New Mexico
Motorcycle Crash Statistics,
2016 – 2020

New Mexico Department of Transportation

Traffic Safety Division
Traffic Records Bureau
P.O. Box 1149
Santa Fe, New Mexico 87504-1149
(505) 827-0427
http://dot.state.nm.us/

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 July 2022, 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 number of crashes involving motorcycles or ATVS declined steadily over the past four years with the number of crashes in 2020 4.7 percent lower than in 2016 (Table 1). However, due to their being fewer vehicles on the roadways during the COVID-19 pandemic, the rate of motorcycle involved crashes increased from 2.3 percent of total crashes in 2019 to 2.9 percent in 2020 (Table 1). And the number of deaths involving motorcycles or ATVs remained similar, with the proportion among all traffic crash fatalities remaining at about 14 percent of total deaths in traffic crashes (Table 1).

Injuries: In 2020, motorcyclists in crashes saw an increase in number of reported suspected minor injuries, from 576 to 619 (Table 2). About half (46%), of all people in motorcycle crashes have no apparent injuries (Class O) (Table 2).

Timing: Motorcycle crashes are more frequent in warmer months with 55 percent of all motorcycle crashes occurring between May and September (Table 3). On the other hand, December through February each have 6 percent of crashes or less (Table 3). Motorcycle crashes are more likely to occur on Saturdays (19%) and least likely on Mondays and Tuesdays (11%, Table 3). The late afternoon, from 4 p.m. to 6 p.m., accounts for 25 percent of motorcycle crashes (Table 4). Motorcycle crashes are at a lull from 2 a.m. to 5 a.m., with less than 1 percent of crashes each hour (Table 4).

Alcohol and Drug Involvement: In 2020, the percent of people on motorcycles in crashes where the driver was involved with alcohol dropped back down to 2018 levels, or 27 percent, after an increase in 2019 (Table 5). Conversely, 74 percent of people on motorcycles in crashes in which the driver was involved in drugs over the past five years died (Table 5).

Demographics: Among motorcycle drivers in crashes, males (4,636) outnumbered females (331) by more than 10 to one (Table 12). Nearly half of all motorcycle drivers in crashes were between 20 and 40 years old (44.5%).

Hit-and-Run Crashes: Among motorcycles in crashes, 12.6 percent were hit-and-run crashes (Table 13).

Environmental Conditions: More than half (55%) of people on motorcycles in crashes were in crashes in which there were no traffic control devices (Table 17).

Location: Albuquerque had 37.6 percent of people on motorcycles in crashes (Table 22). Bernalillo County had 40 percent of people on motorcycles in crashes (Table 23).

Contributing Factors: A fifth (20%) of motorcycles in crashes had no contributing factors attributed to them (Table 24). The most-frequent contributing factors were Driver Inattention (15%), and Excessive Speed (10%, Table 24). Among motorcycles in crashes in which someone on the motorcycle was killed, the most-frequent contributing factors were Excessive Speed (18%), Alcohol Involvement (14%), Drug Involvement (13%), and Driver Inattention (12%, Table 25).

Table of Contents

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

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

Contributing Factor – Circumstance that helped bring about the crash. Reported in the Apparent Contributing Factors section of the crash report. Multiple contributing factors may be reported for any vehicle in a 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 indicated that 1) a DWI citation was issued, 2) a 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.

First Harmful Event (FHE) – The event of the crash that produced the first injury or damage. It is used in conjunction with a subfield (FHEanalysis) to provide addition detail on the nature of the first harmful event. Starting with 2020 crash data, first harmful event replaced crash classification, and FHEanalysis replaced Analysis. FHE and its' subanalysis data are derived from the crash classification and analysis fields for crashes that occurred prior to 2020 and for any agencies not using the new crash report form put into circulation in 2020.

First harmful event may not reflect other important events. For example, a crash in which a vehicle overturned and then hit a pedestrian should be classified as "Non-Collision" and not "Collision with Person." As a result, first harmful event totals do not always match corresponding totals in other sections of this report.

Statistics for the first harmful event category "Other" and FHE analysis subcategories "Other Large Domestic Animal", "Curb" and "Other Non-Motorist" are not available prior to 2020. The addition of options in 2020 decreases the use of previously available options.

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.

Motorcycle – A motor vehicle having a seat or saddle and designed to travel on not more than three wheels.

Motorcyclist – A person who is in or upon a motorcycle or moped. There can be multiple motorcyclists in a single motorcycle-involved crash. Traditionally, the term "motorcyclist" included people on ATVs. However, starting with the 2020 DWI and Annual Reports, the method for tabulating all statistics on motorcyclists no longer includes people on ATVs in those reports. Therefore, motorcycle statistics in this publication are not comparable to statistics published in older or other reports.

Motorcycle Crash – A crash involves one or more motorcycles.

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

Motorcyclist Involved with Alcohol or Drugs – A motorcyclist 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. A single alcohol or drug-involved crash can involve multiple alcohol or 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).

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 pedalcyclists are counted as nonmotorized vehicles when in a crash with a motor vehicle.

1. Crashes and Fatalities Involving Motorcycles or ATVs, 2016 – 2020

Year	Crashes			Fatalities		
	Motorcycle-involved Crashes	Total Crashes	Percent Motorcycle-involved	Motorcycle-involved Fatalities	Total Fatalities	Percent Motorcycle-involved
2016	1,118	45,071	2.5%	52	405	13%
2017	1,144	45,906	2.5%	63	380	17%
2018	1,064	46,786	2.3%	51	392	13%
2019	1,094	48,124	2.3%	60	425	14%
2020	1,065	36,555	2.9%	57	398	14%
Total	5,485	222,442	2.5%	283	2,000	14%

Fatalities Involving Motorcycles/ATVs Among Total Fatalities, 2016 - 2020
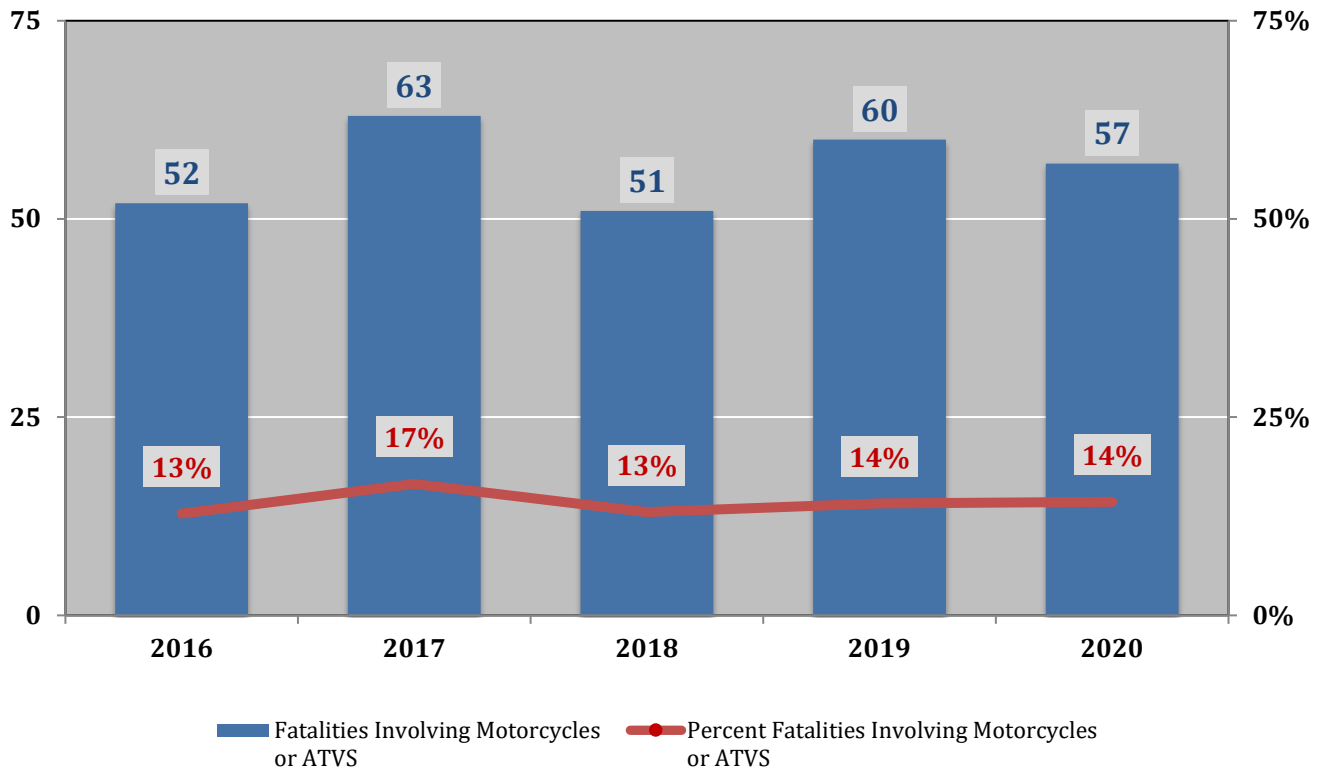
2. People in Motorcycle Crashes by Severity of Injuries, 2016 – 2020

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		52	2%	171	8%	579	27%	243	11%	1,126	52%	2,171	100%
2017		63	3%	187	8%	582	26%	263	12%	1,183	52%	2,278	100%
2018		51	2%	143	7%	557	27%	255	12%	1,082	52%	2,088	100%
2019		60	3%	153	7%	576	27%	246	11%	1,122	52%	2,157	100%
2020		57	3%	171	8%	619	31%	242	12%	933	46%	2,022	100%
Total	Count	283		825		2,913		1,249		5,446		10,716	100%
	Percent	3%		8%		27%		12%		51%		100%	

Percent of Injury Severity to People in Motorcycle Crashes, 2016 - 2020
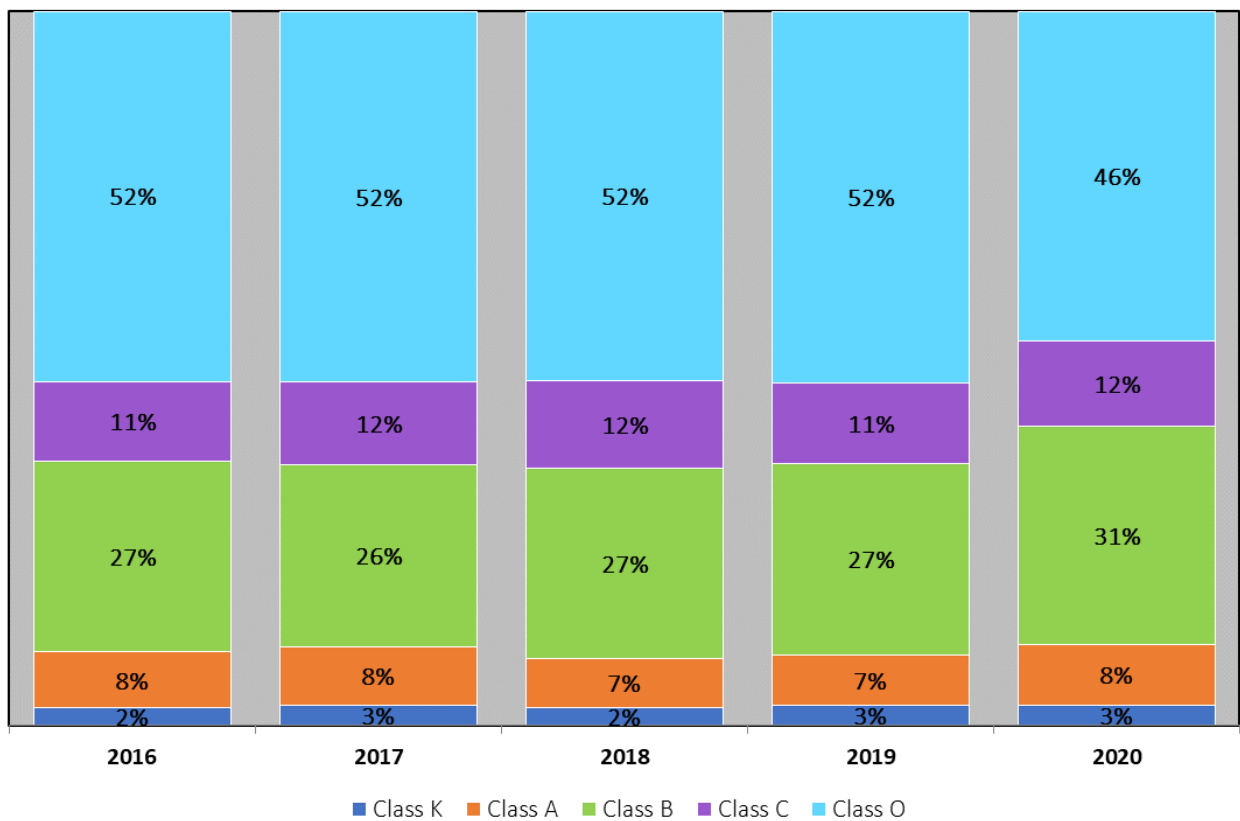
3. Crashes of Motorcycles or ATVs by Month and Day, 2016 – 2020

Month		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total	
									Count	Percent
January		21	27	23	26	28	39	28	192	**4%**
February		31	26	52	34	46	66	47	302	**6%**
March		37	58	52	62	81	105	85	480	**9%**
April		37	54	67	72	58	87	70	445	**8%**
May		70	60	90	77	106	126	105	634	**12%**
June		70	61	69	68	92	110	97	567	**10%**
July		89	65	80	74	81	110	88	587	**11%**
August		64	64	87	92	82	116	88	593	**11%**
September		73	66	67	98	115	123	98	640	**12%**
October		67	65	44	61	79	83	98	497	**9%**
November		42	49	48	49	55	53	61	357	**7%**
December		20	19	23	31	31	40	27	191	**3%**
Total	**Count**	**621**	**614**	**702**	**744**	**854**	**1,058**	**892**	**5,485**	**100%**
	Percent	**11%**	**11%**	**13%**	**14%**	**16%**	**19%**	**16%**	**100%**	

Weekday and Weekend Crashes of Motorcycles and ATVs, 2016 - 2020

Month	Monday - Friday	Saturday - Sunday
January	65%	35%
February	63%	37%
March	60%	40%
April	65%	35%
May	64%	36%
June	63%	37%
July	66%	34%
August	66%	34%
September	65%	35%
October	64%	36%
November	68%	32%
December	65%	35%

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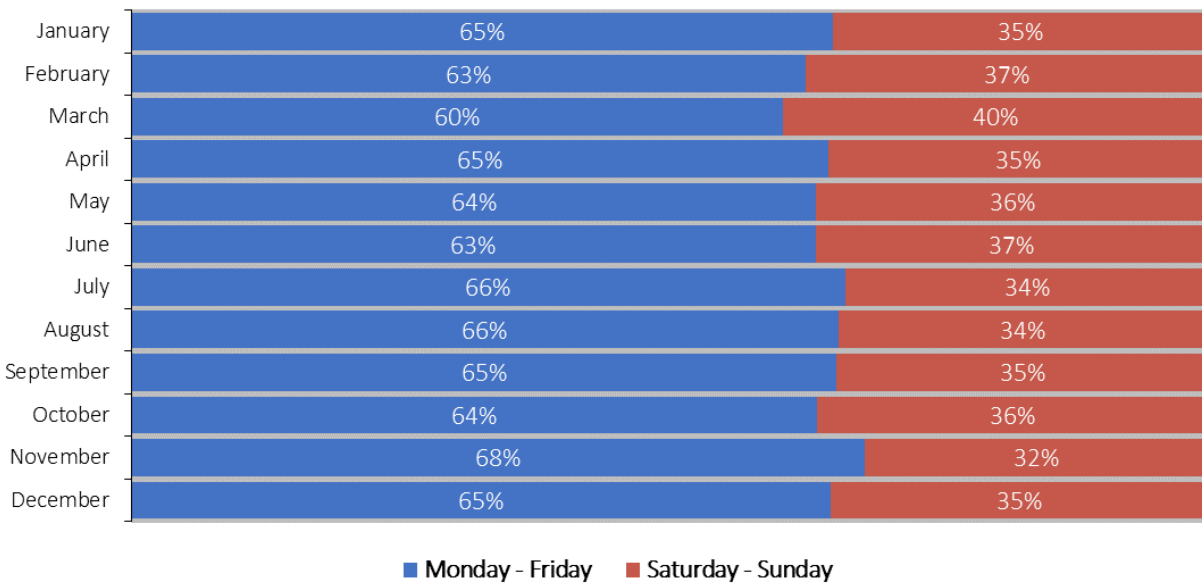
4. Crashes of Motorcycles and ATVs by Hour and Day of Week, 2016 – 2020

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total Count	Total Percent
Midnight	16	12	3	7	4	19	23	84	1.5%
1 a.m.	2	7	4	2	8	24	9	56	1.0%
2 a.m.	2	1	2	3	7	13	11	39	0.7%
3 a.m.	3	4	5	2	3	3	4	24	0.4%
4 a.m.	1	3	3	2	5	6	6	26	0.5%
5 a.m.	10	7	2	8	4	5	3	39	0.7%
6 a.m.	11	12	17	18	13	5	4	80	1.5%
7 a.m.	24	20	29	36	29	17	11	166	3.0%
8 a.m.	30	25	21	27	23	25	18	169	3.1%
9 a.m.	18	19	17	27	28	37	19	165	3.0%
10 a.m.	25	27	20	20	28	51	33	204	3.7%
11 a.m.	39	31	35	24	39	63	50	281	5.1%
Noon	31	36	47	53	57	79	61	364	6.6%
1 p.m.	45	43	51	47	69	95	59	409	7.5%
2 p.m.	35	46	49	50	56	82	91	409	7.5%
3 p.m.	49	43	64	53	56	82	79	426	7.8%
4 p.m.	43	67	60	89	69	87	89	504	9.2%
5 p.m.	66	58	64	67	86	81	77	499	9.1%
6 p.m.	39	45	59	52	72	81	66	414	7.5%
7 p.m.	37	34	35	49	60	55	66	336	6.1%
8 p.m.	33	26	46	39	48	49	44	285	5.2%
9 p.m.	27	25	27	32	33	38	29	211	3.8%
10 p.m.	19	16	20	28	29	29	23	164	3.0%
11 p.m.	14	5	19	8	28	31	14	119	2.2%
Invalid Code	0	2	0	1	0	0	2	5	0.1%
Missing Data	2	0	3	0	0	1	1	7	0.1%
Total Count	621	614	702	744	854	1,058	892	5,485	100%
Total Percent	11%	11%	13%	14%	16%	19%	16%		100%

Crashes of Motorcycles and ATVs by Hour, 2016 – 2020
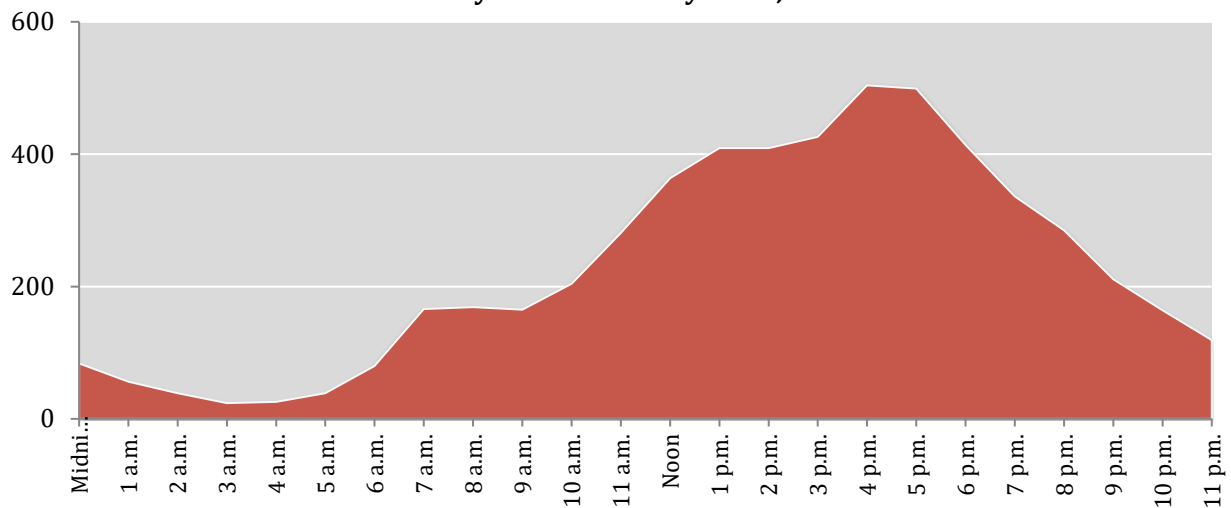
5. Motorcyclist Fatalities by Involvement of Motorcycle Driver with Alcohol or Drugs, 2016 – 2020

Year	Alcohol-involved			Drug-involved		
	People Killed on Motorcycles on Which the Motorcycle Driver Was Involved with Alcohol	Motorcyclists on Motorcycles on Which the Motorcycle Driver Was Involved with Alcohol	Percent Killed	People Killed on Motorcycles on Which the Motorcycle Driver Was Involved with Drugs	Motorcyclists on Motorcycle on Which the Motorcycle Driver Was Involved with Drugs	Percent Killed
2016	13	68	19%	10	15	67%
2017	16	76	21%	13	17	76%
2018	15	55	27%	13	18	72%
2019	20	63	32%	19	23	83%
2020	15	55	27%	14	19	74%
Total	79	317	25%	69	92	75%

6. Motorcyclists in Crashes on Motorcycles with Motorcycle Drivers Involved with Alcohol, 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	13	16%	13	23%	29	23%	4	17%	9	30%	68	21%
2017	16	20%	13	23%	34	27%	6	25%	7	23%	76	24%
2018	15	19%	5	9%	27	21%	4	17%	4	13%	55	17%
2019	20	25%	13	23%	18	14%	7	29%	5	17%	63	20%
2020	15	19%	12	21%	20	16%	3	13%	5	17%	55	17%
Total Count	79		56		128		24		30		317	100%
Total Percent	25%		18%		40%		8%		9%		100%	

7. Motorcyclists in Crashes on Motorcycles with Motorcycle Drivers Involved with Drugs, 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	10	14%	3	50%	2	18%	0	0%	0	0%	15	16%
2017	13	19%	1	17%	1	9%	1	50%	1	25%	17	18%
2018	13	19%	1	17%	3	27%	0	0%	1	25%	18	20%
2019	19	28%	1	17%	3	27%	0	0%	0	0%	23	25%
2020	14	20%	0	0%	2	18%	1	50%	2	50%	19	21%
Total Count	69		6		11		2		4		92	100%
Total Percent	75%		7%		12%		2%		4%		100%	

8. Motorcyclists in Crashes on Motorcycles with Motorcycle Drivers Involved with Alcohol or Drugs, by Driver Age, 2016 – 2020

Age Group	People in Crashes on Motorcycles with Motorcycle Drivers Involved with Alcohol			People in Crashes on Motorcycles with Motorcycle Drivers Involved with Drugs			People on Motorcycles in Crashes		
	Fatalities	Total	Percent	Fatalities	Total	Percent	Fatalities	Total	Percent
<15	0	3	0%	0	0	0%	0	48	0%
15-19	11	40	28%	2	3	67%	10	370	3%
20-24	10	41	24%	10	12	83%	29	758	4%
25-29	5	42	12%	6	9	67%	31	619	5%
30-34	6	32	19%	4	9	44%	17	566	3%
35-39	5	19	26%	7	11	64%	23	476	5%
40-44	5	30	17%	5	5	100%	20	434	5%
45-49	12	36	33%	2	2	100%	14	437	3%
50-54	16	46	35%	10	14	71%	28	466	6%
55-59	5	16	31%	10	13	77%	31	471	7%
60-64	3	6	50%	4	4	100%	16	306	5%
65-69	1	5	20%	5	6	83%	15	206	7%
70-74	0	0	0%	1	1	100%	9	113	8%
75 +	0	1	0%	3	3	100%	5	49	10%
Missing Data	0	1	0%	0	0	0%	0	193	0%
Total	79	318	25%	69	92	75%	248	5,512	4%

9. Motorcyclists in Crashes on Motorcycles with Motorcycle Drivers Involved with Alcohol or Drugs by Driver Age and Driver Sex, 2016 – 2020

Age Group	People in Crashes on Motorcycles with Motorcycle Drivers Involved with Alcohol							People in Crashes on Motorcycles with Motorcycle 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	0	2	0%	0	1	0%	0	2	3	0%	0	0	0%	0
20-24	11	39	28%	0	0	0%	0	10	12	28%	1	0	0%	0
25-29	10	37	27%	0	1	0%	0	6	9	27%	1	0	0%	0
30-34	5	39	13%	0	0	0%	0	4	9	13%	1	0	0%	0
35-39	6	26	23%	0	3	0%	0	7	10	23%	1	0	0%	0
40-44	5	16	31%	0	1	0%	0	5	5	31%	0	0	0%	0
45-49	4	24	17%	0	1	0%	0	2	2	17%	1	0	0%	0
50-54	10	29	34%	1	4	25%	0	10	13	34%	1	1	25%	0
55-59	15	36	42%	0	3	0%	0	9	10	42%	0	0	0%	0
60-64	4	14	29%	0	0	0%	0	4	4	29%	0	0	0%	0
65-69	3	6	50%	0	0	0%	0	5	6	50%	0	0	0%	0
70-74	1	4	25%	0	1	0%	0	1	1	25%	0	0	0%	0
75 +	0	0	0%	0	0	0%	0	2	2	0%	0	0	0%	0
Missing Data	0	0	0%	0	0	0%	1	0	0	0%	0	0	0%	0
Total	74	272	27%	1	15	7%	1	67	86	27%	6	1	7%	0

10. Motorcyclists in Alcohol-involved Crashes, 2016 – 2020

Year	Fatalities			Crashes			Alcohol		
	People Killed on Motorcycles in Alcohol-involved Crashes	People Killed on Motorcycles	Percent Killed in Alcohol-involved Crashes	People on Motorcycles in Alcohol-involved Crashes	People on Motorcycles in Crashes	Percent in Alcohol-involved Crashes	People Killed on Motorcycles with Alcohol-involved Motorcycle Drivers	People on Motorcycles with Alcohol-involved Motorcycle Drivers	Percent Killed
2016	14	47	30%	65	1,178	6%	14	65	22%
2017	17	53	32%	78	1,198	7%	17	78	22%
2018	16	47	34%	59	1,093	5%	16	59	27%
2019	20	55	36%	69	1,104	6%	20	69	29%
2020	16	46	35%	65	939	7%	16	65	25%
Total	83	248	33%	336	5,512	6%	83	336	25%

11. Motorcyclists in Drug-involved Crashes, 2016 – 2020

Year	Fatalities			Crashes			Drugs		
	People Killed on Motorcycles in Drug-involved Crashes	People Killed on Motorcycles	Percent Killed in Drug-involved Crashes	People on Motorcycles in Drug-involved Motorcycle Crashes	People on Motorcycles in Crashes	Percent in Drug-involved Crashes	People Killed on Motorcycles with Drug-involved Motorcycle Drivers	People on Motorcycles with Drug-involved Motorcycle Drivers	Percent Killed
2016	10	47	21%	15	1,178	1%	10	15	67%
2017	13	53	25%	20	1,198	2%	13	20	65%
2018	13	47	28%	17	1,093	2%	13	17	76%
2019	19	55	35%	29	1,104	3%	19	29	66%
2020	15	46	33%	22	939	2%	15	22	68%
Total	70	248	28%	103	5,512	2%	70	103	68%

12. Motorcycles Drivers in Crashes, by Age Group and Sex, 2016 – 2020

Age Group	Male		Female		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
<15	38	90%	4	10%	0	0%	42	1%
15-19	314	92%	28	8%	1	0%	343	7%
20-24	684	95%	34	5%	1	0%	719	14%
25-29	558	94%	36	6%	1	0%	595	12%
30-34	486	92%	41	8%	0	0%	527	10%
35-39	410	95%	23	5%	0	0%	433	8%
40-44	376	94%	22	6%	0	0%	398	8%
45-49	352	91%	33	9%	0	0%	385	8%
50-54	383	91%	40	9%	0	0%	423	8%
55-59	387	92%	35	8%	0	0%	422	8%
60-64	269	93%	19	7%	0	0%	288	6%
65-69	183	95%	9	5%	0	0%	192	4%
70-74	96	93%	6	6%	1	1%	103	2%
75 +	47	100%	0	0%	0	0%	47	1%
Missing Data	53	29%	1	1%	130	71%	184	4%
Total — Count	4,636	91%	331	6%	134	3%	5,101	100%
Total — Percent	91%		6%		3%		100%	

Motorcycle Drivers in Crashes by Age Group and Sex, 2016 - 2020
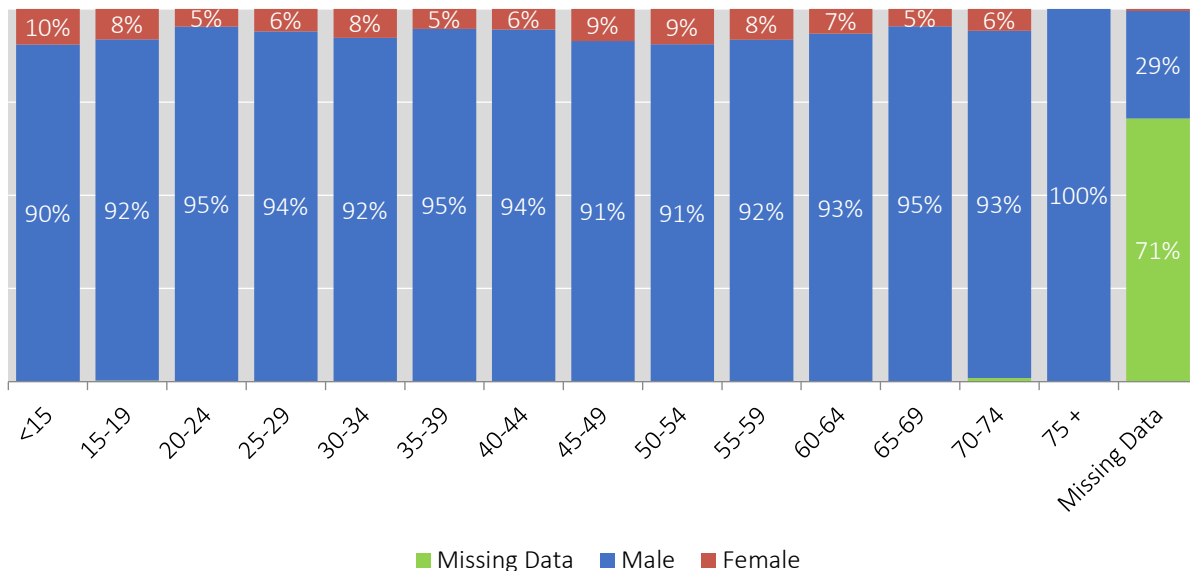
13. Motorcycles in Crashes by Hit-and-Run, 2016 – 2020

Year	Hit-and-Run		Not a Hit-and-Run		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2016	122	19%	996	21%	0	n/a	1,118	20%
2017	122	19%	1,022	21%	0	n/a	1,144	21%
2018	124	19%	940	19%	0	n/a	1,064	19%
2019	137	21%	957	20%	0	n/a	1,094	20%
2020	135	21%	930	19%	0	n/a	1,065	19%
Total — Count	640		4,845		0		5,485	100%
Total — Percent	12%		88%		0%		100%	

14. Motorcyclists in Crashes by Driver 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
Dawn	6	2%	4	1%	24	1%	11	1%	11	1%	52	1%
Daylight	155	62%	443	65%	1,812	74%	684	75%	684	75%	3,959	72%
Dark-Lighted	29	12%	94	14%	309	13%	111	12%	111	12%	714	13%
Dark-Not Lighted	52	21%	92	14%	217	9%	68	7%	68	7%	529	10%
Dark-Unknown Lighting	0	0%	0	0%	2	0%	0	0%	0	0%	2	0%
Dusk	9	4%	44	6%	82	3%	31	3%	31	3%	212	4%
Other	0	0%	0	0%	1	0%	0	0%	0	0%	4	0%
Left Blank	1	0%	3	0%	6	0%	5	1%	5	1%	38	1%
Invalid Code	0	0%	0	0%	1	0%	0	0%	0	0%	2	0%
Total — Count	252		680		2,454		910		910		5,512	100%
Total — Percent	5%		12%		45%		17%		17%		100%	

15. Motorcyclists in Crashes by Driver 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	246	98%	650	96%	2,276	93%	833	92%	1,120	92%	5,125	93%
Wet	5	2%	14	2%	80	3%	30	3%	32	3%	161	3%
Loose Material	0	0%	11	2%	72	3%	28	3%	15	1%	126	2%
Ice	0	0%	1	0%	2	0%	4	0%	5	0%	12	0%
Standing or Moving Water	0	0%	0	0%	2	0%	1	0%	1	0%	4	0%
Snow	0	0%	0	0%	0	0%	0	0%	3	0%	3	0%
Slush	0	0%	0	0%	0	0%	2	0%	0	0%	2	0%
Oil	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Other	0	0%	1	0%	11	0%	8	1%	2	0%	22	0%
Left Blank	1	0%	2	0%	11	0%	4	0%	38	3%	56	1%
Total Count	252		680		2,454		910		1,216		5,512	100%
Total Percent	5%		12%		45%		17%		22%		100%	

16. Motorcyclists in Crashes by Driver 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	185	73%	490	72%	1,692	69%	602	66%	762	63%	3,731	68%
Paved Center Stripe	36	14%	91	13%	399	16%	157	17%	206	17%	889	16%
Paved Unstriped	23	9%	64	9%	253	10%	90	10%	162	13%	592	11%
Unpaved	2	1%	24	4%	67	3%	42	5%	25	2%	160	3%
Lane Markers	3	1%	5	1%	29	1%	7	1%	15	1%	59	1%
Left Blank	3	1%	6	1%	14	1%	12	1%	46	4%	81	1%
Total Count	252		680		2,454		910		1,216		5,512	100%
Total Percent	5%		12%		45%		17%		22%		100%	

17. Motorcyclists in Crashes by Driver 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	148	59%	399	59%	1,461	60%	474	52%	569	47%	3,051	55%
Traffic Signals	37	15%	86	13%	415	17%	197	22%	291	24%	1,026	19%
No Passing Zone	27	11%	58	9%	178	7%	58	6%	75	6%	396	7%
Stop Sign	10	4%	35	5%	107	4%	40	4%	58	5%	250	5%
All-Way Stop	1	0%	4	1%	14	1%	10	1%	20	2%	49	1%
Yield Sign	0	0%	1	0%	10	0%	9	1%	14	1%	34	1%
Flashers	0	0%	1	0%	5	0%	1	0%	5	0%	12	0%
R.R. Xing Device	0	0%	0	0%	6	0%	0	0%	3	0%	9	0%
Other	27	11%	80	12%	232	9%	102	11%	123	10%	564	10%
Left Blank	2	1%	16	2%	26	1%	19	2%	58	5%	121	2%
Total Count	252		680		2,454		910		1,216		5,512	100%
Total Percent	5%		12%		45%		17%		22%		100%	

18. Motorcyclists in Crashes by Driver 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	71	28%	188	28%	672	27%	245	27%	319	26%	1,495	27%
Two Lanes	119	47%	279	41%	1,075	44%	373	41%	472	39%	2,318	42%
Three Lanes	31	12%	94	14%	332	14%	131	14%	167	14%	755	14%
Four+ Lanes	26	10%	89	13%	283	12%	108	12%	165	14%	671	12%
Left Blank	5	2%	30	4%	92	4%	53	6%	93	8%	273	5%
Total Count	252		680		2,454		910		1,216		5,512	100%
Total Percent	5%		12%		45%		17%		22%		100%	

19. Motorcyclists in Crashes by Driver Injury Severity and Road Design Dividers, 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)	110	44%	249	37%	916	37%	328	36%	371	31%	1,974	36%
Physical Divider	71	28%	195	29%	661	27%	232	25%	300	25%	1,459	26%
Undivided	25	10%	72	11%	307	13%	123	14%	127	10%	654	12%
No Shoulder	2	1%	8	1%	13	1%	5	1%	7	1%	35	1%
Physical Barrier	1	0%	2	0%	22	1%	1	0%	6	0%	32	1%
Left Blank	43	17%	154	23%	535	22%	221	24%	405	33%	1,358	25%
Total Count	252		680		2,454		910		1,216		5,512	100%
Total Percent	5%		12%		45%		17%		22%		100%	

20. Motorcyclists in Crashes by Driver 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)	86	34%	212	31%	815	33%	270	30%	376	31%	1,759	32%
One-Way	18	7%	59	9%	165	7%	59	6%	71	6%	372	7%
Ramp	4	2%	13	2%	38	2%	14	2%	10	1%	79	1%
Construction Zone	1	0%	6	1%	33	1%	14	2%	17	1%	71	1%
Undeveloped	2	1%	15	2%	27	1%	15	2%	7	1%	66	1%
Two-way, Divided	4	2%	8	1%	41	2%	5	1%	11	1%	69	1%
Two-way, Not Divided	0	0%	5	1%	12	0%	4	0%	7	1%	28	1%
Two-way, Not Divided, Continuous Left-Turn Lane	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Alley	0	0%	0	0%	3	0%	3	0%	1	0%	7	0%
Other	96	38%	222	33%	826	34%	350	38%	392	32%	1,886	34%
Left Blank	41	16%	140	21%	494	20%	175	19%	324	27%	1,174	21%
Total Count	252		680		2,454		910		1,216		5,512	100%
Total Percent	5%		12%		45%		17%		22%		100%	

21. Motorcyclists in Crashes by Driver 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
Albuquerque Police Department	75	30%	227	33%	771	31%	312	34%	306	25%	1,691	31%
New Mexico State Police (Nmsp)	63	25%	88	13%	273	11%	65	7%	122	10%	611	11%
Bernalillo County Sheriffs Department	15	6%	47	7%	156	6%	58	6%	59	5%	335	6%
Las Cruces Police Department	3	1%	33	5%	152	6%	41	5%	74	6%	303	5%
Santa Fe Police Department	7	3%	15	2%	78	3%	40	4%	55	5%	195	4%
All Other Agencies	89	35%	270	40%	1,024	42%	394	43%	600	49%	2,377	43%
Total Count	252		680		2,454		910		1,216		5,512	100%
Total Percent	5%		12%		45%		17%		22%		100%	

22. Motorcyclists in Crashes by Driver 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	83	33%	266	39%	893	36%	368	40%	463	38%	2,073	37.6%
Las Cruces	8	3%	37	5%	184	7%	53	6%	94	8%	376	6.8%
Santa Fe	7	3%	14	2%	78	3%	42	5%	60	5%	201	3.6%
Rio Rancho	4	2%	16	2%	66	3%	37	4%	33	3%	156	2.8%
Farmington	6	2%	15	2%	58	2%	21	2%	30	2%	130	2.4%
Roswell	3	1%	13	2%	56	2%	22	2%	30	2%	124	2.2%
Carlsbad	4	2%	7	1%	55	2%	26	3%	31	3%	123	2.2%
Alamogordo	0	0%	14	2%	61	2%	19	2%	27	2%	121	2.2%
Clovis	5	2%	9	1%	34	1%	20	2%	23	2%	91	1.7%
Hobbs	3	1%	6	1%	50	2%	8	1%	22	2%	89	1.6%
Gallup	0	0%	5	1%	17	1%	9	1%	22	2%	53	1.0%
Española	1	0%	6	1%	14	1%	6	1%	21	2%	48	0.9%
Ruidoso	1	0%	2	0%	16	1%	7	1%	16	1%	42	0.8%
Los Lunas	1	0%	5	1%	17	1%	7	1%	8	1%	38	0.7%
Las Vegas	0	0%	3	0%	20	1%	2	0%	11	1%	36	0.7%
Taos	1	0%	3	0%	12	0%	7	1%	12	1%	35	0.6%
Bernalillo	0	0%	1	0%	8	0%	10	1%	7	1%	26	0.5%
Grants	0	0%	5	1%	7	0%	3	0%	10	1%	25	0.5%
Silver City	0	0%	1	0%	13	1%	4	0%	7	1%	25	0.5%
Truth Or Consequences	1	0%	1	0%	11	0%	5	1%	3	0%	21	0.4%
Artesia	2	1%	1	0%	11	0%	3	0%	4	0%	21	0.4%
Edgewood	0	0%	2	0%	8	0%	6	1%	4	0%	20	0.4%
Deming	1	0%	2	0%	8	0%	1	0%	8	1%	20	0.4%
Lovington	1	0%	3	0%	10	0%	1	0%	5	0%	20	0.4%
Belen	1	0%	3	0%	10	0%	1	0%	4	0%	19	0.3%
Bloomfield	0	0%	1	0%	12	0%	2	0%	2	0%	17	0.3%
Aztec	1	0%	4	1%	7	0%	1	0%	2	0%	15	0.3%
La Cienega	0	0%	1	0%	10	0%	1	0%	3	0%	15	0.3%
Los Alamos	0	0%	5	1%	4	0%	2	0%	3	0%	14	0.3%
Sunland Park	0	0%	0	0%	10	0%	3	0%	1	0%	14	0.3%
Rural and Other Cities	118	47%	229	34%	694	28%	213	23%	250	21%	1,504	27.3%
Total Count	252		680		2,454		910		1,216		5,512	100%
Total Percent	5%		12%		45%		17%		22%		100%	

23. Motorcyclists in Crashes
by Driver 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	90	279	946	386	483	2,184	40%
Catron	1	2	3	7	2	15	0%
Chaves	6	20	79	29	34	168	3%
Cibola	4	8	24	7	19	62	1%
Colfax	4	12	32	8	12	68	1%
Curry	7	12	40	22	29	110	2%
De Baca	0	0	1	1	0	2	0%
Doña Ana	10	17	87	35	39	188	3%
Eddy	2	9	39	12	21	83	2%
Grant	3	3	7	3	5	21	0%
Guadalupe	0	1	1	0	0	2	0%
Harding	0	2	2	1	3	8	0%
Hidalgo	7	12	70	11	34	134	2%
Lea	5	11	34	8	24	82	1%
Lincoln	0	5	10	6	6	27	0%
Los Alamos	3	3	20	5	13	44	1%
Luna	3	13	29	17	27	89	2%
McKinley	1	6	9	4	1	21	0%
Mora	5	26	94	28	46	199	4%
Otero	1	3	6	2	3	15	0%
Quay	7	30	50	8	26	121	2%
Rio Arriba	0	1	3	2	3	9	0%
Roosevelt	17	31	110	31	41	230	4%
San Juan	1	7	33	6	13	60	1%
San Miguel	13	28	114	60	48	263	5%
Sandoval	15	33	161	75	92	376	7%
Santa Fe	4	3	26	8	5	46	1%
Sierra	6	9	11	2	4	32	1%
Socorro	7	11	41	15	26	100	2%
Taos	2	0	11	8	2	23	0%
Torrance	1	7	5	5	2	20	0%
Union	9	23	79	22	27	160	3%
Valencia	18	53	277	76	126	550	10%
Left Blank	0	0	0	0	0	0	0%
Total Count	252	680	2,454	910	1,216	5,512	100%
Total Percent	11%	17%	32%	29%	10%	100%	

24. Frequency of Contributing Factors of Motorcycles in Crashes, 2016 – 2020

Contributing Factors*	2016	2017	2018	2019	2020	Five-Year Summary	
						Average	Percent
Human	**992**	**1,018**	**876**	**959**	**779**	**925**	**64%**
Avoid No Contact - Other	50	24	28	19	22	29	2%
Avoid No Contact - Vehicle	49	78	74	70	44	63	4%
Cell Phone	0	0	0	1	1	0	0%
Disregarded Traffic Signal	19	18	21	19	10	17	1%
Driver Inattention	238	255	200	231	165	218	15%
Driverless Moving Vehicle	1	1	2	1	0	1	0%
Drove Left Of Center	19	17	19	18	23	19	1%
Excessive Speed	170	148	128	140	154	148	10%
Failed to Yield to Emergency Vehicle	1	1	2	0	2	1	0%
Failed to Yield to Police Vehicle	3	0	3	3	1	2	0%
Failed to Yield Right of Way	36	32	27	44	22	32	2%
Following Too Closely	55	62	49	59	27	50	4%
High Speed Pursuit	1	4	2	3	0	2	0%
Improper Backing	7	1	2	5	1	3	0%
Improper Lane Change	13	10	16	21	13	15	1%
Improper Overtaking	33	30	23	22	20	26	2%
Made Improper Turn	22	21	25	32	24	25	2%
Driver Distracted by Other Activity	0	0	0	0	7	1	0%
Other Improper Driving	122	137	107	111	105	116	8%
Passed Stop Sign	5	7	7	5	11	7	0%
Driver Distracted by Passenger	0	0	0	0	1	0	0%
Pedestrian Error	0	1	0	0	2	1	0%
Speed Too Fast for Conditions	61	63	59	59	49	58	4%
Driver Distracted by Talking on Hands-Free	0	0	0	0	0	0	0%
Driver Distracted by Talking on Cell Phone	0	0	0	0	0	0	0%
Texting	1	0	0	0	0	0	0%
Drug Involved	14	16	15	22	19	17	1%
Alcohol Involved	59	71	52	56	50	58	4%
Vehicle Skidded Before Brake	13	21	15	18	6	15	1%
Vehicle	**18**	**15**	**24**	**17**	**20**	**19**	**1%**
Coupling Device	0	0	0	0	0	0	0%
Defective Steering	5	5	7	1	4	4	0%
Defective Tires	4	6	3	4	11	6	0%
Exhaust System	0	0	0	0	0	0	0%
Inadequate Brakes	9	5	9	12	9	9	1%
Lights (Head, Signal, Tail)	0	0	0	0	0	0	0%
Mirrors	0	0	0	0	0	0	0%
Other Mechanical Defect	18	15	24	17	17	18	1%
Suspension	0	0	0	0	0	0	0%
Wheels	0	0	0	0	3	1	0%
Windows, Windshield	0	0	0	0	0	0	0%
Wipers	0	0	0	0	0	0	0%
Environment	**15**	**22**	**18**	**11**	**51**	**23**	**2%**
Animal(s) in Roadway	0	0	0	0	14	3	0%
Backup – Prior Crash	0	0	0	0	0	0	0%
Backup – Prior Incident	0	0	0	0	0	0	0%
Traffic Congestion	0	0	0	0	1	0	0%
Debris	0	0	0	0	6	1	0%
Low Visibility Due To Glare	0	0	0	0	0	0	0%
Low Visibility Due to Smoke	0	0	1	0	0	0	0%
Road Defect	14	19	17	11	8	14	1%
Obstruction in Road	0	0	0	0	3	1	0%
Road Surface Conditions	0	0	0	0	11	2	0%
Traffic Control Not Functioning	1	3	0	0	0	1	0%
Other Visual Obstruction	0	0	0	0	3	1	0%
Weather Conditions	0	0	0	0	5	1	0%
Other	**472**	**497**	**479**	**463**	**346**	**451**	**31%**
None	316	353	329	317	99	283	20%
Other - No Driver Error	94	120	127	111	217	134	9%
Missing Data	62	24	23	35	30	35	2%
Total Contributing Factors	**1,515**	**1,568**	**1,416**	**1,467**	**1,220**	**1,437**	**100%**

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

25. Frequency of Contributing Factors of Motorcycles in Crashes in Which Someone on the Motorcycle Was Killed, 2016 – 2020

Contributing Factors*	2016	2017	2018	2019	2020	Five-Year Summary Average	Percent
Human	**89**	**85**	**91**	**94**	**85**	**89**	**85%**
Avoid No Contact - Other	2	0	2	0	2	1	1%
Avoid No Contact - Vehicle	4	2	2	2	1	2	2%
Cell Phone	0	0	0	0	0	0	0%
Disregarded Traffic Signal	1	0	3	1	0	1	1%
Driver Inattention	10	17	13	10	11	12	12%
Driverless Moving Vehicle	0	0	0	0	0	0	0%
Drove Left Of Center	6	4	3	6	3	4	4%
Excessive Speed	20	16	18	20	21	19	18%
Failed to Yield to Emergency Vehicle	1	1	1	0	0	1	1%
Failed to Yield to Police Vehicle	0	0	0	0	0	0	0%
Failed to Yield Right of Way	3	1	2	1	2	2	2%
Following Too Closely	0	0	0	1	0	0	0%
High Speed Pursuit	0	0	0	0	0	0	0%
Improper Backing	0	0	0	0	0	0	0%
Improper Lane Change	1	0	3	3	0	1	1%
Improper Overtaking	3	0	2	1	1	1	1%
Made Improper Turn	1	0	1	0	1	1	1%
Driver Distracted by Other Activity	0	0	0	0	0	0	0%
Other Improper Driving	7	8	7	10	7	8	8%
Passed Stop Sign	0	0	2	0	3	1	1%
Driver Distracted by Passenger	0	0	0	0	0	0	0%
Pedestrian Error	0	0	0	0	0	0	0%
Speed Too Fast for Conditions	6	5	4	4	4	5	4%
Driver Distracted by Talking on Hands-Fr	0	0	0	0	0	0	0%
Driver Distracted by Talking on Cell Pho	0	0	0	0	0	0	0%
Texting	1	0	0	0	0	0	0%
Drug Involved	10	13	12	18	14	13	13%
Alcohol Involved	13	15	15	17	15	15	14%
Vehicle Skidded Before Brake	0	3	1	0	0	1	1%
Vehicle	**0**	**0**	**1**	**0**	**1**	**0**	**0%**
Coupling Device	0	0	0	0	0	0	0%
Defective Steering	0	0	1	1	0	0	0%
Defective Tires	0	0	1	0	1	0	0%
Exhaust System	0	0	0	0	0	0	0%
Inadequate Brakes	2	0	1	1	0	1	1%
Lights (Head, Signal, Tail)	0	0	0	0	0	0	0%
Mirrors	0	0	0	0	0	0	0%
Other Mechanical Defect	0	0	1	0	1	0	0%
Suspension	0	0	0	0	0	0	0%
Wheels	0	0	0	0	0	0	0%
Windows, Windshield	0	0	0	0	0	0	0%
Wipers	0	0	0	0	0	0	0%
Environment	**1**	**0**	**0**	**0**	**1**	**0**	**0%**
Animal(s) in Roadway	0	0	0	0	1	0	0%
Backup – Prior Crash	0	0	0	0	0	0	0%
Backup – Prior Incident	0	0	0	0	0	0	0%
Traffic Congestion	0	0	0	0	0	0	0%
Debris	0	0	0	0	0	0	0%
Low Visibility Due To Glare	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%
Obstruction in Road	0	0	0	0	0	0	0%
Road Surface Conditions	0	0	0	0	0	0	0%
Traffic Control Not Functioning	1	0	0	0	0	0	0%
Other Visual Obstruction	0	0	0	0	0	0	0%
OWeather Conditions	0	0	0	0	0	0	0%
Other	**10**	**18**	**13**	**12**	**11**	**13**	**12%**
None	7	14	9	7	3	8	8%
Other - No Driver Error	2	3	3	3	8	4	4%
Missing Data	1	1	1	2	0	1	1%
Total Contributing Factors	**102**	**103**	**108**	**108**	**99**	**104**	**100%**

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