

New Mexico Motorcycle Crash Statistics, 2015 – 2019



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 Dec. 7, 2020, 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.

Executive Summary

Overall Patterns: The number of crashes involving motorcycles or ATVs dropped in 2019 by 13 percent from the lowest point in the previous four years (Table 1). Their proportion out of all crashes dropped from 2.3 percent to 1.9 percent (Table 1). However, the number of deaths involving motorcycles or ATVs rose, with the proportion among all traffic crash fatalities remaining at about 14 percent of total deaths in traffic crashes (Table 1).

Injuries: Just over half, 53 percent, of all people in motorcycle crashes have no apparent injuries (Class 0) (Table 2).

Timing: Motorcycle crashes are more frequent in warmer months, with at least 10 percent of crashes taking place in each month from May through September (Table 3). On the other hand, December through February each have 5 percent of crashes or less (Table 3). More motorcycle crashes take place on Saturdays, which have 19 percent of crashes (Table 3). Mondays have the fewest crashes, at 11 percent (Table 3). The late afternoon, from 4 p.m. to 6 p.m., sees more than 9 percent of motorcycle crashes each hour (Table 4). Motorcycle crashes are at a lull from 1 a.m. to 6 a.m., with less than 1 percent of crashes each hour (Table 4).

Alcohol and Drug Involvement: Of people on motorcycles in crashes in which the driver was involved with alcohol, the percent killed rose in each of the past four years, and it is up to 32 percent (Table 5). The rate was worse with drugs. Of people on motorcycles in crashes in which the driver was involved with drugs, 74 percent died in the past five years (Table 5).

Demographics: Among motorcycles drivers in crashes, males (4,747) outnumbered females (333) by more than 10 to one (Table 12). Ages 20 – 34 together had 37 percent of all motorcycle drivers in crashes.

Hit-and-Run Crashes: Among motorcycles in crashes, 11 percent were in hit-and-run crashes (Table 13).

Environmental Conditions: More than half, 55 percent, of people on motorcycles in crashes were in crashes in which there were no traffic control devices (Table 17).

Location: Albuquerque had 39 percent of people on motorcycles in crashes (Table 22). Bernalillo County had 41 percent of people on motorcycles in crashes (Table 23).

Contributing Factors: Nearly one-fourth, 22 percent, of motorcycles in crashes had no contributing factors attributed to them.(Table 24). The most-frequent contributing factors were Driver Inattention, 16 percent; and Excessive Speed, 10 percent (Table 24). Among Motorcycles in Crashes in Which Someone on the Motorcycle Was Killed, the most-frequent contributing factors were Excessive Speed, 19 percent; Alcohol Involvement, 13 percent; Driver Inattention; 12 percent; and Drug Involvement , 11 percent (Table 25).

Missing Data: There is a large amount of missing data about road design dividers, 27 percent (Table 19); and road design, 22 percent (Table 20).

Table of Contents

1. Crashes and Fatalities Involving Motorcycles or ATVs, 2015 – 2019.....	8
2. People in Motorcycle Crashes by Severity of Injuries, 2015 – 2019.....	9
3. Crashes of Motorcycles or ATVs by Month and Day, 2015 – 2019.....	10
4. Crashes of Motorcycles and ATVs by Hour and Day of Week, 2013 – 2017.....	11
5. Motorcyclist Fatalities by Involvement of Motorcycle Driver with Alcohol or Drugs, 2015 – 2019..	12
6. People in Crashes on Motorcycles with Motorcycle Drivers Involved with Alcohol, by Severity of Injury, 2015 – 2019	12
7. People in Crashes on Motorcycles with Motorcycle Drivers Involved with Drugs, by Severity of Injury, 2015 – 2019	12
8. People in Crashes on Motorcycles with Motorcycle Drivers Involved with Alcohol or Drugs, by Driver Age, 2015 – 2019.....	13
9. People in Crashes on Motorcycles with Motorcycle Drivers Involved with Alcohol or Drugs by Driver Age and Driver Sex, 2015 – 2019	13
10. Motorcyclists in Alcohol-involved Crashes, 2015 – 2019	14
11. Motorcyclists in Drug-involved Crashes, 2015 – 2019.....	14
12. Motorcycles Drivers in Crashes, by Age Group and Sex, 2015 – 2019.....	15
13. Motorcycles in Crashes by Hit-and-Run, 2015 – 2019	16
14. People on Motorcycles in Crashes by Driver Injury Severity and Light Condition, 2015 – 2019...	16
15. People on Motorcycles in Crashes by Driver Injury Severity and Road Condition, 2015 – 2019...	17
16. People on Motorcycles in Crashes by Driver Injury Severity of Injuries and Road Surface, 2015 – 2019	17
17. People on Motorcycles in Crashes by Driver Injury Severity and Traffic Control Device, 2015 – 2019	17
18. People on Motorcycles in Crashes by Driver Injury Severity and Road Design Lanes, 2015 – 2019	18
19. People on Motorcycles in Crashes by Driver Injury Severity and Road Design Dividers, 2015 – 2019	18
20. People on Motorcycles in Crashes by Driver Injury Severity and Road Design, 2015 – 2019	18
21. People on Motorcycles in Crashes by Driver Injury Severity and Agency, 2015 – 2019.....	19
22. People on Motorcycles in Crashes by Driver Injury Severity and City, 2015 – 2019	19
23. People on Motorcycles in Crashes by Driver Injury Severity and County, 2015 – 2019	20
24. Frequency of Contributing Factors of Motorcycles in Crashes, 2015 – 2019	21
25. Frequency of Contributing Factors of Motorcycles in Crashes in Which Someone on the Motorcycle Was Killed, 2015 – 2019.....	22

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 (including a pedestrian or pedalcyclist) was suspected of being under the influence of alcohol. Alcohol-involved crashes involve one or more alcohol-involved drivers.

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

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. Reported in the Apparent Contributing Factors section of the crash report. Multiple contributing factors may be reported for any vehicle in a 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 indicated that 1) a DWI citation was issued, 2) a 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. 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.

Motorcycle – A motor vehicle having a seat or saddle and designed to travel on not more than three wheels.

Motorcyclist – A person riding a motorcycle.

Motorcycle Crash – A crash involves one or more motorcycles.

Motorcyclist in Alcohol- or Drug-involved Crash – A motorcyclist in a crash for which the Uniform Crash Report 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.

Motorcyclist Involved with Alcohol or Drugs – A motorcyclist 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. A single alcohol or drug-involved crash can involve multiple alcohol or drug-involved drivers.

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.

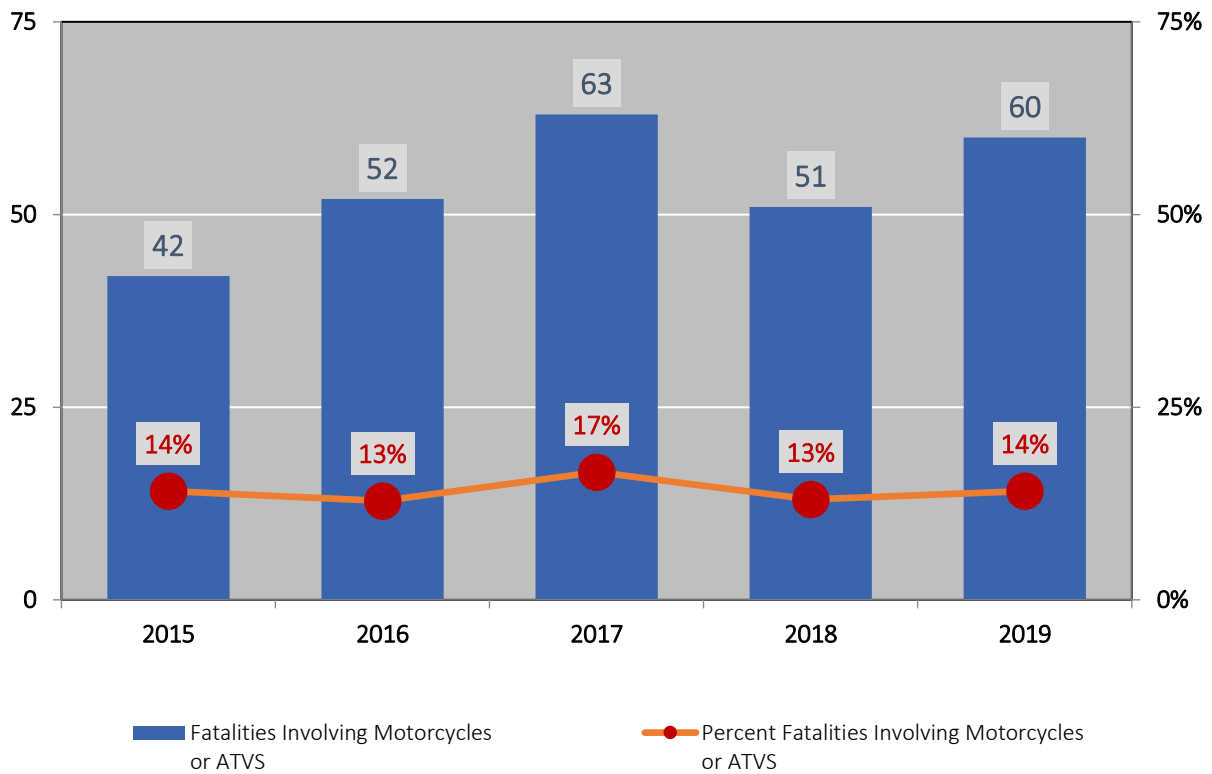
Suspected Serious Injury – An injury, other than a fatal injury, in which the person was carried from the scene of the crash or in which the injured person was unable to walk, drive or perform normal activities he or she was capable of performing before the injury occurred, as observed by the officer 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 pedalcyclists are counted as nonmotorized vehicles when in a crash with a motor vehicle.

1. Crashes and Fatalities Involving Motorcycles or ATVs, 2015 - 2019

Year	Crashes			Fatalities		
	Motorcycle-involved Crashes	Total Crashes	Percent Motorcycle-involved	Motorcycle-involved Fatalities	Total Fatalities	Percent Motorcycle-involved
2015	1,131	45,308	2.5%	42	298	14%
2016	1,118	45,071	2.5%	52	405	13%
2017	1,144	45,906	2.5%	63	380	17%
2018	1,064	46,786	2.3%	51	392	13%
2019	923	48,124	1.9%	60	425	14%
Total	5,380	231,195	2.3%	268	1,900	14%

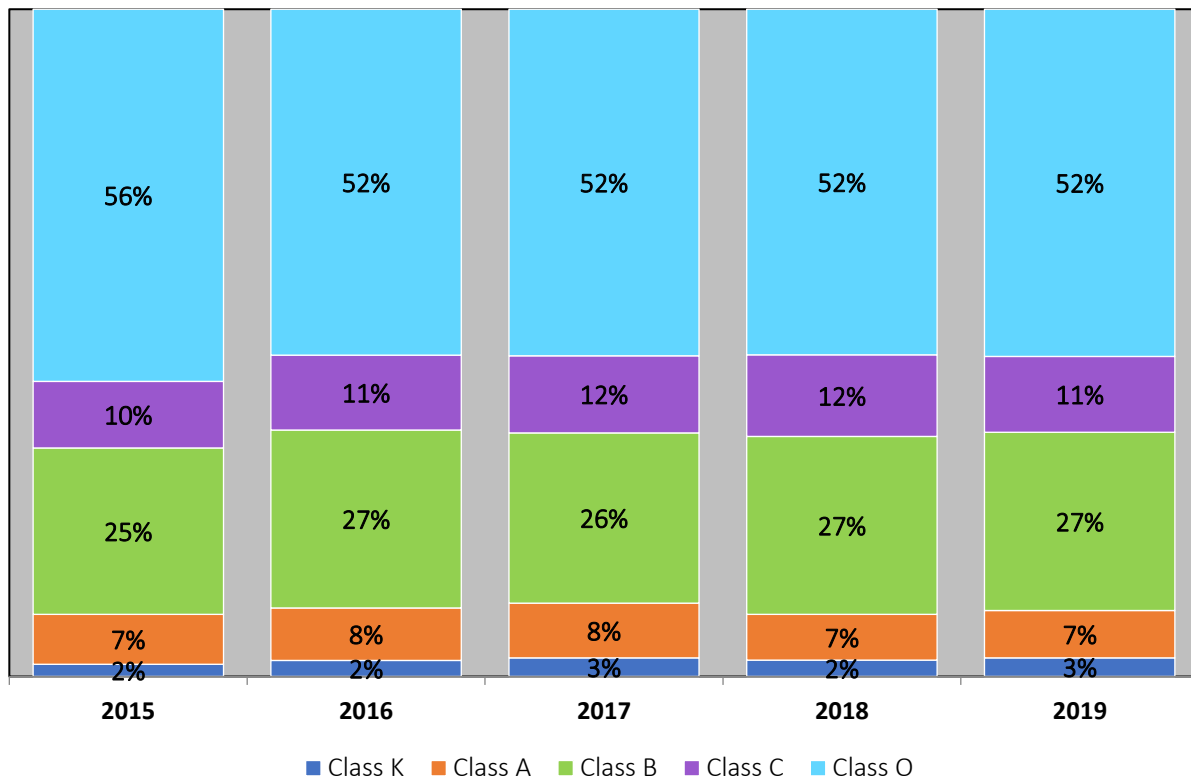
Fatalities Involving Motorcycles/ATVs Among Total Fatalities, 2015 - 2019



2. People in Motorcycle Crashes by Severity of Injuries, 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	42	2%	171	7%	570	25%	229	10%	1,276	56%	2,288	21%
2016	52	2%	171	8%	579	27%	243	11%	1,126	52%	2,171	20%
2017	63	3%	187	8%	582	26%	263	12%	1,183	52%	2,278	21%
2018	51	2%	143	7%	557	27%	255	12%	1,082	52%	2,088	19%
2019	60	3%	153	7%	576	27%	246	11%	1,122	52%	2,157	20%
Total	Count	268	825	2,864	1,236	5,789	10,982	100%				
	Percent	2%	8%	26%	11%	53%						

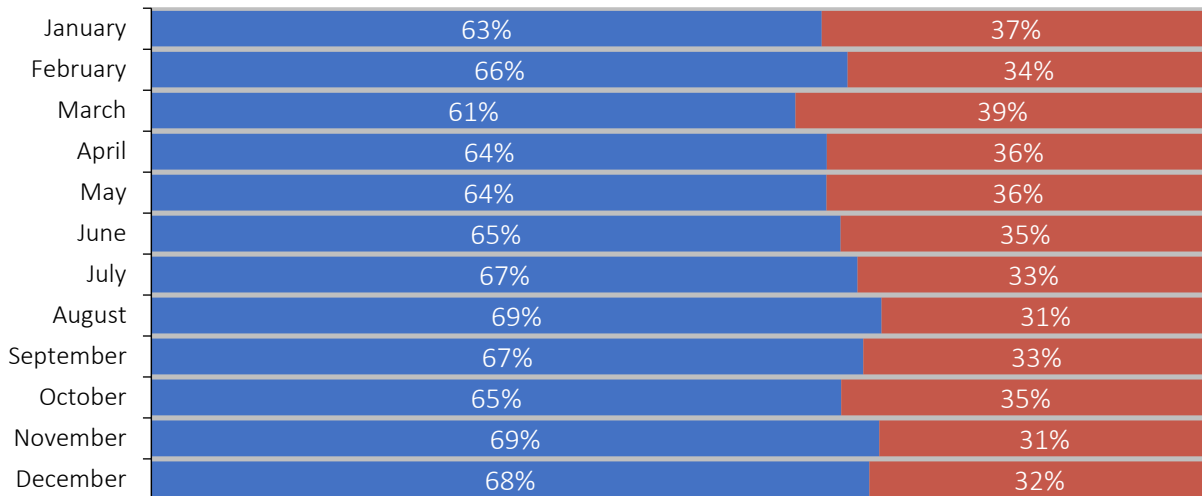
Percent of Injury Severity to People in Motorcycle Crashes, 2015 -2019



3. Crashes of Motorcycles or ATVs by Month and Day, 2015 - 2019

Month	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total		
								Count	Percent	
January	22	25	25	21	28	41	29	191	3%	
February	30	31	54	34	51	60	44	304	5%	
March	49	52	59	64	84	110	88	506	9%	
April	37	57	62	71	59	87	75	448	8%	
May	67	70	87	75	99	128	98	624	11%	
June	65	62	76	73	92	106	91	565	10%	
July	86	74	81	74	90	120	82	607	11%	
August	67	67	97	92	91	113	73	600	11%	
September	79	71	64	103	117	126	85	645	12%	
October	64	69	49	66	78	94	80	500	9%	
November	49	52	47	45	56	53	60	362	7%	
December	21	21	25	32	36	34	30	199	4%	
Total	Count	636	651	726	750	881	1,072	835	5,551	100%
	Percent	11%	12%	13%	14%	16%	19%	15%	100%	

Weekday and Weekend Crashes of Motorcycles and ATVs, 2015 - 2019

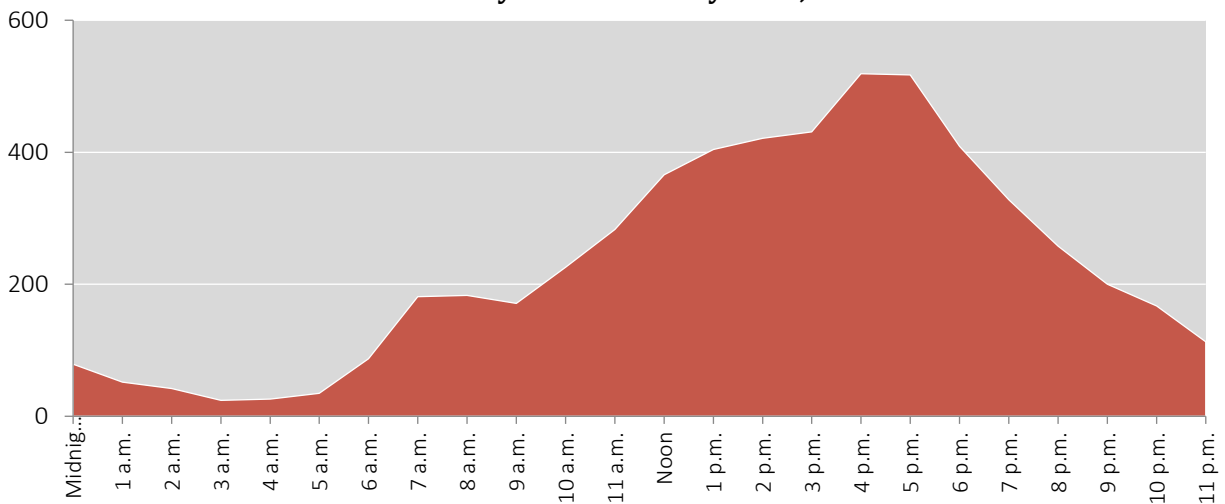


■ Monday - Friday ■ Saturday - Sunday

4. Crashes of Motorcycles and ATVs by Hour and Day of Week, 2013 - 2017

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total		
								Count	Percent	
Midnight	15	13	3	6	5	14	23	79	1.4%	
1 a.m.	2	6	3	2	9	22	8	52	0.9%	
2 a.m.	1	2	2	4	10	14	9	42	0.8%	
3 a.m.	2	2	4	3	3	5	5	24	0.4%	
4 a.m.	1	2	3	2	5	7	6	26	0.5%	
5 a.m.	12	6	2	7	3	2	3	35	0.6%	
6 a.m.	10	12	22	19	17	5	2	87	1.6%	
7 a.m.	24	26	34	40	33	14	10	181	3.3%	
8 a.m.	31	31	22	32	26	25	16	183	3.3%	
9 a.m.	24	20	16	23	26	39	23	171	3.1%	
10 a.m.	25	32	25	24	29	57	34	226	4.1%	
11 a.m.	38	30	39	28	45	61	42	283	5.1%	
Noon	31	37	52	54	64	72	56	366	6.6%	
1 p.m.	45	44	58	45	63	94	55	404	7.3%	
2 p.m.	39	44	47	49	59	97	86	421	7.6%	
3 p.m.	55	47	66	51	61	80	71	431	7.8%	
4 p.m.	53	68	57	88	65	98	90	519	9.3%	
5 p.m.	69	62	64	72	87	90	73	517	9.3%	
6 p.m.	38	46	62	56	74	75	58	409	7.4%	
7 p.m.	37	43	37	40	62	54	55	328	5.9%	
8 p.m.	30	27	44	39	40	41	37	258	4.6%	
9 p.m.	26	23	23	27	33	38	30	200	3.6%	
10 p.m.	15	15	20	25	35	33	24	167	3.0%	
11 p.m.	10	7	16	10	26	32	12	113	2.0%	
Invalid Code	1	6	2	2	1	1	6	19	0.3%	
Missing Data	2	0	3	2	0	2	1	10	0.2%	
Total	Count	636	651	726	750	881	1,072	835	5,551	100%
	Percent	11%	12%	13%	14%	16%	19%	15%		100%

Crashes of Motorcycles and ATVs by Hour, 2015 - 2019



5. Motorcyclist Fatalities by Involvement of Motorcycle Driver with Alcohol or Drugs, 2015 - 2019

Year	Alcohol-involved			Drug-involved		
	People Killed on Motorcycles on Which the Driver Was Involved with Alcohol	Motorcyclists on Motorcycles on Which the Driver Was Involved with Alcohol	Percent Killed	People Killed on Motorcycles on Which the Driver Was Involved with Drugs	Motorcyclists on Motorcycle on Which the Driver Was Involved with Drugs	Percent Killed
2015	6	70	9%	3	5	60%
2016	13	68	19%	10	15	67%
2017	16	76	21%	13	17	76%
2018	15	55	27%	13	18	72%
2019	20	63	32%	19	23	83%
Total	70	332	21%	58	78	74%

6. Motorcyclists in Crashes on Motorcycles with Motorcycle Drivers Involved with Alcohol, 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	6	9%	16	27%	37	26%	7	25%	4	14%	70	21%
2016	13	19%	13	22%	29	20%	4	14%	9	31%	68	20%
2017	16	23%	13	22%	34	23%	6	21%	7	24%	76	23%
2018	15	21%	5	8%	27	19%	4	14%	4	14%	55	17%
2019	20	29%	13	22%	18	12%	7	25%	5	17%	63	19%
Total	Count	70	60	145	28	29	332	100%				
	Percent	21%	18%	44%	8%	9%						

7. Motorcyclists in Crashes on Motorcycles with Motorcycle Drivers Involved with Drugs, 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	3	5%	1	14%	1	10%	0	0%	0	0%	5	6%
2016	10	17%	3	43%	2	20%	0	0%	0	0%	15	19%
2017	13	22%	1	14%	1	10%	1	100%	1	50%	17	22%
2018	13	22%	1	14%	3	30%	0	0%	1	50%	18	23%
2019	19	33%	1	14%	3	30%	0	0%	0	0%	23	29%
Total	Count	58	7	10	1	2	78	100%				
	Percent	74%	9%	13%	1%	3%						

8. Motorcyclists in Crashes on Motorcycles with Motorcycle Drivers Involved with Alcohol or Drugs, by Driver Age, 2015 - 2019

Age Group	People in Crashes on Motorcycles with Motorcycle Drivers Involved with Alcohol			People in Crashes on Motorcycles with Motorcycle Drivers Involved with Drugs			People on Motorcycles in Crashes		
	Fatalities	Total	Percent	Fatalities	Total	Percent	Fatalities	Total	Percent
<15	0	0	0%	0	0	0%	0	42	0%
15-19	0	4	0%	2	3	67%	7	366	2%
20-24	9	36	25%	8	9	89%	27	778	3%
25-29	9	44	20%	5	9	56%	32	652	5%
30-34	6	44	14%	5	9	56%	19	591	3%
35-39	6	37	16%	5	9	56%	23	485	5%
40-44	4	27	15%	2	2	100%	15	437	3%
45-49	4	28	14%	2	2	100%	18	428	4%
50-54	10	38	26%	9	11	82%	25	519	5%
55-59	14	43	33%	10	13	77%	30	489	6%
60-64	5	18	28%	3	3	100%	15	324	5%
65-69	2	6	33%	3	4	75%	14	207	7%
70-74	1	6	17%	1	1	100%	9	109	8%
75 +	0	0	0%	3	3	100%	5	50	10%
Missing Data	0	1	0%	0	0	0%	0	201	0%
Total	70	332	21%	58	78	74%	239	5,678	4%

9. Motorcyclists in Crashes on Motorcycles with Motorcycle Drivers Involved with Alcohol or Drugs by Driver Age and Driver Sex, 2015 - 2019

Age Group	People in Crashes on Motorcycles with Motorcycle Drivers Involved with Alcohol						Missing Data	People in Crashes on Motorcycles with Motorcycle Drivers Involved with Drugs						
	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	3	0%	0	1	0%	0	2	3	67%	0	0	0%	0
20-24	9	35	26%	0	1	0%	0	8	9	89%	0	0	0%	0
25-29	9	44	20%	0	0	0%	0	5	9	56%	0	0	0%	0
30-34	6	44	14%	0	0	0%	0	5	9	56%	0	0	0%	0
35-39	6	35	17%	0	2	0%	0	5	9	56%	0	0	0%	0
40-44	4	25	16%	0	2	0%	0	2	2	100%	0	0	0%	0
45-49	4	28	14%	0	0	0%	0	2	2	100%	0	0	0%	0
50-54	9	32	28%	1	6	17%	0	9	11	82%	0	0	0%	0
55-59	14	39	36%	0	4	0%	0	10	13	77%	0	0	0%	0
60-64	5	18	28%	0	0	0%	0	3	3	100%	0	0	0%	0
65-69	2	6	33%	0	0	0%	0	3	4	75%	0	0	0%	0
70-74	1	5	20%	0	1	0%	0	1	1	100%	0	0	0%	0
75 +	0	0	0%	0	0	0%	0	3	3	100%	0	0	0%	0
Missing Data	0	0	0%	0	0	0%	1	0	0	0%	0	0	0%	0
Total	69	314	22%	1	17	6%	1	58	78	74%	0	0	0%	0

10. Motorcyclists in Alcohol-involved Crashes, 2015 - 2019

Year	Fatalities			Crashes			Alcohol		
	People Killed on Motorcycles in Alcohol-involved Crashes	People Killed on Motorcycles	Percent Killed in Alcohol-involved Crashes	People on Motorcycles in Alcohol-involved Crashes	People on Motorcycles in Crashes	Percent in Alcohol-involved Crashes	People Killed on Motorcycles with Alcohol-involved Motorcycle Drivers	People on Motorcycles with Alcohol-involved Motorcycle Drivers	Percent Killed
2015	6	37	16%	72	1,105	7%	6	72	8%
2016	14	47	30%	65	1,178	6%	14	65	22%
2017	17	53	32%	78	1,198	7%	17	78	22%
2018	16	47	34%	59	1,093	5%	16	59	27%
2019	20	55	36%	69	1,104	6%	20	69	29%
Total	73	239	31%	343	5,678	6%	73	343	21%

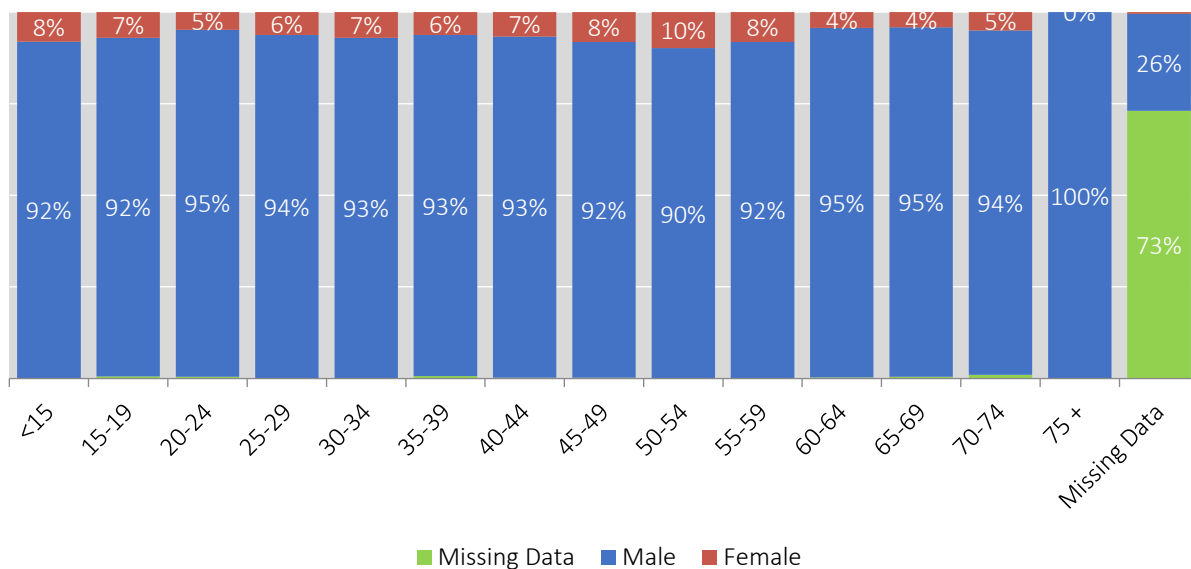
11. Motorcyclists in Drug-involved Crashes, 2015 - 2019

Year	Fatalities			Crashes			Drugs		
	People Killed on Motorcycles in Drug-involved Crashes	People Killed on Motorcycles	Percent Killed in Drug-involved Crashes	People on Motorcycles in Drug-involved Motorcycle Crashes	People on Motorcycles in Crashes	Percent in Drug-involved Crashes	People Killed on Motorcycles with Drug-involved Motorcycle Drivers	People on Motorcycles with Drug-involved Motorcycle Drivers	Percent Killed
2015	3	37	8%	6	1,105	1%	3	6	50%
2016	10	47	21%	15	1,178	1%	10	15	67%
2017	13	53	25%	20	1,198	2%	13	20	65%
2018	13	47	28%	17	1,093	2%	13	17	76%
2019	19	55	35%	29	1,104	3%	19	29	66%
Total	58	239	24%	87	5,678	2%	58	87	67%

12. Motorcycles Drivers in Crashes, by Age Group and Sex, 2015 - 2019

Age Group	Male		Female		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	34	92%	3	8%	0	0%	37	1%	
15-19	315	92%	24	7%	2	1%	341	7%	
20-24	703	95%	36	5%	4	1%	743	14%	
25-29	587	94%	39	6%	1	0%	627	12%	
30-34	512	93%	39	7%	1	0%	552	11%	
35-39	405	93%	27	6%	3	1%	435	8%	
40-44	362	93%	26	7%	1	0%	389	7%	
45-49	348	92%	31	8%	1	0%	380	7%	
50-54	422	90%	46	10%	0	0%	468	9%	
55-59	393	92%	35	8%	0	0%	428	8%	
60-64	289	95%	13	4%	1	0%	303	6%	
65-69	184	95%	8	4%	1	1%	193	4%	
70-74	94	94%	5	5%	1	1%	100	2%	
75 +	48	100%	0	0%	0	0%	48	1%	
Missing Data	51	26%	1	1%	141	73%	193	4%	
Total	Count	4,747	91%	333	6%	157	3%	5,237	100%
	Percent		91%		6%		3%		100%

Motorcycle Drivers in Crashes by Age Group and Sex, 2015 - 2019



13. Motorcycles 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	101	17%	905	19%	0	n/a	1,006	19%
2016	117	20%	964	21%	0	n/a	1,081	21%
2017	120	21%	993	21%	0	n/a	1,113	21%
2018	116	20%	892	19%	0	n/a	1,008	19%
2019	130	22%	899	19%	0	n/a	1,029	20%
Total	Count	584	4,653	0	5,237	100%		
	Percent	11%	89%	0%	100%			

14. Motorcyclists in Crashes by Driver 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	156	63%	472	67%	1,841	74%	705	77%	944	72%	4,118	73%
Dark-Lighted	29	12%	98	14%	342	14%	114	12%	175	13%	758	13%
Dark-Not Lighted	48	19%	84	12%	207	8%	58	6%	99	8%	496	9%
Dusk	7	3%	42	6%	83	3%	25	3%	48	4%	205	4%
Dawn	6	2%	5	1%	20	1%	10	1%	9	1%	50	1%
Other	0	0%	0	0%	2	0%	0	0%	3	0%	5	0%
Left Blank	1	0%	4	1%	5	0%	4	0%	29	2%	43	1%
Invalid Code	0	0%	1	0%	1	0%	0	0%	1	0%	3	0%
Total	Count	247	706	2,501	916	1,308	5,678	100%				
	Percent	4%	12%	44%	16%	23%	100%					

15. Motorcyclists in Crashes by Driver 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	243	98%	671	95%	2,309	92%	848	93%	1,193	91%	5,264	93%
Wet	3	1%	17	2%	91	4%	33	4%	43	3%	187	3%
Loose Material	0	0%	13	2%	66	3%	20	2%	20	2%	119	2%
Ice	0	0%	1	0%	3	0%	2	0%	6	0%	12	0%
Standing or Moving Water	0	0%	0	0%	2	0%	1	0%	1	0%	4	0%
Snow	0	0%	0	0%	0	0%	0	0%	3	0%	3	0%
Slush	0	0%	0	0%	0	0%	2	0%	0	0%	2	0%
Other	0	0%	1	0%	11	0%	6	1%	2	0%	20	0%
Left Blank	1	0%	3	0%	19	1%	4	0%	40	3%	67	1%
Total	Count	247	706	2,501	916	1,308	5,678	100%				
	Percent	4%	12%	44%	16%	23%	100%					

16. Motorcyclists in Crashes by Driver 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	191	77%	513	73%	1,733	69%	606	66%	827	63%	3,870	68%
Paved Center Stripe	36	15%	102	14%	432	17%	176	19%	232	18%	978	17%
Paved Unstriped	16	6%	63	9%	252	10%	90	10%	174	13%	595	10%
Unpaved	1	0%	21	3%	63	3%	32	3%	25	2%	142	3%
Left Blank	3	1%	7	1%	21	1%	12	1%	49	4%	92	2%
Invalid Code	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Total	Count	247	706	2,501	916	1,308	5,678	100%				
	Percent	4%	12%	44%	16%	23%	100%					

17. Motorcyclists in Crashes by Driver 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	142	57%	420	59%	1,484	59%	470	51%	617	47%	3,133	55%
Traffic Signals	41	17%	96	14%	407	16%	196	21%	308	24%	1,048	18%
No Passing Zone	25	10%	63	9%	178	7%	61	7%	71	5%	398	7%
Stop Sign	7	3%	35	5%	114	5%	36	4%	64	5%	256	5%
All-Way Stop	1	0%	4	1%	15	1%	8	1%	20	2%	48	1%
Yield Sign	0	0%	1	0%	11	0%	13	1%	15	1%	40	1%
R.R. Xing Device	0	0%	0	0%	8	0%	0	0%	3	0%	11	0%
Flashers	0	0%	1	0%	4	0%	0	0%	4	0%	9	0%
Other	29	12%	72	10%	255	10%	109	12%	140	11%	605	11%
Left Blank	2	1%	14	2%	25	1%	23	3%	66	5%	130	2%
Total	Count	247	706	2,501	916	1,308	5,678	100%				
	Percent	4%	12%	44%	16%	23%	100%					

18. Motorcyclists in Crashes by Driver Injury Severity and Road Design Lanes, 2015 - 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	65	26%	193	27%	681	27%	250	27%	337	26%	1,526	27%
Two Lanes	119	48%	290	41%	1,109	44%	365	40%	514	39%	2,397	42%
Three Lanes	35	14%	103	15%	341	14%	143	16%	175	13%	797	14%
Four+ Lanes	23	9%	93	13%	284	11%	110	12%	185	14%	695	12%
Left Blank	5	2%	27	4%	86	3%	48	5%	97	7%	263	5%
Total	Count	247	706	2,501	916	1,308	5,678	100%				
	Percent	4%	12%	44%	16%	23%	100%					

19. Motorcyclists in Crashes by Driver Injury Severity and Road Design Dividers, 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)	108	44%	256	36%	924	37%	327	36%	381	29%	1,996	35%
Physical Divider	68	28%	209	30%	670	27%	250	27%	337	26%	1,534	27%
Undivided	16	6%	75	11%	310	12%	104	11%	126	10%	631	11%
Missing Data	55	22%	166	24%	597	24%	235	26%	464	35%	1,517	27%
Total	Count	247	706	2,501	916	1,308	5,678	100%				
	Percent	4%	12%	44%	16%	23%	100%					

20. Motorcyclists in Crashes by Driver 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)	82	33%	239	34%	854	34%	270	29%	393	30%	1,838	32%
One-Way	19	8%	56	8%	158	6%	56	6%	83	6%	372	7%
Construction Zone	1	0%	8	1%	38	2%	16	2%	20	2%	83	1%
Ramp	4	2%	11	2%	39	2%	15	2%	10	1%	79	1%
Undeveloped	1	0%	13	2%	29	1%	14	2%	7	1%	64	1%
Alley	1	0%	0	0%	3	0%	3	0%	0	0%	7	0%
Other	91	37%	233	33%	848	34%	355	39%	436	33%	1,963	35%
Left Blank	48	19%	146	21%	532	21%	187	20%	359	27%	1,272	22%
Total	Count	247	706	2,501	916	1,308	5,678	100%				
	Percent	4%	12%	44%	16%	23%	100%					

21. Motorcyclists in Crashes by Driver 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
Albuquerque Police Department	70	28%	264	37%	806	32%	318	35%	334	26%	1,792	33%
New Mexico State Police	65	26%	92	13%	291	12%	61	7%	127	10%	636	12%
Las Cruces Police Department	5	2%	38	5%	174	7%	48	5%	86	7%	351	6%
Bernalillo County Sheriff's Department	18	7%	43	6%	160	6%	60	7%	66	5%	347	6%
Santa Fe Police Department	6	2%	18	3%	88	4%	47	5%	55	4%	214	4%
Others	83	34%	251	36%	982	39%	382	42%	640	49%	2,061	38%
Total	Count	247	706	2,501	916	1,308	5,401	100%				
	Percent	5%	13%	46%	17%	24%	100%					

22. Motorcyclists in Crashes by Driver 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	78	32%	299	42%	930	37%	376	41%	506	39%	2,189	38.6%
Las Cruces	10	4%	43	6%	210	8%	60	7%	106	8%	429	7.6%
Santa Fe	6	2%	18	3%	98	4%	49	5%	60	5%	231	4.1%
Rio Rancho	3	1%	17	2%	65	3%	36	4%	32	2%	153	2.7%
Farmington	5	2%	23	3%	56	2%	18	2%	36	3%	138	2.4%
Alamogordo	2	1%	11	2%	68	3%	20	2%	33	3%	134	2.4%
Carlsbad	4	2%	6	1%	48	2%	23	3%	33	3%	114	2.0%
Roswell	4	2%	9	1%	48	2%	20	2%	30	2%	111	2.0%
Clovis	5	2%	10	1%	37	1%	21	2%	25	2%	98	1.7%
Hobbs	4	2%	5	1%	49	2%	7	1%	24	2%	89	1.6%
Gallup	0	0%	3	0%	23	1%	8	1%	20	2%	54	1.0%
Española	0	0%	4	1%	19	1%	7	1%	20	2%	50	0.9%
Ruidoso	1	0%	2	0%	17	1%	9	1%	16	1%	45	0.8%
Las Vegas	0	0%	0	0%	22	1%	5	1%	12	1%	39	0.7%
Los Lunas	0	0%	4	1%	15	1%	9	1%	8	1%	36	0.6%
Taos	1	0%	3	0%	12	0%	7	1%	12	1%	35	0.6%
Bernalillo	0	0%	1	0%	9	0%	9	1%	8	1%	27	0.5%
Truth or Consequences	1	0%	2	0%	14	1%	4	0%	4	0%	25	0.4%
Silver City	0	0%	2	0%	11	0%	5	1%	7	1%	25	0.4%
Artesia	2	1%	2	0%	13	1%	3	0%	4	0%	24	0.4%
Grants	0	0%	5	1%	5	0%	3	0%	8	1%	21	0.4%
Aztec	2	1%	4	1%	11	0%	1	0%	2	0%	20	0.4%
Deming	1	0%	1	0%	10	0%	1	0%	6	0%	19	0.3%
Belen	1	0%	3	0%	8	0%	1	0%	6	0%	19	0.3%
Edgewood	0	0%	2	0%	8	0%	5	1%	3	0%	18	0.3%
La Cienega	0	0%	1	0%	10	0%	1	0%	3	0%	15	0.3%
Raton	1	0%	1	0%	4	0%	0	0%	9	1%	15	0.3%
La Luz	0	0%	3	0%	6	0%	1	0%	4	0%	14	0.2%
Lovington	1	0%	2	0%	5	0%	1	0%	5	0%	14	0.2%
Los Alamos	0	0%	5	1%	3	0%	2	0%	4	0%	14	0.2%
Rural and Other Cities	115	47%	215	30%	667	27%	204	22%	262	20%	1,463	25.8%
Total	Count	247	706	2,501	916	1,308	5,678	100%				
	Percent	4%	12%	44%	16%	23%	100%					

23. Motorcyclists in Crashes by Driver Injury Severity and County, 2015 - 2019

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	Percent	
Bernalillo	88	311	985	395	532	2,311	41%	
Catron	1	2	4	5	3	15	0%	
Chaves	7	19	67	22	36	151	3%	
Cibola	4	9	24	8	19	64	1%	
Colfax	4	12	31	7	16	70	1%	
Curry	7	13	42	25	31	118	2%	
De Baca	0	0	2	1	0	3	0%	
Dofia Ana	19	57	292	81	136	585	10%	
Eddy	10	15	79	29	44	177	3%	
Grant	1	9	37	14	20	81	1%	
Guadalupe	3	3	8	3	5	22	0%	
Harding	0	0	1	0	0	1	0%	
Hidalgo	2	1	2	1	3	9	0%	
Lea	8	11	66	10	34	129	2%	
Lincoln	4	13	39	10	23	89	2%	
Los Alamos	0	6	11	6	7	30	1%	
Luna	3	1	22	6	14	46	1%	
McKinley	2	9	33	15	25	84	1%	
Mora	1	5	17	5	0	28	0%	
Otero	5	22	104	32	51	214	4%	
Quay	2	4	5	1	4	16	0%	
Rio Arriba	6	27	50	8	25	116	2%	
Roosevelt	0	1	6	3	6	16	0%	
San Juan	16	44	105	27	48	240	4%	
San Miguel	1	3	35	9	14	62	1%	
Sandoval	11	31	109	56	47	254	4%	
Santa Fe	16	31	167	79	92	385	7%	
Sierra	4	3	29	6	7	49	1%	
Socorro	6	6	10	4	7	33	1%	
Taos	7	10	35	14	23	89	2%	
Torrance	2	0	11	6	4	23	0%	
Union	0	7	5	6	3	21	0%	
Valencia	7	21	68	22	28	146	3%	
Left Blank	0	0	0	0	1	1	0%	
Total	Count	247	706	2,501	916	1,308	5,678	100%
	Percent	11%	17%	32%	29%	10%	100%	

24. Frequency of Contributing Factors of Motorcycles in Crashes, 2015 – 2019

Contributing Factors*	2015	2016	2017	2018	2019	Five-Year Summary	
						Average	Percent
Human	852	992	1,018	876	959	939	64%
Alcohol Involved	55	59	71	52	56	59	4%
Avoid No Contact - Other	20	50	24	28	19	28	2%
Avoid No Contact - Vehicle	65	49	78	74	70	67	5%
Cell Phone	0	0	0	0	1	0	0%
Disregarded Traffic Signal	7	19	18	21	19	17	1%
Driver Inattention	221	238	255	200	231	229	16%
Driverless Moving Vehicle	0	1	1	2	1	1	0%
Drove Left Of Center	22	19	17	19	18	19	1%
Drug Involved	3	14	16	15	22	14	1%
Excessive Speed	144	170	148	128	140	146	10%
Failed to Yield Right of Way	31	36	32	27	44	34	2%
Failed to Yield to Emergency Vehicle	0	1	1	2	0	1	0%
Failed to Yield to Police Vehicle	0	3	0	3	3	2	0%
Following Too Closely	48	55	62	49	59	55	4%
High Speed Pursuit	1	1	4	2	3	2	0%
Improper Backing	0	7	1	2	5	3	0%
Improper Lane Change	11	13	10	16	21	14	1%
Improper Overtaking	17	33	30	23	22	25	2%
Made Improper Turn	20	22	21	25	32	24	2%
Other Improper Driving	105	122	137	107	111	116	8%
Passed Stop Sign	10	5	7	7	5	7	0%
Pedestrian Error	2	0	1	0	0	1	0%
Speed Too Fast for Conditions	59	61	63	59	59	60	4%
Texting	0	1	0	0	0	0	0%
Vehicle Skidded Before Brake	11	13	21	15	18	16	1%
Vehicle	28	36	31	43	34	34	2%
Defective Steering	0	5	5	7	1	4	0%
Defective Tires	7	4	6	3	4	5	0%
Inadequate Brakes	8	9	5	9	12	9	1%
Other Mechanical Defect	13	18	15	24	17	17	1%
Environment	14	15	22	18	11	16	1%
Low Visibility Due to Smoke	0	0	0	1	0	0	0%
Road Defect	14	14	19	17	11	15	1%
Traffic Control Not Functioning	0	1	3	0	0	1	0%
Other	463	472	497	479	463	475	32%
None	327	316	353	329	317	328	22%
Other - No Driver Error	86	94	120	127	111	108	7%
Missing Data	50	62	24	23	35	39	3%
Total Contributing Factors	1,357	1,515	1,568	1,416	1,467	1,465	100%

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

25. Frequency of Contributing Factors of Motorcycles in Crashes in Which Someone on the Motorcycle Was Killed, 2015 - 2019

Contributing Factors*	2015	2016	2017	2018	2019	Five-Year Summary	
						Average	Percent
Human	55	89	85	91	94	83	84%
Alcohol Involved	6	13	15	15	17	13	13%
Avoid No Contact - Other	0	2	0	2	0	1	1%
Avoid No Contact - Vehicle	2	4	2	2	2	2	2%
Cell Phone	0	0	0	0	0	0	0%
Disregarded Traffic Signal	1	1	0	3	1	1	1%
Driver Inattention	10	10	17	13	10	12	12%
Driverless Moving Vehicle	0	0	0	0	0	0	0%
Drove Left Of Center	0	6	4	3	6	4	4%
Drug Involved	3	10	13	12	18	11	11%
Excessive Speed	20	20	16	18	20	19	19%
Failed to Yield Right of Way	1	3	1	2	1	2	2%
Failed to Yield to Emergency Vehicle	0	1	1	1	0	1	1%
Failed to Yield to Police Vehicle	0	0	0	0	0	0	0%
Following Too Closely	0	0	0	0	1	0	0%
High Speed Pursuit	0	0	0	0	0	0	0%
Improper Backing	0	0	0	0	0	0	0%
Improper Lane Change	1	1	0	3	3	2	2%
Improper Overtaking	0	3	0	2	1	1	1%
Made Improper Turn	1	1	0	1	0	1	1%
Other Improper Driving	5	7	8	7	10	7	8%
Passed Stop Sign	0	0	0	2	0	0	0%
Pedestrian Error	0	0	0	0	0	0	0%
Speed Too Fast for Conditions	4	6	5	4	4	5	5%
Texting	0	1	0	0	0	0	0%
Vehicle Skidded Before Brake	1	0	3	1	0	1	1%
Vehicle	5	2	0	4	2	3	3%
Defective Steering	0	0	0	1	1	0	0%
Defective Tires	2	0	0	1	0	1	1%
Inadequate Brakes	1	2	0	1	1	1	1%
Other Mechanical Defect	2	0	0	1	0	1	1%
Environment	0	1	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	1	0	0	0	0	0%
Other	9	10	18	13	12	12	13%
None	6	7	14	9	7	9	9%
Other - No Driver Error	0	2	3	3	3	2	2%
Missing Data	3	1	1	1	2	2	2%
Total Contributing Factors	69	102	103	108	108	98	100%

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

