New Mexico
Heavy-truck Crash Statistics,
2016 – 2020

New Mexico Department of Transportation

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Produced for the New Mexico Department of Transportation,
Traffic Safety Division, Traffic Records Bureau, under Contract C06100
Produced by the University of New Mexico Geospatial and Population Studies,
Traffic Research Unit
https://gps.unm.edu/tru

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 Oct. 6, 2021, was used for this report.

Many crash data elements changed beginning in 2020. See the data dictionaries for details on each topic.

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 proportion of crashes involving a heavy truck continues to increase, with 7.8 percent of all crashes involving a heavy truck in 2020 (Table 1). However, the amount of the jump is higher than in previous years, and that might be due to the COVID-19 pandemic. On the other hand, the proportion of fatalities that involved heavy trucks was lower than in the previous three years, at 13 percent (Table 1).

Injuries: The most common injury classification in heavy-truck crashes is No Apparent Injuries, at 84 percent (Table 2). In 2020, people in heavy-truck crashes were slightly less likely to be injured than in the previous two years. (Table 2).

Timing: Heavy-trucks crashes were spread fairly evenly among the months (Table 3). Saturdays and Sundays have the least heavy-truck crashes, at 11 percent and 9 percent, respectively (Table 3). Heavy-truck crashes are more frequent from 7 a.m. through 5 p.m., with at least 5.7 percent of heavy-truck crashes in each of those hours (Table 4). The fewest crashes are late at night, with less than 2 percent in each hour from midnight through 4 a.m. (Table 4).

Drugs: The percent of fatalities who were in vehicles in which the driver was involved with any drugs continued its upward trend but jumped to 34 percent in 2020 (Table 11).

Demographics: People in crashes in heavy trucks driven by men are 88.2 percent of people in heavy trucks (Table 12). But men make up 96 percent to 97 percent of heavy-truck drivers nationally, suggesting that men do not account for a disproportionate number of crashes in heavy trucks [University of Arkansas, Supply Chain Management Research Center. (2021, June 27). What percentage of truck drivers are female? Retrieved Nov. 18, 2021, from https://scmr.uark.edu/what-percentage-of-truck-drivers-are-female/#.]. And sex data is missing for about 6 percent of heavy-truck drivers in crashes (Table 12).

Environmental Conditions: The two most-common light conditions for people in heavy-truck crashes are daylight, 72 percent; and dark – not lighted, 15 percent (Table 14). Although 73 percent of people in heavy-truck crashes were in crashes with a road surface of paved center and edgeline, 91 percent of fatalities in heavy-truck crashes were in crashes with a road surface of paved center and edgeline (Table 16). Although 49 percent of people in heavy-truck crashes were in crashes on a two-lane road, 61 percent of fatalities took place on two-lane roads (Table 18).

Missing Data: There is a large amount of missing data about people in heavy-truck crashes by road design divider, 24 percent (Table 19); and road design, 19 percent (Table 20).

Location: Rural areas had a higher percentage of fatalities, 60 percent, compared with their amount of people in heavy-truck crashes, 35 percent (Table 22). The counties of Hidalgo and Cibola had higher amounts of fatalities, at 4.5 and 2.2 percent, out of all people heavy-truck crashes, in comparison to 1 percent statewide (Table 23).

Contributing Factors: The most-common contributing factors in heavy-truck crashes are none, 23 percent; and driver inattention, 20 percent (Table 24).

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Definitions

Alcohol- or 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 alcohol or drugs.

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.

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. Note that several new contributing factors were added, starting with 2020 crashes. Thus, data for these factors for earlier years will be listed as "n/a" for "not applicable."

Driver – A person in control of a motor vehicle. "Drivers" no longer include any pedestrians or pedalcyclists.

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 – Vehicle with any of the following Vehicle Body Styles (a field on the Uniform Crash Report):
Heavy equipment
Medium or heavy truck (more than 10,000 lbs. GVWR)
Single-unit truck (2-axle, 6-tire, and GVWR more than 10,000 lbs.)
Single-unit truck (3 or more axles)
Truck tractor (bobtail)
Tractor/double
Other heavy truck
Tractor/semi-trailer
Single-unit truck with trailer
Tractor/triple
Unknown heavy truck > 10,000 lbs.

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.

People in Heavy-truck Crashes – All people involved in crashes of heavy trucks. Includes occupants of the trucks, occupants of other motor vehicles, occupants of pedalcycles, and all pedestrians involved. Subcategories are indicated as needed.

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.

1. Heavy-truck-involved Crashes and Fatalities, 2016 – 2020

Year	Crashes			Fatalities		
	Heavy-truck-involved	Total	Percent heavy-truck-Involved	Heavy-truck-involved	Total	Percent heavy-truck-Involved
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%
2019	2,997	48,124	6.2%	75	425	18%
2020	2,846	36,555	7.8%	50	398	13%
Total	**13,343**	**222,442**	**6.0%**	**298**	**2,000**	**15%**

Heavy-truck-involved Fatalities as Percentage of Total Fatalities, 2016 - 2020
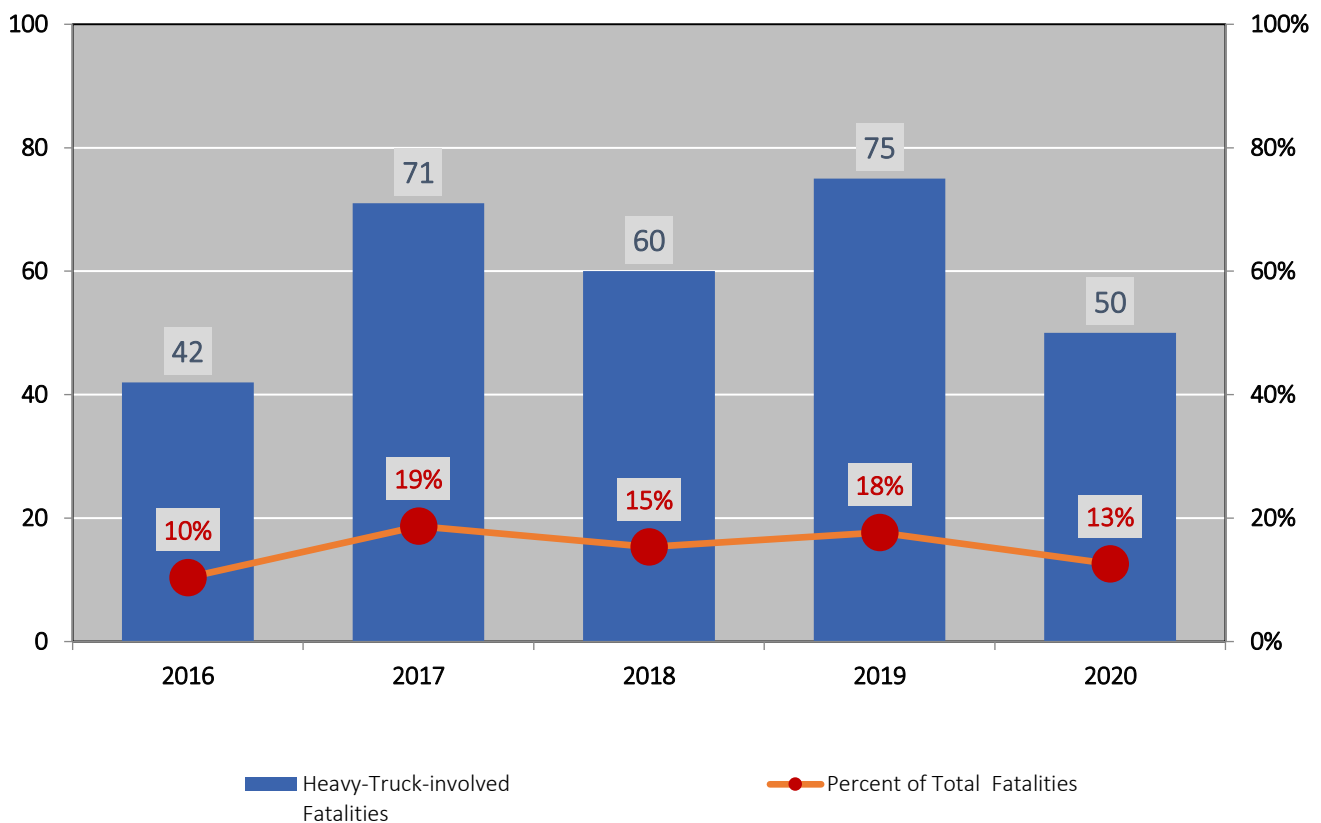
2. People in Heavy-truck Crashes by Severity of Injury, 2016 – 2020

Year		Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2016		42	0.8%	59	1.1%	245	4.5%	485	8.9%	4,641	84.8%	5,472	100%
2017		71	1.2%	84	1.4%	290	4.8%	489	8.1%	5,099	84.5%	6,033	100%
2018		60	0.9%	97	1.5%	325	5.1%	577	9.1%	5,310	83.4%	6,369	100%
2019		75	1.1%	90	1.3%	380	5.4%	644	9.2%	5,793	83.0%	6,982	100%
2020		50	0.8%	100	1.5%	311	4.8%	537	8.2%	5,519	84.7%	6,517	100%
Total	Count	298		430		1,551		2,732		26,362		31,373	100%
	Percent	1%		1%		5%		9%		84%		100%	

3. Heavy-truck Crashes by Month and Day, 2016 – 2020

Month		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total	
									Count	Percent
January		154	160	192	189	200	96	101	1,092	8%
February		161	221	176	156	131	103	113	1,061	8%
March		159	172	188	173	203	99	102	1,096	8%
April		185	142	170	176	131	121	76	1,001	8%
May		123	160	204	172	145	102	89	995	7%
June		179	181	206	156	198	125	95	1,140	9%
July		170	188	174	155	195	142	92	1,116	8%
August		173	171	187	210	195	116	99	1,151	9%
September		161	178	178	182	180	134	102	1,115	8%
October		194	250	235	212	189	123	92	1,295	10%
November		162	174	202	176	154	133	100	1,101	8%
December		140	175	156	216	185	171	137	1,180	9%
Total	Count	1,961	2,172	2,268	2,173	2,106	1,465	1,198	13,343	100%
	Percent	15%	16%	17%	16%	16%	11%	9%	100%	

Weekday and Weekend Heavy-truck Crashes, 2016 - 2020

Month	Monday - Friday	Saturday - Sunday
January	82%	18%
February	80%	20%
March	82%	18%
April	80%	20%
May	81%	19%
June	81%	19%
July	79%	21%
August	81%	19%
September	79%	21%
October	83%	17%
November	79%	21%
December	74%	26%

■ Monday - Friday   ■ Saturday - Sunday
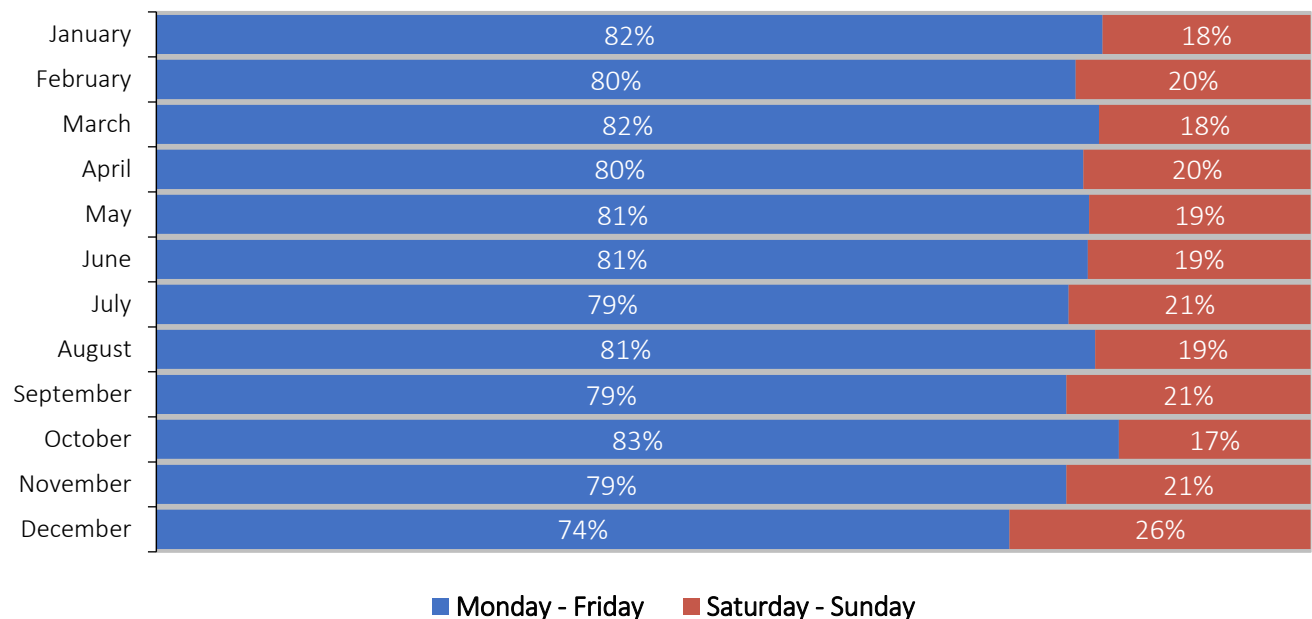
4. Heavy-truck Crashes by Hour and Day of Week, 2016 – 2020

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total Count	Total Percent
12 a.m.	24	29	22	33	33	33	31	205	1.5%
1 a.m.	16	22	25	29	36	31	38	197	1.5%
2 a.m.	17	21	31	31	24	31	36	191	1.4%
3 a.m.	19	29	32	21	31	22	23	177	1.3%
4 a.m.	26	32	28	34	38	31	26	215	1.6%
5 a.m.	39	34	48	58	54	40	38	311	2.3%
6 a.m.	61	94	97	60	77	56	41	486	3.6%
7 a.m.	111	129	149	139	116	67	66	777	5.8%
8 a.m.	134	153	185	147	144	61	72	896	6.7%
9 a.m.	135	160	132	140	115	87	69	838	6.3%
10 a.m.	134	160	156	141	144	80	65	880	6.6%
11 a.m.	145	142	137	150	124	85	63	846	6.3%
12 p.m.	150	153	155	168	164	101	73	964	7.2%
1 p.m.	143	139	186	152	145	86	62	913	6.8%
2 p.m.	152	134	151	147	143	89	69	885	6.6%
3 p.m.	116	141	153	143	139	87	59	838	6.3%
4 p.m.	108	145	121	122	133	76	58	763	5.7%
5 p.m.	131	128	126	119	122	79	54	759	5.7%
6 p.m.	81	92	82	96	82	67	56	556	4.2%
7 p.m.	55	55	65	66	66	62	46	415	3.1%
8 p.m.	45	54	53	53	53	66	32	356	2.7%
9 p.m.	40	49	48	50	42	43	42	314	2.4%
10 p.m.	39	30	40	39	37	31	38	254	1.9%
11 p.m.	30	42	39	27	37	50	37	262	2.0%
Invalid Code	4	1	1	2	1	0	0	9	0.1%
Left Blank	6	4	6	6	6	4	4	36	0.3%
Total Count	1,961	2,172	2,268	2,173	2,106	1,465	1,198	13,343	100%
Total Percent	15%	16%	17%	16%	16%	11%	9%	100%	

Heavy-truck Crashes by Hour, 2016 – 2020
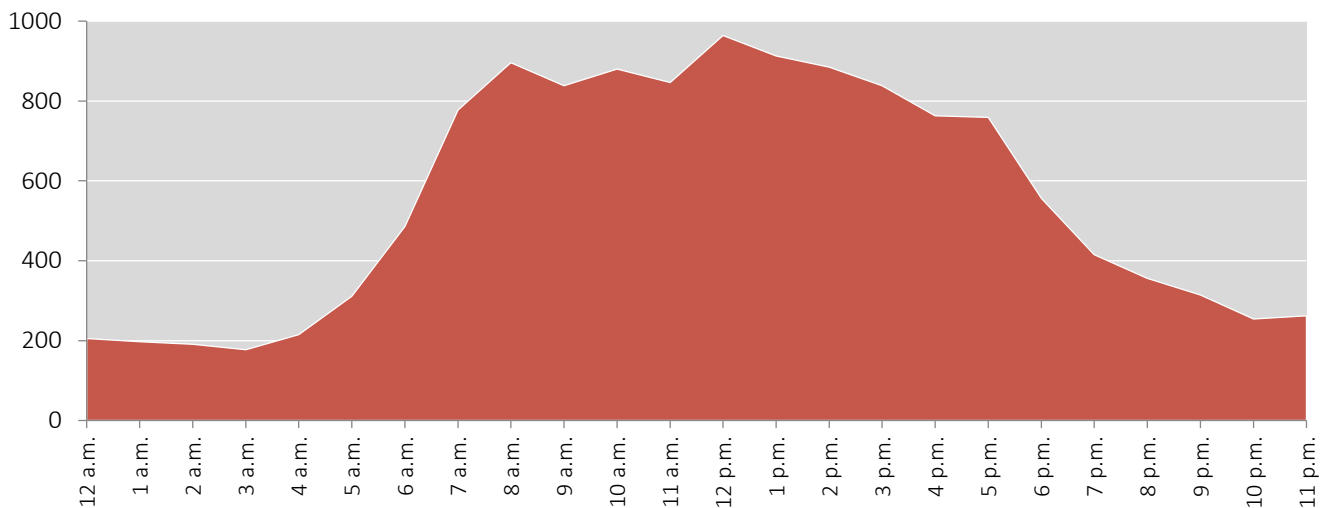
5. Fatalities Among Heavy-truck Drivers Involved with Alcohol or Drugs, 2016 – 2020

Year	Alcohol-involved			Drug-involved		
	Fatalities	Total	Percent Fatalities	Fatalities	Total	Percent Fatalities
2016	1	16	6%	0	4	0%
2017	1	10	10%	2	6	33%
2018	0	12	0%	2	9	22%
2019	2	10	20%	0	0	0%
2020	0	10	0%	0	3	0%
Total	4	58	7%	4	22	18%

6. People in Crashes by Injury Severity, in Heavy Trucks Driven by Drivers Involved with Alcohol, 2016 – 2020

Year	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2016	1	25%	0	0%	3	38%	0	0%	12	25%	18	25%
2017	1	25%	3	75%	2	25%	0	0%	7	15%	16	23%
2018	0	0%	1	25%	1	13%	0	0%	12	25%	15	21%
2019	2	50%	0	0%	0	0%	0	0%	10	21%	12	17%
2020	0	0%	0	0%	2	25%	0	0%	7	15%	10	14%
Total Count	4		4		8		0		48		71	100%
Total Percent	6%		6%		11%		0%		68%		100%	

7. People in Crashes by Injury Severity, in Heavy Trucks Driven by Drivers Involved with Drugs, 2016 – 2020

Year	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2016	0	0%	0	0%	1	50%	0	0%	3	25%	4	18%
2017	2	50%	0	0%	0	0%	2	50%	2	17%	6	27%
2018	2	50%	0	0%	1	50%	2	50%	4	33%	9	41%
2019	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
2020	0	0%	0	0%	0	0%	0	0%	3	25%	3	14%
Total Count	4		0		2		4		12		22	100%
Total Percent	18%		0%		9%		18%		55%		100%	

8. People in Heavy-truck Crashes in Vehicles with Drivers Involved with Alcohol or Drugs by Driver Age, 2016 – 2020

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	9	0%
15-19	2	13	15%	1	4	25%	7	1,034	1%
20-24	5	78	6%	11	23	48%	41	2,681	2%
25-29	11	93	12%	13	32	41%	37	3,422	1%
30-34	6	56	11%	4	14	29%	26	3,410	1%
35-39	4	47	9%	7	10	70%	31	3,038	1%
40-44	3	26	12%	6	15	40%	19	2,741	1%
45-49	13	38	34%	8	14	57%	29	2,772	1%
50-54	3	20	15%	3	7	43%	37	2,718	1%
55-59	4	19	21%	1	3	33%	19	2,677	1%
60-64	1	8	13%	0	5	0%	17	2,044	1%
65-69	2	11	18%	0	0	0%	12	1,235	1%
70-74	0	6	0%	1	1	100%	5	679	1%
75 +	0	2	0%	0	0	0%	17	785	2%
Missing Data	1	11	9%	0	2	0%	1	2,128	0%
Total	55	428	13%	55	130	42%	298	31,373	1%

9. People in Heavy-truck Crashes in Vehicles with Drivers Involved with Alcohol or Drugs, by Driver Age and Driver Sex, 2016 – 2020

Age Group	People in Vehicles with Drivers Involved with Alcohol						Missing Data	People in Vehicles with Drivers Involved with Drugs						Missing Data
	Male			Female				Male			Female			
	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	9	11%	1	4	25%	0	0	2	0%	1	2	50%	0
20-24	5	61	8%	0	17	0%	0	11	22	50%	0	1	0%	0
25-29	6	67	9%	5	26	19%	0	10	18	56%	3	14	21%	0
30-34	6	40	15%	0	16	0%	0	4	11	36%	0	3	0%	0
35-39	1	36	3%	3	10	30%	0	7	10	70%	0	0	0%	0
40-44	1	20	5%	2	6	33%	0	2	9	22%	4	6	67%	0
45-49	11	31	35%	2	7	29%	0	6	12	50%	2	2	100%	0
50-54	3	18	17%	0	2	0%	0	3	7	43%	0	0	0%	0
55-59	4	16	25%	0	3	0%	0	1	3	33%	0	0	0%	0
60-64	1	8	13%	0	0	0%	0	0	3	0%	0	2	0%	0
65-69	1	7	14%	1	4	25%	0	0	0	0%	0	0	0%	0
70-74	0	5	0%	0	0	0%	0	1	1	100%	0	0	0%	0
75 +	0	2	0%	0	0	0%	0	0	0	0%	0	0	0%	0
Missing Data	1	5	20%	0	1	0%	5	0	0	0%	0	2	0%	0
Total	41	325	13%	14	96	15%	5	45	98	46%	10	32	31%	0

10. People in Heavy-truck Crashes by Alcohol Involvement, 2016 – 2020

Year	Fatalities			People		
	People Killed in Vehicles in Which the Driver Was Alcohol Involved	Total Killed in Heavy-truck Crashes	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
2016	5	42	12%	64	3,003	2%
2017	19	71	27%	65	3,192	2%
2018	8	60	13%	66	3,449	2%
2019	13	75	17%	84	3,866	2%
2020	10	50	20%	66	3,721	2%
Total	55	298	18%	345	17,231	2%

11. People in Heavy-truck Crashes by Drug Involvement, 2016 – 2020

Year	Fatalities			People		
	People Killed in Vehicles in Which the Driver Was Drug Involved	Total Killed in Heavy-truck Crashes	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
2016	3	42	7%	19	3,003	1%
2017	8	71	11%	21	3,192	1%
2018	12	60	20%	27	3,449	1%
2019	15	75	20%	21	3,866	1%
2020	17	50	34%	28	3,721	1%
Total	55	298	18%	116	17,231	1%

12. People in Crashes in Heavy Trucks by Driver Age and Driver Sex, 2016 – 2020

Age Group	Male		Female		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
<15	3	100%	0	0%	0	0%	3	0%
15-19	110	80%	24	17%	4	3%	138	1%
20-24	962	93%	62	6%	7	1%	1,031	6%
25-29	1,757	93%	125	7%	4	0%	1,886	11%
30-34	1,813	95%	93	5%	3	0%	1,909	11%
35-39	1,668	93%	115	6%	3	0%	1,786	10%
40-44	1,600	92%	137	8%	6	0%	1,743	10%
45-49	1,740	95%	96	5%	3	0%	1,839	11%
50-54	1,634	94%	110	6%	2	0%	1,746	10%
55-59	1,702	93%	121	7%	6	0%	1,829	11%
60-64	1,202	94%	70	5%	3	0%	1,275	7%
65-69	493	92%	38	7%	4	1%	535	3%
70-74	201	96%	9	4%	0	0%	210	1%
75 +	126	93%	7	5%	3	2%	136	1%
Missing Data	192	16%	17	1%	956	82%	1,165	7%
Total Count	15,203	88%	1,024	6%	1,004	6%	17,231	100%
Total Percent	88%		6%		6%		100%	

People in Crashes in Heavy Trucks by Driver Age and Driver Sex, 2016 - 2020
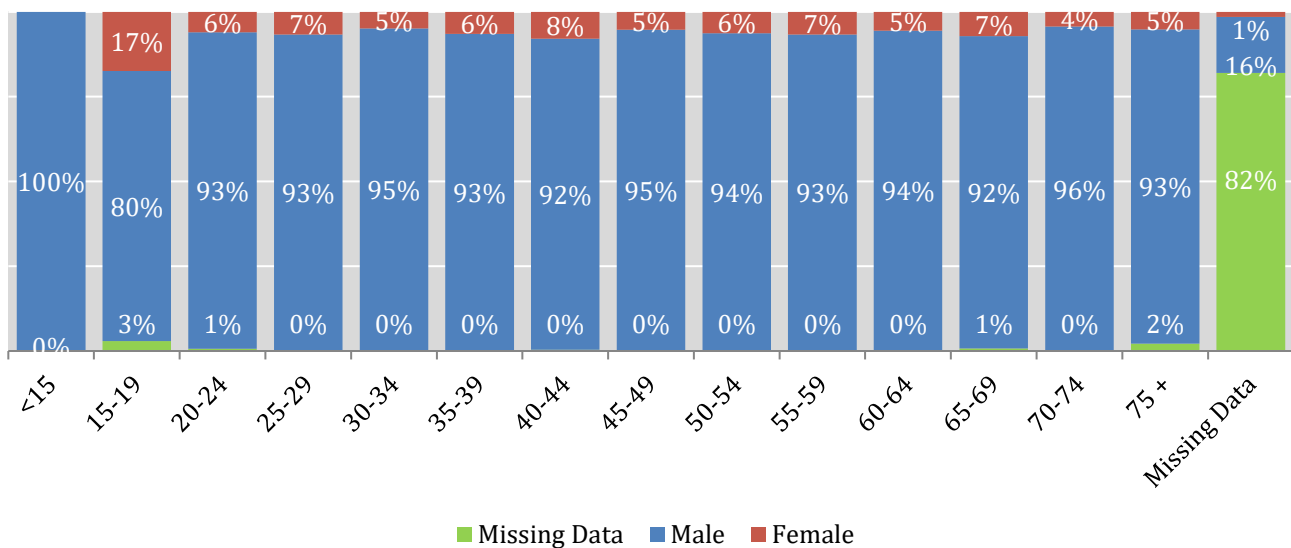
13. People in Heavy Trucks in Crashes by Hit-and-Run, 2016 – 2020

Year		Hit-and-Run		Not a Hit-and-Run		Missing Data		Total	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
2016		320	17%	2,683	17%	0	0%	3,003	17%
2017		317	17%	2,875	19%	0	0%	3,192	19%
2018		374	20%	3,075	20%	0	0%	3,449	20%
2019		395	21%	3,471	23%	0	0%	3,866	22%
2020		460	25%	3,261	21%	0	0%	3,721	22%
Total	Count	1,866		15,365		0		17,231	100%
	Percent	11%		89%		0%		100%	

14. People in Heavy-truck Crashes by Injury Severity and Light Condition, 2016 – 2020

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	166	56%	244	57%	1,030	66%	1,994	73%	19,235	73%	22,669	72%
Dark-Not Lighted	83	28%	113	26%	345	22%	387	14%	3,759	14%	4,687	15%
Dark-Lighted	26	9%	34	8%	75	5%	222	8%	2,023	8%	2,380	8%
Dusk	16	5%	23	5%	50	3%	60	2%	521	2%	670	2%
Dawn	6	2%	12	3%	39	3%	46	2%	513	2%	616	2%
Dark-Unknown Lighting	0	0%	0	0%	0	0%	1	0%	7	0%	8	0%
Unknown or Not Reported	0	0%	0	0%	0	0%	0	0%	7	0%	7	0%
Other	0	0%	3	1%	5	0%	4	0%	60	0%	72	0%
Left Blank	1	0%	0	0%	5	0%	17	1%	227	1%	250	1%
Invalid Code	0	0%	1	0%	2	0%	1	0%	10	0%	14	0%
Total — Count	298		430		1,551		2,732		26,362		31,373	100%
Total — Percent	1%		1%		5%		9%		84%		100%	

15. People in Heavy-truck Crashes by Injury Severity and Road Condition, 2016 – 2020

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	270	91%	357	83%	1,356	87%	2,343	86%	22,618	86%	26,944	86%
Wet	9	3%	28	7%	97	6%	140	5%	1,354	5%	1,628	5%
Ice	10	3%	27	6%	36	2%	114	4%	876	3%	1,063	3%
Snow	2	1%	3	1%	35	2%	69	3%	696	3%	805	3%
Loose Material	0	0%	1	0%	6	0%	9	0%	104	0%	120	0%
Slush	0	0%	1	0%	5	0%	13	0%	93	0%	112	0%
Standing or Moving Water	0	0%	4	1%	2	0%	3	0%	31	0%	40	0%
Other	0	0%	0	0%	2	0%	8	0%	71	0%	81	0%
Left Blank	7	2%	9	2%	12	1%	33	1%	519	2%	580	2%
Total — Count	298		430		1,551		2,732		26,362		31,373	100%
Total — Percent	1%		1%		5%		9%		84%		100%	

16. People in Heavy-truck Crashes by Injury Severity and Road Surface, 2016 – 2020

Road Surface	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Paved Center and Edgeline	270	91%	351	82%	1,262	81%	2,171	79%	18,838	71%	22,892	73%
Paved Center Stripe	10	3%	35	8%	150	10%	319	12%	3,168	12%	3,682	12%
Paved Unstriped	7	2%	21	5%	96	6%	149	5%	2,886	11%	3,159	10%
Unpaved	3	1%	7	2%	15	1%	24	1%	587	2%	636	2%
Lane Markers	0	0%	6	1%	6	0%	33	1%	248	1%	293	1%
Left Blank	8	3%	10	8%	19	10%	36	12%	617	12%	690	2%
Invalid Code	0	0%	0	0%	3	0%	0	0%	18	0%	21	0%
Total — Count	298		430		1,551		2,732		26,362		31,373	100%
Total — Percent	1%		1%		5%		9%		84%		100%	

17. People in Heavy-truck Crashes by Injury Severity and Traffic Control Device, 2016 – 2020

Traffic Control Device	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
No Controls	186	62%	258	60%	950	61%	1,522	56%	14,976	57%	17,892	57%
Traffic Signals	11	4%	41	10%	156	10%	484	18%	4,285	16%	4,977	16%
Stop Sign	9	3%	14	3%	66	4%	121	4%	1,482	6%	1,692	5%
No Passing Zone	29	10%	32	7%	74	5%	85	3%	675	3%	895	3%
All-Way Stop	0	0%	0	0%	3	0%	17	1%	222	1%	242	1%
Yield Sign	0	0%	0	0%	6	0%	17	1%	173	1%	196	1%
Flashers	0	0%	2	0%	5	0%	7	0%	65	0%	79	0%
R.R. Xing Device	0	0%	1	0%	5	0%	3	0%	47	0%	56	0%
Other	56	19%	75	17%	255	16%	412	15%	3,593	14%	4,391	14%
Left Blank	7	2%	7	2%	31	2%	64	2%	844	3%	953	3%
Total — Count	298		430		1,551		2,732		26,362		31,373	100%
Total — Percent	1%		1%		5%		9%		84%		100%	

18. People in Heavy-truck Crashes by Injury Severity and Road Design Lanes, 2016 – 2020

Road Design Lanes	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
One Lane	49	16%	78	18%	261	17%	408	15%	4,523	17%	5,319	17%
Two Lanes	182	61%	231	54%	899	58%	1,385	51%	12,729	48%	15,426	49%
Three Lanes	14	5%	23	5%	122	8%	341	12%	2,818	11%	3,318	11%
Four+ Lanes	40	13%	79	18%	221	14%	501	18%	4,391	17%	5,232	17%
Left Blank	13	4%	19	4%	48	3%	97	4%	1,901	7%	2,078	7%
Total — Count	298		430		1,551		2,732		26,362		31,373	100%
Total — Percent	1%		1%		5%		9%		84%		100%	

19. People in Heavy-truck Crashes by Injury Severity and Road Design Divider, 2016 – 2020

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 (>4 FT)	155	52%	184	43%	664	43%	1,010	37%	9,018	34%	11,031	35%
Physical Divider	86	29%	137	32%	459	30%	867	32%	7,451	28%	9,000	29%
Undivided	12	4%	35	8%	110	7%	199	7%	3,016	11%	3,372	11%
No Shoulder	1	0%	4	1%	9	1%	17	1%	162	1%	193	1%
Physical Barrier	3	1%	2	0%	11	1%	15	1%	157	1%	188	1%
Left Blank	41	14%	68	16%	298	19%	624	23%	6,558	25%	7,589	24%
Total — Count	298		430		1,551		2,732		26,362		31,373	100%
Total — Percent	1%		1%		5%		9%		84%		100%	

20. People in Heavy-truck Crashes by Injury Severity and Road Design, 2016 – 2020

Road Design	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Full Access Control (e.g. Highway)	151	51%	208	48%	672	43%	990	36%	9,563	36%	11,584	37%
One-Way	32	11%	40	9%	156	10%	283	10%	2,560	10%	3,071	10%
Construction Zone	5	2%	8	2%	32	2%	76	3%	814	3%	935	3%
Ramp	2	1%	2	0%	22	1%	35	1%	519	2%	580	2%
Two-way, Divided	2	1%	3	1%	8	1%	17	1%	162	1%	192	1%
Undeveloped	2	1%	1	0%	8	1%	6	0%	158	1%	175	1%
Two-way, Not Divided	0	0%	3	1%	8	1%	14	1%	106	0%	131	0%
Alley	0	0%	1	0%	2	0%	5	0%	91	0%	99	0%
Two-way, Not Divided, Continuous Left-Turn Lane	0	0%	0	0%	1	0%	3	0%	20	0%	24	0%
Other	75	25%	103	24%	393	25%	812	30%	7,308	28%	8,691	28%
Left Blank	29	10%	61	14%	249	16%	491	18%	5,061	19%	5,891	19%
Total — Count	298		430		1,551		2,732		26,362		31,373	100%
Total — Percent	1%		1%		5%		9%		84%		100%	

21. People in Heavy-truck Crashes by Injury Severity and Agency, 2016 – 2020

Law Enforcement Agency	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
New Mexico State Police	203	68%	208	48%	752	48%	816	30%	7,600	29%	9,579	31%
Albuquerque Police Department	14	5%	59	14%	194	13%	608	22%	5,184	20%	6,059	19%
Bernalillo County Sheriff's Department	11	4%	23	5%	66	4%	136	5%	1,480	6%	1,716	5%
Las Cruces Police Department	2	1%	5	1%	27	2%	86	3%	889	3%	1,009	3%
Santa Fe Police Department	1	0%	4	1%	18	1%	71	3%	831	3%	925	3%
All Other Agencies	67	22%	131	30%	494	32%	1,015	37%	10,378	39%	12,085	39%
Total — Count	298		430		1,551		2,732		26,362		31,373	100%
Total — Percent	1%		1%		5%		9%		84%		100%	

22. People in Heavy-truck Crashes by Injury Severity and City, 2016 – 2020

Cities	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Albuquerque	26	9%	79	18%	246	16%	728	27%	7,200	27%	8,279	26.4%
Las Cruces	3	1%	9	2%	42	3%	106	4%	1,282	5%	1,442	4.6%
Santa Fe	1	0%	4	1%	20	1%	83	3%	875	3%	983	3.1%
Carlsbad	0	0%	11	3%	20	1%	78	3%	632	2%	741	2.4%
Gallup	4	1%	4	1%	16	1%	38	1%	535	2%	597	1.9%
Hobbs	1	0%	2	0%	23	1%	57	2%	467	2%	550	1.8%
Rio Rancho	1	0%	7	2%	16	1%	47	2%	446	2%	517	1.6%
Farmington	0	0%	7	2%	21	1%	38	1%	449	2%	515	1.6%
Roswell	1	0%	5	1%	11	1%	17	1%	279	1%	313	1.0%
Clovis	1	0%	3	1%	9	1%	25	1%	262	1%	300	1.0%
Edgewood	2	1%	2	0%	13	1%	23	1%	179	1%	219	0.7%
Bernalillo	6	2%	3	1%	5	0%	15	1%	187	1%	216	0.7%
Laguna	3	1%	1	0%	10	1%	22	1%	167	1%	203	0.6%
Los Lunas	0	0%	2	0%	7	0%	15	1%	169	1%	193	0.6%
Santa Rosa	2	1%	2	0%	10	1%	5	0%	157	1%	176	0.6%
Moriarty	2	1%	2	0%	7	0%	12	0%	144	1%	167	0.5%
Alamogordo	0	0%	0	0%	7	0%	13	0%	143	1%	163	0.5%
Artesia	2	1%	1	0%	7	0%	3	0%	149	1%	162	0.5%
Deming	2	1%	2	0%	6	0%	11	0%	138	1%	159	0.5%
Española	2	1%	3	1%	1	0%	19	1%	132	1%	157	0.5%
Tucumcari	2	1%	2	0%	10	1%	7	0%	128	0%	149	0.5%
Grants	3	1%	0	0%	8	1%	5	0%	103	0%	119	0.4%
Milan	0	0%	0	0%	4	0%	9	0%	98	0%	111	0.4%
Portales	2	1%	1	0%	4	0%	12	0%	91	0%	110	0.4%
Jal	2	1%	3	1%	1	0%	3	0%	95	0%	104	0.3%
Mesita	5	2%	2	0%	13	1%	4	0%	80	0%	104	0.3%
Las Vegas	0	0%	2	0%	4	0%	7	0%	78	0%	91	0.3%
Bloomfield	0	0%	0	0%	2	0%	7	0%	81	0%	90	0.3%
Anthony	2	1%	2	0%	3	0%	6	0%	73	0%	86	0.3%
Taos	1	0%	0	0%	0	0%	7	0%	74	0%	82	0.3%
All Other Cities	42	14%	36	8%	174	11%	292	11%	2,736	10%	3,280	10.5%
Rural	180	60%	233	54%	831	54%	1,018	37%	8,733	33%	10,995	35.0%
Total — Count	298		430		1,551		2,732		26,362		31,373	100%
Total — Percent	1%		1%		5%		9%		84%		100%	

23. People in Heavy-truck Crashes
by Injury Severity and County, 2016 – 2020

County	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	
						Count	Percent
Bernalillo	32	90	288	794	7,852	9,056	29%
Catron	1	1	2	0	23	27	0%
Chaves	8	13	38	36	487	582	2%
Cibola	27	16	77	92	1,005	1,217	4%
Colfax	1	1	23	21	258	304	1%
Curry	4	13	29	46	414	506	2%
De Baca	3	0	6	2	43	54	0%
Doña Ana	16	16	109	200	2,131	2,472	8%
Eddy	22	38	144	196	1,782	2,182	7%
Grant	1	2	15	17	246	281	1%
Guadalupe	13	10	77	97	1,053	1,250	4%
Harding	0	0	0	1	5	6	0%
Hidalgo	16	14	17	37	271	355	1%
Lea	36	39	151	190	1,600	2,016	6%
Lincoln	2	7	21	20	182	232	1%
Los Alamos	0	0	0	2	69	71	0%
Luna	6	11	39	78	557	691	2%
McKinley	26	34	102	176	1,851	2,189	7%
Mora	1	2	12	4	82	101	0%
Otero	5	2	31	47	356	441	1%
Quay	3	12	57	57	567	696	2%
Rio Arriba	3	7	18	30	304	362	1%
Roosevelt	7	8	20	32	199	266	1%
San Juan	13	14	51	98	924	1,100	4%
San Miguel	6	17	15	28	205	271	1%
Sandoval	15	23	49	104	913	1,104	4%
Santa Fe	8	11	62	158	1,449	1,688	5%
Sierra	1	6	14	15	151	187	1%
Socorro	6	5	14	18	159	202	1%
Taos	2	4	7	19	159	191	1%
Torrance	11	7	32	70	609	729	2%
Union	1	1	8	4	72	86	
Valencia	2	6	23	43	384	458	1%
Total Count	298	430	1,551	2,732	26,362	31,373	100%
Total Percent	1%	1%	5%	9%	84%	100%	

24. Frequency of Contributing Factors in Heavy-truck Crashes, 2016 – 2020

Contributing Factors*	2016	2017	2018	2019	2020	Five-Year Summary Average	Five-Year Summary Percent
Human	**3,131**	**3,434**	**3,644**	**4,045**	**3,830**	**3,617**	**56%**
Alcohol Involved	60	62	65	76	63	65	1%
Avoid No Contact - Other	114	79	66	68	124	90	1%
Avoid No Contact - Vehicle	121	178	242	216	164	184	3%
Cell Phone	6	20	9	16	22	15	0%
Disregarded Traffic Signal	65	61	54	65	75	64	1%
Driver Distracted by Other Activity	n/a	n/a	n/a	n/a	64	64	1%
Driver Distracted by Passenger	n/a	n/a	n/a	n/a	4	4	0%
Driver Distracted by Talking on Cell Pho	n/a	n/a	n/a	n/a	2	2	0%
Driver Distracted by Talking on Hands-Free Device	n/a	n/a	n/a	n/a	1	1	0%
Driver Inattention	1,112	1,207	1,284	1,406	1,359	1,274	20%
Driverless Moving Vehicle	14	7	4	12	7	9	0%
Drove Left Of Center	95	137	115	114	131	118	2%
Drug Involved	16	19	23	21	27	21	0%
Excessive Speed	163	135	133	162	182	155	2%
Failed to Yield Right of Way	202	255	281	293	257	258	4%
Failed to Yield to Emergency Vehicle	6	9	12	10	11	10	0%
Failed to Yield to Police Vehicle	2	0	6	8	2	4	0%
Following Too Closely	231	221	247	255	205	232	4%
High Speed Pursuit	4	1	5	5	1	3	0%
Improper Backing	96	103	94	96	64	91	1%
Improper Lane Change	124	165	186	193	196	173	3%
Improper Overtaking	128	111	109	148	127	125	2%
Made Improper Turn	169	182	180	228	143	180	3%
Other Improper Driving	248	296	294	367	322	305	5%
Passed Stop Sign	27	36	34	24	45	33	1%
Pedestrian Error	11	12	8	9	11	10	0%
Speed Too Fast for Conditions	102	119	164	229	196	162	3%
Texting	1	0	2	0	4	1	0%
Vehicle Skidded Before Brake	14	19	27	24	21	21	0%
Vehicle	**144**	**157**	**175**	**196**	**217**	**178**	**3%**
Coupling Device	n/a	n/a	n/a	n/a	2	2	0%
Defective Steering	12	14	13	11	11	12	0%
Defective Tires	44	48	54	58	68	54	1%
Exhaust System	n/a	n/a	n/a	n/a	0	0	0%
Inadequate Brakes	23	24	19	26	27	24	0%
Lights (Head, Signal, Tail)	n/a	n/a	n/a	n/a	2	2	0%
Mirrors	n/a	n/a	n/a	n/a	1	1	0%
Other Mechanical Defect	65	71	89	101	96	84	1%
Suspension	n/a	n/a	n/a	n/a	0	0	0%
Wheels	n/a	n/a	n/a	n/a	9	9	0%
Windows, Windshield	n/a	n/a	n/a	n/a	0	0	0%
Wipers	n/a	n/a	n/a	n/a	1	1	0%
Environment	**16**	**17**	**13**	**20**	**300**	**73**	**1%**
Animal(s) in Roadway	n/a	n/a	n/a	n/a	41	41	1%
Backup – Prior Crash	n/a	n/a	n/a	n/a	18	18	0%
Backup – Prior Incident	n/a	n/a	n/a	n/a	5	5	0%
Debris	n/a	n/a	n/a	n/a	7	7	0%
Low Visibility Due To Glare	n/a	n/a	n/a	n/a	12	12	0%
Low Visibility Due to Smoke	5	0	0	0	3	2	0%
Weather Conditions	n/a	n/a	n/a	n/a	79	79	1%
Obstruction in Road	n/a	n/a	n/a	n/a	15	15	0%
Other Visual Obstruction	n/a	n/a	n/a	n/a	7	7	0%
Road Defect	10	15	12	18	11	13	0%
Road Surface Conditions	n/a	n/a	n/a	n/a	74	74	1%
Traffic Congestion	n/a	n/a	n/a	n/a	28	28	0%
Traffic Control Not Functioning	1	2	1	2	0	1	0%
Other	**2,276**	**2,465**	**2,530**	**2,925**	**2,621**	**2,563**	**40%**
None	1531	1704	1708	1703	635	1,456	23%
Other - No Driver Error	481	549	644	857	1,698	846	13%
Missing Data	264	212	178	365	288	261	4%
Total Contributing Factors	**5,567**	**6,073**	**6,362**	**7,186**	**6,968**	**6,431**	**100%**

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

25. Frequency of Contributing Factors of Drivers Killed in Heavy-truck Crashes, 2016 – 2020

Contributing Factors*	2016	2017	2018	2019	2020	Five-Year Summary Average	Five-Year Summary Percent
Human	**43**	**81**	**66**	**90**	**85**	**73**	**86%**
Alcohol Involved	3	13	7	10	7	8	9%
Avoid No Contact - Other	1	0	0	0	1	0	0%
Avoid No Contact - Vehicle	1	1	3	4	3	2	3%
Cell Phone	0	0	0	2	1	1	1%
Disregarded Traffic Signal	1	0	0	0	0	0	0%
Driver Distracted by Other Activity	n/a	n/a	n/a	n/a	1	1	1%
Driver Distracted by Passenger	n/a	n/a	n/a	n/a	0	0	0%
Driver Distracted by Talking on Cell Pho	n/a	n/a	n/a	n/a	0	0	0%
Driver Distracted by Talking on Hands-Free Device	n/a	n/a	n/a	n/a	0	0	0%
Driver Inattention	8	16	23	16	15	16	18%
Driverless Moving Vehicle	0	0	0	0	0	0	0%
Drove Left Of Center	7	10	7	14	8	9	11%
Drug Involved	3	7	10	12	15	9	11%
Excessive Speed	7	11	3	5	11	7	9%
Failed to Yield Right of Way	3	2	1	2	1	2	2%
Failed to Yield to Emergency Vehicle	0	1	0	0	0	0	0%
Failed to Yield to Police Vehicle	0	0	0	1	1	0	0%
Following Too Closely	1	1	0	1	1	1	1%
High Speed Pursuit	0	0	0	0	0	0	0%
Improper Backing	0	0	0	0	0	0	0%
Improper Lane Change	0	3	2	2	1	2	2%
Improper Overtaking	3	2	2	0	4	2	3%
Made Improper Turn	0	2	0	0	0	0	0%
Other Improper Driving	2	5	6	12	8	7	8%
Passed Stop Sign	1	0	1	2	0	1	1%
Pedestrian Error	2	4	1	5	4	3	4%
Speed Too Fast for Conditions	0	3	0	2	2	1	2%
Texting	0	0	0	0	0	0	0%
Vehicle Skidded Before Brake	0	0	0	0	1	0	0%
Vehicle	**0**	**2**	**2**	**1**	**1**	**1**	**1%**
Coupling Device	n/a	n/a	n/a	n/a	0	0	0%
Defective Steering	0	0	0	0	0	0	0%
Defective Tires	0	2	1	0	1	1	1%
Exhaust System	n/a	n/a	n/a	n/a	0	0	0%
Inadequate Brakes	0	0	1	1	0	0	0%
Lights (Head, Signal, Tail)	n/a	n/a	n/a	n/a	0	0	0%
Mirrors	n/a	n/a	n/a	n/a	0	0	0%
Other Mechanical Defect	0	0	0	0	0	0	0%
Suspension	n/a	n/a	n/a	n/a	0	0	0%
Wheels	n/a	n/a	n/a	n/a	0	0	0%
Windows, Windshield	n/a	n/a	n/a	n/a	0	0	0%
Wipers	n/a	n/a	n/a	n/a	0	0	0%
Environment	**0**	**0**	**0**	**0**	**3**	**1**	**1%**
Animal(s) in Roadway	n/a	n/a	n/a	n/a	0	0	0%
Backup – Prior Crash	n/a	n/a	n/a	n/a	0	0	0%
Backup – Prior Incident	n/a	n/a	n/a	n/a	1	1	1%
Debris	n/a	n/a	n/a	n/a	0	0	0%
Low Visibility Due To Glare	n/a	n/a	n/a	n/a	0	0	0%
Low Visibility Due to Smoke	0	0	0	0	0	0	0%
OWeather Conditions	n/a	n/a	n/a	n/a	1	1	1%
Obstruction in Road	n/a	n/a	n/a	n/a	0	0	0%
Other Visual Obstruction	n/a	n/a	n/a	n/a	0	0	0%
Road Defect	0	0	0	0	0	0	0%
Road Surface Conditions	n/a	n/a	n/a	n/a	0	0	0%
Traffic Congestion	n/a	n/a	n/a	n/a	1	1	1%
Traffic Control Not Functioning	0	0	0	0	0	0	0%
Other	**10**	**12**	**5**	**17**	**7**	**10**	**12%**
None	4	5	2	6	2	4	4%
Other - No Driver Error	3	6	2	9	4	5	6%
Missing Data	3	1	1	2	1	2	2%
Total Contributing Factors	**53**	**95**	**73**	**108**	**96**	**85**	**100%**

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