New Mexico
Pedestrian Crash Statistics,
2013 – 2017

New Mexico Department of Transportation

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

Source:

Crash data are from the NMDOT Uniform Crash Reports (UCR), submitted by law enforcement agencies in the state, for any incident on a public roadway involving one or more motor vehicles that resulted in death, injury, or at least $500 in property damage. These reports are processed by the NMDOT Traffic Records Program, and analyzed by the University of New Mexico, Geospatial and Population Studies (GPS), Traffic Research Unit (TRU).

The NMDOT Crash Database, as of March 25, 2019, was used for this report.

Disclaimer:

NMDOT crash data is protected by the federal mandate Title 23 U.S.C. Section 409, which forbids the discovery and admission into evidence of reports, data, or other information compiled or collected for activities required pursuant to Federal highway safety programs, or for the purpose of developing any highway safety construction improvement project, which may be implemented utilizing federal-aid highway funds, in tort litigation arising from occurrences at the locations addressed in such documents or data.

For the purposes of this report, data are compiled by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit (TRU), on behalf of the New Mexico Department of Transportation (NMDOT). Data in this report may differ from that in other data sources, such as the Federal Fatality Analysis Reporting System (FARS), due to the timing of publications and rules for how data are compiled and maintained in Federal vs. State databases. If you have questions regarding this report, please contact the Traffic Safety Division at 505-827-0427.

Executive Summary

The state had the highest rate of pedestrian deaths in the nation in 2017. The rate was 3.54 fatalities per 100,000 population, according to the March 2019 report Pedestrians by the National Highway Traffic Safety Administration. This report provides statistics on pedestrians in crashes, to help solve the problem. The data covers the years 2013 through 2017.

Overall Patterns: Although the rate of pedestrian crashes among all crashes has been stable at 1.3 percent, the number of pedestrian crashes has increased 20 percent (Table 1). The number of pedestrian fatalities has fluctuated, but increased overall, by 49 percent (Table 1). A rise is also seen in the rate of pedestrian fatalities among all crash fatalities, by 3 percentage points (Table 1).

Injuries and Hit-and-Run Crashes: The most common injury classifications are Suspected Minor Injuries (Class B) and Possible Injuries (Class C), for a total of 61 percent (Table 2). There has been a steady increase in both the number and rate of pedestrians in hit-and-run crashes, compared to all pedestrians in crashes. The number has risen from 106 to 176, and the rate rose from 27 percent to 40 percent (Table 15).

When: Pedestrian are more likely to be in crashes in the fall. October, November and December account for 30 percent of all pedestrians in crashes (Table 3). Pedestrians are least likely to be in crashes on weekends. Saturdays and Sundays account for only 29 percent of all pedestrians in crashes (Table 3). Pedestrians are more likely to be in crashes in the time from 5 p.m. through 9 p.m. That period represents 38 percent of all pedestrians in crashes (Table 4).

Alcohol and Drug Involvement: The proportion of pedestrians who had alcohol involvement hovered around 20 percent of all pedestrians in crashes (Table 6). The most common injury classification for alcohol-involved pedestrians in crashes is Fatalities, at 32 percent (Table 8). The least common was No Apparent Injuries, at 5 percent (Table 8). 32 percent of all drug-involved pedestrians in crashes are killed (Table 9). Alcohol-involved pedestrians represent more than half, 58 percent, of all pedestrian crash fatalities (Table 10).

Demographics: Pedestrians in crashes are twice as likely to be male as female (Table 12). Pedestrians in crashes are more likely to be younger. Nine percent are younger than 15, and 36 percent are younger than 30 (Table 12). The age group 20-24 had 14 drug-involved pedestrians in crashes, the most of any age group (Table 13). Drug-involved female pedestrians in crashes die at a greater rate, 71 percent, than drug-involved male pedestrians in crashes, 51 percent (Table 14). Of all pedestrians in crashes, males are more likely to be involved with drugs or alcohol than females (Table 14).

Environmental Conditions: Pedestrians are more likely to be killed in crashes that occur in the dark. Although 16 percent of pedestrians in crashes are in dark – not lighted conditions, 45 percent of pedestrians killed are in crashes in dark – not lighted conditions (Table 16). And 23 percent of pedestrians in crashes are in dark – lighted conditions, but 32 percent of pedestrians killed are in crashes in dark – lighted conditions (Table 16). Pedestrian in crashes are more likely to be killed when those crashes are in an area where the road surface has a paved center and edge (Table 18). Although 41 percent of pedestrians are in crashes in an area where the road surface has a paved center and edge, 51 percent of pedestrian fatalities occur with that road surface (Table 18). Pedestrians in crashes are more likely to be killed when the crash site has no traffic control. About one-third, 36 percent, of pedestrians in crashes were in crashes with no traffic control (Table 19). But 46 percent of pedestrians killed in crashes were in crashes with no traffic control (Table 19).

Missing Data: There is a large amount of missing data on road design for pedestrians in crashes, especially for pedestrian fatalities, 46 percent (Table 22). Data are missing for more than half, 54 percent, of pedestrians' actions in crashes (Table 23). There is a large amount of missing data on vehicle actions for pedestrians in crashes, especially for pedestrian fatalities, 74 percent (Table 24).

Where: Although Bernalillo County has 52 percent of pedestrians in crashes, it had only 40 percent of pedestrian fatalities in crashes (Table 27). On the other hand, McKinley and San Juan Counties had disproportionately more fatalities: Each county had 6 percent of pedestrians in crashes, and at least 12 percent of pedestrian fatalities in crashes (Table 27). Albuquerque's rates were similar to that of Bernalillo County (Tables 26 and 27). Gallup has a slightly higher likelihood of pedestrian fatalities in crashes. Of all pedestrians in crashes, 4 percent were in Gallup crashes, but 8 percent of pedestrian fatalities were in Gallup crashes (Table 26).

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Definitions

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

Alcohol-involved Pedestrian – A pedestrian who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash. A single alcohol-involved crash can involve multiple alcohol-involved drivers.

Crash – A reported incident on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least $500 in property damage. Crashes on private property (such as a parking lot) are not included.

Contributing Factor – Contributing factors are reported in the Apparent Contributing Factors section of the crash report. Multiple contributing factors may be reported for any vehicle or pedestrian in a pedestrian-involved crash. Missing Data is the number of vehicles or pedestrians in the crash that had no contributing factors identified on the crash report.

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

Drug-involved Crash – A crash for which the Uniform Crash Report (UCR) indicated that 1) a DWI citation was issued, 2) Drug was a contributing factor, or 3) a person in control of a vehicle was suspected of being under the influence of drugs. Drug-involved crashes involve one or more drug-involved drivers.

Drug-involved Pedestrian – A pedestrian who was indicated on the Uniform Crash Report as being under the influence of drugs or medication at the time of the crash. A single drug-involved crash can involve multiple drug-involved drivers.

Fatal Crash – A crash in which at least one person was killed. Note that more than one person can be killed in a single fatal crash.

Fatalities – The number of people killed in a crash. The terms killed and deaths are synonymous with fatalities. A fatality is crash-related if it occurs at the time of the crash or if the person(s) involved in the crash dies within 30 days.

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.

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

Pedestrian-involved Crash – A pedestrian-involved crash involves one or more pedestrians, and at least one motor vehicle.

Pedestrians in Alcohol-involved Crash – A pedestrian in a crash for which the Uniform Crash Report (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.

Pedestrians in Drug-involved Crash – A crash for which the Uniform Crash Report (UCR) indicated that 1) a DWI citation was issued, 2) any drug was a contributing factor, or 3) a person in control of a vehicle (including a pedestrian or pedalcyclist) was suspected of being under the influence of drug. Drug-involved crashes involve one or more drug-involved drivers.

Possible Injury – An injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Possible injuries are those which are reported by the person or are indicated by his or her behavior, but no wounds or injuries are readily evident (a.k.a. Class C Injury, Complaint of Injury, or Non-visible Injury). Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea.

Property Damage Only Crash (PDO) – A reported crash on a public road that did not involve injuries or fatalities but resulted in more than $500 in property damage only (a.k.a. a Class O crash).

Serious Injury – A Suspected Serious Injury.

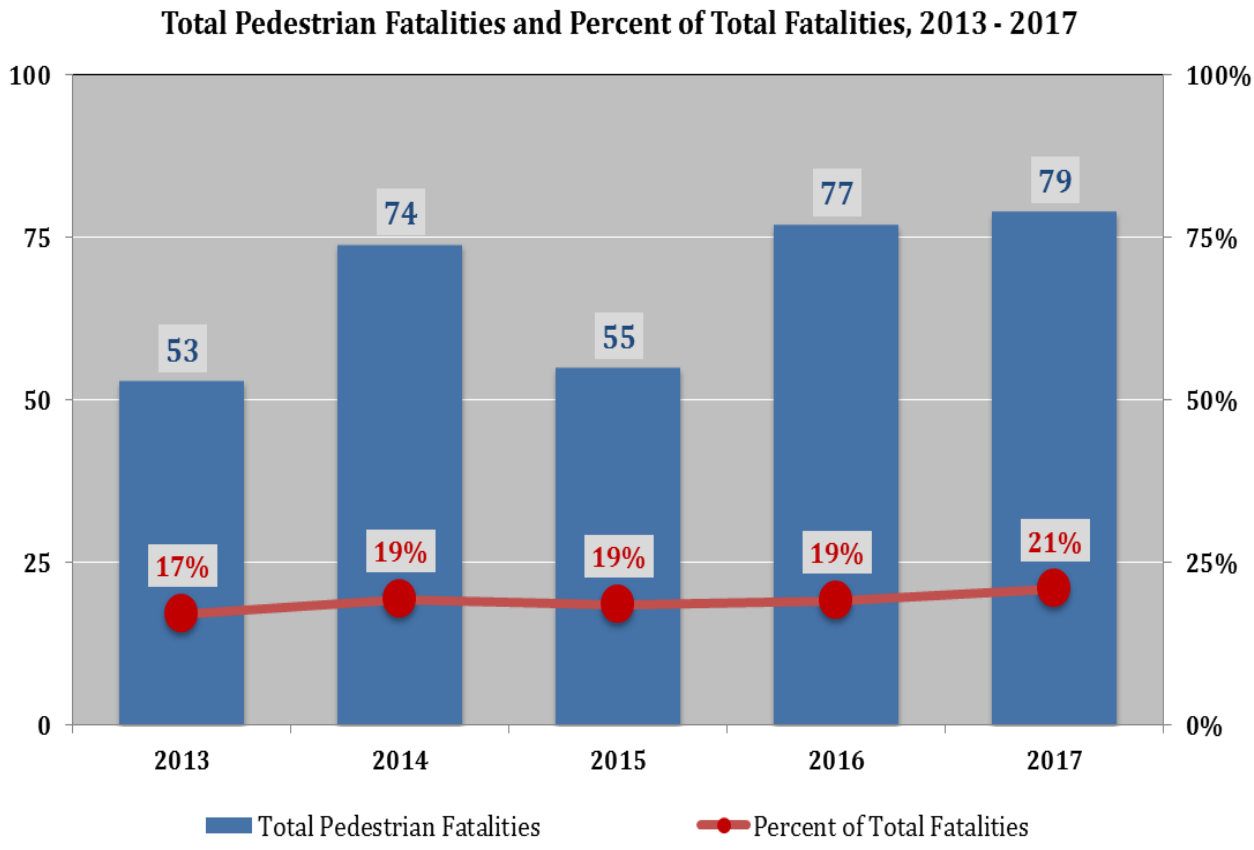
Severity of Injury – The degree of injury to a person in a crash as described by the KABCO scale: K is for Killed, ABC indicate injuries (A=Suspected Serious Injury, B=Suspected Minor Injury, C=Possible Injury), and O indicates No Apparent Injuries (property damage only).

Suspected Minor Injury – A visible but not serious injury, such as abrasions, bruises and minor lacerations, as observed by the officer at the scene of the crash. Also known as a Class B Injury or a Visible Injury.

Suspected Serious Injury – An injury, other than a fatal injury, in which the person was carried from the scene of the crash or in which the injured person was unable to walk, drive or perform normal activities he or she was capable of performing before the injury occurred, as observed by the officer at the scene of the crash. Also known as a Class A Injury or an Incapacitating Injury.

1. Crashes and Fatalities by Pedestrian Involvement, 2013 – 2017

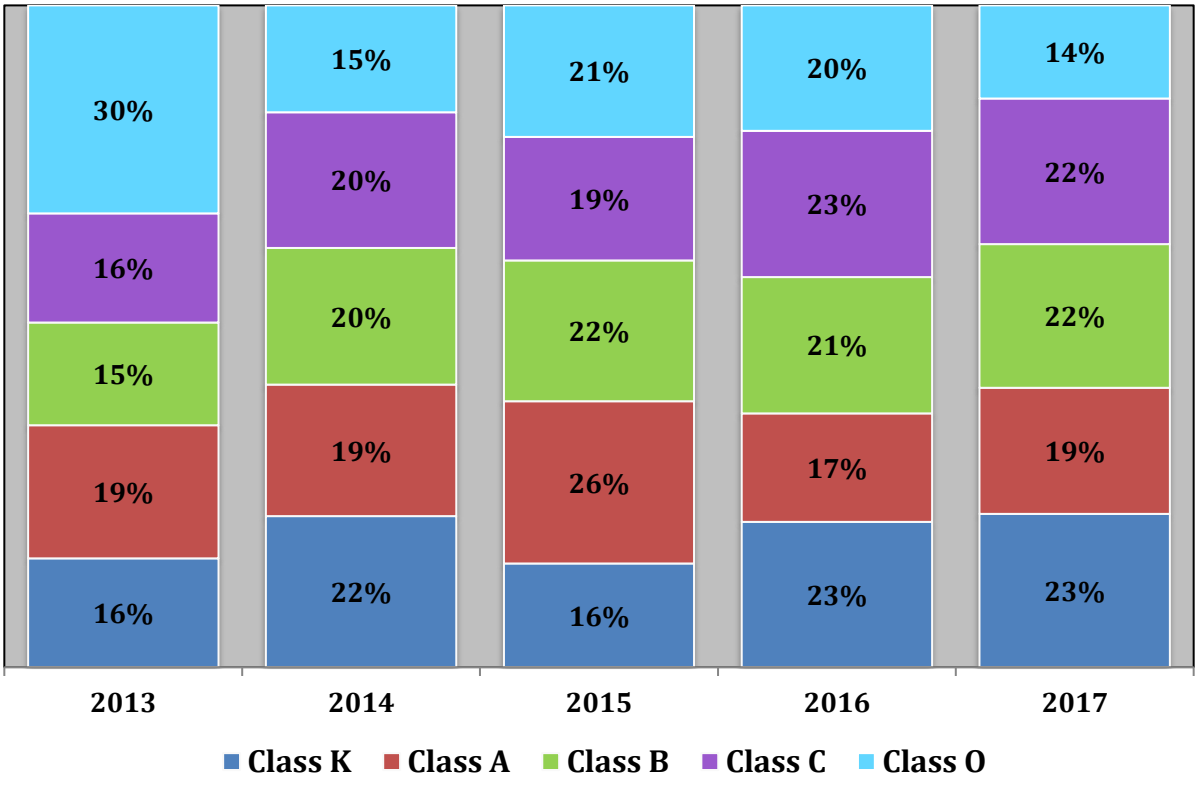
Year	Crashes		Percent of Total Pedestrian-Involved Crashes	Fatalities		Percent of Total Pedestrian Fatalities
	Pedestrian-Involved	Total Crashes		Pedestrian Fatalities	Total Fatalities	
2013	498	39,208	1.3%	53	311	17%
2014	558	40,690	1.4%	74	386	19%
2015	604	45,308	1.3%	55	298	18%
2016	586	45,071	1.3%	77	405	19%
2017	600	45,906	1.3%	79	380	21%
Total	**2,846**	**216,183**	1.3%	**338**	**1,780**	19%



2. Pedestrians in Crashes by Severity of Injuries, 2013 – 2017

Year		Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedestrians in Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2013		53	16%	95	19%	141	15%	137	16%	93	30%	519	18%
2014		74	22%	94	19%	189	20%	171	20%	48	15%	576	19%
2015		55	16%	126	26%	211	22%	169	19%	64	21%	625	21%
2016		77	23%	84	17%	204	21%	199	23%	61	20%	625	21%
2017		79	23%	95	19%	209	22%	193	22%	44	14%	620	21%
Total	Count	338		494		954		869		310		2,965	100%
	Percent	11%		17%		32%		29%		10%		100%	

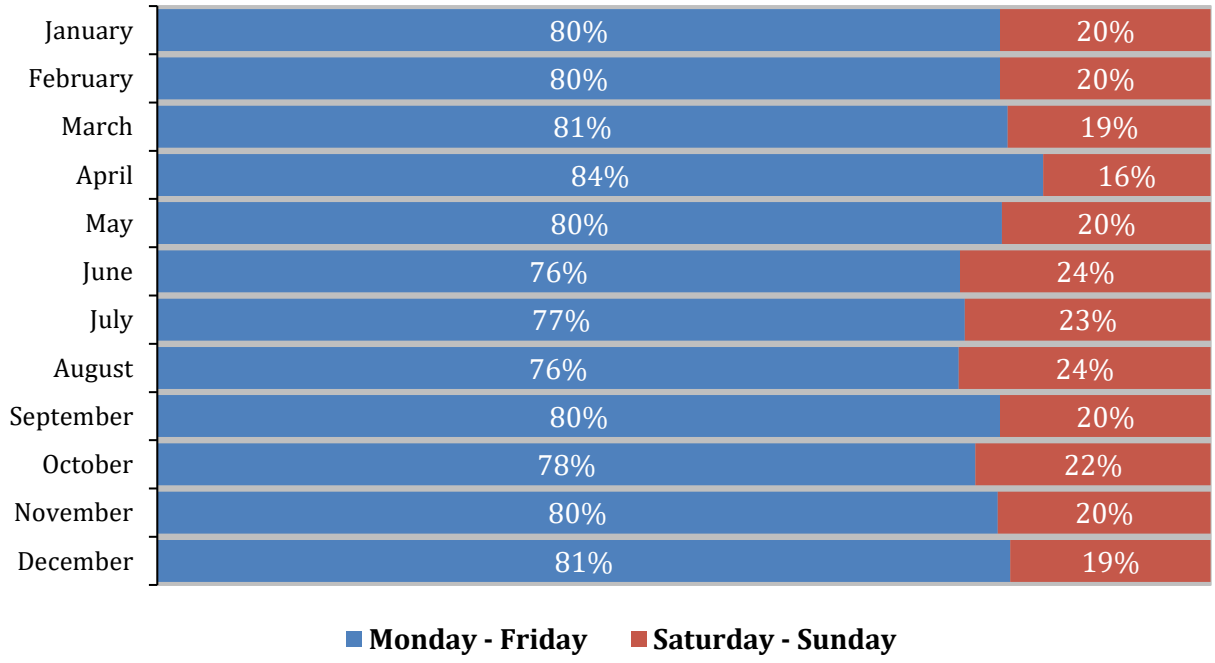
Percent of Injury Severity to Pedestrians in Crashes, 2013 - 2017



3. Pedestrian-involved Crashes by Month and Day, 2013 – 2017

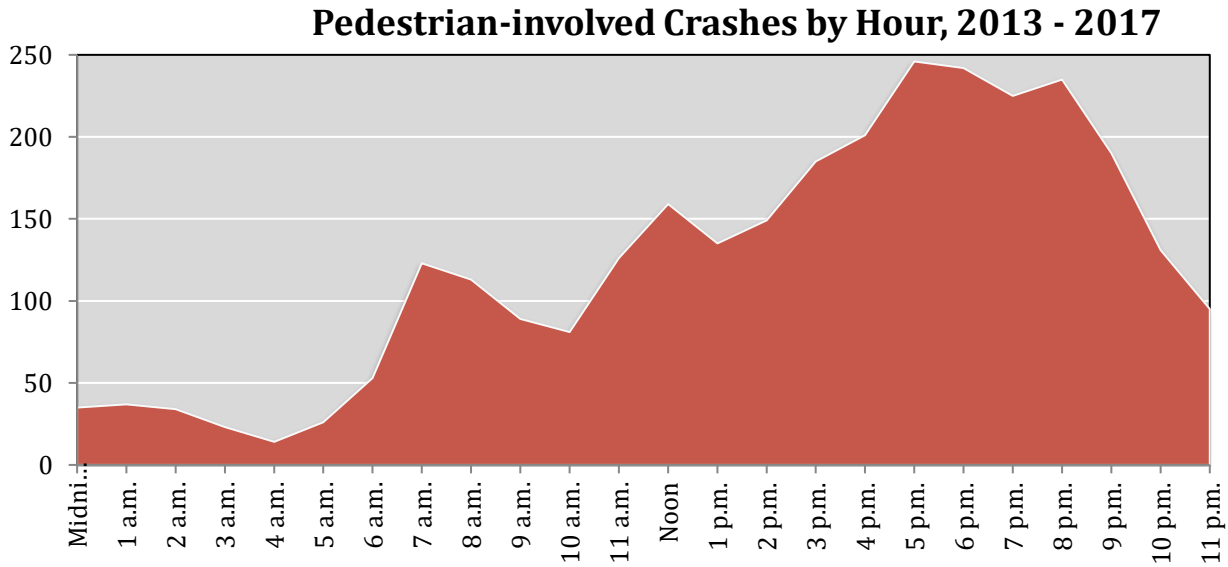
Month		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total Pedestrian-involved Crashes	
									Count	Percent
January		31	33	38	50	44	26	23	245	8%
February		46	42	48	33	35	27	24	255	9%
March		39	40	37	46	39	26	22	249	8%
April		35	32	38	34	46	24	11	220	7%
May		30	44	32	34	38	30	14	222	7%
June		34	28	28	26	28	20	25	189	6%
July		32	30	32	25	32	24	22	197	7%
August		35	31	35	28	46	34	21	230	8%
September		31	48	32	54	51	26	28	270	9%
October		60	53	52	34	55	39	34	327	11%
November		40	43	48	43	47	35	21	277	9%
December		32	50	46	46	56	31	23	284	10%
Total	Count	445	474	466	453	517	342	268	2,965	100%
	Percent	15%	16%	16%	15%	17%	12%	9%	100%	

Weekday Versus Weekend Pedestrian-involved Crashes, 2013 - 2017



4. Pedestrian-involved Crashes by Hour and Day of Week, 2013 – 2017

Hour		Pedestrian-involved Crashes							Total Pedestrian-involved Crashes	
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Count	Percent
Midnight		2	6	5	3	3	7	9	35	1.2%
1 a.m.		5	3	4	3	2	7	13	37	1.2%
2 a.m.		3	1	5	6	3	9	7	34	1.1%
3 a.m.		3	1	6	3	3	7	0	23	0.8%
4 a.m.		0	3	2	2	2	1	4	14	0.5%
5 a.m.		2	4	3	4	7	3	3	26	0.9%
6 a.m.		12	11	7	7	6	4	6	53	1.8%
7 a.m.		18	26	28	21	19	10	1	123	4.1%
8 a.m.		17	21	17	23	23	9	3	113	3.8%
9 a.m.		12	19	15	15	18	4	6	89	3.0%
10 a.m.		12	14	11	16	18	7	3	81	2.7%
11 a.m.		24	17	27	19	14	12	13	126	4.2%
Noon		24	21	26	21	24	20	23	159	5.4%
1 p.m.		24	27	20	21	24	10	9	135	4.6%
2 p.m.		24	30	18	23	27	16	11	149	5.0%
3 p.m.		33	26	30	41	22	23	10	185	6.2%
4 p.m.		26	29	40	36	33	16	21	201	6.8%
5 p.m.		37	50	33	42	40	25	19	246	8.3%
6 p.m.		42	32	33	27	46	40	22	242	8.2%
7 p.m.		34	39	42	26	41	21	22	225	7.6%
8 p.m.		28	44	35	35	39	33	21	235	7.9%
9 p.m.		27	24	29	24	46	19	21	190	6.4%
10 p.m.		22	14	16	20	31	18	10	131	4.4%
11 p.m.		13	7	14	12	20	20	9	95	3.2%
Invalid Code		1	4	0	3	4	1	1	14	0.5%
Missing Data		0	1	0	0	2	0	1	4	0.1%
Total	Count	445	474	466	453	517	342	268	2,965	100%
	Percent	15%	16%	16%	15%	17%	12%	9%	100%	



5. Percent of Alcohol or Drug-Involved Total Pedestrian Fatalities, 2013 – 2017

Year	Alcohol-involved			Drug-involved		
	Alcohol-involved Pedestrian Fatalities	Alcohol-involved Pedestrians	Percent of Total Alcohol-involved Pedestrian Fatalities	Drug-involved Pedestrian Fatalities	Drug-involved Pedestrians	Percent of Total Drug-involved Pedestrian Fatalities
2013	31	97	32%	0	7	0%
2014	42	131	32%	9	13	69%
2015	28	120	23%	4	12	33%
2016	48	129	37%	18	23	78%
2017	41	122	34%	10	19	53%
Total	**190**	**599**	**32%**	**41**	**74**	**55%**

6. Pedestrians Fatalities by Alcohol Involvement, 2013 – 2017

Year	Pedestrian Fatalities in Crashes			All Pedestrians in Crashes			Alcohol-involved Pedestrians		
	Alcohol-involved Pedestrians	Total Pedestrian Fatalities	Percent Alcohol-involved	Alcohol-involved Pedestrians	Total Pedestrians	Percent Alcohol-Involved	Alcohol-involved Pedestrians Killed	Alcohol-involved Pedestrians	Percent Killed
2013	31	53	58%	97	519	19%	31	97	32%
2014	42	74	57%	131	576	23%	42	131	32%
2015	28	55	51%	120	625	19%	28	120	23%
2016	48	77	62%	129	625	21%	48	129	37%
2017	41	79	52%	122	620	20%	41	122	34%
Total	**190**	**338**	**56%**	**599**	**2,965**	**20%**	**190**	**599**	**32%**

7. Pedestrians in Crashes by Drug Involvement, 2013 – 2017

Year	Pedestrian Fatalities in Crashes			All Pedestrians in Crashes			Drug-involved Pedestrians		
	Drug-involved Pedestrians	Total Pedestrian Fatalities	Percent Drug-involved	Drug-involved Pedestrians	Total Pedestrians	Percent Drug-Involved	Drug-involved Pedestrians Killed	Drug-involved Pedestrians	Percent Killed
2013	0	53	0%	7	519	1%	0	7	0%
2014	9	74	12%	13	576	2%	9	13	69%
2015	4	55	7%	12	625	2%	4	12	33%
2016	18	77	23%	23	625	4%	18	23	78%
2017	10	79	13%	19	620	3%	10	19	53%
Total	**41**	**338**	**12%**	**74**	**2,965**	**2%**	**41**	**74**	**55%**

8. Alcohol-involved Pedestrians in Crashes by Severity of Injuries, 2013 – 2017

Year		Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Alcohol-involved Pedestrians	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2013		31	16%	19	16%	21	13%	16	16%	10	34%	97	16%
2014		42	22%	23	20%	35	22%	25	24%	6	21%	131	22%
2015		28	15%	31	26%	36	23%	19	18%	6	21%	120	20%
2016		48	25%	20	17%	36	23%	20	19%	5	17%	129	22%
2017		41	22%	24	21%	32	20%	23	22%	2	7%	122	20%
Total	Count	190		117		160		103		29		599	100%
	Percent	32%		20%		27%		17%		5%		100%	

9. Drug-involved Pedestrians in Crashes by Severity of Injuries, 2013 – 2017

Year		Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Drug-involved Pedestrians	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2013		0	0%	0	0%	4	25%	2	25%	1	50%	7	9%
2014		9	22%	1	14%	2	13%	1	13%	0	0%	13	18%
2015		4	10%	3	43%	2	13%	3	38%	0	0%	12	16%
2016		18	44%	0	0%	3	19%	2	25%	0	0%	23	31%
2017		10	24%	3	43%	5	31%	0	0%	1	50%	19	26%
Total	Count	41		7		16		8		2		74	100%
	Percent	55%		9%		22%		11%		3%		100%	

10. Pedestrians in Alcohol-involved Crashes, 2013 – 2017

Year	Pedestrians in Alcohol-involved Crashes								
	Fatalities			Pedestrians			Alcohol		
	Pedestrians Killed in Alcohol-involved Crashes	Total Pedestrians Killed	Percent Alcohol-involved	Pedestrians in Alcohol-involved Crashes	Total Pedestrians in Crashes	Percent Alcohol-involved	Pedestrians Killed in Alcohol-involved Crashes	Pedestrians in Alcohol-involved Crashes	Percent Killed
2013	31	53	58%	105	519	20%	31	105	30%
2014	42	74	57%	147	576	26%	42	147	29%
2015	30	55	55%	135	625	22%	30	135	22%
2016	52	77	68%	144	625	23%	52	144	36%
2017	42	79	53%	137	620	22%	42	137	31%
Total	**197**	**338**	**58%**	**668**	**2,965**	**23%**	**197**	**668**	**29%**

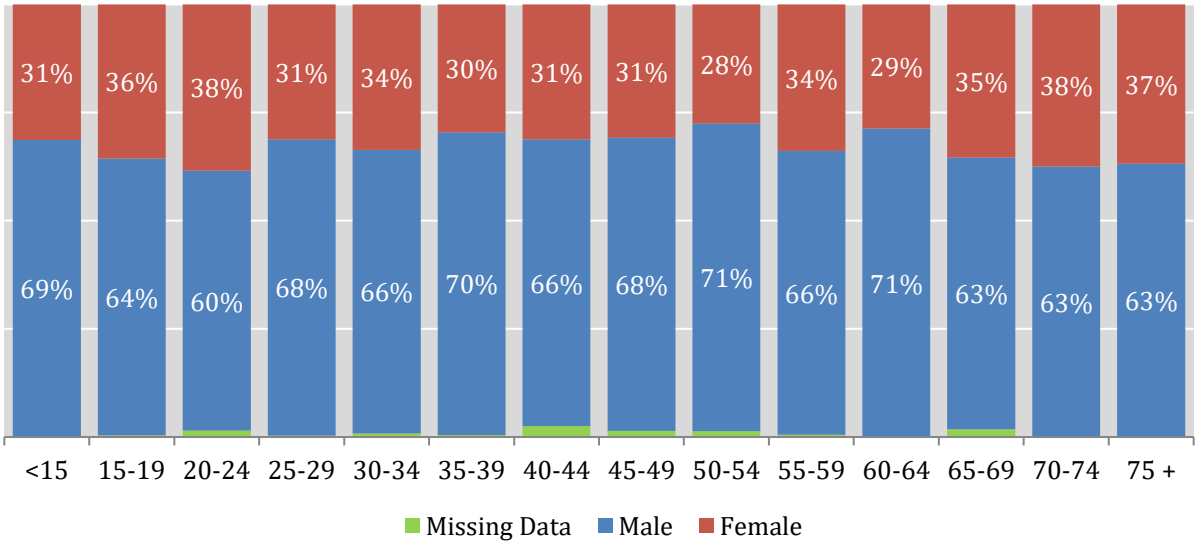
11. Pedestrians in Drug-involved Crashes, 2013 – 2017

Year	Pedestrians in Drug-involved Crashes								
	Fatalities			Pedestrians			Drug		
	Pedestrians Killed in Drug-involved Crashes	Total Pedestrians Killed	Percent Drug-involved	Pedestrians in Drug-involved Crashes	Total Pedestrians	Percent Drug-involved	Pedestrians Killed in Drug-involved Crashes	Pedestrians in Drug-involved Crashes	Percent Killed
2013	2	53	4%	11	519	2%	2	11	18%
2014	9	74	12%	16	576	3%	9	16	56%
2015	7	55	13%	16	625	3%	7	16	44%
2016	19	77	25%	26	625	4%	19	26	73%
2017	13	79	16%	24	620	4%	13	24	54%
Total	**50**	**338**	**15%**	**93**	**2,965**	**3%**	**50**	**93**	**54%**

12. Pedestrians in Crashes by Age Group and Sex, 2013 – 2017

Age Group	Male		Female		Missing Data		Pedestrians in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
<15	184	69%	84	31%	0	0%	268	9%
15-19	158	64%	88	36%	1	0%	247	8%
20-24	161	60%	103	38%	4	1%	268	9%
25-29	202	68%	92	31%	1	0%	295	10%
30-34	152	66%	78	34%	2	1%	232	8%
35-39	142	70%	60	30%	1	0%	203	7%
40-44	132	66%	62	31%	5	3%	199	7%
45-49	145	68%	66	31%	3	1%	214	7%
50-54	155	71%	60	28%	3	1%	218	7%
55-59	122	66%	63	34%	1	1%	186	6%
60-64	112	71%	45	29%	0	0%	157	5%
65-69	71	63%	40	35%	2	2%	113	4%
70-74	40	63%	24	38%	0	0%	64	2%
75 +	60	63%	35	37%	0	0%	95	3%
Missing Data	97	47%	43	21%	66	32%	206	7%
Total Count	1,933	65%	943	32%	89	3%	2,965	100%
Total Percent	65%		32%		3%		100%	

Pedestrians in Crashes by Age Group and Sex, 2014 - 2017



13. Pedestrians in Crashes by Age with Alcohol and Drug involvements, 2013 – 2017

Age Group	Alcohol-involved Pedestrians in Crashes			Drug-involved Pedestrians in Crashes			All Pedestrians in Crashes		
	Killed	Total	Percent	Killed	Total	Percent	Killed	Total	Percent
<15	0	0	0%	0	0	0%	9	268	3%
15-19	5	13	38%	1	4	25%	11	247	4%
20-24	17	53	32%	7	14	50%	29	268	11%
25-29	29	77	38%	5	9	56%	40	295	14%
30-34	22	64	34%	8	10	80%	35	232	15%
35-39	20	67	30%	5	10	50%	30	203	15%
40-44	12	49	24%	2	5	40%	25	199	13%
45-49	18	75	24%	1	4	25%	28	214	13%
50-54	22	69	32%	6	9	67%	31	218	14%
55-59	19	51	37%	0	2	0%	32	186	17%
60-64	11	37	30%	3	3	100%	22	157	14%
65-69	9	14	64%	1	1	100%	15	113	13%
70-74	1	4	25%	1	1	100%	9	64	14%
75 +	3	4	75%	1	1	100%	19	95	20%
Missing Data	2	22	9%	0	1	0%	3	206	1%
Total	**190**	**599**	**32%**	**41**	**74**	**55%**	**338**	**2,965**	**11%**

14. Pedestrians in Crashes by Age and Sex with Alcohol and Drug involvements, 2013 – 2017

Age Group	Alcohol-involved Pedestrians in Crashes							Drug-involved Pedestrians in Crashes						
	Male			Female			Missing Data	Male			Female			Missing Data
	Killed	Total	%	Killed	Total	%		Killed	Total	%	Killed	Total	%	
<15	0	0	0%	0	0	0%	0	0	0	0%	0	0	0%	0
15-19	5	12	42%	0	1	0%	0	1	4	25%	0	0	0%	0
20-24	12	38	32%	5	14	36%	1	5	11	45%	2	3	67%	0
25-29	24	66	36%	5	11	45%	0	4	6	67%	1	3	33%	0
30-34	14	51	27%	8	13	62%	0	5	7	71%	3	3	100%	0
35-39	13	48	27%	7	18	39%	1	2	7	29%	3	3	100%	0
40-44	10	39	26%	2	10	20%	0	1	4	25%	1	1	100%	0
45-49	14	54	26%	4	19	21%	2	1	3	33%	0	1	0%	0
50-54	21	60	35%	1	9	11%	0	6	9	67%	0	0	0%	0
55-59	18	47	38%	1	4	25%	0	0	1	0%	0	1	0%	0
60-64	10	31	32%	1	6	17%	0	1	1	100%	2	2	100%	0
65-69	6	11	55%	3	3	100%	0	1	1	100%	0	0	0%	0
70-74	1	4	25%	0	0	0%	0	1	1	100%	0	0	0%	0
75 +	3	4	75%	0	0	0%	0	1	1	100%	0	0	0%	0
Missing Data	2	15	13%	0	3	0%	4	0	1	0%	0	0	0%	0
Total	**153**	**480**	**32%**	**37**	**111**	**33%**	**8**	**29**	**57**	**51%**	**12**	**17**	**71%**	**0**

15. Pedestrians in Crashes by Hit-and-Run, 2013 – 2017

Year		Hit-and-Run		Not a Hit-and-Run		Missing Data		Total Pedestrians in Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
2013		32	10%	48	14%	3	100%	83	13%
2014		58	19%	69	20%	0	0%	127	19%
2015		58	19%	87	25%	0	0%	145	22%
2016		72	23%	66	19%	0	0%	138	21%
2017		90	29%	76	22%	0	0%	166	25%
Total	Count	310		346		3		659	100%
	Percent	47%		53%		0%		100%	

16. Pedestrians in Crashes by Severity of Injuries and Light Conditions, 2013 – 2017

Light Conditions		Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedestrians in Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight		59	17%	215	44%	591	62%	540	62%	201	65%	1,606	54%
Dark-Lighted		109	32%	166	34%	198	21%	164	19%	57	18%	694	23%
Dark-Not Lighted		153	45%	88	18%	110	12%	94	11%	32	10%	477	16%
Dusk		8	2%	14	3%	32	3%	26	3%	6	2%	86	3%
Dawn		4	1%	4	1%	8	1%	11	1%	4	1%	31	1%
Missing Data		5	1%	7	1%	15	2%	34	4%	10	3%	71	2%
Total	Count	338		494		954		869		310		2,965	100%
	Percent	11%		17%		32%		29%		10%		100%	

17. Pedestrians in Crashes by Severity of Injuries and Road Conditions, 2013 – 2017

Road Conditions		Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedestrians in Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Dry		206	61%	325	66%	691	72%	591	68%	167	54%	1980	67%
Wet		11	3%	27	5%	29	3%	25	3%	4	1%	96	3%
Loose Material		1	0%	0	0%	2	0%	5	1%	0	0%	8	0%
Snow		1	0%	1	0%	1	0%	2	0%	0	0%	5	0%
Ice		1	0%	0	0%	1	0%	1	0%	0	0%	3	0%
Other Conditions		21	6%	39	8%	46	5%	49	6%	43	14%	198	7%
Missing Data		97	29%	102	21%	184	19%	196	23%	96	31%	675	23%
Total	Count	338		494		954		869		310		2,965	100%
	Percent	11%		17%		32%		29%		10%		100%	

18. Pedestrians in Crashes by Severity of Injuries and Road Surface, 2013 – 2017

Road Surface		Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedestrians in Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Paved Center and Edge		173	51%	215	44%	412	43%	341	39%	86	28%	1227	**41%**
Paved Unstriped		10	3%	49	10%	154	16%	142	16%	45	15%	400	**13%**
Paved Center Stripe		33	10%	75	15%	131	14%	126	14%	29	9%	394	**13%**
Unpaved		2	1%	9	2%	13	1%	13	1%	6	2%	43	**1%**
Missing Data		120	36%	146	30%	244	26%	247	28%	144	46%	901	**30%**
Total	**Count**	**338**		**494**		**954**		**869**		**310**		**2,965**	**100%**
	Percent	**11%**		**17%**		**32%**		**29%**		**10%**		**100%**	

19. Pedestrians in Crashes by Severity of Injuries and Traffic Control Device, 2013 – 2017

Traffic Control Device		Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedestrians in Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
No Controls		154	46%	202	41%	353	37%	278	32%	80	26%	1067	**36%**
Traffic Signals		29	9%	70	14%	191	20%	178	20%	46	15%	514	**17%**
Stop Sign		2	1%	15	3%	47	5%	36	4%	12	4%	112	**4%**
No Passing Zone		6	2%	3	1%	12	1%	10	1%	1	0%	32	**1%**
4-Way Stop		0	0%	2	0%	5	1%	19	2%	5	2%	31	**1%**
Others		29	9%	59	12%	114	12%	103	12%	27	9%	332	**11%**
Missing Data		118	35%	143	29%	232	24%	245	28%	139	45%	877	**30%**
Total	**Count**	**338**		**494**		**954**		**869**		**310**		**2,965**	**100%**
	Percent	**11%**		**17%**		**32%**		**29%**		**10%**		**100%**	

20. Pedestrians in Crashes by Severity of Injuries and Road Design Lanes, 2013 – 2017

Road Design Lanes		Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedestrians in Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Two Lanes		88	26%	117	24%	246	26%	196	23%	63	20%	710	**24%**
Three Lanes		59	17%	90	18%	130	14%	99	11%	24	8%	402	**14%**
One Lane		21	6%	52	11%	148	16%	139	16%	37	12%	397	**13%**
Four+ Lanes		34	10%	38	8%	80	8%	58	7%	19	6%	229	**8%**
Missing Data		136	40%	197	40%	350	37%	377	43%	167	54%	1227	**41%**
Total	**Count**	**338**		**494**		**954**		**869**		**310**		**2,965**	**100%**
	Percent	**11%**		**17%**		**32%**		**29%**		**10%**		**100%**	

21. Pedestrians in Crashes by Severity of Injuries and Road Design Dividers, 2013 – 2017

Road Design Dividers		Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedestrians in Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Painted Divider		68	20%	134	27%	266	28%	173	20%	39	13%	680	**23%**
Physical Divider		92	27%	108	22%	192	20%	185	21%	49	16%	626	**21%**
Undivided		16	5%	52	11%	169	18%	155	18%	22	7%	414	**14%**
Missing Data		162	48%	200	40%	327	34%	356	41%	200	65%	1,245	**42%**
Total	**Count**	**338**		**494**		**954**		**869**		**310**		**2,965**	**100%**
	Percent	**11%**		**17%**		**32%**		**29%**		**10%**		**100%**	

22. Pedestrians in Crashes by Severity of Injuries and Road Design, 2013 – 2017

Road Design		Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedestrians in Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Freeway (Full Access)		64	19%	102	21%	213	22%	180	21%	56	18%	615	**21%**
One-Way		12	4%	23	5%	31	3%	15	2%	6	2%	87	**3%**
Construction Zone		2	1%	4	1%	10	1%	8	1%	1	0%	25	**1%**
Ramp		3	1%	5	1%	4	0%	4	0%	1	0%	17	**1%**
Alley		0	0%	3	1%	3	0%	3	0%	2	1%	11	**0%**
Others		101	30%	180	36%	376	39%	363	42%	76	25%	1096	**37%**
Missing Data		156	46%	177	36%	317	33%	296	34%	168	54%	1114	**38%**
Total	**Count**	**338**		**494**		**954**		**869**		**310**		**2,965**	**100%**
	Percent	**11%**		**17%**		**32%**		**29%**		**10%**		**100%**	

23. Pedestrians in Crashes by Severity of Injuries and Pedestrian Actions, 2013 – 2017

Pedestrain Actions		Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedestrians in Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Pedestrian at Intersection, No Signal		54	16%	84	17%	148	16%	147	17%	41	13%	474	**16%**
Pedestrian at Intersection, With Signal		5	1%	17	3%	74	8%	88	10%	35	11%	219	**7%**
Pedestrian Not at Intersection, No Crosswalk		35	10%	45	9%	69	7%	37	4%	18	6%	204	**7%**
Pedestrian at Intersection, Against Signal		10	3%	27	5%	43	5%	33	4%	11	4%	124	**4%**
Pedestrian at Intersection, Diagonal		20	6%	22	4%	37	4%	26	3%	9	3%	114	**4%**
Pedestrian Not at Intersection, Other		33	10%	42	9%	79	8%	69	8%	20	6%	243	**8%**
Missing Data		181	54%	257	52%	504	53%	469	54%	176	57%	1,587	**54%**
Total	**Count**	**338**		**494**		**954**		**869**		**310**		**2,965**	**100%**
	Percent	**11%**		**17%**		**32%**		**29%**		**10%**		**100%**	

24. Pedestrians in Crashes by Severity of Injuries and Vehicle Actions, 2013 – 2017

Vehicle Actions		Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedestrians in Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Going Straight		81	24%	156	32%	331	35%	313	36%	82	26%	963	**32%**
Right Turn		0	0%	1	0%	12	1%	9	1%	3	1%	25	**1%**
Left Turn		1	0%	0	0%	7	1%	7	1%	9	3%	24	**1%**
Parked		4	1%	2	0%	4	0%	3	0%	4	1%	17	**1%**
Backing		0	0%	2	0%	5	1%	6	1%	0	0%	13	**0%**
Others		1	0%	2	0%	10	1%	3	0%	3	1%	19	**1%**
Missing Data		251	74%	331	67%	585	61%	528	61%	209	67%	1,904	**64%**
Total	**Count**	**338**		**494**		**954**		**869**		**310**		**2,965**	**100%**
	Percent	**11%**		**17%**		**32%**		**29%**		**10%**		**100%**	

25. Pedestrians in Crashes by Severity of Injuries and Agency, 2013 – 2017

Law Enforcement Agency		Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedestrians in Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Albuquerque Police Department		107	32%	253	51%	456	48%	426	49%	103	33%	1345	**45%**
Las Cruces Police Department		7	2%	26	5%	72	8%	48	6%	31	10%	184	**6%**
Santa Fe Police Department		13	4%	15	3%	59	6%	63	7%	9	3%	159	**5%**
New Mexico State Police (Nmsp)		60	18%	22	4%	29	3%	13	1%	10	3%	134	**5%**
Bernalillo County Sheriffs Department		25	7%	23	5%	39	4%	34	4%	13	4%	134	**5%**
All Other Agencies		126	37%	155	31%	299	31%	285	33%	144	46%	1,009	**34%**
Total	**Count**	**338**		**494**		**954**		**869**		**310**		**2,965**	**100%**
	Percent	**11%**		**17%**		**32%**		**29%**		**10%**		**100%**	

26. Pedestrians in Crashes by Severity of Injuries and City, 2013 – 2017

Cities		Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Pedestrians in Crashes	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Albuquerque		129	38%	278	56%	504	53%	477	55%	147	47%	1,535	**52%**
Las Cruces		10	3%	31	6%	80	8%	58	7%	38	12%	217	**7%**
Santa Fe		17	5%	17	3%	63	7%	68	8%	11	4%	176	**6%**
Gallup		26	8%	31	6%	29	3%	29	3%	10	3%	125	**4%**
Farmington		6	2%	20	4%	37	4%	21	2%	8	3%	92	**3%**
All Other Cities		150	44%	117	24%	241	25%	216	25%	96	31%	820	**28%**
Total	**Count**	**338**		**494**		**954**		**869**		**310**		**2,965**	**100%**
	Percent	**11%**		**17%**		**32%**		**29%**		**10%**		**100%**	

27. Pedestrians in Crashes by Severity of Injuries and County, 2013 – 2017

County		Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Pedestrian-involved Crashes	
							Count	Percent
Bernalillo		135	280	506	485	148	1,554	52%
Chaves		3	14	19	15	7	58	2%
Cibola		7	2	4	2	0	15	1%
Colfax		3	1	1	5	1	11	0%
Curry		3	7	9	8	4	31	1%
De Baca		0	0	0	2	0	2	0%
Doña Ana		15	35	93	65	41	249	8%
Eddy		5	8	22	14	14	63	2%
Grant		4	5	16	9	5	39	1%
Guadalupe		4	1	1	1	0	7	0%
Harding		2	0	0	0	0	2	0%
Hidalgo		5	0	0	0	1	6	0%
Lea		7	8	19	17	8	59	2%
Lincoln		1	1	3	5	1	11	0%
Los Alamos		1	0	0	1	1	3	0%
Luna		2	2	11	5	3	23	1%
McKinley		43	39	40	34	13	169	6%
Otero		6	5	18	17	5	51	2%
Quay		1	0	0	0	0	1	0%
Rio Arriba		6	4	8	4	5	27	1%
Roosevelt		1	3	3	2	2	11	0%
San Juan		42	37	51	36	12	178	6%
San Miguel		2	1	8	13	7	31	1%
Sandoval		5	4	24	11	9	53	2%
Santa Fe		20	22	71	73	11	197	7%
Sierra		0	1	4	4	0	9	0%
Socorro		2	3	4	5	4	18	1%
Taos		7	3	4	7	3	24	1%
Torrance		3	0	5	3	0	11	0%
Union		0	0	0	1	0	1	0%
Valencia		3	8	10	25	5	51	2%
Total	Count	338	494	954	869	310	2,965	100%
	Percent	11%	17%	32%	29%	10%	100%	

28. Frequency of Contributing Factors in Pedestrian Crashes, 2013 – 2017

Contributing Factors*	2013	2014	2015	2016	2017	Five-Year Summary	
						Average	Percent
Human	**635**	**727**	**807**	**864**	**922**	**791**	**55%**
Alcohol Involved	57	81	62	140	141	96	7%
Avoid No Contact - Other	16	25	27	18	23	22	2%
Avoid No Contact - Vehicle	5	10	14	23	7	12	1%
Cell Phone	4	4	6	2	7	5	0%
Disregarded Traffic Signal	18	17	24	18	15	18	1%
Driver Inattention	197	199	222	204	232	211	15%
Driverless Moving Vehicle	2	4	7	4	8	5	0%
Drove Left Of Center	0	4	3	2	1	2	0%
Drug Involved	7	2	7	24	23	13	1%
Excessive Speed	15	16	21	12	16	16	1%
Failed to Yield Right of Way	73	65	93	80	82	79	5%
Failed to Yield to Emergency Vehicle	0	0	0	1	0	0	0%
Failed to Yield to Police Vehicle	0	0	2	1	2	1	0%
Following Too Closely	3	4	5	2	3	3	0%
High Speed Pursuit	0	0	2	0	0	0	0%
Improper Backing	10	5	9	9	5	8	1%
Improper Lane Change	2	2	0	2	3	2	0%
Improper Overtaking	2	4	0	2	3	2	0%
Made Improper Turn	5	9	7	6	5	6	0%
Other Improper Driving	30	45	37	40	44	39	3%
Passed Stop Sign	5	7	1	3	4	4	0%
Pedestrian Error	174	212	251	266	289	238	17%
Speed Too Fast for Conditions	8	12	7	4	9	8	1%
Texting	2	0	0	0	0	0	0%
Vehicle Skidded Before Brake	0	0	0	1	0	0	0%
Vehicle	**4**	**7**	**4**	**2**	**10**	**5**	**0%**
Defective Steering	0	3	0	0	0	1	0%
Defective Tires	1	1	1	0	0	1	0%
Inadequate Brakes	1	0	1	1	3	1	0%
Other Mechanical Defect	2	3	2	1	7	3	0%
Environment	**1**	**0**	**0**	**0**	**0**	**0**	**0%**
Low Visibility Due to Smoke	0	0	0	0	0	0	0%
Road Defect	1	0	0	0	0	0	0%
Traffic Control Not Functioning	0	0	0	0	0	0	0%
Other[3]	**570**	**645**	**670**	**651**	**653**	**638**	**44%**
None	325	364	397	399	428	383	27%
Other - No Driver Error	54	61	63	78	90	69	5%
Missing Data	191	220	210	174	135	186	13%
Total Contributing Factors	**1,210**	**1,379**	**1,481**	**1,517**	**1,585**	**1,434**	**100%**

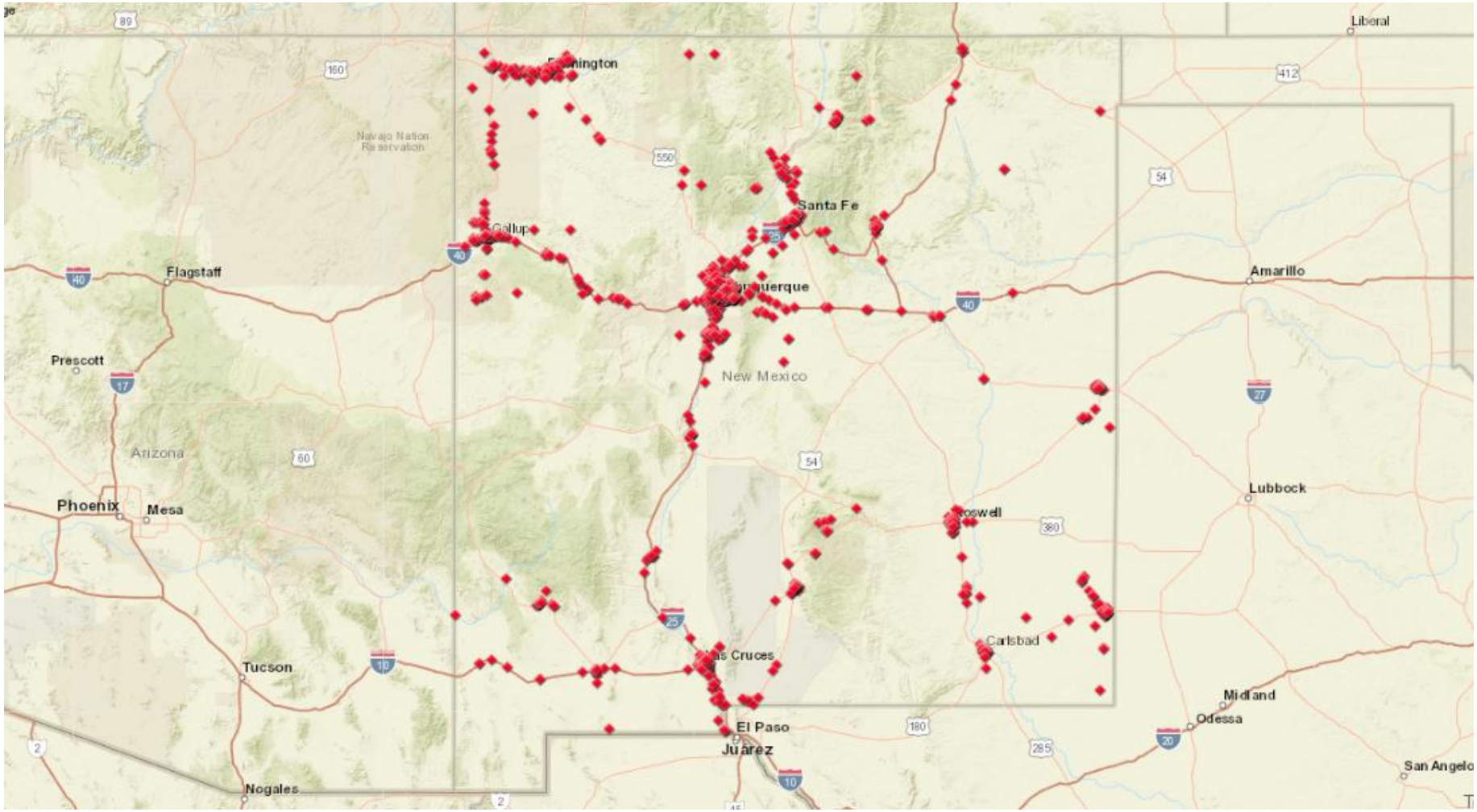
*See Contributing Factors definition for more details regarding the data in this table.

29. Frequency of Contributing Factors in Fatal Pedestrian Crashes, 2013 – 2017

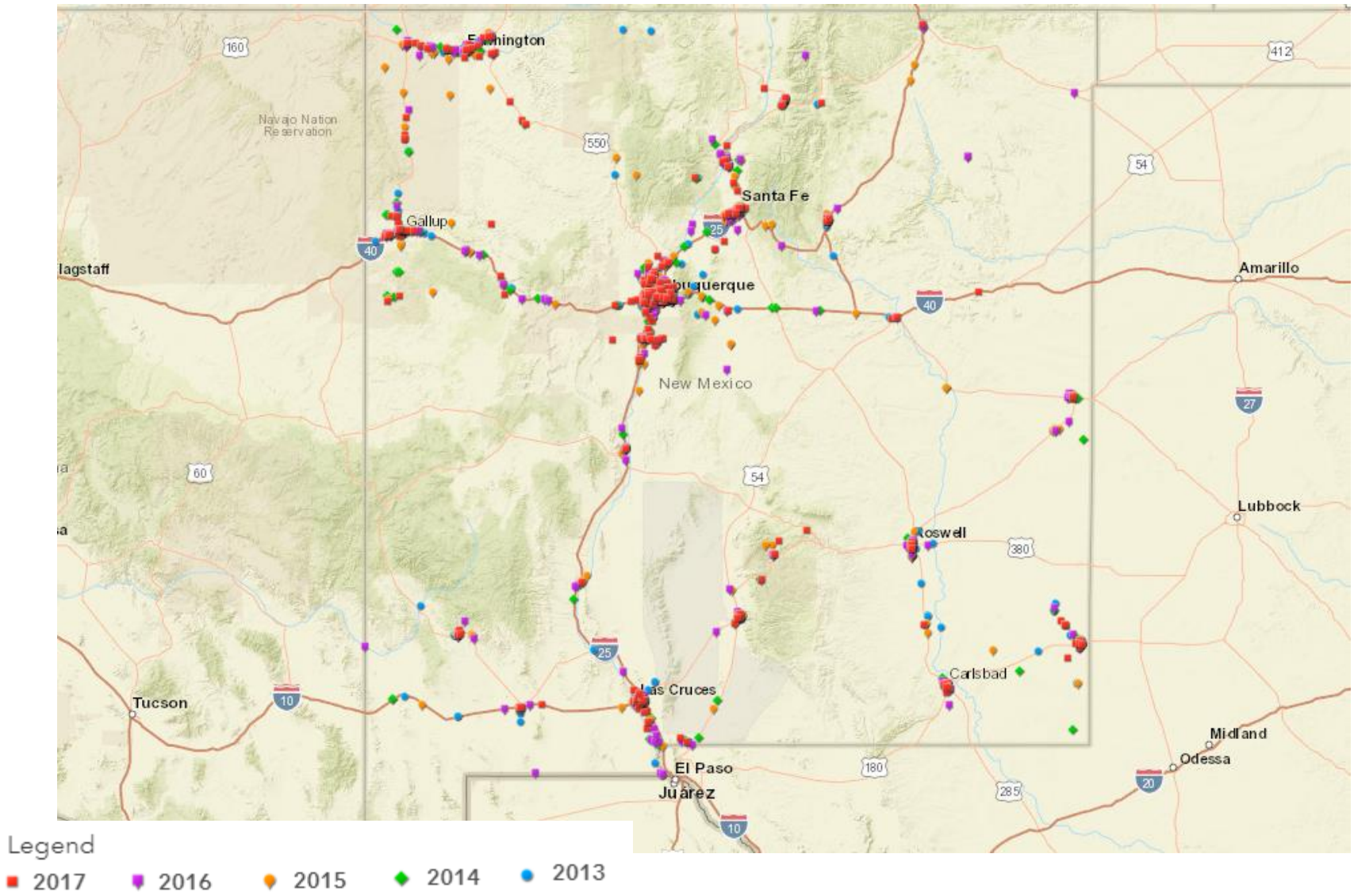
Contributing Factors*	2013	2014	2015	2016	2017	Five-Year Summary	
						Average	Percent
Human	**78**	**130**	**83**	**150**	**162**	**121**	**62%**
Alcohol Involved	24	51	25	51	47	40	20%
Avoid No Contact - Other	1	0	2	5	5	3	1%
Avoid No Contact - Vehicle	0	0	0	4	2	1	1%
Cell Phone	0	0	1	1	1	1	0%
Disregarded Traffic Signal	1	0	0	1	3	1	1%
Driver Inattention	9	14	10	13	18	13	7%
Driverless Moving Vehicle	0	0	0	0	1	0	0%
Drove Left Of Center	0	2	1	0	0	1	0%
Drug Involved	1	0	5	18	13	7	4%
Excessive Speed	1	4	3	3	4	3	2%
Failed to Yield Right of Way	4	2	1	4	5	3	2%
Failed to Yield to Emergency Vehicle	0	0	0	1	0	0	0%
Failed to Yield to Police Vehicle	0	0	0	0	0	0	0%
Following Too Closely	0	0	0	0	1	0	0%
High Speed Pursuit	0	0	0	0	0	0	0%
Improper Backing	0	1	1	0	0	0	0%
Improper Lane Change	0	0	0	0	0	0	0%
Improper Overtaking	0	0	0	0	0	0	0%
Made Improper Turn	0	0	0	0	0	0	0%
Other Improper Driving	2	5	2	5	4	4	2%
Passed Stop Sign	0	0	0	0	0	0	0%
Pedestrian Error	34	50	30	43	56	43	22%
Speed Too Fast for Conditions	1	1	2	0	2	1	1%
Texting	0	0	0	0	0	0	0%
Vehicle Skidded Before Brake	0	0	0	1	0	0	0%
Vehicle	**0**	**0**	**1**	**0**	**0**	**0**	**0%**
Defective Steering	0	0	0	0	0	0	0%
Defective Tires	0	0	0	0	0	0	0%
Inadequate Brakes	0	0	0	0	0	0	0%
Other Mechanical Defect	0	0	1	0	0	0	0%
Environment	**0**	**0**	**0**	**0**	**0**	**0**	**0%**
Low Visibility Due to Smoke	0	0	0	0	0	0	0%
Road Defect	0	0	0	0	0	0	0%
Traffic Control Not Functioning	0	0	0	0	0	0	0%
Other[3]	**54**	**87**	**56**	**82**	**85**	**73**	**38%**
None	32	46	25	41	56	40	21%
Other - No Driver Error	9	16	10	15	19	14	7%
Missing Data	13	25	21	26	10	19	10%
Total Contributing Factors	**132**	**217**	**140**	**232**	**247**	**194**	**100%**

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

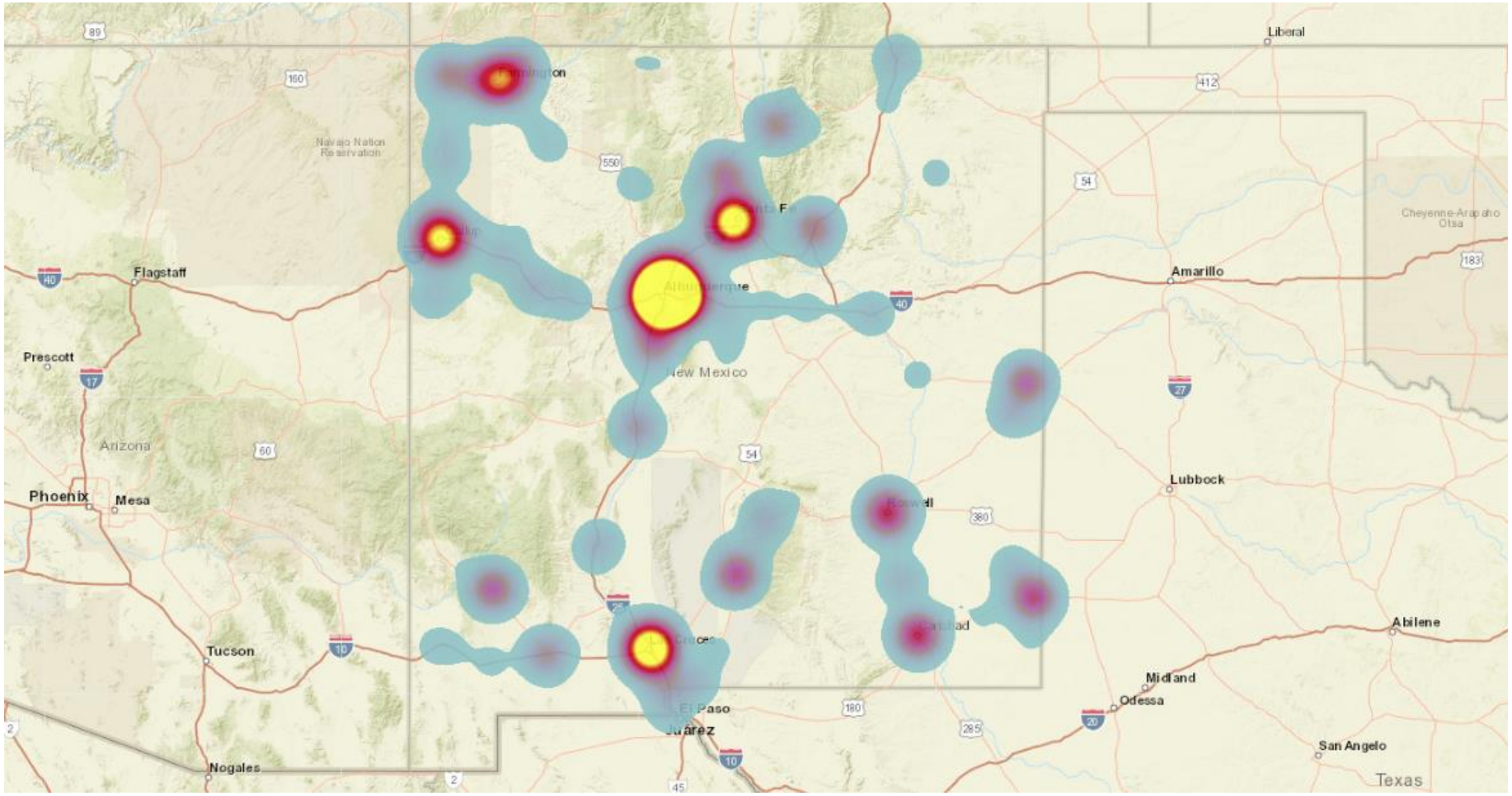
Map 1: Pedestrians in Crashes, 2013-2017



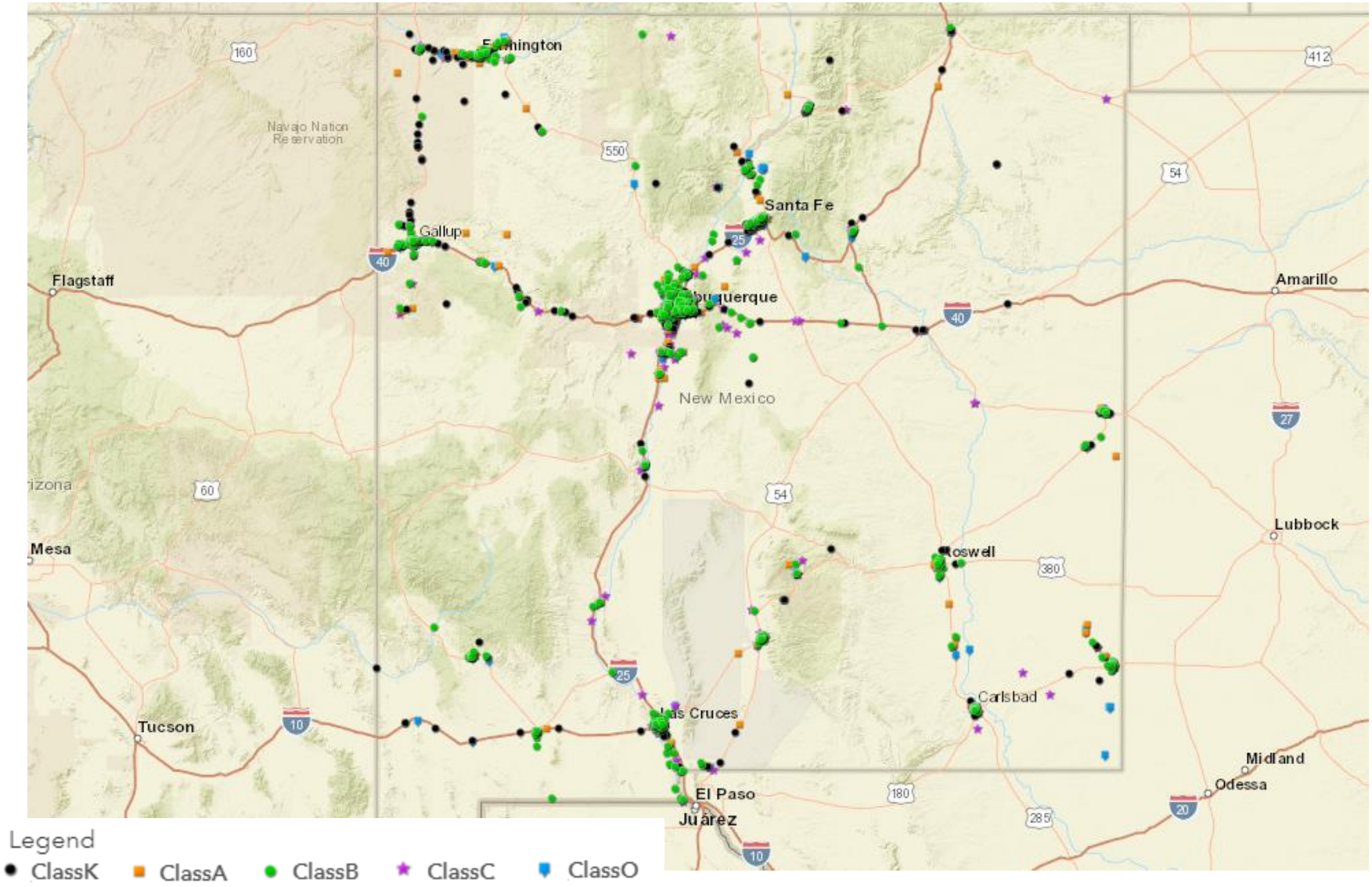
Map 2: Pedestrians in Crashes by Year



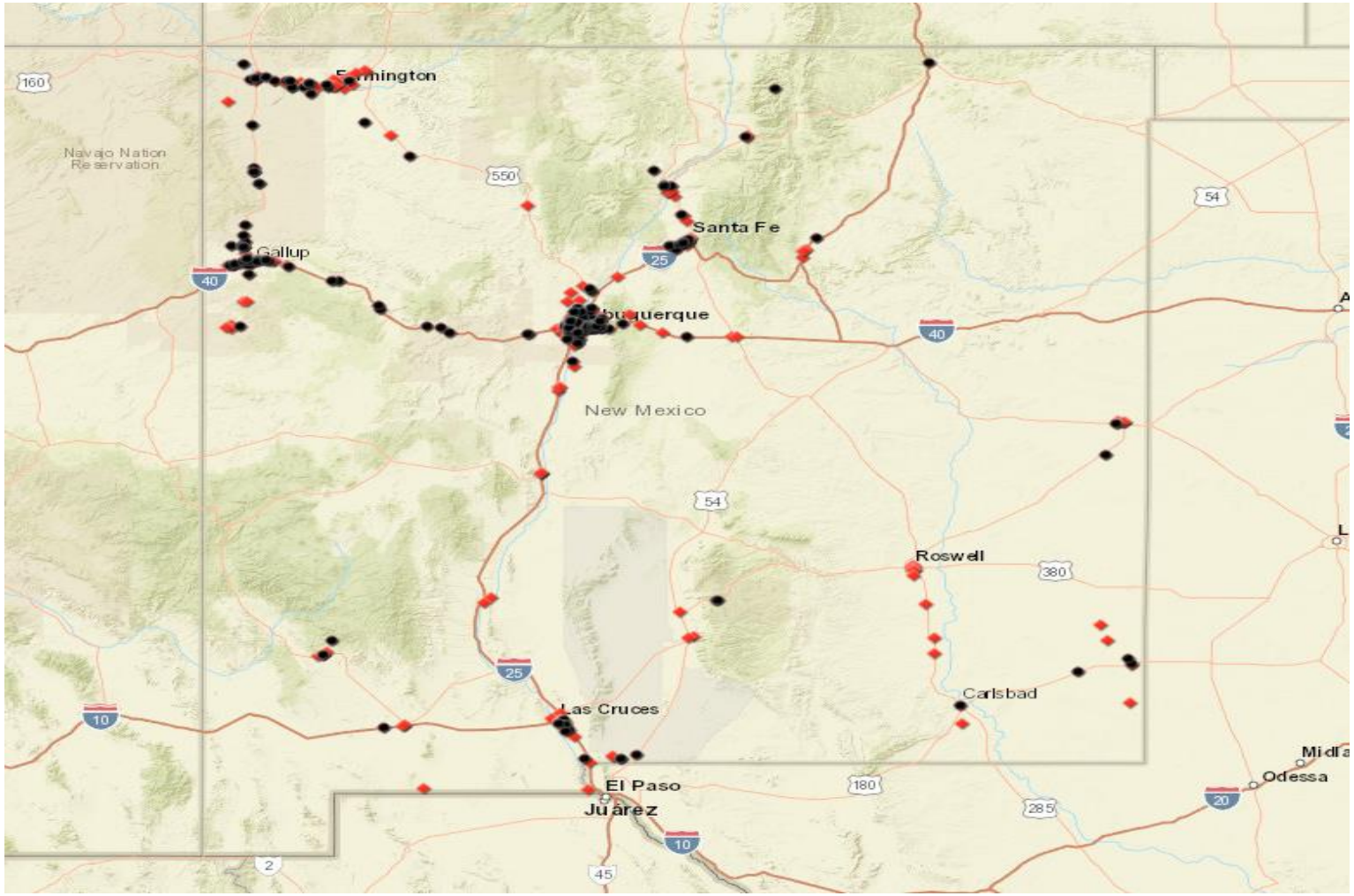
Map 3: Pedestrians in Crashes – Density Map, 2013-2017



Map 4: Pedestrians in Crashes by Severity of Injury, 2013-2017



Map 5: Alcohol-involved Pedestrian Fatalities, 2013-2017



Legend

● AlcoholInvolved-Fatality ◆ AlcoholInvolved

Map 6: Worst Place with Pedestrian Crashes, 2013-2017 : Albuquerque