

# New Mexico Pedestrian Crash Statistics, 2015 - 2019



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. 2, 2020, was used for this report.

### Disclaimer:

NMDOT crash data is protected by the federal mandate Title 23 U.S.C. Section 409, which forbids the discovery and admission into evidence of reports, data, or other information compiled or collected for activities required pursuant to Federal highway safety programs, or for the purpose of developing any highway safety construction improvement project, which may be implemented utilizing federal-aid highway funds, in tort litigation arising from occurrences at the locations addressed in such documents or data.

For the purposes of this report, data are compiled by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit (TRU), on behalf of the New Mexico Department of Transportation (NMDOT). Data in this report may differ from that in other data sources, such as the Federal Fatality Analysis Reporting System (FARS), due to the timing of publications and rules for how data are compiled and maintained in Federal vs. State databases. If you have questions about this report, please contact the Traffic Safety Division at 505-827-0427.

## Executive Summary

New Mexico had the highest rate of pedestrian deaths in the country in four of the five years 2014-2018. The 2018 state rate of 3.96 fatalities per 100,000 population was more than twice as much as the national rate of 1.92. These figures are from the Ranking of State Pedestrian Fatality Rates by the National Highway Traffic Safety Administration, generated from <https://www-fars.nhtsa.dot.gov/States/StatesPedestrians.aspx> on Nov. 23, 2020, at 9 a.m. on Mountain Standard Time.

This report covers New Mexico pedestrian crashes in 2015 – 2019.

**Overall Patterns:** The rate of pedestrian crashes among all crashes has been stable every year at 1.3 percent, and the number of pedestrian crashes generally hovers in the low 600s (Table 1). The number of pedestrian fatalities jumped 42 percent (Table 1), with much of that increase from 2015 to 2016. The rate of pedestrian fatalities among all crash fatalities has hovered around 20 percent (Table 1).

**Fatalities:** Fatalities tend to amount to 13 percent of all pedestrians in crashes. (Table 2).

**Timing:** Pedestrian are slightly more likely to be in crashes in the cooler months. For example, October and January account for 11 percent and 10 percent, respectively, of pedestrians in crashes (Table 3). Pedestrians are least likely to be in crashes on Saturdays and Sundays, which account for 22 percent of all pedestrians in crashes (Table 3). Pedestrians are more likely to be in crashes in the time from 5 p.m. through 9 p.m., which represents 38 percent of pedestrians in crashes (Table 4).

**Alcohol and Drug Involvement:** Each year, about 20 percent of pedestrians in crashes had alcohol involvement (Table 6). The most common injury classification for alcohol-involved pedestrians in crashes is Fatalities, at 34 percent (Table 8). Fatalities jumped by more than six times for drug-involved pedestrians in crashes, from 4 in 2015, to 30 in 2018 and 2019 (Table 9). Pedestrians killed in alcohol-involved crashes represent 58 percent of all pedestrian crash fatalities (Table 10).

**Demographics:** Pedestrians in crashes are twice as likely to be male as female (Table 12). Pedestrians in crashes are more likely to be younger. Nine percent are younger than 15, and 34 percent are younger than 30 (Table 12). Drug-involved pedestrians in crashes were concentrated among the ages 20-39, with those ages accounting for 57 percent (Table 13).

**Injuries and Hit-and-Run Crashes:** There has been a steady increase in both the number and rate of pedestrians in hit-and-run crashes, compared to all pedestrians in crashes. The number has risen from 147 to 213 (Table 15).

**Environmental Conditions:** Pedestrians are more likely to be killed in crashes that occur in the dark. Although 18 percent of pedestrians in crashes were in dark – not lighted conditions, 44 percent of pedestrians killed were in crashes in dark – not lighted conditions (Table 16). And 25 percent of pedestrians in crashes were in dark – lighted conditions, but 33 percent of pedestrians killed were in crashes in dark – lighted conditions (Table 16). Pedestrian in crashes are somewhat more likely to be killed when those crashes are in an area where the road surface has a paved center and edge (Table 18). Although 48 percent of pedestrians were in crashes in an area where the road surface has a paved center and edge, 56 percent of pedestrian fatalities occur with that road surface (Table 18). Pedestrians in crashes are more likely to be killed when the crash site has no traffic control. Forty percent of pedestrians in crashes were in crashes with no traffic control (Table 19). But 52 percent of pedestrians killed in crashes were in crashes with no traffic control (Table 19).

**Location:** Although Bernalillo County has 54 percent of pedestrians in crashes, it had only 43 percent of pedestrian fatalities in crashes (Table 27). On the other hand, McKinley and San Juan Counties had disproportionately more fatalities: McKinley had 5 percent of pedestrians in crashes, but 10 percent of pedestrians killed in crashes. San Juan had 6 percent of pedestrians in crashes, but 13 percent of pedestrian fatalities in crashes (Table 27). Albuquerque’s rates were similar to Bernalillo County’s (Tables 26 and 27).

**Contributing Factors:** Rates of pedestrian error were similar among all pedestrians in crashes, 31 percent, and pedestrians killed in crashes, 33 percent (Tables 28 and 29). Relatively few pedestrians killed in crashes had no contributing factors, 9 percent; the rate was higher, at 25 percent, for all pedestrians in crashes. But the rate of missing data on contributing factors was higher among all pedestrians, 13 percent, than for pedestrian fatalities, 5 percent.

**Missing Data:** There is a large amount of missing data on road design for pedestrians in crashes, 29 percent (Table 22). Data was left blank for 37 percent, of pedestrians’ actions in crashes (Table 23). There is a large amount of data left blank on motor vehicle actions for pedestrians in crashes, especially for pedestrian fatalities, 60 percent (Table 24).

## Table of Contents

1.	Crashes and Fatalities by Pedestrian Involvement, 2015 – 2019 .....	8
2.	Pedestrians in Crashes by Injury Severity, 2015 – 2019 .....	9
3.	Pedestrian Crashes by Month and Day, 2015 – 2019 .....	10
4.	Pedestrian Crashes by Hour and Day of Week, 2015 – 2019 .....	11
5.	Alcohol- or Drug-Involved Pedestrian Fatalities, 2015 – 2019 .....	12
6.	Pedestrian in Crashes by Alcohol Involvement, 2015 – 2019 .....	12
7.	Pedestrians in Crashes by Drug Involvement, 2015 – 2019 .....	12
8.	Alcohol-involved Pedestrians in Crashes by Injury Severity, 2015 – 2019 .....	13
9.	Drug-involved Pedestrians in Crashes by Injury Severity, 2015 – 2019 .....	13
10.	Pedestrians in Alcohol-involved Crashes, 2015 – 2019 .....	14
11.	Pedestrians in Drug-involved Crashes, 2015 – 2019 .....	14
12.	Pedestrians in Crashes by Age Group and Sex, 2015 – 2019 .....	15
13.	Pedestrians in Crashes by Age and Drug or Alcohol Involvement, 2015 – 2019 .....	16
14.	Pedestrians in Crashes by Age, Sex and Drug or Alcohol Involvement, 2015 – 2019 .....	16
15.	Pedestrians in Crashes by Hit-and-Run, 2015 – 2019 .....	17
16.	Pedestrians in Crashes by Injury Severity and Light Condition, 2015 – 2019 .....	17
17.	Pedestrians in Crashes by Injury Severity and Road Condition, 2015 – 2019 .....	17
18.	Pedestrians in Crashes by Injury Severity and Road Surface, 2015 – 2019 .....	18
19.	Pedestrians in Crashes by Injury Severity and Traffic Control Device, 2015 – 2019 .....	18
20.	Pedestrians in Crashes by Injury Severity and Road Design Lanes, 2015 – 2019 .....	18
21.	Pedestrians in Crashes by Injury Severity and Road Design Dividers, 2015 – 2019 .....	19
22.	Pedestrians in Crashes by Injury Severity and Road Design, 2015 – 2019 .....	19
23.	Pedestrians in Crashes by Injury Severity and Pedestrian Action, 2015 – 2019 .....	20
24.	Pedestrians in Crashes by Injury Severity and Motor Vehicle Action, 2015 – 2019 .....	20
25.	Pedestrians in Crashes by Injury Severity and Agency, 2015 – 2019 .....	21
26.	Pedestrians in Crashes by Injury Severity and City, 2015 – 2019 .....	21
27.	Pedestrians in Crashes by Injury Severity and County, 2015 – 2019 .....	22
28.	Frequency of Contributing Factors of Pedestrians in Crashes, 2015 – 2019 .....	23
29.	Frequency of Contributing Factors of Pedestrians in Fatal Crashes, 2015 – 2019 .....	24

## 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 Pedestrian** – A pedestrian who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash. 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 or pedestrian in a pedestrian-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) any 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 Pedestrian** – A pedestrian who was indicated on the Uniform Crash Report as being under the influence of drugs or medication at the time of the crash. 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 of the crash.

**Injuries** – The number of people injured in a crash, in contrast to the number of crashes in which people were injured. Injuries include 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 2012 crashes, improvements in the identification of missing data in the NMDOT crash database led to an increase in the reported amount of missing data.

**Pedestrian** – A person on foot, walking, running, jogging, hiking, sitting or lying down who is involved in a motor vehicle traffic crash.

**Pedestrian-involved Crash** – A crash involving one or more pedestrians and at least one motor vehicle.

**Pedestrians in Alcohol-involved Crash** – A pedestrian 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. Alcohol-involved crashes involve one or more alcohol-involved drivers.

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

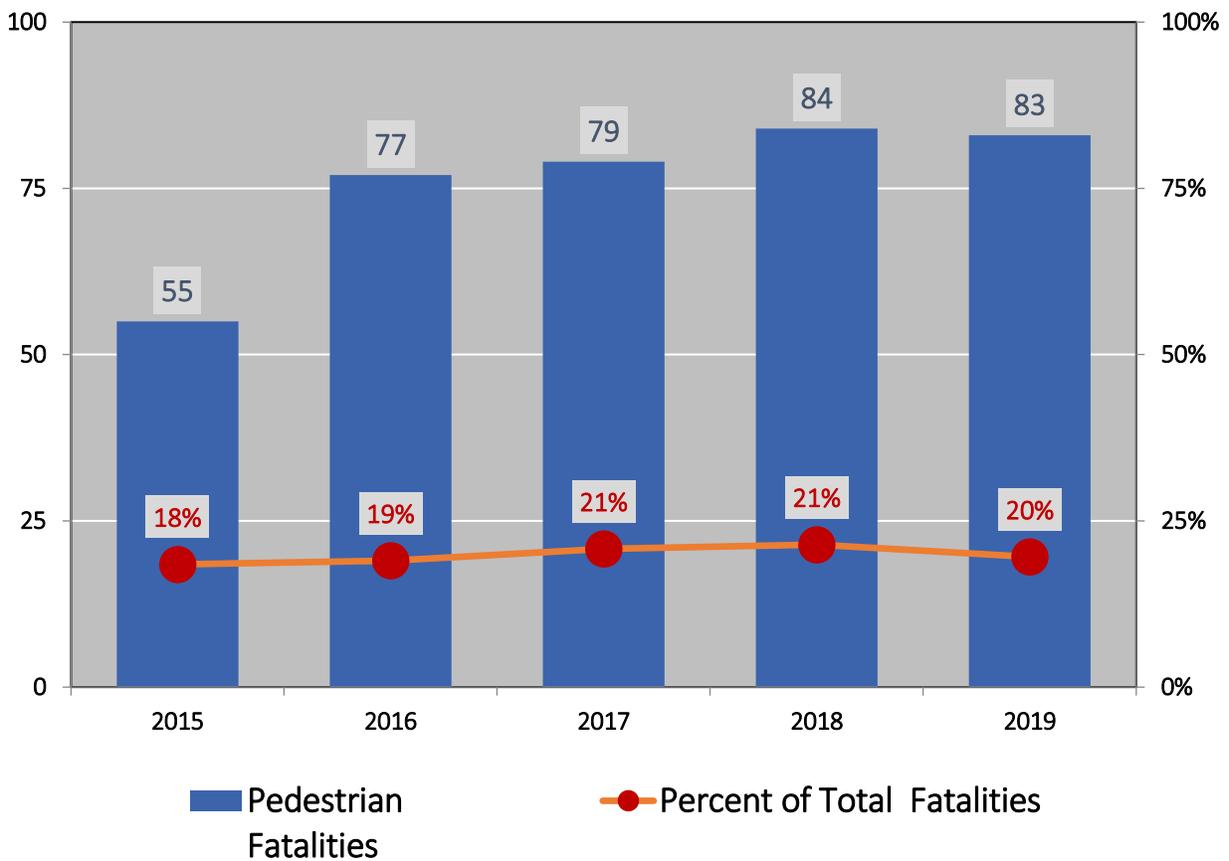
**Suspected Serious Injury** – An injury, other than a fatal injury, in which the person was carried from the scene of the crash or in which the injured person was unable to walk, drive or perform normal activities he or she was capable of performing before the injury occurred, as observed by the officer 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 Pedestrian Involvement, 2015 - 2019

Year	Crashes			Fatalities		
	Pedestrian-Involved	Total	Percent Pedestrian-Involved	Pedestrian	Total	Percent Pedestrian
2015	604	45,308	1.3%	55	298	18%
2016	586	45,071	1.3%	77	405	19%
2017	600	45,906	1.3%	79	380	21%
2018	625	46,786	1.3%	84	392	21%
2019	624	47,574	1.3%	83	424	20%
<b>Total</b>	<b>3,039</b>	<b>230,645</b>	<b>1.3%</b>	<b>378</b>	<b>1,899</b>	<b>20%</b>

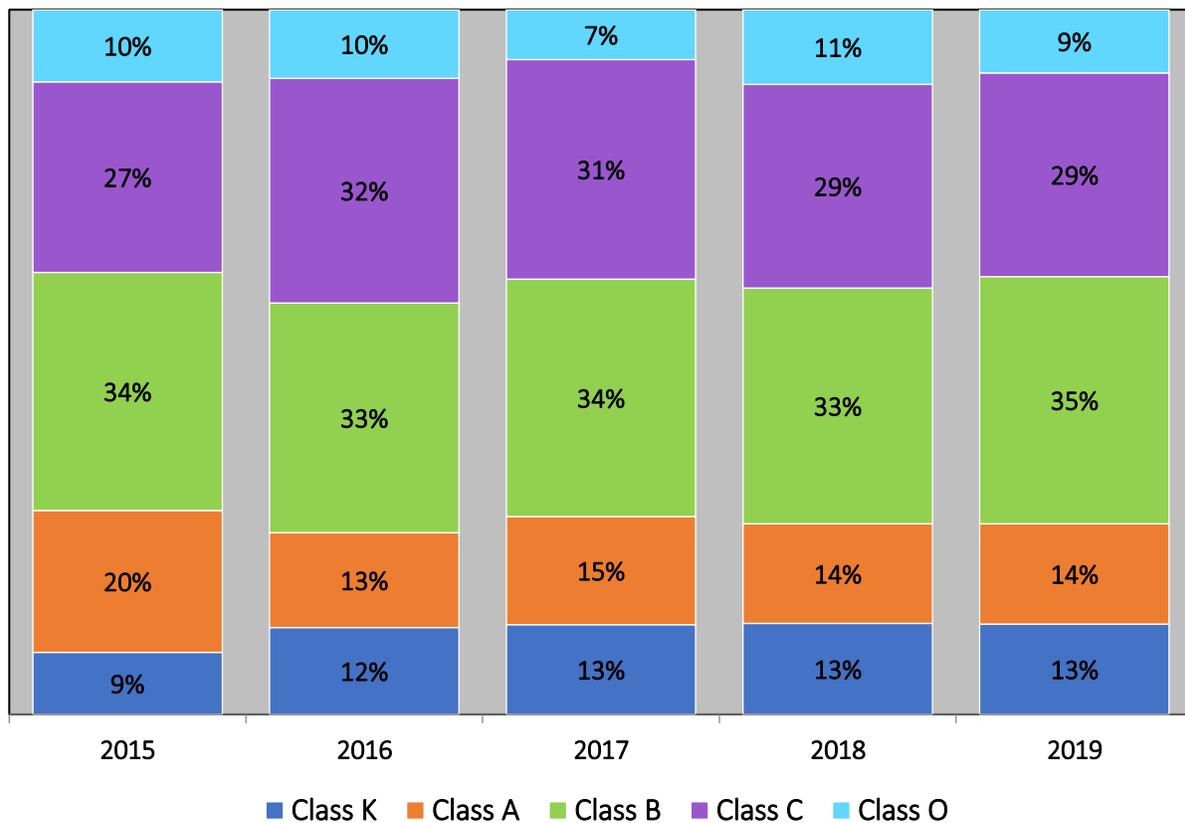
Pedestrian Fatalities as Percentage of Total Fatalities, 2015 - 2019



## 2. Pedestrians in Crashes by Injury Severity, 2015 - 2019

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
2015	55	9%	126	20%	211	34%	169	27%	64	10%	625	100%
2016	77	12%	84	13%	204	33%	199	32%	61	10%	625	100%
2017	79	13%	95	15%	209	34%	193	31%	44	7%	620	100%
2018	84	13%	92	14%	218	33%	188	29%	69	11%	651	100%
2019	83	13%	92	14%	227	35%	187	29%	58	9%	647	100%
Total	Count	378	489	1,069	936	296	3,168	100%				
	Percent	12%	15%	34%	30%	9%	100%					

Percent of Injury Severity to Pedestrians in Crashes, 2015 - 2019



### 3. Pedestrian Crashes by Month and Day, 2015 - 2019

Month	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total		
								Count	Percent	
January	49	46	50	53	46	32	26	302	10%	
February	39	42	46	50	39	25	28	269	8%	
March	37	42	39	45	51	32	22	268	8%	
April	42	42	30	32	44	34	17	241	8%	
May	36	37	32	35	44	26	15	225	7%	
June	35	32	21	23	40	32	29	212	7%	
July	33	28	36	29	33	31	26	216	7%	
August	38	23	30	35	35	44	22	227	7%	
September	37	46	37	60	52	24	34	290	9%	
October	49	58	52	38	65	40	34	336	11%	
November	49	44	41	45	39	42	24	284	9%	
December	34	43	55	44	51	41	30	298	9%	
Total	Count	478	483	469	489	539	403	307	3,168	100%
	Percent	15%	15%	15%	15%	17%	13%	10%	100%	

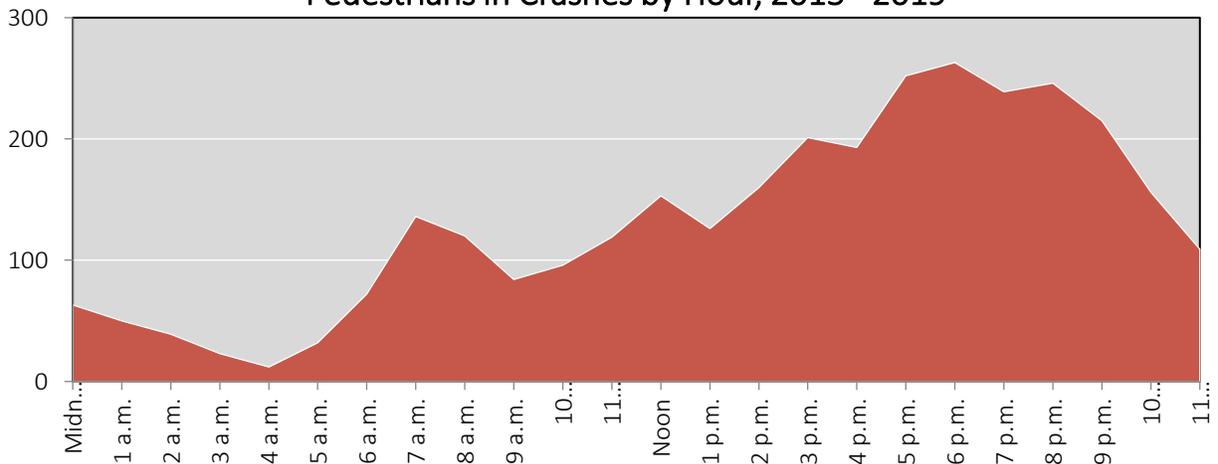
Pedestrians in Weekday and Weekend Crashes, 2015 - 2019



#### 4. Pedestrian Crashes by Hour and Day of Week, 2015 - 2019

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total		
								Count	Percent	
Midnight	3	9	9	8	6	12	16	63	2.0%	
1 a.m.	6	1	6	6	4	13	14	50	1.6%	
2 a.m.	3	1	7	6	3	11	8	39	1.2%	
3 a.m.	2	1	3	3	2	8	4	23	0.7%	
4 a.m.	1	4	0	1	3	1	2	12	0.4%	
5 a.m.	2	8	3	3	7	5	4	32	1.0%	
6 a.m.	14	15	13	11	11	4	4	72	2.3%	
7 a.m.	20	26	30	23	23	12	2	136	4.3%	
8 a.m.	20	22	17	28	24	6	3	120	3.8%	
9 a.m.	18	19	12	14	12	4	5	84	2.7%	
10 a.m.	13	15	13	15	23	11	6	96	3.0%	
11 a.m.	17	17	24	19	20	14	8	119	3.8%	
Noon	21	24	22	20	29	18	19	153	4.8%	
1 p.m.	17	22	22	25	18	12	10	126	4.0%	
2 p.m.	26	24	21	27	27	20	15	160	5.1%	
3 p.m.	42	25	35	46	19	20	14	201	6.3%	
4 p.m.	29	25	38	34	28	17	22	193	6.1%	
5 p.m.	39	49	36	41	41	27	19	252	8.0%	
6 p.m.	45	43	36	36	45	33	25	263	8.3%	
7 p.m.	32	46	39	26	43	28	25	239	7.5%	
8 p.m.	34	42	29	36	45	34	26	246	7.8%	
9 p.m.	32	20	23	28	42	34	36	215	6.8%	
10 p.m.	26	17	18	19	36	31	9	156	4.9%	
11 p.m.	15	5	13	13	25	27	11	109	3.4%	
Invalid Code	1	3	0	1	3	1	0	9	0.3%	
Total	Count	478	483	469	489	539	403	307	3,168	100%
	Percent	15%	15%	15%	15%	17%	13%	10%		100%

Pedestrians in Crashes by Hour, 2015 - 2019



## 5. Alcohol- or Drug-Involved Pedestrian Fatalities, 2015 – 2019

Year	Alcohol-involved			Drug-involved		
	Alcohol-involved Pedestrian Fatalities	Alcohol-involved Pedestrians	Percent Fatalities	Drug-involved Pedestrian Fatalities	Drug-involved Pedestrians	Percent Fatalities
2015	28	120	23%	4	12	33%
2016	48	129	37%	18	23	78%
2017	41	122	34%	10	19	53%
2018	42	108	39%	30	36	83%
2019	48	128	38%	30	37	81%
<b>Total</b>	<b>207</b>	<b>607</b>	<b>34%</b>	<b>92</b>	<b>127</b>	<b>72%</b>

## 6. Pedestrian in Crashes by Alcohol Involvement, 2015 – 2019

Year	Pedestrian Fatalities in Crashes			All Pedestrians in Crashes			Alcohol-involved Pedestrians		
	Alcohol-involved Pedestrians	Total Pedestrian Fatalities	Percent Alcohol-involved	Alcohol-involved Pedestrians	Total Pedestrians	Percent Alcohol-Involved	Alcohol-involved Pedestrians Killed	Alcohol-involved Pedestrians	Percent Killed
2015	28	55	51%	120	625	19%	28	120	23%
2016	48	77	62%	129	625	21%	48	129	37%
2017	41	79	52%	122	620	20%	41	122	34%
2018	42	84	50%	108	651	17%	42	108	39%
2019	48	83	58%	128	647	20%	48	128	38%
<b>Total</b>	<b>207</b>	<b>378</b>	<b>55%</b>	<b>607</b>	<b>3,168</b>	<b>19%</b>	<b>207</b>	<b>607</b>	<b>34%</b>

## 7. Pedestrians in Crashes by Drug Involvement, 2015 – 2019

Year	Pedestrian Fatalities in Crashes			All Pedestrians in Crashes			Drug-involved Pedestrians		
	Drug-involved Pedestrians	Total Pedestrian Fatalities	Percent Drug-involved	Drug-involved Pedestrians	Total Pedestrians	Percent Drug-Involved	Drug-involved Pedestrians Killed	Drug-involved Pedestrians	Percent Killed
2015	4	55	7%	12	625	2%	4	12	33%
2016	18	77	23%	23	625	4%	18	23	78%
2017	10	79	13%	19	620	3%	10	19	53%
2018	30	84	36%	36	651	6%	30	36	83%
2019	30	83	36%	37	647	6%	30	37	81%
<b>Total</b>	<b>92</b>	<b>378</b>	<b>24%</b>	<b>127</b>	<b>3,168</b>	<b>4%</b>	<b>92</b>	<b>127</b>	<b>72%</b>

## 8. Alcohol-involved Pedestrians in Crashes by Injury Severity, 2015 – 2019

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
2015	28	14%	31	28%	36	22%	19	18%	6	27%	120	20%
2016	48	23%	20	18%	36	22%	20	19%	5	23%	129	21%
2017	41	20%	24	22%	32	19%	23	22%	2	9%	122	20%
2018	42	20%	20	18%	27	16%	16	16%	3	14%	108	18%
2019	48	23%	15	14%	34	21%	25	24%	6	27%	128	21%
Total	Count	207	110		165		103		22		607	100%
	Percent	34%	18%		27%		17%		4%		100%	

## 9. Drug-involved Pedestrians in Crashes by Injury Severity, 2015 – 2019

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
2015	4	4%	3	23%	2	15%	3	43%	0	0%	12	9%
2016	18	20%	0	0%	3	23%	2	29%	0	0%	23	18%
2017	10	11%	3	23%	5	38%	0	0%	1	50%	19	15%
2018	30	33%	4	31%	1	8%	1	14%	0	0%	36	28%
2019	30	33%	3	23%	2	15%	1	14%	1	50%	37	29%
Total	Count	92	13		13		7		2		127	100%
	Percent	72%	10%		10%		6%		2%		100%	

### 10. Pedestrians in Alcohol-involved Crashes, 2015 – 2019

Year	Fatalities			Pedestrians			Alcohol		
	Pedestrians Killed in Alcohol-involved Crashes	Total Pedestrians Killed	Percent in Alcohol-involved Crashes	Pedestrians in Alcohol-involved Crashes	Total Pedestrians in Crashes	Percent in Alcohol-involved Crashes	Pedestrians Killed in Alcohol-involved Crashes	Pedestrians in Alcohol-involved Crashes	Percent Killed
2015	30	55	55%	135	625	22%	30	135	22%
2016	52	77	68%	144	625	23%	52	144	36%
2017	42	79	53%	137	620	22%	42	137	31%
2018	46	84	55%	125	651	19%	46	125	37%
2019	49	83	59%	141	647	22%	49	141	35%
<b>Total</b>	<b>219</b>	<b>378</b>	<b>58%</b>	<b>682</b>	<b>3,168</b>	<b>22%</b>	<b>219</b>	<b>682</b>	<b>32%</b>

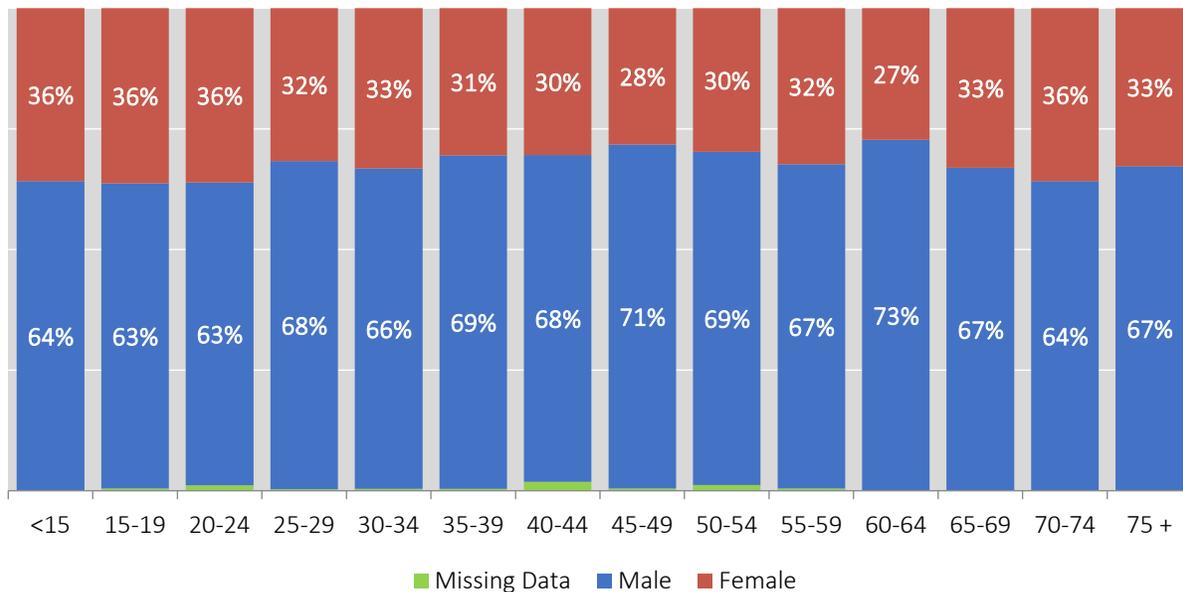
### 11. Pedestrians in Drug-involved Crashes, 2015 – 2019

Year	Fatalities			Pedestrians			Drug		
	Pedestrians Killed in Drug-involved Crashes	Total Pedestrians Killed	Percent in Drug-involved Crashes	Pedestrians in Drug-involved Crashes	Total Pedestrians	Percent in Drug-involved Crashes	Pedestrians Killed in Drug-involved Crashes	Pedestrians in Drug-involved Crashes	Percent Killed
2015	7	55	13%	16	625	3%	7	16	44%
2016	19	77	25%	26	625	4%	19	26	73%
2017	13	79	16%	24	620	4%	13	24	54%
2018	31	84	37%	42	651	6%	31	42	74%
2019	32	83	39%	41	647	6%	32	41	78%
<b>Total</b>	<b>102</b>	<b>378</b>	<b>27%</b>	<b>149</b>	<b>3,168</b>	<b>5%</b>	<b>102</b>	<b>149</b>	<b>68%</b>

## 12. Pedestrians in Crashes by Age Group and Sex, 2015 - 2019

Age Group	Male		Female		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	177	64%	99	36%	0	0%	276	9%	
15-19	141	63%	81	36%	1	0%	223	7%	
20-24	165	63%	95	36%	3	1%	263	8%	
25-29	219	68%	102	32%	1	0%	322	10%	
30-34	176	66%	88	33%	1	0%	265	8%	
35-39	172	69%	76	31%	1	0%	249	8%	
40-44	147	68%	66	30%	4	2%	217	7%	
45-49	149	71%	59	28%	1	0%	209	7%	
50-54	174	69%	75	30%	3	1%	252	8%	
55-59	141	67%	68	32%	1	0%	210	7%	
60-64	136	73%	51	27%	0	0%	187	6%	
65-69	85	67%	42	33%	0	0%	127	4%	
70-74	43	64%	24	36%	0	0%	67	2%	
75 +	74	67%	36	33%	0	0%	110	3%	
Missing Data	107	56%	45	24%	39	20%	191	6%	
Total	Count	2,106	66%	1,007	32%	55	2%	3,168	100%
	Percent	66%		32%		2%		100%	

Pedestrians in Crashes by Age Group and Sex, 2015 - 2019



### 13. Pedestrians in Crashes by Age and Drug or Alcohol Involvement, 2015 – 2019

Age Group	Alcohol-involved Pedestrians in Crashes			Drug-involved Pedestrians in Crashes			All Pedestrians in Crashes		
	Killed	Total	Percent	Killed	Total	Percent	Killed	Total	Percent
<15	0	0	0%	1	2	0%	10	276	4%
15-19	3	10	30%	1	4	25%	9	223	4%
20-24	19	49	39%	10	16	63%	31	263	12%
25-29	34	81	42%	17	22	77%	48	322	15%
30-34	20	60	33%	13	15	87%	38	265	14%
35-39	25	72	35%	12	19	63%	36	249	14%
40-44	15	56	27%	6	9	67%	28	217	13%
45-49	16	63	25%	7	8	88%	28	209	13%
50-54	25	80	31%	11	15	73%	35	252	14%
55-59	20	58	34%	3	5	60%	35	210	17%
60-64	15	38	39%	7	7	100%	28	187	15%
65-69	9	17	53%	3	3	100%	16	127	13%
70-74	3	7	43%	0	0	n/a	9	67	13%
75 +	2	2	100%	1	1	100%	24	110	22%
Missing Data	1	14	7%	0	1	0%	3	191	2%
<b>Total</b>	<b>207</b>	<b>607</b>	<b>34%</b>	<b>92</b>	<b>127</b>	<b>72%</b>	<b>378</b>	<b>3,168</b>	<b>12%</b>

### 14. Pedestrians in Crashes by Age, Sex and Drug or Alcohol Involvement, 2015 – 2019

Age Group	Alcohol-involved Pedestrians in Crashes							Drug-involved Pedestrians 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%	1	2	0%	0
15-19	3	9	33%	0	1	0%	0	1	4	25%	0	0	0%	0
20-24	13	33	39%	6	15	40%	1	8	11	73%	2	5	40%	0
25-29	27	67	40%	7	14	50%	0	11	14	79%	6	8	75%	0
30-34	14	42	33%	6	18	33%	0	9	11	82%	4	4	100%	0
35-39	17	56	30%	8	15	53%	1	9	15	60%	3	4	75%	0
40-44	11	45	24%	4	11	36%	0	4	7	57%	2	2	100%	0
45-49	15	49	31%	1	13	8%	1	7	8	88%	0	0	0%	0
50-54	19	66	29%	6	14	43%	0	9	13	69%	2	2	0%	0
55-59	20	53	38%	0	5	0%	0	2	3	67%	1	2	50%	0
60-64	14	34	41%	1	4	25%	0	5	5	100%	2	2	100%	0
65-69	7	14	50%	2	3	67%	0	3	3	100%	0	0	0%	0
70-74	3	7	43%	0	0	0%	0	0	0	n/a	0	0	0%	0
75 +	2	2	100%	0	0	0%	0	1	1	100%	0	0	0%	0
Missing Data	1	12	8%	0	1	0%	1	0	1	0%	0	0	0%	0
<b>Total</b>	<b>166</b>	<b>489</b>	<b>34%</b>	<b>41</b>	<b>114</b>	<b>36%</b>	<b>4</b>	<b>69</b>	<b>96</b>	<b>72%</b>	<b>23</b>	<b>31</b>	<b>74%</b>	<b>0</b>

### 15. Pedestrians in Crashes by Hit-and-Run, 2015 - 2019

Year	Hit-and-Run		Not a Hit-and-Run		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2015	147	17%	478	21%	0	0%	625	20%
2016	166	19%	459	20%	0	0%	625	20%
2017	176	20%	444	19%	0	0%	620	20%
2018	186	21%	465	20%	0	0%	651	21%
2019	213	24%	434	19%	0	0%	647	20%
Total	Count	888	2,280		0		3,168	100%
	Percent	28%	72%		0%		100%	

### 16. Pedestrians in Crashes by Injury Severity and Light Condition, 2015 - 2019

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	69	18%	192	39%	624	58%	576	62%	184	62%	1,645	52%
Dark-Lighted	123	33%	164	34%	245	23%	204	22%	59	20%	795	25%
Dark-Not Lighted	165	44%	112	23%	147	14%	103	11%	34	11%	561	18%
Dusk	11	3%	14	3%	38	4%	28	3%	9	3%	100	3%
Dawn	7	2%	5	1%	10	1%	9	1%	4	1%	35	1%
Other/Not Stated	1	0%	1	0%	1	0%	2	0%	0	0%	5	0%
Invalid Code	0	0%	0	0%	0	0%	0	0%	1	0%	1	0%
Left Blank	2	1%	1	0%	4	0%	14	1%	5	2%	26	1%
Total	Count	378	489		1,069		936		296		3,168	100%
	Percent	11%	17%		32%		29%		10%		100%	

### 17. Pedestrians in Crashes by Injury Severity and Road Condition, 2015 - 2019

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	266	70%	352	72%	834	78%	692	74%	182	61%	2,326	73%
Wet	10	3%	30	6%	34	3%	34	4%	11	4%	119	4%
Loose Material	1	0%	0	0%	3	0%	4	0%	0	0%	8	0%
Snow	0	0%	0	0%	2	0%	3	0%	0	0%	5	0%
Ice	2	1%	1	0%	4	0%	2	0%	0	0%	9	0%
Standing or Moving Water	0	0%	0	0%	0	0%	2	0%	1	0%	3	0%
Other	4	1%	1	0%	4	0%	3	0%	0	0%	12	0%
Left Blank	95	25%	105	21%	188	18%	196	21%	102	34%	686	22%
Total	Count	378	489		1,069		936		296		3,168	100%
	Percent	12%	15%		34%		30%		9%		100%	

### 18. Pedestrians in Crashes by Injury Severity and Road Surface, 2015 – 2019

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	213	56%	258	53%	526	49%	437	47%	102	34%	1536	48%
Paved Unstriped	16	4%	40	8%	170	16%	140	15%	42	14%	408	13%
Paved Center Stripe	41	11%	75	15%	148	14%	143	15%	43	15%	450	14%
Unpaved	4	1%	7	1%	20	2%	14	1%	6	2%	51	2%
Invalid Code	104	28%	109	22%	205	19%	202	22%	103	35%	723	23%
Total	Count	378	489	1,069	936	296	3,168	100%				
	Percent	12%	15%	34%	30%	9%	100%					

### 19. Pedestrians in Crashes by Injury Severity and Traffic Control Device, 2015 – 2019

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	198	52%	221	45%	432	40%	326	35%	91	31%	1,268	40%
Traffic Signals	37	10%	82	17%	219	20%	234	25%	50	17%	622	20%
Stop Sign	2	1%	16	3%	55	5%	45	5%	11	4%	129	4%
No Passing Zone	2	1%	6	1%	7	1%	8	1%	2	1%	25	1%
RR Gate	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
4-Way Stop	1	0%	3	1%	14	1%	21	2%	9	3%	48	2%
Flashers	1	0%	1	0%	4	0%	3	0%	1	0%	10	0%
Yield Sign	0	0%	0	0%	5	0%	1	0%	0	0%	6	0%
Other	40	11%	60	12%	141	13%	114	12%	38	13%	393	12%
Left Blank	97	26%	99	20%	192	18%	184	20%	94	32%	666	21%
Total	Count	378	489	1,069	936	296	3,168	100%				
	Percent	12%	15%	34%	30%	9%	100%					

### 20. Pedestrians in Crashes by Injury Severity and Road Design Lanes, 2015 – 2019

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	102	27%	127	26%	301	28%	251	27%	72	24%	853	27%
Three Lanes	68	18%	92	19%	178	17%	122	13%	31	10%	491	15%
One Lane	35	9%	64	13%	167	16%	151	16%	44	15%	461	15%
Four+ Lanes	53	14%	50	10%	89	8%	70	7%	17	6%	279	9%
Left Blank	120	32%	156	32%	334	31%	342	37%	132	45%	1,084	34%
Total	Count	378	489	1,069	936	296	3,168	100%				
	Percent	12%	15%	34%	30%	9%	100%					

## 21. Pedestrians in Crashes by Injury Severity and Road Design Dividers, 2015 - 2019

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	103	27%	164	34%	311	29%	234	25%	70	24%	882	28%
Physical Divider	111	29%	124	25%	275	26%	242	26%	56	19%	808	26%
Undivided	25	7%	46	9%	207	19%	160	17%	34	11%	472	15%
Left Blank	139	37%	155	32%	276	26%	300	32%	136	46%	1,006	32%
Total	Count	378	489	1,069	936	296	3,168	100%				
	Percent	12%	15%	34%	30%	9%	100%					

## 22. Pedestrians in Crashes by Injury Severity and Road Design, 2015 - 2019

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	87	23%	140	29%	283	26%	258	28%	61	21%	829	26%
One-Way	23	6%	23	5%	34	3%	20	2%	7	2%	107	3%
Construction Zone	3	1%	4	1%	11	1%	8	1%	3	1%	29	0.9%
Ramp	5	1%	4	1%	5	0%	3	0%	0	0%	17	0.5%
Alley	1	0%	4	1%	5	0%	4	0%	1	0%	15	0.5%
Undeveloped	2	1%	2	0%	1	0%	2	0%	0	0%	7	0.2%
Other	124	33%	168	34%	450	42%	392	42%	97	33%	1,231	38.9%
Left Blank	133	35%	144	29%	280	26%	249	27%	127	43%	933	29%
Total	Count	378	489	1,069	936	296	3,168	100%				
	Percent	12%	15%	34%	30%	9%	100%					

### 23. Pedestrians in Crashes by Injury Severity and Pedestrian Action, 2015 – 2019

Pedestrian 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
Pedestrian at Intersection, Walking Against Signal	12	3%	35	7%	56	5%	39	4%	13	4%	155	5%
Pedestrian at Intersection, Walking Diagonal	21	6%	26	5%	51	5%	42	4%	7	2%	147	5%
Pedestrian at Intersection, Walking Against Signal	80	21%	98	20%	203	19%	179	19%	48	16%	608	19%
Pedestrian at Intersection, Walking With Signal	8	2%	25	5%	100	9%	129	14%	38	13%	300	9%
Pedestrian Not In Intersection, Walking in Crosswalk	5	1%	3	1%	29	3%	20	2%	8	3%	65	2%
Pedestrian Not In Intersection, Walking From Behind Obstruction	1	0%	3	1%	9	1%	4	0%	2	1%	19	1%
Pedestrian Not In Intersection, Not In Crosswalk	54	14%	56	11%	88	8%	51	5%	20	7%	269	8%
Pedestrian Not In Intersection, Other Pedestrian Action	28	7%	31	6%	62	6%	56	6%	17	6%	194	6%
Pedestrian Not In Intersection, Playing In Road	1	0%	1	0%	11	1%	5	1%	0	0%	18	1%
Pedestrian Not In Intersection, Pushing Work Vehicle	0	0%	5	1%	5	0%	1	0%	0	0%	11	0%
Pedestrian Not In Intersection, Standing in Road	19	5%	17	3%	21	2%	19	2%	3	1%	79	2%
Pedestrian Not In Intersection, Walking Against Traffic	12	3%	10	2%	13	1%	12	1%	4	1%	51	2%
Pedestrian Not In Intersection, Walking With Traffic	15	4%	21	4%	21	2%	17	2%	6	2%	80	3%
Left Blank	122	32%	158	32%	400	37%	362	39%	130	44%	1,172	37%
<b>Total</b>	<b>Count</b>	<b>378</b>	<b>Count</b>	<b>489</b>	<b>Count</b>	<b>1,069</b>	<b>Count</b>	<b>936</b>	<b>Count</b>	<b>296</b>	<b>Count</b>	<b>3,168</b>
	<b>Percent</b>	<b>12%</b>	<b>Percent</b>	<b>15%</b>	<b>Percent</b>	<b>34%</b>	<b>Percent</b>	<b>30%</b>	<b>Percent</b>	<b>9%</b>	<b>Percent</b>	<b>100%</b>

### 24. Pedestrians in Crashes by Injury Severity and Motor Vehicle Action, 2015 – 2019

Vehicle Actions	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Going Straight	99	26%	153	31%	431	40%	392	42%	103	35%	1,178	37%
Right Turn	0	0%	0	0%	11	1%	8	1%	4	1%	23	1%
Left Turn	1	0%	2	0%	11	1%	8	1%	4	1%	26	1%
Parked	2	1%	3	1%	5	0%	1	0%	1	0%	12	0%
Backing	1	0%	1	0%	3	0%	3	0%	0	0%	8	0%
Overtaking or Passing	0	0%	1	0%	3	0%	0	0%	0	0%	4	0%
Slowing	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
Start From Park	1	0%	0	0%	0	0%	1	0%	0	0%	2	0%
Start In Traffic Lane	0	0%	0	0%	8	1%	1	0%	1	0%	10	0%
Stopped For Signs or Signal	0	0%	1	0%	1	0%	1	0%	0	0%	3	0%
Stopped For Traffic	0	0%	1	0%	0	0%	0	0%	0	0%	1	0%
U-turn	0	0%	2	0%	0	0%	0	0%	0	0%	2	0%
Left Blank	274	72%	324	66%	596	56%	521	56%	183	62%	1,898	60%
<b>Total</b>	<b>Count</b>	<b>378</b>	<b>Count</b>	<b>489</b>	<b>Count</b>	<b>1,069</b>	<b>Count</b>	<b>936</b>	<b>Count</b>	<b>296</b>	<b>Count</b>	<b>3,168</b>
	<b>Percent</b>	<b>12%</b>	<b>Percent</b>	<b>15%</b>	<b>Percent</b>	<b>34%</b>	<b>Percent</b>	<b>30%</b>	<b>Percent</b>	<b>9%</b>	<b>Percent</b>	<b>100%</b>

## 25. Pedestrians in Crashes by Injury Severity and Agency, 2015 – 2019

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	132	35%	251	51%	529	49%	494	53%	118	40%	1,524	48%
Las Cruces Police Department	11	3%	25	5%	73	7%	47	5%	24	8%	180	6%
Santa Fe Police Department	14	4%	14	3%	65	6%	64	7%	10	3%	167	5%
New Mexico State Police	69	18%	21	4%	34	3%	17	2%	11	4%	152	5%
Bernalillo County Sheriffs Department	25	7%	19	4%	46	4%	31	3%	10	3%	131	4%
All Other Agencies	127	34%	159	33%	322	30%	283	30%	123	42%	1,014	32%
Total	Count	378	489	1,069	936	296	3,168	100%				
	Percent	12%	15%	34%	30%	9%	100%					

## 26. Pedestrians in Crashes by Injury Severity and City, 2015 – 2019

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	157	42%	273	56%	582	54%	538	57%	157	53%	1,707	54%
Las Cruces	15	4%	27	6%	82	8%	54	6%	30	10%	208	7%
Santa Fe	17	4%	15	3%	67	6%	65	7%	11	4%	175	6%
Gallup	18	5%	30	6%	25	2%	27	3%	11	4%	111	4%
Farmington	9	2%	14	3%	34	3%	25	3%	7	2%	89	3%
All Other Cities	162	43%	130	27%	279	26%	227	24%	80	27%	878	28%
Total	Count	378	489	1,069	936	296	3,168	100%				
	Percent	12%	15%	34%	30%	9%	100%					

## 27. Pedestrians in Crashes by Injury Severity and County, 2015 – 2019

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	164	277	586	542	157	1,726	54%	
Catron	1	0	0	0	0	1	0%	
Chaves	3	10	18	21	7	59	2%	
Cibola	4	2	5	3	0	14	0%	
Colfax	4	1	0	5	1	11	0%	
Curry	3	5	11	13	5	37	1%	
De Baca	0	0	0	1	0	1	0%	
Doña Ana	23	29	98	58	32	240	8%	
Eddy	3	7	25	20	14	69	2%	
Grant	3	2	9	8	3	25	1%	
Guadalupe	2	1	1	1	0	5	0%	
Harding	2	0	0	0	0	2	0%	
Hidalgo	2	1	0	0	0	3	0%	
Lea	8	7	26	19	5	65	2%	
Lincoln	1	1	3	5	2	12	0%	
Los Alamos	1	0	1	1	0	3	0%	
Luna	3	3	13	6	3	28	1%	
McKinley	36	43	34	34	16	163	5%	
Otero	6	5	17	20	1	49	2%	
Quay	1	0	1	0	0	2	0%	
Rio Arriba	9	5	8	3	3	28	1%	
Roosevelt	2	2	5	2	1	12	0%	
San Juan	48	35	53	37	10	183	6%	
San Miguel	3	2	4	13	4	26	1%	
Sandoval	9	5	34	10	10	68	2%	
Santa Fe	20	22	82	69	12	205	6%	
Sierra	1	3	5	5	0	14	0%	
Socorro	2	2	3	7	2	16	1%	
Taos	5	8	7	7	3	30	1%	
Torrance	4	1	8	1	0	14	0%	
Union	0	0	1	1	0	2	0%	
Valencia	5	10	11	24	5	55	2%	
Total	Count	378	489	1,069	936	296	3,168	100%
	Percent	11%	17%	32%	29%	10%		100%

## 28. Frequency of Contributing Factors of Pedestrians in Crashes, 2015 – 2019

Contributing Factors*	2015	2016	2017	2018	2019	Five-Year Summary	
						Average	Percent
<b>Human</b>	<b>378</b>	<b>458</b>	<b>483</b>	<b>492</b>	<b>519</b>	<b>466</b>	<b>59%</b>
Alcohol Involved	52	125	119	103	130	106	13%
Avoid No Contact - Other	4	1	3	1	4	3	0%
Avoid No Contact - Vehicle	6	5	4	7	6	6	1%
Cell Phone	1	2	2	2	2	2	0%
Disregarded Traffic Signal	16	11	10	10	14	12	2%
Driver Inattention	34	15	32	35	20	27	3%
Driverless Moving Vehicle	2	2	0	1	0	1	0%
Drove Left Of Center	0	0	0	0	0	0	0%
Drug Involved	5	23	18	36	38	24	3%
Excessive Speed	0	0	1	0	1	0	0%
Failed to Yield Right of Way	40	29	28	33	35	33	4%
Failed to Yield to Emergency Vehicle	0	1	0	0	0	0	0%
Failed to Yield to Police Vehicle	0	1	1	0	0	0	0%
Following Too Closely	1	0	0	0	0	0	0%
High Speed Pursuit	0	0	0	0	0	0	0%
Improper Backing	0	1	0	0	0	0	0%
Improper Lane Change	0	0	0	0	0	0	0%
Improper Overtaking	0	0	1	0	0	0	0%
Made Improper Turn	1	1	0	0	0	0	0%
Other Improper Driving	4	2	4	6	8	5	1%
Passed Stop Sign	1	2	0	2	0	1	0%
Pedestrian Error	210	237	259	255	261	244	31%
Speed Too Fast for Conditions	1	0	1	0	0	0	0%
Texting	0	0	0	1	0	0	0%
Vehicle Skidded Before Brake	0	0	0	0	0	0	0%
<b>Vehicle</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0%</b>
Defective Steering	0	0	0	0	0	0	0%
Defective Tires	1	0	0	0	0	0	0%
Inadequate Brakes	1	0	0	0	0	0	0%
Other Mechanical Defect	1	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<sup>3</sup></b>	<b>339</b>	<b>321</b>	<b>296</b>	<b>329</b>	<b>338</b>	<b>325</b>	<b>41%</b>
None	160	184	192	220	243	200	25%
Other - No Driver Error	9	16	19	30	35	22	3%
Missing Data	170	121	85	79	60	103	13%
<b>Total Contributing Factors</b>	<b>720</b>	<b>779</b>	<b>779</b>	<b>821</b>	<b>857</b>	<b>791</b>	<b>100%</b>

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

## 29. Frequency of Contributing Factors of Pedestrians in Fatal Crashes, 2015 - 2019

Contributing Factors*	2015	2016	2017	2018	2019	Five-Year Summary	
						Average	Percent
<b>Human</b>	<b>47</b>	<b>112</b>	<b>112</b>	<b>129</b>	<b>139</b>	<b>108</b>	<b>84%</b>
Alcohol Involved	22	45	41	40	48	39	30%
Avoid No Contact - Other	0	1	1	1	0	1	0%
Avoid No Contact - Vehicle	0	0	1	0	1	0	0%
Cell Phone	0	1	0	0	0	0	0%
Disregarded Traffic Signal	0	1	2	1	0	1	1%
Driver Inattention	0	2	2	3	2	2	1%
Driverless Moving Vehicle	0	0	0	1	0	0	0%
Drove Left Of Center	0	0	0	0	0	0	0%
Drug Involved	4	18	10	30	31	19	14%
Excessive Speed	0	0	0	0	0	0	0%
Failed to Yield Right of Way	0	3	4	2	4	3	2%
Failed to Yield to Emergency Vehicle	0	1	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	0	0	0	0	0%
Other Improper Driving	0	0	0	0	1	0	0%
Passed Stop Sign	0	0	0	0	0	0	0%
Pedestrian Error	21	40	51	51	52	43	33%
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<sup>3</sup></b>	<b>21</b>	<b>20</b>	<b>18</b>	<b>21</b>	<b>24</b>	<b>21</b>	<b>16%</b>
None	9	10	11	13	17	12	9%
Other - No Driver Error	0	1	4	5	5	3	2%
Missing Data	12	9	3	3	2	6	5%
<b>Total Contributing Factors</b>	<b>68</b>	<b>132</b>	<b>130</b>	<b>150</b>	<b>163</b>	<b>129</b>	<b>100%</b>

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