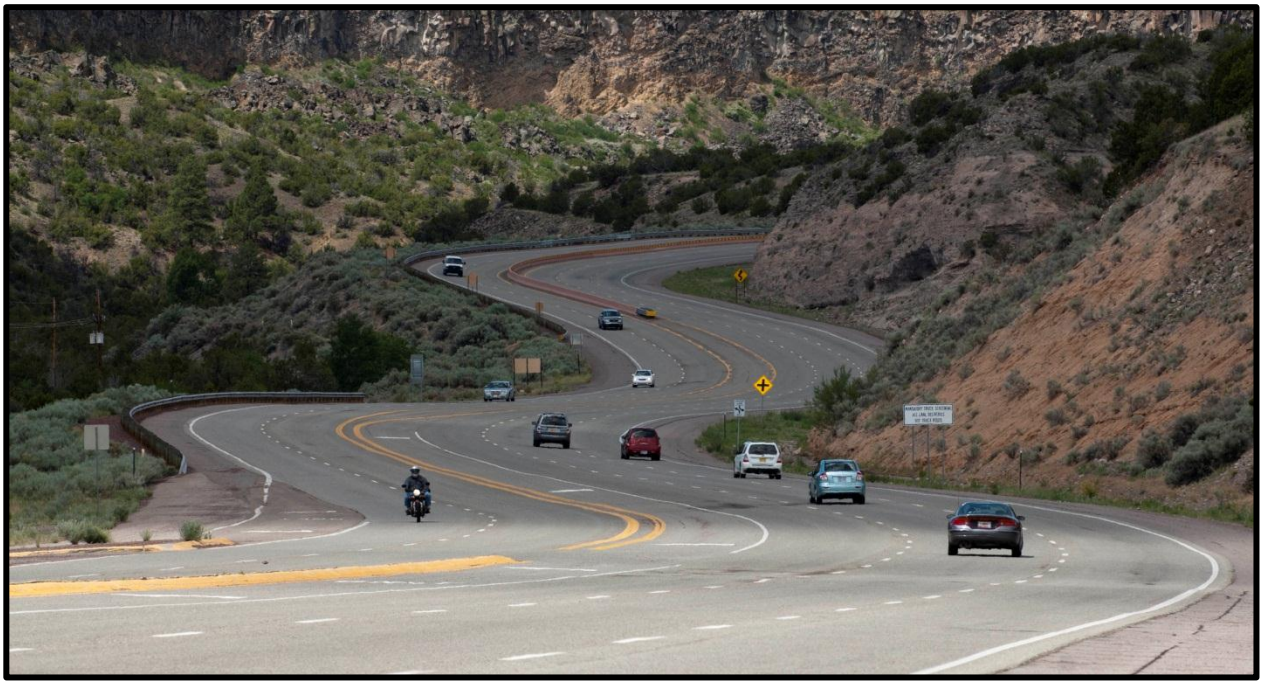
New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico Traffic Crash Annual Report 2010



New Mexico Department of Transportation
Office of Programs
Traffic Safety Division

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as a reference source regarding New Mexico traffic crashes

Acknowledgements

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Definitions

100M VMT - VMT is a measurement of the number of miles traveled annually by motor vehicles. It is commonly reported in units of 100 Million Vehicle Miles Traveled (100M VMT).

Alcohol-involved Crash – An indication on the UCR that 1) a DWI citation was issued, 2) alcohol involvement was a contributing factor to the crash, 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 Driver – A person in control of a vehicle (including a pedestrian or pedalcyclist) who was cited for DWI or indicated on the Uniform Crash Report as being either suspected or determined by testing to be under the influence of alcohol.

Crash – An 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.

Driver – A person in control of a motorized vehicle. Pedestrians and pedalcyclists are not drivers.

Fatal Crash - A crash in which at least one individual was killed. Note, more than one individual 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 when it occurs at the time of the crash or within 30 days.

Incapacitating Injury – An injury, other than a fatal injury, where the person was carried from the scene of the crash or where the injured person was unable to walk, drive or perform normal activities he/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.

Injuries - The number of people injured in a crash, as opposed to the number of crashes in which people were injured. This includes incapacitating injuries, visible injuries and non-visible injuries. Counts include people injured, but not killed.

Injury Crash - A reported crash in which at least one individual was injured. Injury crashes include incapacitating injuries (Class A), visible injuries (Class B) and non-visible injuries (Class C). Fatal crashes are not included in this category.

Local Resident - A person whose residence was within 25 miles of the crash site.

Non-Visible Injury – An injury reported or claimed which was not fatal, incapacitating or visible by

the officer at the scene of the crash. Also known as a Class C injury or "Complaint of Injury".

Occupant – A person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle.

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

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

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 (a.k.a. Class O crash).

Rate – A rate is calculated by dividing a total count (such as total crashes, drivers, or fatalities) by statistics such as VMT, number of licensed drivers, or population. See page 11 for more detail.

Ratio of Males to Females – The number of males for every one female. The ratio is calculated by dividing the number of males by the number of females. For example, five males and two females have a ratio of 2.5 males for every one female (5 males / 2 females).

Rural – An area with a population of less than 2,500.

Serious Injuries – 1) an incapacitating injury or 2) a visible, but non-incapacitating, injury. Also known as Class A plus Class B injuries. Class C injuries characterized as "non-visible, complaint of injury" are excluded.

Severity of Injury – The degree of injury to a person in a crash as describe by the KABCO scale: K is ***K***illed, ABC indicate injuries (A=incapacitating, B=visible, C=non-visible), and O is Property Damage ***O***nly (Not Injured).

Uniform Crash Report (UCR) – A statewide form, submitted by the many law enforcement agencies in the state to the NMDOT, for any crash incident on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least $500 in property damage.

Urban – A town or a city with a population of 2,500 or more.

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 non-motorized vehicles when in a crash with a motorized vehicle.

Visible Injury – A visible but non-incapacitating injury, as observed by the officer at the scene of the crash. Also known as a Class B injury.

Executive Summary

In 2010, there were 42,802 traffic crashes reported on public roadways in New Mexico. These crashes involved 113,586 people, with 18,978 people injured and 349 people killed.

Data showing improvements in New Mexico traffic safety compared to 10 years ago:

- Crash-related fatalities have decreased 25% since 2001.
- Total crashes have decreased 15% since 2001.
- The fatality rate per vehicle miles traveled has decreased 37% since 2001, greater than the national fatality rate decrease of 26%.
- Alcohol-involved crashes have decreased 40% since 2001.
- Alcohol-involved drivers under age 21 in crashes have decreased 62% since 2001.
- Teen drivers (15-19) in crashes have decreased 32% since 2001.

Compared to 2009, New Mexico saw improvements in the following areas in 2010:

- People killed in crashes decreased 3.3% from 361 in 2009 to 349 in 2010.
- Traffic crashes decreased 7.3% from 46,156 in 2009 to 42,802 in 2010.
- The number of crashes per 100 million vehicle miles traveled decreased 5.9% from 188 in 2009 to 177 in 2010.
- The number of crash-related fatalities per 100 million vehicle miles traveled decreased 2.0% from 1.47 fatalities in 2009 to 1.44 fatalities in 2010.
- Pedestrians killed in crashes decreased 17% from 41 in 2009 to 34 in 2010.
- Alcohol-involved crashes decreased 20% from 2,698 in 2009 to 2,162 in 2010.
- Alcohol-involved crashes in Bernalillo County decreased 29% from 2009.

Areas of known concern in New Mexico for 2010:

- The fatality rate in New Mexico is still higher than the national average.
- Alcohol-involved crashes account for almost half (41.5%) of all crash-related fatalities.
- Unbelted fatalities decreased by only 1 person from 2009 to 2010.
- 98% of motorcyclists in crashes were not wearing a helmet in 2010.
- Driver Inattention, Failure To Yield, or Following Too Close were the main causes of crashes.
- Lea, Taos and San Miguel Counties had an increase in the number of alcohol-involved crashes from 2009 to 2010.
- The rate of teen drivers (15-19) in crashes is almost three times higher than the state average.

2010 New Mexico Crash Facts

- 5% of **New Mexico's population** was in a crash.
- 5% of **all NM registered vehicles** were in a crash.
- 4% of **all NM licensed drivers** were in a crash.
- 1% of crashes resulted in a **fatality**.
- 29% of crashes resulted in an **injury**.
- 100% of **motorcyclists** who died in a crash were not wearing a helmet.
- 11.3% of **unbelted** passenger vehicle occupants in crashes were killed compared to only 0.2% of **belted** passenger vehicle occupants in crashes.
- **Alcohol-involved drivers** in crashes were 3.1 times more likely to be male than female.

Top contributing factors to crashes:

- Driver inattention (24%)
- Failure to yield (14%)
- Following too closely (12%)

Top contributing factors to fatalities:

- Alcohol/Drug-involved (45%)
- Driver inattention (12%)
- Excessive speed (10%)

- In an average day in New Mexico, there were 117 crashes that involved 311 people, with 52 people injured and 1 person killed.

On average in New Mexico in 2010…

- A motor vehicle crash occurred every **12** minutes.
- A crash occurred in Bernalillo County every **30** minutes.
- A person was injured in a crash every **30** minutes.
- A distracted driver crash occurred every **hour**.
- An alcohol-involved crash occurred every **4** hours.
- A person was killed or injured in an alcohol-involved crash every **5** hours.
- A semi/large truck was in a crash every **6** hours.
- A motorcycle was involved in a crash every **7** hours.
- A bicyclist was hit by a vehicle every **24** hours.
- A pedestrian was hit by a vehicle every **24** hours.
- A person was killed in a crash every **24** hours.

Table 1: Summary of Crashes, 2010

Types of Crashes[1,2]	Number of Crashes	Percent of Total
Total Crashes	**42,802**	**100.0%**
Urban Crash Locations	34,846	81.4%
Property Damage Only Crashes	29,892	69.8%
Bernalillo County Crash Locations	17,005	39.7%
Injury Crashes	12,593	29.4%
Crashes due to Driver Inattention	10,100	23.6%
Crashes due to Failure to Yield	6,045	14.1%
Rural Non-Interstate Crash Locations	5,969	13.9%
Hit and Run Crashes	5,732	13.4%
Crash due to Following Too Closely	5,217	12.2%
Inclement Weather Crashes	3,853	9.0%
Crashes due to Excessive Speed	2,176	5.1%
Alcohol-involved Crashes	2,162	5.1%
Crash due to Speed Too Fast for Conditions	2,098	4.9%
Rural Interstate Crash Locations	1,987	4.6%
Crashes due to Red Light Running	1,510	3.5%
Heavy Truck-involved Crashes	1,400	3.3%
Animal-Related Crashes	1,322	3.1%
Motorcycle-involved Crashes	1,223	2.9%
Pedestrian-involved Crashes	416	1.0%
Pedalcycle-involved Crashes	354	0.8%
Fatal Crashes	317	0.7%

[1] A crash can involve multiple vehicles and multiple people. For example, a fatal crash is a crash where one or more people were killed.

[2] Groups overlap and do not total 100%.

Fatalities and Injuries Summary

- In 2010, 0.3% of people in crashes were killed, 16.7% were injured, and 83.0% were not injured. (Table 2)
- Crash-related fatalities have decreased every year for the past five years. (Table 4)
- Overall the number of people in crashes has decreased 9.9% since 2006. (Table 4)
- In five years (2006 – 2010) crash-related fatalities decreased by 27.9%. (Table 4)

Table 2: Summary of People in Crashes, 2010

Severity of Injuries	People in Crashes	
	Count	Percent
Fatalities	349	0.3%
Injuries	18,978	16.7%
Not Injured	94,259	83.0%
Total	113,586	100.0%

Table 3: Summary of People in Crashes by Severity of Injury, 2010

Severity of Injuries	Injury Class (KABCO Scale)	People in Crashes	
		Count	Percent
Fatalities (Killed)	K	349	0.3%
Incapacitating Injuries	A	1,922	1.7%
Visible Injuries	B	4,121	3.6%
No Visible Injuries (Complaint of Injuries)	C	12,935	11.4%
No Injuries (Property Damage Only)	O	94,259	83.0%
Total People		113,586	100.0%

Table 4: Summary of People in Crashes by Severity of Injuries, 2006 - 2010

Severity of Injury	People in Crashes					5 Yr Percent Change
	2006	2007	2008	2009	2010	
Fatalities	484	413	366	361	349	-27.9%
Incapacitating Injuries	2,058	1,884	1,940	1,899	1,922	-6.6%
Visible Injuries	4,106	4,014	3,922	3,995	4,121	0.4%
Non-visible Injuries	16,053	14,657	13,568	13,552	12,935	-19.4%
No Injuries	103,413	106,502	95,165	97,601	94,259	-8.9%
Total People	126,114	127,470	114,961	117,408	113,586	-9.9%

Table 5: Selected Characteristics of Crash-related Fatalities, 2010

Characteristics of Crash-related Fatalities[1,2]	Number of Fatalities	Percent of All Fatalities
Total Fatalities (People Killed)	**349**	**100%**
Males	220	63.0%
Left Front Seat Drivers	175	50.1%
New Mexican Drivers	173	49.6%
Rural Non-Interstate Location	159	45.6%
Alcohol-involved Crashes	145	41.5%
Females	129	37.0%
Urban Location	127	36.4%
Overturned Vehicles	120	34.4%
Dark (not lighted) Conditions	107	30.7%
Unbelted Vehicle Occupants	90	25.8%
Under 21 (Age 1 - 20)	66	18.9%
Rural Interstate Location	63	18.1%
Rural Non-Interstate Overturns	63	18.1%
Teens (Age 15-19)	44	12.6%
Due to Driver Inattention	43	12.3%
Motorcyclists	42	12.0%
Heavy Truck-involved Crashes	40	11.5%
Seniors (Age 70+)	35	10.0%
Pedestrians	34	9.7%
Inclement Weather Conditions	26	7.4%
Children (Age 1-14)	17	4.9%
Pedalcyclists (Bicyclists)	9	2.6%

[1] Fatalities are people killed in crashes. More than one person may be killed in a single crash. For example, there could be two fatalities in one fatal crash.

[2] Groups overlap and do not total 100%.

Historical Trends

Crashes and Injuries

Between 2001 and 2010 the following observations are noteworthy:

- Crash-related fatalities have decreased 25% since 2001 from 464 fatalities in 2001 to 349 fatalities in 2010. (Table 7)
- Crashes have decreased 15% since 2001 from 50,236 crashes in 2001 to 42,802 crashes in 2010. (Figure 1, Table 6)
- The percentage of people in crashes who were *not injured* has *increased* from 80% in 2001 to 83% of all people in crashes in 2010. (Table 7)
- The percentage of people in crashes who were *injured* has *decreased* from 20% in 2001 to 17% of all people crashes in 2010. (Table 7)
- The percentage of people in crashes who were *killed* has slightly *decreased* from 0.34% in 2001 to 0.31% of all people in crashes in 2010. (Table 7)

Between 2009 and 2010 the following observations are noteworthy:

- The total number of people in crashes decreased by 3.3% (3,822 people) from 117,408 people in 2009 to 113,586 people in 2010. (Figure 3, Table 7)
- The number of crash-related fatalities decreased by 3.3% (12 fatalities) from 361 fatalities in 2009 to 349 fatalities in 2010. (Figure 4, Table 7)
- The number of people not injured in a crash decreased by 3.4% (3,342 people) from 97,601 people in 2009 to 94,259 people in 2010. (Figure 3, Table 7)

Figure 1: Crashes by Severity of Crash, 2001 – 2010[1]

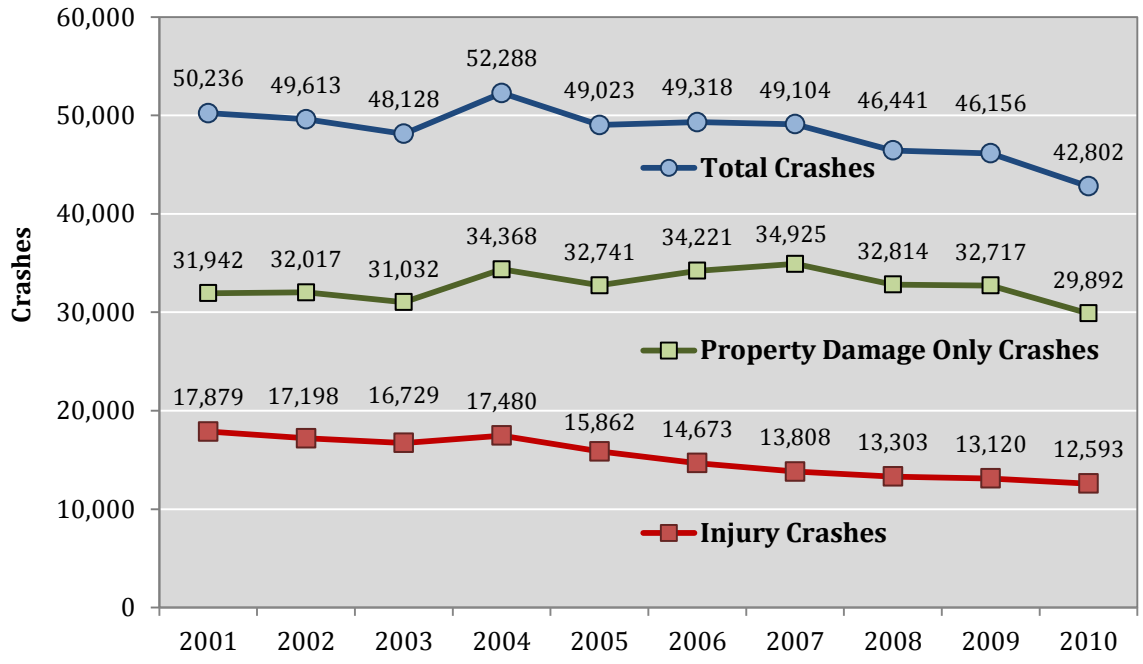
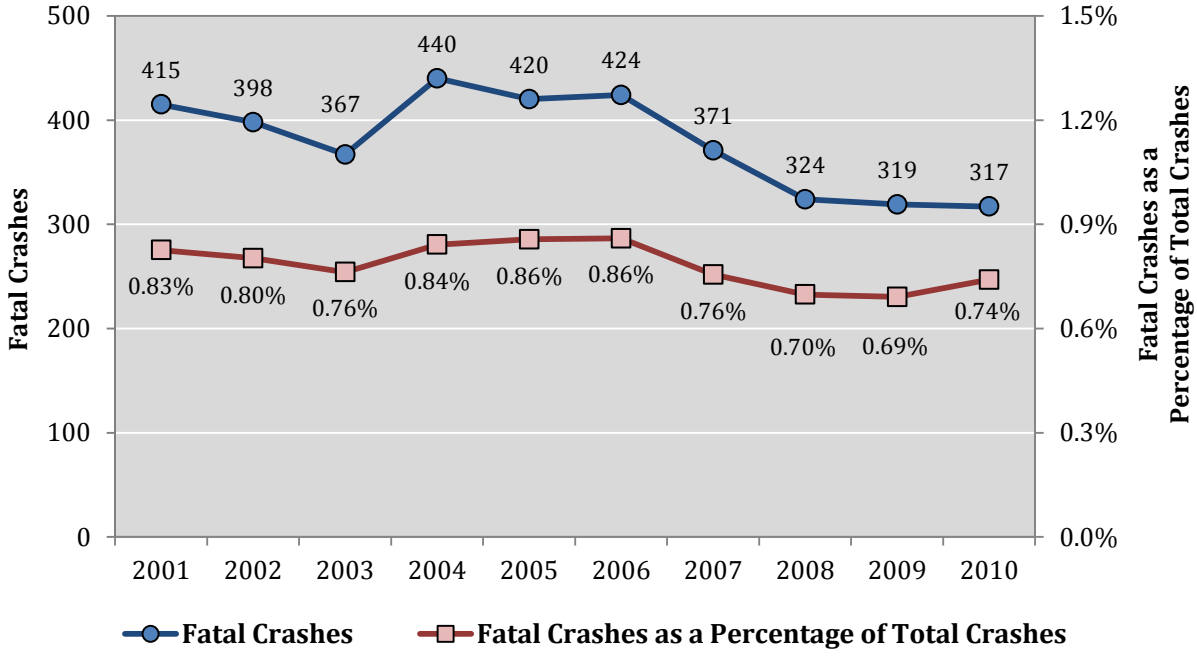


Figure 2: Fatal Crashes, 2001 - 2010



[1] Fatal crashes are included in total crashes and are shown in detail in Figure 2.

Table 6: Crashes by Year and Severity of Crash, 2001 - 2010[2]

Year	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2001	415	0.83%	17,879	35.6%	31,942	63.6%	50,236	100%
2002	398	0.80%	17,198	34.7%	32,017	64.5%	49,613	100%
2003	367	0.76%	16,729	34.8%	31,032	64.5%	48,128	100%
2004	440	0.84%	17,480	33.4%	34,368	65.7%	52,288	100%
2005	420	0.86%	15,862	32.4%	32,741	66.8%	49,023	100%
2006	424	0.86%	14,673	29.8%	34,221	69.4%	49,318	100%
2007	371	0.76%	13,808	28.1%	34,925	71.1%	49,104	100%
2008	324	0.70%	13,303	28.6%	32,814	70.7%	46,441	100%
2009	319	0.69%	13,120	28.4%	32,717	70.9%	46,156	100%
2010	317	0.74%	12,593	29.4%	29,892	69.8%	42,802	100%

Table 7: People in Crashes by Year and Severity of Injury, 2001 - 2010[3,4]

People in Crashes								
Year	Fatalities (Class K)		Injuries (Class A,B,C)		Not Injured (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2001	464	0.34%	27,536	20.1%	108,914	79.5%	136,914	100%
2002	449	0.34%	26,441	19.9%	105,650	79.7%	132,540	100%
2003	439	0.34%	25,412	19.9%	102,140	79.8%	127,991	100%
2004	522	0.37%	26,481	19.0%	112,345	80.6%	139,348	100%
2005	488	0.37%	24,001	18.4%	105,931	81.2%	130,420	100%
2006	484	0.38%	22,217	17.6%	103,305	82.0%	126,005	100%
2007	413	0.32%	20,555	16.1%	106,502	83.6%	127,470	100%
2008	366	0.32%	19,430	16.9%	95,167	82.8%	114,963	100%
2009	361	0.31%	19,446	16.6%	97,601	83.1%	117,408	100%
2010	349	0.31%	18,978	16.7%	94,259	83.0%	113,586	100%

[2] See page xiv for definitions of crashes, injury crashes, and property damage only crashes.
[3] See page xiv for definitions of fatalities, injuries, incapacitating injuries, visible injuries, and non-visible injuries.
[4] The table of all people in crashes (Table 7) can be used in conjunction with the table of all crashes by severity of crash (Table 6). Both of these tables are broken down by the same severity of injury. Dividing the number of people by the number of crashes measures how many people were involved in each different type of crash.

Figure 3: People in Crashes, 2001 - 2010

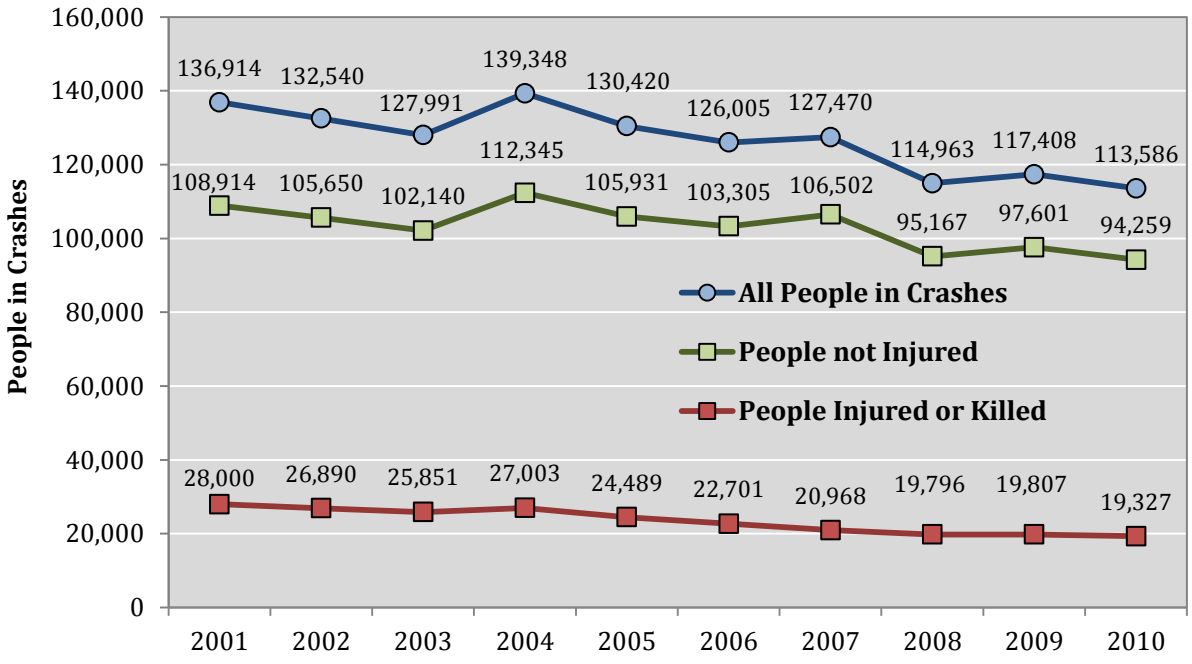


Figure 4: Fatalities, 2001 - 2010

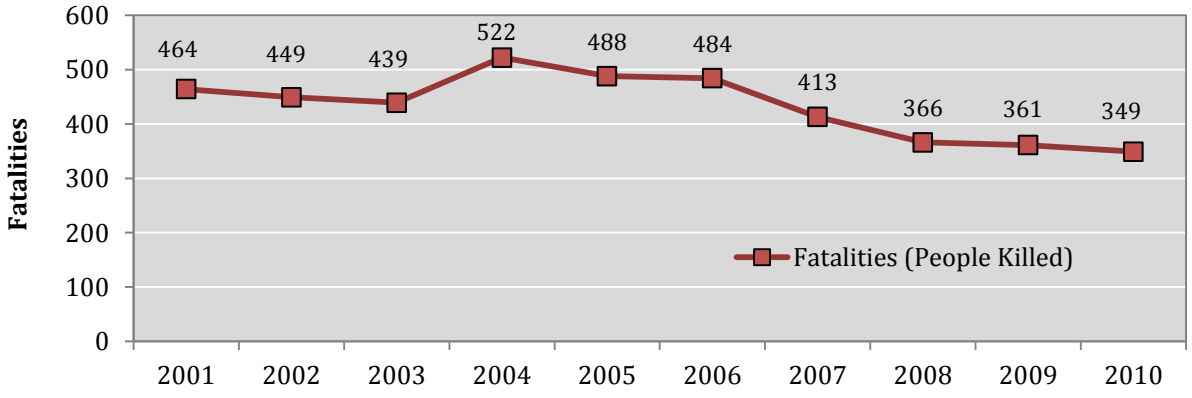


Figure 5: Type of Injury to People Injured in Crashes, 2001 - 2010

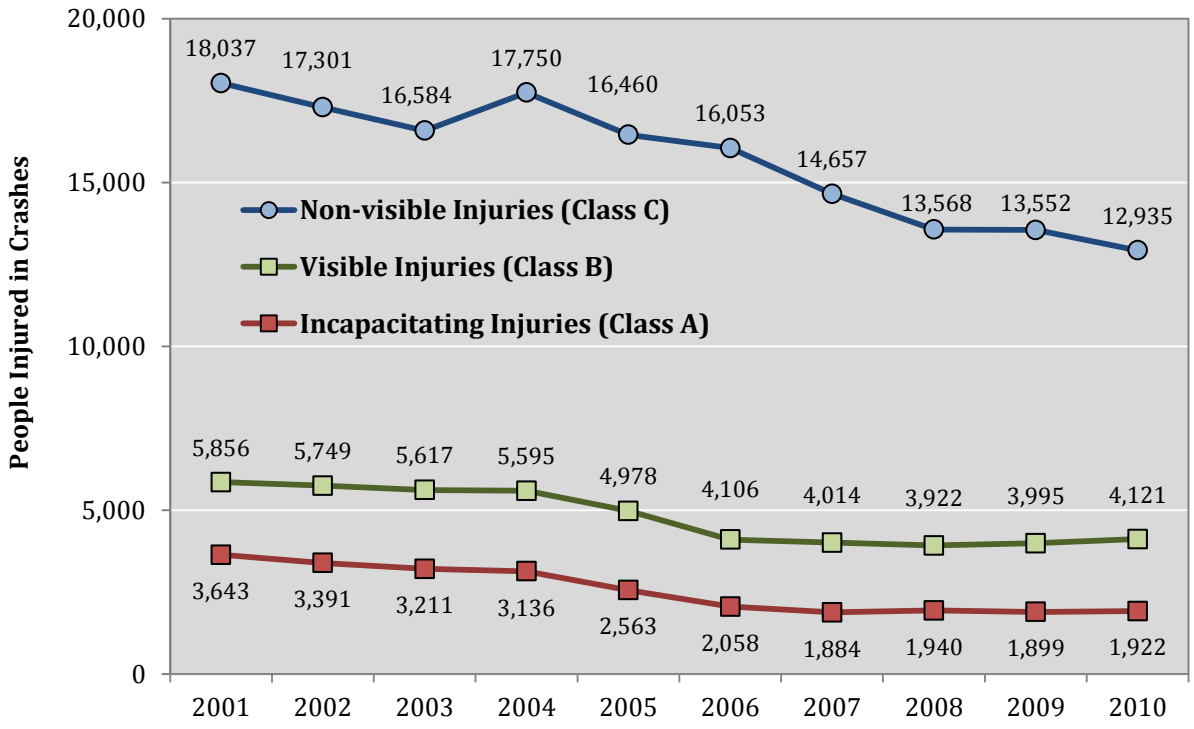


Table 8: Type of Injury to People Injured in Crashes, 2001 - 2010

Type of Injury to People Injured in Crashes								
Year	Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Non-visible Injuries (Class C)		Total Injuries (excluding fatalities)	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2001	3,643	13.2%	5,856	21.3%	18,037	65.5%	27,536	100%
2002	3,391	12.8%	5,749	21.7%	17,301	65.4%	26,441	100%
2003	3,211	12.6%	5,617	22.1%	16,584	65.3%	25,412	100%
2004	3,136	11.8%	5,595	21.1%	17,750	67.0%	26,481	100%
2005	2,563	10.7%	4,978	20.7%	16,460	68.6%	24,001	100%
2006	2,058	9.3%	4,106	18.5%	16,053	72.3%	22,217	100%
2007	1,884	9.2%	4,014	19.5%	14,657	71.3%	20,555	100%
2008	1,940	10.0%	3,922	20.2%	13,568	69.8%	19,430	100%
2009	1,899	9.8%	3,995	20.5%	13,552	69.7%	19,446	100%
2010	1,922	10.1%	4,121	21.7%	12,935	68.2%	18,978	100%

Rates

Changes in state population, number of licensed drivers, registered vehicles, and traffic volumes measured in 100 Million Vehicle Miles Travelled (VMT) affect important traffic safety measurements. Table 9 presents the denominators used in calculating different traffic safety rates. Depending on the context, crash rates can be expressed in any of the following ways: number of crashes per 100,000 people, number of crashes per 100 Million Vehicle Miles Traveled (VMT), number of crashes per 1,000 licensed drivers, or number of crashes per 1,000 registered vehicles. Using **rates** instead of the absolute number of crashes enables statistical comparisons across geographies, time periods, and populations. In other words, **rates are a way of standardizing measurements to a common base (e.g., per 100 Million VMT) so the results can be directly comparable regardless of to whom, where, and when the event occurred.**

Table 9: Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2001 - 2010

Year	New Mexico Population[1,2] (US Census, July 1st Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)[3]	New Mexico Licensed Drivers[4]	New Mexico Motor Vehicle Registrations[5]
2001	1,831,690	202.35	1,225,793	1,428,460
2002	1,855,309	202.16	1,250,213	1,538,284
2003	1,877,574	208.51	1,251,012	1,509,350
2004	1,903,808	217.94	1,289,089	1,542,964
2005	1,932,274	237.93	1,322,258	1,548,371
2006	1,962,137	244.67	1,358,638	1,580,820
2007	1,990,070	247.50	1,389,962	1,599,333
2008	2,010,662	246.13	1,407,193	1,569,771
2009	2,036,802	245.21	1,424,231	1,620,704
2010	2,065,932	241.77	1,442,737	1,612,491

[1] All population estimates from 2001 to 2010 have been revised based on data from the 2010 US Census. Therefore population-based rates in this publication are not comparable to rates in previous UNM-DGR publications. To compare years, use the 2001 - 2010 rates reported in this publication, which are all based on the US Census revised dataset.

[2] Intercensal Estimates of the Resident Population for Counties in New Mexico, April 1, 2000 to July 1, 2010. US Census Bureau, Population Division. Release Date: September 2011. CO-EST00INT-01-35.

[3] New Mexico Department of Transportation (NMDOT). 100M VMT = 100 Million Vehicle Miles Traveled.

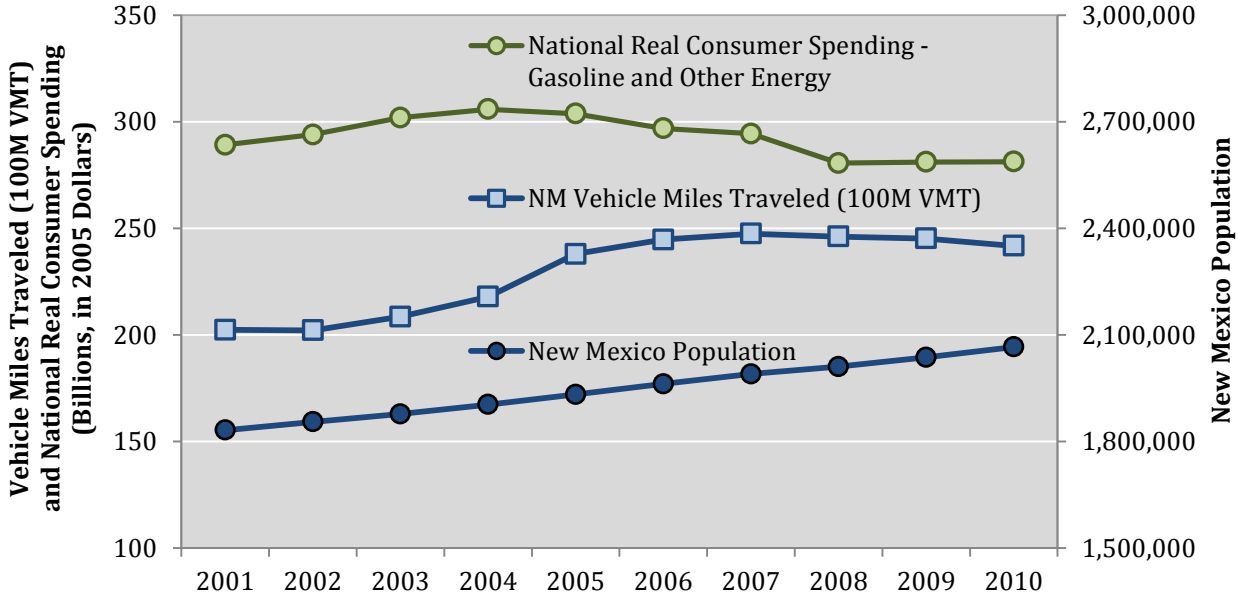
[4] New Mexico Taxation and Revenue Department, Motor Vehicle Division (MVD), July 2001 - July 2010.

[5] Highway Statistics Series, 2010 Vehicles. US Department of Transportation, Federal Highway Administration, Office of Highway Policy Information, Table MV-1.

The convention for measuring traffic volume is in units of 100 Million Vehicle Miles Traveled (100M VMT). Until other indicators of traffic volume, e.g. traffic flow as measured in number of cars per segment for a given period of time, become available, VMT is the most appropriate denominator for estimating crash rates. The assumption is that the more miles a person travels the greater is his/her exposure to the risk of a crash. Thus VMT is the closest measure of how many miles people actually drive on the road in a given year. By expressing crash rates as "the number of crashes per 100M VMT", the "crash rate" is standardized, or normalized, to per 100 Million VMT thus allowing comparisons of the safety of traveling on different road segments across time.

In 2010, New Mexico VMT continued to decrease for a third year in a row, while population and licensed drivers continued to slightly increase. National Real Consumer Spending on gasoline and other energy goods was also lower from 2008 through 2010[5] compared to previous years. The FHWA (Federal Highway Administration) has also noted a multi-year decrease in national traffic volume[6]. New Mexicans might be driving less due to 1) higher unemployment, 2) decreased business activity, 3) higher gas prices, 4) cutbacks in leisurely driving such as road trip vacations, and/or 5) increased use of public transportation. As the economy rebounds, the number of crashes might also increase.

Figure 6: Variability in Vehicle Driving Volume compared to Population and National Consumer Spending on Gasoline, 2001 - 2010



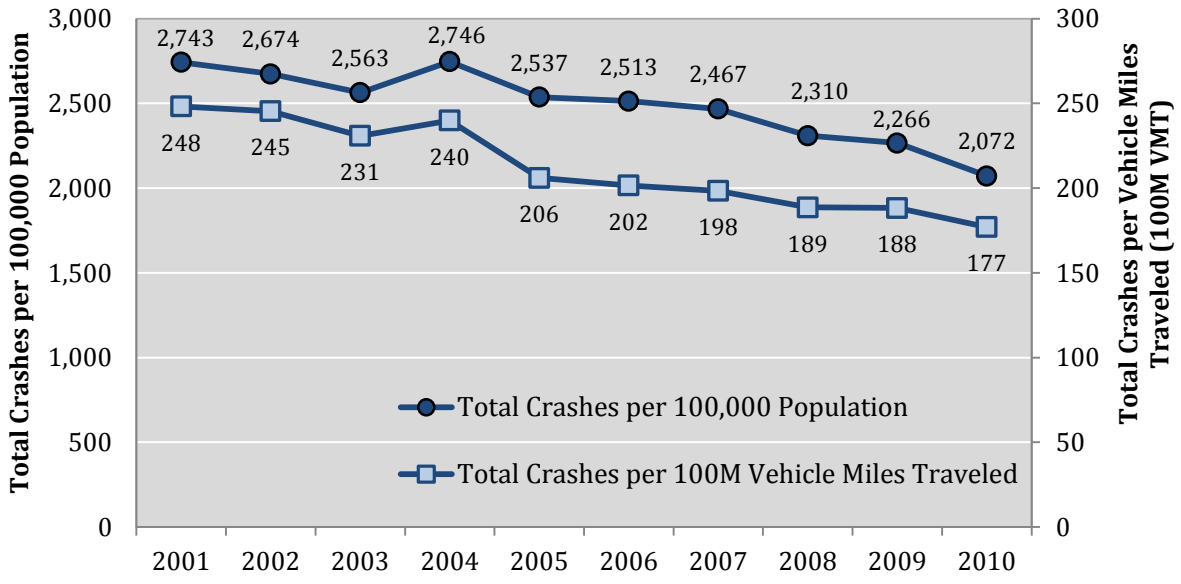
[5] Real Personal Consumption Expenditures by Type of Product, Chained Dollars – Gasoline and other energy goods. Bureau of Economic Analysis (BEA), U.S. Department of Commerce, June 1, 2012. Accessed February 5, 2013. http://www.bea.gov//national/nipaweb/nipa_underlying/DownSS2.asp, Section 2, Table 20406.

[6] America's Decline in Driving Begins Second Year. US DOT, Office of Public Affairs. News release, FHWA 05-09. Accessed February 5, 2013. http://www.fhwa.dot.gov/pressroom/fhwa0905.htm.

Historical Rate Trends (2001 compared to 2010)…

- Overall, there has been a significant reduction in traffic crashes and fatalities over the past decade, even after factoring in changes in population and traffic volume. (Figure 7)
- The crash rate based on population has decreased 24% since 2001 (from 2,743 to 2,072 crashes per 100,000 NM population). (Figure 7, Table 10)
- The crash rate based on traffic volume decreased 29% since 2001 from 248 to 177 crashes per 100 Million Vehicle Miles Traveled (100M VMT). (Figure 7, Table 10)
- The fatal crash rate (crashes where at least one person was killed) decreased 33% since 2001 (from 22.7 to 15.3 fatal crashes per 100,000 population). (Figure 8, Table 11)
- The fatal crash rate based on traffic volume decreased 36% since 2001 (from 2.05 to 1.31 fatal crashes per 100 Million Vehicle Miles Traveled). (Figure 8, Table 11)
- The fatality rate (fatalities per 100,000 population) decreased by 33% (25.3 to 16.9). (Figure 9, Table 12)
- The fatality rate (fatalities per 100M VMT) decreased by 37% (2.29 to 1.44). (Figure 9, Table 12)

Figure 7: Crash Rates, 2001 – 2010 [7]



[7] Population and VMT Rates in this report are not comparable to previous UNM-DGR publications. All population data for 2001 - 2010 are revised based on the 2010 US Census. VMT data for 2001 – 2010 have been revised by NMDOT. (Table 9)

Figure 8: Fatal Crash Rates, 2001 - 2010

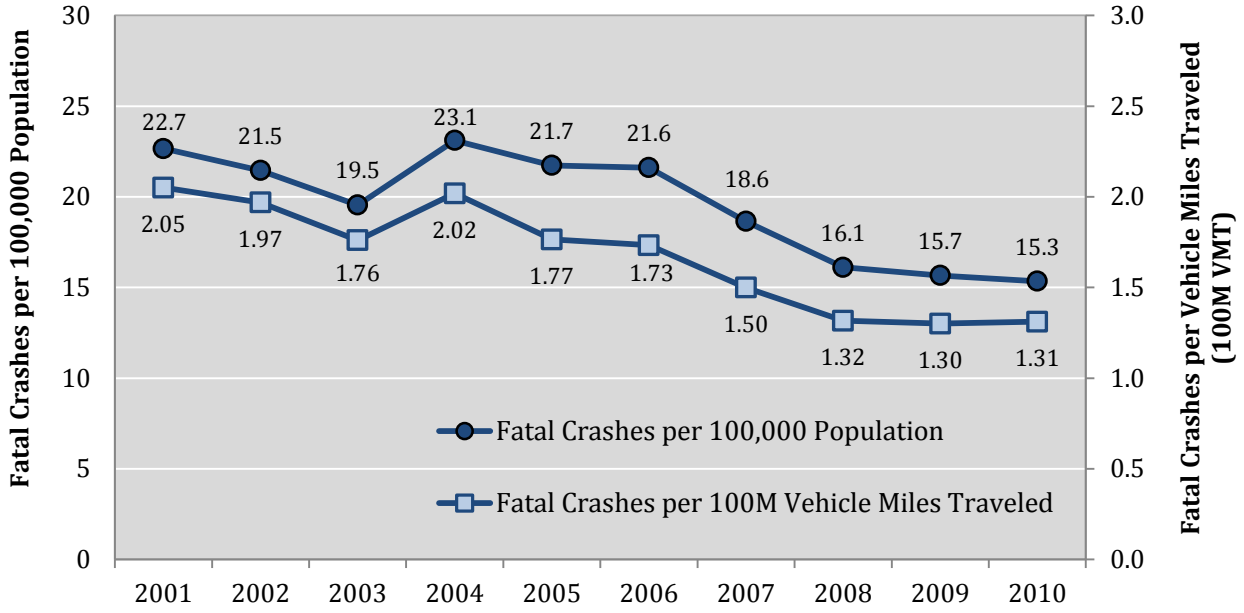
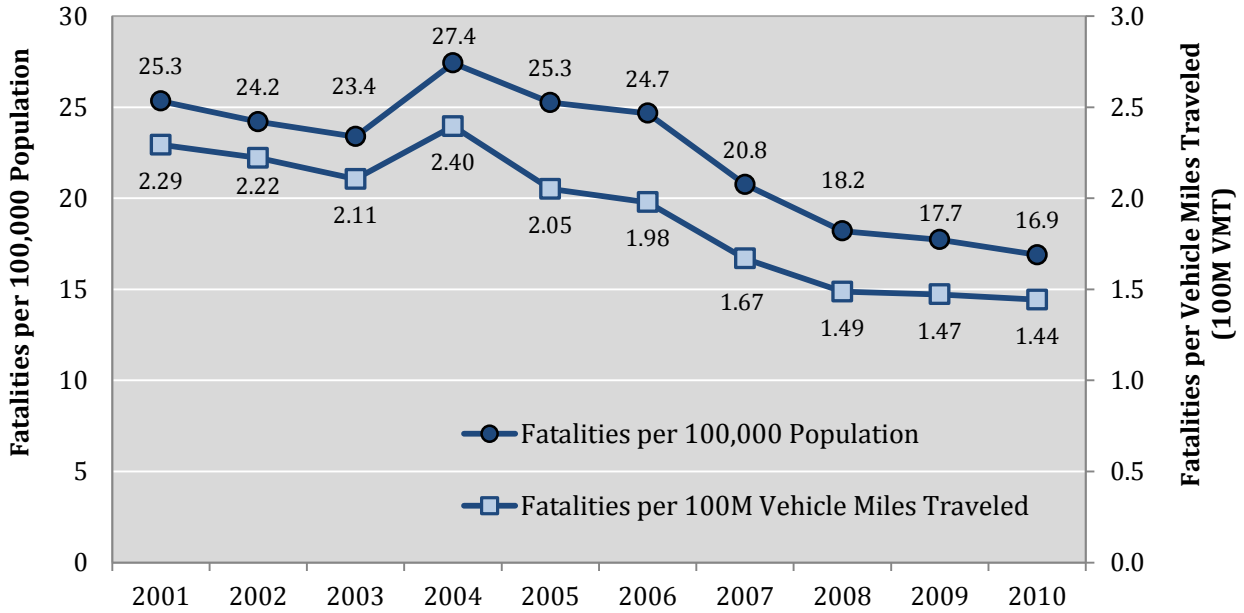


Figure 9: Fatality Rates (Death Rates), 2001 - 2010



Compared to 2009…

- The crash rate based on population decreased 8.6% (from 2,266 to 2,072 crashes per 100,000 NM population). (Figure 7, Table 10)
- The crash rate based on traffic volume decreased 5.9% from 188 to 177 crashes per 100 Million Vehicle Miles Traveled (100M VMT). (Figure 7, Table 10)
- The fatal crash rate (crashes where at least one person was killed) decreased 2.5% from 15.7 to 15.3 fatal crashes per 100,000 population. (Figure 8, Table 11)
- The fatal crash rate based on traffic volume increased slightly from 1.30 to 1.31 fatal crashes per 100 Million Vehicle Miles Traveled. (Figure 8, Table 11)
- The fatality rate (fatalities per 100,000 population) decreased by 4.5% (17.7 to 16.9). (Figure 9, Table 12)
- The fatality rate (fatalities per 100M VMT) decreased by 2.0% (1.47 to 1.44). (Figure 9, Table 12)
- The fatality rate in New Mexico (1.44 fatalities per 100M VMT) was 0.33 higher than the national average of 1.11. (Figure 10, Table 12)

Figure 10: Comparison of New Mexico to National Fatality Rates, 2001 - 2010

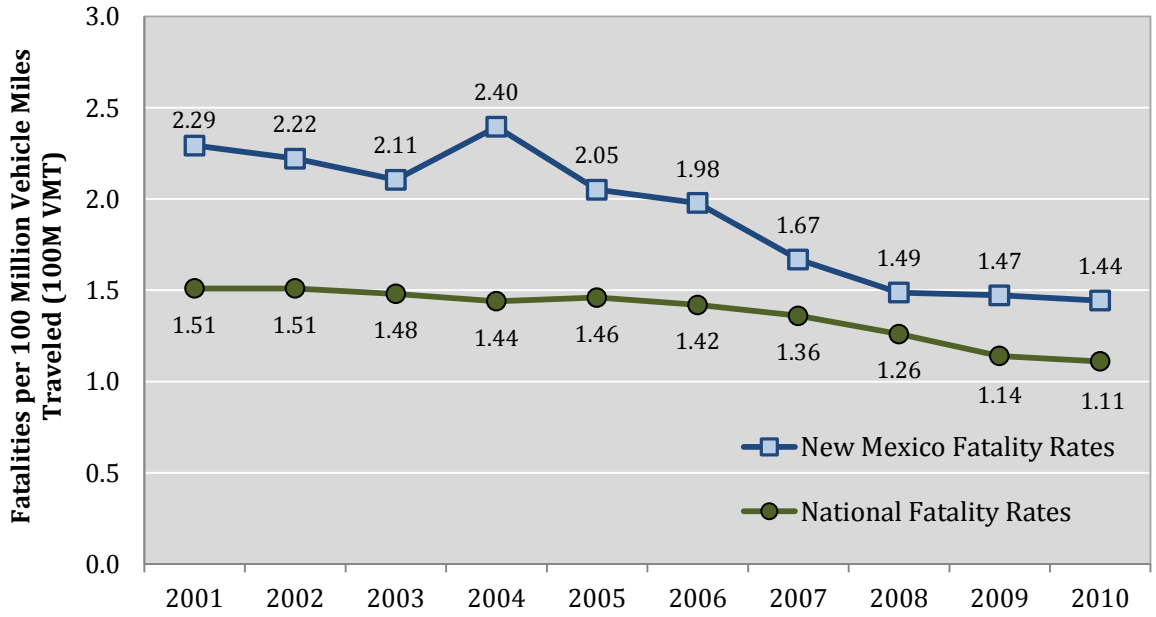


Table 10: Crash Rates, 2001 - 2010

Year	Crash Rates			
	Crashes per 100,000 Population	Crashes per 100 Million Vehicle Miles Traveled (100M VMT)[1]	Crashes per 1,000 Licensed Drivers	Crashes per 1,000 Registered Vehicles
2001	2,743	248	41	35
2002	2,674	245	40	32
2003	2,563	231	38	32
2004	2,746	240	41	34
2005	2,537	206	37	32
2006	2,513	202	36	31
2007	2,467	198	35	31
2008	2,310	189	33	30
2009	2,266	188	32	28
2010	2,072	177	30	27

[1] 100M VMT = 100 Million Vehicle Miles Traveled

Table 11: Fatal Crash Rates, 2001 - 2010

Year	Fatal Crash Rates			
	Fatal Crashes per 100,000 Population	Fatal Crashes per Vehicle Miles Traveled (100M VMT)[1]	Fatal Crashes per 100,000 Licensed Drivers	Fatal Crashes per 100,000 Registered Vehicles
2001	22.7	2.05	33.9	29.1
2002	21.5	1.97	31.8	25.9
2003	19.5	1.76	29.3	24.3
2004	23.1	2.02	34.1	28.5
2005	21.7	1.77	31.8	27.1
2006	21.6	1.73	31.2	26.8
2007	18.6	1.50	26.7	23.2
2008	16.1	1.32	23.0	20.6
2009	15.7	1.30	22.4	19.7
2010	15.3	1.31	22.0	19.7

[1] 100M VMT = 100 Million Vehicle Miles Traveled

Table 12: Fatality Rates, 2001 - 2010

Year	New Mexico Fatality Rates				National
	Fatalities per 100,000 Population	Fatalities per Vehicle Miles Traveled (100M VMT)[1]	Fatalities per 100,000 Licensed Drivers	Fatalities per 100,000 Registered Vehicles	Fatalities per Vehicle Miles Traveled (100M VMT)
2001	25.3	2.29	37.9	32.5	1.51
2002	24.2	2.22	35.9	29.2	1.51
2003	23.4	2.11	35.1	29.1	1.48
2004	27.4	2.40	40.5	33.8	1.44
2005	25.3	2.05	36.9	31.5	1.46
2006	24.7	1.98	35.6	30.6	1.42
2007	20.8	1.67	29.7	25.8	1.36
2008	18.2	1.49	26.0	23.3	1.26
2009	17.7	1.47	25.3	22.3	1.14
2010	16.9	1.44	24.2	21.6	1.11

[1] 100M VMT = 100 Million Vehicle Miles Traveled

Table 13: Injury Crash Rates, 2001 - 2010

Year	New Mexico Injury Crash Rates (Crashes with A,B, or C Injuries)			
	Injury Crashes per 100,000 Population	Injury Crashes per Vehicle Miles Traveled (100M VMT)[1]	Injury Crashes per 100,000 Licensed Drivers	Injury Crashes per 100,000 Registered Vehicles
2001	976.1	88.4	1,458.6	1,251.6
2002	927.0	85.1	1,375.6	1,118.0
2003	891.0	80.2	1,337.2	1,108.4
2004	918.2	80.2	1,356.0	1,132.9
2005	820.9	66.7	1,199.6	1,024.4
2006	747.8	60.0	1,080.0	928.2
2007	693.8	55.8	993.4	863.4
2008	661.6	54.0	945.4	847.4
2009	644.1	53.5	921.2	809.5
2010	609.6	52.1	872.9	781.0

[1] 100M VMT = 100 Million Vehicle Miles Traveled

Table 14: Injury Rates, 2001 - 2010[8]

Year	New Mexico Injury Rates (People with a Class A, B or C Injury in Crashes)			
	People Injured per 100,000 Population	People Injured per Vehicle Miles Traveled (100M VMT)[1]	People Injured per 100,000 Licensed Drivers	People Injured per 100,000 Registered Vehicles
2001	1,503.3	136.1	2,246.4	1,927.7
2002	1,425.2	130.8	2,114.9	1,718.9
2003	1,353.4	121.9	2,031.3	1,683.6
2004	1,390.9	121.5	2,054.2	1,716.2
2005	1,242.1	100.9	1,815.2	1,550.1
2006	1,132.3	90.8	1,635.2	1,405.4
2007	1,032.9	83.1	1,478.8	1,285.2
2008	966.3	78.9	1,380.8	1,237.8
2009	954.7	79.3	1,365.4	1,199.8
2010	918.6	78.5	1,315.4	1,176.9

[1] 100M VMT = 100 Million Vehicle Miles Traveled

Table 15: Serious Injury Rates, 2001 - 2010

Year	New Mexico Serious Injury Rates (People with a Class A or B Injury)			
	Serious Injuries per 100,000 Population	Serious Injuries per Vehicle Miles Traveled (100M VMT)[1]	Serious Injuries per 100,000 Licensed Drivers	Serious Injuries per 100,000 Registered Vehicles
2001	518.6	46.9	774.9	665.0
2002	492.6	45.2	731.1	594.2
2003	470.2	42.3	705.7	584.9
2004	458.6	40.1	677.3	565.9
2005	390.3	31.7	570.3	487.0
2006	314.1	25.2	453.7	389.9
2007	296.4	23.8	424.3	368.8
2008	291.5	23.8	416.6	373.4
2009	289.4	24.0	413.8	363.7
2010	292.5	25.0	418.9	374.8

[1] 100M VMT = 100 Million Vehicle Miles Traveled

[8] See page xiv for definitions of Class A (incapacitating), Class B (visible) and Class C (non-visible) injuries.

Crash Characteristics

Contributing Factors

The Uniform Crash Report provides the officer at the scene of the crash with the opportunity to record up to nine contributing factors for each vehicle involved in a crash. In processing this data, the top contributing factor to the overall crash is extrapolated. For example, the top contributing factor to a crash where a drunk driver ran a red light and hit a speeding car is "alcohol/drug-involved" based on the assumption that if the driver had not been drunk, the red light running would not have occurred and the other car, although speeding, would not have been involved in a crash.

Top contributing factor to crashes: (Table 16)

- Driver inattention (24%)
- Failure to yield (14%)
- Following too closely (12%)

Top contributing factor to crash fatalities: (Table 17)

- Alcohol/Drug Involved (45%)
- Driver inattention (12%)
- Excessive speed (10%)

The top contributing factor may hide other important factors in the crash. With up to nine contributing factors per vehicle in a crash, the top contributing factor is assigned using the following priorities (highest to lowest): Alcohol/Drug-involved, pedestrian error, disregarded traffic signal (red light running), passed stop sign, failed to yield right-of-way, excessive speed, speed to fast for conditions, drove left of center, followed too closely, made improper turn, improper overtaking, improper lane change, improper backing, traffic controls not functioning, defective steering, inadequate brakes, defective tires, other mechanical defect, road defect, avoid contact with other vehicle, avoid contact with pedestrian (animal, etc.), driverless moving vehicle, vehicle skidded before applying brakes, driver inattention (including cell phone and texting), no driver error, and none.

Table 16: Severity of Crashes by Top Contributing Factor, 2010[9]

Top Contributing Factor to Crash	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Driver Inattention	39	12.3%	2,891	23.0%	7,170	24.0%	10,100	23.6%
Failed To Yield	24	7.6%	2,180	17.3%	3,841	12.8%	6,045	14.1%
Following Too Closely	2	0.6%	1,525	12.1%	3,690	12.3%	5,217	12.2%
None	4	1.3%	381	3.0%	2,225	7.4%	2,610	6.1%
Alcohol/Drug Involved	141	44.5%	1,052	8.4%	1,244	4.2%	2,437	5.7%
Excessive Speed	30	9.5%	767	6.1%	1,379	4.6%	2,176	5.1%
Too Fast For Conditions	9	2.8%	636	5.1%	1,453	4.9%	2,098	4.9%
Other - No Driver Error	6	1.9%	336	2.7%	1,366	4.6%	1,708	4.0%
Red Light Running	3	0.9%	659	5.2%	848	2.8%	1,510	3.5%
Improper Turn	4	1.3%	338	2.7%	1,148	3.8%	1,490	3.5%
Poor Driving	9	2.8%	313	2.5%	786	2.6%	1,108	2.6%
No Indication	2	0.6%	113	0.9%	846	2.8%	961	2.2%
Avoid Vehicle	1	0.3%	237	1.9%	622	2.1%	860	2.0%
Improper Lane Change	2	0.6%	110	0.9%	741	2.5%	853	2.0%
Passed Stop Sign	9	2.8%	286	2.3%	506	1.7%	801	1.9%
Drove Left of Center	17	5.4%	238	1.9%	469	1.6%	724	1.7%
Improper Overtaking	1	0.3%	85	0.7%	436	1.5%	522	1.2%
Mechanical Defect	2	0.6%	87	0.7%	330	1.1%	419	1.0%
Avoid Pedestrian, Etc.	0	0.0%	86	0.7%	205	0.7%	291	0.7%
Defect Tires	2	0.6%	66	0.5%	147	0.5%	215	0.5%
Defect Brakes	0	0.0%	54	0.4%	151	0.5%	205	0.5%
Pedestrian Error	9	2.8%	89	0.7%	19	0.1%	117	0.3%
All Other Factors	1	0.3%	64	0.5%	270	0.9%	335	0.8%
Total	317	100.0%	12,593	100.0%	29,892	100.0%	42,802	100.0%

[9] "None" is a contributing factor option on the Uniform Crash Report. "No indication" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Table 17: Severity of Injuries to People by Top Contributing Factor, 2010

Top Contributing Factor to Crash	Fatalities		Incapacitating Injuries		Visible Injuries		Non-Visible Injuries		Not Injured		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Driver Inattention	43	12.3%	325	16.9%	727	17.6%	3,160	24.4%	23,117	24.5%	27,372	24.1%
Failure To Yield	25	7.2%	334	17.4%	698	16.9%	2,441	18.9%	14,778	15.7%	18,276	16.1%
Follow Too Close	2	0.6%	92	4.8%	172	4.2%	1,994	15.4%	14,093	15.0%	16,353	14.4%
Alcohol/Drug Involved	156	44.7%	347	18.1%	593	14.4%	789	6.1%	3,781	4.0%	5,666	5.0%
None	4	1.1%	50	2.6%	133	3.2%	322	2.5%	5,151	5.5%	5,660	5.0%
Too Fast For Conditions	9	2.6%	102	5.3%	250	6.1%	570	4.4%	3,983	4.2%	4,914	4.3%
Excessive Speed	35	10.0%	157	8.2%	400	9.7%	598	4.6%	3,675	3.9%	4,865	4.3%
Red Light Running	3	0.9%	95	4.9%	171	4.1%	802	6.2%	3,379	3.6%	4,450	3.9%
Improper Turn	4	1.1%	33	1.7%	107	2.6%	351	2.7%	3,611	3.8%	4,106	3.6%
Other-No Error	6	1.7%	56	2.9%	145	3.5%	243	1.9%	2,850	3.0%	3,300	2.9%
Poor Driving	10	2.9%	57	3.0%	130	3.2%	250	1.9%	2,191	2.3%	2,638	2.3%
Improper Lane Change	2	0.6%	8	0.4%	30	0.7%	117	0.9%	2,333	2.5%	2,490	2.2%
Passed Stop Sign	9	2.6%	60	3.1%	113	2.7%	325	2.5%	1,751	1.9%	2,258	2.0%
No Indication	2	0.6%	22	1.1%	36	0.9%	138	1.1%	2,013	2.1%	2,211	1.9%
Avoid Vehicle	1	0.3%	18	0.9%	73	1.8%	209	1.6%	1,883	2.0%	2,184	1.9%
Drove Left of Center	23	6.6%	80	4.2%	122	3.0%	184	1.4%	1,380	1.5%	1,789	1.6%
Improper Overtaking	1	0.3%	9	0.5%	25	0.6%	86	0.7%	1,266	1.3%	1,387	1.2%
Mechanical Defect	2	0.6%	16	0.8%	31	0.8%	86	0.7%	891	0.9%	1,026	0.9%
Avoid Pedestrian, Etc.	0	0.0%	5	0.3%	36	0.9%	64	0.5%	453	0.5%	558	0.5%
Defect Brakes	0	0.0%	3	0.2%	8	0.2%	67	0.5%	476	0.5%	554	0.5%
Defect Tires	2	0.6%	26	1.4%	54	1.3%	61	0.5%	362	0.4%	505	0.4%
Pedestrian Error	9	2.6%	18	0.9%	42	1.0%	33	0.3%	204	0.2%	306	0.3%
All Other Factors	1	0.3%	9	0.5%	25	0.6%	45	0.3%	638	0.7%	718	0.6%
Total	349	100%	1,922	100%	4,121	100%	12,935	100%	94,259	100%	113,586	100%

Weather

- In 2010, 9% of crashes occurred during inclement (poor) weather conditions. (Table 18)
- The highest number of crashes was often on days with inclement weather. (Table 19)
- December 16, 2010 had the highest number of total daily crashes and 74.1% of these occurred during inclement weather conditions. (Table 19)

Table 18: Crashes and Crash Fatalities by Weather Condition, 2010

Weather	Crashes		Fatalities	
	Count	Percent	Count	Percent
Clear	38,373	89.7%	322	92.3%
Inclement	3,853	9.0%	26	7.4%
Raining	1,708	4.0%	8	2.3%
Snowing	1,577	3.7%	11	3.2%
Wind	376	0.9%	4	1.1%
Fog	83	0.2%	3	0.9%
Sleet or Hail	72	0.2%	0	0.0%
Dust	37	0.1%	0	0.0%
Not Stated/Other	576	1.3%	1	0.3%
Total	42,802	100.0%	349	100.0%

Table 19: Dates with the Highest Number of Crashes and the Percentage due to Inclement Weather, 2010

Rank	Top 10 Dates with the Highest Number of Total Crashes	Total Crashes	Inclement Weather-Related Crashes	
		Count	Count	Percent
1	December 16, 2010	286	212	74.1%
2	February 3, 2010	230	169	73.5%
3	February 22, 2010	227	140	61.7%
4	January 28, 2010	218	172	78.9%
5	December 17, 2010	189	49	25.9%
6	January 22, 2010	185	110	59.5%
7	February 23, 2010	183	32	17.5%
8	December 23, 2010	181	49	27.1%
9	October 21, 2010	180	37	20.6%
10	September 22, 2010	177	101	57.1%

Crash Classification

Crash classification (a.k.a. Class) describes the first harmful event in a crash, such as hitting a fixed object, animal or pedestrian. For example, if a vehicle struck a light pole the responding officer would classify the crash as "Fixed Object" but if a vehicle rear-ended another vehicle, the crash classification would be "Other Vehicle". Crash Classification is a description of the first harmful event in a crash and may not reflect other important events. For example, a crash where a vehicle overturned and then hit a pedestrian might be classified as "Overturn" and not "Pedestrian."

- In 2010, the most common classification was a crash with another vehicle. (Table 20)
- Fatal crashes resulted primarily from collisions with other vehicles (34.1%) and vehicle overturns (35.6%). (Table 20)
- Crashes involving hitting a pedestrian, pedalcyclist, fixed object, or overturning were more likely to be fatal. (Table 20)
- Over the past five years, the percentage of Overturn and Fixed Object crashes has increased slightly while the percentage of collisions with Other Vehicle has decreased. (Table 22)
- At least 46% of all overturn/rollover crashes were on the right side of the road. (Table 23)
- Over 80% of crashes involving animals were with large animals: Deer (53.7%), Elk (15.0%) and Cow (12.1%). (Table 24)

Table 20: Crashes by Crash Classification and Severity, 2010

Crash Classification	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	108	34.1%	8,864	70.4%	20,544	68.7%	29,516	69.0%
Fixed Object	42	13.2%	1,220	9.7%	3,671	12.3%	4,933	11.5%
Parked Vehicle	2	0.6%	164	1.3%	2,589	8.7%	2,755	6.4%
Overturn	113	35.6%	1,326	10.5%	951	3.2%	2,390	5.6%
Animal	3	0.9%	149	1.2%	1,170	3.9%	1,322	3.1%
Other (Non-Collision)	6	1.9%	225	1.8%	427	1.4%	658	1.5%
Other Object	0	0.0%	48	0.4%	375	1.3%	423	1.0%
Pedestrian	31	9.8%	315	2.5%	46	0.2%	392	0.9%
Pedalcyclist	9	2.8%	265	2.1%	66	0.2%	340	0.8%
Vehicle on Other Road	0	0.0%	13	0.1%	49	0.2%	62	0.1%
Railroad Train	3	0.9%	4	0.0%	4	0.0%	11	0.0%
Total	317	100.0%	12,593	100.0%	29,892	100.0%	42,802	100.0%

Crash Characteristics – Class Classification

Table 21: People in Crashes by Crash Classification[10] and Severity of Injuries, 2010

Crash Classification	Fatalities		Incapacitating Injuries		Visible Injuries		Non-Visible Injuries		Not Injured		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	130	37.2%	1,084	56.4%	2,077	50.4%	10,882	84.1%	75,976	80.6%	90,149	79.4%
Fixed Object	44	12.6%	217	11.3%	587	14.2%	730	5.6%	5,465	5.8%	7,043	6.2%
Parked Vehicle	2	0.6%	28	1.5%	54	1.3%	115	0.9%	6,121	6.5%	6,320	5.6%
Overturn	120	34.4%	402	20.9%	944	22.9%	686	5.3%	1,872	2.0%	4,024	3.5%
Animal	3	0.9%	22	1.1%	57	1.4%	120	0.9%	2,015	2.1%	2,217	2.0%
Non-Collision	7	2.0%	36	1.9%	132	3.2%	92	0.7%	804	0.9%	1,071	0.9%
Pedestrian	31	8.9%	74	3.9%	115	2.8%	143	1.1%	589	0.6%	952	0.8%
Other Object	0	0.0%	7	0.4%	20	0.5%	38	0.3%	741	0.8%	806	0.7%
Pedalcyclist	9	2.6%	40	2.1%	128	3.1%	109	0.8%	493	0.5%	779	0.7%
Veh. on other Rd	0	0.0%	6	0.3%	6	0.1%	18	0.1%	168	0.2%	198	0.2%
Railroad Train	3	0.9%	6	0.3%	1	0.02%	2	0.02%	15	0.02%	27	0.02%
Total People	349	100.0%	1,922	100.0%	4,121	100.0%	12,935	100.0%	94,259	100.0%	113,586	100.0%

Table 22: Crashes by Crash Classification, 2006 - 2010

Crash Classification	Crashes					Percentage of Total Crashes by Year				
	2006	2007	2008	2009	2010	2006	2007	2008	2009	2010
Other Vehicle	35,598	34,663	31,662	31,143	29,516	72.2%	70.6%	68.2%	67.5%	69.0%
Fixed Object	5,078	5,202	5,371	5,324	4,933	10.3%	10.6%	11.6%	11.5%	11.5%
Parked Vehicle	3,335	3,611	3,683	3,432	2,755	6.8%	7.4%	7.9%	7.4%	6.4%
Overturn	2,161	2,451	2,381	2,488	2,390	4.4%	5.0%	5.1%	5.4%	5.6%
Animal	1,369	1,378	1,400	1,558	1,322	2.8%	2.8%	3.0%	3.4%	3.1%
Other (Non-Collision)	622	541	607	775	658	1.3%	1.1%	1.3%	1.7%	1.5%
Other (Object)	274	356	414	496	423	0.6%	0.7%	0.9%	1.1%	1.0%
Pedestrian	471	479	474	488	392	1.0%	1.0%	1.0%	1.1%	0.9%
Pedalcyclist	372	354	380	349	340	0.8%	0.7%	0.8%	0.8%	0.8%
Vehicle on Other Road	29	62	64	93	62	0.1%	0.1%	0.1%	0.2%	0.1%
Railroad Train	9	7	5	10	11	0.02%	0.01%	0.01%	0.02%	0.03%
Total Crashes	49,318	49,104	46,441	46,156	42,802	100.0%	100.0%	100.0%	100.0%	100.0%

[10] Crash Classification is a description of the first harmful event in a crash and may not reflect other important events. For example, a crash where a vehicle overturned and then hit a pedestrian might be classified as "Overturn" and not "Pedestrian."

Table 23: Classification of Rollover/Overturn Crashes by Crash Severity, 2010

Rollover/ Overturn Crash Location	Severity of Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Right Side of Road	52	46.0%	627	47.3%	493	51.8%	1,172	49.0%
Left Side of Road	33	29.2%	381	28.7%	279	29.3%	693	29.0%
On the Road	12	10.6%	199	15.0%	94	9.9%	305	12.8%
Not Stated	16	14.2%	119	9.0%	85	8.9%	220	9.2%
Total	113	100.0%	1,326	100.0%	951	100.0%	2,390	100.0%

Table 24: Classification of Crashes involving Animals by Crash Severity, 2010

Animal Crash	Severity of Crashes						Total Crashes	
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Deer	0	0.0%	44	29.5%	666	56.9%	710	53.7%
Elk	2	66.7%	27	18.1%	169	14.4%	198	15.0%
Cow	1	33.3%	37	24.8%	122	10.4%	160	12.1%
Dog	0	0.0%	11	7.4%	67	5.7%	78	5.9%
Horse	0	0.0%	17	11.4%	48	4.1%	65	4.9%
Game Animal	0	0.0%	3	2.0%	22	1.9%	25	1.9%
Coyote	0	0.0%	0	0.0%	19	1.6%	19	1.4%
Domestic Animal	0	0.0%	5	3.4%	9	0.8%	14	1.1%
Antelope	0	0.0%	1	0.7%	12	1.0%	13	1.0%
Bear	0	0.0%	0	0.0%	11	0.9%	11	0.8%
Animal Unknown	0	0.0%	1	0.7%	9	0.8%	10	0.8%
Other Animal	0	0.0%	1	0.7%	6	0.5%	7	0.5%
Bird	0	0.0%	1	0.7%	2	0.2%	3	0.2%
Cougar	0	0.0%	0	0.0%	2	0.2%	2	0.2%
Pig	0	0.0%	0	0.0%	2	0.2%	2	0.2%
Sheep	0	0.0%	0	0.0%	2	0.2%	2	0.2%
Cat	0	0.0%	1	0.7%	1	0.1%	2	0.2%
Goat	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Total	3	100.0%	149	100.0%	1,170	100.0%	1,322	100.0%

Hit and Run

- 5,732 (13.4% of all crashes) were reported as hit and run crashes in 2010. (Table 25)
- An overwhelming proportion (84.1%) of hit and run crashes were property damage only crashes. (Table 26)

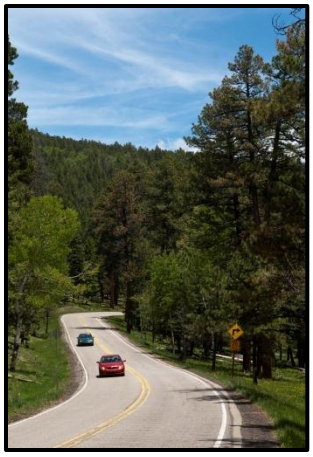
Table 25: Hit and Run Crashes, 2001 - 2010

Year	Hit and Run Crashes	Total Crashes	Percent Hit and Run
2001	5,960	50,236	11.9%
2002	6,095	49,613	12.3%
2003	5,206	48,128	10.8%
2004	5,883	52,288	11.3%
2005	7,094	49,023	14.5%
2006	7,228	49,318	14.7%
2007	7,169	49,104	14.6%
2008	6,657	46,441	14.3%
2009	6,071	46,156	13.2%
2010	5,732	42,802	13.4%

Table 26: Hit and Run Crashes by Crash Severity, 2001 - 2010

Year	Hit and Run Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2001	26	0.4%	1,262	21.2%	4,672	78.4%	5,960	100%
2002	17	0.3%	1,253	20.6%	4,825	79.2%	6,095	100%
2003	9	0.2%	972	18.7%	4,225	81.2%	5,206	100%
2004	4	0.1%	1,091	18.5%	4,788	81.4%	5,883	100%
2005	9	0.1%	1,350	19.0%	5,735	80.8%	7,094	100%
2006	7	0.1%	1,180	16.3%	6,041	83.6%	7,228	100%
2007	10	0.1%	1,070	14.9%	6,089	84.9%	7,169	100%
2008	6	0.1%	1,008	15.1%	5,643	84.8%	6,657	100%
2009	3	0.0%	923	15.2%	5,145	84.7%	6,071	100%
2010	13	0.2%	899	15.7%	4,820	84.1%	5,732	100%

Rural and Urban Road Systems



- Crashes on urban roads account for 81.4% of all crashes and 36.4% of crash-related fatalities. (Table 27, Table 28)
- Crashes on rural non-interstate roads account for 13.9% of all crashes and 45.6% of crash-related fatalities. (Table 27, Table 28)
- Crashes on rural interstate roads account for 4.6% of all crashes and 18.1% of crash-related fatalities. (Table 27, Table 28)
- Overturn vehicle crashes account for 27.4% of all rural interstate crashes and 54.0% of rural interstate fatalities. (Table 29)
- Overturn vehicle crashes account for 19.6% of all rural non-interstate crashes and 39.6% of rural non-interstate crash-related fatalities. (Table 30)
- Overturn vehicle crashes account for 1.9% of all urban crashes and 18.1% of urban crash-related fatalities. (Table 31)
- The percentages of alcohol-involved fatalities by road system are 49.0% rural non-interstate, 38.6% urban and 12.4% rural interstate. (Table 33)
- Alcohol-involved fatalities on rural roadways (non-interstate and interstate) were primarily from overturn crashes. In contrast, alcohol-involved fatalities on urban roadways were from collisions with another vehicle. (Table 34, Table 35, Table 36)

Table 27: Crashes by Road System, 2010

Road System	Crashes	
	Count	Percent
Rural Interstate	1,987	4.6%
Rural Non-Interstate	5,969	13.9%
Urban	34,846	81.4%
Total Crashes	42,802	100.0%

Table 28: Fatalities (People Killed) by Road System, 2010

Road System	Fatalities	
	Count	Percent
Rural Interstate	63	18.1%
Rural Non-Interstate	159	45.6%
Urban	127	36.4%
Total Fatalities	349	100.0%

Table 29: Rural Interstate Road Fatalities and Crashes by Crash Classification, 2010

Rural Interstate				
Crash Classification	Fatalities		Crashes	
	Count	Percent	Count	Percent
Overturn	34	54.0%	544	27.4%
Other Vehicle	17	27.0%	568	28.6%
Fixed Object	5	7.9%	462	23.3%
Pedestrian	4	6.3%	8	0.4%
Other Non-Collision	2	3.2%	148	7.4%
Parked Vehicle	1	1.6%	27	1.4%
Railroad Train	0	0.0%	1	0.1%
Vehicle on Other Roadway	0	0.0%	7	0.4%
Other Object	0	0.0%	105	5.3%
Pedalcyclist	0	0.0%	0	0.0%
Animal	0	0.0%	117	5.9%
Total	63	100.0%	1,987	100.0%

Table 30: Rural, Non-Interstate Fatalities and Crashes by Crash Classification, 2010

Rural Non-Interstate				
Crash Classification	Fatalities		Crashes	
	Count	Percent	Count	Percent
Overturn	63	39.6%	1,171	19.6%
Other Vehicle	59	37.1%	2,043	34.2%
Fixed Object	17	10.7%	1,299	21.8%
Pedestrian	8	5.0%	29	0.5%
Other Non-Collision	4	2.5%	220	3.7%
Pedalcyclist	3	1.9%	16	0.3%
Animal	3	1.9%	939	15.7%
Railroad Train	2	1.3%	5	0.1%
Vehicle On Other Roadway	0	0.0%	9	0.2%
Other Object	0	0.0%	109	1.8%
Parked Vehicle	0	0.0%	129	2.2%
Total	159	100.0%	5,969	100.0%

Table 31: Urban Road Fatalities and Crashes by Crash Classification, 2010

Urban Roads				
Crash Classification	Fatalites		Crashes	
	Count	Percent	Count	Percent
Other Vehicle	54	42.5%	26,905	77.2%
Overturn	23	18.1%	675	1.9%
Fixed Object	22	17.3%	3,172	9.1%
Pedestrian	19	15.0%	355	1.0%
Pedalcyclist	6	4.7%	324	0.9%
Railroad Train	1	0.8%	5	0.0%
Other Non-Collision	1	0.8%	290	0.8%
Parked Vehicle	1	0.8%	2,599	7.5%
Other Object	0	0.0%	209	0.6%
Vehicle on Other Road	0	0.0%	46	0.1%
Animal	0	0.0%	266	0.8%
Total	127	100.0%	34,846	100.0%

Table 32: Alcohol-involved Crashes by Road System, 2010

Road System	Alcohol-involved Crashes	
	Count	Percent
Rural Interstate	85	3.9%
Rural Non-Interstate	579	26.8%
Urban	1,498	69.3%
Total	2,162	100.0%

Table 33: Alcohol-involved Fatalities by Road System, 2010

Road System	Alcohol-involved Fatalities	
	Count	Percent
Rural Interstate	18	12.4%
Rural Non-Interstate	71	49.0%
Urban	56	38.6%
Total	145	100.0%

Table 34: Alcohol-involved Rural Interstate Fatalities and Crashes by Crash Classification, 2010

Rural Interstate				
Crash Classification	Alcohol-involved Fatalities		Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Other Vehicle	7	38.9%	27	31.8%
Overturn	7	38.9%	27	31.8%
Pedestrian	2	11.1%	4	4.7%
Fixed Object	2	11.1%	22	25.9%
Pedalcyclist	0	0.0%	0	0.0%
Other Non-Collision	0	0.0%	3	3.5%
Other Object	0	0.0%	0	0.0%
Railroad Train	0	0.0%	0	0.0%
Vehicle on Other Roadway	0	0.0%	0	0.0%
Animal	0	0.0%	0	0.0%
Parked Vehicle	0	0.0%	2	2.4%
Total	18	100.0%	85	100.0%

Table 35: Alcohol-involved Rural, Non-Interstate Fatalities and Crashes by Crash Classification, 2010

Rural Non-Interstate				
Crash Classification	Alcohol-involved Fatalities		Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Overturn	36	50.7%	204	35.2%
Other Vehicle	13	18.3%	133	23.0%
Fixed Object	12	16.9%	195	33.7%
Pedestrian	5	7.0%	8	1.4%
Other Non-Collision	3	4.2%	18	3.1%
Pedalcyclist	1	1.4%	3	0.5%
Animal	1	1.4%	5	0.9%
Vehicle on Other Roadway	0	0.0%	0	0.0%
Railroad Train	0	0.0%	0	0.0%
Other Object	0	0.0%	3	0.5%
Parked Vehicle	0	0.0%	10	1.7%
Total	71	100.0%	579	100.0%

Table 36: Alcohol-involved Urban Road Fatalities and Crashes by Crash Classification, 2010

Urban Roads				
Crash Classification	Alcohol-involved Fatalities		Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Other Vehicle	18	32.1%	659	44.0%
Overturn	13	23.2%	108	7.2%
Fixed Object	11	19.6%	488	32.6%
Pedestrian	9	16.1%	49	3.3%
Pedalcyclist	3	5.4%	16	1.1%
Other Non-Collision	1	1.8%	21	1.4%
Parked Vehicle	1	1.8%	149	9.9%
Vehicle on Other Roadway	0	0.0%	0	0.0%
Railroad Train	0	0.0%	2	0.1%
Animal	0	0.0%	0	0.0%
Other Object	0	0.0%	6	0.4%
Total	56	100.0%	1,498	100.0%

Light

- 74.3% of crashes occur in daylight. (Table 37)
- 20.5% of crashes occur at night. (Table 37)
- Crashes *at night in unlighted areas* account for 8.0% of all people in crashes and 30.7% of *fatalities*. (Table 38)
- Crashes *at night in lighted areas* (with street lights) account for 10.4% of all people in crashes and 13.8% of *fatalities*. (Table 38)

Table 37: Crashes by Light Condition, 2010

Light Condition	Crashes	
	Count	Percent
Daylight	31,809	74.3%
Dark-Not Lighted	4,308	10.1%
Dark-Lighted	4,465	10.4%
Dusk	1,165	2.7%
Dawn	541	1.3%
Other/Not Stated	514	1.2%
Total	42,802	100.0%

Table 38: Severity of Injuries to People in Crashes by Light Condition, 2010

Light Condition	Fatalities		Incapacitating Injuries		Visible Injuries		Non-Visible Injuries		Not Injured		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	176	50.4%	1,372	71.4%	2,867	69.6%	10,255	79.3%	72,710	77.1%	87,380	76.9%
Dark-Lighted	48	13.8%	198	10.3%	416	10.1%	1,313	10.2%	9,790	10.4%	11,765	10.4%
Dark-Not Lighted	107	30.7%	282	14.7%	616	14.9%	876	6.8%	7,174	7.6%	9,055	8.0%
Dusk	10	2.9%	29	1.5%	116	2.8%	297	2.3%	2,598	2.8%	3,050	2.7%
Other/Not Stated	2	0.6%	14	0.7%	47	1.1%	79	0.6%	1,080	1.1%	1,222	1.1%
Dawn	6	1.7%	27	1.4%	59	1.4%	115	0.9%	907	1.0%	1,114	1.0%
Total People	349	100.0%	1,922	100.0%	4,121	100.0%	12,935	100.0%	94,259	100.0%	113,586	100.0%

Hour and Day of Week

Additional data on Hour and Day of Week are also available in the Appendix (page 169).

- The number of total crashes is lowest on Saturday and Sundays. (Table 39)
- The number of fatal crashes is highest during weekends. (Table 39)
- The number of injury and property damage only crashes is higher on weekdays. (Table 39)
- Regardless of crash severity, the number of alcohol-involved crashes is highest during weekends (Friday, Saturday and Sunday). (Table 40)
- The total number of crashes is highest between the hours of 3 p.m. and 6 p.m. (Figure 11)
- The peak of alcohol-involved crashes occurs between 6 p.m. and 7 p.m. but there is a dramatic increase by 5 p.m. that is sustained at high levels until 2 a.m. (Figure 12)
- No matter the day of the week, at least 40% of all crashes occurred between the hours of noon and 6 p.m. (Table 42)
- About a quarter of alcohol-involved crashes on Saturdays and Sundays occur between midnight and 3 a.m. (Table 44)
- Alcohol-involved crashes on weekdays occur mostly between 3 p.m. and 12 a.m. (Table 44)
- Regardless of crash severity, alcohol-involved crashes occur primarily between 6 p.m. and 3 a.m. (Table 46)

Table 39: Crashes by Day of the Week and Severity, 2010

Day of the Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Sunday	59	18.6%	1,307	10.4%	2,840	9.5%	4,206	9.8%
Monday	35	11.0%	1,764	14.0%	4,480	15.0%	6,279	14.7%
Tuesday	44	13.9%	1,910	15.2%	4,427	14.8%	6,381	14.9%
Wednesday	37	11.7%	1,909	15.2%	4,635	15.5%	6,581	15.4%
Thursday	45	14.2%	1,965	15.6%	4,842	16.2%	6,852	16.0%
Friday	49	15.5%	2,134	16.9%	5,120	17.1%	7,303	17.1%
Saturday	48	15.1%	1,604	12.7%	3,548	11.9%	5,200	12.1%
Total	317	100.0%	12,593	100.0%	29,892	100.0%	42,802	100.0%

Table 40: Alcohol-involved Crashes by Day of the Week and Severity, 2010

Day of the Week	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Sunday	28	21.4%	168	17.9%	221	20.2%	417	19.3%
Monday	11	8.4%	108	11.5%	111	10.2%	230	10.6%
Tuesday	15	11.5%	106	11.3%	111	10.2%	232	10.7%
Wednesday	15	11.5%	100	10.6%	103	9.4%	218	10.1%
Thursday	17	13.0%	111	11.8%	156	14.3%	284	13.1%
Friday	21	16.0%	143	15.2%	175	16.0%	339	15.7%
Saturday	24	18.3%	203	21.6%	215	19.7%	442	20.4%
Total	131	100.0%	939	100.0%	1,092	100.0%	2,162	100.0%

Figure 11: Crashes by Hour of the Day, 2010

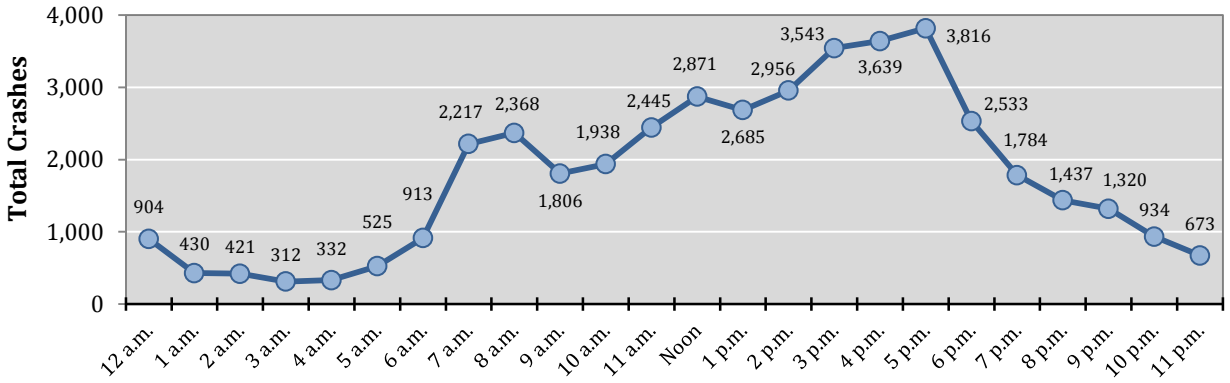
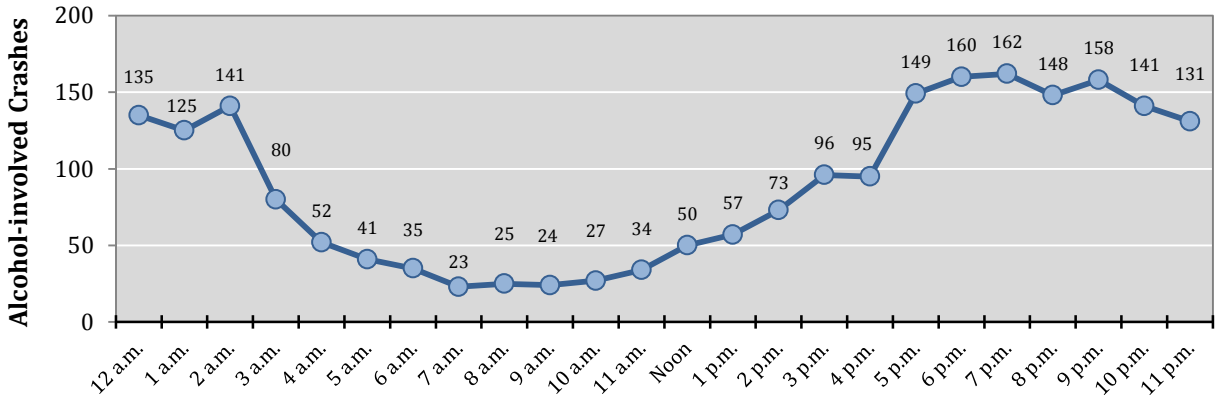


Figure 12: Alcohol-involved Crashes by Hour of the Day, 2010



Crash Characteristics – Hour and Day

Table 41: Crashes by Hour and Day of Week, 2010

Hour	Crashes							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	170	112	103	111	115	133	160	904
1 a.m.	87	45	37	55	59	57	90	430
2 a.m.	106	37	34	34	57	54	99	421
3 a.m.	72	34	35	28	38	34	71	312
4 a.m.	69	44	41	31	40	43	64	332
5 a.m.	72	67	63	63	95	86	79	525
6 a.m.	70	130	157	145	152	163	96	913
7 a.m.	76	356	434	439	445	313	154	2,217
8 a.m.	116	410	419	428	397	399	199	2,368
9 a.m.	137	253	316	292	303	263	242	1,806
10 a.m.	173	285	282	295	302	330	271	1,938
11 a.m.	194	337	368	377	387	444	338	2,445
Noon	253	442	417	438	479	509	333	2,871
1 p.m.	276	415	426	392	403	449	324	2,685
2 p.m.	291	446	411	448	467	540	353	2,956
3 p.m.	298	560	544	577	556	654	354	3,543
4 p.m.	281	610	555	599	593	670	331	3,639
5 p.m.	294	579	644	652	662	655	330	3,816
6 p.m.	296	352	365	389	417	418	296	2,533
7 p.m.	226	254	228	243	262	312	259	1,784
8 p.m.	212	179	181	177	213	250	225	1,437
9 p.m.	191	153	162	179	186	224	225	1,320
10 p.m.	145	112	95	109	132	167	174	934
11 p.m.	101	67	64	80	92	136	133	673
Total	4,206	6,279	6,381	6,581	6,852	7,303	5,200	42,802

For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

Table 42: Percentage of Crashes by Hour and Day of Week, 2010

Hour	Crashes						
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
12 - 3 a.m.	9%	3%	3%	3%	3%	3%	7%
3 - 6 a.m.	5%	2%	2%	2%	3%	2%	4%
6 - 9 a.m.	6%	14%	16%	15%	15%	12%	9%
9 a.m. - Noon	12%	14%	15%	15%	14%	14%	16%
12 - 3 p.m.	19%	21%	20%	19%	20%	21%	19%
3 - 6 p.m.	21%	28%	27%	28%	26%	27%	20%
6 - 9 p.m.	17%	13%	12%	12%	13%	13%	15%
9 p.m. -12 a.m.	10%	5%	5%	6%	6%	7%	10%
Total Percent	100%	100%	100%	100%	100%	100%	100%

Table 43: Alcohol-involved Crashes by Hour and Day of Week, 2010

Hour[1]	Crashes							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	35	15	13	12	15	15	30	135
1 a.m.	32	5	13	14	11	18	32	125
2 a.m.	48	10	5	6	18	16	38	141
3 a.m.	28	10	6	3	3	9	21	80
4 a.m.	20	3	4	5	6	5	9	52
5 a.m.	13	1	1	4	6	8	8	41
6 a.m.	9	2	5	1	6	3	9	35
7 a.m.	3	2	3	1	4	3	7	23
8 a.m.	5	4	2	3	0	6	5	25
9 a.m.	6	5	2	1	2	5	3	24
10 a.m.	4	3	4	3	2	5	6	27
11 a.m.	4	4	4	2	7	7	6	34
Noon	5	8	8	2	8	8	11	50
1 p.m.	4	8	9	7	10	3	16	57
2 p.m.	11	7	6	6	12	16	15	73
3 p.m.	12	14	14	8	13	18	17	96
4 p.m.	18	18	10	14	8	19	8	95
5 p.m.	20	24	17	22	21	20	25	149
6 p.m.	29	17	24	13	13	31	33	160
7 p.m.	24	20	19	18	21	22	38	162
8 p.m.	27	17	13	11	29	25	26	148
9 p.m.	26	12	17	26	23	27	27	158
10 p.m.	19	12	16	15	24	30	25	141
11 p.m.	15	9	17	21	22	20	27	131
Total	417	230	232	218	284	339	442	2,162

[1] For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

Table 44: Percentage of Alcohol-involved Crashes by Hour and Day of the Week, 2010

Hour	Percent Alcohol-involved Crashes						
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
12 - 3 a.m.	28%	13%	13%	15%	15%	14%	23%
3 - 6 a.m.	15%	6%	5%	6%	5%	6%	9%
6 - 9 a.m.	4%	3%	4%	2%	4%	4%	5%
9 a.m. - Noon	3%	5%	4%	3%	4%	5%	3%
12 - 3 p.m.	5%	10%	10%	7%	11%	8%	10%
3 - 6 p.m.	12%	24%	18%	20%	15%	17%	11%
6 - 9 p.m.	19%	23%	24%	19%	22%	23%	22%
9 p.m. -12 a.m.	14%	14%	22%	28%	24%	23%	18%
Total Percent	100%	100%	100%	100%	100%	100%	100%

For reference, crashes from 3-6 a.m. are from 3 a.m. to 5:59 a.m.

Table 45: Crashes by Hour and Severity, 2010

Hour	Fatal Crash		Injury Crash		Property Damage Only Crash		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	32	10.1%	441	3.5%	1,282	4.3%	1,755	4.1%
3 - 6 a.m.	17	5.4%	322	2.6%	830	2.8%	1,169	2.7%
6 - 9 a.m.	32	10.1%	1,566	12.4%	3,900	13.0%	5,498	12.8%
9 a.m. - Noon	33	10.4%	1,830	14.5%	4,326	14.5%	6,189	14.5%
12 - 3 p.m.	40	12.6%	2,585	20.5%	5,887	19.7%	8,512	19.9%
3 - 6 p.m.	54	17.0%	3,311	26.3%	7,633	25.5%	10,998	25.7%
6 - 9 p.m.	62	19.6%	1,719	13.7%	3,973	13.3%	5,754	13.4%
9 p.m. -12 a.m.	47	14.8%	819	6.5%	2,061	6.9%	2,927	6.8%
Total	317	100.0%	12,593	100.0%	29,892	100.0%	42,802	100.0%

For reference, crashes from 3-6 a.m. are from 3 a.m. to 5:59 a.m.

Table 46: Alcohol-involved Crashes by Hour and Severity, 2010

Hour	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	24	18.3%	152	16.2%	225	20.6%	401	18.5%
3 - 6 a.m.	10	7.6%	72	7.7%	91	8.3%	173	8.0%
6 - 9 a.m.	6	4.6%	44	4.7%	33	3.0%	83	3.8%
9 a.m. - Noon	10	7.6%	41	4.4%	34	3.1%	85	3.9%
12 - 3 p.m.	8	6.1%	88	9.4%	84	7.7%	180	8.3%
3 - 6 p.m.	16	12.2%	150	16.0%	174	15.9%	340	15.7%
6 - 9 p.m.	28	21.4%	230	24.5%	212	19.4%	470	21.7%
9 p.m. -12 a.m.	29	22.1%	162	17.3%	239	21.9%	430	19.9%
Total	131	100.0%	939	100.0%	1,092	100.0%	2,162	100.0%

For reference, crashes from 3-6 a.m. are from 3 a.m. to 5:59 a.m.

Holidays

- During holiday periods, the percentage of alcohol-involved crashes ranged from 7.4% to 11.5% of all crashes in each holiday period.
- Holiday periods with the highest number of crashes per day were the Thanksgiving holiday period (102.4) and the 4th of July holiday period (93.1).
- Compared to other holiday periods, the New Year's holiday period had the highest fatality rate of 1.4 fatalities per day.
- All four fatalities during the 2010 Labor Day holiday period were alcohol-involved crashes.

Table 47: Holiday Crashes and Fatalities, 2010[11]

Holiday	Length of Holiday			Crashes				Fatalities (People Killed)			
	Hours	Start Date (6PM)	End Date (6AM)	Total Crashes	Crashes per day	Alcohol-involved		Total Fatalities	Fatalities per day	Alcohol-involved	
						Crashes	Percent[1]			Fatalities	Percent[2]
New Year's	84	Thu, 12-31-09	Mon, 01-04-10	281	80.3	27	9.6%	5	1.43	2	40%
Memorial Day	84	Fri, 05-28-10	Tue, 06-01-10	274	78.3	30	10.9%	4	1.14	1	25%
4th of July	84	Fri, 07-02-10	Tue, 07-06-10	326	93.1	32	9.8%	4	1.14	1	25%
Labor Day	84	Fri, 09-03-10	Tue, 09-07-10	270	77.1	31	11.5%	4	1.14	4	100%
Thanksgiving	108	Wed, 11-24-10	Mon, 11-29-10	461	102.4	34	7.4%	1	0.22	0	0%
Christmas	84	Thu, 12-23-10	Mon, 12-27-10	267	76.3	24	9.0%	2	0.57	0	0%

[1] The percentage of alcohol-involved crashes is based on crashes during that particular holiday.

[2] The percentage of alcohol-involved fatalities is based on fatalities during that particular holiday.

[11] Based on NHTSA guidelines, the length of the holiday depends on the day on which the legal holiday falls:
If the holiday falls on Monday, the holiday period is from 6:00 p.m. Friday to 5:59 a.m. Tuesday.
If the holiday falls on Tuesday, the holiday period is from 6:00 p.m. Friday to 5:59 a.m. Wednesday.
If the holiday falls on Wednesday, the holiday period is from 6:00 p.m. Tuesday to 5:59 a.m. Thursday.
If the holiday falls on Thursday, the holiday period is from 6:00 p.m. Wednesday to 5:59 a.m. Monday.
If the holiday falls on Friday, the holiday period is from 6:00 p.m. Thursday to 5:59 a.m. Monday.
Number of days and number of hours incorporated: 1 day (36 hours), 2 days (60 hours), 3 days (84 hours), 4 days (108 hours).

Speeding

The Uniform Crash Report (UCR) allows the officer at the scene of the crash to record two types of speed-related contributing factors – Excessive Speed and Too Fast for Conditions (together known as Speeding). Too Fast for Conditions is when a vehicle is traveling below the speed limit but above a safe speed due to road conditions (e.g. ice or night driving).

- The percentage of crashes primarily caused by Speeding has remained fairly consistent over the past 10 years. (Table 48)
- In 2010, crashes with Excessive Speed or Too Fast for Conditions were the primary cause for 10% of all crashes. (Table 16, Table 48)
- Most crashes caused by Speeding (66.3%) resulted in property damage only. (Table 49)

Table 48: Crashes with Speeding as the Top Contributing Factor to the Crash, 2001 - 2010

Year	Crashes Due to Speeding [1]	Total Crashes	Percent
2001	5,164	50,236	10.3%
2002	4,932	49,613	9.9%
2003	4,432	48,128	9.2%
2004	6,227	52,288	11.9%
2005	4,840	49,023	9.9%
2006	4,816	49,318	9.8%
2007	5,153	49,104	10.5%
2008	4,605	46,440	9.9%
2009	4,668	46,156	10.1%
2010	4,274	42,802	10.0%

[1] Crashes where the Top Contributing Factor to the Crash was either Excessive Speed or Too Fast for Conditions.

Table 49: Crashes with Speeding as the Top Contributing Factor by Crash Severity, 2010

Top Contributing Factor to Crash	Crashes with Speeding as the Top Contributing Factor							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Excessive Speed	30	1.4%	767	35.2%	1,379	63.4%	2,176	100.0%
Too Fast For Conditions	9	0.4%	636	30.3%	1,453	69.3%	2,098	100.0%
Total	39	0.9%	1,403	32.8%	2,832	66.3%	4,274	100.0%

Speeding as a Contributing Factor

At the scene of a crash, an officer can record a maximum of nine contributing factors for each vehicle involved in the crash. This section counts the number of crashes where Speeding was, at least, one of the contributing factors.

- In general, the percentage of crashes where Speeding was listed as a contributing factor remained unchanged during the last 10 years, with one exception. In 2004, there was an uptick in the number of crashes where Speeding was, at least, recorded as a contributing factor. (Table 50)
- Speeding as a contributing factor in a crash decreases with age. The older the driver in a crash, the less likely Speeding was reported as a contributing factor. (Table 51)
- One-third of speeding drivers were below age 25. There appeared to be no difference in percentage between males and females in young age groups (ages 15 to 24). (Table 51)
- In general, male drivers were more than twice as likely as their female counterparts to be in a crash where their speeding was a contributing factor. (Table 51, Figure 13)
- Among the oldest drivers (75 years old or older) in crashes, males were over four times as likely as females to have been speeding. Perhaps, fewer females drive at this advanced age. (Table 51, Figure 13)

Table 50: Speeding Vehicles as a Contributing Factor in Crashes, 2001 - 2010

Year	Speeding Vehicles [1] in Crashes	Total Vehicles in Crashes	Percent
2001	7,140	93,990	7.6%
2002	7,020	92,870	7.6%
2003	6,506	89,932	7.2%
2004	8,393	97,755	8.6%
2005	6,589	92,282	7.1%
2006	6,734	93,039	7.2%
2007	7,018	91,953	7.6%
2008	6,421	86,305	7.4%
2009	6,465	85,424	7.6%
2010	5,843	79,367	7.4%

[1] Vehicles with at least one contributing factor of either Excessive Speed or Too Fast for Conditions. Vehicles with both are counted only once.

Table 51: Speeding Drivers in Crashes by Age Group and Sex, 2010

Age Group [1]	Speeding Drivers[2] in Crashes				Percentage of Speeding Drivers in each Age Group by Sex[4]			Ratio Male to Female
	Males	Females	Unknown[3]	Total	Male	Females	Total	
15-19	660	311	6	977	19.8%	20.9%	16.8%	2.1
20-24	670	273	2	945	20.1%	18.4%	16.3%	2.5
25-29	483	192	2	677	14.5%	12.9%	11.6%	2.5
30-34	334	162	1	497	10.0%	10.9%	8.5%	2.1
35-39	236	126	3	365	7.1%	8.5%	6.3%	1.9
40-44	216	103	0	319	6.5%	6.9%	5.5%	2.1
45-49	169	89	0	258	5.1%	6.0%	4.4%	1.9
50-54	148	64	0	212	4.4%	4.3%	3.6%	2.3
55-59	120	47	3	170	3.6%	3.2%	2.9%	2.6
60-64	84	39	0	123	2.5%	2.6%	2.1%	2.2
65-69	57	23	0	80	1.7%	1.5%	1.4%	2.5
70-74	32	14	0	46	1.0%	0.9%	0.8%	2.3
75+	35	8	1	50	1.0%	0.5%	0.9%	4.4
Unknown Age	89	36	970	1,095	2.7%	2.4%	18.8%	2.5
Total	3,340	1,487	988	5,815	100.0%	100.0%	100.0%	2.2

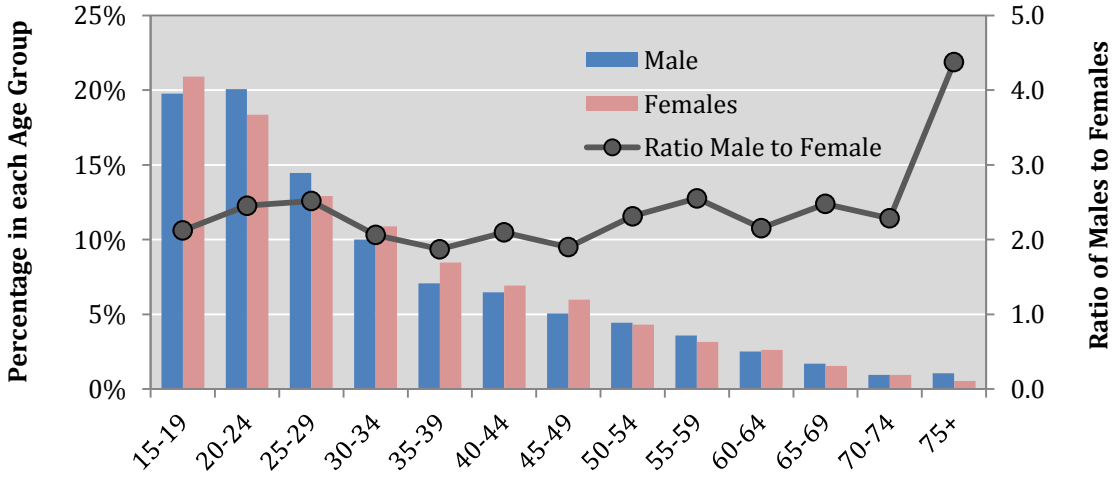
[1] Does not include drivers where age is less than 15.

[2] Speeding Drivers are drivers with at least one contributing factor of either Excessive Speed or Too Fast for Conditions. Drivers with both are counted only once.

[3] Age and sex can be unknown for multiple reasons such as in hit and run situations or self-reported crashes (a person in a crash filed a station report).

[4] For reference, 19.8% (660 out of 3,340) of speeding male drivers were in the 15 to 19 age range.

Figure 13: Speeding Drivers in Crashes by Age Group and Sex, 2010



Road Element

- 60% of all crashes were non-intersection related in 2010. (Table 52)
- 88% of crash fatalities were non-intersection related in 2010. (Table 52)
- 2% of crashes (1,040 crashes) were related to Driveway Access in 2010. (Table 52)
- 87% of rural, non-interstate crashes were non-intersection related. (Table 53)

Table 52: Crashes and Crash Fatalities by Road Element, 2010

Road Element	Crashes		Fatalities	
	Count	Percent	Count	Percent
Non-Intersection	25,785	60%	306	88%
Intersection Related	8,328	19%	4	1%
Intersection	7,609	18%	35	10%
Driveway Access	1,040	2%	1	0%
Railroad Crossing	19	0.04%	3	1%
Alley	16	0.04%	0	0%
Bridge/Overpass	3	0.01%	0	0%
Underpass	1	0.002%	0	0%
Crossover	1	0.002%	0	0%
Total	42,802	100%	349	100%

Table 53: Crashes by Road Element and Road System, 2010

Road Element	Road System						Total Crashes	
	Rural Interstate		Rural Non-Interstate		Urban			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Intersection	1,938	98%	5,172	87%	18,675	54%	25,785	60%
Intersection Related	36	1.8%	329	6%	7,963	23%	8,328	19%
Intersection	10	0.5%	398	7%	7,201	21%	7,609	18%
Driveway Access	2	0.1%	65	1%	973	3%	1,040	2%
Railroad Crossing	1	0%	4	0%	14	0%	19	0%
Alley	0	0%	0	0%	16	0%	16	0%
Bridge/Overpass	0	0%	0	0%	3	0%	3	0%
Underpass	0	0%	0	0%	1	0%	1	0%
Crossover	0	0%	1	0%	0	0%	1	0%
Total	1,987	100%	5,969	100%	34,846	100%	42,802	100%

Hazardous Material

- Hazardous material crashes were less than one percent of all crashes. (Table 54)
- From 2001 to 2010, the most number of crashes involving hazardous materials was in 2009, when 24 such crashes were reported. In 2010, this number dropped to 15 crashes. (Table 54)
- Four vehicles containing hazardous materials in crashes had a spill in 2010. (Table 55)

Table 54: Hazardous Material Crashes, 2001 - 2010

Year	Hazardous Material Crashes	Total Crashes	Percent Hazardous Crashes
2001	2	50,236	0.004%
2002	4	49,613	0.008%
2003	3	48,128	0.006%
2004	2	52,288	0.004%
2005	3	49,023	0.006%
2006	8	49,318	0.016%
2007	2	49,104	0.004%
2008	6	46,441	0.013%
2009	24	46,156	0.052%
2010	15	42,802	0.035%

Table 55: Vehicles in Hazardous Material Crashes by Hazardous Material Type, 2010

Hazardous Material Type	Vehicles in Crashes containing Hazardous Materials		
	No Spill	Spill	Total
Combustible	1	1	2
Flammable	5	1	6
Flammable Gas	3	2	5
Non-Flamm. Gas	1	0	1
Radioactive	1	0	1
Total	11	4	15

Economic Impact

- For the 317 fatal crashes in New Mexico in 2010, the total human capital cost was estimated at $**486 million** and the total comprehensive cost was estimated at $**1.6 billion**. (Table 56)
- In 2010, the total human capital cost of the 42,802 crashes in New Mexico was **$1.4 billion**. The represents the current value of economic costs for 317 fatal crashes and 42,485 non-fatal crashes. (Table 56)
- When intangible costs arising from loss of life or reduction in quality of life are added to the human costs, the comprehensive cost for the 42,802 crashes in 2010 totals **$3.1 billion**. Over half of this amount ($1.6 billion) is the cost of fatal crashes. (Table 56)

Table 56: Crash Cost Estimates[12], 2010 Adjusted

Crash Severity	Total Crashes 2010	Human Capital[1] Costs per Crash, 2010 CPI-Adjusted ($)	Comprehensive[2] Costs per Crash, 2010 Adjusted ($)
Fatal Crash (K)	317	486,169,088	1,626,558,521
Incapacitating Injury Crash (A)	1,414	193,947,453	386,498,985
Visible Injury Crash (B)	3,046	157,142,407	304,261,722
Possible Injury Crash (C)	8,133	284,392,797	459,095,893
Property Damage Only Crash (O)	29,892	235,550,715	274,466,058
Total	**42,802**	**1,357,202,460**	**3,050,881,180**

[1] Human Capital Crash Costs are monetary losses associated with medical care, emergency services, property damage, and lost productivity.

[2] Comprehensive Crash Costs include the human capital costs in addition to nonmonetary costs related to the reduction in the quality of life in order to capture a more accurate level of the burden of injury.

[12] Crash cost estimate calculations were made using instructions provided by the AASHTO Highway Safety Manual, 1st Edition, Volume 1, 2010, Appendix 4A, pp. 4-84 to 4-88. AASHTO HSM cost estimate calculations are based on the *Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries*, FHWA-HRT-05-051, October, 2005. Detailed calculations are available in the appendix (page 172) of this report.

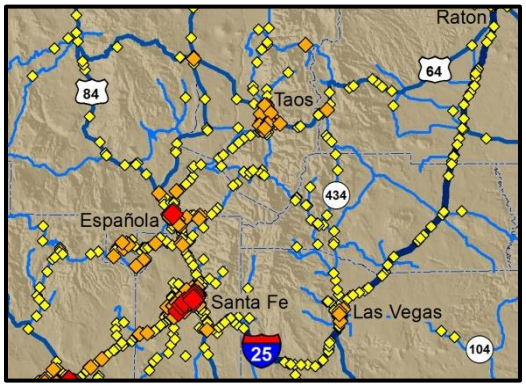
Crash Geography

Maps[13]

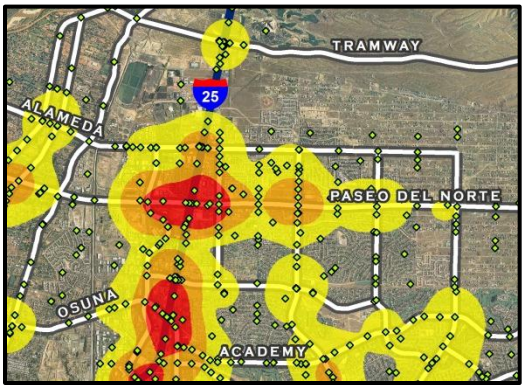
Mapping traffic crash data involves the use of a technique called Geocoding. Geocoding is the process of taking the descriptive locational information available in a particular data set and assigning it a unique geographic coordinate. The descriptive crash location data are taken from Uniform Crash Report (UCR) forms submitted to the NMDOT. The data are processed using ESRI ArcGIS 10.1 software using custom made address locators to derive crash location coordinates. Of the 42,802 crashes in 2010 that were reported to NMDOT, 36,599 crashes were able to be geocoded – a match rate of 86%. Crashes that could not be geocoded either lacked incomplete or invalid locational data. An example of a crash location that cannot be mapped is the intersection of First Street and Driveway.

There are essentially two methods of displaying crash maps: **Dot Maps** and **Density Maps**. Since each crash is assigned its own coordinate, a common way to display crashes is to show each location as a point on a map. In a Dot Map (example below), each crash point is assigned a color and size according to the number of times a crash occurred at that location. In a Density Map (example below), color shading, instead of points, is used to display where a high number of crashes occur in close proximity to each other. Density is determined using ESRI's ArcGIS Kernal Density tool which calculates point magnitude per unit area. In a Density Map, the points assist in showing the location of crashes but color shading shows the intensity of crashes in that area.

Dot Map
(full map on page 47)

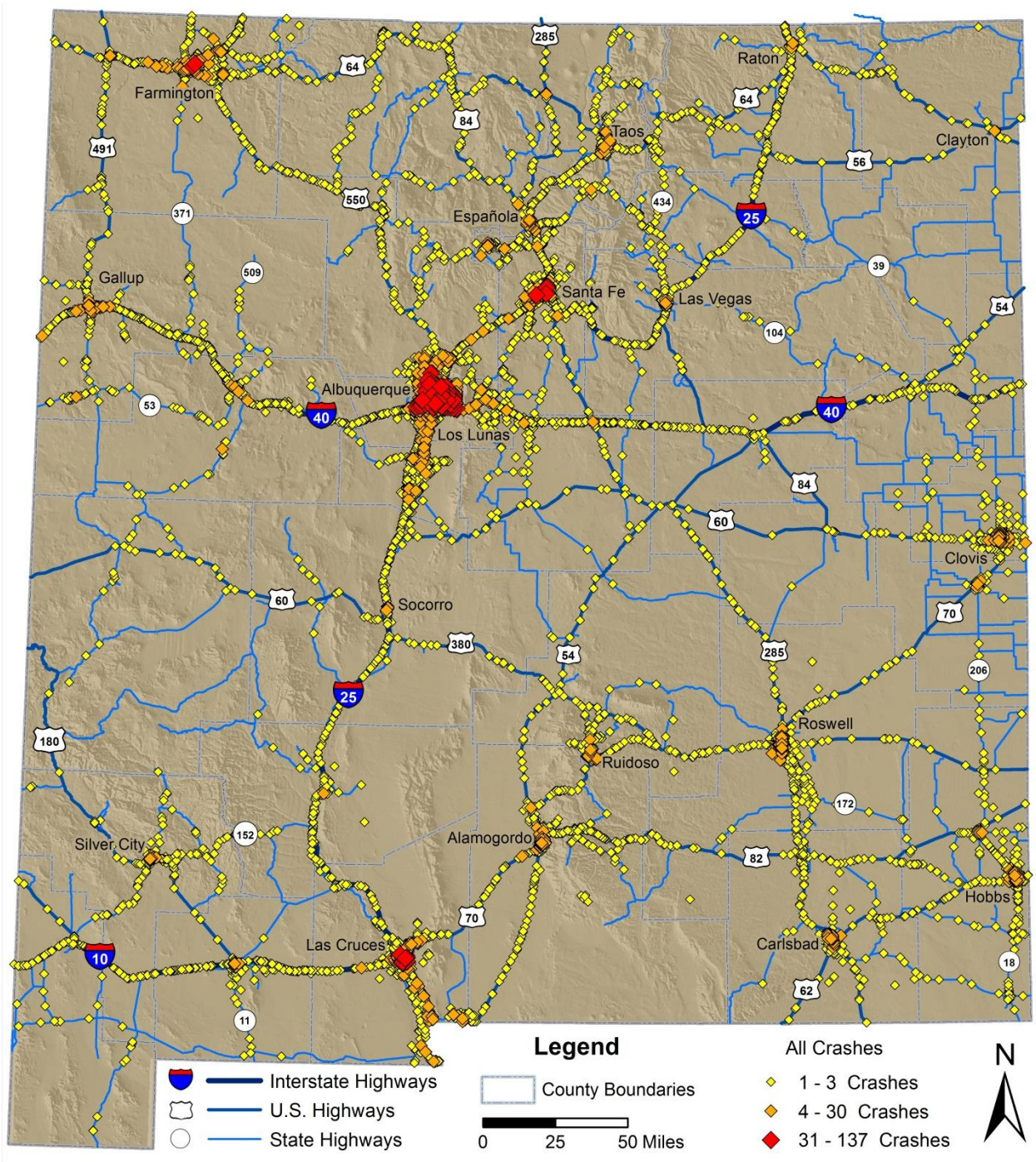


Density Map
(full map on page 57)



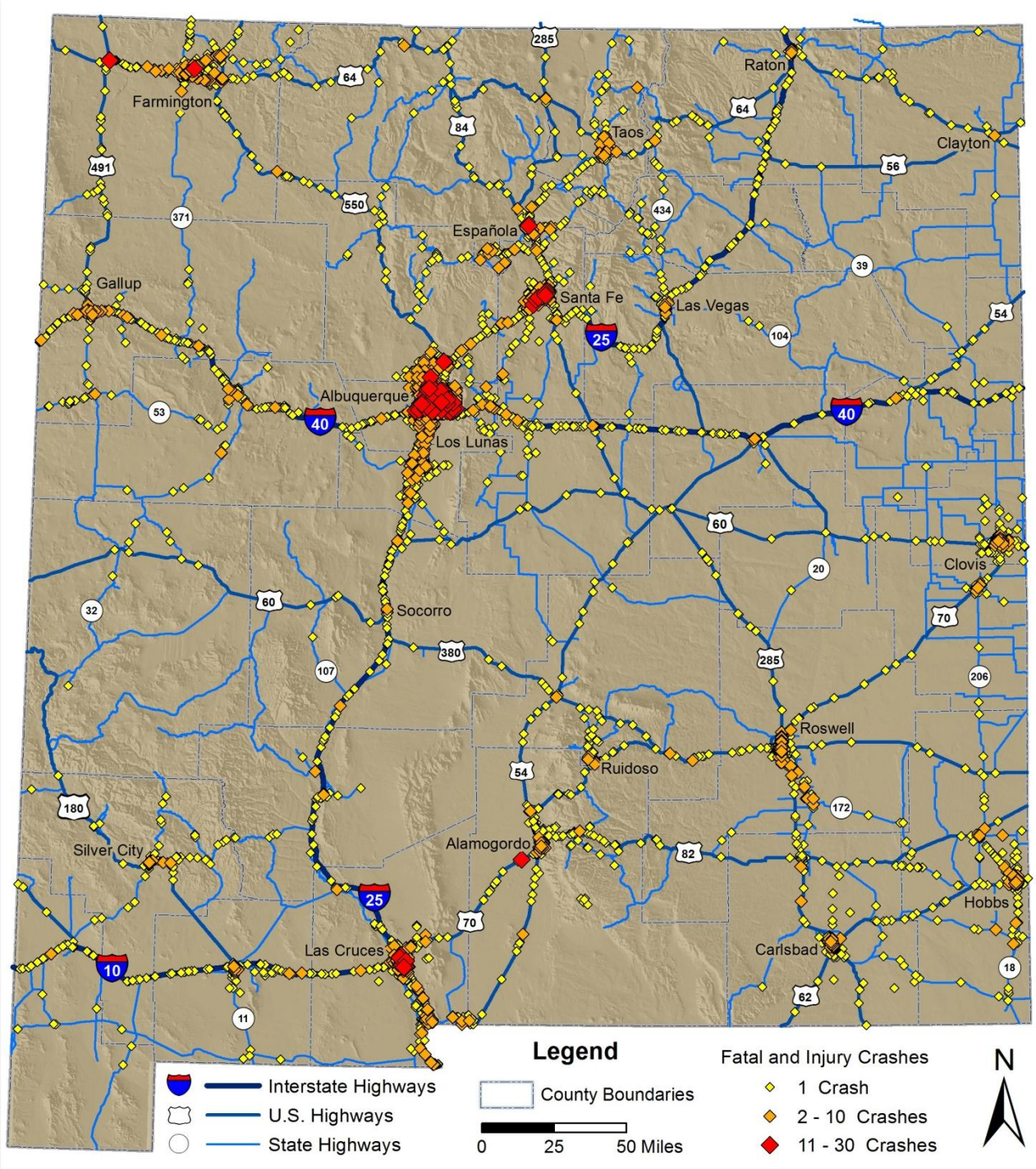
[13] All maps are available in high-resolution color at dgr.unm.edu.

Map 1: All Crashes in New Mexico, 2010

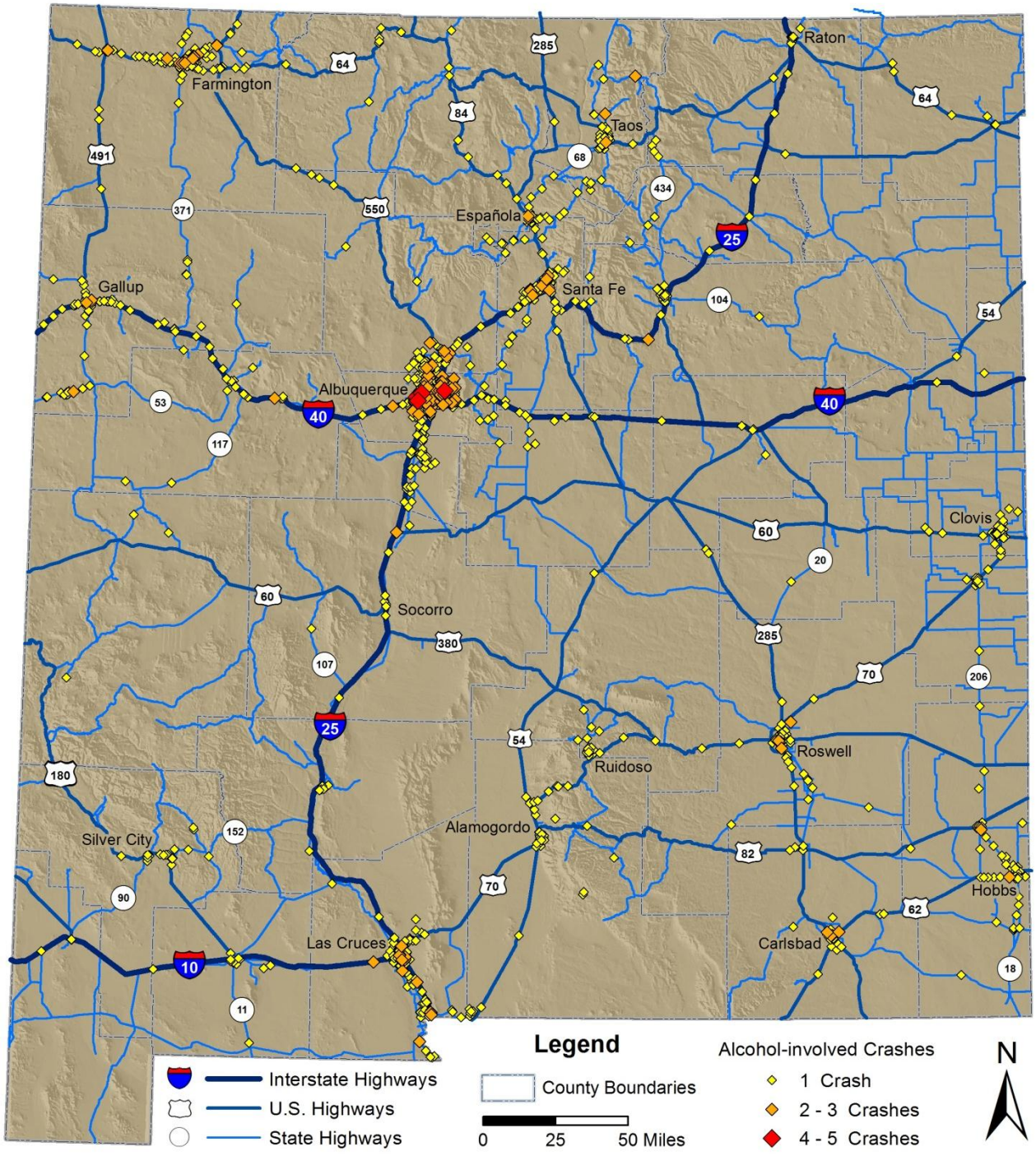


All maps are available in high-resolution color at dgr.unm.edu.

Map 2: Fatal and Injury Crashes in New Mexico, 2010

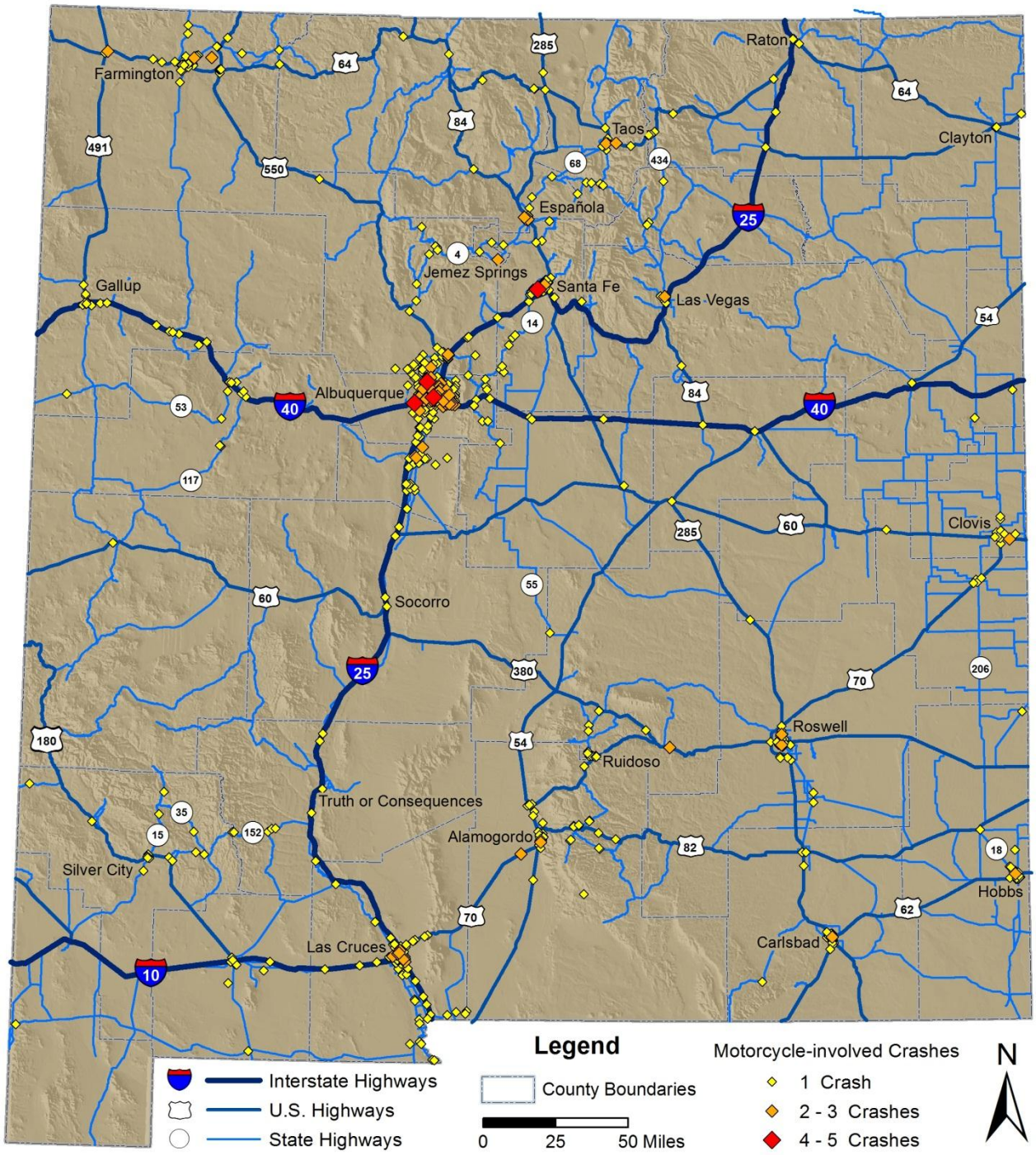


Map 3: Alcohol-involved Crashes, 2010

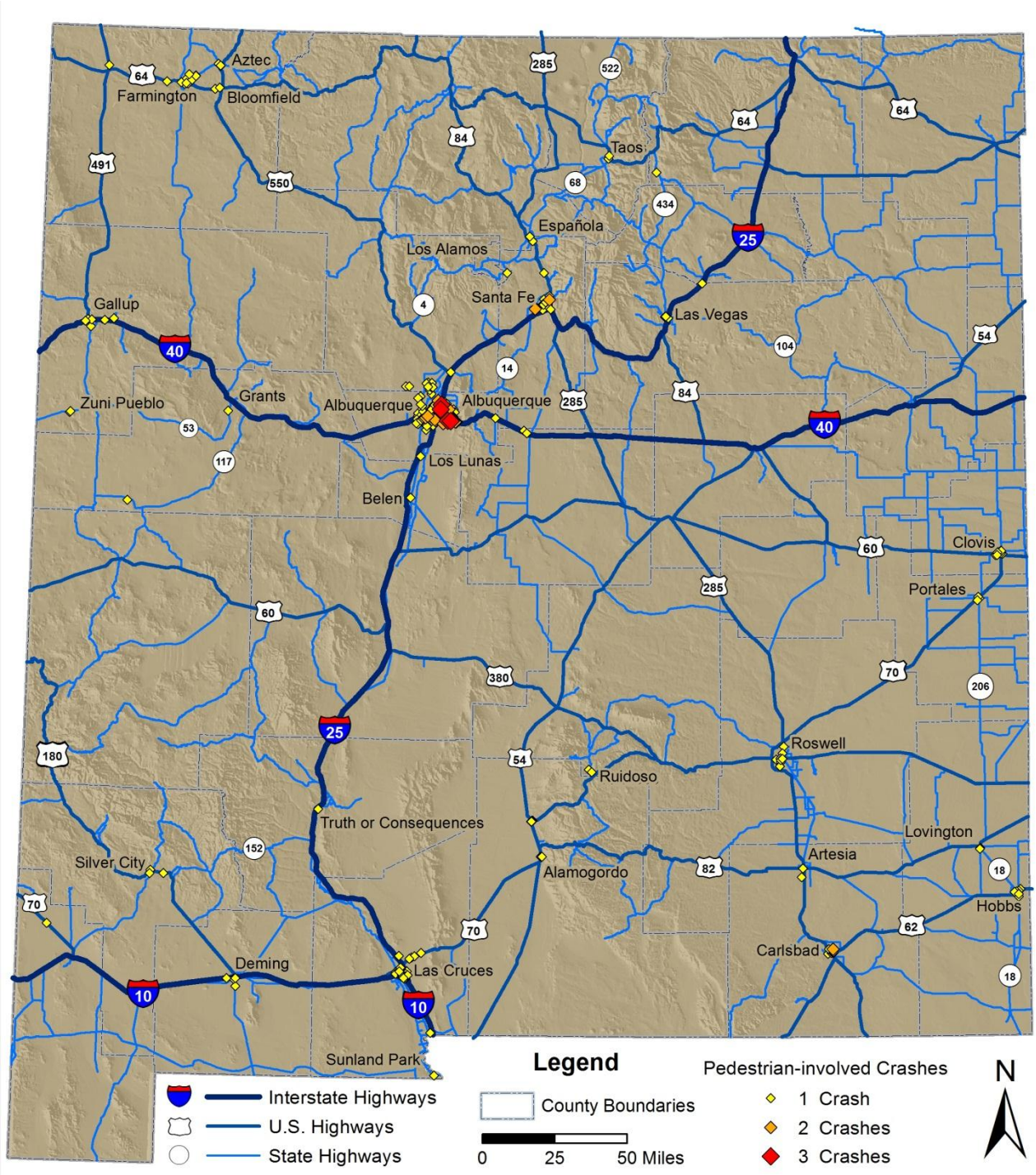


Map of Alcohol-involved Crashes by County provided on the last page of this report

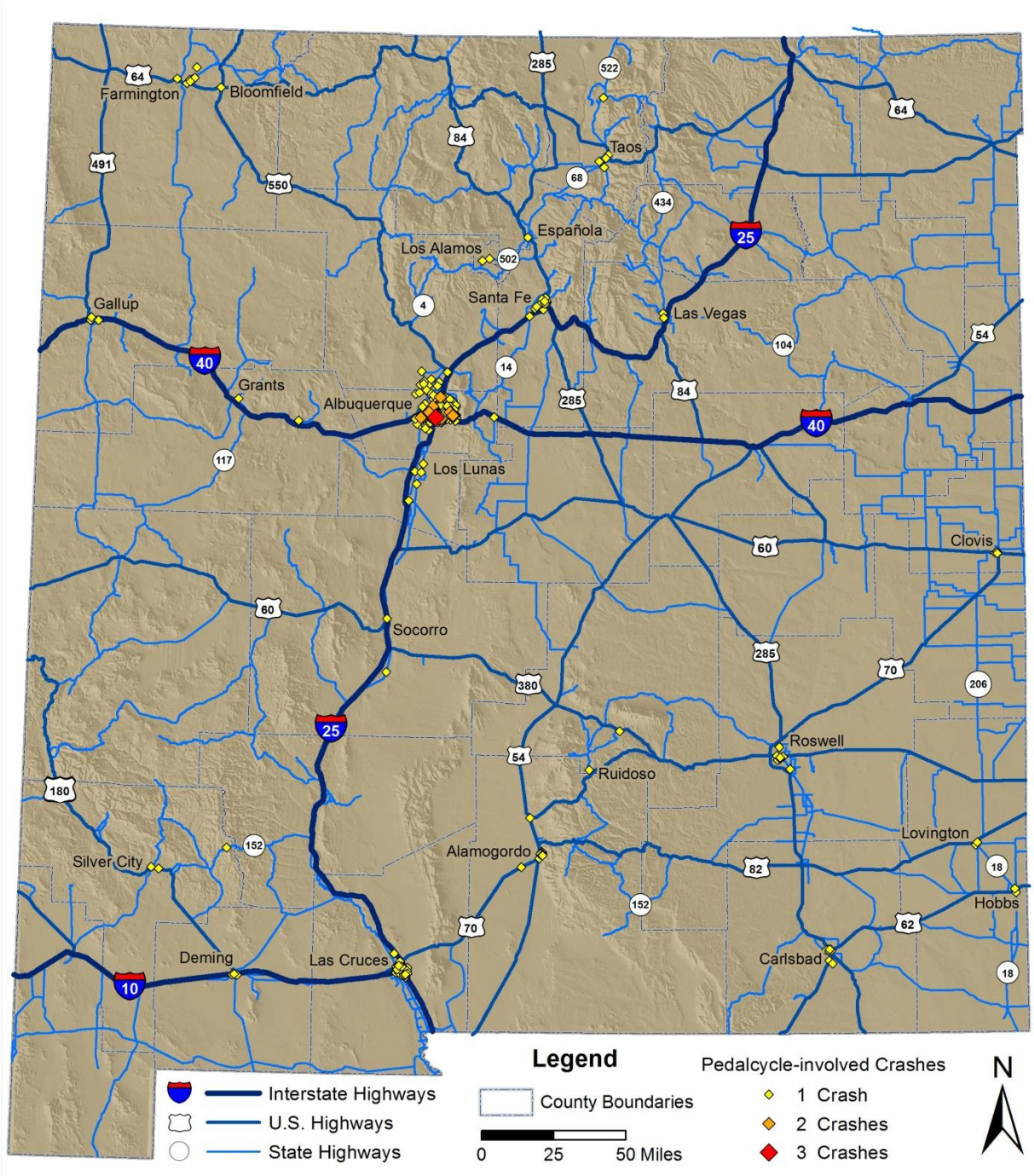
Map 4: Motorcycle-involved Crashes, 2010



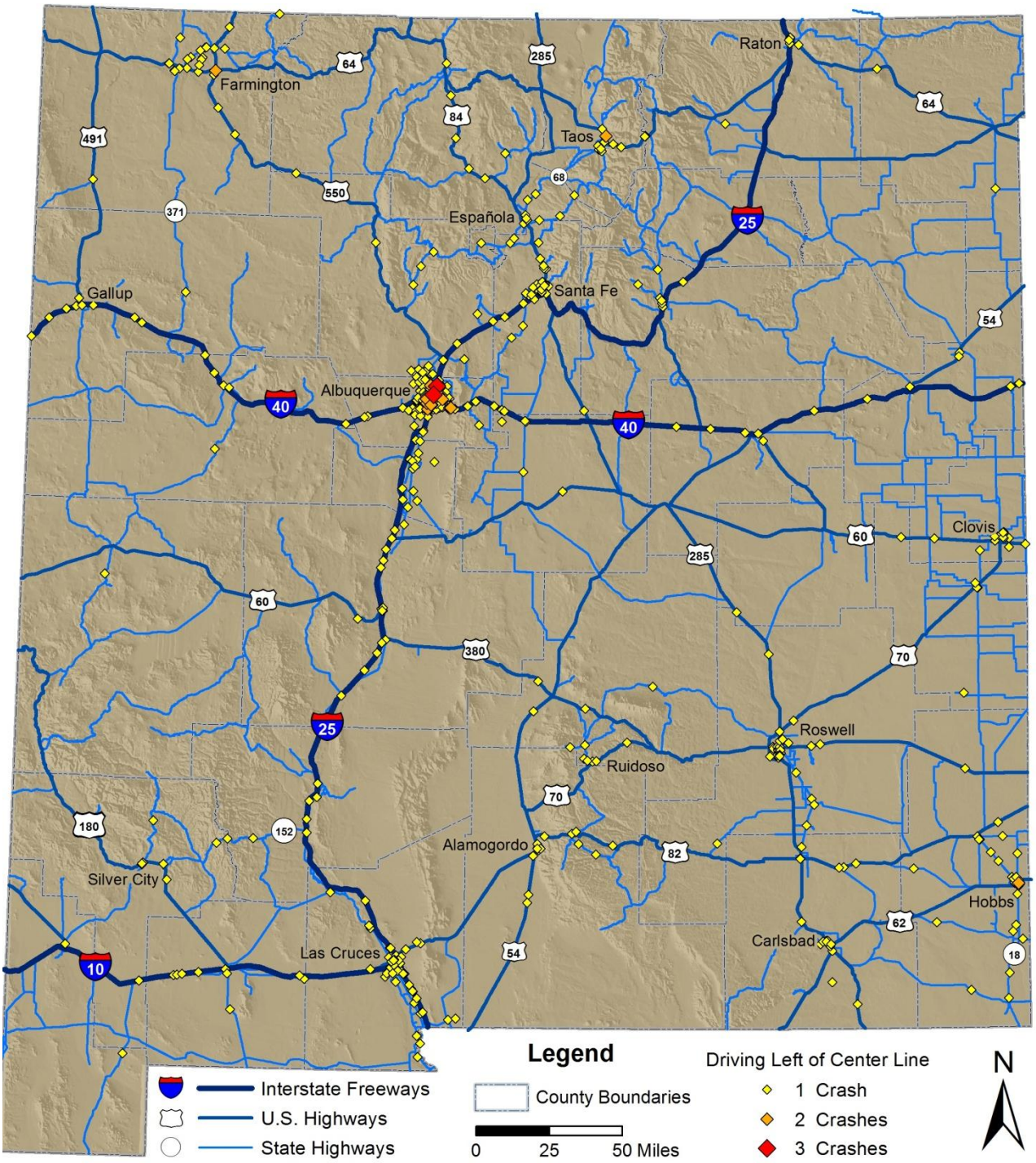
Map 5: Pedestrian-involved Crashes, 2010



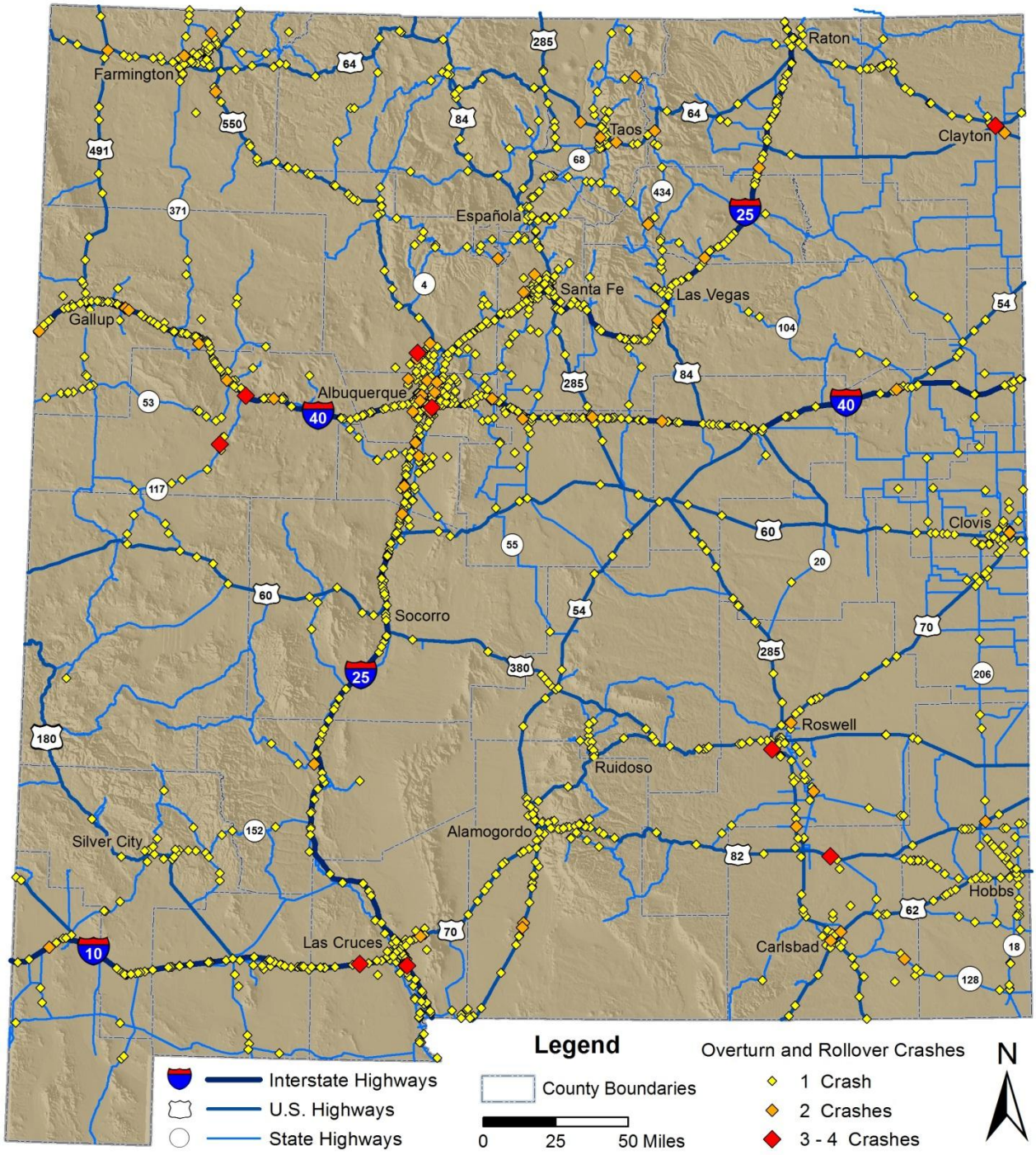
Map 6: Pedalcycle-involved Crashes, 2010



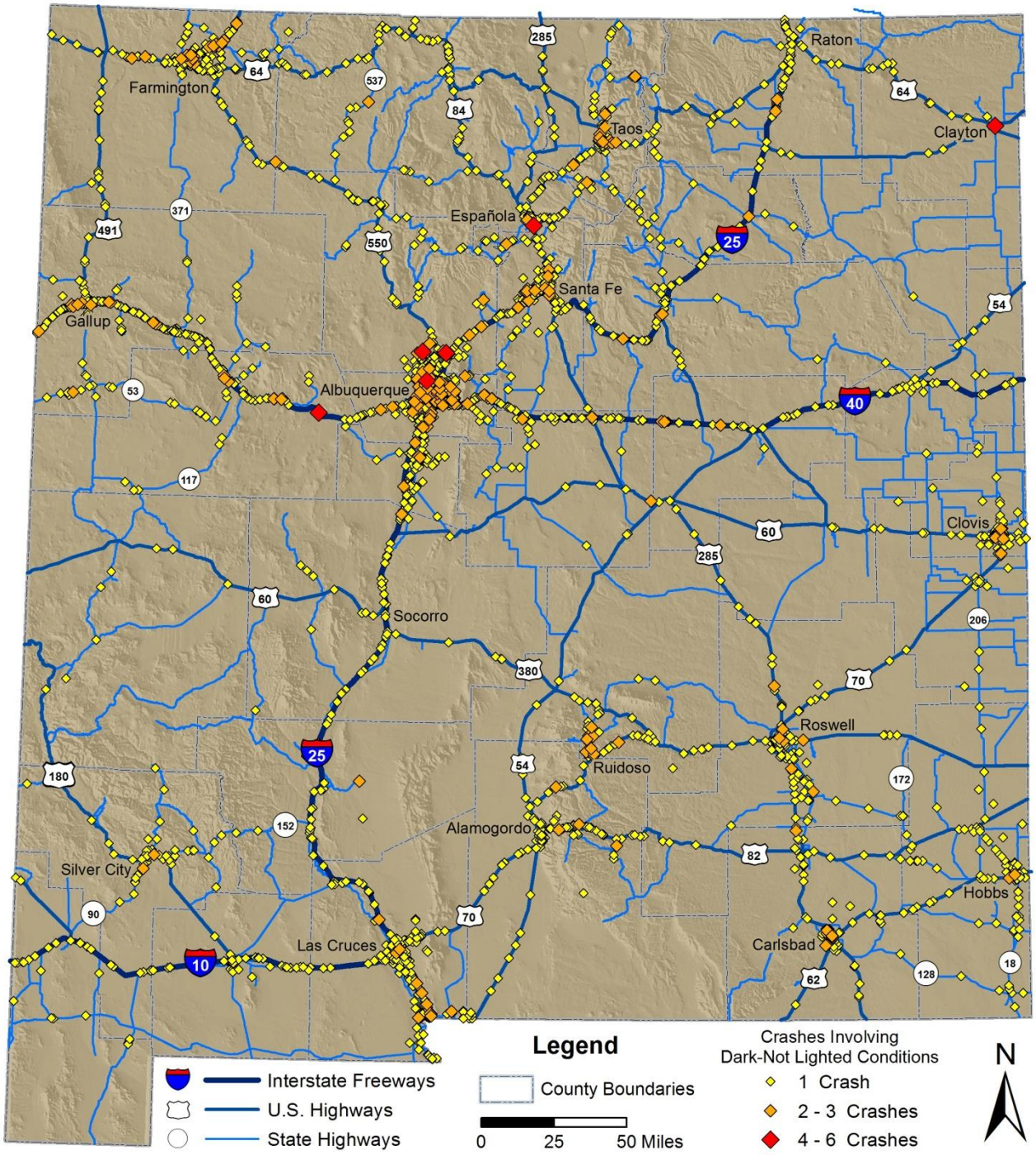
Map 7: Crashes involving Driving Left of the Center Line, 2010



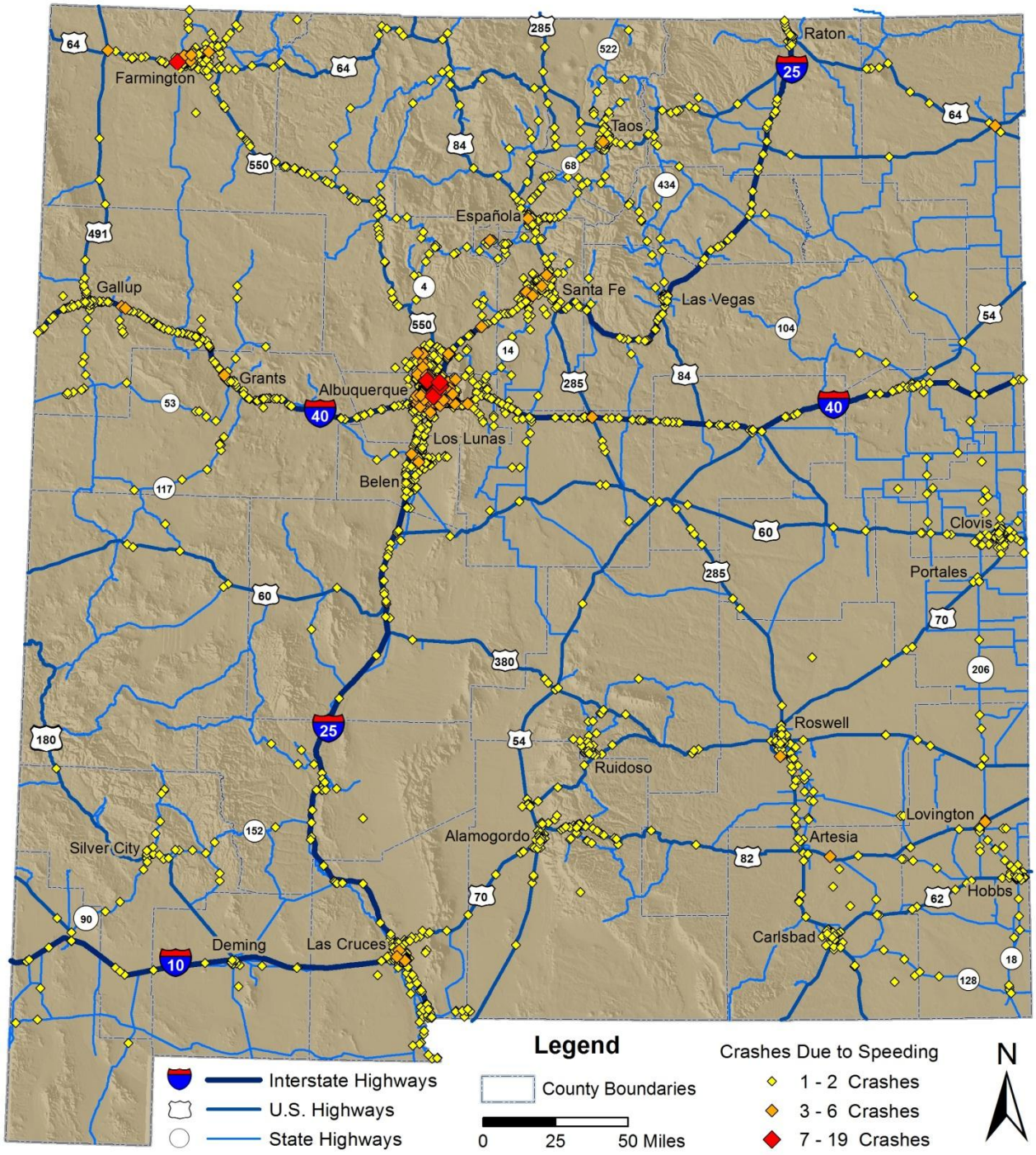
Map 8: Overturn and Rollover Crashes, 2010



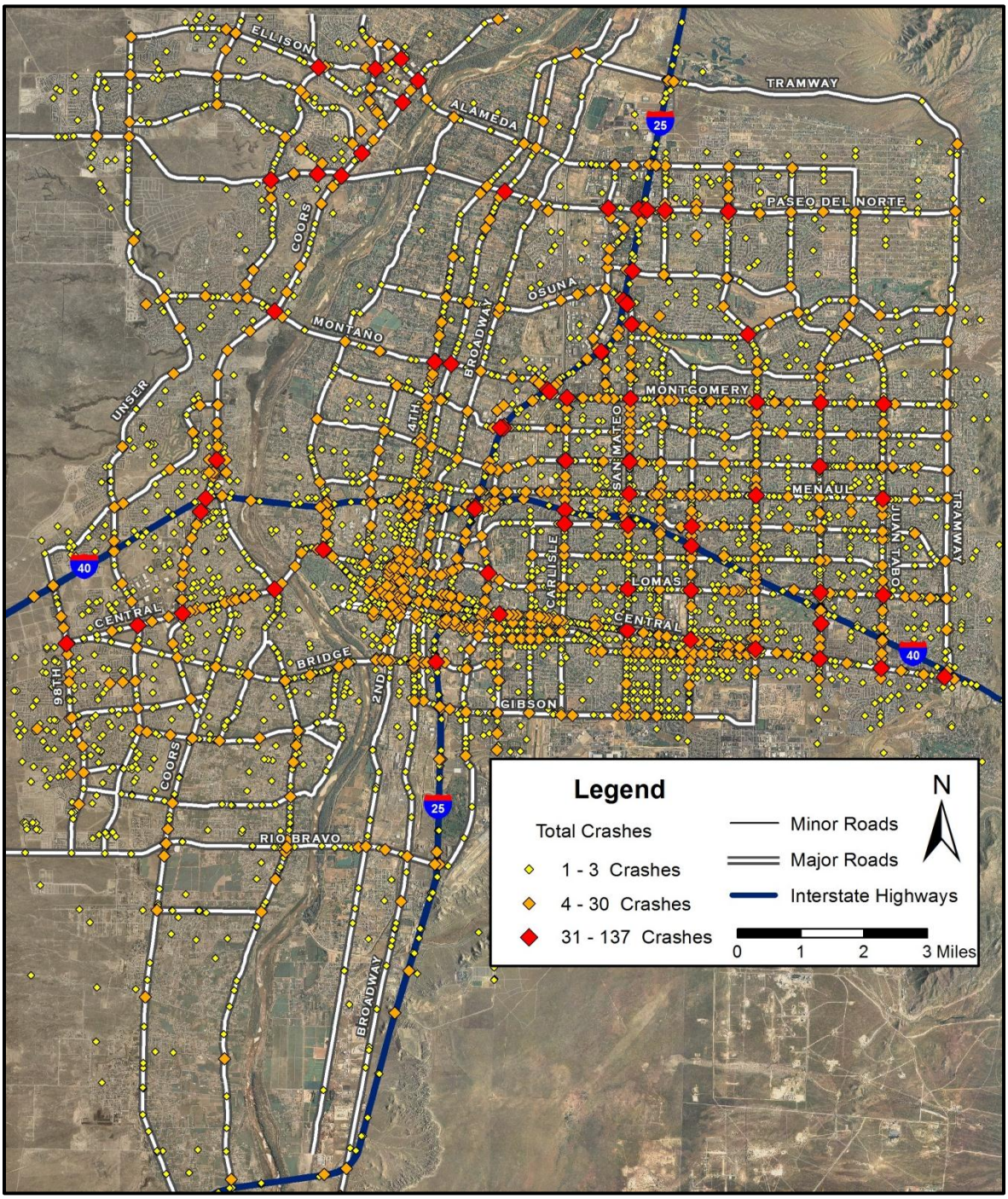
Map 9: Crashes in Dark Conditions (excluding lighted areas), 2010



Map 10: Crashes due to Speeding, 2010

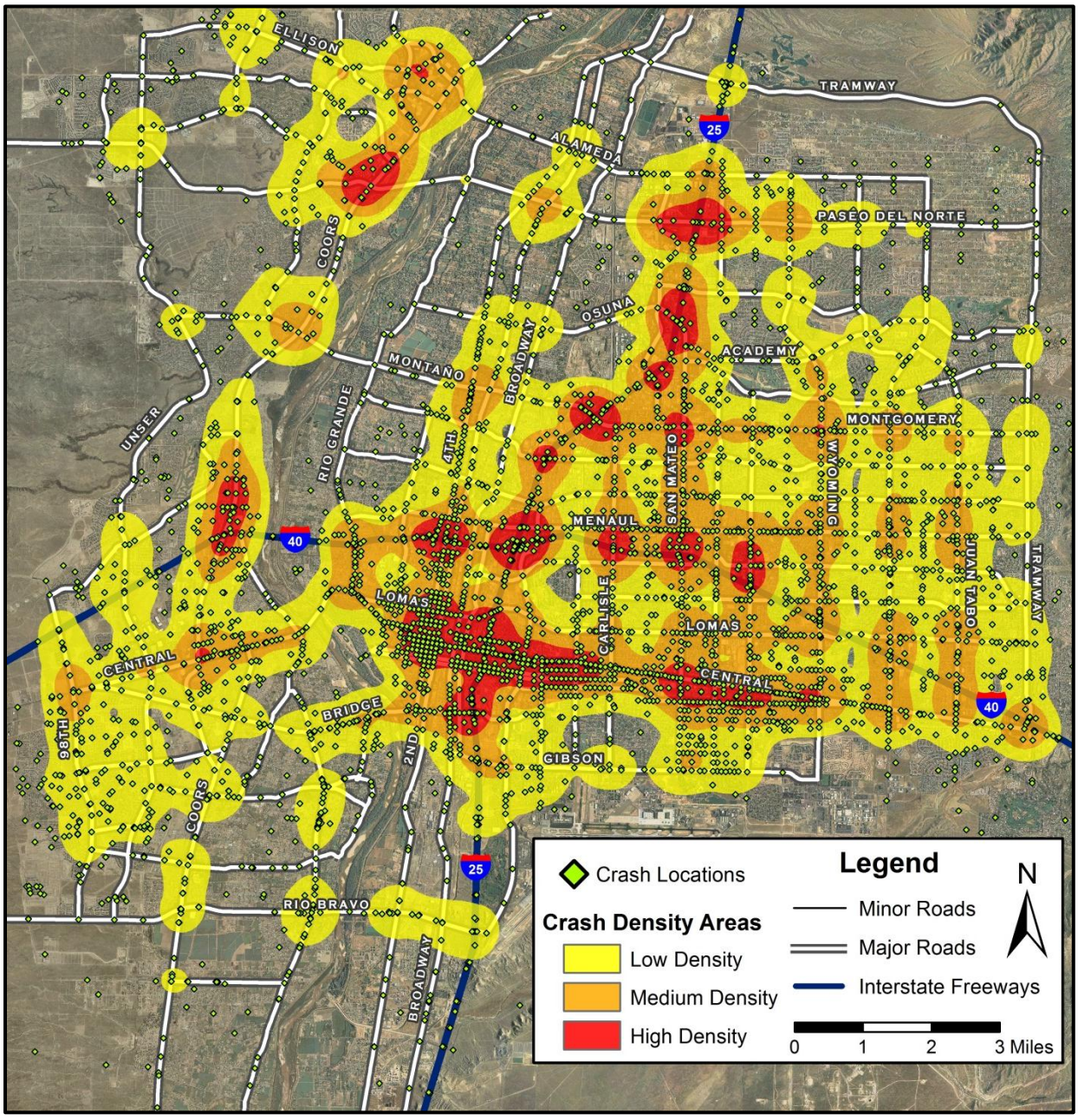


Map 11: Albuquerque Crashes, 2010



All maps are available in high-resolution color at dgr.unm.edu.

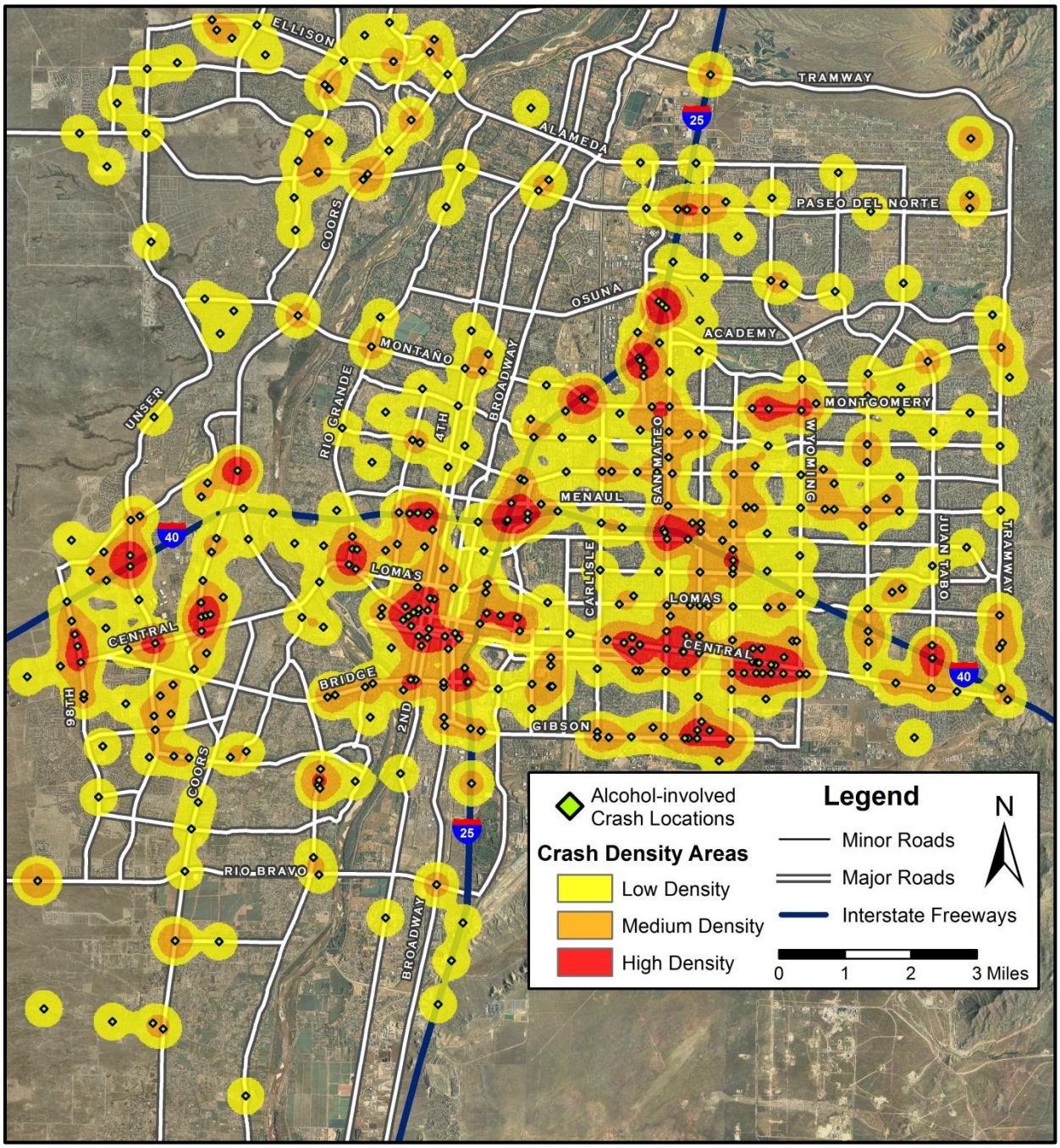
Map 12: Density Map[14] of All Crashes in Albuquerque, 2010



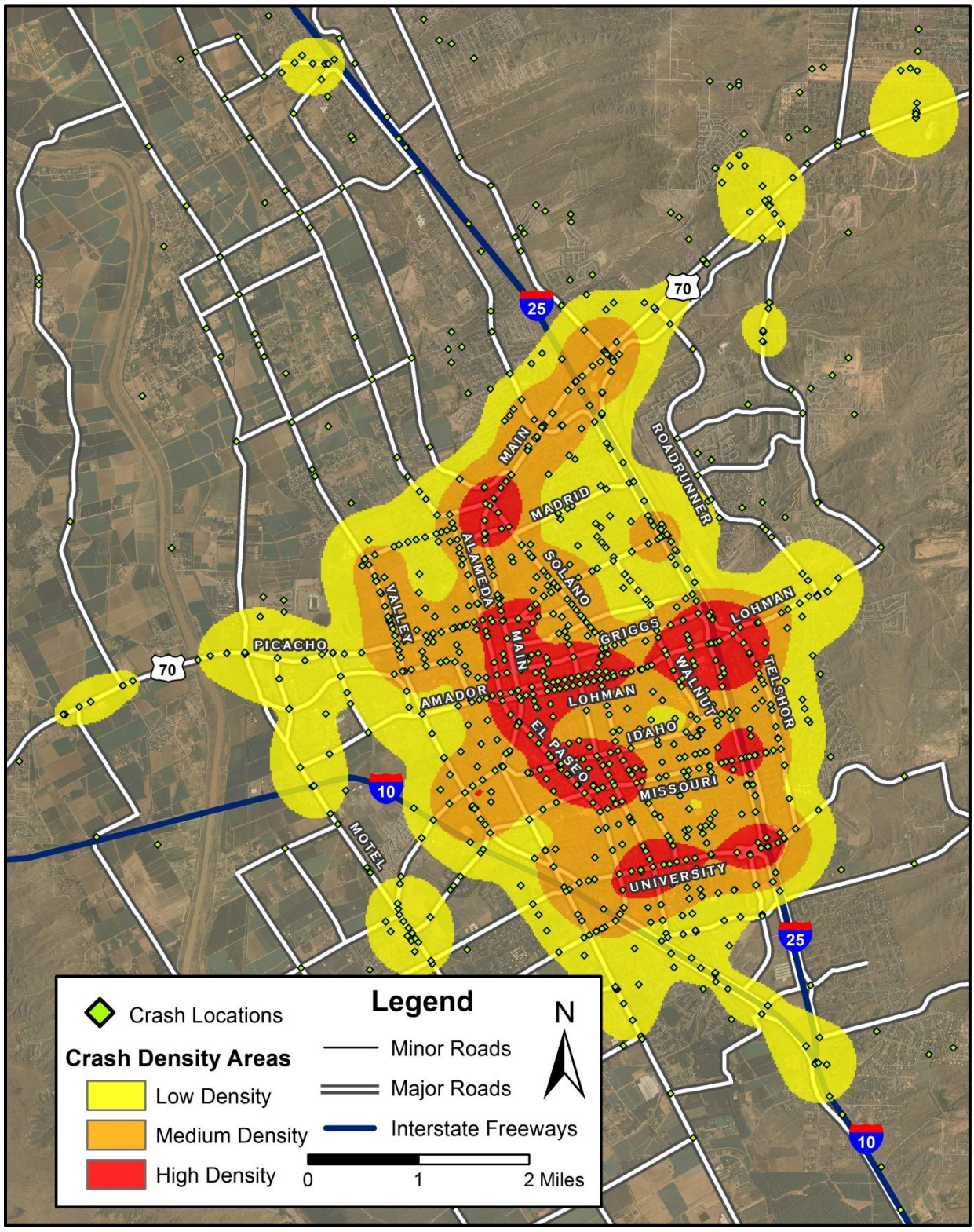
All maps are available in high-resolution color at dgr.unm.edu.

[14] All density maps in this report use a green dot to identify a location with one or more crashes in 2010. Crash density color is calculated using both the number of crashes at each location and the proximity of each location to other crashes.

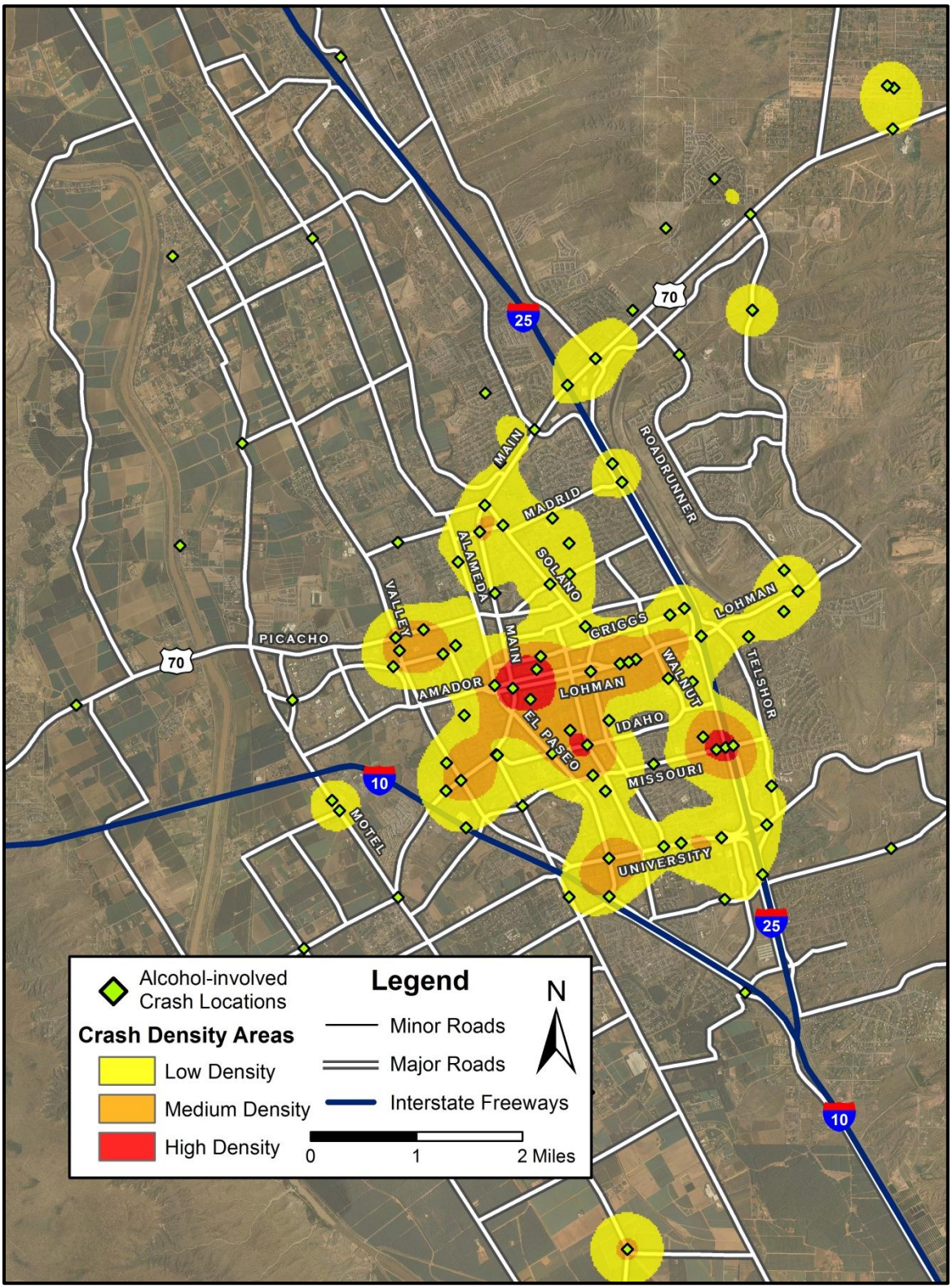
Map 13: Density Map of Alcohol-involved Crashes in Albuquerque, New Mexico, 2010



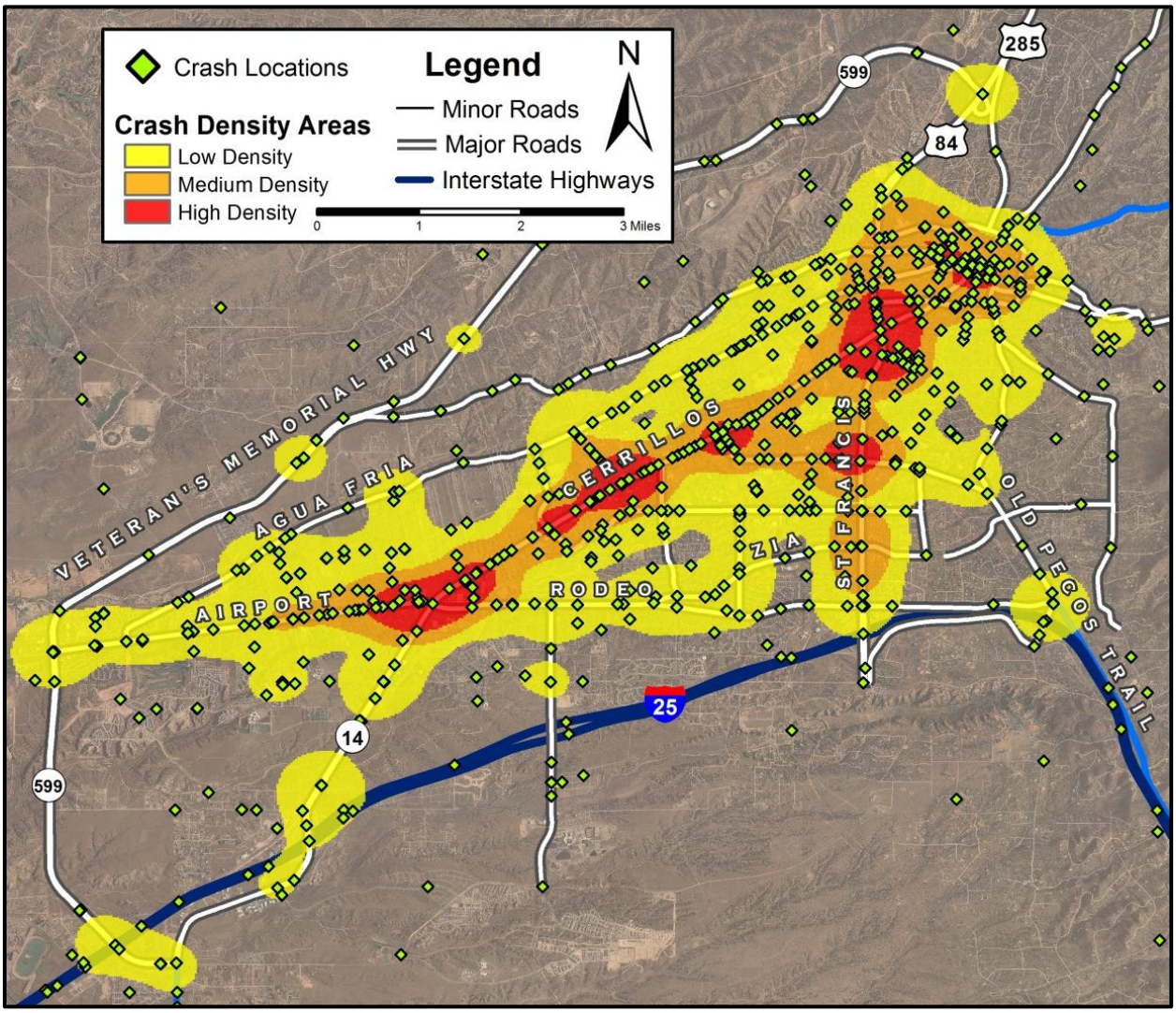
Map 14: Density Map of All Crashes in Las Cruces, New Mexico, 2010



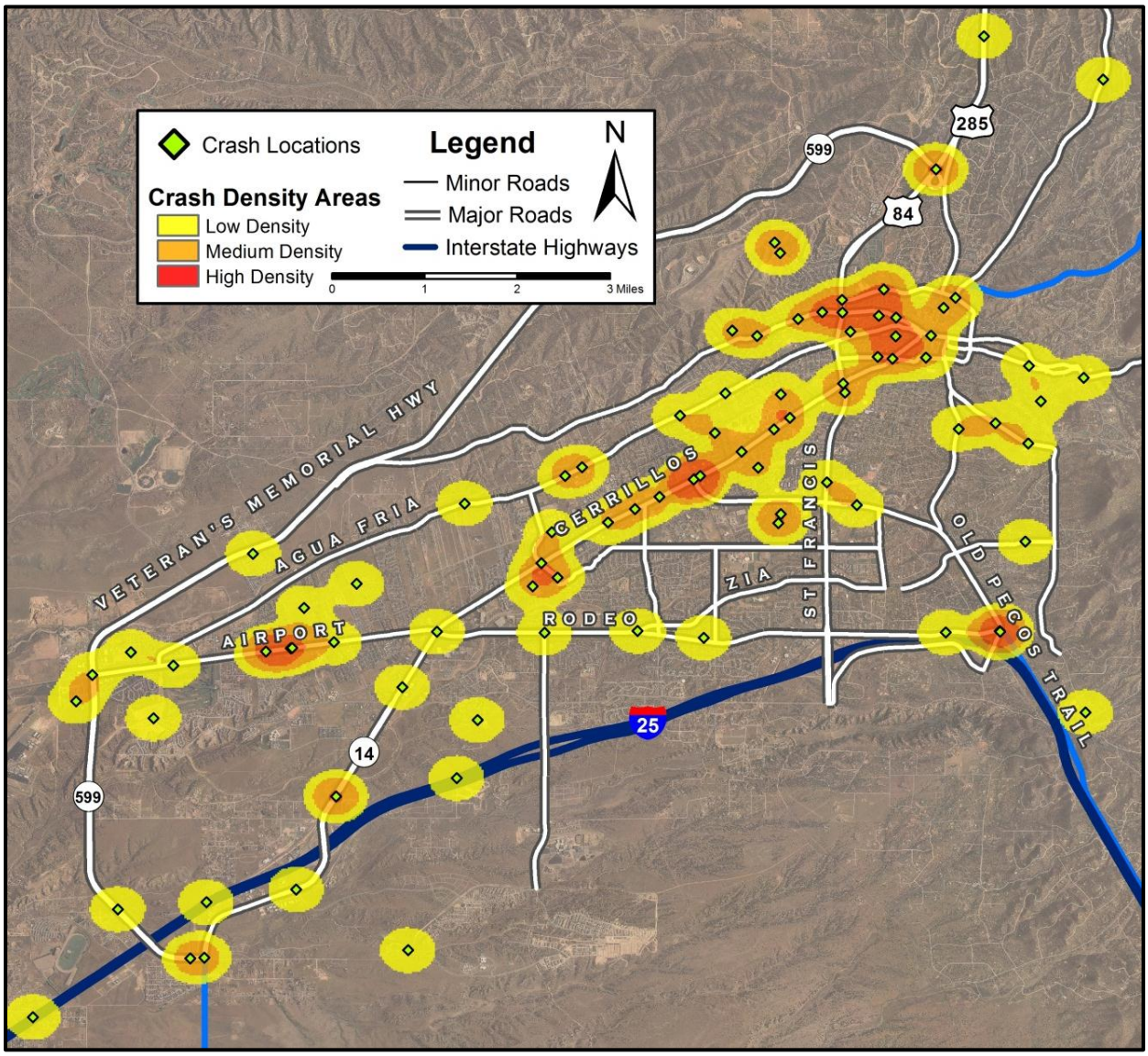
Map 15: Density Map of Alcohol-involved Crashes in Las Cruces, New Mexico, 2010



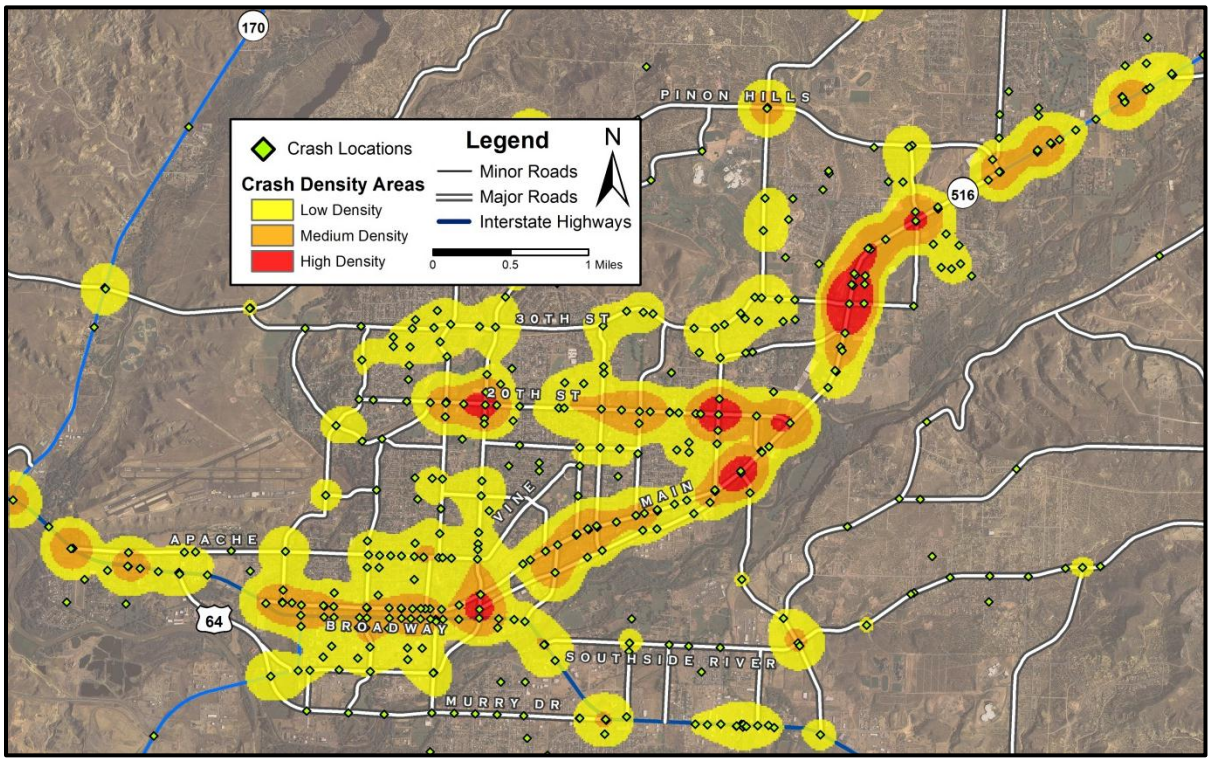
Map 16: Density Map of Crashes in Santa Fe, New Mexico, 2010



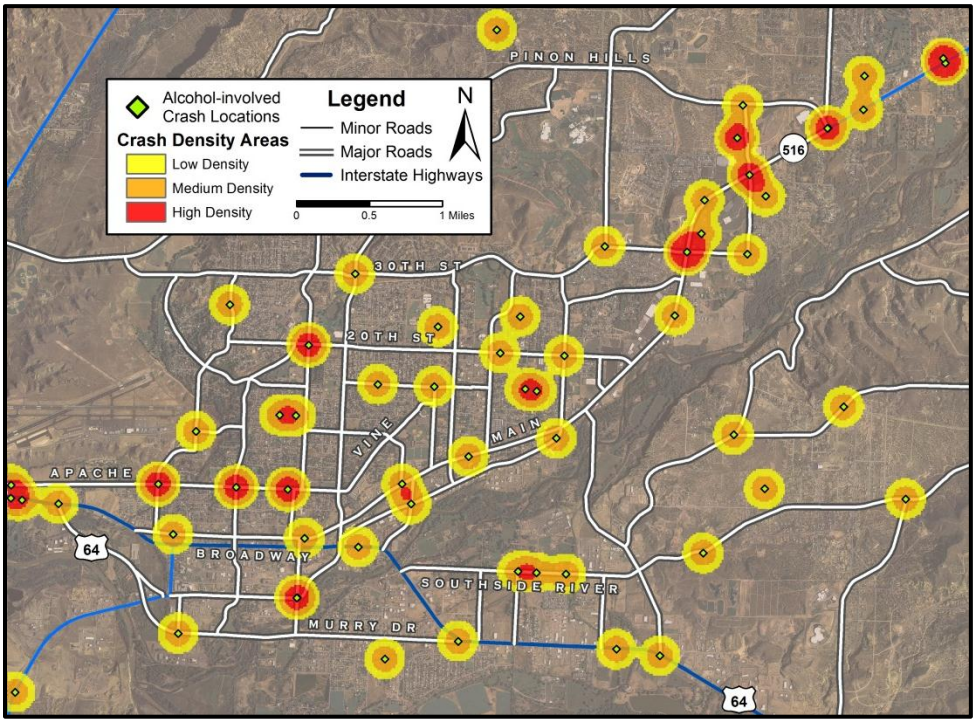
Map 17: Density Map of Alcohol-involved Crashes in Santa Fe, New Mexico, 2010



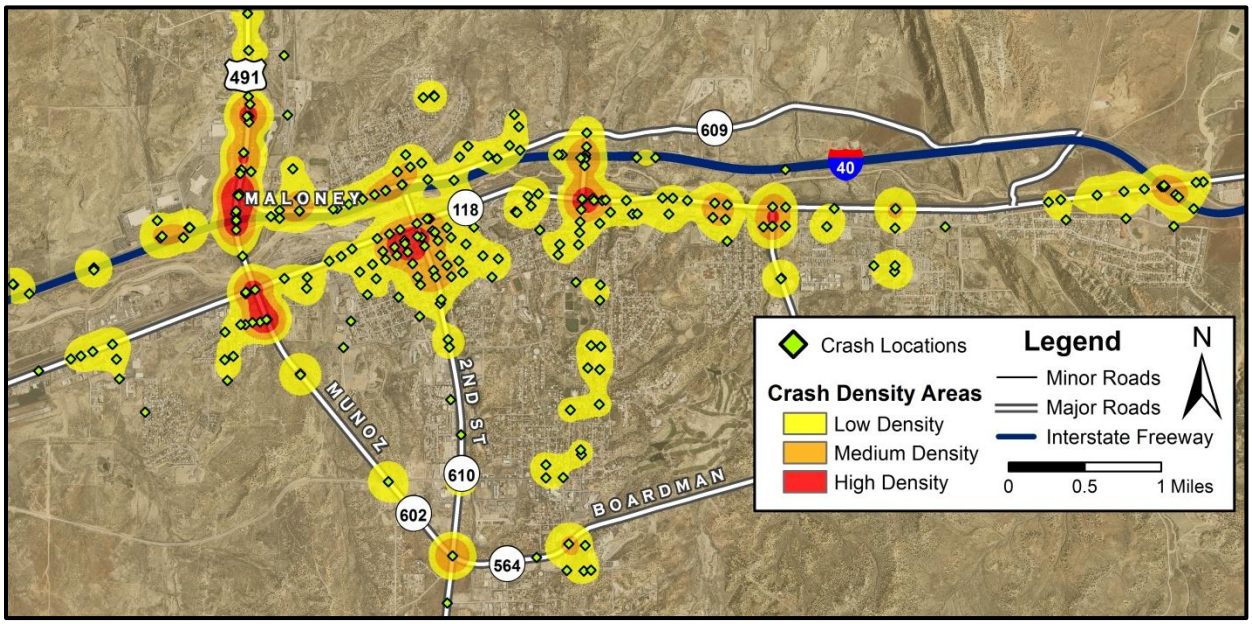
Map 18: Density Map of Crashes in Farmington, New Mexico, 2010



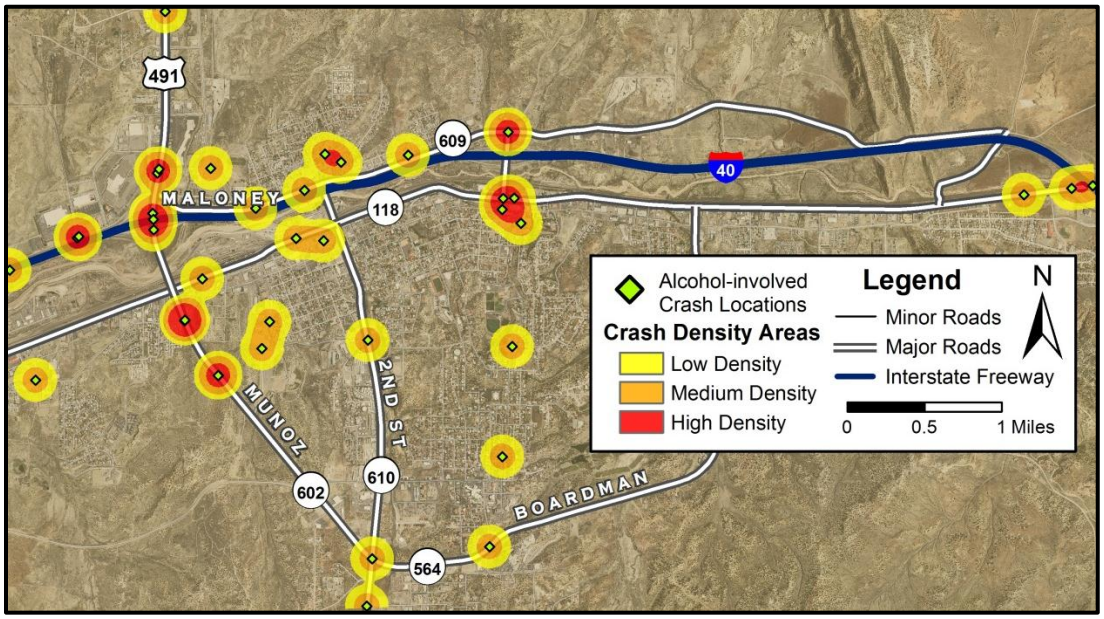
Map 19: Density Map of Alcohol-involved Crashes in Farmington, New Mexico, 2010



Map 20: Density Map of Crashes in Gallup, New Mexico, 2010



Map 21: Density Map of Alcohol-involved Crashes in Gallup, New Mexico, 2010



Counties

Additional data on individual counties are also available in the Appendix (page 174).

Crashes and Fatalities

- In 2010, the top 5 counties in total crashes (Bernalillo, Doña Ana, Santa Fe, San Juan, and Sandoval) also have the largest populations. (Table 57)
- Counties with a significant increase in alcohol-involved crashes since 2006 include San Miguel (19 to 41, a 116% increase), Taos (42 to 69, a 64% increase), and Lea (64 to 98, a 53% increase). (Table 66)
- Doña Ana County experienced almost no change in alcohol-involved crashes since 2006 (213 to 212 alcohol-involved crashes). (Table 58, Table 66)
- Since 2006, all highly populated counties have seen a decrease in crash-related fatalities. (Table 59, Appendix Table C-1)
- 26% of all motorcyclist fatalities and 26% of all pedestrian fatalities occurred in Bernalillo County in 2010. (Table 60, Table 61)
- Alcohol-involved crashes in Bernalillo County decreased 29% from 2009 to 2010.(Table 58)
- The highest number of animal-involved crashes occurs in San Juan County. (Table 62)
- Since 2006, Colfax and Taos saw a dramatic increase in animal-involved crashes. (Table 62)

Crash and Fatality Rates (Table 68)

- Two counties, Mora and Taos, have experienced an increase in crash rates (crashes per 10,000 population) since 2006.
- The fatality rate in Bernalillo County has decreased every year since 2006.
- Counties with the highest 2010 crash rate (crashes per 10,000 population) were Guadalupe (390), Colfax (276), Lincoln (260), Bernalillo (256), and Quay (248).
- Counties with a general decrease in crash rates (crashes per 10,000 population) since 2006 include Bernalillo, Grant, Guadalupe, Lea, Rio Arriba, Roosevelt, San Juan, Sandoval, and Santa Fe.
- In descending order, the counties with the highest 2010 fatality rate (fatalities per 10,000 population) were Guadalupe (12.8), Hidalgo (10.3), Quay (9.9), Union (4.4), San Miguel (3.7), McKinley (3.5), Socorro (3.4), Taos (3.3), and Cibola (3.3).

Table 57: Top 10 Counties in Total Crashes, 2010

2010 Rank	County	Total Crashes					Percent in 2010	Percent Change 2006 to 2010	Percent Change 2009 to 2010
		2006	2007	2008	2009	2010			
1	Bernalillo	21,241	21,300	19,456	18,716	17,005	40%	-20%	-9%
2	Doña Ana	4,051	4,124	3,995	4,137	4,140	10%	2%	0.1%
3	Santa Fe	3,808	3,926	3,763	3,511	3,325	8%	-13%	-5%
4	San Juan	2,909	2,719	2,843	2,619	2,363	6%	-19%	-10%
5	Sandoval	1,995	2,014	1,889	1,964	1,949	5%	-2%	-1%
6	Chaves	1,514	1,533	1,647	1,494	1,413	3%	-7%	-5%
7	Lea	1,486	1,503	1,471	1,259	1,300	3%	-13%	3%
8	McKinley	1,382	1,224	1,178	1,318	1,298	3%	-6%	-2%
9	Otero	1,235	1,086	1,057	1,104	1,101	3%	-11%	-0.3%
10	Curry	996	1,080	1,007	1,225	1,095	3%	10%	-11%
All Other Counties		8,701	8,595	8,134	8,809	7,813	18%	-10%	-11%
Total		49,318	49,104	46,440	46,156	42,802	100%	-13%	-7%

Table 58: Top 10 Counties in Alcohol-involved Crashes, 2010

2010 Rank	County	Alcohol-involved Crashes					Percent in 2010	Percent Change 2006 to 2010	Percent Change 2009 to 2010
		2006	2007	2008	2009	2010			
1	Bernalillo	940	783	770	846	598	28%	-36%	-29%
2	Doña Ana	213	199	215	260	212	10%	-0.5%	-18%
3	San Juan	279	239	254	212	206	10%	-26%	-3%
4	Santa Fe	251	228	233	208	192	9%	-24%	-8%
5	McKinley	167	160	142	170	128	6%	-23%	-25%
6	Sandoval	104	99	136	111	99	5%	-5%	-11%
7	Lea	64	71	118	83	98	5%	53%	18%
8	Taos	42	42	38	64	69	3%	64%	8%
9	Chaves	82	67	109	84	68	3%	-17%	-19%
10	Otero	57	58	54	55	54	2%	-5%	-2%
All Other Counties		499	525	530	605	438	20%	-12%	-28%
Total		2,698	2,471	2,599	2,698	2,162	100%	-20%	-20%

Table 59: Top 10 Counties in Fatalities, 2010

2010 Rank[1]	County	Fatalities in Crashes					Percent in 2010	Percent Change 2006 - 2010	Percent Change 2009 - 2010
		2006	2007	2008	2009	2010			
1	Bernalillo	74	68	57	57	46	13%	-38%	-19%
2	San Juan	44	40	30	15	30	9%	-32%	100%
3	Santa Fe	29	18	14	23	26	7%	-10%	13%
4	Doña Ana	33	22	13	29	25	7%	-24%	-14%
4	McKinley	46	39	32	34	25	7%	-46%	-26%
6	Lea	26	15	16	13	20	6%	-23%	54%
7	Chaves	21	9	10	16	18	5%	-14%	13%
8	Sandoval	23	14	22	24	14	4%	-39%	-42%
8	Eddy	13	9	16	15	14	4%	8%	-7%
10	Otero	15	8	9	8	12	3%	-20%	50%
All Other Counties		160	171	147	127	119	34%	-26%	-6%
Total		484	413	366	361	349	100%	-28%	-3%

[1] Doña Ana and McKinley have the same number of 2010 fatalities and therefore the same rank, as do Sandoval and Eddy.

Table 60: Top 10 Counties in Motorcyclist (Driver and Passenger) Fatalities

2010 Rank[1]	County	Motorcyclist Fatalities in Crashes					Percent of all MC Fatalities in 2010
		2006	2007	2008	2009	2010	
1	Bernalillo	11	13	16	13	11	26.2%
2	Sandoval	2	0	3	3	5	11.9%
3	Otero	2	1	1	0	4	9.5%
4	Valencia	4	1	2	0	3	7.1%
4	Santa Fe	1	3	3	4	3	7.1%
4	Lea	4	1	4	1	3	7.1%
4	Doña Ana	7	8	2	1	3	7.1%
8	Taos	0	3	3	2	2	4.8%
9	San Juan	3	6	2	4	1	2.4%
9	Colfax	0	1	0	1	1	2.4%
9	San Miguel	1	2	1	0	1	2.4%
9	Chaves	3	0	1	7	1	2.4%
9	Grant	0	2	3	1	1	2.4%
9	Sierra	1	0	0	0	1	2.4%
9	McKinley	2	1	0	0	1	2.4%
9	Rio Arriba	1	2	4	4	1	2.4%
All Other Counties		7	9	8	5	0	0.0%
Total		49	53	53	46	42	100.0%

[1] Counties with the same number of motorcyclist fatalities have the same rank number. For example, Valencia, Santa Fe, Lea, and Doña Ana all rank 4th (three fatalities in 2010), and therefore there is no 5th, 6th or 7th ranking. There is no 10th ranking because a county was ranked 9th if it had one fatality.

Table 61: Top 10 Counties in Pedestrian Fatalities

2010 Rank	County	Pedestrian Fatalities in Crashes					Percent in 2010
		2006	2007	2008	2009	2010	
1	Bernalillo	19	18	14	11	9	26.5%
2	San Juan	13	7	2	3	6	17.6%
3	Doña Ana	4	2	0	2	4	11.8%
3	Otero	3	0	1	2	4	11.8%
5	Santa Fe	4	2	2	4	3	8.8%
6	Eddy	3	0	1	0	2	5.9%
7	Colfax	0	0	1	0	1	2.9%
7	Curry	0	0	0	0	1	2.9%
7	Taos	1	2	1	0	1	2.9%
7	Grant	0	1	0	0	1	2.9%
7	Luna	1	1	0	0	1	2.9%
7	McKinley	7	10	7	9	1	2.9%
All Other Counties		15	9	11	10	0	0.0%
Total		70	52	40	41	34	100.0%

[1] Counties with the same number of pedestrian fatalities have the same rank number. For example, Doña Ana and Otero both rank 3rd (four fatalities in 2010), and therefore there is no 4th ranking. There is no 8th, 9th, or 10th ranking because a county was ranked 7th if it had one pedestrian fatality.

Table 62: Top 10 Counties in Animal-involved Crashes

2010 Rank	County	Animal-involved Crashes					Percent in 2010	Percent Change 2006 to 2010	Percent Change 2009 to 2010
		2006	2007	2008	2009	2010			
1	San Juan	192	154	159	190	167	**13%**	-13.0%	-12.1%
2	Lincoln	136	123	117	115	117	**9%**	-14.0%	**1.7%**
3	Rio Arriba	123	139	116	105	110	**8%**	-10.6%	**4.8%**
4	Colfax	61	80	56	87	87	**7%**	**42.6%**	**0.0%**
5	Otero	73	73	69	70	81	**6%**	**11.0%**	**15.7%**
6	Grant	118	110	124	123	74	**6%**	-37.3%	-39.8%
7	Taos	37	22	31	80	60	**5%**	**62.2%**	-25.0%
8	Chaves	64	62	78	96	58	**4%**	-9.4%	-39.6%
9	Sandoval	43	68	59	58	56	**4%**	**30.2%**	-3.4%
10	McKinley	48	49	42	61	55	**4%**	**14.6%**	-9.8%
All Other Counties		474	498	549	573	457	**35%**	-3.6%	-20.2%
Total		1,369	1,378	1,400	1,558	1,322	**100%**	-3.4%	-15.1%

Table 63: Severity of Crashes by County, 2010

County	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Bernalillo	42	13.2%	4,768	37.9%	12,195	40.8%	17,005	39.7%
Catron	1	0.3%	10	0.1%	21	0.1%	32	0.1%
Chaves	15	4.7%	345	2.7%	1,053	3.5%	1,413	3.3%
Cibola	8	2.5%	127	1.0%	286	1.0%	421	1.0%
Colfax	4	1.3%	93	0.7%	282	0.9%	379	0.9%
Curry	7	2.2%	267	2.1%	821	2.7%	1,095	2.6%
De Baca	0	0.0%	11	0.1%	20	0.1%	31	0.1%
Doña Ana	24	7.6%	1,396	11.1%	2,720	9.1%	4,140	9.7%
Eddy	13	4.1%	291	2.3%	674	2.3%	978	2.3%
Grant	7	2.2%	113	0.9%	324	1.1%	444	1.0%
Guadalupe	5	1.6%	65	0.5%	113	0.4%	183	0.4%
Harding	0	0.0%	1	0.0%	3	0.0%	4	0.0%
Hidalgo	5	1.6%	45	0.4%	62	0.2%	112	0.3%
Lea	18	5.7%	366	2.9%	916	3.1%	1,300	3.0%
Lincoln	2	0.6%	160	1.3%	370	1.2%	532	1.2%
Los Alamos	1	0.3%	46	0.4%	92	0.3%	139	0.3%
Luna	8	2.5%	120	1.0%	293	1.0%	421	1.0%
McKinley	21	6.6%	338	2.7%	939	3.1%	1,298	3.0%
Mora	1	0.3%	36	0.3%	76	0.3%	113	0.3%
Otero	12	3.8%	364	2.9%	725	2.4%	1,101	2.6%
Quay	8	2.5%	76	0.6%	141	0.5%	225	0.5%
Rio Arriba	6	1.9%	154	1.2%	355	1.2%	515	1.2%
Roosevelt	2	0.6%	55	0.4%	167	0.6%	224	0.5%
San Juan	26	8.2%	788	6.3%	1,549	5.2%	2,363	5.5%
San Miguel	10	3.2%	127	1.0%	372	1.2%	509	1.2%
Sandoval	12	3.8%	599	4.8%	1,338	4.5%	1,949	4.6%
Santa Fe	22	6.9%	1,077	8.6%	2,226	7.4%	3,325	7.8%
Sierra	3	0.9%	43	0.3%	135	0.5%	181	0.4%
Socorro	6	1.9%	97	0.8%	225	0.8%	328	0.8%
Taos	11	3.5%	213	1.7%	560	1.9%	784	1.8%
Torrance	4	1.3%	84	0.7%	165	0.6%	253	0.6%
Union	2	0.6%	33	0.3%	51	0.2%	86	0.2%
Valencia	11	3.5%	285	2.3%	623	2.1%	919	2.1%
Total	317	100.0%	12,593	100.0%	29,892	100.0%	42,802	100.0%

Table 64: Severity of Injuries to People in Crashes by County, 2010

County	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Non-visible Injuries (Class C)	Not Injured (Class O)	Total People
Bernalillo	46	542	1,124	5,449	39,474	46,635
Catron	1	4	8	6	43	62
Chaves	18	56	129	348	3,184	3,735
Cibola	9	19	69	117	812	1,026
Colfax	4	17	55	67	666	809
Curry	7	45	106	239	2,583	2,980
De Baca	0	5	8	8	39	60
Doña Ana	25	250	472	1,302	9,146	11,195
Eddy	14	45	121	260	2,051	2,491
Grant	7	24	36	94	863	1,024
Guadalupe	6	13	49	48	306	422
Harding	0	0	3	0	5	8
Hidalgo	5	8	33	41	165	252
Lea	20	57	124	345	2,889	3,435
Lincoln	3	30	80	99	1,035	1,247
Los Alamos	1	2	11	48	290	352
Luna	8	11	86	79	896	1,080
McKinley	25	93	139	354	3,095	3,706
Mora	1	9	15	27	168	220
Otero	12	44	149	324	2,301	2,830
Quay	9	51	53	33	349	495
Rio Arriba	7	22	57	155	858	1,099
Roosevelt	3	7	22	41	470	543
San Juan	30	155	258	859	5,152	6,454
San Miguel	11	16	58	126	1,064	1,275
Sandoval	14	117	209	657	4,198	5,195
Santa Fe	26	126	312	1,165	7,203	8,832
Sierra	3	9	34	16	301	363
Socorro	6	18	43	88	575	730
Taos	11	42	68	194	1,465	1,780
Torrance	4	14	32	74	471	595
Union	2	10	26	23	126	187
Valencia	11	61	132	249	2,016	2,469
Total People	349	1,922	4,121	12,935	94,259	113,586

Crash Geography - Counties

Table 65: Total Crashes by County, 2006 - 2010

County	Total Crashes					Percent of All 2010 Crashes	Percent Change 2006 to 2010	Percent Change 2009 to 2010
	2006	2007	2008	2009	2010			
Bernalillo	21,241	21,300	19,457	18,716	17,005	**39.7%**	-20%	-9%
Catron	50	30	37	25	32	**0.1%**	-36%	28%
Chaves	1,514	1,533	1,647	1,494	1,413	**3.3%**	-7%	-5%
Cibola	353	453	483	502	421	**1.0%**	19%	-16%
Colfax	345	386	365	351	379	**0.9%**	10%	8%
Curry	996	1,080	1,007	1,225	1,095	**2.6%**	10%	-11%
De Baca	21	33	28	25	31	**0.1%**	48%	24%
Doña Ana	4,051	4,124	3,995	4,137	4,140	**9.7%**	2%	0%
Eddy	1,203	1,138	1,367	1,208	978	**2.3%**	-19%	-19%
Grant	786	681	664	563	444	**1.0%**	-44%	-21%
Guadalupe	258	210	196	176	183	**0.4%**	-29%	4%
Harding	12	4	10	6	4	**0.0%**	-67%	-33%
Hidalgo	101	106	93	103	112	**0.3%**	11%	9%
Lea	1,486	1,503	1,471	1,259	1,300	**3.0%**	-13%	3%
Lincoln	525	525	437	536	532	**1.2%**	1%	-1%
Los Alamos	231	217	185	217	139	**0.3%**	-40%	-36%
Luna	438	489	446	453	421	**1.0%**	-4%	-7%
McKinley	1,382	1,224	1,178	1,318	1,298	**3.0%**	-6%	-2%
Mora	47	50	46	78	113	**0.3%**	140%	45%
Otero	1,235	1,086	1,057	1,104	1,101	**2.6%**	-11%	-0%
Quay	214	269	213	276	225	**0.5%**	5%	-18%
Rio Arriba	726	733	638	599	515	**1.2%**	-29%	-14%
Roosevelt	433	353	330	343	224	**0.5%**	-48%	-35%
San Juan	2,909	2,719	2,843	2,619	2,363	**5.5%**	-19%	-10%
San Miguel	430	310	310	448	509	**1.2%**	18%	14%
Sandoval	1,995	2,014	1,889	1,964	1,949	**4.6%**	-2%	-1%
Santa Fe	3,808	3,926	3,763	3,511	3,325	**7.8%**	-13%	-5%
Sierra	228	224	257	246	181	**0.4%**	-21%	-26%
Socorro	248	330	332	351	328	**0.8%**	32%	-7%
Taos	540	499	499	753	784	**1.8%**	45%	4%
Torrance	281	352	245	337	253	**0.6%**	-10%	-25%
Union	93	102	103	98	86	**0.2%**	-8%	-12%
Valencia	1,138	1,101	850	1,115	919	**2.1%**	-19%	-18%
Total	49,318	49,104	46,441	46,156	42,802	**100.0%**	-13%	-7%

Table 66: Alcohol-involved Crashes by County, 2006 - 2010

County	Alcohol-involved Crashes					Percent of All 2010 Crashes	Percent Change 2006 to 2010	Percent Change 2009 to 2010
	2006	2007	2008	2009	2010			
Bernalillo	940	783	770	846	598	**27.7%**	-36%	-29%
Catron	1	1	3	2	3	**0.1%**	200%	50%
Chaves	82	67	109	84	68	**3.1%**	-17%	-19%
Cibola	36	34	53	59	26	**1.2%**	-28%	-56%
Colfax	21	14	25	16	20	**0.9%**	-5%	25%
Curry	35	44	46	51	43	**2.0%**	23%	-16%
De Baca	0	1	0	2	2	**0.1%**	-	0%
Doña Ana	213	199	215	260	212	**9.8%**	-0%	-18%
Eddy	55	46	81	66	43	**2.0%**	-22%	-35%
Grant	31	42	48	33	23	**1.1%**	-26%	-30%
Guadalupe	12	8	5	11	11	**0.5%**	-8%	0%
Harding	1	0	0	1	0	**0.0%**	-100%	-100%
Hidalgo	5	5	5	4	3	**0.1%**	-40%	-25%
Lea	64	71	118	83	98	**4.5%**	53%	18%
Lincoln	28	41	31	26	31	**1.4%**	11%	19%
Los Alamos	5	12	9	11	4	**0.2%**	-20%	-64%
Luna	18	20	14	26	19	**0.9%**	6%	-27%
McKinley	167	160	142	170	128	**5.9%**	-23%	-25%
Mora	1	2	4	6	6	**0.3%**	500%	0%
Otero	57	58	54	55	54	**2.5%**	-5%	-2%
Quay	10	19	6	8	4	**0.2%**	-60%	-50%
Rio Arriba	81	76	51	88	46	**2.1%**	-43%	-48%
Roosevelt	26	21	24	26	25	**1.2%**	-4%	-4%
San Juan	279	239	253	212	206	**9.5%**	-26%	-3%
San Miguel	19	22	28	30	41	**1.9%**	116%	37%
Sandoval	104	99	136	111	99	**4.6%**	-5%	-11%
Santa Fe	251	228	233	208	192	**8.9%**	-24%	-8%
Sierra	10	20	7	15	12	**0.6%**	20%	-20%
Socorro	14	31	25	29	17	**0.8%**	21%	-41%
Taos	42	42	38	64	69	**3.2%**	64%	8%
Torrance	14	14	10	21	11	**0.5%**	-21%	-48%
Union	5	1	4	6	8	**0.4%**	60%	33%
Valencia	71	51	51	68	40	**1.9%**	-44%	-41%
Total Crashes	2,698	2,471	2,598	2,698	2,162	**100.0%**	-20%	-20%

Table 67: New Mexico Population by County, 2006 - 2010

County	New Mexico Population (revised US Census)[1]				
	2006	2007	2008	2009	2010
Bernalillo	628,632	638,978	646,879	655,279	664,639
Catron	3,573	3,638	3,631	3,689	3,730
Chaves	62,486	63,587	64,378	65,110	65,779
Cibola	27,032	27,258	27,259	27,097	27,247
Colfax	13,982	13,933	13,764	13,731	13,726
Curry	47,018	46,588	45,512	46,555	48,949
De Baca	1,994	1,995	2,000	2,002	2,022
Doña Ana	193,701	197,853	200,855	205,401	210,538
Eddy	51,366	51,923	52,566	53,578	53,890
Grant	29,503	29,841	29,921	29,865	29,399
Guadalupe	4,701	4,759	4,701	4,637	4,693
Harding	749	732	690	700	691
Hidalgo	4,921	5,005	5,022	5,019	4,854
Lea	59,541	61,058	62,737	64,483	64,698
Lincoln	20,588	20,442	20,458	20,521	20,500
Los Alamos	18,477	18,281	17,924	17,742	18,031
Luna	25,303	25,328	25,375	25,119	25,133
McKinley	70,541	69,959	70,449	70,567	71,797
Mora	4,992	4,964	4,909	4,859	4,889
Otero	62,200	62,466	62,498	62,462	64,284
Quay	9,036	8,996	8,978	8,920	9,078
Rio Arriba	40,335	40,268	40,008	40,023	40,339
Roosevelt	19,186	19,359	19,074	19,192	20,050
San Juan	125,028	126,149	126,905	129,359	130,145
San Miguel	29,388	29,259	29,234	29,336	29,387
Sandoval	114,231	120,401	125,368	128,985	132,330
Santa Fe	138,786	140,210	141,704	143,205	144,606
Sierra	11,997	11,812	11,914	11,940	12,026
Socorro	18,081	17,995	17,966	17,927	17,850
Taos	32,170	32,485	32,467	32,792	32,957
Torrance	16,728	16,559	16,257	16,414	16,375
Union	4,210	4,286	4,380	4,523	4,541
Valencia	71,661	73,703	74,879	75,770	76,759
Statewide	1,962,137	1,990,070	2,010,662	2,036,802	2,065,932

[1] The US Census revised all population estimates from 2001-2010 based on findings from the 2010 Census.

Crash Geography - Counties

Table 68: Crash Rates and Fatality Rates by County, 2006 - 2010

County	Crashes per 10,000 Population					Fatalities per 10,000 Population				
	2006	2007	2008	2009	2010	2006	2007	2008	2009	2010
Bernalillo	338	333	301	286	256	1.18	1.06	0.88	0.87	0.69
Catron	140	82	102	68	86	5.60	2.75	0.00	5.42	2.68
Chaves	242	241	256	229	215	3.36	1.42	1.55	2.46	2.74
Cibola	131	166	177	185	155	4.07	4.77	2.57	3.32	3.30
Colfax	247	277	265	256	276	4.29	2.87	2.91	2.91	2.91
Curry	212	232	221	263	224	2.76	1.50	1.32	0.64	1.43
De Baca	105	165	140	125	153	5.02	10.03	5.00	0.00	0.00
Doña Ana	209	208	199	201	197	1.70	1.11	0.65	1.41	1.19
Eddy	234	219	260	225	181	2.53	1.73	3.04	2.80	2.60
Grant	266	228	222	189	151	2.71	3.35	3.68	0.33	2.38
Guadalupe	549	441	417	380	390	25.53	33.62	17.02	19.41	12.78
Harding	160	55	145	86	58	0.00	0.00	0.00	14.29	0.00
Hidalgo	205	212	185	205	231	10.16	19.98	7.96	5.98	10.30
Lea	250	246	234	195	201	4.37	2.46	2.55	2.02	3.09
Lincoln	255	257	214	261	260	3.40	1.96	0.49	3.41	1.46
Los Alamos	125	119	103	122	77	0.00	0.55	0.00	0.56	0.55
Luna	173	193	176	180	168	4.74	5.92	4.73	3.18	3.18
McKinley	196	175	167	187	181	6.52	5.57	4.54	4.82	3.48
Mora	94	101	94	161	231	6.01	4.03	2.04	2.06	2.05
Otero	199	174	169	177	171	2.41	1.28	1.44	1.28	1.87
Quay	237	299	237	309	248	11.07	6.67	14.48	3.36	9.91
Rio Arriba	180	182	159	150	128	2.73	4.22	4.00	4.00	1.74
Roosevelt	226	182	173	179	112	2.08	1.03	3.15	2.08	1.50
San Juan	233	216	224	202	182	3.52	3.17	2.36	1.16	2.31
San Miguel	146	106	106	153	173	3.06	2.05	3.08	2.39	3.74
Sandoval	175	167	151	152	147	2.01	1.16	1.75	1.86	1.06
Santa Fe	274	280	266	245	230	2.09	1.28	0.99	1.61	1.80
Sierra	190	190	216	206	151	0.83	2.54	4.20	5.86	2.49
Socorro	137	183	185	196	184	2.77	7.22	8.91	5.58	3.36
Taos	168	154	154	230	238	2.80	4.00	2.46	2.74	3.34
Torrance	168	213	151	205	155	7.17	5.44	4.31	8.53	2.44
Union	221	238	235	217	189	7.13	9.33	4.57	6.63	4.40
Valencia	159	149	114	147	120	2.23	1.76	1.34	0.66	1.43
Statewide	251	247	231	227	207	2.47	2.08	1.82	1.77	1.69

[1] Rates are calculated by taking the number of crashes (or fatalities), dividing by the county's population, and then multipling by 10,000.

Cities

- Alcohol-involved crashes in Albuquerque have decreased from 911 crashes in 2006 to 558 in 2010. (Table 70)
- Alcohol-involved crashes in Santa Fe have decreased each year since 2006. (Table 70)
- Taos reported a steadily increasing number of alcohol-involved crashes from 18 crashes in 2006 to 28 crashes in 2010, and had the highest 2010 alcohol-involved crash rate (4.9 alcohol-involved crashes per 1,000 residents). (Table 70)
- The largest number of total crashes and alcohol-involved crashes occurred in Albuquerque, Las Cruces and Santa Fe in 2010. (Table 69, Table 70)
- In 2010, in the top 10 cities in total crashes, the highest crash rates (crashes per 1,000 city residents) were in Gallup (35.1), Las Cruces (33.3) and Santa Fe (32.9). (Table 69)
- In 2010, in the top cities in alcohol-involved crashes, the highest alcohol-involved crash rates (alcohol-involved crashes per 1,000 city residents) were in Taos (4.9), Gallup (2.5), Española (2.5) and Farmington (1.7). (Table 70)

Table 69: Top 10 Cities in Total Crashes, 2010

Rank	City	Total Crashes					2010 Population	Crashes per 1,000 City Residents
		2006	2007	2008	2009	2010		
1	Albuquerque	20,906	20,951	18,961	18,302	16,491	545,852	30.21
2	Las Cruces	3,307	3,460	3,167	3,200	3,246	97,618	33.25
3	Santa Fe	2,791	2,892	2,709	2,413	2,236	67,947	32.91
4	Farmington	1,571	1,601	1,508	1,393	1,282	45,877	27.94
5	Rio Rancho	1,308	1,209	1,064	1,251	1,176	87,521	13.44
6	Roswell	1,217	1,225	1,323	1,198	1,159	48,366	23.96
7	Clovis	888	954	853	1,074	944	37,775	24.99
8	Hobbs	963	945	935	731	800	34,122	23.45
9	Carlsbad	708	789	824	833	769	26,138	29.42
10	Gallup	924	736	757	760	760	21,678	35.06
All Other Cities		14,735	14,342	14,340	15,001	13,939	-	-
Statewide Total		49,318	49,104	46,441	46,156	42,802	2,065,932	20.72

Table 70: Top Cities in Alcohol-involved Crashes in 2010

Rank[1]	City[2]	Alcohol-involved Crashes					2010 Population	Alcohol-involved Crashes per 1,000 City Residents
		2006	2007	2008	2009	2010		
1	Albuquerque	911	766	731	801	558	545,852	1.02
2	Las Cruces	148	136	139	151	130	97,618	1.33
3	Santa Fe	164	149	143	109	107	67,947	1.57
4	Farmington	118	127	107	93	79	45,877	1.72
5	Rio Rancho	54	52	69	61	55	87,521	0.63
5	Gallup	79	70	83	86	55	21,678	2.54
7	Hobbs	43	37	81	51	54	34,122	1.58
8	Roswell	59	42	75	61	49	48,366	1.01
9	Carlsbad	33	36	41	34	31	26,138	1.19
10	Taos	18	20	22	26	28	5,716	4.90
10	Alamogordo	30	35	24	23	28	30,403	0.92
12	Clovis	27	36	29	37	27	37,775	0.71
13	Española	45	52	43	37	26	10,224	2.54
All Other Cities		969	913	1,013	1,128	935	-	-
Statewide Total		2,698	2,471	2,600	2,698	2,162	2,065,932	1.05

[1] Rio Rancho and Gallup had the same number of alcohol-involved crashes in 2010 and therefore the same rank. As a result, there is no 6th ranking. Alamogordo and Taos also have the same ranking.

[2] This table includes the ranking of Española: although not in the top 10 ranking of alcohol-involved crashes, Española has one of the highest alcohol-involved crash rates out of all cities in New Mexico.

Table 71: Severity of Crashes and Severity of Injuries in Crashes by City, 2010

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Acoma	0	6	24	30	0	16	70	86
Alamogordo	1	216	465	682	1	311	1,660	1,972
Albuquerque	35	4,621	11,835	16,491	39	6,889	38,537	45,465
Angel Fire	0	0	18	18	0	0	37	37
Anthony	4	29	56	89	4	56	160	220
Artesia	0	18	23	41	0	28	110	138
Aztec	0	38	95	133	0	61	278	339
Bayard	0	3	19	22	0	4	44	48
Belen	4	59	169	232	4	89	501	594
Bernalillo	2	88	241	331	2	128	792	922
Bloomfield	1	31	83	115	1	45	278	324
Bosque Farms	0	13	32	45	0	15	99	114
Capitan	0	2	5	7	0	3	15	18
Carlsbad	4	208	557	769	4	296	1,679	1,979
Carrizozo	0	4	4	8	0	6	10	16
Chama	0	4	7	11	0	6	16	22
Cimarron	0	0	5	5	0	0	11	11
Clayton	0	7	23	30	0	10	64	74
Cloudcroft	0	2	3	5	0	2	10	12
Clovis	4	215	725	944	4	315	2,318	2,637
Columbus	0	4	2	6	0	5	5	10
Corrales	0	18	41	59	0	30	119	149
Cuba	0	4	21	25	0	9	49	58
Deming	1	72	217	290	1	97	708	806
Des Moines	1	1	1	3	1	3	3	7
Dexter	0	2	5	7	0	7	8	15
Eagle Nest	0	1	0	1	0	2	0	2
Encino	0	0	3	3	0	0	4	4
Española	6	128	248	382	7	217	873	1,097
Estancia	1	2	4	7	1	7	9	17
Eunice	0	5	20	25	0	6	46	52
Farmington	5	417	860	1,282	5	623	3,224	3,852
Fort Sumner	0	1	5	6	0	2	9	11
Gallup	2	179	579	760	2	294	2,059	2,355
Grants	1	46	103	150	1	69	329	399
Hagerman	1	1	3	5	1	2	12	15

Crash Geography - Cities

Table 71 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Hatch	1	8	22	31	1	13	46	60
Hobbs	4	222	574	800	4	314	2,029	2,347
Hurley	0	2	6	8	0	2	19	21
Isleta	1	36	73	110	1	60	213	274
Jal	0	2	22	24	0	2	43	45
Jemez	0	3	3	6	0	3	4	7
Jemez Springs	0	6	9	15	0	7	14	21
Jicarilla Apache	0	4	33	37	0	4	54	58
La Mesilla	0	1	3	4	0	1	17	18
Laguna	5	20	31	56	6	42	81	129
Lake Arthur	0	0	1	1	0	0	2	2
Las Cruces	6	1,060	2,180	3,246	7	1,475	7,467	8,949
Las Vegas	2	64	239	305	2	97	735	834
Logan	0	4	9	13	0	6	27	33
Lordsburg	1	19	20	40	1	27	78	106
Los Alamos	1	42	88	131	1	56	273	330
Los Lunas	3	140	277	420	3	214	999	1,216
Lovington	0	40	167	207	0	56	471	527
Magdalena	0	0	1	1	0	0	1	1
Maxwell	0	1	1	2	0	2	3	5
Melrose	0	2	9	11	0	5	17	22
Mescalero Apache	2	3	4	9	2	3	12	17
Milan	1	8	27	36	1	13	98	112
Moriarty	2	22	47	71	2	27	151	180
Mountainair	0	0	3	3	0	0	8	8
Nambe	0	2	4	6	0	3	7	10
Navajo	4	37	46	87	7	99	103	209
Pecos	0	3	14	17	0	6	29	35
Picuris	0	3	7	10	0	4	10	14
Pojoaque	1	8	12	21	3	10	34	47
Portales	2	44	148	194	3	55	427	485
Questa	1	2	5	8	1	3	11	15
Ramah Navajo	0	0	2	2	0	0	6	6
Raton	1	27	108	136	1	41	296	338
Red River	0	1	6	7	0	1	9	10
Reserve	0	1	0	1	0	1	1	2
Rio Rancho	4	367	805	1,176	5	608	2,632	3,245

Table 71 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Roswell	2	260	897	1,159	2	376	2,805	3,183
Roy	0	0	1	1	0	0	2	2
Ruidoso	0	71	208	279	0	85	579	664
Ruidoso Downs	0	10	22	32	0	14	73	87
San Felipe	2	23	48	73	2	38	141	181
San Ildefonso	0	12	8	20	0	17	10	27
San Jon	0	0	1	1	0	0	1	1
San Juan	1	7	6	14	1	9	19	29
San Ysidro	0	0	1	1	0	0	1	1
Sandia	1	6	15	22	1	10	51	62
Santa Ana	0	10	11	21	0	24	36	60
Santa Clara (Central)	0	1	3	4	0	2	9	11
Santa Clara Pueblo	1	3	2	6	1	3	11	15
Santa Fe	4	694	1,538	2,236	5	1,016	5,228	6,249
Santa Rosa	0	24	34	58	0	37	101	138
Santo Domingo	1	10	20	31	2	17	53	72
Shiprock	4	48	53	105	4	98	195	297
Silver City	1	61	194	256	1	81	579	661
Socorro	0	29	113	142	0	50	279	329
Springer	0	2	5	7	0	3	13	16
Sunland Park	0	33	55	88	0	46	185	231
T Or C	1	15	67	83	1	17	162	180
Taos	2	94	276	372	2	137	834	973
Taos Pueblo	1	1	3	5	1	2	6	9
Tatum	0	0	5	5	0	0	9	9
Tesuque	1	22	40	63	1	26	133	160
Texico	0	3	13	16	0	3	63	66
Tijeras	0	2	8	10	0	3	21	24
Tucumcari	0	11	27	38	0	14	70	84
Tularosa	1	22	21	44	1	30	77	108
Vaughn	1	0	0	1	1	1	1	3
Virden	0	0	2	2	0	0	5	5
Wagon Mound	0	1	1	2	0	1	1	2
Willard	0	1	2	3	0	2	4	6
Williamsburg	0	0	4	4	0	0	5	5
Zuni	3	22	42	67	4	35	112	151
Rural (Non-Urban)	175	2,446	4,639	7,260	190	3,868	11,812	15,870
Total	**317**	**12,593**	**29,892**	**42,802**	**349**	**18,978**	**94,259**	**113,586**

Table 72: Severity of Alcohol-involved Crashes and Injuries by City, 2010

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Acoma	0	0	1	1	0	0	2	2
Alamogordo	1	13	14	28	1	18	45	64
Albuquerque	17	229	312	558	19	384	975	1,378
Angel Fire	0	0	2	2	0	0	5	5
Anthony	2	5	6	13	2	10	16	28
Artesia	0	1	2	3	0	1	5	6
Aztec	0	1	4	5	0	1	4	5
Bayard	0	0	3	3	0	0	10	10
Belen	1	2	6	9	1	2	11	14
Bernalillo	0	8	13	21	0	19	44	63
Bloomfield	0	3	3	6	0	7	11	18
Bosque Farms	0	0	0	0	0	0	0	0
Capitan	0	0	0	0	0	0	0	0
Carlsbad	1	13	17	31	1	25	52	78
Carrizozo	0	0	0	0	0	0	0	0
Chama	0	0	0	0	0	0	0	0
Cimarron	0	0	0	0	0	0	0	0
Clayton	0	0	2	2	0	0	4	4
Cloudcroft	0	0	0	0	0	0	0	0
Clovis	0	12	15	27	0	17	56	73
Columbus	0	0	1	1	0	0	1	1
Corrales	0	1	3	4	0	1	7	8
Cuba	0	0	0	0	0	0	0	0
Deming	1	4	6	11	1	8	15	24
Des Moines	0	0	0	0	0	0	0	0
Dexter	0	0	1	1	0	0	2	2
Eagle Nest	0	0	0	0	0	0	0	0
Encino	0	0	0	0	0	0	0	0
Española	4	10	12	26	4	20	35	59
Estancia	0	0	0	0	0	0	0	0
Eunice	0	0	4	4	0	0	10	10
Farmington	2	32	45	79	2	50	180	232
Fort Sumner	0	0	0	0	0	0	0	0
Gallup	1	25	29	55	1	47	114	162
Grants	1	4	4	9	1	5	15	21
Hagerman	0	0	0	0	0	0	0	0

Table 72 Continued

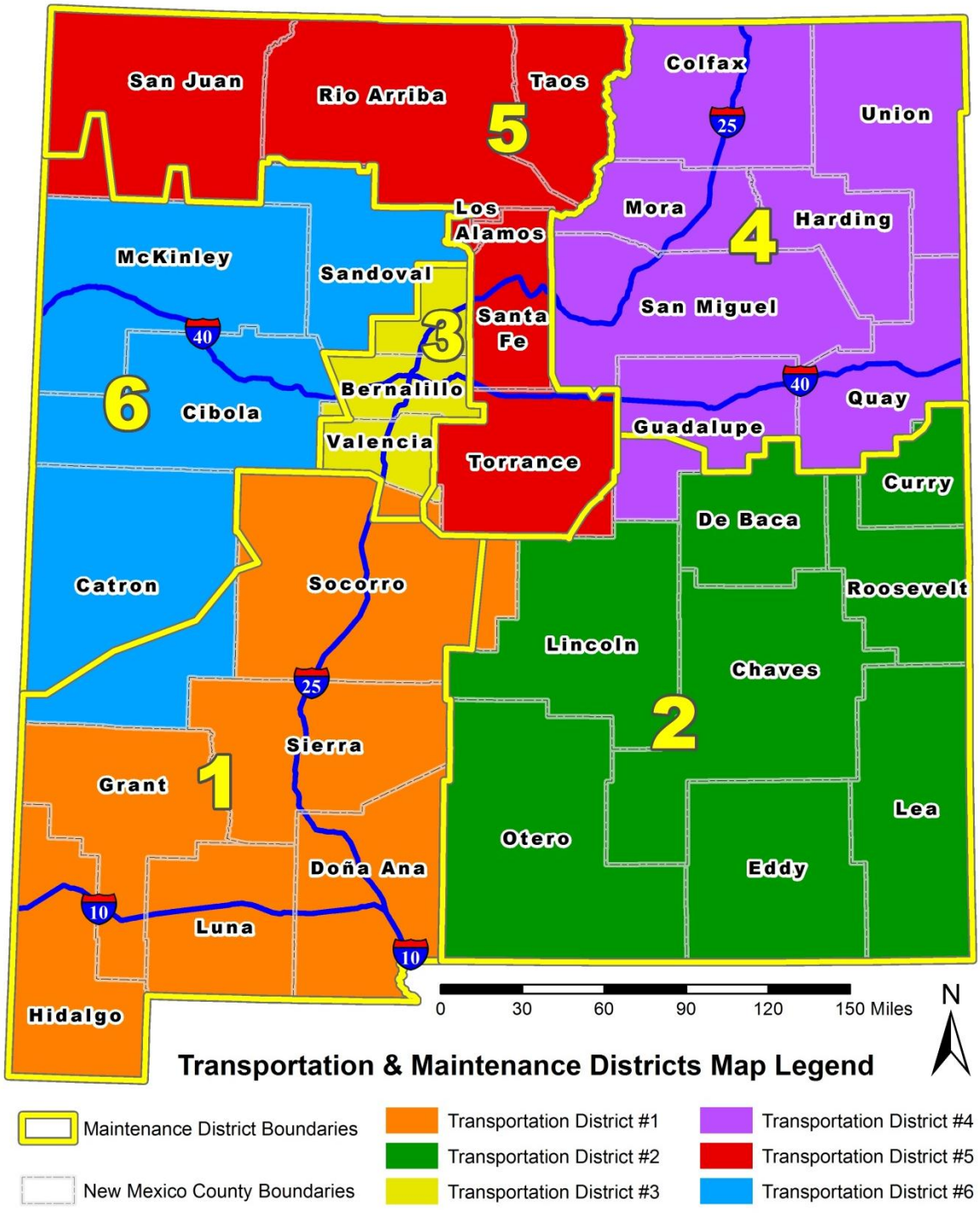
City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Hatch	0	0	0	0	0	0	0	0
Hobbs	2	21	31	54	2	37	106	145
Hurley	0	1	0	1	0	1	3	4
Isleta	1	1	7	9	1	3	23	27
Jal	0	0	0	0	0	0	0	0
Jemez	0	1	0	1	0	1	0	1
Jemez Springs	0	0	0	0	0	0	0	0
Jicarilla Apache	0	1	2	3	0	1	2	3
La Mesilla	0	1	1	2	0	1	9	10
Laguna	2	0	0	2	2	3	0	5
Lake Arthur	0	0	0	0	0	0	0	0
Las Cruces	4	56	70	130	5	84	221	310
Las Vegas	1	6	13	20	1	10	40	51
Logan	0	0	0	0	0	0	0	0
Lordsburg	0	1	2	3	0	1	8	9
Los Alamos	0	1	3	4	0	1	9	10
Los Lunas	2	9	4	15	2	10	14	26
Lovington	0	5	12	17	0	8	31	39
Magdalena	0	0	0	0	0	0	0	0
Maxwell	0	0	0	0	0	0	0	0
Melrose	0	0	2	2	0	0	3	3
Mescalero Apache	1	0	0	1	1	0	0	1
Milan	0	0	1	1	0	0	4	4
Moriarty	0	1	0	1	0	1	3	4
Mountainair	0	0	0	0	0	0	0	0
Nambe	0	0	1	1	0	0	1	1
Navajo	1	7	5	13	1	12	11	24
Pecos	0	1	1	2	0	3	1	4
Picuris	0	1	1	2	0	1	1	2
Pojoaque	1	0	0	1	3	1	2	6
Portales	2	7	10	19	3	9	23	35
Questa	1	0	0	1	1	0	1	2
Ramah Navajo	0	0	0	0	0	0	0	0
Raton	0	4	4	8	0	11	12	23
Red River	0	0	2	2	0	0	4	4
Reserve	0	1	0	1	0	1	1	2
Rio Rancho	2	22	31	55	2	36	83	121

Table 72 Continued

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Roswell	0	18	31	49	0	27	89	116
Roy	0	0	0	0	0	0	0	0
Ruidoso	0	5	10	15	0	5	28	33
Ruidoso Downs	0	1	0	1	0	1	0	1
San Felipe	0	1	1	2	0	2	3	5
San Ildefonso	0	2	1	3	0	4	1	5
San Jon	0	0	0	0	0	0	0	0
San Juan	0	2	0	2	0	3	0	3
San Ysidro	0	0	0	0	0	0	0	0
Sandia	1	1	1	3	1	2	3	6
Santa Ana	0	1	1	2	0	2	1	3
Santa Clara (Central)	0	0	0	0	0	0	0	0
Santa Clara Pueblo	1	0	0	1	1	0	1	2
Santa Fe	3	43	61	107	4	69	199	272
Santa Rosa	0	1	2	3	0	3	5	8
Santo Domingo	0	0	0	0	0	0	0	0
Shiprock	2	5	12	19	2	8	37	47
Silver City	0	7	4	11	0	9	21	30
Socorro	0	3	4	7	0	3	7	10
Springer	0	1	0	1	0	1	0	1
Sunland Park	0	3	3	6	0	3	10	13
T or C	1	1	5	7	1	1	15	17
Taos	0	14	14	28	0	22	31	53
Taos Pueblo	0	0	0	0	0	0	0	0
Tatum	0	0	0	0	0	0	0	0
Tesuque	1	2	4	7	1	3	13	17
Texico	0	0	0	0	0	0	0	0
Tijeras	0	1	1	2	0	2	2	4
Tucumcari	0	0	0	0	0	0	0	0
Tularosa	0	5	0	5	0	6	5	11
Vaughn	0	0	0	0	0	0	0	0
Virden	0	0	0	0	0	0	0	0
Wagon Mound	0	1	0	1	0	1	0	1
Willard	0	0	0	0	0	0	0	0
Williamsburg	0	0	0	0	0	0	0	0
Zuni	2	9	11	22	3	14	22	39
Rural (Non-Urban)	69	301	218	588	75	511	583	1,169
Total	**131**	**939**	**1,092**	**2,162**	**145**	**1,553**	**3,311**	**5,009**

Highway Maintenance Districts

Map 22: New Mexico Highway Transportation and Maintenance Districts



Crash Geography – Maintenance Districts

Table 73: Crashes by Highway Maintenance District and Severity of Crash, 2010

Highway Maintenance District	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	53	16.7%	1,814	14.4%	3,759	12.6%	5,626	13.1%
District 2	69	21.8%	1,859	14.8%	4,746	15.9%	6,674	15.6%
District 3	63	19.9%	5,561	44.2%	13,981	46.8%	19,605	45.8%
District 4	30	9.5%	431	3.4%	1,038	3.5%	1,499	3.5%
District 5	70	22.1%	2,362	18.8%	4,947	16.5%	7,379	17.2%
District 6	32	10.1%	566	4.5%	1,421	4.8%	2,019	4.7%
Total Crashes	317	100.0%	12,593	100.0%	29,892	100.0%	42,802	100.0%

Table 74: Severity of Injuries to People in Crashes by Highway Maintenance District, 2010

Highway Maintenance District	Fatalities		Incapacitating Injuries		Visible Injuries		Non-Visible Injuries		Not Injured		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	54	15.5%	320	16.6%	704	17.1%	1,620	12.5%	11,946	12.7%	14,644	12.9%
District 2	77	22.1%	289	15.0%	739	17.9%	1,664	12.9%	14,552	15.4%	17,321	15.2%
District 3	69	19.8%	705	36.7%	1,413	34.3%	6,264	48.4%	45,259	48.0%	53,710	47.3%
District 4	33	9.5%	116	6.0%	259	6.3%	324	2.5%	2,684	2.8%	3,416	3.0%
District 5	79	22.6%	361	18.8%	738	17.9%	2,495	19.3%	15,439	16.4%	19,112	16.8%
District 6	37	10.6%	131	6.8%	268	6.5%	568	4.4%	4,379	4.6%	5,383	4.7%
Total People	349	100%	1,922	100%	4,121	100%	12,935	100%	94,259	100%	113,586	100%

Table 75: Crashes by Highway Maintenance District and Rural/Urban Location, 2010

Highway Maintenance District	Rural Interstate		Rural Non-Interstate		Urban		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	542	9.6%	768	13.7%	4,316	76.7%	5,626	100%
District 2	0	0.0%	1,403	21.0%	5,271	79.0%	6,674	100%
District 3	328	1.7%	513	2.6%	18,764	95.7%	19,605	100%
District 4	436	29.1%	426	28.4%	637	42.5%	1,499	100%
District 5	266	3.6%	2,243	30.4%	4,870	66.0%	7,379	100%
District 6	415	20.6%	616	30.5%	988	48.9%	2,019	100%
Total Crashes	1,987	4.6%	5,969	13.9%	34,846	81.4%	42,802	100%

Vehicles

Vehicle Type

- The types of vehicles most often in crashes were 49.0% passenger vehicles, 20.7% pickup trucks and 18.2% Vans/4WD (4 wheel drive) vehicles. (Table 76)
- Heavy trucks were 1.9% of *all* vehicles in crashes and 7.2% of vehicles in *fatal* crashes.
- Motorcycles were 1.6% of *all* vehicles in crashes and 8.2% of vehicles in *fatal* crashes.
- Pedestrians and pedalcyclists are counted as non-motorized vehicles when involved in a crash with another motor vehicle. Pedestrians and pedalcyclists made up 1% of *all* vehicles in crashes and 8.8% of vehicles in fatal crashes. (Table 76)
- 5.3% of all drivers in crashes did not have proof of insurance. (Table 78)
- 14.5% of all motorcycle drivers did not have proof of insurance. (Table 78)
- 84.0% of all drivers had proof of insurance at the time of the crash in 2010. (Table 78)
- Most crashes (72.1%) involved only two vehicles. (Table 79)
- 94.0% of fatalities in 2010 involved either one (49.5%) or two vehicles (44.5%). (Table 79)
- 67.0% of injury crashes and 74.6% of non-injury crashes involved two vehicles. (Table 79)

Table 76: Vehicles in Crashes by Vehicle Type and Severity, 2010

Vehicle Type	Vehicles in Fatal Crashes		Vehicles in Injury Crashes		Vehicles in Property Damage Only Crashes		Total Vehicles in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	150	29.9%	11,807	49.3%	26,895	49.0%	38,852	49.0%
Pickup (Light Truck)	119	23.8%	4,575	19.1%	11,744	21.4%	16,438	20.7%
Van/4 WD	97	19.4%	4,490	18.7%	9,882	18.0%	14,469	18.2%
Unknown	4	0.8%	529	2.2%	3,261	5.9%	3,794	4.8%
Other	10	2.0%	489	2.0%	1,425	2.6%	1,924	2.4%
Semi (Heavy Truck)	36	7.2%	393	1.6%	1,075	2.0%	1,504	1.9%
Motorcycle	41	8.2%	956	4.0%	258	0.5%	1,255	1.6%
Pedestrian	35	7.0%	349	1.5%	50	0.1%	434	0.5%
Pedalcyclist	9	1.8%	281	1.2%	69	0.1%	359	0.5%
Bus	0	0.0%	79	0.3%	259	0.5%	338	0.4%
Total Vehicles	501	100.0%	23,948	100.0%	54,918	100.0%	79,367	100.0%

Table 77: Severity of Injuries to People in Crashes by Vehicle Type, 2010

Vehicle Type	Fatalities (Class K)		Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Non-Visible Injuries (Class C)		Not Injured (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	113	0.2%	799	1.4%	1,711	3.1%	7,247	13.0%	45,664	82.2%	55,534	100%
Van / 4WD	62	0.3%	396	1.7%	752	3.3%	2,506	10.9%	19,243	83.8%	22,959	100%
Pickup	82	0.4%	310	1.4%	674	3.0%	2,059	9.1%	19,481	86.2%	22,606	100%
Semi	4	0.2%	22	1.2%	67	3.8%	89	5.0%	1,590	89.7%	1,772	100%
Bus	0	0.0%	1	0.1%	5	0.3%	97	6.2%	1,454	93.4%	1,557	100%
Motorcycle	42	3.0%	242	17.2%	539	38.2%	261	18.5%	327	23.2%	1,411	100%
Pedestrian	34	7.6%	77	17.1%	122	27.2%	139	31.0%	77	17.1%	449	100%
Pedalcyclist	9	2.5%	39	10.8%	133	36.8%	108	29.9%	72	19.9%	361	100%
Other	3	0.1%	19	0.7%	82	3.2%	233	9.1%	2,237	86.9%	2,574	100%
Unknown	0	0.0%	17	0.4%	36	0.8%	196	4.5%	4,114	94.3%	4,363	100%
Total People	349	0.3%	1,922	1.7%	4,121	3.6%	12,935	11.4%	94,259	83.0%	113,586	100%

Table 78: Uninsured and Insured Vehicles in Crashes by Vehicle Type, 2010

Vehicle[1] Type	Uninsured		Insured		Unknown		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	2,153	5.5%	33,802	87.0%	2,897	7.5%	38,852	100%
Pickup (Light Truck)	919	5.6%	13,996	85.1%	1,523	9.3%	16,438	100%
Van / 4WD	711	4.9%	12,618	87.2%	1,140	7.9%	14,469	100%
Motorcycle	182	14.5%	867	69.1%	206	16.4%	1,255	100%
Unknown	92	2.4%	1,388	36.6%	2,314	61.0%	3,794	100%
Other	72	3.7%	1,683	87.5%	169	8.8%	1,924	100%
Semi (Heavy Truck)	22	1.5%	1,351	89.8%	131	8.7%	1,504	100%
Bus	1	0.3%	329	97.3%	8	2.4%	338	100%
Total Vehicles	4,152	5.3%	66,034	84.0%	8,388	10.7%	78,574	100%

[1] Excludes pedestrians and pedalcyclists in crashes.

Table 79: Number of Vehicles in Crashes by Crash Severity, 2010

Number of Vehicles[1] Involved	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	157	49.5%	2,843	22.6%	6,331	21.2%	9,331	21.8%
2	141	44.5%	8,440	67.0%	22,286	74.6%	30,867	72.1%
3	15	4.7%	1,088	8.6%	1,122	3.8%	2,225	5.2%
4	3	0.9%	177	1.4%	129	0.4%	309	0.7%
5	1	0.3%	32	0.3%	17	0.1%	50	0.1%
6	0	0.0%	10	0.1%	5	0.02%	15	0.035%
7	0	0.0%	2	0.02%	0	0.0%	2	0.005%
8	0	0.0%	0	0.0%	1	0.003%	1	0.002%
10	0	0.0%	0	0.0%	1	0.003%	1	0.002%
19	0	0.0%	1	0.01%	0	0.0%	1	0.002%
Total Crashes	317	100.0%	12,593	100.0%	29,892	100.0%	42,802	100.0%

[1] Pedestrians and pedalcycles are counted as a type of vehicle.

Vehicle Actions

There are two categories used to describe vehicle/driver actions.

- Most crashes occurred when a vehicle was going straight. (Table 80)
- Twice as many crashes occurred when taking a left turn (8,260 crashes) compared to taking a right turn (4,123 crashes). (Table 80)
- The percentage of fatal crashes when a vehicle was Overtaking/Passing (1.1%) was slightly higher compared to all other vehicle actions in fatal crashes. (Table 80)
- Parked cars and backing almost always resulted in property damage only crashes.

Table 80: Vehicle Actions in Crashes by Crash Severity, 2010

Vehicle Action [1] (First Category)	Vehicles in Fatal Crashes		Vehicles in Injury Crashes		Vehicles in Prop. Damage Only Crashes		Total Vehicles in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Backing	1	0.0%	109	5%	2,058	95%	2,168	100%
Does Not Apply	57	0.3%	4,319	26%	11,969	73%	16,345	100%
Going Straight	393	0.9%	14,705	33%	29,460	66%	44,558	100%
Left Turn	29	0.4%	2,754	33%	5,477	66%	8,260	100%
Overtaking-Pass.	13	1.1%	265	22%	929	77%	1,207	100%
Right Turn	4	0.1%	920	22%	3,199	78%	4,123	100%
Slowing	1	0.0%	755	33%	1,500	66%	2,256	100%
U-Turn	3	0.7%	121	27%	326	72%	450	100%
Total	501	0.6%	23,948	30%	54,918	69%	79,367	100%
Vehicle Action [1] (Second Category)	**Vehicles in Fatal Crashes**		**Vehicles in Injury Crashes**		**Vehicles in Prop. Damage Only Crashes**		**Total Vehicles in Crashes**	
	Count	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Does Not Apply	454	0.8%	18,945	31%	41,123	68%	60,522	100%
Stopped-Traffic	7	0.1%	2,031	33%	4,166	67%	6,204	100%
Stopped-Signal	2	0.0%	1,343	31%	2,978	69%	4,323	100%
Other	32	0.9%	958	26%	2,677	73%	3,667	100%
Parked	4	0.1%	260	8%	2,845	92%	3,109	100%
Start In Traffic	2	0.2%	334	30%	796	70%	1,132	100%
Start From Park	0	0.0%	77	19%	333	81%	410	100%
Total	501	0.6%	23,948	30%	54,918	69%	79,367	100%

[1] There are two categories used to describe vehicle/driver actions. The action 'Does Not Apply' indicates no option in that category was indicated on the UCR to describe the vehicle's action.

Heavy Trucks

- 3% of crashes involved heavy trucks in 2010. (Table 81)
- Driving Left of Center was the top contributing factor in 3.6% of all heavy truck-involved crashes and 14.3% of all *fatal* heavy truck-involved crashes in 2010. (Table 83)
- The most common top contributing factors to *fatal* heavy truck-involved crashes were Driver Inattention (20%) and Driving Left of Center (14.3%). (Table 83)
- Additional top contributing factors that were likely to result in a *fatal* heavy truck-involved crash include Failure to Yield, Poor Driving, Alcohol/Drug-Involved, and Excessive Speed. (Table 83)
- Regardless of crash severity, driver inattention is estimated to account for over 20% of all heavy truck crashes in 2010. (Table 83)

Table 81: Crashes by Heavy Truck (Semi) Involvement, 2010

Heavy Truck Involvement	Crashes	
	Count	Percent
Involved	1,400	3%
Not Involved	41,402	97%
Total	42,802	100%

Table 82: People in Heavy Truck-involved Crashes by Severity, 2010

People in Heavy Truck-involved Crashes		
Severity of Injuries	Count	Percent
Fatalities	40	1.2%
Incapacitating Injuries	92	2.7%
Visible Injuries	154	4.5%
Complaint of Injuries	300	8.8%
Not Injured	2,819	82.8%
Total	3,405	100.0%

Table 83: Heavy truck-involved Crashes by Top Contributing Factor and Crash Severity, 2010

Top Contributing Factor to Crash[1]	Heavy Truck-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Driver Inattention	7	20.0%	83	23.2%	213	21.1%	303	21.6%
Too Fast For Conditions	1	2.9%	40	11.2%	95	9.4%	136	9.7%
None	0	0.0%	17	4.8%	90	8.9%	107	7.6%
Other-No Error	0	0.0%	17	4.8%	89	8.8%	106	7.6%
Improper Turn	0	0.0%	11	3.1%	90	8.9%	101	7.2%
Failure To Yield	3	8.6%	28	7.8%	70	6.9%	101	7.2%
Following Too Closely	1	2.9%	27	7.6%	43	4.3%	71	5.1%
Excessive Speed	3	8.6%	33	9.2%	21	2.1%	57	4.1%
Poor Driving	3	8.6%	12	3.4%	40	4.0%	55	3.9%
Drove Left of Center	5	14.3%	16	4.5%	30	3.0%	51	3.6%
Improper Lane Change	1	2.9%	9	2.5%	35	3.5%	45	3.2%
Mechanical Defect	1	2.9%	2	0.6%	34	3.4%	37	2.6%
Alcohol/Drug Involved	4	11.4%	15	4.2%	18	1.8%	37	2.6%
Avoid Vehicle	0	0.0%	10	2.8%	25	2.5%	35	2.5%
No Indication	1	2.9%	6	1.7%	23	2.3%	30	2.1%
Improper Overtaking	0	0.0%	4	1.1%	25	2.5%	29	2.1%
Red Light Running	2	5.7%	10	2.8%	14	1.4%	26	1.9%
Defect Tires	0	0.0%	7	2.0%	17	1.7%	24	1.7%
Passed Stop Sign	2	5.7%	5	1.4%	9	0.9%	16	1.1%
Avoid Pedestrian, Etc.	0	0.0%	3	0.8%	10	1.0%	13	0.9%
All Other Factors	1	2.9%	2	0.6%	17	1.7%	20	1.4%
Total	35	100.0%	357	100.0%	1,008	100.0%	1,400	100.0%

[1] "None" is a contributing factor option on the Uniform Crash Report. "No indication" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Demographics and Behavior

Age and Sex

- In 2010, the age groups with the highest percentage of people in crashes were ages 15-19 (12.2%), ages 20-24 (11.4%) and ages 25-29 (8.8%). (Figure 14, Table 84)
- Over the past five years 1.1 males were in a crash for every one female in a crash. (Table 85)
- For fatalities in crashes, males were overall approximately twice as likely as females to be *killed* in a crash although this ratio has been decreasing (becoming closer to 1:1) in recent years. (Table 86)
- The percentage of males and females in all crashes within each age group (out of all males or females in crashes, respectively) is roughly the same. (Figure 15, Table 87)
- Males aged 15-39 were *more than twice* as likely as females in the same age group to be killed in crashes. (Table 88)
- For serious injuries in crashes, males were overall only 1.37 times more likely than females to be seriously injured in a crash. (Table 89)
- The number of people in crashes ages 60-69 has increased by over 10% compared to 2006, while the number of people in crashes ages 15-19 has decreased by 21%. (Table 90)
- Front seat passengers in crashes were more likely to be female. (Table 91)
- Motorcycle drivers in crashes were predominantly male and motorcycle passengers female.
- Pedalcyclists in crashes were five times more likely to be male than female. (Table 91)

Figure 14: Percentage of People in Crashes by Age Group, 2010

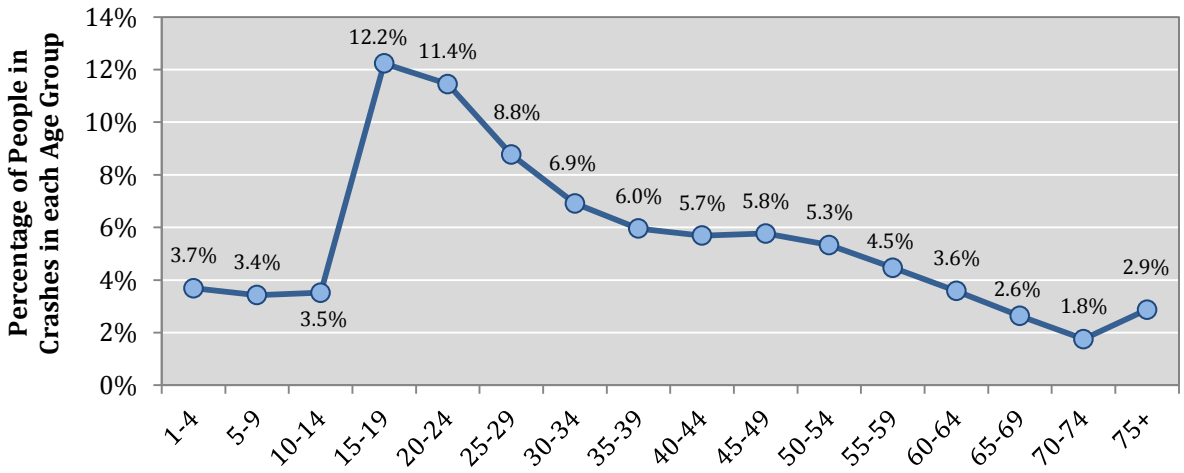


Table 84: People in Crashes by Severity of Injury and Age Group, 2010

Age Group	People in Crashes						
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Non-Visible Injuries (Class C)	Not Injured (Class O)	Total	Percent of Total of All Ages
1-4	8	31	98	223	3,831	4,191	3.7%
5-9	4	47	135	400	3,308	3,894	3.4%
10-14	5	68	161	450	3,310	3,994	3.5%
15-19	44	195	638	1,581	11,435	13,893	12.2%
20-24	40	223	682	1,655	10,404	13,004	11.4%
25-29	32	214	431	1,254	8,029	9,960	8.8%
30-34	31	160	294	1,011	6,355	7,851	6.9%
35-39	30	153	237	928	5,420	6,768	6.0%
40-44	28	150	242	899	5,143	6,462	5.7%
45-49	20	145	240	956	5,189	6,550	5.8%
50-54	20	131	207	884	4,810	6,052	5.3%
55-59	20	127	191	754	3,977	5,069	4.5%
60-64	23	72	141	611	3,223	4,070	3.6%
65-69	9	71	117	415	2,380	2,992	2.6%
70-74	9	47	84	272	1,579	1,991	1.8%
75+	26	65	155	376	2,637	3,259	2.9%
Unknown	0	23	68	266	13,229	13,586	12.0%
Total	349	1,922	4,121	12,935	94,259	113,586	100.0%

Table 85: People in Crashes by Sex, 2006 - 2010

Year	People in Crashes				Ratio Males to Females
	Males	Females	Unknown	Total	
2006	61,375	54,341	10,398	126,114	1.13
2007	61,135	54,866	11,469	127,470	1.11
2008	49,956	44,097	20,908	114,961	1.13
2009	54,514	50,054	12,840	117,408	1.09
2010	53,379	48,823	11,384	113,586	1.09

Table 86: People Killed in Crashes by Sex, 2006 - 2010

Year	People Killed in Crashes			Ratio Males to Females
	Males	Females	Total	
2006	321	163	484	1.97
2007	284	129	413	2.20
2008	243	123	366	1.98
2009	236	125	361	1.89
2010	220	129	349	1.71

Figure 15: Percentage of People in Crashes by Age Group and Sex, 2010

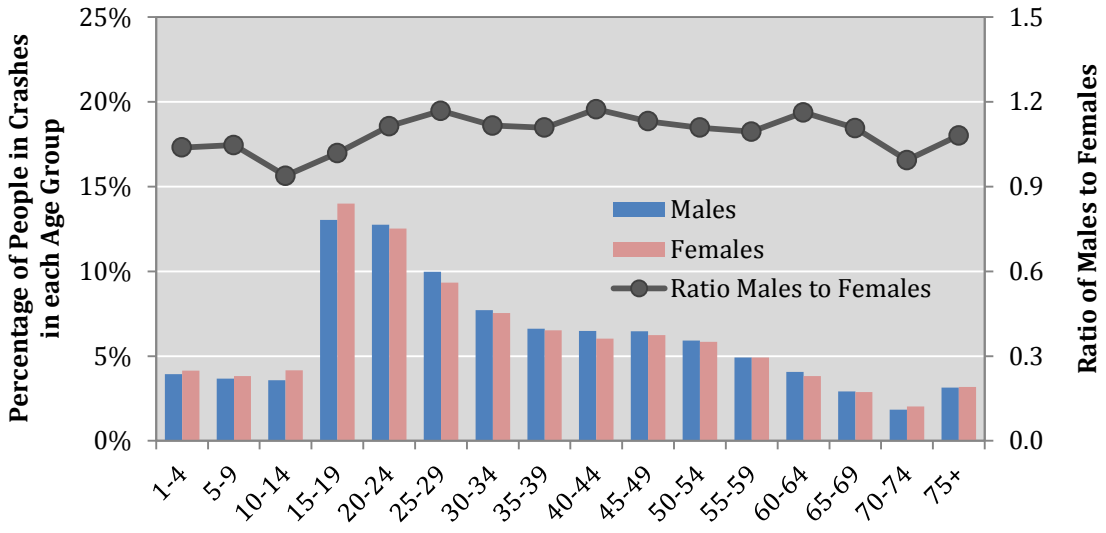
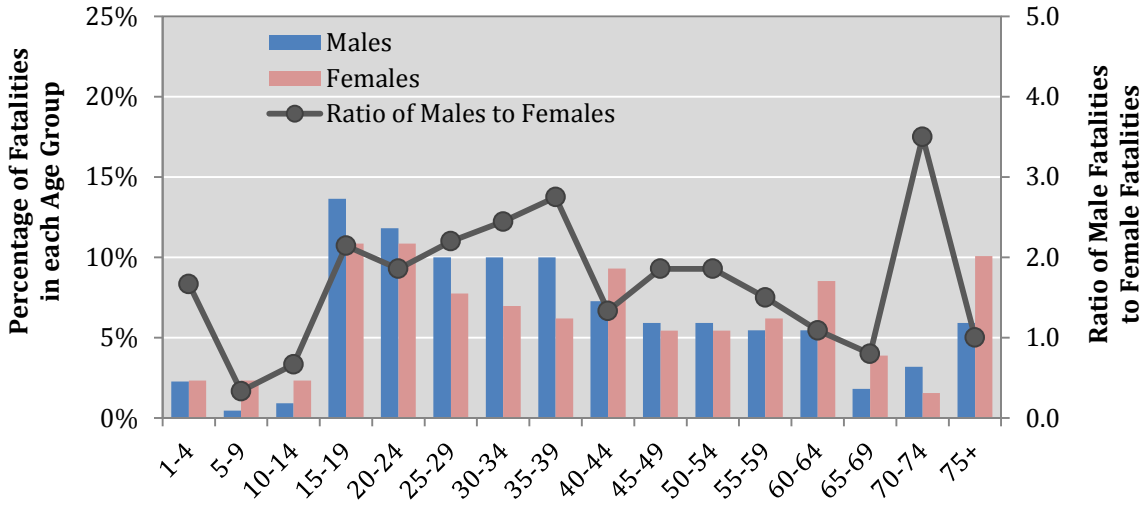


Table 87: People in Crashes by Age Group and Sex, 2010

Age Group	People in Crashes								Ratio Males to Females
	Males		Females		Unknown		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	2,104	3.9%	2,026	4.1%	61	0.5%	4,191	3.7%	1.04
5-9	1,957	3.7%	1,869	3.8%	68	0.6%	3,894	3.4%	1.05
10-14	1,905	3.6%	2,030	4.2%	59	0.5%	3,994	3.5%	0.94
15-19	6,963	13.0%	6,835	14.0%	95	0.8%	13,893	12.2%	1.02
20-24	6,808	12.8%	6,113	12.5%	83	0.7%	13,004	11.4%	1.11
25-29	5,324	10.0%	4,558	9.3%	78	0.7%	9,960	8.8%	1.17
30-34	4,114	7.7%	3,686	7.5%	51	0.4%	7,851	6.9%	1.12
35-39	3,530	6.6%	3,183	6.5%	55	0.5%	6,768	6.0%	1.11
40-44	3,460	6.5%	2,947	6.0%	55	0.5%	6,462	5.7%	1.17
45-49	3,451	6.5%	3,050	6.2%	49	0.4%	6,550	5.8%	1.13
50-54	3,162	5.9%	2,852	5.8%	38	0.3%	6,052	5.3%	1.11
55-59	2,627	4.9%	2,400	4.9%	42	0.4%	5,069	4.5%	1.09
60-64	2,170	4.1%	1,866	3.8%	34	0.3%	4,070	3.6%	1.16
65-69	1,559	2.9%	1,408	2.9%	25	0.2%	2,992	2.6%	1.11
70-74	984	1.8%	990	2.0%	17	0.1%	1,991	1.8%	0.99
75+	1,678	3.1%	1,552	3.2%	29	0.3%	3,259	2.9%	1.08
Unknown	1,583	3.0%	1,458	3.0%	10,545	92.6%	13,586	12.0%	1.09
Total	53,379	100.0%	48,823	100.0%	11,384	100.0%	113,586	100.0%	1.09

Figure 16: Percentage of People Killed in Crashes by Age Group and Sex, 2010



* In the 70-74 age group, there were seven male fatalities and two female fatalities resulting in a ratio of 3.5 male fatalities for every one female fatality. (Table 88)

Table 88: People Killed in Crashes by Age Group and Sex, 2010

Age Group	People Killed in Crashes (Fatalities)						Ratio Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	5	2.3%	3	2.3%	8	2.3%	1.67
5-9	1	0.5%	3	2.3%	4	1.1%	0.33
10-14	2	0.9%	3	2.3%	5	1.4%	0.67
15-19	30	13.6%	14	10.9%	44	12.6%	2.14
20-24	26	11.8%	14	10.9%	40	11.5%	1.86
25-29	22	10.0%	10	7.8%	32	9.2%	2.20
30-34	22	10.0%	9	7.0%	31	8.9%	2.44
35-39	22	10.0%	8	6.2%	30	8.6%	2.75
40-44	16	7.3%	12	9.3%	28	8.0%	1.33
45-49	13	5.9%	7	5.4%	20	5.7%	1.86
50-54	13	5.9%	7	5.4%	20	5.7%	1.86
55-59	12	5.5%	8	6.2%	20	5.7%	1.50
60-64	12	5.5%	11	8.5%	23	6.6%	1.09
65-69	4	1.8%	5	3.9%	9	2.6%	0.80
70-74	7	3.2%	2	1.6%	9	2.6%	3.50
75+	13	5.9%	13	10.1%	26	7.4%	1.00
Unknown	0	0.0%	0	0.0%	0	0.0%	-
Total	220	100.0%	129	100.0%	349	100.0%	1.71

Figure 17: Percentage of People Seriously Injured in Crashes by Age Group and Sex, 2010

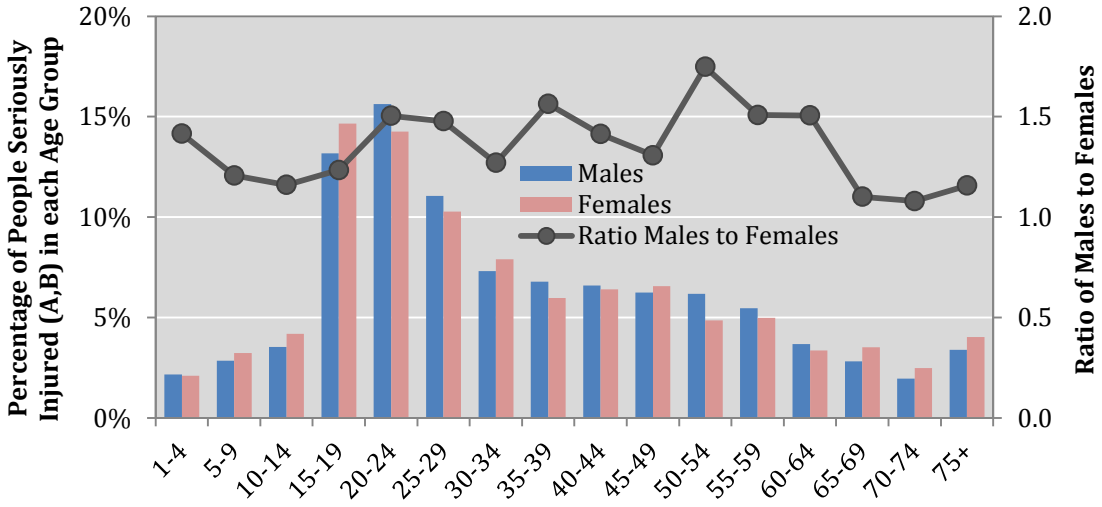


Table 89: People Seriously Injured in Crashes by Age Group and Sex, 2010

Age Group	People Seriously Injured[1] in Crashes								Ratio Males to Females
	Males		Females		Unknown		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	75	2.2%	53	2.1%	1	2.7%	129	2.1%	1.42
5-9	99	2.8%	82	3.2%	1	2.7%	182	3.0%	1.21
10-14	123	3.5%	106	4.2%	0	0.0%	229	3.8%	1.16
15-19	458	13.2%	371	14.7%	4	10.8%	833	13.8%	1.23
20-24	543	15.6%	361	14.3%	1	2.7%	905	15.0%	1.50
25-29	384	11.1%	260	10.3%	1	2.7%	645	10.7%	1.48
30-34	254	7.3%	200	7.9%	0	0.0%	454	7.5%	1.27
35-39	236	6.8%	151	6.0%	3	8.1%	390	6.5%	1.56
40-44	229	6.6%	162	6.4%	1	2.7%	392	6.5%	1.41
45-49	217	6.2%	166	6.6%	2	5.4%	385	6.4%	1.31
50-54	215	6.2%	123	4.9%	0	0.0%	338	5.6%	1.75
55-59	190	5.5%	126	5.0%	2	5.4%	318	5.3%	1.51
60-64	128	3.7%	85	3.4%	0	0.0%	213	3.5%	1.51
65-69	98	2.8%	89	3.5%	1	2.7%	188	3.1%	1.10
70-74	68	2.0%	63	2.5%	0	0.0%	131	2.2%	1.08
75+	118	3.4%	102	4.0%	0	0.0%	220	3.6%	1.16
Unknown	40	1.2%	31	1.2%	20	54.1%	91	1.5%	1.29
Total	3,475	100.0%	2,531	100.0%	37	100.0%	6,043	100.0%	1.37

[1] Serious injuries includes incapacitating (Class A) and visible (Class B) injuries.

Table 90: People in Crashes by Age Group, 2006 - 2010

Age Group	People in Crashes					5 Yr Percent Change
	2006	2007	2008	2009	2010	
1-4	4,631	4,890	3,678	4,013	4,191	-10%
5-9	4,183	4,565	3,330	3,665	3,894	-7%
10-14	4,646	4,589	3,483	3,624	3,994	-14%
15-19	17,503	17,412	14,399	14,999	13,893	-21%
20-24	14,593	14,724	13,228	13,282	13,004	-11%
25-29	10,724	10,879	10,188	10,382	9,960	-7%
30-34	8,469	8,356	7,544	7,919	7,851	-7%
35-39	7,947	7,807	7,205	7,156	6,768	-15%
40-44	7,805	7,608	6,664	6,617	6,462	-17%
45-49	7,462	7,412	7,011	6,819	6,550	-12%
50-54	6,472	6,323	6,137	6,086	6,052	-6%
55-59	5,432	5,378	5,119	5,302	5,069	-7%
60-64	3,699	3,985	3,695	4,145	4,070	10%
65-69	2,679	2,784	2,608	2,770	2,992	12%
70-74	2,051	2,042	1,956	1,957	1,991	-3%
75+	3,270	3,371	3,145	3,440	3,259	-0%
Unknown	14,548	15,345	15,571	15,232	13,586	-7%
Total People	126,114	127,470	114,961	117,408	113,586	-10%

Table 91: People in Crashes by Person Type and Sex, 2010

Person Type	People in Crashes				Ratio Males to Females
	Males	Females	Unknown	Total	
Vehicle Occupants					
Drivers	36,253	30,591	4,031	70,875	1.19
Front Seat Passengers	7,642	9,883	176	17,701	0.77
All Other Passengers	6,995	7,057	595	14,647	0.99
Motorcyclists					
Motorcycle Drivers	1,088	115	44	1,247	9.46
Motorcycle Passengers	24	133	7	164	0.18
Nonmotorists					
Pedalcyclists	270	52	39	361	5.19
Pedestrians	253	148	48	449	1.71
Unknown	854	844	6,444	8,142	1.01
Total	53,379	48,823	11,384	113,586	1.09

Drivers

The data presented in this section refer only to drivers with a New Mexico driver license. Drivers from out-of-state and with unknown residence (such as in hit and run crashes) are excluded.

- New Mexico residents comprised 90.4% of drivers in crashes. (Table 92)
- The crash rate among New Mexican drivers is 42 drivers per 1,000 NM licensed drivers. (Table 94)
- New Mexican drivers in the 15-19 age group have the highest crash rate at 117 drivers per 1,000 NM licensed drivers aged 15-19. (Figure 18, Table 94)
- In 2010, New Mexican drivers aged 20-24 years old had the highest percentage of drivers in fatal crashes (14.8%) followed by drivers aged 25-29 years old (13.4%). (Table 95)
- New Mexican drivers in fatal crashes aged 15-19 (5.4 per 10,000 NM licensed drivers aged 15-19) were twice as likely to be in a fatal crash as the state average. (Table 95)

Table 92: Drivers in Crashes by Residence, 2010

Residence of Drivers[1]	Severity of Injuries to Driver			Total Drivers	Percent of Total
	Fatalities	Injuries	Not Injured		
New Mexico Resident	173	11,268	48,627	60,068	90.4%
Out Of State	37	1,064	4,736	5,837	8.8%
Unknown Residence	1	97	466	564	0.8%
Total Drivers	211	12,429	53,829	66,469	100.0%

[1] Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, or 3) the driver is a pedestrian or pedalcyclist.

Table 93: New Mexican Drivers in Crashes by Type of License and Severity of Crash, 2010

Driver Type of License	Drivers in Fatal Crashes		Drivers in Injury Crashes		Drivers in Property Damage Only Crashes		Total Drivers in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Operator	263	0.5%	17,488	33%	34,524	66%	52,275	100%
CDL Class A	23	1.3%	525	30%	1,219	69%	1,767	100%
CDL Class B	5	0.8%	147	23%	475	76%	627	100%
CDL Class C	2	0.4%	183	35%	343	65%	528	100%
Learner's Permit	2	0.7%	94	31%	203	68%	299	100%
ID Card (Non-license)	26	2.4%	428	39%	634	58%	1,088	100%
No License	0	0.0%	10	43%	13	57%	23	100%
Unknown	23	0.7%	981	28%	2,457	71%	3,461	100%
Total Drivers	344	0.6%	19,856	33%	39,868	66%	60,068	100%

[1] Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico, or 4) the driver is a pedestrian or pedalcyclist.

Figure 18: Percentage and Rate of New Mexican Drivers in Crashes by Age Group, 2010

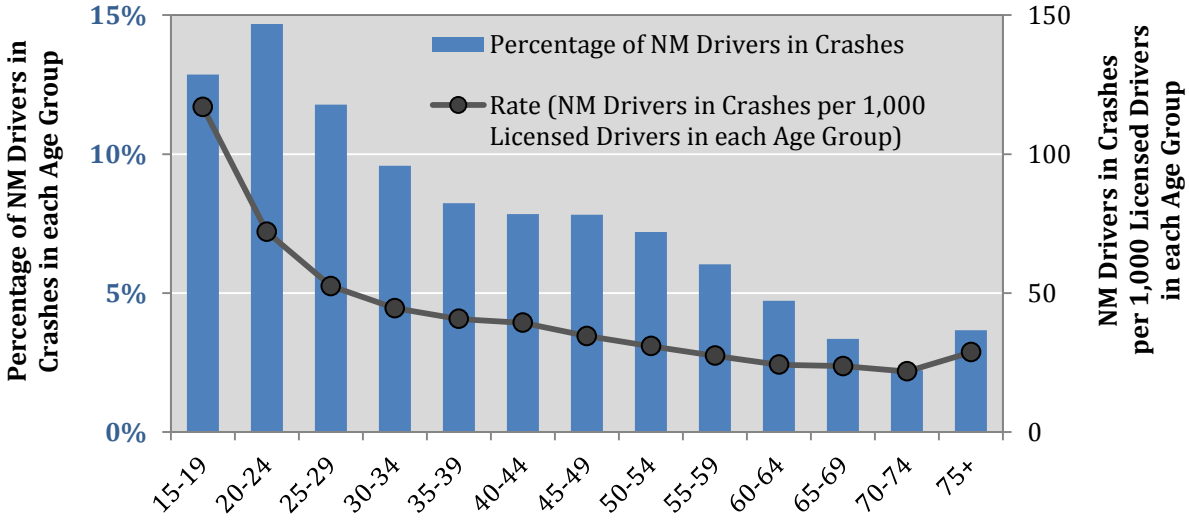


Table 94: New Mexican Drivers in Crashes by Age Group, 2010

Driver Age Group	Drivers[1] in Crashes (NM Residents)		2010 Licensed Drivers	Rate (NM Drivers in Crashes per 1,000 Licensed Drivers in each Age Group)
	Count	Percent		
15-19	7,724	12.9%	66,058	117
20-24	8,822	14.7%	122,562	72
25-29	7,078	11.8%	134,860	52
30-34	5,756	9.6%	129,240	45
35-39	4,946	8.2%	121,617	41
40-44	4,708	7.8%	119,889	39
45-49	4,698	7.8%	136,056	35
50-54	4,325	7.2%	140,075	31
55-59	3,624	6.0%	132,169	27
60-64	2,838	4.7%	117,163	24
65-69	2,014	3.4%	85,059	24
70-74	1,335	2.2%	61,261	22
75+	2,200	3.7%	76,698	29
Total	60,068	100.0%	1,442,737	42

[1] Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico, or 4) the driver is a pedestrian

Figure 19: Percentage and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2010

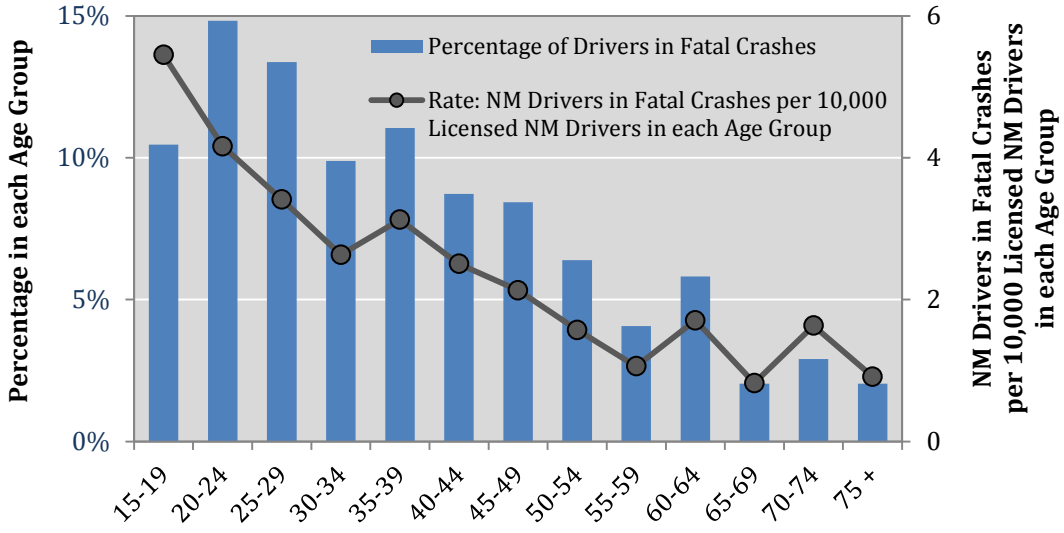


Table 95: New Mexican Drivers in Fatal Crashes by Age Group, 2010

Driver Age	Drivers[1] in Fatal Crashes		2010 NM Licensed Drivers	Rate: NM Drivers in Fatal Crashes per 10,000 Licensed NM Drivers in each Age Group
	Count	Percent		
15-19	36	10.5%	66,058	5.4
20-24	51	14.8%	122,562	4.2
25-29	46	13.4%	134,860	3.4
30-34	34	9.9%	129,240	2.6
35-39	38	11.0%	121,617	3.1
40-44	30	8.7%	119,889	2.5
45-49	29	8.4%	136,056	2.1
50-54	22	6.4%	140,075	1.6
55-59	14	4.1%	132,169	1.1
60-64	20	5.8%	117,163	1.7
65-69	7	2.0%	85,059	0.8
70-74	10	2.9%	61,261	1.6
75 +	7	2.0%	76,698	0.9
Total	344	100.0%	1,442,737	2.4

[1] Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico, or 4) the driver is a pedestrian or pedalcyclist.

Seat Position

Table 96: People in Crashes by Seat Position and Severity of Injury, 2010

Seat Position	Severity of Injuries to People in Crashes					Total People in Crashes	Percent of Total People
	Fatalities	Incapacitating Injuries	Visible Injuries	Non-Visible Injuries	Not Injured		
Left Front	175	1,023	2,251	8,449	58,977	70,875	62.40%
Right Front	49	318	608	2,447	13,933	17,355	15.28%
Unknown Seat Position	4	11	31	105	7,991	8,142	7.17%
Right Rear	17	87	172	606	4,933	5,815	5.12%
Left Rear	9	69	135	463	3,975	4,651	4.09%
Center Rear	4	29	70	165	1,923	2,191	1.93%
Motorcycle Driver	36	216	462	239	294	1,247	1.10%
Bus Passenger	0	1	7	81	1,093	1,182	1.04%
Pedestrian	34	77	122	139	77	449	0.40%
Pedalcyclist	9	39	133	108	72	361	0.32%
Center Front	0	6	15	38	287	346	0.30%
All Other	1	1	4	10	221	237	0.21%
Motorcycle Passenger	6	26	77	22	33	164	0.14%
Right 3rd Seat	2	4	7	17	107	137	0.12%
Left 3rd Seat	1	3	4	9	109	126	0.11%
Semi Sleeper	0	2	5	18	83	108	0.10%
Center 3rd Seat	1	1	7	6	62	77	0.07%
Truck Bed	0	5	3	7	22	37	0.03%
Rear Of Van	0	0	0	4	23	27	0.02%
Truck Camper	0	0	0	0	10	10	0.01%
Lap	0	0	0	1	9	10	0.01%
Fourth In Seat	0	1	0	0	8	9	0.01%
Fell From Vehicle	1	2	6	0	0	9	0.01%
Motorhome	0	0	0	0	8	8	0.01%
Babe In Arms	0	0	1	0	5	6	0.01%
Trailer Occupant	0	0	1	0	2	3	0.003%
Jumped from Vehicle	0	0	0	1	1	2	0.002%
On Towed Device	0	1	0	0	1	2	0.002%
Total People	349	1,922	4,121	12,935	94,259	113,586	100.0%

Belt Use

- In 2010, 84.9% of passenger vehicle occupants reported using a seatbelt at the time of the crash. (Table 97)
- In 2010, 82.1% of passenger vehicle occupants who were *belted* suffered no injuries compared to 37.1% of those who were *unbelted*. (Table 98)
- In 2010, 0.2% of those who were belted at the time of the crash were killed compared to 11.3% of those who were unbelted. (Table 98)
- 48.5% of unbelted fatalities occurred on rural non-interstate roads. (Table 100)
- There were 1.43 unbelted *male* passenger vehicle fatalities for every one unbelted *female* passenger vehicle fatality. (Table 99)

Table 97: Reported Belt Usage, 2010

Belt Usage [1]	Passenger Vehicle Occupants in Crashes	
	Count	Percent
Belt Used	85,853	84.9%
Belt Not Used	800	0.8%
Not Stated	14,446	14.3%
Total	101,099	100.0%

[1] Belt usage of only occupants in passenger vehicles (i.e. passenger cars, pickups, and vans or 4 WDs).

Table 98: Severity of Injuries by Reported Belt Usage, 2010

Belt Usage[1,2]	Severity of Injuries to Occupants[1] in Passenger Vehicles										Total Occupants of Passenger Vehicles	
	Fatalities		Incapacitating Injuries		Visible Injuries		Non-visible Injuries		Not Injured			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	136	0.2%	1,247	1.5%	2,773	3.2%	11,201	13.0%	70,496	82.1%	85,853	100%
Belt Not Used	90	11.3%	162	20.3%	146	18.3%	105	13.1%	297	37.1%	800	100%
Unknown	31	0.2%	96	0.7%	218	1.5%	506	3.5%	13,595	94.1%	14,446	100%
Total	257	0.3%	1,505	1.5%	3,137	3.1%	11,812	11.7%	84,388	83.5%	101,099	100%

[1] Belt usage of only occupants in passenger vehicles (i.e. passenger cars, pickups, and vans or 4 WDs).

[2] In order to avoid citations, some people with less severe injuries might have reported wearing a seatbelt when they were not.

Belt use is self-reported by the occupant to the police officer. In order to avoid citations, some people in crashes, particularly less severe crashes, may declare they were wearing a seatbelt when in fact they were not. (In the event of a fatality, however, whether the person was using a seatbelt is usually fairly clear to the police officer.) According to the *New Mexico Safety Belt Survey 2011*[15], belt use among vehicle occupants in 2010 was about 90%, which is five percentage points higher than the reported belt usage in crash data.

Table 99: Unbelted Fatalities by Sex, 2006 -2010

Year	Unbelted Fatalities [1]			Ratio Male to Female
	Male	Female	Total	
2006	79	40	119	1.98
2007	58	48	106	1.21
2008	47	34	81	1.38
2009	54	37	91	1.46
2010	53	37	90	1.43

[1] Fatalities in passenger cars, pickups, and vans or 4 WDs.

Table 100: Unbelted Fatalities and Serious Injuries by Road System, 2010

Road System	Unbelted Fatalities and Serious Injuries[1]							
	Fatalities		Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Total Unbelted Fatalities and Serious Injuries	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Rural Interstate	21	23.3%	23	14.2%	9	6.2%	53	13.3%
Rural Non-Interstate	46	51.1%	83	51.2%	64	43.8%	193	48.5%
Urban	23	25.6%	56	34.6%	73	50.0%	152	38.2%
Total	90	100.0%	162	100.0%	146	100.0%	398	100.0%

[1] Fatalities and serious injuries to people in passenger cars, pickups, and vans or 4WDs.

[15] *New Mexico Safety Belt Survey 2011 Report.* NMDOT Traffic Safety Division. Prepared by the Office of Injury Prevention Epidemiology and Response Division. September 2011.

Table 101: Unbelted Fatalities by Age Group and Sex, 2010

Age Group	Unbelted Fatalities [1]					
	Male		Female		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	0	0.0%	1	2.7%	1	1.1%
5-9	1	1.9%	1	2.7%	2	2.2%
10-14	0	0.0%	1	2.7%	1	1.1%
15-19	7	13.2%	6	16.2%	13	14.4%
20-24	11	20.8%	5	13.5%	16	17.8%
25-29	6	11.3%	5	13.5%	11	12.2%
30-34	7	13.2%	5	13.5%	12	13.3%
35-39	6	11.3%	1	2.7%	7	7.8%
40-44	2	3.8%	5	13.5%	7	7.8%
45-49	4	7.5%	2	5.4%	6	6.7%
50-54	3	5.7%	2	5.4%	5	5.6%
55-59	1	1.9%	0	0.0%	1	1.1%
60-64	2	3.8%	2	5.4%	4	4.4%
65-69	2	3.8%	1	2.7%	3	3.3%
70-74	0	0.0%	0	0.0%	0	0.0%
75 +	1	1.9%	0	0.0%	1	1.1%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	53	100.0%	37	100.0%	90	100.0%

[1] Fatalities of people in passenger cars, pickups, and vans or 4 WDs.

Figure 20: Percentage of Unbelted Fatalities by Age Group and Sex, 2010

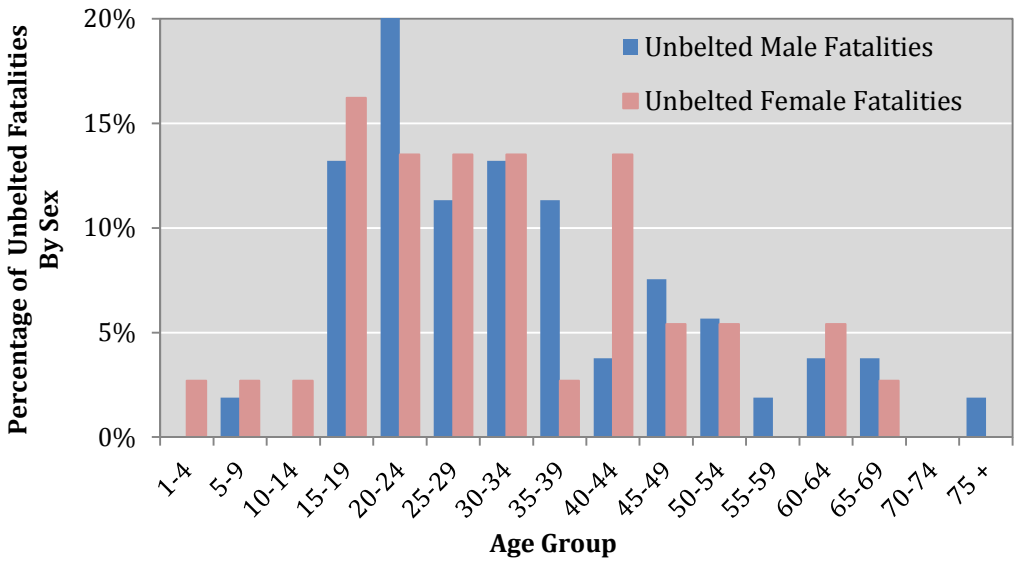
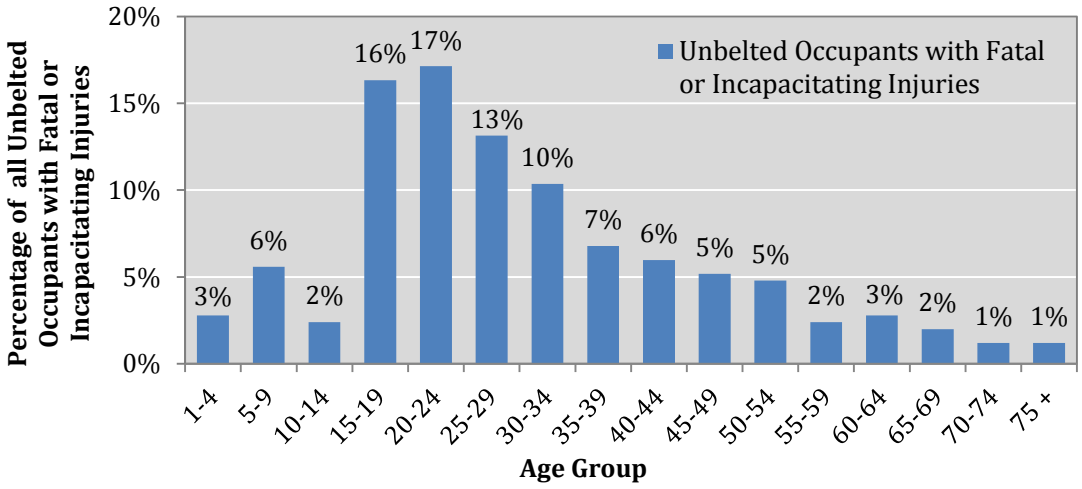


Table 102: Unbelted Passenger Vehicle Occupants with Fatal or Incapacitating Injuries by Age Group and Sex, 2010

Age Group	Unbelted Occupants with Fatal or Incapacitating Injuries [1]					
	Male		Female		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	5	3.3%	2	2.0%	7	2.8%
5-9	4	2.6%	10	10.2%	14	5.6%
10-14	1	0.7%	5	5.1%	6	2.4%
15-19	25	16.3%	16	16.3%	41	16.3%
20-24	25	16.3%	18	18.4%	43	17.1%
25-29	24	15.7%	9	9.2%	33	13.1%
30-34	17	11.1%	9	9.2%	26	10.4%
35-39	11	7.2%	6	6.1%	17	6.8%
40-44	6	3.9%	9	9.2%	15	6.0%
45-49	8	5.2%	5	5.1%	13	5.2%
50-54	9	5.9%	3	3.1%	12	4.8%
55-59	6	3.9%	0	0.0%	6	2.4%
60-64	3	2.0%	4	4.1%	7	2.8%
65-69	4	2.6%	1	1.0%	5	2.0%
70-74	3	2.0%	0	0.0%	3	1.2%
75 +	2	1.3%	1	1.0%	3	1.2%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	153	100.0%	98	100.0%	251	100.0%

[1] People in passenger cars, pickups, and vans or 4 WDs.

Figure 21: Percentage of All Unbelted Vehicle Occupants with Fatal or Incapacitating Injuries by Age Group, 2010



Belt Use by Children under Age 13

- In 2010, 0.04% of children under age 13 who were *belted* at the time of the crash were killed compared to 3.3% of children who were *unbelted*. (Table 103)
- In 2010, 0.8% of children under age 13 who were *belted* at the time of the crash received an incapacitating injury compared to 23.9% of children who were *unbelted*. (Table 103)
- For unbelted children under age 13 in a crash, 3.3% were killed, 23.9% received incapacitating injuries, and 19.6% received visible injuries. (Table 103)
- In comparison, for *belted* children under age 13 in a crash, only 0.04% were killed, 0.8% received an incapacitating injury and 2.6% received a visible injury. (Table 103)
- Reported belt use among children under age 13 with fatal or incapacitating injuries has been declining. (Figure 22, Table 104)

Table 103: Severity of Injuries to Children under 13 in Passenger Vehicles by Belt Usage, 2010

Belt Usage [1,2]	Severity of Injuries to Children Under 13 in Passenger Vehicles										Children (<13) in Passenger Vehicle Crashes	
	Fatalities		Incapacitating Injuries		Visible Injuries		Non-visible Injuries		Not Injured			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	4	0.04%	67	0.8%	227	2.6%	751	8.4%	7,842	88.2%	8,891	100%
Belt Not Used	3	3.3%	22	23.9%	18	19.6%	4	4.3%	45	48.9%	92	100%
Unknown	2	0.3%	8	1.2%	13	2.0%	33	5.0%	608	91.6%	664	100%
Total	9	0.1%	97	1.0%	258	2.7%	788	8.2%	8,495	88.1%	9,647	100%

[1] Belt usage of only occupants in passenger vehicles (i.e. passenger cars, pickups, and vans or 4 WDs).

[2] In order to avoid citations, some people with less severe injuries might have reported wearing a seatbelt when they were not.

Figure 22: Percentage of Children with Fatal or Incapacitating Injuries by Belt Usage, 2010

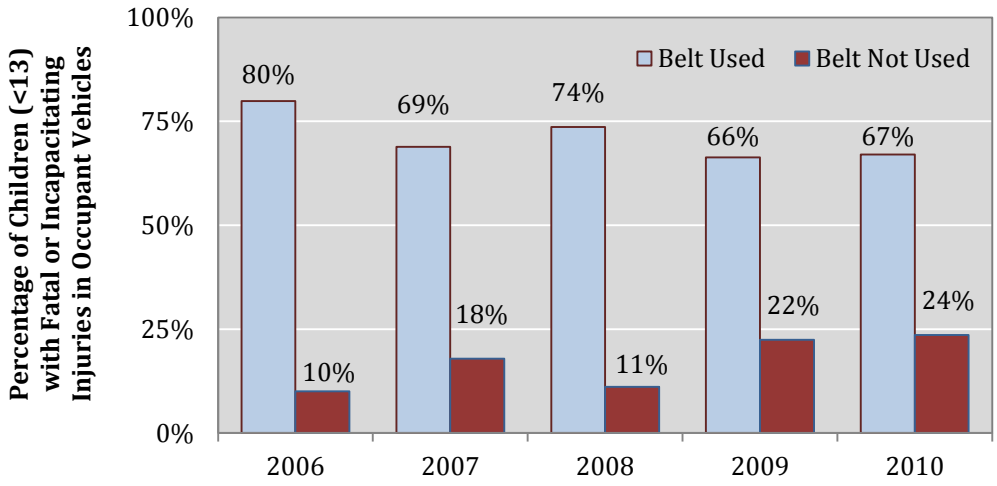


Table 104: Belt Use by Children < 13 with Fatal or Incapacitating Injuries, 2006 - 2010

Children (<13) with Fatal or Incapacitating Injuries in Occupant Vehicles [1]								
Year	Belt Not Used		Belt Used		Unknown		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2006	13	10.1%	103	79.8%	13	10.1%	129	100%
2007	19	17.9%	73	68.9%	14	13.2%	106	100%
2008	8	11.1%	53	73.6%	11	15.3%	72	100%
2009	22	22.4%	65	66.3%	11	11.2%	98	100%
2010	25	23.6%	71	67.0%	10	9.4%	106	100%

[1] Occupant vehicles are passenger cars, pickups, and vans or 4 WDs.

Alcohol

Additional data on alcohol-involved crashes are also in these sections: Contributing Factors, Rural and Urban Roads, Hour and Day of Week, Crash Geography (counties and cities), Belt Use, Pedestrians, Motorcyclists, Pedalcyclists, Teens, Young Adults, Drivers, and the Appendix.

- 5.1% of crashes were alcohol-involved in 2010. (Table 105)
- The number of alcohol-involved crashes has decreased by 40% (from 3,577 in 2001 down to 2,162 in 2010). (Table 105)
- The percentage of occupants who suffer no injuries in crashes has been increasing since 2001 while fatalities and injuries have been slowly decreasing. (Table 107)
- New Mexican male drivers were 3.1 times more likely than New Mexican female drivers to be in an alcohol-involved crash. (Table 108)
- Male drivers account for 75.4% of alcohol-involved NM drivers in crashes. (Table 108)
- Drivers age 20-29 account for 39.0% of all alcohol-involved drivers. (Table 108)
- 41.5% of all fatalities occurred in alcohol-involved crashes in 2010. (Table 109)
- Fatalities in alcohol-involved crashes decreased 27.5% (from 200 in 2001 to 145 in 2010).
- The rate of alcohol-involved fatalities per 100,000 population decreased from 10.9 in 2001 to 7.02 in 2010. (Figure 27, Table 110)
- The 20-24 age group has the highest rate of alcohol-involved drivers in crashes. (Table 108)

Table 105: Alcohol-involved Crashes, 2001 - 2010

Year	Alcohol-involved Crashes	Total Crashes	Percent Alcohol-involved Crashes
2001	3,577	50,236	7.1%
2002	3,566	49,613	7.2%
2003	3,508	48,128	7.3%
2004	3,336	52,288	6.4%
2005	2,633	49,023	5.4%
2006	2,698	49,318	5.5%
2007	2,471	49,104	5.0%
2008	2,599	46,440	5.6%
2009	2,698	46,156	5.8%
2010	2,162	42,802	5.1%

Table 106: Alcohol-involved Crashes by Severity of Crash, 2001 - 2010

Year	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2001	177	4.9%	1,821	50.9%	1,579	44.1%	3,577	100%
2002	198	5.6%	1,774	49.7%	1,594	44.7%	3,566	100%
2003	184	5.2%	1,721	49.1%	1,603	45.7%	3,508	100%
2004	176	5.3%	1,588	47.6%	1,572	47.1%	3,336	100%
2005	167	6.3%	1,222	46.4%	1,244	47.2%	2,633	100%
2006	176	6.5%	1,192	44.2%	1,330	49.3%	2,698	100%
2007	155	6.3%	1,080	43.7%	1,236	50.0%	2,471	100%
2008	127	4.9%	1,106	42.6%	1,366	52.6%	2,599	100%
2009	132	4.9%	1,143	42.4%	1,423	52.7%	2,698	100%
2010	131	6.1%	939	43.4%	1,092	50.5%	2,162	100%

Table 107: People in Alcohol-involved Crashes by Severity of Injury, 2001 - 2010

Year	People in Alcohol-involved Crashes											
	Fatalities (Class K)		Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Non-visible Injuries (Class C)		Not Injured (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2001	200	2.3%	699	8.1%	1,036	12.0%	1,280	14.9%	5,402	62.7%	8,617	100%
2002	221	2.6%	607	7.2%	1,007	12.0%	1,307	15.5%	5,265	62.6%	8,407	100%
2003	214	2.6%	608	7.5%	945	11.6%	1,259	15.4%	5,134	62.9%	8,160	100%
2004	219	2.8%	564	7.3%	833	10.7%	1,179	15.2%	4,981	64.1%	7,776	100%
2005	194	3.2%	392	6.5%	683	11.3%	888	14.7%	3,882	64.3%	6,039	100%
2006	191	3.2%	336	5.6%	668	11.1%	952	15.9%	3,846	64.2%	5,993	100%
2007	177	3.2%	332	6.0%	592	10.6%	865	15.6%	3,594	64.6%	5,560	100%
2008	143	2.6%	287	5.2%	589	10.7%	828	15.0%	3,660	66.5%	5,507	100%
2009	152	2.6%	342	5.8%	645	10.9%	787	13.3%	3,982	67.4%	5,908	100%
2010	145	2.9%	319	6.4%	551	11.0%	683	13.6%	3,311	66.1%	5,009	100%

Figure 23: Number of Alcohol-involved New Mexican Drivers[16] by Age Group, 2010

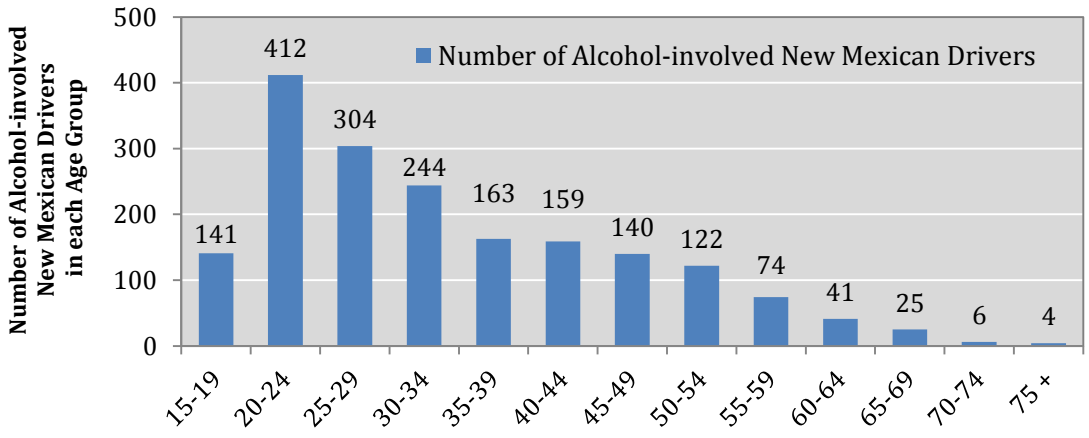


Table 108: Alcohol-involved New Mexican Drivers in Crashes by Age Group and Sex, 2010

Driver[1] Age Group	Alcohol-involved Drivers[1] in Crashes			Ratio Male to Female	Percentage of Drivers in each Age Group by Sex[2]			2010 Licensed Drivers	Rate (Alcohol-involved Drivers per 10,000 Licensed Drivers in each Age Group)
	Male	Female	Total		Male	Female	Total		
15-19	112	29	141	3.9	8.1%	6.4%	7.7%	66,058	21.3
20-24	321	91	412	3.5	23.2%	20.2%	22.5%	122,562	33.6
25-29	226	78	304	2.9	16.3%	17.3%	16.6%	134,860	22.5
30-34	179	65	244	2.8	12.9%	14.4%	13.3%	129,240	18.9
35-39	112	51	163	2.2	8.1%	11.3%	8.9%	121,617	13.4
40-44	115	44	159	2.6	8.3%	9.8%	8.7%	119,889	13.3
45-49	97	43	140	2.3	7.0%	9.5%	7.6%	136,056	10.3
50-54	101	21	122	4.8	7.3%	4.7%	6.6%	140,075	8.7
55-59	53	21	74	2.5	3.8%	4.7%	4.0%	132,169	5.6
60-64	36	5	41	7.2	2.6%	1.1%	2.2%	117,163	3.5
65-69	25	0	25		1.8%	0.0%	1.4%	85,059	2.9
70-74	4	2	6	2.0	0.3%	0.4%	0.3%	61,261	1.0
75 +	3	1	4	3.0	0.2%	0.2%	0.2%	76,698	0.5
Total	1,384	451	1,835	3.1	100%	100%	100%	1,442,737	12.7

[1] Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico, or 4) the driver is a pedestrian or pedalcyclist.

[2] For reference, 8.1% (112 out of 1,384) of alcohol-involved male drivers were in the 15 to 19 age range.

[16] The term "alcohol-involved driver" identifies a person in control of a motor vehicle who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol.

Figure 24: Percentage and Rate of Alcohol-involved New Mexican Drivers by Age Group, 2010

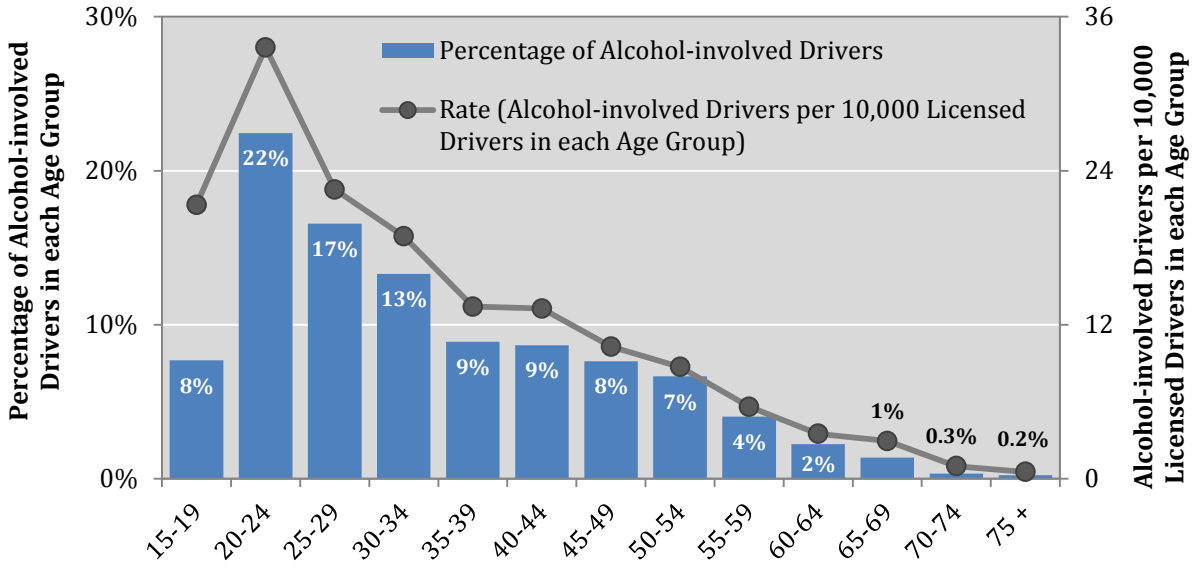
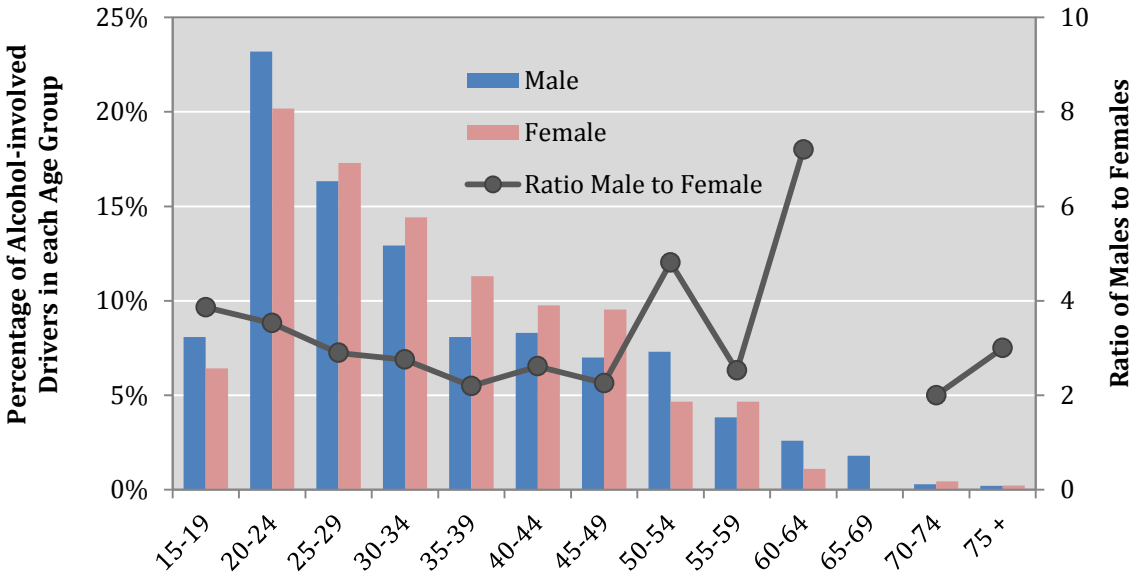


Figure 25: Alcohol-involved New Mexican Drivers by Sex, Age and Ratio of Male to Female, 2010



* In the 65-69 age group, there were 25 male alcohol-involved drivers in crashes and zero female alcohol-involved drivers in crashes resulting in no male to female ratio. (Table 108)

Table 109: Fatalities by Alcohol-involvement, 2001 - 2010

Year	Alcohol-involved Fatalities[1]		Non Alcohol-involved Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent
2001	200	43.1%	264	56.9%	464	100%
2002	221	49.2%	228	50.8%	449	100%
2003	214	48.7%	225	51.3%	439	100%
2004	219	42.0%	303	58.0%	522	100%
2005	194	39.8%	294	60.2%	488	100%
2006	191	39.5%	293	60.5%	484	100%
2007	177	42.9%	236	57.1%	413	100%
2008	143	39.1%	223	60.9%	366	100%
2009	152	42.1%	209	57.9%	361	100%
2010	145	41.5%	204	58.5%	349	100%

[1] An alcohol-involved fatality is any crash-related fatality where at least one driver in the crash was cited for DWI or indicated by the officer on the crash report as being under the influence of alcohol.

Figure 26: Percentage of Alcohol-involved Fatalities, 2001 - 2010

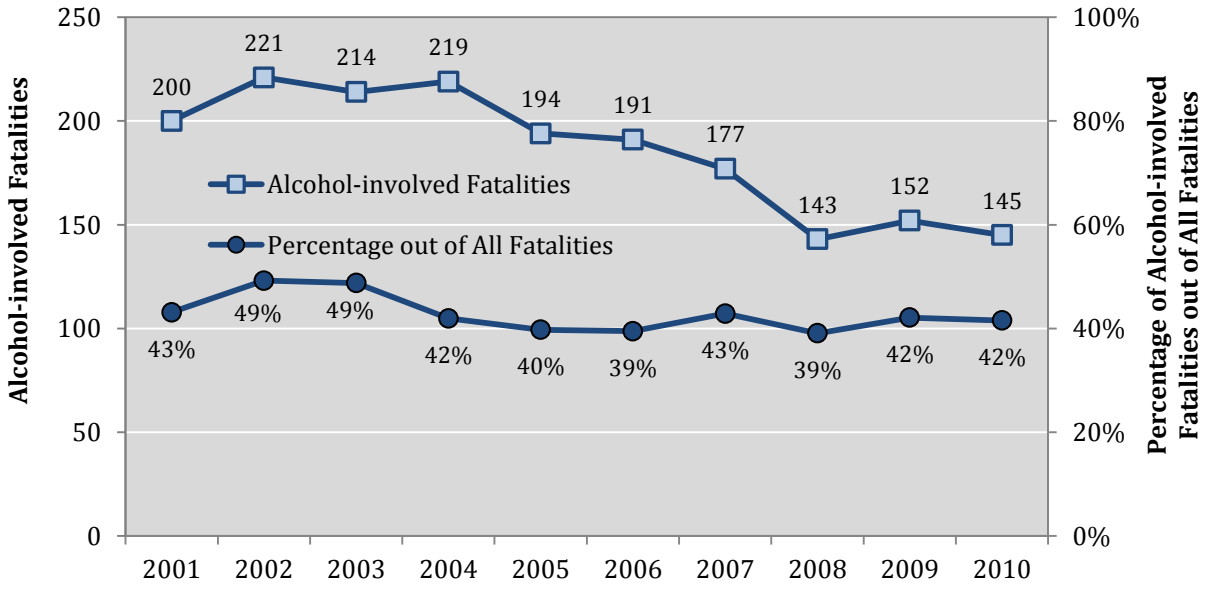
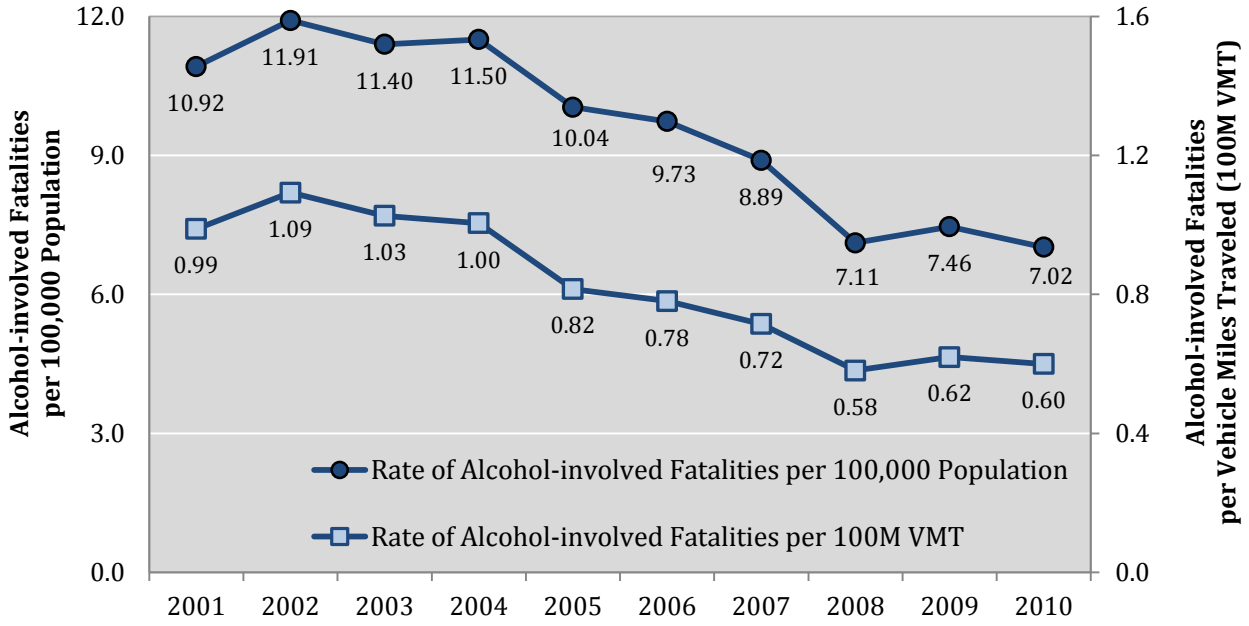


Table 110: Rates of Alcohol-involved Fatalities, 2001 - 2010

Year	Alcohol-involved Fatalities[1]	New Mexico Population	Rate of Alcohol-involved Fatalities per 100,000 Population	New Mexico Vehicle Miles Traveled (100M VMT)	Rate of Alcohol-involved Fatalities per 100M VMT
2001	200	1,831,690	10.92	202.35	0.99
2002	221	1,855,309	11.91	202.16	1.09
2003	214	1,877,574	11.40	208.51	1.03
2004	219	1,903,808	11.50	217.94	1.00
2005	194	1,932,274	10.04	237.93	0.82
2006	191	1,962,137	9.73	244.67	0.78
2007	177	1,990,070	8.89	247.50	0.72
2008	143	2,010,662	7.11	246.13	0.58
2009	152	2,036,802	7.46	245.21	0.62
2010	145	2,065,932	7.02	241.77	0.60

[1] An alcohol-involved fatality is any crash-related fatality where at least one driver in the crash was cited for DWI or indicated by the officer on the crash report as being under the influence of alcohol.

Figure 27: Rates of Alcohol-involved Fatalities, 2001 - 2010



Drugs

This section analyses drug involvement in crashes where alcohol was not involved. Crashes that were both drug- and alcohol-involved are excluded from this section, and are counted under alcohol-involved instead, due to DWI being mostly due to alcohol. Drug-involvement is determined by the officer at the scene of the crash. Data collection began in 2006. Increases after 2006 may be due to increased usage of UCR forms that have "drug-involvement" as an option.

- The 275 drug-involved crashes in 2010 accounted for 0.64% of all crashes. (Table 111)
- Drug-involved crashes resulted in 11 fatalities and 176 injuries in 2010. (Table 113)
- In 2010, most drug-involved crashes occurred from noon to 8 p.m. whereas most alcohol-involved crashes occurred from 5 p.m. to 2 a.m. (Figure 28, Figure 12)
- 12.3% of people in drug-involved crashes were killed or seriously injured in 2010 compared to 20.3% of people in alcohol-involved crashes. (Table 113, Table 107)
- Male drivers were 1.4 times more likely than female drivers to be a drug-involved driver in a crash in 2010. (Table 114)
- 41.6% of drug-involved New Mexican drivers in crashes were female. (Table 114)
- There were 1.7 drug-involved drivers in crashes per 10,000 licensed drivers. (Table 114)
- In 2010, 75% of drug-involved crashes occurred on urban roads. (Table 115)
- In 2010, 35.3% of all drug-involved crashes occurred in Albuquerque. (Table 116)

Table 111: Drug-involved Crashes[17], 2006 - 2010

Year	Crashes both Drug and Alcohol-involved[1]		Drug-involved Crashes[2]		Total Crashes
	Count	Percent	Count	Percent	
2006	17	0.03%	165	0.33%	49,318
2007	22	0.04%	196	0.40%	49,104
2008	38	0.08%	193	0.42%	46,441
2009	50	0.11%	163	0.35%	46,156
2010	58	0.14%	275	0.64%	42,802

[1] For this report, these crashes are included in any count of alcohol-involved crashes and are excluded from the drug-involved crash section.

[2] Only drug-involved crashes. Excludes crashes that were both drug- and alcohol-involved.

[17] Collection of drug-involvement data began in 2006. Increases after 2006 may be due to increased usage of UCR forms that have "drug-involvement" as an option.

Table 112: Drug-involved Crashes by Crash Severity, 2006 - 2010

Year	Drug-involved Crashes[1]							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Drug-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2006	20	12.1%	63	38.2%	82	49.7%	165	100%
2007	2	1.0%	73	37.2%	121	61.7%	196	100%
2008	5	2.6%	86	44.6%	102	52.8%	193	100%
2009	5	3.1%	77	47.2%	81	49.7%	163	100%
2010	10	3.6%	113	41.1%	152	55.3%	275	100%

[1] Drug-involved crashes only. Excludes crashes that were both drug- and alcohol-involved.

Figure 28: Drug-involved Crashes by Hour, 2010

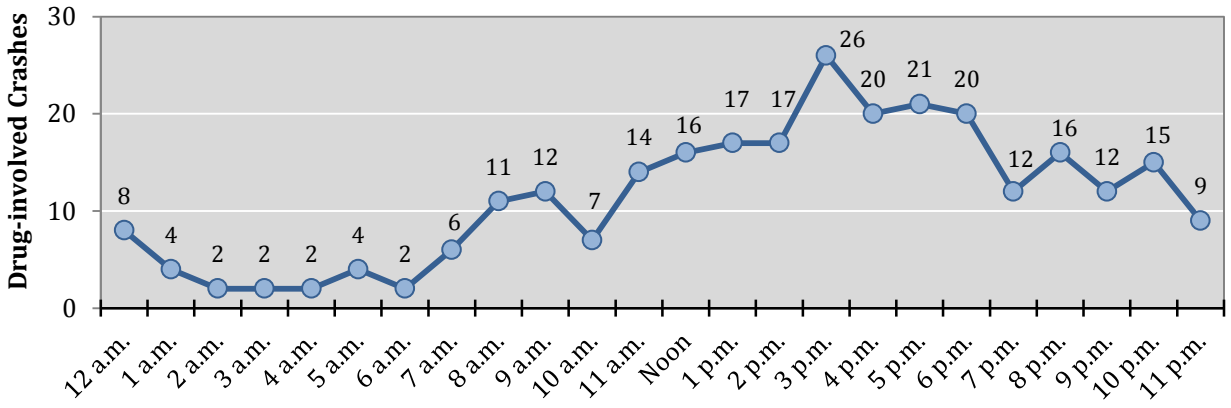


Table 113: People in Drug-involved Crashes by Severity of Injury, 2006 - 2010

Year	People in Drug-involved[1] Crashes											
	Fatalities (Class K)		Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Non-visible Injuries (Class C)		Not Injured (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2006	22	4.8%	22	4.8%	27	5.9%	67	14.7%	319	69.8%	457	100%
2007	2	0.4%	14	2.8%	28	5.6%	67	13.4%	388	77.8%	499	100%
2008	5	1.1%	18	3.8%	34	7.2%	84	17.8%	330	70.1%	471	100%
2009	5	1.3%	16	4.2%	35	9.3%	64	16.9%	258	68.3%	378	100%
2010	11	1.7%	28	4.3%	42	6.4%	106	16.1%	470	71.5%	657	100%

[1] Only drug-involved crashes. Excludes crashes that were both drug- and alcohol-involved crashes.

Figure 29: Drug-involved[18] New Mexican Drivers in Crashes by Age Group & Sex, 2010

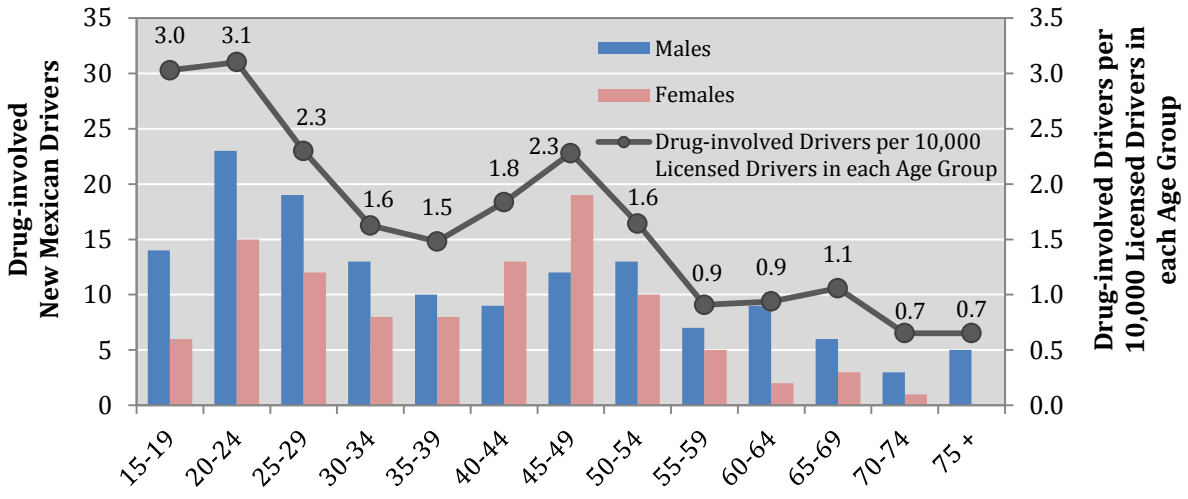


Table 114: Drug-involved New Mexican Drivers by Age Group and Sex, 2010

Driver[1] Age Group	Drug-involved Drivers[1] in Crashes			Ratio Male to Female	Percentage of Drivers in each Age Group by Sex[2]			2010 Licensed Drivers	Drug-involved Drivers per 10,000 Licensed Drivers in each Age Group
	Male	Female	Total		Male	Female	Total		
15-19	14	6	20	2.3	9.8%	5.9%	8.2%	66,058	3.0
20-24	23	15	38	1.5	16.1%	14.7%	15.5%	122,562	3.1
25-29	19	12	31	1.6	13.3%	11.8%	12.7%	134,860	2.3
30-34	13	8	21	1.6	9.1%	7.8%	8.6%	129,240	1.6
35-39	10	8	18	1.3	7.0%	7.8%	7.3%	121,617	1.5
40-44	9	13	22	0.7	6.3%	12.7%	9.0%	119,889	1.8
45-49	12	19	31	0.6	8.4%	18.6%	12.7%	136,056	2.3
50-54	13	10	23	1.3	9.1%	9.8%	9.4%	140,075	1.6
55-59	7	5	12	1.4	4.9%	4.9%	4.9%	132,169	0.9
60-64	9	2	11	4.5	6.3%	2.0%	4.5%	117,163	0.9
65-69	6	3	9	2.0	4.2%	2.9%	3.7%	85,059	1.1
70-74	3	1	4	3.0	2.1%	1.0%	1.6%	61,261	0.7
75 +	5	0	5	-	3.5%	0.0%	2.0%	76,698	0.7
Total	143	102	245	1.4	100%	100%	100%	1,442,737	1.7

[1] Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico, 4) the driver is a pedestrian or pedalcyclist, or 5) the driver is both drug- and alcohol-involved.

[2] For reference, 9.8% (14 out of 143) of drug-involved male drivers were in the 15 to 19 age range.

[18] The term "drug-involved driver" identifies a person in control of a motor vehicle who was indicated on the Uniform Crash Report as being under the influence of drugs.

Table 115: Drug-involved Crashes by Road System and Crash Severity, 2010

Road System	Drug-involved Crashes[1]							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Drug-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Rural Interstate	2	20.0%	5	4.4%	9	5.9%	16	6%
Rural Non-Interstate	3	30.0%	24	21.2%	27	17.8%	54	20%
Urban	5	50.0%	84	74.3%	116	76.3%	205	75%
Total	10	100.0%	113	100.0%	152	100.0%	275	100%

[1] Drug-involved crashes only. Excludes crashes that were both drug- and alcohol-involved.

Table 116: Drug-involved Crashes by City, 2010

City	Drug-involved Crashes[1]	
	Count	Percent
Albuquerque	97	35.3%
Roswell	13	4.7%
Rio Rancho	12	4.4%
Santa Fe	12	4.4%
Farmington	10	3.6%
Las Cruces	10	3.6%
Hobbs	6	2.2%
Alamogordo	5	1.8%
Socorro	5	1.8%
Los Lunas	5	1.8%
Española	4	1.5%
Clovis	3	1.1%
Ruidoso	3	1.1%
Taos	3	1.1%
All Other Cities	28	10.2%
Rural (Non-Urban)	59	21.5%
Total Crashes	275	100.0%

[1] Drug-involved crashes only. Excludes crashes that were both drug- and alcohol-involved.

Motorcyclists

- In 2010, 3% of all crashes involved a motorcycle. (Table 117)
- 76.8% of motorcyclists in crashes were either killed or injured. (Table 119)
- Alcohol/Drug Involvement (50.0%), Excessive Speed (17.5%), and Failure to Yield (15.0%) were the highest top contributing factors to fatal motorcycle-involved crashes. (Table 121)
- Male motorcyclists were in crashes 4.5 times more than female motorcyclists. (Table 123)
- Motorcycle crash rates are the lowest in 10 years. (Table 122)
- 25.0% of motorcyclists in crashes are aged 20-29 years old. (Table 123)

Table 117: Crashes by Motorcycle Involvement, 2010

Motorcycle Involvement	Crashes	
	Count	Percent
Involved	1,223	3%
Not Involved	41,579	97%
Total Crashes	42,802	100%

Table 118: Motorcycle-involved Crashes by Severity of Crash, 2010

Crash Severity	Motorcycle-involved	
	Count	Percent
Fatal Crashes	40	3%
Injury Crashes	929	76%
Property Damage Only Crashes	254	21%
Total Crashes	1,223	100%

Table 119: Severity of Injuries to Motorcyclists in Crashes, 2006 - 2010

Year	Severity of Injuries to Motorcyclists (Drivers & Passengers) in Crashes										Total Motorcyclists	
	Fatalities (Class K)		Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Non-visible Injuries (Class C)		Not Injured (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2006	49	3.5%	243	17.1%	507	35.8%	269	19.0%	349	24.6%	1,417	100%
2007	53	3.7%	214	15.0%	505	35.5%	254	17.8%	398	27.9%	1,424	100%
2008	53	3.1%	293	17.4%	579	34.4%	305	18.1%	453	26.9%	1,683	100%
2009	46	2.9%	272	16.9%	557	34.7%	316	19.7%	415	25.8%	1,606	100%
2010	42	3.0%	242	17.2%	539	38.2%	261	18.5%	327	23.2%	1,411	100%

Table 120: Motorcycle-involved Crashes by Light Condition, 2010

Light Condition	Motorcycle Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	20	50.0%	950	77.7%
Dark-Lighted	6	15.0%	124	10.1%
Dark-Not Lighted	10	25.0%	84	6.9%
Dusk	3	7.5%	48	3.9%
Other/Not Stated	1	2.5%	11	0.9%
Dawn	0	0.0%	6	0.5%
Total	40	100.0%	1,223	100.0%

Table 121: Top Contributing Factor to Motorcycle-involved Crashes, 2010

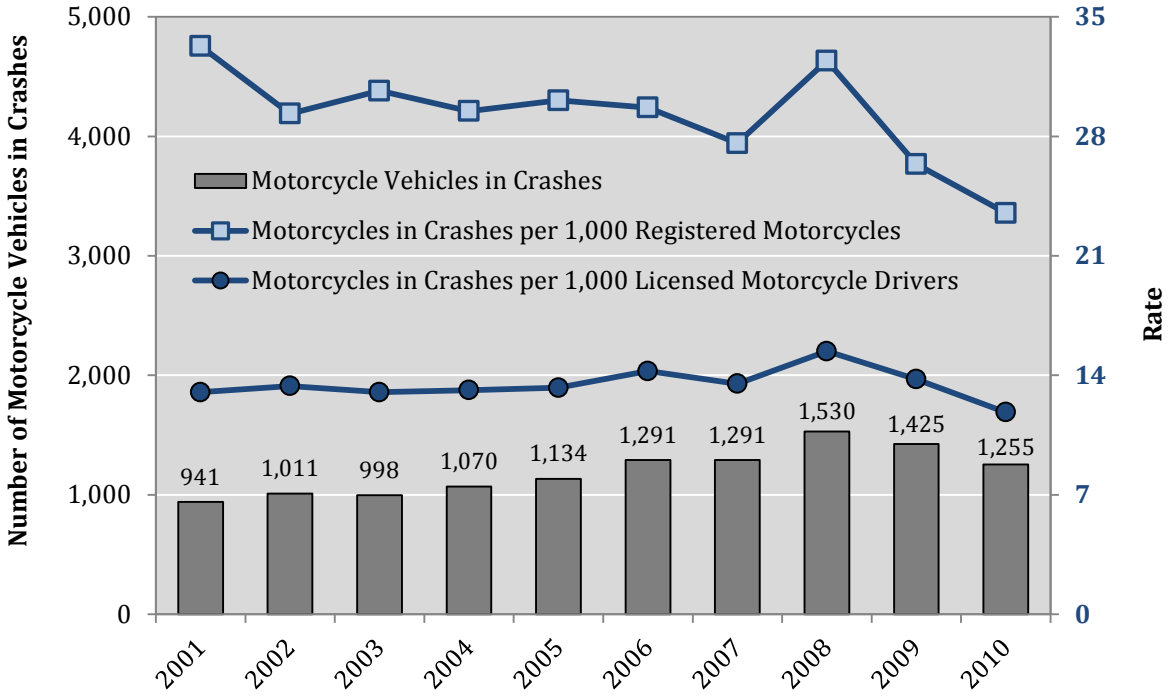
Top Contributing Factor to Crash	Motorcycle Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Driver Inattention	3	7.5%	161	17.3%	49	19.3%	213	17.4%
Failure To Yield	6	15.0%	163	17.5%	32	12.6%	201	16.4%
Alcohol/Drug Involved	20	50.0%	70	7.5%	19	7.5%	109	8.9%
Excessive Speed	7	17.5%	85	9.1%	15	5.9%	107	8.7%
Following Too Closely	0	0.0%	52	5.6%	26	10.2%	78	6.4%
None	2	5.0%	52	5.6%	18	7.1%	72	5.9%
Other-No Error	0	0.0%	48	5.2%	11	4.3%	59	4.8%
Too Fast For Conditions	0	0.0%	53	5.7%	5	2.0%	58	4.7%
Poor Driving	1	2.5%	50	5.4%	5	2.0%	56	4.6%
Avoid Vehicle	0	0.0%	40	4.3%	14	5.5%	54	4.4%
Improper Turn	0	0.0%	32	3.4%	13	5.1%	45	3.7%
Drove Left of Center	0	0.0%	18	1.9%	5	2.0%	23	1.9%
Red Light Running	1	2.5%	17	1.8%	2	0.8%	20	1.6%
Improper Lane Change	0	0.0%	13	1.4%	7	2.8%	20	1.6%
Passed Stop Sign	0	0.0%	12	1.3%	7	2.8%	19	1.6%
No Indication	0	0.0%	11	1.2%	8	3.1%	19	1.6%
Mechanical Defect	0	0.0%	13	1.4%	5	2.0%	18	1.5%
Improper Overtaking	0	0.0%	10	1.1%	5	2.0%	15	1.2%
Avoid Pedestrian, Etc.	0	0.0%	12	1.3%	1	0.4%	13	1.1%
All Other Factors	0	0.0%	17	1.8%	7	2.8%	24	2.0%
Total	40	100.0%	929	100.0%	254	100.0%	1,223	100.0%

Table 122: Rates of Motorcycle Involvement in Crashes, 2001 - 2010

Year	Total Motorcycles[1] in Crashes	New Mexico Registered Motorcycle Vehicles	New Mexico Licensed Motorcycle Drivers	Rate (Motorcycles in Crashes per 1,000 Registered Motorcycles)	Rate (Motorcycles in Crashes per 1,000 Licensed Motorcycle Drivers)
2001	941	28,269	72,321	33.3	13.0
2002	1,011	34,467	75,602	29.3	13.4
2003	998	32,544	76,702	30.7	13.0
2004	1,070	36,294	81,462	29.5	13.1
2005	1,134	37,663	85,464	30.1	13.3
2006	1,291	43,495	90,630	29.7	14.2
2007	1,291	46,779	95,577	27.6	13.5
2008	1,530	47,176	99,280	32.4	15.4
2009	1,425	54,049	103,500	26.4	13.8
2010	1,255	53,391	106,001	23.5	11.8

[1] There can be more than one motorcycle in a crash. The number of motorcycles (vehicles) in a crash is the same as the number of motorcycle drivers in a crash.

Figure 30: Motorcycle Involvement in Crashes, 2001 - 2010



Demographics and Behavior - Motorcyclists

Table 123: Motorcyclists (Drivers & Passengers) in Crashes by Age Group and Sex, 2010

Age Group	Motorcyclists (Drivers & Passengers) in Crashes								Ratio[1] Males to Females
	Males		Females		Unknown		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	3	0.3%	1	0.4%	0	0.0%	4	0.3%	3.0
5-9	4	0.4%	3	1.2%	0	0.0%	7	0.5%	1.3
10-14	20	1.8%	11	4.4%	0	0.0%	31	2.2%	1.8
15-19	74	6.7%	28	11.3%	1	2.0%	103	7.3%	2.6
20-24	162	14.6%	36	14.5%	0	0.0%	198	14.0%	4.5
25-29	127	11.4%	28	11.3%	0	0.0%	155	11.0%	4.5
30-34	101	9.1%	22	8.9%	0	0.0%	123	8.7%	4.6
35-39	103	9.3%	17	6.9%	1	2.0%	121	8.6%	6.1
40-44	98	8.8%	22	8.9%	0	0.0%	120	8.5%	4.5
45-49	106	9.5%	26	10.5%	1	2.0%	133	9.4%	4.1
50-54	105	9.4%	24	9.7%	0	0.0%	129	9.1%	4.4
55-59	84	7.6%	14	5.6%	0	0.0%	98	6.9%	6.0
60-64	58	5.2%	4	1.6%	0	0.0%	62	4.4%	14.5
65-69	33	3.0%	3	1.2%	0	0.0%	36	2.6%	11.0
70-74	15	1.3%	0	0.0%	0	0.0%	15	1.1%	
75+	8	0.7%	1	0.4%	1	2.0%	10	0.7%	8.0
Unknown	11	1.0%	8	3.2%	47	92.2%	66	4.7%	1.4
Total	1,112	100%	248	100%	51	100%	1,411	100%	4.5

[1] The ratio of males to females is only calculated when there is at least one of each sex in that age group in a crash.

Figure 31: Motorcyclists (Drivers & Passengers) in Crashes by Age Group and Sex, 2010

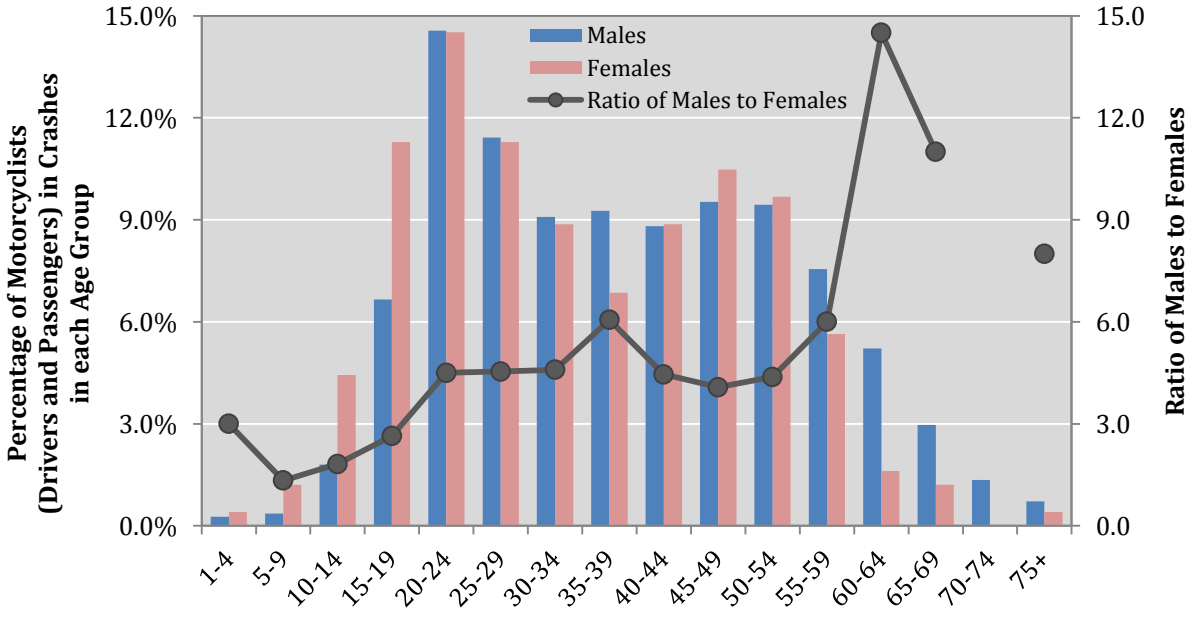


Table 124: Motorcyclist Fatalities (Drivers & Passengers) by Age Group and Sex, 2010

Age Group	Motorcyclist Fatalities (Drivers & Passengers)						Ratio[1] Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	
5-9	0	0.0%	0	0.0%	0	0.0%	
10-14	0	0.0%	0	0.0%	0	0.0%	
15-19	1	2.9%	0	0.0%	1	2.4%	
20-24	4	11.8%	0	0.0%	4	9.5%	
25-29	7	20.6%	0	0.0%	7	16.7%	
30-34	5	14.7%	1	12.5%	6	14.3%	5.0
35-39	8	23.5%	0	0.0%	8	19.0%	
40-44	4	11.8%	1	12.5%	5	11.9%	4.0
45-49	2	5.9%	0	0.0%	2	4.8%	
50-54	1	2.9%	2	25.0%	3	7.1%	0.5
55-59	1	2.9%	3	37.5%	4	9.5%	0.3
60-64	1	2.9%	0	0.0%	1	2.4%	
65-69	0	0.0%	0	0.0%	0	0.0%	
70-74	0	0.0%	0	0.0%	0	0.0%	
75+	0	0.0%	1	12.5%	1	2.4%	
Unknown	0	0.0%	0	0.0%	0	0.0%	
Total	34	100.0%	8	100.0%	42	100.0%	4.3

[1] The male/female ratio is only calculated if there is at least one of each sex in that age group in a crash.

Table 125: Alcohol-involved Motorcycle Drivers in Crashes by Age Group and Sex, 2010

Age Group	Alcohol-involved Motorcycle Drivers in Crashes						Ratio Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
15-19	3	3.5%	0	0.0%	3	3.2%	
20-24	7	8.1%	1	14.3%	8	8.6%	7.0
25-29	9	10.5%	1	14.3%	10	10.8%	9.0
30-34	11	12.8%	1	14.3%	12	12.9%	11.0
35-39	13	15.1%	0	0.0%	13	14.0%	
40-44	11	12.8%	1	14.3%	12	12.9%	11.0
45-49	9	10.5%	1	14.3%	10	10.8%	9.0
50-54	12	14.0%	1	14.3%	13	14.0%	12.0
55-59	5	5.8%	1	14.3%	6	6.5%	5.0
60-64	5	5.8%	0	0.0%	5	5.4%	
65-69	1	1.2%	0	0.0%	1	1.1%	
70-74	0	0.0%	0	0.0%	0	0.0%	
75+	0	0.0%	0	0.0%	0	0.0%	
Unknown	0	0.0%	0	0.0%	0	0.0%	
Total	86	100.0%	7	100.0%	93	100.0%	12.3

Helmet Usage

- 98.0% of motorcyclists (drivers and passengers) in crashes were not wearing a helmet at the time of the crash. (Table 126, Table 127, Table 128)
- The percentage of motorcyclists not wearing a helmet has increased in the past five years from 88.9% to 98.0%. (Table 128)

Table 126: Motorcyclists (Drivers & Passengers) in Crashes by Helmet Usage, 2010

Helmet Worn	Count	Percent
No	1,383	98.0%
Yes	28	2.0%
Total	1,411	100.0%

Table 127: Motorcyclist (Drivers & Passengers) Helmet Usage by Injury Severity, 2010

Severity of Injury	Injury Class	Helmet Worn?				Total Motorcyclists	
		No		Yes			
		Count	Percent	Count	Percent	Count	Percent
Fatalities	K	42	100.0%	0	0.0%	42	100%
Incapacitating Injuries	A	238	98.3%	4	1.7%	242	100%
Visible Injuries	B	527	97.8%	12	2.2%	539	100%
Non-visible Injuries	C	255	97.7%	6	2.3%	261	100%
Not Injured	O	321	98.2%	6	1.8%	327	100%
Total		1,383	98.0%	28	2.0%	1,411	100%

Table 128: Motorcyclists (Drivers & Passengers) Helmet Usage, 2006 - 2010

Year	Helmet Worn?				Total Motorcyclists in Crashes
	No		Yes		
	Count	Percent	Count	Percent	
2006	1,260	88.9%	157	11.1%	1,417
2007	1,310	92.0%	114	8.0%	1,424
2008	1,556	92.5%	127	7.5%	1,683
2009	1,449	90.2%	157	9.8%	1,606
2010	1,383	98.0%	28	2.0%	1,411

Pedestrians

- Pedestrian-involved crashes make up 1.0% of crashes in New Mexico in 2010. (Table 129)
- 8.2% of pedestrians in crashes were killed and 79.8% of pedestrians in crashes were injured to some extent. (Table 131)
- Pedestrian injuries and fatalities have significantly decreased since 2006. (Table 132)
- Most pedestrian fatalities and injuries from a crash occurred when the vehicle was driving straight, as opposed to turning or backing. (Table 134)
- Crashes resulting in a pedestrian fatality were more likely to occur in dark lighting conditions (79.4%) and were usually attributed to alcohol-involvement (55.9%) or pedestrian error (26.5%). (Table 133, Table 135)
- In 2010, most pedestrian-involved crashes occurred from noon to 9 p.m. with the highest number occurring during rush-hour between 5 p.m. and 7 p.m. (Figure 32, Table 136)

Table 129: Pedestrians in Crashes, 2010

Pedestrian Involvement	Crashes[1]	
	Count	Percent
Involved	416	1.0%
Not Involved	42,386	99.0%
Total Crashes	42,802	100.0%

[1] A pedestrian-involved crash can involve one or more pedestrians.

Table 130: Pedestrian-involved Crashes by Severity of Crash, 2010

Crash Severity	Pedestrian-involved Crashes[1]	
	Count	Percent
Fatal Crashes	34	8.2%
InjuryCrashes	332	79.8%
Property Damage Only Crashes	50	12.0%
Total Crashes	416	100.0%

[1] A pedestrian-involved crash can involve one or more pedestrians.

Table 131: Severity of Pedestrian Injuries in Crashes, 2010

Severity of Pedestrian Injuries	Class	Count	Percent
Fatalities	K	34	7.6%
Incapacitating Injuries	A	77	17.1%
Visible Injuries	B	122	27.2%
Non-visible Injuries	C	139	31.0%
Not Injured	O	77	17.1%
Total Pedestrians		449	100.0%

Table 132: Severity of Pedestrian Injuries in Crashes, 2006 - 2010

Severity of Injuries	Pedestrians in Crashes					Percent Change '06 - '10
	2006	2007	2008	2009	2010	
Fatalities	70	52	40	41	34	-51.4%
Incapacitating Injuries	96	78	79	89	77	-19.8%
Visible Injuries	140	149	154	145	122	-12.9%
Non-visible Injuries	151	150	160	157	139	-7.9%
Not Injured	58	87	71	93	77	32.8%
Total Pedestrians	515	516	504	525	449	-12.8%

Table 133: Light Conditions in Pedestrian-involved Crashes, 2010

Light Condition	Pedestrian Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	7	20.6%	254	61.1%
Dark-Lighted	15	44.1%	94	22.6%
Dark-Not Lighted	12	35.3%	53	12.7%
Dusk	0	0.0%	7	1.7%
Dawn	0	0.0%	5	1.2%
Other/Not Stated	0	0.0%	3	0.7%
Total	34	100.0%	416	100.0%

Table 134: Vehicle Action in Pedestrian-involved Crashes by Severity, 2010

Pedestrian Crash Classification[1]	Severity of Pedestrian-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Vehicle going straight	29	93.5%	184	58.4%	29	63.0%	242	61.7%
Vehicle turning left	2	6.5%	49	15.6%	3	6.5%	54	13.8%
Vehicle turning right	0	0.0%	44	14.0%	8	17.4%	52	13.3%
All other and not known	0	0.0%	25	7.9%	3	6.5%	28	7.1%
Vehicle backing	0	0.0%	13	4.1%	3	6.5%	16	4.1%
Total[1]	31	100.0%	315	100.0%	46	100.0%	392	100.0%

[1] Total does not match other pedestrian totals since some crashes were not classified as primarily pedestrian crashes.

Table 135: Top Contributing Factor in Pedestrian-involved Crashes by Crash Severity, 2010

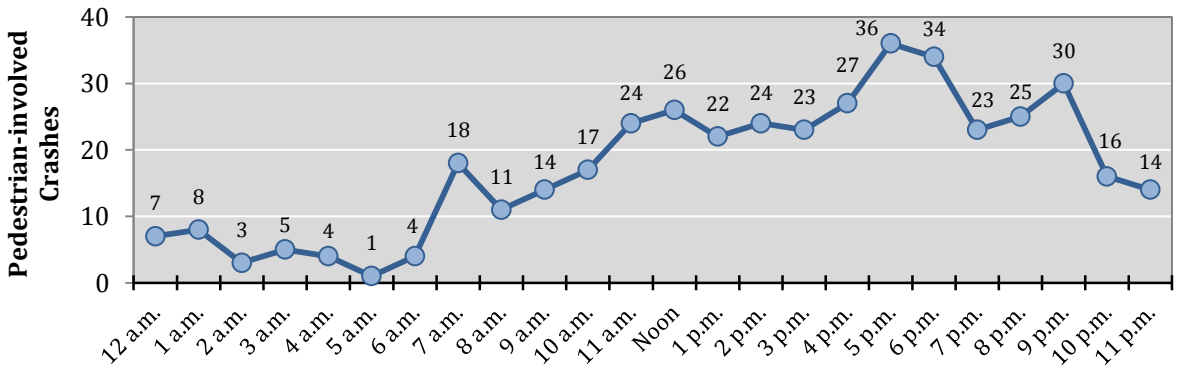
Top Contributing Factor to Crash	Pedestrian-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Driver Inattention	1	2.9%	75	22.6%	15	30.0%	91	21.9%
Pedestrian Error	9	26.5%	66	19.9%	11	22.0%	86	20.7%
Alcohol/Drug Involved	19	55.9%	48	14.5%	5	10.0%	72	17.3%
Failure To Yield	1	2.9%	49	14.8%	7	14.0%	57	13.7%
None	1	2.9%	37	11.1%	5	10.0%	43	10.3%
No Indication	1	2.9%	9	2.7%	2	4.0%	12	2.9%
Excessive Speed	1	2.9%	7	2.1%	2	4.0%	10	2.4%
Other-No Error	1	2.9%	9	2.7%	0	0.0%	10	2.4%
Poor Driving	0	0.0%	9	2.7%	0	0.0%	9	2.2%
Red Light Running	0	0.0%	7	2.1%	0	0.0%	7	1.7%
Avoid Pedestrian, Etc.	0	0.0%	5	1.5%	1	2.0%	6	1.4%
Improper Turn	0	0.0%	4	1.2%	0	0.0%	4	1.0%
Passed Stop Sign	0	0.0%	3	0.9%	0	0.0%	3	0.7%
Avoid Vehicle	0	0.0%	0	0.0%	2	4.0%	2	0.5%
Follow Too Close	0	0.0%	1	0.3%	0	0.0%	1	0.2%
Too Fast For Conditions	0	0.0%	1	0.3%	0	0.0%	1	0.2%
Mechanical Defect	0	0.0%	1	0.3%	0	0.0%	1	0.2%
Vehicle Drove Left of Center	0	0.0%	1	0.3%	0	0.0%	1	0.2%
Total Crashes	34	100.0%	332	100.0%	50	100.0%	416	100.0%

Table 136: Pedestrian-involved Crashes by Hour, 2001 - 2010

Hour[1]	Pedestrian-involved Crashes									
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
12 a.m.	18	8	8	19	8	13	11	15	15	7
1 a.m.	16	8	6	6	8	11	8	5	3	8
2 a.m.	15	8	11	6	7	1	6	5	4	3
3 a.m.	6	6	3	5	7	2	6	5	4	5
4 a.m.	2	4	2	2	3	3	4	1	0	4
5 a.m.	5	2	4	6	3	7	4	3	4	1
6 a.m.	7	11	9	15	6	11	6	10	6	4
7 a.m.	20	20	21	18	17	16	28	26	16	18
8 a.m.	25	19	22	13	15	12	17	27	14	11
9 a.m.	12	17	12	14	17	13	13	14	14	14
10 a.m.	15	15	8	11	18	18	13	17	18	17
11 a.m.	17	13	24	17	21	14	17	18	17	24
Noon	29	17	24	22	16	24	21	23	28	26
1 p.m.	20	23	26	16	21	17	22	29	30	22
2 p.m.	24	22	16	25	31	25	26	33	28	24
3 p.m.	30	46	34	36	33	25	37	43	45	23
4 p.m.	23	29	30	43	22	42	39	31	43	27
5 p.m.	48	43	33	39	28	41	37	37	50	36
6 p.m.	46	32	43	49	41	35	47	37	37	34
7 p.m.	39	48	32	30	33	36	31	30	43	23
8 p.m.	39	42	39	41	27	46	26	21	27	25
9 p.m.	48	23	29	30	39	41	36	27	23	30
10 p.m.	17	23	27	32	15	20	14	23	15	16
11 p.m.	13	25	15	16	14	11	19	7	20	14
Total	534	504	478	511	450	484	488	487	504	416

[1] For reference, the hour of 1 a.m. is from 1 a.m. to 1:59 a.m.

Figure 32: Pedestrian-involved Crashes by Hour, 2010



Demographics and Behavior - Pedestrians

- There were 1.7 male pedestrians for every one female pedestrian in a crash. (Table 139)
- Across all age groups, the ratio of male pedestrians to female pedestrians in crashes was generally the same. (Table 139)
- Pedestrians ages 15-19 were more likely to be in a crash than other age groups. (Table 139)
- Pedestrian fatalities most often occurred in age groups 15-19, 45-49, and 75+. (Table 141)

Table 137: Pedestrians in Crashes by Sex, 2010

Sex	Pedestrians	
	Count	Percent
Female	148	33.0%
Male	253	56.3%
Unknown	48	10.7%
Total	449	100.0%

Table 138: Pedestrians in Crashes by Sex, 2006 - 2010

Year	Pedestrians in Crashes							
	Males		Females		Unknown		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2006	311	60.4%	174	33.8%	30	5.8%	515	100%
2007	291	56.4%	186	36.0%	39	7.6%	516	100%
2008	263	52.2%	152	30.2%	89	17.7%	504	100%
2009	284	54.1%	178	33.9%	63	12.0%	525	100%
2010	253	56.3%	148	33.0%	48	10.7%	449	100%

Table 139: Pedestrians in Crashes by Age Group and Sex, 2010

Age	Pedestrians in Crashes								
	Males		Females		Unknown		Total		Ratio Males to Females
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	8	3.2%	6	4.1%	0	0.0%	14	3.1%	1.3
5-9	10	4.0%	12	8.1%	0	0.0%	22	4.9%	0.8
10-14	20	7.9%	9	6.1%	0	0.0%	29	6.5%	2.2
15-19	34	13.4%	18	12.2%	0	0.0%	52	11.6%	1.9
20-24	22	8.7%	15	10.1%	1	2.1%	38	8.5%	1.5
25-29	22	8.7%	4	2.7%	1	2.1%	27	6.0%	5.5
30-34	14	5.5%	12	8.1%	1	2.1%	27	6.0%	1.2
35-39	13	5.1%	11	7.4%	0	0.0%	24	5.3%	1.2
40-44	14	5.5%	8	5.4%	1	2.1%	23	5.1%	1.8
45-49	23	9.1%	11	7.4%	2	4.2%	36	8.0%	2.1
50-54	14	5.5%	9	6.1%	1	2.1%	24	5.3%	1.6
55-59	16	6.3%	9	6.1%	0	0.0%	25	5.6%	1.8
60-64	9	3.6%	4	2.7%	0	0.0%	13	2.9%	2.3
65-69	7	2.8%	6	4.1%	0	0.0%	13	2.9%	1.2
70-74	6	2.4%	3	2.0%	0	0.0%	9	2.0%	2.0
75+	11	4.3%	9	6.1%	0	0.0%	20	4.5%	1.2
Unknown	10	4.0%	2	1.4%	41	85.4%	53	11.8%	5.0
Total	253	100.0%	148	100.0%	48	100.0%	449	100.0%	1.7

[1] In the 25-29 age group, the male/female ratio of 5.5 was due to a low number of females (4) and not an unusually high number of male pedestrians in crashes in this age group.

Figure 33: Pedestrians in Crashes by Age Group and Sex, 2010

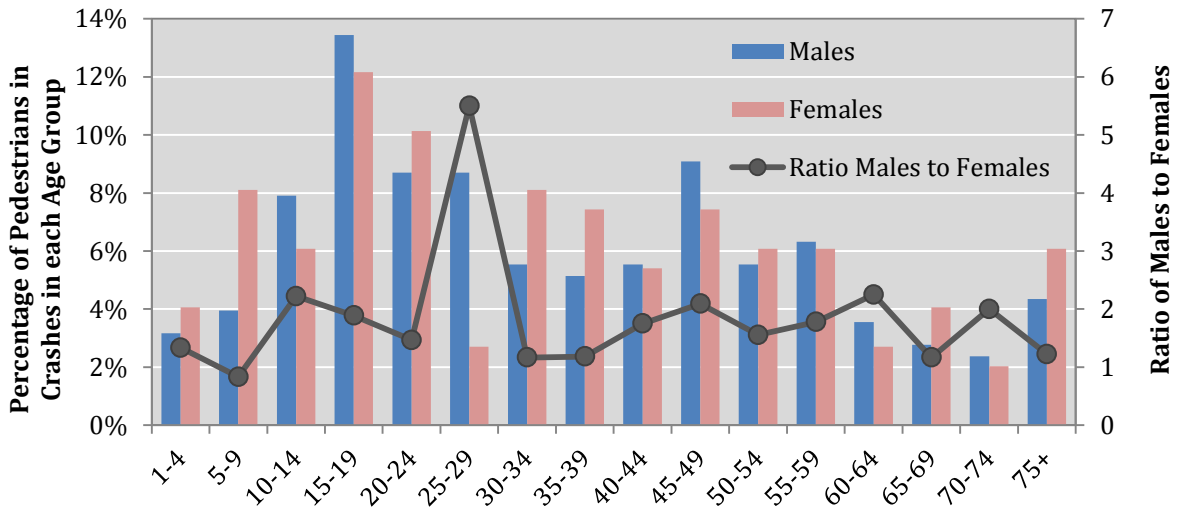


Table 140: Pedestrians in Crashes by Age Group and Severity of Injury, 2010

Age Group	Pedestrians in Crashes						
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Non-visible Injuries (Class C)	Not Injured (Class O)	Total	Percent of Total
1-4	2	2	1	2	7	14	3.1%
5-9	1	2	8	7	4	22	4.9%
10-14	2	4	8	13	2	29	6.5%
15-19	4	7	19	18	4	52	11.6%
20-24	2	12	7	10	7	38	8.5%
25-29	2	5	8	8	4	27	6.0%
30-34	1	4	7	12	3	27	6.0%
35-39	1	3	7	10	3	24	5.3%
40-44	2	5	5	7	4	23	5.1%
45-49	4	11	5	10	6	36	8.0%
50-54	2	8	5	8	1	24	5.3%
55-59	2	2	9	11	1	25	5.6%
60-64	3	2	5	3	0	13	2.9%
65-69	0	3	4	5	1	13	2.9%
70-74	1	2	1	5	0	9	2.0%
75+	5	1	12	1	1	20	4.5%
Unknown	0	4	11	9	29	53	11.8%
Total	34	77	122	139	77	449	100.0%

Figure 34: Percentage of Pedestrians in Crashes by Age Group, 2010

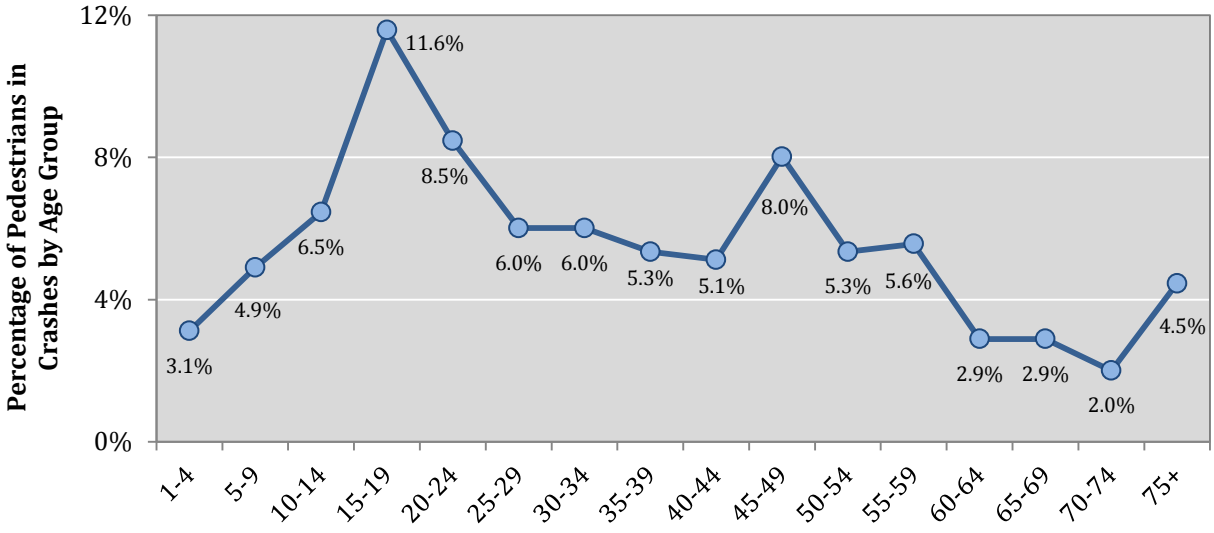


Table 141: Crash-related Pedestrian Fatalities by Age Group and Sex, 2010

Age	Pedestrian Fatalities					
	Male		Female		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	1	4.5%	1	8.3%	2	5.9%
5-9	0	0.0%	1	8.3%	1	2.9%
10-14	2	9.1%	0	0.0%	2	5.9%
15-19	4	18.2%	0	0.0%	4	11.8%
20-24	1	4.5%	1	8.3%	2	5.9%
25-29	1	4.5%	1	8.3%	2	5.9%
30-34	1	4.5%	0	0.0%	1	2.9%
35-39	0	0.0%	1	8.3%	1	2.9%
40-44	0	0.0%	2	16.7%	2	5.9%
45-49	3	13.6%	1	8.3%	4	11.8%
50-54	2	9.1%	0	0.0%	2	5.9%
55-59	1	4.5%	1	8.3%	2	5.9%
60-64	2	9.1%	1	8.3%	3	8.8%
65-69	0	0.0%	0	0.0%	0	0.0%
70-74	1	4.5%	0	0.0%	1	2.9%
75 +	3	13.6%	2	16.7%	5	14.7%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	22	100.0%	12	100.0%	34	100.0%

- In 2010, 14.9% of pedestrians in crashes were alcohol-involved pedestrians. (Table 142)
- Males were 2.5 times as likely as females to be alcohol-involved pedestrians. (Table 143)
- In 2010, 55.9% of the pedestrians killed in crashes were alcohol-involved. (Table 145)
- The number of alcohol-involved, pedestrian-involved crashes decreased from 165 crashes in 2001 to 72 crashes in 2010. (Table 146)

Table 142: Alcohol-involved[19] Pedestrians in Crashes, 2010

Alcohol-involved Pedestrians	Count	Percent
Alcohol-involved	67	14.9%
Not Alcohol-involved	382	85.1%
Total	449	100.0%

Table 143: Alcohol-involved Pedestrians by Age Group and Sex, 2010

Age	Alcohol-involved Pedestrians in Crashes					
	Male		Female		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	0	0.0%	0	0.0%	0	0.0%
5-9	0	0.0%	2	10.5%	2	3.0%
10-14	2	4.2%	0	0.0%	2	3.0%
15-19	2	4.2%	0	0.0%	2	3.0%
20-24	6	12.5%	2	10.5%	8	11.9%
25-29	4	8.3%	3	15.8%	7	10.4%
30-34	2	4.2%	2	10.5%	4	6.0%
35-39	4	8.3%	2	10.5%	6	9.0%
40-44	1	2.1%	1	5.3%	2	3.0%
45-49	10	20.8%	4	21.1%	14	20.9%
50-54	6	12.5%	0	0.0%	6	9.0%
55-59	5	10.4%	0	0.0%	5	7.5%
60-64	3	6.3%	1	5.3%	4	6.0%
65-69	1	2.1%	1	5.3%	2	3.0%
70-74	1	2.1%	1	5.3%	2	3.0%
75+	0	0.0%	0	0.0%	0	0.0%
Unknown	1	2.1%	0	0.0%	1	1.5%
Total	48	100.0%	19	100.0%	67	100.0%

[19] The term "alcohol-involved pedestrian" is a pedestrian who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 144: Alcohol-involved Pedestrians by Severity of Injury, 2010

Severity of Pedestrian Injury	Alcohol-involved Pedestrians	
	Count	Percent
Fatalities	19	28.4%
Incapacitating Injuries	19	28.4%
Visible Injuries	14	20.9%
Non-visible Injuries	6	9.0%
Not Injured	9	13.4%
Total	67	100.0%

Table 145: Alcohol-involved Pedestrian Fatalities, 2006 - 2010

Year	Alcohol-involved Pedestrian Fatalities	Total Pedestrian Fatalities	Percent Alcohol-involved Pedestrian Fatalities
2006	28	70	40.0%
2007	32	52	61.5%
2008	25	40	62.5%
2009	18	41	43.9%
2010	19	34	55.9%

Table 146: Percentage of Alcohol-involved Pedestrian Crashes, 2001 - 2010

Year	Pedestrian-involved Crashes	Alcohol-involved[1] Pedestrian Crashes	Percentage of Alcohol-involved [1] Pedestrian Crashes
2001	534	165	30.9%
2002	504	145	28.8%
2003	478	141	29.5%
2004	511	118	23.1%
2005	450	104	23.1%
2006	484	107	22.1%
2007	488	108	22.1%
2008	487	91	18.7%
2009	504	100	19.8%
2010	416	72	17.3%

[1] Any alcohol-involvement, including any drivers or pedestrians.

Pedalcyclists (Bicyclists)

- 0.8% of crashes were pedalcycle-involved. (Table 147)
- 2.5% of pedalcyclists in crashes were killed and 78.0% of pedalcyclists were injured. (Table 148, Table 149)
- Most (81.9%) of all pedalcycle-involved crashes occurred in daylight. However, 66.6% of *fatal* pedalcycle-involved crashes occurred at night. (Table 151)
- Most (81.5%) pedalcycle-involved crashes occurred when a vehicle struck a pedalcycle at an angle or the pedalcycle struck the vehicle. However, most *fatal* pedalcycle-involved crashes (66.7%) occurred when a vehicle struck a pedalcycle from behind. (Table 152)
- Alcohol/Drug Involvement was the top contributing factor to 44.4% of pedalcycle-involved *fatal* crashes. (Table 153)

Table 147: Crashes by Pedalcycle Involvement, 2010

Pedalcycle Involvement	Crashes[1]	
	Count	Percent
Involved	354	0.8%
Not Involved	42,448	99.2%
Total Crashes	42,802	100.0%

[1] A pedalcycle-involved crash can involve one or more pedalcyclists.

Table 148: Pedalcycle-involved Crashes by Severity of Crash, 2010

Crash Severity	Pedalcycle-involved Crashes[1]	
	Count	Percent
Fatal Crashes	9	2.5%
Injury Crashes	276	78.0%
Property Damage Only Crashes	69	19.5%
Total Crashes	354	100.0%

[1] A pedalcycle-involved crash can involve one or more pedalcyclists.

Table 149: Pedalcyclists in Crashes by Severity of Injury, 2010

Severity of Pedalcyclist Injuries	Class	Count	Percent
Fatalities	K	9	2.5%
Incapacitating Injuries	A	39	10.8%
Visible Injuries	B	133	36.8%
Non-visible Injuries	C	108	29.9%
Not Injured	O	72	19.9%
Total Pedalcyclists		361	100.0%

Table 150: Pedalcyclists in Crashes by Severity of Injury, 2006 - 2010

Severity of Injuries	Pedalcyclists in Crashes					Percent Change '06 - '10
	2006	2007	2008	2009	2010	
Fatalities	5	7	7	3	9	**80.0%**
Incapacitating Injuries	42	35	49	28	39	**-7.1%**
Visible Injuries	150	126	132	142	133	**-11.3%**
Non-visible Injuries	102	113	120	111	108	**5.9%**
Not Injured	92	95	92	93	72	**-21.7%**
Total Pedalcyclists	391	376	400	377	361	**-7.7%**

Table 151: Pedalcycle-involved Crashes by Light Condition, 2010

Light Condition	Pedalcycle Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	3	33.3%	290	81.9%
Dark-Lighted	3	33.3%	37	10.5%
Dark-Not Lighted	3	33.3%	11	3.1%
Dusk	0	0.0%	11	3.1%
Other/Not Stated	0	0.0%	3	0.8%
Dawn	0	0.0%	2	0.6%
Total	9	100.0%	354	100.0%

Table 152: Vehicle Action in Pedalcycle-involved Crashes by Severity, 2010

Pedalcycle Crash Classification	Collison with Pedalcycle - Crash Classification by Severity							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes [1]	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Vehicle struck cyclist at angle	2	22.2%	139	52.5%	33	50.0%	174	51.2%
Cyclist struck vehicle	1	11.1%	76	28.7%	26	39.4%	103	30.3%
Veh struck cyclist from behind	6	66.7%	26	9.8%	2	3.0%	34	10.0%
Vehicle struck cyclist head on	0	0.0%	20	7.5%	4	6.1%	24	7.1%
Unknown	0	0.0%	4	1.5%	1	1.5%	5	1.5%
Total [1]	9	100.0%	265	100.0%	66	100.0%	340	100.0%

[1] Total does not match other pedalcycle totals since some crashes were not classified as primarily pedalcycle crashes.

Table 153: Top Contributing Factor in Pedalcyclist-involved Crashes by Crash Severity, 2010

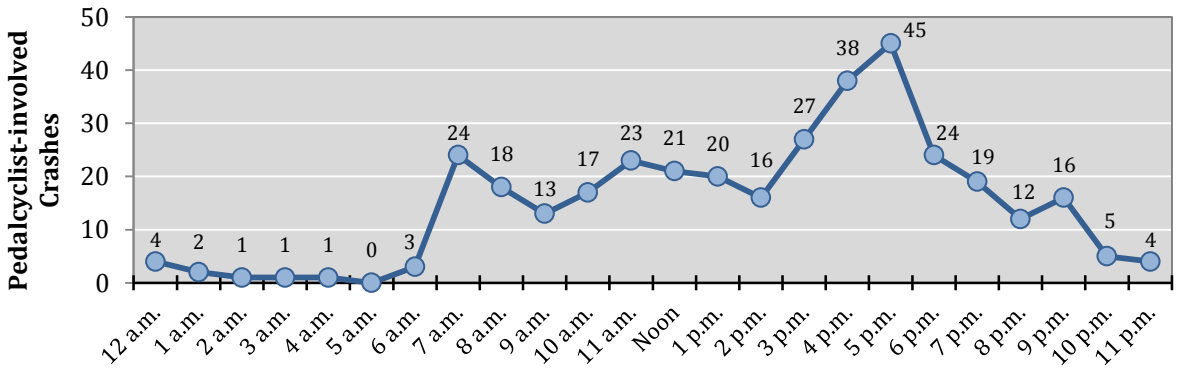
Top Contributing Factor to Crash	Pedalcycle-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Driver Inattention	1	11.1%	77	27.9%	19	27.5%	97	27.4%
Failure To Yield	1	11.1%	61	22.1%	9	13.0%	71	20.1%
Pedestrian Error	0	0.0%	21	7.6%	7	10.1%	28	7.9%
None	0	0.0%	16	5.8%	7	10.1%	23	6.5%
Poor Driving	0	0.0%	19	6.9%	3	4.3%	22	6.2%
Alcohol/Drug Involved	4	44.4%	15	5.4%	3	4.3%	22	6.2%
Passed Stop Sign	0	0.0%	16	5.8%	4	5.8%	20	5.6%
Red Light Running	0	0.0%	11	4.0%	5	7.2%	16	4.5%
Improper Turn	0	0.0%	11	4.0%	1	1.4%	12	3.4%
Other-No Error	1	11.1%	4	1.4%	3	4.3%	8	2.3%
Drove Left of Center	0	0.0%	6	2.2%	2	2.9%	8	2.3%
Follow Too Close	0	0.0%	3	1.1%	2	2.9%	5	1.4%
Excessive Speed	1	11.1%	4	1.4%	0	0.0%	5	1.4%
No Indication	0	0.0%	2	0.7%	3	4.3%	5	1.4%
Too Fast For Conditions	0	0.0%	3	1.1%	0	0.0%	3	0.8%
Avoid Pedestrian, Etc.	0	0.0%	2	0.7%	1	1.4%	3	0.8%
Improper Lane Change	1	11.1%	1	0.4%	0	0.0%	2	0.6%
Improper Overtaking	0	0.0%	2	0.7%	0	0.0%	2	0.6%
All Other Factors	0	0.0%	2	0.7%	0	0.0%	2	0.6%
Total Crashes	9	100.0%	276	100.0%	69	100.0%	354	100.0%

Table 154: Pedalcyclist-involved Crashes by Hour, 2001 - 2010

Hour[1]	Pedalcyclist-involved Crashes									
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
12 a.m.	3	2	0	1	1	2	8	2	5	4
1 a.m.	4	1	1	3	1	2	2	0	0	2
2 a.m.	2	1	0	2	1	1	1	0	1	1
3 a.m.	0	1	1	1	0	1	0	0	3	1
4 a.m.	1	2	1	1	0	1	2	1	0	1
5 a.m.	2	0	0	0	2	3	2	4	0	0
6 a.m.	5	9	5	5	7	7	7	8	7	3
7 a.m.	13	17	19	18	21	19	26	24	16	24
8 a.m.	12	15	12	22	25	19	21	22	11	18
9 a.m.	11	12	9	10	10	24	10	21	20	13
10 a.m.	10	9	15	16	14	16	16	25	15	17
11 a.m.	10	20	18	29	15	18	19	12	21	23
Noon	16	17	16	30	23	17	30	16	30	21
1 p.m.	15	28	15	22	30	18	27	23	20	20
2 p.m.	22	25	16	26	28	30	25	22	32	16
3 p.m.	36	27	25	36	36	50	32	35	39	27
4 p.m.	34	39	22	38	46	37	33	41	39	38
5 p.m.	32	39	30	40	40	37	29	52	42	45
6 p.m.	39	30	20	29	34	35	30	25	17	24
7 p.m.	23	24	17	25	15	12	14	22	24	19
8 p.m.	13	17	13	19	18	16	17	18	11	12
9 p.m.	10	7	6	7	10	10	5	12	11	16
10 p.m.	5	1	4	5	7	5	6	2	5	5
11 p.m.	2	9	5	6	4	6	6	4	2	4
Total	320	352	270	391	388	386	368	391	371	354

[1] For reference, the hour of 1 a.m. is from 1 a.m. to 1:59 a.m.

Figure 35: Pedalcyclist-involved Crashes by Hour, 2010



Demographics and Behavior – Pedalcyclists

- In 2010, 74.8% of pedalcyclists in crashes were male. (Table 156, Table 156)
- There were 5.2 male pedalcyclists in a crash for every one female pedalcyclist. (Table 157)
- Pedalcyclists age 10-29 were more likely to be in a crash than other age groups. (Table 158)
- Pedalcyclists fatalities most often occurred in the age groups 15-19 and 55-59. (Table 159)

Table 155: Pedalcyclists in Crashes by Sex, 2010

Sex	Pedalcyclists in Crashes	
	Count	Percent
Female	52	14.4%
Male	270	74.8%
Unknown	39	10.8%
Total	361	100.0%

Table 156: Pedalcyclists in Crashes by Sex, 2006 - 2010

Year	Pedalcyclists in Crashes							
	Males		Females		Unknown		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2006	300	76.7%	55	14.1%	36	9.2%	391	100%
2007	279	74.2%	60	16.0%	37	9.8%	376	100%
2008	253	63.3%	70	17.5%	77	19.3%	400	100%
2009	266	70.6%	69	18.3%	42	11.1%	377	100%
2010	270	74.8%	52	14.4%	39	10.8%	361	100%

Table 157: Pedalcyclists in Crashes by Age Group and Sex, 2010

Age	Pedalcyclists in Crashes								Ratio[1] Males to Females
	Males		Females		Unknown		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
5-9	12	4.4%	4	7.7%	0	0.0%	16	4.4%	3.0
10-14	33	12.2%	4	7.7%	0	0.0%	37	10.2%	8.3
15-19	30	11.1%	8	15.4%	0	0.0%	38	10.5%	3.8
20-24	32	11.9%	8	15.4%	1	2.6%	41	11.4%	4.0
25-29	27	10.0%	10	19.2%	0	0.0%	37	10.2%	2.7
30-34	8	3.0%	3	5.8%	0	0.0%	11	3.0%	2.7
35-39	10	3.7%	2	3.8%	1	2.6%	13	3.6%	5.0
40-44	22	8.1%	2	3.8%	0	0.0%	24	6.6%	11.0
45-49	26	9.6%	4	7.7%	0	0.0%	30	8.3%	6.5
50-54	25	9.3%	1	1.9%	0	0.0%	26	7.2%	25.0
55-59	18	6.7%	2	3.8%	0	0.0%	20	5.5%	9.0
60-64	12	4.4%	0	0.0%	0	0.0%	12	3.3%	
65-69	8	3.0%	1	1.9%	0	0.0%	9	2.5%	8.0
70-74	2	0.7%	1	1.9%	0	0.0%	3	0.8%	2.0
75+	1	0.4%	0	0.0%	1	2.6%	2	0.6%	
Unknown	4	1.5%	2	3.8%	36	92.3%	42	11.6%	2.0
Total	270	100.0%	52	100.0%	39	100.0%	361	100.0%	5.2

[1] The ratio of males to females is only calculated when there is at least one of each sex in that age group in a crash. In the 50-54 age group, the male/female ratio of 25 results from a low number of females (1) and not an unusually high number of males in crashes in this age group.

Figure 36: Pedalcyclists in Crashes by Age Group and Sex, 2010

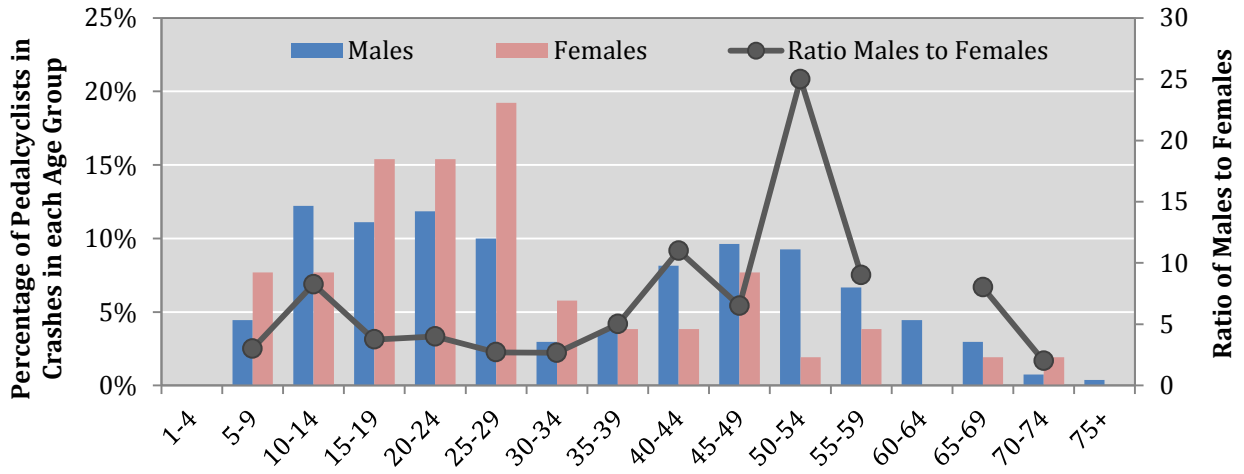


Table 158: Pedalcyclists in Crashes by Age Group and Severity of Injury, 2010

Age Group	Pedalcyclists in Crashes						
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Non-visible Injuries (Class C)	Not Injured (Class O)	Total	Percent of Total
1-4	0	0	0	0	0	0	0.0%
5-9	0	1	9	4	2	16	4.4%
10-14	0	5	15	13	4	37	10.2%
15-19	2	4	16	11	5	38	10.5%
20-24	0	1	24	14	2	41	11.4%
25-29	1	5	15	10	6	37	10.2%
30-34	1	2	2	2	4	11	3.0%
35-39	0	2	5	4	2	13	3.6%
40-44	0	3	7	9	5	24	6.6%
45-49	1	2	12	12	3	30	8.3%
50-54	0	5	10	6	5	26	7.2%
55-59	3	5	7	5	0	20	5.5%
60-64	1	3	2	6	0	12	3.3%
65-69	0	0	2	4	3	9	2.5%
70-74	0	1	2	0	0	3	0.8%
75+	0	0	0	0	2	2	0.6%
Unknown	0	0	5	8	29	42	11.6%
Total	9	39	133	108	72	361	100.0%

Figure 37: Percentage of Pedalcyclists in Crashes by Age Group, 2010

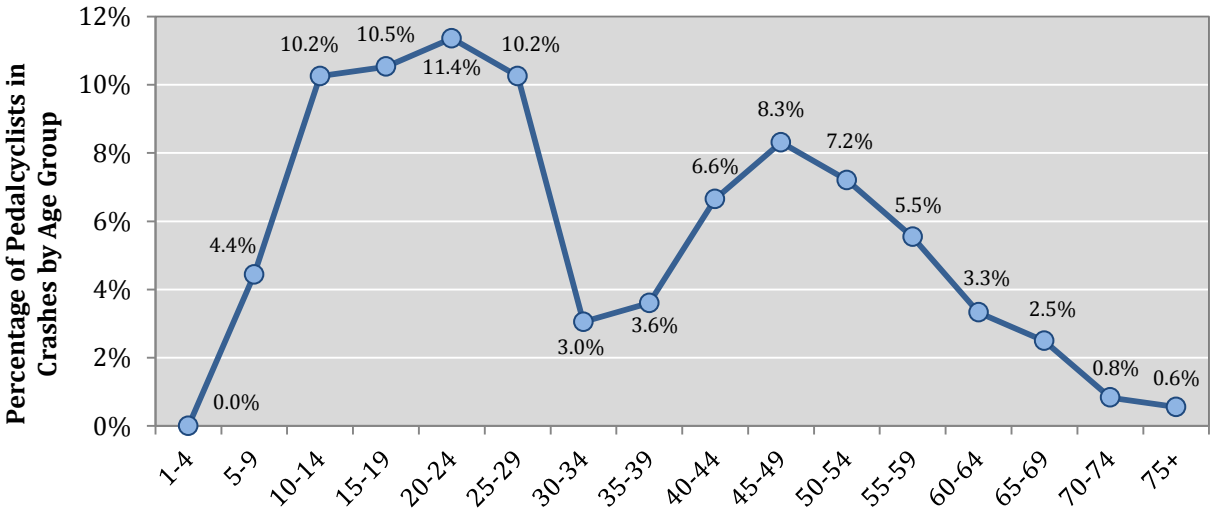


Table 159: Crash-related Pedalcyclist Fatalities by Age Group and Sex, 2010

Age	Pedalcyclist Fatalities					
	Male		Female		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	0	0.0%	0	0.0%	0	0.0%
5-9	0	0.0%	0	0.0%	0	0.0%
10-14	0	0.0%	0	0.0%	0	0.0%
15-19	2	22.2%	0	0.0%	2	22.2%
20-24	0	0.0%	0	0.0%	0	0.0%
25-29	1	11.1%	0	0.0%	1	11.1%
30-34	1	11.1%	0	0.0%	1	11.1%
35-39	0	0.0%	0	0.0%	0	0.0%
40-44	0	0.0%	0	0.0%	0	0.0%
45-49	1	11.1%	0	0.0%	1	11.1%
50-54	0	0.0%	0	0.0%	0	0.0%
55-59	3	33.3%	0	0.0%	3	33.3%
60-64	1	11.1%	0	0.0%	1	11.1%
65-69	0	0.0%	0	0.0%	0	0.0%
70-74	0	0.0%	0	0.0%	0	0.0%
75 +	0	0.0%	0	0.0%	0	0.0%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	9	100.0%	0	0.0%	9	100.0%

Demographics and Behavior – Pedalcyclists

- In 2010, 5.0% of pedalcyclists in crashes were alcohol-involved pedalcyclists. (Table 160)
- Males accounted for 100% of alcohol-involved pedalcyclists in crashes. (Table 161)
- In 2010, 44.4% (4) of pedalcyclists killed in crashes were alcohol-involved. (Table 163)
- In 2010, 6.2% of all pedalcycle-involved crashes were alcohol-involved either on the part of the vehicle driver or pedalcyclist. (Table 164)

Table 160: Alcohol-involved[20] Pedalcyclists in Crashes, 2010

Alcohol-involved Pedalcyclists	Count	Percent
Alcohol-involved	18	5.0%
Not Alcohol-involved	343	95.0%
Total	361	100.0%

Table 161: Alcohol-involved Pedalcyclists in Crashes by Age Group and Sex, 2010

Age	Alcohol-involved Pedalcyclists in Crashes							
	Male		Female		Unknown		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%
5-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%
10-14	1	5.9%	0	0.0%	0	0.0%	1	5.6%
15-19	1	5.9%	0	0.0%	0	0.0%	1	5.6%
20-24	0	0.0%	0	0.0%	0	0.0%	0	0.0%
25-29	4	23.5%	0	0.0%	0	0.0%	4	22.2%
30-34	1	5.9%	0	0.0%	0	0.0%	1	5.6%
35-39	0	0.0%	0	0.0%	1	100.0%	1	5.6%
40-44	3	17.6%	0	0.0%	0	0.0%	3	16.7%
45-49	3	17.6%	0	0.0%	0	0.0%	3	16.7%
50-54	1	5.9%	0	0.0%	0	0.0%	1	5.6%
55-59	3	17.6%	0	0.0%	0	0.0%	3	16.7%
60-64	0	0.0%	0	0.0%	0	0.0%	0	0.0%
65-69	0	0.0%	0	0.0%	0	0.0%	0	0.0%
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Unknown	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	17	100.0%	0	0.0%	1	100.0%	18	100.0%

[20] The term "alcohol-involved pedalcyclist" is a pedalcyclist who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 162: Alcohol-involved Pedalcyclists by Severity of Injury, 2010

Severity of Pedalcyclist Injury	Alcohol-involved Pedalcyclists	
	Count	Percent
Fatalities	4	22.2%
Incapacitating Injuries	5	27.8%
Visible Injuries	3	16.7%
Non-visible Injuries	4	22.2%
Not Injured	2	11.1%
Total Pedalcyclists	18	100.0%

Table 163: Alcohol-involved Pedalcyclist Fatalities, 2006 - 2010

Year	Alcohol-involved Pedalcyclist Fatalities	Total Pedalcyclist Fatalities	Percent Alcohol-involved Pedalcyclist Fatalities
2006	2	5	40.0%
2007	1	7	14.3%
2008	2	7	28.6%
2009	0	3	0.0%
2010	4	9	44.4%

Table 164: Alcohol-involved Pedalcycle Crashes, 2001 - 2010

Year	Pedalcycle-involved Crashes	Alcohol-involved[1] Pedalcycle-involved Crashes	Percentage of Alcohol-involved [1] Pedalcyclist Crashes
2001	320	28	8.8%
2002	352	23	6.5%
2003	270	20	7.4%
2004	391	24	6.1%
2005	388	29	7.5%
2006	386	29	7.5%
2007	368	20	5.4%
2008	391	16	4.1%
2009	371	24	6.5%
2010	354	22	6.2%

[1] Any alcohol-involvement, including any drivers or pedalcyclist.

Teens (15-19)

An analysis of teens *compared to other age groups* can be found in these sections: Severity of Injuries Summary, Speed, Age and Sex, Drivers, Belt Use, Alcohol, Drugs, Pedestrians, Motorcyclists, and Pedalcyclists.

- The ratio of teen males to teen females in crashes is approximately 1 to 1. (Table 166)
- Teen males are more than twice as likely as teen females to be killed in a crash. (Table 167)
- The ratio of teen male *drivers* to teen female *drivers* in crashes is 1.1 to 1. (Table 172)
- The number of New Mexican teen drivers of vehicles in crashes per 1,000 NM licensed teen drivers has been generally decreasing since 2003. (Table 171)
- The highest percentage of teen drivers in crashes occurs from 3 p.m. to 5 p.m. (Table 170)
- New Mexican teen drivers in crashes have decreased 32.2% since 2001. (Table 171)

Table 165: Severity of Injuries to Teens (15-19) in Crashes, 2010

Severity of Injuries	Injury Class	Teens (15-19) in Crashes	
		Count	Percent
Fatalities	K	44	0.3%
Incapacitating Injuries	A	195	1.4%
Visible Injuries	B	638	4.6%
Non-visible Injuries	C	1,581	11.4%
Not Injured	O	11,435	82.3%
Total		13,893	100.0%

Table 166: Teens (15-19) in Crashes by Sex, 2006 - 2010

Year	Teens (15-19) in Crashes				Ratio Male to Female
	Males	Females	Unknown	Total	
2006	9,155	8,274	74	17,503	1.11
2007	9,006	8,315	91	17,412	1.08
2008	6,753	6,407	1,239	14,399	1.05
2009	7,673	7,192	134	14,999	1.07
2010	6,963	6,835	95	13,893	1.02

Demographics and Behavior – Teens (15-19)

Table 167: Teen (15-19) Fatalities in Crashes by Sex, 2006 - 2010

Year	Teen (15-19) Fatalities in Crashes				Ratio Males to Females
	Males	Females	Unknown	Total	
2006	24	21	0	45	1.14
2007	30	17	0	47	1.76
2008	21	10	0	31	2.10
2009	21	13	0	34	1.62
2010	30	14	0	44	2.14

Table 168: Severity of Injuries to Teens (15-19) in Crashes, 2006 - 2010

Year	Severity of Injuries to Teens (15-19) in Crashes										Total Teens in Crashes	
	Fatalities (Class K)		Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Non-visible Injuries (Class C)		Not Injured (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2006	45	0.3%	269	1.5%	787	4.5%	2,220	12.7%	14,182	81.0%	17,503	100%
2007	47	0.3%	262	1.5%	689	4.0%	2,023	11.6%	14,391	82.6%	17,412	100%
2008	31	0.2%	239	1.7%	641	4.5%	1,743	12.1%	11,745	81.6%	14,399	100%
2009	34	0.2%	225	1.5%	677	4.5%	1,771	11.8%	12,292	82.0%	14,999	100%
2010	44	0.3%	195	1.4%	638	4.6%	1,581	11.4%	11,435	82.3%	13,893	100%

Table 169: Severity of Injuries to Teen Occupants in Passenger Vehicles by Belt Use, 2010

Belt Usage [1,2]	Severity of Injuries to Teen (15-19) Occupants[1] in Passenger Vehicles										Total Teen Occupants of Passenger Vehicles	
	Fatalities		Incapacitating Injuries		Visible Injuries		Non-visible Injuries		Not Injured			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	19	0.2%	129	1.1%	471	3.9%	1,410	11.6%	10,125	83.3%	12,154	100%
Belt Not Used	13	8.6%	28	18.5%	26	17.2%	28	18.5%	56	37.1%	151	100%
Unknown	5	0.6%	14	1.7%	35	4.1%	49	5.8%	742	87.8%	845	100%
Total	37	0.3%	171	1.3%	532	4.0%	1,487	11.3%	10,923	83.1%	13,150	100%

[1] Belt usage of only occupants in passenger vehicles (i.e. passenger cars, pickups, and vans or 4 WDs).

[2] In order to avoid citations, some people with less severe injuries might have reported wearing a seatbelt when they were not.

Demographics and Behavior – Teens (15-19)

Table 170: New Mexican Teen (15-19) Drivers in Crashes by Hour, 2010

Hour [1]	Teen (15-19) Drivers [2]	
	Count	Percent
12 a.m.	125	1.6%
1 a.m.	63	0.8%
2 a.m.	51	0.7%
3 a.m.	53	0.7%
4 a.m.	38	0.5%
5 a.m.	43	0.6%
6 a.m.	91	1.2%
7 a.m.	405	5.2%
8 a.m.	400	5.2%
9 a.m.	203	2.6%
10 a.m.	249	3.2%
11 a.m.	365	4.7%
Noon	517	6.7%
1 p.m.	422	5.5%
2 p.m.	559	7.2%
3 p.m.	823	10.7%
4 p.m.	803	10.4%
5 p.m.	754	9.8%
6 p.m.	524	6.8%
7 p.m.	342	4.4%
8 p.m.	286	3.7%
9 p.m.	299	3.9%
10 p.m.	191	2.5%
11 p.m.	118	1.5%
Total	7,724	100.0%

[1] For reference, crashes during the hour of 1 a.m. are from 1 a.m. to 1:59 a.m.

[2] Does not include teen drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the driver is a pedestrian or pedalcyclist.

Table 171: New Mexican Teen Drivers (15-19) in Crashes, 2001 - 2010

Year	Teen Drivers [1] (15-19) of Vehicles in Crashes				NM Licensed Teen Drivers 15-19	Teen Drivers in Crashes per 1,000 Licensed Teen Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Teen Drivers in Crashes		
2001	54	4,556	6,790	11,400	74,015	154
2002	64	4,128	6,810	11,002	65,586	168
2003	48	4,086	6,554	10,688	62,113	172
2004	52	3,950	7,053	11,055	68,186	162
2005	52	3,774	6,624	10,450	68,667	152
2006	50	3,148	6,246	9,444	68,765	137
2007	40	3,113	6,601	9,754	67,133	145
2008	39	2,547	5,198	7,784	68,229	114
2009	35	2,728	5,765	8,528	66,724	128
2010	36	2,452	5,236	7,724	66,058	117

[1] Does not include teen drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the driver is a pedestrian or pedalcyclist.

Figure 38: New Mexican Teen Drivers (15-19) in Crashes, 2001 - 2010

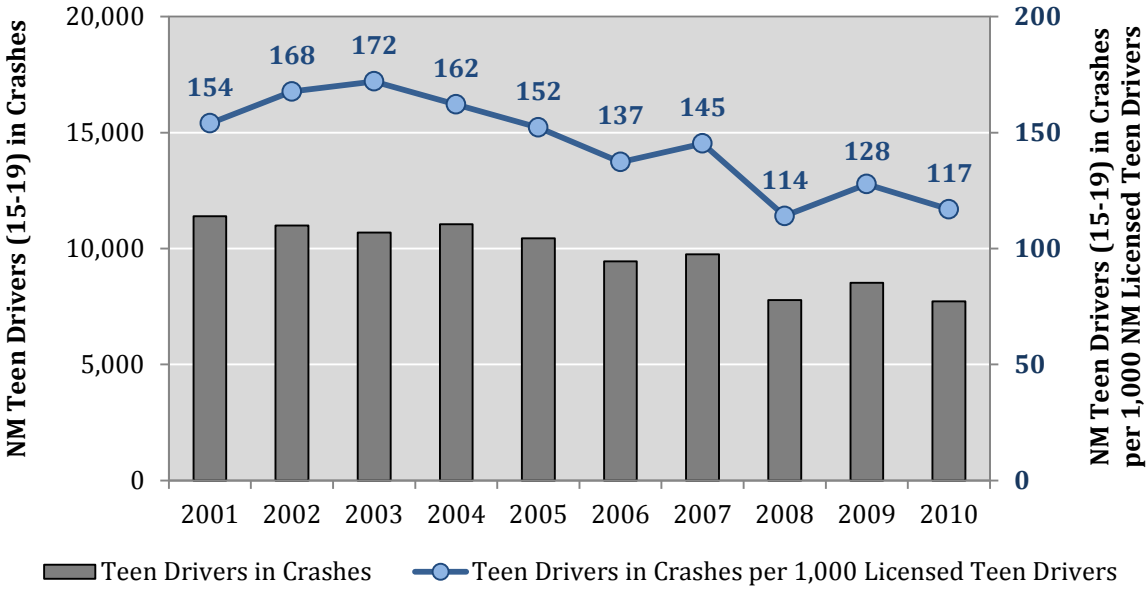
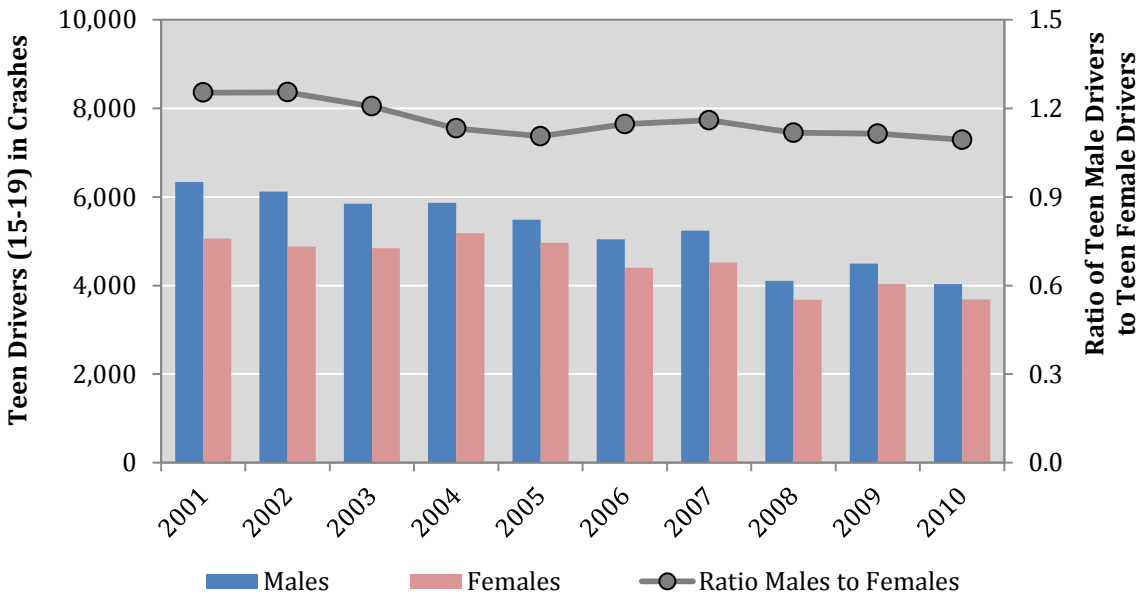


Table 172: New Mexican Teen Drivers (15-19) in Crashes by Sex, 2001 - 2010

Year	Teen Drivers [1] (15-19) in Crashes			Ratio Males to Females
	Males	Females	Total	
2001	6,341	5,059	11,400	1.25
2002	6,122	4,880	11,002	1.25
2003	5,845	4,843	10,688	1.21
2004	5,870	5,185	11,055	1.13
2005	5,487	4,963	10,450	1.11
2006	5,045	4,399	9,444	1.15
2007	5,238	4,516	9,754	1.16
2008	4,108	3,676	7,784	1.12
2009	4,494	4,034	8,528	1.11
2010	4,035	3,689	7,724	1.09

[1] Does not include teen drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the driver is a pedestrian or pedalcyclist.

Figure 39: New Mexican Teen Drivers (15-19) in Crashes by Sex, 2001 - 2010



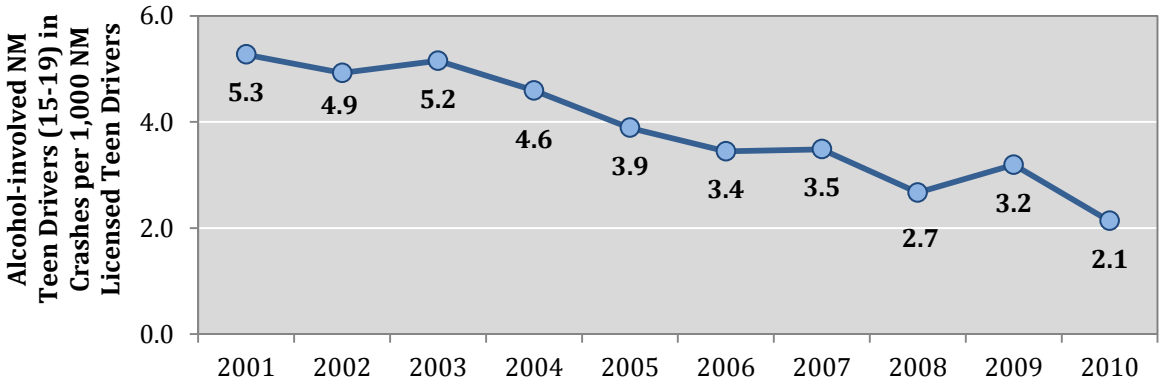
- The rate of alcohol-involved teen drivers in crashes decreased 59.6% (from 5.27 in 2001 to 2.13 drivers in 2010 per 1,000 licensed teen drivers). (Table 173, Figure 40)
- In 2010, there were 3.86 alcohol-involved teen male drivers in crashes for every one alcohol-involved teen female driver. (Table 174, Figure 41)

Table 173: Alcohol-involved[21] New Mexican Teen Drivers of Vehicles in Crashes, 2001 - 2010

Year	Alcohol-involved Teen Drivers [1] (15-19) of Vehicles in Crashes				NM Licensed Teen Drivers 15-19	Alcohol-involved Teen Drivers in Crashes per 1,000 Licensed Teen Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Teen Drivers in Crashes		
2001	12	204	174	390	74,015	5.27
2002	23	162	138	323	65,586	4.92
2003	19	151	150	320	62,113	5.15
2004	23	154	136	313	68,186	4.59
2005	12	120	135	267	68,667	3.89
2006	20	99	118	237	68,765	3.45
2007	12	105	117	234	67,133	3.49
2008	12	69	101	182	68,229	2.67
2009	12	80	121	213	66,724	3.19
2010	7	51	83	141	66,058	2.13

[1] Does not include teen drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the driver is a pedestrian or pedalcyclist.

Figure 40: Alcohol-involved New Mexican Teen Drivers (15-19) of Vehicles in Crashes per 1,000 NM Licensed Teen Drivers, 2001 - 2010



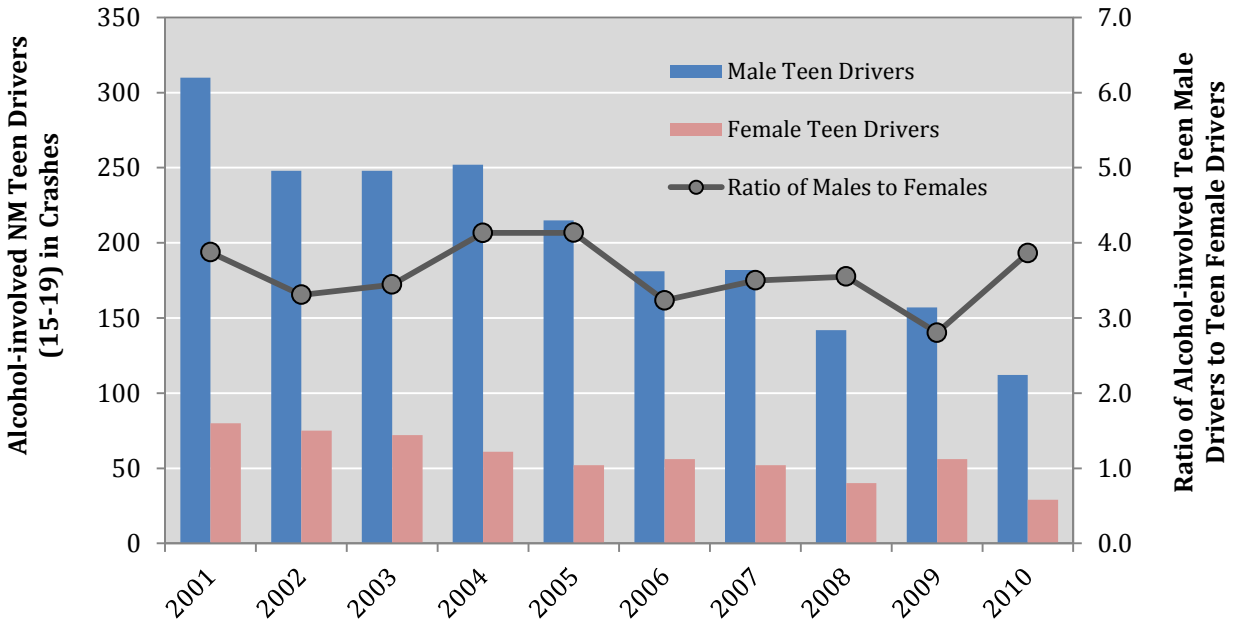
[21] The term "alcohol-involved driver" identifies a person in control of a motor vehicle who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol.

Table 174: Alcohol-involved New Mexican Teen Drivers of Vehicles in Crashes by Sex, 2001 - 2010

Year	Alcohol-involved Teen Drivers (15-19) of Vehicles in Crashes [1]			Ratio of Males to Females
	Males	Females	Total	
2001	310	80	390	3.88
2002	248	75	323	3.31
2003	248	72	320	3.44
2004	252	61	313	4.13
2005	215	52	267	4.13
2006	181	56	237	3.23
2007	182	52	234	3.50
2008	142	40	182	3.55
2009	157	56	213	2.80
2010	112	29	141	3.86

[1] Does not include teen drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the driver is a pedestrian or pedalcyclist.

Figure 41: Alcohol-involved New Mexican Teen Drivers of Vehicles in Crashes by Sex, 2001 - 2010



Demographics and Behavior – Teens (15-19)

Table 175: Alcohol-involved New Mexican Teen Drivers
by Age, Sex and Year, 2006 - 2010

Driver Age and Sex	Alcohol-involved Teen Drivers (15-19) of Vehicles in Crashes [1] by Year					Percent Change '06 to '10
	2006	2007	2008	2009	2010	
Age 15	5	5	1	7	3	-40%
Male	4	3	1	6	2	
Female	1	2	0	1	1	
Age 16	18	16	18	10	10	-44%
Male	11	10	14	8	8	
Female	7	6	4	2	2	
Age 17	53	44	39	30	30	-43%
Male	37	32	27	19	23	
Female	16	12	12	11	7	
Age 18	76	81	61	84	46	-39%
Male	56	63	49	63	39	
Female	20	18	12	21	7	
Age 19	85	88	63	82	52	-39%
Male	73	74	51	61	40	
Female	12	14	12	21	12	
Total	237	234	182	213	141	-41%

[1] Does not include teen drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the driver is a pedestrian or pedalcyclist.

Drivers Under 21

- The under 21 driver crash rate (drivers under 21 in crashes per 1,000 licensed drivers under 21) has been generally decreasing for the past decade. (Table 176, Figure 42)
- The percentage of drivers under 21 compared to all drivers in crashes has steadily decreased for the last decade. (Table 177, Figure 43)
- The highest number of drivers under 21 in crashes occurs from 3 p.m. to 5 p.m. (Table 178)
- Male drivers under 21 were 1.1 times more likely to be in a crash than female drivers under 21. (Table 179)
- The *alcohol-involved* under 21 driver crash rate has been generally decreasing for 10 years. (Table 180, Figure 45)
- Males under 21 were 4 times more likely than females under 21 to be an alcohol-involved driver in a crash. (Table 181, Figure 46)

Table 176: New Mexican Drivers under 21 (15-20) in Crashes by Crash Severity, 2001 - 2010

Year	Drivers[1] under 21 in Crashes				Licensed Drivers under 21 (15-20)	Drivers under 21 in Crashes per 1,000 Licensed Drivers under 21
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total <21 Drivers in Crashes		
2001	70	5,611	8,356	14,037	96,015	146
2002	82	5,113	8,231	13,426	87,958	153
2003	69	5,016	7,944	13,029	84,087	155
2004	71	4,833	8,555	13,459	90,456	149
2005	70	4,610	8,037	12,717	91,437	139
2006	64	3,962	7,647	11,673	91,882	127
2007	54	3,841	8,114	12,009	90,037	133
2008	46	3,185	6,540	9,771	91,107	107
2009	48	3,371	7,217	10,636	89,867	118
2010	48	3,146	6,595	9,789	89,404	109

[1] Does not include drivers where 1) driver age is less than 15, 2) age or sex data are not available, 3) the driver residence is not in New Mexico, or 4) the driver is a pedestrian or pedalcyclist.

Figure 42: New Mexican Drivers under 21 in Crashes
per 1,000 Licensed NM Drivers under 21, 2001 - 2010

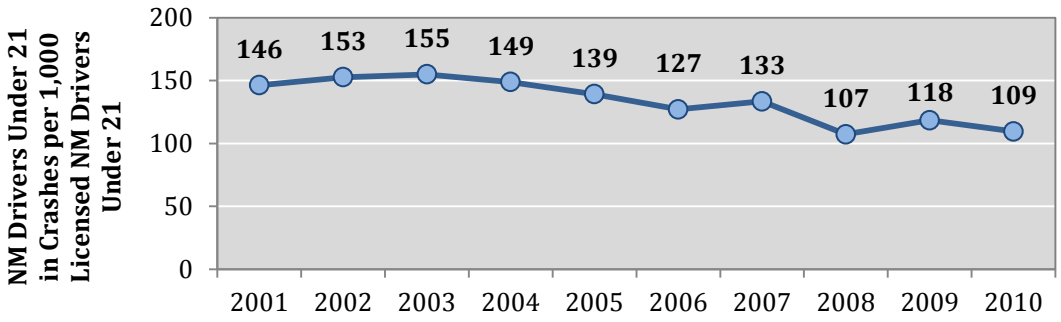


Table 177: Percentage of New Mexican Drivers under 21 in Crashes, 2001- 2010

Year	Drivers[1] Under 21 in Crashes	All Drivers in Crashes	Percent of Drivers Under 21 in Crashes
2001	14,037	68,174	20.6%
2002	13,426	66,276	20.3%
2003	13,029	64,995	20.0%
2004	13,459	70,473	19.1%
2005	12,717	67,599	18.8%
2006	11,673	64,637	18.1%
2007	12,009	66,893	18.0%
2008	9,771	57,051	17.1%
2009	10,636	62,744	17.0%
2010	9,789	60,068	16.3%

[1] Does not include drivers where 1) driver age is less than 15, 2) age or sex data are not available, 3) the driver residence is not in New Mexico, or 4) the driver is a pedestrian or pedalcyclist.

Figure 43: Percentage of New Mexican Drivers under 21 in Crashes, 2001 - 2010

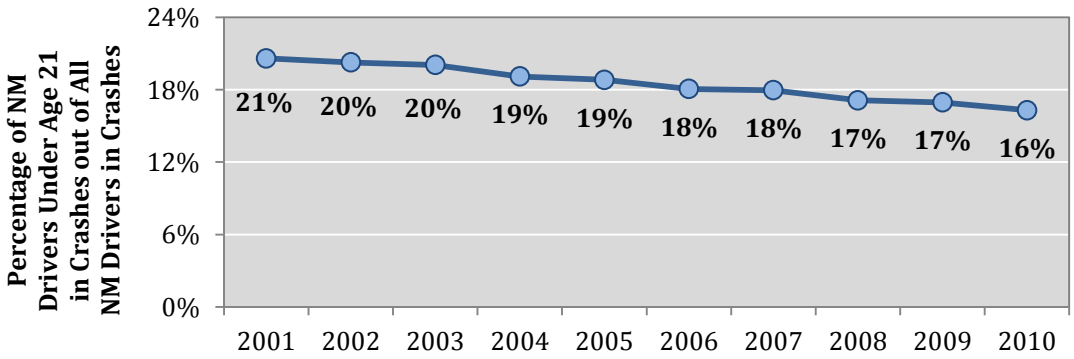


Table 178: New Mexican Drivers under 21 (15-20) in Crashes by Hour, 2010

Hour[1]	Drivers Under 21[2]	
	Count	Percent
12 a.m.	157	1.6%
1 a.m.	85	0.9%
2 a.m.	72	0.7%
3 a.m.	62	0.6%
4 a.m.	56	0.6%
5 a.m.	53	0.5%
6 a.m.	121	1.2%
7 a.m.	478	4.9%
8 a.m.	494	5.0%
9 a.m.	283	2.9%
10 a.m.	328	3.4%
11 a.m.	464	4.7%
Noon	672	6.9%
1 p.m.	554	5.7%
2 p.m.	704	7.2%
3 p.m.	1,017	10.4%
4 p.m.	1,019	10.4%
5 p.m.	956	9.8%
6 p.m.	659	6.7%
7 p.m.	448	4.6%
8 p.m.	346	3.5%
9 p.m.	372	3.8%
10 p.m.	234	2.4%
11 p.m.	155	1.6%
Total	9,789	100.0%

1 For reference, crashes during the hour of 1 a.m. are from 1 a.m. to 1:59 a.m.

[2] Does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the driver is a pedestrian or pedalcyclist.

Table 179: New Mexican Drivers under 21 (15-20) in Crashes by Sex, 2001 - 2010

Year	Drivers[1] Under 21 in Crashes			Ratio Males to Females
	Males	Females	Total	
2001	7,816	6,221	14,037	1.26
2002	7,472	5,954	13,426	1.25
2003	7,101	5,928	13,029	1.20
2004	7,202	6,257	13,459	1.15
2005	6,751	5,966	12,717	1.13
2006	6,269	5,404	11,673	1.16
2007	6,474	5,535	12,009	1.17
2008	5,187	4,584	9,771	1.13
2009	5,590	5,046	10,636	1.11
2010	5,121	4,668	9,789	1.10

[1] Does not include drivers where 1) driver age is less than 15, 2) age or sex data are not available, 3) the driver residence is not in New Mexico, or 4) the driver is a pedestrian or pedalcyclist.

Figure 44: New Mexican Drivers under 21 in Crashes by Sex, 2001 - 2010

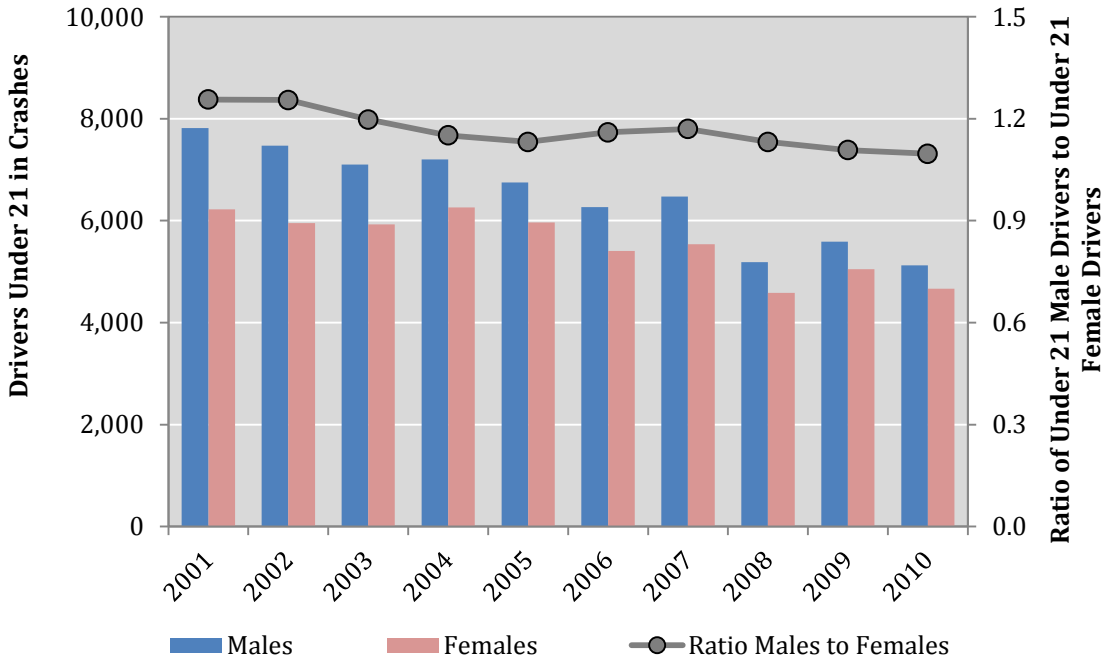
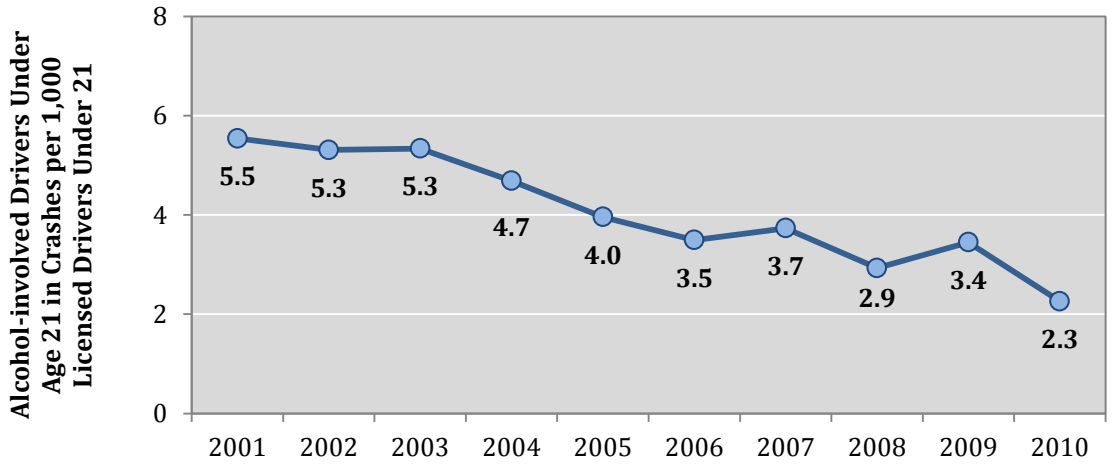


Table 180: Alcohol-involved[22] New Mexican Drivers under 21 by Crash Severity, 2001 - 2010

Year	Alcohol-involved Drivers Under 21 in Crashes [1]				Licensed Under 21 Drivers (15-20)	Alcohol-involved Drivers Under 21 in Crashes per 1,000 Licensed Drivers Under 21
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total <21 Drivers in Crashes		
2001	19	277	236	532	96,015	5.54
2002	33	242	192	467	87,958	5.31
2003	26	212	211	449	84,087	5.34
2004	30	208	186	424	90,456	4.69
2005	17	165	180	362	91,437	3.96
2006	24	143	154	321	91,882	3.49
2007	15	154	167	336	90,037	3.73
2008	13	111	143	267	91,107	2.93
2009	19	116	175	310	89,867	3.45
2010	11	77	114	202	89,404	2.26

[1] Does not include drivers where 1) driver age is less than 15, 2) age or sex data are not available, 3) the driver residence is not in New Mexico, or 4) the driver is a pedestrian or pedalcyclist.

Figure 45: Rate of Alcohol-involved New Mexican Drivers under 21 in Crashes, 2001 - 2010



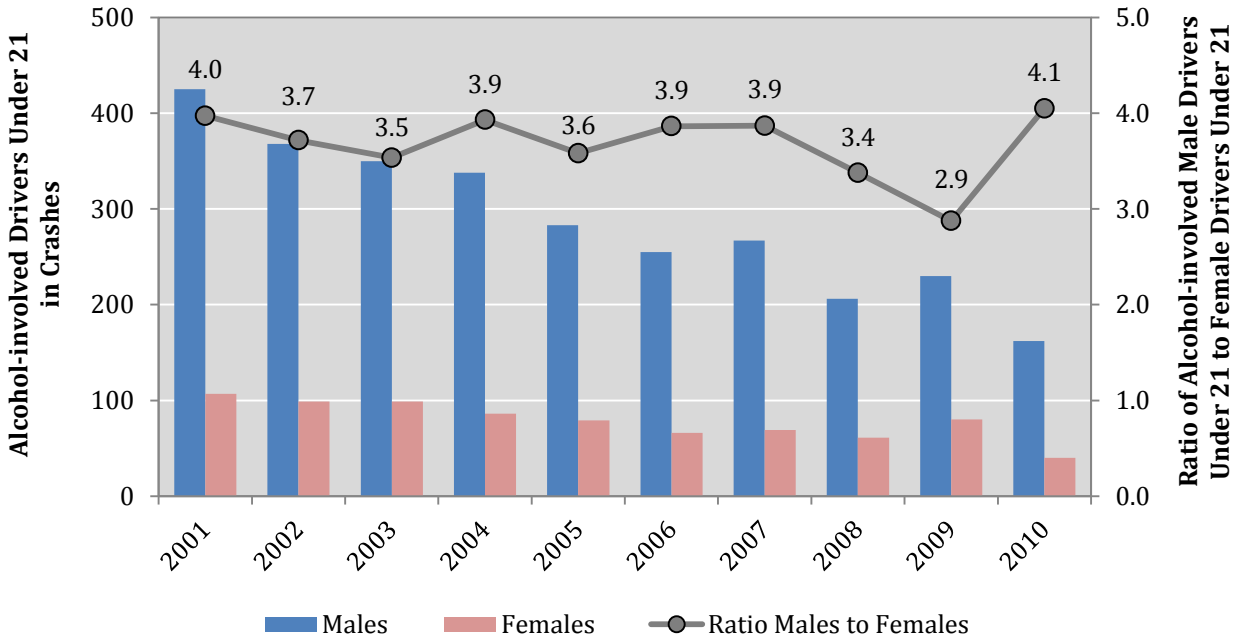
[22] The term "alcohol-involved driver" identifies a person in control of a motor vehicle who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol.

Table 181: Alcohol-involved New Mexican Drivers under 21 in Crashes by Sex, 2001 - 2010

Year	Alcohol-involved Drivers[1] Under 21 in Crashes			Ratio Males to Females
	Males	Females	Total	
2001	425	107	532	3.97
2002	368	99	467	3.72
2003	350	99	449	3.54
2004	338	86	424	3.93
2005	283	79	362	3.58
2006	255	66	321	3.86
2007	267	69	336	3.87
2008	206	61	267	3.38
2009	230	80	310	2.88
2010	162	40	202	4.05

[1] Does not include drivers where 1) driver age is less than 15, 2) age or sex data are not available, 3) the driver residence is not in New Mexico, or 4) the driver is a pedestrian or pedalcyclist.

Figure 46: Alcohol-involved New Mexican Drivers under 21 in Crashes by Sex, 2001 - 2010



Young Adults (20-24)

An analysis of young adults *compared to other age groups* can be found in these sections: Severity of Injuries Summary, Speed, Age and Sex, Drivers, Belt Use, Alcohol, Drugs, Pedestrians, Motorcyclists, and Pedalcyclists.

- The ratio of young adult males killed to females killed was 1.86 males for every 1 female in 2010. This is the lowest (best) ratio in 5 years. (Table 184)
- The ratio of young adult males to females in crashes is approximately 1.1 to 1. (Table 183)
- The ratio of young adult male drivers to female drivers is 1.12 to 1. (Table 189, Figure 48)
- The rate of young adult drivers in crashes decreased 24.2% (from 95 in 2001 to 72 young adult drivers in 2010 per 1,000 licensed young adult drivers). (Table 188)
- The highest percentage of young adult drivers in crashes occurred from noon to 7 p.m.

Table 182: Severity of Injuries to Young Adults (20-24) in Crashes, 2010

Severity of Injuries	Injury Class	Young Adults (20-24) in Crashes	
		Count	Percent
Fatalities	K	40	0.3%
Incapacitating Injuries	A	223	1.7%
Visible Injuries	B	682	5.2%
Non-visible Injuries	C	1,655	12.7%
Not Injured	O	10,404	80.0%
Total		13,004	100.0%

Table 183: Young Adults (20-24) in Crashes by Sex, 2006 - 2010

Year	Young Adults (20-24) in Crashes				Ratio Male to Female
	Males	Females	Unknown	Total	
2006	8,012	6,536	45	14,593	1.23
2007	8,027	6,647	50	14,724	1.21
2008	6,483	5,504	1,241	13,228	1.18
2009	7,037	6,118	127	13,282	1.15
2010	6,808	6,113	83	13,004	1.11

Demographics and Behavior - Young Adults

Table 184: Young Adult (20-24) Fatalities in Crashes by Sex, 2006 - 2010

Year	Young Adult (20-24) Fatalities in Crashes				Ratio Males to Females
	Males	Females	Unknown	Total	
2006	46	20	0	66	2.30
2007	44	13	0	57	3.38
2008	35	14	0	49	2.50
2009	35	11	0	46	3.18
2010	26	14	0	40	1.86

Table 185: Severity of Injuries to Young Adults (20-24) in Crashes, 2006 - 2010

Year	Severity of Injuries to Young Adults (20-24) in Crashes										Total Young Adults in Crashes	
	Fatalities (Class K)		Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Non-visible Injuries (Class C)		Not Injured (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2006	66	0.5%	268	1.8%	655	4.5%	2,029	13.9%	11,575	79.3%	14,593	100%
2007	57	0.4%	223	1.5%	616	4.2%	1,860	12.6%	11,968	81.3%	14,724	100%
2008	49	0.4%	280	2.1%	607	4.6%	1,730	13.1%	10,562	79.8%	13,228	100%
2009	46	0.3%	254	1.9%	622	4.7%	1,652	12.4%	10,708	80.6%	13,282	100%
2010	40	0.3%	223	1.7%	682	5.2%	1,655	12.7%	10,404	80.0%	13,004	100%

Table 186: Severity of Injuries to Young Adult Occupants[1] by Belt Use, 2010

Belt Usage [1,2]	Severity of Injuries to Young Adult Occupants[1] in Passenger Vehicles										Total Young Adult Occupants of Passenger Vehicles	
	Fatalities		Incapacitating Injuries		Visible Injuries		Non-visible Injuries		Not Injured			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	12	0.1%	140	1.2%	450	4.0%	1,448	12.9%	9,154	81.7%	11,204	100%
Belt Not Used	16	11.8%	27	19.9%	32	23.5%	24	17.6%	37	27.2%	136	100%
Unknown	6	0.7%	14	1.7%	51	6.3%	59	7.3%	679	83.9%	809	100%
Total	34	0.3%	181	1.5%	533	4.4%	1,531	12.6%	9,870	81.2%	12,149	100%

[1] Belt usage of only occupants in passenger vehicles (i.e. passenger cars, pickups, and vans or 4 WDs).

[2] In order to avoid citations, some people with less severe injuries might have reported wearing a seatbelt when they were not.

Table 187: Young Adult Drivers (20-24) in Crashes by Hour, 2010

Hour [1]	Young Adult (20-24) Drivers [2]	
	Count	Percent
Midnight	177	2.0%
1 a.m.	86	1.0%
2 a.m.	104	1.2%
3 a.m.	63	0.7%
4 a.m.	67	0.8%
5 a.m.	83	0.9%
6 a.m.	137	1.6%
7 a.m.	352	4.0%
8 a.m.	437	5.0%
9 a.m.	348	3.9%
10 a.m.	334	3.8%
11 a.m.	441	5.0%
Noon	614	7.0%
1 p.m.	573	6.5%
2 p.m.	588	6.7%
3 p.m.	761	8.6%
4 p.m.	824	9.3%
5 p.m.	879	10.0%
6 p.m.	575	6.5%
7 p.m.	408	4.6%
8 p.m.	294	3.3%
9 p.m.	306	3.5%
10 p.m.	201	2.3%
11 p.m.	170	1.9%
Total	8,822	100.0%

[1] For reference, crashes during the hour of 1 a.m. are from 1 a.m. to 1:59 a.m.

[2] Does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the driver is a pedestrian or pedalcyclist.

Table 188: Young Adult New Mexican Drivers (20-24) in Crashes, 2001 - 2010

Year	Young Adult Drivers[1] (20-24) of Vehicles in Crashes				Licensed Young Adult Drivers 20-24	Young Adult Drivers in Crashes per 1,000 Licensed Young Adult Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Young Adult Drivers in Crashes		
2001	59	4,117	5,990	10,166	106,600	95
2002	78	3,915	5,818	9,811	110,060	89
2003	71	3,895	5,764	9,730	110,348	88
2004	78	3,898	6,492	10,468	115,090	91
2005	73	3,681	6,270	10,024	117,677	85
2006	72	3,302	6,047	9,421	119,628	79
2007	67	3,225	6,682	9,974	119,495	83
2008	47	2,802	5,575	8,424	120,296	70
2009	55	2,935	6,089	9,079	121,192	75
2010	51	2,943	5,828	8,822	122,562	72

[1] Does not include young adult drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the driver is a pedestrian or pedalcyclist.

Figure 47: Young Adult New Mexican Drivers (20-24) in Crashes, 2001 - 2010

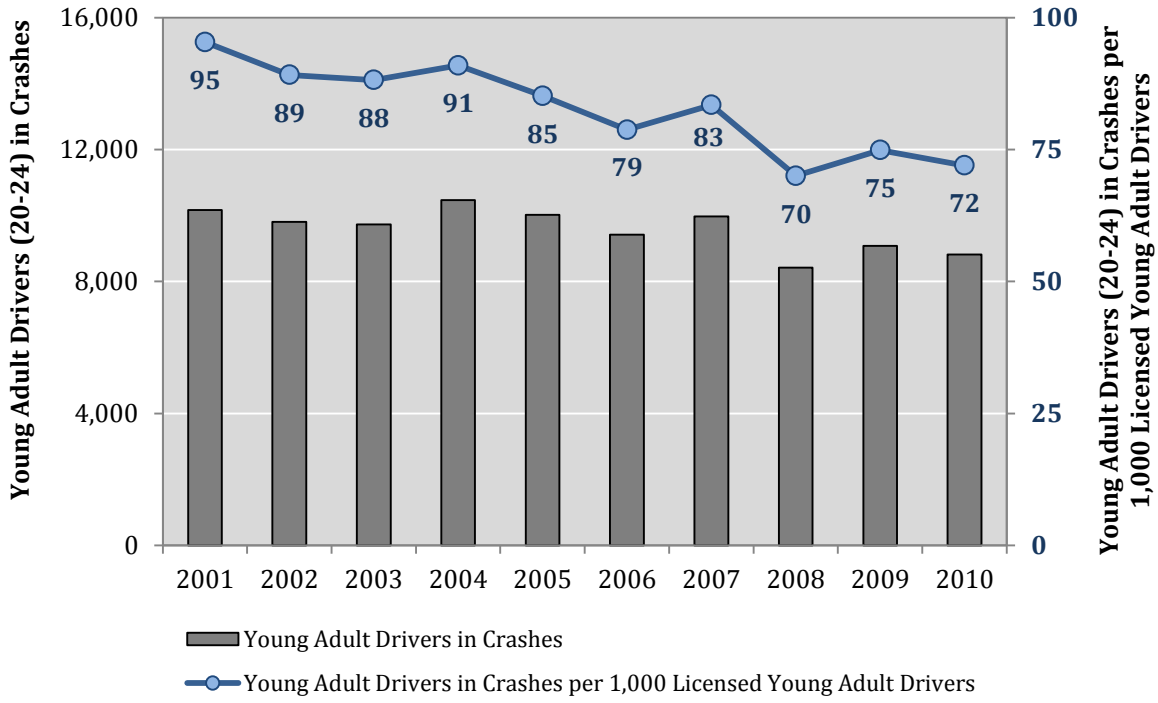
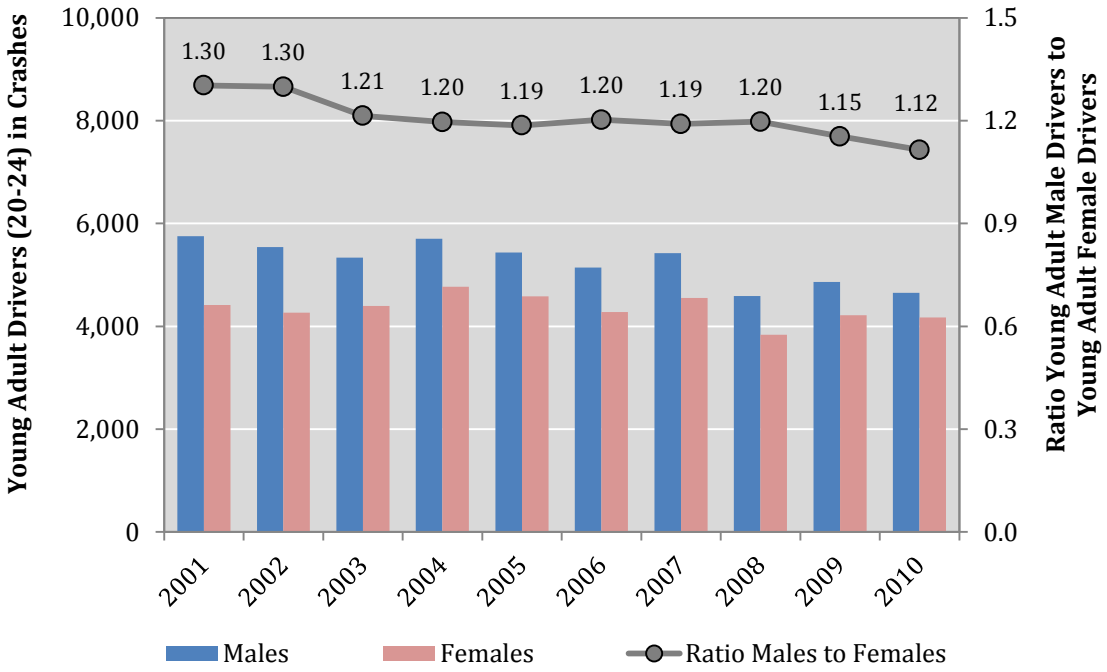


Table 189: Young Adult New Mexican Drivers (20-24) in Crashes by Sex, 2001 - 2010

Year	Young Adult Drivers[1] (20-24) in Crashes			Ratio Males to Females
	Males	Females	Total	
2001	5,752	4,414	10,166	1.30
2002	5,543	4,268	9,811	1.30
2003	5,336	4,394	9,730	1.21
2004	5,701	4,767	10,468	1.20
2005	5,439	4,585	10,024	1.19
2006	5,144	4,277	9,421	1.20
2007	5,421	4,553	9,974	1.19
2008	4,590	3,834	8,424	1.20
2009	4,864	4,215	9,079	1.15
2010	4,651	4,171	8,822	1.12

[1] Does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the driver is a pedestrian or pedalcyclist.

Figure 48: Young Adult New Mexican Drivers (20-24) in Crashes by Sex, 2001 - 2010



- The rate of alcohol-involved young adult drivers in crashes decreased 41.5% (from 5.7 in 2001 to 3.4 drivers in 2010 per 1,000 licensed young adult drivers). (Table 190, Figure 49)
- Young adult male drivers were 3.5 times more likely than young adult female drivers to be an alcohol-involved driver in a crash. (Table 191, Figure 50)
- Among alcohol-involved young adult drivers (20-24) in crashes, the number of 21 and 20 year old drivers has greatly decreased in the last five years. (Table 192)

Table 190: Alcohol-involved New Mexican Young Adult Drivers in Crashes, 2001 - 2010

Year	Alcohol-involved Young Adult Drivers[1] (20-24) of Vehicles in Crashes				Licensed Young Adult Drivers (20-24)	Alcohol-involved Young Adult Drivers (20-24) in Crashes per 1,000 Licensed Young Adult Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Young Adult Drivers in Crashes		
2001	21	307	284	612	106,600	5.74
2002	37	319	306	662	110,060	6.01
2003	29	316	292	637	110,348	5.77
2004	31	250	265	546	115,090	4.74
2005	31	236	241	508	117,677	4.32
2006	33	208	212	453	119,628	3.79
2007	26	200	265	491	119,495	4.11
2008	22	196	230	448	120,296	3.72
2009	25	210	272	507	121,192	4.18
2010	22	168	222	412	122,562	3.36

[1] Does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the driver is a pedestrian or pedalcyclist.

Figure 49: Rate of Alcohol-involved New Mexican Young Adult Drivers (20-24) in Crashes, 2001 - 2010

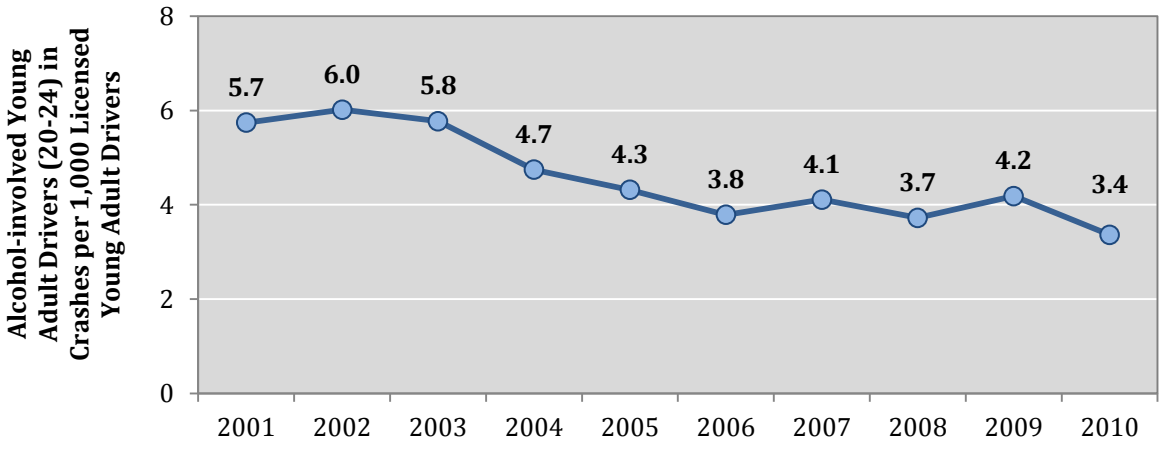


Table 191: Alcohol-involved New Mexican Young Adult Drivers in Crashes by Sex, 2001 - 2010

Year	Alcohol-involved Young Adult Drivers[1] (20-24) in Crashes			Ratio of Males to Females
	Males	Females	Total	
2001	495	117	612	4.23
2002	534	128	662	4.17
2003	503	134	637	3.75
2004	413	133	546	3.11
2005	383	125	508	3.06
2006	355	98	453	3.62
2007	400	91	491	4.40
2008	351	97	448	3.62
2009	385	122	507	3.16
2010	321	91	412	3.53

[1] Does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the driver is a pedestrian or pedalcyclist.

Figure 50: Alcohol-involved New Mexican Young Adult Drivers in Crashes by Sex, 2001 - 2010

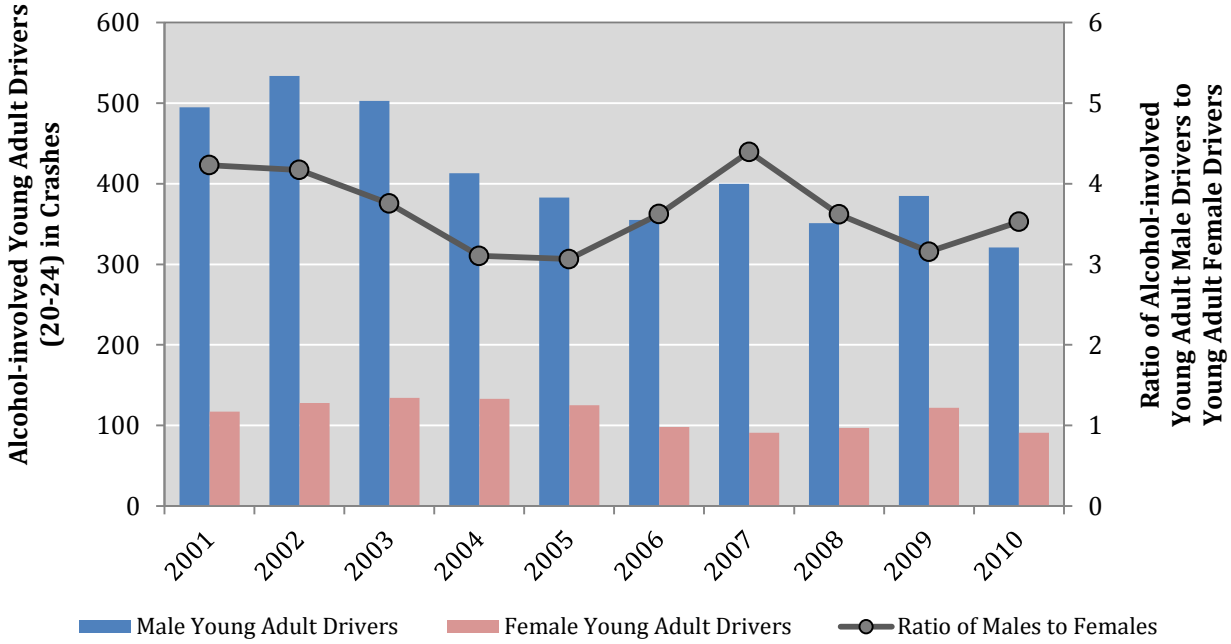


Table 192: Alcohol-involved New Mexican Young Adult Drivers
by Individual Age, Sex & Year, 2006 - 2010

Driver Age and Sex	Alcohol-involved Young Adult Drivers (20-24) of Vehicles in Crashes [1] by Year					Percent Change '06 to '10
	2006	2007	2008	2009	2010	
Age 20	84	102	85	97	61	-27%
Male	74	85	64	73	50	
Female	10	17	21	24	11	
Age 21	117	122	112	110	95	-19%
Male	87	97	87	84	78	
Female	30	25	25	26	17	
Age 22	89	94	101	107	90	1%
Male	66	75	83	83	70	
Female	23	19	18	24	20	
Age 23	90	86	82	118	95	6%
Male	70	70	62	86	74	
Female	20	16	20	32	21	
Age 24	73	87	68	75	71	-3%
Male	58	73	55	59	49	
Female	15	14	13	16	22	
Total	453	491	448	507	412	-9%

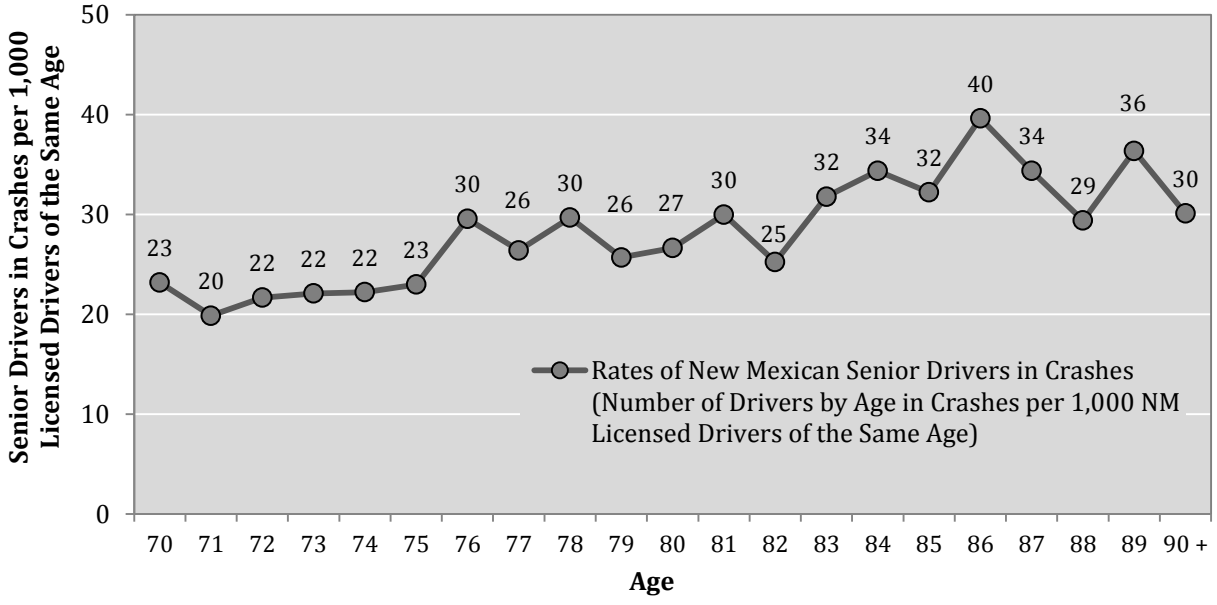
[1] Does not include young adult drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the driver is a pedestrian or pedalcyclist.

Seniors (70+)

An analysis of seniors *compared to other age groups* can be found in these sections: Severity of Injuries Summary, Speed, Age and Sex, Drivers, Belt Use, Alcohol, Drugs, Pedestrians, Motorcyclists, and Pedalcyclists.

- Above age 75, the crash rate among senior drivers increases with age. (Figure 51,Table 197)
- 5.9% of New Mexican drivers in crashes were seniors (70+). (Table 94)
- 34.1% of senior drivers in crashes did not contribute to the causes of the crash. (Table 193)
- 17.8% of senior drivers in crashes failed to yield right of way. (Table 193)
- 15.4% of senior drivers were distracted while driving at the time of the crash. (Table 193)
- 5,250 seniors were in crashes resulting in 35 fatalities and 999 injuries. (Table 196)
- The crash rate of senior drivers was 25.6 senior drivers in crashes per 1,000 licensed senior drivers in 2010. (Table 197)

Figure 51: Rates of New Mexican Senior Drivers in Crashes, 2010 [23]



[23] Detailed data are in Table 197 and Table 198. Data does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the driver is a pedestrian or pedalcyclist.

Table 193: Top Contributing Factor[24] of Senior New Mexican Drivers in Crashes, 2010

Top Contributing Factor of New Mexican Senior (70+) Vehicle Drivers[1] to Crashes	Senior Drivers[2] in Crashes	
	Count	Percent
None	1,205	34.1%
Failed To Yield Right of Way	629	17.8%
Driver Inattention	546	15.4%
Follow Too Close	174	4.9%
Other - No Driver Error	173	4.9%
No Indication	127	3.6%
Improper Turn	122	3.5%
Red Light Running	100	2.8%
Poor Driving	83	2.3%
Improper Lane Change	78	2.2%
Passed Stop Sign	70	2.0%
Avoided Vehicle (no contact)	50	1.4%
Too Fast For Conditions	38	1.1%
Drove Left Of Center	31	0.9%
Improper Overtaking	27	0.8%
Excessive Speed	25	0.7%
Alcohol/Drug Involved	19	0.5%
Avoided Pedestrian, etc. (no contact)	13	0.4%
Mechanical Defect	9	0.3%
Defective Brakes	6	0.2%
Defective Tires	4	0.1%
All Other Factors	6	0.2%
Total	3,535	100.0%

[1] Up to nine contributing factors can be assigned to describe each driver's (vehicle's) actions in a crash. See Contributing Factors Section for explanation.

[2] Does not include drivers where 1) age is less than 70 years, 2) age or sex data are not available, 3) driver residence is not in New Mexico, or 4) the driver is a pedestrian or pedalcyclist.

[24] "None" is a contributing factor option on the Uniform Crash Report. "No indication" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Table 194: Senior New Mexican Drivers (70+) in Crashes by Sex, 2001 - 2010

Year	Senior Drivers[1] (70+) in Crashes			Ratio of Males to Females
	Males	Females	Total	
2001	2,273	1,575	3,848	1.44
2002	2,212	1,675	3,887	1.32
2003	2,231	1,518	3,749	1.47
2004	2,278	1,625	3,903	1.40
2005	2,148	1,557	3,705	1.38
2006	2,037	1,522	3,559	1.34
2007	2,153	1,514	3,667	1.42
2008	1,900	1,377	3,277	1.38
2009	2,070	1,615	3,685	1.28
2010	2,000	1,535	3,535	1.30

[1] Does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the driver is a pedestrian or pedalcyclist.

Table 195: Seniors (70+) in Crashes by Sex, 2006 - 2010

Year	Seniors (70+) in Crashes				Ratio Male to Female
	Males	Females	Unknown	Total	
2006	2,775	2,527	19	5,321	1.10
2007	2,834	2,555	24	5,413	1.11
2008	2,461	2,166	474	5,101	1.14
2009	2,731	2,606	60	5,397	1.05
2010	2,662	2,542	46	5,250	1.05

Table 196: Severity of Injuries to Seniors (70+) in Crashes, 2006 - 2010

Year	Severity of Injuries to Seniors (70+) in Crashes										Total Seniors in Crashes	
	Fatalities (Class K)		Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Non-visible Injuries (Class C)		Not Injured (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2006	34	0.6%	120	2.3%	220	4.1%	721	13.6%	4,226	79.4%	5,321	100%
2007	33	0.6%	65	1.2%	206	3.8%	734	13.6%	4,375	80.8%	5,413	100%
2008	39	0.8%	117	2.3%	211	4.1%	662	13.0%	4,072	79.8%	5,101	100%
2009	44	0.8%	93	1.7%	204	3.8%	655	12.1%	4,401	81.5%	5,397	100%
2010	35	0.7%	112	2.1%	239	4.6%	648	12.3%	4,216	80.3%	5,250	100%

Table 197: Rates of Senior Drivers in Crashes, 2006 - 2010

Age	Senior Drivers in Crashes per 1,000 Licensed Drivers of the Same Age				
	2006	2007	2008	2009	2010
70	25.6	25.4	20.6	20.9	23.2
71	23.8	25.4	21.5	23.5	19.9
72	26.1	24.7	23.3	23.3	21.7
73	23.7	23.1	18.0	20.9	22.1
74	21.2	24.5	23.5	22.7	22.2
75	30.7	24.0	21.8	26.0	23.0
76	30.2	28.8	24.6	29.9	29.6
77	24.8	27.1	27.2	27.2	26.4
78	27.4	31.1	24.1	30.7	29.7
79	34.3	34.0	25.6	37.0	25.7
80	29.1	29.9	23.3	33.2	26.6
81	35.9	29.8	29.1	28.4	30.0
82	34.8	34.8	30.4	29.5	25.2
83	31.9	30.4	31.0	31.3	31.8
84	36.6	31.7	35.8	36.5	34.4
85	38.8	35.4	28.8	30.3	32.2
86	38.0	34.7	31.8	34.7	39.6
87	39.6	34.6	32.5	36.0	34.4
88	29.4	34.2	31.1	31.6	29.4
89	38.5	46.3	41.6	28.3	36.4
90 +	42.4	41.6	39.9	43.3	30.1
Total	28.5	28.1	24.8	27.2	25.6

Table 198: Senior New Mexican Drivers in Crashes and Licensed Senior Drivers, 2006 -2010

Age	Senior Drivers in Crashes					New Mexico Licensed Drivers				
	2006	2007	2008	2009	2010	2006	2007	2008	2009	2010
70	311	326	274	282	317	12,166	12,811	13,316	13,515	13,676
71	279	306	266	304	260	11,736	12,032	12,345	12,924	13,096
72	283	286	269	277	270	10,828	11,596	11,547	11,879	12,456
73	245	249	200	232	252	10,344	10,756	11,094	11,098	11,409
74	214	242	235	241	236	10,095	9,860	10,009	10,610	10,624
75	276	227	197	234	218	9,004	9,439	9,025	8,997	9,488
76	244	246	210	244	241	8,086	8,546	8,524	8,173	8,155
77	179	212	212	214	199	7,220	7,820	7,799	7,855	7,541
78	182	215	173	221	217	6,647	6,903	7,192	7,206	7,310
79	210	212	164	246	172	6,126	6,241	6,408	6,652	6,696
80	157	169	134	198	163	5,386	5,651	5,758	5,969	6,118
81	173	150	151	150	163	4,816	5,027	5,195	5,276	5,436
82	155	155	136	139	121	4,454	4,456	4,467	4,705	4,794
83	121	122	121	125	132	3,791	4,014	3,909	4,000	4,153
84	124	109	125	127	122	3,388	3,440	3,495	3,475	3,550
85	107	105	85	93	96	2,756	2,967	2,956	3,066	2,980
86	83	86	80	89	102	2,187	2,480	2,519	2,567	2,574
87	61	67	66	77	73	1,540	1,936	2,028	2,137	2,124
88	38	44	47	52	51	1,291	1,287	1,513	1,647	1,735
89	34	49	43	35	48	882	1,058	1,034	1,236	1,320
90 +	83	90	89	105	82	1,958	2,161	2,229	2,426	2,724
Total	3,559	3,667	3,277	3,685	3,535	124,701	130,481	132,362	135,413	137,959

Appendix

Appendix A – Time and Day of Week

Appendix Table A-1: Crashes by Hour and Day of Week, 2010

Hour	Severity of Injuries to People in Crashes					
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Non-visible Injuries (Class C)	Not Injured (Class O)	Total People in Crashes
Midnight	10	30	90	161	1,726	2,017
1 a.m.	8	37	68	72	657	842
2 a.m.	15	37	72	87	609	820
3 a.m.	3	23	59	63	463	611
4 a.m.	9	17	43	61	479	609
5 a.m.	5	24	57	111	851	1,048
6 a.m.	13	38	106	207	1,498	1,862
7 a.m.	14	81	174	756	4,707	5,732
8 a.m.	9	98	153	658	5,192	6,110
9 a.m.	9	93	141	496	3,732	4,471
10 a.m.	13	64	180	610	4,201	5,068
11 a.m.	17	106	232	771	5,360	6,486
Noon	13	116	213	969	6,633	7,944
1 p.m.	21	132	253	892	6,169	7,467
2 p.m.	9	139	269	968	6,831	8,216
3 p.m.	20	135	338	1,119	8,783	10,395
4 p.m.	24	139	341	1,275	8,795	10,574
5 p.m.	17	161	352	1,232	9,138	10,900
6 p.m.	21	133	278	808	5,834	7,074
7 p.m.	18	96	196	532	3,890	4,732
8 p.m.	29	84	131	347	3,094	3,685
9 p.m.	19	59	157	353	2,688	3,276
10 p.m.	17	41	125	260	1,761	2,204
11 p.m.	16	39	93	127	1,168	1,443
Total	349	1,922	4,121	12,935	94,259	113,586

For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

Appendix Table A-2: Severity of Injuries to People in Crashes by Day of the Week, 2010

Day of Week	Severity of Injuries to People in Crashes					
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Non-visible Injuries (Class C)	Not Injured (Class O)	Total People in Crashes
Sunday	70	273	617	1,221	8,971	11,152
Monday	38	221	533	1,888	13,809	16,489
Tuesday	51	263	562	2,046	13,657	16,579
Wednesday	37	272	506	1,991	14,318	17,124
Thursday	45	282	545	2,059	15,128	18,059
Friday	57	323	680	2,221	16,762	20,043
Saturday	51	288	678	1,509	11,614	14,140
Total	349	1,922	4,121	12,935	94,259	113,586

Appendix B – Economic Impact

Crash cost estimate calculations were made using instructions provided by the AASHTO Highway Safety Manual, 1st Edition, Volume 1, 2010, Appendix 4A, pp. 4-84 to 4-88. AASHTO HSM cost estimate calculations are based on the FHWA's *Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries*, FHWA-HRT-05-051, October, 2005.

Appendix Table B-1: Calculation of Human Capital Crash Cost Estimates, 2010 Adjusted

Crash Severity	Human Capital[1] Costs per Crash, 2010 CPI-Adjusted ($)	Total Crashes 2010	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,533,656	317	486,169,088
Incapacitating Injury Crash (A)	137,162	1,414	193,947,453
Visible Injury Crash (B)	51,590	3,046	157,142,407
Possible Injury Crash (C)	34,968	8,133	284,392,797
Property Damage Only Crash (O)	7,880	29,892	235,550,715
Total	**1,765,256**	**42,802**	**1,357,202,460**

[1] Human Capital Crash Costs are monetary losses associated with medical care, emergency services, property damage, and lost productivity.

Appendix Table B-2: Calculation of Comprehensive Crash Cost Estimates, 2010 Adjusted

Crash Severity	Comprehensive[1] Costs per Crash, 2010 Adjusted ($)	Total Crashes 2010	Total Comprehensive Costs Estimate ($)
Fatal Crash (K)	5,131,099	317	1,626,558,521
Incapacitating Injury Crash (A)	273,337	1,414	386,498,985
Visible Injury Crash (B)	99,889	3,046	304,261,722
Possible Injury Crash (C)	56,449	8,133	459,095,893
Property Damage Only Crash (O)	9,182	29,892	274,466,058
Total	**5,569,956**	**42,802**	**3,050,881,180**

[1] Comprehensive Crash Costs include the human capital costs in addition to nonmonetary costs related to the reduction in the quality of life in order to capture a more accurate level of the burden of injury.

Appendix Table B-3: FHWA Calculation of Human Capital Cost Estimates per Crash in 2010

Crash Severity	Human Capital Crash Costs (2001 Dollars)	CPI Ratio (2001 - 2010)	2010 CPI-Adjusted Human Capital Costs[1]
Fatal Crash (K)	1,245,600	1.2	1,533,656
Incapacitating Injury Crash (A)	111,400	1.2	137,162
Visible Injury Crash (B)	41,900	1.2	51,590
Possible Injury Crash (C)	28,400	1.2	34,968
Property Damage Only Crash (O)	6,400	1.2	7,880
Total			**1,765,256**

[1] Based on multiplying the Human Capital Crash Cost in 2001 Dollars by a CPI Ratio of 1.2 (218.1/177.1).

Appendix Table B-4: FHWA Calculation of Comprehensive Cost Estimates per Crash in 2010

Crash Severity	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)[1]	ECI Ratio (2010/2001)	2010 ECI-Adjusted Cost Difference[2]	2010 Comprehensive Costs[3] Per Crash
Fatal Crash (K)	4,008,900	2,763,300	1.3	3,597,443	5,131,099
Incapacitating Injury Crash (A)	216,000	104,600	1.3	136,175	273,337
Visible Injury Crash (B)	79,000	37,100	1.3	48,299	99,889
Possible Injury Crash (C)	44,900	16,500	1.3	21,481	56,449
Property Damage Only Crash (O)	7,400	1,000	1.3	1,302	9,182
Total				**3,804,700**	**5,569,956**

Appendix Table B-5: FHWA Calculation of Crash Cost Difference per Crash, in 2001 dollars

Crash Severity	FHWA Crash Cost Estimates[1]		
	Human Capital Crash Costs (2001 Dollars)	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)
Fatal Crash (K)	1,245,600	4,008,900	2,763,300
Incapacitating Injury Crash (A)	111,400	216,000	104,600
Visible Injury Crash (B)	41,900	79,000	37,100
Possible Injury Crash (C)	28,400	44,900	16,500
Property Damage Only Crash (O)	6,400	7,400	1,000

[1] Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries, FHWA-HRT-05-051, October 2005.

Appendix Table B-6: Consumer Price Index and Employment Cost Index, 2001 - 2010

Year	Consumer Price Index (CPI)[1]	CPI Ratio [2]	Employment Cost Index (ECI)[3]	ECI Ratio[4]
2010	**218.056**	**1.2**	**111.7**	**1.3**
2009	214.537	1.2	109.6	1.3
2008	215.303	1.2	108.0	1.3
2007	207.342	1.2	104.9	1.2
2006	201.6	1.1	101.7	1.2
2005	195.3	1.1	98.9	1.2
2004	188.9	1.1	95.9	1.1
2003	184.0	1.0	92.3	1.1
2002	179.9	1.0	89.2	1.0
2001	**177.1**	**1.0**	**85.8**	**1.0**

[1] The CPI used here is the Average Annual CPI from the "all items" category of expenditures in the Average Annual Indexes tables published in the Bureau of Labor Statistics (BLS) Consumer Price Index Detailed Report, Table A1.

[2] The CPI Ratio is used to adjust the FHWA 2001 Human Capital Crash Cost Estimates to the equivalent costs in another year. It's calculated by dividing another year's CPI by the 2001 CPI.

[3] The ECI used here is the Bureau of Labor Statistics (BLS) June Total Compensation for all private industry workers, not seasonally adjusted, available in the ECI Current-Dollar Historical Listings, Table 5, June column, Accessed March 12, 2013, http://www.bls.gov/web/eci/echistrynaics.pdf .

[4] The ECI Ratio is used to adjust the FHWA 2001 Cost Difference to the equivalent costs in another year. This ECI Ratio is calculated by dividing the ECI of any year by the ECI for 2001.

Appendix C – Counties

Appendix Table C-1: Fatalities by County, 2006 - 2010

County	Fatalities				
	2006	2007	2008	2009	2010
Bernalillo	74	68	57	57	46
Catron	2	1	0	2	1
Chaves	21	9	10	16	18
Cibola	11	13	7	9	9
Colfax	6	4	4	4	4
Curry	13	7	6	3	7
De Baca	1	2	1	0	0
Doña Ana	33	22	13	29	25
Eddy	13	9	16	15	14
Grant	8	10	11	1	7
Guadalupe	12	16	8	9	6
Harding	0	0	0	1	0
Hidalgo	5	10	4	3	5
Lea	26	15	16	13	20
Lincoln	7	4	1	7	3
Los Alamos	0	1	0	1	1
Luna	12	15	12	8	8
McKinley	46	39	32	34	25
Mora	3	2	1	1	1
Otero	15	8	9	8	12
Quay	10	6	13	3	9
Rio Arriba	11	17	16	16	7
Roosevelt	4	2	6	4	3
San Juan	44	40	30	15	30
San Miguel	9	6	9	7	11
Sandoval	23	14	22	24	14
Santa Fe	29	18	14	23	26
Sierra	1	3	5	7	3
Socorro	5	13	16	10	6
Taos	9	13	8	9	11
Torrance	12	9	7	14	4
Union	3	4	2	3	2
Valencia	16	13	10	5	11
Total Fatalities	484	413	366	361	349

Appendix Table C-2: Severity of Injuries to People in Alcohol-involved Crashes by County, 2010

County	People in Alcohol-involved Crashes						Percent of Total
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Non-visible Injuries (Class C)	Not Injured (Class O)	Total People	
Bernalillo	24	61	116	231	1,025	1,457	29.1%
Catron	1	3	1	1	1	7	0.1%
Chaves	2	7	24	12	107	152	3.0%
Cibola	2	3	8	8	37	58	1.2%
Colfax	1	3	5	10	23	42	0.8%
Curry	0	7	16	8	68	99	2.0%
De Baca	0	0	2	0	0	2	0.0%
Doña Ana	12	33	74	47	326	492	9.8%
Eddy	3	4	12	15	60	94	1.9%
Grant	3	8	3	4	36	54	1.1%
Guadalupe	0	1	6	2	10	19	0.4%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	0	0	1	8	9	0.2%
Lea	8	11	20	36	156	231	4.6%
Lincoln	0	7	7	6	47	67	1.3%
Los Alamos	0	0	1	0	9	10	0.2%
Luna	1	1	11	2	20	35	0.7%
McKinley	13	33	31	45	226	348	6.9%
Mora	1	6	0	0	2	9	0.2%
Otero	7	5	13	16	69	110	2.2%
Quay	0	3	2	0	4	9	0.2%
Rio Arriba	4	7	10	17	47	85	1.7%
Roosevelt	3	2	7	5	29	46	0.9%
San Juan	14	32	51	65	346	508	10.1%
San Miguel	5	4	11	10	58	88	1.8%
Sandoval	5	20	19	35	150	229	4.6%
Santa Fe	20	22	53	55	297	447	8.9%
Sierra	2	2	4	1	18	27	0.5%
Socorro	3	3	5	4	16	31	0.6%
Taos	5	14	14	30	64	127	2.5%
Torrance	1	3	2	7	9	22	0.4%
Union	1	8	6	2	5	22	0.4%
Valencia	4	6	17	8	38	73	1.5%
Total	145	319	551	683	3,311	5,009	100.0%

Appendix Table C-3: Severity of Injuries to Motorcyclists in Crashes by County, 2010

County	Motorcyclists (Drivers and Passengers) in Crashes						Percent of Total
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Non-visible Injuries (Class C)	Not Injured (Class O)	Total People	
Bernalillo	11	79	157	74	135	456	32.3%
Catron	0	0	1	0	1	2	0.1%
Chaves	1	9	15	6	9	40	2.8%
Cibola	0	1	8	3	3	15	1.1%
Colfax	1	3	2	4	2	12	0.9%
Curry	0	6	12	5	8	31	2.2%
De Baca	0	2	0	0	0	2	0.1%
Doña Ana	3	27	76	32	22	160	11.3%
Eddy	0	7	15	9	7	38	2.7%
Grant	1	4	5	4	13	27	1.9%
Guadalupe	0	1	4	0	0	5	0.4%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	0	2	0	0	2	0.1%
Lea	3	4	5	5	8	25	1.8%
Lincoln	0	7	13	5	6	31	2.2%
Los Alamos	0	0	3	2	0	5	0.4%
Luna	0	0	7	2	6	15	1.1%
McKinley	1	5	10	8	8	32	2.3%
Mora	0	0	1	1	1	3	0.2%
Otero	4	5	24	16	7	56	4.0%
Quay	0	2	5	1	2	10	0.7%
Rio Arriba	1	4	8	7	5	25	1.8%
Roosevelt	0	2	4	0	1	7	0.5%
San Juan	1	20	30	12	24	87	6.2%
San Miguel	1	0	10	1	2	14	1.0%
Sandoval	5	18	27	20	17	87	6.2%
Santa Fe	3	18	50	21	21	113	8.0%
Sierra	1	1	9	2	0	13	0.9%
Socorro	0	1	5	0	4	10	0.7%
Taos	2	9	11	7	4	33	2.3%
Torrance	0	1	3	2	2	8	0.6%
Union	0	1	1	2	0	4	0.3%
Valencia	3	5	16	10	9	43	3.0%
Total	42	242	539	261	327	1,411	100.0%

Appendix Table C-4: Severity of Injuries to Pedestrians in Crashes by County, 2010

County	Pedestrians in Crashes						Percent of Total
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Non-visible Injuries (Class C)	Not Injured (Class O)	Total People	
Bernalillo	9	34	63	77	43	226	50.3%
Catron	0	0	0	0	0	0	0.0%
Chaves	0	4	0	3	3	10	2.2%
Cibola	0	2	2	0	0	4	0.9%
Colfax	1	0	0	1	0	2	0.4%
Curry	1	3	3	1	1	9	2.0%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	4	6	13	10	11	44	9.8%
Eddy	2	2	3	5	1	13	2.9%
Grant	1	0	1	1	0	3	0.7%
Guadalupe	0	0	0	0	0	0	0.0%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	0	1	0	0	1	0.2%
Lea	0	3	4	1	1	9	2.0%
Lincoln	0	1	2	0	3	6	1.3%
Los Alamos	0	0	1	0	0	1	0.2%
Luna	1	0	1	1	1	4	0.9%
McKinley	1	5	2	4	0	12	2.7%
Mora	0	0	0	0	0	0	0.0%
Otero	4	0	3	3	3	13	2.9%
Quay	0	0	0	0	0	0	0.0%
Rio Arriba	0	0	1	0	0	1	0.2%
Roosevelt	0	0	1	2	0	3	0.7%
San Juan	6	9	4	7	3	29	6.5%
San Miguel	0	0	2	3	0	5	1.1%
Sandoval	0	4	3	3	3	13	2.9%
Santa Fe	3	3	12	12	3	33	7.3%
Sierra	0	0	0	1	0	1	0.2%
Socorro	0	0	0	0	0	0	0.0%
Taos	1	0	0	1	0	2	0.4%
Torrance	0	0	0	2	0	2	0.4%
Union	0	0	0	0	0	0	0.0%
Valencia	0	1	0	1	1	3	0.7%
Total	34	77	122	139	77	449	100.0%

Appendix Table C-5: Drug-involved New Mexican Drivers by County and Sex, 2010

County	Drug-involved New Mexican Drivers[1]		
	Male Drivers	Female Drivers	Total Drug-involved Drivers
Bernalillo	56	33	89
Catron	0	0	0
Chaves	9	7	16
Cibola	1	0	1
Colfax	1	0	1
Curry	1	1	2
De Baca	1	0	1
Doña Ana	10	7	17
Eddy	0	1	1
Grant	0	0	0
Guadalupe	1	0	1
Harding	0	0	0
Hidalgo	0	0	0
Lea	8	2	10
Lincoln	3	1	4
Los Alamos	0	1	1
Luna	1	1	2
McKinley	2	3	5
Mora	1	0	1
Otero	4	2	6
Quay	0	0	0
Rio Arriba	1	0	1
Roosevelt	1	0	1
San Juan	7	8	15
San Miguel	0	1	1
Sandoval	8	10	18
Santa Fe	13	10	23
Sierra	0	1	1
Socorro	3	5	8
Taos	3	4	7
Torrance	0	1	1
Union	1	0	1
Valencia	7	3	10
Total Drivers	143	102	245

[1] Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico, 4) the driver is a pedestrian or pedalcyclist, or 5) the driver is both drug- and alcohol-involved.

Appendix D – Alcohol

Appendix Table D-1: Alcohol-involved Crashes by Hour, 2001 - 2010

Hour[1]	Alcohol-involved Crashes									
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Midnight	229	233	227	217	155	191	150	203	180	135
1 a.m.	257	234	276	223	181	201	174	177	191	125
2 a.m.	216	201	246	205	170	171	139	163	160	141
3 a.m.	130	136	136	112	109	93	97	103	90	80
4 a.m.	78	87	82	80	61	74	53	49	64	52
5 a.m.	61	65	55	53	39	45	52	49	39	41
6 a.m.	61	65	57	65	41	37	38	39	44	35
7 a.m.	50	39	46	46	41	26	37	38	37	23
8 a.m.	43	48	43	41	24	19	21	30	31	25
9 a.m.	46	40	32	33	20	18	27	27	35	24
10 a.m.	39	46	47	40	27	33	32	23	29	27
11 a.m.	52	44	53	52	37	40	42	50	36	34
Noon	82	61	80	79	50	65	55	64	55	50
1 p.m.	103	94	83	82	70	59	63	58	72	57
2 p.m.	100	122	97	100	81	66	76	73	73	73
3 p.m.	125	143	128	138	100	104	84	83	112	96
4 p.m.	167	161	171	182	115	111	128	130	133	95
5 p.m.	223	223	209	200	145	183	177	182	160	149
6 p.m.	234	226	224	242	171	157	142	171	171	160
7 p.m.	231	210	213	224	217	194	179	176	200	162
8 p.m.	246	246	228	223	185	184	167	171	205	148
9 p.m.	290	267	270	244	225	215	190	176	187	158
10 p.m.	260	244	267	260	199	208	175	181	198	141
11 p.m.	254	331	238	195	170	204	173	183	196	131
Total	3,577	3,566	3,508	3,336	2,633	2,698	2,471	2,599	2,698	2,162

[1] For reference, the hour of 1 a.m. is from 1 a.m. to 1:59 a.m.

Appendix Table D-2: Severity of Injuries to People in Alcohol-involved Crashes by Hour, 2010

Hour	Severity of Injuries to People in Alcohol-involved Crashes					
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Non-visible Injuries (Class C)	Not Injured (Class O)	Total People in Crashes
Midnight	7	11	29	29	176	252
1 a.m.	5	16	29	30	152	232
2 a.m.	13	19	45	23	189	289
3 a.m.	2	13	32	13	85	145
4 a.m.	5	7	10	14	57	93
5 a.m.	3	6	6	5	56	76
6 a.m.	4	7	14	10	37	72
7 a.m.	3	7	7	12	31	60
8 a.m.	0	3	7	12	38	60
9 a.m.	2	5	3	13	32	55
10 a.m.	5	4	4	7	47	67
11 a.m.	7	10	7	24	46	94
Noon	5	7	16	18	85	131
1 p.m.	3	7	20	16	89	135
2 p.m.	1	26	16	21	128	192
3 p.m.	4	14	23	36	200	277
4 p.m.	5	9	21	40	165	240
5 p.m.	7	25	28	59	283	402
6 p.m.	8	24	52	66	287	437
7 p.m.	9	24	54	63	236	386
8 p.m.	16	31	25	44	264	380
9 p.m.	11	18	36	54	241	360
10 p.m.	9	13	31	48	202	303
11 p.m.	11	13	36	26	185	271
Total	145	319	551	683	3,311	5,009

For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

Appendix Table D-3: Severity of Injuries to People in Alcohol-involved Crashes by Day of Week, 2010

Day of Week	Severity of Injuries to People in Alcohol-involved Crashes					
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Non-visible Injuries (Class C)	Not Injured (Class O)	Total People in Crashes
Sunday	33	75	116	102	606	932
Monday	11	31	66	77	356	541
Tuesday	18	25	61	90	335	529
Wednesday	15	32	52	77	349	525
Thursday	17	33	61	80	464	655
Friday	26	65	77	101	574	843
Saturday	25	58	118	156	627	984
Total	145	319	551	683	3,311	5,009

Sources

Crash Data – Crash data are from the NMDOT Uniform Crash Reports (UCR), submitted by state law enforcement agencies, 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 UNM, Geospatial and Population Studies, Traffic Research Unit (TRU), formerly the Division of Government Research.

Economic Impact Estimates – AASHTO Highway Safety Manual, 1st Edition, Volume 1, 2010, Appendix 4A, pp. 4-84 to 4-88. AASHTO HSM cost estimate calculations are based on the *Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries*, FHWA-HRT-05-051, October 2005.

Licensed Drivers – Driver's license data maintained by the Motor Vehicle Division (MVD), New Mexico Taxation and Revenue Department. Counts are current as of July 2010.

National Fatality Rates – National fatality rates are reported by the National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation (DOT). Accessed February 5, 2013. http://www-fars.nhtsa.dot.gov/Main/index.aspx

Observed Seatbelt Usage – Data for observed seatbelt usage are from the *New Mexico Safety Belt Survey 2011 Report*. NMDOT Traffic Safety Division. Prepared by the Office of Injury Prevention Epidemiology and Response Division. September 2011. Accessed February 5, 2013. http://nmhealth.org/injury/documents/2011%20SEATBELT%20Report%20Final.pdf

Population – Intercensal Estimates of the Resident Population for Counties in New Mexico: April 1, 2000 to July 1, 2010 (CO-EST00INT-01-35), U.S. Census Bureau, Population Division. Release Date: September 2011. The 2010 US Census resulted in a national revision of all annual population estimates from 2001 through 2010.

Registered Vehicles – Data for registered motor vehicles and motorcycles are from the Highway Statistics Series, 2010, Vehicles, U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information, Table MV-1.

Vehicle Miles Traveled (VMT) – VMT is calculated annually by the Highway Planning and Research Division, New Mexico Department of Transportation (NMDOT). VMT (reported in units of 100 million vehicle miles traveled) are based on the daily average vehicle miles traveled and the system mileages by county and functional classification. Please note, rates based on VMT for 2001 – 2010 in this report are not comparable to rates in previous publications.

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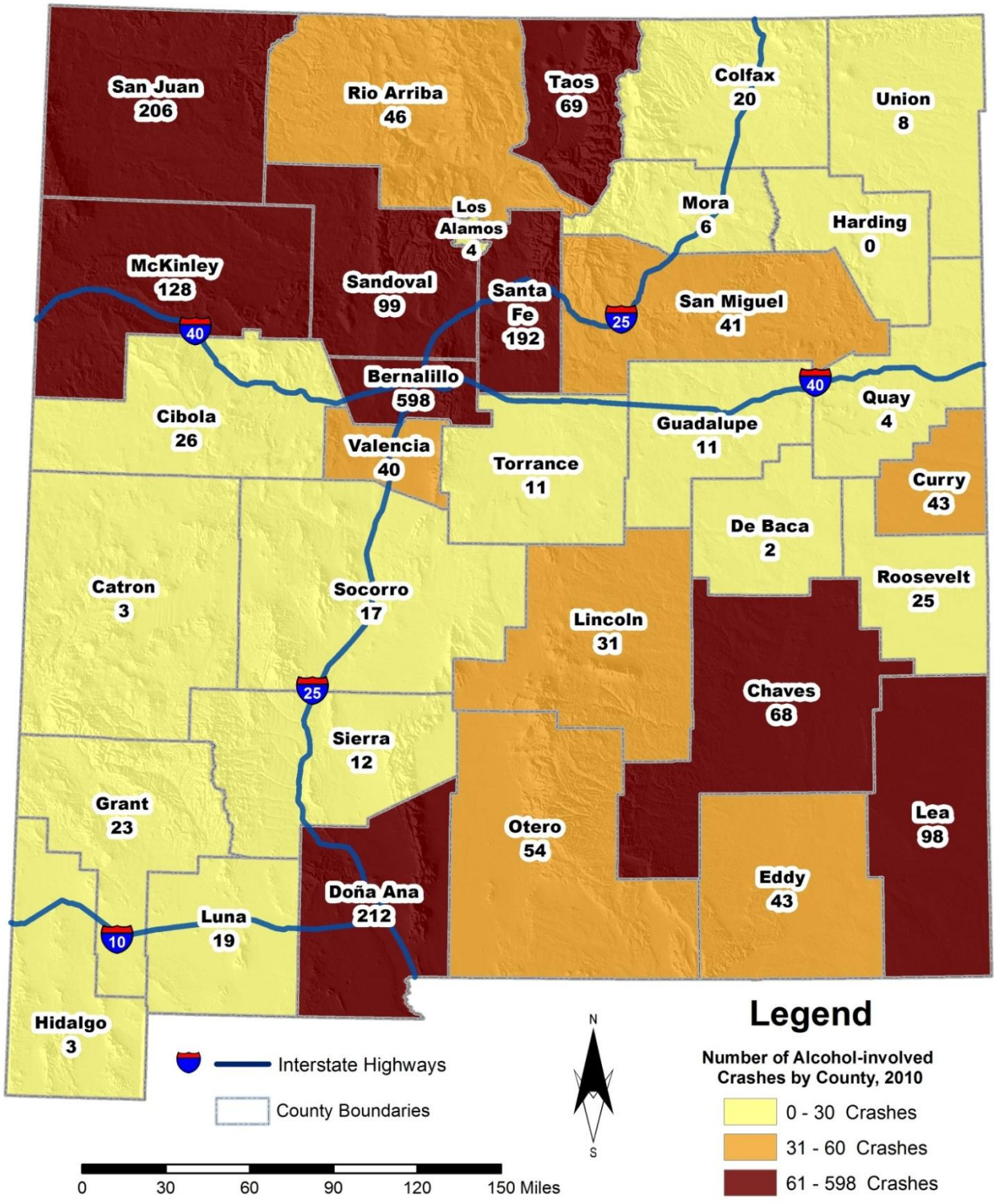
Map 23: Alcohol-involved Crashes by County, 2010



All maps are available in high-resolution color at dgr.unm.edu.