New Mexico DEPARTMENT OF TRANSPORTATION
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New Mexico Traffic Crash Annual Report

2021

New Mexico Department of Transportation
Traffic Safety Division
Traffic Records Bureau

New Mexico Department of Transportation
Traffic Safety Division
Traffic Records Bureau

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Published April 26, 2023
Available online at
gps.unm.edu/tru/crash-reports/annual-reports

Produced for the New Mexico Department of Transportation,
Traffic Safety Division, Traffic Records Bureau, under Contract 6093
Produced by the University of New Mexico Geospatial and Population Studies,
Traffic Research Unit

Distributed in compliance with New Mexico Statute 66-7-214
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.

Acknowledgements

The New Mexico Department of Transportation, Traffic Safety Division (NMDOT), would like to thank New Mexico's law enforcement agencies, state and local traffic safety officials, NMDOT Traffic Records Program staff, NMDOT contractors, and other partner organizations for their support of NMDOT programs and initiatives. Their work is central to our success in reducing fatalities and injuries on New Mexico's public roadways.

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.

This report was produced for NMDOT under contract CO6380 by the University of New Mexico Geospatial and Population Studies (UNM-GPS), Traffic Research Unit (TRU), with Robert Rhatigan, director. The editor was Jessica Bloom, with support from Mary Spey, and maps provided by David Jacobs. UNM-GPS would like to thank Franklin Garcia, executive manager of the NMDOT Modal Divisions; and all of the NMDOT Traffic Records staff, including Roberta Vasquez, Traffic Records staff manager.

Cover Photo by Raychel Sanner on Unsplash

All other photographs featured in this report are by Jake Schoellkopf, NMDOT photographer.

Suggested Citation:
University of New Mexico, Geospatial and Population Studies (UNM-GPS). *New Mexico Traffic Crash Annual Report, 2021*. April 26, 2023. NMDOT Traffic Safety Division. Retrieved from https://gps.unm.edu/tru/crash-reports

Table of Contents

Table of Contents

List of Figures

List of Maps

List of Tables

List of Tables

List of Tables

List of Tables

List of Tables

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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2021 New Mexico Crash Highlights

- 1 percent of crashes resulted in a **fatality**. (Table 1)
- 30 percent of crashes resulted in an **injury**. (Table 1)
- 19 percent of crashes were **hit-and-run** crashes. (Table 6)
- 37 percent of **pedestrians** killed in crashes were involved with alcohol. (Table 46)
- 5 percent of crashes and 37 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 0.2 percent of **belted** occupants in passenger vehicles in crashes. (Table 68)

Contributing factors in crashes:

- None or No driver error (31 percent)
- Driver inattention (18 percent)
- Failed to yield right of way (6 percent)

Contributing factors in fatalities:

- Driver Inattention (13 percent)
- Drug involvement (13 percent)
- Alcohol involvement (12 percent)

- In an average day in New Mexico, 112 crashes occurred, which involved 273 people, with 49 people injured and 1 person killed.

On average day in New Mexico in 2021…

- A motor vehicle crash occurred every **13** minutes.
- A crash occurred in Bernalillo County every **33** minutes.
- A person was injured in a crash every **29** 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 **9** hours.
- A pedestrian was hit by a vehicle every **15** hours.
- A person was killed in a crash every **18** hours.
- A bicyclist was hit by a vehicle every **36** hours.

2021 New Mexico Crash Highlights

In 2021, there were 40,769 traffic crashes reported on public roadways in New Mexico. These crashes involved 99,470 people, with 17,971 people injured and 483 people killed.

The year 2021 was anomalous, due to it being the second year of the COVID-19 pandemic. The year saw a sharp increase in the number of miles driven by vehicles on New Mexico roadways (Table 3).

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

- The number of people killed in traffic crashes rose to 483, the highest level in over a decade (Table 2 and previous Annual Crash Reports). This included a record-high number of fatalities in hit-and-run crashes (Table 7), speeding-involved crashes (Table 14), heavy truck-involved crashes (Table 42), pedestrian crashes (Table 44), alcohol-involved crashes (Table 64), unbelted passenger vehicle occupants (Table 70), and urban area crashes (Table 106).
- New Mexico crash fatality rates have been higher than the national average for the last five years. (Figure 3)
- Driver inattention was the most commonly reported contributing factor in crashes. (Table 4)
- The number of drug-involved crashes (328) and drug-involved fatal crashes (84) rose to their highest levels in the last five years. (Table 73)
- Bernalillo County had 143 total crash-related fatalities, 27 motorcyclist fatalities, and 50 pedestrian fatalities, the highest levels in the last five years in each of these groups. (Table 93, Table 94, Table 95)
- Among alcohol-involved drivers in the teen, young adult, and under-21 age groups, there was an atypical increase in female drivers and yet a decrease in male drivers. (Table 83)

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

- The number of overturn/rollover crashes has decreased two years in a row, but may be due to improvements in data collection methods. (Table 10)
- Typically, at least 50 percent of all pedestrian fatalities are alcohol involved. But in 2020 and 2021, the amount fell to 37 percent. (Table 46)
- Pedalcyclist fatalities have declined three years in a row, to 6. (Table 55)
- Alcohol-involved crashes on rural roadways have decreased two years in a row. (Table 107)
- 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, and as of 2021, electronic data transfer was used to report 65.3 percent of New Mexico's reportable crashes.

Crashes and Injuries Summary

- Total crashes rose in 2021 but did not return to pre-COVID levels. However, fatal crashes increased to a five-year high of 429. As a result, the percentage of crashes that were fatal rose to a five-year high of 1.05 percent of all crashes. (Table 1)
- The number of fatalities in crashes rose to 483, the highest level in over a decade. (Table 2 and previous Annual Crash Reports)
- The percentage of people in crashes who were killed rose to a five-year high of 0.49 percent, and the percentage of people in crashes who had suspected minor injuries rose to a five-year high of 5.2 percent. (Table 2)

Table 1: Crashes by Year and Severity of Crash, 2017 - 2021 [1]

Year	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2021	429	1.05%	12,404	30.4%	27,936	68.5%	40,769	100%

Table 2: People in Crashes by Year and Severity of Injury, 2017 - 2021 [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
2017	380	0.33%	1,133	1.0%	4,581	4.0%	13,790	11.9%	95,743	82.8%	115,627	100%
2018	392	0.34%	1,057	0.9%	4,983	4.3%	13,750	11.9%	95,838	82.6%	116,020	100%
2019	425	0.36%	1,079	0.9%	5,114	4.3%	14,222	11.9%	98,278	82.5%	119,118	100%
2020	398	0.46%	887	1.0%	4,405	5.1%	10,253	12.0%	69,799	81.4%	85,742	100%
2021	483	0.49%	1,044	1.0%	5,166	5.2%	11,761	11.8%	81,016	81.4%	99,470	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.

$$\textbf{\textit{Crash Rate}} = \frac{\textbf{\textit{Crash Frequency in a Period}}}{\textbf{\textit{Exposure in Same Period}}} = \frac{\textbf{40,769 crashes in 2021}}{\textbf{268.23 100M VMT in 2021}} = \textbf{152 crashes per 100M VMT}$$

$$\textbf{\textit{Fatality Rate}} = \frac{\textbf{\textit{Fatality Frequency in a Period}}}{\textbf{\textit{Exposure in Same Period}}} = \frac{\textbf{483 fatalities in 2021}}{\textbf{268.23 100M VMT in 2021}} = \textbf{1.80 fatalities per 100M VMT}$$

Table 3: New Mexico Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2017 - 2021 [3] [4]

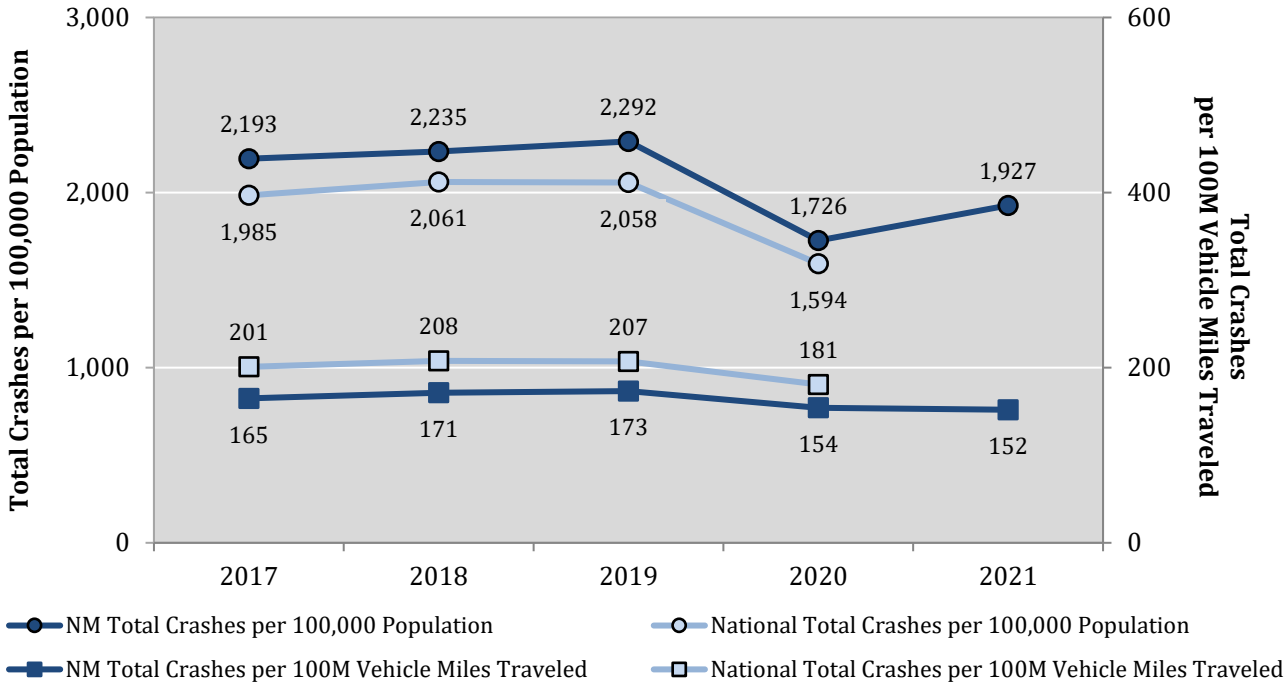
Year	New Mexico Population (U.S. Census, July 1st Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)	New Mexico Licensed Drivers	New Mexico Motor Vehicle Registrations
2017	2,092,844	278.36	1,504,433	1,740,002
2018	2,093,754	272.88	1,482,149	1,824,217
2019	2,099,634	277.72	1,487,486	1,825,421
2020	2,117,566	236.92	1,516,653	1,783,151
2021	2,115,877	268.23	1,521,203	1,862,673

[3] See Page 128 for source information on population, VMT, licensed drivers, and motor vehicle registrations. Occasionally, vehicle registration data for the most recent year are not available at time of publication.

[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, the New Mexico crash rate increased in 2021 but did not return to pre-COVID levels. When analyzed using vehicle miles travelled, the New Mexico crash rate in 2021 showed a slight decline. (Figure 1)
- When analyzed using population, the New Mexico fatality rate increased sharply in 2021 compared to the national average. (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, 2017 - 2021 [5]



[5] The numbers used in calculating New Mexico rates can be found in Table 1, Table 2, and Table 3. Source information on national rates published by NHTSA is available in the Sources section of this report. Occasionally, national rates for the most recent year are not available at time of publication.

Rates

Figure 2: Comparison of New Mexico and National Fatal Crash Rates, 2017 - 2021 [5]

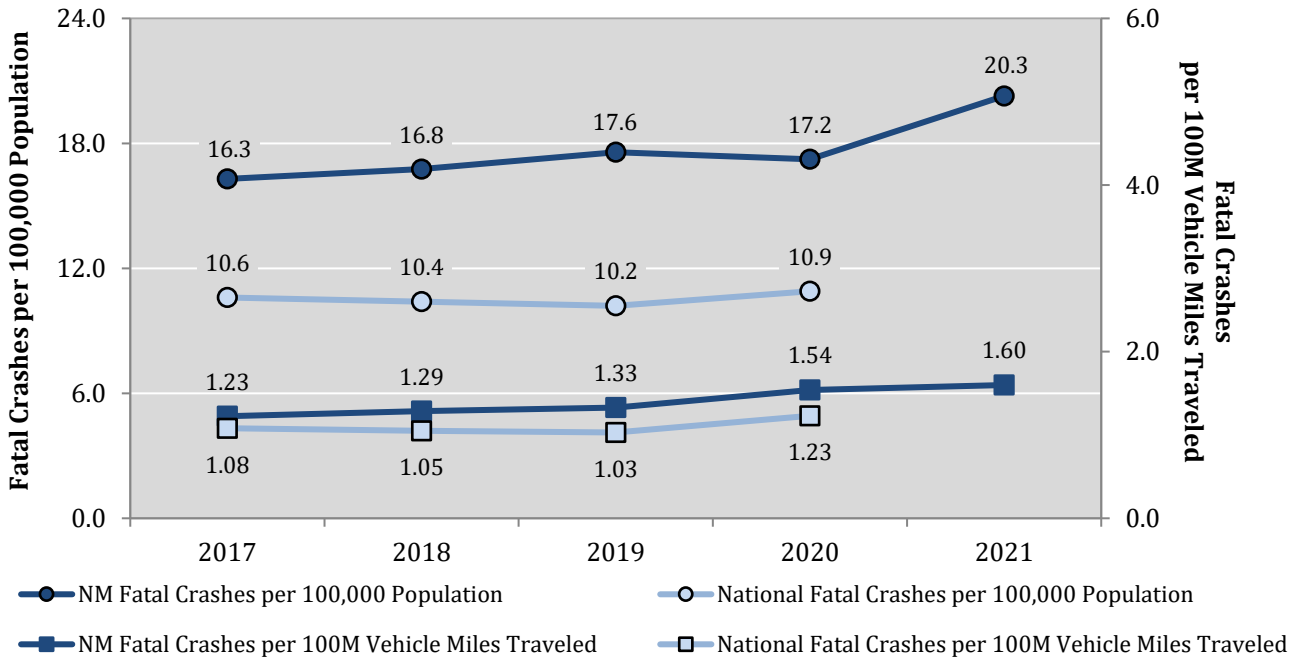


Figure 3: Comparison of New Mexico and National Fatality Rates, 2017 - 2021 [5]

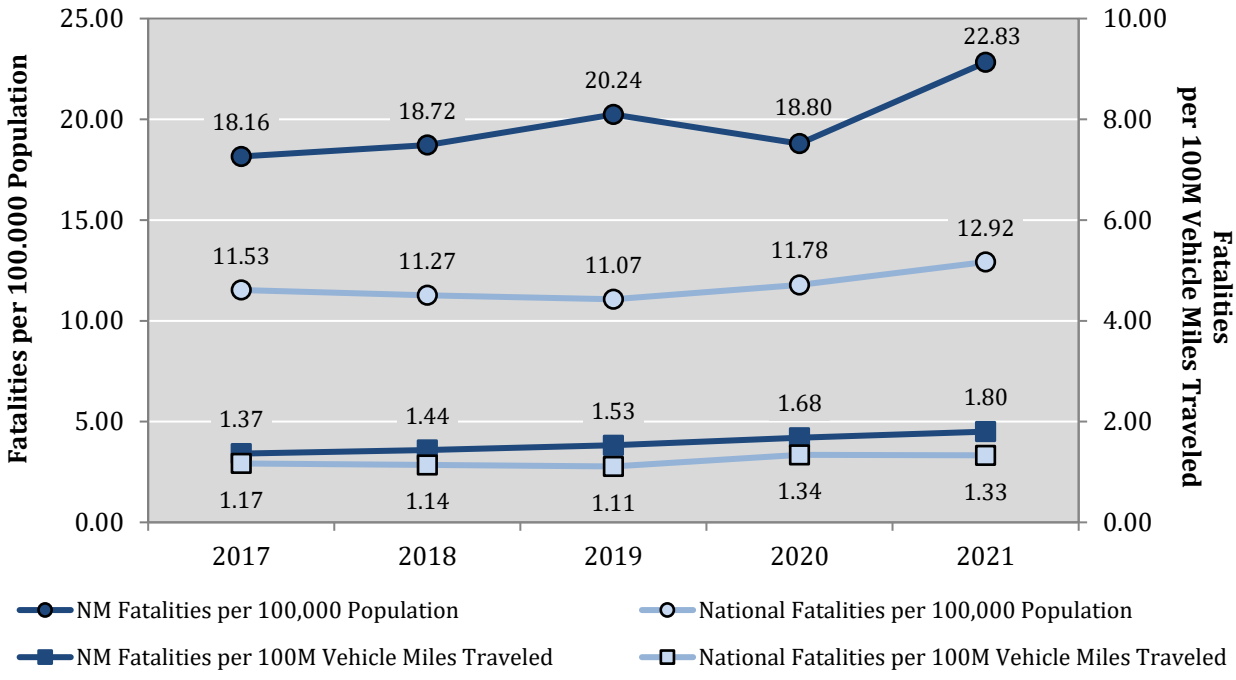


Figure 4: Comparison of New Mexico and National Injury Rates, 2017 - 2021 [5]

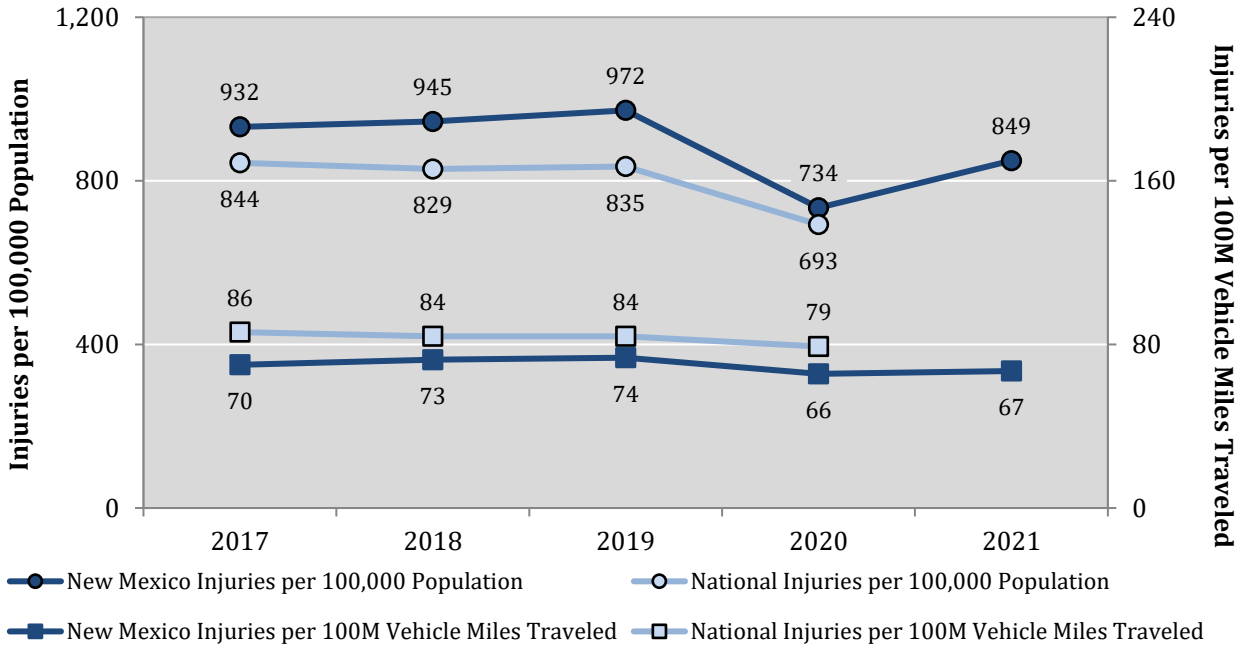
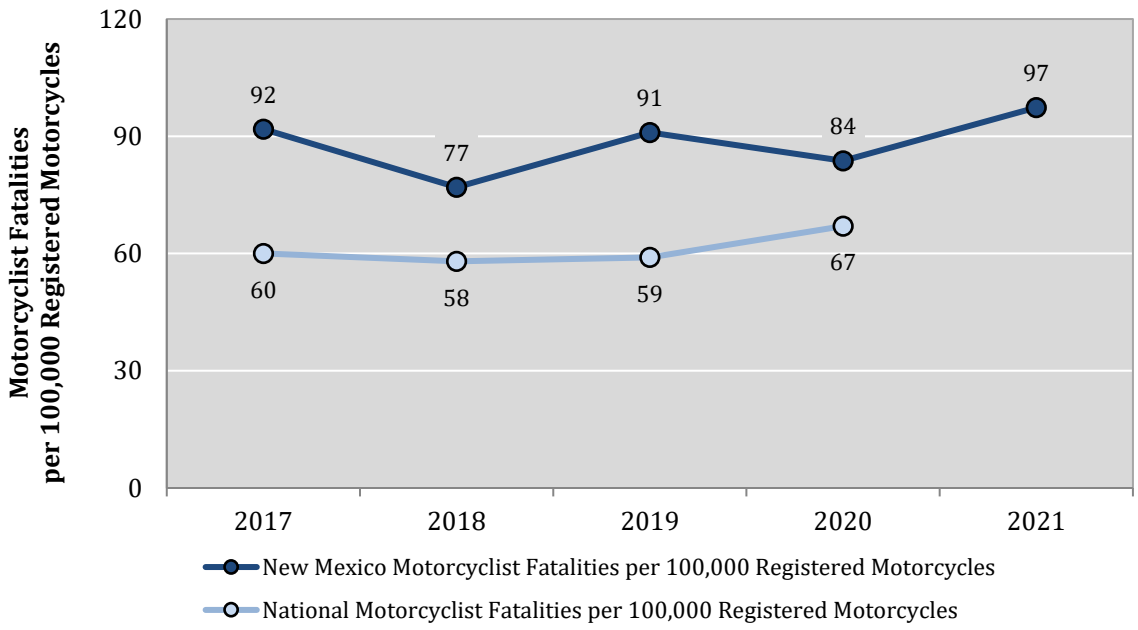


Figure 5: Comparison of New Mexico and National Motorcyclist Fatality Rates, 2017 - 2021 [6]



[6] The numbers used in calculating New Mexico motorcyclist fatality rates can be found in Table 36 and Table 40. Source information on the national rate published by NHTSA is available in the Sources section of this report. Occasionally, the national rate for the most recent year are not available at time of publication.

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 (25.0 percent)
- Driver Inattention (18.0 percent)
- Missing Data (6.6 percent)
- Failed to Yield Right of Way (6.3 percent)
- None (5.9 percent)

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

- Driver Inattention (12.6 percent)
- Under the Influence of Drugs (12.5 percent)
- Under the Influence of Alcohol (12.0 percent)
- Other – No Driver Error (12.0 percent)
- Excessive Speed (10.0 percent)

Crash Characteristics – Contributing Factors

Table 4: Contributing Factors of Vehicles in Crashes by Crash Severity, 2021 [7]

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	**1,059**	**75.7%**	**19,826**	**60.3%**	**34,909**	**53.6%**	**55,794**	**56.1%**
Driver Inattention	174	12.4%	6,393	19.4%	11,335	17.4%	17,902	18.0%
Failed to Yield Right of Way	42	3.0%	2,650	8.1%	3,621	5.6%	6,313	6.3%
Other Improper Driving	108	7.7%	1,471	4.5%	2,772	4.3%	4,351	4.4%
Following Too Closely	9	0.6%	1,386	4.2%	2,938	4.5%	4,333	4.4%
Excessive Speed	125	8.9%	1,349	4.1%	1,936	3.0%	3,410	3.4%
Disregarded Traffic Signal	21	1.5%	1,048	3.2%	1,125	1.7%	2,194	2.2%
Under the Influence Of Alcohol	160	11.4%	914	2.8%	1,098	1.7%	2,172	2.2%
Avoid No Contact Vehicle	17	1.2%	605	1.8%	1,326	2.0%	1,948	2.0%
Made Improper Turn	10	0.7%	477	1.4%	1,327	2.0%	1,814	1.8%
Improper Lane Change	6	0.4%	326	1.0%	1,373	2.1%	1,705	1.7%
Speed Too Fast For Conditions	35	2.5%	579	1.8%	1,068	1.6%	1,682	1.7%
Driver Distracted by Other Activity	16	1.1%	533	1.6%	1,054	1.6%	1,603	1.6%
Drove Left of Center	50	3.6%	361	1.1%	589	0.9%	1,000	1.0%
Improper Overtaking	9	0.6%	228	0.7%	730	1.1%	967	1.0%
Passed Stop Sign	9	0.6%	375	1.1%	509	0.8%	893	0.9%
Avoid No Contact Other	14	1.0%	211	0.6%	468	0.7%	693	0.7%
Improper Backing	0	-	51	0.2%	601	0.9%	652	0.7%
Under the Influence Of Drugs	168	12.0%	174	0.5%	184	0.3%	526	0.5%
Cell Phone	8	0.6%	189	0.6%	294	0.5%	491	0.5%
Pedestrian Error	68	4.9%	197	0.6%	28	0.0%	293	0.3%
Driver Distracted by Passenger	0	-	73	0.2%	99	0.2%	172	0.2%
Vehicle Skidded Before Braking	0	-	34	0.1%	121	0.2%	155	0.2%
High-Speed Pursuit	4	0.3%	47	0.1%	68	0.1%	119	0.1%
Failed to Yield For Police Vehicle	1	0.1%	40	0.1%	69	0.1%	110	0.1%
Driver Distracted By Texting	2	0.1%	40	0.1%	63	0.1%	105	0.1%
Driver Distracted by Talking on Cell Phone	0	-	40	0.1%	48	0.1%	88	0.1%
Failed to Yield For Emer. Vehicle	0	-	19	0.06%	39	0.06%	58	0.06%
Driverless Moving Vehicle	3	0.2%	11	0.03%	12	0.02%	26	0.03%
Driver Distracted by Talking on Hands-Free Device	0	-	5	0.02%	14	0.02%	19	0.02%
Vehicle	**29**	**2.1%**	**532**	**1.6%**	**1,174**	**1.8%**	**1,735**	**1.7%**
Other Mechanical Defect	7	0.5%	154	0.5%	362	0.6%	523	0.5%
Inadequate Brakes	2	0.1%	148	0.4%	308	0.5%	458	0.5%
Defective Tires	12	0.9%	79	0.2%	231	0.4%	322	0.3%
Defective Steering	1	0.1%	61	0.2%	96	0.1%	158	0.2%
Lights (Head, Signal, Tail)	5	0.4%	51	0.2%	39	0.06%	95	0.10%
Wheels	1	0.1%	18	0.05%	46	0.07%	65	0.07%
Coupling Device (Hitch, Chains)	0	-	3	0.01%	32	0.05%	35	0.04%
Windows/Windshield	1	0.1%	5	0.02%	18	0.03%	24	0.02%
Wipers	0	-	7	0.02%	12	0.02%	19	0.02%
Mirrors	0	-	2	0.006%	14	0.021%	16	0.016%
Suspension	0	-	4	0.01%	11	0.017%	15	0.015%
Exhaust System	0	-	0	-	5	0.008%	5	0.005%
Environment	**26**	**1.9%**	**1,230**	**3.7%**	**3,350**	**5.1%**	**4,606**	**4.6%**
Animal(s) In Roadway	3	0.2%	133	0.4%	991	1.5%	1,127	1.1%
Traffic Congestion	6	0.4%	313	1.0%	466	0.7%	785	0.8%
Weather Conditions	4	0.3%	175	0.5%	495	0.8%	674	0.7%
Road Surface Conditions	0	-	187	0.6%	427	0.7%	614	0.6%
Other Visual Obstruction(s)	1	0.1%	139	0.4%	177	0.3%	317	0.3%
Obstruction in Road	4	0.3%	67	0.2%	170	0.3%	241	0.2%
Backup - Prior Crash	1	0.1%	37	0.1%	190	0.3%	228	0.2%
Low Visibility Due to Glare	2	0.1%	80	0.2%	129	0.2%	211	0.2%
Debris	2	0.1%	41	0.1%	163	0.3%	206	0.2%
Road Defect	1	0.1%	28	0.1%	53	0.1%	82	0.08%
Backup - Prior Incident	2	0.1%	8	0.0%	46	0.1%	56	0.06%
Traffic Control Missing	0	-	15	0.05%	39	0.06%	54	0.05%
Low Visibility Due to Smoke	0	-	7	0.02%	4	0.01%	11	0.011%
Other	**285**	**20.4%**	**11,317**	**34.4%**	**25,713**	**39.5%**	**37,315**	**37.5%**
Other - No Driver Error	202	14.4%	9,118	27.7%	15,565	23.9%	24,885	25.0%
Missing Data	18	1.3%	507	1.5%	6,078	9.3%	6,603	6.6%
None	65	4.6%	1,692	5.1%	4,070	6.2%	5,827	5.9%
Total Contributing Factors	**1,399**	**100.0%**	**32,905**	**100.0%**	**65,146**	**100.0%**	**99,450**	**100.0%**

[7] 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 17,902 vehicles in crashes, and this is 18.0% of all contributing factors reported in crashes.

Crash Characteristics – Contributing Factors

Table 5: Contributing Factors in Crashes by Severity of Injuries, 2021 [8]

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	**1,158**	**78.0%**	**1,832**	**69.6%**	**8,475**	**67.2%**	**18,470**	**61.8%**	**108,763**	**57.2%**	**138,698**	**58.6%**
Driver Inattention	187	12.6%	459	17.4%	2,434	19.3%	6,063	20.3%	34,864	18.3%	44,007	18.6%
Failed to Yield Right of Way	42	2.8%	172	6.5%	1,095	8.7%	2,828	9.5%	13,573	7.1%	17,710	7.5%
Following Too Closely	9	0.6%	43	1.6%	270	2.1%	1,512	5.1%	10,244	5.4%	12,078	5.1%
Other Improper Driving	105	7.1%	188	7.1%	718	5.7%	1,106	3.7%	7,541	4.0%	9,658	4.1%
Excessive Speed	148	10.0%	219	8.3%	825	6.5%	1,067	3.6%	5,478	2.9%	7,737	3.3%
Disregarded Traffic Signal	26	1.8%	59	2.2%	425	3.4%	1,155	3.9%	4,360	2.3%	6,025	2.5%
Under the Influence Of Alcohol	178	12.0%	164	6.2%	569	4.5%	650	2.2%	3,147	1.7%	4,708	2.0%
Made Improper Turn	11	0.7%	24	0.9%	205	1.6%	486	1.6%	3,853	2.0%	4,579	1.9%
Avoid No Contact Vehicle	16	1.1%	36	1.4%	235	1.9%	516	1.7%	3,723	2.0%	4,526	1.9%
Improper Lane Change	6	0.4%	22	0.8%	115	0.9%	305	1.0%	4,075	2.1%	4,523	1.9%
Driver Distracted by Other Activity	19	1.3%	48	1.8%	187	1.5%	556	1.9%	3,278	1.7%	4,088	1.7%
Speed Too Fast For Conditions	42	2.8%	67	2.5%	305	2.4%	487	1.6%	2,854	1.5%	3,755	1.6%
Improper Overtaking	11	0.7%	21	0.8%	107	0.8%	190	0.6%	2,150	1.1%	2,479	1.0%
Passed Stop Sign	9	0.6%	32	1.2%	166	1.3%	401	1.3%	1,773	0.9%	2,381	1.0%
Drove Left of Center	61	4.1%	94	3.6%	235	1.9%	246	0.8%	1,656	0.9%	2,292	1.0%
Improper Backing	0	-	2	0.1%	14	0.1%	41	0.1%	1,472	0.8%	1,529	0.6%
Avoid No Contact Other	14	0.9%	28	1.1%	107	0.8%	148	0.5%	1,052	0.6%	1,349	0.6%
Under the Influence Of Drugs	186	12.5%	45	1.7%	114	0.9%	179	0.6%	690	0.4%	1,214	0.5%
Cell Phone	9	0.6%	9	0.3%	78	0.6%	173	0.6%	856	0.5%	1,125	0.5%
Pedestrian Error	68	4.6%	55	2.1%	106	0.8%	54	0.2%	389	0.2%	672	0.3%
Driver Distracted by Passenger	0	-	17	0.6%	36	0.3%	80	0.3%	505	0.3%	638	0.3%
Vehicle Skidded Before Braking	0	-	0	-	20	0.2%	32	0.1%	289	0.2%	341	0.1%
High-Speed Pursuit	6	0.4%	12	0.5%	32	0.3%	52	0.2%	183	0.1%	285	0.1%
Failed to Yield For Police Vehicle	1	0.1%	6	0.2%	21	0.2%	40	0.1%	214	0.1%	282	0.1%
Driver Distracted By Texting	2	0.1%	1	0.04%	22	0.2%	42	0.1%	187	0.1%	254	0.1%
Driver Distracted by Talking on Cell Phone	0	-	2	0.08%	19	0.2%	40	0.13%	151	0.08%	212	0.09%
Failed to Yield For Emer. Vehicle	0	-	4	0.15%	7	0.06%	15	0.05%	130	0.07%	156	0.07%
Driverless Moving Vehicle	2	0.1%	2	0.08%	6	0.05%	3	0.01%	40	0.02%	53	0.02%
Driver Distracted by Talking on Hands-Free Device	0	-	1	0.04%	2	0.02%	3	0.01%	36	0.02%	42	0.02%
Vehicle	**36**	**2.4%**	**73**	**2.8%**	**262**	**2.1%**	**419**	**1.4%**	**3,158**	**1.7%**	**3,948**	**1.7%**
Inadequate Brakes	2	0.1%	8	0.3%	48	0.4%	155	0.5%	1,022	0.5%	1,235	0.5%
Other Mechanical Defect	9	0.6%	19	0.7%	81	0.6%	107	0.4%	916	0.5%	1,132	0.5%
Defective Tires	16	1.1%	23	0.9%	64	0.5%	53	0.2%	482	0.3%	638	0.3%
Defective Steering	1	0.1%	6	0.2%	35	0.3%	34	0.1%	224	0.1%	300	0.1%
Lights (Head, Signal, Tail)	6	0.4%	7	0.27%	17	0.13%	39	0.1%	169	0.09%	238	0.1%
Wheels	1	0.1%	3	0.11%	5	0.04%	16	0.05%	123	0.06%	148	0.06%
Coupling Device (Hitch, Chains)	0	-	2	0.08%	1	0.01%	3	0.01%	64	0.03%	70	0.03%
Windows/Windshield	1	0.1%	0	-	3	0.02%	2	0.01%	48	0.03%	54	0.02%
Wipers	0	-	4	0.15%	5	0.04%	6	0.02%	37	0.02%	52	0.02%
Mirrors	0	-	0	-	0	-	2	0.01%	37	0.019%	39	0.016%
Suspension	0	-	1	0.04%	3	0.02%	2	0.007%	24	0.013%	30	0.013%
Exhaust System	0	-	0	-	0	-	0	-	12	0.006%	12	0.005%
Environment	**26**	**1.8%**	**95**	**3.6%**	**403**	**3.2%**	**868**	**2.9%**	**7,163**	**3.8%**	**8,555**	**3.6%**
Animal(s) In Roadway	2	0.1%	9	0.3%	66	0.5%	85	0.3%	1,499	0.8%	1,661	0.7%
Traffic Congestion	6	0.4%	8	0.3%	61	0.5%	244	0.8%	1,249	0.7%	1,568	0.7%
Weather Conditions	5	0.3%	17	0.6%	58	0.5%	127	0.4%	1,044	0.5%	1,251	0.5%
Road Surface Conditions	0	-	19	0.7%	55	0.4%	105	0.4%	841	0.4%	1,020	0.4%
Other Visual Obstruction(s)	1	0.1%	14	0.5%	47	0.4%	110	0.4%	573	0.3%	745	0.3%
Obstruction in Road	2	0.1%	5	0.2%	33	0.3%	47	0.2%	435	0.2%	522	0.2%
Backup - Prior Crash	1	0.1%	1	0.04%	12	0.1%	34	0.1%	448	0.2%	496	0.2%
Low Visibility Due to Glare	2	0.1%	6	0.2%	36	0.3%	65	0.2%	387	0.2%	496	0.2%
Debris	3	0.2%	10	0.4%	16	0.1%	17	0.1%	319	0.2%	365	0.2%
Road Defect	1	0.1%	2	0.1%	16	0.1%	12	0.04%	155	0.08%	186	0.08%
Backup - Prior Incident	3	0.2%	1	0.04%	0	-	8	0.03%	112	0.06%	124	0.05%
Traffic Control Missing	0	-	3	0.1%	3	0.02%	10	0.03%	91	0.05%	107	0.05%
Low Visibility Due to Smoke	0	-	0	-	0	-	4	0.01%	10	0.005%	14	0.006%
Other	**264**	**17.8%**	**632**	**24.0%**	**3,472**	**27.5%**	**10,113**	**33.9%**	**71,122**	**37.4%**	**85,603**	**36.1%**
Other - No Driver Error	178	12.0%	500	19.0%	2,855	22.6%	8,073	27.0%	48,477	25.5%	60,083	25.4%
None	67	4.5%	83	3.2%	457	3.6%	1,634	5.5%	12,118	6.4%	14,359	6.1%
Missing Data	19	1.3%	49	1.9%	160	1.3%	406	1.4%	10,527	5.5%	11,161	4.7%
Total Contributing Factors	**1,484**	**100%**	**2,632**	**100%**	**12,612**	**100%**	**29,870**	**100%**	**190,206**	**100%**	**236,804**	**100%**

[8] Number of times a contibuting factor was reported for a given injury. For example, there were 187 fatalities where Driver Inattention was a contributing factors in the crash, and this is 12.6% 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 19 percent of crashes each year. (Table 6)
- The number of hit-and-run fatal crashes rose to 45, the highest level in five years. (Table 6)

Table 6: Hit-and-Run Crashes by Crash Severity, 2017 - 2021

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		
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%**
2021	45	0.58%	1,472	18.9%	6,271	80.5%	7,788	100%	40,769	**19.1%**

Table 7: Severity of Injuries to People in Hit-and-Run Crashes, 2017 - 2021

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		
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%**
2021	48	88	514	1,278	15,838	17,766	99,470	**17.9%**

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 first harmful event in a crash was "Collision with [Other] Motor Vehicle," representing 73.7 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 23.8 percent of fatal crashes. Non-collision events involving overturn/rollovers were 3.2 percent of all crashes and 21.4 percent of fatal crashes. Fixed object events involving collision with a standing tree were 0.5 percent of all crashes and 3.3 percent of fatal crashes. (Table 9)
- Deer account for 55.6 percent of collisions with animals (977 out of 1,758). (Table 10)
- The number of overturn/rollover crashes has decreased two years in a row. (Table 10)

Table 8: Crashes by First Harmful Event and Crash Severity, 2021

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%	167	1.3%	1,589	5.7%	1,758	4.3%
Collision with Fixed Object	56	13.1%	1,206	9.7%	3,404	12.2%	4,666	11.4%
Collision with Motor Vehicle	161	37.5%	9,114	73.5%	20,775	74.4%	30,050	73.7%
Collision with Other Non-Fixed Object	1	0.2%	127	1.0%	641	2.3%	769	1.9%
Collision with Person	110	25.6%	631	5.1%	47	0.2%	788	1.9%
Non-Collision	99	23.1%	904	7.3%	1,056	3.8%	2,059	5.1%
Other	0	0.0%	243	2.0%	373	1.3%	616	1.5%
Missing Data	0	0.0%	12	0.1%	51	0.2%	63	0.2%
Total Crashes	**429**	**100.0%**	**12,404**	**100.0%**	**27,936**	**100.0%**	**40,769**	**100.0%**

Crash Characteristics – First Harmful Event

Table 9: Crashes by First Harmful Event, Analysis, and Crash Severity, 2021

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%**	**167**	**1.3%**	**1,589**	**5.7%**	**1,758**	**4.3%**
Deer	0	-	68	0.5%	909	3.3%	977	**2.4%**
Elk	0	-	33	0.3%	260	0.9%	293	**0.7%**
Cattle/Cow	1	0.2%	34	0.3%	144	0.5%	179	**0.4%**
Small Domestic Animal	0	-	14	0.1%	98	0.4%	112	**0.3%**
Small Game Animal	0	-	2	0.02%	48	0.2%	50	**0.1%**
Horse	0	-	3	0.02%	29	0.1%	32	**0.1%**
Antelope	0	-	4	0.03%	28	0.1%	32	**0.1%**
Other Large Game Animal	0	-	5	0.04%	19	0.1%	24	**0.1%**
Bear	0	-	1	0.01%	8	0.03%	9	**0.02%**
Other Large Domestic Animal	0	-	0	-	5	0.02%	5	**0.01%**
Other (Bird, Cougar, Sheep, Goat)	1	0.2%	1	0.01%	12	0.04%	14	**0.03%**
Missing Subanalysis Data	0	-	2	0.02%	29	0.1%	31	**0.1%**
Collision with Fixed Object	**56**	**13.1%**	**1,206**	**9.7%**	**3,404**	**12.2%**	**4,666**	**11.4%**
Curb	2	0.5%	148	1.2%	437	1.6%	587	**1.4%**
Guardrail, End or Face	9	2.1%	142	1.1%	349	1.2%	500	**1.2%**
Fence	8	1.9%	120	1.0%	340	1.2%	468	**1.1%**
Other Fixed Object	2	0.5%	110	0.9%	298	1.1%	410	**1.0%**
Utility Pole/Light Support	3	0.7%	86	0.7%	266	1.0%	355	**0.9%**
Other Post, Pole or Support	1	0.2%	68	0.5%	269	1.0%	338	**0.8%**
Median	3	0.7%	57	0.5%	166	0.6%	226	**0.6%**
Traffic Barrier, Concrete	0	-	83	0.7%	134	0.5%	217	**0.5%**
Tree (standing)	14	3.3%	76	0.6%	118	0.4%	208	**0.5%**
Traffic Sign Support	1	0.2%	26	0.2%	156	0.6%	183	**0.4%**
Embankment	3	0.7%	77	0.6%	97	0.3%	177	**0.4%**
Ditch	2	0.5%	49	0.4%	90	0.3%	141	**0.3%**
Wall or Building	1	0.2%	42	0.3%	91	0.3%	134	**0.3%**
Traffic Barrier, Cable	1	0.2%	18	0.1%	100	0.4%	119	**0.3%**
Bridge Pier, Support, Rail, or Overhead	2	0.5%	23	0.2%	64	0.2%	89	**0.2%**
Culvert	2	0.5%	13	0.1%	22	0.1%	37	**0.1%**
Other (incl. hydrant, box, cattle guard, plant)	2	0.5%	62	0.5%	392	1.4%	456	**1.1%**
Missing Subanalysis Data	0	-	6	0.05%	15	0.1%	21	**0.1%**
Collision with Motor Vehicle	**161**	**37.5%**	**9,114**	**73.5%**	**20,775**	**74.4%**	**30,050**	**73.7%**
MV in Transport	157	36.6%	8,916	71.9%	19,187	68.7%	28,260	**69.3%**
Parked MV	4	0.9%	197	1.6%	1,580	5.7%	1,781	**4.4%**
Missing Subanalysis Data	0	-	1	0.01%	8	0.03%	9	**0.02%**
Collision with Other Non-Fixed Object	**1**	**0.2%**	**127**	**1.0%**	**641**	**2.3%**	**769**	**1.9%**
Other Non-fixed Object	1	0.2%	107	0.9%	489	1.8%	597	**1.5%**
Struck by falling, shifting cargo	0	-	12	0.1%	112	0.4%	124	**0.3%**
Work Zone/Maintenance Equipment	0	-	5	0.04%	24	0.1%	29	**0.1%**
Railway Vehicle	0	-	1	0.01%	1	0.004%	2	**0.005%**
Missing Subanalysis Data	0	-	2	0.02%	15	0.05%	17	**0.04%**
Collision with Person	**110**	**25.6%**	**631**	**5.1%**	**47**	**0.2%**	**788**	**1.9%**
Pedestrian	102	23.8%	395	3.2%	21	0.1%	518	**1.3%**
Pedalcycle	6	1.4%	211	1.7%	24	0.1%	241	**0.6%**
Other Non-Motorist	2	0.5%	25	0.2%	2	0.01%	29	**0.07%**
Missing Subanalysis Data	0	-	0	-	0	-	0	-
Non-Collision	**99**	**23.1%**	**904**	**7.3%**	**1,056**	**3.8%**	**2,059**	**5.1%**
Overturn/Rollover	92	21.4%	666	5.4%	534	1.9%	1,292	**3.2%**
All Other Non-Collision	5	1.2%	169	1.4%	321	1.1%	495	**1.2%**
Jackknife	0	-	6	0.05%	65	0.2%	71	**0.2%**
Fell/Jumped from MV	1	0.2%	30	0.24%	4	0.0%	35	**0.1%**
Fire/Explosion	0	-	1	0.01%	28	0.10%	29	**0.07%**
Cargo/Equipment Loss or Shift	0	-	3	0.02%	20	0.07%	23	**0.06%**
Immersion, Full or Partial	1	0.2%	4	0.03%	9	0.03%	14	**0.03%**
Thrown or Falling Object	0	-	3	0.02%	6	0.02%	9	**0.02%**
Missing Subanalysis Data	0	-	22	0.2%	69	0.2%	91	**0.2%**
Other	**0**	**0.0%**	**243**	**2.0%**	**373**	**1.3%**	**616**	**1.5%**
Missing FHE and Subanalysis Data	**0**	**0.0%**	**12**	**0.1%**	**51**	**0.2%**	**63**	**0.2%**
Total Crashes	**429**	**100.0%**	**12,404**	**100.0%**	**27,936**	**100.0%**	**40,769**	**100.0%**

Crash Characteristics – First Harmful Event

Table 10: Crashes by First Harmful Event and Subanalysis, 2017 - 2021 [9]

First Harmful Event (FHE) and Subanalysis	Crashes					Percent of Annual Total Crashes				
	2017	2018	2019	2020	2021	2017	2018	2019	2020	2021
Collision with Animal	**1,873**	**1,954**	**1,964**	**1,841**	**1,758**	**4.1%**	**4.2%**	**4.1%**	**5.0%**	**4.3%**
Deer	988	991	1,019	994	977	2.15%	2.12%	2.12%	2.72%	2.40%
Elk	237	289	235	305	293	0.52%	0.62%	0.49%	0.83%	0.72%
Cattle/Cow	190	252	223	225	179	0.41%	0.54%	0.46%	0.62%	0.44%
Small Domestic Animal	105	122	112	95	112	0.23%	0.26%	0.23%	0.26%	0.27%
Small Game Animal	43	43	43	52	50	0.09%	0.09%	0.09%	0.14%	0.12%
Horse	54	42	29	41	32	0.12%	0.09%	0.06%	0.11%	0.08%
Antelope	23	18	21	23	32	0.05%	0.04%	0.04%	0.06%	0.08%
Other Large Game Animal	0	0	0	26	24	-	-	-	0.07%	0.06%
Bear	25	15	12	15	9	0.05%	0.03%	0.02%	0.04%	0.02%
Other Large Domestic Animal	16	13	14	3	5	0.03%	0.03%	0.03%	0.01%	0.01%
Other (Bird, Cougar, Sheep, Goat)	12	19	15	14	14	0.03%	0.04%	0.03%	0.04%	0.03%
Missing Subanalysis Data	180	150	241	48	31	0.39%	0.32%	0.50%	0.13%	0.08%
Collision with Fixed Object	**4,226**	**4,269**	**4,658**	**4,425**	**4,666**	**9.2%**	**9.1%**	**9.7%**	**12.1%**	**11.4%**
Curb	0	0	0	245	587	-	-	-	0.7%	1.4%
Guardrail, End or Face	427	413	507	485	500	0.9%	0.9%	1.1%	1.3%	1.2%
Fence	523	521	573	512	468	1.1%	1.1%	1.2%	1.4%	1.1%
Other Fixed Object	468	501	500	467	410	1.0%	1.1%	1.0%	1.3%	1.0%
Utility Pole/Light Support	505	547	544	439	355	1.1%	1.2%	1.1%	1.2%	0.9%
Other Post, Pole or Support	99	109	130	180	338	0.2%	0.2%	0.3%	0.5%	0.8%
Median	468	395	482	340	226	1.0%	0.8%	1.0%	0.9%	0.6%
Traffic Barrier, Concrete	74	78	102	156	217	0.2%	0.2%	0.2%	0.4%	0.5%
Tree (standing)	279	284	258	270	208	0.6%	0.6%	0.5%	0.7%	0.5%
Traffic Sign Support	225	243	312	232	183	0.5%	0.5%	0.6%	0.6%	0.4%
Embankment	140	177	184	182	177	0.3%	0.4%	0.4%	0.5%	0.4%
Ditch	101	104	160	121	141	0.2%	0.2%	0.3%	0.3%	0.3%
Wall or Building	70	67	68	98	134	0.2%	0.1%	0.1%	0.3%	0.3%
Traffic Barrier, Cable	0	0	0	45	119	-	-	-	0.1%	0.3%
Bridge Pier, Support, Rail, or Overhead	102	84	95	97	89	0.2%	0.2%	0.2%	0.3%	0.2%
Culvert	32	25	34	31	37	0.07%	0.05%	0.07%	0.08%	0.09%
Other (incl. hydrant, box, cattle guard, plant)	476	531	546	496	456	1.0%	1.1%	1.1%	1.4%	1.1%
Missing Subanalysis Data	237	190	163	29	21	0.5%	0.4%	0.3%	0.1%	0.05%
Collision with Motor Vehicle	**35,289**	**34,740**	**35,203**	**25,176**	**30,050**	**76.9%**	**74.3%**	**73.2%**	**68.9%**	**73.7%**
MV in Transport	28,239	29,436	29,448	23,348	28,260	61.5%	62.9%	61.2%	63.9%	69.3%
Parked MV	1,448	1,314	1,286	1,536	1,781	3.2%	2.8%	2.7%	4.2%	4.4%
Missing Subanalysis Data	5,602	3,990	4,469	292	9	12.2%	8.5%	9.3%	0.8%	0.0%
Collision with Other Non-Fixed Object	**1,029**	**1,098**	**1,023**	**849**	**769**	**2.2%**	**2.3%**	**2.1%**	**2.3%**	**1.9%**
Other Non-fixed Object	541	579	589	569	597	1.2%	1.2%	1.2%	1.6%	1.5%
Struck by falling, shifting cargo	278	302	285	219	124	0.6%	0.6%	0.6%	0.6%	0.3%
Work Zone/Maintenance Equipment	24	15	31	32	29	0.05%	0.03%	0.06%	0.09%	0.07%
Railway Vehicle	12	11	11	7	2	0.03%	0.02%	0.02%	0.02%	0.005%
Missing Subanalysis Data	174	191	107	22	17	0.4%	0.4%	0.2%	0.06%	0.04%
Collision with Person	**977**	**995**	**1,008**	**700**	**788**	**2.1%**	**2.1%**	**2.1%**	**1.9%**	**1.9%**
Pedestrian	599	630	638	462	518	1.3%	1.3%	1.3%	1.3%	1.3%
Pedalcycle	378	365	370	228	241	0.8%	0.8%	0.8%	0.6%	0.6%
Other Non-Motorist	0	0	0	7	29	-	-	-	0.02%	0.07%
Missing Subanalysis Data	0	0	0	3	0	-	-	-	0.01%	-
Non-Collision	**2,494**	**2,714**	**2,764**	**2,246**	**2,059**	**5.4%**	**5.8%**	**5.7%**	**6.1%**	**5.1%**
Overturn/Rollover	1,649	1,857	1,952	1,564	1,292	3.6%	4.0%	4.1%	4.3%	3.2%
All Other Non-Collision	448	506	444	423	495	1.0%	1.1%	0.9%	1.2%	1.2%
Jackknife	39	44	47	71	71	0.1%	0.1%	0.1%	0.2%	0.2%
Fell/Jumped from MV	35	26	27	29	35	0.08%	0.06%	0.06%	0.08%	0.09%
Fire/Explosion	28	32	26	36	29	0.06%	0.07%	0.05%	0.10%	0.07%
Cargo/Equipment Loss or Shift	21	25	13	23	23	0.05%	0.05%	0.03%	0.06%	0.06%
Immersion, Full or Partial	25	12	22	19	14	0.05%	0.03%	0.05%	0.05%	0.03%
Thrown or Falling Object	5	10	7	11	9	0.01%	0.02%	0.01%	0.03%	0.02%
Missing Subanalysis Data	244	202	226	70	91	0.5%	0.4%	0.5%	0.2%	0.2%
Other	**0**	**0**	**0**	**494**	**616**	**-**	**-**	**-**	**1.4%**	**1.5%**
Missing FHE and Subanalysis Data	**18**	**1,016**	**1,504**	**824**	**63**	**0.0%**	**2.2%**	**3.1%**	**2.3%**	**0.2%**
Total Crashes	**45,906**	**46,786**	**48,124**	**36,555**	**40,769**	**100%**	**100%**	**100%**	**100%**	**100%**

[9] 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, 2021 [10]

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	89	32.8%	4,018	41.2%	9,839	47.3%	13,946	45.2%
Intersecting Path (T-bone)	109	40.2%	3,320	34.1%	3,681	17.7%	7,110	23.1%
From Opposite Direction	73	26.9%	1,150	11.8%	1,673	8.0%	2,896	9.4%
Missing Data	0	0.0%	1,257	12.9%	5,629	27.0%	6,886	22.3%
Total Crashes	**271**	**100.0%**	**9,745**	**100.0%**	**20,822**	**100.0%**	**30,838**	**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 26.9 percent of fatal crashes but only 9.4 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, 2021 [10]

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	55	20.3%	3,327	34.1%	6,857	32.9%	10,239	33.2%
Front-to-Side	101	37.3%	3,731	38.3%	4,293	20.6%	8,125	26.3%
Sideswipe	13	4.8%	564	5.8%	2,745	13.2%	3,322	10.8%
Front-to-Front	78	28.8%	621	6.4%	598	2.9%	1,297	4.2%
Rear-to-Side	2	0.7%	45	0.5%	309	1.5%	356	1.2%
Other	10	3.7%	163	1.7%	181	0.9%	354	1.1%
Unknown	12	4.4%	24	0.2%	149	0.7%	185	0.6%
Rear-to-Rear	0	0.0%	27	0.3%	110	0.5%	137	0.4%
Missing Data	0	0.0%	1,243	12.8%	5,580	26.8%	6,823	22.1%
Total Crashes	**271**	**100.0%**	**9,745**	**100.0%**	**20,822**	**100.0%**	**30,838**	**100.0%**

[10] Collection of data on this element began during 2020 for crashes involving a collision with [another] motor vehicle or a collision with a person. Therefore the total number of crashes in this table does not match the total in other tables.

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). Additional data on fatalities in speeding-involved crashes is available in Appendix F (Page 128).

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 was 11.1 percent of all crashes in 2021. (Table 13)
- The number of fatal speeding-involved crashes rose to 141, the highest level in the past five years. (Table 14)

Table 13: Speeding-involved Crashes, 2017 - 2021 [11]

Year	Speeding-involved Crashes	Total Crashes	Percent of Total Crashes
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%**
2021	4,519	40,769	**11.1%**

Table 14: Speeding-involved Crashes by Crash Severity, 2021 [11]

Year	Speeding-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2021	141	3.12%	1,719	38.0%	2,659	58.8%	4,519	100%

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

- The percentage of motor vehicle drivers in crashes who were speeding fell to 6.2 percent. (Table 15)
- Speeding as a contributing factor in a crash decreases with driver age. From the age group 20-24 through the age group 75+, 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 42.4 percent of speeding drivers in crashes (Table 16, Figure 6)
- The ratio of male to female speeding drivers in crashes is generally 2.6 to 1. (Table 16, Figure 6)

Table 15: Speeding Motor Vehicle Drivers in Crashes, 2017 - 2021 [12]

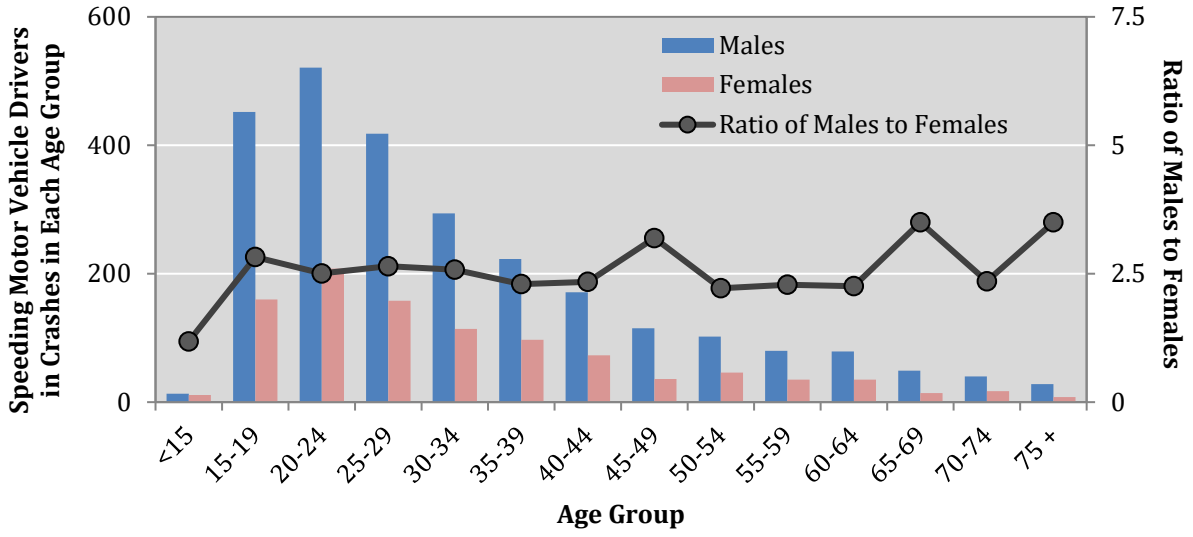
Year	Speeding Motor Vehicle Drivers in Crashes	Total Motor Vehicle Drivers in Crashes	Percent of Total Motor Vehicle Drivers in Crashes
2017	5,248	85,217	6.2%
2018	5,177	86,057	6.0%
2019	5,735	88,903	6.5%
2020	4,573	65,264	7.0%
2021	4,618	74,404	6.2%

[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 in Crashes by Age Group and Sex, 2021 [12] [13]

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	13	0.5%	11	1.0%	0	0.0%	24	0.5%	**1.2**
15-19	452	16.4%	160	14.9%	3	0.4%	615	13.3%	**2.8**
20-24	521	18.9%	208	19.3%	10	1.3%	739	16.0%	**2.5**
25-29	418	15.2%	158	14.7%	6	0.8%	582	12.6%	**2.6**
30-34	294	10.7%	114	10.6%	3	0.4%	411	8.9%	**2.6**
35-39	223	8.1%	97	9.0%	6	0.8%	326	7.1%	**2.3**
40-44	171	6.2%	73	6.8%	1	0.1%	245	5.3%	**2.3**
45-49	115	4.2%	36	3.3%	4	0.5%	155	3.4%	**3.2**
50-54	102	3.7%	46	4.3%	0	0.0%	148	3.2%	**2.2**
55-59	80	2.9%	35	3.2%	2	0.3%	117	2.5%	**2.3**
60-64	79	2.9%	35	3.2%	0	0.0%	114	2.5%	**2.3**
65-69	49	1.8%	14	1.3%	0	0.0%	63	1.4%	**3.5**
70-74	40	1.5%	17	1.6%	2	0.3%	59	1.3%	**2.4**
75 +	28	1.0%	8	0.7%	0	0.0%	36	0.8%	**3.5**
Missing Data	173	6.3%	65	6.0%	746	95.3%	984	21.3%	**2.7**
Total	**2,758**	**100%**	**1,077**	**100%**	**783**	**100%**	**4,618**	**100%**	**2.6**

Figure 6: Speeding Motor Vehicle Drivers in Crashes by Age Group and Sex, 2021 [12]



[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 the Week

Additional data on Hour and Day of the Week are also available in Appendix A (Page 85).

- The number of total crashes was highest on Fridays. (Table 17, Table 19)
- Fatal crashes are more likely to occur on Saturdays and Sundays. Saturdays have 13.0 percent of all crashes but 18.2 percent of fatal crashes. Sundays have 10.9 percent of all crashes but 19.3 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 43.1 percent in 2021. (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., but there is a general increase by 4 p.m. each day that is sustained at high levels until 2 a.m. (Figure 8, Table 21)
- The highest daily one-hour periods for alcohol-involved crashes were Fridays, 10-11 p.m. (49 crashes), and Sundays, 1-2 a.m. (44 crashes). (Table 21)

Table 17: Crashes by Day of the Week and Crash Severity, 2021

Day of the Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Monday	50	11.7%	1,776	14.3%	3,863	13.8%	5,689	14.0%
Tuesday	45	10.5%	1,822	14.7%	4,187	15.0%	6,054	14.8%
Wednesday	56	13.1%	1,855	15.0%	4,302	15.4%	6,213	15.2%
Thursday	51	11.9%	1,881	15.2%	4,258	15.2%	6,190	15.2%
Friday	66	15.4%	2,024	16.3%	4,784	17.1%	6,874	16.9%
Saturday	78	18.2%	1,658	13.4%	3,563	12.8%	5,299	13.0%
Sunday	83	19.3%	1,388	11.2%	2,979	10.7%	4,450	10.9%
Total	**429**	**100%**	**12,404**	**100%**	**27,936**	**100%**	**40,769**	**100%**

Table 18: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2021

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
Monday	14	8.9%	86	9.5%	97	8.9%	197	9.2%
Tuesday	13	8.3%	103	11.4%	122	11.2%	238	11.1%
Wednesday	11	7.0%	107	11.9%	115	10.5%	233	10.8%
Thursday	15	9.6%	107	11.9%	146	13.4%	268	12.5%
Friday	23	14.6%	152	16.9%	182	16.7%	357	16.6%
Saturday	39	24.8%	182	20.2%	221	20.2%	442	20.6%
Sunday	42	26.8%	164	18.2%	209	19.1%	415	19.3%
Total	**157**	**100%**	**901**	**100%**	**1,092**	**100%**	**2,150**	**100%**

Figure 7: Crashes by Hour of the Day, 2021

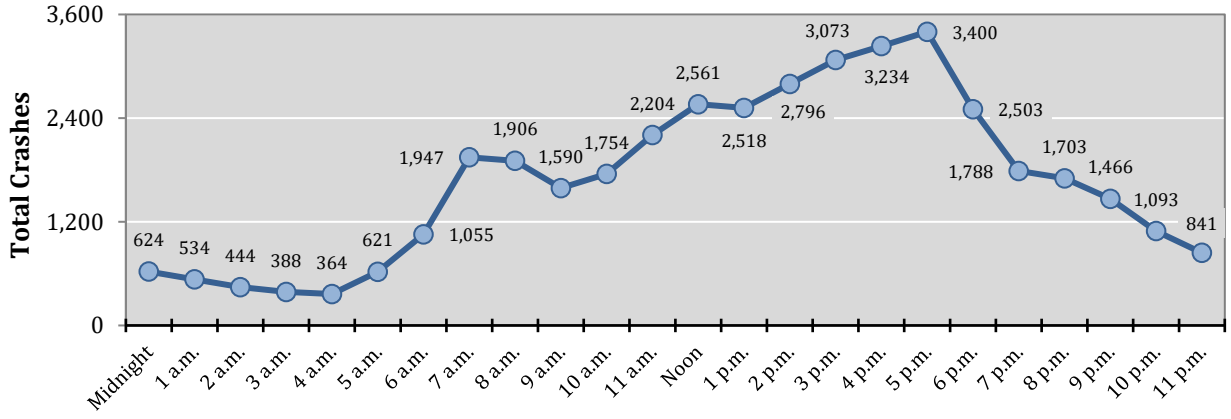
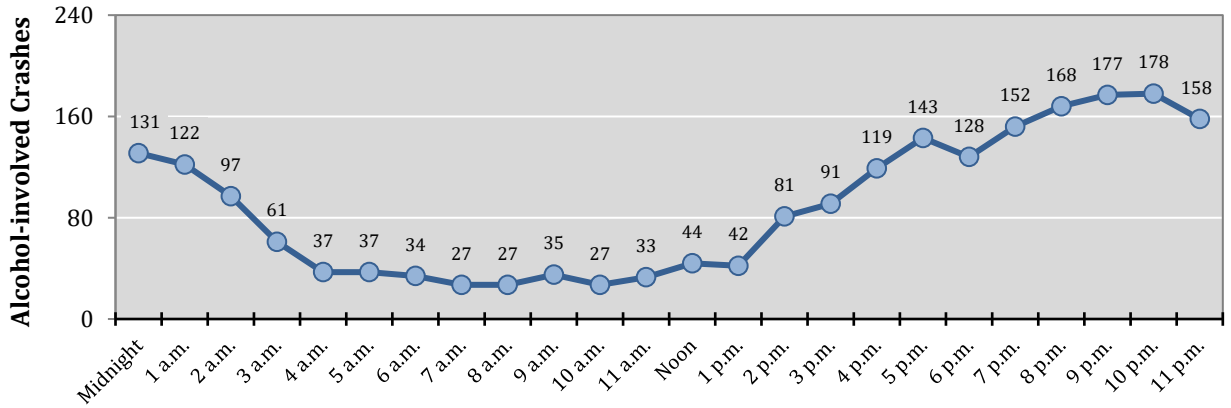


Figure 8: Alcohol-involved Crashes by Hour of the Day, 2021



Crash Characteristics – Hour and Day

Table 19: Crashes by Hour and Day of the Week, 2021 [14] [15]

Hour	Crashes							Total by Hour
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	
Midnight	79	68	73	74	85	110	135	624
1 a.m.	66	51	58	49	59	119	132	534
2 a.m.	54	44	56	38	50	100	102	444
3 a.m.	52	37	31	53	51	80	84	388
4 a.m.	50	50	42	40	41	69	72	364
5 a.m.	93	84	91	96	89	84	84	621
6 a.m.	152	190	207	175	141	104	86	1,055
7 a.m.	298	387	380	346	313	115	108	1,947
8 a.m.	316	345	348	334	288	138	137	1,906
9 a.m.	224	231	270	262	264	186	153	1,590
10 a.m.	265	272	237	275	282	242	181	1,754
11 a.m.	307	320	325	310	369	323	250	2,204
Noon	364	361	395	398	477	335	231	2,561
1 p.m.	371	356	414	349	413	337	278	2,518
2 p.m.	423	386	454	421	492	362	258	2,796
3 p.m.	421	525	467	482	573	332	273	3,073
4 p.m.	488	494	510	535	584	321	302	3,234
5 p.m.	452	595	554	563	592	350	294	3,400
6 p.m.	337	344	399	384	421	340	278	2,503
7 p.m.	236	231	236	280	291	283	231	1,788
8 p.m.	214	232	235	222	281	268	251	1,703
9 p.m.	184	176	163	195	265	253	230	1,466
10 p.m.	99	113	134	154	226	230	137	1,093
11 p.m.	92	93	86	102	162	173	133	841
Missing Data	52	69	48	53	65	45	30	362
Total	**5,689**	**6,054**	**6,213**	**6,190**	**6,874**	**5,299**	**4,450**	**40,769**

Table 20: Crashes by Crash Severity and Three-hour Segments, 2021 [16]

Hour	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	35	8.2%	478	3.9%	1,089	3.9%	1,602	3.9%
3 - 6 a.m.	32	7.5%	388	3.1%	953	3.4%	1,373	3.4%
6 - 9 a.m.	44	10.3%	1,316	10.6%	3,548	12.7%	4,908	12.0%
9 a.m. - Noon	34	7.9%	1,681	13.6%	3,833	13.7%	5,548	13.6%
12 - 3 p.m.	67	15.6%	2,385	19.2%	5,423	19.4%	7,875	19.3%
3 - 6 p.m.	58	13.5%	3,136	25.3%	6,513	23.3%	9,707	23.8%
6 - 9 p.m.	87	20.3%	1,903	15.3%	4,004	14.3%	5,994	14.7%
9 p.m. - 12 a.m	72	16.8%	1,098	8.9%	2,230	8.0%	3,400	8.3%
Missing Data	0	0.0%	19	0.2%	343	1.2%	362	0.9%
Total	**429**	**100%**	**12,404**	**100%**	**27,936**	**100%**	**40,769**	**100%**

[14] For reference, crashes during the hour of 1 a.m. are crashes from 1:00 a.m. to 1:59 a.m.

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

[16] 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 the Week, 2021 [17] [18]

Hour	Alcohol-involved Crashes							Total by Hour
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	
Midnight	14	14	14	13	14	26	36	131
1 a.m.	11	7	6	7	10	37	44	122
2 a.m.	9	6	7	4	11	31	29	97
3 a.m.	1	8	2	8	9	13	20	61
4 a.m.	6	1	4	2	7	5	12	37
5 a.m.	2	2	1	2	5	9	16	37
6 a.m.	3	2	2	3	5	8	11	34
7 a.m.	2	7	1	2	6	4	5	27
8 a.m.	0	1	4	4	7	3	8	27
9 a.m.	3	1	2	7	6	15	1	35
10 a.m.	4	6	3	2	6	3	3	27
11 a.m.	5	6	1	4	5	7	5	33
Noon	4	8	5	5	7	13	2	44
1 p.m.	6	4	8	4	4	10	6	42
2 p.m.	9	8	10	19	13	9	13	81
3 p.m.	16	8	13	15	16	13	10	91
4 p.m.	14	11	14	23	18	19	20	119
5 p.m.	14	27	17	17	23	20	25	143
6 p.m.	11	19	20	20	14	30	14	128
7 p.m.	13	21	16	25	17	34	26	152
8 p.m.	13	17	25	20	37	32	24	168
9 p.m.	16	19	17	17	34	39	35	177
10 p.m.	10	12	23	22	49	36	26	178
11 p.m.	11	23	17	23	34	26	24	158
Missing Data	0	0	1	0	0	0	0	1
Total	**197**	**238**	**233**	**268**	**357**	**442**	**415**	**2,150**

Table 22: Alcohol-involved Crashes by Crash Severity and Three-hour Segments, 2021 [19]

Hour	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	20	12.7%	141	15.6%	189	17.3%	350	16.3%
3 - 6 a.m.	12	7.6%	44	4.9%	79	7.2%	135	6.3%
6 - 9 a.m.	16	10.2%	29	3.2%	43	3.9%	88	4.1%
9 a.m. - Noon	7	4.5%	33	3.7%	55	5.0%	95	4.4%
12 - 3 p.m.	18	11.5%	67	7.4%	82	7.5%	167	7.8%
3 - 6 p.m.	14	8.9%	169	18.8%	170	15.6%	353	16.4%
6 - 9 p.m.	36	22.9%	192	21.3%	220	20.1%	448	20.8%
9 p.m. - 12 a.m	34	21.7%	225	25.0%	254	23.3%	513	23.9%
Missing Data	0	0.0%	1	0.1%	0	0.0%	1	0.0%
Total	**157**	**100%**	**901**	**100%**	**1,092**	**100%**	**2,150**	**100%**

[17] For reference, crashes during the hour of 1 a.m. are crashes from 1:00 a.m. to 1:59 a.m.

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

[19] 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, 2017 - 2021 [20] [21]

Hour	Alcohol-involved Crashes				
	2017	2018	2019	2020	2021
Midnight	112	135	144	122	131
1 a.m.	126	117	125	97	122
2 a.m.	102	111	127	83	97
3 a.m.	64	57	79	57	61
4 a.m.	49	42	46	41	37
5 a.m.	38	38	35	25	37
6 a.m.	28	27	40	21	34
7 a.m.	21	27	30	32	27
8 a.m.	21	22	15	18	27
9 a.m.	21	24	18	22	35
10 a.m.	24	31	30	25	27
11 a.m.	33	30	27	36	33
Noon	48	49	53	36	44
1 p.m.	50	58	49	61	42
2 p.m.	63	68	62	72	81
3 p.m.	91	82	67	85	91
4 p.m.	103	116	121	105	119
5 p.m.	133	146	145	123	143
6 p.m.	159	140	173	135	128
7 p.m.	145	152	159	152	152
8 p.m.	165	172	183	174	168
9 p.m.	166	163	193	165	177
10 p.m.	147	132	177	182	178
11 p.m.	133	149	136	148	158
Missing Data	8	2	3	3	1
Total	**2,050**	**2,090**	**2,237**	**2,020**	**2,150**

[20] For reference, the hour of 1 a.m. is from 1:00 a.m. to 1:59 a.m.

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

Holidays

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

Compared with other holiday periods in 2021…

- The St. Patrick's Day period had the highest rate of crashes per day, at 133.0. (Table 24)
- The Labor Day holiday period had the highest rate of alcohol-involved crashes per day, at 9.1. (Table 24)

Table 24: Holiday Crashes and Fatalities, 2021 [22]

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 2020-2021	3.5	Thu, 12-31-20	Mon, 01-04-21	240	**68.6**	24	**6.9**	5	**1.4**	2	**0.6**
MLK Day	3.5	Fri, 01-15-21	Tue, 01-19-21	241	**68.9**	22	**6.3**	3	**0.9**	1	**0.3**
Super Bowl Sunday	1.0	Sun, 02-07-21	Mon, 02-08-21	61	**61.0**	7	**7.0**	1	**1.0**	1	**1.0**
Presidents' Day	3.5	Fri, 02-12-21	Tue, 02-16-21	392	**112.0**	14	**4.0**	4	**1.1**	2	**0.6**
Cinco de Mayo	1.0	Fri, 03-05-21	Sat, 03-06-21	109	**109.0**	4	**4.0**	1	**1.0**	1	**1.0**
St. Patrick's Day	1.0	Wed, 03-17-21	Thu, 03-18-21	133	**133.0**	5	**5.0**	1	**1.0**	0	**0.0**
Easter	2.5	Fri, 04-02-21	Mon, 04-05-21	226	**90.4**	19	**7.6**	5	**2.0**	4	**1.6**
Memorial Day	3.5	Fri, 05-28-21	Tue, 06-01-21	331	**94.6**	17	**4.9**	1	**0.3**	0	**0.0**
Independence Day	3.5	Fri, 07-02-21	Tue, 07-06-21	333	**95.1**	31	**8.9**	8	**2.3**	2	**0.6**
Labor Day	3.5	Fri, 09-03-21	Tue, 09-07-21	315	**90.0**	32	**9.1**	10	**2.9**	5	**1.4**
Balloon Fiesta	9.5	Fri, 10-01-21	Mon, 10-11-21	964	**101.5**	46	**4.8**	15	**1.6**	3	**0.3**
Indigenous Peoples' Day	3.5	Fri, 10-08-21	Tue, 10-12-21	339	**96.9**	21	**6.0**	3	**0.9**	1	**0.3**
Halloween	1.0	Sun, 10-31-21	Mon, 11-01-21	99	**99.0**	6	**6.0**	0	**0.0**	0	**0.0**
Veterans' Day	1.5	Wed, 11-10-21	Fri, 11-12-21	120	**80.0**	5	**3.3**	1	**0.7**	0	**0.0**
Thanksgiving	4.5	Wed, 11-24-21	Mon, 11-29-21	358	**79.6**	33	**7.3**	9	**2.0**	4	**0.9**
Christmas	3.5	Thu, 12-23-21	Mon, 12-27-21	278	**79.4**	31	**8.9**	2	**0.6**	2	**0.6**
2021 Entire Year	365	Fri, 01-01-21	Fri, 12-31-21	40,769	**111.7**	2,150	**5.9**	483	**1.3**	178	**0.5**

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

Light

- Crashes in dark, not lighted, conditions are more likely to result in fatal crashes. The dark, not lighted, condition accounted for 12.0 percent of all crashes but 30.1 percent of fatal crashes. (Table 25)

Table 25: Crashes by Crash Severity and Light Condition, 2021

Light Condition	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	200	46.6%	8,507	68.6%	18,037	64.6%	26,744	65.6%
Dark-Lighted	67	15.6%	1,826	14.7%	3,477	12.4%	5,370	13.2%
Dark-Not Lighted	129	30.1%	1,387	11.2%	3,377	12.1%	4,893	12.0%
Dusk	12	2.8%	417	3.4%	882	3.2%	1,311	3.2%
Dawn	14	3.3%	162	1.3%	428	1.5%	604	1.5%
Unknown or Not Reported	0	0.0%	5	0.04%	111	0.4%	116	0.3%
Other	1	0.2%	9	0.1%	62	0.2%	72	0.2%
Dark-Unknown Lighting	3	0.7%	15	0.1%	38	0.1%	56	0.1%
Missing Data	3	0.7%	76	0.6%	1,524	5.5%	1,603	3.9%
Total Crashes	**429**	**100%**	**12,404**	**100%**	**27,936**	**100%**	**40,769**	**100%**

Table 26: Severity of Injuries to People in Crashes by Light Condition, 2021

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	234	48.4%	592	56.7%	3,412	66.0%	8,371	71.2%	55,344	68.3%	67,953	68.3%
Dark-Lighted	72	14.9%	159	15.2%	709	13.7%	1,769	15.0%	10,431	12.9%	13,140	13.2%
Dark-Not Lighted	140	29.0%	210	20.1%	758	14.7%	987	8.4%	7,708	9.5%	9,803	9.9%
Dusk	12	2.5%	44	4.2%	179	3.5%	422	3.6%	2,698	3.3%	3,355	3.4%
Dawn	15	3.1%	19	1.8%	67	1.3%	125	1.1%	917	1.1%	1,143	1.1%
Unknown or Not Reported	0	0.0%	2	0.2%	0	0.0%	3	0.0%	182	0.2%	187	0.2%
Other	2	0.4%	1	0.1%	9	0.2%	3	0.0%	118	0.1%	133	0.1%
Dark-Unknown Lighting	5	1.0%	6	0.6%	9	0.2%	9	0.1%	90	0.1%	119	0.1%
Missing Data	3	0.6%	11	1.1%	23	0.4%	72	0.6%	3,528	4.4%	3,637	3.7%
Total People	**483**	**100%**	**1,044**	**100%**	**5,166**	**100%**	**11,761**	**100%**	**81,016**	**100%**	**99,470**	**100%**

Weather

Table 27: Crashes and Crash Fatalities by Weather Condition, 2021 [23]

Weather	Frequency in Crashes		Frequency in Fatalities	
	Count	Percent	Count	Percent
Clear	34,791	83.8%	436	88.4%
Inclement	4,533	10.9%	45	9.1%
Cloudy	1,397	3.4%	17	3.4%
Raining	1,333	3.2%	12	2.4%
Snowing	629	1.5%	1	0.2%
Wind	606	1.5%	11	2.2%
Blowing Snow	179	0.4%	0	0.0%
Other	145	0.3%	0	0.0%
Sleet or Hail	74	0.2%	0	0.0%
Fog, Smog, Smoke	64	0.2%	3	0.6%
Freezing Rain or Freezing Drizzle	47	0.1%	1	0.2%
Blowing Sand, Soil, Dirt	34	0.1%	0	0.0%
Severe Crosswind	25	0.06%	0	0.0%
Missing Data	2,216	5.3%	12	2.4%
Total	**41,540**	**100%**	**493**	**100%**

Table 28: Crashes by Weather Condition, 2017 - 2021 [23]

Weather	Crashes									
	2017		2018		2019		2020		2021	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Clear	41,640	90.7%	41,442	88.6%	41,630	86.5%	31,953	86.8%	34,791	83.8%
Inclement	2,859	6.2%	3,307	7.1%	4,152	8.6%	3,293	8.9%	4,533	10.9%
Cloudy	-	-	-	-	-	-	380	1.0%	1,397	3.4%
Raining	1,772	3.9%	1,788	3.8%	2,044	4.2%	1,027	2.8%	1,333	3.2%
Snowing	432	0.9%	803	1.7%	1,301	2.7%	1,061	2.9%	629	1.5%
Wind	260	0.6%	339	0.7%	343	0.7%	285	0.8%	606	1.5%
Blowing Snow	-	-	-	-	-	-	176	0.5%	179	0.4%
Other	231	0.5%	220	0.5%	234	0.5%	151	0.4%	145	0.3%
Sleet or Hail	79	0.2%	85	0.2%	109	0.2%	54	0.1%	74	0.2%
Fog, Smog, Smoke	62	0.1%	63	0.1%	100	0.2%	100	0.3%	64	0.2%
Freezing Rain or Freezing Drizzle	-	-	-	-	-	-	31	0.1%	47	0.1%
Blowing Sand, Soil, Dirt	23	0.05%	9	0.02%	21	0.04%	15	0.04%	34	0.08%
Severe Crosswind	-	-	-	-	-	-	13	0.04%	25	0.06%
Missing Data	1,407	3.1%	2,037	4.4%	2,342	4.9%	1,551	4.2%	2,216	5.3%
Total	**45,906**	**100%**	**46,786**	**100%**	**48,124**	**100%**	**36,797**	**100%**	**41,540**	**100%**

[23] The method for tabulating this table was adjusted in 2021 due to the release of a new Uniform Crash Report. This is the number of times each weather condition was reported in a crash (or fatality). The total may be larger than the total number of crashes or people killed if 1) more than one weather condition was reported for a crash, or 2) the crash had more than one fatality. The options of "Blowing Snow", "Cloudy", "Freezing Rain or Freezing Drizzle", and "Severe Crosswind" were not available before 2020. The addition of options in 2020 decreases the use of previously available options.

Hazardous Material

- The number of crashes involving hazardous materials was 73, the second-lowest level in the past five years. (Table 29)
- 12.3 percent of vehicles containing hazardous materials in crashes had a spill (9 divided by 73). (Table 30)

Table 29: Hazardous Material Crashes, 2017 - 2021 [24]

Year	Hazardous Material Crashes	Total Crashes	Percent Hazardous Crashes
2017	81	45,906	**0.18%**
2018	89	46,786	**0.19%**
2019	104	48,124	**0.22%**
2020	60	36,555	**0.16%**
2021	73	40,769	**0.18%**

Table 30: Vehicles with Hazardous Materials in Crashes by Hazardous Material Type, 2021 [24]

Hazardous Material Type	Vehicles with Hazardous Materials in Crashes			
	No Spill	Spill	Missing Data	Total
1 - Explosives	-	-	-	-
2 - Gases	11	-	1	12
3 - Flammable Liquid or Combustible Liquid	33	4	2	39
4 - Flammable Solids	-	-	-	-
5 - Oxidizer or Organic Peroxide	2	1	-	3
6 - Poisonous (Toxic) or Infectious Substances	-	-	-	-
7 - Radioactive	1	-	-	1
8 - Corrosive	5	2	-	7
9 - Miscellaneous	3	2	-	5
10 - Dangerous	-	-	-	-
Missing Data	6	-	-	6
Total	**61**	**9**	**3**	**73**

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

Vehicles

Vehicle Type

- The vehicles most often in crashes were passenger vehicles (52.5 percent), pickup trucks (19.2 percent) and van/SUV/4WD (4-wheel drive) vehicles (16.2 percent). (Table 31)
- Five vehicle types (ATVs, heavy trucks, motorcycles, pedestrians, and pedalcycles) are more likely to result in a fatal crash. ATVs were only 0.2 percent of all vehicle types in crashes but 1.0 percent of vehicle types in fatal crashes. Heavy trucks were only 4.5 percent of all vehicle types in crashes but 10.8 percent of vehicle types in fatal crashes. Motorcycles were only 1.3 percent of all vehicle types in crashes but 7.6 percent of vehicles in fatal crashes. Pedestrians were only 0.8 percent of all vehicles in crashes but 13.9 percent of vehicle types in fatal crashes. Pedalcycles were only 0.3 percent of all vehicles in crashes but 0.8 percent of vehicles in fatal crashes. (Table 31)
- 83.9 percent of people on motorcycles in crashes were injured or killed. (Table 32)
- 94.2 percent of all pedestrians in crashes were either injured or killed. (Table 32)
- 89.8 percent of all pedalcyclists in crashes were either injured or killed. (Table 32)

Table 31: Vehicles in Crashes by Vehicle Type and Crash Severity, 2021 [25]

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	**662**	**85.1%**	**23,151**	**96.2%**	**47,284**	**93.9%**	**71,097**	**94.5%**
Passenger Cars	214	27.5%	13,524	56.2%	25,757	51.1%	39,495	52.5%
Pickups	145	18.6%	4,206	17.5%	10,072	20.0%	14,423	19.2%
Vans/SUVs/4WDs	151	19.4%	3,560	14.8%	8,452	16.8%	12,163	16.2%
Semis/Heavy Trucks	84	10.8%	862	3.6%	2,472	4.9%	3,418	4.5%
Motorcycles/Mopeds	59	7.6%	782	3.2%	130	0.3%	971	1.3%
Buses	0	0.0%	61	0.3%	246	0.5%	307	0.4%
Other Vehicles	1	0.1%	33	0.1%	131	0.3%	165	0.2%
ATVs	8	1.0%	123	0.5%	24	0.0%	155	0.2%
Non-Motorized Vehicles	**114**	**14.7%**	**652**	**2.7%**	**50**	**0.1%**	**816**	**1.1%**
Pedestrians, All	108	13.9%	439	1.8%	26	0.1%	573	0.8%
Pedalcycles	6	0.8%	213	0.9%	24	0.0%	243	0.3%
Missing Data	2	0.3%	261	1.1%	3,044	6.0%	3,307	4.4%
Total Vehicles	**778**	**100%**	**24,064**	**100%**	**50,378**	**100%**	**75,220**	**100%**

[25] 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, 2021 [26]

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	**372**	**0.4%**	**931**	**1.0%**	**4,832**	**5.1%**	**11,535**	**12.1%**	**77,577**	**81.4%**	**95,247**	**100%**
Passenger Cars	116	0.2%	399	0.8%	2,631	5.0%	7,456	14.1%	42,302	80.0%	52,904	100%
Pickups	82	0.4%	162	0.9%	695	3.8%	1,750	9.4%	15,833	85.5%	18,522	100%
Vans/SUVs/4WDs	89	0.5%	165	0.9%	702	4.0%	1,934	11.0%	14,681	83.6%	17,571	100%
Semis/Heavy Trucks	21	0.5%	29	0.7%	150	3.8%	178	4.5%	3,599	90.5%	3,977	100%
Motorcycles/Mopeds	55	5.3%	141	13.5%	536	51.4%	142	13.6%	168	16.1%	1,042	100%
Buses	0	0.0%	3	0.4%	3	0.4%	28	4.0%	672	95.2%	706	100%
ATVs	7	2.5%	31	11.2%	109	39.5%	38	13.8%	91	33.0%	276	100%
Other Vehicles	2	0.8%	1	0.4%	6	2.4%	9	3.6%	231	92.8%	249	100%
Non-Motorized Vehicles	**111**	**13.6%**	**111**	**13.6%**	**327**	**40.0%**	**210**	**25.7%**	**58**	**7.1%**	**817**	**100%**
Pedestrians, All	105	18.3%	89	15.5%	213	37.2%	133	23.2%	33	5.8%	573	100%
Pedalcycles	6	2.5%	22	9.0%	114	46.7%	77	31.6%	25	10.2%	244	100%
Missing Data	0	0.0%	2	0.1%	7	0.2%	16	0.5%	3,381	99.3%	3,406	100%
Total Vehicles	**483**	**0.5%**	**1,044**	**1.0%**	**5,166**	**5.2%**	**11,761**	**11.8%**	**81,016**	**81.4%**	**99,470**	**100%**

Table 33: Crashes by Number of Vehicles Involved and Crash Severity, 2021 [26]

Number of Vehicles Involved	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	150	35.0%	2,554	20.6%	6,964	24.9%	9,668	23.7%
2	226	52.7%	8,436	68.0%	19,726	70.6%	28,388	69.6%
3	40	9.3%	1,121	9.0%	1,074	3.8%	2,235	5.5%
4+	13	3.0%	293	2.4%	172	0.6%	478	1.2%
Total Crashes	**429**	**100%**	**12,404**	**100%**	**27,936**	**100%**	**40,769**	**100%**

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

Vehicle Actions

- The most common vehicle action in a crash was going straight (52.0 percent). (Table 34)
- Over twice as many vehicle actions in a crash occurred during a left turn (7,602 vehicle actions), compared with during a right turn (3,101 vehicle actions). Further, over six 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, 2021 [27]

Vehicle Actions	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	542	60.6%	15,947	58.1%	28,164	49.0%	44,653	52.0%
Left Turn	49	5.5%	2,840	10.3%	4,713	8.2%	7,602	8.9%
Stopped for Sign or Signal	6	0.7%	1,443	5.3%	2,782	4.8%	4,231	4.9%
Stopped for Traffic	12	1.3%	1,210	4.4%	2,199	3.8%	3,421	4.0%
Right Turn	8	0.9%	741	2.7%	2,352	4.1%	3,101	3.6%
Parked	21	2.3%	428	1.6%	1,986	3.5%	2,435	2.8%
Slowing	15	1.7%	879	3.2%	1,484	2.6%	2,378	2.8%
Other	59	6.6%	679	2.5%	1,504	2.6%	2,242	2.6%
Changing Lanes	9	1.0%	424	1.5%	1,146	2.0%	1,579	1.8%
Entering Traffic Lane	12	1.3%	398	1.4%	781	1.4%	1,191	1.4%
Backing	3	0.3%	97	0.4%	1,045	1.8%	1,145	1.3%
Overtaking or Passing	15	1.7%	197	0.7%	732	1.3%	944	1.1%
Stopped in Traffic	10	1.1%	264	1.0%	441	0.8%	715	0.8%
Negotiating a Curve	29	3.2%	211	0.8%	407	0.7%	647	0.8%
Start in Traffic Lane	0	0.0%	158	0.6%	483	0.8%	641	0.7%
Unknown	19	2.1%	165	0.6%	353	0.6%	537	0.6%
U-Turn	3	0.3%	146	0.5%	350	0.6%	499	0.6%
Leaving Traffic Lane	15	1.7%	138	0.5%	257	0.4%	410	0.5%
Overcorrecting/Oversteering	15	1.7%	136	0.5%	204	0.4%	355	0.4%
Reckless/Aggressive Manner	5	0.6%	137	0.5%	177	0.3%	319	0.4%
Start From Park	1	0.1%	67	0.2%	217	0.4%	285	0.3%
Ran Red Light	3	0.3%	122	0.4%	116	0.2%	241	0.3%
Wrong Way	5	0.6%	78	0.3%	74	0.1%	157	0.2%
Missing Data	39	4.4%	562	2.0%	5,509	9.6%	6,110	7.1%
Total Vehicle Actions	**895**	**100%**	**27,467**	**100%**	**57,476**	**100%**	**85,838**	**100%**

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

Motorcycles

In this report, the term "motorcycles" excludes all-terrain vehicles (ATVs).[28]

- Motorcycles were involved in 2.3 percent of all crashes and 13.1 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 5.3 percent, whereas the percentage of all people in crashes who were killed was 0.5 percent. (Table 36, Table 2)
- 9.5 percent of all unhelmeted motorcyclists in crashes were killed, compared with 4.8 percent of helmeted motorcyclists. (Table 37)
- Of motorcyclists in crashes, 35.4 percent were reported on the UCR form as not wearing a helmet. However, helmet-use data were missing for 25.0 percent of motorcyclists in crashes. (Table 38)
- Among motorcycles in fatal crashes, Under the Influence of Alcohol or Drugs were the most prevalent contributing factors, with 32.8 percent combined, followed by Excessive Speeding, with 16.0 percent. (Table 39)
- The crash rates of motorcycle drivers in crashes, based on either registered motorcycles or licensed motorcycle operators, rose in 2021. (Table 40)
- Male motorcyclists in crashes outnumbered females at a ratio of 6.7 to 1. The discrepancy was largest for ages 60-64. (Table 41)

Table 35: Crashes by Motorcycle Involvement and Crash Severity, 2021 [28]

Motorcycle Involvement	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Involved	56	13.1%	753	6.1%	127	0.5%	936	2.3%
Not Involved	373	86.9%	11,651	93.9%	27,809	99.5%	39,833	97.7%
Total Crashes	**429**	**100%**	**12,404**	**100%**	**27,936**	**100%**	**40,769**	**100%**

[28] 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, 2017 - 2021 [28] [29]

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
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%
2021	55	5.3%	141	13.5%	536	51.4%	142	13.6%	168	16.1%	1,042	100%

Table 37: Motorcyclist (Driver & Passenger) Helmet Use by Severity of Injury, 2021 [28]

Severity of Injury	Injury Class	Helmet Worn?						Total Motorcyclists	
		No		Yes		Missing Data			
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Fatalties	K	35	9.5%	20	4.8%	0	0.0%	55	5%
Suspected Serious Injuries	A	66	17.9%	46	11.1%	29	11.2%	141	14%
Suspected Minor Injuries	B	212	57.5%	208	50.4%	116	44.6%	536	51%
Possible Injuries	C	37	10.0%	73	17.7%	32	12.3%	142	14%
No Apparent Injuries	O	19	5.1%	66	16.0%	83	31.9%	168	16%
Total Motorcyclists		**369**	**100%**	**413**	**100%**	**260**	**100%**	**1,042**	**100%**

Table 38: Motorcyclist (Driver & Passenger) Helmet Use, 2017 - 2021 [28]

Year	Helmet Worn?						Total Motorcyclists in Crashes	
	No		Yes		Missing Data			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2021	369	35.4%	413	39.6%	260	25.0%	1,042	100%

[29] 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, 2021 [28] [30]

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	**101**	**84.9%**	**669**	**61.7%**	**85**	**50.3%**	**855**	**62.3%**
Driver Inattention	12	10.1%	168	15.5%	23	13.6%	203	14.8%
Excessive Speed	19	16.0%	113	10.4%	14	8.3%	146	10.6%
Other Improper Driving	11	9.2%	101	9.3%	9	5.3%	121	8.8%
Avoid No Contact Vehicle	3	2.5%	48	4.4%	5	3.0%	56	4.1%
Speed Too Fast For Conditions	3	2.5%	42	3.9%	8	4.7%	53	3.9%
Under the Influence Of Alcohol	15	12.6%	33	3.0%	0	-	48	3.5%
Following Too Closely	1	0.8%	41	3.8%	4	2.4%	46	3.4%
Failed to Yield Right of Way	1	0.8%	27	2.5%	5	3.0%	33	2.4%
Under the Influence Of Drugs	24	20.2%	2	0.2%	0	-	26	1.9%
Improper Overtaking	1	0.8%	20	1.8%	3	1.8%	24	1.7%
Avoid No Contact Other	0	-	17	1.6%	2	1.2%	19	1.4%
Disregarded Traffic Signal	2	1.7%	14	1.3%	3	1.8%	19	1.4%
Made Improper Turn	1	0.8%	14	1.3%	3	1.8%	18	1.3%
Drove Left of Center	3	2.5%	10	0.9%	1	0.6%	14	1.0%
Improper Lane Change	1	0.8%	7	0.6%	1	0.6%	9	0.7%
Driver Distracted by Other Activity	1	0.8%	4	0.4%	2	1.2%	7	0.5%
Passed Stop Sign	1	0.8%	4	0.4%	0	-	5	0.4%
Vehicle Skidded Before Braking	0	-	3	0.3%	2	1.2%	5	0.4%
Cell Phone	1	0.8%	0	-	0	-	1	0.1%
Driverless Moving Vehicle	0	-	1	0.1%	0	-	1	0.1%
Pedestrian Error	1	0.8%	0	-	0	-	1	0.1%
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	-
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 Backing	0	-	0	-	0	-	0	-
Vehicle	**4**	**3.4%**	**48**	**4.4%**	**7**	**4.1%**	**59**	**4.3%**
Other Mechanical Defect	2	1.7%	18	1.7%	3	1.8%	23	1.7%
Lights (Head, Signal, Tail)	1	0.8%	7	0.6%	2	1.2%	10	0.7%
Defective Steering	0	-	8	0.7%	0	-	8	0.6%
Inadequate Brakes	0	-	8	0.7%	0	-	8	0.6%
Defective Tires	1	0.8%	5	0.5%	1	0.6%	7	0.5%
Wheels	0	-	2	0.2%	1	0.6%	3	0.2%
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	**2**	**1.7%**	**81**	**7.5%**	**6**	**3.6%**	**89**	**6.5%**
Animal(s) In Roadway	1	0.8%	14	1.3%	1	0.6%	16	1.2%
Road Surface Conditions	0	-	15	1.4%	1	0.6%	16	1.2%
Debris	1	0.8%	13	1.2%	1	0.6%	15	1.1%
Road Defect	0	-	9	0.8%	1	0.6%	10	0.7%
Other Visual Obstruction(s)	0	-	8	0.7%	0	-	8	0.6%
Weather Conditions	0	-	7	0.6%	1	0.6%	8	0.6%
Obstruction in Road	0	-	6	0.6%	0	-	6	0.4%
Traffic Congestion	0	-	5	0.5%	1	0.6%	6	0.4%
Low Visibility Due to Glare	0	-	3	0.3%	0	-	3	0.2%
Backup - Prior Incident	0	-	1	0.1%	0	-	1	0.1%
Backup - Prior Crash	0	-	0	-	0	-	0	-
Low Visibility Due to Smoke	0	-	0	-	0	-	0	-
Traffic Control Missing	0	-	0	-	0	-	0	-
Other	**12**	**10.1%**	**286**	**26.4%**	**71**	**42.0%**	**369**	**26.9%**
Other - No Driver Error	9	7.6%	253	23.3%	42	24.9%	304	22.2%
None	3	2.5%	26	2.4%	14	8.3%	43	3.1%
Missing Data	0	-	7	0.6%	15	8.9%	22	1.6%
Total Contributing Factors	**119**	**100.0%**	**1,084**	**100.0%**	**169**	**100.0%**	**1,372**	**100.0%**

[30] 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, 2017 - 2021 [28] [31]

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)
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
2021	971	56,494	119,288	17.2	8.1

Table 41: Motorcyclists in Crashes by Age Group and Sex, 2021 [28] [32]

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%	1	0.8%	0	0.0%	1	0.1%	-
5-9	3	0.3%	0	0.0%	0	0.0%	3	0.3%	-
10-14	16	1.8%	5	3.8%	0	0.0%	21	2.0%	**3.2**
15-19	54	6.1%	6	4.5%	0	0.0%	60	5.8%	**9.0**
20-24	117	13.2%	10	7.6%	0	0.0%	127	12.2%	**11.7**
25-29	114	12.9%	15	11.4%	1	4.0%	130	12.5%	**7.6**
30-34	95	10.7%	11	8.3%	0	0.0%	106	10.2%	**8.6**
35-39	73	8.2%	12	9.1%	0	0.0%	85	8.2%	**6.1**
40-44	80	9.0%	14	10.6%	0	0.0%	94	9.0%	**5.7**
45-49	68	7.7%	20	15.2%	0	0.0%	88	8.4%	**3.4**
50-54	80	9.0%	14	10.6%	0	0.0%	94	9.0%	**5.7**
55-59	54	6.1%	12	9.1%	0	0.0%	66	6.3%	**4.5**
60-64	52	5.9%	2	1.5%	0	0.0%	54	5.2%	**26.0**
65-69	34	3.8%	5	3.8%	0	0.0%	39	3.7%	**6.8**
70-74	16	1.8%	1	0.8%	0	0.0%	17	1.6%	**16.0**
75 +	17	1.9%	0	0.0%	0	0.0%	17	1.6%	-
Missing Data	12	1.4%	4	3.0%	24	96%	40	3.8%	**3.0**
Total	**885**	**100%**	**132**	**100%**	**25**	**100%**	**1,042**	**100%**	**6.7**

[31] 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. A dash is used when the number of registered motorcycles in NM for the most recent year is not yet available at time of publication.

[32] 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 7.2 percent of crashes but 17.6 percent of fatalities. (Table 42)
- Fatalities in heavy truck-involved crashes rose to 85, the highest level in over a decade. (Table 42 and previous Annual Crash Reports)
- Heavy-truck crashes, as a percentage of all crashes, remains high, at 7.2 percent, compared to pre-COVID levels. (Table 42)

Table 42: Crashes and Fatalities by Heavy Truck Involvement, 2017 - 2021

Year	Heavy Truck-involved Crashes		Heavy Truck-involved Fatalities		Total Crashes	Total Fatalities
	Crashes	Percent of Total Crashes	Fatalities	Percent of Total Fatalities		
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
2021	2,941	**7.2%**	85	**17.6%**	40,769	483

Table 43: People in Heavy Truck-involved Crashes by Severity of Injury, 2021

Severity of Injury	Injury Class	People in Heavy Truck-involved Crashes	
		Count	Percent
Fatalities	K	85	1.2%
Suspected Serious Injuries	A	87	1.3%
Suspected Minor Injuries	B	345	5.0%
Possible Injuries	C	545	7.8%
No Apparent Injuries	O	5,881	84.7%
Total People		**6,943**	**100%**

Pedestrians

- Pedestrian fatalities rose to 105, the highest level 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 24.2 percent of all fatal crashes, and pedestrian fatalities represented 21.7 percent of all fatalities. (Table 44)
- 15.4 percent of all pedestrians in crashes were under the influence of alcohol. (Table 45)
- 37.1 percent of pedestrians killed in crashes were under the influence of alcohol, a large decline compared to pre-COVID levels. (Table 46)
- Although only 23.2 percent of pedestrian crashes occurred in dark, not lighted, conditions, these crashes resulted in 46.7 percent of pedestrian fatalities. (Table 48)
- In 2021, 18.3 percent of all pedestrians in crashes were killed. (Table 51)
- The male-to-female ratio of all pedestrians in crashes is 1.9 to 1; however, among alcohol-involved pedestrians in crashes, males outnumber females, with a ratio of 5.3 to 1. (Table 52, Table 53)
- 47.6 percent of all pedestrian fatalities were in Bernalillo County. (Table 95)

Table 44: Crashes, Fatal Crashes, and Fatalities by Pedestrian Involvement, 2017 - 2021 [33]

Year	Crashes			Fatal Crashes			Fatalities		
	Pedestrian-involved	Total Crashes	Percent of Total Crashes	Pedestrian-involved	Total Fatal Crashes	Percent of Fatal Crashes	Pedestrian Fatalities	Total Fatalities	Percent of Total Fatalities
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%
2021	547	40,769	1.3%	104	429	24.2%	105	483	21.7%

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

Table 45: Pedestrians in Crashes by Alcohol Involvement, 2017 - 2021 [34]

Year	All Pedestrians in Crashes					
	Alcohol-involved		Not Alcohol-involved		All Pedestrians	
	Count	Percent	Count	Percent	Count	Percent
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%
2021	88	15.4%	485	84.6%	573	100%

Table 46: Pedestrian Fatalities in Crashes by Alcohol Involvement, 2017 - 2021 [34]

Year	Pedestrian Fatalities in Crashes		
	Alcohol-involved Pedestrian Fatalities	All Pedestrian Fatalities	Percent Alcohol-involved
2017	41	79	51.9%
2018	42	84	50.0%
2019	48	83	57.8%
2020	30	81	37.0%
2021	39	105	37.1%

Table 47: Alcohol-involved Pedestrians in Crashes by Severity of Injury, 2017 - 2021 [34]

Year	Alcohol-involved 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 Killed
2017	41	24	32	23	2	122	33.6%
2018	42	20	27	16	3	108	38.9%
2019	48	15	35	25	7	130	36.9%
2020	30	17	25	11	2	85	35.3%
2021	39	12	26	11	0	88	44.3%

[34] 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, 2021 [35]

Light Condition	Pedestrian Fatalities		Total Fatalities		Pedestrian-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent
Daylight	19	18.1%	234	48.4%	234	42.8%
Dark-Lighted	31	29.5%	72	14.9%	155	28.3%
Dark-Not Lighted	49	46.7%	140	29.0%	127	23.2%
Dusk	2	1.9%	12	2.5%	16	2.9%
Dawn	3	2.9%	15	3.1%	9	1.6%
Dark-Unknown Lighting	1	1.0%	5	1.0%	3	0.5%
Other	0	0.0%	2	0.4%	1	0.2%
Unknown or Not Reported	0	0.0%	0	0.0%	0	0.0%
Missing Data	0	0.0%	3	0.6%	2	0.4%
Total	**105**	**100%**	**483**	**100%**	**547**	**100%**

Table 49: Pedestrians in Crashes by Age Group and Severity of Injury, 2021 [36]

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
1-4	1	1	0	0	1	3	**0.5%**
5-9	2	0	3	0	1	6	**1.0%**
10-14	0	3	10	5	4	22	**3.8%**
15-19	1	8	16	8	0	33	**5.8%**
20-24	5	6	19	14	2	46	**8.0%**
25-29	10	11	19	18	2	60	**10.5%**
30-34	16	10	25	15	2	68	**11.9%**
35-39	12	11	27	13	0	63	**11.0%**
40-44	8	5	15	4	1	33	**5.8%**
45-49	10	5	14	9	2	40	**7.0%**
50-54	6	6	10	14	2	38	**6.6%**
55-59	19	6	11	8	2	46	**8.0%**
60-64	5	5	15	8	0	33	**5.8%**
65-69	5	1	7	4	1	18	**3.1%**
70-74	3	1	7	3	1	15	**2.6%**
75 +	2	1	8	4	2	17	**3.0%**
Missing Data	0	9	7	6	10	32	**5.6%**
Total People	**105**	**89**	**213**	**133**	**33**	**573**	**100%**

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

[36] Numbers are shaded such that darker shading identifies higher numbers. See Page 121 for severity of injury to pedestrians in crashes by county.

Table 50: Contributing Factors in Pedestrian-involved Crashes by Crash Severity, 2021 [37]

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	**253**	**71.5%**	**634**	**59.1%**	**27**	**50.0%**	**914**	**61.7%**
Pedestrian Error	66	18.6%	185	17.2%	13	24.1%	264	17.8%
Driver Inattention	31	8.8%	152	14.2%	6	11.1%	189	12.8%
Under the Influence Of Alcohol	41	11.6%	60	5.6%	0	-	101	6.8%
Failed to Yield Right of Way	11	3.1%	72	6.7%	1	1.9%	84	5.7%
Other Improper Driving	18	5.1%	53	4.9%	3	5.6%	74	5.0%
Under the Influence Of Drugs	55	15.5%	9	0.8%	0	-	64	4.3%
Excessive Speed	6	1.7%	17	1.6%	0	-	23	1.6%
Avoid No Contact Other	8	2.3%	11	1.0%	1	1.9%	20	1.4%
Driver Distracted by Other Activity	5	1.4%	11	1.0%	0	-	16	1.1%
Disregarded Traffic Signal	0	-	12	1.1%	2	3.7%	14	0.9%
Avoid No Contact Vehicle	3	0.8%	8	0.7%	0	-	11	0.7%
Speed Too Fast For Conditions	3	0.8%	7	0.7%	0	-	10	0.7%
Driverless Moving Vehicle	3	0.8%	5	0.5%	0	-	8	0.5%
Made Improper Turn	0	-	5	0.5%	0	-	5	0.3%
Cell Phone	0	-	4	0.4%	0	-	4	0.3%
Drove Left of Center	2	0.6%	2	0.2%	0	-	4	0.3%
Passed Stop Sign	0	-	4	0.4%	0	-	4	0.3%
Driver Distracted By Texting	0	-	3	0.3%	0	-	3	0.2%
Driver Distracted by Passenger	0	-	2	0.2%	0	-	2	0.1%
Driver Distracted by Talking on Cell Phone	0	-	2	0.2%	0	-	2	0.1%
Failed to Yield For Emer. Vehicle	0	-	2	0.2%	0	-	2	0.1%
Failed to Yield For Police Vehicle	0	-	2	0.2%	0	-	2	0.1%
Improper Backing	0	-	2	0.2%	0	-	2	0.1%
Improper Lane Change	0	-	2	0.2%	0	-	2	0.1%
Driver Distracted by Talking on Hands-Free Device	0	-	1	0.1%	0	-	1	0.1%
Following Too Closely	1	0.3%	0	-	0	-	1	0.1%
Improper Overtaking	0	-	1	0.09%	0	-	1	0.07%
Vehicle Skidded Before Braking	0	-	0	-	1	1.85%	1	0.07%
High-Speed Pursuit	0	-	0	-	0	-	0	-
Vehicle	**2**	**0.6%**	**6**	**0.6%**	**0**	**0.0%**	**8**	**0.5%**
Other Mechanical Defect	0	-	3	0.3%	0	-	3	0.2%
Windows/Windshield	1	0.3%	1	0.1%	0	-	2	0.1%
Lights (Head, Signal, Tail)	1	0.3%	0	-	0	-	1	0.1%
Wheels	0	-	1	0.1%	0	-	1	0.1%
Wipers	0	-	1	0.1%	0	-	1	0.1%
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	-
Inadequate Brakes	0	-	0	-	0	-	0	-
Mirrors	0	-	0	-	0	-	0	-
Suspension	0	-	0	-	0	-	0	-
Environment	**8**	**2.3%**	**33**	**3.1%**	**0**	**0.0%**	**41**	**2.8%**
Other Visual Obstruction(s)	1	0.3%	15	1.4%	0	-	16	1.1%
Low Visibility Due to Glare	1	0.3%	8	0.7%	0	-	9	0.6%
Obstruction in Road	0	-	4	0.4%	0	-	4	0.3%
Weather Conditions	1	0.3%	2	0.2%	0	-	3	0.2%
Animal(s) In Roadway	2	0.6%	0	-	0	-	2	0.1%
Road Surface Conditions	0	-	2	0.2%	0	-	2	0.1%
Traffic Congestion	1	0.3%	1	0.1%	0	-	2	0.1%
Backup - Prior Crash	1	0.3%	0	-	0	-	1	0.1%
Backup - Prior Incident	1	0.3%	0	-	0	-	1	0.1%
Debris	0	-	1	0.1%	0	-	1	0.07%
Low Visibility Due to Smoke	0	-	0	-	0	-	0	-
Road Defect	0	-	0	-	0	-	0	-
Traffic Control Missing	0	-	0	-	0	-	0	-
Other	**91**	**25.7%**	**400**	**37.3%**	**27**	**50.0%**	**518**	**35.0%**
Other - No Driver Error	63	17.8%	299	27.9%	18	33.3%	380	25.7%
Missing Data	12	3.4%	64	6.0%	5	9.3%	81	5.5%
None	16	4.5%	37	3.4%	4	7.4%	57	3.8%
Total Contributing Factors	**354**	**100%**	**1,073**	**100%**	**54**	**100%**	**1,481**	**100%**

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

Table 51: Severity of Injuries to Pedestrians in Crashes, 2017 - 2021

Severity of Injuries	Injury Class	All Pedestrians in Crashes					Percent of 2021 All Pedestrians
		2017	2018	2019	2020	2021	
Fatalities	K	79	84	83	81	105	**18.3%**
Suspected Serious Injuries	A	95	92	95	66	89	**15.5%**
Suspected Minor Injuries	B	209	218	231	187	213	**37.2%**
Possible Injuries	C	193	188	195	121	133	**23.2%**
No Apparent Injuries	O	44	69	57	40	33	**5.8%**
Total Pedestrians		**620**	**651**	**661**	**495**	**573**	**100%**

Table 52: Pedestrians in Crashes by Sex, 2017 - 2021

Year	All Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
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**
2021	370	64.6%	195	34.0%	8	1.4%	573	100%	**1.9**

Table 53: Alcohol-involved Pedestrians in Crashes by Age Group and Sex, 2021 [32] [34]

Age Group	Alcohol-involved Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	2	2.7%	0	0.0%	0	0.0%	2	2.3%	-
20-24	8	10.8%	3	21.4%	0	0.0%	11	12.5%	**2.7**
25-29	7	9.5%	2	14.3%	0	0.0%	9	10.2%	**3.5**
30-34	14	18.9%	2	14.3%	0	0.0%	16	18.2%	**7.0**
35-39	6	8.1%	1	7.1%	0	0.0%	7	8.0%	**6.0**
40-44	5	6.8%	4	28.6%	0	0.0%	9	10.2%	**1.3**
45-49	7	9.5%	1	7.1%	0	0.0%	8	9.1%	**7.0**
50-54	6	8.1%	0	0.0%	0	0.0%	6	6.8%	-
55-59	11	14.9%	1	7.1%	0	0.0%	12	13.6%	**11.0**
60-64	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
65-69	4	5.4%	0	0.0%	0	0.0%	4	4.5%	-
70-74	1	1.4%	0	0.0%	0	0.0%	1	1.1%	-
75 +	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	3	4.1%	0	0.0%	0	0.0%	3	3.4%	-
Total	**74**	**100%**	**14**	**100%**	**0**	**0%**	**88**	**100%**	**5.3**

Pedalcycles (Bicycles)

- Less than 1 percent of all crashes involved a pedalcycle. (Table 54)
- The total number of pedalcyclists in crashes has declined two years in a row, to 244; the previous three years all had levels above 370. (Table 55)
- Pedalcyclist fatalities have declined three years in a row, to 6. (Table 55)
- Alcohol-involved pedalcyclists were 1.6 percent of all pedalcycle operators in crashes. (Table 58)
- For pedalcyclists in crashes, males outnumbered females at a ratio of 4.4 to 1. (Table 59)
- Pedalcyclists in the 25-29 age group were the largest portion, at 11.5 percent. (Table 60)
- Driver Inattention and Failed to Yield Right of Way together account for 33.4 percent of contributing factors in pedalcycle-involved crashes. (Table 61)

Table 54: Crashes by Pedalcycle Involvement, 2021 [38]

Pedalcycle Involvement	Crashes	
	Count	Percent
Pedalcycle Involved	241	0.6%
Pedalcycle Not Involved	40,528	99.4%
Total Crashes	**40,769**	**100%**

Table 55: Severity of Injuries to Pedalcyclists in Crashes, 2017 - 2021

Severity of Injuries	Injury Class	All Pedalcyclists in Crashes					Percent of All 2021 Pedalcyclists in Crashes
		2017	2018	2019	2020	2021	
Fatalities	K	2	11	9	8	6	2.5%
Suspected Serious Injuries	A	21	18	22	26	22	9.0%
Suspected Minor Injuries	B	186	174	174	105	114	46.7%
Possible Injuries	C	134	123	133	90	77	31.6%
No Apparent Injuries	O	42	45	36	37	25	10.2%
Total Pedalcyclists		**385**	**371**	**374**	**266**	**244**	**100%**

[38] A pedalcycle-involved crash can involve one or more pedalcyclists. See Page 90 for pedalcycle-involved crashes by each hour of the day.

Table 56: Pedalcycle-involved Crashes by Light Condition, 2021 [38]

Light Condition	Pedalcycle-involved Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	3	50.0%	178	73.9%
Dark-Lighted	1	16.7%	29	12.0%
Dark-Not Lighted	2	33.3%	16	6.6%
Dusk	0	0.0%	12	5.0%
Dawn	0	0.0%	3	1.2%
Other	0	0.0%	0	0.0%
Dark-Unknown Lighting	0	0.0%	0	0.0%
Unknown or Not Reported	0	0.0%	0	0.0%
Missing Data	0	0.0%	3	1.2%
Total Crashes	**6**	**100%**	**241**	**100%**

Table 57: Pedalcycle Crashes by Alcohol Involvement, 2017 - 2021 [38] [39]

Year	Alcohol-involved Pedalcycle Crashes	Total Pedalcycle Crashes	Percent Alcohol-involved
2017	19	379	5.0%
2018	9	366	2.5%
2019	14	370	3.8%
2020	10	261	3.8%
2021	5	241	2.1%

Table 58: Pedalcycle Operators in Crashes by Alcohol Involvement, 2017 - 2021 [40]

Year	Pedalcycle Operators in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total	
	Count	Percent	Count	Percent	Count	Percent
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%
2021	4	1.6%	239	98.4%	243	100%

[39] 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.

[40] 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, 2017 - 2021

Year	All Pedalcyclists in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
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**
2021	199	81.6%	45	18.4%	0	0.0%	244	100%	**4.4**

Table 60: Pedalcyclists in Crashes by Age Group and Severity of Injury, 2021 [41]

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
1-4	1	0	0	0	1	2	**0.8%**
5-9	0	2	4	1	0	7	**2.9%**
10-14	1	1	7	4	3	16	**6.6%**
15-19	1	2	11	8	1	23	**9.4%**
20-24	0	1	9	6	1	17	**7.0%**
25-29	0	3	18	6	1	28	**11.5%**
30-34	1	2	7	6	0	16	**6.6%**
35-39	0	0	6	8	3	17	**7.0%**
40-44	0	3	7	7	1	18	**7.4%**
45-49	0	1	8	4	1	14	**5.7%**
50-54	0	2	6	8	1	17	**7.0%**
55-59	0	0	11	6	2	19	**7.8%**
60-64	1	3	7	5	3	19	**7.8%**
65-69	1	0	3	7	1	12	**4.9%**
70-74	0	1	8	1	1	11	**4.5%**
75 +	0	1	0	0	0	1	**0.4%**
Missing Data	0	0	2	0	5	7	**2.9%**
Total People	**6**	**22**	**114**	**77**	**25**	**244**	**100%**

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

Vehicles – Pedalcycles

Table 61: Contributing Factors in Pedalcycle-involved Crashes by Crash Severity, 2021 [42]

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**	**66.7%**	**294**	**58.1%**	**34**	**52.3%**	**342**	**57.8%**
Driver Inattention	2	9.5%	119	23.5%	8	12.3%	129	21.8%
Failed to Yield Right of Way	1	4.8%	61	12.1%	7	10.8%	69	11.7%
Other Improper Driving	3	14.3%	32	6.3%	4	6.2%	39	6.6%
Avoid No Contact Other	0	-	12	2.4%	1	1.5%	13	2.2%
Pedestrian Error	1	4.8%	9	1.8%	3	4.6%	13	2.2%
Disregarded Traffic Signal	2	9.5%	9	1.8%	1	1.5%	12	2.0%
Passed Stop Sign	2	9.5%	5	1.0%	3	4.6%	10	1.7%
Made Improper Turn	0	-	7	1.4%	1	1.5%	8	1.4%
Avoid No Contact Vehicle	1	4.8%	5	1.0%	1	1.5%	7	1.2%
Excessive Speed	0	-	6	1.2%	0	-	6	1.0%
Driver Distracted by Other Activity	0	-	5	1.0%	0	-	5	0.8%
Drove Left of Center	0	-	3	0.6%	2	3.1%	5	0.8%
Under the Influence Of Alcohol	0	-	4	0.8%	1	1.5%	5	0.8%
Under the Influence Of Drugs	2	9.5%	3	0.6%	0	-	5	0.8%
Cell Phone	0	-	3	0.6%	1	1.5%	4	0.7%
Improper Lane Change	0	-	4	0.8%	0	-	4	0.7%
Speed Too Fast For Conditions	0	-	3	0.6%	0	-	3	0.5%
Improper Overtaking	0	-	2	0.4%	0	-	2	0.3%
Driver Distracted by Talking on Cell Phone	0	-	1	0.2%	0	-	1	0.2%
Following Too Closely	0	-	0	-	1	1.5%	1	0.2%
Improper Backing	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 Hands-Free Device	0	-	0	-	0	-	0	-
Driverless Moving Vehicle	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	-
Vehicle Skidded Before Braking	0	-	0	-	0	-	0	-
Vehicle	**1**	**4.8%**	**8**	**1.6%**	**1**	**1.5%**	**10**	**1.7%**
Lights (Head, Signal, Tail)	1	4.8%	4	0.8%	0	-	5	0.8%
Inadequate Brakes	0	-	2	0.4%	1	1.5%	3	0.5%
Other Mechanical Defect	0	-	2	0.4%	0	-	2	0.3%
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	-
Windows/Windshield	0	-	0	-	0	-	0	-
Wipers	0	-	0	-	0	-	0	-
Environment	**0**	**0.0%**	**12**	**2.4%**	**2**	**3.1%**	**14**	**2.4%**
Obstruction in Road	0	-	4	0.8%	1	1.5%	5	0.8%
Low Visibility Due to Glare	0	-	4	0.8%	0	-	4	0.7%
Other Visual Obstruction(s)	0	-	3	0.6%	1	1.5%	4	0.7%
Backup - Prior Crash	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	-
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	**6**	**28.6%**	**192**	**37.9%**	**28**	**43.1%**	**226**	**38.2%**
Other - No Driver Error	6	28.6%	150	29.6%	19	29.2%	175	29.6%
Missing Data	0	-	30	5.9%	6	9.2%	36	6.1%
None	0	-	12	2.4%	3	4.6%	15	2.5%
Total Contributing Factors	**21**	**100%**	**506**	**100%**	**65**	**100%**	**592**	**100%**

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

Behavior and Demographics

Alcohol

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

- The number of alcohol-involved crashes rose from 2,020 to 2,150. Alcohol-involved crashes as a percentage of total crashes remained elevated at 5.3 percent compared to pre-COVID levels. (Table 62)
- The percentage of alcohol-involved crashes that were fatal increased to 7.3 percent, the highest percentage in five years. (Table 63)
- The number of fatalities in alcohol-involved crashes increased to 178, the highest level in over a decade. (Table 64 and previous Annual Crash Reports)
- Based on population or vehicle miles traveled, the rate for fatalities in alcohol-involved crashes rose to their highest level in the last five years. (Table 66)
- The crash rate of New Mexico resident alcohol-involved drivers ages 20 to 29 is almost three times as much as the statewide rate, based on the number of licensed drivers in New Mexico. (Table 67)
- Male drivers account for 69.5 percent of all New Mexican alcohol-involved drivers in crashes (1,264 out of 1,818). (Table 67)

Table 62: Alcohol-involved Crashes, 2017 - 2021

Year	Alcohol-involved Crashes	Total Crashes	Percent Alcohol-involved Crashes
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%**
2021	2,150	40,769	**5.3%**

Table 63: Alcohol-involved Crashes by Crash Severity, 2017 - 2021

Year	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2021	157	7.3%	901	41.9%	1,092	50.8%	2,150	100%

Table 64: People in Alcohol-involved Crashes by Severity of Injury, 2017 - 2021

Year	People in Alcohol-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
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%
2021	178	3.8%	164	3.5%	569	12.1%	652	13.8%	3,157	66.9%	4,720	100%

Table 65: Number and Percentage of Fatalities by Alcohol Involvement, 2017 - 2021

Year	Fatalities in Alcohol-involved Crashes		Fatalities in Non-alcohol-involved Crashes		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent
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%
2021	178	36.9%	305	63.1%	483	100%

Table 66: Rates of Fatalities in Alcohol-involved Crashes, 2017 - 2021

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
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	2,117,566	236.92	**6.85**	**0.61**
2021	178	2,115,877	268.23	**8.41**	**0.66**

Table 67: Alcohol-involved New Mexican Drivers in Crashes by Age Group and Sex, 2021 [43]

Age Groups	Alcohol-involved Drivers in Crashes						Ratio of Males to Females	2021 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	92	7.3%	40	7.2%	132	7.3%	2.3	51,330	**2.6**
20-24	249	19.7%	125	22.6%	374	20.6%	2.0	110,052	**3.4**
25-29	273	21.6%	106	19.1%	379	20.8%	2.6	124,691	**3.0**
30-34	189	15.0%	87	15.7%	276	15.2%	2.2	133,905	**2.1**
35-39	130	10.3%	68	12.3%	198	10.9%	1.9	133,408	**1.5**
40-44	78	6.2%	40	7.2%	118	6.5%	2.0	124,697	**0.9**
45-49	57	4.5%	29	5.2%	86	4.7%	2.0	113,395	**0.8**
50-54	57	4.5%	21	3.8%	78	4.3%	2.7	116,227	**0.7**
55-59	59	4.7%	12	2.2%	71	3.9%	4.9	127,625	**0.6**
60-64	36	2.8%	14	2.5%	50	2.8%	2.6	135,483	**0.4**
65-69	25	2.0%	11	2.0%	36	2.0%	2.3	126,504	**0.3**
70-74	13	1.0%	1	0.2%	14	0.8%	13.0	108,020	**0.1**
75 +	6	0.5%	0	0.0%	6	0.3%	-	115,844	**0.1**
Total	**1,264**	**100%**	**554**	**100%**	**1,818**	**100%**	**2.3**	**1,521,181**	**1.2**

[43] 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

- The number of unbelted fatalities in crashes rose to 184, the highest level in over a decade. This record high occurred for both male and female unbelted fatalities. (Table 70 and previous Annual Crash Reports)
- Only 0.2 percent of passenger vehicle occupants who were belted during the crash were killed, compared with 13.9 percent of passenger vehicle occupants who were unbelted. (Table 68)
- In 2021, 73.9 percent of passenger vehicle occupants in crashes (65,793 out of 88,997) reported using a seatbelt. This number may be unreliable: Seatbelt data was missing for 24.6 percent of occupants of passenger vehicles in crashes (21,880 out of 88,997). Also, some people, in order to avoid citations, might have reported wearing a seatbelt when they were not. (Table 68)

Table 68: Severity of Injuries by Reported Belt Use, 2021 [44]

Belt Usage	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
Belted	103	0.2%	433	0.7%	3,129	4.8%	9,587	14.6%	52,541	79.9%	65,793	100%
Unbelted	184	13.9%	137	10.3%	318	24.0%	225	17.0%	460	34.7%	1,324	100%
Missing Data	0	0.0%	156	0.7%	581	2.7%	1,328	6.1%	19,815	90.6%	21,880	100%
Total	**287**	**0.3%**	**726**	**0.8%**	**4,028**	**4.5%**	**11,140**	**12.5%**	**72,816**	**81.8%**	**88,997**	**100%**

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 2021 New Mexico Occupant Seat Belt Observation Study[45], daytime belt use among vehicle occupants in 2021 was 89.6 percent, which is almost 10 percentage points higher than the reported belt usage in crash data.

[44] Belt usage of people in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs). To avoid citations, some people with less severe injuries might have reported wearing a seatbelt when they were not.

[45] 2021 New Mexico Occupant Seat Belt Observation Study. New Mexico Department of Transportation. Prepared by Preusser Research Group, Inc. November 2021.

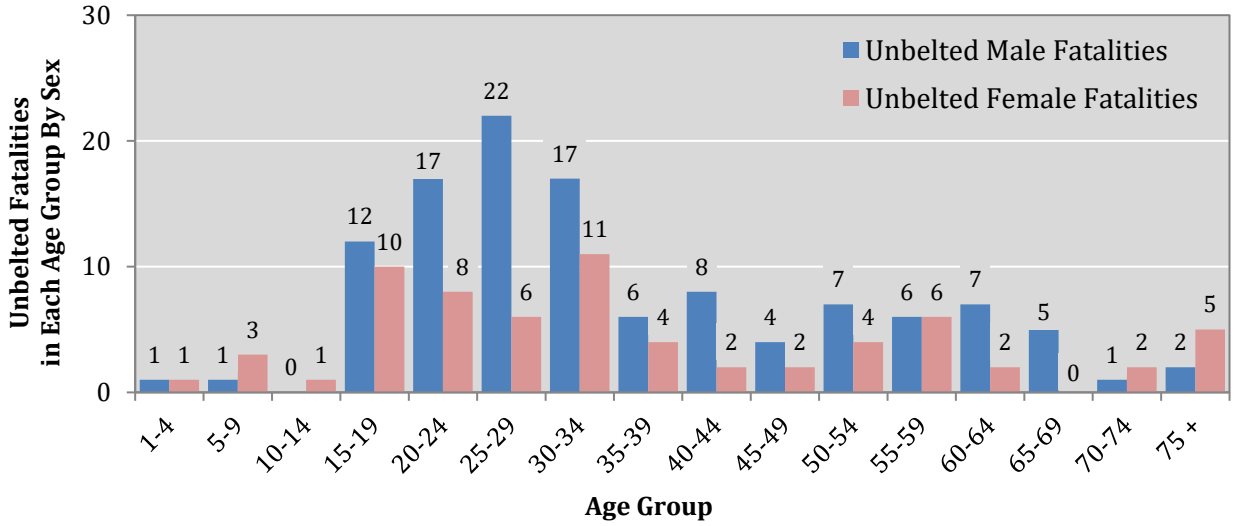
Table 69: Unbelted Fatalities and Suspected Serious Injuries by Rural and Urban Location, 2021 [46]

Road System	Unbelted Fatalities and Suspected Serious Injuries					
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Total Unbelted Fatalities and Serious Injuries	
	Count	Percent	Count	Percent	Count	Percent
Rural Interstate	28	15.2%	24	17.5%	52	16.2%
Rural Non-Interstate	85	46.2%	50	36.5%	135	42.1%
Urban	71	38.6%	63	46.0%	134	41.7%
Total	**184**	**100%**	**137**	**100%**	**321**	**100%**

Table 70: Unbelted Fatalities by Sex, 2017 - 2021 [46]

Year	Unbelted Fatalities			Ratio of Males to Females
	Males	Females	Total	
2017	86	34	120	**2.5**
2018	89	46	135	**1.9**
2019	97	44	141	**2.2**
2020	97	62	159	**1.6**
2021	117	67	184	**1.7**

Figure 9: Unbelted Fatalities by Age Group and Sex, 2021 [46]



[46] Unbelted occupants in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs).

Belt Use by Children under Age 13

- In 2021, 0.09 percent of children in crashes under age 13 who were belted at the time of the crash were killed, compared with 5.1 percent of children in crashes who were unbelted. (Table 71)
- In 2021, 3.35 percent of children in crashes under age 13 who were belted at the time of the crash received a suspected minor injury, compared with 17.9 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 rose to 36.1 percent, the highest percentage in five years. (Table 72)

Table 71: Severity of Injuries to Children in Passenger Vehicles by Belt Usage, 2021 [47]

Belt Usage	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
Belted	5	0.09%	15	0.3%	179	3.3%	499	9.3%	4,646	86.9%	5,344	100%
Unbelted	6	5.1%	7	6.0%	21	17.9%	17	14.5%	66	56.4%	117	100%
Missing Data	0	0.0%	3	0.4%	18	2.4%	57	7.7%	665	89.5%	743	100%
Total	**11**	**0.2%**	**25**	**0.4%**	**218**	**3.5%**	**573**	**9.2%**	**5,377**	**86.7%**	**6,204**	**100%**

Table 72: Belt Use by Children with Fatal or Suspected Serious Injuries, 2017 - 2021 [47]

Belt Use of Children Under Age 13 with Fatal or Suspected Serious Injuries								
Year	Unbelted		Belted		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2017	11	28.9%	24	63.2%	3	7.9%	38	100%
2018	11	20.4%	38	70.4%	5	9.3%	54	100%
2019	11	28.9%	22	57.9%	5	13.2%	38	100%
2020	4	13.3%	25	83.3%	1	3.3%	30	100%
2021	13	36.1%	20	55.6%	3	8.3%	36	100%

[47] Belt use of children in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs). To avoid citations, some people with less severe injuries might have reported wearing a seatbelt when they were not.

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 and again in 2018 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.

- The number of drug-involved crashes (328) and drug-involved fatal crashes (84) rose to their highest levels in five years. (Table 73)

Table 73: Drug-involved Crashes by Crash Severity, 2017 - 2021 [48]

Year	Drug-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Drug-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2021	84	25.6%	116	35.4%	128	39.0%	328	100%

Table 74: People in Drug-involved Crashes by Severity of Injury, 2017 - 2021 [48]

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
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%
2021	95	12.2%	26	3.3%	67	8.6%	122	15.7%	468	60.2%	778	100%

[48] 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 87.9 percent of drivers in crashes. (Table 75)
- New Mexican drivers in the 15-19 age group have the highest crash rate, at 125.2 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 8.6 drivers per 10,000 New Mexico licensed drivers in that age group. (Figure 11, Table 78)

Table 75: Drivers in Crashes by Residence, 2021 [49]

Residence of Drivers	Severity of Injuries to Driver			Total Drivers	Percent of Total
	Fatalities	Injuries	Not Injured		
New Mexico Resident	212	11,440	44,623	56,275	**87.9%**
Out Of State	59	1,194	6,210	7,463	**11.7%**
Missing Data	3	40	227	270	**0.4%**
Total Drivers	**274**	**12,674**	**51,060**	**64,008**	**100%**

Table 76: New Mexican Drivers in Crashes by License Type and Crash Severity, 2021 [49] [50]

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	360	0.8%	17,049	37.0%	28,618	62.2%	46,027	100%
CDL Class A	25	1.7%	400	26.5%	1,082	71.8%	1,507	100%
CDL Class B	3	0.7%	101	24.9%	301	74.3%	405	100%
CDL Class C	2	0.6%	97	31.4%	210	68.0%	309	100%
CDL Non-Commercial	6	0.9%	193	29.5%	456	69.6%	655	100%
ID Card	41	2.1%	842	43.0%	1,075	54.9%	1,958	100%
Motorcycle Only	0	0.0%	16	44.4%	20	55.6%	36	100%
Not Licensed	1	9.1%	1	9.1%	9	81.8%	11	100%
Missing Data	27	0.5%	965	18.0%	4,375	81.5%	5,367	100%
Total Drivers	**465**	**0.8%**	**19,664**	**34.9%**	**36,146**	**64.2%**	**56,275**	**100%**

[49] 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.

[50] 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, 2021 [51]

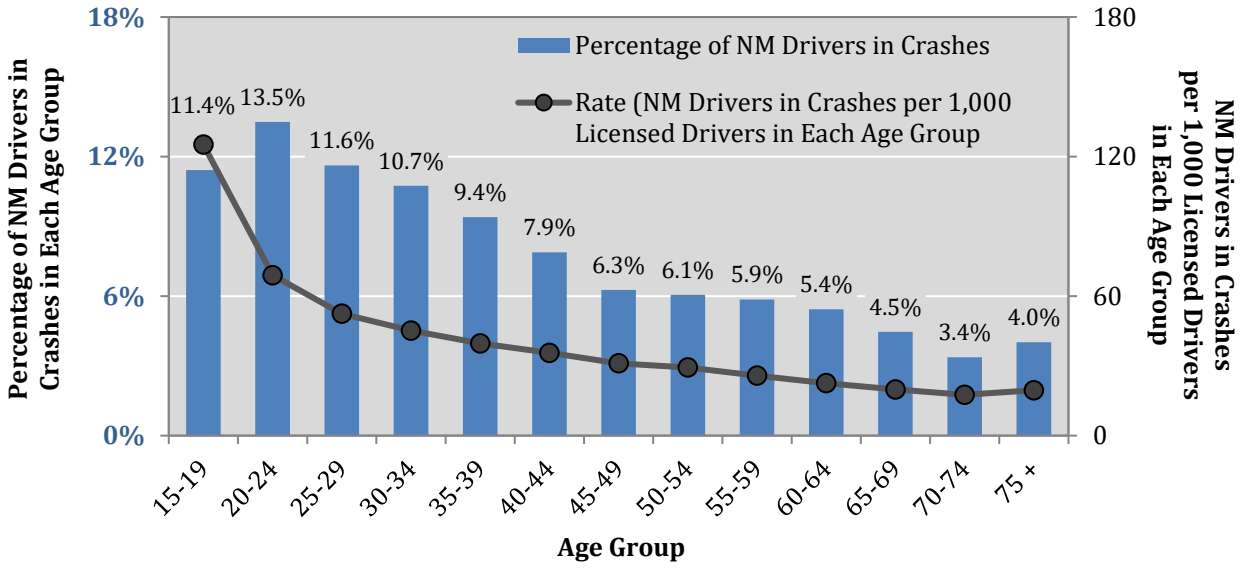


Table 77: Number, Sex, and Rate of New Mexican Drivers in Crashes by Age Group, 2021 [51]

Driver Age Group	Drivers in Crashes (NM Residents)			Percent of Total Drivers in Crashes	Ratio of Males to Females	2021 Licensed Drivers	Rate (NM Drivers in Crashes per 1,000 Licensed Drivers in Each Age Group)
	Males	Females	Total				
15-19	3,498	2,927	6,425	11.4%	1.20	51,330	**125.2**
20-24	4,279	3,312	7,591	13.5%	1.29	110,052	**69.0**
25-29	3,700	2,838	6,538	11.6%	1.30	124,691	**52.4**
30-34	3,380	2,667	6,047	10.7%	1.27	133,905	**45.2**
35-39	2,886	2,403	5,289	9.4%	1.20	133,408	**39.6**
40-44	2,468	1,969	4,437	7.9%	1.25	124,697	**35.6**
45-49	1,971	1,554	3,525	6.3%	1.27	113,395	**31.1**
50-54	1,973	1,433	3,406	6.1%	1.38	116,227	**29.3**
55-59	1,867	1,426	3,293	5.9%	1.31	127,625	**25.8**
60-64	1,733	1,324	3,057	5.4%	1.31	135,483	**22.6**
65-69	1,424	1,087	2,511	4.5%	1.31	126,504	**19.8**
70-74	1,117	779	1,896	3.4%	1.43	108,020	**17.6**
75 +	1,321	939	2,260	4.0%	1.41	115,844	**19.5**
Total	**31,617**	**24,658**	**56,275**	**100%**	**1.28**	**1,521,181**	**37.0**

[51] 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, 2021 [52]

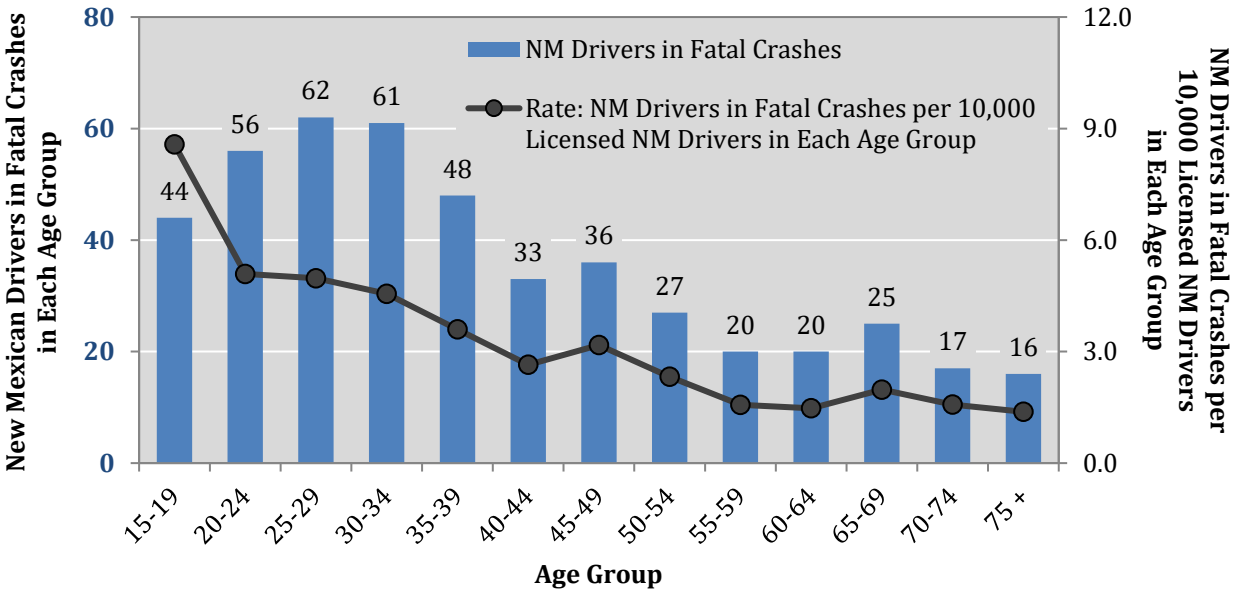


Table 78: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2021 [52]

Driver Age	NM Drivers in Fatal Crashes		All Drivers in Fatal Crashes		2021 Licensed Drivers	Rate: NM Drivers in Fatal Crashes per 10,000 Licensed NM Drivers in Each Age Group
	Count	Percent	Count	Percent		
15-19	44	9.5%	50	8.2%	51,330	**8.6**
20-24	56	12.0%	73	11.9%	110,052	**5.1**
25-29	62	13.3%	84	13.7%	124,691	**5.0**
30-34	61	13.1%	74	12.1%	133,905	**4.6**
35-39	48	10.3%	62	10.1%	133,408	**3.6**
40-44	33	7.1%	42	6.9%	124,697	**2.6**
45-49	36	7.7%	47	7.7%	113,395	**3.2**
50-54	27	5.8%	40	6.5%	116,227	**2.3**
55-59	20	4.3%	36	5.9%	127,625	**1.6**
60-64	20	4.3%	31	5.1%	135,483	**1.5**
65-69	25	5.4%	31	5.1%	126,504	**2.0**
70-74	17	3.7%	19	3.1%	108,020	**1.6**
75 +	16	3.4%	22	3.6%	115,844	**1.4**
Total	**465**	**100%**	**611**	**100%**	**1,521,181**	**3.1**

[52] 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) rose to 125.2 but remained low compared to pre-COVID years. (Table 79)
- The young adult (ages 20-24) driver crash rate (per 1,000 NM licensed young adult drivers) rose to 69.0 but remained low compared to pre-COVID years. (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 second highest point in the past five years for teen drivers (at 2.57 per 1,000 licensed teen drivers) and under-21 drivers (at 2.67 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 a high number of these drivers in crashes compared to pre-COVID years. (Table 82)
- Among alcohol-involved drivers in the teen, young adult, and under-21 age groups, the number of female drivers increased whereas the number of males decreased. (Table 83)

Table 79: New Mexican Young Driver Crash Rates, 2017 - 2021 [53] [54]

Year	Teen Drivers (15-19)			Young Adult Drivers (20-24)		
	Drivers in Crashes	NM Licensed Drivers	Crash Rate	Drivers in Crashes	NM Licensed Drivers	Crash Rate
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**
2021	6,425	51,330	**125.2**	7,591	110,052	**69.0**

[53] 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.

[54] 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, 2017 - 2021 [55]

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
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
2021	6,425	**11.4%**	7,591	**13.5%**	56,275

Table 81: New Mexican Young Drivers in Crashes by Hour, 2021 [55] [56]

Hour	Teen (15-19) Drivers		Young Adult (20-24) Drivers	
	Count	Percent	Count	Percent
Midnight	85	1.3%	139	1.8%
1 a.m.	78	1.2%	108	1.4%
2 a.m.	53	0.8%	96	1.3%
3 a.m.	41	0.6%	70	0.9%
4 a.m.	29	0.5%	63	0.8%
5 a.m.	53	0.8%	91	1.2%
6 a.m.	107	1.7%	159	2.1%
7 a.m.	267	4.2%	356	4.7%
8 a.m.	294	4.6%	351	4.6%
9 a.m.	196	3.1%	240	3.2%
10 a.m.	203	3.2%	259	3.4%
11 a.m.	253	3.9%	328	4.3%
Noon	371	5.8%	459	6.0%
1 p.m.	405	6.3%	471	6.2%
2 p.m.	456	7.1%	484	6.4%
3 p.m.	579	9.0%	534	7.0%
4 p.m.	584	9.1%	626	8.2%
5 p.m.	601	9.4%	742	9.8%
6 p.m.	461	7.2%	513	6.8%
7 p.m.	295	4.6%	362	4.8%
8 p.m.	329	5.1%	370	4.9%
9 p.m.	296	4.6%	319	4.2%
10 p.m.	223	3.5%	224	3.0%
11 p.m.	136	2.1%	178	2.3%
Missing Data	30	0.5%	49	0.6%
Total	**6,425**	**100%**	**7,591**	**100%**

[55] 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.

[56] For reference, crashes during the hour of 1 a.m. are from 1:00 a.m. to 1:59 a.m.

Table 82: Alcohol-involved New Mexican Young Driver Crash Rates, 2017 - 2021 [57] [58]

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	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate
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**
2021	132	51,330	**2.57**	193	72,242	**2.67**	374	110,052	**3.40**

Table 83: Alcohol-involved New Mexican Young Drivers in Crashes by Sex, 2017 - 2021 [57]

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
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**
2021	92	40	**2.3**	131	62	**2.1**	249	125	**2.0**

[57] 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.

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

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.

- 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[59] in Crashes by Age, 2021 [60]

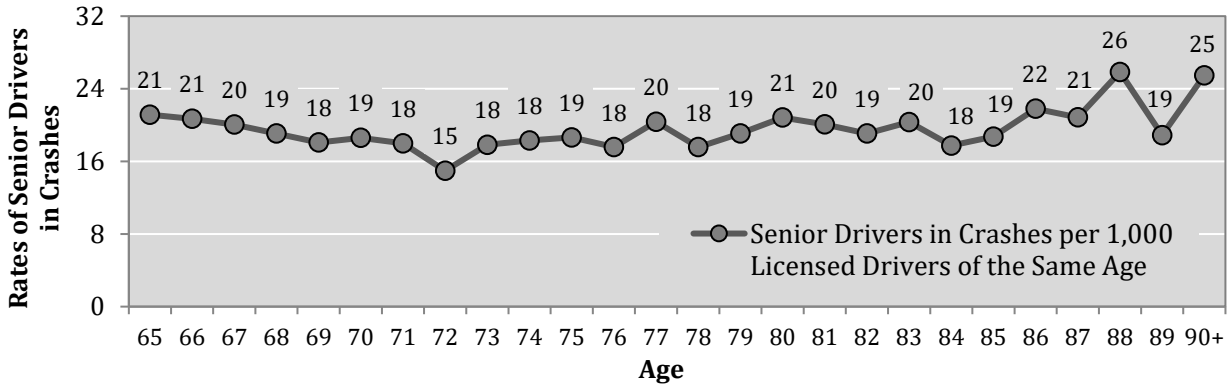


Table 84: Severity of Injuries to Seniors (65+) in Crashes, 2017 - 2021

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
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%
2021	60	0.6%	105	1.1%	545	5.9%	1,314	14.2%	7,260	78.2%	9,284	100%

[59] Detailed data are on Pages 97 and 98.

[60] 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[60] in Crashes, 2021 [61]

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**	**70.1%**	**1,622**	**56.5%**	**2,704**	**50.8%**	**4,387**	**53.0%**
Driver Inattention	11	12.6%	587	20.4%	926	17.4%	1,524	18.4%
Failed to Yield Right of Way	7	8.0%	401	14.0%	481	9.0%	889	10.7%
Other Improper Driving	8	9.2%	95	3.3%	189	3.5%	292	3.5%
Following Too Closely	0	-	72	2.5%	184	3.5%	256	3.1%
Disregarded Traffic Signal	2	2.3%	108	3.8%	108	2.0%	218	2.6%
Made Improper Turn	1	1.1%	64	2.2%	146	2.7%	211	2.5%
Improper Lane Change	1	1.1%	32	1.1%	136	2.6%	169	2.0%
Avoid No Contact Vehicle	2	2.3%	41	1.4%	99	1.9%	142	1.7%
Driver Distracted by Other Activity	0	-	24	0.8%	69	1.3%	93	1.1%
Passed Stop Sign	2	2.3%	42	1.5%	48	0.9%	92	1.1%
Excessive Speed	6	6.9%	32	1.1%	47	0.9%	85	1.0%
Drove Left of Center	3	3.4%	27	0.9%	44	0.8%	74	0.9%
Improper Backing	0	-	4	0.1%	61	1.1%	65	0.8%
Improper Overtaking	1	1.1%	8	0.3%	49	0.9%	58	0.7%
Avoid No Contact Other	1	1.1%	22	0.8%	32	0.6%	55	0.7%
Under the Influence Of Alcohol	5	5.7%	26	0.9%	24	0.5%	55	0.7%
Speed Too Fast For Conditions	2	2.3%	15	0.5%	30	0.6%	47	0.6%
Under the Influence Of Drugs	8	9.2%	3	0.1%	5	0.1%	16	0.2%
Cell Phone	1	1.1%	6	0.2%	6	0.1%	13	0.2%
Failed to Yield For Police Vehicle	0	-	2	0.1%	5	0.1%	7	0.1%
Vehicle Skidded Before Braking	0	-	2	0.1%	5	0.1%	7	0.1%
Driver Distracted by Talking on Cell Phone	0	-	2	0.1%	3	0.06%	5	0.06%
Driver Distracted by Passenger	0	-	4	0.14%	0	-	4	0.05%
Failed to Yield For Emer. Vehicle	0	-	2	0.07%	2	0.04%	4	0.05%
Pedestrian Error	0	-	0	-	3	0.06%	3	0.04%
Driverless Moving Vehicle	0	-	1	0.03%	1	0.02%	2	0.02%
Driver Distracted by Talking on Hands-Free Device	0	-	0	-	1	0.02%	1	0.01%
Driver Distracted By Texting	0	-	0	-	0	-	0	-
High-Speed Pursuit	0	-	0	-	0	-	0	-
Vehicle	**3**	**3.4%**	**25**	**0.9%**	**66**	**1.2%**	**94**	**1.1%**
Other Mechanical Defect	1	1.1%	10	0.3%	22	0.4%	33	0.4%
Inadequate Brakes	0	-	8	0.3%	13	0.2%	21	0.3%
Defective Tires	2	2.3%	2	0.1%	11	0.2%	15	0.2%
Defective Steering	0	-	1	0.0%	6	0.1%	7	0.1%
Wheels	0	-	0	-	6	0.1%	6	0.1%
Coupling Device (Hitch, Chains)	0	-	1	0.03%	3	0.1%	4	0.05%
Lights (Head, Signal, Tail)	0	-	2	0.07%	1	0.02%	3	0.04%
Wipers	0	-	1	0.03%	2	0.04%	3	0.04%
Windows/Windshield	0	-	0	-	2	0.04%	2	0.02%
Exhaust System	0	-	0	-	0	-	0	-
Mirrors	0	-	0	-	0	-	0	-
Suspension	0	-	0	-	0	-	0	-
Environment	**0**	**0.0%**	**85**	**3.0%**	**256**	**4.8%**	**341**	**4.1%**
Animal(s) In Roadway	0	-	11	0.4%	63	1.2%	74	0.9%
Traffic Congestion	0	-	20	0.7%	41	0.8%	61	0.7%
Low Visibility Due to Glare	0	-	9	0.3%	28	0.5%	37	0.4%
Other Visual Obstruction(s)	0	-	15	0.5%	22	0.4%	37	0.4%
Weather Conditions	0	-	7	0.2%	29	0.5%	36	0.4%
Backup - Prior Crash	0	-	8	0.3%	17	0.3%	25	0.3%
Road Surface Conditions	0	-	6	0.2%	17	0.3%	23	0.3%
Obstruction in Road	0	-	4	0.1%	13	0.2%	17	0.2%
Debris	0	-	2	0.1%	12	0.23%	14	0.2%
Backup - Prior Incident	0	-	0	-	5	0.09%	5	0.06%
Road Defect	0	-	0	-	5	0.09%	5	0.06%
Traffic Control Missing	0	-	1	0.03%	4	0.08%	5	0.06%
Low Visibility Due to Smoke	0	-	2	0.1%	0	-	2	0.02%
Other	**23**	**26.4%**	**1,141**	**39.7%**	**2,299**	**43.2%**	**3,463**	**41.8%**
Other - No Driver Error	13	14.9%	941	32.8%	1,500	28.2%	2,454	29.6%
None	10	11.5%	166	5.8%	381	7.2%	557	6.7%
Missing Data	0	-	34	1.2%	418	7.8%	452	5.5%
Total Contributing Factors of Senior Drivers	**87**	**100%**	**2,873**	**100%**	**5,325**	**100%**	**8,285**	**100%**

[61] 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 (10.3 percent), ages 20-24 (11.0 percent) and ages 25-29 (9.3 percent). However, the age was unknown for 11.7 percent of people in crashes. (Figure 13, Table 86)
- The age groups with the highest number of fatalities in crashes were ages 25-29 (62 fatalities) and 30-34 (65 fatalities). (Table 86)
- The age groups with the highest proportion of people killed were ages 55-59 (0.83 percent killed), ages 30-34 (0.77 percent killed) and ages 75+ (0.73 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 9.7 to 1. (Table 88)
- Among all pedalcyclists in crashes, males outnumbered females with a ratio of 4.4 to 1. (Table 88)

Figure 13: Percentage of All People in Crashes by Age Group, 2021

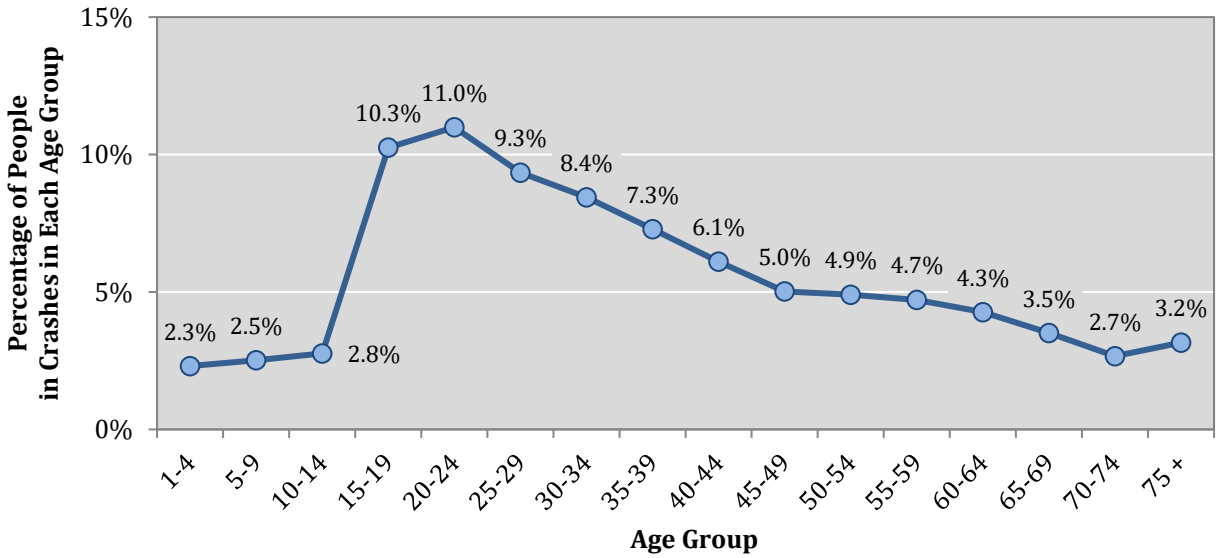


Table 86: People in Crashes by Age Group and Severity of Injury, 2021 [62]

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	Percent Killed
1-4	6	7	74	104	2,103	2,294	**2.3%**	**0.26%**
5-9	7	15	111	273	2,098	2,504	**2.5%**	**0.28%**
10-14	8	32	146	346	2,218	2,750	**2.8%**	**0.29%**
15-19	32	103	656	1,209	8,200	10,200	**10.3%**	**0.31%**
20-24	42	134	769	1,378	8,611	10,934	**11.0%**	**0.38%**
25-29	62	120	619	1,132	7,361	9,294	**9.3%**	**0.67%**
30-34	65	102	525	1,105	6,605	8,402	**8.4%**	**0.77%**
35-39	42	76	412	995	5,725	7,250	**7.3%**	**0.58%**
40-44	30	76	313	833	4,820	6,072	**6.1%**	**0.49%**
45-49	33	53	243	688	3,977	4,994	**5.0%**	**0.66%**
50-54	29	63	248	820	3,714	4,874	**4.9%**	**0.59%**
55-59	39	70	203	725	3,651	4,688	**4.7%**	**0.83%**
60-64	27	53	220	622	3,323	4,245	**4.3%**	**0.64%**
65-69	24	42	186	525	2,714	3,491	**3.5%**	**0.69%**
70-74	13	25	150	376	2,087	2,651	**2.7%**	**0.49%**
75 +	23	38	209	413	2,459	3,142	**3.2%**	**0.73%**
Missing Data	1	35	82	217	11,350	11,685	**11.7%**	**0.01%**
Total	**483**	**1,044**	**5,166**	**11,761**	**81,016**	**99,470**	**100%**	**0.49%**

Table 87: People in Crashes and People Killed in Crashes by Sex, 2017 - 2021

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
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**
2021	50,257	40,602	8,611	99,470	**1.2**	327	156	483	**2.1**

[62] The term "percent killed" is the number of fatalities in a given age group out of the total number of people in crashes in the same age group. Percentages are shaded such that darker shading identifies higher percentages.

Table 88: People in Crashes by Person Type and Sex, 2021 [63]

Person Type	People in Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	37,795	27,298	8,185	73,278	**1.4**
Front Seat Passengers	5,363	7,373	53	12,789	**0.7**
All Other Passengers	5,445	5,440	296	11,181	**1.0**
Motorcyclists/ATV Riders[1]					
Motorcycle/ATV Drivers	991	102	33	1,126	**9.7**
Motorcycle/ATV Passengers	70	122	0	192	**0.6**
Nonmotorists					
Pedalcyclists, All	199	45	0	244	**4.4**
Pedestrians, All	370	195	8	573	**1.9**
Missing Data	24	27	36	87	**0.9**
Total	**50,257**	**40,602**	**8,611**	**99,470**	**1.2**

Table 89: People in Crashes by Age Group, 2017 - 2021 [64]

Age Group	People in Crashes				
	2017	2018	2019	2020	2021
1-4	3,398	3,177	3,150	1,833	2,294
5-9	3,459	3,055	3,253	1,860	2,504
10-14	3,427	3,402	3,414	2,132	2,750
15-19	11,887	12,128	11,962	8,455	10,200
20-24	12,359	12,492	12,608	9,617	10,934
25-29	10,483	10,933	10,977	8,099	9,294
30-34	9,385	9,426	9,743	7,357	8,402
35-39	7,813	8,274	8,672	6,214	7,250
40-44	6,734	6,691	7,114	5,238	6,072
45-49	6,040	6,182	6,252	4,572	4,994
50-54	5,899	5,895	5,942	4,275	4,874
55-59	6,013	6,093	6,085	4,499	4,688
60-64	5,016	5,333	5,514	3,815	4,245
65-69	4,055	3,911	4,250	2,898	3,491
70-74	2,955	2,994	3,075	2,102	2,651
75 +	3,823	3,852	4,140	2,598	3,142
Missing Data	12,881	12,182	12,967	10,178	11,685
Total People	**115,627**	**116,020**	**119,118**	**85,742**	**99,470**

[63] The number of motorcyclists/ATV riders is not comparable to values published prior to 2020 due to changes in tabulation method.

[64] 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 99) 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, Curry, and Doña Ana counties had the highest crash rates based on vehicle miles traveled, with at least 200 crashes per 100M VMT. (Table 90, Table 97)
- Bernalillo, San Juan, and Doña Ana 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, McKinley, and San Juan with at least 10 alcohol-involved crashes per 100M VMT. (Table 91, Table 99)
- The highest number of animal-involved crashes was in San Juan County, 197, and Grant County, 143. And the highest rates when those crashes are compared with vehicle miles traveled were in Colfax, Grant, Lincoln, Mora, and Rio Arriba, with rates of at least 20 animal-involved crashes per 100M VMT. (Table 92, Appendix Table F-4)

Fatalities

- Bernalillo County had 143 total crash-related fatalities, 27 motorcyclist fatalities, and 50 pedestrian fatalities, the highest levels seen in over a decade in each of these groups. (Table 93, Table 94, Table 95, and previous Annual Crash Reports)
- 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)
- Of the counties with the highest number of pedestrian fatalities in 2021, pedestrian fatalities increased in Bernalillo, Curry, Doña Ana, Lea, Luna, McKinley, Otero, and Socorro. (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)
- Lincoln, Rio Arriba, and San Miguel counties saw the lowest number of crash-related fatalities in five years. (Appendix Table F-1)

Crash Geography – Counties

Table 90: Top 10 Counties in Total Crashes, 2017 - 2021 [65]

2021 Rank	County	Total Crashes					Percent of All 2021 Crashes	2021 Total Crashes per 100M VMT
		2017	2018	2019	2020	2021		
1	Bernalillo	19,885	19,641	19,738	14,038	15,864	38.9%	287.3
2	Doña Ana	4,303	4,419	4,597	3,642	4,272	10.5%	204.1
3	Santa Fe	3,502	3,260	3,406	2,428	2,534	6.2%	140.7
4	San Juan	1,912	1,931	2,264	1,671	2,078	5.1%	109.0
5	Sandoval	2,096	2,153	2,138	1,683	1,936	4.7%	133.0
6	Lea	1,053	1,763	1,937	1,402	1,496	3.7%	135.8
7	McKinley	1,250	1,268	1,403	1,025	1,343	3.3%	95.1
8	Eddy	1,534	1,956	1,888	1,295	1,338	3.3%	112.8
9	Chaves	1,311	1,338	1,372	1,103	1,173	2.9%	174.1
10	Valencia	1,130	1,024	1,121	1,018	960	2.4%	150.0
All Other Counties		7,930	8,033	8,260	7,250	7,775	19.1%	-
Total		**45,906**	**46,786**	**48,124**	**36,555**	**40,769**	**100%**	**152.0**

Table 91: Top 10 Counties in Alcohol-involved Crashes, 2017 - 2021 [66]

2021 Rank	County	Alcohol-involved Crashes					Percent of All 2021 Alcohol-involved Crashes	2021 Alcohol-involved Crashes per 100M VMT
		2017	2018	2019	2020	2021		
1	Bernalillo	664	664	714	613	692	32.2%	12.5
2	San Juan	169	161	188	157	216	10.0%	11.3
3	Doña Ana	196	200	200	199	181	8.4%	8.6
4	McKinley	169	158	146	127	150	7.0%	10.6
5	Santa Fe	172	167	194	144	132	6.1%	7.3
6	Sandoval	114	125	123	109	119	5.5%	8.2
7	Eddy	54	85	76	70	73	3.4%	6.2
8	Cibola	40	31	47	43	61	2.8%	7.4
9	Lea	37	77	82	65	60	2.8%	5.4
10	Chaves	47	56	78	77	54	2.5%	8.0
All Other Counties		388	366	389	416	412	19.2%	-
Total		**2,050**	**2,090**	**2,237**	**2,020**	**2,150**	**100%**	**8.0**

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

[66] 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[67] in Animal-involved[9] Crashes, 2017 - 2021 [68]

2021 Rank	County	Animal-involved Crashes					Percent of All 2021 Animal-involved Crashes	2021 Animal-involved Crashes per 100M VMT
		2017	2018	2019	2020	2021		
1	San Juan	184	157	163	152	197	11.2%	10.3
2	Grant	161	179	176	162	143	8.1%	34.9
3	Rio Arriba	132	156	125	118	128	7.3%	25.3
4	Lincoln	126	117	119	122	123	7.0%	28.3
5	Colfax	111	113	88	114	86	4.9%	23.4
6	Otero	72	76	101	82	83	4.7%	10.1
7	McKinley	71	87	60	58	77	4.4%	5.5
8	Sandoval	79	81	90	65	74	4.2%	5.1
9	Chaves	65	75	87	78	69	3.9%	10.2
10	Taos	76	74	65	62	66	3.8%	16.5
All Other Counties		796	839	890	828	712	40.5%	-
Total		**1,873**	**1,954**	**1,964**	**1,841**	**1,758**	100%	**6.6**

Table 93: Top 10 Counties[67] in Fatalities, 2017 - 2021 [69]

2021 Rank	County	Fatalities in Crashes					Percent of All 2021 Fatalities	2021 Fatalities per 100M VMT
		2017	2018	2019	2020	2021		
1	Bernalillo	90	94	104	109	143	29.6%	2.6
2	San Juan	35	33	37	24	34	7.0%	1.8
3	McKinley	30	41	26	24	32	6.6%	2.3
4	Cibola	13	6	16	15	23	4.8%	2.8
5	Santa Fe	16	18	16	31	22	4.6%	1.2
5	Luna	2	6	11	8	22	4.6%	2.7
7	Sandoval	17	24	17	14	19	3.9%	1.3
8	Doña Ana	29	15	31	20	16	3.3%	0.8
9	Otero	6	8	11	6	15	3.1%	1.8
10	Lea	16	28	26	14	14	2.9%	1.3
All Other Counties		126	119	130	133	143	29.6%	-
Total		**380**	**392**	**425**	**398**	**483**	100%	**1.8**

[67] Counties with the same number of crashes (or fatalities) in 2021 have the same rank.

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

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

Crash Geography – Counties

Table 94: Top Counties[70] in Motorcyclist[28] (Driver and Passenger) Fatalities, 2017 - 2021 [71]

2021 Rank	County	Motorcyclist Fatalities in Crashes					Percent of All 2021 Motorcyclist Fatalities	2021 Total Fatalities	Motorcyclist Fatalities as a Percent of All 2021 County Fatalities
		2017	2018	2019	2020	2021			
1	Bernalillo	18	19	17	13	27	49.1%	143	18.9%
2	San Juan	2	2	7	4	3	5.5%	34	8.8%
2	Otero	1	0	2	2	3	5.5%	15	20.0%
2	Cibola	0	2	0	1	3	5.5%	23	13.0%
5	Sandoval	1	3	4	4	2	3.6%	19	10.5%
5	Santa Fe	4	2	3	4	2	3.6%	22	9.1%
5	Valencia	1	1	3	3	2	3.6%	11	18.2%
5	Eddy	2	4	2	0	2	3.6%	14	14.3%
5	Quay	0	0	1	0	2	3.6%	8	25.0%
All Other Counties		24	14	16	15	9	16.4%	194	4.6%
Total		**53**	**47**	**55**	**46**	**55**	100%	**483**	11.4%

Table 95: Top Counties[70] in Pedestrian Fatalities, 2017 - 2021 [72]

2021 Rank	County	Pedestrian Fatalities in Crashes					Percent of All 2021 Pedestrian Fatalities	2021 Total Fatalities	Pedestrian Fatalities as a Percent of All 2021 County Fatalities
		2017	2018	2019	2020	2021			
1	Bernalillo	33	38	42	32	50	47.6%	143	35.0%
2	McKinley	8	8	9	5	9	8.6%	32	28.1%
3	San Juan	10	8	8	10	6	5.7%	34	17.6%
4	Santa Fe	5	6	1	6	5	4.8%	22	22.7%
4	Doña Ana	7	3	8	4	5	4.8%	16	31.3%
4	Luna	1	1	0	0	5	4.8%	22	22.7%
7	Lea	4	2	2	1	3	2.9%	14	21.4%
7	Curry	0	1	1	1	3	2.9%	9	33.3%
7	Otero	2	1	1	1	3	2.9%	15	20.0%
7	Socorro	0	0	0	0	3	2.9%	13	23.1%
All Other Counties		9	16	11	21	13	12.4%	163	8.0%
Total		**79**	**84**	**83**	**81**	**105**	100%	**483**	21.7%

[70] Counties with the same number of fatalities in 2021 have the same rank.

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

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

Crash Geography – Counties

Table 96: Severity of Crashes by County, 2021

County	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Bernalillo	135	31.5%	5,095	41.1%	10,634	38.1%	15,864	38.9%
Catron	0	0.0%	15	0.1%	39	0.1%	54	0.1%
Chaves	6	1.4%	404	3.3%	763	2.7%	1,173	2.9%
Cibola	17	4.0%	149	1.2%	374	1.3%	540	1.3%
Colfax	4	0.9%	59	0.5%	257	0.9%	320	0.8%
Curry	9	2.1%	245	2.0%	564	2.0%	818	2.0%
De Baca	1	0.2%	9	0.07%	31	0.1%	41	0.1%
Doña Ana	15	3.5%	1,172	9.4%	3,085	11.0%	4,272	10.5%
Eddy	13	3.0%	344	2.8%	981	3.5%	1,338	3.3%
Grant	9	2.1%	144	1.2%	444	1.6%	597	1.5%
Guadalupe	6	1.4%	73	0.6%	202	0.7%	281	0.7%
Harding	0	0.0%	1	0.01%	3	0.01%	4	0.01%
Hidalgo	2	0.5%	31	0.2%	108	0.4%	141	0.3%
Lea	13	3.0%	466	3.8%	1,017	3.6%	1,496	3.7%
Lincoln	3	0.7%	116	0.9%	364	1.3%	483	1.2%
Los Alamos	3	0.7%	33	0.3%	59	0.2%	95	0.2%
Luna	18	4.2%	109	0.9%	290	1.0%	417	1.0%
McKinley	25	5.8%	355	2.9%	963	3.4%	1,343	3.3%
Mora	3	0.7%	20	0.2%	76	0.3%	99	0.2%
Otero	12	2.8%	331	2.7%	570	2.0%	913	2.2%
Quay	6	1.4%	62	0.5%	179	0.6%	247	0.6%
Rio Arriba	5	1.2%	171	1.4%	505	1.8%	681	1.7%
Roosevelt	4	0.9%	73	0.6%	172	0.6%	249	0.6%
San Juan	30	7.0%	583	4.7%	1,465	5.2%	2,078	5.1%
San Miguel	2	0.5%	105	0.8%	344	1.2%	451	1.1%
Sandoval	17	4.0%	555	4.5%	1,364	4.9%	1,936	4.7%
Santa Fe	19	4.4%	925	7.5%	1,590	5.7%	2,534	6.2%
Sierra	8	1.9%	71	0.6%	133	0.5%	212	0.5%
Socorro	11	2.6%	52	0.4%	163	0.6%	226	0.6%
Taos	12	2.8%	129	1.0%	370	1.3%	511	1.3%
Torrance	9	2.1%	111	0.9%	200	0.7%	320	0.8%
Union	1	0.2%	20	0.2%	51	0.2%	72	0.2%
Valencia	11	2.6%	376	3.0%	573	2.1%	960	2.4%
Missing Data	0	0.0%	0	0.0%	3	0.011%	3	0.007%
Total Crashes	**429**	**100%**	**12,404**	**100%**	**27,936**	**100%**	**40,769**	**100%**

Crash Geography – Counties

Table 97: Total Crashes by County, 2017 - 2021 [73] [74]

County	Total Crashes					Percent of All 2021 Crashes	2021 Vehicle Miles Traveled (100M VMT)	2021 Crashes per 100M VMT
	2017	2018	2019	2020	2021			
Bernalillo	19,885	19,641	19,738	14,038	15,864	38.9%	55.22	287.3
Catron	55	60	35	51	54	0.1%	1.10	48.9
Chaves	1,311	1,338	1,372	1,103	1,173	2.9%	6.74	174.1
Cibola	446	430	522	502	540	1.3%	8.29	65.1
Colfax	338	370	365	335	320	0.8%	3.67	87.1
Curry	977	1,020	901	752	818	2.0%	3.92	208.9
De Baca	42	33	39	32	41	0.1%	1.50	27.3
Doña Ana	4,303	4,419	4,597	3,642	4,272	10.5%	20.93	204.1
Eddy	1,534	1,956	1,888	1,295	1,338	3.3%	11.87	112.8
Grant	555	578	605	533	597	1.5%	4.10	145.6
Guadalupe	197	254	267	244	281	0.7%	5.36	52.4
Harding	14	17	9	6	4	0.01%	0.19	20.8
Hidalgo	86	98	112	98	141	0.3%	3.19	44.3
Lea	1,053	1,763	1,937	1,402	1,496	3.7%	11.02	135.8
Lincoln	482	498	501	457	483	1.2%	4.34	111.2
Los Alamos	135	149	136	112	95	0.2%	1.36	70.0
Luna	400	444	398	402	417	1.0%	8.06	51.8
McKinley	1,250	1,268	1,403	1,025	1,343	3.3%	14.12	95.1
Mora	98	111	143	122	99	0.2%	1.61	61.7
Otero	995	869	875	793	913	2.2%	8.22	111.0
Quay	187	233	219	254	247	0.6%	5.11	48.3
Rio Arriba	758	751	804	667	681	1.7%	5.06	134.5
Roosevelt	260	220	312	291	249	0.6%	2.14	116.4
San Juan	1,912	1,931	2,264	1,671	2,078	5.1%	19.06	109.0
San Miguel	517	457	564	449	451	1.1%	4.53	99.6
Sandoval	2,096	2,153	2,138	1,683	1,936	4.7%	14.55	133.0
Santa Fe	3,502	3,260	3,406	2,428	2,534	6.2%	18.02	140.7
Sierra	226	218	219	166	212	0.5%	1.97	107.7
Socorro	229	261	287	226	226	0.6%	5.49	41.1
Taos	635	647	629	487	511	1.3%	3.99	127.9
Torrance	226	242	229	197	320	0.8%	5.66	56.5
Union	72	72	88	72	72	0.2%	1.44	50.1
Valencia	1,130	1,024	1,121	1,018	960	2.4%	6.40	150.0
Missing Data	0	1	1	2	3	0.007%	0.00	-
Total	**45,906**	**46,786**	**48,124**	**36,555**	**40,769**	**100%**	**268.23**	**152.0**

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

[74] Rates are shaded such that darker shading identifies higher rates. VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

Table 98: Severity of Injuries to People in Crashes by County, 2021 [75]

County	People in Crashes							Fatalities per 100M VMT	Total People in Crashes per 100M VMT
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People		
Bernalillo	143	294	1,873	5,159	32,643	40,112	40.3%	2.59	726
Catron	0	6	3	11	61	81	0.1%	0.00	73
Chaves	7	34	149	408	2,248	2,846	2.9%	1.04	422
Cibola	23	23	81	118	988	1,233	1.2%	2.77	149
Colfax	5	5	42	31	579	662	0.7%	1.36	180
Curry	9	24	77	226	1,726	2,062	2.1%	2.30	526
De Baca	1	3	10	6	69	89	0.1%	0.67	59
Doña Ana	16	88	513	1,117	8,768	10,502	10.6%	0.76	502
Eddy	14	18	139	299	2,659	3,129	3.1%	1.18	264
Grant	10	19	57	109	1,028	1,223	1.2%	2.44	298
Guadalupe	7	8	56	51	533	655	0.7%	1.31	122
Harding	0	0	1	0	6	7	0.01%	0.00	36
Hidalgo	3	4	22	15	241	285	0.3%	0.94	89
Lea	14	43	218	419	3,050	3,744	3.8%	1.27	340
Lincoln	3	17	58	93	873	1,044	1.0%	0.69	240
Los Alamos	3	5	15	30	169	222	0.2%	2.21	163
Luna	22	7	76	91	803	999	1.0%	2.73	124
McKinley	32	41	154	367	2,917	3,511	3.5%	2.27	249
Mora	4	3	11	14	146	178	0.2%	2.49	111
Otero	15	29	167	297	1,716	2,224	2.2%	1.82	270
Quay	8	17	46	36	443	550	0.6%	1.56	108
Rio Arriba	6	34	89	115	1,172	1,416	1.4%	1.18	280
Roosevelt	4	21	25	48	477	575	0.6%	1.87	269
San Juan	34	71	259	543	4,115	5,022	5.0%	1.78	264
San Miguel	2	9	56	90	759	916	0.9%	0.44	202
Sandoval	19	51	228	492	3,913	4,703	4.7%	1.31	323
Santa Fe	22	70	358	946	4,908	6,304	6.3%	1.22	350
Sierra	9	27	30	30	293	389	0.4%	4.57	198
Socorro	13	11	30	47	383	484	0.5%	2.37	88
Taos	13	13	69	106	847	1,048	1.1%	3.25	262
Torrance	9	12	51	112	559	743	0.7%	1.59	131
Union	2	8	13	18	114	155	0.2%	1.39	108
Valencia	11	29	190	317	1,806	2,353	2.4%	1.72	368
Missing Data	0	0	0	0	4	4	0.004%	-	-
Total People	**483**	**1,044**	**5,166**	**11,761**	**81,016**	**99,470**	**100%**	**1.80**	**371**

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

Crash Geography – Counties

Table 99: Alcohol-involved Crashes by County, 2017 - 2021 [76]

County	Alcohol-involved Crashes					Percent of All 2021 Alcohol-involved Crashes	2021 Vehicle Miles Traveled (100M VMT)	2021 Alcohol-involved Crashes per 100M VMT
	2017	2018	2019	2020	2021			
Bernalillo	664	664	714	613	692	32.2%	55.22	12.5
Catron	2	5	0	4	1	0.05%	1.10	0.9
Chaves	47	56	78	77	54	2.5%	6.74	8.0
Cibola	40	31	47	43	61	2.8%	8.29	7.4
Colfax	8	14	11	14	16	0.7%	3.67	4.4
Curry	31	27	26	22	33	1.5%	3.92	8.4
De Baca	4	2	2	2	1	0.0%	1.50	0.7
Doña Ana	196	200	200	199	181	8.4%	20.93	8.6
Eddy	54	85	76	70	73	3.4%	11.87	6.2
Grant	17	19	19	23	28	1.3%	4.10	6.8
Guadalupe	4	6	7	10	9	0.4%	5.36	1.7
Harding	1	0	0	0	0	0.0%	0.19	0.0
Hidalgo	2	3	4	3	4	0.2%	3.19	1.3
Lea	37	77	82	65	60	2.8%	11.02	5.4
Lincoln	31	30	29	20	25	1.2%	4.34	5.8
Los Alamos	5	7	7	5	3	0.1%	1.36	2.2
Luna	16	13	10	20	17	0.8%	8.06	2.1
McKinley	169	158	146	127	150	7.0%	14.12	10.6
Mora	4	9	8	6	5	0.2%	1.61	3.1
Otero	42	42	41	53	41	1.9%	8.22	5.0
Quay	7	4	2	8	9	0.4%	5.11	1.8
Rio Arriba	49	49	40	45	42	2.0%	5.06	8.3
Roosevelt	5	7	15	13	13	0.6%	2.14	6.1
San Juan	169	161	188	157	216	10.0%	19.06	11.3
San Miguel	30	17	32	25	36	1.7%	4.53	8.0
Sandoval	114	125	123	109	119	5.5%	14.55	8.2
Santa Fe	172	167	194	144	132	6.1%	18.02	7.3
Sierra	18	12	16	8	13	0.6%	1.97	6.6
Socorro	15	8	15	14	11	0.5%	5.49	2.0
Taos	34	45	39	45	37	1.7%	3.99	9.3
Torrance	8	5	9	9	15	0.7%	5.66	2.6
Union	2	1	2	7	2	0.1%	1.44	1.4
Valencia	53	41	55	60	51	2.4%	6.40	8.0
Missing Data	0	0	0	0	0	0.0%	0.00	-
Total	**2,050**	**2,090**	**2,237**	**2,020**	**2,150**	**100%**	**268.23**	**8.0**

[76] Rates are shaded such that darker shading identifies higher rates. VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

Table 100: Severity of Injuries to People in Alcohol-involved Crashes by County, 2021 [77]

County	People in Alcohol-involved Crashes							Fatalities in Alcohol-involved Crashes per 100M VMT	Total People in Alcohol-involved Crashes per 100M VMT
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People		
Bernalillo	48	26	173	273	1,140	1,660	35.2%	0.87	30.1
Catron	0	0	1	0	0	1	0.02%	0.00	0.9
Chaves	2	9	13	25	65	114	2.4%	0.30	16.9
Cibola	10	4	24	9	74	121	2.6%	1.21	14.6
Colfax	1	0	11	1	14	27	0.6%	0.27	7.4
Curry	2	4	6	7	55	74	1.6%	0.51	18.9
De Baca	0	0	0	0	2	2	0.04%	0.00	1.3
Doña Ana	7	12	37	40	241	337	7.1%	0.33	16.1
Eddy	8	3	22	13	100	146	3.1%	0.67	12.3
Grant	2	5	6	7	26	46	1.0%	0.49	11.2
Guadalupe	2	0	2	4	7	15	0.3%	0.37	2.8
Harding	0	0	0	0	0	0	0.0%	0.00	0.0
Hidalgo	0	0	2	1	4	7	0.1%	0.00	2.2
Lea	4	5	24	11	94	138	2.9%	0.36	12.5
Lincoln	2	4	8	1	22	37	0.8%	0.46	8.5
Los Alamos	1	0	1	0	2	4	0.1%	0.74	2.9
Luna	8	0	6	1	29	44	0.9%	0.99	5.5
McKinley	17	13	42	53	268	393	8.3%	1.20	27.8
Mora	2	1	1	1	2	7	0.1%	1.25	4.4
Otero	4	7	14	13	48	86	1.8%	0.49	10.5
Quay	2	4	4	3	11	24	0.5%	0.39	4.7
Rio Arriba	0	3	8	10	51	72	1.5%	0.00	14.2
Roosevelt	0	4	1	5	27	37	0.8%	0.00	17.3
San Juan	18	27	49	67	304	465	9.9%	0.94	24.4
San Miguel	1	2	12	9	51	75	1.6%	0.22	16.6
Sandoval	13	8	16	40	164	241	5.1%	0.89	16.6
Santa Fe	6	14	40	24	213	297	6.3%	0.33	16.5
Sierra	2	2	5	2	10	21	0.4%	1.02	10.7
Socorro	2	1	3	1	13	20	0.4%	0.36	3.6
Taos	9	2	13	12	33	69	1.5%	2.25	17.3
Torrance	2	1	4	4	14	25	0.5%	0.35	4.4
Union	0	0	2	2	0	4	0.1%	0.00	2.8
Valencia	3	3	19	13	73	111	2.4%	0.47	17.3
Missing Data	0	0	0	0	0	0	0.0%	-	-
Total People	**178**	**164**	**569**	**652**	**3,157**	**4,720**	**100%**	**0.66**	**17.6**

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

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 99) and digitally available 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 crashes occurred in Albuquerque and Las Cruces. (Table 101)
- Of the 15 cities with the highest number of total crashes, the highest crash rates (crashes per 1,000 city residents) were in Gallup (34.5), Española (31.5), and Silver City (31.0). (Table 101)
- Of the 20 cities with the highest number of alcohol-involved crashes, the highest alcohol-involved crash rates (alcohol-involved crashes per 10,000 city residents) were in Gallup (41.4), Farmington (24.1), and Española (21.0). (Table 102)

Table 101: Top Fifteen Cities in Total Crashes, 2017 - 2021 [78]

2021 Rank	City	Total Crashes					2021 Population	2021 Crashes per 1,000 City Residents
		2017	2018	2019	2020	2021		
1	Albuquerque	19,532	19,252	19,034	13,421	13,955	562,599	**24.8**
2	Las Cruces	3,556	3,554	3,547	2,729	3,169	112,914	**28.1**
3	Santa Fe	2,594	2,395	2,335	1,553	1,773	88,193	**20.1**
4	Rio Rancho	1,345	1,302	1,270	941	1,152	105,834	**10.9**
5	Farmington	1,107	1,144	1,403	1,013	1,143	46,422	**24.6**
6	Roswell	1,074	1,049	1,000	767	911	48,081	**18.9**
7	Hobbs	616	1,126	1,215	867	894	39,756	**22.5**
8	Carlsbad	869	1,046	1,056	722	766	31,888	**24.0**
9	South Valley	-	-	-	-	747	38,338	**19.5**
10	Gallup	822	717	762	518	742	21,495	**34.5**
11	Clovis	844	869	748	611	673	37,988	**17.7**
12	Alamogordo	643	523	505	465	551	31,652	**17.4**
13	Los Lunas	442	389	408	403	336	17,861	**18.8**
14	Española	425	385	438	293	330	10,487	**31.5**
15	Silver City	280	296	295	210	297	9,578	**31.0**
All Other Locations		11,757	12,739	14,108	12,042	13,330	-	-
Statewide Total		**45,906**	**46,786**	**48,124**	**36,555**	**40,769**	**2,115,877**	**19.3**

[78] Statistics for crashes in the South Valley are not available prior to 2021.

Table 102: Top Cities[79] in Alcohol-involved Crashes, 2021 [80]

2021 Rank	City	Alcohol-involved Crashes					2021 Population	2021 Alcohol-involved Crashes per 10,000 City Residents
		2017	2018	2019	2020	2021		
1	Albuquerque	643	637	675	575	585	562,599	**10.4**
2	Farmington	70	74	100	73	112	46,422	**24.1**
3	Gallup	91	80	94	65	89	21,495	**41.4**
4	Las Cruces	132	119	111	112	88	112,914	**7.8**
5	Santa Fe	116	123	116	81	74	88,193	**8.4**
6	Rio Rancho	68	76	71	64	54	105,834	**5.1**
7	Carlsbad	32	42	49	46	40	31,888	**12.5**
8	Hobbs	22	42	50	48	38	39,756	**9.6**
9	South Valley	-	-	-	-	36	38,338	**9.4**
10	Roswell	34	42	50	54	33	48,081	**6.9**
11	Clovis	28	20	17	19	22	37,988	**5.8**
11	Española	25	16	16	12	22	10,487	**21.0**
13	Alamogordo	22	19	19	29	19	31,652	**6.0**
14	North Valley	-	-	-	-	16	11,149	**14.4**
15	Silver City	6	8	8	8	15	9,578	**15.7**
16	Las Vegas	16	9	17	8	14	13,157	**10.6**
17	Bernalillo	11	15	11	9	13	9,520	**13.7**
18	Chaparral	10	8	6	9	12	16,551	**7.3**
18	Anthony	13	4	5	4	12	8,666	**13.8**
20	Deming	7	5	2	14	11	14,835	**7.4**
All Other Locations		704	751	820	790	845	-	**-**
Statewide Total		**2,050**	**2,090**	**2,237**	**2,020**	**2,150**	**2,115,877**	**10.2**

[79] Cities have the same rank if they have the same number of crashes in 2021. If mulitple cities rank 20th, the city with the higher number of alcohol-involved crashes in the prior year is displayed. Statistics for crashes in the North Valley and South Valley are not available prior to 2021.

[80] The populations of Chaparral, the South Valley, and North Valley CDPs (Census Designated Places) are based on the 2020 U.S. Census. In some places, 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, 2021

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Alamogordo	4	197	350	551	5	288	1,142	1,435
Albuquerque	112	4,459	9,384	13,955	118	6,427	28,774	35,319
Algodones	0	5	19	24	0	10	44	54
Angel Fire	0	5	22	27	0	5	66	71
Anthony	1	21	61	83	1	28	178	207
Arenas Valley	2	5	13	20	2	6	28	36
Artesia	1	43	137	181	1	62	405	468
Aztec	1	19	93	113	2	29	221	252
Bayard	0	2	20	22	0	2	44	46
Belen	5	44	65	114	5	66	204	275
Bernalillo	2	64	126	192	2	85	377	464
Bloomfield	2	28	84	114	2	41	255	298
Bosque Farms	0	14	27	41	0	23	83	106
Carlsbad	5	194	567	766	6	256	1,676	1,938
Carnuel	1	23	37	61	1	32	97	130
Cañoncito	1	4	12	17	1	4	27	32
Cedar Crest	0	7	14	21	0	8	30	38
Cedar Hill	0	9	27	36	0	11	47	58
Center Point	1	6	26	33	1	6	42	49
Chaparral	0	32	68	100	0	52	184	236
Chimayo	0	9	19	28	0	11	45	56
Clayton	0	4	16	20	0	8	35	43
Clovis	5	198	470	673	5	256	1,502	1,763
Continental Divide	0	6	20	26	0	7	46	53
Corrales	0	17	27	44	0	19	76	95
Crouch Mesa	0	9	28	37	0	13	56	69
Cuba	0	3	13	16	0	4	22	26
Deming	10	57	140	207	12	78	462	552
Edgewood	1	21	54	76	1	29	138	168
El Cerro	0	14	28	42	0	20	88	108
El Cerro Mission	0	15	19	34	0	24	49	73
El Valle de Arroyo Seco	0	11	9	20	0	19	29	48
Eldorado at Santa Fe	0	11	5	16	0	16	18	34
Española	4	94	232	330	4	129	675	808
Eunice	0	5	36	41	0	5	98	103
Farmington	7	335	801	1,143	8	479	2,514	3,001
Flora Vista	0	9	46	55	0	13	127	140
Gallup	3	210	529	742	3	340	1,770	2,113
Glorieta	0	5	11	16	0	6	25	31
Grants	2	39	90	131	3	62	287	352

Table 103 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Hatch	0	4	21	25	0	7	44	51
Hobbs	3	285	606	894	3	423	1,998	2,424
Isleta Pueblo	0	5	12	17	0	5	35	40
Jal	0	5	28	33	0	7	66	73
Jamestown	0	4	12	16	0	7	29	36
Kirtland	1	12	41	54	1	22	117	140
Kirtland AFB	0	7	19	26	0	9	56	65
La Cienega	0	16	17	33	0	22	43	65
La Luz	0	15	15	30	0	27	53	80
La Plata	0	6	25	31	0	8	52	60
Laguna	3	2	26	31	6	7	62	75
Las Cruces	7	873	2,289	3,169	7	1,253	6,918	8,178
Las Vegas	0	61	149	210	0	89	417	506
Lee Acres	0	24	60	84	0	38	145	183
Lordsburg	0	10	29	39	0	12	75	87
Los Alamos	2	21	44	67	2	27	142	171
Los Chaves	0	15	20	35	0	23	44	67
Los Lunas	3	149	184	336	3	194	751	948
Los Ranchos de ABQ	0	21	47	68	0	33	162	195
Lovington	0	42	89	131	0	60	305	365
Meadow Lake	0	10	20	30	0	16	56	72
Mesita	0	3	14	17	0	4	41	45
Milan	0	8	35	43	0	10	84	94
Moriarty	2	21	38	61	2	31	114	147
North Acomita Village	0	3	14	17	0	4	29	33
North Hobbs	0	7	28	35	0	10	78	88
North Valley	0	89	178	267	0	122	574	696
Organ	0	2	14	16	0	2	30	32
Paradise Hills	0	3	18	21	0	4	56	60
Peralta	0	16	19	35	0	20	68	88
Placitas	0	4	22	26	0	4	41	45
Pojoaque	0	13	21	34	0	22	77	99
Portales	0	35	117	152	0	43	330	373
Prewitt	1	11	23	35	1	15	70	86
Ranchos de Taos	1	11	23	35	1	17	59	77
Raton	0	18	89	107	0	24	213	237
Rio Communities	0	17	23	40	0	26	70	96
Rio Rancho	5	314	833	1,152	5	426	2,506	2,937
Rio Rancho Estates	0	9	18	27	0	11	45	56
Roswell	1	316	594	911	1	445	1,892	2,338

Crash Geography – Cities

Table 103 continued [81]

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Ruidoso	0	41	165	206	0	64	460	524
Ruidoso Downs	0	2	23	25	0	2	70	72
San Felipe Pueblo	0	11	16	27	0	15	50	65
San Ysidro (Doña Ana)	0	5	15	20	0	9	36	45
Santa Ana Pueblo	1	9	24	34	2	12	67	81
Santa Clara (Central)	0	4	12	16	0	5	30	35
Santa Fe	9	648	1,116	1,773	10	976	3,688	4,674
Santa Fe Foothills	0	9	13	22	0	12	19	31
Santa Rosa	0	19	32	51	0	29	86	115
Santa Teresa	1	5	19	25	1	10	42	53
Sedillo	0	3	13	16	0	4	28	32
Shiprock	2	8	9	19	2	23	28	53
Silver City	0	82	215	297	0	108	559	667
Socorro	3	20	74	97	3	25	208	236
South River	0	4	22	26	0	4	44	48
South Valley	0	257	490	747	0	368	1,602	1,970
Spencerville	0	3	15	18	0	3	31	34
Sunland Park	0	28	47	75	0	38	148	186
Taos	1	37	155	193	1	51	418	470
Tesuque	0	7	10	17	0	7	21	28
Texico	0	1	16	17	0	1	46	47
Thoreau	0	11	37	48	0	16	86	102
Tijeras	3	7	28	38	3	10	71	84
Tome	0	7	17	24	0	12	35	47
Truth or Consequences	1	22	43	66	1	28	110	139
Tucumcari	0	12	56	68	0	15	148	163
Tularosa	0	5	24	29	0	5	56	61
University Park	0	7	51	58	0	9	108	117
Vado	0	7	18	25	0	10	45	55
Valencia	0	21	21	42	0	27	83	110
Waterflow	0	11	16	27	0	18	52	70
West Hammond	1	7	15	23	1	11	31	43
Zuni Pueblo	1	3	19	23	1	5	50	56
Rural and Other	207	2,341	5,471	8,019	243	3,531	12,527	16,301
Statewide Total	**429**	**12,404**	**27,936**	**40,769**	**483**	**17,971**	**81,016**	**99,470**

[81] The term "other" refers to towns or places with fewer than 16 crashes in 2021.

Table 104: Severity of Alcohol-involved Crashes and Injuries by City, 2021

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Alamogordo	0	8	11	19	0	12	29	41
Albuquerque	36	252	297	585	38	389	982	1,409
Algodones	0	0	3	3	0	0	6	6
Angel Fire	0	1	2	3	0	1	2	3
Anthony	1	3	8	12	1	7	22	30
Artesia	0	3	5	8	0	3	11	14
Aztec	0	1	4	5	0	1	10	11
Belen	1	2	1	4	1	3	5	9
Bernalillo	2	7	4	13	2	11	19	32
Bloomfield	1	4	4	9	1	4	14	19
Carlsbad	4	11	25	40	5	15	69	89
Catalpa Canyon	0	2	0	2	0	2	0	2
Cañoncito	1	0	1	2	1	0	1	2
Cedar Hill	0	1	1	2	0	1	2	3
Center Point	0	1	3	4	0	1	7	8
Chaparral	0	4	8	12	0	5	9	14
Chimayo	0	2	0	2	0	2	2	4
Church Rock	0	1	2	3	0	1	4	5
Clovis	0	9	13	22	0	11	40	51
Corrales	0	2	0	2	0	3	0	3
Crouch Mesa	0	1	8	9	0	1	12	13
Cuba	0	1	2	3	0	1	2	3
Cubero	0	0	2	2	0	0	2	2
Deming	5	3	3	11	6	6	17	29
Doña Ana	0	1	1	2	0	1	4	5
Edgewood	0	2	0	2	0	3	0	3
El Cerro	0	3	0	3	0	5	3	8
El Cerro Mission	0	1	1	2	0	5	1	6
Elephant Butte	0	2	0	2	0	2	0	2
Española	0	10	12	22	0	13	31	44
Eunice	0	1	1	2	0	1	5	6
Farmington	6	47	59	112	7	67	176	250
Flora Vista	0	0	5	5	0	0	10	10
Fruitland	1	2	0	3	1	6	2	9
Gallup	2	40	47	89	2	67	186	255
Glorieta	0	2	1	3	0	2	3	5
Grants	0	6	3	9	0	10	14	24
Hatch	0	0	2	2	0	0	3	3
Hobbs	1	18	19	38	1	27	65	93
Isleta Pueblo	0	0	2	2	0	0	2	2

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
Jarales	0	0	2	2	0	0	4	4
Kirtland	1	3	6	10	1	5	22	28
La Cienega	0	3	2	5	0	3	2	5
La Luz	0	2	0	2	0	5	1	6
La Plata	0	0	2	2	0	0	4	4
La Puebla	0	3	0	3	0	5	3	8
Laguna	1	0	2	3	3	0	4	7
Las Cruces	4	25	59	88	4	41	125	170
Las Vegas	0	6	8	14	0	9	24	33
Lee Acres	0	3	1	4	0	5	5	10
Logan	0	3	0	3	0	3	5	8
Los Alamos	1	1	1	3	1	1	2	4
Los Chaves	0	2	3	5	0	2	4	6
Los Lunas	0	4	4	8	0	6	12	18
Los Ranchos de ABQ	0	2	1	3	0	2	7	9
Lovington	0	1	2	3	0	1	6	7
McCartys Village	0	2	0	2	0	2	0	2
Meadow Lake	0	0	2	2	0	0	2	2
Mesita	0	1	1	2	0	1	3	4
Midway	0	2	1	3	0	3	5	8
Milan	0	2	1	3	0	2	1	3
North Acomita Village	0	0	2	2	0	0	3	3
North Hobbs	0	1	1	2	0	1	3	4
North Valley	0	8	8	16	0	18	23	41
Ohkay Owingeh	0	2	0	2	0	2	0	2
Peralta	0	1	1	2	0	1	2	3
Placitas	0	2	1	3	0	2	10	12
Pojoaque	0	0	2	2	0	0	11	11
Portales	0	5	4	9	0	5	18	23
Pueblitos	0	1	1	2	0	2	2	4
Questa	1	1	0	2	1	2	2	5
Ranchos de Taos	1	0	1	2	1	2	1	4
Raton	0	1	3	4	0	3	7	10
Rio Rancho	1	14	39	54	1	19	86	106
Rio Rancho Estates	0	0	2	2	0	0	2	2
Roswell	0	15	18	33	0	24	51	75
Ruidoso	0	3	6	9	0	3	10	13
Salem	0	0	2	2	0	0	5	5
San Jose	0	0	2	2	0	0	5	5
San Pablo	0	0	2	2	0	0	3	3

Table 104 continued [82]

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
San Ysidro	0	3	0	3	0	8	0	8
Sandia Park	2	0	0	2	2	0	0	2
Santa Ana Pueblo	1	1	2	4	2	3	5	10
Santa Cruz	0	0	2	2	0	0	3	3
Santa Fe	1	29	44	74	1	36	153	190
Santa Fe Foothills	0	1	1	2	0	2	1	3
Sausal	0	2	0	2	0	2	0	2
Shiprock	0	2	0	2	0	6	0	6
Silver City	0	8	7	15	0	11	18	29
Socorro	2	2	3	7	2	3	7	12
South River	0	1	1	2	0	1	1	2
South Valley	0	16	20	36	0	26	57	83
Spencerville	0	0	3	3	0	0	4	4
Springer	0	2	0	2	0	4	1	5
Sunland Park	0	3	2	5	0	4	7	11
Talpa	0	0	2	2	0	0	2	2
Tano Road	0	0	2	2	0	0	2	2
Taos	1	4	5	10	1	7	13	21
Tesuque	0	0	2	2	0	0	3	3
Thoreau	0	1	2	3	0	2	4	6
Tome	0	2	2	4	0	3	7	10
Truth or Consequences	0	2	3	5	0	3	8	11
Tucumcari	0	2	0	2	0	2	5	7
Tularosa	0	1	1	2	0	1	5	6
Twin Lakes	0	2	0	2	0	2	2	4
Vado	0	2	0	2	0	2	1	3
Valencia	0	1	1	2	0	2	3	5
Waterflow	0	4	0	4	0	8	4	12
West Hammond	1	0	2	3	1	3	3	7
Zuni Pueblo	1	3	1	5	1	5	7	13
Rural and Other	77	234	231	542	90	370	574	1,034
Statewide Total	**157**	**901**	**1,092**	**2,150**	**178**	**1,385**	**3,157**	**4,720**

[82] The term "other" refers to towns or places with fewer than 2 alcohol-involved crashes in 2021.

Crash Geography – Rural and Urban

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 131 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 21.2 percent of crashes and 26.1 percent of alcohol-involved crashes, but rural roadways have 49.7 percent of crash-related fatalities and 51.7 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, crashes where the first harmful event involved a non-motorist (e.g., a pedestrian or pedalcyclist) or a non-collision (e.g., a rollover/overturn) accounts 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 crashes where the first harmful event involved a non-motorist (e.g., a pedestrian or pedalcyclist) accounts for 29.1 percent of fatalities but only 4.8 percent of crashes. (Table 110)

Table 105: Crashes by Rural and Urban Location, 2017 - 2021

Year	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2021	1,869	4.6%	6,793	16.7%	32,107	78.8%	40,769	100%

Crash Geography – Rural and Urban

Table 106: Fatalities by Rural and Urban Location, 2017 - 2021

Year	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2021	62	12.8%	178	36.9%	243	50.3%	483	100%

Table 107: Alcohol-involved Crashes by Rural and Urban Location, 2017 - 2021

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
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%
2021	80	3.7%	481	22.4%	1,589	73.9%	2,150	100%

Table 108: Fatalities in Alcohol-involved Crashes by Rural and Urban Location, 2017 - 2021

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
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%
2021	13	7.3%	79	44.4%	86	48.3%	178	100%

Crash Geography – Rural and Urban

Table 109: Fatalities and Crashes by Rural and Urban Location and First Harmful Event, 2021

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	128	6.8%	2	3.2%	1,122	16.5%	1	0.6%	508	1.6%	0	0.0%
Collision with Fixed Object	394	21.1%	11	17.7%	1,064	15.7%	21	11.8%	3,208	10.0%	30	12.3%
Collision with Motor Vehicle	795	42.5%	19	30.6%	3,090	45.5%	70	39.3%	26,165	81.5%	105	43.2%
Collision with Other Non-Fixed Object	101	5.4%	0	0.0%	217	3.2%	0	0.0%	451	1.4%	1	0.4%
Collision with Person	13	0.7%	10	16.1%	73	1.1%	24	13.5%	702	2.2%	78	32.1%
Non-Collision	327	17.5%	20	32.3%	967	14.2%	62	34.8%	765	2.4%	29	11.9%
Other	108	5.8%	0	0.0%	235	3.5%	0	0.0%	273	0.9%	0	0.0%
Missing Data	3	0.2%	0	0.0%	25	0.4%	0	0.0%	35	0.1%	0	0.0%
Total	**1,869**	**100%**	**62**	**100%**	**6,793**	**100%**	**178**	**100%**	**32,107**	**100%**	**243**	**100%**

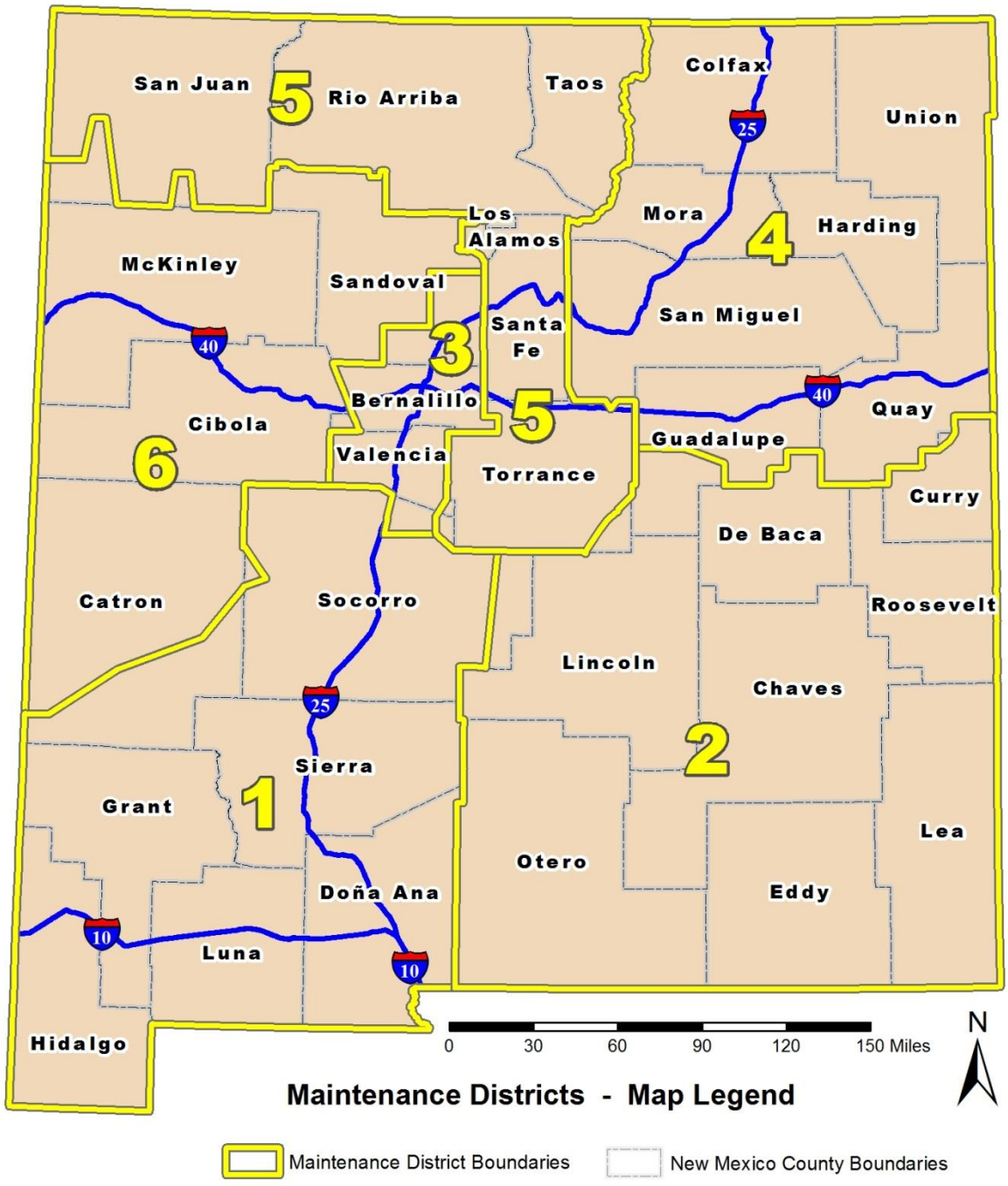
Table 110: Alcohol-involved Fatalities[83] and Crashes
by Rural and Urban Location and First Harmful Event, 2021

First Harmful Event	Alcohol-involved Fatalities 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%	9	1.9%	0	0.0%	1	0.1%	0	0.0%
Collision with Fixed Object	32	40.0%	3	23.1%	149	31.0%	14	17.7%	494	31.1%	16	18.6%
Collision with Motor Vehicle	29	36.3%	4	30.8%	147	30.6%	26	32.9%	859	54.1%	31	36.0%
Collision with Other Non-Fixed Object	1	1.3%	0	0.0%	17	3.5%	0	0.0%	33	2.1%	0	0.0%
Collision with Person	3	3.8%	3	23.1%	19	4.0%	12	15.2%	76	4.8%	25	29.1%
Non-Collision	12	15.0%	3	23.1%	120	24.9%	27	34.2%	90	5.7%	14	16.3%
Other	2	2.5%	0	0.0%	19	4.0%	0	0.0%	34	2.1%	0	0.0%
Missing Data	1	1.3%	0	0.0%	1	0.2%	0	0.0%	2	0.1%	0	0.0%
Total	**80**	**100%**	**13**	**100%**	**481**	**100%**	**79**	**100%**	**1,589**	**100%**	**86**	**100%**

[83] 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, 2021

Highway Maintenance District	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	59	13.8%	1,564	12.6%	4,144	14.8%	5,767	14.1%
District 2	62	14.5%	1,985	16.0%	4,455	15.9%	6,502	15.9%
District 3	163	38.0%	5,930	47.8%	12,290	44.0%	18,383	45.1%
District 4	21	4.9%	330	2.7%	1,092	3.9%	1,443	3.5%
District 5	80	18.6%	1,935	15.6%	4,170	14.9%	6,185	15.2%
District 6	44	10.3%	579	4.7%	1,501	5.4%	2,124	5.2%
Missing Data	0	0.0%	81	0.7%	284	1.0%	365	0.9%
Total Crashes	**429**	**100%**	**12,404**	**100%**	**27,936**	**100%**	**40,769**	**100%**

Table 112: Severity of Injuries to People in Crashes by Highway Maintenance District, 2021

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	68	14.1%	156	14.9%	717	13.9%	1,394	11.9%	11,358	14.0%	13,693	14%
District 2	68	14.1%	188	18.0%	845	16.4%	1,797	15.3%	12,803	15.8%	15,701	16%
District 3	173	35.8%	360	34.5%	2,247	43.5%	5,889	50.1%	37,697	46.5%	46,366	47%
District 4	27	5.6%	50	4.8%	216	4.2%	229	1.9%	2,525	3.1%	3,047	3%
District 5	90	18.6%	205	19.6%	836	16.2%	1,829	15.6%	11,718	14.5%	14,678	15%
District 6	57	11.8%	81	7.8%	273	5.3%	543	4.6%	4,239	5.2%	5,193	5%
Missing Data	0	0.0%	4	0.4%	32	0.6%	80	0.7%	676	0.8%	792	0.8%
Total People	**483**	**100%**	**1,044**	**100%**	**5,166**	**100%**	**11,761**	**100%**	**81,016**	**100%**	**99,470**	**100%**

Table 113: Crashes by Highway Maintenance District and Rural and Urban Location, 2021

Highway Maintenance District	Rural Interstate		Rural Non-Interstate		Urban		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	484	8.4%	1,021	17.7%	4,262	73.9%	5,767	100%
District 2	0	0.0%	2,082	32.0%	4,420	68.0%	6,502	100%
District 3	326	1.8%	874	4.8%	17,183	93.5%	18,383	100%
District 4	425	29.5%	577	40.0%	441	30.6%	1,443	100%
District 5	235	3.8%	1,548	25.0%	4,402	71.2%	6,185	100%
District 6	396	18.6%	629	29.6%	1,099	51.7%	2,124	100%
Missing Data	3	0.8%	62	17.0%	300	82.2%	365	100%
Total Crashes	**1,869**	**4.6%**	**6,793**	**16.7%**	**32,107**	**78.8%**	**40,769**	**100%**

Appendix

Appendix A – Hour and Day of the Week

Appendix Table A-1: Severity of Injuries by Hour, 2021 [84] [85]

Hour	Severity of Injuries to 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 People in Crashes
Midnight	11	24	102	136	975	**1,248**
1 a.m.	21	28	100	108	775	**1,032**
2 a.m.	9	20	77	83	650	**839**
3 a.m.	11	14	64	53	557	**699**
4 a.m.	12	17	44	61	523	**657**
5 a.m.	13	23	96	137	867	**1,136**
6 a.m.	22	36	109	218	1,666	**2,051**
7 a.m.	18	34	209	541	3,701	**4,503**
8 a.m.	11	30	151	496	3,846	**4,534**
9 a.m.	14	32	183	453	2,988	**3,670**
10 a.m.	11	33	197	518	3,465	**4,224**
11 a.m.	16	45	259	644	4,550	**5,514**
Noon	26	40	313	781	5,200	**6,360**
1 p.m.	25	56	320	787	5,356	**6,544**
2 p.m.	26	53	341	815	5,978	**7,213**
3 p.m.	18	70	388	1,035	6,779	**8,290**
4 p.m.	24	77	402	1,006	7,057	**8,566**
5 p.m.	24	81	466	1,119	7,206	**8,896**
6 p.m.	32	73	349	791	5,252	**6,497**
7 p.m.	38	71	243	539	3,572	**4,463**
8 p.m.	21	59	200	517	3,315	**4,112**
9 p.m.	36	58	230	425	2,714	**3,463**
10 p.m.	31	48	188	289	1,868	**2,424**
11 p.m.	13	21	124	192	1,388	**1,738**
Missing Data	0	1	11	17	768	**797**
Total	**483**	**1,044**	**5,166**	**11,761**	**81,016**	**99,470**

[84] For reference, crashes during the hour of 1 a.m. are crashes from 1:00 a.m. to 1:59 a.m.

[85] 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, 2021 [84] [85]

Hour	Severity of Injuries to People in Alcohol-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 in Crashes
Midnight	5	9	39	36	154	**243**
1 a.m.	15	12	34	18	187	**266**
2 a.m.	4	5	24	20	116	**169**
3 a.m.	5	3	19	9	72	**108**
4 a.m.	3	4	11	1	50	**69**
5 a.m.	5	2	9	8	58	**82**
6 a.m.	10	5	10	6	31	**62**
7 a.m.	5	1	3	6	28	**43**
8 a.m.	4	3	3	7	38	**55**
9 a.m.	3	6	6	5	54	**74**
10 a.m.	3	4	7	4	40	**58**
11 a.m.	1	0	5	13	49	**68**
Noon	6	4	13	18	65	**106**
1 p.m.	10	3	9	12	69	**103**
2 p.m.	7	9	20	40	139	**215**
3 p.m.	6	6	19	35	155	**221**
4 p.m.	7	9	47	39	177	**279**
5 p.m.	2	11	42	64	238	**357**
6 p.m.	14	7	36	58	192	**307**
7 p.m.	18	10	35	49	273	**385**
8 p.m.	8	10	32	53	255	**358**
9 p.m.	17	12	53	65	267	**414**
10 p.m.	10	21	54	50	237	**372**
11 p.m.	10	8	39	35	209	**301**
Missing Data	0	0	0	1	4	**5**
Total	**178**	**164**	**569**	**652**	**3,157**	**4,720**

Appendix Table A-3: Severity of Injuries to People in Crashes by Day of the Week, 2021 [85]

Day of Week	Severity of Injuries to 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 People in Crashes
Monday	56	134	747	1,660	10,988	**13,585**
Tuesday	55	122	709	1,767	11,690	**14,343**
Wednesday	61	124	690	1,831	12,380	**15,086**
Thursday	57	135	738	1,843	12,392	**15,165**
Friday	77	166	805	1,967	14,095	**17,110**
Saturday	83	186	791	1,493	10,772	**13,325**
Sunday	94	177	686	1,200	8,699	**10,856**
Total	**483**	**1,044**	**5,166**	**11,761**	**81,016**	**99,470**

Appendix Table A-4: Severity of Injuries to People
in Alcohol-involved Crashes by Day of the Week, 2021 [85]

Day of Week	Severity of Injuries to People in Alcohol-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 in Crashes
Monday	16	16	65	57	265	**419**
Tuesday	18	17	66	80	356	**537**
Wednesday	11	20	56	88	380	**555**
Thursday	19	11	66	79	410	**585**
Friday	25	29	84	102	513	**753**
Saturday	42	35	115	134	639	**965**
Sunday	47	36	117	112	594	**906**
Total	**178**	**164**	**569**	**652**	**3,157**	**4,720**

Appendix Table A-5: Pedestrian-involved Crashes by Hour, 2017 - 2021 [84] [85]

Hour	Pedestrian-involved Crashes				
	2017	2018	2019	2020	2021
Midnight	11	21	14	9	15
1 a.m.	12	12	11	8	9
2 a.m.	9	7	6	6	8
3 a.m.	6	8	2	5	9
4 a.m.	2	4	3	8	6
5 a.m.	4	9	7	5	9
6 a.m.	15	16	18	7	11
7 a.m.	31	25	32	17	17
8 a.m.	21	20	23	8	14
9 a.m.	17	25	8	7	18
10 a.m.	12	18	23	18	16
11 a.m.	26	20	29	13	17
Noon	35	18	32	20	14
1 p.m.	18	25	22	18	19
2 p.m.	24	28	38	23	20
3 p.m.	36	37	48	30	26
4 p.m.	37	34	35	23	31
5 p.m.	48	56	39	34	41
6 p.m.	47	56	62	46	56
7 p.m.	52	44	45	50	41
8 p.m.	51	46	43	51	43
9 p.m.	38	41	46	39	48
10 p.m.	24	37	29	18	38
11 p.m.	23	18	23	18	21
Missing Data	1	0	0	0	0
Total	**600**	**625**	**638**	**481**	**547**

Appendix Table A-6: Pedalcycle-involved Crashes by Hour, 2017 - 2021 [84] [85]

Hour	Pedalcycle-involved Crashes				
	2017	2018	2019	2020	2021
Midnight	5	1	2	1	2
1 a.m.	2	4	3	1	2
2 a.m.	2	0	2	0	1
3 a.m.	0	1	1	3	2
4 a.m.	2	3	0	0	1
5 a.m.	2	3	0	2	3
6 a.m.	16	5	5	10	4
7 a.m.	21	19	28	12	7
8 a.m.	13	18	22	13	14
9 a.m.	12	13	13	13	15
10 a.m.	26	15	13	9	6
11 a.m.	20	19	16	18	19
Noon	20	33	25	15	13
1 p.m.	24	18	25	17	16
2 p.m.	27	25	32	18	27
3 p.m.	45	29	29	18	16
4 p.m.	33	38	32	26	21
5 p.m.	28	34	30	21	18
6 p.m.	28	21	24	25	18
7 p.m.	17	22	15	9	10
8 p.m.	13	19	21	12	12
9 p.m.	13	11	16	12	7
10 p.m.	8	12	10	5	3
11 p.m.	1	3	4	1	4
Missing Data	1	0	2	0	0
Total	**379**	**366**	**370**	**261**	**241**

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 and 2021

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
2021	261.582	1.49	144.3	1.68

[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 2021, 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. March 2021. Accessed January 4, 2023: 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 [86]

Crash Severity	FHWA Crash Cost Estimates		
	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

Appendix Table B-3: FHWA Calculation of Human Capital Cost Estimates per Crash, 2021 [87]

Crash Severity	Human Capital Crash Costs (2001 Dollars)	CPI Ratio (2021/2001)	CPI-Adjusted Human Capital Costs (2021 Dollars)
Fatal Crash (K)	1,245,600	1.493901	1,860,803
Suspected Serious Injury Crash (A)	111,400	1.493901	166,421
Suspected Minor Injury Crash (B)	41,900	1.493901	62,594
Possible Injury Crash (C)	28,400	1.493901	42,427
Property Damage Only Crash (O)	6,400	1.493901	9,561

Appendix Table B-4: FHWA Calculation of Comprehensive Cost Estimates per Crash, 2021 [88]

Crash Severity	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)	ECI Ratio (2021/2001)	ECI-Adjusted Cost Difference (2021 Dollars)	ECI-Adjusted Comprehensive Costs per Crash (2021 Dollars)
Fatal Crash (K)	4,008,900	2,763,300	1.6818182	4,647,368	6,508,171
Suspected Serious Injury Crash (A)	216,000	104,600	1.6818182	175,918	342,339
Suspected Minor Injury Crash (B)	79,000	37,100	1.6818182	62,395	124,990
Possible Injury Crash (C)	44,900	16,500	1.6818182	27,750	70,177
Property Damage Only Crash (O)	7,400	1,000	1.6818182	1,682	11,243

[86] Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries, FHWAHRT-05-051, October 2005.

[87] Human capital costs come from multiplying the human capital crash cost in 2001 dollars by the CPI ratio for 2021.

[88] The cost difference, in 2001 dollars, is the 2001 comprehensive crash costs minus 2001 human capital costs. The cost difference, in 2021 dollars, comes from multiplying the 2001 cost difference by the ECI ratio for 2021. Comprehensive crash costs are the sum of 2021 CPI-adjusted human capital costs and the 2021 ECI-adjusted cost difference.

- The total human capital cost of the 40,769 crashes in New Mexico was **$1.8 billion**. This represents the 2021 value of human capital costs for 429 fatal crashes and 40,340 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 2021 totals **$4.4 billion**. About 63 percent of this amount is the cost of fatal crashes ($2.8 billion). (Table B-6)

Appendix Table B-5: Calculation of Human Capital Crash Cost Estimates, 2021 Adjusted [89]

Crash Severity	Human Capital Costs per Crash, 2021 CPI-Adjusted ($)	Total Crashes, 2021	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,860,803	429	798,284,325
Suspected Serious Injury Crash (A)	166,421	819	136,298,414
Suspected Minor Injury Crash (B)	62,594	4,099	256,574,594
Possible Injury Crash (C)	42,427	7,486	317,606,859
Property Damage Only Crash (O)	9,561	27,936	267,095,091
Total			**1,775,859,283**

Appendix Table B-6: Calculation of Comprehensive Crash Cost Estimates, 2021 Adjusted [90]

Crash Severity	Comprehensive Costs per Crash, 2021 Adjusted ($)	Total Crashes, 2021	Total Comprehensive Costs Estimate ($)
Fatal Crash (K)	6,508,171	429	2,792,005,275
Suspected Serious Injury Crash (A)	342,339	819	280,375,405
Suspected Minor Injury Crash (B)	124,990	4,099	512,333,563
Possible Injury Crash (C)	70,177	7,486	525,343,359
Property Damage Only Crash (O)	11,243	27,936	314,078,364
Total			**4,424,135,965**

[89] Human capital crash costs are monetary losses associated with medical care, emergency services, property damage, and lost productivity. Costs displayed in table are rounded.

[90] 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, 2021 [91]

Age Group	Unbelted Passenger Vehicle Occupant Fatalities								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	1	0.9%	1	1.5%	0	0.0%	2	1.1%	1.0
5-9	1	0.9%	3	4.5%	0	0.0%	4	2.2%	0.3
10-14	0	0.0%	1	1.5%	0	0.0%	1	0.5%	0.0
15-19	12	10.3%	10	14.9%	0	0.0%	22	12.0%	1.2
20-24	17	14.5%	8	11.9%	0	0.0%	25	13.6%	2.1
25-29	22	18.8%	6	9.0%	0	0.0%	28	15.2%	3.7
30-34	17	14.5%	11	16.4%	0	0.0%	28	15.2%	1.5
35-39	6	5.1%	4	6.0%	0	0.0%	10	5.4%	1.5
40-44	8	6.8%	2	3.0%	0	0.0%	10	5.4%	4.0
45-49	4	3.4%	2	3.0%	0	0.0%	6	3.3%	2.0
50-54	7	6.0%	4	6.0%	0	0.0%	11	6.0%	1.8
55-59	6	5.1%	6	9.0%	0	0.0%	12	6.5%	1.0
60-64	7	6.0%	2	3.0%	0	0.0%	9	4.9%	3.5
65-69	5	4.3%	0	0.0%	0	0.0%	5	2.7%	0.0
70-74	1	0.9%	2	3.0%	0	0.0%	3	1.6%	0.5
75 +	2	1.7%	5	7.5%	0	0.0%	7	3.8%	0.4
Missing Data	1	0.9%	0	0.0%	0	0.0%	1	0.5%	0.0
Total	**117**	**100%**	**67**	**100%**	**0**	**0%**	**184**	**100%**	**1.7**

Appendix Table C-2: Unbelted Passenger Vehicle Occupants with Fatal or Suspected Serious Injuries by Age Group and Sex, 2021 [91]

Age Group	Unbelted Occupants with Fatal or Suspected Serious Injuries								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	1	0.5%	2	1.6%	0	0.0%	3	0.9%	0.5
5-9	2	1.0%	6	4.9%	0	0.0%	8	2.5%	0.3
10-14	1	0.5%	5	4.1%	0	0.0%	6	1.9%	0.2
15-19	23	11.6%	16	13.1%	0	0.0%	39	12.1%	1.4
20-24	38	19.1%	15	12.3%	0	0.0%	53	16.5%	2.5
25-29	36	18.1%	15	12.3%	0	0.0%	51	15.9%	2.4
30-34	29	14.6%	14	11.5%	0	0.0%	43	13.4%	2.1
35-39	13	6.5%	8	6.6%	0	0.0%	21	6.5%	1.6
40-44	10	5.0%	4	3.3%	0	0.0%	14	4.4%	2.5
45-49	7	3.5%	3	2.5%	0	0.0%	10	3.1%	2.3
50-54	10	5.0%	8	6.6%	0	0.0%	18	5.6%	1.3
55-59	8	4.0%	9	7.4%	0	0.0%	17	5.3%	0.9
60-64	7	3.5%	4	3.3%	0	0.0%	11	3.4%	1.8
65-69	7	3.5%	1	0.8%	0	0.0%	8	2.5%	7.0
70-74	3	1.5%	2	1.6%	0	0.0%	5	1.6%	1.5
75 +	3	1.5%	6	4.9%	0	0.0%	9	2.8%	0.5
Missing Data	1	0.5%	4	3.3%	0	0.0%	5	1.6%	0.3
Total	**199**	**100%**	**122**	**100%**	**0**	**0%**	**321**	**100%**	**1.6**

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

Appendix Table C-3: Unbelted Passenger Vehicle Occupants by County and Severity of Injury, 2021 [92]

County	Unbelted Passenger Vehicle Occupants in Crashes							Unbelted Fatalities per 100M VMT	Total Unbelted People in Crashes per 100M VMT
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total Unbelted People	Percent of Total Unbelted People		
Bernalillo	32	22	65	48	78	245	18.5%	0.58	4.44
Catron	0	0	0	0	0	0	0.0%	0.00	0.00
Chaves	3	11	29	13	18	74	5.6%	0.45	10.98
Cibola	6	1	10	2	12	31	2.3%	0.72	3.74
Colfax	1	1	3	2	4	11	0.8%	0.27	3.00
Curry	2	0	4	6	19	31	2.3%	0.51	7.92
De Baca	0	0	2	0	0	2	0.2%	0.00	1.33
Doña Ana	10	27	23	16	41	117	8.8%	0.48	5.59
Eddy	7	1	15	6	13	42	3.2%	0.59	3.54
Grant	3	5	6	9	8	31	2.3%	0.73	7.56
Guadalupe	4	1	5	3	1	14	1.1%	0.75	2.61
Harding	0	0	0	0	0	0	0.0%	0.00	0.00
Hidalgo	0	0	2	4	1	7	0.5%	0.00	2.20
Lea	6	9	24	17	49	105	7.9%	0.54	9.53
Lincoln	2	1	5	2	3	13	1.0%	0.46	2.99
Los Alamos	0	1	0	0	0	1	0.1%	0.00	0.74
Luna	10	2	10	2	4	28	2.1%	1.24	3.48
McKinley	15	6	11	17	65	114	8.6%	1.06	8.07
Mora	1	0	3	0	0	4	0.3%	0.62	2.49
Otero	6	0	9	5	8	28	2.1%	0.73	3.41
Quay	4	3	3	0	2	12	0.9%	0.78	2.35
Rio Arriba	2	3	4	4	8	21	1.6%	0.39	4.15
Roosevelt	3	1	3	2	2	11	0.8%	1.40	5.14
San Juan	18	11	21	20	40	110	8.3%	0.94	5.77
San Miguel	1	3	6	2	2	14	1.1%	0.22	3.09
Sandoval	8	4	16	7	18	53	4.0%	0.55	3.64
Santa Fe	9	12	10	12	28	71	5.4%	0.50	3.94
Sierra	6	2	2	2	3	15	1.1%	3.05	7.62
Socorro	6	3	1	6	2	18	1.4%	1.09	3.28
Taos	7	3	4	7	13	34	2.6%	1.75	8.51
Torrance	4	2	6	5	11	28	2.1%	0.71	4.94
Union	2	1	4	0	0	7	0.5%	1.39	4.87
Valencia	6	1	12	6	7	32	2.4%	0.94	5.00
Missing Data	0	0	0	0	0	0	0.0%	0	0
Total People	**184**	**137**	**318**	**225**	**460**	**1,324**	**100%**	**0.69**	**4.94**

[92] People in passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs). 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, 2021

Age Group	People in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	1,216	2.4%	1,064	2.6%	14	0.2%	2,294	2.3%	**1.1**
5-9	1,284	2.6%	1,205	3.0%	15	0.2%	2,504	2.5%	**1.1**
10-14	1,310	2.6%	1,425	3.5%	15	0.2%	2,750	2.8%	**0.9**
15-19	5,292	10.5%	4,827	11.9%	81	0.9%	10,200	10.3%	**1.1**
20-24	6,001	11.9%	4,777	11.8%	156	1.8%	10,934	11.0%	**1.3**
25-29	5,229	10.4%	3,982	9.8%	83	1.0%	9,294	9.3%	**1.3**
30-34	4,741	9.4%	3,586	8.8%	75	0.9%	8,402	8.4%	**1.3**
35-39	3,965	7.9%	3,225	7.9%	60	0.7%	7,250	7.3%	**1.2**
40-44	3,374	6.7%	2,637	6.5%	61	0.7%	6,072	6.1%	**1.3**
45-49	2,789	5.5%	2,149	5.3%	56	0.7%	4,994	5.0%	**1.3**
50-54	2,781	5.5%	2,036	5.0%	57	0.7%	4,874	4.9%	**1.4**
55-59	2,639	5.3%	2,004	4.9%	45	0.5%	4,688	4.7%	**1.3**
60-64	2,349	4.7%	1,868	4.6%	28	0.3%	4,245	4.3%	**1.3**
65-69	1,899	3.8%	1,568	3.9%	24	0.3%	3,491	3.5%	**1.2**
70-74	1,465	2.9%	1,167	2.9%	19	0.2%	2,651	2.7%	**1.3**
75 +	1,688	3.4%	1,429	3.5%	25	0.3%	3,142	3.2%	**1.2**
Missing Data	2,235	4.4%	1,653	4.1%	7,797	90.5%	11,685	11.7%	**1.4**
Total	**50,257**	**100%**	**40,602**	**100%**	**8,611**	**100%**	**99,470**	**100%**	**1.2**

Appendix – Age and Sex

Appendix Table D-2: People Killed in Crashes by Age Group and Sex, 2021 [93]

Age Group	Fatalities in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	3	0.9%	3	1.9%	0	0.0%	6	1.2%	**1.0**
5-9	3	0.9%	4	2.6%	0	0.0%	7	1.4%	**0.8**
10-14	4	1.2%	4	2.6%	0	0.0%	8	1.7%	**1.0**
15-19	16	4.9%	16	10.3%	0	0.0%	32	6.6%	**1.0**
20-24	30	9.2%	12	7.7%	0	0.0%	42	8.7%	**2.5**
25-29	49	15.0%	13	8.3%	0	0.0%	62	12.8%	**3.8**
30-34	48	14.7%	17	10.9%	0	0.0%	65	13.5%	**2.8**
35-39	28	8.6%	14	9.0%	0	0.0%	42	8.7%	**2.0**
40-44	19	5.8%	11	7.1%	0	0.0%	30	6.2%	**1.7**
45-49	23	7.0%	10	6.4%	0	0.0%	33	6.8%	**2.3**
50-54	19	5.8%	10	6.4%	0	0.0%	29	6.0%	**1.9**
55-59	27	8.3%	12	7.7%	0	0.0%	39	8.1%	**2.3**
60-64	20	6.1%	7	4.5%	0	0.0%	27	5.6%	**2.9**
65-69	17	5.2%	7	4.5%	0	0.0%	24	5.0%	**2.4**
70-74	5	1.5%	8	5.1%	0	0.0%	13	2.7%	**0.6**
75 +	15	4.6%	8	5.1%	0	0.0%	23	4.8%	**1.9**
Missing Data	1	0.3%	0	0.0%	0	0.0%	1	0.2%	**0.0**
Total	**327**	**100%**	**156**	**100%**	**0**	**0%**	**483**	**100%**	**2.1**

Appendix Table D-3: People Seriously Injured in Crashes by Age Group and Sex, 2021 [93] [94]

Age Group	People Seriously Injured in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	4	0.6%	3	0.8%	0	0.0%	7	0.7%	**1.3**
5-9	5	0.8%	10	2.5%	0	0.0%	15	1.4%	**0.5**
10-14	14	2.2%	18	4.6%	0	0.0%	32	3.1%	**0.8**
15-19	64	10.0%	39	9.9%	0	0.0%	103	9.9%	**1.6**
20-24	86	13.4%	47	11.9%	1	10.0%	134	12.8%	**1.8**
25-29	72	11.3%	48	12.2%	0	0.0%	120	11.5%	**1.5**
30-34	70	10.9%	32	8.1%	0	0.0%	102	9.8%	**2.2**
35-39	49	7.7%	27	6.9%	0	0.0%	76	7.3%	**1.8**
40-44	52	8.1%	24	6.1%	0	0.0%	76	7.3%	**2.2**
45-49	31	4.8%	22	5.6%	0	0.0%	53	5.1%	**1.4**
50-54	41	6.4%	22	5.6%	0	0.0%	63	6.0%	**1.9**
55-59	40	6.3%	30	7.6%	0	0.0%	70	6.7%	**1.3**
60-64	34	5.3%	19	4.8%	0	0.0%	53	5.1%	**1.8**
65-69	26	4.1%	16	4.1%	0	0.0%	42	4.0%	**1.6**
70-74	17	2.7%	8	2.0%	0	0.0%	25	2.4%	**2.1**
75 +	23	3.6%	15	3.8%	0	0.0%	38	3.6%	**1.5**
Missing Data	12	1.9%	14	3.6%	9	90.0%	35	3.4%	**0.9**
Total	**640**	**100%**	**394**	**100%**	**10**	**100%**	**1,044**	**100%**	**1.6**

[93] 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.

[94] These are suspected serious injuries (Class A) only.

Appendix Table D-4: Rates of Senior New Mexican Drivers in Crashes, 2017 - 2021 [95]

Age	Senior Drivers in Crashes per 1,000 Licensed Drivers of the Same Age				
	2017	2018	2019	2020	2021
65	23.9	23.5	26.5	19.6	21.1
66	25.0	24.0	24.4	17.6	20.7
67	26.7	24.0	24.8	16.0	20.1
68	24.5	24.6	25.1	16.5	19.1
69	24.1	22.5	25.6	16.7	18.1
70	22.7	23.7	23.8	16.0	18.6
71	24.4	21.0	23.0	17.0	18.0
72	23.7	22.6	20.4	13.2	15.0
73	25.6	24.3	23.8	14.6	17.8
74	25.7	25.1	26.2	15.3	18.3
75	26.2	25.8	27.8	17.7	18.6
76	29.1	26.7	25.8	16.3	17.6
77	29.4	27.2	26.7	14.7	20.4
78	27.5	24.7	26.3	14.3	17.6
79	29.9	26.2	27.0	14.6	19.1
80	27.2	26.0	25.1	16.8	20.8
81	26.5	30.0	27.5	17.7	20.1
82	28.0	30.4	31.5	14.4	19.1
83	29.9	27.5	31.7	16.9	20.3
84	26.3	27.6	32.7	17.2	17.7
85	32.5	30.7	26.0	18.4	18.7
86	29.4	22.3	25.0	18.6	21.8
87	35.8	32.7	26.1	21.4	20.8
88	30.5	30.1	31.5	16.6	25.8
89	35.1	29.4	33.7	16.9	18.9
90+	38.8	37.4	35.7	17.8	25.5
Drivers Age 65+	**26.0**	**24.8**	**25.5**	**16.4**	**19.0**

[95] 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[96] in Crashes and Licensed Senior Drivers by Age, 2017 - 2021 [97]

Age	Senior Drivers in Crashes					New Mexico Senior Licensed Drivers				
	2017	2018	2019	2020	2021	2017	2018	2019	2020	2021
65	591	594	676	508	560	24,775	25,223	25,527	25,929	26,482
66	608	585	609	449	533	24,332	24,338	25,004	25,578	25,756
67	620	572	599	403	510	23,226	23,878	24,118	25,135	25,423
68	565	559	596	400	477	23,015	22,769	23,717	24,187	25,006
69	540	503	573	394	431	22,415	22,376	22,392	23,533	23,837
70	528	517	526	357	432	23,309	21,854	22,087	22,370	23,235
71	408	474	494	372	396	16,694	22,622	21,445	21,860	22,014
72	391	362	451	279	320	16,468	16,025	22,071	21,195	21,378
73	392	382	367	317	364	15,323	15,737	15,394	21,689	20,412
74	389	366	394	231	384	15,116	14,579	15,042	15,118	20,981
75	309	347	369	256	272	11,811	13,448	13,294	14,493	14,593
76	300	305	345	220	245	10,309	11,431	13,396	13,503	13,935
77	269	280	308	199	267	9,150	10,306	11,545	13,518	13,112
78	235	226	273	166	231	8,537	9,134	10,382	11,603	13,145
79	235	212	226	140	183	7,869	8,103	8,379	9,593	9,589
80	187	192	192	134	172	6,879	7,373	7,649	7,961	8,256
81	164	191	190	130	143	6,195	6,359	6,901	7,361	7,122
82	156	175	185	95	123	5,580	5,751	5,877	6,605	6,450
83	138	140	167	94	116	4,617	5,085	5,263	5,554	5,705
84	110	115	149	85	85	4,187	4,167	4,560	4,942	4,792
85	117	113	96	78	78	3,601	3,678	3,694	4,235	4,165
86	90	70	81	64	75	3,061	3,133	3,237	3,435	3,440
87	92	86	71	63	57	2,567	2,627	2,725	2,948	2,734
88	65	65	70	41	59	2,132	2,163	2,225	2,472	2,283
89	56	51	61	33	35	1,597	1,737	1,811	1,952	1,853
90+	152	153	156	91	119	3,921	4,088	4,367	5,119	4,670
Total	**7,707**	**7,635**	**8,224**	**5,599**	**6,667**	**296,686**	**307,984**	**322,102**	**341,888**	**350,368**

[96] 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.

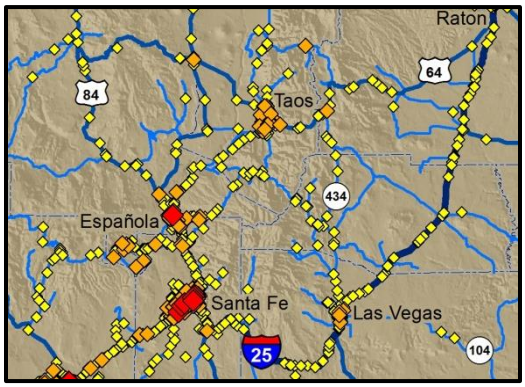
[97] Numbers are shaded such that darker shading identifies higher numbers.

Appendix E – Maps

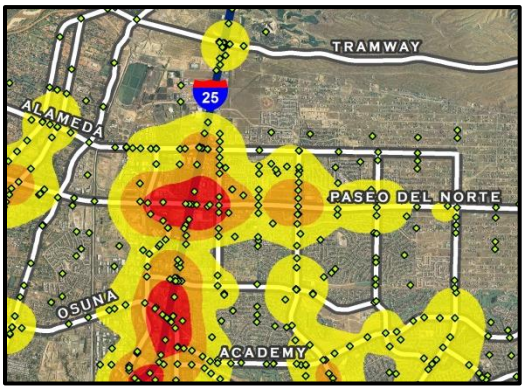
All maps in this section are digitally available in high-resolution color at gps.unm.edu/tru/crash-maps. Mapping traffic crash data involves the use of a technique called Geocoding. Geocoding is the process of taking the descriptive locational information available in a particular data set and assigning 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 40,769 crashes in 2021 that were reported, 40,404 crashes (99.1% 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 two methods of displaying crash data in this report: **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.

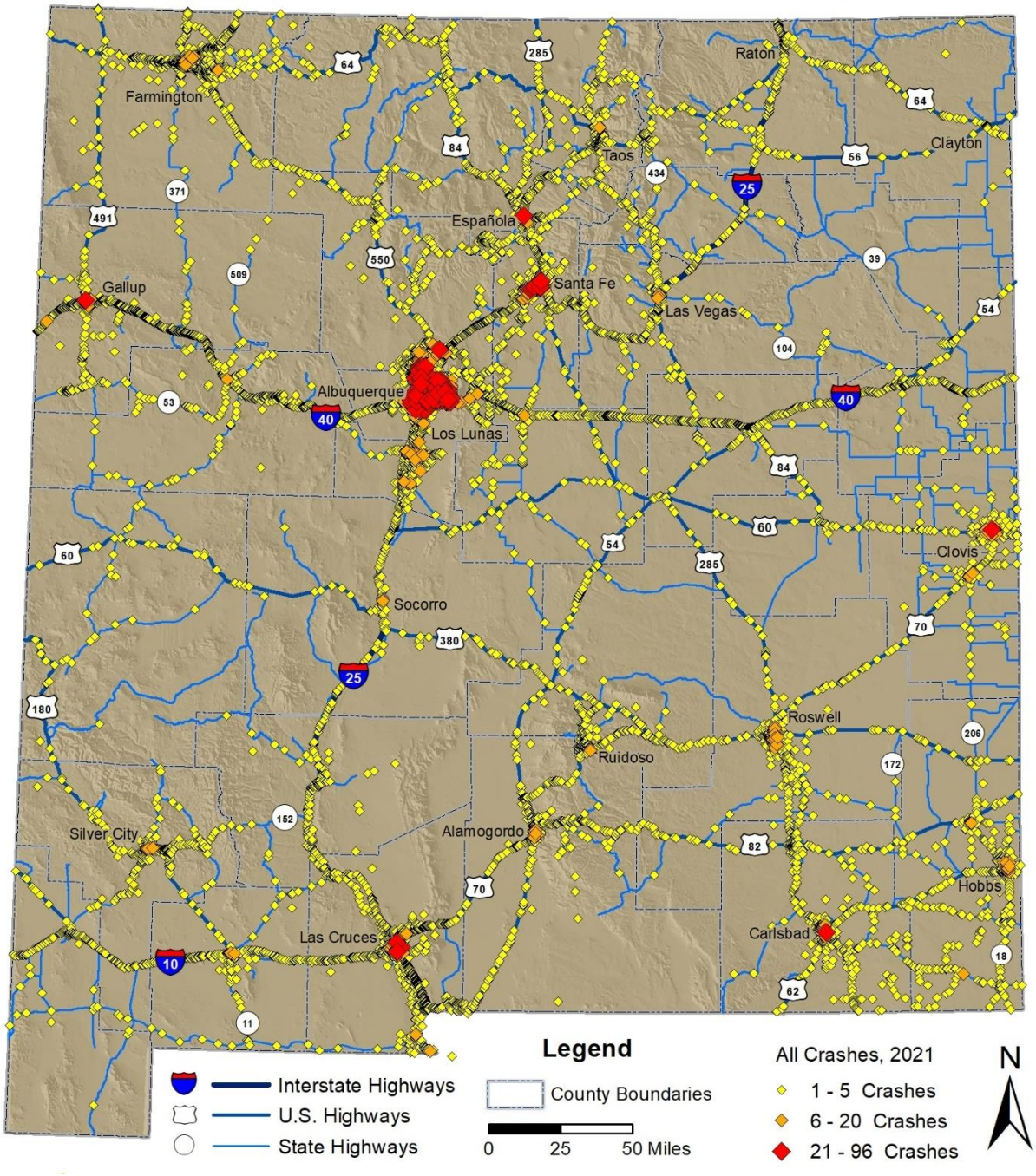
Dot Map



Density Map



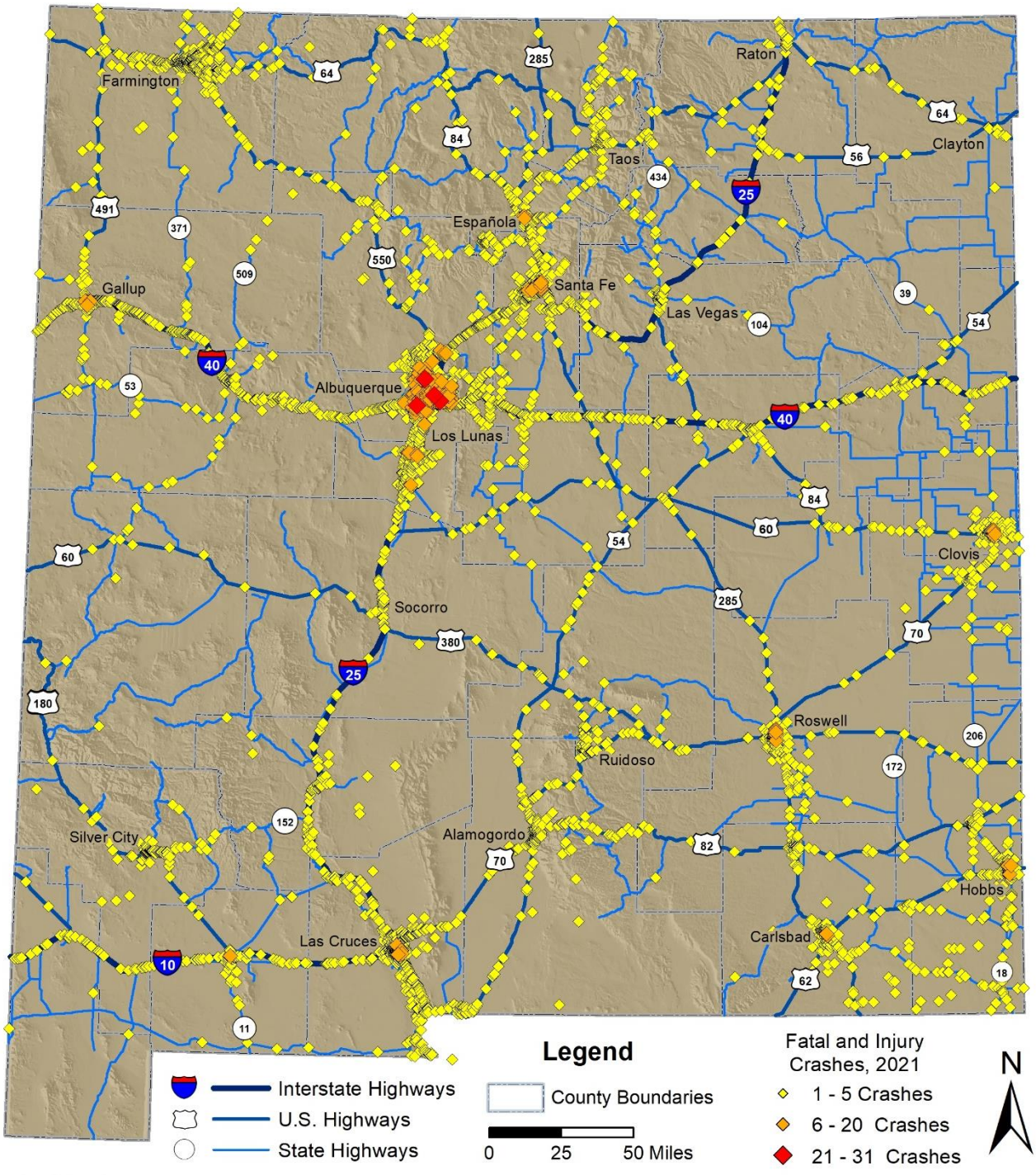
Map 2: All Crashes[98] in New Mexico, 2021



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

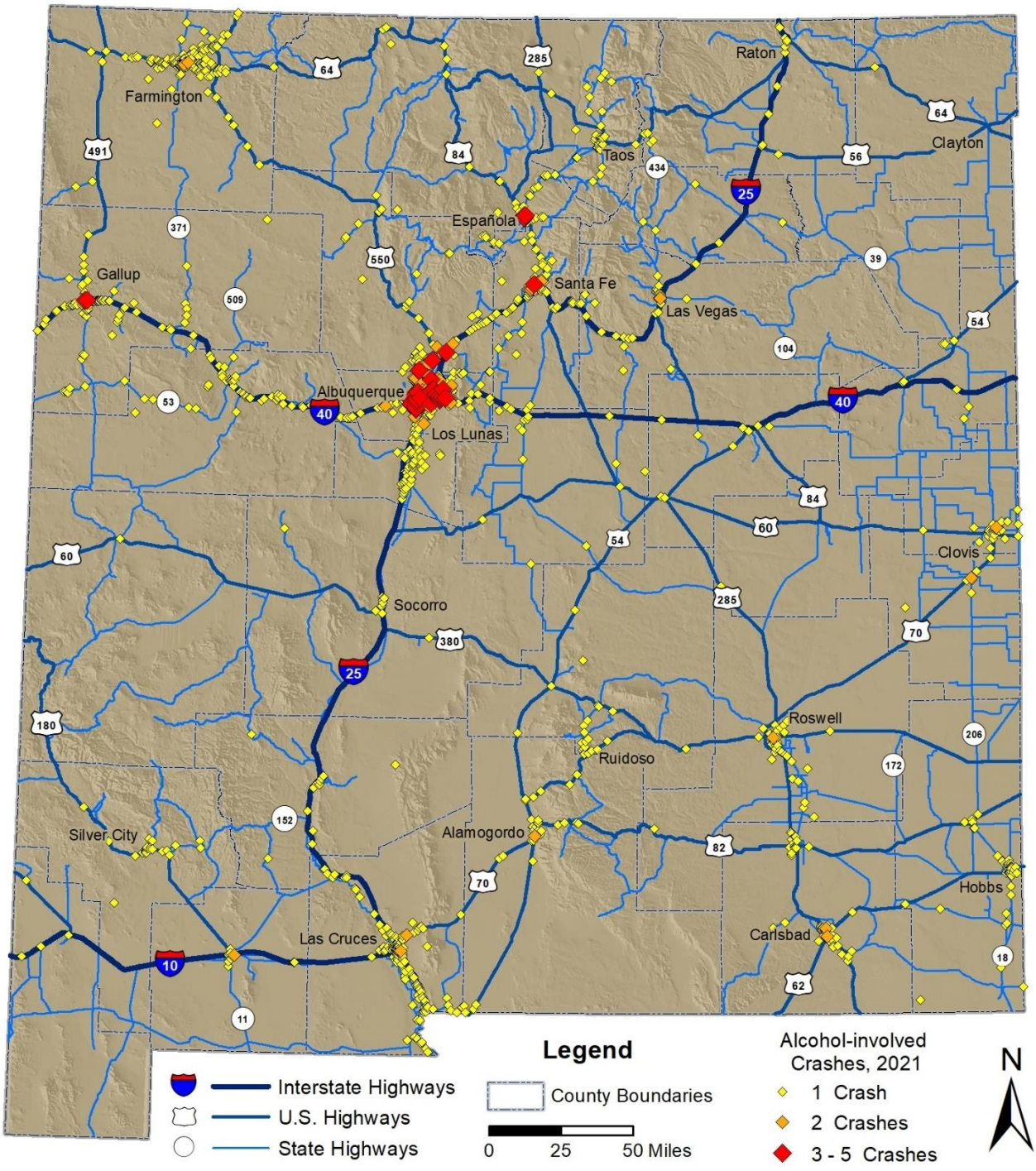
[98] Points on this map represent geocodable crash locations. Each crash point is assigned a color and size according to the number of crashes that occurred at that location.

Map 3: Fatal and Injury Crashes in New Mexico, 2021



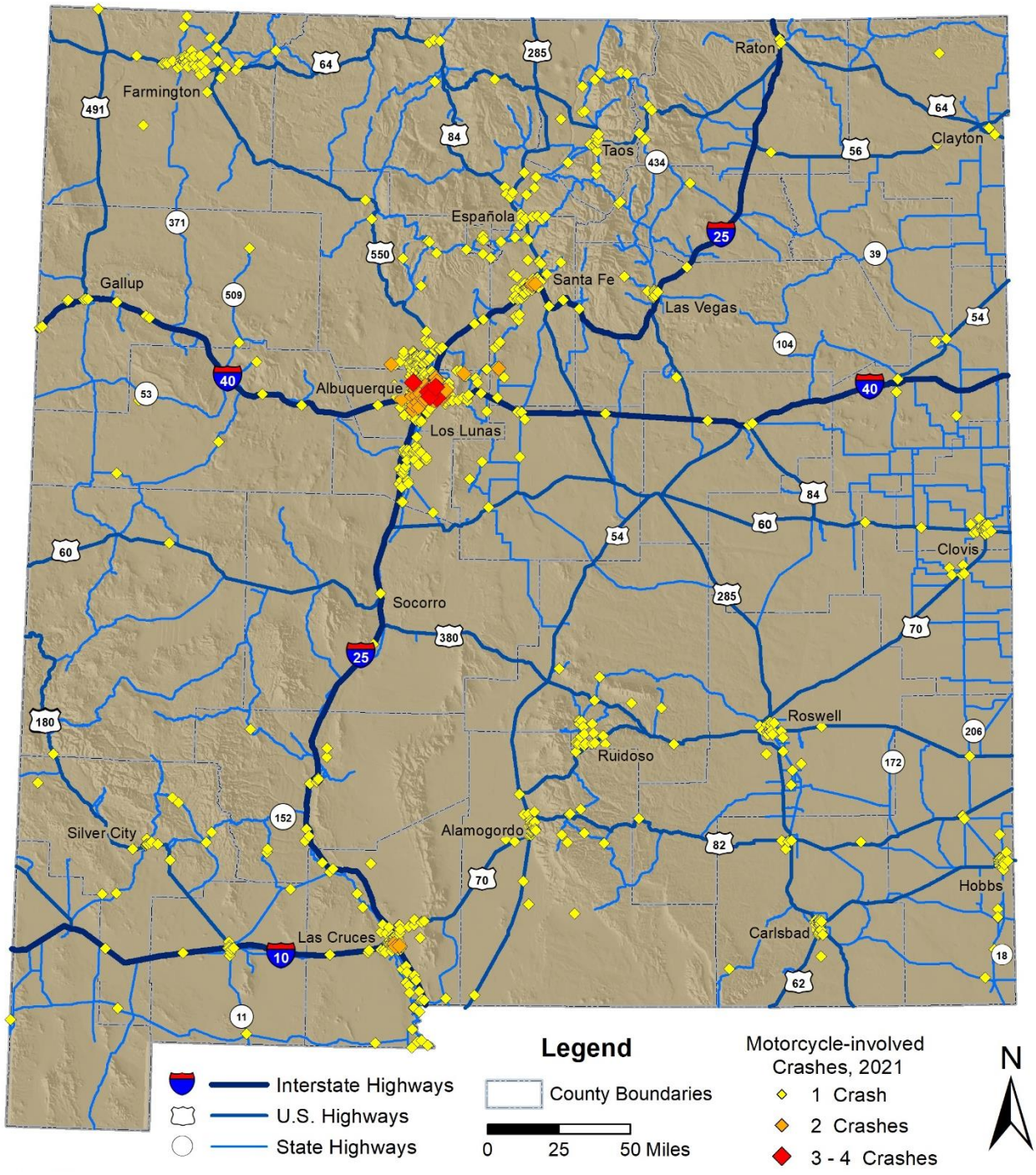
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 4: Alcohol-involved Crashes, 2021



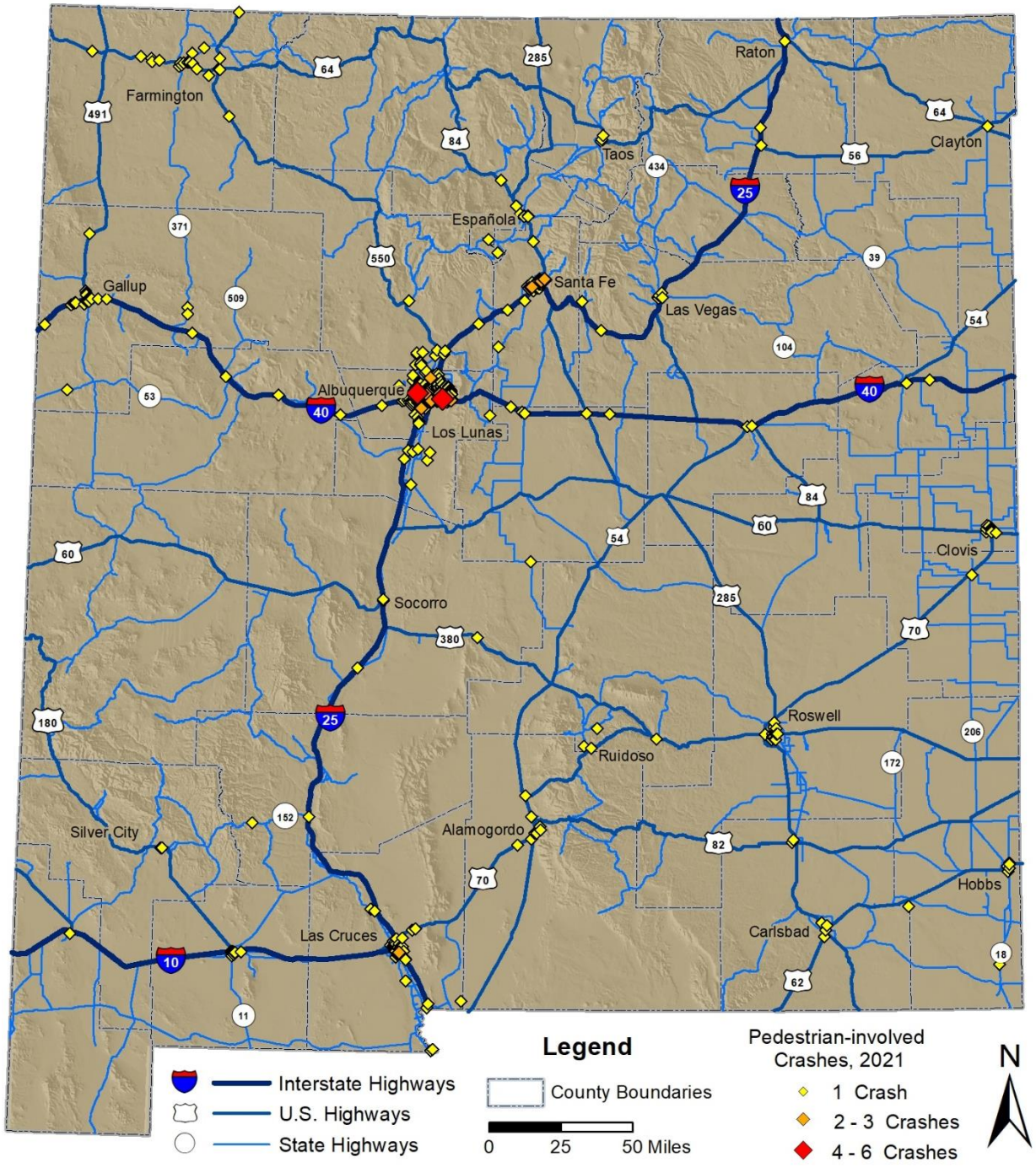
A map of alcohol-involved crashes by county is provided on the last page of this report.
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 5: Motorcycle-involved Crashes, 2021 [28]



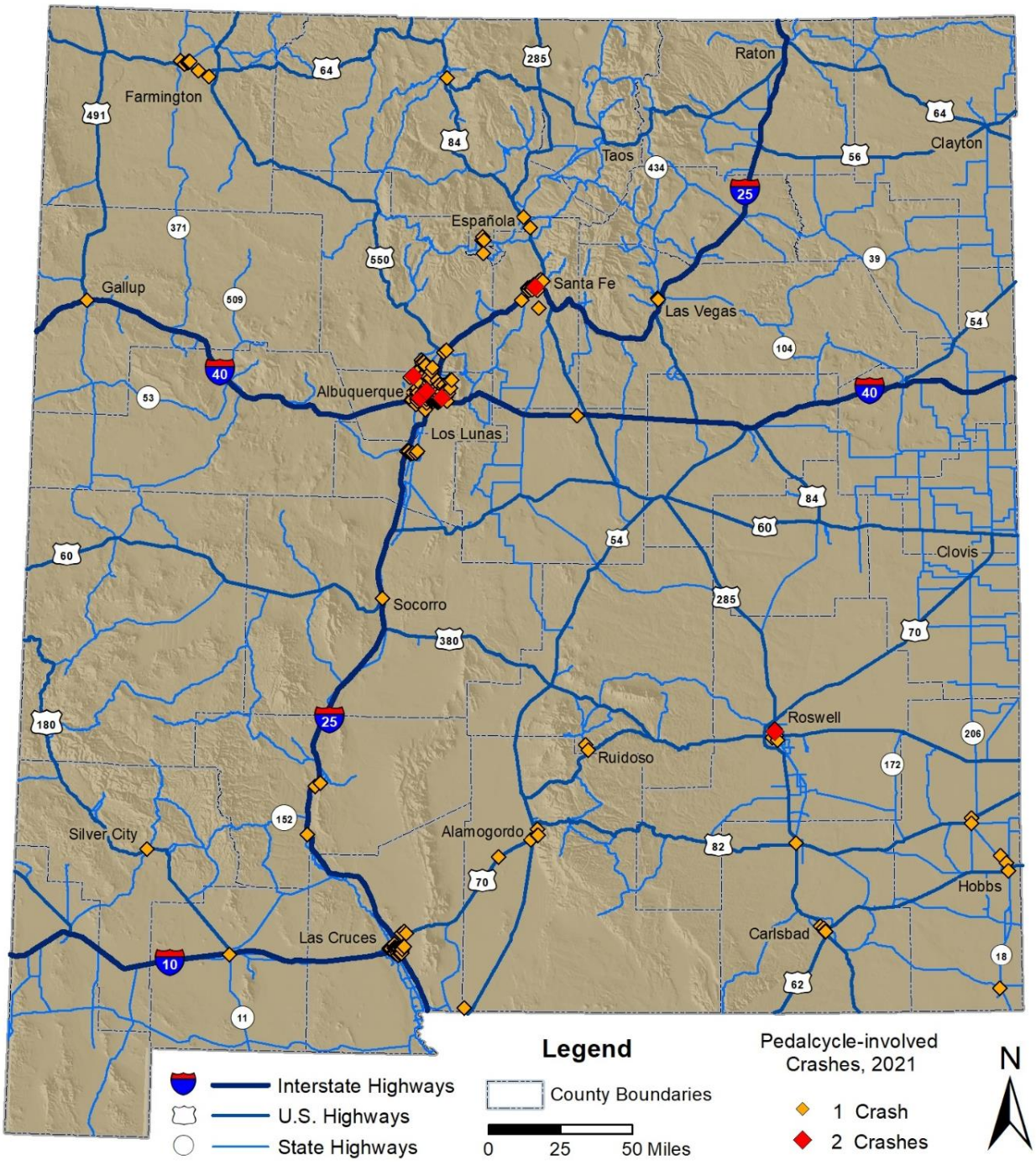
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 6: Pedestrian-involved Crashes, 2021



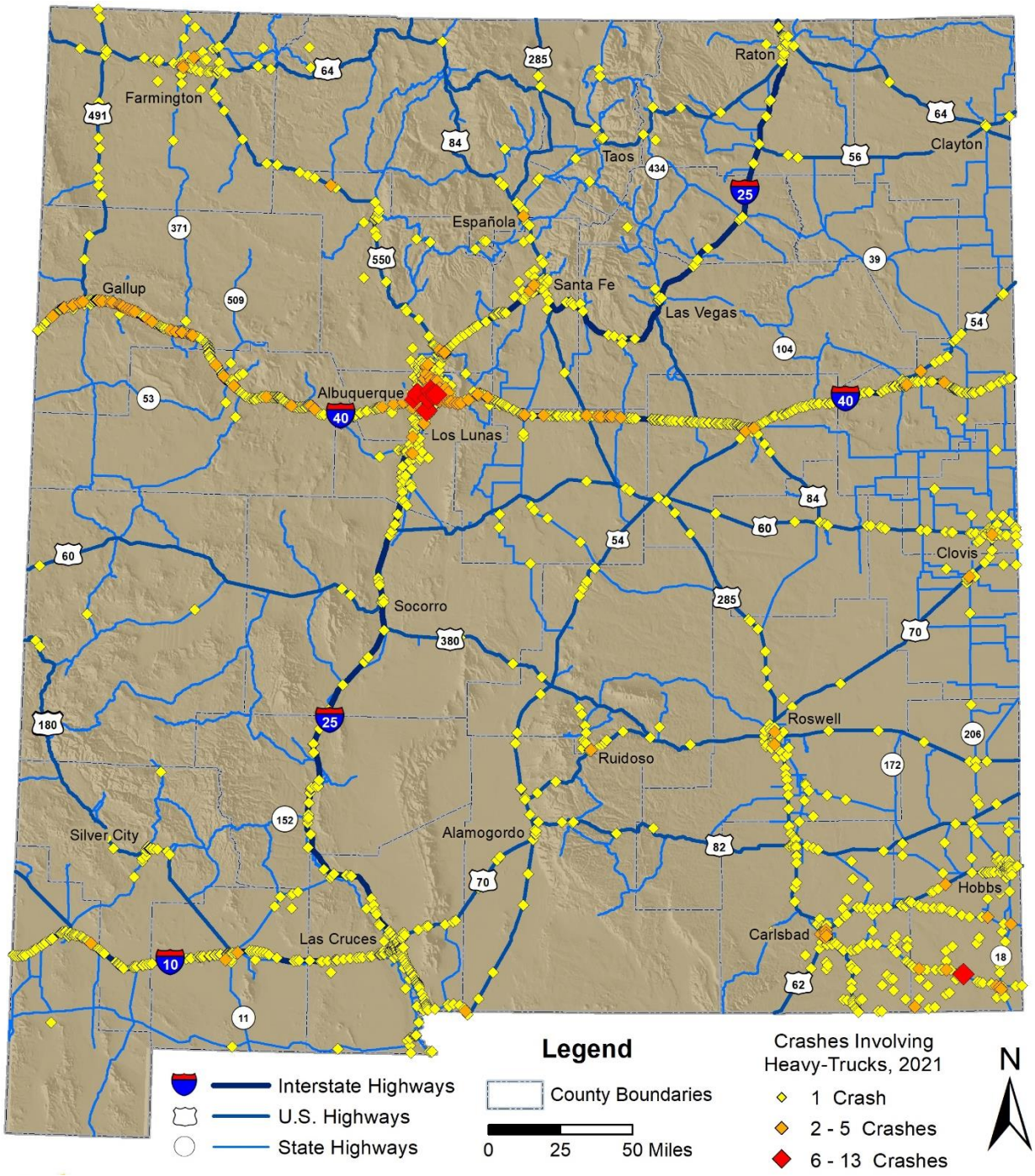
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 7: Pedalcycle-involved Crashes, 2021



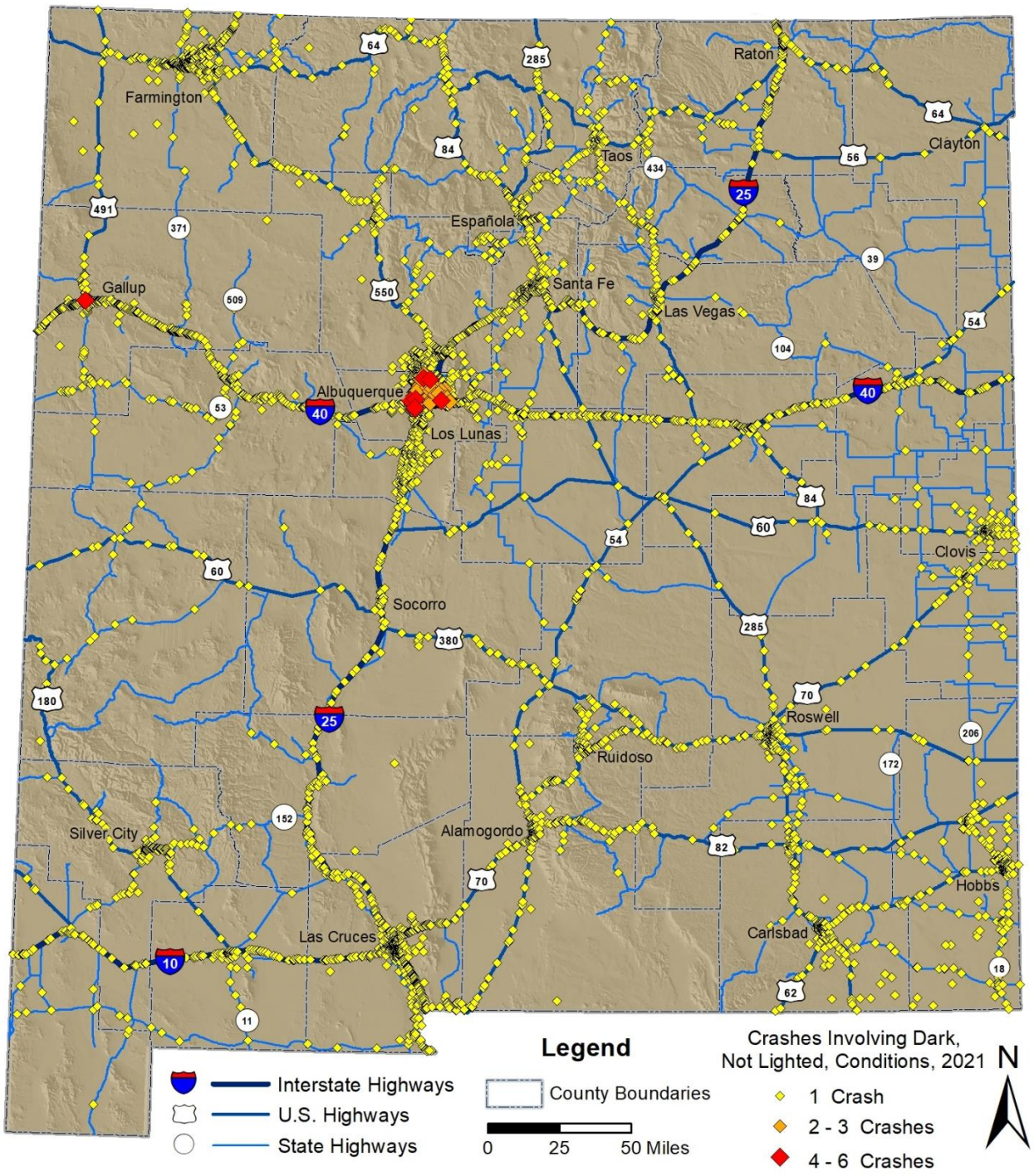
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 8: Crashes Involving Heavy Trucks, 2021



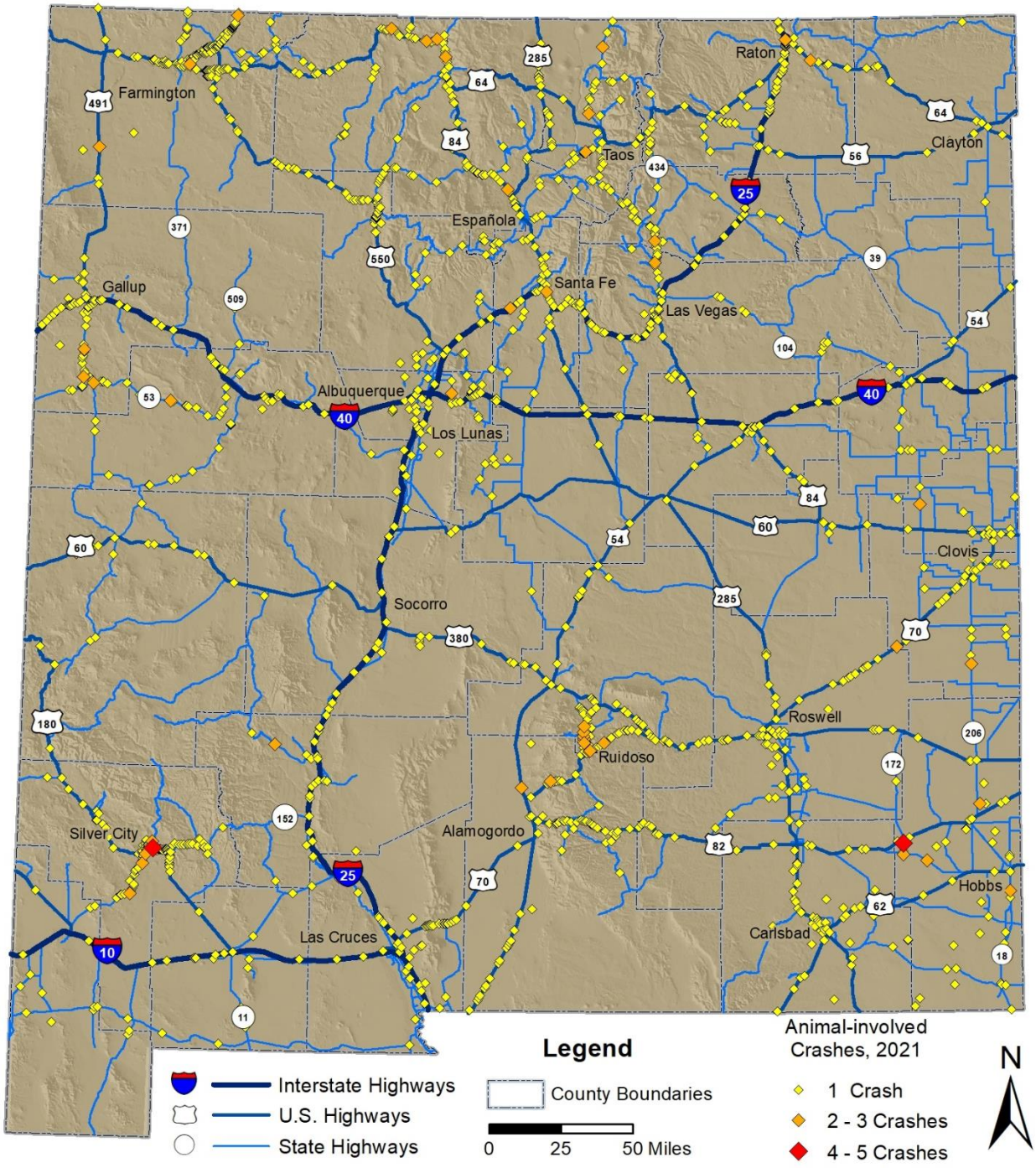
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 9: Crashes in Dark Conditions (Excluding Lighted Areas), 2021



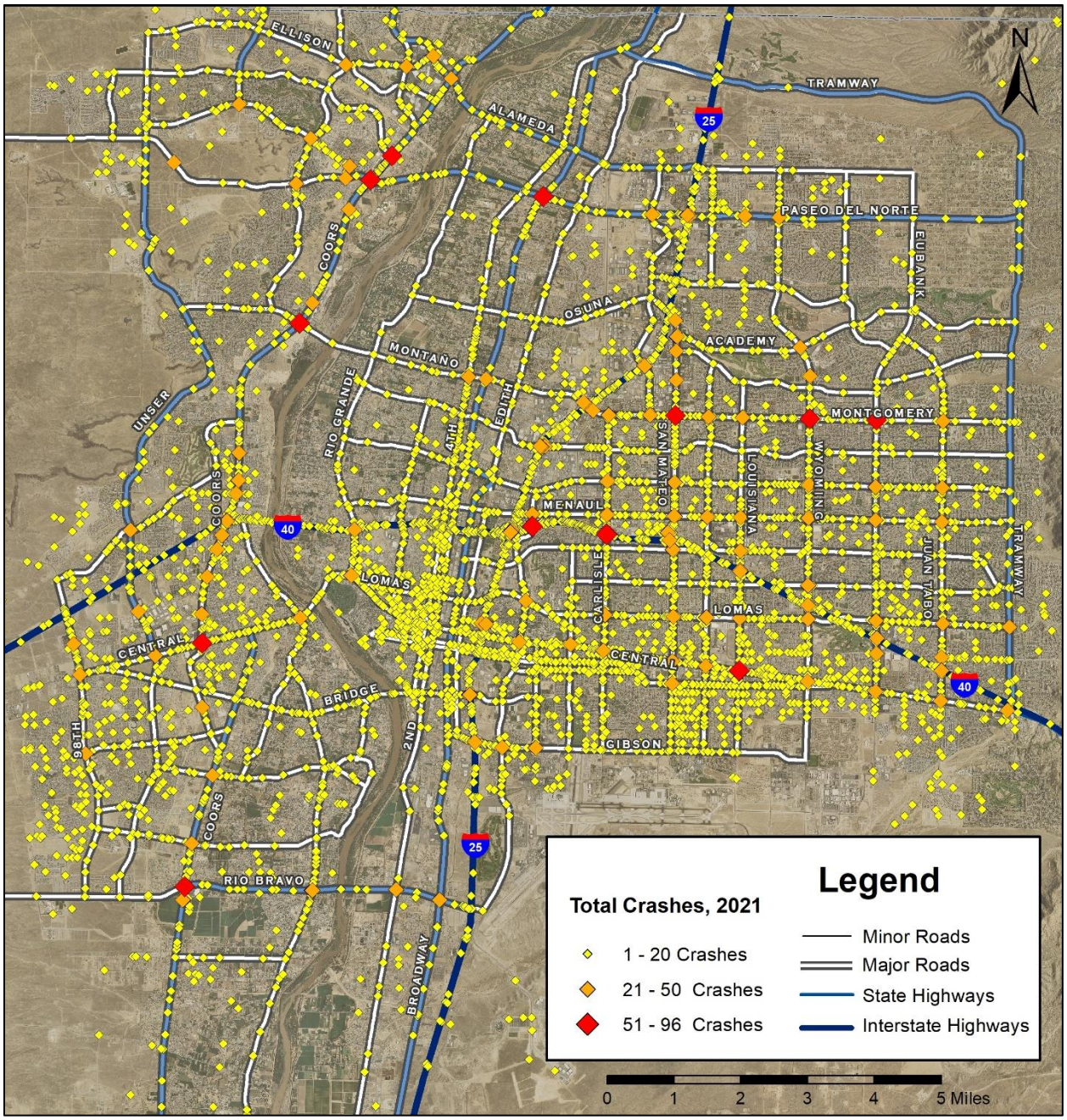
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 10: Animal-involved Crashes, 2021



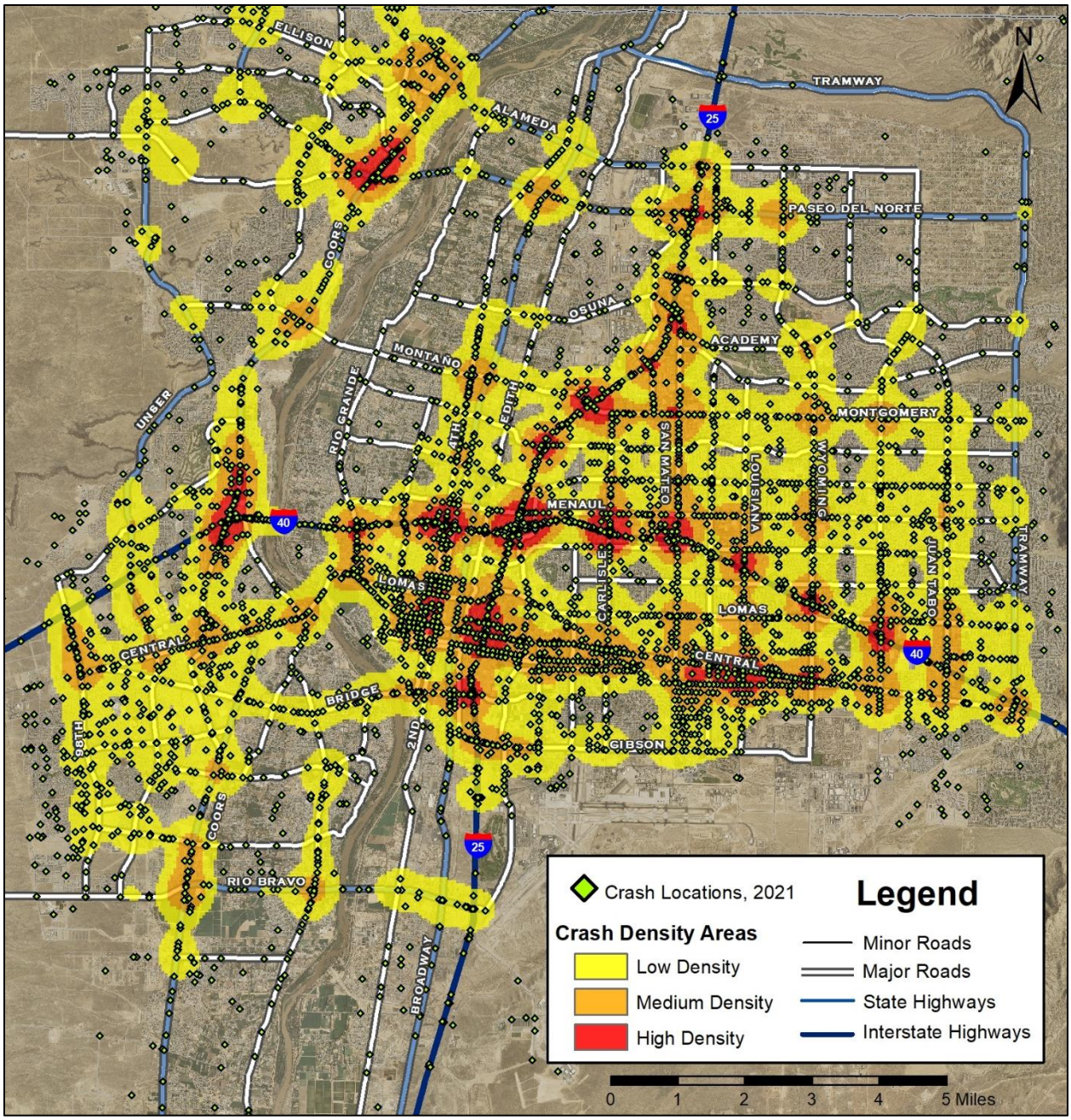
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 11: All Crashes in Albuquerque, New Mexico, 2021



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

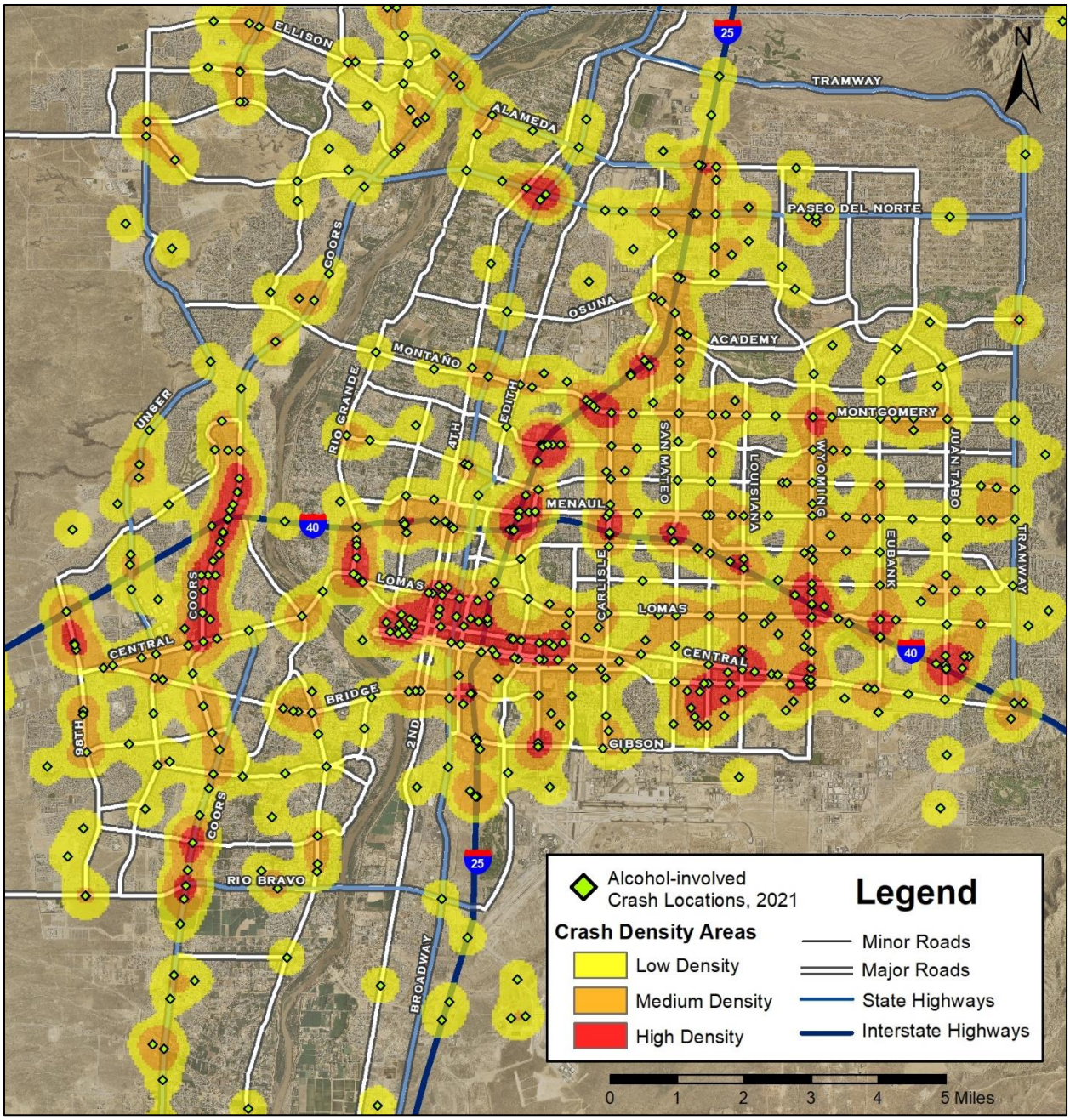
Map 12: Density[99] of All Crashes in Albuquerque, New Mexico, 2021



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

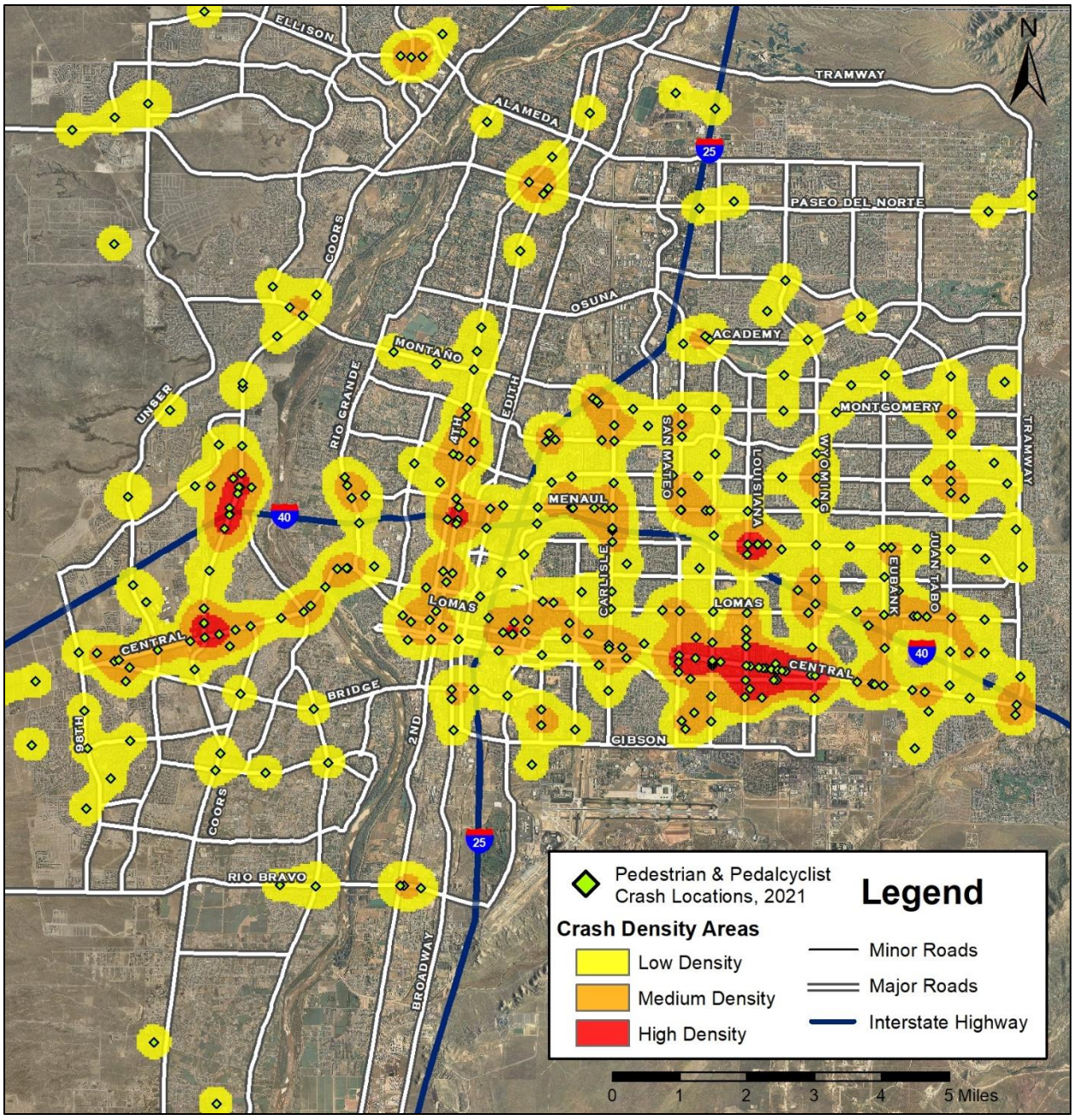
[99] All density maps in this report use a green dot to identify a location with one or more crashes in 2021. Crash density color is calculated using both the number of crashes at that location and the proximity of each location to other crashes.

Map 13: Density of Alcohol-involved Crashes in Albuquerque, New Mexico, 2021



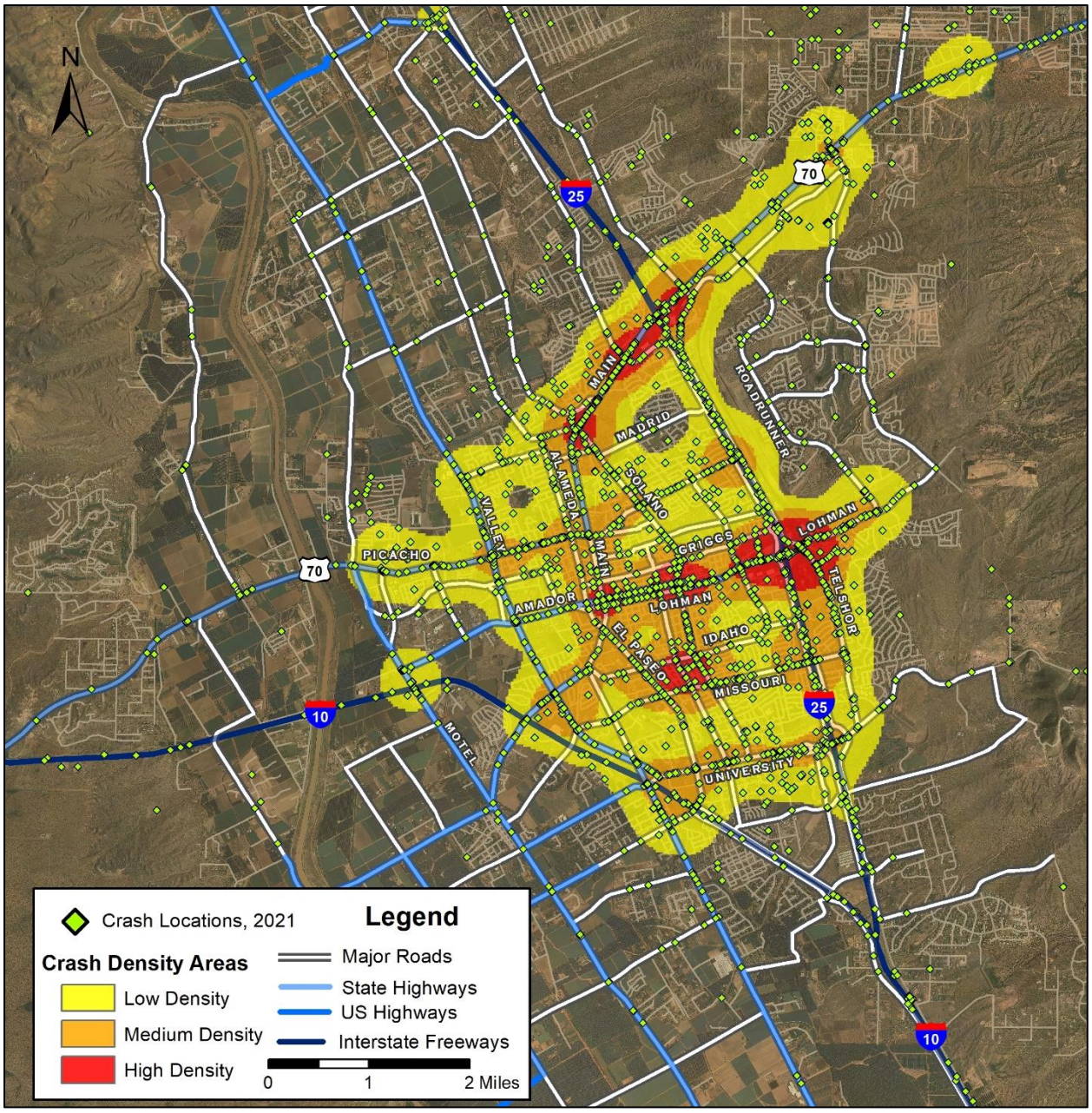
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 14: Density of Pedestrian- and Pedalcycle-involved Crashes
in Albuquerque, New Mexico, 2021



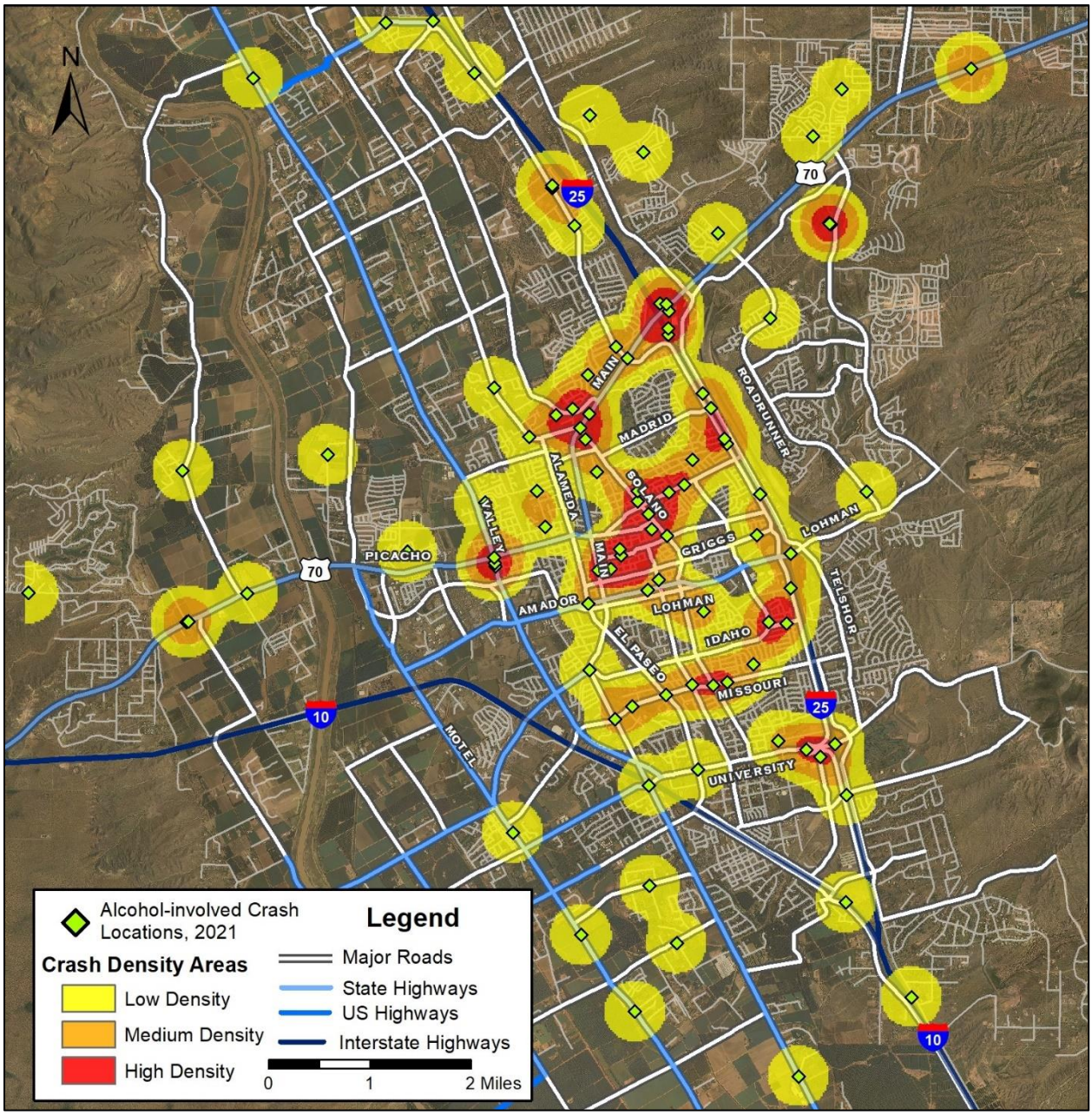
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 15: Density of All Crashes in Las Cruces, New Mexico, 2021



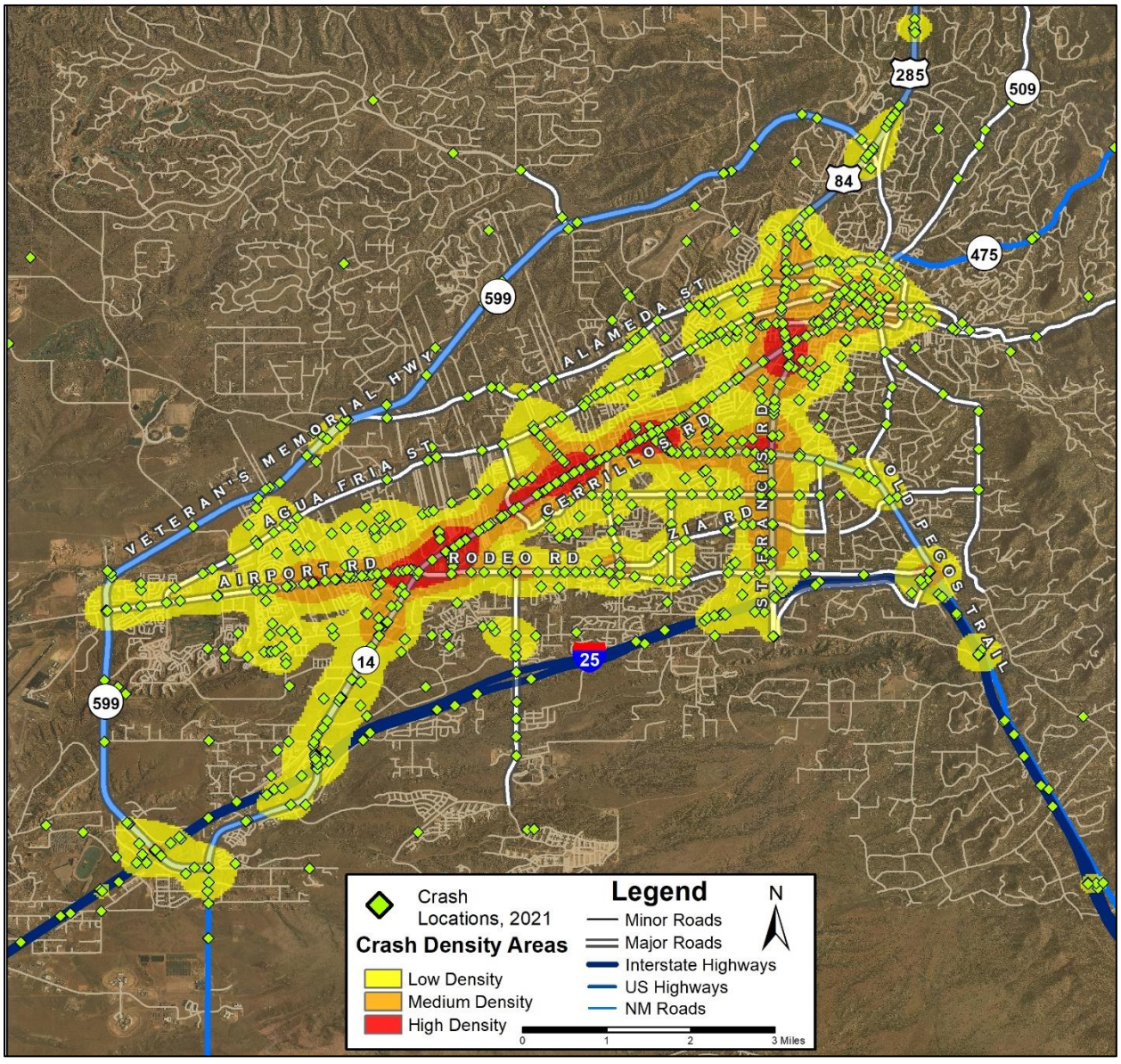
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 16: Density of Alcohol-involved Crashes in Las Cruces, New Mexico, 2021



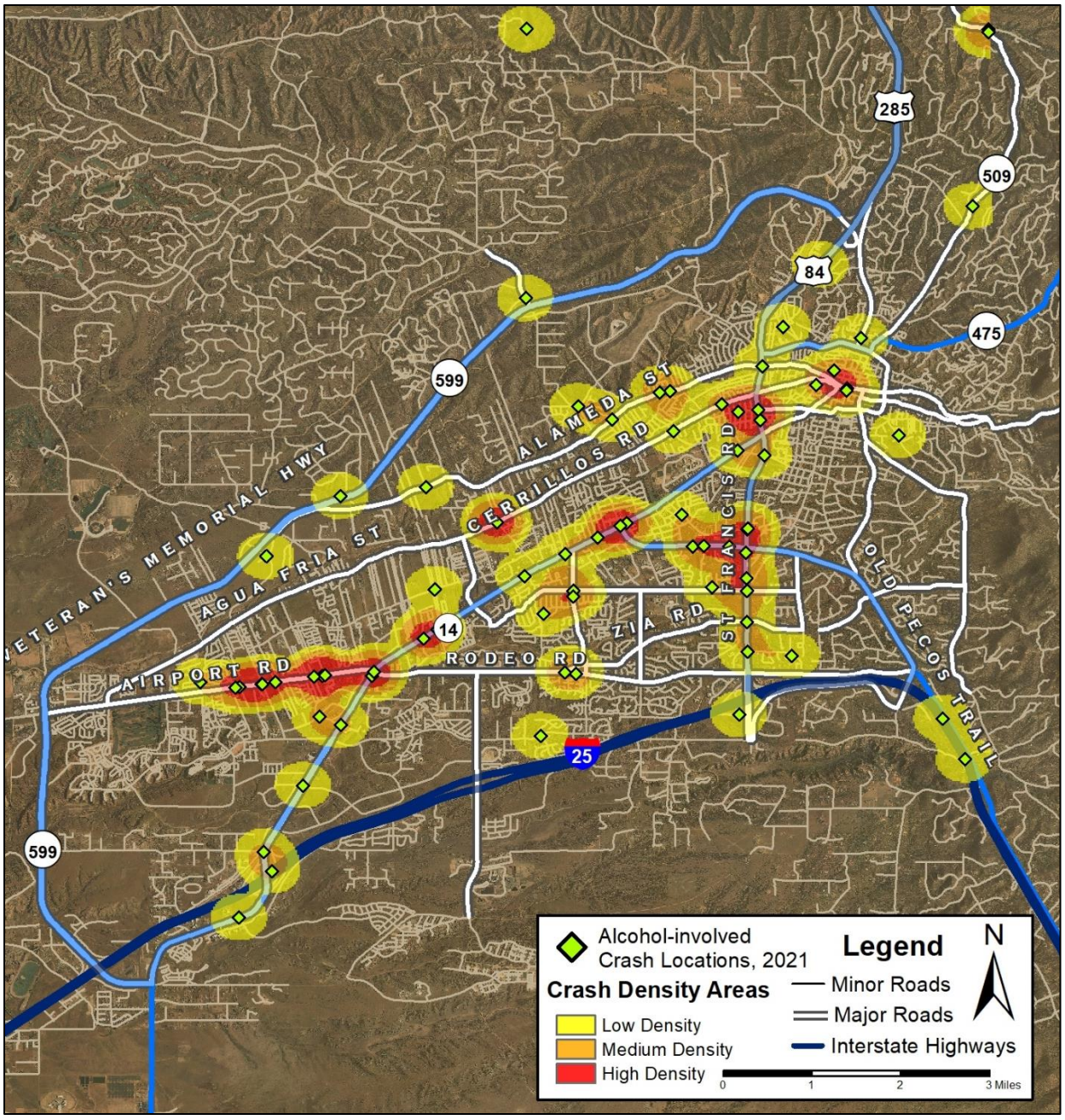
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 17: Density of All Crashes in Santa Fe, New Mexico, 2021



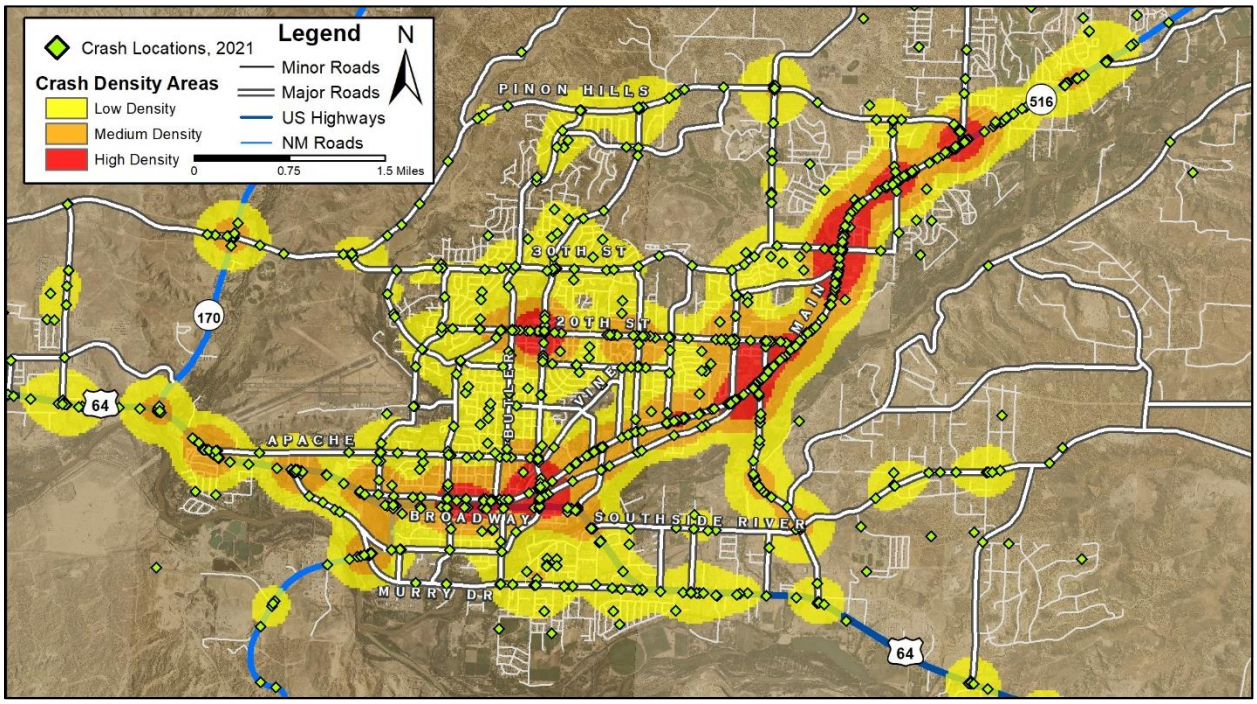
All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 18: Density of Alcohol-involved Crashes in Santa Fe, New Mexico, 2021

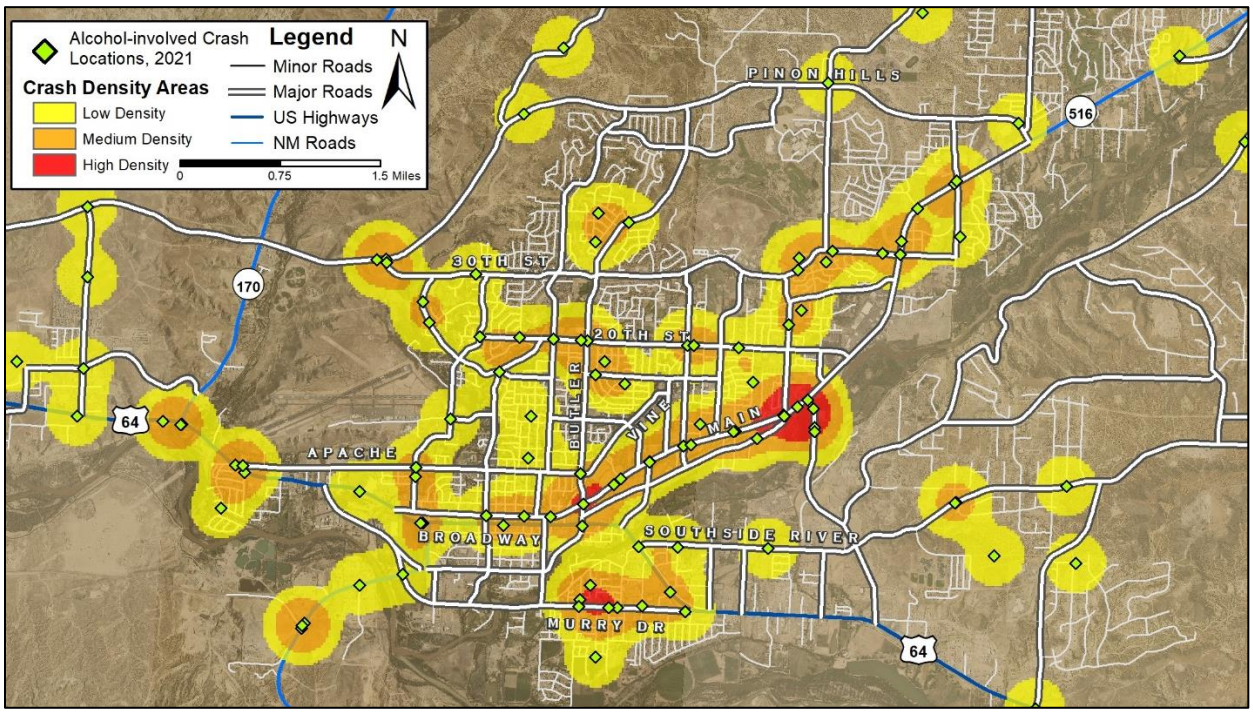


All maps are available in high-resolution color at [gps.unm.edu/tru/crash-maps.](gps.unm.edu/tru/crash-maps)

Map 19: Density of All Crashes in Farmington, New Mexico, 2021

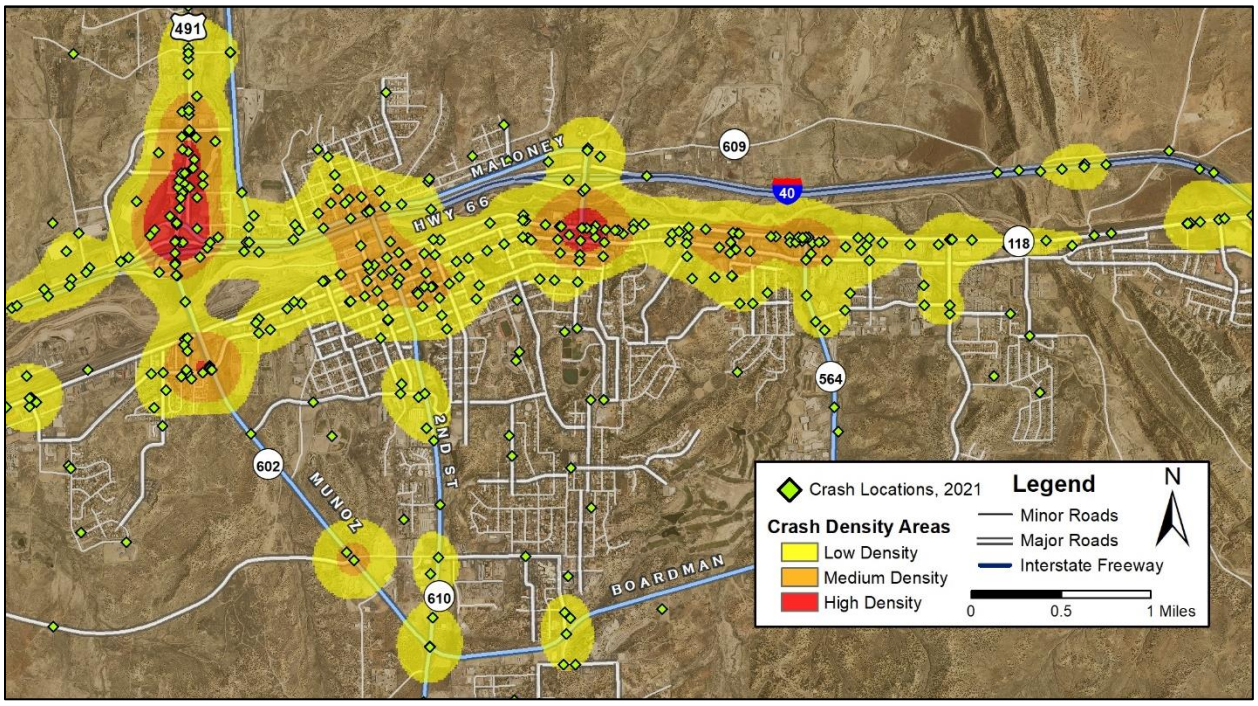


Map 20: Density of Alcohol-involved Crashes in Farmington, New Mexico, 2021

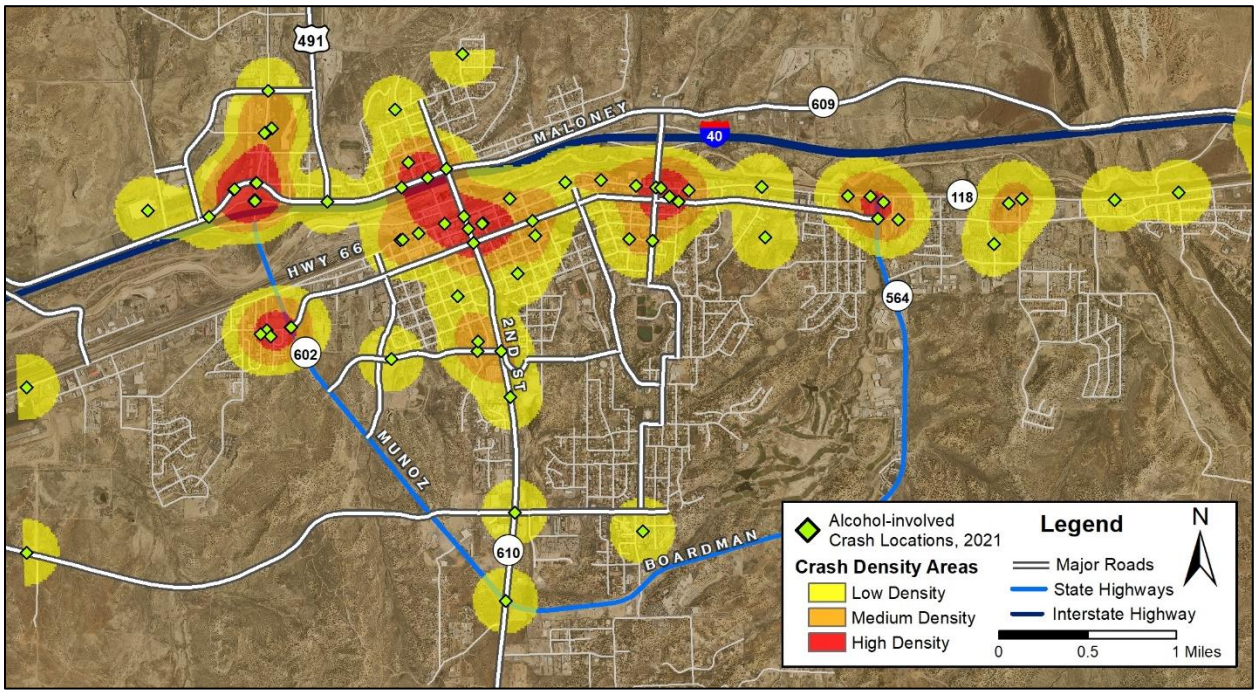


All maps are available in high-resolution color at gps.unm.edu/tru/crash-maps.

Map 21: Density of All Crashes in Gallup, New Mexico, 2021



Map 22: Density of Alcohol-involved Crashes in Gallup, New Mexico, 2021



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, 2017 - 2021 [100]

County	Fatalities					Percent of All 2021 Fatalities	2021 Fatalities per 100M VMT
	2017	2018	2019	2020	2021		
Bernalillo	90	94	104	109	143	29.6%	2.6
Catron	1	6	0	1	0	0.0%	0.0
Chaves	6	15	10	12	7	1.4%	1.0
Cibola	13	6	16	15	23	4.8%	2.8
Colfax	4	5	5	3	5	1.0%	1.4
Curry	4	7	8	7	9	1.9%	2.3
De Baca	0	1	2	0	1	0.2%	0.7
Doña Ana	29	15	31	20	16	3.3%	0.8
Eddy	17	17	16	10	14	2.9%	1.2
Grant	10	1	3	9	10	2.1%	2.4
Guadalupe	9	5	10	7	7	1.4%	1.3
Harding	0	0	0	0	0	0.0%	0.0
Hidalgo	12	1	9	3	3	0.6%	0.9
Lea	16	28	26	14	14	2.9%	1.3
Lincoln	6	4	7	4	3	0.6%	0.7
Los Alamos	0	0	1	2	3	0.6%	2.2
Luna	2	6	11	8	22	4.6%	2.7
McKinley	30	41	26	24	32	6.6%	2.3
Mora	2	1	5	1	4	0.8%	2.5
Otero	6	8	11	6	15	3.1%	1.8
Quay	2	0	2	3	8	1.7%	1.6
Rio Arriba	8	14	12	16	6	1.2%	1.2
Roosevelt	6	2	3	2	4	0.8%	1.9
San Juan	35	33	37	24	34	7.0%	1.8
San Miguel	3	6	4	8	2	0.4%	0.4
Sandoval	17	24	17	14	19	3.9%	1.3
Santa Fe	16	18	16	31	22	4.6%	1.2
Sierra	7	1	1	2	9	1.9%	4.6
Socorro	2	2	6	11	13	2.7%	2.4
Taos	9	9	5	15	13	2.7%	3.3
Torrance	5	14	9	6	9	1.9%	1.6
Union	1	1	1	2	2	0.4%	1.4
Valencia	12	7	11	9	11	2.3%	1.7
Missing Data	0	0	0	0	0	0.0%	0.0
Total Fatalities	**380**	**392**	**425**	**398**	**483**	**100.0%**	**1.8**

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

Appendix Table F-2: Motorcyclists[28] (Drivers and Passengers) in Crashes, 2021

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	27	43	211	55	70	406	39.0%
Catron	0	2	0	0	0	2	0.2%
Chaves	0	4	11	5	4	24	2.3%
Cibola	3	1	3	1	2	10	1.0%
Colfax	0	1	4	1	6	12	1.2%
Curry	0	5	5	6	7	23	2.2%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	0	13	68	15	19	115	11.0%
Eddy	2	3	17	3	7	32	3.1%
Grant	0	2	8	2	2	14	1.3%
Guadalupe	0	1	1	1	0	3	0.3%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	0	2	0	0	2	0.2%
Lea	0	2	14	3	8	27	2.6%
Lincoln	1	7	16	2	3	29	2.8%
Los Alamos	1	0	2	2	0	5	0.5%
Luna	1	0	7	2	0	10	1.0%
McKinley	1	3	3	2	6	15	1.4%
Mora	0	2	0	1	0	3	0.3%
Otero	3	6	26	3	3	41	3.9%
Quay	2	0	2	1	0	5	0.5%
Rio Arriba	1	3	11	1	1	17	1.6%
Roosevelt	0	0	2	0	2	4	0.4%
San Juan	3	8	23	3	4	41	3.9%
San Miguel	0	2	9	2	1	14	1.3%
Sandoval	2	7	26	5	3	43	4.1%
Santa Fe	2	13	33	15	13	76	7.3%
Sierra	1	6	2	2	0	11	1.1%
Socorro	1	0	0	0	1	2	0.2%
Taos	1	1	6	2	3	13	1.2%
Torrance	1	1	3	1	0	6	0.6%
Union	0	2	2	0	1	5	0.5%
Valencia	2	3	19	6	2	32	3.1%
Missing Data	0	0	0	0	0	0	0.0%
Total People	**55**	**141**	**536**	**142**	**168**	**1,042**	**100%**

Appendix Table F-3: Severity of Injuries to All Pedestrians in Crashes by County, 2021

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 Pedestrians in Crashes	Percent of Total Pedestrians in Crashes
Bernalillo	50	42	116	63	16	287	50.1%
Catron	0	0	0	0	0	0	0.0%
Chaves	0	2	6	7	0	15	2.6%
Cibola	1	1	0	1	0	3	0.5%
Colfax	0	1	2	0	0	3	0.5%
Curry	3	0	3	2	1	9	1.6%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	5	8	17	18	6	54	9.4%
Eddy	0	2	2	2	2	8	1.4%
Grant	2	0	0	0	0	2	0.3%
Guadalupe	0	1	1	0	0	2	0.3%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	1	0	0	0	1	0.2%
Lea	3	1	4	1	0	9	1.6%
Lincoln	0	2	1	2	0	5	0.9%
Los Alamos	1	0	1	0	0	2	0.3%
Luna	5	0	3	1	0	9	1.6%
McKinley	9	4	10	5	1	29	5.1%
Mora	0	0	0	0	0	0	0.0%
Otero	3	1	4	0	1	9	1.6%
Quay	1	0	1	0	0	2	0.3%
Rio Arriba	1	2	2	0	0	5	0.9%
Roosevelt	0	1	0	0	0	1	0.2%
San Juan	6	7	6	3	0	22	3.8%
San Miguel	1	0	2	4	2	9	1.6%
Sandoval	1	1	10	4	0	16	2.8%
Santa Fe	5	9	18	14	2	48	8.4%
Sierra	1	1	0	0	0	2	0.3%
Socorro	3	0	1	0	1	5	0.9%
Taos	1	0	0	2	0	3	0.5%
Torrance	2	2	0	1	0	5	0.9%
Union	0	0	0	0	1	1	0.2%
Valencia	1	0	3	3	0	7	1.2%
Missing Data	0	0	0	0	0	0	0.0%
Total People	**105**	**89**	**213**	**133**	**33**	**573**	**100%**

Appendix Table F-4: Animal-involved[9] Crashes by County, 2017 - 2021 [101]

County	Animal-involved Crashes					Percent of All 2021 Animal-involved Crashes	2021 Vehicle Miles Traveled (100M VMT)	2021 Animal-involved Crashes per 100M VMT
	2017	2018	2019	2020	2021			
Bernalillo	41	43	74	52	49	2.8%	55.22	0.9
Catron	27	25	17	18	17	1.0%	1.10	15.4
Chaves	65	75	87	78	69	3.9%	6.74	10.2
Cibola	43	51	43	44	51	2.9%	8.29	6.1
Colfax	111	113	88	114	86	4.9%	3.67	23.4
Curry	47	35	32	36	21	1.2%	3.92	5.4
De Baca	12	5	8	5	9	0.5%	1.50	6.0
Doña Ana	28	63	55	53	59	3.4%	20.93	2.8
Eddy	109	110	120	87	64	3.6%	11.87	5.4
Grant	161	179	176	162	143	8.1%	4.10	34.9
Guadalupe	20	23	20	20	31	1.8%	5.36	5.8
Harding	7	8	5	2	0	0.0%	0.19	0.0
Hidalgo	17	14	22	20	15	0.9%	3.19	4.7
Lea	59	51	75	72	54	3.1%	11.02	4.9
Lincoln	126	117	119	122	123	7.0%	4.34	28.3
Los Alamos	6	8	8	3	6	0.3%	1.36	4.4
Luna	20	25	27	25	20	1.1%	8.06	2.5
McKinley	71	87	60	58	77	4.4%	14.12	5.5
Mora	35	27	40	44	39	2.2%	1.61	24.3
Otero	72	76	101	82	83	4.7%	8.22	10.1
Quay	34	48	37	52	20	1.1%	5.11	3.9
Rio Arriba	132	156	125	118	128	7.3%	5.06	25.3
Roosevelt	49	44	39	55	36	2.0%	2.14	16.8
San Juan	184	157	163	152	197	11.2%	19.06	10.3
San Miguel	49	49	67	61	65	3.7%	4.53	14.4
Sandoval	79	81	90	65	74	4.2%	14.55	5.1
Santa Fe	93	107	90	68	60	3.4%	18.02	3.3
Sierra	25	23	29	24	26	1.5%	1.97	13.2
Socorro	26	20	27	37	32	1.8%	5.49	5.8
Taos	76	74	65	62	66	3.8%	3.99	16.5
Torrance	19	27	19	12	15	0.9%	5.66	2.6
Union	15	14	22	23	13	0.7%	1.44	9.0
Valencia	15	19	14	15	9	0.5%	6.40	1.4
Missing Data	0	0	0	0	1	0.1%	0.00	0.0
Total	**1,873**	**1,954**	**1,964**	**1,841**	**1,758**	**100%**	**268.23**	**6.6**

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

Appendix Table F-5: New Mexico Population[102] by County, 2017 - 2021

County	New Mexico Population (Revised U.S. Census)				
	2017	2018	2019	2020	2021
Bernalillo	678,280	677,929	679,425	676,581	674,393
Catron	3,557	3,523	3,507	3,612	3,731
Chaves	65,091	64,488	64,586	65,168	64,629
Cibola	26,921	26,797	26,681	27,076	27,184
Colfax	12,178	12,097	12,068	12,332	12,369
Curry	49,889	49,413	49,083	48,325	47,999
De Baca	1,810	1,781	1,741	1,678	1,680
Doña Ana	216,218	217,470	218,864	219,899	221,508
Eddy	57,128	57,718	58,394	62,257	60,911
Grant	27,671	27,274	26,941	28,209	27,889
Guadalupe	4,418	4,323	4,278	4,447	4,449
Harding	681	649	636	660	639
Hidalgo	4,303	4,233	4,203	4,149	4,074
Lea	69,031	69,538	71,123	74,586	73,004
Lincoln	19,502	19,608	19,730	20,296	20,436
Los Alamos	18,778	19,018	19,383	19,424	19,330
Luna	24,154	23,904	23,775	25,420	25,532
McKinley	72,463	71,974	71,478	72,630	71,780
Mora	4,530	4,472	4,490	4,184	4,196
Otero	66,158	66,599	67,572	67,861	68,537
Quay	8,291	8,203	8,243	8,721	8,656
Rio Arriba	39,204	38,979	38,883	40,264	40,179
Roosevelt	18,889	18,713	18,501	19,118	19,019
San Juan	127,039	125,652	124,027	121,429	120,993
San Miguel	27,737	27,512	27,337	27,115	27,150
Sandoval	142,832	145,407	147,045	149,218	151,369
Santa Fe	149,687	150,128	150,951	154,977	155,201
Sierra	11,094	10,963	10,886	11,526	11,502
Socorro	16,825	16,649	16,613	16,565	16,311
Taos	32,811	32,708	32,752	34,392	34,623
Torrance	15,510	15,481	15,442	15,051	15,307
Union	4,194	4,099	4,043	4,067	4,107
Valencia	75,970	76,452	76,953	76,329	77,190
Statewide	**2,092,844**	**2,093,754**	**2,099,634**	**2,117,566**	**2,115,877**

[102] 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, 2017 - 2021 [103]

County	Crashes per 10,000 Population				
	2017	2018	2019	2020	2021
Guadalupe	446	588	624	549	632
Hidalgo	200	232	266	236	346
Quay	226	284	266	291	285
Colfax	278	306	302	272	259
De Baca	232	185	224	191	244
Lincoln	247	254	254	225	236
Mora	216	248	318	292	236
Bernalillo	293	290	291	207	235
Eddy	269	339	323	208	220
Grant	201	212	225	189	214
Torrance	146	156	148	131	209
Lea	153	254	272	188	205
Cibola	166	160	196	185	199
Doña Ana	199	203	210	166	193
Statewide	**219**	**223**	**229**	**173**	**193**
McKinley	173	176	196	141	187
Sierra	204	199	201	144	184
Chaves	201	207	212	169	181
Union	172	176	218	177	175
San Juan	151	154	183	138	172
Curry	196	206	184	156	170
Rio Arriba	193	193	207	166	169
San Miguel	186	166	206	166	166
Luna	166	186	167	158	163
Santa Fe	234	217	226	157	163
Taos	194	198	192	142	148
Catron	155	170	100	141	145
Socorro	136	157	173	136	139
Otero	150	130	129	117	133
Roosevelt	138	118	169	152	131
Sandoval	147	148	145	113	128
Valencia	149	134	146	133	124
Harding	206	262	142	91	63
Los Alamos	72	78	70	58	49

[103] Rates are calculated by dividing the number of crashes (or fatalities) by the county's population, and then multipling by 10,000. Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table F-7: Fatality Rates by County, 2017 - 2021 [104]

County	Fatalities per 10,000 Population				
	2017	2018	2019	2020	2021
Guadalupe	20.37	11.57	23.38	15.74	15.73
Mora	4.42	2.24	11.14	2.39	9.53
Quay	2.41	0.00	2.43	3.44	9.24
Luna	0.83	2.51	4.63	3.15	8.62
Cibola	4.83	2.24	6.00	5.54	8.46
Socorro	1.19	1.20	3.61	6.64	7.97
Sierra	6.31	0.91	0.92	1.74	7.82
Hidalgo	27.89	2.36	21.41	7.23	7.36
De Baca	0.00	5.61	11.49	0.00	5.95
Torrance	3.22	9.04	5.83	3.99	5.88
Union	2.38	2.44	2.47	4.92	4.87
McKinley	4.14	5.70	3.64	3.30	4.46
Colfax	3.28	4.13	4.14	2.43	4.04
Taos	2.74	2.75	1.53	4.36	3.75
Grant	3.61	0.37	1.11	3.19	3.59
San Juan	2.76	2.63	2.98	1.98	2.81
Eddy	2.98	2.95	2.74	1.61	2.30
Statewide	**1.82**	**1.87**	**2.02**	**1.88**	**2.28**
Otero	0.91	1.20	1.63	0.88	2.19
Bernalillo	1.33	1.39	1.53	1.61	2.12
Roosevelt	3.18	1.07	1.62	1.05	2.10
Lea	2.32	4.03	3.66	1.88	1.92
Curry	0.80	1.42	1.63	1.45	1.88
Los Alamos	0.00	0.00	0.52	1.03	1.55
Rio Arriba	2.04	3.59	3.09	3.97	1.49
Lincoln	3.08	2.04	3.55	1.97	1.47
Valencia	1.58	0.92	1.43	1.18	1.43
Santa Fe	1.07	1.20	1.06	2.00	1.42
Sandoval	1.19	1.65	1.16	0.94	1.26
Chaves	0.92	2.33	1.55	1.84	1.08
San Miguel	1.08	2.18	1.46	2.95	0.74
Doña Ana	1.34	0.69	1.42	0.91	0.72
Catron	2.81	17.03	0.00	2.77	0.00
Harding	0.00	0.00	0.00	0.00	0.00

[104] Rates are calculated by dividing the number of crashes (or fatalities) by the county's population, and then multipling by 10,000. Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table F-8: Alcohol-involved Crash Rates by County, 2017 - 2021 [105]

County	Alcohol-involved Crashes per 10,000 Population				
	2017	2018	2019	2020	2021
Cibola	14.9	11.6	17.6	15.9	22.4
McKinley	23.3	22.0	20.4	17.5	20.9
Guadalupe	9.1	13.9	16.4	22.5	20.2
San Juan	13.3	12.8	15.2	12.9	17.9
San Miguel	10.8	6.2	11.7	9.2	13.3
Colfax	6.6	11.6	9.1	11.4	12.9
Lincoln	15.9	15.3	14.7	9.9	12.2
Eddy	9.5	14.7	13.0	11.2	12.0
Mora	8.8	20.1	17.8	14.3	11.9
Sierra	16.2	10.9	14.7	6.9	11.3
Taos	10.4	13.8	11.9	13.1	10.7
Rio Arriba	12.5	12.6	10.3	11.2	10.5
Quay	8.4	4.9	2.4	9.2	10.4
Bernalillo	9.8	9.8	10.5	9.1	10.3
Statewide	**9.8**	**10.0**	**10.7**	**9.5**	**10.2**
Grant	6.1	7.0	7.1	8.2	10.0
Hidalgo	4.6	7.1	9.5	7.2	9.8
Torrance	5.2	3.2	5.8	6.0	9.8
Santa Fe	11.5	11.1	12.9	9.3	8.5
Chaves	7.2	8.7	12.1	11.8	8.4
Lea	5.4	11.1	11.5	8.7	8.2
Doña Ana	9.1	9.2	9.1	9.0	8.2
Sandoval	8.0	8.6	8.4	7.3	7.9
Curry	6.2	5.5	5.3	4.6	6.9
Roosevelt	2.6	3.7	8.1	6.8	6.8
Socorro	8.9	4.8	9.0	8.5	6.7
Luna	6.6	5.4	4.2	7.9	6.7
Valencia	7.0	5.4	7.1	7.9	6.6
Otero	6.3	6.3	6.1	7.8	6.0
De Baca	22.1	11.2	11.5	11.9	6.0
Union	4.8	2.4	4.9	17.2	4.9
Catron	5.6	14.2	0.0	11.1	2.7
Los Alamos	2.7	3.7	3.6	2.6	1.6
Harding	14.7	0.0	0.0	0.0	0.0

[105] Rates are calculated by dividing the number of crashes (or fatalities) by the county's population, and then multipling by 10,000. Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table F-9: Unbelted Passenger Vehicle Occupants by County with Fatal or Suspected Serious Injuries, 2021 [106]

County	Unbelted Passenger Vehicle Occupants		
	Fatalities	Suspected Serious Injuries	Total
Bernalillo	32	22	54
Catron	0	0	0
Chaves	3	11	14
Cibola	6	1	7
Colfax	1	1	2
Curry	2	0	2
De Baca	0	0	0
Doña Ana	10	27	37
Eddy	7	1	8
Grant	3	5	8
Guadalupe	4	1	5
Harding	0	0	0
Hidalgo	0	0	0
Lea	6	9	15
Lincoln	2	1	3
Los Alamos	0	1	1
Luna	10	2	12
McKinley	15	6	21
Mora	1	0	1
Otero	6	0	6
Quay	4	3	7
Rio Arriba	2	3	5
Roosevelt	3	1	4
San Juan	18	11	29
San Miguel	1	3	4
Sandoval	8	4	12
Santa Fe	9	12	21
Sierra	6	2	8
Socorro	6	3	9
Taos	7	3	10
Torrance	4	2	6
Union	2	1	3
Valencia	6	1	7
Missing Data	0	0	0
Total	**184**	**137**	**321**

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

Appendix – Counties

Appendix Table F-10: Fatalities in Speeding-involved Crashes[107] by County, 2017 - 2021

County	Fatalities in Speeding-involved Crashes					Percent of All 2021 Fatalities in Speeding-involved Crashes	2021 Vehicle Miles Traveled (100M VMT)	2021 Fatalities in Speeding-involved Crashes per 100M VMT
	2017	2018	2019	2020	2021			
Bernalillo	27	21	32	41	45	26.9%	55.22	0.8
Catron	0	3	0	1	0	0.0%	1.10	0.0
Chaves	3	5	5	4	1	0.6%	6.74	0.1
Cibola	6	4	5	9	7	4.2%	8.29	0.8
Colfax	1	0	2	1	3	1.8%	3.67	0.8
Curry	3	3	0	2	4	2.4%	3.92	1.0
De Baca	0	0	0	0	0	0.0%	1.50	0.0
Doña Ana	6	5	12	7	5	3.0%	20.93	0.2
Eddy	10	3	4	4	6	3.6%	11.87	0.5
Grant	5	0	1	4	2	1.2%	4.10	0.5
Guadalupe	1	0	2	2	1	0.6%	5.36	0.2
Harding	0	0	0	0	0	0.0%	0.19	0.0
Hidalgo	2	0	0	0	2	1.2%	3.19	0.6
Lea	3	6	3	3	3	1.8%	11.02	0.3
Lincoln	4	1	3	2	2	1.2%	4.34	0.5
Los Alamos	0	0	0	0	1	0.6%	1.36	0.7
Luna	1	1	2	2	11	6.6%	8.06	1.4
McKinley	14	13	16	9	15	9.0%	14.12	1.1
Mora	0	0	1	0	1	0.6%	1.61	0.6
Otero	2	5	7	4	7	4.2%	8.22	0.9
Quay	1	0	0	1	1	0.6%	5.11	0.2
Rio Arriba	2	5	3	5	1	0.6%	5.06	0.2
Roosevelt	1	1	0	0	1	0.6%	2.14	0.5
San Juan	11	14	15	6	9	5.4%	19.06	0.5
San Miguel	0	4	0	3	0	0.0%	4.53	0.0
Sandoval	11	9	6	4	7	4.2%	14.55	0.5
Santa Fe	3	4	7	12	9	5.4%	18.02	0.5
Sierra	2	0	1	0	2	1.2%	1.97	1.0
Socorro	0	0	1	2	1	0.6%	5.49	0.2
Taos	2	5	2	10	9	5.4%	3.99	2.3
Torrance	2	4	4	4	5	3.0%	5.66	0.9
Union	1	1	0	1	0	0.0%	1.44	0.0
Valencia	7	3	3	6	6	3.6%	6.40	0.9
Missing Data	0	0	0	0	0	0.0%	0.00	0.0
Total	**131**	**120**	**137**	**149**	**167**	**100%**	**268.23**	**0.6**

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

Appendix G – First Harmful Event

Appendix Table G-1: People in Crashes by First Harmful Event, Subanalysis, and Severity of Injury, 2021

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	**3**	**0.6%**	**10**	**1.0%**	**78**	**1.5%**	**116**	**1.0%**	**2,464**	**3.0%**	**2,671**	**2.7%**
Deer	0	-	3	0.3%	31	0.6%	50	0.43%	1,384	1.71%	1,468	1.48%
Elk	0	-	2	0.2%	15	0.3%	27	0.23%	449	0.55%	493	0.50%
Cattle/Cow	2	0.4%	2	0.2%	11	0.2%	25	0.21%	207	0.26%	247	0.25%
Small Domestic Animal	0	-	3	0.3%	7	0.1%	6	0.05%	132	0.16%	148	0.15%
Small Game Animal	0	-	0	-	1	0.02%	1	0.01%	75	0.09%	77	0.08%
Antelope	0	-	0	-	4	0.08%	2	0.02%	55	0.07%	61	0.06%
Horse	0	-	0	-	3	0.06%	1	0.01%	44	0.05%	48	0.05%
Other Large Game Animal	0	-	0	-	3	0.06%	2	0.02%	31	0.04%	36	0.04%
Bear	0	-	0	-	1	0.02%	0	-	16	0.02%	17	0.02%
Other Large Domestic Animal	0	-	0	-	0	-	0	-	14	0.017%	14	0.014%
Other (Bird, Cougar, Sheep, Goat)	1	0.2%	0	-	1	0.02%	0	-	16	0.02%	18	0.02%
Missing Subanalysis Data	0	-	0	-	1	0.02%	2	0.02%	41	0.05%	44	0.04%
Collision with Fixed Object	**62**	**12.8%**	**142**	**13.6%**	**681**	**13.2%**	**610**	**5.2%**	**4,869**	**6.0%**	**6,364**	**6.4%**
Curb	2	0.4%	16	1.5%	71	1.4%	76	0.6%	621	0.8%	786	0.8%
Guardrail, End or Face	11	2.3%	14	1.3%	98	1.9%	63	0.5%	535	0.7%	721	0.7%
Fence	8	1.7%	19	1.8%	63	1.2%	58	0.5%	519	0.6%	667	0.7%
Other Fixed Object	2	0.4%	11	1.1%	50	1.0%	64	0.5%	425	0.5%	552	0.6%
Other Post, Pole or Support	1	0.2%	7	0.7%	36	0.7%	34	0.3%	375	0.5%	453	0.5%
Utility Pole/Light Support	3	0.6%	10	1.0%	41	0.8%	41	0.3%	354	0.4%	449	0.5%
Median	5	1.0%	8	0.8%	35	0.7%	23	0.2%	240	0.3%	311	0.3%
Traffic Barrier, Concrete	0	-	4	0.4%	40	0.8%	58	0.5%	205	0.3%	307	0.3%
Tree (standing)	16	3.3%	13	1.2%	60	1.2%	34	0.3%	163	0.2%	286	0.3%
Traffic Sign Support	1	0.2%	3	0.3%	16	0.3%	9	0.1%	216	0.3%	245	0.2%
Embankment	3	0.6%	12	1.1%	46	0.9%	37	0.3%	144	0.2%	242	0.2%
Ditch	2	0.4%	3	0.3%	34	0.7%	31	0.3%	133	0.2%	203	0.2%
Traffic Barrier, Cable	1	0.2%	2	0.2%	8	0.2%	11	0.1%	152	0.2%	174	0.2%
Wall or Building	1	0.2%	5	0.5%	25	0.5%	21	0.2%	116	0.1%	168	0.2%
Bridge Pier, Support, Rail, or Overhead	2	0.4%	4	0.4%	12	0.2%	11	0.1%	95	0.1%	124	0.1%
Culvert	2	0.4%	4	0.4%	6	0.1%	6	0.05%	36	0.04%	54	0.05%
Other (incl. hydrant, box, cattle guard, plant)	2	0.4%	7	0.7%	36	0.7%	31	0.3%	515	0.6%	591	0.6%
Missing Subanalysis Data	0	-	0	-	4	0.1%	2	0.02%	25	0.03%	31	0.03%
Collision with Motor Vehicle	**194**	**40.2%**	**531**	**50.9%**	**3,149**	**61.0%**	**10,194**	**86.7%**	**68,864**	**85.0%**	**82,932**	**83.4%**
MV in Transport	190	39.3%	519	49.7%	3,042	58.9%	10,076	85.7%	65,072	80.3%	78,899	79.3%
Parked MV	4	0.8%	12	1.1%	107	2.1%	117	1.0%	3,772	4.7%	4,012	4.0%
Missing Subanalysis Data	0	-	0	-	0	-	1	0.01%	20	0.02%	21	0.02%
Collision with Other Non-Fixed Object	**1**	**0.2%**	**18**	**1.7%**	**61**	**1.2%**	**73**	**0.6%**	**1,203**	**1.5%**	**1,356**	**1.4%**
Other Non-fixed Object	1	0.2%	15	1.4%	57	1.1%	58	0.5%	869	1.1%	1,000	1.0%
Struck by falling, shifting cargo	0	-	1	0.1%	1	0.0%	11	0.1%	273	0.3%	286	0.3%
Work Zone/Maintenance Equipment	0	-	1	0.1%	2	0.04%	3	0.03%	33	0.04%	39	0.04%
Railway Vehicle	0	-	0	-	0	-	1	0.01%	4	0.005%	5	0.01%
Missing Subanalysis Data	0	-	1	0.1%	1	0.02%	0	-	24	0.03%	26	0.03%
Collision with Person	**112**	**23.2%**	**115**	**11.0%**	**351**	**6.8%**	**229**	**1.9%**	**1,042**	**1.3%**	**1,849**	**1.9%**
Pedestrian	104	21.5%	90	8.6%	221	4.3%	143	1.2%	688	0.8%	1,246	1.3%
Pedalcycle	6	1.2%	22	2.1%	117	2.3%	77	0.7%	318	0.4%	540	0.5%
Other Non-Motorist	2	0.4%	3	0.3%	13	0.3%	9	0.08%	36	0.04%	63	0.06%
Missing Subanalysis Data	0	-	0	-	0	-	0	-	0	-	0	-
Non-Collision	**111**	**23.0%**	**185**	**17.7%**	**669**	**13.0%**	**436**	**3.7%**	**1,895**	**2.3%**	**3,296**	**3.3%**
Overturn/Rollover	104	21.5%	155	14.8%	511	9.9%	330	2.8%	970	1.2%	2,070	2.1%
All Other Non-Collision	5	1.0%	19	1.8%	114	2.2%	71	0.6%	545	0.7%	754	0.8%
Jackknife	0	-	0	-	2	0.0%	5	0.04%	102	0.1%	109	0.1%
Fell/Jumped from MV	1	0.2%	5	0.5%	23	0.4%	8	0.07%	18	0.0%	55	0.1%
Cargo/Equipment Loss or Shift	0	-	1	0.1%	3	0.1%	1	0.01%	37	0.05%	42	0.04%
Fire/Explosion	0	-	1	0.1%	0	-	0	-	35	0.04%	36	0.04%
Immersion, Full or Partial	1	0.2%	1	0.1%	2	0.04%	6	0.05%	16	0.02%	26	0.03%
Thrown or Falling Object	0	-	0	-	3	0.1%	0	-	15	0.02%	18	0.02%
Missing Subanalysis Data	0	-	3	0.3%	11	0.2%	15	0.1%	157	0.2%	186	0.2%
Other	**0**	**0.0%**	**41**	**3.9%**	**173**	**3.3%**	**93**	**0.8%**	**576**	**0.7%**	**883**	**0.9%**
Missing FHE and Subanalysis Data	**0**	**0.0%**	**2**	**0.2%**	**4**	**0.1%**	**10**	**0.1%**	**103**	**0.1%**	**119**	**0.1%**
Total People	**483**	**100%**	**1,044**	**100%**	**5,166**	**100%**	**11,761**	**100%**	**81,016**	**100%**	**99,470**	**100%**

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.

Licensed Drivers – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), 2017 – 2021. Released date: July 1 of each year.

National Crash and Rate Data

- U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA), National Center for Statistics and Analysis (NCSA). Traffic safety facts 2020: A compilation of motor vehicle crash data (DOT HS 813 375). October 2022. Accessed March 14, 2023: https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813375
- U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA). Early Estimate of Motor Vehicle Traffic Fatalities for the First Half (January - June) of 2022 (DOT HS 813 376). September 2022. Accessed March 14, 2023: https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813376
- U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. Highway Statistics Series, State Motor-Vehicle Registrations. Table MV-1. Release date: December 2021. Accessed April 19, 2022: https://www.fhwa.dot.gov/policyinformation/statistics/2020/mv1.cfm
- U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA), National Center for Statistics and Analysis (NCSA). Traffic Safety Facts 2020 Data: Motorcycles (DOT HS 813 306). May 2022. Accessed March 14, 2023: https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813306

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 for States and Counties: April 1, 2010, to July 1, 2019. Release date for counties: May 2021 (CO-EST2020-[ST-FIPS]). Accessed January 4, 2023: https://www.census.gov/programs-surveys/popest/technical-documentation/research/evaluation-estimates/2020-evaluation-estimates/2010s-counties-total.html
- U.S. Census Bureau, Population Division. Subcounty Resident Population Estimates: April 1, 2010 to July 1, 2019. Release date for cities and towns: May 2021 (SUB-EST2020). Accessed January 4, 2023: https://www.census.gov/programs-surveys/popest/technical-documentation/research/evaluation-estimates/2020-evaluation-estimates/2010s-cities-and-towns-total.html
- U.S. Census Bureau, Population Division. Annual Estimates of the Resident Population for Counties in New Mexico: April 1, 2020 to July 1, 2021. Release date for counties: March 2022 (CO-EST2021-POP-35). Accessed January 4, 2023: https://www.census.gov/data/tables/time-series/demo/popest/2020s-counties-total.html
- U.S. Census Bureau, Population Division. Subcounty Resident Population Estimates: April 1, 2020 to July 1, 2021. Release date for cities and towns: March 2022 (SUB-EST2021). Accessed January 4, 2023: https://www.census.gov/data/datasets/time-series/demo/popest/2020s-total-cities-and-towns.html
- Resident populations not tabulated in annual resident population estimates: U.S. Census Bureau, Population Division. 2020 Census of Population and Housing, April 1, 2020.

Observed Seatbelt Use – New Mexico Department of Transportation (NMDOT), 2021 New Mexico Occupant Seat Belt Observation Study. Prepared by Preusser Research Group Inc.: November 2021.

Registered Motor Vehicles and Motorcycles

- U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. Highway Statistics Series, Vehicles. Table MV-1 (2017 published Jan. 2019; 2018, Dec. 2019; 2019, Nov. 2020; 2020, Dec. 2021; 2021, Feb. 2023). Accessed March 14, 2023: https://www.fhwa.dot.gov/policyinformation/statistics/2021/pdf/mv1.pdf

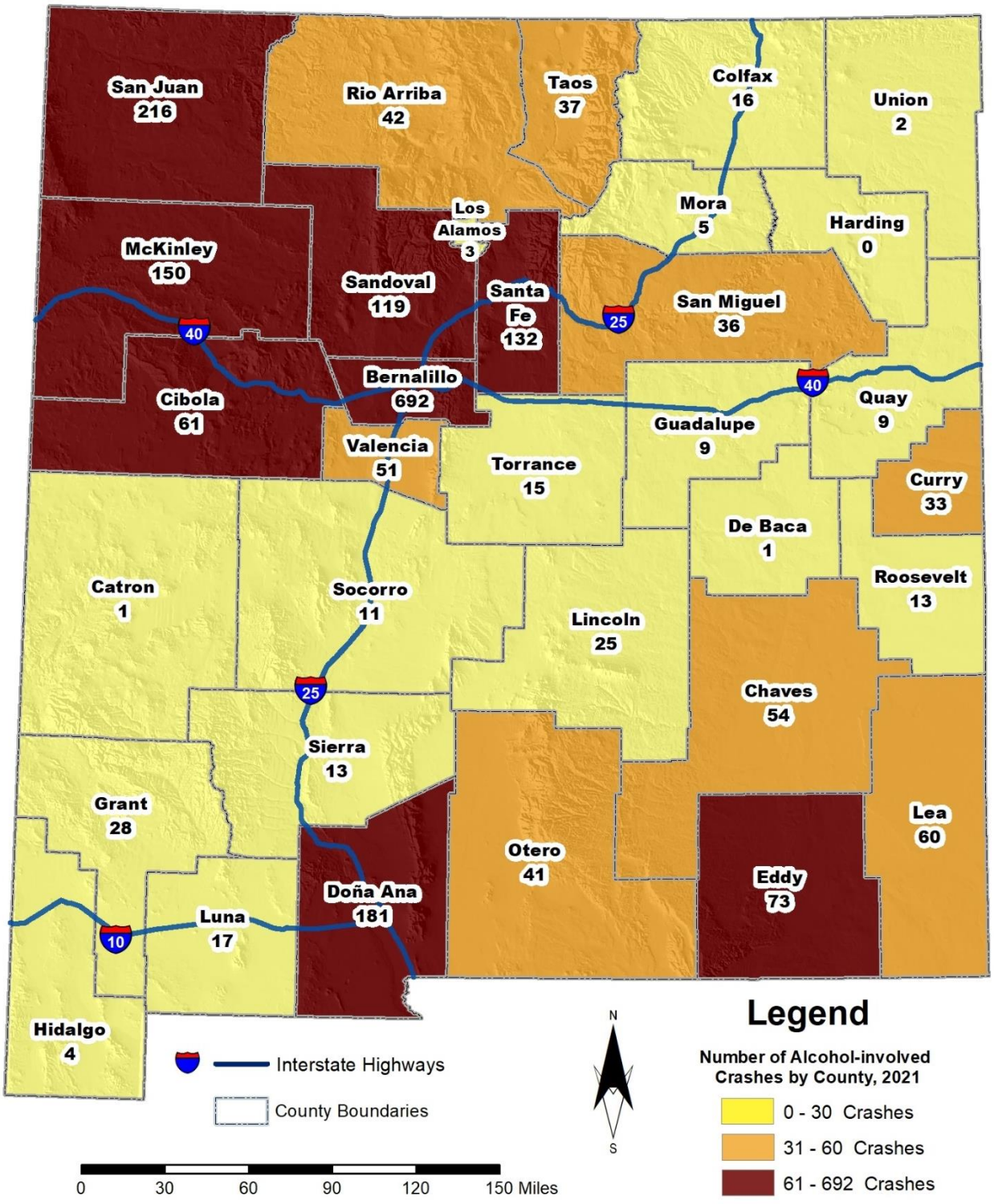
Urban Areas – New Mexico Department of Transportation, Asset Management and Planning. 2010 U.S. Census Urbanized Area Boundaries, NMDOT-Adjusted, and U.S. Census Urban Clusters. Aug. 21, 2013. Urban areas for crash years 2013-2017 include a ½-mile buffer extending out from those urban boundaries. Urban 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. HPMS DVMT Comparison, Total DVMT by Functional System, 2021, preliminary, generated on November 10, 2022. HPMS DVMT by County, 2021, preliminary, generated on December 1, 2022. VMT (reported in units of 100 million vehicle miles traveled) are based on the daily average vehicle miles traveled.

Index

Map 23: Alcohol-involved Crashes by County, 2021



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