New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico Traffic Crash Annual Report 2014

New Mexico Department of Transportation
Traffic Safety Division
Traffic Records Bureau

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

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Definitions

100M VMT – A measurement of the number of miles traveled annually by motor vehicles. It is reported in units of 100 million vehicle miles traveled (100M VMT).

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

Alcohol-involved Driver – A person in control of a motor vehicle who was cited for DWI or indicated on the Uniform Crash Report as either suspected or determined by testing to be under the influence of alcohol. A single alcohol-involved crash can involve multiple alcohol-involved drivers.

Crash – A reported incident on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least $500 in property damage. Crashes on private property (such as a parking lot) are not included.

Driver – A person in control of a motor vehicle. Pedestrians and pedalcyclists are classified as drivers of non-motorized vehicles.

Fatal Crash – A crash in which at least one person was killed. Note that more than one person can be killed in a single fatal crash.

Fatalities – The number of people killed in a crash. The terms *killed* and *deaths* are synonymous with *fatalities*. A fatality is crash-related if it occurs at the time of the crash or if the person(s) involved in the crash dies within 30 days.

Injuries – The number of people injured in a crash, in contrast to the number of crashes in which people were injured. This includes Suspected Serious Injuries (Class A), Suspected Minor Injuries (Class B) and Possible Injuries (Class C). Counts consist of people injured but not killed.

Injury Crash – A reported crash in which at least one person was injured. Injury crashes involve at least one Suspected Serious Injury (Class A), Suspected Minor Injury (Class B) or Possible Injury (Class C). Fatal crashes are not included in this category.

Missing Data – An indication that the applicable field on the Uniform Crash Report form was left blank or contained an invalid code. Starting with crashes that occurred in 2012, improvements in the identification of missing data in the NMDOT crash database led to an increase in the reported amount of missing data.

New Mexican Driver – A driver who lives in New Mexico or has a New Mexico driver's license.

Definitions

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

Pedalcyclist (Bicyclist) – 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.

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

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

Rate – A rate is calculated by dividing a total count (such as total crashes, drivers or fatalities) by a denominator such as VMT, number of licensed drivers or population. See Page 4 for more detail.

Ratio of Males to Females – The number of males for every one female. The ratio of males to females 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.

Rural –Places not classified as urban are classified as rural. Starting in 2013, "rural" was redefined. See definition of "urban" for more information.

Serious Injury – A Suspected Serious Injury.

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

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

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

Definitions

Top Contributing Factor – The top contributing factor is derived hierarchically using the following priorities (highest to lowest) out of all the reported contributing factors in a crash that are listed in the Apparent Contributing Factors section of the UCR form. The top contributing factor may hide other important factors in the crash.

1. Alcohol/drug-involved
2. Pedestrian error
3. Disregarded traffic signal
4. Passed stop sign
5. Failed to yield right-of-way
6. Excessive speed
7. Speed too fast for conditions
8. Drove left of center
9. Following too closely
10. Made improper turn
11. Improper overtaking
12. Improper lane change
13. Improper backing
14. Traffic controls not functioning
15. Defective steering
16. Inadequate brakes
17. Defective tires
18. Other mechanical defect
19. Road defect
20. Avoid no contact –(with other) vehicle
21. Avoid no contact – other (pedestrian, animal, etc.)
22. Driverless moving vehicle
23. Vehicle skidded before applying brakes
24. Driver inattention (including cell phone use)
25. Other improper driving
26. Other – no driver error
27. None
28. Missing data

The top contributing factor *for each vehicle* is derived out of all the contributing factors reported for that vehicle, using the same priorities.

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

Urban – In crashes before 2013, "urban" areas were defined as towns or cities with a population of at least 2,500 people. Starting in 2013, "urban" was redefined to correspond to the 2010 U.S. Census Urbanized Areas (NMDOT-adjusted) and U.S. Census Urban Clusters. This revised definition, which is based on population density, allows densely settled areas outside of incorporated places to be classified as "urban," and sparsely settled areas within incorporated boundaries to be classified as "rural."

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 motor vehicle.

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2014 New Mexico Crash Highlights

- Less than 1 percent of crashes resulted in a **fatality**. (Table 1)
- 28 percent of crashes resulted in an **injury**. (Table 1)
- 13 percent of crashes were **hit-and-run** crashes. (Table 6)
- 57 percent of **pedestrians** killed in crashes were under the influence of **alcohol**. (Table 46)
- 5 percent of crashes and 44 percent of crash fatalities involved **alcohol**. (Table 62, Table 65)
- 13 percent of **unbelted** occupants in passenger vehicles in crashes were killed, compared with only 0.1 percent of **belted** occupants in passenger vehicles in crashes. (Table 68)

Top contributing factors in crashes:

- Driver inattention (22 percent)
- Failed to yield right of way (13 percent)
- Following too closely (10 percent)

Top contributing factors in fatalities:

- Alcohol/Drug-involvement (53 percent)
- Driver inattention (8 percent)
- Excessive speed (8 percent)

- In an average day in New Mexico, 111 crashes occurred, which involved 282 people, with 46 people injured and 1 person killed.

On average in New Mexico in 2014…

- A motor vehicle crash occurred every **13** minutes.
- A crash occurred in Bernalillo County every **29** minutes.
- A person was injured in a crash every **32** minutes.
- A distracted-driver crash occurred every **hour**.
- An alcohol-involved crash occurred every **4** hours.
- A semi/large truck crash occurred every **4** hours.
- A person was killed or injured in an alcohol-involved crash every **6** hours.
- A motorcycle was involved in a crash every **8** hours.
- A pedestrian was hit by a vehicle every **15** hours.
- A bicyclist was hit by a vehicle every **28** hours.
- A person was killed in a crash every **23** hours.

2014 New Mexico Crash Highlights

In 2014, there were 40,691 traffic crashes reported on public roadways in New Mexico. These crashes involved 102,750 people, with 16,658 people injured and 386 people killed.

Data showing improvements in New Mexico traffic safety in the last five years:

- The number of total crashes and total people in crashes are at their second-lowest level in the last five years. (Table 1, Table 2)
- New Mexico crash rates and injury rates were below the national rates in 2010-2014, when analyzed using traffic volume. (Figure 1, Figure 4)
- The number and percentage of alcohol-involved crashes have generally been decreasing and are at their second-lowest level in the last five years. (Table 62)
- The number of motorcycles in crashes and the motorcycle crash rate, based on licensed motorcycle drivers in New Mexico, has been generally declining over the last five years and are their lowest levels in the past five years. (Table 40)
- The number of teen drivers (15-19) in crashes, and their percentage out of drivers in crashes, has decreased overall in the last five years are at their lowest level in that time. (Table 80)

Areas of known concern in New Mexico for 2014:

- Fatalities, fatal crashes and the percentage of crashes that were fatal have increased to levels higher than in the previous four years. (Table 1, Table 2)
- The fatality rate, based on either population or vehicle miles traveled, is higher than the national rate and higher than in the previous four years. (Figure 3)
- The number of pedestrian crashes and pedestrian fatalities are higher than in the previous four years. (Table 44)
- The number of heavy truck crashes, heavy truck-involved fatalities, and their percentage among total crashes and total fatalities have been increasing and are at their highest levels in the past five years. (Table 42)
- Alcohol-involved crashes represent 44.0 percent of all crash-related fatalities. (Table 65)
- More than half of all pedestrian fatalities, 59.4 percent occurred in Bernalillo and McKinley Counties. (Table 95)
- 56.8 percent of crash-related pedestrian fatalities involved alcohol consumed by the pedestrian. (Table 46)

Crashes and Injuries Summary

- The number of fatal crashes varied widely in the past five years, with a low of 275 in 2014 and a high of 340 in 2014, an increase of 24 percent in one year. (Table 1)
- The total number of crashes has decreased each of the past three years. From 2010 to 2014, crashes have fallen 5 percent. (Table 1)
- The number of crash-related fatalities has increased in three of the past four years and was higher in 2014 than at any other time in the past five years. (Table 2)

Table 1: Crashes by Year and Severity of Crash, 2010 - 2014[1]

Year	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2010	317	0.74%	12,593	29.4%	29,892	69.8%	42,802	100%
2011	306	0.71%	12,604	29.2%	30,317	70.1%	43,227	100%
2012	337	0.82%	11,018	26.8%	29,728	72.4%	41,083	100%
2013	275	0.69%	11,248	28.4%	28,081	70.9%	39,604	100%
2014	340	0.84%	11,364	27.9%	28,987	71.2%	40,691	100%

Table 2: People in Crashes by Year and Severity of Injury, 2010 - 2014[2]

Year	People in Crashes by Severity of Injury											
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2010	349	0.3%	1,922	1.7%	4,121	3.6%	12,935	11.4%	94,259	83.0%	113,586	100%
2011	351	0.3%	1,709	1.5%	4,146	3.7%	12,818	11.4%	93,766	83.1%	112,790	100%
2012	366	0.4%	1,624	1.6%	3,750	3.6%	10,831	10.5%	86,459	83.9%	103,030	100%
2013	311	0.3%	1,331	1.3%	3,763	3.7%	11,463	11.4%	83,512	83.2%	100,380	100%
2014	386	0.4%	1,249	1.2%	3,910	3.8%	11,499	11.2%	85,706	83.4%	102,750	100%

[1] See Page xiii for definitions of a crash, fatal crash, injury crash, and a property damage only crash.

[2] See Page xiii for definitions of types of injuries.

Rates

Changes in traffic volume, state population, licensed drivers, and registered vehicles affect the number of crashes that occur in any given year or place. Using rates instead of the raw number of crashes enables statistical comparisons across geographies, time periods, and populations. Rates are a way of standardizing measurements to a common base (e.g., per 100 million vehicle miles traveled [100M VMT] or per 100,000 population) so the results can be directly comparable regardless of to whom, where, and when the event occurred. Below are examples of how rates are calculated using data from Table 1 and Table 2. Table 3 presents the denominators used in calculating different traffic crash rates. Depending on the context, crash rates can be expressed in any of the following ways: number of crashes per 100M VMT, number of crashes per 100,000 people, number of drivers in crashes per 1,000 licensed drivers, or number of vehicles in crashes per 1,000 registered vehicles.

$$\textbf{\textit{Crash Rate}} = \frac{\textbf{\textit{Crash Frequency in a Period}}}{\textbf{\textit{Exposure in Same Period}}} = \frac{\textbf{40,691 crashes in 2014}}{\textbf{265.50 100M VMT in 2014}} = \textbf{153 crashes per 100M VMT}$$

$$\textbf{\textit{Fatality Rate}} = \frac{\textbf{\textit{Fatality Frequency in a Period}}}{\textbf{\textit{Exposure in Same Period}}} = \frac{\textbf{386 fatalities in 2014}}{\textbf{265.50 100M VMT in 2014}} = \textbf{1.45 fatalities per 100M VMT}$$

Table 3: New Mexico Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2010 - 2014

Year	New Mexico Population[1,3] (U.S. Census, July 1st Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)[2,3]	New Mexico Licensed Drivers[3]	New Mexico Motor Vehicle Registrations[3]
2010	2,064,982	241.77	1,442,737	1,665,882
2011	2,077,919	258.89	1,455,481	1,772,040
2012	2,083,540	257.85	1,493,766	1,805,790
2013	2,085,287	256.82	1,478,868	1,882,466
2014	2,085,567	265.50	1,487,472	1,930,706

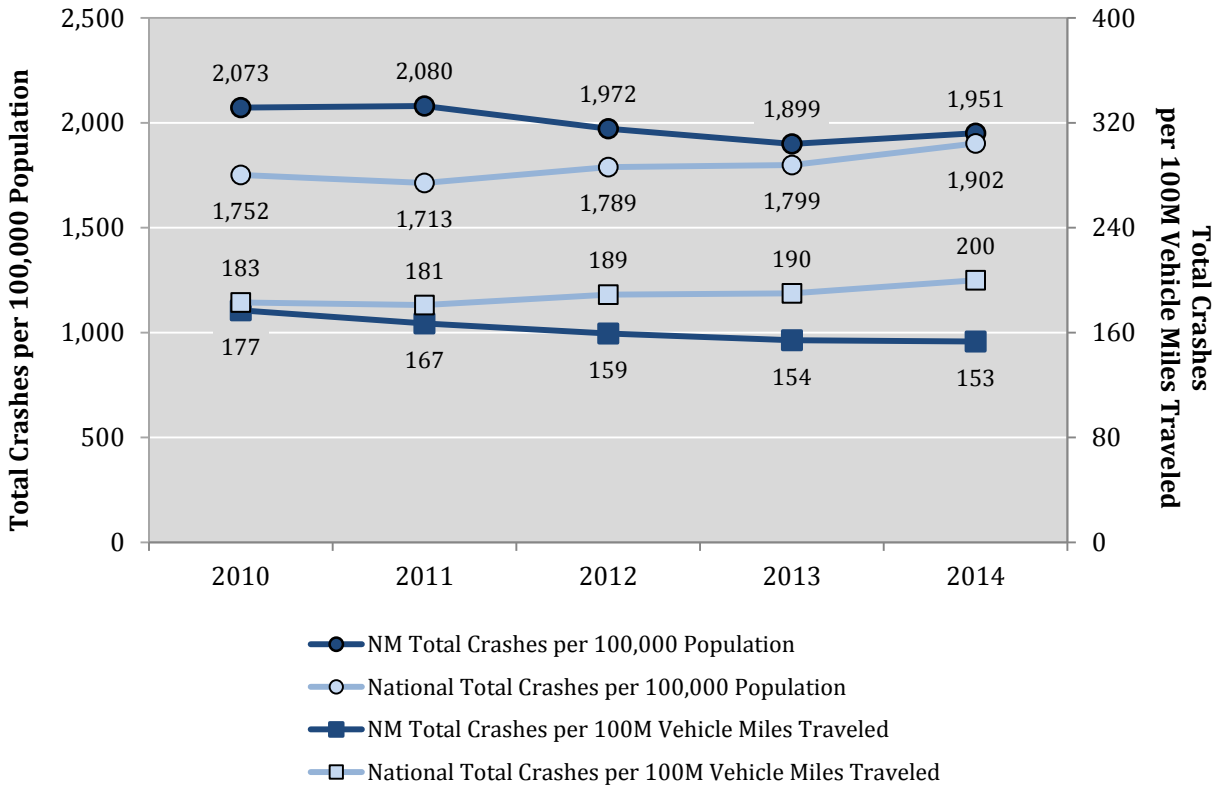
[1] Each year, the U.S. Census publishes revisions to previous population estimates. Therefore, rates based on population in this publication are not comparable to rates published in prior years.

[2] 100M VMT = 100 million vehicle miles traveled. The calculation method for VMT was revised by NMDOT beginning in 2011.

[3] Information on rates used in this table is in the Sources section at the end of this publication.

- When analyzed using population, New Mexico's crash rate is closer to the national rate than at any other time in the past five years. (Figure 1)
- New Mexico's fatality rate is higher than at any time in the past five years, compared against either population or traffic volume. (Figure 3)
- When analyzed using population, New Mexico's fatal crash rate is higher than at any time in the past five years. (Figure 2)

Figure 1: Comparison of New Mexico[3] and National Crash Rates, 2010 - 2014[4]



[3] The calculation method for VMT was revised by NMDOT beginning in 2011.

[4] The numbers used in calculating rates can be found in Table 1, Table 2, and Table 3.

Rates

Figure 2: Comparison of New Mexico[5] and National[6] Fatal Crash Rates, 2010 - 2014

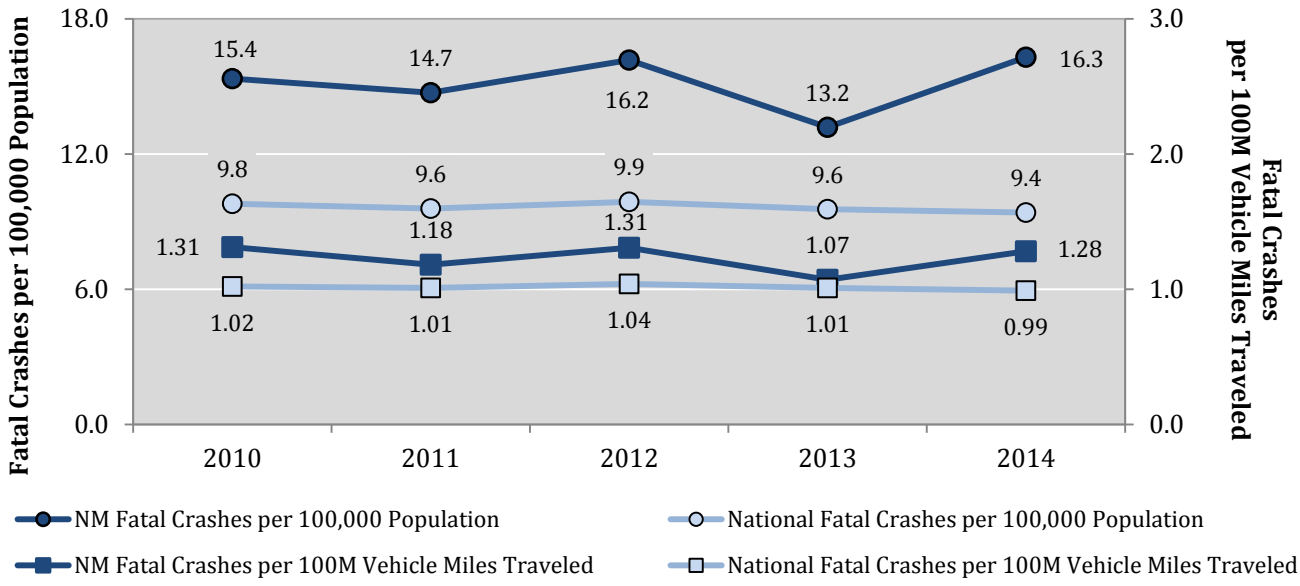
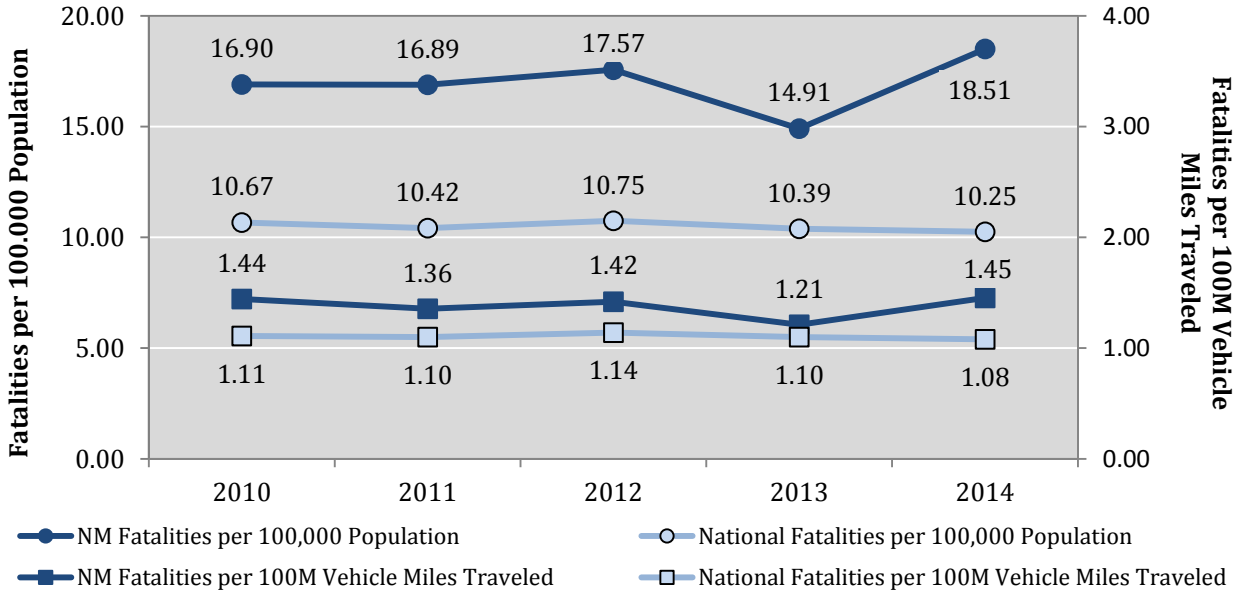


Figure 3: Comparison of New Mexico[5] and National[6] Fatality Rates, 2010 - 2014



[5] The calculation method for VMT was revised by NMDOT beginning in 2011.

[6] Source information on national rates published by NHTSA is available in the Sources section of this report.

Figure 4: Comparison of New Mexico[7] and National[8] Injury Rates, 2010 - 2014

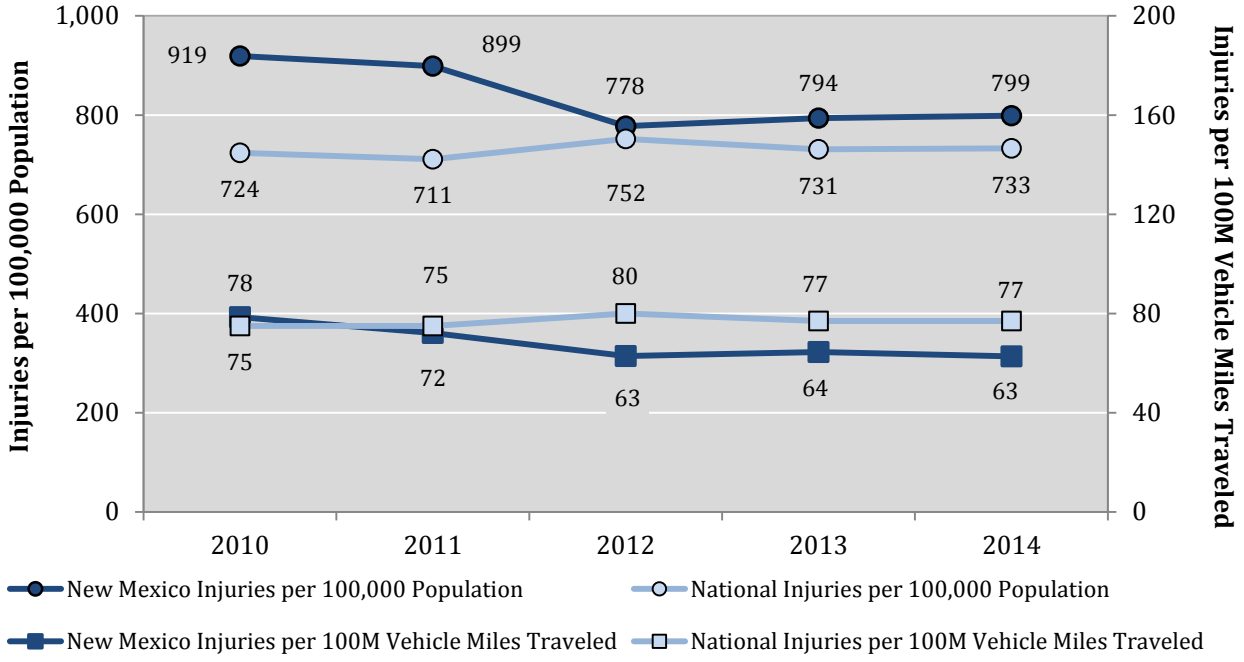
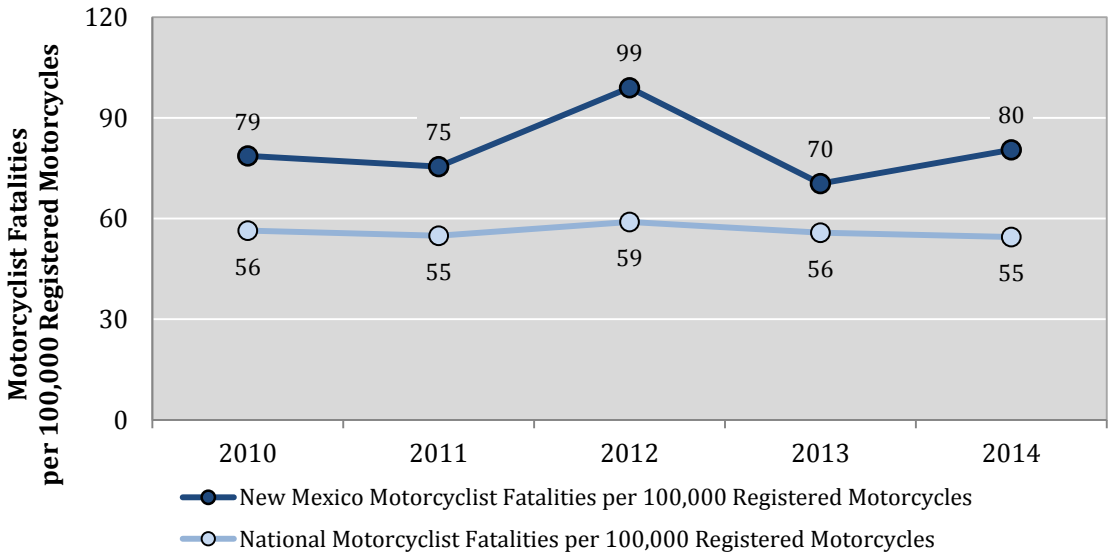


Figure 5: Comparison of New Mexico and National Motorcyclist Fatality Rates, 2010 - 2014



[7] The calculation method for VMT was revised by NMDOT beginning in 2011.

[8] Source information on national rates published by NHTSA is available in the Sources section of this report.

Crash Characteristics

Top Contributing Factors

This section contains data from the Apparent Contributing Factors section of the Uniform Crash Report form. The form provides the officer at the scene of the crash with the opportunity to record up to 33 contributing factors for each vehicle involved in a crash. In processing this data, the top contributing factor in the overall crash is derived hierarchically. For example, the top contributing factor in a crash in which an alcohol-involved driver ran a red light and hit a speeding vehicle is "alcohol/drug-involved" based on the assumption that if alcohol or drugs had not been involved, the red-light running may not have occurred and the other vehicle, although speeding, might not have been involved. The top contributing factor may hide other important factors in the crash. The hierarchy used to derive top contributing factor is listed in the Definitions section on Page xv.

Most Prevalent Top Contributing Factors in Crashes (Table 4):

- Driver inattention (21.6 percent)
- Failed to yield right of way (12.6 percent)
- Following too closely (10.4 percent)

Most Prevalent Top Contributing Factors in Crash-related Fatalities (Table 5):

- Alcohol/drug-involved (52.8 percent)
- Driver inattention (7.8 percent)
- Excessive speed (7.5 percent)

Crash Characteristics – Contributing Factors

Table 4: Severity of Crashes by Top Contributing Factor, 2014

Top Contributing Factor[1]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**316**	**92.9%**	**10,086**	**88.8%**	**22,546**	**77.8%**	**32,948**	**81.0%**
Driver Inattention	28	8.2%	2,630	23.1%	6,118	21.1%	8,776	21.6%
Failed to Yield Right of Way	16	4.7%	1,779	15.7%	3,332	11.5%	5,127	12.6%
Following Too Closely	1	0.3%	1,242	10.9%	3,005	10.4%	4,248	10.4%
Alcohol/Drug Involved[2]	181	53.2%	1,002	8.8%	1,141	3.9%	2,324	5.7%
Excessive Speed	29	8.5%	711	6.3%	1,236	4.3%	1,976	4.9%
Disregarded Traffic Signal	1	0.3%	633	5.6%	938	3.2%	1,572	3.9%
Speed Too Fast for Conditions	7	2.1%	367	3.2%	867	3.0%	1,241	3.0%
Made Improper Turn	4	1.2%	245	2.2%	961	3.3%	1,210	3.0%
Other Improper Driving	8	2.4%	323	2.8%	864	3.0%	1,195	2.9%
Improper Backing	1	0.3%	48	0.4%	1,126	3.9%	1,175	2.9%
Improper Lane Change	1	0.3%	128	1.1%	723	2.5%	852	2.1%
Avoid No Contact - Vehicle	1	0.3%	236	2.1%	567	2.0%	804	2.0%
Passed Stop Sign	5	1.5%	253	2.2%	443	1.5%	701	1.7%
Drove Left Of Center	12	3.5%	163	1.4%	423	1.5%	598	1.5%
Improper Overtaking	0	0.0%	85	0.7%	389	1.3%	474	1.2%
Avoid No Contact - Other	3	0.9%	82	0.7%	268	0.9%	353	0.9%
Pedestrian Error	17	5.0%	125	1.1%	43	0.1%	185	0.5%
Vehicle Skidded Before Brake	1	0.3%	25	0.2%	55	0.2%	81	0.2%
Driverless Moving Vehicle	0	0.0%	9	0.1%	47	0.2%	56	0.1%
Vehicle	**13**	**3.8%**	**236**	**2.1%**	**603**	**2.1%**	**852**	**2.1%**
Other Mechanical Defect	4	1.2%	90	0.8%	252	0.9%	346	0.9%
Defective Tires	8	2.4%	62	0.5%	145	0.5%	215	0.5%
Inadequate Brakes	0	0.0%	63	0.6%	142	0.5%	205	0.5%
Defective Steering	1	0.3%	21	0.2%	64	0.2%	86	0.2%
Environment	**0**	**0.0%**	**24**	**0.2%**	**57**	**0.2%**	**81**	**0.2%**
Road Defect	0	0.0%	23	0.2%	42	0.1%	65	0.2%
Traffic Control Not Functioning	0	0.0%	1	0.01%	15	0.05%	16	0.04%
Other[3]	**11**	**3.2%**	**1,018**	**9.0%**	**5,781**	**19.9%**	**6,810**	**16.7%**
None	1	0.3%	588	5.2%	2,300	7.9%	2,889	7.1%
Missing Data	5	1.5%	149	1.3%	2,150	7.4%	2,304	5.7%
Other - No Driver Error	5	1.5%	281	2.5%	1,331	4.6%	1,617	4.0%
Total Crashes	340	100.0%	11,364	100.0%	28,987	100.0%	40,691	100.0%

[1] See the Definitions section for the method of deriving the top contributing factor.

[2] Alcohol/Drug-involved is a combination of the contributing factors Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[2] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Crash Characteristics – Contributing Factors

Table 5: Severity of Injuries to People in Crashes by Top Contributing Factor, 2014

Top Contributing Factor[1]	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**352**	**91.2%**	**1,122**	**89.6%**	**3,471**	**88.8%**	**10,299**	**89.6%**	**71,384**	**83.3%**	**86,628**	**84.3%**
Driver Inattention	30	7.8%	233	18.6%	753	19.3%	2,788	24.2%	18,677	21.8%	22,481	21.9%
Failed to Yield Right of Way	16	4.1%	171	13.7%	589	15.1%	1,971	17.1%	12,063	14.1%	14,810	14.4%
Following Too Closely	1	0.3%	50	4.0%	143	3.7%	1,609	14.0%	11,074	12.9%	12,877	12.5%
Alcohol/Drug Involved[1]	204	52.8%	212	16.9%	591	15.1%	739	6.4%	3,669	4.3%	5,415	5.3%
Disregarded Traffic Signal	1	0.3%	91	7.3%	184	4.7%	787	6.8%	3,457	4.0%	4,520	4.4%
Excessive Speed	29	7.5%	126	10.1%	374	9.6%	559	4.9%	3,164	3.7%	4,252	4.1%
Made Improper Turn	4	1.0%	17	1.4%	100	2.6%	277	2.4%	2,856	3.3%	3,254	3.2%
Improper Backing	1	0.3%	1	0.1%	8	0.2%	46	0.4%	2,857	3.3%	2,913	2.8%
Other Improper Driving	11	2.8%	48	3.8%	124	3.2%	250	2.2%	2,379	2.8%	2,812	2.7%
Speed Too Fast for Conditions	7	1.8%	28	2.2%	175	4.5%	328	2.9%	2,273	2.7%	2,811	2.7%
Improper Lane Change	1	0.3%	11	0.9%	28	0.7%	129	1.1%	2,230	2.6%	2,399	2.3%
Avoid No Contact - Vehicle	1	0.3%	23	1.8%	75	1.9%	239	2.1%	1,750	2.0%	2,088	2.0%
Passed Stop Sign	6	1.6%	30	2.4%	92	2.4%	266	2.3%	1,559	1.8%	1,953	1.9%
Drove Left Of Center	18	4.7%	26	2.1%	93	2.4%	119	1.0%	1,133	1.3%	1,389	1.4%
Improper Overtaking	0	0.0%	4	0.3%	35	0.9%	67	0.6%	1,157	1.3%	1,263	1.2%
Avoid No Contact - Other	3	0.8%	9	0.7%	34	0.9%	56	0.5%	549	0.6%	651	0.6%
Pedestrian Error	17	4.4%	37	3.0%	57	1.5%	41	0.4%	287	0.3%	439	0.4%
Vehicle Skidded Before Brake	2	0.5%	1	0.1%	12	0.3%	27	0.2%	159	0.2%	201	0.2%
Driverless Moving Vehicle	0	0.0%	4	0.3%	4	0.1%	1	0.01%	91	0.1%	100	0.1%
Vehicle	**17**	**4.4%**	**23**	**1.8%**	**116**	**3.0%**	**224**	**1.9%**	**1,653**	**1.9%**	**2,033**	**2.0%**
Other Mechanical Defect	5	1.3%	8	0.6%	39	1.0%	88	0.8%	701	0.8%	841	0.8%
Inadequate Brakes	0	0.0%	2	0.2%	21	0.5%	65	0.6%	474	0.6%	562	0.5%
Defective Tires	11	2.8%	13	1.0%	41	1.0%	50	0.4%	341	0.4%	456	0.4%
Defective Steering	1	0.3%	0	0.0%	15	0.4%	21	0.2%	137	0.2%	174	0.2%
Environment	**0**	**0.0%**	**6**	**0.5%**	**12**	**0.3%**	**14**	**0.1%**	**154**	**0.2%**	**186**	**0.2%**
Road Defect	0	0.0%	6	0.5%	12	0.3%	13	0.1%	105	0.1%	136	0.1%
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%	1	0.01%	49	0.06%	50	0.05%
Other[3]	**17**	**4.4%**	**101**	**8.1%**	**311**	**8.0%**	**962**	**8.4%**	**12,519**	**14.6%**	**13,910**	**13.5%**
None	1	0.3%	47	3.8%	171	4.4%	573	5.0%	5,087	5.9%	5,879	5.7%
Missing Data	5	1.3%	17	1.4%	48	1.2%	163	1.4%	4,702	5.5%	4,935	4.8%
Other - No Driver Error	11	2.8%	37	3.0%	92	2.4%	226	2.0%	2,730	3.2%	3,096	3.0%
Total People	386	100%	1,249	100%	3,910	100%	11,499	100%	85,706	100%	102,750	100%

[1] See the Definitions section for the method of deriving the top contributing factor.

[2] Alcohol/Drug-involved is a combination of the contributing factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Hit-and-Run

- The number of hit-and-run crashes has decreased in each of the past three years. (Table 6)

Table 6: Hit-and-Run Crashes by Crash Severity, 2010 - 2014

Year	Hit-and-Run Crashes								Total Crashes	Percent Hit-and-Run
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		All Hit-and-Run Crashes			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent		
2010	13	0.23%	899	15.7%	4,820	84.1%	5,732	100%	42,802	13.4%
2011	3	0.05%	1,009	15.8%	5,362	84.1%	6,374	100%	43,227	14.7%
2012	15	0.25%	829	13.8%	5,146	85.9%	5,990	100%	41,083	14.6%
2013	10	0.18%	867	15.7%	4,649	84.1%	5,526	100%	39,604	14.0%
2014	19	0.35%	838	15.3%	4,603	84.3%	5,460	100%	40,691	13.4%

Table 7: Severity of Injuries to People in Hit-and-Run Crashes, 2010 - 2014

Year	Severity of Injuries in Hit-and-Run Crashes						People in All Crashes	Percent Hit-and-Run
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People		
2010	14	74	239	863	12,425	13,615	113,586	12.0%
2011	3	70	289	994	13,423	14,779	112,790	13.1%
2012	16	79	206	812	11,791	12,904	103,030	12.5%
2013	11	57	266	826	10,914	12,074	100,380	12.0%
2014	22	77	259	797	11,028	12,183	102,750	11.9%

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." 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 in which a vehicle overturned and then hit a pedestrian might be classified as "Overturn" and not "Pedestrian."

- The most common crash classification was "Other Vehicle," representing 66.8 percent of total crashes. (Table 8)
- Among fatal crashes, the most common crash classifications were "Overturn" (33.5 percent), "Other Vehicle" (27.4 percent) and "Pedestrian" (21.2 percent). (Table 8)
- More than 60 percent of crashes involving animals were with large animals: Deer (43.5 percent), Elk (12.2 percent), Cow (7.2 percent), Horse (2.7 percent), Bear (1.1 percent), and Antelope (0.6 percent). (Table 12)

Table 8: Crashes by Crash Classification and Crash Severity, 2014

Crash Classification	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	93	27.4%	7,900	69.5%	19,178	66.2%	27,171	66.8%
Fixed Object	34	10.0%	942	8.3%	2,978	10.3%	3,954	9.7%
Parked Vehicle	4	1.2%	115	1.0%	2,147	7.4%	2,266	5.6%
Overturn/Rollover	114	33.5%	1,040	9.2%	794	2.7%	1,948	4.8%
Animal	1	0.3%	127	1.1%	1,283	4.4%	1,411	3.5%
Other (Object)	2	0.6%	136	1.2%	748	2.6%	886	2.2%
Pedestrian	72	21.2%	445	3.9%	40	0.1%	557	1.4%
Other (Non-Collision)	3	0.9%	198	1.7%	340	1.2%	541	1.3%
Vehicle on Other Road	5	1.5%	93	0.8%	265	0.9%	363	0.9%
Pedalcyclist	5	1.5%	237	2.1%	72	0.2%	314	0.8%
Railroad Train	1	0.3%	13	0.11%	15	0.1%	29	0.1%
Rollover	0	0.0%	13	0.11%	10	0.0%	23	0.1%
Missing Data	6	1.8%	105	0.9%	1,117	3.9%	1,228	3.0%
Total Crashes	340	100.0%	11,364	100.0%	28,987	100.0%	40,691	100.0%

Crash Characteristics – Crash Classification

Table 9: People in Crashes by Crash Classification[9] and Severity of Injury, 2014

Crash Classification	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	117	0.1%	684	0.9%	2,006	2.6%	9,611	12.3%	65,798	84.1%	78,216	100%
Fixed Object	36	0.6%	112	2.0%	497	8.7%	505	8.8%	4,579	79.9%	5,729	100%
Parked Vehicle	4	0.1%	19	0.4%	50	1.1%	79	1.7%	4,588	96.8%	4,740	100%
Overturn/Rollover	127	3.9%	229	7.1%	733	22.7%	533	16.5%	1,609	49.8%	3,231	100%
Animal	1	0.0%	6	0.3%	47	2.0%	109	4.6%	2,198	93.1%	2,361	100%
Other (Object)	2	0.1%	11	0.7%	74	4.5%	91	5.6%	1,460	89.1%	1,638	100%
Pedestrian	73	5.6%	94	7.2%	194	14.9%	183	14.1%	754	58.1%	1,298	100%
Vehicle on Other Road	9	0.9%	18	1.9%	35	3.6%	87	9.0%	822	84.7%	971	100%
Other (Non-Collision)	3	0.3%	29	3.1%	106	11.4%	95	10.2%	694	74.9%	927	100%
Pedalcyclist	5	0.7%	27	3.7%	127	17.4%	91	12.5%	478	65.7%	728	100%
Railroad Train	2	3.7%	6	11.1%	3	5.6%	10	18.5%	33	61.1%	54	100%
Rollover	0	0.0%	3	8.8%	7	20.6%	5	14.7%	19	55.9%	34	100%
Missing Data	7	0.2%	11	0.4%	31	1.1%	100	3.5%	2,674	94.7%	2,823	100.0%
Total People	386	0.4%	1,249	1.2%	3,910	3.8%	11,499	11.2%	85,706	83.4%	102,750	100.0%

Table 10: Crashes by Crash Classification[9], 2010 - 2014

Crash Classification	Crashes					Percentage of Total Crashes by Year				
	2010	2011	2012	2013	2014	2010	2011	2012	2013	2014
Other Vehicle	29,516	28,874	27,041	26,631	27,171	69.0%	66.8%	65.8%	67.2%	66.8%
Fixed Object	4,933	5,590	4,122	3,973	3,954	11.5%	12.9%	10.0%	10.0%	9.7%
Parked Vehicle	2,755	3,129	2,641	2,260	2,266	6.4%	7.2%	6.4%	5.7%	5.6%
Overturn/Rollover	2,390	2,258	2,142	1,996	1,948	5.6%	5.2%	5.2%	5.0%	4.8%
Animal	1,322	1,459	1,361	1,228	1,411	3.1%	3.4%	3.3%	3.1%	3.5%
Other (Object)	423	475	956	822	886	1.0%	1.1%	2.3%	2.1%	2.2%
Pedestrian	392	400	478	517	557	0.9%	0.9%	1.2%	1.3%	1.4%
Other (Non-Collision)	658	644	735	610	541	1.5%	1.5%	1.8%	1.5%	1.3%
Vehicle on Other Road	62	61	260	253	363	0.1%	0.1%	0.6%	0.6%	0.9%
Pedalcyclist	340	331	383	307	314	0.8%	0.8%	0.9%	0.8%	0.8%
Railroad Train	11	6	14	28	29	0.0%	0.0%	0.0%	0.1%	0.1%
Rollover[1]	0	0	0	0	23	0.0%	0.0%	0.0%	0.0%	0.1%
Missing Data[2]	0	0	950	979	1,228	0.0%	0.0%	2.3%	2.5%	3.0%
Total Crashes	42,802	43,227	41,083	39,604	40,691	100.0%	100.0%	100.0%	100.0%	100.0%

[1] Rollover crashes are classified separately from Overturn/Rollover starting with 2014 crashes.

[9]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 hit a pedestrian might be classified as "Overturn" and not "Pedestrian."

Table 11: Classification of Rollover/Overturn Crashes by Crash Severity, 2014[10]

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	48	42.1%	420	39.9%	362	45.0%	830	42.1%
Left Side of Road	33	28.9%	286	27.2%	203	25.2%	522	26.5%
On the Road	16	14.0%	182	17.3%	98	12.2%	296	15.0%
Missing Data	17	14.9%	165	15.7%	141	17.5%	323	16.4%
Total Crashes	114	100.0%	1,053	100.0%	804	100.0%	1,971	100.0%

Table 12: Classification of Crashes involving Animals by Crash Severity, 2014[10]

Animal Crash	Severity of Crashes						Total Crashes	
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Deer	1	100.0%	38	29.9%	576	44.9%	615	43.5%
Elk	0	0.0%	13	10.2%	159	12.4%	172	12.2%
Cow/Cattle	0	0.0%	15	11.8%	86	6.7%	101	7.2%
Dog	0	0.0%	5	3.9%	74	5.8%	79	5.6%
Domestic Animal	0	0.0%	8	6.3%	54	4.2%	62	4.4%
Game Animal	0	0.0%	7	5.5%	52	4.1%	59	4.2%
Horse	0	0.0%	10	7.9%	28	2.2%	38	2.7%
Other Animal	0	0.0%	1	0.8%	21	1.6%	22	1.6%
Coyote	0	0.0%	1	0.8%	20	1.6%	21	1.5%
Bear	0	0.0%	4	3.1%	12	0.9%	16	1.1%
Antelope	0	0.0%	1	0.8%	7	0.5%	8	0.6%
Goat	0	0.0%	1	0.8%	3	0.2%	4	0.3%
Crow	0	0.0%	0	0.0%	3	0.2%	3	0.2%
Sheep	0	0.0%	0	0.0%	3	0.2%	3	0.2%
Bird	0	0.0%	0	0.0%	3	0.2%	3	0.2%
Porcupine	0	0.0%	1	0.8%	2	0.2%	3	0.2%
Cougar	0	0.0%	0	0.0%	3	0.2%	3	0.2%
Pig	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Missing Data	0	0.0%	22	17.3%	176	13.7%	198	14.0%
Total	1	100.0%	127	100.0%	1,283	100.0%	1,411	100.0%

[10] Crash classification can be further broken down using subcategories reported on the UCR form.

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 occurs 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 number and percentage of crashes in which speeding was the top contributing factor fell in 2014 to their second-lowest level in the past five years. (Table 13)

Table 13: Crashes with Speeding as the Top Contributing Factor, 2010 - 2014

Year	Speeding Crashes[1]	Total Crashes	Percent of Total Crashes
2010	4,274	42,802	10.0%
2011	4,202	43,227	9.7%
2012	3,126	41,083	7.6%
2013	3,295	39,604	8.3%
2014	3,217	40,691	7.9%

[1] Crashes for which the top contributing factor in the crash was either Excessive Speed or Too Fast for Conditions.

Table 14: Crashes with Speeding as the Top Contributing Factor by Crash Severity, 2014

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	29	80.6%	711	66.0%	1,236	58.8%	1,976	61.4%
Speed Too Fast for Conditions	7	19.4%	367	34.0%	867	41.2%	1,241	38.6%
Total	36	100.0%	1,078	100.0%	2,103	100.0%	3,217	100.0%

Crash Characteristics – Speeding

Drivers with Speeding as a Contributing Factor

At the scene of a crash, an officer can record up to 33 contributing factors for each driver involved in the crash. This section counts the number of drivers (vehicles) in crashes in which speeding was at least one of the contributing factors.

- The percentage of drivers in crashes in which speeding was a contributing factor fell in 2014 to 6.2 percent, the second-lowest level in the past five years. (Table 15)
- Speeding as a contributing factor in a crash decreases with age of the driver. The older the driver in a crash, the less likely speeding was reported as a contributing factor. Drivers younger than 30 account for 42.6 percent of speeding drivers in crashes, but age information is missing for 23 percent of drivers in crashes (Table 16, Figure 6)

Table 15: Speeding Drivers as a Contributing Factor in Crashes, 2010 - 2014

Year	Speeding Drivers[1] in Crashes	Total Drivers in Crashes	Percent
2010	5,843	79,367	7.4%
2011	5,810	79,723	7.3%
2012	4,440	74,827	5.9%
2013	4,640	73,049	6.4%
2014	4,636	75,139	6.2%

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

Table 16: Speeding Drivers in Crashes by Age Group and Sex, 2014

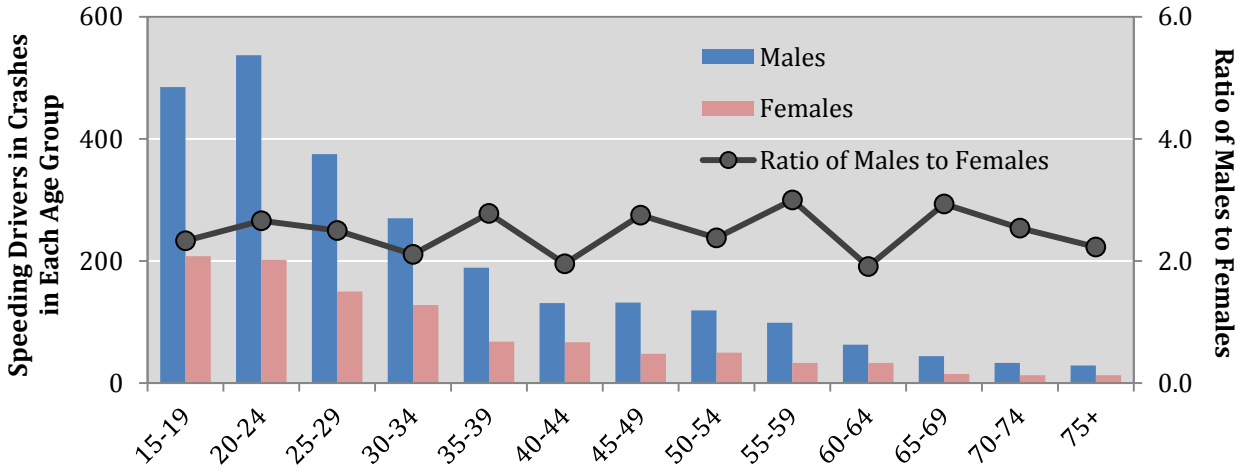
Age Group[1]	Speeding Drivers[2] in Crashes								Ratio of Males to Females
	Males		Females		Missing Data[3]		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	485	18.6%	208	19.7%	0	0.0%	693	15.0%	2.3
20-24	537	20.6%	202	19.1%	4	0.4%	743	16.1%	2.7
25-29	375	14.4%	150	14.2%	5	0.5%	530	11.5%	2.5
30-34	270	10.3%	128	12.1%	1	0.1%	399	8.6%	2.1
35-39	189	7.2%	68	6.4%	2	0.2%	259	5.6%	2.8
40-44	131	5.0%	67	6.3%	3	0.3%	201	4.4%	2.0
45-49	132	5.1%	48	4.5%	0	0.0%	180	3.9%	2.8
50-54	119	4.6%	50	4.7%	2	0.2%	171	3.7%	2.4
55-59	99	3.8%	33	3.1%	0	0.0%	132	2.9%	3.0
60-64	63	2.4%	33	3.1%	0	0.0%	96	2.1%	1.9
65-69	44	1.7%	15	1.4%	1	0.1%	60	1.3%	2.9
70-74	33	1.3%	13	1.2%	1	0.1%	47	1.0%	2.5
75+	29	1.1%	13	1.2%	2	0.2%	44	1.0%	2.2
Missing Data[3]	103	3.9%	29	2.7%	930	97.8%	1,062	23.0%	3.6
Total	2,609	100.0%	1,057	100.0%	951	100.0%	4,617	100.0%	2.5

[1] Does not include drivers whose 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 data may be missing for multiple reasons such as in hit-and-run situations or self-reported crashes (a person in a crash filed a station report).

Figure 6: Speeding Drivers in Crashes by Age Group and Sex, 2014



Crash Characteristics – Hour and Day

Hour and Day of Week

Additional data on Hour and Day of Week are also available in Appendix A (Page 84).

- The number of fatal crashes was highest on Saturdays. (Table 17)
- The number of total crashes was lowest on Saturdays and Sundays, and highest on Fridays. (Table 17, Table 19)
- Regardless of crash severity, there were more alcohol-involved crashes and fatal alcohol-involved crashes on Fridays, Saturdays and Sundays. The number of alcohol-involved crashes and fatal alcohol-involved crashes was highest on Saturdays. (Table 18)
- The total number of crashes is highest between the hours of 3 p.m. and 6 p.m. (Figure 7)
- The peak of alcohol-involved crashes occurs between 6 p.m. and 10 p.m. but there is a dramatic increase by 5 p.m. that is sustained at high levels until 3 a.m. (Figure 8)
- No matter the day of the week, the highest number of crashes occurred between the hours of noon and 6 p.m. (Table 19)
- Fifteen percent of all alcohol-involved crashes occurred between 5 p.m. on Fridays and 4 a.m. on Saturdays. (Table 21)
- Regardless of crash severity, alcohol-involved crashes occur primarily between 5 p.m. and 3 a.m. (Table 23)

Table 17: Crashes by Day of the Week and Crash Severity, 2014

Day of the Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Sunday	43	12.6%	1,149	10.1%	2,802	9.7%	3,994	9.8%
Monday	37	10.9%	1,740	15.3%	4,324	14.9%	6,101	15.0%
Tuesday	43	12.6%	1,686	14.8%	4,551	15.7%	6,280	15.4%
Wednesday	43	12.6%	1,775	15.6%	4,411	15.2%	6,229	15.3%
Thursday	43	12.6%	1,700	15.0%	4,352	15.0%	6,095	15.0%
Friday	62	18.2%	1,859	16.4%	5,054	17.4%	6,975	17.1%
Saturday	69	20.3%	1,455	12.8%	3,493	12.1%	5,017	12.3%
Total Crashes	340	100.0%	11,364	100.0%	28,987	100.0%	40,691	100.0%

Table 18: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2014

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	26	17.1%	155	17.3%	180	18.1%	361	17.7%
Monday	10	6.6%	96	10.7%	110	11.1%	216	10.6%
Tuesday	19	12.5%	99	11.0%	113	11.4%	231	11.3%
Wednesday	16	10.5%	112	12.5%	113	11.4%	241	11.8%
Thursday	17	11.2%	108	12.1%	111	11.2%	236	11.6%
Friday	27	17.8%	141	15.7%	172	17.3%	340	16.7%
Saturday	37	24.3%	185	20.6%	194	19.5%	416	20.4%
Total	152	100.0%	896	100.0%	993	100.0%	2,041	100.0%

Figure 7: Crashes by Hour of the Day, 2014

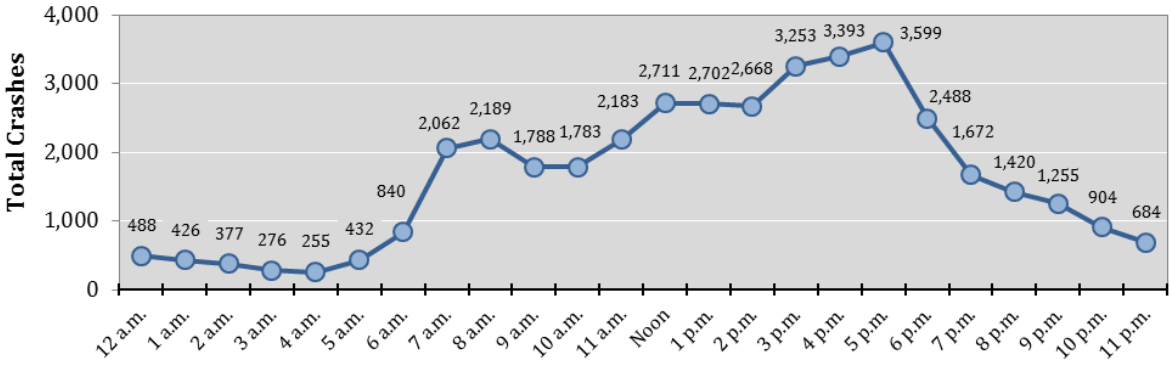
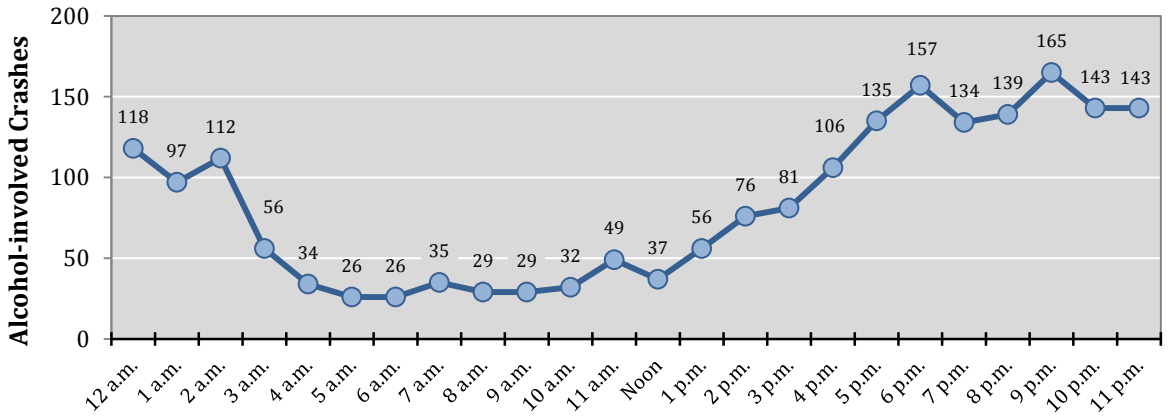


Figure 8: Alcohol-involved Crashes by Hour of the Day, 2014



Crash Characteristics – Hour and Day

Table 19: Crashes by Hour and Day of Week, 2014

Hour[1]	Crashes[2]							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	138	44	53	54	50	60	89	488
1 a.m.	83	44	48	33	53	50	115	426
2 a.m.	96	33	37	49	40	43	79	377
3 a.m.	70	28	33	29	21	36	59	276
4 a.m.	60	29	20	39	32	25	50	255
5 a.m.	60	64	57	60	56	62	73	432
6 a.m.	77	148	149	135	136	116	79	840
7 a.m.	102	380	394	375	375	324	112	2,062
8 a.m.	120	395	406	414	345	340	169	2,189
9 a.m.	154	270	295	296	291	253	229	1,788
10 a.m.	175	271	271	273	251	296	246	1,783
11 a.m.	225	331	332	307	326	359	303	2,183
Noon	242	399	403	444	398	481	344	2,711
1 p.m.	285	398	415	388	360	487	369	2,702
2 p.m.	263	404	380	387	399	501	334	2,668
3 p.m.	246	497	470	505	534	638	363	3,253
4 p.m.	257	559	561	509	535	628	344	3,393
5 p.m.	267	612	618	584	614	584	320	3,599
6 p.m.	254	343	392	406	340	429	324	2,488
7 p.m.	196	204	252	256	244	273	247	1,672
8 p.m.	176	173	205	193	208	254	211	1,420
9 p.m.	164	168	154	155	165	251	198	1,255
10 p.m.	113	111	116	112	113	190	149	904
11 p.m.	89	63	84	91	86	145	126	684
Missing Data	82	133	135	135	123	150	85	843
Total Crashes	3,994	6,101	6,280	6,229	6,095	6,975	5,017	40,691

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

[2] Numbers are shaded such that darker shading identifies higher numbers.

Table 20: Crashes by Hour and Crash Severity, 2014

Hour[1]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	28	8.2%	352	3.1%	911	3.1%	1,291	3.2%
3 - 6 a.m.	28	8.2%	250	2.2%	685	2.4%	963	2.4%
6 - 9 a.m.	51	15.0%	1,386	12.2%	3,654	12.6%	5,091	12.5%
9 a.m. - Noon	27	7.9%	1,594	14.0%	4,133	14.3%	5,754	14.1%
12 - 3 p.m.	29	8.5%	2,372	20.9%	5,680	19.6%	8,081	19.9%
3 - 6 p.m.	50	14.7%	2,942	25.9%	7,253	25.0%	10,245	25.2%
6 - 9 p.m.	74	21.8%	1,620	14.3%	3,886	13.4%	5,580	13.7%
9 p.m. -12 a.m.	49	14.4%	764	6.7%	2,030	7.0%	2,843	7.0%
Missing Data	4	1.2%	84	0.7%	755	2.6%	843	2.1%
Total Crashes	340	100.0%	11,364	100.0%	28,987	100.0%	40,691	100.0%

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

Table 21: Alcohol-involved Crashes by Hour and Day of Week, 2014

Hour[1]	Alcohol-involved Crashes[2]							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	32	6	12	10	16	14	28	118
1 a.m.	27	6	10	7	7	12	28	97
2 a.m.	25	4	10	15	10	11	37	112
3 a.m.	21	3	5	4	1	4	18	56
4 a.m.	11	1	2	4	4	1	11	34
5 a.m.	10	3	1	1	2	1	8	26
6 a.m.	5	3	0	5	2	1	10	26
7 a.m.	11	3	2	3	4	3	9	35
8 a.m.	8	6	2	6	2	1	4	29
9 a.m.	8	4	3	4	4	2	4	29
10 a.m.	4	4	3	3	6	5	7	32
11 a.m.	8	3	9	6	5	10	8	49
Noon	4	4	5	9	2	8	5	37
1 p.m.	4	7	7	6	9	10	13	56
2 p.m.	9	7	13	9	7	15	16	76
3 p.m.	6	12	10	12	11	17	13	81
4 p.m.	18	11	14	16	14	20	13	106
5 p.m.	16	23	23	10	17	15	31	135
6 p.m.	17	20	30	23	15	24	28	157
7 p.m.	18	16	20	16	15	22	27	134
8 p.m.	15	17	16	19	19	26	27	139
9 p.m.	34	17	18	20	14	34	28	165
10 p.m.	23	16	10	11	26	37	20	143
11 p.m.	24	16	5	20	21	38	19	143
Missing Data	3	4	1	2	3	9	4	26
Total	361	216	231	241	236	340	416	2,041

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

[2] Numbers are shaded such that darker shading identifies higher numbers.

Table 22: Alcohol-involved Crashes by Hour and Crash Severity, 2014

Hour[1]	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.	16	10.5%	128	14.3%	183	18.4%	327	16.0%
3 - 6 a.m.	11	7.2%	44	4.9%	61	6.1%	116	5.7%
6 - 9 a.m.	9	5.9%	38	4.2%	43	4.3%	90	4.4%
9 a.m. - Noon	2	1.3%	46	5.1%	62	6.2%	110	5.4%
12 - 3 p.m.	14	9.2%	72	8.0%	83	8.4%	169	8.3%
3 - 6 p.m.	23	15.1%	155	17.3%	144	14.5%	322	15.8%
6 - 9 p.m.	43	28.3%	217	24.2%	170	17.1%	430	21.1%
9 p.m. -12 a.m.	32	21.1%	186	20.8%	233	23.5%	451	22.1%
Missing Data	2	1.3%	10	1.1%	14	1.4%	26	1.3%
Total	152	100.0%	896	100.0%	993	100.0%	2,041	100.0%

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

Crash Characteristics – Hour and Day

Table 23: Alcohol-involved Crashes by Hour, 2010 - 2014

Hour[1]	Alcohol-involved Crashes[2]				
	2010	2011	2012	2013	2014
Midnight	135	170	117	101	118
1 a.m.	125	145	145	116	97
2 a.m.	141	140	150	112	112
3 a.m.	80	101	86	69	56
4 a.m.	52	64	59	52	34
5 a.m.	41	40	45	37	26
6 a.m.	35	44	39	37	26
7 a.m.	23	41	30	36	35
8 a.m.	25	23	39	25	29
9 a.m.	24	29	24	20	29
10 a.m.	27	26	39	24	32
11 a.m.	34	39	54	47	49
Noon	50	45	47	44	37
1 p.m.	57	64	46	60	56
2 p.m.	73	60	52	63	76
3 p.m.	96	84	95	82	81
4 p.m.	95	118	101	95	106
5 p.m.	149	139	144	126	135
6 p.m.	160	131	135	143	157
7 p.m.	162	183	150	146	134
8 p.m.	148	171	137	145	139
9 p.m.	158	151	154	138	165
10 p.m.	141	167	141	113	143
11 p.m.	131	145	133	115	143
Missing Data	0	0	14	12	26
Total	2,162	2,320	2,176	1,958	2,041

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

[2] Numbers are shaded such that darker shading identifies higher numbers.

Holidays

This section compares holiday periods to identify whether any holiday periods have a higher incidence of crashes, fatalities, or alcohol involvement compared with other holidays. Because holiday periods span different numbers of days, rates are used to compare holiday periods.

Compared with other holiday periods in 2014 …

- The Halloween period had the highest rate of both crashes per day and fatalities per day. (Table 24)
- The New Year's period had the highest rate of alcohol-involved crashes per day. (Table 24)

Table 24: Holiday Crashes and Fatalities, 2014[11]

Holiday	Length of Holiday			Crashes				Fatalities			
	Days	Start Date (6 PM)	End Date (6 AM)	Total Crashes	Crashes per day	Alcohol-involved		Total Fatalities	Fatalities per day	Alcohol-involved	
						Crashes	per day			Fatalities	per day
New Year's	1.5	Tue, 12-31-13	Thu, 01-02-14	95	**63.3**	16	**10.7**	1	**0.7**	0	**0.0**
MLK Day	3.5	Fri, 01-17-14	Tue, 01-21-14	296	**84.6**	28	**8.0**	2	**0.6**	1	**0.3**
Super Bowl	1.0	Sun, 02-02-14	Mon, 02-03-14	64	**64.0**	9	**9.0**	1	**1.0**	0	**0.0**
Presidents' Day	3.5	Fri, 02-14-14	Tue, 02-18-14	312	**89.1**	26	**7.4**	1	**0.3**	0	**0.0**
St. Patrick's Day	1.0	Mon, 03-17-14	Tue, 03-18-14	110	**110.0**	8	**8.0**	1	**1.0**	1	**1.0**
Easter	2.5	Fri, 04-18-14	Mon, 04-21-14	220	**88.0**	20	**8.0**	2	**0.8**	2	**0.8**
Memorial Day	3.5	Fri, 05-23-14	Tue, 05-27-14	274	**78.3**	20	**5.7**	5	**1.4**	4	**1.1**
4th of July	3.5	Thu, 07-03-14	Mon, 07-07-14	302	**86.3**	28	**8.0**	4	**1.1**	4	**1.1**
Labor Day	3.5	Fri, 08-29-14	Tue, 09-02-14	308	**88.0**	27	**7.7**	2	**0.6**	1	**0.3**
Balloon Fiesta	9.5	Fri, 10-03-14	Mon, 10-13-14	847	**89.2**	49	**5.2**	11	**1.2**	5	**0.5**
Columbus Day	3.5	Fri, 10-10-14	Tue, 10-14-14	340	**97.1**	14	**4.0**	0	**0.0**	0	**0.0**
Halloween	3.5	Thu, 10-30-14	Mon, 11-03-14	409	**116.9**	31	**8.9**	9	**2.6**	4	**1.1**
Veterans' Day	1.5	Mon, 11-10-14	Wed, 11-12-14	139	**92.7**	9	**6.0**	2	**1.3**	0	**0.0**
Thanksgiving	4.5	Wed, 11-26-14	Mon, 12-01-14	287	**63.8**	22	**4.9**	5	**1.1**	4	**0.9**
Christmas	4.5	Wed, 12-24-14	Mon, 12-29-14	416	**92.4**	32	**7.1**	4	**0.9**	1	**0.2**

[11] The number of crashes and fatalities per day are based on events during the number of days for that particular holiday. Based on NHTSA guidelines, the length of the holiday depends on the day on which the legal observed 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 hours: 1.5 days (36 hours), 2.5 days (60 hours), 3.5 days (84 hours), 4.5 days (108 hours).
The start date for Super Bowl Sunday and St. Patrick's Day is 6 a.m. on the day of the event.

Crash Characteristics – Light

Light

- Crashes in dark, not lighted, represent a disproportionate share of fatal crahes. The dark, not lighted, condition accounted for 9.5 percent of crashes but 31.2 percent of fatal crashes. (Table 25)

Table 25: Crashes by Crash Severity and Light Condition, 2014

Light Condition	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	143	42.1%	8,124	71.5%	19,748	68.1%	28,015	68.8%
Dark-Lighted	57	16.8%	1,477	13.0%	3,420	11.8%	4,954	12.2%
Dark-Not Lighted	106	31.2%	984	8.7%	2,775	9.6%	3,865	9.5%
Dusk	18	5.3%	298	2.6%	731	2.5%	1,047	2.6%
Dawn	15	4.4%	186	1.6%	510	1.8%	711	1.7%
Other/Not Stated	1	0.3%	12	0.1%	147	0.5%	160	0.4%
Missing Data	0	0.0%	283	2.5%	1,656	5.7%	1,939	4.8%
Total Crashes	340	100.0%	11,364	100.0%	28,987	100.0%	40,691	100.0%

Table 26: Severity of Injuries to People in Crashes by Light Condition, 2014

Light Condition	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	164	42.5%	888	70.9%	2,553	65.3%	8,424	73.3%	60,973	71.1%	73,002	71.0%
Dark-Lighted	59	15.3%	167	13.3%	551	14.1%	1,504	13.1%	10,373	12.1%	12,654	12.3%
Dark-Not Lighted	126	32.6%	140	11.2%	525	13.4%	723	6.3%	6,331	7.4%	7,845	7.6%
Dusk	19	4.9%	24	1.9%	108	2.8%	321	2.8%	2,196	2.6%	2,668	2.6%
Dawn	17	4.4%	14	1.1%	85	2.2%	177	1.5%	1,235	1.4%	1,528	1.5%
Other/Not Stated	1	0.3%	1	0.1%	4	0.1%	13	0.1%	250	0.3%	269	0.3%
Missing Data	0	0.0%	18	1.4%	84	2.1%	337	2.9%	4,352	5.1%	4,791	4.7%
Total People	386	100%	1,252	100.0%	3,910	100%	11,499	100%	85,710	100%	102,757	100%

Weather

Table 27: Crashes and Crash Fatalities by Weather Condition, 2014[12]

Weather	Crashes		Fatalities	
	Count	Percent	Count	Percent
Clear	35,057	86.2%	344	89.1%
Inclement	2,794	6.9%	31	8.0%
Raining	1,459	3.6%	10	2.6%
Snowing	596	1.5%	2	0.5%
Wind	329	0.8%	0	0.0%
Other	155	0.4%	4	1.0%
Fog	100	0.2%	6	1.6%
Sleet or Hail	95	0.2%	2	0.5%
Dust	60	0.1%	7	1.8%
Missing Data	2,840	7.0%	11	2.8%
Total	40,691	100.0%	386	100.0%

Table 28: Crashes by Weather Condition, 2010 – 2014[12]

Weather	Crashes									
	2010		2011		2012		2013		2014	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Clear	38,373	89.7%	38,325	88.7%	35,978	87.6%	33,811	85.4%	35,057	86.2%
Inclement	4,056	9.5%	3,843	8.9%	2,444	5.9%	3,255	8.2%	2,794	6.9%
Raining	1,708	4.0%	1,212	2.8%	1,014	2.5%	1,465	3.7%	1,459	3.6%
Snowing	1,577	3.7%	1,739	4.0%	801	1.9%	941	2.4%	596	1.5%
Wind	376	0.9%	501	1.2%	301	0.7%	378	1.0%	329	0.8%
Other	203	0.5%	216	0.5%	175	0.4%	231	0.6%	155	0.4%
Fog	83	0.2%	77	0.2%	43	0.1%	67	0.2%	100	0.2%
Sleet or Hail	72	0.2%	39	0.1%	52	0.1%	93	0.2%	95	0.2%
Dust	37	0.1%	59	0.1%	58	0.1%	80	0.2%	60	0.1%
Missing Data	373	0.9%	1,059	2.4%	2,661	6.5%	2,538	6.4%	2,840	7.0%
Total Crashes	42,802	0.0%	43,227	0.0%	41,083	0.0%	39,604	0.0%	40,691	0.0%

[12] In 2012 and previous years, missing data in the Weather field were historically combined with Weather category Other.

Hazardous Material

- Over the past five years, crashes involving hazardous materials made up less than one percent of all crashes. (Table 29)
- Since 2012, there has been a large increase in the number of crashes involving hazardous materials, which may be due to improved reporting. (Table 29)
- Ten out of 66 vehicles containing hazardous materials in crashes had a spill. Spill data was missing for 36 vehicles containing hazardous materials in crashes. (Table 30)

Table 29: Hazardous Material Crashes, 2010 - 2014

Year	Hazardous Material Crashes	Total Crashes	Percent Hazardous Crashes
2010	15	42,802	0.035%
2011	27	43,227	0.062%
2012	54	41,083	0.131%
2013	87	39,604	0.220%
2014	65	40,689	0.160%

Table 30: Vehicles with Hazardous Materials in Crashes by Hazardous Material Type, 2014

Hazardous Material Type	Vehicles with Hazardous Materials in Crashes			
	No Spill	Spill	Missing Data	Total
Flammable Liquid	8	5	18	31
Flammable Gas	3	3	1	7
Non-Flammable Gas	1	0	4	5
Flammable	1	0	2	3
Explosives	0	0	3	3
Corrosive Liquid	0	1	1	2
Missing Data	7	1	7	15
Total	20	10	36	66

Vehicles

Vehicle Type

- The vehicles most often in crashes were passenger vehicles (45.3 percent), pickup trucks (17.9 percent) and van/SUV/4WD (4-wheel drive) vehicles (16.0 percent). (Table 31)
- Three vehicle types (heavy trucks, motorcycles, and pedestrians) have disproportionately large percentages of vehicles in fatal crashes. Heavy trucks were 3.3 percent of all vehicles in crashes and 12.6 percent of vehicles in fatal crashes. Motorcycles were 1.6 percent of all vehicles in crashes and 9.1 percent of vehicles in fatal crashes. Pedestrians were 0.8 percent of all vehicles in crashes and 13.1 percent of vehicles in fatal crashes. (Table 31)
- 74.0 percent of all people on motorcycles in crashes were either injured or killed. (Table 32)
- 91.7 percent of all pedestrians in crashes were either injured or killed. (Table 32)
- 78.5 percent of all pedalcyclists in crashes were either injured or killed. (Table 32)

Table 31: Vehicles in Crashes by Vehicle Type and Crash Severity, 2014

Vehicle Type[1]	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	167	28.0%	10,799	49.3%	23,071	43.8%	34,037	45.3%
Pickup (Light Truck)	118	19.8%	3,801	17.4%	9,495	18.0%	13,414	17.9%
Van/SUV/4WD	77	12.9%	3,561	16.3%	8,361	15.9%	11,999	16.0%
Semi (Heavy Truck)	75	12.6%	692	3.2%	1,703	3.2%	2,470	3.3%
Motorcycle	54	9.1%	865	3.9%	250	0.5%	1,169	1.6%
Other	4	0.7%	311	1.4%	652	1.2%	967	1.3%
Pedestrian	78	13.1%	458	2.1%	40	0.1%	576	0.8%
Bus	0	0.0%	88	0.4%	247	0.5%	335	0.4%
Pedalcyclist	4	0.7%	249	1.1%	64	0.1%	317	0.4%
Missing Data	19	3.2%	1,075	4.9%	8,761	16.6%	9,855	13.1%
Total Vehicles	596	100.0%	21,899	100.0%	52,644	100.0%	75,139	100.0%

[1] Pedestrians and pedalcycles are counted as non-motorized vehicles when involved in a crash with a motor vehicle.

Vehicles – Vehicle Type

Table 32: Severity of Injuries to People in Crashes by Vehicle Type, 2014

Vehicle Type[1]	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	110	0.2%	463	1.0%	1,614	3.4%	6,369	13.5%	38,546	81.8%	47,102	100%
Van/SUV/4WD	56	0.3%	199	1.1%	538	2.9%	2,141	11.6%	15,600	84.2%	18,534	100%
Pickup (Light Truck)	69	0.4%	179	1.0%	614	3.4%	1,598	8.8%	15,637	86.4%	18,097	100%
Semi	21	0.7%	26	0.9%	109	3.7%	202	6.8%	2,605	87.9%	2,963	100%
Other	0	0.0%	11	0.8%	56	4.2%	181	13.5%	1,089	81.5%	1,337	100%
Motorcycle	52	3.9%	192	14.5%	510	38.5%	226	17.1%	344	26.0%	1,324	100%
Bus	0	0.0%	3	0.4%	4	0.5%	64	7.6%	770	91.6%	841	100%
Pedestrian	74	12.8%	94	16.3%	189	32.8%	171	29.7%	48	8.3%	576	100%
Pedalcyclist	4	1.3%	26	8.2%	127	40.1%	92	29.0%	68	21.5%	317	100%
Missing Data	0	0.0%	56	0.5%	149	1.3%	455	3.9%	10,999	94.3%	11,659	100%
Total People	386	0.4%	1,249	1.2%	3,910	3.8%	11,499	11.2%	85,706	83.4%	102,750	100%

[1] Pedestrians and pedalcycles are counted as non-motorized vehicles when involved in a crash with a motor vehicle.

Table 33: Crashes by Number of Vehicles Involved and Crash Severity, 2014

Number of Vehicles Involved[1]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	145	42.6%	2,436	21.4%	6,742	23.3%	9,323	22.9%
2	158	46.5%	7,643	67.3%	21,023	72.5%	28,824	70.8%
3	26	7.6%	1,034	9.1%	1,060	3.7%	2,120	5.2%
4 +	11	3.2%	251	2.2%	162	0.6%	424	1.0%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Crashes	340	100.0%	11,364	100.0%	28,987	100.0%	40,691	100.0%

[1] Pedestrians and pedalcycles are counted as non-motorized vehicle when involved in a crash with a motor vehicle.

Vehicle Actions

- The most common vehicle action in a crash was going straight (41,045 vehicles). (Table 34)
- Almost twice as many crashes occurred when making a left turn (7,838 vehicles) compared with making a right turn (3,893 vehicles). (Table 34)

Table 34: Vehicle Actions in Crashes by Crash Severity, 2014

Vehicle Actions[1]	Vehicle Actions in Fatal Crashes		Vehicle Actions in Injury Crashes		Vehicle Actions in Prop. Damage Only Crashes		Total Vehicle Actions in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Going Straight	427	65.0%	13,588	56.6%	27,030	45.1%	41,045	48.5%
Left Turn	32	4.9%	2,594	10.8%	5,212	8.7%	7,838	9.3%
Stopped - Traffic	10	1.5%	1,750	7.3%	3,449	5.7%	5,209	6.2%
Stopped - Signal	13	2.0%	1,363	5.7%	3,146	5.2%	4,522	5.3%
Right Turn	7	1.1%	868	3.6%	3,018	5.0%	3,893	4.6%
Parked	7	1.1%	274	1.1%	2,720	4.5%	3,001	3.5%
Other	46	7.0%	717	3.0%	2,025	3.4%	2,788	3.3%
Slowing	7	1.1%	836	3.5%	1,596	2.7%	2,439	2.9%
Backing	3	0.5%	121	0.5%	1,849	3.1%	1,973	2.3%
Overtaking-Passing	10	1.5%	244	1.0%	947	1.6%	1,201	1.4%
Start In Traffic	4	0.6%	229	1.0%	705	1.2%	938	1.1%
Start From Park	0	0.0%	92	0.4%	397	0.7%	489	0.6%
U-Turn	2	0.3%	123	0.5%	305	0.5%	430	0.5%
Missing Data	89	13.5%	1,207	5.0%	7,596	12.7%	8,892	10.5%
Total Vehicle Actions	657	100.0%	24,006	100.0%	59,995	100.0%	84,658	100.0%

[1] Multiple driver's actions may be reported for each vehicle, and all actions are counted in this table. The action "Other" is a vehicle action on the Uniform Crash Report. "Missing Data" indicates no options were indicated on the Uniform Crash Report.

Motorcycles

- Motorcycles were involved in 2.8 percent of all crashes and 15.6 percent of all fatal crashes. (Table 35)
- The percentage of all motorcyclists in crashes who were killed was 3.9 percent, whereas the percentage of all people in crashes who were killed was 0.38 percent. (Table 36, Table 86)
- Of motorcyclists (drivers and passengers) killed in crashes, 84.6 percent were reported on the UCR as not wearing a helmet at the time of the crash. (Table 37)
- Of motorcyclists (drivers and passengers) in crashes, 26.7 percent were reported on the UCR form as not wearing a helmet. However, helmet use data were missing for 43.8 percent of motorcyclists in crashes. (Table 37, Table 38)
- Among motorcycle vehicles in fatal crashes, Alcohol/Drug Involvement was the most prevalent top contributing factor, with 57.4 percent. (Table 39)
- The year 2014 saw the fewest motorcycle crashes per 1,000 licensed motorcycle drivers in five years. The rates per licensed motorcycle drivers and registered motorcycles have shown a downward trend over the past five years. (Table 40)
- The number of male motorcyclists in crashes was 5.0 times as much as the number of female motorcyclists in crashes. (Table 41)

Table 35: Crashes by Motorcycle Involvement and Crash Severity, 2014

Motorcycle Involvement	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Involved	53	15.6%	839	7.4%	243	0.8%	1,135	2.8%
Not Involved	287	84.4%	10,525	92.6%	28,744	99.2%	39,556	97.2%
Total Crashes	340	100.0%	11,364	100.0%	28,987	100.0%	40,691	100.0%

Table 36: Severity of Injuries to Motorcyclists[13] in Crashes, 2010 - 2014

Year	Severity of Injuries to Motorcyclists (Drivers & Passengers) in Crashes										Total Motorcyclists	
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2010	42	3.0%	242	17.2%	539	38.2%	261	18.5%	327	23.2%	1,411	100%
2011	49	3.3%	224	15.0%	618	41.3%	232	15.5%	372	24.9%	1,495	100%
2012	66	4.7%	220	15.6%	487	34.6%	257	18.3%	376	26.7%	1,406	100%
2013	46	3.5%	183	13.8%	526	39.6%	206	15.5%	367	27.6%	1,328	100%
2014	52	3.9%	192	14.5%	510	38.5%	226	17.1%	344	26.0%	1,324	100%

Table 37: Motorcyclist (Drivers & Passengers) Helmet Usage by Severity of Injury[14], 2014

Severity of Injury	Injury Class	Helmet Worn?						Total Motorcyclists	
		No		Yes		Missing Data			
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Fatalities	K	44	84.6%	8	15.4%	0	0.0%	52	100%
Suspected Serious Injuries	A	68	35.4%	65	33.9%	59	30.7%	192	100%
Suspected Minor Injuries	B	162	31.8%	186	36.5%	162	31.8%	510	100%
Possible Injuries	C	42	18.6%	80	35.4%	104	46.0%	226	100%
No Apparent Injuries	O	38	11.0%	51	14.8%	255	74.1%	344	100%
Total		354	26.7%	390	29.5%	580	43.8%	1,324	100%

Table 38: Motorcyclists (Drivers & Passengers) Helmet Use[14], 2010 - 2014

Year	Helmet Worn?						Total Motorcyclists in Crashes
	No		Yes		Missing Data		
	Count	Percent	Count	Percent	Count	Percent	
2010	905	64.1%	506	35.9%	0	0.0%	1,411
2011	917	61.3%	578	38.7%	0	0.0%	1,495
2012	444	31.6%	570	40.5%	392	27.9%	1,406
2013	426	32.1%	553	41.6%	349	26.3%	1,328
2014	354	26.7%	390	29.5%	580	43.8%	1,324

[13] See Page 120 for severity of injuries to motorcyclists in crashes by county.

[14] Starting in 2012, "No" indicates a helmet was not worn at the time of the crash, and "Missing Data" indicates helmet usage was blank, invalid, indeterminate, or marked not applicable on the UCR form. Before 2012, there was no distinction between "No" and "Missing Data" in the crash database.

Vehicles - Motorcycles

Table 39: Top Contributing Factor of Motorcycles in Crashes, 2014

Top Contributing Factor of Motorcycle Vehicles[1] in Crashes	Motorcycle Vehicles in Fatal Crashes		Motorcycle Vehicles in Injury Crashes		Motorcycle Vehicles in Property Damage Only Crashes		Total Motorcycle Vehicles in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**46**	**85.2%**	**501**	**57.9%**	**118**	**47.2%**	**665**	**56.9%**
Excessive Speed	7	13.0%	109	12.6%	18	7.2%	134	11.5%
Driver Inattention	1	1.9%	101	11.7%	28	11.2%	130	11.1%
Alcohol/Drug Involved[2]	31	57.4%	60	6.9%	6	2.4%	97	8.3%
Failed to Yield Right of Way	0	0.0%	37	4.3%	13	5.2%	50	4.3%
Avoid No Contact - Vehicle	0	0.0%	40	4.6%	9	3.6%	49	4.2%
Other Improper Driving	4	7.4%	37	4.3%	6	2.4%	47	4.0%
Speed Too Fast for Conditions	0	0.0%	41	4.7%	5	2.0%	46	3.9%
Following Too Closely	0	0.0%	17	2.0%	15	6.0%	32	2.7%
Avoid No Contact - Other	1	1.9%	15	1.7%	0	0.0%	16	1.4%
Drove Left Of Center	1	1.9%	9	1.0%	3	1.2%	13	1.1%
Made Improper Turn	1	1.9%	7	0.8%	4	1.6%	12	1.0%
Improper Overtaking	0	0.0%	7	0.8%	2	0.8%	9	0.8%
Passed Stop Sign	0	0.0%	7	0.8%	2	0.8%	9	0.8%
Vehicle Skidded Before Brake	0	0.0%	6	0.7%	2	0.8%	8	0.7%
Disregarded Traffic Signal	0	0.0%	5	0.6%	1	0.4%	6	0.5%
Improper Lane Change	0	0.0%	3	0.3%	2	0.8%	5	0.4%
Improper Backing	0	0.0%	0	0.0%	2	0.8%	2	0.2%
Vehicle	**1**	**1.9%**	**19**	**2.2%**	**4**	**1.6%**	**24**	**2.1%**
Other Mechanical Defect	0	0.0%	9	1.0%	2	0.8%	11	0.9%
Defective Tires	1	1.9%	5	0.6%	2	0.8%	8	0.7%
Inadequate Brakes	0	0.0%	3	0.3%	0	0.0%	3	0.3%
Defective Steering	0	0.0%	2	0.2%	0	0.0%	2	0.2%
Environment	**0**	**0.0%**	**11**	**1.3%**	**2**	**0.8%**	**13**	**1.1%**
Road Defect	0	0.0%	11	1.3%	2	0.8%	13	1.1%
Other[3]	**7**	**13.0%**	**334**	**38.6%**	**126**	**50.4%**	**467**	**39.9%**
None	4	7.4%	232	26.8%	78	31.2%	314	26.9%
Other - No Driver Error	3	5.6%	77	8.9%	20	8.0%	100	8.6%
Missing Data	0	0.0%	25	2.9%	28	11.2%	53	4.5%
Total Crashes	**54**	**100.0%**	**865**	**100.0%**	**250**	**100.0%**	**1,169**	**100.0%**

[1] See the Definitions section for the method of deriving the top contributing factor of each motorcycle vehicle.

[2] Alcohol/Drug-involved is a combination of the contributing factors Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other -- No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Table 40: Rates of Motorcycle Involvement in Crashes, 2010 - 2014

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 (Motorcycle Drivers in Crashes per 1,000 Licensed Motorcycle Drivers)
2010	1,255	53,391	106,001	23.5	11.8
2011	1,349	64,912	108,700	20.8	12.4
2012	1,246	66,666	113,814	18.7	10.9
2013	1,175	65,321	114,136	18.0	10.3
2014	1,169	64,598	116,291	18.1	10.1

[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.

Table 41: Motorcyclists in Crashes by Age Group and Sex, 2014

Age Group	Motorcyclists (Drivers and Passengers) in Crashes								Ratio[1] of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	2	0.2%	3	1.4%	0	0.0%	5	0.4%	0.7
5-9	5	0.5%	1	0.5%	0	0.0%	6	0.5%	5.0
10-14	16	1.5%	12	5.7%	1	1.8%	29	2.2%	1.3
15-19	90	8.5%	27	12.7%	1	1.8%	118	8.9%	3.3
20-24	169	16.0%	23	10.8%	1	1.8%	193	14.6%	7.3
25-29	148	14.0%	17	8.0%	0	0.0%	165	12.5%	8.7
30-34	93	8.8%	19	9.0%	0	0.0%	112	8.5%	4.9
35-39	72	6.8%	9	4.2%	0	0.0%	81	6.1%	8.0
40-44	67	6.3%	22	10.4%	1	1.8%	90	6.8%	3.0
45-49	81	7.7%	22	10.4%	0	0.0%	103	7.8%	3.7
50-54	99	9.4%	24	11.3%	0	0.0%	123	9.3%	4.1
55-59	61	5.8%	11	5.2%	0	0.0%	72	5.4%	5.5
60-64	64	6.1%	7	3.3%	0	0.0%	71	5.4%	9.1
65-69	40	3.8%	8	3.8%	0	0.0%	48	3.6%	5.0
70-74	18	1.7%	0	0.0%	0	0.0%	18	1.4%	-
75+	17	1.6%	2	0.9%	0	0.0%	19	1.4%	8.5
Missing Data	14	1.3%	5	2.4%	52	92.9%	71	5.4%	2.8
Total	1,056	100%	212	100%	56	100%	1,324	100%	5.0

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

Vehicles – Heavy Trucks

Heavy Trucks

- Heavy trucks were involved in 5.5 percent of all crashes but 18.9 percent of all fatalities in 2014. Out of all fatalities in crashes, the percentage of fatalities in which heavy trucks were involved has risen in each of the past three years, increasing 66 percent over that time. (Table 42)

Table 42: Crashes and Fatalities by Heavy Truck (Semi) Involvement, 2010 - 2014

Year	Heavy Truck-involved Crashes		Heavy Truck-involved Fatalities		Total Crashes	Total Fatalities
	Crashes	Percent of Total Crashes	Fatalities	Percent of Total Fatalities		
2010	1,400	3.3%	40	11.5%	42,802	349
2011	1,393	3.2%	40	11.4%	43,227	351
2012	1,969	4.8%	44	12.0%	41,083	366
2013	1,894	4.8%	47	15.1%	39,604	311
2014	2,243	5.5%	73	18.9%	40,691	386

Table 43: People in Heavy Truck-involved Crashes by Severity of Injury, 2014

People in Heavy Truck-involved Crashes		
Severity of Injury	Count	Percent
Fatalities	73	1.3%
Suspected Serious Injuries	94	1.7%
Suspected Minor Injuries	270	5.0%
Possible Injuries	534	9.8%
No Apparent Injuries	4,456	82.1%
Total People	5,427	100.0%

Pedestrians

- Pedestrian-involved crashes represented 1.4 percent of all crashes, pedestrian-involved fatal crashes represented 21.8 percent of all fatal crashes, and pedestrian fatalities represented of 19.2 percent of all fatalities. The percentage of pedestrian-involved fatal crashes among all fatal crashes has increased each of the past four years. (Table 44)
- Alcohol-involved pedestrians represented 22.7 percent of all pedestrians in crashes, more than in any of the previous four years. (Table 45)
- In almost 90 percent of alcohol-involved pedestrian crashes, the pedestrian was under the influence of alcohol. (Table 47)
- In 2014, 83.7 percent of pedestrian fatalities occurred in dark conditions (lighted and not lighted), although dark conditions accounted for only 40.1 percent of pedestrian crashes. (Table 48)
- More than a third, 38.8 percent, of pedestrians in crashes were ages 15-34. (Table 49)
- There were more pedestrian fatalities (74) in 2014 than in the previous four years. Most pedestrian fatalities were in Bernalillo (40.5 percent) and McKinley (18.9 percent) counties. (Table 50, Appendix Table 95)
- Among alcohol-involved pedestrians in crashes, males outnumber females, with a ratio of 4.9 to 1. In comparison, the male-to-female ratio of all pedestrians in crashes is 2.3 to 1. (Table 52, Table 53)

Table 44: Crashes, Fatal Crashes, and Fatalities by Pedestrian Involvement, 2010 - 2014

Year	Crashes			Fatal Crashes			Fatalities		
	Pedestrian-involved[1]	Total Crashes	Percent of Total Crashes	Pedestrian-involved[1]	Total Fatal Crashes	Percent of Fatal Crashes	Pedestrian Fatalities	Total Fatalities	Percent of Total Fatalities
2010	416	42,802	1.0%	34	317	10.7%	34	349	9.7%
2011	414	43,227	1.0%	36	306	11.8%	36	351	10.3%
2012	432	41,083	1.1%	60	337	17.8%	61	366	16.7%
2013	508	39,604	1.3%	54	275	19.6%	53	311	17.0%
2014	558	40,689	1.4%	74	340	21.8%	74	386	19.2%

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

Table 45: Pedestrians[15] in Crashes by Alcohol Involvement, 2010 - 2014

Year	Pedestrians in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total Pedestrians	
	Count	Percent	Count	Percent	Count	Percent
2010	67	14.9%	382	85.1%	449	100%
2011	59	13.7%	371	86.3%	430	100%
2012	96	21.2%	356	78.8%	452	100%
2013	98	18.4%	434	81.6%	532	100%
2014	131	22.7%	445	77.3%	576	100%

Table 46: Alcohol-involved Pedestrian[15] Fatalities, 2010 - 2014

Year	Alcohol-involved Pedestrian Fatalities	Total Pedestrian Fatalities	Percent Alcohol-involved Pedestrian Fatalities
2010	19	34	55.9%
2011	18	36	50.0%
2012	37	61	60.7%
2013	31	53	58.5%
2014	42	74	56.8%

Table 47: Alcohol-involved Pedestrians[15] in Alcohol-involved Crashes, 2010 - 2014

Year	Pedestrians in Alcohol-involved Crashes		
	Pedestrians Under the Influence of Alcohol	All Pedestrians in Alcohol-involved Crashes	Percent of Pedestrians Under the Influence of Alcohol[1]
2010	67	75	89.3%
2011	59	74	79.7%
2012	96	103	93.2%
2013	98	106	92.5%
2014	131	147	89.1%

[1] The percentage of pedestrians under the influence of alcohol out of all pedestrians in alcohol-involved crashes.

[15] An "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 48: Pedestrian-involved Crashes by Light Condition[16], 2014

Light Condition	Pedestrian Fatalities		Total Fatalities		Pedestrian-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent
Daylight	9	12.2%	164	42.5%	295	52.8%
Dark-Not Lighted	32	43.2%	126	32.6%	87	15.6%
Dark-Lighted	30	40.5%	59	15.3%	137	24.5%
Dusk	2	2.7%	19	4.9%	16	2.9%
Dawn	1	1.4%	17	4.4%	6	1.1%
Other/Not Stated	0	0.0%	1	0.3%	1	0.2%
Missing Data	0	0.0%	0	0.0%	17	3.0%
Total	74	100.0%	386	100.0%	559	100.0%

Table 49: Pedestrians in Crashes by Age Group and Severity of Injury[17], 2014

Age Group	Pedestrians in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total[1]
1-4	0	1	5	1	1	8	1.4%
5-9	0	2	8	3	0	13	2.3%
10-14	0	4	11	8	2	25	4.3%
15-19	5	11	21	19	4	60	10.4%
20-24	7	8	19	12	8	54	9.4%
25-29	7	9	19	20	3	58	10.1%
30-34	8	6	14	16	7	51	8.9%
35-39	6	8	11	6	1	32	5.6%
40-44	7	5	15	8	4	39	6.8%
45-49	5	9	11	16	0	41	7.1%
50-54	9	4	8	9	3	33	5.7%
55-59	10	6	16	14	0	46	8.0%
60-64	1	5	9	13	0	28	4.9%
65-69	2	6	5	3	1	17	3.0%
70-74	3	1	6	2	1	13	2.3%
75+	4	2	7	3	2	18	3.1%
Missing Data	0	7	4	18	11	40	6.9%
Total People	74	94	189	171	48	576	100.0%

[1] Numbers are shaded such that darker shading identifies higher numbers.

[16] See Page 86 for pedestrian-involved crashes by each hour of the day.

[17] See Page 121 for severity of injury to pedestrians in crashes by county.

Vehicles – Pedestrians

Table 50: Severity of Injuries to Pedestrians in Crashes, 2010 - 2014

Severity of Injuries	Injury Class	Pedestrians in Crashes					Percent of 2014 Total Pedestrians
		2010	2011	2012	2013	2014	
Fatalities	K	34	36	61	53	74	12.8%
Suspected Serious Injuries	A	77	72	58	97	94	16.3%
Suspected Minor Injuries	B	122	137	130	146	189	32.8%
Possible Injuries	C	139	125	156	140	171	29.7%
No Apparent Injuries	O	77	60	47	96	48	8.3%
Total Pedestrians		449	430	452	532	576	100.0%

Table 51: Top Contributing Factor in Pedestrian-involved Crashes by Crash Severity, 2014

Top Contributing Factor	Pedestrian-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**70**	**94.6%**	**370**	**83.3%**	**36**	**87.8%**	**476**	**85.2%**
Alcohol/Drug Involved	47	63.5%	99	22.3%	4	9.8%	150	26.8%
Pedestrian Error	17	23.0%	94	21.2%	5	12.2%	116	20.8%
Driver Inattention	2	2.7%	80	18.0%	14	34.1%	96	17.2%
Failed to Yield Right of Way	1	1.4%	37	8.3%	2	4.9%	40	7.2%
Excessive Speed	1	1.4%	9	2.0%	2	4.9%	12	2.1%
Other Improper Driving	1	1.4%	10	2.3%	1	2.4%	12	2.1%
Disregarded Traffic Signal	0	0.0%	10	2.3%	2	4.9%	12	2.1%
Passed Stop Sign	0	0.0%	6	1.4%	0	0.0%	6	1.1%
Made Improper Turn	0	0.0%	4	0.9%	2	4.9%	6	1.1%
Avoid No Contact - Other	0	0.0%	6	1.4%	0	0.0%	6	1.1%
Improper Backing	1	1.4%	3	0.7%	1	2.4%	5	0.9%
Speed Too Fast for Conditions	0	0.0%	3	0.7%	1	2.4%	4	0.7%
Driverless Moving Vehicle	0	0.0%	3	0.7%	0	0.0%	3	0.5%
Avoid No Contact - Vehicle	0	0.0%	2	0.5%	1	2.4%	3	0.5%
Following Too Closely	0	0.0%	1	0.2%	1	2.4%	2	0.4%
Improper Overtaking	0	0.0%	2	0.5%	0	0.0%	2	0.4%
Drove Left Of Center	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Vehicle	**0**	**0.0%**	**3**	**0.7%**	**1**	**2.4%**	**4**	**0.7%**
Other Mechanical Defect	0	0.0%	2	0.5%	0	0.0%	2	0.4%
Defective Steering	0	0.0%	0	0.0%	1	2.4%	1	0.2%
Defective Tires	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Other[1]	**4**	**5.4%**	**71**	**16.0%**	**4**	**9.8%**	**79**	**14.1%**
None	1	1.4%	40	9.0%	1	2.4%	42	7.5%
Missing Data	2	2.7%	18	4.1%	2	4.9%	22	3.9%
Other - No Driver Error	1	1.4%	13	2.9%	1	2.4%	15	2.7%
Total Crashes	**74**	**100%**	**444**	**100%**	**41**	**100%**	**559**	**100%**

[1] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Table 52: Pedestrians in Crashes by Sex, 2010 - 2014

Year	Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
2010	253	56.3%	148	33.0%	48	10.7%	449	100%	1.7
2011	262	60.9%	140	32.6%	28	6.5%	430	100%	1.9
2012	271	60.0%	172	38.1%	9	2.0%	452	100%	1.6
2013	306	57.5%	190	35.7%	36	6.8%	532	100%	1.6
2014	395	68.6%	174	30.2%	7	1.2%	576	100%	2.3

Table 53: Alcohol-involved Pedestrians[18] in Crashes by Age Group and Sex, 2014

Age Group	Alcohol-involved Pedestrians in Crashes								Ratio[1] of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	6	5.6%	0	0.0%	0	0.0%	6	4.6%	-
20-24	9	8.3%	2	9.1%	0	0.0%	11	8.4%	4.5
25-29	11	10.2%	3	13.6%	0	0.0%	14	10.7%	3.7
30-34	23	21.3%	1	4.5%	0	0.0%	24	18.3%	23.0
35-39	12	11.1%	4	18.2%	0	0.0%	16	12.2%	3.0
40-44	8	7.4%	4	18.2%	0	0.0%	12	9.2%	2.0
45-49	9	8.3%	3	13.6%	0	0.0%	12	9.2%	3.0
50-54	9	8.3%	0	0.0%	0	0.0%	9	6.9%	-
55-59	8	7.4%	0	0.0%	0	0.0%	8	6.1%	-
60-64	7	6.5%	2	9.1%	0	0.0%	9	6.9%	3.5
65-69	0	0.0%	1	4.5%	0	0.0%	1	0.8%	-
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
75+	3	2.8%	0	0.0%	0	0.0%	3	2.3%	-
Missing Data	3	2.8%	2	9.1%	1	100.0%	6	4.6%	1.5
Total	108	100.0%	22	100.0%	1	100.0%	131	100.0%	4.9

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

[18] 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.

Pedalcycles (Bicycles)

- Less than 1 percent of all crashes were pedalcycle-involved. (Table 54)
- The number of pedalcyclists in crashes was lower than in the years 2010-2012. (Table 55)
- Among pedalcyclists in alcohol-involved crashes, pedalcyclists under the influence of alcohol fell to almost 9 percentage points lower than in the previous four years. (Table 58)
- Pedalcyclists in crashes were 4.8 times as likely to be male than female. (Table 59)
- More than a third, 36.3 percent, of all pedalcyclists in crashes were 10-29 years old. Age data was missing for 12.0 percent of pedalcyclists in crashes. (Table 60)
- The most prevalent top contributing factors in pedalcycle-involved crashes were Driver Inattention (28.0 percent) and Failure to Yield (15.8 percent). The most prevalent top contributing factor in fatal pedalcycle-involved crashes was Alcohol/Drug Involved (75 percent). (Table 61)

Table 54: Crashes by Pedalcycle Involvement, 2014

Pedalcycle Involvement	Crashes[1]	
	Count	Percent
Involved	311	0.8%
Not Involved	40,380	99.2%
Total Crashes	40,691	100.0%

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

Table 55: Pedalcyclists in Crashes by Severity of Injury, 2010 - 2014

Severity of Injuries	Injury Class	Pedalcyclists in Crashes					Percent of 2014 Total Pedalcyclists in Crashes
		2010	2011	2012	2013	2014	
Fatalities	K	9	4	7	3	4	1.3%
Suspected Serious Injuries	A	39	45	31	24	26	8.2%
Suspected Minor Injuries	B	133	135	123	123	127	40.1%
Possible Injuries	C	108	90	117	97	92	29.0%
No Apparent Injuries	O	72	80	116	66	68	21.5%
Total Pedalcyclists		361	354	394	313	317	100.0%

Table 56: Pedalcycle-involved Crashes by Light Condition[19], 2014

Light Condition[1]	Pedalcycle-involved Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	2	50.0%	230	74.0%
Dark-Lighted	0	0.0%	36	11.6%
Dusk	1	25.0%	15	4.8%
Dark-Not Lighted	1	25.0%	12	3.9%
Dawn	0	0.0%	4	1.3%
Missing Data	0	0.0%	14	4.5%
Total	4	100.0%	311	100.0%

[1] In 2014, there were no pedalcycle-involved crashes with the Lighting category Other.

Table 57: Alcohol-involved[20] Pedalcyclists in Crashes, 2014

Alcohol-involved Pedalcyclists	Count	Percent
Alcohol-involved	20	6.3%
Not Alcohol-involved	297	93.7%
Total	317	100.0%

Table 58: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2010 - 2014

Year	Pedalcyclists in Alcohol-involved Crashes		
	Pedalcyclists Under the Influence of Alcohol	All Pedalcyclists in Alcohol-involved Crashes	Percent of Pedalcyclists Under the Influence of Alcohol[1]
2010	18	21	85.7%
2011	20	21	95.2%
2012	21	22	95.5%
2013	20	22	90.9%
2014	20	26	76.9%

[1] The percentage of pedalcyclists under the influence of alcohol out of all pedalcyclists in alcohol-involved crashes.

[19] See Page 87 for pedalcycle-involved crashes by each hour of the day.

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

Vehicles – Pedalcycles

Table 59: Pedalcyclists in Crashes by Sex, 2010 - 2014

Year	Pedalcyclists in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
2010	270	74.8%	52	14.4%	39	10.8%	361	100%	5.2
2011	257	72.6%	63	17.8%	34	9.6%	354	100%	4.1
2012	309	78.4%	73	18.5%	12	3.0%	394	100%	4.2
2013	238	76.0%	54	17.3%	21	6.7%	313	100%	4.4
2014	241	76.0%	50	15.8%	26	8.2%	317	100%	4.8

Table 60: Pedalcyclists in Crashes by Age Group and Severity of Injury, 2014

Age Group	Pedalcyclists in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total[1]
1-4	0	0	0	1	1	2	0.6%
5-9	0	1	5	1	2	9	2.8%
10-14	0	3	13	7	3	26	8.2%
15-19	0	1	13	7	5	26	8.2%
20-24	1	3	12	9	7	32	10.1%
25-29	1	2	16	10	2	31	9.8%
30-34	0	1	11	5	3	20	6.3%
35-39	0	2	6	3	4	15	4.7%
40-44	0	1	8	9	2	20	6.3%
45-49	0	4	5	11	4	24	7.6%
50-54	1	2	9	5	2	19	6.0%
55-59	1	1	13	5	0	20	6.3%
60-64	0	2	8	8	5	23	7.3%
65-69	0	2	3	3	2	10	3.2%
70-74	0	1	0	0	0	1	0.3%
75+	0	0	1	0	0	1	0.3%
Missing Data	0	0	4	8	26	38	12.0%
Total People	4	26	127	92	68	317	100.0%

[1] Numbers are shaded such that darker shading identifies higher numbers.

Table 61: Top Contributing Factor in Pedalcycle-involved Crashes by Crash Severity, 2014

Top Contributing Factor[1]	Pedalcycle-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**3**	**75%**	**207**	**85%**	**45**	**70%**	**255**	**82%**
Driver Inattention	0	0.0%	73	30.0%	14	21.9%	87	28.0%
Failed to Yield Right of Way	0	0.0%	37	15.2%	12	18.8%	49	15.8%
Pedestrian Error	0	0.0%	25	10.3%	6	9.4%	31	10.0%
Alcohol/Drug Involved	3	75.0%	19	7.8%	2	3.1%	24	7.7%
Disregarded Traffic Signal	0	0.0%	15	6.2%	3	4.7%	18	5.8%
Other Improper Driving	0	0.0%	12	4.9%	2	3.1%	14	4.5%
Passed Stop Sign	0	0.0%	9	3.7%	1	1.6%	10	3.2%
Made Improper Turn	0	0.0%	4	1.6%	1	1.6%	5	1.6%
Avoid No Contact - Vehicle	0	0.0%	3	1.2%	1	1.6%	4	1.3%
Improper Lane Change	0	0.0%	2	0.8%	0	0.0%	2	0.6%
Avoid No Contact - Other	0	0.0%	2	0.8%	0	0.0%	2	0.6%
Improper Overtaking	0	0.0%	2	0.8%	0	0.0%	2	0.6%
Drove Left Of Center	0	0.0%	1	0.4%	1	1.6%	2	0.6%
Following Too Closely	0	0.0%	2	0.8%	0	0.0%	2	0.6%
Improper Backing	0	0.0%	0	0.0%	1	1.6%	1	0.3%
Speed Too Fast for Conditions	0	0.0%	0	0.0%	1	1.6%	1	0.3%
Excessive Speed	0	0.0%	1	0.4%	0	0.0%	1	0.3%
Vehicle	**0**	**0.0%**	**3**	**1.2%**	**0**	**0.0%**	**3**	**1.0%**
Inadequate Brakes	0	0.0%	2	0.8%	0	0.0%	2	0.6%
Other Mechanical Defect	0	0.0%	1	0.4%	0	0.0%	1	0.3%
Environment	**0**	**0.0%**	**0**	**0.0%**	**1**	**1.6%**	**1**	**0.3%**
Traffic Control Not Functioning	0	0.0%	0	0.0%	1	1.6%	1	0.3%
Other[3]	**1**	**25.0%**	**33**	**13.6%**	**18**	**28.1%**	**52**	**16.7%**
None	0	0.0%	25	10.3%	6	9.4%	31	10.0%
Missing Data	1	25.0%	4	1.6%	10	15.6%	15	4.8%
Other - No Driver Error	0	0.0%	4	1.6%	2	3.1%	6	1.9%
Total Crashes	**4**	**100%**	**243**	**100%**	**64**	**100%**	**311**	**100%**

[1] See the Definitions section for the method of deriving the top contributing factor.

[2] Alcohol/Drug-involved is a combination of the contributing factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Behavior and Demographics

Alcohol

Additional data on alcohol-involved crashes are also in these sections: Top Contributing Factors, Hour and Day of Week, Holidays, Pedestrians, Pedalcycles, Young Drivers, Counties, Cities, Rural and Urban Locations, Appendix A, Appendix E, and Appendix F.

- The percentage of alcohol involved crashes out of all crashes is at its second-lowest level in the past five years, 5.0 percent. (Table 62)
- The percentage of fatal crashes among alcohol-involved crashes increased to its highest level in the past five years, 7.4 percent. (Table 63)
- 44.0 percent of all crash fatalities occurred in alcohol-involved crashes. (Table 65)
- The fatality rates for alcohol-involved crashes (based on population and vehicle miles traveled) rose in 2014 to their highest levels in the past five years. This increase corresponds to the highest number of fatalities in alcohol-involved crashes in five years. (Table 66)
- Among alcohol-involved New Mexican drivers in crashes, males outnumber females, with a ratio of 2.5 to 1. (Table 67)
- Drivers ages 20-29 were 40.1 percent of New Mexican alcohol-involved drivers in crashes. (Table 67)
- The rate of New Mexico resident alcohol-involved drivers age 20-24 in crashes is 2.9 times the statewide rate, based on licensed drivers in New Mexico. (Table 67)

Table 62: Alcohol-involved Crashes, 2010 - 2014

Year	Alcohol-involved Crashes	Total Crashes	Percent Alcohol-involved Crashes
2010	2,162	42,802	5.1%
2011	2,320	43,227	5.4%
2012	2,176	41,083	5.3%
2013	1,958	39,604	4.9%
2014	2,041	40,691	5.0%

Table 63: Alcohol-involved Crashes by Crash Severity, 2010 - 2014

Year	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2010	131	6.1%	939	43.4%	1,092	50.5%	2,162	100%
2011	131	5.6%	1,000	43.1%	1,189	51.3%	2,320	100%
2012	139	6.4%	874	40.2%	1,163	53.4%	2,176	100%
2013	123	6.3%	823	42.0%	1,012	51.7%	1,958	100%
2014	152	7.4%	896	43.9%	993	48.7%	2,041	100%

Table 64: People in Alcohol-involved Crashes by Severity of Injury, 2010 - 2014

People in Alcohol-involved Crashes												
Year	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2010	145	2.9%	319	6.4%	551	11.0%	683	13.6%	3,311	66.1%	5,009	100%
2011	152	3.0%	270	5.3%	562	11.0%	719	14.1%	3,414	66.7%	5,117	100%
2012	153	3.1%	276	5.6%	505	10.3%	612	12.5%	3,352	68.4%	4,898	100%
2013	137	3.0%	184	4.1%	488	10.8%	623	13.8%	3,097	68.4%	4,529	100%
2014	170	3.6%	185	3.9%	529	11.3%	634	13.5%	3,179	67.7%	4,697	100%

Table 65: Number and Percentage of Fatalities by Alcohol Involvement, 2010 - 2014

Year	Fatalities in Alcohol-involved Crashes		Fatalities in Non-alcohol-involved Crashes		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent
2010	145	41.5%	204	58.5%	349	100%
2011	152	43.3%	199	56.7%	351	100%
2012	153	41.8%	213	58.2%	366	100%
2013	137	44.1%	174	55.9%	311	100%
2014	170	44.0%	216	56.0%	386	100%

Table 66: Rates[21] of Fatalities in Alcohol-involved Crashes, 2010 - 2014

Year	Fatalities in Alcohol-involved Crashes	New Mexico Population	New Mexico Vehicle Miles Traveled (100M VMT)	Rate of Fatalities in Alcohol-involved Crashes per 100,000 Population	Rate of Fatalities in Alcohol-involved Crashes per 100M VMT
2010	145	2,064,982	241.77	7.02	0.60
2011	152	2,077,919	258.89	7.32	0.59
2012	153	2,083,540	257.85	7.34	0.59
2013	137	2,085,287	256.82	6.57	0.53
2014	170	2,085,567	265.50	8.15	0.64

Table 67: Alcohol-involved New Mexican Drivers in Crashes by Age Group and Sex, 2014

Driver[1] Age Group	Alcohol-involved Drivers[1] in Crashes						Ratio of Males to Females	2014 Licensed Drivers	Rate (Alcohol-involved Drivers per 1,000 Licensed Drivers in Each Age Group)
	Male		Female		Total				
	Count	Percent	Count	Percent	Count	Percent			
15-19	87	7.3%	37	7.7%	124	7.4%	2.4	57,678	2.15
20-24	275	23.0%	103	21.5%	378	22.6%	2.7	116,542	3.24
25-29	204	17.1%	89	18.6%	293	17.5%	2.3	132,789	2.21
30-34	154	12.9%	64	13.4%	218	13.0%	2.4	140,280	1.55
35-39	104	8.7%	39	8.2%	143	8.5%	2.7	127,228	1.12
40-44	102	8.5%	41	8.6%	143	8.5%	2.5	122,733	1.17
45-49	65	5.4%	31	6.5%	96	5.7%	2.1	120,724	0.80
50-54	76	6.4%	27	5.6%	103	6.2%	2.8	139,086	0.74
55-59	61	5.1%	21	4.4%	82	4.9%	2.9	138,052	0.59
60-64	33	2.8%	16	3.3%	49	2.9%	2.1	127,562	0.38
65-69	19	1.6%	5	1.0%	24	1.4%	3.8	107,405	0.22
70-74	6	0.5%	4	0.8%	10	0.6%	1.5	73,593	0.14
75+	9	0.8%	1	0.2%	10	0.6%	9.0	83,764	0.12
Total	1,195	100.0%	478	100.0%	1,673	100.0%	2.5	1,487,436	1.12

[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 person is a pedestrian or pedalcyclist.

[21] The calculation method for VMT was revised by NMDOT beginning in 2011.

Belt Use

- In 2014, 83.3 percent of passenger vehicle occupants in crashes (69,758 out of 83,733) reported using a seatbelt. This number may be unreliable: Seatbelt data was missing for 15.3 percent of occupants of passenger vehicles in crashes. Also, some people, in order to avoid citations, might have reported wearing a seatbelt when they were not. (Table 68)
- Only 0.1 percent of passenger vehicle occupants who were belted during the crash were killed, compared with 12.8 percent of passenger vehicle occupants who were unbelted. In other words, the percentage of unbelted passenger vehicle occupant fatalities was more than 100 times the percentage of belted passenger vehicle occupant fatalities. (Table 68)
- Most unbelted fatalities, 47.7 percent, occurred on rural non-Interstate roads. (Table 69)

Table 68: Severity of Injuries by Reported Belt Usage, 2014

Belt Usage[1,2]	Severity of Injuries to Occupants[1] in Passenger Vehicles										Total Occupants of Passenger Vehicles	
	Fatalities		Suspected Serious Injuries		Suspected Minor Injuries		Possible Injuries		No Apparent Injuries			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	83	0.1%	669	1.0%	2,347	3.4%	9,504	13.6%	57,155	81.9%	69,758	100%
Belt Not Used	151	12.8%	94	8.0%	196	16.6%	145	12.3%	594	50.3%	1,180	100%
Missing Data	1	0.0%	78	0.6%	223	1.7%	459	3.6%	12,034	94.1%	12,795	100%
Total	235	0.3%	841	1.0%	2,766	3.3%	10,108	12.1%	69,783	83.3%	83,733	100%

[1] Belt usage of people in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs).

[2] 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 typically clear to the police officer.) According to the *2014 New Mexico Occupant Seat Belt Observation Study*[22], belt use among vehicle occupants in 2014 was 92.1 percent, which is 9 percentage points higher than the reported belt usage in crash data.

[22] *2014 New Mexico Occupant Seat Belt Observation Study.* New Mexico Department of Transportation. Prepared by Davis Innovations, Inc. Oct. 9, 2014.

Table 69: Unbelted Fatalities and Suspected Serious Injuries by Rural and Urban Location, 2014

Road System	Unbelted Fatalities and Suspected Serious Injuries[1]					
	Fatalities		Suspected Serious Injuries (Class A)		Total Unbelted Fatalities and Serious Injuries	
	Count	Percent	Count	Percent	Count	Percent
Rural Interstate	33	21.9%	4	4.3%	37	15.1%
Rural Non-Interstate	72	47.7%	37	39.4%	109	44.5%
Urban	46	30.5%	53	56.4%	99	40.4%
Total	151	100.0%	94	100.0%	245	100.0%

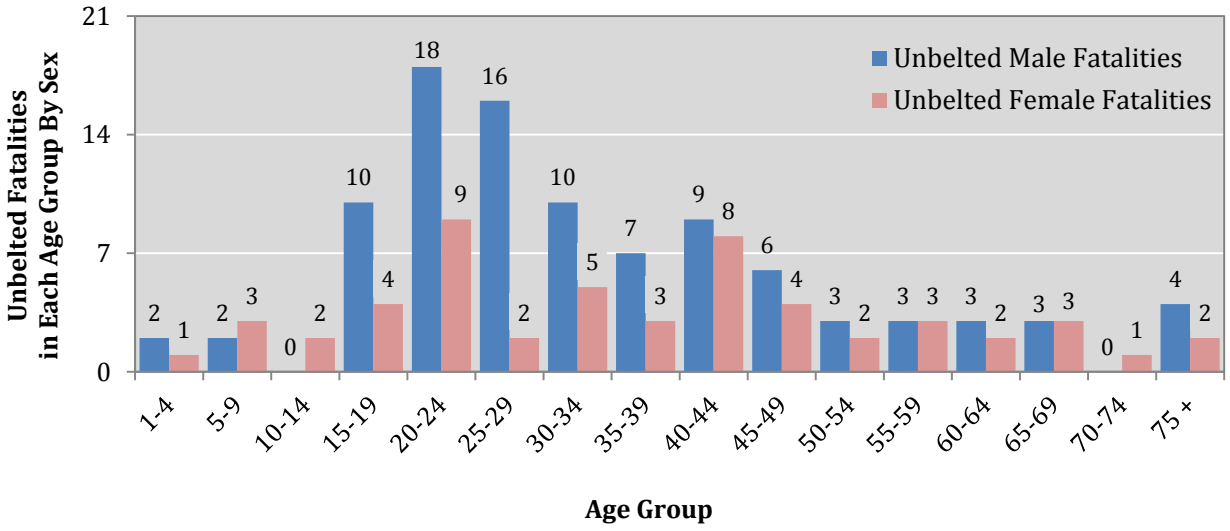
[1] Fatalities and suspected serious injuries to people in passenger cars, pickups, and vans/4WD/SUVs.

Table 70: Unbelted Fatalities by Sex, 2010 - 2014

Year	Unbelted Fatalities [1]			Ratio of Males to Females
	Males	Females	Total	
2010	53	37	90	1.43
2011	64	23	87	2.78
2012	95	43	138	2.21
2013	76	54	130	1.41
2014	97	54	151	1.80

[1] Fatalities in passenger cars, pickups, and vans/4WD/SUVs.

Figure 9: Unbelted Fatalities by Age Group and Sex, 2014



Belt Use by Children under Age 13

- In 2014, 0.01 percent of children under age 13 who were belted at the time of the crash were killed, compared with 5.5 percent of children who were unbelted. (Table 71)
- In 2014, 0.4 percent of children under age 13 who were belted at the time of the crash received a suspected serious injury, compared with 3.8 percent of children who were unbelted. (Table 71)
- Of the total children under age 13 who received fatal or suspected serious injuries in passenger vehicles in crashes, the percentage of children reported as belted at the time of the crash has risen each of the past two years. (Table 72)

Table 71: Severity of Injuries to Children in Passenger Vehicles by Belt Usage, 2014

Belt Usage[1,2]	Severity of Injuries to Children Under 13 in Passenger Vehicles										Children (<13) in Passenger Vehicles in Crashes	
	Fatalities		Suspected Serious Injuries		Suspected Minor Injuries		Possible Injuries		No Apparent Injuries			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	1	0.01%	27	0.4%	181	2.7%	618	9.1%	5,942	87.8%	6,769	100%
Belt Not Used	10	5.5%	7	3.8%	23	12.6%	16	8.7%	127	69.4%	183	100%
Missing Data	0	0.0%	3	0.6%	10	1.9%	34	6.5%	480	91.1%	527	100%
Total	11	0.1%	37	0.5%	214	2.9%	668	8.9%	6,549	87.6%	7,479	100%

[1] Belt use of children in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs).

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

Table 72: Belt Use by Children with Fatal or Suspected Serious Injuries, 2010 - 2014

Belt Use of Children Under Age 13 with Fatal or Suspected Serious Injuries[1]								
Year	Belt Not Used		Belt Used		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2010	25	23.6%	71	67.0%	10	9.4%	106	100%
2011	20	27.8%	43	59.7%	9	12.5%	72	100%
2012	14	20.3%	49	71.0%	6	8.7%	69	100%
2013	17	27.9%	35	57.4%	9	14.8%	61	100%
2014	17	35.4%	28	58.3%	3	6.3%	48	100%

[1] Children under age 13 in passenger vehicles only (passenger cars, pickups, and vans/4WD/SUVs).

Drugs

This section analyses drug involvement in crashes in which alcohol was not involved. Crashes that involved both alcohol and any drugs are excluded from this section. They are instead counted under alcohol-involved crashes, due to DWIs being mostly due to alcohol. Drug involvement is determined by the officer at the scene of the crash. Data collection began in 2007. Increases after 2007 may be due to increased use of UCR forms that have "drug-involvement" as an option.

- Drug-involved crashes rose to their highest level in the past five years (283) and accounted for 0.7 percent (283 out 40,691) of all crashes. (Table 73)

Table 73: Drug-involved Crashes[23] by Crash Severity, 2010 - 2014

Year	Drug-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Drug-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2010	10	3.6%	113	41.1%	152	55.3%	275	100%
2011	3	1.1%	102	36.8%	172	62.1%	277	100%
2012	3	1.3%	106	44.2%	131	54.6%	240	100%
2013	3	1.4%	95	45.0%	113	53.6%	211	100%
2014	29	10.2%	106	37.5%	148	52.3%	283	100%

Table 74: People in Drug-involved Crashes[23] by Severity of Injury, 2010 - 2014

People in Drug-involved Crashes												
Year	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2010	11	1.7%	28	4.3%	42	6.4%	106	16.1%	470	71.5%	657	100%
2011	3	0.5%	28	4.3%	42	6.4%	106	16.2%	476	72.7%	655	100%
2012	3	0.6%	33	6.3%	43	8.3%	81	15.5%	361	69.3%	521	100%
2013	3	0.6%	13	2.7%	48	10.0%	66	13.8%	348	72.8%	478	100%
2014	34	4.7%	27	3.8%	62	8.6%	105	14.6%	489	68.2%	717	100%

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

Drivers

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

- New Mexico residents were 90.9 percent of drivers in crashes. (Table 75)
- The crash rate among New Mexican drivers is 36 drivers per 1,000 NM licensed drivers. (Table 77)
- New Mexican drivers in the 15-19 age group have the highest crash rate, at 103 drivers in crashes per 1,000 NM licensed drivers in their age group. (Figure 10, Table 77)
- New Mexican drivers in the 20-24 age group have the highest fatal crash rate at 5 drivers per 10,000 NM licensed drivers in that age group. (Figure 11, Table 78)

Table 75: Drivers in Crashes by Residence, 2014

Residence of Drivers[1]	Severity of Injuries to Driver			Total Drivers	Percent of Total
	Fatalities	Injuries	Not Injured		
New Mexico Resident	169	10,249	43,781	54,199	90.9%
Out Of State	44	820	3,995	4,859	8.2%
Missing Data	5	68	474	547	0.9%
Total Drivers	218	11,137	48,250	59,605	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 person is a pedestrian or pedalcyclist.

Table 76: New Mexican Drivers in Crashes by Type of License and Crash Severity, 2014

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	283	0.6%	15,844	34.4%	29,995	65.0%	46,122	100%
CDL Class A	33	1.9%	474	27.6%	1,209	70.5%	1,716	100%
CDL Class B	0	0.0%	183	29.6%	435	70.4%	618	100%
CDL Class C	4	0.9%	150	32.2%	312	67.0%	466	100%
CDL Non-Commercial	3	0.9%	100	29.0%	242	70.1%	345	100%
Learner's Permit	0	0.0%	1	100.0%	0	0.0%	1	100%
ID Card (Non-license)	18	1.6%	493	43.8%	614	54.6%	1,125	100%
No License	0	0.0%	1	25.0%	3	75.0%	4	100%
Motorcycle Only	2	4.8%	20	47.6%	20	47.6%	42	100%
Missing Data	21	0.6%	997	26.5%	2,742	72.9%	3,760	100.0%
Total Drivers	364	0.7%	18,263	33.7%	35,572	65.6%	54,199	100.0%

[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 person is a pedestrian or pedalcyclist.

Figure 10: Percentage and Rate of New Mexican Drivers in Crashes by Age Group, 2014

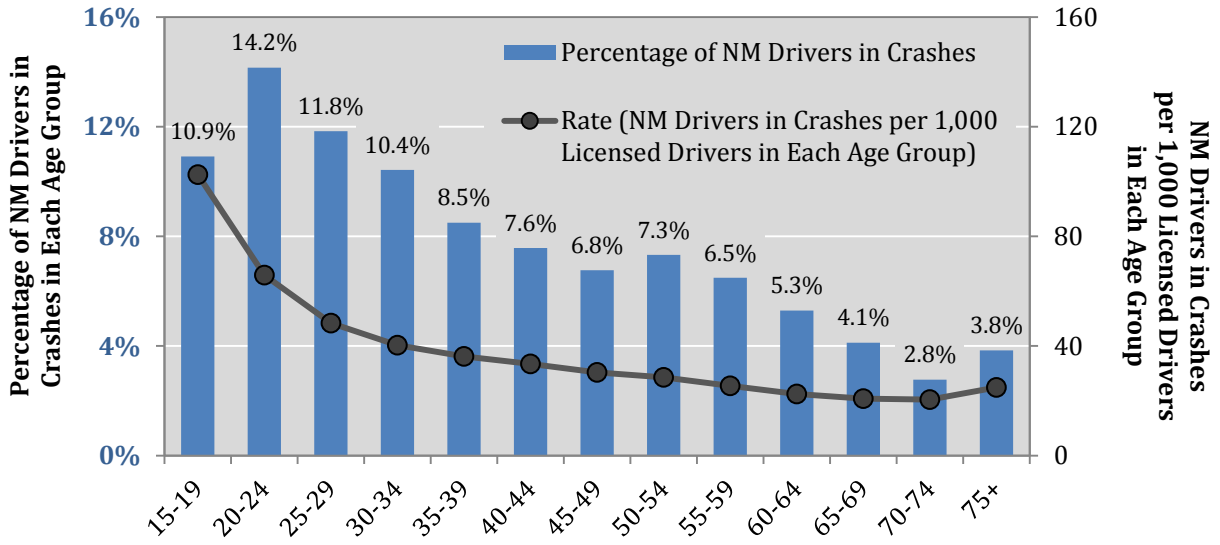


Table 77: Number, Sex, and Rate of New Mexican Drivers in Crashes by Age Group, 2014

Driver Age Group	Drivers[1] in Crashes (NM Residents)			Percent of Total Drivers in Crashes	Ratio of Males to Females	2014 Licensed Drivers	Rate (NM Drivers in Crashes per 1,000 Licensed Drivers in Each Age Group)
	Males	Females	Total				
15-19	3,251	2,663	5,914	10.9%	1.22	57,678	102.5
20-24	4,221	3,451	7,672	14.2%	1.22	116,542	65.8
25-29	3,477	2,939	6,416	11.8%	1.18	132,789	48.3
30-34	3,012	2,637	5,649	10.4%	1.14	140,280	40.3
35-39	2,504	2,101	4,605	8.5%	1.19	127,228	36.2
40-44	2,212	1,893	4,105	7.6%	1.17	122,733	33.4
45-49	1,963	1,704	3,667	6.8%	1.15	120,724	30.4
50-54	2,173	1,796	3,969	7.3%	1.21	139,086	28.5
55-59	1,966	1,551	3,517	6.5%	1.27	138,052	25.5
60-64	1,564	1,304	2,868	5.3%	1.20	127,562	22.5
65-69	1,243	990	2,233	4.1%	1.26	107,405	20.8
70-74	799	703	1,502	2.8%	1.14	73,593	20.4
75+	1,149	933	2,082	3.8%	1.23	83,764	24.9
Total Drivers	29,534	24,665	54,199	100.0%	1.20	1,487,436	36.4

[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 person is a pedestrian or pedalcyclist.

Figure 11: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2014

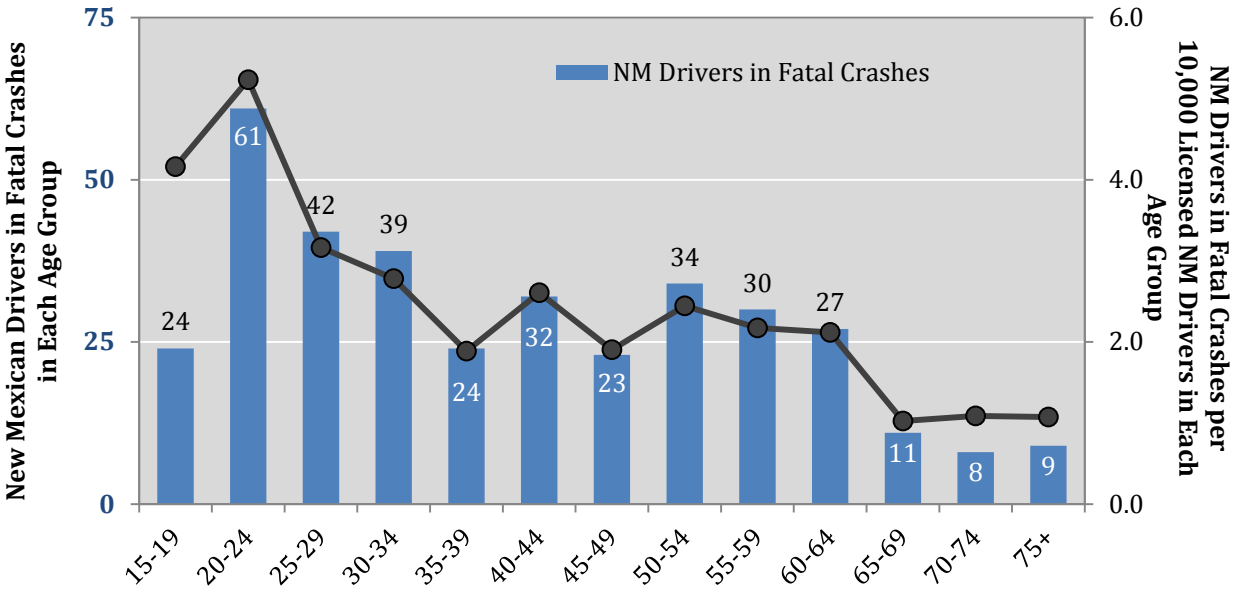


Table 78: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2014

Driver Age	NM Drivers[1] in Fatal Crashes		All Drivers[1] in Fatal Crashes		2014 Licensed Drivers	Rate: NM Drivers in Fatal Crashes per 10,000 Licensed NM Drivers in Each Age Group
	Count	Percent	Count	Percent		
15-19	24	6.6%	27	5.6%	57,678	4.2
20-24	61	16.8%	71	14.7%	116,542	5.2
25-29	42	11.5%	52	10.8%	132,789	3.2
30-34	39	10.7%	48	10.0%	140,280	2.8
35-39	24	6.6%	34	7.1%	127,228	1.9
40-44	32	8.8%	45	9.3%	122,733	2.6
45-49	23	6.3%	43	8.9%	120,724	1.9
50-54	34	9.3%	46	9.5%	139,086	2.4
55-59	30	8.2%	44	9.1%	138,052	2.2
60-64	27	7.4%	34	7.1%	127,562	2.1
65-69	11	3.0%	16	3.3%	107,405	1.0
70-74	8	2.2%	11	2.3%	73,593	1.1
75+	9	2.5%	11	2.3%	83,764	1.1
Total	364	100.0%	482	100.0%	1,487,436	2.4

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

Young Drivers

This section provides data on young drivers of motor vehicles in crashes who are 15 to 24 years old and live in New Mexico. The section focuses on teens (ages 15-19), but data on young adults (ages 20-24) and alcohol-involved under-21 drivers are also included. Young drivers in crashes are included in this section only if age and sex were reported on the UCR. Young age groups *compared with other age groups* can be found in these sections: Speeding, Motorcycles, Pedestrians, Pedalcycles, Alcohol, Drivers, Age and Sex, and Appendices C-D.

- The young adult (ages 20-24) driver crash rate (per 1,000 NM licensed young adult drivers) is at its second-lowest level in the past five years, at 65.8. (Table 79)
- The number of New Mexican teen drivers of vehicles in crashes, and their percentage out of all drivers in crashes, has decreased in each of the past four years. (Table 80)
- The highest percentage of teen drivers in crashes occurs from 3 p.m. to 6 p.m. (Table 81)
- The alcohol-involved young adult driver crash rate is at its second-lowest point in the past five years. (Table 82)

Table 79: New Mexican Young Driver Crash Rates, 2010 - 2014

Year	Teen Drivers (15-19)[1]			Young Adult Drivers (20-24)[1]		
	Drivers in Crashes	NM Licensed Drivers	Crash Rate[2]	Drivers in Crashes	NM Licensed Drivers	Crash Rate[2]
2010	7,724	66,058	116.9	8,822	122,562	72.0
2011	7,306	64,091	114.0	9,057	122,293	74.1
2012	6,596	68,554	96.2	8,014	122,911	65.2
2013	6,039	60,243	100.2	7,869	119,028	66.1
2014	5,914	57,678	102.5	7,672	116,542	65.8

[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 person is a pedestrian or pedalcyclist.

[2] The crash rate is the number of drivers in each age group in crashes per 1,000 licensed drivers in that age group.

Table 80: Percentage of New Mexican Young Drivers Out of All Drivers in Crashes, 2010 - 2014[24]

Year	Teen Drivers in Crashes	Teen Drivers in Crashes as a Percent of All Drivers	Young Adult Drivers in Crashes	Young Adult Drivers in Crashes as a Percent of All Drivers	All Drivers in Crashes
2010	7,724	12.9%	8,822	14.7%	60,068
2011	7,306	12.0%	9,057	14.9%	60,671
2012	6,596	11.6%	8,014	14.1%	56,817
2013	6,039	11.1%	7,869	14.5%	54,334
2014	5,914	10.9%	7,672	14.2%	54,199

Table 81: New Mexican Young Drivers in Crashes by Hour, 2014[24]

Hour[1]	Teen (15-19) Drivers		Young Adult (20-24) Drivers	
	Count	Percent	Count	Percent
Midnight	74	1.3%	115	1.5%
1 a.m.	50	0.8%	84	1.1%
2 a.m.	38	0.6%	98	1.3%
3 a.m.	34	0.6%	58	0.8%
4 a.m.	22	0.4%	45	0.6%
5 a.m.	32	0.5%	76	1.0%
6 a.m.	68	1.1%	131	1.7%
7 a.m.	317	5.4%	339	4.4%
8 a.m.	294	5.0%	384	5.0%
9 a.m.	185	3.1%	301	3.9%
10 a.m.	184	3.1%	333	4.3%
11 a.m.	231	3.9%	371	4.8%
Noon	404	6.8%	490	6.4%
1 p.m.	377	6.4%	492	6.4%
2 p.m.	424	7.2%	497	6.5%
3 p.m.	553	9.4%	584	7.6%
4 p.m.	589	10.0%	641	8.4%
5 p.m.	556	9.4%	789	10.3%
6 p.m.	401	6.8%	497	6.5%
7 p.m.	271	4.6%	339	4.4%
8 p.m.	228	3.9%	318	4.1%
9 p.m.	246	4.2%	254	3.3%
10 p.m.	172	2.9%	194	2.5%
11 p.m.	113	1.9%	152	2.0%
Missing Data	51	0.9%	90	1.2%
Total	5,914	100.0%	7,672	100.0%

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

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

Table 82: Alcohol-involved New Mexican Young Driver Crash Rates, 2010 - 2014[25]

Year	Teen Drivers (15-19)			Under-21 Drivers			Young Adult Drivers (20-24)		
	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[1]	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[1]	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[1]
2010	141	66,058	2.13	202	89,404	2.26	412	122,562	3.36
2011	166	64,091	2.59	262	87,169	3.01	460	122,293	3.76
2012	161	68,554	2.35	215	91,668	2.35	391	122,911	3.18
2013	91	60,243	1.51	164	82,347	1.99	389	119,028	3.27
2014	124	57,678	2.15	191	79,284	2.41	378	116,542	3.24

[1] The crash rate is the number of alcohol-involved drivers in each age group in crashes per 1,000 licensed drivers in that age group.

Table 83: Alcohol-involved New Mexican Young Drivers in Crashes by Sex, 2010 - 2014[25]

Year	Alcohol-involved Teen Drivers (15-19)[1]			Alcohol-involved Under-21 Drivers[1]			Alcohol-involved Young Adult Drivers (20-24)[1]		
	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females
2010	112	29	3.9	162	40	4.1	321	91	3.5
2011	125	41	3.0	200	62	3.2	322	138	2.3
2012	105	56	1.9	143	72	2.0	286	105	2.7
2013	66	25	2.6	123	41	3.0	277	112	2.5
2014	87	37	2.4	134	57	2.4	275	103	2.7

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

Seniors (65+)

An analysis of seniors *compared with other age groups* can be found in these sections: Speeding, Motorcycles, Pedestrians, Pedalcycles, Alcohol, Drivers, Age and Sex, and Appendices C-D.

- Drivers ages 65 to 74 had slightly lower crash rates than drivers age 75 to 85. But crash rates for senior drivers are much lower than for most age groups. (Figure 12, Table 77)
- Almost half, 45.4 percent, of senior drivers in crashes did not contribute to the cause of the crash. This was indicated on the UCR form by the officer checking either "None" or "Other – No Driver Error" in the Apparent Contributing Factors section. (Table 85)

Figure 12: Rate of New Mexican Senior Drivers in Crashes by Age, 2014[26]

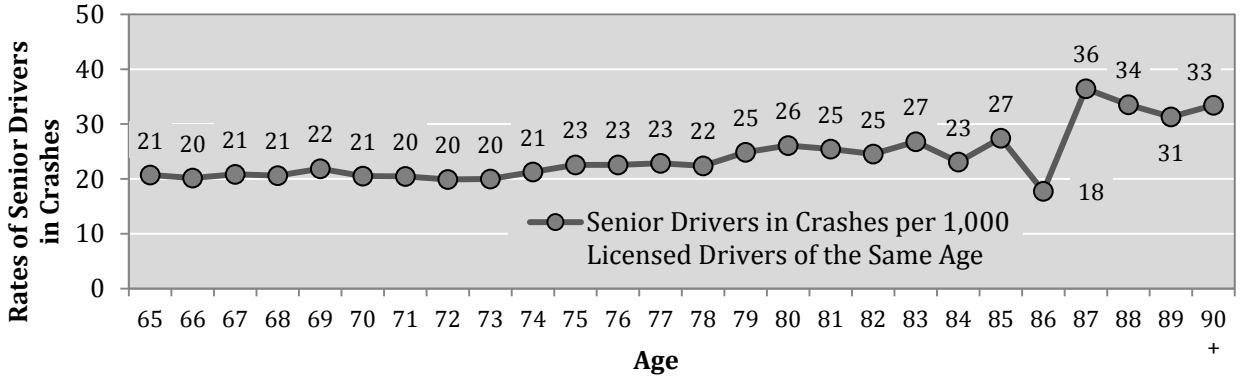


Table 84: Severity of Injuries to Seniors (65+) in Crashes, 2010 - 2014[26]

Year	Severity of Injuries to Seniors (65+) in Crashes										Total Seniors in Crashes	
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2010	44	0.5%	183	2.2%	356	4.3%	1,063	12.9%	6,596	80.0%	8,242	100%
2011	44	0.5%	154	1.9%	343	4.2%	992	12.1%	6,686	81.3%	8,219	100%
2012	62	0.7%	131	1.6%	316	3.8%	988	11.9%	6,826	82.0%	8,323	100%
2013	40	0.5%	144	1.8%	363	4.5%	1,023	12.8%	6,438	80.4%	8,008	100%
2014	37	0.5%	132	1.6%	400	4.9%	1,068	13.0%	6,561	80.0%	8,198	100%

[26] Detailed data are on Pages 94 and 95. 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 person is a pedestrian or pedalcyclist.

Table 85: Top Contributing Factor of Senior New Mexican Drivers in Crashes, 2014

Top Contributing Factor of New Mexican Senior (65+) Motor Vehicle Drivers[1] in Crashes	Senior Drivers[2] in Crashes	
	Count	Percent
Human	**2,882**	**49.5%**
Failed to Yield Right of Way	781	13.4%
Driver Inattention	772	13.3%
Following Too Closely	247	4.2%
Made Improper Turn	158	2.7%
Disregarded Traffic Signal	156	2.7%
Other Improper Driving	124	2.1%
Improper Backing	101	1.7%
Improper Lane Change	98	1.7%
Alcohol/Drug Involved[3]	82	1.4%
Avoid No Contact - Vehicle	68	1.2%
Passed Stop Sign	65	1.1%
Drove Left Of Center	54	0.9%
Speed Too Fast for Conditions	51	0.9%
Improper Overtaking	44	0.8%
Excessive Speed	36	0.6%
Avoid No Contact - Other	29	0.5%
Vehicle Skidded Before Brake	7	0.1%
Pedestrian Error	5	0.1%
Driverless Moving Vehicle	4	0.1%
Vehicle	**45**	**0.8%**
Other Mechanical Defect	18	0.3%
Defective Tires	10	0.2%
Inadequate Brakes	10	0.2%
Defective Steering	7	0.1%
Environment	**7**	**0.1%**
Road Defect	5	0.1%
Traffic Control Not Functioning	2	0.0%
Other[4]	**2,883**	**49.6%**
None	2,220	38.2%
Other - No Driver Error	418	7.2%
Missing Data	245	4.2%
Total Senior Drivers	**5,817**	**100.0%**

[1] See the Definitions section for the method of deriving the top contributing factor of a driver.

[2] 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 person is a pedestrian or pedalcyclist

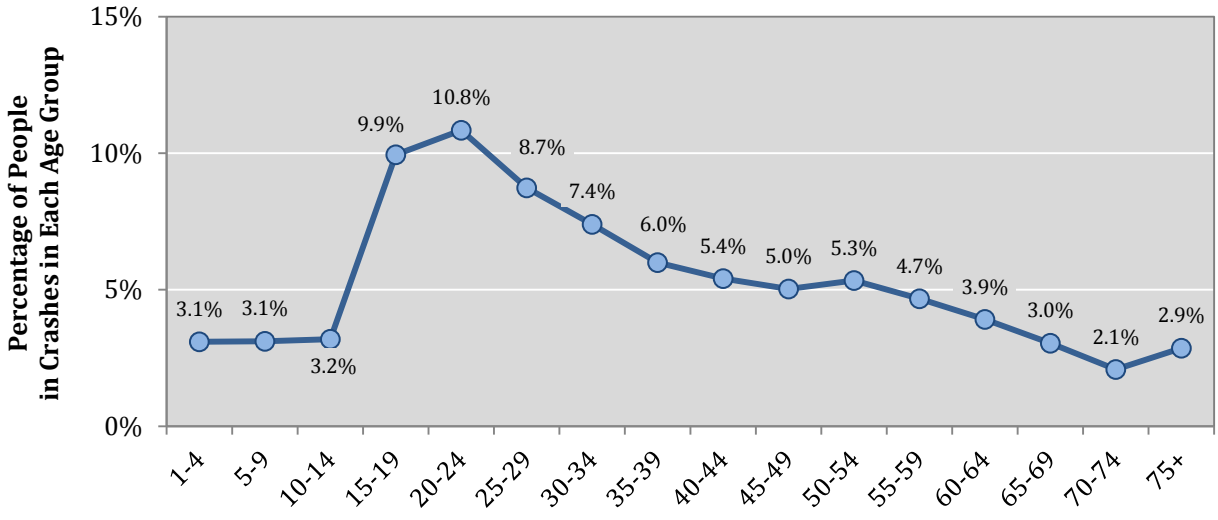
[3] Alcohol/Drug-involved is a combination of the contributing factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[4] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report.

Age and Sex

- Of all people in crashes, the age groups with the highest reported percentage of people in crashes were ages 15-19 (9.9 percent), ages 20-24 (10.8 percent) and ages 25-29 (8.7 percent). However, the age was unknown for 15.3 percent of people in crashes. (Figure 13, Table 86)
- The age groups with the highest number of fatalities in crashes were ages 20-24 (55 fatalities) and ages 30-34 (45 fatalities). (Table 86)
- For the past five years, about 1.1 males were in a crash for every one female in a crash. This trend is generally consistent regardless of age group. However, the sex was unknown for 15.3 percent of people in crashes. (Table 87, Appendix Table D-1)
- Among motorcycle drivers in crashes, males outnumbered females, with a ratio of 11 to 1. (Table 88)
- Among pedalcyclists in crashes, males outnumbered females, with a ratio of 5 to 1. (Table 88)

Figure 13: Percentage of All People in Crashes by Age Group, 2014



Behavior and Demographics – Age and Sex

Table 86: People in Crashes by Severity of Injury and Age Group, 2014

Age Group	People in Crashes							
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total People[1]	Percent Killed[1]
1-4	4	13	90	171	2,904	3,182	3.1%	0.13%
5-9	5	26	116	323	2,727	3,197	3.1%	0.16%
10-14	4	26	119	431	2,699	3,279	3.2%	0.12%
15-19	27	126	536	1,177	8,350	10,216	9.9%	0.26%
20-24	55	167	623	1,306	8,991	11,142	10.8%	0.49%
25-29	40	128	421	1,192	7,190	8,971	8.7%	0.45%
30-34	45	97	354	1,054	6,052	7,602	7.4%	0.59%
35-39	24	88	247	779	5,021	6,159	6.0%	0.39%
40-44	34	86	192	813	4,435	5,560	5.4%	0.61%
45-49	29	99	179	792	4,069	5,168	5.0%	0.56%
50-54	33	107	235	852	4,257	5,484	5.3%	0.60%
55-59	33	65	194	689	3,816	4,797	4.7%	0.69%
60-64	15	72	150	630	3,156	4,023	3.9%	0.37%
65-69	14	50	137	443	2,480	3,124	3.0%	0.45%
70-74	8	36	90	298	1,705	2,137	2.1%	0.37%
75+	15	46	173	327	2,376	2,937	2.9%	0.51%
Missing Data	1	17	54	222	15,478	15,772	15.3%	0.01%
Total	386	1,249	3,910	11,499	85,706	102,750	100.0%	0.38%

[1] Percentages are shaded such that darker shading identifies higher percentages.

Table 87: People in Crashes and People Killed in Crashes by Sex, 2010 - 2014

Year	People in Crashes					People Killed in Crashes			
	Males	Females	Missing Data	Total	Ratio of Males to Females	Males	Females	Total	Ratio of Males to Females
2010	53,379	48,823	11,384	113,586	1.09	220	129	349	1.71
2011	53,149	48,703	10,938	112,790	1.09	256	95	351	2.69
2012	47,467	43,259	12,304	103,030	1.10	263	103	366	2.55
2013	46,454	41,502	12,424	100,380	1.12	213	98	311	2.17
2014	47,342	41,455	13,953	102,750	1.14	276	110	386	2.51

Table 88: People in Crashes by Person Type and Sex, 2014

Person Type	People in Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	26,301	20,817	1,752	48,870	1.26
Front Seat Passengers	6,123	7,742	192	14,057	0.79
All Other Passengers	5,597	5,723	210	11,530	0.98
Motorcyclists[1]					
Motorcycle Drivers	753	67	9	829	11.24
Motorcycle Passengers	25	77	0	102	0.32
Nonmotorists					
Pedalcyclists	241	50	26	317	4.82
Pedestrians	395	174	7	576	2.27
Missing Data	7,907	6,805	11,757	26,469	1.16
Total	47,342	41,455	13,953	102,750	1.14

[1] Motorcyclists in this table include only people whose seat position was marked as "MD" or "MP" on the UCR form.

Table 89: People in Crashes by Age Group, 2010 - 2014

Age Group	People in Crashes[1]				
	2010	2011	2012	2013	2014
1-4	4,191	4,055	3,484	3,424	3,182
5-9	3,894	3,696	3,376	3,288	3,197
10-14	3,994	3,885	3,283	3,065	3,279
15-19	13,893	13,139	11,281	10,203	10,216
20-24	13,004	13,164	11,749	11,327	11,142
25-29	9,960	9,875	9,356	8,630	8,971
30-34	7,851	8,171	7,818	7,543	7,602
35-39	6,768	6,754	6,370	6,044	6,159
40-44	6,462	6,454	6,288	5,583	5,560
45-49	6,550	6,557	5,759	5,162	5,168
50-54	6,052	6,100	5,921	5,409	5,484
55-59	5,069	5,180	5,132	4,724	4,797
60-64	4,070	4,358	4,154	3,918	4,023
65-69	2,992	3,004	3,043	2,867	3,124
70-74	1,991	2,080	2,134	2,002	2,137
75+	3,259	3,135	3,146	3,139	2,937
Missing Data	13,586	13,183	10,736	14,052	15,772
Total People	113,586	112,790	103,030	100,380	102,750

[1] Numbers are shaded such that darker shading identifies higher numbers.

Crash Geography

Counties

An analysis of crashes and fatalities by county helps identify traffic safety issues across geographic areas of New Mexico. In support of this, a selection of maps displaying a variety of traffic crash data across New Mexico counties is available in Appendix E (Page 96) and digitally available in high-resolution color at tru.unm.edu. Additional data tables on counties are available in Appendix F (Page 119).

Crashes

- Bernalillo, Doña Ana and Santa Fe had the highest number of total crashes. Bernalillo had more crashes than in any of the previous four years. Bernalillo, Chaves and Curry had the highest crash rates based on vehicle miles travelled, with rates of at least 195 crashes per 100M VMT. (Table 90, Table 97)
- Bernalillo had the highest number of alcohol-involved crashes. The counties with the highest rates of alcohol-involved crashes based on vehicle miles travelled were McKinley, Chaves, Bernalillo and San Juan, with rates of at least 10 alcohol-involved crashes per 100M VMT. (Table 91, Table 99)
- The highest number of animal-involved crashes was in San Juan. But the highest rates when those crashes are compared with vehicle miles travelled were in Grant, Colfax, Rio Arriba and Lincoln, with rates of at least 20 animal-involved crashes per 100M VMT. (Table 92, Appendix Table F-4)

Fatalities

- Of the 10 counties with the highest number of motorcyclist fatalities, motorcyclists often accounted for a large percentage of the total fatalities in each county. (Table 94)
- Bernalillo and McKinley accounted for 59.4 percent of all pedestrian fatalities. (Table 95)
- The number of pedestrian fatalities in Bernalillo has more than tripled from 2010 to 2014. (Table 95)
- McKinley County had 12.1 percent of fatal crashes, although it had only 3.1 percent of all crashes. (Table 96)

Table 90: Top 10 Counties in Total Crashes, 2014[27]

2014 Rank	County	Total Crashes					Percent of All 2014 Crashes	2014 Total Crashes per 100M VMT
		2010	2011	2012	2013	2014		
1	Bernalillo	17,005	17,447	16,563	16,618	18,084	44.4%	291.0
2	Doña Ana	4,140	4,177	3,993	3,836	3,779	9.3%	148.2
3	Santa Fe	3,325	3,283	2,979	2,803	2,818	6.9%	147.1
4	San Juan	2,363	2,431	2,320	2,160	1,797	4.4%	98.1
5	Eddy	978	876	936	1,160	1,567	3.9%	171.9
6	Sandoval	1,949	1,821	1,587	1,658	1,444	3.5%	114.8
7	Lea	1,300	1,447	1,384	1,283	1,393	3.4%	175.5
8	McKinley	1,298	1,332	1,352	1,207	1,262	3.1%	91.4
9	Chaves	1,413	1,342	1,837	1,370	1,216	3.0%	199.7
10	Otero	1,101	1,165	1,136	977	875	2.2%	112.3
All Other Counties		7,930	7,906	6,996	6,532	6,456	15.9%	-
Total		42,802	43,227	41,083	39,604	40,691	100.0%	153.3

Table 91: Top 10 Counties in Alcohol-involved Crashes, 2014[28]

2014 Rank	County	Alcohol-involved Crashes					Percent of All 2014 Alcohol-involved Crashes	2014 Alcohol-involved Crashes per 100M VMT
		2010	2011	2012	2013	2014		
1	Bernalillo	598	681	642	605	635	31.1%	10.2
2	Doña Ana	212	235	187	191	191	9.4%	7.5
3	San Juan	206	213	199	180	186	9.1%	10.2
4	McKinley	128	138	152	153	177	8.7%	12.8
5	Santa Fe	192	214	172	160	172	8.4%	9.0
6	Sandoval	99	101	113	107	89	4.4%	7.1
7	Eddy	43	35	49	44	75	3.7%	8.2
8	Lea	98	83	72	56	70	3.4%	8.8
9	Chaves	68	76	93	49	63	3.1%	10.3
10	Otero	54	69	71	52	44	2.2%	5.6
All Other Counties		464	475	426	361	339	16.6%	-
Total		2,162	2,320	2,176	1,958	2,041	100.0%	7.7

[27] See Page 67 for total crashes in all counties, and Pages 124-125 for crash rates using county population.

[28] See Page 69 for alcohol-involved crashes in all counties, and Page 126 for alcohol-involved crash rates using county population.

Crash Geography – Counties

Table 92: Top 10 Counties in Animal-involved Crashes, 2014[29]

2014 Rank	County	Animal-involved Crashes					Percent of All 2014 Animal-involved Crashes	2014 Animal-involved Crashes per 100M VMT
		2010	2011	2012	2013	2014		
1	San Juan	167	150	173	151	134	9.5%	7.3
2	Grant	74	87	125	121	133	9.4%	30.6
3	Rio Arriba	110	108	89	122	120	8.5%	24.7
4	Eddy	49	30	46	35	99	7.0%	10.9
5	Lincoln	117	112	100	79	94	6.7%	28.5
6	Colfax	87	103	85	78	93	6.6%	23.2
7	McKinley	55	89	71	62	75	5.3%	5.4
8	Otero	81	67	81	63	74	5.2%	9.5
9	Santa Fe	43	52	39	51	63	4.5%	3.3
10	Sandoval	56	81	55	58	62	4.4%	4.9
All Other Counties		483	580	497	408	464	32.9%	-
Total		1,322	1,459	1,361	1,228	1,411	100.0%	5.3

Table 93: Top 10 Counties in Fatalities, 2014[30]

2014 Rank	County	Fatalities in Crashes					Percent of All 2014 Fatalities	2014 Fatalities per 100M VMT
		2010	2011	2012	2013	2014		
1	Bernalillo	46	44	69	52	69	17.9%	1.11
2	McKinley	25	33	29	26	48	12.4%	3.48
3	San Juan	30	28	27	27	39	10.1%	2.13
4	Lea	20	15	17	12	31	8.0%	3.90
5	Doña Ana	25	18	27	14	19	4.9%	0.75
6	Santa Fe	26	18	18	9	18	4.7%	0.94
7	Eddy	14	8	14	15	16	4.1%	1.76
8	Sandoval	14	12	12	18	14	3.6%	1.11
9	Otero	12	14	16	7	13	3.4%	1.67
10	Quay	9	5	5	6	11	2.8%	2.36
All Other Counties		128	156	132	125	108	28.0%	-
Total		349	351	366	311	386	100.0%	1.45

[29] See Page 122 for animal-involved crashes in all counties.

[30] See Page 119 for crash-related fatalities in all counties, and Page 125 for fatality rates using county population.

Table 94: Top Counties in Motorcyclist (Driver and Passenger) Fatalities, 2014[31]

2014 Rank[1]	County	Motorcyclist Fatalities in Crashes					Percent of All 2014 MC Fatalities	2014 Total Fatalities	Motorcyclist Fatalities as a Percent of All 2014 County Fatalities
		2010	2011	2012	2013	2014			
1	Bernalillo	11	11	18	9	14	26.9%	69	20.3%
2	Santa Fe	3	3	4	2	5	9.6%	18	27.8%
3	San Juan	1	3	3	1	4	7.7%	39	10.3%
3	Sandoval	5	2	0	2	4	7.7%	14	28.6%
5	Doña Ana	3	3	4	5	3	5.8%	19	15.8%
5	Valencia	3	2	3	0	3	5.8%	10	30.0%
7	Eddy	0	0	4	0	2	3.8%	16	12.5%
7	Colfax	1	0	1	3	2	3.8%	7	28.6%
7	Taos	2	0	5	2	2	3.8%	10	20.0%
7	Otero	4	5	5	2	2	3.8%	13	15.4%
7	McKinley	1	1	2	1	2	3.8%	48	4.2%
All Other Counties		8	19	17	19	9	17.3%	123	7.3%
Total		42	49	66	46	52	100.0%	386	13.5%

[1] Counties with the same number of motorcyclist fatalities in 2014 have the same rank.

Table 95: Top Counties in Pedestrian Fatalities, 2014[32]

2014 Rank	County	Pedestrian Fatalities in Crashes					Percent of All 2014 Pedestrian Fatalities	2014 Total Fatalities	Pedestrian Fatalities as a Percent of All 2014 County Fatalities
		2010	2011	2012	2013	2014			
1	Bernalillo	9	9	21	21	30	40.5%	69	43.5%
2	McKinley	1	6	7	10	14	18.9%	48	29.2%
3	San Juan	6	5	12	3	7	9.5%	39	17.9%
4	Santa Fe	3	3	4	3	4	5.4%	18	22.2%
5	Taos	1	1	1	1	3	4.1%	10	30.0%
All Other Counties		14	12	16	15	16	21.6%	202	7.9%
Total		34	36	61	53	74	100.0%	386	19.2%

[31] See Page 120 for motorcyclist fatalities in all counties.

[32] See Page 121 for pedestrian fatalities in all counties.

Crash Geography – Counties

Table 96: Severity of Crashes by County, 2014

County	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Bernalillo	65	19.1%	5,018	44.2%	13,001	44.9%	18,084	44.4%
Catron	1	0.3%	6	0.1%	7	0.0%	14	0.0%
Chaves	7	2.1%	313	2.8%	896	3.1%	1,216	3.0%
Cibola	7	2.1%	97	0.9%	243	0.8%	347	0.9%
Colfax	6	1.8%	59	0.5%	242	0.8%	307	0.8%
Curry	4	1.2%	163	1.4%	560	1.9%	727	1.8%
De Baca	0	0.0%	11	0.1%	35	0.12%	46	0.1%
Doña Ana	18	5.3%	1,143	10.1%	2,618	9.0%	3,779	9.3%
Eddy	14	4.1%	342	3.0%	1,211	4.2%	1,567	3.9%
Grant	2	0.6%	143	1.3%	485	1.7%	630	1.5%
Guadalupe	7	2.1%	43	0.4%	112	0.4%	162	0.4%
Harding	2	0.6%	1	0.0%	1	0.00%	4	0.0%
Hidalgo	2	0.6%	28	0.2%	56	0.2%	86	0.2%
Lea	28	8.2%	486	4.3%	879	3.0%	1,393	3.4%
Lincoln	5	1.5%	99	0.9%	301	1.0%	405	1.0%
Los Alamos	2	0.6%	17	0.1%	35	0.1%	54	0.1%
Luna	1	0.3%	109	1.0%	309	1.1%	419	1.0%
McKinley	41	12.1%	335	2.9%	886	3.1%	1,262	3.1%
Mora	3	0.9%	32	0.3%	76	0.3%	111	0.3%
Otero	11	3.2%	232	2.0%	632	2.2%	875	2.2%
Quay	8	2.4%	46	0.4%	93	0.3%	147	0.4%
Rio Arriba	8	2.4%	168	1.5%	421	1.5%	597	1.5%
Roosevelt	2	0.6%	60	0.5%	205	0.7%	267	0.7%
San Juan	31	9.1%	563	5.0%	1,203	4.2%	1,797	4.4%
San Miguel	3	0.9%	123	1.1%	367	1.3%	493	1.2%
Sandoval	10	2.9%	392	3.4%	1,042	3.6%	1,444	3.5%
Santa Fe	17	5.0%	874	7.7%	1,927	6.6%	2,818	6.9%
Sierra	2	0.6%	24	0.2%	58	0.2%	84	0.2%
Socorro	7	2.1%	69	0.6%	198	0.7%	274	0.7%
Taos	10	2.9%	78	0.7%	241	0.8%	329	0.8%
Torrance	5	1.5%	65	0.6%	149	0.5%	219	0.5%
Union	1	0.3%	18	0.2%	45	0.2%	64	0.2%
Valencia	10	2.9%	205	1.8%	448	1.5%	663	1.6%
Missing Data	0	0.0%	2	0.0%	5	0.0%	7	0.0%
Total Crashes	340	100.0%	11,364	100.0%	28,987	100.0%	40,691	100.0%

Table 97: Total Crashes by County, 2010 - 2014[33]

County	Total Crashes					Percent of All 2014 Crashes	2014 Vehicle Miles Traveled (100M VMT)	2014 Crashes per 100M VMT
	2010	2011	2012	2013	2014			
Bernalillo	17,005	17,447	16,563	16,618	18,084	44.4%	62.14	291.0
Catron	32	22	44	28	14	0.0%	0.83	16.9
Chaves	1,413	1,342	1,837	1,370	1,216	3.0%	6.09	199.7
Cibola	421	418	426	346	347	0.9%	6.76	51.3
Colfax	379	370	305	316	307	0.8%	3.30	92.9
Curry	1,095	940	979	792	727	1.8%	3.66	198.4
De Baca	31	26	18	15	46	0.1%	1.47	31.3
Doña Ana	4,140	4,177	3,993	3,836	3,779	9.3%	25.50	148.2
Eddy	978	876	936	1,160	1,567	3.9%	9.11	171.9
Grant	444	529	634	600	630	1.5%	4.35	144.9
Guadalupe	183	156	175	180	162	0.4%	4.94	32.8
Harding	4	9	6	4	4	0.01%	0.27	14.8
Hidalgo	112	115	97	98	86	0.2%	2.58	33.3
Lea	1,300	1,447	1,384	1,283	1,393	3.4%	7.94	175.5
Lincoln	532	532	471	451	405	1.0%	4.00	101.1
Los Alamos	139	128	84	56	54	0.1%	1.30	41.6
Luna	421	416	373	455	419	1.0%	9.56	43.8
McKinley	1,298	1,332	1,352	1,207	1,262	3.1%	13.80	91.4
Mora	113	96	110	84	111	0.3%	1.47	75.5
Otero	1,101	1,165	1,136	977	875	2.2%	7.79	112.3
Quay	225	210	191	154	147	0.4%	4.67	31.5
Rio Arriba	515	481	636	592	597	1.5%	4.85	123.1
Roosevelt	224	346	309	209	267	0.7%	3.00	89.0
San Juan	2,363	2,431	2,320	2,160	1,797	4.4%	18.32	98.1
San Miguel	509	606	483	397	493	1.2%	3.27	150.9
Sandoval	1,949	1,821	1,587	1,658	1,444	3.5%	12.58	114.8
Santa Fe	3,325	3,283	2,979	2,803	2,818	6.9%	19.16	147.1
Sierra	181	222	222	132	84	0.2%	1.98	42.5
Socorro	328	344	305	265	274	0.7%	4.84	56.6
Taos	784	700	575	373	329	0.8%	2.82	116.8
Torrance	253	273	108	187	219	0.5%	4.84	45.2
Union	86	103	85	85	64	0.2%	1.35	47.3
Valencia	919	864	360	645	663	1.6%	6.94	95.6
Missing Data	0	0	0	68	7	0.0%	-	-
Total	42,802	43,227	41,083	39,604	40,691	100.0%	265.50	153.3

[33] See Pages 124-125 for crash rates using county population.

Crash Geography – Counties

Table 98: Severity of Injuries to People in Crashes by County, 2014

County	People in Crashes							Fatalities per 100M VMT	Total People in Crashes per 100M VMT
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People		
Bernalillo	69	507	1,388	5,562	38,929	46,455	45.2%	1.11	748
Catron	1	2	6	1	14	24	0.0%	1.21	29
Chaves	7	40	106	286	2,665	3,104	3.0%	1.15	510
Cibola	7	9	65	85	619	785	0.8%	1.03	116
Colfax	7	20	29	44	529	629	0.6%	2.12	190
Curry	4	21	58	164	1,635	1,882	1.8%	1.09	514
De Baca	0	4	2	10	77	93	0.1%	0.00	63
Doña Ana	19	169	407	1,051	8,084	9,730	9.5%	0.75	382
Eddy	16	55	140	295	3,269	3,775	3.7%	1.76	414
Grant	2	15	88	93	1,172	1,370	1.3%	0.46	315
Guadalupe	7	4	30	46	284	371	0.4%	1.42	75
Harding	2	0	0	1	5	8	0.0%	7.40	30
Hidalgo	9	4	19	23	167	222	0.2%	3.48	86
Lea	31	39	211	445	2,701	3,427	3.3%	3.90	432
Lincoln	5	17	56	65	724	867	0.8%	1.25	217
Los Alamos	2	0	6	21	97	126	0.1%	1.54	97
Luna	1	12	59	93	931	1,096	1.1%	0.10	115
McKinley	48	47	127	322	2,929	3,473	3.4%	3.48	252
Mora	4	1	26	11	156	198	0.2%	2.72	135
Otero	13	22	94	228	1,765	2,122	2.1%	1.67	272
Quay	11	2	30	36	248	327	0.3%	2.36	70
Rio Arriba	9	27	65	160	1,129	1,390	1.4%	1.86	287
Roosevelt	2	11	29	52	518	612	0.6%	0.67	204
San Juan	39	66	219	558	3,876	4,758	4.6%	2.13	260
San Miguel	3	2	55	115	920	1,095	1.1%	0.92	335
Sandoval	14	34	141	402	3,025	3,616	3.5%	1.11	287
Santa Fe	18	48	274	894	5,925	7,159	7.0%	0.94	374
Sierra	2	13	9	16	115	155	0.2%	1.01	78
Socorro	8	16	46	64	469	603	0.6%	1.65	124
Taos	10	10	28	79	736	863	0.8%	3.55	306
Torrance	5	8	17	69	391	490	0.5%	1.03	101
Union	1	6	5	12	105	129	0.1%	0.74	95
Valencia	10	18	75	194	1,485	1,782	1.7%	1.44	257
Missing Data	0	0	0	2	12	14	0.0%	-	-
Total People	386	1,249	3,910	11,499	85,706	102,750	100.0%	1.45	387

Table 99: Alcohol-involved Crashes by County, 2010 - 2014

County	Alcohol-involved Crashes					Percent of All 2014 Alcohol-involved Crashes	2014 Vehicle Miles Traveled (100M VMT)	2014 Alcohol-involved Crashes per 100M VMT
	2010	2011	2012	2013	2014			
Bernalillo	598	681	642	605	635	31.1%	62.14	10.2
Catron	3	1	4	2	2	0.1%	0.83	2.4
Chaves	68	76	93	49	63	3.1%	6.09	10.3
Cibola	26	32	40	22	25	1.2%	6.76	3.7
Colfax	20	19	17	14	12	0.6%	3.30	3.6
Curry	43	44	37	30	27	1.3%	3.66	7.4
De Baca	2	2	0	0	5	0.2%	1.47	3.4
Doña Ana	212	235	187	191	191	9.4%	25.50	7.5
Eddy	43	35	49	44	75	3.7%	9.11	8.2
Grant	23	32	37	35	37	1.8%	4.35	8.5
Guadalupe	11	8	8	2	3	0.1%	4.94	0.6
Harding	0	0	2	0	0	0.0%	0.27	0.0
Hidalgo	3	6	2	6	3	0.1%	2.58	1.2
Lea	98	83	72	56	70	3.4%	7.94	8.8
Lincoln	31	24	30	32	26	1.3%	4.00	6.5
Los Alamos	4	6	2	2	2	0.1%	1.30	1.5
Luna	19	18	5	14	16	0.8%	9.56	1.7
McKinley	128	138	152	153	177	8.7%	13.80	12.8
Mora	6	7	4	8	4	0.2%	1.47	2.7
Otero	54	69	71	52	44	2.2%	7.79	5.6
Quay	4	7	9	8	8	0.4%	4.67	1.7
Rio Arriba	46	50	64	56	41	2.0%	4.85	8.5
Roosevelt	25	15	18	10	8	0.4%	3.00	2.7
San Juan	206	213	199	180	186	9.1%	18.32	10.2
San Miguel	41	47	39	39	27	1.3%	3.27	8.3
Sandoval	99	101	113	107	89	4.4%	12.58	7.1
Santa Fe	192	214	172	160	172	8.4%	19.16	9.0
Sierra	12	18	12	5	8	0.4%	1.98	4.0
Socorro	17	11	18	18	13	0.6%	4.84	2.7
Taos	69	64	46	20	22	1.1%	2.82	7.8
Torrance	11	10	6	13	12	0.6%	4.84	2.5
Union	8	6	3	2	4	0.2%	1.35	3.0
Valencia	40	48	23	23	34	1.7%	6.94	4.9
Total	2,162	2,320	2,176	1,958	2,041	100.0%	265.50	7.7

Crash Geography – Counties

Table 100: Severity of Injuries to People in Alcohol-involved Crashes by County, 2014

County	People in Alcohol-involved Crashes							Fatalities in Alcohol-involved Crashes per 100M VMT	Total People in Alcohol-involved Crashes per 100M VMT
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People		
Bernalillo	35	71	149	204	1,117	1,576	33.6%	0.56	25.4
Catron	1	0	1	0	0	2	0.04%	1.21	2.4
Chaves	4	7	18	30	89	148	3.2%	0.66	24.3
Cibola	1	3	5	4	43	56	1.2%	0.15	8.3
Colfax	3	2	1	2	14	22	0.5%	0.91	6.7
Curry	1	0	10	14	38	63	1.3%	0.27	17.2
De Baca	0	2	2	0	5	9	0.2%	0.00	6.1
Doña Ana	11	17	60	57	264	409	8.7%	0.43	16.0
Eddy	2	5	10	12	127	156	3.3%	0.22	17.1
Grant	0	2	17	3	37	59	1.3%	0.00	13.6
Guadalupe	1	0	2	1	2	6	0.1%	0.20	1.2
Harding	0	0	0	0	0	0	0.0%	0.00	0.0
Hidalgo	0	1	1	1	2	5	0.1%	0.00	1.9
Lea	9	7	24	17	91	148	3.2%	1.13	18.6
Lincoln	3	0	13	9	43	68	1.4%	0.75	17.0
Los Alamos	0	0	0	3	1	4	0.1%	0.00	3.1
Luna	0	0	4	5	26	35	0.7%	0.00	3.7
McKinley	30	12	37	62	343	484	10.3%	2.17	35.1
Mora	2	0	1	0	2	5	0.1%	1.36	3.4
Otero	9	0	11	9	61	90	1.9%	1.16	11.6
Quay	2	0	3	1	4	10	0.2%	0.43	2.1
Rio Arriba	4	8	12	12	57	93	2.0%	0.82	19.2
Roosevelt	1	2	1	4	10	18	0.4%	0.33	6.0
San Juan	18	19	52	59	292	440	9.4%	0.98	24.0
San Miguel	2	1	10	9	34	56	1.2%	0.61	17.1
Sandoval	4	5	21	33	124	187	4.0%	0.32	14.9
Santa Fe	7	6	40	55	244	352	7.5%	0.37	18.4
Sierra	2	3	2	0	7	14	0.3%	1.01	7.1
Socorro	1	3	5	0	16	25	0.5%	0.21	5.2
Taos	6	6	2	10	32	56	1.2%	2.13	19.9
Torrance	3	0	2	5	14	24	0.5%	0.62	5.0
Union	1	0	0	1	3	5	0.1%	0.74	3.7
Valencia	7	3	13	12	37	72	1.5%	1.01	10.4
Missing Data	0	0	0	0	0	0	0.0%	-	-
Total People	170	185	529	634	3,179	4,697	100.0%	0.64	17.7

Cities

An analysis of crashes by city helps identify traffic safety issues across geographic areas of New Mexico. A selection of city crash maps is also available in Appendix E (Page 96) and digitally available in high-resolution color at tru.unm.edu. In some cities, nonresident drivers passing through may contribute to a high crash rate in a city with a relatively small population.

- The largest number of total crashes and alcohol-involved crashes occurred in Albuquerque, Las Cruces and Santa Fe. (Table 101, Table 102)
- Of the 15 cities with the highest number of total crashes, the highest crash rates (crashes per 1,000 city residents) were in Gallup (35.1) and Silver City (33.6). (Table 101)
- Of the 20 cities with the highest number of alcohol-involved crashes, the highest alcohol-involved crash rates (alcohol-involved crashes per 10,000 city residents) were in Gallup (38.7), Zuni Pueblo (28.6) and Taos (24.3). (Table 102)

Table 101: Top Fifteen Cities in Total Crashes, 2014

2014 Rank[1]	City	Total Crashes					2014 Population	Crashes per 1,000 Residents
		2010	2011	2012	2013	2014		
1	Albuquerque	16,491	17,035	16,072	16,295	17,714	557,169	**31.8**
2	Las Cruces	3,250	3,355	3,322	3,237	3,198	101,408	**31.5**
3	Santa Fe	2,236	2,200	2,429	2,201	2,204	70,297	**31.4**
4	Farmington	1,282	1,330	1,281	1,435	1,148	44,445	25.8
5	Roswell	1,159	1,071	1,593	1,145	987	48,608	20.3
6	Carlsbad	769	702	661	683	874	28,103	**31.1**
7	Hobbs	800	886	798	789	818	37,118	22.0
8	Gallup	760	737	737	793	789	22,469	**35.1**
9	Rio Rancho	1,176	1,196	1,130	1,055	753	93,820	8.0
10	Clovis	944	800	868	721	673	39,860	16.9
11	Alamogordo	682	758	661	683	581	31,060	18.7
12	Los Lunas	420	353	67	360	343	15,206	22.6
13	Silver City	256	347	381	339	342	10,172	**33.6**
13	Artesia	41	11	84	330	342	11,842	28.9
15	Deming	290	270	291	343	333	14,605	22.8
All Other Crashes		12,246	12,176	10,708	9,195	9,592	-	-
Statewide Total		42,802	43,227	41,083	39,604	40,691	2,085,287	19.5

[1] Cities have the same rank if they have the same number of crashes in 2014.

Crash Geography – Cities

Table 102: Top Twenty Cities in Alcohol-involved Crashes, 2014

2014 Rank[1]	City	Alcohol-involved Crashes					2014 Population[2]	Alcohol-involved Crashes per 10,000 Residents
		2010	2011	2012	2013	2014		
1	Albuquerque	558	654	592	579	608	557,169	10.9
2	Las Cruces	132	151	113	121	130	101,408	12.8
3	Santa Fe	107	140	131	121	128	70,297	18.2
4	Farmington	79	84	84	116	98	44,445	**22.0**
5	Gallup	55	59	68	88	87	22,469	**38.7**
6	Roswell	49	47	75	29	49	48,608	10.1
6	Carlsbad	31	25	38	17	49	28,103	17.4
8	Hobbs	54	48	38	31	47	37,118	12.7
9	Rio Rancho	55	57	66	63	39	93,820	4.2
10	Alamogordo	28	34	30	33	24	31,060	7.7
11	Clovis	27	33	30	27	23	39,860	5.8
12	Zuni Pueblo	22	18	13	4	18	6,302	**28.6**
12	Silver City	11	19	19	22	18	10,172	17.7
14	Las Vegas	20	25	22	28	17	13,518	12.6
14	Ruidoso	15	17	14	18	17	7,824	**21.7**
16	Española	26	26	34	22	15	10,130	14.8
16	Shiprock	19	23	17	9	15	8,295	18.1
16	Bloomfield	6	7	10	6	15	7,638	19.6
19	Taos	28	25	22	13	14	5,766	**24.3**
20	Anthony	13	8	18	17	13	9,318	14.0
20	Deming	11	14	4	10	13	14,605	8.9
All Other Crashes		816	806	738	584	604	-	-
Statewide Total		2,162	2,320	2,176	1,958	2,041	2,085,287	9.8

[1] Cities have the same rank if they have the same number of crashes in 2014.

[2] The population of Zuni Pueblo and Shiprock CDPs (Census Designated Places) are based on the 2010 U.S. Census.

Table 103: Severity of Crashes and Severity of Injury in Crashes by City, 2014

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Abiquiu	1	10	17	28	2	14	52	68
Acoma	0	6	12	18	0	6	29	35
Acomita	1	8	14	23	1	9	48	58
Alamogordo	4	156	421	581	6	234	1,288	1,528
Albuquerque	59	4,897	12,758	17,714	62	7,291	38,317	45,670
Algodones	4	2	21	27	6	3	49	58
Angel Fire	0	3	18	21	0	3	51	54
Anthony	2	28	82	112	2	48	199	249
Arenas Valley	0	8	36	44	0	13	66	79
Artesia	0	58	284	342	0	88	781	869
Atoka	0	13	23	36	0	14	62	76
Aztec	2	40	127	169	3	55	312	370
Bayard	0	1	28	29	0	1	55	56
Belen	5	42	86	133	5	61	260	326
Bent	0	5	13	18	0	8	23	31
Berino	0	7	13	20	0	9	45	54
Bernalillo	0	72	217	289	0	114	657	771
Bloomfield	3	32	95	130	3	54	291	348
Bluewater Village	1	5	14	20	1	14	31	46
Bosque Farms	0	25	24	49	0	31	88	119
Carlsbad	5	185	684	874	7	266	1,960	2,233
Carrizozo	2	5	11	18	2	8	34	44
Cedar Crest	0	4	22	26	0	4	46	50
Cedar Hill	0	3	17	20	0	3	27	30
Chama	0	1	18	19	0	1	37	38
Chaparral	2	24	51	77	2	46	142	190
Chimayo	0	14	23	37	0	29	52	81
Church Rock	4	5	17	26	5	7	51	63
Clayton	0	4	16	20	0	4	38	42
Clines Corners	0	7	10	17	0	9	36	45
Cloudcroft	1	8	18	27	1	9	38	48
Clovis	4	144	525	673	4	218	1,543	1,765
Continental Divide	2	5	19	26	2	9	54	65
Corrales	1	22	35	58	1	35	99	135
Cuba	0	12	31	43	0	17	73	90
Deming	1	79	253	333	1	105	768	874
Dexter	1	8	11	20	1	9	29	39

Crash Geography – Cities

Table 103 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Dulce	0	7	34	41	0	7	71	78
Edgewood	1	27	78	106	0	38	218	256
El Valle de Arroyo Seco	0	7	17	24	0	12	50	62
Eldorado at Santa Fe	0	11	29	40	0	17	58	75
Española	3	82	177	262	3	116	581	700
Eunice	0	7	27	34	0	9	57	66
Farmington	8	378	762	1,148	9	546	2,651	3,206
Fort Sumner	0	4	29	33	0	6	63	69
Gallup	14	189	586	789	15	276	2,080	2,371
Gamerco	0	13	9	22	0	19	45	64
Glorieta	0	5	18	23	0	7	36	43
Grants	2	31	114	147	2	46	300	348
Hatch	1	4	24	29	2	7	55	64
Hobbs	5	308	505	818	6	435	1,788	2,229
Hurley	1	6	11	18	1	10	33	44
Isleta Pueblo	2	25	61	88	3	34	162	199
Jal	0	6	34	40	0	8	62	70
Jemez Springs	0	4	15	19	0	4	26	30
Kirtland	1	11	48	60	1	11	151	163
La Luz	1	7	21	29	1	11	51	63
Las Cruces	9	967	2,222	3,198	9	1,360	7,013	8,382
Las Vegas	0	76	244	320	0	116	679	795
Lordsburg	1	12	25	38	7	23	88	118
Los Alamos	2	15	29	46	2	25	86	113
Los Lunas	0	95	248	343	0	122	856	978
Lovington	0	36	137	173	0	48	373	421
Malaga	0	6	12	18	0	9	17	26
Mesquite	1	7	28	36	1	11	70	82
Midway	0	7	20	27	0	12	57	69
Milan	0	12	22	34	0	17	56	73
Mimbres	0	6	19	25	0	7	34	41
Mora	1	3	20	24	2	3	40	45
Moriarty	0	16	63	79	0	23	156	179
Peralta	1	16	24	41	1	25	87	113
Placitas	0	3	18	21	0	3	35	38
Pojoaque	0	21	31	52	0	34	106	140

Crash Geography – Cities

Table 103 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Portales	0	40	187	227	0	54	477	531
Prewitt	2	16	20	38	2	23	62	87
Radium Springs	0	5	13	18	0	7	27	34
Raton	1	16	106	123	1	21	238	260
Rio Rancho	2	220	531	753	2	329	1,634	1,965
Roswell	1	243	743	987	1	330	2,267	2,598
Rowe	0	9	12	21	0	9	25	34
Ruidoso	0	50	144	194	0	63	391	454
Ruidoso Downs	0	4	32	36	0	6	81	87
San Felipe Pueblo	0	8	36	44	0	9	106	115
Santa Ana Pueblo	0	12	27	39	0	19	78	97
Santa Clara (Central)	0	3	14	17	0	3	27	30
Santa Fe	10	678	1,516	2,204	11	932	4,855	5,798
Santa Rosa	2	17	41	60	2	31	105	138
Santa Teresa	0	18	27	45	0	26	82	108
Sedillo	0	9	20	29	0	16	57	73
Shiprock	4	24	27	55	4	39	122	165
Silver City	0	84	258	342	0	114	722	836
Socorro	2	36	107	145	3	56	270	329
Springer	0	2	16	18	0	7	27	34
Sunland Park	0	20	70	90	0	26	202	228
Taos	6	69	180	255	6	101	612	719
Tesuque	0	11	21	32	0	15	54	69
Texico	0	14	16	30	0	18	62	80
Thoreau	1	9	30	40	1	10	84	95
Tijeras	0	13	23	36	0	20	63	83
Tres Piedras	0	3	14	17	0	5	32	37
Truth or Consequences	1	13	41	55	1	21	88	110
Tucumcari	2	21	30	53	2	27	78	107
Tularosa	0	9	48	57	0	11	118	129
Vado	0	22	38	60	0	34	110	144
Waterflow	0	6	17	23	0	7	56	63
West Hammond	0	4	14	18	0	6	26	32
Yah-ta-hey	2	4	13	19	2	6	28	36
Zuni Pueblo	3	18	35	56	3	30	98	131
Rural and Other	142	1,256	2,695	4,093	163	1,921	6,320	8,404
Total	**340**	**11,364**	**28,987**	**40,691**	**386**	**16,658**	**85,706**	**102,750**

[1] The term "other" refers to towns or places with fewer than 17 crashes in 2014.

Crash Geography – Cities

Table 104: Severity of Alcohol-involved Crashes and Injuries by City, 2014

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Abiquiu	1	2	0	3	2	2	3	7
Alamogordo	2	7	15	24	4	9	44	57
Albuquerque	30	275	303	608	32	406	1,087	1,525
Algodones	2	1	4	7	3	2	8	13
Anthony	2	5	6	13	2	10	11	23
Artesia	0	4	7	11	0	4	12	16
Aztec	2	5	4	11	3	6	12	21
Belen	3	3	0	6	3	6	4	13
Bernalillo	0	5	6	11	0	8	22	30
Bloomfield	0	3	12	15	0	5	30	35
Bosque Farms	0	5	3	8	0	5	13	18
Carlsbad	0	14	35	49	0	19	99	118
Cedro	2	0	1	3	2	0	2	4
Chaparral	2	2	4	8	2	6	16	24
Chimayo	0	1	4	5	0	3	6	9
Church Rock	3	1	1	5	3	1	5	9
Clovis	1	11	11	23	1	19	34	54
Corrales	1	4	1	6	1	7	3	11
Deming	0	7	6	13	0	7	23	30
Dexter	0	3	0	3	0	4	1	5
Dulce	0	5	3	8	0	5	6	11
Edgewood	0	2	3	5	0	7	3	10
Española	1	7	7	15	1	12	29	42
Farmington	4	48	46	98	4	70	154	228
Fort Wingate	0	0	3	3	0	0	5	5
Gallup	12	28	47	87	13	45	188	246
Gamerco	0	6	1	7	0	10	13	23
Grants	0	2	8	10	0	3	23	26
Hobbs	3	21	23	47	4	30	67	101
Isleta Pueblo	1	3	7	11	1	6	14	21
Kirtland	0	1	7	8	0	1	17	18
La Luz	1	1	1	3	1	5	1	7
Las Cruces	4	60	66	130	4	97	189	290
Las Vegas	0	8	9	17	0	15	24	39
Los Lunas	0	5	1	6	0	7	5	12
Loving	0	1	2	3	0	1	2	3

Table 104 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
Lovington	0	0	4	4	0	0	10	10
Mentmore	0	0	4	4	0	0	6	6
Mesquite	0	1	4	5	0	1	5	6
Nageezi	1	1	1	3	1	1	8	10
Naschitti	1	2	0	3	1	2	5	8
None	25	76	64	165	31	115	186	332
Peralta	1	2	0	3	1	2	2	5
Pojoaque	0	4	3	7	0	6	7	13
Portales	0	4	2	6	0	6	7	13
Prewitt	1	5	3	9	1	7	11	19
Questa	0	1	2	3	0	2	3	5
Radium Springs	0	0	3	3	0	0	4	4
Raton	1	1	3	5	1	2	9	12
Rio Rancho	0	18	21	39	0	25	62	87
Roswell	1	28	20	49	1	41	84	126
Ruidoso	0	11	6	17	0	15	33	48
San Felipe Pueblo	0	1	2	3	0	1	3	4
Santa Fe	5	53	70	128	5	74	199	278
Santa Teresa	0	1	2	3	0	1	5	6
Shiprock	4	7	4	15	4	8	27	39
Silver City	0	10	8	18	0	11	18	29
Socorro	0	3	4	7	0	3	13	16
Sunland Park	0	3	5	8	0	4	9	13
Taos	4	7	3	14	4	11	21	36
Tesuque	0	2	1	3	0	2	3	5
Thoreau	1	1	1	3	1	1	3	5
Tierra Amarilla	0	1	2	3	0	1	8	9
Truth or Consequences	1	1	4	6	1	3	7	11
Tucumcari	0	3	2	5	0	4	2	6
Tularosa	0	0	5	5	0	0	5	5
Upper Fruitland	1	1	1	3	2	4	4	10
Vado	0	3	7	10	0	4	10	14
Waterflow	0	2	4	6	0	2	13	15
Yah-ta-hey	1	2	1	4	1	4	4	9
Zuni Pueblo	2	8	8	18	2	16	33	51
Rural and Other	25	77	62	164	27	126	175	328
Total	**152**	**896**	**993**	**2,041**	**170**	**1,348**	**3,179**	**4,697**

[1] The term "other" refers to towns or places with fewer than three alcohol-involved crashes in 2014.

Crash Geography – Rural and Urban

Rural and Urban Locations

Starting with 2013 crash data, new guidelines for urban and rural designations went into effect. This may have resulted in a slight adjustment in the typical urban and rural distribution of crashes compared with previous years. For more information, see Page xv in the Definitions section and Page 127 in the Sources section.

- Most crashes occur in urban locations, whereas the majority of crash-related fatalities occur on rural roadways. Urban roadways account for 84.1 percent of crashes, but rural roadways account for 60.3 percent of crash-related fatalities. (Table 105, Table 106)
- Most alcohol-involved crashes occur in urban locations, whereas the majority of fatalities in alcohol-involved crashes occur on rural roadways. Urban roadways account for 75.8 percent of alcohol-involved crashes, but rural roadways account for 53.5 percent of alcohol-involved crash-related fatalities. (Table 107, Table 108)
- Overturn crashes account for 51.7 percent of rural Interstate fatalities and 20.7 percent of rural non-Interstate fatalities. (Table 109)
- Pedestrian crashes account for 41.8 percent of fatalities in urban alcohol-involved crashes. (Table 110)

Table 105: Crashes by Rural and Urban Location, 2010 - 2014

Year	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2010	1,987	4.6%	5,969	13.9%	34,846	81.4%	42,802	100%
2011	1,841	4.3%	5,758	13.3%	35,628	82.4%	43,227	100%
2012	1,553	3.8%	5,129	12.5%	34,401	83.7%	41,083	100%
2013	1,344	3.4%	4,333	10.9%	33,927	85.7%	39,604	100%
2014	1,283	3.2%	5,179	12.7%	34,229	84.1%	40,691	100%

Table 106: Fatalities by Rural and Urban Location, 2010 - 2014

Year	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2010	63	18.1%	159	45.6%	127	36.4%	349	100%
2011	63	17.9%	178	50.7%	110	31.3%	351	100%
2012	74	20.2%	181	49.5%	111	30.3%	366	100%
2013	47	15.1%	146	46.9%	118	37.9%	311	100%
2014	60	15.5%	173	44.8%	153	39.6%	386	100%

Table 107: Alcohol-involved Crashes by Rural and Urban Location, 2010 - 2014

Year	Alcohol-involved Crashes							
	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2010	85	3.9%	579	26.8%	1,498	69.3%	2,162	100%
2011	92	4.0%	556	24.0%	1,672	72.1%	2,320	100%
2012	87	4.0%	518	23.8%	1,571	72.2%	2,176	100%
2013	58	3.0%	365	18.6%	1,535	78.4%	1,958	100%
2014	58	2.8%	436	21.4%	1,547	75.8%	2,041	100%

Table 108: Fatalities in Alcohol-involved Crashes by Rural and Urban Location, 2010 - 2014

Year	Fatalities in Alcohol-involved Crashes							
	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2010	18	12.4%	71	49.0%	56	38.6%	145	100%
2011	20	13.2%	82	53.9%	50	32.9%	152	100%
2012	20	13.1%	89	58.2%	44	28.8%	153	100%
2013	15	10.9%	64	46.7%	58	42.3%	137	100%
2014	14	8.2%	77	45.3%	79	46.5%	170	100%

Crash Geography – Rural and Urban

Table 109: Fatalities and Crashes by Rural and Urban Location and Crash Classification, 2014

Crash Classification	Rural Interstate				Rural Non-Interstate				Urban			
	Fatalities		Crashes		Fatalities		Crashes		Fatalities		Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	14	23.3%	403	31.4%	61	35.3%	1,468	28.3%	42	27.5%	25,300	73.9%
Fixed Object	6	10.0%	238	18.6%	13	7.5%	959	18.5%	17	11.1%	2,757	8.1%
Parked Vehicle	2	3.3%	23	1.8%	0	0.0%	126	2.4%	2	1.3%	2,117	6.2%
Overturn/Rollover	31	51.7%	309	24.1%	68	39.3%	1,061	20.5%	28	18.3%	578	1.7%
Animal	0	0.0%	123	9.6%	1	0.6%	972	18.8%	0	0.0%	316	0.9%
Other (Object)	0	0.0%	106	8.3%	2	1.2%	218	4.2%	0	0.0%	562	1.6%
Pedestrian	6	10.0%	11	0.9%	12	6.9%	30	0.6%	55	35.9%	516	1.5%
Other (Non-Collision)	1	1.7%	54	4.2%	1	0.6%	181	3.5%	1	0.7%	306	0.9%
Vehicle on Other Road	0	0.0%	6	0.5%	8	4.6%	51	1.0%	1	0.7%	306	0.9%
Pedalcyclist	0	0.0%	0	0.0%	4	2.3%	7	0.1%	1	0.7%	307	0.9%
Railroad Train	0	0.0%	1	0.1%	0	0.0%	20	0.4%	2	1.3%	8	0.0%
Rollover	0	0.0%	5	0.4%	0	0.0%	8	0.2%	0	0.0%	10	0.0%
Missing Data	0	0.0%	4	0.3%	3	1.7%	78	1.5%	4	2.6%	1,146	3.3%
Total	60	100.0%	1,283	100.0%	173	100.0%	5,179	100.0%	153	100.0%	34,229	100.0%

[1] Rollover crashes are classified separately from Overturn/Rollover starting with 2014 crashes.

Table 110: Alcohol-involved Fatalities and Crashes by Rural and Urban Location and Crash Classification, 2014

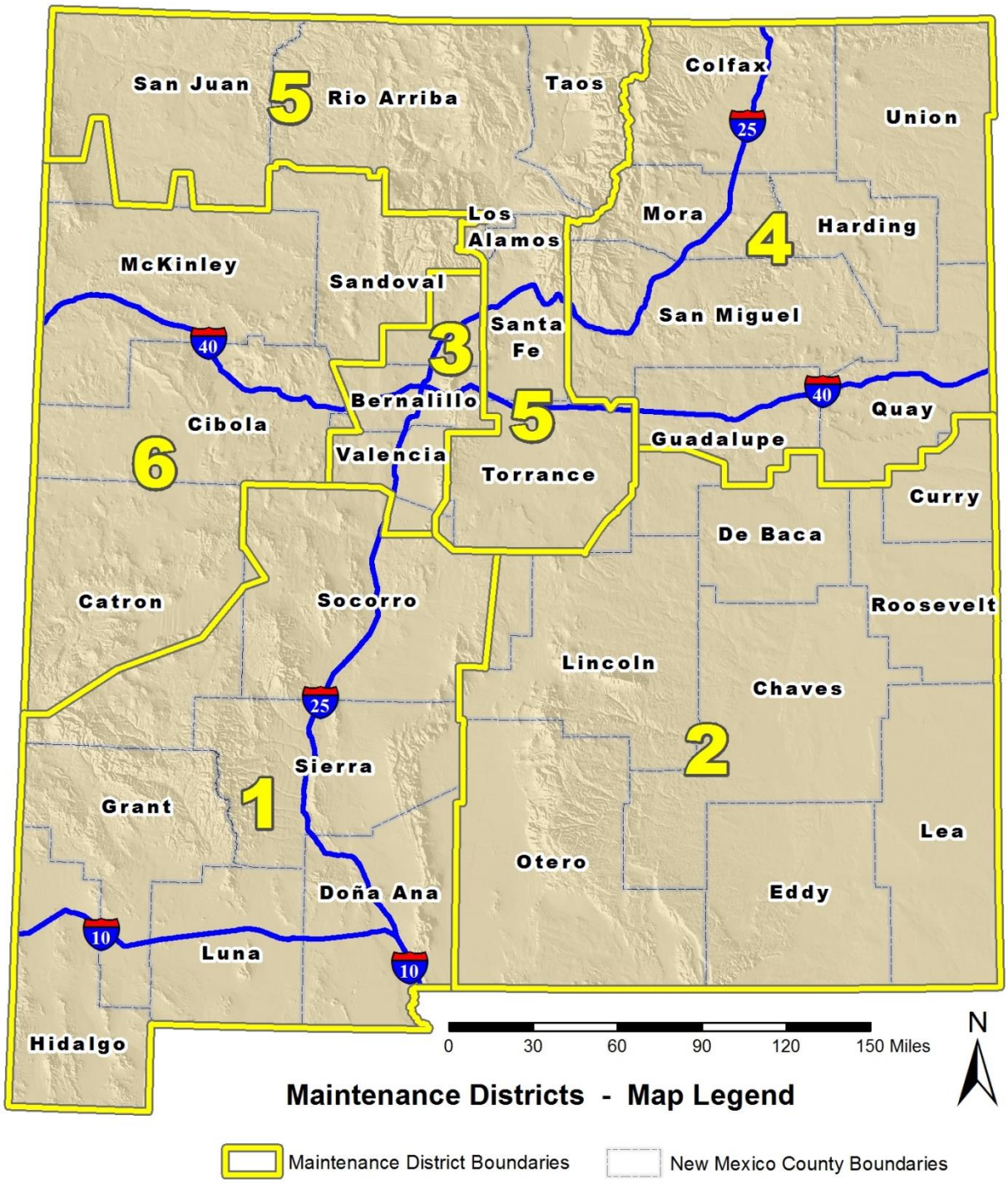
Crash Classification	Alcohol-involved Fatalities[1] and Crashes											
	Rural Interstate				Rural Non-Interstate				Urban			
	Fatalities		Crashes		Fatalities		Crashes		Fatalities		Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	3	21.4%	11	19.0%	21	27.3%	86	19.7%	16	20.3%	668	43.2%
Fixed Object	3	21.4%	19	32.8%	11	14.3%	129	29.6%	9	11.4%	412	26.6%
Overturn/Rollover	6	42.9%	19	32.8%	35	45.5%	152	34.9%	16	20.3%	103	6.7%
Pedestrian	1	7.1%	5	8.6%	7	9.1%	12	2.8%	33	41.8%	126	8.1%
Parked Vehicle	1	7.1%	2	3.4%	0	0.0%	8	1.8%	1	1.3%	101	6.5%
Other (Object)	0	0.0%	1	1.7%	1	1.3%	18	4.1%	0	0.0%	53	3.4%
Other (Non-Collision)	0	0.0%	1	1.7%	0	0.0%	12	2.8%	0	0.0%	27	1.7%
Pedalcyclist	0	0.0%	0	0.0%	1	1.3%	1	0.2%	1	1.3%	21	1.4%
Vehicle on Other Road	0	0.0%	0	0.0%	0	0.0%	4	0.9%	0	0.0%	13	0.8%
Animal	0	0.0%	0	0.0%	0	0.0%	6	1.4%	0	0.0%	2	0.1%
Railroad Train	0	0.0%	0	0.0%	0	0.0%	3	0.7%	0	0.0%	1	0.1%
Rollover	0	0.0%	0	0.0%	0	0.0%	1	0.2%	0	0.0%	2	0.1%
Missing Data	0	0.0%	0	0.0%	1	1.3%	4	0.9%	3	3.8%	18	1.2%
Total	14	100.0%	58	100.0%	77	100.0%	436	100.0%	79	100.0%	1,547	100.0%

[1] Any fatality in an alcohol-involved crash.

[2] Rollover crashes are classified separately from Overturn/Rollover starting with 2014 crashes.

Highway Maintenance Districts

Map 1: New Mexico Highway Maintenance Districts



Crash Geography – Maintenance Districts

Table 111: Crashes by Highway Maintenance District and Crash Severity, 2014

Highway Maintenance District	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	32	9.4%	1,492	13.1%	3,638	12.6%	5,162	12.7%
District 2	72	21.2%	1,693	14.9%	4,613	15.9%	6,378	15.7%
District 3	82	24.1%	5,504	48.4%	14,094	48.6%	19,680	48.4%
District 4	29	8.5%	296	2.6%	879	3.0%	1,204	3.0%
District 5	68	20.0%	1,720	15.1%	3,860	13.3%	5,648	13.9%
District 6	54	15.9%	481	4.2%	1,194	4.1%	1,729	4.2%
Missing Data	3	0.9%	178	1.6%	709	2.4%	890	2.2%
Total Crashes	340	100.0%	11,364	100.0%	28,987	100.0%	40,691	100.0%

Table 112: Severity of Injuries to People in Crashes by Highway Maintenance District, 2014

Highway Maintenance District	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	41	10.6%	226	18.1%	615	15.7%	1,317	11.5%	10,750	12.5%	12,949	12.6%
District 2	79	20.5%	207	16.6%	690	17.6%	1,528	13.3%	13,093	15.3%	15,597	15.2%
District 3	88	22.8%	549	44.0%	1,560	39.9%	6,071	52.8%	42,431	49.5%	50,699	49.3%
District 4	34	8.8%	31	2.5%	162	4.1%	249	2.2%	2,146	2.5%	2,622	2.6%
District 5	78	20.2%	155	12.4%	592	15.1%	1,735	15.1%	11,863	13.8%	14,423	14.0%
District 6	63	16.3%	61	4.9%	217	5.5%	440	3.8%	3,731	4.4%	4,512	4.4%
Missing Data	3	0.8%	20	1.6%	74	1.9%	159	1.4%	1,692	2.0%	1,948	1.9%
Total People	386	100%	1,249	100%	3,910	100%	11,499	100%	85,706	100%	102,750	100%

Table 113: Crashes by Highway Maintenance District and Rural and Urban Location, 2014

Highway Maintenance District	Rural Interstate		Rural Non-Interstate		Urban		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	313	6.1%	680	13.2%	4,169	80.8%	5,162	100%
District 2	0	0.0%	1,866	29.3%	4,512	70.7%	6,378	100%
District 3	162	0.8%	187	1.0%	19,331	98.2%	19,680	100%
District 4	304	25.2%	487	40.4%	413	34.3%	1,204	100%
District 5	183	3.2%	1,207	21.4%	4,258	75.4%	5,648	100%
District 6	288	16.7%	496	28.7%	945	54.7%	1,729	100%
Missing Data	33	3.7%	256	28.8%	601	67.5%	890	100%
Total Crashes	1,283	3.2%	5,179	12.7%	34,229	84.1%	40,691	100%

Appendix

Appendix A – Hour and Day of Week

Appendix Table A-1: Severity of Injuries by Hour, 2014

Hour[1]	Severity of Injuries to People in Crashes[2]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Midnight	13	24	64	105	800	1,006
1 a.m.	5	11	72	67	650	805
2 a.m.	10	10	78	64	581	743
3 a.m.	11	16	43	56	399	525
4 a.m.	13	12	41	41	334	441
5 a.m.	8	15	66	69	648	806
6 a.m.	22	22	95	215	1,336	1,690
7 a.m.	20	56	158	616	4,091	4,941
8 a.m.	15	84	173	602	4,504	5,378
9 a.m.	6	55	159	487	3,523	4,230
10 a.m.	10	44	151	529	3,683	4,417
11 a.m.	15	64	187	630	4,728	5,624
Noon	6	86	230	793	5,950	7,065
1 p.m.	17	81	239	828	6,002	7,167
2 p.m.	9	88	231	877	5,980	7,185
3 p.m.	16	91	308	968	7,655	9,038
4 p.m.	18	97	305	1,054	7,676	9,150
5 p.m.	28	89	325	1,157	8,057	9,656
6 p.m.	35	88	253	697	5,518	6,591
7 p.m.	24	49	196	491	3,550	4,310
8 p.m.	26	49	180	399	2,915	3,569
9 p.m.	21	54	127	272	2,558	3,032
10 p.m.	20	25	116	242	1,664	2,067
11 p.m.	14	30	77	175	1,176	1,472
Missing Data	4	9	36	65	1,728	1,842
Total	386	1,249	3,910	11,499	85,706	102,750

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

Appendix – Hour and Day of Week

Appendix Table A-2: Severity of Injuries to People in Alcohol-involved Crashes by Hour, 2014

Hour[1]	Severity of Injuries to People in Alcohol-involved Crashes[2]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Midnight	4	12	20	29	177	242
1 a.m.	3	7	31	11	135	187
2 a.m.	9	6	38	20	154	227
3 a.m.	7	5	14	10	65	101
4 a.m.	3	3	12	4	38	60
5 a.m.	2	4	6	7	27	46
6 a.m.	4	0	11	10	38	63
7 a.m.	5	6	10	9	42	72
8 a.m.	3	2	6	6	32	49
9 a.m.	1	1	4	9	56	71
10 a.m.	1	5	3	18	45	72
11 a.m.	0	7	12	16	107	142
Noon	1	8	7	10	80	106
1 p.m.	10	6	18	14	80	128
2 p.m.	5	9	11	32	167	224
3 p.m.	6	9	25	31	130	201
4 p.m.	6	3	37	36	159	241
5 p.m.	12	9	33	53	209	316
6 p.m.	22	19	38	63	283	425
7 p.m.	12	11	42	49	196	310
8 p.m.	15	13	51	48	208	335
9 p.m.	14	14	34	39	275	376
10 p.m.	13	13	25	62	224	337
11 p.m.	10	10	33	42	215	310
Missing Data	2	3	8	6	37	56
Total	170	185	529	634	3,179	4,697

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

[2] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table A-3: Severity of Injuries to People in Crashes by Day of the Week, 2014

Day of Week	Severity of Injuries to People in Crashes[1]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Sunday	46	169	532	1,091	8,293	10,131
Monday	40	191	554	1,839	12,462	15,086
Tuesday	47	162	517	1,688	13,130	15,544
Wednesday	46	178	553	1,806	12,883	15,466
Thursday	59	204	522	1,738	12,743	15,266
Friday	77	156	619	1,881	15,236	17,969
Saturday	71	189	613	1,456	10,959	13,288
Total	386	1,249	3,910	11,499	85,706	102,750

[1] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table A-4: Severity of Injuries to People in Alcohol-involved Crashes by Day of Week, 2014

Day of Week	Severity of Injuries to People in Alcohol-involved Crashes[1]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Sunday	28	33	102	96	549	808
Monday	10	19	55	71	353	508
Tuesday	22	22	58	68	361	531
Wednesday	18	21	68	84	368	559
Thursday	20	27	55	83	366	551
Friday	34	25	84	105	514	762
Saturday	38	38	107	127	668	978
Total	170	185	529	634	3,179	4,697

[1] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table A-5: Pedestrian-involved Crashes by Hour, 2010 - 2014

Hour[1]	Pedestrian-involved Crashes[2]				
	2010	2011	2012	2013	2014
Midnight	7	8	8	3	4
1 a.m.	8	5	6	6	4
2 a.m.	3	4	11	5	5
3 a.m.	5	3	1	6	4
4 a.m.	4	5	3	4	4
5 a.m.	1	4	8	4	7
6 a.m.	4	4	2	7	8
7 a.m.	18	18	14	21	25
8 a.m.	11	20	19	18	19
9 a.m.	14	14	14	21	15
10 a.m.	17	15	18	15	17
11 a.m.	24	23	20	30	23
Noon	26	20	25	25	28
1 p.m.	22	25	25	30	24
2 p.m.	24	17	24	28	26
3 p.m.	23	31	25	26	43
4 p.m.	27	39	27	44	35
5 p.m.	36	28	47	50	37
6 p.m.	34	27	27	38	60
7 p.m.	23	35	27	32	45
8 p.m.	25	22	23	33	41
9 p.m.	30	27	28	20	43
10 p.m.	16	9	21	23	21
11 p.m.	14	11	7	15	16
Missing Data	0	0	2	4	5
Total	416	414	432	508	559

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

[2] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table A-6: Pedalcycle-involved Crashes by Hour, 2010 - 2014

Hour[1]	Pedalcycle-involved Crashes[2]				
	2010	2011	2012	2013	2014
Midnight	4	7	3	0	4
1 a.m.	2	0	2	1	0
2 a.m.	1	3	2	1	0
3 a.m.	1	1	1	0	0
4 a.m.	1	0	0	1	1
5 a.m.	0	1	1	3	2
6 a.m.	3	8	7	1	6
7 a.m.	24	12	21	22	20
8 a.m.	18	27	25	6	21
9 a.m.	13	14	26	14	12
10 a.m.	17	12	19	12	9
11 a.m.	23	13	21	26	19
Noon	21	24	26	16	25
1 p.m.	20	21	19	18	13
2 p.m.	16	22	29	13	12
3 p.m.	27	29	28	33	22
4 p.m.	38	40	34	27	27
5 p.m.	45	40	36	34	42
6 p.m.	24	21	23	21	29
7 p.m.	19	21	23	18	19
8 p.m.	12	11	14	18	14
9 p.m.	16	10	10	6	5
10 p.m.	5	2	10	10	3
11 p.m.	4	6	3	3	4
Missing Data	0	0	5	4	2
Total	354	345	388	308	311

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

[2] Numbers are shaded such that darker shading identifies higher numbers.

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, Pages 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: Consumer Price Index and Employment Cost Index, 2001 - 2014

Year	Consumer Price Index (CPI)[1]	CPI Ratio [2]	Employment Cost Index (ECI)[3]	ECI Ratio[4]
2001	**177.1**	**1.00**	**85.8**	**1.00**
2002	179.9	1.02	89.2	1.04
2003	184.0	1.04	92.3	1.08
2004	188.9	1.07	95.9	1.12
2005	195.3	1.10	98.9	1.15
2006	201.6	1.14	101.7	1.19
2007	207.3	1.17	104.9	1.22
2008	215.3	1.22	108.0	1.26
2009	214.5	1.21	109.6	1.28
2010	218.1	1.23	111.7	1.30
2011	224.9	1.27	114.3	1.33
2012	229.6	1.30	116.4	1.36
2013	233.0	1.32	118.6	1.38
2014	**236.7**	**1.3**	**121.0**	**1.41**

[1] The CPI used here is from the Bureau of Labor Statistics (BLS), Consumer Price Index Detailed Report, Data for January 2015, Table 1A, Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category and commodity and service group, Expenditure Category: "All Items", Column: Annual Average CPI 2014. Accessed June 20, 2016, http://www.bls.gov/cpi/cpid1501.pdf.

[2] The CPI Ratio is used to adjust the FHWA 2001 Human Capital Crash Cost Estimates to the corresponding costs in another year. It is calculated by dividing the CPI of any year by the CPI for 2001.

[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 June 21, 2016, http://www.bls.gov/web/eci/echistrynaics.pdf.

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

Appendix Table B-2: 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
Suspected Serious Injury Crash (A)	111,400	216,000	104,600
Suspected Minor 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-3: FHWA Calculation of Human Capital Cost Estimates per Crash, 2014

Crash Severity	Human Capital Crash Costs (2001 Dollars)	CPI Ratio (2014/2001)	2014 CPI-Adjusted Human Capital Costs[1]
Fatal Crash (K)	1,245,600	1.336736	1,665,039
Suspected Serious Injury Crash (A)	111,400	1.336736	148,912
Suspected Minor Injury Crash (B)	41,900	1.336736	56,009
Possible Injury Crash (C)	28,400	1.336736	37,963
Property Damage Only Crash (O)	6,400	1.336736	8,555

[1] Based on multiplying the Human Capital Crash Cost in 2001 Dollars by the CPI Ratio for 2014.

Appendix Table B-4: FHWA Calculation of Comprehensive Cost Estimates per Crash, 2014

Crash Severity	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)[1]	ECI Ratio (2014/2001)	2014 ECI-Adjusted Cost Difference[2]	2014 Comprehensive Costs[3] Per Crash
Fatal Crash (K)	4,008,900	2,763,300	1.4102564	3,896,962	5,562,000
Suspected Serious Injury Crash (A)	216,000	104,600	1.4102564	147,513	296,425
Suspected Minor Injury Crash (B)	79,000	37,100	1.4102564	52,321	108,330
Possible Injury Crash (C)	44,900	16,500	1.4102564	23,269	61,233
Property Damage Only Crash (O)	7,400	1,000	1.4102564	1,410	9,965

[1] The Cost Difference is Comprehensive Crash Costs minus Human Capital Costs, in 2001 dollars.

[2] Based on multiplying the Cost Difference in 2001 Dollars by the ECI Ratio for 2014.

[3] Sum of 2014 CPI-Adjusted Human Capital Costs and the 2014 ECI-Adjusted Cost Difference

Appendix – Economic Impact

- The total human capital cost of the 40,691 crashes in New Mexico was **$1.4 billion**. This represents the 2014 value of human capital costs for 340 fatal crashes and 40,351 non-fatal crashes. (Tables B-5 and B-6)
- When intangible costs arising from loss of life or reduction in quality of life are added to the human capital costs, the comprehensive cost for crashes in 2014 totals **$3.3 billion**. Over half of this amount ($1.9 billion) is the cost of fatal crashes. (Tables B-5 and B-6)

Appendix Table B-5: Calculation of Human Capital Crash Cost Estimates, 2014 Adjusted

Crash Severity	Human Capital[1] Costs per Crash, 2014 CPI-Adjusted ($)	Total Crashes 2014	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,665,039	340	566,113,173
Suspected Serious Injury Crash (A)	148,912	1,028	153,081,973
Suspected Minor Injury Crash (B)	56,009	3,091	173,124,596
Possible Injury Crash (C)	37,963	7,245	275,044,189
Property Damage Only Crash (O)	8,555	28,987	247,987,042
Total			**1,415,350,972**

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

Appendix Table B-6: Calculation of Comprehensive Crash Cost Estimates, 2014 Adjusted

Crash Severity	Comprehensive[1] Costs per Crash, 2014 Adjusted ($)	Total Crashes 2014	Total Comprehensive Costs Estimate ($)
Fatal Crash (K)	5,562,000	340	1,891,080,096
Suspected Serious Injury Crash (A)	296,425	1,028	304,725,152
Suspected Minor Injury Crash (B)	108,330	3,091	334,847,301
Possible Injury Crash (C)	61,233	7,244	443,568,533
Property Damage Only Crash (O)	9,965	28,987	288,866,145
Total			**3,263,087,227**

[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 C – Belt Use

Appendix Table C-1: Unbelted Fatalities by Age Group and Sex, 2014

Age Group	Unbelted Fatalities[1]					
	Males		Females		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	2	2.1%	1	1.9%	3	2.0%
5-9	2	2.1%	3	5.6%	5	3.3%
10-14	0	0.0%	2	3.7%	2	1.3%
15-19	10	10.3%	4	7.4%	14	9.3%
20-24	18	18.6%	9	16.7%	27	17.9%
25-29	16	16.5%	2	3.7%	18	11.9%
30-34	10	10.3%	5	9.3%	15	9.9%
35-39	7	7.2%	3	5.6%	10	6.6%
40-44	9	9.3%	8	14.8%	17	11.3%
45-49	6	6.2%	4	7.4%	10	6.6%
50-54	3	3.1%	2	3.7%	5	3.3%
55-59	3	3.1%	3	5.6%	6	4.0%
60-64	3	3.1%	2	3.7%	5	3.3%
65-69	3	3.1%	3	5.6%	6	4.0%
70-74	0	0.0%	1	1.9%	1	0.7%
75 +	4	4.1%	2	3.7%	6	4.0%
Missing Data	1	1.0%	0	0.0%	1	0.7%
Total	97	100.0%	54	100.0%	151	100.0%

[1] Fatalities of people in passenger cars, pickups, and vans/4WD/SUVs.

Appendix Table C-2: Unbelted Passenger Vehicle Occupants with Fatal or Suspected Serious Injuries by Age Group and Sex, 2014

Age Group	Unbelted Occupants with Fatal or Suspected Serious Injuries[1]					
	Males		Females		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	2	1.3%	1	1.1%	3	1.2%
5-9	6	3.9%	4	4.4%	10	4.1%
10-14	1	0.6%	4	4.4%	5	2.0%
15-19	23	14.9%	14	15.6%	37	15.1%
20-24	30	19.5%	13	14.4%	44	18.0%
25-29	20	13.0%	7	7.8%	27	11.0%
30-34	13	8.4%	11	12.2%	24	9.8%
35-39	9	5.8%	3	3.3%	12	4.9%
40-44	13	8.4%	11	12.2%	24	9.8%
45-49	9	5.8%	5	5.6%	14	5.7%
50-54	4	2.6%	2	2.2%	6	2.4%
55-59	5	3.2%	4	4.4%	9	3.7%
60-64	5	3.2%	3	3.3%	8	3.3%
65-69	4	2.6%	4	4.4%	8	3.3%
70-74	1	0.6%	2	2.2%	3	1.2%
75 +	6	3.9%	2	2.2%	8	3.3%
Missing Data	3	1.9%	0	0.0%	3	1.2%
Total	154	100.0%	90	100.0%	245	100.0%

[1] People in passenger cars, pickups, and vans/4WD/SUVs.

Appendix D – Age and Sex

Appendix Table D-1: People in Crashes by Age Group and Sex, 2014

Age Group	People in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	1,625	3.4%	1,478	3.6%	79	0.6%	3,182	3.1%	1.10
5-9	1,530	3.2%	1,607	3.9%	60	0.4%	3,197	3.1%	0.95
10-14	1,556	3.3%	1,662	4.0%	61	0.4%	3,279	3.2%	0.94
15-19	5,306	11.2%	4,858	11.7%	52	0.4%	10,216	9.9%	1.09
20-24	6,048	12.8%	5,017	12.1%	77	0.6%	11,142	10.8%	1.21
25-29	4,856	10.3%	4,053	9.8%	62	0.4%	8,971	8.7%	1.20
30-34	4,083	8.6%	3,475	8.4%	44	0.3%	7,602	7.4%	1.17
35-39	3,372	7.1%	2,749	6.6%	38	0.3%	6,159	6.0%	1.23
40-44	3,016	6.4%	2,504	6.0%	40	0.3%	5,560	5.4%	1.20
45-49	2,749	5.8%	2,379	5.7%	40	0.3%	5,168	5.0%	1.16
50-54	2,935	6.2%	2,498	6.0%	51	0.4%	5,484	5.3%	1.17
55-59	2,597	5.5%	2,161	5.2%	39	0.3%	4,797	4.7%	1.20
60-64	2,079	4.4%	1,910	4.6%	34	0.2%	4,023	3.9%	1.09
65-69	1,619	3.4%	1,482	3.6%	23	0.2%	3,124	3.0%	1.09
70-74	1,074	2.3%	1,038	2.5%	25	0.2%	2,137	2.1%	1.03
75+	1,492	3.2%	1,408	3.4%	37	0.3%	2,937	2.9%	1.06
Missing Data	1,405	3.0%	1,176	2.8%	13,191	94.5%	15,772	15.3%	1.19
Total	47,342	100.0%	41,455	100.0%	13,953	100.0%	102,750	100.0%	1.14

Appendix Table D-2: People Killed in Crashes by Age Group and Sex, 2014

Age Group	Fatalities in Crashes						Ratio[1] of Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	2	0.7%	2	1.8%	4	1.0%	1.0
5-9	2	0.7%	3	2.7%	5	1.3%	0.7
10-14	1	0.4%	3	2.7%	4	1.0%	0.3
15-19	22	8.0%	5	4.5%	27	7.0%	4.4
20-24	37	13.4%	18	16.4%	55	14.2%	2.1
25-29	35	12.7%	5	4.5%	40	10.4%	7.0
30-34	33	12.0%	12	10.9%	45	11.7%	2.8
35-39	17	6.2%	7	6.4%	24	6.2%	2.4
40-44	22	8.0%	12	10.9%	34	8.8%	1.8
45-49	19	6.9%	10	9.1%	29	7.5%	1.9
50-54	27	9.8%	6	5.5%	33	8.5%	4.5
55-59	24	8.7%	9	8.2%	33	8.5%	2.7
60-64	9	3.3%	6	5.5%	15	3.9%	1.5
65-69	9	3.3%	5	4.5%	14	3.6%	1.8
70-74	6	2.2%	2	1.8%	8	2.1%	3.0
75+	10	3.6%	5	4.5%	15	3.9%	2.0
Missing Data	1	0.4%	0	0.0%	1	0.3%	-
Total	276	100%	110	100%	386	100%	2.5

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

Appendix Table D-3: People Seriously Injured in Crashes by Age Group and Sex, 2014

Age Group	People Seriously Injured[1] in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	10	1.5%	3	0.5%	0	0.0%	13	1.0%	3.33
5-9	18	2.6%	8	1.4%	0	0.0%	26	2.1%	2.25
10-14	10	1.5%	16	2.9%	0	0.0%	26	2.1%	0.63
15-19	64	9.3%	62	11.2%	0	0.0%	126	10.1%	1.03
20-24	92	13.4%	74	13.4%	1	11.1%	167	13.4%	1.24
25-29	78	11.3%	50	9.1%	0	0.0%	128	10.2%	1.56
30-34	54	7.8%	43	7.8%	0	0.0%	97	7.8%	1.26
35-39	46	6.7%	42	7.6%	0	0.0%	88	7.0%	1.10
40-44	49	7.1%	37	6.7%	0	0.0%	86	6.9%	1.32
45-49	56	8.1%	43	7.8%	0	0.0%	99	7.9%	1.30
50-54	68	9.9%	39	7.1%	0	0.0%	107	8.6%	1.74
55-59	26	3.8%	38	6.9%	1	11.1%	65	5.2%	0.68
60-64	41	6.0%	28	5.1%	3	33.3%	72	5.8%	1.46
65-69	22	3.2%	28	5.1%	0	0.0%	50	4.0%	0.79
70-74	22	3.2%	14	2.5%	0	0.0%	36	2.9%	1.57
75+	23	3.3%	22	4.0%	1	11.1%	46	3.7%	1.05
Missing Data	9	1.3%	5	0.9%	3	33.3%	17	1.4%	1.80
Total	688	100%	552	100%	9	100%	1,249	100%	1.25

[1] These are suspected serious injuries (Class A) only. In previous years, serious injuries were Class A and Class B injuries.

Appendix Table D-4: Rates of Senior New Mexican Drivers in Crashes, 2010 - 2014

Age	Senior Drivers in Crashes per 1,000 Licensed Drivers of the Same Age				
	2010	2011	2012	2013	2014
65	24.8	26.6	21.6	18.0	20.7
66	23.9	24.0	23.3	20.3	20.2
67	23.2	22.1	20.0	21.9	20.8
68	22.8	21.9	21.2	19.8	20.6
69	23.5	23.3	21.7	21.2	21.9
70	23.2	21.3	20.5	19.4	20.5
71	19.9	22.9	21.1	20.2	20.5
72	21.7	23.3	22.4	21.4	19.9
73	22.1	21.0	22.9	19.9	20.0
74	22.2	20.0	22.6	20.4	21.3
75	23.0	24.9	25.0	20.2	22.6
76	29.6	22.7	24.2	23.1	22.6
77	26.4	23.6	25.7	24.6	22.9
78	29.7	29.0	27.5	24.6	22.4
79	25.7	24.5	26.9	26.5	24.9
80	26.6	26.6	26.2	27.9	26.1
81	30.0	28.0	25.4	28.3	25.4
82	25.2	28.0	26.9	27.0	24.5
83	31.8	29.8	23.2	30.1	26.8
84	34.4	27.9	26.9	29.1	23.1
85	32.2	29.7	35.7	27.9	27.4
86	39.6	29.3	27.1	26.9	17.8
87	34.4	35.9	31.5	37.0	36.4
88	29.4	30.2	36.4	33.2	33.5
89	36.4	34.3	22.8	31.4	31.3
90 +	30.1	38.6	36.2	44.5	33.4
Drivers Age 65+	24.9	24.3	23.4	22.3	22.0

Appendix Table D-5: Senior New Mexican Drivers in Crashes and Licensed Senior Drivers, 2010 - 2014

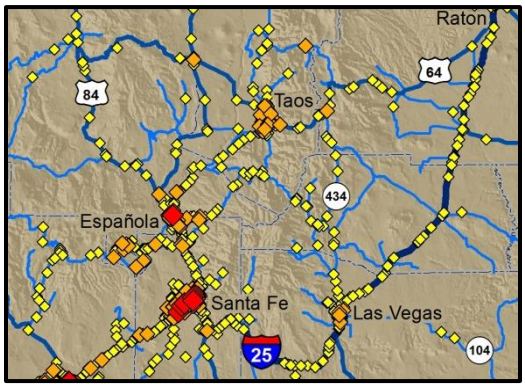
Age	Senior Drivers in Crashes					New Mexico Senior Licensed Drivers				
	2010	2011	2012	2013	2014	2010	2011	2012	2013	2014
65	453	491	543	428	496	18,275	18,462	25,137	23,735	23,952
66	430	433	429	502	475	17,985	18,055	18,407	24,685	23,563
67	421	391	361	395	511	18,115	17,676	18,039	18,076	24,515
68	361	389	372	350	368	15,835	17,799	17,542	17,634	17,864
69	349	363	384	363	383	14,849	15,558	17,698	17,132	17,511
70	317	309	315	335	347	13,676	14,483	15,402	17,262	16,919
71	260	304	301	303	348	13,096	13,250	14,283	14,983	17,006
72	270	294	289	295	290	12,456	12,645	12,884	13,766	14,560
73	252	251	280	245	265	11,409	11,955	12,229	12,284	13,259
74	236	217	260	237	252	10,624	10,850	11,488	11,641	11,849
75	218	236	248	208	234	9,488	9,486	9,929	10,283	10,369
76	241	196	215	207	211	8,155	8,651	8,898	8,960	9,355
77	199	181	213	204	192	7,541	7,684	8,285	8,282	8,400
78	217	205	201	190	174	7,310	7,072	7,297	7,718	7,777
79	172	166	181	177	178	6,696	6,782	6,721	6,681	7,158
80	163	163	167	172	160	6,118	6,128	6,376	6,166	6,130
81	163	156	145	163	143	5,436	5,580	5,715	5,751	5,621
82	121	138	138	137	128	4,794	4,927	5,130	5,079	5,214
83	132	125	105	136	121	4,153	4,197	4,525	4,518	4,518
84	122	102	102	114	92	3,550	3,655	3,797	3,924	3,984
85	96	91	117	91	94	2,980	3,064	3,280	3,265	3,427
86	102	74	71	75	50	2,574	2,522	2,624	2,785	2,816
87	73	78	67	80	85	2,124	2,170	2,127	2,160	2,332
88	51	53	65	57	59	1,735	1,757	1,788	1,715	1,760
89	48	48	32	45	43	1,320	1,399	1,405	1,433	1,374
90 +	82	115	117	151	118	2,724	2,977	3,235	3,394	3,529
Total	5,549	5,569	5,718	5,660	5,817	223,018	228,784	244,241	253,312	264,762

Appendix E – Maps

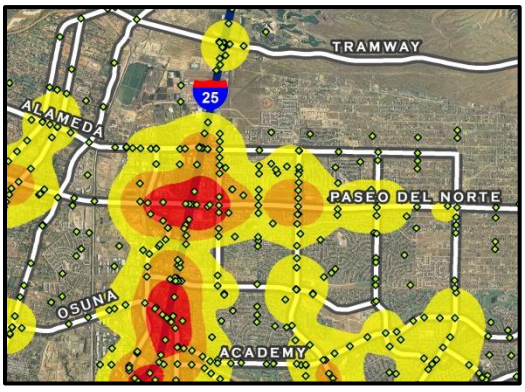
All maps in this section are digitally available in high-resolution color at tru.unm.edu. Mapping traffic crash data involves the use of a technique called Geocoding. Geocoding is the process of taking the descriptive locational information available in a particular data set and assigning it unique geographic coordinates. The descriptive crash location data are taken from Uniform Crash Reports. The data are processed using ESRI ArcGIS 10.2 software using custom-made address locators to derive crash location coordinates. Of the 40,691 crashes in 2014 that were reported, 39,801 crashes were able to be geocoded – a match rate of 97.8 percent. Crashes that could not be geocoded had either incomplete or invalid locational data reported on the UCR. An example of a crash location that cannot be mapped is a crash reported at the intersection of "First Street" and "a driveway."

There are essentially two methods of displaying crash data: **Dot Maps** and **Density Maps**. Since each crash is assigned its own coordinates, 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 Kernel 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.

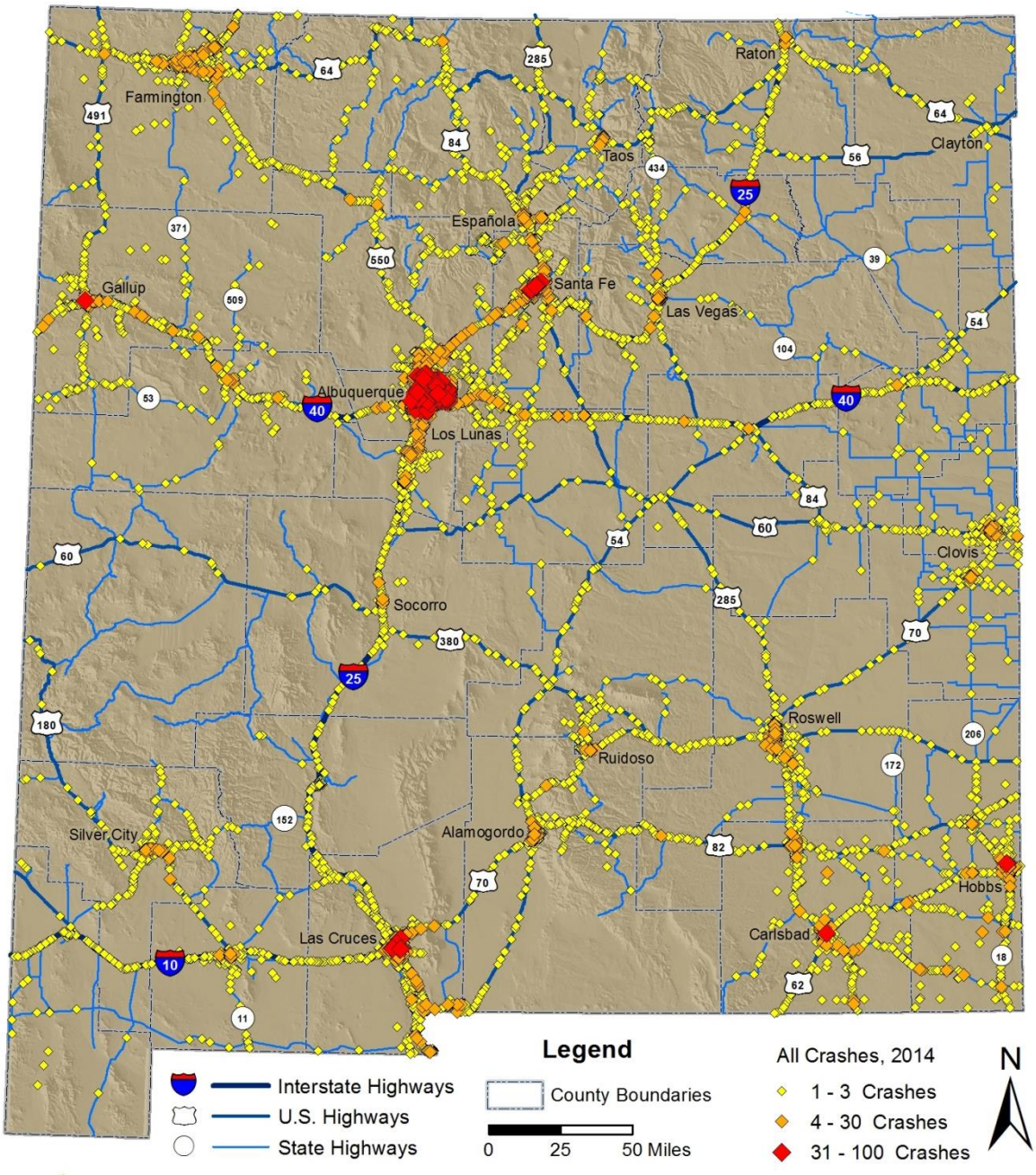
Dot Map



Density Map



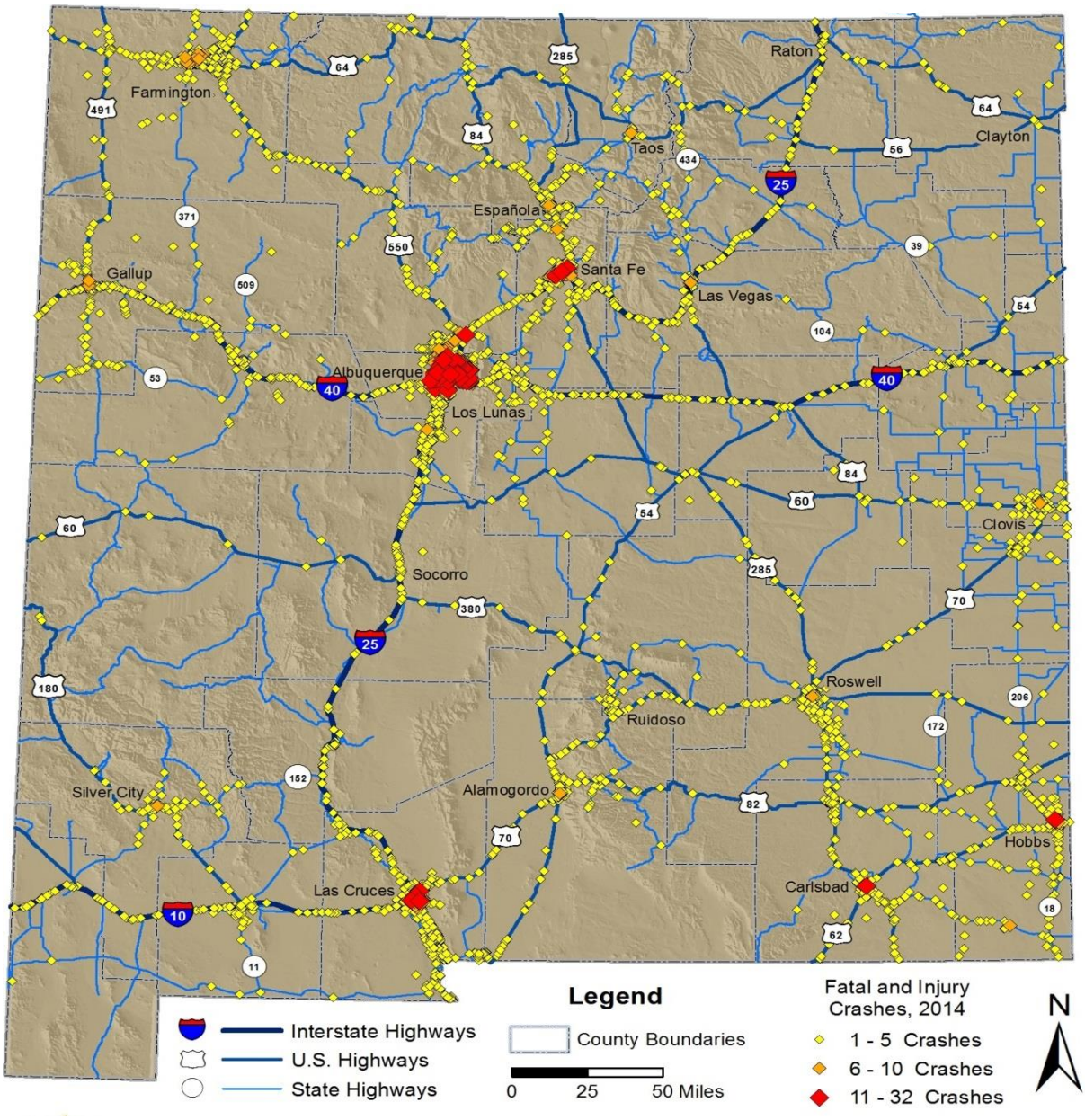
Map 2: All Crashes[34] in New Mexico, 2014



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

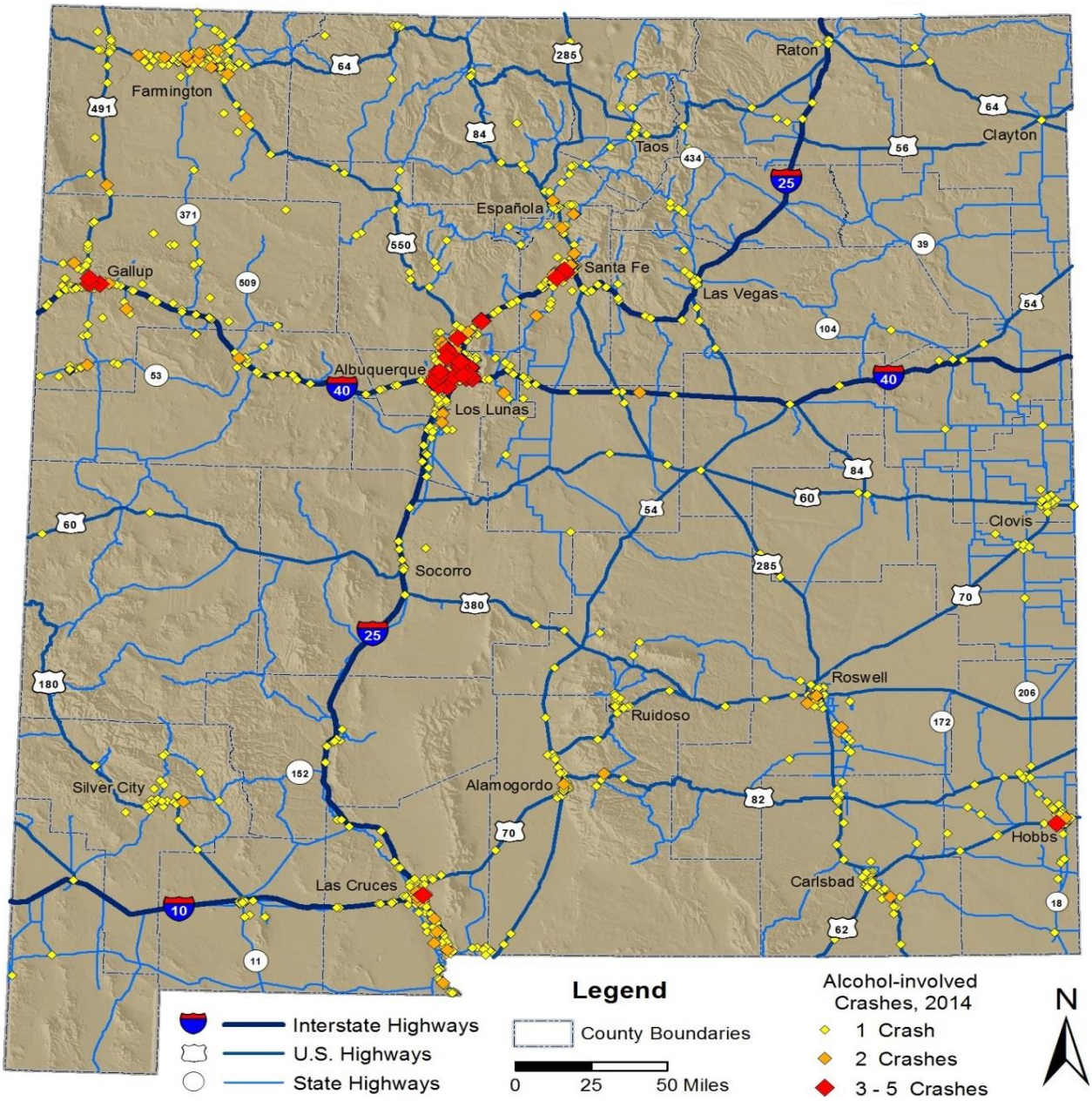
[34] Points on this map represent geocodable crash locations. Each crash point is assigned a color and size according to the number of crashes that occurred at that location.

Map 3: Fatal and Injury Crashes in New Mexico, 2014



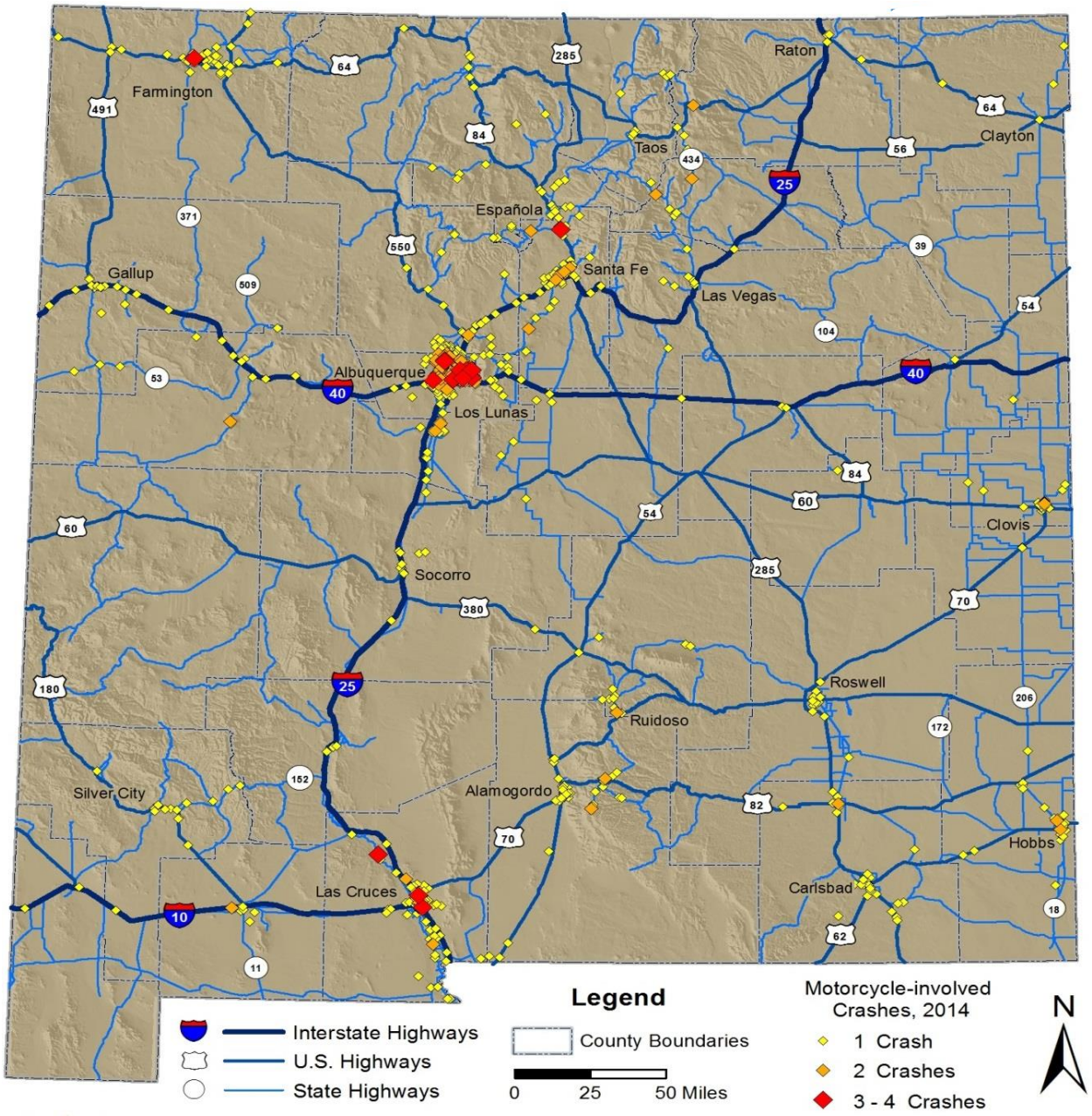
All maps are available in high-resolution color at tru.unm.edu.

Map 4: Alcohol-involved Crashes, 2014



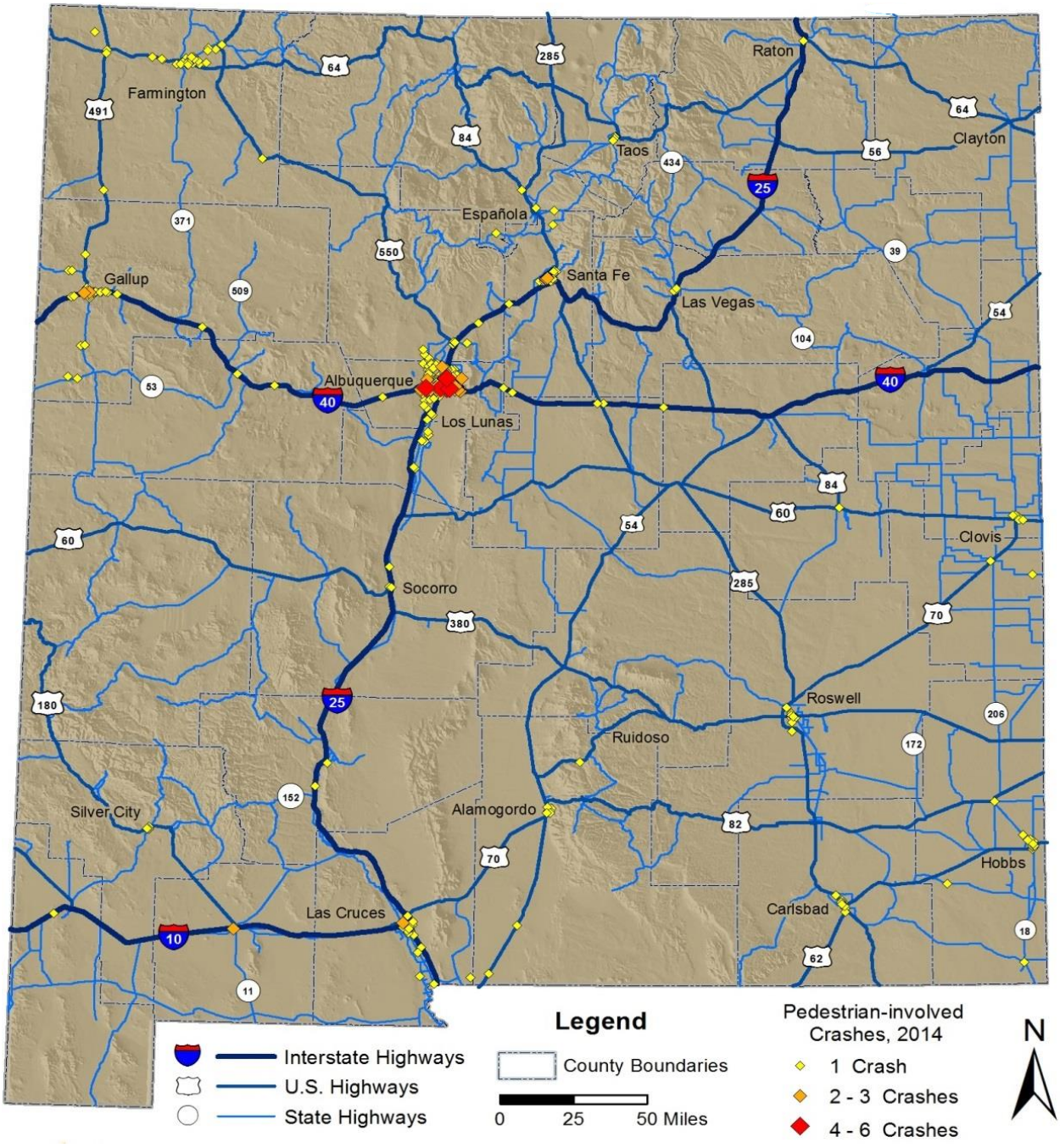
A map of alcohol-involved crashes by county is provided on the last Page of this report.
All maps are available in high-resolution color at tru.unm.edu.

Map 5: Motorcycle-involved Crashes, 2014



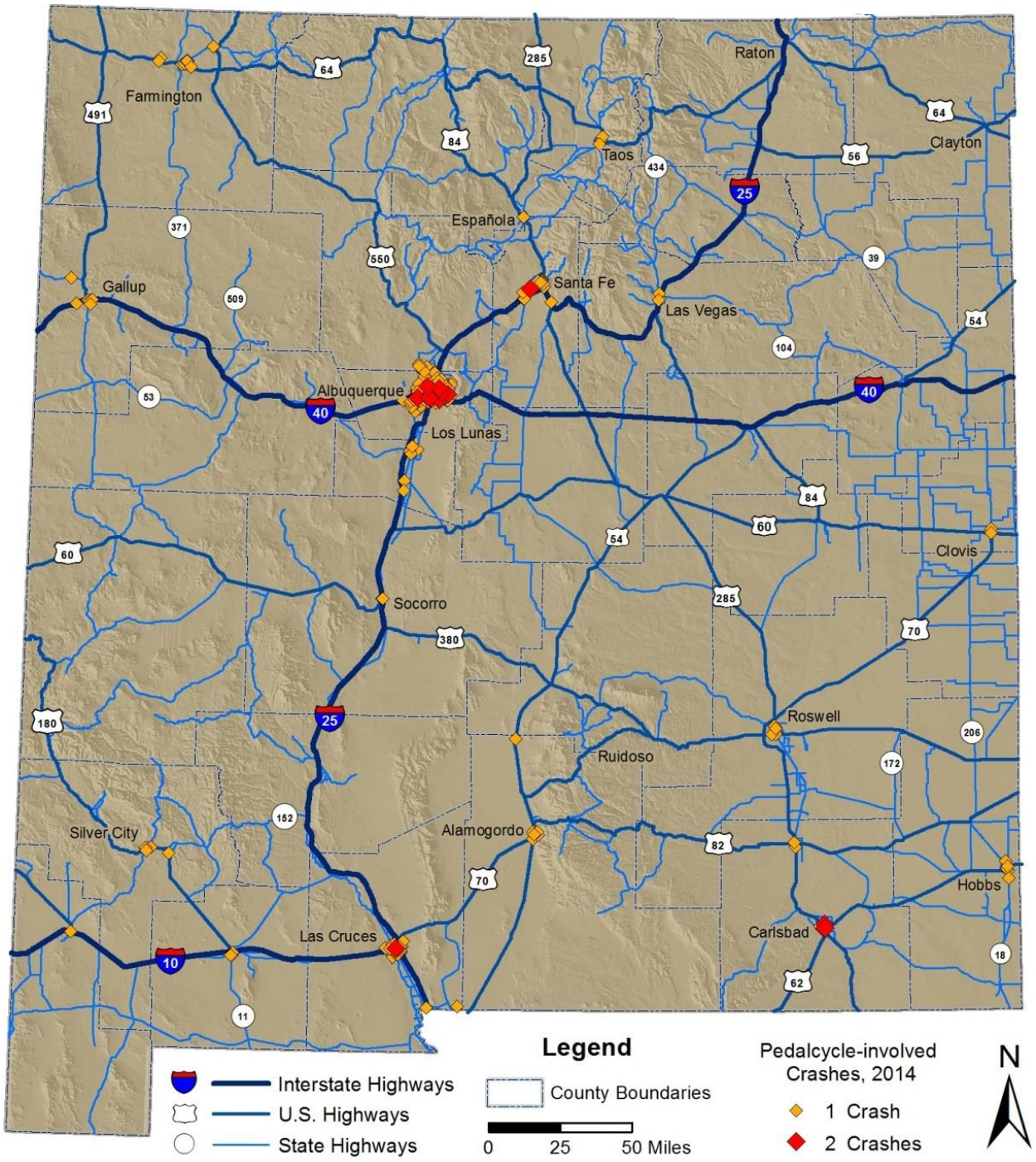
All maps are available in high-resolution color at tru.unm.edu.

Map 6: Pedestrian-involved Crashes, 2014



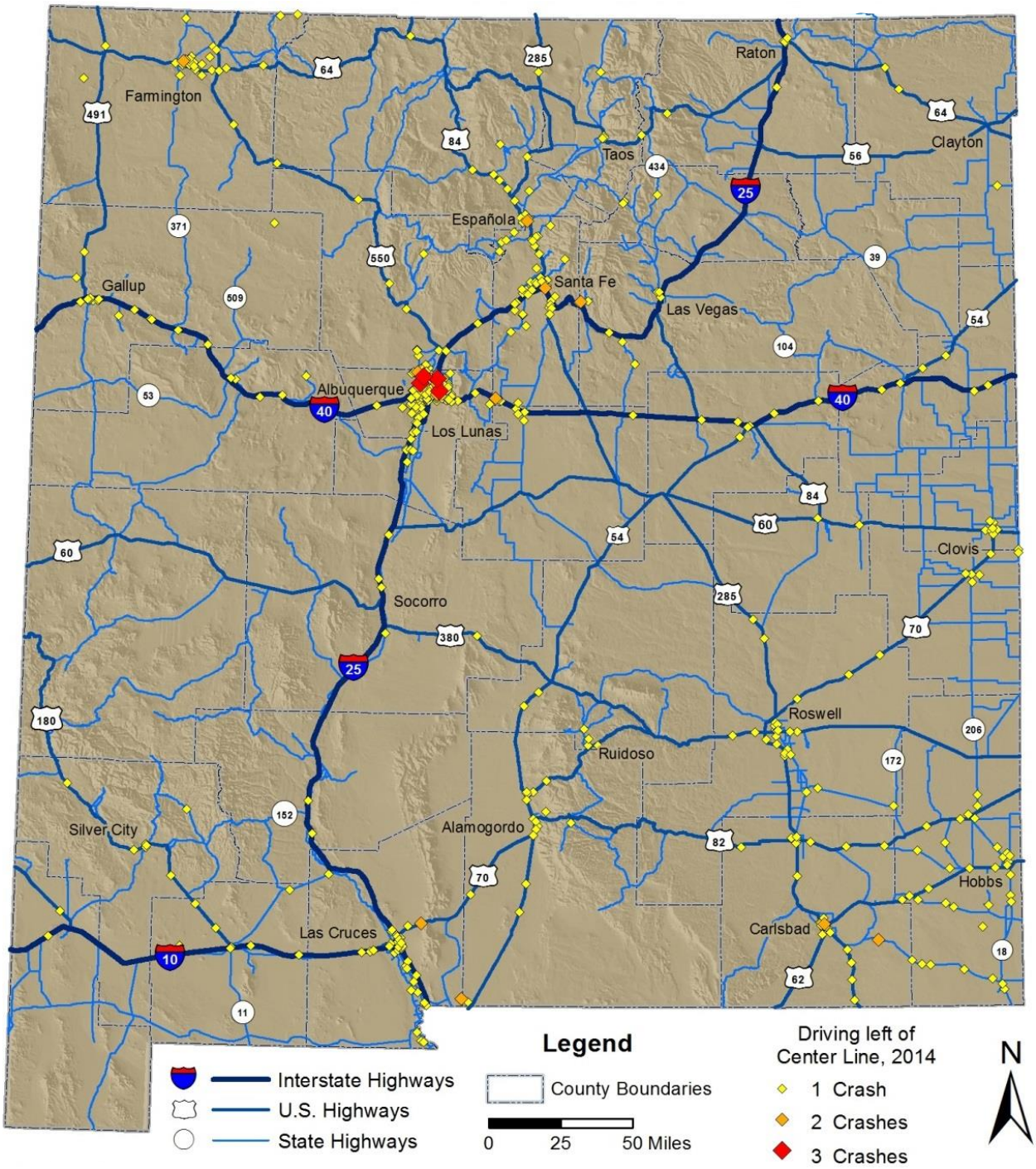
All maps are available in high-resolution color at tru.unm.edu.

Map 7: Pedalcycle-involved Crashes, 2014



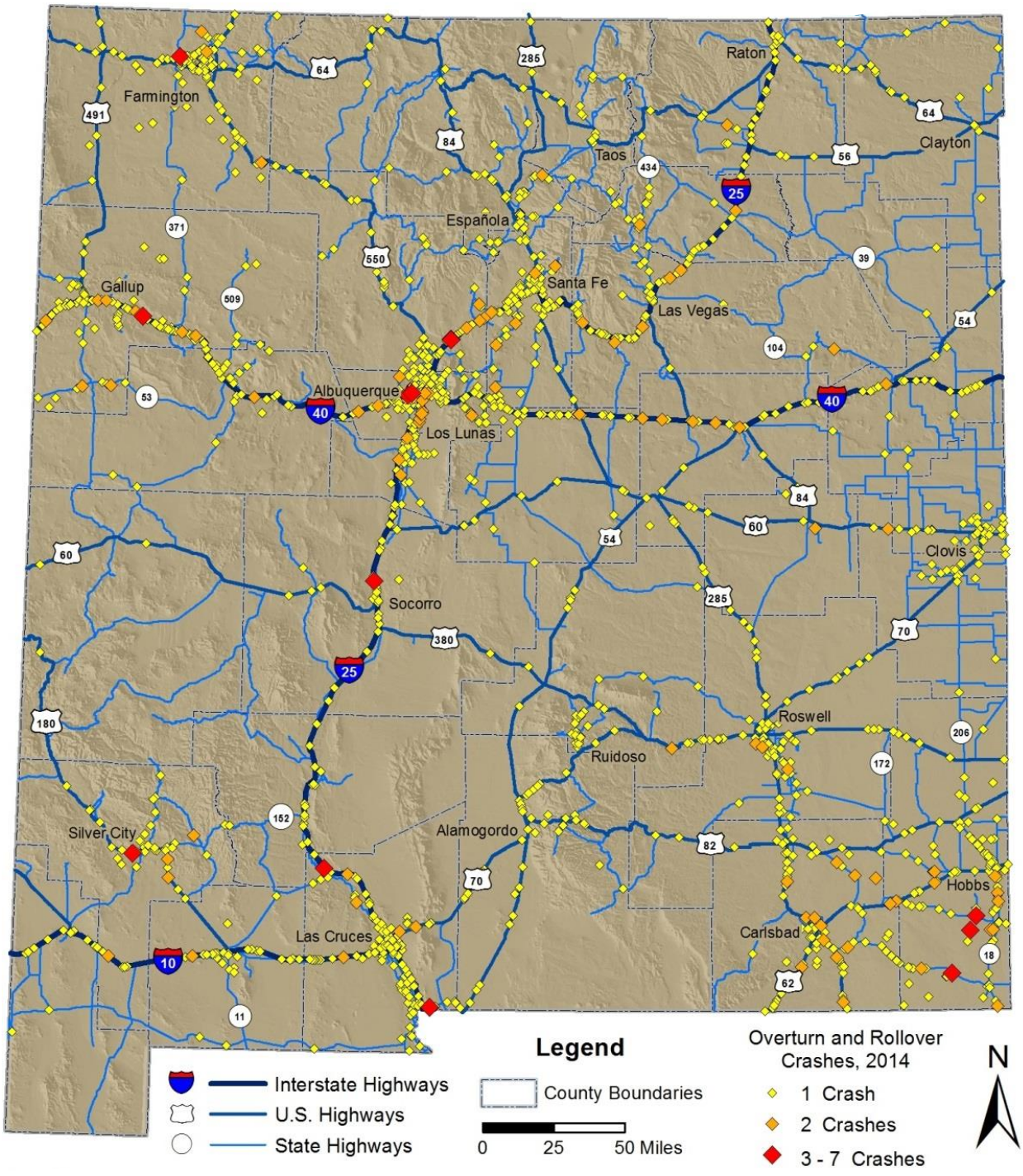
All maps are available in high-resolution color at tru.unm.edu.

Map 8: Crashes Involving Driving Left of the Center Line, 2014



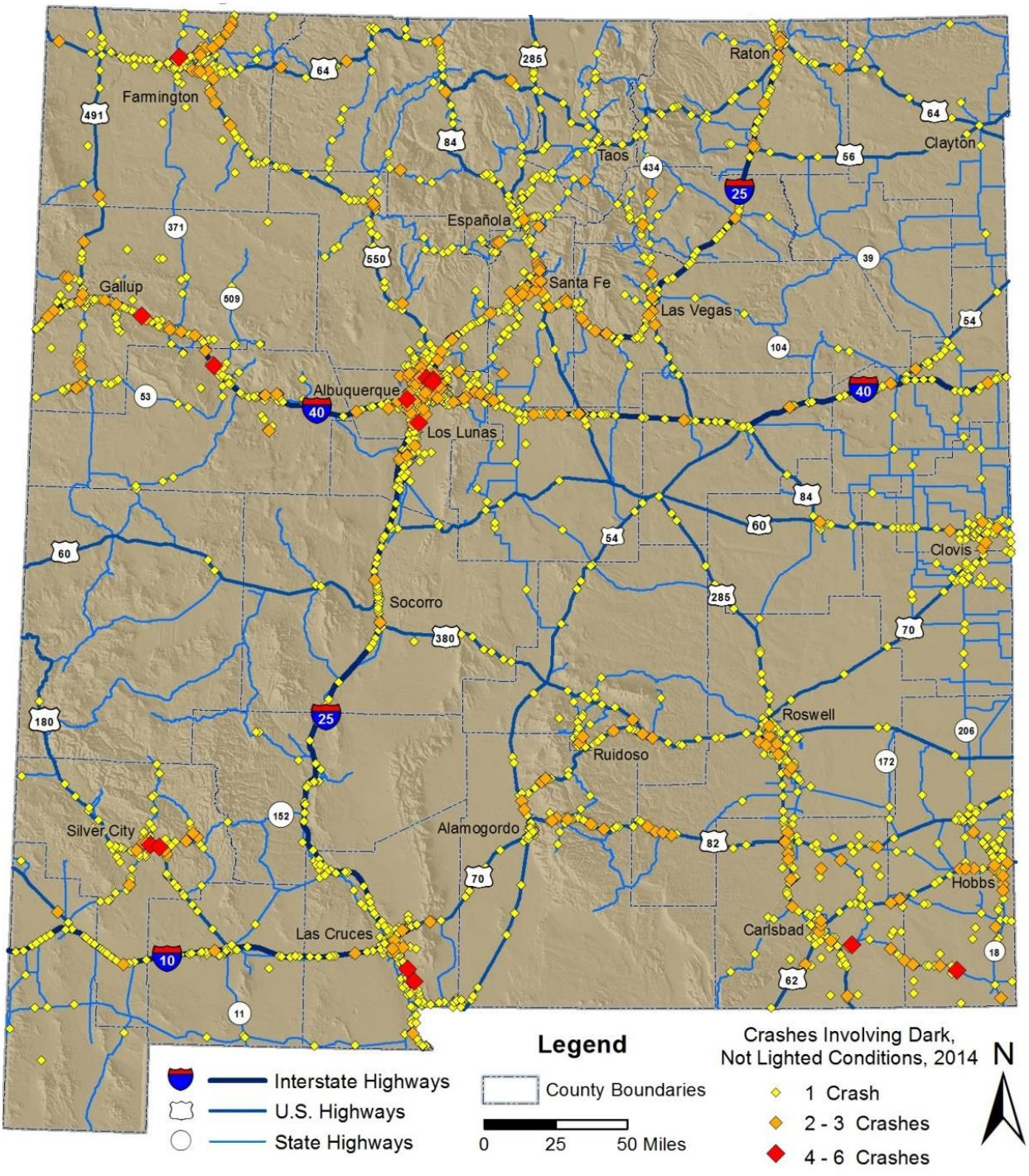
All maps are available in high-resolution color at tru.unm.edu.

Map 9: Overturn and Rollover Crashes, 2014



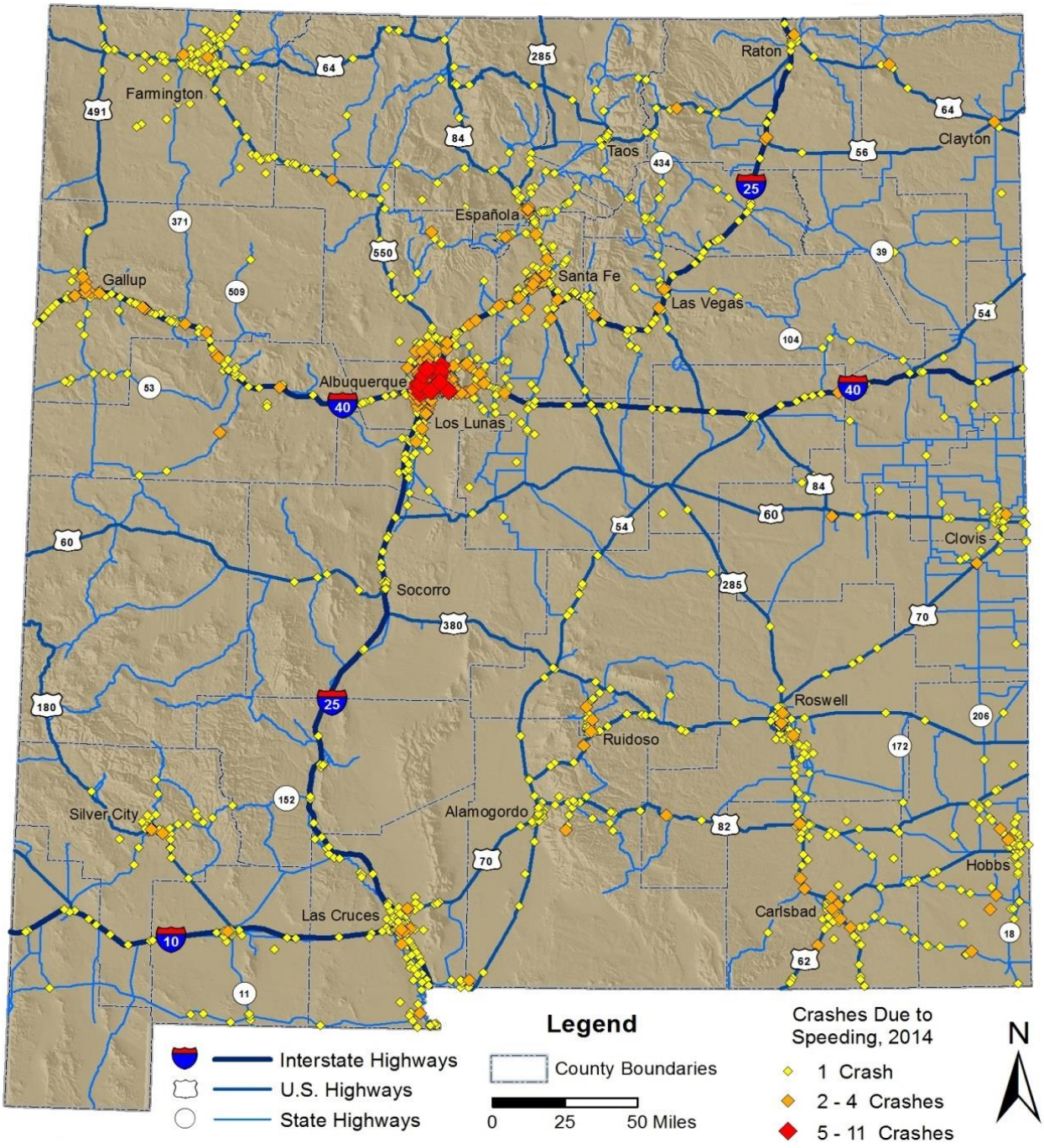
All maps are available in high-resolution color at tru.unm.edu.

Map 10: Crashes in Dark Conditions (Excluding Lighted Areas), 2014



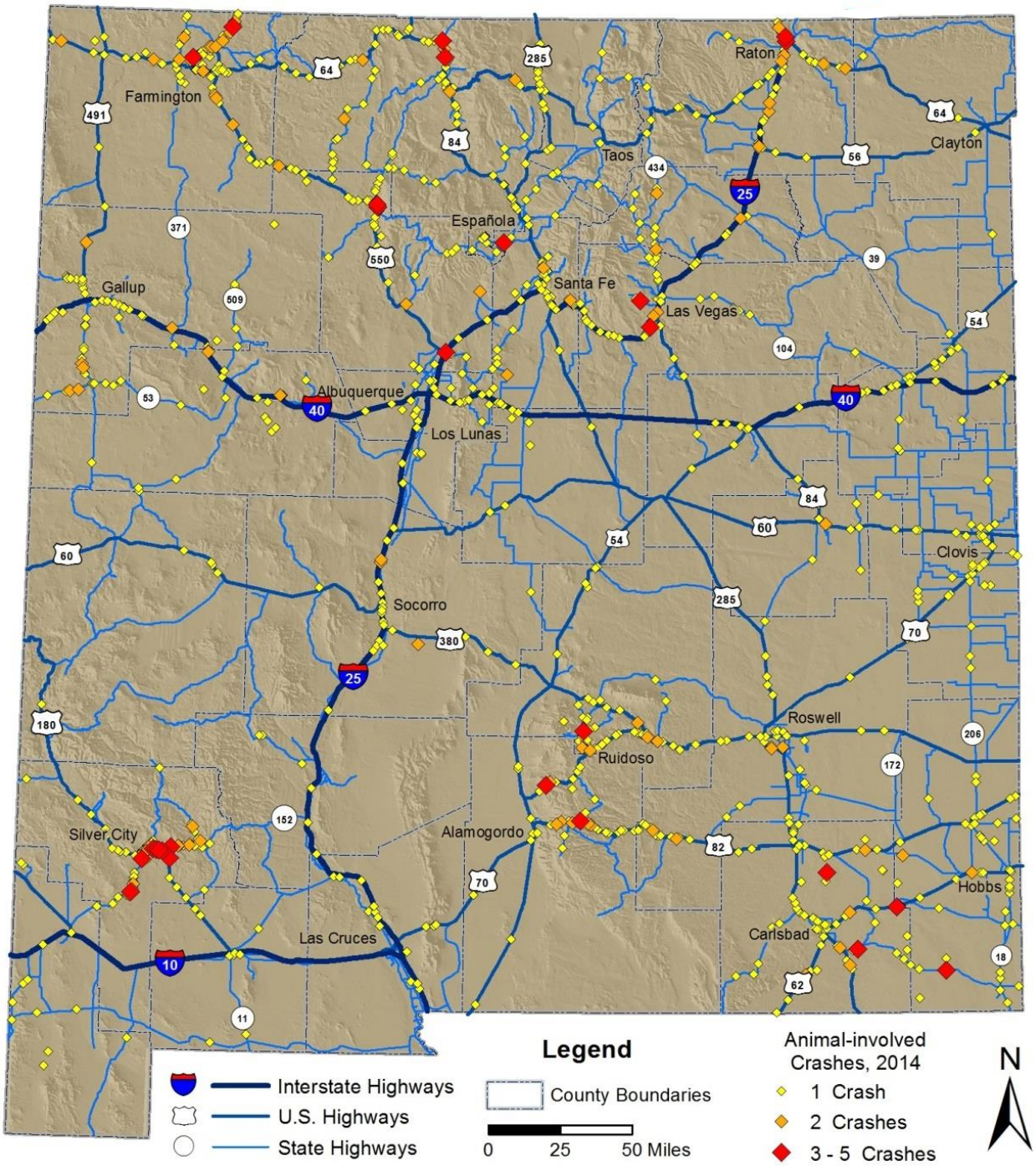
All maps are available in high-resolution color at tru.unm.edu.

Map 11: Crashes Due to Speeding, 2014



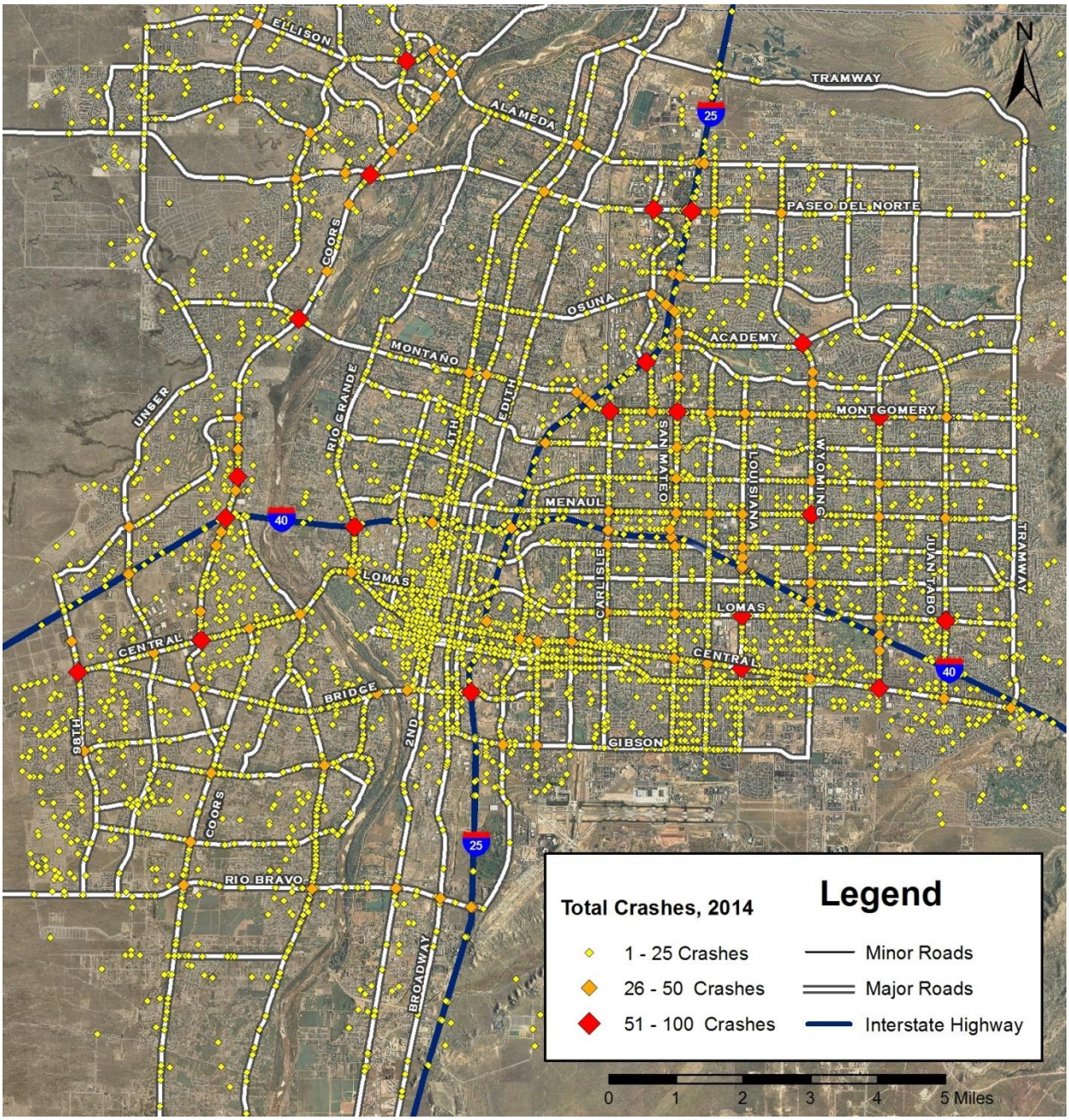
All maps are available in high-resolution color at tru.unm.edu.

Map 12: Animal-involved Crashes, 2014



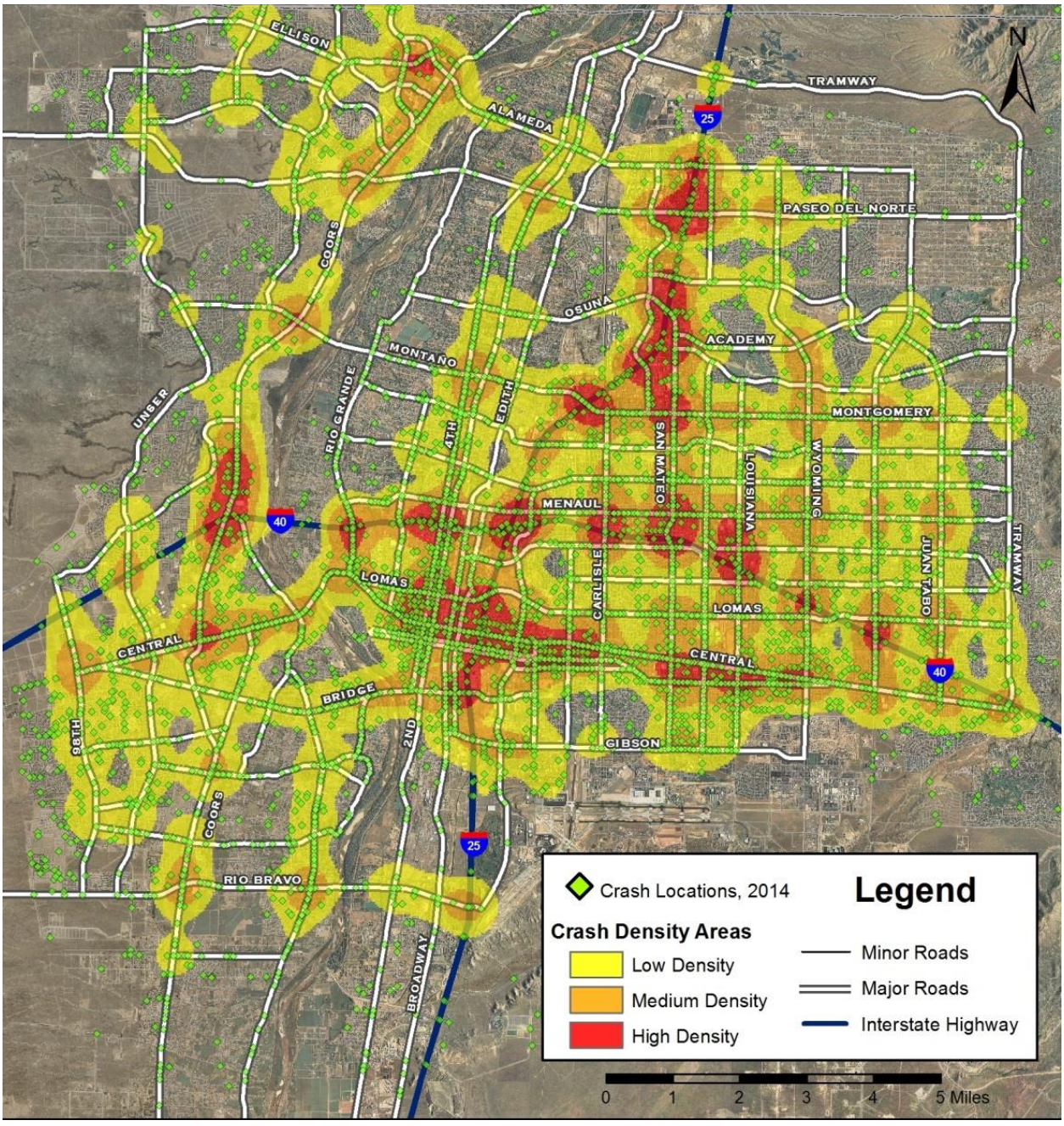
All maps are available in high-resolution color at tru.unm.edu.

Map 13: All Crashes in Albuquerque, New Mexico, 2014



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

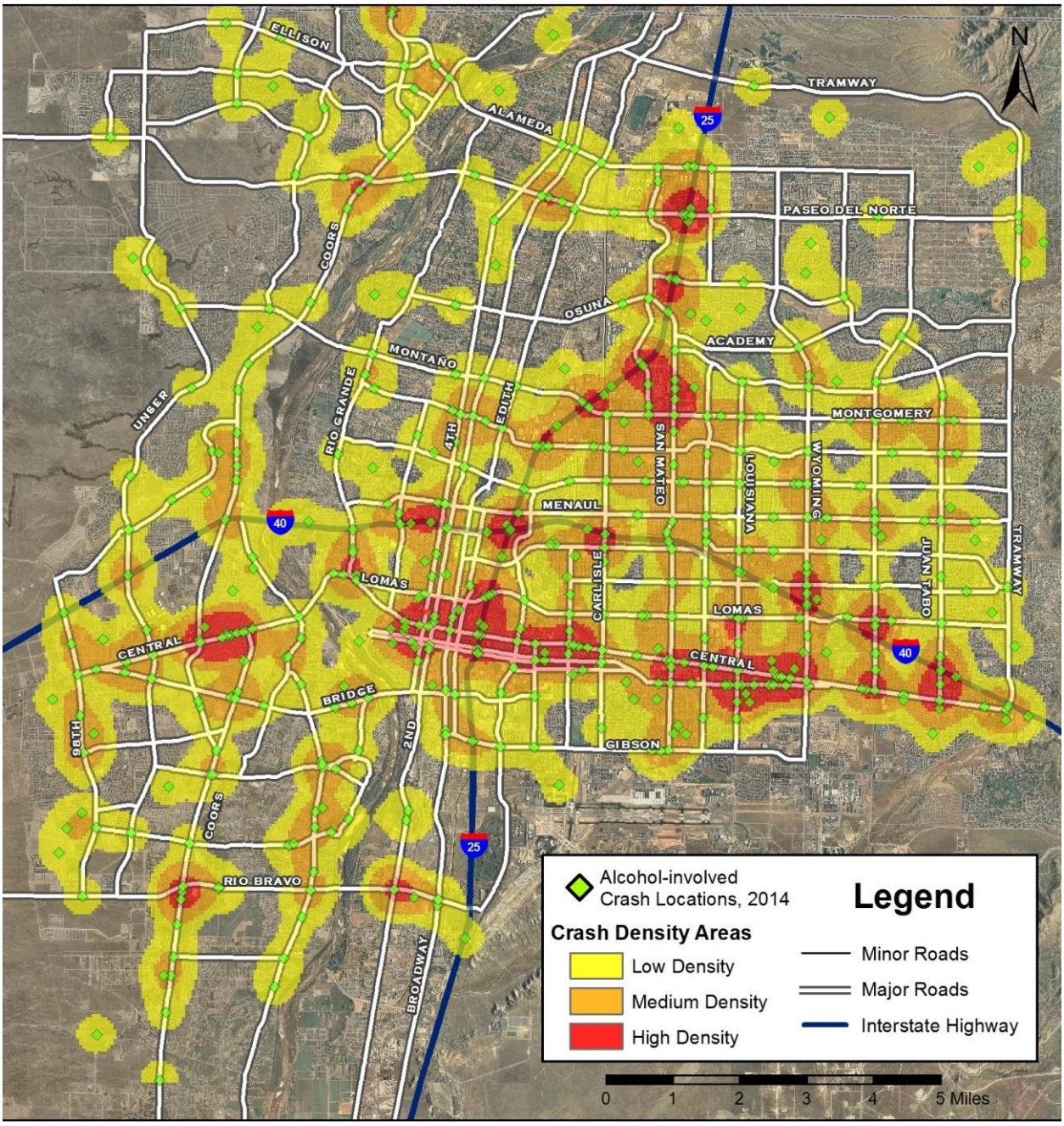
Map 14: Density[35] of All Crashes in Albuquerque, New Mexico, 2014



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

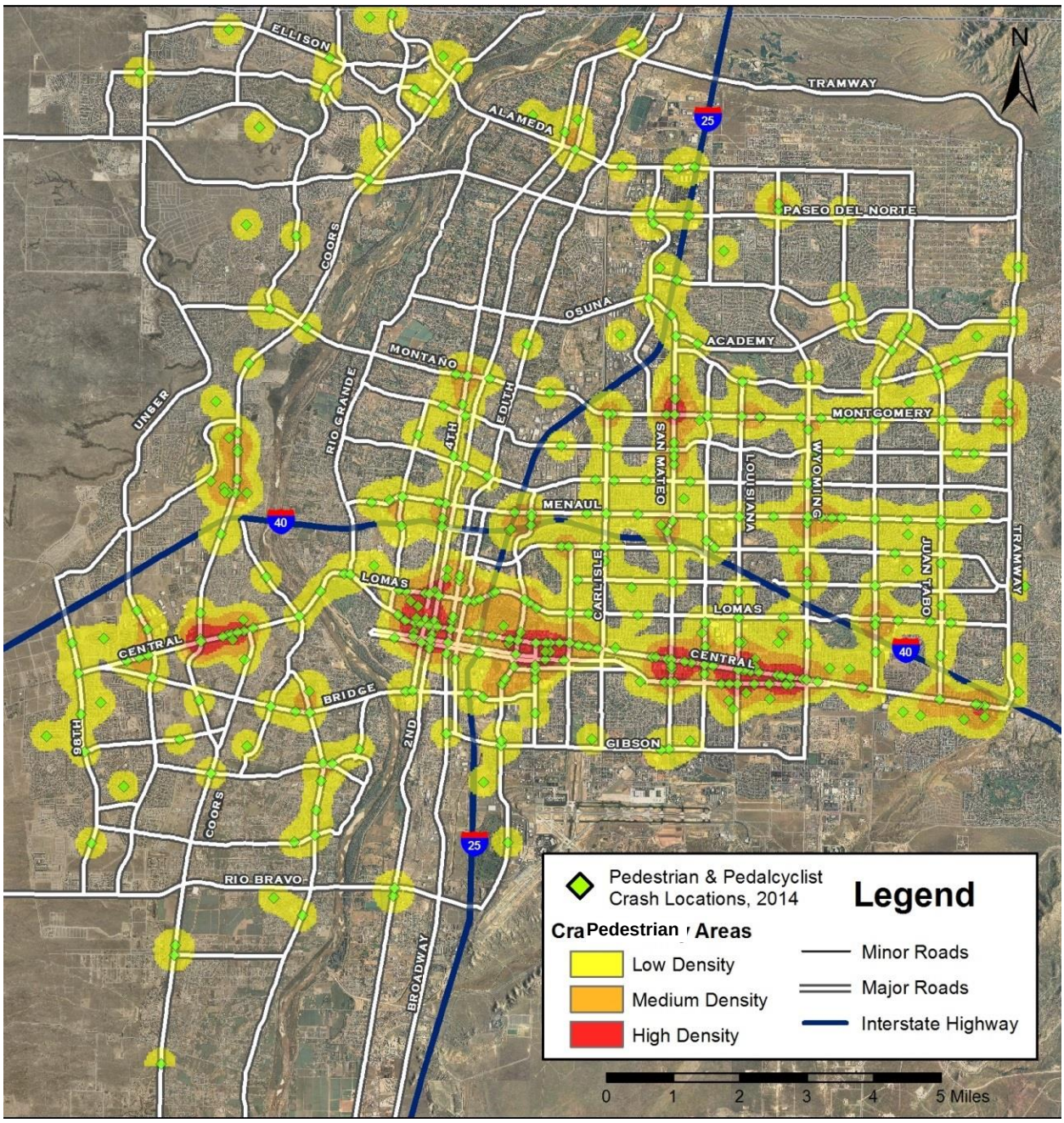
[35] All density maps in this report use a green dot to identify a location with one or more crashes in 2013. Crash density color is calculated using both the number of crashes at that location and the proximity of each location to other crashes.

Map 15: Density of Alcohol-involved Crashes in Albuquerque, New Mexico, 2014



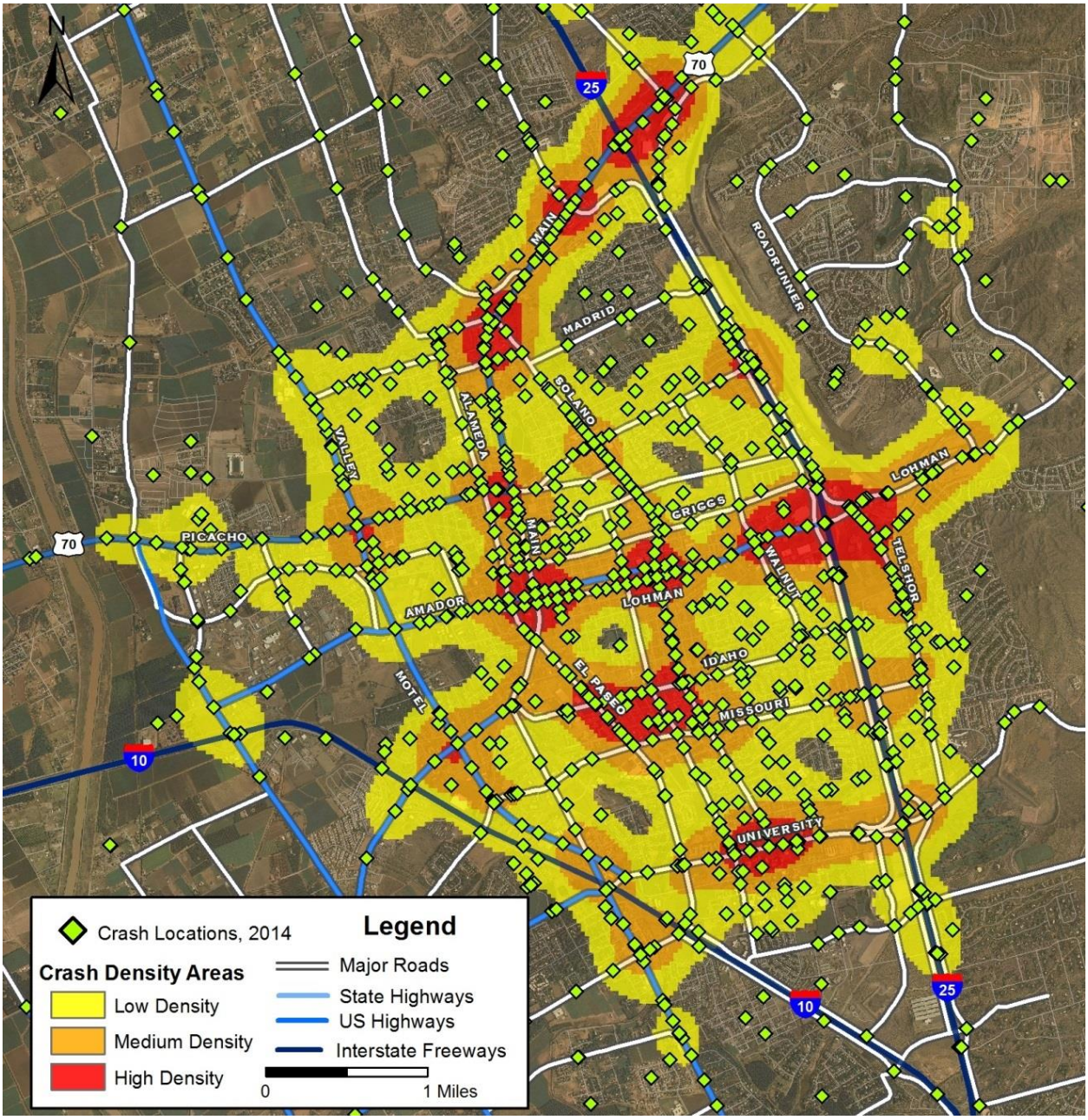
All maps are available in high-resolution color at tru.unm.edu.

Map 16: Density of Pedestrian- and Pedalcycle-involved Crashes
in Albuquerque, New Mexico, 2014



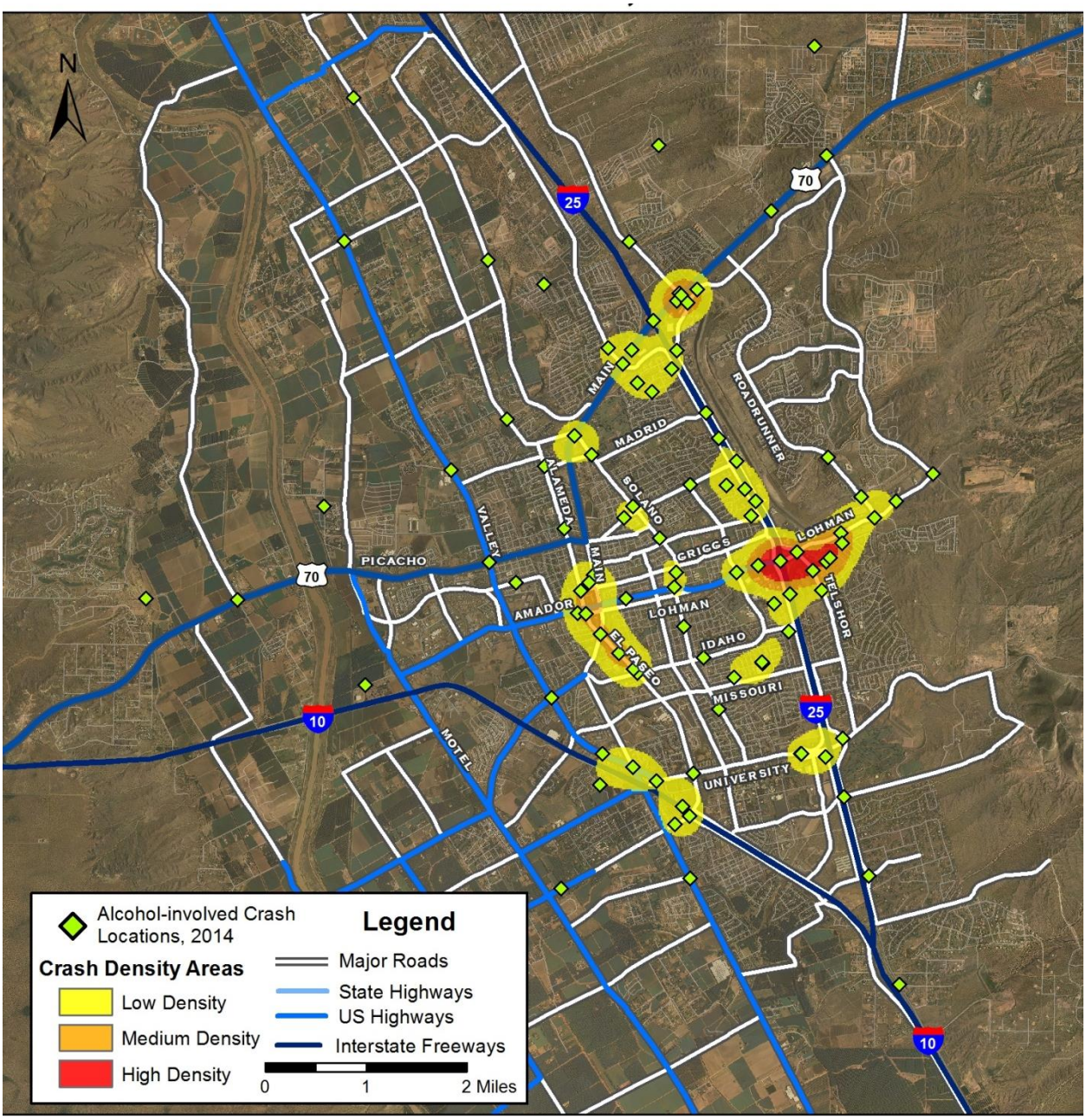
All maps are available in high-resolution color at tru.unm.edu.

Map 17: Density of All Crashes in Las Cruces, New Mexico, 2014



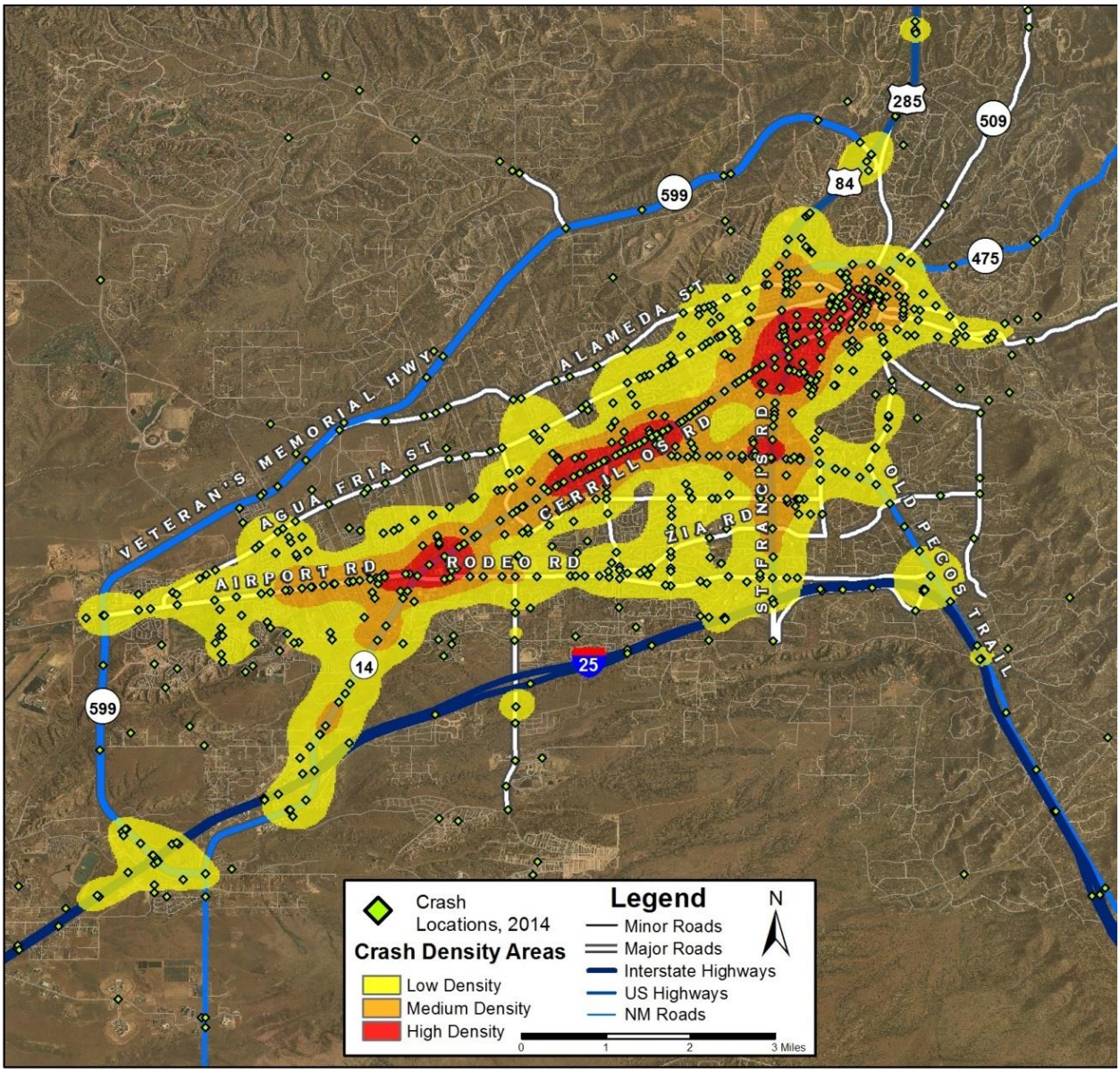
All maps are available in high-resolution color at tru.unm.edu.

Map 18: Density of Alcohol-involved Crashes in Las Cruces, New Mexico, 2014



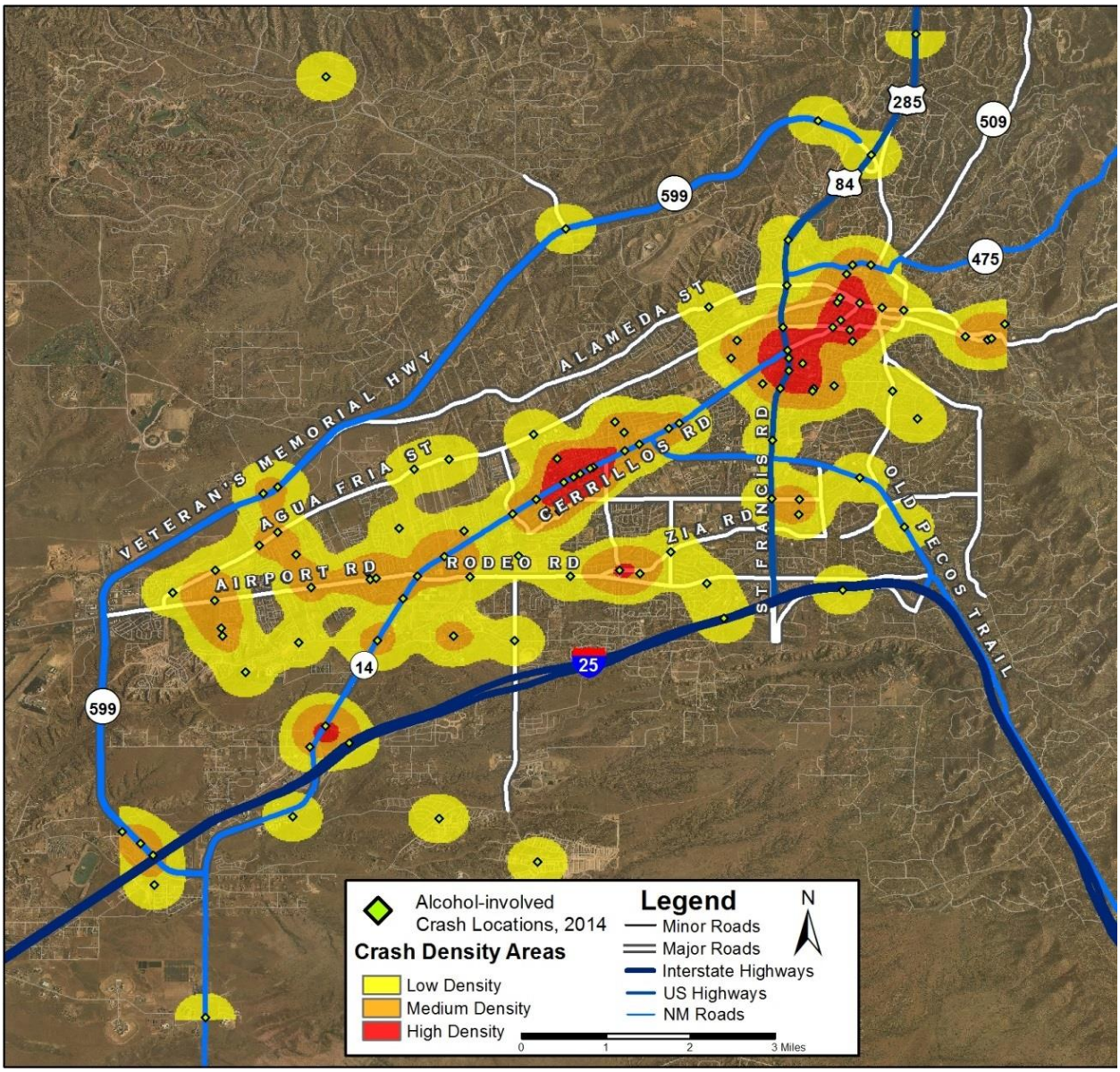
All maps are available in high-resolution color at tru.unm.edu.

Map 19: Density of All Crashes in Santa Fe, New Mexico, 2014



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

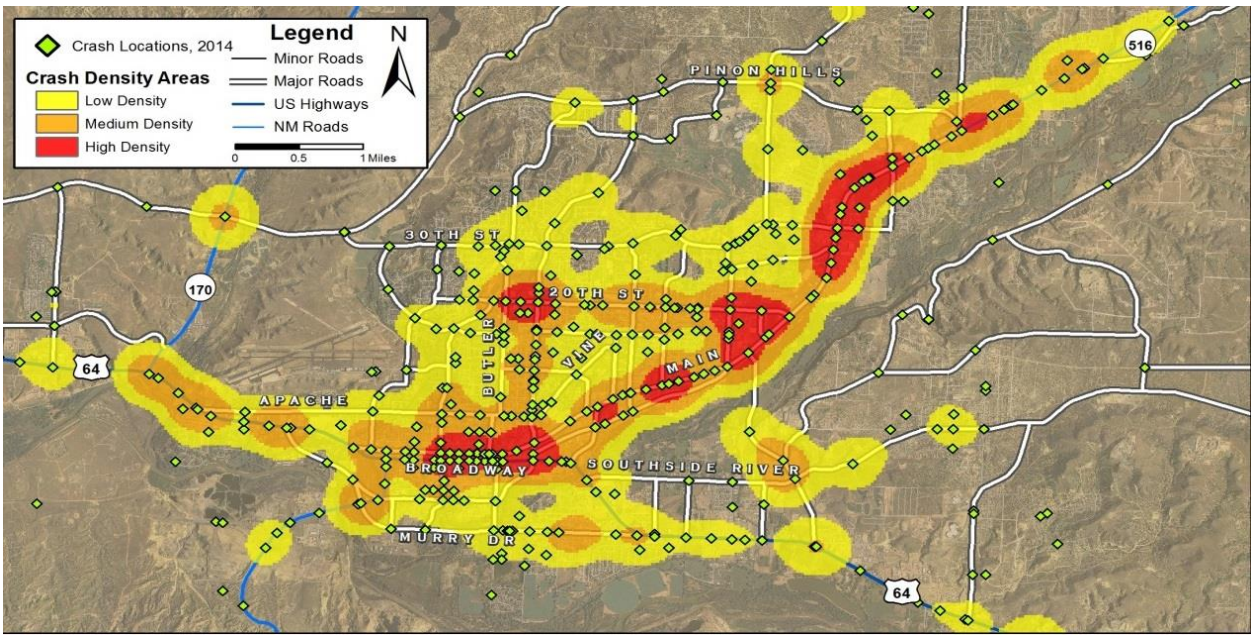
Map 20: Density of Alcohol-involved Crashes in Santa Fe, New Mexico, 2014



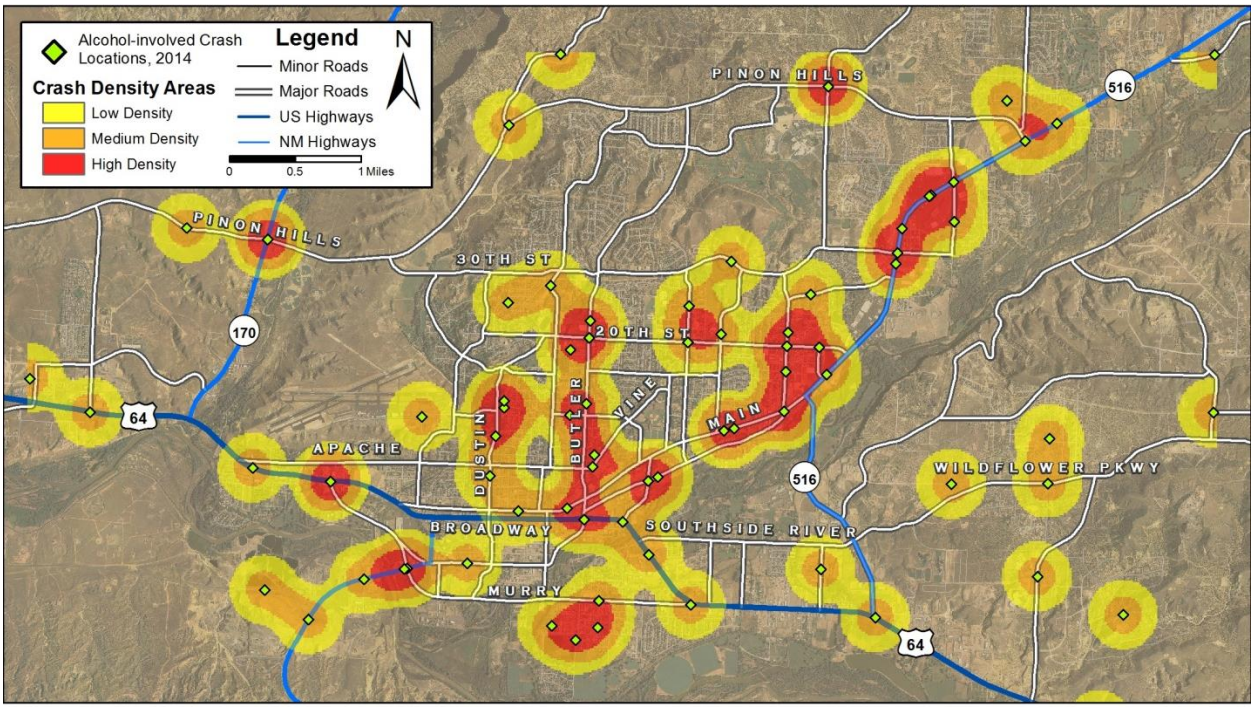
All maps are available in high-resolution color at tru.unm.edu

Appendix – Maps

Map 21: Density of All Crashes in Farmington, New Mexico, 2014

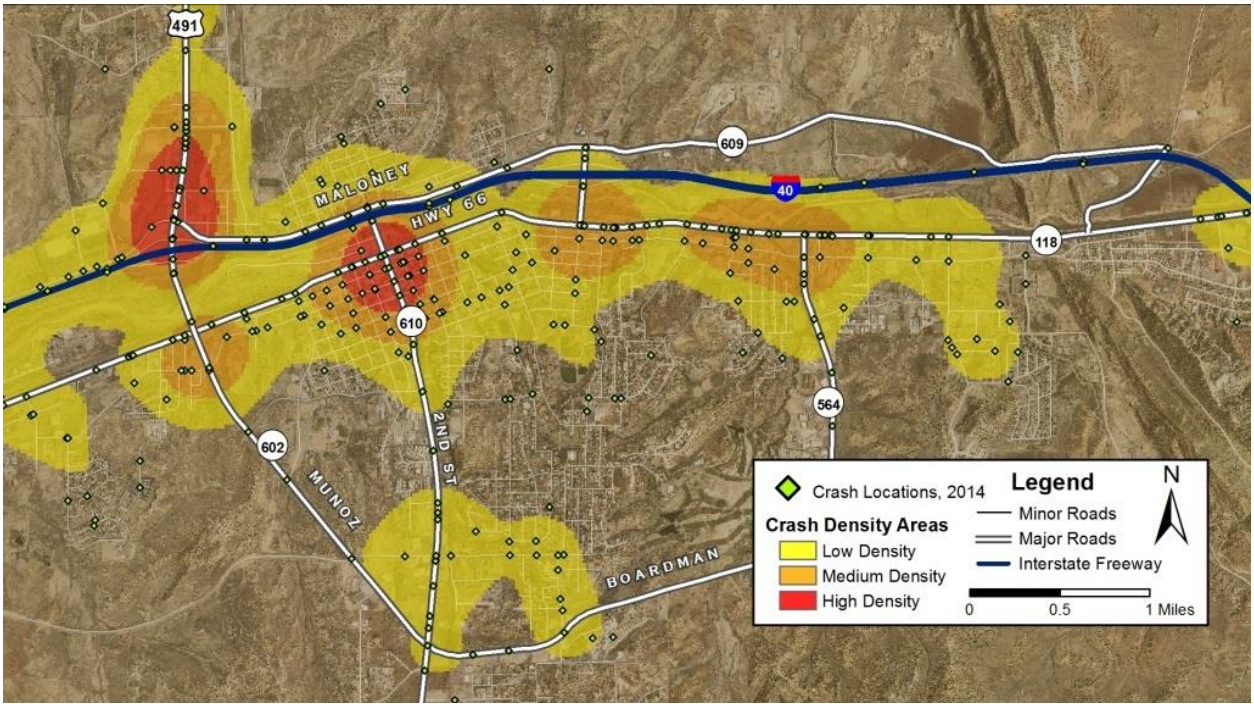


Map 22: Density of Alcohol-involved Crashes in Farmington, New Mexico, 2014

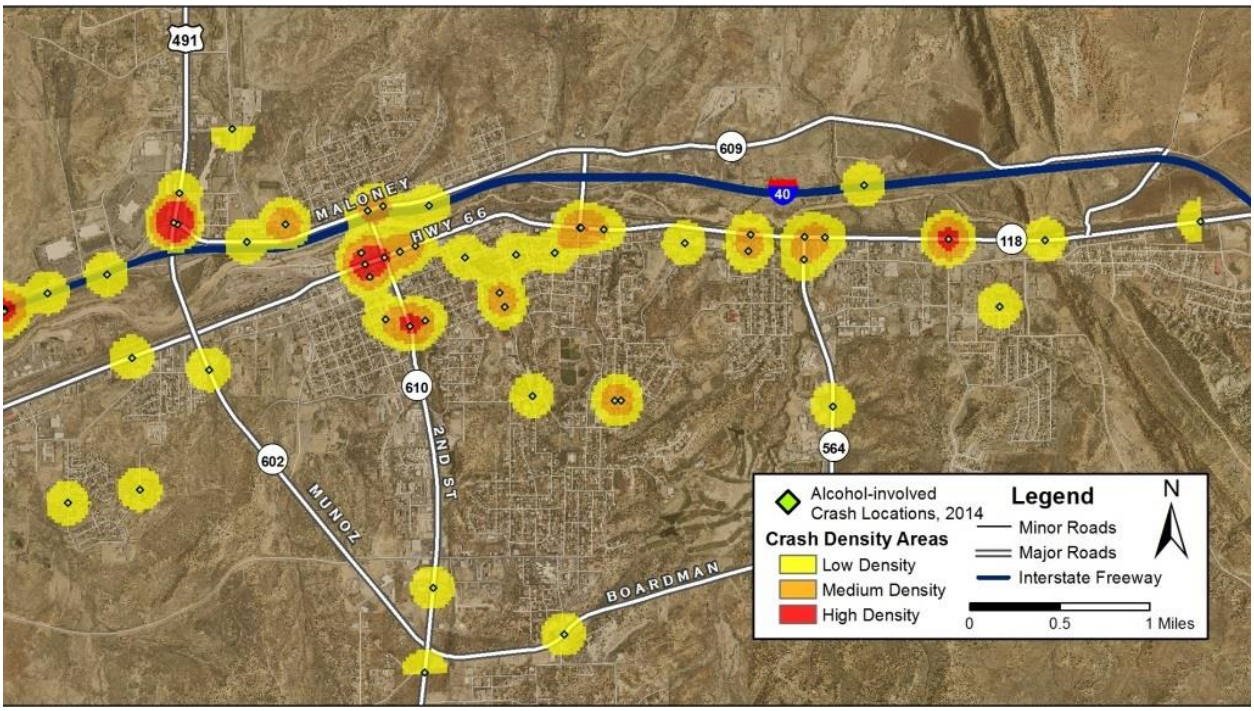


All maps are available in high-resolution color at tru.unm.edu.

Map 23: Density of All Crashes in Gallup, New Mexico, 2014



Map 24: Density of Alcohol-involved Crashes in Gallup, New Mexico, 2014



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

Appendix F – Counties

Appendix Table F-1: Fatalities by County, 2010 - 2014

County	Fatalities					Percent of All 2014 Fatalities	2014 Fatalities per 100M VMT
	2010	2011	2012	2013	2014		
Bernalillo	46	44	69	52	69	17.9%	1.11
Catron	1	1	2	6	1	0.3%	1.21
Chaves	18	14	8	10	7	1.8%	1.15
Cibola	9	13	8	14	7	1.8%	1.03
Colfax	4	5	5	7	7	1.8%	2.12
Curry	7	13	4	4	4	1.0%	1.09
De Baca	0	4	1	2	0	0.0%	0.00
Doña Ana	25	18	27	14	19	4.9%	0.75
Eddy	14	8	14	15	16	4.1%	1.76
Grant	7	4	6	5	2	0.5%	0.46
Guadalupe	6	6	8	6	7	1.8%	1.42
Harding	0	1	3	0	2	0.5%	7.40
Hidalgo	5	4	3	1	9	2.3%	3.48
Lea	20	15	17	12	31	8.0%	3.90
Lincoln	3	8	4	5	5	1.3%	1.25
Los Alamos	1	1	0	0	2	0.5%	1.54
Luna	8	3	5	6	1	0.3%	0.10
McKinley	25	33	29	26	48	12.4%	3.48
Mora	1	5	5	3	4	1.0%	2.72
Otero	12	14	16	7	13	3.4%	1.67
Quay	9	5	5	6	11	2.8%	2.36
Rio Arriba	7	11	19	13	9	2.3%	1.86
Roosevelt	3	7	2	5	2	0.5%	0.67
San Juan	30	28	27	27	39	10.1%	2.13
San Miguel	11	7	9	6	3	0.8%	0.92
Sandoval	14	12	12	18	14	3.6%	1.11
Santa Fe	26	18	18	9	18	4.7%	0.94
Sierra	3	5	6	4	2	0.5%	1.01
Socorro	6	13	4	8	8	2.1%	1.65
Taos	11	8	8	6	10	2.6%	3.55
Torrance	4	5	10	11	5	1.3%	1.03
Union	2	5	2	1	1	0.3%	0.74
Valencia	11	13	10	2	10	2.6%	1.44
Total Fatalities	349	351	366	311	386	100.0%	1.45

Appendix Table F-2: Motorcyclists (Drivers and Passengers) in Crashes, 2014

County	Motorcyclists (Drivers and Passengers) in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People
Bernalillo	14	80	186	92	131	503	38.0%
Catron	0	0	0	0	0	0	0.0%
Chaves	1	3	8	5	6	23	1.7%
Cibola	1	1	8	3	6	19	1.4%
Colfax	2	6	2	3	0	13	1.0%
Curry	0	4	6	6	12	28	2.1%
De Baca	0	0	0	1	0	1	0.1%
Doña Ana	3	23	58	23	45	152	11.5%
Eddy	2	9	12	2	16	41	3.1%
Grant	0	4	15	1	1	21	1.6%
Guadalupe	1	0	1	1	0	3	0.2%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	1	0	1	0	2	0.2%
Lea	1	3	13	7	11	35	2.6%
Lincoln	1	3	10	5	4	23	1.7%
Los Alamos	0	0	4	0	0	4	0.3%
Luna	0	0	7	1	3	11	0.8%
McKinley	2	3	11	3	6	25	1.9%
Mora	0	1	6	1	1	9	0.7%
Otero	2	3	21	11	16	53	4.0%
Quay	1	1	0	1	0	3	0.2%
Rio Arriba	1	3	6	4	16	30	2.3%
Roosevelt	0	1	1	0	0	2	0.2%
San Juan	4	11	24	11	15	65	4.9%
San Miguel	0	0	5	0	6	11	0.8%
Sandoval	4	9	29	8	10	60	4.5%
Santa Fe	5	11	43	25	23	107	8.1%
Sierra	1	1	0	0	1	3	0.2%
Socorro	1	2	9	1	5	18	1.4%
Taos	2	1	5	1	1	10	0.8%
Torrance	0	1	3	4	1	9	0.7%
Union	0	2	1	1	1	5	0.4%
Valencia	3	5	16	4	7	35	2.6%
Missing Data	0	0	0	0	0	0	0.0%
Total People	52	192	510	226	344	1,324	100.0%

Appendix Table F-3: Severity of Injuries to Pedestrians in Crashes by County, 2014

County	Pedestrians in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People
Bernalillo	30	58	108	98	23	317	55.0%
Catron	0	0	0	0	0	0	0.0%
Chaves	0	2	3	3	2	10	1.7%
Cibola	2	0	0	0	0	2	0.3%
Colfax	0	0	0	1	0	1	0.2%
Curry	1	1	3	2	0	7	1.2%
De Baca	0	0	0	1	0	1	0.2%
Doña Ana	2	11	18	10	3	44	7.6%
Eddy	2	0	3	1	2	8	1.4%
Grant	0	0	3	2	0	5	0.9%
Guadalupe	1	0	0	0	0	1	0.2%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	2	0	0	0	0	2	0.3%
Lea	2	1	4	7	3	17	3.0%
Lincoln	0	0	0	0	0	0	0.0%
Los Alamos	1	0	0	0	0	1	0.2%
Luna	0	0	0	1	1	2	0.3%
McKinley	14	6	10	8	1	39	6.8%
Mora	0	0	0	0	0	0	0.0%
Otero	2	1	2	3	1	9	1.6%
Quay	0	0	0	0	0	0	0.0%
Rio Arriba	0	1	1	0	2	4	0.7%
Roosevelt	0	1	0	0	1	2	0.3%
San Juan	7	6	12	8	2	35	6.1%
San Miguel	0	0	1	0	2	3	0.5%
Sandoval	0	1	4	3	1	9	1.6%
Santa Fe	4	3	14	16	1	38	6.6%
Sierra	0	0	1	1	0	2	0.3%
Socorro	0	1	1	0	1	3	0.5%
Taos	3	0	0	1	0	4	0.7%
Torrance	0	0	0	2	0	2	0.3%
Union	0	0	0	0	0	0	0.0%
Valencia	1	1	1	3	2	8	1.4%
Missing Data	0	0	0	0	0	0	0.0%
Total	74	94	189	171	48	576	100.0%

Appendix – Counties

Appendix Table F-4: Animal-involved Crashes by County, 2010 - 2014

County	Animal-involved Crashes					Percent of All 2014 Animal-involved Crashes	2014 Vehicle Miles Traveled (100M VMT)	2014 Animal-involved Crashes per 100M VMT
	2010	2011	2012	2013	2014			
Bernalillo	35	34	30	32	32	2.3%	62.14	0.5
Catron	9	7	22	6	5	0.4%	0.83	6.0
Chaves	58	62	67	35	52	3.7%	6.09	8.5
Cibola	31	26	28	19	25	1.8%	6.76	3.7
Colfax	87	103	85	78	93	6.6%	3.30	28.2
Curry	17	25	17	22	14	1.0%	3.66	3.8
De Baca	6	5	2	0	13	0.9%	1.47	8.8
Doña Ana	22	35	26	22	16	1.1%	25.50	0.6
Eddy	49	30	46	35	99	7.0%	9.11	10.9
Grant	74	87	125	121	133	9.4%	4.35	30.6
Guadalupe	8	12	8	15	11	0.8%	4.94	2.2
Harding	1	3	3	3	1	0.1%	0.27	3.7
Hidalgo	14	9	24	12	14	1.0%	2.58	5.4
Lea	37	37	49	43	58	4.1%	7.94	7.3
Lincoln	117	112	100	79	94	6.7%	4.00	23.5
Los Alamos	4	9	3	3	9	0.6%	1.30	6.9
Luna	11	11	19	19	11	0.8%	9.56	1.2
McKinley	55	89	71	62	75	5.3%	13.80	5.4
Missing Data	0	0	0	0	1	0.1%	1.47	0.7
Mora	22	16	19	19	19	1.3%	7.79	2.4
Otero	81	67	81	63	74	5.2%	4.67	15.9
Quay	26	36	13	14	24	1.7%	4.85	4.9
Rio Arriba	110	108	89	122	120	8.5%	3.00	40.0
Roosevelt	9	30	38	23	30	2.1%	18.32	1.6
San Juan	167	150	173	151	134	9.5%	3.27	41.0
San Miguel	27	50	32	27	53	3.8%	12.58	4.2
Sandoval	56	81	55	58	62	4.4%	19.16	3.2
Santa Fe	43	52	39	51	63	4.5%	1.98	31.8
Sierra	21	35	15	7	6	0.4%	4.84	1.2
Socorro	29	31	25	32	31	2.2%	2.82	11.0
Taos	60	54	35	32	20	1.4%	4.84	4.1
Torrance	15	24	4	8	9	0.6%	1.35	6.6
Union	11	17	16	10	4	0.3%	6.94	0.6
Valencia	10	12	2	5	6	0.4%	-	-
Total	1,322	1,459	1,361	1,228	1,411	100.0%	265.50	5.3

Appendix Table F-5: New Mexico Population by County, 2010 - 2014

County	New Mexico Population (Revised U.S. Census)[1]				
	2010	2011	2012	2013	2014
Bernalillo	664,099	669,416	672,444	674,221	675,647
Catron	3,741	3,714	3,662	3,607	3,534
Chaves	65,776	65,698	65,727	65,823	65,837
Cibola	27,306	27,481	27,259	27,335	27,282
Colfax	13,738	13,619	13,243	13,094	12,684
Curry	48,970	49,690	50,696	50,598	51,055
De Baca	2,016	1,964	1,933	1,907	1,827
Doña Ana	210,288	212,772	213,952	213,460	214,059
Eddy	53,904	54,031	54,435	55,471	56,583
Grant	29,385	29,414	29,364	29,328	29,002
Guadalupe	4,688	4,645	4,608	4,551	4,443
Harding	688	709	699	693	677
Hidalgo	4,851	4,837	4,809	4,654	4,547
Lea	64,652	65,045	66,165	68,062	69,930
Lincoln	20,472	20,433	20,266	20,105	19,663
Los Alamos	18,017	18,194	18,146	17,798	17,718
Luna	25,113	25,146	24,967	24,659	24,586
McKinley	71,775	73,490	72,726	73,308	73,846
Mora	4,882	4,794	4,701	4,704	4,582
Otero	64,337	65,497	65,922	65,616	64,966
Quay	9,048	9,050	8,772	8,662	8,462
Rio Arriba	40,331	40,363	40,302	40,072	39,686
Roosevelt	20,011	20,444	20,318	19,955	19,626
San Juan	130,161	128,016	128,340	126,503	123,990
San Miguel	29,375	29,301	28,914	28,541	28,303
Sandoval	132,370	134,202	135,383	136,575	137,654
Santa Fe	144,508	145,409	146,456	147,423	147,977
Sierra	12,038	12,039	11,900	11,572	11,332
Socorro	17,837	17,861	17,571	17,584	17,340
Taos	32,909	32,957	32,800	33,035	33,041
Torrance	16,371	16,378	16,046	15,717	15,586
Union	4,538	4,435	4,423	4,370	4,269
Valencia	76,787	76,875	76,591	76,284	75,833
Statewide	2,064,982	2,077,919	2,083,540	2,085,287	2,085,567

[1] Each year, the U.S. Census publishes revisions to previous population estimates. Therefore, rates based on population in this publication are not comparable to rates published in prior years. See Sources section for more information.

Appendix Table F-6: Crash Rates by County, 2010 - 2014

County	Crashes per 10,000 Population[1,2]				
	2010	2011	2012	2013	2014
Guadalupe	390	336	380	396	365
Eddy	181	162	172	209	277
Bernalillo	256	261	246	246	268
De Baca	154	132	93	79	252
Mora	231	200	234	179	242
Colfax	276	272	230	241	242
Grant	151	180	216	205	217
Lincoln	260	260	232	224	206
Lea	201	222	209	189	199
Statewide	**207**	**208**	**197**	**190**	**195**
Santa Fe	230	226	203	190	190
Hidalgo	231	238	202	211	189
Chaves	215	204	279	208	185
Doña Ana	197	196	187	180	177
San Miguel	173	207	167	139	174
Quay	249	232	218	178	174
McKinley	181	181	186	165	171
Luna	168	165	149	185	170
Socorro	184	193	174	151	158
Rio Arriba	128	119	158	148	150
Union	190	232	192	195	150
San Juan	182	190	181	171	145
Curry	224	189	193	157	142
Torrance	155	167	67	119	141
Roosevelt	112	169	152	105	136
Otero	171	178	172	149	135
Cibola	154	152	156	127	127
Sandoval	147	136	117	121	105
Taos	238	212	175	113	100
Valencia	120	112	47	85	87
Sierra	150	184	187	114	74
Harding	58	127	86	58	59
Catron	86	59	120	78	40
Los Alamos	77	70	46	31	30

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

[2] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table F-7: Fatality Rates by County, 2010 - 2014

County	Fatalities per 10,000 Population[1,2]				
	2010	2011	2012	2013	2014
Harding	0.00	14.10	42.92	0.00	29.54
Hidalgo	10.31	8.27	6.24	2.15	19.79
Guadalupe	12.80	12.92	17.36	13.18	15.76
Quay	9.95	5.52	5.70	6.93	13.00
Mora	2.05	10.43	10.64	6.38	8.73
McKinley	3.48	4.49	3.99	3.55	6.50
Colfax	2.91	3.67	3.78	5.35	5.52
Socorro	3.36	7.28	2.28	4.55	4.61
Lea	3.09	2.31	2.57	1.76	4.43
Torrance	2.44	3.05	6.23	7.00	3.21
San Juan	2.30	2.19	2.10	2.13	3.15
Taos	3.34	2.43	2.44	1.82	3.03
Catron	2.67	2.69	5.46	16.63	2.83
Eddy	2.60	1.48	2.57	2.70	2.83
Cibola	3.30	4.73	2.93	5.12	2.57
Lincoln	1.47	3.92	1.97	2.49	2.54
Union	4.41	11.27	4.52	2.29	2.34
Rio Arriba	1.74	2.73	4.71	3.24	2.27
Otero	1.87	2.14	2.43	1.07	2.00
Statewide	**1.69**	**1.69**	**1.76**	**1.49**	**1.85**
Sierra	2.49	4.15	5.04	3.46	1.76
Valencia	1.43	1.69	1.31	0.26	1.32
Santa Fe	1.80	1.24	1.23	0.61	1.22
Los Alamos	0.56	0.55	0.00	0.00	1.13
Chaves	2.74	2.13	1.22	1.52	1.06
San Miguel	3.74	2.39	3.11	2.10	1.06
Bernalillo	0.69	0.66	1.03	0.77	1.02
Roosevelt	1.50	3.42	0.98	2.51	1.02
Sandoval	1.06	0.89	0.89	1.32	1.02
Doña Ana	1.19	0.85	1.26	0.66	0.89
Curry	1.43	2.62	0.79	0.79	0.78
Grant	2.38	1.36	2.04	1.70	0.69
Luna	3.19	1.19	2.00	2.43	0.41
De Baca	0.00	20.37	5.17	10.49	0.00

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

[2] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table F-8: Alcohol-involved Crash Rates by County, 2010 - 2014

County	Alcohol-involved Crashes per 10,000 Population[1,2]				
	2010	2011	2012	2013	2014
De Baca	9.9	10.2	0.0	0.0	27.4
McKinley	17.8	18.8	20.9	20.9	24.0
San Juan	15.8	16.6	15.5	14.2	15.0
Eddy	8.0	6.5	9.0	7.9	13.3
Lincoln	15.1	11.7	14.8	15.9	13.2
Grant	7.8	10.9	12.6	11.9	12.8
Santa Fe	13.3	14.7	11.7	10.9	11.6
Rio Arriba	11.4	12.4	15.9	14.0	10.3
Lea	15.2	12.8	10.9	8.2	10.0
Statewide	**10.5**	**11.2**	**10.4**	**9.4**	**9.8**
Chaves	10.3	11.6	14.1	7.4	9.6
San Miguel	14.0	16.0	13.5	13.7	9.5
Colfax	14.6	14.0	12.8	10.7	9.5
Quay	4.4	7.7	10.3	9.2	9.5
Bernalillo	9.0	10.2	9.5	9.0	9.4
Union	17.6	13.5	6.8	4.6	9.4
Cibola	9.5	11.6	14.7	8.0	9.2
Doña Ana	10.1	11.0	8.7	8.9	8.9
Mora	12.3	14.6	8.5	17.0	8.7
Torrance	6.7	6.1	3.7	8.3	7.7
Socorro	9.5	6.2	10.2	10.2	7.5
Sierra	10.0	15.0	10.1	4.3	7.1
Otero	8.4	10.5	10.8	7.9	6.8
Guadalupe	23.5	17.2	17.4	4.4	6.8
Taos	21.0	19.4	14.0	6.1	6.7
Hidalgo	6.2	12.4	4.2	12.9	6.6
Luna	7.6	7.2	2.0	5.7	6.5
Sandoval	7.5	7.5	8.3	7.8	6.5
Catron	8.0	2.7	10.9	5.5	5.7
Curry	8.8	8.9	7.3	5.9	5.3
Valencia	5.2	6.2	3.0	3.0	4.5
Roosevelt	12.5	7.3	8.9	5.0	4.1
Los Alamos	2.2	3.3	1.1	1.1	1.1
Harding	0.0	0.0	28.6	0.0	0.0

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

[2] Numbers are shaded such that darker shading identifies higher numbers.

Sources

Crash Data – Crash data are from the NMDOT Uniform Crash Reports (UCRs), submitted by state law enforcement agencies, for any reported 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 (GPS TRU), formerly the Division of Government Research.

Economic Impact Estimates – American Association of State Highway and Transportation Officials Highway Safety Manual, 1st Edition, Volume 1, 2010, Appendix 4A, Pages 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.

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Observed Seatbelt Usage – New Mexico Department of Transportation (NMDOT), Traffic Safety and Planning Divisions. *2014 New Mexico Occupant Seat Belt Observation Study*. Prepared by Davis Innovations, Inc. Oct. 10, 2014.

Population – U.S. Census Bureau, Population Division. *Annual Estimates of the Resident Population: April 1, 2010, to July 1, 2014.* Release dates: For counties, March 2016 (CO-EST2015-01-35). For cities and towns (Incorporated Places and Minor Civil Divisions), May 2015 (SUB-EST2014_35). For pre-2010 population only: *Annual Estimates of the Resident Population for Counties: April 1, 2000, to July 1, 2012*. Release date: March 2013 (CO-EST2012-01-35). *Subcounty Resident Population Estimates for Cities and Towns (Incorporated Places and Minor Civil Divisions): April 1, 2000 to July 1, 2011*. Release Date: June 2012 (SUB-EST2011-35).

Registered Motor Vehicles and Motorcycles – U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. *Highway Statistics Series, 2014, Vehicles.* Table MV-1. December 2015. Accessed June 15, 2016. http://www.fhwa.dot.gov/policyinformation/statistics/2014/mv1.cfm

Urban Areas – New Mexico Department of Transportation, Asset Management and Planning. *2010 U.S. Census Urbanized Area Boundaries, NMDOT-Adjusted, and U.S. Census Urban Clusters.* August 21, 2013. In crashes before 2013, "urban" was defined as a town or city with a population of at least 2,500 people.

Sources

Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation, Planning Division, Traffic Data Reporting Section. Daily Vehicle Miles Traveled (DVMT in thousands) By County and Functional Classification. The calculation method for VMT was revised by NMDOT beginning in 2011.

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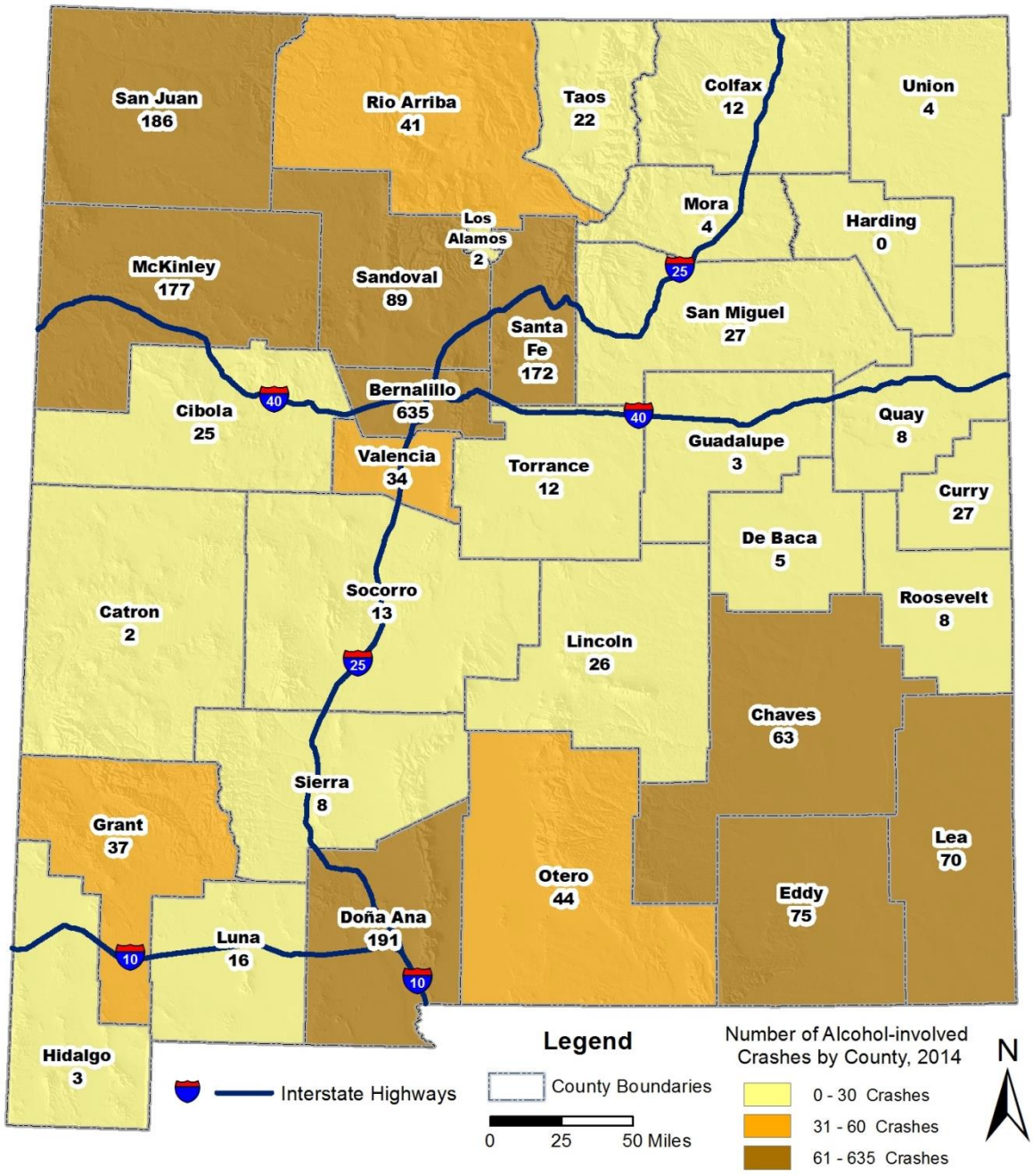
Map 25: Alcohol-involved Crashes by County, 2014



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