

# New Mexico Pedalcycle 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 Dec 7, 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 regarding this report, please contact the Traffic Safety Division at 505-827-0427.

## Executive Summary

The most notable points in this report are the drop in pedalcycle crashes and the decrease in the portion of pedalcyclists with no apparent injury.

**Overall Patterns:** In 2019, the number of pedalcycle crashes fell from a four-year average of 366 to 303 (Table 1). The portion of total crashes that involved a pedalcycle also fell from an average of 0.8 percent to 0.6 percent (Table 1). But there were still nine pedalcyclist fatalities, higher than in three of the past four years (Table 1).

**Injuries:** Over the past five years, the proportion of pedalcyclists in crashes who had possible injuries increased from 27 percent to 36 percent (Table 2). During the same time, pedalcyclists in crashes with no apparent injuries slipped from 18 percent to 10 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 8 percent of pedalcyclists in crashes (Table 3). Late afternoon sees more pedalcyclists in crashes, with 27 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 19 in 2015 to 10 in 2019 (Table 5). The annual number of alcohol-involved pedalcyclists ranged from one, in 2016 and 2019, to seven, in 2018 (Table 5). Half of drug-involved Pedalcyclists in crashes were killed, compared to 12 percent of alcohol-involved Pedalcyclists in crashes who were killed (Table 5).

**Demographics:** Half of pedalcyclists in crashes are younger than 35, but age data is missing for 6 percent of pedalcyclists in crashes (Table 12). Among pedalcyclists in crashes, there are more than five times as many males as females.(Table 12).

**Hit-and-Run Crashes:** The portion of pedalcyclists in crashes who were in hit-and-run crashes has risen from 17 percent in 2015 to 23 percent in 2019 (Table 15).

**Helmet Use:** Helmet data is missing for more than half of pedalcyclists in crashes (Table 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).

**Environmental Conditions:** 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 19 percent of pedalcyclists in crashes, yet they make up 45 percent of pedalcyclists killed in crashes (Table 18). Lack of traffic controls is linked to a slightly higher rate of fatalities. Although only 39 percent of pedalcyclists in crashes had no traffic control device, 52 percent of pedalcyclists in crashes with no controls were fatalities (Table 21).

**Location:** Albuquerque had more than half of both pedalcyclists in crashes, 52 percent, and pedalcyclists killed in crashes, 58 percent (Table 26). Roswell had 65 pedalcyclists in crashes, more than Rio Rancho's 46 (Table 26). Bernalillo County had numbers similar to Albuquerque's: 53 percent of pedalcyclists in crashes, and 58 percent of pedalcyclist fatalities (Table 27). Chaves County had slightly more pedalcyclists in crashes, 67, than the counties of San Juan, 65, or Sandoval, 64 (Table 27).

**Contributing Factors:** The most common contributing factors for pedalcyclists in crashes are: none, 28 percent; driver inattention, 14 percent; and pedestrian error, 10 percent; with missing data for 10 percent (Table 28). The most common contributing factors for pedalcyclists killed in crashes are: none, 23 percent; drug involvement, 15 percent; alcohol involvement, 13 percent; failure to yield right of way, 12 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, 56 percent (Table 16); road condition, 14 percent (Table 19); road surface, 15 percent (Table 20); traffic control device, 14 percent (Table 21); road design lanes, 26 percent (Table 22); road design dividers, 29 percent (Table 23); road design, 24 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.

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

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

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

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

**Possible Injury** – An injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Possible injuries are those which are reported by the person or are indicated by his or her behavior, but no wounds or injuries are readily evident (a.k.a. Class C Injury, Complaint of Injury, or Non-visible Injury). Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea.

**Property Damage Only Crash (PDO)** – A reported crash on a public road that did not involve injuries or fatalities but resulted in more than \$500 in property damage only (a.k.a. a Class O crash).

**Severity of Injury** – The degree of injury to a person in a crash as described by the KABCO scale: *K* is for Killed, *ABC* indicate injuries (*A*=Suspected Serious Injury, *B*=Suspected Minor Injury, *C*=Possible Injury), and *O* indicates No Apparent Injuries (property damage only).

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

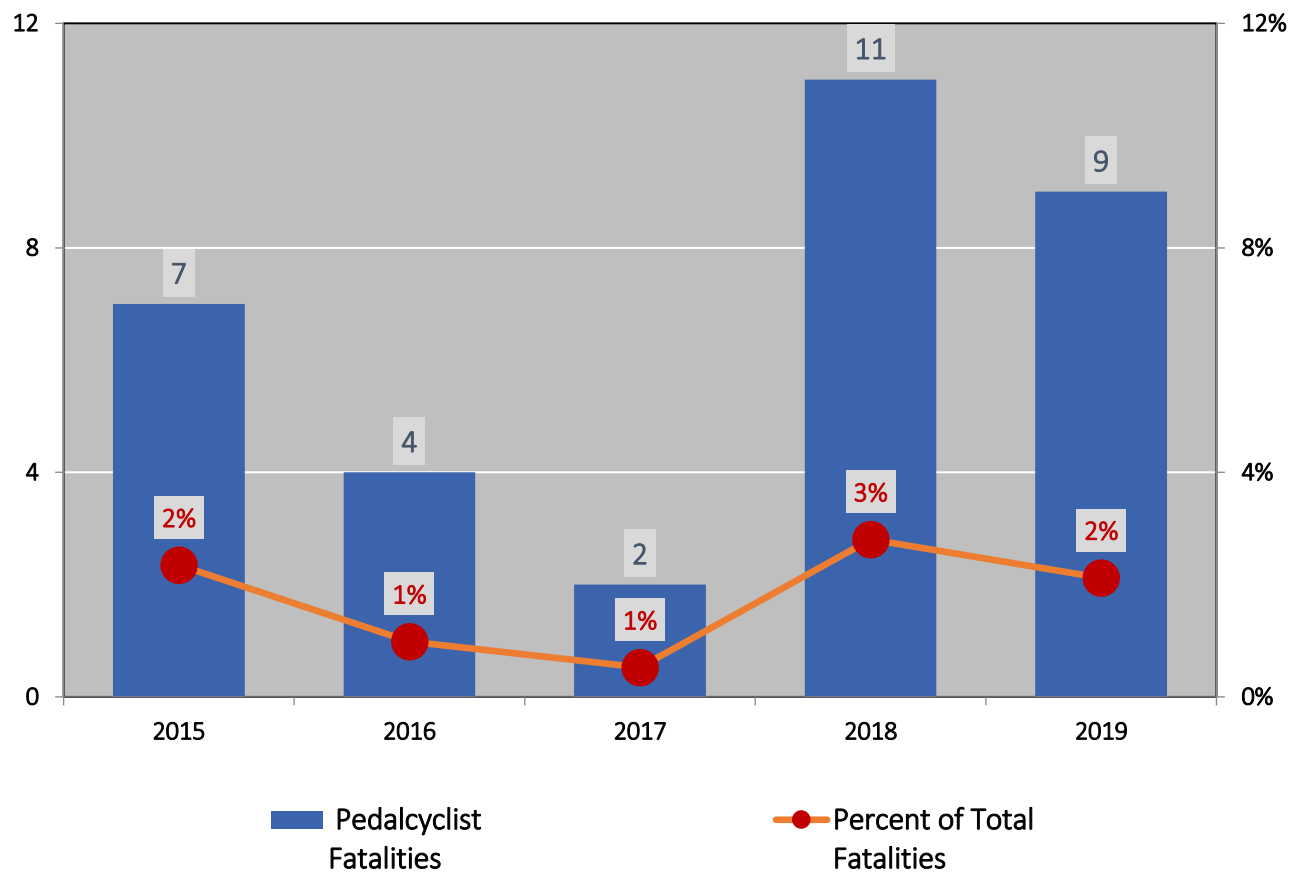
**Suspected Serious Injury** – An injury, other than a fatal injury, in which the person was carried from the scene of the crash or in which the injured person was unable to walk, drive or perform normal activities he or she was capable of performing before the injury occurred, as observed by the officer at the scene of the crash. Also known as a Class A Injury or an Incapacitating Injury.

**Vehicle** – A motorized car, truck, bus, van, or motorcycle (mechanically or electrically powered) for carrying or transporting persons or things. Pedestrians and pedalcyclists are counted as nonmotorized vehicles when in a crash with a motor vehicle.

## 1. Crashes and Fatalities by Pedalcycle Involvement, 2015 - 2019

Year	Crashes			Fatalities		
	Pedalcycle Crashes	Total Crashes	Percent Pedalcycle Crashes	Pedalcyclist Fatalities	Total Fatalities	Percent Pedalcyclists
2015	359	45,308	0.8%	7	298	2%
2016	360	45,071	0.8%	4	405	1%
2017	379	45,906	0.8%	2	380	1%
2018	366	46,786	0.8%	11	392	3%
2019	370	48,124	0.8%	9	425	2%
<b>Total</b>	<b>1,834</b>	<b>231,195</b>	<b>0.8%</b>	<b>33</b>	<b>1,900</b>	<b>2%</b>

Pedalcyclist Fatalities and Percentage of Total Fatalities, 2015 - 2019

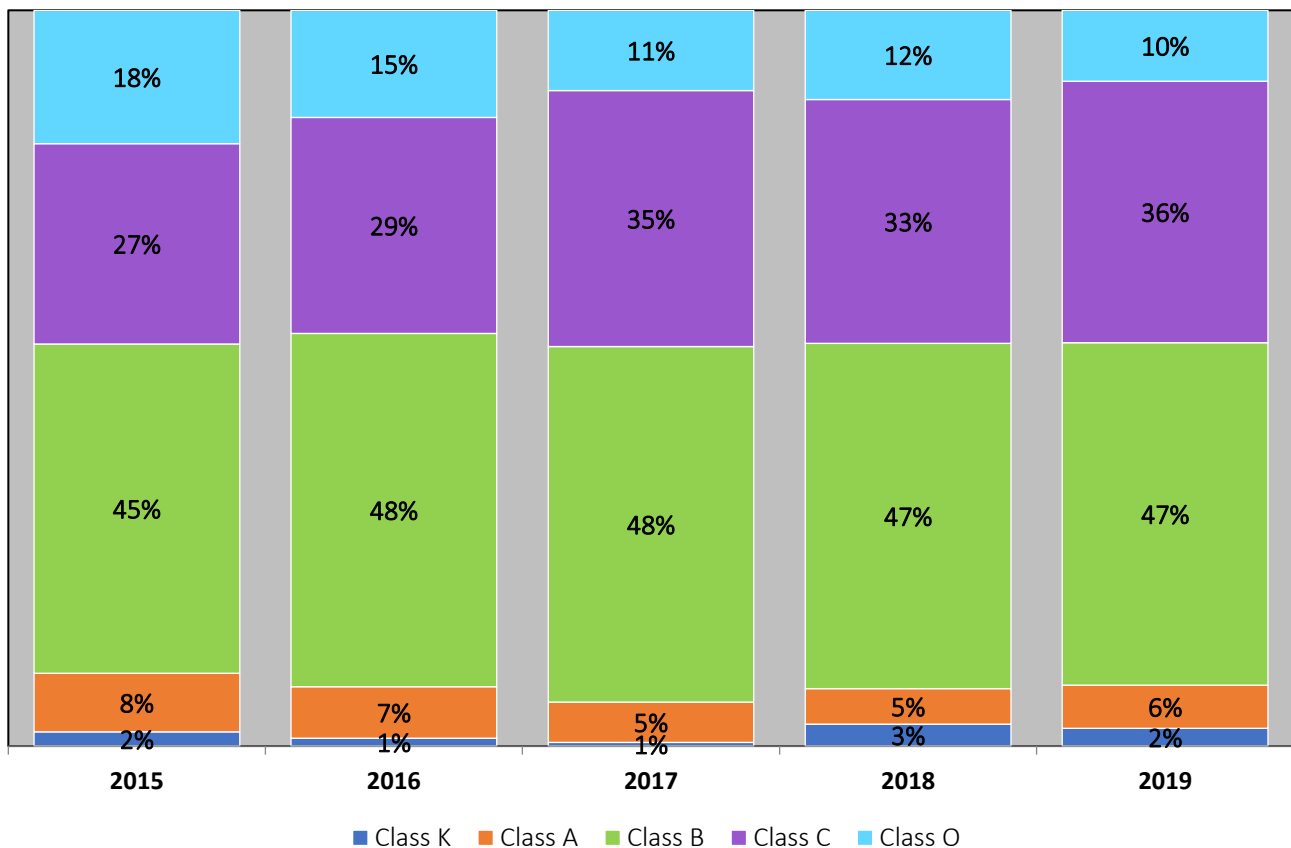




## 2. Pedalcyclists in Crashes by Severity of Injuries, 2015 - 2019

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	7	2%	29	8%	163	45%	99	27%	66	18%	364	100%
2016	4	1%	26	7%	178	48%	109	29%	54	15%	371	100%
2017	2	1%	21	5%	186	48%	134	35%	42	11%	385	100%
2018	11	3%	18	5%	174	47%	123	33%	45	12%	371	100%
2019	9	2%	22	6%	174	47%	133	36%	36	10%	374	100%
Total	Count	33	116	875	598	243	1,865	100%				
	Percent	2%	6%	47%	32%	13%	100%					

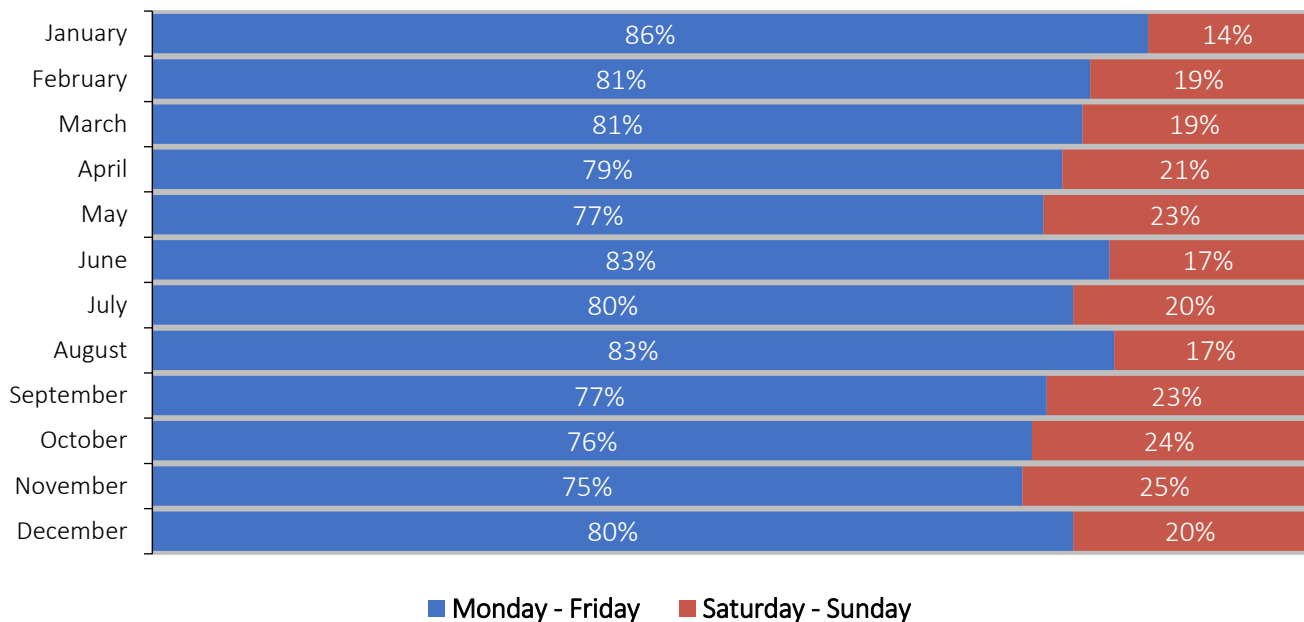
Percent of Injury Severity to Pedalcyclists in Crashes, 2015 - 2019



### 3. Pedalcyclists in Crashes by Month and Day, 2015 – 2019

Month	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total		
								Count	Percent	
January	19	20	19	16	14	8	6	102	5%	
February	8	20	19	23	21	17	4	112	6%	
March	27	22	21	23	19	14	13	139	7%	
April	26	26	27	29	15	17	16	156	8%	
May	18	26	23	22	33	19	17	158	8%	
June	33	36	29	35	27	22	11	193	10%	
July	25	40	27	30	24	24	13	183	10%	
August	45	34	31	34	26	22	12	204	11%	
September	32	37	27	34	42	27	23	222	12%	
October	17	34	28	25	24	23	17	168	9%	
November	16	20	24	14	27	20	13	134	7%	
December	19	17	15	8	16	11	8	94	5%	
Total	Count	285	332	290	293	288	224	153	1,865	100%
	Percent	15%	18%	16%	16%	15%	12%	8%	100%	

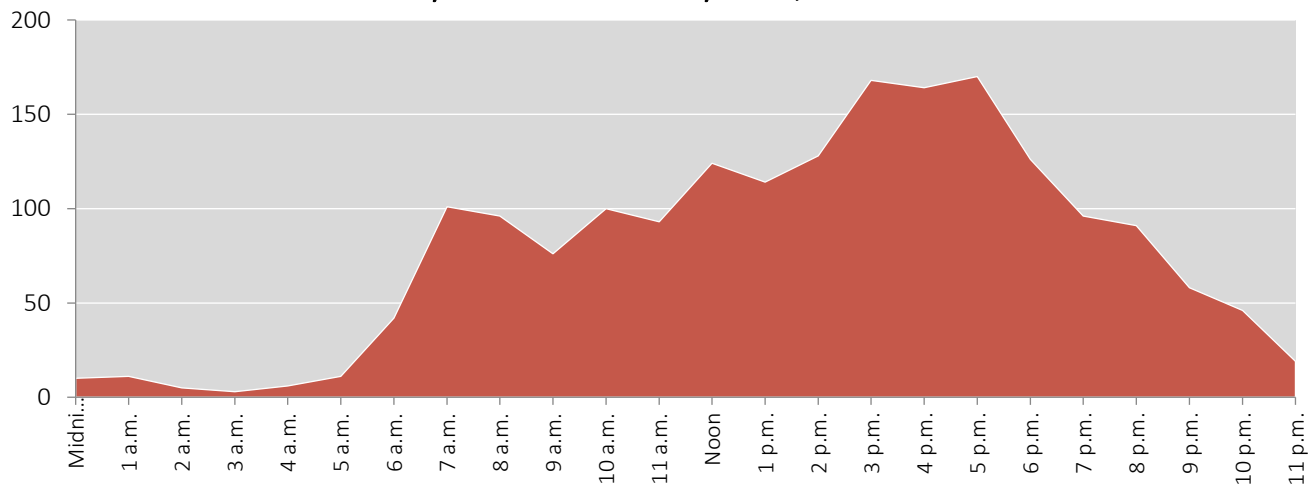
#### Weekday and Weekend Pedalcyclists in Crashes, 2015 - 2019



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

Hour	Pedalcyclists in Crashes							Total		
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Count	Percent	
Midnight	1	3	3	1	0	2	0	10	0.5%	
1 a.m.	0	1	1	1	2	3	3	11	0.6%	
2 a.m.	2	0	1	0	0	1	1	5	0.3%	
3 a.m.	1	0	0	0	1	0	1	3	0.2%	
4 a.m.	1	0	1	0	2	0	2	6	0.3%	
5 a.m.	2	2	0	2	3	1	1	11	0.6%	
6 a.m.	7	7	8	11	5	3	1	42	2.3%	
7 a.m.	18	22	20	25	9	2	5	101	5.4%	
8 a.m.	15	18	19	14	12	15	3	96	5.1%	
9 a.m.	10	12	14	9	15	12	4	76	4.1%	
10 a.m.	10	16	14	13	14	23	10	100	5.4%	
11 a.m.	19	24	10	10	14	10	6	93	5.0%	
Noon	16	24	14	22	21	14	13	124	6.6%	
1 p.m.	24	24	13	16	18	13	6	114	6.1%	
2 p.m.	26	16	18	19	21	18	10	128	6.9%	
3 p.m.	27	29	21	24	38	19	10	168	9.0%	
4 p.m.	29	22	25	29	30	15	14	164	8.8%	
5 p.m.	28	33	32	31	20	10	16	170	9.1%	
6 p.m.	15	26	24	25	10	16	10	126	6.8%	
7 p.m.	13	21	16	16	8	11	11	96	5.1%	
8 p.m.	9	12	17	12	16	14	11	91	4.9%	
9 p.m.	8	8	11	7	10	8	6	58	3.1%	
10 p.m.	3	7	4	2	14	10	6	46	2.5%	
11 p.m.	1	3	2	2	4	4	3	19	1.0%	
Left Blank	0	1	0	1	1	0	0	3	0.2%	
Missing Data	0	1	2	1	0	0	0	4	0.2%	
Total	Count	285	332	290	293	288	224	153	1,865	100%
	Percent	15%	18%	16%	16%	15%	12%	8%		100%

Pedalcyclists in Crashes by Hour, 2015 – 2019



### 5. Alcohol- or Drug-involved Pedalcyclist Fatalities, 2015 - 2019

Year	Alcohol-involved			Drug-involved		
	Alcohol-involved Pedalcyclist Fatalities	Alcohol-involved Pedalcyclists	Percent Fatalities	Drug-involved Pedalcyclist Fatalities	Drug-involved Pedalcyclists	Percent Fatalities
2015	3	19	16%	2	3	67%
2016	2	13	15%	1	1	100%
2017	0	15	0%	0	4	0%
2018	3	8	38%	4	7	57%
2019	0	10	0%	1	1	100%
<b>Total</b>	<b>8</b>	<b>65</b>	<b>12%</b>	<b>8</b>	<b>16</b>	<b>50%</b>

### 6. Pedalcyclists in Crashes by Alcohol Involvement, 2015 - 2019

Year	Pedalcyclist Fatalities in Crashes			All Pedalcyclists in Crashes			Alcohol-involved Pedalcyclists		
	Alcohol-involved Pedalcyclists	Total Pedalcyclist Fatalities	Percent Alcohol-involved	Alcohol-involved Pedalcyclists	Total Pedalcyclists	Percent Alcohol-involved	Alcohol-involved Pedalcyclists Killed	Alcohol-involved Pedalcyclists	Percent Killed
2015	3	7	43%	19	364	5%	3	19	16%
2016	2	4	50%	13	371	4%	2	13	15%
2017	0	2	0%	15	385	4%	0	15	0%
2018	3	11	27%	8	371	2%	3	8	38%
2019	0	9	0%	10	374	3%	0	10	0%
<b>Total</b>	<b>8</b>	<b>33</b>	<b>24%</b>	<b>65</b>	<b>1,865</b>	<b>3%</b>	<b>8</b>	<b>65</b>	<b>12%</b>

### 7. Pedalcyclists in Crashes by Drug Involvement, 2015 - 2019

Year	Pedalcyclist Fatalities in Crashes			All Pedalcyclists in Crashes			Drug-involved Pedalcyclists		
	Drug-involved Pedalcyclists	Total Pedalcyclist Fatalities	Percent Drug-involved	Drug-involved Pedalcyclists	Total Pedalcyclists	Percent Drug-involved	Drug-involved Pedalcyclists Killed	Drug-involved Pedalcyclists	Percent Killed
2015	2	7	29%	3	364	1%	2	3	67%
2016	1	4	25%	1	371	0%	1	1	100%
2017	0	2	0%	4	385	1%	0	4	0%
2018	4	11	36%	7	371	2%	4	7	57%
2019	1	9	11%	1	374	0%	1	1	100%
<b>Total</b>	<b>8</b>	<b>33</b>	<b>24%</b>	<b>16</b>	<b>1,865</b>	<b>1%</b>	<b>8</b>	<b>16</b>	<b>50%</b>

### 8. Alcohol-involved Pedalcyclists 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	3	38%	1	33%	8	29%	5	26%	2	29%	19	29%
2016	2	25%	0	0%	7	25%	3	16%	1	14%	13	20%
2017	0	0%	1	33%	4	14%	7	37%	3	43%	15	23%
2018	3	38%	0	0%	3	11%	2	11%	0	0%	8	12%
2019	0	0%	1	33%	6	21%	2	11%	1	14%	10	15%
Total	Count	8	3	28	19	7	65	100%				
	Percent	12%	5%	43%	29%	11%	100%					

### 9. Drug-involved Pedalcyclists 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	2	25%	0	0%	0	0%	1	33%	0	0%	3	19%
2016	1	13%	0	0%	0	0%	0	0%	0	0%	1	6%
2017	0	0%	0	0%	3	75%	1	33%	0	0%	4	25%
2018	4	50%	0	0%	1	25%	1	33%	1	100%	7	44%
2019	1	13%	0	0%	0	0%	0	0%	0	0%	1	6%
Total	Count	8	0	4	3	1	16	100%				
	Percent	50%	0%	25%	19%	6%	100%					

### 10. Pedalcyclists in Alcohol-involved Crashes, 2015 - 2019

Year	Fatalities			Crashes			Alcohol		
	Pedalcyclists Killed in Alcohol-involved Crashes	Total Killed	Percent Alcohol-involved	Pedalcyclists in Alcohol-involved Crashes	Total in Crashes	Percent Alcohol-involved	Pedalcyclists Killed in Alcohol-involved Crashes	Pedalcyclists in Alcohol-involved Crashes	Percent Killed
2015	5	7	71%	24	364	7%	5	24	21%
2016	2	4	50%	15	371	4%	2	15	13%
2017	0	2	0%	19	385	5%	0	19	0%
2018	3	11	27%	9	371	2%	3	9	33%
2019	0	9	0%	14	374	4%	0	14	0%
<b>Total</b>	<b>10</b>	<b>33</b>	<b>30%</b>	<b>81</b>	<b>1,865</b>	<b>4%</b>	<b>10</b>	<b>81</b>	<b>12%</b>

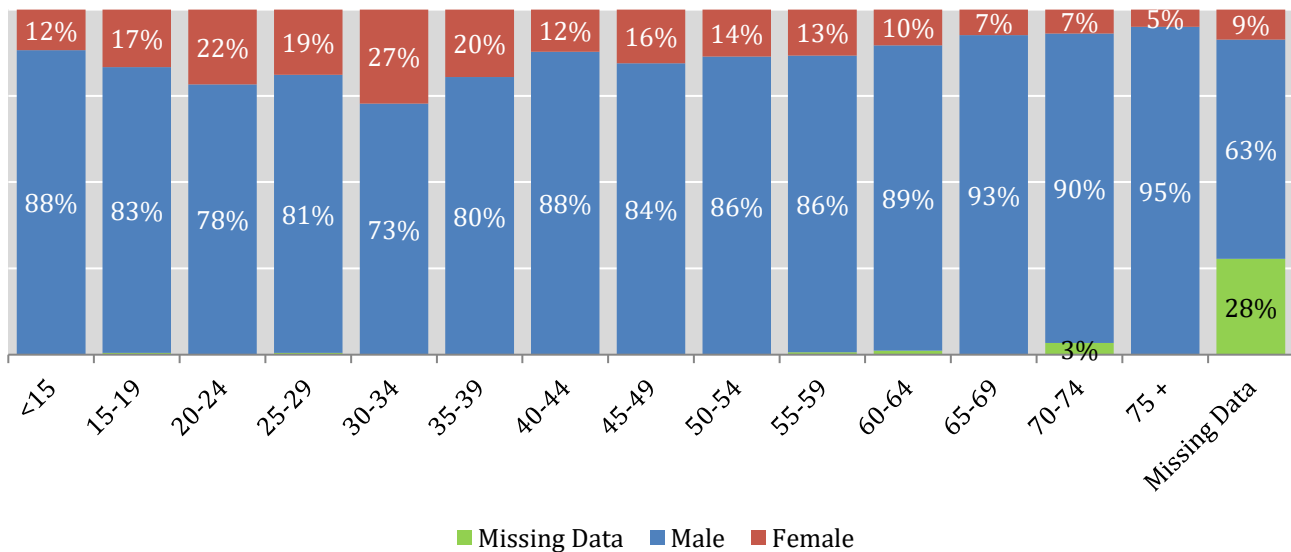
### 11. Pedalcyclists in Drug-involved Crashes, 2015 - 2019

Year	Fatalities			Crashes			Drugs		
	Pedalcyclists Killed in Drug-involved Crashes	Total Killed	Percent Drug-involved	Pedalcyclists in Drug-involved Crashes	Total in Crashes	Percent Drug-involved	Pedalcyclists Killed in Drug-involved Crashes	Pedalcyclists in Drug-involved Crashes	Percent Killed
2015	3	7	43%	5	364	1%	3	5	60%
2016	1	4	25%	1	371	0%	1	1	100%
2017	0	2	0%	6	385	2%	0	6	0%
2018	5	11	45%	8	371	2%	5	8	63%
2019	1	9	11%	2	374	1%	1	2	50%
<b>Total</b>	<b>10</b>	<b>33</b>	<b>30%</b>	<b>22</b>	<b>1,865</b>	<b>1%</b>	<b>10</b>	<b>22</b>	<b>45%</b>

## 12. Pedalcyclists 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	158	88%	21	12%	0	0%	179	10%	
15-19	164	83%	33	17%	1	1%	198	11%	
20-24	130	78%	36	22%	0	0%	166	9%	
25-29	166	81%	39	19%	1	0%	206	11%	
30-34	131	73%	49	27%	0	0%	180	10%	
35-39	107	80%	26	20%	0	0%	133	7%	
40-44	101	88%	14	12%	0	0%	115	6%	
45-49	98	84%	18	16%	0	0%	116	6%	
50-54	114	86%	18	14%	0	0%	132	7%	
55-59	116	86%	18	13%	1	1%	135	7%	
60-64	77	89%	9	10%	1	1%	87	5%	
65-69	50	93%	4	7%	0	0%	54	3%	
70-74	26	90%	2	7%	1	3%	29	2%	
75 +	19	95%	1	5%	0	0%	20	1%	
Missing Data	73	63%	10	9%	32	28%	115	6%	
Total	Count	1,530	82%	298	16%	37	2%	1,865	100%
	Percent	82%		16%		2%		100%	

## Pedalcyclists in Crashes by Age Group and Sex, 2015 - 2019



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

Age Group	Alcohol-involved Pedalcyclists in Crashes			Drug-involved Pedalcyclists in Crashes			Pedalcyclists in Crashes		
	Fatalities	Total	Percent	Fatalities	Total	Percent	Fatalities	Total	Percent
<15	0	0	0%	2	179	1%	2	179	1%
15-19	0	1	0%	1	198	1%	1	198	1%
20-24	0	4	0%	0	166	0%	0	166	0%
25-29	0	9	0%	2	206	1%	2	206	1%
30-34	3	7	43%	6	180	3%	6	180	3%
35-39	1	9	11%	2	133	2%	2	133	2%
40-44	3	6	50%	3	115	3%	3	115	3%
45-49	0	3	0%	3	116	3%	3	116	3%
50-54	0	7	0%	1	132	1%	1	132	1%
55-59	1	9	11%	5	135	4%	5	135	4%
60-64	0	6	0%	1	87	1%	1	87	1%
65-69	0	1	0%	3	54	6%	3	54	6%
70-74	0	1	0%	2	29	7%	2	29	7%
75 +	0	0	0%	2	20	10%	2	20	10%
Missing Data	0	2	0%	0	115	0%	0	115	0%
<b>Total</b>	<b>8</b>	<b>65</b>	<b>12%</b>	<b>33</b>	<b>1,865</b>	<b>2%</b>	<b>33</b>	<b>1,865</b>	<b>2%</b>

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

Age Group	Alcohol-involved Pedalcyclists in Crashes							Drug-involved Pedalcyclists in Crashes						
	Male			Female			Missing Data	Male			Female			Missing Data
	Killed	Total	%	Killed	Total	%		Killed	Total	%	Killed	Total	%	
<15	0	0	0%	0	0	0%	0	0	0	0%	0	0	0%	0
15-19	0	1	0%	0	0	0%	0	1	2	50%	0	0	0%	0
20-24	0	3	0%	0	1	0%	0	0	0	0%	0	0	0%	0
25-29	0	6	0%	0	3	0%	0	1	4	25%	1	2	50%	0
30-34	3	6	50%	0	1	0%	0	3	4	75%	0	0	0%	0
35-39	1	8	13%	0	1	0%	0	0	1	0%	0	0	0%	0
40-44	3	6	50%	0	0	0%	0	1	1	100%	0	0	0%	0
45-49	0	3	0%	0	0	0%	0	0	1	0%	0	0	0%	0
50-54	0	7	0%	0	0	0%	0	0	0	0%	0	0	0%	0
55-59	1	8	13%	0	1	0%	0	1	1	100%	0	0	0%	0
60-64	0	6	0%	0	0	0%	0	0	0	0%	0	0	0%	0
65-69	0	1	0%	0	0	0%	0	0	0	0%	0	0	0%	0
70-74	0	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%	32	0	0	0%	0	0	0%	0
<b>Total</b>	<b>8</b>	<b>58</b>	<b>14%</b>	<b>0</b>	<b>7</b>	<b>0%</b>	<b>32</b>	<b>7</b>	<b>14</b>	<b>50%</b>	<b>1</b>	<b>2</b>	<b>0%</b>	<b>0</b>



### 15. Pedalcyclists 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	63	15%	301	21%	0	0%	364	20%
2016	76	18%	295	20%	0	0%	371	20%
2017	93	23%	292	20%	0	0%	385	21%
2018	93	23%	278	19%	0	0%	371	20%
2019	87	21%	287	20%	0	0%	374	20%
Total	Count	412	1,453		0		1,865	100%
	Percent	22%	78%		0%		100%	

### 16. Pedalcyclists in Crashes by Helmet Use, 2015 – 2019

Year	Wearing Helmet		Not Wearing Helmet		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2015	55	13%	104	7%	205	20%	364	20%
2016	56	14%	110	8%	205	20%	371	20%
2017	84	20%	112	8%	189	18%	385	21%
2018	50	12%	94	6%	227	22%	371	20%
2019	50	12%	104	7%	220	21%	374	20%
Total	Count	295	524		1,046		1,865	100%
	Percent	16%	28%		56%		100%	

### 17. Pedalcyclists in Crashes by Injury Severity and Helmet Use, 2015 – 2019

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	5	15%	27	23%	162	19%	78	13%	23	9%	295	16%
No	25	76%	39	34%	268	31%	151	25%	41	17%	524	28%
Unk	3	9%	50	43%	445	51%	369	62%	179	74%	1,046	56%
Total	Count	33	116		875		598		243		1,865	100%
	Percent	2%	6%		47%		32%		13%		100%	

### 18. Pedalcyclists 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 Pedalcyclists in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	16	48%	78	67%	661	76%	455	76%	188	77%	1,398	75%
Dark-Lighted	7	21%	20	17%	107	12%	95	16%	19	8%	248	13%
Dark-Not Lighted	8	24%	8	7%	54	6%	21	4%	11	5%	102	5%
Dusk	1	3%	7	6%	37	4%	17	3%	10	4%	72	4%
Dawn	1	3%	2	2%	10	1%	4	1%	3	1%	20	1%
Other	0	0%	0	0%	3	0%	0	0%	0	0%	3	0%
Invalid Code	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
Left Blank	0	0%	1	1%	2	0%	5	1%	12	5%	20	1%
Total	Count	33	116	875	598	243	1,865	100%				
	Percent	2%	6%	47%	32%	13%	100%					

### 19. Pedalcyclists 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	26	79%	98	84%	737	84%	514	86%	181	74%	1,556	83%
Wet	1	3%	0	0%	24	3%	17	3%	4	2%	46	2%
Loose Material	0	0%	0	0%	2	0%	1	0%	0	0%	3	0%
Ice	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
Slush	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Snow	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Other	0	0%	1	1%	0	0%	2	0%	0	0%	3	0%
Standing or Moving Water	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Left Blank	6	18%	17	15%	111	13%	62	10%	58	24%	254	14%
Invalid Code	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total	Count	33	116	875	598	243	1,865	100%				
	Percent	2%	6%	47%	32%	13%	100%					

### 20. Pedalcyclists 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	18	55%	61	53%	443	51%	316	53%	98	40%	936	50%
Paved Unstriped	3	9%	15	13%	158	18%	111	19%	41	17%	328	18%
Paved Center Stripe	6	18%	21	18%	147	17%	98	16%	35	14%	307	16%
Unpaved	0	0%	0	0%	10	1%	7	1%	3	1%	20	1%
Left Blank	6	18%	19	16%	117	13%	66	11%	66	27%	274	15%
Total	Count	33	116	875	598	243	1,865	100%				
	Percent	2%	6%	47%	32%	13%	100%					

## 21. Pedalcyclists 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	17	52%	37	32%	349	40%	245	41%	71	29%	719	39%
Traffic Signals	5	15%	27	23%	210	24%	144	24%	56	23%	442	24%
Stop Sign	2	6%	15	13%	91	10%	59	10%	24	10%	191	10%
All-Way Stop	0	0%	2	2%	16	2%	13	2%	3	1%	34	2%
No Passing Zone	0	0%	4	3%	12	1%	6	1%	2	1%	24	1%
Flashers	0	0%	0	0%	7	1%	1	0%	1	0%	9	0%
R.R. Xing Device	1	3%	0	0%	1	0%	1	0%	0	0%	3	0%
Yield Sign	0	0%	0	0%	1	0%	1	0%	0	0%	2	0%
Other	3	9%	12	10%	77	9%	68	11%	23	9%	183	10%
Left Blank	5	15%	19	16%	111	13%	60	10%	63	26%	258	14%
Total	Count	33	116	875	598	243	1,865	100%				
	Percent	2%	6%	47%	32%	13%	100%					

## 22. Pedalcyclists 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	17	52%	36	31%	306	35%	214	36%	68	28%	641	34%
One Lane	5	15%	31	27%	204	23%	121	20%	45	19%	406	22%
Three Lanes	3	9%	15	13%	98	11%	64	11%	20	8%	200	11%
Four+ Lanes	0	0%	7	6%	59	7%	53	9%	10	4%	129	7%
Left Blank	8	24%	27	23%	208	24%	146	24%	100	41%	489	26%
Total	Count	33	116	875	598	243	1,865	100%				
	Percent	2%	6%	47%	32%	13%	100%					

## 23. Pedalcyclists in Crashes by Injury Severity and Road Design Divider, 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 (>4)	16	48%	41	35%	304	35%	186	31%	59	24%	606	32%
Left Blank	8	24%	30	26%	236	27%	153	26%	118	49%	545	29%
Physical Divider	6	18%	21	18%	180	21%	142	24%	41	17%	390	21%
Undivided	3	9%	24	21%	155	18%	117	20%	25	10%	324	17%
Total	Count	33	116	875	598	243	1,865	100%				
	Percent	2%	6%	47%	32%	13%	100%					

## 24. Pedalcyclists 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
Other	13	39%	49	42%	375	43%	297	50%	88	36%	822	44%
Full Access Control (e.g. Highway)	10	30%	33	28%	248	28%	151	25%	45	19%	487	26%
Left Blank	7	21%	29	25%	200	23%	114	19%	100	41%	450	24%
One-Way	3	9%	5	4%	38	4%	28	5%	9	4%	83	4%
Alley	0	0%	0	0%	6	1%	1	0%	0	0%	7	0%
Construction Zone	0	0%	0	0%	2	0%	3	1%	1	0%	6	0%
Ramp	0	0%	0	0%	2	0%	3	1%	0	0%	5	0%
Undeveloped	0	0%	0	0%	4	0%	1	0%	0	0%	5	0%
<b>Total</b>	<b>Count</b>	<b>33</b>	<b>116</b>	<b>875</b>	<b>598</b>	<b>243</b>	<b>1,865</b>	<b>100%</b>				
	<b>Percent</b>	<b>2%</b>	<b>6%</b>	<b>47%</b>	<b>32%</b>	<b>13%</b>	<b>100%</b>					

## 25. Pedalcyclists 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	13	39%	56	48%	371	42%	305	51%	72	30%	817	44%
Santa Fe Police Department	1	3%	6	5%	80	9%	54	9%	13	5%	154	8%
Las Cruces Police Department	1	3%	13	11%	83	9%	33	6%	23	9%	153	8%
Bernalillo County Sheriffs Department	5	15%	9	8%	44	5%	22	4%	13	5%	93	5%
Roswell Police Department	1	3%	6	5%	32	4%	20	3%	5	2%	64	3%
All Others	12	36%	26	22%	265	30%	164	27%	117	48%	584	31%
<b>Total</b>	<b>Count</b>	<b>33</b>	<b>116</b>	<b>875</b>	<b>598</b>	<b>243</b>	<b>1,865</b>	<b>100%</b>				
	<b>Percent</b>	<b>2%</b>	<b>6%</b>	<b>47%</b>	<b>32%</b>	<b>13%</b>	<b>100%</b>					

## 26. Pedalcyclists in Crashes by Injury Severity and City, 2015 - 2019

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	19	58%	64	55%	415	47%	341	57%	138	57%	977	52%
Las Cruces	1	3%	13	11%	90	10%	36	6%	28	12%	168	9%
Santa Fe	1	3%	7	6%	85	10%	58	10%	13	5%	164	9%
Roswell	1	3%	7	6%	32	4%	20	3%	5	2%	65	3%
Rio Rancho	1	3%	0	0%	31	4%	8	1%	6	2%	46	2%
All Other Cities	10	30%	25	22%	222	25%	135	23%	53	22%	445	24%
<b>Total</b>	<b>Count</b>	<b>33</b>	<b>116</b>	<b>875</b>	<b>598</b>	<b>243</b>	<b>1,865</b>	<b>100%</b>				
	<b>Percent</b>	<b>2%</b>	<b>6%</b>	<b>47%</b>	<b>32%</b>	<b>13%</b>	<b>100%</b>					

## 27. Pedalcyclists 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	19	66	423	345	139	992	53%	
Doña Ana	2	14	103	42	31	192	10%	
Santa Fe	1	11	94	61	15	182	10%	
Chaves	2	8	32	20	5	67	4%	
San Juan	1	4	36	20	4	65	3%	
Sandoval	1	0	42	13	8	64	3%	
Eddy	0	2	12	21	6	41	2%	
Otero	0	1	21	6	5	33	2%	
Taos	0	2	15	7	5	29	2%	
Valencia	1	2	14	4	4	25	1%	
Lea	2	1	10	9	2	24	1%	
McKinley	0	1	8	12	3	24	1%	
Curry	0	0	14	7	2	23	1%	
Los Alamos	0	0	13	2	0	15	1%	
Luna	1	0	8	4	0	13	1%	
Grant	1	1	4	6	0	12	1%	
Roosevelt	1	1	7	1	1	11	1%	
Socorro	0	0	4	2	5	11	1%	
San Miguel	0	0	1	5	2	8	0%	
Lincoln	0	0	0	5	2	7	0%	
Rio Arriba	0	0	5	0	1	6	0%	
Cibola	0	0	4	1	0	5	0%	
Colfax	0	0	0	3	1	4	0%	
Hidalgo	0	0	1	1	1	3	0%	
Quay	0	0	2	0	1	3	0%	
Torrance	1	2	0	0	0	3	0%	
Guadalupe	0	0	2	0	0	2	0%	
Union	0	0	0	1	0	1	0%	
<b>Total</b>	<b>Count</b>	<b>33</b>	<b>116</b>	<b>875</b>	<b>598</b>	<b>243</b>	<b>1,865</b>	<b>100%</b>
	<b>Percent</b>	<b>11%</b>	<b>17%</b>	<b>32%</b>	<b>29%</b>	<b>10%</b>	<b>100%</b>	

## 28. Frequency of Contributing Factors of Pedalcycles in Crashes, 2015 - 2019

Contributing Factors*	2015	2016	2017	2018	2019	Five-Year Summary	
						Average	Percent
<b>Human</b>	<b>228</b>	<b>276</b>	<b>275</b>	<b>278</b>	<b>244</b>	<b>260</b>	<b>56%</b>
Alcohol Involved	8	13	15	8	10	11	2%
Avoid No Contact - Other	3	3	1	1	2	2	0%
Avoid No Contact - Vehicle	7	3	7	8	5	6	1%
Cell Phone	1	0	0	3	0	1	0%
Disregarded Traffic Signal	24	22	13	18	15	18	4%
Driver Inattention	59	71	68	64	54	63	14%
Driverless Moving Vehicle	0	0	0	0	0	0	0%
Drove Left Of Center	3	3	3	2	1	2	1%
Drug Involved	2	1	4	7	1	3	1%
Excessive Speed	3	4	8	8	3	5	1%
Failed to Yield Right of Way	25	48	47	38	41	40	9%
Failed to Yield to Emergency Vehicle	0	0	0	1	0	0	0%
Failed to Yield to Police Vehicle	1	0	0	0	0	0	0%
Following Too Closely	0	2	4	3	0	2	0%
High Speed Pursuit	0	0	0	1	0	0	0%
Improper Backing	0	0	0	0	0	0	0%
Improper Lane Change	4	2	5	5	2	4	1%
Improper Overtaking	1	5	4	1	4	3	1%
Made Improper Turn	8	5	4	4	6	5	1%
Other Improper Driving	35	29	35	41	46	37	8%
Passed Stop Sign	8	14	7	12	7	10	2%
Pedestrian Error	34	48	46	50	44	44	10%
Speed Too Fast for Conditions	2	3	3	2	3	3	1%
Texting	0	0	0	1	0	0	0%
Vehicle Skidded Before Brake	0	0	1	0	0	0	0%
<b>Vehicle</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>1%</b>
Defective Steering	1	0	0	0	0	0	0%
Defective Tires	0	0	0	0	1	0	0%
Inadequate Brakes	3	4	3	1	2	3	1%
Other Mechanical Defect	0	0	1	1	2	1	0%
<b>Environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
Low Visibility Due to Smoke	0	0	0	0	0	0	0%
Road Defect	0	0	0	0	0	0	0%
Traffic Control Not Functioning	0	0	0	0	0	0	0%
<b>Other</b>	<b>203</b>	<b>187</b>	<b>196</b>	<b>201</b>	<b>205</b>	<b>198</b>	<b>43%</b>
None	126	122	134	148	126	131	28%
Other - No Driver Error	21	14	13	18	36	20	4%
Missing Data	56	51	49	35	43	47	10%
<b>Total Contributing Factors</b>	<b>435</b>	<b>467</b>	<b>475</b>	<b>481</b>	<b>454</b>	<b>462</b>	<b>100%</b>

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

## 29. Frequency of Contributing Factors of Pedalcycles in Fatal Crashes, 2015 – 2019

Contributing Factors*	2015	2016	2017	2018	2019	Five-Year Summary	
						Average	Percent
<b>Human</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>16</b>	<b>5</b>	<b>7</b>	<b>69%</b>
Alcohol Involved	2	2	0	3	0	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	2	0	0	1	0	1	6%
Driver Inattention	1	0	0	1	1	1	6%
Driverless Moving Vehicle	0	0	0	0	0	0	0%
Drove Left Of Center	0	0	0	0	0	0	0%
Drug Involved	2	1	0	4	1	2	15%
Excessive Speed	0	0	0	0	0	0	0%
Failed to Yield Right of Way	1	0	1	3	1	1	12%
Failed to Yield to Emergency Vehicle	0	0	0	0	0	0	0%
Failed to Yield to Police Vehicle	0	0	0	0	0	0	0%
Following Too Closely	0	0	0	0	0	0	0%
High Speed Pursuit	0	0	0	0	0	0	0%
Improper Backing	0	0	0	0	0	0	0%
Improper Lane Change	0	0	0	0	0	0	0%
Improper Overtaking	0	0	0	0	0	0	0%
Made Improper Turn	0	1	0	0	0	0	2%
Other Improper Driving	0	0	0	0	1	0	2%
Passed Stop Sign	0	0	0	1	0	0	2%
Pedestrian Error	1	1	0	3	1	1	12%
Speed Too Fast for Conditions	0	0	0	0	0	0	0%
Texting	0	0	0	0	0	0	0%
Vehicle Skidded Before Brake	0	0	0	0	0	0	0%
<b>Vehicle</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
Defective Steering	0	0	0	0	0	0	0%
Defective Tires	0	0	0	0	0	0	0%
Inadequate Brakes	0	0	0	0	0	0	0%
Other Mechanical Defect	0	0	0	0	0	0	0%
<b>Environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
Low Visibility Due to Smoke	0	0	0	0	0	0	0%
Road Defect	0	0	0	0	0	0	0%
Traffic Control Not Functioning	0	0	0	0	0	0	0%
<b>Other</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>31%</b>
None	3	0	1	5	3	2	23%
Other - No Driver Error	0	0	0	0	1	0	2%
Missing Data	1	0	0	0	2	1	6%
<b>Total Contributing Factors</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>21</b>	<b>11</b>	<b>10</b>	<b>100%</b>

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





