

New Mexico Pedalcycle Crash Statistics, 2016 – 2020



New Mexico Department of Transportation

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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 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

Note that 2020 was the first year of the Covid-19 pandemic. Thus the data may be anomalous.

Overall Patterns: In 2020, there was a drop in both the number of pedalcycle crashes and the percentage of pedalcycle crashes among total crashes (Table 1). The number of pedalcycle crashes fell from a four-year average of 369 to 261 (Table 1). But the number of pedalcyclist fatalities and their percentage among all traffic crash fatalities was little changed from 2019 (Table 1).

Injuries: Compared with the five-year average, the year 2020 saw a greater proportion of pedalcyclists with suspected serious injuries (10 percent compared with 6 percent) and a lower proportion of pedalcyclists with suspected minor injuries (39 percent compared with 46 percent) (Table 2).

Timing: Few pedalcyclists are in crashes in the winter, with just 17 percent in crashes in December through February (Table 3). Weekdays see more pedalcyclists in crashes, and Sundays drop to just 9 percent of pedalcyclists in crashes (Table 3). Late afternoon sees more pedalcyclists in crashes, with 26 percent in the hours 3 p.m. through 5 p.m. (Table 4).

Alcohol- and Drug-Involved Pedalcyclists: The number of alcohol-involved pedalcyclists in crashes has been cut by nearly half, from 13 in 2016 to 7 in 2020 (Table 5). About half of drug-involved pedalcyclists in crashes were killed, compared with 12 percent of alcohol-involved pedalcyclists in crashes who were killed (Table 5).

Demographics: Nearly half, 47 percent of pedalcycle operators in crashes are younger than 35, but age data is missing for 5 percent of pedalcycle operators in crashes (Table 12). Among pedalcyclists in crashes, there are almost five times as many males as females, but sex data is missing for 13 percent (Table 12).

Hit-and-Run Crashes: The portion of pedalcyclists in crashes who were in hit-and-run crashes was 24 percent for 2016 through 2020 (Table 15).

Helmet Use: Helmet data is missing for more than half of pedalcyclists in crashes (Tables 16 and 17). Among the crashes for which we have data, 2 percent of pedalcyclists in crashes who wore helmets died, while among pedalcyclists in crashes who did not wear helmets, 5 percent died (Table 17).

Environment: Pedalcyclists are more likely to be killed in the dark. Pedalcyclists in crashes during Dark – Lighted condition and Dark – Not Lighted condition account for only 20 percent of pedalcyclists in crashes, yet they make up 44 percent of pedalcyclists killed in crashes (Table 18). Among weather conditions, dry conditions had both the most pedalcycles in crashes and fatalities among pedalcyclists in crashes (Table 19). Lack of traffic controls is linked to a slightly higher rate of fatalities. Although only 38 percent of pedalcyclists in crashes had no traffic control device, 59 percent of pedalcyclists in crashes with no controls were fatalities (Table 21). Riding in two lanes is also tied to fatalities: 35 percent of pedalcyclists in crashes were in crashes on a two-lane road, but 53 percent of fatalities took place on two-lane roads (Table 22). A high amount of Pedalcyclists in crashes are killed in crashes with painted dividers: A third of Pedalcyclists in crashes take place at painted dividers, but 56 percent of pedalcyclist fatalities take place at crashes with painted dividers (Table 23).

Location: Albuquerque had more than half of both pedalcyclists in crashes and pedalcyclists killed in crashes, 53 percent each (Table 26). Bernalillo County had numbers similar to Albuquerque's: 54 percent of pedalcyclists in crashes, and 53 percent of pedalcyclist fatalities (Table 27).

Contributing Factors: The most common contributing factors for pedalcyclists in crashes are: none, 25 percent; and driver inattention, 14 percent; with missing data for 10 percent (Table 28). The most common contributing factors for pedalcyclists killed in crashes are: none, 17 percent; alcohol involvement, 13 percent; drug involvement, 13 percent; and pedestrian error, 12 percent (Table 29).

Missing Data: The following aspects have large amounts of missing data for pedalcyclists in crashes – helmet use, 55 percent (Table 16); road condition, 13 percent (Table 19); road surface, 14 percent (Table 20); traffic control device, 13 percent (Table 21); road design lanes, 26 percent (Table 22); road design dividers, 27 percent (Table 23); and road design, 22 percent (Table 24).

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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.

Pedalcycle – A mechanism of transport that is powered solely by pedals (such as a bicycle).

Pedalcycle Operator – A person in control of a mechanism of transport that is powered solely by pedals (such as a bicycle). Equates to seat position code “PD” introduced on the E July 2018 crash report form.

Pedalcycle Passenger – A person riding on a pedalcycle or pedalcycle trailer when someone else is in control of the pedalcycle (such as children in bicycle infant seats). Equates to seat position code PP on the E July 2018 crash report form. Note that there are very few pedalcycle passengers, for example zero in 2020.

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

Pedalcyclists, All – All people on any pedalcycle or in any pedalcycle trailer. Consists of pedalcycle operators and pedalcycle passengers.

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.

Suspected 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).

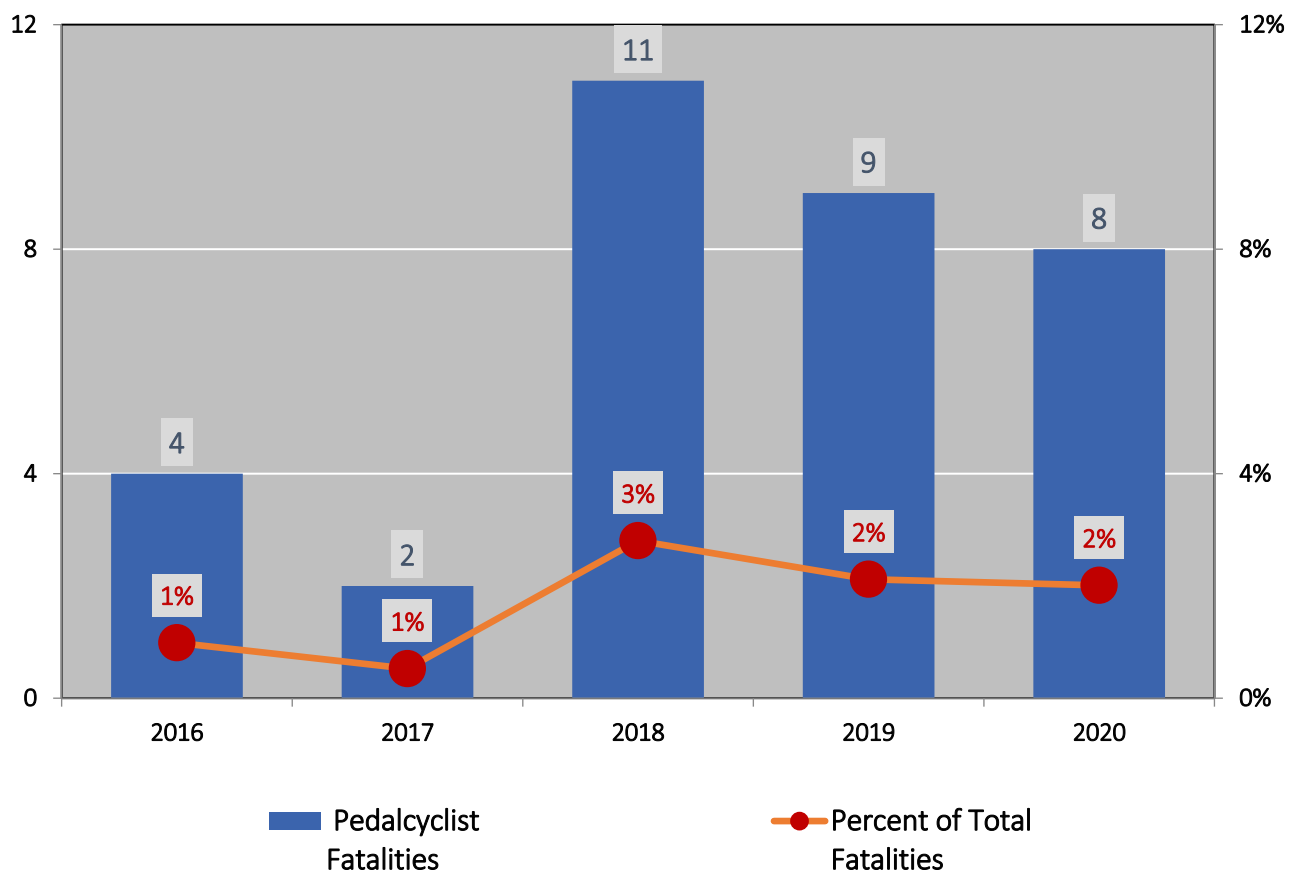
Suspected Minor Injury – A visible but not serious injury, such as abrasions, bruises and minor lacerations, as observed by the officer at the scene of the crash. Also known as a Class B Injury or a Visible Injury.

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. Crashes and Fatalities by Pedalcycle Involvement, 2016 - 2020

| Year | Crashes | | | Fatalities | | |
|--------------|--------------------|----------------|----------------------------|-----------------------------|------------------|---------------------------|
| | Pedalcycle Crashes | Total Crashes | Percent Pedalcycle Crashes | All Pedalcyclist Fatalities | Total Fatalities | Percent all Pedalcyclists |
| 2016 | 360 | 45,071 | 0.8% | 4 | 405 | 1.0% |
| 2017 | 379 | 45,906 | 0.8% | 2 | 380 | 0.5% |
| 2018 | 366 | 46,786 | 0.8% | 11 | 392 | 2.8% |
| 2019 | 370 | 48,124 | 0.8% | 9 | 425 | 2.1% |
| 2020 | 261 | 36,555 | 0.7% | 8 | 398 | 2.0% |
| Total | 1,736 | 222,442 | 0.8% | 34 | 2,000 | 1.7% |

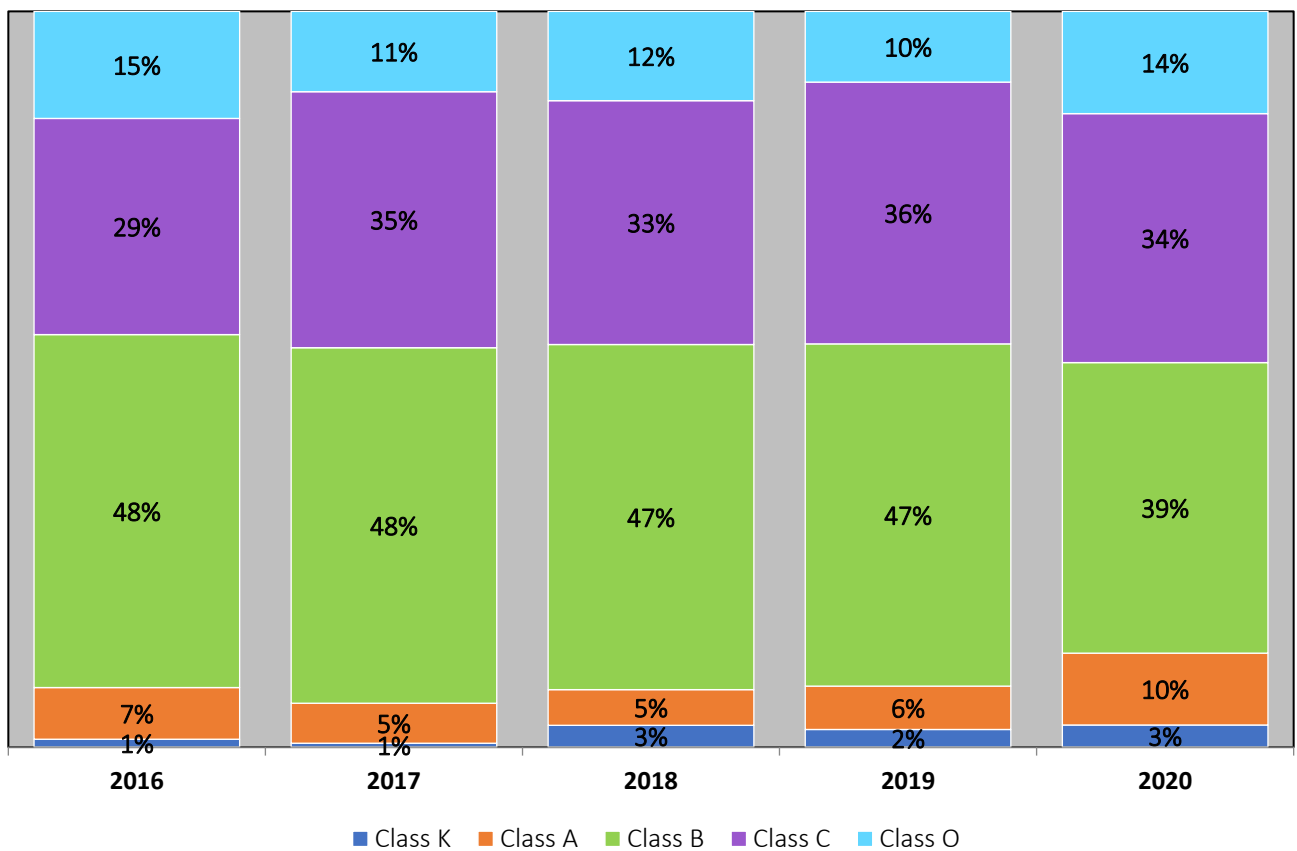
All Pedalcyclist Fatalities and Percentage of Total Fatalities, 2016 - 2020



2. All Pedalcyclists in 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 | 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% |
| 2019 | 9 | 2% | 22 | 6% | 174 | 47% | 133 | 36% | 36 | 10% | 374 | 100% |
| 2020 | 8 | 3% | 26 | 10% | 105 | 39% | 90 | 34% | 37 | 14% | 266 | 100% |
| Total | Count | 34 | 113 | | 817 | | 589 | | 214 | | 1,767 | 100% |
| | Percent | 2% | 6% | | 46% | | 33% | | 12% | | 100% | |

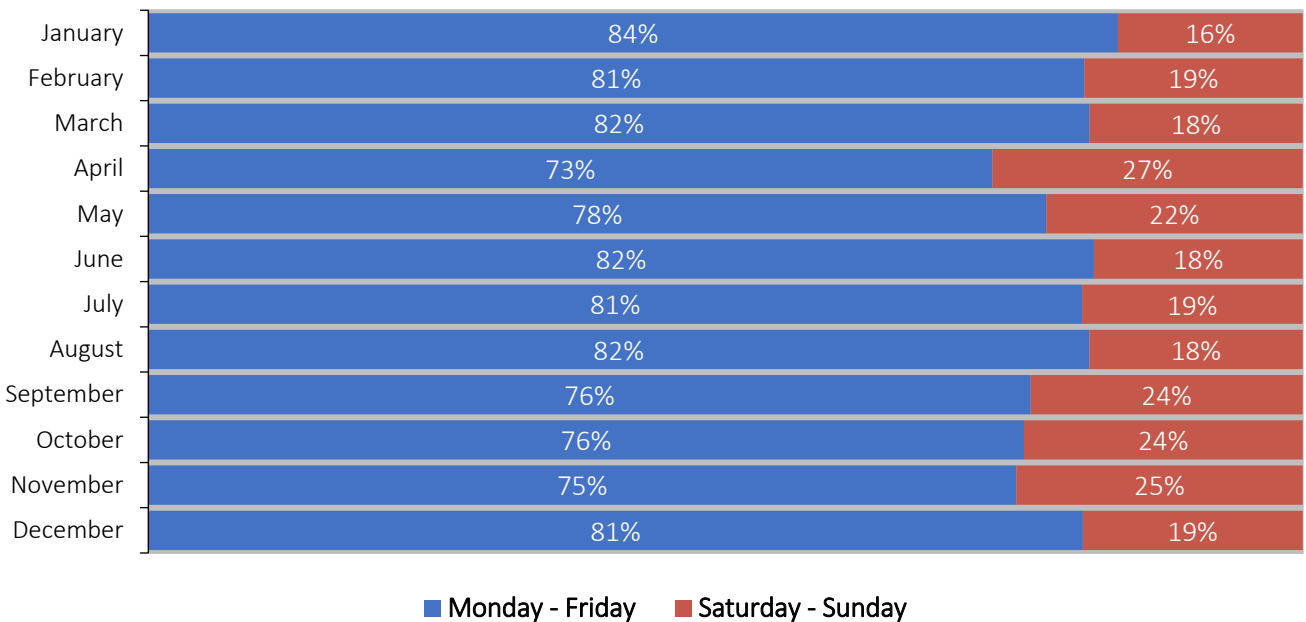
Percent of Injury Severity to All Pedalcyclists in Crashes, 2016 - 2020



3. All Pedalcyclists in Crashes by Month and Day, 2016 - 2020

| Month | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | Total | | |
|-----------|---------|---------|-----------|----------|--------|----------|--------|-------|---------|------|
| | Count | Count | Count | Count | Count | Count | Count | Count | Percent | |
| January | 19 | 14 | 19 | 16 | 16 | 9 | 7 | 100 | 6% | |
| February | 12 | 18 | 23 | 20 | 17 | 18 | 3 | 111 | 6% | |
| March | 24 | 18 | 24 | 20 | 20 | 14 | 10 | 130 | 7% | |
| April | 25 | 26 | 24 | 24 | 18 | 22 | 21 | 160 | 9% | |
| May | 15 | 25 | 25 | 25 | 29 | 20 | 14 | 153 | 9% | |
| June | 27 | 27 | 31 | 31 | 29 | 22 | 10 | 177 | 10% | |
| July | 17 | 34 | 27 | 23 | 26 | 19 | 11 | 157 | 9% | |
| August | 37 | 29 | 25 | 34 | 25 | 19 | 15 | 184 | 10% | |
| September | 32 | 34 | 22 | 29 | 42 | 27 | 22 | 208 | 12% | |
| October | 18 | 34 | 29 | 23 | 28 | 23 | 19 | 174 | 10% | |
| November | 18 | 18 | 23 | 12 | 26 | 18 | 14 | 129 | 7% | |
| December | 18 | 14 | 13 | 5 | 18 | 8 | 8 | 84 | 5% | |
| Total | Count | 262 | 291 | 285 | 262 | 294 | 219 | 154 | 1,767 | 100% |
| | Percent | 15% | 16% | 16% | 15% | 17% | 12% | 9% | 100% | |

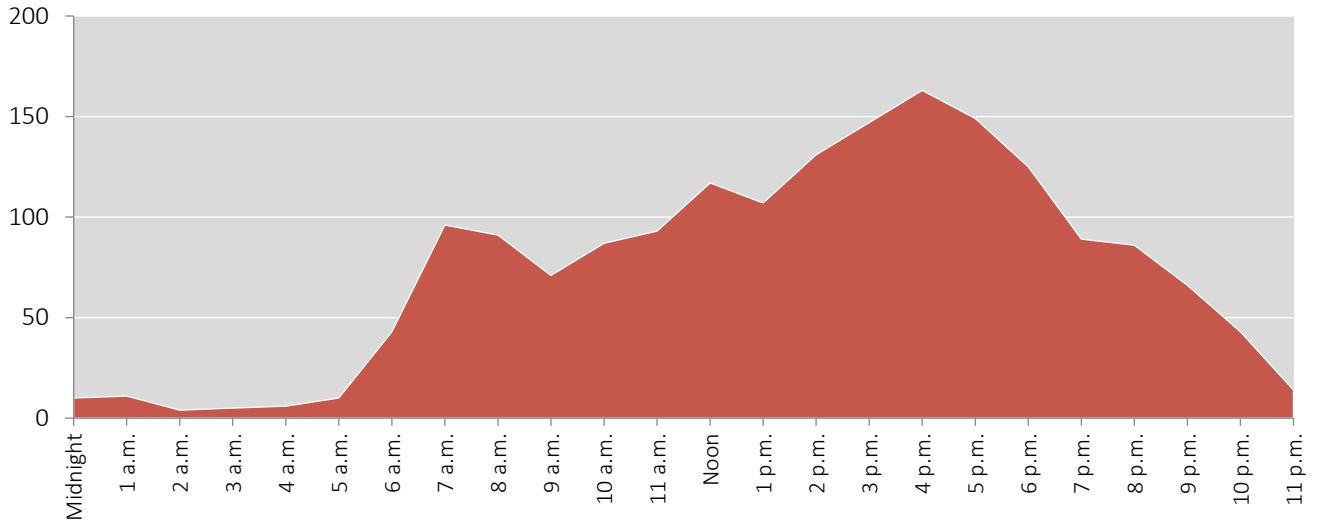
Weekday and Weekend All Pedalcyclists in Crashes, 2016 - 2020



4. All Pedalcyclists in Crashes by Hour and Day of Week, 2016 – 2020

| Hour | All Pedalcyclists in Crashes | | | | | | | Total | | |
|------------|------------------------------|---------|-----------|----------|--------|----------|--------|-------|---------|------|
| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | Count | Percent | |
| Midnight | 2 | 3 | 3 | 1 | 0 | 1 | 0 | 10 | 0.6% | |
| 1 a.m. | 0 | 1 | 2 | 1 | 2 | 2 | 3 | 11 | 0.6% | |
| 2 a.m. | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0.2% | |
| 3 a.m. | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 5 | 0.3% | |
| 4 a.m. | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 6 | 0.3% | |
| 5 a.m. | 1 | 2 | 1 | 0 | 4 | 1 | 1 | 10 | 0.6% | |
| 6 a.m. | 5 | 7 | 8 | 9 | 9 | 3 | 2 | 43 | 2.4% | |
| 7 a.m. | 16 | 20 | 20 | 21 | 10 | 3 | 6 | 96 | 5.4% | |
| 8 a.m. | 11 | 17 | 23 | 12 | 13 | 13 | 2 | 91 | 5.1% | |
| 9 a.m. | 9 | 12 | 10 | 9 | 14 | 13 | 4 | 71 | 4.0% | |
| 10 a.m. | 6 | 14 | 13 | 9 | 15 | 23 | 7 | 87 | 4.9% | |
| 11 a.m. | 17 | 21 | 12 | 12 | 14 | 9 | 8 | 93 | 5.3% | |
| Noon | 18 | 25 | 12 | 13 | 22 | 15 | 12 | 117 | 6.6% | |
| 1 p.m. | 20 | 21 | 14 | 14 | 18 | 13 | 7 | 107 | 6.1% | |
| 2 p.m. | 26 | 16 | 18 | 18 | 23 | 19 | 11 | 131 | 7.4% | |
| 3 p.m. | 24 | 20 | 17 | 26 | 35 | 15 | 10 | 147 | 8.3% | |
| 4 p.m. | 33 | 19 | 25 | 26 | 32 | 15 | 13 | 163 | 9.2% | |
| 5 p.m. | 23 | 23 | 30 | 27 | 18 | 13 | 15 | 149 | 8.4% | |
| 6 p.m. | 15 | 22 | 25 | 26 | 10 | 14 | 13 | 125 | 7.1% | |
| 7 p.m. | 11 | 18 | 16 | 12 | 11 | 10 | 11 | 89 | 5.0% | |
| 8 p.m. | 8 | 9 | 15 | 12 | 16 | 14 | 12 | 86 | 4.9% | |
| 9 p.m. | 8 | 13 | 12 | 8 | 10 | 9 | 6 | 66 | 3.7% | |
| 10 p.m. | 5 | 5 | 5 | 3 | 11 | 9 | 5 | 43 | 2.4% | |
| 11 p.m. | 0 | 2 | 2 | 2 | 1 | 5 | 2 | 14 | 0.8% | |
| Left Blank | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 3 | 0.2% | |
| Total | Count | 262 | 291 | 285 | 262 | 294 | 219 | 154 | 1,767 | 100% |
| | Percent | 15% | 16% | 16% | 15% | 17% | 12% | 9% | | 100% |

All Pedalcyclists in Crashes by Hour, 2016 – 2020



5. All Alcohol- or Drug-involved Pedalcyclist Fatalities, 2016 – 2020

| Year | Alcohol-involved | | | Drug-involved | | |
|--------------|--|------------------------------------|--------------------|---|---------------------------------|--------------------|
| | All Alcohol-involved Pedalcyclist Fatalities | All Alcohol-involved Pedalcyclists | Percent Fatalities | All Drug-involved Pedalcyclist Fatalities | All Drug-involved Pedalcyclists | Percent Fatalities |
| 2016 | 2 | 13 | 15% | 1 | 1 | 100% |
| 2017 | 0 | 15 | 0% | 0 | 4 | 0% |
| 2018 | 3 | 8 | 38% | 4 | 7 | 57% |
| 2019 | 0 | 10 | 0% | 1 | 1 | 100% |
| 2020 | 2 | 7 | 29% | 1 | 3 | 33% |
| Total | 7 | 53 | 13% | 7 | 16 | 44% |

6. All Pedalcyclists in Crashes by Alcohol Involvement, 2016 – 2020

| Year | All Pedalcyclist Fatalities in Crashes | | | All Pedalcyclists in Crashes | | | All Alcohol-involved Pedalcyclists | | |
|--------------|--|-----------------------------------|--------------------------|------------------------------------|-------------------------|--------------------------|---|------------------------------------|----------------|
| | Alcohol-involved Pedalcyclists | Total All Pedalcyclist Fatalities | Percent Alcohol-involved | All Alcohol-involved Pedalcyclists | Total All Pedalcyclists | Percent Alcohol-Involved | All Alcohol-involved Pedalcyclists Killed | All Alcohol-involved Pedalcyclists | Percent Killed |
| 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% |
| 2019 | 0 | 9 | 0% | 10 | 374 | 3% | 0 | 10 | 0% |
| 2020 | 2 | 8 | 25% | 7 | 266 | 3% | 2 | 7 | 29% |
| Total | 7 | 34 | 21% | 53 | 1,767 | 3% | 7 | 53 | 13% |

7. All Pedalcyclists in Crashes by Drug Involvement, 2016 – 2020

| Year | All Pedalcyclist Fatalities in Crashes | | | All Pedalcyclists in Crashes | | | All Drug-involved Pedalcyclists | | |
|--------------|--|-----------------------------------|-----------------------|---------------------------------|-------------------------|-----------------------|--|---------------------------------|----------------|
| | All Drug-involved Pedalcyclists | Total All Pedalcyclist Fatalities | Percent Drug-involved | All Drug-involved Pedalcyclists | Total All Pedalcyclists | Percent Drug-Involved | All Drug-involved Pedalcyclists Killed | All Drug-involved Pedalcyclists | Percent Killed |
| 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% |
| 2019 | 1 | 9 | 11% | 1 | 374 | 0% | 1 | 1 | 100% |
| 2020 | 1 | 8 | 13% | 3 | 266 | 1% | 1 | 3 | 33% |
| Total | 7 | 34 | 21% | 16 | 1,767 | 1% | 7 | 16 | 44% |

8. All Alcohol-involved Pedalcyclists by Injury Severity, 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 | 2 | 29% | 0 | 0% | 9 | 29% | 3 | 18% | 1 | 14% | 15 | 22% |
| 2017 | 0 | 0% | 2 | 33% | 7 | 23% | 7 | 41% | 3 | 43% | 19 | 28% |
| 2018 | 3 | 43% | 0 | 0% | 3 | 10% | 3 | 18% | 0 | 0% | 9 | 13% |
| 2019 | 0 | 0% | 1 | 17% | 9 | 29% | 2 | 12% | 2 | 29% | 14 | 21% |
| 2020 | 2 | 29% | 3 | 50% | 3 | 10% | 2 | 12% | 1 | 14% | 11 | 16% |
| Total | Count | 7 | 6 | 31 | 17 | 7 | 68 | 100% | | | | |
| | Percent | 10% | 9% | 46% | 25% | 10% | 100% | | | | | |

9. All Drug-involved Pedalcyclists by Injury Severity, 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 | 14% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 6% |
| 2017 | 0 | 0% | 0 | 0% | 3 | 50% | 1 | 50% | 0 | 0% | 4 | 25% |
| 2018 | 4 | 57% | 0 | 0% | 1 | 17% | 1 | 50% | 1 | 100% | 7 | 44% |
| 2019 | 1 | 14% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 6% |
| 2020 | 1 | 14% | 0 | 0% | 2 | 33% | 0 | 0% | 0 | 0% | 3 | 19% |
| Total | Count | 7 | 0 | 6 | 2 | 1 | 16 | 100% | | | | |
| | Percent | 44% | 0% | 38% | 13% | 6% | 100% | | | | | |

10. All Pedalcyclists in Alcohol-involved Crashes, 2016 – 2020

| Year | Fatalities | | | Crashes | | | Alcohol | | |
|--------------|--|--------------------------|--------------------------|---|------------------------------|--------------------------|--|---|----------------|
| | All Pedalcyclists Killed in Alcohol-involved Crashes | All Pedalcyclists Killed | Percent Alcohol-involved | All Pedalcyclists in Alcohol-involved Crashes | All Pedalcyclists in Crashes | Percent Alcohol-involved | All Pedalcyclists Killed in Alcohol-involved Crashes | All Pedalcyclists in Alcohol-involved Crashes | Percent Killed |
| 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% |
| 2019 | 0 | 9 | 0% | 14 | 374 | 4% | 0 | 14 | 0% |
| 2020 | 2 | 8 | 25% | 11 | 266 | 4% | 2 | 11 | 18% |
| Total | 7 | 34 | 21% | 68 | 1,767 | 4% | 7 | 68 | 10% |

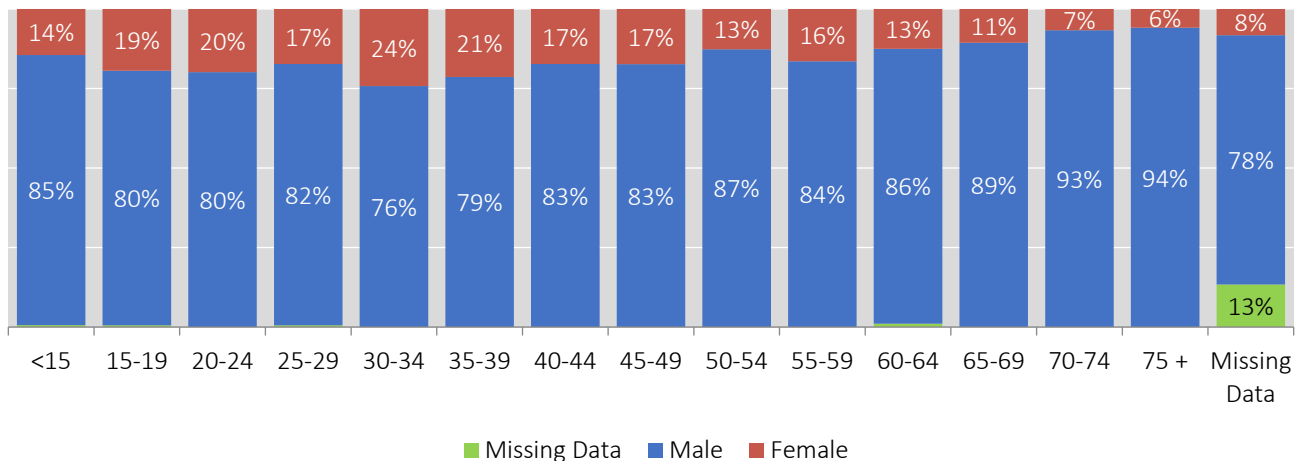
11. All Pedalcyclists in Drug-involved Crashes, 2016 – 2020

| Year | Fatalities | | | Crashes | | | Drugs | | |
|--------------|---|--------------------------|-----------------------|--|------------------------------|-----------------------|---|--|----------------|
| | All Pedalcyclists Killed in Drug-involved Crashes | All Pedalcyclists Killed | Percent Drug-involved | All Pedalcyclists in Drug-involved Crashes | All Pedalcyclists in Crashes | Percent Drug-involved | All Pedalcyclists Killed in Drug-involved Crashes | All Pedalcyclists in Drug-involved Crashes | Percent Killed |
| 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% |
| 2019 | 1 | 9 | 11% | 2 | 374 | 1% | 1 | 2 | 50% |
| 2020 | 1 | 8 | 13% | 3 | 266 | 1% | 1 | 3 | 33% |
| Total | 8 | 34 | 24% | 20 | 1,767 | 1% | 8 | 20 | 40% |

12. Pedalcycle Operators 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 | 141 | 85% | 24 | 14% | 1 | 1% | 166 | 9% | |
| 15-19 | 140 | 80% | 34 | 19% | 1 | 1% | 175 | 10% | |
| 20-24 | 109 | 80% | 27 | 20% | 0 | 0% | 136 | 8% | |
| 25-29 | 147 | 82% | 31 | 17% | 1 | 1% | 179 | 10% | |
| 30-34 | 128 | 76% | 41 | 24% | 0 | 0% | 169 | 10% | |
| 35-39 | 103 | 79% | 28 | 21% | 0 | 0% | 131 | 7% | |
| 40-44 | 86 | 83% | 18 | 17% | 0 | 0% | 104 | 6% | |
| 45-49 | 105 | 83% | 22 | 17% | 0 | 0% | 127 | 7% | |
| 50-54 | 117 | 87% | 17 | 13% | 0 | 0% | 134 | 8% | |
| 55-59 | 117 | 84% | 23 | 16% | 0 | 0% | 140 | 8% | |
| 60-64 | 83 | 86% | 12 | 13% | 1 | 1% | 96 | 5% | |
| 65-69 | 59 | 89% | 7 | 11% | 0 | 0% | 66 | 4% | |
| 70-74 | 28 | 93% | 2 | 7% | 0 | 0% | 30 | 2% | |
| 75 + | 16 | 94% | 1 | 6% | 0 | 0% | 17 | 1% | |
| Missing Data | 76 | 78% | 8 | 8% | 13 | 13% | 97 | 5% | |
| Total | Count | 1,455 | 82% | 295 | 17% | 17 | 1% | 1,767 | 100% |
| | Percent | 82% | | 17% | | 1% | | 100% | |

Pedalcycle Operators in Crashes by Age Group and Sex, 2016 - 2020



13. Pedalcycle Operators in Crashes by Age and Alcohol or Drug Involvement, 2016 - 2020

| Age Group | Alcohol-involved Pedalcycle Operators in Crashes | | | Drug-involved Pedalcycle Operators in Crashes | | | Pedalcycle Operators in Crashes | | |
|--------------|--|-----------|------------|---|--------------|-----------|---------------------------------|--------------|-----------|
| | Fatalities | Total | Percent | Fatalities | Total | Percent | Fatalities | Total | Percent |
| <15 | 0 | 0 | 0% | 2 | 166 | 1% | 2 | 166 | 1% |
| 15-19 | 0 | 0 | 0% | 1 | 175 | 1% | 1 | 175 | 1% |
| 20-24 | 0 | 3 | 0% | 0 | 136 | 0% | 0 | 136 | 0% |
| 25-29 | 0 | 5 | 0% | 2 | 179 | 1% | 2 | 179 | 1% |
| 30-34 | 1 | 5 | 20% | 4 | 169 | 2% | 4 | 169 | 2% |
| 35-39 | 0 | 6 | 0% | 1 | 131 | 1% | 1 | 131 | 1% |
| 40-44 | 3 | 7 | 43% | 3 | 104 | 3% | 3 | 104 | 3% |
| 45-49 | 0 | 2 | 0% | 3 | 127 | 2% | 3 | 127 | 2% |
| 50-54 | 0 | 4 | 0% | 1 | 134 | 1% | 1 | 134 | 1% |
| 55-59 | 2 | 11 | 18% | 5 | 140 | 4% | 5 | 140 | 4% |
| 60-64 | 0 | 5 | 0% | 2 | 96 | 2% | 2 | 96 | 2% |
| 65-69 | 1 | 2 | 50% | 5 | 66 | 8% | 5 | 66 | 8% |
| 70-74 | 0 | 1 | 0% | 3 | 30 | 10% | 3 | 30 | 10% |
| 75 + | 0 | 0 | 0% | 2 | 17 | 12% | 2 | 17 | 12% |
| Missing Data | 0 | 2 | 0% | 0 | 97 | 0% | 0 | 97 | 0% |
| Total | 7 | 53 | 13% | 34 | 1,767 | 2% | 34 | 1,767 | 2% |

14. Pedalcycle Operators in Crashes by Age, Sex, and Alcohol or Drug Involvement, 2016 - 2020

| Age Group | Alcohol-involved Pedalcycle Operators in Crashes | | | | | | Drug-involved Pedalcycle Operators 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 | 0 | 0% | 0 | 0 | 0% | 0 | 1 | 2 | 50% | 0 | 0 | 0% | 0 |
| 20-24 | 0 | 2 | 0% | 0 | 1 | 0% | 0 | 0 | 0 | 0% | 0 | 0 | 0% | 0 |
| 25-29 | 0 | 4 | 0% | 0 | 1 | 0% | 0 | 1 | 4 | 25% | 1 | 2 | 50% | 0 |
| 30-34 | 1 | 4 | 25% | 0 | 1 | 0% | 0 | 2 | 3 | 67% | 0 | 1 | 0% | 0 |
| 35-39 | 0 | 5 | 0% | 0 | 1 | 0% | 0 | 0 | 1 | 0% | 0 | 0 | 0% | 0 |
| 40-44 | 3 | 7 | 43% | 0 | 0 | 0% | 0 | 1 | 1 | 100% | 0 | 0 | 0% | 0 |
| 45-49 | 0 | 2 | 0% | 0 | 0 | 0% | 0 | 0 | 0 | 0% | 0 | 0 | 0% | 0 |
| 50-54 | 0 | 4 | 0% | 0 | 0 | 0% | 0 | 0 | 0 | 0% | 0 | 0 | 0% | 0 |
| 55-59 | 2 | 10 | 20% | 0 | 1 | 0% | 0 | 1 | 1 | 100% | 0 | 0 | 0% | 0 |
| 60-64 | 0 | 5 | 0% | 0 | 0 | 0% | 0 | 0 | 1 | 0% | 0 | 0 | 0% | 0 |
| 65-69 | 1 | 2 | 50% | 0 | 0 | 0% | 0 | 0 | 0 | 0% | 0 | 0 | 0% | 0 |
| 70-74 | 0 | 1 | 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 | 2 | 0% | 0 | 0 | 0% | 13 | 0 | 0 | 0% | 0 | 0 | 0% | 0 |
| Total | 7 | 48 | 15% | 0 | 5 | 0% | 13 | 6 | 13 | 46% | 1 | 3 | 0% | 0 |

15. All Pedalcyclists 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 | 76 | 18% | 295 | 22% | 0 | 0% | 371 | 21% |
| 2017 | 93 | 22% | 292 | 22% | 0 | 0% | 385 | 22% |
| 2018 | 93 | 22% | 278 | 21% | 0 | 0% | 371 | 21% |
| 2019 | 87 | 21% | 287 | 21% | 0 | 0% | 374 | 21% |
| 2020 | 67 | 16% | 199 | 15% | 0 | 0% | 266 | 15% |
| Total | Count | 416 | 1,351 | | 0 | | 1,767 | 100% |
| | Percent | 24% | 76% | | 0% | | 100% | |

16. All Pedalcyclists in Crashes by Helmet Use, 2016 – 2020

| Year | Wearing Helmet | | Not Wearing Helmet | | Missing Data | | Total | |
|-------|----------------|---------|--------------------|---------|--------------|---------|-------|---------|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| 2016 | 56 | 13% | 110 | 8% | 205 | 21% | 371 | 21% |
| 2017 | 84 | 20% | 112 | 8% | 189 | 19% | 385 | 22% |
| 2018 | 50 | 12% | 94 | 7% | 227 | 23% | 371 | 21% |
| 2019 | 50 | 12% | 104 | 8% | 220 | 23% | 374 | 21% |
| 2020 | 46 | 11% | 90 | 7% | 130 | 13% | 266 | 15% |
| Total | Count | 286 | 510 | | 971 | | 1,767 | 100% |
| | Percent | 16% | 29% | | 55% | | 100% | |

17. All Pedalcyclists in Crashes by Injury Severity and Helmet Use, 2016 – 2020

| 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 Pedalcyclists in Crashes | |
|------------|----------------------|---------|--------------------------------------|---------|------------------------------------|---------|-----------------------------|---------|--------------------------------|---------|--------------------------------|---------|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| Yes | 7 | 6% | 23 | 20% | 153 | 19% | 80 | 14% | 23 | 11% | 286 | 16% |
| No | 25 | 22% | 43 | 38% | 265 | 32% | 141 | 24% | 36 | 17% | 510 | 29% |
| Unknown | 2 | 2% | 47 | 42% | 399 | 49% | 368 | 62% | 155 | 72% | 971 | 55% |
| Total | Count | 34 | 113 | | 817 | | 589 | | 214 | | 1,767 | 100% |
| | Percent | 2% | 6% | | 46% | | 33% | | 12% | | 100% | |

18. All Pedalcyclists in Crashes by Injury Severity and Light Condition, 2016 – 2020

| 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 Pedalcyclists in Crashes | |
|-------------------------|----------------------|-----------|--------------------------------------|------------|------------------------------------|------------|-----------------------------|------------|--------------------------------|------------|--------------------------------|--------------|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| Daylight | 17 | 50% | 74 | 65% | 608 | 74% | 441 | 75% | 163 | 76% | 1,303 | 74% |
| Dark-Lighted | 6 | 18% | 19 | 17% | 96 | 12% | 98 | 17% | 23 | 11% | 242 | 14% |
| Dark-Not Lighted | 9 | 26% | 11 | 10% | 63 | 8% | 19 | 3% | 10 | 5% | 112 | 6% |
| Dusk | 1 | 3% | 5 | 4% | 34 | 4% | 19 | 3% | 9 | 4% | 68 | 4% |
| Dawn | 1 | 3% | 3 | 3% | 12 | 1% | 6 | 1% | 2 | 1% | 24 | 1% |
| Dark-Unknown Lighting | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 0% | 1 | 0% |
| Unknown or Not Reported | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Other | 0 | 0% | 0 | 0% | 2 | 0% | 1 | 0% | 0 | 0% | 3 | 0% |
| Left Blank | 0 | 0% | 1 | 1% | 2 | 0% | 5 | 1% | 6 | 3% | 14 | 1% |
| Invalid Code | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Total | Count | 34 | Count | 113 | Count | 817 | Count | 589 | Count | 214 | Count | 1,767 |
| | Percent | 2% | Percent | 6% | Percent | 46% | Percent | 33% | Percent | 12% | Percent | 100% |

19. All Pedalcyclists in Crashes by Injury Severity and Road Condition, 2016 – 2020

| 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 | 27 | 79% | 97 | 86% | 687 | 84% | 509 | 86% | 164 | 77% | 1,484 | 84% |
| Wet | 1 | 3% | 0 | 0% | 19 | 2% | 15 | 3% | 3 | 1% | 38 | 2% |
| Loose Material | 0 | 0% | 0 | 0% | 3 | 0% | 1 | 0% | 0 | 0% | 4 | 0% |
| Ice | 0 | 0% | 0 | 0% | 1 | 0% | 1 | 0% | 0 | 0% | 2 | 0% |
| Oil | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Slush | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Snow | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Standing or Moving Water | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Other | 0 | 0% | 1 | 1% | 0 | 0% | 1 | 0% | 1 | 0% | 3 | 0% |
| Left Blank | 6 | 18% | 15 | 13% | 107 | 13% | 62 | 11% | 46 | 21% | 236 | 13% |
| Total | Count | 34 | Count | 113 | Count | 817 | Count | 589 | Count | 214 | Count | 1,767 |
| | Percent | 2% | Percent | 6% | Percent | 46% | Percent | 33% | Percent | 12% | Percent | 100% |

20. All Pedalcyclists in 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 | 19 | 56% | 63 | 56% | 414 | 51% | 317 | 54% | 92 | 43% | 905 | 51% |
| Paved Unstriped | 3 | 9% | 14 | 12% | 148 | 18% | 101 | 17% | 38 | 18% | 304 | 17% |
| Paved Center Stripe | 6 | 18% | 13 | 12% | 126 | 15% | 90 | 15% | 32 | 15% | 267 | 15% |
| Lane Markers | 0 | 0% | 6 | 5% | 9 | 1% | 6 | 1% | 0 | 0% | 21 | 1% |
| Unpaved | 0 | 0% | 0 | 0% | 9 | 1% | 6 | 1% | 2 | 1% | 17 | 1% |
| Left Blank | 6 | 18% | 17 | 15% | 111 | 14% | 69 | 12% | 50 | 23% | 253 | 14% |
| Total | Count | 34 | Count | 113 | Count | 817 | Count | 589 | Count | 214 | Count | 1,767 |
| | Percent | 2% | Percent | 6% | Percent | 46% | Percent | 33% | Percent | 12% | Percent | 100% |

21. All Pedalcyclists in 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 | 20 | 59% | 38 | 34% | 319 | 39% | 232 | 39% | 63 | 29% | 672 | 38% |
| Traffic Signals | 3 | 9% | 24 | 21% | 195 | 24% | 152 | 26% | 51 | 24% | 425 | 24% |
| Stop Sign | 3 | 9% | 14 | 12% | 85 | 10% | 60 | 10% | 26 | 12% | 188 | 11% |
| All-Way Stop | 0 | 0% | 3 | 3% | 15 | 2% | 11 | 2% | 2 | 1% | 31 | 2% |
| No Passing Zone | 0 | 0% | 3 | 3% | 10 | 1% | 5 | 1% | 1 | 0% | 19 | 1% |
| Flashers | 0 | 0% | 0 | 0% | 5 | 1% | 1 | 0% | 1 | 0% | 7 | 0% |
| R.R. Xing Device | 1 | 3% | 0 | 0% | 0 | 0% | 1 | 0% | 0 | 0% | 2 | 0% |
| Yield Sign | 0 | 0% | 0 | 0% | 3 | 0% | 1 | 0% | 0 | 0% | 4 | 0% |
| Other | 2 | 6% | 14 | 12% | 77 | 9% | 67 | 11% | 23 | 11% | 183 | 10% |
| Left Blank | 5 | 15% | 17 | 15% | 108 | 13% | 59 | 10% | 47 | 22% | 236 | 13% |
| Total | Count | 34 | 113 | 817 | 589 | 214 | 1,767 | 100% | | | | |
| | Percent | 2% | 6% | 46% | 33% | 12% | 100% | | | | | |

22. All Pedalcyclists in 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 |
| Two Lanes | 18 | 53% | 36 | 32% | 293 | 36% | 211 | 36% | 63 | 29% | 621 | 35% |
| One Lane | 5 | 15% | 28 | 25% | 184 | 23% | 119 | 20% | 41 | 19% | 377 | 21% |
| Three Lanes | 2 | 6% | 16 | 14% | 90 | 11% | 66 | 11% | 17 | 8% | 191 | 11% |
| Four+ Lanes | 1 | 3% | 8 | 7% | 52 | 6% | 50 | 8% | 12 | 6% | 123 | 7% |
| Left Blank | 8 | 24% | 25 | 22% | 198 | 24% | 143 | 24% | 81 | 38% | 455 | 26% |
| Total | Count | 34 | 113 | 817 | 589 | 214 | 1,767 | 100% | | | | |
| | Percent | 2% | 6% | 46% | 33% | 12% | 100% | | | | | |

23. All Pedalcyclists in Crashes by Injury Severity and Road Design Divider, 2016 - 2020

| 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 (>4 FT) | 19 | 56% | 38 | 34% | 288 | 35% | 188 | 32% | 52 | 24% | 585 | 33% |
| Physical Divider | 4 | 12% | 24 | 21% | 172 | 21% | 139 | 24% | 43 | 20% | 382 | 22% |
| Undivided | 4 | 12% | 24 | 21% | 143 | 18% | 116 | 20% | 25 | 12% | 312 | 18% |
| No Shoulder | 0 | 0% | 1 | 1% | 3 | 0% | 3 | 1% | 0 | 0% | 7 | 0% |
| Physical Barrier | 0 | 0% | 0 | 0% | 2 | 0% | 5 | 1% | 0 | 0% | 7 | 0% |
| Left Blank | 7 | 21% | 26 | 23% | 209 | 26% | 138 | 23% | 94 | 44% | 474 | 27% |
| Total | Count | 34 | 113 | | 817 | | 589 | | 214 | | 1,767 | 100% |
| | Percent | 2% | 6% | | 46% | | 33% | | 12% | | 100% | |

24. All Pedalcyclists in 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) | 26 | 23% | 26 | 23% | 224 | 27% | 144 | 24% | 45 | 21% | 447 | 25% |
| One-Way | 4 | 4% | 4 | 4% | 39 | 5% | 30 | 5% | 6 | 3% | 82 | 5% |
| Two-way, Divided | 1 | 1% | 1 | 1% | 9 | 1% | 5 | 1% | 0 | 0% | 16 | 1% |
| Two-way, Not Divided | 1 | 1% | 1 | 1% | 7 | 1% | 3 | 1% | 0 | 0% | 12 | 1% |
| Alley | 0 | 0% | 0 | 0% | 5 | 1% | 1 | 0% | 0 | 0% | 6 | 0% |
| Ramp | 0 | 0% | 0 | 0% | 2 | 0% | 3 | 1% | 1 | 0% | 6 | 0% |
| Construction Zone | 0 | 0% | 0 | 0% | 1 | 0% | 2 | 0% | 1 | 0% | 4 | 0% |
| Undeveloped | 0 | 0% | 0 | 0% | 4 | 0% | 0 | 0% | 0 | 0% | 4 | 0% |
| Other | 53 | 47% | 53 | 47% | 349 | 43% | 297 | 50% | 84 | 39% | 797 | 45% |
| Left Blank | 28 | 25% | 28 | 25% | 177 | 22% | 104 | 18% | 77 | 36% | 393 | 22% |
| Total | Count | 113 | 113 | | 817 | | 589 | | 214 | | 1,767 | 100% |
| | Percent | 6% | 6% | | 46% | | 33% | | 12% | | 100% | |

25. All Pedalcyclists in 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 |
| Albuquerque Police Department | 12 | 35% | 48 | 42% | 352 | 43% | 303 | 51% | 72 | 34% | 787 | 45% |
| Santa Fe Police Department | 2 | 6% | 6 | 5% | 69 | 8% | 52 | 9% | 13 | 6% | 142 | 8% |
| Las Cruces Police Department | 1 | 3% | 10 | 9% | 74 | 9% | 33 | 6% | 22 | 10% | 140 | 8% |
| Bernalillo County Sheriff's Office | 5 | 15% | 11 | 10% | 47 | 6% | 23 | 4% | 9 | 4% | 95 | 5% |
| Roswell Police Department | 1 | 3% | 3 | 3% | 28 | 3% | 19 | 3% | 6 | 3% | 57 | 3% |
| All Others | 13 | 38% | 35 | 31% | 247 | 30% | 159 | 27% | 92 | 43% | 546 | 31% |
| Total | Count | 34 | 113 | | 817 | | 589 | | 214 | | 1,767 | 100% |
| | Percent | 2% | 6% | | 46% | | 33% | | 12% | | 100% | |

26. All Pedalcyclists in Crashes by Injury Severity and City, 2016 – 2020

| 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 | 18 | 53% | 58 | 51% | 399 | 49% | 340 | 58% | 126 | 59% | 941 | 53% |
| Las Cruces | 1 | 3% | 11 | 10% | 81 | 10% | 36 | 6% | 26 | 12% | 155 | 9% |
| Santa Fe | 2 | 6% | 7 | 6% | 70 | 9% | 56 | 10% | 13 | 6% | 148 | 8% |
| Roswell | 1 | 3% | 4 | 4% | 28 | 3% | 19 | 3% | 6 | 3% | 58 | 3% |
| Farmington | 0 | 0% | 4 | 4% | 26 | 3% | 14 | 2% | 2 | 1% | 46 | 3% |
| All Other Cities | 12 | 35% | 29 | 26% | 213 | 26% | 124 | 21% | 41 | 19% | 419 | 24% |
| Total | Count | 34 | 113 | 817 | 589 | 214 | 1,767 | 100% | | | | |
| | Percent | 2% | 6% | 46% | 33% | 12% | 100% | | | | | |

27. All Pedalcyclists in 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 | 18 | 60 | 406 | 343 | 127 | 954 | 54% | |
| Doña Ana | 3 | 13 | 90 | 41 | 28 | 175 | 10% | |
| Santa Fe | 2 | 10 | 78 | 59 | 15 | 164 | 9% | |
| Chaves | 2 | 4 | 28 | 19 | 6 | 59 | 3% | |
| San Juan | 0 | 7 | 35 | 18 | 3 | 63 | 4% | |
| Sandoval | 1 | 0 | 37 | 14 | 7 | 59 | 3% | |
| Eddy | 0 | 3 | 13 | 18 | 2 | 36 | 2% | |
| Otero | 0 | 0 | 17 | 5 | 3 | 25 | 1% | |
| Taos | 1 | 2 | 11 | 6 | 3 | 23 | 1% | |
| Valencia | 1 | 3 | 15 | 3 | 4 | 26 | 1% | |
| Lea | 2 | 3 | 14 | 11 | 2 | 32 | 2% | |
| McKinley | 0 | 1 | 9 | 10 | 2 | 22 | 1% | |
| Curry | 0 | 0 | 11 | 7 | 1 | 19 | 1% | |
| Los Alamos | 0 | 0 | 12 | 3 | 0 | 15 | 1% | |
| Luna | 1 | 0 | 13 | 3 | 0 | 17 | 1% | |
| Grant | 1 | 2 | 3 | 8 | 0 | 14 | 1% | |
| Roosevelt | 1 | 2 | 5 | 2 | 0 | 10 | 1% | |
| Socorro | 0 | 0 | 5 | 2 | 3 | 10 | 1% | |
| Lincoln | 0 | 0 | 0 | 6 | 2 | 8 | 0% | |
| Rio Arriba | 0 | 1 | 5 | 1 | 1 | 8 | 0% | |
| San Miguel | 0 | 0 | 1 | 4 | 2 | 7 | 0% | |
| Cibola | 0 | 0 | 3 | 1 | 0 | 4 | 0% | |
| Colfax | 0 | 0 | 0 | 3 | 1 | 4 | 0% | |
| Torrance | 1 | 2 | 0 | 0 | 1 | 4 | 0% | |
| Quay | 0 | 0 | 2 | 0 | 1 | 3 | 0% | |
| Guadalupe | 0 | 0 | 2 | 0 | 0 | 2 | 0% | |
| Hidalgo | 0 | 0 | 1 | 1 | 0 | 2 | 0% | |
| Union | 0 | 0 | 0 | 1 | 0 | 1 | 0% | |
| Sierra | 0 | 0 | 1 | 0 | 0 | 1 | 0% | |
| Catron | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| De Baca | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| Harding | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| Mora | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| Total | Count | 34 | 113 | 817 | 589 | 214 | 1,767 | 100% |
| | Percent | 11% | 17% | 32% | 29% | 10% | 100% | |

28. Contributing Factors of Pedalcycles in Crashes, 2016 – 2020

| Contributing Factors* | 2016 | 2017 | 2018 | 2019 | 2020 | Five-Year Summary | |
|---|------------|------------|------------|------------|------------|-------------------|-------------|
| | | | | | | Average | Percent |
| Human | 276 | 275 | 278 | 244 | 171 | 249 | 56% |
| Alcohol Involved | 13 | 15 | 8 | 10 | 7 | 11 | 2% |
| Avoid No Contact - Other | 3 | 1 | 1 | 2 | 4 | 2 | 0% |
| Avoid No Contact - Vehicle | 3 | 7 | 8 | 5 | 3 | 5 | 1% |
| Cell Phone | 0 | 0 | 3 | 0 | 2 | 1 | 0% |
| Disregarded Traffic Signal | 22 | 13 | 18 | 15 | 11 | 16 | 4% |
| Driver Distracted by Other Activity | n/a | n/a | n/a | n/a | 1 | 1 | 0% |
| Driver Distracted by Passenger | n/a | n/a | n/a | n/a | 0 | 0 | 0% |
| Driver Distracted by Talking on Cell Phone | 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 | 71 | 68 | 64 | 54 | 44 | 60 | 14% |
| Driverless Moving Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Drove Left Of Center | 3 | 3 | 2 | 1 | 1 | 2 | 0% |
| Drug Involved | 1 | 4 | 7 | 1 | 3 | 3 | 1% |
| Excessive Speed | 4 | 8 | 8 | 3 | 2 | 5 | 1% |
| Failed to Yield Right of Way | 48 | 47 | 38 | 41 | 24 | 40 | 9% |
| Failed to Yield to Emergency Vehicle | 0 | 0 | 1 | 0 | 0 | 0 | 0% |
| Failed to Yield to Police Vehicle | 0 | 0 | 0 | 0 | 1 | 0 | 0% |
| Following Too Closely | 2 | 4 | 3 | 0 | 0 | 2 | 0% |
| High Speed Pursuit | 0 | 0 | 1 | 0 | 0 | 0 | 0% |
| Improper Backing | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Improper Lane Change | 2 | 5 | 5 | 2 | 2 | 3 | 1% |
| Improper Overtaking | 5 | 4 | 1 | 4 | 3 | 3 | 1% |
| Made Improper Turn | 5 | 4 | 4 | 6 | 3 | 4 | 1% |
| Other Improper Driving | 29 | 35 | 41 | 46 | 28 | 36 | 8% |
| Passed Stop Sign | 14 | 7 | 12 | 7 | 7 | 9 | 2% |
| Pedestrian Error | 48 | 46 | 50 | 44 | 25 | 43 | 10% |
| Speed Too Fast for Conditions | 3 | 3 | 2 | 3 | 0 | 2 | 0% |
| Texting | 0 | 0 | 1 | 0 | 0 | 0 | 0% |
| Vehicle Skidded Before Brake | 0 | 1 | 0 | 0 | 0 | 0 | 0% |
| Vehicle | 4 | 4 | 2 | 5 | 8 | 5 | 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 | 0 | 0 | 1 | 0 | 0 | 0% |
| Exhaust System | n/a | n/a | n/a | n/a | 0 | 0 | 0% |
| Inadequate Brakes | 4 | 3 | 1 | 2 | 1 | 2 | 0% |
| Lights (Head, Signal, Tail) | n/a | n/a | n/a | n/a | 6 | 6 | 1% |
| Mirrors | n/a | n/a | n/a | n/a | 0 | 0 | 0% |
| Other Mechanical Defect | 0 | 1 | 1 | 2 | 1 | 1 | 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 | 2 | 0 | 0% |
| 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 | 1 | 1 | 0% |
| Backup – Prior Incident | n/a | n/a | n/a | n/a | 0 | 0 | 0% |
| 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% |
| Weather Conditions | n/a | n/a | n/a | n/a | 0 | 0 | 0% |
| 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 | 1 | 1 | 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 | 0 | 0 | 0% |
| Traffic Control Not Functioning | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Other | 187 | 196 | 201 | 205 | 144 | 187 | 42% |
| None | 122 | 134 | 148 | 126 | 16 | 109 | 25% |
| Other - No Driver Error | 14 | 13 | 18 | 36 | 91 | 34 | 8% |
| Missing Data | 51 | 49 | 35 | 43 | 37 | 43 | 10% |
| Total Contributing Factors | 467 | 475 | 481 | 454 | 325 | 440 | 100% |

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

29. Contributing Factors of Pedalcycles in Fatal Crashes, 2016 – 2020

| Contributing Factors* | 2016 | 2017 | 2018 | 2019 | 2020 | Five-Year Summary | |
|---|----------|----------|-----------|-----------|-----------|-------------------|-------------|
| | | | | | | Average | Percent |
| Human | 5 | 1 | 16 | 5 | 10 | 7 | 70% |
| Alcohol Involved | 2 | 0 | 3 | 0 | 2 | 1 | 13% |
| 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 | 0 | 1 | 0 | 0 | 0 | 2% |
| Driver Distracted by Other Activity | n/a | n/a | n/a | n/a | 0 | 0 | 0% |
| Driver Distracted by Passenger | n/a | n/a | n/a | n/a | 0 | 0 | 0% |
| Driver Distracted by Talking on Cell Phone | 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 | 0 | 0 | 1 | 1 | 2 | 1 | 8% |
| Driverless Moving Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Drove Left Of Center | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Drug Involved | 1 | 0 | 4 | 1 | 1 | 1 | 13% |
| Excessive Speed | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Failed to Yield Right of Way | 0 | 1 | 3 | 1 | 1 | 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 | 1 | 0 | 0 | 0 | 1 | 0 | 4% |
| Other Improper Driving | 0 | 0 | 0 | 1 | 0 | 0 | 2% |
| Passed Stop Sign | 0 | 0 | 1 | 0 | 1 | 0 | 4% |
| Pedestrian Error | 1 | 0 | 3 | 1 | 2 | 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% |
| Vehicle | 0 | 0 | 0 | 0 | 1 | 0 | 2% |
| 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 | 0 | 0 | 0 | 0 | 0 | 0% |
| Exhaust System | n/a | n/a | n/a | n/a | 0 | 0 | 0% |
| Inadequate Brakes | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Lights (Head, Signal, Tail) | n/a | n/a | n/a | n/a | 1 | 1 | 9% |
| 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 | 0 | 0 | 0% |
| 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 | 0 | 0 | 0% |
| 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% |
| Weather Conditions | n/a | n/a | n/a | n/a | 0 | 0 | 0% |
| 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 | 0 | 0 | 0% |
| Traffic Control Not Functioning | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Other | 0 | 1 | 5 | 6 | 3 | 3 | 28% |
| None | 0 | 1 | 5 | 3 | 0 | 2 | 17% |
| Other - No Driver Error | 0 | 0 | 0 | 1 | 2 | 1 | 6% |
| Missing Data | 0 | 0 | 0 | 2 | 1 | 1 | 6% |
| Total Contributing Factors | 5 | 2 | 21 | 11 | 14 | 11 | 100% |

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