

# New Mexico Pedalcycle Crash Statistics, 2014 – 2018



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/>

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as a reference source regarding New Mexico traffic crashes

### Source:

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

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

### Disclaimer:

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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:** In the past four years, the number of pedalcycle crashes has ranged from 359 to 379 (Table 1). But the number of pedalcyclist deaths jumped to 11 in 2018, although the most recent high number of deaths had been 7 in 2015 (Table 1).

**Injuries:** The most common injury classifications are Suspected Minor Injuries (Class B) and Possible Injuries (Class C), for a total of 77 percent (Table 2). The number of pedestrians in crashes who had no apparent injuries has been trending down the past four years, although the total number of pedestrians in crashes has risen (Table 2).

**Timing:** More pedalcyclists are in crashes in the warmer months. June through September account for a total of 44 percent of pedalcyclists in crashes (Table 3). Saturdays and Sundays have few pedalcyclists in crashes, just 19 percent together (Table 3). The peak hour of Pedalcyclists in crashes is 5 – 6 p.m., with 10 percent.

**Alcohol and Drug Involvement:** The number of alcohol-involved pedalcyclists in crashes has dropped from 20 in 2014 to 8 in 2018 (Table 5). During the same period, the number of drug-involved pedalcyclists in crashes rose from 2 to 7. Drug-involved pedalcyclists are more likely to be killed. More than half, 53 percent, of drug-involved Pedalcyclists were killed (Table 9), compared to 13 percent of alcohol-involved pedalcyclists in crashes (Table 8) and 2 percent of all pedalcyclists in crashes (Table 2).

**Demographics:** Pedalcyclists younger than age 35 make up 51 percent of all pedalcyclists in crashes (Table 12). But data on age is missing for 7 percent (Table 12). Among pedalcyclists in crashes, there are five times as many males as females, but data about sex is missing for 3 percent (Table 12).

**Hit-and-Run Crashes:** The proportion of pedalcyclists in crashes who were struck in hit-and-run crashes has risen from 15 percent in 2014 to 24 percent in 2018.

**Helmet Use:** The portion of pedalcyclists in crashes who wore a helmet tends to be about 14 percent, but data is missing for about 20 percent ( Table 16). Among Pedalcyclists killed in crashes, 86 percent were not wearing a helmet, in contrast to 28 percent of all pedalcyclists in crashes who weren't wearing a helmet.

**Environmental Conditions:** Pedalcyclists are more likely to be killed when in crashes in the dark. The Dark – Not Lighted condition accounted for 32 percent of pedalcyclist deaths, but only 5 percent of all pedalcyclists in crashes (Table 18). The Dark –Lighted condition accounted for 25 percent of deaths, but only 12 percent of all pedalcyclists in crashes (Table 18). Traffic controls are linked to pedalcyclist safety. Among pedalcyclist deaths, 54 percent were in crashes with no controls, and 14 percent were in crashes in which a traffic signal was present (Table 21). But among all pedalcyclists in crashes, 39 percent were in crashes with no controls, and 24 percent were in crashes in which a traffic signal was present (Table 21).

**Location:** Albuquerque had 52 percent of all pedalcyclists in crashes, and 57 percent of pedalcyclists killed in crashes (Table 27).

**Contributing Factors:** Driver Inattention was marked 15 percent of the time, among all contributing factors of pedalcyclists in crashes (Table 29). Leading contributing factors among fatalities of pedalcyclists in crashes were Alcohol Involvement, 19 percent; Drug Involvement, 15 percent; Pedestrian Error, 13 percent; and Failed to Yield Right of Way, 11 percent (Table 30).

**Missing Data:** Besides the missing data already mentioned, data was missing for 15 percent to 32 percent of Pedalcyclists in crashes for other environmental aspects, along with pedalcyclist action (Tables 22 – 25).

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## Definitions

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

**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.

**No Controls** – Lack of traffic controls. This excludes situations where existing controls are knocked down, obscured or malfunctioning.

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

**Pedalcycle Crash** – A crash involving one or more pedalcycles, and at least one motor vehicle.

**Pedalcyclist in Alcohol or Drug-involved Crash** – A pedalcyclist 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. 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.

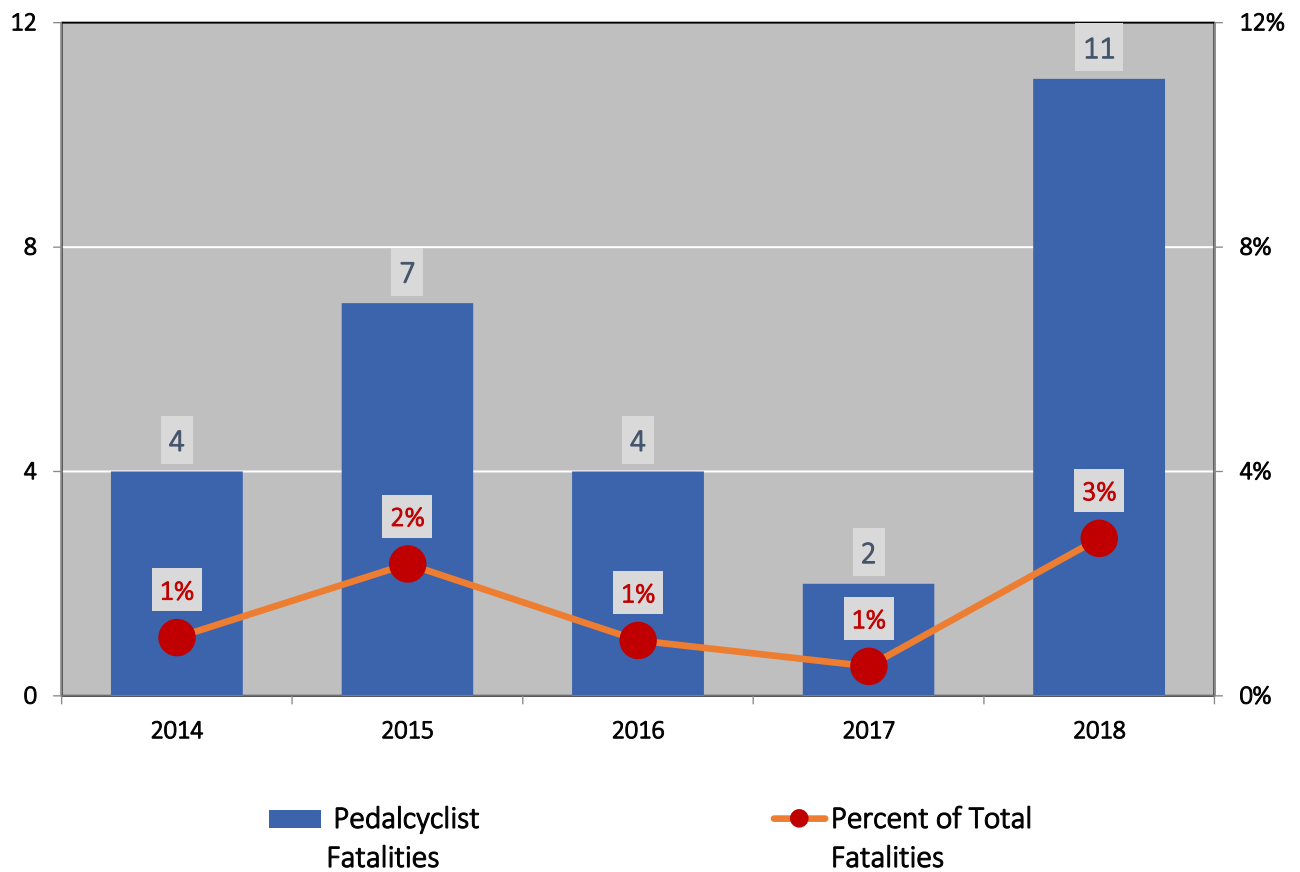
**Suspected Serious Injury** – An injury, other than a fatal injury, in which the person was carried from the scene of the crash or in which the injured person was unable to walk, drive or perform normal activities he or she was capable of performing before the injury occurred, as observed by the officer 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 by Pedalcycle Involvement, 2014 - 2018

Year	Crashes			Fatalities		
	Pedalcycle Crashes	Total Crashes	Percent Pedalcycle Crashes	Pedalcyclist Fatalities	Total Fatalities	Percent Pedalcyclists
2014	312	40,690	0.8%	4	386	1%
2015	359	45,308	0.8%	7	298	2%
2016	360	45,071	0.8%	4	405	1%
2017	379	45,906	0.8%	2	380	1%
2018	366	46,786	0.8%	11	392	3%
<b>Total</b>	<b>1,776</b>	<b>223,761</b>	<b>0.8%</b>	<b>28</b>	<b>1,861</b>	<b>2%</b>

Pedalcyclist Fatalities as Percentage of Total Fatalities, 2014 - 2018

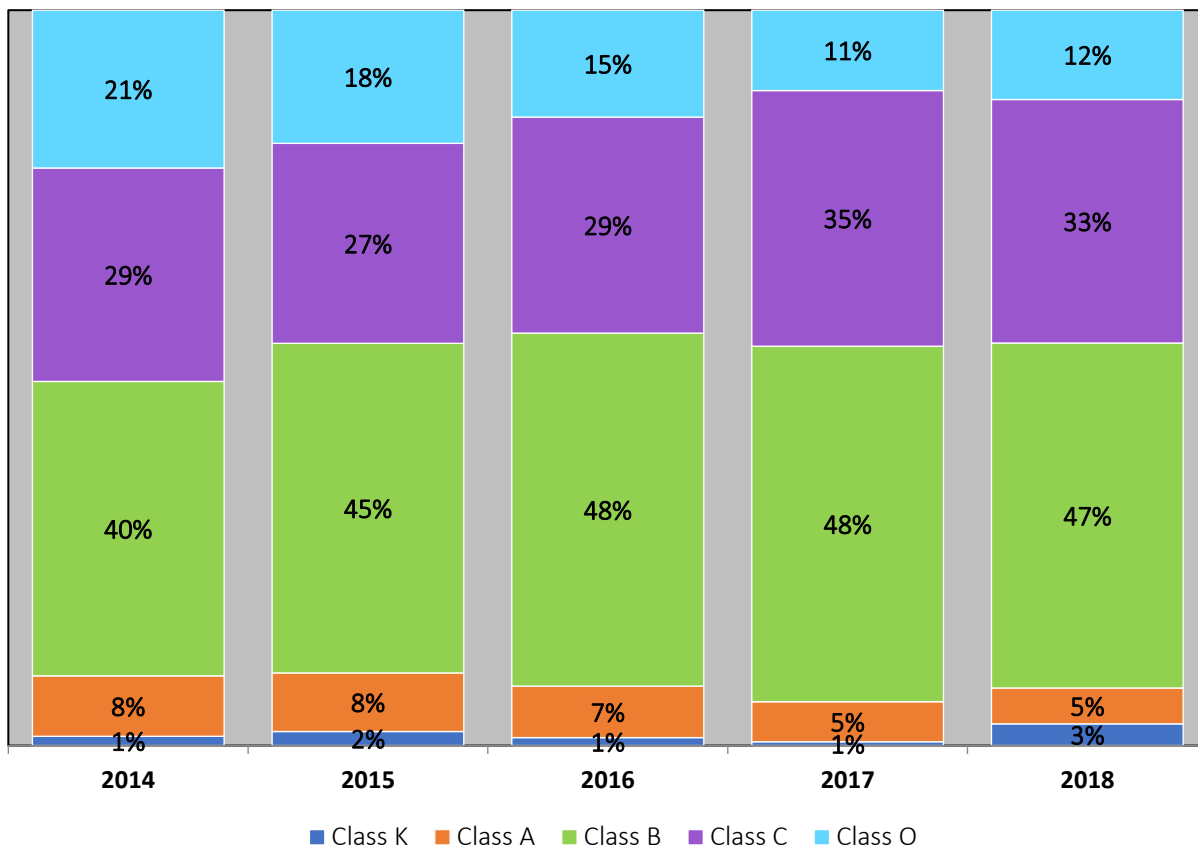




## 2. Pedalcyclists in Crashes by Severity of Injuries, 2014 – 2018

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	4	1%	26	8%	127	40%	92	29%	68	21%	317	100%
2015	7	2%	29	8%	163	45%	99	27%	66	18%	364	100%
2016	4	1%	26	7%	178	48%	109	29%	54	15%	371	100%
2017	2	1%	21	5%	186	48%	134	35%	42	11%	385	100%
2018	11	3%	18	5%	174	47%	123	33%	45	12%	371	100%
Total	Count	28	120	828	557	275	1,808	100%				
	Percent	2%	7%	46%	31%	15%	100%					

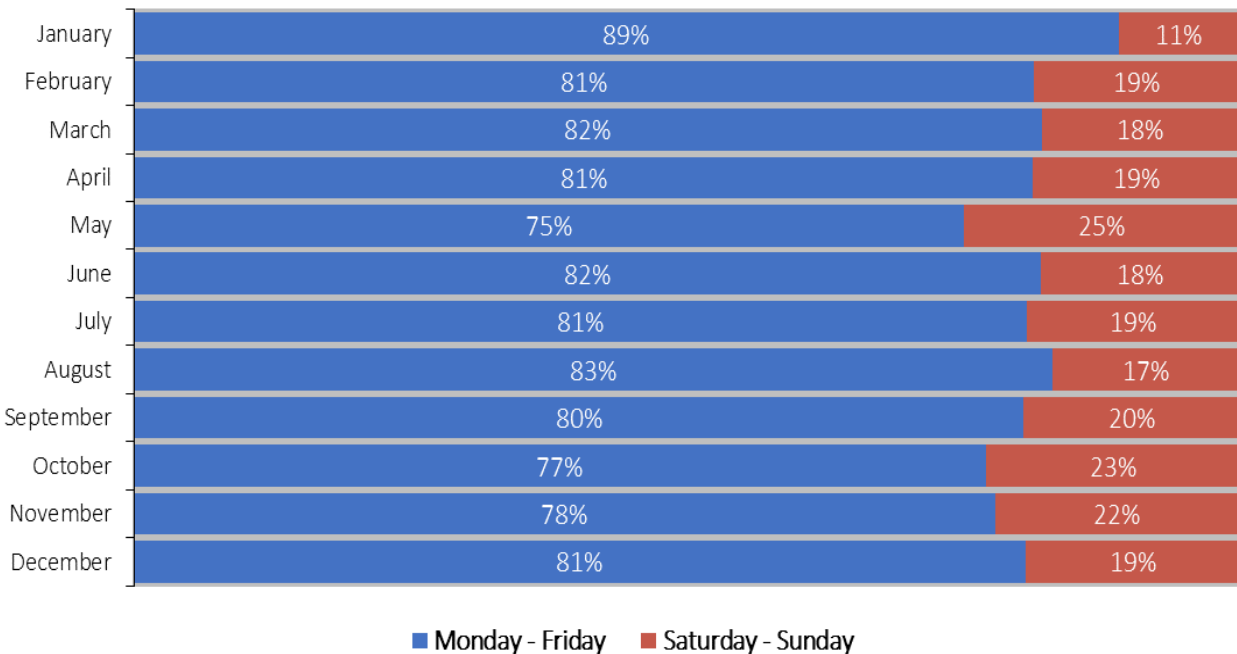
Percent of Injury Severity to Pedalcyclists in Crashes, 2014 - 2018



### 3. Pedalcyclists in Crashes by Month and Day, 2014 – 2018

Month	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total		
								Count	Percent	
January	15	16	19	16	15	5	5	91	5%	
February	11	19	24	23	19	16	6	118	7%	
March	31	24	21	25	18	12	14	145	8%	
April	19	27	24	25	18	11	15	139	8%	
May	16	23	16	28	28	18	19	148	8%	
June	26	37	29	35	23	20	13	183	10%	
July	25	37	24	33	28	24	11	182	10%	
August	42	38	36	29	22	20	14	201	11%	
September	29	44	31	31	42	22	21	220	12%	
October	18	19	28	28	28	19	17	157	9%	
November	16	21	22	15	28	17	12	131	7%	
December	19	15	14	11	16	11	7	93	5%	
Total	Count	267	320	288	299	285	195	154	1,808	100%
	Percent	15%	18%	16%	17%	16%	11%	9%		100%

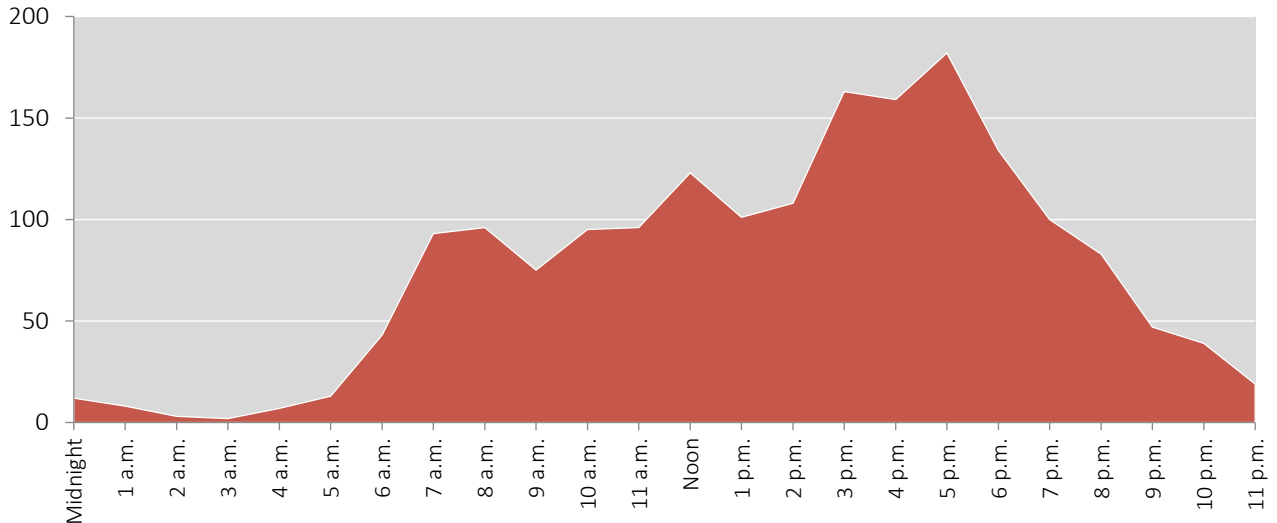
Pedalcyclists in Weekday and Weekend Crashes, 2014 - 2018



#### 4. Pedalcyclists in Crashes by Hour and Day of Week, 2014 - 2018

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total		
								Count	Percent	
Midnight	0	3	2	2	0	2	3	12	0.7%	
1 a.m.	0	1	1	1	1	2	2	8	0.4%	
2 a.m.	0	0	1	0	0	1	1	3	0.2%	
3 a.m.	1	0	0	0	0	0	1	2	0.1%	
4 a.m.	1	1	1	0	2	0	2	7	0.4%	
5 a.m.	2	2	0	3	4	1	1	13	0.7%	
6 a.m.	7	7	6	13	6	4	0	43	2.4%	
7 a.m.	18	19	22	19	11	0	4	93	5.1%	
8 a.m.	12	17	19	17	12	13	6	96	5.3%	
9 a.m.	9	10	14	11	16	11	4	75	4.1%	
10 a.m.	10	15	15	13	11	21	10	95	5.3%	
11 a.m.	21	21	11	12	14	10	7	96	5.3%	
Noon	18	21	11	23	23	11	16	123	6.8%	
1 p.m.	21	20	12	14	18	8	8	101	5.6%	
2 p.m.	20	19	17	16	17	11	8	108	6.0%	
3 p.m.	23	32	21	22	40	16	9	163	9.0%	
4 p.m.	24	23	23	30	27	17	15	159	8.8%	
5 p.m.	31	36	32	36	22	8	17	182	10.1%	
6 p.m.	17	25	25	26	13	17	11	134	7.4%	
7 p.m.	12	19	22	14	10	12	11	100	5.5%	
8 p.m.	9	10	16	15	13	11	9	83	4.6%	
9 p.m.	5	7	11	6	8	6	4	47	2.6%	
10 p.m.	3	7	3	3	12	8	3	39	2.2%	
11 p.m.	3	3	1	1	4	5	2	19	1.1%	
Invalid Code	0	1	2	2	1	0	0	6	0.3%	
Missing Data	0	1	0	0	0	0	0	1	0.1%	
Total	Count	267	320	288	299	285	195	154	1,808	100%
	Percent	15%	18%	16%	17%	16%	11%	9%		100%

Pedalcyclists in Crashes by Hour, 2014 – 2018



## 5. Alcohol- or Drug-involved Pedalcyclist Fatalities, 2014 - 2018

Year	Alcohol-involved			Drug-involved		
	Alcohol-involved Pedalcyclist Fatalities	Alcohol-involved Pedalcyclists	Percent Fatalities	Drug-involved Pedalcyclist Fatalities	Drug-involved Pedalcyclists	Percent Fatalities
2014	2	20	10%	2	2	100%
2015	3	19	16%	2	3	67%
2016	2	13	15%	1	1	100%
2017	0	15	0%	0	4	0%
2018	3	8	38%	4	7	57%
<b>Total</b>	<b>10</b>	<b>75</b>	<b>13%</b>	<b>9</b>	<b>17</b>	<b>53%</b>

## 6. Pedalcyclists in Crashes by Alcohol Involvement, 2014 - 2018

Year	Pedalcyclist Fatalities in Crashes			All Pedalcyclists in Crashes			Alcohol-involved Pedalcyclists		
	Alcohol-involved Pedalcyclists	Total Pedalcyclist Fatalities	Percent Alcohol-involved	Alcohol-involved Pedalcyclists	Total Pedalcyclists	Percent Alcohol-Involved	Alcohol-involved Pedalcyclists Killed	Alcohol-involved Pedalcyclists	Percent Killed
2014	2	4	50%	20	317	6%	2	20	10%
2015	3	7	43%	19	364	5%	3	19	16%
2016	2	4	50%	13	371	4%	2	13	15%
2017	0	2	0%	15	385	4%	0	15	0%
2018	3	11	27%	8	371	2%	3	8	38%
<b>Total</b>	<b>10</b>	<b>28</b>	<b>36%</b>	<b>75</b>	<b>1,808</b>	<b>4%</b>	<b>10</b>	<b>75</b>	<b>13%</b>

## 7. Pedalcyclists in Crashes by Drug Involvement, 2014 - 2018

Year	Pedalcyclist Fatalities in Crashes			All Pedalcyclists in Crashes			Drug-involved Pedalcyclists		
	Drug-involved Pedalcyclists	Total Pedalcyclist Fatalities	Percent Drug-involved	Drug-involved Pedalcyclists	Total Pedalcyclists	Percent Drug-Involved	Drug-involved Pedalcyclists Killed	Drug-involved Pedalcyclists	Percent Killed
2014	2	4	50%	2	317	1%	2	2	100%
2015	2	7	29%	3	364	1%	2	3	67%
2016	1	4	25%	1	371	0%	1	1	100%
2017	0	2	0%	4	385	1%	0	4	0%
2018	4	11	36%	7	371	2%	4	7	57%
<b>Total</b>	<b>9</b>	<b>28</b>	<b>32%</b>	<b>17</b>	<b>1,808</b>	<b>1%</b>	<b>9</b>	<b>17</b>	<b>53%</b>

## 8. Alcohol-involved Pedalcyclists by Injury Severity, 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	2	20%	1	33%	9	29%	6	26%	2	25%	20	27%
2015	3	30%	1	33%	8	26%	5	22%	2	25%	19	25%
2016	2	20%	0	0%	7	23%	3	13%	1	13%	13	17%
2017	0	0%	1	33%	4	13%	7	30%	3	38%	15	20%
2018	3	30%	0	0%	3	10%	2	9%	0	0%	8	11%
Total	Count	10	3		31		23		8		75	100%
	Percent	13%	4%		41%		31%		11%		100%	

## 9. Drug-involved Pedalcyclists by Injury Severity, 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	2	22%	0	0%	0	0%	0	0%	0	0%	2	12%
2015	2	22%	0	0%	0	0%	1	33%	0	0%	3	18%
2016	1	11%	0	0%	0	0%	0	0%	0	0%	1	6%
2017	0	0%	0	0%	3	75%	1	33%	0	0%	4	24%
2018	4	44%	0	0%	1	25%	1	33%	1	100%	7	41%
Total	Count	9	0		4		3		1		17	100%
	Percent	53%	0%		24%		18%		6%		100%	

### 10. Pedalcyclists in Alcohol-involved Crashes, 2014 - 2018

Year	Fatalities			Crashes			Alcohol		
	Pedalcyclists Killed in Alcohol-involved Crashes	Total Pedalcyclists Killed	Percent Killed in Alcohol-involved Crashes	Pedalcyclists in Alcohol-involved Crashes	Pedalcyclists in Crashes	Percent Alcohol-involved	Pedalcyclists Killed in Alcohol-involved Crashes	Pedalcyclists in Alcohol-involved Crashes	Percent Killed
2014	2	4	50%	26	317	8%	2	26	8%
2015	5	7	71%	24	364	7%	5	24	21%
2016	2	4	50%	15	371	4%	2	15	13%
2017	0	2	0%	19	385	5%	0	19	0%
2018	3	11	27%	9	371	2%	3	9	33%
<b>Total</b>	<b>12</b>	<b>28</b>	<b>43%</b>	<b>93</b>	<b>1,808</b>	<b>5%</b>	<b>12</b>	<b>93</b>	<b>13%</b>

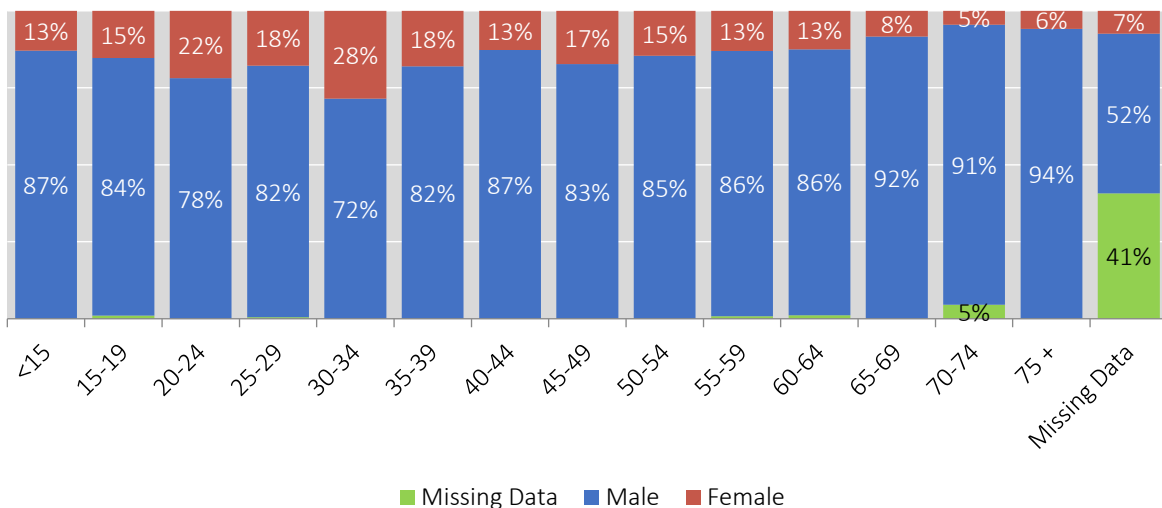
### 11. Pedalcyclists in Drug-involved Crashes, 2014 - 2018

Year	Fatalities			Crashes			Drugs		
	Pedalcyclists Killed in Drug-involved Crashes	Total Pedalcyclists Killed	Percent Killed in Drug-involved Crashes	Pedalcyclists in Drug-involved Crashes	Pedalcyclists in Crashes	Percent Drug-involved	Pedalcyclists Killed in Drug-involved Crashes	Pedalcyclists in Drug-involved Crashes	Percent Killed
2014	2	4	50%	6	317	2%	2	6	33%
2015	3	7	43%	5	364	1%	3	5	60%
2016	1	4	25%	1	371	0%	1	1	100%
2017	0	2	0%	6	385	2%	0	6	0%
2018	5	11	45%	8	371	2%	5	8	63%
<b>Total</b>	<b>11</b>	<b>28</b>	<b>39%</b>	<b>26</b>	<b>1,808</b>	<b>1%</b>	<b>11</b>	<b>26</b>	<b>42%</b>

## 12. Pedalcyclists in Crashes by Age Group and Sex, 2014 - 2018

Age Group	Male		Female		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	169	87%	25	13%	0	0%	194	11%	
15-19	158	84%	29	15%	2	1%	189	10%	
20-24	132	78%	37	22%	0	0%	169	9%	
25-29	156	82%	34	18%	1	1%	191	11%	
30-34	123	72%	49	28%	0	0%	172	10%	
35-39	91	82%	20	18%	0	0%	111	6%	
40-44	96	87%	14	13%	0	0%	110	6%	
45-49	96	83%	20	17%	0	0%	116	6%	
50-54	105	85%	18	15%	0	0%	123	7%	
55-59	106	86%	16	13%	1	1%	123	7%	
60-64	76	86%	11	13%	1	1%	88	5%	
65-69	44	92%	4	8%	0	0%	48	3%	
70-74	20	91%	1	5%	1	5%	22	1%	
75 +	16	94%	1	6%	0	0%	17	1%	
Missing Data	70	52%	10	7%	55	41%	135	7%	
Total	Count	1,458	81%	289	16%	61	3%	1,808	100%
	Percent		81%		16%		3%		100%

Pedalcyclists in Crashes by Age Group and Sex, 2014 - 2018



### 13. Pedalcyclists in Crashes by Age and Alcohol or Drug Involvement, 2014 – 2018

Age Group	Alcohol-involved Pedalcyclists in Crashes			Drug-involved Pedalcyclists in Crashes			Pedalcyclists in Crashes		
	Fatalities	Total	Percent	Fatalities	Total	Percent	Fatalities	Total	Percent
<15	0	0	0%	0	0	0%	2	194	1%
15-19	0	2	0%	1	2	50%	1	189	1%
20-24	1	4	25%	1	1	100%	1	169	1%
25-29	1	13	8%	1	5	20%	2	191	1%
30-34	3	8	38%	3	4	75%	6	172	3%
35-39	1	8	13%	0	1	0%	2	111	2%
40-44	3	9	33%	1	1	100%	3	110	3%
45-49	0	4	0%	0	1	0%	2	116	2%
50-54	0	10	0%	1	1	100%	2	123	2%
55-59	1	6	17%	1	1	100%	5	123	4%
60-64	0	7	0%	0	0	0%	1	88	1%
65-69	0	1	0%	0	0	0%	0	48	0%
70-74	0	0	0%	0	0	0%	0	22	0%
75 +	0	0	0%	0	0	0%	1	17	6%
Missing Data	0	3	0%	0	0	0%	0	135	0%
<b>Total</b>	<b>10</b>	<b>75</b>	<b>13%</b>	<b>9</b>	<b>17</b>	<b>53%</b>	<b>28</b>	<b>1,808</b>	<b>2%</b>

### 14. Pedalcyclists in Crashes by Age, Sex and Alcohol or Drug Involvement, 2014 – 2018

Age Group	Alcohol-involved Pedalcyclists in Crashes							Drug-involved Pedalcyclists in Crashes						
	Male			Female			Missing Data	Male			Female			Missing Data
	Killed	Total	%	Killed	Total	%		Killed	Total	%	Killed	Total	%	
<15	0	0	0%	0	0	0%	0	0	0	0%	0	0	0%	0
15-19	0	2	0%	0	0	0%	0	1	2	50%	0	0	0%	0
20-24	1	3	33%	0	1	0%	0	1	1	100%	0	0	0%	0
25-29	1	10	10%	0	3	0%	0	1	4	25%	0	0	0%	0
30-34	3	7	43%	0	1	0%	0	3	4	75%	0	0	0%	0
35-39	1	7	14%	0	1	0%	0	0	1	0%	0	0	0%	0
40-44	3	9	33%	0	0	0%	0	1	1	100%	0	0	0%	0
45-49	0	4	0%	0	0	0%	0	0	1	0%	0	0	0%	0
50-54	0	10	0%	0	0	0%	0	1	1	100%	0	0	0%	0
55-59	1	6	17%	0	0	0%	0	1	1	100%	0	0	0%	0
60-64	0	7	0%	0	0	0%	0	0	0	0%	0	0	0%	0
65-69	0	1	0%	0	0	0%	0	0	0	0%	0	0	0%	0
70-74	0	0	0%	0	0	0%	0	0	0	0%	0	0	0%	0
75 +	0	0	0%	0	0	0%	0	0	0	0%	0	0	0%	0
Missing Data	0	3	0%	0	0	0%	55	0	0	0%	0	0	0%	0
<b>Total</b>	<b>10</b>	<b>69</b>	<b>14%</b>	<b>0</b>	<b>6</b>	<b>0%</b>	<b>55</b>	<b>9</b>	<b>16</b>	<b>56%</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>0</b>



### 15. Pedalcyclists 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	57	15%	260	18%	0	0%	317	18%
2015	63	16%	301	21%	0	0%	364	20%
2016	76	20%	295	21%	0	0%	371	21%
2017	93	24%	292	20%	0	0%	385	21%
2018	93	24%	278	19%	0	0%	371	21%
Total	Count	382	1,426		0		1,808	100%
	Percent	21%	79%		0%		100%	

### 16. Pedalcyclists in Crashes by Helmet Use, 2014 – 2018

Year	Wearing Helmet		Not Wearing Helmet		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	52	14%	91	6%	174	17%	317	18%
2015	55	14%	104	7%	205	21%	364	20%
2016	56	15%	110	8%	205	21%	371	21%
2017	84	22%	112	8%	189	19%	385	21%
2018	50	13%	94	7%	227	23%	371	21%
Total	Count	297	511		1,000		1,808	100%
	Percent	16%	28%		55%		100%	

### 17. Pedalcyclists in Crashes by Injury Severity and Helmet Use, 2014 – 2018

Helmet Use	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
Yes	1	4%	28	23%	162	20%	81	15%	25	9%	297	16%
No	24	86%	40	33%	258	31%	147	26%	42	15%	511	28%
Unknown	3	11%	52	43%	408	49%	329	59%	208	76%	1,000	55%
Total	Count	28	120		828		557		275		1,808	100%
	Percent	2%	7%		46%		31%		15%		100%	

### 18. Pedalcyclists in Crashes by Injury Severity and Light Condition, 2014 - 2018

Light Conditions	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	10	36%	86	72%	624	75%	427	77%	214	78%	1,361	75%
Dark-Lighted	7	25%	18	15%	96	12%	79	14%	22	8%	222	12%
Dark-Not Lighted	9	32%	7	6%	48	6%	20	4%	11	4%	95	5%
Dusk	2	7%	7	6%	40	5%	17	3%	9	3%	75	4%
Dawn	0	0%	1	1%	8	1%	5	1%	4	1%	18	1%
Other/Not Stated	0	0%	0	0%	3	0%	0	0%	0	0%	3	0%
Invalid Code	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
Left Blank	0	0%	1	1%	8	1%	8	1%	15	5%	32	2%
Total	Count	28	120	828	557	275	1,808	100%				
	Percent	2%	7%	46%	31%	15%	100%					

### 19. Pedalcyclists in Crashes by Injury Severity and Road Condition, 2014 - 2018

Road Conditions	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Dry	22	79%	102	85%	691	83%	474	85%	201	73%	1,490	82%
Wet	2	7%	0	0%	24	3%	16	3%	3	1%	45	2%
Loose Material	0	0%	0	0%	1	0%	1	0%	1	0%	3	0%
Ice	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
Snow	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Slush	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Other	0	0%	1	1%	0	0%	2	0%	0	0%	3	0%
Left Blank	4	14%	17	14%	111	13%	61	11%	70	25%	263	15%
Total	Count	28	120	828	557	275	1,808	100%				
	Percent	2%	7%	46%	31%	15%	100%					

### 20. Pedalcyclists in Crashes by 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	16	57%	60	50%	412	50%	283	51%	106	39%	877	49%
Paved Unstriped	3	11%	18	15%	152	18%	103	18%	50	18%	326	18%
Paved Center Stripe	5	18%	23	19%	140	17%	99	18%	39	14%	306	17%
Unpaved	0	0%	0	0%	8	1%	5	1%	3	1%	16	1%
Left Blank	4	14%	19	16%	116	14%	67	12%	77	28%	283	16%
Total	Count	28	120	828	557	275	1,808	100%				
	Percent	2%	7%	46%	31%	15%	100%					

## 21. Pedalcyclists in Crashes by 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	15	54%	42	35%	331	40%	232	42%	87	32%	707	39%
Traffic Signals	4	14%	25	21%	198	24%	144	26%	61	22%	432	24%
Stop Sign	2	7%	18	15%	80	10%	46	8%	23	8%	169	9%
No Passing Zone	1	4%	4	3%	11	1%	7	1%	2	1%	25	1%
4-Way Stop	0	0%	1	1%	13	2%	10	2%	3	1%	27	1%
Yield Sign	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
RR Gate	1	4%	0	0%	1	0%	1	0%	0	0%	3	0%
Flashers	0	0%	0	0%	6	1%	0	0%	1	0%	7	0%
Other	1	4%	11	9%	77	9%	56	10%	24	9%	169	9%
Left Blank	4	14%	19	16%	110	13%	60	11%	74	27%	267	15%
Total	Count	28	120	828	557	275	1,808	100%				
	Percent	2%	7%	46%	31%	15%	100%					

## 22. Pedalcyclists in Crashes by 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	13	46%	36	30%	274	33%	195	35%	78	28%	596	33%
One Lane	5	18%	35	29%	194	23%	115	21%	52	19%	401	22%
Three Lanes	4	14%	15	13%	84	10%	58	10%	21	8%	182	10%
Four+ Lanes	0	0%	9	8%	63	8%	50	9%	9	3%	131	7%
Left Blank	6	21%	25	21%	213	26%	139	25%	115	42%	498	28%
Total	Count	28	120	828	557	275	1,808	100%				
	Percent	2%	7%	46%	31%	15%	100%					

## 23. Pedalcyclists in Crashes by Injury Severity and Road Design Divider, 2014 - 2018

Road Design Dividers	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Painted Divider	10	36%	41	34%	276	33%	172	31%	60	22%	559	31%
Physical Divider	7	25%	21	18%	168	20%	130	23%	38	14%	364	20%
Undivided	3	11%	23	19%	144	17%	101	18%	30	11%	301	17%
Left Blank	8	29%	35	29%	240	29%	154	28%	147	53%	584	32%
Total	Count	28	120	828	557	275	1,808	100%				
	Percent	2%	7%	46%	31%	15%	100%					

## 24. Pedalcyclists in Crashes by 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	11	39%	33	28%	221	27%	138	25%	47	17%	450	25%
One-Way	2	7%	2	2%	34	4%	22	4%	12	4%	72	4%
Construction Zone	0	0%	1	1%	2	0%	2	0%	2	1%	7	0%
Ramp	0	0%	0	0%	2	0%	2	0%	0	0%	4	0%
Alley	0	0%	0	0%	6	1%	1	0%	0	0%	7	0%
Undeveloped	0	0%	0	0%	3	0%	1	0%	0	0%	4	0%
Other	11	39%	55	46%	357	43%	271	49%	93	34%	787	44%
Left Blank	4	14%	29	24%	203	25%	120	22%	121	44%	477	26%
Total	Count	28	120	828	557	275	1,808	100%				
	Percent	2%	7%	46%	31%	15%	100%					

## 25. Pedalcyclists in Crashes by Injury Severity and Pedalcyclist Action, 2014 - 2018

Pedalcyclist 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
Backing	0	0%	0	0%	1	0%	0	0%	1	0%	2	0%
Going Straight	26	70%	99	73%	741	76%	535	80%	196	65%	1,597	76%
Left Turn	1	3%	7	5%	38	4%	15	2%	10	3%	71	3%
Other	2	5%	4	3%	25	3%	13	2%	7	2%	51	2%
Overtaking / Passing	0	0%	0	0%	4	0%	2	0%	1	0%	7	0%
Parked	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Right Turn	0	0%	7	5%	17	2%	13	2%	9	3%	46	2%
Slowing	0	0%	0	0%	4	0%	1	0%	0	0%	5	0%
Start From Park	0	0%	0	0%	3	0%	1	0%	0	0%	4	0%
Start In Traffic Lane	0	0%	0	0%	2	0%	2	0%	2	1%	6	0%
Stopped for Signs, Signal	0	0%	1	1%	3	0%	2	0%	2	1%	8	0%
Stopped For Traffic	1	3%	0	0%	2	0%	3	0%	1	0%	7	0%
Unknown	3	8%	0	0%	10	1%	6	1%	4	1%	23	1%
U-turn	0	0%	1	1%	1	0%	2	0%	0	0%	4	0%
Left Blank	4	11%	17	13%	120	12%	72	11%	68	23%	281	13%
Total	Count	37	136	972	667	301	2,113	100%				
	Percent	2%	6%	46%	32%	14%	100%					

## 26. Pedalcyclists in Crashes by 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
Albuquerque Police Department	12	43%	62	52%	354	43%	271	49%	73	27%	772	43%
Las Cruces Police Department	0	0%	13	11%	78	9%	42	8%	26	9%	159	9%
Santa Fe Police Department	1	4%	5	4%	71	9%	53	10%	13	5%	143	8%
Bernalillo County Sheriff's Department	3	11%	5	4%	39	5%	20	4%	13	5%	80	4%
Station Report	0	0%	0	0%	5	1%	9	2%	53	19%	67	4%
Others	12	43%	35	29%	281	34%	162	29%	97	35%	587	32%
Total	Count	28	120	828	557	275	1,808	100%				
	Percent	2%	7%	46%	31%	15%	100%					

## 27. Pedalcyclists in Crashes by Injury Severity and City, 2014 – 2018

City	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	16	57%	66	55%	398	48%	303	54%	151	55%	934	52%
Las Cruces	0	0%	14	12%	86	10%	45	8%	31	11%	176	10%
Santa Fe	1	4%	7	6%	78	9%	60	11%	13	5%	159	9%
Roswell	0	0%	8	7%	29	4%	16	3%	5	2%	58	3%
Rio Rancho	1	4%	0	0%	29	4%	10	2%	6	2%	46	3%
All Other Cities	10	36%	25	21%	208	25%	123	22%	69	25%	435	24%
Total	Count	28	120	828	557	275	1,808	100%				
	Percent	2%	7%	46%	31%	15%	100%					

## 28. Pedalcyclists in Crashes by 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	16	67	403	307	151	944	52%	
Chaves	1	9	29	16	5	60	3%	
Cibola	0	0	4	1	0	5	0%	
Colfax	0	0	0	3	0	3	0%	
Curry	0	0	14	7	2	23	1%	
Doña Ana	1	15	99	53	35	203	11%	
Eddy	0	2	14	19	12	47	3%	
Grant	0	1	6	7	2	16	1%	
Guadalupe	0	0	1	0	0	1	0%	
Hidalgo	0	0	1	1	1	3	0%	
Lea	3	1	6	9	2	21	1%	
Lincoln	0	0	0	3	1	4	0%	
Los Alamos	0	0	11	1	0	12	1%	
Luna	1	0	8	4	2	15	1%	
McKinley	1	2	9	11	5	28	2%	
Otero	1	2	22	5	7	37	2%	
Quay	0	0	2	0	1	3	0%	
Rio Arriba	0	0	4	0	1	5	0%	
Roosevelt	0	0	6	0	1	7	0%	
San Juan	1	5	33	16	6	61	3%	
San Miguel	0	0	2	5	2	9	0%	
Sandoval	1	1	37	13	7	59	3%	
Santa Fe	1	12	85	62	15	175	10%	
Socorro	0	0	5	1	6	12	1%	
Taos	0	2	13	8	6	29	2%	
Union	0	0	0	1	0	1	0%	
Valencia	1	1	14	4	5	25	1%	
Total	Count	28	120	828	557	275	1,808	100%
	Percent	11%	17%	32%	29%	10%		100%

## 29. Frequency of Contributing Factors of Pedalcycles in Crashes, 2014 - 2018

Contributing Factors*	2014	2015	2016	2017	2018	Five-Year Summary	
						Average	Percent
<b>Human</b>	<b>212</b>	<b>228</b>	<b>276</b>	<b>275</b>	<b>278</b>	<b>254</b>	<b>56%</b>
Alcohol Involved	5	8	13	15	8	10	2%
Avoid No Contact - Other	1	3	3	1	1	2	0%
Avoid No Contact - Vehicle	5	7	3	7	8	6	1%
Cell Phone	0	1	0	0	3	1	0%
Disregarded Traffic Signal	16	24	22	13	18	19	4%
Driver Inattention	65	59	71	68	64	65	15%
Driverless Moving Vehicle	0	0	0	0	0	0	0%
Drove Left Of Center	4	3	3	3	2	3	1%
Drug Involved	0	2	1	4	7	3	1%
Excessive Speed	1	3	4	8	8	5	1%
Failed to Yield Right of Way	28	25	48	47	38	37	8%
Failed to Yield to Emergency Vehicle	1	0	0	0	1	0	0%
Failed to Yield to Police Vehicle	0	1	0	0	0	0	0%
Following Too Closely	3	0	2	4	3	2	1%
High Speed Pursuit	0	0	0	0	1	0	0%
Improper Backing	1	0	0	0	0	0	0%
Improper Lane Change	1	4	2	5	5	3	1%
Improper Overtaking	2	1	5	4	1	3	1%
Made Improper Turn	4	8	5	4	4	5	1%
Other Improper Driving	27	35	29	35	41	33	7%
Passed Stop Sign	11	8	14	7	12	10	2%
Pedestrian Error	35	34	48	46	50	43	9%
Speed Too Fast for Conditions	2	2	3	3	2	2	1%
Texting	0	0	0	0	1	0	0%
Vehicle Skidded Before Brake	0	0	0	1	0	0	0%
<b>Vehicle</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>1%</b>
Defective Steering	1	1	0	0	0	0	0%
Defective Tires	0	0	0	0	0	0	0%
Inadequate Brakes	3	3	4	3	1	3	1%
Other Mechanical Defect	4	0	0	1	1	1	0%
<b>Environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
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%
<b>Other</b>	<b>176</b>	<b>203</b>	<b>187</b>	<b>196</b>	<b>201</b>	<b>193</b>	<b>43%</b>
None	99	126	122	134	148	126	28%
Other - No Driver Error	15	21	14	13	18	16	4%
Missing Data	62	56	51	49	35	51	11%
<b>Total Contributing Factors</b>	<b>396</b>	<b>435</b>	<b>467</b>	<b>475</b>	<b>481</b>	<b>451</b>	<b>100%</b>

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

### 30. Frequency of Contributing Factors of Pedalcycles in Fatal Crashes, 2014 - 2018

Contributing Factors*	2014	2015	2016	2017	2018	Five-Year Summary	
						Average	Percent
<b>Human</b>	<b>4</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>16</b>	<b>7</b>	<b>74%</b>
Alcohol Involved	2	2	2	0	3	2	19%
Avoid No Contact - Other	0	0	0	0	0	0	0%
Avoid No Contact - Vehicle	0	0	0	0	0	0	0%
Cell Phone	0	0	0	0	0	0	0%
Disregarded Traffic Signal	0	2	0	0	1	1	6%
Driver Inattention	1	1	0	0	1	1	6%
Driverless Moving Vehicle	0	0	0	0	0	0	0%
Drove Left Of Center	0	0	0	0	0	0	0%
Drug Involved	0	2	1	0	4	1	15%
Excessive Speed	0	0	0	0	0	0	0%
Failed to Yield Right of Way	0	1	0	1	3	1	11%
Failed to Yield to Emergency Vehicle	0	0	0	0	0	0	0%
Failed to Yield to Police Vehicle	0	0	0	0	0	0	0%
Following Too Closely	0	0	0	0	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	0	0	0	0	0	0	0%
Improper Overtaking	0	0	0	0	0	0	0%
Made Improper Turn	0	0	1	0	0	0	2%
Other Improper Driving	0	0	0	0	0	0	0%
Passed Stop Sign	0	0	0	0	1	0	2%
Pedestrian Error	1	1	1	0	3	1	13%
Speed Too Fast for Conditions	0	0	0	0	0	0	0%
Texting	0	0	0	0	0	0	0%
Vehicle Skidded Before Brake	0	0	0	0	0	0	0%
<b>Vehicle</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
Defective Steering	0	0	0	0	0	0	0%
Defective Tires	0	0	0	0	0	0	0%
Inadequate Brakes	0	0	0	0	0	0	0%
Other Mechanical Defect	0	0	0	0	0	0	0%
<b>Environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
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%
<b>Other</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>26%</b>
None	0	3	0	1	5	2	19%
Other - No Driver Error	1	0	0	0	0	0	2%
Missing Data	1	1	0	0	0	0	4%
<b>Total Contributing Factors</b>	<b>6</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>21</b>	<b>9</b>	<b>100%</b>

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