New Mexico DEPARTMENT OF TRANSPORTATION

MOBILITY FOR EVERYONE

New Mexico Traffic Crash Annual Report

2018

New Mexico Department of Transportation
Traffic Safety Division
Traffic Records Bureau

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Traffic Safety Division
Traffic Records Bureau

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Published January 2020
Available online at
tru.unm.edu

Produced for the New Mexico Department of Transportation,
Traffic Safety Division, Traffic Records Bureau, under Contract 6093
Produced by the University of New Mexico Geospatial and Population Studies,
Traffic Research Unit

Distributed in compliance with New Mexico Statute 66-7-214
as a reference source regarding New Mexico traffic crashes

For the purposes of this report, data are compiled by the University of New Mexico, Geospatial and Population Studies (UNM-GPS), Traffic Research Unit, 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 versus State databases. If you have questions regarding this report, please contact the Traffic Safety Division at (505) 827-0427.

Acknowledgements

The New Mexico Department of Transportation, Traffic Safety Division (NMDOT), would like to thank New Mexico's law enforcement agencies, state and local traffic safety officials, NMDOT Traffic Records Program staff, NMDOT contractors, and other partner organizations for their support of NMDOT programs and initiatives. Their work is central to our success in reducing fatalities and injuries on New Mexico's public roadways.

Special thanks go to New Mexico's law enforcement officers for their work in documenting traffic-related crash data using the NM state Uniform Crash Report (UCR) form, which provides most of the data used in this report. These data are used for federal reporting and to obtain federal grants and funding from the National Highway Transportation Safety Administration (NHTSA) and the Federal Highway Administration (FHWA). Data in this report are also used by traffic safety officials to identify and monitor traffic safety issues and by New Mexico's legislators to decide on funding for traffic-safety programs.

This report was produced for NMDOT under contract 6093 by the University of New Mexico Geospatial and Population Studies (UNM-GPS), Traffic Research Unit (TRU), with Robert Rhatigan, interim executive project director. The editors were David Jacobs and Jessica Bloom, with maps provided by David Jacobs and additional review by Maurreen Skowran. UNM-GPS would like to thank Franklin Garcia, executive manager of the NMDOT Modal Divisions; and all of the NMDOT Traffic Records staff, including Sophia Roybal-Cruz, Traffic Records staff manager.

The cover photo is an aerial photograph of the I-25 and Paseo Del Norte interchange construction project, located in Albuquerque, New Mexico. The photographs featured in this report are by Jake Schoellkopf, NMDOT photographer.

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Definitions

100M VMT – A measurement of the number of miles traveled annually by motor vehicles. It is reported in units of 100 million vehicle miles traveled (100M VMT).

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.

Driver – A person in control of a motor vehicle. Pedestrians and pedalcyclists are classified as drivers of non-motorized vehicles.

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.

Definitions

Motorcyclist – A person who is in or upon a motorcycle or all-terrain vehicle (ATV).

New Mexican Driver – A driver who lives in New Mexico or has a New Mexico driver's license.

Non-Motorized Vehicle – A pedalcyclist or pedestrian who is involved in a motor vehicle traffic crash. Includes personal conveyances such as skateboards and wheelchairs.

Occupant – A person who is in or upon a motor vehicle in transport. This includes the driver, passengers, and persons riding on the exterior of a motor vehicle.

Pedalcyclist (Bicyclist) – A person riding a mechanism of transport that is powered solely by pedals.

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

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).

Rate – A rate is calculated by dividing a total count (such as total crashes, drivers or fatalities) by a denominator such as VMT, number of licensed drivers or population. See Page 4 for more detail.

Ratio of Males to Females – The number of males for every one female. The ratio of males to females is calculated by dividing the number of males by the number of females. For example, five males and two females have a ratio of 2.5 males for every one female.

Rural – Places not classified as urban are classified as rural. Starting in 2013, "rural" was redefined. See definition of "urban" for more information.

Serious Injury – A Suspected Serious Injury.

Severity of Injury – The degree of injury to a person in a crash as described by the KABCO scale: K is for *Killed*, *ABC* indicate injuries (*A*=Suspected Serious Injury, *B*=Suspected Minor Injury, *C*=Possible Injury), and *O* indicates No Apparent Injuries (property damage only).

Definitions

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 – Any injury other than fatal that results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

The definition above was adopted in 2014 by the Federal Highway Administration for suspected serious injuries (Class A injuries). Before this revision, a Class A injury was defined as "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 an incapacitating injury."

Top Contributing Factor – The top contributing factor is derived hierarchically using the following priorities (highest to lowest) out of all the reported contributing factors in a crash that are listed in the Apparent Contributing Factors section of the UCR form. The top contributing factor may hide other important factors in the crash.

1. Alcohol/drug-involved
2. Pedestrian error
3. Disregarded traffic signal
4. Passed stop sign
5. Failed to yield right-of-way
6. Excessive speed
7. Speed too fast for conditions
8. Drove left of center
9. Following too closely
10. Made improper turn
11. Improper overtaking
12. Improper lane change
13. Improper backing
14. Traffic controls not functioning
15. Defective steering
16. Inadequate brakes
17. Defective tires
18. Other mechanical defect
19. Road defect
20. Avoid no contact – (with other) vehicle
21. Avoid no contact – other (pedestrian, animal, etc.)
22. Driverless moving vehicle
23. Vehicle skidded before applying brakes
24. Driver inattention (including any cell phone use)
25. Other improper driving
26. Other – no driver error
27. None
28. Missing data

Definitions

The top contributing factor *for each vehicle* is derived out of all the contributing factors reported for that vehicle, using the same priorities.

Uniform Crash Report (UCR) – A statewide form, submitted by law enforcement agencies in the state to NMDOT, for any crash on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least $500 in property damage.

Urban – Areas defined by the 2010 U.S. Census Urbanized Areas (NMDOT-adjusted) and U.S. Census Urban Clusters. This definition, which is based on population density, allows densely settled areas outside of incorporated places to be classified as "urban," and sparsely settled areas within incorporated boundaries to be classified as "rural." Urban areas for crash years 2013-2017 include a ½-mile buffer extending out from those urban boundaries. Urban areas for crash years 2018 and after do not include a buffer, which decreases the number of crashes classified as urban. In crashes before 2013, "urban" was defined as a town or city with a population of at least 2,500 people.

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 non-motorized vehicles when in a crash with a motor vehicle.

2018 New Mexico Crash Highlights

- Less than 1 percent of crashes resulted in a **fatality**. (Table 1)
- 29 percent of crashes resulted in an **injury**. (Table 1)
- 18 percent of crashes were **hit-and-run** crashes. (Table 6)
- 50 percent of **pedestrians** killed in crashes were under the influence of **alcohol**. (Table 46)
- 5 percent of crashes and 39 percent of crash fatalities involved **alcohol**. (Table 62, Table 65)
- 11 percent of **unbelted** occupants in passenger vehicles in crashes were killed, compared with only 0.1 percent of **belted** occupants in passenger vehicles in crashes. (Table 68)

Top contributing factors in crashes:

- Driver inattention (21 percent)
- Failed to yield right of way (14 percent)
- Following too closely (11 percent)

Top contributing factors in fatalities:

- Alcohol/drug involvement (55 percent)
- Driver inattention (9 percent)
- Excessive speed (7 percent)

- In an average day in New Mexico, 128 crashes occurred, which involved 318 people, with 54 people injured and 1 person killed.

On average in New Mexico in 2018 …

- A motor vehicle crash occurred every **11** minutes.
- A crash occurred in Bernalillo County every **27** minutes.
- A person was injured in a crash every **27** minutes.
- A distracted-driving crash occurred every **55** minutes.
- A semi/large-truck crash occurred every **3** hours.
- An alcohol-involved crash occurred every **4** hours.
- A person was killed or injured in an alcohol-involved crash every **6** hours.
- A motorcycle was involved in a crash every **8** hours.
- A pedestrian was hit by a vehicle every **13** hours.
- A person was killed in a crash every **22** hours.
- A bicyclist was hit by a vehicle every **24** hours.

2018 New Mexico Crash Highlights

In 2018, there were 46,786 traffic crashes reported on public roadways in New Mexico. These crashes involved 116,020 people, with 19,790 people injured and 392 people killed.

Traffic safety concerns in need of improvement in New Mexico in the last five years:

- When analyzed using population, New Mexico's crash rate is at its highest level in at least five years, at 2,233 per 100,000 population. (Figure 1)
- When analyzed using vehicle miles traveled, New Mexico fatal crash rates and fatality rates were higher than the national average in four of the past five years. (Figure 2, Figure 3)
- Hit-and-run crashes have risen four years in a row, to 17.9 percent of all crashes. (Table 6)
- Crashes involving heavy trucks have risen four years in a row, to 2,658. (Table 42)
- Pedestrian fatalities rose to 84, their highest level in the past five years. Each year, alcohol was noted as a contributing factor in at least half of all pedestrian fatalities. (Table 44, Table 46)
- The rate of teen drivers in crashes has risen four years in a row, to 132.9 teen drivers (ages 15-19) in crashes per 1,000 licensed teen drivers. Teen drivers continue to have the highest crash rate compared to any other driver age groups. (Table 77, Table 79)
- The alcohol-involved driver crash rate is at its highest point in the past five years for young adult drivers (ages 20-24), at 3.49 per 1,000 licensed young adult drivers. Young adults continue to have the highest alcohol-involved driver crash rate, compared with other age groups. (Table 67, Table 82)
- The number of seniors (65+) in crashes has risen in three of the past four years (Table 84), but almost half of senior drivers in crashes did not contribute to the cause of the crash. (Table 85)
- Animal-involved crashes have increased four years in a row. (Table 10, Appendix Table F-4)

Traffic safety concerns showing improvement in New Mexico in the last five years:

- The number and percentage of people in crashes with a suspected serious injury both declined in the past five years. The rate fell from 1.2 to 0.9 percent of all people in crashes. (Table 2)
- The number of motorcyclists in crashes has fallen in three of the past four years and is now at its lowest level in five years, at 1,210. (Table 36)
- Compared with all drivers in crashes, the percentage who are young adult (ages 20-24) drivers has decreased three years in a row, to 13.1 percent. (Table 80)
- Sudden large increases in reported crashes may be due to improvements in crash reporting by law enforcement agencies. These improvements usually occurred when an agency upgraded to electronic data transfer for crash reporting. These upgrades began in 2016. In 2018, electronic data transfer was used to report more than half of New Mexico's reportable crashes.

Crashes and Injuries Summary

- The number of fatal crashes varied widely in the past five years, with a low of 269 in 2015 and high of 361 in 2016. The number of fatal crashes in 2018 was 351, the second-highest in five years. (Table 1)
- The total number of crashes was noticeably higher in 2015 - 2018, which may be due to improved reporting from law enforcement agencies. (Table 1)
- The number and percentage of people in crashes with a suspected serious injury have both declined in the past five years, from 1.2 to 0.9 percent of all people in crashes. (Table 2)

Table 1: Crashes by Year and Severity of Crash, 2014 - 2018[1]

Year	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	340	0.84%	11,364	27.9%	28,986	71.2%	40,690	100%
2015	269	0.59%	13,207	29.1%	31,832	70.3%	45,308	100%
2016	361	0.80%	13,849	30.7%	30,861	68.5%	45,071	100%
2017	341	0.74%	13,460	29.3%	32,105	69.9%	45,906	100%
2018	351	0.75%	13,597	29.1%	32,838	70.2%	46,786	100%

Table 2: People in Crashes by Year and Severity of Injury, 2014 - 2018[2]

Year	People in Crashes by Severity of Injury											
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	386	0.4%	1,249	1.2%	3,910	3.8%	11,499	11.2%	85,704	83.4%	102,748	100%
2015	298	0.3%	1,329	1.2%	4,518	3.9%	13,372	11.6%	95,755	83.1%	115,272	100%
2016	405	0.4%	1,153	1.0%	4,752	4.1%	14,589	12.7%	93,802	81.8%	114,701	100%
2017	380	0.3%	1,133	1.0%	4,581	4.0%	13,790	11.9%	95,743	82.8%	115,627	100%
2018	392	0.3%	1,057	0.9%	4,983	4.3%	13,750	11.9%	95,838	82.6%	116,020	100%

[1] See Page xiii for definitions of a crash, fatal crash, injury crash, and a property damage only crash.

[2] See Page xiii for definitions of types of injuries.

Rates

Changes in traffic volume, state population, licensed drivers, and registered vehicles affect the number of crashes that occur in any given year or place. Using rates instead of the raw number of crashes enables statistical comparisons across geographies, time periods, and populations. Rates are a way of standardizing measurements to a common base (e.g., per 100 million vehicle miles traveled [100M VMT] or per 100,000 population) so the results can be directly comparable regardless of to whom, where, and when the event occurred. Below are examples of how rates are calculated using data from Table 1 and Table 2. Table 3 presents the denominators used in calculating different traffic crash rates. Depending on the context, crash rates can be expressed in any of the following ways: number of crashes per 100M VMT, number of crashes per 100,000 people, number of drivers in crashes per 1,000 licensed drivers, or number of vehicles in crashes per 1,000 registered vehicles.

$$\textbf{\textit{Crash Rate}} = \frac{\textbf{\textit{Crash Frequency in a Period}}}{\textbf{\textit{Exposure in Same Period}}} = \frac{\textbf{46,786 crashes in 2018}}{\textbf{272.88 100M VMT in 2018}} = \textbf{171 crashes per 100M VMT}$$

$$\textbf{\textit{Fatality Rate}} = \frac{\textbf{\textit{Fatality Frequency in a Period}}}{\textbf{\textit{Exposure in Same Period}}} = \frac{\textbf{392 fatalities in 2018}}{\textbf{272.88 100M VMT in 2018}} = \textbf{1.44 fatalities per 100M VMT}$$

Table 3: New Mexico Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2014 - 2018

Year	New Mexico Population[1,3] (U.S. Census, July 1st Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)[2,3]	New Mexico Licensed Drivers[3]	New Mexico Motor Vehicle Registrations[3]
2014	2,090,342	265.50	1,487,472	1,930,706
2015	2,090,211	302.92	1,502,279	1,823,445
2016	2,092,789	278.09	1,524,177	1,823,961
2017	2,093,395	296.80	1,504,433	1,740,002
2018	2,095,428	272.88	1,482,149	1,929,291

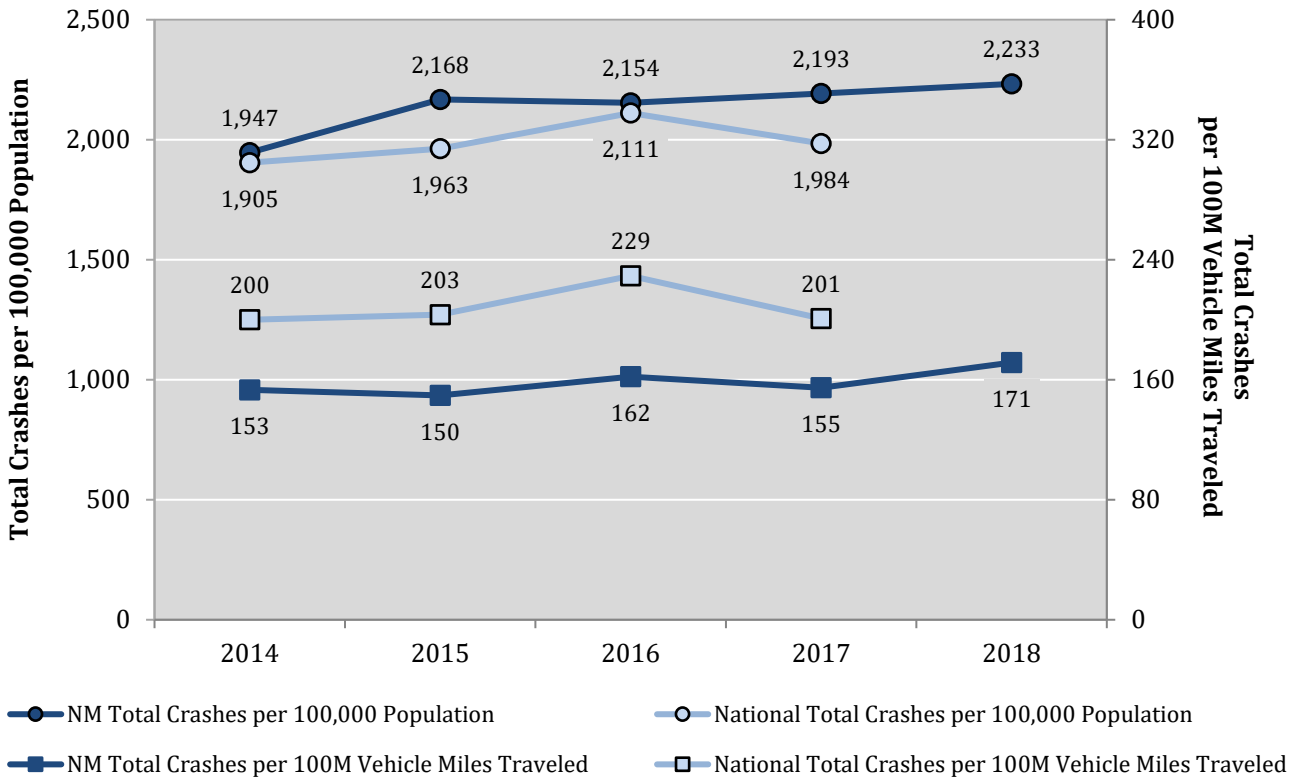
[1] Each year, the U.S. Census publishes revisions to previous population estimates. Therefore, rates based on population in this publication are not comparable to rates

[2] 100M VMT = 100 million vehicle miles traveled.

[3] Detailed source information is in the Sources section at the end of this publication. Vehicle registration data for the most recent year were not available at time of publication.

- When analyzed using population or vehicle miles traveled, New Mexico's crash rate is at its highest level in at least five years. (Figure 1)
- When analyzed using vehicle miles traveled, New Mexico crash and injury rates are consistently below the national rates. (Figure 1, Figure 4)
- When analyzed using vehicle miles traveled, New Mexico fatal crash rates and fatality rates were higher than the national average in four of the last five years. (Figure 2, Figure 3)

Figure 1: Comparison of New Mexico and National Crash Rates, 2014 - 2018[3]



[3] The numbers used in calculating New Mexico rates can be found in Table 1, Table 2, and Table 3. National rates for the most recent year were not available at time of publication.

Figure 2: Comparison of New Mexico and National[4] Fatal Crash Rates, 2014 - 2018

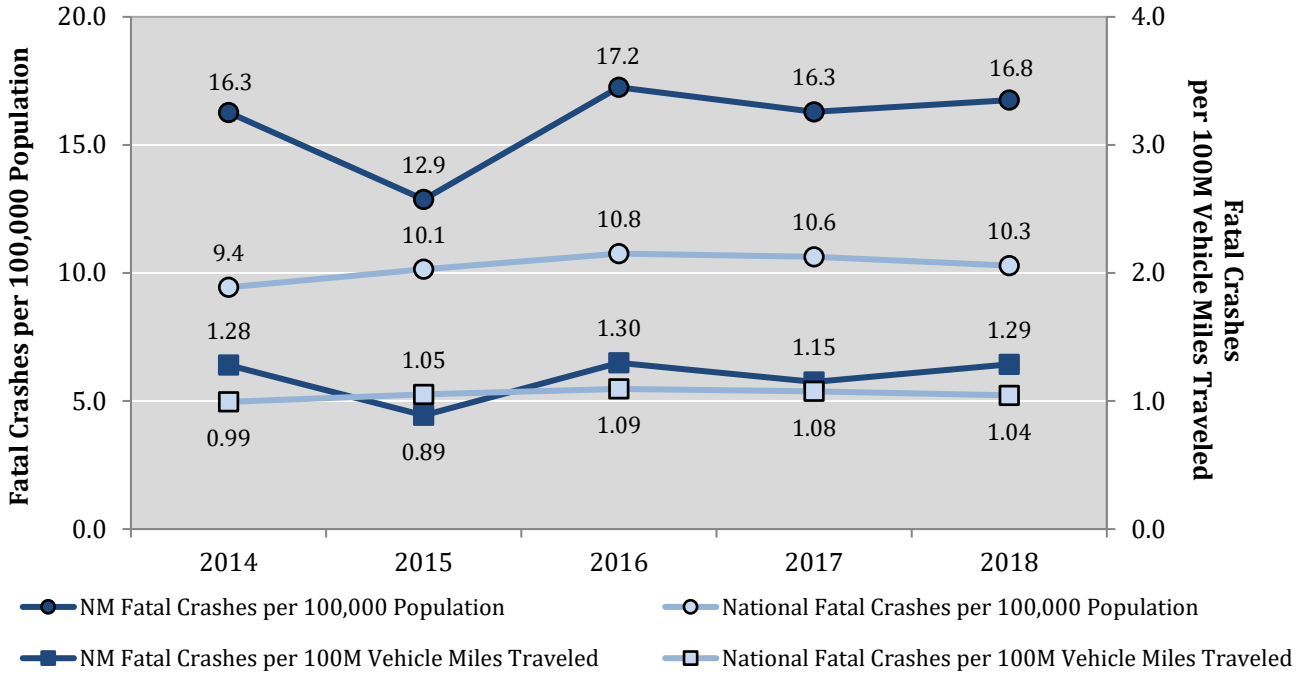
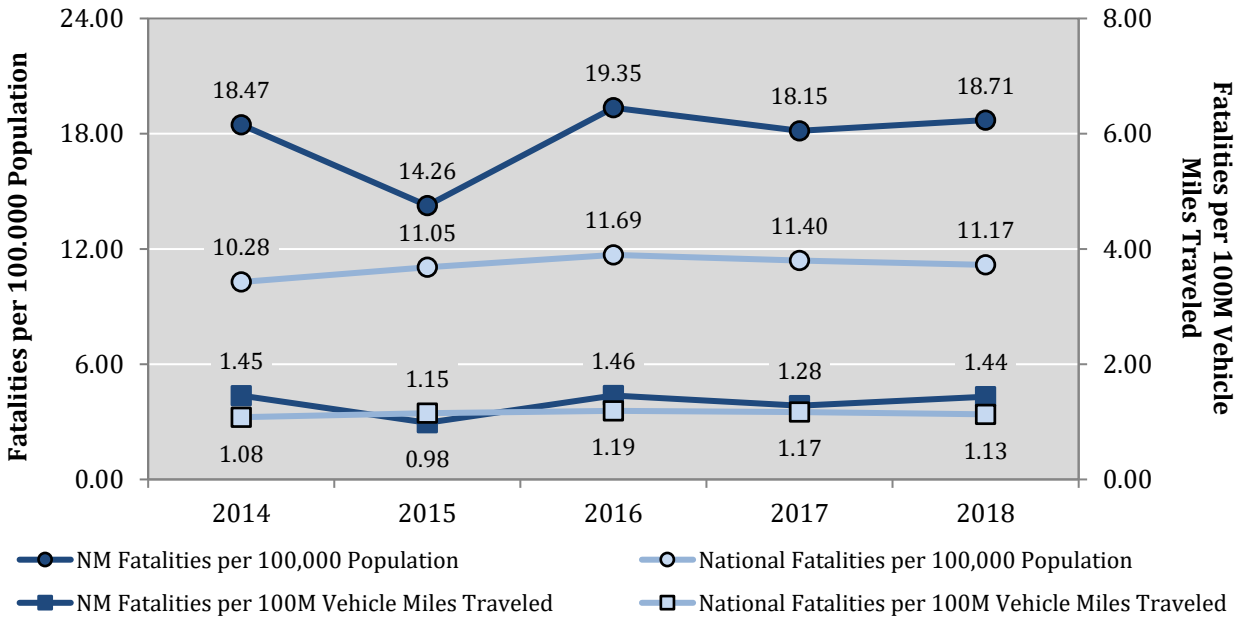


Figure 3: Comparison of New Mexico and National[4] Fatality Rates, 2014 - 2018



[4] Source information on national rates published by NHTSA is available in the Sources section of this report.

Figure 4: Comparison of New Mexico and National[5] Injury Rates, 2014 - 2018

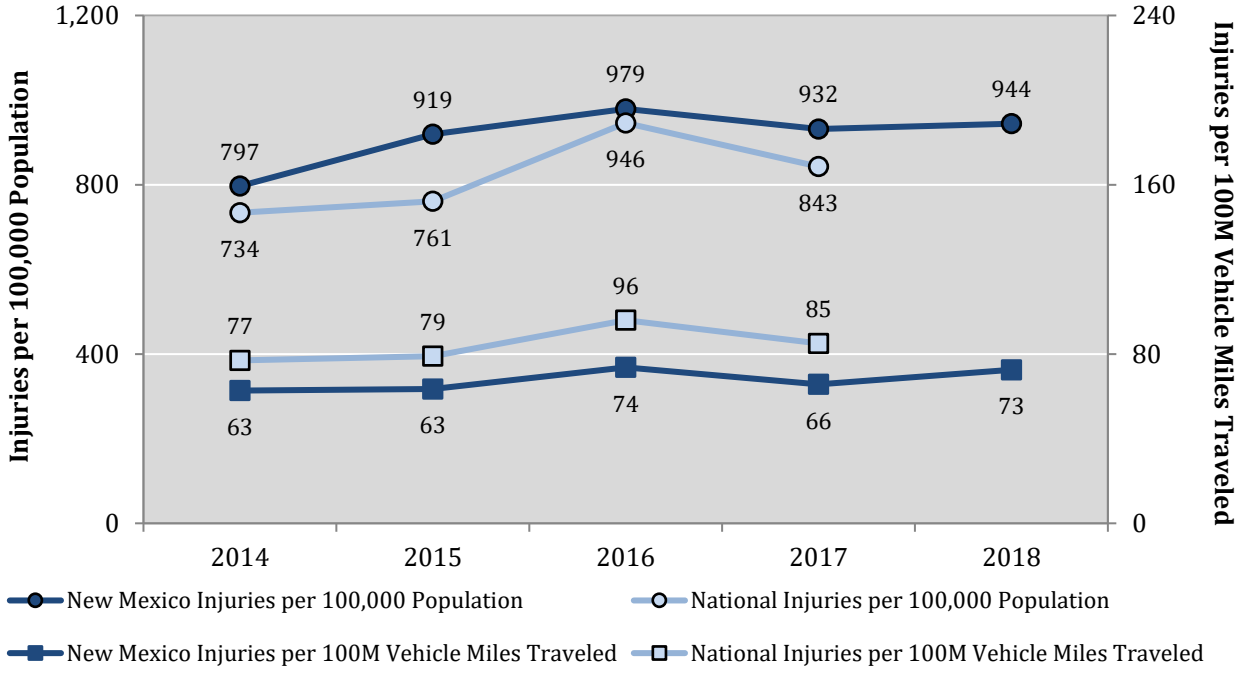
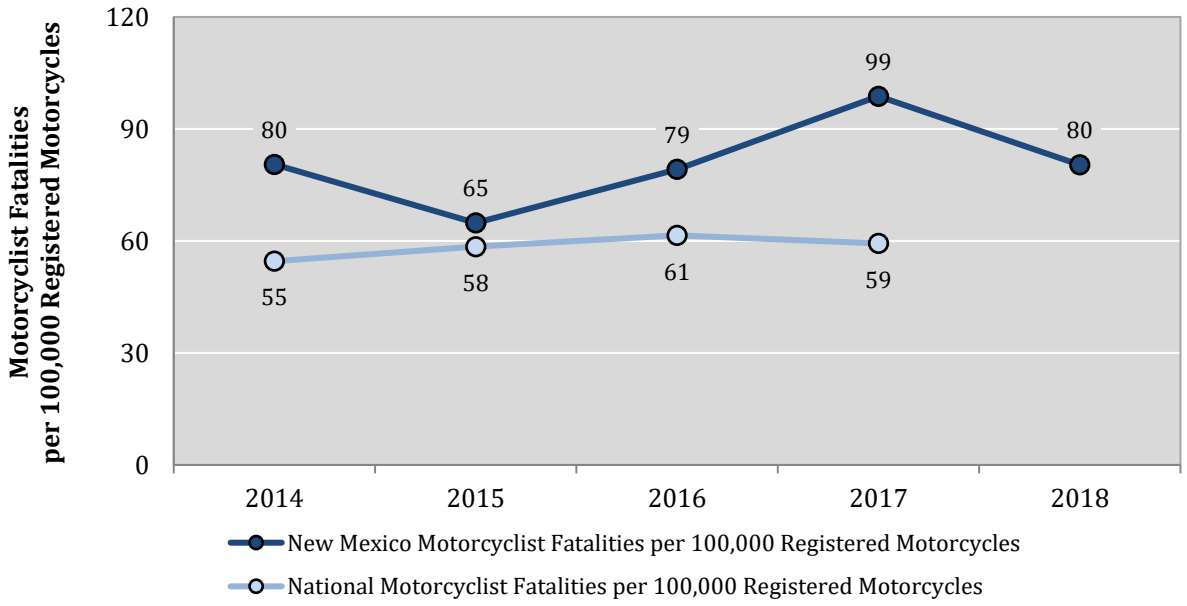


Figure 5: Comparison of New Mexico and National[5] Motorcyclist Fatality Rates, 2014 - 2018



[5] Source information on national rates published by NHTSA is available in the Sources section of this report. National rates for the most recent year were not available at time of publication.

Crash Characteristics

Top Contributing Factors

This section contains data from the Apparent Contributing Factors section of the Uniform Crash Report form. The form provides the officer at the scene of the crash with the opportunity to record up to 33 contributing factors for each vehicle involved in a crash. In processing this data, the top contributing factor in the overall crash is derived hierarchically. For example, the top contributing factor in a crash in which an alcohol-involved driver ran a red light and hit a speeding vehicle is "alcohol/drug-involved," based on the assumption that if alcohol or drugs had not been involved, the red-light running may not have occurred and the other vehicle, although speeding, might not have been involved. The top contributing factor may hide other important factors in the crash. The hierarchy used to derive top contributing factor is listed in the Definitions section on Page xv.

Most Prevalent Top Contributing Factors in Crashes (Table 4):

- Driver inattention (20.6 percent)
- Failed to yield right of way (14.5 percent)
- Following too closely (11.4 percent)

Most Prevalent Top Contributing Factors in Crash-related Fatalities (Table 5):

- Alcohol/drug-involved (54.8 percent)
- Driver inattention (8.7 percent)
- Excessive speed (7.4 percent)

Crash Characteristics – Contributing Factors

Table 4: Severity of Crashes by Top Contributing Factor, 2018

Top Contributing Factor[1]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**324**	**92.3%**	**12,319**	**90.6%**	**26,098**	**79.5%**	**38,741**	**82.8%**
Driver Inattention	29	8.3%	2,926	21.5%	6,667	20.3%	9,622	20.6%
Failed to Yield Right of Way	11	3.1%	2,506	18.4%	4,251	12.9%	6,768	14.5%
Following Too Closely	1	0.3%	1,610	11.8%	3,743	11.4%	5,354	11.4%
Excessive Speed	25	7.1%	817	6.0%	1,501	4.6%	2,343	5.0%
Alcohol/Drug Involved[2]	199	56.7%	963	7.1%	1,176	3.6%	2,338	5.0%
Disregarded Traffic Signal	4	1.1%	917	6.7%	1,248	3.8%	2,169	4.6%
Other Improper Driving	4	1.1%	449	3.3%	1,016	3.1%	1,469	3.1%
Speed Too Fast for Conditions	4	1.1%	412	3.0%	900	2.7%	1,316	2.8%
Made Improper Turn	0	0.0%	258	1.9%	1,022	3.1%	1,280	2.7%
Improper Lane Change	1	0.3%	171	1.3%	968	2.9%	1,140	2.4%
Improper Backing	1	0.3%	54	0.4%	1,024	3.1%	1,079	2.3%
Avoid No Contact - Vehicle	0	0.0%	273	2.0%	672	2.0%	945	2.0%
Passed Stop Sign	4	1.1%	302	2.2%	467	1.4%	773	1.7%
Drove Left Of Center	18	5.1%	221	1.6%	490	1.5%	729	1.6%
Improper Overtaking	3	0.9%	87	0.6%	408	1.2%	498	1.1%
Avoid No Contact - Other	3	0.9%	115	0.8%	353	1.1%	471	1.0%
Pedestrian Error	16	4.6%	188	1.4%	40	0.1%	244	0.5%
Vehicle Skidded Before Brake	0	0.0%	36	0.3%	94	0.3%	130	0.3%
Driverless Moving Vehicle	1	0.3%	14	0.1%	58	0.2%	73	0.2%
Vehicle	**6**	**1.7%**	**278**	**2.0%**	**732**	**2.2%**	**1,016**	**2.2%**
Other Mechanical Defect	0	0.0%	119	0.9%	293	0.9%	412	0.9%
Defective Tires	6	1.7%	59	0.4%	190	0.6%	255	0.5%
Inadequate Brakes	0	0.0%	71	0.5%	172	0.5%	243	0.5%
Defective Steering	0	0.0%	29	0.2%	77	0.2%	106	0.2%
Environment	**0**	**0.0%**	**31**	**0.2%**	**61**	**0.2%**	**92**	**0.2%**
Road Defect	0	0.0%	23	0.2%	51	0.2%	74	0.2%
Traffic Control Not Functioning	0	0.0%	8	0.06%	10	0.03%	18	0.04%
Other[3]	**21**	**6.0%**	**969**	**7.1%**	**5,947**	**18.1%**	**6,937**	**14.8%**
None	3	0.9%	518	3.8%	2,385	7.3%	2,906	6.2%
Other - No Driver Error	8	2.3%	355	2.6%	1,688	5.1%	2,051	4.4%
Missing Data	10	2.8%	96	0.7%	1,874	5.7%	1,980	4.2%
Total Crashes	**351**	**100%**	**13,597**	**100%**	**32,838**	**100%**	**46,786**	**100%**

[1] See the Definitions section for the method of deriving the top contributing factor.

[2] Alcohol/Drug-involved is a combination of the contributing factors Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Crash Characteristics – Contributing Factors

Table 5: Severity of Injuries to People in Crashes by Top Contributing Factor, 2018

Top Contributing Factor[1]	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**357**	**91.1%**	**944**	**89.3%**	**4,470**	**89.7%**	**12,691**	**92.3%**	**81,808**	**85.4%**	**100,270**	**86.4%**
Driver Inattention	34	8.7%	146	13.8%	849	17.0%	3,050	22.2%	20,162	21.0%	24,241	20.9%
Failed to Yield Right of Way	15	3.8%	133	12.6%	873	17.5%	2,857	20.8%	15,197	15.9%	19,075	16.4%
Following Too Closely	1	0.3%	33	3.1%	231	4.6%	2,010	14.6%	13,438	14.0%	15,713	13.5%
Disregarded Traffic Signal	4	1.0%	69	6.5%	345	6.9%	1,089	7.9%	4,594	4.8%	6,101	5.3%
Alcohol/Drug Involved[2]	215	54.8%	201	19.0%	628	12.6%	770	5.6%	3,608	3.8%	5,422	4.7%
Excessive Speed	29	7.4%	130	12.3%	420	8.4%	660	4.8%	3,917	4.1%	5,156	4.4%
Other Improper Driving	4	1.0%	47	4.4%	185	3.7%	353	2.6%	2,803	2.9%	3,392	2.9%
Made Improper Turn	0	0.0%	21	2.0%	93	1.9%	256	1.9%	2,906	3.0%	3,276	2.8%
Improper Lane Change	1	0.3%	4	0.4%	46	0.9%	180	1.3%	2,854	3.0%	3,085	2.7%
Speed Too Fast for Conditions	5	1.3%	37	3.5%	185	3.7%	414	3.0%	2,337	2.4%	2,978	2.6%
Improper Backing	1	0.3%	0	0.0%	7	0.1%	65	0.5%	2,487	2.6%	2,560	2.2%
Avoid No Contact - Vehicle	0	0.0%	14	1.3%	104	2.1%	239	1.7%	1,989	2.1%	2,346	2.0%
Passed Stop Sign	4	1.0%	20	1.9%	155	3.1%	307	2.2%	1,623	1.7%	2,109	1.8%
Drove Left Of Center	21	5.4%	34	3.2%	133	2.7%	189	1.4%	1,349	1.4%	1,726	1.5%
Improper Overtaking	3	0.8%	8	0.8%	33	0.7%	70	0.5%	1,148	1.2%	1,262	1.1%
Avoid No Contact - Other	3	0.8%	16	1.5%	59	1.2%	73	0.5%	668	0.7%	819	0.7%
Pedestrian Error	16	4.1%	29	2.7%	97	1.9%	72	0.5%	366	0.4%	580	0.5%
Vehicle Skidded Before Brake	0	0.0%	1	0.1%	17	0.3%	31	0.2%	234	0.2%	283	0.2%
Driverless Moving Vehicle	1	0.3%	1	0.1%	10	0.2%	6	0.04%	128	0.1%	146	0.1%
Vehicle	**13**	**3.3%**	**26**	**2.5%**	**148**	**3.0%**	**214**	**1.6%**	**1,890**	**2.0%**	**2,291**	**2.0%**
Other Mechanical Defect	0	0.0%	13	1.2%	61	1.2%	82	0.6%	756	0.8%	912	0.8%
Inadequate Brakes	0	0.0%	1	0.1%	19	0.4%	76	0.6%	596	0.6%	692	0.6%
Defective Tires	13	3.3%	11	1.0%	50	1.0%	37	0.3%	381	0.4%	492	0.4%
Defective Steering	0	0.0%	1	0.1%	18	0.4%	19	0.1%	157	0.2%	195	0.2%
Environment	**0**	**0.0%**	**1**	**0.1%**	**11**	**0.2%**	**22**	**0.2%**	**161**	**0.2%**	**195**	**0.2%**
Road Defect	0	0.0%	1	0.1%	10	0.2%	15	0.1%	108	0.1%	134	0.1%
Traffic Control Not Functioning	0	0.0%	0	0.0%	1	0.0%	7	0.05%	53	0.06%	61	0.05%
Other[3]	**22**	**5.6%**	**86**	**8.1%**	**354**	**7.1%**	**823**	**6.0%**	**11,979**	**12.5%**	**13,264**	**11.4%**
None	3	0.8%	36	3.4%	160	3.2%	491	3.6%	4,778	5.0%	5,468	4.7%
Missing Data	11	2.8%	7	0.7%	39	0.8%	77	0.6%	3,973	4.1%	4,107	3.5%
Other - No Driver Error	8	2.0%	43	4.1%	155	3.1%	255	1.9%	3,228	3.4%	3,689	3.2%
Total People	**392**	**100%**	**1,057**	**100%**	**4,983**	**100%**	**13,750**	**100%**	**95,838**	**100%**	**116,020**	**100%**

[1] See the Definitions section for the method of deriving the top contributing factor.

[2] Alcohol/Drug-involved is a combination of the contributing factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Hit-and-Run

- Hit-and-run crashes, as a percentage of all crashes, have increased in three of the past four years and are now at the highest level in five years, at 17.9 percent. (Table 6)

Table 6: Hit-and-Run Crashes by Crash Severity, 2014 - 2018

Year	Hit-and-Run Crashes								Total Crashes	Percent Hit-and-Run
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		All Hit-and-Run Crashes			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent		
2014	19	0.35%	838	15.4%	4,602	84.3%	5,459	100%	40,690	**13.4%**
2015	15	0.24%	1,141	17.9%	5,210	81.8%	6,366	100%	45,308	**14.1%**
2016	24	0.32%	1,388	18.4%	6,116	81.2%	7,528	100%	45,071	**16.7%**
2017	22	0.29%	1,407	18.2%	6,281	81.5%	7,710	100%	45,906	**16.8%**
2018	26	0.31%	1,498	17.8%	6,874	81.9%	8,398	100%	46,786	**17.9%**

Table 7: Severity of Injuries to People in Hit-and-Run Crashes, 2014 - 2018

Year	Severity of Injuries in Hit-and-Run Crashes						People in All Crashes	Percent Hit-and-Run
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People		
2014	22	77	259	797	11,026	12,181	102,748	**11.9%**
2015	15	74	311	1,119	13,152	14,671	115,272	**12.7%**
2016	25	82	409	1,300	15,559	17,375	114,701	**15.1%**
2017	23	80	435	1,267	15,995	17,800	115,627	**15.4%**
2018	27	87	476	1,320	16,622	18,532	116,020	**16.0%**

Crash Classification

Crash classification (a.k.a. Class) describes the first harmful event in a crash, such as hitting a fixed object, animal or pedestrian. For example, if a vehicle struck a light pole, the responding officer would classify the crash as "Fixed Object." If a vehicle rear-ended another vehicle, the crash classification would be "Other Vehicle." Crash Classification is a description of the first harmful event in a crash and may not reflect other important events. For example, a crash in which a vehicle overturned and then hit a pedestrian might be classified as "Overturn" and not "Pedestrian."

- The most common crash classification was "Other Vehicle," representing 70.1 percent of total crashes. (Table 8)
- Among fatal crashes, the most common crash classifications were "Other Vehicle" (33.9 percent) and "Pedestrian" (23.4 percent). (Table 8)
- Deer and elk account for 66.4 percent of all animal-involved crashes. (Table 12)

Table 8: Crashes by Crash Classification and Crash Severity, 2018

Crash Classification	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	119	33.9%	9,906	72.9%	22,762	69.3%	32,787	70.1%
Fixed Object	44	12.5%	1,070	7.9%	3,175	9.7%	4,289	9.2%
Animal	1	0.3%	178	1.3%	1,749	5.3%	1,928	4.1%
Parked Vehicle	2	0.6%	96	0.7%	1,630	5.0%	1,728	3.7%
Overturn	38	10.8%	778	5.7%	671	2.0%	1,487	3.2%
Other (Object)	1	0.3%	200	1.5%	853	2.6%	1,054	2.3%
Other (Non-Collision)	6	1.7%	205	1.5%	511	1.6%	722	1.5%
Pedestrian	82	23.4%	491	3.6%	57	0.2%	630	1.3%
Rollover	47	13.4%	273	2.0%	185	0.6%	505	1.1%
Pedalcyclist	10	2.8%	313	2.3%	42	0.1%	365	0.8%
Vehicle on Other Road	1	0.3%	55	0.4%	204	0.6%	260	0.6%
Railroad Train	0	0.0%	5	0.04%	10	0.03%	15	0.03%
Missing Data	0	0.0%	27	0.20%	989	3.01%	1,016	2.17%
Total Crashes	**351**	**100%**	**13,597**	**100%**	**32,838**	**100%**	**46,786**	**100%**

Crash Characteristics – Crash Classification

Table 9: People in Crashes by Crash Classification[6] and Severity of Injury, 2018

Crash Classification	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	150	0.2%	578	0.6%	2,837	3.1%	11,747	12.7%	76,834	83.4%	92,146	100%
Fixed Object	46	0.8%	101	1.7%	561	9.6%	641	10.9%	4,521	77.0%	5,870	100%
Parked Vehicle	3	0.1%	10	0.3%	62	1.7%	56	1.6%	3,478	96.4%	3,609	100%
Animal	1	0.0%	19	0.6%	71	2.3%	138	4.5%	2,819	92.5%	3,048	100%
Overturn	41	1.7%	136	5.7%	560	23.4%	382	15.9%	1,276	53.3%	2,395	100%
Other (Object)	1	0.1%	23	1.3%	94	5.2%	122	6.7%	1,585	86.8%	1,825	100%
Pedestrian	84	5.6%	95	6.3%	237	15.7%	212	14.0%	885	58.5%	1,513	100%
Other (Non-Collision)	6	0.5%	16	1.4%	133	11.7%	93	8.2%	885	78.1%	1,133	100%
Rollover	49	5.9%	51	6.1%	221	26.6%	151	18.1%	360	43.3%	832	100%
Pedalcyclist	10	1.2%	18	2.2%	175	21.5%	127	15.6%	483	59.4%	813	100%
Vehicle on Other Road	1	0.2%	2	0.3%	23	3.5%	60	9.2%	565	86.8%	651	100%
Railroad Train	0	0.0%	2	5.9%	4	11.8%	0	0.0%	28	82.4%	34	100%
Missing Data	0	0.0%	6	0.3%	5	0.2%	21	1.0%	2,119	98.5%	2,151	100%
Total People	**392**	**0.3%**	**1,057**	**0.9%**	**4,983**	**4.3%**	**13,750**	**11.9%**	**95,838**	**82.6%**	**116,020**	**100%**

Table 10: Crashes by Crash Classification[6], 2014 - 2018

Crash Classification	Crashes					Percentage of Total Crashes by Year				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
Other Vehicle	27,171	31,061	31,457	33,109	32,787	66.8%	68.6%	69.8%	72.1%	70.1%
Fixed Object	3,954	4,585	4,596	4,266	4,289	9.7%	10.1%	10.2%	9.3%	9.2%
Animal	1,404	1,510	1,637	1,849	1,928	3.5%	3.3%	3.6%	4.0%	4.1%
Parked Vehicle	2,265	2,044	1,865	1,937	1,728	5.6%	4.5%	4.1%	4.2%	3.7%
Overturn	1,948	883	1,269	1,381	1,487	4.8%	1.9%	2.8%	3.0%	3.2%
Other (Object)	886	890	686	967	1,054	2.2%	2.0%	1.5%	2.1%	2.3%
Other (Non-Collision)	541	569	717	697	722	1.3%	1.3%	1.6%	1.5%	1.5%
Pedestrian	557	606	589	599	630	1.4%	1.3%	1.3%	1.3%	1.3%
Rollover[1]	23	1,344	589	416	505	0.1%	3.0%	1.3%	0.9%	1.1%
Pedalcyclist	314	361	362	378	365	0.8%	0.8%	0.8%	0.8%	0.8%
Vehicle on Other Road	363	195	308	282	260	0.9%	0.4%	0.7%	0.6%	0.56%
Railroad Train	29	9	11	7	15	0.07%	0.02%	0.02%	0.02%	0.03%
Missing Data	1,235	1,251	985	18	1,016	3.04%	2.76%	2.19%	0.04%	2.17%
Total Crashes	**40,690**	**45,308**	**45,071**	**45,906**	**46,786**	**100%**	**100%**	**100%**	**100%**	**100%**

[1] Rollover crashes are classified separately from Overturn/Rollover starting with 2014 crashes.

[6] Crash Classification is a description of the first harmful event in a crash and may not reflect other important events. For example, a crash where a vehicle overturned and hit a pedestrian might be classified as "Overturn" and not "Pedestrian."

Crash Characteristics – Crash Classification

Table 11: Classification of Rollover/Overturn Crashes[7] by Crash Severity, 2018

Rollover/Overturn Crash Location	Severity of Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Right Side of Road	45	52.9%	469	44.6%	381	44.5%	895	44.9%
Left Side of Road	25	29.4%	295	28.1%	243	28.4%	563	28.3%
On the Road	12	14.1%	185	17.6%	114	13.3%	311	15.6%
Missing Data	3	3.5%	102	9.7%	118	13.8%	223	11.2%
Total Crashes	**85**	**100%**	**1,051**	**100%**	**856**	**100%**	**1,992**	**100%**

Table 12: Classification of Crashes Involving Animals[7] by Crash Severity, 2018

Animal Crash	Severity of Crashes						Total Crashes	
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Deer	0	0.0%	71	39.9%	920	52.6%	991	51.4%
Elk	1	100.0%	35	19.7%	253	14.5%	289	15.0%
Cow/Cattle	0	0.0%	35	19.7%	217	12.4%	252	13.1%
Dog	0	0.0%	9	5.1%	113	6.5%	122	6.3%
Horse	0	0.0%	7	3.9%	35	2.0%	42	2.2%
Coyote	0	0.0%	1	0.6%	41	2.3%	42	2.2%
Game Animal	0	0.0%	4	2.2%	15	0.9%	19	1.0%
Antelope	0	0.0%	2	1.1%	16	0.9%	18	0.9%
Other Animal	0	0.0%	3	1.7%	13	0.7%	16	0.8%
Bear	0	0.0%	1	0.6%	14	0.8%	15	0.8%
Pig	0	0.0%	0	0.0%	9	0.5%	9	0.5%
Sheep	0	0.0%	1	0.6%	7	0.4%	8	0.4%
Domestic - Cattle, Horse, etc.	0	0.0%	2	1.1%	2	0.1%	4	0.2%
Bird	0	0.0%	2	1.1%	2	0.1%	4	0.2%
Buzzard	0	0.0%	0	0.0%	2	0.1%	2	0.1%
Goat	0	0.0%	1	0.6%	1	0.1%	2	0.1%
Cougar	0	0.0%	0	0.0%	2	0.1%	2	0.1%
Crow	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Skunk	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Missing Data	0	0.0%	4	2.2%	85	4.9%	89	4.6%
Total Crashes	**1**	**100%**	**178**	**100%**	**1,749**	**100%**	**1,928**	**100%**

[7] Crash classification can be further broken down using subcategories reported on the UCR form.

Speeding

The Uniform Crash Report (UCR) allows the officer at the scene of the crash to record two types of speed-related contributing factors – Excessive Speed and Too Fast for Conditions (together known as speeding). Too Fast for Conditions occurs when a vehicle is traveling at or below the speed limit but above a safe speed due to road conditions (e.g. ice or night driving).

- Crashes in which speeding was the top contributing factor account for 8 to 9 percent of all crashes each year. (Table 13)

Table 13: Crashes with Speeding as the Top Contributing Factor, 2014 - 2018

Year	Speeding Crashes[1]	Total Crashes	Percent of Total Crashes
2014	3,217	40,690	**7.9%**
2015	4,252	45,308	**9.4%**
2016	3,626	45,071	**8.0%**
2017	3,681	45,906	**8.0%**
2018	3,659	46,786	**7.8%**

[1] Crashes for which the top contributing factor in the crash was either Excessive Speed or Too Fast for Conditions.

Table 14: Crashes with Speeding as the Top Contributing Factor by Crash Severity, 2018

Top Contributing Factor to Crash	Crashes with Speeding as the Top Contributing Factor							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Excessive Speed	25	86.2%	817	66.5%	1,501	62.5%	2,343	64.0%
Speed Too Fast for Conditions	4	13.8%	412	33.5%	900	37.5%	1,316	36.0%
Total Crashes	**29**	**100%**	**1,229**	**100%**	**2,401**	**100%**	**3,659**	**100%**

Drivers with Speeding as a Contributing Factor

At the scene of a crash, an officer can record up to 33 contributing factors for each driver involved in the crash. This section counts the number of drivers in crashes in which speeding was at least one of the contributing factors.

- The percentage of drivers in crashes in which speeding is a contributing factor have varied over the past five years, and is now at 5.9 percent, which is the lowest level in the past five years. (Table 15)
- Speeding as a contributing factor in a crash decreases with driver age. The older the driver in a crash, the less likely speeding was reported as a contributing factor. Drivers under the age of 30 account for 43.1 percent of speeding drivers in crashes (Table 16, Figure 6)
- The ratio of male to female speeding drivers in crashes is generally 2 to 1. (Table 16, Figure 6)

Table 15: Speeding Drivers as a Contributing Factor in Crashes, 2014 - 2018

Year	Speeding Drivers[1] in Crashes	Total Drivers in Crashes	Percent
2014	4,636	75,137	**6.2%**
2015	5,749	84,393	**6.8%**
2016	5,152	84,448	**6.1%**
2017	5,219	86,222	**6.1%**
2018	5,163	87,079	**5.9%**

[1] Drivers with at least one contributing factor of either Excessive Speed or Too Fast for Conditions. Drivers with both are counted only once.

Table 16: Speeding Drivers in Crashes by Age Group and Sex, 2018

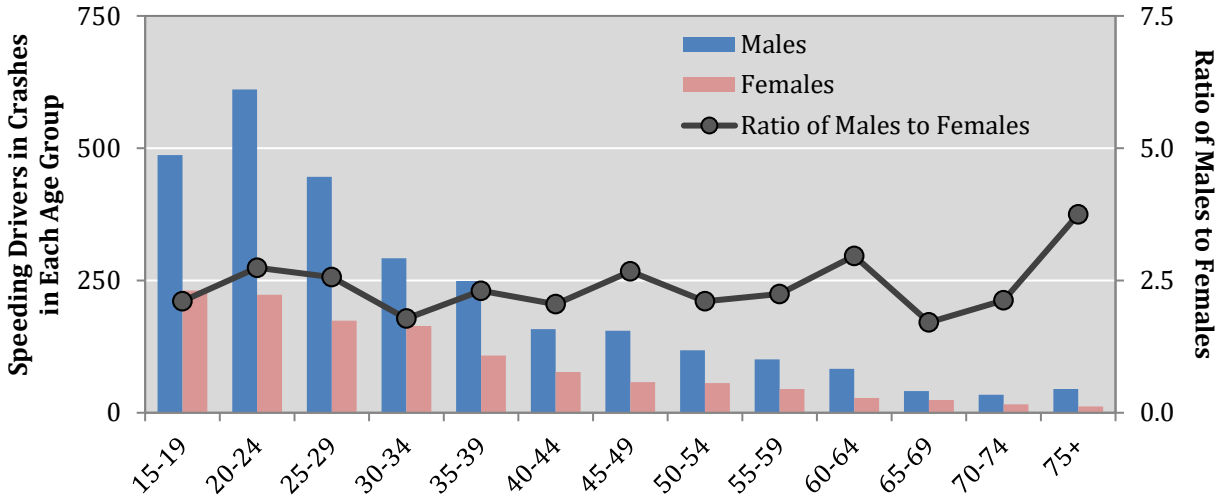
Age Group[1]	Speeding Drivers[2] in Crashes								Ratio of Males to Females
	Males		Females		Missing Data[3]		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	487	16.3%	231	17.7%	20	2.4%	738	14.3%	**2.1**
20-24	611	20.4%	223	17.1%	17	2.0%	851	16.5%	**2.7**
25-29	446	14.9%	174	13.3%	6	0.7%	626	12.2%	**2.6**
30-34	292	9.8%	164	12.6%	7	0.8%	463	9.0%	**1.8**
35-39	249	8.3%	108	8.3%	5	0.6%	362	7.0%	**2.3**
40-44	158	5.3%	77	5.9%	4	0.5%	239	4.6%	**2.1**
45-49	155	5.2%	58	4.4%	4	0.5%	217	4.2%	**2.7**
50-54	118	3.9%	56	4.3%	2	0.2%	176	3.4%	**2.1**
55-59	101	3.4%	45	3.4%	4	0.5%	150	2.9%	**2.2**
60-64	83	2.8%	28	2.1%	1	0.1%	112	2.2%	**3.0**
65-69	41	1.4%	24	1.8%	1	0.1%	66	1.3%	**1.7**
70-74	34	1.1%	16	1.2%	1	0.1%	51	1.0%	**2.1**
75+	45	1.5%	12	0.9%	2	0.2%	59	1.1%	**3.8**
Missing Data[3]	174	5.8%	89	6.8%	770	91.2%	1,033	20.1%	**2.0**
Total	**2,994**	**100%**	**1,305**	**100%**	**844**	**100%**	**5,143**	**100%**	**2.3**

[1] Does not include drivers whose age is less than 15.

[2] Speeding drivers are drivers with at least one contributing factor of either Excessive Speed or Too Fast for Conditions. Drivers with both are counted only once.

[3] Age and sex data may be missing for multiple reasons such as in hit-and-run situations or self-reported crashes (a person in a crash filed a station report).

Figure 6: Speeding Drivers in Crashes by Age Group and Sex, 2018



Crash Characteristics – Hour and Day

Hour and Day of Week

Additional data on Hour and Day of Week are also available in Appendix A (Page 84).

- The number of total crashes was highest on Fridays. (Table 17, Table 19)
- Saturdays and Sundays are disproportionately represented among fatal crashes. Saturdays are 12.6 percent of all crashes but 19.9 percent of fatal crashes. Sundays are 9.5 percent of all crashes but 14.8 percent of fatal crashes. (Table 17)
- There were more alcohol-involved crashes and fatal alcohol-involved crashes on Fridays, Saturdays and Sundays. The number of alcohol-involved crashes was highest on Saturdays. (Table 18)
- The peak of alcohol-involved crashes was from 8 p.m. to 9 p.m., but there is a dramatic increase by 5 p.m. that is sustained at high levels to 2 a.m. (Figure 8)
- No matter the day of the week, the highest number of crashes occurred between noon and 6 p.m. (Table 19)
- In 2018, 43.7 percent of all crashes occurred between 12 p.m. and 6 p.m. (Table 20)
- On Friday nights and Saturday nights, most alcohol-involved crashes occur between 4 p.m. and 4 a.m. (Table 21)

Table 17: Crashes by Day of the Week and Crash Severity, 2018

Day of the Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Sunday	52	14.8%	1,344	9.9%	3,062	9.3%	4,458	9.5%
Monday	50	14.2%	1,981	14.6%	4,831	14.7%	6,862	14.7%
Tuesday	33	9.4%	2,054	15.1%	5,081	15.5%	7,168	15.3%
Wednesday	45	12.8%	2,080	15.3%	5,179	15.8%	7,304	15.6%
Thursday	44	12.5%	2,038	15.0%	5,159	15.7%	7,241	15.5%
Friday	57	16.2%	2,281	16.8%	5,531	16.8%	7,869	16.8%
Saturday	70	19.9%	1,819	13.4%	3,995	12.2%	5,884	12.6%
Total Crashes	**351**	**100%**	**13,597**	**100%**	**32,838**	**100%**	**46,786**	**100%**

Table 18: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2018

Day of the Week	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Sunday	25	17.7%	170	19.3%	173	16.2%	368	17.6%
Monday	12	8.5%	92	10.5%	132	12.3%	236	11.3%
Tuesday	13	9.2%	91	10.4%	100	9.3%	204	9.8%
Wednesday	17	12.1%	101	11.5%	122	11.4%	240	11.5%
Thursday	15	10.6%	94	10.7%	151	14.1%	260	12.4%
Friday	26	18.4%	143	16.3%	140	13.1%	309	14.8%
Saturday	33	23.4%	188	21.4%	252	23.6%	473	22.6%
Total Crashes	**141**	**100%**	**879**	**100%**	**1,070**	**100%**	**2,090**	**100%**

Figure 7: Crashes by Hour of the Day, 2018

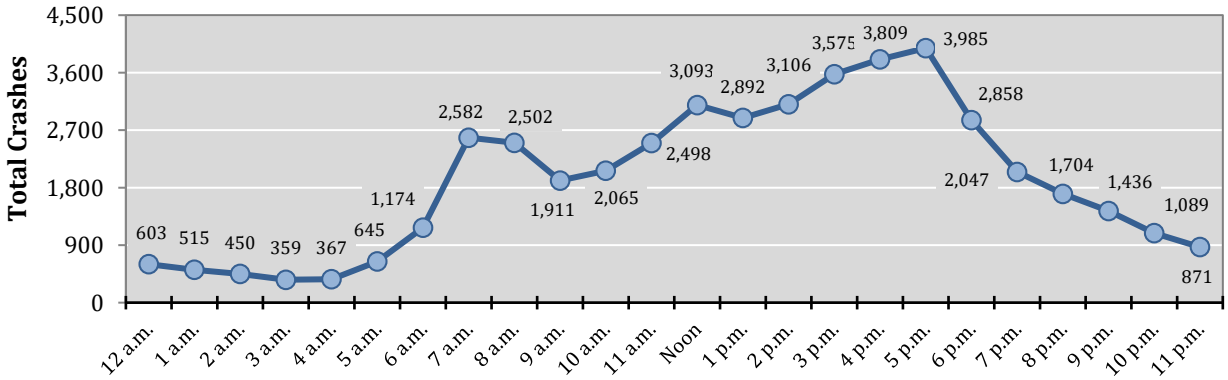
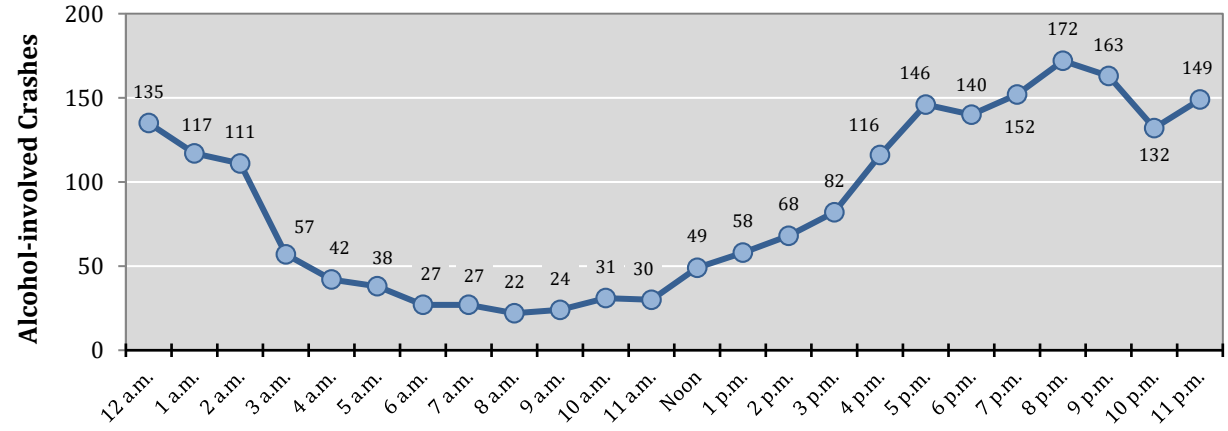


Figure 8: Alcohol-involved Crashes by Hour of the Day, 2018



Crash Characteristics – Hour and Day

Table 19: Crashes by Hour and Day of Week, 2018

Hour[1]	Crashes[2]							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	130	71	70	61	67	74	130	603
1 a.m.	114	63	53	52	61	64	108	515
2 a.m.	105	56	40	37	47	59	106	450
3 a.m.	89	36	32	38	41	42	81	359
4 a.m.	63	43	48	44	48	45	76	367
5 a.m.	73	107	85	86	99	95	100	645
6 a.m.	82	181	202	203	206	186	114	1,174
7 a.m.	103	433	488	508	485	417	148	2,582
8 a.m.	115	403	471	445	449	415	204	2,502
9 a.m.	165	258	307	294	335	322	230	1,911
10 a.m.	207	338	303	306	277	340	294	2,065
11 a.m.	224	376	347	400	392	407	352	2,498
Noon	281	460	457	502	460	538	395	3,093
1 p.m.	275	445	451	422	402	487	410	2,892
2 p.m.	295	483	484	436	488	537	383	3,106
3 p.m.	269	534	575	564	571	660	402	3,575
4 p.m.	309	591	626	643	605	663	372	3,809
5 p.m.	284	623	682	661	696	682	357	3,985
6 p.m.	285	397	448	458	410	494	366	2,858
7 p.m.	249	269	285	325	284	341	294	2,047
8 p.m.	225	214	217	268	250	272	258	1,704
9 p.m.	199	162	178	219	198	244	236	1,436
10 p.m.	142	119	128	140	155	211	194	1,089
11 p.m.	111	110	93	87	116	160	194	871
Missing Data	64	90	98	105	99	114	80	650
Total Crashes	**4,458**	**6,862**	**7,168**	**7,304**	**7,241**	**7,869**	**5,884**	**46,786**

[1] For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Table 20: Crashes by Hour and Crash Severity, 2018

Hour[1]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	33	9.4%	439	3.2%	1,096	3.3%	1,568	3.4%
3 - 6 a.m.	25	7.1%	374	2.8%	972	3.0%	1,371	2.9%
6 - 9 a.m.	41	11.7%	1,739	12.8%	4,478	13.6%	6,258	13.4%
9 a.m. - Noon	37	10.5%	1,877	13.8%	4,560	13.9%	6,474	13.8%
12 - 3 p.m.	43	12.3%	2,765	20.3%	6,283	19.1%	9,091	19.4%
3 - 6 p.m.	49	14.0%	3,456	25.4%	7,864	23.9%	11,369	24.3%
6 - 9 p.m.	68	19.4%	1,929	14.2%	4,612	14.0%	6,609	14.1%
9 p.m. -12 a.m.	55	15.7%	988	7.3%	2,353	7.2%	3,396	7.3%
Missing Data	0	0.0%	30	0.2%	620	1.9%	650	1.4%
Total Crashes	**351**	**100%**	**13,597**	**100%**	**32,838**	**100%**	**46,786**	**100%**

[1] For reference, crashes from 3-6 a.m. are from 3 a.m. to 5:59 a.m.

Crash Characteristics – Hour and Day

Table 21: Alcohol-involved Crashes by Hour and Day of Week, 2018

Hour[1]	Alcohol-involved Crashes[2]							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	37	11	6	14	11	20	36	135
1 a.m.	33	15	10	11	11	10	27	117
2 a.m.	29	8	5	8	7	13	41	111
3 a.m.	21	2	3	3	9	5	14	57
4 a.m.	9	3	3	1	5	3	18	42
5 a.m.	11	5	5	1	6	3	7	38
6 a.m.	3	2	4	5	3	2	8	27
7 a.m.	7	4	3	3	2	4	4	27
8 a.m.	5	3	2	3	3	5	1	22
9 a.m.	2	2	3	6	5	2	4	24
10 a.m.	4	8	2	2	3	3	9	31
11 a.m.	1	2	3	3	4	5	12	30
Noon	1	8	7	6	9	8	10	49
1 p.m.	5	7	6	11	9	7	13	58
2 p.m.	8	12	12	8	12	3	13	68
3 p.m.	9	13	4	12	10	9	25	82
4 p.m.	16	17	13	15	21	17	17	116
5 p.m.	24	18	16	17	14	24	33	146
6 p.m.	20	16	16	20	16	26	26	140
7 p.m.	29	16	16	12	22	22	35	152
8 p.m.	30	17	20	19	20	32	34	172
9 p.m.	31	19	8	19	20	36	30	163
10 p.m.	15	8	18	18	19	28	26	132
11 p.m.	18	20	18	23	18	22	30	149
Missing Data	0	0	1	0	1	0	0	2
Total	**368**	**236**	**204**	**240**	**260**	**309**	**473**	**2,090**

[1] For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Table 22: Alcohol-involved Crashes by Hour and Crash Severity, 2018

Hour[1]	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	27	19.1%	134	15.2%	202	18.9%	363	17.4%
3 - 6 a.m.	7	5.0%	52	5.9%	78	7.3%	137	6.6%
6 - 9 a.m.	11	7.8%	34	3.9%	31	2.9%	76	3.6%
9 a.m. - Noon	5	3.5%	37	4.2%	43	4.0%	85	4.1%
12 - 3 p.m.	10	7.1%	83	9.4%	82	7.7%	175	8.4%
3 - 6 p.m.	18	12.8%	160	18.2%	166	15.5%	344	16.5%
6 - 9 p.m.	36	25.5%	200	22.8%	228	21.3%	464	22.2%
9 p.m. -12 a.m.	27	19.1%	179	20.4%	238	22.2%	444	21.2%
Missing Data	0	0.0%	0	0.0%	2	0.2%	2	0.1%
Total	**141**	**100%**	**879**	**100%**	**1,070**	**100%**	**2,090**	**100%**

[1] For reference, crashes from 3-6 a.m. are from 3 a.m. to 5:59 a.m.

Crash Characteristics – Hour and Day

Table 23: Alcohol-involved Crashes by Hour, 2014 - 2018

Hour[1]	Alcohol-involved Crashes[2]				
	2014	2015	2016	2017	2018
Midnight	118	114	110	112	135
1 a.m.	97	91	118	126	117
2 a.m.	112	113	109	102	111
3 a.m.	56	68	72	64	57
4 a.m.	34	52	40	49	42
5 a.m.	26	44	50	38	38
6 a.m.	26	28	31	28	27
7 a.m.	35	37	30	21	27
8 a.m.	29	24	20	21	22
9 a.m.	29	27	15	21	24
10 a.m.	32	30	30	24	31
11 a.m.	49	33	30	33	30
Noon	37	49	48	48	49
1 p.m.	56	52	49	50	58
2 p.m.	76	69	64	63	68
3 p.m.	81	92	101	91	82
4 p.m.	106	115	100	103	116
5 p.m.	135	144	133	133	146
6 p.m.	157	144	143	159	140
7 p.m.	134	142	136	145	152
8 p.m.	139	183	170	165	172
9 p.m.	165	144	163	166	163
10 p.m.	143	164	153	147	132
11 p.m.	143	153	142	133	149
Missing Data	26	22	16	8	2
Total	**2,041**	**2,134**	**2,073**	**2,050**	**2,090**

[1] For reference, the hour of 1 a.m. is from 1 a.m. to 1:59 a.m.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Holidays

This section compares holiday periods to identify whether any holiday periods have a higher incidence of crashes, fatalities, or alcohol involvement compared with other holidays. Because holiday periods span different numbers of days, rates are used to compare holiday periods.

Compared with other holiday periods in 2018 …

- The Halloween period had the highest rate of crashes per day. (Table 24)
- St. Patrick's Day and Easter holiday periods had the highest rate of alcohol-involved crashes per day. (Table 24)

Table 24: Holiday Crashes and Fatalities, 2018[8]

Holiday	Length of Holiday			Crashes				Fatalities			
	Days	Start Date (6 PM)	End Date (6 AM)	Total Crashes	Crashes per day	Alcohol-involved		Total Fatalities	Fatalities per day	Alcohol-involved	
						Crashes	per day			Fatalities	per day
New Year's	3.5	Fri, 12-29-17	Tue, 01-02-18	127	**36.3**	12	**3.4**	4	**1.1**	1	**0.3**
MLK Day	3.5	Fri, 01-12-18	Tue, 01-16-18	322	**92.0**	25	**7.1**	3	**0.9**	1	**0.3**
Super Bowl	1.0	Sun, 02-04-18	Mon, 02-05-18	76	**76.0**	6	**6.0**	1	**1.0**	1	**1.0**
Presidents' Day	3.5	Fri, 02-16-18	Tue, 02-20-18	343	**98.0**	22	**6.3**	3	**0.9**	0	**0.0**
St. Patrick's Day	1.0	Sat, 03-17-18	Sun, 03-18-18	102	**102.0**	10	**10.0**	0	**0.0**	0	**0.0**
Easter	2.5	Fri, 03-30-18	Mon, 04-02-18	196	**78.4**	23	**9.2**	1	**0.4**	1	**0.4**
Memorial Day	3.5	Fri, 05-25-18	Tue, 05-29-18	311	**88.9**	22	**6.3**	5	**1.4**	3	**0.9**
4th of July	1.5	Tue, 07-03-18	Thu, 07-05-18	143	**95.3**	8	**5.3**	2	**1.3**	0	**0.0**
Labor Day	3.5	Fri, 08-31-18	Tue, 09-04-18	348	**99.4**	25	**7.1**	3	**0.9**	1	**0.3**
Balloon Fiesta	9.5	Fri, 10-05-18	Mon, 10-15-18	860	**90.5**	38	**4.0**	10	**1.1**	3	**0.3**
Columbus Day	3.5	Fri, 10-05-18	Tue, 10-09-18	382	**109.1**	25	**7.1**	5	**1.4**	3	**0.9**
Halloween	1.0	Wed, 10-31-18	Thu, 11-01-18	153	**153.0**	7	**7.0**	1	**1.0**	0	**0.0**
Veterans' Day	3.5	Fri, 11-09-18	Tue, 11-13-18	409	**116.9**	17	**4.9**	3	**0.9**	0	**0.0**
Thanksgiving	4.5	Wed, 11-21-18	Mon, 11-26-18	378	**84.0**	36	**8.0**	7	**1.6**	4	**0.9**
Christmas	4.5	Fri, 12-21-18	Wed, 12-26-18	449	**99.8**	37	**8.2**	7	**1.6**	6	**1.3**
2018 Entire Year	365	Mon, 01-01-18	Mon, 12-31-18	46,786	**128.2**	2,090	**5.7**	392	**1.1**	152	**0.4**

[8] The number of crashes and fatalities per day are based on events during the number of days for that particular holiday. Based on NHTSA guidelines, the length of the holiday depends on the day on which the legal observed holiday falls:
If the holiday falls on Monday, the holiday period is from 6:00 p.m. Friday to 5:59 a.m. Tuesday.
If the holiday falls on Tuesday, the holiday period is from 6:00 p.m. Friday to 5:59 a.m. Wednesday.
If the holiday falls on Wednesday, the holiday period is from 6:00 p.m. Tuesday to 5:59 a.m. Thursday.
If the holiday falls on Thursday, the holiday period is from 6:00 p.m. Wednesday to 5:59 a.m. Monday.
If the holiday falls on Friday, the holiday period is from 6:00 p.m. Thursday to 5:59 a.m. Monday.
Number of days and hours: 1.5 days (36 hours), 2.5 days (60 hours), 3.5 days (84 hours), 4.5 days (108 hours).
The start date for Super Bowl Sunday, St. Patrick's Day and Halloween is 6 a.m. on the day of the event.

Light

- Crashes in dark, not lighted, conditions represent a disproportionate share of fatal crashes. The dark, not lighted, condition accounted for 11.7 percent of crashes but 33.6 percent of fatal crashes. (Table 25)

Table 25: Crashes by Crash Severity and Light Condition, 2018

Light Condition	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	157	44.7%	9,784	72.0%	22,257	67.8%	32,198	68.8%
Dark-Lighted	48	13.7%	1,783	13.1%	3,969	12.1%	5,800	12.4%
Dark-Not Lighted	118	33.6%	1,454	10.7%	3,896	11.9%	5,468	11.7%
Dusk	13	3.7%	378	2.8%	913	2.8%	1,304	2.8%
Dawn	9	2.6%	125	0.9%	458	1.4%	592	1.3%
Other/Not Stated	3	0.9%	16	0.1%	165	0.5%	184	0.4%
Missing Data	3	0.9%	57	0.4%	1,180	3.6%	1,240	2.7%
Total Crashes	**351**	**100%**	**13,597**	**100%**	**32,838**	**100%**	**46,786**	**100%**

Table 26: Severity of Injuries to People in Crashes by Light Condition, 2018

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 People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	181	46.2%	621	58.8%	3,375	67.7%	10,137	73.7%	68,740	71.7%	83,054	71.6%
Dark-Lighted	50	12.8%	168	15.9%	637	12.8%	1,843	13.4%	11,688	12.2%	14,386	12.4%
Dark-Not Lighted	129	32.9%	200	18.9%	738	14.8%	1,202	8.7%	8,824	9.2%	11,093	9.6%
Dusk	15	3.8%	40	3.8%	153	3.1%	388	2.8%	2,670	2.8%	3,266	2.8%
Dawn	9	2.3%	18	1.7%	50	1.0%	114	0.8%	1,005	1.0%	1,196	1.0%
Other/Not Stated	4	1.0%	4	0.4%	4	0.1%	15	0.1%	298	0.3%	325	0.3%
Missing Data	4	1.0%	6	0.6%	26	0.5%	51	0.4%	2,613	2.7%	2,700	2.3%
Total Crashes	**392**	**100%**	**1,057**	**100%**	**4,983**	**100%**	**13,750**	**100%**	**95,838**	**100%**	**116,020**	**100%**

Weather

Table 27: Crashes and Crash Fatalities by Weather Condition, 2018

Weather	Crashes		Fatalities	
	Count	Percent	Count	Percent
Clear	41,442	88.6%	359	91.6%
Inclement	3,307	7.1%	28	7.1%
Raining	1,788	3.8%	12	3.1%
Snowing	803	1.7%	2	0.5%
Wind	339	0.7%	3	0.8%
Other	220	0.5%	5	1.3%
Sleet or Hail	85	0.2%	3	0.8%
Fog	63	0.1%	3	0.8%
Dust	9	0.02%	0	0.0%
Missing Data	2,037	4.4%	5	1.3%
Total	**46,786**	**100%**	**392**	**100%**

Table 28: Crashes by Weather Condition, 2014 - 2018

Weather	Crashes									
	2014		2015		2016		2017		2018	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Clear	35,092	86.2%	38,919	85.9%	40,800	90.5%	41,640	90.7%	41,442	88.6%
Inclement	2,758	6.8%	4,847	10.7%	3,035	6.7%	2,859	6.2%	3,307	7.1%
Raining	1,458	3.6%	2,200	4.9%	1,683	3.7%	1,772	3.9%	1,788	3.8%
Snowing	596	1.5%	1,779	3.9%	723	1.6%	432	0.9%	803	1.7%
Wind	333	0.8%	219	0.5%	256	0.6%	260	0.6%	339	0.7%
Other	155	0.4%	322	0.7%	221	0.5%	231	0.5%	220	0.5%
Sleet or Hail	95	0.2%	162	0.4%	75	0.2%	79	0.2%	85	0.2%
Fog	100	0.2%	159	0.4%	71	0.2%	62	0.1%	63	0.1%
Dust	21	0.05%	6	0.01%	6	0.01%	23	0.05%	9	0.02%
Missing Data	2,840	7.0%	1,542	3.4%	1,236	2.7%	1,407	3.1%	2,037	4.4%
Total Crashes	**40,690**	**100%**	**45,308**	**100%**	**45,071**	**100%**	**45,906**	**100%**	**46,786**	**100%**

Hazardous Material

- The number of crashes involving hazardous materials rose to 89, their highest level in the past five years. (Table 29)
- Twenty-nine percent of vehicles containing hazardous materials in crashes had a spill (32 divided by 111), and hazardous material type data was missing for 66 percent for those vehicles. (Table 30)

Table 29: Hazardous Material Crashes, 2014 - 2018

Year	Hazardous Material Crashes	Total Crashes	Percent Hazardous Crashes
2014	65	40,690	**0.16%**
2015	83	45,308	**0.18%**
2016	74	45,071	**0.16%**
2017	81	45,906	**0.18%**
2018	89	46,786	**0.19%**

Table 30: Vehicles with Hazardous Materials in Crashes by Hazardous Material Type, 2018

Hazardous Material Type	Vehicles with Hazardous Materials in Crashes			
	No Spill	Spill	Missing Data	Total
Flammable Liquid	58	11	0	69
Flammable Gas	6	0	0	6
Corrosives	4	0	0	4
Oxidizer	3	0	0	3
Non-Flammable Gas	3	0	0	3
Missing Data	5	21	0	26
Total	**79**	**32**	**0**	**111**

Vehicles

Vehicle Type

- The vehicles most often in crashes were passenger vehicles (54.5 percent), pickup trucks (18.1 percent) and van/SUV/4WD (4-wheel drive) vehicles (16.4 percent). (Table 31)
- Four vehicle types (heavy trucks, motorcycles, pedestrians, and pedalcyclists) are disproportionately represented in fatal crashes. Heavy trucks were 3.4 percent of all vehicle types in crashes and 8.7 percent of vehicle types in fatal crashes. Motorcycles were 1.3 percent of all vehicle types in crashes and 8.1 percent of vehicles in fatal crashes. Pedestrians were 0.7 percent of all vehicles in crashes and 13.3 percent of vehicle types in fatal crashes. Pedalcyclists were 0.4 percent of all vehicles in crashes and 1.7 percent of vehicle types in fatal crashes. (Table 31)
- 78.4 percent of all people on motorcycles in crashes were either injured or killed. (Table 32)
- 89.4 percent of all pedestrians in crashes were either injured or killed. (Table 32)
- 87.9 percent of all pedalcyclists in crashes were either injured or killed. (Table 32)

Table 31: Vehicles in Crashes by Vehicle Type[9] and Crash Severity, 2018

Vehicle Type	Vehicles in Fatal Crashes		Vehicles in Injury Crashes		Vehicles in Property Damage Only Crashes		Total Vehicles in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Motorized Vehicles	**542**	**84.0%**	**25,446**	**95.8%**	**56,485**	**94.3%**	**82,473**	**94.7%**
Passenger	205	31.8%	14,839	55.9%	32,426	54.2%	47,470	54.5%
Pickup (Light Truck)	122	18.9%	4,516	17.0%	11,086	18.5%	15,724	18.1%
Van/SUV/4WD	104	16.1%	4,249	16.0%	9,936	16.6%	14,289	16.4%
Semi (Heavy Truck)	56	8.7%	745	2.8%	2,138	3.6%	2,939	3.4%
Motorcycle/ATV	52	8.1%	840	3.2%	198	0.3%	1,090	1.3%
Other	1	0.2%	180	0.7%	424	0.7%	605	0.7%
Bus	2	0.3%	77	0.3%	277	0.5%	356	0.4%
Non-Motorized Vehicles	**97**	**15.0%**	**828**	**3.1%**	**97**	**0.2%**	**1,022**	**1.2%**
Pedestrian	86	13.3%	510	1.9%	55	0.1%	651	0.7%
Pedalcyclist	11	1.7%	318	1.2%	42	0.1%	371	0.4%
Missing Data	6	0.9%	279	1.1%	3,299	5.5%	3,584	4.1%
Total Vehicles	**645**	**100%**	**26,553**	**100%**	**59,881**	**100%**	**87,079**	**100%**

[9] Pedestrians and pedalcycles are counted as non-motorized vehicles when involved in a crash with a motor vehicle.

Vehicles – Vehicle Type

Table 32: Severity of Injuries to People in Crashes by Vehicle Type[10], 2018

Vehicle Type	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Motorized Vehicles	**297**	**0.3%**	**940**	**0.8%**	**4,576**	**4.1%**	**13,391**	**12.0%**	**92,030**	**82.7%**	**111,234**	**100%**
Passenger	103	0.2%	446	0.7%	2,437	3.8%	8,662	13.6%	52,112	81.7%	63,760	100%
Van/SUV/4WD	63	0.3%	169	0.8%	735	3.5%	2,346	11.2%	17,562	84.1%	20,875	100%
Pickup (Light Truck)	64	0.3%	156	0.8%	702	3.4%	1,842	9.0%	17,627	86.4%	20,391	100%
Semi (Heavy Truck)	7	0.2%	19	0.6%	120	3.5%	177	5.1%	3,126	90.6%	3,449	100%
Motorcycle/ATV	49	4.0%	141	11.7%	540	44.6%	219	18.1%	261	21.6%	1,210	100%
Other	0	0.0%	8	1.0%	35	4.2%	96	11.6%	687	83.2%	826	100%
Bus	11	1.5%	1	0.1%	7	1.0%	49	6.8%	655	90.6%	723	100%
Non-Motorized Vehicles	**95**	**9.3%**	**110**	**10.8%**	**392**	**38.4%**	**311**	**30.4%**	**114**	**11.2%**	**1,022**	**100%**
Pedestrian	84	12.9%	92	14.1%	218	33.5%	188	28.9%	69	10.6%	651	100%
Pedalcyclist	11	3.0%	18	4.9%	174	46.9%	123	33.2%	45	12.1%	371	100%
Missing Data	0	0.0%	7	0.2%	15	0.4%	48	1.3%	3,694	98.1%	3,764	100%
Total People	**392**	**0.3%**	**1,057**	**0.9%**	**4,983**	**4.3%**	**13,750**	**11.9%**	**95,838**	**82.6%**	**116,020**	**100%**

Table 33: Crashes by Number of Vehicles Involved[10] and Crash Severity, 2018

Number of Vehicles Involved	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	133	37.9%	2,648	19.5%	7,605	23.2%	10,386	22.2%
2	176	50.1%	9,344	68.7%	23,695	72.2%	33,215	71.0%
3	30	8.5%	1,309	9.6%	1,312	4.0%	2,651	5.7%
4+	12	3.4%	296	2.2%	226	0.7%	534	1.1%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Crashes	**351**	**100%**	**13,597**	**100%**	**32,838**	**100%**	**46,786**	**100%**

[10] Pedestrians and pedalcycles are counted as non-motorized vehicles when involved in a crash with a motor vehicle.

Vehicle Actions

- The most common vehicle action in a crash was going straight (53.9 percent). (Table 34)
- Over twice as many vehicle actions in a crash occurred during a left turn (9,786 vehicle actions), compared with during a right turn (4,469 vehicle actions). Further, more than six times as many vehicle actions in fatal crashes occurred during a left turn as a right turn. (Table 34)

Table 34: Vehicle Actions in Crashes by Crash Severity, 2018

Vehicle Actions[1]	Vehicle Actions in Fatal Crashes		Vehicle Actions in Injury Crashes		Vehicle Actions in Prop. Damage Only Crashes		Total Vehicle Actions in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Going Straight	474	69.5%	17,408	60.4%	33,938	50.9%	51,820	53.9%
Left Turn	39	5.7%	3,353	11.6%	6,394	9.6%	9,786	10.2%
Stopped For Traffic	2	0.3%	1,776	6.2%	3,606	5.4%	5,384	5.6%
Stopped For Sign/Signal	6	0.9%	1,609	5.6%	3,557	5.3%	5,172	5.4%
Right Turn	6	0.9%	1,042	3.6%	3,421	5.1%	4,469	4.6%
Parked	16	2.3%	417	1.4%	2,881	4.3%	3,314	3.4%
Slowing	9	1.3%	977	3.4%	1,939	2.9%	2,925	3.0%
Other	42	6.2%	612	2.1%	1,597	2.4%	2,251	2.3%
Backing	4	0.6%	144	0.5%	1,710	2.6%	1,858	1.9%
Overtaking/Passing	7	1.0%	246	0.9%	941	1.4%	1,194	1.2%
Start In Traffic Lane	1	0.1%	164	0.6%	490	0.7%	655	0.7%
Start From Park	1	0.1%	154	0.5%	474	0.7%	629	0.7%
U-Turn	1	0.1%	126	0.4%	378	0.6%	505	0.5%
Missing Data	74	10.9%	812	2.8%	5,315	8.0%	6,201	6.4%
Total Vehicle Actions	**682**	**100%**	**28,840**	**100%**	**66,641**	**100%**	**96,163**	**100%**

[1] Multiple driver's actions may be reported for each vehicle, and all actions are counted in this table. The action "Other" is a vehicle action on the Uniform Crash Report. "Missing Data" indicates no options were indicated on the Uniform Crash Report.

Motorcycles

In this report, statistics about motorcycles include all-terrain vehicles, and a motorcyclist is defined as a person who is in or upon a motorcycle or all-terrain vehicle.

- Motorcycles were involved in 2.3 percent of all crashes and 14.2 percent of all fatal crashes. (Table 35)
- The number of motorcyclists in crashes fell to 1,210, its lowest level in the past five years. (Table 36)
- The percentage of all motorcyclists in crashes who were killed was 4.0 percent, whereas the percentage of all people in crashes who were killed was 0.3 percent. (Table 36, Table 2)
- 4.3 percent of all helmeted motorcyclists (drivers and passengers) in crashes were killed, compared with 7.7 percent of unhelmeted motorcyclists. (Table 37)
- Of motorcyclists (drivers and passengers) in crashes, 30.0 percent were reported on the UCR form as not wearing a helmet. However, helmet use data were missing for 33.6 percent of motorcyclists in crashes. (Table 38)
- Among motorcycle vehicles in fatal crashes, Alcohol/Drug Involvement was the most prevalent top contributing factor, with 46.2 percent. (Table 39)
- Among the past five years, 2018 had the lowest rate of motorcycle drivers in crashes per 1,000 licensed motorcycle drivers, at 9.2. (Table 40)
- The number of male motorcyclists in crashes was 6.1 times that of female motorcyclists in crashes. (Table 41)

Table 35: Crashes by Motorcycle Involvement and Crash Severity, 2018

Motorcycle Involvement	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Involved	50	14.2%	821	6.0%	193	0.6%	1,064	2.3%
Not Involved	301	85.8%	12,776	94.0%	32,645	99.4%	45,722	97.7%
Total Crashes	**351**	**100%**	**13,597**	**100%**	**32,838**	**100%**	**46,786**	**100%**

Table 36: Severity of Injuries to Motorcyclists[11] in Crashes, 2014 - 2018

Year	Severity of Injuries to Motorcyclists (Drivers & Passengers) in Crashes										Total Motorcyclists	
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	52	3.9%	192	14.5%	510	38.5%	226	17.1%	343	25.9%	1,323	100%
2015	41	3.1%	162	12.4%	551	42.2%	177	13.6%	374	28.7%	1,305	100%
2016	49	3.8%	167	13.1%	559	43.7%	205	16.0%	299	23.4%	1,279	100%
2017	57	4.4%	175	13.6%	564	43.7%	208	16.1%	286	22.2%	1,290	100%
2018	49	4.0%	141	11.7%	540	44.6%	219	18.1%	261	21.6%	1,210	100%

Table 37: Motorcyclist (Driver & Passenger) Helmet Use by Severity of Injury, 2018

Severity of Injury	Injury Class	Helmet Worn?						Total Motorcyclists	
		No		Yes		Missing Data			
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Fatalities	K	28	7.7%	19	4.3%	2	0.5%	49	4%
Suspected Serious Injuries	A	54	14.9%	57	12.9%	30	7.4%	141	12%
Suspected Minor Injuries	B	199	54.8%	191	43.3%	150	36.9%	540	45%
Possible Injuries	C	39	10.7%	93	21.1%	87	21.4%	219	18%
No Apparent Injuries	O	43	11.8%	81	18.4%	137	33.7%	261	22%
Total Motorcyclists		**363**	**100%**	**441**	**100%**	**406**	**100%**	**1,210**	**100%**

Table 38: Motorcyclist (Driver & Passenger) Helmet Use, 2014 - 2018

Year	Helmet Worn?						Total Motorcyclists in Crashes
	No		Yes		Missing Data		
	Count	Percent	Count	Percent	Count	Percent	
2014	354	26.8%	390	29.5%	579	43.8%	**1,323**
2015	314	24.1%	375	28.7%	616	47.2%	**1,305**
2016	344	26.9%	453	35.4%	482	37.7%	**1,279**
2017	417	32.3%	484	37.5%	389	30.2%	**1,290**
2018	363	30.0%	441	36.4%	406	33.6%	**1,210**

[11] See Page 119 for severity of injuries to motorcyclists in crashes by county.

Vehicles – Motorcycles

Table 39: Top Contributing Factor of Motorcycles in Crashes, 2018

Top Contributing Factor of Motorcycle Vehicles[1] in Crashes	Motorcycle Vehicles in Fatal Crashes		Motorcycle Vehicles in Injury Crashes		Motorcycle Vehicles in Property Damage Only Crashes		Total Motorcycle Vehicles in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**39**	**75.0%**	**469**	**55.8%**	**85**	**42.9%**	**593**	**54.4%**
Excessive Speed	6	11.5%	89	10.6%	10	5.1%	105	9.6%
Driver Inattention	3	5.8%	77	9.2%	14	7.1%	94	8.6%
Alcohol/Drug Involved[2]	24	46.2%	42	5.0%	2	1.0%	68	6.2%
Avoid No Contact - Vehicle	1	1.9%	50	6.0%	6	3.0%	57	5.2%
Other Improper Driving	0	0.0%	49	5.8%	6	3.0%	55	5.0%
Following Too Closely	0	0.0%	29	3.5%	15	7.6%	44	4.0%
Speed Too Fast for Conditions	0	0.0%	38	4.5%	5	2.5%	43	3.9%
Failed to Yield Right of Way	0	0.0%	20	2.4%	6	3.0%	26	2.4%
Avoid No Contact - Other	1	1.9%	16	1.9%	7	3.5%	24	2.2%
Disregarded Traffic Signal	0	0.0%	16	1.9%	2	1.0%	18	1.7%
Made Improper Turn	0	0.0%	10	1.2%	5	2.5%	15	1.4%
Improper Overtaking	1	1.9%	8	1.0%	2	1.0%	11	1.0%
Drove Left Of Center	1	1.9%	8	1.0%	2	1.0%	11	1.0%
Passed Stop Sign	1	1.9%	8	1.0%	0	0.0%	9	0.8%
Vehicle Skidded Before Brake	0	0.0%	5	0.6%	2	1.0%	7	0.6%
Improper Lane Change	1	1.9%	4	0.5%	0	0.0%	5	0.5%
Improper Backing	0	0.0%	0	0.0%	1	0.5%	1	0.1%
Vehicle	**0**	**0.0%**	**28**	**3.3%**	**5**	**2.5%**	**33**	**3.0%**
Other Mechanical Defect	0	0.0%	19	2.3%	2	1.0%	21	1.9%
Inadequate Brakes	0	0.0%	4	0.5%	2	1.0%	6	0.6%
Defective Steering	0	0.0%	4	0.5%	1	0.5%	5	0.5%
Defective Tires	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Environment	**0**	**0.0%**	**11**	**1.3%**	**6**	**3.0%**	**17**	**1.6%**
Road Defect	0	0.0%	11	1.3%	6	3.0%	17	1.6%
Other[3]	**13**	**25.0%**	**332**	**39.5%**	**102**	**51.5%**	**447**	**41.0%**
None	8	15.4%	233	27.7%	64	32.3%	305	28.0%
Other - No Driver Error	4	7.7%	84	10.0%	26	13.1%	114	10.5%
Missing Data	1	1.9%	15	1.8%	12	6.1%	28	2.6%
Total Crashes	**52**	**100%**	**840**	**100%**	**198**	**100%**	**1,090**	**100%**

[1] See the Definitions section for the method of deriving the top contributing factor of each motorcycle vehicle.

[2] Alcohol/Drug-involved is a combination of the contributing factors Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other - No Driver Error" are each contributing factor options on the Uniform Crash Report.
"Missing Data" means no contributing factors were identified on the Uniform Crash Report for the motorcycle in the crash.

Table 40: Rates of Motorcycle Involvement in Crashes, 2014 - 2018

Year	Total Motorcycles[1] in Crashes	New Mexico Registered Motorcycle Vehicles	New Mexico Licensed Motorcycle Drivers	Rate (Motorcycles in Crashes per 1,000 Registered Motorcycles)	Rate (Motorcycle Drivers in Crashes per 1,000 Licensed Motorcycle Drivers)
2014	1,168	64,598	116,291	18.1	10.0
2015	1,155	63,248	117,944	18.3	9.8
2016	1,146	61,877	121,408	18.5	9.4
2017	1,179	57,718	120,120	20.4	9.8
2018	1,090	61,074	118,499	17.8	9.2

[1] There can be more than one motorcycle in a crash. The number of motorcycles (vehicles) in a crash is the same as the number of motorcycle drivers in a crash.

Table 41: Motorcyclists in Crashes by Age Group and Sex, 2018

Age Group	Motorcyclists (Drivers and Passengers) in Crashes								Ratio[1] of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	2	1.2%	0	0.0%	2	0.2%	-
5-9	5	0.5%	3	1.8%	0	0.0%	8	0.7%	**1.7**
10-14	16	1.6%	14	8.3%	0	0.0%	30	2.5%	**1.1**
15-19	77	7.6%	18	10.7%	0	0.0%	95	7.9%	**4.3**
20-24	149	14.7%	13	7.7%	0	0.0%	162	13.4%	**11.5**
25-29	124	12.2%	21	12.5%	0	0.0%	145	12.0%	**5.9**
30-34	103	10.1%	11	6.5%	0	0.0%	114	9.4%	**9.4**
35-39	96	9.4%	13	7.7%	0	0.0%	109	9.0%	**7.4**
40-44	91	8.9%	13	7.7%	0	0.0%	104	8.6%	**7.0**
45-49	74	7.3%	19	11.3%	0	0.0%	93	7.7%	**3.9**
50-54	74	7.3%	12	7.1%	0	0.0%	86	7.1%	**6.2**
55-59	73	7.2%	15	8.9%	0	0.0%	88	7.3%	**4.9**
60-64	55	5.4%	6	3.6%	0	0.0%	61	5.0%	**9.2**
65-69	33	3.2%	3	1.8%	0	0.0%	36	3.0%	**11.0**
70-74	26	2.6%	1	0.6%	0	0.0%	27	2.2%	**26.0**
75+	11	1.1%	1	0.6%	0	0.0%	12	1.0%	**11.0**
Missing Data	10	1.0%	3	1.8%	25	100.0%	38	3.1%	**3.3**
Total	**1,017**	**100%**	**168**	**100%**	**25**	**100%**	**1,210**	**100%**	**6.1**

[1] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.

Heavy Trucks

- Heavy trucks were involved in 5.7 percent of all crashes but 15.3 percent of all fatalities in 2018. (Table 42)
- Crashes involving heavy trucks rose to 2,658, their highest level in the past five years. (Table 42)

Table 42: Crashes and Fatalities by Heavy Truck (Semi) Involvement, 2014 - 2018

Year	Heavy Truck-involved Crashes		Heavy Truck-involved Fatalities		Total Crashes	Total Fatalities
	Crashes	Percent of Total Crashes	Fatalities	Percent of Total Fatalities		
2014	2,243	**5.5%**	73	**18.9%**	40,690	386
2015	2,281	**5.0%**	43	**14.4%**	45,308	298
2016	2,326	**5.2%**	42	**10.4%**	45,071	405
2017	2,516	**5.5%**	71	**18.7%**	45,906	380
2018	2,658	**5.7%**	60	**15.3%**	46,786	392

Table 43: People in Heavy Truck-involved Crashes by Severity of Injury, 2018

People in Heavy Truck-involved Crashes		
Severity of Injury	**Count**	**Percent**
Fatalities	60	0.9%
Suspected Serious Injuries	97	1.5%
Suspected Minor Injuries	325	5.1%
Possible Injuries	577	9.1%
No Apparent Injuries	5,310	83.4%
Total People	**6,369**	**100%**

Pedestrians

- Pedestrian fatalities rose to 84, their highest level in the past five years. (Table 44).
- Pedestrian-involved crashes represented 1.3 percent of all crashes, pedestrian-involved fatal crashes represented 23.4 percent of all fatal crashes, and pedestrian fatalities represented 21.4 percent of all fatalities. (Table 44)
- The number of pedestrians in crashes rose to its highest level in five years, at 651. (Table 45)
- Alcohol was noted as a contributing factor in half of all pedestrian fatalities. (Table 46)
- For 86.4 percent of pedestrians in alcohol-involved crashes, the pedestrian was under the influence of alcohol. But the percentage and number have declined two years in a row. (Table 47)
- In 2018, although only 45.1 percent of pedestrian crashes occurred in dark conditions (lighted and not lighted), these crashes resulted in 75.0 percent of pedestrian fatalities. (Table 48)
- Among alcohol-involved pedestrians in crashes, males outnumber females, with a ratio of 4 to 1. In comparison, the male-to-female ratio of all pedestrians in crashes is 2 to 1. (Table 52, Table 53)
- Almost 65 percent of all pedestrian fatalities were in Bernalillo (38), San Juan (8), and McKinley (8) counties. (Table 95)

Table 44: Crashes, Fatal Crashes, and Fatalities by Pedestrian Involvement, 2014 - 2018

Year	Crashes			Fatal Crashes			Fatalities		
	Pedestrian-involved[1]	Total Crashes	Percent of Total Crashes	Pedestrian-involved[1]	Total Fatal Crashes	Percent of Fatal Crashes	Pedestrian Fatalities	Total Fatalities	Percent of Total Fatalities
2014	558	40,690	1.4%	74	340	21.8%	74	386	19.2%
2015	604	45,308	1.3%	52	269	19.3%	55	298	18.5%
2016	586	45,071	1.3%	75	361	20.8%	77	405	19.0%
2017	600	45,906	1.3%	79	341	23.2%	79	380	20.8%
2018	625	46,786	1.3%	82	351	23.4%	84	392	21.4%

[1] A pedestrian-involved crash involves one or more pedestrians.

Table 45: Pedestrians[12] in Crashes by Alcohol Involvement, 2014 - 2018

Year	Pedestrians in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total Pedestrians	
	Count	Percent	Count	Percent	Count	Percent
2014	131	22.7%	445	77.3%	576	100%
2015	120	19.2%	505	80.8%	625	100%
2016	129	20.6%	496	79.4%	625	100%
2017	122	19.7%	498	80.3%	620	100%
2018	108	16.6%	543	83.4%	651	100%

Table 46: Alcohol-involved Pedestrian[12] Fatalities, 2014 - 2018

Year	Alcohol-involved Pedestrian Fatalities	Total Pedestrian Fatalities	Percent Alcohol-involved Pedestrian Fatalities
2014	42	74	**56.8%**
2015	28	55	**50.9%**
2016	48	77	**62.3%**
2017	41	79	**51.9%**
2018	42	84	**50.0%**

Table 47: Alcohol-involved Pedestrians[12] in Alcohol-involved Crashes, 2014 - 2018

Year	Pedestrians in Alcohol-involved Crashes		
	Pedestrians Under the Influence of Alcohol	All Pedestrians in Alcohol-involved Crashes	Percent of Pedestrians Under the Influence of Alcohol[1]
2014	131	147	**89.1%**
2015	120	135	**88.9%**
2016	129	144	**89.6%**
2017	122	137	**89.1%**
2018	108	125	**86.4%**

[1] The percentage of pedestrians under the influence of alcohol out of all pedestrians in alcohol-involved crashes.

[12] An "alcohol-involved pedestrian" is a pedestrian who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 48: Pedestrian-involved Crashes by Light Condition[13], 2018

Light Condition	Pedestrian Fatalities		Total Fatalities		Pedestrian-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent
Daylight	17	20.2%	181	46.2%	313	50.1%
Dark-Not Lighted	38	45.2%	129	32.9%	130	20.8%
Dark-Lighted	25	29.8%	50	12.8%	152	24.3%
Dusk	3	3.6%	15	3.8%	24	3.8%
Dawn	0	0.0%	9	2.3%	4	0.6%
Other/Not Stated	1	1.2%	4	1.0%	1	0.2%
Missing Data	0	0.0%	4	1.0%	1	0.2%
Total	**84**	**100%**	**392**	**100%**	**625**	**100%**

Table 49: Pedestrians in Crashes by Age Group and Severity of Injury[14], 2018

Age Group	Pedestrians in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total[1]
1-4	0	0	3	1	2	6	**0.9%**
5-9	1	1	6	6	1	15	**2.3%**
10-14	2	2	19	8	2	33	**5.1%**
15-19	2	3	19	14	4	42	**6.5%**
20-24	8	12	17	11	5	53	**8.1%**
25-29	11	12	20	24	5	72	**11.1%**
30-34	7	8	18	22	7	62	**9.5%**
35-39	7	6	12	17	6	48	**7.4%**
40-44	3	8	12	14	3	40	**6.1%**
45-49	7	7	16	12	1	43	**6.6%**
50-54	7	9	16	12	2	46	**7.1%**
55-59	10	7	14	16	2	49	**7.5%**
60-64	4	3	9	11	4	31	**4.8%**
65-69	4	6	9	6	1	26	**4.0%**
70-74	4	1	7	4	1	17	**2.6%**
75+	7	1	7	1	2	18	**2.8%**
Missing Data	0	6	14	9	21	50	**7.7%**
Total People	**84**	**92**	**218**	**188**	**69**	**651**	**100%**

[1] Numbers are shaded such that darker shading identifies higher numbers.

[13] See Page 87 for pedestrian-involved crashes by each hour of the day.

[14] See Page 120 for severity of injury to pedestrians in crashes by county.

Vehicles – Pedestrians

Table 50: Severity of Injuries to Pedestrians in Crashes, 2014 - 2018

Severity of Injuries	Injury Class	Pedestrians in Crashes					Percent of 2018 Total Pedestrians
		2014	2015	2016	2017	2018	
Fatalities	K	74	55	77	79	84	12.9%
Suspected Serious Injuries	A	94	126	84	95	92	14.1%
Suspected Minor Injuries	B	189	211	204	209	218	33.5%
Possible Injuries	C	171	169	199	193	188	28.9%
No Apparent Injuries	O	48	64	61	44	69	10.6%
Total Pedestrians		**576**	**625**	**625**	**620**	**651**	**100%**

Table 51: Top Contributing Factor in Pedestrian-involved Crashes by Crash Severity, 2018

Top Contributing Factor[1]	Pedestrian-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**76**	**92.7%**	**441**	**90.2%**	**45**	**83.3%**	**562**	**89.9%**
Pedestrian Error	15	18.3%	141	28.8%	17	31.5%	173	27.7%
Alcohol/Drug Involved[2]	56	68.3%	77	15.7%	4	7.4%	137	21.9%
Driver Inattention	2	2.4%	105	21.5%	11	20.4%	118	18.9%
Failed to Yield Right of Way	0	0.0%	66	13.5%	7	13.0%	73	11.7%
Other Improper Driving	1	1.2%	13	2.7%	1	1.9%	15	2.4%
Disregarded Traffic Signal	0	0.0%	11	2.2%	1	1.9%	12	1.9%
Excessive Speed	0	0.0%	9	1.8%	1	1.9%	10	1.6%
Avoid No Contact - Other	0	0.0%	6	1.2%	0	0.0%	6	1.0%
Made Improper Turn	0	0.0%	2	0.4%	1	1.9%	3	0.5%
Speed Too Fast for Conditions	0	0.0%	3	0.6%	0	0.0%	3	0.5%
Improper Backing	1	1.2%	1	0.2%	1	1.9%	3	0.5%
Drove Left Of Center	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Avoid No Contact - Vehicle	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Following Too Closely	0	0.0%	0	0.0%	1	1.9%	1	0.2%
Driverless Moving Vehicle	1	1.2%	0	0.0%	0	0.0%	1	0.2%
Improper Overtaking	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Improper Lane Change	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Passed Stop Sign	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Vehicle	**0**	**0.0%**	**1**	**0.2%**	**0**	**0.0%**	**1**	**0.2%**
Other Mechanical Defect	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Other[3]	**6**	**7.3%**	**47**	**9.6%**	**9**	**16.7%**	**62**	**9.9%**
None	1	1.2%	33	6.7%	5	9.3%	39	6.2%
Other - No Driver Error	3	3.7%	8	1.6%	3	5.6%	14	2.2%
Missing Data	2	2.4%	6	1.2%	1	1.9%	9	1.4%
Total Crashes	**82**	**100%**	**489**	**100%**	**54**	**100%**	**625**	**100%**

[1] See the Definitions section for the method of deriving the top contributing factor.

[2] Alcohol/Drug-involved is a combination of the contributing factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Table 52: Pedestrians in Crashes by Sex, 2014 - 2018

Year	Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
2014	395	68.6%	174	30.2%	7	1.2%	576	100%	**2.3**
2015	388	62.1%	198	31.7%	39	6.2%	625	100%	**2.0**
2016	419	67.0%	203	32.5%	3	0.5%	625	100%	**2.1**
2017	428	69.0%	188	30.3%	4	0.6%	620	100%	**2.3**
2018	447	68.7%	200	30.7%	4	0.6%	651	100%	**2.2**

Table 53: Alcohol-involved Pedestrians[15] in Crashes by Age Group and Sex, 2018

Age Group	Alcohol-involved Pedestrians in Crashes								Ratio[1] of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	1	1.1%	0	0.0%	0	0.0%	1	0.9%	-
20-24	6	6.8%	3	15.0%	0	0.0%	9	8.3%	**2.0**
25-29	15	17.0%	2	10.0%	0	0.0%	17	15.7%	**7.5**
30-34	6	6.8%	3	15.0%	0	0.0%	9	8.3%	**2.0**
35-39	10	11.4%	1	5.0%	0	0.0%	11	10.2%	**10.0**
40-44	9	10.2%	2	10.0%	0	0.0%	11	10.2%	**4.5**
45-49	10	11.4%	0	0.0%	0	0.0%	10	9.3%	-
50-54	9	10.2%	3	15.0%	0	0.0%	12	11.1%	**3.0**
55-59	13	14.8%	3	15.0%	0	0.0%	16	14.8%	**4.3**
60-64	2	2.3%	1	5.0%	0	0.0%	3	2.8%	**2.0**
65-69	2	2.3%	1	5.0%	0	0.0%	3	2.8%	**2.0**
70-74	2	2.3%	0	0.0%	0	0.0%	2	1.9%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	3	3.4%	1	5.0%	0	0.0%	4	3.7%	**3.0**
Total	**88**	**100%**	**20**	**100%**	**0**	**0%**	**108**	**100%**	**4.4**

[1] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.

[15] An "alcohol-involved pedestrian" is a pedestrian who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Pedalcycles (Bicycles)

- Less than 1 percent of all crashes were pedalcycle-involved. (Table 54)
- The total number of pedalcyclists in crashes is tied at its second-highest level in the last five years. (Table 55)
- Pedalcyclist fatalities rose dramatically to the highest level in the last five years. (Table 55)
- Alcohol-involved pedalcyclists were 2.2% of all pedalcyclists in crashes. (Table 57)
- Pedalcyclists in crashes were 5.9 times as likely to be male as female. (Table 59)
- Alcohol/Drug Involvement was noted as a contributing factor in 63.6 percent of fatal pedalcycle-involved crashes. (Table 61)
- Driver Inattention and Failure to Yield together account for 45.1 percent of top contributing factors in pedalcycle-involved crashes. (Table 61)

Table 54: Crashes by Pedalcycle Involvement, 2018

Pedalcycle Involvement[1]	Crashes	
	Count	Percent
Involved	366	0.8%
Not Involved	46,420	99.2%
Total Crashes	**46,786**	**100%**

[1] A pedalcycle-involved crash can involve one or more pedalcyclists.

Table 55: Pedalcyclists in Crashes by Severity of Injury, 2014 - 2018

Severity of Injuries	Injury Class	Pedalcyclists in Crashes					Percent of 2018 Total Pedalcyclists in Crashes
		2014	2015	2016	2017	2018	
Fatalities	K	4	7	4	2	11	3.0%
Suspected Serious Injuries	A	26	29	26	21	18	4.9%
Suspected Minor Injuries	B	127	163	178	186	174	46.9%
Possible Injuries	C	92	99	109	134	123	33.2%
No Apparent Injuries	O	68	66	54	42	45	12.1%
Total Pedalcyclists		**317**	**364**	**371**	**385**	**371**	**100%**

Table 56: Pedalcycle-involved Crashes by Light Condition[16], 2018

Light Condition	Pedalcycle-involved Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	3	27.3%	281	76.8%
Dark-Not Lighted	5	45.5%	24	6.6%
Dark-Lighted	2	18.2%	46	12.6%
Dusk	1	9.1%	11	3.0%
Dawn	0	0.0%	1	0.3%
Other/Not Stated	0	0.0%	0	0.0%
Missing Data	0	0.0%	3	0.8%
Total Crashes	**11**	**100%**	**366**	**100%**

Table 57: Alcohol-involved[17] Pedalcyclists in Crashes, 2018

Alcohol-involved Pedalcyclists	Count	Percent
Alcohol-involved	8	2.2%
Not Alcohol-involved	363	97.8%
Total	**371**	**100%**

Table 58: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2014 - 2018

Year	Pedalcyclists in Alcohol-involved Crashes		
	Pedalcyclists Under the Influence of Alcohol	All Pedalcyclists in Alcohol-involved Crashes	Percent of Pedalcyclists Under the Influence of Alcohol[1]
2014	20	26	**76.9%**
2015	19	24	**79.2%**
2016	13	15	**86.7%**
2017	15	19	**78.9%**
2018	8	9	**88.9%**

[1] The percentage of pedalcyclists under the influence of alcohol out of all pedalcyclists in alcohol-involved crashes.

[16] See Page 88 for pedalcycle-involved crashes by each hour of the day.

[17] The term "alcohol-involved pedalcyclist" means a pedalcyclist who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Vehicles – Pedalcycles

Table 59: Pedalcyclists in Crashes by Sex, 2014 - 2018

Year	Pedalcyclists in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
2014	241	76.0%	50	15.8%	26	8.2%	317	100%	**4.8**
2015	285	78.3%	58	15.9%	21	5.8%	364	100%	**4.9**
2016	307	82.7%	60	16.2%	4	1.1%	371	100%	**5.1**
2017	314	81.6%	68	17.7%	3	0.8%	385	100%	**4.6**
2018	311	83.8%	53	14.3%	7	1.9%	371	100%	**5.9**

Table 60: Pedalcyclists in Crashes by Age Group and Severity of Injury, 2018

Age Group	Pedalcyclists in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total[1]
1-4	0	0	0	0	1	1	**0.3%**
5-9	0	1	3	4	0	8	**2.2%**
10-14	1	1	16	7	2	27	**7.3%**
15-19	1	0	25	14	6	46	**12.4%**
20-24	0	2	12	11	2	27	**7.3%**
25-29	0	1	13	20	5	39	**10.5%**
30-34	2	2	25	12	4	45	**12.1%**
35-39	0	1	17	8	4	30	**8.1%**
40-44	2	2	6	7	1	18	**4.9%**
45-49	1	0	9	8	1	19	**5.1%**
50-54	1	0	10	13	3	27	**7.3%**
55-59	2	3	10	10	1	26	**7.0%**
60-64	1	3	10	2	0	16	**4.3%**
65-69	0	1	7	1	2	11	**3.0%**
70-74	0	1	4	4	0	9	**2.4%**
75+	0	0	1	0	0	1	**0.3%**
Missing Data	0	0	6	2	13	21	**5.7%**
Total People	**11**	**18**	**174**	**123**	**45**	**371**	**100%**

[1] Numbers are shaded such that darker shading identifies higher numbers.

Table 61: Top Contributing Factor in Pedalcycle-involved Crashes by Crash Severity, 2018

Top Contributing Factor[1]	Pedalcycle-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**10**	**90.9%**	**276**	**88.2%**	**40**	**95.2%**	**326**	**89.1%**
Driver Inattention	1	9.1%	74	23.6%	18	42.9%	93	25.4%
Failed to Yield Right of Way	0	0.0%	67	21.4%	5	11.9%	72	19.7%
Pedestrian Error	1	9.1%	40	12.8%	6	14.3%	47	12.8%
Disregarded Traffic Signal	0	0.0%	20	6.4%	1	2.4%	21	5.7%
Other Improper Driving	0	0.0%	16	5.1%	2	4.8%	18	4.9%
Alcohol/Drug Involved[2]	7	63.6%	8	2.6%	1	2.4%	16	4.4%
Passed Stop Sign	1	9.1%	10	3.2%	2	4.8%	13	3.6%
Excessive Speed	0	0.0%	7	2.2%	2	4.8%	9	2.5%
Made Improper Turn	0	0.0%	8	2.6%	1	2.4%	9	2.5%
Avoid No Contact - Other	0	0.0%	7	2.2%	1	2.4%	8	2.2%
Following Too Closely	0	0.0%	5	1.6%	0	0.0%	5	1.4%
Avoid No Contact - Vehicle	0	0.0%	3	1.0%	1	2.4%	4	1.1%
Improper Lane Change	0	0.0%	4	1.3%	0	0.0%	4	1.1%
Improper Backing	0	0.0%	3	1.0%	0	0.0%	3	0.8%
Speed Too Fast for Conditions	0	0.0%	2	0.6%	0	0.0%	2	0.5%
Improper Overtaking	0	0.0%	1	0.3%	0	0.0%	1	0.3%
Drove Left Of Center	0	0.0%	1	0.3%	0	0.0%	1	0.3%
Vehicle	**0**	**0.0%**	**1**	**0.3%**	**0**	**0.0%**	**1**	**0.3%**
Other Mechanical Defect	0	0.0%	1	0.3%	0	0.0%	1	0.3%
Other[3]	**1**	**9.1%**	**36**	**11.5%**	**2**	**4.8%**	**39**	**10.7%**
None	1	9.1%	20	6.4%	2	4.8%	23	6.3%
Other - No Driver Error	0	0.0%	8	2.6%	0	0.0%	8	2.2%
Missing Data	0	0.0%	8	2.6%	0	0.0%	8	2.2%
Total Crashes	**11**	**100%**	**313**	**100%**	**42**	**100%**	**366**	**100%**

[1] See the Definitions section for the method of deriving the top contributing factor.

[2] Alcohol/Drug-involved is a combination of the contributing factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Behavior and Demographics

Alcohol

Additional data on alcohol-involved crashes are also in these sections: Top Contributing Factors, Hour and Day of Week, Holidays, Pedestrians, Pedalcycles, Young Drivers, Counties, Cities, Rural and Urban Locations, Appendix A, Appendix E, and Appendix F.

- The percentage of alcohol-involved crashes out of all crashes is tied at its lowest level in the past five years, 4.5 percent. (Table 62)
- The percentage of alcohol-involved fatal crashes has varied from 4.8 to 7.4 percent of all alcohol-involved crashes in the last five years. (Table 63)
- The percentage of alcohol-involved crashes that involved any injuries fell to their lowest levels in 2018, 42.1 percent, in the last five years. (Table 63)
- Although the percentage is steadily declining, alcohol-involved crashes continue to account for a large portion of crash-related fatalities (44.0 to 38.7 percent of crash-related fatalities in the last five years). (Table 65)
- Drivers ages 20-34 were 53.3 percent of New Mexican alcohol-involved drivers in crashes. (Table 67)
- The crash rate of New Mexico resident alcohol-involved drivers ages 20 to 24 is three times as much as the statewide rate, based on the number of licensed drivers in New Mexico. (Table 67)
- Male drivers account for 69.3 percent of all New Mexican alcohol-involved drivers in crashes (1,207 out of 1,741). (Table 67)

Table 62: Alcohol-involved Crashes, 2014 - 2018

Year	Alcohol-involved Crashes	Total Crashes	Percent Alcohol-involved Crashes
2014	2,041	40,690	**5.0%**
2015	2,134	45,308	**4.7%**
2016	2,073	45,071	**4.6%**
2017	2,050	45,906	**4.5%**
2018	2,090	46,786	**4.5%**

Table 63: Alcohol-involved Crashes by Crash Severity, 2014 - 2018

Year	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	152	7.4%	896	43.9%	993	48.7%	2,041	100%
2015	103	4.8%	938	44.0%	1,093	51.2%	2,134	100%
2016	149	7.2%	909	43.8%	1,015	49.0%	2,073	100%
2017	131	6.4%	906	44.2%	1,013	49.4%	2,050	100%
2018	141	6.7%	879	42.1%	1,070	51.2%	2,090	100%

Table 64: People in Alcohol-involved Crashes by Severity of Injury, 2014 - 2018

People in Alcohol-involved Crashes												
Year	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	170	3.6%	185	3.9%	529	11.3%	634	13.5%	3,179	67.7%	4,697	100%
2015	120	2.5%	225	4.6%	584	12.0%	649	13.3%	3,307	67.7%	4,885	100%
2016	171	3.6%	176	3.7%	587	12.3%	697	14.6%	3,145	65.9%	4,776	100%
2017	147	3.2%	170	3.7%	553	12.0%	683	14.8%	3,073	66.4%	4,626	100%
2018	152	3.2%	168	3.5%	575	11.9%	690	14.3%	3,228	67.1%	4,813	100%

Table 65: Number and Percentage of Fatalities by Alcohol Involvement, 2014 - 2018

Year	Fatalities in Alcohol-involved Crashes		Fatalities in Non-alcohol-involved Crashes		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent
2014	170	44.0%	216	56.0%	386	100%
2015	120	40.3%	178	59.7%	298	100%
2016	171	42.2%	234	57.8%	405	100%
2017	147	38.7%	233	61.3%	380	100%
2018	152	38.8%	240	61.2%	392	100%

Table 66: Rates of Fatalities in Alcohol-involved Crashes, 2014 - 2018

Year	Fatalities in Alcohol-involved Crashes	New Mexico Population	New Mexico Vehicle Miles Traveled (100M VMT)	Rate of Fatalities in Alcohol-involved Crashes per 100,000 Population	Rate of Fatalities in Alcohol-involved Crashes per 100M VMT
2014	170	2,090,342	265.50	**8.13**	**0.64**
2015	120	2,090,211	302.92	**5.74**	**0.40**
2016	171	2,092,789	278.09	**8.17**	**0.61**
2017	147	2,093,395	296.80	**7.02**	**0.50**
2018	152	2,095,428	272.88	**7.25**	**0.56**

Table 67: Alcohol-involved New Mexican Drivers in Crashes by Age Group and Sex, 2018

Age Groups	Alcohol-involved Drivers[1] in Crashes						Ratio of Males to Females	2018 Licensed Drivers	Rate (Alcohol-involved Drivers per 1,000 Licensed Drivers in Each Age Group)
	Male		Female		Total				
	Count	Percent	Count	Percent	Count	Percent			
15-19	72	6.0%	25	4.7%	97	5.6%	2.9	55,889	**1.7**
20-24	274	22.7%	107	20.0%	381	21.9%	2.6	109,190	**3.5**
25-29	200	16.6%	100	18.7%	300	17.2%	2.0	125,843	**2.4**
30-34	157	13.0%	90	16.9%	247	14.2%	1.7	131,035	**1.9**
35-39	108	8.9%	63	11.8%	171	9.8%	1.7	130,891	**1.3**
40-44	93	7.7%	36	6.7%	129	7.4%	2.6	117,312	**1.1**
45-49	76	6.3%	27	5.1%	103	5.9%	2.8	117,043	**0.9**
50-54	68	5.6%	30	5.6%	98	5.6%	2.3	118,570	**0.8**
55-59	70	5.8%	22	4.1%	92	5.3%	3.2	136,128	**0.7**
60-64	44	3.6%	16	3.0%	60	3.4%	2.8	132,240	**0.5**
65-69	25	2.1%	10	1.9%	35	2.0%	2.5	118,584	**0.3**
70-74	15	1.2%	6	1.1%	21	1.2%	2.5	90,817	**0.2**
75+	5	0.4%	2	0.4%	7	0.4%	2.5	98,583	**0.1**
Total	**1,207**	**100%**	**534**	**100%**	**1,741**	**100%**	**2.3**	**1,482,125**	**1.2**

[1] Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Belt Use

- In 2018, 81.5 percent of passenger vehicle occupants in crashes (85,644 out of 105,026) reported using a seatbelt. This number may be unreliable: Seatbelt data was missing for 17.3 percent of occupants of passenger vehicles in crashes (18,155 out of 105,026). Also, some people, in order to avoid citations, might have reported wearing a seatbelt when they were not. (Table 68)
- Only 0.1 percent of passenger vehicle occupants who were belted during the crash were killed, compared with 11.0 percent of passenger vehicle occupants who were unbelted. In other words, the percentage of unbelted passenger-vehicle occupant fatalities was about 100 times the percentage of belted passenger-vehicle occupant fatalities. (Table 68)

Table 68: Severity of Injuries by Reported Belt Use, 2018

Belt Usage[1,2]	Severity of Injuries to Occupants in Passenger Vehicles										Total Occupants of Passenger Vehicles	
	Fatalities		Suspected Serious Injuries		Suspected Minor Injuries		Possible Injuries		No Apparent Injuries			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	95	0.1%	540	0.6%	3,216	3.8%	12,007	14.0%	69,786	81.5%	85,644	100%
Belt Not Used	135	11.0%	127	10.4%	330	26.9%	226	18.4%	409	33.3%	1,227	100%
Missing Data	0	0.00%	104	0.6%	328	1.8%	617	3.4%	17,106	94.2%	18,155	100%
Total	**230**	**0.2%**	**771**	**0.7%**	**3,874**	**3.7%**	**12,850**	**12.2%**	**87,301**	**83.1%**	**105,026**	**100%**

[1] Belt usage of people in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs).

[2] To avoid citations, some people with less severe injuries might have reported wearing a seatbelt when they were not.

Belt use is self-reported by the occupant to the police officer. In order to avoid citations, some people in crashes, particularly less severe crashes, may declare they were wearing a seatbelt when in fact they were not. (In the event of a fatality, however, whether the person was using a seatbelt is typically clear to the police officer.) According to the 2018 New Mexico Occupant Seat Belt Observation Study[18], daytime belt use among vehicle occupants in 2018 was 90.2 percent, which is over 10 percentage points higher than the reported belt usage in crash data.

[18] 2018 New Mexico Occupant Seat Belt Observation Study. New Mexico Department of Transportation. Prepared by Preusser Research Group, Inc. December 2018.

Table 69: Unbelted Fatalities and Suspected Serious Injuries by Rural and Urban Location, 2018

Road System	Unbelted Fatalities and Suspected Serious Injuries[1]					
	Fatalities		Suspected Serious Injuries (Class A)		Total Unbelted Fatalities and Serious Injuries	
	Count	Percent	Count	Percent	Count	Percent
Rural Interstate	8	5.9%	13	10.2%	21	8.0%
Rural Non-Interstate	103	76.3%	67	52.8%	170	64.9%
Urban	24	17.8%	47	37.0%	71	27.1%
Total	**135**	**100%**	**127**	**100%**	**262**	**100%**

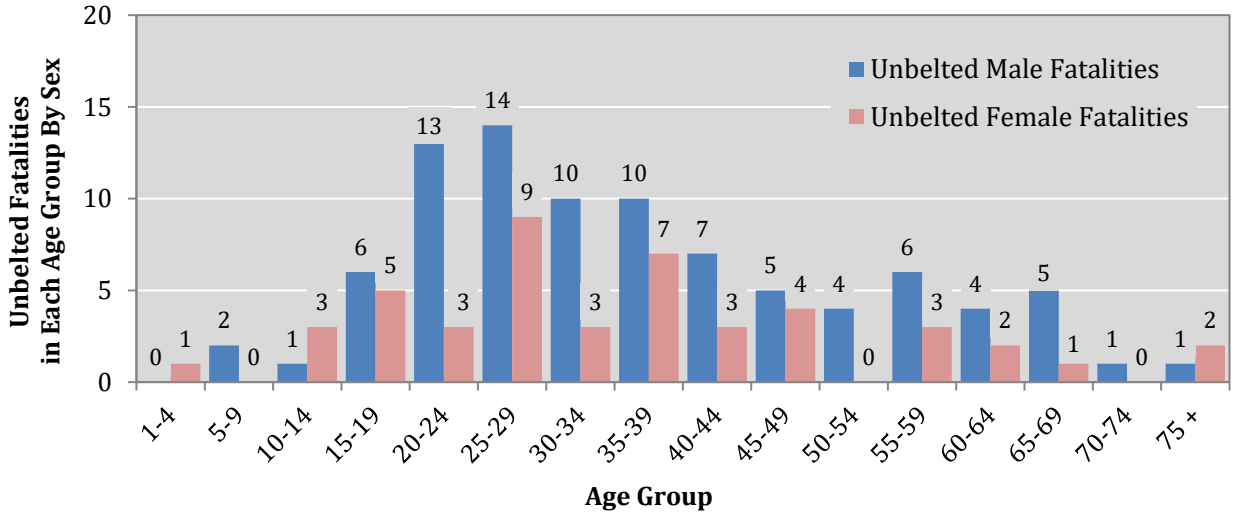
[1] Fatalities and suspected serious injuries to people in passenger cars, pickups, and vans/4WD/SUVs.

Table 70: Unbelted Fatalities by Sex, 2014 - 2018

Year	Unbelted Fatalities [1]			Ratio of Males to Females
	Males	Females	Total	
2014	97	54	151	**1.8**
2015	72	43	115	**1.7**
2016	93	54	147	**1.7**
2017	86	34	120	**2.5**
2018	89	46	135	**1.9**

[1] Fatalities in passenger cars, pickups, and vans/4WD/SUVs.

Figure 9: Unbelted Fatalities by Age Group and Sex, 2018



Belt Use by Children under Age 13

- In 2018, 0.05 percent of children in crashes under age 13 who were belted at the time of the crash were killed, compared with 3.9 percent of children in crashes who were unbelted. (Table 71)
- In 2018, 3.0 percent of children in crashes under age 13 who were belted at the time of the crash received a suspected minor injury, compared with 20.9 percent of children in crashes who were unbelted. (Table 71)
- Of the total children under age 13 who received fatal or suspected serious injuries in passenger vehicles in crashes, the percentage of children reported unbelted at the time of the crash was 20.4 percent in 2018. This is the lowest level in the last five years. (Table 72)

Table 71: Severity of Injuries to Children in Passenger Vehicles by Belt Usage, 2018

Belt Usage[1,2]	Severity of Injuries to Children Under 13 in Passenger Vehicles										Children (<13) in Passenger Vehicles in Crashes	
	Fatalities		Suspected Serious Injuries		Suspected Minor Injuries		Possible Injuries		No Apparent Injuries			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	4	0.05%	34	0.5%	225	3.0%	711	9.6%	6,455	86.9%	7,429	100%
Belt Not Used	5	3.9%	6	4.7%	27	20.9%	15	11.6%	76	58.9%	129	100%
Missing Data	0	0.0%	5	1.2%	14	3.4%	26	6.4%	363	89.0%	408	100%
Total	**9**	**0.1%**	**45**	**0.6%**	**266**	**3.3%**	**752**	**9.4%**	**6,894**	**86.5%**	**7,966**	**100%**

[1] Belt use of children in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs).

[2] To avoid citations, some people with less severe injuries might have reported wearing a seatbelt when they were not.

Table 72: Belt Use by Children with Fatal or Suspected Serious Injuries, 2014 - 2018

Belt Use of Children Under Age 13 with Fatal or Suspected Serious Injuries[1]								
Year	Belt Not Used		Belt Used		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	17	35.4%	28	58.3%	3	6.3%	48	100.0%
2015	22	40.0%	29	52.7%	4	7.3%	55	100.0%
2016	17	30.9%	34	61.8%	4	7.3%	55	100.0%
2017	11	28.9%	24	63.2%	3	7.9%	38	100.0%
2018	11	20.4%	38	70.4%	5	9.3%	54	100.0%

Drugs

This section analyzes drug involvement in crashes in which alcohol was not involved. Crashes that involved both alcohol and any drugs are excluded from this section. They are instead counted under alcohol-involved crashes, due to DWIs being mostly due to alcohol. Drug involvement is determined by the officer at the scene of the crash. Data collection began in 2007. Increases after 2007 may be due to increased use of UCR forms that have "drug-involvement" as an option. In addition, increases after 2013 in fatal crashes may be due to improved access to data supplied by the Office of the Medical Investigator on crash-related fatalities.

- Drug-involved fatal crashes accounted for 23.4% of total drug-involved crashes in 2018. (Table 73)

Table 73: Drug-involved Crashes[19] by Crash Severity, 2014 - 2018

Year	Drug-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Drug-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	29	10.2%	106	37.5%	148	52.3%	283	100%
2015	10	4.2%	95	39.6%	135	56.3%	240	100%
2016	31	11.7%	105	39.5%	130	48.9%	266	100%
2017	25	9.3%	111	41.4%	132	49.3%	268	100%
2018	58	23.4%	84	33.9%	106	42.7%	248	100%

Table 74: People in Drug-involved Crashes[19] by Severity of Injury, 2014 - 2018

Year	People in Drug-involved Crashes											
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	34	4.7%	27	3.8%	62	8.6%	105	14.6%	489	68.2%	717	100%
2015	10	1.7%	15	2.5%	37	6.2%	99	16.5%	439	73.2%	600	100%
2016	33	5.7%	20	3.4%	63	10.8%	77	13.2%	391	67.0%	584	100%
2017	28	4.3%	22	3.4%	53	8.2%	103	15.9%	442	68.2%	648	100%
2018	63	10.3%	33	5.4%	53	8.7%	80	13.1%	380	62.4%	609	100%

[19] Only drug-involved crashes. Excludes crashes that were both drug- and alcohol-involved crashes.

Drivers

The data presented in this section refer only to drivers with a New Mexico driver's license. Drivers from out of state and with unknown residence (such as in hit-and-run crashes) are excluded.

- New Mexico residents were 89.7 percent of drivers in crashes. (Table 75)
- The crash rate among New Mexican drivers is 45.1 drivers per 1,000 NM licensed drivers. (Table 77)
- New Mexican drivers in the 15-19 age group have the highest crash rate, at 132.9 drivers in crashes per 1,000 NM licensed drivers in their age group. (Figure 10, Table 77)
- New Mexican drivers in the 20-24 age group have the highest fatal crash rate, at 5.3 drivers per 10,000 NM licensed drivers in that age group. (Figure 11, Table 78)

Table 75: Drivers in Crashes by Residence, 2018[20]

Residence of Drivers	Severity of Injuries to Driver			Total Drivers	Percent of Total
	Fatalities	Injuries	Not Injured		
New Mexico Resident	158	12,379	54,320	66,857	**89.7%**
Out Of State	43	1,111	5,872	7,026	**9.4%**
Missing Data	8	79	538	625	**0.8%**
Total Drivers	**209**	**13,569**	**60,730**	**74,508**	**100%**

Table 76: New Mexican Drivers in Crashes by Type of License and Crash Severity, 2018[20]

Driver Type of License	Drivers in Fatal Crashes		Drivers in Injury Crashes		Drivers in Property Damage Only Crashes		Total Drivers in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Operator	298	0.5%	19,671	34.7%	36,780	64.8%	56,749	100%
CDL Class A	23	1.3%	494	28.6%	1,209	70.0%	1,726	100%
CDL Class B	3	0.5%	158	28.2%	400	71.3%	561	100%
CDL Class C	2	0.5%	130	34.8%	242	64.7%	374	100%
CDL Non-Commercial	3	0.5%	205	32.4%	424	67.1%	632	100%
Provisional	0	0.0%	1	8.3%	11	91.7%	12	100%
ID Card	25	1.7%	612	41.0%	857	57.4%	1,494	100%
Motorcycle Only	1	3.4%	14	48.3%	14	48.3%	29	100%
Missing Data	22	0.4%	857	16.2%	4,401	83.4%	5,280	100%
Total Drivers	**377**	**0.6%**	**22,142**	**33.1%**	**44,338**	**66.3%**	**66,857**	**100%**

[20] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) residence is not in New Mexico (except Table 75), or 4) the person is a pedestrian or pedalcyclist.

Figure 10: Percentage and Rate of New Mexican Drivers in Crashes by Age Group, 2018[21]

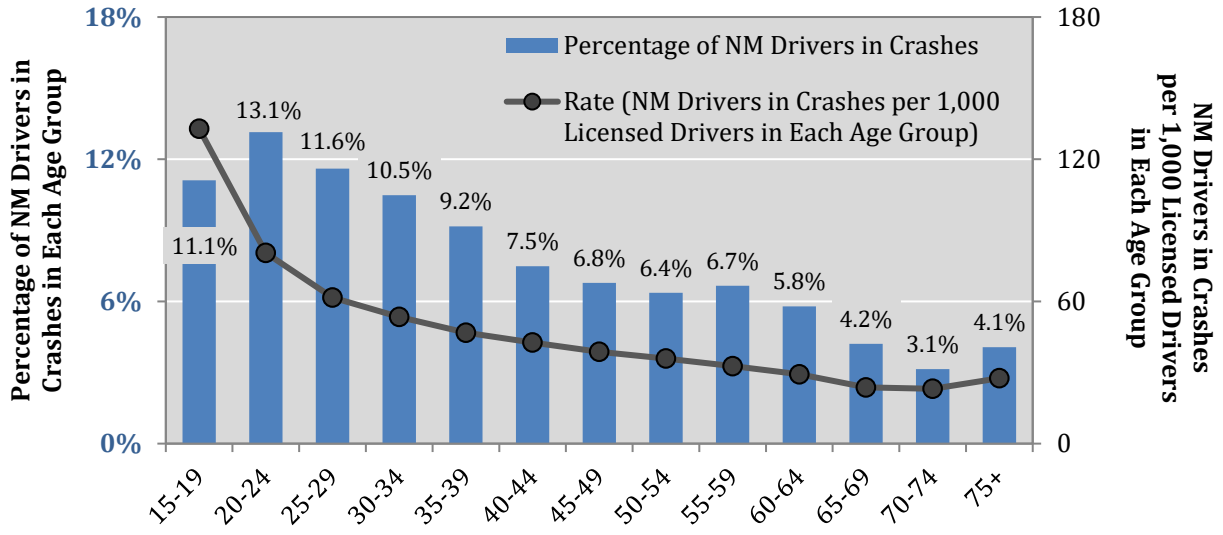


Table 77: Number, Sex, and Rate of New Mexican Drivers in Crashes by Age Group, 2018[21]

Driver Age Group	Drivers in Crashes (NM Residents)			Percent of Total Drivers in Crashes	Ratio of Males to Females	2018 Licensed Drivers	Rate (NM Drivers in Crashes per 1,000 Licensed Drivers in Each Age Group)
	Males	Females	Total				
15-19	4,072	3,355	7,427	11.1%	1.21	55,889	**132.9**
20-24	4,798	3,988	8,786	13.1%	1.20	109,190	**80.5**
25-29	4,109	3,648	7,757	11.6%	1.13	125,843	**61.6**
30-34	3,746	3,260	7,006	10.5%	1.15	131,035	**53.5**
35-39	3,283	2,846	6,129	9.2%	1.15	130,891	**46.8**
40-44	2,686	2,320	5,006	7.5%	1.16	117,312	**42.7**
45-49	2,434	2,100	4,534	6.8%	1.16	117,043	**38.7**
50-54	2,333	1,923	4,256	6.4%	1.21	118,570	**35.9**
55-59	2,412	2,040	4,452	6.7%	1.18	136,128	**32.7**
60-64	2,095	1,774	3,869	5.8%	1.18	132,240	**29.3**
65-69	1,486	1,327	2,813	4.2%	1.12	118,584	**23.7**
70-74	1,174	927	2,101	3.1%	1.27	90,817	**23.1**
75+	1,564	1,157	2,721	4.1%	1.35	98,583	**27.6**
Total Drivers	**36,192**	**30,665**	**66,857**	**100%**	**1.18**	**1,482,125**	**45.1**

[21] Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Figure 11: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2018[22]

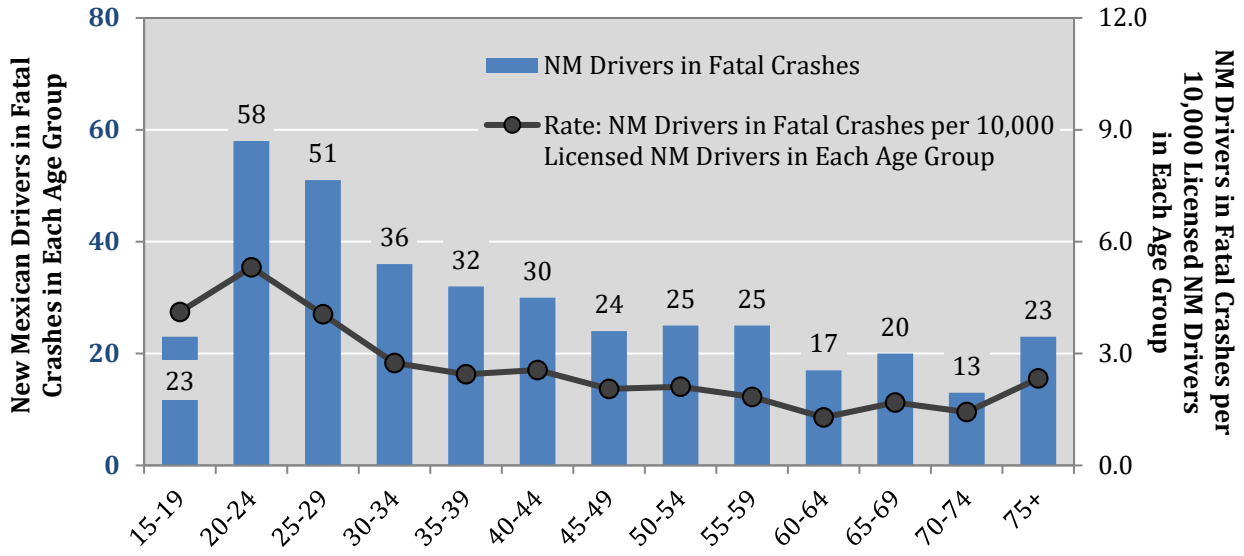


Table 78: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2018[22]

Driver Age	NM Drivers in Fatal Crashes		All Drivers in Fatal Crashes		2018 Licensed Drivers	Rate: NM Drivers in Fatal Crashes per 10,000 Licensed NM Drivers in Each Age Group
	Count	Percent	Count	Percent		
15-19	23	6.1%	31	6.1%	55,889	**4.1**
20-24	58	15.4%	70	13.8%	109,190	**5.3**
25-29	51	13.5%	65	12.8%	125,843	**4.1**
30-34	36	9.5%	51	10.0%	131,035	**2.7**
35-39	32	8.5%	54	10.6%	130,891	**2.4**
40-44	30	8.0%	39	7.7%	117,312	**2.6**
45-49	24	6.4%	30	5.9%	117,043	**2.1**
50-54	25	6.6%	34	6.7%	118,570	**2.1**
55-59	25	6.6%	39	7.7%	136,128	**1.8**
60-64	17	4.5%	26	5.1%	132,240	**1.3**
65-69	20	5.3%	26	5.1%	118,584	**1.7**
70-74	13	3.4%	21	4.1%	90,817	**1.4**
75+	23	6.1%	23	4.5%	98,583	**2.3**
Total	**377**	**100%**	**509**	**100%**	**1,482,125**	**2.5**

[22] Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) the person is a pedestrian or pedalcyclist, or 4) if noted, driver residence is not in New Mexico.

Young Drivers

This section provides data on young drivers of motor vehicles in crashes who are 15 to 24 years old and live in New Mexico. The section focuses on teens (ages 15-19), but data on young adults (ages 20-24) and alcohol-involved under-21 drivers are also included. Young drivers in crashes are included in this section only if age and sex were reported on the UCR. Young age groups *compared with other age groups* can be found in these sections: Speeding, Motorcycles, Pedestrians, Pedalcycles, Alcohol, Drivers, Age and Sex, and Appendices C-D.

- The young adult (ages 20-24) driver crash rate (per 1,000 NM licensed young adult drivers) is at its highest level in the past five years, at 80.5. (Table 79)
- The teen (ages 15-19) driver crash rate (per 1,000 NM licensed teen drivers) is at its highest level in the past five years, at 132.9. (Table 79)
- Although the number of teen drivers in crashes is the highest in the past five years, their proportion, as a percent of all drivers in crashes, remains stable at 11 percent. In comparison, the proportion of young adult drivers in crashes has been declining over the past five years. (Table 80)
- Approximately one-third of all crashes involving New Mexican teen drivers occur between 3 p.m. and 6 p.m. (Table 81)
- The alcohol-involved driver crash rate is at its highest point in the past five years for young adult drivers, at 3.49 per 1,000 licensed young adult drivers. (Table 82)

Table 79: New Mexican Young Driver Crash Rates, 2014 - 2018

Year	Teen Drivers (15-19)[1]			Young Adult Drivers (20-24)[1]		
	Drivers in Crashes	NM Licensed Drivers	Crash Rate[2]	Drivers in Crashes	NM Licensed Drivers	Crash Rate[2]
2014	5,914	57,678	**102.5**	7,672	116,542	**65.8**
2015	6,938	56,946	**121.8**	8,937	116,661	**76.6**
2016	7,197	56,894	**126.5**	9,135	115,853	**78.8**
2017	7,292	56,054	**130.1**	8,764	112,381	**78.0**
2018	7,427	55,889	**132.9**	8,786	109,190	**80.5**

[1] Does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

[2] The crash rate is the number of drivers in each age group in crashes per 1,000 licensed drivers in that age group.

Table 80: Percentage of New Mexican Young Drivers Out of All Drivers in Crashes, 2014 - 2018[23]

Year	Teen Drivers in Crashes	Teen Drivers in Crashes as a Percent of All Drivers	Young Adult Drivers in Crashes	Young Adult Drivers in Crashes as a Percent of All Drivers	All Drivers in Crashes
2014	5,914	**10.9%**	7,672	**14.2%**	54,199
2015	6,938	**11.1%**	8,937	**14.2%**	62,780
2016	7,197	**11.1%**	9,135	**14.1%**	64,909
2017	7,292	**11.0%**	8,764	**13.2%**	66,263
2018	7,427	**11.1%**	8,786	**13.1%**	66,857

Table 81: New Mexican Young Drivers in Crashes by Hour, 2018[23]

Hour[1]	Teen (15-19) Drivers		Young Adult (20-24) Drivers	
	Count	Percent	Count	Percent
Midnight	77	1.0%	118	1.3%
1 a.m.	59	0.8%	101	1.1%
2 a.m.	45	0.6%	98	1.1%
3 a.m.	37	0.5%	60	0.7%
4 a.m.	32	0.4%	67	0.8%
5 a.m.	38	0.5%	106	1.2%
6 a.m.	114	1.5%	184	2.1%
7 a.m.	446	6.0%	435	5.0%
8 a.m.	376	5.1%	435	5.0%
9 a.m.	237	3.2%	327	3.7%
10 a.m.	237	3.2%	309	3.5%
11 a.m.	301	4.1%	379	4.3%
Noon	540	7.3%	553	6.3%
1 p.m.	428	5.8%	575	6.5%
2 p.m.	561	7.6%	561	6.4%
3 p.m.	691	9.3%	719	8.2%
4 p.m.	688	9.3%	774	8.8%
5 p.m.	651	8.8%	862	9.8%
6 p.m.	513	6.9%	624	7.1%
7 p.m.	406	5.5%	401	4.6%
8 p.m.	326	4.4%	313	3.6%
9 p.m.	265	3.6%	309	3.5%
10 p.m.	209	2.8%	252	2.9%
11 p.m.	120	1.6%	165	1.9%
Missing Data	30	0.4%	59	0.7%
Total	**7,427**	**100%**	**8,786**	**100%**

[1] For reference, crashes during the hour of 1 a.m. are from 1 a.m. to 1:59 a.m.

[23] Does not include drivers in crashes where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 82: Alcohol-involved New Mexican Young Driver Crash Rates, 2014 - 2018[24]

Year	Teen Drivers (15-19)			Under-21 Drivers			Young Adult Drivers (20-24)		
	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[1]	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[1]	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[1]
2014	124	57,678	**2.15**	191	79,284	**2.41**	378	116,542	**3.24**
2015	94	56,946	**1.65**	142	78,376	**1.81**	360	116,661	**3.09**
2016	115	56,894	**2.02**	165	77,871	**2.12**	325	115,853	**2.81**
2017	84	56,054	**1.50**	135	77,049	**1.75**	369	112,381	**3.28**
2018	97	55,889	**1.74**	145	76,629	**1.89**	381	109,190	**3.49**

[1] The crash rate is the number of alcohol-involved drivers in each age group in crashes per 1,000 licensed drivers in that age group.

Table 83: Alcohol-involved New Mexican Young Drivers in Crashes by Sex, 2014 - 2018[24]

Year	Alcohol-involved Teen Drivers (15-19)			Alcohol-involved Under-21 Drivers			Alcohol-involved Young Adult Drivers (20-24)		
	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females
2014	87	37	**2.4**	134	57	**2.4**	275	103	**2.7**
2015	79	15	**5.3**	109	33	**3.3**	262	98	**2.7**
2016	82	33	**2.5**	117	48	**2.4**	237	88	**2.7**
2017	60	24	**2.5**	101	34	**3.0**	271	98	**2.8**
2018	72	25	**2.9**	113	32	**3.5**	274	107	**2.6**

[24] Does not include drivers in crashes where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Seniors (65+)

An analysis of seniors *compared with other age groups* can be found in these sections: Speeding, Motorcycles, Pedestrians, Pedalcycles, Alcohol, Drivers, Age and Sex, and Appendices C-D.

- The total number of seniors in crashes has increased 31.2 percent in the last five years, and the number of senior fatalities has jumped 64.9 percent. (Table 84)
- Almost half, 44.8 percent, of senior drivers in crashes did not contribute to the cause of the crash. This was indicated on the UCR form by the officer checking either "None" or "Other – No Driver Error" in the Apparent Contributing Factors section. (Table 85)

Figure 12: Rate of New Mexican Senior Drivers in Crashes by Age, 2018[25]

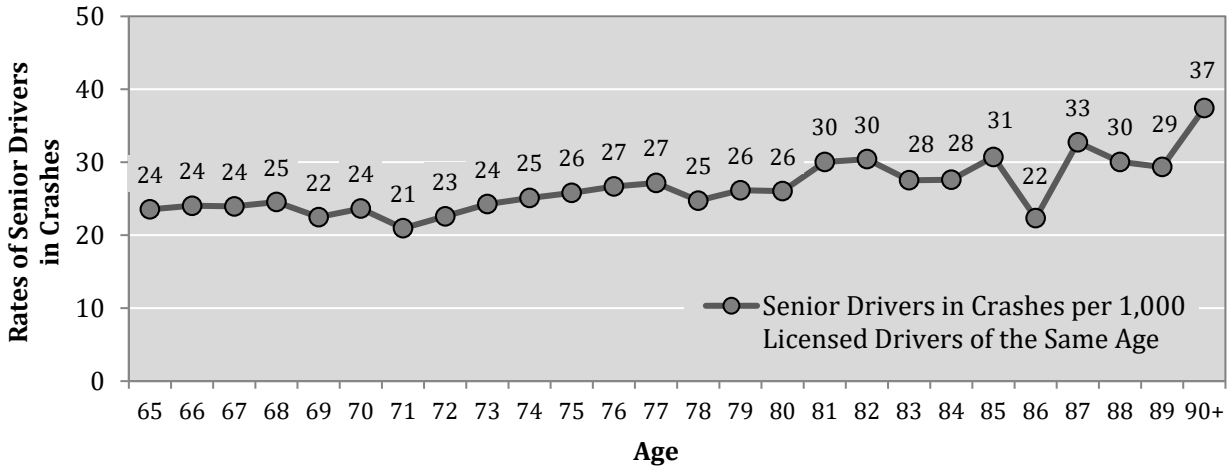


Table 84: Severity of Injuries to Seniors (65+) in Crashes, 2014 - 2018

Year	Severity of Injuries to Seniors (65+) in Crashes										Total Seniors in Crashes	
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	37	0.5%	132	1.6%	400	4.9%	1,068	13.0%	6,561	80.0%	8,198	100%
2015	37	0.4%	113	1.2%	429	4.4%	1,292	13.2%	7,949	80.9%	9,820	100%
2016	60	0.6%	112	1.1%	448	4.4%	1,491	14.7%	8,028	79.2%	10,139	100%
2017	57	0.5%	127	1.2%	466	4.3%	1,537	14.2%	8,646	79.8%	10,833	100%
2018	61	0.6%	121	1.1%	537	5.0%	1,511	14.0%	8,527	79.3%	10,757	100%

[25] Detailed data are on Pages 95 and 96. Data does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 85: Top Contributing Factor of Senior New Mexican Drivers in Crashes, 2018

Top Contributing Factor of New Mexican Senior (65+) Motor Vehicle Drivers[1] in Crashes	Senior Drivers[2] in Crashes	
	Count	Percent
Human	**3,734**	**48.9%**
Failed to Yield Right of Way	1,039	13.6%
Driver Inattention	893	11.7%
Following Too Closely	363	4.8%
Disregarded Traffic Signal	226	3.0%
Other Improper Driving	169	2.2%
Made Improper Turn	165	2.2%
Improper Backing	152	2.0%
Avoid No Contact - Vehicle	148	1.9%
Improper Lane Change	125	1.6%
Passed Stop Sign	78	1.0%
Alcohol/Drug Involved[3]	76	1.0%
Drove Left Of Center	66	0.9%
Excessive Speed	64	0.8%
Speed Too Fast for Conditions	56	0.7%
Improper Overtaking	46	0.6%
Avoid No Contact - Other	46	0.6%
Vehicle Skidded Before Brake	14	0.2%
Driverless Moving Vehicle	4	0.1%
Pedestrian Error	4	0.1%
Vehicle	**41**	**0.5%**
Defective Tires	15	0.2%
Other Mechanical Defect	14	0.2%
Inadequate Brakes	8	0.1%
Defective Steering	4	0.1%
Environment	**12**	**0.2%**
Road Defect	7	0.1%
Traffic Control Not Functioning	5	0.1%
Other[4]	**3,848**	**50.4%**
None	2,846	37.3%
Other - No Driver Error	573	7.5%
Missing Data	429	5.6%
Total Senior Drivers	**7,635**	**100%**

[1] See the Definitions section for the method of deriving the top contributing factor of a driver.

[2] Data does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

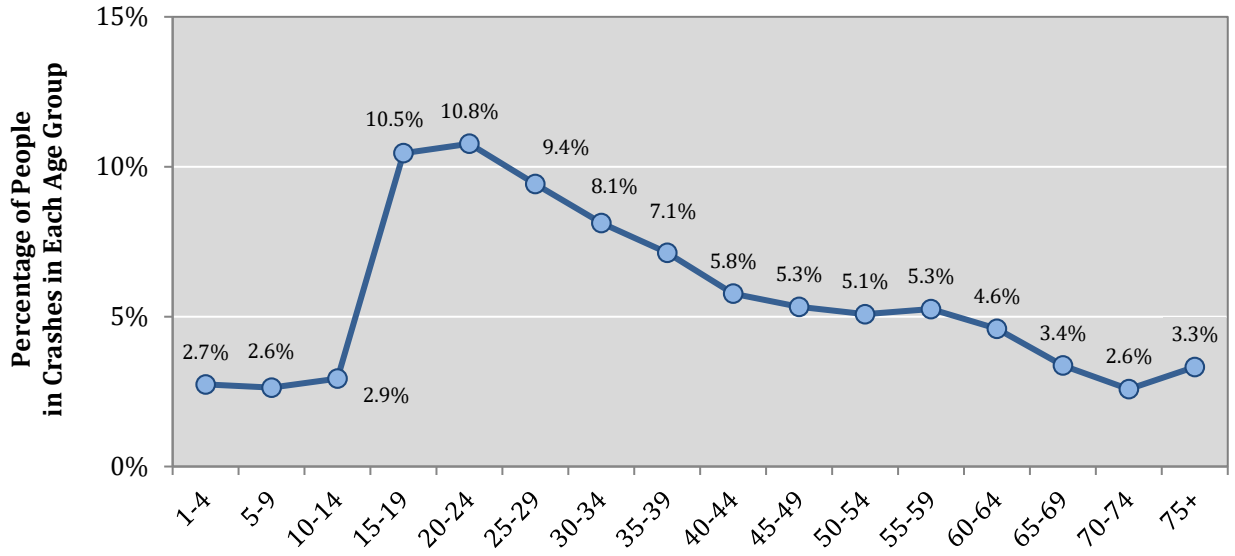
[3] Alcohol/Drug-involved is a combination of the contributing factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[4] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report.

Age and Sex

- Of all people in crashes, the age groups with the highest reported percentage of people in crashes were ages 15-19 (10.5 percent), ages 20-24 (10.8 percent) and ages 25-29 (9.4 percent). However, the age was unknown for 10.5 percent of people in crashes. (Figure 13, Table 86)
- The age groups with the highest number of fatalities in crashes were ages 20-24 (44 fatalities) and ages 25-29 (46 fatalities). (Table 86)
- For the past five years, two males were killed in a crash for every one female killed in a crash. (Table 87)
- Among motorcycle drivers in crashes, males outnumbered females, with a ratio of 13.4 to 1. (Table 88)
- Among pedalcyclists in crashes, males outnumbered females, with a ratio of 5.9 to 1. (Table 88)

Figure 13: Percentage of All People in Crashes by Age Group, 2018



Behavior and Demographics – Age and Sex

Table 86: People in Crashes by Severity of Injury and Age Group, 2018

Age Group	People in Crashes							
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total People[1]	Percent Killed[1,2]
1-4	2	19	96	171	2,889	3,177	**2.7%**	**0.1%**
5-9	6	17	128	329	2,575	3,055	**2.6%**	**0.2%**
10-14	8	34	153	472	2,735	3,402	**2.9%**	**0.2%**
15-19	19	88	652	1,489	9,880	12,128	**10.5%**	**0.2%**
20-24	44	132	682	1,534	10,100	12,492	**10.8%**	**0.4%**
25-29	46	123	611	1,360	8,793	10,933	**9.4%**	**0.4%**
30-34	35	87	431	1,214	7,659	9,426	**8.1%**	**0.4%**
35-39	40	86	368	1,067	6,713	8,274	**7.1%**	**0.5%**
40-44	27	68	261	921	5,414	6,691	**5.8%**	**0.4%**
45-49	25	79	282	900	4,896	6,182	**5.3%**	**0.4%**
50-54	29	60	218	889	4,699	5,895	**5.1%**	**0.5%**
55-59	30	73	255	902	4,833	6,093	**5.3%**	**0.5%**
60-64	20	52	236	793	4,232	5,333	**4.6%**	**0.4%**
65-69	22	52	164	566	3,107	3,911	**3.4%**	**0.6%**
70-74	14	31	153	438	2,358	2,994	**2.6%**	**0.5%**
75+	25	38	220	507	3,062	3,852	**3.3%**	**0.6%**
Missing Data	0	18	73	198	11,893	12,182	**10.5%**	**0.0%**
Total	**392**	**1,057**	**4,983**	**13,750**	**95,838**	**116,020**	**100%**	**0.3%**

[1] Percentages are shaded such that darker shading identifies higher percentages.

[2] The number of fatalities in a given age group out of the total number of people in crashes in the same age group.

Table 87: People in Crashes and People Killed in Crashes by Sex, 2014 - 2018

Year	People in Crashes					People Killed in Crashes			
	Males	Females	Missing Data	Total	Ratio of Males to Females	Males	Females	Total	Ratio of Males to Females
2014	47,342	41,455	13,951	102,748	**1.1**	276	110	386	**2.5**
2015	53,813	47,322	14,137	115,272	**1.1**	210	88	298	**2.4**
2016	54,312	48,583	11,806	114,701	**1.1**	273	132	405	**2.1**
2017	55,857	50,038	9,732	115,627	**1.1**	270	110	380	**2.5**
2018	57,203	49,293	9,524	116,020	**1.2**	289	103	392	**2.8**

Table 88: People in Crashes by Person Type and Sex, 2018

Person Type	People in Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	42,170	33,480	7,205	82,855	**1.3**
Front Seat Passengers	6,626	8,770	74	15,470	**0.8**
All Other Passengers	5,860	5,725	108	11,693	**1.0**
Motorcyclists[1]					
Motorcycle Drivers	964	72	24	1,060	**13.4**
Motorcycle Passengers	18	72	1	91	**0.3**
Nonmotorists					
Pedalcyclists	311	53	7	371	**5.9**
Pedestrians	447	200	4	651	**2.2**
Missing Data	807	921	2,101	3,829	**0.9**
Total	**57,203**	**49,293**	**9,524**	**116,020**	**1.2**

[1] Motorcyclists in this table include only people whose seat position was marked as "MD" or "MP" on the UCR form.

Table 89: People in Crashes by Age Group, 2014 - 2018

Age Group	People in Crashes[1]				
	2014	2015	2016	2017	2018
1-4	3,182	3,551	3,585	3,398	3,177
5-9	3,197	3,663	3,583	3,459	3,055
10-14	3,279	3,508	3,450	3,427	3,402
15-19	10,216	11,836	12,084	11,887	12,128
20-24	11,142	13,106	13,053	12,359	12,492
25-29	8,971	10,608	10,591	10,483	10,933
30-34	7,602	9,031	8,889	9,385	9,426
35-39	6,159	7,421	7,686	7,813	8,274
40-44	5,560	6,566	6,473	6,734	6,691
45-49	5,168	5,999	6,163	6,040	6,182
50-54	5,484	6,204	6,110	5,899	5,895
55-59	4,797	5,727	5,825	6,013	6,093
60-64	4,023	4,835	4,824	5,016	5,333
65-69	3,124	3,784	3,883	4,055	3,911
70-74	2,137	2,583	2,619	2,955	2,994
75+	2,937	3,453	3,637	3,823	3,852
Missing Data	15,770	13,397	12,246	12,881	12,182
Total People	**102,748**	**115,272**	**114,701**	**115,627**	**116,020**

[1] Numbers are shaded such that darker shading identifies higher numbers.

Crash Geography

Counties

An analysis of crashes and fatalities by county helps identify traffic safety issues across geographic areas of New Mexico. In support of this, a selection of maps displaying a variety of traffic crash data across New Mexico counties is available in Appendix E (Page 97) and digitally available in high-resolution color at tru.unm.edu. Additional data tables on counties are available in Appendix F (Page 118). Note that sudden large increases in total crashes in a county might be due to improved reporting by law enforcement agencies.

Crashes

- Bernalillo, Doña Ana and Santa Fe counties had the highest number of total crashes. Bernalillo, Curry, Doña Ana, and Eddy had the highest crash rates based on vehicle miles traveled, with rates of at least 205 crashes per 100M VMT. (Table 90, Table 97)
- Bernalillo had the highest number of alcohol-involved crashes. The counties with the highest rates of alcohol-involved crashes based on vehicle miles traveled were Bernalillo, McKinley and Taos, with rates of at least 10 alcohol-involved crashes per 100M VMT. (Table 91, Table 99)
- The highest number of animal-involved crashes was in Grant. But the highest rates when those crashes are compared with vehicle miles traveled were in Grant, Harding, Colfax, and Rio Arriba, with rates of at least 24 animal-involved crashes per 100M VMT. (Table 92, Appendix Table F-4)

Fatalities

- Of the top counties with the highest number of motorcyclist fatalities, motorcyclists often accounted for a large percentage of the total fatalities in each county. (Table 94)
- Bernalillo County had 45.2 percent of all pedestrian fatalities in 2018. (Table 95)
- Of the top counties with the highest number of pedestrian fatalities, pedestrians often accounted for a large percentage of the total fatalities in each county. Pedestrian fatalities were 40.4 percent of all crash-related fatalities in Bernalillo, followed by Colfax (40.0 percent), Santa Fe (33.3% percent), and San Juan (24.2 percent). (Table 95)
- The proportion of fatal crashes occurring in Catron, Torrance, De Baca, McKinley, Guadalupe, Rio Arriba, and San Juan was at least double the county's proportion of total crashes. (Table 96)

Table 90: Top 10 Counties in Total Crashes, 2018[26]

2018 Rank	County	Total Crashes					Percent of All 2018 Crashes	2018 Total Crashes per 100M VMT
		2014	2015	2016	2017	2018		
1	Bernalillo	18,090	19,584	19,496	19,885	19,641	42.0%	336.3
2	Doña Ana	3,776	4,267	4,332	4,303	4,419	9.4%	206.2
3	Santa Fe	2,825	3,199	3,172	3,502	3,260	7.0%	161.6
4	Sandoval	1,432	1,693	1,930	2,096	2,153	4.6%	139.6
5	Eddy	1,567	1,590	1,399	1,534	1,956	4.2%	205.5
6	San Juan	1,800	2,123	1,971	1,912	1,931	4.1%	99.9
7	Lea	1,391	1,020	1,007	1,053	1,763	3.8%	177.3
8	Chaves	1,214	1,383	1,374	1,311	1,338	2.9%	195.6
9	McKinley	1,255	1,355	1,308	1,250	1,268	2.7%	91.6
10	Valencia	664	1,122	1,171	1,130	1,024	2.2%	153.5
All Other Counties		6,676	7,972	7,911	7,930	8,033	17.2%	-
Total		**40,690**	**45,308**	**45,071**	**45,906**	**46,786**	100%	171.5

Table 91: Top 10 Counties in Alcohol-involved Crashes, 2018[27]

2018 Rank	County	Alcohol-involved Crashes					Percent of All 2018 Alcohol-involved Crashes	2018 Alcohol-involved Crashes per 100M VMT
		2014	2015	2016	2017	2018		
1	Bernalillo	635	675	689	664	664	31.8%	11.4
2	Doña Ana	191	195	174	196	200	9.6%	9.3
3	Santa Fe	172	161	179	172	167	8.0%	8.3
4	San Juan	185	181	163	169	161	7.7%	8.3
5	McKinley	177	180	155	169	158	7.6%	11.4
6	Sandoval	89	94	109	114	125	6.0%	8.1
7	Eddy	75	64	51	54	85	4.1%	8.9
8	Lea	69	50	39	37	77	3.7%	7.7
9	Chaves	63	56	41	47	56	2.7%	8.2
10	Rio Arriba	42	58	63	49	49	2.3%	7.6
All Other Counties		343	420	410	379	348	16.7%	-
Total		**2,041**	**2,134**	**2,073**	**2,050**	**2,090**	100%	7.7

[26] See Page 67 for total crashes in all counties, and Pages 123-124 for crash rates using county population.

[27] See Page 69 for alcohol-involved crashes in all counties, and Page 125 for alcohol-involved crash rates using county population.

Table 92: Top 10 Counties in Animal-involved Crashes, 2018[28]

2018 Rank	County	Animal-involved Crashes					Percent of All 2018 Animal-involved Crashes	2018 Animal-involved Crashes per 100M VMT
		2014	2015	2016	2017	2018		
1	Grant	134	140	138	160	178	9.2%	42.6
2	San Juan	136	145	151	184	157	8.1%	8.1
3	Rio Arriba	121	102	133	128	155	8.0%	24.0
4	Lincoln	96	122	108	126	115	6.0%	21.8
5	Colfax	93	84	88	111	113	5.9%	33.1
6	Eddy	100	109	109	109	110	5.7%	11.6
7	Santa Fe	64	66	50	91	102	5.3%	5.1
8	McKinley	72	58	52	65	85	4.4%	6.1
9	Sandoval	59	42	63	78	81	4.2%	5.3
10	Chaves	52	67	58	65	74	3.8%	10.8
All Other Counties		477	575	687	732	758	39.3%	-
Total		**1,404**	**1,510**	**1,637**	**1,849**	**1,928**	**100%**	**7.1**

Table 93: Top 10 Counties in Fatalities, 2018[29]

2018 Rank[1]	County	Fatalities in Crashes					Percent of All 2018 Fatalities	2018 Fatalities per 100M VMT
		2014	2015	2016	2017	2018		
1	Bernalillo	69	64	100	90	94	24.0%	1.6
2	McKinley	48	23	22	30	41	10.5%	3.0
3	San Juan	39	31	32	35	33	8.4%	1.7
4	Lea	31	13	13	16	28	7.1%	2.8
5	Sandoval	14	5	16	17	24	6.1%	1.6
6	Santa Fe	18	14	23	16	18	4.6%	0.9
7	Eddy	16	10	7	17	17	4.3%	1.8
8	Doña Ana	19	18	24	29	15	3.8%	0.7
8	Chaves	7	13	14	6	15	3.8%	2.2
10	Torrance	5	8	12	5	14	3.6%	2.3
10	Rio Arriba	9	12	11	8	14	3.6%	2.2
All Other Counties		111	87	131	111	79	20.2%	-
Total		**386**	**298**	**405**	**380**	**392**	**100%**	**1.4**

[1] Counties with the same number of fatalities in 2018 have the same rank.

[28] See Page 121 for animal-involved crashes in all counties.

[29] See Page 118 for crash-related fatalities in all counties, and Page 124 for fatality rates using county population.

Table 94: Top Counties in Motorcyclist (Driver and Passenger) Fatalities, 2018[30]

2018 Rank[1]	County	Motorcyclist Fatalities in Crashes					Percent of All 2018 MC Fatalities	2018 Total Fatalities	Motorcyclist Fatalities as a Percent of All 2018 County Fatalities
		2014	2015	2016	2017	2018			
1	Bernalillo	14	11	17	18	19	38.8%	94	20.2%
2	Eddy	2	0	2	2	4	8.2%	17	23.5%
3	Sandoval	4	1	0	1	3	6.1%	24	12.5%
3	Taos	2	0	1	2	3	6.1%	9	33.3%
5	San Juan	4	4	2	2	2	4.1%	33	6.1%
5	Santa Fe	5	4	2	4	2	4.1%	18	11.1%
5	Doña Ana	3	6	3	4	2	4.1%	15	13.3%
5	Socorro	1	1	2	0	2	4.1%	2	100.0%
5	Cibola	1	1	2	1	2	4.1%	6	33.3%
5	Catron	0	0	0	0	2	4.1%	6	33.3%
5	Lea	1	1	2	1	2	4.1%	28	7.1%
All Other Counties		15	12	16	22	6	12.2%	140	4.3%
Total		**52**	**41**	**49**	**57**	**49**	**100.0%**	**392**	**12.5%**

[1] Counties with the same number of motorcyclist fatalities in 2018 have the same rank.

Table 95: Top Counties in Pedestrian Fatalities, 2018[31]

2018 Rank[1]	County	Pedestrian Fatalities in Crashes					Percent of All 2018 Pedestrian Fatalities	2018 Total Fatalities	Pedestrian Fatalities as a Percent of All 2018 County Fatalities
		2014	2015	2016	2017	2018			
1	Bernalillo	30	17	34	33	38	45.2%	94	40.4%
2	San Juan	7	13	9	10	8	9.5%	33	24.2%
2	McKinley	14	3	8	8	8	9.5%	41	19.5%
4	Santa Fe	4	7	1	5	6	7.1%	18	33.3%
5	Sandoval	0	2	1	1	4	4.8%	24	16.7%
6	Doña Ana	2	1	4	7	3	3.6%	15	20.0%
7	Rio Arriba	0	1	3	0	2	2.4%	14	14.3%
7	Lea	2	0	0	4	2	2.4%	28	7.1%
7	Colfax	0	2	0	0	2	2.4%	5	40.0%
All Other Counties		15	9	17	11	11	13.1%	120	9.2%
Total		**74**	**55**	**77**	**79**	**84**	**100%**	**392**	**21.4%**

[1] Counties with the same number of pedestrian fatalities in 2018 have the same rank.

[30] See Page 119 for motorcyclist fatalities in all counties.

[31] See Page 120 for pedestrian fatalities in all counties.

Crash Geography – Counties

Table 96: Severity of Crashes by County, 2018

County	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Bernalillo	88	25.1%	5,854	43.1%	13,699	41.7%	19,641	42.0%
Catron	6	1.7%	17	0.1%	37	0.1%	60	0.1%
Chaves	13	3.7%	349	2.6%	976	3.0%	1,338	2.9%
Cibola	5	1.4%	107	0.8%	318	1.0%	430	0.9%
Colfax	4	1.1%	83	0.6%	283	0.9%	370	0.8%
Curry	6	1.7%	270	2.0%	744	2.3%	1,020	2.2%
De Baca	1	0.3%	4	0.03%	28	0.1%	33	0.1%
Doña Ana	15	4.3%	1,377	10.1%	3,027	9.2%	4,419	9.4%
Eddy	14	4.0%	509	3.7%	1,433	4.4%	1,956	4.2%
Grant	1	0.3%	134	1.0%	443	1.3%	578	1.2%
Guadalupe	5	1.4%	56	0.4%	193	0.6%	254	0.5%
Harding	0	0.0%	6	0.04%	11	0.03%	17	0.04%
Hidalgo	1	0.3%	30	0.2%	67	0.2%	98	0.2%
Lea	26	7.4%	535	3.9%	1,202	3.7%	1,763	3.8%
Lincoln	4	1.1%	114	0.8%	380	1.2%	498	1.1%
Los Alamos	0	0.0%	34	0.3%	115	0.4%	149	0.3%
Luna	5	1.4%	121	0.9%	318	1.0%	444	0.9%
McKinley	30	8.5%	320	2.4%	918	2.8%	1,268	2.7%
Mora	1	0.3%	36	0.3%	74	0.2%	111	0.2%
Otero	7	2.0%	272	2.0%	590	1.8%	869	1.9%
Quay	0	0.0%	54	0.4%	179	0.5%	233	0.5%
Rio Arriba	13	3.7%	208	1.5%	530	1.6%	751	1.6%
Roosevelt	2	0.6%	50	0.4%	168	0.5%	220	0.5%
San Juan	30	8.5%	579	4.3%	1,322	4.0%	1,931	4.1%
San Miguel	5	1.4%	104	0.8%	348	1.1%	457	1.0%
Sandoval	20	5.7%	605	4.4%	1,528	4.7%	2,153	4.6%
Santa Fe	18	5.1%	1,014	7.5%	2,228	6.8%	3,260	7.0%
Sierra	1	0.3%	60	0.4%	157	0.5%	218	0.5%
Socorro	2	0.6%	65	0.5%	194	0.6%	261	0.6%
Taos	9	2.6%	177	1.3%	461	1.4%	647	1.4%
Torrance	11	3.1%	80	0.6%	151	0.5%	242	0.5%
Union	1	0.3%	16	0.1%	55	0.2%	72	0.2%
Valencia	7	2.0%	357	2.6%	660	2.0%	1,024	2.2%
Missing Data	0	0.0%	0	0.0%	1	0.003%	1	0.002%
Total Crashes	**351**	**100%**	**13,597**	**100%**	**32,838**	**100%**	**46,786**	**100%**

Table 97: Total Crashes by County, 2014 - 2018[32]

County	Total Crashes					Percent of All 2018 Crashes	2018 Vehicle Miles Traveled (100M VMT)	2018 Crashes per 100M VMT[2]
	2014	2015	2016	2017	2018			
Bernalillo	18,090	19,584	19,496	19,885	19,641	42.0%	58.41	336.3
Catron	13	37	60	55	60	0.1%	1.59	37.7
Chaves	1,214	1,383	1,374	1,311	1,338	2.9%	6.84	195.6
Cibola	350	412	510	446	430	0.9%	8.11	53.1
Colfax	307	284	329	338	370	0.8%	3.41	108.4
Curry	727	1,022	976	977	1,020	2.2%	4.37	233.2
De Baca	46	48	53	42	33	0.1%	1.50	22.0
Doña Ana	3,776	4,267	4,332	4,303	4,419	9.4%	21.43	206.2
Eddy	1,567	1,590	1,399	1,534	1,956	4.2%	9.52	205.5
Grant	627	605	553	555	578	1.2%	4.18	138.3
Guadalupe	158	186	221	197	254	0.5%	5.33	47.7
Harding	4	6	14	14	17	0.04%	0.20	85.2
Hidalgo	87	109	84	86	98	0.2%	3.12	31.4
Lea	1,391	1,020	1,007	1,053	1,763	3.8%	9.94	177.3
Lincoln	409	538	456	482	498	1.1%	5.27	94.4
Los Alamos	58	125	125	135	149	0.3%	1.56	95.6
Luna	421	425	423	400	444	0.9%	8.41	52.8
McKinley	1,255	1,355	1,308	1,250	1,268	2.7%	13.85	91.6
Mora	110	107	112	98	111	0.2%	1.70	65.3
Otero	876	981	949	995	869	1.9%	7.99	108.8
Quay	147	219	149	187	233	0.5%	4.76	49.0
Rio Arriba	602	686	859	758	751	1.6%	6.45	116.3
Roosevelt	270	355	309	260	220	0.5%	2.05	107.1
San Juan	1,800	2,123	1,971	1,912	1,931	4.1%	19.33	99.9
San Miguel	491	570	535	517	457	1.0%	4.85	94.3
Sandoval	1,432	1,693	1,930	2,096	2,153	4.6%	15.43	139.6
Santa Fe	2,825	3,199	3,172	3,502	3,260	7.0%	20.17	161.6
Sierra	85	205	189	226	218	0.5%	2.38	91.6
Socorro	273	306	288	229	261	0.6%	6.24	41.8
Taos	327	357	385	635	647	1.4%	4.11	157.3
Torrance	218	314	227	226	242	0.5%	6.21	39.0
Union	64	67	105	72	72	0.2%	1.45	49.6
Valencia	664	1,122	1,171	1,130	1,024	2.2%	6.67	153.5
Missing Data[1]	6	8	0	0	1	0.002%	-3.96	-
Total	**40,690**	**45,308**	**45,071**	**45,906**	**46,786**	**100%**	**272.88**	**171.5**

[1] VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

[2] Rates are shaded such that darker shading identifies higher rates.

[32] See Pages 123-124 for crash rates using county population.

Crash Geography – Counties

Table 98: Severity of Injuries to People in Crashes by County, 2018

County	People in Crashes							Fatalities per 100M VMT[1]	Total People in Crashes per 100M VMT[1]
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People		
Bernalillo	94	377	1,848	6,212	41,573	50,104	43.2%	1.61	858
Catron	6	4	9	5	79	103	0.1%	3.77	65
Chaves	15	26	125	345	2,728	3,239	2.8%	2.19	474
Cibola	6	13	59	91	828	997	0.9%	0.74	123
Colfax	5	17	45	61	630	758	0.7%	1.47	222
Curry	7	33	107	267	2,253	2,667	2.3%	1.60	610
De Baca	1	0	2	5	49	57	0.05%	0.67	38
Doña Ana	15	103	471	1,421	9,328	11,338	9.8%	0.70	529
Eddy	17	50	190	458	3,891	4,606	4.0%	1.79	484
Grant	1	10	48	136	982	1,177	1.0%	0.24	282
Guadalupe	5	10	39	47	482	583	0.5%	0.94	109
Harding	0	0	8	2	19	29	0.02%	0.00	145
Hidalgo	1	7	10	27	173	218	0.2%	0.32	70
Lea	28	27	243	547	3,633	4,478	3.9%	2.82	450
Lincoln	4	14	77	83	892	1,070	0.9%	0.76	203
Los Alamos	0	2	11	32	281	326	0.3%	0.00	209
Luna	6	10	57	101	875	1,049	0.9%	0.71	125
McKinley	41	49	147	340	2,746	3,323	2.9%	2.96	240
Mora	1	8	27	28	154	218	0.2%	0.59	128
Otero	8	24	132	257	1,643	2,064	1.8%	1.00	258
Quay	0	6	40	25	398	469	0.4%	0.00	99
Rio Arriba	14	25	102	201	1,288	1,630	1.4%	2.17	253
Roosevelt	2	15	26	34	408	485	0.4%	0.97	236
San Juan	33	65	265	584	4,018	4,965	4.3%	1.71	257
San Miguel	6	18	33	82	821	960	0.8%	1.24	198
Sandoval	24	30	229	596	4,487	5,366	4.6%	1.56	348
Santa Fe	18	38	314	1,100	6,575	8,045	6.9%	0.89	399
Sierra	1	7	31	38	345	422	0.4%	0.42	177
Socorro	2	7	23	61	418	511	0.4%	0.32	82
Taos	9	14	77	153	1,234	1,487	1.3%	2.19	362
Torrance	14	8	38	68	391	519	0.4%	2.26	84
Union	1	5	6	13	128	153	0.1%	0.69	105
Valencia	7	35	144	330	2,087	2,603	2.2%	1.05	390
Missing Data	0	0	0	0	1	1	0.001%	-	-
Total People	**392**	**1,057**	**4,983**	**13,750**	**95,838**	**116,020**	**100%**	**1.44**	**425**

[1] Rates are shaded such that darker shading identifies higher rates.

Table 99: Alcohol-involved Crashes by County, 2014 - 2018

County	Alcohol-involved Crashes					Percent of All 2018 Alcohol-involved Crashes	2018 Vehicle Miles Traveled (100M VMT)	2018 Alcohol-involved Crashes per 100M VMT[2]
	2014	2015	2016	2017	2018			
Bernalillo	635	675	689	664	664	31.8%	58.41	11.4
Catron	2	0	0	2	5	0.2%	1.59	3.1
Chaves	63	56	41	47	56	2.7%	6.84	8.2
Cibola	25	36	45	40	31	1.5%	8.11	3.8
Colfax	12	17	21	8	14	0.7%	3.41	4.1
Curry	27	37	36	31	27	1.3%	4.37	6.2
De Baca	5	2	4	4	2	0.1%	1.50	1.3
Doña Ana	191	195	174	196	200	9.6%	21.43	9.3
Eddy	75	64	51	54	85	4.1%	9.52	8.9
Grant	37	32	31	17	19	0.9%	4.18	4.5
Guadalupe	3	3	8	4	6	0.3%	5.33	1.1
Harding	0	1	0	1	0	0.0%	0.20	0.0
Hidalgo	3	8	7	2	3	0.1%	3.12	1.0
Lea	69	50	39	37	77	3.7%	9.94	7.7
Lincoln	26	37	21	31	30	1.4%	5.27	5.7
Los Alamos	2	3	6	5	7	0.3%	1.56	4.5
Luna	16	12	19	16	13	0.6%	8.41	1.5
McKinley	177	180	155	169	158	7.6%	13.85	11.4
Mora	4	11	8	4	9	0.4%	1.70	5.3
Otero	44	48	47	42	42	2.0%	7.99	5.3
Quay	8	7	7	7	4	0.2%	4.76	0.8
Rio Arriba	42	58	63	49	49	2.3%	6.45	7.6
Roosevelt	9	16	12	5	7	0.3%	2.05	3.4
San Juan	185	181	163	169	161	7.7%	19.33	8.3
San Miguel	27	32	27	30	17	0.8%	4.85	3.5
Sandoval	89	94	109	114	125	6.0%	15.43	8.1
Santa Fe	172	161	179	172	167	8.0%	20.17	8.3
Sierra	8	13	12	18	12	0.6%	2.38	5.0
Socorro	13	17	15	15	8	0.4%	6.24	1.3
Taos	22	16	17	34	45	2.2%	4.11	10.9
Torrance	12	12	7	8	5	0.2%	6.21	0.8
Union	4	2	4	2	1	0.05%	1.45	0.7
Valencia	34	58	56	53	41	2.0%	6.67	6.1
Missing Data[1]	0	0	0	0	0	0.0%	-3.96	-
Total	**2,041**	**2,134**	**2,073**	**2,050**	**2,090**	**100%**	**272.88**	**7.7**

[1] VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

[2] Rates are shaded such that darker shading identifies higher rates.

Crash Geography – Counties

Table 100: Severity of Injuries to People in Alcohol-involved Crashes by County, 2018

County	People in Alcohol-involved Crashes							Fatalities in Alcohol-involved Crashes per 100M VMT[1]	Total People in Alcohol-involved Crashes per 100M VMT[1]
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People		
Bernalillo	40	32	154	252	1,224	1,702	35.4%	0.68	29.1
Catron	5	0	0	0	4	9	0.2%	3.14	5.7
Chaves	4	3	11	13	75	106	2.2%	0.58	15.5
Cibola	1	2	11	11	43	68	1.4%	0.12	8.4
Colfax	4	0	3	1	30	38	0.8%	1.17	11.1
Curry	1	6	5	6	40	58	1.2%	0.23	13.3
De Baca	0	0	0	0	3	3	0.1%	0.00	2.0
Doña Ana	4	23	57	77	294	455	9.5%	0.19	21.2
Eddy	2	11	28	12	148	201	4.2%	0.21	21.1
Grant	1	0	4	8	32	45	0.9%	0.24	10.8
Guadalupe	0	1	1	1	7	10	0.2%	0.00	1.9
Harding	0	0	0	0	0	0	0.0%	0.00	0.0
Hidalgo	0	1	1	0	3	5	0.1%	0.00	1.6
Lea	11	4	20	22	124	181	3.8%	1.11	18.2
Lincoln	1	1	8	4	51	65	1.4%	0.19	12.3
Los Alamos	0	1	1	0	20	22	0.5%	0.00	14.1
Luna	0	0	4	2	19	25	0.5%	0.00	3.0
McKinley	15	20	44	56	249	384	8.0%	1.08	27.7
Mora	0	1	6	1	7	15	0.3%	0.00	8.8
Otero	1	5	12	11	46	75	1.6%	0.13	9.4
Quay	0	1	1	0	8	10	0.2%	0.00	2.1
Rio Arriba	7	5	23	14	56	105	2.2%	1.08	16.3
Roosevelt	1	0	3	1	6	11	0.2%	0.49	5.4
San Juan	21	20	65	68	204	378	7.9%	1.09	19.6
San Miguel	2	2	3	4	21	32	0.7%	0.41	6.6
Sandoval	11	9	35	39	196	290	6.0%	0.71	18.8
Santa Fe	7	9	41	59	205	321	6.7%	0.35	15.9
Sierra	1	0	2	1	18	22	0.5%	0.42	9.2
Socorro	0	0	2	0	9	11	0.2%	0.00	1.8
Taos	6	4	16	18	42	86	1.8%	1.46	20.9
Torrance	3	0	1	2	2	8	0.2%	0.48	1.3
Union	1	1	0	0	1	3	0.1%	0.69	2.1
Valencia	2	6	13	7	41	69	1.4%	0.30	10.3
Missing Data	0	0	0	0	0	0	0.0%	-	-
Total People	**152**	**168**	**575**	**690**	**3,228**	**4,813**	**100%**	**0.56**	**17.6**

[1] Rates are shaded such that darker shading identifies higher rates.

Cities

An analysis of crashes by city helps identify traffic safety issues across geographic areas of New Mexico. A selection of city crash maps is also available in Appendix E (Page 97) and digitally available in high-resolution color at tru.unm.edu. In some cities, nonresident drivers passing through may contribute to a high crash rate in a city with a relatively small population.

- The largest number of total crashes and alcohol-involved crashes occurred in Albuquerque, Las Cruces and Santa Fe. (Table 101, Table 102)
- Of the 15 cities with the highest number of total crashes, the highest crash rates (crashes per 1,000 city residents) were in Taos (58.1) and Española (38.3). (Table 101)
- Of the cities with the highest number of alcohol-involved crashes, the highest alcohol-involved crash rates (alcohol-involved crashes per 10,000 city residents) were in Gallup (36.5), and Taos (33.5). (Table 102)
- Sudden large increases in total crashes in a county might be due to improved reporting by law enforcement agencies. One example is Hobbs, which saw an increase in reported crashes from 616 in 2017 to 1,126 in 2018. The jump likely resulted from both the area's economic boom and the Hobbs Police Department upgrading to electronic data transfer for crash reporting in 2018. (Table 101)

Table 101: Top Fifteen Cities in Total Crashes, 2018

2018 Rank	City	Total Crashes					2018 Population	Crashes per 1,000 Residents
		2014	2015	2016	2017	2018		
1	Albuquerque	17,713	19,192	19,133	19,532	19,252	560,218	**34.4**
2	Las Cruces	3,179	3,558	3,531	3,556	3,554	102,926	**34.5**
3	Santa Fe	2,195	2,376	2,308	2,594	2,395	84,612	**28.3**
4	Rio Rancho	752	857	1,210	1,345	1,302	98,023	**13.3**
5	Farmington	1,148	1,365	1,252	1,107	1,144	44,788	**25.5**
6	Hobbs	818	544	572	616	1,126	38,277	**29.4**
7	Roswell	987	1,092	1,134	1,074	1,049	47,635	**22.0**
8	Carlsbad	874	916	875	869	1,046	29,331	**35.7**
9	Clovis	673	881	870	844	869	38,680	**22.5**
10	Gallup	791	894	827	822	717	21,929	**32.7**
11	Alamogordo	579	636	609	643	523	31,701	**16.5**
12	Los Lunas	343	438	446	442	389	15,835	**24.6**
13	Española	262	384	467	425	385	10,050	**38.3**
14	Taos	255	270	292	344	347	5,971	**58.1**
15	Bernalillo	286	320	281	295	332	10,105	**32.9**
All Other Crashes		9,835	11,585	11,264	11,398	12,356	-	-
Statewide Total		**40,690**	**45,308**	**45,071**	**45,906**	**46,786**	**2,095,428**	**22.3**

Crash Geography – Cities

Table 102: Top Cities in Alcohol-involved Crashes, 2018

2018 Rank[1]	City	Alcohol-involved Crashes					2018 Population[2]	Alcohol-involved Crashes per 10,000 Residents
		2014	2015	2016	2017	2018		
1	Albuquerque	608	653	671	643	637	560,218	**11.4**
2	Santa Fe	128	105	103	116	123	84,612	**14.5**
3	Las Cruces	128	125	110	132	119	102,926	**11.6**
4	Gallup	87	104	88	91	80	21,929	**36.5**
5	Rio Rancho	39	41	57	68	76	98,023	**7.8**
6	Farmington	98	91	80	70	74	44,788	**16.5**
7	Roswell	49	43	32	34	42	47,635	**8.8**
7	Carlsbad	49	38	25	32	42	29,331	**14.3**
7	Hobbs	47	30	25	22	42	38,277	**11.0**
10	Taos	14	12	8	12	20	5,971	**33.5**
10	Clovis	23	30	26	28	20	38,680	**5.2**
12	Alamogordo	24	24	26	22	19	31,701	**6.0**
12	Shiprock	15	17	15	23	19	8,295	**22.9**
14	Sunland Park	8	12	6	1	17	17,639	**9.6**
14	Ruidoso	17	19	13	25	17	7,848	**21.7**
16	Española	15	23	25	25	16	10,050	**15.9**
17	Bernalillo	11	16	10	11	15	10,105	**14.8**
18	Zuni Pueblo	18	7	9	18	14	6,302	**22.2**
19	Artesia	11	12	8	6	13	12,268	**10.6**
20	Lovington	3	1	1	5	12	11,288	**10.6**
All Other Crashes		649	731	735	666	673	-	**-**
Statewide Total		**2,041**	**2,134**	**2,073**	**2,050**	**2,090**	**2,095,428**	**10.0**

[1] Cities have the same rank if they have the same number of crashes in 2018.

[2] The population of Shiprock and Zuni CDPs (Census Designated Places) are based on the 2010 U.S. Census.

Table 103: Severity of Crashes and Severity of Injury in Crashes by City, 2018

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Acoma	0	9	26	35	0	11	62	73
Acomita	0	5	14	19	0	7	37	44
Alamogordo	1	162	360	523	1	242	1,096	1,339
Albuquerque	79	5,725	13,448	19,252	84	8,263	40,914	49,261
Algodones	0	7	24	31	0	9	60	69
Angel Fire	0	4	20	24	0	5	34	39
Anthony	0	26	65	91	0	37	223	260
Arenas Valley	0	9	32	41	0	15	58	73
Artesia	0	65	237	302	0	90	616	706
Atoka	1	8	11	20	1	9	45	55
Aztec	0	41	104	145	0	54	301	355
Bayard	0	4	25	29	0	5	43	48
Belen	0	38	92	130	0	52	285	337
Bernalillo	2	80	250	332	4	108	716	828
Bloomfield	1	36	80	117	1	52	281	334
Bosque Farms	1	20	23	44	1	26	76	103
Carlsbad	4	259	783	1,046	4	354	2,308	2,666
Cedar Crest	0	3	16	19	0	3	32	35
Cedar Hill	0	1	16	17	0	1	26	27
Chaparral	1	37	56	94	1	63	163	227
Chili	1	4	10	15	1	7	29	37
Chimayo	1	16	22	39	1	24	52	77
Church Rock	3	11	9	23	3	19	48	70
Clayton	0	6	18	24	0	6	56	62
Cloudcroft	0	4	16	20	0	6	30	36
Clovis	1	213	655	869	2	312	2,042	2,356
Corrales	2	18	47	67	2	26	130	158
Cuyamungue	1	13	13	27	1	24	60	85
Deming	0	59	178	237	0	76	533	609
Dulce	0	6	26	32	0	8	52	60
Edgewood	3	33	72	108	3	41	207	251
El Cerro	1	19	37	57	1	26	114	141
El Cerro Mission	0	11	25	36	0	17	59	76
El Valle de Arroyo Seco	0	15	18	33	0	22	54	76
Eldorado at Santa Fe	0	5	26	31	0	7	59	66
Española	0	117	268	385	0	193	799	992
Eunice	0	3	25	28	0	7	54	61
Farmington	4	329	811	1,144	4	503	2,659	3,166
Gallup	6	163	548	717	6	255	1,663	1,924

Crash Geography – Cities

Table 103 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Glorieta	0	4	15	19	0	4	30	34
Grants	1	30	88	119	1	53	260	314
Hatch	0	8	11	19	0	10	41	51
Hobbs	4	355	767	1,126	4	552	2,517	3,073
Isleta Pueblo	2	25	64	91	2	40	146	188
Jal	0	5	21	26	0	5	50	55
Kirtland	1	18	53	72	1	30	120	151
La Cienega	0	21	43	64	0	34	108	142
La Luz	0	17	23	40	0	32	62	94
La Puebla	0	5	16	21	0	6	49	55
Laguna	0	19	73	92	0	25	185	210
Las Cruces	7	1,094	2,453	3,554	7	1,573	7,813	9,393
Las Vegas	2	55	201	258	2	70	520	592
Lordsburg	0	5	24	29	0	6	58	64
Los Alamos	0	28	94	122	0	38	234	272
Los Chaves	1	14	24	39	1	17	58	76
Los Lunas	2	138	249	389	2	196	932	1,130
Loving	0	5	13	18	0	6	32	38
Lovington	1	52	120	173	1	66	416	483
Malaga	1	3	12	16	2	4	30	36
Meadow Lake	0	9	17	26	0	18	46	64
Mesita	0	6	11	17	0	8	33	41
Midway	0	3	12	15	0	4	25	29
Milan	0	2	14	16	0	2	38	40
Mora	0	5	12	17	0	7	28	35
Moriarty	1	22	36	59	2	34	113	149
Peak Place	0	4	12	16	0	7	26	33
Peralta	0	11	25	36	0	14	74	88
Placitas	1	2	20	23	1	3	34	38
Pojoaque	0	14	29	43	0	19	99	118
Portales	0	17	87	104	0	21	229	250
Pueblitos	0	11	9	20	0	21	32	53
Radium Springs	0	7	9	16	0	11	17	28
Raton	0	21	98	119	0	32	241	273
Rio Communities	0	16	28	44	0	19	79	98
Rio Rancho	3	383	916	1,302	3	537	2,867	3,407
Roswell	2	274	773	1,049	2	371	2,324	2,697
Ruidoso	0	47	175	222	0	64	477	541
Ruidoso Downs	1	7	14	22	1	13	30	44

Table 103 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
San Antonito	1	7	9	17	1	7	28	36
San Felipe Pueblo	2	2	22	26	3	3	41	47
Santa Ana Pueblo	2	21	51	74	3	27	155	185
Santa Clara (Central)	0	4	31	35	0	6	51	57
Santa Fe	9	758	1,628	2,395	9	1,078	5,066	6,153
Santa Rosa	0	16	48	64	0	18	115	133
Santa Teresa	0	10	35	45	0	19	90	109
Sedillo	1	11	14	26	1	17	37	55
Shiprock	3	47	35	85	3	89	128	220
Silver City	0	64	232	296	0	100	593	693
Socorro	0	24	90	114	0	30	206	236
Sunland Park	0	36	81	117	0	60	269	329
Taos	2	90	255	347	2	127	806	935
Taos Pueblo	0	2	21	23	0	3	43	46
Tesuque	1	10	23	34	1	13	45	59
Tesuque Pueblo	0	8	16	24	0	11	29	40
Texico	0	4	11	15	0	7	30	37
Thoreau	0	13	24	37	0	35	72	107
Tijeras	0	15	29	44	0	19	92	111
Tome	0	14	17	31	0	25	55	80
Truth or Consequences	1	25	90	116	1	29	210	240
Tucumcari	0	17	78	95	0	24	175	199
Tularosa	0	7	22	29	0	9	62	71
Vado	0	11	30	41	0	15	80	95
Valencia	0	15	21	36	0	17	80	97
Waterflow	0	10	12	22	0	21	48	69
Yah-ta-hey	0	8	12	20	0	13	54	67
Zuni Pueblo	3	16	50	69	4	27	125	156
Rural and Other[1]	183	1,986	4,684	6,853	211	2,984	10,504	13,699
Total	**351**	**13,597**	**32,838**	**46,786**	**392**	**19,790**	**95,838**	**116,020**

[1] The term "other" refers to towns or places with fewer than 15 crashes in 2018.

Crash Geography – Cities

Table 104: Severity of Alcohol-involved Crashes and Injuries by City, 2018

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Acoma	0	1	2	3	0	1	3	4
Alamogordo	0	9	10	19	0	11	28	39
Albuquerque	31	256	350	637	34	417	1,195	1,646
Algodones	0	1	3	4	0	2	12	14
Anthony	0	2	2	4	0	4	9	13
Arenas Valley	0	2	0	2	0	5	0	5
Arroyo Seco	1	3	0	4	1	4	0	5
Artesia	0	7	6	13	0	7	19	26
Aztec	0	3	2	5	0	3	6	9
Belen	0	1	2	3	0	4	6	10
Bernalillo	0	5	10	15	0	8	28	36
Bloomfield	0	2	0	2	0	2	3	5
Bosque	0	1	2	3	0	1	2	3
Bosque Farms	1	3	0	4	1	3	1	5
Carlsbad	1	13	28	42	1	21	86	108
Chaparral	0	4	4	8	0	6	6	12
Chimayo	1	2	3	6	1	2	5	8
Church Rock	2	5	1	8	2	10	10	22
Cloudcroft	0	1	2	3	0	2	4	6
Clovis	0	8	12	20	0	11	34	45
Corrales	2	3	1	6	2	5	2	9
Deming	0	2	3	5	0	2	9	11
Dixon	0	4	1	5	0	7	5	12
East Pecos	1	0	1	2	1	1	1	3
Edgewood	1	1	2	4	1	1	5	7
El Cerro Mission	0	1	3	4	0	1	3	4
El Duende	0	1	2	3	0	1	3	4
El Valle de Arroyo Seco	0	2	0	2	0	3	1	4
Española	0	9	7	16	0	15	24	39
Farmington	0	29	45	74	0	55	132	187
Fruitland	4	4	0	8	6	11	3	20
Gallup	3	32	45	80	3	56	126	185
Grants	0	3	4	7	0	7	16	23
Hatch	0	0	2	2	0	0	3	3
Hobbs	2	16	24	42	2	22	87	111
Isleta Pueblo	1	1	4	6	1	1	7	9
Kirtland	1	3	4	8	1	4	7	12

Table 104 continued

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
La Cienega	0	4	1	5	0	5	4	9
La Hacienda	0	1	1	2	0	1	2	3
La Luz	0	2	0	2	0	3	0	3
La Mesa	0	0	2	2	0	0	2	2
La Puebla	0	2	1	3	0	3	2	5
Laguna	0	6	3	9	0	8	10	18
Las Cruces	2	56	61	119	2	92	187	281
Las Vegas	1	5	3	9	1	6	13	20
Los Alamos	0	2	5	7	0	2	20	22
Los Chaves	1	0	1	2	1	0	1	2
Los Lunas	0	2	8	10	0	2	14	16
Lovington	1	4	7	12	1	5	21	27
Madrid	1	0	1	2	1	0	1	2
Magdalena	0	1	1	2	0	1	2	3
Meadow Lake	0	1	1	2	0	4	1	5
Mesquite	0	1	1	2	0	1	2	3
Mora	0	0	2	2	0	0	3	3
Naschitti	1	2	0	3	1	2	3	6
Peñasco	0	1	1	2	0	1	2	3
Placitas	1	0	1	2	1	0	2	3
Pojoaque	0	3	0	3	0	3	2	5
Portales	0	1	3	4	0	1	4	5
Radium Springs	0	2	0	2	0	3	1	4
Raton	0	1	4	5	0	1	11	12
Red River	1	1	0	2	1	1	0	2
Rio Rancho	1	36	39	76	1	48	133	182
Roswell	1	16	25	42	1	18	63	82
Ruidoso	0	6	11	17	0	11	36	47
Santa Ana Pueblo	2	3	1	6	3	5	7	15
Santa Clara (Central)	0	1	3	4	0	1	6	7
Santa Fe	4	51	68	123	4	79	169	252
Santa Teresa	0	2	1	3	0	5	5	10
Seama	0	2	0	2	0	4	0	4
Shiprock	3	11	5	19	3	28	17	48
Silver City	0	1	7	8	0	1	18	19
Socorro	0	1	4	5	0	1	6	7

Table 104 continued

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Sunland Park	0	6	11	17	0	17	33	50
Taos	0	11	9	20	0	15	26	41
Taos Pueblo	0	0	2	2	0	0	3	3
Texico	0	1	1	2	0	1	2	3
Thoreau	0	1	1	2	0	2	3	5
Tijeras	0	2	1	3	0	3	2	5
Tome	0	2	2	4	0	7	2	9
Truth or Consequences	1	1	6	8	1	1	10	12
Tucumcari	0	1	2	3	0	1	8	9
Tularosa	0	1	1	2	0	1	1	2
Twin Lakes	1	0	1	2	1	0	3	4
Vado	0	1	1	2	0	2	2	4
Vanderwagen	1	1	0	2	1	2	5	8
Waterflow	0	1	1	2	0	1	2	3
Yah-ta-hey	0	2	1	3	0	3	13	16
Zuni Pueblo	3	5	6	14	4	16	21	41
Rural and Other[1]	63	175	165	403	67	299	431	797
Total	**141**	**879**	**1,070**	**2,090**	**152**	**1,433**	**3,228**	**4,813**

[1] The term "other" refers to towns or places with fewer than two alcohol-involved crashes in 2018.

Rural and Urban Locations

Starting with 2013 crash data, and again with 2018 data, new guidelines for urban and rural designations went into effect. This resulted in some of the change in the typical urban and rural distribution of crashes, compared with previous years. For more information, see Page xvi in the Definitions section and Page 127 in the Sources section.

- Most crashes and alcohol-involved crashes occur in urban locations, but a large proportion of crash-related fatalities and alcohol-involved crash-related fatalities occur on rural roadways. Rural roadways account for 19.5 percent of crashes and 27.4 percent of alcohol-involved crashes, but rural roadways have 61.7 percent of crash-related fatalities and 60.5 percent of alcohol-involved crash-related fatalities. (Table 105, Table 106, Table 107, Table 108)
- Starting in crash year 2018, a new guideline for urban designations went into effect, resulting in a decrease in crashes designated as urban and a corresponding increase in crashes designated as rural non-Interstate. (Table 105, Table 106, Table 107, Table 108)
- On all roadway types, pedestrian fatalities are a disproportionately high number of crash-related deaths, compared to the proportion of crashes involving pedestrians. (Table 109)
- Among alcohol-involved crashes, pedestrian crashes account for 66.7 percent of fatalities on rural Interstates and 50.0 percent of fatalities on urban roads. (Table 110)

Table 105: Crashes by Rural and Urban Location, 2014 - 2018

Year	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	1,283	3.2%	5,179	12.7%	34,228	84.1%	40,690	100%
2015	1,650	3.6%	5,321	11.7%	38,337	84.6%	45,308	100%
2016	1,599	3.5%	5,139	11.4%	38,333	85.1%	45,071	100%
2017	1,565	3.4%	5,341	11.6%	39,000	85.0%	45,906	100%
2018	1,837	3.9%	7,311	15.6%	37,638	80.4%	46,786	100%

Crash Geography – Rural and Urban

Table 106: Fatalities by Rural and Urban Location, 2014 - 2018

Year	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	60	15.5%	173	44.8%	153	39.6%	386	100%
2015	43	14.4%	121	40.6%	134	45.0%	298	100%
2016	61	15.1%	159	39.3%	185	45.7%	405	100%
2017	51	13.4%	142	37.4%	187	49.2%	380	100%
2018	43	11.0%	199	50.8%	150	38.3%	392	100%

Table 107: Alcohol-involved Crashes by Rural and Urban Location, 2014 - 2018

Year	Alcohol-involved Crashes							
	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	58	2.8%	436	21.4%	1,547	75.8%	2,041	100%
2015	74	3.5%	393	18.4%	1,667	78.1%	2,134	100%
2016	68	3.3%	412	19.9%	1,593	76.8%	2,073	100%
2017	75	3.7%	392	19.1%	1,583	77.2%	2,050	100%
2018	73	3.5%	499	23.9%	1,518	72.6%	2,090	100%

Table 108: Fatalities in Alcohol-involved Crashes by Rural and Urban Location, 2014 - 2018

Year	Fatalities in Alcohol-involved Crashes							
	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	14	8.2%	77	45.3%	79	46.5%	170	100%
2015	6	5.0%	45	37.5%	69	57.5%	120	100%
2016	8	4.7%	69	40.4%	94	55.0%	171	100%
2017	9	6.1%	64	43.5%	74	50.3%	147	100%
2018	6	3.9%	86	56.6%	60	39.5%	152	100%

Table 109: Fatalities and Crashes by Rural and Urban Location and Crash Classification, 2018

Crash Classification	Rural Interstate				Rural Non-Interstate				Urban			
	Fatalities		Crashes		Fatalities		Crashes		Fatalities		Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	21	48.8%	638	34.7%	77	38.7%	2,701	36.9%	52	34.7%	29,448	78.2%
Fixed Object	5	11.6%	391	21.3%	23	11.6%	1,128	15.4%	18	12.0%	2,770	7.4%
Animal	0	0.0%	186	10.1%	1	0.5%	1,460	20.0%	0	0.0%	282	0.7%
Parked Vehicle	3	7.0%	15	0.8%	0	0.0%	124	1.7%	0	0.0%	1,589	4.2%
Overturn	4	9.3%	211	11.5%	33	16.6%	864	11.8%	4	2.7%	412	1.1%
Other (Object)	0	0.0%	146	7.9%	1	0.5%	290	4.0%	0	0.0%	618	1.6%
Other (Non-Collision)	1	2.3%	147	8.0%	2	1.0%	270	3.7%	3	2.0%	305	0.8%
Pedestrian	6	14.0%	11	0.6%	19	9.5%	59	0.8%	59	39.3%	560	1.5%
Rollover	3	7.0%	78	4.2%	40	20.1%	297	4.1%	6	4.0%	130	0.3%
Pedalcyclist	0	0.0%	0	0.0%	2	1.0%	19	0.3%	8	5.3%	346	0.9%
Vehicle on Other Roadway	0	0.0%	9	0.5%	1	0.5%	54	0.7%	0	0.0%	197	0.5%
Railroad Train	0	0.0%	0	0.0%	0	0.0%	10	0.1%	0	0.0%	5	0.01%
Missing Data	0	0.0%	5	0.3%	0	0.0%	35	0.5%	0	0.0%	976	2.6%
Total	**43**	**100%**	**1,837**	**100%**	**199**	**100%**	**7,311**	**100%**	**150**	**100%**	**37,638**	**100%**

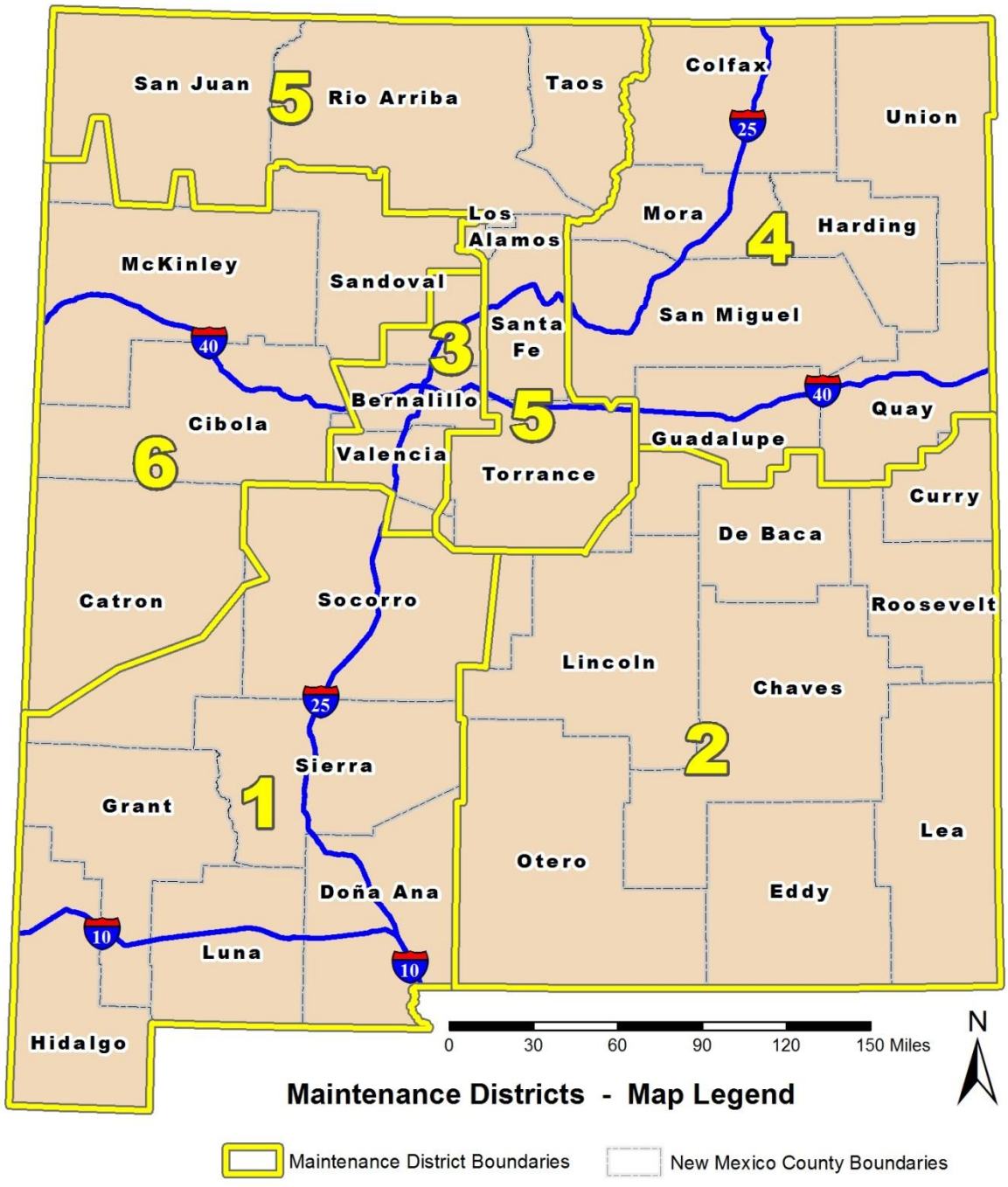
Table 110: Alcohol-involved Fatalities and Crashes
by Rural and Urban Location and Crash Classification, 2018

Crash Classification	Alcohol-involved Fatalities[1] and Crashes											
	Rural Interstate				Rural Non-Interstate				Urban			
	Fatalities		Crashes		Fatalities		Crashes		Fatalities		Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	1	16.7%	22	30.1%	23	26.7%	124	24.8%	14	23.3%	756	49.8%
Fixed Object	0	0.0%	23	31.5%	13	15.1%	145	29.1%	7	11.7%	404	26.6%
Overturn	0	0.0%	11	15.1%	18	20.9%	106	21.2%	1	1.7%	65	4.3%
Pedestrian	4	66.7%	4	5.5%	12	14.0%	27	5.4%	30	50.0%	90	5.9%
Parked Vehicle	1	16.7%	2	2.7%	0	0.0%	7	1.4%	0	0.0%	80	5.3%
Rollover	0	0.0%	3	4.1%	20	23.3%	45	9.0%	4	6.7%	30	2.0%
Other (Object)	0	0.0%	3	4.1%	0	0.0%	16	3.2%	0	0.0%	58	3.8%
Other (Non-Collision)	0	0.0%	2	2.7%	0	0.0%	19	3.8%	2	3.3%	21	1.4%
Pedalcyclist	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	3.3%	8	0.5%
Animal	0	0.0%	1	1.4%	0	0.0%	4	0.8%	0	0.0%	1	0.1%
Vehicle on Other Roadway	0	0.0%	2	2.7%	0	0.0%	2	0.4%	0	0.0%	0	0.0%
Railroad Train	0	0.0%	0	0.0%	0	0.0%	2	0.4%	0	0.0%	0	0.0%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	**6**	**100%**	**73**	**100%**	**86**	**100%**	**499**	**100%**	**60**	**100%**	**1,518**	**100%**

[1] Any fatality in an alcohol-involved crash.

Highway Maintenance Districts

Map 1: New Mexico Highway Maintenance Districts



Crash Geography – Maintenance Districts

Table 111: Crashes by Highway Maintenance District and Crash Severity, 2018

Highway Maintenance District	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	25	7.1%	1,784	13.1%	4,184	12.7%	5,993	12.8%
District 2	75	21.4%	2,106	15.5%	5,527	16.8%	7,708	16.5%
District 3	108	30.8%	6,771	49.8%	15,751	48.0%	22,630	48.4%
District 4	15	4.3%	351	2.6%	1,136	3.5%	1,502	3.2%
District 5	77	21.9%	2,076	15.3%	4,783	14.6%	6,936	14.8%
District 6	50	14.2%	499	3.7%	1,414	4.3%	1,963	4.2%
Missing Data	1	0.3%	10	0.07%	43	0.13%	54	0.12%
Total Crashes	**351**	**100%**	**13,597**	**100%**	**32,838**	**100%**	**46,786**	**100%**

Table 112: Severity of Injuries to People in Crashes by Highway Maintenance District, 2018

Highway Maintenance District	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	26	6.6%	143	13.5%	643	12.9%	1,774	12.9%	12,079	12.6%	14,665	12.6%
District 2	84	21.4%	188	17.8%	906	18.2%	1,998	14.5%	15,514	16.2%	18,690	16.1%
District 3	118	30.1%	436	41.2%	2,190	43.9%	7,107	51.7%	47,842	49.9%	57,693	49.7%
District 4	17	4.3%	65	6.1%	195	3.9%	254	1.8%	2,613	2.7%	3,144	2.7%
District 5	84	21.4%	148	14.0%	793	15.9%	2,126	15.5%	13,723	14.3%	16,874	14.5%
District 6	62	15.8%	77	7.3%	252	5.1%	485	3.5%	3,971	4.1%	4,847	4.2%
Missing Data	1	0.3%	0	0.0%	4	0.1%	6	0.04%	96	0.10%	107	0.09%
Total People	**392**	**100%**	**1,057**	**100%**	**4,983**	**100%**	**13,750**	**100%**	**95,838**	**100%**	**116,020**	**100%**

Table 113: Crashes by Highway Maintenance District and Rural and Urban Location, 2018

Highway Maintenance District	Rural Interstate		Rural Non-Interstate		Urban		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	436	7.3%	927	15.5%	4,630	77.3%	5,993	100%
District 2	2	0.03%	2,671	34.7%	5,035	65.3%	7,708	100%
District 3	204	0.9%	477	2.1%	21,949	97.0%	22,630	100%
District 4	490	32.6%	619	41.2%	393	26.2%	1,502	100%
District 5	276	4.0%	1,840	26.5%	4,820	69.5%	6,936	100%
District 6	429	21.9%	772	39.3%	762	38.8%	1,963	100%
Missing Data	0	0.0%	5	9.3%	49	90.7%	54	100%
Total Crashes	**1,837**	**3.9%**	**7,311**	**15.6%**	**37,638**	**80.4%**	**46,786**	**100%**

Appendix

Appendix A – Hour and Day of Week

Appendix Table A-1: Severity of Injuries by Hour, 2018

Hour[1]	Severity of Injuries to People in Crashes[2]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Midnight	17	22	94	137	912	**1,182**
1 a.m.	9	23	100	91	784	**1,007**
2 a.m.	13	20	84	90	639	**846**
3 a.m.	7	18	45	56	493	**619**
4 a.m.	7	12	51	92	504	**666**
5 a.m.	13	15	87	138	955	**1,208**
6 a.m.	14	26	110	263	1,991	**2,404**
7 a.m.	22	49	230	744	5,245	**6,290**
8 a.m.	9	22	224	798	5,060	**6,113**
9 a.m.	17	37	182	534	3,693	**4,463**
10 a.m.	10	44	233	646	4,101	**5,034**
11 a.m.	17	53	261	736	5,225	**6,292**
Noon	20	44	290	996	6,768	**8,118**
1 p.m.	11	60	312	920	6,294	**7,597**
2 p.m.	23	56	335	1,040	6,788	**8,242**
3 p.m.	13	68	360	1,159	8,086	**9,686**
4 p.m.	15	76	419	1,204	8,371	**10,085**
5 p.m.	24	96	380	1,226	8,715	**10,441**
6 p.m.	29	79	308	844	6,110	**7,370**
7 p.m.	18	50	237	596	4,187	**5,088**
8 p.m.	25	54	187	536	3,467	**4,269**
9 p.m.	26	59	157	383	2,754	**3,379**
10 p.m.	19	39	163	292	1,941	**2,454**
11 p.m.	14	35	121	200	1,465	**1,835**
Missing Data	0	0	13	29	1,290	**1,332**
Total	**392**	**1,057**	**4,983**	**13,750**	**95,838**	**116,020**

[1] For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table A-2: Severity of Injuries to People in Alcohol-involved Crashes by Hour, 2018

Hour[1]	Severity of Injuries to People in Alcohol-involved Crashes[2]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Midnight	16	9	34	32	181	**272**
1 a.m.	7	9	36	24	158	**234**
2 a.m.	7	10	39	21	123	**200**
3 a.m.	2	9	13	9	65	**98**
4 a.m.	4	4	11	11	44	**74**
5 a.m.	1	2	12	5	50	**70**
6 a.m.	4	2	5	4	27	**42**
7 a.m.	5	4	8	7	30	**54**
8 a.m.	2	0	18	16	21	**57**
9 a.m.	2	3	4	16	38	**63**
10 a.m.	1	2	14	13	42	**72**
11 a.m.	2	7	6	8	48	**71**
Noon	4	6	17	21	82	**130**
1 p.m.	2	3	20	16	89	**130**
2 p.m.	5	6	23	21	118	**173**
3 p.m.	3	1	26	37	166	**233**
4 p.m.	6	7	40	45	206	**304**
5 p.m.	10	10	28	61	254	**363**
6 p.m.	12	11	31	53	249	**356**
7 p.m.	9	6	25	71	264	**375**
8 p.m.	17	14	53	65	284	**433**
9 p.m.	17	23	35	64	289	**428**
10 p.m.	9	8	33	43	204	**297**
11 p.m.	5	12	44	27	192	**280**
Missing Data	0	0	0	0	4	**4**
Total	**152**	**168**	**575**	**690**	**3,228**	**4,813**

[1] For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table A-3: Severity of Injuries to People in Crashes by Day of the Week, 2018

Day of Week	Severity of Injuries to People in Crashes[1]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Sunday	59	147	647	1,267	8,762	**10,882**
Monday	57	155	698	2,054	13,731	**16,695**
Tuesday	38	135	683	2,128	14,681	**17,665**
Wednesday	46	126	675	2,131	14,863	**17,841**
Thursday	55	144	703	2,060	14,879	**17,841**
Friday	62	166	735	2,335	16,679	**19,977**
Saturday	75	184	842	1,775	12,243	**15,119**
Total	**392**	**1,057**	**4,983**	**13,750**	**95,838**	**116,020**

[1] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table A-4: Severity of Injuries to People in Alcohol-involved Crashes by Day of Week, 2018

Day of Week	Severity of Injuries to People in Alcohol-involved Crashes[1]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Sunday	28	41	138	137	526	**870**
Monday	14	12	60	69	382	**537**
Tuesday	14	17	47	84	320	**482**
Wednesday	18	9	62	83	350	**522**
Thursday	16	21	61	66	402	**566**
Friday	27	31	81	113	460	**712**
Saturday	35	37	126	138	788	**1,124**
Total	**152**	**168**	**575**	**690**	**3,228**	**4,813**

[1] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table A-5: Pedestrian-involved Crashes by Hour, 2014 - 2018

Hour[1]	Pedestrian-involved Crashes[2]				
	2014	2015	2016	2017	2018
Midnight	4	6	11	11	21
1 a.m.	4	6	8	12	12
2 a.m.	5	11	3	9	7
3 a.m.	4	2	5	6	8
4 a.m.	4	2	1	2	4
5 a.m.	6	7	5	4	9
6 a.m.	8	7	15	15	16
7 a.m.	25	23	17	31	25
8 a.m.	19	31	20	21	20
9 a.m.	15	21	13	17	25
10 a.m.	17	17	17	12	18
11 a.m.	23	21	22	26	20
Noon	28	32	30	35	18
1 p.m.	24	30	29	18	25
2 p.m.	26	37	28	24	28
3 p.m.	43	46	30	36	37
4 p.m.	35	42	36	37	34
5 p.m.	37	42	55	48	56
6 p.m.	60	47	43	47	56
7 p.m.	45	47	42	52	44
8 p.m.	41	40	56	51	46
9 p.m.	43	42	42	38	41
10 p.m.	21	24	33	24	37
11 p.m.	16	17	23	23	18
Missing Data	5	4	2	1	0
Total	**558**	**604**	**586**	**600**	**625**

[1] For reference, the hour of 1 a.m. is from 1 a.m. to 1:59 a.m.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table A-6: Pedalcycle-involved Crashes by Hour, 2014 - 2018

Hour[1]	Pedalcycle-involved Crashes[2]				
	2014	2015	2016	2017	2018
Midnight	4	1	1	5	1
1 a.m.	0	1	1	2	4
2 a.m.	0	1	0	2	0
3 a.m.	0	1	0	0	1
4 a.m.	1	0	1	2	3
5 a.m.	2	3	3	2	3
6 a.m.	6	9	7	16	5
7 a.m.	20	17	14	21	19
8 a.m.	21	17	25	13	18
9 a.m.	12	18	18	12	13
10 a.m.	9	22	19	26	15
11 a.m.	19	18	18	20	19
Noon	25	22	23	20	33
1 p.m.	13	24	21	24	18
2 p.m.	12	15	29	27	25
3 p.m.	23	39	21	45	29
4 p.m.	27	27	32	33	38
5 p.m.	42	42	32	28	34
6 p.m.	29	26	26	28	21
7 p.m.	19	16	23	17	22
8 p.m.	14	17	20	13	19
9 p.m.	5	5	13	13	11
10 p.m.	3	8	8	8	12
11 p.m.	4	6	5	1	3
Missing Data	2	4	0	1	0
Total	**312**	**359**	**360**	**379**	**366**

[1] For reference, the hour of 1 a.m. is from 1 a.m. to 1:59 a.m.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Appendix B – Economic Impact

Crash cost estimate calculations were made using instructions provided by the AASHTO Highway Safety Manual, 1st Edition, Volume 1, 2010, Appendix 4A, Pages 4-84 to 4-88. AASHTO HSM cost estimate calculations are based on the FHWA's *Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries*, FHWA-HRT-05-051, October 2005.

Appendix Table B-1: Consumer Price Index and Employment Cost Index, 2001 - 2018

Year	Consumer Price Index (CPI)[1]	CPI Ratio [2]	Employment Cost Index (ECI)[3]	ECI Ratio[4]
2001	175.100	1.00	85.8	1.00
2018	247.867	1.42	132.9	1.55

[1] U.S. Department of Labor, Bureau of Labor Statistics. *Historical Consumer Price Index for All Urban Consumers (CPI-U): U.S. City average, all items, by month* (Supplemental File: Historical CPI-U, October 2019). Data for January 2018, Accessed November 20, 2019: https://www.bls.gov/cpi/tables/supplemental-files/historical-cpi-u-201910.pdf.

[2] The CPI Ratio is used to adjust the FHWA 2001 Human Capital Crash Cost Estimates to the corresponding costs in another year. It is calculated by dividing the CPI of any year by the CPI for 2001.

[3] U.S. Department of Labor, Bureau of Labor Statistics. *Employment Cost Index Historical Listing – Volume III, October 2019.* Table 5: Employment Cost Index for total compensation, for private industry workers, by occupational group and industry, not seasonally adjusted. Section: All workers. June 2018 column. Accessed November 20, 2019: http://www.bls.gov/web/eci/echistrynaics.pdf.

[4] The ECI Ratio is used to adjust the FHWA 2001 Cost Difference to the corresponding costs in another year. This ECI Ratio is calculated by dividing the ECI of any year by the ECI for 2001.

Appendix Table B-2: FHWA Calculation of Crash Cost Difference per Crash, in 2001 Dollars

Crash Severity	FHWA Crash Cost Estimates[1]		
	Human Capital Crash Costs (2001 Dollars)	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)
Fatal Crash (K)	1,245,600	4,008,900	2,763,300
Suspected Serious Injury Crash (A)	111,400	216,000	104,600
Suspected Minor Injury Crash (B)	41,900	79,000	37,100
Possible Injury Crash (C)	28,400	44,900	16,500
Property Damage Only Crash (O)	6,400	7,400	1,000

[1] Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries, FHWA-HRT-05-051, October 2005.

Appendix Table B-3: FHWA Calculation of Human Capital Cost Estimates per Crash, 2018

Crash Severity	Human Capital Crash Costs (2001 Dollars)	CPI Ratio (2018/2001)	2018 CPI-Adjusted Human Capital Costs[1]
Fatal Crash (K)	1,245,600	1.415574	1,763,239
Suspected Serious Injury Crash (A)	111,400	1.415574	157,695
Suspected Minor Injury Crash (B)	41,900	1.415574	59,313
Possible Injury Crash (C)	28,400	1.415574	40,202
Property Damage Only Crash (O)	6,400	1.415574	9,060

[1] Based on multiplying the Human Capital Crash Cost in 2001 Dollars by the CPI Ratio for 2018.

Appendix Table B-4: FHWA Calculation of Comprehensive Cost Estimates per Crash, 2018

Crash Severity	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)[1]	ECI Ratio (2018/2001)	2018 ECI-Adjusted Cost Difference[2]	2018 Comprehensive Costs[3] Per Crash
Fatal Crash (K)	4,008,900	2,763,300	1.5489510	4,280,216	6,043,455
Suspected Serious Injury Crash (A)	216,000	104,600	1.5489510	162,020	319,715
Suspected Minor Injury Crash (B)	79,000	37,100	1.5489510	57,466	116,779
Possible Injury Crash (C)	44,900	16,500	1.5489510	25,558	65,760
Property Damage Only Crash (O)	7,400	1,000	1.5489510	1,549	10,609

[1] The Cost Difference is Comprehensive Crash Costs minus Human Capital Costs, in 2001 dollars.

[2] Based on multiplying the Cost Difference in 2001 Dollars by the ECI Ratio for 2018.

[3] Sum of 2018 CPI-Adjusted Human Capital Costs and the 2018 ECI-Adjusted Cost Difference.

- The total human capital cost of the 46,786 crashes in New Mexico was **$1.6 billion**. This represents the 2018 value of human capital costs for 351 fatal crashes and 46,435 non-fatal crashes. (Table B-5)
- When intangible costs arising from loss of life or reduction in quality of life are added to the human capital costs, the comprehensive cost for crashes in 2018 totals **$3.7 billion**. About 56 percent of this amount is the cost of fatal crashes ($2.1 billion). (Table B-6)

Appendix Table B-5: Calculation of Human Capital Crash Cost Estimates, 2018 Adjusted

Crash Severity	Human Capital[1] Costs per Crash, 2018 CPI-Adjusted ($)	Total Crashes 2018	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,763,239	351	618,896,862
Suspected Serious Injury Crash (A)	157,695	816	128,679,070
Suspected Minor Injury Crash (B)	59,313	3,942	233,810,067
Possible Injury Crash (C)	40,202	8,839	355,348,133
Property Damage Only Crash (O)	9,060	32,838	297,501,553
Total			**1,634,235,685**

[1] Human Capital Crash Costs are monetary losses associated with medical care, emergency services, property damage, and lost productivity.

Appendix Table B-6: Calculation of Comprehensive Crash Cost Estimates, 2018 Adjusted

Crash Severity	Comprehensive[1] Costs per Crash, 2018 Adjusted ($)	Total Crashes 2018	Total Comprehensive Costs Estimate ($)
Fatal Crash (K)	6,043,455	351	2,121,252,830
Suspected Serious Injury Crash (A)	319,715	816	260,887,618
Suspected Minor Injury Crash (B)	116,779	3,942	460,341,370
Possible Injury Crash (C)	65,760	8,839	581,252,576
Property Damage Only Crash (O)	10,609	32,838	348,366,007
Total			**3,772,100,401**

[1] Comprehensive Crash Costs include the human capital costs in addition to nonmonetary costs related to the reduction in the quality of life in order to capture a more accurate level of the burden of injury.

Appendix C – Belt Use

Appendix Table C-1: Unbelted Fatalities by Age Group and Sex, 2018

Age Group	Unbelted Fatalities[1]					
	Males		Females		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	0	0.0%	1	2.2%	1	0.7%
5-9	2	2.2%	0	0.0%	2	1.5%
10-14	1	1.1%	3	6.5%	4	3.0%
15-19	6	6.7%	5	10.9%	11	8.1%
20-24	13	14.6%	3	6.5%	16	11.9%
25-29	14	15.7%	9	19.6%	23	17.0%
30-34	10	11.2%	3	6.5%	13	9.6%
35-39	10	11.2%	7	15.2%	17	12.6%
40-44	7	7.9%	3	6.5%	10	7.4%
45-49	5	5.6%	4	8.7%	9	6.7%
50-54	4	4.5%	0	0.0%	4	3.0%
55-59	6	6.7%	3	6.5%	9	6.7%
60-64	4	4.5%	2	4.3%	6	4.4%
65-69	5	5.6%	1	2.2%	6	4.4%
70-74	1	1.1%	0	0.0%	1	0.7%
75 +	1	1.1%	2	4.3%	3	2.2%
Missing Data	0	0.0%	0	0.0%	0	0.0%
Total	**89**	**100%**	**46**	**100%**	**135**	**100%**

[1] Fatalities of people in passenger cars, pickups, and vans/4WD/SUVs.

Appendix Table C-2: Unbelted Passenger Vehicle Occupants with Fatal or Suspected Serious Injuries by Age Group and Sex, 2018

Age Group	Unbelted Occupants with Fatal or Suspected Serious Injuries[1]							
	Males		Females		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1-4	1	0.6%	2	2.1%	0	0.0%	3	1.1%
5-9	4	2.4%	1	1.0%	0	0.0%	5	1.9%
10-14	3	1.8%	4	4.2%	0	0.0%	7	2.7%
15-19	18	10.8%	14	14.6%	0	0.0%	32	12.2%
20-24	24	14.5%	14	14.6%	0	0.0%	38	14.5%
25-29	25	15.1%	18	18.8%	0	0.0%	43	16.4%
30-34	25	15.1%	6	6.3%	0	0.0%	31	11.8%
35-39	17	10.2%	11	11.5%	0	0.0%	28	10.7%
40-44	8	4.8%	6	6.3%	0	0.0%	14	5.3%
45-49	10	6.0%	6	6.3%	0	0.0%	16	6.1%
50-54	10	6.0%	5	5.2%	0	0.0%	15	5.7%
55-59	8	4.8%	4	4.2%	0	0.0%	12	4.6%
60-64	4	2.4%	2	2.1%	0	0.0%	6	2.3%
65-69	5	3.0%	1	1.0%	0	0.0%	6	2.3%
70-74	2	1.2%	0	0.0%	0	0.0%	2	0.8%
75 +	1	0.6%	2	2.1%	0	0.0%	3	1.1%
Missing Data	1	0.6%	0	0.0%	0	0.0%	1	0.4%
Total	**166**	**100%**	**96**	**100%**	**0**	**0%**	**262**	**100%**

[1] People in passenger cars, pickups, and vans/4WD/SUVs.

Appendix D – Age and Sex

Appendix Table D-1: People in Crashes by Age Group and Sex, 2018

Age Group	People in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	1,659	2.9%	1,507	3.1%	11	0.1%	3,177	2.7%	**1.1**
5-9	1,595	2.8%	1,439	2.9%	21	0.2%	3,055	2.6%	**1.1**
10-14	1,630	2.8%	1,754	3.6%	18	0.2%	3,402	2.9%	**0.9**
15-19	6,226	10.9%	5,697	11.6%	205	2.2%	12,128	10.5%	**1.1**
20-24	6,718	11.7%	5,583	11.3%	191	2.0%	12,492	10.8%	**1.2**
25-29	5,884	10.3%	4,896	9.9%	153	1.6%	10,933	9.4%	**1.2**
30-34	5,107	8.9%	4,197	8.5%	122	1.3%	9,426	8.1%	**1.2**
35-39	4,457	7.8%	3,696	7.5%	121	1.3%	8,274	7.1%	**1.2**
40-44	3,612	6.3%	3,005	6.1%	74	0.8%	6,691	5.8%	**1.2**
45-49	3,324	5.8%	2,785	5.6%	73	0.8%	6,182	5.3%	**1.2**
50-54	3,184	5.6%	2,643	5.4%	68	0.7%	5,895	5.1%	**1.2**
55-59	3,245	5.7%	2,780	5.6%	68	0.7%	6,093	5.3%	**1.2**
60-64	2,816	4.9%	2,450	5.0%	67	0.7%	5,333	4.6%	**1.1**
65-69	1,983	3.5%	1,884	3.8%	44	0.5%	3,911	3.4%	**1.1**
70-74	1,571	2.7%	1,389	2.8%	34	0.4%	2,994	2.6%	**1.1**
75+	1,989	3.5%	1,806	3.7%	57	0.6%	3,852	3.3%	**1.1**
Missing Data	2,203	3.9%	1,782	3.6%	8,197	86.1%	12,182	10.5%	**1.2**
Total	**57,203**	**100%**	**49,293**	**100%**	**9,524**	**100%**	**116,020**	**100%**	**1.2**

Appendix – Age and Sex

Appendix Table D-2: People Killed in Crashes by Age Group and Sex, 2018

Age Group	Fatalities in Crashes						Ratio[1] of Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	1	0.3%	1	1.0%	2	0.5%	**1.0**
5-9	5	1.7%	1	1.0%	6	1.5%	**5.0**
10-14	4	1.4%	4	3.9%	8	2.0%	**1.0**
15-19	13	4.5%	6	5.8%	19	4.8%	**2.2**
20-24	38	13.1%	6	5.8%	44	11.2%	**6.3**
25-29	32	11.1%	14	13.6%	46	11.7%	**2.3**
30-34	28	9.7%	7	6.8%	35	8.9%	**4.0**
35-39	29	10.0%	11	10.7%	40	10.2%	**2.6**
40-44	22	7.6%	5	4.9%	27	6.9%	**4.4**
45-49	18	6.2%	7	6.8%	25	6.4%	**2.6**
50-54	22	7.6%	7	6.8%	29	7.4%	**3.1**
55-59	21	7.3%	9	8.7%	30	7.7%	**2.3**
60-64	14	4.8%	6	5.8%	20	5.1%	**2.3**
65-69	15	5.2%	7	6.8%	22	5.6%	**2.1**
70-74	12	4.2%	2	1.9%	14	3.6%	**6.0**
75+	15	5.2%	10	9.7%	25	6.4%	**1.5**
Missing Data	0	0.0%	0	0.0%	0	0.0%	-
Total	**289**	**100%**	**103**	**100%**	**392**	**100%**	**2.8**

[1] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.

Appendix Table D-3: People Seriously Injured in Crashes by Age Group and Sex, 2018

Age Group	People Seriously Injured[1] in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	11	1.9%	8	1.7%	0	0.0%	19	1.8%	**1.4**
5-9	10	1.7%	6	1.3%	1	9.1%	17	1.6%	**1.7**
10-14	14	2.4%	20	4.3%	0	0.0%	34	3.2%	**0.7**
15-19	36	6.1%	51	11.1%	1	9.1%	88	8.3%	**0.7**
20-24	76	13.0%	54	11.7%	2	18.2%	132	12.5%	**1.4**
25-29	67	11.4%	56	12.2%	0	0.0%	123	11.6%	**1.2**
30-34	56	9.6%	29	6.3%	2	18.2%	87	8.2%	**1.9**
35-39	58	9.9%	28	6.1%	0	0.0%	86	8.1%	**2.1**
40-44	37	6.3%	31	6.7%	0	0.0%	68	6.4%	**1.2**
45-49	43	7.3%	35	7.6%	1	9.1%	79	7.5%	**1.2**
50-54	28	4.8%	31	6.7%	1	9.1%	60	5.7%	**0.9**
55-59	47	8.0%	26	5.7%	0	0.0%	73	6.9%	**1.8**
60-64	30	5.1%	22	4.8%	0	0.0%	52	4.9%	**1.4**
65-69	27	4.6%	25	5.4%	0	0.0%	52	4.9%	**1.1**
70-74	16	2.7%	15	3.3%	0	0.0%	31	2.9%	**1.1**
75+	20	3.4%	17	3.7%	1	9.1%	38	3.6%	**1.2**
Missing Data	10	1.7%	6	1.3%	2	18.2%	18	1.7%	**1.7**
Total	**586**	**100%**	**460**	**100%**	**11**	**100%**	**1,057**	**100%**	**1.3**

[1] These are suspected serious injuries (Class A) only. In previous years, serious injuries were Class A and Class B injuries.

Appendix Table D-4: Rates of Senior New Mexican Drivers in Crashes, 2014 - 2018

Age	Senior Drivers in Crashes per 1,000 Licensed Drivers of the Same Age[1]				
	2014	2015	2016	2017	2018
65	20.7	25.7	23.3	23.9	23.5
66	20.2	24.0	24.3	25.0	24.0
67	20.8	21.0	22.6	26.7	24.0
68	20.6	24.2	22.4	24.5	24.6
69	21.9	25.4	23.0	24.1	22.5
70	20.5	21.1	25.9	22.7	23.7
71	20.5	21.2	22.3	24.4	21.0
72	19.9	22.3	21.4	23.7	22.6
73	20.0	22.2	21.6	25.6	24.3
74	21.3	24.7	22.1	25.7	25.1
75	22.6	26.0	21.7	26.2	25.8
76	22.6	21.8	25.3	29.1	26.7
77	22.9	26.2	28.4	29.4	27.2
78	22.4	32.2	25.3	27.5	24.7
79	24.9	28.5	28.6	29.9	26.2
80	26.1	28.0	28.2	27.2	26.0
81	25.4	24.1	29.4	26.5	30.0
82	24.5	23.6	32.1	28.0	30.4
83	26.8	27.9	26.1	29.9	27.5
84	23.1	30.7	27.8	26.3	27.6
85	27.4	33.7	27.4	32.5	30.7
86	17.8	33.4	30.6	29.4	22.3
87	36.4	26.5	33.6	35.8	32.7
88	33.5	33.9	35.0	30.5	30.1
89	31.3	29.4	30.6	35.1	29.4
90+	33.4	31.3	33.1	38.8	37.4
Drivers Age 65+	**22.0**	**24.6**	**24.4**	**26.0**	**24.8**

[1] Rates are shaded such that darker shading identifies higher rates.

Appendix Table D-5: Senior New Mexican Drivers in Crashes and Licensed Senior Drivers, 2014 - 2018

Age	Senior Drivers in Crashes[1]					New Mexico Senior Licensed Drivers[1]				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
65	496	615	579	591	594	23,952	23,950	24,812	24,775	25,223
66	475	567	575	608	585	23,563	23,655	23,677	24,332	24,338
67	511	492	532	620	572	24,515	23,480	23,579	23,226	23,878
68	368	563	516	565	559	17,864	23,252	23,027	23,015	22,769
69	383	441	551	540	503	17,511	17,387	24,003	22,415	22,376
70	347	363	451	528	517	16,919	17,178	17,424	23,309	21,854
71	348	355	378	408	474	17,006	16,749	16,953	16,694	22,622
72	290	362	344	391	362	14,560	16,247	16,092	16,468	16,025
73	265	310	346	392	382	13,259	13,962	16,020	15,323	15,737
74	252	307	296	389	366	11,849	12,439	13,393	15,116	14,579
75	234	276	250	309	347	10,369	10,630	11,525	11,811	13,448
76	211	211	250	300	305	9,355	9,669	9,876	10,309	11,431
77	192	232	257	269	280	8,400	8,861	9,059	9,150	10,306
78	174	253	216	235	226	7,777	7,869	8,545	8,537	9,134
79	178	208	217	235	212	7,158	7,287	7,584	7,869	8,103
80	160	188	196	187	192	6,130	6,716	6,943	6,879	7,373
81	143	136	183	164	191	5,621	5,640	6,215	6,195	6,359
82	128	124	168	156	175	5,214	5,251	5,240	5,580	5,751
83	121	134	123	138	140	4,518	4,795	4,709	4,617	5,085
84	92	121	117	110	115	3,984	3,944	4,206	4,187	4,167
85	94	121	98	117	113	3,427	3,586	3,572	3,601	3,678
86	50	97	95	90	70	2,816	2,907	3,108	3,061	3,133
87	85	63	86	92	86	2,332	2,373	2,560	2,567	2,627
88	59	65	69	65	65	1,760	1,919	1,969	2,132	2,163
89	43	42	49	56	51	1,374	1,428	1,600	1,597	1,737
90+	118	115	126	152	153	3,529	3,676	3,805	3,921	4,088
Total	**5,817**	**6,761**	**7,068**	**7,707**	**7,635**	**264,762**	**274,850**	**289,496**	**296,686**	**307,984**

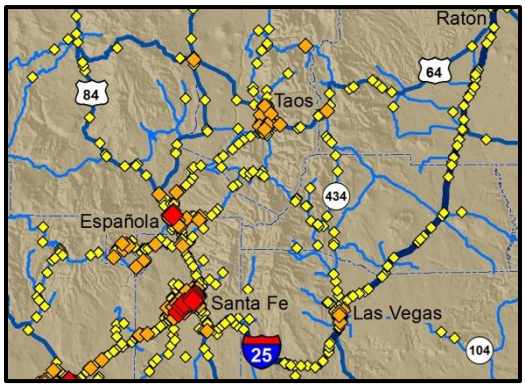
[1] Numbers are shaded such that darker shading identifies higher numbers.

Appendix E – Maps

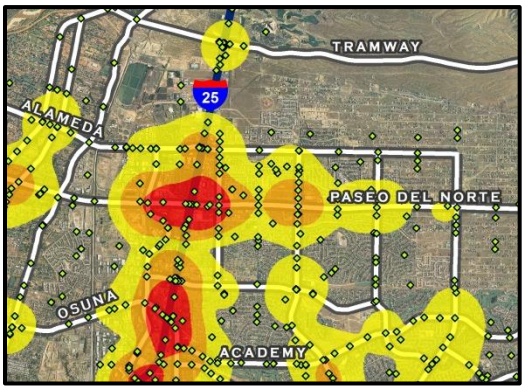
All maps in this section are digitally available in high-resolution color at tru.unm.edu. Mapping traffic crash data involves the use of a technique called Geocoding. Geocoding is the process of taking the descriptive locational information available in a particular data set and assigning it unique geographic coordinates. The descriptive crash location data are taken from Uniform Crash Reports. The data are processed using ESRI ArcGIS 10.7 software using custom-made address locators to derive crash location coordinates. Of the 46,786 crashes in 2018 that were reported, 46,733 crashes were able to be geocoded – a match rate of over 99.8 percent. Crashes that could not be geocoded had either incomplete or invalid locational data reported on the UCR. An example of a crash location that cannot be mapped is a crash reported at the intersection of "First Street" and "a driveway."

There are essentially two methods of displaying crash data: **Dot Maps** and **Density Maps**. Since each crash is assigned its own coordinates, a common way to display crashes is to show each location as a point on a map. In a Dot Map (example below), each crash point is assigned a color and size according to the number of times a crash occurred at that location. In a Density Map (example below), color shading, instead of points, is used to display where a high number of crashes occur in close proximity to each other. Density is determined using ESRI's ArcGIS Kernel Density tool, which calculates point magnitude per unit area. In a Density Map, the points assist in showing the location of crashes, but color shading shows the intensity of crashes in that area.

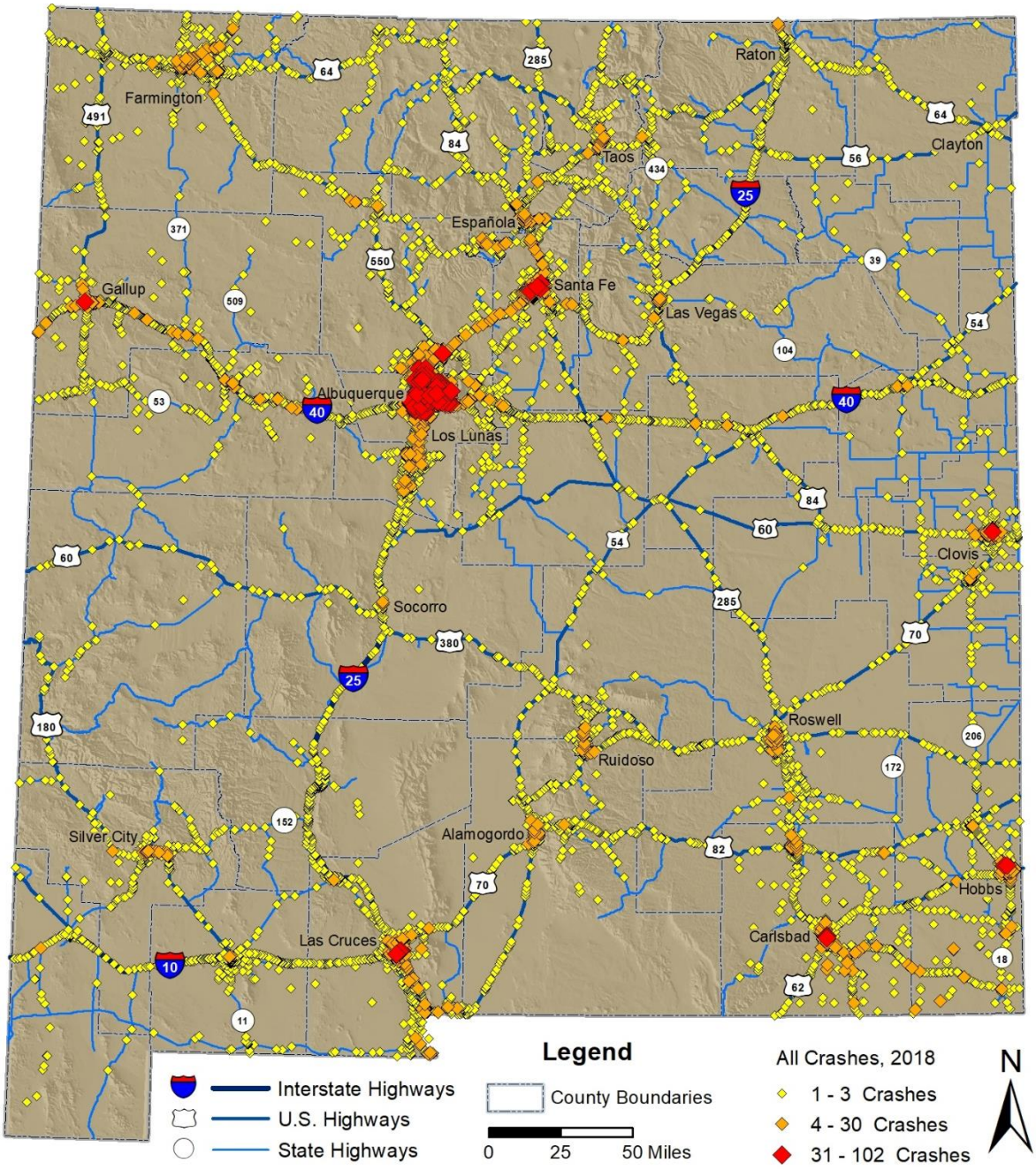
Dot Map



Density Map



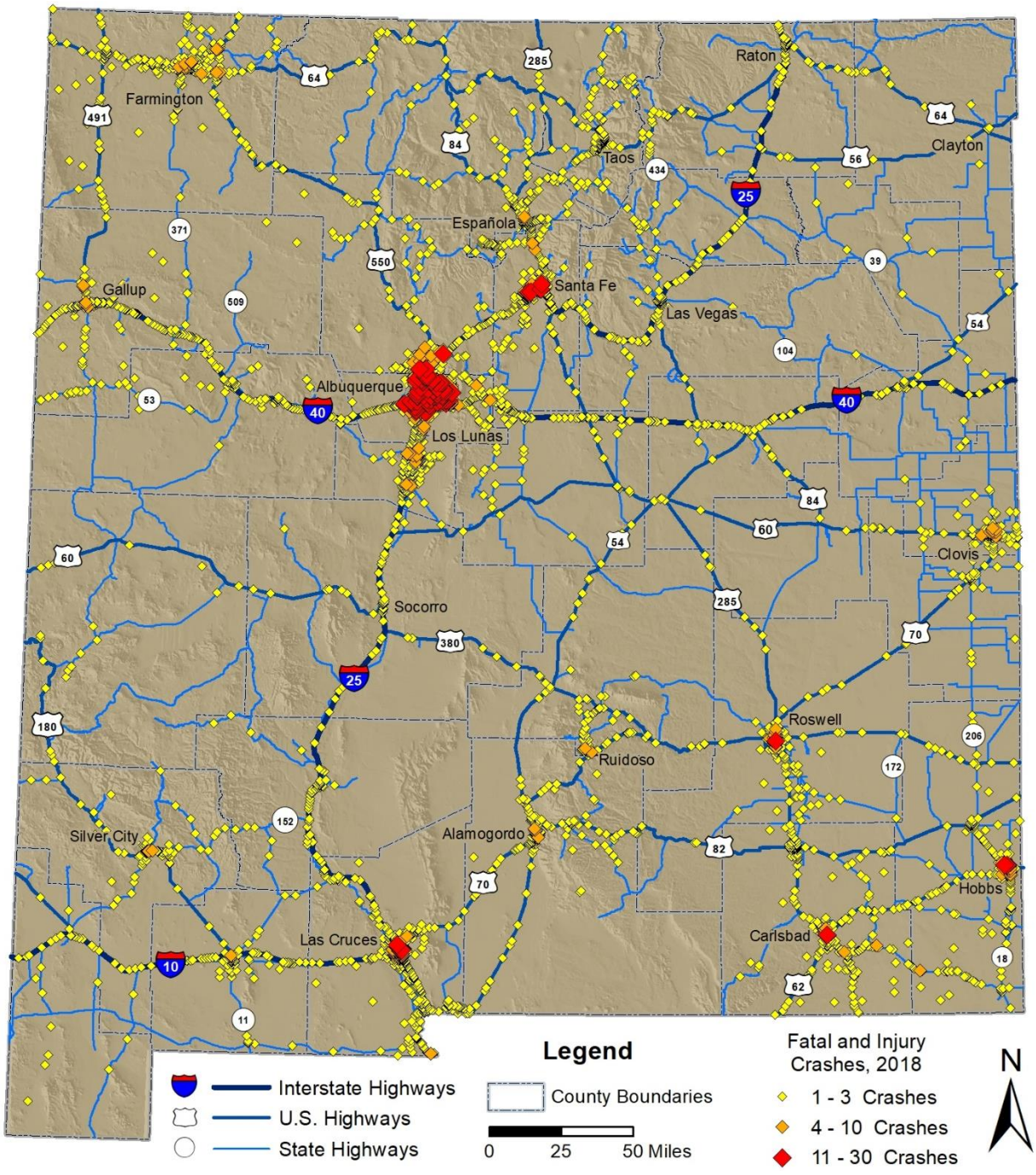
Map 2: All Crashes[33] in New Mexico, 2018



All maps are available in high-resolution color at tru.unm.edu.

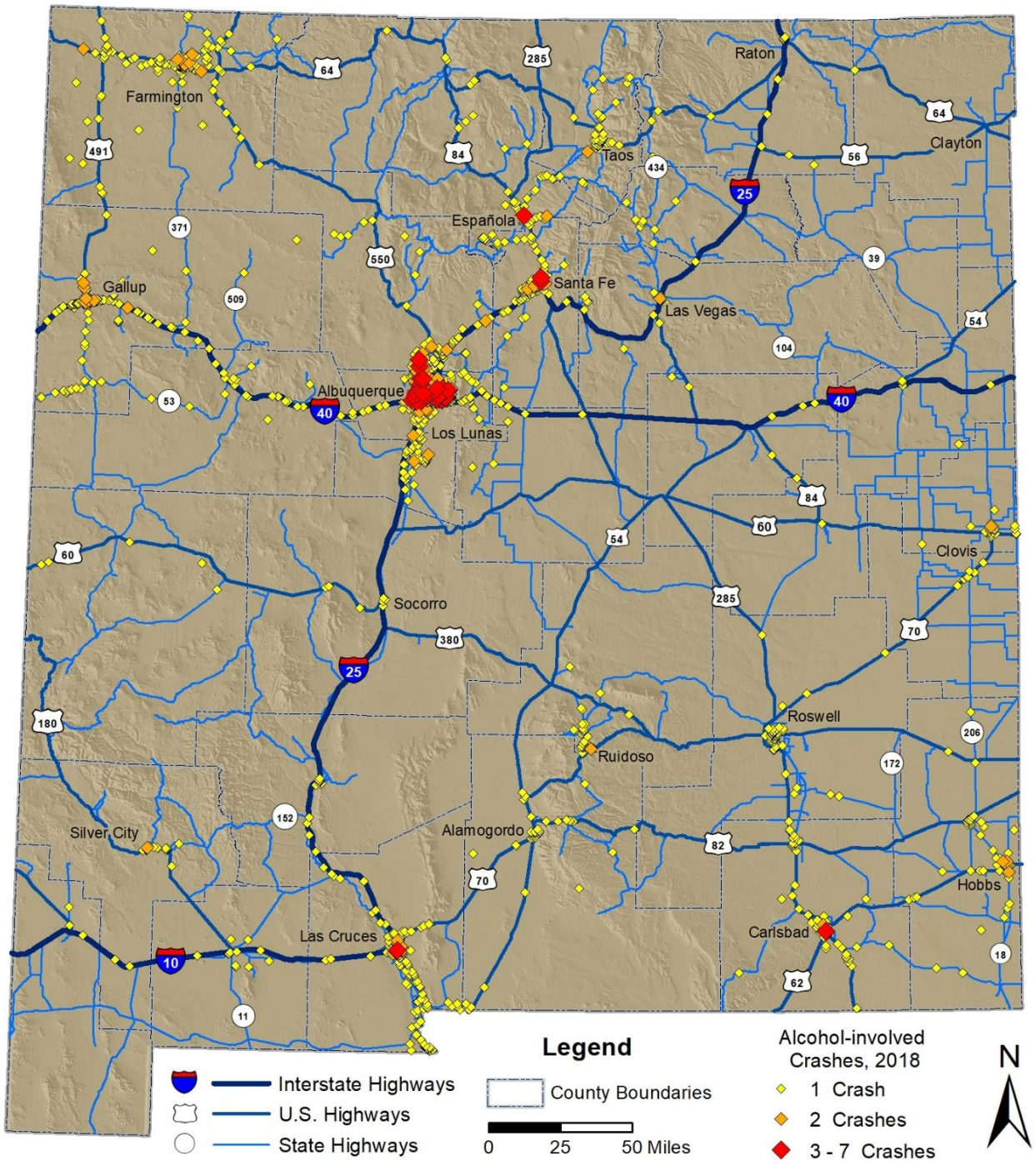
[33] Points on this map represent geocodable crash locations. Each crash point is assigned a color and size according to the number of crashes that occurred at that location.

Map 3: Fatal and Injury Crashes in New Mexico, 2018



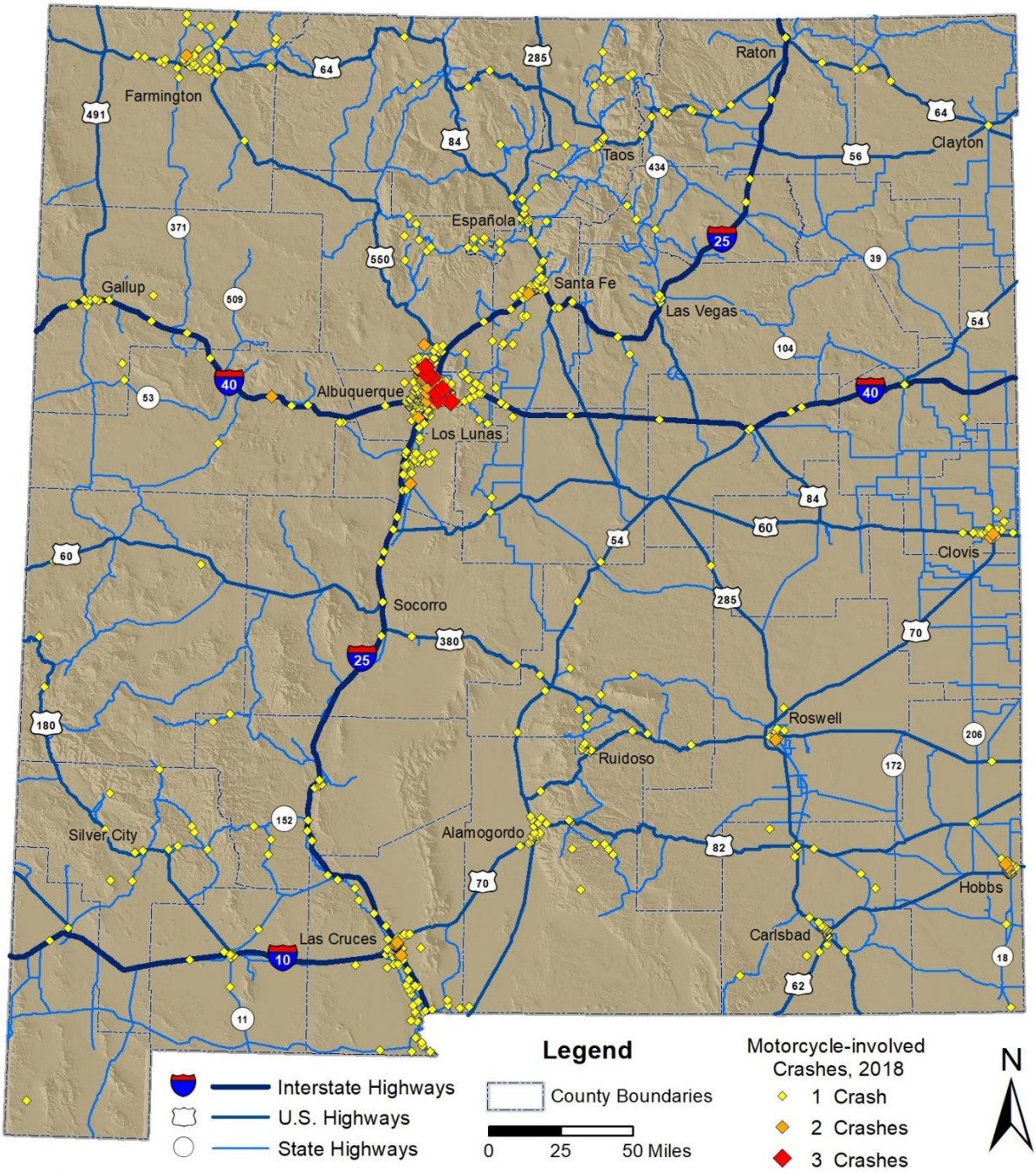
All maps are available in high-resolution color at tru.unm.edu.

Map 4: Alcohol-involved Crashes, 2018



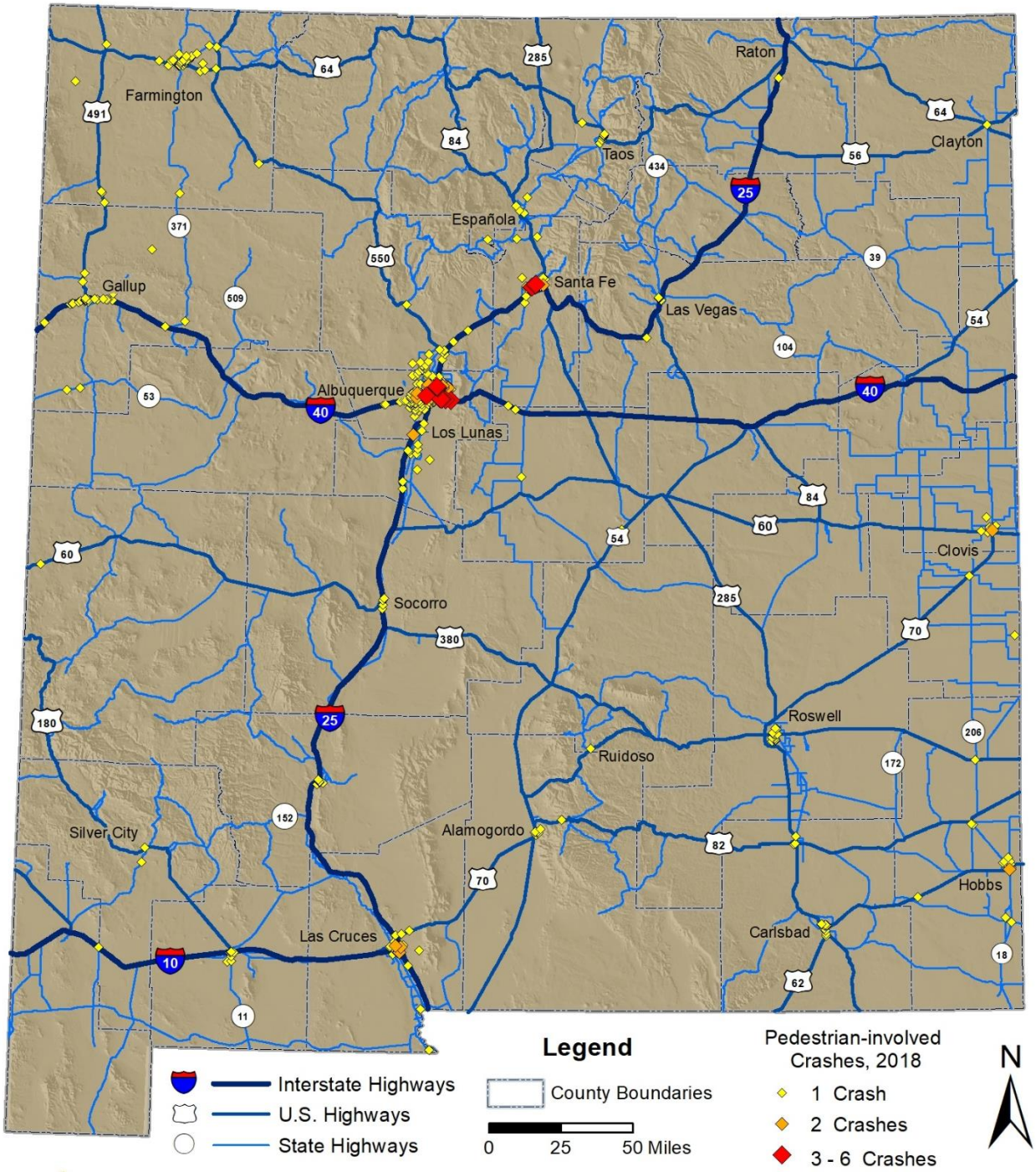
A map of alcohol-involved crashes by county is provided on the last page of this report.
All maps are available in high-resolution color at tru.unm.edu.

Map 5: Motorcycle-involved Crashes, 2018



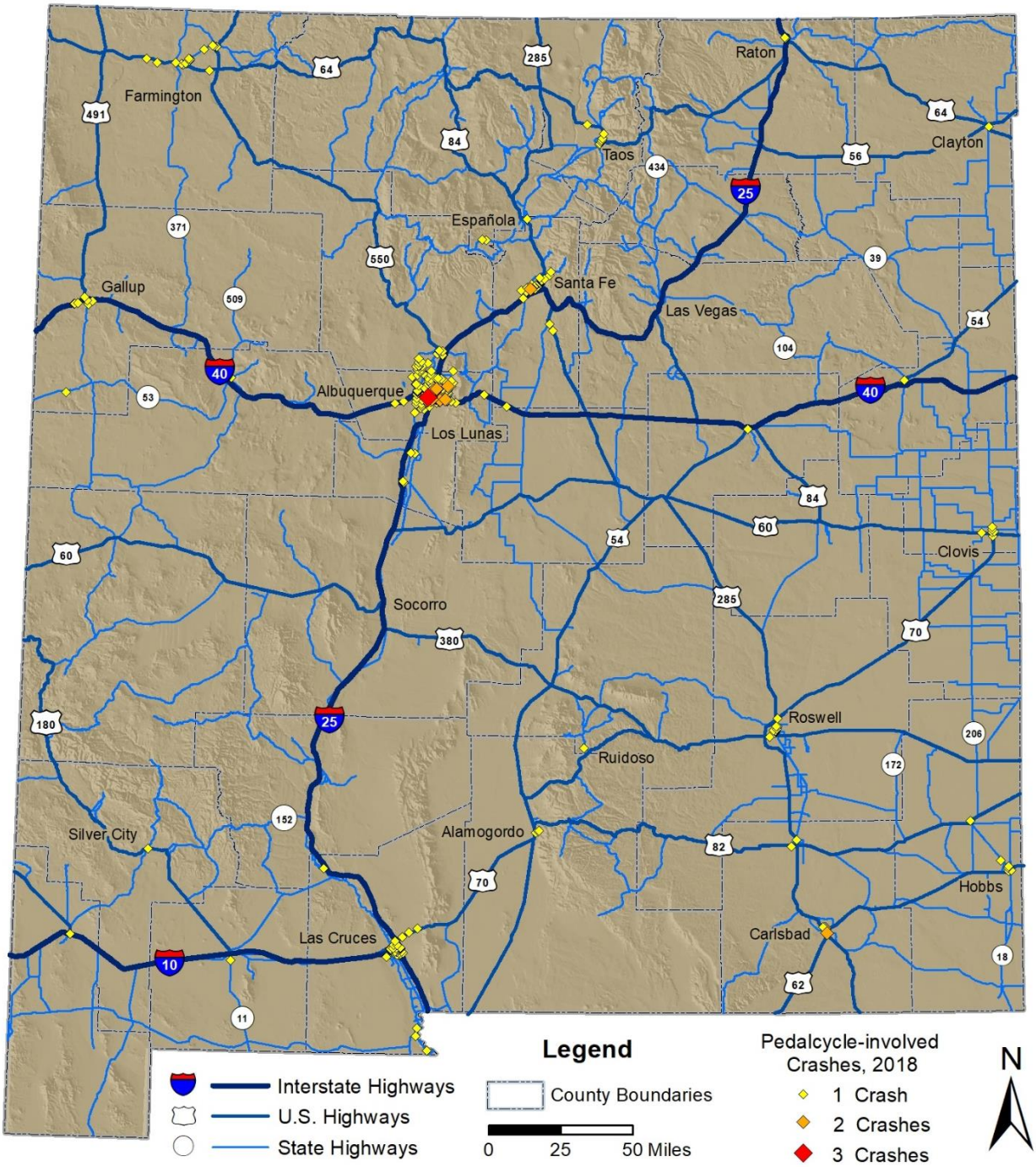
All maps are available in high-resolution color at tru.unm.edu.

Map 6: Pedestrian-involved Crashes, 2018



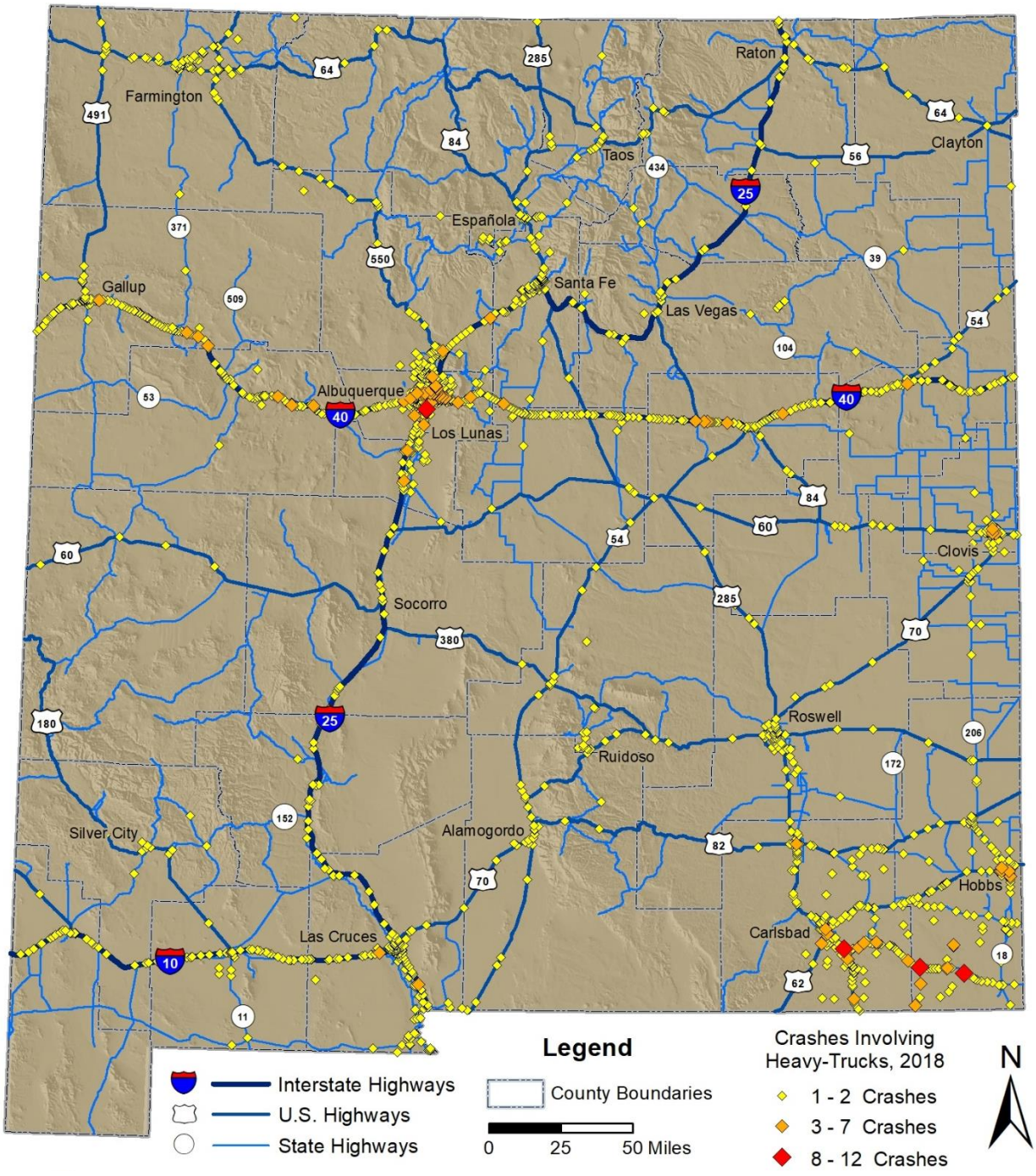
All maps are available in high-resolution color at tru.unm.edu.

Map 7: Pedalcycle-involved Crashes, 2018



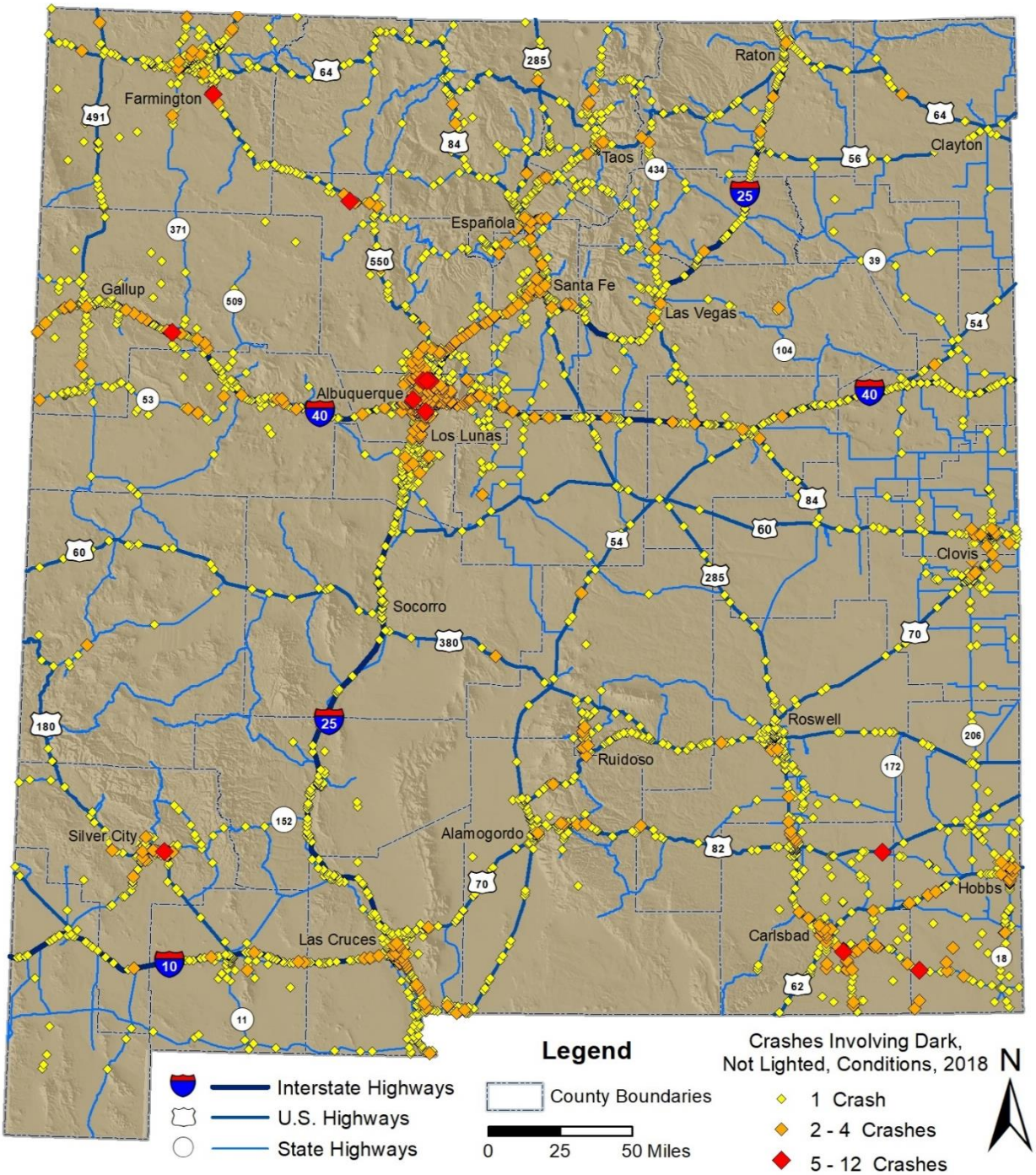
All maps are available in high-resolution color at tru.unm.edu.

Map 8: Crashes Involving Heavy Trucks, 2018



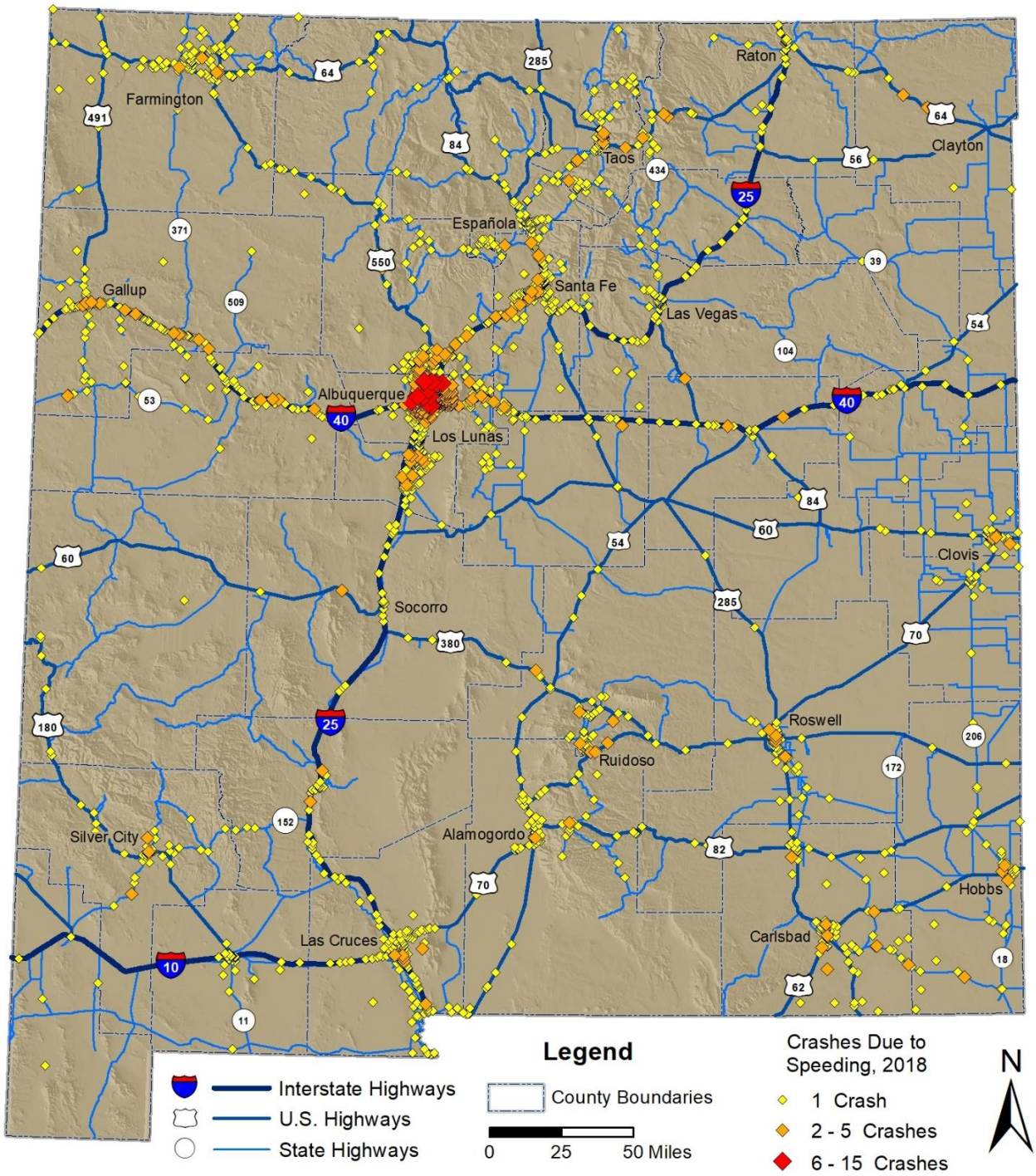
All maps are available in high-resolution color at tru.unm.edu.

Map 9: Crashes in Dark Conditions (Excluding Lighted Areas), 2018



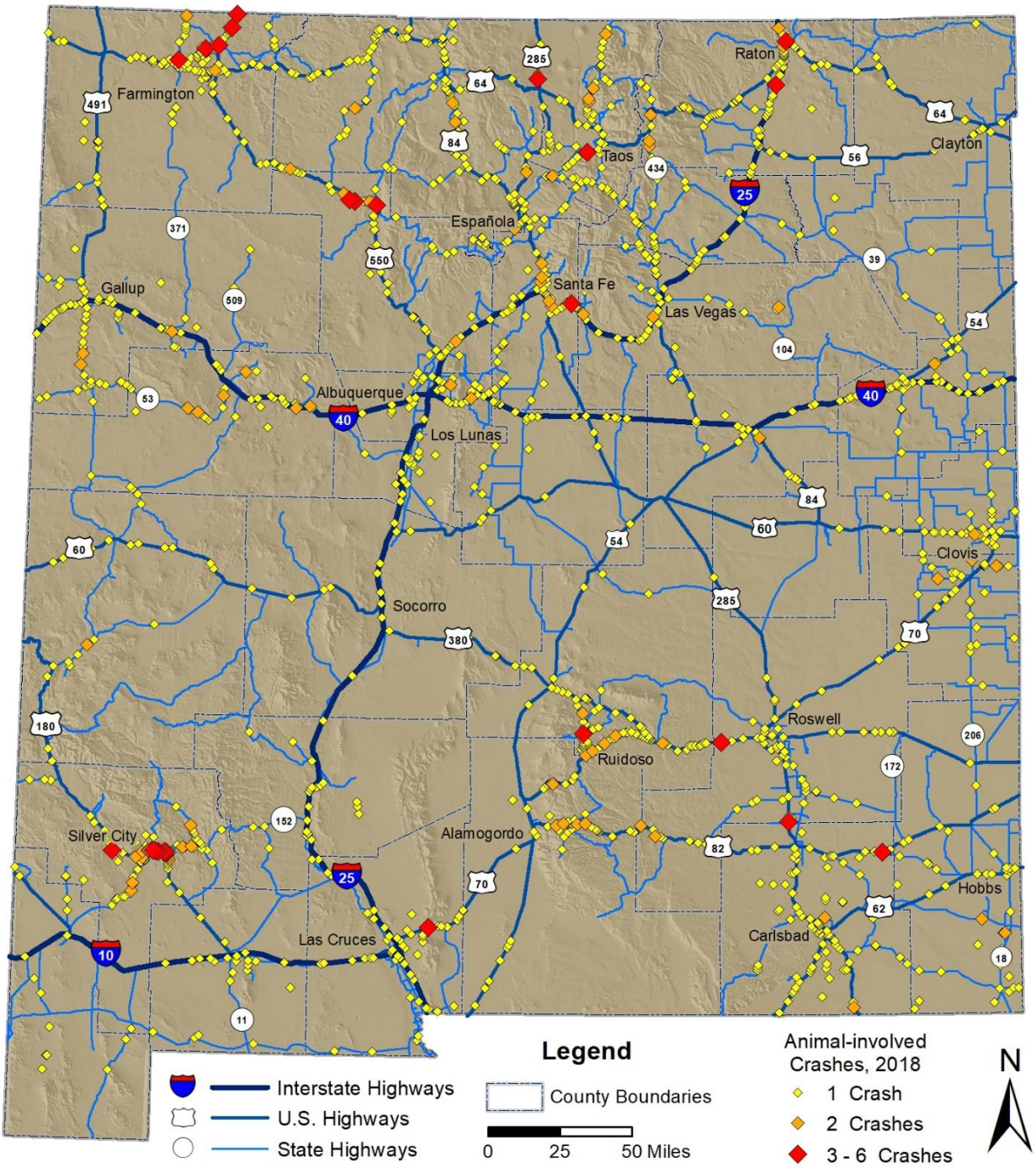
All maps are available in high-resolution color at tru.unm.edu.

Map 10: Crashes Due to Speeding, 2018



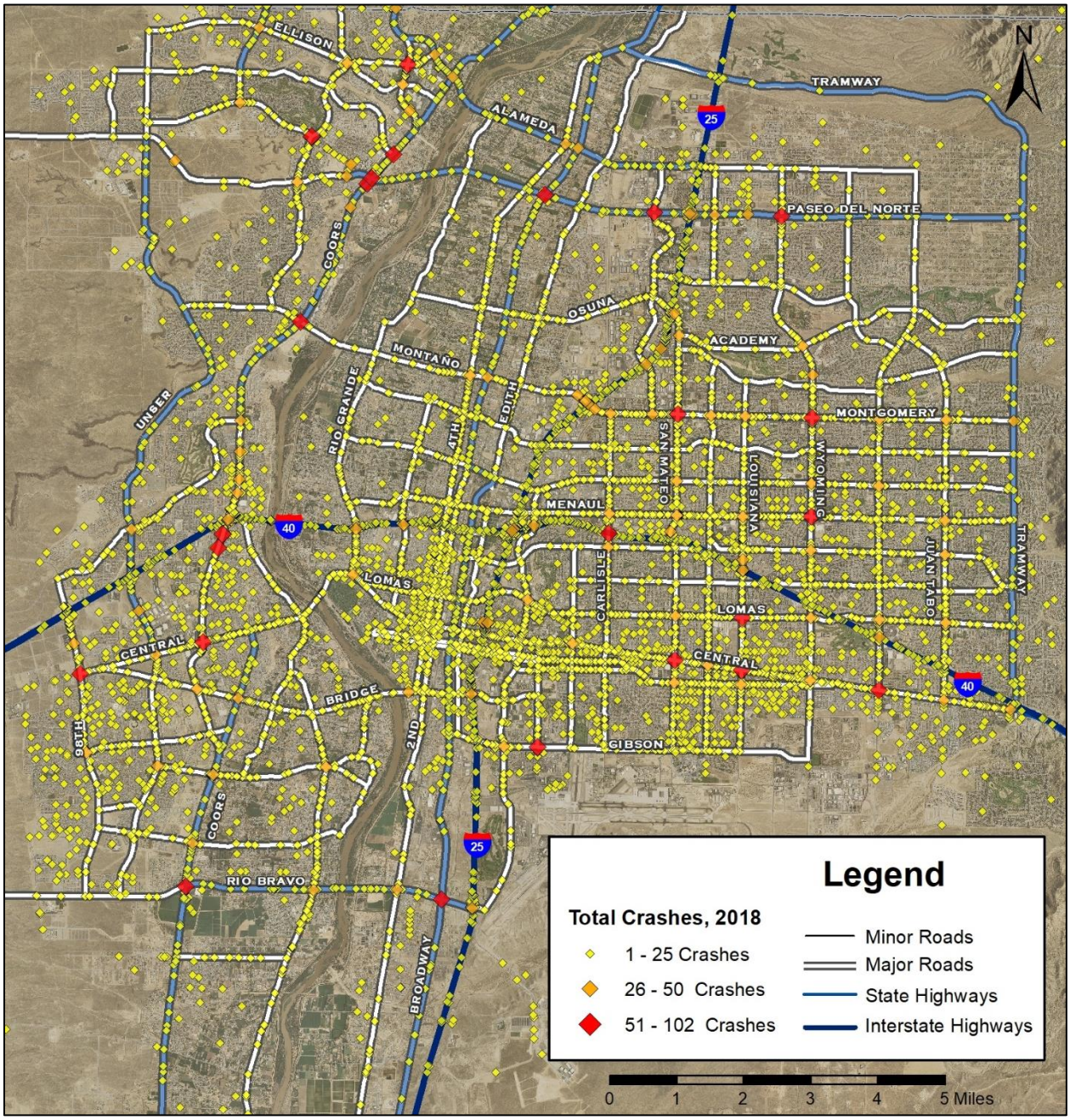
All maps are available in high-resolution color at tru.unm.edu.

Map 11: Animal-involved Crashes, 2018



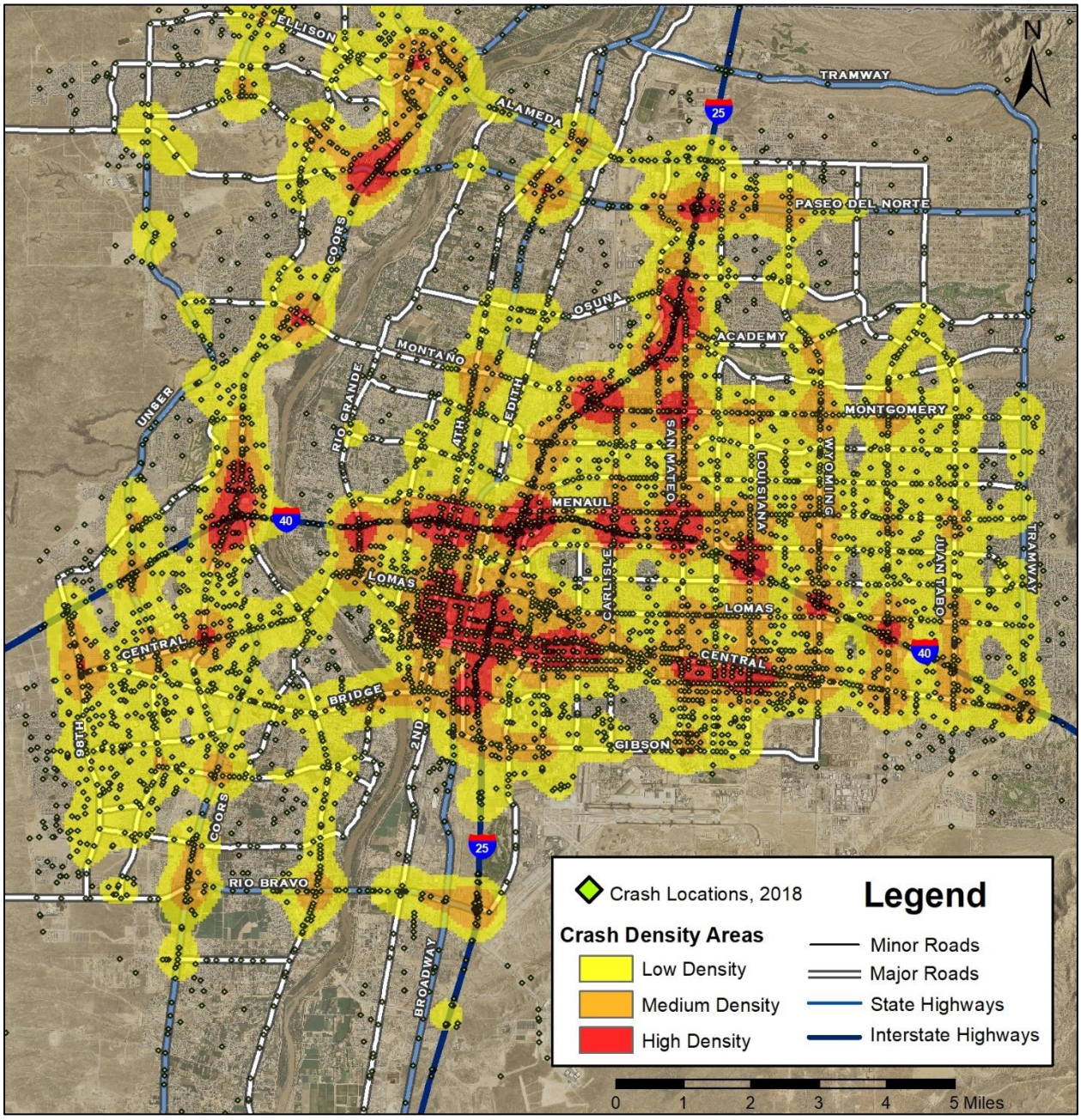
All maps are available in high-resolution color at tru.unm.edu.

Map 12: All Crashes in Albuquerque, New Mexico, 2018



All maps are available in high-resolution color at tru.unm.edu.

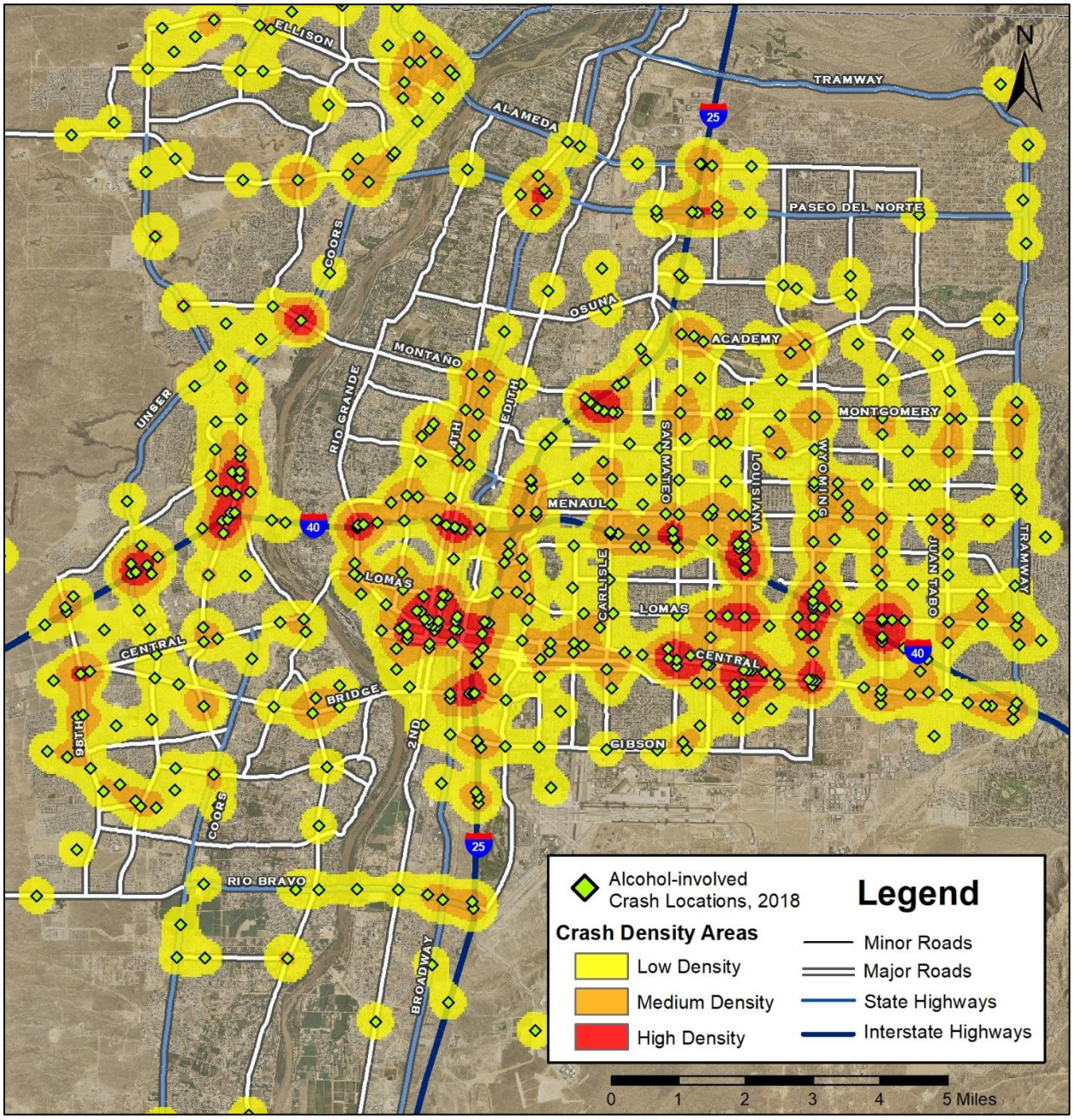
Map 13: Density[34] of All Crashes in Albuquerque, New Mexico, 2018



All maps are available in high-resolution color at tru.unm.edu.

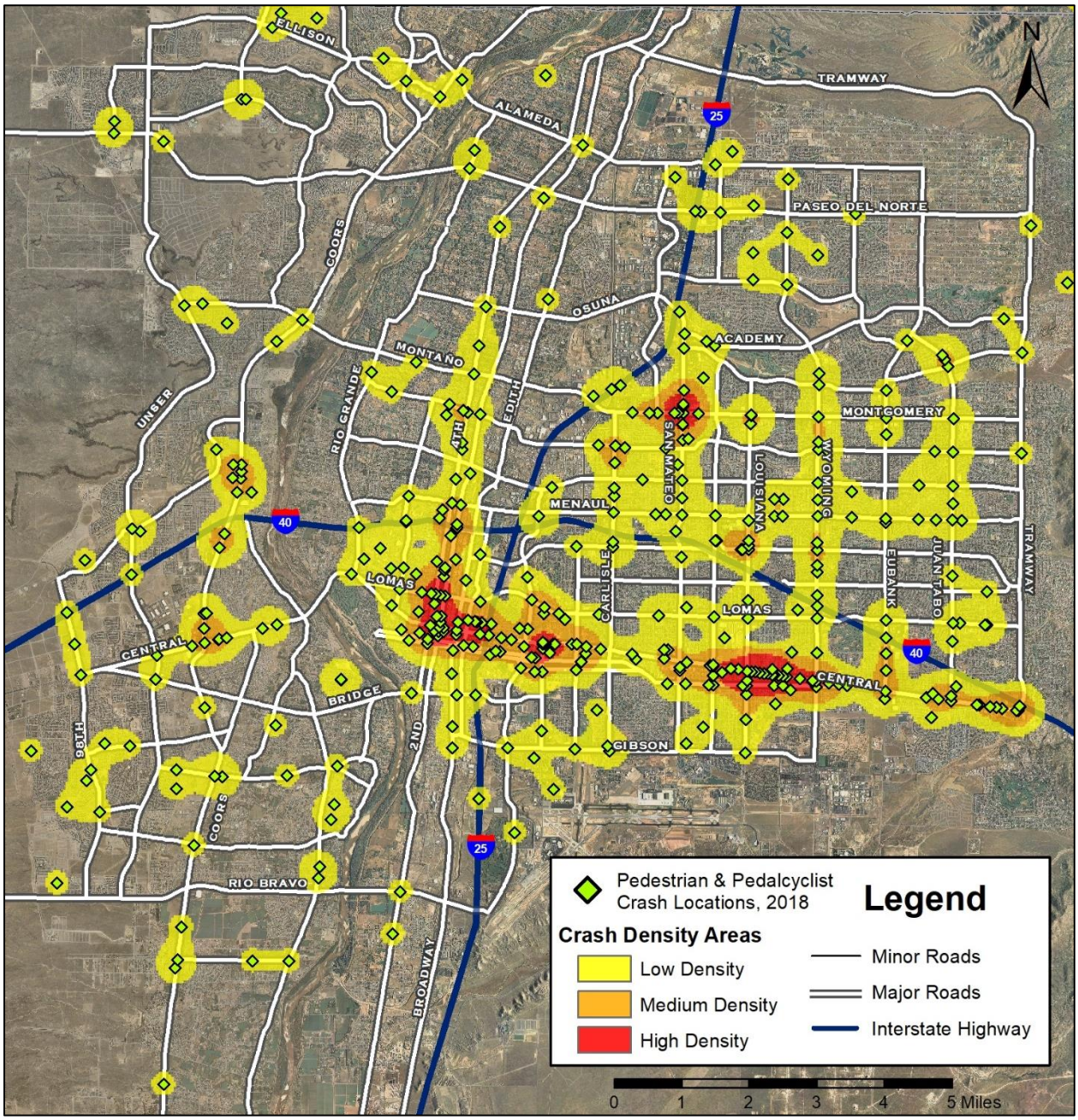
[34] All density maps in this report use a green dot to identify a location with one or more crashes in 2018. Crash density color is calculated using both the number of crashes at that location and the proximity of each location to other crashes.

Map 14: Density of Alcohol-involved Crashes in Albuquerque, New Mexico, 2018



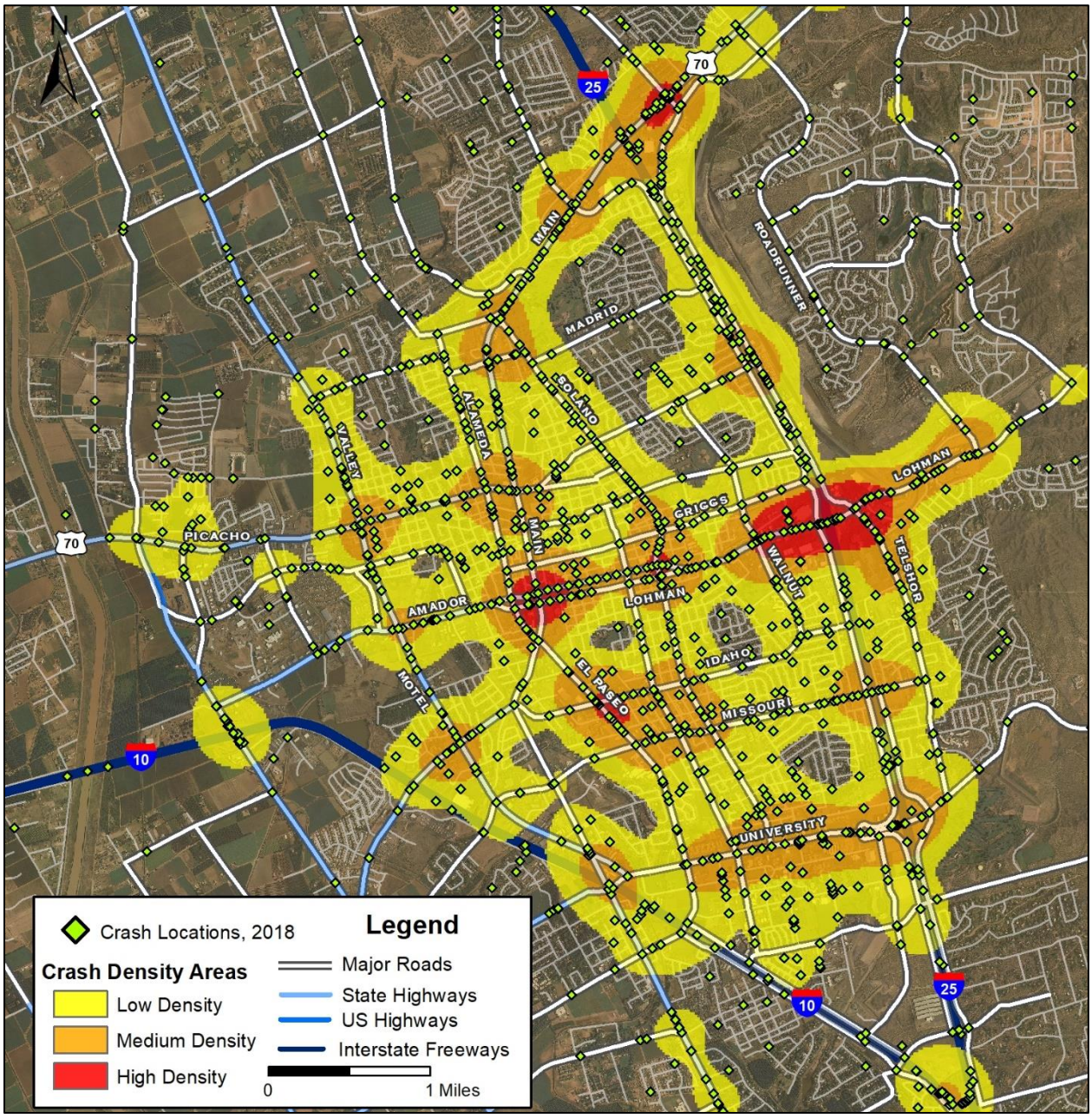
All maps are available in high-resolution color at tru.unm.edu.

Map 15: Density of Pedestrian- and Pedalcycle-involved Crashes
in Albuquerque, New Mexico, 2018



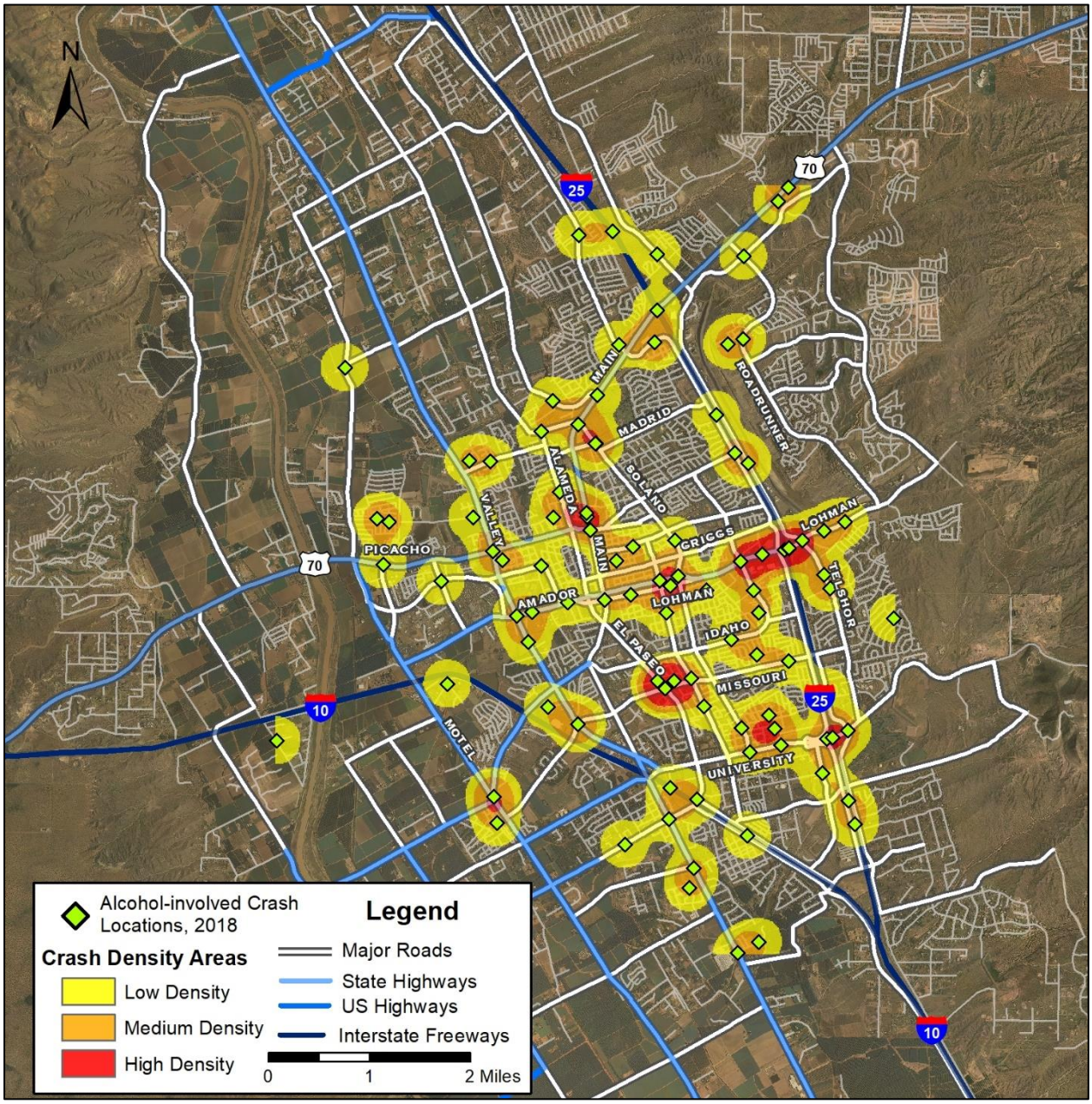
All maps are available in high-resolution color at tru.unm.edu.

Map 16: Density of All Crashes in Las Cruces, New Mexico, 2018



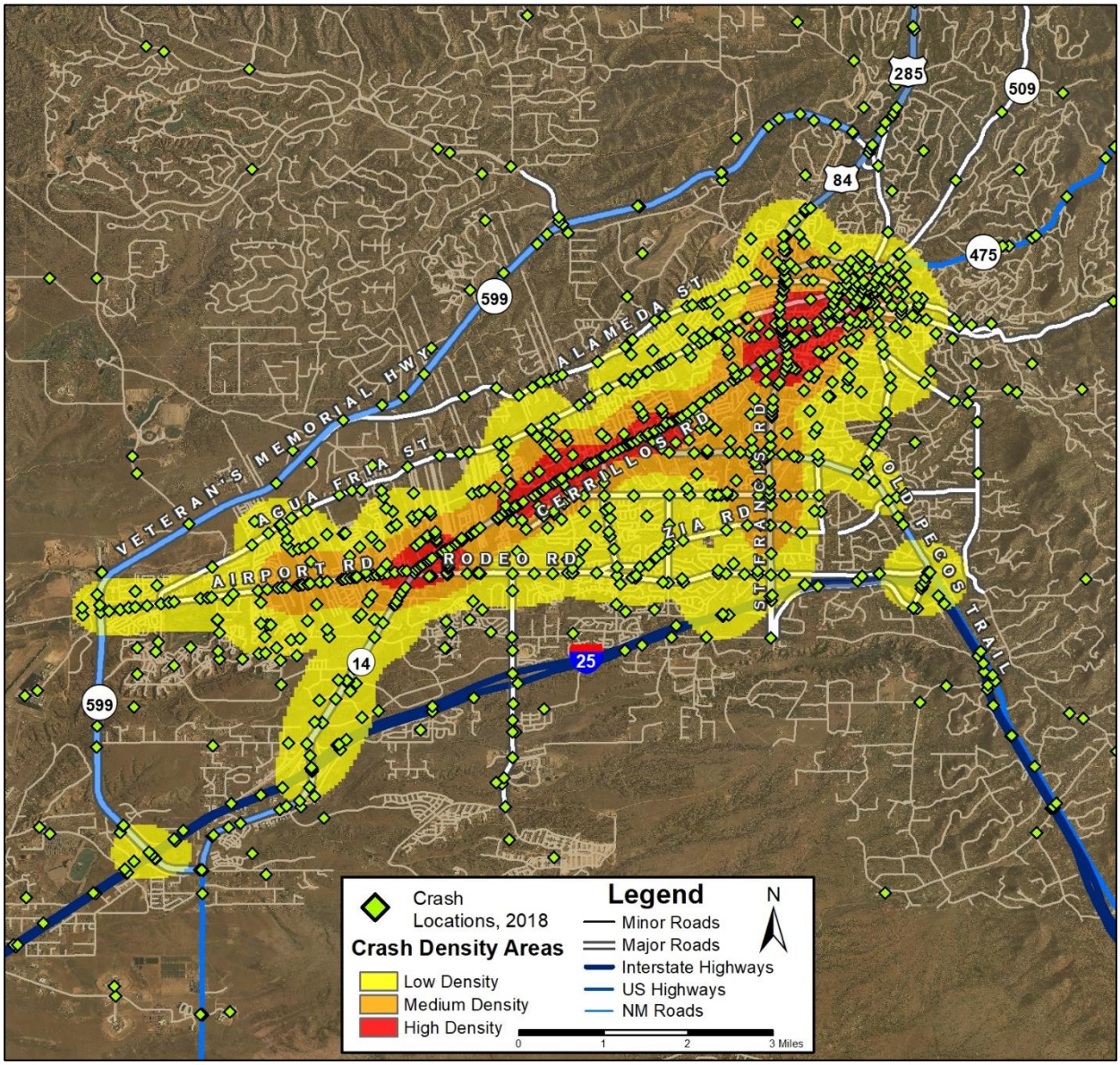
All maps are available in high-resolution color at tru.unm.edu.

Map 17: Density of Alcohol-involved Crashes in Las Cruces, New Mexico, 2018



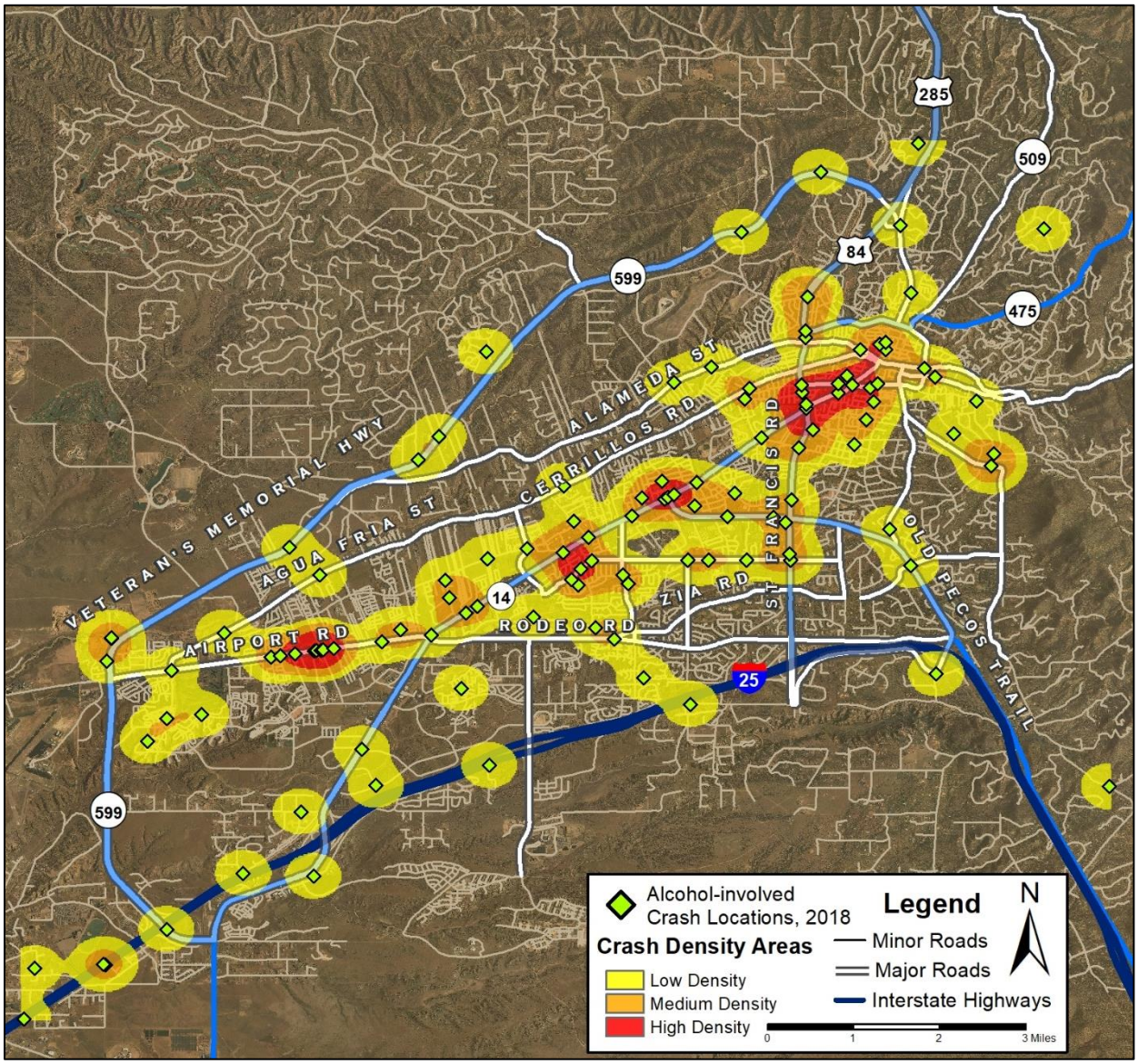
All maps are available in high-resolution color at tru.unm.edu.

Map 18: Density of All Crashes in Santa Fe, New Mexico, 2018



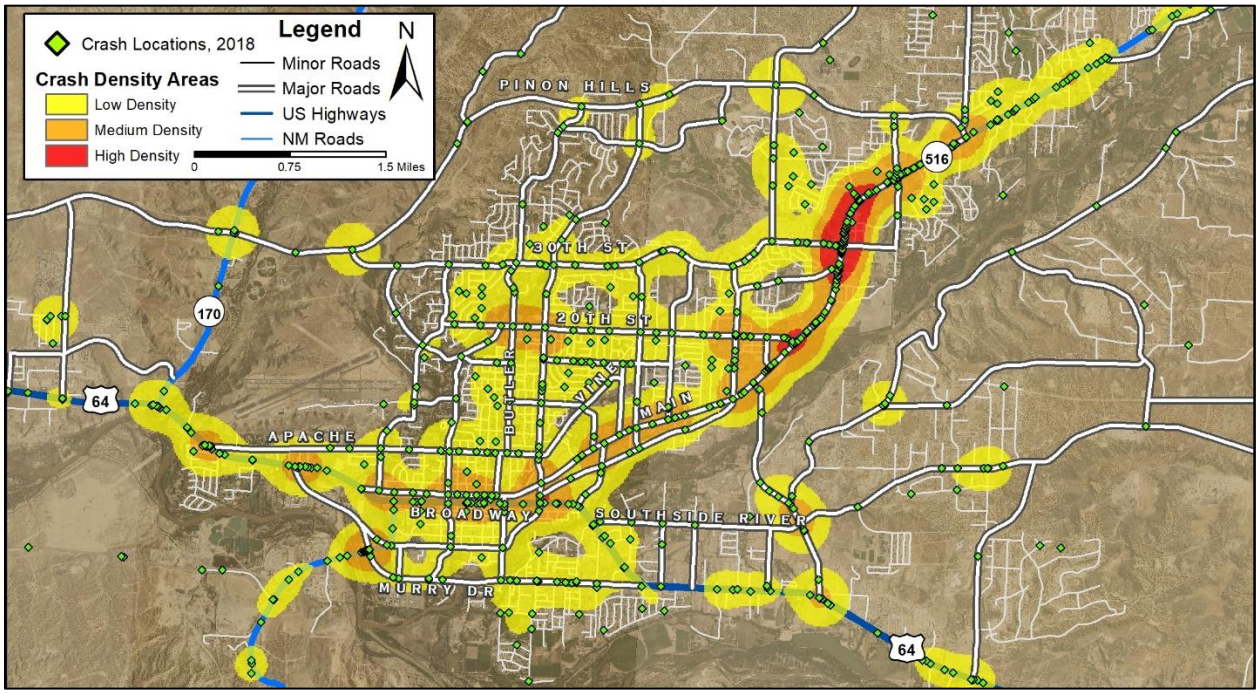
All maps are available in high-resolution color at tru.unm.edu.

Map 19: Density of Alcohol-involved Crashes in Santa Fe, New Mexico, 2018

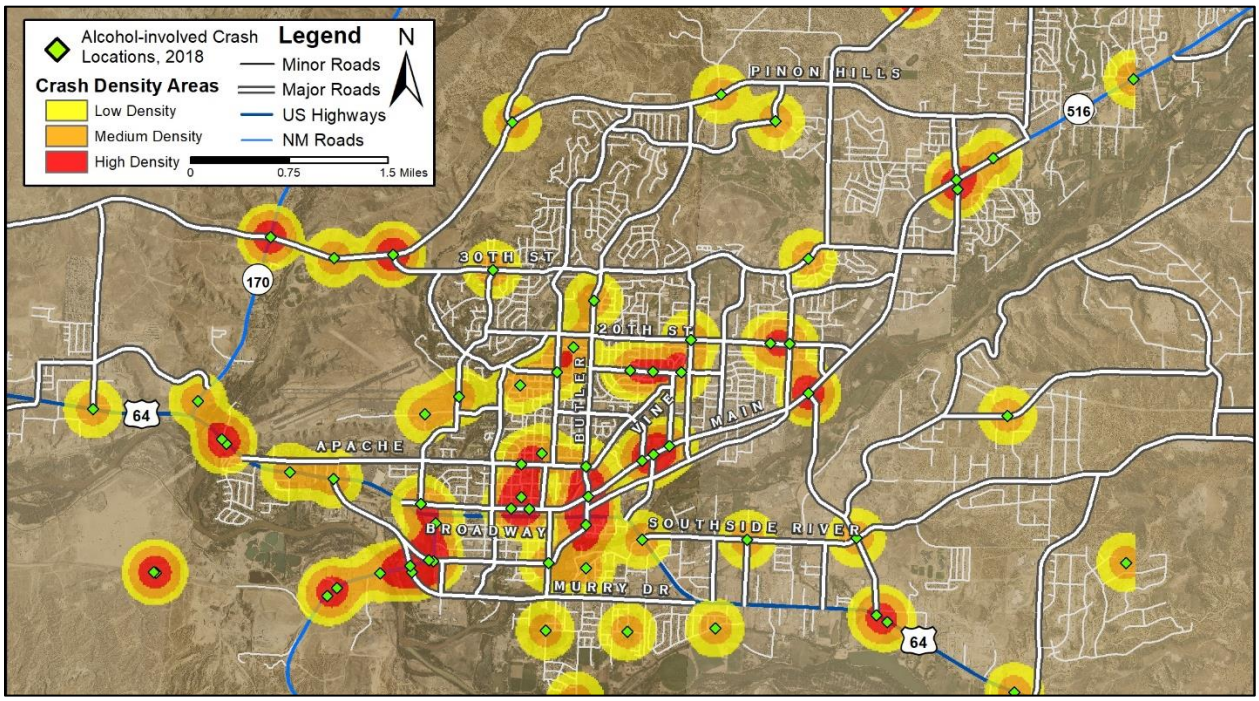


All maps are available in high-resolution color at tru.unm.edu

Map 20: Density of All Crashes in Farmington, New Mexico, 2018

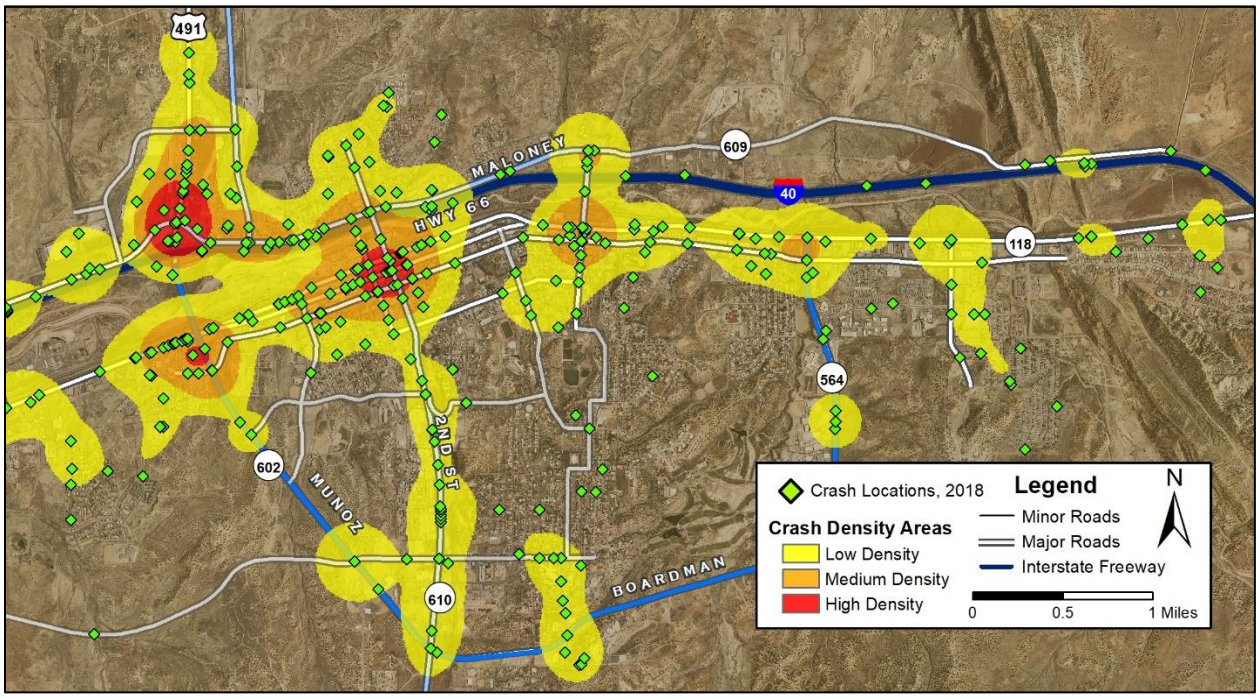


Map 21: Density of Alcohol-involved Crashes in Farmington, New Mexico, 2018

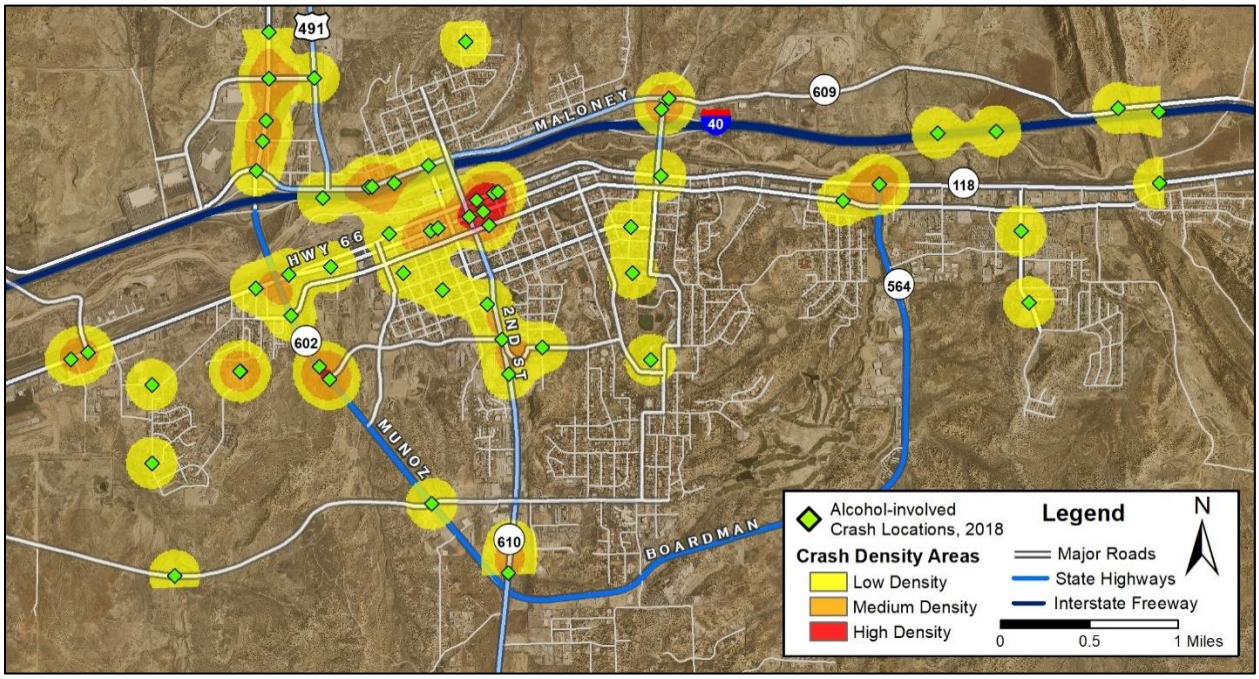


All maps are available in high-resolution color at tru.unm.edu.

Map 22: Density of All Crashes in Gallup, New Mexico, 2018



Map 23: Density of Alcohol-involved Crashes in Gallup, New Mexico, 2018



All maps are available in high-resolution color at tru.unm.edu.

Appendix F – Counties

Appendix Table F-1: Fatalities by County, 2014 - 2018

County	Fatalities					Percent of All 2018 Fatalities	2018 Fatalities per 100M VMT[1]
	2014	2015	2016	2017	2018		
Bernalillo	69	64	100	90	94	24.0%	1.6
Catron	1	0	0	1	6	1.5%	3.8
Chaves	7	13	14	6	15	3.8%	2.2
Cibola	7	11	17	13	6	1.5%	0.7
Colfax	7	4	5	4	5	1.3%	1.5
Curry	4	2	7	4	7	1.8%	1.6
De Baca	0	3	5	0	1	0.3%	0.7
Doña Ana	19	18	24	29	15	3.8%	0.7
Eddy	16	10	7	17	17	4.3%	1.8
Grant	2	3	3	10	1	0.3%	0.2
Guadalupe	7	8	12	9	5	1.3%	0.9
Harding	2	0	2	0	0	0.0%	0.0
Hidalgo	9	3	3	12	1	0.3%	0.3
Lea	31	13	13	16	28	7.1%	2.8
Lincoln	5	1	7	6	4	1.0%	0.8
Los Alamos	2	0	0	0	0	0.0%	0.0
Luna	1	6	12	2	6	1.5%	0.7
McKinley	48	23	22	30	41	10.5%	3.0
Mora	4	2	4	2	1	0.3%	0.6
Otero	13	10	3	6	8	2.0%	1.0
Quay	11	11	4	2	0	0.0%	0.0
Rio Arriba	9	12	11	8	14	3.6%	2.2
Roosevelt	2	5	5	6	2	0.5%	1.0
San Juan	39	31	32	35	33	8.4%	1.7
San Miguel	3	4	7	3	6	1.5%	1.2
Sandoval	14	5	16	17	24	6.1%	1.6
Santa Fe	18	14	23	16	18	4.6%	0.9
Sierra	2	3	3	7	1	0.3%	0.4
Socorro	8	4	16	2	2	0.5%	0.3
Taos	10	2	8	9	9	2.3%	2.2
Torrance	5	8	12	5	14	3.6%	2.3
Union	1	0	1	1	1	0.3%	0.7
Valencia	10	5	7	12	7	1.8%	1.0
Total Fatalities	**386**	**298**	**405**	**380**	**392**	**100.0%**	**1.4**

[1] Rates are shaded such that darker shading identifies higher rates.

Appendix Table F-2: Motorcyclists (Drivers and Passengers) in Crashes, 2018

County	Motorcyclists (Drivers and Passengers) in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People
Bernalillo	19	50	205	79	92	445	36.8%
Catron	2	1	0	2	0	5	0.4%
Chaves	1	0	10	4	4	19	1.6%
Cibola	2	0	3	0	3	8	0.7%
Colfax	0	6	5	4	2	17	1.4%
Curry	0	8	10	4	13	35	2.9%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	2	16	58	14	35	125	10.3%
Eddy	4	3	24	10	6	47	3.9%
Grant	0	3	4	5	4	16	1.3%
Guadalupe	0	3	1	1	1	6	0.5%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	0	1	2	0	3	0.2%
Lea	2	0	23	3	11	39	3.2%
Lincoln	0	4	15	1	6	26	2.1%
Los Alamos	0	2	0	2	2	6	0.5%
Luna	0	1	6	1	1	9	0.7%
McKinley	1	2	6	5	4	18	1.5%
Mora	0	2	5	0	0	7	0.6%
Otero	0	5	20	8	10	43	3.6%
Quay	0	1	1	0	0	2	0.2%
Rio Arriba	1	5	8	3	3	20	1.7%
Roosevelt	0	0	0	0	0	0	0.0%
San Juan	2	4	31	10	5	52	4.3%
San Miguel	0	0	5	2	2	9	0.7%
Sandoval	3	8	28	26	8	73	6.0%
Santa Fe	2	4	29	17	16	68	5.6%
Sierra	0	3	6	2	6	17	1.4%
Socorro	2	1	3	1	3	10	0.8%
Taos	3	2	4	5	10	24	2.0%
Torrance	1	0	3	0	1	5	0.4%
Union	1	1	0	2	2	6	0.5%
Valencia	1	6	26	6	11	50	4.1%
Missing Data	0	0	0	0	0	0	0.0%
Total People	**49**	**141**	**540**	**219**	**261**	**1,210**	**100%**

Appendix Table F-3: Severity of Injuries to Pedestrians in Crashes by County, 2018

County	Pedestrians in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People
Bernalillo	38	48	118	103	42	349	53.6%
Catron	1	0	0	0	0	1	0.2%
Chaves	1	1	3	4	3	12	1.8%
Cibola	0	1	0	0	0	1	0.2%
Colfax	2	0	0	0	0	2	0.3%
Curry	1	1	4	4	1	11	1.7%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	3	5	15	13	2	38	5.8%
Eddy	0	2	5	8	2	17	2.6%
Grant	0	0	1	2	0	3	0.5%
Guadalupe	0	0	0	0	0	0	0.0%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	1	0	0	0	1	0.2%
Lea	2	2	9	6	2	21	3.2%
Lincoln	0	0	0	0	1	1	0.2%
Los Alamos	0	0	1	0	0	1	0.2%
Luna	1	0	4	2	2	9	1.4%
McKinley	8	10	6	5	1	30	4.6%
Mora	0	0	0	0	0	0	0.0%
Otero	1	1	3	4	0	9	1.4%
Quay	0	0	0	0	0	0	0.0%
Rio Arriba	2	1	1	0	0	4	0.6%
Roosevelt	1	0	1	0	0	2	0.3%
San Juan	8	6	11	13	3	41	6.3%
San Miguel	1	0	0	2	2	5	0.8%
Sandoval	4	2	10	2	3	21	3.2%
Santa Fe	6	5	16	11	3	41	6.3%
Sierra	1	0	2	2	0	5	0.8%
Socorro	0	1	0	3	0	4	0.6%
Taos	1	3	3	1	0	8	1.2%
Torrance	1	0	2	0	0	3	0.5%
Union	0	0	1	0	0	1	0.2%
Valencia	1	2	2	3	2	10	1.5%
Missing Data	0	0	0	0	0	0	0.0%
Total	**84**	**92**	**218**	**188**	**69**	**651**	**100%**

Appendix Table F-4: Animal-involved Crashes by County, 2014 - 2018

County	Animal-involved Crashes					Percent of All 2018 Animal-involved Crashes	2018 Vehicle Miles Traveled (100M VMT)	2018 Animal-involved Crashes per 100M VMT[2]
	2014	2015	2016	2017	2018			
Bernalillo	31	29	37	41	42	2.2%	58.41	0.7
Catron	4	11	32	27	25	1.3%	1.59	15.7
Chaves	52	67	58	65	74	3.8%	6.84	10.8
Cibola	26	23	61	42	48	2.5%	8.11	5.9
Colfax	93	84	88	111	113	5.9%	3.41	33.1
Curry	14	29	26	45	35	1.8%	4.37	8.0
De Baca	13	5	14	12	5	0.3%	1.50	3.3
Doña Ana	16	36	33	26	62	3.2%	21.43	2.9
Eddy	100	109	109	109	110	5.7%	9.52	11.6
Grant	134	140	138	160	178	9.2%	4.18	42.6
Guadalupe	11	11	21	19	22	1.1%	5.33	4.1
Harding	1	1	4	7	8	0.4%	0.20	40.1
Hidalgo	14	21	9	16	14	0.7%	3.12	4.5
Lea	56	63	72	58	49	2.5%	9.94	4.9
Lincoln	96	122	108	126	115	6.0%	5.27	21.8
Los Alamos	9	7	2	6	8	0.4%	1.56	5.1
Luna	9	28	28	20	25	1.3%	8.41	3.0
McKinley	72	58	52	65	85	4.4%	13.85	6.1
Mora	18	16	25	35	27	1.4%	1.70	15.9
Otero	73	69	90	72	74	3.8%	7.99	9.3
Quay	24	20	23	33	48	2.5%	4.76	10.1
Rio Arriba	121	102	133	128	155	8.0%	6.45	24.0
Roosevelt	29	40	41	48	44	2.3%	2.05	21.4
San Juan	136	145	151	184	157	8.1%	19.33	8.1
San Miguel	53	33	47	49	49	2.5%	4.85	10.1
Sandoval	59	42	63	78	81	4.2%	15.43	5.3
Santa Fe	64	66	50	91	102	5.3%	20.17	5.1
Sierra	6	23	21	25	23	1.2%	2.38	9.7
Socorro	31	34	34	26	18	0.9%	6.24	2.9
Taos	19	24	19	76	74	3.8%	4.11	18.0
Torrance	9	20	19	19	25	1.3%	6.21	4.0
Union	4	15	15	15	14	0.7%	1.45	9.6
Valencia	6	17	14	15	19	1.0%	6.67	2.8
Missing Data[1]	1	0	0	0	0	0.0%	-3.96	-
Total	**1,404**	**1,510**	**1,637**	**1,849**	**1,928**	**100%**	**272.88**	**7.1**

[1] VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

[2] Rates are shaded such that darker shading identifies higher rates.

Appendix – Counties

Appendix Table F-5: New Mexico Population by County, 2014 - 2018

County	New Mexico Population (Revised U.S. Census)[1]				
	2014	2015	2016	2017	2018
Bernalillo	676,229	676,678	678,165	678,686	678,701
Catron	3,550	3,480	3,522	3,567	3,578
Chaves	65,880	65,878	65,697	65,153	64,689
Cibola	27,158	27,047	27,043	26,895	26,746
Colfax	12,718	12,449	12,280	12,206	12,110
Curry	51,115	50,299	50,303	49,842	49,437
De Baca	1,859	1,871	1,833	1,813	1,781
Doña Ana	214,084	214,151	214,748	216,186	217,522
Eddy	56,690	57,724	57,667	57,205	57,900
Grant	28,863	28,361	28,043	27,692	27,346
Guadalupe	4,443	4,351	4,368	4,409	4,341
Harding	693	719	687	687	655
Hidalgo	4,549	4,436	4,326	4,305	4,240
Lea	70,211	71,496	70,254	69,057	69,611
Lincoln	19,605	19,365	19,399	19,483	19,556
Los Alamos	17,807	17,830	18,239	18,804	19,101
Luna	24,448	24,382	24,379	24,148	23,963
McKinley	72,807	73,461	73,106	72,574	72,290
Mora	4,616	4,613	4,539	4,542	4,506
Otero	65,362	64,739	65,644	66,198	66,781
Quay	8,466	8,446	8,390	8,310	8,253
Rio Arriba	39,739	39,364	39,233	39,191	39,006
Roosevelt	19,656	19,140	19,143	18,905	18,743
San Juan	129,094	128,261	127,973	126,902	125,043
San Miguel	28,505	28,233	28,058	27,782	27,591
Sandoval	137,039	138,531	140,471	142,624	145,179
Santa Fe	147,819	148,206	148,888	149,617	150,056
Sierra	11,267	11,235	11,113	11,090	10,968
Socorro	17,267	17,146	16,967	16,885	16,735
Taos	32,971	32,814	32,960	32,862	32,835
Torrance	15,669	15,608	15,515	15,593	15,591
Union	4,248	4,166	4,154	4,188	4,118
Valencia	75,915	75,731	75,682	75,994	76,456
Statewide	**2,090,342**	**2,090,211**	**2,092,789**	**2,093,395**	**2,095,428**

[1] Each year, the U.S. Census publishes revisions to previous population estimates. Therefore, rates based on population in this publication are not comparable to rates published in prior years. See Sources section for more information.

Appendix Table F-6: Crash Rates by County, 2014 - 2018

County	Crashes per 10,000 Population[1,2]				
	2014	2015	2016	2017	2018
Guadalupe	356	427	506	447	585
Eddy	276	275	243	268	338
Colfax	241	228	268	277	306
Bernalillo	268	289	287	293	289
Quay	174	259	178	225	282
Harding	58	83	204	204	260
Lincoln	209	278	235	247	255
Lea	198	143	143	152	253
Mora	238	232	247	216	246
Hidalgo	191	246	194	200	231
Statewide	**195**	**217**	**215**	**219**	**223**
Santa Fe	191	216	213	234	217
Grant	217	213	197	200	211
Chaves	184	210	209	201	207
Curry	142	203	194	196	206
Doña Ana	176	199	202	199	203
Sierra	75	182	170	204	199
Taos	99	109	117	193	197
Rio Arriba	151	174	219	193	193
De Baca	247	257	289	232	185
Luna	172	174	174	166	185
McKinley	172	184	179	172	175
Union	151	161	253	172	175
Catron	37	106	170	154	168
San Miguel	172	202	191	186	166
Cibola	129	152	189	166	161
Socorro	158	178	170	136	156
Torrance	139	201	146	145	155
San Juan	139	166	154	151	154
Sandoval	104	122	137	147	148
Valencia	87	148	155	149	134
Otero	134	152	145	150	130
Roosevelt	137	185	161	138	117
Los Alamos	33	70	69	72	78

[1] Rates are calculated by dividing the number of crashes (or fatalities) by the county's population, and then multipling by 10,000.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table F-7: Fatality Rates by County, 2014 - 2018

County	Fatalities per 10,000 Population[1,2]				
	2014	2015	2016	2017	2018
Catron	2.82	0.00	0.00	2.80	16.77
Guadalupe	15.76	18.39	27.47	20.41	11.52
Torrance	3.19	5.13	7.73	3.21	8.98
McKinley	6.59	3.13	3.01	4.13	5.67
De Baca	0.00	16.03	27.28	0.00	5.61
Colfax	5.50	3.21	4.07	3.28	4.13
Lea	4.42	1.82	1.85	2.32	4.02
Rio Arriba	2.26	3.05	2.80	2.04	3.59
Eddy	2.82	1.73	1.21	2.97	2.94
Taos	3.03	0.61	2.43	2.74	2.74
San Juan	3.02	2.42	2.50	2.76	2.64
Luna	0.41	2.46	4.92	0.83	2.50
Union	2.35	0.00	2.41	2.39	2.43
Hidalgo	19.78	6.76	6.93	27.87	2.36
Chaves	1.06	1.97	2.13	0.92	2.32
Cibola	2.58	4.07	6.29	4.83	2.24
Mora	8.67	4.34	8.81	4.40	2.22
San Miguel	1.05	1.42	2.49	1.08	2.17
Lincoln	2.55	0.52	3.61	3.08	2.05
Statewide	**1.85**	**1.43**	**1.94**	**1.82**	**1.87**
Sandoval	1.02	0.36	1.14	1.19	1.65
Curry	0.78	0.40	1.39	0.80	1.42
Bernalillo	1.02	0.95	1.47	1.33	1.38
Santa Fe	1.22	0.94	1.54	1.07	1.20
Otero	1.99	1.54	0.46	0.91	1.20
Socorro	4.63	2.33	9.43	1.18	1.20
Roosevelt	1.02	2.61	2.61	3.17	1.07
Valencia	1.32	0.66	0.92	1.58	0.92
Sierra	1.78	2.67	2.70	6.31	0.91
Doña Ana	0.89	0.84	1.12	1.34	0.69
Grant	0.69	1.06	1.07	3.61	0.37
Harding	28.86	0.00	29.11	0.00	0.00
Los Alamos	1.12	0.00	0.00	0.00	0.00
Quay	12.99	13.02	4.77	2.41	0.00

[1] Rates are calculated by dividing the number of crashes (or fatalities) by the county's population, and then multipling by 10,000.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table F-8: Alcohol-involved Crash Rates by County, 2014 - 2018

County	Alcohol-involved Crashes per 10,000 Population[1,2]				
	2014	2015	2016	2017	2018
McKinley	24.3	24.5	21.2	23.3	21.9
Mora	8.7	23.8	17.6	8.8	20.0
Lincoln	13.3	19.1	10.8	15.9	15.3
Eddy	13.2	11.1	8.8	9.4	14.7
Catron	5.6	0.0	0.0	5.6	14.0
Guadalupe	6.8	6.9	18.3	9.1	13.8
Taos	6.7	4.9	5.2	10.3	13.7
San Juan	14.3	14.1	12.7	13.3	12.9
Rio Arriba	10.6	14.7	16.1	12.5	12.6
Cibola	9.2	13.3	16.6	14.9	11.6
Colfax	9.4	13.7	17.1	6.6	11.6
De Baca	26.9	10.7	21.8	22.1	11.2
Santa Fe	11.6	10.9	12.0	11.5	11.1
Lea	9.8	7.0	5.6	5.4	11.1
Sierra	7.1	11.6	10.8	16.2	10.9
Statewide	**9.8**	**10.2**	**9.9**	**9.8**	**10.0**
Bernalillo	9.4	10.0	10.2	9.8	9.8
Doña Ana	8.9	9.1	8.1	9.1	9.2
Chaves	9.6	8.5	6.2	7.2	8.7
Sandoval	6.5	6.8	7.8	8.0	8.6
Hidalgo	6.6	18.0	16.2	4.6	7.1
Grant	12.8	11.3	11.1	6.1	6.9
Otero	6.7	7.4	7.2	6.3	6.3
San Miguel	9.5	11.3	9.6	10.8	6.2
Curry	5.3	7.4	7.2	6.2	5.5
Luna	6.5	4.9	7.8	6.6	5.4
Valencia	4.5	7.7	7.4	7.0	5.4
Quay	9.4	8.3	8.3	8.4	4.8
Socorro	7.5	9.9	8.8	8.9	4.8
Roosevelt	4.6	8.4	6.3	2.6	3.7
Los Alamos	1.1	1.7	3.3	2.7	3.7
Torrance	7.7	7.7	4.5	5.1	3.2
Union	9.4	4.8	9.6	4.8	2.4
Harding	0.0	13.9	0.0	14.6	0.0

[1] Rates are calculated by dividing the number of crashes (or fatalities) by the county's population, and then multipling by 10,000.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Sources

Economic Impact Estimates – American Association of State Highway and Transportation Officials Highway Safety Manual (AASHTO HSM), First Edition, Volume 1, 2010, Appendix 4A, Pages 4-84 to 4-88. HSM cost-estimate calculations are based on the Crash Cost Estimates by Maximum Police-Reported Injury Severity Within Selected Crash Geometries, FHWA-HRT-05-051: October 2005.

Licensed Drivers – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), 2014 – 2018. April data for 2015; July data for all other years.

National Crash and Rate Data

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- U.S. Department of Transportation, National Highway Traffic Safety Administration. Motor Vehicle Crash Data Querying and Reporting, Motor Vehicle Crashes. Fatal Motor Vehicle Crashes. Released October 23, 2019. Report generated Nov. 12, 2019. https://cdan.dot.gov/query
- U.S. Department of Transportation, National Highway Traffic Safety Administration. National Center for Statistics and Analysis. Motorcycles: 2017 Data (Updated, Traffic Safety Facts). August 2019. Accessed Nov. 15, 2019. National data on 2018 motorcycle crashes were not available at press time. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812785
- U.S. Department of Transportation, National Highway Traffic Safety Administration. Traffic Safety Facts Annual Report Tables, National Statistics. April 23, 2019. Accessed Nov. 15, 2019. https://cdan.nhtsa.gov/tsftables/tsfar.htm

New Mexico Crash Data – 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 (UNM-GPS), Traffic Research Unit.

Sources

Note on crash-related fatalities: Driver, pedestrian and pedalcyclist fatalities are identified as alcohol involved or drug involved if they are identified as such in the NMDOT Traffic Records Program Fatallog database, which contains data supplied by the Office of the Medical Investigator for crash-related fatalities.

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.

New Mexico Population – U.S. Census Bureau, Population Division. Annual Estimates of the Resident Population: April 1, 2010, to July 1, 2018. Release dates: For counties, April 2019 (PEP_2018_PEPANNRES). For cities and towns (incorporated places and minor civil divisions), May 2019 (SUB-EST2018_35). For 2010 population only: New Mexico: 2010 Population and Housing Counts, released September 2012 (https://www2.census.gov/library/publications/decennial/2010/cph-2/cph-2-33.pdf).

Observed Seatbelt Use – New Mexico Department of Transportation (NMDOT), 2018 New Mexico Occupant Seat Belt Observation Study. Prepared by Preusser Research Group Inc.: December 2018.

Registered Motor Vehicles and Motorcycles

- U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. Highway Statistics Series, Vehicles. Table MV-1 (2014 published Dec. 2015; 2015, Jan. 2017; 2016, Nov. 2017; 2017, Jan. 2019). Accessed May 23, 2019. https://www.fhwa.dot.gov/policyinformation/statistics/2017/mv1.cfm
- New Mexico Taxation and Revenue Department, Motor Vehicle Division. New Mexico vehicle registrations for 2018. Email communication, generated on Dec. 31, 2019.

Urban Areas – New Mexico Department of Transportation, Asset Management and Planning. 2010 U.S. Census Urbanized Area Boundaries, NMDOT-Adjusted, and U.S. Census Urban Clusters. Aug. 21, 2013. Urban areas for crash years 2013-2017 include a ½-mile buffer extending out from those urban boundaries. Urban areas for crash years 2018 and after do not include a buffer, which decreases the number of crashes classified as urban. In crashes before 2013, "urban" was defined as a town or city with a population of at least 2,500 people.

Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation, Asset Management and Planning Division, Data Management Bureau. 2018 DVMT by Functional Classification, personal communication from Sean Noonen, generated on Apr. 9, 2019. 2018 DVMT by County, personal communication from Sean Noonen, generated on Oct. 8, 2019. VMT (reported in units of 100 million vehicle miles traveled) are based on the daily average vehicle miles traveled.

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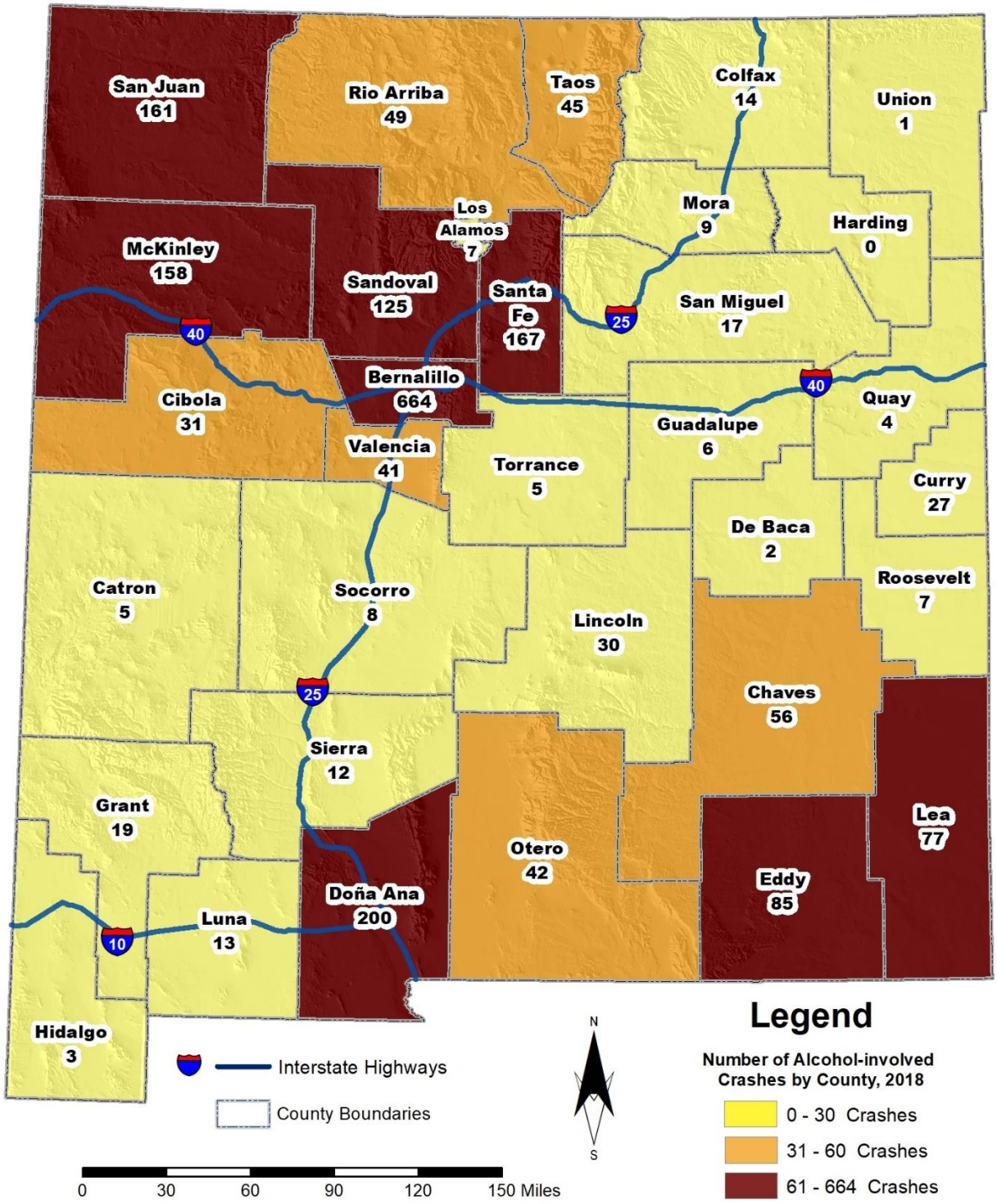
Map 24: Alcohol-involved Crashes by County, 2018



All maps are available in high-resolution color at tru.unm.edu.