New Mexico
Heavy-Trucks-Involved
Crash Statistics,
2013 – 2017

New Mexico Department of Transportation

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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:

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.

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.

Heavy-Truck Involvement – Involvement by one or more heavy-trucks in a crash. Heavy-trucks do not include pickup-trucks but do include heavy equipment.

Heavy-Truck-involved Crash – heavy-truck vehicle and driver involved in a crash with other driver or property.

Heavy-Trucks in Alcohol or Drug-involved Crash – A **Heavy-Trucks-involved 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 not necessary the heavy-truck driver alone (including a pedestrian or pedal-cyclist) 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.

Heavy-Truck Driver Under the Influence of Alcohol or Drugs – A **Heavy-Truck Driver 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.

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.

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 pedal-cyclists are counted as nonmotorized vehicles when in a crash with a motor vehicle.

1. Heavy-Trucks-involved Crashes and Fatalities, 2013 – 2017

Year	Crashes		Percent of Total Heavy-Trucks-Involved Crashes	Fatalities		Percent of Total Heavy-Trucks-involved Fatalities
	Heavy-Trucks-involved Crashes	Total Crashes		Heavy-Trucks-involved Fatalities	Total Fatalities	
2013	1,877	39,208	4.8%	47	311	15%
2014	2,243	40,690	5.5%	73	386	19%
2015	2,281	45,308	5.0%	43	298	14%
2016	2,326	45,071	5.2%	42	405	10%
2017	2,516	45,906	5.5%	71	380	19%
Total	**11,243**	**216,183**	**5.2%**	**276**	**1,780**	**16%**

Total Heavy-Trucks-involved Fatalities and Percent of Total Fatalities, 2013 - 2017

Legend: Total Heavy-Trucks-involved Fatalities — Percent of Total Heavy-Trucks-involved Fatalities
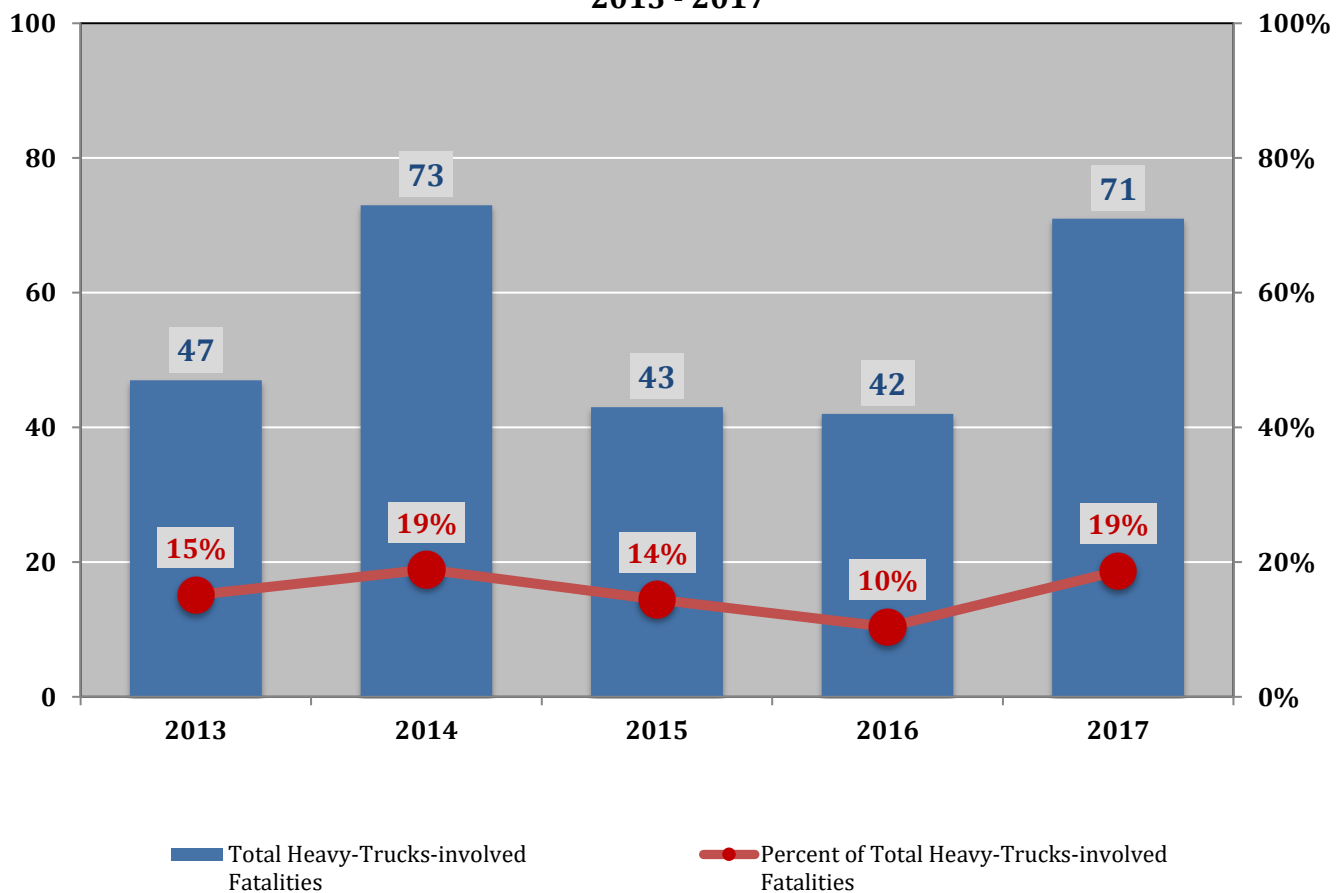
2. People in Heavy-Trucks-involved Crashes by Severity of Injuries, 2013 – 2017

Year		Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Heavy-Trucks-involved Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2013		47	17%	68	17%	214	17%	425	17%	3,639	16%	4,393	16%
2014		73	26%	93	24%	270	21%	534	22%	4,454	20%	5,424	20%
2015		43	16%	88	22%	237	19%	509	21%	4,485	20%	5,362	20%
2016		42	15%	59	15%	245	20%	485	20%	4,641	21%	5,472	21%
2017		71	26%	84	21%	290	23%	489	20%	5,099	23%	6,033	23%
Total	Count	276		392		1,256		2,442		22,318		26,684	100%
	Percent	1%		1%		5%		9%		84%		100%	

Percent of Injury Severity to People in Heavy-Trucks-involved Crashes, 2013 -2017

Legend: ■ Class K   ■ Class A   ■ Class B   ■ Class C   ■ Class O
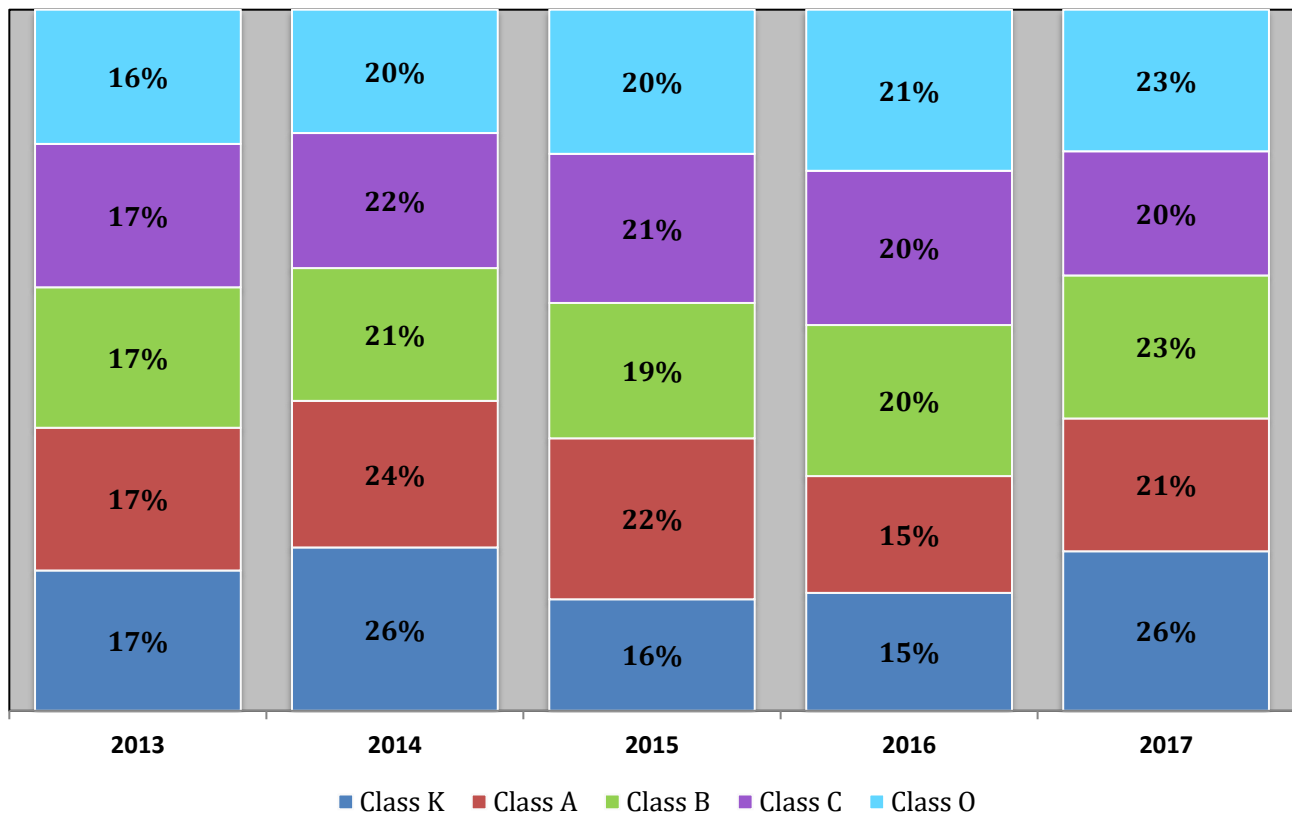
3. Heavy-Trucks-involved Crashes by Month and Day, 2013 – 2017

Month		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total Heavy-Trucks-involved Crashes	
									Count	Percent
January		141	149	145	163	172	75	82	927	**8%**
February		130	176	143	130	152	93	97	921	**8%**
March		171	140	157	160	150	95	88	961	**8%**
April		154	141	177	147	103	111	86	919	**8%**
May		124	162	153	153	127	90	71	880	**7%**
June		192	177	165	158	167	109	79	1,047	**9%**
July		149	180	179	175	174	104	87	1,048	**9%**
August		164	160	167	146	152	113	90	992	**8%**
September		158	153	172	186	165	119	84	1,037	**8%**
October		191	197	216	195	176	122	87	1,184	**10%**
November		180	143	192	148	171	136	139	1,109	**9%**
December		162	154	180	188	162	207	131	1,184	**10%**
Total	**Count**	**1,916**	**1,932**	**2,046**	**1,949**	**1,871**	**1,374**	**1,121**	**12,209**	**100%**
	Percent	**16%**	**16%**	**17%**	**16%**	**15%**	**11%**	**9%**	**100%**	

Weekday Versus Weekend Heavy-Trucks-involved Crashes, 2013 - 2017

Month	Monday - Friday	Saturday - Sunday
January	83%	17%
February	79%	21%
March	81%	19%
April	79%	21%
May	82%	18%
June	82%	18%
July	82%	18%
August	80%	20%
September	80%	20%
October	82%	18%
November	75%	25%
December	71%	29%

■ **Monday - Friday** ■ **Saturday - Sunday**
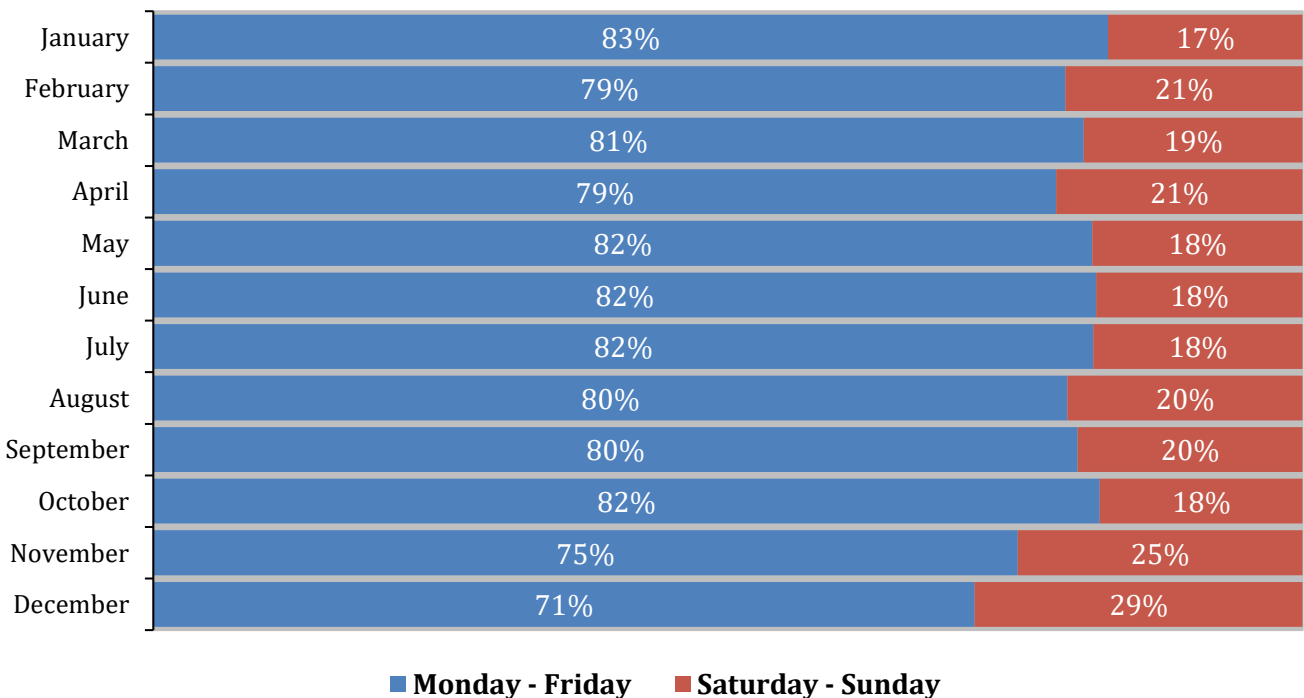
4.   Heavy-Trucks-involved Crashes by Hour and Day of Week, 2013 – 2017

Hour	Heavy-Trucks in Crashes							Total Heavy-Trucks-involved Crashes	
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Count	Percent
Midnight	18	20	24	29	31	30	36	188	1.5%
1 a.m.	10	21	18	30	24	29	41	173	1.4%
2 a.m.	23	28	38	24	24	28	30	195	1.6%
3 a.m.	14	17	28	25	23	24	25	156	1.3%
4 a.m.	28	21	27	29	27	20	18	170	1.4%
5 a.m.	31	43	37	51	47	31	40	280	2.3%
6 a.m.	65	68	71	67	72	64	45	452	3.7%
7 a.m.	106	123	94	116	86	67	44	636	5.2%
8 a.m.	143	165	165	123	137	60	65	858	7.0%
9 a.m.	137	134	137	134	101	78	62	783	6.4%
10 a.m.	125	136	144	128	110	66	65	774	6.3%
11 a.m.	141	150	116	116	132	93	47	795	6.5%
Noon	123	120	119	129	138	81	52	762	6.2%
1 p.m.	143	129	143	109	115	80	64	783	6.4%
2 p.m.	140	128	143	141	143	82	71	848	6.9%
3 p.m.	125	116	145	160	120	80	67	813	6.7%
4 p.m.	121	126	126	122	106	72	63	736	6.0%
5 p.m.	127	102	138	110	89	70	44	680	5.6%
6 p.m.	93	61	83	80	70	62	48	497	4.1%
7 p.m.	51	55	60	61	75	53	51	406	3.3%
8 p.m.	39	53	53	51	64	53	26	339	2.8%
9 p.m.	43	51	43	44	43	56	46	326	2.7%
10 p.m.	31	30	37	26	39	45	36	244	2.0%
11 p.m.	25	19	42	28	42	40	22	218	1.8%
Invalid Code	9	13	12	10	9	6	9	68	0.6%
Missing Data	5	3	3	6	4	4	4	29	0.2%
Total — Count	1,916	1,932	2,046	1,949	1,871	1,374	1,121	12,209	100%
Total — Percent	16%	16%	17%	16%	15%	11%	9%	100%	

Heavy-Trucks-involved Crashes by Hour, 2013 – 2017
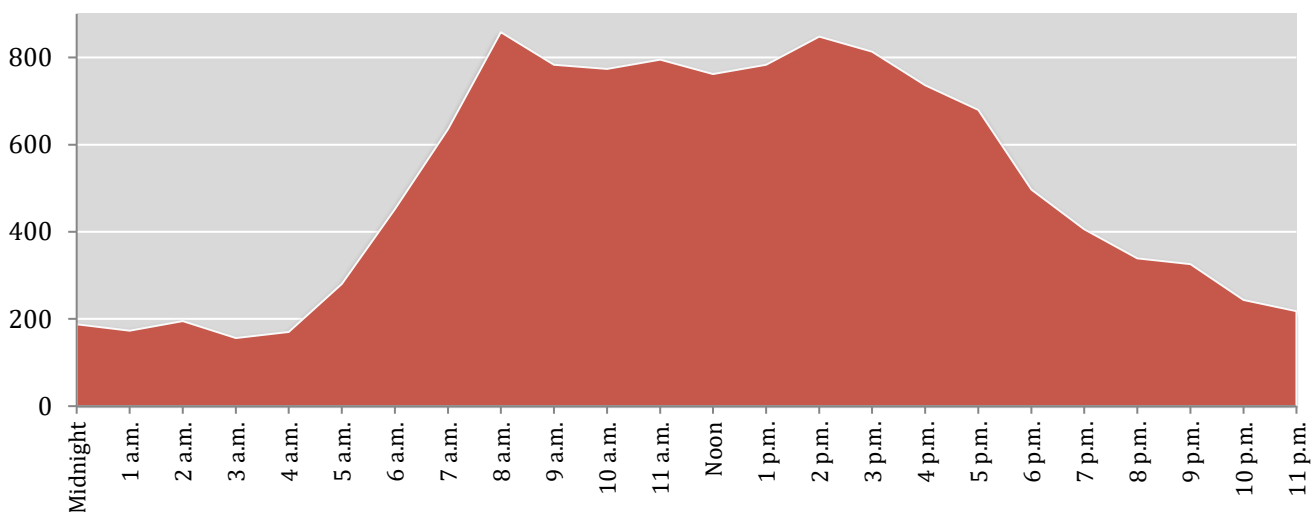
5. Percentage of Fatal Crashes by Heavy-Truck Drivers Under the Influence of Alcohol or Drugs, 2013 – 2017

Year	Alcohol-involved			Drug-involved		
	Fatal Crashes by Heavy-Truck Drivers Under the Influence of Alcohol	Heavy-Truck Drivers Under the Influence of Alcohol	Percent of Fatal Crashes by Heavy-Truck Drivers Under the Influence of Alcohol	Fatal Crashes by Heavy-Truck Drivers Under the Influence of Drugs	Heavy-Truck Drivers Under the Influence of Drugs	Percent of Fatal Crashes by Heavy-Truck Drivers Under the Influence of Drugs
2013	1	0	0%	1	20	5%
2014	4	0	0%	10	40	25%
2015	0	15	0%	3	23	13%
2016	1	0	0%	3	18	17%
2017	1	10	10%	8	24	33%
Total	7	25	28%	25	125	20%

6. People in Crashes by Severity of Injuries with Heavy-Truck Drivers 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)		People in Crashes by Severity of Injuries with Heavy-Truck Drivers Under the Influence of Alcohol	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2013	11	21%	2	7%	17	22%	13	24%	42	20%	85	20%
2014	13	25%	5	18%	18	23%	12	22%	47	23%	95	23%
2015	5	9%	8	29%	12	15%	7	13%	35	17%	67	16%
2016	5	9%	5	18%	14	18%	10	19%	50	24%	84	20%
2017	19	36%	8	29%	17	22%	12	22%	34	16%	90	21%
Total Count	53		28		78		54		208		421	100%
Total Percent	13%		7%		19%		13%		49%		100%	

7. People in Crashes by Severity of Injuries with Heavy-Truck Drivers 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)		People in Crashes by Severity of Injuries with Heavy-Truck Drivers Under the Influence of Drugs	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2013	1	4%	0	0%	5	42%	3	15%	11	20%	20	16%
2014	10	40%	7	54%	5	42%	6	30%	12	22%	40	32%
2015	3	12%	0	0%	0	0%	4	20%	16	29%	23	18%
2016	3	12%	3	23%	2	17%	1	5%	9	16%	18	14%
2017	8	32%	3	23%	0	0%	6	30%	7	13%	24	19%
Total Count	25		13		12		20		55		125	100%
Total Percent	20%		10%		10%		16%		44%		100%	

8. People in Crashes with Heavy-Truck Drivers Under the Influence of Alcohol and Drugs by Age, 2013 – 2017

Age Group	People in Crashes with Heavy-Truck Drivers Under the Influence of Alcohol			People in Crashes with Heavy-Truck Drivers Under the Influence of Drugs			People in Crashes with Heavy-Trucks-involved Crashes		
	Fatalities	Total	Percent	Fatalities	Total	Percent	Fatalities	Total	Percent
<15	0	0	0%	0	0	0%	0	15	0%
15-19	0	17	0%	0	3	0%	6	951	1%
20-24	9	77	12%	8	27	30%	45	2,280	2%
25-29	8	69	12%	4	23	17%	31	2,741	1%
30-34	7	71	10%	5	20	25%	23	2,693	1%
35-39	4	37	11%	4	13	31%	29	2,534	1%
40-44	2	28	7%	0	7	0%	14	2,486	1%
45-49	8	34	24%	1	8	13%	30	2,636	1%
50-54	3	22	14%	0	6	0%	27	2,515	1%
55-59	5	18	28%	1	5	20%	24	2,254	1%
60-64	2	16	13%	1	9	11%	16	1,646	1%
65-69	3	13	23%	1	2	50%	13	942	1%
70-74	0	1	0%	0	0	0%	4	536	1%
75 +	0	1	0%	0	0	0%	12	610	2%
Missing Data	2	17	12%	0	2	0%	2	1,845	0%
Total	53	421	13%	25	125	20%	276	26,684	1%

9. People in Crashes with Heavy-Truck Drivers Under the Influence of Alcohol and Drugs by Age and Sex, 2013 – 2017

Age Group	People in Crashes with Heavy-Truck Drivers Under the Influence of Alcohol						Missing Data	People in Crashes with Heavy-Truck Drivers Under the Influence of Drugs						Missing Data
	Male			Female				Male			Female			
	Killed	Total	%	Killed	Total	%		Killed	Total	%	Killed	Total	%	
<15	0	0	0%	0	0	0%	0	0	0	0%	0	0	0%	0
15-19	0	16	0%	0	1	0%	0	0	2	0%	0	1	0%	0
20-24	8	62	13%	1	15	7%	0	8	22	36%	0	5	0%	0
25-29	3	49	6%	5	20	25%	0	3	18	17%	1	5	20%	0
30-34	7	58	12%	0	13	0%	0	5	16	31%	0	4	0%	0
35-39	2	29	7%	2	8	25%	0	4	7	57%	0	6	0%	0
40-44	2	23	9%	0	5	0%	0	0	4	0%	0	3	0%	0
45-49	7	26	27%	1	8	13%	0	1	7	14%	0	1	0%	0
50-54	3	15	20%	0	7	0%	0	0	3	0%	0	3	0%	0
55-59	5	16	31%	0	2	0%	0	1	2	50%	0	3	0%	0
60-64	2	15	13%	0	1	0%	0	1	8	13%	0	1	0%	0
65-69	3	11	27%	0	2	0%	0	1	2	50%	0	0	0%	0
70-74	0	1	0%	0	0	0%	0	0	0	0%	0	0	0%	0
75 +	0	1	0%	0	0	0%	0	0	0	0%	0	0	0%	0
Missing Data	2	8	25%	0	6	0%	3	0	1	0%	0	1	0%	0
Total	44	330	13%	9	88	10%	3	24	92	26%	1	33	0%	0

10. Heavy-Trucks 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	12	47	26%	58	2,009	3%	12	58	21%
2014	14	73	19%	72	2,470	3%	14	72	19%
2015	6	43	14%	51	2,447	2%	6	51	12%
2016	5	42	12%	64	2,545	3%	5	64	8%
2017	19	71	27%	65	2,738	2%	19	65	29%
Total	56	276	20%	310	12,209	3%	56	310	18%

11. Heavy-Trucks 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	1	47	2%	14	2,009	1%	1	14	7%
2014	10	73	14%	28	2,470	1%	10	28	36%
2015	3	43	7%	17	2,447	1%	3	17	18%
2016	3	42	7%	19	2,545	1%	3	19	16%
2017	8	71	11%	21	2,738	1%	8	21	38%
Total	25	276	9%	99	12,209	1%	25	99	25%

12. Heavy-Trucks-involved Crashes by Age Group and Sex, 2013 – 2017

Age Group	Male		Female		Missing Data		Heavy-Trucks-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
<15	1	50%	0	0%	1	50%	2	0%
15-19	101	80%	25	20%	1	1%	127	1%
20-24	587	93%	40	6%	5	1%	632	5%
25-29	1,011	95%	50	5%	2	0%	1,063	9%
30-34	1,145	95%	60	5%	6	0%	1,211	10%
35-39	1,161	92%	89	7%	11	1%	1,261	10%
40-44	1,226	92%	100	7%	11	1%	1,337	11%
45-49	1,404	94%	77	5%	5	0%	1,486	12%
50-54	1,291	92%	101	7%	4	0%	1,396	11%
55-59	1,264	94%	82	6%	5	0%	1,351	11%
60-64	770	93%	57	7%	0	0%	827	7%
65-69	324	95%	13	4%	4	1%	341	3%
70-74	139	93%	9	6%	1	1%	149	1%
75 +	87	91%	8	8%	1	1%	96	1%
Missing Data	153	16%	12	1%	765	82%	930	8%
Total — Count	10,664	87%	723	6%	822	7%	12,209	100%
Total — Percent	87%		6%		7%		100%	

Heavy-Trucks-involved Crashes by Age Group and Sex, 2013 - 2017
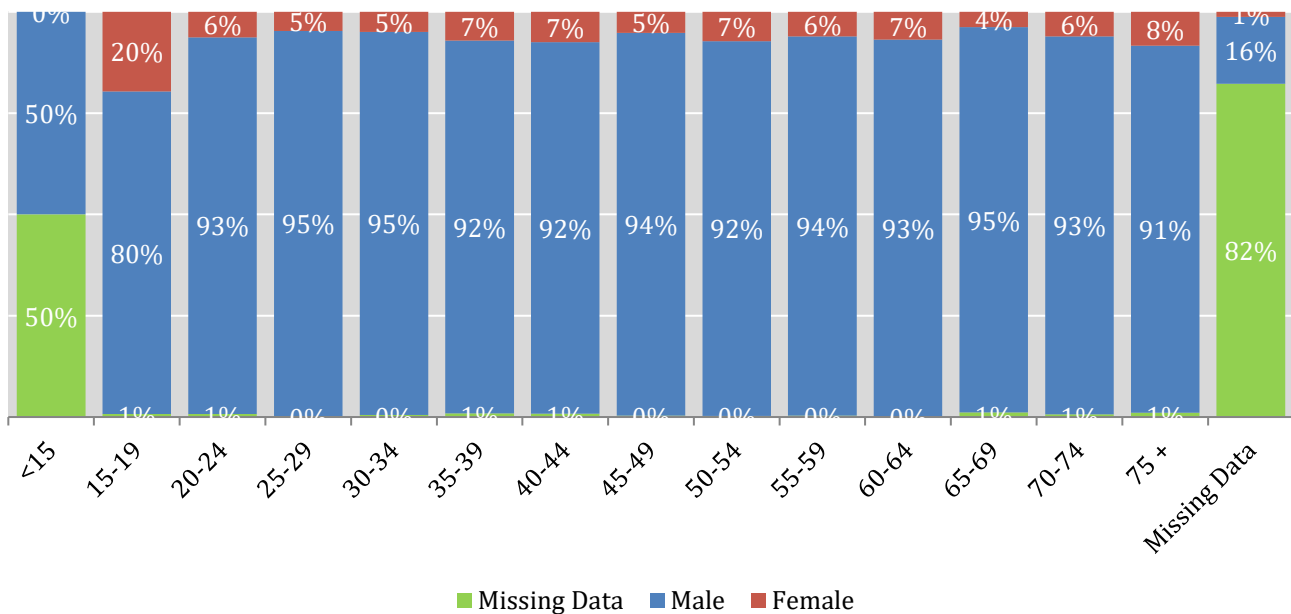
13. Heavy-Trucks-involved Crashes by Hit-and-Run, 2013 – 2017

Year	Hit-and-Run		Not a Hit-and-Run		Missing Data		Total Heavy-Trucks-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2013	145	14%	1,798	16%	66	93%	2,009	16%
2014	172	16%	2,293	21%	5	7%	2,470	20%
2015	184	17%	2,263	20%	0	0%	2,447	20%
2016	282	26%	2,263	20%	0	0%	2,545	21%
2017	282	26%	2,456	22%	0	0%	2,738	22%
Total Count	1,065		11,073		71		12,209	100%
Total Percent	9%		91%		1%		100%	

14. People in Heavy-Trucks-involved 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 People in Heavy-Trucks-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	152	52%	231	61%	839	67%	1,722	72%	16,303	73%	19,247	72%
Dark-Lighted	24	8%	33	9%	88	7%	220	9%	1,861	8%	2,226	8%
Dark-Not Lighted	79	27%	87	23%	265	21%	321	13%	2,867	13%	3,619	14%
Dusk	19	7%	10	3%	18	1%	64	3%	418	2%	529	2%
Dawn	17	6%	7	2%	30	2%	34	1%	442	2%	530	2%
Others	0	0%	1	0%	3	0%	1	0%	80	0%	85	0%
Missing Data	0	0%	11	3%	9	1%	42	2%	386	2%	448	2%
Total Count	291		380		1,252		2,404		22,357		26,684	100%
Total Percent	1%		1%		5%		9%		84%		100%	

15. People in Heavy-Trucks-involved 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 People in Heavy-Trucks-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Dry	254	87%	341	90%	1,102	88%	2,088	87%	19,182	86%	22,967	86%
Wet	10	3%	22	6%	74	6%	127	5%	1,269	6%	1,502	6%
Loose Material	1	0%	0	0%	4	0%	11	0%	97	0%	113	0%
Ice	4	1%	3	1%	19	2%	77	3%	614	3%	717	3%
Snow	2	1%	2	1%	36	3%	45	2%	471	2%	556	2%
Others	6	2%	3	1%	6	0%	32	1%	259	1%	306	1%
Missing Data	14	5%	9	2%	11	1%	24	1%	465	2%	523	2%
Total Count	291		380		1,252		2,404		22,357		26,684	100%
Total Percent	1%		1%		5%		9%		84%		100%	

16. People in Heavy-Trucks-involved 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 People in Heavy-Trucks-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Paved Center and Edge	242	83%	275	72%	968	77%	1,866	78%	15,501	69%	18,852	71%
Paved Unstriped	13	4%	29	8%	104	8%	151	6%	2,653	12%	2,950	11%
Paved Center Stripe	18	6%	60	16%	149	12%	313	13%	3,012	13%	3,552	13%
Unpaved	2	1%	3	1%	13	1%	30	1%	530	2%	578	2%
Missing Data	16	5%	13	3%	18	1%	44	2%	661	3%	752	3%
Total Count	291		380		1,252		2,404		22,357		26,684	100%
Total Percent	1%		1%		5%		9%		84%		100%	

17. People in Heavy-Trucks-involved 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 People in Heavy-Trucks-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
No Controls	159	55%	213	56%	756	60%	1,371	57%	12,519	56%	15,018	56%
Traffic Signals	22	8%	44	12%	105	8%	400	17%	3,909	17%	4,480	17%
Stop Sign	12	4%	22	6%	53	4%	110	5%	1,219	5%	1,416	5%
No Passing Zone	37	13%	33	9%	92	7%	82	3%	677	3%	921	3%
4-Way Stop	1	0%	0	0%	2	0%	10	0%	122	1%	135	1%
Others	42	14%	56	15%	218	17%	359	15%	3,105	14%	3,780	14%
Missing Data	18	6%	12	3%	26	2%	72	3%	806	4%	934	4%
Total Count	291		380		1,252		2,404		22,357		26,684	100%
Total Percent	1%		1%		5%		9%		84%		100%	

18. People in Heavy-Trucks-involved 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 People in Heavy-Trucks-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Two Lanes	185	64%	183	48%	709	57%	1,205	50%	10,399	47%	12,681	48%
One Lane	49	17%	85	22%	284	23%	403	17%	4,218	19%	5,039	19%
Three Lanes	17	6%	42	11%	85	7%	293	12%	2,703	12%	3,140	12%
Four+ Lanes	17	6%	52	14%	127	10%	406	17%	3,225	14%	3,827	14%
Missing Data	23	8%	18	5%	47	4%	97	4%	1,812	8%	1,997	7%
Total Count	291		380		1,252		2,404		22,357		26,684	100%
Total Percent	1%		1%		5%		9%		84%		100%	

19. People in Heavy-Trucks-involved 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 People in Heavy-Trucks-involved Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Painted Divider		103	35%	89	23%	386	31%	693	29%	6,129	27%	7,400	28%
Physical Divider		55	19%	99	26%	267	21%	672	28%	5,568	25%	6,661	25%
Undivided		13	4%	27	7%	79	6%	146	6%	2,201	10%	2,466	9%
Missing Data		120	41%	165	43%	520	42%	893	37%	8,459	38%	10,157	38%
Total	Count	291		380		1,252		2,404		22,357		26,684	100%
	Percent	1%		1%		5%		9%		84%		100%	

20. People in Heavy-Trucks-involved 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 People in Heavy-Trucks-involved Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Freeway (Full Access)		111	38%	130	34%	474	38%	795	33%	6,853	31%	8,363	31%
One-Way		21	7%	40	11%	118	9%	239	10%	2,298	10%	2,716	10%
Construction Zone		3	1%	6	2%	18	1%	45	2%	640	3%	712	3%
Ramp		0	0%	3	1%	21	2%	37	2%	455	2%	516	2%
Alley		0	0%	1	0%	1	0%	7	0%	90	0%	99	0%
Others		90	31%	113	30%	345	28%	792	33%	7,191	32%	8,531	32%
Missing Data		66	23%	87	23%	275	22%	489	20%	4,830	22%	5,747	22%
Total	Count	291		380		1,252		2,404		22,357		26,684	100%
	Percent	1%		1%		5%		9%		84%		100%	

21. People in Heavy-Trucks-involved Crashes by Severity of Injuries and Heavy-Truck Driver 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 People in Heavy-Trucks-involved Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
GoingStraight		226	78%	276	73%	984	79%	1,636	68%	13,382	60%	16,504	62%
LeftTurn		6	2%	27	7%	71	6%	159	7%	1,892	8%	2,155	8%
RightTurn		6	2%	8	2%	39	3%	85	4%	1,545	7%	1,683	6%
OvertakingPassing		7	2%	9	2%	22	2%	81	3%	640	3%	759	3%
StartInTrafficLane		0	0%	1	0%	2	0%	7	0%	66	0%	76	0%
Others		10	3%	26	7%	55	4%	286	12%	3,372	15%	3,749	14%
Missing Data		36	12%	33	9%	79	6%	150	6%	1,460	7%	1,758	7%
Total	Count	291		380		1,252		2,404		22,357		26,684	100%
	Percent	1%		1%		5%		9%		84%		100%	

22. People in Heavy-Trucks-involved 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 People in Heavy-Trucks-involved Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
New Mexico State Police (Nmsp)		163	56%	147	39%	558	45%	628	26%	5,187	23%	6,683	25%
Albuquerque Police Department		15	5%	77	20%	133	11%	586	24%	4,880	22%	5,691	21%
Nm Dps Motor Transportation Police		40	14%	43	11%	161	13%	168	7%	1,186	5%	1,598	6%
Bernalillo County Sheriffs Department		7	2%	14	4%	66	5%	106	4%	1,257	6%	1,450	5%
Las Cruces Police Department		2	1%	9	2%	32	3%	121	5%	1,163	5%	1,327	5%
Others		64	22%	90	24%	302	24%	795	33%	8,684	39%	9,935	37%
Total	Count	291		380		1,252		2,404		22,357		26,684	100%
	Percent	1%		1%		5%		9%		84%		100%	

23. People in Heavy-Trucks-involved 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 People in Heavy-Trucks-involved Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Albuquerque		21	7%	91	24%	173	14%	670	28%	6,514	29%	7,469	28.0%
Las Cruces		4	1%	20	5%	56	4%	162	7%	1,650	7%	1,892	7.1%
Santa Fe		0	0%	3	1%	20	2%	77	3%	889	4%	989	3.7%
Farmington		3	1%	12	3%	10	1%	31	1%	491	2%	547	2.0%
Gallup		5	2%	3	1%	11	1%	31	1%	483	2%	533	2.0%
Carlsbad		6	2%	7	2%	15	1%	54	2%	438	2%	520	1.9%
Roswell		1	0%	9	2%	6	0%	26	1%	380	2%	422	1.6%
Hobbs		0	0%	2	1%	26	2%	42	2%	329	1%	399	1.5%
Rio Rancho		0	0%	3	1%	10	1%	23	1%	292	1%	328	1.2%
Clovis		1	0%	2	1%	5	0%	32	1%	262	1%	302	1.1%
Deming		4	1%	3	1%	15	1%	17	1%	188	1%	227	0.9%
Artesia		1	0%	5	1%	5	0%	14	1%	194	1%	219	0.8%
Edgewood		1	0%	0	0%	4	0%	23	1%	161	1%	189	0.7%
Bernalillo		2	1%	0	0%	6	0%	10	0%	167	1%	185	0.7%
Moriarty		2	1%	1	0%	14	1%	13	1%	135	1%	165	0.6%
Los Lunas		0	0%	2	1%	8	1%	10	0%	145	1%	165	0.6%
Santa Rosa		6	2%	2	1%	14	1%	13	1%	128	1%	163	0.6%
Alamogordo		0	0%	0	0%	5	0%	11	0%	126	1%	142	0.5%
Laguna		1	0%	0	0%	6	0%	22	1%	107	0%	136	0.5%
Portales		1	0%	6	2%	1	0%	11	0%	116	1%	135	0.5%
Tucumcari		3	1%	0	0%	13	1%	8	0%	102	0%	126	0.5%
Española		1	0%	2	1%	3	0%	19	1%	98	0%	123	0.5%
Bloomfield		0	0%	1	0%	4	0%	16	1%	102	0%	123	0.5%
Anthony		3	1%	1	0%	4	0%	12	0%	86	0%	106	0.4%
Aztec		0	0%	1	0%	5	0%	10	0%	90	0%	106	0.4%
Las Vegas		0	0%	1	0%	5	0%	5	0%	93	0%	104	0.4%
Grants		2	1%	0	0%	3	0%	11	0%	88	0%	104	0.4%
Lordsburg		7	2%	0	0%	6	0%	12	0%	72	0%	97	0.4%
Thoreau		1	0%	1	0%	9	1%	4	0%	75	0%	90	0.3%
Taos		0	0%	0	0%	0	0%	7	0%	81	0%	88	0.3%
Missing Data		161	55%	156	41%	559	45%	663	28%	5,208	23%	6,747	25.3%
All Other Cities		54	19%	46	12%	231	18%	345	14%	3,067	14%	3,743	14.0%
Total	Count	291		380		1,252		2,404		22,357		26,684	100%
	Percent	1%		1%		5%		9%		84%		100%	

24. People in Heavy-Trucks-involved 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 People in Heavy-Trucks-involved Crashes	
						Count	Percent
Bernalillo	25	100	214	722	7,015	8,076	30%
Catron	0	1	3	2	10	16	0%
Chaves	9	21	34	48	550	662	2%
Cibola	17	3	49	76	640	785	3%
Colfax	4	0	15	22	177	218	1%
Curry	2	10	19	46	373	450	2%
De Baca	2	0	3	2	41	48	0%
Doña Ana	13	32	96	230	2,266	2,637	10%
Eddy	33	33	105	151	1,288	1,610	6%
Grant	1	0	14	29	247	291	1%
Guadalupe	13	9	66	70	633	791	3%
Harding	2	0	0	3	2	7	0%
Hidalgo	23	9	22	34	252	340	1%
Lea	31	36	133	143	1,109	1,452	5%
Left Blank	0	0	0	0	2	2	0%
Lincoln	3	6	10	17	184	220	1%
Los Alamos	1	0	1	3	44	49	0%
Luna	5	8	42	55	500	610	2%
McKinley	12	17	70	97	1,303	1,499	6%
Mora	0	0	12	13	68	93	0%
Otero	4	4	24	27	304	363	1%
Quay	11	1	64	67	456	599	2%
Rio Arriba	5	4	12	34	246	301	1%
Roosevelt	5	17	13	16	178	229	1%
San Juan	26	25	41	106	1,008	1,206	5%
San Miguel	3	4	12	26	167	212	1%
Sandoval	18	10	43	64	707	842	3%
Santa Fe	2	4	42	131	1,282	1,461	5%
Sierra	0	9	9	13	87	118	0%
Socorro	2	5	14	15	116	152	1%
Taos	1	0	11	13	144	169	1%
Torrance	15	6	35	84	551	691	3%
Union	0	0	4	4	77	85	0%
Valencia	3	6	20	41	330	400	1%
Total — Count	291	380	1,252	2,404	22,357	26,684	100%
Total — Percent	11%	17%	32%	29%	10%	100%	

25. Frequency of Contributing Factors in Heavy-Trucks-involved Crashes, 2013 – 2017

| Contributing Factors*	2013	2014	2015	2016	2017	Five-Year Summary	
						Average	Percent
Human	**2,450**	**3,046**	**3,035**	**3,131**	**3,434**	**3,019**	**57%**
Alcohol Involved	42	52	38	60	62	51	1%
Avoid No Contact - Other	42	50	60	114	79	69	1%
Avoid No Contact - Vehicle	112	127	137	121	178	135	3%
Cell Phone	9	8	11	6	20	11	0%
Disregarded Traffic Signal	38	59	45	65	61	54	1%
Driver Inattention	907	1,084	1,083	1,112	1,207	1,079	20%
Driverless Moving Vehicle	5	7	6	14	7	8	0%
Drove Left Of Center	71	92	91	95	137	97	2%
Drug Involved	4	10	7	16	19	11	0%
Excessive Speed	109	145	151	163	135	141	3%
Failed to Yield Right of Way	184	227	190	202	255	212	4%
Failed to Yield to Emergency Vehicle	2	2	5	6	9	5	0%
Failed to Yield to Police Vehicle	1	0	0	2	0	1	0%
Following Too Closely	130	192	188	231	221	192	4%
High Speed Pursuit	2	0	1	4	1	2	0%
Improper Backing	72	80	85	96	103	87	2%
Improper Lane Change	96	122	138	124	165	129	2%
Improper Overtaking	77	103	102	128	111	104	2%
Made Improper Turn	157	191	162	169	182	172	3%
Other Improper Driving	205	285	243	248	296	255	5%
Passed Stop Sign	27	38	44	27	36	34	1%
Speed Too Fast for Conditions	136	151	220	102	119	146	3%
Pedestrian Error	10	8	5	11	12	9	0%
Texting	0	2	1	1	0	1	0%
Vehicle Skidded Before Brake	12	11	22	14	19	16	0%
Vehicle	**121**	**152**	**152**	**144**	**157**	**145**	**3%**
Defective Steering	3	8	8	12	14	9	0%
Defective Tires	34	39	40	44	48	41	1%
Inadequate Brakes	21	25	14	23	24	21	0%
Other Mechanical Defect	63	80	90	65	71	74	1%
Environment	**14**	**8**	**23**	**16**	**17**	**16**	**0%**
Low Visibility Due to Smoke	4	1	2	5	0	2	0%
Road Defect	8	7	19	10	15	12	0%
Traffic Control Not Functioning	2	0	2	1	2	1	0%
Other[3]	**1,714**	**2,025**	**2,120**	**2,276**	**2,465**	**2,120**	**40%**
None	1189	1362	1377	1531	1704	1,433	27%
Other - No Driver Error	399	423	497	481	549	470	9%
Missing Data	126	240	246	264	212	218	4%
Total Contributing Factors	**4,299**	**5,231**	**5,330**	**5,567**	**6,073**	**5,300**	**100%**

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

## 26. Frequency of Contributing Factors in Fatal Heavy-Truck Involved Crashes, 2013 – 2017

Contributing Factors*	2013	2014	2015	2016	2017	Five-Year Summary	
						Average	Percent
Human	**48**	**78**	**55**	**43**	**81**	**61**	**84%**
Alcohol Involved	6	12	5	3	13	8	11%
Avoid No Contact - Other	0	1	0	1	0	0	1%
Avoid No Contact - Vehicle	1	1	2	1	1	1	2%
Cell Phone	0	1	1	0	0	0	1%
Disregarded Traffic Signal	0	0	1	1	0	0	1%
Driver Inattention	12	26	17	8	16	16	22%
Driverless Moving Vehicle	0	0	0	0	0	0	0%
Drove Left Of Center	2	8	6	7	10	7	9%
Drug Involved	0	0	3	3	7	3	4%
Excessive Speed	5	8	7	7	11	8	11%
Failed to Yield Right of Way	3	2	1	3	2	2	3%
Failed to Yield to Emergency Vehicle	0	0	0	0	1	0	0%
Failed to Yield to Police Vehicle	0	0	0	0	0	0	0%
Following Too Closely	2	0	0	1	1	1	1%
High Speed Pursuit	0	0	0	0	0	0	0%
Improper Backing	0	0	0	0	0	0	0%
Improper Lane Change	0	1	3	0	3	1	2%
Improper Overtaking	1	1	2	3	2	2	2%
Made Improper Turn	1	3	0	0	2	1	2%
Other Improper Driving	3	5	1	2	5	3	4%
Passed Stop Sign	3	3	1	1	0	2	2%
Speed Too Fast for Conditions	6	5	4	0	3	4	5%
Pedestrian Error	3	1	1	2	4	2	3%
Texting	0	0	0	0	0	0	0%
Vehicle Skidded Before Brake	0	0	0	0	0	0	0%
Vehicle	**1**	**1**	**0**	**0**	**2**	**1**	**1%**
Defective Steering	0	0	0	0	0	0	0%
Defective Tires	0	0	0	0	2	0	1%
Inadequate Brakes	0	0	0	0	0	0	0%
Other Mechanical Defect	1	1	0	0	0	0	1%
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	**5**	**17**	**8**	**10**	**12**	**10**	**14%**
None	3	8	4	4	5	5	7%
Other - No Driver Error	2	6	0	3	6	3	5%
Missing Data	0	3	4	3	1	2	3%
Total Contributing Factors	**54**	**96**	**63**	**53**	**95**	**72**	**100%**

*See Contributing Factors definition for more details regarding the data in this table.
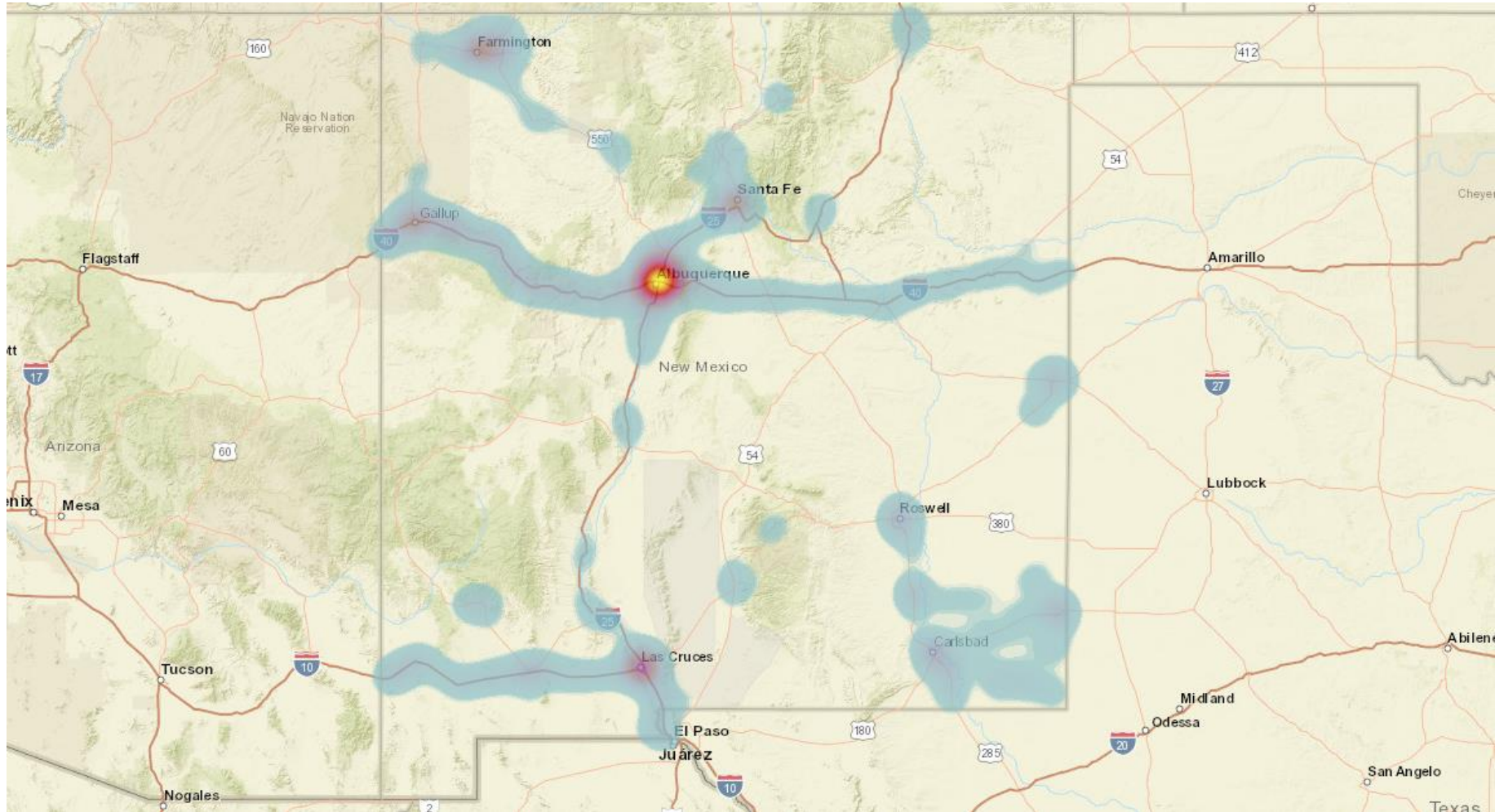
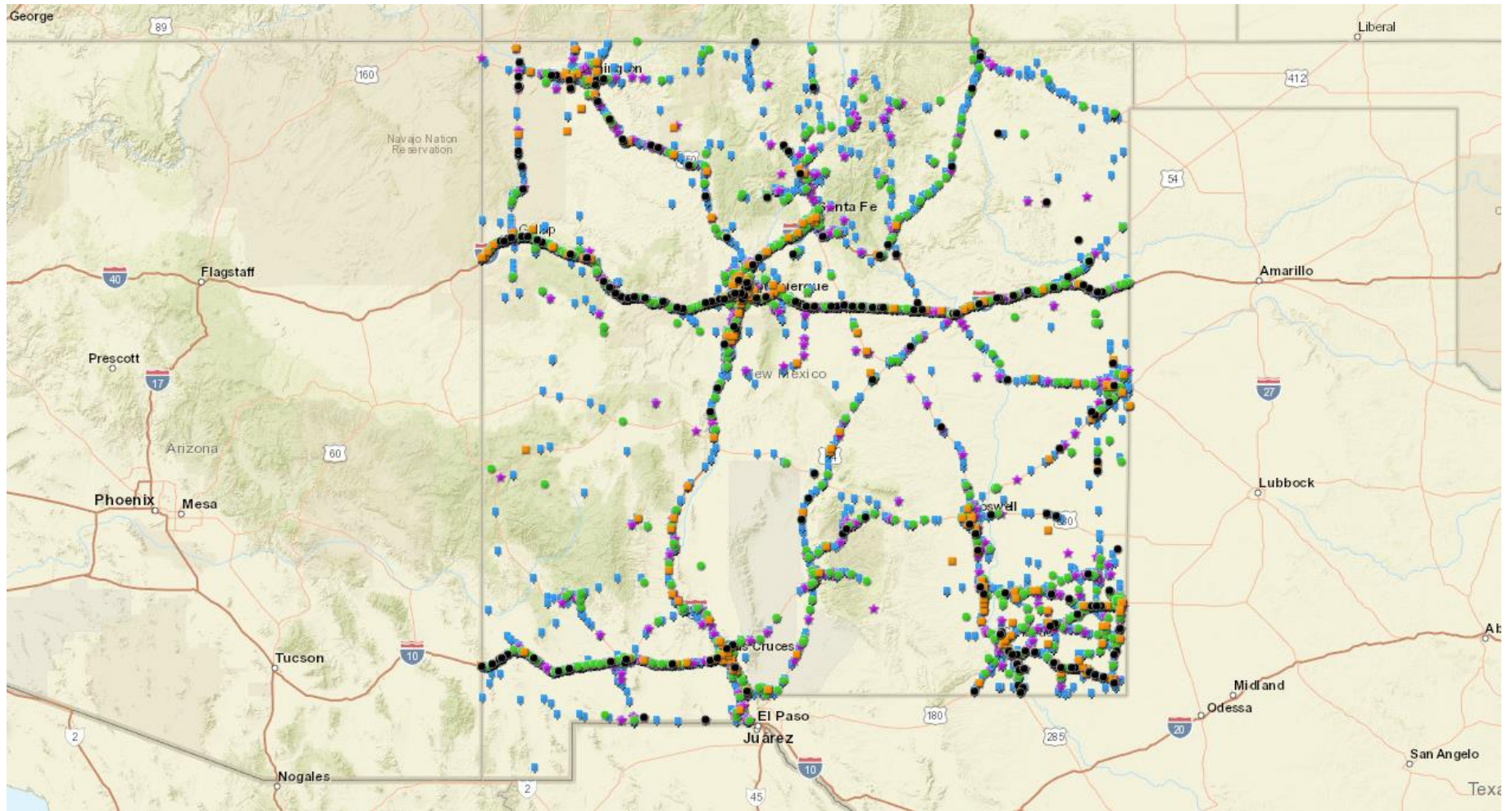## Map 1: Heavy-Trucks-involved Crashes, 2013-2017
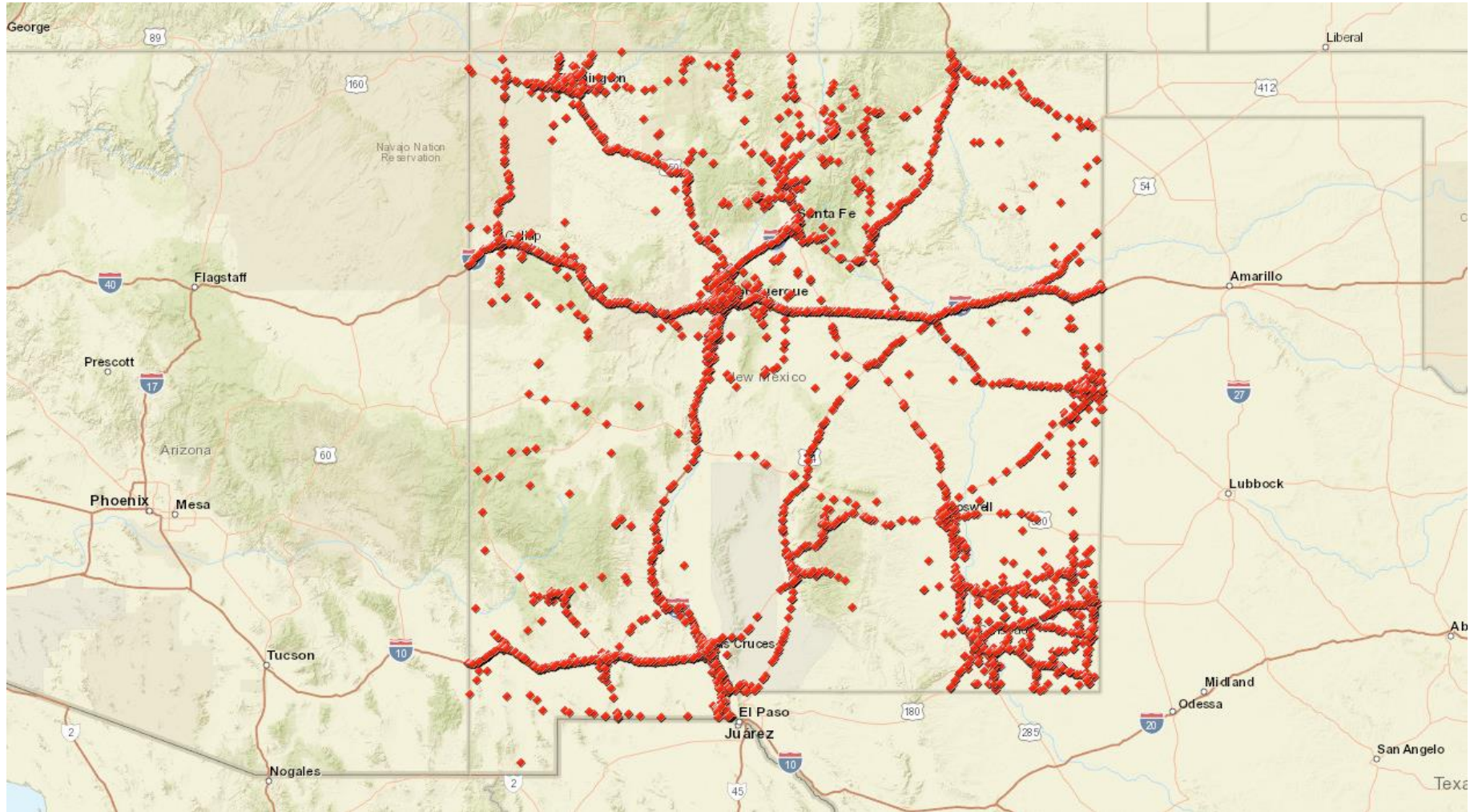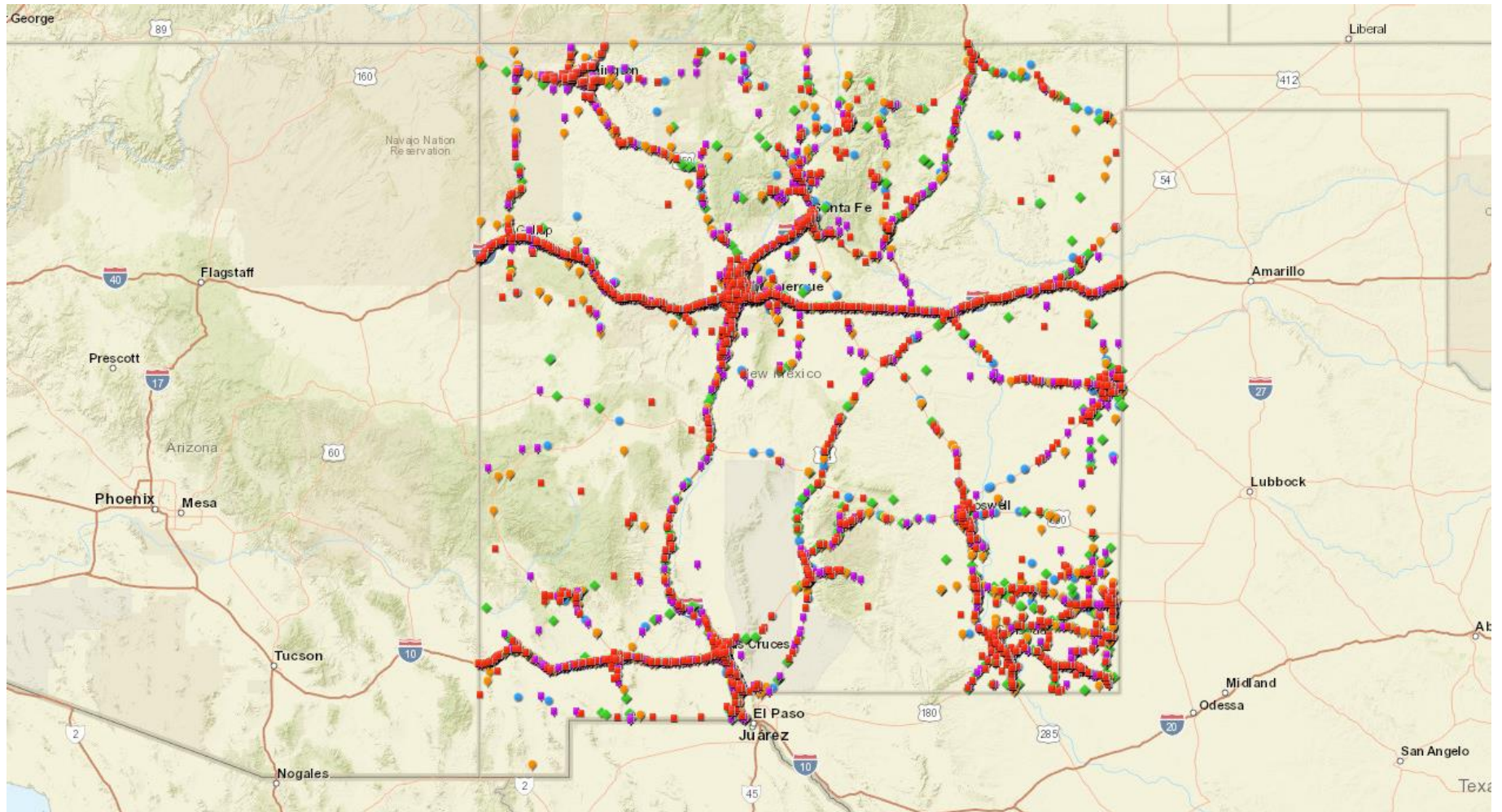
Legend
- 🟥 2017
- 🟪 2016
- 🟠 2015
- 🟢 2014
- 🔵 2013

Map 3: Heavy-Trucks-involved Crashes – Density Map, 2013-2017
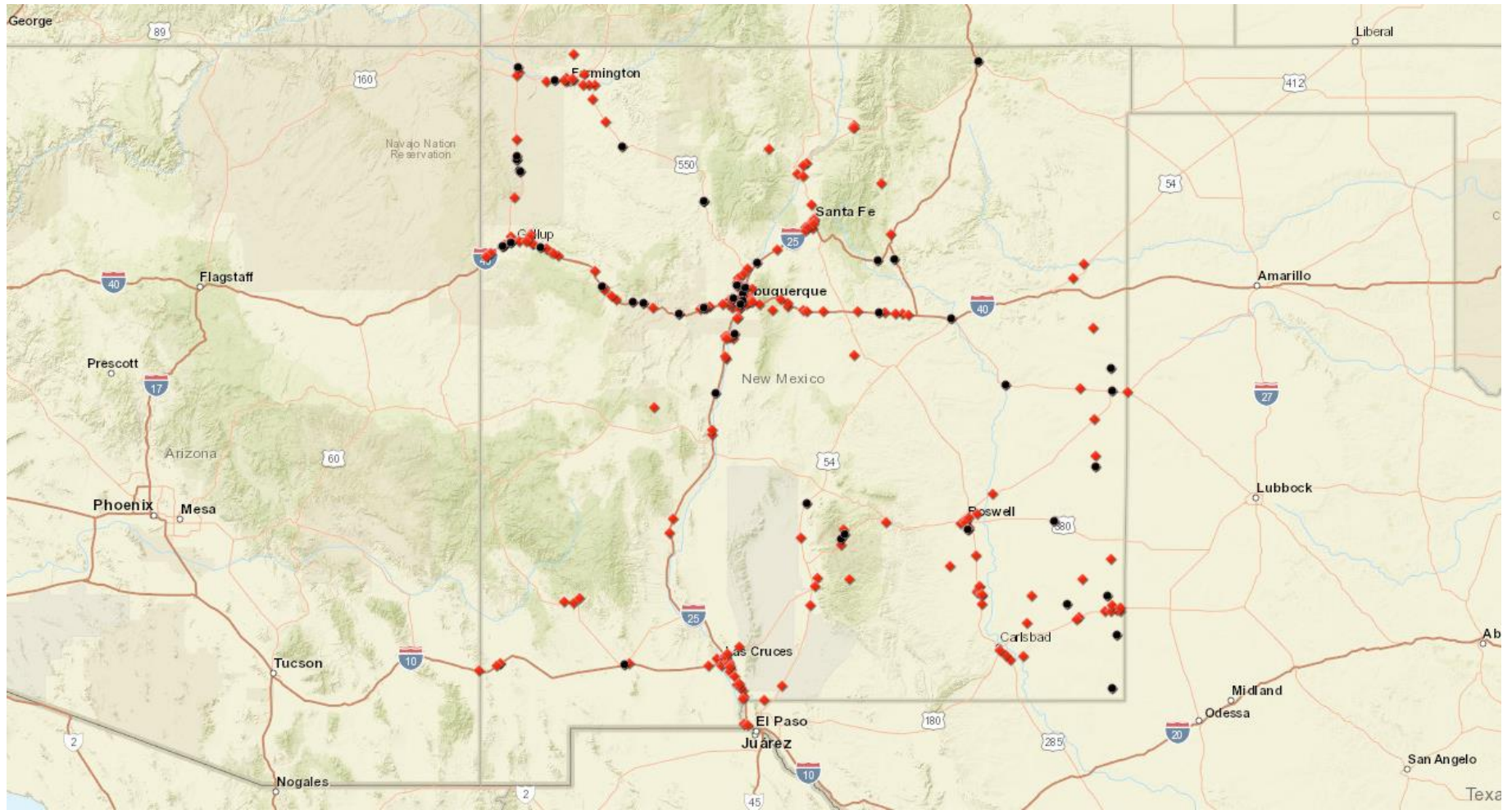
Map 4: Heavy-Trucks-involved Crashes by Severity of Injury, 2013-2017

Legend

● ClassK ■ ClassA ● ClassB ★ ClassC ▮ ClassO

Map 5: Alcohol-involved Heavy-Truck Fatalities, 2013-2017

Legend
● AlcoholInvolved-Fatality   ◆ AlcoholInvolved

Map 6: Location with Highest Number of Heavy-Trucks-involved Crashes, 2013-2017: Albuquerque