

# New Mexico Pedestrian Crash Statistics, 2016 – 2020



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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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 January 2021, 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 about this report, please contact the Traffic Safety Division at 505-827-0427.

## Executive Summary

This report covers New Mexico pedestrian crashes in 2016 – 2020.

**Overall Patterns:** Before the 2020 COVID shutdown, pedestrian crashes (n = 612, range: 586-638) consistently accounted for 1.3% of all crashes each year (Table 1). In 2020, the number of pedestrian crashes dropped by more than 20% compared to the prior 4-year average to 481 (Table 1). Unfortunately, many of the same patterns in pedestrian crashes remained constant, even though the total number of pedestrians in crashes dropped.

**Fatalities:** Unfortunately, the decrease in total pedestrian crashes observed in 2020 did not equate to a decrease in pedestrian fatalities of the same magnitude. Although there were fewer pedestrian fatalities in 2020 compared to 2019 ( $n_{2020} = 398$  versus  $n_{2019} = 424$ ), the proportion of pedestrians killed in crashes was the highest (16%) observed in the last five years (Table 2).

**Timing:** Pedestrians are slightly more likely to be in crashes in the cooler months. The months from September through February each account for 9 to 10 percent of pedestrians in crashes whereas May through August each account for 7% of pedestrians in crashes (Table 3). Pedestrians are least likely to be in crashes on Saturdays and Sundays, which account for 23 percent of all pedestrians in crashes (Table 3). Pedestrians are more likely to be in crashes during traditional evening commuting hours from 5 p.m. through 9 p.m., which represents 40 percent of pedestrians in crashes (Table 4).

**Alcohol and Drug Involvement:** Each year, about 20 percent of pedestrians in crashes were alcohol involved (Table 6). Fatalities (36%, Table 8) were the most common injury classification for alcohol-involved pedestrians. Although, fatalities for drug-involved pedestrians in crashes appear to have increased dramatically since 2016 (Table 9), this may be due, in part, to improved access to toxicology data supplied in drug-involved fatal crashes by the Office of the Medical Investigator since 2014. Pedestrians killed in alcohol-involved crashes represent 54 percent of all pedestrian crash fatalities (Table 10).

**Demographics:** Pedestrians in crashes are twice as likely to be male as female (Table 12). Pedestrians in crashes are more likely to be younger. Eight percent are younger than 15, and 33 percent are younger than 30 (Table 12). Drug-involved pedestrians in crashes were largely

concentrated among the ages 20-39, with those ages accounting for 61 percent of drug-involved pedestrians in crashes (Table 13).

**Environmental Conditions:** Pedestrians are more likely to be killed in crashes that occur in the dark. Nearly half (46%) of pedestrians killed were in crashes in dark – not lighted conditions (Table 16), despite only 19 percent of pedestrians in crashes occurring in these same conditions. Similarly, 32 percent of pedestrians killed were in crashes in dark – lighted conditions (Table 16), while 25 percent of pedestrians were in crashes with these conditions. Crashes that occur in an area where the road surface has a paved center and edge are also more likely to result in pedestrian fatalities (Table 18). Although 51 percent of pedestrians were in crashes in an area where the road surface has a paved center and edge, 56 percent of pedestrian fatalities occur with that road surface (Table 18). Pedestrians in crashes are more likely to be killed when the crash site has no traffic control. Forty-one percent of pedestrians in crashes were in crashes with no traffic control (Table 19), yet 56 percent of pedestrians killed in crashes were in crashes with no traffic control (Table 19).

**Location:** Although Bernalillo County has 54 percent of pedestrians in crashes, it had only 44 percent of pedestrian fatalities in crashes (Table 25). On the other hand, McKinley and San Juan Counties had disproportionately more fatalities: McKinley had 5 percent of pedestrians in crashes, but 9 percent of pedestrians killed in crashes. San Juan had 6 percent of pedestrians in crashes, but 11 percent of pedestrian fatalities in crashes (Table 25). Albuquerque's rates were similar to Bernalillo County's (Tables 25 and 26).

**Contributing Factors:** On average, pedestrian error is the most frequently reported contributing factor to all pedestrian crashes (32%) and for pedestrians killed in crashes (30%, Tables 26 and 27). Only 10 percent (Table 26) of pedestrians killed in crashes had no contributing factors reported.

**Missing Data:** Pedestrian crash reports are often submitted with many blank or incomplete fields, resulting in a large proportion of missing data. The fields with the largest proportion of missingness are: road design (27%, Table 22), number of lanes (32%, Table 20), and contributing factors in pedestrian crashes (61%, Table 26). Users are advised to consider the rate of missingness when drawing conclusions from statistics in this report as missing data may limit the interpretability of the statistic.

## Table of Contents

1.	Crashes and Fatalities by Pedestrian Involvement, 2016 – 2020 .....	9
2.	Pedestrians in Crashes by Injury Severity, 2016 – 2020 .....	10
3.	Pedestrian Crashes by Month and Day, 2016 – 2020 .....	11
4.	Pedestrian Crashes by Hour and Day of Week, 2016 – 2020.....	12
5.	Alcohol- or Drug-Involved Pedestrian Fatalities, 2016 – 2020 .....	13
6.	Pedestrian in Crashes by Alcohol Involvement, 2016 – 2020.....	13
7.	Pedestrians in Crashes by Drug Involvement, 2016 – 2020.....	13
8.	Alcohol-involved Pedestrians in Crashes by Injury Severity, 2016 – 2020 .....	14
9.	Drug-involved Pedestrians in Crashes by Injury Severity, 2016 – 2020.....	14
10.	Pedestrians in Alcohol-involved Crashes, 2016 – 2020 .....	15
11.	Pedestrians in Drug-involved Crashes, 2016 – 2020.....	15
12.	Pedestrians in Crashes by Age Group and Sex, 2016 – 2020 .....	16
13.	Pedestrians in Crashes by Age and Drug or Alcohol Involvement, 2016 – 2020 .....	17
14.	Pedestrians in Crashes by Age, Sex and Drug or Alcohol Involvement, 2016 – 2020.....	17
15.	Pedestrians in Crashes by Hit-and-Run, 2016 – 2020 .....	18
16.	Pedestrians in Crashes by Injury Severity and Light Condition, 2016 – 2020.....	18
17.	Pedestrians in Crashes by Injury Severity and Road Condition, 2016 – 2020.....	18
18.	Pedestrians in Crashes by Injury Severity and Road Surface, 2016 – 2020 .....	19
19.	Pedestrians in Crashes by Injury Severity and Traffic Control Device, 2016 – 2020 .....	19
20.	Pedestrians in Crashes by Injury Severity and Road Design Lanes, 2016 – 2020 .....	19
21.	Pedestrians in Crashes by Injury Severity and Road Design Dividers, 2016 – 2020 .....	20
22.	Pedestrians in Crashes by Injury Severity and Road Design, 2016 – 2020 .....	20
23.	Pedestrians in Crashes by Injury Severity and Agency, 2016 – 2020.....	21
24.	Pedestrians in Crashes by Injury Severity and City, 2016 – 2020 .....	21
25.	Pedestrians in Crashes by Injury Severity and County, 2016 – 2020.....	22
26.	Frequency of Contributing Factors of Pedestrians in Crashes, 2016 – 2020 .....	23
27.	Frequency of Contributing Factors of Pedestrians in Fatal Crashes, 2016 – 2020 .....	24

## 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.

**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.

**First Harmful Event (FHE)** – The event of the crash that produced the first injury or damage. It is used in conjunction with a subfield (FHEanalysis) to provide addition detail on the nature of the first harmful event. Starting with 2020 crash data, first harmful event replaced crash classification, and FHEanalysis replaced Analysis. FHE and its' subanalysis data are derived from the crash classification and analysis fields for crashes that occurred prior to 2020 and for any agencies not using the new crash report form put into circulation in 2020.

First harmful event may not reflect other important events. For example, a crash in which a vehicle overturned and then hit a pedestrian should be classified as “Non-Collision” and not “Collision with Person.” As a result, first harmful event totals do not always match corresponding totals in other sections of this report.

Statistics for the first harmful event category “Other” and FHE analysis subcategories “Other Large Domestic Animal”, “Curb” and “Other Non-Motorist” are not available prior to 2020. The addition of options in 2020 decreases the use of previously available options.

**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 2012 crashes, 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. Historically, “pedestrians” have also included people on personal conveyances. The addition of the “Pedestrian, Other” seat position, introduced on the E July 2018 Uniform Crash Report, created more distinction.

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

**Pedestrians 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.

**Pedestrians 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.

**Personal Conveyance** – A motorized or human-powered device, other than a pedalcycle, that transports pedestrians for either mobility assistance or recreation purposes. Examples are wheelchairs, skateboards and strollers.

**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.

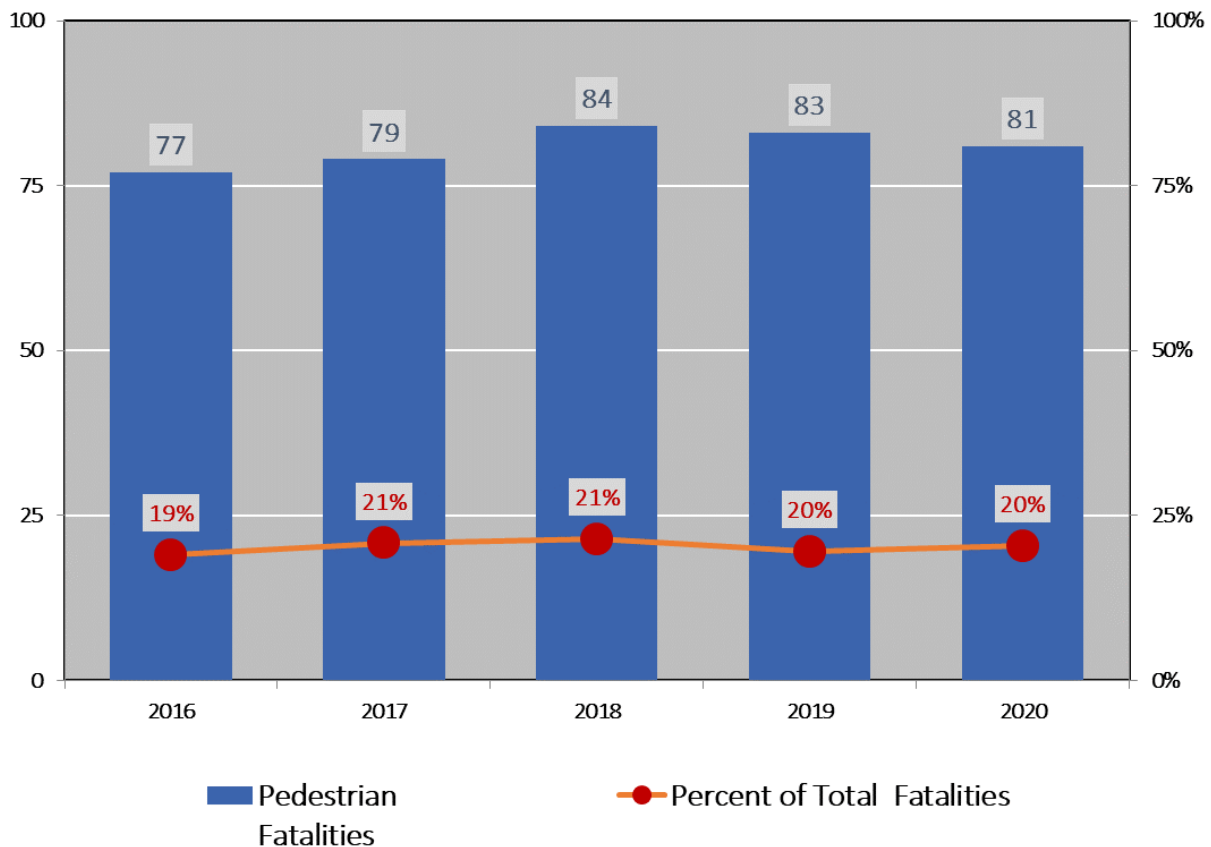
**Vehicle** – A motorized car, truck, bus, van, or motorcycle (mechanically or electrically powered) for carrying or transporting persons or things. Pedestrians and pedalcyclists are counted as nonmotorized vehicles when in a crash with a motor vehicle.



## 1. Crashes and Fatalities by Pedestrian Involvement, 2016 – 2020

Year	Crashes			Fatalities		
	Pedestrian-Involved	Total	Percent Pedestrian-Involved	Pedestrian	Total	Percent Pedestrian
2016	586	45,308	1.3%	77	405	19%
2017	600	45,071	1.3%	79	380	21%
2018	625	45,906	1.4%	84	392	21%
2019	638	46,786	1.4%	83	425	20%
2020	481	47,574	1.0%	81	398	20%
<b>Total</b>	<b>2,930</b>	<b>230,645</b>	<b>1.3%</b>	<b>404</b>	<b>2,000</b>	<b>20%</b>

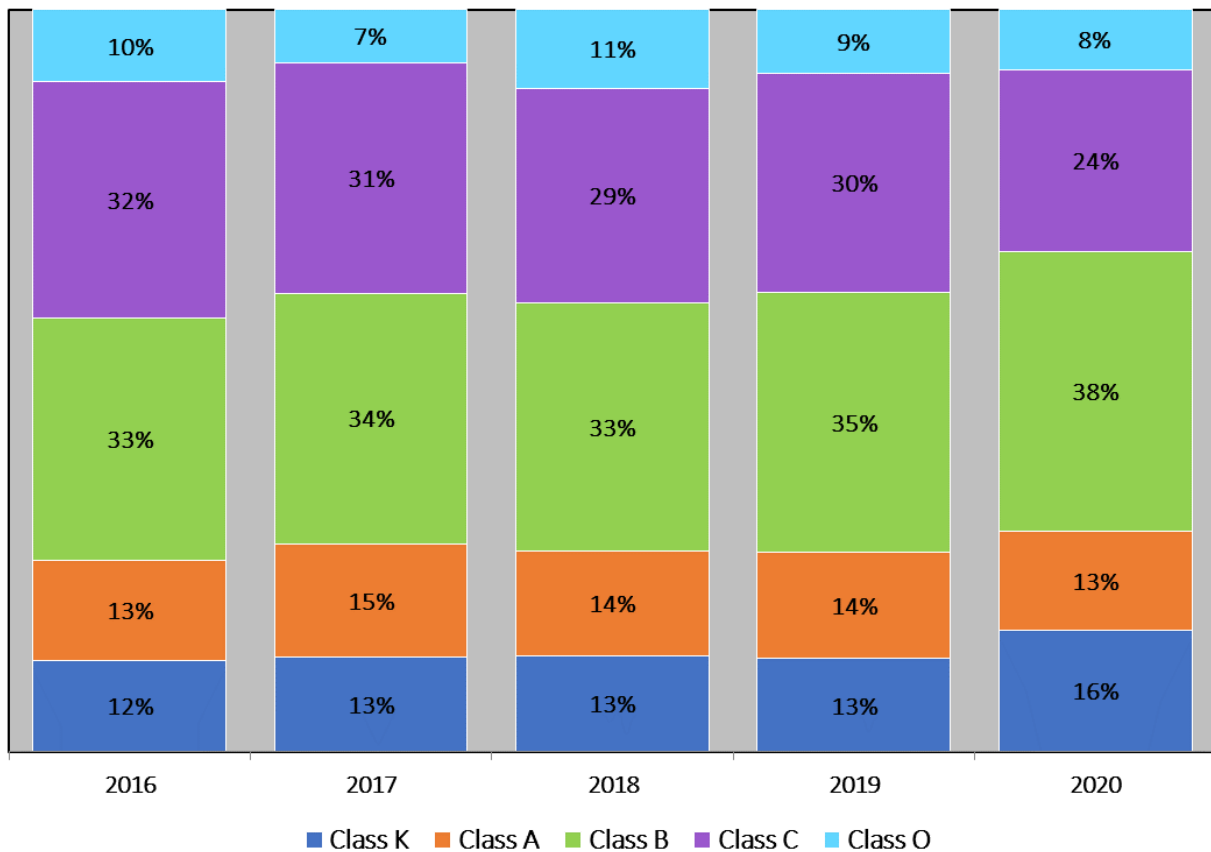
Pedestrian Fatalities as Percentage of Total Fatalities, 2016 - 2020



## 2. Pedestrians in Crashes by Injury Severity, 2016 - 2020

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
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%
2019	83	13%	95	14%	231	35%	195	30%	57	9%	661	100%
2020	81	16%	66	13%	187	38%	121	24%	40	8%	495	100%
Total	Count	404	432	1,049	896	271	3,052	100%				
	Percent	13%	14%	34%	29%	9%	100%					

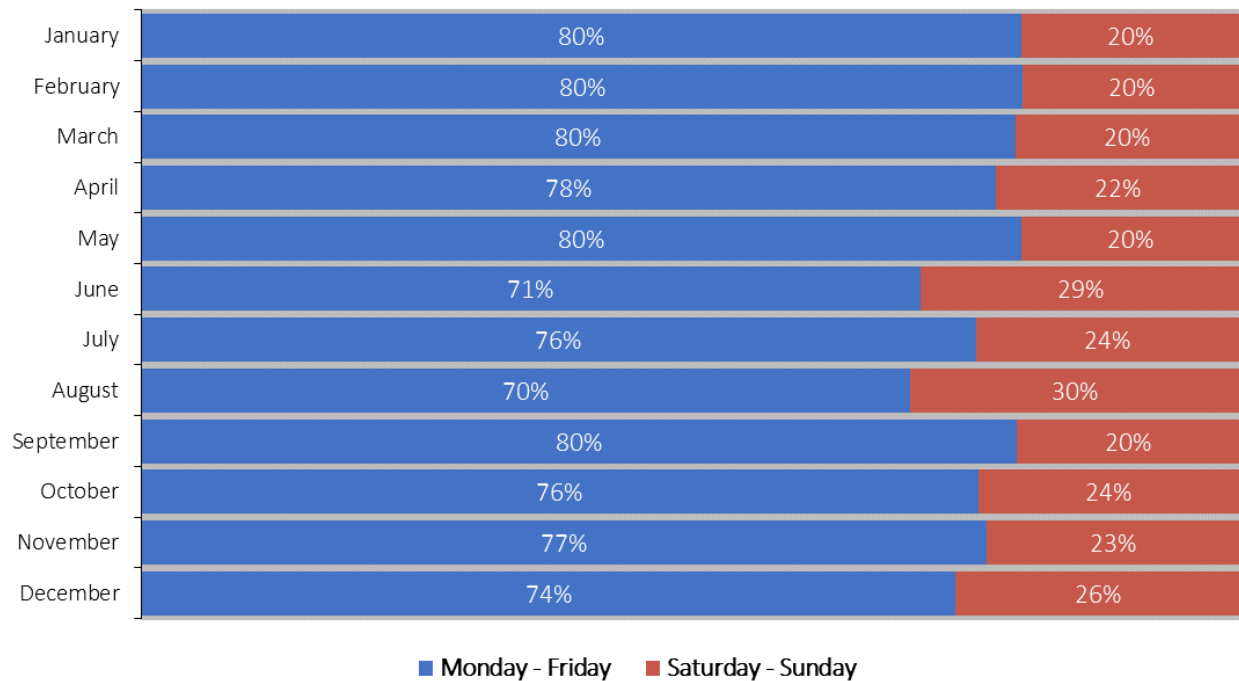
Percent of Injury Severity to Pedestrians in Crashes, 2016 - 2020



### 3. Pedestrian Crashes by Month and Day, 2016 – 2020

Month	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total		
								Count	Percent	
January	46	48	57	51	51	33	30	316	10%	
February	39	39	47	51	39	28	25	268	9%	
March	33	36	34	44	51	28	23	249	8%	
April	41	40	30	30	41	34	18	234	8%	
May	35	34	35	31	38	28	15	216	7%	
June	33	34	25	20	39	35	27	213	7%	
July	33	32	41	27	31	26	26	216	7%	
August	30	19	27	35	29	41	19	200	7%	
September	39	48	32	47	45	21	33	265	9%	
October	43	54	47	38	54	39	35	310	10%	
November	47	44	44	41	37	39	25	277	9%	
December	27	40	55	35	52	40	33	282	9%	
Total	Count	446	468	474	450	507	392	309	3,046	100%
	Percent	15%	15%	16%	15%	17%	13%	10%		100%

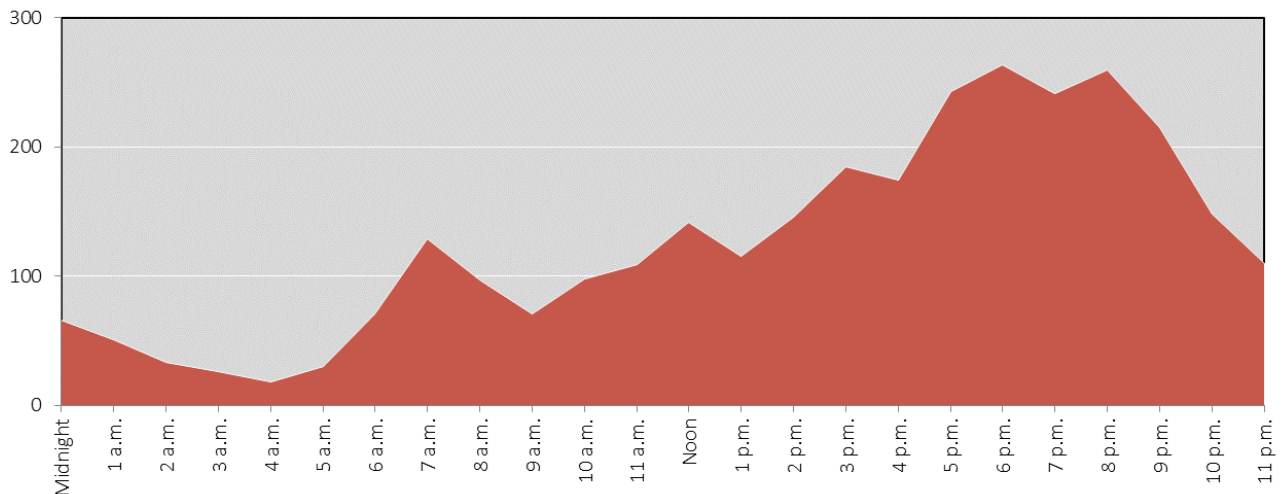
Pedestrians in Weekday and Weekend Crashes, 2016 - 2020



#### 4. Pedestrian Crashes by Hour and Day of Week, 2016 - 2020

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total		
								Count	Percent	
Midnight	3	8	9	8	10	10	18	66	2.2%	
1 a.m.	6	3	6	5	3	14	14	51	1.7%	
2 a.m.	3	2	5	5	3	11	4	33	1.1%	
3 a.m.	2	2	2	4	3	8	5	26	0.9%	
4 a.m.	2	6	3	1	2	1	3	18	0.6%	
5 a.m.	2	8	3	4	5	4	4	30	1.0%	
6 a.m.	14	12	14	13	12	2	4	71	2.3%	
7 a.m.	20	23	31	19	22	12	2	129	4.2%	
8 a.m.	16	15	16	25	19	4	2	97	3.2%	
9 a.m.	15	12	13	13	11	3	4	71	2.3%	
10 a.m.	12	14	15	15	27	7	8	98	3.2%	
11 a.m.	12	15	23	16	20	14	9	109	3.6%	
Noon	24	22	19	17	28	18	14	142	4.7%	
1 p.m.	14	16	23	22	19	13	8	115	3.8%	
2 p.m.	20	26	23	25	23	14	15	146	4.8%	
3 p.m.	37	28	33	37	17	20	13	185	6.1%	
4 p.m.	26	21	36	30	23	19	19	174	5.7%	
5 p.m.	35	46	41	39	36	22	24	243	8.0%	
6 p.m.	47	47	32	31	49	30	28	264	8.7%	
7 p.m.	28	44	42	25	42	29	31	241	7.9%	
8 p.m.	37	45	29	37	42	43	27	260	8.5%	
9 p.m.	32	24	25	28	36	37	33	215	7.1%	
10 p.m.	25	21	18	18	27	29	10	148	4.9%	
11 p.m.	14	7	13	12	26	28	10	110	3.6%	
Invalid Code	0	1	0	1	2	0	0	4	0.1%	
Total	Count	446	468	474	450	507	392	309	3,046	100%
	Percent	15%	15%	16%	15%	17%	13%	10%		100%

Pedestrians in Crashes by Hour, 2016 - 2020



## 5. Alcohol- or Drug-Involved Pedestrian Fatalities, 2016 – 2020

Year	Alcohol-involved			Drug-involved		
	Alcohol-involved Pedestrian Fatalities	Alcohol-involved Pedestrians	Percent Fatalities	Drug-involved Pedestrian Fatalities	Drug-involved Pedestrians	Percent Fatalities
2016	48	129	37%	18	23	78%
2017	41	122	34%	10	19	53%
2018	42	108	39%	30	36	83%
2019	48	130	37%	31	38	82%
2020	30	85	35%	38	43	88%
<b>Total</b>	<b>209</b>	<b>574</b>	<b>36%</b>	<b>127</b>	<b>159</b>	<b>80%</b>

## 6. Pedestrian in Crashes by Alcohol Involvement, 2016 – 2020

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
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%
2019	48	83	58%	130	661	20%	48	130	37%
2020	30	81	37%	85	495	17%	30	85	35%
<b>Total</b>	<b>209</b>	<b>404</b>	<b>52%</b>	<b>574</b>	<b>3,052</b>	<b>19%</b>	<b>209</b>	<b>574</b>	<b>36%</b>

## 7. Pedestrians in Crashes by Drug Involvement, 2016 – 2020

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
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%
2019	31	83	37%	38	661	6%	31	38	82%
2020	38	81	47%	43	495	9%	38	43	88%
<b>Total</b>	<b>127</b>	<b>404</b>	<b>31%</b>	<b>159</b>	<b>3,052</b>	<b>5%</b>	<b>127</b>	<b>159</b>	<b>80%</b>

## 8. Alcohol-involved Pedestrians in Crashes by Injury Severity, 2016 – 2020

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
2016	48	23%	20	21%	36	23%	20	21%	5	26%	129	22%
2017	41	20%	24	25%	32	21%	23	24%	2	11%	122	21%
2018	42	20%	20	21%	27	17%	16	17%	3	16%	108	19%
2019	48	23%	15	16%	35	23%	25	26%	7	37%	130	23%
2020	30	14%	17	18%	25	16%	11	12%	2	11%	85	15%
Total	Count	209	96		155		95		19		574	100%
	Percent	36%	17%		27%		17%		3%			100%

## 9. Drug-involved Pedestrians in Crashes by Injury Severity, 2016 – 2020

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
2016	18	14%	0	0%	3	20%	2	40%	0	0%	23	14%
2017	10	8%	3	30%	5	33%	0	0%	1	50%	19	12%
2018	30	24%	4	40%	1	7%	1	20%	0	0%	36	23%
2019	31	24%	3	30%	2	13%	1	20%	1	50%	38	24%
2020	38	30%	0	0%	4	27%	1	20%	0	0%	43	27%
Total	Count	127	10		15		5		2		159	100%
	Percent	80%	6%		9%		3%		1%			100%

### 10. Pedestrians in Alcohol-involved Crashes, 2016 – 2020

Year	Fatalities			Pedestrians			Alcohol		
	Pedestrians Killed in Alcohol-involved Crashes	Total Pedestrians Killed	Percent 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
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%
2019	49	83	59%	143	661	22%	49	143	34%
2020	30	81	37%	89	495	18%	30	89	34%
<b>Total</b>	<b>219</b>	<b>404</b>	<b>54%</b>	<b>638</b>	<b>3,052</b>	<b>21%</b>	<b>219</b>	<b>638</b>	<b>34%</b>

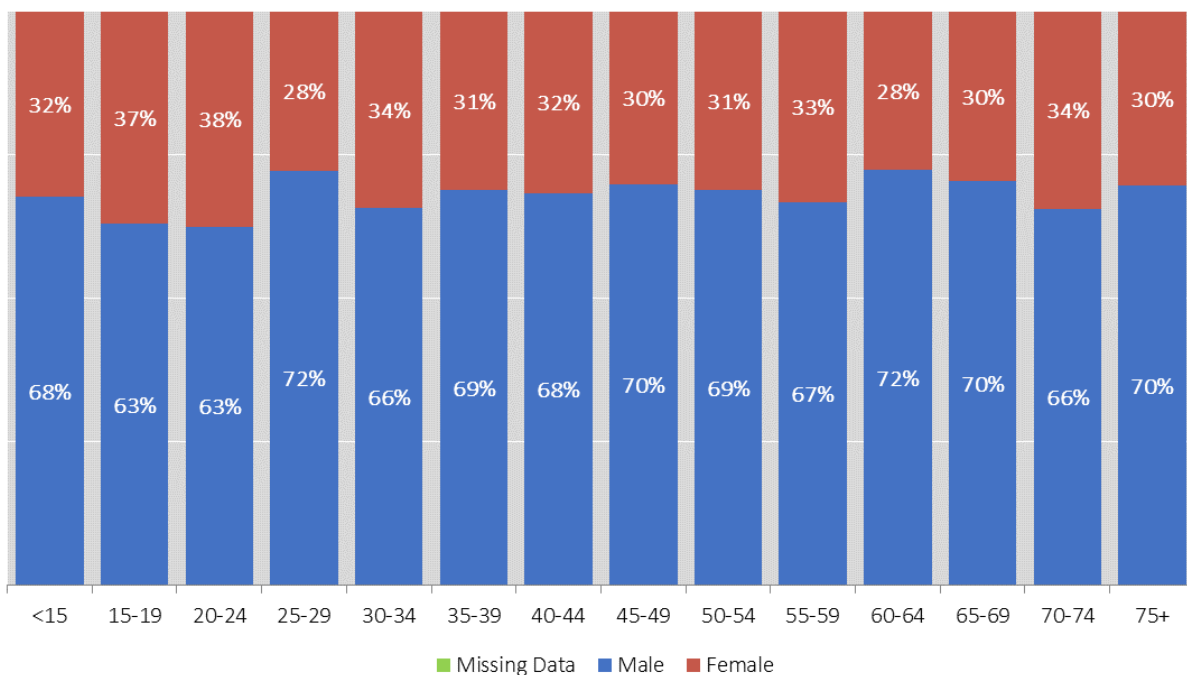
### 11. Pedestrians in Drug-involved Crashes, 2016 – 2020

Year	Fatalities			Pedestrians			Drug		
	Pedestrians Killed in Drug-involved Crashes	Total Pedestrians Killed	Percent in Drug-involved Crashes	Pedestrians in Drug-involved Crashes	Total Pedestrians	Percent in Drug-involved Crashes	Pedestrians Killed in Drug-involved Crashes	Pedestrians in Drug-involved Crashes	Percent Killed
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%
2019	33	83	40%	43	661	7%	33	43	77%
2020	39	81	48%	45	495	9%	39	45	87%
<b>Total</b>	<b>135</b>	<b>404</b>	<b>33%</b>	<b>180</b>	<b>3,052</b>	<b>6%</b>	<b>135</b>	<b>180</b>	<b>75%</b>

## 12. Pedestrians in Crashes by Age Group and Sex, 2016 - 2020

Age Group	Male		Female		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	157	68%	75	32%	0	0%	232	8%	
15-19	128	63%	75	37%	0	0%	203	7%	
20-24	145	63%	87	38%	0	0%	232	8%	
25-29	225	72%	86	28%	0	0%	311	10%	
30-34	183	66%	95	34%	0	0%	278	9%	
35-39	184	69%	83	31%	0	0%	267	9%	
40-44	149	68%	69	32%	0	0%	218	7%	
45-49	144	70%	62	30%	0	0%	206	7%	
50-54	158	69%	71	31%	0	0%	229	8%	
55-59	135	67%	67	33%	0	0%	202	7%	
60-64	137	72%	52	28%	0	0%	189	6%	
65-69	86	70%	36	30%	0	0%	122	4%	
70-74	44	66%	23	34%	0	0%	67	2%	
75+	74	70%	32	30%	0	0%	106	3%	
Missing Data	125	66%	52	27%	13	7%	190	6%	
Total	Count	2,074	68%	965	32%	13	0%	3,052	100%
	Percent		68%		32%		0%		100%

Pedestrians in Crashes by Age Group and Sex, 2016- 2020





### 13. Pedestrians in Crashes by Age and Drug or Alcohol Involvement, 2016 – 2020

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	2	0%	8	232	3%
15-19	3	7	43%	4	7	57%	11	203	5%
20-24	17	40	43%	10	16	63%	28	232	12%
25-29	33	81	41%	22	26	85%	50	311	16%
30-34	20	64	31%	18	21	86%	40	278	14%
35-39	23	65	35%	14	20	70%	40	267	15%
40-44	18	56	32%	12	13	92%	31	218	14%
45-49	21	55	38%	9	10	90%	34	206	17%
50-54	27	74	36%	12	15	80%	39	229	17%
55-59	19	52	37%	9	11	82%	37	202	18%
60-64	15	37	41%	11	12	92%	32	189	17%
65-69	7	15	47%	3	3	100%	13	122	11%
70-74	3	7	43%	1	1	100%	10	67	15%
75 +	2	3	67%	1	1	100%	28	106	26%
Missing Data	1	18	6%	0	1	0%	3	190	2%
<b>Total</b>	<b>209</b>	<b>574</b>	<b>36%</b>	<b>127</b>	<b>159</b>	<b>80%</b>	<b>404</b>	<b>3,052</b>	<b>13%</b>

### 14. Pedestrians in Crashes by Age, Sex and Drug or Alcohol Involvement, 2016 – 2020

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%	1	2	0%	0	
15-19	2	5	40%	1	2	50%	0	2	5	40%	2	2	0%	0
20-24	11	24	46%	6	16	38%	0	8	11	73%	2	5	40%	0
25-29	26	68	38%	7	13	54%	0	16	19	84%	6	7	86%	0
30-34	14	45	31%	6	19	32%	0	12	14	86%	6	7	86%	0
35-39	17	53	32%	6	12	50%	0	11	16	69%	3	4	75%	0
40-44	14	45	31%	4	11	36%	0	10	11	91%	2	2	100%	0
45-49	19	47	40%	2	8	25%	0	9	10	90%	0	0	0%	0
50-54	19	58	33%	8	16	50%	0	10	13	77%	2	2	0%	0
55-59	18	48	38%	1	4	25%	0	8	10	80%	1	1	100%	0
60-64	13	32	41%	2	5	40%	0	7	8	88%	4	4	100%	0
65-69	5	12	42%	2	3	67%	0	3	3	100%	0	0	0%	0
70-74	3	7	43%	0	0	0%	0	1	1	100%	0	0	0%	0
75 +	2	3	67%	0	0	0%	0	1	1	100%	0	0	0%	0
Missing Data	1	15	7%	0	3	0%	0	0	1	0%	0	0	0%	0
<b>Total</b>	<b>164</b>	<b>462</b>	<b>35%</b>	<b>45</b>	<b>112</b>	<b>40%</b>	<b>0</b>	<b>98</b>	<b>123</b>	<b>80%</b>	<b>29</b>	<b>36</b>	<b>81%</b>	<b>0</b>

### 15. Pedestrians in Crashes by Hit-and-Run, 2016 – 2020

Year	Hit-and-Run		Not a Hit-and-Run		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2016	166	18%	459	22%	0	0%	625	20%
2017	176	19%	444	21%	0	0%	620	20%
2018	186	20%	465	22%	0	0%	651	21%
2019	222	24%	439	21%	0	0%	661	22%
2020	171	19%	324	15%	0	0%	495	16%
Total	Count	921	2,131		0		3,052	100%
	Percent	30%	70%		0%		100%	

### 16. Pedestrians in Crashes by Injury Severity and Light Condition, 2016 – 2020

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	17.3%	169	39.1%	570	54.4%	540	60.5%	161	59.4%	1,510	49.6%
Dark-Lighted	131	32.4%	132	30.6%	253	24.2%	196	22.0%	56	20.7%	768	25.2%
Dark-Not Lighted	184	45.5%	109	25.2%	159	15.2%	105	11.8%	36	13.3%	593	19.5%
Dusk	12	3.0%	16	3.7%	48	4.6%	28	3.1%	9	3.3%	113	3.7%
Dawn	5	1.2%	5	1.2%	12	1.1%	7	0.8%	3	1.1%	32	1.1%
Dark-Unknown Lighting	1	0.2%	0	0.0%	0	0.0%	2	0.2%	0	0.0%	3	0.1%
Unknown or Not Reported	0	0.0%	1	0.2%	0	0.0%	0	0.0%	0	0.0%	1	0.0%
Other	1	0.2%	0	0.0%	1	0.1%	2	0.2%	0	0.0%	4	0.1%
Left Blank	0	0.0%	0	0.0%	4	0.4%	12	1.3%	6	2.2%	22	0.7%
Total	Count	404	432		1,047		892		271		3,046	100%
	Percent	11%	17%		32%		29%		10%		100%	

### 17. Pedestrians in Crashes by Injury Severity and Road Condition, 2016 – 2020

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	306	75.7%	316	73.1%	839	80.1%	662	74.2%	181	66.8%	2,304	75.6%
Wet	12	3.0%	22	5.1%	32	3.1%	34	3.8%	12	4.4%	112	3.7%
Loose Material	0	0.0%	0	0.0%	4	0.4%	2	0.2%	0	0.0%	6	0.2%
Snow	0	0.0%	0	0.0%	2	0.2%	3	0.3%	0	0.0%	5	0.2%
Ice	2	0.5%	1	0.2%	3	0.3%	1	0.1%	0	0.0%	7	0.2%
Standing or Moving Water	0	0.0%	0	0.0%	0	0.0%	2	0.2%	1	0.4%	3	0.1%
Slush	0	0.0%	0	0.0%	0	0.0%	1	0.1%	0	0.0%	1	0.0%
Oil	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other	2	0.5%	1	0.2%	4	0.4%	3	0.3%	0	0.0%	10	0.3%
Left Blank	82	20.3%	92	21.3%	163	15.6%	184	20.6%	77	28.4%	598	19.6%
Total	Count	404	432		1,047		892		271		3,046	100%
	Percent	13%	14%		34%		29%		9%		100%	

### 18. Pedestrians in Crashes by Injury Severity and Road Surface, 2016 – 2020

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	248	56.0%	236	54.6%	531	50.7%	427	47.9%	106	39.1%	1,548	50.8%
Paved Center Stripe	39	8.8%	62	14.4%	149	14.2%	131	14.7%	41	15.1%	422	13.9%
Paved Unstriped	39	8.8%	32	7.4%	166	15.9%	126	14.1%	36	13.3%	377	12.4%
Unpaved	17	3.8%	4	0.9%	18	1.7%	11	1.2%	5	1.8%	45	1.5%
Lane Markers	7	1.6%	3	0.7%	9	0.9%	8	0.9%	4	1.5%	28	0.9%
Invalid Code	4	0.9%	0	0.0%	2	0.2%	2	0.2%	0	0.0%	4	0.1%
Left Blank	89	20.1%	95	22.0%	172	16.4%	187	21.0%	79	29.2%	622	20.4%
Total	Count	443	432		1,047		892		271		3,046	100%
	Percent	15%	14%		34%		29%		9%		100%	

### 19. Pedestrians in Crashes by Injury Severity and Traffic Control Device, 2016 – 2020

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	227	56%	205	47%	438	42%	305	34%	85	31%	1,260	41%
Traffic Signals	41	10%	70	16%	230	22%	240	27%	52	19%	633	21%
Stop Sign	3	1%	11	3%	59	6%	48	5%	6	2%	127	4%
No Passing Zone	6	1%	5	1%	7	1%	8	1%	4	1%	30	1%
Flashers	1	0%	1	0%	6	1%	3	0%	1	0%	12	0%
Yield Sign	0	0%	0	0%	4	0%	0	0%	0	0%	4	0%
All-Way Stop	1	0%	3	1%	12	1%	16	2%	10	4%	42	1%
R.R. Xing Device	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Other	44	11%	55	13%	131	13%	103	12%	42	15%	375	12%
Left Blank	81	20%	81	19%	160	15%	169	19%	71	26%	562	18%
Total	Count	404	432		1,047		892		271		3,046	100%
	Percent	13%	14%		34%		29%		9%		100%	

### 20. Pedestrians in Crashes by Injury Severity and Road Design Lanes, 2016 – 2020

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	123	30%	111	26%	308	29%	251	28%	69	25%	862	28%
Three Lanes	74	18%	77	18%	178	17%	121	14%	31	11%	481	16%
One Lane	37	9%	57	13%	177	17%	135	15%	42	15%	448	15%
Four+ Lanes	55	14%	51	12%	87	8%	68	8%	17	6%	278	9%
Left Blank	115	28%	136	31%	297	28%	317	36%	112	41%	977	32%
Total	Count	404	432		1,047		892		271		3,046	100%
	Percent	13%	14%		34%		29%		9%		100%	

## 21. Pedestrians in Crashes by Injury Severity and Road Design Dividers, 2016 – 2020

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
Physical Divider	232	26%	124	31%	58	21%	279	27%	110	25%	803	26%
Undivided	143	16%	22	5%	32	12%	202	19%	39	9%	438	14%
Painted Divider (>4 FT)	238	27%	123	30%	74	27%	321	31%	148	34%	904	30%
Physical Barrier	2	0%	4	1%	0	0%	4	0%	2	0%	12	0%
No Shoulder	3	0%	1	0%	1	0%	7	1%	0	0%	12	0%
Left Blank	274	31%	130	32%	106	39%	234	22%	133	31%	877	29%
Total	Count	892	404	271	1,047	432	3,046	100%				
	Percent	29%	13%	9%	34%	14%						

## 22. Pedestrians in Crashes by Injury Severity and Road Design, 2016 – 2020

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
Alley	1	0%	3	1%	4	0%	3	0%	1	0%	12	0%
Construction Zone	5	1%	4	1%	11	1%	6	1%	4	1%	30	1%
Full Access Control (e.g. Highway)	103	25%	125	29%	278	27%	256	29%	62	23%	824	27.1%
One-Way	28	7%	21	5%	41	4%	20	2%	14	5%	124	4%
Ramp	6	1%	4	1%	5	0%	4	0%	0	0%	19	0.6%
Two-way, Divided	5	1%	2	0%	12	1%	10	1%	0	0%	29	1%
Two-way, Not Divided	0	0%	1	0%	4	0%	3	0%	0	0%	8	0.3%
Two-way, Not Divided, Continuous Left-Turn Lane	1	0%	1	0%	1	0%	0	0%	0	0%	3	0%
Undeveloped	1	0%	1	0%	2	0%	2	0%	0	0%	6	0.2%
Other	134	33%	146	34%	452	43%	349	39%	92	34%	1173	39%
Left Blank	120	30%	124	29%	237	23%	239	27%	98	36%	818	26.9%
Total	Count	404	432	1,047	892	271	3,046	100%				
	Percent	13%	14%	34%	29%	9%						

### 23. Pedestrians in Crashes by Injury Severity and Agency, 2016 - 2020

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	140	35%	216	50%	509	49%	471	53%	114	42%	1,450	48%
Las Cruces Police Department	14	3%	23	5%	82	8%	46	5%	18	7%	183	6%
New Mexico State Police (NMSP)	83	21%	25	6%	30	3%	13	1%	12	4%	163	5%
Santa Fe Police Department	10	2%	12	3%	69	7%	57	6%	9	3%	157	5%
Bernalillo County Sheriffs Department	28	7%	20	5%	40	4%	27	3%	8	3%	123	4%
All Other Agencies	129	32%	136	31%	319	30%	282	31%	110	41%	976	32%
Total	Count	404	432	1,049	896	271	3,052	100%				
	Percent	13%	14%	34%	29%	9%	100%					

### 24. Pedestrians in Crashes by Injury Severity and City, 2016 - 2020

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	172	43%	240	56%	556	53%	515	57%	147	54%	1,630	53%
Las Cruces	17	4%	24	6%	92	9%	52	6%	23	8%	208	7%
Santa Fe	13	3%	13	3%	71	7%	57	6%	10	4%	164	5%
Gallup	19	5%	20	5%	21	2%	23	3%	10	4%	93	3%
Farmington	11	3%	15	3%	31	3%	25	3%	8	3%	90	3%
Rural (No City)	64	16%	31	7%	41	4%	24	3%	13	5%	173	6%
All Other Cities	108	27%	89	21%	237	23%	200	22%	60	22%	694	23%
Total	Count	404	432	1,049	896	271	3,052	100%				
	Percent	13%	14%	34%	29%	9%	100%					

## 25. Pedestrians in Crashes by Injury Severity and County, 2016 – 2020

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	179	243	560	518	148	1,648	54%	
Catron	1	0	0	0	0	1	0%	
Chaves	7	8	19	22	5	61	2%	
Cibola	4	1	4	3	0	12	0%	
Colfax	3	0	0	5	1	9	0%	
Curry	4	4	11	14	5	38	1%	
De Baca	0	0	0	0	0	0	0%	
Doña Ana	26	26	112	56	25	245	8%	
Eddy	6	5	22	19	12	64	2%	
Grant	3	3	4	8	4	22	1%	
Guadalupe	3	1	0	1	0	5	0%	
Harding	2	0	0	0	0	2	0%	
Hidalgo	1	1	0	0	0	2	0%	
Lea	9	8	29	20	4	70	2%	
Lincoln	1	0	1	5	1	8	0%	
Los Alamos	1	0	1	1	0	3	0%	
Luna	3	3	13	5	3	27	1%	
McKinley	38	32	28	33	16	147	5%	
Mora	0	0	0	0	0	0	0%	
Otero	6	6	14	17	0	43	1%	
Quay	1	0	1	0	0	2	0%	
Rio Arriba	10	4	7	3	2	26	1%	
Roosevelt	1	2	4	1	1	9	0%	
San Juan	45	35	53	36	12	181	6%	
San Miguel	2	2	4	13	4	25	1%	
Sandoval	8	6	33	11	9	67	2%	
Santa Fe	19	19	85	64	11	198	6%	
Sierra	2	3	5	3	0	13	0%	
Socorro	2	3	5	4	2	16	1%	
Taos	7	7	6	8	1	29	1%	
Torrance	5	1	6	1	0	13	0%	
Union	0	1	1	1	0	3	0%	
Valencia	5	8	21	24	5	63	2%	
Total	Count	404	432	1,049	896	271	3,052	100%
	Percent	11%	17%	32%	29%	10%	100%	

## 26. Frequency of Contributing Factors of Pedestrians in Crashes, 2016 – 2020

Contributing Factors*	2016	2017	2018	2019	2020	Five-Year Summary	
						Average	Percent
<b>Human</b>	<b>458</b>	<b>483</b>	<b>492</b>	<b>519</b>	<b>398</b>	<b>470</b>	<b>61%</b>
Alcohol Involved	125	119	103	130	84	112	15%
Avoid No Contact - Other	1	3	1	4	6	3	0%
Avoid No Contact - Vehicle	5	4	7	6	4	5	1%
Cell Phone	2	2	2	2	1	2	0%
Disregarded Traffic Signal	11	10	10	14	8	11	1%
Driver Distracted by Other Activity	0	0	0	0	1	0	0%
Driver Distracted by Passenger	0	0	0	0	0	0	0%
Driver Distracted by Talking on Cell Phone	0	0	0	0	0	0	0%
Driver Distracted by Talking on Hands-Free	0	0	0	0	0	0	0%
Driver Inattention	15	32	35	20	17	24	3%
Driverless Moving Vehicle	2	0	1	0	0	1	0%
Drove Left Of Center	0	0	0	0	1	0	0%
Drug Involved	23	18	36	38	43	32	4%
Excessive Speed	0	1	0	1	0	0	0%
Failed to Yield Right of Way	29	28	33	35	15	28	4%
Failed to Yield to Emergency Vehicle	1	0	0	0	0	0	0%
Failed to Yield to Police Vehicle	1	1	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	1	0	0	0	0	0	0%
Improper Lane Change	0	0	0	0	0	0	0%
Improper Overtaking	0	1	0	0	0	0	0%
Made Improper Turn	1	0	0	0	0	0	0%
Other Improper Driving	2	4	6	8	9	6	1%
Passed Stop Sign	2	0	2	0	0	1	0%
Pedestrian Error	237	259	255	261	204	243	32%
Speed Too Fast for Conditions	0	1	0	0	2	1	0%
Texting	0	0	1	0	3	1	0%
Vehicle Skidded Before Brake	0	0	0	0	0	0	0%
<b>Vehicle</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0%</b>
Coupling Device	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%
Exhaust System	0	0	0	0	0	0	0%
Inadequate Brakes	0	0	0	0	1	1	0%
Lights (Head, Signal, Tail)	0	0	0	0	0	0	0%
Mirrors	0	0	0	0	0	0	0%
Other Mechanical Defect	0	0	0	0	1	1	0%
Suspension	0	0	0	0	0	0	0%
Wheels	0	0	0	0	0	0	0%
Windows, Windshield	0	0	0	0	0	0	0%
Wipers	0	0	0	0	0	0	0%
<b>Environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0%</b>
Animal(s) in Roadway	0	0	0	0	0	0	0%
Backup – Prior Crash	0	0	0	0	0	0	0%
Backup – Prior Incident	0	0	0	0	1	1	0%
Debris	0	0	0	0	0	0	0%
Low Visibility Due To Glare	0	0	0	0	1	1	0%
Low Visibility Due to Smoke	0	0	0	0	0	0	0%
Weather Conditions	0	0	0	0	0	0	0%
Obstruction in Road	0	0	0	0	0	0	0%
Other Visual Obstruction	0	0	0	0	2	2	0%
Road Defect	0	0	0	0	0	0	0%
Road Surface Conditions	0	0	0	0	1	1	0%
Traffic Congestion	0	0	0	0	0	0	0%
Traffic Control Not Functioning	0	0	0	0	0	0	0%
<b>Other<sup>3</sup></b>	<b>321</b>	<b>296</b>	<b>329</b>	<b>338</b>	<b>218</b>	<b>300</b>	<b>39%</b>
None	184	192	220	243	33	872	113%
Other - No Driver Error	16	19	30	35	124	224	29%
Missing Data	121	85	79	60	61	406	53%
<b>Total Contributing Factors</b>	<b>779</b>	<b>779</b>	<b>821</b>	<b>857</b>	<b>623</b>	<b>772</b>	<b>100%</b>

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

## 27. Frequency of Contributing Factors of Pedestrians in Fatal Crashes, 2016 – 2020

Contributing Factors*	2016	2017	2018	2019	2020	Five-Year Summary	
						Average	Percent
<b>Human</b>	<b>112</b>	<b>112</b>	<b>129</b>	<b>139</b>	<b>123</b>	<b>123</b>	<b>86%</b>
Alcohol Involved	45	41	40	48	30	41	28%
Avoid No Contact - Other	1	1	1	0	2	1	1%
Avoid No Contact - Vehicle	0	1	0	1	2	1	1%
Cell Phone	1	0	0	0	0	0	0%
Disregarded Traffic Signal	1	2	1	0	0	1	1%
Driver Distracted by Other Activity	0	0	0	0	0	0	0%
Driver Distracted by Passenger	0	0	0	0	0	0	0%
Driver Distracted by Talking on Cell Ph	0	0	0	0	0	0	0%
Driver Distracted by Talking on Hands-	0	0	0	0	0	0	0%
Driver Inattention	2	2	3	2	2	2	2%
Driverless Moving Vehicle	0	0	1	0	0	0	0%
Drove Left Of Center	0	0	0	0	0	0	0%
Drug Involved	18	10	30	31	38	25	18%
Excessive Speed	0	0	0	0	0	0	0%
Failed to Yield Right of Way	3	4	2	4	1	3	2%
Failed to Yield to Emergency Vehicle	1	0	0	0	0	0	0%
Failed to Yield to Police Vehicle	0	0	0	0	0	0	0%
Following Too Closely	0	0	0	0	0	0	0%
High Speed Pursuit	0	0	0	0	0	0	0%
Improper Backing	0	0	0	0	0	0	0%
Improper Lane Change	0	0	0	0	0	0	0%
Improper Overtaking	0	0	0	0	0	0	0%
Made Improper Turn	0	0	0	0	0	0	0%
Other Improper Driving	0	0	0	1	2	1	0%
Passed Stop Sign	0	0	0	0	0	0	0%
Pedestrian Error	40	51	51	52	46	48	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%
<b>Vehicle</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
Coupling Device	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%
Exhaust System	0	0	0	0	0	0	0%
Inadequate Brakes	0	0	0	0	0	0	0%
Lights (Head, Signal, Tail)	0	0	0	0	0	0	0%
Mirrors	0	0	0	0	0	0	0%
Other Mechanical Defect	0	0	0	0	0	0	0%
Suspension	0	0	0	0	0	0	0%
Wheels	0	0	0	0	0	0	0%
Windows, Windshield	0	0	0	0	0	0	0%
Wipers	0	0	0	0	0	0	0%
<b>Environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
Animal(s) in Roadway	0	0	0	0	0	0	0%
Backup – Prior Crash	0	0	0	0	0	0	0%
Backup – Prior Incident	0	0	0	0	0	0	0%
Debris	0	0	0	0	0	0	0%
Low Visibility Due To Glare	0	0	0	0	0	0	0%
Low Visibility Due to Smoke	0	0	0	0	0	0	0%
Weather Conditions	0	0	0	0	0	0	0%
Obstruction in Road	0	0	0	0	0	0	0%
Other Visual Obstruction	0	0	0	0	0	0	0%
Road Defect	0	0	0	0	0	0	0%
Road Surface Conditions	0	0	0	0	0	0	0%
Traffic Congestion	0	0	0	0	0	0	0%
Traffic Control Not Functioning	0	0	0	0	0	0	0%
<b>Other<sup>3</sup></b>	<b>20</b>	<b>18</b>	<b>21</b>	<b>24</b>	<b>18</b>	<b>20</b>	<b>14%</b>
None	10	11	13	17	2	53	37%
Other - No Driver Error	1	4	5	5	12	27	19%
Missing Data	9	3	3	2	4	21	15%
<b>Total Contributing Factors</b>	<b>132</b>	<b>130</b>	<b>150</b>	<b>163</b>	<b>141</b>	<b>143</b>	<b>100%</b>

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