New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico Traffic Crash Annual Report 2020

New Mexico Department of Transportation
Traffic Safety Division
Traffic Records Bureau

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P.O. Box 1149
Santa Fe, New Mexico 87504-1149
(505) 827-0427
dot.state.nm.us

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as a reference source regarding New Mexico traffic crashes

For the purposes of this report, data are compiled by the University of New Mexico, Geospatial and Population Studies (UNM-GPS), Traffic Research Unit, on behalf of the New Mexico Department of Transportation (NMDOT). Data in this report may differ from that in other data sources, such as the Federal Fatality Analysis Reporting System (FARS), due to the timing of publications and rules for how data are compiled and maintained in Federal versus State databases. If you have questions regarding this report, please contact the Traffic Safety Division at (505) 827-0427.

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Special thanks go to New Mexico's law enforcement officers for their work in documenting traffic-related crash data using the NM state Uniform Crash Report (UCR) form, which provides most of the data used in this report. These data are used for federal reporting and to obtain federal grants and funding from the National Highway Transportation Safety Administration (NHTSA) and the Federal Highway Administration (FHWA). Data in this report are also used by traffic safety officials to identify and monitor traffic safety issues and by New Mexico's legislators to decide on funding for traffic-safety programs.

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Cover Photo by Moriah Wolfe on Unsplash
All other photographs featured in this report are by Jake Schoellkopf, NMDOT photographer.

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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 (UCR) 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 crashes involve one or more alcohol-involved drivers.

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

ATV (All-Terrain Vehicle) – An off-road recreational vehicle. A traditional ATV is a vehicle with 3 or 4 wheels, a saddle type seat and handle bars for steering (no steering wheel). But it also includes side-by-side OHVs (off-highway vehicles) with automobile type seats and a steering wheel. In publications prior to the 2020 Annual Report, statistics on people in ATV crashes were reported in the category of "motorcyclist".

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. "Drivers" no longer include any pedestrians or pedalcyclists.

E July 2018 Uniform Crash Report – The current version of the form used to report a crash in New Mexico. It was created in July 2018 for electronic reporting, and went into effect during 2020. The new form enabled collection of many new data elements. Data on new elements can be expected to increase over several years as law enforcement agencies begin to use the new form. Also see "Uniform Crash Report".

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.

First Harmful Event (FHE) – The event of the crash that produced the first injury or damage. It is used in conjunction with a subfield (FHEanalysis) to provide addition detail on the nature of the

first harmful event. Starting with 2020 crash data, first harmful event replaced crash classification, and FHEanalysis replaced Analysis. FHE and its' subanalysis data are derived from the crash classification and analysis fields for crashes that occurred prior to 2020 and for any agencies not using the new crash report form put into circulation in 2020.

First harmful event may not reflect other important events. For example, a crash in which a vehicle overturned and then hit a pedestrian should be classified as "Non-Collision" and not "Collision with Person." As a result, first harmful event totals do not always match corresponding totals in other sections of this report.

Statistics for the first harmful event category "Other" and FHE analysis subcategories "Other Large Domestic Animal", "Curb" and "Other Non-Motorist" are not available prior to 2020. The addition of options in 2020 decreases the use of previously available options.

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.

Hazardous Material Crash – A reported crash in which at least one vehicle was identified on the crash report as having either a 1-digit DOT hazmat class code, a 4-digit DOT hazmat identification code, a hazmat chemical name, or displaying a hazmat placard. The method for tabulating hazmat crashes was adjusted in 2020 due to the release of a new Uniform Crash Report.

Heavy Truck – A motor vehicle body style that typically has a gross vehicle weight rating greater than 10,000 pounds. Consists primarily of semis and other heavy commercial trucks, but also includes heavy equipment, light box trucks, and delivery trucks.

Missing Data – An indication that the applicable field on the Uniform Crash Report 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.

Motorcyclist – A person who is in or upon a motorcycle or moped. There can be multiple motorcyclists in a single motorcycle-involved crash. Traditionally, the term "motorcyclist" included people on ATVs. However, starting with the 2020 DWI Report, the method for tabulating all statistics on motorcyclists no longer includes people on ATVs. Therefore, motorcycle statistics in this publication are not comparable to statistics published in older, pre-2020 DWI Reports.

Definitions

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

Non-Motorized Vehicle – A pedalcyclist or pedestrian who is involved in a motor vehicle traffic crash. Includes personal conveyances such as skateboards and wheelchairs.

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.

Passenger Vehicle Occupant – A person in or upon a passenger car, pickup, or van/4WD/SUV.

Pedalcycle – A mechanism of transport that is powered solely by pedals.

Pedalcyclists, All – All people on any pedalcycle or in any pedalcycle trailer, and who are involved in a collision with a motor vehicle. Consists of pedalcycle operators and pedalcycle passengers. Historically, it equates to the term "pedalcyclists" which included both pedalcycle operators and passengers.

Pedalcycle Operator – A person who is in actual physical control of a pedalcycle (such as a bicycle) or, for an out-of-control pedalcycle, a person who was in control until control was lost. Equates to seat position code "PC".

Pedalcycle Passenger – A person riding on a pedalcycle or pedalcycle trailer when someone else is in control of the pedalcycle (such as children in bicycle infant seats). Equates to seat position code "PP" introduced on the E July 2018 Uniform Crash Report.

Pedestrian – A person on foot, walking, running, jogging, hiking, sitting or lying down. Historically, "pedestrians" have also included people on personal conveyances. The addition of the "Pedestrian, Other" seat position, introduced on the E July 2018 Uniform Crash Report, created more distinction.

Pedestrians, All – All persons not occupying either a motor vehicle or a pedalcycle. Consists of any person classified as either "Pedestrian" or "Pedestrian, Other".

Pedestrian, Other – Non-motorist in or on a personal conveyance or in a building. Equates to seat position "PO" introduced on the E July 2018 Uniform Crash Report.

Personal Conveyance – A motorized or human-powered device, other than a pedalcycle, that transports pedestrians for either mobility assistance or recreation purposes. Examples are wheelchairs, skateboards and strollers.

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.

Severity of Injury – The degree of injury to a person in a crash as described 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 – Any injury other than fatal that results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

The definition above was adopted in 2014 by the Federal Highway Administration for suspected serious injuries (Class A injuries). Before this revision, a Class A injury was defined as "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 an incapacitating injury or serious injury."

Definitions

Top Contributing Factor – The field Top Contributing Factor was deprecated, starting with 2020 crash data. See Page 8 for details.

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. Also see "E July 2018 Uniform Crash Report".

Urban – Areas defined by the 2010 U.S. Census Urbanized Areas (NMDOT-adjusted) and U.S. Census Urban Clusters. This 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." Urban areas for crash years 2013-2017 include a ½-mile buffer extending out from those urban boundaries. Urban areas for crash years 2018 and after do not include a buffer, which decreases the number of crashes classified as urban. In crashes before 2013, "urban" was defined as a town or city with a population of at least 2,500 people.

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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2020 New Mexico Crash Highlights

- 1 percent of crashes resulted in a **fatality**. (Table 1)
- 30 percent of crashes resulted in an **injury**. (Table 1)
- 18 percent of crashes were **hit-and-run** crashes. (Table 6)
- 37 percent of **pedestrians** killed in crashes were involved with alcohol. (Table 46)
- 6 percent of crashes and 36 percent of crash fatalities involved **alcohol**. (Table 62, Table 65)
- 14 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)

Contributing factors in crashes:

- None or No driver error (31 percent)
- Driver inattention (19 percent)
- Failed to yield right of way (6 percent)

Contributing factors in fatalities:

- Drug involvement (12 percent)
- Alcohol involvement (12 percent)
- Excessive speed (11 percent)

- In an average day in New Mexico, 100 crashes occurred, which involved 234 people, with 42 people injured and 1 person killed.

On average day in New Mexico in 2020 …

- A motor vehicle crash occurred every **14** minutes.
- A crash occurred in Bernalillo County every 3**8** minutes.
- A person was injured in a crash every **34** minutes.
- A distracted-driving crash occurred every **29** minutes.
- A semi/large-truck crash occurred every **3** hours.
- An alcohol-involved crash occurred every **4** hours.
- A person was killed or injured in an alcohol-involved crash every **6** hours.
- A motorcycle was involved in a crash every **10** hours.
- A pedestrian was hit by a vehicle every **18** hours.
- A person was killed in a crash every **22** hours.
- A bicyclist was hit by a vehicle every **33** hours.

2020 New Mexico Crash Highlights

The year 2020 was anomalous, due to it being the first year of the COVID-19 pandemic, which reduced the number of vehicles on New Mexico roadways and may have affected traffic in other ways. Data for 2020 might not indicate a pattern in comparison with other years.

In 2020, there were 36,555 traffic crashes reported on public roadways in New Mexico. These crashes involved 85,742 people, with 15,545 people injured and 398 people killed.

Traffic safety concerns in need of improvement in New Mexico in the five years:

- New Mexico fatal crash rates and fatality rates have been higher than the national average for the last five years. (Figure 2, Figure 3)
- Driver inattention was reported for 19.2 percent of vehicles in crashes. (Table 4)
- Hit-and-runs are at the second-highest in the past five years, 17.6 percent of crashes. (Table 6)
- Pedestrian fatalities declined slightly but remain above 80, at some of the highest levels seen in over a decade. (Table 44)
- The rate of alcohol-involved teen drivers in crashes has increased three years in a row, to 2.65 per 1,000 licensed teen drivers, the highest rate in at least a decade. The higher rate resulted from a decrease in the number of licensed teen drivers in New Mexico combined with an increase in the number of these drivers in crashes. (Table 82)

Traffic safety concerns showing improvement in New Mexico in the last five years:

- Many traffic safety concerns showed improvement in 2020, but may be anomalous due to changes in driver activity during the first year of the COVID-19 pandemic.
- Typically, at least 50 percent of all pedestrian fatalities are alcohol involved. But in 2020, the amount fell to 37.0 percent. (Table 46)
- The rates of motorcycle drivers in crashes fell to its lowest level in five years. (Table 40)
- The crash rates for teen (ages 15-19) and young adult (ages 20-24) drivers fell to their lowest level in the past five years. (Table 79)
- Sudden large increases in reported crashes may be due to improvements in crash reporting by law enforcement agencies. These improvements usually occurred when an agency upgraded to electronic data transfer for crash reporting. These upgrades began in 2016. In 2020, electronic data transfer was used to report 61.6 percent of New Mexico's reportable crashes.

Crashes and Injuries Summary

- Total crashes declined abruptly in 2020. However, fatal crashes only experienced a slight decrease. As a result, the percentage of crashes that were fatal rose to a five-year high of 1.0 percent of all crashes. (Table 1)
- The percentage of people in crashes who were killed rose to a five-year high of 0.5 percent, and the percentage of people in crashes who had no apparent injuries dipped to a five-year low of 81.4 percent. (Table 2)

Table 1: Crashes by Year and Severity of Crash, 2016 - 2020[1]

Year	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2016	361	0.80%	13,849	30.7%	30,861	68.5%	45,071	100%
2017	341	0.74%	13,460	29.3%	32,105	69.9%	45,906	100%
2018	351	0.75%	13,597	29.1%	32,838	70.2%	46,786	100%
2019	369	0.77%	14,192	29.5%	33,563	69.7%	48,124	100%
2020	365	1.00%	10,910	29.8%	25,280	69.2%	36,555	100%

Table 2: People in Crashes by Year and Severity of Injury, 2016 - 2020[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
2016	405	0.4%	1,153	1.0%	4,752	4.1%	14,589	12.7%	93,802	81.8%	114,701	100%
2017	380	0.3%	1,133	1.0%	4,581	4.0%	13,790	11.9%	95,743	82.8%	115,627	100%
2018	392	0.3%	1,057	0.9%	4,983	4.3%	13,750	11.9%	95,838	82.6%	116,020	100%
2019	425	0.4%	1,079	0.9%	5,114	4.3%	14,222	11.9%	98,278	82.5%	119,118	100%
2020	398	0.5%	887	1.0%	4,405	5.1%	10,253	12.0%	69,799	81.4%	85,742	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.

$$\textbf{\textit{Crash Rate}} = \frac{\textit{Crash Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\text{36,555 crashes in 2020}}{\text{236.92 100M VMT in 2020}} = \textbf{154 crashes per 100M VMT}$$

$$\textbf{\textit{Fatality Rate}} = \frac{\textit{Fatality Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\text{398 fatalities in 2020}}{\text{236.92 100M VMT in 2020}} = \textbf{1.68 fatalities per 100M VMT}$$

Table 3: New Mexico Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2016 - 2020 [3] [4]

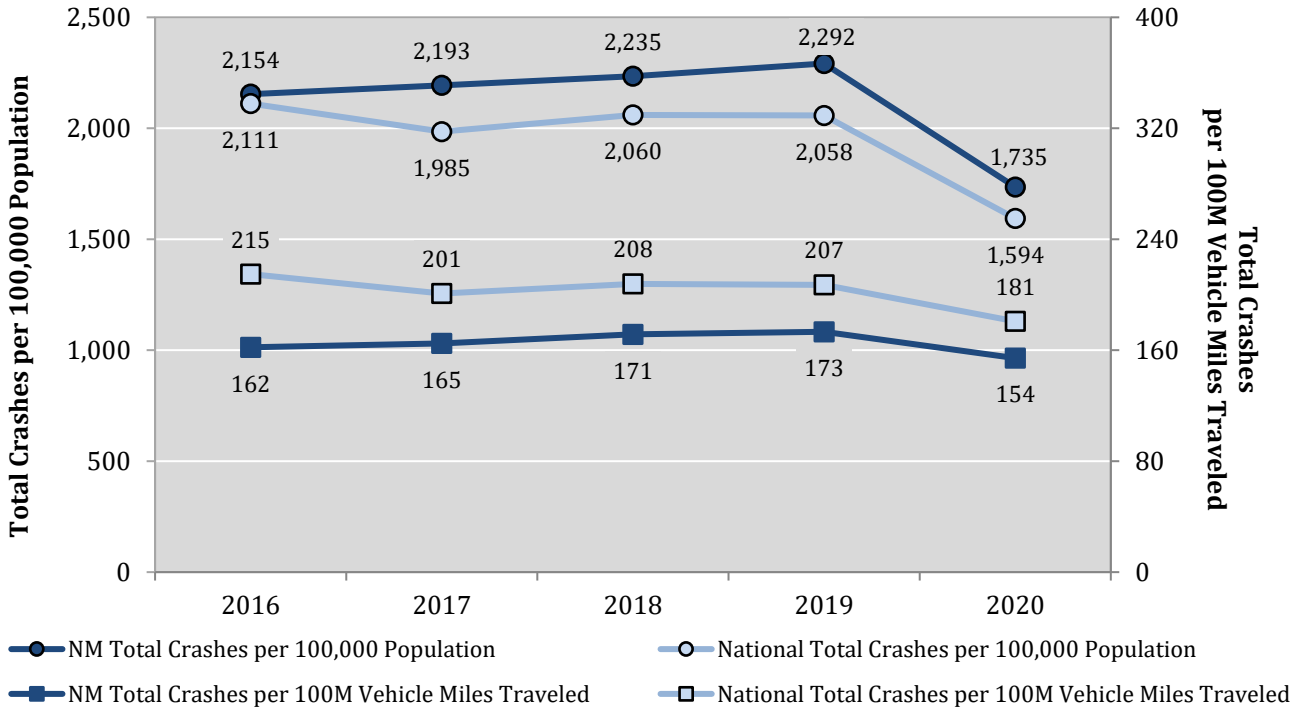
Year	New Mexico Population (U.S. Census, July 1st Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)	New Mexico Licensed Drivers	New Mexico Motor Vehicle Registrations
2016	2,092,555	278.09	1,524,177	1,823,961
2017	2,092,844	278.36	1,504,433	1,740,002
2018	2,093,754	272.88	1,482,149	1,824,217
2019	2,099,634	277.72	1,487,486	1,825,421
2020	2,106,319	236.92	1,516,653	1,783,151

[3] See Page 128 for source information on population, VMT, licensed drivers, and motor vehicle registrations.

[4] 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.

- When analyzed using population or vehicle miles traveled, both the New Mexico and national crash rate decreased abruptly in 2020. (Figure 1)
- When analyzed using vehicle miles traveled, both the New Mexico and national crash fatality rate increased in 2020. Although fatalities decreased in New Mexico, an even larger decrease in vehicle volume on roadways in 2020 caused the fatality rate to rise. (Figure 3)
- New Mexico fatal crash rates and fatality rates have been higher than the national average for the last five years. (Figure 2, Figure 3)

Figure 1: Comparison of New Mexico and National Crash Rates, 2016 - 2020[5]



[5] The numbers used in calculating New Mexico rates can be found in Table 1, Table 2, and Table 3. Occasionally, national rates for the most recent year are not available at time of publication.

Rates

Figure 2: Comparison of New Mexico and National[6] Fatal Crash Rates, 2016 - 2020

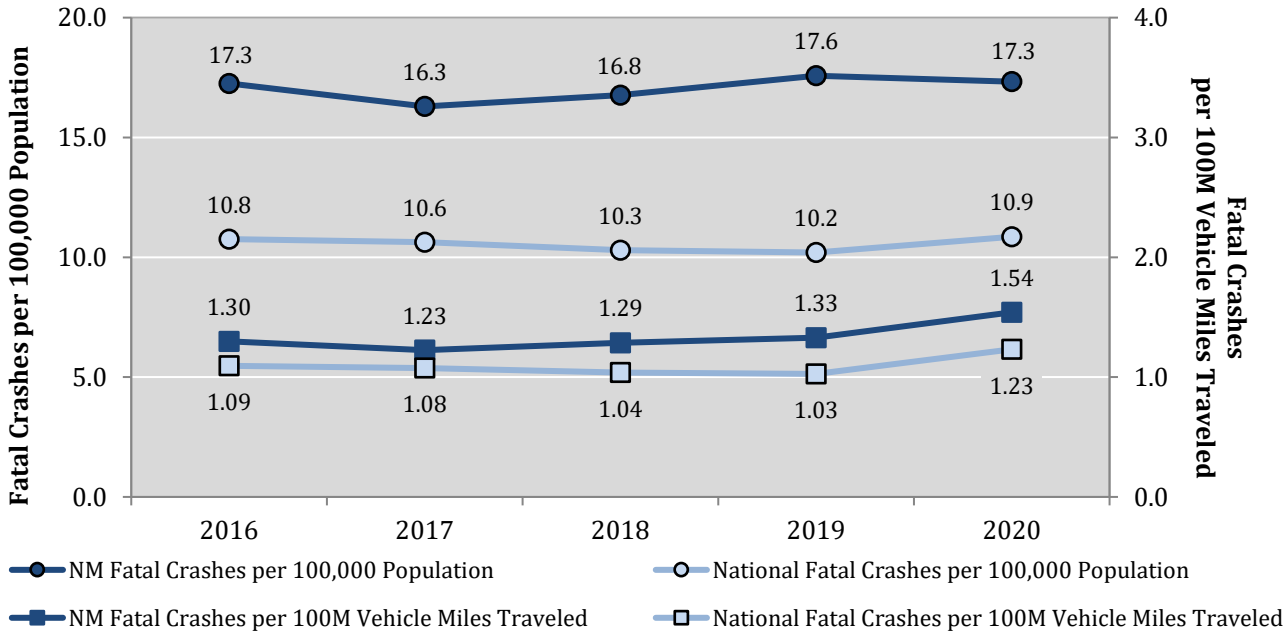
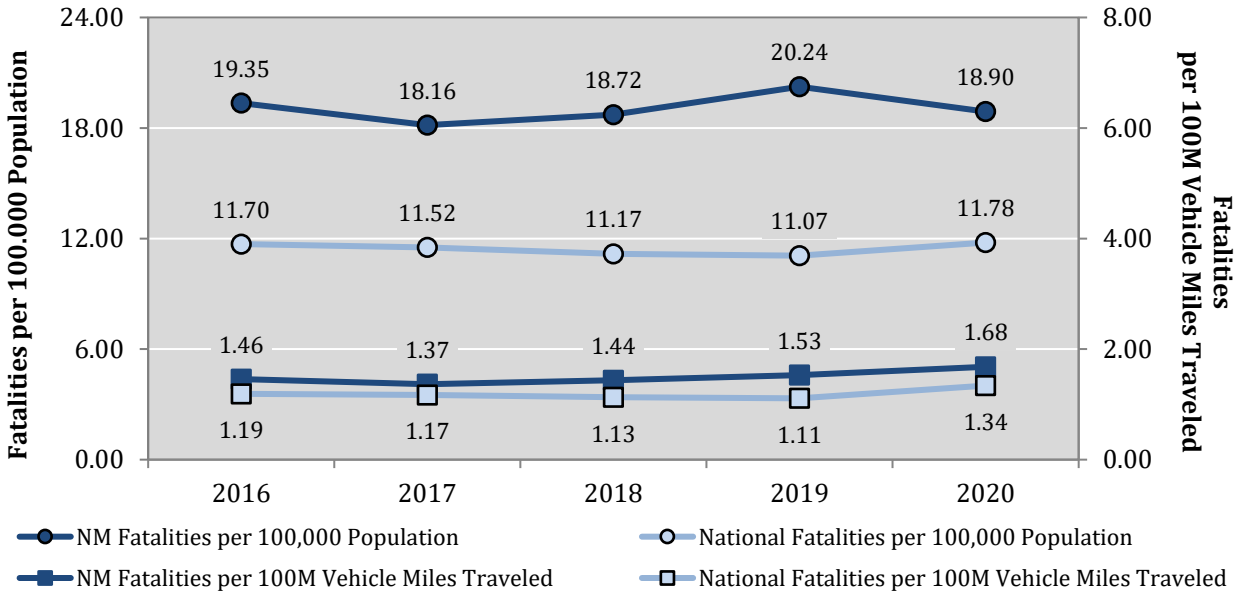


Figure 3: Comparison of New Mexico and National[6] Fatality Rates, 2016 - 2020



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

Figure 4: Comparison of New Mexico and National[7] Injury Rates, 2016 - 2020

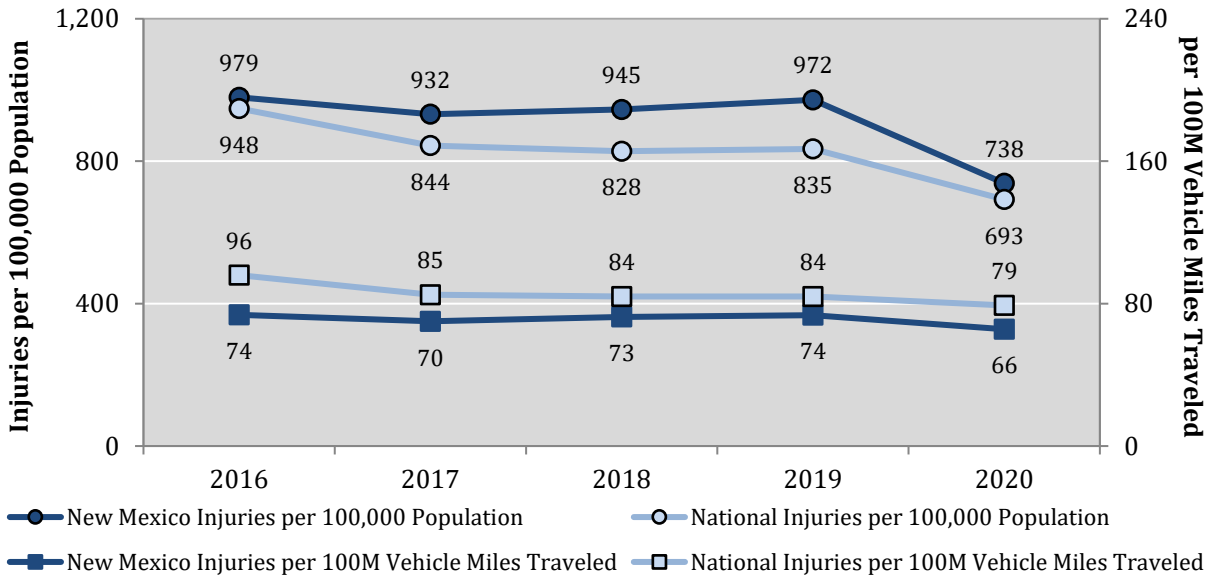
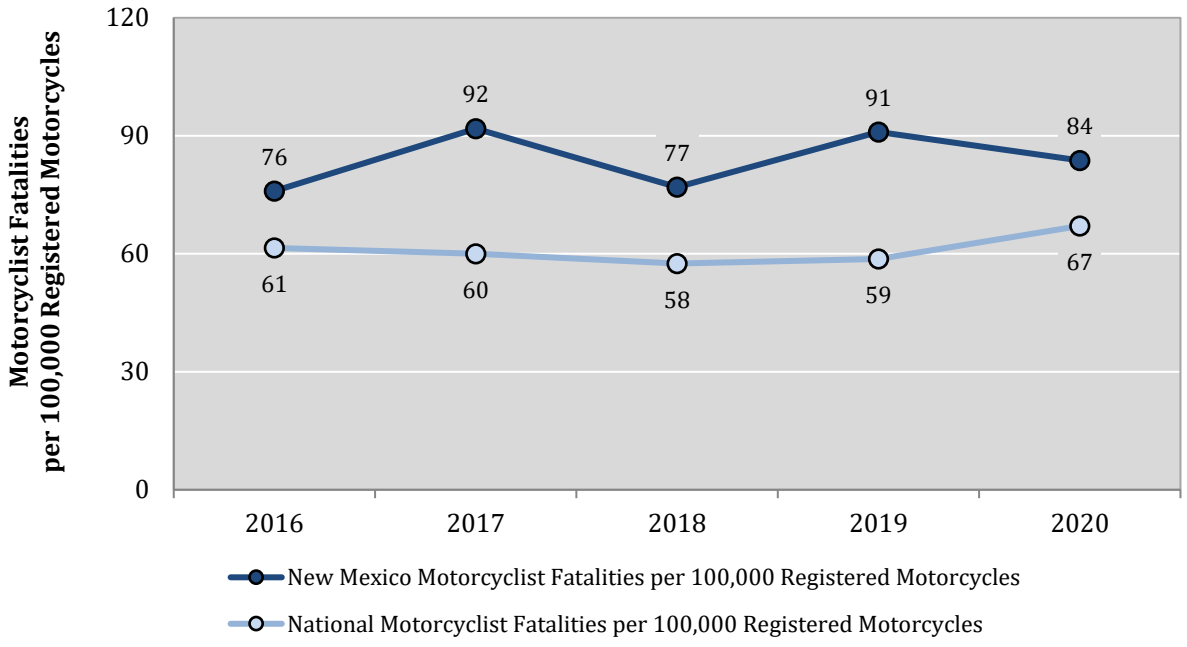


Figure 5: Comparison of New Mexico and National[7] Motorcyclist Fatality Rates, 2016 - 2020



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

Crash Characteristics

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 57 contributing factors for each vehicle involved in a crash. A revised crash report form, which was put into circulation in 2020, added many new options for contributing factors to the 33 that had been available previously. The field Top Contributing Factor is no longer used. In its place, contributing factor tables show the number of times each contributing factor was reported.

Multiple contributing factors may be reported for each vehicle in a crash. The contributing factors "None" and "Other – No Driver Error" are each options on the crash report form. "Missing Data" means that no contributing factors were identified on the crash report (for that vehicle, in Table 4; and for the crash, in Table 5).

Most Prevalent Contributing Factors in Crashes (Table 4):

- Other – No Driver Error (22.3 percent)
- Driver Inattention (19.2 percent)
- None (8.8 percent)
- Missing Data (6.8 percent)
- Failed to Yield Right of Way (6.0 percent)

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

- Under the Influence of Drugs (12.2 percent)
- Under the Influence of Alcohol (12.0 percent)
- Other – No Driver Error (11.8 percent)
- Driver Inattention (11.7 percent)
- Excessive Speed (10.8 percent)

Crash Characteristics – Contributing Factors

Table 4: Contributing Factors of Vehicles in Crashes by Crash Severity, 2020 [8]

Contributing Factors	Frequency in Fatal Crashes		Frequency in Injury Crashes		Frequency in PDO Crashes		Frequency in All Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**896**	**75.8%**	**17,214**	**61.7%**	**32,156**	**55.8%**	**50,266**	**58.0%**
Driver Inattention	141	11.9%	5,606	20.1%	10,874	18.9%	16,621	19.2%
Failed to Yield Right of Way	25	2.1%	2,046	7.3%	3,111	5.4%	5,182	6.0%
Other Improper Driving	72	6.1%	1,400	5.0%	2,721	4.7%	4,193	4.8%
Following Too Closely	5	0.4%	1,176	4.2%	2,675	4.6%	3,856	4.5%
Excessive Speed	120	10.2%	1,285	4.6%	1,799	3.1%	3,204	3.7%
Under the Influence Of Alcohol	140	11.8%	874	3.1%	1,029	1.8%	2,043	2.4%
Speed Too Fast For Conditions	27	2.3%	627	2.2%	1,184	2.1%	1,838	2.1%
Disregarded Traffic Signal	9	0.8%	845	3.0%	983	1.7%	1,837	2.1%
Made Improper Turn	8	0.7%	459	1.6%	1,254	2.2%	1,721	2.0%
Improper Lane Change	7	0.6%	289	1.0%	1,179	2.0%	1,475	1.7%
Avoid No Contact Vehicle	15	1.3%	408	1.5%	912	1.6%	1,335	1.5%
Drove Left of Center	60	5.1%	372	1.3%	683	1.2%	1,115	1.3%
Avoid No Contact Other	20	1.7%	304	1.1%	627	1.1%	951	1.1%
Improper Overtaking	17	1.4%	199	0.7%	672	1.2%	888	1.0%
Passed Stop Sign	10	0.8%	305	1.1%	450	0.8%	765	0.9%
Improper Backing	0	-	60	0.2%	686	1.2%	746	0.9%
Driver Distracted by Other Activity	8	0.7%	256	0.9%	415	0.7%	679	0.8%
Under the Influence Of Drugs	137	11.6%	152	0.5%	161	0.3%	450	0.5%
Cell Phone	3	0.3%	118	0.4%	232	0.4%	353	0.4%
Vehicle Skidded Before Braking	6	0.5%	74	0.3%	182	0.3%	262	0.3%
Pedestrian Error	55	4.7%	181	0.6%	20	0.0%	256	0.3%
Failed to Yield For Police Vehicle	4	0.3%	33	0.1%	61	0.1%	98	0.1%
Driver Distracted By Texting	1	0.1%	43	0.2%	52	0.1%	96	0.1%
High-Speed Pursuit	4	0.3%	35	0.1%	52	0.1%	91	0.1%
Driver Distracted by Passenger	1	0.1%	38	0.1%	38	0.1%	77	0.1%
Failed to Yield For Emer. Vehicle	0	-	15	0.1%	44	0.1%	59	0.1%
Driverless Moving Vehicle	1	0.1%	4	0.01%	30	0.05%	35	0.04%
Driver Distracted by Talking on Cell Phone	0	-	8	0.03%	20	0.03%	28	0.03%
Driver Distracted by Talking on Hands-Free Device	0	-	2	0.01%	10	0.02%	12	0.01%
Vehicle	**14**	**1.2%**	**470**	**1.7%**	**1,039**	**1.8%**	**1,523**	**1.8%**
Other Mechanical Defect	4	0.3%	147	0.5%	382	0.7%	533	0.6%
Inadequate Brakes	0	-	140	0.5%	273	0.5%	413	0.5%
Defective Tires	7	0.6%	100	0.4%	231	0.4%	338	0.4%
Defective Steering	2	0.2%	43	0.2%	88	0.2%	133	0.2%
Lights (Head, Signal, Tail)	1	0.1%	20	0.1%	27	0.05%	48	0.06%
Wheels	0	-	11	0.04%	14	0.02%	25	0.03%
Coupling Device (Hitch, Chains)	0	-	0	-	10	0.02%	10	0.01%
Windows/Windshield	0	-	5	0.02%	5	0.01%	10	0.01%
Mirrors	0	-	2	0.01%	5	0.01%	7	0.01%
Exhaust System	0	-	1	0.004%	1	0.002%	2	0.002%
Suspension	0	-	0	-	2	0.003%	2	0.002%
Wipers	0	-	1	0.004%	1	0.002%	2	0.002%
Environment	**19**	**1.6%**	**516**	**1.9%**	**1,417**	**2.5%**	**1,952**	**2.3%**
Animal(s) In Roadway	2	0.2%	58	0.2%	522	0.9%	582	0.7%
Weather Conditions	2	0.2%	112	0.4%	210	0.4%	324	0.4%
Road Surface Conditions	1	0.1%	84	0.3%	191	0.3%	276	0.3%
Traffic Congestion	1	0.1%	54	0.2%	66	0.1%	121	0.1%
Other Visual Obstruction(s)	7	0.6%	48	0.2%	65	0.1%	120	0.1%
Low Visibility Due to Glare	0	-	49	0.2%	60	0.1%	109	0.1%
Backup - Prior Crash	0	-	15	0.1%	82	0.1%	97	0.1%
Road Defect	1	0.1%	23	0.1%	66	0.1%	90	0.1%
Obstruction in Road	1	0.1%	26	0.1%	62	0.1%	89	0.1%
Debris	1	0.1%	19	0.1%	51	0.1%	71	0.08%
Traffic Control Missing	1	0.1%	18	0.1%	30	0.1%	49	0.06%
Backup - Prior Incident	2	0.2%	7	0.03%	12	0.02%	21	0.02%
Low Visibility Due to Smoke	0	-	3	0.01%	0	-	3	0.003%
Other	**253**	**21.4%**	**9,681**	**34.7%**	**22,974**	**39.9%**	**32,908**	**38.0%**
Other - No Driver Error	162	13.7%	6,815	24.4%	12,381	21.5%	19,358	22.3%
None	70	5.9%	2,224	8.0%	5,349	9.3%	7,643	8.8%
Missing Data	21	1.8%	642	2.3%	5,244	9.1%	5,907	6.8%
Total Contributing Factors	**1,182**	**100.0%**	**27,881**	**100.0%**	**57,586**	**100.0%**	**86,649**	**100.0%**

[8] Number of times a contributing factor was reported for each vehicle (motorized or non-motorized) in a crash. For example, driver inattention was reported for 16,621 vehicles in crashes, and this is 19.2 perent of all contributing factors reported in crashes.

Crash Characteristics – Contributing Factors

Table 5: Contributing Factors in Crashes by Severity of Injuries, 2020 [9]

Contributing Factors	Frequency in Fatalities (Class K)		Frequency in Suspected Serious Injuries (Class A)		Frequency in Suspected Minor Injuries (Class B)		Frequency in Possible Injuries (Class C)		Frequency in No Apparent Injuries (Class O)		Frequency in Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**943**	**78.0%**	**1,672**	**73.3%**	**7,145**	**68.4%**	**15,872**	**62.3%**	**94,335**	**58.4%**	**119,967**	**59.7%**
Driver Inattention	142	11.7%	376	16.5%	2,057	19.7%	5,352	21.0%	31,656	19.6%	39,583	19.7%
Failed to Yield Right of Way	26	2.2%	144	6.3%	753	7.2%	2,309	9.1%	10,887	6.7%	14,119	7.0%
Following Too Closely	5	0.4%	27	1.2%	240	2.3%	1,304	5.1%	8,902	5.5%	10,478	5.2%
Other Improper Driving	80	6.6%	192	8.4%	631	6.0%	1,082	4.2%	7,140	4.4%	9,125	4.5%
Excessive Speed	131	10.8%	219	9.6%	750	7.2%	963	3.8%	4,788	3.0%	6,851	3.4%
Disregarded Traffic Signal	11	0.9%	52	2.3%	312	3.0%	986	3.9%	3,549	2.2%	4,910	2.4%
Under the Influence Of Alcohol	145	12.0%	157	6.9%	526	5.0%	609	2.4%	2,763	1.7%	4,200	2.1%
Made Improper Turn	8	0.7%	27	1.2%	177	1.7%	473	1.9%	3,512	2.2%	4,197	2.1%
Speed Too Fast For Conditions	32	2.6%	75	3.3%	322	3.1%	476	1.9%	2,954	1.8%	3,859	1.9%
Improper Lane Change	7	0.6%	23	1.0%	109	1.0%	270	1.1%	3,340	2.1%	3,749	1.9%
Avoid No Contact Vehicle	11	0.9%	39	1.7%	156	1.5%	353	1.4%	2,502	1.5%	3,061	1.5%
Drove Left of Center	67	5.5%	87	3.8%	242	2.3%	251	1.0%	1,824	1.1%	2,471	1.2%
Improper Overtaking	23	1.9%	34	1.5%	90	0.9%	154	0.6%	1,901	1.2%	2,202	1.1%
Passed Stop Sign	11	0.9%	24	1.1%	137	1.3%	307	1.2%	1,455	0.9%	1,934	1.0%
Avoid No Contact Other	15	1.2%	41	1.8%	132	1.3%	218	0.9%	1,449	0.9%	1,855	0.9%
Improper Backing	0	-	4	0.2%	18	0.2%	56	0.2%	1,625	1.0%	1,703	0.8%
Driver Distracted by Other Activity	8	0.7%	25	1.1%	94	0.9%	236	0.9%	1,242	0.8%	1,605	0.8%
Under the Influence Of Drugs	148	12.2%	41	1.8%	119	1.1%	122	0.5%	517	0.3%	947	0.5%
Cell Phone	3	0.2%	8	0.4%	43	0.4%	105	0.4%	660	0.4%	819	0.4%
Pedestrian Error	49	4.1%	41	1.8%	93	0.9%	43	0.2%	332	0.2%	558	0.3%
Vehicle Skidded Before Braking	7	0.6%	16	0.7%	35	0.3%	59	0.2%	440	0.3%	557	0.3%
Failed to Yield For Police Vehicle	6	0.5%	8	0.4%	17	0.2%	30	0.1%	179	0.1%	240	0.1%
Driver Distracted by Passenger	1	0.1%	6	0.3%	27	0.3%	34	0.1%	166	0.1%	234	0.1%
Driver Distracted By Texting	1	0.1%	0	-	20	0.2%	39	0.2%	144	0.1%	204	0.1%
High-Speed Pursuit	5	0.4%	4	0.2%	26	0.2%	23	0.1%	135	0.1%	193	0.1%
Failed to Yield For Emer. Vehicle	0	-	1	0.04%	12	0.1%	9	0.04%	138	0.09%	160	0.08%
Driverless Moving Vehicle	1	0.1%	1	0.04%	2	0.02%	1	0.00%	56	0.03%	61	0.03%
Driver Distracted by Talking on Cell Phone	0	-	0	-	4	0.04%	7	0.03%	50	0.03%	61	0.03%
Driver Distracted by Talking on Hands-Free Device	0	-	0	-	1	0.01%	1	0.00%	29	0.02%	31	0.02%
Vehicle	**19**	**1.6%**	**32**	**1.4%**	**198**	**1.9%**	**406**	**1.6%**	**2,746**	**1.7%**	**3,401**	**1.7%**
Other Mechanical Defect	6	0.5%	7	0.3%	57	0.5%	122	0.5%	1,007	0.6%	1,199	0.6%
Inadequate Brakes	0	-	6	0.3%	39	0.4%	152	0.6%	896	0.6%	1,093	0.5%
Defective Tires	9	0.7%	11	0.5%	61	0.6%	63	0.2%	465	0.3%	609	0.3%
Defective Steering	3	0.2%	5	0.2%	26	0.2%	33	0.1%	197	0.1%	264	0.1%
Lights (Head, Signal, Tail)	1	0.1%	1	0.04%	6	0.06%	22	0.1%	85	0.05%	115	0.1%
Wheels	0	-	0	-	6	0.06%	7	0.03%	38	0.02%	51	0.03%
Coupling Device (Hitch, Chains)	0	-	0	-	0	-	0	-	20	0.01%	20	0.01%
Windows/Windshield	0	-	1	0.04%	0	-	4	0.02%	14	0.01%	19	0.01%
Mirrors	0	-	0	-	0	-	2	0.01%	16	0.01%	18	0.01%
Exhaust System	0	-	1	0.04%	3	0.03%	0	-	2	0.001%	6	0.003%
Wipers	0	-	0	-	0	-	1	0.004%	3	0.002%	4	0.002%
Suspension	0	-	0	-	0	-	0	-	3	0.002%	3	0.001%
Environment	**15**	**1.2%**	**40**	**1.8%**	**201**	**1.9%**	**342**	**1.3%**	**2,814**	**1.7%**	**3,412**	**1.7%**
Animal(s) In Roadway	2	0.2%	4	0.2%	38	0.4%	35	0.1%	817	0.5%	896	0.4%
Weather Conditions	2	0.2%	7	0.3%	31	0.3%	74	0.3%	416	0.3%	530	0.3%
Road Surface Conditions	1	0.1%	8	0.4%	26	0.2%	47	0.2%	360	0.2%	442	0.2%
Other Visual Obstruction(s)	2	0.2%	6	0.3%	21	0.2%	36	0.1%	205	0.1%	270	0.1%
Traffic Congestion	1	0.1%	1	0.0%	22	0.2%	44	0.2%	195	0.1%	263	0.1%
Low Visibility Due to Glare	0	-	5	0.2%	17	0.2%	40	0.2%	185	0.1%	247	0.1%
Backup - Prior Crash	0	-	0	-	6	0.1%	12	0.0%	185	0.1%	203	0.1%
Obstruction in Road	1	0.1%	4	0.2%	10	0.1%	12	0.0%	137	0.1%	164	0.1%
Road Defect	2	0.2%	3	0.1%	12	0.1%	15	0.1%	127	0.1%	159	0.1%
Debris	2	0.2%	2	0.1%	12	0.1%	5	0.02%	98	0.06%	119	0.06%
Traffic Control Missing	1	0.1%	0	-	4	0.04%	11	0.04%	57	0.04%	73	0.04%
Backup - Prior Incident	1	0.1%	0	-	2	0.02%	9	0.04%	31	0.02%	43	0.02%
Low Visibility Due to Smoke	0	-	0	-	0	-	2	0.01%	1	0.001%	3	0.001%
Other	**232**	**19.2%**	**538**	**23.6%**	**2,901**	**27.8%**	**8,865**	**34.8%**	**61,758**	**38.2%**	**74,294**	**36.9%**
Other - No Driver Error	143	11.8%	353	15.5%	2,018	19.3%	6,310	24.8%	36,782	22.8%	45,606	22.7%
None	67	5.5%	146	6.4%	663	6.3%	2,058	8.1%	15,478	9.6%	18,412	9.2%
Missing Data	22	1.8%	39	1.7%	220	2.1%	497	2.0%	9,498	5.9%	10,276	5.1%
Total Contributing Factors	**1,209**	**100%**	**2,282**	**100%**	**10,445**	**100%**	**25,485**	**100%**	**161,653**	**100%**	**201,074**	**100%**

[9] Number of times a contibuting factor was reported for a given injury. For example, there were 142 fatalities where driver inattention was a contributing factors in the crash, and this is 11.7 percent of all contributing factors reported for people killed in crashes.

Hit-and-Run

- Hit-and-run crashes, as a percentage of all crashes, accounts for 17 to 18 percent of crashes each year. (Table 6)
- The number of hit-and-run fatal crashes rose to 30, the highest level in five years. (Table 6)

Table 6: Hit-and-Run Crashes by Crash Severity, 2016 - 2020

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		
2016	24	0.32%	1,388	18.4%	6,116	81.2%	7,528	100%	45,071	**16.7%**
2017	22	0.29%	1,407	18.2%	6,281	81.5%	7,710	100%	45,906	**16.8%**
2018	26	0.31%	1,498	17.8%	6,874	81.9%	8,398	100%	46,786	**17.9%**
2019	26	0.31%	1,676	20.1%	6,641	79.6%	8,343	100%	48,124	**17.3%**
2020	30	0.47%	1,262	19.6%	5,141	79.9%	6,433	100%	36,555	**17.6%**

Table 7: Severity of Injuries to People in Hit-and-Run Crashes, 2016 - 2020

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		
2016	25	82	409	1,300	15,559	17,375	114,701	**15.1%**
2017	23	80	435	1,267	15,995	17,800	115,627	**15.4%**
2018	27	87	476	1,320	16,622	18,532	116,020	**16.0%**
2019	26	84	557	1,497	17,134	19,298	119,118	**16.2%**
2020	30	72	445	1,077	12,661	14,285	85,742	**16.7%**

First Harmful Event

First harmful event (a.k.a. FHE) describes the event of the crash that produced the first injury or damage. It is used in conjunction with a subfield, FHE Analysis, to provide addition detail on the nature of the first harmful event. Starting in 2020, they replace Crash Classification and Analysis. FHE and its' subanalysis data are derived from Crash Classification and Analysis fields for crashes that occurred prior to 2020 and for any agencies not using the new crash report form put into circulation in 2020.

Statistics for the first harmful event category "Other" and FHE analysis subcategories "Other Large Domestic Animal", "Curb", and "Other Non-Motorist" are not available prior to 2020.

First harmful event may not reflect other important events. For example, a crash in which a vehicle overturned and then hit a pedestrian should be classified as a "Noncollision – Overturn/Rollover" and not "Collision with Person."

- The most common crash classification was "Collision with [Other] Motor Vehicle," representing 68.9 percent of total crashes. (Table 8)
- Several first harmful events are disproportionately represented in fatal crashes. Events involving collision with a pedestrian were 1.3 percent of all crashes and 21.6 percent of fatal crashes. Events involving collision with a pedalcycle were 0.6 percent of all crashes and 2.2 percent of fatal crashes. Non-collision events involving overturn/rollovers were 4.3 percent of all crashes and 22.2 percent of fatal crashes. (Table 9)
- Deer account for 54.0 percent of collisions with animals (994 out of 1,841). (Table 10)

Table 8: Crashes by First Harmful Event and Crash Severity, 2020

First Harmful Event (FHE)	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	2	0.5%	182	1.7%	1,657	6.6%	1,841	5.0%
Collision with Fixed Object	60	16.4%	1,231	11.3%	3,134	12.4%	4,425	12.1%
Collision with Motor Vehicle	123	33.7%	7,540	69.1%	17,513	69.3%	25,176	68.9%
Collision with Other Non-Fixed Object	4	1.1%	156	1.4%	689	2.7%	849	2.3%
Collision with Person	88	24.1%	548	5.0%	64	0.3%	700	1.9%
Non-Collision	88	24.1%	1,025	9.4%	1,133	4.5%	2,246	6.1%
Other	0	0.0%	189	1.7%	305	1.2%	494	1.4%
Missing Data	0	0.0%	39	0.4%	785	3.1%	824	2.3%
Total Crashes	**365**	**100.0%**	**10,910**	**100.0%**	**25,280**	**100.0%**	**36,555**	**100.0%**

Crash Characteristics – First Harmful Event

Table 9: Crashes by First Harmful Event, Analysis, and Crash Severity, 2020

First Harmful Event (FHE) and Subanalysis	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	**2**	**0.5%**	**182**	**1.7%**	**1,657**	**6.6%**	**1,841**	**5.0%**
Deer	1	0.3%	74	0.7%	919	3.6%	994	2.7%
Elk	1	0.3%	37	0.3%	267	1.1%	305	0.8%
Cattle/Cow	0	-	30	0.3%	195	0.8%	225	0.6%
Small Domestic Animal	0	-	11	0.1%	84	0.3%	95	0.3%
Small Game Animal	0	-	3	0.03%	49	0.2%	52	0.1%
Horse	0	-	12	0.1%	29	0.1%	41	0.1%
Other Large Game Animal	0	-	5	0.05%	21	0.1%	26	0.1%
Antelope	0	-	2	0.02%	21	0.1%	23	0.1%
Bear	0	-	3	0.03%	12	0.05%	15	0.04%
Other Large Domestic Animal	0	-	0	-	3	0.01%	3	0.01%
Other (Bird, Cougar, Sheep, Goat)	0	-	0	-	14	0.1%	14	0.04%
Missing Subanalysis Data	0	-	5	0.05%	43	0.2%	48	0.1%
Collision with Fixed Object	**60**	**16.4%**	**1,231**	**11.3%**	**3,134**	**12.4%**	**4,425**	**12.1%**
Fence	5	1.4%	134	1.2%	373	1.5%	512	1.4%
Guardrail, End or Face	9	2.5%	155	1.4%	321	1.3%	485	1.3%
Other Fixed Object	2	0.5%	133	1.2%	332	1.3%	467	1.3%
Utility Pole/Light Support	5	1.4%	114	1.0%	320	1.3%	439	1.2%
Median	0	-	89	0.8%	251	1.0%	340	0.9%
Tree (standing)	12	3.3%	107	1.0%	151	0.6%	270	0.7%
Curb	4	1.1%	69	0.6%	172	0.7%	245	0.7%
Traffic Sign Support	1	0.3%	28	0.3%	203	0.8%	232	0.6%
Embankment	4	1.1%	69	0.6%	109	0.4%	182	0.5%
Other Post, Pole or Support	1	0.3%	47	0.4%	132	0.5%	180	0.5%
Traffic Barrier, Concrete	3	0.8%	54	0.5%	99	0.4%	156	0.4%
Ditch	4	1.1%	39	0.4%	78	0.3%	121	0.3%
Wall or Building	3	0.8%	32	0.3%	63	0.2%	98	0.3%
Bridge Pier, Support, Rail, or Overhead	2	0.5%	32	0.3%	63	0.2%	97	0.3%
Traffic Barrier, Cable	0	-	9	0.1%	36	0.1%	45	0.1%
Culvert	3	0.8%	9	0.1%	19	0.1%	31	0.1%
Other (incl. hydrant, box, cattle guard, plant)	2	0.5%	102	0.9%	392	1.6%	496	1.4%
Missing Subanalysis Data	0	-	9	0.1%	20	0.1%	29	0.1%
Collision with Motor Vehicle	**123**	**33.7%**	**7,540**	**69.1%**	**17,513**	**69.3%**	**25,176**	**68.9%**
MV in Transport	122	33.4%	7,357	67.4%	15,869	62.8%	23,348	63.9%
Parked MV	1	0.3%	143	1.3%	1,392	5.5%	1,536	4.2%
Missing Subanalysis Data	0	-	40	0.4%	252	1.0%	292	0.8%
Collision with Other Non-Fixed Object	**4**	**1.1%**	**156**	**1.4%**	**689**	**2.7%**	**849**	**2.3%**
Other Non-fixed Object	3	0.8%	118	1.1%	448	1.8%	569	1.6%
Struck by falling, shifting cargo	1	0.3%	24	0.2%	194	0.8%	219	0.6%
Work Zone / Maintenance Equipment	0	-	4	0.04%	28	0.1%	32	0.1%
Railway Vehicle	0	-	4	0.04%	3	0.01%	7	0.02%
Missing Subanalysis Data	0	-	6	0.1%	16	0.1%	22	0.1%
Collision with Person	**88**	**24.1%**	**548**	**5.0%**	**64**	**0.3%**	**700**	**1.9%**
Pedestrian	79	21.6%	349	3.2%	34	0.1%	462	1.3%
Pedalcycle	8	2.2%	190	1.7%	30	0.1%	228	0.6%
Other Non-Motorist	1	0.3%	6	0.1%	0	-	7	0.02%
Missing Subanalysis Data	0	-	3	0.03%	0	-	3	0.01%
Non-Collision	**88**	**24.1%**	**1,025**	**9.4%**	**1,133**	**4.5%**	**2,246**	**6.1%**
Overturn/Rollover	81	22.2%	806	7.4%	677	2.7%	1,564	4.3%
All Other Non-Collision	3	0.8%	157	1.4%	263	1.0%	423	1.2%
Jackknife	1	0.3%	4	0.04%	66	0.3%	71	0.2%
Fire/Explosion	0	-	3	0.03%	33	0.1%	36	0.1%
Fell/Jumped from MV	3	0.8%	24	0.22%	2	0.01%	29	0.08%
Cargo/Equipment Loss or Shift	0	-	2	0.02%	21	0.08%	23	0.06%
Immersion, Full or Partial	0	-	9	0.08%	10	0.04%	19	0.05%
Thrown or Falling Object	0	-	3	0.03%	8	0.03%	11	0.03%
Missing Subanalysis Data	0	-	17	0.2%	53	0.2%	70	0.2%
Other	**0**	**0.0%**	**189**	**1.7%**	**305**	**1.2%**	**494**	**1.4%**
Missing FHE and Subanalysis Data	**0**	**0.0%**	**39**	**0.4%**	**785**	**3.1%**	**824**	**2.3%**
Total Crashes	**365**	**100.0%**	**10,910**	**100.0%**	**25,280**	**100.0%**	**36,555**	**100.0%**

Crash Characteristics – First Harmful Event

Table 10: Crashes by First Harmful Event and Subanalysis, 2016 – 2020 [10]

First Harmful Event (FHE) and Subanalysis	Crashes					Percent of Annual Total Crashes				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
Collision with Animal	**1,672**	**1,873**	**1,954**	**1,964**	**1,841**	**3.7%**	**4.1%**	**4.2%**	**4.1%**	**5.0%**
Deer	842	988	991	1,019	994	1.9%	2.2%	2.1%	2.1%	2.7%
Elk	245	237	289	235	305	0.5%	0.5%	0.6%	0.5%	0.8%
Cattle/Cow	214	190	252	223	225	0.5%	0.4%	0.5%	0.5%	0.6%
Small Domestic Animal	111	105	122	112	95	0.2%	0.2%	0.3%	0.2%	0.3%
Small Game Animal	43	43	43	43	52	0.1%	0.1%	0.1%	0.1%	0.1%
Horse	43	54	42	29	41	0.1%	0.1%	0.1%	0.1%	0.1%
Other Large Game Animal	-	-	-	-	26	-	-	-	-	0.1%
Antelope	19	23	18	21	23	0.04%	0.05%	0.04%	0.04%	0.06%
Bear	6	25	15	12	15	0.01%	0.05%	0.03%	0.02%	0.04%
Other Large Domestic Animal	14	16	13	14	3	0.03%	0.03%	0.03%	0.03%	0.01%
Other (Bird, Cougar, Sheep, Goat)	11	12	19	15	14	0.02%	0.03%	0.04%	0.03%	0.04%
Missing Subanalysis Data	124	180	150	241	48	0.3%	0.4%	0.3%	0.5%	0.1%
Collision with Fixed Object	**4,546**	**4,226**	**4,269**	**4,658**	**4,425**	**10.1%**	**9.2%**	**9.1%**	**9.7%**	**12.1%**
Fence	648	523	521	573	512	1.4%	1.1%	1.1%	1.2%	1.4%
Guardrail, End or Face	494	427	413	507	485	1.1%	0.9%	0.9%	1.1%	1.3%
Other Fixed Object	500	468	501	500	467	1.1%	1.0%	1.1%	1.0%	1.3%
Utility Pole/Light Support	600	505	547	544	439	1.3%	1.1%	1.2%	1.1%	1.2%
Median	521	468	395	482	340	1.2%	1.0%	0.8%	1.0%	0.9%
Tree (standing)	276	279	284	258	270	0.6%	0.6%	0.6%	0.5%	0.7%
Curb	-	-	-	-	245	-	-	-	-	0.7%
Traffic Sign Support	271	225	243	312	232	0.6%	0.5%	0.5%	0.6%	0.6%
Embankment	199	140	177	184	182	0.4%	0.3%	0.4%	0.4%	0.5%
Other Post, Pole or Support	108	99	109	130	180	0.2%	0.2%	0.2%	0.3%	0.5%
Traffic Barrier, Concrete	129	74	78	102	156	0.3%	0.2%	0.2%	0.2%	0.4%
Ditch	114	101	104	160	121	0.3%	0.2%	0.2%	0.3%	0.3%
Wall or Building	81	70	67	68	98	0.2%	0.2%	0.1%	0.1%	0.3%
Bridge Pier, Support, Rail, or Overhead	106	102	84	95	97	0.2%	0.2%	0.2%	0.2%	0.3%
Traffic Barrier, Cable	-	-	-	-	45	-	-	-	-	0.1%
Culvert	35	32	25	34	31	0.1%	0.1%	0.1%	0.1%	0.1%
Other (incl. hydrant, box, cattle guard, plant)	392	476	531	546	496	0.9%	1.0%	1.1%	1.1%	1.4%
Missing Subanalysis Data	72	237	190	163	29	0.2%	0.5%	0.4%	0.3%	0.1%
Collision with Motor Vehicle	**33,594**	**35,289**	**34,740**	**35,203**	**25,176**	**74.5%**	**76.9%**	**74.3%**	**73.2%**	**68.9%**
MV in Transport	29,174	28,239	29,436	29,448	23,348	64.7%	61.5%	62.9%	61.2%	63.9%
Parked MV	1,530	1,448	1,314	1,286	1,536	3.4%	3.2%	2.8%	2.7%	4.2%
Missing Subanalysis Data	2,890	5,602	3,990	4,469	292	6.4%	12.2%	8.5%	9.3%	0.8%
Collision with Other Non-Fixed Object	**748**	**1,029**	**1,098**	**1,023**	**849**	**1.7%**	**2.2%**	**2.3%**	**2.1%**	**2.3%**
Other Non-fixed Object	345	541	579	589	569	0.8%	1.2%	1.2%	1.2%	1.6%
Struck by falling, shifting cargo	244	278	302	285	219	0.5%	0.6%	0.6%	0.6%	0.6%
Work Zone / Maintenance Equipment	38	24	15	31	32	0.1%	0.1%	0.03%	0.1%	0.1%
Railway Vehicle	14	12	11	11	7	0.03%	0.03%	0.02%	0.02%	0.02%
Missing Subanalysis Data	107	174	191	107	22	0.2%	0.4%	0.4%	0.2%	0.1%
Collision with Person	**951**	**977**	**995**	**1,008**	**700**	**2.1%**	**2.1%**	**2.1%**	**2.1%**	**1.9%**
Pedestrian	574	587	627	638	462	1.3%	1.3%	1.3%	1.3%	1.3%
Pedalcycle	359	369	355	370	228	0.8%	0.8%	0.8%	0.8%	0.6%
Other Non-Motorist	-	-	-	-	7	-	-	-	-	0.02%
Missing Subanalysis Data	18	21	13	0	3	0.04%	0.05%	0.03%	-	0.01%
Non-Collision	**2,575**	**2,494**	**2,714**	**2,764**	**2,246**	**5.7%**	**5.4%**	**5.8%**	**5.7%**	**6.1%**
Overturn/Rollover	1,796	1,649	1,857	1,952	1,564	4.0%	3.6%	4.0%	4.1%	4.3%
All Other Non-Collision	348	448	506	444	423	0.8%	1.0%	1.1%	0.9%	1.2%
Jackknife	41	39	44	47	71	0.1%	0.1%	0.1%	0.1%	0.2%
Fire/Explosion	41	28	32	26	36	0.1%	0.1%	0.1%	0.1%	0.1%
Fell/Jumped from MV	34	35	26	27	29	0.1%	0.1%	0.1%	0.1%	0.1%
Cargo/Equipment Loss or Shift	14	21	25	13	23	0.03%	0.05%	0.05%	0.03%	0.06%
Immersion, Full or Partial	29	25	12	22	19	0.06%	0.05%	0.03%	0.05%	0.05%
Thrown or Falling Object	19	5	10	7	11	0.04%	0.01%	0.02%	0.01%	0.03%
Missing Subanalysis Data	253	244	202	226	70	0.6%	0.5%	0.4%	0.5%	0.2%
Other	**-**	**-**	**-**	**-**	**494**	**-**	**-**	**-**	**-**	**1.4%**
Missing FHE and Subanalysis Data	**985**	**18**	**1,016**	**1,504**	**824**	**2.2%**	**0.0%**	**2.2%**	**3.1%**	**2.3%**
Total Crashes	**45,071**	**45,906**	**46,786**	**48,124**	**36,555**	**100%**	**100%**	**100%**	**100%**	**100%**

[10] Due to the migration from Crash Classification to First Harmful Event, there are minor differences in statistics in this table for crash years prior to 2020. Additional details are on Page 12.

Crash Characteristics – First Harmful Event

Table 11: Crashes by First Harmful Event Relative Direction of Travel and Crash Severity, 2020

First Harmful Event Relative Direction of Travel	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
From Same Direction	43	11.8%	2,905	26.6%	6,703	26.5%	9,651	26.4%
Intersecting Path (T-bone)	51	14.0%	1,247	11.4%	1,396	5.5%	2,694	7.4%
From Opposite Direction	67	18.4%	876	8.0%	1,234	4.9%	2,177	6.0%
Missing Data	204	55.9%	5,882	53.9%	15,947	63.1%	22,033	60.3%
Total Crashes	**365**	**100.0%**	**10,910**	**100.0%**	**25,280**	**100.0%**	**36,555**	**100.0%**

- Crashes are more likely to be fatal when the relative direction of travel prior to collision was from opposite directions, which accounted for 18.4 percent of fatal crashes but only 6.0 percent of all crashes. However, data are missing for a large portion of crashes. (Table 11)

Table 12: Crashes by First Harmful Event Manner of Impact and Crash Severity, 2020

First Harmful Event Manner of Impact	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Front-to-Rear	27	7.4%	2,526	23.2%	5,108	20.2%	7,661	21.0%
Front-to-Side	50	13.7%	1,336	12.2%	1,580	6.3%	2,966	8.1%
Sideswipe	9	2.5%	382	3.5%	1,688	6.7%	2,079	5.7%
Front-to-Front	60	16.4%	575	5.3%	615	2.4%	1,250	3.4%
Other	12	3.3%	83	0.8%	86	0.3%	181	0.5%
Rear-to-Side	0	0.0%	16	0.1%	149	0.6%	165	0.5%
Rear-to-Rear	0	0.0%	21	0.2%	54	0.2%	75	0.2%
Unknown	0	0.0%	13	0.1%	37	0.1%	50	0.1%
Missing Data	207	56.7%	5,958	54.6%	15,963	63.1%	22,128	60.5%
Total Crashes	**365**	**100.0%**	**10,910**	**100.0%**	**25,280**	**100.0%**	**36,555**	**100.0%**

Speeding

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

Statistics on speeding are not comparable to pre-2020 Annual Reports. The field Top Contributing Factor is no longer used. In its place, all speeding-involved tables show the number of times speeding was reported as a contributing factor, and not necessarily the top contributing factor. Also High-Speed Pursuit is now included, and speeding pedestrians or pedalcycles are excluded.

- Speeding-involved crashes increased to 12.3 percent of all crashes in 2020. (Table 13)
- The number of fatal speeding-involved crashes rose to 134, the highest level in the past five years. (Table 14)

Table 13: Speeding-involved Crashes, 2016 - 2020 [11]

Year	Speeding-involved Crashes	Total Crashes	Percent of Total Crashes
2016	5,071	45,071	**11.3%**
2017	5,139	45,906	**11.2%**
2018	5,055	46,786	**10.8%**
2019	5,580	48,124	**11.6%**
2020	4,488	36,555	**12.3%**

Table 14: Speeding-involved Crashes by Crash Severity, 2020 [11]

Year	Speeding-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2016	118	2.33%	1,852	36.5%	3,101	61.2%	5,071	100%
2017	115	2.24%	1,788	34.8%	3,236	63.0%	5,139	100%
2018	106	2.10%	1,817	35.9%	3,132	62.0%	5,055	100%
2019	114	2.04%	2,027	36.3%	3,439	61.6%	5,580	100%
2020	134	2.99%	1,679	37.4%	2,675	59.6%	4,488	100%

[11] Crashes for which a contributing factor was either Excessive Speed, Too Fast for Conditions or High-Speed Pursuit.

Crash Characteristics – Speeding

- The percentage of motor vehicle drivers in crashes who were speeding has varied over the past five years, and is now at 7.0 percent, which is the highest level in the past five years. (Table 15)
- Speeding as a contributing factor in a crash decreases with driver age. From the age group 20-24 through the age group 70-74, the older the driver in a crash, the less likely speeding was reported as a contributing factor. Drivers under the age of 30 account for 41.5 percent of speeding drivers in crashes (Table 16, Figure 6)
- The ratio of male to female speeding drivers in crashes is generally 2 to 1. (Table 16, Figure 6)

Table 15: Speeding Motor Vehicle Drivers in Crashes, 2016 - 2020 [12]

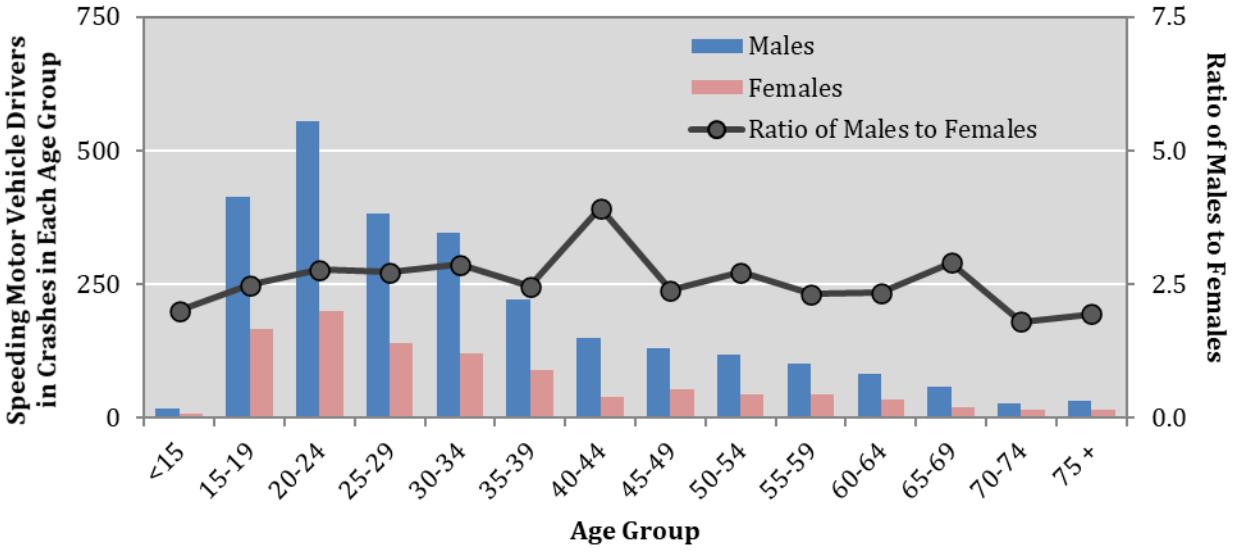
Year	Speeding Motor Vehicle Drivers in Crashes	Total Motor Vehicle Drivers in Crashes	Percent of Total Drivers
2016	5,180	83,452	6.2%
2017	5,248	85,217	6.2%
2018	5,177	86,057	6.0%
2019	5,735	88,903	6.5%
2020	4,573	65,264	7.0%

[12] The number of motor vehicle drivers in crashes with at least one contributing factor of Excessive Speed, Too Fast for Conditions or High-Speed Pursuit. Drivers with more than one are counted only once. Excludes all pedestrians and pedalcycle operators. Statistics are not comparable with speeding statistics in pre-2020 Annual Reports.

Table 16: Speeding Motor Vehicle Drivers[12] in Crashes by Age Group and Sex[13], 2020

Age Group	Speeding Motor Vehicle Drivers in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	18	0.7%	9	0.9%	0	0.0%	27	0.6%	**2.0**
15-19	412	14.9%	166	15.8%	11	1.5%	589	12.9%	**2.5**
20-24	555	20.1%	200	19.0%	7	0.9%	762	16.7%	**2.8**
25-29	382	13.8%	140	13.3%	5	0.7%	527	11.5%	**2.7**
30-34	347	12.5%	121	11.5%	5	0.7%	473	10.3%	**2.9**
35-39	221	8.0%	90	8.5%	2	0.3%	313	6.8%	**2.5**
40-44	149	5.4%	38	3.6%	0	0.0%	187	4.1%	**3.9**
45-49	129	4.7%	54	5.1%	0	0.0%	183	4.0%	**2.4**
50-54	117	4.2%	43	4.1%	1	0.1%	161	3.5%	**2.7**
55-59	102	3.7%	44	4.2%	1	0.1%	147	3.2%	**2.3**
60-64	82	3.0%	35	3.3%	2	0.3%	119	2.6%	**2.3**
65-69	58	2.1%	20	1.9%	0	0.0%	78	1.7%	**2.9**
70-74	27	1.0%	15	1.4%	0	0.0%	42	0.9%	**1.8**
75 +	31	1.1%	16	1.5%	2	0.3%	49	1.1%	**1.9**
Missing Data	137	5.0%	62	5.9%	717	95.2%	916	20.0%	**2.2**
Total	**2,767**	**100%**	**1,053**	**100%**	**753**	**100%**	**4,573**	**100%**	**2.6**

Figure 6: Speeding Motor Vehicle Drivers[12] in Crashes by Age Group and Sex, 2020



[13] 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).

Hour and Day of Week

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

- The number of total crashes was highest on Fridays. (Table 17, Table 19)
- Saturdays and Sundays are disproportionately represented among fatal crashes. Saturdays have 13.0 percent of all crashes but 18.4 percent of fatal crashes. Sundays have 10.7 percent of all crashes but 14.0 percent of fatal crashes. (Table 17)
- There were more alcohol-involved crashes and fatal alcohol-involved crashes on Fridays, Saturdays and Sundays. The number of alcohol-involved crashes was highest on Saturdays. (Table 18)
- No matter the day of the week, the highest number of crashes occurred from noon to 6 p.m., with 42.9 percent in 2020. (Table 19, Table 20)
- Combining all seven days of the week, the peak of alcohol-involved crashes was from 10 p.m. to 11 p.m., and 25.8 percent of alcohol-involved crashes take place in the three hours from 8 p.m. to 11 p.m. (Figure 8, Table 21)
- The highest daily one-hour periods for alcohol-involved crashes were Thursdays, 10-11 p.m., and Saturdays, 11 p.m. to midnight, each with 41 alcohol-involved crashes. (Table 21)

Table 17: Crashes by Day of the Week and Crash Severity, 2020

Day of the Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Sunday	51	14.0%	1,217	11.2%	2,636	10.4%	3,904	10.7%
Monday	41	11.2%	1,525	14.0%	3,704	14.7%	5,270	14.4%
Tuesday	57	15.6%	1,605	14.7%	3,895	15.4%	5,557	15.2%
Wednesday	50	13.7%	1,620	14.8%	3,838	15.2%	5,508	15.1%
Thursday	46	12.6%	1,600	14.7%	3,846	15.2%	5,492	15.0%
Friday	53	14.5%	1,823	16.7%	4,189	16.6%	6,065	16.6%
Saturday	67	18.4%	1,520	13.9%	3,172	12.5%	4,759	13.0%
Total Crashes	**365**	**100%**	**10,910**	**100%**	**25,280**	**100%**	**36,555**	**100%**

Table 18: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2020

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	20	14.9%	140	16.2%	166	16.2%	326	16.1%
Monday	13	9.7%	90	10.4%	109	10.6%	212	10.5%
Tuesday	19	14.2%	101	11.7%	120	11.7%	240	11.9%
Wednesday	15	11.2%	109	12.6%	117	11.4%	241	11.9%
Thursday	20	14.9%	116	13.5%	155	15.1%	291	14.4%
Friday	21	15.7%	127	14.7%	161	15.7%	309	15.3%
Saturday	26	19.4%	179	20.8%	196	19.1%	401	19.9%
Total Crashes	**134**	**100%**	**862**	**100%**	**1,024**	**100%**	**2,020**	**100%**

Figure 7: Crashes by Hour of the Day, 2020

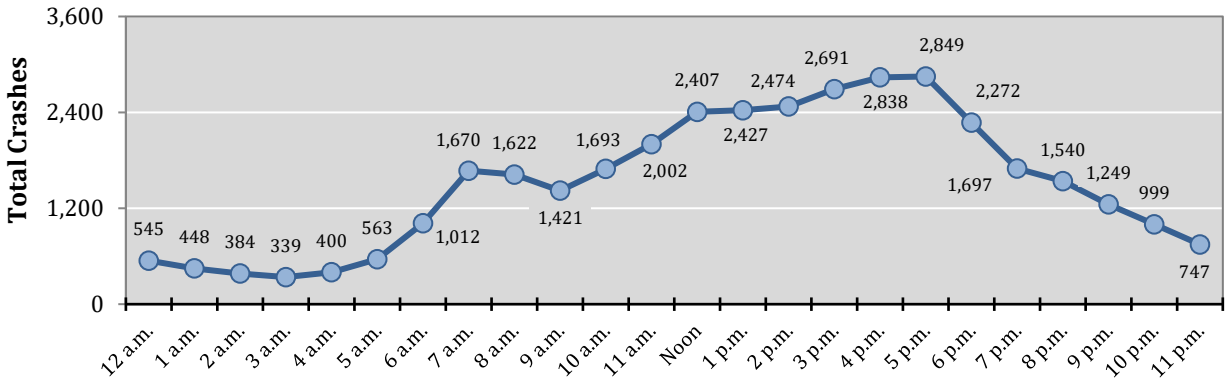
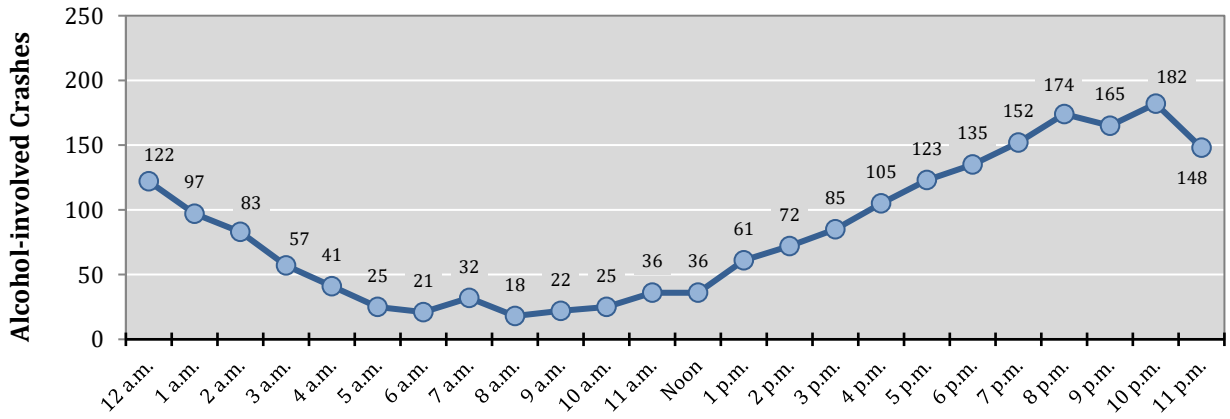


Figure 8: Alcohol-involved Crashes by Hour of the Day, 2020



Crash Characteristics – Hour and Day

Table 19: Crashes by Hour and Day of Week, 2020

Hour[1]	Crashes[2]							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	122	69	66	55	52	65	116	545
1 a.m.	94	45	55	48	43	62	101	448
2 a.m.	82	40	34	47	48	57	76	384
3 a.m.	66	32	45	52	45	40	59	339
4 a.m.	67	44	55	53	54	64	63	400
5 a.m.	67	94	92	78	85	74	73	563
6 a.m.	72	165	175	206	163	152	79	1,012
7 a.m.	104	304	305	308	280	248	121	1,670
8 a.m.	94	260	316	269	265	281	137	1,622
9 a.m.	124	195	275	221	211	228	167	1,421
10 a.m.	167	221	270	271	285	259	220	1,693
11 a.m.	203	297	324	316	312	299	251	2,002
Noon	252	367	358	339	381	412	298	2,407
1 p.m.	233	340	360	397	366	403	328	2,427
2 p.m.	230	381	383	355	342	444	339	2,474
3 p.m.	246	435	401	398	418	463	330	2,691
4 p.m.	225	438	428	456	445	520	326	2,838
5 p.m.	282	436	440	447	455	490	299	2,849
6 p.m.	266	326	321	320	364	373	302	2,272
7 p.m.	250	191	218	263	231	289	255	1,697
8 p.m.	232	175	193	199	198	258	285	1,540
9 p.m.	161	156	173	178	184	219	178	1,249
10 p.m.	131	125	135	110	150	180	168	999
11 p.m.	100	90	96	84	75	142	160	747
Missing Data	34	44	39	38	40	43	28	266
Total Crashes	**3,904**	**5,270**	**5,557**	**5,508**	**5,492**	**6,065**	**4,759**	**36,555**

[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, 2020

Hour[1]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	28	7.7%	397	3.6%	952	3.8%	1,377	3.8%
3 - 6 a.m.	23	6.3%	310	2.8%	969	3.8%	1,302	3.6%
6 - 9 a.m.	35	9.6%	1,234	11.3%	3,035	12.0%	4,304	11.8%
9 a.m. - Noon	27	7.4%	1,433	13.1%	3,656	14.5%	5,116	14.0%
12 - 3 p.m.	54	14.8%	2,177	20.0%	5,077	20.1%	7,308	20.0%
3 - 6 p.m.	51	14.0%	2,648	24.3%	5,679	22.5%	8,378	22.9%
6 - 9 p.m.	85	23.3%	1,791	16.4%	3,633	14.4%	5,509	15.1%
9 p.m. -12 a.m.	62	17.0%	908	8.3%	2,025	8.0%	2,995	8.2%
Missing Data	0	0.0%	12	0.1%	254	1.0%	266	0.7%
Total Crashes	**365**	**100%**	**10,910**	**100%**	**25,280**	**100%**	**36,555**	**100%**

[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, 2020

Hour[1]	Alcohol-involved Crashes[2]							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	40	11	13	9	8	16	25	122
1 a.m.	28	6	16	5	10	11	21	97
2 a.m.	23	7	4	8	12	8	21	83
3 a.m.	12	4	3	8	4	4	22	57
4 a.m.	10	3	2	4	8	4	10	41
5 a.m.	5	3	4	5	1	4	3	25
6 a.m.	4	2	2	3	3	1	6	21
7 a.m.	8	4	1	3	1	3	12	32
8 a.m.	2	4	0	1	3	6	2	18
9 a.m.	1	2	2	3	3	4	7	22
10 a.m.	3	4	5	2	3	4	4	25
11 a.m.	5	5	5	6	2	1	12	36
Noon	9	3	3	2	7	8	4	36
1 p.m.	7	10	7	6	8	14	9	61
2 p.m.	5	10	16	9	6	15	11	72
3 p.m.	5	18	10	14	12	9	17	85
4 p.m.	7	9	20	22	19	16	12	105
5 p.m.	22	13	11	19	20	19	19	123
6 p.m.	23	13	13	16	22	25	23	135
7 p.m.	23	13	22	17	23	28	26	152
8 p.m.	30	16	21	16	29	30	32	174
9 p.m.	20	14	27	29	28	23	24	165
10 p.m.	14	20	20	20	41	29	38	182
11 p.m.	20	18	13	13	16	27	41	148
Missing Data	0	0	0	1	2	0	0	3
Total	**326**	**212**	**240**	**241**	**291**	**309**	**401**	**2,020**

[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, 2020

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.	14	10.4%	124	14.4%	164	16.0%	302	15.0%
3 - 6 a.m.	5	3.7%	47	5.5%	71	6.9%	123	6.1%
6 - 9 a.m.	10	7.5%	26	3.0%	35	3.4%	71	3.5%
9 a.m. - Noon	6	4.5%	27	3.1%	50	4.9%	83	4.1%
12 - 3 p.m.	12	9.0%	72	8.4%	85	8.3%	169	8.4%
3 - 6 p.m.	17	12.7%	163	18.9%	133	13.0%	313	15.5%
6 - 9 p.m.	37	27.6%	206	23.9%	218	21.3%	461	22.8%
9 p.m. -12 a.m.	33	24.6%	197	22.9%	265	25.9%	495	24.5%
Missing Data	0	0.0%	0	0.0%	3	0.3%	3	0.1%
Total	**134**	**100%**	**862**	**100%**	**1,024**	**100%**	**2,020**	**100%**

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

Table 23: Alcohol-involved Crashes by Hour, 2016 - 2020

Hour[1]	Alcohol-involved Crashes[2]				
	2016	2017	2018	2019	2020
Midnight	110	112	135	144	122
1 a.m.	118	126	117	125	97
2 a.m.	109	102	111	127	83
3 a.m.	72	64	57	79	57
4 a.m.	40	49	42	46	41
5 a.m.	50	38	38	35	25
6 a.m.	31	28	27	40	21
7 a.m.	30	21	27	30	32
8 a.m.	20	21	22	15	18
9 a.m.	15	21	24	18	22
10 a.m.	30	24	31	30	25
11 a.m.	30	33	30	27	36
Noon	48	48	49	53	36
1 p.m.	49	50	58	49	61
2 p.m.	64	63	68	62	72
3 p.m.	101	91	82	67	85
4 p.m.	100	103	116	121	105
5 p.m.	133	133	146	145	123
6 p.m.	143	159	140	173	135
7 p.m.	136	145	152	159	152
8 p.m.	170	165	172	183	174
9 p.m.	163	166	163	193	165
10 p.m.	153	147	132	177	182
11 p.m.	142	133	149	136	148
Missing Data	16	8	2	3	3
Total	**2,073**	**2,050**	**2,090**	**2,237**	**2,020**

[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.

Crash Characteristics – Holidays

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 2020 …

- The Halloween period had the highest rate of crashes per day, at 107.0. (Table 24)
- Halloween and New Year's holiday periods had the highest rate of alcohol-involved crashes per day, at 13.0 and 12.7. (Table 24)

Table 24: Holiday Crashes and Fatalities, 2020[14]

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 2019-2020	1.5	Tue, 12-31-19	Thu, 01-02-20	140	**93.3**	19	**12.7**	4	**2.7**	4	**2.7**
MLK Day	3.5	Fri, 01-17-20	Tue, 01-21-20	285	**81.4**	20	**5.7**	5	**1.4**	3	**0.9**
Super Bowl Sunday	1.0	Sun, 02-02-20	Mon, 02-03-20	88	**88.0**	5	**5.0**	1	**1.0**	0	**0.0**
Presidents' Day	3.5	Fri, 02-14-20	Tue, 02-18-20	331	**94.6**	29	**8.3**	4	**1.1**	1	**0.3**
St. Patrick's Day	1.0	Tue, 03-17-20	Wed, 03-18-20	82	**82.0**	2	**2.0**	0	**0.0**	0	**0.0**
Easter	2.5	Fri, 04-10-20	Thu, 04-23-20	132	**52.8**	14	**5.6**	2	**0.8**	1	**0.4**
Memorial Day	3.5	Fri, 05-22-20	Tue, 05-26-20	263	**75.1**	34	**9.7**	2	**0.6**	2	**0.6**
Independence Day	3.5	Thu, 07-02-20	Mon, 07-06-20	302	**86.3**	18	**5.1**	0	**0.0**	0	**0.0**
Labor Day	3.5	Fri, 09-04-20	Tue, 09-08-20	311	**88.9**	25	**7.1**	9	**2.6**	6	**1.7**
Balloon Fiesta[1]	n/a	n/a	n/a	n/a	**n/a**	n/a	**n/a**	n/a	**n/a**	n/a	**n/a**
Indigenous Peoples' Day	3.5	Fri, 10-09-20	Tue, 10-13-20	325	**92.9**	25	**7.1**	3	**0.9**	2	**0.6**
Halloween	1.0	Sat, 10-31-20	Sun, 11-01-20	107	**107.0**	13	**13.0**	0	**0.0**	0	**0.0**
Veterans' Day	1.5	Tue, 11-10-20	Thu, 11-12-20	123	**82.0**	8	**5.3**	1	**0.7**	0	**0.0**
Thanksgiving	4.5	Wed, 11-25-20	Mon, 11-30-20	269	**59.8**	16	**3.6**	5	**1.1**	2	**0.4**
Christmas	3.5	Thu, 12-24-20	Mon, 12-28-20	225	**64.3**	23	**6.6**	3	**0.9**	0	**0.0**
2020 Entire Year	366	Wed, 01-01-20	Thu, 12-31-20	36,555	**99.9**	2,020	**5.5**	398	**1.1**	145	**0.4**

[14] 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, St. Patrick's Day and Halloween is 6 a.m. on the day of the event.

Light

- Crashes in dark, not lighted, conditions represent a disproportionate share of fatal crashes. The dark, not lighted, condition accounted for 13.1 percent of all crashes but 34.0 percent of fatal crashes. (Table 25)

Table 25: Crashes by Crash Severity and Light Condition, 2020

Light Condition	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	160	43.8%	7,448	68.3%	16,282	64.4%	23,890	65.4%
Dark-Not Lighted	124	34.0%	1,297	11.9%	3,372	13.3%	4,793	13.1%
Dark-Lighted	62	17.0%	1,496	13.7%	3,020	11.9%	4,578	12.5%
Dusk	10	2.7%	365	3.3%	771	3.0%	1,146	3.1%
Dawn	5	1.4%	199	1.8%	487	1.9%	691	1.9%
Dark-Unknown Lighting	2	0.5%	21	0.2%	92	0.4%	115	0.3%
Unknown or Not Reported	2	0.5%	7	0.1%	80	0.3%	89	0.2%
Other	0	0.0%	14	0.1%	77	0.3%	91	0.2%
Missing Data	0	0.0%	63	0.6%	1,099	4.3%	1,162	3.2%
Total Crashes	**365**	**100%**	**10,910**	**100%**	**25,280**	**100%**	**36,555**	**100%**

Table 26: Severity of Injuries to People in Crashes by Light Condition, 2020

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	179	45.0%	456	51.4%	2,877	65.3%	7,251	70.7%	47,743	68.4%	58,506	68.2%
Dark-Lighted	65	16.3%	140	15.8%	584	13.3%	1,466	14.3%	8,648	12.4%	10,903	12.7%
Dark-Not Lighted	133	33.4%	227	25.6%	681	15.5%	910	8.9%	7,091	10.2%	9,042	10.5%
Dusk	11	2.8%	35	3.9%	139	3.2%	372	3.6%	2,275	3.3%	2,832	3.3%
Dawn	6	1.5%	20	2.3%	82	1.9%	166	1.6%	1,065	1.5%	1,339	1.6%
Dark-Unknown Lighting	2	0.5%	5	0.6%	7	0.2%	21	0.2%	203	0.3%	238	0.3%
Unknown or Not Reported	2	0.5%	2	0.2%	3	0.1%	2	0.0%	136	0.2%	145	0.2%
Other	0	0.0%	1	0.1%	5	0.1%	12	0.1%	164	0.2%	182	0.2%
Missing Data	0	0.0%	1	0.1%	27	0.6%	53	0.5%	2,474	3.5%	2,555	3.0%
Total People	**398**	**100%**	**887**	**100%**	**4,405**	**100%**	**10,253**	**100%**	**69,799**	**100%**	**85,742**	**100%**

Weather

Table 27: Crashes and Crash Fatalities by Weather Condition, 2020

Weather	Crashes		Fatalities	
	Count	Percent	Count	Percent
Clear	31,952	87.4%	364	91.5%
Inclement	3,049	8.3%	30	7.5%
Raining	1,003	2.7%	11	2.8%
Snowing	964	2.6%	1	0.3%
Cloudy	357	1.0%	3	0.8%
Wind	217	0.6%	10	2.5%
Blowing Snow	176	0.5%	1	0.3%
Other	146	0.4%	2	0.5%
Fog, Smog, Smoke	97	0.3%	2	0.5%
Sleet or Hail	49	0.1%	0	0.0%
Freezing Rain or Freezing Drizzle	21	0.1%	0	0.0%
Blowing Sand, Soil, Dirt	15	0.04%	0	0.0%
Severe Crosswind	4	0.01%	0	0.0%
Missing Data	1,554	4.3%	4	1.0%
Total	**36,555**	**100%**	**398**	**100%**

Table 28: Crashes by Weather Condition, 2016 - 2020

Weather	Crashes									
	2016		2017		2018		2019		2020	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Clear	40,800	90.5%	41,640	90.7%	41,442	88.6%	41,630	86.5%	31,952	87.4%
Inclement	3,035	6.7%	2,859	6.2%	3,307	7.1%	4,152	8.6%	3,049	8.3%
Raining	1,683	3.7%	1,772	3.9%	1,788	3.8%	2,044	4.2%	1,003	2.7%
Snowing	723	1.6%	432	0.9%	803	1.7%	1,301	2.7%	964	2.6%
Cloudy	0	0.0%	0	0.0%	0	0.0%	0	0.0%	357	1.0%
Wind	256	0.6%	260	0.6%	339	0.7%	343	0.7%	217	0.6%
Blowing Snow	0	0.0%	0	0.0%	0	0.0%	0	0.0%	176	0.5%
Other	221	0.5%	231	0.5%	220	0.5%	234	0.5%	146	0.4%
Fog, Smog, Smoke	71	0.2%	62	0.1%	63	0.1%	100	0.2%	97	0.3%
Sleet or Hail	75	0.2%	79	0.2%	85	0.2%	109	0.2%	49	0.1%
Freezing Rain or Freezing Drizzle	0	0.0%	0	0.0%	0	0.0%	0	0.0%	21	0.06%
Blowing Sand, Soil, Dirt	6	0.01%	23	0.1%	9	0.02%	21	0.04%	15	0.04%
Severe Crosswind	0	0.0%	0	0.0%	0	0.0%	0	0.0%	4	0.01%
Missing Data	1,236	2.7%	1,407	3.1%	2,037	4.4%	2,342	4.9%	1,554	4.3%
Total Crashes	**45,071**	**100%**	**45,906**	**100%**	**46,786**	**100%**	**48,124**	**100%**	**36,555**	**100%**

Hazardous Material

- The number of crashes involving hazardous materials fell to 60, the lowest level in the past five years. (Table 29)
- 11.7 percent of vehicles containing hazardous materials in crashes had a spill (7 divided by 60). (Table 30)

Table 29: Hazardous Material Crashes, 2016 - 2020[15]

Year	Hazardous Material Crashes	Total Crashes	Percent Hazardous Crashes
2016	74	45,071	**0.16%**
2017	81	45,906	**0.18%**
2018	89	46,786	**0.19%**
2019	104	48,124	**0.22%**
2020	60	36,555	**0.16%**

Table 30: Vehicles with Hazardous Materials in Crashes[15] by Hazardous Material Type, 2020

Hazardous Material Type	Vehicles with Hazardous Materials in Crashes			
	No Spill	Spill	Missing Data	Total
1 - Explosives	-	-	-	-
2 - Gases	9	2	-	11
3 - Flammable Liquid or Combustible Liquid	28	5	-	33
4 - Flammable Solid, RSC, or Dangerous When Wet	-	-	-	-
5 - Oxidizer or Organic Peroxide	-	-	-	-
6 - Poison (Toxic) or Poison Inhalation Hazard	-	-	-	-
7 - Radioactive	-	-	-	-
8 - Corrosive	7	-	-	7
9 - Miscellaneous	1	-	-	1
10 - Dangerous	-	-	-	-
Missing Data	8	-	-	8
Total	**53**	**7**	**-**	**60**

[15] See Page xiv for a definition of hazardous material crashes.

Vehicles

Vehicle Type

- The vehicles most often in crashes were passenger vehicles (53.8 percent), pickup trucks (19.6 percent) and van/SUV/4WD (4-wheel drive) vehicles (15.4 percent). (Table 31)
- Four vehicle types (ATVs, heavy trucks, motorcycles, pedestrians, and pedalcycles) are disproportionately represented in fatal crashes. ATVs were 0.3 percent of all vehicle types in crashes and 1.4 percent of vehicle types in fatal crashes. Heavy trucks were 4.8 percent of all vehicle types in crashes and 8.6 percent of vehicle types in fatal crashes. Motorcycles were 1.4 percent of all vehicle types in crashes and 7.2 percent of vehicles in fatal crashes. Pedestrians were 0.7 percent of all vehicles in crashes and 12.8 percent of vehicle types in fatal crashes. Pedalcycles were 0.4 percent of all vehicles in crashes and 1.2 percent of vehicles in fatal crashes. (Table 31)
- 82.4 percent of people on motorcycles in crashes were injured or killed. (Table 32)
- 91.9 percent of all pedestrians in crashes were either injured or killed. (Table 32)
- 86.1 percent of all pedalcyclists in crashes were either injured or killed. (Table 32)

Table 31: Vehicles in Crashes by Vehicle Type[16] and Crash Severity, 2020

Vehicle Type	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
Motorized Vehicles	**549**	**85.6%**	**19,763**	**96.4%**	**42,964**	**95.7%**	**63,276**	**95.8%**
Passenger Cars	191	29.8%	11,451	55.8%	23,868	53.2%	35,510	53.8%
Pickups	120	18.7%	3,665	17.9%	9,171	20.4%	12,956	19.6%
Vans/SUVs/4WDs	126	19.7%	2,929	14.3%	7,131	15.9%	10,186	15.4%
Semis/Heavy Trucks	55	8.6%	767	3.7%	2,354	5.2%	3,176	4.8%
Motorcycles/Mopeds	46	7.2%	711	3.5%	142	0.3%	899	1.4%
Buses	1	0.2%	61	0.3%	187	0.4%	249	0.4%
ATVs	9	1.4%	153	0.7%	32	0.1%	194	0.3%
Other Vehicles	1	0.2%	26	0.1%	79	0.2%	106	0.2%
Non-Motorized Vehicles	**90**	**14.0%**	**603**	**2.9%**	**68**	**0.2%**	**761**	**1.2%**
Pedestrians, All	82	12.8%	378	1.8%	35	0.1%	495	0.7%
Pedalcycles	8	1.2%	225	1.1%	33	0.1%	266	0.4%
Missing Data	2	0.3%	141	0.7%	1,845	4.1%	1,988	3.0%
Total Vehicles	**641**	**100%**	**20,507**	**100%**	**44,877**	**100%**	**66,025**	**100%**

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

Table 32: Severity of Injuries to People in Crashes by Vehicle Type[17], 2020

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
Motorized Vehicles	**309**	**0.4%**	**795**	**1.0%**	**4,106**	**5.0%**	**10,032**	**12.1%**	**67,686**	**81.6%**	**82,928**	**100%**
Passenger Cars	98	0.2%	345	0.7%	2,177	4.7%	6,425	13.9%	37,302	80.5%	46,347	100%
Pickups	65	0.4%	112	0.7%	623	3.8%	1,494	9.1%	14,194	86.1%	16,488	100%
Vans/SUVs/4WDs	81	0.6%	139	1.0%	567	3.9%	1,683	11.6%	11,983	82.9%	14,453	100%
Semis/Heavy Trucks	10	0.3%	32	0.9%	125	3.4%	176	4.7%	3,378	90.8%	3,721	100%
Motorcycles/Mopeds	46	4.7%	118	12.2%	476	49.1%	158	16.3%	171	17.6%	969	100%
Buses	0	0.0%	1	0.2%	5	1.1%	40	9.0%	396	89.6%	442	100%
ATVs	9	2.6%	47	13.6%	125	36.1%	54	15.6%	111	32.1%	346	100%
Other Vehicles	0	0.0%	1	0.6%	8	4.9%	2	1.2%	151	93.2%	162	100%
Non-Motorized Vehicles	**89**	**11.7%**	**92**	**12.1%**	**292**	**38.4%**	**211**	**27.7%**	**77**	**10.1%**	**761**	**100%**
Pedestrians, All	81	16.4%	66	13.3%	187	37.8%	121	24.4%	40	8.1%	495	100%
Pedalcycles	8	3.0%	26	9.8%	105	39.5%	90	33.8%	37	13.9%	266	100%
Missing Data	0	0.0%	0	0.0%	7	0.3%	10	0.5%	2,036	99.2%	2,053	100%
Total Vehicles	**398**	**0.5%**	**887**	**1.0%**	**4,405**	**5.1%**	**10,253**	**12.0%**	**69,799**	**81.4%**	**85,742**	**100%**

Table 33: Crashes by Number of Vehicles Involved[17] and Crash Severity, 2020

Number of Vehicles Involved	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	148	40.5%	2,615	24.0%	6,780	26.8%	9,543	26.1%
2	178	48.8%	7,248	66.4%	17,539	69.4%	24,965	68.3%
3	26	7.1%	843	7.7%	851	3.4%	1,720	4.7%
4+	13	3.6%	204	1.9%	110	0.4%	327	0.9%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0%
Total Crashes	**365**	**100%**	**10,910**	**100%**	**25,280**	**100%**	**36,555**	**100%**

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

Vehicles – Vehicle Actions

Vehicle Actions

- The most common vehicle action in a crash was going straight (53.2 percent). (Table 34)
- Over twice as many vehicle actions in a crash occurred during a left turn (6,583 vehicle actions), compared with during a right turn (2,985 vehicle actions). Further, over three times as many vehicle actions in fatal crashes occurred during a left turn as a right turn. (Table 34)

Table 34: Vehicle Actions in Crashes by Crash Severity, 2020

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	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Going Straight	443	61.6%	13,419	59.6%	25,095	50.3%	38,957	53.2%
Left Turn	32	4.5%	2,403	10.7%	4,148	8.3%	6,583	9.0%
Stopped for Sign or Signal	4	0.6%	1,190	5.3%	2,526	5.1%	3,720	5.1%
Right Turn	10	1.4%	762	3.4%	2,213	4.4%	2,985	4.1%
Stopped for Traffic	12	1.7%	910	4.0%	1,948	3.9%	2,870	3.9%
Parked	7	1.0%	337	1.5%	2,106	4.2%	2,450	3.3%
Slowing	16	2.2%	662	2.9%	1,228	2.5%	1,906	2.6%
Other	57	7.9%	508	2.3%	1,323	2.7%	1,888	2.6%
Backing	3	0.4%	98	0.4%	1,099	2.2%	1,200	1.6%
Overtaking or Passing	18	2.5%	187	0.8%	698	1.4%	903	1.2%
Unknown	22	3.1%	192	0.9%	362	0.7%	576	0.8%
Changing Lanes	1	0.1%	138	0.6%	366	0.7%	505	0.7%
Start in Traffic Lane	0	0.0%	105	0.5%	336	0.7%	441	0.6%
U-Turn	1	0.1%	115	0.5%	265	0.5%	381	0.5%
Entering Traffic Lane	1	0.1%	114	0.5%	248	0.5%	363	0.5%
Negotiating a Curve	12	1.7%	112	0.5%	168	0.3%	292	0.4%
Start From Park	0	0.0%	52	0.2%	195	0.4%	247	0.3%
Stopped in Traffic	3	0.4%	82	0.4%	136	0.3%	221	0.3%
Leaving Traffic Lane	8	1.1%	68	0.3%	118	0.2%	194	0.3%
Overcorrecting/Oversteering	7	1.0%	54	0.2%	76	0.2%	137	0.2%
Reckless/Aggressive Manner	7	1.0%	55	0.2%	57	0.1%	119	0.2%
Ran Red Light	0	0.0%	55	0.2%	38	0.1%	93	0.1%
Wrong Way	6	0.8%	30	0.1%	38	0.1%	74	0.1%
Missing Data	49	6.8%	884	3.9%	5,129	10.3%	6,062	8.3%
Total Vehicle Actions	**719**	**100%**	**22,532**	**100%**	**49,916**	**100%**	**73,167**	**100%**

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

Motorcycles

In this report, the term "motorcycles" excludes all-terrain vehicles (ATVs).[18]

- Motorcycles were involved in 2.4 percent of all crashes and 12.6 percent of all fatal crashes. (Table 35)
- The number of motorcyclist fatalities in crashes ranged from 46 to 55 over the last five years. (Table 36)
- The percentage of motorcyclists in crashes who were killed was 4.7 percent, whereas the percentage of all people in crashes who were killed was 0.5 percent. (Table 36, Table 2)
- 8.0 percent of all unhelmeted motorcyclists in crashes were killed, compared with 4.9 percent of helmeted motorcyclists. (Table 37)
- Of motorcyclists in crashes, 35.0 percent were reported on the UCR form as not wearing a helmet. However, helmet-use data were missing for 25.1 percent of motorcyclists in crashes. The percentage not wearing a helmet rose to its highest level in five years, at 35.0 percent. (Table 38)
- Among motorcycles in fatal crashes, Under the Influence of Alcohol or Drugs were the most prevalent contributing factors, with 29.0 percent combined, followed by Excessive Speeding, with 22.0 percent. (Table 39)
- The rates of motorcycle drivers in crashes fell to its lowest level in five years. (Table 40)
- The ratio of male motorcyclists in crashes to female motorcyclists in crashes was 6.5. The discrepancy was largest for ages 70-74. (Table 41)

Table 35: Crashes by Motorcycle Involvement[18] and Crash Severity, 2020

Motorcycle Involvement	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Involved	46	12.6%	695	6.4%	139	0.5%	880	2.4%
Not Involved	319	87.4%	10,215	93.6%	25,141	99.5%	35,675	97.6%
Total Crashes	**365**	**100%**	**10,910**	**100%**	**25,280**	**100%**	**36,555**	**100%**

[18] Starting with the 2020 Annual Report, the method for tabulating statistics about motorcycle crashes and motorcyclists no longer includes ATVs.

Vehicles – Motorcycles

Table 36: Severity of Injuries to Motorcyclists in Crashes, 2016 - 2020 [18] [19]

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
2016	47	4.0%	158	13.4%	517	43.9%	191	16.2%	265	22.5%	1,178	100%
2017	53	4.4%	161	13.4%	522	43.6%	196	16.4%	266	22.2%	1,198	100%
2018	47	4.3%	117	10.7%	495	45.3%	204	18.7%	230	21.0%	1,093	100%
2019	55	5.0%	134	12.1%	474	42.9%	186	16.8%	255	23.1%	1,104	100%
2020	46	4.7%	118	12.2%	476	49.1%	158	16.3%	171	17.6%	969	100%

Table 37: Motorcyclist (Driver & Passenger) Helmet Use by Severity of Injury, 2020 [18]

Severity of Injury	Injury Class	Helmet Worn?						Total Motorcyclists	
		No		Yes		Missing Data			
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Fatalities	K	27	8.0%	19	4.9%	0	0.0%	46	5%
Suspected Serious Injuries	A	51	15.0%	46	11.9%	21	8.6%	118	12%
Suspected Minor Injuries	B	203	59.9%	195	50.4%	78	32.1%	476	49%
Possible Injuries	C	34	10.0%	78	20.2%	46	18.9%	158	16%
No Apparent Injuries	O	24	7.1%	49	12.7%	98	40.3%	171	18%
Total Motorcyclists		**339**	**100%**	**387**	**100%**	**243**	**100%**	**969**	**100%**

Table 38: Motorcyclist (Driver & Passenger) Helmet Use, 2016 - 2020 [18]

Year	Helmet Worn?						Total Motorcyclists in Crashes	
	No		Yes		Missing Data			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2016	315	26.7%	447	37.9%	416	35.3%	1,178	100%
2017	382	31.9%	477	39.8%	339	28.3%	1,198	100%
2018	327	29.9%	430	39.3%	336	30.7%	1,093	100%
2019	318	28.8%	431	39.0%	355	32.2%	1,104	100%
2020	339	35.0%	387	39.9%	243	25.1%	969	100%

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

Table 39: Contributing Factors of Motorcycle Vehicles in Crashes by Crash Severity, 2020 [18] [20]

Contributing Factors of Motorcycle Vehicles in Crashes	Motorcycle Vehicles in Fatal Crashes		Motorcycle Vehicles in Injury Crashes		Motorcycle Vehicles in PDO Crashes		Motorcycle Vehicles in All Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**86**	**86.0%**	**598**	**62.1%**	**119**	**60.1%**	**803**	**63.7%**
Driver Inattention	11	11.0%	138	14.3%	27	13.6%	176	14.0%
Excessive Speed	22	22.0%	113	11.7%	20	10.1%	155	12.3%
Other Improper Driving	7	7.0%	90	9.3%	11	5.6%	108	8.6%
Speed Too Fast For Conditions	4	4.0%	42	4.4%	5	2.5%	51	4.0%
Under the Influence Of Alcohol	15	15.0%	31	3.2%	5	2.5%	51	4.0%
Avoid No Contact Vehicle	1	1.0%	37	3.8%	7	3.5%	45	3.6%
Following Too Closely	0	-	20	2.1%	8	4.0%	28	2.2%
Made Improper Turn	1	1.0%	20	2.1%	4	2.0%	25	2.0%
Drove Left of Center	3	3.0%	17	1.8%	3	1.5%	23	1.8%
Avoid No Contact Other	2	2.0%	16	1.7%	4	2.0%	22	1.7%
Failed to Yield Right of Way	2	2.0%	16	1.7%	4	2.0%	22	1.7%
Improper Overtaking	1	1.0%	15	1.6%	5	2.5%	21	1.7%
Under the Influence Of Drugs	14	14.0%	3	0.3%	2	1.0%	19	1.5%
Improper Lane Change	0	-	11	1.1%	2	1.0%	13	1.0%
Passed Stop Sign	3	3.0%	7	0.7%	2	1.0%	12	1.0%
Disregarded Traffic Signal	0	-	8	0.8%	2	1.0%	10	0.8%
Driver Distracted by Other Activity	0	-	5	0.5%	2	1.0%	7	0.6%
Vehicle Skidded Before Braking	0	-	3	0.3%	3	1.5%	6	0.5%
Failed to Yield For Emer. Vehicle	0	-	1	0.1%	1	0.5%	2	0.2%
Failed to Yield For Police Vehicle	0	-	2	0.2%	0	-	2	0.2%
Pedestrian Error	0	-	2	0.2%	0	-	2	0.2%
Cell Phone	0	-	0	-	1	0.5%	1	0.1%
Driver Distracted by Passenger	0	-	1	0.1%	0	-	1	0.1%
Improper Backing	0	-	0	-	1	0.5%	1	0.1%
Driver Distracted By Texting	0	-	0	-	0	-	0	-
Driver Distracted by Talking on Cell Phone	0	-	0	-	0	-	0	-
Driver Distracted by Talking on Hands-Free Devic	0	-	0	-	0	-	0	-
Driverless Moving Vehicle	0	-	0	-	0	-	0	-
High-Speed Pursuit	0	-	0	-	0	-	0	-
Vehicle	**2**	**2.0%**	**41**	**4.3%**	**5**	**2.5%**	**48**	**3.8%**
Other Mechanical Defect	1	1.0%	15	1.6%	2	1.0%	18	1.4%
Defective Tires	1	1.0%	11	1.1%	0	-	12	1.0%
Inadequate Brakes	0	-	8	0.8%	2	1.0%	10	0.8%
Defective Steering	0	-	3	0.3%	1	0.5%	4	0.3%
Wheels	0	-	3	0.3%	0	-	3	0.2%
Lights (Head, Signal, Tail)	0	-	1	0.1%	0	-	1	0.1%
Coupling Device (Hitch, Chains)	0	-	0	-	0	-	0	-
Exhaust System	0	-	0	-	0	-	0	-
Mirrors	0	-	0	-	0	-	0	-
Suspension	0	-	0	-	0	-	0	-
Windows/Windshield	0	-	0	-	0	-	0	-
Wipers	0	-	0	-	0	-	0	-
Environment	**1**	**1.0%**	**46**	**4.8%**	**7**	**3.5%**	**54**	**4.3%**
Animal(s) In Roadway	1	1.0%	11	1.1%	2	1.0%	14	1.1%
Road Surface Conditions	0	-	12	1.2%	0	-	12	1.0%
Road Defect	0	-	6	0.6%	2	1.0%	8	0.6%
Debris	0	-	6	0.6%	1	0.5%	7	0.6%
Weather Conditions	0	-	5	0.5%	0	-	5	0.4%
Obstruction in Road	0	-	2	0.2%	1	0.5%	3	0.2%
Other Visual Obstruction(s)	0	-	3	0.3%	0	-	3	0.2%
Low Visibility Due to Glare	0	-	1	0.1%	0	-	1	0.1%
Traffic Congestion	0	-	0	-	1	0.5%	1	0.1%
Backup - Prior Crash	0	-	0	-	0	-	0	-
Backup - Prior Incident	0	-	0	-	0	-	0	-
Low Visibility Due to Smoke	0	-	0	-	0	-	0	-
Traffic Control Missing	0	-	0	-	0	-	0	-
Other	**11**	**11.0%**	**278**	**28.9%**	**67**	**33.8%**	**356**	**28.2%**
Other - No Driver Error	8	8.0%	191	19.8%	28	14.1%	227	18.0%
None	3	3.0%	70	7.3%	26	13.1%	99	7.9%
Missing Data	0	-	17	1.8%	13	6.6%	30	2.4%
Total Contributing Factors of Motorcycles	**100**	**100.0%**	**963**	**100.0%**	**198**	**100.0%**	**1,261**	**100.0%**

[20] Multiple contributing factors may be reported for a motorcycle. See Contributing Factors Section on Page 8 for details.

Vehicles – Motorcycles

Table 40: Motorcycle Driver Crash Rates, 2016 - 2020 [18] [21]

Year	Total Motorcycles 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)
2016	1,081	61,877	121,408	17.5	8.9
2017	1,113	57,718	120,120	19.3	9.3
2018	1,008	61,074	118,499	16.5	8.5
2019	1,029	60,466	118,764	17.0	8.7
2020	899	54,946	118,987	16.4	7.6

Table 41: Motorcyclists in Crashes by Age Group and Sex, 2020 [18] [22]

Age Group	Motorcyclists (Drivers and Passengers) in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
5-9	2	0.2%	1	0.8%	0	0.0%	3	0.3%	**2.0**
10-14	13	1.6%	3	2.4%	0	0.0%	16	1.7%	**4.3**
15-19	53	6.5%	12	9.5%	0	0.0%	65	6.7%	**4.4**
20-24	124	15.1%	19	15.1%	0	0.0%	143	14.8%	**6.5**
25-29	96	11.7%	17	13.5%	1	4.2%	114	11.8%	**5.6**
30-34	72	8.8%	8	6.3%	0	0.0%	80	8.3%	**9.0**
35-39	79	9.6%	7	5.6%	0	0.0%	86	8.9%	**11.3**
40-44	81	9.9%	6	4.8%	0	0.0%	87	9.0%	**13.5**
45-49	80	9.8%	14	11.1%	0	0.0%	94	9.7%	**5.7**
50-54	57	7.0%	10	7.9%	0	0.0%	67	6.9%	**5.7**
55-59	63	7.7%	13	10.3%	0	0.0%	76	7.8%	**4.8**
60-64	40	4.9%	9	7.1%	0	0.0%	49	5.1%	**4.4**
65-69	27	3.3%	4	3.2%	0	0.0%	31	3.2%	**6.8**
70-74	17	2.1%	1	0.8%	0	0.0%	18	1.9%	**17.0**
75 +	7	0.9%	0	0.0%	0	0.0%	7	0.7%	-
Missing Data	8	1.0%	2	1.6%	23	96%	33	3.4%	**4.0**
Total	**819**	**100%**	**126**	**100%**	**24**	**100%**	**969**	**100%**	**6.5**

[21] 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.

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

Heavy Trucks

- Heavy trucks were involved in 7.8 percent of crashes but 12.6 percent of fatalities. (Table 42)
- Heavy-truck crashes, as a percentage of all crashes, rose to 7.8 percent, their highest level in the past five years. Due to the COVID-19 pandemic, in 2020, there was less traffic overall. But there might have been truck traffic, due to changes in shopping and the supply chain. (Table 42)

Table 42: Crashes and Fatalities by Heavy Truck Involvement, 2016 - 2020

Year	Heavy Truck-involved Crashes		Heavy Truck-involved Fatalities		Total Crashes	Total Fatalities
	Crashes	Percent of Total Crashes	Fatalities	Percent of Total Fatalities		
2016	2,326	**5.2%**	42	**10.4%**	45,071	405
2017	2,516	**5.5%**	71	**18.7%**	45,906	380
2018	2,658	**5.7%**	60	**15.3%**	46,786	392
2019	2,997	**6.2%**	75	**17.6%**	48,124	425
2020	2,846	**7.8%**	50	**12.6%**	36,555	398

Table 43: People in Heavy Truck-involved Crashes by Severity of Injury, 2020

People in Heavy Truck-involved Crashes		
Severity of Injury	**Count**	**Percent**
Fatalities	50	0.8%
Suspected Serious Injuries	100	1.5%
Suspected Minor Injuries	311	4.8%
Possible Injuries	537	8.2%
No Apparent Injuries	5,519	84.7%
Total People	**6,517**	**100%**

Pedestrians

- Pedestrian fatalities declined slightly but remain above 80, at some of the highest levels seen in over a decade. (Table 44 and previous Annual Crash Reports).
- Pedestrian-involved crashes represented 1.3 percent of all crashes, pedestrian-involved fatal crashes represented 21.9 percent of all fatal crashes, and pedestrian fatalities represented 20.4 percent of all fatalities, all similar to the previous four years. (Table 44)
- 17.2 percent of all pedestrians in crashes were under the include of alcohol. (Table 45)
- 37.0 percent of pedestrians killed in crashes were under the influence of alcohol, a large decline compared to the previous four years. (Table 46)
- In 2020, although only 23.9 percent of pedestrian crashes occurred in dark, not lighted, conditions, these crashes resulted in 51.9 percent of pedestrian fatalities. (Table 48)
- The number of pedestrians in crashes fell, from more than 600 the previous four years, to 495. (Table 51)
- The male-to-female ratio of all pedestrians in crashes is 2.2 to 1; however, among alcohol-involved pedestrians in crashes, males outnumber females, with a ratio of nearly 4 to 1. (Table 52, Table 53)
- 51.9 percent of all pedestrian fatalities were in Bernalillo (32) and San Juan (10) counties. (Table 95)

Table 44: Crashes, Fatal Crashes, and Fatalities by Pedestrian Involvement, 2016 - 2020

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
2016	586	45,071	1.3%	75	361	20.8%	77	405	19.0%
2017	600	45,906	1.3%	79	341	23.2%	79	380	20.8%
2018	625	46,786	1.3%	82	351	23.4%	84	392	21.4%
2019	638	48,124	1.3%	83	369	22.5%	83	425	19.5%
2020	481	36,555	1.3%	80	365	21.9%	81	398	20.4%

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

Table 45: Pedestrians[23] in Crashes by Alcohol Involvement, 2016 - 2020

Year	All Pedestrians in Crashes					
	Alcohol-involved		Not Alcohol-involved		All Pedestrians	
	Count	Percent	Count	Percent	Count	Percent
2016	129	20.6%	496	79.4%	625	100%
2017	122	19.7%	498	80.3%	620	100%
2018	108	16.6%	543	83.4%	651	100%
2019	130	19.7%	531	80.3%	661	100%
2020	85	17.2%	410	82.8%	495	100%

Table 46: Alcohol-involved Pedestrian[23] Fatalities, 2016 - 2020

Year	All Alcohol-involved Pedestrian Fatalities	All Pedestrian Fatalities	Percent Alcohol-involved Pedestrian Fatalities
2016	48	77	**62.3%**
2017	41	79	**51.9%**
2018	42	84	**50.0%**
2019	48	83	**57.8%**
2020	30	81	**37.0%**

Table 47: Alcohol-involved Pedestrians[23] in Alcohol-involved Crashes, 2016 - 2020

Year	All Pedestrians in Alcohol-involved Crashes		
	All Pedestrians Under the Influence of Alcohol	All Pedestrians in Alcohol-involved Crashes	Percent Under the Influence of Alcohol[1]
2016	129	144	**89.6%**
2017	122	137	**89.1%**
2018	108	125	**86.4%**
2019	130	143	**90.9%**
2020	85	89	**95.5%**

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

[23] 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[24], 2020

Light Condition	Pedestrian Fatalities		Total Fatalities		Pedestrian-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent
Daylight	14	17.3%	179	45.0%	208	43.2%
Dark-Lighted	23	28.4%	65	16.3%	122	25.4%
Dark-Not Lighted	42	51.9%	133	33.4%	115	23.9%
Dusk	1	1.2%	11	2.8%	20	4.2%
Dawn	0	0.0%	6	1.5%	6	1.2%
Dark-Unknown Lighting	1	1.2%	2	0.5%	3	0.6%
Unknown or Not Reported	0	0.0%	2	0.5%	1	0.2%
Other	0	0.0%	0	0.0%	0	0.0%
Missing Data	0	0.0%	0	0.0%	6	1.2%
Total	**81**	**100%**	**398**	**100%**	**481**	**100%**

Table 49: Pedestrians in Crashes by Age Group and Severity of Injury[25], 2020

Age Group	All 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	0	2	5	0	0	7	**1.4%**
5-9	0	0	2	1	0	3	**0.6%**
10-14	0	0	6	4	0	10	**2.0%**
15-19	3	3	12	8	2	28	**5.7%**
20-24	3	4	9	10	2	28	**5.7%**
25-29	8	11	19	9	4	51	**10.3%**
30-34	8	8	21	13	6	56	**11.3%**
35-39	11	8	16	11	5	51	**10.3%**
40-44	7	7	10	12	3	39	**7.9%**
45-49	9	2	13	7	2	33	**6.7%**
50-54	7	3	15	9	3	37	**7.5%**
55-59	9	4	11	13	2	39	**7.9%**
60-64	8	4	9	10	1	32	**6.5%**
65-69	1	0	12	3	0	16	**3.2%**
70-74	2	1	10	1	1	15	**3.0%**
75+	5	1	5	1	2	14	**2.8%**
Missing Data	0	8	12	9	7	36	**7.3%**
Total People	**81**	**66**	**187**	**121**	**40**	**495**	**100%**

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

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

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

Table 50: Contributing Factors in Pedestrian-involved Crashes by Crash Severity, 2020 [26]

Contributing Factors in Pedestrian-involved Crashes	Frequency in Fatal Crashes		Frequency in Injury Crashes		Frequency in PDO Crashes		Frequency in All Pedestrian Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**178**	**68.2%**	**528**	**58.0%**	**36**	**48.6%**	**742**	**59.6%**
Pedestrian Error	53	20.3%	164	18.0%	13	17.6%	230	18.5%
Driver Inattention	21	8.0%	137	15.1%	11	14.9%	169	13.6%
Under the Influence Of Alcohol	32	12.3%	59	6.5%	1	1.4%	92	7.4%
Other Improper Driving	7	2.7%	46	5.1%	3	4.1%	56	4.5%
Under the Influence Of Drugs	39	14.9%	5	0.5%	0	-	44	3.5%
Failed to Yield Right of Way	1	0.4%	33	3.6%	2	2.7%	36	2.9%
Avoid No Contact Other	7	2.7%	17	1.9%	2	2.7%	26	2.1%
Excessive Speed	5	1.9%	14	1.5%	0	-	19	1.5%
Avoid No Contact Vehicle	7	2.7%	7	0.8%	0	-	14	1.1%
Disregarded Traffic Signal	0	-	12	1.3%	1	1.4%	13	1.0%
Speed Too Fast For Conditions	1	0.4%	6	0.7%	2	2.7%	9	0.7%
Driver Distracted by Other Activity	2	0.8%	6	0.7%	0	-	8	0.6%
Driver Distracted By Texting	0	-	5	0.5%	0	-	5	0.4%
Improper Backing	0	-	3	0.3%	1	1.4%	4	0.3%
Drove Left of Center	1	0.4%	2	0.2%	0	-	3	0.2%
Made Improper Turn	0	-	3	0.3%	0	-	3	0.2%
Passed Stop Sign	0	-	3	0.3%	0	-	3	0.2%
Cell Phone	0	-	2	0.2%	0	-	2	0.2%
Driverless Moving Vehicle	1	0.4%	1	0.1%	0	-	2	0.2%
Driver Distracted by Talking on Cell Phone	0	-	1	0.1%	0	-	1	0.1%
Following Too Closely	0	-	1	0.1%	0	-	1	0.1%
Improper Overtaking	1	0.4%	0	-	0	-	1	0.1%
Vehicle Skidded Before Braking	0	-	1	0.1%	0	-	1	0.1%
Driver Distracted by Passenger	0	-	0	-	0	-	0	-
Driver Distracted by Talking on Hands-Free Device	0	-	0	-	0	-	0	-
Failed to Yield For Emer. Vehicle	0	-	0	-	0	-	0	-
Failed to Yield For Police Vehicle	0	-	0	-	0	-	0	-
High-Speed Pursuit	0	-	0	-	0	-	0	-
Improper Lane Change	0	-	0	-	0	-	0	-
Vehicle	**0**	**0.0%**	**8**	**0.9%**	**0**	**0.0%**	**8**	**0.6%**
Other Mechanical Defect	0	-	3	0.3%	0	-	3	0.2%
Defective Steering	0	-	2	0.2%	0	-	2	0.2%
Defective Tires	0	-	1	0.1%	0	-	1	0.1%
Inadequate Brakes	0	-	1	0.1%	0	-	1	0.1%
Lights (Head, Signal, Tail)	0	-	1	0.1%	0	-	1	0.1%
Coupling Device (Hitch, Chains)	0	-	0	-	0	-	0	-
Exhaust System	0	-	0	-	0	-	0	-
Mirrors	0	-	0	-	0	-	0	-
Suspension	0	-	0	-	0	-	0	-
Wheels	0	-	0	-	0	-	0	-
Windows/Windshield	0	-	0	-	0	-	0	-
Wipers	0	-	0	-	0	-	0	-
Environment	**8**	**3.1%**	**17**	**1.9%**	**0**	**0.0%**	**25**	**2.0%**
Other Visual Obstruction(s)	6	2.3%	3	0.3%	0	-	9	0.7%
Low Visibility Due to Glare	0	-	7	0.8%	0	-	7	0.6%
Backup - Prior Crash	0	-	3	0.3%	0	-	3	0.2%
Obstruction in Road	1	0.4%	1	0.1%	0	-	2	0.2%
Backup - Prior Incident	0	-	1	0.1%	0	-	1	0.1%
Road Surface Conditions	0	-	1	0.1%	0	-	1	0.1%
Traffic Control Missing	1	0.4%	0	-	0	-	1	0.1%
Weather Conditions	0	-	1	0.1%	0	-	1	0.1%
Animal(s) In Roadway	0	-	0	-	0	-	0	-
Debris	0	-	0	-	0	-	0	-
Low Visibility Due to Smoke	0	-	0	-	0	-	0	-
Road Defect	0	-	0	-	0	-	0	-
Traffic Congestion	0	-	0	-	0	-	0	-
Other	**75**	**28.7%**	**357**	**39.2%**	**38**	**51.4%**	**470**	**37.8%**
Other - No Driver Error	50	19.2%	227	24.9%	23	31.1%	300	24.1%
Missing Data	8	3.1%	71	7.8%	6	8.1%	85	6.8%
None	17	6.5%	59	6.5%	9	12.2%	85	6.8%
Total Contributing Factors	**261**	**100%**	**910**	**100%**	**74**	**100%**	**1,245**	**100%**

[26] See Contributing Factors Section on Page 8 for details.

Table 51: Severity of Injuries to Pedestrians in Crashes, 2016 - 2020

Severity of Injuries	Injury Class	All Pedestrians in Crashes					Percent of 2020 All Pedestrians
		2016	2017	2018	2019	2020	
Fatalities	K	77	79	84	83	81	16.4%
Suspected Serious Injuries	A	84	95	92	95	66	13.3%
Suspected Minor Injuries	B	204	209	218	231	187	37.8%
Possible Injuries	C	199	193	188	195	121	24.4%
No Apparent Injuries	O	61	44	69	57	40	8.1%
Total Pedestrians		**625**	**620**	**651**	**661**	**495**	**100%**

Table 52: Pedestrians in Crashes by Sex, 2016 - 2020

Year	All Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
2016	419	67.0%	203	32.5%	3	0.5%	625	100%	**2.1**
2017	428	69.0%	188	30.3%	4	0.6%	620	100%	**2.3**
2018	447	68.7%	200	30.7%	4	0.6%	651	100%	**2.2**
2019	438	66.3%	221	33.4%	2	0.3%	661	100%	**2.0**
2020	342	69.1%	153	30.9%	0	0.0%	495	100%	**2.2**

Table 53: Alcohol-involved Pedestrians[23] in Crashes by Age Group and Sex, 2020

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	0.0%	1	5.6%	0	0.0%	1	1.2%	-
20-24	1	1.5%	3	16.7%	0	0.0%	4	4.7%	**0.3**
25-29	11	16.4%	1	5.6%	0	0.0%	12	14.1%	**11.0**
30-34	8	11.9%	2	11.1%	0	0.0%	10	11.8%	**4.0**
35-39	6	9.0%	1	5.6%	0	0.0%	7	8.2%	**6.0**
40-44	5	7.5%	0	0.0%	0	0.0%	5	5.9%	-
45-49	7	10.4%	1	5.6%	0	0.0%	8	9.4%	**7.0**
50-54	7	10.4%	4	22.2%	0	0.0%	11	12.9%	**1.8**
55-59	9	13.4%	1	5.6%	0	0.0%	10	11.8%	**9.0**
60-64	5	7.5%	2	11.1%	0	0.0%	7	8.2%	**2.5**
65-69	2	3.0%	0	0.0%	0	0.0%	2	2.4%	-
70-74	1	1.5%	0	0.0%	0	0.0%	1	1.2%	-
75+	1	1.5%	0	0.0%	0	0.0%	1	1.2%	-
Missing Data	4	6.0%	2	11.1%	0	0.0%	6	7.1%	**2.0**
Total	**67**	**100%**	**18**	**100%**	**0**	**0%**	**85**	**100%**	**3.7**

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

Pedalcycles (Bicycles)

- Less than 1 percent of all crashes involved a pedalcycle. (Table 54)
- The total number of pedalcyclists in crashes fell to 266; the previous four years all had levels above 370. (Table 55)
- Pedalcyclist fatalities have declined two years in a row, to 8, but remain high compared to three and four years ago. (Table 55)
- Alcohol-involved pedalcyclists were 2.6 percent of all pedalcycle operators in crashes. (Table 58)
- The ratio of male to female pedalcycle pedalcyclists fell to 3.8; in the previous four years, the ratio had been at least 4.6. (Table 59)
- Pedalcyclists in the 55-59 age group were the largest portion, at 12.8 percent. (Table 60)
- Driver Inattention and Failure to Yield together account for 31.5 percent of contributing factors in pedalcycle-involved crashes. (Table 61)

Table 54: Crashes by Pedalcycle Involvement[27], 2020

Pedalcycle Involvement	Crashes	
	Count	Percent
Involved	261	0.7%
Not Involved	36,294	99.3%
Total Crashes	**36,555**	**100%**

Table 55: Pedalcyclists in Crashes by Severity of Injury, 2016 - 2020

Severity of Injuries	Injury Class	All Pedalcyclists in Crashes					Percent of All 2020 Pedalcyclists in Crashes
		2016	2017	2018	2019	2020	
Fatalities	K	4	2	11	9	8	3.0%
Suspected Serious Injuries	A	26	21	18	22	26	9.8%
Suspected Minor Injuries	B	178	186	174	174	105	39.5%
Possible Injuries	C	109	134	123	133	90	33.8%
No Apparent Injuries	O	54	42	45	36	37	13.9%
Total Pedalcyclists		**371**	**385**	**371**	**374**	**266**	**100%**

[27] A pedalcycle-involved crash can involve one or more pedalcyclists. See Page 88 for pedalcycle-involved crashes by each hour of the day.

Table 56: Pedalcycle-involved Crashes[27] by Light Condition, 2020

Light Condition	Pedalcycle-involved Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	4	50.0%	188	72.0%
Dark-Not Lighted	2	25.0%	29	11.1%
Dark-Lighted	2	25.0%	28	10.7%
Dusk	0	0.0%	7	2.7%
Dawn	0	0.0%	7	2.7%
Other	0	0.0%	1	0.4%
Dark-Unknown Lighting	0	0.0%	1	0.4%
Unknown or Not Reported	0	0.0%	0	0.0%
Missing Data	0	0.0%	0	0.0%
Total Crashes	**8**	**100%**	**261**	**100%**

Table 57: Pedalcycle Crashes[27] by Alcohol Involvement[28], 2016 - 2020

Year	Alcohol-involved Pedalcycle Crashes	Total Pedalcycle Crashes	Percent Alcohol-involved
2016	15	360	4.2%
2017	19	379	5.0%
2018	9	366	2.5%
2019	14	370	3.8%
2020	10	261	3.8%

Table 58: Pedalcycle Operators in Crashes by Alcohol Involvement, 2016 - 2020 [29]

Year	Pedalcycle Operators in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total	
	Count	Percent	Count	Percent	Count	Percent
2016	13	3.5%	358	96.5%	371	100%
2017	15	3.9%	370	96.1%	385	100%
2018	8	2.2%	363	97.8%	371	100%
2019	10	2.7%	364	97.3%	374	100%
2020	7	2.6%	259	97.4%	266	100%

[28] The term "alcohol-involved pedalcycle crash" is a crash involving one or more pedalcyclists in which any motor vehicle driver or pedalcycle operator in the crash was alcohol-involved.

[29] The term "alcohol-involved pedalcycle operator" means a pedalcycle operator who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 59: Pedalcyclists in Crashes by Sex, 2016 - 2020

Year	All Pedalcyclists in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
2016	307	82.7%	60	16.2%	4	1.1%	371	100%	**5.1**
2017	314	81.6%	68	17.7%	3	0.8%	385	100%	**4.6**
2018	311	83.8%	53	14.3%	7	1.9%	371	100%	**5.9**
2019	313	83.7%	59	15.8%	2	0.5%	374	100%	**5.3**
2020	210	78.9%	55	20.7%	1	0.4%	266	100%	**3.8**

Table 60: Pedalcyclists in Crashes by Age Group and Severity of Injury, 2020

Age Group	All 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	0	0	1	1	**0.4%**
5-9	0	0	5	1	0	6	**2.3%**
10-14	0	1	13	1	1	16	**6.0%**
15-19	0	1	9	8	2	20	**7.5%**
20-24	0	0	6	6	1	13	**4.9%**
25-29	1	2	3	7	2	15	**5.6%**
30-34	0	1	6	9	4	20	**7.5%**
35-39	1	4	7	8	0	20	**7.5%**
40-44	0	0	8	5	1	14	**5.3%**
45-49	0	0	9	9	5	23	**8.6%**
50-54	0	1	12	11	2	26	**9.8%**
55-59	1	6	11	11	5	34	**12.8%**
60-64	1	3	9	6	4	23	**8.6%**
65-69	2	4	6	3	2	17	**6.4%**
70-74	1	2	0	2	0	5	**1.9%**
75+	1	0	1	0	0	2	**0.8%**
Missing Data	0	1	0	3	7	11	**4.1%**
Total People	**8**	**26**	**105**	**90**	**37**	**266**	**100%**

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

Vehicles – Pedalcycles

Table 61: Contributing Factors in Pedalcycle-involved Crashes by Crash Severity, 2020[30]

Contributing Factors in Pedalcycle-involved Crashes	Frequency in Fatal Crashes		Frequency in Injury Crashes		Frequency in PDO Crashes		Frequency in All Pedalcycle Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**14**	**60.9%**	**326**	**59.3%**	**37**	**46.3%**	**377**	**57.7%**
Driver Inattention	4	17.4%	122	22.2%	11	13.8%	137	21.0%
Failed to Yield Right of Way	1	4.3%	60	10.9%	8	10.0%	69	10.6%
Other Improper Driving	2	8.7%	41	7.5%	6	7.5%	49	7.5%
Pedestrian Error	2	8.7%	17	3.1%	6	7.5%	25	3.8%
Disregarded Traffic Signal	0	-	17	3.1%	2	2.5%	19	2.9%
Avoid No Contact Other	0	-	12	2.2%	0	-	12	1.8%
Passed Stop Sign	1	4.3%	8	1.5%	3	3.8%	12	1.8%
Improper Overtaking	0	-	10	1.8%	0	-	10	1.5%
Under the Influence Of Alcohol	2	8.7%	8	1.5%	0	-	10	1.5%
Made Improper Turn	1	4.3%	5	0.9%	1	1.3%	7	1.1%
Cell Phone	0	-	5	0.9%	0	-	5	0.8%
Avoid No Contact Vehicle	0	-	4	0.7%	0	-	4	0.6%
Excessive Speed	0	-	4	0.7%	0	-	4	0.6%
Driver Distracted by Other Activity	0	-	3	0.5%	0	-	3	0.5%
Improper Lane Change	0	-	3	0.5%	0	-	3	0.5%
Under the Influence Of Drugs	1	4.3%	2	0.4%	0	-	3	0.5%
Drove Left of Center	0	-	1	0.2%	0	-	1	0.2%
Failed to Yield For Police Vehicle	0	-	1	0.2%	0	-	1	0.2%
Following Too Closely	0	-	1	0.2%	0	-	1	0.2%
Improper Backing	0	-	1	0.2%	0	-	1	0.2%
Speed Too Fast For Conditions	0	-	1	0.2%	0	-	1	0.2%
Driver Distracted By Texting	0	-	0	-	0	-	0	-
Driver Distracted by Passenger	0	-	0	-	0	-	0	-
Driver Distracted by Talking on Cell Phone	0	-	0	-	0	-	0	-
Driver Distracted by Talking on Hands-Free Device	0	-	0	-	0	-	0	-
Driverless Moving Vehicle	0	-	0	-	0	-	0	-
Failed to Yield For Emer. Vehicle	0	-	0	-	0	-	0	-
High-Speed Pursuit	0	-	0	-	0	-	0	-
Vehicle Skidded Before Braking	0	-	0	-	0	-	0	-
Vehicle	**1**	**4.3%**	**9**	**1.6%**	**0**	**0.0%**	**10**	**1.5%**
Lights (Head, Signal, Tail)	1	4.3%	5	0.9%	0	-	6	0.9%
Other Mechanical Defect	0	-	2	0.4%	0	-	2	0.3%
Inadequate Brakes	0	-	1	0.2%	0	-	1	0.2%
Windows/Windshield	0	-	1	0.2%	0	-	1	0.2%
Coupling Device (Hitch, Chains)	0	-	0	-	0	-	0	-
Defective Steering	0	-	0	-	0	-	0	-
Defective Tires	0	-	0	-	0	-	0	-
Exhaust System	0	-	0	-	0	-	0	-
Mirrors	0	-	0	-	0	-	0	-
Suspension	0	-	0	-	0	-	0	-
Wheels	0	-	0	-	0	-	0	-
Wipers	0	-	0	-	0	-	0	-
Environment	**0**	**0.0%**	**7**	**1.3%**	**0**	**0.0%**	**7**	**1.1%**
Backup - Prior Crash	0	-	3	0.5%	0	-	3	0.5%
Other Visual Obstruction(s)	0	-	3	0.5%	0	-	3	0.5%
Low Visibility Due to Glare	0	-	1	0.2%	0	-	1	0.2%
Animal(s) In Roadway	0	-	0	-	0	-	0	-
Backup - Prior Incident	0	-	0	-	0	-	0	-
Debris	0	-	0	-	0	-	0	-
Low Visibility Due to Smoke	0	-	0	-	0	-	0	-
Obstruction in Road	0	-	0	-	0	-	0	-
Road Defect	0	-	0	-	0	-	0	-
Road Surface Conditions	0	-	0	-	0	-	0	-
Traffic Congestion	0	-	0	-	0	-	0	-
Traffic Control Missing	0	-	0	-	0	-	0	-
Weather Conditions	0	-	0	-	0	-	0	-
Other	**8**	**34.8%**	**208**	**37.8%**	**43**	**53.8%**	**259**	**39.7%**
Other - No Driver Error	4	17.4%	146	26.5%	20	25.0%	170	26.0%
Missing Data	2	8.7%	35	6.4%	14	17.5%	51	7.8%
None	2	8.7%	27	4.9%	9	11.3%	38	5.8%
Total Contributing Factors	**23**	**100%**	**550**	**100%**	**80**	**100%**	**653**	**100%**

[30] See Contributing Factors Section on Page 8 for details.

Behavior and Demographics

Alcohol

Additional data on alcohol-involved crashes are also in these sections: 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.

- Total crashes declined abruptly in 2020. However alcohol-involved crashes only experienced a slight decrease. As a result, alcohol-involved crashes as a percentage of total crashes rose to 5.5 percent, the highest percentage in at least a decade. (Table 62)
- The percentage of fatal crashes that were alcohol involved continues to remain stable, at about 6.6 percent. (Table 63)
- In 2020, both the number of fatalities in alcohol-involved crashes, and their portion of fatalities in all crashes, fell to their lowest level in the last five years. (Table 65)
- Based on population, the rate for fatalities in alcohol-involved crashes fell to their lowest level in the last five years. (Table 66)
- Drivers ages 20-34 were 54.2 percent of New Mexican alcohol-involved drivers in crashes. (Table 67)
- The crash rate of New Mexico resident alcohol-involved drivers ages 20 to 24 is three times as much as the statewide rate, based on the number of licensed drivers in New Mexico. (Table 67)
- Male drivers account for 70.6 percent of all New Mexican alcohol-involved drivers in crashes (1,223 out of 1,733). (Table 67)

Table 62: Alcohol-involved Crashes, 2016 - 2020

Year	Alcohol-involved Crashes	Total Crashes	Percent Alcohol-involved Crashes
2016	2,073	45,071	**4.6%**
2017	2,050	45,906	**4.5%**
2018	2,090	46,786	**4.5%**
2019	2,237	48,124	**4.6%**
2020	2,020	36,555	**5.5%**

Table 63: Alcohol-involved Crashes by Crash Severity, 2016 - 2020

Year	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2016	149	7.2%	909	43.8%	1,015	49.0%	2,073	100%
2017	131	6.4%	906	44.2%	1,013	49.4%	2,050	100%
2018	141	6.7%	879	42.1%	1,070	51.2%	2,090	100%
2019	149	6.7%	984	44.0%	1,104	49.4%	2,237	100%
2020	134	6.6%	862	42.7%	1,024	50.7%	2,020	100%

Table 64: People in Alcohol-involved Crashes by Severity of Injury, 2016 - 2020

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
2016	171	3.6%	176	3.7%	587	12.3%	697	14.6%	3,145	65.9%	4,776	100%
2017	147	3.2%	170	3.7%	553	12.0%	683	14.8%	3,073	66.4%	4,626	100%
2018	152	3.2%	168	3.5%	575	11.9%	690	14.3%	3,228	67.1%	4,813	100%
2019	175	3.5%	167	3.4%	566	11.4%	733	14.8%	3,308	66.8%	4,949	100%
2020	145	3.4%	158	3.8%	526	12.5%	609	14.5%	2,769	65.8%	4,207	100%

Table 65: Number and Percentage of Fatalities by Alcohol Involvement, 2016 - 2020

Year	Fatalities in Alcohol-involved Crashes		Fatalities in Non-alcohol-involved Crashes		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent
2016	171	42.2%	234	57.8%	405	100%
2017	147	38.7%	233	61.3%	380	100%
2018	152	38.8%	240	61.2%	392	100%
2019	175	41.2%	250	58.8%	425	100%
2020	145	36.4%	253	63.6%	398	100%

Table 66: Rates of Fatalities in Alcohol-involved Crashes, 2016 - 2020

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
2016	171	2,092,555	278.09	**8.17**	**0.61**
2017	147	2,092,844	278.36	**7.02**	**0.53**
2018	152	2,093,754	272.88	**7.26**	**0.56**
2019	175	2,099,634	277.72	**8.33**	**0.63**
2020	145	2,106,319	236.92	**6.88**	**0.61**

Table 67: Alcohol-involved New Mexican Drivers in Crashes by Age Group and Sex, 2020

Age Groups	Alcohol-involved Drivers[1] in Crashes						Ratio of Males to Females	2020 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	106	8.7%	34	6.7%	140	8.1%	3.1	52,799	**2.7**
20-24	268	21.9%	117	22.9%	385	22.2%	2.3	109,845	**3.5**
25-29	213	17.4%	96	18.8%	309	17.8%	2.2	126,631	**2.4**
30-34	161	13.2%	84	16.5%	245	14.1%	1.9	132,894	**1.8**
35-39	121	9.9%	57	11.2%	178	10.3%	2.1	133,113	**1.3**
40-44	100	8.2%	41	8.0%	141	8.1%	2.4	121,636	**1.2**
45-49	59	4.8%	24	4.7%	83	4.8%	2.5	115,224	**0.7**
50-54	67	5.5%	29	5.7%	96	5.5%	2.3	115,396	**0.8**
55-59	51	4.2%	16	3.1%	67	3.9%	3.2	132,491	**0.5**
60-64	42	3.4%	8	1.6%	50	2.9%	5.3	134,708	**0.4**
65-69	22	1.8%	2	0.4%	24	1.4%	11.0	124,362	**0.2**
70-74	7	0.6%	0	0.0%	7	0.4%	-	102,232	**0.1**
75 +	6	0.5%	2	0.4%	8	0.5%	3.0	115,294	**0.1**
Total	**1,223**	**100%**	**510**	**100%**	**1,733**	**100%**	**2.4**	**1,516,625**	**1.1**

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

Belt Use

- In 2020, 76.0 percent of passenger vehicle occupants in crashes (58,703 out of 77,288) reported using a seatbelt. This number may be unreliable: Seatbelt data was missing for 22.6 percent of occupants of passenger vehicles in crashes (17,478 out of 77,288). 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 14.4 percent of passenger vehicle occupants who were unbelted. In other words, the percentage of unbelted passenger vehicle occupant fatalities was about 144 times the percentage of belted passenger vehicle occupant fatalities. (Table 68)
- The number of unbelted female fatalities in crashes rose to its highest level in at least a decade, at 62 fatalities. (Table 70)

Table 68: Severity of Injuries by Reported Belt Use, 2020

Belt Usage[1,2]	Severity of Injuries to Occupants 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	85	0.1%	389	0.7%	2,643	4.5%	8,522	14.5%	47,064	80.2%	58,703	100%
Belt Not Used	159	14.4%	113	10.2%	282	25.5%	207	18.7%	346	31.3%	1,107	100%
Missing Data	0	0.0%	94	0.5%	442	2.5%	873	5.0%	16,069	91.9%	17,478	100%
Total	**244**	**0.3%**	**596**	**0.8%**	**3,367**	**4.4%**	**9,602**	**12.4%**	**63,479**	**82.1%**	**77,288**	**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 2019 New Mexico Occupant Seat Belt Observation Study[31], daytime belt use among vehicle occupants in 2019 was 91.8 percent, which is over 10 percentage points higher than the reported belt usage in crash data.

[31] 2019 New Mexico Occupant Seat Belt Observation Study. New Mexico Department of Transportation. Prepared by Preusser Research Group, Inc. November 2019. Due to Covid-19, no belt use survey was conducted in 2020.

Table 69: Unbelted Fatalities and Suspected Serious Injuries by Rural and Urban Location, 2020

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	19	11.9%	10	8.8%	29	10.7%
Rural Non-Interstate	80	50.3%	67	59.3%	147	54.0%
Urban	60	37.7%	36	31.9%	96	35.3%
Total	**159**	**100%**	**113**	**100%**	**272**	**100%**

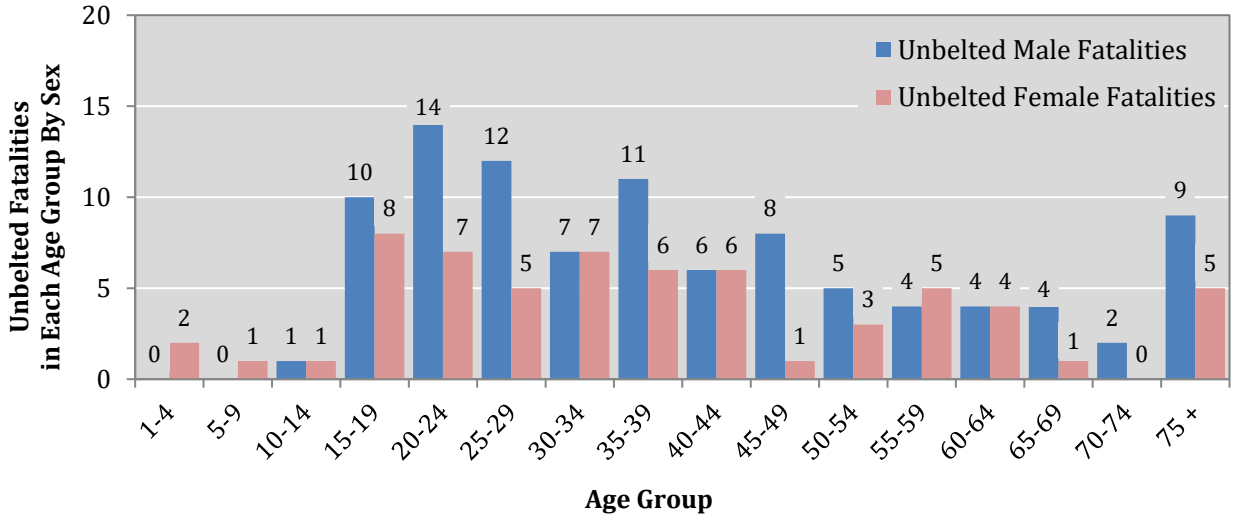
[1] Fatalities and suspected serious injuries to people in passenger cars, pickups, and vans/4WD/SUVs.

Table 70: Unbelted Fatalities by Sex, 2016 - 2020

Year	Unbelted Fatalities [1]			Ratio of Males to Females
	Males	Females	Total	
2016	93	54	147	**1.7**
2017	86	34	120	**2.5**
2018	89	46	135	**1.9**
2019	97	44	141	**2.2**
2020	97	62	159	**1.6**

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

Figure 9: Unbelted Fatalities by Age Group and Sex, 2020



Behavior and Demographics – Belt Use

Belt Use by Children under Age 13

- In 2020, 0.07 percent of children in crashes under age 13 who were belted at the time of the crash were killed, compared with 4.1 percent of children in crashes who were unbelted. (Table 71)
- In 2020, 2.8 percent of children in crashes under age 13 who were belted at the time of the crash received a suspected minor injury, compared with 23.7 percent of children in crashes who were unbelted. (Table 71)
- Of the children under age 13 who received fatal or suspected serious injuries in passenger vehicles in crashes, the proportion who were unbelted fell to 13.3%, the lowest in the past five years. (Table 72)

Table 71: Severity of Injuries to Children in Passenger Vehicles by Belt Usage, 2020

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	3	0.07%	22	0.5%	118	2.8%	412	9.8%	3,652	86.8%	4,207	100%
Belt Not Used	4	4.1%	0	0.0%	23	23.7%	16	16.5%	54	55.7%	97	100%
Missing Data	0	0.0%	1	0.2%	11	2.3%	49	10.4%	408	87.0%	469	100%
Total	**7**	**0.1%**	**23**	**0.5%**	**152**	**3.2%**	**477**	**10.0%**	**4,114**	**86.2%**	**4,773**	**100%**

[1] Belt use 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, 2016 - 2020

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
2016	17	30.9%	34	61.8%	4	7.3%	55	100.0%
2017	11	28.9%	24	63.2%	3	7.9%	38	100.0%
2018	11	20.4%	38	70.4%	5	9.3%	54	100.0%
2019	11	28.9%	22	57.9%	5	13.2%	38	100.0%
2020	4	13.3%	25	83.3%	1	3.3%	30	100.0%

[1] Belt use of children in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs). Revised June 21, 2022.

Drugs

This section analyzes 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. Data collection began in 2007. Increases after 2007 may be due to increased use of UCR forms that have "drug-involvement" as an option. For non-fatally injured drivers, drug involvement is reported by the officer at the scene of the crash. In addition, increases after 2013 in drug-involved fatal crashes may be due to improved access to toxicology data supplied by the Office of the Medical Investigator on crash-related fatalities.

- Both the number of drug-involved fatal crashes and their percentage of all drug-involved crashes rose to their highest levels in five years. (Table 73)

Table 73: Drug-involved Crashes[32] by Crash Severity, 2016 - 2020

Year	Drug-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Drug-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2016	31	11.7%	105	39.5%	130	48.9%	266	100%
2017	25	9.3%	111	41.4%	132	49.3%	268	100%
2018	58	23.4%	84	33.9%	106	42.7%	248	100%
2019	47	21.3%	85	38.5%	89	40.3%	221	100%
2020	73	29.9%	86	35.2%	85	34.8%	244	100%

Table 74: People in Drug-involved Crashes[32] by Severity of Injury, 2016 - 2020

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
2016	33	5.7%	20	3.4%	63	10.8%	77	13.2%	391	67.0%	584	100%
2017	28	4.3%	22	3.4%	53	8.2%	103	15.9%	442	68.2%	648	100%
2018	63	10.3%	33	5.4%	53	8.7%	80	13.1%	380	62.4%	609	100%
2019	52	9.9%	21	4.0%	61	11.6%	55	10.5%	337	64.1%	526	100%
2020	78	14.4%	20	3.7%	67	12.4%	81	14.9%	296	54.6%	542	100%

[32] 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 or New Mexico residence. Drivers from out of state and with unknown residence (such as in hit-and-run crashes) are excluded.

- New Mexico residents were 88.5 percent of drivers in crashes. (Table 75)
- New Mexican drivers in the 15-19 age group have the highest crash rate, at 98.7 drivers in crashes per 1,000 New Mexico licensed drivers in their age group. (Figure 10, Table 77)
- New Mexican drivers in the 15-19 age group have the highest fatal crash rate, at 8.0 drivers per 10,000 New Mexico licensed drivers in that age group. (Figure 11, Table 78)

Table 75: Drivers in Crashes by Residence, 2020[33]

Residence of Drivers	Severity of Injuries to Driver			Total Drivers	Percent of Total
	Fatalities	Injuries	Not Injured		
New Mexico Resident	209	10,018	39,138	49,365	**88.5%**
Out Of State	38	956	5,110	6,104	**10.9%**
Missing Data	2	42	255	299	**0.5%**
Total Drivers	**249**	**11,016**	**44,503**	**55,768**	**100%**

Table 76: New Mexican Drivers in Crashes by License Type and Crash Severity, 2020[33] [34]

Driver Type of License	NM Drivers in Fatal Crashes		NM Drivers in Injury Crashes		NM Drivers in Property Damage Only Crashes		Total NM Drivers in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Operator	338	0.8%	14,670	35.6%	26,170	63.6%	41,178	100%
CDL Class A	19	1.4%	391	29.4%	921	69.2%	1,331	100%
CDL Class B	3	0.8%	112	28.2%	282	71.0%	397	100%
CDL Class C	9	2.6%	109	31.4%	229	66.0%	347	100%
CDL Non-Commercial	1	0.2%	139	31.6%	300	68.2%	440	100%
ID Card	28	1.7%	718	43.8%	893	54.5%	1,639	100%
Motorcycle Only	1	4.0%	13	52.0%	11	44.0%	25	100%
Not Licensed	0	0.0%	0	0.0%	0	0.0%	0	0%
Missing Data	24	0.6%	676	16.9%	3,308	82.5%	4,008	100%
Total Drivers	**423**	**0.9%**	**16,828**	**34.1%**	**32,114**	**65.1%**	**49,365**	**100%**

[33] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) residence is not in New Mexico (except Table 75), or 4) the person is a pedestrian or pedalcyclist.

[34] The category "Missing Data" likely includes statistics on drivers who were not licensed.

Figure 10: Percentage and Rate of New Mexican Drivers in Crashes by Age Group, 2020[35]

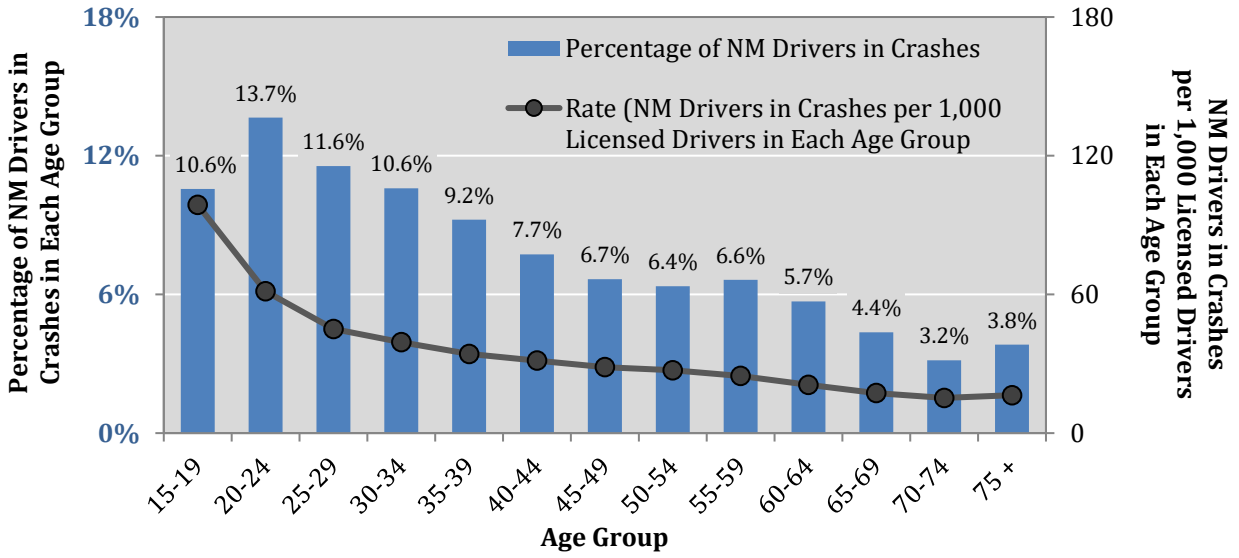


Table 77: Number, Sex, and Rate of New Mexican Drivers in Crashes by Age Group, 2020[35]

Driver Age Group	Drivers in Crashes (NM Residents)			Percent of Total Drivers in Crashes	Ratio of Males to Females	2020 Licensed Drivers	Rate (NM Drivers in Crashes per 1,000 Licensed Drivers in Each Age Group)
	Males	Females	Total				
15-19	2,969	2,244	5,213	10.6%	1.32	52,799	**98.7**
20-24	3,957	2,782	6,739	13.7%	1.42	109,845	**61.4**
25-29	3,218	2,484	5,702	11.6%	1.30	126,631	**45.0**
30-34	2,978	2,250	5,228	10.6%	1.32	132,894	**39.3**
35-39	2,616	1,943	4,559	9.2%	1.35	133,113	**34.2**
40-44	2,232	1,584	3,816	7.7%	1.41	121,636	**31.4**
45-49	1,881	1,406	3,287	6.7%	1.34	115,224	**28.5**
50-54	1,819	1,316	3,135	6.4%	1.38	115,396	**27.2**
55-59	1,859	1,415	3,274	6.6%	1.31	132,491	**24.7**
60-64	1,643	1,170	2,813	5.7%	1.40	134,708	**20.9**
65-69	1,218	936	2,154	4.4%	1.30	124,362	**17.3**
70-74	909	647	1,556	3.2%	1.40	102,232	**15.2**
75 +	1,121	768	1,889	3.8%	1.46	115,294	**16.4**
Total	**28,420**	**20,945**	**49,365**	**100%**	**1.36**	**1,516,625**	**32.5**

[35] 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, 2020[36]

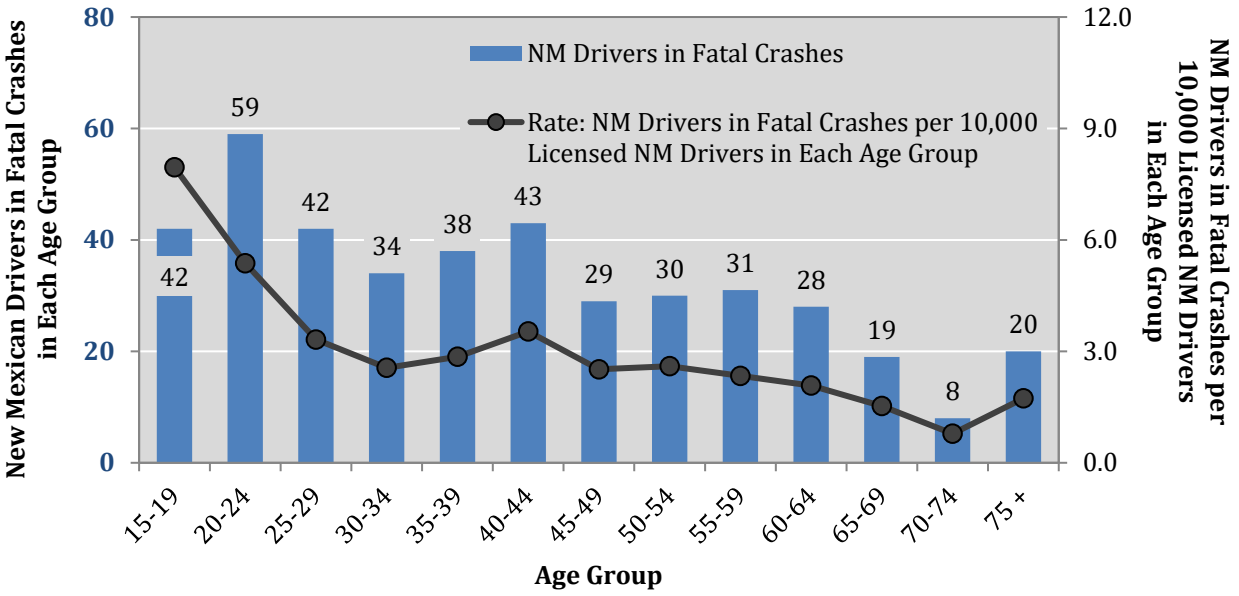


Table 78: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2020[36]

Driver Age	NM Drivers in Fatal Crashes		All Drivers in Fatal Crashes		2020 Licensed Drivers	Rate: NM Drivers in Fatal Crashes per 10,000 Licensed NM Drivers in Each Age Group
	Count	Percent	Count	Percent		
15-19	42	9.9%	45	8.7%	52,799	**8.0**
20-24	59	13.9%	64	12.3%	109,845	**5.4**
25-29	42	9.9%	61	11.7%	126,631	**3.3**
30-34	34	8.0%	41	7.9%	132,894	**2.6**
35-39	38	9.0%	49	9.4%	133,113	**2.9**
40-44	43	10.2%	52	10.0%	121,636	**3.5**
45-49	29	6.9%	40	7.7%	115,224	**2.5**
50-54	30	7.1%	36	6.9%	115,396	**2.6**
55-59	31	7.3%	37	7.1%	132,491	**2.3**
60-64	28	6.6%	39	7.5%	134,708	**2.1**
65-69	19	4.5%	21	4.0%	124,362	**1.5**
70-74	8	1.9%	11	2.1%	102,232	**0.8**
75 +	20	4.7%	24	4.6%	115,294	**1.7**
Total	**423**	**100%**	**520**	**100%**	**1,516,625**	**2.8**

[36] 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 (ages 15-19) driver crash rate (per 1,000 NM licensed teen drivers) dropped to its lowest level in the past five years, at 98.7. (Table 79)
- The young adult (ages 20-24) driver crash rate (per 1,000 NM licensed young adult drivers) dropped to its lowest level in the past five years, at 61.4. (Table 79)
- More than 40 percent of crashes involving New Mexican teen drivers occur from 2 p.m. through 6 p.m. (Table 81)
- The alcohol-involved driver crash rate is at its highest point in the past five years for teen drivers (at 2.65 per 1,000 licensed teen drivers) and under-21 drivers (at 2.75 per 1,000 licensed under-21 drivers). The higher rate resulted from a decrease in the number of licensed teen drivers in New Mexico combined with an increase in the number of these drivers in crashes. (Table 82)
- The increase in alcohol-involved teen drivers in crashes was among males. (Table 83)

Table 79: New Mexican Young Driver Crash Rates, 2016 - 2020

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]
2016	7,197	56,894	**126.5**	9,135	115,853	**78.8**
2017	7,292	56,054	**130.1**	8,764	112,381	**78.0**
2018	7,427	55,889	**132.9**	8,786	109,190	**80.5**
2019	7,308	56,017	**130.5**	8,820	108,788	**81.1**
2020	5,213	52,799	**98.7**	6,739	109,845	**61.4**

[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, 2016 - 2020[37]

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
2016	7,197	**11.1%**	9,135	**14.1%**	64,909
2017	7,292	**11.0%**	8,764	**13.2%**	66,263
2018	7,427	**11.1%**	8,786	**13.1%**	66,857
2019	7,308	**10.7%**	8,820	**12.9%**	68,261
2020	5,213	**10.6%**	6,739	**13.7%**	49,365

Table 81: New Mexican Young Drivers in Crashes by Hour, 2020[37]

Hour[1]	Teen (15-19) Drivers		Young Adult (20-24) Drivers	
	Count	Percent	Count	Percent
Midnight	76	1.5%	125	1.9%
1 a.m.	52	1.0%	90	1.3%
2 a.m.	48	0.9%	70	1.0%
3 a.m.	36	0.7%	57	0.8%
4 a.m.	33	0.6%	51	0.8%
5 a.m.	38	0.7%	72	1.1%
6 a.m.	61	1.2%	142	2.1%
7 a.m.	190	3.6%	287	4.3%
8 a.m.	171	3.3%	236	3.5%
9 a.m.	162	3.1%	211	3.1%
10 a.m.	159	3.1%	255	3.8%
11 a.m.	213	4.1%	322	4.8%
Noon	331	6.3%	435	6.5%
1 p.m.	320	6.1%	404	6.0%
2 p.m.	416	8.0%	443	6.6%
3 p.m.	434	8.3%	510	7.6%
4 p.m.	479	9.2%	567	8.4%
5 p.m.	484	9.3%	542	8.0%
6 p.m.	393	7.5%	477	7.1%
7 p.m.	303	5.8%	393	5.8%
8 p.m.	263	5.0%	321	4.8%
9 p.m.	239	4.6%	272	4.0%
10 p.m.	182	3.5%	257	3.8%
11 p.m.	114	2.2%	176	2.6%
Missing Data	16	0.3%	24	0.4%
Total	**5,213**	**100%**	**6,739**	**100%**

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

[37] 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, 2016 - 2020[38]

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]
2016	115	56,894	**2.02**	165	77,871	**2.12**	325	115,853	**2.81**
2017	84	56,054	**1.50**	135	77,049	**1.75**	369	112,381	**3.28**
2018	97	55,889	**1.74**	145	76,629	**1.89**	381	109,190	**3.49**
2019	121	56,017	**2.16**	178	76,931	**2.31**	404	108,788	**3.71**
2020	140	52,799	**2.65**	203	73,846	**2.75**	385	109,845	**3.50**

[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, 2016 - 2020[38]

Year	Alcohol-involved Teen Drivers (15-19)			Alcohol-involved Under-21 Drivers			Alcohol-involved Young Adult Drivers (20-24)		
	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females
2016	82	33	**2.5**	117	48	**2.4**	237	88	**2.7**
2017	60	24	**2.5**	101	34	**3.0**	271	98	**2.8**
2018	72	25	**2.9**	113	32	**3.5**	274	107	**2.6**
2019	87	34	**2.6**	127	51	**2.5**	278	126	**2.2**
2020	106	34	**3.1**	148	55	**2.7**	268	117	**2.3**

[38] 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.

- The percentage of senior fatalities in crashes, compared with all seniors in crashes, rose to its highest level in five years, at 0.8 percent. (Table 84)
- Many 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[39] in Crashes by Age, 2020 [40]

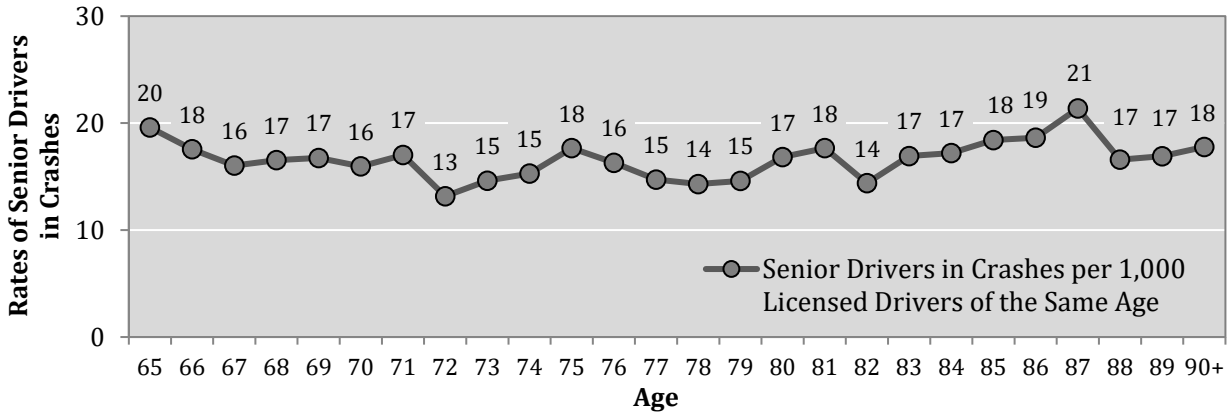


Table 84: Severity of Injuries to Seniors (65+) in Crashes, 2016 - 2020

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
2016	60	0.6%	112	1.1%	448	4.4%	1,491	14.7%	8,028	79.2%	10,139	100%
2017	57	0.5%	127	1.2%	466	4.3%	1,537	14.2%	8,646	79.8%	10,833	100%
2018	61	0.6%	121	1.1%	537	5.0%	1,511	14.0%	8,527	79.3%	10,757	100%
2019	57	0.5%	140	1.2%	532	4.6%	1,606	14.0%	9,130	79.6%	11,465	100%
2020	57	0.8%	70	0.9%	419	5.5%	1,049	13.8%	6,003	79.0%	7,598	100%

[39] Detailed data are on Pages 96 and 97.

[40] 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: Contributing Factors of Senior (65+) New Mexican Drivers[40] in Crashes, 2020 [41]

Contributing Factors of Senior New Mexican Drivers in Crashes	Senior Drivers in Fatal Crashes		Senior Drivers in Injury Crashes		Senior Drivers in PDO Crashes		Senior Drivers in All Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**61**	**76.3%**	**1,341**	**58.1%**	**2,414**	**53.6%**	**3,816**	**55.4%**
Driver Inattention	10	12.5%	494	21.4%	835	18.6%	1,339	19.4%
Failed to Yield Right of Way	5	6.3%	298	12.9%	438	9.7%	741	10.8%
Other Improper Driving	10	12.5%	86	3.7%	192	4.3%	288	4.2%
Following Too Closely	0	-	78	3.4%	155	3.4%	233	3.4%
Made Improper Turn	1	1.3%	60	2.6%	133	3.0%	194	2.8%
Disregarded Traffic Signal	1	1.3%	98	4.2%	79	1.8%	178	2.6%
Improper Lane Change	2	2.5%	18	0.8%	126	2.8%	146	2.1%
Avoid No Contact Vehicle	1	1.3%	26	1.1%	75	1.7%	102	1.5%
Drove Left of Center	5	6.3%	28	1.2%	48	1.1%	81	1.2%
Improper Backing	0	-	5	0.2%	71	1.6%	76	1.1%
Excessive Speed	7	8.8%	31	1.3%	33	0.7%	71	1.0%
Avoid No Contact Other	1	1.3%	18	0.8%	46	1.0%	65	0.9%
Passed Stop Sign	0	-	26	1.1%	38	0.8%	64	0.9%
Speed Too Fast For Conditions	1	1.3%	21	0.9%	40	0.9%	62	0.9%
Improper Overtaking	2	2.5%	9	0.4%	45	1.0%	56	0.8%
Under the Influence Of Alcohol	6	7.5%	17	0.7%	16	0.4%	39	0.6%
Driver Distracted by Other Activity	1	1.3%	9	0.4%	24	0.5%	34	0.5%
Under the Influence Of Drugs	8	10.0%	3	0.1%	0	-	11	0.2%
Vehicle Skidded Before Braking	0	-	4	0.2%	7	0.2%	11	0.2%
Cell Phone	0	-	4	0.2%	4	0.1%	8	0.1%
Failed to Yield For Police Vehicle	0	-	0	-	4	0.1%	4	0.1%
Pedestrian Error	0	-	4	0.2%	0	-	4	0.1%
Driver Distracted by Passenger	0	-	1	0.04%	2	0.04%	3	0.04%
Driverless Moving Vehicle	0	-	1	0.04%	2	0.04%	3	0.04%
Failed to Yield For Emer. Vehicle	0	-	1	0.04%	1	0.02%	2	0.03%
Driver Distracted By Texting	0	-	1	0.04%	0	-	1	0.01%
Driver Distracted by Talking on Cell Phone	0	-	0	-	0	-	0	-
Driver Distracted by Talking on Hands-Free Device	0	-	0	-	0	-	0	-
High-Speed Pursuit	0	-	0	-	0	-	0	-
Vehicle	**1**	**1.3%**	**24**	**1.0%**	**43**	**1.0%**	**68**	**1.0%**
Inadequate Brakes	0	-	9	0.4%	13	0.3%	22	0.3%
Other Mechanical Defect	1	1.3%	3	0.1%	13	0.3%	17	0.2%
Defective Tires	0	-	7	0.3%	7	0.2%	14	0.2%
Defective Steering	0	-	2	0.1%	4	0.1%	6	0.1%
Lights (Head, Signal, Tail)	0	-	1	0.04%	3	0.1%	4	0.1%
Windows/Windshield	0	-	0	-	3	0.1%	3	0.04%
Wheels	0	-	2	0.09%	0	-	2	0.03%
Coupling Device (Hitch, Chains)	0	-	0	-	0	-	0	-
Exhaust System	0	-	0	-	0	-	0	-
Mirrors	0	-	0	-	0	-	0	-
Suspension	0	-	0	-	0	-	0	-
Wipers	0	-	0	-	0	-	0	-
Environment	**1**	**1.3%**	**37**	**1.6%**	**87**	**1.9%**	**125**	**1.8%**
Animal(s) In Roadway	0	-	4	0.2%	28	0.6%	32	0.5%
Weather Conditions	0	-	10	0.4%	11	0.2%	21	0.3%
Low Visibility Due to Glare	0	-	5	0.2%	15	0.3%	20	0.3%
Road Surface Conditions	0	-	3	0.1%	7	0.2%	10	0.1%
Backup - Prior Crash	0	-	2	0.1%	7	0.2%	9	0.1%
Traffic Congestion	0	-	2	0.1%	6	0.1%	8	0.1%
Other Visual Obstruction(s)	0	-	2	0.1%	5	0.1%	7	0.1%
Traffic Control Missing	1	1.3%	3	0.1%	3	0.1%	7	0.1%
Road Defect	0	-	4	0.2%	1	0.02%	5	0.1%
Obstruction in Road	0	-	2	0.1%	2	0.04%	4	0.1%
Debris	0	-	0	-	2	0.04%	2	0.03%
Backup - Prior Incident	0	-	0	-	0	-	0	-
Low Visibility Due to Smoke	0	-	0	-	0	-	0	-
Other	**17**	**21.3%**	**905**	**39.2%**	**1,956**	**43.5%**	**2,878**	**41.8%**
Other - No Driver Error	13	16.3%	630	27.3%	1,093	24.3%	1,736	25.2%
None	3	3.8%	238	10.3%	480	10.7%	721	10.5%
Missing Data	1	1.3%	37	1.6%	383	8.5%	421	6.1%
Total Contributing Factors of Senior Drivers	**80**	**100%**	**2,307**	**100%**	**4,500**	**100%**	**6,887**	**100%**

[41] See Contributing Factors Section on Page 8 for details.

Age and Sex

- Of all people in crashes, the age groups with the highest reported percentage of people in crashes were ages 15-19 (9.9 percent), ages 20-24 (11.2 percent) and ages 25-29 (9.4 percent). However, the age was unknown for 11.9 percent of people in crashes. (Figure 13, Table 86)
- The age groups with the highest number of fatalities in crashes were ages 25-29 (38 fatalities), 35-39 (38 fatalities), and 60-64 (37 fatalities). (Table 86)
- The age groups with the highest proportion of people killed were ages 75+ (1.19 percent killed) and 60-64 (0.97 percent killed). (Table 86)
- In each of the past five years, at least 2 males were killed for every 1 female killed in a crash. (Table 87)
- Among motorcycle/ATV drivers in crashes, males outnumbered females with a ratio of 8.5 to 1. (Table 88)
- Among all pedalcyclists in crashes, males outnumbered females with a ratio of 3.8 to 1. (Table 88)

Figure 13: Percentage of All People in Crashes by Age Group, 2020

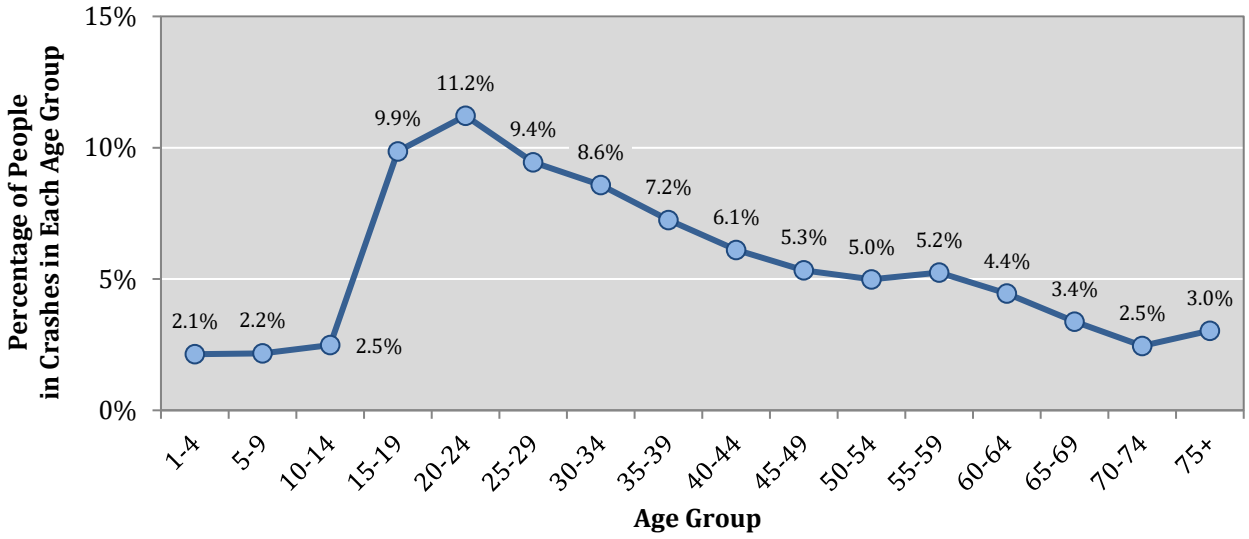


Table 86: People in Crashes by Severity of Injury and Age Group, 2020

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[1,2]
1-4	2	9	54	99	1,669	1,833	2.1%	0.11%
5-9	1	13	82	209	1,555	1,860	2.2%	0.05%
10-14	7	20	114	323	1,668	2,132	2.5%	0.33%
15-19	30	96	587	1,029	6,713	8,455	9.9%	0.35%
20-24	34	107	684	1,272	7,520	9,617	11.2%	0.35%
25-29	38	98	474	1,061	6,428	8,099	9.4%	0.47%
30-34	34	89	431	938	5,865	7,357	8.6%	0.46%
35-39	38	99	337	834	4,906	6,214	7.2%	0.61%
40-44	28	55	260	712	4,183	5,238	6.1%	0.53%
45-49	28	41	249	682	3,572	4,572	5.3%	0.61%
50-54	31	51	214	647	3,332	4,275	5.0%	0.73%
55-59	33	72	224	687	3,483	4,499	5.2%	0.73%
60-64	37	37	199	518	3,024	3,815	4.4%	0.97%
65-69	18	29	134	401	2,316	2,898	3.4%	0.62%
70-74	8	15	105	296	1,678	2,102	2.5%	0.38%
75+	31	26	180	352	2,009	2,598	3.0%	1.19%
Missing Data	0	30	77	193	9,878	10,178	11.9%	0.00%
Total	**398**	**887**	**4,405**	**10,253**	**69,799**	**85,742**	**100%**	**0.46%**

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

[2] The number of fatalities in a given age group out of the total number of people in crashes in the same age group.

Table 87: People in Crashes and People Killed in Crashes by Sex, 2016 - 2020

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
2016	54,312	48,583	11,806	114,701	**1.1**	273	132	405	**2.1**
2017	55,857	50,038	9,732	115,627	**1.1**	270	110	380	**2.5**
2018	57,203	49,293	9,524	116,020	**1.2**	289	103	392	**2.8**
2019	58,820	50,912	9,386	119,118	**1.2**	305	120	425	**2.5**
2020	43,879	33,830	8,033	85,742	**1.3**	270	128	398	**2.1**

Table 88: People in Crashes by Person Type and Sex, 2020

Person Type	People in Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	33,452	23,092	7,627	64,171	**1.4**
Front Seat Passengers	4,634	6,015	65	10,714	**0.8**
All Other Passengers	4,200	4,237	290	8,727	**1.0**
Motorcyclists/ATV Riders[1]					
Motorcycle/ATV Drivers	948	112	33	1,093	**8.5**
Motorcycle/ATV Passengers	72	148	2	222	**0.5**
Nonmotorists					
Pedalcyclists, All	210	55	1	266	**3.8**
Pedestrians, All	342	153	0	495	**2.2**
Missing Data	21	18	15	54	**1.2**
Total	**43,879**	**33,830**	**8,033**	**85,742**	**1.3**

[1] Not comparable to values published prior to 2020 due to changes in tabulation method.

Table 89: People in Crashes by Age Group, 2016 - 2020

Age Group	People in Crashes[1]				
	2016	2017	2018	2019	2020
1-4	3,585	3,398	3,177	3,150	1,833
5-9	3,583	3,459	3,055	3,253	1,860
10-14	3,450	3,427	3,402	3,414	2,132
15-19	12,084	11,887	12,128	11,962	8,455
20-24	13,053	12,359	12,492	12,608	9,617
25-29	10,591	10,483	10,933	10,977	8,099
30-34	8,889	9,385	9,426	9,743	7,357
35-39	7,686	7,813	8,274	8,672	6,214
40-44	6,473	6,734	6,691	7,114	5,238
45-49	6,163	6,040	6,182	6,252	4,572
50-54	6,110	5,899	5,895	5,942	4,275
55-59	5,825	6,013	6,093	6,085	4,499
60-64	4,824	5,016	5,333	5,514	3,815
65-69	3,883	4,055	3,911	4,250	2,898
70-74	2,619	2,955	2,994	3,075	2,102
75+	3,637	3,823	3,852	4,140	2,598
Missing Data	12,246	12,881	12,182	12,967	10,178
Total People	**114,701**	**115,627**	**116,020**	**119,118**	**85,742**

[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 98) and digitally available in high-resolution color at gps.unm.edu/tru/crash-maps. Additional data tables on counties are available in Appendix F (Page 119). Note that sudden large increases in total crashes in a county might be due to improved reporting by law enforcement agencies.

Crashes

- Bernalillo, Doña Ana and Santa Fe counties had the highest number of total crashes. Bernalillo, Chaves, Curry, Doña Ana and Valencia counties had the highest crash rates based on vehicle miles traveled, with at least 180 crashes per 100M VMT. (Table 90, Table 97)
- Bernalillo, Doña Ana and San Juan counties had the highest number of alcohol-involved crashes. The counties with the highest rates of alcohol-involved crashes based on vehicle miles traveled were Bernalillo, Chaves, Doña Ana, McKinley, Rio Arriba, Taos and Valencia with at least 10 alcohol-involved crashes per 100M VMT. (Table 91, Table 99)
- The highest number of animal-involved crashes was in Grant County, 162, and San Juan County, 152. And the highest rates when those crashes are compared with vehicle miles traveled were in Colfax, Grant, Lincoln, Mora, Rio Arriba and Roosevelt, with rates of at least 25 animal-involved crashes per 100M VMT. (Table 92, Appendix Table F-4)

Fatalities

- Of the 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 County had 39.5 percent of all pedestrian fatalities. (Table 95)
- Of the counties with the highest number of pedestrian fatalities, pedestrians often accounted for a large percentage of the total fatalities in each county. (Table 95)
- Of the counties with the highest number of pedestrian fatalities in 2020, pedestrian fatalities increased in Chaves, Eddy, San Juan, Santa Fe, Taos, and Torrance. (Table 95)
- The proportion of fatal crashes occurring in each of Cibola, Socorro, Taos and Torrance counties was at least double the county's proportion of total crashes. (Table 96)

Crash Geography – Counties

Table 90: Top 10 Counties in Total Crashes, 2020[42]

2020 Rank	County	Total Crashes					Percent of All 2020 Crashes	2020 Total Crashes per 100M VMT
		2016	2017	2018	2019	2020		
1	Bernalillo	19,496	19,885	19,641	19,738	14,038	38.4%	281.7
2	Doña Ana	4,332	4,303	4,419	4,597	3,642	10.0%	194.6
3	Santa Fe	3,172	3,502	3,260	3,406	2,428	6.6%	153.8
4	Sandoval	1,930	2,096	2,153	2,138	1,683	4.6%	118.7
5	San Juan	1,971	1,912	1,931	2,264	1,671	4.6%	99.5
6	Lea	1,007	1,053	1,763	1,937	1,402	3.8%	129.9
7	Eddy	1,399	1,534	1,956	1,888	1,295	3.5%	127.3
8	Chaves	1,374	1,311	1,338	1,372	1,103	3.0%	195.2
9	McKinley	1,308	1,250	1,268	1,403	1,025	2.8%	83.5
10	Valencia	1,171	1,130	1,024	1,121	1,018	2.8%	182.8
All Other Counties		7,911	7,930	8,033	8,260	7,250	19.8%	-
Total		**45,071**	**45,906**	**46,786**	**48,124**	**36,555**	100%	**154.3**

Table 91: Top 10 Counties in Alcohol-involved Crashes, 2020[43]

2020 Rank	County	Alcohol-involved Crashes					Percent of All 2020 Alcohol-involved Crashes	2020 Alcohol-involved Crashes per 100M VMT
		2016	2017	2018	2019	2020		
1	Bernalillo	689	664	664	714	613	30.3%	12.3
2	Doña Ana	174	196	200	200	199	9.9%	10.6
3	San Juan	163	169	161	188	157	7.8%	9.3
4	Santa Fe	179	172	167	194	144	7.1%	9.1
5	McKinley	155	169	158	146	127	6.3%	10.4
6	Sandoval	109	114	125	123	109	5.4%	7.7
7	Chaves	41	47	56	78	77	3.8%	13.6
8	Eddy	51	54	85	76	70	3.5%	6.9
9	Lea	39	37	77	82	65	3.2%	6.0
10	Valencia	56	53	41	55	60	3.0%	10.8
All Other Counties		417	375	356	381	399	19.8%	-
Total		**2,073**	**2,050**	**2,090**	**2,237**	**2,020**	100%	**8.5**

[42] See Page 68 for total crashes in all counties, and Pages 124-125 for crash rates using county population.

[43] See Page 70 for alcohol-involved crashes in all counties, and Page 126 for alcohol-involved crash rates using county population.

Table 92: Top 10 Counties in Animal-involved[10] Crashes, 2020[44]

2020 Rank[1]	County	Animal-involved Crashes					Percent of All 2020 Animal-involved Crashes	2020 Animal-involved Crashes per 100M VMT
		2016	2017	2018	2019	2020		
1	Grant	139	161	179	176	162	8.8%	44.8
2	San Juan	155	184	157	163	152	8.3%	9.1
3	Lincoln	108	126	117	119	122	6.6%	29.3
4	Rio Arriba	136	132	156	125	118	6.4%	28.1
5	Colfax	89	111	113	88	114	6.2%	35.9
6	Eddy	113	109	110	120	87	4.7%	8.6
7	Otero	93	72	76	101	82	4.5%	11.6
8	Chaves	60	65	75	87	78	4.2%	13.8
9	Lea	74	59	51	75	72	3.9%	6.7
10	Santa Fe	52	93	107	90	68	3.7%	4.3
All Other Counties		653	761	813	820	786	42.7%	-
Total		**1,672**	**1,873**	**1,954**	**1,964**	**1,841**	**100%**	**7.8**

[1] Counties with the same number of crashes in 2020 have the same rank.

Table 93: Top 10 Counties in Fatalities, 2020[45]

2020 Rank[1]	County	Fatalities in Crashes					Percent of All 2020 Fatalities	2020 Fatalities per 100M VMT
		2016	2017	2018	2019	2020		
1	Bernalillo	100	90	94	104	109	27.4%	2.2
2	Santa Fe	23	16	18	16	31	7.8%	2.0
3	San Juan	32	35	33	37	24	6.0%	1.4
3	McKinley	22	30	41	26	24	6.0%	2.0
5	Doña Ana	24	29	15	31	20	5.0%	1.1
6	Rio Arriba	11	8	14	12	16	4.0%	3.8
7	Cibola	17	13	6	16	15	3.8%	2.1
7	Taos	8	9	9	5	15	3.8%	4.0
9	Lea	13	16	28	26	14	3.5%	1.3
9	Sandoval	16	17	24	17	14	3.5%	1.0
All Other Counties		139	117	110	135	116	29.1%	-
Total		**405**	**380**	**392**	**425**	**398**	**100%**	**1.7**

[1] Counties with the same number of fatalities in 2020 have the same rank.

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

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

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Table 94: Top Counties in Motorcyclist[18] (Driver and Passenger) Fatalities, 2020[46]

2020 Rank[1]	County	Motorcyclist Fatalities in Crashes					Percent of All 2020 MC Fatalities	2020 Total Fatalities	Motorcyclist Fatalities as a Percent of All 2020 County Fatalities
		2016	2017	2018	2019	2020			
1	Bernalillo	17	18	19	17	13	28.3%	109	11.9%
2	Doña Ana	3	4	2	4	5	10.9%	20	25.0%
3	San Juan	2	2	2	7	4	8.7%	24	16.7%
3	Sandoval	0	1	3	4	4	8.7%	14	28.6%
3	Santa Fe	2	4	2	3	4	8.7%	31	12.9%
6	Valencia	1	1	1	3	3	6.5%	9	33.3%
6	Rio Arriba	1	1	1	1	3	6.5%	16	18.8%
8	Otero	0	1	0	2	2	4.3%	6	33.3%
8	McKinley	0	0	0	2	2	4.3%	24	8.3%
All Other Counties		21	21	17	12	6	13.0%	145	4.1%
Total		**47**	**53**	**47**	**55**	**46**	100%	**398**	11.6%

[1] Counties with the same number of motorcyclist fatalities in 2020 have the same rank.

Table 95: Top Counties in Pedestrian Fatalities, 2020[47]

2020 Rank[1]	County	Pedestrian Fatalities in Crashes					Percent of All 2020 Pedestrian Fatalities	2020 Total Fatalities	Pedestrian Fatalities as a Percent of All 2020 County Fatalities
		2016	2017	2018	2019	2020			
1	Bernalillo	34	33	38	42	32	39.5%	109	29.4%
2	San Juan	9	10	8	8	10	12.3%	24	41.7%
3	Santa Fe	1	5	6	1	6	7.4%	31	19.4%
4	McKinley	8	8	8	9	5	6.2%	24	20.8%
4	Chaves	1	0	1	0	5	6.2%	12	41.7%
6	Doña Ana	4	7	3	8	4	4.9%	20	20.0%
6	Eddy	0	1	0	1	4	4.9%	10	40.0%
8	Rio Arriba	3	0	2	3	2	2.5%	16	12.5%
8	Taos	1	2	1	1	2	2.5%	15	13.3%
8	Torrance	1	0	1	1	2	2.5%	6	33.3%
All Other Counties		15	13	16	9	9	11.1%	131	6.9%
Total		**77**	**79**	**84**	**83**	**81**	100%	**398**	20.4%

[1] Counties with the same number of pedestrian fatalities in 2020 have the same rank.

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

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

Table 96: Severity of Crashes by County, 2020

County	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Bernalillo	104	28.5%	4,394	40.3%	9,540	37.7%	14,038	38.4%
Catron	1	0.3%	12	0.1%	38	0.2%	51	0.1%
Chaves	12	3.3%	355	3.3%	736	2.9%	1,103	3.0%
Cibola	14	3.8%	132	1.2%	356	1.4%	502	1.4%
Colfax	3	0.8%	69	0.6%	263	1.0%	335	0.9%
Curry	5	1.4%	191	1.8%	556	2.2%	752	2.1%
De Baca	0	0.0%	10	0.09%	22	0.1%	32	0.1%
Doña Ana	18	4.9%	1,101	10.1%	2,523	10.0%	3,642	10.0%
Eddy	10	2.7%	364	3.3%	921	3.6%	1,295	3.5%
Grant	7	1.9%	134	1.2%	392	1.6%	533	1.5%
Guadalupe	4	1.1%	52	0.5%	188	0.7%	244	0.7%
Harding	0	0.0%	2	0.02%	4	0.02%	6	0.02%
Hidalgo	3	0.8%	16	0.1%	79	0.3%	98	0.3%
Lea	13	3.6%	418	3.8%	971	3.8%	1,402	3.8%
Lincoln	4	1.1%	86	0.8%	367	1.5%	457	1.3%
Los Alamos	2	0.5%	28	0.3%	82	0.3%	112	0.3%
Luna	6	1.6%	112	1.0%	284	1.1%	402	1.1%
McKinley	20	5.5%	237	2.2%	768	3.0%	1,025	2.8%
Mora	1	0.3%	33	0.3%	88	0.3%	122	0.3%
Otero	6	1.6%	242	2.2%	545	2.2%	793	2.2%
Quay	2	0.5%	63	0.6%	189	0.7%	254	0.7%
Rio Arriba	13	3.6%	188	1.7%	466	1.8%	667	1.8%
Roosevelt	2	0.5%	76	0.7%	213	0.8%	291	0.8%
San Juan	22	6.0%	474	4.3%	1,175	4.6%	1,671	4.6%
San Miguel	8	2.2%	109	1.0%	332	1.3%	449	1.2%
Sandoval	14	3.8%	481	4.4%	1,188	4.7%	1,683	4.6%
Santa Fe	29	7.9%	819	7.5%	1,580	6.3%	2,428	6.6%
Sierra	2	0.5%	52	0.5%	112	0.4%	166	0.5%
Socorro	9	2.5%	58	0.5%	159	0.6%	226	0.6%
Taos	15	4.1%	144	1.3%	328	1.3%	487	1.3%
Torrance	6	1.6%	66	0.6%	125	0.5%	197	0.5%
Union	2	0.5%	16	0.1%	54	0.2%	72	0.2%
Valencia	8	2.2%	376	3.4%	634	2.5%	1,018	2.8%
Missing Data	0	0.0%	0	0.0%	2	0.008%	2	0.005%
Total Crashes	**365**	**100%**	**10,910**	**100%**	**25,280**	**100%**	**36,555**	**100%**

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Table 97: Total Crashes by County, 2016 - 2020[48]

County	Total Crashes					Percent of All 2020 Crashes	2020 Vehicle Miles Traveled (100M VMT)[1]	2020 Crashes per 100M VMT[2]
	2016	2017	2018	2019	2020			
Bernalillo	19,496	19,885	19,641	19,738	14,038	38.4%	49.83	281.7
Catron	60	55	60	35	51	0.1%	0.92	55.3
Chaves	1,374	1,311	1,338	1,372	1,103	3.0%	5.65	195.2
Cibola	510	446	430	522	502	1.4%	7.02	71.5
Colfax	329	338	370	365	335	0.9%	3.18	105.4
Curry	976	977	1,020	901	752	2.1%	3.64	206.6
De Baca	53	42	33	39	32	0.1%	1.22	26.2
Doña Ana	4,332	4,303	4,419	4,597	3,642	10.0%	18.72	194.6
Eddy	1,399	1,534	1,956	1,888	1,295	3.5%	10.17	127.3
Grant	553	555	578	605	533	1.5%	3.61	147.5
Guadalupe	221	197	254	267	244	0.7%	4.73	51.6
Harding	14	14	17	9	6	0.02%	0.16	38.0
Hidalgo	84	86	98	112	98	0.3%	2.86	34.3
Lea	1,007	1,053	1,763	1,937	1,402	3.8%	10.79	129.9
Lincoln	456	482	498	501	457	1.3%	4.16	109.7
Los Alamos	125	135	149	136	112	0.3%	1.31	85.5
Luna	423	400	444	398	402	1.1%	7.26	55.4
McKinley	1,308	1,250	1,268	1,403	1,025	2.8%	12.27	83.5
Mora	112	98	111	143	122	0.3%	1.44	84.6
Otero	949	995	869	875	793	2.2%	7.09	111.8
Quay	149	187	233	219	254	0.7%	4.17	60.9
Rio Arriba	859	758	751	804	667	1.8%	4.21	158.6
Roosevelt	309	260	220	312	291	0.8%	1.76	165.6
San Juan	1,971	1,912	1,931	2,264	1,671	4.6%	16.79	99.5
San Miguel	535	517	457	564	449	1.2%	4.09	109.8
Sandoval	1,930	2,096	2,153	2,138	1,683	4.6%	14.18	118.7
Santa Fe	3,172	3,502	3,260	3,406	2,428	6.6%	15.78	153.8
Sierra	189	226	218	219	166	0.5%	2.02	82.3
Socorro	288	229	261	287	226	0.6%	5.34	42.3
Taos	385	635	647	629	487	1.3%	3.71	131.3
Torrance	227	226	242	229	197	0.5%	5.29	37.2
Union	105	72	72	88	72	0.2%	1.25	57.6
Valencia	1,171	1,130	1,024	1,121	1,018	2.8%	5.57	182.8
Missing Data	0	0	1	1	2	0.005%	-3.28	
Total	**45,071**	**45,906**	**46,786**	**48,124**	**36,555**	**100%**	**236.92**	**154.3**

[1] VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

[2] Rates are shaded such that darker shading identifies higher rates.

[48] See Pages 124-125 for crash rates using county population.

Table 98: Severity of Injuries to People in Crashes by County, 2020

County	People in Crashes							Fatalities per 100M VMT[1]	Total People in Crashes per 100M VMT[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	Percent of Total People		
Bernalillo	109	258	1,567	4,530	27,987	34,451	40.2%	2.19	691
Catron	1	2	6	7	68	84	0.1%	1.08	91
Chaves	12	25	137	319	2,085	2,578	3.0%	2.12	456
Cibola	15	16	78	92	834	1,035	1.2%	2.14	147
Colfax	3	10	39	42	523	617	0.7%	0.94	194
Curry	7	16	65	176	1,530	1,794	2.1%	1.92	493
De Baca	0	0	7	3	46	56	0.1%	0.00	46
Doña Ana	20	60	488	1,020	7,185	8,773	10.2%	1.07	469
Eddy	10	29	137	326	2,440	2,942	3.4%	0.98	289
Grant	9	21	65	104	860	1,059	1.2%	2.49	293
Guadalupe	7	6	35	32	437	517	0.6%	1.48	109
Harding	0	1	2	0	6	9	0.01%	0.00	57
Hidalgo	3	3	10	7	132	155	0.2%	1.05	54
Lea	14	39	170	353	2,710	3,286	3.8%	1.30	305
Lincoln	4	10	55	62	774	905	1.1%	0.96	217
Los Alamos	2	0	13	26	177	218	0.3%	1.53	166
Luna	8	14	63	91	713	889	1.0%	1.10	122
McKinley	24	44	103	240	2,144	2,555	3.0%	1.96	208
Mora	1	5	22	16	156	200	0.2%	0.69	139
Otero	6	21	107	213	1,437	1,784	2.1%	0.85	252
Quay	3	13	34	38	407	495	0.6%	0.72	119
Rio Arriba	16	37	92	169	1,104	1,418	1.7%	3.80	337
Roosevelt	2	18	33	48	487	588	0.7%	1.14	335
San Juan	24	53	181	434	3,284	3,976	4.6%	1.43	237
San Miguel	8	22	55	99	716	900	1.0%	1.96	220
Sandoval	14	42	213	434	3,314	4,017	4.7%	0.99	283
Santa Fe	31	48	299	789	4,448	5,615	6.5%	1.96	356
Sierra	2	11	26	28	242	309	0.4%	0.99	153
Socorro	11	9	41	33	320	414	0.5%	2.06	77
Taos	15	15	66	124	798	1,018	1.2%	4.04	274
Torrance	6	11	27	50	315	409	0.5%	1.13	77
Union	2	5	10	5	119	141	0.2%	1.60	113
Valencia	9	23	159	343	1,998	2,532	3.0%	1.62	455
Missing Data	0	0	0	0	3	3	0.003%		
Total People	**398**	**887**	**4,405**	**10,253**	**69,799**	**85,742**	**100%**	**1.68**	**362**

[1] Rates are shaded such that darker shading identifies higher rates.

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Table 99: Alcohol-involved Crashes by County, 2016 - 2020

County	Alcohol-involved Crashes					Percent of All 2020 Alcohol-involved Crashes	2020 Vehicle Miles Traveled (100M VMT)	2020 Alcohol-involved Crashes per 100M VMT[2]
	2016	2017	2018	2019	2020			
Bernalillo	689	664	664	714	613	30.3%	49.83	12.3
Catron	0	2	5	0	4	0.2%	0.92	4.3
Chaves	41	47	56	78	77	3.8%	5.65	13.6
Cibola	45	40	31	47	43	2.1%	7.02	6.1
Colfax	21	8	14	11	14	0.7%	3.18	4.4
Curry	36	31	27	26	22	1.1%	3.64	6.0
De Baca	4	4	2	2	2	0.1%	1.22	1.6
Doña Ana	174	196	200	200	199	9.9%	18.72	10.6
Eddy	51	54	85	76	70	3.5%	10.17	6.9
Grant	31	17	19	19	23	1.1%	3.61	6.4
Guadalupe	8	4	6	7	10	0.5%	4.73	2.1
Harding	0	1	0	0	0	0.0%	0.16	0.0
Hidalgo	7	2	3	4	3	0.1%	2.86	1.1
Lea	39	37	77	82	65	3.2%	10.79	6.0
Lincoln	21	31	30	29	20	1.0%	4.16	4.8
Los Alamos	6	5	7	7	5	0.2%	1.31	3.8
Luna	19	16	13	10	20	1.0%	7.26	2.8
McKinley	155	169	158	146	127	6.3%	12.27	10.4
Mora	8	4	9	8	6	0.3%	1.44	4.2
Otero	47	42	42	41	53	2.6%	7.09	7.5
Quay	7	7	4	2	8	0.4%	4.17	1.9
Rio Arriba	63	49	49	40	45	2.2%	4.21	10.7
Roosevelt	12	5	7	15	13	0.6%	1.76	7.4
San Juan	163	169	161	188	157	7.8%	16.79	9.3
San Miguel	27	30	17	32	25	1.2%	4.09	6.1
Sandoval	109	114	125	123	109	5.4%	14.18	7.7
Santa Fe	179	172	167	194	144	7.1%	15.78	9.1
Sierra	12	18	12	16	8	0.4%	2.02	4.0
Socorro	15	15	8	15	14	0.7%	5.34	2.6
Taos	17	34	45	39	45	2.2%	3.71	12.1
Torrance	7	8	5	9	9	0.4%	5.29	1.7
Union	4	2	1	2	7	0.3%	1.25	5.6
Valencia	56	53	41	55	60	3.0%	5.57	10.8
Missing Data	0	0	0	0	0	0.0%	-3.28	
Total	**2,073**	**2,050**	**2,090**	**2,237**	**2,020**	**100%**	**236.92**	**8.5**

[1] VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

[2] Rates are shaded such that darker shading identifies higher rates.

Table 100: Severity of Injuries to People in Alcohol-involved Crashes by County, 2020

County	People in Alcohol-involved Crashes							Fatalities in Alcohol-involved Crashes per 100M VMT[1]	Total People in Alcohol-involved Crashes per 100M VMT[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	Percent of Total People		
Bernalillo	36	38	146	214	938	1,372	32.6%	0.72	27.5
Catron	0	0	2	1	5	8	0.2%	0.00	8.7
Chaves	2	5	19	19	116	161	3.8%	0.35	28.5
Cibola	3	2	16	13	52	86	2.0%	0.43	12.2
Colfax	2	2	6	4	14	28	0.7%	0.63	8.8
Curry	4	0	5	4	25	38	0.9%	1.10	10.4
De Baca	0	0	1	0	1	2	0.05%	0.00	1.6
Doña Ana	9	11	57	58	256	391	9.3%	0.48	20.9
Eddy	3	7	19	20	92	141	3.4%	0.29	13.9
Grant	2	0	13	7	34	56	1.3%	0.55	15.5
Guadalupe	2	0	4	0	11	17	0.4%	0.42	3.6
Harding	0	0	0	0	0	0	0.0%	0.00	0.0
Hidalgo	1	1	1	0	0	3	0.1%	0.35	1.1
Lea	3	3	18	24	90	138	3.3%	0.28	12.8
Lincoln	1	2	8	2	23	36	0.9%	0.24	8.6
Los Alamos	0	0	0	0	9	9	0.2%	0.00	6.9
Luna	2	0	9	4	17	32	0.8%	0.28	4.4
McKinley	11	20	22	45	214	312	7.4%	0.90	25.4
Mora	0	1	2	1	9	13	0.3%	0.00	9.0
Otero	4	7	10	14	66	101	2.4%	0.56	14.2
Quay	1	0	2	1	10	14	0.3%	0.24	3.4
Rio Arriba	8	8	17	17	51	101	2.4%	1.90	24.0
Roosevelt	0	1	5	1	10	17	0.4%	0.00	9.7
San Juan	16	18	32	38	210	314	7.5%	0.95	18.7
San Miguel	4	2	8	12	22	48	1.1%	0.98	11.7
Sandoval	2	9	18	35	181	245	5.8%	0.14	17.3
Santa Fe	12	8	37	38	154	249	5.9%	0.76	15.8
Sierra	0	2	2	2	6	12	0.3%	0.00	5.9
Socorro	2	2	6	2	15	27	0.6%	0.37	5.1
Taos	7	3	17	16	60	103	2.4%	1.89	27.8
Torrance	2	2	2	1	11	18	0.4%	0.38	3.4
Union	2	1	2	0	5	10	0.2%	1.60	8.0
Valencia	4	3	20	16	62	105	2.5%	0.72	18.9
Missing Data	0	0	0	0	0	0	0.0%		
Total People	**145**	**158**	**526**	**609**	**2,769**	**4,207**	**100%**	**0.61**	**17.8**

[1] Rates are shaded such that darker shading identifies higher rates.

Crash Geography – Cities

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 98) and digitally available in high-resolution color at gps.unm.edu/tru/crash-maps. In some cities, nonresident 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, Santa Fe and Farmington. (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 Taos (37.0) and Española (29.4). (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 Kirtland (183.9), Gallup (30.6) and Taos (20.4). (Table 102)

Table 101: Top Fifteen Cities in Total Crashes, 2016 - 2020

2020 Rank	City	Total Crashes					2020 Population	Crashes per 1,000 Residents
		2016	2017	2018	2019	2020		
1	Albuquerque	19,133	19,532	19,252	19,034	13,421	562,540	**23.9**
2	Las Cruces	3,531	3,556	3,554	3,547	2,729	105,096	**26.0**
3	Santa Fe	2,308	2,594	2,395	2,335	1,553	84,996	**18.3**
4	Farmington	1,252	1,107	1,144	1,403	1,013	44,156	**22.9**
5	Rio Rancho	1,210	1,345	1,302	1,270	941	99,885	**9.4**
6	Hobbs	572	616	1,126	1,215	867	39,339	**22.0**
7	Roswell	1,134	1,074	1,049	1,000	767	47,596	**16.1**
8	Carlsbad	875	869	1,046	1,056	722	29,664	**24.3**
9	Clovis	870	844	869	748	611	38,091	**16.0**
10	Gallup	827	822	717	762	518	21,253	**24.4**
11	Alamogordo	609	643	523	505	465	32,126	**14.5**
12	Los Lunas	446	442	389	408	403	16,282	**24.8**
13	Española	467	425	385	438	293	9,981	**29.4**
14	Bernalillo	281	295	332	303	226	10,865	**20.8**
15	Taos	292	344	347	318	217	5,872	**37.0**
All Other Crashes		11,264	11,398	12,356	13,782	11,809	-	-
Statewide Total		**45,071**	**45,906**	**46,786**	**48,124**	**36,555**	**2,106,319**	**17.4**

Table 102: Top Cities in Alcohol-involved Crashes, 2020

2020 Rank[1]	City	Alcohol-involved Crashes					2020 Population[2]	Alcohol-involved Crashes per 10,000 Residents
		2016	2017	2018	2019	2020		
1	Albuquerque	671	643	637	675	575	562,540	**10.2**
2	Las Cruces	110	132	119	111	112	105,096	**10.7**
3	Santa Fe	103	116	123	116	81	84,996	**9.5**
4	Farmington	80	70	74	100	73	44,156	**16.5**
5	Gallup	88	91	80	94	65	21,253	**30.6**
6	Rio Rancho	57	68	76	71	64	99,885	**6.4**
7	Roswell	32	34	42	50	54	47,596	**11.3**
8	Hobbs	25	22	42	50	48	39,339	**12.2**
9	Carlsbad	25	32	42	49	46	29,664	**15.5**
10	Alamogordo	26	22	19	19	29	32,126	**9.0**
11	Los Lunas	14	13	10	9	23	16,282	**14.1**
12	Clovis	26	28	20	17	19	38,091	**5.0**
13	Deming	10	7	5	2	14	13,983	**10.0**
14	Española	25	25	16	16	12	9,981	**12.0**
14	Taos	8	12	20	14	12	5,872	**20.4**
16	Kirtland	5	17	8	6	11	598	**183.9**
17	Ruidoso	13	25	17	15	10	8,061	**12.4**
18	Bernalillo	10	11	15	11	9	10,865	**8.3**
18	Chaparral	7	10	8	6	9	16,551	**5.4**
20	Las Vegas	15	16	9	17	8	12,826	**6.2**
All Other Crashes		723	656	708	789	746	-	-
Statewide Total		**2,073**	**2,050**	**2,090**	**2,237**	**2,020**	**2,106,319**	**9.6**

[1] Cities have the same rank if they have the same number of crashes in 2020. If mulitple cities rank 20th, the city with the higher number of alcohol-involved crashes in the prior year is displayed.

[2] The population of Chaparral CDP (Census Designated Places) is based on the 2020 U.S. Census. In some places, such as Kirtland, nonresident drivers passing through may contribute to a high crash rate in an area with a relatively small population.

Crash Geography – Cities

Table 103: Severity of Crashes and Severity of Injury in Crashes by City, 2020

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Acomita	0	2	13	15	0	3	24	27
Alamogordo	1	141	323	465	1	196	949	1,146
Albuquerque	101	4,172	9,148	13,421	105	6,060	26,905	33,070
Algodones	0	8	16	24	0	8	48	56
Angel Fire	0	1	22	23	0	1	46	47
Anthony	1	16	43	60	1	21	104	126
Arenas Valley	0	6	31	37	0	8	57	65
Artesia	1	36	140	177	1	56	375	432
Aztec	0	25	59	84	0	38	148	186
Bayard	0	1	14	15	0	2	24	26
Belen	2	32	79	113	2	43	205	250
Bernalillo	2	59	165	226	2	89	499	590
Bloomfield	1	17	59	77	1	22	141	164
Bluewater Village	2	1	11	14	3	5	24	32
Bosque Farms	0	18	22	40	0	28	71	99
Carlsbad	4	197	521	722	4	265	1,525	1,794
Cedar Crest	0	4	6	10	0	5	12	17
Cedar Hill	1	2	7	10	1	4	14	19
Cedro	0	4	10	14	0	4	17	21
Chama	0	0	9	9	0	0	14	14
Chaparral	0	40	67	107	0	61	173	234
Chili	0	5	7	12	0	6	17	23
Chimayo	0	17	19	36	0	25	56	81
Church Rock	2	6	10	18	3	11	30	44
Clayton	0	3	7	10	0	3	20	23
Cloudcroft	1	2	17	20	1	2	33	36
Clovis	4	151	456	611	6	205	1,337	1,548
Corrales	0	11	32	43	0	15	83	98
Cuba	0	4	7	11	0	5	20	25
Cubero	0	2	11	13	0	2	26	28
Deming	1	51	143	195	1	70	401	472
Dixon	1	3	6	10	1	6	24	31
Edgewood	3	25	58	86	3	36	155	194
El Cerro	1	18	31	50	2	25	113	140
El Cerro Mission	0	15	20	35	0	20	55	75
El Duende	0	6	5	11	0	9	14	23
El Valle de Arroyo Seco	0	8	13	21	0	11	34	45
Eldorado at Santa Fe	0	4	12	16	0	5	30	35
Española	4	77	212	293	6	116	625	747
Eunice	1	3	18	22	1	4	41	46

Table 103 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Farmington	5	278	730	1,013	5	373	2,209	2,587
Gallup	7	100	411	518	8	159	1,206	1,373
Glorieta	0	5	17	22	0	5	24	29
Grants	0	38	71	109	0	53	207	260
Hatch	0	2	13	15	0	2	30	32
High Rolls Mt Park	0	1	9	10	0	1	18	19
Hobbs	1	259	607	867	1	351	1,829	2,181
Jal	1	4	31	36	1	5	69	75
Jarales	0	6	5	11	0	7	12	19
Kirtland	2	11	46	59	2	13	111	126
La Cienega	1	12	17	30	1	18	41	60
La Luz	0	10	20	30	0	16	68	84
La Plata	0	1	12	13	0	1	18	19
La Puebla	0	2	10	12	0	2	23	25
La Villita	0	3	6	9	0	4	11	15
Laguna	2	7	18	27	2	11	36	49
Las Cruces	9	835	1,885	2,729	10	1,197	5,667	6,874
Las Vegas	0	52	127	179	0	73	351	424
Logan	1	0	10	11	1	0	17	18
Lordsburg	0	3	20	23	0	4	33	37
Los Alamos	1	17	54	72	1	27	124	152
Los Chaves	0	12	17	29	0	16	63	79
Los Lunas	4	137	262	403	4	196	915	1,115
Lovington	4	36	84	124	4	47	268	319
McIntosh	0	5	5	10	0	6	19	25
Meadow Lake	0	14	11	25	0	19	34	53
Mesita	1	10	21	32	1	11	51	63
Midway	1	3	5	9	1	4	8	13
Milan	1	8	25	34	1	9	53	63
Mora	0	1	12	13	0	1	23	24
Moriarty	1	11	32	44	1	15	86	102
Paraje	0	4	16	20	0	4	38	42
Peralta	1	12	13	26	1	13	37	51
Placitas	1	8	11	20	1	9	25	35
Pojoaque	0	16	29	45	0	27	85	112
Portales	1	25	120	146	1	28	308	337
Pueblitos	0	5	7	12	0	8	27	35
Radium Springs	0	4	8	12	0	8	18	26
Raton	0	23	86	109	0	28	205	233
Rio Communities	0	10	16	26	0	16	50	66

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Table 103 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Rio Rancho	3	254	684	941	3	357	1,996	2,356
Roswell	7	250	510	767	7	337	1,605	1,949
Rowe	0	2	9	11	0	2	15	17
Ruidoso	0	38	148	186	0	60	382	442
Ruidoso Downs	0	2	28	30	0	3	57	60
San Antonito	0	5	10	15	0	7	30	37
San Felipe Pueblo	2	3	13	18	2	7	28	37
San Jose	0	5	5	10	0	8	13	21
Santa Ana Pueblo	2	7	20	29	2	11	43	56
Santa Clara (Central)	0	4	10	14	0	4	21	25
Santa Clara Pueblo	1	2	6	9	1	2	10	13
Santa Fe	13	538	1,002	1,553	14	737	3,087	3,838
Santa Rosa	0	4	28	32	0	5	61	66
Santa Teresa	0	7	29	36	0	8	83	91
Seama	1	3	8	12	1	7	22	30
Sedillo	0	3	11	14	0	3	28	31
Shiprock	1	17	19	37	1	32	96	129
Silver City	1	57	152	210	1	78	398	477
Socorro	3	19	56	78	3	28	134	165
Sombrillo	0	8	8	16	0	11	34	45
Sunland Park	1	26	60	87	1	38	188	227
Taos	4	64	149	217	4	91	418	513
Tesuque	0	5	19	24	0	5	44	49
Thoreau	0	3	14	17	0	7	33	40
Tijeras	0	12	28	40	0	16	66	82
Tome	0	7	13	20	0	9	37	46
Truth or Consequences	1	17	57	75	1	19	138	158
Tucumcari	0	15	38	53	0	21	102	123
Tularosa	1	2	24	27	1	4	57	62
Vado	2	9	15	26	3	10	41	54
Valencia	0	20	27	47	0	26	98	124
Waterflow	1	7	11	19	1	11	22	34
White Signal	0	4	7	11	0	5	13	18
Yah-ta-hey	1	5	6	12	1	13	14	28
Zuni Pueblo	0	12	21	33	0	16	60	76
Rural and Other[1]	141	2,291	5,287	7,719	159	3,265	11,419	14,843
Total	**365**	**10,910**	**25,280**	**36,555**	**398**	**15,545**	**69,799**	**85,742**

[1] The term "other" refers to towns or places with fewer than 9 crashes in 2020.

Table 104: Severity of Alcohol-involved Crashes and Injuries by City, 2020

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	1	0	1	2	1	1	1	3
Acomita	0	0	3	3	0	0	5	5
Alamogordo	0	14	15	29	0	15	39	54
Albuquerque	33	237	305	575	34	376	894	1,304
Anthony	1	0	3	4	1	0	5	6
Arroyo Hondo	0	2	0	2	0	2	1	3
Artesia	0	3	4	7	0	3	10	13
Aztec	0	2	2	4	0	2	2	4
Belen	1	0	5	6	1	0	7	8
Bernalillo	0	5	4	9	0	10	18	28
Bloomfield	0	3	2	5	0	4	5	9
Bluewater Village	0	1	1	2	0	2	1	3
Carlsbad	1	22	23	46	1	31	64	96
Cañon	0	1	2	3	0	1	4	5
Cedar Hill	1	0	1	2	1	0	4	5
Chaparral	0	6	3	9	0	7	9	16
Chili	0	1	1	2	0	1	1	2
Chimayo	0	1	1	2	0	1	3	4
Clayton	0	3	0	3	0	3	2	5
Cloudcroft	1	0	2	3	1	0	4	5
Clovis	3	6	10	19	4	8	23	35
Cuyamungue	0	2	0	2	0	3	1	4
Deming	0	7	7	14	0	8	13	21
Edgewood	1	0	2	3	1	0	3	4
El Cerro	1	2	1	4	2	4	3	9
El Cerro Mission	0	2	1	3	0	2	3	5
Española	2	3	7	12	4	6	19	29
Farmington	4	27	42	73	4	37	115	156
Gallup	5	24	36	65	6	34	124	164
Grants	0	5	2	7	0	10	14	24
Hobbs	0	22	26	48	0	32	75	107
Jemez Pueblo	0	0	2	2	0	0	4	4
Kirtland	1	1	9	11	1	1	15	17
La Cienega	1	1	0	2	1	4	0	5
La Luz	0	2	2	4	0	3	9	12
La Plata	0	1	3	4	0	1	3	4
La Villita	0	1	1	2	0	1	5	6
Laguna	0	1	2	3	0	1	2	3
Las Cruces	4	49	59	112	5	82	158	245
Las Vegas	0	3	5	8	0	5	12	17

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
Los Alamos	0	0	4	4	0	0	6	6
Los Chaves	0	2	2	4	0	2	3	5
Los Lunas	1	9	13	23	1	12	23	36
Lovington	0	3	2	5	0	4	6	10
Mesita	0	2	0	2	0	2	1	3
Midway	1	0	1	2	1	0	1	2
Peralta	0	1	1	2	0	1	2	3
Pilar	2	0	0	2	2	1	4	7
Pojoaque	0	1	2	3	0	1	3	4
Portales	0	4	2	6	0	4	5	9
Questa	0	2	0	2	0	2	2	4
Raton	0	5	1	6	0	7	9	16
Rio Communities	0	1	1	2	0	3	4	7
Rio Rancho	1	17	46	64	1	22	100	123
Roswell	1	19	34	54	1	25	97	123
Ruidoso	0	3	7	10	0	6	9	15
Ruidoso Downs	0	0	4	4	0	0	7	7
San Felipe Pueblo	1	1	1	3	1	2	4	7
Santa Ana Pueblo	0	2	1	3	0	5	9	14
Santa Fe	3	36	42	81	3	50	105	158
Santa Teresa	0	0	2	2	0	0	4	4
Seama	1	2	0	3	1	5	1	7
Shiprock	0	4	2	6	0	6	8	14
Silver City	0	4	4	8	0	4	14	18
Socorro	0	3	5	8	0	3	13	16
Sunland Park	0	4	2	6	0	5	8	13
Taos	1	8	3	12	1	14	15	30
Tijeras	0	1	1	2	0	1	1	2
Tome	0	1	2	3	0	1	5	6
Truth or Consequences	0	4	2	6	0	4	6	10
Tularosa	1	1	1	3	1	2	6	9
Vado	1	2	0	3	1	2	2	5
Waterflow	1	4	3	8	1	5	11	17
Yah-ta-hey	1	4	0	5	1	12	2	15
Zuni Pueblo	0	0	5	5	0	0	9	9
Rural and Other[1]	57	252	233	542	61	379	584	1,024
Total	**134**	**862**	**1,024**	**2,020**	**145**	**1,293**	**2,769**	**4,207**

[1] The term "other" refers to towns or places with fewer than 2 alcohol-involved crashes in 2020.

Rural and Urban Locations

Starting with 2013 crash data, and again with 2018 data, new guidelines for urban and rural designations went into effect. This resulted in some of the change in the typical urban and rural distribution of crashes, compared with previous years. For more information, see Page xvii in the Definitions section and Page 129 in the Sources section.

- Most crashes and alcohol-involved crashes occur in urban locations, but a large proportion of crash-related fatalities and alcohol-involved crash-related fatalities occur on rural roadways. Rural roadways account for 23.3 percent of crashes and 29.2 percent of alcohol-involved crashes, but rural roadways have 54.0 percent of crash-related fatalities and 55.2 percent of alcohol-involved crash-related fatalities. (Table 105, Table 106, Table 107, Table 108)
- Starting in crash year 2018, a new guideline for urban designations went into effect, resulting in a decrease in crashes designated as urban and a corresponding increase in crashes designated as rural non-Interstate. (Table 105, Table 106, Table 107, Table 108)
- On all roadway types, the categories "Collision with Person" (e.g. pedestrian) and "Non-Collision" (e.g. rollover) account for a disproportionately high number of crash-related deaths, compared to their proportion of crashes. (Table 109)
- Among alcohol-involved crashes on urban roads, the category "Collision with Person" accounts for 36.9 percent of fatalities but only 5.5 percent of crashes. (Table 110)

Table 105: Crashes by Rural and Urban Location, 2016 - 2020

Year	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2016	1,599	3.5%	5,139	11.4%	38,333	85.1%	45,071	100%
2017	1,565	3.4%	5,341	11.6%	39,000	85.0%	45,906	100%
2018	1,837	3.9%	7,311	15.6%	37,638	80.4%	46,786	100%
2019	2,331	4.8%	7,436	15.5%	38,357	79.7%	48,124	100%
2020	1,859	5.1%	6,664	18.2%	28,032	76.7%	36,555	100%

Crash Geography – Rural and Urban

Table 106: Fatalities by Rural and Urban Location, 2016 - 2020

Year	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2016	61	15.1%	159	39.3%	185	45.7%	405	100%
2017	51	13.4%	142	37.4%	187	49.2%	380	100%
2018	43	11.0%	199	50.8%	150	38.3%	392	100%
2019	74	17.4%	172	40.5%	179	42.1%	425	100%
2020	49	12.3%	166	41.7%	183	46.0%	398	100%

Table 107: Alcohol-involved Crashes by Rural and Urban Location, 2016 - 2020

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
2016	68	3.3%	412	19.9%	1,593	76.8%	2,073	100%
2017	75	3.7%	392	19.1%	1,583	77.2%	2,050	100%
2018	73	3.5%	499	23.9%	1,518	72.6%	2,090	100%
2019	92	4.1%	516	23.1%	1,629	72.8%	2,237	100%
2020	85	4.2%	504	25.0%	1,431	70.8%	2,020	100%

Table 108: Fatalities in Alcohol-involved Crashes by Rural and Urban Location, 2016 - 2020

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
2016	8	4.7%	69	40.4%	94	55.0%	171	100%
2017	9	6.1%	64	43.5%	74	50.3%	147	100%
2018	6	3.9%	86	56.6%	60	39.5%	152	100%
2019	16	9.1%	71	40.6%	88	50.3%	175	100%
2020	14	9.7%	66	45.5%	65	44.8%	145	100%

Table 109: Fatalities and Crashes by Rural and Urban Location and First Harmful Event, 2020

First Harmful Event	Rural Interstate				Rural Non-Interstate				Urban			
	Crashes		Fatalities		Crashes		Fatalities		Crashes		Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	142	7.6%	0	0.0%	1,456	21.8%	2	1.2%	243	0.9%	0	0.0%
Collision with Fixed Object	428	23.0%	7	14.3%	1,218	18.3%	29	17.5%	2,779	9.9%	28	15.3%
Collision with Motor Vehicle	661	35.6%	14	28.6%	2,239	33.6%	58	34.9%	22,276	79.5%	74	40.4%
Collision with Other Non-Fixed Object	125	6.7%	0	0.0%	267	4.0%	2	1.2%	457	1.6%	2	1.1%
Collision with Person	12	0.6%	8	16.3%	59	0.9%	20	12.0%	629	2.2%	61	33.3%
Non-Collision	391	21.0%	20	40.8%	1,164	17.5%	55	33.1%	691	2.5%	18	9.8%
Other	89	4.8%	0	0.0%	209	3.1%	0	0.0%	196	0.7%	0	0.0%
Missing Data	11	0.6%	0	0.0%	52	0.8%	0	0.0%	761	2.7%	0	0.0%
Total	**1,859**	**100%**	**49**	**100%**	**6,664**	**100%**	**166**	**100%**	**28,032**	**100%**	**183**	**100%**

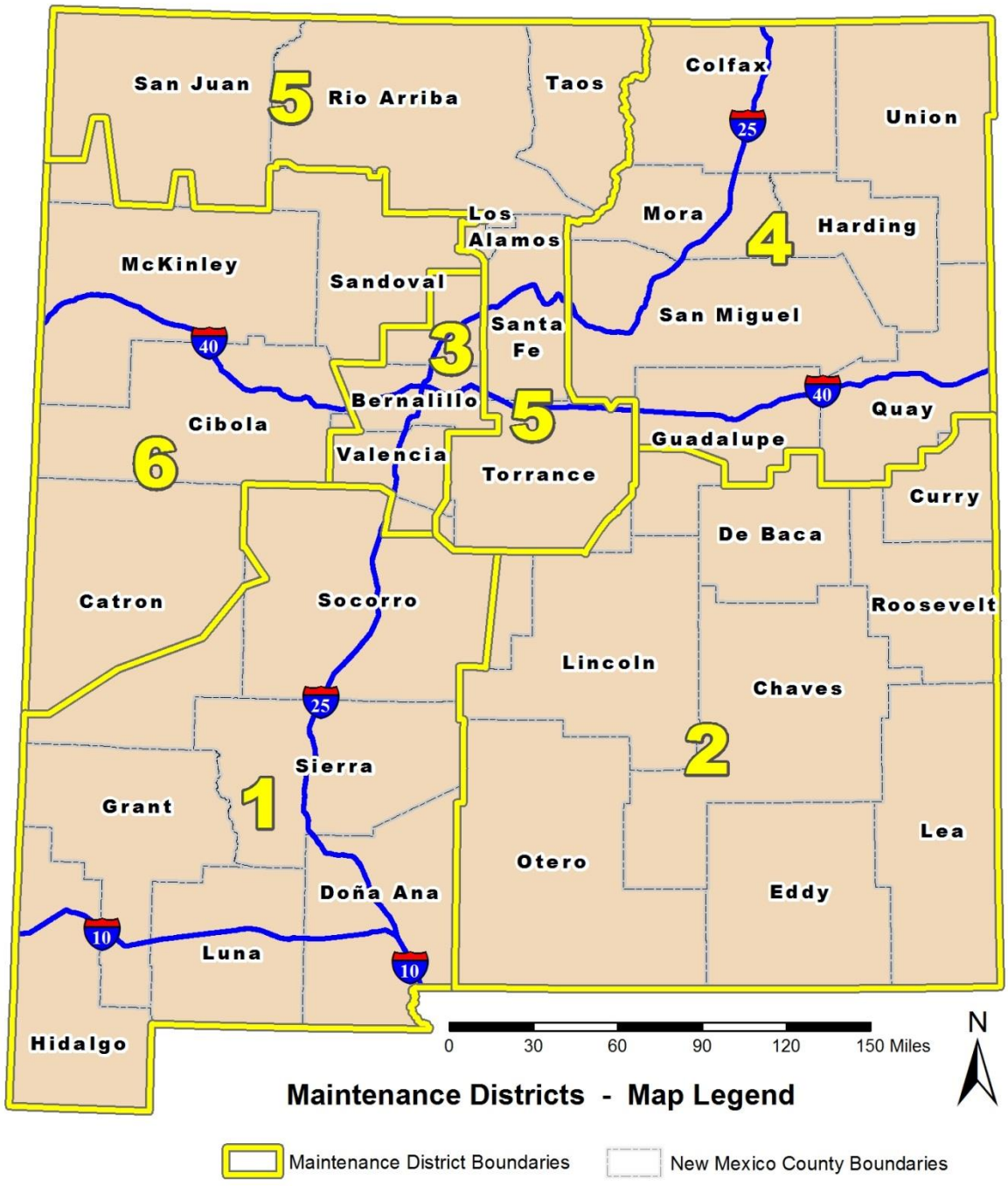
Table 110: Alcohol-involved Fatalities and Crashes
by Rural and Urban Location and First Harmful Event, 2020

First Harmful Event	Alcohol-involved Fatalities[1] and Crashes											
	Rural Interstate				Rural Non-Interstate				Urban			
	Crashes		Fatalities		Crashes		Fatalities		Crashes		Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	0	0.0%	0	0.0%	2	0.4%	0	0.0%	1	0.1%	0	0.0%
Collision with Fixed Object	33	38.8%	3	21.4%	176	34.9%	13	19.7%	488	34.1%	11	16.9%
Collision with Motor Vehicle	17	20.0%	2	14.3%	121	24.0%	15	22.7%	725	50.7%	22	33.8%
Collision with Other Non-Fixed Object	2	2.4%	0	0.0%	25	5.0%	1	1.5%	35	2.4%	1	1.5%
Collision with Person	2	2.4%	2	14.3%	15	3.0%	6	9.1%	79	5.5%	24	36.9%
Non-Collision	28	32.9%	7	50.0%	148	29.4%	31	47.0%	83	5.8%	7	10.8%
Other	2	2.4%	0	0.0%	14	2.8%	0	0.0%	10	0.7%	0	0.0%
Missing Data	1	1.2%	0	0.0%	3	0.6%	0	0.0%	10	0.7%	0	0.0%
Total	**85**	**100%**	**14**	**100%**	**504**	**100%**	**66**	**100%**	**1,431**	**100%**	**65**	**100%**

[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, 2020

Highway Maintenance District	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	41	11.2%	1,458	13.4%	3,407	13.5%	4,906	13.4%
District 2	54	14.8%	1,747	16.0%	4,342	17.2%	6,143	16.8%
District 3	127	34.8%	5,166	47.4%	11,120	44.0%	16,413	44.9%
District 4	19	5.2%	341	3.1%	1,095	4.3%	1,455	4.0%
District 5	83	22.7%	1,699	15.6%	3,727	14.7%	5,509	15.1%
District 6	41	11.2%	448	4.1%	1,305	5.2%	1,794	4.9%
Missing Data	0	0.0%	51	0.5%	284	1.1%	335	0.9%
Total Crashes	**365**	**100%**	**10,910**	**100%**	**25,280**	**100%**	**36,555**	**100%**

Table 112: Severity of Injuries to People in Crashes by Highway Maintenance District, 2020

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	48	12.1%	117	13.2%	682	15.5%	1,273	12.4%	9,123	13.1%	11,243	13%
District 2	60	15.1%	160	18.0%	714	16.2%	1,502	14.6%	11,529	16.5%	13,965	16%
District 3	134	33.7%	318	35.9%	1,894	43.0%	5,250	51.2%	32,751	46.9%	40,347	47%
District 4	20	5.0%	62	7.0%	196	4.4%	226	2.2%	2,320	3.3%	2,824	3%
District 5	90	22.6%	160	18.0%	669	15.2%	1,562	15.2%	10,032	14.4%	12,513	15%
District 6	46	11.6%	68	7.7%	227	5.2%	393	3.8%	3,361	4.8%	4,095	5%
Missing Data	0	0.0%	2	0.2%	23	0.5%	47	0.5%	683	1.0%	755	0.9%
Total People	**398**	**100%**	**887**	**100%**	**4,405**	**100%**	**10,253**	**100%**	**69,799**	**100%**	**85,742**	**100%**

Table 113: Crashes by Highway Maintenance District and Rural and Urban Location, 2020

Highway Maintenance District	Rural Interstate		Rural Non-Interstate		Urban		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	404	8.2%	944	19.2%	3,558	72.5%	4,906	100%
District 2	0	0.0%	2,234	36.4%	3,909	63.6%	6,143	100%
District 3	241	1.5%	414	2.5%	15,758	96.0%	16,413	100%
District 4	478	32.9%	667	45.8%	310	21.3%	1,455	100%
District 5	247	4.5%	1,635	29.7%	3,627	65.8%	5,509	100%
District 6	488	27.2%	739	41.2%	567	31.6%	1,794	100%
Missing Data	1	0.3%	31	9.3%	303	90.4%	335	100%
Total Crashes	**1,859**	**5.1%**	**6,664**	**18.2%**	**28,032**	**76.7%**	**36,555**	**100%**

Appendix

Appendix A – Hour and Day of Week

Appendix Table A-1: Severity of Injuries by Hour, 2020

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	10	21	80	130	799	**1,040**
1 a.m.	10	21	67	88	606	**792**
2 a.m.	12	18	76	75	501	**682**
3 a.m.	10	11	57	41	444	**563**
4 a.m.	8	26	65	59	514	**672**
5 a.m.	7	18	51	92	812	**980**
6 a.m.	16	27	120	226	1,549	**1,938**
7 a.m.	12	22	169	475	2,951	**3,629**
8 a.m.	10	32	141	436	2,901	**3,520**
9 a.m.	4	18	143	340	2,689	**3,194**
10 a.m.	11	16	180	477	3,206	**3,890**
11 a.m.	16	36	206	559	4,021	**4,838**
Noon	18	39	243	711	5,002	**6,013**
1 p.m.	20	35	263	732	5,065	**6,115**
2 p.m.	22	45	297	739	5,213	**6,316**
3 p.m.	16	50	341	885	5,682	**6,974**
4 p.m.	12	71	337	858	5,863	**7,141**
5 p.m.	29	62	359	913	5,911	**7,274**
6 p.m.	32	64	298	743	4,568	**5,705**
7 p.m.	30	61	229	490	3,248	**4,058**
8 p.m.	30	71	213	476	2,729	**3,519**
9 p.m.	27	57	196	304	2,199	**2,783**
10 p.m.	19	37	158	223	1,630	**2,067**
11 p.m.	17	29	114	171	1,119	**1,450**
Missing Data	0	0	2	10	577	**589**
Total	**398**	**887**	**4,405**	**10,253**	**69,799**	**85,742**

[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, 2020

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	5	7	27	45	162	**246**
1 a.m.	6	7	22	20	114	**169**
2 a.m.	5	7	24	21	95	**152**
3 a.m.	3	0	22	9	60	**94**
4 a.m.	2	6	12	4	41	**65**
5 a.m.	0	1	6	5	32	**44**
6 a.m.	5	1	8	6	19	**39**
7 a.m.	4	1	7	4	31	**47**
8 a.m.	2	3	3	6	17	**31**
9 a.m.	1	1	11	5	26	**44**
10 a.m.	4	0	1	7	41	**53**
11 a.m.	1	1	6	10	64	**82**
Noon	2	3	9	15	73	**102**
1 p.m.	4	2	15	25	104	**150**
2 p.m.	7	4	15	19	105	**150**
3 p.m.	7	7	32	34	118	**198**
4 p.m.	3	13	32	56	142	**246**
5 p.m.	10	10	43	45	179	**287**
6 p.m.	15	5	38	44	187	**289**
7 p.m.	17	16	25	47	239	**344**
8 p.m.	9	24	53	57	225	**368**
9 p.m.	13	16	36	47	254	**366**
10 p.m.	9	11	45	46	238	**349**
11 p.m.	11	12	34	32	194	**283**
Missing Data	0	0	0	0	9	**9**
Total	**145**	**158**	**526**	**609**	**2,769**	**4,207**

[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, 2020

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	58	138	600	1,027	7,242	**9,065**
Monday	46	116	562	1,468	9,982	**12,174**
Tuesday	64	110	606	1,513	10,412	**12,705**
Wednesday	52	125	571	1,595	10,644	**12,987**
Thursday	48	98	600	1,556	10,493	**12,795**
Friday	57	135	718	1,752	11,890	**14,552**
Saturday	73	165	748	1,342	9,136	**11,464**
Total	**398**	**887**	**4,405**	**10,253**	**69,799**	**85,742**

[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, 2020

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	21	25	88	104	429	**667**
Monday	14	11	58	66	295	**444**
Tuesday	20	17	63	71	342	**513**
Wednesday	15	20	62	76	352	**525**
Thursday	21	23	62	99	391	**596**
Friday	24	29	75	95	433	**656**
Saturday	30	33	118	98	527	**806**
Total	**145**	**158**	**526**	**609**	**2,769**	**4,207**

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

Appendix Table A-5: Pedestrian-involved Crashes by Hour, 2016 - 2020

Hour[1]	Pedestrian-involved Crashes[2]				
	2016	2017	2018	2019	2020
Midnight	11	11	21	14	9
1 a.m.	8	12	12	11	8
2 a.m.	3	9	7	6	6
3 a.m.	5	6	8	2	5
4 a.m.	1	2	4	3	8
5 a.m.	5	4	9	7	5
6 a.m.	15	15	16	18	7
7 a.m.	17	31	25	32	17
8 a.m.	20	21	20	23	8
9 a.m.	13	17	25	8	7
10 a.m.	17	12	18	23	18
11 a.m.	22	26	20	29	13
Noon	30	35	18	32	20
1 p.m.	29	18	25	22	18
2 p.m.	28	24	28	38	23
3 p.m.	30	36	37	48	30
4 p.m.	36	37	34	35	23
5 p.m.	55	48	56	39	34
6 p.m.	43	47	56	62	46
7 p.m.	42	52	44	45	50
8 p.m.	56	51	46	43	51
9 p.m.	42	38	41	46	39
10 p.m.	33	24	37	29	18
11 p.m.	23	23	18	23	18
Missing Data	2	1	0	0	0
Total	**586**	**600**	**625**	**638**	**481**

[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, 2016 - 2020

Hour[1]	Pedalcycle-involved Crashes[2]				
	2016	2017	2018	2019	2020
Midnight	1	5	1	2	1
1 a.m.	1	2	4	3	1
2 a.m.	0	2	0	2	0
3 a.m.	0	0	1	1	3
4 a.m.	1	2	3	0	0
5 a.m.	3	2	3	0	2
6 a.m.	7	16	5	5	10
7 a.m.	14	21	19	28	12
8 a.m.	25	13	18	22	13
9 a.m.	18	12	13	13	13
10 a.m.	19	26	15	13	9
11 a.m.	18	20	19	16	18
Noon	23	20	33	25	15
1 p.m.	21	24	18	25	17
2 p.m.	29	27	25	32	18
3 p.m.	21	45	29	29	18
4 p.m.	32	33	38	32	26
5 p.m.	32	28	34	30	21
6 p.m.	26	28	21	24	25
7 p.m.	23	17	22	15	9
8 p.m.	20	13	19	21	12
9 p.m.	13	13	11	16	12
10 p.m.	8	8	12	10	5
11 p.m.	5	1	3	4	1
Missing Data	0	1	0	2	0
Total	**360**	**379**	**366**	**370**	**261**

[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 - 2020

Year	Consumer Price Index (CPI)[1]	CPI Ratio [2]	Employment Cost Index (ECI)[3]	ECI Ratio[4]
2001	175.100	1.00	85.8	1.00
2020	257.971	1.47	140.1	1.63

[1] U.S. Department of Labor, Bureau of Labor Statistics. *Historical Consumer Price Index for All Urban Consumers (CPI-U): U.S. City average, all items, by month* (Supplemental File: Historical CPI-U, October 2021). Data for January 2020, Accessed November 23, 2021: https://www.bls.gov/cpi/tables/supplemental-files/historical-cpi-u-202110.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] U.S. Department of Labor, Bureau of Labor Statistics. *Employment Cost Index Historical Listing – Volume III, April 2021.* Table 5: Employment Cost Index for total compensation, for private industry workers, by occupational group and industry, not seasonally adjusted. Section: All workers. June 2020 column. Accessed November 23, 2021: 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	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.

Appendix Table B-3: FHWA Calculation of Human Capital Cost Estimates per Crash, 2020

Crash Severity	Human Capital Crash Costs (2001 Dollars)	CPI Ratio (2020/2001)	CPI-Adjusted Human Capital Costs[1] (2020 Dollars)
Fatal Crash (K)	1,245,600	1.473278	1,835,115
Suspected Serious Injury Crash (A)	111,400	1.473278	164,123
Suspected Minor Injury Crash (B)	41,900	1.473278	61,730
Possible Injury Crash (C)	28,400	1.473278	41,841
Property Damage Only Crash (O)	6,400	1.473278	9,429

[1] Based on multiplying the Human Capital Crash Cost in 2001 Dollars by the CPI Ratio for 2020.

Appendix Table B-4: FHWA Calculation of Comprehensive Cost Estimates per Crash, 2020

Crash Severity	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)[1]	ECI Ratio (2020/2001)	Cost Difference[2] (2020 Dollars)	Comprehensive Crash Costs[3] (2020 Dollars)
Fatal Crash (K)	4,008,900	2,763,300	1.6328671	4,512,102	6,347,217
Suspected Serious Injury Crash (A)	216,000	104,600	1.6328671	170,798	334,921
Suspected Minor Injury Crash (B)	79,000	37,100	1.6328671	60,579	122,310
Possible Injury Crash (C)	44,900	16,500	1.6328671	26,942	68,783
Property Damage Only Crash (O)	7,400	1,000	1.6328671	1,633	11,062

[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 2020.

[3] Sum of 2020 CPI-Adjusted Human Capital Costs and the 2020 ECI-Adjusted Cost Difference.

- The total human capital cost of the 36,555 crashes in New Mexico was **$1.5 billion**. This represents the 2020 value of human capital costs for 365 fatal crashes and 36,190 non-fatal crashes. (Table B-5)
- 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 2020 totals **$3.7 billion**. About 62 percent of this amount is the cost of fatal crashes ($2.3 billion). (Table B-6)

Appendix Table B-5: Calculation of Human Capital Crash Cost Estimates, 2020 Adjusted

Crash Severity	Human Capital[1] Costs per Crash, 2020 CPI-Adjusted ($)	Total Crashes 2020	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,835,115	365	669,817,061
Suspected Serious Injury Crash (A)	164,123	727	119,317,554
Suspected Minor Injury Crash (B)	61,730	3,552	219,266,216
Possible Injury Crash (C)	41,841	6,631	277,448,326
Property Damage Only Crash (O)	9,429	25,280	238,364,615
Total			**1,524,213,771**

[1] Human Capital Crash Costs are monetary losses associated with medical care, emergency services, property damage, and lost productivity. Costs displayed in table are rounded.

Appendix Table B-6: Calculation of Comprehensive Crash Cost Estimates, 2020 Adjusted

Crash Severity	Comprehensive[1] Costs per Crash, 2020 Adjusted ($)	Total Crashes 2020	Total Comprehensive Costs Estimate ($)
Fatal Crash (K)	6,347,217	365	2,316,734,199
Suspected Serious Injury Crash (A)	334,921	727	243,487,629
Suspected Minor Injury Crash (B)	122,310	3,552	434,444,140
Possible Injury Crash (C)	68,783	6,631	456,102,768
Property Damage Only Crash (O)	11,062	25,280	279,643,496
Total			**3,730,412,232**

[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. Costs displayed in table are rounded.

Appendix C – Belt Use

Appendix Table C-1: Unbelted Fatalities by Age Group and Sex, 2020

Age Group	Unbelted Passenger Vehicle Occupant Fatalities[1]					
	Males		Females		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	0	0.0%	2	3.2%	2	1.3%
5-9	0	0.0%	1	1.6%	1	0.6%
10-14	1	1.0%	1	1.6%	2	1.3%
15-19	10	10.3%	8	12.9%	18	11.3%
20-24	14	14.4%	7	11.3%	21	13.2%
25-29	12	12.4%	5	8.1%	17	10.7%
30-34	7	7.2%	7	11.3%	14	8.8%
35-39	11	11.3%	6	9.7%	17	10.7%
40-44	6	6.2%	6	9.7%	12	7.5%
45-49	8	8.2%	1	1.6%	9	5.7%
50-54	5	5.2%	3	4.8%	8	5.0%
55-59	4	4.1%	5	8.1%	9	5.7%
60-64	4	4.1%	4	6.5%	8	5.0%
65-69	4	4.1%	1	1.6%	5	3.1%
70-74	2	2.1%	0	0.0%	2	1.3%
75 +	9	9.3%	5	8.1%	14	8.8%
Missing Data	0	0.0%	0	0.0%	0	0.0%
Total	**97**	**100%**	**62**	**100%**	**159**	**100%**

[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, 2020

Age Group	Unbelted Occupants with Fatal or Suspected Serious Injuries[1]							
	Males		Females		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1-4	0	0.0%	2	1.9%	0	0.0%	2	0.7%
5-9	0	0.0%	1	0.9%	0	0.0%	1	0.4%
10-14	2	1.2%	2	1.9%	0	0.0%	4	1.5%
15-19	21	12.8%	19	17.6%	0	0.0%	40	14.7%
20-24	27	16.5%	15	13.9%	0	0.0%	42	15.4%
25-29	25	15.2%	10	9.3%	0	0.0%	35	12.9%
30-34	15	9.1%	10	9.3%	0	0.0%	25	9.2%
35-39	17	10.4%	14	13.0%	0	0.0%	31	11.4%
40-44	8	4.9%	8	7.4%	0	0.0%	16	5.9%
45-49	8	4.9%	1	0.9%	0	0.0%	9	3.3%
50-54	7	4.3%	6	5.6%	0	0.0%	13	4.8%
55-59	9	5.5%	7	6.5%	0	0.0%	16	5.9%
60-64	5	3.0%	5	4.6%	0	0.0%	10	3.7%
65-69	4	2.4%	2	1.9%	0	0.0%	6	2.2%
70-74	3	1.8%	0	0.0%	0	0.0%	3	1.1%
75 +	12	7.3%	5	4.6%	0	0.0%	17	6.3%
Missing Data	1	0.6%	1	0.9%	0	0.0%	2	0.7%
Total	**164**	**100%**	**108**	**100%**	**0**	**0%**	**272**	**100%**

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

Appendix Table C-3: Unbelted Passenger Vehicle Occupants
by County and Severity of Injury, 2020

County	Unbelted Passenger Vehicle Occupants in Crashes							Unbelted Fatalities per 100M VMT[1]	Total Unbelted People in Crashes per 100M VMT[1]
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total Unbelted People	Percent of Total Unbelted People		
Bernalillo	39	15	59	42	63	218	19.7%	0.78	4.37
Catron	1	0	3	3	1	8	0.7%	1.08	8.67
Chaves	3	8	11	18	32	72	6.5%	0.53	12.74
Cibola	6	1	14	0	7	28	2.5%	0.85	3.99
Colfax	2	2	2	2	4	12	1.1%	0.63	3.77
Curry	3	1	4	3	6	17	1.5%	0.82	4.67
De Baca	0	0	0	0	0	0	0.0%	0.00	0.00
Doña Ana	6	6	25	16	26	79	7.1%	0.32	4.22
Eddy	5	3	12	11	14	45	4.1%	0.49	4.42
Grant	3	4	9	9	6	31	2.8%	0.83	8.58
Guadalupe	5	0	3	2	1	11	1.0%	1.06	2.32
Harding	0	0	0	0	0	0	0.0%	0.00	0.00
Hidalgo	1	0	0	0	0	1	0.1%	0.35	0.35
Lea	7	8	19	22	37	93	8.4%	0.65	8.62
Lincoln	3	1	1	0	4	9	0.8%	0.72	2.16
Los Alamos	1	0	2	0	0	3	0.3%	0.76	2.29
Luna	4	2	6	3	7	22	2.0%	0.55	3.03
McKinley	13	10	11	8	24	66	6.0%	1.06	5.38
Mora	1	0	3	1	3	8	0.7%	0.69	5.55
Otero	0	1	3	5	2	11	1.0%	0.00	1.55
Quay	1	3	1	1	4	10	0.9%	0.24	2.40
Rio Arriba	9	4	11	7	14	45	4.1%	2.14	10.70
Roosevelt	2	6	2	1	1	12	1.1%	1.14	6.83
San Juan	4	8	13	11	22	58	5.2%	0.24	3.45
San Miguel	5	3	9	2	7	26	2.3%	1.22	6.36
Sandoval	4	4	12	8	15	43	3.9%	0.28	3.03
Santa Fe	9	12	22	14	18	75	6.8%	0.57	4.75
Sierra	1	1	1	1	2	6	0.5%	0.50	2.97
Socorro	6	3	7	1	6	23	2.1%	1.12	4.30
Taos	7	0	3	7	6	23	2.1%	1.89	6.20
Torrance	2	2	1	4	1	10	0.9%	0.38	1.89
Union	1	3	1	0	1	6	0.5%	0.80	4.80
Valencia	5	2	12	5	12	36	3.3%	0.90	6.46
Missing Data	0	0	0	0	0	0	0.0%	-	-
Total People	**159**	**113**	**282**	**207**	**346**	**1,107**	**100%**	**0.67**	**4.67**

[1] Rates are shaded such that darker shading identifies higher rates.

Appendix D – Age and Sex

Appendix Table D-1: People in Crashes by Age Group and Sex, 2020

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	957	2.2%	860	2.5%	16	0.2%	1,833	2.1%	**1.1**
5-9	921	2.1%	915	2.7%	24	0.3%	1,860	2.2%	**1.0**
10-14	964	2.2%	1,153	3.4%	15	0.2%	2,132	2.5%	**0.8**
15-19	4,500	10.3%	3,861	11.4%	94	1.2%	8,455	9.9%	**1.2**
20-24	5,463	12.5%	4,034	11.9%	120	1.5%	9,617	11.2%	**1.4**
25-29	4,607	10.5%	3,401	10.1%	91	1.1%	8,099	9.4%	**1.4**
30-34	4,162	9.5%	3,096	9.2%	99	1.2%	7,357	8.6%	**1.3**
35-39	3,586	8.2%	2,546	7.5%	82	1.0%	6,214	7.2%	**1.4**
40-44	3,003	6.8%	2,167	6.4%	68	0.8%	5,238	6.1%	**1.4**
45-49	2,585	5.9%	1,934	5.7%	53	0.7%	4,572	5.3%	**1.3**
50-54	2,494	5.7%	1,744	5.2%	37	0.5%	4,275	5.0%	**1.4**
55-59	2,551	5.8%	1,905	5.6%	43	0.5%	4,499	5.2%	**1.3**
60-64	2,188	5.0%	1,593	4.7%	34	0.4%	3,815	4.4%	**1.4**
65-69	1,593	3.6%	1,273	3.8%	32	0.4%	2,898	3.4%	**1.3**
70-74	1,156	2.6%	925	2.7%	21	0.3%	2,102	2.5%	**1.2**
75+	1,400	3.2%	1,167	3.4%	31	0.4%	2,598	3.0%	**1.2**
Missing Data	1,749	4.0%	1,256	3.7%	7,173	89.3%	10,178	11.9%	**1.4**
Total	**43,879**	**100%**	**33,830**	**100%**	**8,033**	**100%**	**85,742**	**100%**	**1.3**

Appendix Table D-2: People Killed in Crashes by Age Group and Sex, 2020

Age Group	Fatalities in Crashes						Ratio[1] of Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	2	1.6%	2	0.5%	**0.0**
5-9	0	0.0%	1	0.8%	1	0.3%	**0.0**
10-14	2	0.7%	5	3.9%	7	1.8%	**0.4**
15-19	19	7.0%	11	8.6%	30	7.5%	**1.7**
20-24	22	8.1%	12	9.4%	34	8.5%	**1.8**
25-29	30	11.1%	8	6.3%	38	9.5%	**3.8**
30-34	19	7.0%	15	11.7%	34	8.5%	**1.3**
35-39	25	9.3%	13	10.2%	38	9.5%	**1.9**
40-44	21	7.8%	7	5.5%	28	7.0%	**3.0**
45-49	22	8.1%	6	4.7%	28	7.0%	**3.7**
50-54	20	7.4%	11	8.6%	31	7.8%	**1.8**
55-59	22	8.1%	11	8.6%	33	8.3%	**2.0**
60-64	27	10.0%	10	7.8%	37	9.3%	**2.7**
65-69	15	5.6%	3	2.3%	18	4.5%	**5.0**
70-74	7	2.6%	1	0.8%	8	2.0%	**7.0**
75+	19	7.0%	12	9.4%	31	7.8%	**1.6**
Missing Data	0	0.0%	0	0.0%	0	0.0%	**0.0**
Total	**270**	**100%**	**128**	**100%**	**398**	**100%**	**2.1**

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

Appendix Table D-3: People Seriously Injured in Crashes by Age Group and Sex, 2020

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	6	1.1%	3	0.9%	0	0.0%	9	1.0%	**2.0**
5-9	7	1.3%	6	1.8%	0	0.0%	13	1.5%	**1.2**
10-14	14	2.6%	6	1.8%	0	0.0%	20	2.3%	**2.3**
15-19	50	9.3%	46	13.5%	0	0.0%	96	10.8%	**1.1**
20-24	56	10.4%	51	15.0%	0	0.0%	107	12.1%	**1.1**
25-29	70	13.0%	28	8.2%	0	0.0%	98	11.0%	**2.5**
30-34	62	11.5%	27	7.9%	0	0.0%	89	10.0%	**2.3**
35-39	57	10.6%	42	12.4%	0	0.0%	99	11.2%	**1.4**
40-44	37	6.9%	18	5.3%	0	0.0%	55	6.2%	**2.1**
45-49	25	4.6%	16	4.7%	0	0.0%	41	4.6%	**1.6**
50-54	29	5.4%	22	6.5%	0	0.0%	51	5.7%	**1.3**
55-59	41	7.6%	31	9.1%	0	0.0%	72	8.1%	**1.3**
60-64	25	4.6%	12	3.5%	0	0.0%	37	4.2%	**2.1**
65-69	20	3.7%	9	2.6%	0	0.0%	29	3.3%	**2.2**
70-74	11	2.0%	4	1.2%	0	0.0%	15	1.7%	**2.8**
75+	14	2.6%	12	3.5%	0	0.0%	26	2.9%	**1.2**
Missing Data	15	2.8%	7	2.1%	8	100.0%	30	3.4%	**2.1**
Total	**539**	**100%**	**340**	**100%**	**8**	**100%**	**887**	**100%**	**1.6**

[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, 2016 - 2020

Age	Senior Drivers in Crashes per 1,000 Licensed Drivers of the Same Age [1]				
	2016	2017	2018	2019	2020
65	23.3	23.9	23.5	26.5	19.6
66	24.3	25.0	24.0	24.4	17.6
67	22.6	26.7	24.0	24.8	16.0
68	22.4	24.5	24.6	25.1	16.5
69	23.0	24.1	22.5	25.6	16.7
70	25.9	22.7	23.7	23.8	16.0
71	22.3	24.4	21.0	23.0	17.0
72	21.4	23.7	22.6	20.4	13.2
73	21.6	25.6	24.3	23.8	14.6
74	22.1	25.7	25.1	26.2	15.3
75	21.7	26.2	25.8	27.8	17.7
76	25.3	29.1	26.7	25.8	16.3
77	28.4	29.4	27.2	26.7	14.7
78	25.3	27.5	24.7	26.3	14.3
79	28.6	29.9	26.2	27.0	14.6
80	28.2	27.2	26.0	25.1	16.8
81	29.4	26.5	30.0	27.5	17.7
82	32.1	28.0	30.4	31.5	14.4
83	26.1	29.9	27.5	31.7	16.9
84	27.8	26.3	27.6	32.7	17.2
85	27.4	32.5	30.7	26.0	18.4
86	30.6	29.4	22.3	25.0	18.6
87	33.6	35.8	32.7	26.1	21.4
88	35.0	30.5	30.1	31.5	16.6
89	30.6	35.1	29.4	33.7	16.9
90+	33.1	38.8	37.4	35.7	17.8
Drivers Age 65+	**24.4**	**26.0**	**24.8**	**25.5**	**16.4**

[1] Rates are shaded such that darker shading identifies higher rates. 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.

Appendix Table D-5: Senior New Mexican Drivers in Crashes and Licensed Senior Drivers by Age, 2016 - 2020

Age	Senior Drivers in Crashes[1,2]					New Mexico Senior Licensed Drivers[2]				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
65	579	591	594	676	508	24,812	24,775	25,223	25,527	25,929
66	575	608	585	609	449	23,677	24,332	24,338	25,004	25,578
67	532	620	572	599	403	23,579	23,226	23,878	24,118	25,135
68	516	565	559	596	400	23,027	23,015	22,769	23,717	24,187
69	551	540	503	573	394	24,003	22,415	22,376	22,392	23,533
70	451	528	517	526	357	17,424	23,309	21,854	22,087	22,370
71	378	408	474	494	372	16,953	16,694	22,622	21,445	21,860
72	344	391	362	451	279	16,092	16,468	16,025	22,071	21,195
73	346	392	382	367	317	16,020	15,323	15,737	15,394	21,689
74	296	389	366	394	231	13,393	15,116	14,579	15,042	15,118
75	250	309	347	369	256	11,525	11,811	13,448	13,294	14,493
76	250	300	305	345	220	9,876	10,309	11,431	13,396	13,503
77	257	269	280	308	199	9,059	9,150	10,306	11,545	13,518
78	216	235	226	273	166	8,545	8,537	9,134	10,382	11,603
79	217	235	212	226	140	7,584	7,869	8,103	8,379	9,593
80	196	187	192	192	134	6,943	6,879	7,373	7,649	7,961
81	183	164	191	190	130	6,215	6,195	6,359	6,901	7,361
82	168	156	175	185	95	5,240	5,580	5,751	5,877	6,605
83	123	138	140	167	94	4,709	4,617	5,085	5,263	5,554
84	117	110	115	149	85	4,206	4,187	4,167	4,560	4,942
85	98	117	113	96	78	3,572	3,601	3,678	3,694	4,235
86	95	90	70	81	64	3,108	3,061	3,133	3,237	3,435
87	86	92	86	71	63	2,560	2,567	2,627	2,725	2,948
88	69	65	65	70	41	1,969	2,132	2,163	2,225	2,472
89	49	56	51	61	33	1,600	1,597	1,737	1,811	1,952
90+	126	152	153	156	91	3,805	3,921	4,088	4,367	5,119
Total	**7,068**	**7,707**	**7,635**	**8,224**	**5,599**	**289,496**	**296,686**	**307,984**	**322,102**	**341,888**

[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.

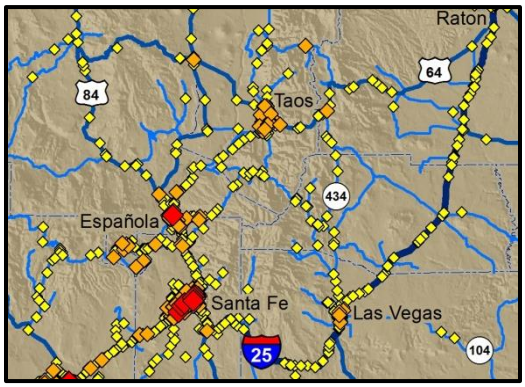
[2] Numbers are shaded such that darker shading identifies higher numbers.

Appendix E – Maps

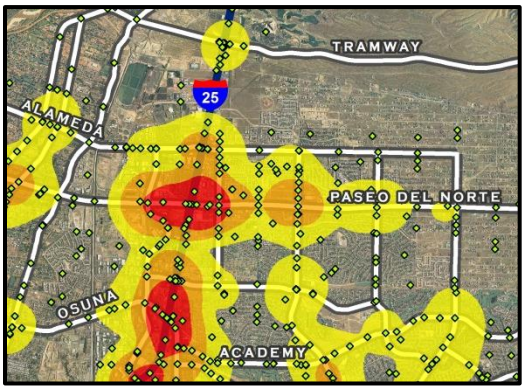
All maps in this section are digitally available in high-resolution color at gps.unm.edu/tru/crash-maps. Mapping traffic crash data involves the use of a technique called Geocoding. Geocoding is the process of taking the descriptive locational information available in a particular data set and assigning it unique geographic coordinates. The descriptive crash location data are taken from Uniform Crash Reports. The data are processed using ESRI ArcGIS 10.7 software using custom-made address locators to derive crash location coordinates. Of the 36,555 crashes in 2020 that were reported, 36,220 crashes (over 99 percent) were able to be geocoded. 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.

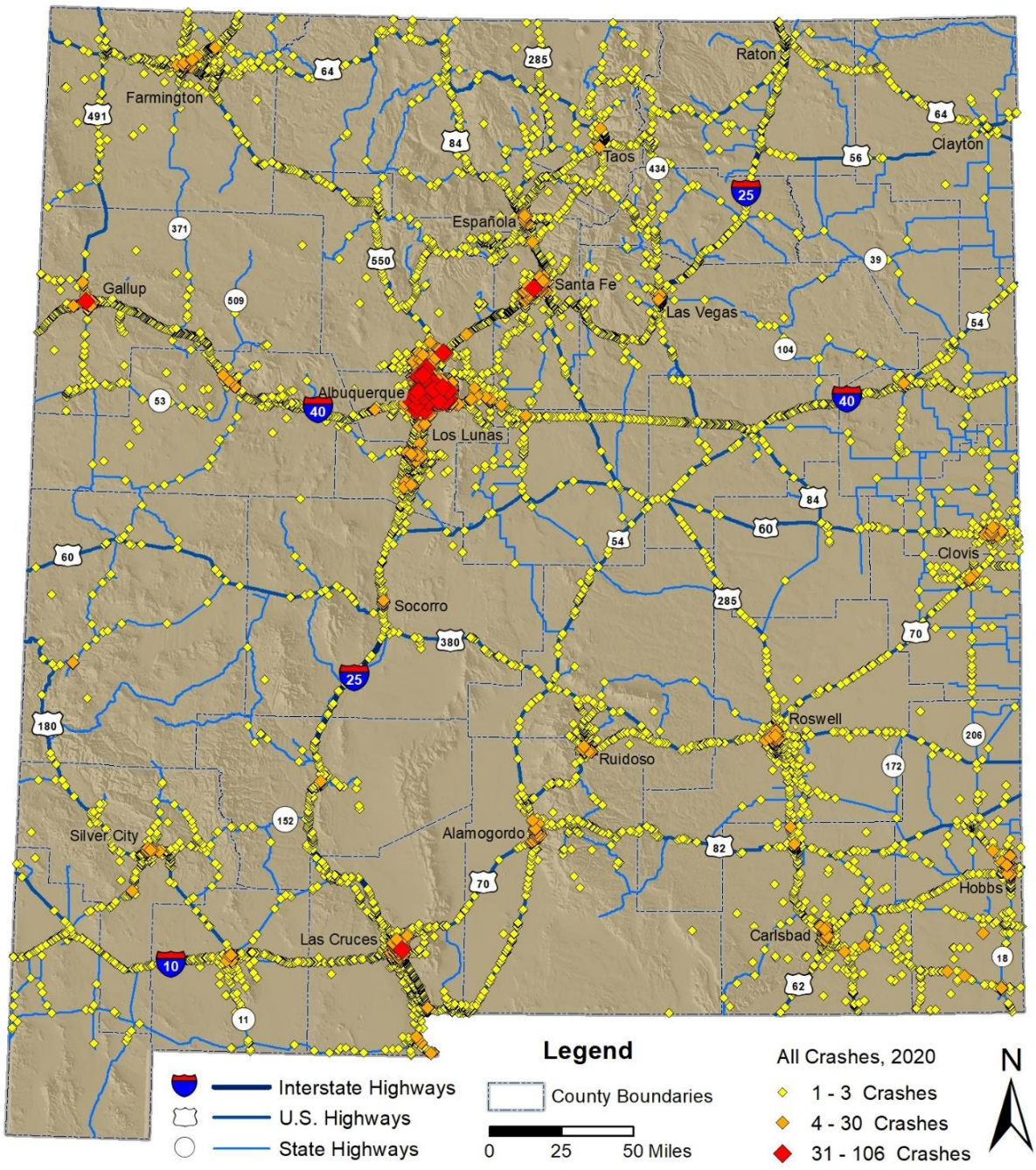
Dot Map



Density Map



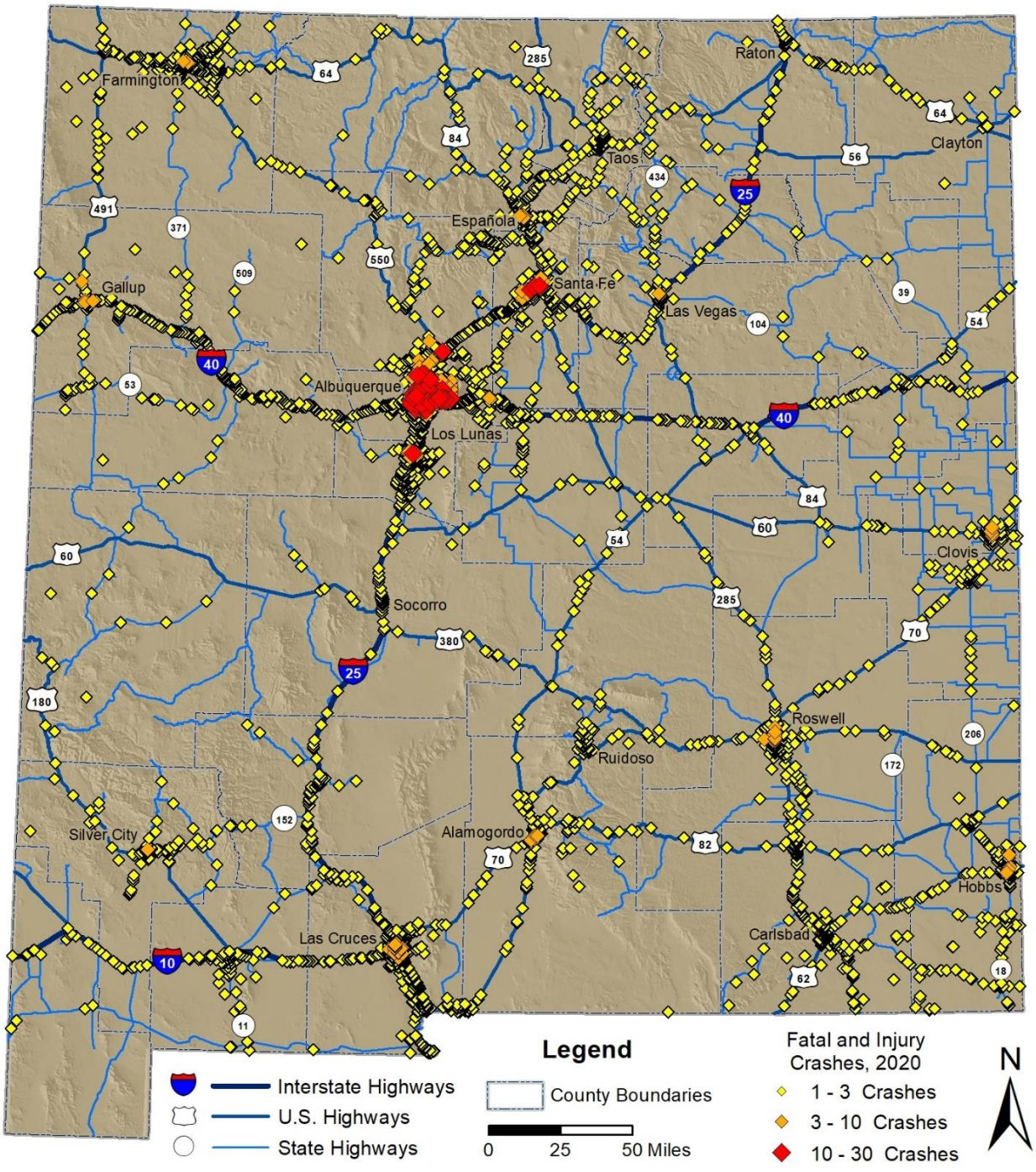
Map 2: All Crashes[49] in New Mexico, 2020



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

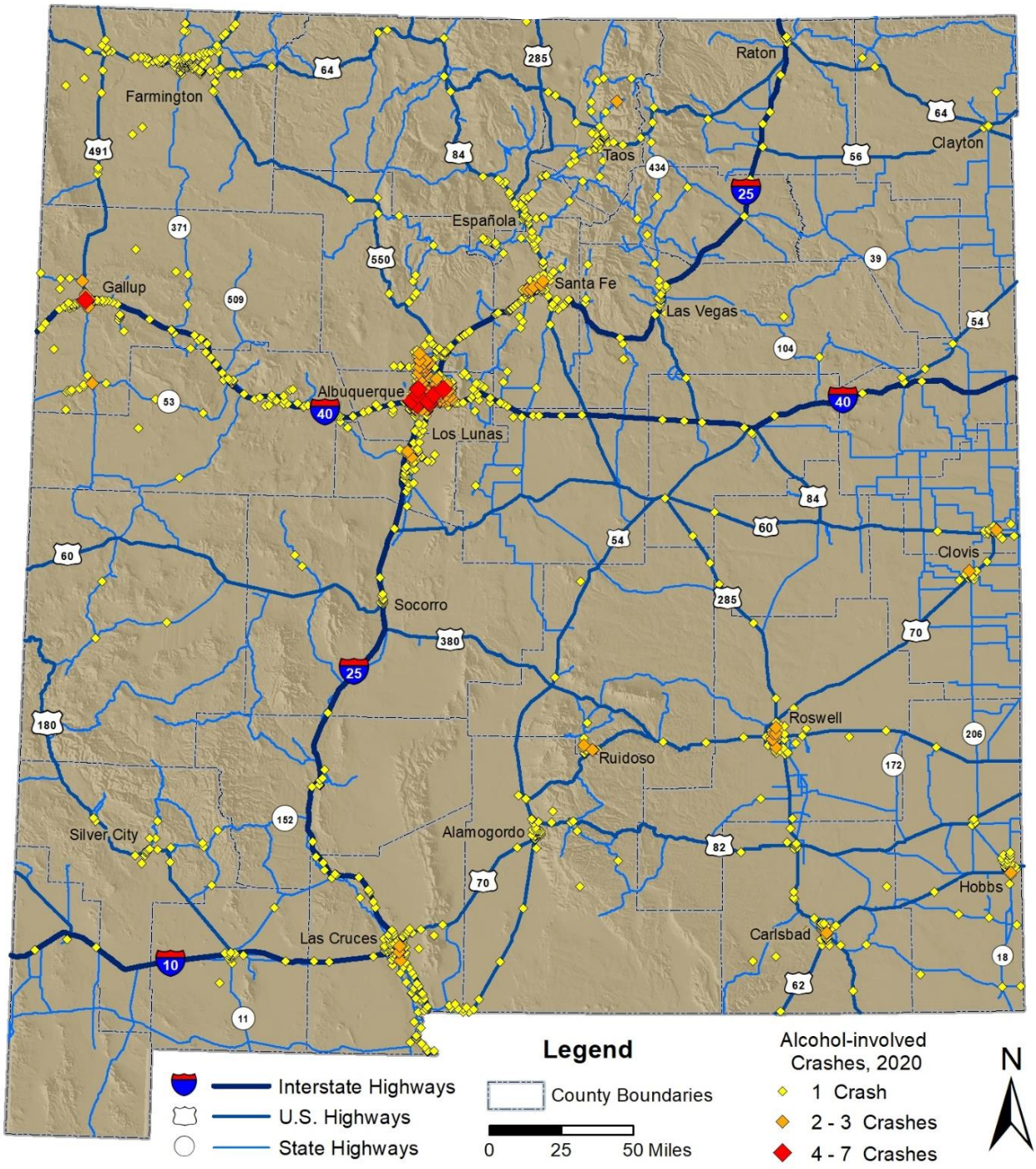
[49] Points on this map represent geocodable crash locations. Each crash point is assigned a color and size according to the number of crashes that occurred at that location.

Map 3: Fatal and Injury Crashes in New Mexico, 2020



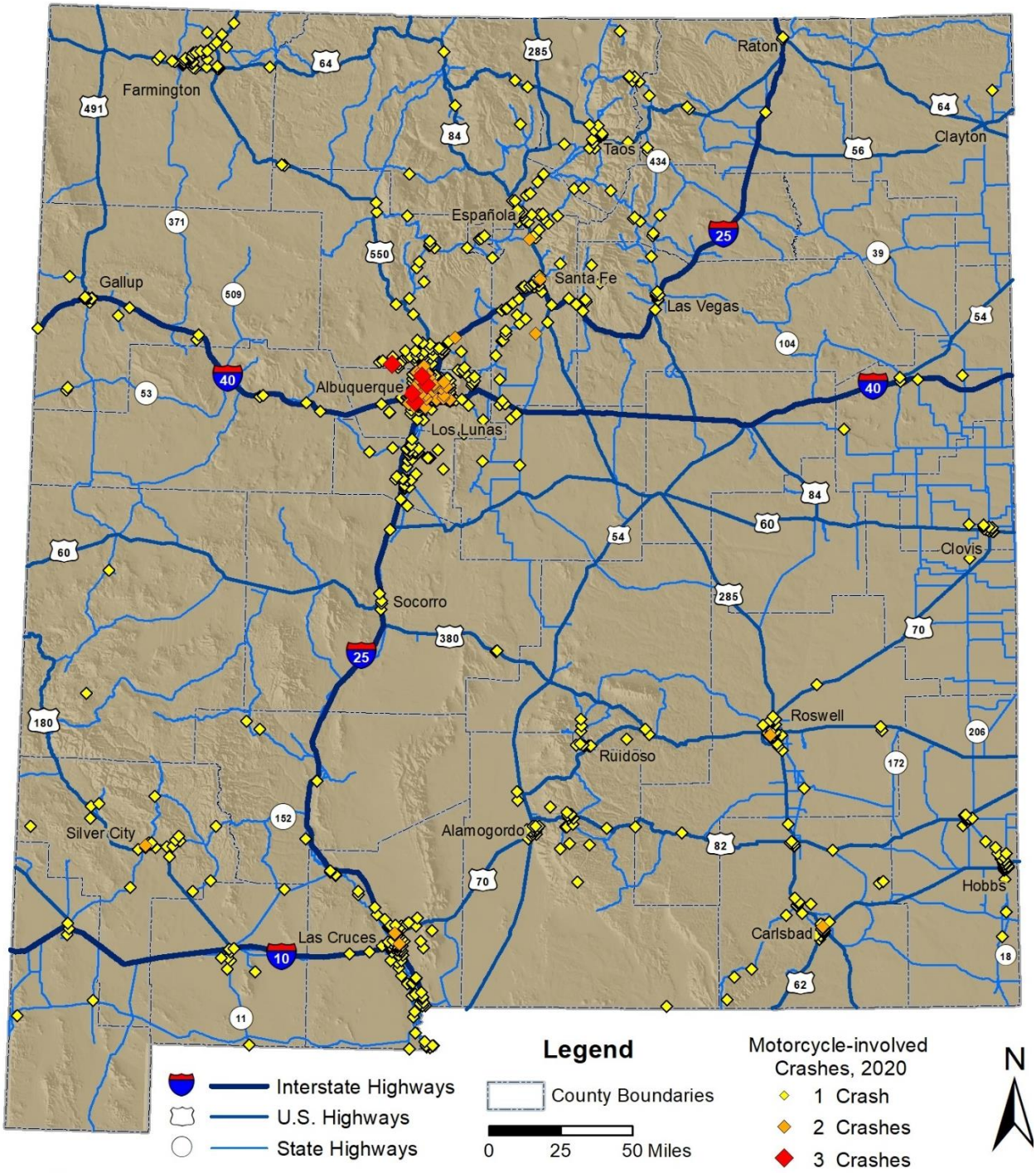
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 4: Alcohol-involved Crashes, 2020



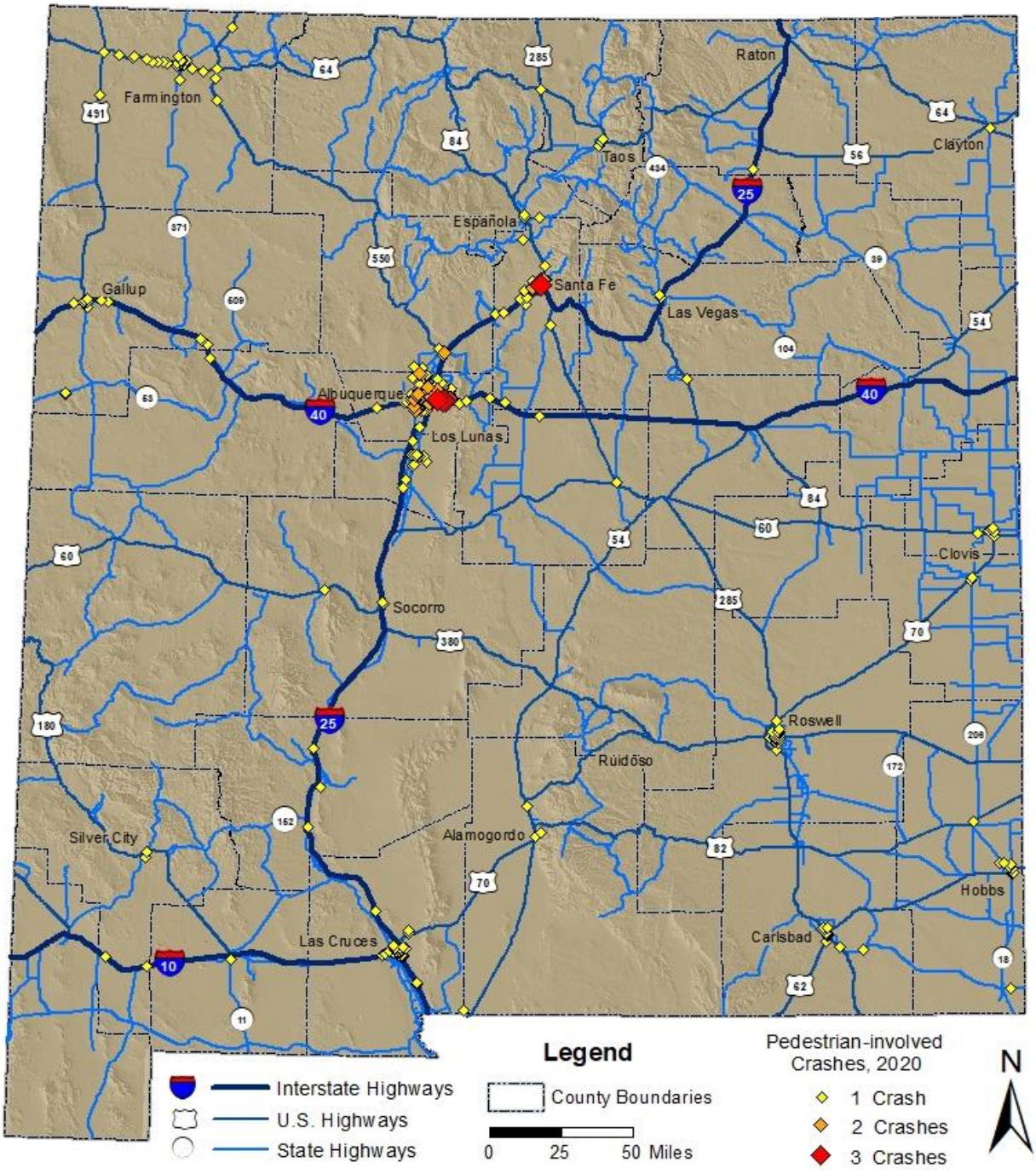
A map of alcohol-involved crashes by county is provided on the last page of this report.
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 5: Motorcycle-involved Crashes, 2020[18]



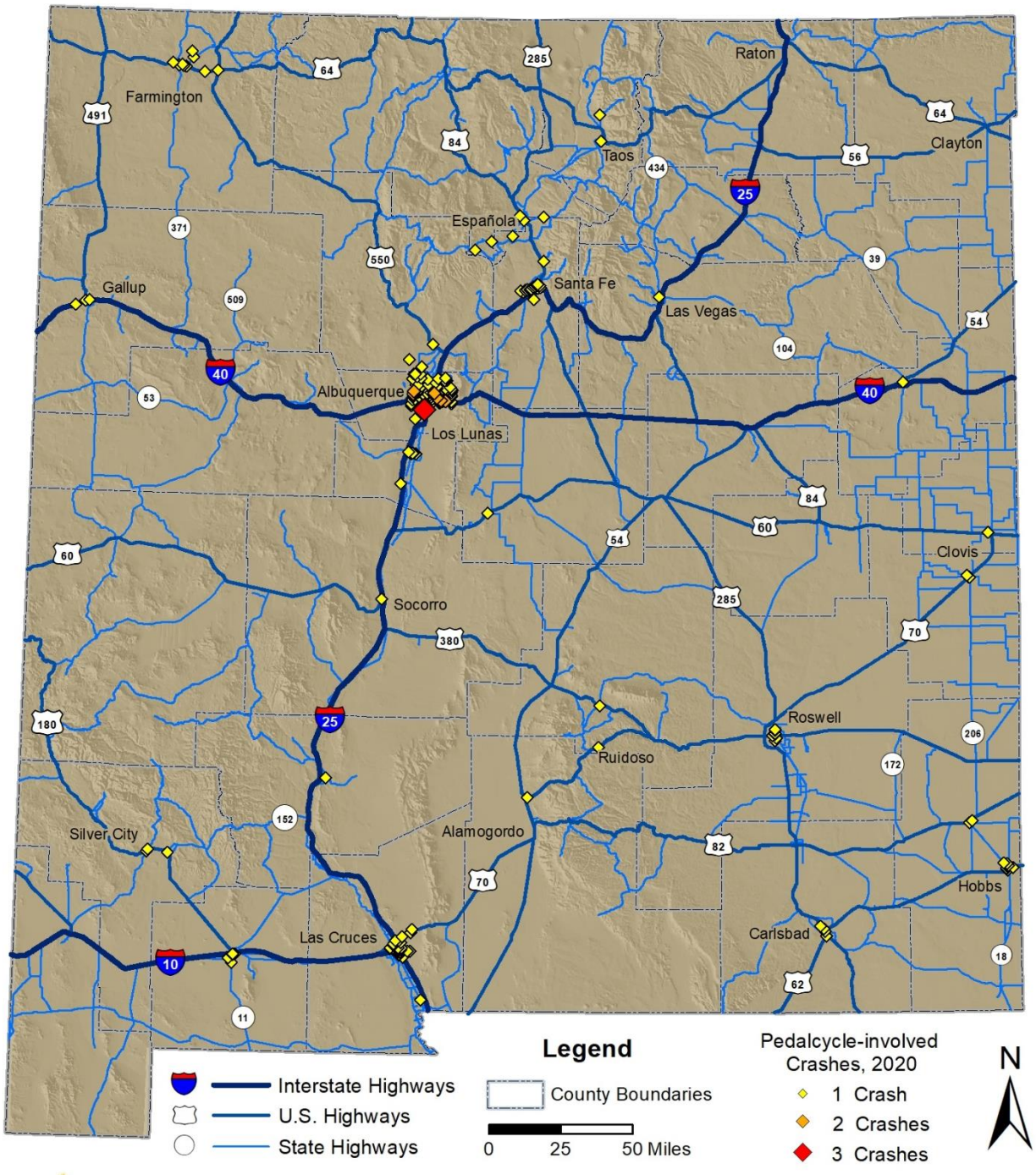
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 6: Pedestrian-involved Crashes, 2020



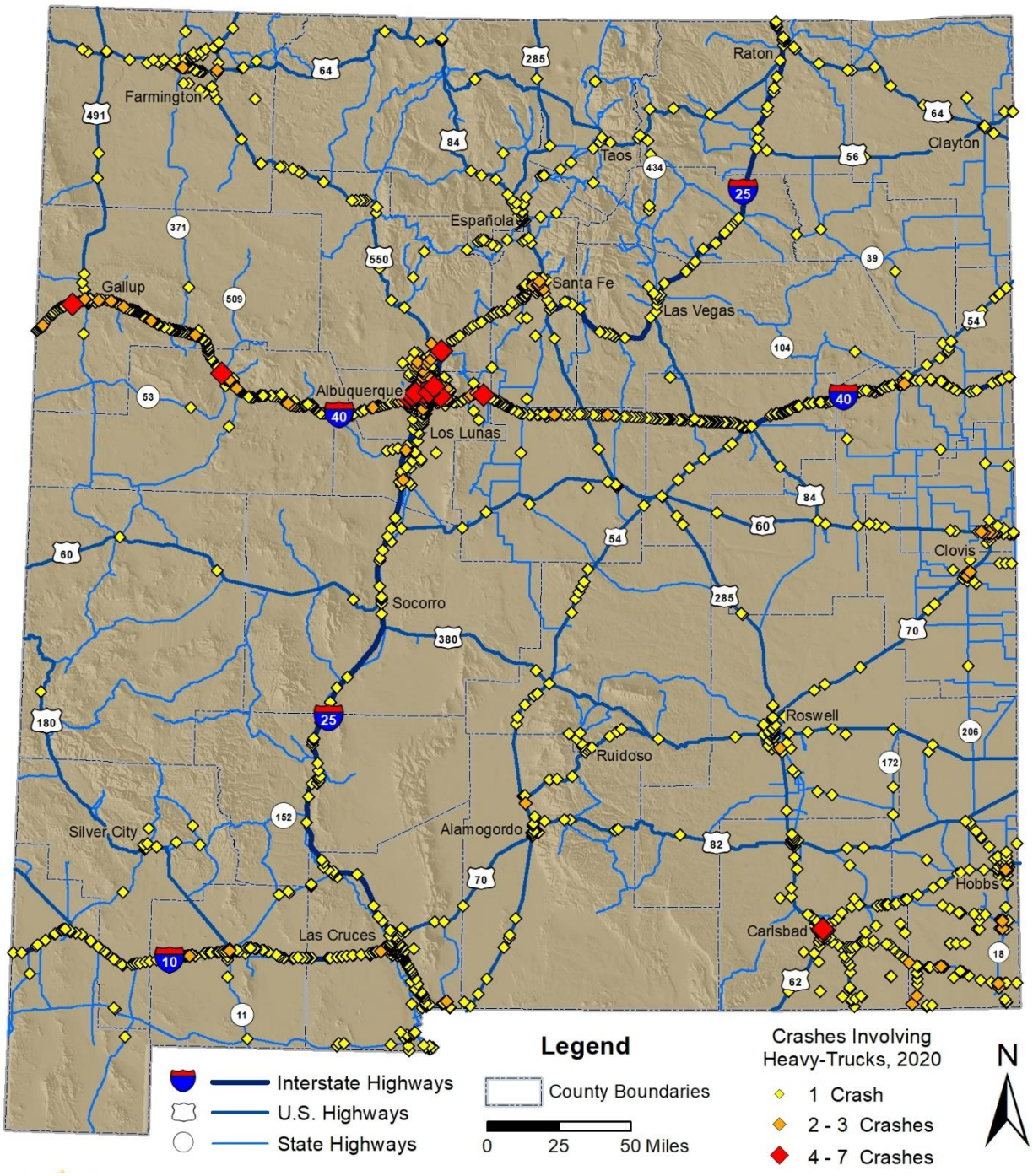
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 7: Pedalcycle-involved Crashes, 2020



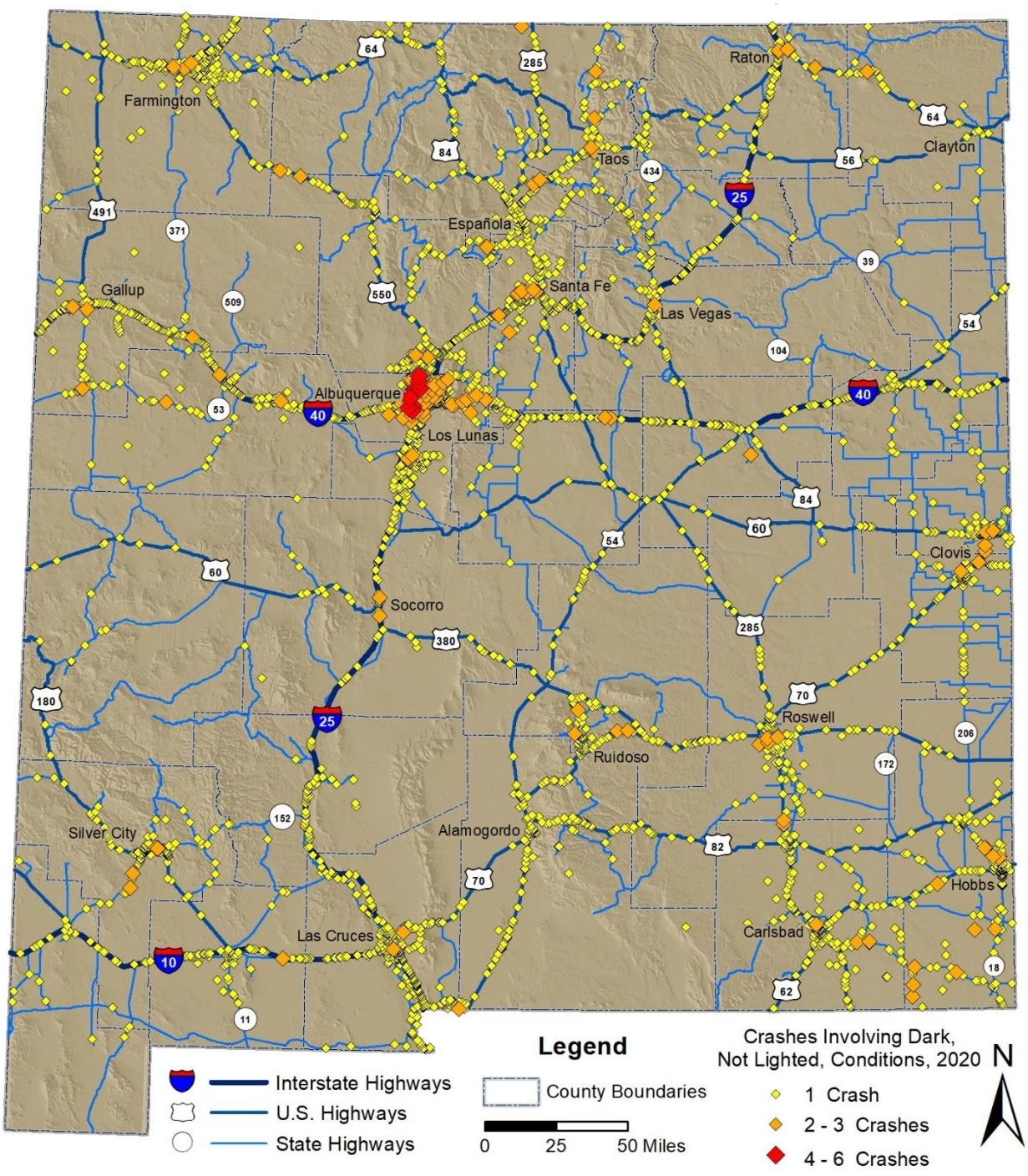
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 8: Crashes Involving Heavy Trucks, 2020



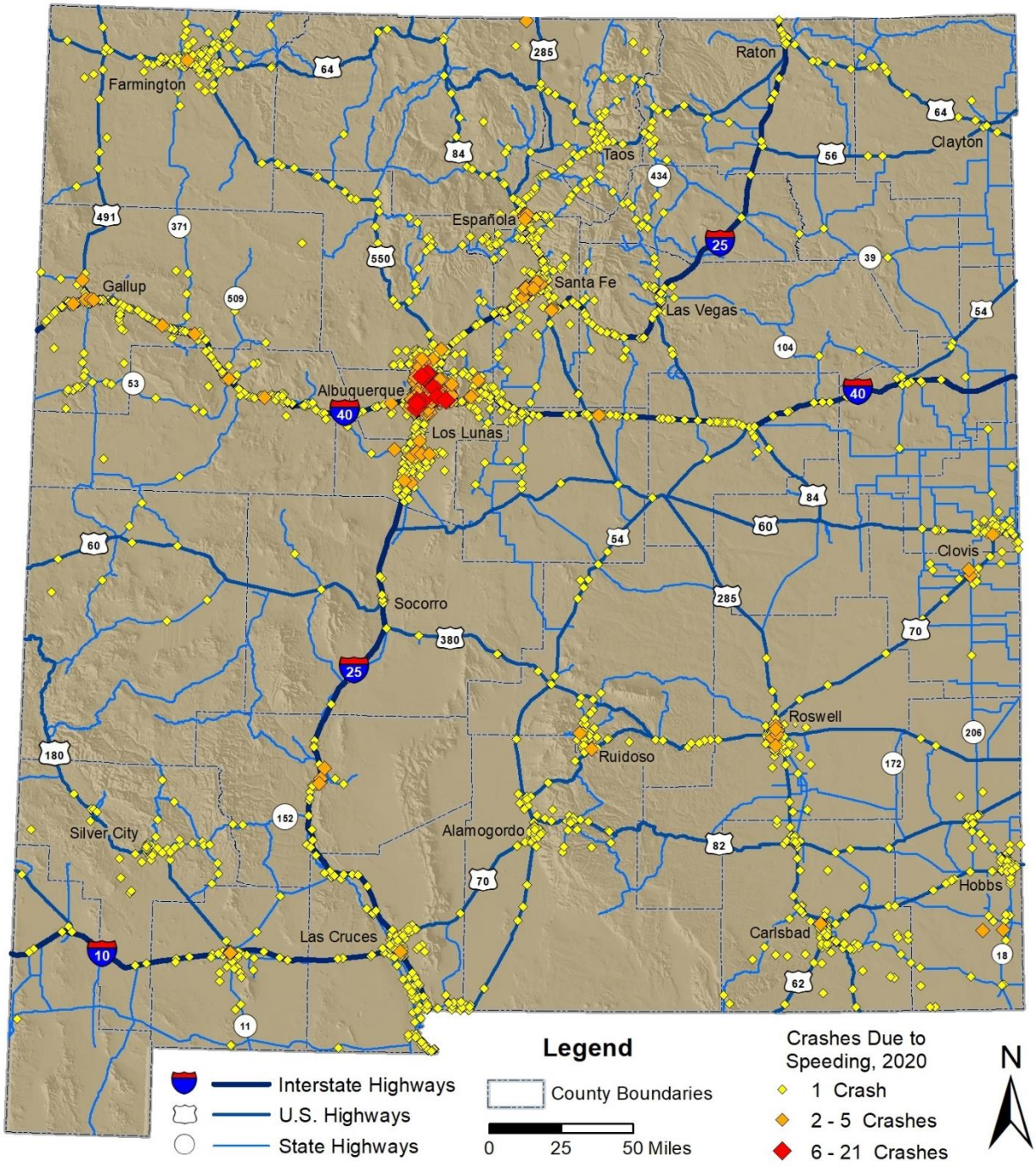
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 9: Crashes in Dark Conditions (Excluding Lighted Areas), 2020



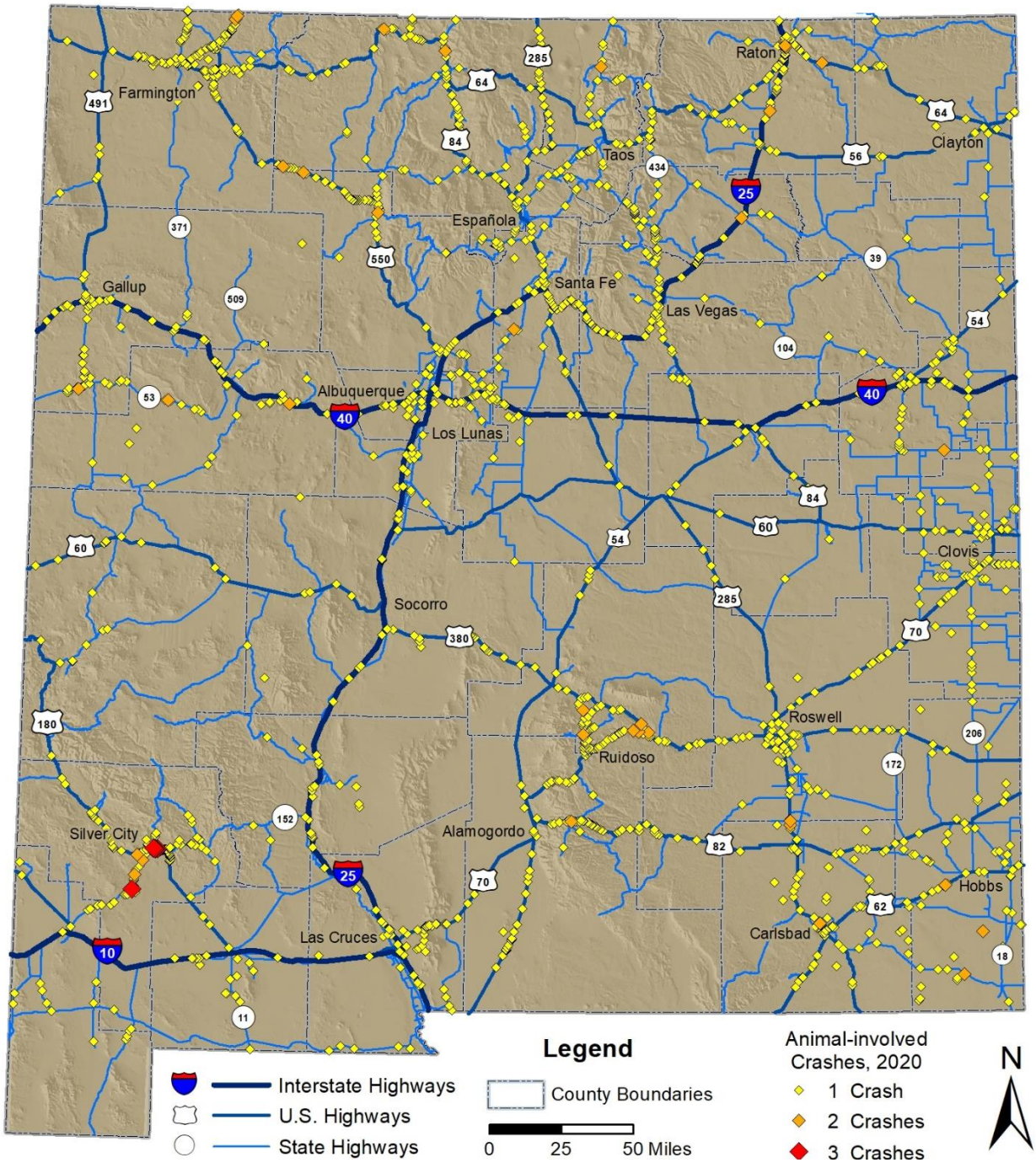
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 10: Crashes Due to Speeding, 2020



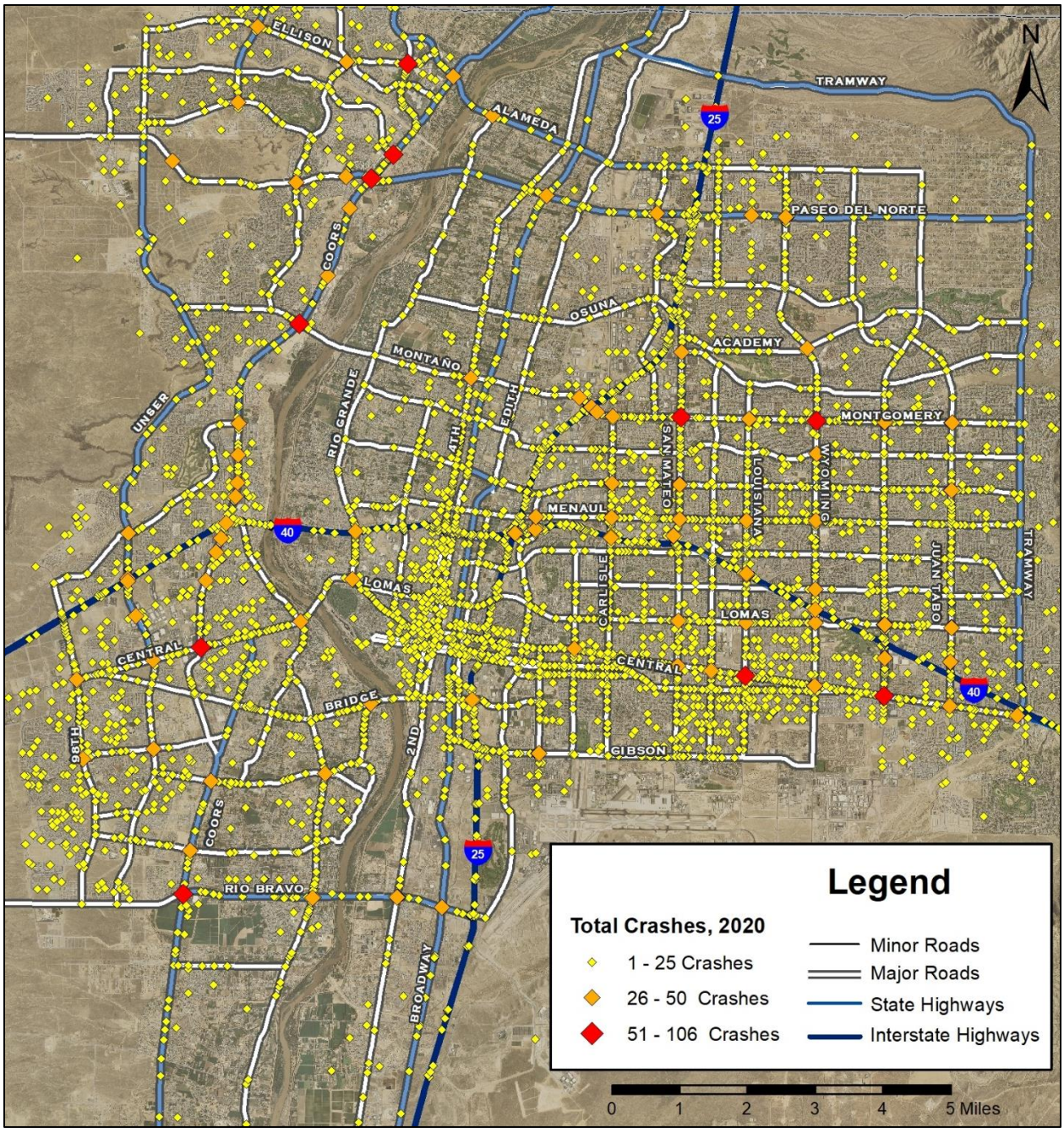
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 11: Animal-involved Crashes, 2020



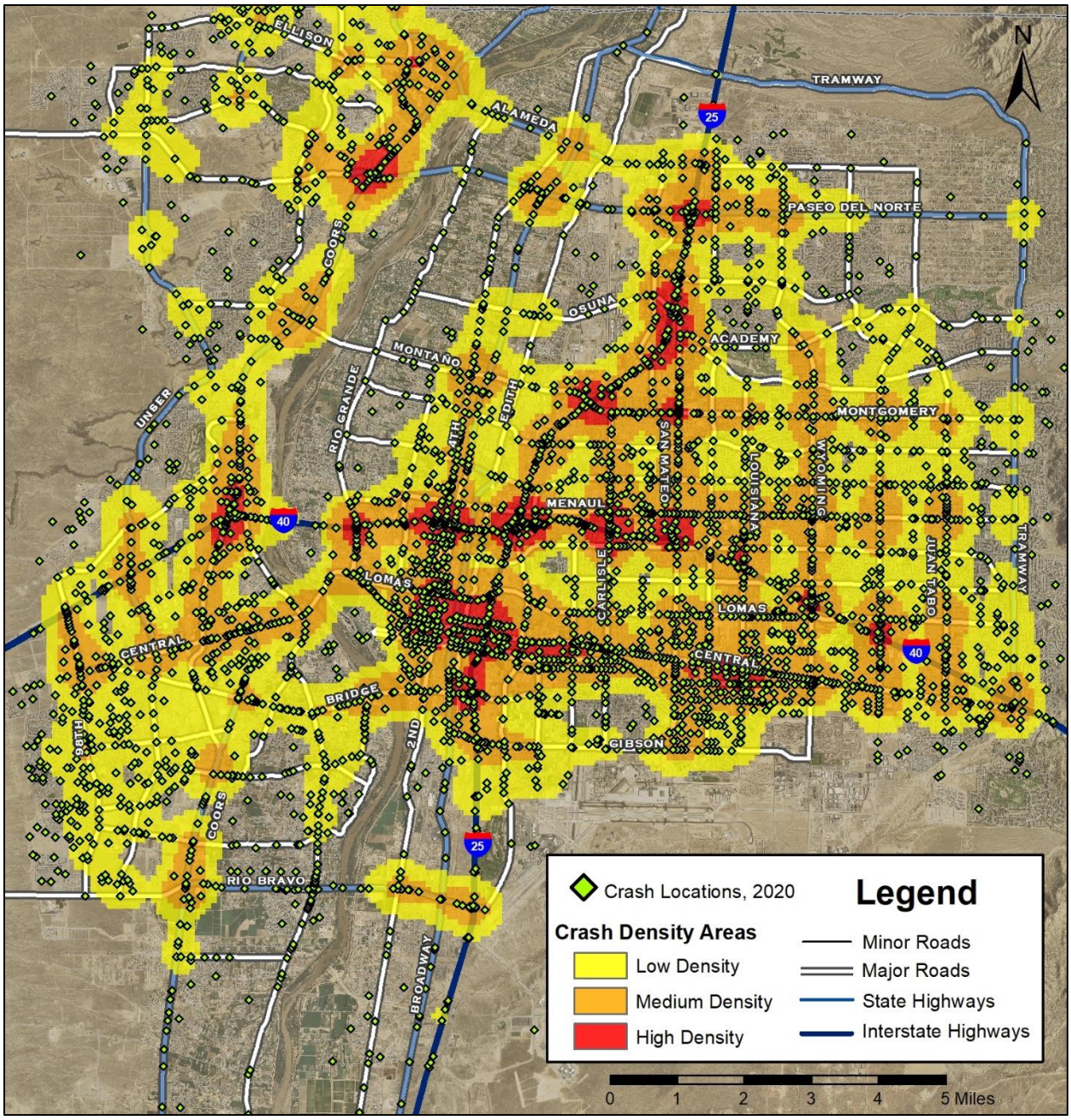
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 12: All Crashes in Albuquerque, New Mexico, 2020



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

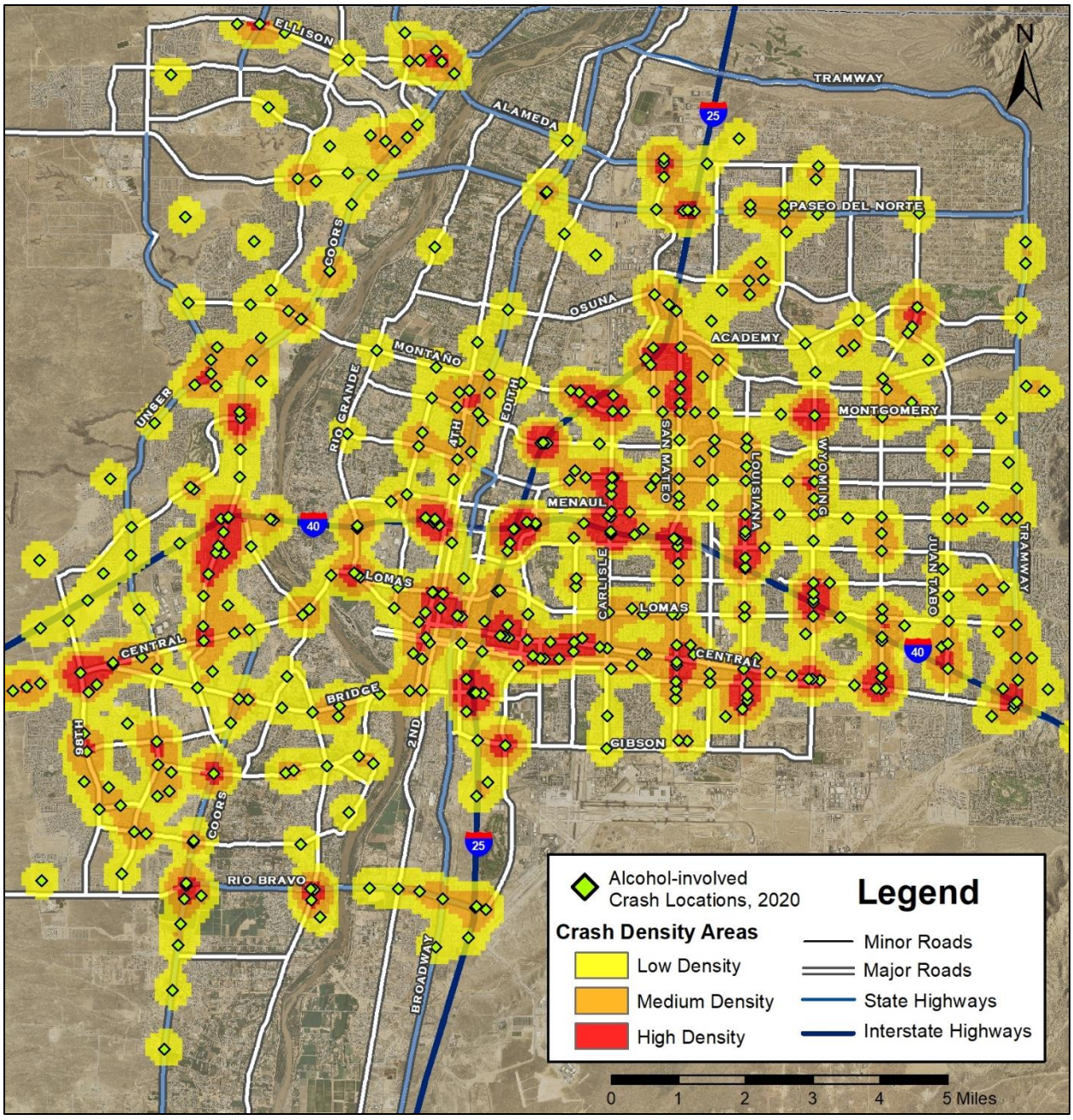
Map 13: Density[50] of All Crashes in Albuquerque, New Mexico, 2020



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

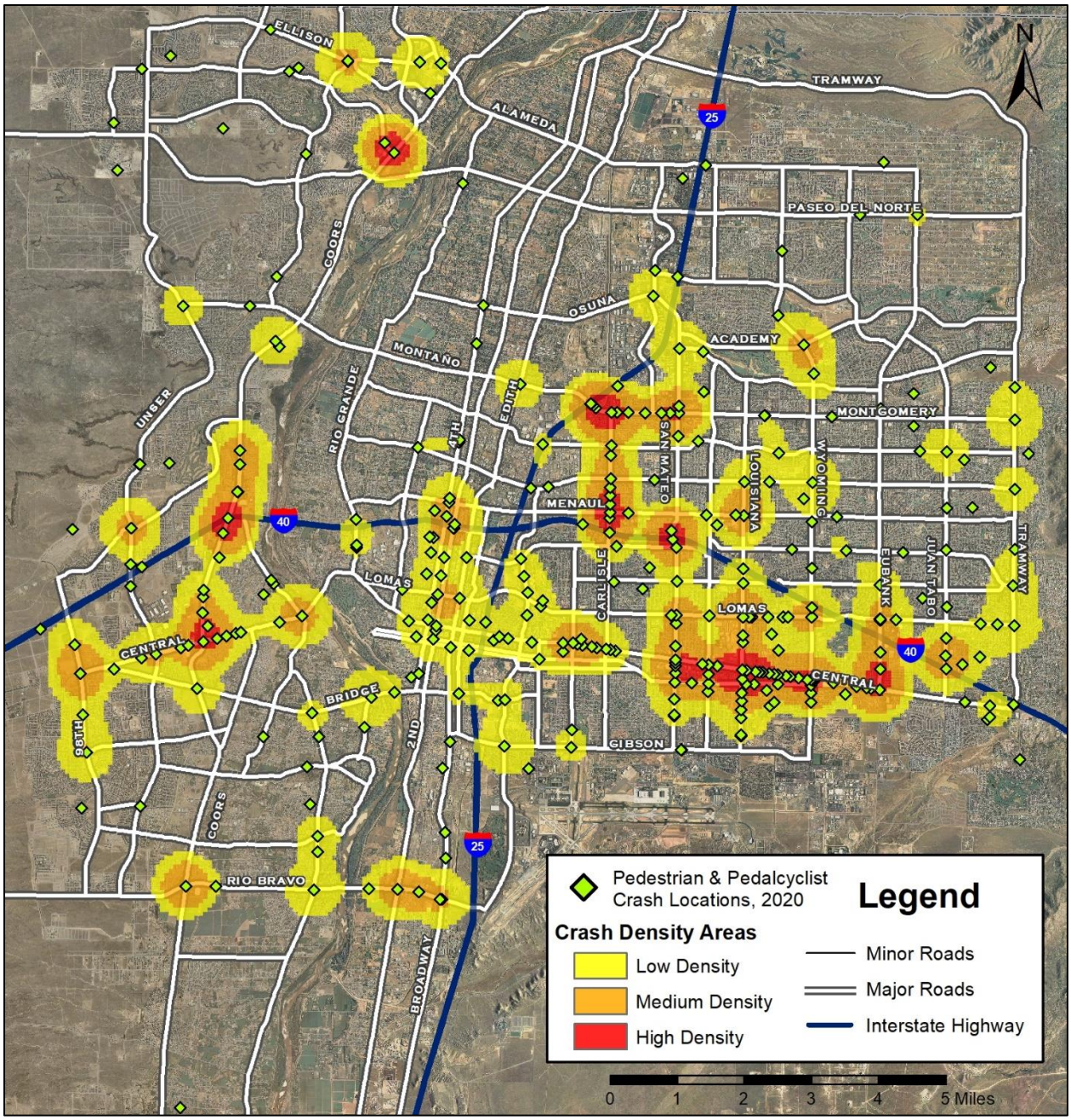
[50] All density maps in this report use a green dot to identify a location with one or more crashes in 2020. Crash density color is calculated using both the number of crashes at that location and the proximity of each location to other crashes.

Map 14: Density of Alcohol-involved Crashes in Albuquerque, New Mexico, 2020



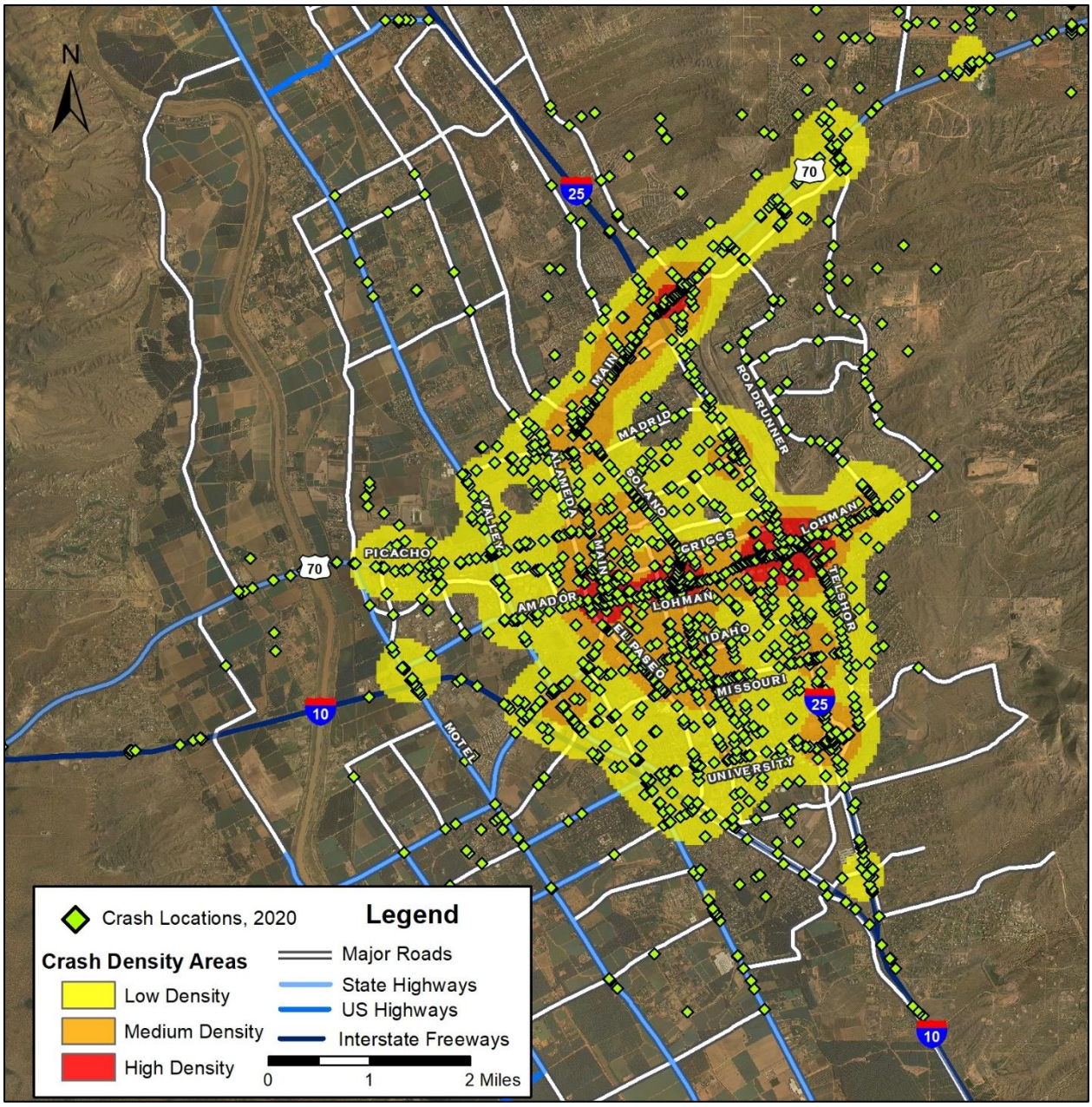
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 15: Density of Pedestrian- and Pedalcycle-involved Crashes
in Albuquerque, New Mexico, 2020



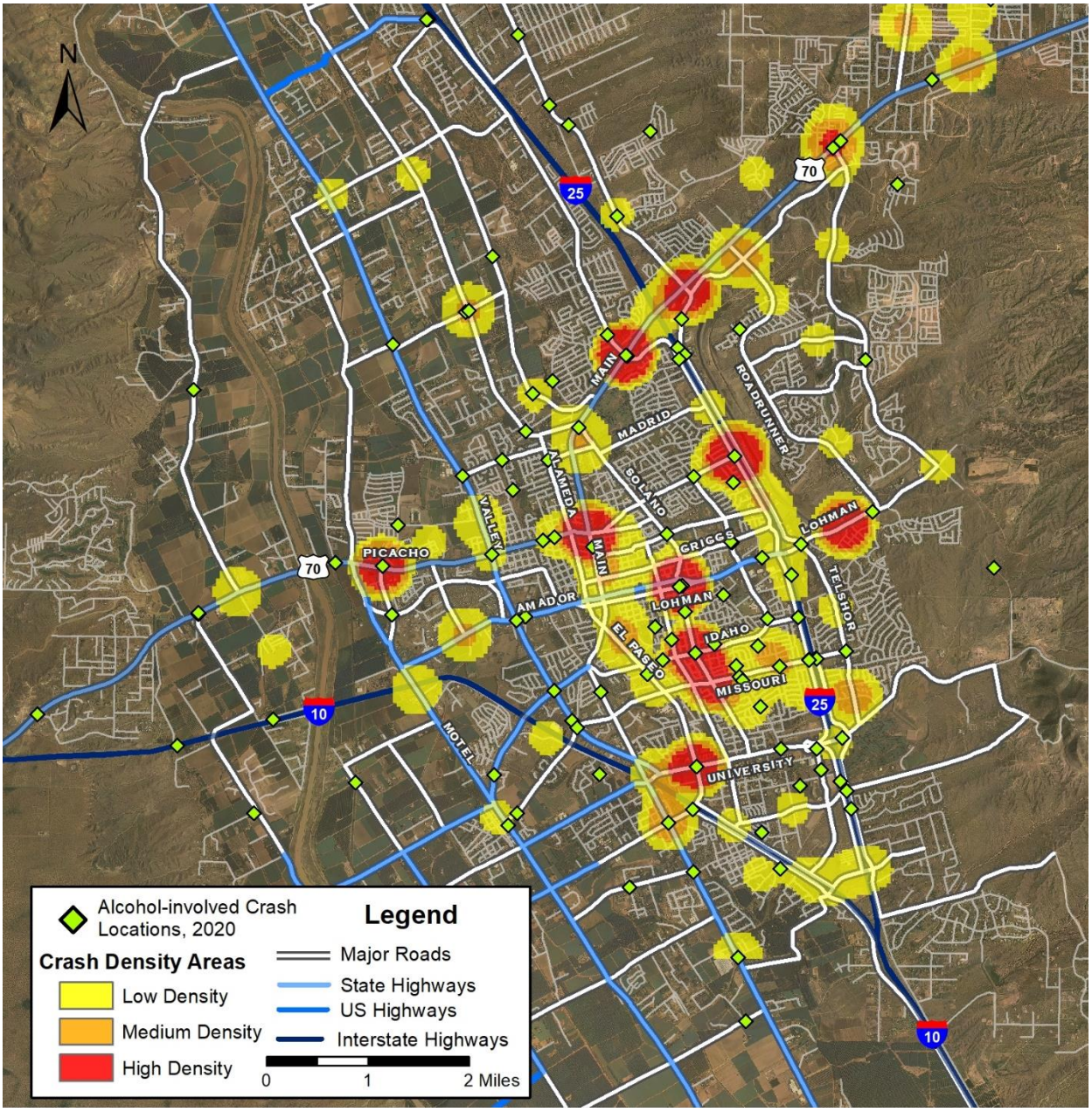
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 16: Density of All Crashes in Las Cruces, New Mexico, 2020



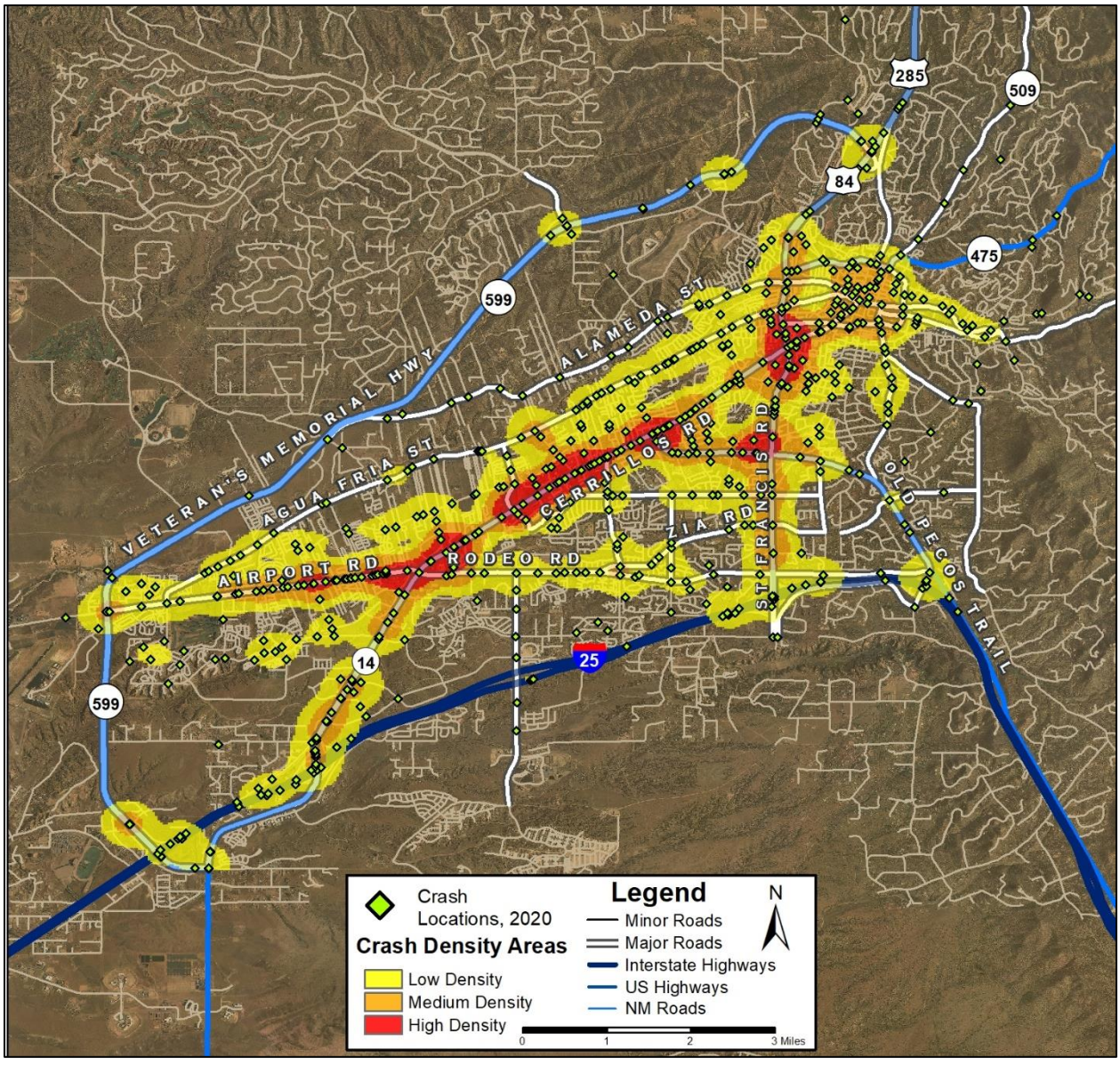
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 17: Density of Alcohol-involved Crashes in Las Cruces, New Mexico, 2020



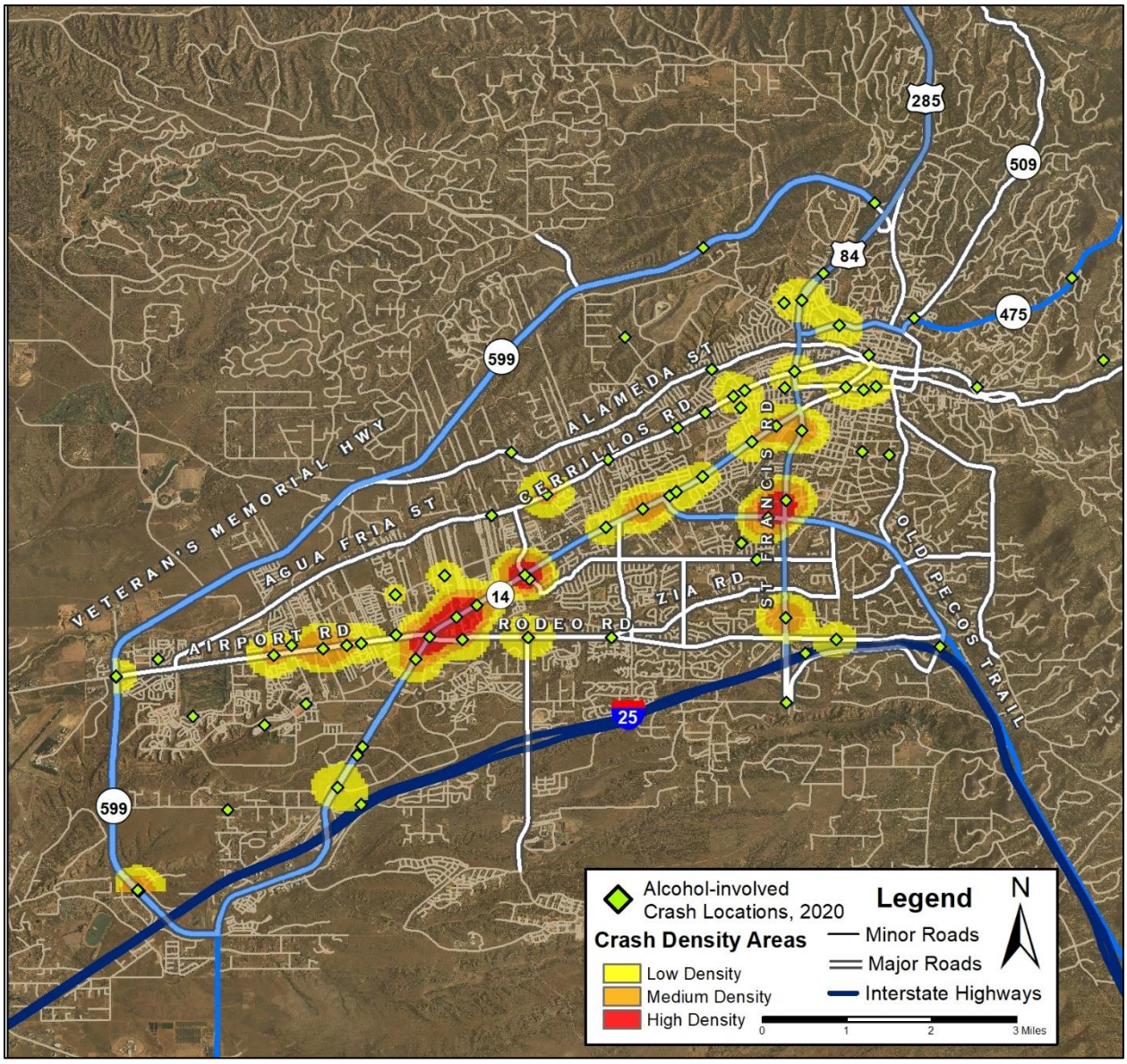
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 18: Density of All Crashes in Santa Fe, New Mexico, 2020



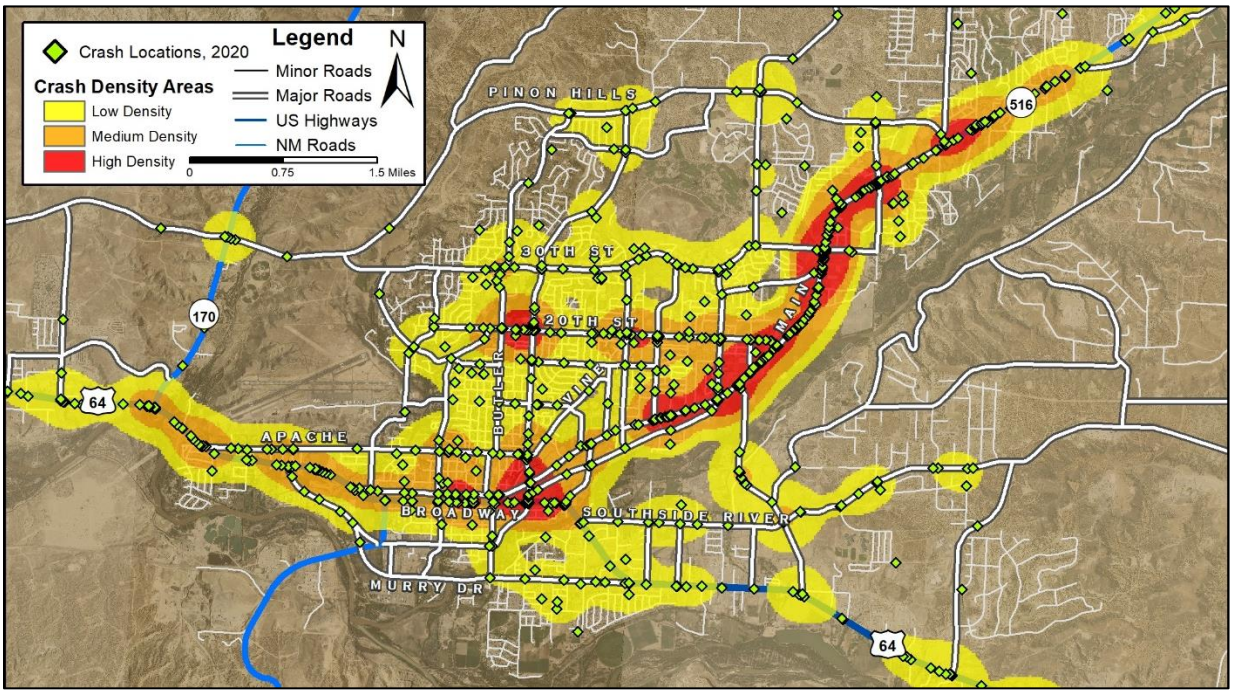
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 19: Density of Alcohol-involved Crashes in Santa Fe, New Mexico, 2020

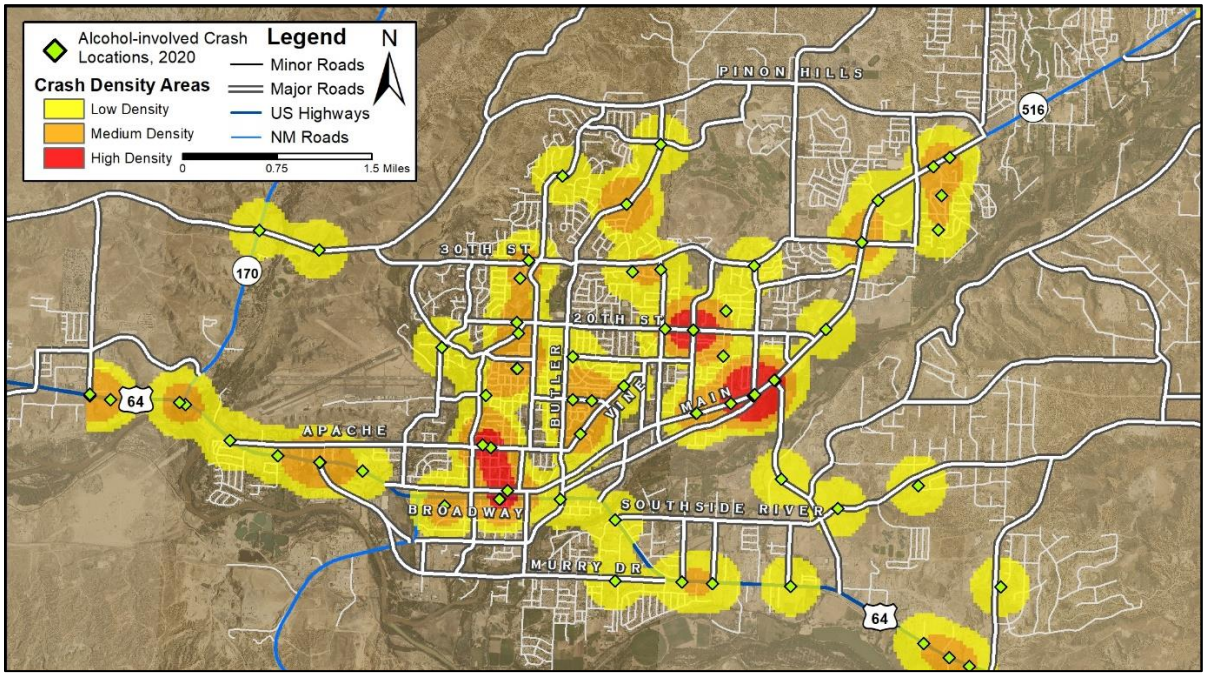


All maps are available in high-resolution color at [gps.unm.edu/tru/crash-maps.](gps.unm.edu/tru/crash-maps)

Map 20: Density of All Crashes in Farmington, New Mexico, 2020

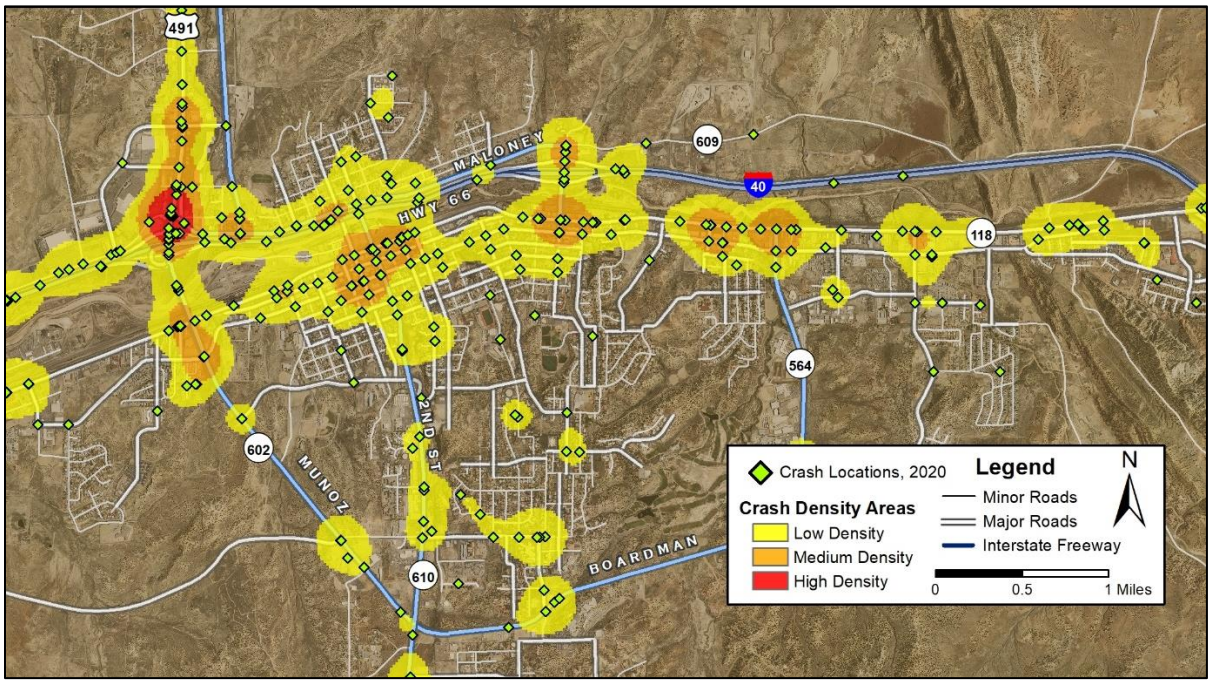


Map 21: Density of Alcohol-involved Crashes in Farmington, New Mexico, 2020

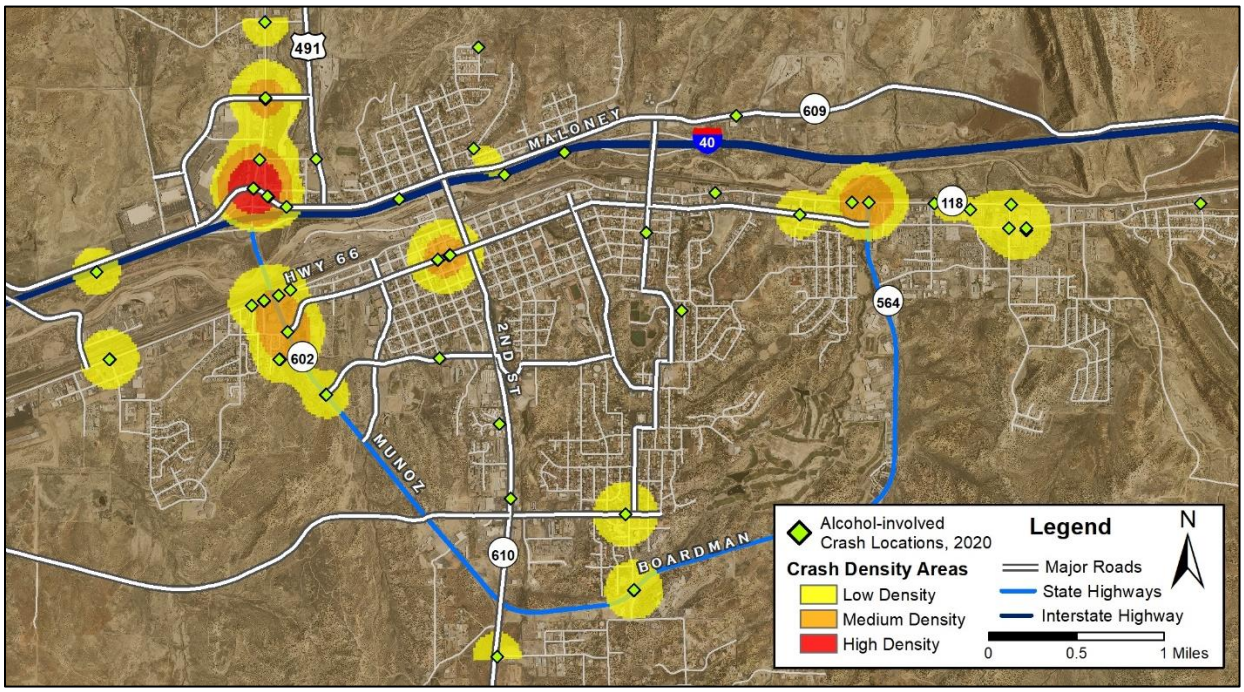


All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 22: Density of All Crashes in Gallup, New Mexico, 2020



Map 23: Density of Alcohol-involved Crashes in Gallup, New Mexico, 2020



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

Appendix F – Counties

Appendix Table F-1: Fatalities by County, 2016 - 2020

County	Fatalities					Percent of All 2020 Fatalities	2020 Fatalities per 100M VMT[1]
	2016	2017	2018	2019	2020		
Bernalillo	100	90	94	104	109	27.4%	2.2
Catron	0	1	6	0	1	0.3%	1.1
Chaves	14	6	15	10	12	3.0%	2.1
Cibola	17	13	6	16	15	3.8%	2.1
Colfax	5	4	5	5	3	0.8%	0.9
Curry	7	4	7	8	7	1.8%	1.9
De Baca	5	0	1	2	0	0.0%	0.0
Doña Ana	24	29	15	31	20	5.0%	1.1
Eddy	7	17	17	16	10	2.5%	1.0
Grant	3	10	1	3	9	2.3%	2.5
Guadalupe	12	9	5	10	7	1.8%	1.5
Harding	2	0	0	0	0	0.0%	0.0
Hidalgo	3	12	1	9	3	0.8%	1.1
Lea	13	16	28	26	14	3.5%	1.3
Lincoln	7	6	4	7	4	1.0%	1.0
Los Alamos	0	0	0	1	2	0.5%	1.5
Luna	12	2	6	11	8	2.0%	1.1
McKinley	22	30	41	26	24	6.0%	2.0
Mora	4	2	1	5	1	0.3%	0.7
Otero	3	6	8	11	6	1.5%	0.8
Quay	4	2	0	2	3	0.8%	0.7
Rio Arriba	11	8	14	12	16	4.0%	3.8
Roosevelt	5	6	2	3	2	0.5%	1.1
San Juan	32	35	33	37	24	6.0%	1.4
San Miguel	7	3	6	4	8	2.0%	2.0
Sandoval	16	17	24	17	14	3.5%	1.0
Santa Fe	23	16	18	16	31	7.8%	2.0
Sierra	3	7	1	1	2	0.5%	1.0
Socorro	16	2	2	6	11	2.8%	2.1
Taos	8	9	9	5	15	3.8%	4.0
Torrance	12	5	14	9	6	1.5%	1.1
Union	1	1	1	1	2	0.5%	1.6
Valencia	7	12	7	11	9	2.3%	1.6
Total Fatalities	**405**	**380**	**392**	**425**	**398**	**100.0%**	**1.7**

[1] Rates are shaded such that darker shading identifies higher rates.

Appendix Table F-2: Motorcyclists[18] (Drivers and Passengers) in Crashes, 2020

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	13	34	191	64	67	369	38.1%
Catron	0	0	0	2	0	2	0.2%
Chaves	1	5	21	7	8	42	4.3%
Cibola	1	2	6	1	2	12	1.2%
Colfax	0	1	5	2	2	10	1.0%
Curry	0	0	8	0	2	10	1.0%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	5	11	42	14	15	87	9.0%
Eddy	0	5	17	8	8	38	3.9%
Grant	1	2	11	0	5	19	2.0%
Guadalupe	0	0	0	0	0	0	0.0%
Harding	0	1	0	0	0	1	0.1%
Hidalgo	0	1	0	0	0	1	0.1%
Lea	0	2	19	4	5	30	3.1%
Lincoln	1	2	6	1	3	13	1.3%
Los Alamos	0	0	4	0	0	4	0.4%
Luna	0	2	2	0	3	7	0.7%
McKinley	2	4	4	3	5	18	1.9%
Mora	0	1	0	1	1	3	0.3%
Otero	2	7	11	2	5	27	2.8%
Quay	0	1	2	1	0	4	0.4%
Rio Arriba	3	9	11	2	3	28	2.9%
Roosevelt	0	1	0	0	0	1	0.1%
San Juan	4	4	20	5	5	38	3.9%
San Miguel	0	3	3	2	2	10	1.0%
Sandoval	4	4	35	10	11	64	6.6%
Santa Fe	4	6	29	14	8	61	6.3%
Sierra	0	1	1	2	0	4	0.4%
Socorro	1	3	4	0	0	8	0.8%
Taos	0	2	7	2	7	18	1.9%
Torrance	0	0	1	3	0	4	0.4%
Union	1	0	0	0	0	1	0.1%
Valencia	3	4	16	8	4	35	3.6%
Missing Data	0	0	0	0	0	0	0.0%
Total People	**46**	**118**	**476**	**158**	**171**	**969**	**100%**

Appendix Table F-3: Severity of Injuries to All Pedestrians in Crashes by County, 2020

County	All 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	32	36	85	73	26	252	50.9%
Catron	0	0	0	0	0	0	0.0%
Chaves	5	2	9	6	0	22	4.4%
Cibola	1	0	0	0	0	1	0.2%
Colfax	1	0	0	0	0	1	0.2%
Curry	1	2	2	2	1	8	1.6%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	4	3	26	7	2	42	8.5%
Eddy	4	1	4	4	0	13	2.6%
Grant	1	1	0	1	1	4	0.8%
Guadalupe	1	0	0	0	0	1	0.2%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	0	0	0	0	0	0.0%
Lea	1	2	6	1	0	10	2.0%
Lincoln	0	0	0	0	0	0	0.0%
Los Alamos	0	0	0	0	0	0	0.0%
Luna	0	0	1	0	0	1	0.2%
McKinley	5	3	3	5	2	18	3.6%
Mora	0	0	0	0	0	0	0.0%
Otero	1	1	0	1	0	3	0.6%
Quay	0	0	0	0	0	0	0.0%
Rio Arriba	2	0	1	1	0	4	0.8%
Roosevelt	0	0	1	1	0	2	0.4%
San Juan	10	6	10	2	4	32	6.5%
San Miguel	0	0	2	1	0	3	0.6%
Sandoval	1	2	4	2	1	10	2.0%
Santa Fe	6	3	17	11	1	38	7.7%
Sierra	1	1	1	0	0	3	0.6%
Socorro	0	1	3	0	0	4	0.8%
Taos	2	0	1	1	0	4	0.8%
Torrance	2	0	0	0	0	2	0.4%
Union	0	1	0	0	0	1	0.2%
Valencia	0	1	11	2	2	16	3.2%
Missing Data	0	0	0	0	0	0	0.0%
Total	**81**	**66**	**187**	**121**	**40**	**495**	**100%**

Appendix – Counties

Appendix Table F-4: Animal-involved[10] Crashes by County, 2016 – 2020

County	Animal-involved Crashes					Percent of All 2020 Animal-involved Crashes	2020 Vehicle Miles Traveled (100M VMT)	2020 Animal-involved Crashes per 100M VMT[2]
	2016	2017	2018	2019	2020			
Bernalillo	38	41	43	74	52	2.8%	49.83	1.0
Catron	32	27	25	17	18	1.0%	0.92	19.5
Chaves	60	65	75	87	78	4.2%	5.65	13.8
Cibola	62	43	51	43	44	2.4%	7.02	6.3
Colfax	89	111	113	88	114	6.2%	3.18	35.9
Curry	26	47	35	32	36	2.0%	3.64	9.9
De Baca	14	12	5	8	5	0.3%	1.22	4.1
Doña Ana	35	28	63	55	53	2.9%	18.72	2.8
Eddy	113	109	110	120	87	4.7%	10.17	8.6
Grant	139	161	179	176	162	8.8%	3.61	44.8
Guadalupe	21	20	23	20	20	1.1%	4.73	4.2
Harding	4	7	8	5	2	0.1%	0.16	12.7
Hidalgo	9	17	14	22	20	1.1%	2.86	7.0
Lea	74	59	51	75	72	3.9%	10.79	6.7
Lincoln	108	126	117	119	122	6.6%	4.16	29.3
Los Alamos	3	6	8	8	3	0.2%	1.31	2.3
Luna	28	20	25	27	25	1.4%	7.26	3.4
McKinley	55	71	87	60	58	3.2%	12.27	4.7
Mora	25	35	27	40	44	2.4%	1.44	30.5
Otero	93	72	76	101	82	4.5%	7.09	11.6
Quay	23	34	48	37	52	2.8%	4.17	12.5
Rio Arriba	136	132	156	125	118	6.4%	4.21	28.1
Roosevelt	41	49	44	39	55	3.0%	1.76	31.3
San Juan	155	184	157	163	152	8.3%	16.79	9.1
San Miguel	47	49	49	67	61	3.3%	4.09	14.9
Sandoval	65	79	81	90	65	3.5%	14.18	4.6
Santa Fe	52	93	107	90	68	3.7%	15.78	4.3
Sierra	21	25	23	29	24	1.3%	2.02	11.9
Socorro	34	26	20	27	37	2.0%	5.34	6.9
Taos	19	76	74	65	62	3.4%	3.71	16.7
Torrance	22	19	27	19	12	0.7%	5.29	2.3
Union	15	15	14	22	23	1.2%	1.25	18.4
Valencia	14	15	19	14	15	0.8%	5.57	2.7
Missing Data[1]	0	0	0	0	0	0.0%	-3.28	
Total	**1,672**	**1,873**	**1,954**	**1,964**	**1,841**	**100%**	**236.92**	**7.8**

[1] VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

[2] Rates are shaded such that darker shading identifies higher rates.

Appendix Table F-5: New Mexico Population by County, 2016 - 2020

County	New Mexico Population (Revised U.S. Census)[1]				
	2016	2017	2018	2019	2020
Bernalillo	677,883	678,280	677,929	679,425	681,666
Catron	3,525	3,557	3,523	3,507	3,623
Chaves	65,684	65,091	64,488	64,586	64,711
Cibola	27,061	26,921	26,797	26,681	26,354
Colfax	12,261	12,178	12,097	12,068	11,927
Curry	50,334	49,889	49,413	49,083	48,793
De Baca	1,838	1,810	1,781	1,741	1,673
Doña Ana	214,664	216,218	217,470	218,864	221,262
Eddy	57,669	57,128	57,718	58,394	58,418
Grant	28,061	27,671	27,274	26,941	27,007
Guadalupe	4,387	4,418	4,323	4,278	4,275
Harding	685	681	649	636	638
Hidalgo	4,327	4,303	4,233	4,203	4,106
Lea	70,275	69,031	69,538	71,123	71,830
Lincoln	19,423	19,502	19,608	19,730	19,939
Los Alamos	18,241	18,778	19,018	19,383	19,462
Luna	24,373	24,154	23,904	23,775	23,905
McKinley	73,040	72,463	71,974	71,478	70,824
Mora	4,531	4,530	4,472	4,490	4,478
Otero	65,723	66,158	66,599	67,572	67,967
Quay	8,391	8,291	8,203	8,243	8,197
Rio Arriba	39,225	39,204	38,979	38,883	38,521
Roosevelt	19,163	18,889	18,713	18,501	18,350
San Juan	128,011	127,039	125,652	124,027	123,312
San Miguel	27,999	27,737	27,512	27,337	27,144
Sandoval	140,583	142,832	145,407	147,045	148,904
Santa Fe	148,884	149,687	150,128	150,951	151,946
Sierra	11,129	11,094	10,963	10,886	10,867
Socorro	16,989	16,825	16,649	16,613	16,541
Taos	32,925	32,811	32,708	32,752	32,593
Torrance	15,466	15,510	15,481	15,442	15,486
Union	4,166	4,194	4,099	4,043	4,026
Valencia	75,639	75,970	76,452	76,953	77,574
Statewide	**2,092,555**	**2,092,844**	**2,093,754**	**2,099,634**	**2,106,319**

[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, 2016 - 2020

County	Crashes per 10,000 Population[1,2]				
	2016	2017	2018	2019	2020
Guadalupe	504	446	588	624	571
Quay	178	226	284	266	310
Colfax	268	278	306	302	281
Mora	247	216	248	318	272
Hidalgo	194	200	232	266	239
Lincoln	235	247	254	254	229
Eddy	243	269	339	323	222
Bernalillo	288	293	290	291	206
Grant	197	201	212	225	197
Lea	143	153	254	272	195
De Baca	288	232	185	224	191
Cibola	188	166	160	196	190
Union	252	172	176	218	179
Statewide	**215**	**219**	**223**	**229**	**174**
Rio Arriba	219	193	193	207	173
Chaves	209	201	207	212	170
Luna	174	166	186	167	168
San Miguel	191	186	166	206	165
Doña Ana	202	199	203	210	165
Santa Fe	213	234	217	226	160
Roosevelt	161	138	118	169	159
Curry	194	196	206	184	154
Sierra	170	204	199	201	153
Taos	117	194	198	192	149
McKinley	179	173	176	196	145
Catron	170	155	170	100	141
Socorro	170	136	157	173	137
San Juan	154	151	154	183	136
Valencia	155	149	134	146	131
Torrance	147	146	156	148	127
Otero	144	150	130	129	117
Sandoval	137	147	148	145	113
Harding	204	206	262	142	94
Los Alamos	69	72	78	70	58

[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, 2016 - 2020

County	Fatalities per 10,000 Population[1,2]				
	2016	2017	2018	2019	2020
Guadalupe	27.35	20.37	11.57	23.38	16.37
Hidalgo	6.93	27.89	2.36	21.41	7.31
Socorro	9.42	1.19	1.20	3.61	6.65
Cibola	6.28	4.83	2.24	6.00	5.69
Union	2.40	2.38	2.44	2.47	4.97
Taos	2.43	2.74	2.75	1.53	4.60
Rio Arriba	2.80	2.04	3.59	3.09	4.15
Torrance	7.76	3.22	9.04	5.83	3.87
Quay	4.77	2.41	0.00	2.43	3.66
McKinley	3.01	4.14	5.70	3.64	3.39
Luna	4.92	0.83	2.51	4.63	3.35
Grant	1.07	3.61	0.37	1.11	3.33
San Miguel	2.50	1.08	2.18	1.46	2.95
Catron	0.00	2.81	17.03	0.00	2.76
Colfax	4.08	3.28	4.13	4.14	2.52
Mora	8.83	4.42	2.24	11.14	2.23
Santa Fe	1.54	1.07	1.20	1.06	2.04
Lincoln	3.60	3.08	2.04	3.55	2.01
Lea	1.85	2.32	4.03	3.66	1.95
San Juan	2.50	2.76	2.63	2.98	1.95
Statewide	**1.94**	**1.82**	**1.87**	**2.02**	**1.89**
Chaves	2.13	0.92	2.33	1.55	1.85
Sierra	2.70	6.31	0.91	0.92	1.84
Eddy	1.21	2.98	2.95	2.74	1.71
Bernalillo	1.48	1.33	1.39	1.53	1.60
Curry	1.39	0.80	1.42	1.63	1.43
Valencia	0.93	1.58	0.92	1.43	1.16
Roosevelt	2.61	3.18	1.07	1.62	1.09
Los Alamos	0.00	0.00	0.00	0.52	1.03
Sandoval	1.14	1.19	1.65	1.16	0.94
Doña Ana	1.12	1.34	0.69	1.42	0.90
Otero	0.46	0.91	1.20	1.63	0.88
De Baca	27.20	0.00	5.61	11.49	0.00
Harding	29.20	0.00	0.00	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, 2016 - 2020

County	Alcohol-involved Crashes per 10,000 Population[1,2]				
	2016	2017	2018	2019	2020
Guadalupe	18.2	9.1	13.9	16.4	23.4
McKinley	21.2	23.3	22.0	20.4	17.9
Union	9.6	4.8	2.4	4.9	17.4
Cibola	16.6	14.9	11.6	17.6	16.3
Taos	5.2	10.4	13.8	11.9	13.8
Mora	17.7	8.8	20.1	17.8	13.4
San Juan	12.7	13.3	12.8	15.2	12.7
Eddy	8.8	9.5	14.7	13.0	12.0
De Baca	21.8	22.1	11.2	11.5	12.0
Chaves	6.2	7.2	8.7	12.1	11.9
Colfax	17.1	6.6	11.6	9.1	11.7
Rio Arriba	16.1	12.5	12.6	10.3	11.7
Catron	0.0	5.6	14.2	0.0	11.0
Lincoln	10.8	15.9	15.3	14.7	10.0
Quay	8.3	8.4	4.9	2.4	9.8
Statewide	**9.9**	**9.8**	**10.0**	**10.7**	**9.6**
Santa Fe	12.0	11.5	11.1	12.9	9.5
San Miguel	9.6	10.8	6.2	11.7	9.2
Lea	5.5	5.4	11.1	11.5	9.0
Doña Ana	8.1	9.1	9.2	9.1	9.0
Bernalillo	10.2	9.8	9.8	10.5	9.0
Grant	11.0	6.1	7.0	7.1	8.5
Socorro	8.8	8.9	4.8	9.0	8.5
Luna	7.8	6.6	5.4	4.2	8.4
Otero	7.2	6.3	6.3	6.1	7.8
Valencia	7.4	7.0	5.4	7.1	7.7
Sierra	10.8	16.2	10.9	14.7	7.4
Sandoval	7.8	8.0	8.6	8.4	7.3
Hidalgo	16.2	4.6	7.1	9.5	7.3
Roosevelt	6.3	2.6	3.7	8.1	7.1
Torrance	4.5	5.2	3.2	5.8	5.8
Curry	7.2	6.2	5.5	5.3	4.5
Los Alamos	3.3	2.7	3.7	3.6	2.6
Harding	0.0	14.7	0.0	0.0	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.

Appendix G – First Harmful Event

Appendix Table G-1: People in Crashes by First Harmful Event, Subanalysis, and Severity of Injury, 2020

First Harmful Event (FHE) and Subanalysis	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
Collision with Animal	**2**	**0.5%**	**8**	**0.9%**	**90**	**2.0%**	**124**	**1.2%**	**2,542**	**3.6%**	**2,766**	**3.2%**
Deer	1	0.3%	2	0.2%	30	0.7%	59	0.6%	1,414	2.0%	1,506	1.8%
Elk	1	0.3%	2	0.2%	18	0.4%	25	0.2%	418	0.6%	464	0.5%
Cattle/Cow	0	-	3	0.3%	20	0.5%	14	0.1%	295	0.4%	332	0.4%
Small Domestic Animal	0	-	0	-	12	0.3%	1	0.01%	119	0.2%	132	0.2%
Small Game Animal	0	-	0	-	2	0.05%	1	0.01%	75	0.1%	78	0.1%
Horse	0	-	0	-	3	0.07%	12	0.1%	48	0.1%	63	0.1%
Antelope	0	-	0	-	0	-	2	0.02%	38	0.1%	40	0.05%
Other Large Game Animal	0	-	0	-	2	0.05%	4	0.04%	27	0.04%	33	0.04%
Bear	0	-	1	0.1%	1	0.02%	2	0.02%	21	0.03%	25	0.03%
Other Large Domestic Animal	0	-	0	-	0	-	0	-	3	0.00%	3	0.00%
Other (Bird, Cougar, Sheep, Goat)	0	-	0	-	0	-	0	-	22	0.03%	22	0.03%
Missing Subanalysis Data	0	-	0	-	2	0.05%	4	0.0%	62	0.1%	68	0.1%
Collision with Fixed Object	**64**	**16.1%**	**133**	**15.0%**	**662**	**15.0%**	**653**	**6.4%**	**4,373**	**6.3%**	**5,885**	**6.9%**
Guardrail, End or Face	9	2.3%	17	1.9%	85	1.9%	81	0.8%	501	0.7%	693	0.8%
Fence	7	1.8%	9	1.0%	69	1.6%	78	0.8%	486	0.7%	649	0.8%
Other Fixed Object	2	0.5%	9	1.0%	76	1.7%	74	0.7%	446	0.6%	607	0.7%
Utility Pole/Light Support	5	1.3%	9	1.0%	60	1.4%	61	0.6%	431	0.6%	566	0.7%
Median	0	-	10	1.1%	49	1.1%	49	0.5%	342	0.5%	450	0.5%
Tree (standing)	12	3.0%	15	1.7%	64	1.5%	48	0.5%	212	0.3%	351	0.4%
Curb	4	1.0%	5	0.6%	35	0.8%	37	0.4%	245	0.4%	326	0.4%
Traffic Sign Support	1	0.3%	2	0.2%	10	0.2%	20	0.2%	265	0.4%	298	0.3%
Embankment	4	1.0%	16	1.8%	29	0.7%	39	0.4%	160	0.2%	248	0.3%
Other Post, Pole or Support	1	0.3%	2	0.2%	26	0.6%	21	0.2%	172	0.2%	222	0.3%
Traffic Barrier, Concrete	3	0.8%	7	0.8%	24	0.5%	30	0.3%	145	0.2%	209	0.2%
Ditch	5	1.3%	8	0.9%	24	0.5%	26	0.3%	107	0.2%	170	0.2%
Bridge Pier, Support, Rail, or Overhead	2	0.5%	3	0.3%	14	0.3%	18	0.2%	101	0.1%	138	0.2%
Wall or Building	3	0.8%	3	0.3%	23	0.5%	12	0.1%	86	0.1%	127	0.1%
Traffic Barrier, Cable	0	-	0	-	4	0.1%	6	0.1%	49	0.1%	59	0.1%
Culvert	4	1.0%	1	0.1%	5	0.1%	5	0.05%	25	0.04%	40	0.05%
Other (incl. hydrant, box, cattle guard, plant)	2	0.5%	16	1.8%	59	1.3%	44	0.4%	572	0.8%	693	0.8%
Missing Subanalysis Data	0	-	1	0.1%	6	0.1%	4	0.04%	28	0.04%	39	0.05%
Collision with Motor Vehicle	**146**	**36.7%**	**436**	**49.2%**	**2,463**	**55.9%**	**8,512**	**83.0%**	**56,367**	**80.8%**	**67,924**	**79.2%**
MV in Transport	145	36.4%	426	48.0%	2,382	54.1%	8,373	81.7%	52,531	75.3%	63,857	74.5%
Parked MV	1	0.3%	10	1.1%	65	1.5%	101	1.0%	3,189	4.6%	3,366	3.9%
Missing Subanalysis Data	0	-	0	-	16	0.4%	38	0.4%	647	0.9%	701	0.8%
Collision with Other Non-Fixed Object	**4**	**1.0%**	**19**	**2.1%**	**70**	**1.6%**	**102**	**1.0%**	**1,274**	**1.8%**	**1,469**	**1.7%**
Other Non-fixed Object	3	0.8%	17	1.9%	54	1.2%	71	0.7%	757	1.1%	902	1.1%
Struck by falling, shifting cargo	1	0.3%	0	-	9	0.2%	24	0.2%	446	0.6%	480	0.6%
Work Zone / Maintenance Equipment	0	-	0	-	2	0.05%	2	0.02%	37	0.05%	41	0.05%
Railway Vehicle	0	-	2	0.2%	1	0.02%	2	0.02%	14	0.02%	19	0.02%
Missing Subanalysis Data	0	-	0	-	4	0.09%	3	0.03%	20	0.03%	27	0.03%
Collision with Person	**89**	**22.4%**	**87**	**9.8%**	**282**	**6.4%**	**212**	**2.1%**	**938**	**1.3%**	**1,608**	**1.9%**
Pedestrian	80	20.1%	65	7.3%	184	4.2%	129	1.3%	617	0.9%	1,075	1.3%
Pedalcycle	8	2.0%	21	2.4%	94	2.1%	78	0.8%	310	0.4%	511	0.6%
Other Non-Motorist	1	0.3%	0	-	4	0.1%	3	0.03%	6	0.01%	14	0.02%
Missing Subanalysis Data	0	-	1	0.1%	0	-	2	0.02%	5	0.01%	8	0.01%
Non-Collision	**93**	**23.4%**	**176**	**19.8%**	**689**	**15.6%**	**542**	**5.3%**	**1,954**	**2.8%**	**3,454**	**4.0%**
Overturn/Rollover	85	21.4%	142	16.0%	561	12.7%	450	4.4%	1,186	1.7%	2,424	2.8%
All Other Non-Collision	4	1.0%	18	2.0%	93	2.1%	66	0.6%	420	0.6%	601	0.7%
Jackknife	1	0.3%	0	-	4	0.1%	1	0.0%	100	0.1%	106	0.1%
Fire/Explosion	0	-	0	-	4	0.1%	0	-	50	0.07%	54	0.06%
Fell/Jumped from MV	3	0.8%	6	0.7%	16	0.4%	7	0.07%	16	0.02%	48	0.06%
Cargo/Equipment Loss or Shift	0	-	1	0.1%	2	0.05%	0	-	38	0.05%	41	0.05%
Immersion, Full or Partial	0	-	7	0.8%	1	0.02%	6	0.06%	18	0.03%	32	0.04%
Thrown or Falling Object	0	-	0	-	0	-	3	0.03%	16	0.02%	19	0.02%
Missing Subanalysis Data	0	-	2	0.2%	8	0.2%	9	0.1%	110	0.2%	129	0.2%
Other	**0**	**0.0%**	**25**	**2.8%**	**137**	**3.1%**	**71**	**0.7%**	**527**	**0.8%**	**760**	**0.9%**
Missing FHE and Subanalysis Data	**0**	**0.0%**	**3**	**0.3%**	**12**	**0.3%**	**37**	**0.4%**	**1,824**	**2.6%**	**1,876**	**2.2%**
Total People	**398**	**100.0%**	**887**	**100.0%**	**4,405**	**100.0%**	**10,253**	**100.0%**	**69,799**	**100.0%**	**85,742**	**100.0%**

Sources

Economic Impact Estimates – American Association of State Highway and Transportation Officials Highway Safety Manual (AASHTO HSM), First Edition, Volume 1, 2010, Appendix 4A, Pages 4-84 to 4-88. HSM cost-estimate calculations are based on the Crash Cost Estimates by Maximum Police-Reported Injury Severity Within Selected Crash Geometries, FHWA-HRT-05-051: October 2005.

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National Crash and Rate Data

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- U.S. Department of Transportation, National Highway Traffic Safety Administration. National Center for Statistics and Analysis. Motorcycles: 2018 Data (Updated, Traffic Safety Facts). November 2020. Accessed March 3, 2021. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812979

New Mexico Crash Data – Crash data are from the NMDOT Uniform Crash Reports (UCR), submitted by law enforcement agencies in the state, for any 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 University of New Mexico, Geospatial and Population Studies (UNM-GPS), Traffic Research Unit.

Note on crash-related fatalities: Driver, pedestrian and pedalcyclist fatalities are identified as alcohol involved or drug involved if they are identified as such in the NMDOT Traffic Records

Program Fatallog database, which contains data supplied by the Office of the Medical Investigator for crash-related fatalities.

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

New Mexico Population

- U.S. Census Bureau, Population Division. Annual Resident Population Estimates: April 1, 2010, to July 1, 2019; April 1, 2020; and July 1, 2020. Release dates: For counties, July 2021 (CO-EST2020-[ST-FIPS]). For cities and towns (incorporated places and minor civil divisions), July 2021 (SUB-EST2020). Accessed October 18, 2021: https://www.census.gov/programs-surveys/popest/technical-documentation/research/evaluation-estimates/2020-evaluation-estimates.html
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Urban Areas – New Mexico Department of Transportation, Asset Management and Planning. 2010 U.S. Census Urbanized Area Boundaries, NMDOT-Adjusted, and U.S. Census Urban Clusters. Aug. 21, 2013. Urban areas for crash years 2013-2017 include a ½-mile buffer extending out from those urban boundaries. Urban areas for crash years 2018 and after do not include a buffer, which decreases the number of crashes classified as urban. In crashes before 2013, "urban" was defined as a town or city with a population of at least 2,500 people.

Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation, Asset Management and Planning Division, Data Management Bureau. Extent and Travel Report, 2020, generated on April 28, 2021. DVMT by County, 2020, personal communication from Sean Noonen, generated on September 16, 2021. VMT (reported in units of 100 million vehicle miles traveled) are based on the daily average vehicle miles traveled.

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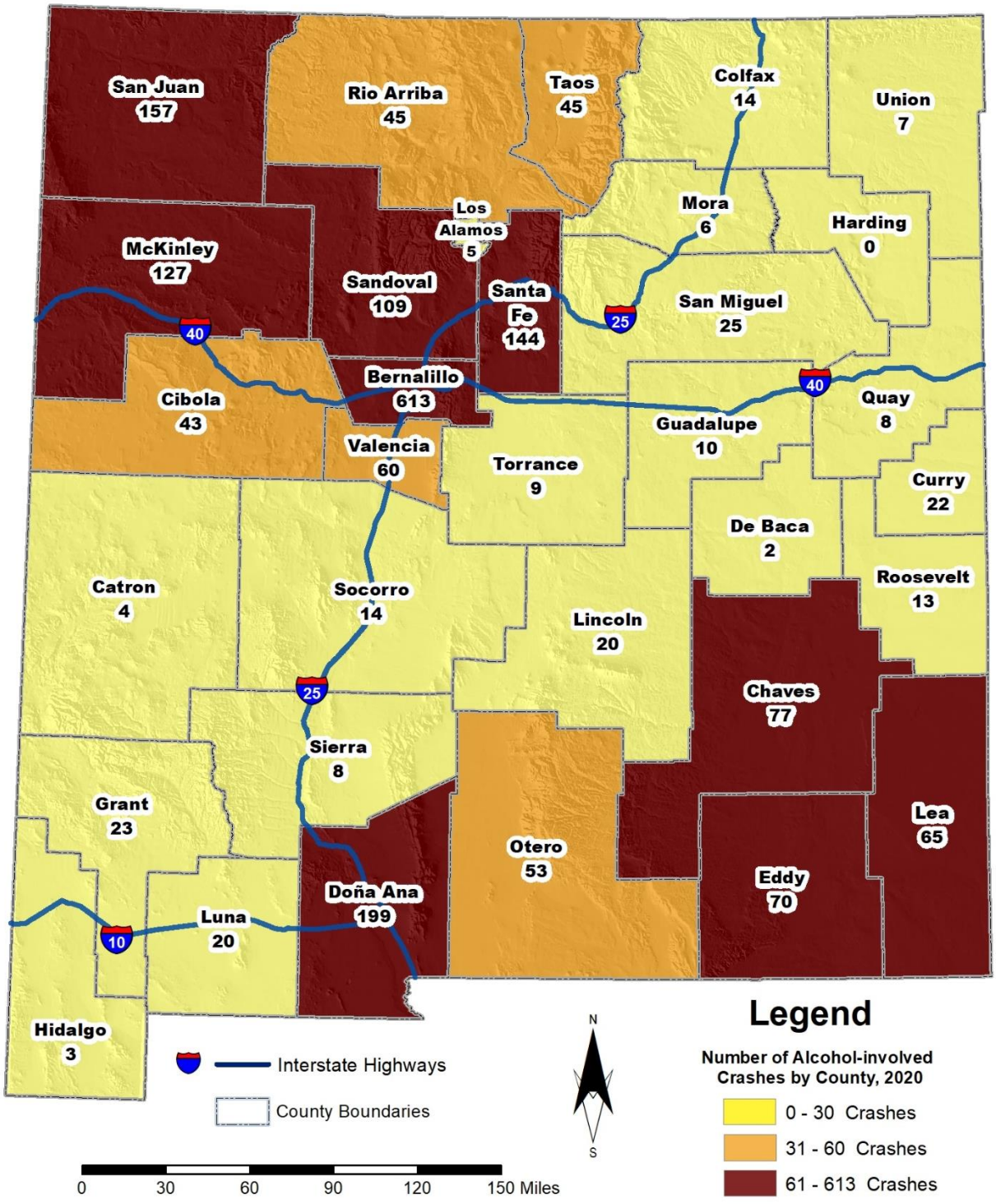
Map 24: Alcohol-involved Crashes by County, 2020



All maps are available in high-resolution color at [gps.unm.edu/tru/crash-maps.](gps.unm.edu/tru/crash-maps)