

New Mexico Pedal Cyclists Crash Statistics, 2013 - 2017



Produced for the New Mexico Department of Transportation,



Traffic Safety Division, Traffic Records Bureau, under Contract C06100
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Traffic Research Unit
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Distributed in compliance with New Mexico Statute 66-7-214
as a reference source regarding New Mexico traffic crashes

Source:

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 (GPS), Traffic Research Unit (TRU).

The NMDOT Crash Database, as of March 25, 2019, was used for this report.

Disclaimer:

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For the purposes of this report, data are compiled by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit (TRU), 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 vs. State databases. If you have questions regarding this report, please contact the Traffic Safety Division at 505-827-0427.

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Definitions

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 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.

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.

Contributing Factor – Contributing factors are reported in the Apparent Contributing Factors section of the crash report. Multiple contributing factors may be reported for any vehicle involved crash.

Driver – A person in control of a motor vehicle. Pedestrians and pedalcyclists are classified as drivers of non-motorized vehicles.

Drug-involved Crash – A crash for which the Uniform Crash Report (UCR) indicated that 1) a DWI citation was issued, 2) Drug was a contributing factor, or 3) a person in control of a vehicle was suspected of being under the influence of drugs. Drug-involved crashes involve one or more drug-involved drivers.

Drug-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 drugs. A single drug-involved crash can involve multiple drug-involved drivers.

Fatal Crash – A crash in which at least one person was killed. Note that more than one person can be killed in a single fatal crash.

Fatalities – The number of people killed in a crash. The terms killed and deaths are synonymous with fatalities. A fatality is crash related if it occurs at the time of the crash or if the person(s) involved in the crash dies within 30 days.

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

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

Missing Data – An indication that the applicable field on the Uniform Crash Report form was left blank or contained an invalid code.

No Controls – No traffic controls are present. This excludes situations where existing controls are knocked down, obscured, or malfunctioning.

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

Pedalcycle Involved Crash – A crash involves one or more pedalcycles, and at least one motor vehicle or pedestrian.

Pedalcyclist in Alcohol or Drug-involved Crash – A pedalcyclist **in 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 or drugs. Alcohol or drug-involved crashes involve one or more alcohol or drug-involved drivers. A single alcohol or drug-involved crash can involve multiple alcohol or drug-involved drivers.

Pedalcyclist Under the Influence of Alcohol or Drugs – A **pedalcyclist 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 or drugs.

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).

Serious Injury – A Suspected Serious Injury.

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.

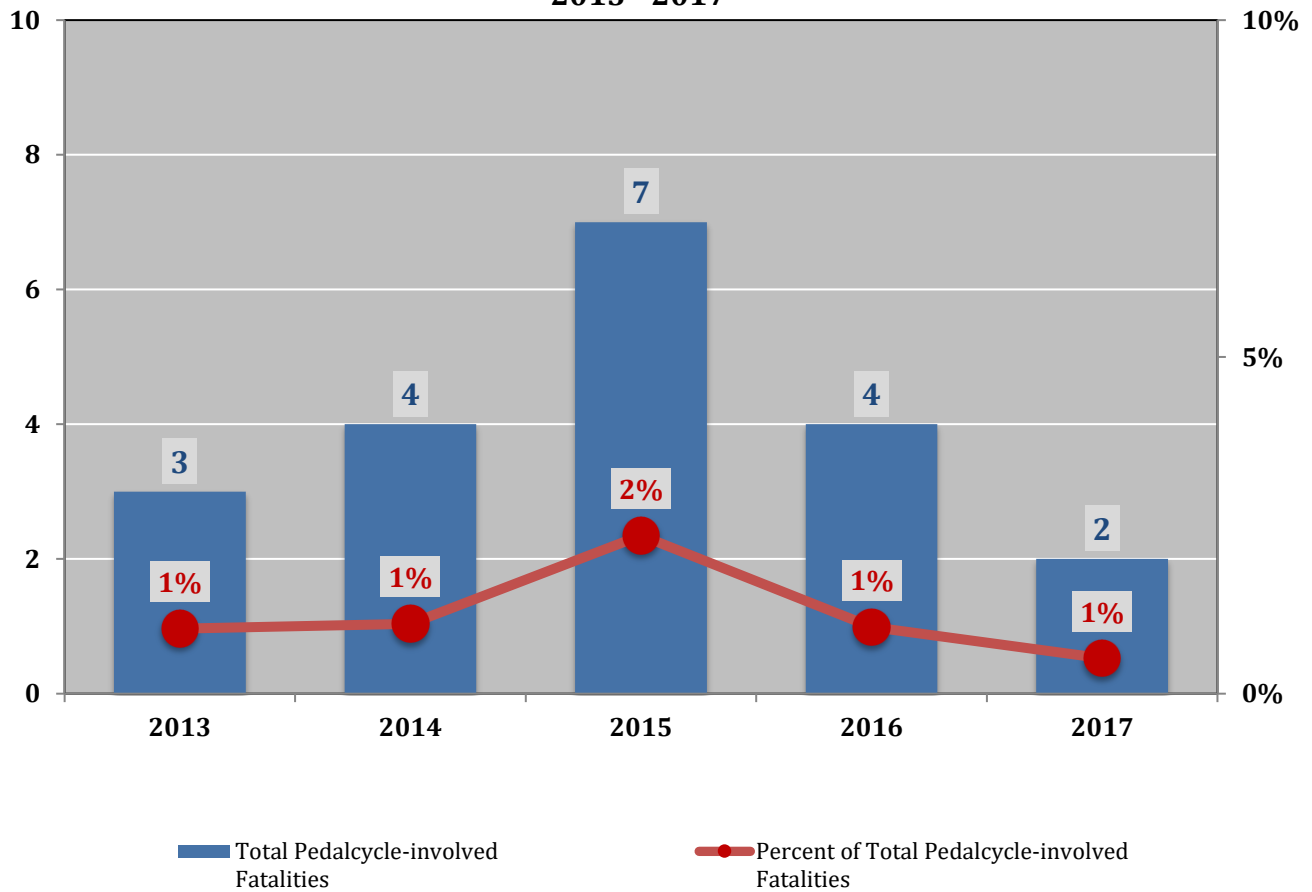
Suspected Serious Injury – An injury, other than a fatal injury, in which the person was carried from the scene of the crash or in which the injured person was unable to walk, drive or perform normal activities he or she was capable of performing before the injury occurred, as observed by the officer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

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 nonmotorized vehicles when in a crash with a motor vehicle.

1. Pedalcycle-involved Crashes and Fatalities, 2013 - 2017

Year	Crashes		Percent of Total Pedalcycle-Involved Crashes	Fatalities		Percent of Total Pedalcycle-Involved Fatalities
	Pedalcycle-involved Crashes	Total Crashes		Pedalcycle-involved Fatalities	Total Fatalities	
2013	302	39,208	0.8%	3	311	1%
2014	312	40,690	0.8%	4	386	1%
2015	359	45,308	0.8%	7	298	2%
2016	360	45,071	0.8%	4	405	1%
2017	379	45,906	0.8%	2	380	1%
Total	1,712	216,183	0.8%	20	1,780	1%

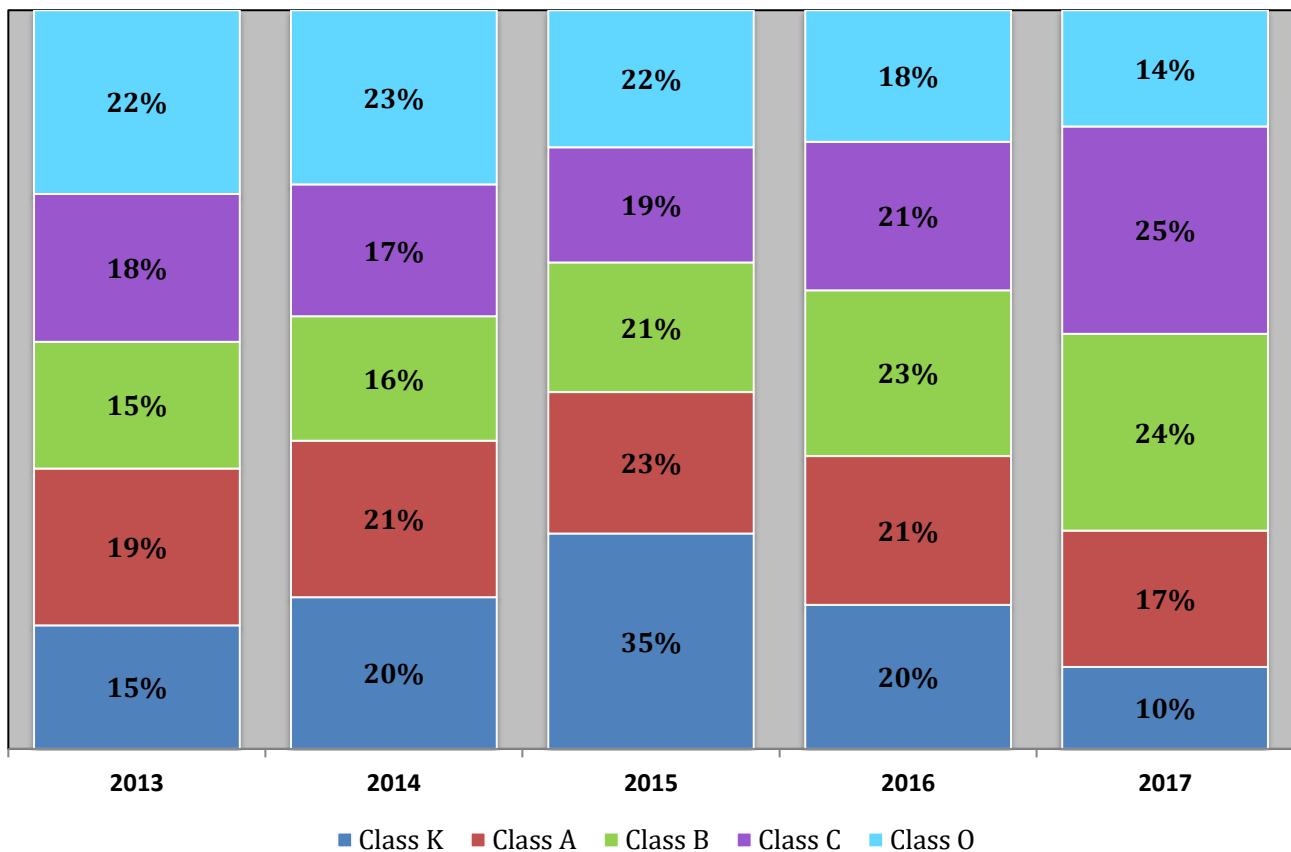
Total Pedalcycle-involved Fatalities and Percent of Total Fatalities, 2013 - 2017



2. Pedalcyclists in Crashes by Severity of Injuries, 2013 - 2017

Year	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedalcyclists in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2013	3	15%	24	19%	119	15%	95	18%	66	22%	307	18%
2014	4	20%	26	21%	127	16%	92	17%	68	23%	317	18%
2015	7	35%	29	23%	163	21%	99	19%	66	22%	364	21%
2016	4	20%	26	21%	178	23%	109	21%	54	18%	371	21%
2017	2	10%	21	17%	186	24%	134	25%	42	14%	385	22%
Total	Count	20	126	773	529	296	1,744	100%				
	Percent	1%	7%	44%	30%	17%	100%					

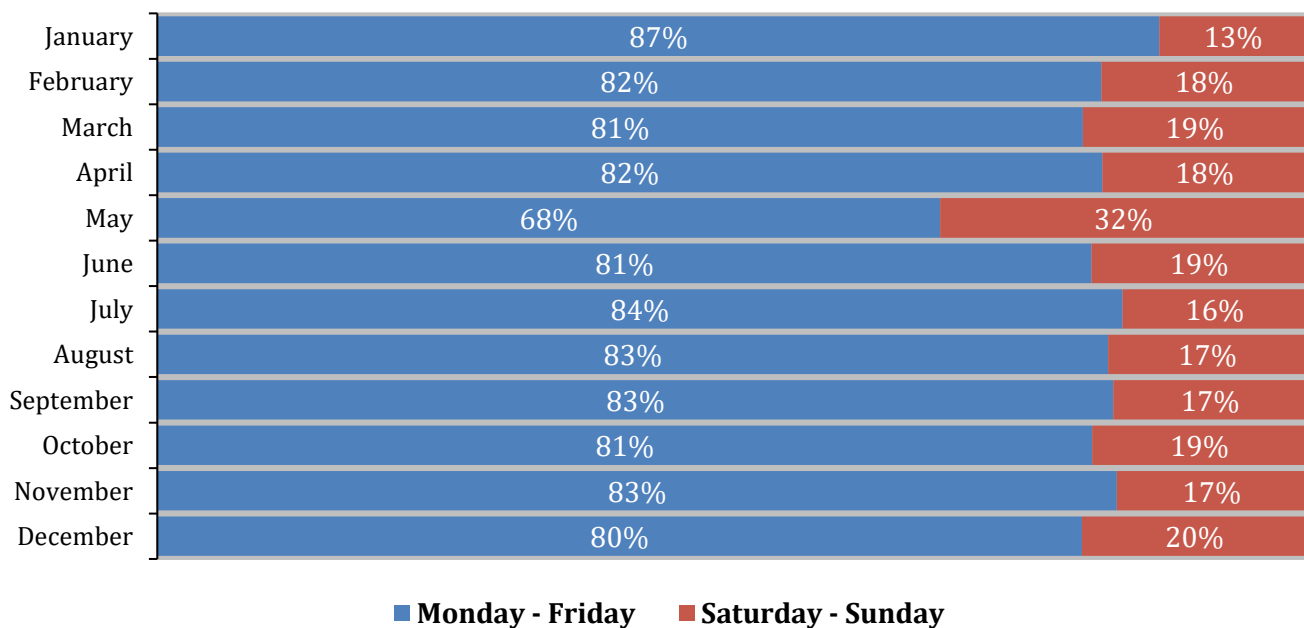
Percent of Injury Severity to Pedalcyclists in Crashes, 2013 - 2017



3. Pedalcyclists in Crashes by Month and Day, 2013 - 2017

Month	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total Pedalcyclists in Crashes		
								Count	Percent	
January	11	14	13	15	15	5	5	78	4%	
February	14	20	23	17	18	15	5	112	6%	
March	23	28	26	27	16	15	14	149	9%	
April	24	24	20	26	17	11	13	135	8%	
May	15	17	12	26	24	22	22	138	8%	
June	22	37	28	35	17	17	15	171	10%	
July	27	33	33	32	27	19	10	181	10%	
August	35	41	37	28	22	21	13	197	11%	
September	32	41	32	34	44	21	16	220	13%	
October	24	20	26	27	25	15	13	150	9%	
November	17	21	26	14	23	9	11	121	7%	
December	17	13	14	13	17	10	8	92	5%	
Total	Count	261	309	290	294	265	180	145	1,744	100%
	Percent	15%	18%	17%	17%	15%	10%	8%	100%	

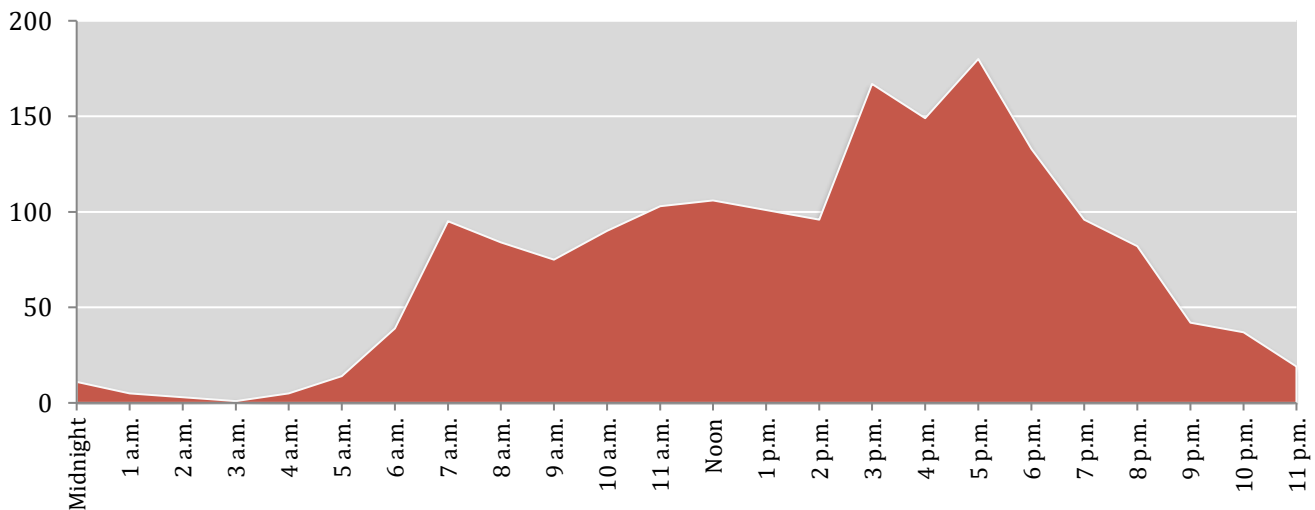
Weekday Versus Weekend Pedalcyclists in Crashes, 2013 - 2017



4. Pedalcyclists in Crashes by Hour and Day of Week, 2013 - 2017

Hour	Pedalcyclists in Crashes							Total Pedalcyclists in Crashes		
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Count	Percent	
Midnight	0	3	1	2	0	2	3	11	0.6%	
1 a.m.	0	0	0	1	1	1	2	5	0.3%	
2 a.m.	0	0	1	0	0	1	1	3	0.2%	
3 a.m.	0	0	0	0	0	0	1	1	0.1%	
4 a.m.	2	1	0	0	1	0	1	5	0.3%	
5 a.m.	2	4	0	4	4	0	0	14	0.8%	
6 a.m.	6	7	6	12	5	3	0	39	2.2%	
7 a.m.	16	17	22	24	10	2	4	95	5.4%	
8 a.m.	12	12	17	14	11	12	6	84	4.8%	
9 a.m.	10	9	14	13	17	8	4	75	4.3%	
10 a.m.	11	12	13	17	8	19	10	90	5.2%	
11 a.m.	22	18	14	13	16	14	6	103	5.9%	
Noon	14	19	11	19	20	7	16	106	6.1%	
1 p.m.	27	19	13	12	17	5	8	101	5.8%	
2 p.m.	21	17	15	17	15	8	3	96	5.5%	
3 p.m.	23	40	24	15	37	15	13	167	9.6%	
4 p.m.	20	25	22	27	22	20	13	149	8.5%	
5 p.m.	26	38	37	34	24	8	13	180	10.3%	
6 p.m.	19	25	25	27	11	15	11	133	7.6%	
7 p.m.	14	17	21	12	11	12	9	96	5.5%	
8 p.m.	6	11	15	18	13	10	9	82	4.7%	
9 p.m.	5	6	8	5	8	6	4	42	2.4%	
10 p.m.	1	5	6	3	9	8	5	37	2.1%	
11 p.m.	3	2	2	1	4	4	3	19	1.1%	
Invalid Code	0	1	2	2	1	0	0	6	0.3%	
Missing Data	1	1	1	2	0	0	0	5	0.3%	
Total	Count	261	309	290	294	265	180	145	1,744	100%
	Percent	15%	18%	17%	17%	15%	10%	8%		100%

Pedalcyclists in Crashes by Hour, 2013 - 2017



5. Percentage of Fatal Crashes by Pedalcyclists Under the Influence of Alcohol or Drugs, 2013 - 2017

Year	Alcohol-involved			Drug-involved		
	Fatal Crashes by Pedalcyclists Under the Influence of Alcohol	Pedalcyclists Under the Influence of Alcohol	Percent of Fatal Crashes by Pedalcyclists Under the Influence of Alcohol	Fatal Crashes by Pedalcyclists Under the Influence of Drugs	Pedalcyclists Under the Influence of Drugs	Percent of Fatal Crashes by Pedalcyclists Under the Influence of Drugs
2013	0	20	0%	0	1	0%
2014	2	20	10%	2	2	100%
2015	3	19	16%	2	3	67%
2016	2	13	15%	1	1	100%
2017	0	15	0%	0	4	0%
Total	7	87	8%	5	11	45%

6. Fatal Crashes by Pedalcyclists Under the Influence of Alcohol, 2013 - 2017

Year	Pedalcyclists Fatalities in Crashes			All Pedalcyclists in Crashes			Alcohol-involved Pedalcyclists		
	Fatal Crashes by Pedalcyclists Under the Influence of Alcohol	Total Pedalcyclists Fatalities	Percent Alcohol-involved	Pedalcyclists Under the Influence of Alcohol	Total Pedalcyclists in Crashes	Percent Alcohol-Involved	Fatal Crashes by Pedalcyclists Under the Influence of Alcohol	Pedalcyclists Under the Influence of Alcohol	Percent Fatalities
2013	0	3	0%	20	307	7%	0	20	0%
2014	2	4	50%	20	317	6%	2	20	10%
2015	3	7	43%	19	364	5%	3	19	16%
2016	2	4	50%	13	371	4%	2	13	15%
2017	0	2	0%	15	385	4%	0	15	0%
Total	7	20	35%	87	1,744	5%	7	87	8%

7. Fatal Crashes by Pedalcyclists Under the Influence of Drugs, 2013 - 2017

Year	Pedalcyclists Fatalities in Crashes			All Pedalcyclists in Crashes			Drugs-involved Pedalcyclists		
	Fatal Crashes by Pedalcyclists Under the Influence of Drugs	Total Pedalcyclists Fatalities	Percent Drugs-involved	Pedalcyclists Under the Influence of Drugs	Total Pedalcyclists in Crashes	Percent Drugs-Involved	Fatal Crashes by Pedalcyclists Under the Influence of Drugs	Pedalcyclists Under the Influence of Drugs	Percent Fatalities
2013	0	3	0%	1	307	0%	0	1	0%
2014	2	4	50%	2	317	1%	2	2	100%
2015	2	7	29%	3	364	1%	2	3	67%
2016	1	4	25%	1	371	0%	1	1	100%
2017	0	2	0%	4	385	1%	0	4	0%
Total	5	20	25%	11	1,744	1%	5	11	45%

8. Severity of Injuries to Pedalcyclists Under the Influence of Alcohol, 2013 – 2017

Year	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedalcyclists Under the Influence of Alcohol	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2013	0	0%	3	50%	4	13%	6	22%	7	47%	20	23%
2014	2	29%	1	17%	9	28%	6	22%	2	13%	20	23%
2015	3	43%	1	17%	8	25%	5	19%	2	13%	19	22%
2016	2	29%	0	0%	7	22%	3	11%	1	7%	13	15%
2017	0	0%	1	17%	4	13%	7	26%	3	20%	15	17%
Total	Count	7	6	32	27	15	87	100%				
	Percent	8%	7%	37%	31%	17%	100%					

9. Severity of Injuries to Pedalcyclists Under the Influence of Drugs, 2013 – 2017

Year	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedalcyclists Under the Influence of Drugs	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2013	0	0%	1	100%	0	0%	0	0%	0	0%	1	9%
2014	2	40%	0	0%	0	0%	0	0%	0	0%	2	18%
2015	2	40%	0	0%	0	0%	1	50%	0	0%	3	27%
2016	1	20%	0	0%	0	0%	0	0%	0	0%	1	9%
2017	0	0%	0	0%	3	100%	1	50%	0	0%	4	36%
Total	Count	5	1	3	2	0	11	100%				
	Percent	45%	9%	27%	18%	0%	100%					

10. Pedalcyclists in Alcohol-involved Crashes, 2013 - 2017

Year	Fatalities			Crashes			Alcohol		
	People Killed in Alcohol-involved Crashes	Total Killed	Percent Alcohol-involved	People in Alcohol-involved Crashes	Total in Crashes	Percent Alcohol-involved	People Killed in Alcohol-involved Crashes	People in Alcohol-involved Crashes	Percent Killed
2013	0	3	0%	22	307	7%	0	22	0%
2014	2	4	50%	26	317	8%	2	26	8%
2015	5	7	71%	24	364	7%	5	24	21%
2016	2	4	50%	15	371	4%	2	15	13%
2017	0	2	0%	19	385	5%	0	19	0%
Total	9	20	45%	106	1,744	6%	9	106	8%

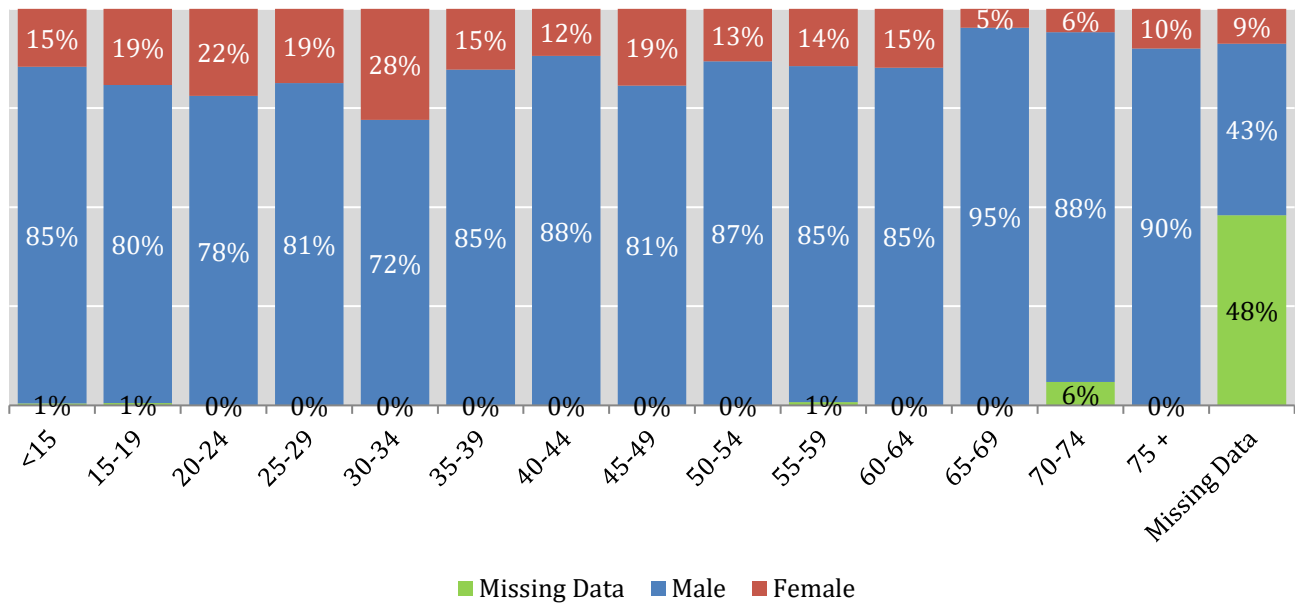
11. Pedalcyclists in Drug-involved Crashes, 2013 - 2017

Year	Fatalities			Crashes			Drugs		
	People Killed in Drug-involved Crashes	Total Killed	Percent Drug-involved	People in Drug-involved Crashes	Total in Crashes	Percent Drug-involved	People Killed in Drug-involved Crashes	People in Drug-involved Crashes	Percent Killed
2013	0	3	0%	1	307	0%	0	1	0%
2014	2	4	50%	6	317	2%	2	6	33%
2015	3	7	43%	5	364	1%	3	5	60%
2016	1	4	25%	1	371	0%	1	1	100%
2017	0	2	0%	6	385	2%	0	6	0%
Total	6	20	30%	19	1,744	1%	6	19	32%

12. Pedalcyclists in Crashes by Age Group and Sex, 2013 - 2017

Age Group	Male		Female		Missing Data		Pedalcyclists in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
<15	163	85%	28	15%	1	1%	192	11%
15-19	142	80%	34	19%	1	1%	177	10%
20-24	135	78%	38	22%	0	0%	173	10%
25-29	152	81%	35	19%	0	0%	187	11%
30-34	108	72%	42	28%	0	0%	150	9%
35-39	83	85%	15	15%	0	0%	98	6%
40-44	89	88%	12	12%	0	0%	101	6%
45-49	96	81%	23	19%	0	0%	119	7%
50-54	105	87%	16	13%	0	0%	121	7%
55-59	100	85%	17	14%	1	1%	118	7%
60-64	69	85%	12	15%	0	0%	81	5%
65-69	40	95%	2	5%	0	0%	42	2%
70-74	15	88%	1	6%	1	6%	17	1%
75 +	18	90%	2	10%	0	0%	20	1%
Missing Data	64	43%	13	9%	71	48%	148	8%
Total	Count	1,379	290	75	1,744			
	Percent	79%	17%	4%	100%			

Pedalcyclists in Crashes by Age Group and Sex, 2013 - 2017



13. Pedalcyclists Under the Influence of Alcohol and Drugs by Age, 2013 – 2017

Age Group	Pedalcyclists Under the Influence of Alcohol			Pedalcyclists Under the Influence of Drugs			Pedalcyclists in Crashes		
	Fatalities	Total	Percent	Fatalities	Total	Percent	Fatalities	Total	Percent
<15	0	1	0%	0	1	0%	1	192	1%
15-19	0	2	0%	0	0	0%	0	177	0%
20-24	1	5	20%	1	1	100%	1	173	1%
25-29	1	12	8%	1	4	25%	2	187	1%
30-34	3	11	27%	1	2	50%	4	150	3%
35-39	1	9	11%	0	0	0%	2	98	2%
40-44	1	5	20%	0	0	0%	1	101	1%
45-49	0	7	0%	0	1	0%	2	119	2%
50-54	0	13	0%	1	1	100%	1	121	1%
55-59	0	6	0%	1	1	100%	4	118	3%
60-64	0	7	0%	0	0	0%	0	81	0%
65-69	0	1	0%	0	0	0%	0	42	0%
70-74	0	1	0%	0	0	0%	1	17	6%
75 +	0	0	0%	0	0	0%	1	20	5%
Missing Data	0	7	0%	0	0	0%	0	148	0%
Total	7	87	8%	5	11	45%	20	1,744	1%

14. Pedalcyclists Under the Influence of Alcohol and Drugs by Age and Sex, 2013 – 2017

Age Group	Pedalcyclists Under the Influence of Alcohol							Pedalcyclists Under the Influence of Drugs						
	Male			Female			Missing Data	Male			Female			Missing Data
	Killed	Total	%	Killed	Total	%		Killed	Total	%	Killed	Total	%	
<15	0	1	0%	0	0	0%	0	0	1	0%	0	0	0%	0
15-19	0	2	0%	0	0	0%	0	0	0	0%	0	0	0%	0
20-24	1	4	25%	0	1	0%	0	1	1	100%	0	0	0%	0
25-29	1	10	10%	0	2	0%	0	1	4	25%	0	0	0%	0
30-34	3	9	33%	0	2	0%	0	1	2	50%	0	0	0%	0
35-39	1	8	13%	0	1	0%	0	0	0	0%	0	0	0%	0
40-44	1	5	20%	0	0	0%	0	0	0	0%	0	0	0%	0
45-49	0	7	0%	0	0	0%	0	0	1	0%	0	0	0%	0
50-54	0	12	0%	0	1	0%	0	1	1	100%	0	0	0%	0
55-59	0	6	0%	0	0	0%	0	1	1	100%	0	0	0%	0
60-64	0	7	0%	0	0	0%	0	0	0	0%	0	0	0%	0
65-69	0	1	0%	0	0	0%	0	0	0	0%	0	0	0%	0
70-74	0	1	0%	0	0	0%	0	0	0	0%	0	0	0%	0
75 +	0	0	0%	0	0	0%	0	0	0	0%	0	0	0%	0
Missing Data	0	5	0%	0	0	0%	2	0	0	0%	0	0	0%	0
Total	7	78	9%	0	7	0%	2	5	11	45%	0	0	0%	0

15. Pedalcyclists in Crashes by Hit-and-Run, 2013 – 2017

Year	Hit-and-Run		Not a Hit-and-Run		Missing Data		Total Pedalcyclists in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2013	55	16%	231	17%	21	100%	307	18%
2014	57	17%	260	19%	0	0%	317	18%
2015	63	18%	301	22%	0	0%	364	21%
2016	76	22%	295	21%	0	0%	371	21%
2017	93	27%	292	21%	0	0%	385	22%
Total	Count	344	1,379		21		1,744	100%
	Percent	20%	79%		1%		100%	

16. Pedalcyclists in Crashes by Helmet Use, 2013 – 2017

Year	Wearing Helmet		Not Wearing Helmet		Missing Data		Total Pedalcyclists in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2013	68	20%	95	7%	144	16%	307	18%
2014	52	15%	91	7%	174	19%	317	18%
2015	55	16%	104	8%	205	22%	364	21%
2016	56	16%	110	8%	205	22%	371	21%
2017	84	24%	112	8%	189	21%	385	22%
Total	Count	315	512		917		1,744	100%
	Percent	18%	29%		53%		100%	

17. Pedalcyclists in Crashes by Severity of Injuries and Helmet Use, 2013 – 2017

Helmet Use	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedalcyclists in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Yes	0	0%	32	25%	164	21%	89	17%	30	10%	315	18%
No	16	80%	46	37%	259	34%	147	28%	44	15%	512	29%
Missing Data	4	20%	48	38%	350	45%	293	55%	222	75%	917	53%
Total	Count	20	126		773		529		296		1,744	100%
	Percent	1%	7%		44%		30%		17%		100%	

18. Pedalcyclists in Crashes by Severity of Injuries and Light Conditions, 2013 – 2017

Light Conditions	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedalcyclists in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	9	45%	92	73%	576	75%	395	75%	218	74%	1,290	74%
Dark-Lighted	6	30%	17	13%	87	11%	74	14%	25	8%	209	12%
Dark-Not Lighted	4	20%	6	5%	41	5%	21	4%	15	5%	87	5%
Dusk	1	5%	7	6%	39	5%	21	4%	10	3%	78	4%
Dawn	0	0%	2	2%	10	1%	4	1%	4	1%	20	1%
Others	0	0%	0	0%	4	1%	1	0%	0	0%	5	0%
Missing Data	0	0%	2	2%	16	2%	13	2%	24	8%	55	3%
Total	Count	20	126	773	529	296	1,744	100%				
	Percent	1%	7%	44%	30%	17%	100%					

19. Pedalcyclists in Crashes by Severity of Injuries and Road Conditions, 2013 – 2017

Road Conditions	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedalcyclists in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Dry	15	75%	111	88%	647	84%	444	84%	210	71%	1,427	82%
Wet	2	10%	0	0%	28	4%	14	3%	3	1%	47	3%
Loose Material	0	0%	0	0%	1	0%	1	0%	1	0%	3	0%
Ice	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Snow	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Others	0	0%	1	1%	10	1%	20	4%	21	7%	52	3%
Missing Data	3	15%	14	11%	87	11%	48	9%	61	21%	213	12%
Total	Count	20	126	773	529	296	1,744	100%				
	Percent	1%	7%	44%	30%	17%	100%					

20. Pedalcyclists in Crashes by Severity of Injuries and Road Surface, 2013 – 2017

Road Surface	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedalcyclists in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Paved Center and Edge	14	70%	64	51%	378	49%	267	50%	104	35%	827	47%
Paved Unstriped	1	5%	22	17%	155	20%	96	18%	50	17%	324	19%
Paved Center Stripe	2	10%	24	19%	132	17%	93	18%	45	15%	296	17%
Unpaved	0	0%	0	0%	6	1%	4	1%	4	1%	14	1%
Missing Data	3	15%	16	13%	102	13%	69	13%	93	31%	283	16%
Total	Count	20	126	773	529	296	1,744	100%				
	Percent	1%	7%	44%	30%	17%	100%					

21. Pedalcyclists in Crashes by Severity of Injuries and Traffic Control Device, 2013 – 2017

Traffic Control Device	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedalcyclists in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
No Controls	9	45%	50	40%	322	42%	213	40%	92	31%	686	39%
Traffic Signals	3	15%	28	22%	184	24%	141	27%	52	18%	408	23%
Stop Sign	1	5%	17	13%	73	9%	51	10%	24	8%	166	10%
No Passing Zone	2	10%	3	2%	9	1%	6	1%	4	1%	24	1%
4-Way Stop	0	0%	0	0%	10	1%	8	2%	4	1%	22	1%
Others	2	10%	13	10%	78	10%	47	9%	27	9%	167	10%
Missing Data	3	15%	15	12%	97	13%	63	12%	93	31%	271	16%
Total	Count	20	126		773		529		296		1,744	100%
	Percent	1%	7%		44%		30%		17%		100%	

22. Pedalcyclists in Crashes by Severity of Injuries and Road Design Lanes, 2013 – 2017

Road Design Lanes	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedalcyclists in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Two Lanes	11	55%	39	31%	256	33%	180	34%	82	28%	568	33%
One Lane	3	15%	33	26%	183	24%	106	20%	58	20%	383	22%
Three Lanes	3	15%	18	14%	77	10%	63	12%	20	7%	181	10%
Four+ Lanes	0	0%	11	9%	60	8%	46	9%	7	2%	124	7%
Missing Data	3	15%	25	20%	197	25%	134	25%	129	44%	488	28%
Total	Count	20	126		773		529		296		1,744	100%
	Percent	1%	7%		44%		30%		17%		100%	

23. Pedalcyclists in Crashes by Severity of Injuries and Road Design Dividers, 2013 – 2017

Road Design Dividers	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedalcyclists in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Painted Divider	5	25%	44	35%	241	31%	161	30%	62	21%	513	29%
Physical Divider	5	25%	22	17%	150	19%	119	22%	25	8%	321	18%
Undivided	0	0%	25	20%	142	18%	98	19%	31	10%	296	17%
Missing Data	10	50%	35	28%	240	31%	151	29%	178	60%	614	35%
Total	Count	20	126		773		529		296		1,744	100%
	Percent	1%	7%		44%		30%		17%		100%	

24. Pedalcyclists in Crashes by Severity of Injuries and Road Design, 2013 – 2017

Road Design	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedalcyclists in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Freeway (Full Access)	10	50%	32	25%	186	24%	127	24%	46	16%	401	23%
One-Way	0	0%	4	3%	40	5%	25	5%	14	5%	83	5%
Construction Zone	0	0%	1	1%	2	0%	2	0%	2	1%	7	0%
Ramp	0	0%	0	0%	3	0%	2	0%	0	0%	5	0%
Alley	0	0%	0	0%	5	1%	0	0%	0	0%	5	0%
Others	6	30%	66	52%	347	45%	260	49%	85	29%	764	44%
Missing Data	4	20%	23	18%	190	25%	113	21%	149	50%	479	27%
Total	Count	20	126	773	529	296	1,744	100%				
	Percent	1%	7%	44%	30%	17%	100%					

25. Pedalcyclists in Crashes by Severity of Injuries and Vehicle Actions, 2013 – 2017

Vehicle Actions	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedalcyclists in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
GoingStraight	15	75%	95	75%	581	75%	402	76%	170	57%	1,263	72%
LeftTurn	1	5%	5	4%	28	4%	18	3%	9	3%	61	3%
RightTurn	0	0%	7	6%	17	2%	8	2%	10	3%	42	2%
OvertakingPassing	0	0%	0	0%	3	0%	3	1%	1	0%	7	0%
StartInTrafficLane	0	0%	0	0%	1	0%	2	0%	2	1%	5	0%
Others	0	0%	0	0%	6	1%	7	1%	3	1%	16	1%
Missing Data	4	20%	19	15%	137	18%	89	17%	101	34%	350	20%
Total	Count	20	126	773	529	296	1,744	100%				
	Percent	1%	7%	44%	30%	17%	100%					

26. Pedalcyclists in Crashes by Severity of Injuries and Agency, 2013 – 2017

Law Enforcement Agency	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedalcyclists in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Albuquerque Police Department	8	40%	70	56%	326	42%	272	51%	72	24%	748	43%
Las Cruces Police Department	1	5%	13	10%	76	10%	40	8%	27	9%	157	9%
Santa Fe Police Department	0	0%	6	5%	69	9%	49	9%	17	6%	141	8%
Bernalillo County Sheriffs Department	1	5%	4	3%	32	4%	20	4%	14	5%	71	4%
Station Report	0	0%	0	0%	3	0%	7	1%	52	18%	62	4%
Others	10	50%	33	26%	267	35%	141	27%	114	39%	565	32%
Total	Count	20	126	773	529	296	1,744	100%				
	Percent	1%	7%	44%	30%	17%	100%					

27. Pedalcyclists in Crashes by Severity of Injuries and City, 2013 – 2017

Cities	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedalcyclists in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Albuquerque	9	45%	74	59%	363	47%	303	57%	155	52%	904	52%
Las Cruces	1	5%	14	11%	84	11%	45	9%	32	11%	176	10%
Santa Fe	0	0%	7	6%	77	10%	55	10%	18	6%	157	9%
Roswell	0	0%	8	6%	27	3%	13	2%	6	2%	54	3%
Farmington	0	0%	3	2%	23	3%	10	2%	5	2%	41	2%
All Other Cities	10	50%	20	16%	199	26%	103	19%	80	27%	412	24%
Total	Count	20	126	773	529	296	1,744	100%				
	Percent	1%	7%	44%	30%	17%	100%					

28. Pedalcyclists in Crashes by Severity of Injuries and County, 2013 – 2017

County	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total Pedalcyclists in Crashes		
						Count	Percent	
Bernalillo	9	74	368	307	155	913	52%	
Chaves	0	9	27	13	6	55	3%	
Cibola	0	0	2	1	0	3	0%	
Colfax	0	0	3	1	0	4	0%	
Curry	0	0	13	4	3	20	1%	
Doña Ana	3	14	95	54	37	203	12%	
Eddy	0	2	13	15	13	43	2%	
Grant	1	2	6	8	3	20	1%	
Hidalgo	0	0	1	0	1	2	0%	
Lea	2	2	11	8	1	24	1%	
Lincoln	0	0	0	3	1	4	0%	
Los Alamos	0	0	10	1	1	12	1%	
Luna	1	0	8	5	3	17	1%	
McKinley	1	2	7	8	6	24	1%	
Otero	1	2	26	4	8	41	2%	
Quay	0	0	1	0	1	2	0%	
Rio Arriba	0	0	4	0	1	5	0%	
Roosevelt	0	0	5	0	2	7	0%	
San Juan	1	5	28	13	6	53	3%	
San Miguel	0	0	2	4	4	10	1%	
Sandoval	0	1	28	11	5	45	3%	
Santa Fe	0	11	83	56	20	170	10%	
Socorro	0	0	6	2	6	14	1%	
Taos	0	1	10	6	8	25	1%	
Valencia	1	1	16	5	5	28	2%	
Total	Count	20	126	773	529	296	1,744	100%
	Percent	11%	17%	32%	29%	10%		100%

29. Frequency of Contributing Factors in Pedalcyclists-involved Crashes, 2013 – 2017

Contributing Factors*	2013	2014	2015	2016	2017	Five-Year Summary	
						Average	Percent
Human	197	212	228	276	275	238	56%
Alcohol Involved	10	5	8	13	15	10	2%
Avoid No Contact - Other	1	1	3	3	1	2	0%
Avoid No Contact - Vehicle	8	5	7	3	7	6	1%
Cell Phone	0	0	1	0	0	0	0%
Disregarded Traffic Signal	17	16	24	22	13	18	4%
Driver Inattention	47	65	59	71	68	62	14%
Driverless Moving Vehicle	0	0	0	0	0	0	0%
Drove Left Of Center	2	4	3	3	3	3	1%
Drug Involved	0	0	2	1	4	1	0%
Excessive Speed	1	1	3	4	8	3	1%
Failed to Yield Right of Way	31	28	25	48	47	36	8%
Failed to Yield to Emergency Vehicle	0	1	0	0	0	0	0%
Failed to Yield to Police Vehicle	0	0	1	0	0	0	0%
Following Too Closely	0	3	0	2	4	2	0%
High Speed Pursuit	0	0	0	0	0	0	0%
Improper Backing	0	1	0	0	0	0	0%
Improper Lane Change	0	1	4	2	5	2	1%
Improper Overtaking	1	2	1	5	4	3	1%
Made Improper Turn	2	4	8	5	4	5	1%
Other Improper Driving	28	27	35	29	35	31	7%
Passed Stop Sign	12	11	8	14	7	10	2%
Pedestrian Error	36	35	34	48	46	40	9%
Speed Too Fast for Conditions	1	2	2	3	3	2	1%
Texting	0	0	0	0	0	0	0%
Vehicle Skidded Before Brake	0	0	0	0	1	0	0%
Vehicle	5	8	4	4	4	5	1%
Defective Steering	1	1	1	0	0	1	0%
Defective Tires	1	0	0	0	0	0	0%
Inadequate Brakes	2	3	3	4	3	3	1%
Other Mechanical Defect	1	4	0	0	1	1	0%
Environment	0	0	0	0	0	0	0%
Low Visibility Due to Smoke	0	0	0	0	0	0	0%
Road Defect	0	0	0	0	0	0	0%
Traffic Control Not Functioning	0	0	0	0	0	0	0%
Other	165	176	203	187	196	185	43%
None	94	99	126	122	134	115	27%
Other - No Driver Error	13	15	21	14	13	15	4%
Missing Data	58	62	56	51	49	55	13%
Total Contributing Factors	367	396	435	467	475	428	100%

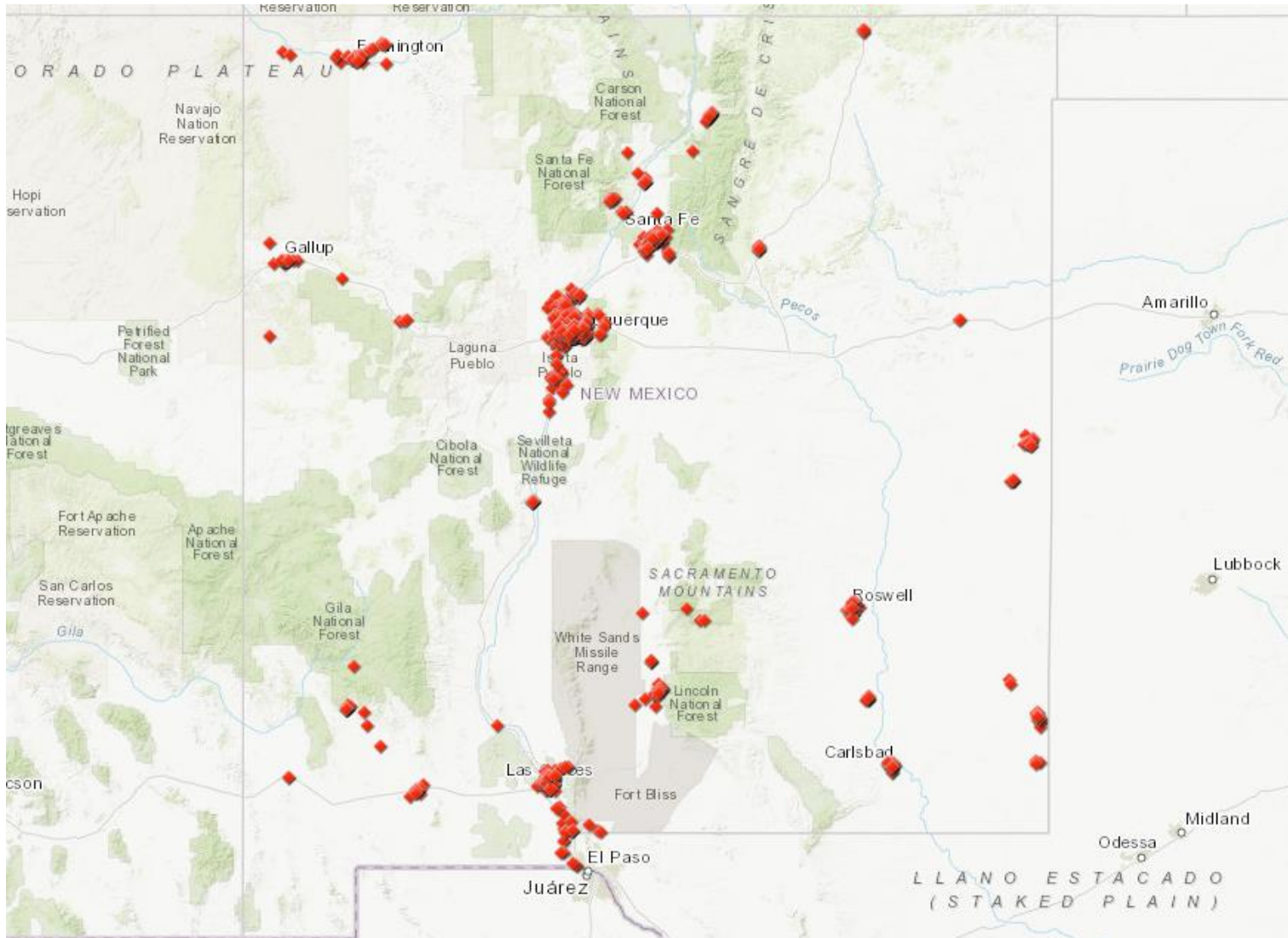
*See Contributing Factors definition for more details regarding the data in this table.

30. Frequency of Contributing Factors in Pedalcyclists-involved Fatal Crashes, 2013 – 2017

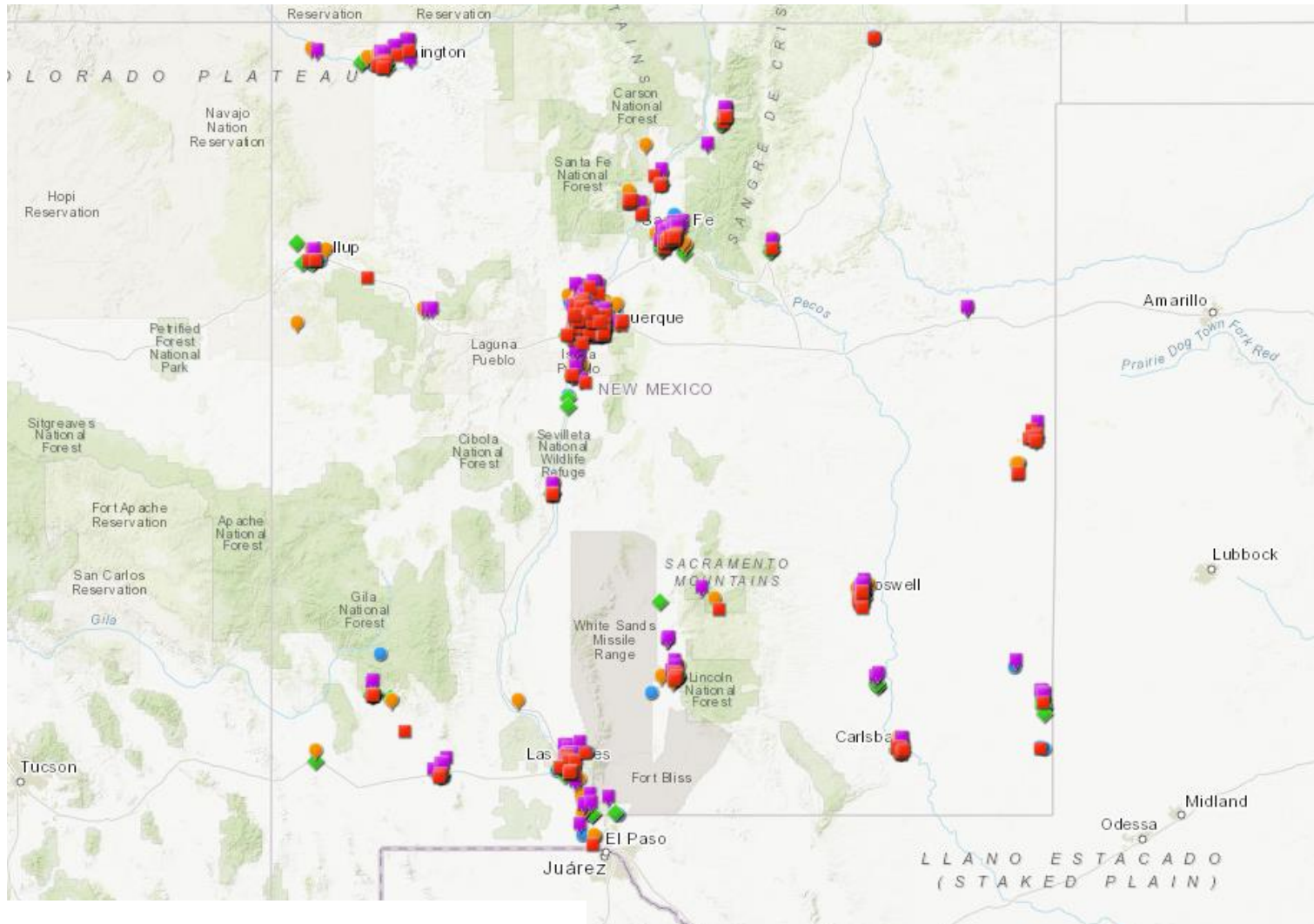
Contributing Factors*	2013	2014	2015	2016	2017	Five-Year Summary	
						Average	Percent
Human	0	4	9	5	1	4	66%
Alcohol Involved	0	2	2	2	0	1	21%
Avoid No Contact - Other	0	0	0	0	0	0	0%
Avoid No Contact - Vehicle	0	0	0	0	0	0	0%
Cell Phone	0	0	0	0	0	0	0%
Disregarded Traffic Signal	0	0	2	0	0	0	7%
Driver Inattention	0	1	1	0	0	0	7%
Driverless Moving Vehicle	0	0	0	0	0	0	0%
Drove Left Of Center	0	0	0	0	0	0	0%
Drug Involved	0	0	2	1	0	1	10%
Excessive Speed	0	0	0	0	0	0	0%
Failed to Yield Right of Way	0	0	1	0	1	0	7%
Failed to Yield to Emergency Vehicle	0	0	0	0	0	0	0%
Failed to Yield to Police Vehicle	0	0	0	0	0	0	0%
Following Too Closely	0	0	0	0	0	0	0%
High Speed Pursuit	0	0	0	0	0	0	0%
Improper Backing	0	0	0	0	0	0	0%
Improper Lane Change	0	0	0	0	0	0	0%
Improper Overtaking	0	0	0	0	0	0	0%
Made Improper Turn	0	0	0	1	0	0	3%
Other Improper Driving	0	0	0	0	0	0	0%
Passed Stop Sign	0	0	0	0	0	0	0%
Pedestrian Error	0	1	1	1	0	1	10%
Speed Too Fast for Conditions	0	0	0	0	0	0	0%
Texting	0	0	0	0	0	0	0%
Vehicle Skidded Before Brake	0	0	0	0	0	0	0%
Vehicle	0	0	0	0	0	0	0%
Defective Steering	0	0	0	0	0	0	0%
Defective Tires	0	0	0	0	0	0	0%
Inadequate Brakes	0	0	0	0	0	0	0%
Other Mechanical Defect	0	0	0	0	0	0	0%
Environment	0	0	0	0	0	0	0%
Low Visibility Due to Smoke	0	0	0	0	0	0	0%
Road Defect	0	0	0	0	0	0	0%
Traffic Control Not Functioning	0	0	0	0	0	0	0%
Other	3	2	4	0	1	2	34%
None	2	0	3	0	1	1	21%
Other - No Driver Error	0	1	0	0	0	0	3%
Missing Data	1	1	1	0	0	1	10%
Total Contributing Factors	3	6	13	5	2	6	100%

*See Contributing Factors definition for more details regarding the data in this table.

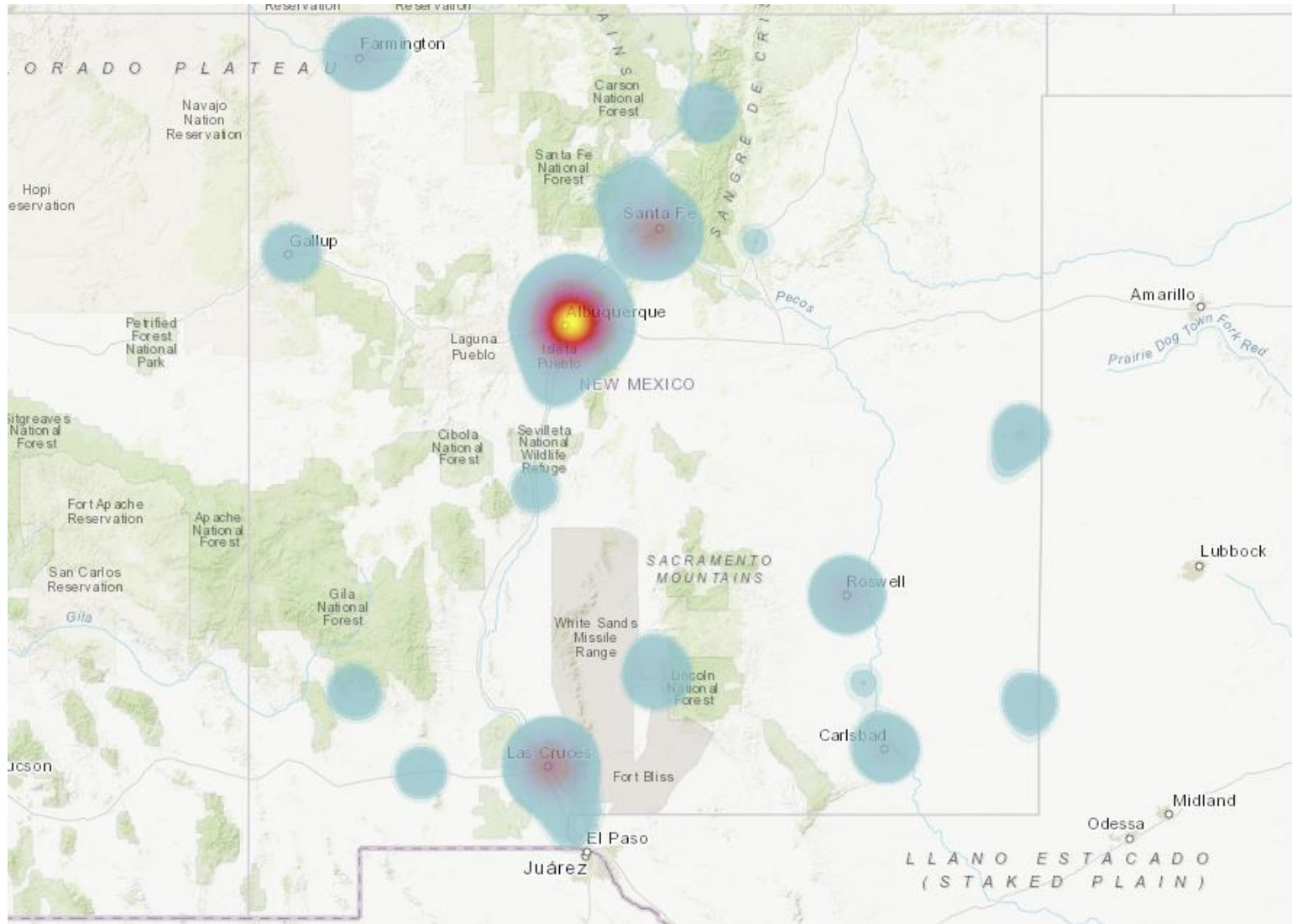
Map 1: Pedalcyclists in Crashes, 2013-2017



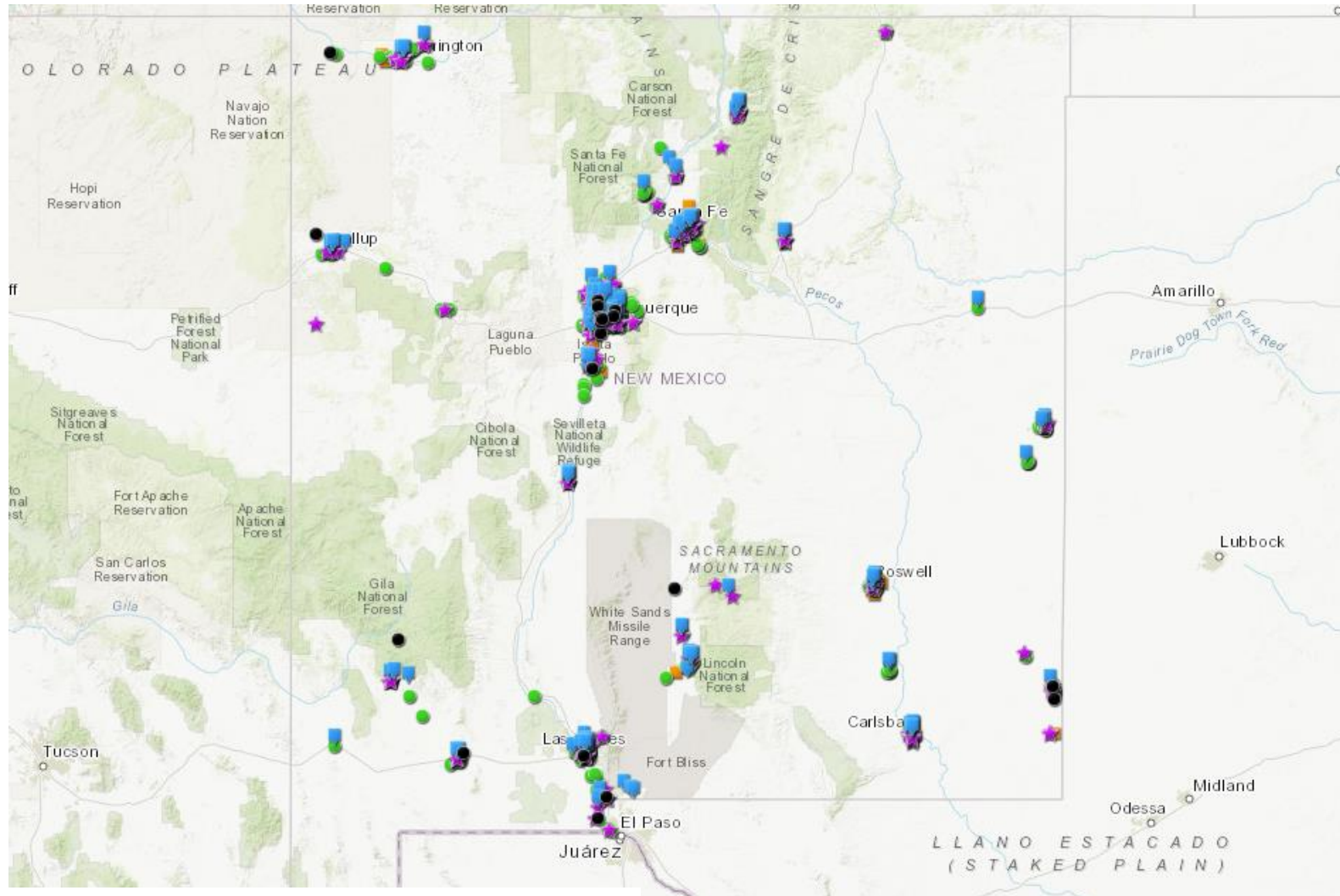
Map 2: Pedalcyclists in Crashes by Year



Map 3: Pedalcyclists in Crashes – Density Map, 2013-2017

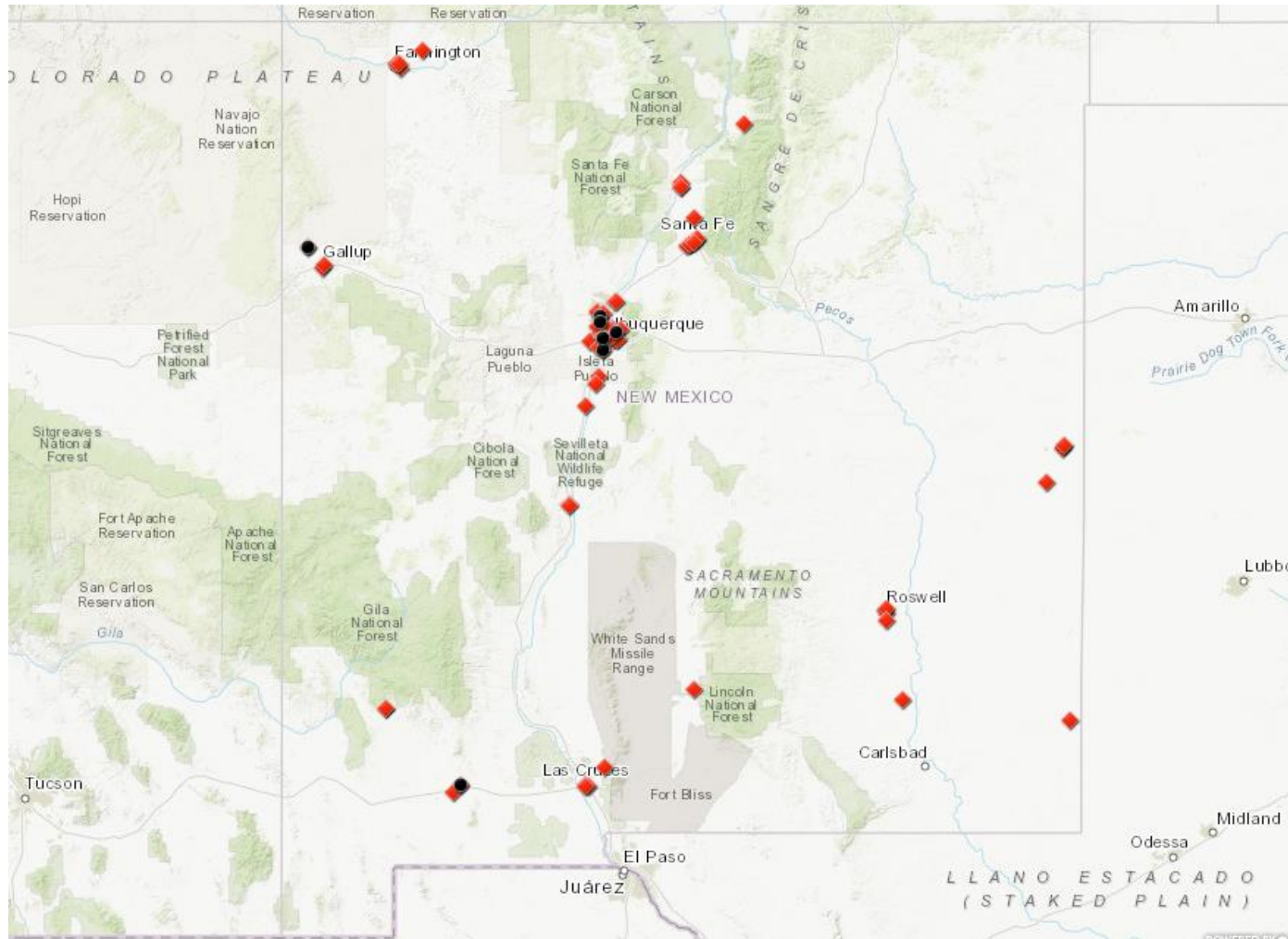


Map 4: Pedalcyclists in Crashes by Severity of Injury, 2013-2017



- Legend
- ClassK
 - ClassA
 - ClassB
 - ★ ClassC
 - ClassO

Map 5: Pedalcyclists Under the Influence of Alcohol, 2013-2017



Legend

- AlcoholInvolved-Fatality
- ◆ AlcoholInvolved

Map 6: Location with Highest Number of Pedalcyclists in Crashes, 2013-2017: Albuquerque

