New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico Traffic Crash Annual Report 2015

New Mexico Department of Transportation
Traffic Safety Division
Traffic Records Bureau

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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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Special thanks go to New Mexico's law enforcement officers for their work in documenting traffic-related crash data using the NM state Uniform Crash Report (UCR) form, which provides most of the data used in this report. These data are used for federal reporting and to obtain federal grants and funding from the National Highway Transportation Safety Administration (NHTSA) and the Federal Highway Administration (FHWA). Data in this report are also used by traffic safety officials to identify and monitor traffic safety issues and by New Mexico's legislators to decide on funding for traffic-safety programs.

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The cover photo, of traffic at Raton Pass on Interstate 25 on the border between New Mexico and Colorado, is by Dan Armendariz (License: https://creativecommons.org/licenses/by-nc-sa/2.0/). Other photos are by Jake Schoellkopf, NMDOT photographer.

Table of Contents

Table of Contents

List of Figures

List of Maps

List of Tables

List of Tables

List of Tables

List of Tables

List of Tables

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 crashes involve one or more alcohol-involved drivers.

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

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

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.

Definitions

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

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.

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 any 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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2015 New Mexico Crash Highlights

- Less than 1 percent of crashes resulted in a **fatality**. (Table 1)
- 29 percent of crashes resulted in an **injury**. (Table 1)
- 14 percent of crashes were **hit-and-run** crashes. (Table 6)
- 51 percent of **pedestrians** killed in crashes were under the influence of **alcohol**. (Table 46)
- 5 percent of crashes and 40 percent of crash fatalities involved **alcohol**. (Table 62, Table 65)
- 11 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 (21 percent)
- Failed to yield right of way (13 percent)
- Following too closely (11 percent)

Top contributing factors in fatalities:

- Alcohol/drug-involvement (42 percent)
- Excessive speed (18 percent)
- Driver inattention (10 percent)

- In an average day in New Mexico, 124 crashes occurred, which involved 316 people, with 53 people injured and 1 person killed.

On average in New Mexico in 2015…

- A motor vehicle crash occurred every **12** minutes.
- A crash occurred in Bernalillo County every **27** minutes.
- A person was injured in a crash every **28** minutes.
- 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 **14** hours.
- A bicyclist was hit by a vehicle every **24** hours.
- A person was killed in a crash every **29** hours.

2015 New Mexico Crash Highlights

In 2015, there were 45,309 traffic crashes reported on public roadways in New Mexico. These crashes involved 115,286 people, with 19,219 people injured and 298 people killed.

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

- Fatalities, fatal crashes and the percentage of crashes that were fatal have fallen to the lowest levels in at least five years. (Table 1, Table 2)
- When analyzed using vehicle miles traveled, New Mexico's crash rate shows an increasingly large gap below the national rate. (Figure 1)
- When analyzed using vehicle miles traveled, New Mexico's fatality rate fell below the national rate for the first time in at least five years. (Figure 2)
- New Mexico injury rates were below the national rates in 2011-2015, when analyzed using traffic volume. (Figure 4)
- The percentage of alcohol-involved crashes out of all crashes has generally been decreasing and is at its 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, have been generally declining over the last five years and are their lowest levels in the past five years. (Table 40)
- The number of fatal alcohol-involved crashes, 103, fell to the lowest level in five years. Fatalities in alcohol-involved crashes, 120, also were lower than in the previous four years (Table 63, Table 64)
- Fatalities decreased in all categories of rural roads. Fatalities fell to their lowest levels in at least five years for both raw numbers and as a percentage of all fatalities, for both rural Interstate and non-Interstate roads. (Table 106)
- The numbers of total motorcyclists in crashes and fatal injuries to motorcyclists in crashes fell to their lowest levels in the past five years. (Table 36)

Areas of known concern in New Mexico for 2015:

- The number of total crashes and total people in crashes are at their highest levels in the past five years. (Table 1, Table 2)
- Crashes involving heavy trucks rose to their highest level in the past five years. (Table 42)
- Pedestrians in crashes rose to 625, the most in five years. (Table 45)
- Half of all pedestrian fatalities involve pedestrians under the influence of alcohol. (Table 45)

Crashes and Injuries Summary

- The number of fatal crashes varied widely in the past five years, with a low of 269 in 2015 and a high of 340 in 2014, a decrease of 21 percent in one year. (Table 1)
- The total number of crashes was higher in 2015 than at any other time in the past five years. (Table 1)
- The number of crash-related fatalities was lower in 2015 than at any other time in the past five years. (Table 2)

Table 1: Crashes by Year and Severity of Crash, 2011 - 2015[1]

Year	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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	0.70%	11,112	28.3%	27,821	71.0%	39,208	100%
2014	340	0.84%	11,364	27.9%	28,987	71.2%	40,691	100%
2015	269	0.59%	13,207	29.1%	31,833	70.3%	45,309	100%

Table 2: People in Crashes by Year and Severity of Injury, 2011 - 2015[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
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%	1,314	1.3%	3,722	3.7%	11,325	11.4%	82,606	83.2%	99,278	100%
2014	386	0.4%	1,249	1.2%	3,910	3.8%	11,499	11.2%	85,706	83.4%	102,750	100%
2015	298	0.3%	1,329	1.2%	4,518	3.9%	13,372	11.6%	95,769	83.1%	115,286	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.

$$\textbf{\textit{Crash Rate}} = \frac{\textit{Crash Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\text{45,309 crashes in 2015}}{\text{302.92 100M VMT in 2015}} = \textbf{150 crashes per 100M VMT}$$

$$\textbf{\textit{Fatality Rate}} = \frac{\textit{Fatality Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\text{298 fatalities in 2015}}{\text{302.92 100M VMT in 2015}} = \textbf{0.98 fatalities per 100M VMT}$$

Table 3: New Mexico Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2011 - 2015

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]
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
2015	2,085,109	302.92	1,502,279	1,823,445

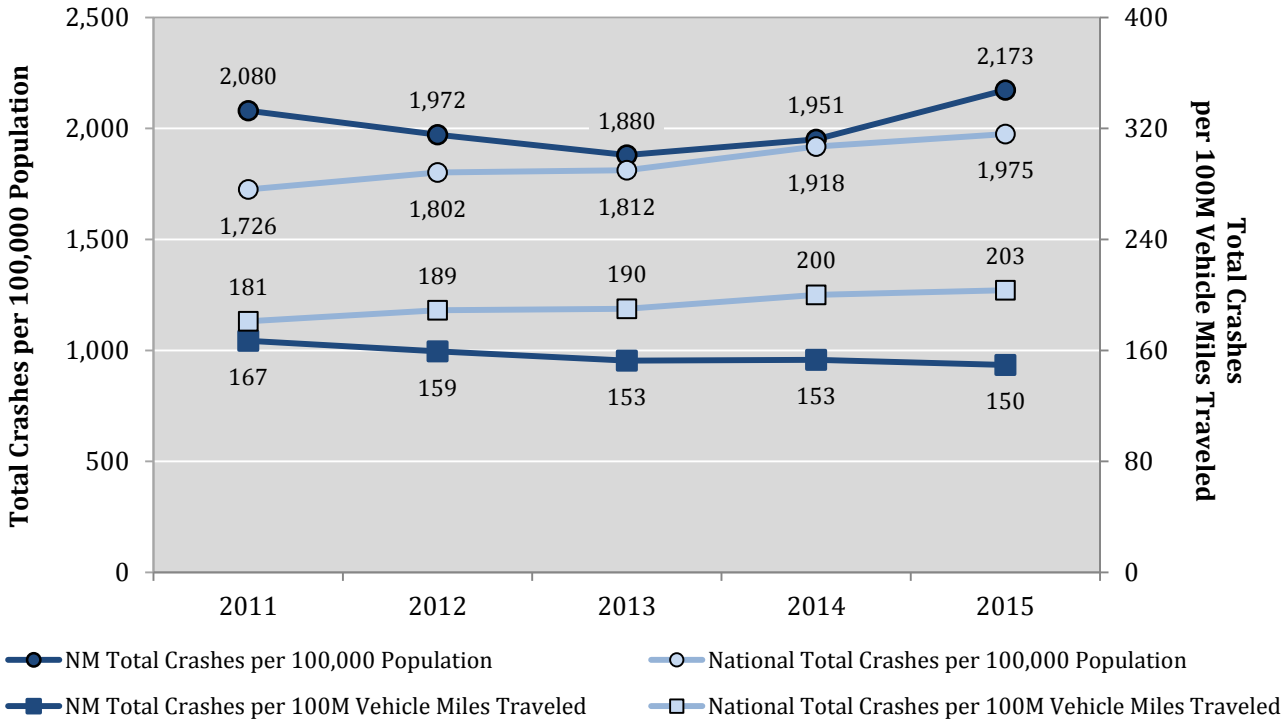
[1] Each year, the U.S. Census publishes revisions to previous population estimates. Therefore, rates based on population in this publication are not comparable to rates published in prior years.

[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 at its highest level in at least five years. (Figure 1)
- When analyzed using vehicle miles traveled, the gap between New Mexico's crash rate and the national rate has increased in each of the past four years. (Figure 1)
- When analyzed using vehicle miles traveled, New Mexico's fatality rate fell below the national rate for the first time. (Figure 2)

Figure 1: Comparison of New Mexico[3] and National Crash Rates, 2011 - 2015[4]



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

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

Figure 2: Comparison of New Mexico[5] and National[6] Fatal Crash Rates, 2011 - 2015

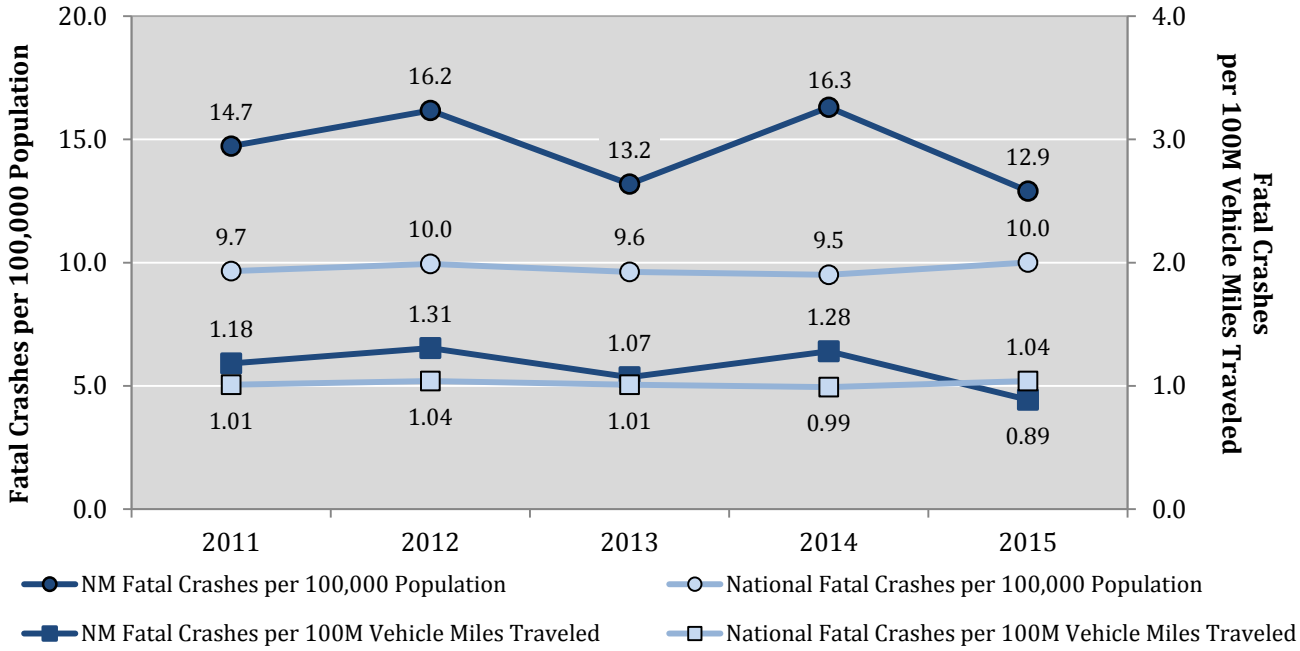
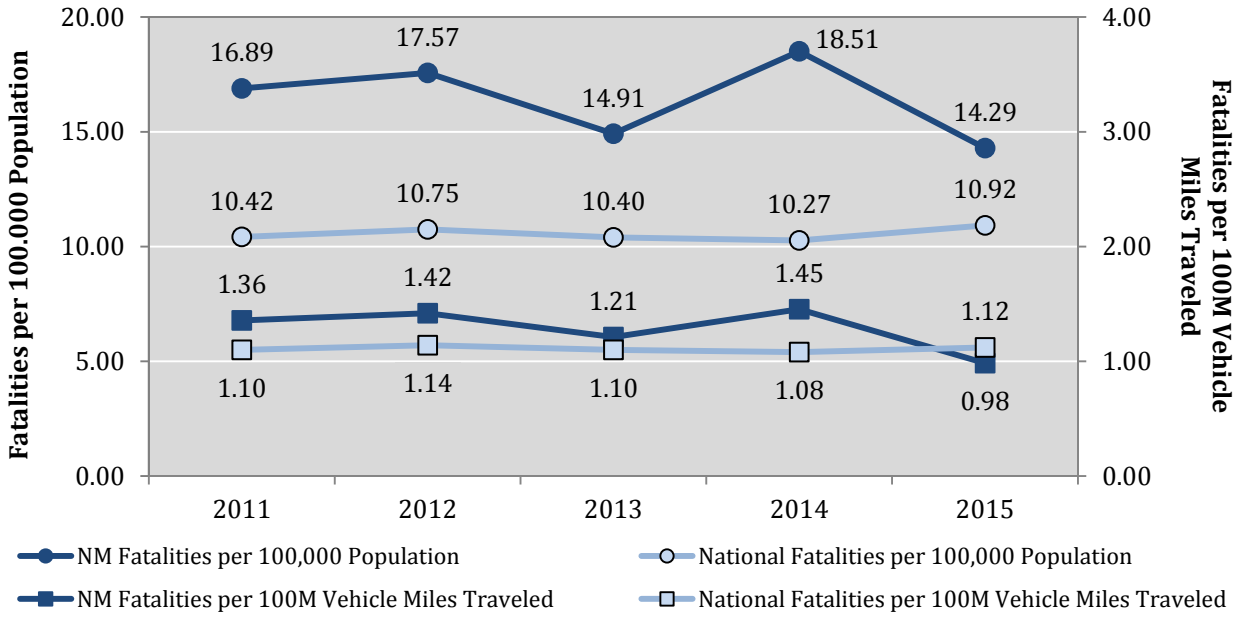


Figure 3: Comparison of New Mexico[5] and National[6] Fatality Rates, 2011 - 2015



[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, 2011 - 2015

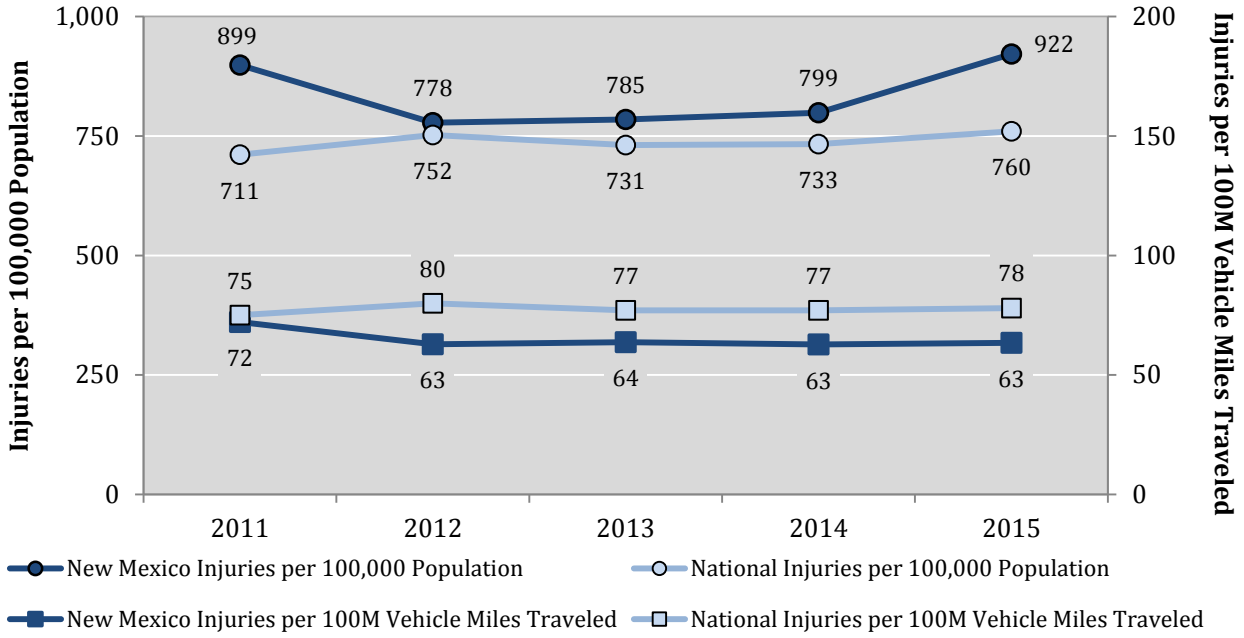
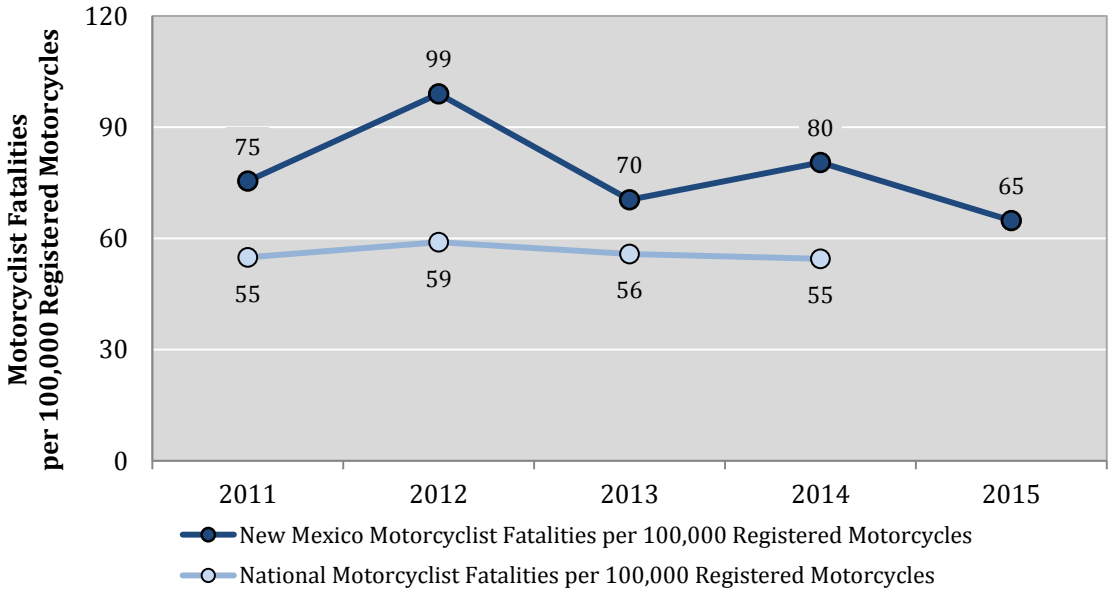


Figure 5: Comparison of New Mexico and National[8] Motorcyclist Fatality Rates, 2011 - 2015



[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 (20.8 percent)
- Failed to yield right of way (12.8 percent)
- Following too closely (10.8 percent)

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

- Alcohol/drug-involved (43.6 percent)
- Excessive speed (16.4 percent)
- Driver inattention (9.4 percent)

Crash Characteristics – Contributing Factors

Table 4: Severity of Crashes by Top Contributing Factor, 2015

Top Contributing Factor[1]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**244**	**90.7%**	**11,783**	**89.2%**	**25,020**	**78.6%**	**37,047**	**81.8%**
Driver Inattention	26	9.7%	2,919	22.1%	6,460	20.3%	9,405	20.8%
Failed to Yield Right of Way	8	3.0%	2,103	15.9%	3,691	11.6%	5,802	12.8%
Following Too Closely	1	0.4%	1,541	11.7%	3,370	10.6%	4,912	10.8%
Alcohol/Drug Involved[2]	113	42.0%	1,029	7.8%	1,223	3.8%	2,365	5.2%
Excessive Speed	47	17.5%	797	6.0%	1,408	4.4%	2,252	5.0%
Speed Too Fast for Conditions	12	4.5%	551	4.2%	1,428	4.5%	1,991	4.4%
Disregarded Traffic Signal	4	1.5%	795	6.0%	1,031	3.2%	1,830	4.0%
Other Improper Driving	3	1.1%	394	3.0%	997	3.1%	1,394	3.1%
Made Improper Turn	0	0.0%	266	2.0%	995	3.1%	1,261	2.8%
Improper Backing	1	0.4%	66	0.5%	1,171	3.7%	1,238	2.7%
Improper Lane Change	3	1.1%	165	1.2%	841	2.6%	1,009	2.2%
Avoid No Contact - Vehicle	3	1.1%	317	2.4%	544	1.7%	864	1.9%
Passed Stop Sign	4	1.5%	288	2.2%	495	1.6%	787	1.7%
Drove Left Of Center	11	4.1%	200	1.5%	457	1.4%	668	1.5%
Improper Overtaking	1	0.4%	74	0.6%	385	1.2%	460	1.0%
Avoid No Contact - Other	1	0.4%	96	0.7%	350	1.1%	447	1.0%
Pedestrian Error	6	2.2%	144	1.1%	38	0.1%	188	0.4%
Vehicle Skidded Before Brake	0	0.0%	30	0.2%	86	0.3%	116	0.3%
Driverless Moving Vehicle	0	0.0%	8	0.1%	50	0.2%	58	0.1%
Vehicle	**3**	**1.1%**	**269**	**2.0%**	**610**	**1.9%**	**882**	**1.9%**
Other Mechanical Defect	0	0.0%	90	0.7%	270	0.8%	360	0.8%
Defective Tires	3	1.1%	79	0.6%	144	0.5%	226	0.5%
Inadequate Brakes	0	0.0%	80	0.6%	134	0.4%	214	0.5%
Defective Steering	0	0.0%	20	0.2%	62	0.2%	82	0.2%
Environment	**0**	**0.0%**	**37**	**0.3%**	**96**	**0.3%**	**133**	**0.3%**
Road Defect	0	0.0%	34	0.3%	86	0.3%	120	0.3%
Traffic Control Not Functioning	0	0.0%	3	0.02%	10	0.03%	13	0.03%
Other[3]	**22**	**8.2%**	**1,118**	**8.5%**	**6,107**	**19.2%**	**7,247**	**16.0%**
None	7	2.6%	615	4.7%	2,203	6.9%	2,825	6.2%
Missing Data	8	3.0%	150	1.1%	2,303	7.2%	2,461	5.4%
Other - No Driver Error	7	2.6%	353	2.7%	1,601	5.0%	1,961	4.3%
Total Crashes	269	100.0%	13,207	100.0%	31,833	100.0%	45,309	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.

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.

Crash Characteristics – Contributing Factors

Table 5: Severity of Injuries to People in Crashes by Top Contributing Factor, 2015

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	**270**	**90.6%**	**1,194**	**89.8%**	**3,976**	**88.0%**	**12,118**	**90.6%**	**80,054**	**83.6%**	**97,612**	**84.7%**
Driver Inattention	28	9.4%	219	16.5%	759	16.8%	3,148	23.5%	20,402	21.3%	24,556	21.3%
Failed to Yield Right of Way	8	2.7%	195	14.7%	744	16.5%	2,294	17.2%	13,438	14.0%	16,679	14.5%
Following Too Closely	1	0.3%	49	3.7%	212	4.7%	1,885	14.1%	12,575	13.1%	14,722	12.8%
Alcohol/Drug Involved[2]	130	43.6%	239	18.0%	619	13.7%	747	5.6%	3,728	3.9%	5,463	4.7%
Disregarded Traffic Signal	5	1.7%	89	6.7%	258	5.7%	963	7.2%	4,009	4.2%	5,324	4.6%
Excessive Speed	49	16.4%	131	9.9%	407	9.0%	656	4.9%	3,718	3.9%	4,961	4.3%
Speed Too Fast for Conditions	12	4.0%	61	4.6%	234	5.2%	532	4.0%	3,624	3.8%	4,463	3.9%
Made Improper Turn	0	0.0%	14	1.1%	103	2.3%	277	2.1%	2,952	3.1%	3,346	2.9%
Other Improper Driving	3	1.0%	33	2.5%	144	3.2%	337	2.5%	2,774	2.9%	3,291	2.9%
Improper Backing	1	0.3%	2	0.2%	7	0.2%	70	0.5%	2,966	3.1%	3,046	2.6%
Improper Lane Change	3	1.0%	11	0.8%	33	0.7%	168	1.3%	2,617	2.7%	2,832	2.5%
Passed Stop Sign	5	1.7%	21	1.6%	116	2.6%	340	2.5%	1,688	1.8%	2,170	1.9%
Avoid No Contact - Vehicle	4	1.3%	21	1.6%	80	1.8%	315	2.4%	1,663	1.7%	2,083	1.8%
Drove Left Of Center	13	4.4%	38	2.9%	113	2.5%	165	1.2%	1,272	1.3%	1,601	1.4%
Improper Overtaking	1	0.3%	11	0.8%	21	0.5%	70	0.5%	1,165	1.2%	1,268	1.1%
Avoid No Contact - Other	1	0.3%	10	0.8%	37	0.8%	75	0.6%	834	0.9%	957	0.8%
Pedestrian Error	6	2.0%	48	3.6%	69	1.5%	42	0.3%	304	0.3%	469	0.4%
Vehicle Skidded Before Brake	0	0.0%	1	0.1%	15	0.3%	29	0.2%	206	0.2%	251	0.2%
Driverless Moving Vehicle	0	0.0%	1	0.1%	5	0.1%	5	0.04%	119	0.1%	130	0.1%
Vehicle	**5**	**1.7%**	**27**	**2.0%**	**122**	**2.7%**	**249**	**1.9%**	**1,734**	**1.8%**	**2,137**	**1.9%**
Other Mechanical Defect	0	0.0%	7	0.5%	37	0.8%	89	0.7%	755	0.8%	888	0.8%
Inadequate Brakes	0	0.0%	5	0.4%	23	0.5%	94	0.7%	502	0.5%	624	0.5%
Defective Tires	5	1.7%	15	1.1%	52	1.2%	54	0.4%	343	0.4%	469	0.4%
Defective Steering	0	0.0%	0	0.0%	10	0.2%	12	0.1%	134	0.1%	156	0.1%
Environment	**0**	**0.0%**	**0**	**0.0%**	**12**	**0.3%**	**35**	**0.3%**	**226**	**0.2%**	**273**	**0.2%**
Road Defect	0	0.0%	0	0.0%	11	0.2%	31	0.2%	195	0.2%	237	0.2%
Traffic Control Not Functioning	0	0.0%	0	0.0%	1	0.0%	4	0.03%	31	0.03%	36	0.03%
Other[3]	**23**	**7.7%**	**108**	**8.1%**	**408**	**9.0%**	**970**	**7.3%**	**13,755**	**14.4%**	**15,264**	**13.2%**
None	7	2.3%	42	3.2%	197	4.4%	575	4.3%	5,235	5.5%	6,056	5.3%
Missing Data	9	3.0%	19	1.4%	73	1.6%	116	0.9%	5,345	5.6%	5,562	4.8%
Other - No Driver Error	7	2.3%	47	3.5%	138	3.1%	279	2.1%	3,175	3.3%	3,646	3.2%
Total People	298	100%	1,329	100%	4,518	100%	13,372	100%	95,769	100%	115,286	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 percentage of people involved in hit-and-run crashes, out of all people in crashes, rose to its second-highest level in the past five years. (Table 7)

Table 6: Hit-and-Run Crashes by Crash Severity, 2011 - 2015

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		
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%	851	15.6%	4,588	84.2%	5,449	100%	39,208	13.9%
2014	19	0.35%	838	15.3%	4,603	84.3%	5,460	100%	40,691	13.4%
2015	15	0.24%	1,141	17.9%	5,210	81.8%	6,366	100%	45,309	14.1%

Table 7: Severity of Injuries to People in Hit-and-Run Crashes, 2011 - 2015

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		
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	55	261	810	10,745	11,882	99,278	12.0%
2014	22	77	259	797	11,028	12,183	102,750	11.9%
2015	15	74	311	1,119	13,153	14,672	115,286	12.7%

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 68.4 percent of total crashes. (Table 8)
- Among fatal crashes, the most common crash classifications were "Other Vehicle" (30.9 percent), "Overturn" (29.0 percent), and "Pedestrian" (19.0 percent). (Table 8)
- More than 60 percent of crashes involving animals were with large animals. The most common were Deer (45.3 percent), Elk (10.3 percent), and Cattle (9.0 percent). (Table 12)

Table 8: Crashes by Crash Classification and Crash Severity, 2015

Crash Classification	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	83	30.9%	9,453	71.6%	21,467	67.4%	31,003	68.4%
Fixed Object	34	12.6%	1,106	8.4%	3,445	10.8%	4,585	10.1%
Overturn	78	29.0%	1,096	8.3%	912	2.9%	2,086	4.6%
Parked Vehicle	0	0.0%	114	0.9%	1,928	6.1%	2,042	4.5%
Animal	2	0.7%	134	1.0%	1,381	4.3%	1,517	3.3%
Other (Object)	3	1.1%	140	1.1%	747	2.3%	890	2.0%
Pedestrian	51	19.0%	494	3.7%	62	0.2%	607	1.3%
Other (Non-Collision)	3	1.1%	182	1.4%	382	1.2%	567	1.3%
Pedalcyclist	7	2.6%	288	2.2%	65	0.2%	360	0.8%
Vehicle on Other Roadway	3	1.1%	56	0.4%	135	0.4%	194	0.4%
Rollover	2	0.7%	59	0.45%	47	0.1%	108	0.2%
Railroad Train	2	0.7%	12	0.09%	14	0.0%	28	0.1%
Missing Data	1	0.4%	73	0.6%	1,248	3.9%	1,322	2.9%
Total Crashes	269	100.0%	13,207	100.0%	31,833	100.0%	45,309	100.0%

Crash Characteristics – Crash Classification

Table 9: People in Crashes by Crash Classification[9] and Severity of Injury, 2015

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	96	0.1%	727	0.8%	2,437	2.7%	11,323	12.6%	75,474	83.8%	90,057	100%
Fixed Object	40	0.6%	143	2.3%	527	8.3%	698	11.0%	4,936	77.8%	6,344	100%
Parked Vehicle	0	0.0%	10	0.2%	48	1.1%	81	1.8%	4,319	96.9%	4,458	100%
Overturn	83	2.4%	222	6.4%	775	22.4%	556	16.0%	1,830	52.8%	3,466	100%
Animal	2	0.1%	4	0.2%	58	2.4%	106	4.3%	2,277	93.1%	2,447	100%
Other (Object)	3	0.2%	16	1.0%	70	4.5%	89	5.7%	1,377	88.6%	1,555	100%
Pedestrian	54	3.7%	129	8.9%	220	15.2%	186	12.8%	859	59.3%	1,448	100%
Other (Non-Collision)	5	0.6%	27	3.0%	124	13.7%	57	6.3%	693	76.5%	906	100%
Pedalcyclist	7	0.9%	31	3.8%	166	20.6%	102	12.6%	501	62.1%	807	100%
Vehicle on Other Road	3	0.6%	6	1.2%	32	6.6%	58	11.9%	389	79.7%	488	100%
Rollover	2	1.2%	9	5.4%	35	20.8%	33	19.6%	89	53.0%	168	100%
Railroad Train	2	3.8%	2	3.8%	5	9.6%	10	19.2%	33	63.5%	52	100%
Missing Data	1	0.0%	3	0.1%	21	0.7%	73	2.4%	2,992	96.8%	3,090	100.0%
Total People	298	0.3%	1,329	1.2%	4,518	3.9%	13,372	11.6%	95,769	83.1%	115,286	100.0%

Table 10: Crashes by Crash Classification[9], 2011 - 2015

Crash Classification	Crashes					Percentage of Total Crashes by Year				
	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
Other Vehicle	28,874	27,041	26,309	27,171	31,003	66.8%	65.8%	67.1%	66.8%	68.4%
Fixed Object	5,590	4,122	3,950	3,954	4,585	12.9%	10.0%	10.1%	9.7%	10.1%
Overturn	2,258	2,142	1,990	1,948	2,086	5.2%	5.2%	5.1%	4.8%	4.6%
Parked Vehicle	3,129	2,641	2,240	2,266	2,042	7.2%	6.4%	5.7%	5.6%	4.5%
Animal	1,459	1,361	1,228	1,411	1,517	3.4%	3.3%	3.1%	3.5%	3.3%
Other (Object)	475	956	818	886	890	1.1%	2.3%	2.1%	2.2%	2.0%
Pedestrian	400	478	506	557	607	0.9%	1.2%	1.3%	1.4%	1.3%
Other (Non-Collision)	644	735	606	541	567	1.5%	1.8%	1.5%	1.3%	1.3%
Pedalcyclist	331	383	301	314	360	0.8%	0.9%	0.8%	0.8%	0.8%
Vehicle on Other Road	61	260	253	363	194	0.1%	0.6%	0.6%	0.9%	0.4%
Rollover[1]	0	0	0	23	108	0.0%	0.0%	0.0%	0.1%	0.2%
Railroad Train	6	14	28	29	28	0.0%	0.0%	0.1%	0.1%	0.1%
Missing Data[2]	0	950	979	1,228	1,322	0.0%	2.3%	2.5%	3.0%	2.9%
Total Crashes	43,227	41,083	39,208	40,691	45,309	100.0%	100.0%	100.0%	100.0%	100.0%

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

[2] The identification of missing data has been improved, starting with 2012 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, 2015[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	30	37.5%	495	42.9%	413	43.1%	938	42.8%
Left Side of Road	27	33.8%	305	26.4%	259	27.0%	591	26.9%
On the Road	12	15.0%	175	15.2%	100	10.4%	287	13.1%
Missing Data	11	13.8%	180	15.6%	187	19.5%	378	17.2%
Total Crashes	80	100.0%	1,155	100.0%	959	100.0%	2,194	100.0%

Table 12: Classification of Crashes involving Animals by Crash Severity, 2015[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	0	0.0%	38	28.4%	649	47.0%	687	45.3%
Elk	0	0.0%	21	15.7%	136	9.8%	157	10.3%
Cow/Cattle	1	50.0%	20	14.9%	116	8.4%	137	9.0%
Domestic - Cattle, Horse, etc.	0	0.0%	15	11.2%	76	5.5%	91	6.0%
Game Animal	0	0.0%	8	6.0%	80	5.8%	88	5.8%
Dog	0	0.0%	8	6.0%	59	4.3%	67	4.4%
Other Animal	0	0.0%	4	3.0%	26	1.9%	30	2.0%
Horse	1	50.0%	5	3.7%	23	1.7%	29	1.9%
Coyote	0	0.0%	1	0.7%	27	2.0%	28	1.8%
Bear	0	0.0%	2	1.5%	12	0.9%	14	0.9%
Antelope	0	0.0%	2	1.5%	7	0.5%	9	0.6%
Bird	0	0.0%	0	0.0%	5	0.4%	5	0.3%
Pig	0	0.0%	1	0.7%	2	0.1%	3	0.2%
Goat	0	0.0%	0	0.0%	3	0.2%	3	0.2%
Sheep	0	0.0%	0	0.0%	2	0.1%	2	0.1%
Cougar	0	0.0%	0	0.0%	2	0.1%	2	0.1%
Cat	0	0.0%	0	0.0%	2	0.1%	2	0.1%
Skunk	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Badger	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Porcupine	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Crow	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Missing Data	0	0.0%	9	6.7%	150	10.9%	159	10.5%
Total	2	100.0%	134	100.0%	1,381	100.0%	1,517	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 of crashes in which speeding was the top contributing factor rose in 2015 to its highest level in the past five years. (Table 13)

Table 13: Crashes with Speeding as the Top Contributing Factor, 2011 - 2015

Year	Speeding Crashes[1]	Total Crashes	Percent of Total Crashes
2011	4,202	43,227	9.7%
2012	3,126	41,083	7.6%
2013	3,278	39,208	8.4%
2014	3,217	40,691	7.9%
2015	4,243	45,309	9.4%

[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, 2015

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	47	79.7%	797	59.1%	1,408	49.6%	2,252	53.1%
Speed Too Fast for Conditions	12	20.3%	551	40.9%	1,428	50.4%	1,991	46.9%
Total	59	100.0%	1,348	100.0%	2,836	100.0%	4,243	100.0%

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 in crashes in which speeding was at least one of the contributing factors.

- The percentage of drivers in crashes in which speeding is a contributing factor have varied over the past five years, and are now at 6.8 percent, the second-highest level in the past five years. (Table 15)
- Speeding as a contributing factor in a crash decreases with driver age. The older the driver in a crash, the less likely speeding was reported as a contributing factor. Drivers younger than 30 account for 42.2 percent of speeding drivers in crashes, but age information is missing for 20.3 percent of speeding drivers in crashes (Table 16, Figure 6)
- The ratio of male to female speeding drivers in crashes ages 15 to 69 is generally 2 to 1. (Table 16, Figure 6)

Table 15: Speeding Drivers as a Contributing Factor in Crashes, 2011 - 2015

Year	Speeding Drivers[1] in Crashes	Total Drivers in Crashes	Percent
2011	5,810	79,723	7.3%
2012	4,440	74,827	5.9%
2013	4,611	72,242	6.4%
2014	4,636	75,139	6.2%
2015	5,738	84,404	6.8%

[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, 2015

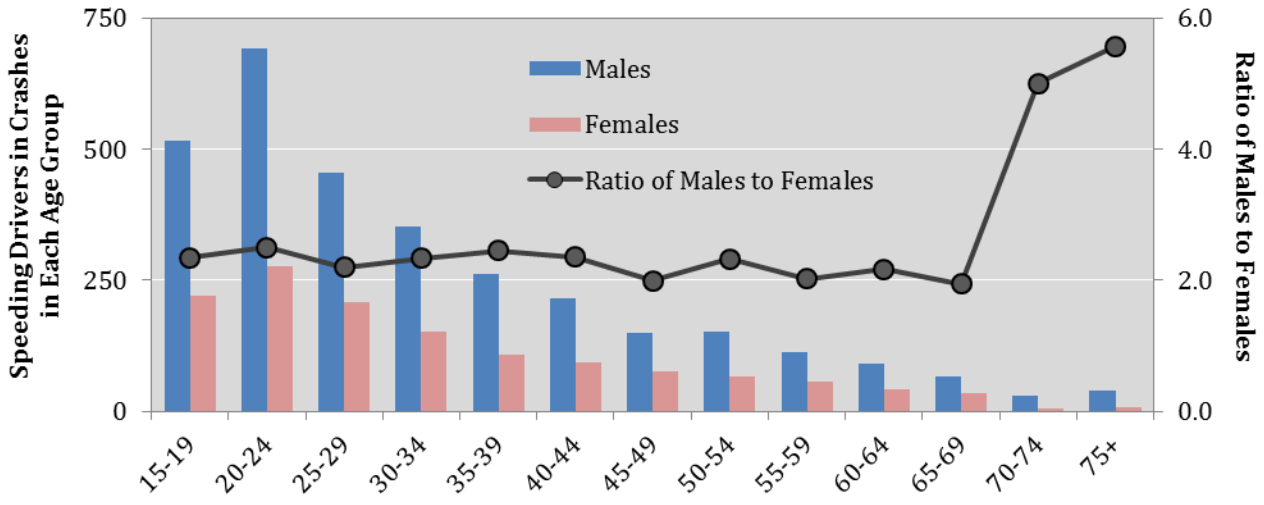
Age Group[1]	Speeding Drivers[2] in Crashes								Ratio of Males to Females
	Males		Females		Missing Data[3]		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	515	15.9%	220	16.0%	11	1.0%	746	13.1%	2.3
20-24	692	21.3%	277	20.2%	15	1.4%	984	17.2%	2.5
25-29	454	14.0%	207	15.1%	19	1.7%	680	11.9%	2.2
30-34	352	10.9%	151	11.0%	12	1.1%	515	9.0%	2.3
35-39	262	8.1%	107	7.8%	8	0.7%	377	6.6%	2.4
40-44	216	6.7%	92	6.7%	4	0.4%	312	5.5%	2.3
45-49	149	4.6%	75	5.5%	5	0.5%	229	4.0%	2.0
50-54	151	4.7%	65	4.7%	4	0.4%	220	3.9%	2.3
55-59	113	3.5%	56	4.1%	4	0.4%	173	3.0%	2.0
60-64	91	2.8%	42	3.1%	1	0.1%	134	2.3%	2.2
65-69	30	0.9%	6	0.4%	0	0.0%	36	0.6%	5.0
70-74	39	1.2%	7	0.5%	2	0.2%	48	0.8%	5.6
75+	66	2.0%	34	2.5%	1	0.1%	101	1.8%	1.9
Missing Data[3]	112	3.5%	35	2.5%	1,011	92.2%	1,158	20.3%	3.2
Total	3,242	100.0%	1,374	100.0%	1,097	100.0%	5,713	100.0%	2.4

[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, 2015



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 was highest on Saturdays. The number of fatal alcohol-involved crashes was highest on Sundays. (Table 18)
- The peak of alcohol-involved crashes is from 8 p.m. to 9 p.m., but there is a dramatic increase by 5 p.m. that is sustained at high levels through midnight. (Figure 8)
- No matter the day of the week, the highest number of crashes occurred between the hours of noon and 7 p.m. (Table 19)
- In 2015, one-fourth of all crashes occurred between 3 p.m. and 6 p.m. (Table 20)
- On Friday nights and Saturday nights, most alcohol-involved crashes occur between 5 p.m. and 3 a.m. (Table 21)
- Alcohol-involved crashes between midnight and 3 a.m. have generally been decreasing over the past five years. (Table 23)

Table 17: Crashes by Day of the Week and Crash Severity, 2015

Day of the Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Sunday	47	17.5%	1,319	10.0%	2,865	9.0%	4,231	9.3%
Monday	32	11.9%	1,946	14.7%	4,597	14.4%	6,575	14.5%
Tuesday	32	11.9%	2,038	15.4%	4,957	15.6%	7,027	15.5%
Wednesday	31	11.5%	1,916	14.5%	4,849	15.2%	6,796	15.0%
Thursday	36	13.4%	2,006	15.2%	4,785	15.0%	6,827	15.1%
Friday	40	14.9%	2,229	16.9%	5,706	17.9%	7,975	17.6%
Saturday	51	19.0%	1,753	13.3%	4,074	12.8%	5,878	13.0%
Total Crashes	269	100.0%	13,207	100.0%	31,833	100.0%	45,309	100.0%

Table 18: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2015

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	25.2%	151	16.2%	160	14.7%	337	15.9%
Monday	9	8.7%	116	12.4%	118	10.8%	243	11.4%
Tuesday	8	7.8%	105	11.2%	117	10.8%	230	10.8%
Wednesday	8	7.8%	96	10.3%	139	12.8%	243	11.4%
Thursday	12	11.7%	115	12.3%	130	11.9%	257	12.1%
Friday	18	17.5%	163	17.5%	182	16.7%	363	17.1%
Saturday	22	21.4%	188	20.1%	242	22.2%	452	21.3%
Total	103	100.0%	934	100.0%	1,088	100.0%	2,125	100.0%

Figure 7: Crashes by Hour of the Day, 2015

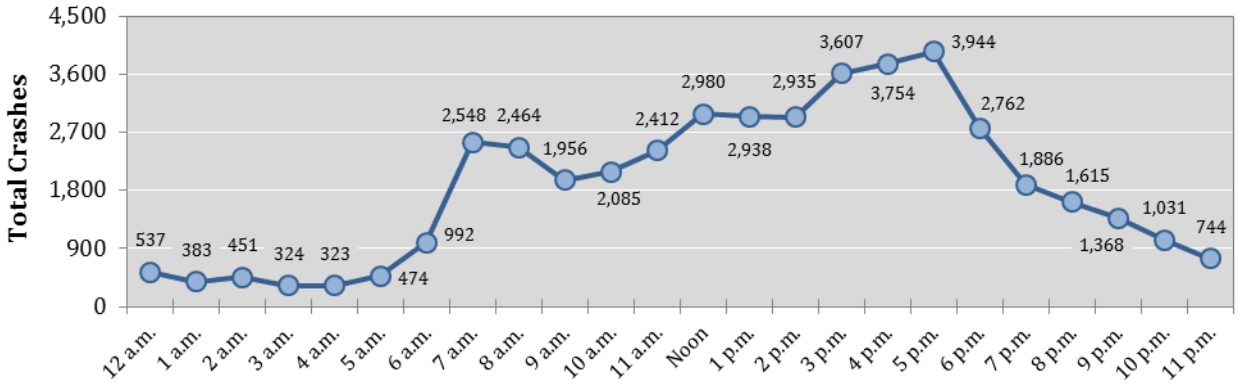
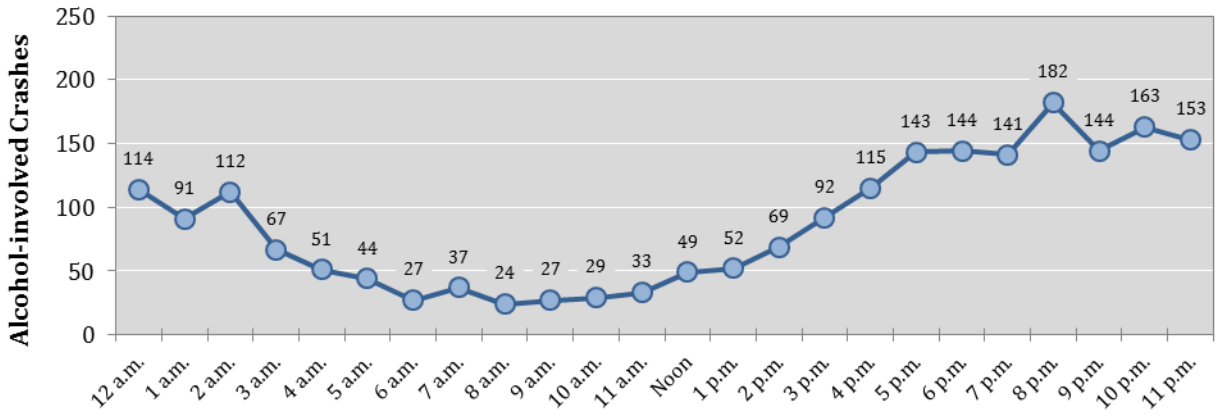


Figure 8: Alcohol-involved Crashes by Hour of the Day, 2015



Crash Characteristics – Hour and Day

Table 19: Crashes by Hour and Day of Week, 2015

Hour[1]	Crashes[2]							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	110	63	60	59	56	78	111	537
1 a.m.	92	37	36	45	38	38	97	383
2 a.m.	112	46	51	37	45	47	113	451
3 a.m.	73	32	29	38	35	49	68	324
4 a.m.	75	33	26	36	46	50	57	323
5 a.m.	54	51	83	77	59	79	71	474
6 a.m.	85	148	172	159	163	150	115	992
7 a.m.	108	401	508	468	475	430	158	2,548
8 a.m.	129	413	482	419	407	404	210	2,464
9 a.m.	156	301	328	295	330	320	226	1,956
10 a.m.	228	292	316	298	320	325	306	2,085
11 a.m.	212	373	377	341	359	425	325	2,412
Noon	237	419	475	478	468	515	388	2,980
1 p.m.	296	454	445	426	419	528	370	2,938
2 p.m.	280	455	438	436	412	556	358	2,935
3 p.m.	283	569	544	574	532	703	402	3,607
4 p.m.	308	546	620	607	577	667	429	3,754
5 p.m.	274	620	673	631	656	696	394	3,944
6 p.m.	271	386	402	413	406	514	370	2,762
7 p.m.	208	267	267	269	256	316	303	1,886
8 p.m.	198	191	203	240	230	284	269	1,615
9 p.m.	176	183	160	160	183	263	243	1,368
10 p.m.	109	96	124	104	131	240	227	1,031
11 p.m.	86	83	78	70	96	170	161	744
Missing Data	71	116	130	116	128	128	107	796
Total Crashes	4,231	6,575	7,027	6,796	6,827	7,975	5,878	45,309

[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, 2015

Hour[1]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	21	7.8%	392	3.0%	958	3.0%	1,371	3.0%
3 - 6 a.m.	20	7.4%	283	2.1%	818	2.6%	1,121	2.5%
6 - 9 a.m.	37	13.8%	1,633	12.4%	4,334	13.6%	6,004	13.3%
9 a.m. - Noon	26	9.7%	1,904	14.4%	4,523	14.2%	6,453	14.2%
12 - 3 p.m.	36	13.4%	2,654	20.1%	6,163	19.4%	8,853	19.5%
3 - 6 p.m.	48	17.8%	3,445	26.1%	7,812	24.5%	11,305	25.0%
6 - 9 p.m.	44	16.4%	1,881	14.2%	4,338	13.6%	6,263	13.8%
9 p.m. -12 a.m.	37	13.8%	921	7.0%	2,185	6.9%	3,143	6.9%
Missing Data	0	0.0%	94	0.7%	702	2.2%	796	1.8%
Total Crashes	269	100.0%	13,207	100.0%	31,833	100.0%	45,309	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 21: Alcohol-involved Crashes by Hour and Day of Week, 2015

Hour[1]	Alcohol-involved Crashes[2]							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	28	6	12	11	16	19	22	114
1 a.m.	23	7	3	7	9	10	32	91
2 a.m.	33	3	8	7	9	13	39	112
3 a.m.	22	7	5	4	6	9	14	67
4 a.m.	16	6	2	3	4	6	14	51
5 a.m.	10	3	2	5	4	7	13	44
6 a.m.	6	3	1	2	1	4	10	27
7 a.m.	6	3	2	4	9	4	9	37
8 a.m.	6	5	1	1	3	2	6	24
9 a.m.	5	1	4	5	1	4	7	27
10 a.m.	5	6	0	2	4	6	6	29
11 a.m.	7	2	7	7	2	6	2	33
Noon	3	4	13	4	4	10	11	49
1 p.m.	8	4	9	4	8	8	11	52
2 p.m.	8	7	8	14	10	12	10	69
3 p.m.	10	9	15	12	19	15	12	92
4 p.m.	11	18	11	16	18	21	20	115
5 p.m.	18	29	17	15	16	23	25	143
6 p.m.	19	20	15	17	17	32	24	144
7 p.m.	17	21	22	22	17	19	23	141
8 p.m.	21	24	20	27	20	32	38	182
9 p.m.	18	21	20	14	22	22	27	144
10 p.m.	17	12	17	21	19	41	36	163
11 p.m.	18	18	14	14	18	34	37	153
Missing Data	2	4	2	5	1	4	4	22
Total	337	243	230	243	257	363	452	2,125

[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, 2015

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.	15	14.6%	136	14.6%	166	15.3%	317	14.9%
3 - 6 a.m.	9	8.7%	59	6.3%	94	8.6%	162	7.6%
6 - 9 a.m.	8	7.8%	37	4.0%	43	4.0%	88	4.1%
9 a.m. - Noon	4	3.9%	34	3.6%	51	4.7%	89	4.2%
12 - 3 p.m.	10	9.7%	77	8.2%	83	7.6%	170	8.0%
3 - 6 p.m.	17	16.5%	165	17.7%	168	15.4%	350	16.5%
6 - 9 p.m.	22	21.4%	222	23.8%	223	20.5%	467	22.0%
9 p.m. -12 a.m.	18	17.5%	194	20.8%	248	22.8%	460	21.6%
Missing Data	0	0.0%	10	1.1%	12	1.1%	22	1.0%
Total	103	100.0%	934	100.0%	1,088	100.0%	2,125	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, 2011 - 2015

Hour[1]	Alcohol-involved Crashes[2]				
	2011	2012	2013	2014	2015
Midnight	170	117	101	118	114
1 a.m.	145	145	114	97	91
2 a.m.	140	150	112	112	112
3 a.m.	101	86	68	56	67
4 a.m.	64	59	52	34	51
5 a.m.	40	45	37	26	44
6 a.m.	44	39	37	26	27
7 a.m.	41	30	35	35	37
8 a.m.	23	39	25	29	24
9 a.m.	29	24	20	29	27
10 a.m.	26	39	24	32	29
11 a.m.	39	54	46	49	33
Noon	45	47	44	37	49
1 p.m.	64	46	60	56	52
2 p.m.	60	52	63	76	69
3 p.m.	84	95	81	81	92
4 p.m.	118	101	92	106	115
5 p.m.	139	144	126	135	143
6 p.m.	131	135	138	157	144
7 p.m.	183	150	143	134	141
8 p.m.	171	137	145	139	182
9 p.m.	151	154	135	165	144
10 p.m.	167	141	113	143	163
11 p.m.	145	133	114	143	153
Missing Data	0	14	12	26	22
Total	2,320	2,176	1,937	2,041	2,125

[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 2015 …

- The Christmas period had the highest rate of crashes per day. (Table 24)
- The 4th of July period had the most fatalities per day, both overall and among alcohol-involved fatalities. (Table 24)

Table 24: Holiday Crashes and Fatalities, 2015[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	4.5	Wed, 12-31-14	Mon, 01-05-15	147	**32.7**	13	**2.9**	0	**0.0**	0	**0.0**
MLK Day	3.5	Fri, 01-16-15	Tue, 01-20-15	310	**88.6**	32	**9.1**	3	**0.9**	2	**0.6**
Super Bowl	1.0	Sun, 02-01-15	Mon, 02-02-15	81	**81.0**	9	**9.0**	1	**1.0**	1	**1.0**
Presidents' Day	3.5	Fri, 02-13-15	Tue, 02-17-15	334	**95.4**	23	**6.6**	2	**0.6**	1	**0.3**
St. Patrick's Day	1.0	Tue, 03-17-15	Wed, 03-18-15	123	**123.0**	2	**2.0**	0	**0.0**	0	**0.0**
Easter	2.5	Fri, 04-03-15	Mon, 04-06-15	233	**93.2**	19	**7.6**	1	**0.4**	0	**0.0**
Memorial Day	3.5	Fri, 05-22-15	Tue, 05-26-15	301	**86.0**	24	**6.9**	1	**0.3**	0	**0.0**
4th of July	3.5	Thu, 07-02-15	Mon, 07-06-15	337	**96.3**	31	**8.9**	10	**2.9**	7	**2.0**
Labor Day	3.5	Fri, 09-04-15	Tue, 09-08-15	279	**79.7**	34	**9.7**	6	**1.7**	4	**1.1**
Balloon Fiesta	9.5	Fri, 10-02-15	Mon, 10-12-15	883	**92.9**	36	**3.8**	4	**0.4**	0	**0.0**
Columbus Day	3.5	Fri, 10-09-15	Tue, 10-13-15	366	**104.6**	26	**7.4**	4	**1.1**	2	**0.6**
Halloween	1.0	Sat, 10-31-15	Sun, 11-01-15	131	**131.0**	9	**9.0**	0	**0.0**	0	**0.0**
Veterans' Day	1.5	Tue, 11-10-15	Thu, 11-12-15	136	**90.7**	9	**6.0**	2	**1.3**	0	**0.0**
Thanksgiving	4.5	Wed, 11-25-15	Mon, 11-30-15	424	**94.2**	30	**6.7**	6	**1.3**	5	**1.1**
Christmas	3.5	Thu, 12-24-15	Mon, 12-28-15	545	**155.7**	15	**4.3**	2	**0.6**	0	**0.0**

[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, St. Patrick's Day and Halloween is 6 a.m. on the day of the event.

Crash Characteristics – Light

Light

- Crashes in dark, not lighted, conditions represent a disproportionate share of fatal crashes. The dark, not lighted, condition accounted for 9.7 percent of crashes but 25.7 percent of fatal crashes. (Table 25)

Table 25: Crashes by Crash Severity and Light Condition, 2015

Light Condition	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	148	55.0%	9,607	72.7%	21,780	68.4%	31,535	69.6%
Dark-Lighted	38	14.1%	1,738	13.2%	3,785	11.9%	5,561	12.3%
Dark-Not Lighted	69	25.7%	1,158	8.8%	3,148	9.9%	4,375	9.7%
Dusk	2	0.7%	377	2.9%	843	2.6%	1,222	2.7%
Dawn	11	4.1%	172	1.3%	529	1.7%	712	1.6%
Other/Not Stated	0	0.0%	14	0.1%	182	0.6%	196	0.4%
Missing Data	1	0.4%	141	1.1%	1,566	4.9%	1,708	3.8%
Total Crashes	269	100.0%	13,207	100.0%	31,833	100.0%	45,309	100.0%

Table 26: Severity of Injuries to People in Crashes by Light Condition, 2015

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	167	56.0%	872	65.6%	3,082	68.2%	9,968	74.5%	68,989	72.0%	83,078	72.1%
Dark-Lighted	43	14.4%	201	15.1%	628	13.9%	1,789	13.4%	11,713	12.2%	14,374	12.5%
Dark-Not Lighted	74	24.8%	196	14.7%	597	13.2%	896	6.7%	7,026	7.3%	8,789	7.6%
Dusk	2	0.7%	32	2.4%	98	2.2%	405	3.0%	2,680	2.8%	3,217	2.8%
Dawn	11	3.7%	11	0.8%	56	1.2%	169	1.3%	1,164	1.2%	1,411	1.2%
Other/Not Stated	0	0.0%	2	0.2%	6	0.1%	11	0.1%	383	0.4%	402	0.3%
Missing Data	1	0.3%	15	1.1%	51	1.1%	134	1.0%	3,814	4.0%	4,015	3.5%
Total People	298	100%	1,329	100.0%	4,518	100%	13,372	100%	95,769	100%	115,286	100%

Weather

Table 27: Crashes and Crash Fatalities by Weather Condition, 2015

Weather	Crashes		Fatalities	
	Count	Percent	Count	Percent
Clear	38,907	85.9%	270	90.6%
Inclement	4,860	10.7%	24	8.1%
Raining	2,200	4.9%	13	4.4%
Snowing	1,779	3.9%	5	1.7%
Other	322	0.7%	2	0.7%
Wind	219	0.5%	4	1.3%
Sleet or Hail	162	0.4%	0	0.0%
Fog	159	0.4%	0	0.0%
Dust	19	0.0%	0	0.0%
Missing Data	1,542	3.4%	4	1.3%
Total	45,309	100.0%	298	100.0%

Table 28: Crashes by Weather Condition, 2011 – 2015

Weather	Crashes									
	2011		2012		2013		2014		2015	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Clear	38,325	88.7%	35,978	87.6%	33,474	85.4%	35,066	86.2%	38,907	85.9%
Inclement	3,843	8.9%	2,444	5.9%	3,241	8.3%	2,785	6.8%	4,860	10.7%
Raining	1,212	2.8%	1,014	2.5%	1,453	3.7%	1,459	3.6%	2,200	4.9%
Snowing	1,739	4.0%	801	1.9%	941	2.4%	596	1.5%	1,779	3.9%
Wind	501	1.2%	301	0.7%	378	1.0%	329	0.8%	219	0.5%
Other	216	0.5%	175	0.4%	229	0.6%	155	0.4%	322	0.7%
Fog	77	0.2%	43	0.1%	67	0.2%	100	0.2%	159	0.4%
Sleet or Hail	39	0.1%	52	0.1%	93	0.2%	95	0.2%	162	0.4%
Dust	59	0.1%	58	0.1%	80	0.2%	51	0.1%	19	0.0%
Missing Data	1,059	2.4%	2,661	6.5%	2,493	6.4%	2,840	7.0%	1,542	3.4%
Total Crashes	43,227	100.0%	41,083	100.0%	39,208	100.0%	40,691	100.0%	45,309	100.0%

Hazardous Material

- Over the past five years, crashes involving hazardous materials made up less than 1 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)
- Nine out of 84 vehicles containing hazardous materials in crashes had a spill. Spill data was missing for 39 vehicles containing hazardous materials in crashes. (Table 30)

Table 29: Hazardous Material Crashes, 2011 - 2015

Year	Hazardous Material Crashes	Total Crashes	Percent Hazardous Crashes
2011	27	43,227	0.06%
2012	54	41,083	0.13%
2013	85	39,208	0.22%
2014	65	40,691	0.16%
2015	83	45,309	0.18%

Table 30: Vehicles with Hazardous Materials in Crashes by Hazardous Material Type, 2015

Hazardous Material Type	Vehicles with Hazardous Materials in Crashes			
	No Spill	Spill	Missing Data	Total
Flammable Gas	3	1	7	11
Flammable Liquid	22	7	25	54
Non-Flammable Gas	1	0	1	2
Corrosive Liquid	2	0	2	4
Oxidizer	0	0	3	3
Flammable Solid	0	0	1	1
Missing Data	8	1	0	9
Total	36	9	39	84

Vehicles

Vehicle Type

- The vehicles most often in crashes were passenger vehicles (48.7 percent), pickup trucks (17.6 percent) and van/SUV/4WD (4-wheel drive) vehicles (15.3 percent). (Table 31)
- Three vehicle types (heavy trucks, motorcycles, and pedestrians) have disproportionately represented in fatal crashes. Heavy trucks were 2.9 percent of all vehicle types in crashes and 10.7 percent of vehicle types in fatal crashes. Motorcycles were 1.4 percent of all vehicle types in crashes and 9.1 percent of vehicle types in fatal crashes. Pedestrians were 0.7 percent of all vehicle types in crashes and 12.4 percent of vehicle types in fatal crashes. (Table 31)
- 71.4 percent of all people on motorcycles in crashes were either injured or killed. (Table 32)
- 89.8 percent of all pedestrians in crashes were either injured or killed. (Table 32)
- 81.9 percent of all pedalcyclists in crashes were either injured or killed. (Table 32)

Table 31: Vehicles in Crashes by Vehicle Type and Crash Severity, 2015

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	124	27.0%	13,499	52.7%	27,507	47.2%	41,130	48.7%
Pickup (Light Truck)	88	19.1%	4,281	16.7%	10,476	18.0%	14,845	17.6%
Van/SUV/4WD	76	16.5%	4,109	16.0%	8,753	15.0%	12,938	15.3%
Semi (Heavy Truck)	49	10.7%	620	2.4%	1,774	3.0%	2,443	2.9%
Other	3	0.7%	629	2.5%	1,328	2.3%	1,960	2.3%
Motorcycle	42	9.1%	826	3.2%	281	0.5%	1,149	1.4%
Pedestrian	57	12.4%	511	2.0%	57	0.1%	625	0.7%
Pedalcyclist	7	1.5%	293	1.1%	64	0.1%	364	0.4%
Bus	0	0.0%	74	0.3%	235	0.4%	309	0.4%
Missing Data	14	3.0%	779	3.0%	7,848	13.5%	8,641	10.2%
Total Vehicles	460	100.0%	25,621	100.0%	58,323	100.0%	84,404	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, 2015

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	78	0.1%	536	0.9%	1,958	3.5%	7,885	13.9%	46,163	81.5%	56,620	100%
Pickup (Light Truck)	51	0.3%	185	0.9%	643	3.2%	1,829	9.1%	17,330	86.5%	20,038	100%
Van/SUV/4WD	56	0.3%	214	1.1%	682	3.4%	2,376	11.9%	16,579	83.3%	19,907	100%
Semi (Heavy Truck)	10	0.3%	40	1.4%	88	3.1%	164	5.7%	2,581	89.5%	2,883	100%
Other	0	0.0%	18	0.6%	141	5.0%	358	12.6%	2,330	81.8%	2,847	100%
Motorcycle	41	3.2%	162	12.5%	548	42.2%	176	13.5%	372	28.6%	1,299	100%
Bus	0	0.0%	3	0.4%	4	0.5%	40	5.3%	704	93.7%	751	100%
Pedestrian	55	8.8%	126	20.2%	211	33.8%	169	27.0%	64	10.2%	625	100%
Pedalcyclist	7	1.9%	29	8.0%	163	44.8%	99	27.2%	66	18.1%	364	100%
Missing Data	0	0.0%	16	0.2%	80	0.8%	276	2.8%	9,580	96.3%	9,952	100%
Total People	298	0.3%	1,329	1.2%	4,518	3.9%	13,372	11.6%	95,769	83.1%	115,286	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, 2015

Number of Vehicles Involved[1]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	118	43.9%	2,602	19.7%	6,917	21.7%	9,637	21.3%
2	129	48.0%	9,148	69.3%	23,562	74.0%	32,839	72.5%
3	15	5.6%	1,186	9.0%	1,170	3.7%	2,371	5.2%
4 +	7	2.6%	271	2.1%	184	0.6%	462	1.0%
Total Crashes	269	100.0%	13,207	100.0%	31,833	100.0%	45,309	100.0%

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

Vehicle Actions

- The most common vehicle action in a crash was going straight (47,733 vehicles). (Table 34)
- Almost twice as many crashes occurred during a left turn (8,778 vehicles), compared with during a right turn (4,148 vehicles). Further, more than four times as many fatal crashes occurred during a left turn as a right turn. (Table 34)

Table 34: Vehicle Actions in Crashes by Crash Severity, 2015

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	314	63.2%	16,231	57.9%	31,188	47.9%	47,733	51.0%
Left Turn	26	5.2%	3,005	10.7%	5,747	8.8%	8,778	9.4%
Stopped - Traffic	12	2.4%	2,004	7.2%	3,882	6.0%	5,898	6.3%
Stopped - Signal	7	1.4%	1,652	5.9%	3,477	5.3%	5,136	5.5%
Right Turn	6	1.2%	937	3.3%	3,205	4.9%	4,148	4.4%
Parked	2	0.4%	307	1.1%	2,741	4.2%	3,050	3.3%
Other	38	7.6%	808	2.9%	2,106	3.2%	2,952	3.2%
Slowing	10	2.0%	1,013	3.6%	1,852	2.8%	2,875	3.1%
Backing	3	0.6%	147	0.5%	1,849	2.8%	1,999	2.1%
Overtaking-Passing	16	3.2%	259	0.9%	997	1.5%	1,272	1.4%
Start In Traffic	1	0.2%	284	1.0%	744	1.1%	1,029	1.1%
Start From Park	0	0.0%	74	0.3%	399	0.6%	473	0.5%
U-Turn	0	0.0%	133	0.5%	336	0.5%	469	0.5%
Missing Data	62	12.5%	1,164	4.2%	6,553	10.1%	7,779	8.3%
Total Vehicle Actions	497	100.0%	28,018	100.0%	65,076	100.0%	93,591	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 either vehicle action "Unknown," or that no options were indicated on the Uniform Crash Report.

Motorcycles

- Motorcycles were involved in 2.5 percent of all crashes and 15.2 percent of all fatal crashes. (Table 35)
- The numbers of total motorcyclists in crashes and fatal injuries to motorcyclists in crashes fell to their lowest levels in the past five years. (Table 36)
- The percentage of all motorcyclists in crashes who were killed was 3.2 percent, whereas the percentage of all people in crashes who were killed was 0.3 percent. (Table 36, Table 2)
- Only 4.5 percent of helmeted motorcyclists (drivers and passengers) in crashes were killed, compared with 7.4 percent of unhelmeted motorcyclists. In other words, the percentage of unhelmeted motorcyclist fatalities was almost twice the percentage of helmeted motorcyclist fatalities. (Table 37)
- Of motorcyclists (drivers and passengers) in crashes, 23.9 percent were reported on the UCR form as not wearing a helmet. However, helmet use data were missing for 47.3 percent of motorcyclists in crashes. That amount is the most in the past five years. (Table 38)
- Among motorcycle vehicles in fatal crashes, Excessive Speed was the most prevalent top contributing factor, with 38.1 percent. (Table 39)
- The year 2015 saw the fewest motorcycle crashes per 1,000 licensed motorcycle drivers in the past five years. The rate per licensed motorcycle drivers has steadily decreased over the past five years. The rate of motorcycles in crashes per 1,000 registered motorcycles has stabilized at about 18. (Table 40)
- The number of male motorcyclists in crashes was 4.6 times that of female motorcyclists in crashes. (Table 41)

Table 35: Crashes by Motorcycle Involvement and Crash Severity, 2015

Motorcycle Involvement	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Involved	41	15.2%	808	6.1%	276	0.9%	1,125	2.5%
Not Involved	228	84.8%	12,399	93.9%	31,557	99.1%	44,184	97.5%
Total Crashes	269	100.0%	13,207	100.0%	31,833	100.0%	45,309	100.0%

Table 36: Severity of Injuries to Motorcyclists[12] in Crashes, 2011 - 2015

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
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%	182	13.9%	519	39.5%	203	15.4%	364	27.7%	1,314	100%
2014	52	3.9%	192	14.5%	510	38.5%	226	17.1%	344	26.0%	1,324	100%
2015	41	3.2%	162	12.5%	548	42.2%	176	13.5%	372	28.6%	1,299	100%

Table 37: Motorcyclist (Drivers & Passengers) Helmet Use by Severity of Injury[13], 2015

Severity of Injury	Injury Class	Helmet Worn?						Total Motorcyclists	
		No		Yes		Missing Data			
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Fatalities	K	23	7.4%	17	4.5%	1	0.2%	41	3.2%
Suspected Serious Injuries	A	64	20.6%	40	10.7%	58	9.4%	162	12%
Suspected Minor Injuries	B	162	52.1%	178	47.6%	208	33.9%	548	42%
Possible Injuries	C	33	10.6%	69	18.4%	74	12.1%	176	14%
No Apparent Injuries	O	29	9.3%	70	18.7%	273	44.5%	372	29%
Total		311	100.0%	374	100.0%	614	100.0%	1,299	100%

Table 38: Motorcyclists (Drivers & Passengers) Helmet Use[13], 2011 - 2015

Year	Helmet Worn?						Total Motorcyclists in Crashes
	No		Yes		Missing Data		
	Count	Percent	Count	Percent	Count	Percent	
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	422	32.1%	544	41.4%	348	26.5%	1,314
2014	354	26.7%	390	29.5%	580	43.8%	1,324
2015	311	23.9%	374	28.8%	614	47.3%	1,299

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

[13] Starting in 2012, "No" indicates a helmet was not worn at the time of the crash, and "Missing Data" indicates helmet use 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, 2015

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	**31**	**73.8%**	**470**	**56.9%**	**143**	**50.9%**	**644**	**56.0%**
Excessive Speed	16	38.1%	92	11.1%	17	6.0%	125	10.9%
Driver Inattention	2	4.8%	77	9.3%	34	12.1%	113	9.8%
Alcohol/Drug Involved[2]	10	23.8%	68	8.2%	5	1.8%	83	7.2%
Avoid No Contact - Vehicle	0	0.0%	46	5.6%	12	4.3%	58	5.0%
Other Improper Driving	0	0.0%	44	5.3%	12	4.3%	56	4.9%
Following Too Closely	0	0.0%	28	3.4%	19	6.8%	47	4.1%
Speed Too Fast for Conditions	1	2.4%	40	4.8%	5	1.8%	46	4.0%
Failed to Yield Right of Way	0	0.0%	24	2.9%	15	5.3%	39	3.4%
Avoid No Contact - Other	0	0.0%	9	1.1%	5	1.8%	14	1.2%
Made Improper Turn	0	0.0%	9	1.1%	2	0.7%	11	1.0%
Improper Overtaking	0	0.0%	7	0.8%	3	1.1%	10	0.9%
Passed Stop Sign	0	0.0%	6	0.7%	3	1.1%	9	0.8%
Drove Left Of Center	0	0.0%	7	0.8%	2	0.7%	9	0.8%
Disregarded Traffic Signal	1	2.4%	5	0.6%	2	0.7%	8	0.7%
Vehicle Skidded Before Brake	0	0.0%	5	0.6%	2	0.7%	7	0.6%
Improper Lane Change	1	2.4%	3	0.4%	2	0.7%	6	0.5%
Pedestrian Error	0	0.0%	0	0.0%	2	0.7%	2	0.2%
Improper Backing	0	0.0%	0	0.0%	1	0.4%	1	0.1%
Vehicle	**1**	**2.4%**	**16**	**1.9%**	**4**	**1.4%**	**21**	**1.8%**
Other Mechanical Defect	0	0.0%	7	0.8%	3	1.1%	10	0.9%
Defective Tires	1	2.4%	5	0.6%	1	0.4%	7	0.6%
Inadequate Brakes	0	0.0%	4	0.5%	0	0.0%	4	0.3%
Environment	**0**	**0.0%**	**10**	**1.2%**	**1**	**0.4%**	**11**	**1.0%**
Road Defect	0	0.0%	10	1.2%	1	0.4%	11	1.0%
Other[3]	**10**	**23.8%**	**330**	**40.0%**	**133**	**47.3%**	**473**	**41.2%**
None	7	16.7%	244	29.5%	92	32.7%	343	29.9%
Other - No Driver Error	0	0.0%	63	7.6%	15	5.3%	78	6.8%
Missing Data	3	7.1%	23	2.8%	26	9.3%	52	4.5%
Total Crashes	**42**	**100.0%**	**826**	**100.0%**	**281**	**100.0%**	**1,149**	**100.0%**

[1] See the Definitions section for the method of deriving the top contributing factor of each motorcycle vehicle. This table refers to the behavior of motorcycle drivers in crashes.

[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, 2011 - 2015

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)
2011	1,349	64,912	108,700	20.8	12.4
2012	1,246	66,666	113,814	18.7	10.9
2013	1,163	65,321	114,136	17.8	10.2
2014	1,169	64,598	116,291	18.1	10.1
2015	1,149	63,248	117,944	18.2	9.7

[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, 2015

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	4	0.4%	4	1.8%	0	0.0%	8	0.6%	1.0
5-9	4	0.4%	4	1.8%	0	0.0%	8	0.6%	1.0
10-14	21	2.1%	6	2.7%	0	0.0%	27	2.1%	3.5
15-19	63	6.2%	19	8.5%	0	0.0%	82	6.3%	3.3
20-24	162	15.8%	24	10.8%	3	5.7%	189	14.5%	6.8
25-29	133	13.0%	24	10.8%	1	1.9%	158	12.2%	5.5
30-34	109	10.7%	19	8.5%	1	1.9%	129	9.9%	5.7
35-39	78	7.6%	23	10.3%	4	7.5%	105	8.1%	3.4
40-44	70	6.8%	17	7.6%	1	1.9%	88	6.8%	4.1
45-49	78	7.6%	23	10.3%	1	1.9%	102	7.9%	3.4
50-54	95	9.3%	27	12.1%	0	0.0%	122	9.4%	3.5
55-59	74	7.2%	17	7.6%	0	0.0%	91	7.0%	4.4
60-64	61	6.0%	7	3.1%	1	1.9%	69	5.3%	8.7
65-69	30	2.9%	3	1.3%	1	1.9%	34	2.6%	10.0
70-74	16	1.6%	1	0.4%	1	1.9%	18	1.4%	16.0
75+	13	1.3%	1	0.4%	0	0.0%	14	1.1%	13.0
Missing Data	12	1.2%	4	1.8%	39	73.6%	55	4.2%	3.0
Total	1,023	100%	223	100%	53	100%	1,299	100%	4.6

[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.

Heavy Trucks

- Heavy trucks were involved in 5.0 percent of all crashes but 14.4 percent of all fatalities in 2015. (Table 42)
- Crashes involving heavy trucks rose to 2,276, their highest level in the past five years. (Table 42)

Table 42: Crashes and Fatalities by Heavy Truck (Semi) Involvement, 2011 - 2015

Year	Heavy Truck-involved Crashes		Heavy Truck-involved Fatalities		Total Crashes	Total Fatalities
	Crashes	Percent of Total Crashes	Fatalities	Percent of Total Fatalities		
2011	1,393	3.2%	40	11.4%	43,227	351
2012	1,969	4.8%	44	12.0%	41,083	366
2013	1,877	4.8%	47	15.1%	39,208	311
2014	2,243	5.5%	73	18.9%	40,691	386
2015	2,276	5.0%	43	14.4%	45,309	298

Table 43: People in Heavy Truck-involved Crashes by Severity of Injury, 2015

People in Heavy Truck-involved Crashes		
Severity of Injury	Count	Percent
Fatalities	43	0.8%
Suspected Serious Injuries	88	1.6%
Suspected Minor Injuries	236	4.4%
Possible Injuries	511	9.5%
No Apparent Injuries	4,480	83.6%
Total People	5,358	100.0%

Pedestrians

- Pedestrian-involved crashes rose to 604, their highest level in the past five years. (Table 44).
- Pedestrian-involved crashes represented 1.3 percent of all crashes, pedestrian-involved fatal crashes represented 19.3 percent of all fatal crashes, and pedestrian fatalities represented of 18.5 percent of all fatalities. (Table 44)
- Pedestrians in crashes rose to 625, the most in five years. Pedestrian-involved crashes can involve multiple pedestrians. (Table 45)
- Half of all pedestrian fatalities in crashes are pedestrians under the influence of alcohol. (Table 46)
- For almost 90 percent of pedestrians in alcohol-involved crashes, the pedestrian was under the influence of alcohol. (Table 47)
- In 2015, although only 38.6 percent of pedestrian crashes occurred in dark conditions (lighted and not lighted), these crashes resulted in 72.7 percent of pedestrian fatalities. (Table 48)
- Almost a third of pedestrians in crashes, 28.0 percent, were ages 15-30. (Table 49)
- 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 2.0 to 1. (Table 52, Table 53)
- Over half of all pedestrian fatalities were in Bernalillo (17) and San Juan (13) counties. (Table 95)

Table 44: Crashes, Fatal Crashes, and Fatalities by Pedestrian Involvement, 2011 - 2015

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
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	498	39,208	1.3%	54	275	19.6%	53	311	17.0%
2014	558	40,691	1.4%	74	340	21.8%	74	386	19.2%
2015	604	45,309	1.3%	52	269	19.3%	55	298	18.5%

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

Table 45: Pedestrians[14] in Crashes by Alcohol Involvement, 2011 - 2015

Year	Pedestrians in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total Pedestrians	
	Count	Percent	Count	Percent	Count	Percent
2011	59	13.7%	371	86.3%	430	100%
2012	96	21.2%	356	78.8%	452	100%
2013	97	18.7%	422	81.3%	519	100%
2014	131	22.7%	445	77.3%	576	100%
2015	115	18.4%	510	81.6%	625	100%

Table 46: Alcohol-involved Pedestrian[14] Fatalities, 2011 - 2015

Year	Alcohol-involved Pedestrian Fatalities	Total Pedestrian Fatalities	Percent Alcohol-involved Pedestrian Fatalities
2011	18	36	50.0%
2012	37	61	60.7%
2013	31	53	58.5%
2014	42	74	56.8%
2015	28	55	50.9%

Table 47: Alcohol-involved Pedestrians[14] in Alcohol-involved Crashes, 2011 - 2015

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]
2011	59	74	79.7%
2012	96	103	93.2%
2013	97	105	92.4%
2014	131	147	89.1%
2015	115	130	88.5%

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

[14] 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[15], 2015

Light Condition	Pedestrian Fatalities		Total Fatalities		Pedestrian-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent
Daylight	13	23.6%	167	56.0%	344	57.0%
Dark-Not Lighted	24	43.6%	74	24.8%	83	13.7%
Dark-Lighted	16	29.1%	43	14.4%	150	24.8%
Dawn	2	3.6%	11	3.7%	8	1.3%
Dusk	0	0.0%	2	0.7%	10	1.7%
Other/Not Stated	0	0.0%	0	0.0%	1	0.2%
Missing Data	0	0.0%	1	0.0%	8	1.3%
Total	55	100.0%	298	100.0%	604	100.0%

Table 49: Pedestrians in Crashes by Age Group and Severity of Injury[16], 2015

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	1	1	4	0	1	7	1.1%
5-9	1	2	14	3	1	21	3.4%
10-14	0	2	23	11	2	38	6.1%
15-19	1	3	24	18	5	51	8.2%
20-24	6	10	20	21	2	59	9.4%
25-29	6	14	17	22	6	65	10.4%
30-34	6	12	9	14	4	45	7.2%
35-39	7	11	9	5	2	34	5.4%
40-44	4	5	12	16	3	40	6.4%
45-49	3	7	17	8	2	37	5.9%
50-54	3	21	14	16	6	60	9.6%
55-59	7	15	13	8	4	47	7.5%
60-64	4	3	12	11	0	30	4.8%
65-69	4	4	7	6	0	21	3.4%
70-74	1	5	2	7	0	15	2.4%
75+	1	4	9	2	2	18	2.9%
Missing Data	0	7	5	1	24	37	5.9%
Total People	55	126	211	169	64	625	100.0%

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

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

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

Vehicles – Pedestrians

Table 50: Severity of Injuries to Pedestrians in Crashes, 2011 - 2015

Severity of Injuries	Injury Class	Pedestrians in Crashes					Percent of 2015 Total Pedestrians
		2011	2012	2013	2014	2015	
Fatalities	K	36	61	53	74	55	8.8%
Suspected Serious Injuries	A	72	58	95	94	126	20.2%
Suspected Minor Injuries	B	137	130	141	189	211	33.8%
Possible Injuries	C	125	156	137	171	169	27.0%
No Apparent Injuries	O	60	47	93	48	64	10.2%
Total Pedestrians		430	452	519	576	625	100.0%

Table 51: Top Contributing Factor in Pedestrian-involved Crashes by Crash Severity, 2015

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	**45**	**86.5%**	**420**	**84.7%**	**42**	**75.0%**	**507**	**83.9%**
Pedestrian Error	6	11.5%	118	23.8%	10	17.9%	134	22.2%
Alcohol/Drug Involved	31	59.6%	95	19.2%	6	10.7%	132	21.9%
Driver Inattention	2	3.8%	92	18.5%	12	21.4%	106	17.5%
Failed to Yield Right of Way	0	0.0%	50	10.1%	9	16.1%	59	9.8%
Disregarded Traffic Signal	0	0.0%	11	2.2%	2	3.6%	13	2.2%
Excessive Speed	2	3.8%	10	2.0%	1	1.8%	13	2.2%
Other Improper Driving	1	1.9%	8	1.6%	1	1.8%	10	1.7%
Avoid No Contact - Other	1	1.9%	8	1.6%	0	0.0%	9	1.5%
Improper Backing	1	1.9%	7	1.4%	0	0.0%	8	1.3%
Avoid No Contact - Vehicle	0	0.0%	6	1.2%	1	1.8%	7	1.2%
Driverless Moving Vehicle	0	0.0%	5	1.0%	0	0.0%	5	0.8%
Following Too Closely	0	0.0%	4	0.8%	0	0.0%	4	0.7%
Speed Too Fast for Conditions	1	1.9%	1	0.2%	0	0.0%	2	0.3%
Made Improper Turn	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Drove Left Of Center	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Passed Stop Sign	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Vehicle	**0**	**0.0%**	**2**	**0.4%**	**0**	**0.0%**	**2**	**0.3%**
Other Mechanical Defect	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Defective Tires	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Other[1]	**7**	**13.5%**	**74**	**14.9%**	**14**	**25.0%**	**95**	**15.7%**
None	1	1.9%	55	11.1%	8	14.3%	64	10.6%
Missing Data	2	3.8%	11	2.2%	4	7.1%	17	2.8%
Other - No Driver Error	4	7.7%	8	1.6%	2	3.6%	14	2.3%
Total Crashes	**52**	**100%**	**496**	**100%**	**56**	**100%**	**604**	**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, 2011 - 2015

Year	Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
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	303	58.4%	180	34.7%	36	6.9%	519	100%	1.7
2014	395	68.6%	174	30.2%	7	1.2%	576	100%	2.3
2015	388	62.1%	198	31.7%	39	6.2%	625	100%	2.0

Table 53: Alcohol-involved Pedestrians[17] in Crashes by Age Group and Sex, 2015

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	4	4.3%	0	0.0%	0	0.0%	4	3.5%	-
20-24	9	9.6%	2	10.5%	1	50.0%	12	10.4%	4.5
25-29	10	10.6%	1	5.3%	0	0.0%	11	9.6%	10.0
30-34	5	5.3%	1	5.3%	0	0.0%	6	5.2%	5.0
35-39	9	9.6%	4	21.1%	1	50.0%	14	12.2%	2.3
40-44	5	5.3%	0	0.0%	0	0.0%	5	4.3%	-
45-49	9	9.6%	6	31.6%	0	0.0%	15	13.0%	1.5
50-54	15	16.0%	2	10.5%	0	0.0%	17	14.8%	7.5
55-59	14	14.9%	2	10.5%	0	0.0%	16	13.9%	7.0
60-64	8	8.5%	1	5.3%	0	0.0%	9	7.8%	8.0
65-69	4	4.3%	0	0.0%	0	0.0%	4	3.5%	-
70-74	1	1.1%	0	0.0%	0	0.0%	1	0.9%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	1	1.1%	0	0.0%	0	0.0%	1	0.9%	-
Total	94	100.0%	19	100.0%	2	100.0%	115	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.

[17] 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.

Pedalcycles (Bicycles)

- Less than 1 percent of all crashes were pedalcycle-involved. (Table 54)
- The number of pedalcyclists in crashes has been varying between 300 and 400. (Table 55)
- Pedalcyclists in crashes were 4.9 times as likely to be male than female. (Table 59)
- More than a third, 35.1 percent, of all pedalcyclists in crashes were 15-29 years old. Age data was missing for 8.0 percent of pedalcyclists in crashes. (Table 60)
- The most prevalent top contributing factors in pedalcycle-involved crashes were Driver Inattention (24.5 percent) and Failure to Yield (19.8 percent). The most prevalent top contributing factor in fatal pedalcycle-involved crashes was Alcohol/Drug Involved (85.7 percent). (Table 61)

Table 54: Crashes by Pedalcycle Involvement, 2015

Pedalcycle Involvement[1]	Crashes	
	Count	Percent
Involved	359	0.8%
Not Involved	44,950	99.2%
Total Crashes	45,309	100.0%

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

Table 55: Pedalcyclists in Crashes by Severity of Injury, 2011 - 2015

Severity of Injuries	Injury Class	Pedalcyclists in Crashes					Percent of 2015 Total Pedalcyclists in Crashes
		2011	2012	2013	2014	2015	
Fatalities	K	4	7	3	4	7	1.9%
Suspected Serious Injuries	A	45	31	24	26	29	8.0%
Suspected Minor Injuries	B	135	123	119	127	163	44.8%
Possible Injuries	C	90	117	95	92	99	27.2%
No Apparent Injuries	O	80	116	66	68	66	18.1%
Total Pedalcyclists		354	394	307	317	364	100.0%

Table 56: Pedalcycle-involved Crashes by Light Condition[18], 2015

Light Condition	Pedalcycle-involved Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	3	42.9%	282	78.6%
Dark-Lighted	3	42.9%	34	9.5%
Dark-Not Lighted	1	14.3%	20	5.6%
Dusk	0	0.0%	11	3.1%
Dawn	0	0.0%	3	0.8%
Other/Not Stated	0	0.0%	1	0.3%
Missing Data	0	0.0%	8	2.2%
Total	7	100.0%	359	100.0%

Table 57: Alcohol-involved[19] Pedalcyclists in Crashes, 2015

Alcohol-involved Pedalcyclists	Count	Percent
Alcohol-involved	18	4.9%
Not Alcohol-involved	346	95.1%
Total	364	100.0%

Table 58: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2011 - 2015

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]
2011	20	21	95.2%
2012	21	22	95.5%
2013	20	22	90.9%
2014	20	26	76.9%
2015	18	23	78.3%

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

[18] See Page 88 for pedalcycle-involved crashes by each hour of the day.

[19] 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, 2011 - 2015

Year	Pedalcyclists in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
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	232	75.6%	54	17.6%	21	6.8%	307	100%	4.3
2014	241	76.0%	50	15.8%	26	8.2%	317	100%	4.8
2015	285	78.3%	58	15.9%	21	5.8%	364	100%	4.9

Table 60: Pedalcyclists in Crashes by Age Group and Severity of Injury, 2015

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	1	1	0	0	2	0.5%
5-9	0	0	3	3	1	7	1.9%
10-14	0	1	13	11	2	27	7.4%
15-19	0	1	23	10	9	43	11.8%
20-24	0	6	22	10	5	43	11.8%
25-29	1	3	22	12	4	42	11.5%
30-34	2	1	15	10	3	31	8.5%
35-39	2	3	9	6	2	22	6.0%
40-44	0	4	11	8	2	25	6.9%
45-49	0	2	4	2	4	12	3.3%
50-54	0	1	12	6	5	24	6.6%
55-59	1	2	11	11	4	29	8.0%
60-64	0	1	10	3	0	14	3.8%
65-69	0	0	3	2	0	5	1.4%
70-74	0	1	2	0	1	4	1.1%
75+	1	1	2	1	0	5	1.4%
Missing Data	0	1	0	4	24	29	8.0%
Total People	7	29	163	99	66	364	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, 2015

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	**7**	**100%**	**243**	**84%**	**49**	**77%**	**299**	**83%**
Driver Inattention	1	14.3%	76	26.4%	11	17.2%	88	24.5%
Failed to Yield Right of Way	0	0.0%	58	20.1%	13	20.3%	71	19.8%
Pedestrian Error	0	0.0%	22	7.6%	5	7.8%	27	7.5%
Disregarded Traffic Signal	0	0.0%	23	8.0%	4	6.3%	27	7.5%
Alcohol/Drug Involved[2]	6	85.7%	15	5.2%	3	4.7%	24	6.7%
Other Improper Driving	0	0.0%	19	6.6%	5	7.8%	24	6.7%
Passed Stop Sign	0	0.0%	8	2.8%	1	1.6%	9	2.5%
Made Improper Turn	0	0.0%	5	1.7%	2	3.1%	7	1.9%
Avoid No Contact - Other	0	0.0%	3	1.0%	2	3.1%	5	1.4%
Excessive Speed	0	0.0%	3	1.0%	1	1.6%	4	1.1%
Improper Overtaking	0	0.0%	4	1.4%	0	0.0%	4	1.1%
Improper Lane Change	0	0.0%	2	0.7%	1	1.6%	3	0.8%
Avoid No Contact - Vehicle	0	0.0%	2	0.7%	0	0.0%	2	0.6%
Drove Left Of Center	0	0.0%	2	0.7%	0	0.0%	2	0.6%
Speed Too Fast for Conditions	0	0.0%	1	0.3%	0	0.0%	1	0.3%
Improper Backing	0	0.0%	0	0.0%	1	1.6%	1	0.3%
Vehicle	**0**	**0.0%**	**1**	**0.3%**	**0**	**0.0%**	**1**	**0.3%**
Inadequate Brakes	0	0.0%	1	0.3%	0	0.0%	1	0.3%
Other[3]	**0**	**0.0%**	**44**	**15.3%**	**15**	**23.4%**	**59**	**16.4%**
None	0	0.0%	32	11.1%	5	7.8%	37	10.3%
Missing Data	0	0.0%	5	1.7%	10	15.6%	15	4.2%
Other - No Driver Error	0	0.0%	7	2.4%	0	0.0%	7	1.9%
Total Crashes	**7**	**100%**	**288**	**100%**	**64**	**100%**	**359**	**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 lowest level in the past five years, 4.7 percent. (Table 62)
- The percentage of fatal crashes among alcohol-involved crashes fell to its lowest level in the past five years, 4.8 percent. The number of fatal alcohol-involved crashes also decreased to the lowest level in five years, 103. (Table 63)
- The percentage of alcohol-involved crashes that involved any injuries rose to its highest level in five years, 44.0 percent. (Table 63)
- The number of fatalities in alcohol-involved crashes fell to 120, lower than in the previous four years. (Table 64)
- The percentage of all crash fatalities that occurred in alcohol-involved crashes fell to its lowest level in five years, 40.3 percent. (Table 65)
- The fatality rates for alcohol-involved crashes (based on population and vehicle miles traveled) fell to their lowest levels in the past five years. (Table 66)
- Drivers ages 20-34 were 56.1 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 2.6 times the statewide rate, based on licensed drivers in New Mexico. (Table 67)

Table 62: Alcohol-involved Crashes, 2011 - 2015

Year	Alcohol-involved Crashes	Total Crashes	Percent Alcohol-involved Crashes
2011	2,320	43,227	5.4%
2012	2,176	41,083	5.3%
2013	1,937	39,208	4.9%
2014	2,041	40,691	5.0%
2015	2,125	45,309	4.7%

Table 63: Alcohol-involved Crashes by Crash Severity, 2011 - 2015

Year	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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	6.4%	817	42.2%	997	51.5%	1,937	100%
2014	152	7.4%	896	43.9%	993	48.7%	2,041	100%
2015	103	4.8%	934	44.0%	1,088	51.2%	2,125	100%

Table 64: People in Alcohol-involved Crashes by Severity of Injury, 2011 - 2015

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
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	3.1%	182	4.1%	487	10.9%	617	13.8%	3,049	68.2%	4,472	100%
2014	170	3.6%	185	3.9%	529	11.3%	634	13.5%	3,179	67.7%	4,697	100%
2015	120	2.5%	224	4.6%	582	12.0%	648	13.3%	3,289	67.6%	4,863	100%

Table 65: Number and Percentage of Fatalities by Alcohol Involvement, 2011 - 2015

Year	Fatalities in Alcohol-involved Crashes		Fatalities in Non-alcohol-involved Crashes		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent
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%
2015	120	40.3%	178	59.7%	298	100%

Table 66: Rates[20] of Fatalities in Alcohol-involved Crashes, 2011 - 2015

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
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
2015	120	2,085,109	302.92	5.76	0.40

Table 67: Alcohol-involved New Mexican Drivers in Crashes by Age Group and Sex, 2015

Age Group	Alcohol-involved Drivers[1] in Crashes						Ratio of Males to Females	2015 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	79	6.2%	15	3.0%	94	5.3%	5.3	56,946	1.65
20-24	261	20.5%	97	19.5%	358	20.2%	2.7	116,661	3.07
25-29	232	18.2%	110	22.1%	342	19.3%	2.1	133,633	2.56
30-34	199	15.6%	95	19.1%	294	16.6%	2.1	140,710	2.09
35-39	123	9.6%	42	8.5%	165	9.3%	2.9	130,260	1.27
40-44	80	6.3%	36	7.2%	116	6.5%	2.2	122,727	0.95
45-49	98	7.7%	25	5.0%	123	6.9%	3.9	120,481	1.02
50-54	77	6.0%	33	6.6%	110	6.2%	2.3	137,205	0.80
55-59	47	3.7%	27	5.4%	74	4.2%	1.7	139,260	0.53
60-64	40	3.1%	6	1.2%	46	2.6%	6.7	129,524	0.36
65-69	19	1.5%	6	1.2%	25	1.4%	3.2	111,724	0.22
70-74	13	1.0%	3	0.6%	16	0.9%	4.3	76,575	0.21
75+	8	0.6%	2	0.4%	10	0.6%	4.0	86,551	0.12
Total	1,276	100.0%	497	100.0%	1,773	100.0%	2.6	1,502,257	1.18

[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.

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

Belt Use

- In 2015, 82.9 percent of passenger vehicle occupants in crashes (80,035 out of 96,565) reported using a seatbelt. This number may be unreliable: Seatbelt data was missing for 16.1 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 11.4 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, 43.5 percent, occurred on rural non-Interstate roads. (Table 69)

Table 68: Severity of Injuries by Reported Belt Use, 2015

Belt Use[1,2]	Severity of Injuries to Occupants 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	69	0.1%	719	0.9%	2,824	3.5%	11,331	14.2%	65,092	81.3%	80,035	100%
Belt Not Used	115	11.4%	111	11.0%	176	17.4%	163	16.2%	444	44.0%	1,009	100%
Missing Data	1	0.0%	105	0.7%	283	1.8%	596	3.8%	14,536	93.7%	15,521	100%
Total	185	0.2%	935	1.0%	3,283	3.4%	12,090	12.5%	80,072	82.9%	96,565	100%

[1] Belt use 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 2015 New Mexico Occupant Seat Belt Observation Study[21], daytime belt use among vehicle occupants in 2015 was 93.3 percent, which is 10 percentage points higher than the reported belt usage in crash data.

[21] 2015 New Mexico Occupant Seat Belt Observation Study. New Mexico Department of Transportation. Prepared by Preusser Research Group Inc. December 2015.

Table 69: Unbelted Fatalities and Suspected Serious Injuries by Rural and Urban Location, 2015

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	18	15.7%	23	20.7%	41	18.1%
Rural Non-Interstate	50	43.5%	32	28.8%	82	36.3%
Urban	47	40.9%	56	50.5%	103	45.6%
Total	115	100.0%	111	100.0%	226	100.0%

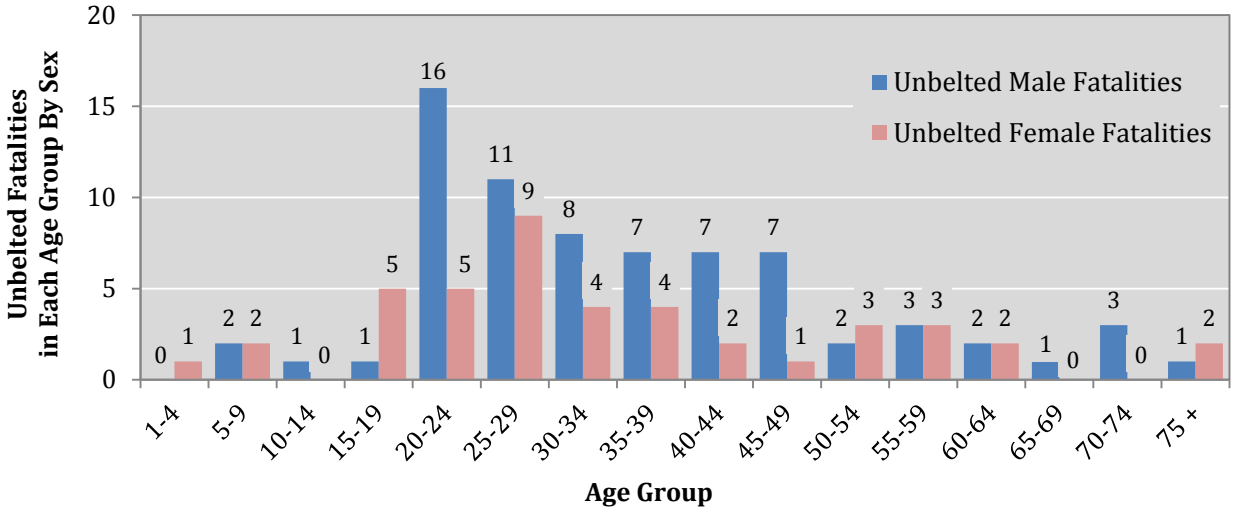
[1] Fatalities and suspected serious injuries to people in passenger cars, pickups, and vans/4WD/SUVs.

Table 70: Unbelted Fatalities by Sex, 2011 - 2015

Year	Unbelted Fatalities [1]			Ratio of Males to Females
	Males	Females	Total	
2011	64	23	87	2.78
2012	95	43	138	2.21
2013	76	54	130	1.41
2014	97	54	151	1.80
2015	72	43	115	1.67

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

Figure 9: Unbelted Fatalities by Age Group and Sex, 2015



Belt Use by Children under Age 13

- In 2015, 0.07 percent of children under age 13 who were belted at the time of the crash were killed, compared with 3.4 percent of children who were unbelted. (Table 71)
- In 2015, 0.3 percent of children under age 13 who were belted at the time of the crash received a suspected serious injury, compared with 11.6 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 unbelted at the time of the crash was higher in 2015 than in the previous four years. (Table 72)

Table 71: Severity of Injuries to Children in Passenger Vehicles by Belt Usage, 2015

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	5	0.07%	24	0.3%	191	2.5%	757	9.9%	6,664	87.2%	7,641	100%
Belt Not Used	5	3.4%	17	11.6%	18	12.2%	24	16.3%	83	56.5%	147	100%
Missing Data	0	0.0%	4	0.6%	9	1.4%	32	4.9%	610	93.1%	655	100%
Total	10	0.1%	45	0.5%	218	2.6%	813	9.6%	7,357	87.1%	8,443	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, 2011 - 2015

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
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%
2015	22	40.0%	29	52.7%	4	7.3%	55	100%

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

Drugs

This section analyzes 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 have varied over the past five years and accounted for 0.5 percent (240 out of 45,309) of all crashes. (Table 73)

Table 73: Drug-involved Crashes[22] by Crash Severity, 2011 - 2015

Year	Drug-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Drug-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2015	10	4.2%	95	39.6%	135	56.3%	240	100%

Table 74: People in Drug-involved Crashes[22] by Severity of Injury, 2011 - 2015

Year	People in Drug-involved 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	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2015	10	1.7%	15	2.5%	37	6.2%	99	16.5%	439	73.2%	600	100%

[22] 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 91.1 percent of drivers in crashes. (Table 75)
- The crash rate among New Mexican drivers is 42 drivers per 1,000 NM licensed drivers. (Table 77)
- New Mexican drivers in the 15-19 age group have the highest crash rate, at 122 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 4 drivers per 10,000 NM licensed drivers in that age group. (Figure 11, Table 78)

Table 75: Drivers in Crashes by Residence, 2015

Residence of Drivers[1]	Severity of Injuries to Driver			Total Drivers	Percent of Total
	Fatalities	Injuries	Not Injured		
New Mexico Resident	139	12,055	50,589	62,783	91.1%
Out Of State	30	854	4,607	5,491	8.0%
Missing Data	6	78	536	620	0.9%
Total Drivers	175	12,987	55,732	68,894	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, 2015

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	231	0.4%	19,011	35.6%	34,198	64.0%	53,440	100%
CDL Class A	21	1.1%	539	29.3%	1,277	69.5%	1,837	100%
CDL Class B	3	0.5%	161	26.4%	446	73.1%	610	100%
CDL Class C	1	0.2%	154	33.1%	310	66.7%	465	100%
CDL Non-Commercial	0	0.0%	130	29.5%	310	70.5%	440	100%
Learner's Permit	0	0.0%	0	0.0%	1	100.0%	1	100%
ID Card (Non-license)	12	0.9%	541	41.9%	739	57.2%	1,292	100%
Motorcycle Only	2	5.3%	18	47.4%	18	47.4%	38	100%
Missing Data	16	0.3%	1,121	24.1%	3,523	75.6%	4,660	100.0%
Total Drivers	286	0.5%	21,675	34.5%	40,822	65.0%	62,783	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, 2015

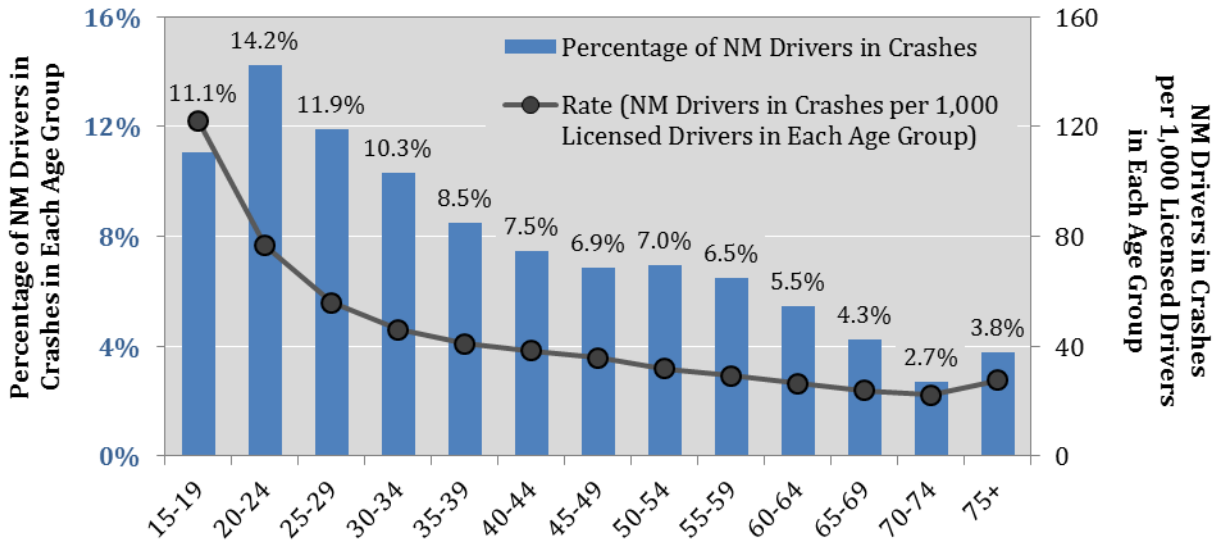


Table 77: Number, Sex, and Rate of New Mexican Drivers in Crashes by Age Group, 2015

Driver Age Group	Drivers[1] in Crashes (NM Residents)			Percent of Total Drivers in Crashes	Ratio of Males to Females	2015 Licensed Drivers	Rate (NM Drivers in Crashes per 1,000 Licensed Drivers in Each Age Group)
	Males	Females	Total				
15-19	3,761	3,178	6,939	11.1%	1.18	56,946	121.9
20-24	4,881	4,057	8,938	14.2%	1.20	116,661	76.6
25-29	3,988	3,480	7,468	11.9%	1.15	133,633	55.9
30-34	3,396	3,073	6,469	10.3%	1.11	140,710	46.0
35-39	2,806	2,532	5,338	8.5%	1.11	130,260	41.0
40-44	2,474	2,223	4,697	7.5%	1.11	122,727	38.3
45-49	2,362	1,944	4,306	6.9%	1.22	120,481	35.7
50-54	2,387	1,979	4,366	7.0%	1.21	137,205	31.8
55-59	2,223	1,845	4,068	6.5%	1.20	139,260	29.2
60-64	1,853	1,580	3,433	5.5%	1.17	129,524	26.5
65-69	1,505	1,173	2,678	4.3%	1.28	111,724	24.0
70-74	949	748	1,697	2.7%	1.27	76,575	22.2
75+	1,389	997	2,386	3.8%	1.39	86,551	27.6
Total Drivers	33,974	28,809	62,783	100.0%	1.18	1,502,257	41.8

[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, 2015

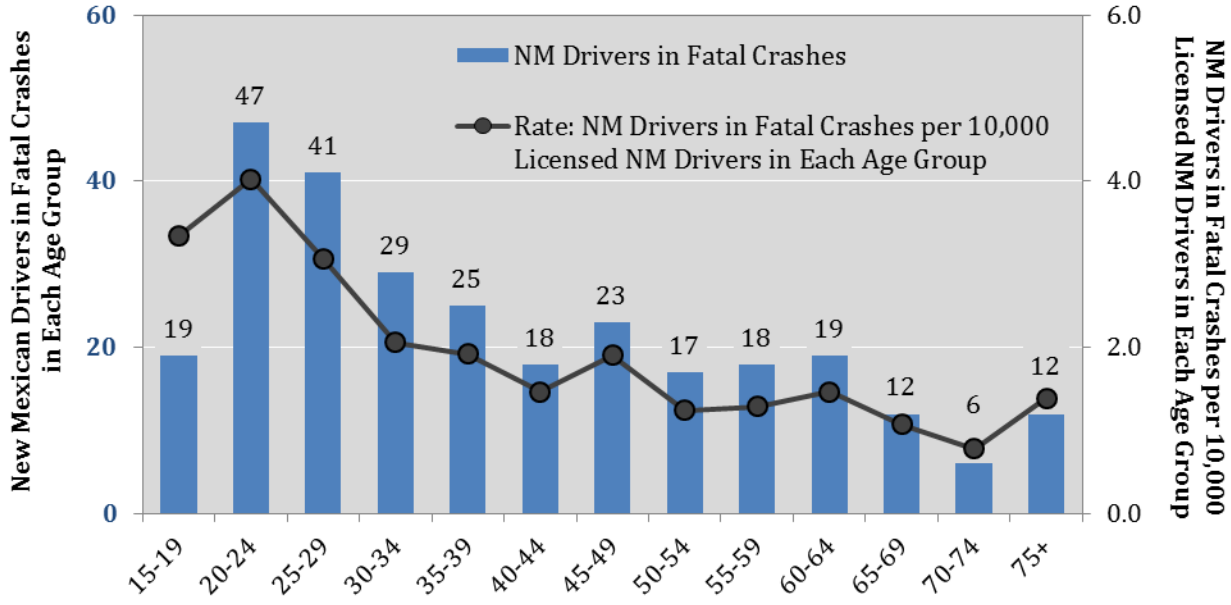


Table 78: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2015

Driver Age	NM Drivers[1] in Fatal Crashes		All Drivers[1] in Fatal Crashes		2015 Licensed Drivers	Rate: NM Drivers in Fatal Crashes per 10,000 Licensed NM Drivers in Each Age Group
	Count	Percent	Count	Percent		
15-19	19	6.6%	22	5.8%	56,946	3.3
20-24	47	16.4%	55	14.4%	116,661	4.0
25-29	41	14.3%	57	15.0%	133,633	3.1
30-34	29	10.1%	38	10.0%	140,710	2.1
35-39	25	8.7%	32	8.4%	130,260	1.9
40-44	18	6.3%	29	7.6%	122,727	1.5
45-49	23	8.0%	34	8.9%	120,481	1.9
50-54	17	5.9%	25	6.6%	137,205	1.2
55-59	18	6.3%	25	6.6%	139,260	1.3
60-64	19	6.6%	25	6.6%	129,524	1.5
65-69	12	4.2%	15	3.9%	111,724	1.1
70-74	6	2.1%	9	2.4%	76,575	0.8
75+	12	4.2%	15	3.9%	86,551	1.4
Total	286	100.0%	381	100.0%	1,502,257	1.9

[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 teen (ages 15-19) driver crash rate (per 1,000 NM licensed teen drivers) is at its highest level in the past five years, at 121.9. (Table 79)
- The percentage of New Mexican young adult drivers of vehicles in crashes, out of all drivers in crashes, has stabilized at about 14 percent. (Table 80)
- The highest percentage of teen drivers in crashes occurs from 3 p.m. to 6 p.m. (Table 81)
- The alcohol-involved driver crash rate is at its lowest point in the past five years for drivers under 21, at 1.81; and for young adult drivers, at 3.07. (Table 82)
- The ratio of males to females for alcohol-involved New Mexican teen drivers in crashes rose to 5.3, significantly higher than at any other year in the past five years. (Table 83)

Table 79: New Mexican Young Driver Crash Rates, 2011 - 2015

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]
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	5,960	60,243	98.9	7,761	119,028	65.2
2014	5,914	57,678	102.5	7,672	116,542	65.8
2015	6,939	56,946	121.9	8,938	116,661	76.6

[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, 2011- 2015[23]

Year	Teen Drivers in Crashes	Teen Drivers in Crashes as a Percent of All Drivers in Crashes	Young Adult Drivers in Crashes	Young Adult Drivers in Crashes as a Percent of All Drivers in Crashes	All Drivers in Crashes
2011	7,306	12.0%	9,057	14.9%	60,671
2012	6,596	11.6%	8,014	14.1%	56,817
2013	5,960	11.1%	7,761	14.5%	53,666
2014	5,914	10.9%	7,672	14.2%	54,199
2015	6,939	11.1%	8,938	14.2%	62,783

Table 81: New Mexican Young Drivers in Crashes by Hour, 2015[23]

Hour[1]	Teen (15-19) Drivers		Young Adult (20-24) Drivers	
	Count	Percent	Count	Percent
Midnight	79	1.1%	130	1.5%
1 a.m.	54	0.8%	75	0.8%
2 a.m.	44	0.6%	99	1.1%
3 a.m.	23	0.3%	68	0.8%
4 a.m.	24	0.3%	68	0.8%
5 a.m.	28	0.4%	74	0.8%
6 a.m.	83	1.2%	172	1.9%
7 a.m.	417	6.0%	471	5.3%
8 a.m.	358	5.2%	410	4.6%
9 a.m.	203	2.9%	358	4.0%
10 a.m.	210	3.0%	343	3.8%
11 a.m.	329	4.7%	415	4.6%
Noon	495	7.1%	606	6.8%
1 p.m.	434	6.3%	568	6.4%
2 p.m.	495	7.1%	552	6.2%
3 p.m.	639	9.2%	728	8.1%
4 p.m.	692	10.0%	773	8.6%
5 p.m.	642	9.3%	877	9.8%
6 p.m.	476	6.9%	622	7.0%
7 p.m.	335	4.8%	404	4.5%
8 p.m.	276	4.0%	334	3.7%
9 p.m.	242	3.5%	302	3.4%
10 p.m.	172	2.5%	225	2.5%
11 p.m.	121	1.7%	165	1.8%
Missing Data	68	1.0%	99	1.1%
Total	6,939	100.0%	8,938	100.0%

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

[23] 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, 2011 - 2015[24]

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]
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	90	60,243	1.49	163	82,347	1.98	385	119,028	3.23
2014	124	57,678	2.15	191	79,284	2.41	378	116,542	3.24
2015	94	56,946	1.65	142	78,376	1.81	358	116,661	3.07

[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, 2011 - 2015[24]

Year	Alcohol-involved Teen Drivers (15-19)			Alcohol-involved Under-21 Drivers			Alcohol-involved Young Adult Drivers (20-24)		
	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females
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	65	25	2.6	122	41	3.0	274	111	2.5
2014	87	37	2.4	134	57	2.4	275	103	2.7
2015	79	15	5.3	109	33	3.3	261	97	2.7

[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.

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 77 had slightly lower crash rates than drivers age 78 and older. But crash rates for senior drivers are much lower than for most age groups. (Figure 12, Table 77)
- Almost half, 45.1 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, 2015[25]

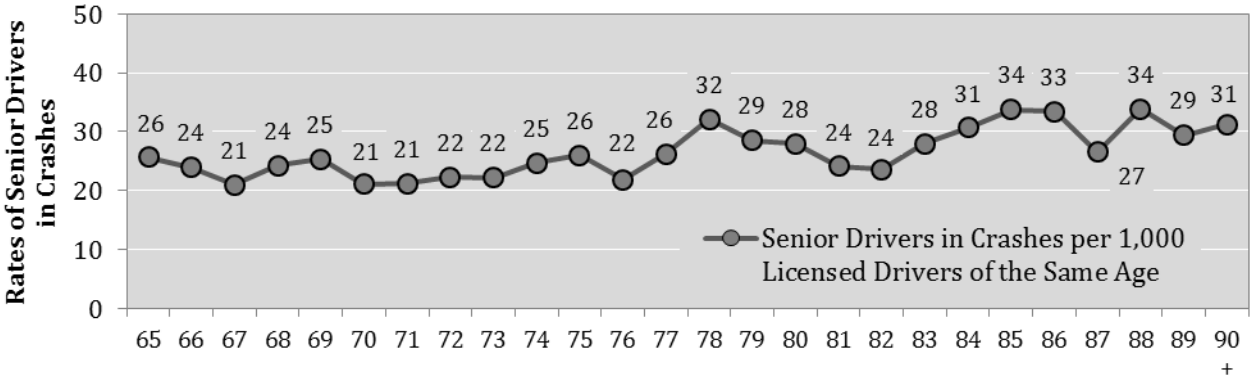


Table 84: Severity of Injuries to Seniors (65+) in Crashes, 2011 - 2015

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
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%	142	1.8%	362	4.6%	1,011	12.8%	6,369	80.4%	7,924	100%
2014	37	0.5%	132	1.6%	400	4.9%	1,068	13.0%	6,561	80.0%	8,198	100%
2015	37	0.4%	113	1.2%	429	4.4%	1,292	13.2%	7,949	80.9%	9,820	100%

[25] Detailed data are on Pages 95 and 96. 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, 2015

Top Contributing Factor of New Mexican Senior (65+) Motor Vehicle Drivers[1] in Crashes	Senior Drivers[2] in Crashes	
	Count	Percent
Human	**3,295**	**48.7%**
Failed to Yield Right of Way	897	13.3%
Driver Inattention	813	12.0%
Following Too Closely	315	4.7%
Disregarded Traffic Signal	189	2.8%
Improper Backing	171	2.5%
Made Improper Turn	139	2.1%
Other Improper Driving	136	2.0%
Improper Lane Change	125	1.8%
Avoid No Contact - Vehicle	92	1.4%
Alcohol/Drug Involved[3]	89	1.3%
Speed Too Fast for Conditions	71	1.1%
Passed Stop Sign	68	1.0%
Drove Left Of Center	63	0.9%
Excessive Speed	50	0.7%
Avoid No Contact - Other	38	0.6%
Improper Overtaking	28	0.4%
Vehicle Skidded Before Brake	6	0.1%
Pedestrian Error	3	0.0%
Driverless Moving Vehicle	2	0.0%
Vehicle	**54**	**0.8%**
Other Mechanical Defect	24	0.4%
Inadequate Brakes	16	0.2%
Defective Tires	10	0.1%
Defective Steering	4	0.1%
Environment	**9**	**0.1%**
Road Defect	7	0.1%
Traffic Control Not Functioning	2	0.0%
Other[4]	**3,403**	**50.3%**
None	2,565	37.9%
Other - No Driver Error	485	7.2%
Missing Data	353	5.2%
Total Senior Drivers	**6,761**	**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 (10.3 percent), ages 20-24 (11.4 percent) and ages 25-29 (9.2 percent). However, the age was unknown for 11.6 percent of people in crashes. (Figure 13, Table 86)
- The age groups with the highest number of fatalities in crashes were ages 20-24 (45 fatalities) and ages 25-29 (41 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 12.3 percent of people in crashes. (Table 87, Appendix Table D-1)
- Among motorcycle drivers in crashes, males outnumbered females, with a ratio of 14 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, 2015

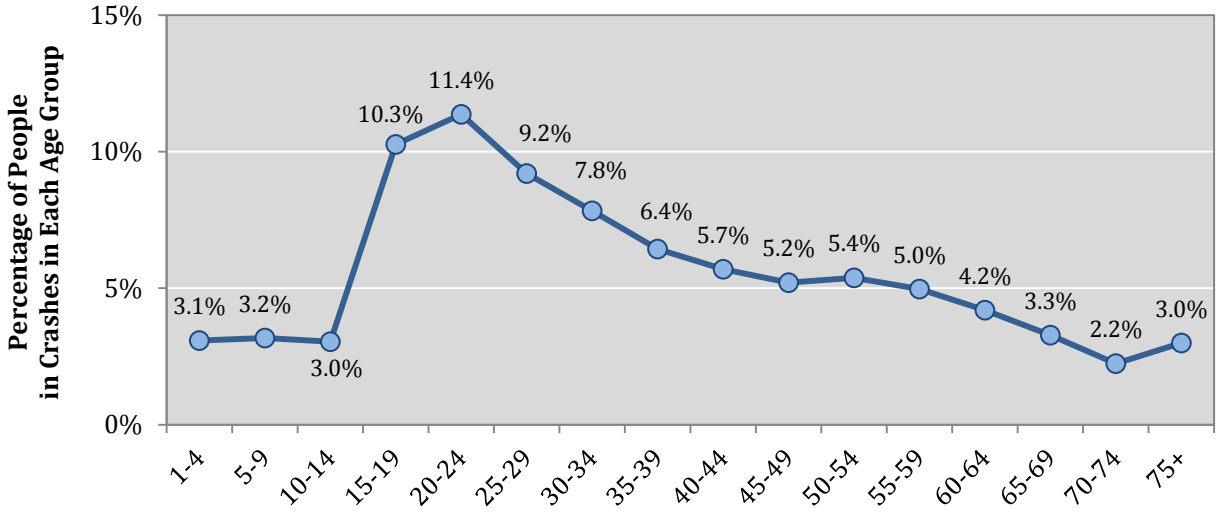


Table 86: People in Crashes by Severity of Injury and Age Group, 2015

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] in Each Age Group
1-4	2	15	79	213	3,242	3,551	3.1%	0.06%
5-9	8	20	128	428	3,079	3,663	3.2%	0.22%
10-14	4	38	146	454	2,867	3,509	3.0%	0.11%
15-19	10	110	575	1,436	9,708	11,839	10.3%	0.08%
20-24	45	155	728	1,493	10,686	13,107	11.4%	0.34%
25-29	41	155	528	1,365	8,518	10,607	9.2%	0.39%
30-34	29	121	390	1,231	7,260	9,031	7.8%	0.32%
35-39	26	110	285	949	6,051	7,421	6.4%	0.35%
40-44	18	100	231	954	5,264	6,567	5.7%	0.27%
45-49	20	89	236	882	4,772	5,999	5.2%	0.33%
50-54	19	118	274	961	4,833	6,205	5.4%	0.31%
55-59	22	87	243	853	4,522	5,727	5.0%	0.38%
60-64	17	75	191	724	3,828	4,835	4.2%	0.35%
65-69	15	42	150	522	3,055	3,784	3.3%	0.40%
70-74	6	32	101	345	2,099	2,583	2.2%	0.23%
75+	16	39	178	425	2,795	3,453	3.0%	0.46%
Missing Data	0	23	55	137	13,190	13,405	11.6%	0.00%
Total	298	1,329	4,518	13,372	95,769	115,286	100.0%	0.26%

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

Table 87: People in Crashes and People Killed in Crashes by Sex, 2011 - 2015

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
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	45,917	41,006	12,354	99,277	1.12	213	98	311	2.17
2014	47,342	41,455	13,953	102,750	1.14	276	110	386	2.51
2015	53,820	47,323	14,143	115,286	1.14	210	88	298	2.39

Table 88: People in Crashes by Person Type and Sex, 2015

Person Type	People in Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	38,178	30,742	12,731	81,651	1.24
Front Seat Passengers	6,882	8,610	130	15,622	0.80
All Other Passengers	6,051	6,315	111	12,477	0.96
Motorcyclists[1]					
Motorcycle Drivers	937	68	43	1,048	13.78
Motorcycle Passengers	11	86	1	98	0.13
Nonmotorists					
Pedalcyclists	285	58	21	364	4.91
Pedestrians	388	198	39	625	1.96
Missing Data	1,088	1,246	1,067	3,401	0.87
Total	53,820	47,323	14,143	115,286	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, 2011 - 2015

Age Group	People in Crashes[1]				
	2011	2012	2013	2014	2015
1-4	4,055	3,484	3,389	3,182	3,551
5-9	3,696	3,376	3,255	3,197	3,663
10-14	3,885	3,283	3,034	3,279	3,509
15-19	13,139	11,281	10,076	10,216	11,839
20-24	13,164	11,749	11,175	11,142	13,107
25-29	9,875	9,356	8,524	8,971	10,607
30-34	8,171	7,818	7,454	7,602	9,031
35-39	6,754	6,370	5,977	6,159	7,421
40-44	6,454	6,288	5,510	5,560	6,567
45-49	6,557	5,759	5,100	5,168	5,999
50-54	6,100	5,921	5,355	5,484	6,205
55-59	5,180	5,132	4,664	4,797	5,727
60-64	4,358	4,154	3,868	4,023	4,835
65-69	3,004	3,043	2,840	3,124	3,784
70-74	2,080	2,134	1,983	2,137	2,583
75+	3,135	3,146	3,101	2,937	3,453
Missing Data	13,183	10,736	13,972	15,772	13,405
Total People	112,790	103,030	99,277	102,750	115,286

[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 97) 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 and Doña Ana had more crashes than in any of the previous four years. Bernalillo, Chaves and Curry had the highest crash rates based on vehicle miles traveled, 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 traveled were McKinley, Bernalillo and Rio Arriba, 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 traveled were in Grant, Lincoln, Colfax and Rio Arriba, with rates of at least 15 animal-involved crashes per 100M VMT. (Table 92, Appendix Table F-4)

Fatalities

- Of the top 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 San Juan accounted for 54.5 percent of all pedestrian fatalities. (Table 95)
- Of the top counties with the highest number of pedestrian fatalities, pedestrians often accounted for a large percentage of the total fatalities in each county. (Table 95)
- San Juan County had 10.4 percent of fatal crashes, although it had only 4.7 percent of all crashes. (Table 96)

Table 90: Top 10 Counties in Total Crashes, 2015[26]

2015 Rank	County	Total Crashes					Percent of All 2015 Crashes	2015 Total Crashes per 100M VMT
		2011	2012	2013	2014	2015		
1	Bernalillo	17,447	16,563	16,296	18,084	19,581	43.2%	300.9
2	Doña Ana	4,177	3,993	3,810	3,779	4,268	9.4%	140.1
3	Santa Fe	3,283	2,979	2,763	2,818	3,202	7.1%	124.1
4	San Juan	2,431	2,320	2,159	1,797	2,123	4.7%	95.3
5	Sandoval	1,821	1,587	1,654	1,444	1,695	3.7%	113.3
6	Eddy	876	936	1,160	1,567	1,590	3.5%	145.7
7	Chaves	1,342	1,837	1,370	1,216	1,382	3.1%	199.5
8	McKinley	1,332	1,352	1,207	1,262	1,354	3.0%	93.7
9	Valencia	864	360	645	663	1,122	2.5%	153.3
10	Curry	940	979	792	727	1,023	2.3%	208.2
All Other Counties		8,714	8,177	7,352	7,334	7,969	17.6%	-
Total		43,227	41,083	39,208	40,691	45,309	100.0%	149.6

Table 91: Top 10 Counties in Alcohol-involved Crashes, 2015[27]

2015 Rank	County	Alcohol-involved Crashes					Percent of All 2015 Alcohol-involved Crashes	2015 Alcohol-involved Crashes per 100M VMT
		2011	2012	2013	2014	2015		
1	Bernalillo	681	642	593	635	672	31.6%	10.3
2	Doña Ana	235	187	187	191	194	9.1%	6.4
3	San Juan	213	199	180	186	181	8.5%	8.1
4	McKinley	138	152	153	177	178	8.4%	12.3
5	Santa Fe	214	172	156	172	160	7.5%	6.2
6	Sandoval	101	113	106	89	94	4.4%	6.3
7	Eddy	35	49	44	75	63	3.0%	5.8
8	Valencia	48	23	23	34	58	2.7%	7.9
8	Rio Arriba	50	64	56	41	58	2.7%	10.5
10	Chaves	76	93	49	63	56	2.6%	8.1
All Other Counties		529	482	390	378	411	19.3%	-
Total		2,320	2,176	1,937	2,041	2,125	100.0%	7.0

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

[27] 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, 2015[28]

2015 Rank	County	Animal-involved Crashes					Percent of All 2015 Animal-involved Crashes	2015 Animal-involved Crashes per 100M VMT
		2011	2012	2013	2014	2015		
1	San Juan	150	173	151	134	145	9.6%	6.5
2	Grant	87	125	121	133	140	9.2%	34.6
3	Lincoln	112	100	79	94	122	8.0%	22.4
4	Eddy	30	46	35	99	109	7.2%	10.0
5	Rio Arriba	108	89	122	120	102	6.7%	18.5
6	Colfax	103	85	78	93	84	5.5%	22.3
7	Otero	67	81	63	74	69	4.5%	7.4
8	Santa Fe	52	39	51	63	67	4.4%	2.6
9	Chaves	62	67	35	52	66	4.4%	9.5
10	Lea	37	49	43	58	63	4.2%	6.1
All Other Counties		651	507	450	491	550	36.3%	-
Total		1,459	1,361	1,228	1,411	1,517	100.0%	5.0

Table 93: Top 10 Counties in Fatalities, 2015[29]

2015 Rank[1]	County	Fatalities in Crashes					Percent of All 2015 Fatalities	2015 Fatalities per 100M VMT
		2011	2012	2013	2014	2015		
1	Bernalillo	44	69	52	69	64	21.5%	0.98
2	San Juan	28	27	27	39	31	10.4%	1.39
3	McKinley	33	29	26	48	23	7.7%	1.59
4	Doña Ana	18	27	14	19	18	6.0%	0.59
5	Santa Fe	18	18	9	18	14	4.7%	0.54
6	Chaves	14	8	10	7	13	4.4%	1.88
6	Lea	15	17	12	31	13	4.4%	1.25
8	Rio Arriba	11	19	13	9	12	4.0%	2.17
9	Quay	5	5	6	11	11	3.7%	2.37
9	Cibola	13	8	14	7	11	3.7%	1.44
All Other Counties		152	139	128	128	88	29.5%	-
Total		351	366	311	386	298	100.0%	0.98

[1] Counties with the same number of fatalities in 2015 have the same rank.

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

[29] 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, 2015[30]

2015 Rank[1]	County	Motorcyclist Fatalities in Crashes					Percent of All 2015 MC Fatalities	2015 Total Fatalities	Motorcyclist Fatalities as a Percent of All 2015 County Fatalities
		2011	2012	2013	2014	2015			
1	Bernalillo	11	18	9	14	11	26.8%	64	17.2%
2	Doña Ana	3	4	5	3	6	14.6%	18	33.3%
3	San Juan	3	3	1	4	4	9.8%	31	12.9%
3	Santa Fe	3	4	2	5	4	9.8%	14	28.6%
5	Otero	5	5	2	2	3	7.3%	10	30.0%
6	Rio Arriba	4	4	1	1	2	4.9%	12	16.7%
6	Hidalgo	0	0	0	0	2	4.9%	3	66.7%
6	Chaves	1	1	3	1	2	4.9%	13	15.4%
All Other Counties		19	27	22	22	7	17.1%	133	5.3%
Total		49	66	45	52	41	100.0%	298	13.8%

[1] Counties with the same number of motorcyclist fatalities in 2015 have the same rank.

Table 95: Top Counties in Pedestrian Fatalities, 2015[31]

2015 Rank[1]	County	Pedestrian Fatalities in Crashes					Percent of All 2015 Pedestrian Fatalities	2015 Total Fatalities	Pedestrian Fatalities as a Percent of All 2015 County Fatalities
		2011	2012	2013	2014	2015			
1	Bernalillo	9	21	21	30	17	30.9%	64	26.6%
2	San Juan	5	12	3	7	13	23.6%	31	41.9%
3	Santa Fe	3	4	3	4	7	12.7%	14	50.0%
4	McKinley	6	7	10	14	3	5.5%	23	13.0%
5	Colfax	0	0	1	0	2	3.6%	4	50.0%
5	Sandoval	1	2	1	0	2	3.6%	5	40.0%
All Other Counties		12	15	14	19	11	20.0%	157	7.0%
Total		36	61	53	74	55	100.0%	298	18.5%

[1] Counties with the same number of pedestrian fatalities in 2015 have the same rank.

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

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

Crash Geography – Counties

Table 96: Severity of Crashes by County, 2015

County	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Bernalillo	59	21.9%	5,785	43.8%	13,737	43.2%	19,581	43.2%
Catron	0	0.0%	6	0.0%	31	0.1%	37	0.1%
Chaves	13	4.8%	370	2.8%	999	3.1%	1,382	3.1%
Cibola	9	3.3%	116	0.9%	290	0.9%	415	0.9%
Colfax	4	1.5%	57	0.4%	223	0.7%	284	0.6%
Curry	2	0.7%	226	1.7%	795	2.5%	1,023	2.3%
De Baca	3	1.1%	11	0.1%	34	0.11%	48	0.1%
Doña Ana	17	6.3%	1,272	9.6%	2,979	9.4%	4,268	9.4%
Eddy	9	3.3%	369	2.8%	1,212	3.8%	1,590	3.5%
Grant	3	1.1%	140	1.1%	462	1.5%	605	1.3%
Guadalupe	5	1.9%	57	0.4%	124	0.4%	186	0.4%
Harding	0	0.0%	1	0.0%	5	0.02%	6	0.0%
Hidalgo	2	0.7%	31	0.2%	76	0.2%	109	0.2%
Lea	12	4.5%	316	2.4%	691	2.2%	1,019	2.2%
Lincoln	1	0.4%	147	1.1%	390	1.2%	538	1.2%
Los Alamos	0	0.0%	42	0.3%	81	0.3%	123	0.3%
Luna	5	1.9%	131	1.0%	289	0.9%	425	0.9%
McKinley	18	6.7%	361	2.7%	975	3.1%	1,354	3.0%
Mora	2	0.7%	36	0.3%	69	0.2%	107	0.2%
Otero	10	3.7%	283	2.1%	687	2.2%	980	2.2%
Quay	8	3.0%	57	0.4%	154	0.5%	219	0.5%
Rio Arriba	11	4.1%	228	1.7%	447	1.4%	686	1.5%
Roosevelt	5	1.9%	94	0.7%	255	0.8%	354	0.8%
San Juan	28	10.4%	645	4.9%	1,450	4.6%	2,123	4.7%
San Miguel	4	1.5%	157	1.2%	409	1.3%	570	1.3%
Sandoval	5	1.9%	491	3.7%	1,199	3.8%	1,695	3.7%
Santa Fe	13	4.8%	1,069	8.1%	2,120	6.7%	3,202	7.1%
Sierra	3	1.1%	65	0.5%	137	0.4%	205	0.5%
Socorro	4	1.5%	77	0.6%	225	0.7%	306	0.7%
Taos	2	0.7%	81	0.6%	274	0.9%	357	0.8%
Torrance	7	2.6%	91	0.7%	216	0.7%	314	0.7%
Union	0	0.0%	20	0.2%	47	0.1%	67	0.1%
Valencia	5	1.9%	375	2.8%	742	2.3%	1,122	2.5%
Missing Data	0	0.0%	0	0.0%	9	0.0%	9	0.0%
Total Crashes	269	100.0%	13,207	100.0%	31,833	100.0%	45,309	100.0%

Table 97: Total Crashes by County, 2011 - 2015[32]

County	Total Crashes					Percent of All 2015 Crashes	2015 Vehicle Miles Traveled (100M VMT)	2015 Crashes per 100M VMT
	2011	2012	2013	2014	2015			
Bernalillo	17,447	16,563	16,296	18,084	19,581	43.2%	65.1	300.9
Catron	22	44	28	14	37	0.1%	0.9	41.7
Chaves	1,342	1,837	1,370	1,216	1,382	3.1%	6.9	199.5
Cibola	418	426	346	347	415	0.9%	7.6	54.5
Colfax	370	305	316	307	284	0.6%	3.8	75.3
Curry	940	979	792	727	1,023	2.3%	4.9	208.2
De Baca	26	18	15	46	48	0.1%	1.5	33.0
Doña Ana	4,177	3,993	3,810	3,779	4,268	9.4%	30.5	140.1
Eddy	876	936	1,160	1,567	1,590	3.5%	10.9	145.7
Grant	529	634	600	630	605	1.3%	4.0	149.7
Guadalupe	156	175	180	162	186	0.4%	4.9	38.2
Harding	9	6	4	4	6	0.01%	0.2	24.5
Hidalgo	115	97	98	86	109	0.2%	2.9	37.9
Lea	1,447	1,384	1,280	1,393	1,019	2.2%	10.4	98.0
Lincoln	532	471	451	405	538	1.2%	5.4	99.0
Los Alamos	128	84	56	54	123	0.3%	1.8	67.4
Luna	416	373	455	419	425	0.9%	9.5	44.7
McKinley	1,332	1,352	1,207	1,262	1,354	3.0%	14.5	93.7
Mora	96	110	84	111	107	0.2%	1.5	69.8
Otero	1,165	1,136	977	875	980	2.2%	9.3	105.3
Quay	210	191	154	147	219	0.5%	4.7	47.1
Rio Arriba	481	636	592	597	686	1.5%	5.5	124.1
Roosevelt	346	309	209	267	354	0.8%	4.0	89.2
San Juan	2,431	2,320	2,159	1,797	2,123	4.7%	22.3	95.3
San Miguel	606	483	397	493	570	1.3%	3.6	159.2
Sandoval	1,821	1,587	1,654	1,444	1,695	3.7%	15.0	113.3
Santa Fe	3,283	2,979	2,763	2,818	3,202	7.1%	25.8	124.1
Sierra	222	222	132	84	205	0.5%	2.3	90.4
Socorro	344	305	265	274	306	0.7%	5.2	58.5
Taos	700	575	373	329	357	0.8%	3.2	111.5
Torrance	273	108	187	219	314	0.7%	5.2	60.9
Union	103	85	85	64	67	0.1%	2.5	27.0
Valencia	864	360	645	663	1,122	2.5%	7.3	153.3
Missing Data	0	0	68	7	9	0.0%	-	-
Total	43,227	41,083	39,208	40,691	45,309	100.0%	302.92	149.6

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

Crash Geography – Counties

Table 98: Severity of Injuries to People in Crashes by County, 2015

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	64	544	1,606	6,308	42,717	51,239	44.4%	0.98	787
Catron	0	0	3	5	49	57	0.0%	0.00	64
Chaves	13	51	158	339	2,911	3,472	3.0%	1.88	501
Cibola	11	14	63	108	762	958	0.8%	1.44	126
Colfax	4	10	30	41	523	608	0.5%	1.06	161
Curry	2	24	86	200	2,329	2,641	2.3%	0.41	538
De Baca	3	0	10	6	63	82	0.1%	2.06	56
Doña Ana	18	137	428	1,232	9,398	11,213	9.7%	0.59	368
Eddy	10	49	109	359	3,315	3,842	3.3%	0.92	352
Grant	3	14	61	117	1,089	1,284	1.1%	0.74	318
Guadalupe	8	10	48	40	359	465	0.4%	1.64	96
Harding	0	0	1	1	12	14	0.0%	0.00	57
Hidalgo	3	9	22	17	154	205	0.2%	1.04	71
Lea	13	30	173	253	1,914	2,383	2.1%	1.25	229
Lincoln	1	18	64	106	915	1,104	1.0%	0.18	203
Los Alamos	0	4	15	41	221	281	0.2%	0.00	154
Luna	6	22	48	119	842	1,037	0.9%	0.63	109
McKinley	23	58	128	369	3,153	3,731	3.2%	1.59	258
Mora	2	6	28	31	146	213	0.2%	1.30	139
Otero	10	25	116	273	1,960	2,384	2.1%	1.07	256
Quay	11	7	43	39	423	523	0.5%	2.37	112
Rio Arriba	12	19	97	242	1,196	1,566	1.4%	2.17	283
Roosevelt	5	8	47	83	645	788	0.7%	1.26	199
San Juan	31	96	215	671	4,761	5,774	5.0%	1.39	259
San Miguel	4	5	63	165	1,078	1,315	1.1%	1.12	367
Sandoval	5	40	221	492	3,510	4,268	3.7%	0.33	285
Santa Fe	14	54	336	1,053	6,614	8,071	7.0%	0.54	313
Sierra	3	14	35	56	326	434	0.4%	1.32	191
Socorro	4	9	42	61	479	595	0.5%	0.77	114
Taos	2	5	32	68	811	918	0.8%	0.62	287
Torrance	8	10	54	92	624	788	0.7%	1.55	153
Union	0	9	11	18	106	144	0.1%	0.00	58
Valencia	5	28	125	367	2,348	2,873	2.5%	0.68	393
Missing Data	0	0	0	0	16	16	0.0%	-	-
Total People	298	1,329	4,518	13,372	95,769	115,286	100.0%	0.98	381

Table 99: Alcohol-involved Crashes by County, 2011 - 2015

County	Alcohol-involved Crashes					Percent of All 2015 Alcohol-involved Crashes	2015 Vehicle Miles Traveled (100M VMT)	2015 Alcohol-involved Crashes per 100M VMT
	2011	2012	2013	2014	2015			
Bernalillo	681	642	593	635	672	31.6%	65.08	10.3
Catron	1	4	2	2	0	0.0%	0.89	0.0
Chaves	76	93	49	63	56	2.6%	6.93	8.1
Cibola	32	40	22	25	36	1.7%	7.62	4.7
Colfax	19	17	14	12	17	0.8%	3.77	4.5
Curry	44	37	30	27	36	1.7%	4.91	7.3
De Baca	2	0	0	5	2	0.1%	1.46	1.4
Doña Ana	235	187	187	191	194	9.1%	30.47	6.4
Eddy	35	49	44	75	63	3.0%	10.91	5.8
Grant	32	37	35	37	32	1.5%	4.04	7.9
Guadalupe	8	8	2	3	3	0.1%	4.87	0.6
Harding	0	2	0	0	1	0.0%	0.24	4.1
Hidalgo	6	2	6	3	8	0.4%	2.88	2.8
Lea	83	72	56	70	50	2.4%	10.40	4.8
Lincoln	24	30	32	26	37	1.7%	5.43	6.8
Los Alamos	6	2	2	2	3	0.1%	1.83	1.6
Luna	18	5	14	16	12	0.6%	9.51	1.3
McKinley	138	152	153	177	178	8.4%	14.45	12.3
Mora	7	4	8	4	11	0.5%	1.53	7.2
Otero	69	71	52	44	48	2.3%	9.30	5.2
Quay	7	9	8	8	7	0.3%	4.65	1.5
Rio Arriba	50	64	56	41	58	2.7%	5.53	10.5
Roosevelt	15	18	10	8	16	0.8%	3.97	4.0
San Juan	213	199	180	186	181	8.5%	22.27	8.1
San Miguel	47	39	39	27	32	1.5%	3.58	8.9
Sandoval	101	113	106	89	94	4.4%	14.96	6.3
Santa Fe	214	172	156	172	160	7.5%	25.79	6.2
Sierra	18	12	5	8	13	0.6%	2.27	5.7
Socorro	11	18	18	13	17	0.8%	5.23	3.3
Taos	64	46	20	22	16	0.8%	3.20	5.0
Torrance	10	6	13	12	12	0.6%	5.15	2.3
Union	6	3	2	4	2	0.1%	2.48	0.8
Valencia	48	23	23	34	58	2.7%	7.32	7.9
Total	2,320	2,176	1,937	2,041	2,125	100.0%	302.92	7.0

Crash Geography – Counties

Table 100: Severity of Injuries to People in Alcohol-involved Crashes by County, 2015

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	80	159	227	1,179	1,680	34.5%	0.54	25.8
Catron	0	0	0	0	0	0	0.0%	0.00	0.0
Chaves	3	4	17	15	89	128	2.6%	0.43	18.5
Cibola	7	6	11	6	33	63	1.3%	0.92	8.3
Colfax	2	2	4	2	33	43	0.9%	0.53	11.4
Curry	2	10	11	6	36	65	1.3%	0.41	13.2
De Baca	0	0	2	0	2	4	0.1%	0.00	2.7
Doña Ana	5	14	56	52	296	423	8.7%	0.16	13.9
Eddy	1	14	10	17	90	132	2.7%	0.09	12.1
Grant	1	2	12	2	34	51	1.0%	0.25	12.6
Guadalupe	1	0	3	0	2	6	0.1%	0.21	1.2
Harding	0	0	1	1	0	2	0.0%	0.00	8.2
Hidalgo	0	6	3	1	8	18	0.4%	0.00	6.3
Lea	5	4	20	18	72	119	2.4%	0.48	11.4
Lincoln	1	2	14	3	52	72	1.5%	0.18	13.2
Los Alamos	0	1	0	2	5	8	0.2%	0.00	4.4
Luna	1	1	4	3	13	22	0.5%	0.11	2.3
McKinley	12	19	32	83	331	477	9.8%	0.83	33.0
Mora	1	2	4	6	9	22	0.5%	0.65	14.4
Otero	2	2	13	27	53	97	2.0%	0.21	10.4
Quay	2	1	2	1	7	13	0.3%	0.43	2.8
Rio Arriba	5	4	26	20	66	121	2.5%	0.90	21.9
Roosevelt	3	0	2	8	20	33	0.7%	0.76	8.3
San Juan	17	26	42	47	310	442	9.1%	0.76	19.8
San Miguel	0	0	7	14	52	73	1.5%	0.00	20.4
Sandoval	2	2	30	22	139	195	4.0%	0.13	13.0
Santa Fe	4	12	54	40	227	337	6.9%	0.16	13.1
Sierra	1	2	4	7	15	29	0.6%	0.44	12.8
Socorro	2	2	9	3	13	29	0.6%	0.38	5.5
Taos	2	2	8	2	15	29	0.6%	0.62	9.1
Torrance	0	0	3	1	24	28	0.6%	0.00	5.4
Union	0	2	1	1	1	5	0.1%	0.00	2.0
Valencia	3	2	18	11	63	97	2.0%	0.41	13.3
Missing Data	0	0	0	0	0	0	0.0%	-	-
Total People	120	224	582	648	3,289	4,863	100.0%	0.40	16.1

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 97) 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 (38.4), Española (38.1), Las Cruces (35.0) and Albuquerque (34.3). (Table 101)
- Of the 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 (44.3), Ruidoso (24.6) and Farmington (21.2). (Table 102)

Table 101: Top Fifteen Cities in Total Crashes, 2015

2015 Rank	City	Total Crashes					2015 Population	Crashes per 1,000 Residents
		2011	2012	2013	2014	2015		
1	Albuquerque	17,035	16,072	15,973	17,714	19,193	559,121	**34.3**
2	Las Cruces	3,355	3,322	3,224	3,198	3,558	101,643	**35.0**
3	Santa Fe	2,200	2,429	2,162	2,204	2,376	84,099	28.3
4	Farmington	1,330	1,281	1,434	1,148	1,365	42,871	**31.8**
5	Roswell	1,071	1,593	1,145	987	1,091	48,544	22.5
6	Carlsbad	702	661	683	874	916	28,957	31.6
7	Gallup	737	737	793	789	893	23,240	**38.4**
8	Clovis	800	868	721	673	881	39,480	22.3
9	Rio Rancho	1,196	1,130	1,051	753	857	94,171	9.1
10	Alamogordo	758	661	683	581	636	30,753	20.7
11	Hobbs	886	798	789	818	543	38,416	14.1
12	Los Lunas	353	67	360	343	438	15,336	28.6
13	Española	429	302	250	262	384	10,066	**38.1**
14	Las Vegas	379	302	266	320	375	13,386	28.0
15	Silver City	347	381	339	342	322	10,004	**32.2**
All Other Crashes		11,649	10,479	9,335	9,685	11,481	-	-
Statewide Total		43,227	41,083	39,208	40,691	45,309	2,085,109	21.73

Crash Geography – Cities

Table 102: Top Cities in Alcohol-involved Crashes, 2015

2015 Rank[1]	City	Alcohol-involved Crashes					2015 Population[2]	Alcohol-involved Crashes per 10,000 Residents
		2011	2012	2013	2014	2015		
1	Albuquerque	654	592	567	608	651	559,121	11.6
2	Las Cruces	151	113	118	130	124	101,643	12.2
3	Santa Fe	140	131	118	128	105	84,099	12.5
4	Gallup	59	68	88	87	103	23,240	**44.3**
5	Farmington	84	84	116	98	91	42,871	**21.2**
6	Roswell	47	75	29	49	43	48,544	8.9
7	Rio Rancho	57	66	62	39	41	94,171	4.4
8	Carlsbad	25	38	17	49	38	28,957	13.1
9	Hobbs	48	38	31	47	30	38,416	7.8
10	Clovis	33	30	27	23	29	39,480	7.3
11	Alamogordo	34	30	33	24	24	30,753	7.8
12	Española	26	34	22	15	23	10,066	**22.8**
13	Las Vegas	25	22	28	17	20	13,386	14.9
14	Ruidoso	17	14	18	17	19	7,739	**24.6**
15	Shiprock	23	17	9	15	17	8,295	**20.5**
16	Bernalillo	10	7	14	11	16	8,843	18.1
17	Los Lunas	13	4	8	6	13	15,336	8.5
17	Grants	13	19	12	10	13	9,239	14.1
19	Taos	25	22	13	14	12	5,740	**20.9**
19	Sunland Park	10	8	6	8	12	15,940	7.5
19	Artesia	0	3	21	11	12	12,036	10.0
All Other Crashes		826	761	580	635	689	-	-
Statewide Total		2,320	2,176	1,937	2,041	2,125	2,085,109	10.2

[1] Cities have the same rank if they have the same number of alcohol-involved crashes in 2015.

[2] The population of Shiprock CDP (Census Designated Place) is based on the 2010 U.S. Census.

Table 103: Severity of Crashes and Severity of Injury in Crashes by City, 2015

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Acomita	2	7	14	23	3	11	40	54
Alamogordo	4	175	457	636	4	259	1,402	1,665
Albuquerque	52	5,656	13,485	19,193	57	8,285	42,063	50,405
Algodones	1	9	19	29	1	10	45	56
Angel Fire	0	3	16	19	0	3	41	44
Anthony	0	27	52	79	0	41	163	204
Arenas Valley	1	12	34	47	1	17	61	79
Artesia	0	50	240	290	0	72	677	749
Atoka	0	7	21	28	0	14	44	58
Aztec	1	45	115	161	1	62	320	383
Bayard	0	1	28	29	0	2	62	64
Belen	0	53	113	166	0	76	365	441
Berino	1	7	16	24	1	12	47	60
Bernalillo	2	84	234	320	2	131	726	859
Bloomfield	0	31	73	104	0	40	241	281
Bluewater Village	1	7	12	20	1	15	27	43
Bosque Farms	1	14	18	33	1	19	58	78
Carlsbad	2	224	690	916	3	297	2,018	2,318
Cedar Crest	0	9	15	24	0	12	50	62
Cedar Hill	0	2	15	17	0	3	30	33
Chaparral	0	19	51	70	0	24	149	173
Chili	0	5	18	23	0	8	49	57
Chimayo	0	11	18	29	0	16	48	64
Clayton	0	4	19	23	0	6	43	49
Cloudcroft	0	11	16	27	0	16	40	56
Clovis	1	187	693	881	1	263	2,111	2,375
Corrales	0	22	30	52	0	27	95	122
Cuyamungue	0	7	12	19	0	13	31	44
Deming	0	62	169	231	0	81	537	618
Dixon	0	5	11	16	0	6	21	27
Dulce	0	7	15	22	0	9	27	36
Edgewood	0	36	75	111	0	50	222	272
El Cerro	0	19	40	59	0	26	132	158
El Cerro Mission	1	12	24	37	1	16	68	85
El Valle de Arroyo Seco	0	11	18	29	0	17	55	72
Eldorado at Santa Fe	1	12	40	53	1	17	71	89
Española	3	153	228	384	3	266	796	1,065

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
Eunice	0	5	30	35	0	7	63	70
Farmington	2	407	956	1,365	2	606	3,379	3,987
Gallup	3	229	661	893	3	327	2,326	2,656
Glorieta	1	7	12	20	1	11	23	35
Grants	0	30	130	160	0	42	358	400
Hatch	0	6	21	27	0	8	52	60
High Rolls Mt Park	0	9	17	26	0	13	38	51
Hobbs	3	176	364	543	3	255	1,228	1,486
Isleta Pueblo	0	4	16	20	0	4	38	42
Jal	0	0	28	28	0	0	55	55
Jarales	0	8	14	22	0	8	39	47
Kirtland	3	20	45	68	4	30	125	159
La Cienega	1	17	46	64	1	23	109	133
La Luz	1	15	25	41	1	21	74	96
Las Cruces	8	1,046	2,504	3,558	8	1,450	8,110	9,568
Las Vegas	1	91	283	375	1	131	781	913
Lordsburg	1	5	26	32	2	8	47	57
Los Alamos	0	23	61	84	0	34	160	194
Los Chaves	0	9	22	31	0	9	49	58
Los Lunas	0	143	295	438	0	203	1,051	1,254
Loving	0	4	13	17	0	7	32	39
Lovington	0	5	23	28	0	7	59	66
Meadow Lake	0	15	27	42	0	23	68	91
Mesita	0	5	12	17	0	8	45	53
Mesquite	0	9	16	25	0	13	39	52
Midway	1	5	18	24	1	8	30	39
Milan	1	19	25	45	1	28	85	114
Moriarty	2	16	56	74	3	32	176	211
Nadine	1	5	11	17	1	5	26	32
Peralta	0	17	34	51	0	27	102	129
Placitas	0	8	17	25	0	11	33	44
Pojoaque	0	27	38	65	0	39	132	171
Portales	1	50	178	229	1	78	501	580
Radium Springs	0	3	12	15	0	4	25	29
Raton	1	19	100	120	1	31	261	293

Table 103 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Rio Communities	0	16	18	34	0	21	62	83
Rio Rancho	0	249	608	857	0	392	1,900	2,292
Roswell	4	280	807	1,091	4	397	2,491	2,892
Ruidoso	0	72	200	272	0	90	543	633
Ruidoso Downs	0	10	38	48	0	15	76	91
San Felipe Pueblo	0	8	21	29	0	12	52	64
Santa Ana Pueblo	0	20	51	71	0	34	132	166
Santa Clara (Central)	1	7	23	31	1	9	59	69
Santa Fe	7	783	1,586	2,376	8	1,036	5,217	6,261
Santa Rosa	1	11	31	43	2	20	104	126
Santa Teresa	0	14	25	39	0	20	75	95
Sausal	1	2	12	15	1	3	32	36
Sedillo	0	15	33	48	0	20	100	120
Shiprock	5	21	34	60	5	56	134	195
Silver City	0	86	236	322	0	120	656	776
Socorro	0	21	105	126	0	30	236	266
Sunland Park	1	33	59	93	1	56	193	250
Taos	0	66	204	270	0	84	662	746
Tesuque	0	8	27	35	0	10	56	66
Texico	0	1	20	21	0	2	44	46
Thoreau	0	13	11	24	0	22	42	64
Tijeras	0	14	27	41	0	17	65	82
Tome	0	12	22	34	0	14	60	74
Truth or Consequences	0	33	79	112	0	51	204	255
Tucumcari	0	26	70	96	0	33	206	239
Tularosa	0	10	32	42	0	16	89	105
Vado	0	10	35	45	0	12	105	117
Valencia	1	11	30	42	1	20	80	101
Waterflow	1	5	18	24	1	7	54	62
West Hammond	0	3	19	22	0	5	35	40
Yah-ta-hey	0	6	9	15	0	10	29	39
Zuni Pueblo	0	6	22	28	0	7	66	73
Rural and Other[1]	142	1,872	4,041	6,055	159	2,825	9,216	12,200
Total	**269**	**13,207**	**31,833**	**45,309**	**298**	**19,219**	**95,769**	**115,286**

[1] The term "other" refers to towns or places with fewer than 15 crashes in 2015.

Crash Geography – Cities

Table 104: Severity of Alcohol-involved Crashes and Injuries by City, 2015

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Acomita	1	2	0	3	2	3	0	5
Alamogordo	0	12	12	24	0	20	28	48
Albuquerque	30	277	344	651	34	450	1,156	1,640
Algodones	0	1	2	3	0	1	4	5
Anthony	0	6	4	10	0	9	12	21
Anzac Village	0	1	1	2	0	1	1	2
Arenas Valley	1	2	3	6	1	2	5	8
Artesia	0	6	6	12	0	7	17	24
Aztec	0	3	7	10	0	5	16	21
Belen	0	2	2	4	0	2	6	8
Bent	0	2	2	4	0	2	4	6
Berino	0	2	4	6	0	3	18	21
Bernalillo	2	5	9	16	2	11	31	44
Bloomfield	0	0	4	4	0	0	6	6
Bluewater Village	1	2	1	4	1	2	1	4
Bosque Farms	0	1	1	2	0	1	3	4
Cañon	0	2	0	2	0	2	0	2
Capitan	0	1	1	2	0	1	1	2
Carlsbad	1	13	24	38	1	21	62	84
Carrizozo	0	0	2	2	0	0	5	5
Cedar Crest	0	1	1	2	0	2	2	4
Chaparral	0	3	3	6	0	3	8	11
Chili	0	1	1	2	0	1	1	2
Chimayo	0	2	1	3	0	2	4	6
Church Rock	0	2	1	3	0	5	1	6
Clayton	0	2	0	2	0	4	1	5
Clovis	1	17	11	29	1	24	31	56
Corrales	0	1	2	3	0	1	3	4
Cuyamungue	0	2	4	6	0	3	10	13
Deming	0	5	1	6	0	7	6	13
Dulce	0	4	1	5	0	6	4	10
Edgewood	0	3	5	8	0	3	17	20
El Cerro	0	4	0	4	0	6	3	9
El Cerro Mission	1	1	3	5	1	1	4	6
El Duende	0	2	0	2	0	2	1	3
Eldorado at Santa Fe	0	3	2	5	0	3	3	6

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
Española	1	8	14	23	1	20	38	59
Farmington	1	36	54	91	1	53	177	231
Gallup	1	50	52	103	1	72	209	282
Glorieta	0	1	1	2	0	1	1	2
Grants	0	5	8	13	0	5	20	25
High Rolls Mt Park	0	1	1	2	0	2	4	6
Hobbs	1	17	12	30	1	26	54	81
Isleta Pueblo	0	1	1	2	0	1	1	2
Jarales	0	1	1	2	0	1	2	3
Kirtland	1	4	2	7	2	4	7	13
La Cienega	0	4	3	7	0	5	7	12
Las Cruces	4	43	77	124	4	69	195	268
Las Maravillas	0	1	1	2	0	1	1	2
Las Vegas	0	9	11	20	0	12	36	48
Los Lunas	0	7	6	13	0	8	14	22
Meadow Lake	0	2	2	4	0	2	5	7
Mesquite	0	1	2	3	0	2	5	7
Midway	0	0	4	4	0	0	4	4
Milan	1	1	0	2	1	1	0	2
Mora	0	0	2	2	0	0	4	4
Moriarty	0	3	3	6	0	3	9	12
Nenahnezad	0	1	1	2	0	1	3	4
Ohkay Owingeh	1	1	0	2	1	3	4	8
Paraje	1	1	0	2	1	1	2	4
Pecos	0	0	2	2	0	0	2	2
Peralta	0	1	2	3	0	2	5	7
Placitas	0	0	2	2	0	0	2	2
Portales	1	4	6	11	1	8	17	26
Raton	1	2	7	10	1	3	21	25
Rio Communities	0	1	2	3	0	1	4	5
Rio Rancho	0	12	29	41	0	16	64	80
Roswell	2	18	23	43	2	28	78	108
Ruidoso	0	10	9	19	0	14	32	46
Ruidoso Downs	0	0	2	2	0	0	2	2
San Ildefonso Pueblo	0	2	0	2	0	2	0	2
Santa Ana Pueblo	0	2	3	5	0	4	10	14

Crash Geography – Cities

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
Santa Clara (Central)	0	1	2	3	0	1	6	7
Santa Fe	3	48	54	105	4	68	158	230
Santa Teresa	0	5	0	5	0	10	2	12
Sausal	1	1	1	3	1	2	1	4
Shiprock	4	4	9	17	4	19	33	56
Silver City	0	3	8	11	0	4	16	20
Socorro	0	4	3	7	0	4	8	12
Sunland Park	0	4	8	12	0	5	23	28
Taos	0	7	5	12	0	8	12	20
Thoreau	0	3	1	4	0	4	6	10
Truth or Consequences	0	5	2	7	0	9	11	20
Tucumcari	0	2	2	4	0	2	7	9
Tularosa	0	4	0	4	0	7	3	10
Twin Lakes	1	1	0	2	1	2	1	4
Upper Fruitland	0	2	1	3	0	3	5	8
Vado	0	2	3	5	0	3	9	12
Valencia	1	1	0	2	1	1	0	2
Waterflow	1	0	2	3	1	0	8	9
West Hammond	0	1	4	5	0	2	5	7
White Rock	0	1	1	2	0	1	3	4
Yah-ta-hey	0	3	0	3	0	5	1	6
Zia Pueblo	0	1	1	2	0	1	2	3
Zuni Pueblo	0	1	6	7	0	1	19	20
Rural and Other[1]	38	187	165	390	48	305	436	789
Total	**103**	**934**	**1,088**	**2,125**	**120**	**1,454**	**3,289**	**4,863**

[1] The term "other" refers to towns or places with fewer than two alcohol-involved crashes in 2015.

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 and most alcohol-involved crashes occur in urban locations, whereas the majority of crash-related fatalities and alcohol-involved crash-related fatalities occur on rural roadways. Urban roadways account for 84.6 percent of crashes, but rural roadways account for 55.0 percent of crash-related fatalities. Urban roadways account for 78.2 percent of alcohol-involved crashes, but rural roadways account for 42.5 percent of alcohol-involved crash-related fatalities. (Table 105, Table 106, Table 107, Table 108)
- Fatalities decreased in all categories on rural roads. Fatalities fell to their lowest levels in at least five years for both raw numbers and as a percentage of all fatalities, for both rural Interstate and non-Interstate roads, for total fatalities and fatalities as a percentage of all fatalities. (Table 106, Table 108)
- The portion of alcohol-involved crashes on rural non-Interstate roads of all alcohol-involved crashes fell to their lowest level in at least five years. (Table 107)
- Overturn crashes account for 53.5 percent of rural Interstate fatalities and 31.4 percent of rural non-Interstate fatalities. (Table 109)
- Pedestrian crashes account for 30.4 percent of fatalities in urban alcohol-involved crashes. (Table 110)

Table 105: Crashes by Rural and Urban Location, 2011 - 2015

Year	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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	1,342	3.4%	4,325	11.0%	33,541	85.5%	39,208	100%
2014	1,283	3.2%	5,179	12.7%	34,229	84.1%	40,691	100%
2015	1,650	3.6%	5,321	11.7%	38,338	84.6%	45,309	100%

Crash Geography – Rural and Urban

Table 106: Fatalities by Rural and Urban Location, 2011 - 2015

Year	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2015	43	14.4%	121	40.6%	134	45.0%	298	100%

Table 107: Alcohol-involved Crashes by Rural and Urban Location, 2011 - 2015

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
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%	363	18.7%	1,516	78.3%	1,937	100%
2014	58	2.8%	436	21.4%	1,547	75.8%	2,041	100%
2015	74	3.5%	390	18.4%	1,661	78.2%	2,125	100%

Table 108: Fatalities in Alcohol-involved Crashes by Rural and Urban Location, 2011 - 2015

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
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%
2015	6	5.0%	45	37.5%	69	57.5%	120	100%

Table 109: Fatalities and Crashes by Rural and Urban Location and Crash Classification, 2015

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	9	20.9%	486	29.5%	39	32.2%	1,552	29.2%	48	35.8%	28,965	75.6%
Fixed Object	4	9.3%	339	20.5%	16	13.2%	1,014	19.1%	20	14.9%	3,232	8.4%
Overturn	23	53.5%	395	23.9%	38	31.4%	996	18.7%	22	16.4%	695	1.8%
Parked Vehicle	0	0.0%	18	1.1%	0	0.0%	110	2.1%	0	0.0%	1,914	5.0%
Animal	0	0.0%	137	8.3%	2	1.7%	1,030	19.4%	0	0.0%	350	0.9%
Other (Object)	1	2.3%	120	7.3%	1	0.8%	234	4.4%	1	0.7%	536	1.4%
Pedestrian	3	7.0%	4	0.2%	17	14.0%	46	0.9%	34	25.4%	557	1.5%
Other (Non-Collision)	2	4.7%	113	6.8%	3	2.5%	174	3.3%	0	0.0%	280	0.7%
Pedalcyclist	0	0.0%	1	0.1%	1	0.8%	17	0.3%	6	4.5%	342	0.9%
Vehicle on Other Roadway	0	0.0%	12	0.7%	0	0.0%	34	0.6%	3	2.2%	148	0.4%
Rollover[1]	0	0.0%	8	0.5%	2	1.7%	46	0.9%	0	0.0%	54	0.1%
Railroad Train	0	0.0%	2	0.1%	2	1.7%	13	0.2%	0	0.0%	13	0.0%
Missing Data	1	2.3%	15	0.9%	0	0.0%	55	1.0%	0	0.0%	1,252	3.3%
Total	43	100.0%	1,650	100.0%	121	100.0%	5,321	100.0%	134	100.0%	38,338	100.0%

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

Table 110: Alcohol-involved Fatalities and Crashes by Rural and Urban Location and Crash Classification, 2015

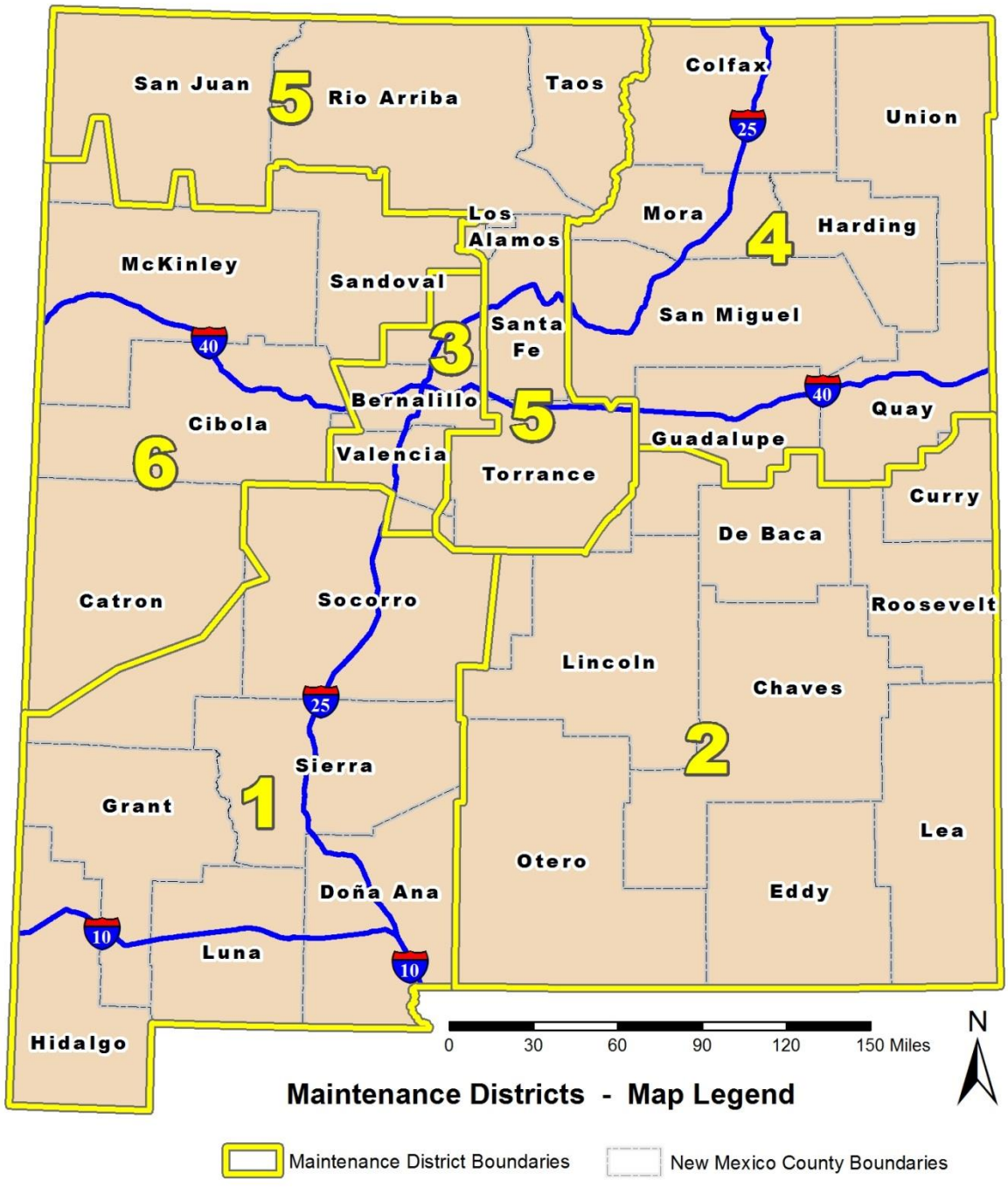
Crash Classification	Alcohol-involved Fatalities[1] and Crashes											
	Rural Interstate				Rural Non-Interstate				Urban			
	Fatalities		Crashes		Fatalities		Crashes		Fatalities		Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	0	0.0%	25	33.8%	10	22.2%	89	22.8%	22	31.9%	741	44.6%
Fixed Object	1	16.7%	20	27.0%	7	15.6%	124	31.8%	9	13.0%	490	29.5%
Overturn	4	66.7%	21	28.4%	17	37.8%	113	29.0%	9	13.0%	107	6.4%
Pedestrian	1	16.7%	1	1.4%	8	17.8%	15	3.8%	21	30.4%	109	6.6%
Parked Vehicle	0	0.0%	1	1.4%	0	0.0%	2	0.5%	0	0.0%	92	5.5%
Other (Object)	0	0.0%	1	1.4%	0	0.0%	17	4.4%	1	1.4%	38	2.3%
Other (Non-Collision)	0	0.0%	3	4.1%	2	4.4%	9	2.3%	0	0.0%	21	1.3%
Pedalcyclist	0	0.0%	0	0.0%	0	0.0%	1	0.3%	5	7.2%	22	1.3%
Vehicle on Other Roadway	0	0.0%	1	1.4%	0	0.0%	4	1.0%	2	2.9%	11	0.7%
Rollover[2]	0	0.0%	0	0.0%	1	2.2%	5	1.3%	0	0.0%	8	0.5%
Animal	0	0.0%	0	0.0%	0	0.0%	6	1.5%	0	0.0%	3	0.2%
Railroad Train	0	0.0%	1	1.4%	0	0.0%	1	0.3%	0	0.0%	2	0.1%
Missing Data	0	0.0%	0	0.0%	0	0.0%	4	1.0%	0	0.0%	17	1.0%
Total	6	100.0%	74	100.0%	45	100.0%	390	100.0%	69	100.0%	1,661	100.0%

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

[2] Rollover crashes are classified separately from Overturn crashes 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, 2015

Highway Maintenance District	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	33	12.3%	1,698	12.9%	4,142	13.0%	5,873	13.0%
District 2	56	20.8%	1,823	13.8%	5,053	15.9%	6,932	15.3%
District 3	68	25.3%	6,591	49.9%	15,479	48.6%	22,138	48.9%
District 4	22	8.2%	373	2.8%	1,009	3.2%	1,404	3.1%
District 5	58	21.6%	2,147	16.3%	4,552	14.3%	6,757	14.9%
District 6	32	11.9%	544	4.1%	1,441	4.5%	2,017	4.5%
Missing Data	0	0.0%	31	0.2%	157	0.5%	188	0.4%
Total Crashes	269	100.0%	13,207	100.0%	31,833	100.0%	45,309	100.0%

Table 112: Severity of Injuries to People in Crashes by Highway Maintenance District, 2015

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	36	12.1%	202	15.2%	626	13.9%	1,593	11.9%	12,239	12.8%	14,696	12.7%
District 2	58	19.5%	207	15.6%	764	16.9%	1,624	12.1%	14,038	14.7%	16,691	14.5%
District 3	73	24.5%	606	45.6%	1,916	42.4%	7,122	53.3%	48,091	50.2%	57,808	50.1%
District 4	28	9.4%	44	3.3%	219	4.8%	328	2.5%	2,596	2.7%	3,215	2.8%
District 5	64	21.5%	185	13.9%	746	16.5%	2,161	16.2%	14,122	14.7%	17,278	15.0%
District 6	39	13.1%	81	6.1%	240	5.3%	517	3.9%	4,307	4.5%	5,184	4.5%
Missing Data	0	0.0%	4	0.3%	7	0.2%	27	0.2%	376	0.4%	414	0.4%
Total People	298	100%	1,329	100%	4,518	100%	13,372	100%	95,769	100%	115,286	100%

Table 113: Crashes by Highway Maintenance District and Rural and Urban Location, 2015

Highway Maintenance District	Rural Interstate		Rural Non-Interstate		Urban		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	444	7.6%	661	11.3%	4,768	81.2%	5,873	100%
District 2	0	0.0%	2,056	29.7%	4,876	70.3%	6,932	100%
District 3	167	0.8%	276	1.2%	21,695	98.0%	22,138	100%
District 4	409	29.1%	420	29.9%	575	41.0%	1,404	100%
District 5	307	4.5%	1,289	19.1%	5,161	76.4%	6,757	100%
District 6	316	15.7%	585	29.0%	1,116	55.3%	2,017	100%
Missing Data	7	3.7%	34	18.1%	147	78.2%	188	100%
Total Crashes	1,650	3.6%	5,321	11.7%	38,338	84.6%	45,309	100%

Appendix

Appendix A – Hour and Day of Week

Appendix Table A-1: Severity of Injuries by Hour, 2015

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	34	90	120	806	1,063
1 a.m.	9	25	45	82	593	754
2 a.m.	4	28	69	104	682	887
3 a.m.	6	9	51	51	455	572
4 a.m.	2	15	45	59	428	549
5 a.m.	14	26	51	81	660	832
6 a.m.	15	12	97	221	1,608	1,953
7 a.m.	8	61	200	798	5,176	6,243
8 a.m.	21	60	173	699	4,994	5,947
9 a.m.	9	50	195	580	3,929	4,763
10 a.m.	11	77	189	580	4,323	5,180
11 a.m.	7	60	226	769	5,203	6,265
Noon	9	93	251	981	6,679	8,013
1 p.m.	11	59	242	944	6,613	7,869
2 p.m.	19	81	296	874	6,649	7,919
3 p.m.	20	98	345	1,145	8,465	10,073
4 p.m.	16	99	361	1,164	8,572	10,212
5 p.m.	20	91	392	1,337	8,842	10,682
6 p.m.	13	88	294	853	6,311	7,559
7 p.m.	20	78	226	558	4,007	4,889
8 p.m.	12	43	190	502	3,269	4,016
9 p.m.	12	57	169	349	2,735	3,322
10 p.m.	16	40	158	279	1,852	2,345
11 p.m.	11	36	126	154	1,217	1,544
Missing Data	0	9	37	88	1,701	1,835
Total	298	1,329	4,518	13,372	95,769	115,286

[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-2: Severity of Injuries to People in Alcohol-involved Crashes by Hour, 2015

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	8	21	46	25	114	214
1 a.m.	8	15	21	39	133	216
2 a.m.	3	14	21	27	138	203
3 a.m.	6	3	18	7	76	110
4 a.m.	0	11	15	4	54	84
5 a.m.	4	3	10	6	53	76
6 a.m.	7	0	11	10	28	56
7 a.m.	1	0	13	14	45	73
8 a.m.	5	0	3	7	36	51
9 a.m.	2	3	11	19	48	83
10 a.m.	2	1	2	5	62	72
11 a.m.	0	2	6	8	61	77
Noon	3	14	9	20	84	130
1 p.m.	3	2	18	16	99	138
2 p.m.	6	5	25	28	116	180
3 p.m.	7	16	19	32	159	233
4 p.m.	3	1	36	43	196	279
5 p.m.	10	6	39	59	243	357
6 p.m.	5	15	39	38	301	398
7 p.m.	10	16	31	49	220	326
8 p.m.	8	15	62	73	305	463
9 p.m.	4	21	25	33	264	347
10 p.m.	9	18	52	41	209	329
11 p.m.	6	21	45	37	217	326
Missing Data	0	1	5	8	28	42
Total	120	224	582	648	3,289	4,863

[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 – Hour and Day of Week

Appendix Table A-3: Severity of Injuries to People in Crashes by Day of the Week, 2015

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	56	182	653	1,210	8,651	10,752
Monday	37	195	592	2,021	13,658	16,503
Tuesday	33	184	614	2,122	14,623	17,576
Wednesday	34	163	589	1,969	14,147	16,902
Thursday	39	194	636	2,027	14,181	17,077
Friday	42	214	703	2,302	17,424	20,685
Saturday	57	197	731	1,721	13,085	15,791
Total	298	1,329	4,518	13,372	95,769	115,286

[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, 2015

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	32	51	115	99	450	747
Monday	9	38	69	69	381	566
Tuesday	8	17	65	70	365	525
Wednesday	11	20	55	72	384	542
Thursday	14	26	72	76	380	568
Friday	20	40	97	117	574	848
Saturday	26	32	109	145	755	1,067
Total	120	224	582	648	3,289	4,863

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

Appendix Table A-5: Pedestrian-involved Crashes by Hour, 2011 - 2015

Hour[1]	Pedestrian-involved Crashes[2]				
	2011	2012	2013	2014	2015
Midnight	8	8	3	4	6
1 a.m.	5	6	5	4	6
2 a.m.	4	11	4	5	11
3 a.m.	3	1	6	4	2
4 a.m.	5	3	4	4	2
5 a.m.	4	8	4	6	7
6 a.m.	4	2	7	8	7
7 a.m.	18	14	20	25	23
8 a.m.	20	19	18	19	31
9 a.m.	14	14	21	15	21
10 a.m.	15	18	15	17	17
11 a.m.	23	20	30	23	21
Noon	20	25	25	28	32
1 p.m.	25	25	30	24	30
2 p.m.	17	24	28	26	37
3 p.m.	31	25	25	43	46
4 p.m.	39	27	43	35	42
5 p.m.	28	47	50	37	42
6 p.m.	27	27	37	60	47
7 p.m.	35	27	30	45	47
8 p.m.	22	23	33	41	40
9 p.m.	27	28	20	43	42
10 p.m.	9	21	22	21	24
11 p.m.	11	7	14	16	17
Missing Data	0	2	4	5	4
Total	414	432	498	558	604

[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, 2011 - 2015

Hour[1]	Pedalcycle-involved Crashes[2]				
	2011	2012	2013	2014	2015
Midnight	7	3	0	4	1
1 a.m.	0	2	1	0	1
2 a.m.	3	2	0	0	1
3 a.m.	1	1	0	0	1
4 a.m.	0	0	1	1	0
5 a.m.	1	1	3	2	3
6 a.m.	8	7	1	6	9
7 a.m.	12	21	21	20	17
8 a.m.	27	25	6	21	17
9 a.m.	14	26	14	12	18
10 a.m.	12	19	11	9	22
11 a.m.	13	21	26	19	18
Noon	24	26	16	25	22
1 p.m.	21	19	18	13	24
2 p.m.	22	29	13	12	15
3 p.m.	29	28	33	23	39
4 p.m.	40	34	27	27	27
5 p.m.	40	36	32	42	42
6 p.m.	21	23	20	29	26
7 p.m.	21	23	18	19	16
8 p.m.	11	14	18	14	17
9 p.m.	10	10	6	5	5
10 p.m.	2	10	10	3	8
11 p.m.	6	3	3	4	6
Missing Data	0	5	4	2	4
Total	345	388	302	312	359

[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 - 2015

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	1.34	121.0	1.41
2015	237.0	1.34	123.3	1.44

[1] The CPI used here is from the Bureau of Labor Statistics (BLS), Consumer Price Index Detailed Report, Data for December 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 2015. Accessed Feb. 8, 2017: http://www.bls.gov/cpi/cpid1512.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 Feb. 8, 2017: 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, 2015

Crash Severity	Human Capital Crash Costs (2001 Dollars)	CPI Ratio (2015/2001)	2015 CPI-Adjusted Human Capital Costs[1]
Fatal Crash (K)	1,245,600	1.338323	1,667,015
Suspected Serious Injury Crash (A)	111,400	1.338323	149,089
Suspected Minor Injury Crash (B)	41,900	1.338323	56,076
Possible Injury Crash (C)	28,400	1.338323	38,008
Property Damage Only Crash (O)	6,400	1.338323	8,565

[1] Based on multiplying the Human Capital Crash Cost in 2001 Dollars by the CPI Ratio for 2015.

Appendix Table B-4: FHWA Calculation of Comprehensive Cost Estimates per Crash, 2015

Crash Severity	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)[1]	ECI Ratio (2015/2001)	2015 ECI-Adjusted Cost Difference[2]	2015 Comprehensive Costs[3] Per Crash
Fatal Crash (K)	4,008,900	2,763,300	1.4370629	3,971,036	5,638,051
Suspected Serious Injury Crash (A)	216,000	104,600	1.4370629	150,317	299,406
Suspected Minor Injury Crash (B)	79,000	37,100	1.4370629	53,315	109,391
Possible Injury Crash (C)	44,900	16,500	1.4370629	23,712	61,720
Property Damage Only Crash (O)	7,400	1,000	1.4370629	1,437	10,002

[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 2015.

[3] Sum of 2015 CPI-Adjusted Human Capital Costs and the 2015 ECI-Adjusted Cost Difference

- The total human capital cost of the 45,309 crashes in New Mexico was **$1.4 billion**. This represents the 2015 value of human capital costs for 269 fatal crashes and 45,040 non-fatal crashes. (Table B-5)
- 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 2015 totals **$3.1 billion**. About half of this amount ($1.5 billion) is the cost of fatal crashes. (Table B-6)

Appendix Table B-5: Calculation of Human Capital Crash Cost Estimates, 2015 Adjusted

Crash Severity	Human Capital[1] Costs per Crash, 2015 CPI-Adjusted ($)	Total Crashes 2015	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,667,015	269	448,427,063
Suspected Serious Injury Crash (A)	149,089	1,071	159,674,512
Suspected Minor Injury Crash (B)	56,076	3,572	200,302,518
Possible Injury Crash (C)	38,008	8,564	325,503,704
Property Damage Only Crash (O)	8,565	31,833	272,658,147
Total			**1,406,565,944**

[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, 2015 Adjusted

Crash Severity	Comprehensive[1] Costs per Crash, 2014 Adjusted ($)	Total Crashes 2015	Total Comprehensive Costs Estimate ($)
Fatal Crash (K)	5,638,051	269	1,516,635,751
Suspected Serious Injury Crash (A)	299,406	1,071	320,663,787
Suspected Minor Injury Crash (B)	109,391	3,572	390,743,823
Possible Injury Crash (C)	61,720	8,564	528,569,319
Property Damage Only Crash (O)	10,002	31,833	318,404,171
Total			**3,075,016,851**

[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, 2015

Age Group	Unbelted Fatalities[1]					
	Males		Females		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	0	0.0%	1	2.3%	1	0.9%
5-9	2	2.8%	2	4.7%	4	3.5%
10-14	1	1.4%	0	0.0%	1	0.9%
15-19	1	1.4%	5	11.6%	6	5.2%
20-24	16	22.2%	5	11.6%	21	18.3%
25-29	11	15.3%	9	20.9%	20	17.4%
30-34	8	11.1%	4	9.3%	12	10.4%
35-39	7	9.7%	4	9.3%	11	9.6%
40-44	7	9.7%	2	4.7%	9	7.8%
45-49	7	9.7%	1	2.3%	8	7.0%
50-54	2	2.8%	3	7.0%	5	4.3%
55-59	3	4.2%	3	7.0%	6	5.2%
60-64	2	2.8%	2	4.7%	4	3.5%
65-69	1	1.4%	0	0.0%	1	0.9%
70-74	3	4.2%	0	0.0%	3	2.6%
75 +	1	1.4%	2	4.7%	3	2.6%
Missing Data	0	0.0%	0	0.0%	0	0.0%
Total	72	100.0%	43	100.0%	115	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, 2015

Age Group	Unbelted Occupants with Fatal or Suspected Serious Injuries[1]							
	Males		Females		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1-4	2	1.5%	4	4.5%	0	0.0%	6	2.7%
5-9	6	4.4%	5	5.6%	0	0.0%	11	4.9%
10-14	2	1.5%	5	5.6%	0	0.0%	7	3.1%
15-19	10	7.4%	10	11.2%	0	0.0%	20	8.8%
20-24	27	19.9%	9	10.1%	0	0.0%	36	15.9%
25-29	26	19.1%	18	20.2%	0	0.0%	44	19.5%
30-34	12	8.8%	8	9.0%	0	0.0%	20	8.8%
35-39	9	6.6%	6	6.7%	0	0.0%	15	6.6%
40-44	10	7.4%	4	4.5%	0	0.0%	14	6.2%
45-49	10	7.4%	1	1.1%	0	0.0%	11	4.9%
50-54	5	3.7%	6	6.7%	0	0.0%	11	4.9%
55-59	5	3.7%	4	4.5%	0	0.0%	9	4.0%
60-64	4	2.9%	4	4.5%	0	0.0%	8	3.5%
65-69	1	0.7%	1	1.1%	0	0.0%	2	0.9%
70-74	4	2.9%	0	0.0%	0	0.0%	4	1.8%
75 +	2	1.5%	3	3.4%	0	0.0%	5	2.2%
Missing Data	1	0.7%	1	1.1%	1	100.0%	3	1.3%
Total	136	100.0%	89	100.0%	1	100.0%	226	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, 2015

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	1,853	3.4%	1,690	3.6%	8	0.1%	3,551	3.1%	**1.10**
5-9	1,823	3.4%	1,835	3.9%	5	0.0%	3,663	3.2%	**0.99**
10-14	1,702	3.2%	1,797	3.8%	10	0.1%	3,509	3.0%	**0.95**
15-19	6,098	11.3%	5,584	11.8%	157	1.1%	11,839	10.3%	**1.09**
20-24	6,891	12.8%	5,776	12.2%	440	3.1%	13,107	11.4%	**1.19**
25-29	5,517	10.3%	4,722	10.0%	368	2.6%	10,607	9.2%	**1.17**
30-34	4,614	8.6%	4,058	8.6%	359	2.5%	9,031	7.8%	**1.14**
35-39	3,810	7.1%	3,319	7.0%	292	2.1%	7,421	6.4%	**1.15**
40-44	3,345	6.2%	2,986	6.3%	236	1.7%	6,567	5.7%	**1.12**
45-49	3,143	5.8%	2,640	5.6%	216	1.5%	5,999	5.2%	**1.19**
50-54	3,241	6.0%	2,721	5.7%	243	1.7%	6,205	5.4%	**1.19**
55-59	2,996	5.6%	2,532	5.4%	199	1.4%	5,727	5.0%	**1.18**
60-64	2,467	4.6%	2,177	4.6%	191	1.4%	4,835	4.2%	**1.13**
65-69	1,913	3.6%	1,736	3.7%	135	1.0%	3,784	3.3%	**1.10**
70-74	1,294	2.4%	1,205	2.5%	84	0.6%	2,583	2.2%	**1.07**
75+	1,821	3.4%	1,545	3.3%	87	0.6%	3,453	3.0%	**1.18**
Missing Data	1,292	2.4%	1,000	2.1%	11,113	78.6%	13,405	11.6%	**1.29**
Total	53,820	100.0%	47,323	100.0%	14,143	100.0%	115,286	100.0%	**1.14**

Appendix – Age and Sex

Appendix Table D-2: People Killed in Crashes by Age Group and Sex, 2015

Age Group	Fatalities in Crashes						Ratio[1] of Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	2	2.3%	2	0.7%	-
5-9	4	1.9%	4	4.5%	8	2.7%	1.0
10-14	3	1.4%	1	1.1%	4	1.3%	3.0
15-19	5	2.4%	5	5.7%	10	3.4%	1.0
20-24	29	13.8%	16	18.2%	45	15.1%	1.8
25-29	31	14.8%	10	11.4%	41	13.8%	3.1
30-34	20	9.5%	9	10.2%	29	9.7%	2.2
35-39	19	9.0%	7	8.0%	26	8.7%	2.7
40-44	13	6.2%	5	5.7%	18	6.0%	2.6
45-49	17	8.1%	3	3.4%	20	6.7%	5.7
50-54	12	5.7%	7	8.0%	19	6.4%	1.7
55-59	17	8.1%	5	5.7%	22	7.4%	3.4
60-64	13	6.2%	4	4.5%	17	5.7%	3.3
65-69	12	5.7%	3	3.4%	15	5.0%	4.0
70-74	6	2.9%	0	0.0%	6	2.0%	-
75+	9	4.3%	7	8.0%	16	5.4%	1.3
Total	210	100%	88	100%	298	100%	2.4

[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, 2015

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	6	0.8%	9	1.5%	0	0.0%	15	1.1%	0.67
5-9	11	1.5%	9	1.5%	0	0.0%	20	1.5%	1.22
10-14	17	2.3%	21	3.5%	0	0.0%	38	2.9%	0.81
15-19	59	8.1%	51	8.6%	0	0.0%	110	8.3%	1.16
20-24	96	13.3%	58	9.8%	1	8.3%	155	11.7%	1.66
25-29	88	12.2%	67	11.3%	0	0.0%	155	11.7%	1.31
30-34	71	9.8%	49	8.3%	1	8.3%	121	9.1%	1.45
35-39	59	8.1%	50	8.4%	1	8.3%	110	8.3%	1.18
40-44	52	7.2%	48	8.1%	0	0.0%	100	7.5%	1.08
45-49	50	6.9%	38	6.4%	1	8.3%	89	6.7%	1.32
50-54	63	8.7%	53	8.9%	2	16.7%	118	8.9%	1.19
55-59	52	7.2%	35	5.9%	0	0.0%	87	6.5%	1.49
60-64	39	5.4%	36	6.1%	0	0.0%	75	5.6%	1.08
65-69	19	2.6%	23	3.9%	0	0.0%	42	3.2%	0.83
70-74	13	1.8%	19	3.2%	0	0.0%	32	2.4%	0.68
75+	20	2.8%	19	3.2%	0	0.0%	39	2.9%	1.05
Missing Data	9	1.2%	8	1.3%	6	50.0%	23	1.7%	1.13
Total	724	100%	593	100%	12	100%	1,329	100%	1.22

[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, 2011 - 2015

Age	Senior Drivers in Crashes per 1,000 Licensed Drivers of the Same Age				
	2011	2012	2013	2014	2015
65	26.6	21.6	17.9	20.7	25.7
66	24.0	23.3	20.3	20.2	24.0
67	22.1	20.0	21.5	20.8	21.0
68	21.9	21.2	19.7	20.6	24.2
69	23.3	21.7	20.9	21.9	25.4
70	21.3	20.5	19.2	20.5	21.1
71	22.9	21.1	20.0	20.5	21.2
72	23.3	22.4	21.2	19.9	22.3
73	21.0	22.9	19.8	20.0	22.2
74	20.0	22.6	20.4	21.3	24.7
75	24.9	25.0	19.9	22.6	26.0
76	22.7	24.2	22.9	22.6	21.8
77	23.6	25.7	24.5	22.9	26.2
78	29.0	27.5	24.1	22.4	32.2
79	24.5	26.9	26.3	24.9	28.5
80	26.6	26.2	27.7	26.1	28.0
81	28.0	25.4	28.2	25.4	24.1
82	28.0	26.9	26.2	24.5	23.6
83	29.8	23.2	29.9	26.8	27.9
84	27.9	26.9	28.5	23.1	30.7
85	29.7	35.7	27.6	27.4	33.7
86	29.3	27.1	26.9	17.8	33.4
87	35.9	31.5	37.0	36.4	26.5
88	30.2	36.4	32.1	33.5	33.9
89	34.3	22.8	31.4	31.3	29.4
90 +	38.6	36.2	43.9	33.4	31.3
Drivers Age 65+	24.3	23.4	22.1	22.0	24.6

Appendix Table D-5: Senior New Mexican Drivers in Crashes and Licensed Senior Drivers, 2011 - 2015

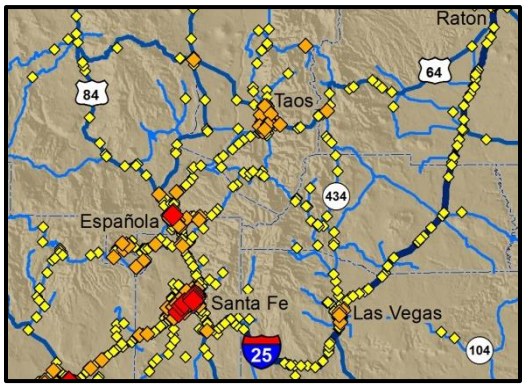
Age	Senior Drivers in Crashes					New Mexico Senior Licensed Drivers				
	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
65	491	543	425	496	615	18,462	25,137	23,735	23,952	23,950
66	433	429	500	475	567	18,055	18,407	24,685	23,563	23,655
67	391	361	389	511	492	17,676	18,039	18,076	24,515	23,480
68	389	372	347	368	563	17,799	17,542	17,634	17,864	23,252
69	363	384	358	383	441	15,558	17,698	17,132	17,511	17,387
70	309	315	332	347	363	14,483	15,402	17,262	16,919	17,178
71	304	301	300	348	355	13,250	14,283	14,983	17,006	16,749
72	294	289	292	290	362	12,645	12,884	13,766	14,560	16,247
73	251	280	243	265	310	11,955	12,229	12,284	13,259	13,962
74	217	260	237	252	307	10,850	11,488	11,641	11,849	12,439
75	236	248	205	234	276	9,486	9,929	10,283	10,369	10,630
76	196	215	205	211	211	8,651	8,898	8,960	9,355	9,669
77	181	213	203	192	232	7,684	8,285	8,282	8,400	8,861
78	205	201	186	174	253	7,072	7,297	7,718	7,777	7,869
79	166	181	176	178	208	6,782	6,721	6,681	7,158	7,287
80	163	167	171	160	188	6,128	6,376	6,166	6,130	6,716
81	156	145	162	143	136	5,580	5,715	5,751	5,621	5,640
82	138	138	133	128	124	4,927	5,130	5,079	5,214	5,251
83	125	105	135	121	134	4,197	4,525	4,518	4,518	4,795
84	102	102	112	92	121	3,655	3,797	3,924	3,984	3,944
85	91	117	90	94	121	3,064	3,280	3,265	3,427	3,586
86	74	71	75	50	97	2,522	2,624	2,785	2,816	2,907
87	78	67	80	85	63	2,170	2,127	2,160	2,332	2,373
88	53	65	55	59	65	1,757	1,788	1,715	1,760	1,919
89	48	32	45	43	42	1,399	1,405	1,433	1,374	1,428
90 +	115	117	149	118	115	2,977	3,235	3,394	3,529	3,676
Total	5,569	5,718	5,605	5,817	6,761	228,784	244,241	253,312	264,762	274,850

Appendix E – Maps

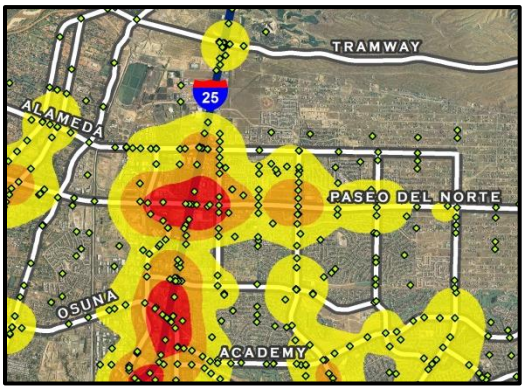
All maps in this section are digitally available in high-resolution color at tru.unm.edu. Mapping traffic crash data involves the use of a technique called Geocoding. Geocoding is the process of taking the descriptive locational information available in a particular data set and assigning it unique geographic coordinates. The descriptive crash location data are taken from Uniform Crash Reports. The data are processed using ESRI ArcGIS 10.3 software using custom-made address locators to derive crash location coordinates. Of the 45,309 crashes in 2015 that were reported, 45,121 crashes were able to be geocoded – a match rate of 99.6 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.

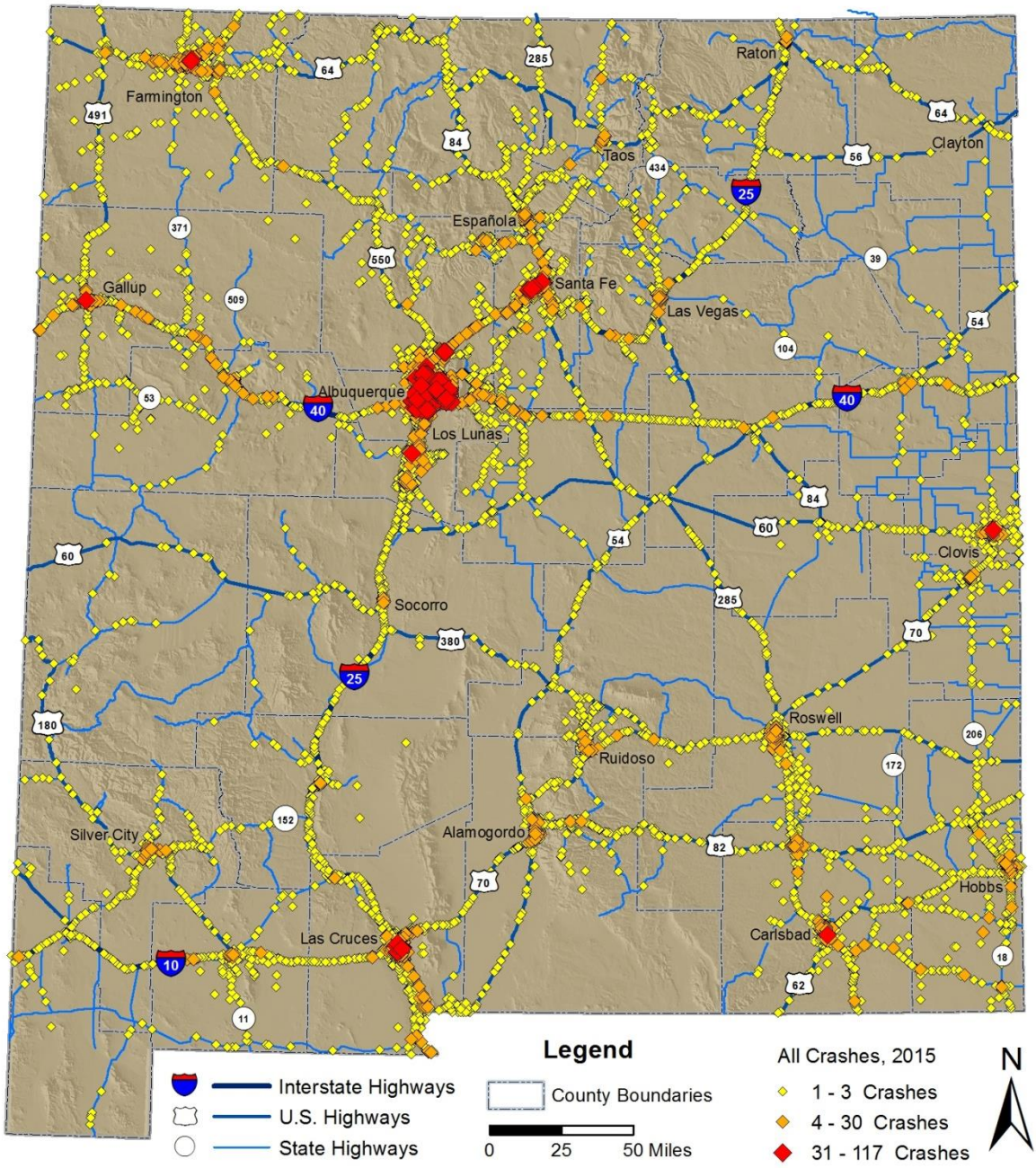
Dot Map



Density Map



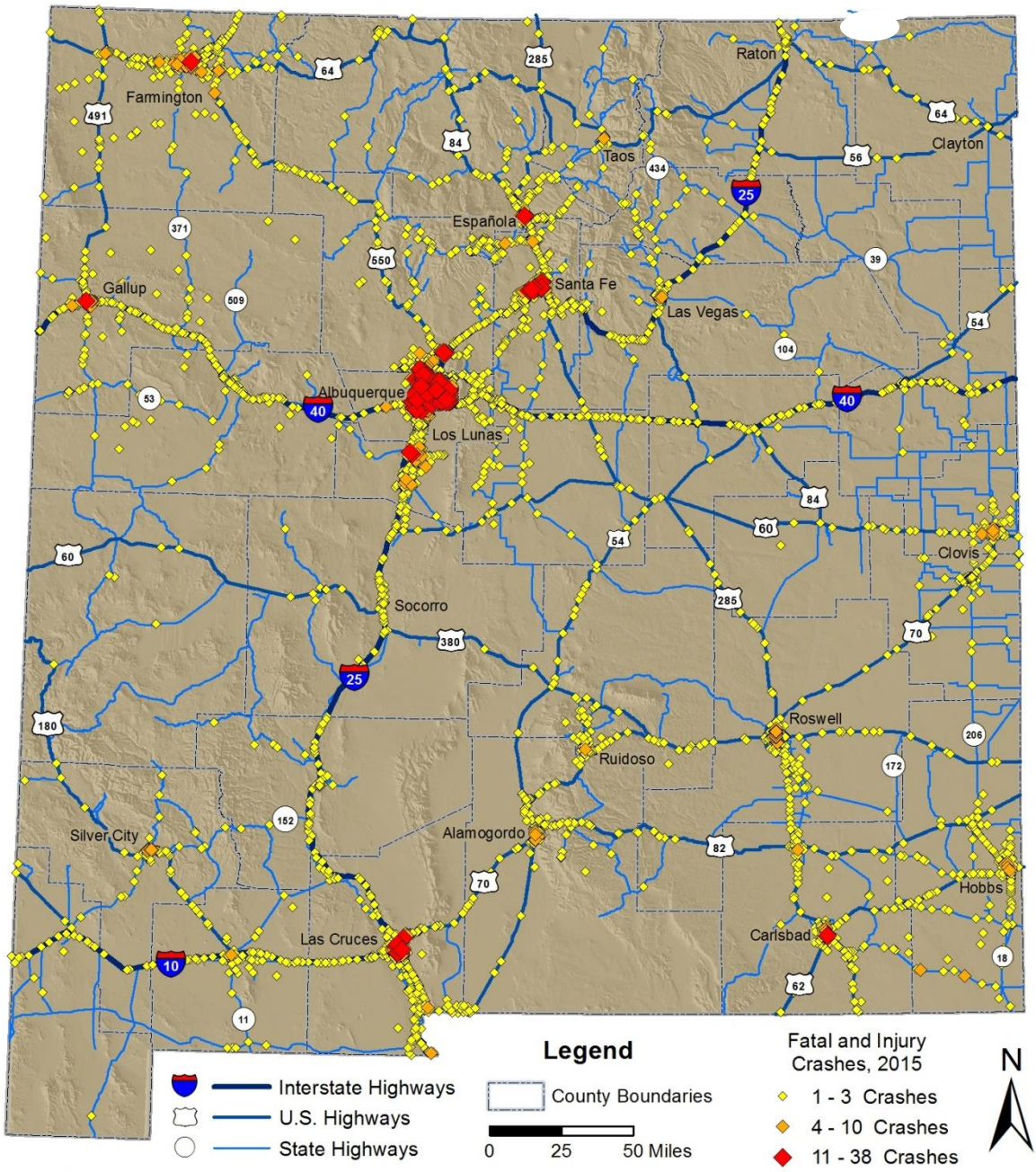
Map 2: All Crashes[33] in New Mexico, 2015



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

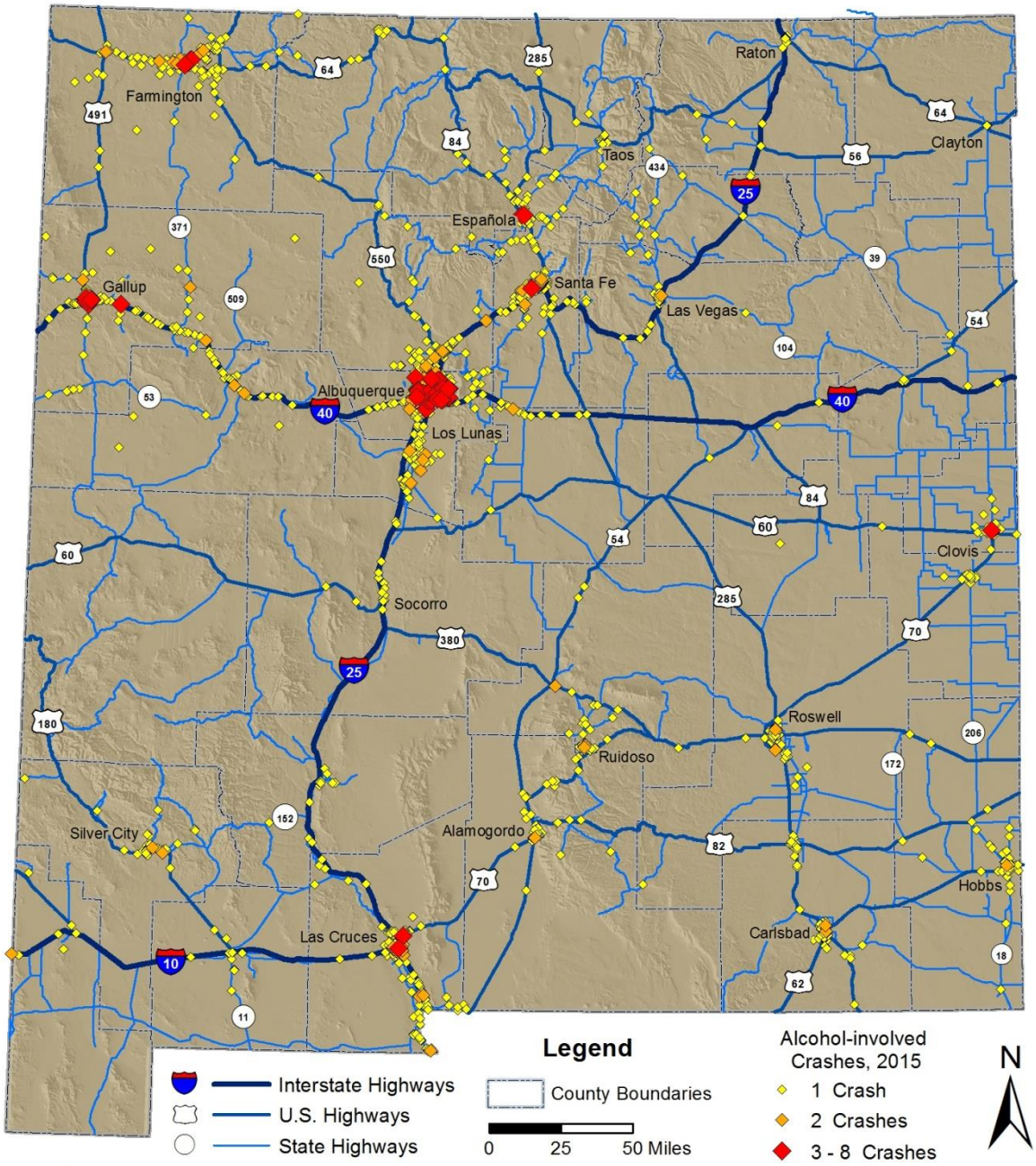
[33] Points on this map represent geocodable crash locations. Each crash point is assigned a color and size according to the number of crashes that occurred at that location.

Map 3: Fatal and Injury Crashes in New Mexico, 2015



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

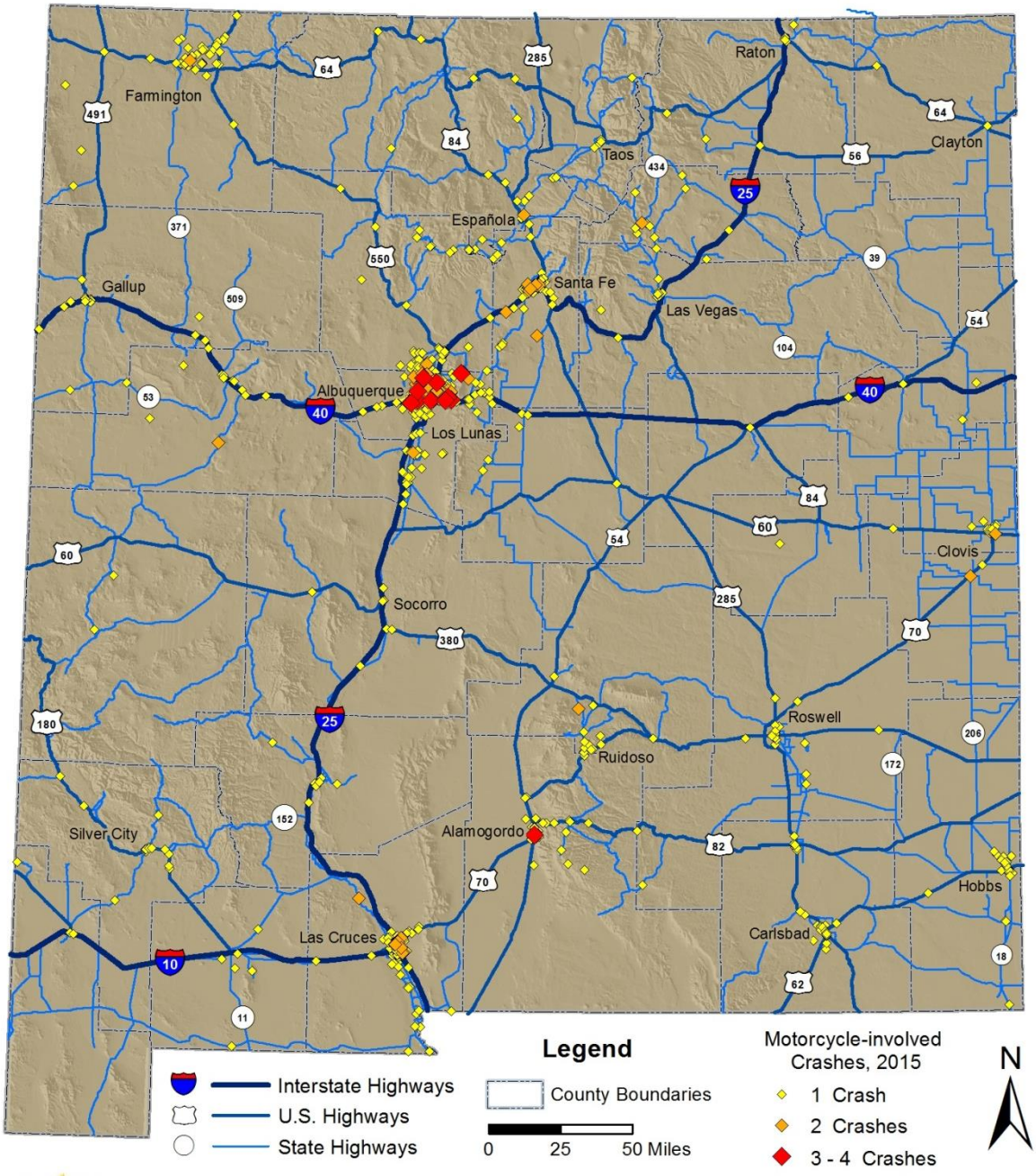
Map 4: Alcohol-involved Crashes, 2015



A map of alcohol-involved crashes by county is provided on the last page of this report.

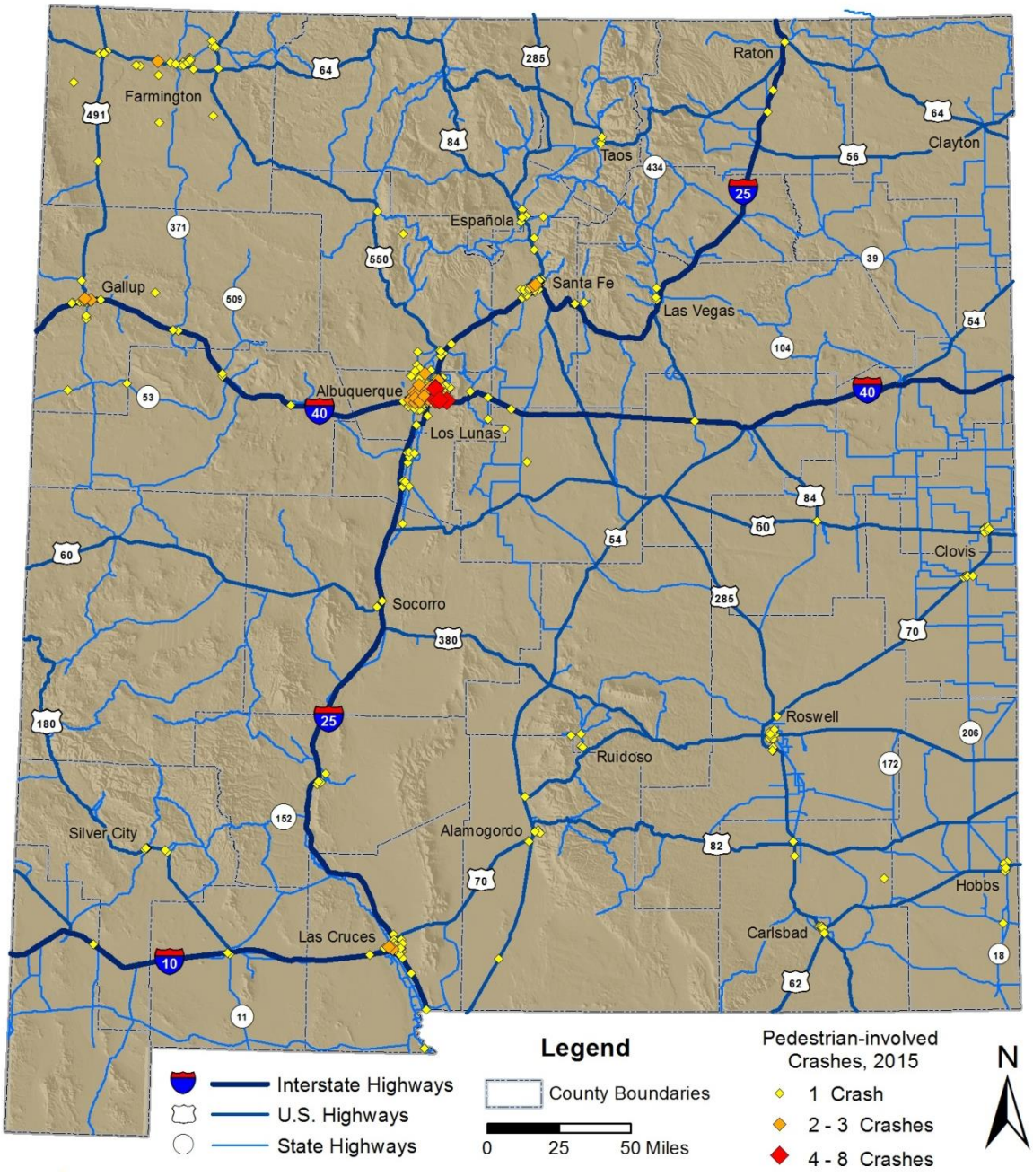
All maps are available in high-resolution color at tru.unm.edu.

Map 5: Motorcycle-involved Crashes, 2015



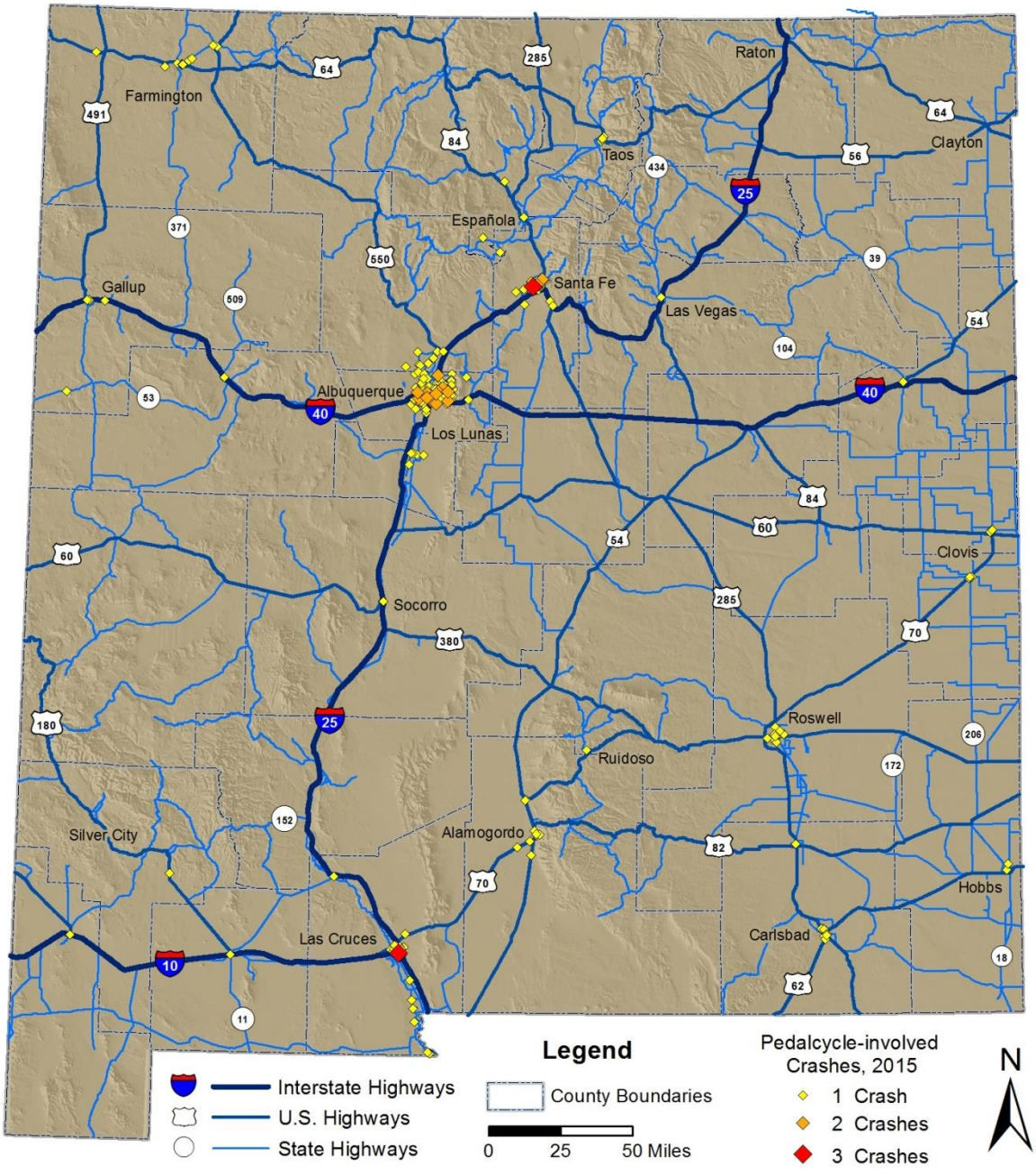
All maps are available in high-resolution color at tru.unm.edu.

Map 6: Pedestrian-involved Crashes, 2015



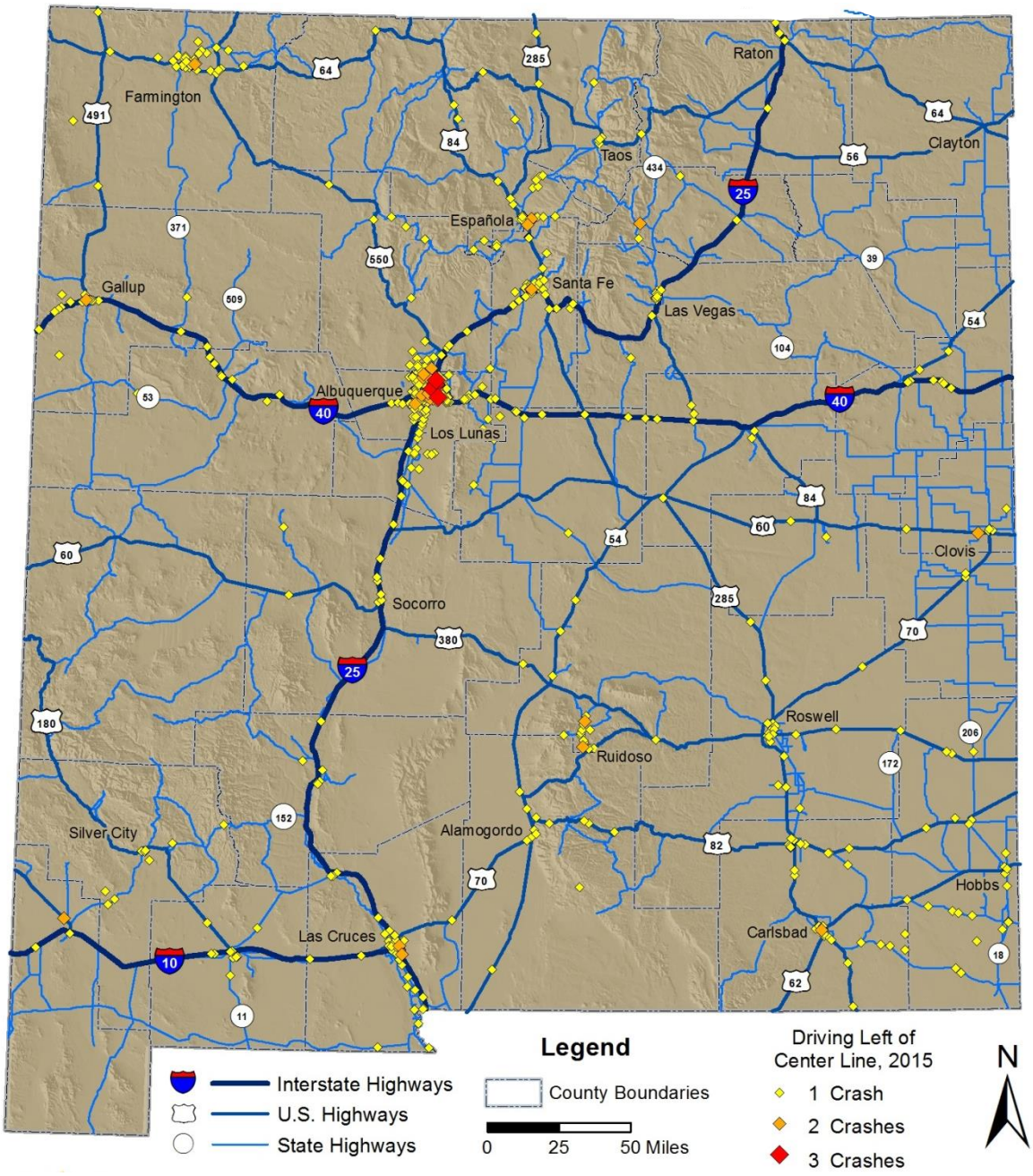
All maps are available in high-resolution color at tru.unm.edu.

Map 7: Pedalcycle-involved Crashes, 2015



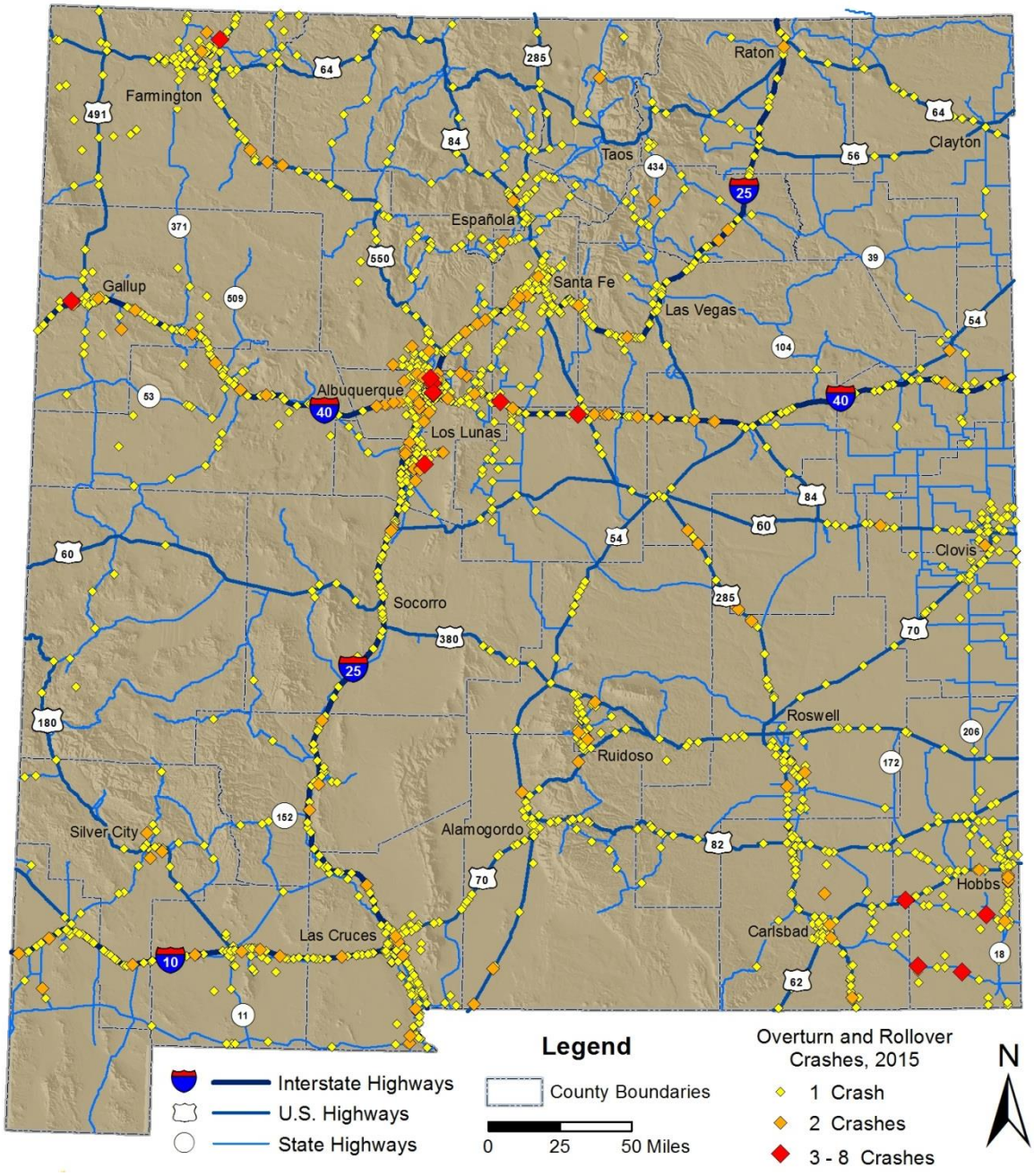
All maps are available in high-resolution color at tru.unm.edu.

Map 8: Crashes Involving Driving Left of the Center Line, 2015



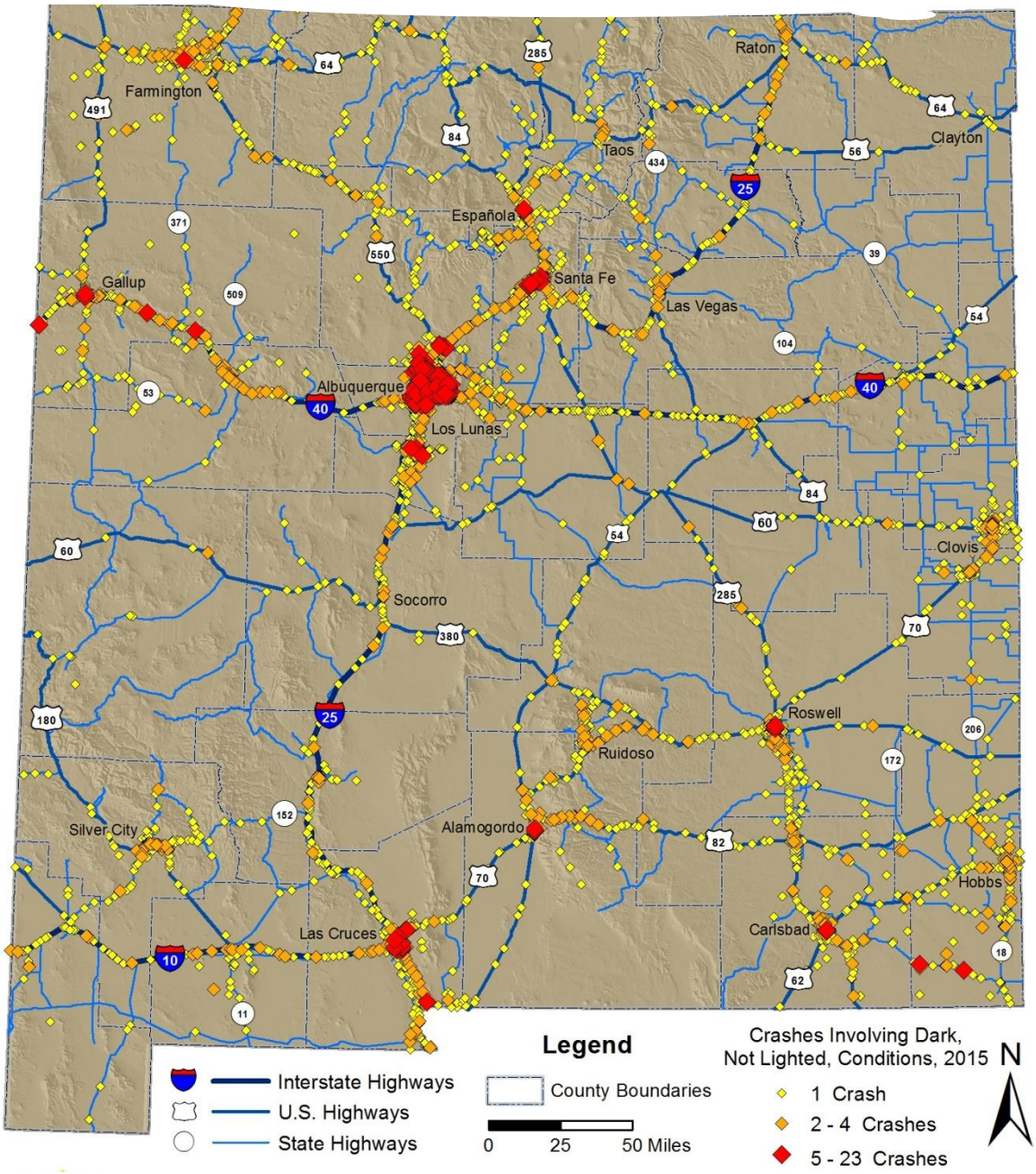
All maps are available in high-resolution color at tru.unm.edu.

Map 9: Overturn and Rollover Crashes, 2015



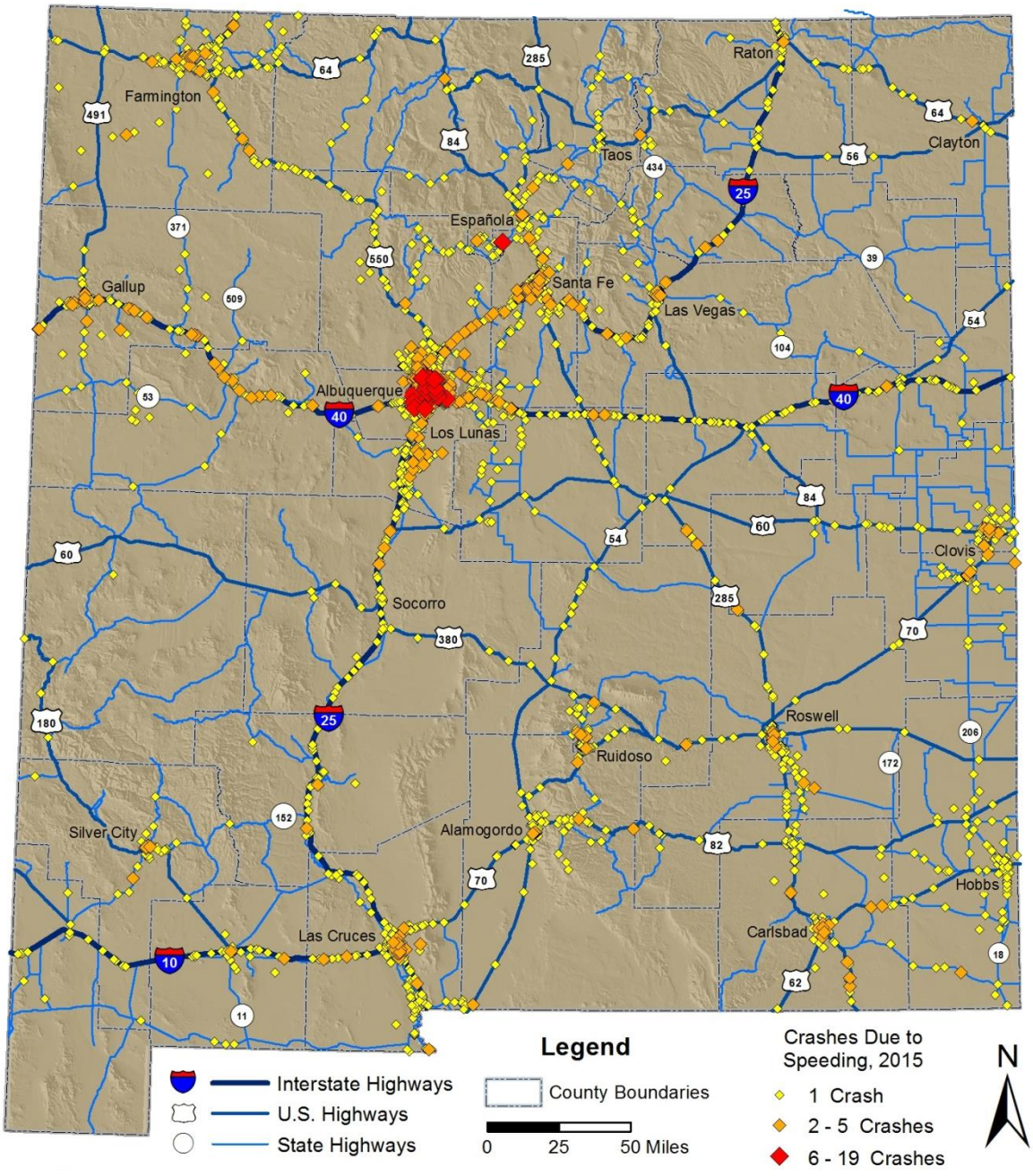
All maps are available in high-resolution color at tru.unm.edu.

Map 10: Crashes in Dark Conditions (Excluding Lighted Areas), 2015



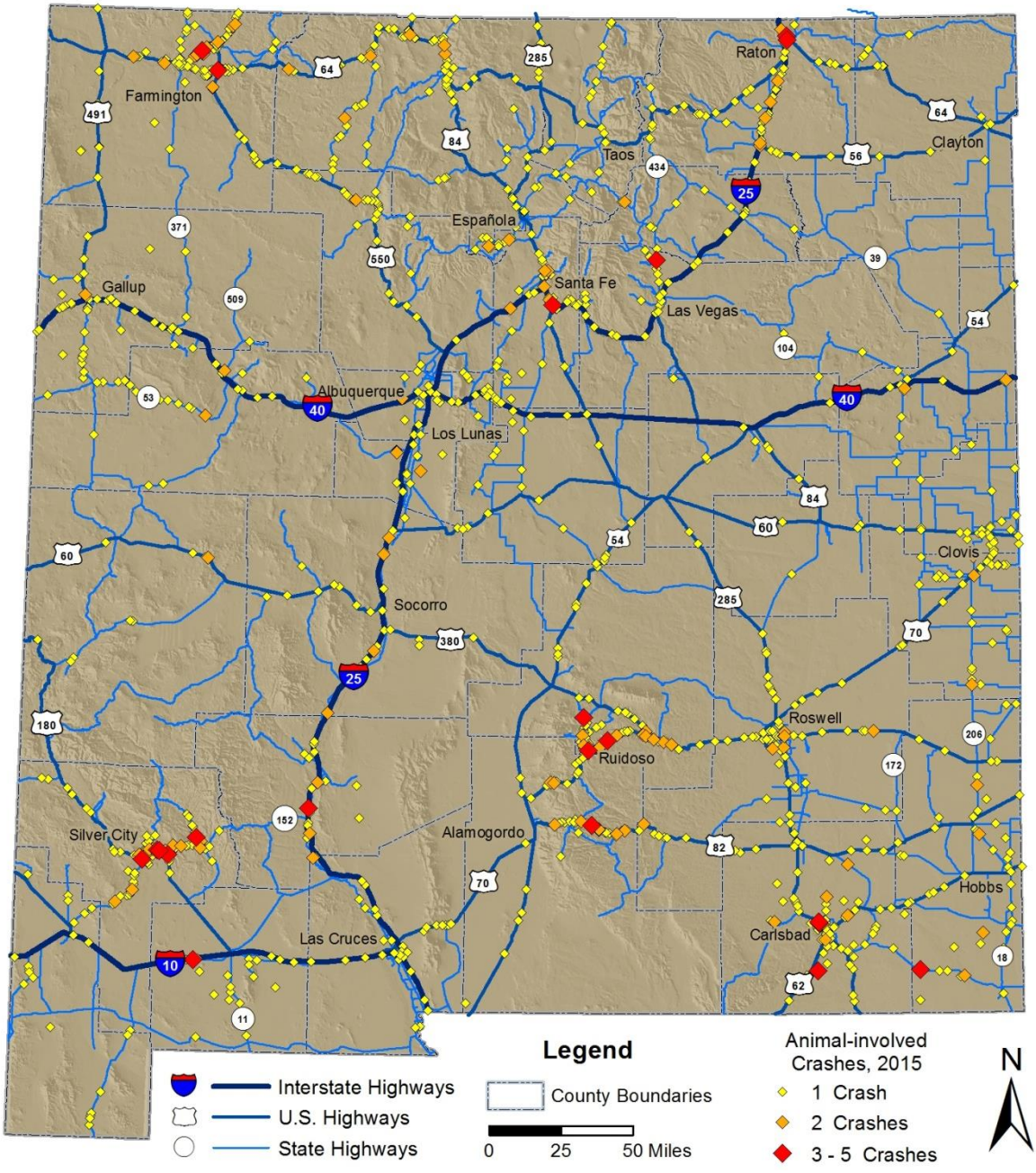
All maps are available in high-resolution color at tru.unm.edu.

Map 11: Crashes Due to Speeding, 2015



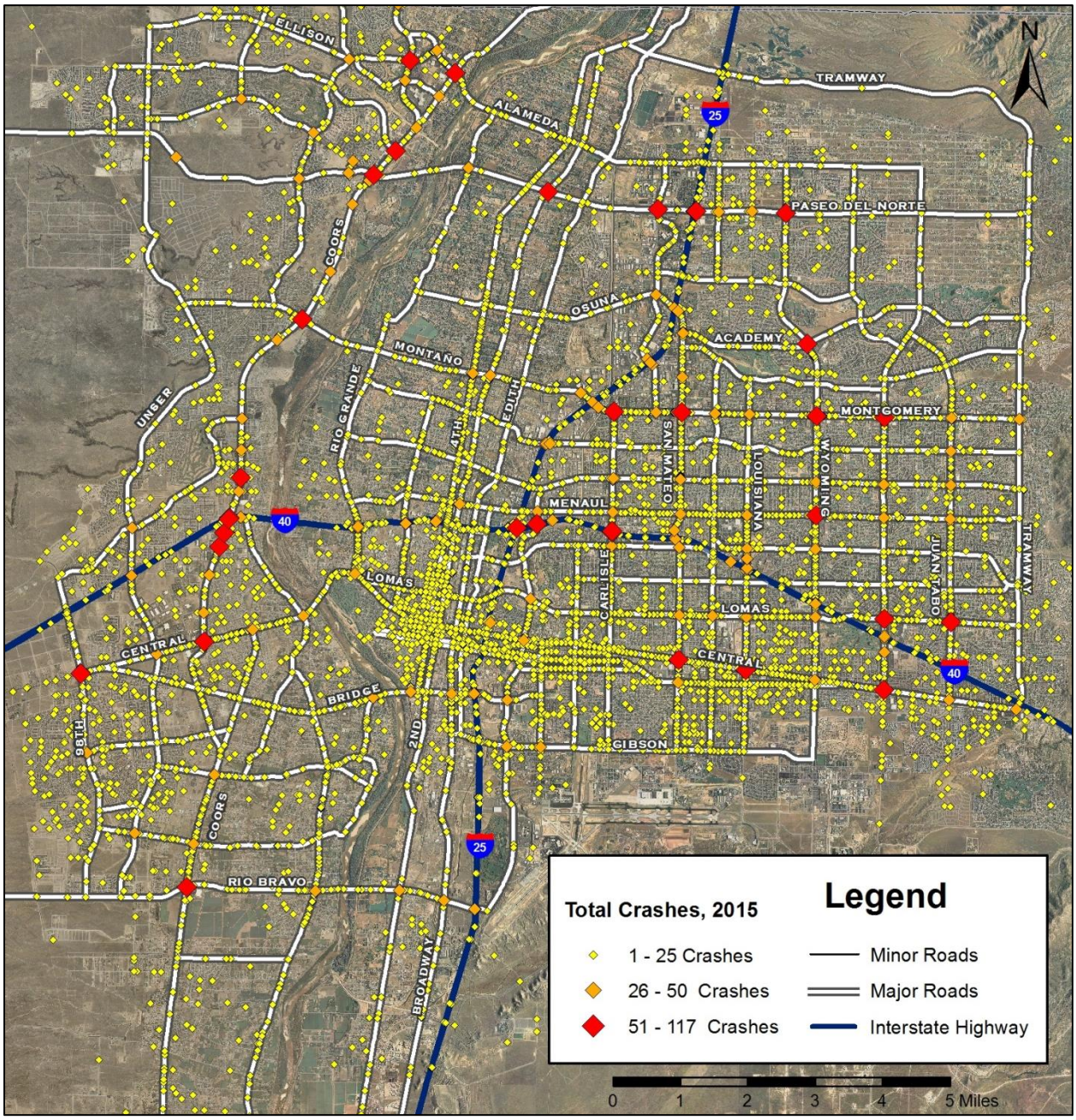
All maps are available in high-resolution color at tru.unm.edu.

Map 12: Animal-involved Crashes, 2015



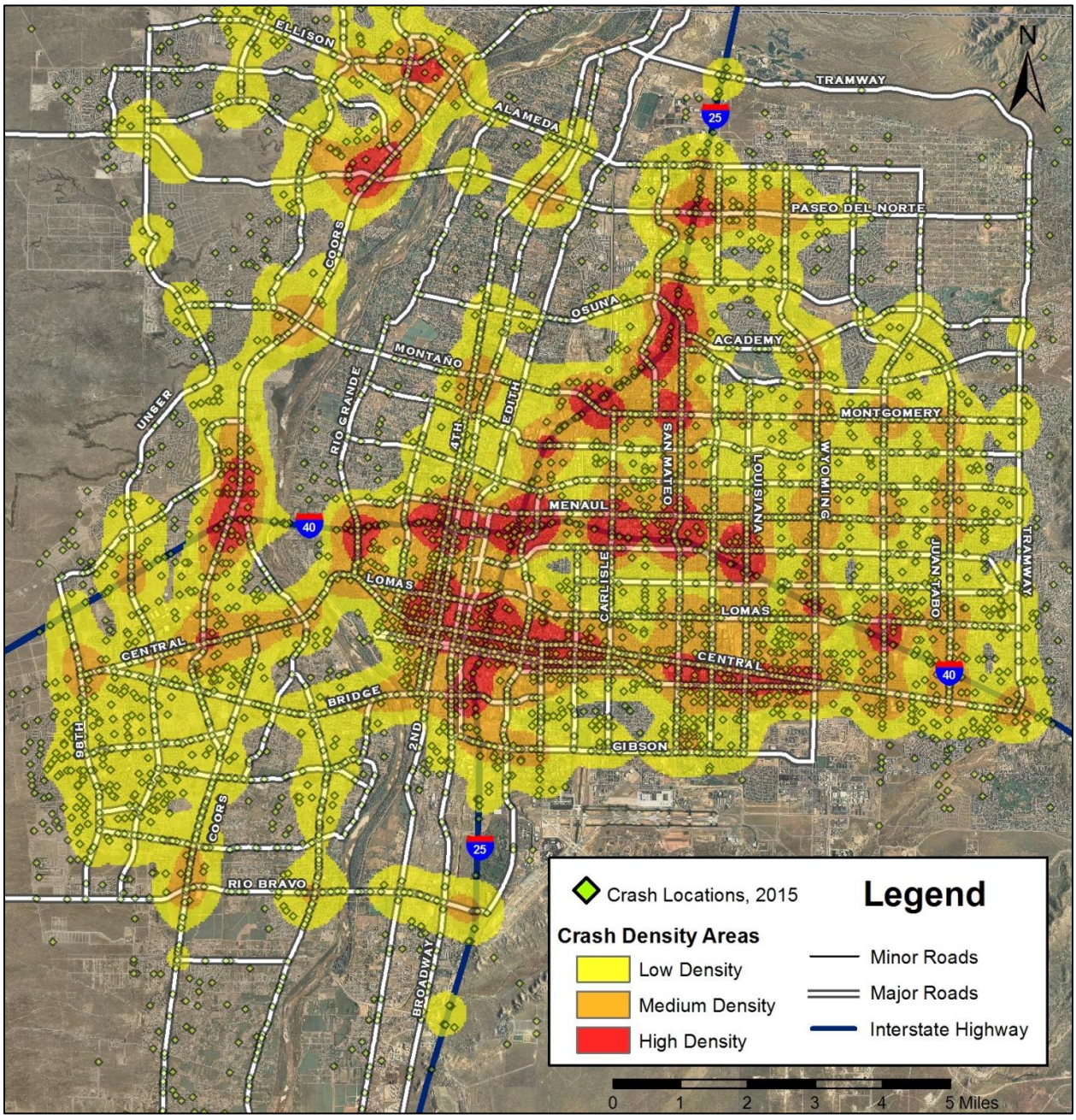
All maps are available in high-resolution color at tru.unm.edu.

Map 13: All Crashes in Albuquerque, New Mexico, 2015



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

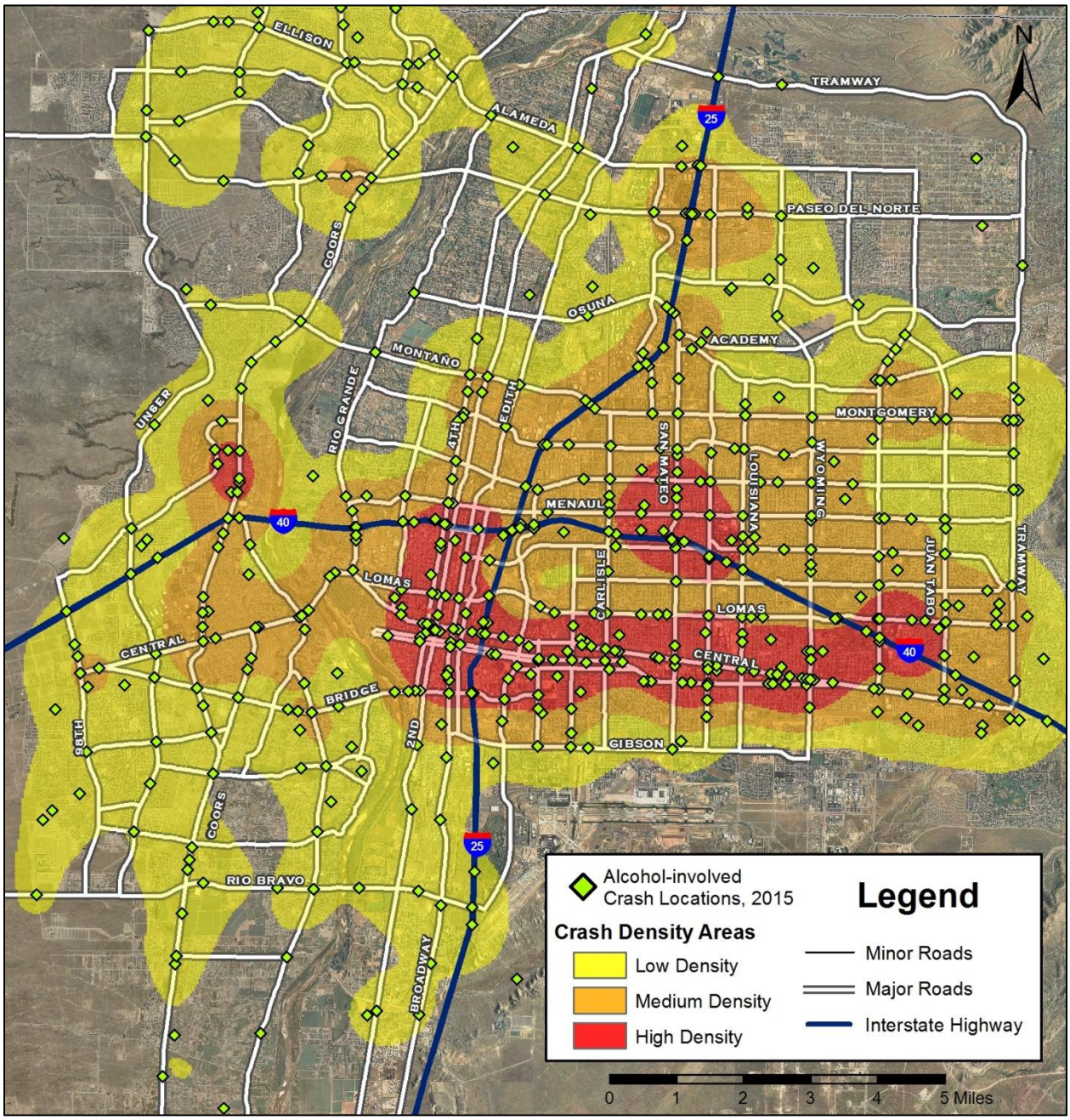
Map 14: Density[34] of All Crashes in Albuquerque, New Mexico, 2015



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

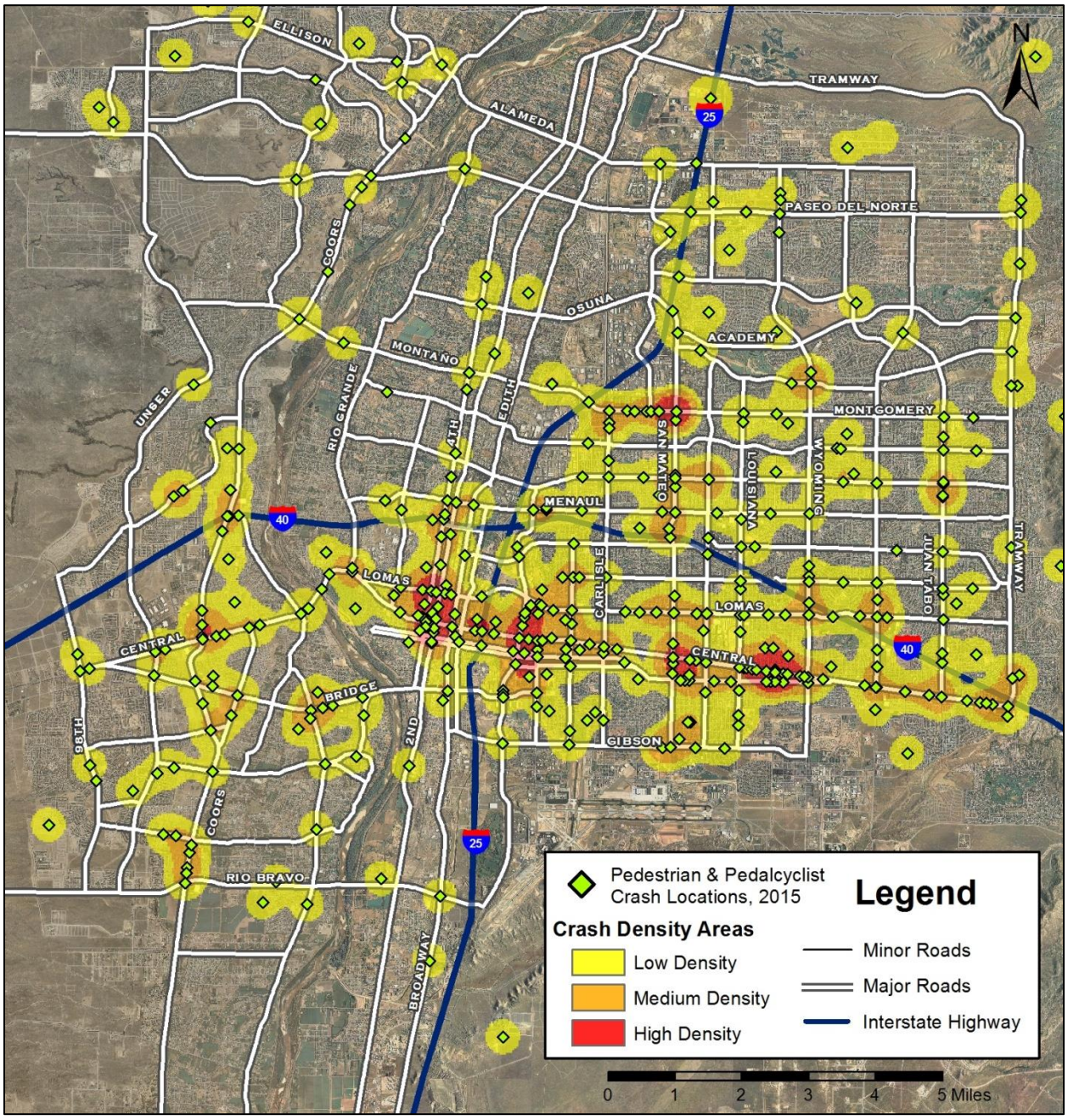
[34] All density maps in this report use a green dot to identify a location with one or more crashes in 2015. Crash density color is calculated using both the number of crashes at that location and the proximity of each location to other crashes.

Map 15: Density of Alcohol-involved Crashes in Albuquerque, New Mexico, 2015



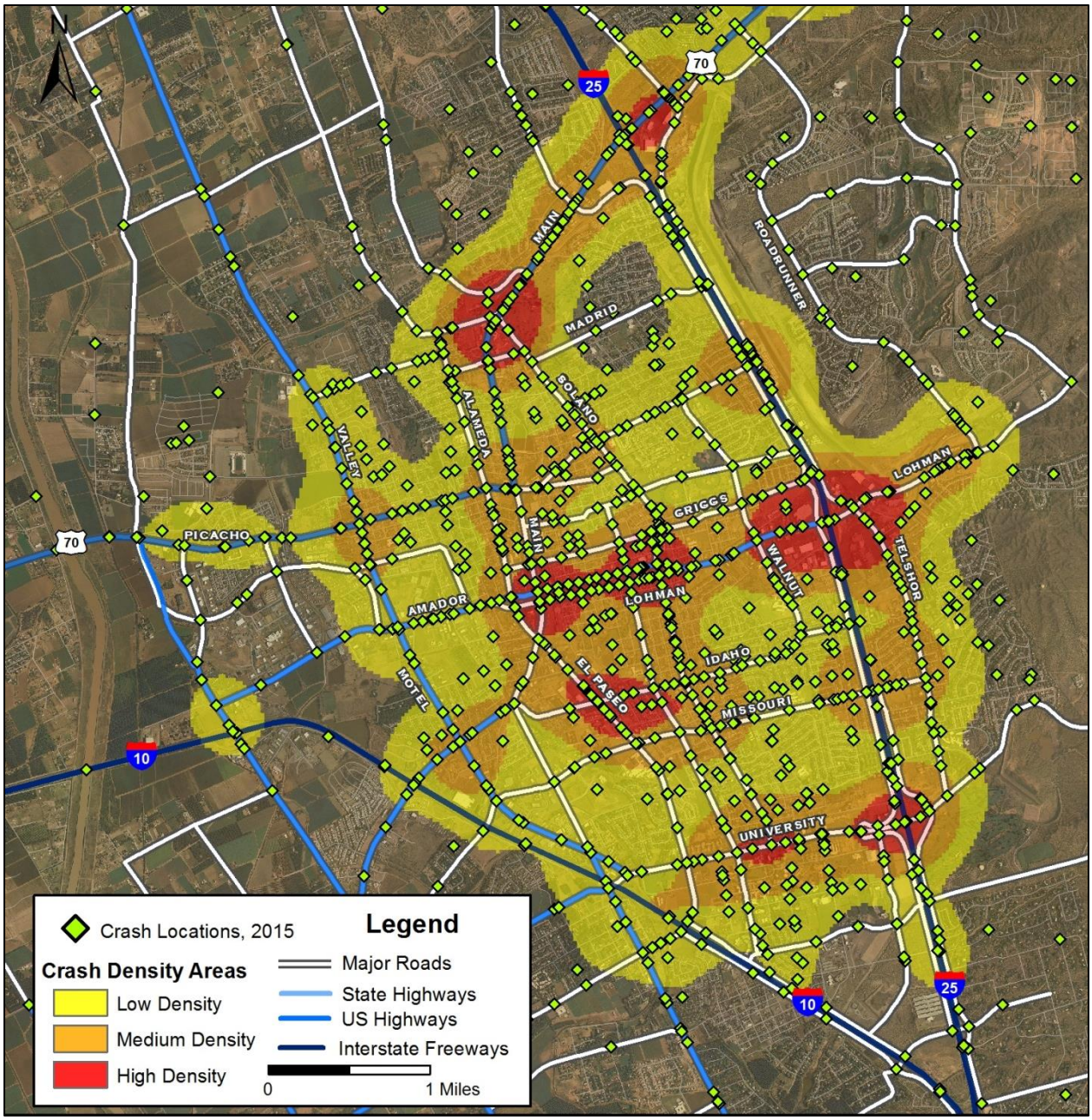
All maps are available in high-resolution color at tru.unm.edu.

Map 16: Density of Pedestrian- and Pedalcycle-involved Crashes
in Albuquerque, New Mexico, 2015



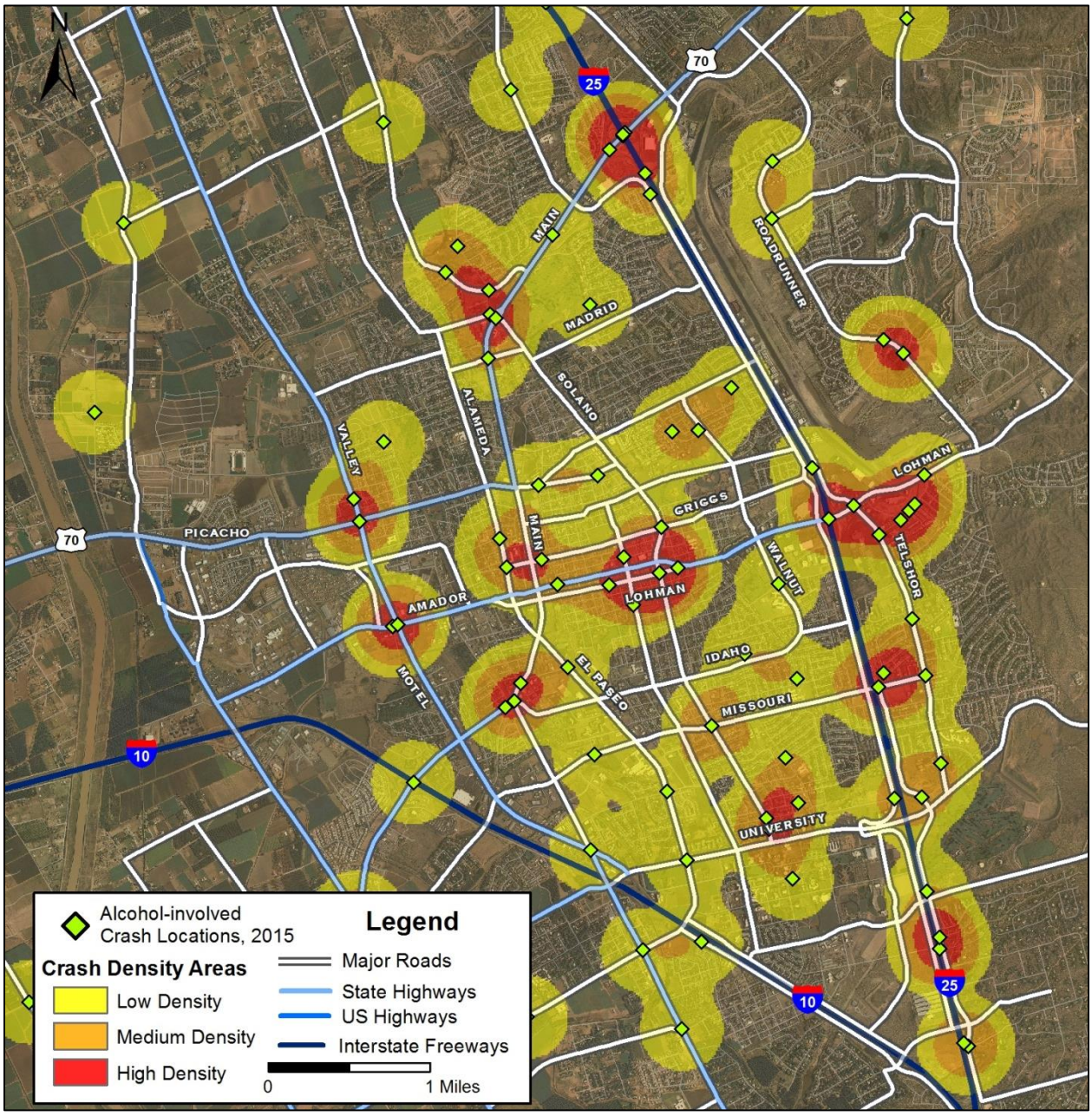
All maps are available in high-resolution color at tru.unm.edu.

Map 17: Density of All Crashes in Las Cruces, New Mexico, 2015



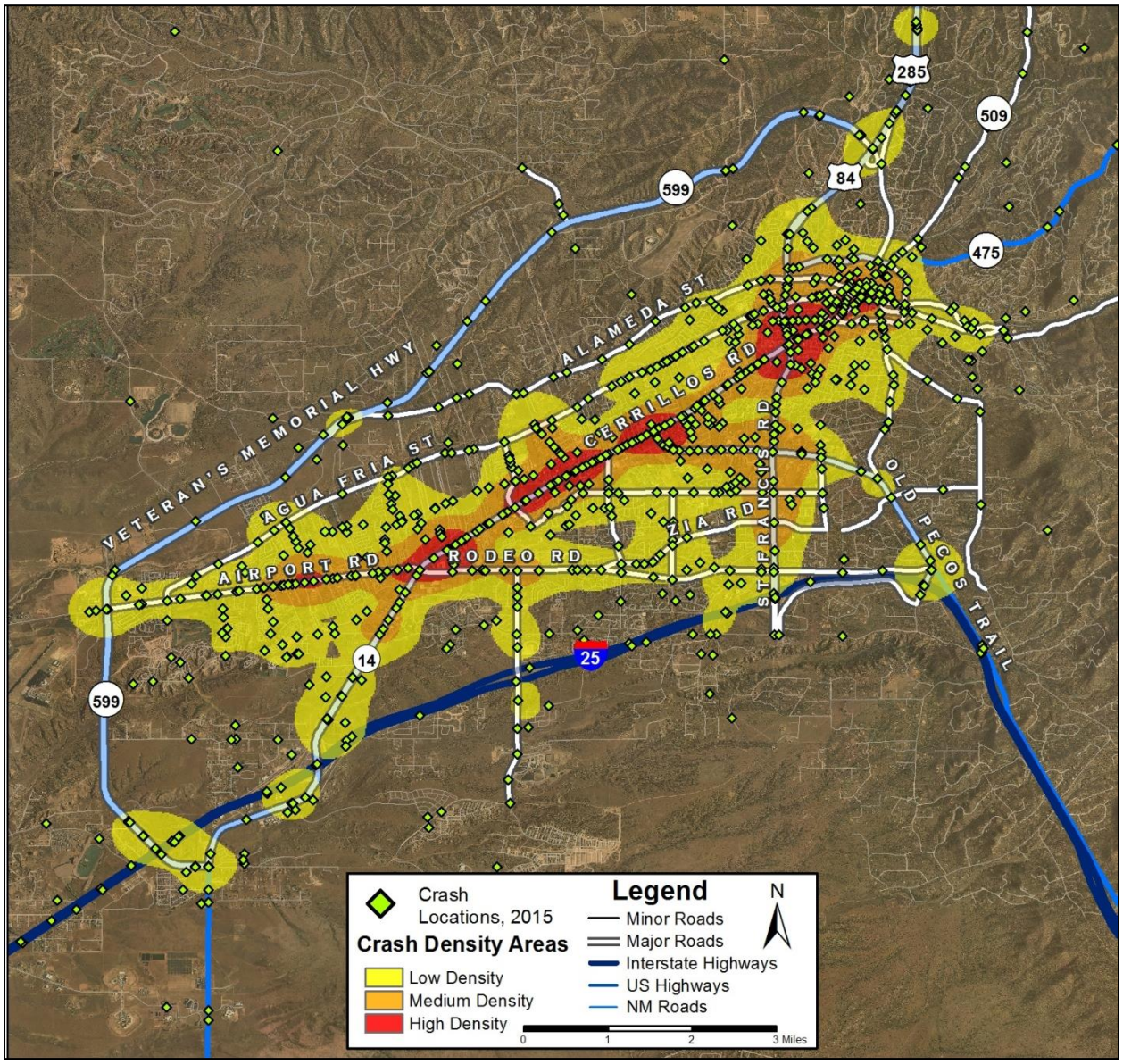
All maps are available in high-resolution color at tru.unm.edu.

Map 18: Density of Alcohol-involved Crashes in Las Cruces, New Mexico, 2015



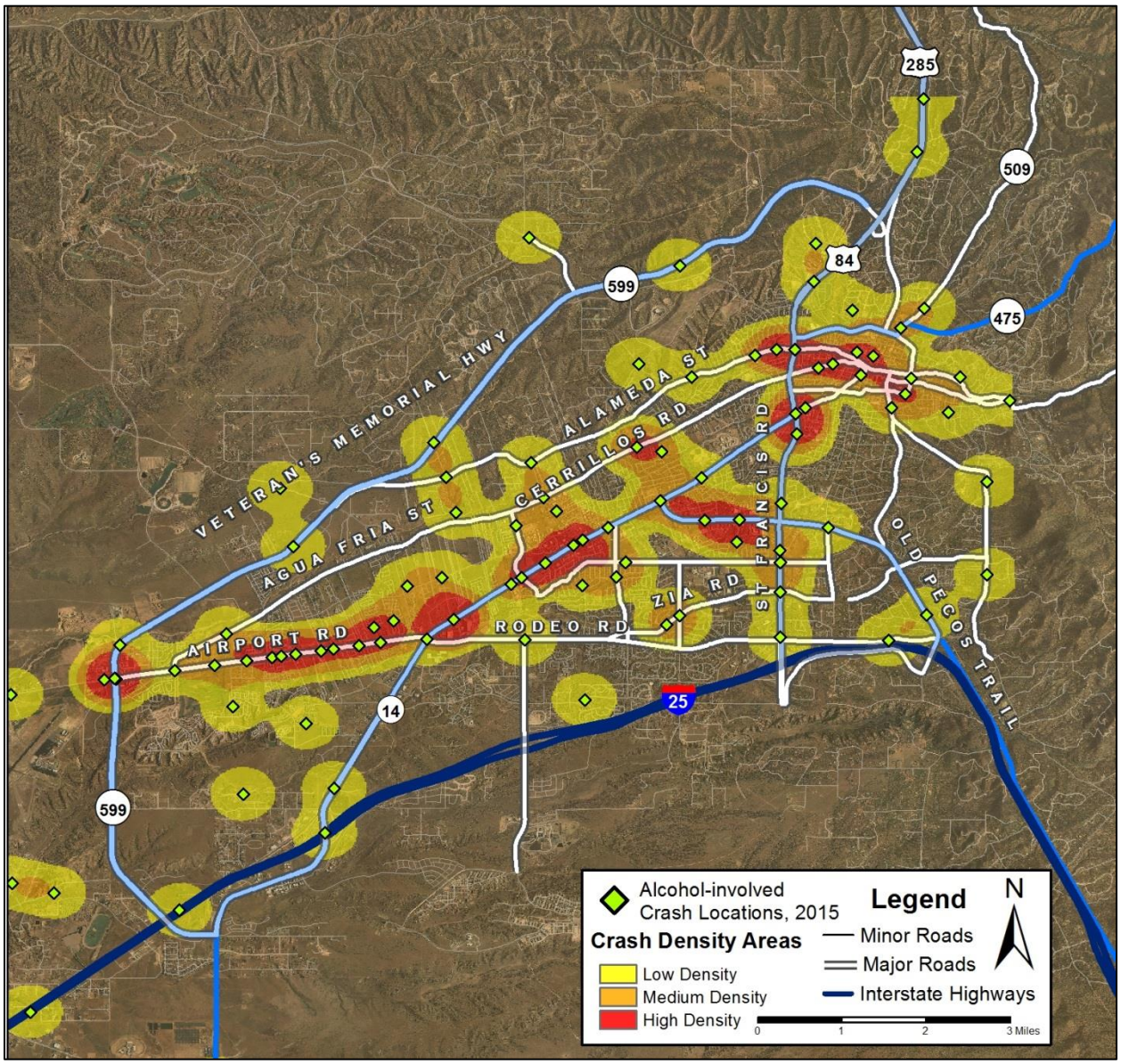
All maps are available in high-resolution color at tru.unm.edu.

Map 19: Density of All Crashes in Santa Fe, New Mexico, 2015



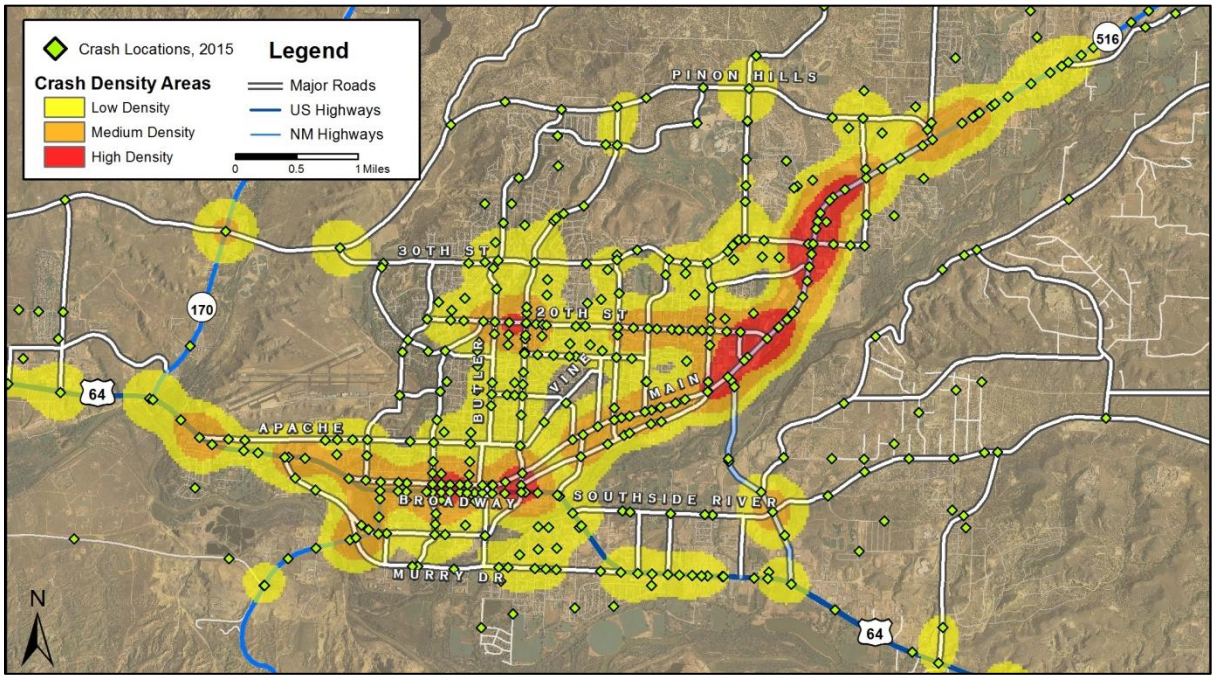
All maps are available in high-resolution color at tru.unm.edu.

Map 20: Density of Alcohol-involved Crashes in Santa Fe, New Mexico, 2015

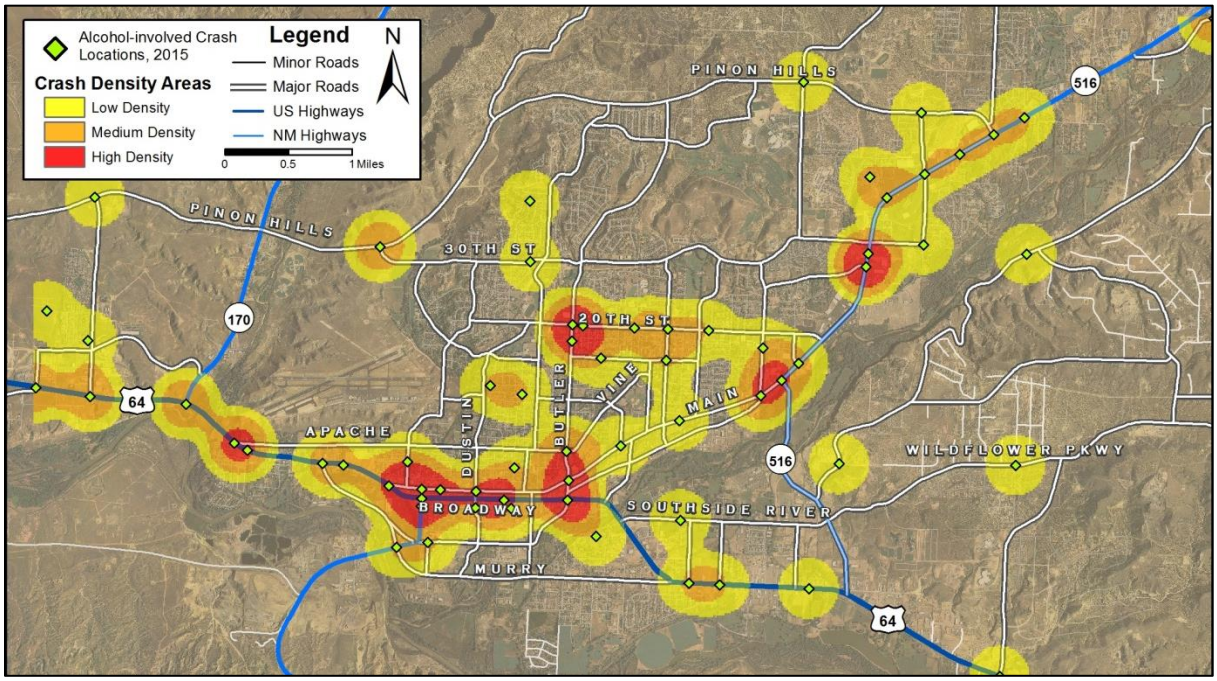


All maps are available in high-resolution color at tru.unm.edu

Map 21: Density of All Crashes in Farmington, New Mexico, 2015

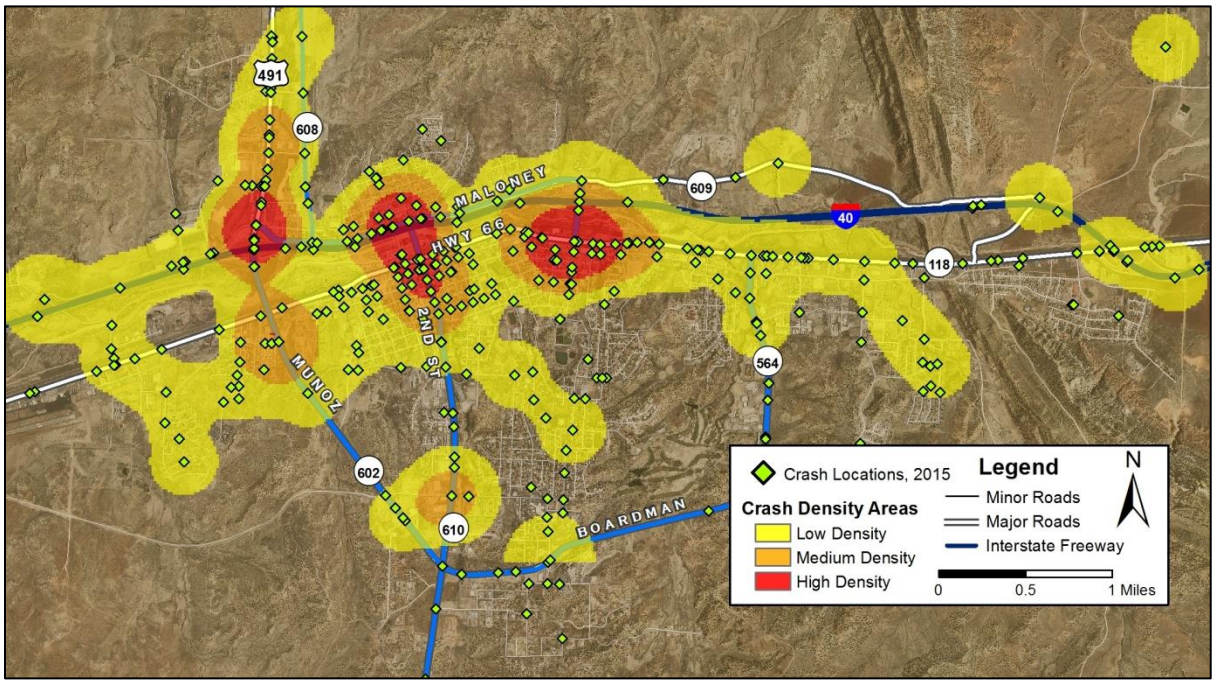


Map 22: Density of Alcohol-involved Crashes in Farmington, New Mexico, 2015

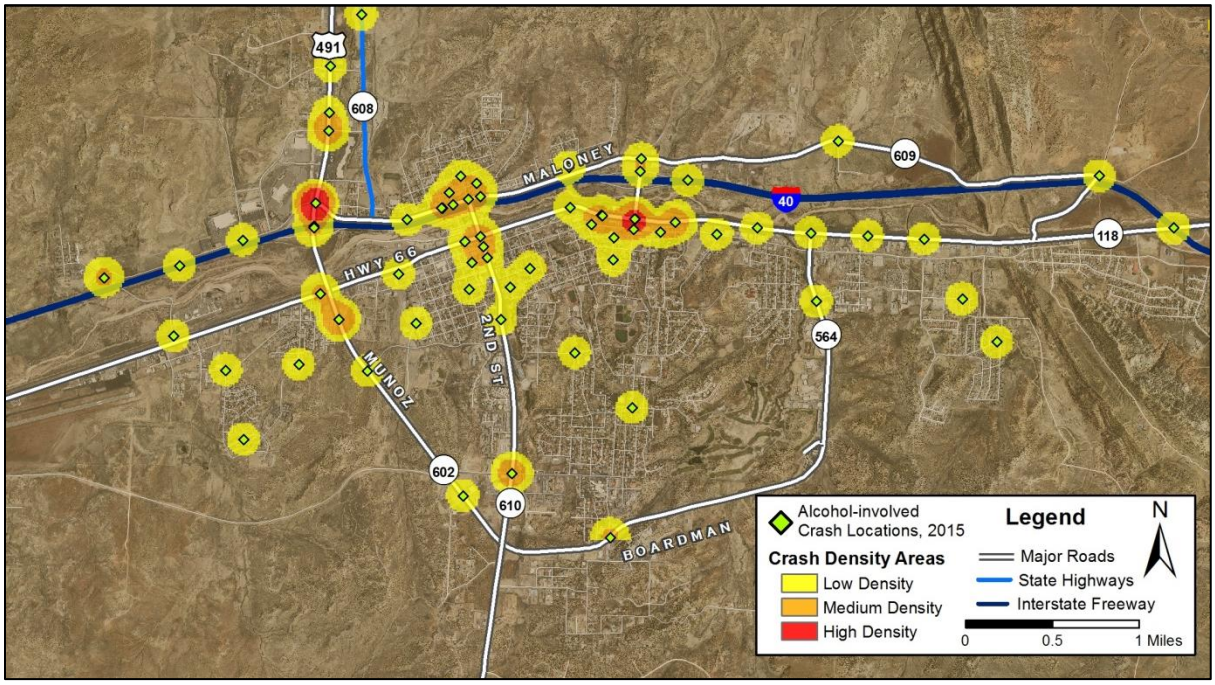


All maps are available in high-resolution color at tru.unm.edu.

Map 23: Density of All Crashes in Gallup, New Mexico, 2015



Map 24: Density of Alcohol-involved Crashes in Gallup, New Mexico, 2015



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

Appendix F – Counties

Appendix Table F-1: Fatalities by County, 2011 - 2015

County	Fatalities					Percent of All 2015 Fatalities	2015 Fatalities per 100M VMT
	2011	2012	2013	2014	2015		
Bernalillo	44	69	52	69	64	21.5%	0.98
Catron	1	2	6	1	0	0.0%	0.00
Chaves	14	8	10	7	13	4.4%	1.88
Cibola	13	8	14	7	11	3.7%	1.44
Colfax	5	5	7	7	4	1.3%	1.06
Curry	13	4	4	4	2	0.7%	0.41
De Baca	4	1	2	0	3	1.0%	2.06
Doña Ana	18	27	14	19	18	6.0%	0.59
Eddy	8	14	15	16	10	3.4%	0.92
Grant	4	6	5	2	3	1.0%	0.74
Guadalupe	6	8	6	7	8	2.7%	1.64
Harding	1	3	0	2	0	0.0%	0.00
Hidalgo	4	3	1	9	3	1.0%	1.04
Lea	15	17	12	31	13	4.4%	1.25
Lincoln	8	4	5	5	1	0.3%	0.18
Los Alamos	1	0	0	2	0	0.0%	0.00
Luna	3	5	6	1	6	2.0%	0.63
McKinley	33	29	26	48	23	7.7%	1.59
Mora	5	5	3	4	2	0.7%	1.30
Otero	14	16	7	13	10	3.4%	1.07
Quay	5	5	6	11	11	3.7%	2.37
Rio Arriba	11	19	13	9	12	4.0%	2.17
Roosevelt	7	2	5	2	5	1.7%	1.26
San Juan	28	27	27	39	31	10.4%	1.39
San Miguel	7	9	6	3	4	1.3%	1.12
Sandoval	12	12	18	14	5	1.7%	0.33
Santa Fe	18	18	9	18	14	4.7%	0.54
Sierra	5	6	4	2	3	1.0%	1.32
Socorro	13	4	8	8	4	1.3%	0.77
Taos	8	8	6	10	2	0.7%	0.62
Torrance	5	10	11	5	8	2.7%	1.55
Union	5	2	1	1	0	0.0%	0.00
Valencia	13	10	2	10	5	1.7%	0.68
Total Fatalities	351	366	311	386	298	100.0%	0.98

Appendix Table F-2: Motorcyclists (Drivers and Passengers) in Crashes, 2015

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	11	66	232	76	154	539	41.5%
Catron	0	0	1	0	1	2	0.2%
Chaves	2	4	9	1	9	25	1.9%
Cibola	1	5	7	3	3	19	1.5%
Colfax	0	1	4	0	7	12	0.9%
Curry	0	1	10	2	10	23	1.8%
De Baca	0	0	1	0	0	1	0.1%
Doña Ana	6	19	59	20	36	140	10.8%
Eddy	0	4	7	3	14	28	2.2%
Grant	0	1	8	3	6	18	1.4%
Guadalupe	0	0	1	0	0	1	0.1%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	2	1	0	0	1	4	0.3%
Lea	1	1	15	2	7	26	2.0%
Lincoln	0	5	12	3	3	23	1.8%
Los Alamos	0	1	5	0	1	7	0.5%
Luna	0	0	5	1	3	9	0.7%
McKinley	0	1	9	2	11	23	1.8%
Mora	1	2	10	3	2	18	1.4%
Otero	3	3	22	7	11	46	3.5%
Quay	1	2	1	0	1	5	0.4%
Rio Arriba	2	6	14	5	3	30	2.3%
Roosevelt	0	1	3	1	3	8	0.6%
San Juan	4	18	19	3	18	62	4.8%
San Miguel	0	0	6	4	3	13	1.0%
Sandoval	1	8	31	10	16	66	5.1%
Santa Fe	4	7	38	14	24	87	6.7%
Sierra	0	2	5	1	2	10	0.8%
Socorro	1	1	5	1	5	13	1.0%
Taos	0	0	2	1	4	7	0.5%
Torrance	0	0	1	3	2	6	0.5%
Union	0	0	0	1	1	2	0.2%
Valencia	1	2	6	6	10	25	1.9%
Missing Data	0	0	0	0	1	1	0.1%
Total People	41	162	548	176	372	1,299	100.0%

Appendix Table F-3: Severity of Injuries to Pedestrians in Crashes by County, 2015

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	17	71	113	101	35	337	53.9%
Catron	0	0	0	0	0	0	0.0%
Chaves	1	4	8	5	2	20	3.2%
Cibola	1	1	1	0	0	3	0.5%
Colfax	2	1	0	0	0	3	0.5%
Curry	0	3	2	1	1	7	1.1%
De Baca	0	0	0	1	0	1	0.2%
Doña Ana	1	6	13	9	9	38	6.1%
Eddy	1	3	7	5	2	18	2.9%
Grant	1	0	5	1	0	7	1.1%
Guadalupe	0	0	1	0	0	1	0.2%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	1	0	0	0	0	1	0.2%
Lea	0	1	3	0	1	5	0.8%
Lincoln	0	1	2	0	1	4	0.6%
Los Alamos	0	0	0	0	0	0	0.0%
Luna	0	0	1	1	0	2	0.3%
McKinley	3	15	9	7	1	35	5.6%
Mora	0	0	0	0	0	0	0.0%
Otero	1	0	3	4	1	9	1.4%
Quay	0	0	0	0	0	0	0.0%
Rio Arriba	1	1	2	1	1	6	1.0%
Roosevelt	1	0	2	2	0	5	0.8%
San Juan	13	7	10	5	2	37	5.9%
San Miguel	1	0	2	1	0	4	0.6%
Sandoval	2	1	5	2	2	12	1.9%
Santa Fe	7	6	15	16	2	46	7.4%
Sierra	0	1	1	2	0	4	0.6%
Socorro	0	0	0	3	0	3	0.5%
Taos	0	1	2	0	2	5	0.8%
Torrance	1	0	2	0	0	3	0.5%
Union	0	0	0	0	0	0	0.0%
Valencia	0	3	2	2	2	9	1.4%
Missing Data	0	0	0	0	0	0	0.0%
Total	55	126	211	169	64	625	100.0%

Appendix – Counties

Appendix Table F-4: Animal-involved Crashes by County, 2011 - 2015

County	Animal-involved Crashes					Percent of All 2015 Animal-involved Crashes	2015 Vehicle Miles Traveled (100M VMT)	2015 Animal-involved Crashes per 100M VMT
	2011	2012	2013	2014	2015			
Bernalillo	34	30	32	32	30	2.0%	65.08	0.5
Catron	7	22	6	5	11	0.7%	0.89	12.4
Chaves	62	67	35	52	66	4.4%	6.93	9.5
Cibola	26	28	19	25	23	1.5%	7.62	3.0
Colfax	103	85	78	93	84	5.5%	3.77	22.3
Curry	25	17	22	14	29	1.9%	4.91	5.9
De Baca	5	2	0	13	5	0.3%	1.46	3.4
Doña Ana	35	26	22	16	37	2.4%	30.47	1.2
Eddy	30	46	35	99	109	7.2%	10.91	10.0
Grant	87	125	121	133	140	9.2%	4.04	34.6
Guadalupe	12	8	15	11	11	0.7%	4.87	2.3
Harding	3	3	3	1	1	0.1%	0.24	4.1
Hidalgo	9	24	12	14	21	1.4%	2.88	7.3
Lea	37	49	43	58	63	4.2%	10.40	6.1
Lincoln	112	100	79	94	122	8.0%	5.43	22.4
Los Alamos	9	3	3	9	7	0.5%	1.83	3.8
Luna	11	19	19	11	29	1.9%	9.51	3.0
McKinley	89	71	62	75	59	3.9%	14.45	4.1
Mora	16	19	19	19	16	1.1%	1.53	10.4
Otero	67	81	63	74	69	4.5%	9.30	7.4
Quay	36	13	14	24	20	1.3%	4.65	4.3
Rio Arriba	108	89	122	120	102	6.7%	5.53	18.5
Roosevelt	30	38	23	30	40	2.6%	3.97	10.1
San Juan	150	173	151	134	145	9.6%	22.27	6.5
San Miguel	50	32	27	53	34	2.2%	3.58	9.5
Sandoval	81	55	58	62	42	2.8%	14.96	2.8
Santa Fe	52	39	51	63	67	4.4%	25.79	2.6
Sierra	35	15	7	6	23	1.5%	2.27	10.1
Socorro	31	25	32	31	34	2.2%	5.23	6.5
Taos	54	35	32	20	24	1.6%	3.20	7.5
Torrance	24	4	8	9	22	1.5%	5.15	4.3
Union	17	16	10	4	15	1.0%	2.48	6.0
Valencia	12	2	5	6	17	1.1%	7.32	2.3
Missing Data	0	0	0	1	0	0.0%	-	-
Total	1,459	1,361	1,228	1,411	1,517	100.0%	302.92	5.0

Appendix Table F-5: New Mexico Population by County, 2011 - 2015

County	New Mexico Population (Revised U.S. Census)[1]				
	2011	2012	2013	2014	2015
Bernalillo	669,416	672,444	674,221	675,647	676,685
Catron	3,714	3,662	3,607	3,534	3,456
Chaves	65,698	65,727	65,823	65,837	65,764
Cibola	27,481	27,259	27,335	27,282	27,329
Colfax	13,619	13,243	13,094	12,684	12,414
Curry	49,690	50,696	50,598	51,055	50,398
De Baca	1,964	1,933	1,907	1,827	1,828
Doña Ana	212,772	213,952	213,460	214,059	214,295
Eddy	54,031	54,435	55,471	56,583	57,578
Grant	29,414	29,364	29,328	29,002	28,609
Guadalupe	4,645	4,608	4,551	4,443	4,371
Harding	709	699	693	677	698
Hidalgo	4,837	4,809	4,654	4,547	4,423
Lea	65,045	66,165	68,062	69,930	71,180
Lincoln	20,433	20,266	20,105	19,663	19,420
Los Alamos	18,194	18,146	17,798	17,718	17,785
Luna	25,146	24,967	24,659	24,586	24,518
McKinley	73,490	72,726	73,308	73,846	76,708
Mora	4,794	4,701	4,704	4,582	4,596
Otero	65,497	65,922	65,616	64,966	64,362
Quay	9,050	8,772	8,662	8,462	8,455
Rio Arriba	40,363	40,302	40,072	39,686	39,465
Roosevelt	20,444	20,318	19,955	19,626	19,120
San Juan	128,016	128,340	126,503	123,990	118,737
San Miguel	29,301	28,914	28,541	28,303	27,967
Sandoval	134,202	135,383	136,575	137,654	139,394
Santa Fe	145,409	146,456	147,423	147,977	148,686
Sierra	12,039	11,900	11,572	11,332	11,282
Socorro	17,861	17,571	17,584	17,340	17,256
Taos	32,957	32,800	33,035	33,041	32,907
Torrance	16,378	16,046	15,717	15,586	15,485
Union	4,435	4,423	4,370	4,269	4,201
Valencia	76,875	76,591	76,284	75,833	75,737
Statewide	2,077,919	2,083,540	2,085,287	2,085,567	2,085,109

[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, 2011 - 2015

County	Crashes per 10,000 Population[1,2]				
	2011	2012	2013	2014	2015
Guadalupe	336	380	396	365	426
Bernalillo	261	246	242	268	289
Lincoln	260	232	224	206	277
Eddy	162	172	209	277	276
De Baca	132	93	79	252	263
Quay	232	218	178	174	259
Hidalgo	238	202	211	189	246
Mora	200	234	179	242	233
Colfax	272	230	241	242	229
Statewide	**208**	**197**	**188**	**195**	**217**
Santa Fe	226	203	187	190	215
Grant	180	216	205	217	211
Chaves	204	279	208	185	210
San Miguel	207	167	139	174	204
Curry	189	193	157	142	203
Torrance	167	67	119	141	203
Doña Ana	196	187	178	177	199
Roosevelt	169	152	105	136	185
Sierra	184	187	114	74	182
San Juan	190	181	171	145	179
Socorro	193	174	151	158	177
McKinley	181	186	165	171	177
Rio Arriba	119	158	148	150	174
Luna	165	149	185	170	173
Union	232	192	195	150	159
Otero	178	172	149	135	152
Cibola	152	156	127	127	152
Valencia	112	47	85	87	148
Lea	222	209	188	199	143
Sandoval	136	117	121	105	122
Taos	212	175	113	100	108
Catron	59	120	78	40	107
Harding	127	86	58	59	86
Los Alamos	70	46	31	30	69

[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, 2011 - 2015

County	Fatalities per 10,000 Population[1,2]				
	2011	2012	2013	2014	2015
Guadalupe	12.92	17.36	13.18	15.76	18.30
De Baca	20.37	5.17	10.49	0.00	16.41
Quay	5.52	5.70	6.93	13.00	13.01
Hidalgo	8.27	6.24	2.15	19.79	6.78
Torrance	3.05	6.23	7.00	3.21	5.17
Mora	10.43	10.64	6.38	8.73	4.35
Cibola	4.73	2.93	5.12	2.57	4.03
Colfax	3.67	3.78	5.35	5.52	3.22
Rio Arriba	2.73	4.71	3.24	2.27	3.04
McKinley	4.49	3.99	3.55	6.50	3.00
Sierra	4.15	5.04	3.46	1.76	2.66
Roosevelt	3.42	0.98	2.51	1.02	2.62
San Juan	2.19	2.10	2.13	3.15	2.61
Luna	1.19	2.00	2.43	0.41	2.45
Socorro	7.28	2.28	4.55	4.61	2.32
Chaves	2.13	1.22	1.52	1.06	1.98
Lea	2.31	2.57	1.76	4.43	1.83
Eddy	1.48	2.57	2.70	2.83	1.74
Otero	2.14	2.43	1.07	2.00	1.55
San Miguel	2.39	3.11	2.10	1.06	1.43
Statewide	**1.69**	**1.76**	**1.49**	**1.85**	**1.43**
Grant	1.36	2.04	1.70	0.69	1.05
Bernalillo	0.66	1.03	0.77	1.02	0.95
Santa Fe	1.24	1.23	0.61	1.22	0.94
Doña Ana	0.85	1.26	0.66	0.89	0.84
Valencia	1.69	1.31	0.26	1.32	0.66
Taos	2.43	2.44	1.82	3.03	0.61
Lincoln	3.92	1.97	2.49	2.54	0.51
Curry	2.62	0.79	0.79	0.78	0.40
Sandoval	0.89	0.89	1.32	1.02	0.36
Catron	2.69	5.46	16.63	2.83	0.00
Harding	14.10	42.92	0.00	29.54	0.00
Los Alamos	0.55	0.00	0.00	1.13	0.00
Union	11.27	4.52	2.29	2.34	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, 2011 - 2015

County	Alcohol-involved Crashes per 10,000 Population[1,2]				
	2011	2012	2013	2014	2015
Mora	14.6	8.5	17.0	8.7	23.9
McKinley	18.8	20.9	20.9	24.0	23.2
Lincoln	11.7	14.8	15.9	13.2	19.1
Hidalgo	12.4	4.2	12.9	6.6	18.1
San Juan	16.6	15.5	14.2	15.0	15.2
Rio Arriba	12.4	15.9	14.0	10.3	14.7
Harding	0.0	28.6	0.0	0.0	14.3
Colfax	14.0	12.8	10.7	9.5	13.7
Cibola	11.6	14.7	8.0	9.2	13.2
Sierra	15.0	10.1	4.3	7.1	11.5
San Miguel	16.0	13.5	13.7	9.5	11.4
Grant	10.9	12.6	11.9	12.8	11.2
Eddy	6.5	9.0	7.9	13.3	10.9
De Baca	10.2	0.0	0.0	27.4	10.9
Santa Fe	14.7	11.7	10.6	11.6	10.8
Statewide	**11.2**	**10.4**	**9.3**	**9.8**	**10.2**
Bernalillo	10.2	9.5	8.8	9.4	9.9
Socorro	6.2	10.2	10.2	7.5	9.9
Doña Ana	11.0	8.7	8.8	8.9	9.1
Chaves	11.6	14.1	7.4	9.6	8.5
Roosevelt	7.3	8.9	5.0	4.1	8.4
Quay	7.7	10.3	9.2	9.5	8.3
Torrance	6.1	3.7	8.3	7.7	7.7
Valencia	6.2	3.0	3.0	4.5	7.7
Otero	10.5	10.8	7.9	6.8	7.5
Curry	8.9	7.3	5.9	5.3	7.1
Lea	12.8	10.9	8.2	10.0	7.0
Guadalupe	17.2	17.4	4.4	6.8	6.9
Sandoval	7.5	8.3	7.8	6.5	6.7
Luna	7.2	2.0	5.7	6.5	4.9
Taos	19.4	14.0	6.1	6.7	4.9
Union	13.5	6.8	4.6	9.4	4.8
Los Alamos	3.3	1.1	1.1	1.1	1.7
Catron	2.7	10.9	5.5	5.7	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

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In addition, during cleaning of crash-related fatalities, drivers, pedestrians and pedalcyclists are identified as alcohol-involved or drug-involved if they are identified as such in the NMDOT Traffic Records Program Fatallog database, which contains data supplied by the Office of the Medical Investigator for crash-related fatalities.

Sources

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

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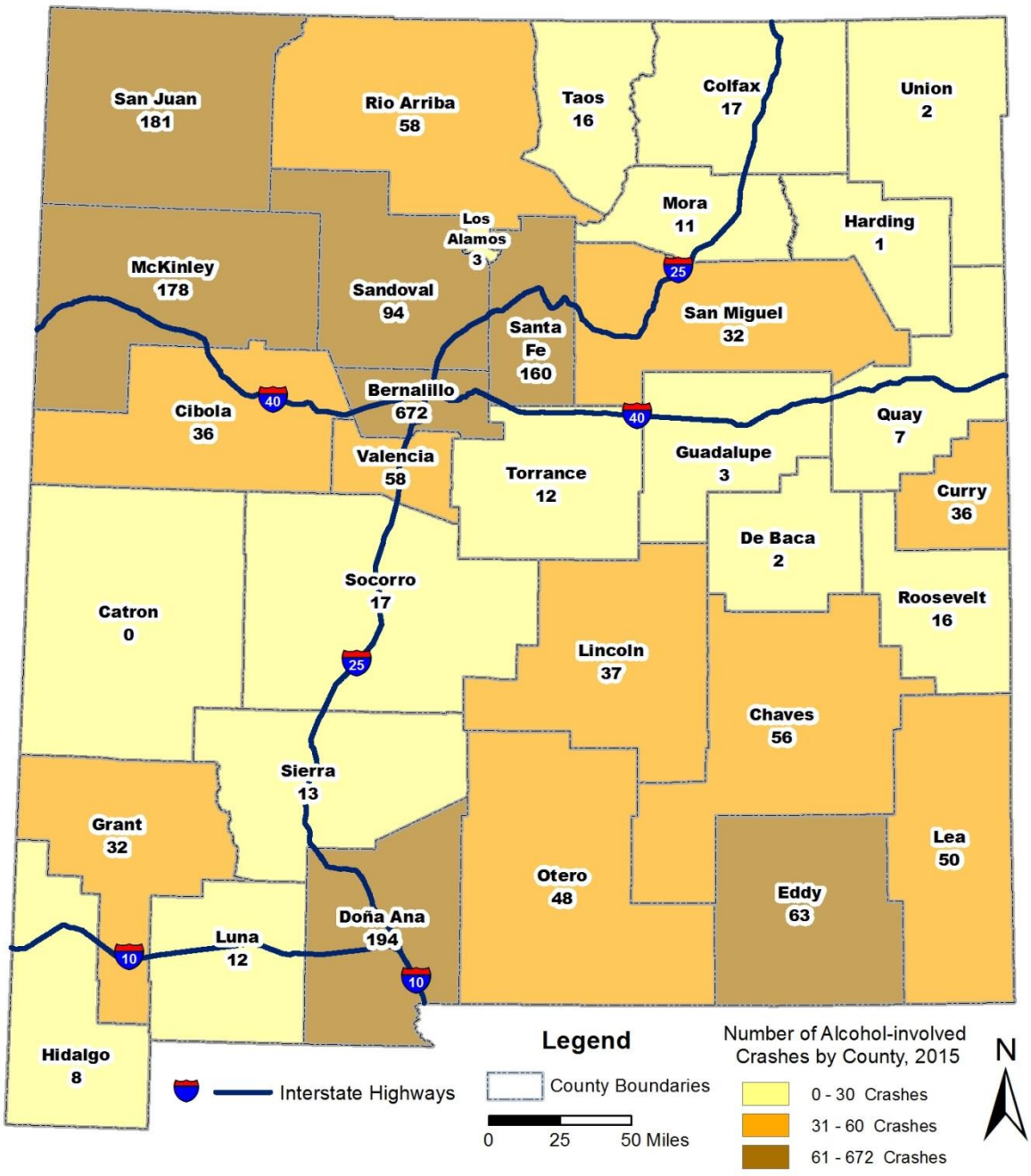
Index

Map 25: Alcohol-involved Crashes by County, 2015



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