1	2	0	1	1	2
Hatch	0	1	1	2	0	1	1	2
Hernandez	1	1	0	2	1	1	3	5
Hobbs	1	10	20	31	1	18	56	75
Isleta Pueblo	1	6	7	14	1	11	15	27
Jal	0	1	1	2	0	1	2	3
Jemez Springs	0	2	2	4	0	2	4	6
Kirtland	0	1	4	5	0	2	6	8
La Luz	1	2	2	5	1	2	7	10
La Mesa	0	2	1	3	0	2	1	3
Las Cruces	2	57	62	121	2	83	161	246
Las Vegas	0	11	17	28	0	18	50	68
Lemitar	0	2	1	3	0	3	5	8
Lordsburg	0	1	2	3	0	1	4	5
Los Alamos	0	1	2	3	0	1	3	4
Los Cerrillos	0	1	1	2	0	1	2	3
Los Luceros	0	2	0	2	0	2	1	3
Los Lunas	0	6	2	8	0	8	9	17
Lovington	1	4	4	9	2	7	18	27
Manuelito	0	0	2	2	0	0	7	7
Medanales	0	2	0	2	0	3	3	6
Mentmore	0	2	0	2	0	3	0	3
Mescalero Apache	2	0	0	2	2	1	1	4
Mesquite	0	3	1	4	0	4	3	7
Midway	0	3	0	3	0	4	3	7
Milan	1	0	1	2	1	0	8	9
Mora	0	2	1	3	0	4	2	6
Moriarty	2	1	1	4	3	2	2	7
Nakaibito	2	3	0	5	2	12	9	23
Newcomb	1	2	0	3	3	3	3	9
Nogal	0	1	2	3	0	1	2	3
Pecos	1	0	3	4	1	0	3	4
Pojoaque	0	1	1	2	0	1	1	2
Portales	0	1	6	7	0	1	21	22
Prewitt	1	1	0	2	1	1	1	3

Crash Geography – Cities

Table 104 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
Raton	0	5	3	8	0	6	9	15
Rincon	1	0	1	2	1	1	2	4
Rio Rancho	1	28	34	63	2	37	90	129
Roswell	2	12	15	29	2	14	51	67
Rowe	0	2	0	2	0	2	0	2
Ruidoso	1	3	14	18	2	4	29	35
San Antonito	0	3	1	4	0	4	3	7
San Jose	0	1	1	2	0	1	5	6
Santa Ana Pueblo	0	1	1	2	0	1	4	5
Santa Clara (Central)	0	2	0	2	0	2	0	2
Santa Clara Pueblo	0	1	1	2	0	1	2	3
Santa Fe	4	51	66	121	5	65	218	288
Santa Teresa	1	0	3	4	1	0	4	5
Shiprock	0	6	3	9	0	15	17	32
Silver City	0	10	12	22	0	15	30	45
Socorro	1	3	5	9	1	4	17	22
Sunland Park	0	3	3	6	0	5	9	14
T or C	0	1	1	2	0	1	1	2
Tajique	0	0	2	2	0	0	6	6
Taos	1	2	10	13	1	4	20	25
Tesuque	0	1	1	2	0	1	5	6
Tesuque Pueblo	0	1	1	2	0	1	3	4
Thoreau	1	0	1	2	1	0	5	6
Tierra Amarilla	1	1	0	2	1	2	4	7
Tijeras	1	0	2	3	1	0	4	5
Tres Piedras	1	1	0	2	1	1	1	3
Tucumcari	1	2	1	4	1	7	1	9
Tularosa	0	2	1	3	0	2	3	5
Upper Fruitland	2	3	0	5	2	7	7	16
Velarde	0	1	2	3	0	1	7	8
West Hammond	1	0	1	2	1	1	1	3
Yah-Ta-Hey	1	1	2	4	1	1	6	8
Zuni Pueblo	0	1	3	4	0	1	5	6
Rural and Other[1]	45	113	100	258	49	196	260	505
Total	**123**	**823**	**1,012**	**1,958**	**137**	**1,295**	**3,097**	**4,529**

[1] The term 'other' refers to towns or places with fewer than two alcohol-involved crashes in 2013.

Rural and Urban Locations

Starting with 2013 crash data, new guidelines for urban and rural designations went into effect. This may have resulted in a slight adjustment in the typical urban and rural distribution of crashes compared with previous years. For more information, see Page xv in the Definitions section and Page 127 in the Sources section.

- Most crashes occur in urban locations, whereas the majority of crash-related fatalities occur on rural roadways. Urban roadways account for 85.7 percent of crashes, but rural roadways account for 62.0 percent of crash-related fatalities. (Table 105, Table 106)
- Most alcohol-involved crashes occur in urban locations, whereas the majority of fatalities in alcohol-involved crashes occur on rural roadways. Urban roadways account for 78.4 percent of alcohol-involved crashes, but rural roadways account for 57.6 percent of alcohol-involved crash-related fatalities. (Table 107, Table 108)
- Overturn/Rollover crashes account for 52.7 percent of rural non-Interstate fatalities and 46.8 percent of rural Interstate fatalities. (Table 109)
- Pedestrian crashes account for many fatalities: 32.8 percent of fatalities in urban alcohol-involved crashes (19 out of 58) and 33.3 percent of fatalities in rural Interstate alcohol-involved crashes (5 out of 15). (Table 109)

Table 105: Crashes by Rural and Urban Location, 2009 - 2013

Year	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2012	1,553	3.8%	5,129	12.5%	34,401	83.7%	41,083	100%
2013	1,344	3.4%	4,333	10.9%	33,927	85.7%	39,604	100%

Crash Geography – Rural and Urban

Table 106: Fatalities by Rural and Urban Location, 2009 - 2013

Year	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2012	74	20.2%	181	49.5%	111	30.3%	366	100%
2013	47	15.1%	146	46.9%	118	37.9%	311	100%

Table 107: Alcohol-involved Crashes by Rural and Urban Location, 2009 - 2013

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
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%
2012	87	4.0%	518	23.8%	1,571	72.2%	2,176	100%
2013	58	3.0%	365	18.6%	1,535	78.4%	1,958	100%

Table 108: Fatalities in Alcohol-involved Crashes by Rural and Urban Location, 2009 - 2013

Year	Fatalities in Alcohol-involved Crashes							
	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2012	20	13.1%	89	58.2%	44	28.8%	153	100%
2013	15	10.9%	64	46.7%	58	42.3%	137	100%

Table 109: Fatalities and Crashes by Rural and Urban Location and Crash Classification, 2013

Crash Classification	Rural Interstate				Rural Non-Interstate				Urban			
	Fatalities		Crashes		Fatalities		Crashes		Fatalities		Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	13	27.7%	352	26.2%	38	26.0%	1,192	27.5%	51	43.2%	25,087	73.9%
Fixed Object	4	8.5%	254	18.9%	7	4.8%	780	18.0%	10	8.5%	2,939	8.7%
Parked Vehicle	0	0.0%	6	0.4%	2	1.4%	108	2.5%	0	0.0%	2,146	6.3%
Overturn/Rollover	22	46.8%	353	26.3%	77	52.7%	955	22.0%	9	7.6%	688	2.0%
Animal	0	0.0%	110	8.2%	3	2.1%	767	17.7%	1	0.8%	351	1.0%
Other (Object)	0	0.0%	120	8.9%	0	0.0%	166	3.8%	0	0.0%	536	1.6%
Other (Non-Collision)	0	0.0%	98	7.3%	3	2.1%	192	4.4%	3	2.5%	320	0.9%
Pedestrian	7	14.9%	10	0.7%	12	8.2%	32	0.7%	36	30.5%	475	1.4%
Pedalcyclist	0	0.0%	0	0.0%	2	1.4%	7	0.2%	1	0.8%	300	0.9%
Vehicle on Other Road	0	0.0%	16	1.2%	0	0.0%	34	0.8%	5	4.2%	203	0.6%
Railroad Train	1	2.1%	3	0.2%	1	0.7%	14	0.3%	1	0.8%	11	0.0%
Missing Data	0	0.0%	22	1.6%	1	0.7%	86	2.0%	1	0.8%	871	2.6%
Total	47	100.0%	1,344	100.0%	146	100.0%	4,333	100.0%	118	100.0%	33,927	100.0%

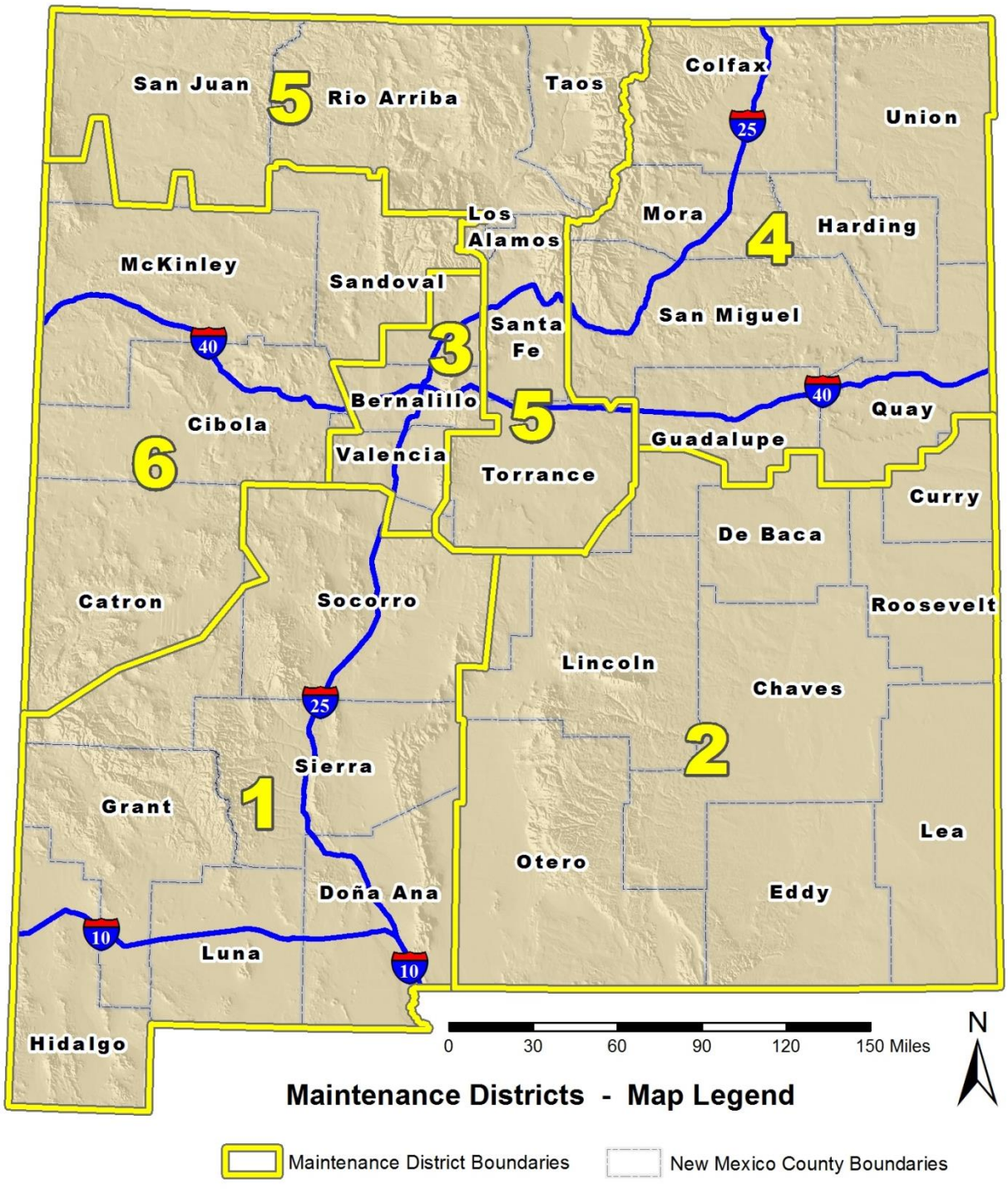
Table 110: Alcohol-involved Crashes and Fatalities by Rural and Urban Location and Crash Classification, 2013

Crash Classification	Alcohol-involved Crashes and Fatalities[1]											
	Rural Interstate				Rural Non-Interstate				Urban			
	Fatalities		Crashes		Fatalities		Crashes		Fatalities		Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	2	13.3%	14	24.1%	12	18.8%	73	20.0%	22	37.9%	669	43.6%
Fixed Object	1	6.7%	13	22.4%	4	6.3%	91	24.9%	5	8.6%	439	28.6%
Overturn/Rollover	6	40.0%	18	31.0%	35	54.7%	141	38.6%	7	12.1%	114	7.4%
Parked Vehicle	0	0.0%	0	0.0%	0	0.0%	7	1.9%	0	0.0%	118	7.7%
Pedestrian	5	33.3%	5	8.6%	10	15.6%	16	4.4%	19	32.8%	85	5.5%
Other (Object)	0	0.0%	3	5.2%	0	0.0%	8	2.2%	0	0.0%	36	2.3%
Other (Non-Collision)	0	0.0%	2	3.4%	2	3.1%	12	3.3%	2	3.4%	28	1.8%
Pedalcyclist	0	0.0%	0	0.0%	0	0.0%	1	0.3%	0	0.0%	20	1.3%
Vehicle on Other Road	0	0.0%	1	1.7%	0	0.0%	2	0.5%	2	3.4%	7	0.5%
Animal	0	0.0%	0	0.0%	1	1.6%	5	1.4%	0	0.0%	1	0.1%
Railroad Train	1	6.7%	1	1.7%	0	0.0%	2	0.5%	0	0.0%	1	0.1%
Missing Data	0	0.0%	1	1.7%	0	0.0%	7	1.9%	1	1.7%	17	1.1%
Total	15	100.0%	58	100.0%	64	100.0%	365	100.0%	58	100.0%	1,535	100.0%

[1] Any fatality in an alcohol-involved crash.

Highway Maintenance Districts

Map 1: New Mexico Highway Maintenance Districts



Crash Geography – Maintenance Districts

Table 111: Crashes by Highway Maintenance District and Crash Severity, 2013

Highway Maintenance District	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	34	12.4%	1,472	13.1%	3,530	12.6%	5,036	12.7%
District 2	54	19.6%	1,678	14.9%	4,218	15.0%	5,950	15.0%
District 3	60	21.8%	5,067	45.0%	12,846	45.7%	17,973	45.4%
District 4	26	9.5%	289	2.6%	746	2.7%	1,061	2.7%
District 5	53	19.3%	1,735	15.4%	3,871	13.8%	5,659	14.3%
District 6	48	17.5%	412	3.7%	1,170	4.2%	1,630	4.1%
Missing Data	0	0.0%	595	5.3%	1,700	6.1%	2,295	5.8%
Total Crashes	275	100.0%	11,248	100.0%	28,081	100.0%	39,604	100.0%

Table 112: Severity of Injuries to People in Crashes by Highway Maintenance District, 2013

Highway Maintenance District	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	39	12.5%	201	15.1%	565	15.0%	1,297	11.3%	10,292	12.3%	12,394	12.3%
District 2	60	19.3%	213	16.0%	626	16.6%	1,637	14.3%	12,282	14.7%	14,818	14.8%
District 3	66	21.2%	546	41.0%	1,371	36.4%	5,590	48.8%	39,551	47.4%	47,124	46.9%
District 4	29	9.3%	55	4.1%	187	5.0%	211	1.8%	1,742	2.1%	2,224	2.2%
District 5	58	18.6%	170	12.8%	585	15.5%	1,816	15.8%	11,782	14.1%	14,411	14.4%
District 6	59	19.0%	74	5.6%	229	6.1%	363	3.2%	3,482	4.2%	4,207	4.2%
Missing Data	0	0.0%	72	5.4%	200	5.3%	549	4.8%	4,381	5.2%	5,202	5.2%
Total People	311	100%	1,331	100%	3,763	100%	11,463	100%	83,512	100%	100,380	100%

Table 113: Crashes by Highway Maintenance District and Rural and Urban Location, 2013

Highway Maintenance District	Rural Interstate		Rural Non-Interstate		Urban		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	407	8.1%	606	12.0%	4,023	79.9%	5,036	100%
District 2	0	0.0%	1,221	20.5%	4,729	79.5%	5,950	100%
District 3	132	0.7%	177	1.0%	17,664	98.3%	17,973	100%
District 4	311	29.3%	326	30.7%	424	40.0%	1,061	100%
District 5	141	2.5%	1,052	18.6%	4,466	78.9%	5,659	100%
District 6	288	17.7%	440	27.0%	902	55.3%	1,630	100%
Missing Data	65	2.8%	511	22.3%	1,719	74.9%	2,295	100%
Total Crashes	1,344	3.4%	4,333	10.9%	33,927	85.7%	39,604	100%

Appendix

Appendix A – Hour and Day of Week

Appendix Table A-1: Severity of Injuries by Hour, 2013

Hour[1]	Severity of Injuries to People in Crashes[2]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Midnight	3	20	61	87	672	843
1 a.m.	12	16	75	85	679	867
2 a.m.	7	16	66	58	569	716
3 a.m.	12	8	53	53	433	559
4 a.m.	7	15	48	41	421	532
5 a.m.	8	18	51	68	542	687
6 a.m.	17	37	117	182	1,247	1,600
7 a.m.	21	72	155	566	4,041	4,855
8 a.m.	8	70	147	625	4,247	5,097
9 a.m.	7	58	131	433	3,214	3,843
10 a.m.	11	59	149	491	3,748	4,458
11 a.m.	10	68	233	604	4,665	5,580
Noon	4	87	225	837	5,917	7,070
1 p.m.	14	79	223	791	5,905	7,012
2 p.m.	19	102	246	873	6,198	7,438
3 p.m.	11	75	281	1,053	7,575	8,995
4 p.m.	16	98	269	1,087	7,801	9,271
5 p.m.	15	109	321	1,093	7,870	9,408
6 p.m.	18	93	270	764	5,426	6,571
7 p.m.	17	56	161	490	3,387	4,111
8 p.m.	28	49	152	371	2,744	3,344
9 p.m.	18	43	136	342	2,418	2,957
10 p.m.	6	26	85	265	1,610	1,992
11 p.m.	19	44	85	149	1,051	1,348
Missing Data	3	13	23	55	1,132	1,226
Total	311	1,331	3,763	11,463	83,512	100,380

[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 A-2: Severity of Injuries to People in Alcohol-involved Crashes by Hour, 2013

Hour[1]	Severity of Injuries to People in Alcohol-involved Crashes[2]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Midnight	1	8	24	22	152	207
1 a.m.	12	12	31	28	130	213
2 a.m.	5	3	30	26	154	218
3 a.m.	7	2	23	14	86	132
4 a.m.	2	2	14	12	56	86
5 a.m.	2	6	5	6	41	60
6 a.m.	4	4	6	6	38	58
7 a.m.	4	1	10	8	46	69
8 a.m.	0	0	3	9	32	44
9 a.m.	2	3	3	7	41	56
10 a.m.	2	1	4	9	38	54
11 a.m.	6	5	13	20	94	138
Noon	1	4	9	14	75	103
1 p.m.	4	6	25	17	105	157
2 p.m.	8	5	12	24	97	146
3 p.m.	3	6	16	45	162	232
4 p.m.	8	8	20	25	191	252
5 p.m.	4	14	37	50	214	319
6 p.m.	6	20	39	57	244	366
7 p.m.	10	10	32	46	242	340
8 p.m.	15	14	34	43	277	383
9 p.m.	15	18	36	53	226	348
10 p.m.	4	9	34	48	187	282
11 p.m.	12	22	27	31	152	244
Missing Data	0	1	1	3	17	22
Total	137	184	488	623	3,097	4,529

[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 – Hour and Day of Week

Appendix Table A-3: Severity of Injuries to People in Crashes by Day of the Week, 2013

Day of Week	Severity of Injuries to People in Crashes[1]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Sunday	54	175	506	1,077	7,674	9,486
Monday	32	186	472	1,744	12,402	14,836
Tuesday	36	171	499	1,714	12,650	15,070
Wednesday	44	167	561	1,745	12,312	14,829
Thursday	41	185	564	1,649	12,655	15,094
Friday	56	226	584	2,076	14,740	17,682
Saturday	48	221	577	1,458	11,079	13,383
Total	311	1,331	3,763	11,463	83,512	100,380

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

Appendix Table A-4: Severity of Injuries to People in Alcohol-involved Crashes by Day of Week, 2013

Day of Week	Severity of Injuries to People in Alcohol-involved Crashes[1]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Sunday	23	30	86	90	511	740
Monday	6	26	28	65	317	442
Tuesday	14	15	60	72	331	492
Wednesday	19	13	77	82	372	563
Thursday	18	27	52	69	402	568
Friday	34	30	77	105	489	735
Saturday	23	43	108	140	675	989
Total	137	184	488	623	3,097	4,529

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

Appendix Table A-5: Pedestrian-involved Crashes by Hour, 2009 - 2013

Hour[1]	Pedestrian-involved Crashes[2]				
	2009	2010	2011	2012	2013
Midnight	15	7	8	8	3
1 a.m.	3	8	5	6	6
2 a.m.	4	3	4	11	5
3 a.m.	4	5	3	1	6
4 a.m.	0	4	5	3	4
5 a.m.	4	1	4	8	4
6 a.m.	6	4	4	2	7
7 a.m.	16	18	18	14	21
8 a.m.	14	11	20	19	18
9 a.m.	14	14	14	14	21
10 a.m.	18	17	15	18	15
11 a.m.	17	24	23	20	30
Noon	28	26	20	25	25
1 p.m.	30	22	25	25	30
2 p.m.	28	24	17	24	28
3 p.m.	45	23	31	25	26
4 p.m.	43	27	39	27	44
5 p.m.	50	36	28	47	50
6 p.m.	37	34	27	27	38
7 p.m.	43	23	35	27	32
8 p.m.	27	25	22	23	33
9 p.m.	23	30	27	28	20
10 p.m.	15	16	9	21	23
11 p.m.	20	14	11	7	15
Missing Data	0	0	0	2	4
Total	504	416	414	432	508

[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 A-6: Pedalcycle-involved Crashes by Hour, 2009 - 2013

Hour[1]	Pedalcycle-involved Crashes[2]				
	2009	2010	2011	2012	2013
Midnight	5	4	7	3	0
1 a.m.	0	2	0	2	1
2 a.m.	1	1	3	2	1
3 a.m.	3	1	1	1	0
4 a.m.	0	1	0	0	1
5 a.m.	0	0	1	1	3
6 a.m.	7	3	8	7	1
7 a.m.	16	24	12	21	22
8 a.m.	11	18	27	25	6
9 a.m.	20	13	14	26	14
10 a.m.	15	17	12	19	12
11 a.m.	21	23	13	21	26
Noon	30	21	24	26	16
1 p.m.	20	20	21	19	18
2 p.m.	32	16	22	29	13
3 p.m.	39	27	29	28	33
4 p.m.	39	38	40	34	27
5 p.m.	42	45	40	36	34
6 p.m.	17	24	21	23	21
7 p.m.	24	19	21	23	18
8 p.m.	11	12	11	14	18
9 p.m.	11	16	10	10	6
10 p.m.	5	5	2	10	10
11 p.m.	2	4	6	3	3
Missing Data	0	0	0	5	4
Total	371	354	345	388	308

[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 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, Pages 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 - 2013

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
2012	229.594	1.3	116.4	1.4
2013	**232.957**	**1.3**	**118.6**	**1.4**

[1] The CPI used here is from the Bureau of Labor Statistics (BLS), Consumer Price Index Detailed Report, Data for January 2014, Table 1A, Expenditure Category: "All Items", Column: Annual Average CPI 2013. Accessed July 31, 2015, http://www.bls.gov/cpi/cpid1401.pdf.

[2] The CPI Ratio is used to adjust the FHWA 2001 Human Capital Crash Cost Estimates to the corresponding 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 July 31, 2015, http://www.bls.gov/web/eci/echistrynaics.pdf.

[4] The ECI Ratio is used to adjust the FHWA 2001 Cost Difference to the corresponding 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[2]	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
Suspected Serious Injury Crash (A)	111,400	216,000	104,600
Suspected Minor 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.

[2] An incapacitating injury crash is now called a suspected serious injury crash. A visible injury crash is now called a suspected minor injury crash. A complaint of injury crash is now called a possible injury crash.

Appendix Table B-3: FHWA Calculation of Human Capital Cost Estimates per Crash, 2013

Crash Severity	Human Capital Crash Costs (2001 Dollars)	CPI Ratio (2013/2001)	2013 CPI-Adjusted Human Capital Costs[1]
Fatal Crash (K)	1,245,600	1.315398	1,638,460
Suspected Serious Injury Crash (A)	111,400	1.315398	146,535
Suspected Minor Injury Crash (B)	41,900	1.315398	55,115
Possible Injury Crash (C)	28,400	1.315398	37,357
Property Damage Only Crash (O)	6,400	1.315398	8,419

[1] Based on multiplying the Human Capital Crash Cost in 2001 Dollars by the CPI Ratio for 2013.

Appendix Table B-4: FHWA Calculation of Comprehensive Cost Estimates per Crash, 2013

Crash Severity	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)[1]	ECI Ratio (2013/2001)	2013 ECI-Adjusted Cost Difference[2]	2013 Comprehensive Costs[3] Per Crash
Fatal Crash (K)	4,008,900	2,763,300	1.3822844	3,819,666	5,458,126
Suspected Serious Injury Crash (A)	216,000	104,600	1.3822844	144,587	291,122
Suspected Minor Injury Crash (B)	79,000	37,100	1.3822844	51,283	106,398
Possible Injury Crash (C)	44,900	16,500	1.3822844	22,808	60,165
Property Damage Only Crash (O)	7,400	1,000	1.3822844	1,382	9,801

[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 the ECI Ratio for 2013.

[3] Sum of 2013 CPI-Adjusted Human Capital Costs and the 2013 ECI-Adjusted Cost Difference

- The total human capital cost of the 39,604 crashes in New Mexico was **$1.3 billion**. This represents the 2013 value of human capital costs for 275 fatal crashes and 39,329 non-fatal crashes. (Tables B-5 and B-6)
- When intangible costs arising from loss of life or reduction in quality of life are added to the human capital costs, the comprehensive cost for crashes in 2013 totals **$2.8 billion**. Over half of this amount ($1.5 billion) is the cost of fatal crashes. (Tables B-5 and B-6)

Appendix Table B-5: Calculation of Human Capital Crash Cost Estimates, 2013 Adjusted

Crash Severity	Human Capital[1] Costs per Crash, 2013 CPI-Adjusted ($)	Total Crashes 2013	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,638,460	275	450,576,458
Suspected Serious Injury Crash (A)	146,535	1,054	154,448,255
Suspected Minor Injury Crash (B)	55,115	2,973	163,857,429
Possible Injury Crash (C)	37,357	7,221	269,757,103
Property Damage Only Crash (O)	8,419	28,081	236,401,238
Total			**1,275,040,483**

[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, 2013 Adjusted

Crash Severity	Comprehensive[1] Costs per Crash, 2013 Adjusted ($)	Total Crashes 2013	Total Comprehensive Costs Estimate ($)
Fatal Crash (K)	5,458,126	275	1,500,984,728
Suspected Serious Injury Crash (A)	291,122	1,054	306,842,896
Suspected Minor Injury Crash (B)	106,398	2,973	316,321,046
Possible Injury Crash (C)	60,165	7,221	434,451,449
Property Damage Only Crash (O)	9,801	28,081	275,217,166
Total			**2,833,817,285**

[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 – Belt Use

Appendix Table C-1: Unbelted Fatalities by Age Group and Sex, 2013

Age Group	Unbelted Fatalities[1]					
	Males		Females		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	3	3.9%	3	5.6%	6	4.6%
5-9	1	1.3%	0	0.0%	1	0.8%
10-14	3	3.9%	3	5.6%	6	4.6%
15-19	11	14.5%	4	7.4%	15	11.5%
20-24	13	17.1%	12	22.2%	25	19.2%
25-29	11	14.5%	5	9.3%	16	12.3%
30-34	5	6.6%	7	13.0%	12	9.2%
35-39	6	7.9%	3	5.6%	9	6.9%
40-44	4	5.3%	0	0.0%	4	3.1%
45-49	5	6.6%	4	7.4%	9	6.9%
50-54	2	2.6%	5	9.3%	7	5.4%
55-59	5	6.6%	2	3.7%	7	5.4%
60-64	3	3.9%	3	5.6%	6	4.6%
65-69	0	0.0%	0	0.0%	0	0.0%
70-74	0	0.0%	1	1.9%	1	0.8%
75 +	4	5.3%	2	3.7%	6	4.6%
Missing Data	0	0.0%	0	0.0%	0	0.0%
Total	76	100.0%	54	100.0%	130	100.0%

[1] Fatalities of people in passenger cars, pickups, and vans/4WD/SUVs.

Appendix Table C-2: Unbelted Passenger Vehicle Occupants with Fatal or Suspected Serious Injuries by Age Group and Sex, 2013

Age Group	Unbelted Occupants with Fatal or Suspected Serious Injuries[1]					
	Males		Females		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	4	3.1%	4	4.2%	8	3.5%
5-9	4	3.1%	2	2.1%	6	2.7%
10-14	3	2.3%	7	7.3%	10	4.4%
15-19	21	16.2%	9	9.4%	30	13.3%
20-24	23	17.7%	18	18.8%	41	18.1%
25-29	19	14.6%	9	9.4%	28	12.4%
30-34	8	6.2%	10	10.4%	18	8.0%
35-39	13	10.0%	10	10.4%	23	10.2%
40-44	6	4.6%	2	2.1%	8	3.5%
45-49	7	5.4%	7	7.3%	14	6.2%
50-54	4	3.1%	6	6.3%	10	4.4%
55-59	6	4.6%	4	4.2%	10	4.4%
60-64	5	3.8%	3	3.1%	8	3.5%
65-69	0	0.0%	1	1.0%	1	0.4%
70-74	1	0.8%	2	2.1%	3	1.3%
75 +	5	3.8%	2	2.1%	7	3.1%
Missing Data	1	0.8%	0	0.0%	1	0.4%
Total	130	100.0%	96	100.0%	226	100.0%

[1] People in passenger cars, pickups, and vans/4WD/SUVs.

Appendix D – Age and Sex

Appendix Table D-1: People in Crashes by Age Group and Sex, 2013

Age Group	People in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	1,706	3.7%	1,646	4.0%	72	0.6%	3,424	3.4%	1.04
5-9	1,615	3.5%	1,620	3.9%	53	0.4%	3,288	3.3%	1.00
10-14	1,501	3.2%	1,522	3.7%	42	0.3%	3,065	3.1%	0.99
15-19	5,208	11.2%	4,909	11.8%	86	0.7%	10,203	10.2%	1.06
20-24	5,949	12.8%	5,294	12.8%	84	0.7%	11,327	11.3%	1.12
25-29	4,657	10.0%	3,927	9.5%	46	0.4%	8,630	8.6%	1.19
30-34	3,986	8.6%	3,504	8.4%	53	0.4%	7,543	7.5%	1.14
35-39	3,277	7.1%	2,725	6.6%	42	0.3%	6,044	6.0%	1.20
40-44	2,897	6.2%	2,634	6.3%	52	0.4%	5,583	5.6%	1.10
45-49	2,717	5.8%	2,401	5.8%	44	0.4%	5,162	5.1%	1.13
50-54	2,906	6.3%	2,466	5.9%	37	0.3%	5,409	5.4%	1.18
55-59	2,455	5.3%	2,244	5.4%	25	0.2%	4,724	4.7%	1.09
60-64	2,059	4.4%	1,835	4.4%	22	0.2%	3,916	3.9%	1.12
65-69	1,483	3.2%	1,359	3.3%	27	0.2%	2,869	2.9%	1.09
70-74	1,014	2.2%	965	2.3%	23	0.2%	2,002	2.0%	1.05
75+	1,634	3.5%	1,458	3.5%	47	0.4%	3,139	3.1%	1.12
Missing Data	1,390	3.0%	993	2.4%	11,669	93.9%	14,052	14.0%	1.40
Total	46,454	100.0%	41,502	100.0%	12,424	100.0%	100,380	100.0%	1.12

Appendix – Age and Sex

Appendix Table D-2: People Killed in Crashes by Age Group and Sex, 2013

Age Group	Fatalities in Crashes						Ratio of Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	5	2.3%	4	4.1%	9	2.9%	1.3
5-9	2	0.9%	2	2.0%	4	1.3%	1.0
10-14	3	1.4%	3	3.1%	6	1.9%	1.0
15-19	14	6.6%	9	9.2%	23	7.4%	1.6
20-24	26	12.2%	17	17.3%	43	13.8%	1.5
25-29	24	11.3%	7	7.1%	31	10.0%	3.4
30-34	16	7.5%	11	11.2%	27	8.7%	1.5
35-39	20	9.4%	4	4.1%	24	7.7%	5.0
40-44	12	5.6%	5	5.1%	17	5.5%	2.4
45-49	22	10.3%	6	6.1%	28	9.0%	3.7
50-54	13	6.1%	7	7.1%	20	6.4%	1.9
55-59	16	7.5%	6	6.1%	22	7.1%	2.7
60-64	9	4.2%	5	5.1%	14	4.5%	1.8
65-69	11	5.2%	3	3.1%	14	4.5%	3.7
70-74	5	2.3%	4	4.1%	9	2.9%	1.3
75+	14	6.6%	5	5.1%	19	6.1%	2.8
Missing Data	1	0.5%	0	0.0%	1	0.3%	-
Total	213	100%	98	100%	311	100%	2.2

Appendix Table D-3: People Seriously Injured in Crashes by Age Group and Sex, 2013

Age Group	People Seriously Injured[1] in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	7	1.0%	5	0.8%	1	14.3%	13	1.0%	1.40
5-9	16	2.3%	17	2.7%	0	0.0%	33	2.5%	0.94
10-14	12	1.7%	22	3.5%	0	0.0%	34	2.6%	0.55
15-19	59	8.5%	49	7.8%	0	0.0%	108	8.1%	1.20
20-24	87	12.5%	71	11.3%	1	14.3%	159	11.9%	1.23
25-29	65	9.3%	72	11.5%	0	0.0%	137	10.3%	0.90
30-34	56	8.0%	50	8.0%	0	0.0%	106	8.0%	1.12
35-39	66	9.5%	35	5.6%	0	0.0%	101	7.6%	1.89
40-44	57	8.2%	48	7.6%	0	0.0%	105	7.9%	1.19
45-49	52	7.5%	40	6.4%	0	0.0%	92	6.9%	1.30
50-54	64	9.2%	46	7.3%	1	14.3%	111	8.3%	1.39
55-59	43	6.2%	44	7.0%	0	0.0%	87	6.5%	0.98
60-64	40	5.7%	28	4.5%	0	0.0%	68	5.1%	1.43
65-69	12	1.7%	28	4.5%	1	14.3%	41	3.1%	0.43
70-74	14	2.0%	20	3.2%	0	0.0%	34	2.6%	0.70
75+	29	4.2%	39	6.2%	1	14.3%	69	5.2%	0.74
Missing Data	17	2.4%	14	2.2%	2	28.6%	33	2.5%	1.21
Total	696	100%	628	100%	7	100%	1,331	100%	1.11

[1] These are suspected serious injuries (Class A) only. In previous years, serious injuries were Class A and Class B injuries.

Appendix Table D-4: Rates of Senior New Mexican Drivers in Crashes, 2009 - 2013

Age	Senior Drivers in Crashes per 1,000 Licensed Drivers of the Same Age				
	2009	2010	2011	2012	2013
65	22.8	24.8	26.6	21.6	18.0
66	21.2	23.9	24.0	23.3	20.3
67	25.2	23.2	22.1	20.0	21.9
68	22.1	22.8	21.9	21.2	19.8
69	23.7	23.5	23.3	21.7	21.3
70	20.9	23.2	21.3	20.5	19.4
71	23.5	19.9	22.9	21.1	20.2
72	23.3	21.7	23.3	22.4	21.4
73	20.9	22.1	21.0	22.9	19.9
74	22.7	22.2	20.0	22.6	20.4
75	26.0	23.0	24.9	25.0	20.2
76	29.9	29.6	22.7	24.2	23.1
77	27.2	26.4	23.6	25.7	24.6
78	30.7	29.7	29.0	27.5	24.6
79	37.0	25.7	24.5	26.9	26.5
80	33.2	26.6	26.6	26.2	27.9
81	28.4	30.0	28.0	25.4	28.3
82	29.5	25.2	28.0	26.9	27.0
83	31.3	31.8	29.8	23.2	30.1
84	36.5	34.4	27.9	26.9	29.1
85	30.3	32.2	29.7	35.7	27.9
86	34.7	39.6	29.3	27.1	26.9
87	36.0	34.4	35.9	31.5	37.0
88	31.6	29.4	30.2	36.4	33.2
89	28.3	36.4	34.3	22.8	31.4
90 +	43.3	30.1	38.6	36.2	44.5
Drivers Ages 65+	25.6	24.9	24.3	23.4	22.4

Appendix Table D-5: Senior New Mexican Drivers in Crashes
and Licensed Senior Drivers, 2009 - 2013

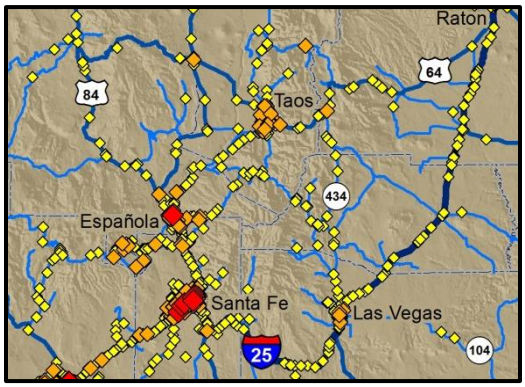
Age	Senior Drivers in Crashes					New Mexico Senior Licensed Drivers				
	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
65	415	453	491	543	428	18,234	18,275	18,462	25,137	23,735
66	392	430	433	429	502	18,513	17,985	18,055	18,407	24,685
67	406	421	391	361	395	16,136	18,115	17,676	18,039	18,076
68	336	361	389	372	350	15,206	15,835	17,799	17,542	17,634
69	333	349	363	384	365	14,076	14,849	15,558	17,698	17,132
70	282	317	309	315	335	13,515	13,676	14,483	15,402	17,262
71	304	260	304	301	303	12,924	13,096	13,250	14,283	14,983
72	277	270	294	289	295	11,879	12,456	12,645	12,884	13,766
73	232	252	251	280	245	11,098	11,409	11,955	12,229	12,284
74	241	236	217	260	237	10,610	10,624	10,850	11,488	11,641
75	234	218	236	248	208	8,997	9,488	9,486	9,929	10,283
76	244	241	196	215	207	8,173	8,155	8,651	8,898	8,960
77	214	199	181	213	204	7,855	7,541	7,684	8,285	8,282
78	221	217	205	201	190	7,206	7,310	7,072	7,297	7,718
79	246	172	166	181	177	6,652	6,696	6,782	6,721	6,681
80	198	163	163	167	172	5,969	6,118	6,128	6,376	6,166
81	150	163	156	145	163	5,276	5,436	5,580	5,715	5,751
82	139	121	138	138	137	4,705	4,794	4,927	5,130	5,079
83	125	132	125	105	136	4,000	4,153	4,197	4,525	4,518
84	127	122	102	102	114	3,475	3,550	3,655	3,797	3,924
85	93	96	91	117	91	3,066	2,980	3,064	3,280	3,265
86	89	102	74	71	75	2,567	2,574	2,522	2,624	2,785
87	77	73	78	67	80	2,137	2,124	2,170	2,127	2,160
88	52	51	53	65	57	1,647	1,735	1,757	1,788	1,715
89	35	48	48	32	45	1,236	1,320	1,399	1,405	1,433
90 +	105	82	115	117	151	2,426	2,724	2,977	3,235	3,394
Total	5,567	5,549	5,569	5,718	5,662	217,578	223,018	228,784	244,241	253,312

Appendix E – Maps

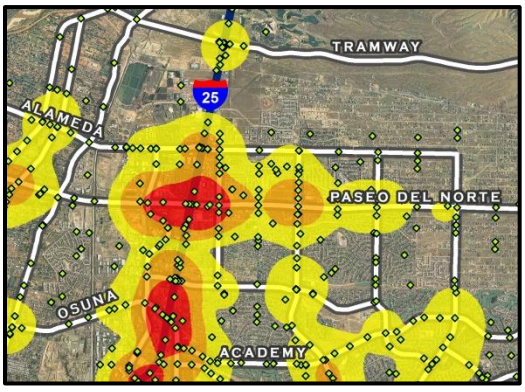
All maps in this section are digitally available in high-resolution color at tru.unm.edu. Mapping traffic crash data involves the use of a technique called Geocoding. Geocoding is the process of taking the descriptive locational information available in a particular data set and assigning it unique geographic coordinates. The descriptive crash location data are taken from Uniform Crash Reports. The data are processed using ESRI ArcGIS 10.2 software using custom-made address locators to derive crash location coordinates. Of the 39,604 crashes in 2013 that were reported, 37,309 crashes were able to be geocoded – a match rate of 94.2 percent. Crashes that could not be geocoded had either incomplete or invalid locational data reported on the UCR. An example of a crash location that cannot be mapped is a crash reported at the intersection of "First Street" and "a driveway."

There are essentially two methods of displaying crash data: **Dot Maps** and **Density Maps**. Since each crash is assigned its own coordinates, 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.

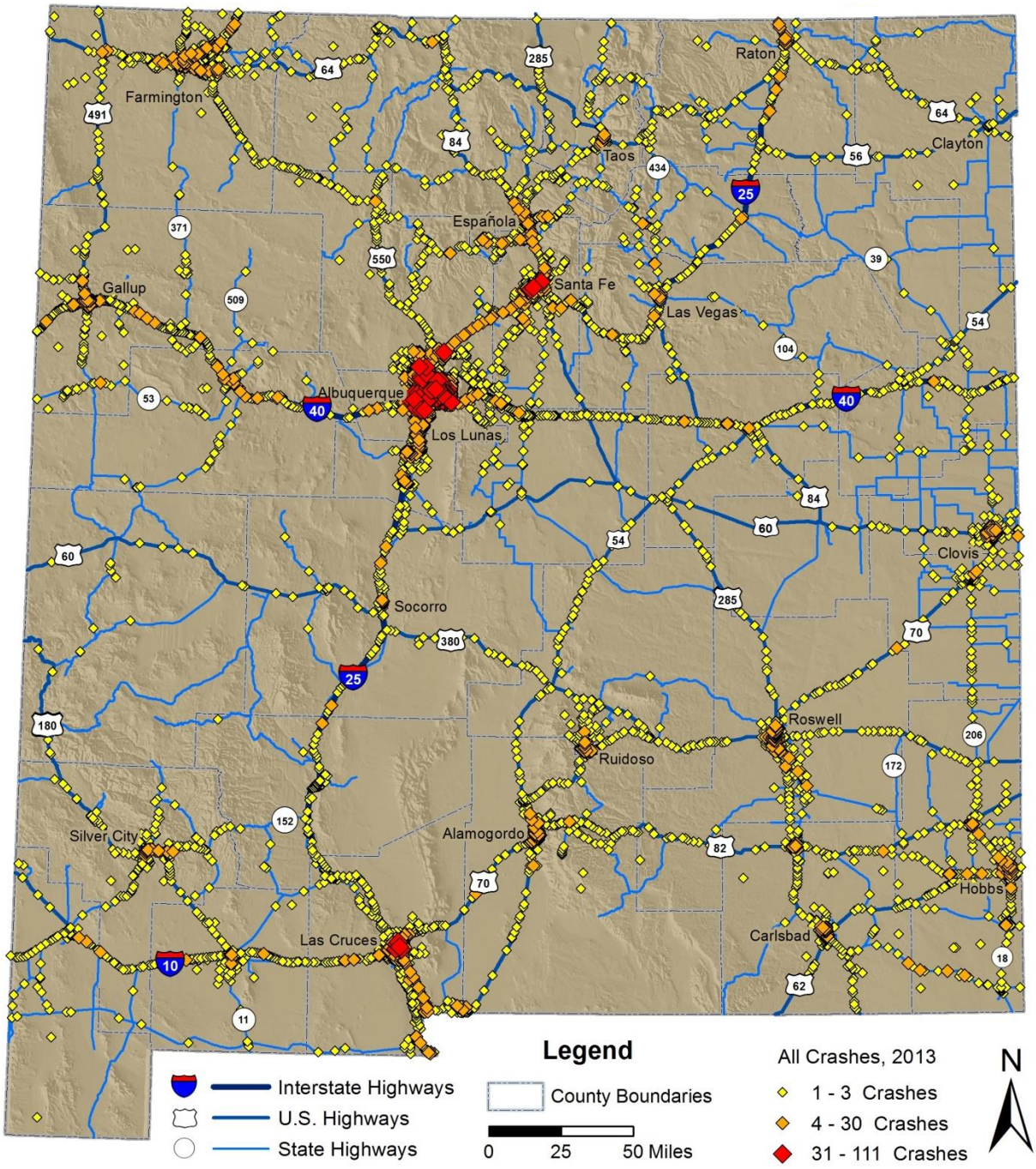
Dot Map



Density Map



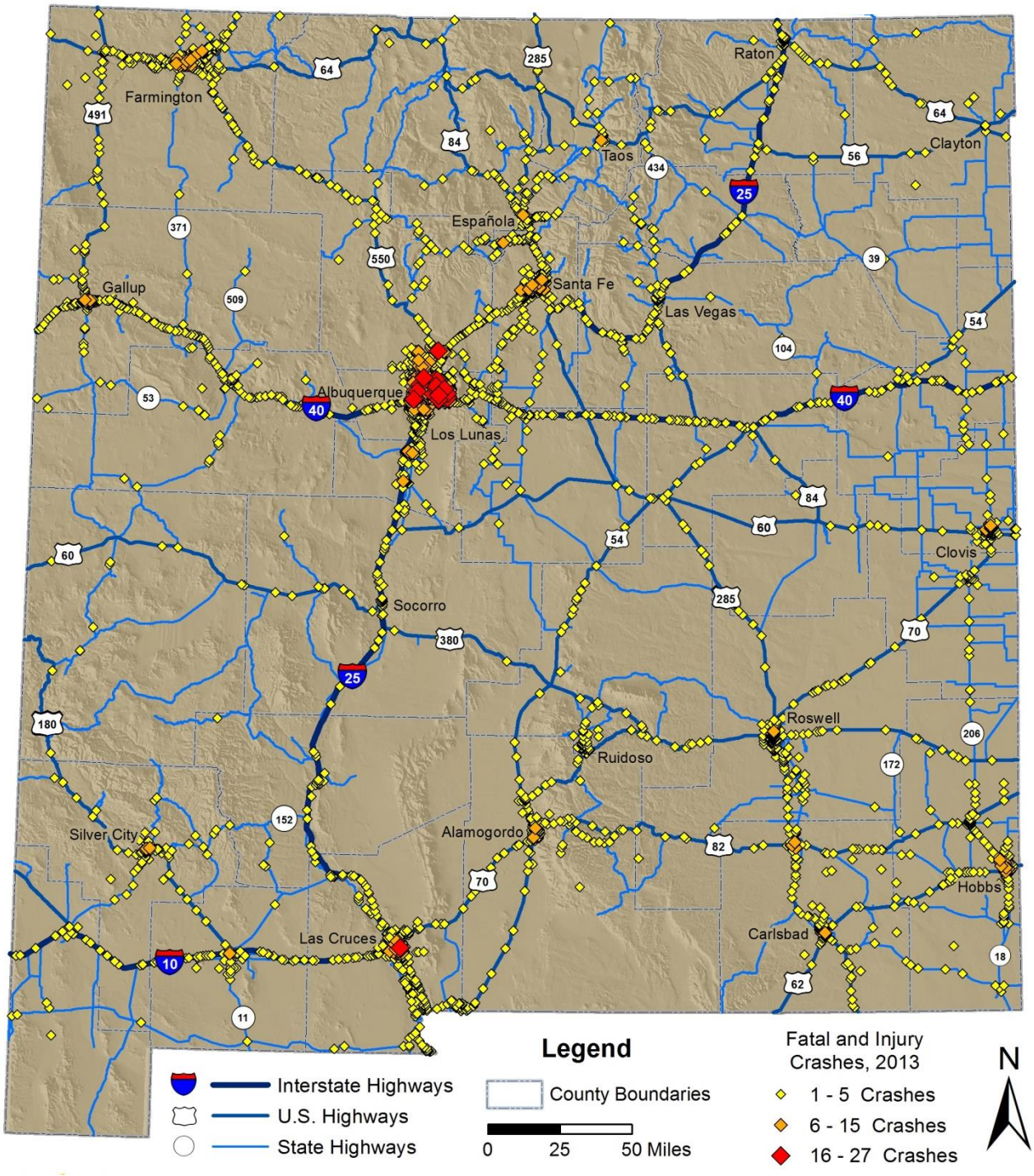
Map 2: All Crashes[34] in New Mexico, 2013



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

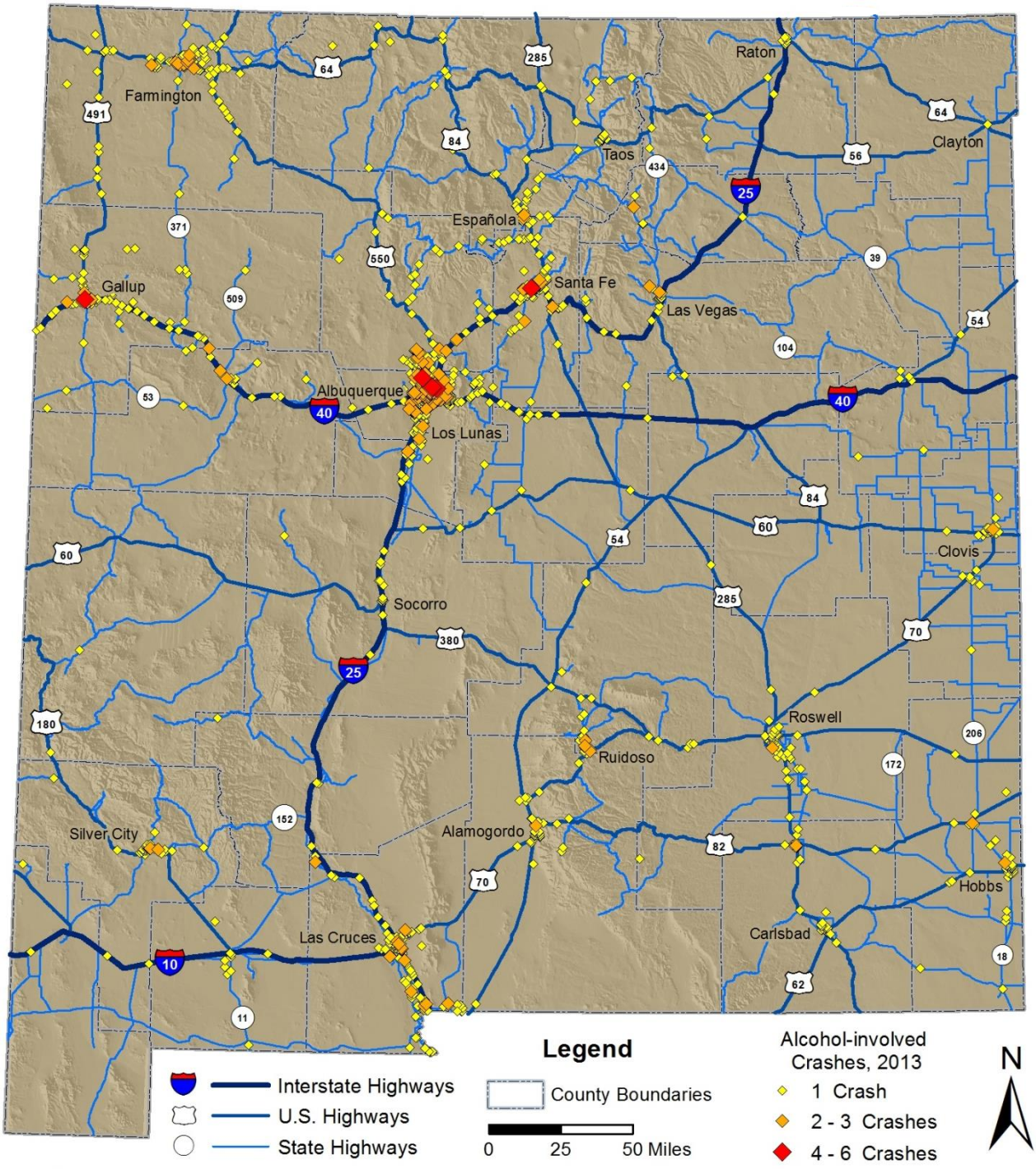
[34] Points on this map represent geocodable crash locations. Each crash point is assigned a color and size according to the number of crashes that occurred at that location.

Map 3: Fatal and Injury Crashes in New Mexico, 2013



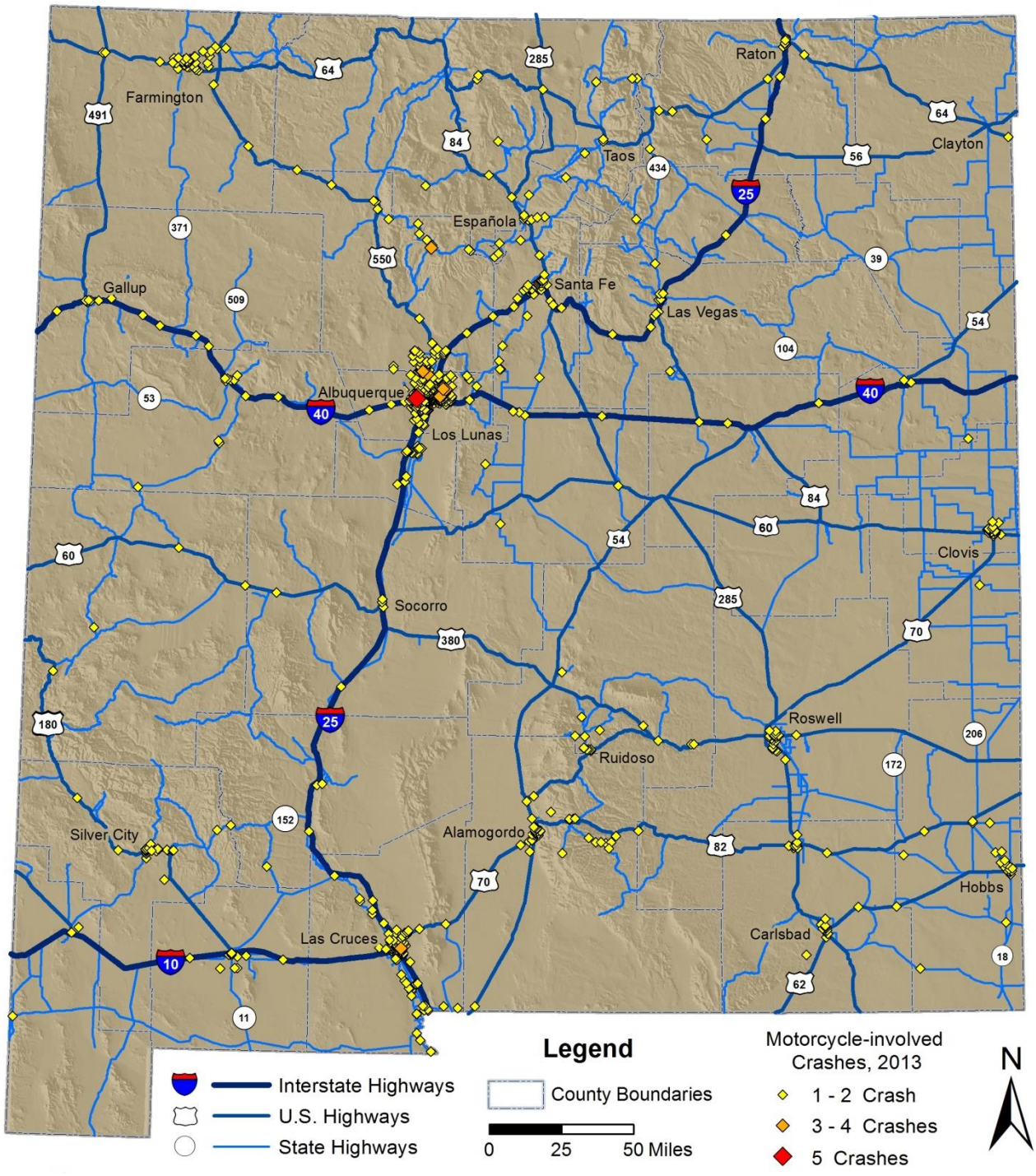
All maps are available in high-resolution color at tru.unm.edu.

Map 4: Alcohol-involved Crashes, 2013



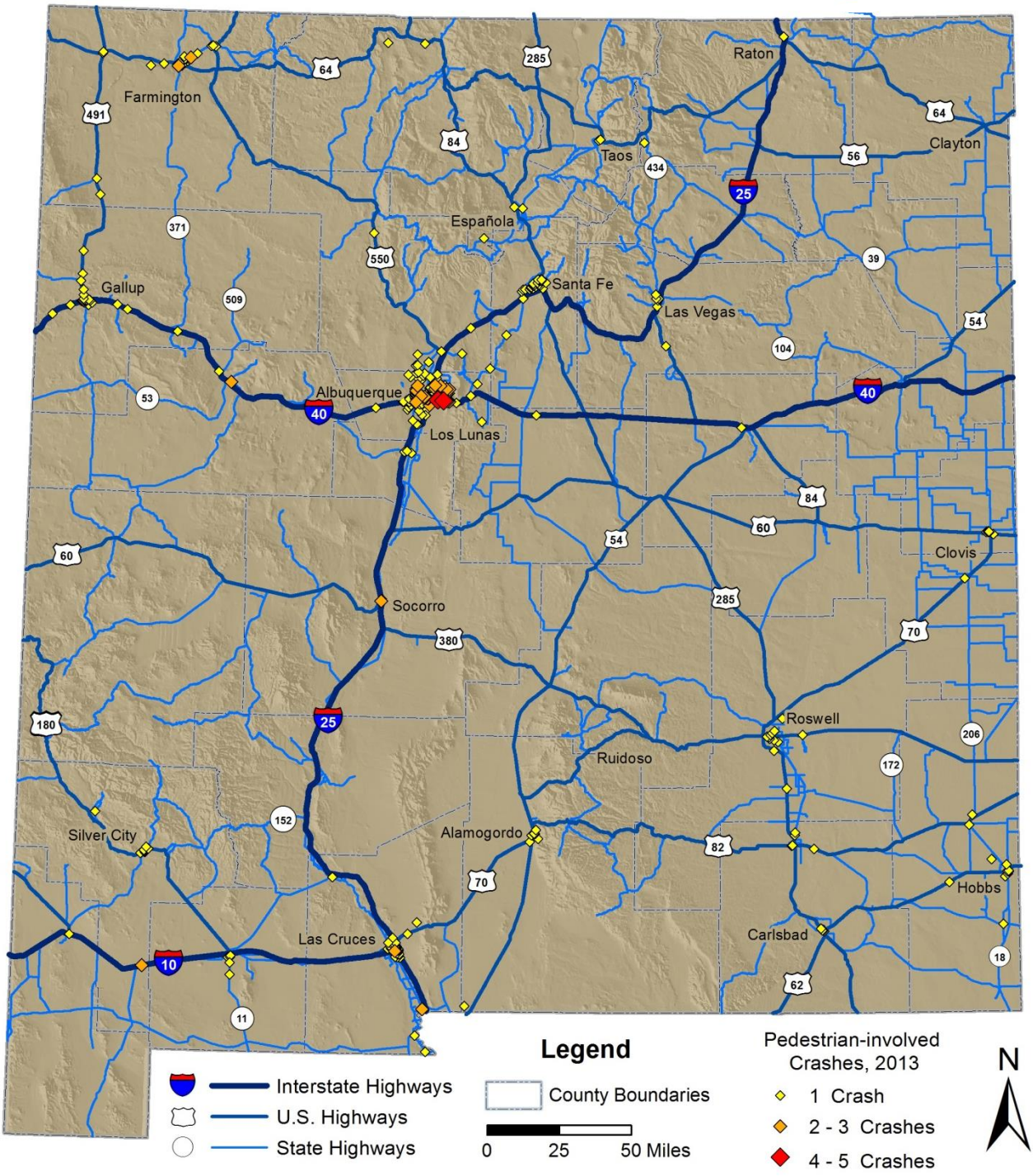
A map of alcohol-involved crashes by county is provided on the last Page of this report.
All maps are available in high-resolution color at tru.unm.edu.

Map 5: Motorcycle-involved Crashes, 2013



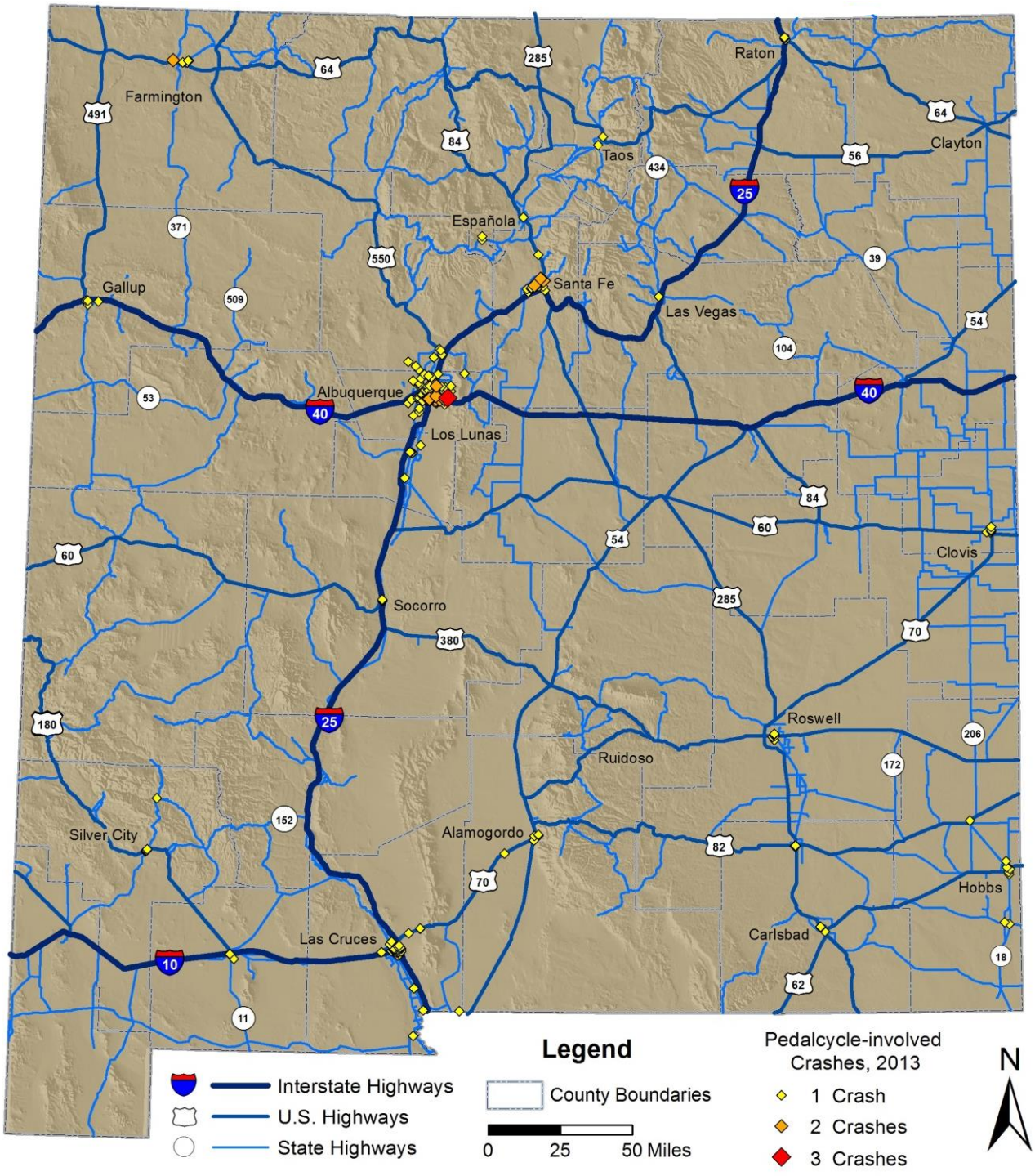
All maps are available in high-resolution color at tru.unm.edu.

Map 6: Pedestrian-involved Crashes, 2013



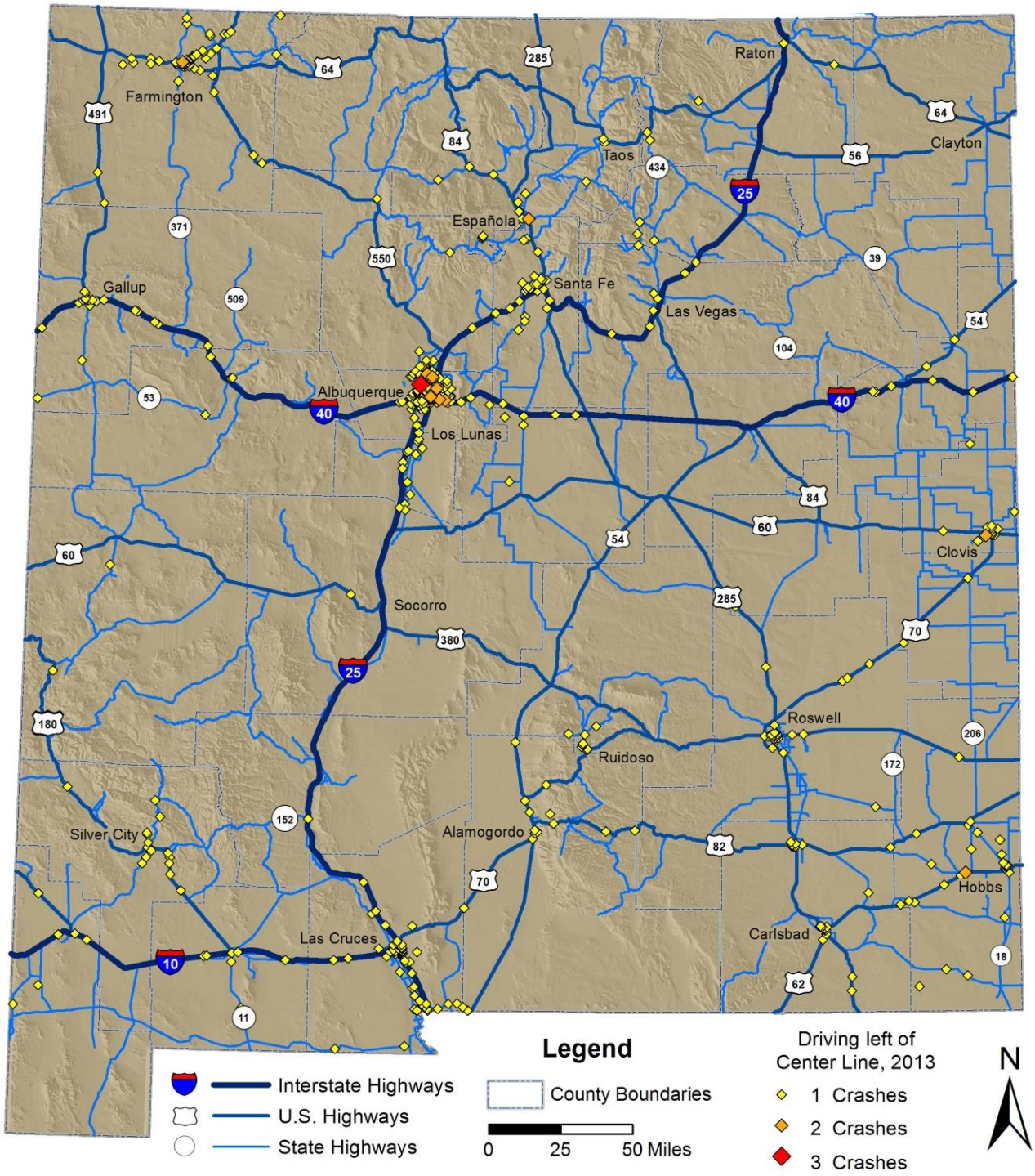
All maps are available in high-resolution color at tru.unm.edu.

Map 7: Pedalcycle-involved Crashes, 2013



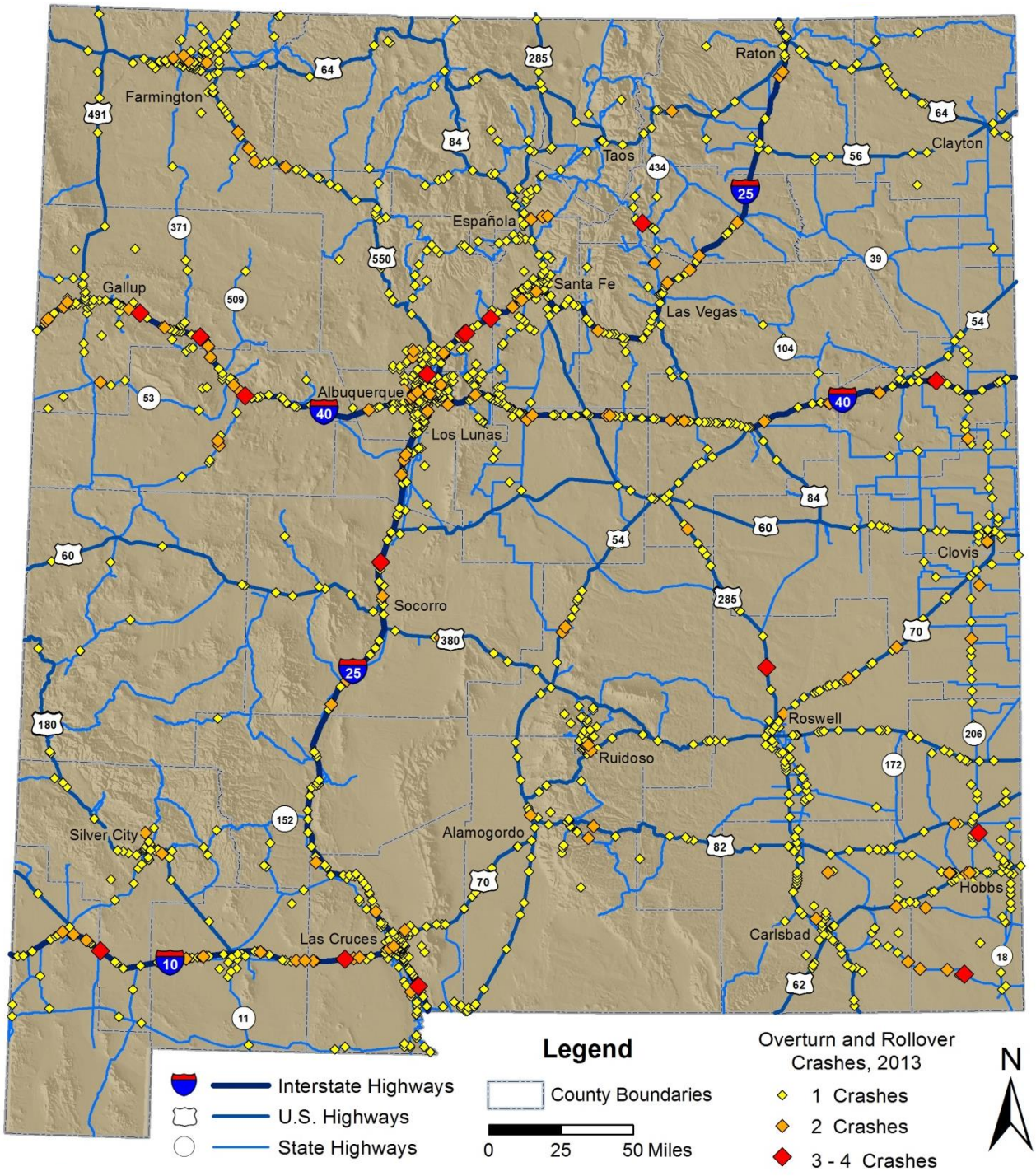
All maps are available in high-resolution color at tru.unm.edu.

Map 8: Crashes Involving Driving Left of the Center Line, 2013



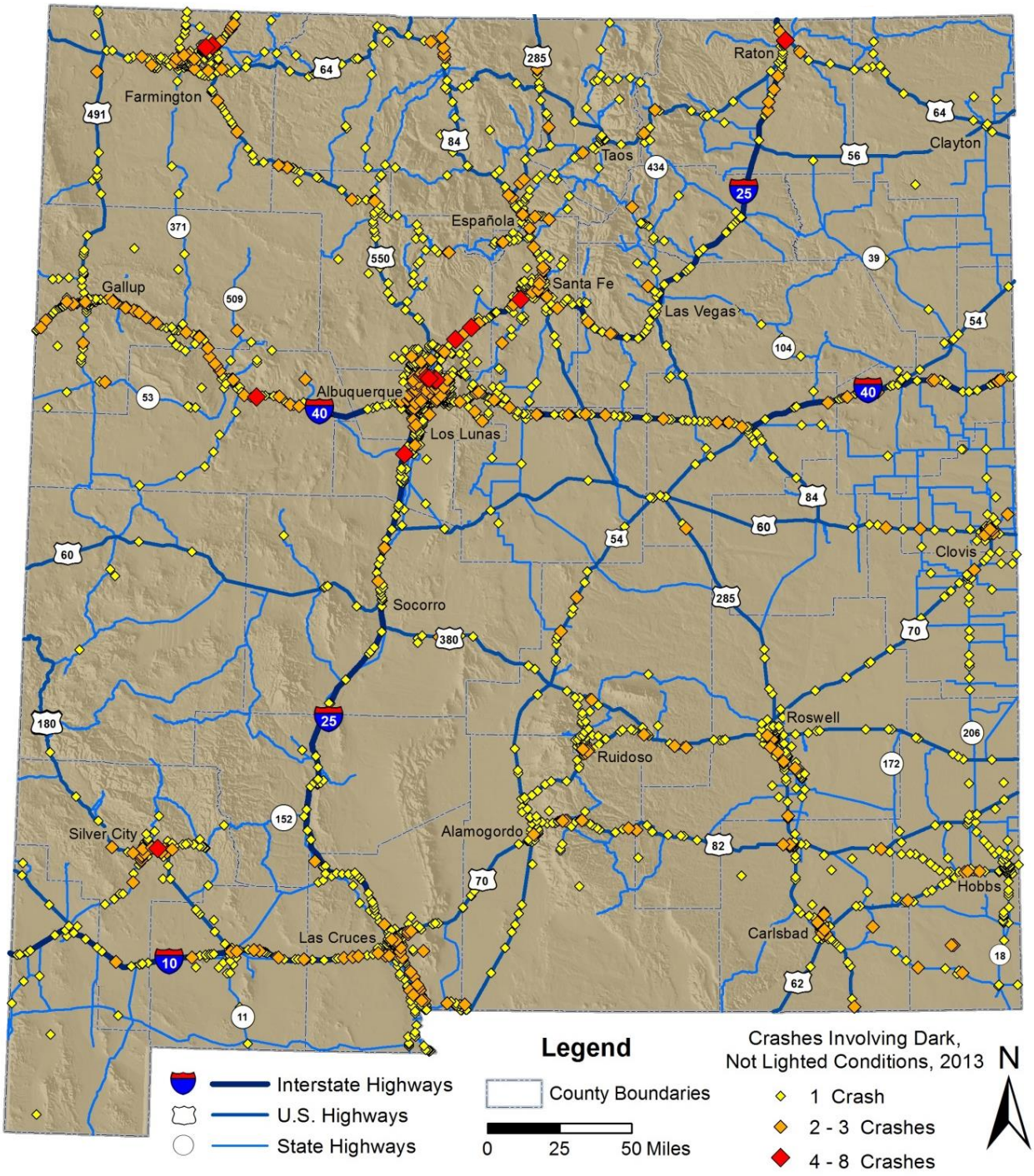
All maps are available in high-resolution color at tru.unm.edu.

Map 9: Overturn and Rollover Crashes, 2013



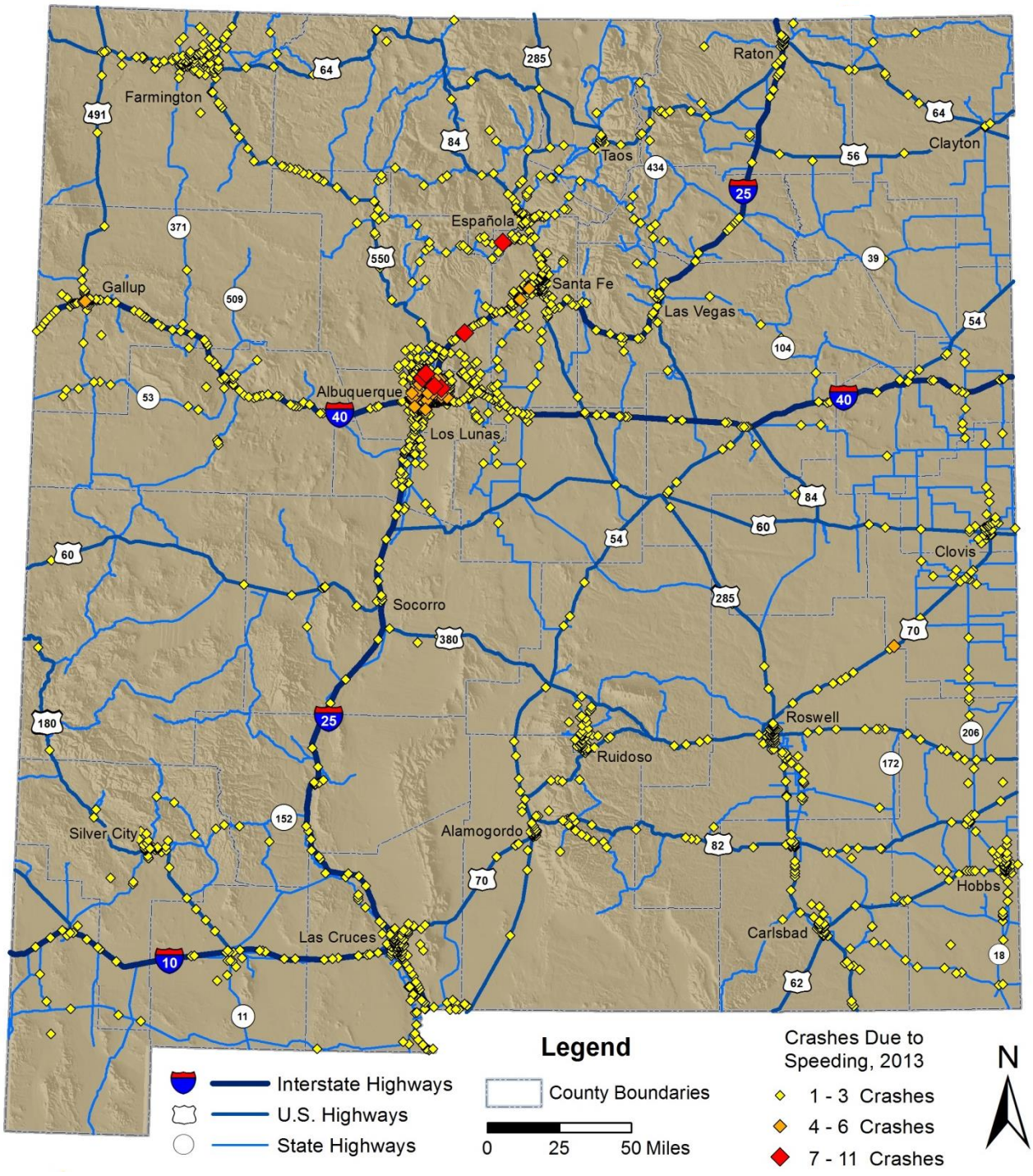
All maps are available in high-resolution color at tru.unm.edu.

Map 10: Crashes in Dark Conditions (Excluding Lighted Areas), 2013



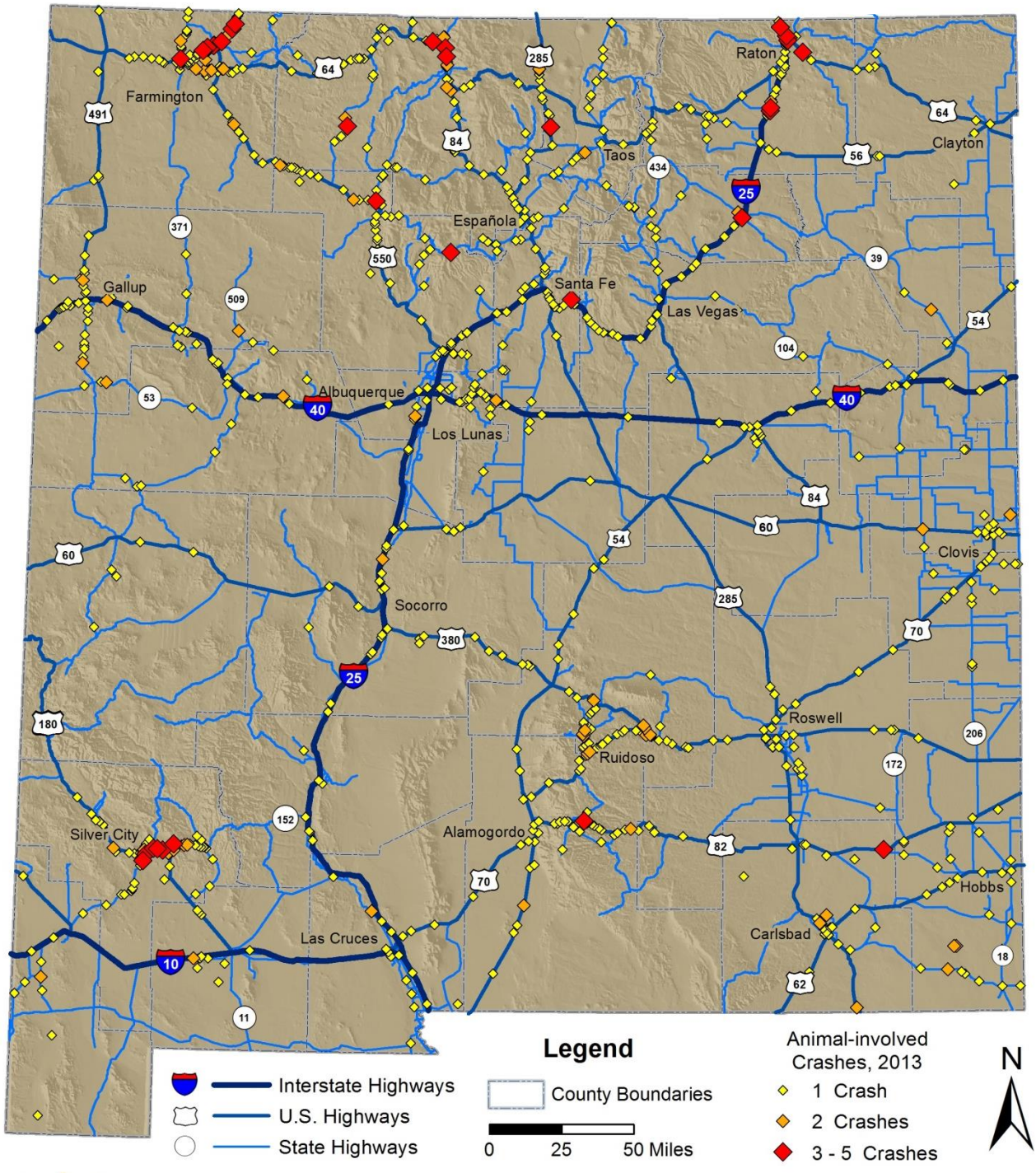
All maps are available in high-resolution color at tru.unm.edu.

Map 11: Crashes Due to Speeding, 2013



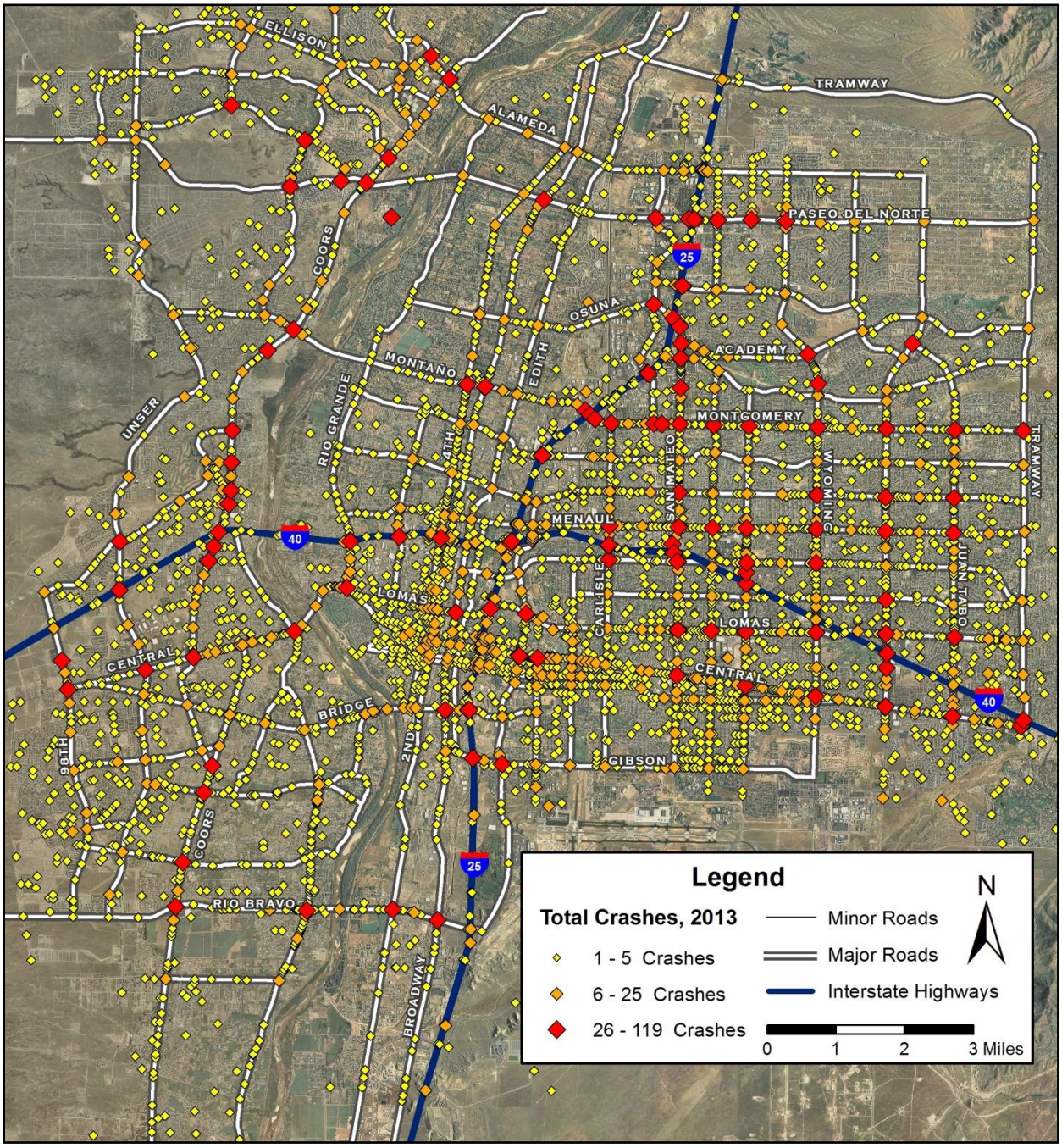
All maps are available in high-resolution color at tru.unm.edu.

Map 12: Animal-involved Crashes, 2013



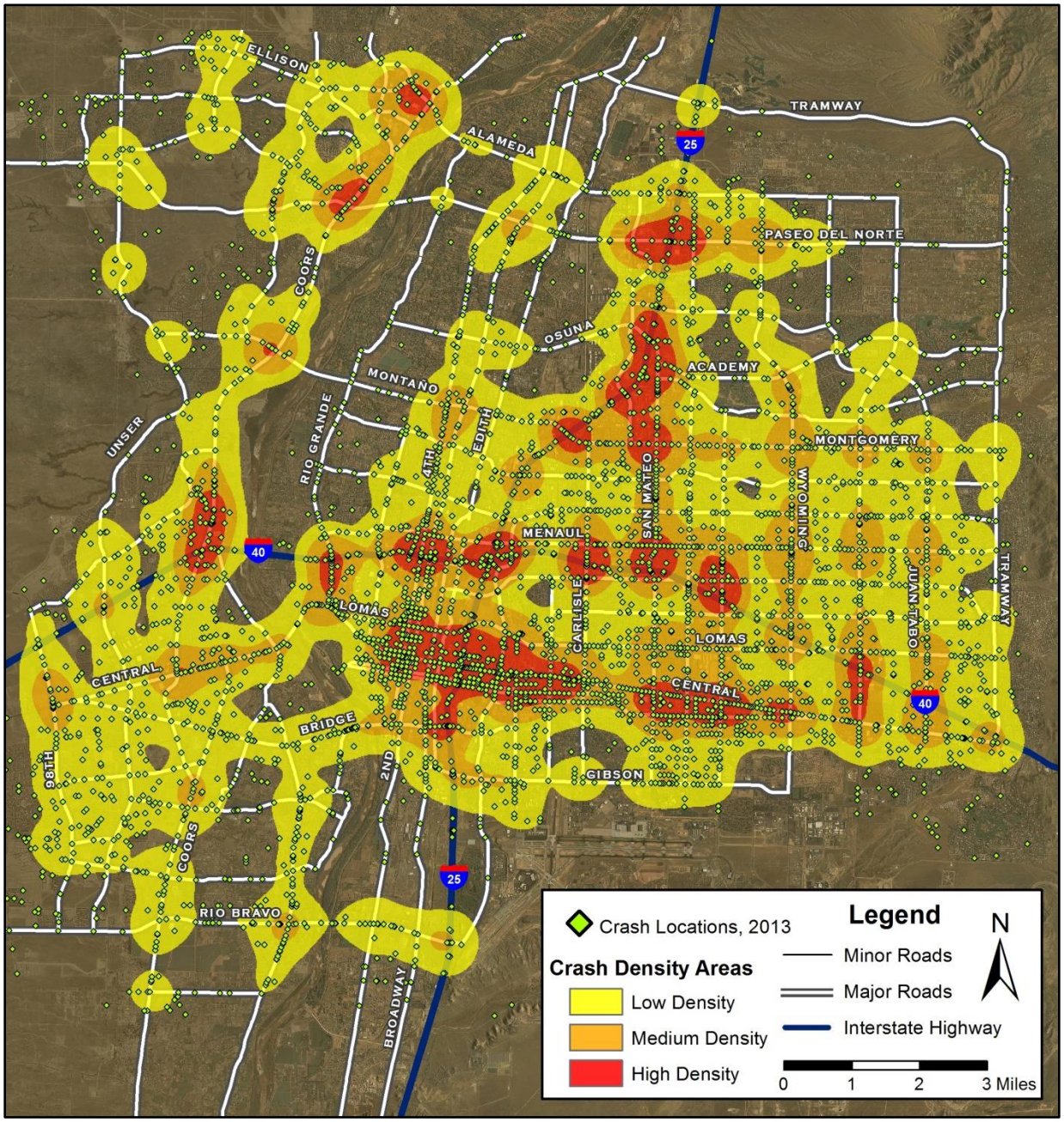
All maps are available in high-resolution color at tru.unm.edu.

Map 13: All Crashes in Albuquerque, New Mexico, 2013



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

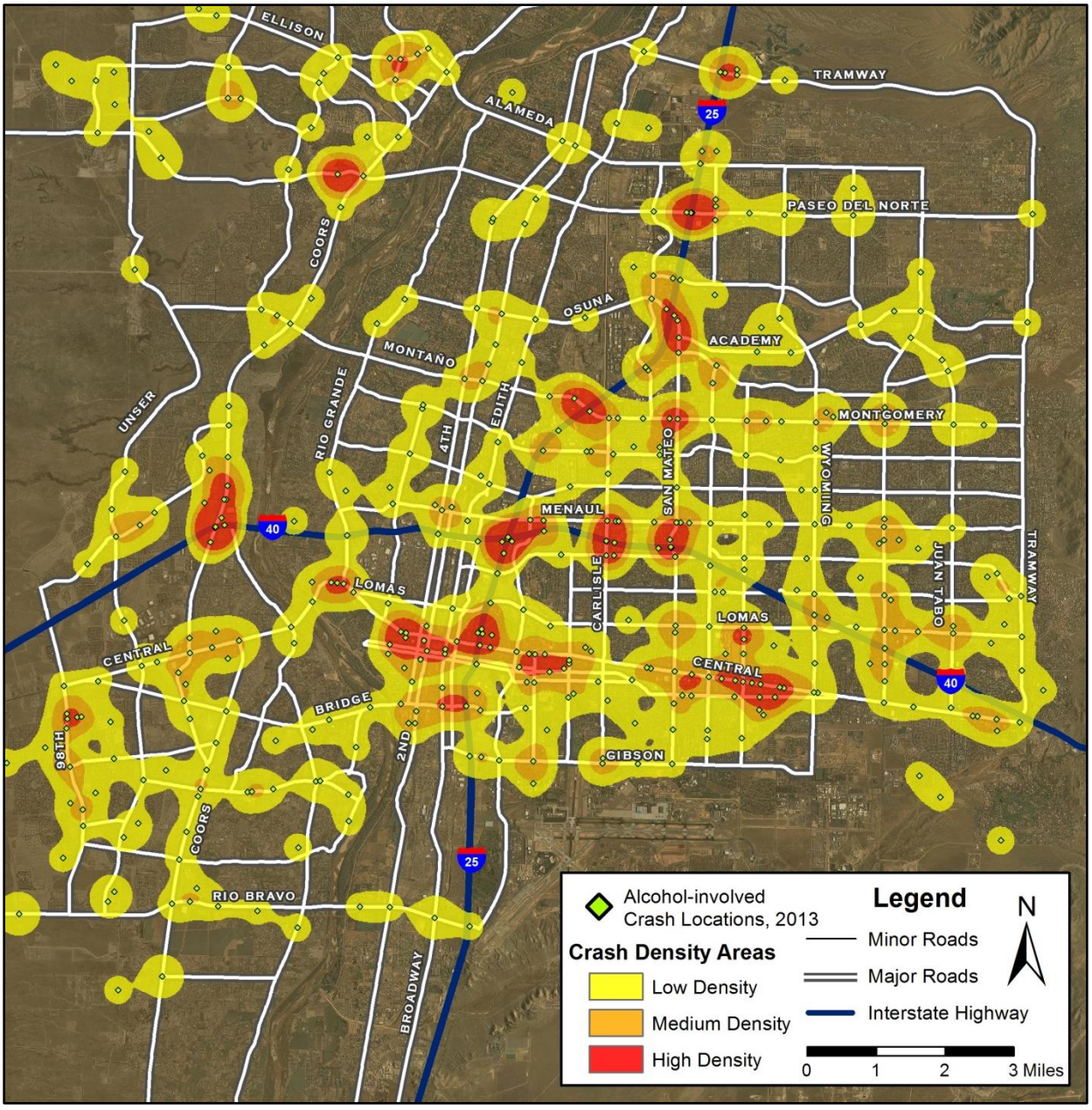
Map 14: Density[35] of All Crashes in Albuquerque, New Mexico, 2013



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

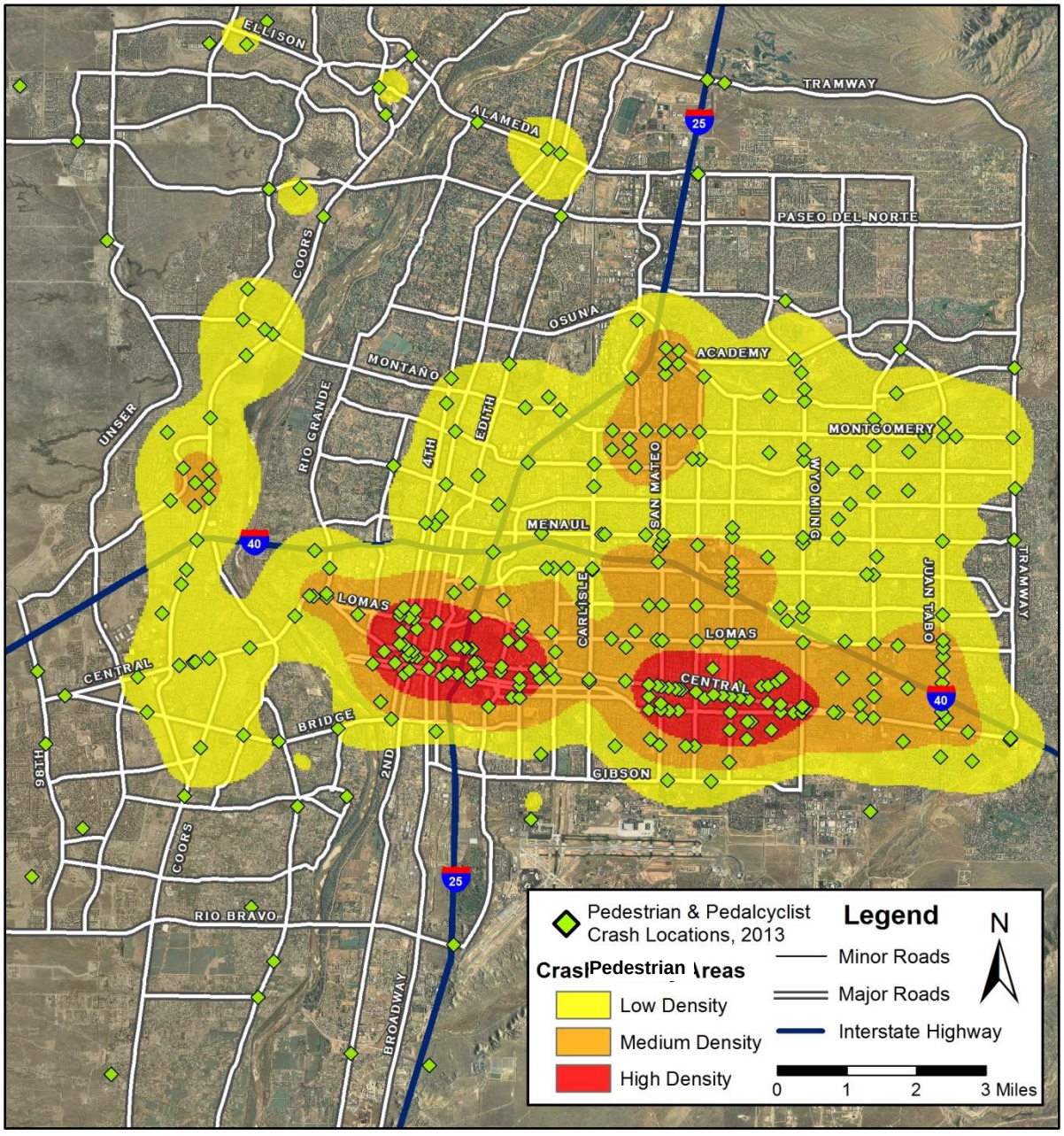
[35] All density maps in this report use a green dot to identify a location with one or more crashes in 2013. Crash density color is calculated using both the number of crashes at that location and the proximity of each location to other crashes.

Map 15: Density of Alcohol-involved Crashes in Albuquerque, New Mexico, 2013



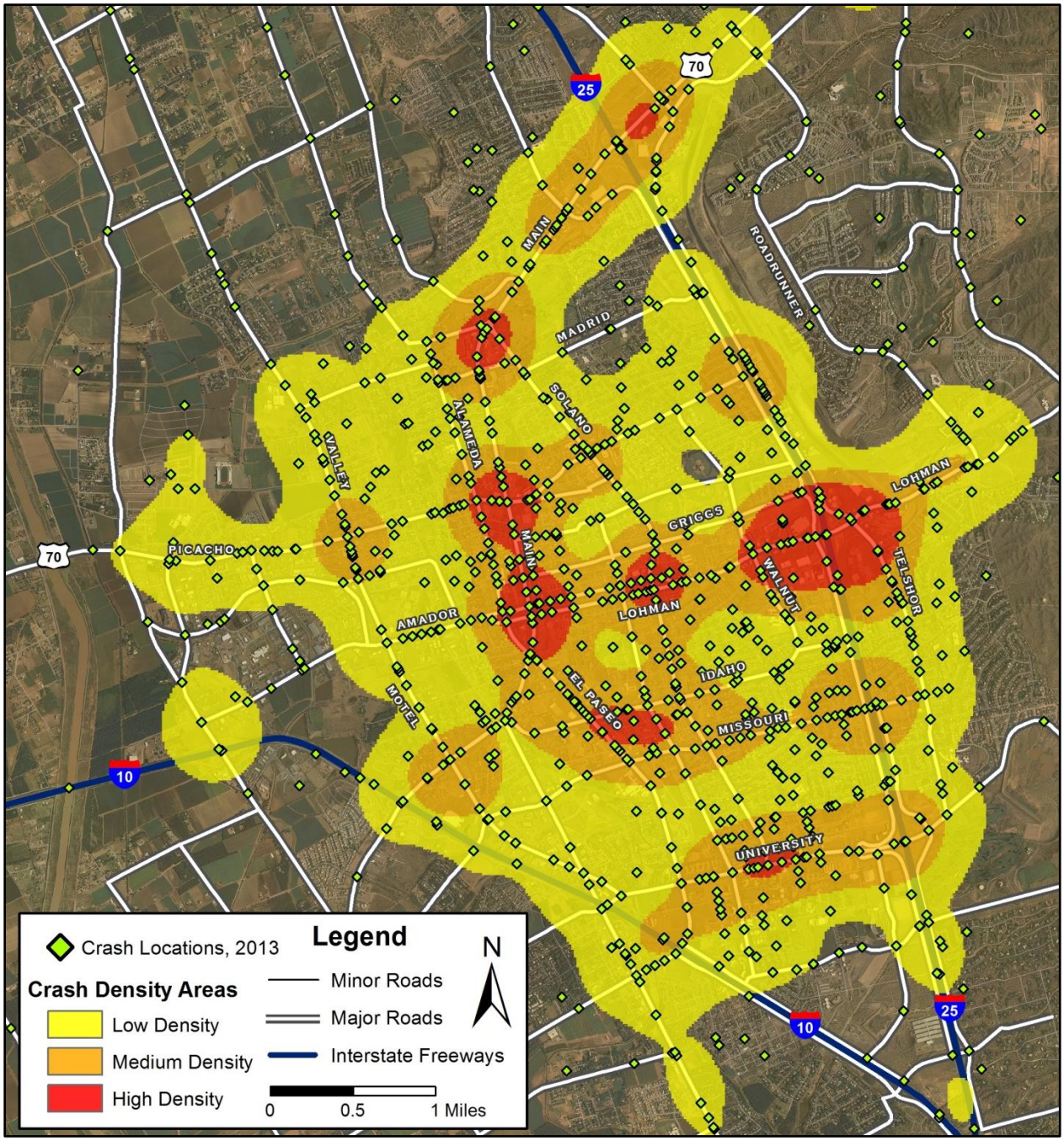
All maps are available in high-resolution color at tru.unm.edu.

Map 16: Density of Pedestrian- and Pedalcycle-involved Crashes
in Albuquerque, New Mexico, 2013



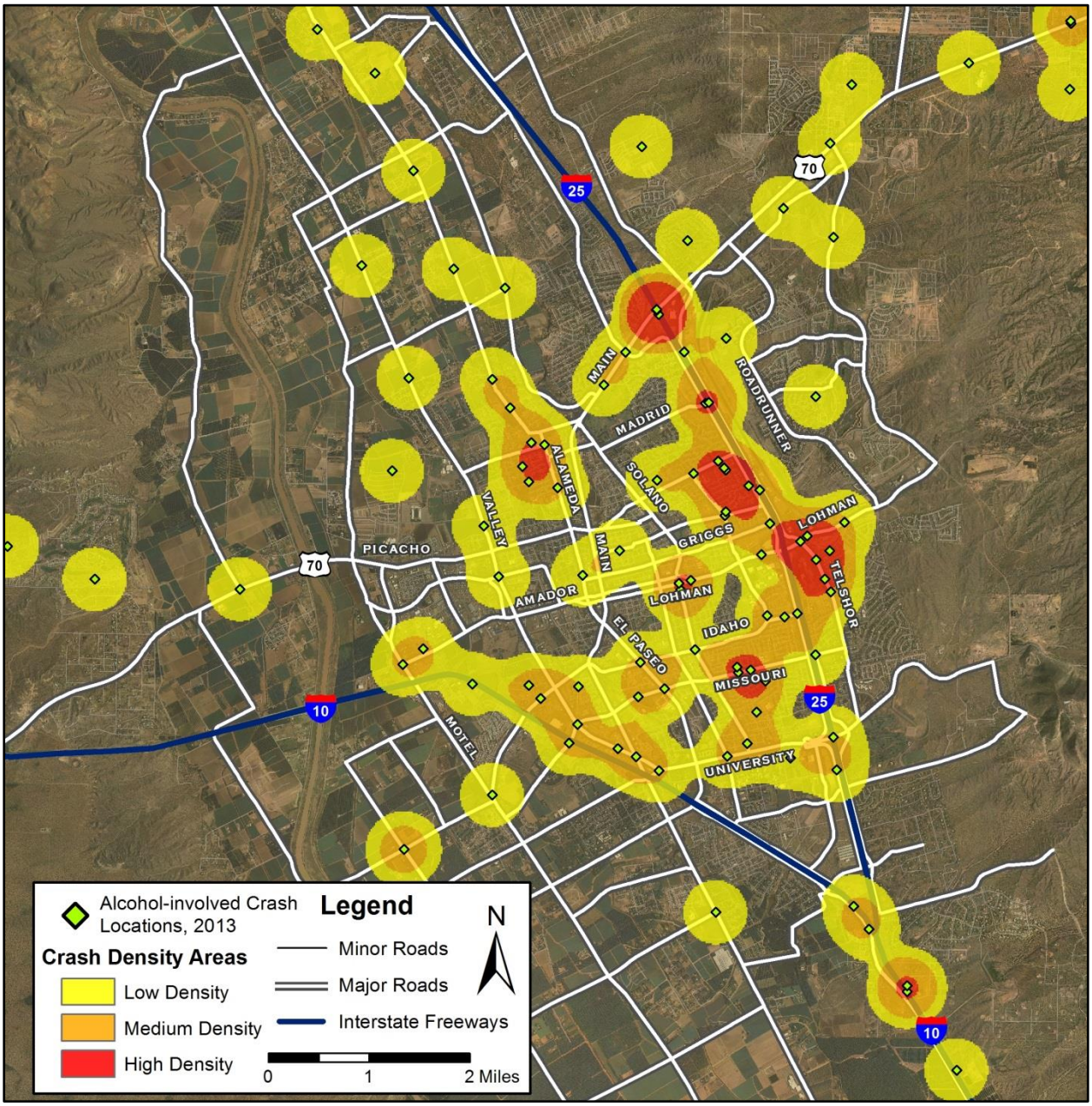
All maps are available in high-resolution color at tru.unm.edu.

Map 17: Density of All Crashes in Las Cruces, New Mexico, 2013



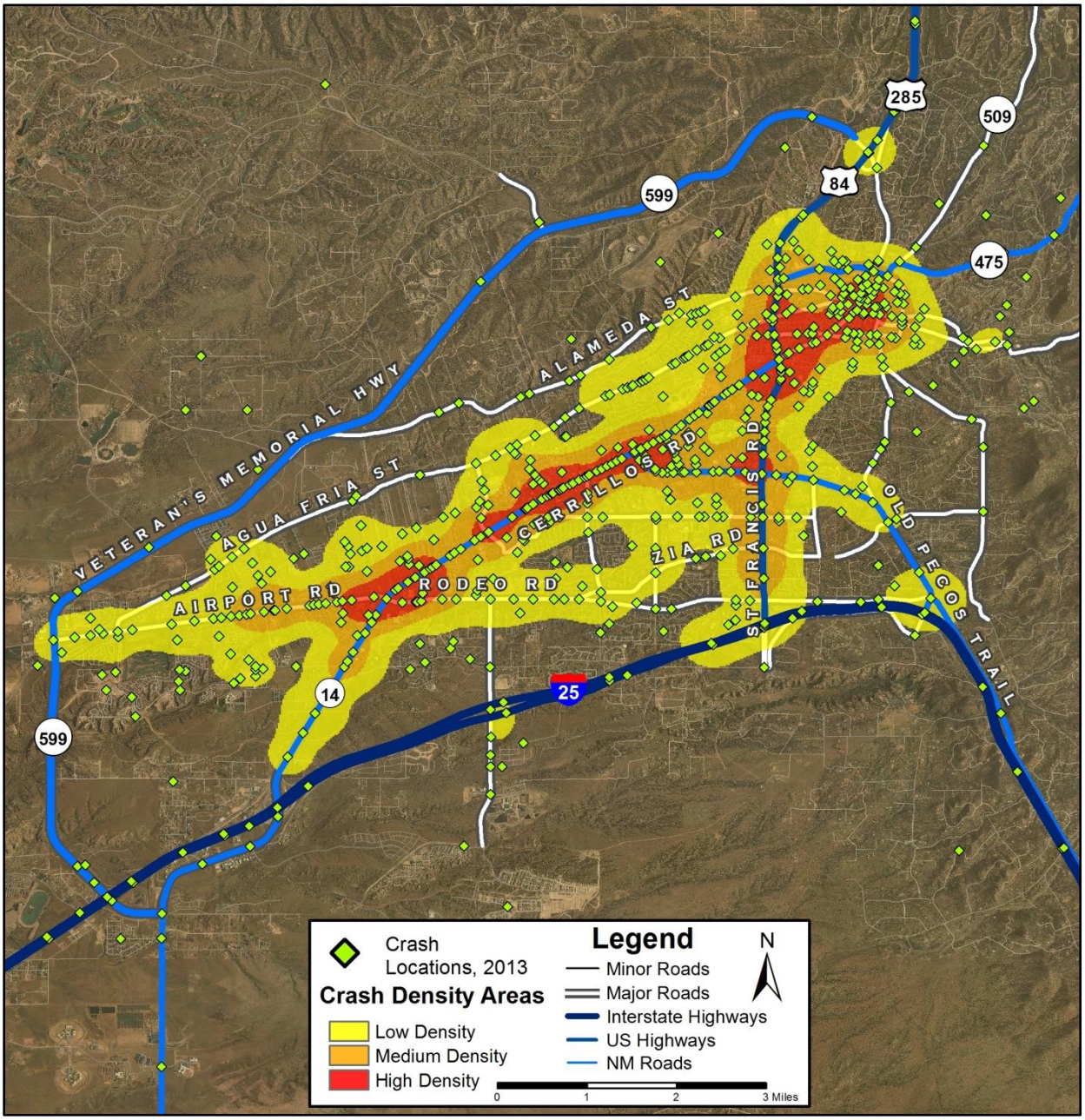
All maps are available in high-resolution color at tru.unm.edu.

Map 18: Density of Alcohol-involved Crashes in Las Cruces, New Mexico, 2013



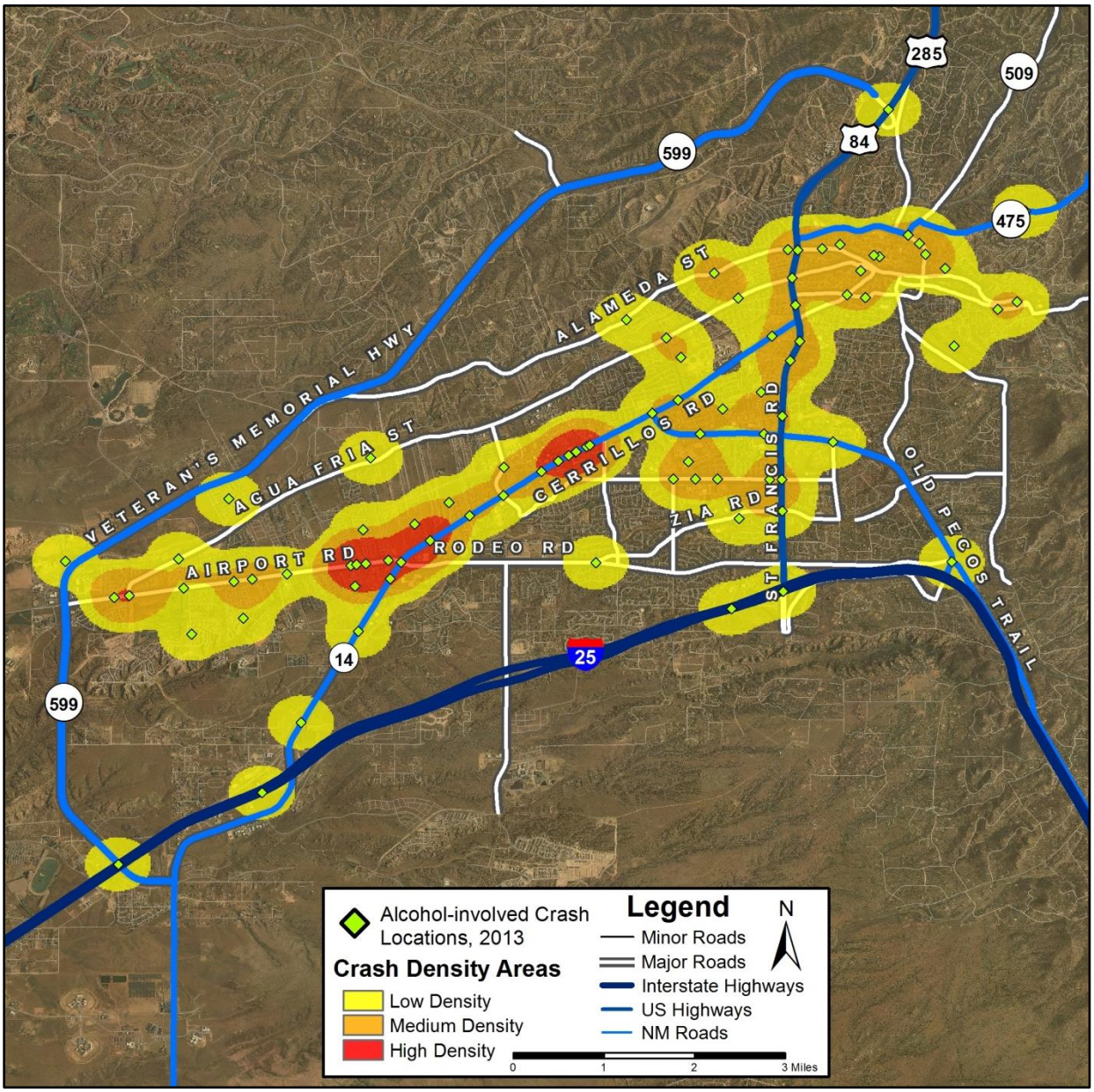
All maps are available in high-resolution color at tru.unm.edu.

Map 19: Density of All Crashes in Santa Fe, New Mexico, 2013



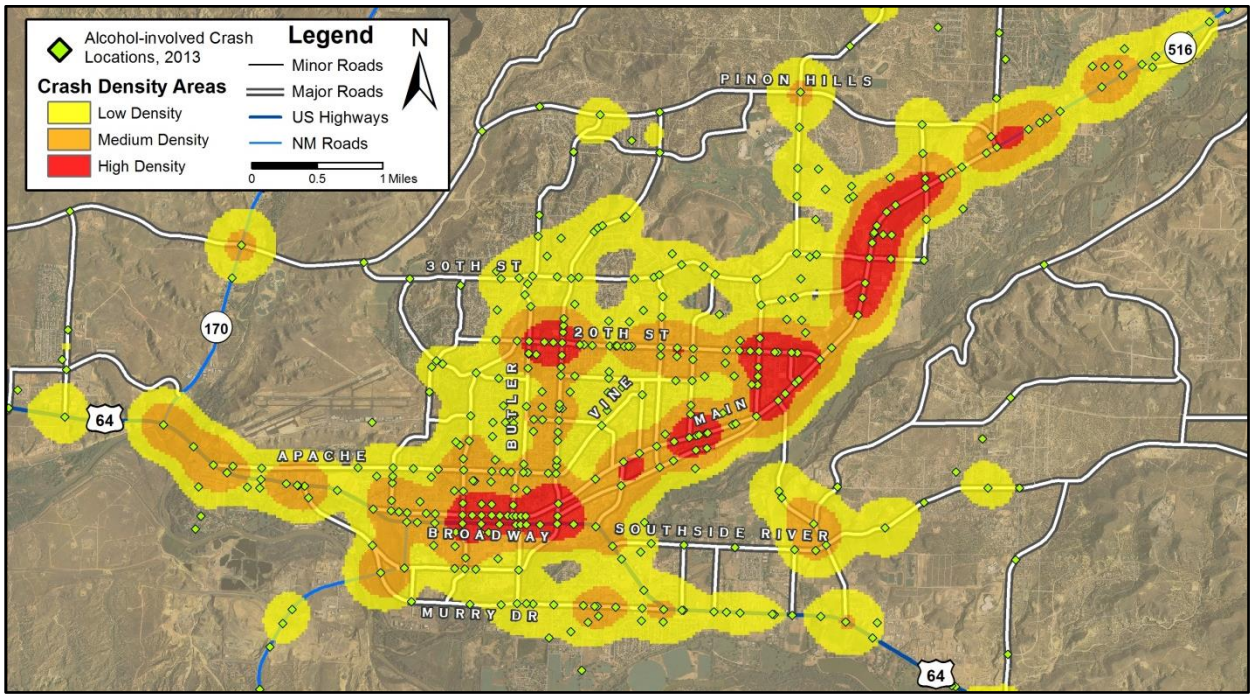
All maps are available in high-resolution color at tru.unm.edu.

Map 20: Density of Alcohol-involved Crashes in Santa Fe, New Mexico, 2013

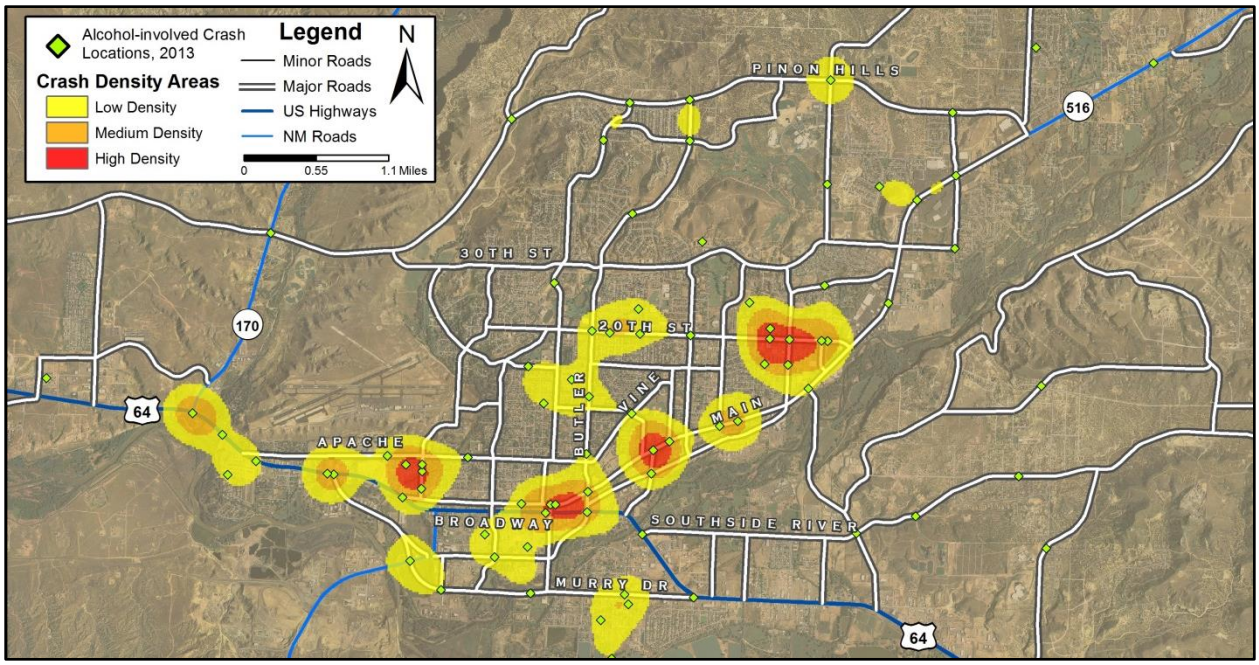


All maps are available in high-resolution color at tru.unm.edu.

Map 21: Density of All Crashes in Farmington, New Mexico, 2013

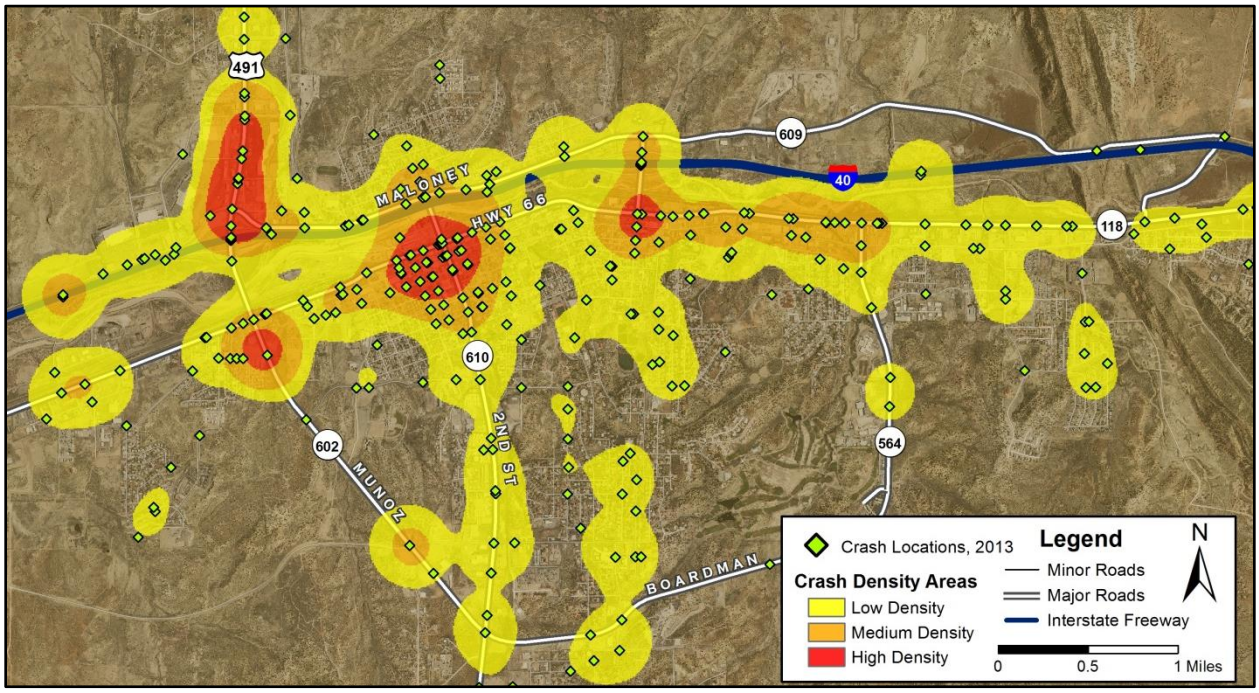


Map 22: Density of Alcohol-involved Crashes in Farmington, New Mexico, 2013

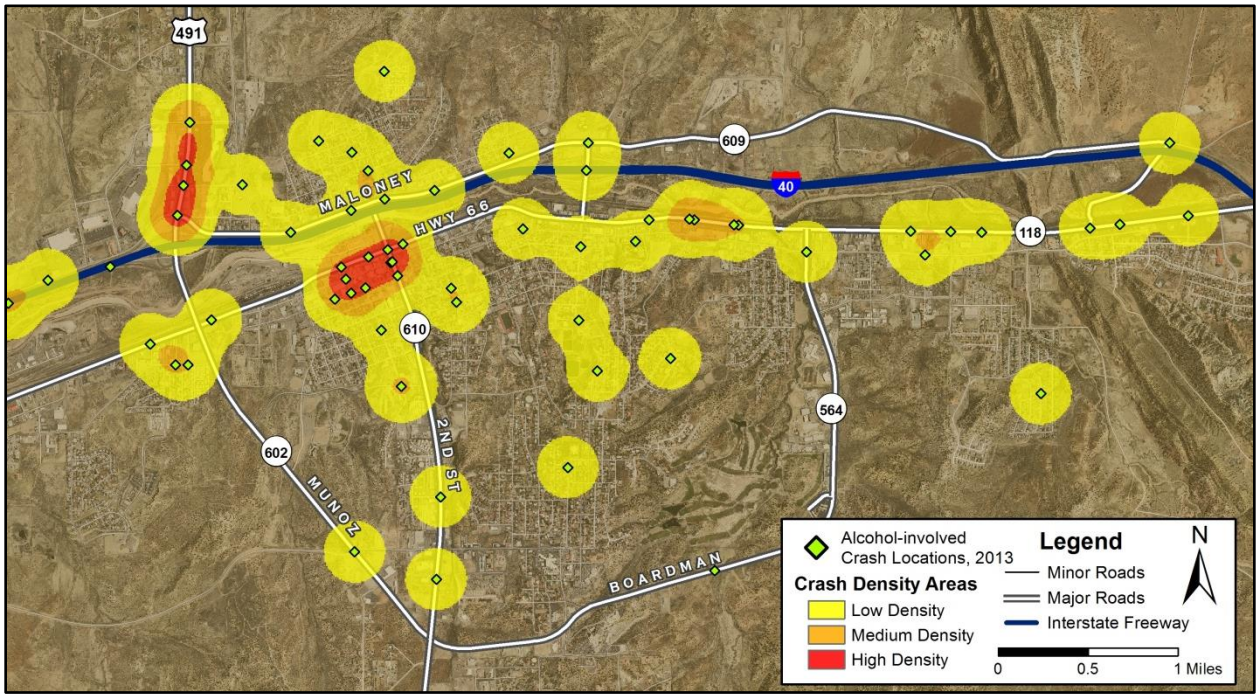


All maps are available in high-resolution color at tru.unm.edu.

Map 23: Density of All Crashes in Gallup, New Mexico, 2013



Map 24: Density of Alcohol-involved Crashes in Gallup, New Mexico, 2013



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

Appendix F – Counties

Appendix Table F-1: Fatalities by County, 2009 - 2013

County	Fatalities					Percent of All 2013 Fatalities	2013 Fatalities per 100M VMT
	2009	2010	2011	2012	2013		
Bernalillo	57	46	44	69	52	16.7%	0.85
Catron	2	1	1	2	6	1.9%	6.88
Chaves	16	18	14	8	10	3.2%	1.67
Cibola	9	9	13	8	14	4.5%	2.06
Colfax	4	4	5	5	7	2.3%	2.18
Curry	3	7	13	4	4	1.3%	1.14
De Baca	0	0	4	1	2	0.6%	1.39
Doña Ana	29	25	18	27	14	4.5%	0.60
Eddy	15	14	8	14	15	4.8%	1.73
Grant	1	7	4	6	5	1.6%	1.14
Guadalupe	9	6	6	8	6	1.9%	1.15
Harding	1	0	1	3	0	0.0%	0.00
Hidalgo	3	5	4	3	1	0.3%	0.37
Lea	13	20	15	17	12	3.9%	1.61
Lincoln	7	3	8	4	5	1.6%	1.29
Los Alamos	1	1	1	0	0	0.0%	0.00
Luna	8	8	3	5	6	1.9%	0.66
McKinley	34	25	33	29	26	8.4%	1.90
Mora	1	1	5	5	3	1.0%	2.44
Otero	8	12	14	16	7	2.3%	0.94
Quay	3	9	5	5	6	1.9%	1.32
Rio Arriba	16	7	11	19	13	4.2%	2.70
Roosevelt	4	3	7	2	5	1.6%	1.70
San Juan	15	30	28	27	27	8.7%	1.59
San Miguel	7	11	7	9	6	1.9%	1.86
Sandoval	24	14	12	12	18	5.8%	1.47
Santa Fe	23	26	18	18	9	2.9%	0.49
Sierra	7	3	5	6	4	1.3%	2.09
Socorro	10	6	13	4	8	2.6%	1.57
Taos	9	11	8	8	6	1.9%	2.09
Torrance	14	4	5	10	11	3.5%	2.41
Union	3	2	5	2	1	0.3%	0.76
Valencia	5	11	13	10	2	0.6%	0.31
Total Fatalities	361	349	351	366	311	100.0%	1.21

Appendix Table F-2: Motorcyclists (Drivers and Passengers) in Crashes, 2013

County	Motorcyclists (Drivers and Passengers) in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People
Bernalillo	9	61	173	88	123	454	34.2%
Catron	1	1	6	0	1	9	0.7%
Chaves	3	6	6	3	8	26	2.0%
Cibola	0	2	11	4	6	23	1.7%
Colfax	3	4	9	0	5	21	1.6%
Curry	1	3	6	7	5	22	1.7%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	5	23	64	27	64	183	13.8%
Eddy	0	6	10	6	12	34	2.6%
Grant	0	3	16	8	16	43	3.2%
Guadalupe	1	0	2	0	1	4	0.3%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	0	5	0	0	5	0.4%
Lea	1	4	17	5	8	35	2.6%
Lincoln	4	2	8	2	4	20	1.5%
Los Alamos	0	0	1	2	0	3	0.2%
Luna	1	2	4	2	4	13	1.0%
McKinley	1	5	5	3	11	25	1.9%
Mora	1	0	4	0	1	6	0.5%
Otero	2	8	25	6	20	61	4.6%
Quay	0	0	1	0	2	3	0.2%
Rio Arriba	1	1	8	0	5	15	1.1%
Roosevelt	1	0	0	0	0	1	0.1%
San Juan	1	8	34	11	12	66	5.0%
San Miguel	2	3	12	1	3	21	1.6%
Sandoval	2	19	37	9	18	85	6.4%
Santa Fe	2	12	31	16	12	73	5.5%
Sierra	0	0	3	0	2	5	0.4%
Socorro	0	1	6	1	2	10	0.8%
Taos	2	2	3	1	9	17	1.3%
Torrance	2	3	2	0	3	10	0.8%
Union	0	0	0	0	2	2	0.2%
Valencia	0	3	17	4	8	32	2.4%
Missing Data	0	1	0	0	0	1	0.1%
Total People	46	183	526	206	367	1,328	100.0%

Appendix Table F-3: Severity of Injuries to Pedestrians in Crashes by County, 2013

County	Pedestrians in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People
Bernalillo	21	48	70	69	45	253	47.6%
Catron	0	0	0	0	0	0	0.0%
Chaves	1	5	4	0	2	12	2.3%
Cibola	2	1	0	0	0	3	0.6%
Colfax	1	0	1	0	0	2	0.4%
Curry	1	2	1	1	1	6	1.1%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	1	6	14	22	11	54	10.2%
Eddy	1	3	2	3	1	10	1.9%
Grant	1	3	6	2	3	15	2.8%
Guadalupe	1	0	0	0	0	1	0.2%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	1	0	0	0	1	2	0.4%
Lea	1	4	4	3	3	15	2.8%
Lincoln	0	0	0	0	0	0	0.0%
Los Alamos	0	0	0	0	1	1	0.2%
Luna	0	0	5	1	0	6	1.1%
McKinley	10	6	6	5	4	31	5.8%
Mora	0	0	0	0	0	0	0.0%
Otero	0	0	5	0	3	8	1.5%
Quay	0	0	0	0	0	0	0.0%
Rio Arriba	2	0	1	2	0	5	0.9%
Roosevelt	0	2	0	0	0	2	0.4%
San Juan	3	10	10	10	6	39	7.3%
San Miguel	0	0	3	3	3	9	1.7%
Sandoval	1	2	1	2	4	10	1.9%
Santa Fe	3	3	11	12	6	35	6.6%
Sierra	0	0	0	0	0	0	0.0%
Socorro	0	1	1	1	2	5	0.9%
Taos	1	1	1	1	0	4	0.8%
Torrance	1	0	0	0	0	1	0.2%
Union	0	0	0	0	0	0	0.0%
Valencia	0	0	0	3	0	3	0.6%
Missing Data	0	0	0	0	0	0	0.0%
Total	53	97	146	140	96	532	100.0%

Appendix – Counties

Appendix Table F-4: Animal-involved Crashes by County, 2009 - 2013

County	Animal-involved Crashes					Percent of All 2013 Animal-involved Crashes	2013 Vehicle Miles Traveled (100M VMT)	2013 Animal-involved Crashes per 100M VMT
	2009	2010	2011	2012	2013			
Bernalillo	26	35	34	30	32	2.6%	61.24	0.5
Catron	10	9	7	22	6	0.5%	0.87	6.9
Chaves	96	58	62	67	35	2.9%	5.98	5.9
Cibola	21	31	26	28	19	1.5%	6.81	2.8
Colfax	87	87	103	85	78	6.4%	3.20	24.3
Curry	19	17	25	17	22	1.8%	3.50	6.3
De Baca	2	6	5	2	0	0.0%	1.44	0.0
Doña Ana	37	22	35	26	22	1.8%	23.31	0.9
Eddy	60	49	30	46	35	2.9%	8.66	4.0
Grant	123	74	87	125	121	9.9%	4.37	27.7
Guadalupe	19	8	12	8	15	1.2%	5.20	2.9
Harding	4	1	3	3	3	0.2%	0.27	11.1
Hidalgo	29	14	9	24	12	1.0%	2.69	4.5
Lea	63	37	37	49	43	3.5%	7.44	5.8
Lincoln	115	117	112	100	79	6.4%	3.87	20.4
Los Alamos	13	4	9	3	3	0.2%	1.29	2.3
Luna	23	11	11	19	19	1.5%	9.06	2.1
McKinley	61	55	89	71	62	5.0%	13.68	4.5
Mora	15	22	16	19	19	1.5%	1.23	15.4
Otero	70	81	67	81	63	5.1%	7.46	8.4
Quay	33	26	36	13	14	1.1%	4.56	3.1
Rio Arriba	105	110	108	89	122	9.9%	4.81	25.3
Roosevelt	22	9	30	38	23	1.9%	2.94	7.8
San Juan	190	167	150	173	151	12.3%	16.95	8.9
San Miguel	23	27	50	32	27	2.2%	3.23	8.4
Sandoval	58	56	81	55	58	4.7%	12.21	4.7
Santa Fe	38	43	52	39	51	4.2%	18.42	2.8
Sierra	24	21	35	15	7	0.6%	1.91	3.7
Socorro	22	29	31	25	32	2.6%	5.08	6.3
Taos	80	60	54	35	32	2.6%	2.88	11.1
Torrance	36	15	24	4	8	0.7%	4.56	1.8
Union	21	11	17	16	10	0.8%	1.32	7.6
Valencia	13	10	12	2	5	0.4%	6.41	0.8
Total	1,558	1,322	1,459	1,361	1,228	100.0%	256.82	4.8

Appendix Table F-5: New Mexico Population by County, 2009 - 2013

County	New Mexico Population (Revised U.S. Census)[1]				
	2009	2010	2011	2012	2013
Bernalillo	655,279	664,099	669,416	672,444	674,221
Catron	3,689	3,741	3,714	3,662	3,607
Chaves	65,110	65,776	65,698	65,727	65,823
Cibola	27,097	27,306	27,481	27,259	27,335
Colfax	13,731	13,738	13,619	13,243	13,094
Curry	46,555	48,970	49,690	50,696	50,598
De Baca	2,002	2,016	1,964	1,933	1,907
Doña Ana	205,401	210,288	212,772	213,952	213,460
Eddy	53,578	53,904	54,031	54,435	55,471
Grant	29,865	29,385	29,414	29,364	29,328
Guadalupe	4,637	4,688	4,645	4,608	4,551
Harding	700	688	709	699	693
Hidalgo	5,019	4,851	4,837	4,809	4,654
Lea	64,483	64,652	65,045	66,165	68,062
Lincoln	20,521	20,472	20,433	20,266	20,105
Los Alamos	17,742	18,017	18,194	18,146	17,798
Luna	25,119	25,113	25,146	24,967	24,659
McKinley	70,567	71,775	73,490	72,726	73,308
Mora	4,859	4,882	4,794	4,701	4,704
Otero	62,462	64,337	65,497	65,922	65,616
Quay	8,920	9,048	9,050	8,772	8,662
Rio Arriba	40,023	40,331	40,363	40,302	40,072
Roosevelt	19,192	20,011	20,444	20,318	19,955
Sandoval	128,985	132,370	134,202	135,383	136,575
San Juan	129,359	130,161	128,016	128,340	126,503
San Miguel	29,336	29,375	29,301	28,914	28,541
Santa Fe	143,205	144,508	145,409	146,456	147,423
Sierra	11,940	12,038	12,039	11,900	11,572
Socorro	17,927	17,837	17,861	17,571	17,584
Taos	32,792	32,909	32,957	32,800	33,035
Torrance	16,414	16,371	16,378	16,046	15,717
Union	4,523	4,538	4,435	4,423	4,370
Valencia	75,770	76,787	76,875	76,591	76,284
Statewide	2,036,802	2,064,982	2,077,919	2,083,540	2,085,287

[1] Each year, the U.S. Census publishes revisions to previous population estimates. Therefore, rates based on population in this publication are not comparable to rates published in prior years. See Sources section for more information.

Appendix Table F-6: Crash Rates by County, 2009 - 2013

County	Crashes per 10,000 Population[1,2]				
	2009	2010	2011	2012	2013
Guadalupe	**380**	**390**	**336**	**380**	**396**
Bernalillo	286	256	261	246	246
Colfax	256	276	272	230	241
Lincoln	261	260	260	232	224
Hidalgo	205	231	238	202	211
Eddy	225	181	162	172	209
Chaves	229	215	204	279	208
Grant	189	151	180	216	205
Union	217	190	232	192	195
Santa Fe	245	230	226	203	190
Statewide	**227**	**207**	**208**	**197**	**190**
Lea	195	201	222	209	189
Luna	180	168	165	149	185
Doña Ana	201	197	196	187	180
Mora	161	231	200	234	179
Quay	309	249	232	218	178
San Juan	202	182	190	181	171
McKinley	187	181	181	186	165
Curry	263	224	189	193	157
Socorro	196	184	193	174	151
Otero	177	171	178	172	149
Rio Arriba	150	128	119	158	148
San Miguel	153	173	207	167	139
Cibola	185	154	152	156	127
Sandoval	152	147	136	117	121
Torrance	205	155	167	67	119
Sierra	206	150	184	187	114
Taos	230	238	212	175	113
Roosevelt	179	112	169	152	105
Valencia	147	120	112	47	85
De Baca	125	154	132	93	79
Catron	68	86	59	120	78
Harding	86	58	127	86	58
Los Alamos	122	77	70	46	31

[1] Rates are calculated by dividing the number of crashes (or fatalities) by the county's population, and then multipling by 10,000.

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

Appendix Table F-7: Fatality Rates by County, 2009 - 2013

County	Fatalities per 10,000 Population[1,2]				
	2009	2010	2011	2012	2013
Catron	5.42	2.67	2.69	5.46	16.63
Guadalupe	19.41	12.80	12.92	17.36	13.18
De Baca	0.00	0.00	20.37	5.17	10.49
Torrance	8.53	2.44	3.05	6.23	7.00
Quay	3.36	9.95	5.52	5.70	6.93
Mora	2.06	2.05	10.43	10.64	6.38
Colfax	2.91	2.91	3.67	3.78	5.35
Cibola	3.32	3.30	4.73	2.93	5.12
Socorro	5.58	3.36	7.28	2.28	4.55
McKinley	4.82	3.48	4.49	3.99	3.55
Sierra	5.86	2.49	4.15	5.04	3.46
Rio Arriba	4.00	1.74	2.73	4.71	3.24
Eddy	2.80	2.60	1.48	2.57	2.70
Roosevelt	2.08	1.50	3.42	0.98	2.51
Lincoln	3.41	1.47	3.92	1.97	2.49
Luna	3.18	3.19	1.19	2.00	2.43
Union	6.63	4.41	11.27	4.52	2.29
Hidalgo	5.98	10.31	8.27	6.24	2.15
San Juan	1.16	2.30	2.19	2.10	2.13
San Miguel	2.39	3.74	2.39	3.11	2.10
Taos	2.74	3.34	2.43	2.44	1.82
Lea	2.02	3.09	2.31	2.57	1.76
Grant	0.33	2.38	1.36	2.04	1.70
Chaves	2.46	2.74	2.13	1.22	1.52
Statewide	**1.77**	**1.69**	**1.69**	**1.76**	**1.49**
Sandoval	1.86	1.06	0.89	0.89	1.32
Otero	1.28	1.87	2.14	2.43	1.07
Curry	0.64	1.43	2.62	0.79	0.79
Bernalillo	0.87	0.69	0.66	1.03	0.77
Doña Ana	1.41	1.19	0.85	1.26	0.66
Santa Fe	1.61	1.80	1.24	1.23	0.61
Valencia	0.66	1.43	1.69	1.31	0.26
Harding	14.29	0.00	14.10	42.92	0.00
Los Alamos	0.56	0.56	0.55	0.00	0.00

[1] Rates are calculated by dividing the number of crashes (or fatalities) by the county's population, and then multipling by 10,000.

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

Appendix Table F-8: Alcohol-involved Crash Rates by County, 2009 - 2013

County	Alcohol-involved Crashes per 10,000 Population[1,2]				
	2009	2010	2011	2012	2013
McKinley	24.1	17.8	18.8	20.9	20.9
Mora	12.3	12.3	14.6	8.5	17.0
Lincoln	12.7	15.1	11.7	14.8	15.9
San Juan	16.4	15.8	16.6	15.5	14.2
Rio Arriba	22.0	11.4	12.4	15.9	14.0
San Miguel	10.2	14.0	16.0	13.5	13.7
Hidalgo	8.0	6.2	12.4	4.2	12.9
Grant	11.0	7.8	10.9	12.6	11.9
Santa Fe	14.5	13.3	14.7	11.7	10.9
Colfax	11.7	14.6	14.0	12.8	10.7
Socorro	16.2	9.5	6.2	10.2	10.2
Statewide	**13.2**	**10.5**	**11.2**	**10.4**	**9.4**
Quay	9.0	4.4	7.7	10.3	9.2
Bernalillo	12.9	9.0	10.2	9.5	9.0
Doña Ana	12.7	10.1	11.0	8.7	8.9
Torrance	12.8	6.7	6.1	3.7	8.3
Lea	12.9	15.2	12.8	10.9	8.2
Cibola	21.8	9.5	11.6	14.7	8.0
Eddy	12.3	8.0	6.5	9.0	7.9
Otero	8.8	8.4	10.5	10.8	7.9
Sandoval	8.6	7.5	7.5	8.3	7.8
Chaves	12.9	10.3	11.6	14.1	7.4
Taos	19.5	21.0	19.4	14.0	6.1
Curry	11.0	8.8	8.9	7.3	5.9
Luna	10.4	7.6	7.2	2.0	5.7
Catron	5.4	8.0	2.7	10.9	5.5
Roosevelt	13.5	12.5	7.3	8.9	5.0
Union	13.3	17.6	13.5	6.8	4.6
Guadalupe	23.7	23.5	17.2	17.4	4.4
Sierra	12.6	10.0	15.0	10.1	4.3
Valencia	9.0	5.2	6.2	3.0	3.0
Los Alamos	6.2	2.2	3.3	1.1	1.1
De Baca	10.0	9.9	10.2	0.0	0.0
Harding	14.3	0.0	0.0	28.6	0.0

[1] Rates are calculated by dividing the number of crashes (or fatalities) by the county's population, and then multipling by 10,000.

[2] 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 (GPS TRU), formerly the Division of Government Research.

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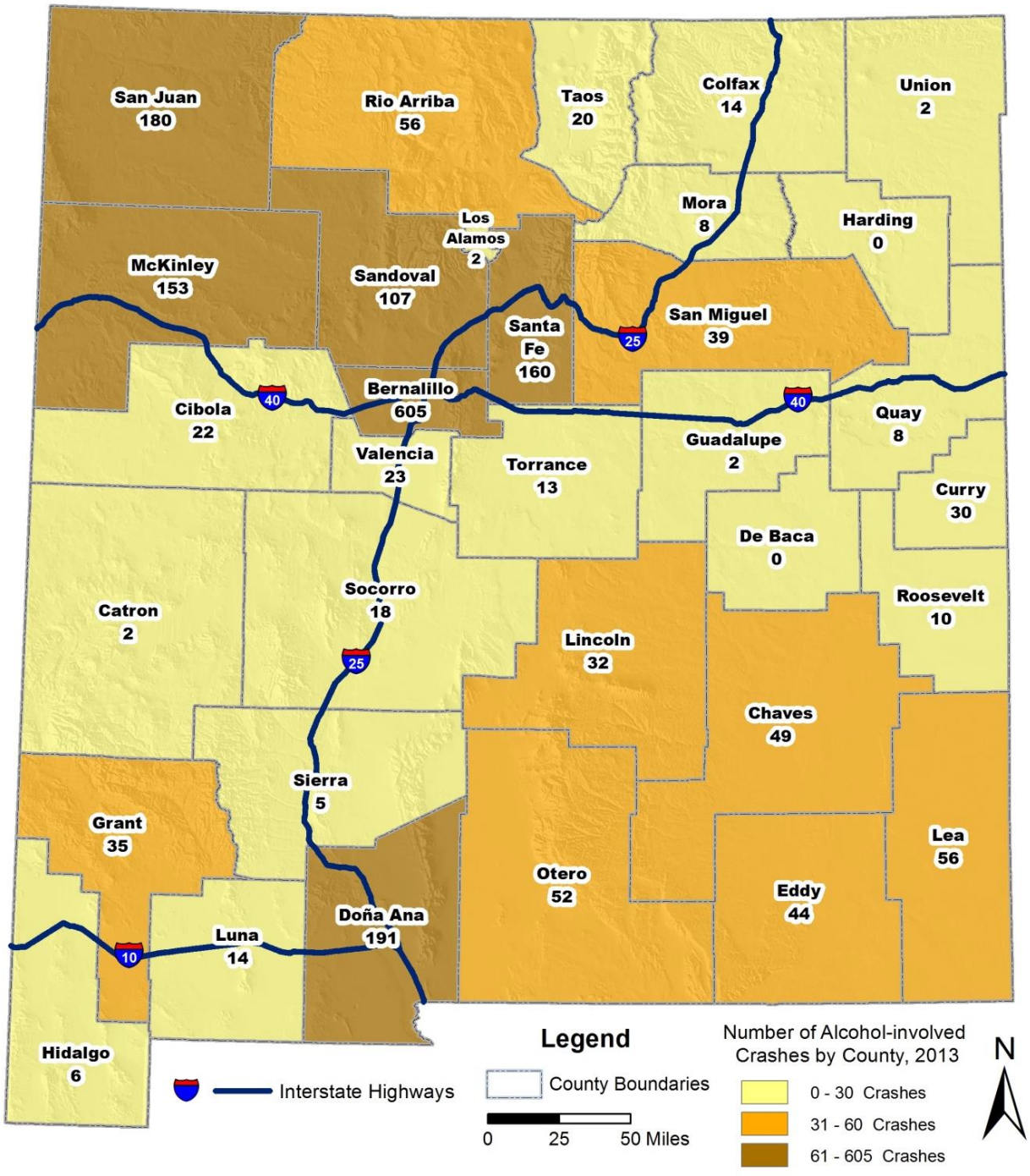
Map 25: Alcohol-involved Crashes by County, 2013



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