

New Mexico Heavy-truck Crash Statistics, 2014 - 2018



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 June 30, 2020, 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

Overall Patterns: The number of heavy-truck crashes has increased in each of the past four years (Table 1). The percentage of heavy-truck-involved crashes out of all crashes has increased in each of the past three years (Table 1). The number and percentage of fatalities involving heavy trucks has been irregular (Table 1).

Injuries: The most common injury classification in heavy-truck crashes is No Apparent Injuries, at 84 percent (Table 2).

Timing: More heavy trucks are in crashes in October and December, which each have about 10 percent of heavy-truck crashes (Table 3). Saturdays and Sundays have the least heavy trucks in crashes, at 11 percent and 9 percent, respectively (Table 3). Heavy trucks are in more crashes from 8 a.m. through 4 p.m., with at least 6 percent of all crashes in each of those hours (Table 4). The fewest crashes at late at night, with less than 2 percent in each hour from 11 p.m. through 4 a.m. (Table 4).

Alcohol and Drug Involvement: The number of people each year in crashes in heavy trucks driven by drivers involved with alcohol tends to be in the high 80s (Table 6). The number of people each year in crashes in heavy trucks driven by drivers involved with drugs tends to be in the low 20s (Table 7).

Demographics: People in crashes in heavy trucks are more likely to be in trucks driven by men, with a ratio of 15 to 1 (Table 12). But sex data is missing for about 7 percent of heavy-truck drivers in crashes (Table 12).

Hit-and-Run Crashes: Hit-and-run crashes account for about 9 percent of people in heavy trucks in crashes (Table 13).

Environmental Conditions: The two most-common light conditions for people in heavy-truck crashes are daylight, 72 percent; and dark – not lighted, 14 percent (Table 14). The most-common situation with traffic controls for people in heavy-truck crashes is no controls, 56 percent (Table 17). The most-common situation for road design lanes for people in heavy-truck crashes is two lanes, 48 percent (Table 18).

Driver Action: The most-common driver action for people in heavy-truck crashes is going straight, 48 percent (Table 21).

Missing Data: There is a large amount of missing data about people in heavy-truck crashes by road design divider, 33 percent (Table 19); road design, 21 percent (Table 20); and driver action, 27 percent (Table 21).

Location: Albuquerque had 28 percent of people in heavy-truck crashes, followed by Las Cruces, with 6 percent (Table 23). Rural areas had 29 percent (Table 23). Bernalillo County had 30 percent, followed by Dona Ana County at 9 percent (Table 24).

Contributing Factors: The most-common contributing factors for people in heavy-truck crashes are none, 27 percent; and driver inattention, 20 percent (Table 25).

Table of Contents

1. Heavy-truck-involved Crashes and Fatalities, 2014 – 2018.....	8
2. People in Heavytruck Crashes by Severity of Injury, 2014 – 2018	9
3. Heavy-truck Crashes by Month and Day, 2014 – 2018	10
4. Heavy-truck Crashes by Hour and Day of Week, 2014 – 2018	11
5. Fatalities Among Heavy-truck Drivers Involved with Alcohol or Drugs, 2014 – 2018.....	12
6. People in Crashes by Injury Severity, in Heavy Trucks Driven by Drivers Involved with Alcohol, 2014 – 2018..	12
7. People in Crashes by Injury Severity, in Heavy Trucks Driven by Drivers Involved with Drugs, 2014 – 2018	12
8. People in Heavy-truck Crashes in Vehicles with Drivers Involved with Alcohol or Drugs by Driver Age, 2014 – 2018	13
9. People in Heavy-truck Crashes in Vehicles with Drivers Involved with Alcohol or Drugs, by Driver Age and Driver Sex, 2014 – 2018.....	13
10. People in Heavy-truck Crashes by Alcohol Involvement, 2014 – 2018	14
11. People in Heavy-truck Crashes by Alcohol Involvement, 2014 – 2018	14
12. People in Crashes in Heavy Trucks by Driver Age and Driver Sex, 2014 – 2018	15
13. People in Heavy Trucks in Crashes by Hit-and-Run, 2014 – 2018	16
14. People in Heavy-truck Crashes by Driver Injury Severity and Light Condition, 2014 – 2018.....	16
15. People in Heavy-truck Crashes by Driver Injury Severity and Road Condition, 2014 – 2018.....	16
16. People in Heavy-truck Crashes by Driver Injury Severity and Road Surface, 2014 – 2018	17
17. People in Heavy-truck Crashes by Driver Injury Severity and Traffic Control Device, 2014 – 2018.....	17
18. People in Heavy-truck Crashes by Driver Injury Severity and Road Design Lanes, 2014 – 2018	17
19. People in Heavy-truck Crashes by Driver Injury Severity and Road Design Divider, 2014 – 2018	18
20. People in Heavy-truck Crashes by Driver Injury Severity and Road Design, 2014 – 2018	18
21. People in Heavy-truck Crashes by Driver Injury Severity and Vehicle Action, 2014 – 2018	18
22. People in Heavy-truck Crashes by Driver Injury Severity and Agency, 2014 – 2018.....	19
23. People in Heavy-truck Crashes by Driver Injury Severity and City, 2014 – 2018	19
24. People in Heavy-truck Crashes by Driver Injury Severity and County, 2014 – 2018.....	20
25. Frequency of Contributing Factors in Heavy-truck Crashes, 2014 – 2018	21
26. Frequency of Contributing Factors of Drivers Killed in Heavy-truck Crashes, 2014 – 2018.....	22

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 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.

Alcohol- or Drug-involved Heavy-truck Crash – A heavy-truck crash for which the Uniform Crash Report indicated that 1) a DWI citation was issued, 2) alcohol or 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 alcohol or drugs. Alcohol- or drug-involved crashes involve one or more alcohol- or drug-involved drivers. A single alcohol- or drug-involved crash can involve multiple alcohol- or drug-involved drivers.

Alcohol- or Drug-involved Heavy-truck Driver – A heavy-truck driver 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 or drugs.

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

Contributing Factor – Circumstance that helped bring about the crash. Contributing factors are reported in the Apparent Contributing Factors section of the crash report. Multiple contributing factors may be reported for any vehicle involved crash.

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

Drug-involved Crash – A crash for which the Uniform Crash Report (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 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 drugs. 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.

Heavy-truck Involvement – Involvement by one or more heavy trucks in a crash. Heavy trucks do not include pickup trucks but do include heavy equipment.

Heavy-truck Crash – A crash involving one or more heavy trucks.

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.

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

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

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

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

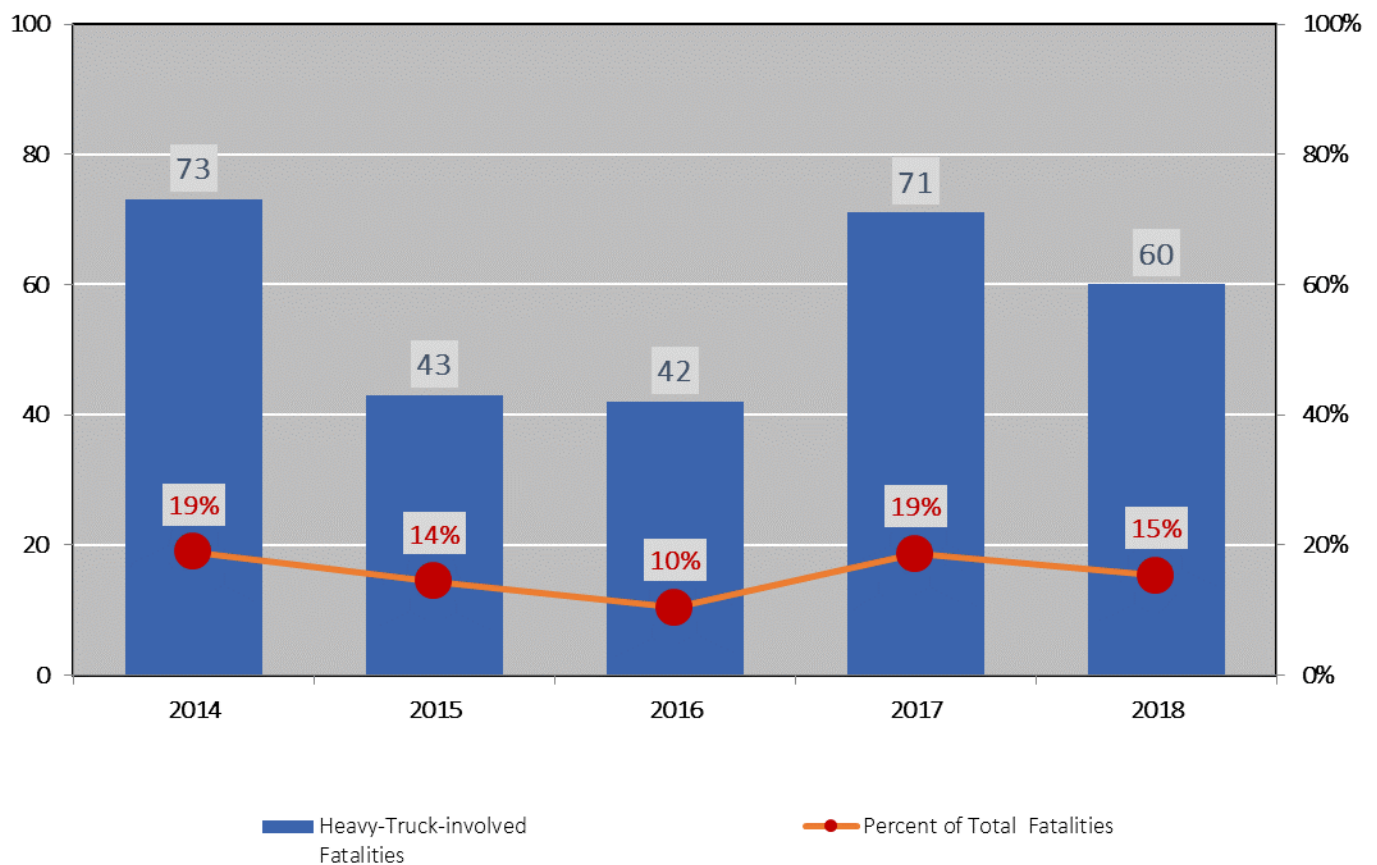
Suspected Serious Injury – An injury, other than a fatal injury, in which the person was carried from the scene of the crash or in which the injured person was unable to walk, drive or perform normal activities he or she was capable of performing before the injury occurred, as observed by the officer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

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

1. Heavy-truck-involved Crashes and Fatalities, 2014 - 2018

Year	Crashes			Fatalities		
	Heavy-truck-involved	Total	Percent heavy-truck-involved	Heavy-truck-involved	Total	Percent heavy-truck-involved
2014	2,243	40,690	5.5%	73	386	19%
2015	2,281	45,308	5.0%	43	298	14%
2016	2,326	45,071	5.2%	42	405	10%
2017	2,516	45,906	5.5%	71	380	19%
2018	2,658	46,786	5.7%	60	392	15%
Total	12,024	223,761	5.4%	289	1,861	16%

Heavy-truck-involved Fatalities as Percentage of Total Fatalities, 2014 - 2018



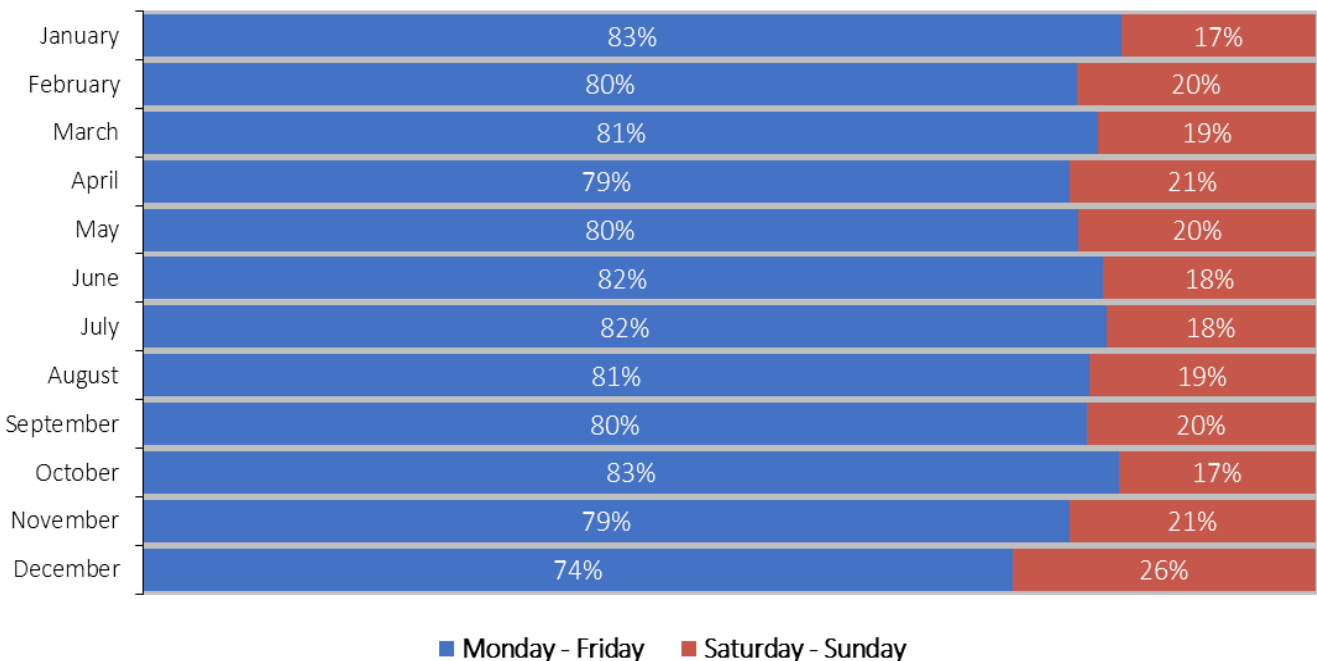
2. People in Heavy-truck Crashes by Severity of Injury, 2014 - 2018

Year	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	73	1%	93	2%	270	5%	534	10%	4,454	82%	5,424	100%
2015	43	1%	88	2%	237	4%	509	9%	4,485	84%	5,362	100%
2016	42	1%	59	1%	245	4%	485	9%	4,641	85%	5,472	100%
2017	71	1%	84	1%	290	5%	489	8%	5,099	85%	6,033	100%
2018	60	1%	97	2%	325	5%	577	9%	5,310	83%	6,369	100%
Total	Count	289	421		1,367		2,594		23,989		28,660	100%
	Percent	1%	1%		5%		9%		84%		100%	

3. Heavy-truck Crashes by Month and Day, 2014 - 2018

Month	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total		
								Count	Percent	
January	132	155	148	149	172	76	74	906	8%	
February	130	191	152	125	150	87	104	939	8%	
March	160	155	149	156	154	89	87	950	8%	
April	160	140	167	156	110	110	85	928	8%	
May	129	161	156	152	122	105	78	903	8%	
June	193	169	165	151	179	110	80	1,047	9%	
July	149	175	167	167	170	101	78	1,007	8%	
August	152	158	177	166	169	109	88	1,019	8%	
September	151	161	168	160	163	115	80	998	8%	
October	192	201	199	196	173	113	81	1,155	10%	
November	175	150	181	149	145	109	104	1,013	8%	
December	161	148	175	189	186	181	119	1,159	10%	
Total	Count	1,884	1,964	2,004	1,916	1,893	1,305	1,058	12,024	100%
	Percent	16%	16%	17%	16%	16%	11%	9%		100%

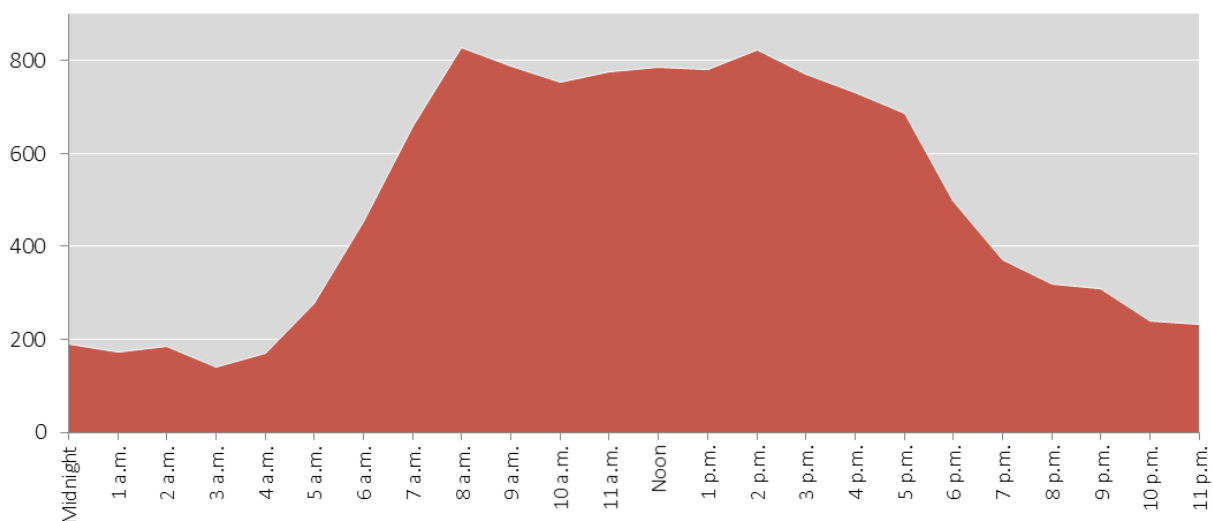
Weekday and Weekend Heavy-truck Crashes, 2014 - 2018



4. Heavy-truck Crashes by Hour and Day of Week, 2014 – 2018

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total		
								Count	Percent	
Midnight	21	24	22	28	31	32	31	189	1.6%	
1 a.m.	14	24	14	32	23	26	40	173	1.4%	
2 a.m.	23	26	30	25	20	27	34	185	1.5%	
3 a.m.	14	17	26	21	21	20	22	141	1.2%	
4 a.m.	21	19	29	30	31	23	18	171	1.4%	
5 a.m.	34	36	38	48	50	37	33	276	2.3%	
6 a.m.	63	77	69	60	77	62	44	452	3.8%	
7 a.m.	111	126	113	120	84	60	44	658	5.5%	
8 a.m.	136	155	164	131	133	53	57	829	6.9%	
9 a.m.	135	143	132	128	102	82	66	788	6.6%	
10 a.m.	128	140	130	127	112	67	49	753	6.3%	
11 a.m.	150	126	114	127	124	82	52	775	6.4%	
Noon	125	126	123	125	142	87	58	786	6.5%	
1 p.m.	138	135	143	107	122	78	57	780	6.5%	
2 p.m.	132	129	139	137	142	78	66	823	6.8%	
3 p.m.	119	118	139	139	120	79	56	770	6.4%	
4 p.m.	109	134	128	124	113	68	56	732	6.1%	
5 p.m.	111	118	132	109	105	65	46	686	5.7%	
6 p.m.	88	71	90	80	75	47	48	499	4.2%	
7 p.m.	53	54	58	59	63	45	39	371	3.1%	
8 p.m.	35	50	44	49	60	53	29	320	2.7%	
9 p.m.	45	45	39	47	47	42	45	310	2.6%	
10 p.m.	38	29	35	27	38	43	30	240	2.0%	
11 p.m.	29	28	39	25	42	41	28	232	1.9%	
Invalid Code	9	11	10	9	9	6	6	60	0.5%	
Missing Data	3	3	4	2	7	2	4	25	0.2%	
Total	Count	1,884	1,964	2,004	1,916	1,893	1,305	1,058	12,024	100%
	Percent	16%	16%	17%	16%	16%	11%	9%		100%

Heavy-truck Crashes by Hour, 2014 – 2018



5. Fatalities Among Heavy-truck Drivers Involved with Alcohol or Drugs, 2014 - 2018

Year	Alcohol-involved			Drug-involved		
	Fatalities	Total	Percent Fatalities	Fatalities	Total	Percent Fatalities
2014	4	16	25%	10	40	25%
2015	0	15	0%	3	23	13%
2016	1	16	6%	3	18	17%
2017	1	10	10%	8	24	33%
2018	0	12	0%	12	28	43%
Total	6	69	9%	36	133	27%

6. People in Crashes by Injury Severity, in Heavy Trucks Driven by Drivers Involved with Alcohol, 2014 - 2018

Year	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	13	26%	5	15%	18	25%	12	27%	47	21%	95	23%
2015	5	10%	8	24%	12	16%	7	16%	35	16%	67	16%
2016	5	10%	5	15%	14	19%	10	22%	50	23%	84	20%
2017	19	38%	8	24%	17	23%	12	27%	34	16%	90	21%
2018	8	16%	8	24%	12	16%	4	9%	53	24%	85	20%
Total	Count	50	34	73	45	219	421	100%				
	Percent	12%	8%	17%	11%	52%	100%					

7. People in Crashes by Injury Severity, in Heavy Trucks Driven by Drivers Involved with Drugs, 2014 - 2018

Year	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	10	28%	7	37%	5	50%	6	32%	12	24%	40	30%
2015	3	8%	0	0%	0	0%	4	21%	16	33%	23	17%
2016	3	8%	3	16%	2	20%	1	5%	9	18%	18	14%
2017	8	22%	3	16%	0	0%	6	32%	7	14%	24	18%
2018	12	33%	6	32%	3	30%	2	11%	5	10%	28	21%
Total	Count	36	19	10	19	49	133	100%				
	Percent	27%	14%	8%	14%	37%	100%					

8. People in Heavy-truck Crashes in Vehicles with Drivers Involved with Alcohol or Drugs by Driver Age, 2014 – 2018

Age Group	People in Vehicles with Drivers Involved with Alcohol			People in Vehicles with Drivers Involved with Drugs			People in Heavy-truck Crashes		
	Fatalities	Total	Percent	Fatalities	Total	Percent	Fatalities	Total	Percent
<15	0	0	0%	0	0	0%	0	16	0%
15-19	1	13	8%	0	2	0%	7	949	1%
20-24	6	80	8%	11	26	42%	45	2,425	2%
25-29	8	80	10%	4	23	17%	33	3,113	1%
30-34	7	71	10%	7	21	33%	25	2,951	1%
35-39	2	30	7%	7	17	41%	31	2,755	1%
40-44	2	31	6%	3	13	23%	18	2,594	1%
45-49	8	32	25%	1	8	13%	28	2,731	1%
50-54	4	21	19%	0	6	0%	37	2,659	1%
55-59	5	19	26%	2	8	25%	21	2,427	1%
60-64	2	12	17%	0	5	0%	15	1,773	1%
65-69	4	12	33%	1	1	100%	12	1,052	1%
70-74	0	4	0%	0	0	0%	4	600	1%
75 +	0	2	0%	0	0	0%	12	670	2%
Missing Data	1	14	7%	0	3	0%	1	1,945	0%
Total	50	421	12%	36	133	27%	289	28,660	1%

9. People in Heavy-truck Crashes in Vehicles with Drivers Involved with Alcohol or Drugs, by Driver Age and Driver Sex, 2014 – 2018

Age Group	People in Vehicles with Drivers Involved with Alcohol							People in Vehicles with Drivers Involved with Drugs						
	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	1	13	8%	0	0	0%	0	0	2	0%	0	0	0%	0
20-24	5	62	8%	1	18	6%	0	11	25	44%	0	1	0%	0
25-29	3	58	5%	5	22	23%	0	3	17	18%	1	6	17%	0
30-34	7	59	12%	0	12	0%	0	7	17	41%	0	4	0%	0
35-39	0	21	0%	2	9	22%	0	7	11	64%	0	6	0%	0
40-44	2	27	7%	0	4	0%	0	1	8	13%	2	5	40%	0
45-49	7	28	25%	1	4	25%	0	1	7	14%	0	1	0%	0
50-54	4	14	29%	0	7	0%	0	0	3	0%	0	3	0%	0
55-59	5	16	31%	0	3	0%	0	2	5	40%	0	3	0%	0
60-64	2	11	18%	0	1	0%	0	0	4	0%	0	1	0%	0
65-69	3	9	33%	1	3	33%	0	1	1	100%	0	0	0%	0
70-74	0	4	0%	0	0	0%	0	0	0	0%	0	0	0%	0
75 +	0	2	0%	0	0	0%	0	0	0	0%	0	0	0%	0
Missing Data	1	4	25%	0	6	0%	4	0	1	0%	0	2	0%	0
Total	40	328	12%	10	89	11%	4	33	101	33%	3	32	0%	0

10. People in Heavy-truck Crashes by Alcohol Involvement, 2014 – 2018

Year	Fatalities			Crashes		
	People Killed in Vehicles in Which the Driver Was Alcohol Involved	Total Killed	Percent in Vehicles in Which the Driver Was Alcohol Involved	People in Heavy Trucks in Alcohol-involved Crashes	Total People in Heavy Trucks	Percent Alcohol-involved
2014	14	73	19%	72	2,470	3%
2015	6	43	14%	51	2,447	2%
2016	5	42	12%	64	2,545	3%
2017	19	71	27%	65	2,738	2%
2018	8	60	13%	66	2,939	2%
Total	52	289	18%	318	13,139	2%

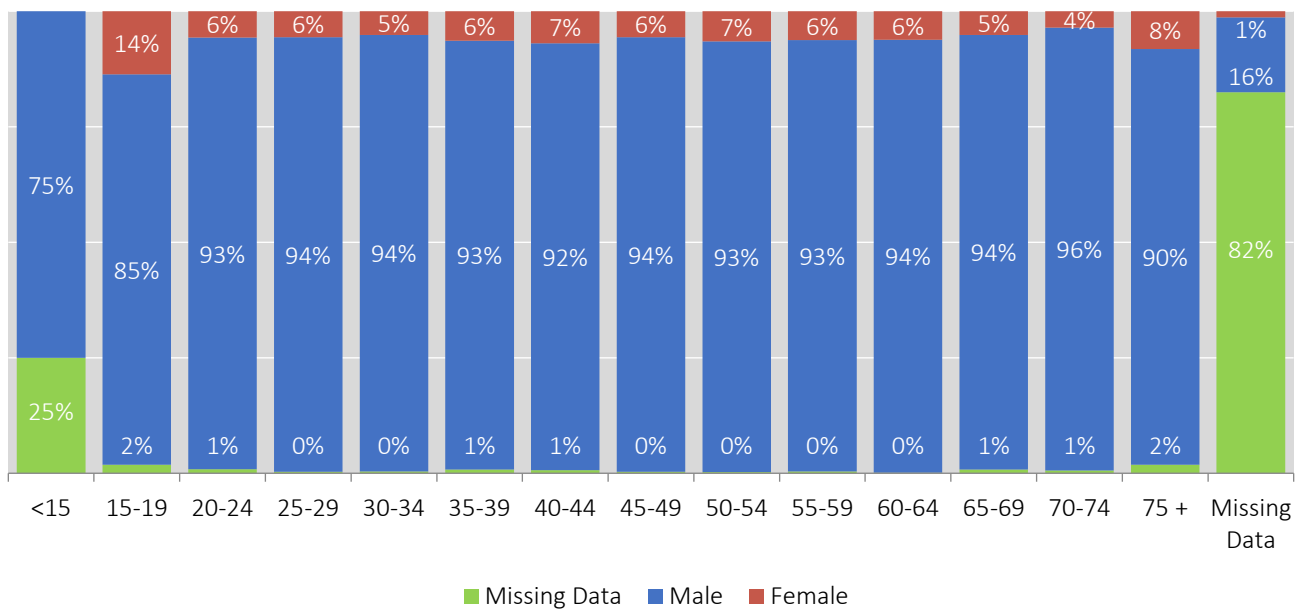
11. People in Heavy-truck Crashes by Drug Involvement, 2014 – 2018

Year	Fatalities			Crashes		
	People Killed in Vehicles in Which the Driver Was Drug Involved	Total Killed	Percent in Vehicles in Which the Driver Was Drug Involved	People in Heavy Trucks in Drug-involved Crashes	Total People in Heavy Trucks	Percent Drug-involved
2014	10	73	14%	28	2,470	1%
2015	3	43	7%	17	2,447	1%
2016	3	42	7%	19	2,545	1%
2017	8	71	11%	21	2,738	1%
2018	12	60	20%	27	2,939	1%
Total	36	289	12%	112	13,139	1%

12. People in Crashes in Heavy Trucks by Driver Age and Driver Sex, 2014 - 2018

Age Group	Male		Female		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	3	75%	0	0%	1	25%	4	0%	
15-19	93	85%	15	14%	2	2%	110	1%	
20-24	643	93%	39	6%	6	1%	688	5%	
25-29	1,183	94%	71	6%	4	0%	1,258	10%	
30-34	1,227	94%	67	5%	5	0%	1,299	10%	
35-39	1,237	93%	85	6%	11	1%	1,333	10%	
40-44	1,282	92%	96	7%	9	1%	1,387	11%	
45-49	1,461	94%	87	6%	5	0%	1,553	12%	
50-54	1,370	93%	96	7%	4	0%	1,470	11%	
55-59	1,350	93%	90	6%	6	0%	1,446	11%	
60-64	884	94%	58	6%	1	0%	943	7%	
65-69	350	94%	19	5%	3	1%	372	3%	
70-74	161	96%	6	4%	1	1%	168	1%	
75 +	99	90%	9	8%	2	2%	110	1%	
Missing Data	162	16%	13	1%	823	82%	998	8%	
Total	Count	11,505	88%	751	6%	883	7%	13,139	100%
	Percent		88%		6%		7%		100%

People in Crashes in Heavy Trucks by Driver Age and Driver Sex, 2014 - 2018



13. People in Heavy Trucks in Crashes by Hit-and-Run, 2014 – 2018

Year	Hit-and-Run		Not a Hit-and-Run		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	172	14%	2,293	19%	5	100%	2,470	19%
2015	184	15%	2,263	19%	0	0%	2,447	19%
2016	282	23%	2,263	19%	0	0%	2,545	19%
2017	282	23%	2,456	21%	0	0%	2,738	21%
2018	326	26%	2,613	22%	0	0%	2,939	22%
Total	Count	1,246	11,888		5		13,139	100%
	Percent	9%	90%		0%		100%	

14. People in Heavy-truck Crashes by Driver Injury Severity and Light Condition, 2014 – 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	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	158	53%	235	61%	908	66%	1,840	71%	17,549	73%	20,690	72%
Dark-Lighted	24	8%	29	7%	83	6%	265	10%	1,950	8%	2,351	8%
Dark-Not Lighted	78	26%	82	21%	314	23%	363	14%	3,187	13%	4,024	14%
Dusk	22	7%	20	5%	34	2%	52	2%	488	2%	616	2%
Dawn	18	6%	8	2%	28	2%	39	2%	460	2%	553	2%
Other/Not Stated	0	0%	2	1%	1	0%	2	0%	50	0%	55	0%
Invalid Code	0	0%	1	0%	2	0%	1	0%	25	0%	29	0%
Left Blank	0	0%	10	3%	4	0%	33	1%	295	1%	342	1%
Total	Count	300	387		1,374		2,595		24,004		28,660	100%
	Percent	1%	1%		5%		9%		84%		100%	

15. People in Heavy-truck Crashes by Driver Injury Severity and Road Condition, 2014 – 2018

Road Condition	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Dry	268	89%	335	87%	1,209	88%	2,260	87%	20,663	86%	24,735	86%
Wet	9	3%	23	6%	83	6%	127	5%	1,379	6%	1,621	6%
Loose Material	0	0%	1	0%	6	0%	7	0%	93	0%	107	0%
Ice	6	2%	13	3%	19	1%	95	4%	672	3%	805	3%
Snow	2	1%	3	1%	36	3%	50	2%	517	2%	608	2%
Slush	0	0%	0	0%	3	0%	13	1%	52	0%	68	0%
Other	1	0%	0	0%	0	0%	4	0%	63	0%	68	0%
Standing or Moving Water	0	0%	1	0%	4	0%	3	0%	26	0%	34	0%
Left Blank	14	5%	11	3%	14	1%	36	1%	539	2%	614	2%
Total	Count	300	387		1,374		2,595		24,004		28,660	100%
	Percent	1%	1%		5%		9%		84%		100%	

16. People in Heavy-truck Crashes by Driver Injury Severity and Road Surface, 2014 - 2018

Road Surface	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Paved Center and Edge	260	87%	284	73%	1,105	80%	2,070	80%	17,039	71%	20,758	72%
Paved Unstriped	9	3%	26	7%	84	6%	134	5%	2,676	11%	2,929	10%
Paved Center Stripe	15	5%	59	15%	152	11%	320	12%	3,157	13%	3,703	13%
Unpaved	2	1%	4	1%	15	1%	29	1%	527	2%	577	2%
Left Blank	14	5%	14	4%	18	1%	42	2%	605	3%	693	2%
Total	Count	300	387	1,374	2,595	24,004	28,660	100%				
	Percent	1%	1%	5%	9%	84%	100%					

17. People in Heavy-truck Crashes by Driver Injury Severity and Traffic Control Device, 2014 - 2018

Traffic Control Device	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
No Controls	162	54%	226	58%	824	60%	1,446	56%	13,455	56%	16,113	56%
Traffic Signals	19	6%	36	9%	113	8%	438	17%	4,064	17%	4,670	16%
Stop Sign	10	3%	17	4%	63	5%	110	4%	1,320	5%	1,520	5%
No Passing Zone	38	13%	29	7%	81	6%	90	3%	666	3%	904	3%
4-Way Stop	1	0%	0	0%	4	0%	19	1%	160	1%	184	1%
Yield Sign	0	0%	0	0%	4	0%	11	0%	160	1%	175	1%
RR Gate	0	0%	3	1%	4	0%	3	0%	48	0%	58	0%
Flashers	0	0%	2	1%	5	0%	6	0%	73	0%	86	0%
Other	54	18%	61	16%	248	18%	400	15%	3,281	14%	4,044	14%
Left Blank	16	5%	13	3%	28	2%	72	3%	777	3%	906	3%
Total	Count	300	387	1,374	2,595	24,004	28,660	100%				
	Percent	1%	1%	5%	9%	84%	100%					

18. People in Heavy-truck Crashes by Driver Injury Severity and Road Design Lanes, 2014 - 2018

Road Design Lanes	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Two Lanes	186	62%	190	49%	797	58%	1,288	50%	11,369	47%	13,830	48%
One Lane	50	17%	78	20%	258	19%	410	16%	4,354	18%	5,150	18%
Three Lanes	18	6%	44	11%	98	7%	313	12%	2,821	12%	3,294	11%
Four+ Lanes	28	9%	56	14%	175	13%	495	19%	3,678	15%	4,432	15%
Left Blank	18	6%	19	5%	46	3%	89	3%	1,782	7%	1,954	7%
Total	Count	300	387	1,374	2,595	24,004	28,660	100%				
	Percent	1%	1%	5%	9%	84%	100%					

19. People in Heavy-truck Crashes by Driver Injury Severity and Road Design Divider, 2014 – 2018

Road Design Divider	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Painted Divider	127	42%	123	32%	512	37%	826	32%	7,360	31%	8,948	31%
Physical Divider	64	21%	100	26%	336	24%	742	29%	6,217	26%	7,459	26%
Undivided	14	5%	26	7%	80	6%	161	6%	2,415	10%	2,696	9%
Left Blank	95	32%	138	36%	446	32%	866	33%	8,012	33%	9,557	33%
Total	Count	300	387	1,374	2,595	24,004	28,660	100%				
	Percent	1%	1%	5%	9%	84%	100%					

20. People in Heavy-truck Crashes by Driver Injury Severity and Road Design, 2014 – 2018

Road Design	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Full Access Control or Freeway	134	45%	154	40%	532	39%	880	34%	7,787	32%	9,487	33%
One-Way	22	7%	37	10%	141	10%	256	10%	2,467	10%	2,923	10%
Construction Zone	2	1%	9	2%	23	2%	50	2%	701	3%	785	3%
Ramp	2	1%	2	1%	20	1%	41	2%	457	2%	522	2%
Alley	0	0%	1	0%	1	0%	7	0%	88	0%	97	0%
Undeveloped	1	0%	1	0%	4	0%	7	0%	147	1%	160	1%
Other	81	27%	92	24%	364	26%	813	31%	7,287	30%	8,637	30%
Left Blank	58	19%	91	24%	289	21%	541	21%	5,068	21%	6,047	21%
Missing Data	0	0%	0	0%	0	0%	0	0%	2	0%	2	0%
Total	Count	300	387	1,374	2,595	24,004	28,660	100%				
	Percent	1%	1%	5%	9%	84%	100%					

21. People in Heavy-truck Crashes by Driver Injury Severity and Driver Action, 2014 – 2018

Vehicle Action	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Going Straight	197	66%	227	59%	810	59%	1,367	53%	11,191	47%	13,792	48%
Left Turn	3	1%	20	5%	61	4%	126	5%	1,624	7%	1,834	6%
Right Turn	2	1%	3	1%	28	2%	69	3%	1,276	5%	1,378	5%
Overtaking Passing	7	2%	7	2%	20	1%	64	2%	530	2%	628	2%
Start in Traffic Lane	0	0%	1	0%	2	0%	6	0%	52	0%	61	0%
Parked	2	1%	3	1%	6	0%	15	1%	813	3%	839	3%
Stopped For Traffic	0	0%	3	1%	18	1%	88	3%	598	2%	707	2%
Backing	0	0%	0	0%	7	1%	6	0%	570	2%	583	2%
Slowing	3	1%	5	1%	4	0%	45	2%	216	1%	273	1%
Start From Park	0	0%	0	0%	1	0%	2	0%	42	0%	45	0%
Stopped for Signs or Signal	0	0%	3	1%	5	0%	76	3%	488	2%	572	2%
U-turn	3	1%	1	0%	9	1%	4	0%	102	0%	119	0%
Left Blank	83	28%	114	29%	403	29%	727	28%	6,502	27%	7,829	27%
Total	Count	300	387	1,374	2,595	24,004	28,660	100%				
	Percent	1%	1%	5%	9%	84%	100%					

22. People in Heavy-truck Crashes by Driver Injury Severity and Agency, 2014 – 2018

Law Enforcement Agency	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
New Mexico State Police (NMSP)	179	60%	174	45%	651	47%	713	27%	6,101	25%	7,818	27%
Albuquerque Police Department	17	6%	66	17%	160	12%	638	25%	5,023	21%	5,904	21%
Bernalillo County Sheriff's Department	9	3%	17	4%	58	4%	118	5%	1,397	6%	1,599	6%
Las Cruces Police Department	2	1%	5	1%	28	2%	104	4%	1,069	4%	1,208	4%
NMDPS Motor Transportation Police	35	12%	37	10%	121	9%	120	5%	851	4%	1,164	4%
All Other Agencies	58	19%	88	23%	356	26%	902	35%	9,563	40%	10,967	38%
Total	Count	300	387		1,374		2,595		24,004		28,660	100%
	Percent	1%	1%		5%		9%		84%		100%	

23. People in Heavy-truck Crashes by Driver Injury Severity and City, 2014 – 2018

Cities	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Albuquerque	25	8%	85	22%	199	14%	737	28%	6,869	29%	7,915	27.6%
Las Cruces	4	1%	12	3%	41	3%	141	5%	1,534	6%	1,732	6.0%
Santa Fe	0	0%	3	1%	24	2%	88	3%	929	4%	1,044	3.6%
Carlsbad	3	1%	7	2%	15	1%	61	2%	505	2%	591	2.1%
Gallup	3	1%	4	1%	11	1%	33	1%	506	2%	557	1.9%
Farmington	3	1%	9	2%	14	1%	24	1%	439	2%	489	1.7%
Hobbs	0	0%	2	1%	21	2%	48	2%	348	1%	419	1.5%
Roswell	1	0%	9	2%	5	0%	28	1%	342	1%	385	1.3%
Rio Rancho	0	0%	4	1%	12	1%	27	1%	314	1%	357	1.2%
Clovis	0	0%	3	1%	9	1%	30	1%	282	1%	324	1.1%
Edgewood	1	0%	0	0%	4	0%	17	1%	198	1%	220	0.8%
Moriarty	1	0%	1	0%	14	1%	20	1%	180	1%	216	0.8%
Bernalillo	1	0%	2	1%	9	1%	15	1%	182	1%	209	0.7%
Artesia	1	0%	5	1%	5	0%	6	0%	178	1%	195	0.7%
Deming	3	1%	4	1%	13	1%	17	1%	153	1%	190	0.7%
Laguna	1	0%	0	0%	9	1%	25	1%	154	1%	189	0.7%
Los Lunas	0	0%	2	1%	7	1%	11	0%	161	1%	181	0.6%
Santa Rosa	6	2%	1	0%	16	1%	13	1%	141	1%	177	0.6%
Tucumcari	3	1%	0	0%	15	1%	7	0%	137	1%	162	0.6%
Alamogordo	0	0%	0	0%	8	1%	13	1%	130	1%	151	0.5%
Española	1	0%	2	1%	3	0%	17	1%	109	0%	132	0.5%
Portales	0	0%	4	1%	1	0%	7	0%	108	0%	120	0.4%
Anthony	3	1%	1	0%	4	0%	11	0%	91	0%	110	0.4%
Bloomfield	0	0%	1	0%	3	0%	12	0%	93	0%	109	0.4%
Lordsburg	7	2%	0	0%	7	1%	12	0%	76	0%	102	0.4%
Aztec	0	0%	1	0%	5	0%	8	0%	83	0%	97	0.3%
Las Vegas	0	0%	1	0%	3	0%	8	0%	82	0%	94	0.3%
Vado	0	0%	0	0%	8	1%	7	0%	78	0%	93	0.3%
Grants	1	0%	0	0%	4	0%	11	0%	76	0%	92	0.3%
Thoreau	1	0%	0	0%	8	1%	8	0%	74	0%	91	0.3%
All Other Cities	46	15%	40	10%	221	16%	336	13%	3,088	13%	3,731	13.0%
Rural	185	62%	184	48%	656	48%	797	31%	6,364	27%	8,186	28.6%
Total	Count	300	387		1,374		2,595		24,004		28,660	100%
	Percent	1%	1%		5%		9%		84%		100%	

24. People in Heavy-truck Crashes by Driver Injury Severity and County, 2014 - 2018

County	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total		
						Count	Percent	
Bernalillo	29	93	238	788	7,398	8,546	30%	
Catron	1	1	2	2	14	20	0%	
Chaves	13	15	33	54	525	640	2%	
Cibola	12	5	57	74	699	847	3%	
Colfax	3	0	21	13	197	234	1%	
Curry	1	12	25	50	400	488	2%	
De Baca	3	0	1	2	45	51	0%	
Doña Ana	14	19	89	214	2,229	2,565	9%	
Eddy	36	36	121	177	1,597	1,967	7%	
Grant	1	0	13	26	224	264	1%	
Guadalupe	15	7	72	87	805	986	3%	
Harding	2	0	0	2	3	7	0%	
Hidalgo	23	14	25	44	290	396	1%	
Lea	40	39	152	174	1,288	1,693	6%	
Lincoln	3	8	14	19	206	250	1%	
Los Alamos	1	0	1	2	53	57	0%	
Luna	4	15	50	61	495	625	2%	
McKinley	19	16	77	123	1,454	1,689	6%	
Mora	0	0	10	10	72	92	0%	
Otero	4	4	29	38	303	378	1%	
Quay	9	1	56	61	520	647	2%	
Rio Arriba	3	6	15	32	250	306	1%	
Roosevelt	3	15	20	13	192	243	1%	
San Juan	24	25	45	95	942	1,131	4%	
San Miguel	5	13	12	30	191	251	1%	
Sandoval	12	10	49	82	747	900	3%	
Santa Fe	3	7	47	139	1,421	1,617	6%	
Sierra	0	9	11	15	93	128	0%	
Socorro	2	5	18	16	128	169	1%	
Taos	1	0	7	16	151	175	1%	
Torrance	11	5	39	88	645	788	3%	
Union	0	0	5	7	67	79	0%	
Valencia	3	7	20	41	360	431	2%	
Total	Count	300	387	1,374	2,595	24,004	28,660	100%
	Percent	11%	17%	32%	29%	10%	100%	

25. Frequency of Contributing Factors in Heavy-truck Crashes, 2014 – 2018

Contributing Factors*	2014	2015	2016	2017	2018	Five-Year Summary	
						Average	Percent
Human	3,046	3,035	3,131	3,434	3,644	3,258	57%
Alcohol Involved	52	38	60	62	65	55	1%
Avoid No Contact - Other	50	60	114	79	66	74	1%
Avoid No Contact - Vehicle	127	137	121	178	242	161	3%
Cell Phone	8	11	6	20	9	11	0%
Disregarded Traffic Signal	59	45	65	61	54	57	1%
Driver Inattention	1,084	1,083	1,112	1,207	1,284	1,154	20%
Driverless Moving Vehicle	7	6	14	7	4	8	0%
Drove Left Of Center	92	91	95	137	115	106	2%
Drug Involved	10	7	16	19	23	15	0%
Excessive Speed	145	151	163	135	133	145	3%
Failed to Yield Right of Way	227	190	202	255	281	231	4%
Failed to Yield to Emergency Vehicle	2	5	6	9	12	7	0%
Failed to Yield to Police Vehicle	0	0	2	0	6	2	0%
Following Too Closely	192	188	231	221	247	216	4%
High Speed Pursuit	0	1	4	1	5	2	0%
Improper Backing	80	85	96	103	94	92	2%
Improper Lane Change	122	138	124	165	186	147	3%
Improper Overtaking	103	102	128	111	109	111	2%
Made Improper Turn	191	162	169	182	180	177	3%
Other Improper Driving	285	243	248	296	294	273	5%
Passed Stop Sign	38	44	27	36	34	36	1%
Speed Too Fast for Conditions	151	220	102	119	164	151	3%
TRKInv Error	8	5	11	12	8	9	0%
Texting	2	1	1	0	2	1	0%
Vehicle Skidded Before Brake	11	22	14	19	27	19	0%
Vehicle	152	152	144	157	175	156	3%
Defective Steering	8	8	12	14	13	11	0%
Defective Tires	39	40	44	48	54	45	1%
Inadequate Brakes	25	14	23	24	19	21	0%
Other Mechanical Defect	80	90	65	71	89	79	1%
Environment	8	23	16	17	13	15	0%
Low Visibility Due to Smoke	1	2	5	0	0	2	0%
Road Defect	7	19	10	15	12	13	0%
Traffic Control Not Functioning	0	2	1	2	1	1	0%
Other	2,025	2,120	2,276	2,465	2,530	2,283	40%
None	1362	1377	1531	1704	1708	1,536	27%
Other - No Driver Error	423	497	481	549	644	519	9%
Missing Data	240	246	264	212	178	228	4%
Total Contributing Factors	5,231	5,330	5,567	6,073	6,362	5,713	100%

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

26. Frequency of Contributing Factors of Drivers Killed in Heavy-truck Crashes, 2014 – 2018

Contributing Factors*	2014	2015	2016	2017	2018	Five-Year Summary	
						Average	Percent
Human	78	55	43	81	66	65	85%
Alcohol Involved	12	5	3	13	7	8	11%
Avoid No Contact - Other	1	0	1	0	0	0	1%
Avoid No Contact - Vehicle	1	2	1	1	3	2	2%
Cell Phone	1	1	0	0	0	0	1%
Disregarded Traffic Signal	0	1	1	0	0	0	1%
Driver Inattention	26	17	8	16	23	18	24%
Driverless Moving Vehicle	0	0	0	0	0	0	0%
Drove Left Of Center	8	6	7	10	7	8	10%
Drug Involved	0	3	3	7	10	5	6%
Excessive Speed	8	7	7	11	3	7	9%
Failed to Yield Right of Way	2	1	3	2	1	2	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	1	1	0	0	1%
High Speed Pursuit	0	0	0	0	0	0	0%
Improper Backing	0	0	0	0	0	0	0%
Improper Lane Change	1	3	0	3	2	2	2%
Improper Overtaking	1	2	3	2	2	2	3%
Made Improper Turn	3	0	0	2	0	1	1%
Other Improper Driving	5	1	2	5	6	4	5%
Passed Stop Sign	3	1	1	0	1	1	2%
Speed Too Fast for Conditions	5	4	0	3	0	2	3%
TRKInv Error	1	1	2	4	1	2	2%
Texting	0	0	0	0	0	0	0%
Vehicle Skidded Before Brake	0	0	0	0	0	0	0%
Vehicle	1	0	0	2	2	1	1%
Defective Steering	0	0	0	0	0	0	0%
Defective Tires	0	0	0	2	1	1	1%
Inadequate Brakes	0	0	0	0	1	0	0%
Other Mechanical Defect	1	0	0	0	0	0	0%
Environment	0	0	0	0	0	0	0%
Low Visibility Due to Smoke	0	0	0	0	0	0	0%
Road Defect	0	0	0	0	0	0	0%
Traffic Control Not Functioning	0	0	0	0	0	0	0%
Other	17	8	10	12	5	10	14%
None	8	4	4	5	2	5	6%
Other - No Driver Error	6	0	3	6	2	3	4%
Missing Data	3	4	3	1	1	2	3%
Total Contributing Factors	96	63	53	95	73	76	100%

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