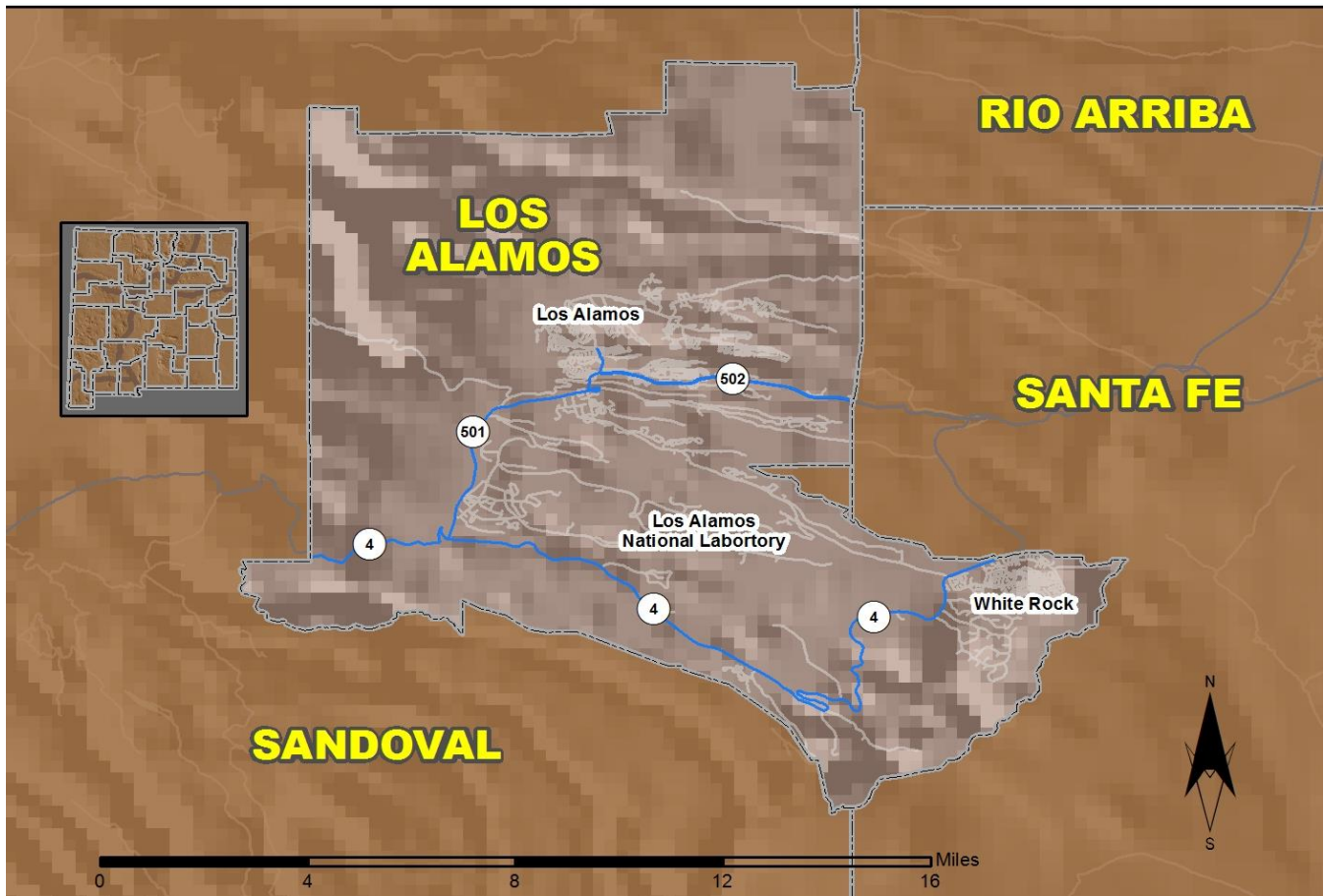# 2017 Community Report
# Los Alamos



Produced for the New Mexico Department of Transportation,
Traffic Safety Division, Traffic Records Bureau,
Under Contract 6093 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

http://tru.unm.edu/Crash-Reports/Community-Reports/

## Definitions

**Aggravated DWI** – A driver arrested for 1) driving with a BAC of 0.16 or higher, 2) driving under the influence of alcohol or drugs and causing bodily injury to a human being as a result, or 3) driving under the influence of alcohol or drugs and refusing to submit to a BAC test at the time of arrest for DWI.

**Alcohol-involved Crash** – A crash for which the Uniform Crash Report indicated that 1) a DWI citation was issued, 2) alcohol was a contributing factor, or 3) a person in control of a vehicle (including a pedestrian or pedalcyclist) was suspected of being under the influence of alcohol.

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

**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.

**DWI Arrest (Citation)** – In this report, a DWI arrest (a.k.a. a DWI citation) is a driver arrested for either DWI or aggravated DWI. New Mexico's legal limit for presumption of driving while intoxicated (DWI) is 0.08 for non-commercial drivers older than 21 years of age, 0.04 for commercial vehicle drivers, and 0.02 for drivers younger than 21 years of age.

**DWI Conviction** – A driver convicted of driving under the intoxicating influence of alcohol, narcotics, or pathogenic drugs, including aggravated DWI.

**Fatal Crash** – A crash in which at least one person was killed. 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.

**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.

**Missing Data** – An indication that the applicable field on the UCR 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.

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

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

## Sources

Crash Data – New Mexico Department of Transportation, Traffic Safety Division, Traffic Records Bureau, Traffic Crash Database, as of the report date below. Crash data are compiled using 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 Bureau and analyzed by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit (TRU).

DWI Citation Tracking System (CTS) – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), DWI Citation Tracking System (CTS), as of February 2019. Repeat offenders are identified by the combination of account key, arrest date, and citation number. County data are based upon the county where the arrest took place. City data are based upon the city where the offender resides.

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, August 21, 2013. In crashes before 2013, "urban" was defined as a town or city with a population of at least 2,500 people.

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## Table 1: Total Crashes and Alcohol-involved Crashes by Crash Severity in Los Alamos, 2008-2017

| Year | Total Crashes | | | | Alcohol-involved Crashes | | | |
|------|-------|--------|---------------------------|-------|-------|--------|---------------------------|-------|
|      | Fatal | Injury | Property Damage Only | Total | Fatal | Injury | Property Damage Only | Total |
| 2008 | 0 | 42 | 130 | **172** | 0 | 1 | 6 | **7** |
| 2009 | 1 | 57 | 141 | **199** | 0 | 3 | 6 | **9** |
| 2010 | 1 | 42 | 88 | **131** | 0 | 1 | 3 | **4** |
| 2011 | 1 | 31 | 90 | **122** | 0 | 3 | 3 | **6** |
| 2012 | 0 | 20 | 64 | **84** | 0 | 0 | 2 | **2** |
| 2013 | 0 | 12 | 47 | **59** | 0 | 1 | 2 | **3** |
| 2014 | 2 | 15 | 29 | **46** | 0 | 2 | 0 | **2** |
| 2015 | 0 | 23 | 62 | **85** | 0 | 0 | 0 | **0** |
| 2016 | 0 | 29 | 64 | **93** | 0 | 1 | 3 | **4** |
| 2017 | 0 | 40 | 68 | **108** | 0 | 2 | 1 | **3** |

## Figure 1: Alcohol-involved Fatal and Injury Crashes Compared with Non-alcohol-involved Fatal and Injury Crashes in Los Alamos, 2008-2017

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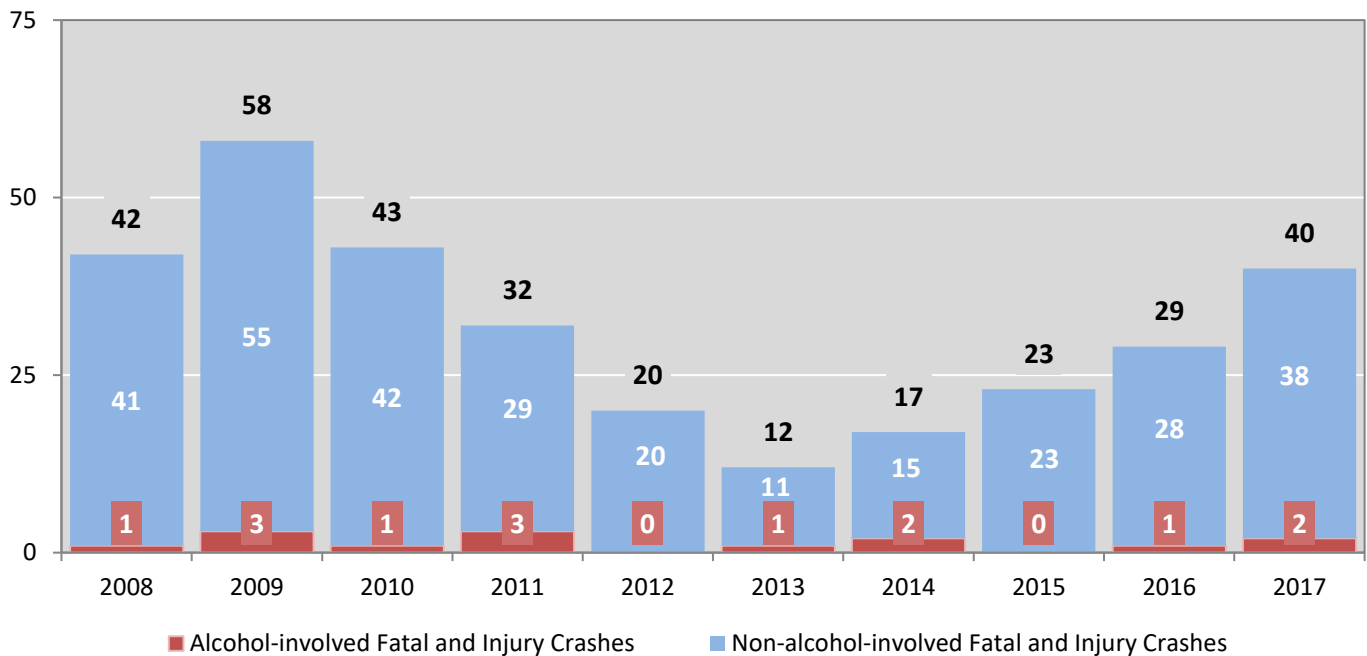
## Table 2: Crashes by Month in Los Alamos, 2013-2017

| Month | Crashes | | | | | 5-Year Average |
|---|---|---|---|---|---|---|
| | 2013 | 2014 | 2015 | 2016 | 2017 | |
| January | 8 | 8 | 5 | 9 | 15 | 9 |
| February | 3 | 4 | 12 | 9 | 7 | 7 |
| March | 3 | 11 | 3 | 6 | 9 | 6 |
| April | 2 | 5 | 5 | 5 | 12 | 6 |
| May | 1 | 5 | 5 | 8 | 5 | 5 |
| June | 10 | 0 | 6 | 12 | 11 | 8 |
| July | 8 | 6 | 4 | 6 | 8 | 6 |
| August | 4 | 6 | 10 | 6 | 11 | 7 |
| September | 5 | 0 | 8 | 6 | 10 | 6 |
| October | 10 | 0 | 9 | 8 | 11 | 8 |
| November | 5 | 1 | 11 | 14 | 7 | 8 |
| December | 0 | 0 | 7 | 4 | 2 | 3 |
| Total Crashes | 59 | 46 | 85 | 93 | 108 | 78 |

## Table 3: Alcohol-involved Crashes by Month in Los Alamos, 2013-2017

| Month | Alcohol-involved Crashes | | | | | 5-Year Average |
|---|---|---|---|---|---|---|
| | 2013 | 2014 | 2015 | 2016 | 2017 | |
| January | 0 | 1 | 0 | 1 | 0 | 0 |
| February | 0 | 1 | 0 | 0 | 0 | 0 |
| March | 0 | 0 | 0 | 0 | 0 | 0 |
| April | 0 | 0 | 0 | 0 | 0 | 0 |
| May | 0 | 0 | 0 | 1 | 1 | 0 |
| June | 3 | 0 | 0 | 0 | 0 | 1 |
| July | 0 | 0 | 0 | 0 | 1 | 0 |
| August | 0 | 0 | 0 | 0 | 0 | 0 |
| September | 0 | 0 | 0 | 0 | 0 | 0 |
| October | 0 | 0 | 0 | 1 | 0 | 0 |
| November | 0 | 0 | 0 | 1 | 1 | 0 |
| December | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Crashes | 3 | 2 | 0 | 4 | 3 | 2 |

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**Figure 2: Crashes by Hour in Los Alamos, 2017**
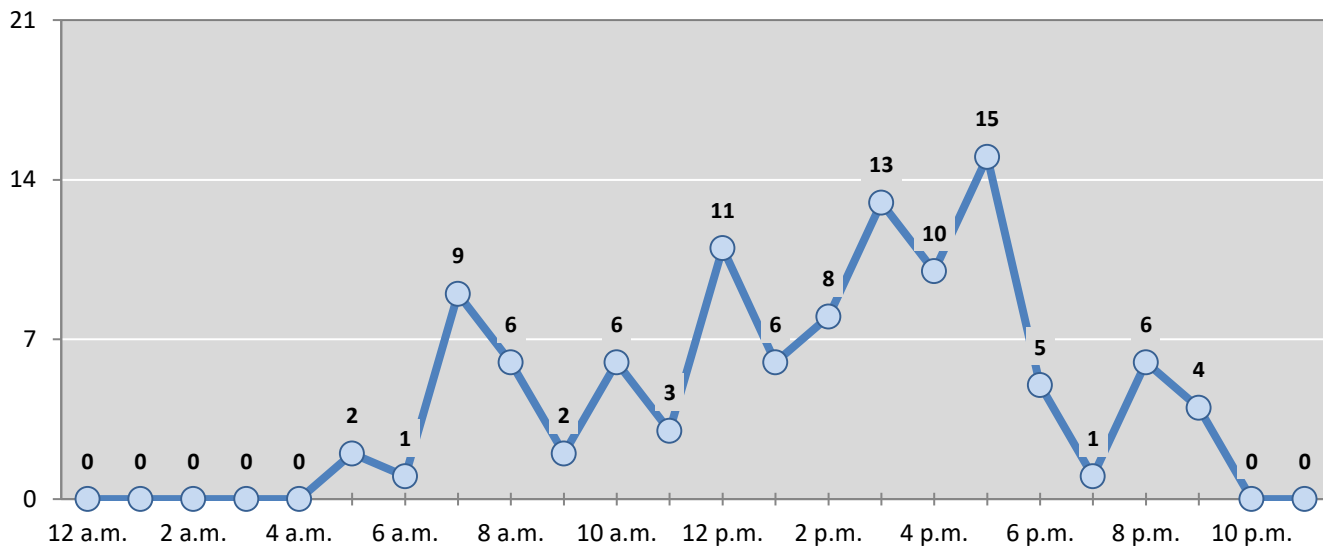


* In 2017, Los Alamos had 0 crashes for which hour data were missing.

**Figure 3: Alcohol-involved Crashes by Hour in Los Alamos, 2017**
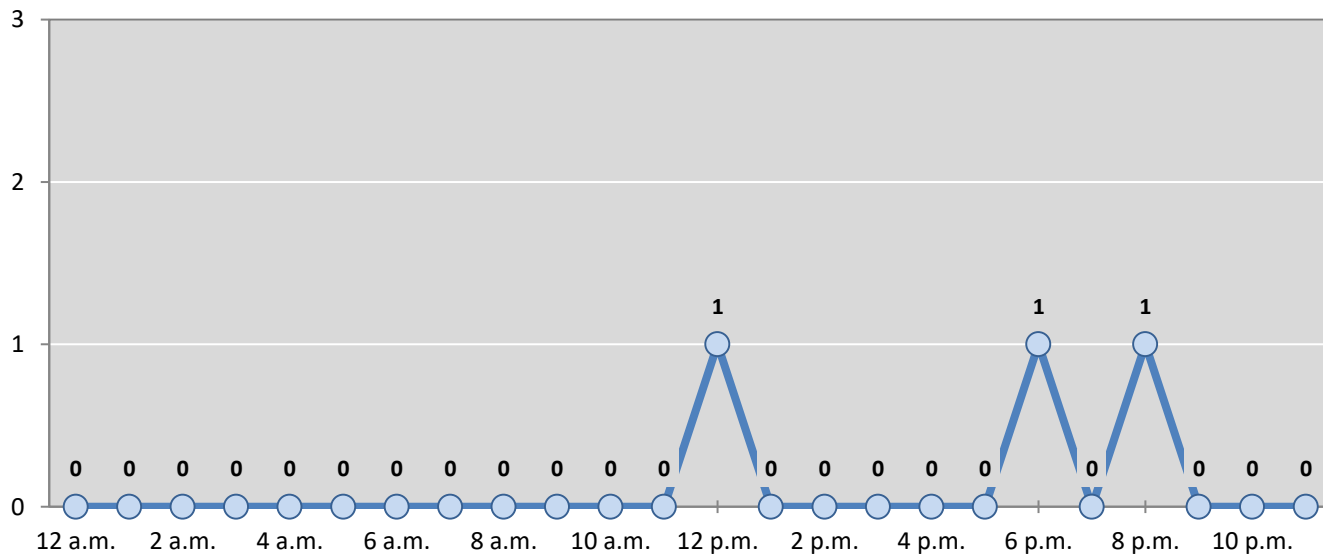


* In 2017, Los Alamos had 0 alcohol-involved crashes for which hour data were missing.

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## Table 4: Alcohol-involved Crashes by Day of Week in Los Alamos, 2013-2017

| Day of Week | Alcohol-involved Crashes | | | | | 5-Year Average |
|---|---|---|---|---|---|---|
| | 2013 | 2014 | 2015 | 2016 | 2017 | |
| Sunday | 0 | 0 | 0 | 1 | 1 | 0 |
| Monday | 0 | 1 | 0 | 0 | 0 | 0 |
| Tuesday | 0 | 0 | 0 | 1 | 1 | 0 |
| Wednesday | 0 | 1 | 0 | 0 | 0 | 0 |
| Thursday | 0 | 0 | 0 | 0 | 0 | 0 |
| Friday | 2 | 0 | 0 | 1 | 0 | 1 |
| Saturday | 1 | 0 | 0 | 1 | 1 | 1 |
| **Total Crashes** | **3** | **2** | **0** | **4** | **3** | **2** |

## Table 5: Fatal and Injury Crashes by Day of Week in Los Alamos, 2013-2017

| Day of Week | Fatal and Injury Crashes | | | | | 5-Year Average |
|---|---|---|---|---|---|---|
| | 2013 | 2014 | 2015 | 2016 | 2017 | |
| Sunday | 1 | 1 | 1 | 2 | 6 | 2 |
| Monday | 1 | 4 | 2 | 7 | 4 | 4 |
| Tuesday | 3 | 2 | 5 | 6 | 6 | 4 |
| Wednesday | 1 | 3 | 5 | 5 | 4 | 4 |
| Thursday | 3 | 3 | 7 | 5 | 9 | 5 |
| Friday | 3 | 2 | 3 | 4 | 5 | 3 |
| Saturday | 0 | 2 | 0 | 0 | 6 | 2 |
| **Total Crashes** | **12** | **17** | **23** | **29** | **40** | **24** |

## Table 6: Pedestrian and Pedalcyclist Crashes by Day of Week in Los Alamos, 2013-2017

| Day of Week | Pedestrian and Pedalcyclist Crashes | | | | | 5-Year Average |
|---|---|---|---|---|---|---|
| | 2013 | 2014 | 2015 | 2016 | 2017 | |
| Sunday | 0 | 0 | 0 | 0 | 1 | 0 |
| Monday | 1 | 0 | 0 | 0 | 0 | 0 |
| Tuesday | 0 | 0 | 0 | 0 | 1 | 0 |
| Wednesday | 1 | 1 | 0 | 0 | 0 | 0 |
| Thursday | 1 | 0 | 1 | 0 | 1 | 1 |
| Friday | 0 | 0 | 0 | 0 | 3 | 1 |
| Saturday | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total Crashes** | **3** | **1** | **1** | **0** | **6** | **2** |

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## Figure 4: Fatal and Injury Crashes by Hour in Los Alamos, 2017
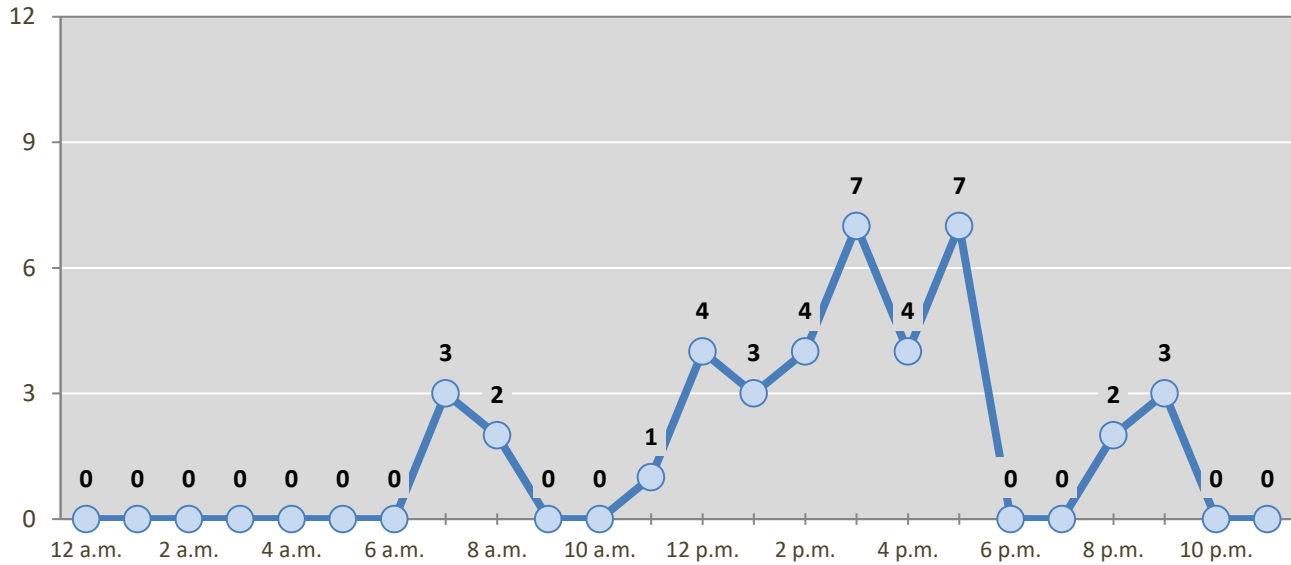


* In 2017, Los Alamos had 0 crashes for which hour data were missing.

## Figure 5: Pedestrian and Pedalcyclist Crashes by Hour in Los Alamos, 2017



* In 2017, Los Alamos had 0 crashes for which hour data were missing.

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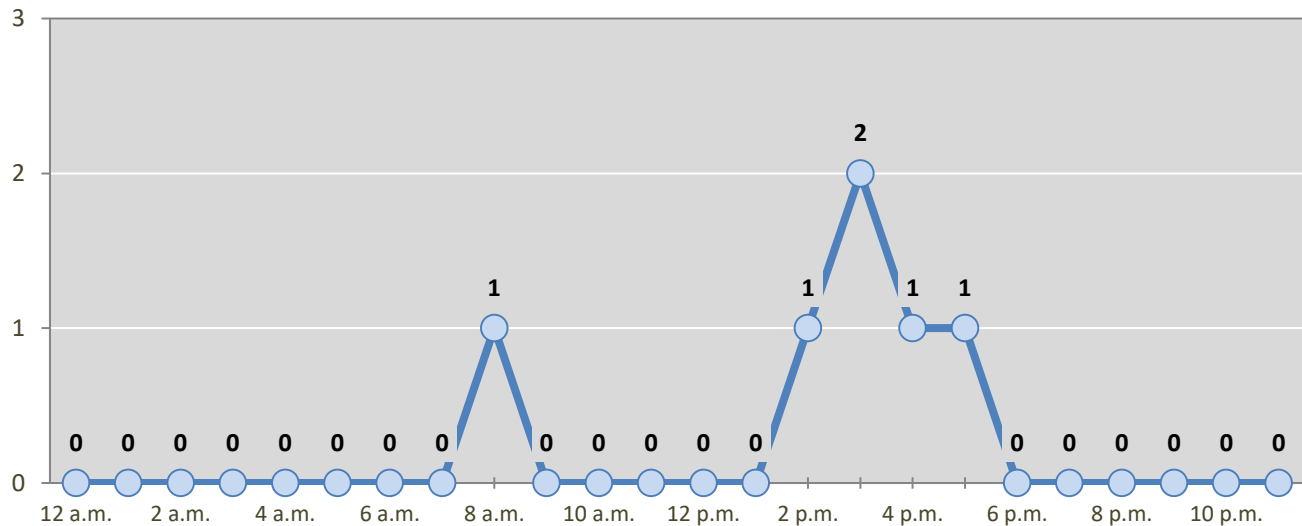
## Table 7: Severity of Injuries to People in Crashes by Rural and Urban Location in Los Alamos, 2017

| Urban and Rural Locations by Alcohol-involvement | People in Crashes by Severity of Injuries | | | | | Total People |
|---|---|---|---|---|---|---|
| | Fatalities (Class K) | Suspected Serious Injuries (Class A) | Suspected Minor Injuries (Class B) | Possible Injuries (Class C) | No Apparent Injuries (Class O) | |
| **People in Alcohol-involved Crashes** | **0** | **0** | **3** | **1** | **1** | **5** |
| Urban | 0 | 0 | 3 | 1 | 1 | 5 |
| Rural Non-Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| **People in Crashes** | **0** | **1** | **29** | **30** | **205** | **265** |
| Urban | 0 | 1 | 29 | 29 | 205 | 264 |
| Rural Non-Interstate | 0 | 0 | 0 | 1 | 0 | 1 |
| Rural Interstate | 0 | 0 | 0 | 0 | 0 | 0 |
| **Percent in Alcohol-involved Crashes** | **0%** | **0%** | **10%** | **3%** | **0%** | **2%** |

## Table 8: Total Crashes by Roadway System and Crash Severity in Los Alamos, 2013-2017

| Crash Severity by System | Crashes by Year | | | | | 5-Year Average |
|---|---|---|---|---|---|---|
| | 2013 | 2014 | 2015 | 2016 | 2017 | |
| **Total Rural Interstate** | **0** | **0** | **0** | **0** | **0** | **0** |
| Fatal Crash | 0 | 0 | 0 | 0 | 0 | 0 |
| Injury Crash | 0 | 0 | 0 | 0 | 0 | 0 |
| Property Damage Only Crash | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total Rural Non-Interstate** | **15** | **8** | **0** | **1** | **1** | **5** |
| Fatal Crash | 0 | 1 | 0 | 0 | 0 | 0 |
| Injury Crash | 5 | 4 | 0 | 0 | 1 | 2 |
| Property Damage Only Crash | 10 | 3 | 0 | 1 | 0 | 3 |
| **Total Urban** | **44** | **38** | **85** | **92** | **107** | **73** |
| Fatal Crash | 0 | 1 | 0 | 0 | 0 | 0 |
| Injury Crash | 7 | 11 | 23 | 29 | 39 | 22 |
| Property Damage Only Crash | 37 | 26 | 62 | 63 | 68 | 51 |

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**Table 9: Total Crashes by Crash Classification in Los Alamos, 2013-2017**

| Crash Classification | Total Crashes by Year | | | | | 5-Year Average |
|---|---|---|---|---|---|---|
| | **2013** | **2014** | **2015** | **2016** | **2017** | |
| Animal | 4 | 8 | 3 | 1 | 4 | **4** |
| Fixed Object | 17 | 0 | 12 | 6 | 13 | **10** |
| Other (Non-Collision) | 2 | 1 | 2 | 3 | 0 | **2** |
| Other (Object) | 1 | 0 | 2 | 0 | 3 | **1** |
| Other Vehicle | 24 | 28 | 55 | 73 | 73 | **51** |
| Overturn/Rollover | 3 | 3 | 1 | 2 | 2 | **2** |
| Parked Vehicle | 2 | 3 | 7 | 4 | 6 | **4** |
| Pedalcyclist | 2 | 0 | 1 | 0 | 5 | **2** |
| Pedestrian | 1 | 1 | 0 | 0 | 1 | **1** |
| Railroad Train | 0 | 0 | 0 | 0 | 0 | **0** |
| Rollover | 0 | 0 | 1 | 1 | 0 | **0** |
| Vehicle on Other Road | 0 | 0 | 1 | 2 | 1 | **1** |
| Missing Data | 3 | 2 | 0 | 1 | 0 | **1** |
| **Total Crashes** | **59** | **46** | **85** | **93** | **108** | **78** |

**Table 10: Vehicles in Crashes by Vehicle Type in Los Alamos, 2013-2017**

| Vehicle Type[1] | Vehicles in Crashes by Vehicle Type | | | | | 5-Year Average |
|---|---|---|---|---|---|---|
| | **2013** | **2014** | **2015** | **2016** | **2017** | |
| Bus | 0 | 0 | 1 | 1 | 4 | **1** |
| Motorcycle | 3 | 3 | 2 | 3 | 5 | **3** |
| Passenger | 45 | 39 | 77 | 99 | 119 | **76** |
| Pedalcyclist | 2 | 0 | 1 | 0 | 5 | **2** |
| Pedestrian | 1 | 1 | 0 | 0 | 1 | **1** |
| Pickup | 14 | 15 | 26 | 39 | 26 | **24** |
| Semi | 2 | 2 | 8 | 2 | 7 | **4** |
| Van/SUV/4WD | 20 | 20 | 36 | 32 | 42 | **30** |
| Other Vehicle | 3 | 0 | 3 | 0 | 0 | **1** |
| Missing Data | 6 | 1 | 4 | 8 | 1 | **4** |
| **Total Vehicles** | **96** | **81** | **158** | **184** | **210** | **146** |

[1] Pedestrians and pedalcyclists are counted as non-motorized vehicles, when involved in a crash with a motor vehicle. See Page 17 for data on drivers of non-motorized vehicles in crashes (i.e. pedestrians and pedalcyclists).

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### Table 11: Motor Vehicle Drivers in Crashes by Vehicle Type and Age Group in Los Alamos, 2017

| Age Groups | Motor Vehicle[1] Drivers by Vehicle Type and Age Group | | | | | | | | Total Drivers |
|---|---|---|---|---|---|---|---|---|---|
| | Bus | Motor-cycle | Passenger | Pickup | Semi | Van 4WD SUV | Other Vehicle | Missing Data | |
| 15-19 | 0 | 0 | 17 | 3 | 0 | 3 | 0 | 0 | **23** |
| 20-24 | 0 | 2 | 13 | 3 | 0 | 2 | 0 | 0 | **20** |
| 25-29 | 0 | 0 | 10 | 1 | 3 | 2 | 0 | 0 | **16** |
| 30-34 | 0 | 0 | 14 | 1 | 0 | 2 | 0 | 0 | **17** |
| 35-39 | 0 | 0 | 10 | 6 | 0 | 3 | 0 | 0 | **19** |
| 40-44 | 0 | 0 | 9 | 3 | 1 | 6 | 0 | 0 | **19** |
| 45-49 | 0 | 0 | 7 | 1 | 0 | 2 | 0 | 0 | **10** |
| 50-54 | 0 | 0 | 12 | 6 | 1 | 5 | 0 | 0 | **24** |
| 55-59 | 1 | 0 | 8 | 1 | 1 | 6 | 0 | 0 | **17** |
| 60-64 | 1 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | **6** |
| 65-69 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | **5** |
| 70 + | 0 | 0 | 9 | 0 | 0 | 8 | 0 | 0 | **17** |
| Missing Data | 0 | 1 | 6 | 1 | 1 | 1 | 0 | 1 | **11** |
| **Total Drivers** | **4** | **5** | **119** | **26** | **7** | **42** | **0** | **1** | **204** |

### Table 12: Alcohol-involved Motor Vehicle Drivers in Crashes by Vehicle Type and Age Group in Los Alamos, 2017

| Age Groups | Alcohol-involved Motor Vehicle[1] Drivers by Vehicle Type and Age Group | | | | | | | | Total Drivers |
|---|---|---|---|---|---|---|---|---|---|
| | Bus | Motor-cycle | Passenger | Pickup | Semi | Van 4WD SUV | Other Vehicle | Missing Data | |
| 15-19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 20-24 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **2** |
| 25-29 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **1** |
| 30-34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 35-39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 40-44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 45-49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 50-54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 55-59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 60-64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 65-69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 70 + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| Missing Data | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **Total Drivers** | **0** | **0** | **2** | **1** | **0** | **0** | **0** | **0** | **3** |

[1] See Page 17 for data on drivers of non-motorized vehicles in crashes (i.e. pedestrians and pedalcyclists).

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**Figure 6: Motor Vehicle Drivers in Crashes by
Age Group and Sex in Los Alamos, 2017**
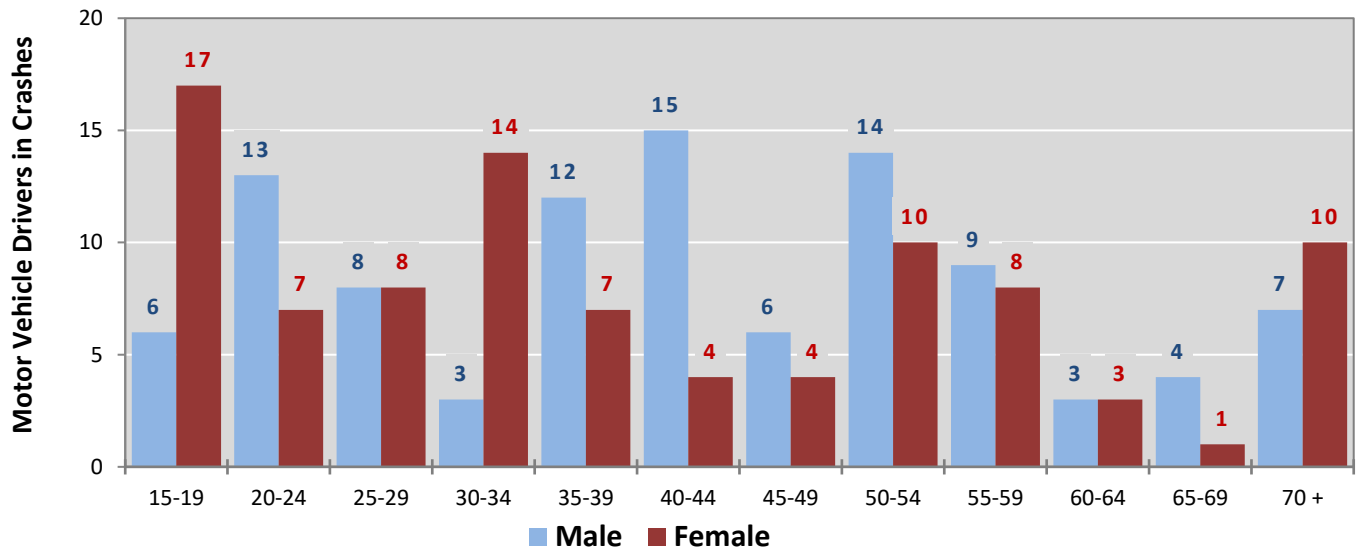


* In 2017, Los Alamos had 11 drivers in crashes for which age or sex data were missing.

**Figure 7: Alcohol-involved Motor Vehicle Drivers in Crashes by
Age Group and Sex in Los Alamos, 2017**
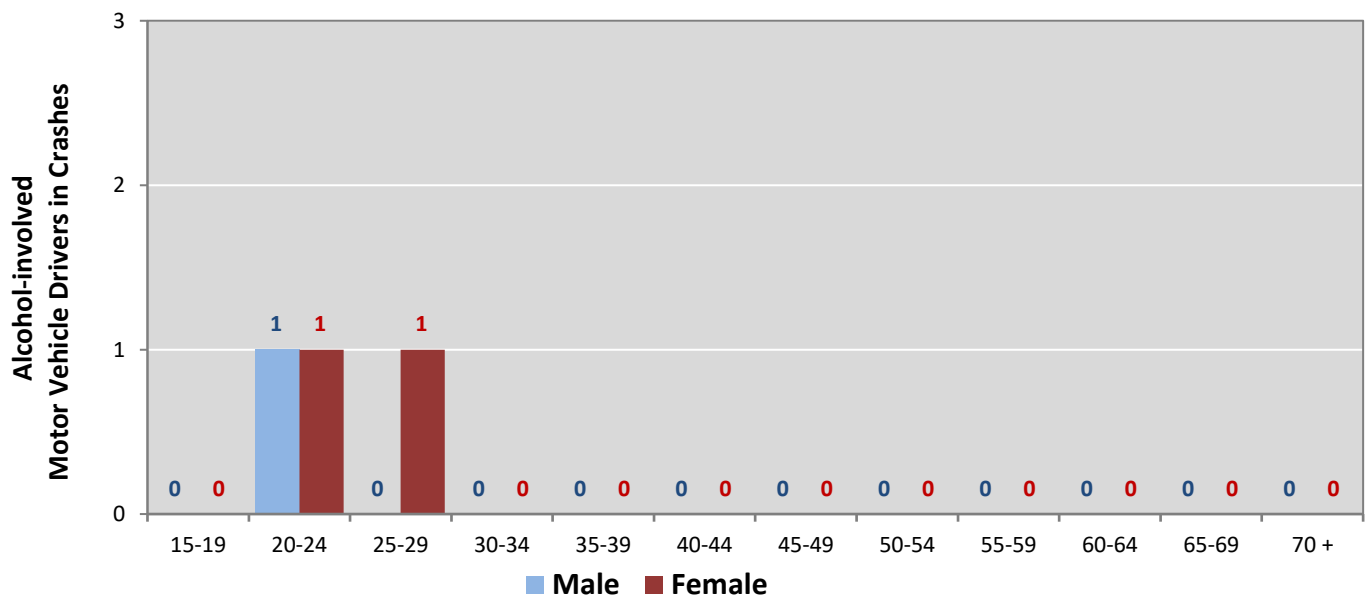


* In 2017, Los Alamos had 0 drivers in crashes for which age or sex data were missing.

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### Table 13: Alcohol-involved Motor Vehicle Drivers Under 21
### (Ages 15-20) in Crashes in Los Alamos, 2013-2017

| Age[1] | Year | | | | | 5-Year Total |
|---|---|---|---|---|---|---|
| | 2013 | 2014 | 2015 | 2016 | 2017 | |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Drivers | 0 | 0 | 0 | 0 | 0 | 0 |

### Table 14: Motor Vehicle Drivers Under 21 (Ages 15-20) in Crashes
### by Age, Sex and Alcohol-involvement in Los Alamos, 2017

| Age[1] | Total Drivers | | | | Alcohol-involved Drivers | | | |
|---|---|---|---|---|---|---|---|---|
| | Sex | | Total Drivers | Percent of Total | Sex | | Total Drivers | Percent of Total |
| | Male | Female | | | Male | Female | | |
| 15 | 0 | 2 | 2 | 8% | 0 | 0 | 0 | 0% |
| 16 | 4 | 4 | 8 | 31% | 0 | 0 | 0 | 0% |
| 17 | 1 | 7 | 8 | 31% | 0 | 0 | 0 | 0% |
| 18 | 1 | 4 | 5 | 19% | 0 | 0 | 0 | 0% |
| 19 | 0 | 0 | 0 | 0% | 0 | 0 | 0 | 0% |
| 20 | 1 | 2 | 3 | 12% | 0 | 0 | 0 | 0% |
| Total Drivers | 7 | 19 | 26 | 100% | 0 | 0 | 0 | 0% |

[1] For analysis of drivers under age 21, when the driver age or sex are not identified on the crash report (typically hit-and-run drivers), the driver data are considered unreliable and are excluded from the analysis.

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**Table 15: Frequency of Contributing Factors in Crashes
by Crash Severity in Los Alamos, 2017**

| Contributing Factors | Frequency of Contributing Factor[1] by Crash Severity | | | |
|---|---|---|---|---|
| | Frequency in Fatal Crashes | Frequency in Injury Crashes | Frequency in Property Damage Only Crashes | Frequency in All Crashes |
| **Human** | **0** | **61** | **88** | **149** |
| Driver Inattention | 0 | 19 | 34 | 53 |
| Failed to Yield Right of Way | 0 | 11 | 14 | 25 |
| Following Too Closely | 0 | 12 | 11 | 23 |
| Made Improper Turn | 0 | 2 | 5 | 7 |
| Other Improper Driving | 0 | 5 | 2 | 7 |
| Avoid No Contact - Vehicle | 0 | 0 | 6 | 6 |
| Drove Left Of Center | 0 | 3 | 2 | 5 |
| Excessive Speed | 0 | 3 | 2 | 5 |
| Improper Lane Change | 0 | 0 | 3 | 3 |
| Speed Too Fast for Conditions | 0 | 1 | 2 | 3 |
| Alcohol Involved | 0 | 2 | 1 | 3 |
| Avoid No Contact - Other | 0 | 1 | 1 | 2 |
| Vehicle Skidded Before Brake | 0 | 0 | 2 | 2 |
| Disregarded Traffic Signal | 0 | 1 | 0 | 1 |
| Driverless Moving Vehicle | 0 | 0 | 1 | 1 |
| Failed to Yield to Police Vehicle | 0 | 0 | 1 | 1 |
| Improper Backing | 0 | 0 | 1 | 1 |
| Pedestrian Error | 0 | 1 | 0 | 1 |
| Cell Phone | 0 | 0 | 0 | 0 |
| Failed to Yield to Emergency Vehicle | 0 | 0 | 0 | 0 |
| High Speed Pursuit | 0 | 0 | 0 | 0 |
| Improper Overtaking | 0 | 0 | 0 | 0 |
| Passed Stop Sign | 0 | 0 | 0 | 0 |
| Texting | 0 | 0 | 0 | 0 |
| Drug Involved | 0 | 0 | 0 | 0 |
| **Vehicle** | **0** | **2** | **1** | **3** |
| Defective Steering | 0 | 1 | 0 | 1 |
| Inadequate Brakes | 0 | 1 | 0 | 1 |
| Other Mechanical Defect | 0 | 0 | 1 | 1 |
| Defective Tires | 0 | 0 | 0 | 0 |
| **Environment** | **0** | **0** | **0** | **0** |
| Low Visibility Due to Smoke | 0 | 0 | 0 | 0 |
| Road Defect | 0 | 0 | 0 | 0 |
| Traffic Control Not Functioning | 0 | 0 | 0 | 0 |
| **Other** | **0** | **41** | **69** | **110** |
| None | 0 | 36 | 56 | 92 |
| Other - No Driver Error | 0 | 5 | 13 | 18 |

[1] Multiple contributing factors may be reported for any vehicle in a crash.

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**Table 16: People in Crashes by Crash Classification and
Severity of Injuries in Los Alamos, 2017**

| Crash Classification | People in Crashes by Severity of Injuries | | | | | Total People |
|---|---|---|---|---|---|---|
| | Fatalities (Class K) | Suspected Serious Injuries (Class A) | Suspected Minor Injuries (Class B) | Possible Injuries (Class C) | No Apparent Injuries (Class O) | |
| Animal | 0 | 0 | 0 | 0 | 6 | 6 |
| Fixed Object | 0 | 1 | 3 | 2 | 10 | 16 |
| Other (Non-Collision) | 0 | 0 | 0 | 0 | 0 | 0 |
| Other (Object) | 0 | 0 | 0 | 1 | 3 | 4 |
| Other Vehicle | 0 | 0 | 15 | 26 | 164 | 205 |
| Overturn/Rollover | 0 | 0 | 5 | 0 | 2 | 7 |
| Parked Vehicle | 0 | 0 | 1 | 0 | 11 | 12 |
| Pedalcyclist | 0 | 0 | 5 | 0 | 6 | 11 |
| Pedestrian | 0 | 0 | 0 | 1 | 1 | 2 |
| Railroad Train | 0 | 0 | 0 | 0 | 0 | 0 |
| Rollover | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle on Other Road | 0 | 0 | 0 | 0 | 2 | 2 |
| Missing Data | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total People** | **0** | **1** | **29** | **30** | **205** | **265** |

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### Table 17: Killed or Injured Unbelted People in Crashes by Sex and Age Group in Los Alamos, 2017

| Age Groups | Unbelted People Killed or Injured [1,2] | | | | Total People |
| --- | --- | --- | --- | --- | --- |
| | Male | Percent of Male | Female | Percent of Female | |
| 0-4 | 0 | 0% | 0 | 0% | 0 |
| 5-9 | 0 | 0% | 0 | 0% | 0 |
| 10-14 | 0 | 0% | 0 | 0% | 0 |
| 15-19 | 0 | 0% | 0 | 0% | 0 |
| 20-24 | 0 | 0% | 0 | 0% | 0 |
| 25-29 | 0 | 0% | 0 | 0% | 0 |
| 30-34 | 0 | 0% | 0 | 0% | 0 |
| 35-39 | 0 | 0% | 0 | 0% | 0 |
| 40-44 | 0 | 0% | 0 | 0% | 0 |
| 45-49 | 0 | 0% | 0 | 0% | 0 |
| 50-54 | 0 | 0% | 0 | 0% | 0 |
| 55-59 | 0 | 0% | 0 | 0% | 0 |
| 60-64 | 0 | 0% | 0 | 0% | 0 |
| 65-69 | 0 | 0% | 0 | 0% | 0 |
| 70 + | 0 | 0% | 0 | 0% | 0 |
| Missing Data | 0 | 0% | 0 | 0% | 0 |
| Total People | 0 | 0% | 0 | 0% | 0 |

[1] People injured are in one of three categories: suspected serious injury, suspected minor injury, or possible injury.
[2] Excludes people in or on buses, heavy trucks, motorcycles, or ATVs.

### Figure 8: Seatbelt Use by People in Crashes with Fatal or Suspected Serious Injuries in Los Alamos, 2013-2017



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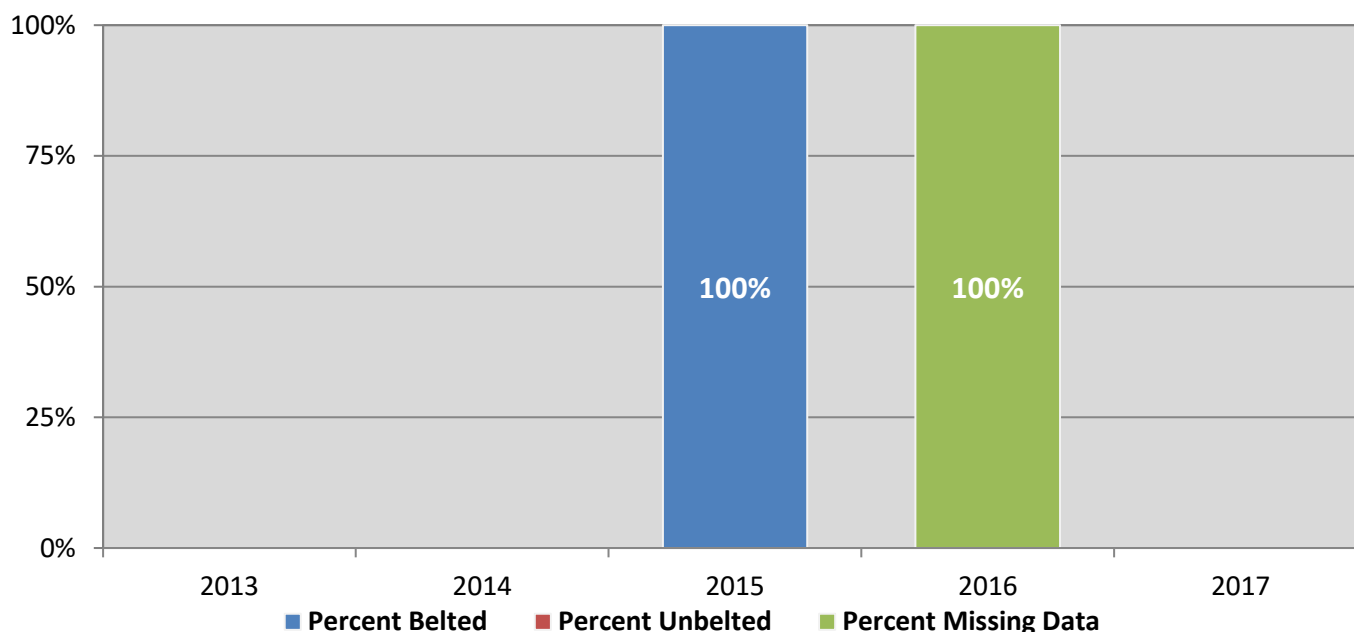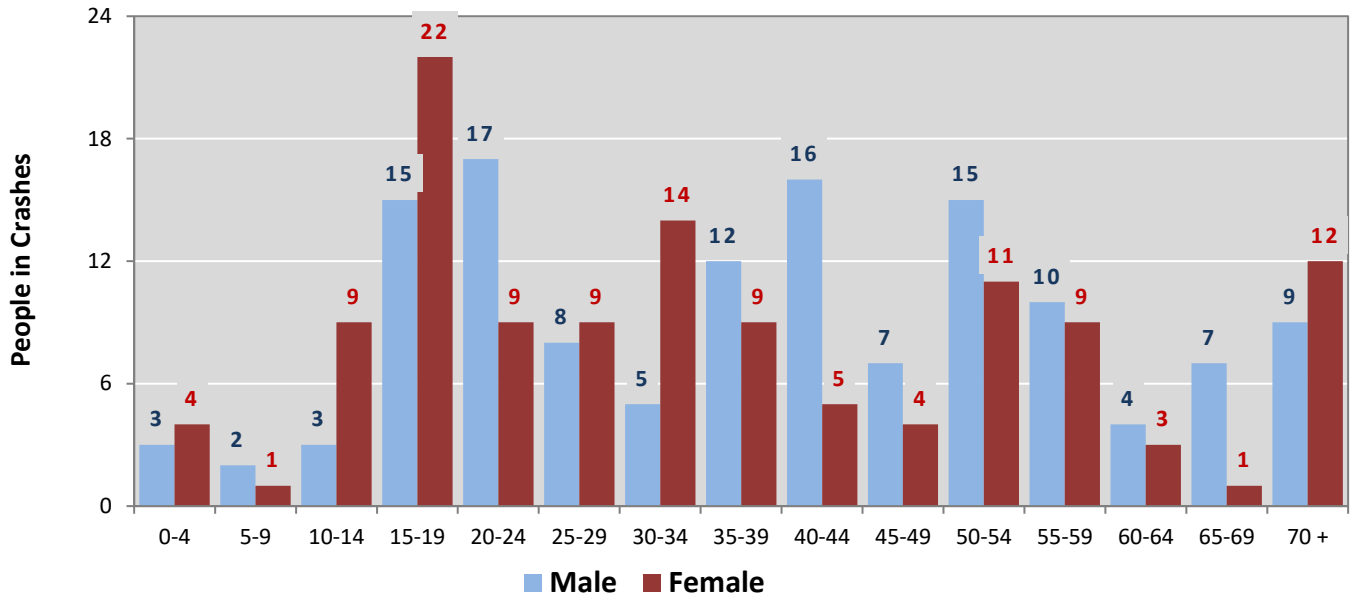3/28/2019
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## Figure 9: People in Crashes by Age Group and Sex in Los Alamos, 2017



* In 2017, Los Alamos had 10 people in crashes for which age or sex data were missing.

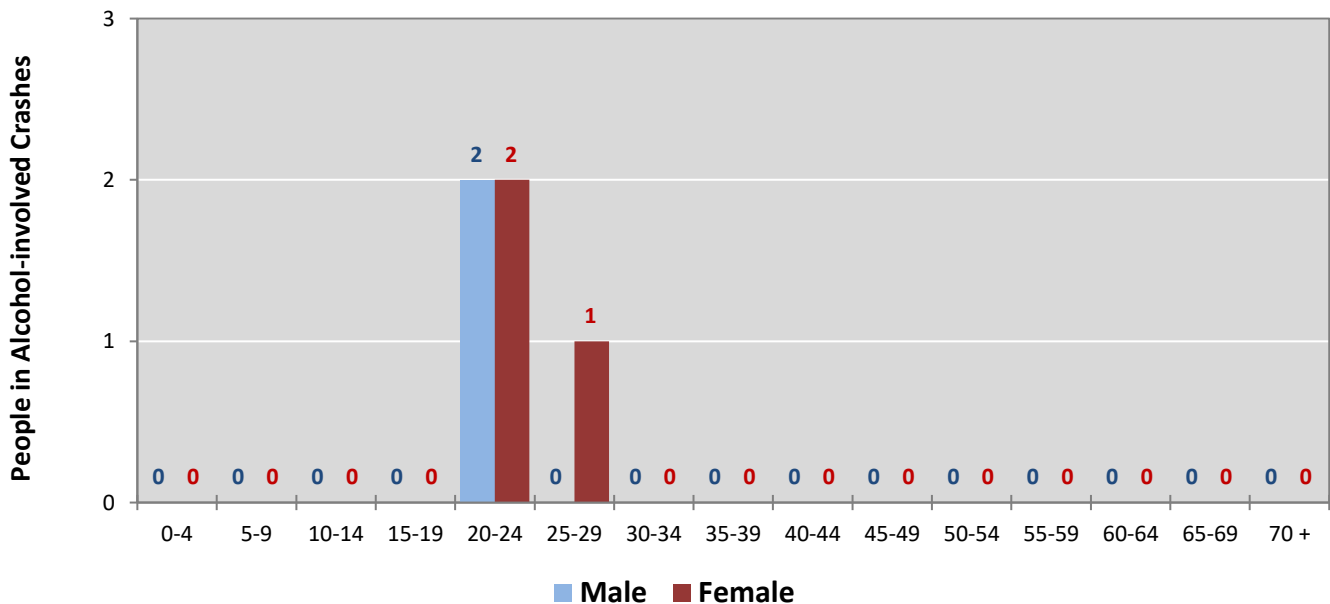## Figure 10: People in Alcohol-involved Crashes by Age Group and Sex in Los Alamos, 2017



* In 2017, Los Alamos had 0 people in alcohol-involved crashes for which age or sex data were missing.

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**Table 18: Pedestrians and Pedalcyclists in Crashes
by Age Group in Los Alamos, 2013-2017**

| Age Groups | Pedestrians and Pedalcyclists[1] in Crashes | | | | | 5-Year Total People |
|---|---|---|---|---|---|---|
| | 2013 | 2014 | 2015 | 2016 | 2017 | |
| 0-4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5-9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-14 | 0 | 0 | 1 | 0 | 1 | 2 |
| 15-19 | 0 | 0 | 0 | 0 | 1 | 1 |
| 20-24 | 0 | 0 | 0 | 0 | 1 | 1 |
| 25-29 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30-34 | 0 | 0 | 0 | 0 | 1 | 1 |
| 35-39 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40-44 | 0 | 0 | 0 | 0 | 0 | 0 |
| 45-49 | 0 | 0 | 0 | 0 | 1 | 1 |
| 50-54 | 0 | 0 | 0 | 0 | 0 | 0 |
| 55-59 | 2 | 0 | 0 | 0 | 0 | 2 |
| 60-64 | 0 | 0 | 0 | 0 | 0 | 0 |
| 65-69 | 0 | 0 | 0 | 0 | 1 | 1 |
| 70 + | 0 | 1 | 0 | 0 | 0 | 1 |
| Missing Data | 1 | 0 | 0 | 0 | 0 | 1 |
| **Total People** | **3** | **1** | **1** | **0** | **6** | **11** |

**Table 19: Pedestrians and Pedalcyclists in Crashes by Alcohol Involvement
and Severity of Injuries in Los Alamos, 2017**

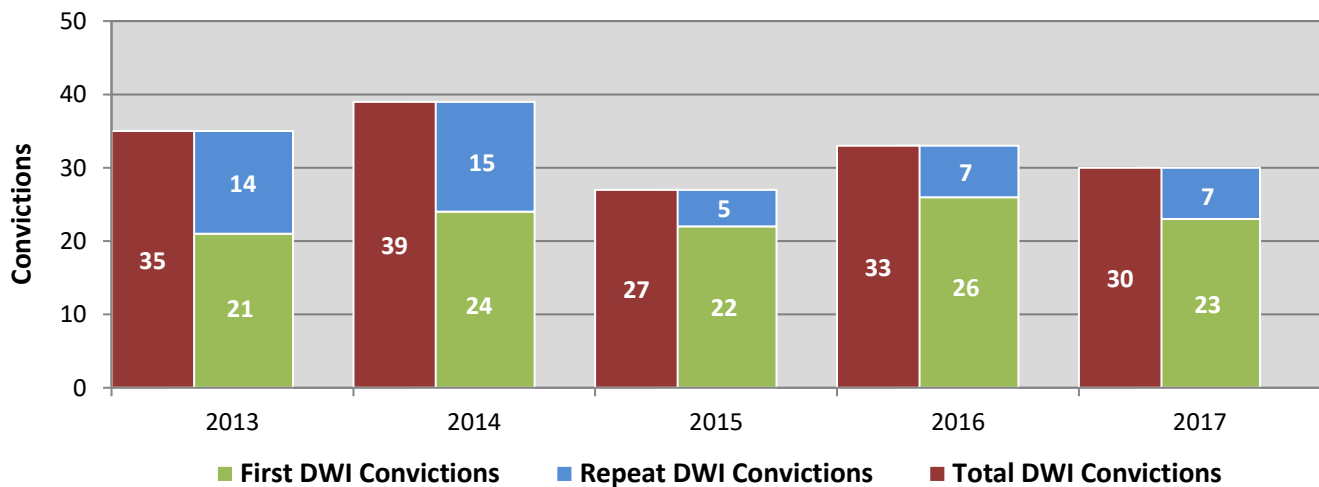| Alcohol Involvement | Pedestrians and Pedalcyclists[1] in Crashes | | | | | Total People |
|---|---|---|---|---|---|---|
| | Fatalities (Class K) | Suspected Serious Injuries (Class A) | Suspected Minor Injuries (Class B) | Possible Injuries (Class C) | No Apparent Injury (Class O) | |
| **Total Pedalcyclists** | **0** | **0** | **5** | **0** | **0** | **5** |
| Involved | 0 | 0 | 0 | 0 | 0 | 0 |
| Not Involved | 0 | 0 | 5 | 0 | 0 | 5 |
| **Total Pedestrians** | **0** | **0** | **0** | **1** | **0** | **1** |
| Involved | 0 | 0 | 0 | 0 | 0 | 0 |
| Not Involved | 0 | 0 | 0 | 1 | 0 | 1 |
| **Total People** | **0** | **0** | **5** | **1** | **0** | **6** |

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

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### Figure 11: DWI Arrests of Los Alamos Residents Throughout the State, Showing First and Repeat DWI Arrests, 2013-2017



■ **First DWI Arrests**   ■ **Repeat DWI Arrests**   ■ **Total DWI Arrests**
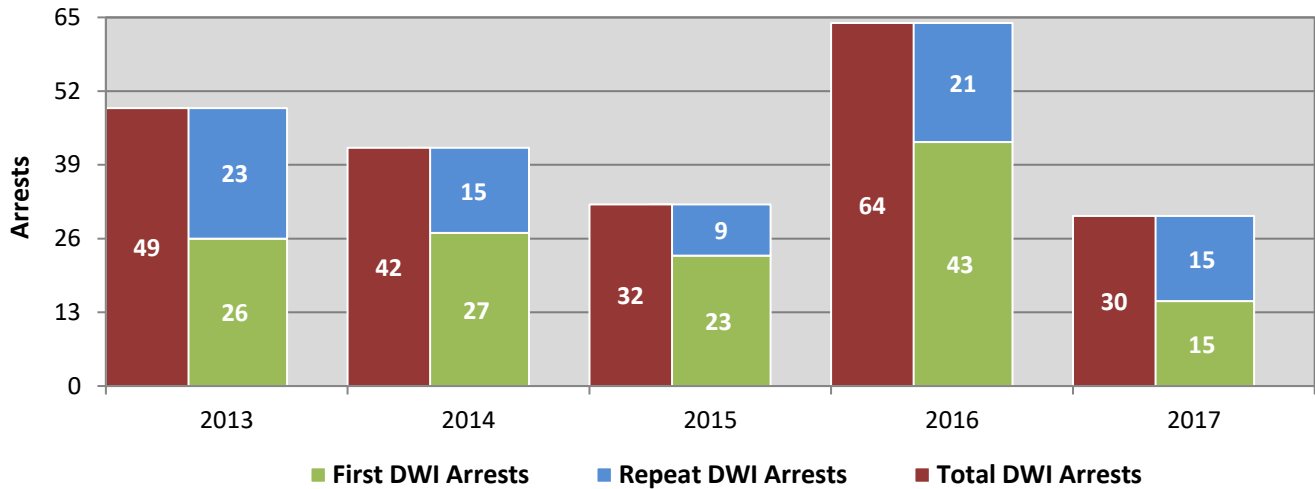
*Values are based upon the year of the arrest.

### Figure 12: DWI Convictions of Los Alamos Residents Throughout the State, Showing First and Repeat DWI Convictions, 2013-2017



■ **First DWI Convictions**   ■ **Repeat DWI Convictions**   ■ **Total DWI Convictions**

*Values are based upon the year of the conviction.

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**Figure 13: DWI Arrests by Hour of Los Alamos Residents Throughout the State, 2017**
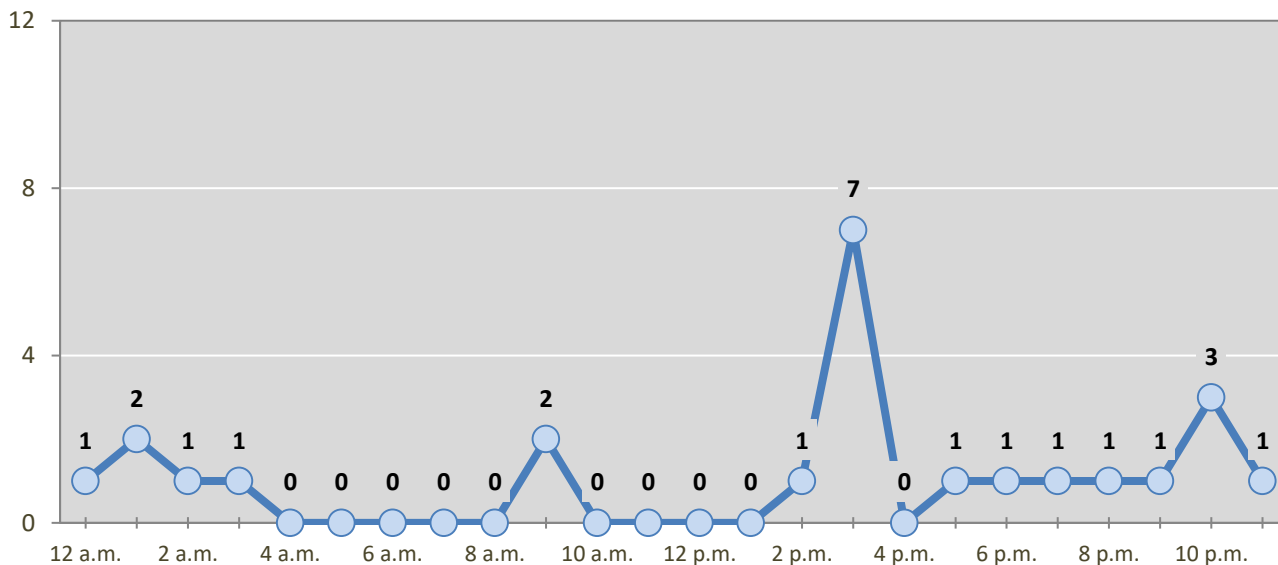


* In 2017, Los Alamos had 6 arrests for which hour data were missing.

**Table 20: DWI Arrests by Day of Week of Los Alamos Residents
Throughout the State, 2013-2017**

| Day of Week | Year | | | | | 5-Year Average |
|---|---|---|---|---|---|---|
| | 2013 | 2014 | 2015 | 2016 | 2017 | |
| Sunday | 7 | 9 | 7 | 3 | 1 | 5 |
| Monday | 2 | 6 | 4 | 8 | 8 | 6 |
| Tuesday | 3 | 3 | 3 | 9 | 1 | 4 |
| Wednesday | 7 | 1 | 1 | 8 | 6 | 5 |
| Thursday | 6 | 6 | 5 | 10 | 4 | 6 |
| Friday | 12 | 7 | 6 | 12 | 2 | 8 |
| Saturday | 12 | 10 | 6 | 14 | 8 | 10 |
| **Total Arrests** | **49** | **42** | **32** | **64** | **30** | **43** |

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## Table 21: Driver First DWI Arrests by Age Group
## of Los Alamos Residents Throughout the State, 2013-2017

| Age Groups | Driver First DWI Arrests[1] | | | | |
|---|---|---|---|---|---|
| | 2013 | 2014 | 2015 | 2016 | 2017 |
| 15-19 | 2 | 4 | 2 | 5 | 0 |
| 20-24 | 3 | 5 | 3 | 10 | 2 |
| 25-29 | 4 | 7 | 5 | 8 | 4 |
| 30-34 | 6 | 3 | 0 | 7 | 0 |
| 35-39 | 1 | 4 | 1 | 5 | 4 |
| 40-44 | 4 | 0 | 1 | 1 | 1 |
| 45-49 | 1 | 1 | 5 | 0 | 0 |
| 50-54 | 4 | 1 | 2 | 1 | 1 |
| 55-59 | 1 | 1 | 1 | 3 | 3 |
| 60-64 | 0 | 0 | 3 | 1 | 0 |
| 65-69 | 0 | 1 | 0 | 1 | 0 |
| 70 + | 0 | 0 | 0 | 1 | 0 |
| Missing Data | 0 | 0 | 0 | 0 | 0 |
| **Total Drivers** | **26** | **27** | **23** | **43** | **15** |

[1] Values are based upon the year of the arrest.

## Table 22: Driver Repeat DWI Arrests by Age Group
## of Los Alamos Residents Throughout the State, 2013-2017

| Age Groups | Driver Repeat DWI Arrests[1] | | | | |
|---|---|---|---|---|---|
| | 2013 | 2014 | 2015 | 2016 | 2017 |
| 15-19 | 0 | 0 | 0 | 1 | 0 |
| 20-24 | 1 | 1 | 1 | 3 | 1 |
| 25-29 | 1 | 4 | 3 | 3 | 0 |
| 30-34 | 6 | 2 | 1 | 1 | 1 |
| 35-39 | 3 | 1 | 1 | 6 | 4 |
| 40-44 | 4 | 2 | 1 | 1 | 1 |
| 45-49 | 0 | 1 | 0 | 2 | 2 |
| 50-54 | 4 | 2 | 1 | 1 | 1 |
| 55-59 | 3 | 0 | 1 | 2 | 2 |
| 60-64 | 0 | 2 | 0 | 1 | 2 |
| 65-69 | 0 | 0 | 0 | 0 | 1 |
| 70 + | 1 | 0 | 0 | 0 | 0 |
| Missing Data | 0 | 0 | 0 | 0 | 0 |
| **Total Drivers** | **23** | **15** | **9** | **21** | **15** |

[1] Values are based upon the year of the arrest.

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### Table 23: Driver First DWI Convictions by Age Group
### of Los Alamos Residents Throughout the State, 2013-2017

| Age Groups | Driver First DWI Convictions[1] | | | | |
| --- | --- | --- | --- | --- | --- |
| | 2013 | 2014 | 2015 | 2016 | 2017 |
| 15-19 | 1 | 1 | 3 | 2 | 0 |
| 20-24 | 7 | 5 | 1 | 6 | 4 |
| 25-29 | 2 | 7 | 5 | 3 | 8 |
| 30-34 | 2 | 2 | 1 | 3 | 3 |
| 35-39 | 2 | 3 | 0 | 4 | 2 |
| 40-44 | 1 | 3 | 0 | 2 | 2 |
| 45-49 | 2 | 0 | 5 | 1 | 0 |
| 50-54 | 4 | 1 | 2 | 0 | 0 |
| 55-59 | 0 | 1 | 1 | 3 | 2 |
| 60-64 | 0 | 0 | 3 | 1 | 1 |
| 65-69 | 0 | 0 | 1 | 0 | 1 |
| 70 + | 0 | 1 | 0 | 1 | 0 |
| Missing Data | 0 | 0 | 0 | 0 | 0 |
| Total Drivers | 21 | 24 | 22 | 26 | 23 |

[1] Values are based upon the year of the conviction.

### Table 24: Driver Repeat DWI Convictions by Age Group
### of Los Alamos Residents Throughout the State, 2013-2017

| Age Groups | Driver Repeat DWI Convictions[1] | | | | |
| --- | --- | --- | --- | --- | --- |
| | 2013 | 2014 | 2015 | 2016 | 2017 |
| 15-19 | 0 | 0 | 0 | 1 | 0 |
| 20-24 | 0 | 0 | 1 | 0 | 2 |
| 25-29 | 2 | 2 | 2 | 0 | 0 |
| 30-34 | 3 | 2 | 0 | 1 | 0 |
| 35-39 | 3 | 2 | 0 | 3 | 2 |
| 40-44 | 1 | 3 | 1 | 0 | 0 |
| 45-49 | 0 | 0 | 1 | 0 | 1 |
| 50-54 | 2 | 5 | 0 | 2 | 0 |
| 55-59 | 3 | 0 | 0 | 0 | 2 |
| 60-64 | 0 | 1 | 0 | 0 | 0 |
| 65-69 | 0 | 0 | 0 | 0 | 0 |
| 70 + | 0 | 0 | 0 | 0 | 0 |
| Missing Data | 0 | 0 | 0 | 0 | 0 |
| Total Drivers | 14 | 15 | 5 | 7 | 7 |

[1] Values are based upon the year of the conviction.

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**Table 25: Court Disposition of DWI Arrests for the State
and of Los Alamos Residents Throughout the State, 2017**

| Court Disposition of DWI Arrest[1] | Los Alamos | Statewide | Percent of Statewide |
|---|---|---|---|
| Total DWI Arrests | 30 | 10,501 | **0.3%** |
| DWI Arrests Resulting in Convictions | 19 | 5,533 | **0.3%** |
| DWI Arrests Resulting in Dismissals[2] | 3 | 1,426 | **0.2%** |
| DWI Arrests Awaiting Disposition | 8 | 3,542 | **0.2%** |

1 These are the number of DWI arrests in 2017 and whether the case resulted in a conviction or dismissal, or is still awaiting court disposition, as reported in the NM MVD Citation Tracking System (CTS) as of February 2019.

2 For this table, a very small number of "not guilty" rulings may be included in the category Dismissals.

**Table 26: Average Number of Days from Date of DWI Arrest to Date of Court Disposition
for the State and of Los Alamos Residents Throughout the State, 2017**
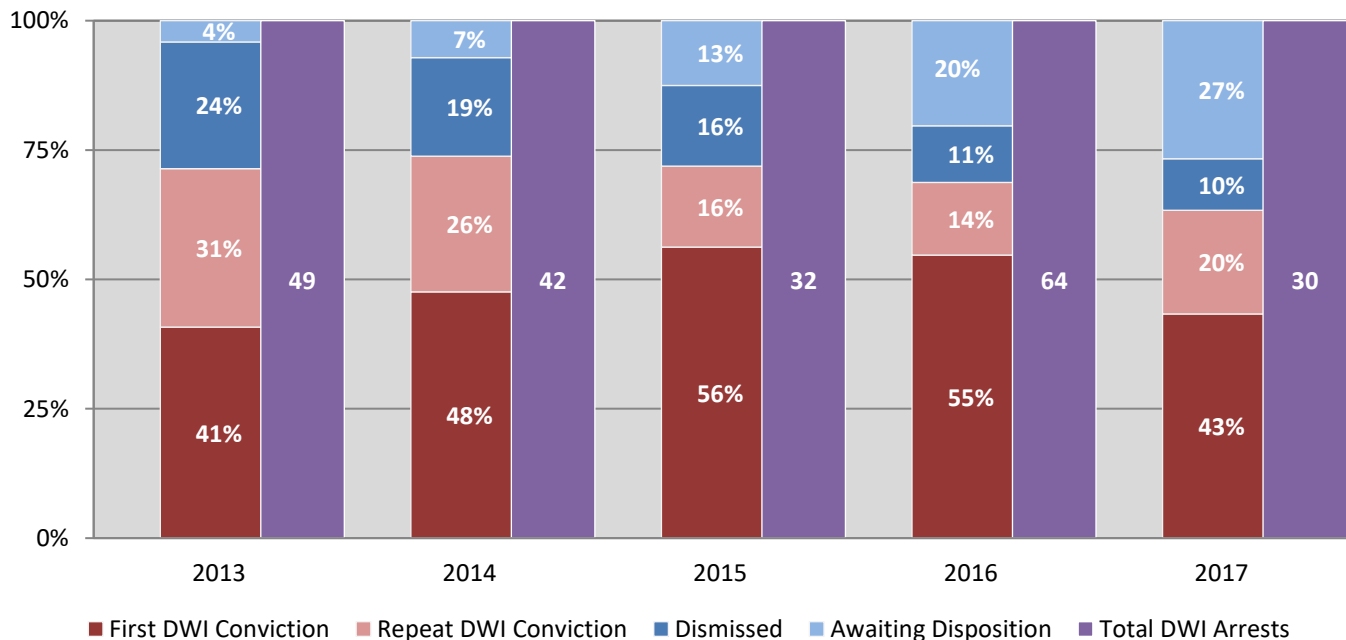
| Court Disposition | Average Number of Days | | Deviation from Statewide Average |
|---|---|---|---|
| | Los Alamos | Statewide | |
| DWI Conviction | 110 | 166 | **-56** |
| DWI Dismissal | 158 | 175 | **-17** |

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**Table 27: Court Disposition of DWI Arrests
of Los Alamos Residents Throughout the State, 2013-2017**

| Year of DWI Arrest[1] | Court Disposition | | | | Total DWI Arrests |
|---|---|---|---|---|---|
| | First DWI Conviction | Repeat DWI Conviction | Dismissed | Awaiting Disposition | |
| 2013 | 20 | 15 | 12 | 2 | 49 |
| 2014 | 20 | 11 | 8 | 3 | 42 |
| 2015 | 18 | 5 | 5 | 4 | 32 |
| 2016 | 35 | 9 | 7 | 13 | 64 |
| 2017 | 13 | 6 | 3 | 8 | 30 |

[1] Values are based upon the year of the arrest.

**Figure 14: Court Dispositions by Percentage of DWI Arrests
of Los Alamos Residents Throughout the State, 2013-2017**



*Table 27 contains the values used to calculate percentages shown in Figure 14.

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