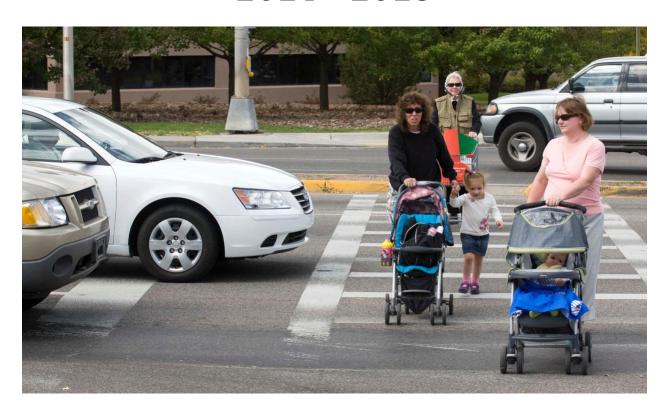# New Mexico
Pedestrian Crash Statistics,
2014 – 2018

New Mexico Department of Transportation

Traffic Safety Division
Traffic Records Bureau
P.O. Box 1149
Santa Fe, New Mexico 87504-1149
(505) 827-0427
http://dot.state.nm.us/

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Traffic Research Unit
https://gps.unm.edu/tru

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.

Executive Summary

In four of the five years 2014-2018, New Mexico had the highest rate of pedestrian deaths in the country. The 2018 rate was 3.96 fatalities per 100,000 population, according to FARS 2018 ARF; Population-Census Bureau, National Highway Traffic Safety Administration's Traffic Safety Facts Annual Report, generated from https://cdan.nhtsa.gov/tsftables/tsfar.htm# on July 7, 2020, at 3 p.m. Eastern time. This report covers New Mexico pedestrian crashes in 2014 – 2018.

Overall Patterns: Although the rate of pedestrian crashes among all crashes, and the rate of pedestrian fatalities among all fatalities, have been relatively stable for the past five years, the raw numbers hit a five-year high in 2018. The number of pedestrian crashes increased 12 percent in four years (Table 1). The number of pedestrian fatalities has fluctuated, but increased the past three years, by 53 percent (Table 1).

Injuries and Hit-and-Run Crashes: The most common injury classifications are Suspected Minor Injuries (Class B) and Possible Injuries (Class C), for a total of 63 percent (Table 2). There have been a steady increase in both the number and rate of pedestrians in hit-and-run crashes, compared to all pedestrians in crashes. The number has risen from 131 to 186, and the rate rose from 23 percent to 29 percent (Table 15).

Timing: Pedestrians are more likely to be in crashes in the fall. September and October together account for 20 percent of all pedestrians in crashes (Table 3). Pedestrians are least likely to be in crashes on weekends. Saturdays and Sundays together account for only 22 percent of all pedestrians in crashes (Table 3). Pedestrians are more likely to be in crashes from 5 p.m. to 9 p.m. That span represents 32 percent of all pedestrians-involved crashes (Table 4).

Alcohol and Drug Involvement: The proportion of pedestrians who had alcohol involvement hovers around 20 percent of all pedestrians in crashes, with a dip to 17 percent in 2018 (Table 6). The rate of fatalities among alcohol-involved pedestrians increased to 39 percent in 2018. In the years 2014-2018, the most common injury classification for alcohol-involved pedestrians in crashes is Fatalities, at 33 percent (Table 8). The least common was No Apparent Injuries, at 4 percent (Table 8). Alcohol-involved pedestrians represent more than half, 54 percent, of all pedestrian crash fatalities (Table 6). Sixty-nine percent of all drug-involved pedestrians in crashes are killed (Table 9). In four years, the number of drug-involved pedestrians increased 177 percent (Table 9).

Demographics: Pedestrians in crashes are twice as likely to be male as female (Table 12). Pedestrians in crashes are more likely to be younger. Thirty-six percent are ages 15-34 (Table 12). The age group 25-29 had 78 alcohol-involved pedestrians in crashes, and 30 of those were killed (Table 13). Drug-involved female pedestrians in crashes die at a greater rate, 83 percent, than drug-involved male pedestrians in crashes, 65 percent (Table 14). Of alcohol-involved pedestrians in crashes, males (492) greatly outnumber females (113) (Table 14).

Environmental Conditions: Pedestrians are more likely to be killed in crashes that occur in the dark. Although 17 percent of pedestrians in crashes are in dark – not lighted conditions, 44 percent of pedestrians killed were in crashes in dark – not lighted conditions (Table 16). And 25 percent of pedestrians in crashes are in dark – lighted conditions, but 33 percent of pedestrians killed are in crashes in dark – lighted conditions (Table 16). Pedestrians in crashes are more likely to be killed when the crash site has no traffic control. About one-third, 37 percent, of pedestrians in crashes were in crashes with no traffic control (Table 19). But 48 percent of pedestrians killed in crashes were in crashes with no traffic control (Table 19). And data on traffic controls is missing for 26 percent of pedestrians in crashes.

Location: Although Bernalillo County has 53 percent of pedestrian-involved crashes, it had only 41 percent of pedestrian fatalities in crashes (Table 27). On the other hand, McKinley and San Juan Counties had disproportionately more fatalities: Each county had less than 3 percent of pedestrian-involved crashes, and at least 11 percent of pedestrian fatalities in crashes (Table 27). Albuquerque's rates were similar to that of Bernalillo County (Tables 26 and 27). Gallup has a slightly higher likelihood of pedestrian fatalities in crashes. Of all pedestrians in crashes, 4 percent were in Gallup crashes, but 7 percent of pedestrian fatalities were in Gallup crashes (Table 26). Although Rio Rancho is the state's third-largest city by population, it does not rank among the top five cities for most pedestrians in crashes (Table 26).

Missing Data: There is a large amount of missing data on road design for pedestrians in crashes, especially for pedestrian fatalities, 42 percent (Table 22). The same amount of data is missing for pedestrians' actions in crashes (Table 23). There is a large amount of missing data on vehicle actions for pedestrians in crashes, especially for pedestrian fatalities, 73 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 (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 Pedestrian – A pedestrian who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash. 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. Contributing factors are reported in the Apparent Contributing Factors section of the crash report. Multiple contributing factors may be reported for any vehicle or pedestrian in a pedestrian-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 indicated that 1) a DWI citation was issued, 2) any 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 Pedestrian – A pedestrian who was indicated on the Uniform Crash Report as being under the influence of drugs or medication at the time of the crash. 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 of the crash.

Injuries – The number of people injured in a crash, in contrast to the number of crashes in which people were injured. Injuries include 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 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.

Pedestrian – A person on foot, walking, running, jogging, hiking, sitting or lying down who is involved in a motor vehicle traffic crash.

Pedestrian Crash – A crash involving one or more pedestrians and at least one motor vehicle.

Pedestrian in Alcohol-involved Crash – A pedestrian 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. Alcohol-involved crashes involve one or more alcohol-involved drivers.

Pedestrian in Drug-involved Crash – A pedestrian in a crash for which the Uniform Crash Report indicated that 1) a DWI citation was issued, 2) 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 drug. Drug-involved crashes involve one or more 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 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.
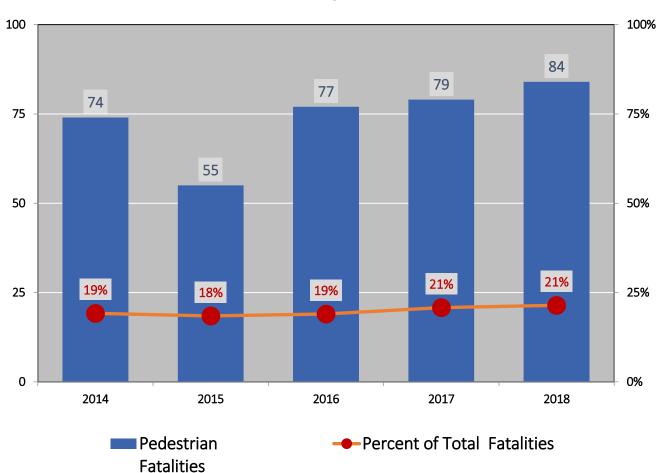
1. Crashes and Fatalities by Pedestrian Involvement, 2014 – 2018

Year	Crashes			Fatalities		
	Pedestrian-Involved	Total	Percent Pedestrian-Involved	Pedestrian	Total	Percent Pedestrian Fatalities
2014	558	40,690	**1.4%**	74	386	**19%**
2015	604	45,308	**1.3%**	55	298	**18%**
2016	586	45,071	**1.3%**	77	405	**19%**
2017	600	45,906	**1.3%**	79	380	**21%**
2018	625	46,786	**1.3%**	84	392	**21%**
Total	**2,973**	**223,761**	**1.3%**	**369**	**1,861**	**20%**

Pedestrian Fatalities as Percentage of Total Fatalities, 2014 - 2018

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
2014		74	13%	94	16%	189	33%	171	30%	48	8%	576	100%
2015		55	9%	126	20%	211	34%	169	27%	64	10%	625	100%
2016		77	12%	84	13%	204	33%	199	32%	61	10%	625	100%
2017		79	13%	95	15%	209	34%	193	31%	44	7%	620	100%
2018		84	13%	92	14%	218	33%	188	29%	69	11%	651	100%
Total	Count	369		491		1,031		920		286		3,097	100%
	Percent	12%		16%		33%		30%		9%		100%	

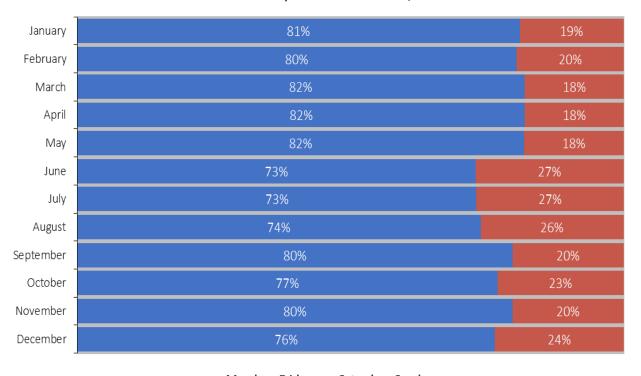Percent of Injury Severity to Pedestrians in Crashes, 2014 - 2018

3. Pedestrians in Crashes by Month and Day, 2014 – 2018

Month		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total	
									Count	Percent
January		39	38	46	47	43	29	21	263	8%
February		46	42	49	40	36	29	23	265	9%
March		46	44	40	53	47	30	21	281	9%
April		35	38	35	33	49	29	13	232	7%
May		38	41	32	35	42	28	14	230	7%
June		37	29	24	22	33	28	26	199	6%
July		31	28	28	26	36	30	25	204	7%
August		36	29	30	33	41	39	21	229	7%
September		34	52	38	59	52	27	33	295	10%
October		58	50	47	38	57	38	37	325	10%
November		47	45	50	44	45	36	23	290	9%
December		33	37	54	41	52	42	25	284	9%
Total	Count	480	473	473	471	533	385	282	3,097	100%
	Percent	15%	15%	15%	15%	17%	12%	9%	100%	

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Pedestrians in Weekday and Weekend Crashes, 2014 - 2018

Month	Monday - Friday	Saturday - Sunday
January	81%	19%
February	80%	20%
March	82%	18%
April	82%	18%
May	82%	18%
June	73%	27%
July	73%	27%
August	74%	26%
September	80%	20%
October	77%	23%
November	80%	20%
December	76%	24%

■ Monday - Friday   ■ Saturday - Sunday

4. Pedestrians in Crashes by Hour and Day of Week, 2014 – 2018

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total Count	Total Percent
Midnight	3	8	8	5	5	11	13	53	1.7%
1 a.m.	4	3	5	5	3	12	12	44	1.4%
2 a.m.	2	1	9	6	3	11	6	38	1.2%
3 a.m.	3	1	4	4	2	8	3	25	0.8%
4 a.m.	1	3	1	3	2	1	3	14	0.5%
5 a.m.	2	5	3	5	7	4	5	31	1.0%
6 a.m.	12	13	9	12	8	4	4	62	2.0%
7 a.m.	20	23	29	22	23	12	1	130	4.2%
8 a.m.	18	21	19	25	23	7	3	116	3.7%
9 a.m.	16	22	14	14	16	4	6	92	3.0%
10 a.m.	11	15	9	16	22	11	2	86	2.8%
11 a.m.	20	13	24	20	16	12	10	115	3.7%
Noon	21	22	22	21	24	18	21	149	4.8%
1 p.m.	18	28	22	25	16	13	7	129	4.2%
2 p.m.	25	29	17	19	27	17	14	148	4.8%
3 p.m.	40	23	36	41	21	23	13	197	6.4%
4 p.m.	31	26	37	31	30	16	23	194	6.3%
5 p.m.	38	50	35	40	40	29	18	250	8.1%
6 p.m.	50	36	40	34	41	40	22	263	8.5%
7 p.m.	37	42	42	28	44	27	21	241	7.8%
8 p.m.	34	41	32	37	46	33	25	248	8.0%
9 p.m.	33	21	28	26	51	24	30	213	6.9%
10 p.m.	26	16	16	18	36	24	10	146	4.7%
11 p.m.	14	7	12	11	23	23	9	99	3.2%
Invalid Code	1	4	0	3	4	1	1	14	0.5%
Total Count	480	473	473	471	533	385	282	3,097	100%
Total Percent	15%	15%	15%	15%	17%	12%	9%	100%	

Pedestrians in Crashes by Hour, 2014 - 2018

5. Alcohol- or Drug-involved Pedestrian Fatalities, 2014 – 2018

Year	Alcohol-involved			Drug-involved		
	Alcohol-involved Pedestrian Fatalities	Alcohol-involved Pedestrians	Percent Fatalities	Drug-involved Pedestrian Fatalities	Drug-involved Pedestrians	Percent Fatalities
2014	42	131	32%	9	13	69%
2015	28	120	23%	4	12	33%
2016	48	129	37%	18	23	78%
2017	41	122	34%	10	19	53%
2018	42	108	39%	30	36	83%
Total	201	610	33%	71	103	69%

6. Pedestrians in Crashes by Alcohol Involvement, 2014 – 2018

Year	Pedestrian Fatalities in Crashes			All Pedestrians in Crashes			Alcohol-involved Pedestrians		
	Alcohol-involved Pedestrians	Total Pedestrian Fatalities	Percent Alcohol-involved	Alcohol-involved Pedestrians	Total Pedestrians	Percent Alcohol-Involved	Alcohol-involved Pedestrians Killed	Alcohol-involved Pedestrians	Percent Killed
2014	42	74	57%	131	576	23%	42	131	32%
2015	28	55	51%	120	625	19%	28	120	23%
2016	48	77	62%	129	625	21%	48	129	37%
2017	41	79	52%	122	620	20%	41	122	34%
2018	42	84	50%	108	651	17%	42	108	39%
Total	201	369	54%	610	3,097	20%	201	610	33%

7. Pedestrians in Crashes by Drug Involvement, 2014 – 2018

Year	Pedestrian Fatalities in Crashes			All Pedestrians in Crashes			Drug-involved Pedestrians		
	Drug-involved Pedestrians	Total Pedestrian Fatalities	Percent Drug-involved	Drug-involved Pedestrians	Total Pedestrians	Percent Drug-Involved	Drug-involved Pedestrians Killed	Drug-involved Pedestrians	Percent Killed
2014	9	74	12%	13	576	2%	9	13	69%
2015	4	55	7%	12	625	2%	4	12	33%
2016	18	77	23%	23	625	4%	18	23	78%
2017	10	79	13%	19	620	3%	10	19	53%
2018	30	84	36%	36	651	6%	30	36	83%
Total	71	369	19%	103	3,097	3%	71	103	69%

8. Alcohol-involved Pedestrians in Crashes by Injury Severity, 2014 – 2018

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
2014	42	21%	23	19%	35	21%	25	24%	6	27%	131	21%
2015	28	14%	31	26%	36	22%	19	18%	6	27%	120	20%
2016	48	24%	20	17%	36	22%	20	19%	5	23%	129	21%
2017	41	20%	24	20%	32	19%	23	22%	2	9%	122	20%
2018	42	21%	20	17%	27	16%	16	16%	3	14%	108	18%
Total Count	201		118		166		103		22		610	100%
Total Percent	33%		19%		27%		17%		4%		100%	

9. Drug-involved Pedestrians in Crashes by Injury Severity, 2014 – 2018

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
2014	9	13%	1	9%	2	15%	1	14%	0	0%	13	13%
2015	4	6%	3	27%	2	15%	3	43%	0	0%	12	12%
2016	18	25%	0	0%	3	23%	2	29%	0	0%	23	22%
2017	10	14%	3	27%	5	38%	0	0%	1	100%	19	18%
2018	30	42%	4	36%	1	8%	1	14%	0	0%	36	35%
Total Count	71		11		13		7		1		103	100%
Total Percent	69%		11%		13%		7%		1%		100%	

10. Pedestrians in Alcohol-involved Crashes, 2014 – 2018

Year	Fatalities			Pedestrians			Alcohol		
	Pedestrians Killed in Alcohol-involved Crashes	Total Pedestrians Killed	Percent killed in Alcohol-involved Crashes	Pedestrians in Alcohol-involved Crashes	Total Pedestrians in Crashes	Percent in Alcohol-involved Crashes	Pedestrians Killed in Alcohol-involved Crashes	Pedestrians in Alcohol-involved Crashes	Percent Killed
2014	42	74	57%	147	576	26%	42	147	29%
2015	30	55	55%	135	625	22%	30	135	22%
2016	52	77	68%	144	625	23%	52	144	36%
2017	42	79	53%	137	620	22%	42	137	31%
2018	46	84	55%	125	651	19%	46	125	37%
Total	212	369	57%	688	3,097	22%	212	688	31%

11. Pedestrians in Drug-involved Crashes, 2014 – 2018

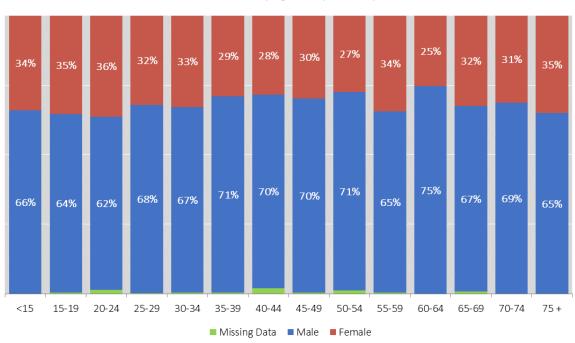| Year	Fatalities			Pedestrians			Drug		
	Pedestrians Killed in Drug-involved Crashes	Total Pedestrians Killed	Percent Killed in Drug-involved Crashes	Pedestrians in Drug-involved Crashes	Total Pedestrians in Crashes	Percent in Drug-involved Crashes	Pedestrians Killed in Drug-involved Crashes	Pedestrians in Drug-involved Crashes	Percent Killed
2014	9	74	12%	16	576	3%	9	16	56%
2015	7	55	13%	16	625	3%	7	16	44%
2016	19	77	25%	26	625	4%	19	26	73%
2017	13	79	16%	24	620	4%	13	24	54%
2018	31	84	37%	42	651	6%	31	42	74%
Total	79	369	21%	124	3,097	4%	79	124	64%

12. Pedestrians in Crashes by Age Group and Sex, 2014 – 2018

Age Group	Male		Female		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
<15	180	66%	93	34%	0	0%	273	9%
15-19	156	64%	86	35%	1	0%	243	8%
20-24	171	62%	100	36%	4	1%	275	9%
25-29	216	68%	103	32%	1	0%	320	10%
30-34	177	67%	87	33%	1	0%	265	9%
35-39	151	71%	62	29%	1	0%	214	7%
40-44	142	70%	58	28%	4	2%	204	7%
45-49	152	70%	65	30%	1	0%	218	7%
50-54	169	71%	65	27%	3	1%	237	8%
55-59	136	65%	72	34%	1	0%	209	7%
60-64	123	75%	42	25%	0	0%	165	5%
65-69	78	67%	38	32%	1	1%	117	4%
70-74	48	69%	22	31%	0	0%	70	2%
75 +	63	65%	34	35%	0	0%	97	3%
Missing Data	115	61%	36	19%	39	21%	190	6%
Total — Count	2,077	67%	963	31%	57	2%	3,097	100%
Total — Percent	67%		31%		2%		100%	

Pedestrians in Crashes by Age Group and Sex, 2014 - 2018

13. Pedestrians in Crashes by Age and Alcohol or Drug Involvement, 2014 – 2018

Age Group	Alcohol-involved Pedestrians in Crashes			Drug-involved Pedestrians in Crashes			All Pedestrians in Crashes		
	Killed	Total	Percent	Killed	Total	Percent	Killed	Total	Percent
<15	0	0	0%	1	1	0%	9	273	3%
15-19	6	14	43%	2	5	40%	11	243	5%
20-24	17	52	33%	10	17	59%	32	275	12%
25-29	30	78	38%	11	15	73%	44	320	14%
30-34	23	68	34%	11	13	85%	39	265	15%
35-39	21	67	31%	7	12	58%	30	214	14%
40-44	12	50	24%	2	5	40%	24	204	12%
45-49	18	69	26%	5	6	83%	29	218	13%
50-54	25	75	33%	9	12	75%	35	237	15%
55-59	23	59	39%	3	6	50%	39	209	19%
60-64	12	35	34%	5	5	100%	24	165	15%
65-69	8	15	53%	2	2	100%	15	117	13%
70-74	2	6	33%	1	1	100%	11	70	16%
75 +	3	4	75%	2	2	100%	25	97	26%
Missing Data	1	18	6%	0	1	0%	2	190	1%
Total	201	610	33%	71	103	69%	369	3,097	12%

14. Pedestrians in Crashes by Age, Sex and Alcohol or Drug Involvement, 2014 – 2018

Age Group	Alcohol-involved Pedestrians in Crashes						Drug-involved Pedestrians in Crashes						
	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%	1	1	0%	0
15-19	6	13	46%	0	1	0%	0	2	5	40%	0	0	0%	0
20-24	13	37	35%	4	14	29%	1	8	13	62%	2	4	50%	0
25-29	25	66	38%	5	12	42%	0	8	11	73%	3	4	75%	0
30-34	16	53	30%	7	15	47%	0	7	9	78%	4	4	100%	0
35-39	13	50	26%	8	16	50%	1	4	9	44%	3	3	100%	0
40-44	9	40	23%	3	10	30%	0	1	4	25%	1	1	100%	0
45-49	15	52	29%	3	16	19%	1	5	6	83%	0	0	0%	0
50-54	21	64	33%	4	11	36%	0	7	10	70%	2	2	0%	0
55-59	23	54	43%	0	5	0%	0	2	4	50%	1	2	50%	0
60-64	10	29	34%	2	6	33%	0	2	2	100%	3	3	100%	0
65-69	5	11	45%	3	4	75%	0	2	2	100%	0	0	0%	0
70-74	2	6	33%	0	0	0%	0	1	1	100%	0	0	0%	0
75 +	3	4	75%	0	0	0%	0	2	2	100%	0	0	0%	0
Missing Data	1	13	8%	0	3	0%	2	0	1	0%	0	0	0%	0
Total	162	492	33%	39	113	35%	5	51	79	65%	20	24	83%	0

15. Pedestrians in Crashes by Hit-and-Run, 2014 – 2018

Year		Hit-and-Run		Not a Hit-and-Run		Missing Data		Total	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014		131	16%	444	19%	1	0%	576	19%
2015		147	18%	478	21%	0	0%	625	20%
2016		166	21%	459	20%	0	0%	625	20%
2017		176	22%	444	19%	0	0%	620	20%
2018		186	23%	465	20%	0	0%	651	21%
Total	Count	806		2,290		1		3,097	100%
	Percent	26%		74%		0%		100%	

16. Pedestrians in Crashes by Injury Severity and Light Condition, 2014 – 2018

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	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight		70	19%	199	41%	613	59%	564	61%	177	62%	1,623	52%
Dark-Lighted		123	33%	167	34%	234	23%	193	21%	60	21%	777	25%
Dark-Not Lighted		161	44%	100	20%	134	13%	100	11%	32	11%	527	17%
Dusk		10	3%	15	3%	34	3%	28	3%	8	3%	95	3%
Dawn		4	1%	6	1%	7	1%	8	1%	3	1%	28	1%
Other/Not Stated		1	0%	2	0%	1	0%	2	0%	0	0%	6	0%
Invalid Code		0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Left Blank		0	0%	2	0%	8	1%	25	3%	5	2%	40	1%
Total	Count	369		491		1,031		920		286		3,097	100%
	Percent	11%		17%		32%		29%		10%		100%	

17. Pedestrians in Crashes by Injury Severity and Road Condition, 2014 – 2018

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	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Dry		240	65%	341	69%	769	75%	644	70%	167	58%	2161	70%
Wet		11	3%	28	6%	32	3%	29	3%	8	3%	108	3%
Loose Material		1	0%	0	0%	3	0%	5	1%	0	0%	9	0%
Snow		0	0%	1	0%	1	0%	3	0%	0	0%	5	0%
Ice		0	0%	0	0%	2	0%	1	0%	0	0%	3	0%
Standing or Moving Water		0	0%	0	0%	0	0%	2	0%	1	0%	3	0%
Slush		0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Other		5	1%	1	0%	5	0%	3	0%	0	0%	14	0%
Left Blank		112	30%	120	24%	218	21%	233	25%	110	38%	793	26%
Total	Count	369		491		1,031		920		286		3,097	100%
	Percent	12%		16%		33%		30%		9%		100%	

18. Pedestrians in Crashes by Injury Severity and Road Surface, 2014 – 2018

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 Edge	195	26%	236	48%	471	46%	400	43%	94	33%	1396	45%
Paved Unstriped	13	2%	44	9%	163	16%	142	15%	40	14%	402	13%
Paved Center Stripe	36	5%	78	16%	146	14%	127	14%	36	13%	423	14%
Unpaved	3	0%	10	2%	17	2%	13	1%	5	2%	48	2%
Left Blank	491	67%	123	25%	234	23%	238	26%	111	39%	828	27%
Total — Count	738		491		1,031		920		286		3,097	100%
Total — Percent	24%		16%		33%		30%		9%		100%	

19. Pedestrians in Crashes by Injury Severity and Traffic Control Device, 2014 – 2018

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	177	48%	213	43%	388	38%	293	32%	81	28%	1152	37%
Traffic Signals	36	10%	72	15%	215	21%	211	23%	50	17%	584	19%
Stop Sign	2	1%	14	3%	51	5%	37	4%	10	3%	114	4%
No Passing Zone	3	1%	7	1%	8	1%	10	1%	3	1%	31	1%
4-Way Stop	0	0%	2	0%	10	1%	19	2%	5	2%	36	1%
Flashers	1	0%	1	0%	3	0%	1	0%	1	0%	7	0%
Yield Sign	0	0%	0	0%	4	0%	1	0%	0	0%	5	0%
Other	31	8%	61	12%	126	12%	108	12%	28	10%	354	11%
Left Blank	119	32%	121	25%	226	22%	240	26%	108	38%	814	26%
Total — Count	369		491		1,031		920		286		3,097	100%
Total — Percent	12%		16%		33%		30%		9%		100%	

20. Pedestrians in Crashes by Injury Severity and Road Design Lanes, 2014 – 2018

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
Two Lanes	90	24%	125	25%	283	27%	219	24%	64	22%	781	25%
Three Lanes	68	18%	96	20%	162	16%	112	12%	28	10%	466	15%
One Lane	26	7%	55	11%	152	15%	143	16%	40	14%	416	13%
Four+ Lanes	45	12%	43	9%	81	8%	66	7%	19	7%	254	8%
Left Blank	140	38%	172	35%	353	34%	380	41%	135	47%	1,180	38%
Total — Count	369		491		1,031		920		286		3,097	100%
Total — Percent	12%		16%		33%		30%		9%		100%	

21. Pedestrians in Crashes by Injury Severity and Road Design Dividers, 2014 – 2018

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	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Painted Divider		81	22%	150	31%	298	29%	200	22%	54	19%	783	25%
Physical Divider		106	29%	117	24%	235	23%	217	24%	52	18%	727	23%
Undivided		19	5%	51	10%	184	18%	160	17%	27	9%	441	14%
Left Blank		163	44%	173	35%	314	30%	343	37%	153	53%	1,146	37%
Total	Count	369		491		1,031		920		286		3,097	100%
	Percent	12%		16%		33%		30%		9%		100%	

22. Pedestrians in Crashes by Injury Severity and Road Design, 2014 – 2018

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 or Freeway		73	20%	118	24%	252	24%	224	24%	59	21%	726	23%
One-Way		17	5%	28	6%	32	3%	18	2%	8	3%	103	3%
Construction Zone		3	1%	5	1%	10	1%	8	1%	1	0%	27	0.9%
Ramp		4	1%	4	1%	5	0%	1	0%	0	0%	14	0.5%
Alley		0	0%	2	0%	4	0%	3	0%	1	0%	10	0.3%
Undeveloped		2	1%	4	1%	1	0%	2	0%	0	0%	9	0.3%
Other		115	31%	173	35%	413	40%	376	41%	81	28%	1,158	37.4%
Left Blank		155	42%	157	32%	314	30%	288	31%	136	48%	1,050	34%
Total	Count	369		491		1,031		920		286		3,097	100%
	Percent	12%		16%		33%		30%		9%		100%	

23. Pedestrians in Crashes by Injury Severity and Pedestrian Action, 2014 – 2018

Pedestrian Actions	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
Pedestrian at Intersection, Walking Against Signal	11	3%	32	7%	54	5%	38	4%	12	4%	147	5%
Pedestrian at Intersection, Walking Diagonal	23	6%	23	5%	45	4%	38	4%	7	2%	136	4%
Pedestrian at Intersection, Walking Against Signal	69	19%	94	19%	179	17%	163	18%	43	15%	548	18%
Pedestrian at Intersection,Walking With Signal	7	2%	17	3%	91	9%	111	12%	37	13%	263	8%
Pedestrian Not In Intersection, Walking in Crosswalk	5	1%	4	1%	28	3%	20	2%	5	2%	62	2%
Pedestrian Not In Intersection, Walking From Behind Obstruction	2	1%	2	0%	7	1%	2	0%	2	1%	15	0%
Pedestrian Not In Intersection, Not In Crosswalk	49	13%	49	10%	78	8%	47	5%	19	7%	242	8%
Pedestrian Not In Intersection, Other Pedestrian Action	24	7%	34	7%	54	5%	52	6%	14	5%	178	6%
Pedestrian Not In Intersection, Playing In Road	0	0%	1	0%	9	1%	5	1%	0	0%	15	0%
Pedestrian Not In Intersection, Pushing Work Vehicle	0	0%	4	1%	6	1%	2	0%	0	0%	12	0%
Pedestrian Not In Intersection, Standing in Road	16	4%	16	3%	16	2%	19	2%	5	2%	72	2%
Pedestrian Not In Intersection, Walking Against Traffic	10	3%	7	1%	12	1%	13	1%	3	1%	45	1%
Pedestrian Not In Intersection, Walking With Traffic	14	4%	19	4%	20	2%	15	2%	6	2%	74	2%
Left Blank	139	38%	189	38%	432	42%	395	43%	133	47%	1,288	42%
Total — Count	369		491		1,031		920		286		3,097	100%
Total — Percent	12%		16%		33%		30%		9%		#NAME?	

24. Pedestrians in Crashes by Injury Severity and Motor Vehicle Action, 2014 – 2018

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	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Going Straight	92	25%	153	31%	392	38%	353	38%	89	31%	1079	35%
Right Turn	0	0%	0	0%	13	1%	10	1%	5	2%	28	1%
Left Turn	1	0%	1	0%	11	1%	8	1%	4	1%	25	1%
Parked	3	1%	3	1%	6	1%	3	0%	2	1%	17	1%
Backing	0	0%	1	0%	4	0%	4	0%	0	0%	9	0%
Overtaking or Passing	0	0%	1	0%	2	0%	0	0%	0	0%	3	0%
Slowing	0	0%	1	0%	0	0%	1	0%	0	0%	2	0%
Start From Park	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
Start In Traffic Lane	1	0%	0	0%	5	0%	1	0%	1	0%	8	0%
Stopped For Signs, Signal	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
Stopped For Traffic	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
U-turn	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Left Blank	271	73%	330	67%	597	58%	539	59%	184	64%	1,921	62%
Total — Count	369		491		1,031		920		286		3,097	100%
Total — Percent	12%		16%		33%		30%		9%		100%	

25. Pedestrians in Crashes by Injury Severity and Agency, 2014 – 2018

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	122	17%	254	26%	506	25%	468	25%	106	19%	1,456	24%
Las Cruces Police Department	9	1%	27	3%	73	4%	46	3%	25	4%	180	3%
Santa Fe Police Department	16	2%	16	2%	65	3%	64	3%	7	1%	168	3%
New Mexico State Police (Nmsp)	62	8%	21	2%	28	1%	16	1%	10	2%	137	2%
Bernalillo County Sheriffs Department	26	4%	22	2%	44	2%	29	2%	9	2%	130	2%
All Other Agencies	503	68%	642	65%	1346	65%	1217	66%	415	73%	4,123	67%
Total — Count	738		982		2,062		1,840		572		6,194	100%
Total — Percent	12%		16%		33%		30%		9%		100%	

26. Pedestrians in Crashes by Injury Severity and City, 2014 – 2018

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	144	39%	280	57%	556	54%	514	56%	147	51%	1,641	53%
Las Cruces	12	3%	31	6%	81	8%	53	6%	30	10%	207	7%
Santa Fe	19	5%	17	3%	67	6%	68	7%	8	3%	179	6%
Gallup	24	7%	32	7%	28	3%	27	3%	7	2%	118	4%
Farmington	9	2%	12	2%	36	3%	26	3%	6	2%	89	3%
All Other Cities	161	44%	119	24%	263	26%	232	25%	88	31%	863	28%
Total — Count	369		491		1,031		920		286		3,097	100%
Total — Percent	12%		16%		33%		30%		9%		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	152	281	558	521	147	1,554	53%
Catron	1	0	0	0	0	58	2%
Chaves	3	10	18	19	8	15	1%
Cibola	5	2	4	2	0	11	0%
Colfax	4	1	0	5	1	31	1%
Curry	3	6	12	11	4	2	0%
De Baca	0	0	0	2	0	249	8%
Doña Ana	17	35	94	57	32	63	2%
Eddy	4	7	25	19	15	39	1%
Grant	3	2	11	9	3	7	0%
Guadalupe	3	1	1	1	0	2	0%
Harding	2	0	0	0	0	6	0%
Hidalgo	4	1	0	0	0	59	2%
Lea	8	6	24	20	7	11	0%
Lincoln	1	1	3	5	2	3	0%
Los Alamos	1	0	1	1	0	23	1%
Luna	3	2	10	6	4	169	6%
McKinley	41	43	40	34	10	51	2%
Otero	7	6	16	21	2	1	0%
Quay	1	0	0	0	0	27	1%
Rio Arriba	6	5	8	2	5	11	0%
Roosevelt	2	1	4	2	2	178	6%
San Juan	47	33	52	39	9	31	1%
San Miguel	3	1	5	12	6	53	2%
Sandoval	8	5	33	11	8	197	7%
Santa Fe	23	23	77	72	9	9	0%
Sierra	1	1	6	6	0	10	0%
Socorro	2	3	3	7	2	11	0%
Taos	7	5	6	7	3	12	0%
Torrance	3	0	7	3	0	13	0%
Union	0	0	1	1	0	14	0%
Valencia	4	10	12	25	7	15	1%
Total Count	369	491	1,031	920	286	2,935	100%
Total Percent	11%	17%	32%	29%	10%	100%	

28. Frequency of Contributing Factors of Pedestrians in Crashes, 2014 – 2018

Contributing Factors*	2014	2015	2016	2017	2018	Five-Year Summary Average	Five-Year Summary Percent
Human	308	378	458	483	492	424	57%
Alcohol Involved	62	52	125	119	103	92	12%
Avoid No Contact - Other	4	4	1	3	1	3	0%
Avoid No Contact - Vehicle	3	6	5	4	7	5	1%
Cell Phone	2	1	2	2	2	2	0%
Disregarded Traffic Signal	10	16	11	10	10	11	2%
Driver Inattention	21	34	15	32	35	27	4%
Driverless Moving Vehicle	1	2	2	0	1	1	0%
Drove Left Of Center	0	0	0	0	0	0	0%
Drug Involved	1	5	23	18	36	17	2%
Excessive Speed	0	0	0	1	0	0	0%
Failed to Yield Right of Way	20	40	29	28	33	30	4%
Failed to Yield to Emergency Vehicle	0	0	1	0	0	0	0%
Failed to Yield to Police Vehicle	0	0	1	1	0	0	0%
Following Too Closely	2	1	0	0	0	1	0%
High Speed Pursuit	0	0	0	0	0	0	0%
Improper Backing	0	0	1	0	0	0	0%
Improper Lane Change	1	0	0	0	0	0	0%
Improper Overtaking	1	0	0	1	0	0	0%
Made Improper Turn	1	1	1	0	0	1	0%
Other Improper Driving	3	4	2	4	6	4	1%
Passed Stop Sign	2	1	2	0	2	1	0%
Pedestrian Error	173	210	237	259	255	227	30%
Speed Too Fast for Conditions	1	1	0	1	0	1	0%
Texting	0	0	0	0	1	0	0%
Vehicle Skidded Before Brake	0	0	0	0	0	0	0%
Vehicle	1	3	0	0	0	1	0%
Defective Steering	1	0	0	0	0	0	0%
Defective Tires	0	1	0	0	0	0	0%
Inadequate Brakes	0	1	0	0	0	0	0%
Other Mechanical Defect	0	1	0	0	0	0	0%
Environment	0	0	0	0	0	0	0%
Low Visibility Due to Smoke	0	0	0	0	0	0	0%
Road Defect	0	0	0	0	0	0	0%
Traffic Control Not Functioning	0	0	0	0	0	0	0%
Other[3]	335	339	321	296	329	324	43%
None	154	160	184	192	220	182	24%
Other - No Driver Error	11	9	16	19	30	17	2%
Missing Data	170	170	121	85	79	125	17%
Total Contributing Factors	644	720	779	779	821	749	100%

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

29. Frequency of Contributing Factors of Pedestrians in Fatal Crashes, 2014 – 2018

Contributing Factors*	2014	2015	2016	2017	2018	Five-Year Summary	
						Average	Percent
Human	80	47	112	112	129	96	83%
Alcohol Involved	42	22	45	41	40	38	33%
Avoid No Contact - Other	0	0	1	1	1	1	1%
Avoid No Contact - Vehicle	0	0	0	1	0	0	0%
Cell Phone	0	0	1	0	0	0	0%
Disregarded Traffic Signal	0	0	1	2	1	1	1%
Driver Inattention	2	0	2	2	3	2	2%
Driverless Moving Vehicle	0	0	0	0	1	0	0%
Drove Left Of Center	0	0	0	0	0	0	0%
Drug Involved	0	4	18	10	30	12	11%
Excessive Speed	0	0	0	0	0	0	0%
Failed to Yield Right of Way	1	0	3	4	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	0	0	0%
Following Too Closely	0	0	0	0	0	0	0%
High Speed Pursuit	0	0	0	0	0	0	0%
Improper Backing	0	0	0	0	0	0	0%
Improper Lane Change	0	0	0	0	0	0	0%
Improper Overtaking	0	0	0	0	0	0	0%
Made Improper Turn	0	0	0	0	0	0	0%
Other Improper Driving	0	0	0	0	0	0	0%
Passed Stop Sign	0	0	0	0	0	0	0%
Pedestrian Error	35	21	40	51	51	40	34%
Speed Too Fast for Conditions	0	0	0	0	0	0	0%
Texting	0	0	0	0	0	0	0%
Vehicle Skidded Before Brake	0	0	0	0	0	0	0%
Vehicle	0	0	0	0	0	0	0%
Defective Steering	0	0	0	0	0	0	0%
Defective Tires	0	0	0	0	0	0	0%
Inadequate Brakes	0	0	0	0	0	0	0%
Other Mechanical Defect	0	0	0	0	0	0	0%
Environment	0	0	0	0	0	0	0%
Low Visibility Due to Smoke	0	0	0	0	0	0	0%
Road Defect	0	0	0	0	0	0	0%
Traffic Control Not Functioning	0	0	0	0	0	0	0%
Other[3]	17	21	20	18	21	19	17%
None	4	9	10	11	13	9	8%
Other - No Driver Error	1	0	1	4	5	2	2%
Missing Data	12	12	9	3	3	8	7%
Total Contributing Factors	97	68	132	130	150	115	100%

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