# New Mexico
# Heavy-truck Crash Statistics,
# 2015 – 2019



New Mexico Department of Transportation

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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 Feb. 24, 2021, 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.

# Executive Summary

**Overall Patterns:** The number of heavy-truck crashes has increased in each of the past four years (Table 1). The percentage of heavy-truck-involved crashes out of all crashes has increased in each of the past four years (Table 1). The number and percentage of fatalities involving heavy trucks has been higher in the years 2017-2019 than in the years 2015-2016. (Table 1).

**Injuries:** The most common injury classification in heavy-truck crashes is No Apparent Injuries, at 84 percent (Table 2).

**Timing:** Heavy-trucks crashes were spread fairly evenly among the months. Saturdays and Sundays have the least heavy trucks in crashes, at 11 percent and 9 percent, respectively (Table 3). Heavy trucks are more likely to be in crashes from 7 a.m. through 5 p.m., with at least 5.8 percent of all crashes in each of those hours (Table 4). The fewest crashes at late at night, with less than 2 percent in each hour from 10 p.m. through 4 a.m. (Table 4).

**Demographics:** People in crashes in heavy trucks are more likely to be in trucks driven by men, with a ratio of 14 to 1 (Table 12). But sex data is missing for about 6 percent of heavy-truck drivers in crashes (Table 12).

**Hit-and-Run Crashes:** Hit-and-run crashes account for 10 percent of people in heavy trucks in crashes (Table 13).

**Environmental Conditions:** The two most-common light conditions for people in heavy-truck crashes are daylight, 72 percent; and dark – not lighted, 15 percent (Table 14). Although 73 percent of people in heavy-truck crashes were in crashes with a road surface of paved center and edgeline, 89 percent of fatalities in heavy-truck crashes were in crashes with a road surface of paved center and edgeline (Table 16). Although 49 percent of people in heavy-truck crashes were in crashes on a two-lane road, 61 percent of fatalities took place on two-lane roads (Table 18).

**Missing Data:** There is a large amount of missing data about people in heavy-truck crashes by road design divider, 28 percent (Table 19); and road design, 20 percent (Table 20).

**Location:** Albuquerque had 27 percent of people in heavy-truck crashes, followed by Las Cruces, with 5 percent (Table 22). Rural areas had 33 percent (Table 22). Bernalillo County had 30 percent, followed by Dona Ana County at 8 percent (Table 23).

**Contributing Factors:** The most-common contributing factors for people in heavy-truck crashes are none, 26 percent; and driver inattention, 20 percent (Table 24).

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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.

**Alcohol- or Drug-involved Heavy-truck Crash** – A heavy-truck crash for which the Uniform Crash Report indicated that 1) a DWI citation was issued, 2) alcohol or any drug 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.

**Alcohol- or Drug-involved Heavy-truck Driver** – 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.

**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** – Circumstance that helped bring about the crash. 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.

**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 Crash** – A crash involving one or more heavy trucks.

**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. 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).

**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-truck-involved Crashes and Fatalities, 2015 – 2019

| Year | Crashes | | | Fatalities | | |
|---|---|---|---|---|---|---|
| | Heavy-truck-involved | Total | Percent heavy-truck-Involved | Heavy-truck-involved | Total | Percent heavy-truck-Involved |
| 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% |
| 2018 | 2,658 | 46,786 | 5.7% | 60 | 392 | 15% |
| 2019 | 2,997 | 48,124 | 6.2% | 75 | 425 | 18% |
| Total | 12,778 | 231,195 | 5.5% | 291 | 1,900 | 15% |

Heavy-truck-involved Fatalities as Percentage of Total Fatalities, 2015 - 2019
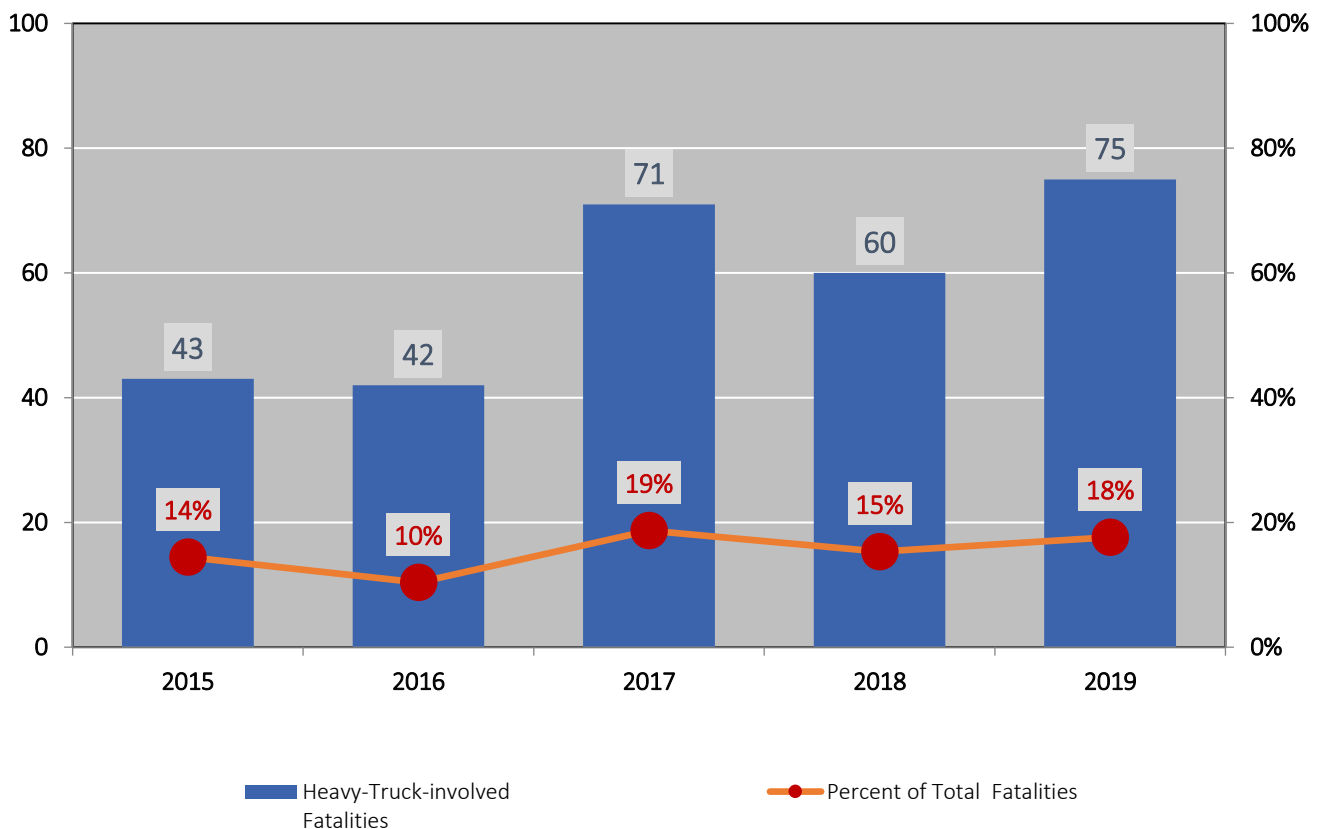
## 2. People in Heavy-truck Crashes by Severity of Injury, 2015 – 2019

| Year | | Fatalities (Class K) | | Suspected Serious Injuries (Class A) | | Suspected Minor Injuries (Class B) | | Possible Injuries (Class C) | | No Apparent Injuries (Class O) | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| 2015 | | 43 | 1% | 88 | 2% | 237 | 4% | 509 | 9% | 4,485 | 84% | 5,362 | 100% |
| 2016 | | 42 | 1% | 59 | 1% | 245 | 4% | 485 | 9% | 4,641 | 85% | 5,472 | 100% |
| 2017 | | 71 | 1% | 84 | 1% | 290 | 5% | 489 | 8% | 5,099 | 85% | 6,033 | 100% |
| 2018 | | 60 | 1% | 97 | 2% | 325 | 5% | 577 | 9% | 5,310 | 83% | 6,369 | 100% |
| 2019 | | 75 | 1% | 90 | 1% | 380 | 5% | 644 | 9% | 5,793 | 83% | 6,982 | 100% |
| Total | Count | 291 | | 418 | | 1,477 | | 2,704 | | 25,328 | | 30,218 | 100% |
| | Percent | 1% | | 1% | | 5% | | 9% | | 84% | | 100% | |

## 3. Heavy-truck Crashes by Month and Day, 2015 – 2019

| Month | | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | Total | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Count | Percent |
| January | | 140 | 159 | 174 | 180 | 183 | 84 | 94 | 1,014 | **8%** |
| February | | 138 | 191 | 167 | 134 | 144 | 95 | 117 | 986 | **8%** |
| March | | 156 | 169 | 180 | 155 | 183 | 89 | 87 | 1,019 | **8%** |
| April | | 163 | 147 | 167 | 173 | 133 | 119 | 75 | 977 | **8%** |
| May | | 132 | 167 | 186 | 169 | 142 | 106 | 87 | 989 | **8%** |
| June | | 179 | 179 | 187 | 145 | 196 | 127 | 92 | 1,105 | **9%** |
| July | | 166 | 190 | 169 | 168 | 185 | 127 | 78 | 1,083 | **8%** |
| August | | 160 | 165 | 178 | 198 | 178 | 115 | 93 | 1,087 | **9%** |
| September | | 158 | 167 | 165 | 177 | 165 | 132 | 91 | 1,055 | **8%** |
| October | | 192 | 227 | 214 | 200 | 177 | 108 | 81 | 1,199 | **9%** |
| November | | 171 | 156 | 209 | 177 | 151 | 129 | 94 | 1,087 | **9%** |
| December | | 149 | 158 | 155 | 209 | 195 | 190 | 121 | 1,177 | **9%** |
| **Total** | Count | **1,904** | **2,075** | **2,151** | **2,085** | **2,032** | **1,421** | **1,110** | **12,778** | **100%** |
| | Percent | **15%** | **16%** | **17%** | **16%** | **16%** | **11%** | **9%** | **100%** | |

### Weekday and Weekend Heavy-truck Crashes, 2015 - 2019

| Month | Monday - Friday | Saturday - Sunday |
|---|---|---|
| January | 82% | 18% |
| February | 78% | 22% |
| March | 83% | 17% |
| April | 80% | 20% |
| May | 80% | 20% |
| June | 80% | 20% |
| July | 81% | 19% |
| August | 81% | 19% |
| September | 79% | 21% |
| October | 84% | 16% |
| November | 79% | 21% |
| December | 74% | 26% |

■ Monday - Friday   ■ Saturday - Sunday
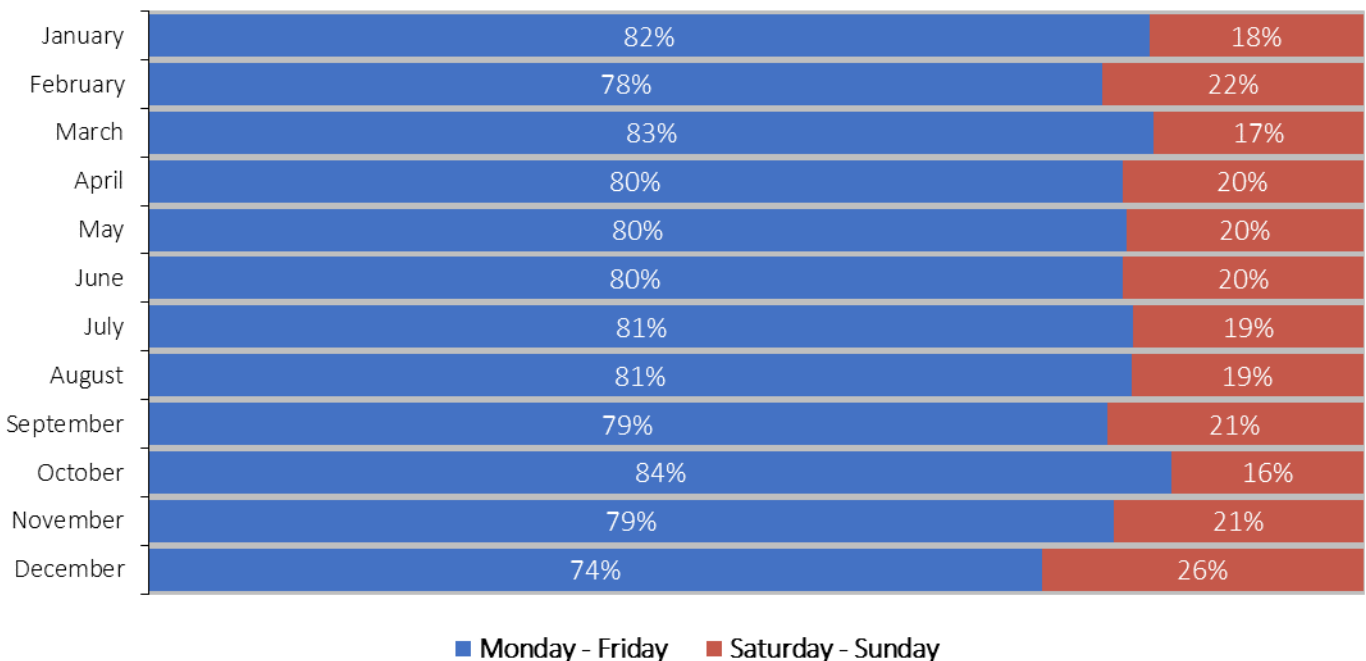
## 4. Heavy-truck Crashes by Hour and Day of Week, 2015 – 2019

| Hour | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | Total Count | Total Percent |
|---|---|---|---|---|---|---|---|---|---|
| 12 a.m. | 22 | 27 | 20 | 30 | 32 | 33 | 27 | 191 | 1.5% |
| 1 a.m. | 15 | 22 | 20 | 31 | 28 | 25 | 37 | 178 | 1.4% |
| 2 a.m. | 23 | 24 | 33 | 29 | 25 | 30 | 39 | 203 | 1.6% |
| 3 a.m. | 17 | 23 | 36 | 24 | 28 | 24 | 21 | 173 | 1.4% |
| 4 a.m. | 23 | 27 | 28 | 27 | 34 | 28 | 26 | 193 | 1.5% |
| 5 a.m. | 37 | 36 | 46 | 56 | 50 | 37 | 32 | 294 | 2.3% |
| 6 a.m. | 58 | 84 | 82 | 69 | 78 | 62 | 40 | 473 | 3.7% |
| 7 a.m. | 109 | 137 | 141 | 141 | 99 | 68 | 53 | 748 | 5.9% |
| 8 a.m. | 132 | 158 | 167 | 135 | 143 | 63 | 68 | 866 | 6.8% |
| 9 a.m. | 139 | 159 | 133 | 142 | 112 | 87 | 70 | 842 | 6.6% |
| 10 a.m. | 132 | 143 | 133 | 136 | 137 | 77 | 56 | 814 | 6.4% |
| 11 a.m. | 146 | 125 | 125 | 139 | 129 | 76 | 57 | 797 | 6.2% |
| 12 p.m. | 133 | 145 | 153 | 159 | 148 | 99 | 72 | 909 | 7.1% |
| 1 p.m. | 134 | 134 | 158 | 124 | 129 | 80 | 54 | 813 | 6.4% |
| 2 p.m. | 144 | 129 | 143 | 133 | 149 | 84 | 63 | 845 | 6.6% |
| 3 p.m. | 111 | 124 | 146 | 139 | 131 | 81 | 56 | 788 | 6.2% |
| 4 p.m. | 111 | 144 | 128 | 125 | 125 | 78 | 61 | 772 | 6.0% |
| 5 p.m. | 125 | 123 | 131 | 121 | 115 | 72 | 53 | 740 | 5.8% |
| 6 p.m. | 81 | 84 | 82 | 92 | 81 | 66 | 50 | 536 | 4.2% |
| 7 p.m. | 56 | 54 | 58 | 60 | 77 | 53 | 42 | 400 | 3.1% |
| 8 p.m. | 39 | 49 | 57 | 55 | 53 | 58 | 25 | 336 | 2.6% |
| 9 p.m. | 44 | 50 | 42 | 50 | 50 | 46 | 39 | 321 | 2.5% |
| 10 p.m. | 36 | 31 | 40 | 35 | 37 | 38 | 30 | 247 | 1.9% |
| 11 p.m. | 29 | 33 | 40 | 27 | 33 | 50 | 32 | 244 | 1.9% |
| Invalid Code | 3 | 6 | 4 | 3 | 2 | 3 | 3 | 24 | 0.2% |
| Left Blank | 5 | 4 | 5 | 3 | 7 | 3 | 4 | 31 | 0.2% |
| Total Count | 1,904 | 2,075 | 2,151 | 2,085 | 2,032 | 1,421 | 1,110 | 12,778 | 100% |
| Total Percent | 15% | 16% | 17% | 16% | 16% | 11% | 9% | 100% | |



Heavy-truck Crashes by Hour, 2015 – 2019
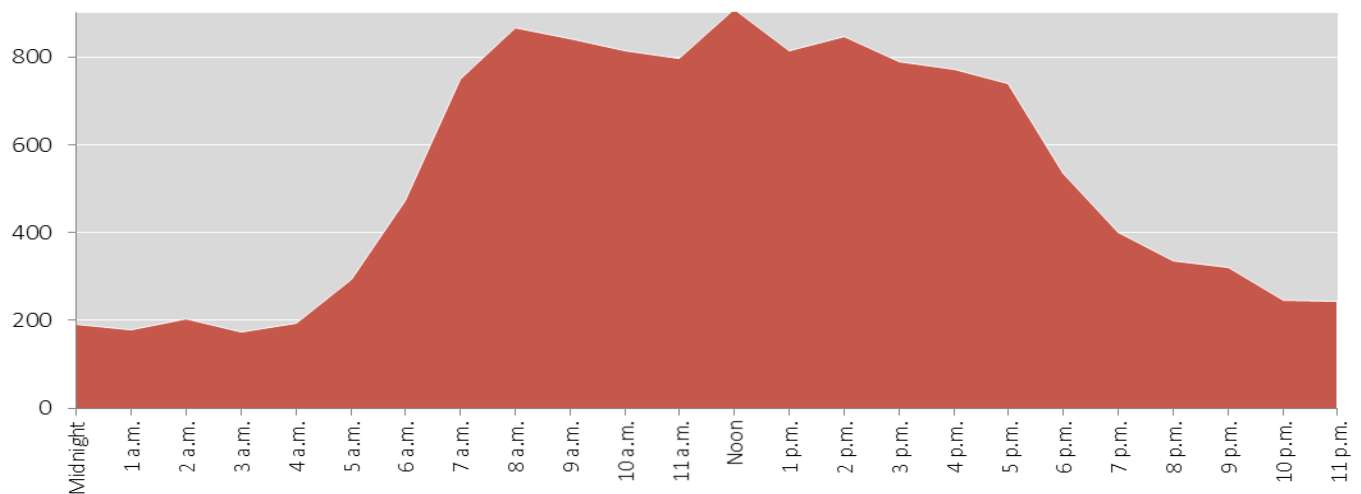
## 5. Fatalities Among Heavy-truck Drivers Involved with Alcohol or Drugs, 2015 – 2019

| Year | Alcohol-involved | | | Drug-involved | | |
|---|---|---|---|---|---|---|
| | Fatalities | Total | Percent Fatalities | Fatalities | Total | Percent Fatalities |
| 2015 | 0 | 15 | 0% | 0 | 6 | 0% |
| 2016 | 1 | 16 | 6% | 0 | 4 | 0% |
| 2017 | 1 | 10 | 10% | 2 | 6 | 33% |
| 2018 | 0 | 12 | 0% | 2 | 9 | 22% |
| 2019 | 2 | 10 | 20% | 0 | 0 | 0% |
| **Total** | **4** | **63** | **6%** | **4** | **25** | **16%** |

## 6. People in Crashes by Injury Severity, in Heavy Trucks Driven by Drivers Involved with Alcohol, 2015 – 2019

| Year | Fatalities (Class K) | | Suspected Serious Injuries (Class A) | | Suspected Minor Injuries (Class B) | | Possible Injuries (Class C) | | No Apparent Injuries (Class O) | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| 2015 | 0 | 0% | 0 | 0% | 2 | 25% | 0 | 0% | 14 | 25% | 17 | **22%** |
| 2016 | 1 | 25% | 0 | 0% | 3 | 38% | 0 | 0% | 12 | 22% | 18 | **23%** |
| 2017 | 1 | 25% | 3 | 75% | 2 | 25% | 0 | 0% | 7 | 13% | 16 | **21%** |
| 2018 | 0 | 0% | 1 | 25% | 1 | 13% | 0 | 0% | 12 | 22% | 15 | **19%** |
| 2019 | 2 | 50% | 0 | 0% | 0 | 0% | 0 | 0% | 10 | 18% | 12 | **15%** |
| **Total** Count | 4 | | 4 | | 8 | | 0 | | 55 | | 78 | **100%** |
| **Total** Percent | **5%** | | **5%** | | **10%** | | **0%** | | **71%** | | **100%** | |

## 7. People in Crashes by Injury Severity, in Heavy Trucks Driven by Drivers Involved with Drugs, 2015 – 2019

| Year | Fatalities (Class K) | | Suspected Serious Injuries (Class A) | | Suspected Minor Injuries (Class B) | | Possible Injuries (Class C) | | No Apparent Injuries (Class O) | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| 2015 | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 20% | 6 | 40% | 7 | **27%** |
| 2016 | 0 | 0% | 0 | 0% | 1 | 50% | 0 | 0% | 3 | 20% | 4 | **15%** |
| 2017 | 2 | 50% | 0 | 0% | 0 | 0% | 2 | 40% | 2 | 13% | 6 | **23%** |
| 2018 | 2 | 50% | 0 | 0% | 1 | 50% | 2 | 40% | 4 | 27% | 9 | **35%** |
| 2019 | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | **0%** |
| **Total** Count | 4 | | 0 | | 2 | | 5 | | 15 | | 26 | **100%** |
| **Total** Percent | **15%** | | **0%** | | **8%** | | **19%** | | **58%** | | **100%** | |

### 8. People in Heavy-truck Crashes in Vehicles with Drivers Involved with Alcohol or Drugs by Driver Age, 2015 – 2019

| Age Group | People in Vehicles with Drivers Involved with Alcohol | | | People in Vehicles with Drivers Involved with Drugs | | | People in Heavy-truck Crashes | | |
|---|---|---|---|---|---|---|---|---|---|
| | Fatalities | Total | Percent | Fatalities | Total | Percent | Fatalities | Total | Percent |
| <15 | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 5 | 0% |
| 15-19 | 1 | 12 | 8% | 0 | 2 | 0% | 7 | 988 | 1% |
| 20-24 | 4 | 79 | 5% | 9 | 23 | 39% | 42 | 2,536 | 2% |
| 25-29 | 7 | 83 | 8% | 7 | 24 | 29% | 34 | 3,342 | 1% |
| 30-34 | 7 | 61 | 11% | 4 | 15 | 27% | 24 | 3,244 | 1% |
| 35-39 | 3 | 39 | 8% | 8 | 15 | 53% | 31 | 2,960 | 1% |
| 40-44 | 0 | 23 | 0% | 3 | 13 | 23% | 17 | 2,666 | 1% |
| 45-49 | 13 | 36 | 36% | 7 | 13 | 54% | 30 | 2,797 | 1% |
| 50-54 | 4 | 23 | 17% | 1 | 5 | 20% | 38 | 2,711 | 1% |
| 55-59 | 4 | 22 | 18% | 1 | 3 | 33% | 20 | 2,545 | 1% |
| 60-64 | 2 | 10 | 20% | 0 | 4 | 0% | 14 | 1,942 | 1% |
| 65-69 | 4 | 13 | 31% | 1 | 1 | 100% | 15 | 1,129 | 1% |
| 70-74 | 0 | 5 | 0% | 0 | 0 | 0% | 4 | 632 | 1% |
| 75 + | 0 | 3 | 0% | 0 | 0 | 0% | 14 | 735 | 2% |
| Missing Data | 1 | 9 | 11% | 0 | 3 | 0% | 1 | 1,986 | 0% |
| Total | 50 | 418 | 12% | 41 | 121 | 34% | 291 | 30,218 | 1% |

### 9. People in Heavy-truck Crashes in Vehicles with Drivers Involved with Alcohol or Drugs, by Driver Age and Driver Sex, 2015 – 2019

| Age Group | People in Vehicles with Drivers Involved with Alcohol | | | | | | | People in Vehicles with Drivers Involved with Drugs | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Male | | | Female | | | Missing Data | Male | | | Female | | | Missing Data |
| | 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 | 1 | 11 | 9% | 0 | 1 | 0% | 0 | 0 | 2 | 0% | 0 | 0 | 0% | 0 |
| 20-24 | 4 | 60 | 7% | 0 | 19 | 0% | 0 | 9 | 21 | 43% | 0 | 2 | 0% | 0 |
| 25-29 | 3 | 58 | 5% | 4 | 25 | 16% | 0 | 5 | 12 | 42% | 2 | 12 | 17% | 0 |
| 30-34 | 7 | 49 | 14% | 0 | 12 | 0% | 0 | 4 | 12 | 33% | 0 | 3 | 0% | 0 |
| 35-39 | 0 | 29 | 0% | 3 | 10 | 30% | 0 | 8 | 11 | 73% | 0 | 4 | 0% | 0 |
| 40-44 | 0 | 19 | 0% | 0 | 4 | 0% | 0 | 1 | 9 | 11% | 2 | 4 | 50% | 0 |
| 45-49 | 11 | 32 | 34% | 2 | 4 | 50% | 0 | 5 | 10 | 50% | 2 | 3 | 67% | 0 |
| 50-54 | 4 | 17 | 24% | 0 | 6 | 0% | 0 | 1 | 4 | 25% | 0 | 1 | 0% | 0 |
| 55-59 | 4 | 19 | 21% | 0 | 3 | 0% | 0 | 1 | 3 | 33% | 0 | 0 | 0% | 0 |
| 60-64 | 2 | 10 | 20% | 0 | 0 | 0% | 0 | 0 | 4 | 0% | 0 | 0 | 0% | 0 |
| 65-69 | 3 | 9 | 33% | 1 | 4 | 25% | 0 | 1 | 1 | 100% | 0 | 0 | 0% | 0 |
| 70-74 | 0 | 5 | 0% | 0 | 0 | 0% | 0 | 0 | 0 | 0% | 0 | 0 | 0% | 0 |
| 75 + | 0 | 3 | 0% | 0 | 0 | 0% | 0 | 0 | 0 | 0% | 0 | 0 | 0% | 0 |
| Missing Data | 1 | 4 | 25% | 0 | 1 | 0% | 4 | 0 | 1 | 0% | 0 | 2 | 0% | 0 |
| Total | 40 | 325 | 12% | 10 | 89 | 11% | 4 | 35 | 90 | 39% | 6 | 31 | 0% | 0 |

## 10. People in Heavy-truck Crashes by Alcohol Involvement, 2015 – 2019

| Year | Fatalities | | | People | | |
|------|-----------|-----------|-----------|--------|--------|--------|
| | People Killed in Vehicles in Which the Driver Was Alcohol Involved | Total Killed | Percent in Vehicles in Which the Driver Was Alcohol Involved | People in Heavy Trucks in Alcohol-involved Crashes | Total People in Heavy Trucks | Percent Alcohol-involved |
| 2015 | 5 | 43 | 12% | 51 | 2,885 | 2% |
| 2016 | 5 | 42 | 12% | 64 | 3,003 | 2% |
| 2017 | 19 | 71 | 27% | 65 | 3,192 | 2% |
| 2018 | 8 | 60 | 13% | 66 | 3,449 | 2% |
| 2019 | 13 | 75 | 17% | 84 | 3,866 | 2% |
| Total | 50 | 291 | 17% | 330 | 16,395 | 2% |

## 11. People in Heavy-truck Crashes by Drug Involvement, 2015 – 2019

| Year | Fatalities | | | People | | |
|------|-----------|-----------|-----------|--------|--------|--------|
| | People Killed in Vehicles in Which the Driver Was Drug Involved | Total Killed | Percent in Vehicles in Which the Driver Was Drug Involved | People in Heavy Trucks in Drug-involved Crashes | Total People in Heavy Trucks | Percent Drug-involved |
| 2015 | 3 | 43 | 7% | 17 | 2,885 | 1% |
| 2016 | 3 | 42 | 7% | 19 | 3,003 | 1% |
| 2017 | 8 | 71 | 11% | 21 | 3,192 | 1% |
| 2018 | 12 | 60 | 20% | 27 | 3,449 | 1% |
| 2019 | 15 | 75 | 20% | 21 | 3,866 | 1% |
| Total | 41 | 291 | 14% | 105 | 16,395 | 1% |

## 12. People in Crashes in Heavy Trucks by Driver Age and Driver Sex, 2015 – 2019

| Age Group | Male | | Female | | Missing Data | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| <15 | 2 | 100% | 0 | 0% | 0 | 0% | 2 | 0% |
| 15-19 | 113 | 81% | 22 | 16% | 4 | 3% | 139 | 1% |
| 20-24 | 879 | 93% | 62 | 7% | 4 | 0% | 945 | 6% |
| 25-29 | 1,639 | 93% | 122 | 7% | 6 | 0% | 1,767 | 11% |
| 30-34 | 1,673 | 94% | 93 | 5% | 5 | 0% | 1,771 | 11% |
| 35-39 | 1,600 | 93% | 110 | 6% | 9 | 1% | 1,719 | 10% |
| 40-44 | 1,549 | 91% | 148 | 9% | 9 | 1% | 1,706 | 10% |
| 45-49 | 1,753 | 94% | 114 | 6% | 6 | 0% | 1,873 | 11% |
| 50-54 | 1,590 | 93% | 120 | 7% | 4 | 0% | 1,714 | 10% |
| 55-59 | 1,627 | 93% | 113 | 6% | 6 | 0% | 1,746 | 11% |
| 60-64 | 1,097 | 93% | 81 | 7% | 2 | 0% | 1,180 | 7% |
| 65-69 | 416 | 91% | 35 | 8% | 4 | 1% | 455 | 3% |
| 70-74 | 177 | 95% | 9 | 5% | 1 | 1% | 187 | 1% |
| 75 + | 128 | 96% | 4 | 3% | 2 | 1% | 134 | 1% |
| Missing Data | 181 | 17% | 18 | 2% | 858 | 81% | 1,057 | 6% |
| Total Count | 14,424 | 88% | 1,051 | 6% | 920 | 6% | 16,395 | 100% |
| Total Percent | 88% | | 6% | | 6% | | 100% | |



People in Crashes in Heavy Trucks by Driver Age and Driver Sex, 2015 - 2019
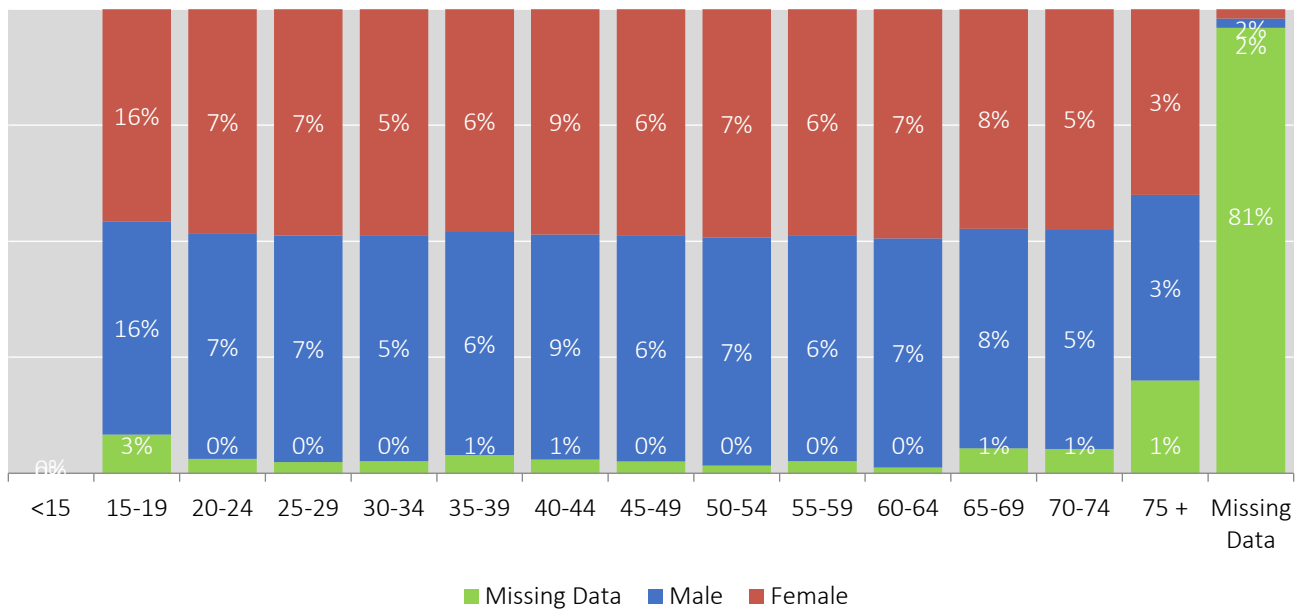
## 13. People in Heavy Trucks in Crashes by Hit-and-Run, 2015 – 2019

| Year | | Hit-and-Run | | Not a Hit-and-Run | | Missing Data | | Total | |
|---|---|---|---|---|---|---|---|---|---|
| | | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| 2015 | | 202 | 13% | 2,683 | 18% | 0 | 0% | 2,885 | 18% |
| 2016 | | 320 | 20% | 2,683 | 18% | 0 | 0% | 3,003 | 18% |
| 2017 | | 317 | 20% | 2,875 | 19% | 0 | 0% | 3,192 | 19% |
| 2018 | | 374 | 23% | 3,075 | 21% | 0 | 0% | 3,449 | 21% |
| 2019 | | 395 | 25% | 3,471 | 23% | 0 | 0% | 3,866 | 24% |
| Total | Count | 1,608 | | 14,787 | | 0 | | 16,395 | 100% |
| | Percent | 10% | | 90% | | 0% | | 100% | |

## 14. People in Heavy-truck Crashes by Injury Severity and Light Condition, 2015 – 2019

| 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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| Daylight | | 170 | 58% | 240 | 57% | 973 | 66% | 1,972 | 73% | 18,528 | 73% | 21,883 | 72% |
| Dark-Lighted | | 23 | 8% | 35 | 8% | 85 | 6% | 241 | 9% | 2,012 | 8% | 2,396 | 8% |
| Dark-Not Lighted | | 74 | 25% | 106 | 25% | 329 | 22% | 364 | 13% | 3,520 | 14% | 4,393 | 15% |
| Dusk | | 14 | 5% | 20 | 5% | 41 | 3% | 55 | 2% | 476 | 2% | 606 | 2% |
| Dawn | | 9 | 3% | 10 | 2% | 36 | 2% | 48 | 2% | 468 | 2% | 571 | 2% |
| Other | | 0 | 0% | 2 | 0% | 4 | 0% | 2 | 0% | 54 | 0% | 62 | 0% |
| Left Blank | | 1 | 0% | 4 | 1% | 6 | 0% | 21 | 1% | 248 | 1% | 280 | 1% |
| Invalid Code | | 0 | 0% | 1 | 0% | 3 | 0% | 1 | 0% | 22 | 0% | 27 | 0% |
| Total | Count | 291 | | 418 | | 1,477 | | 2,704 | | 25,328 | | 30,218 | 100% |
| | Percent | 1% | | 1% | | 5% | | 9% | | 84% | | 100% | |

## 15. People in Heavy-truck Crashes by Injury Severity and Road Condition, 2015 – 2019

| Road Condition | | Fatalities (Class K) | | Suspected Serious Injuries (Class A) | | Suspected Minor Injuries (Class B) | | Possible Injuries (Class C) | | No Apparent Injuries (Class O) | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| Dry | | 260 | 89% | 352 | 84% | 1,284 | 87% | 2,307 | 85% | 21,565 | 85% | 25,768 | 85% |
| Wet | | 10 | 3% | 25 | 6% | 87 | 6% | 143 | 5% | 1,473 | 6% | 1,738 | 6% |
| Ice | | 7 | 2% | 23 | 6% | 38 | 3% | 120 | 4% | 814 | 3% | 1,002 | 3% |
| Snow | | 5 | 2% | 4 | 1% | 45 | 3% | 66 | 2% | 669 | 3% | 789 | 3% |
| Loose Material | | 0 | 0% | 1 | 0% | 6 | 0% | 8 | 0% | 102 | 0% | 117 | 0% |
| Slush | | 0 | 0% | 1 | 0% | 2 | 0% | 14 | 1% | 79 | 0% | 96 | 0% |
| Standing or Moving Water | | 0 | 0% | 4 | 1% | 1 | 0% | 3 | 0% | 30 | 0% | 38 | 0% |
| Other | | 0 | 0% | 0 | 0% | 1 | 0% | 6 | 0% | 78 | 0% | 85 | 0% |
| Left Blank | | 9 | 3% | 8 | 2% | 13 | 1% | 37 | 1% | 518 | 2% | 585 | 2% |
| Total | Count | 291 | | 418 | | 1,477 | | 2,704 | | 25,328 | | 30,218 | 100% |
| | Percent | 1% | | 1% | | 5% | | 9% | | 84% | | 100% | |

## 16. People in Heavy-truck Crashes by Injury Severity and Road Surface, 2015 – 2019

| 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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| Paved Center and Edgeline | 258 | 89% | 341 | 82% | 1,205 | 82% | 2,152 | 80% | 18,047 | 71% | 22,003 | 73% |
| Paved Center Stripe | 11 | 4% | 40 | 10% | 152 | 10% | 342 | 13% | 3,255 | 13% | 3,800 | 13% |
| Paved Unstriped | 9 | 3% | 22 | 5% | 82 | 6% | 142 | 5% | 2,845 | 11% | 3,100 | 10% |
| Unpaved | 3 | 1% | 4 | 1% | 17 | 1% | 24 | 1% | 568 | 2% | 616 | 2% |
| Left Blank | 10 | 4% | 11 | 10% | 18 | 10% | 44 | 13% | 595 | 13% | 678 | 2% |
| Invalid Code | 0 | 0% | 0 | 0% | 3 | 0% | 0 | 0% | 18 | 0% | 21 | 0% |
| Total — Count | 291 | | 418 | | 1,477 | | 2,704 | | 25,328 | | 30,218 | 100% |
| Total — Percent | 1% | | 1% | | 5% | | 9% | | 84% | | 100% | |

## 17. People in Heavy-truck Crashes by Injury Severity and Traffic Control Device, 2015 – 2019

| 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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| No Controls | 174 | 60% | 240 | 57% | 886 | 60% | 1,504 | 56% | 14,289 | 56% | 17,093 | 57% |
| Traffic Signals | 13 | 4% | 44 | 11% | 139 | 9% | 472 | 17% | 4,130 | 16% | 4,798 | 16% |
| Stop Sign | 11 | 4% | 15 | 4% | 61 | 4% | 110 | 4% | 1,414 | 6% | 1,611 | 5% |
| No Passing Zone | 26 | 9% | 29 | 7% | 86 | 6% | 87 | 3% | 653 | 3% | 881 | 3% |
| All-Way Stop | 1 | 0% | 0 | 0% | 3 | 0% | 17 | 1% | 191 | 1% | 212 | 1% |
| Yield Sign | 0 | 0% | 1 | 0% | 6 | 0% | 16 | 1% | 151 | 1% | 174 | 1% |
| Flashers | 0 | 0% | 2 | 0% | 5 | 0% | 8 | 0% | 75 | 0% | 90 | 0% |
| R.R. Xing Device | 0 | 0% | 1 | 0% | 4 | 0% | 3 | 0% | 51 | 0% | 59 | 0% |
| Other | 57 | 20% | 78 | 19% | 258 | 17% | 418 | 15% | 3,574 | 14% | 4,385 | 15% |
| Left Blank | 9 | 3% | 8 | 2% | 29 | 2% | 69 | 3% | 800 | 3% | 915 | 3% |
| Total — Count | 291 | | 418 | | 1,477 | | 2,704 | | 25,328 | | 30,218 | 100% |
| Total — Percent | 1% | | 1% | | 5% | | 9% | | 84% | | 100% | |

## 18. People in Heavy-truck Crashes by Injury Severity and Road Design Lanes, 201 – 2019

| 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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| One Lane | 50 | 17% | 68 | 16% | 257 | 17% | 407 | 15% | 4,454 | 18% | 5,236 | 17% |
| Two Lanes | 177 | 61% | 231 | 55% | 853 | 58% | 1,343 | 50% | 12,066 | 48% | 14,670 | 49% |
| Three Lanes | 15 | 5% | 29 | 7% | 117 | 8% | 347 | 13% | 2,827 | 11% | 3,335 | 11% |
| Four+ Lanes | 35 | 12% | 69 | 17% | 203 | 14% | 506 | 19% | 4,169 | 16% | 4,982 | 16% |
| Left Blank | 14 | 5% | 21 | 5% | 47 | 3% | 101 | 4% | 1,812 | 7% | 1,995 | 7% |
| Total — Count | 291 | | 418 | | 1,477 | | 2,704 | | 25,328 | | 30,218 | 100% |
| Total — Percent | 1% | | 1% | | 5% | | 9% | | 84% | | 100% | |

## 19. People in Heavy-truck Crashes by Injury Severity and Road Design Divider, 2015 – 2019

| Road Design Divider | Fatalities (Class K) | | Suspected Serious Injuries (Class A) | | Suspected Minor Injuries (Class B) | | Possible Injuries (Class C) | | No Apparent Injuries (Class O) | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| Painted Divider (>4 FT) | 147 | 51% | 169 | 40% | 611 | 41% | 947 | 35% | 8,367 | 33% | 10,241 | 34% |
| Physical Divider | 79 | 27% | 119 | 28% | 424 | 29% | 856 | 32% | 7,013 | 28% | 8,491 | 28% |
| Undivided | 13 | 4% | 30 | 7% | 86 | 6% | 172 | 6% | 2,751 | 11% | 3,052 | 10% |
| Left Blank | 52 | 18% | 100 | 24% | 356 | 24% | 729 | 27% | 7,197 | 28% | 8,434 | 28% |
| Total Count | 291 | | 418 | | 1,477 | | 2,704 | | 25,328 | | 30,218 | 100% |
| Total Percent | 1% | | 1% | | 5% | | 9% | | 84% | | 100% | |

## 20. People in Heavy-truck Crashes by Injury Severity and Road Design, 2015 – 2019

| 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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| Full Access Control (e.g. Highway) | 149 | 51% | 184 | 44% | 612 | 41% | 941 | 35% | 8,660 | 34% | 10,546 | 35% |
| One-Way | 27 | 9% | 40 | 10% | 150 | 10% | 294 | 11% | 2,551 | 10% | 3,062 | 10% |
| Construction Zone | 5 | 2% | 6 | 1% | 34 | 2% | 72 | 3% | 817 | 3% | 934 | 3% |
| Ramp | 1 | 0% | 3 | 1% | 17 | 1% | 33 | 1% | 491 | 2% | 545 | 2% |
| Alley | 0 | 0% | 1 | 0% | 2 | 0% | 5 | 0% | 82 | 0% | 90 | 0% |
| Undeveloped | 2 | 1% | 0 | 0% | 5 | 0% | 6 | 0% | 148 | 1% | 161 | 1% |
| Other | 78 | 27% | 104 | 25% | 396 | 27% | 856 | 32% | 7,416 | 29% | 8,850 | 29% |
| Left Blank | 29 | 10% | 80 | 19% | 261 | 18% | 497 | 18% | 5,163 | 20% | 6,030 | 20% |
| Total Count | 291 | | 418 | | 1,477 | | 2,704 | | 25,328 | | 30,218 | 100% |
| Total Percent | 1% | | 1% | | 5% | | 9% | | 84% | | 100% | |

## 21. People in Heavy-truck Crashes by Injury Severity and Agency, 2015 – 2019

| 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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| New Mexico State Police | 199 | 68% | 200 | 48% | 695 | 47% | 798 | 30% | 6,832 | 27% | 8,724 | 29% |
| Albuquerque Police Department | 15 | 5% | 57 | 14% | 185 | 13% | 631 | 23% | 5,235 | 21% | 6,123 | 20% |
| Bernalillo County Sheriff's Department | 9 | 3% | 22 | 5% | 63 | 4% | 137 | 5% | 1,431 | 6% | 1,662 | 6% |
| Las Cruces Police Department | 2 | 1% | 5 | 1% | 24 | 2% | 94 | 3% | 989 | 4% | 1,114 | 4% |
| Santa Fe Police Department | 0 | 0% | 5 | 1% | 21 | 1% | 76 | 3% | 868 | 3% | 970 | 3% |
| All Other Agencies | 66 | 23% | 129 | 31% | 489 | 33% | 968 | 36% | 9,973 | 39% | 11,625 | 38% |
| Total Count | 291 | | 418 | | 1,477 | | 2,704 | | 25,328 | | 30,218 | 100% |
| Total Percent | 1% | | 1% | | 5% | | 9% | | 84% | | 100% | |

## 22. People in Heavy-truck Crashes by Injury Severity and City, 2015 – 2019

| Cities | Fatalities (Class K) | | Suspected Serious Injuries (Class A) | | Suspected Minor Injuries (Class B) | | Possible Injuries (Class C) | | No Apparent Injuries (Class O) | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| Albuquerque | 23 | 8% | 74 | 18% | 231 | 16% | 748 | 28% | 7,194 | 28% | 8,270 | 27.4% |
| Las Cruces | 4 | 1% | 9 | 2% | 39 | 3% | 115 | 4% | 1,388 | 5% | 1,555 | 5.1% |
| Santa Fe | 0 | 0% | 6 | 1% | 20 | 1% | 86 | 3% | 908 | 4% | 1,020 | 3.4% |
| Carlsbad | 0 | 0% | 11 | 3% | 14 | 1% | 57 | 2% | 513 | 2% | 595 | 2.0% |
| Gallup | 3 | 1% | 4 | 1% | 17 | 1% | 46 | 2% | 506 | 2% | 576 | 1.9% |
| Farmington | 0 | 0% | 7 | 2% | 19 | 1% | 34 | 1% | 395 | 2% | 455 | 1.5% |
| Hobbs | 1 | 0% | 1 | 0% | 21 | 1% | 38 | 1% | 379 | 1% | 440 | 1.5% |
| Rio Rancho | 0 | 0% | 3 | 1% | 13 | 1% | 38 | 1% | 375 | 1% | 429 | 1.4% |
| Roswell | 1 | 0% | 5 | 1% | 9 | 1% | 21 | 1% | 329 | 1% | 365 | 1.2% |
| Clovis | 1 | 0% | 4 | 1% | 9 | 1% | 26 | 1% | 284 | 1% | 324 | 1.1% |
| Edgewood | 1 | 0% | 0 | 0% | 11 | 1% | 18 | 1% | 183 | 1% | 213 | 0.7% |
| Moriarty | 5 | 2% | 2 | 0% | 13 | 1% | 19 | 1% | 173 | 1% | 212 | 0.7% |
| Bernalillo | 5 | 2% | 3 | 1% | 5 | 0% | 11 | 0% | 185 | 1% | 209 | 0.7% |
| Laguna | 2 | 1% | 1 | 0% | 7 | 0% | 21 | 1% | 160 | 1% | 191 | 0.6% |
| Los Lunas | 0 | 0% | 2 | 0% | 7 | 0% | 15 | 1% | 151 | 1% | 175 | 0.6% |
| Artesia | 1 | 0% | 3 | 1% | 6 | 0% | 3 | 0% | 152 | 1% | 165 | 0.5% |
| Santa Rosa | 4 | 1% | 2 | 0% | 10 | 1% | 6 | 0% | 139 | 1% | 161 | 0.5% |
| Alamogordo | 0 | 0% | 0 | 0% | 7 | 0% | 15 | 1% | 139 | 1% | 161 | 0.5% |
| Tucumcari | 2 | 1% | 1 | 0% | 11 | 1% | 6 | 0% | 127 | 1% | 147 | 0.5% |
| Española | 0 | 0% | 2 | 0% | 1 | 0% | 16 | 1% | 120 | 0% | 139 | 0.5% |
| Deming | 1 | 0% | 1 | 0% | 5 | 0% | 8 | 0% | 110 | 0% | 125 | 0.4% |
| Grants | 3 | 1% | 0 | 0% | 7 | 0% | 3 | 0% | 87 | 0% | 100 | 0.3% |
| Las Vegas | 0 | 0% | 2 | 0% | 3 | 0% | 8 | 0% | 87 | 0% | 100 | 0.3% |
| Milan | 0 | 0% | 0 | 0% | 5 | 0% | 6 | 0% | 83 | 0% | 94 | 0.3% |
| Bloomfield | 0 | 0% | 0 | 0% | 4 | 0% | 9 | 0% | 80 | 0% | 93 | 0.3% |
| Aztec | 0 | 0% | 1 | 0% | 5 | 0% | 7 | 0% | 78 | 0% | 91 | 0.3% |
| Taos | 0 | 0% | 0 | 0% | 0 | 0% | 9 | 0% | 81 | 0% | 90 | 0.3% |
| Mesita | 4 | 1% | 1 | 0% | 12 | 1% | 6 | 0% | 67 | 0% | 90 | 0.3% |
| Anthony | 2 | 1% | 2 | 0% | 2 | 0% | 6 | 0% | 73 | 0% | 85 | 0.3% |
| All Other Cities | 42 | 14% | 43 | 10% | 181 | 12% | 319 | 12% | 2,884 | 11% | 3,469 | 11.5% |
| Rural | 186 | 64% | 228 | 55% | 783 | 53% | 984 | 36% | 7,898 | 31% | 10,079 | 33.4% |
| Total Count | 291 | | 418 | | 1,477 | | 2,704 | | 25,328 | | 30,218 | 100% |
| Total Percent | 1% | | 1% | | 5% | | 9% | | 84% | | 100% | |

| County | Fatalities (Class K) | Suspected Serious Injuries (Class A) | Suspected Minor Injuries (Class B) | Possible Injuries (Class C) | No Apparent Injuries (Class O) | Total Count | Total Percent |
|---|---|---|---|---|---|---|---|
| Bernalillo | 30 | 86 | 269 | 816 | 7,770 | 8,971 | 30% |
| Catron | 1 | 1 | 2 | 2 | 16 | 22 | 0% |
| Chaves | 9 | 13 | 33 | 50 | 518 | 623 | 2% |
| Cibola | 21 | 11 | 66 | 86 | 835 | 1,019 | 3% |
| Colfax | 3 | 0 | 24 | 20 | 224 | 271 | 1% |
| Curry | 4 | 14 | 30 | 49 | 428 | 525 | 2% |
| De Baca | 4 | 0 | 3 | 3 | 48 | 58 | 0% |
| Doña Ana | 17 | 15 | 90 | 205 | 2,181 | 2,508 | 8% |
| Eddy | 24 | 43 | 137 | 170 | 1,710 | 2,084 | 7% |
| Grant | 1 | 0 | 11 | 15 | 235 | 262 | 1% |
| Guadalupe | 15 | 11 | 81 | 95 | 893 | 1,095 | 4% |
| Harding | 0 | 0 | 0 | 1 | 3 | 4 | 0% |
| Hidalgo | 17 | 20 | 20 | 43 | 284 | 384 | 1% |
| Lea | 37 | 42 | 154 | 174 | 1,489 | 1,896 | 6% |
| Lincoln | 2 | 8 | 21 | 18 | 178 | 227 | 1% |
| Los Alamos | 0 | 0 | 1 | 2 | 69 | 72 | 0% |
| Luna | 5 | 10 | 39 | 72 | 490 | 616 | 2% |
| McKinley | 21 | 28 | 89 | 172 | 1,664 | 1,974 | 7% |
| Mora | 1 | 0 | 10 | 4 | 73 | 88 | 0% |
| Otero | 5 | 3 | 25 | 43 | 328 | 404 | 1% |
| Quay | 8 | 10 | 58 | 53 | 528 | 657 | 2% |
| Rio Arriba | 2 | 6 | 17 | 27 | 252 | 304 | 1% |
| Roosevelt | 7 | 5 | 19 | 24 | 171 | 226 | 1% |
| San Juan | 14 | 21 | 55 | 99 | 898 | 1,087 | 4% |
| San Miguel | 5 | 13 | 14 | 32 | 213 | 277 | 1% |
| Sandoval | 13 | 17 | 49 | 89 | 838 | 1,006 | 3% |
| Santa Fe | 4 | 10 | 60 | 149 | 1,450 | 1,673 | 6% |
| Sierra | 0 | 5 | 14 | 16 | 129 | 164 | 1% |
| Socorro | 3 | 6 | 13 | 17 | 158 | 197 | 1% |
| Taos | 1 | 3 | 6 | 21 | 175 | 206 | 1% |
| Torrance | 14 | 9 | 40 | 87 | 633 | 783 | 3% |
| Union | 1 | 1 | 5 | 3 | 75 | 85 | |
| Valencia | 2 | 7 | 22 | 47 | 372 | 450 | 1% |
| **Total Count** | 291 | 418 | 1,477 | 2,704 | 25,328 | 30,218 | 100% |
| **Total Percent** | 11% | 17% | 32% | 29% | 10% | 100% | |

## 24. Frequency of Contributing Factors in Heavy-truck Crashes, 2015 – 2019

| Contributing Factors* | 2015 | 2016 | 2017 | 2018 | 2019 | Five-Year Summary | |
|---|---|---|---|---|---|---|---|
| | | | | | | Average | Percent |
| **Human** | **3,035** | **3,131** | **3,434** | **3,644** | **4,045** | **3,458** | **57%** |
| Alcohol Involved | 38 | 60 | 62 | 65 | 76 | 60 | 1% |
| Avoid No Contact - Other | 60 | 114 | 79 | 66 | 68 | 77 | 1% |
| Avoid No Contact - Vehicle | 137 | 121 | 178 | 242 | 216 | 179 | 3% |
| Cell Phone | 11 | 6 | 20 | 9 | 16 | 12 | 0% |
| Disregarded Traffic Signal | 45 | 65 | 61 | 54 | 65 | 58 | 1% |
| Driver Inattention | 1,083 | 1,112 | 1,207 | 1,284 | 1,406 | 1,218 | 20% |
| Driverless Moving Vehicle | 6 | 14 | 7 | 4 | 12 | 9 | 0% |
| Drove Left Of Center | 91 | 95 | 137 | 115 | 114 | 110 | 2% |
| Drug Involved | 7 | 16 | 19 | 23 | 21 | 17 | 0% |
| Excessive Speed | 151 | 163 | 135 | 133 | 162 | 149 | 2% |
| Failed to Yield Right of Way | 190 | 202 | 255 | 281 | 293 | 244 | 4% |
| Failed to Yield to Emergency Vehicle | 5 | 6 | 9 | 12 | 10 | 8 | 0% |
| Failed to Yield to Police Vehicle | 0 | 2 | 0 | 6 | 8 | 3 | 0% |
| Following Too Closely | 188 | 231 | 221 | 247 | 255 | 228 | 4% |
| High Speed Pursuit | 1 | 4 | 1 | 5 | 5 | 3 | 0% |
| Improper Backing | 85 | 96 | 103 | 94 | 96 | 95 | 2% |
| Improper Lane Change | 138 | 124 | 165 | 186 | 193 | 161 | 3% |
| Improper Overtaking | 102 | 128 | 111 | 109 | 148 | 120 | 2% |
| Made Improper Turn | 162 | 169 | 182 | 180 | 228 | 184 | 3% |
| Other Improper Driving | 243 | 248 | 296 | 294 | 367 | 290 | 5% |
| Passed Stop Sign | 44 | 27 | 36 | 34 | 24 | 33 | 1% |
| Speed Too Fast for Conditions | 220 | 102 | 119 | 164 | 229 | 167 | 3% |
| TRKInv Error | 5 | 11 | 12 | 8 | 9 | 9 | 0% |
| Texting | 1 | 1 | 0 | 2 | 0 | 1 | 0% |
| Vehicle Skidded Before Brake | 22 | 14 | 19 | 27 | 24 | 21 | 0% |
| **Vehicle** | **152** | **144** | **157** | **175** | **196** | **165** | **3%** |
| Defective Steering | 8 | 12 | 14 | 13 | 11 | 12 | 0% |
| Defective Tires | 40 | 44 | 48 | 54 | 58 | 49 | 1% |
| Inadequate Brakes | 14 | 23 | 24 | 19 | 26 | 21 | 0% |
| Other Mechanical Defect | 90 | 65 | 71 | 89 | 101 | 83 | 1% |
| **Environment** | **23** | **16** | **17** | **13** | **20** | **18** | **0%** |
| Low Visibility Due to Smoke | 2 | 5 | 0 | 0 | 0 | 1 | 0% |
| Road Defect | 19 | 10 | 15 | 12 | 18 | 15 | 0% |
| Traffic Control Not Functioning | 2 | 1 | 2 | 1 | 2 | 2 | 0% |
| **Other** | **2,120** | **2,276** | **2,465** | **2,530** | **2,925** | **2,463** | **40%** |
| None | 1377 | 1531 | 1704 | 1708 | 1703 | 1,605 | 26% |
| Other - No Driver Error | 497 | 481 | 549 | 644 | 857 | 606 | 10% |
| Missing Data | 246 | 264 | 212 | 178 | 365 | 253 | 4% |
| **Total Contributing Factors** | **5,330** | **5,567** | **6,073** | **6,362** | **7,186** | **6,104** | **100%** |

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

## 25. Frequency of Contributing Factors of Drivers Killed in Heavy-truck Crashes, 2015 – 2019

| Contributing Factors* | 2014 | 2015 | 2016 | 2017 | 2018 | Five-Year Summary | |
|---|---|---|---|---|---|---|---|
| | | | | | | Average | Percent |
| Human | 55 | 43 | 81 | 66 | 90 | 67 | 85% |
| Alcohol Involved | 5 | 3 | 13 | 7 | 10 | 8 | 10% |
| Avoid No Contact - Other | 0 | 1 | 0 | 0 | 0 | 0 | 0% |
| Avoid No Contact - Vehicle | 2 | 1 | 1 | 3 | 4 | 2 | 3% |
| Cell Phone | 1 | 0 | 0 | 0 | 2 | 1 | 1% |
| Disregarded Traffic Signal | 1 | 1 | 0 | 0 | 0 | 0 | 1% |
| Driver Inattention | 17 | 8 | 16 | 23 | 16 | 16 | 20% |
| Driverless Moving Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Drove Left Of Center | 6 | 7 | 10 | 7 | 14 | 9 | 11% |
| Drug Involved | 3 | 3 | 7 | 10 | 12 | 7 | 9% |
| Excessive Speed | 7 | 7 | 11 | 3 | 5 | 7 | 8% |
| Failed to Yield Right of Way | 1 | 3 | 2 | 1 | 2 | 2 | 2% |
| Failed to Yield to Emergency Vehicle | 0 | 0 | 1 | 0 | 0 | 0 | 0% |
| Failed to Yield to Police Vehicle | 0 | 0 | 0 | 0 | 1 | 0 | 0% |
| Following Too Closely | 0 | 1 | 1 | 0 | 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 | 3 | 0 | 3 | 2 | 2 | 2 | 3% |
| Improper Overtaking | 2 | 3 | 2 | 2 | 0 | 2 | 2% |
| Made Improper Turn | 0 | 0 | 2 | 0 | 0 | 0 | 1% |
| Other Improper Driving | 1 | 2 | 5 | 6 | 12 | 5 | 7% |
| Passed Stop Sign | 1 | 1 | 0 | 1 | 2 | 1 | 1% |
| Speed Too Fast for Conditions | 4 | 0 | 3 | 0 | 2 | 2 | 2% |
| TRKInv Error | 1 | 2 | 4 | 1 | 5 | 3 | 3% |
| Texting | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Vehicle Skidded Before Brake | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Vehicle | 0 | 0 | 2 | 2 | 1 | 1 | 1% |
| Defective Steering | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Defective Tires | 0 | 0 | 2 | 1 | 0 | 1 | 1% |
| Inadequate Brakes | 0 | 0 | 0 | 1 | 1 | 0 | 1% |
| 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 | 8 | 10 | 12 | 5 | 17 | 10 | 13% |
| None | 4 | 4 | 5 | 2 | 6 | 4 | 5% |
| Other - No Driver Error | 0 | 3 | 6 | 2 | 9 | 4 | 5% |
| Missing Data | 4 | 3 | 1 | 1 | 2 | 2 | 3% |
| Total Contributing Factors | 63 | 53 | 95 | 73 | 108 | 78 | 100% |

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