



*New Mexico* DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

# New Mexico Traffic Crash Annual Report 2016



New Mexico Department of Transportation  
Traffic Safety Division  
Traffic Records Bureau



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Traffic Safety Division  
Traffic Records Bureau

P.O. Box 1149  
Santa Fe, New Mexico 87504-1149  
(505) 827-0427  
[dot.state.nm.us](http://dot.state.nm.us)

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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 versus state databases. If you have questions regarding this report, please contact the Traffic Safety Division at 505-827-0427.

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The cover photo is an aerial photograph of the I-25 and I-40 interchange (commonly referred to as the Big-I) located in Albuquerque, New Mexico. The photographs featured in this report are by Jake Schoellkopf, NMDOT photographer.

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### Definitions

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

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

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**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             | 15. Defective steering                                  |
| 2. Pedestrian error                  | 16. Inadequate brakes                                   |
| 3. Disregarded traffic signal        | 17. Defective tires                                     |
| 4. Passed stop sign                  | 18. Other mechanical defect                             |
| 5. Failed to yield right-of-way      | 19. Road defect   |
| 6. Excessive speed                   | 20. Avoid no contact – (with other) vehicle             |
| 7. Speed too fast for conditions     | 21. Avoid no contact – other (pedestrian, animal, etc.) |
| 8. Drove left of center              | 22. Driverless moving vehicle                           |
| 9. Following too closely             | 23. Vehicle skidded before applying brakes              |
| 10. Made improper turn               | 24. Driver inattention (including any cell phone use)   |
| 11. Improper overtaking              | 25. Other improper driving                              |
| 12. Improper lane change             | 26. Other – no driver error                             |
| 13. Improper backing                 | 27. None  |
| 14. Traffic controls not functioning | 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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### 2016 New Mexico Crash Highlights

- Less than 1 percent of crashes resulted in a **fatality**. (Table 1)
- 31 percent of crashes resulted in an **injury**. (Table 1)
- 17 percent of crashes were **hit-and-run** crashes. (Table 6)
- 62 percent of **pedestrians** killed in crashes were under the influence of **alcohol**. (Table 46)
- 5 percent of crashes and 42 percent of crash fatalities involved **alcohol**. (Table 62, Table 65)
- 13 percent of **unbelted** occupants in passenger vehicles in crashes were killed, compared with only 0.1 percent of **belted** occupants in passenger vehicles in crashes. (Table 68)

#### Top contributing factors in crashes:

- Driver inattention (21 percent)
- Failed to yield right of way (14 percent)
- Following too closely (12 percent)

#### Top contributing factors in fatalities:

- Alcohol/drug-involvement (50 percent)
- Excessive speed (11 percent)
- Driver inattention (8 percent)

- In an average day in New Mexico, 123 crashes occurred, which involved 313 people, with 56 people injured and 1 person killed.



#### On average in New Mexico in 2016...

- 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 **26** 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 **5** 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 **22** hours.

## 2016 New Mexico Crash Highlights

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In 2016, there were 45,071 traffic crashes reported on public roadways in New Mexico. These crashes involved 114,701 people, with 20,494 people injured and 405 people killed.

### **Data showing traffic safety topics in need of improvement in New Mexico in the last five years:**

- The number of crash-related fatalities was higher in 2016 than at any other time in the past five years. (Table 2)
- The number of fatalities in alcohol-involved crashes increased to 171, higher than in the previous four years. (Table 64)
- The number of pedestrians in crashes has increased continually in the past five years. The number of pedestrian fatalities increased to 77, their highest level in the past five years. (Table 44, Table 45)
- Hit-and-run crashes accounted for 17 percent of all crashes, the highest percentage in past five years. (Table 6)
- Crashes involving heavy trucks rose to 2,326, their highest level in the past five years. (Table 42)
- 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 126.5. (Table 79)
- The young adult (ages 20-24) driver crash rate (per 1,000 NM licensed young drivers) is at its highest level in the past five years, at 78.8. (Table 79)
- Fatalities on urban roadways have increased by 66.7 percent and fatalities in alcohol-involved urban crashes have more than doubled (113.6 percent) in the last five years. (Table 106, Table 108)

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

- The alcohol-involved driver crash rate is at its lowest point in the past five years for young adult drivers, at 2.81 per 1,000 licensed young adult drivers. (Table 82)
- The number of total motorcyclists in crashes fell to its lowest levels in the past five years. (Table 36)
- The percentage of drivers in crashes in which speeding is a contributing factor have varied over the past five years, and are now at 6.1 percent, which is the second-lowest level in the past five years. (Table 15)
- Fatalities overall have decreased on rural roadways. Fatalities on rural Interstates have decreased by 17.6 percent, and alcohol-involved fatalities on rural Interstates have decreased by 60.0 percent in the last five years. (Table 106, Table 108)
- When analyzed using vehicle miles traveled, New Mexico crash and injury rates are consistently below the national rates. (Figure 1, Figure 4)

## Crashes and Injuries Summary

- The number of fatal crashes varied widely in the past five years, with a low of 269 in 2015 and high of 361 in 2016, an increase of 34 percent in one year. (Table 1)
- The total number of crashes was noticeably higher in 2015 and 2016, which may be due to improved reporting from law enforcement agencies. (Table 1)
- The number of crash-related fatalities was higher in 2016 than at any other time in the past five years. (Table 2)

Table 1: Crashes by Year and Severity of Crash, 2012 - 2016<sup>1</sup>

Year	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%	31,832	70.3%	45,308	100%
2016	361	0.80%	13,849	30.7%	30,861	68.5%	45,071	100%

Table 2: People in Crashes by Year and Severity of Injury, 2012 - 2016<sup>2</sup>

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
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%	3,719	3.7%	11,325	11.4%	82,605	83.2%	99,274	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%	95,755	83.1%	115,272	100%
2016	405	0.4%	1,153	1.0%	4,752	4.1%	14,589	12.7%	93,802	81.8%	114,701	100%

<sup>1</sup> See Page xiii for definitions of a crash, fatal crash, injury crash, and a property damage only crash.

<sup>2</sup> See Page xiii for definitions of types of injuries.

# Rates

## 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.

$$\text{Crash Rate} = \frac{\text{Crash Frequency in a Period}}{\text{Exposure in Same Period}} = \frac{45,071 \text{ crashes in 2016}}{278.09 \text{ 100M VMT in 2016}} = \mathbf{162 \text{ crashes per 100M VMT}}$$

$$\text{Fatality Rate} = \frac{\text{Fatality Frequency in a Period}}{\text{Exposure in Same Period}} = \frac{405 \text{ fatalities in 2016}}{278.09 \text{ 100M VMT in 2016}} = \mathbf{1.5 \text{ fatalities per 100M VMT}}$$

Table 3: New Mexico Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2012 - 2016

Year	New Mexico Population <sup>1,3</sup> (U.S. Census, July 1 <sup>st</sup> Estimates)	New Mexico Vehicle Miles Traveled (100M VMT) <sup>2,3</sup>	New Mexico Licensed Drivers <sup>3</sup>	New Mexico Motor Vehicle Registrations <sup>3</sup>
2012	2,083,784	257.85	1,493,766	1,805,790
2013	2,085,193	256.82	1,478,868	1,882,466
2014	2,083,024	265.50	1,487,472	1,930,706
2015	2,080,328	302.92	1,502,279	1,823,445
2016	2,081,015	278.09	1,524,177	1,823,961

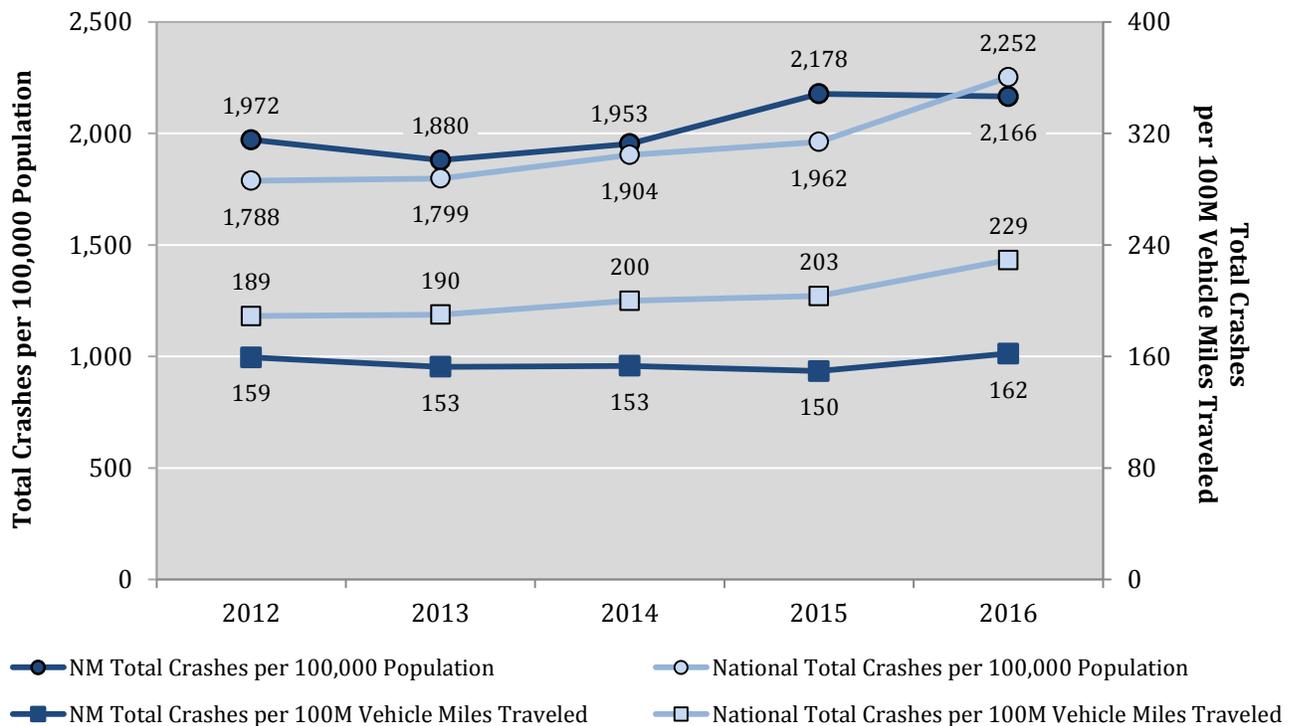
<sup>1</sup> Each year, the U.S. Census publishes revisions to previous population estimates. Therefore, rates based on population in this publication are not comparable to rates published in prior years.

<sup>2</sup> 100M VMT = 100 million vehicle miles traveled.

<sup>3</sup> Detailed source information is in the Sources section at the end of this publication.

- When analyzed using population, New Mexico’s crash rate is at its second-highest level in at least five years. (Figure 1)
- When analyzed using vehicle miles traveled, New Mexico crash and injury rates are consistently below the national rates. (Figure 1, Figure 4)
- New Mexico’s fatal crash rate and fatality rate rose to their highest levels in the last five years. (Figure 2, Figure 3)

Figure 1: Comparison of New Mexico and National Crash Rates, 2012 - 2016<sup>3</sup>



<sup>3</sup> The numbers used in calculating New Mexico rates can be found in Table 1, Table 2, and Table 3.

# Rates

Figure 2: Comparison of New Mexico and National<sup>4</sup> Fatal Crash Rates, 2012 - 2016

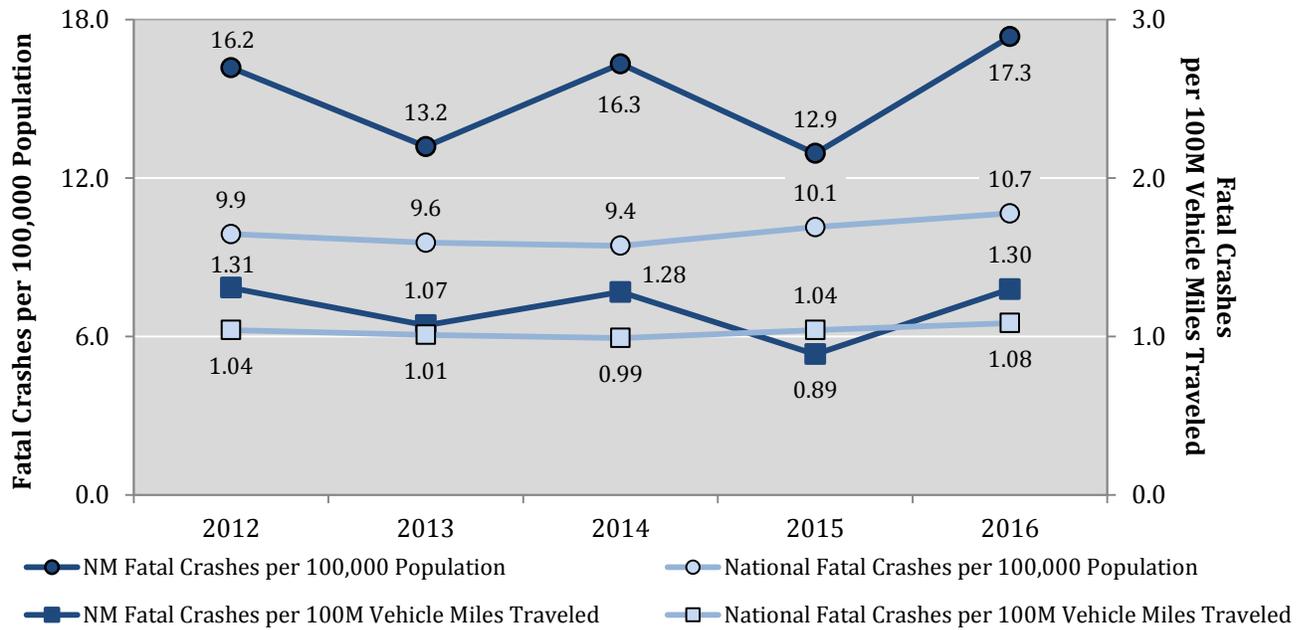
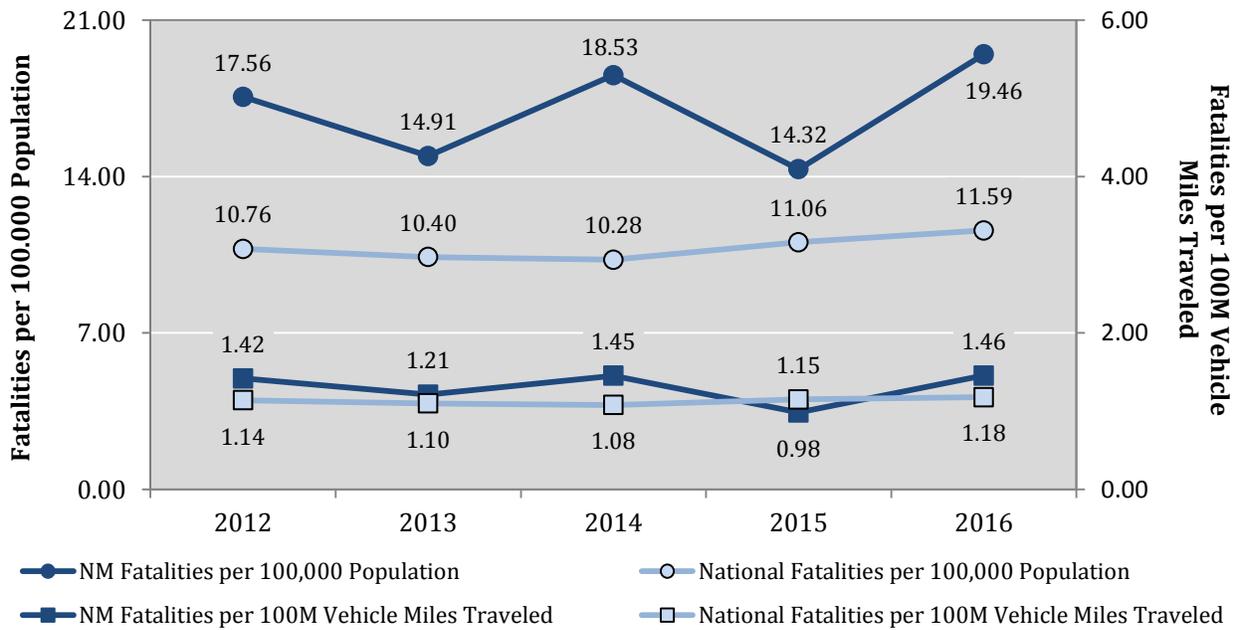


Figure 3: Comparison of New Mexico and National<sup>4</sup> Fatality Rates, 2012 - 2016



<sup>4</sup> Source information on national rates published by NHTSA is available in the Sources section of this report.

Figure 4: Comparison of New Mexico and National<sup>5</sup> Injury Rates, 2012 - 2016

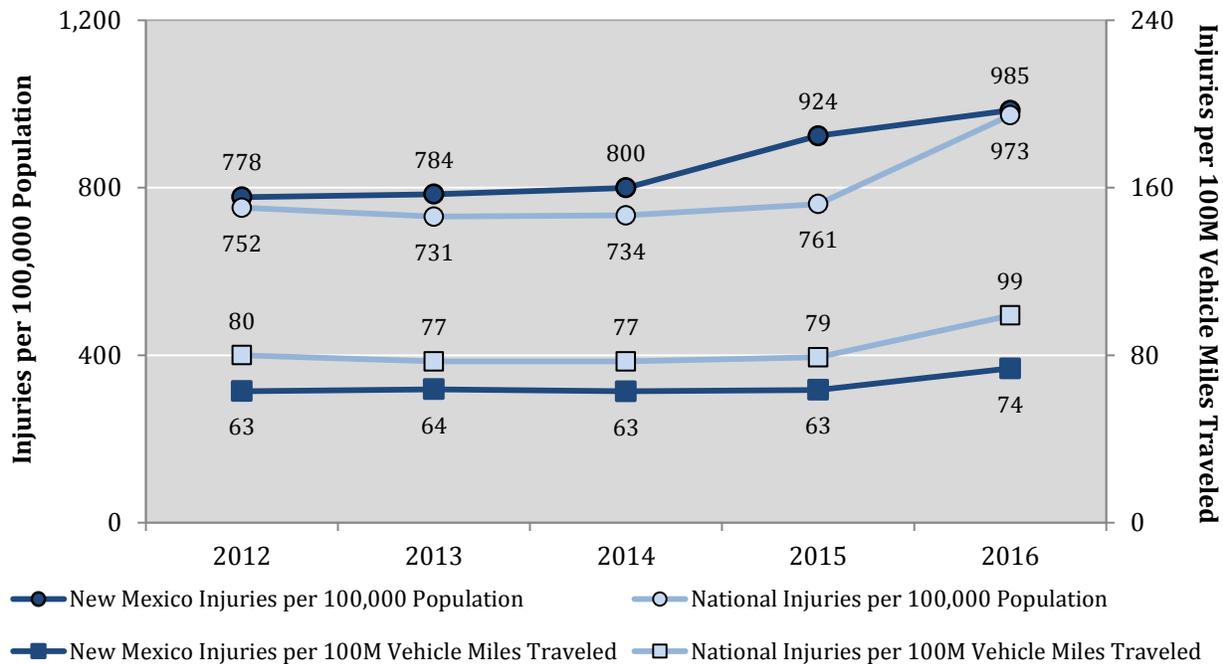
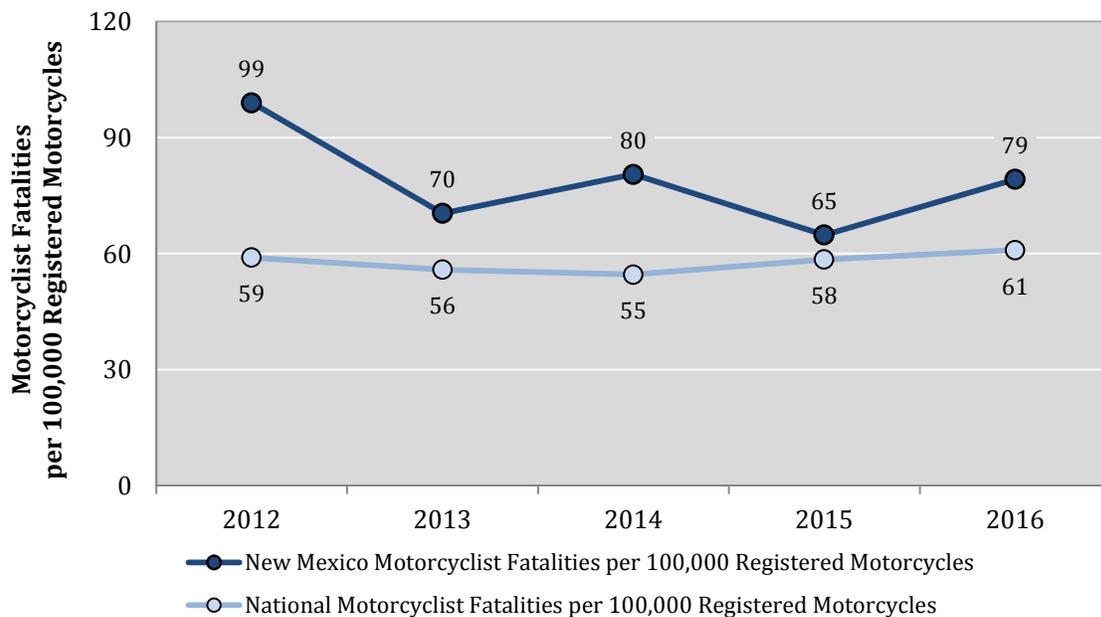


Figure 5: Comparison of New Mexico and National<sup>5</sup> Motorcyclist Fatality Rates, 2012 - 2016



<sup>5</sup> Source information on national rates published by NHTSA is available in the Sources section of this report.

# Crash Characteristics – Contributing Factors

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## Crash Characteristics

### *Top Contributing Factors*

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

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

- Driver inattention (21.0 percent)
- Failed to yield right of way (13.7 percent)
- Following too closely (11.5 percent)

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

- Alcohol/drug-involved (50.4 percent)
- Excessive speed (11.1 percent)
- Driver inattention (7.7 percent)

## Crash Characteristics – Contributing Factors

Table 4: Severity of Crashes by Top Contributing Factor, 2016

Top Contributing Factor <sup>1</sup>	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
<b>Human</b>	<b>327</b>	<b>90.6%</b>	<b>12,511</b>	<b>90.3%</b>	<b>24,616</b>	<b>79.8%</b>	<b>37,454</b>	<b>83.1%</b>
Driver Inattention	29	8.0%	3,130	22.6%	6,302	20.4%	9,461	21.0%
Failed to Yield Right of Way	9	2.5%	2,473	17.9%	3,714	12.0%	6,196	13.7%
Following Too Closely	1	0.3%	1,651	11.9%	3,550	11.5%	5,202	11.5%
Excessive Speed	39	10.8%	817	5.9%	1,514	4.9%	2,370	5.3%
Alcohol/Drug Involved <sup>2</sup>	180	49.9%	1,014	7.3%	1,145	3.7%	2,339	5.2%
Disregarded Traffic Signal	6	1.7%	914	6.6%	1,160	3.8%	2,080	4.6%
Other Improper Driving	10	2.8%	409	3.0%	991	3.2%	1,410	3.1%
Made Improper Turn	2	0.6%	286	2.1%	1,036	3.4%	1,324	2.9%
Speed Too Fast for Conditions	10	2.8%	405	2.9%	841	2.7%	1,256	2.8%
Improper Backing	0	0.0%	63	0.5%	1,097	3.6%	1,160	2.6%
Improper Lane Change	1	0.3%	151	1.1%	841	2.7%	993	2.2%
Avoid No Contact - Vehicle	5	1.4%	200	1.4%	541	1.8%	746	1.7%
Avoid No Contact - Other	3	0.8%	232	1.7%	470	1.5%	705	1.6%
Passed Stop Sign	2	0.6%	262	1.9%	431	1.4%	695	1.5%
Drove Left Of Center	16	4.4%	203	1.5%	382	1.2%	601	1.3%
Improper Overtaking	3	0.8%	92	0.7%	436	1.4%	531	1.2%
Pedestrian Error	11	3.0%	175	1.3%	42	0.1%	228	0.5%
Vehicle Skidded Before Brake	0	0.0%	24	0.2%	74	0.2%	98	0.2%
Driverless Moving Vehicle	0	0.0%	10	0.1%	49	0.2%	59	0.1%
<b>Vehicle</b>	<b>7</b>	<b>1.9%</b>	<b>258</b>	<b>1.9%</b>	<b>652</b>	<b>2.1%</b>	<b>917</b>	<b>2.0%</b>
Other Mechanical Defect	1	0.3%	95	0.7%	254	0.8%	350	0.8%
Inadequate Brakes	0	0.0%	82	0.6%	181	0.6%	263	0.6%
Defective Tires	5	1.4%	55	0.4%	162	0.5%	222	0.5%
Defective Steering	1	0.3%	26	0.2%	55	0.2%	82	0.2%
<b>Environment</b>	<b>1</b>	<b>0.3%</b>	<b>30</b>	<b>0.2%</b>	<b>95</b>	<b>0.3%</b>	<b>126</b>	<b>0.3%</b>
Road Defect	0	0.0%	22	0.2%	76	0.2%	98	0.2%
Traffic Control Not Functioning	1	0.3%	8	0.06%	19	0.06%	28	0.06%
<b>Other<sup>3</sup></b>	<b>26</b>	<b>7.2%</b>	<b>1,050</b>	<b>7.6%</b>	<b>5,498</b>	<b>17.8%</b>	<b>6,574</b>	<b>14.6%</b>
None	9	2.5%	514	3.7%	2,165	7.0%	2,688	6.0%
Missing Data	10	2.8%	201	1.5%	1,898	6.2%	2,109	4.7%
Other - No Driver Error	7	1.9%	335	2.4%	1,435	4.6%	1,777	3.9%
<b>Total Crashes</b>	<b>361</b>	<b>100%</b>	<b>13,849</b>	<b>100%</b>	<b>30,861</b>	<b>100%</b>	<b>45,071</b>	<b>100%</b>

<sup>1</sup> See the Definitions section for the method of deriving the top contributing factor.

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

<sup>3</sup> “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, 2016

Top Contributing Factor <sup>1</sup>	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
<b>Human</b>	<b>369</b>	<b>91.1%</b>	<b>1,031</b>	<b>89.4%</b>	<b>4,253</b>	<b>89.5%</b>	<b>13,378</b>	<b>91.7%</b>	<b>79,939</b>	<b>85.2%</b>	<b>98,970</b>	<b>86.3%</b>
Driver Inattention	31	7.7%	153	13.3%	865	18.2%	3,425	23.5%	20,029	21.4%	24,503	21.4%
Failed to Yield Right of Way	9	2.2%	173	15.0%	838	17.6%	2,871	19.7%	14,087	15.0%	17,978	15.7%
Following Too Closely	1	0.2%	48	4.2%	190	4.0%	2,183	15.0%	13,271	14.1%	15,693	13.7%
Disregarded Traffic Signal	6	1.5%	83	7.2%	308	6.5%	1,126	7.7%	4,433	4.7%	5,956	5.2%
Alcohol/Drug Involved <sup>2</sup>	204	50.4%	196	17.0%	650	13.7%	774	5.3%	3,536	3.8%	5,360	4.7%
Excessive Speed	45	11.1%	120	10.4%	409	8.6%	726	5.0%	4,013	4.3%	5,313	4.6%
Made Improper Turn	2	0.5%	21	1.8%	90	1.9%	305	2.1%	3,132	3.3%	3,550	3.1%
Other Improper Driving	10	2.5%	46	4.0%	164	3.5%	342	2.3%	2,660	2.8%	3,222	2.8%
Speed Too Fast for Conditions	13	3.2%	44	3.8%	167	3.5%	392	2.7%	2,264	2.4%	2,880	2.5%
Improper Lane Change	1	0.2%	12	1.0%	49	1.0%	138	0.9%	2,651	2.8%	2,851	2.5%
Improper Backing	0	0.0%	1	0.1%	13	0.3%	62	0.4%	2,735	2.9%	2,811	2.5%
Passed Stop Sign	3	0.7%	30	2.6%	95	2.0%	283	1.9%	1,485	1.6%	1,896	1.7%
Avoid No Contact - Vehicle	5	1.2%	14	1.2%	85	1.8%	172	1.2%	1,367	1.5%	1,643	1.4%
Avoid No Contact - Other	3	0.7%	8	0.7%	89	1.9%	223	1.5%	1,312	1.4%	1,635	1.4%
Drove Left Of Center	21	5.2%	24	2.1%	122	2.6%	158	1.1%	1,078	1.1%	1,403	1.2%
Improper Overtaking	4	1.0%	10	0.9%	32	0.7%	90	0.6%	1,237	1.3%	1,373	1.2%
Pedestrian Error	11	2.7%	42	3.6%	74	1.6%	73	0.5%	363	0.4%	563	0.5%
Vehicle Skidded Before Brake	0	0.0%	5	0.4%	9	0.2%	27	0.2%	190	0.2%	231	0.2%
Driverless Moving Vehicle	0	0.0%	1	0.1%	4	0.1%	8	0.05%	96	0.1%	109	0.1%
<b>Vehicle</b>	<b>7</b>	<b>1.7%</b>	<b>21</b>	<b>1.8%</b>	<b>90</b>	<b>1.9%</b>	<b>256</b>	<b>1.8%</b>	<b>1,771</b>	<b>1.9%</b>	<b>2,145</b>	<b>1.9%</b>
Other Mechanical Defect	1	0.2%	8	0.7%	37	0.8%	89	0.6%	713	0.8%	848	0.7%
Inadequate Brakes	0	0.0%	1	0.1%	14	0.3%	96	0.7%	612	0.7%	723	0.6%
Defective Tires	5	1.2%	11	1.0%	25	0.5%	57	0.4%	327	0.3%	425	0.4%
Defective Steering	1	0.2%	1	0.1%	14	0.3%	14	0.1%	119	0.1%	149	0.1%
<b>Environment</b>	<b>1</b>	<b>0.2%</b>	<b>4</b>	<b>0.3%</b>	<b>13</b>	<b>0.3%</b>	<b>22</b>	<b>0.2%</b>	<b>183</b>	<b>0.2%</b>	<b>223</b>	<b>0.2%</b>
Road Defect	0	0.0%	3	0.3%	12	0.3%	14	0.1%	116	0.1%	145	0.1%
Traffic Control Not Functioning	1	0.2%	1	0.1%	1	0.0%	8	0.05%	67	0.07%	78	0.07%
<b>Other<sup>3</sup></b>	<b>28</b>	<b>6.9%</b>	<b>97</b>	<b>8.4%</b>	<b>396</b>	<b>8.3%</b>	<b>933</b>	<b>6.4%</b>	<b>11,909</b>	<b>12.7%</b>	<b>13,363</b>	<b>11.7%</b>
None	10	2.5%	27	2.3%	152	3.2%	512	3.5%	4,819	5.1%	5,520	4.8%
Missing Data	10	2.5%	31	2.7%	71	1.5%	175	1.2%	4,224	4.5%	4,511	3.9%
Other - No Driver Error	8	2.0%	39	3.4%	173	3.6%	246	1.7%	2,866	3.1%	3,332	2.9%
<b>Total People</b>	<b>405</b>	<b>100%</b>	<b>1,153</b>	<b>100%</b>	<b>4,752</b>	<b>100%</b>	<b>14,589</b>	<b>100%</b>	<b>93,802</b>	<b>100%</b>	<b>114,701</b>	<b>100%</b>

<sup>1</sup> See the Definitions section for the method of deriving the top contributing factor.

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

<sup>3</sup> "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

- Hit-and-run crashes accounted for 17 percent of all crashes, the highest percentage in five years. (Table 6)

Table 6: Hit-and-Run Crashes by Crash Severity, 2012 - 2016

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		
2012	15	0.25%	829	13.8%	5,146	85.9%	5,990	100%	41,083	15%
2013	10	0.18%	851	15.6%	4,588	84.2%	5,449	100%	39,208	14%
2014	19	0.35%	838	15.3%	4,603	84.3%	5,460	100%	40,691	13%
2015	15	0.24%	1,141	17.9%	5,210	81.8%	6,366	100%	45,308	14%
2016	24	0.32%	1,388	18.4%	6,116	81.2%	7,528	100%	45,071	17%

Table 7: Severity of Injuries to People in Hit-and-Run Crashes, 2012 - 2016

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		
2012	16	79	206	812	11,791	12,904	103,030	13%
2013	11	55	261	810	10,745	11,882	99,274	12%
2014	22	77	259	797	11,028	12,183	102,750	12%
2015	15	74	311	1,119	13,152	14,671	115,272	13%
2016	25	82	409	1,300	15,559	17,375	114,701	15%

# Crash Characteristics – Crash Classification

## 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 69.8 percent of total crashes. (Table 8)
- Among fatal crashes, the most common crash classifications were “Other Vehicle” (30.5 percent), “Rollover” (26.0 percent), and “Pedestrian” (21.1 percent). (Table 8)
- Deer and elk account for 66.4 percent of all animal-involved crashes. (Table 12)

Table 8: Crashes by Crash Classification and Crash Severity, 2016

Crash Classification	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	110	30.5%	10,218	73.8%	21,129	68.5%	31,457	69.8%
Fixed Object	37	10.2%	1,175	8.5%	3,384	11.0%	4,596	10.2%
Parked Vehicle	0	0.0%	104	0.8%	1,761	5.7%	1,865	4.1%
Animal	0	0.0%	175	1.3%	1,462	4.7%	1,637	3.6%
Overturn	33	9.1%	674	4.9%	562	1.8%	1,269	2.8%
Other (Non-Collision)	4	1.1%	209	1.5%	504	1.6%	717	1.6%
Other (Object)	0	0.0%	97	0.7%	589	1.9%	686	1.5%
Rollover	94	26.0%	320	2.3%	175	0.6%	589	1.3%
Pedestrian	76	21.1%	468	3.4%	45	0.1%	589	1.3%
Pedalcyclist	4	1.1%	311	2.2%	47	0.2%	362	0.8%
Vehicle on Other Road	0	0.0%	53	0.4%	255	0.8%	308	0.7%
Railroad Train	3	0.8%	5	0.04%	3	0.01%	11	0.02%
Missing Data	0	0.0%	40	0.3%	945	3.1%	985	2.2%
<b>Total Crashes</b>	<b>361</b>	<b>100%</b>	<b>13,849</b>	<b>100%</b>	<b>30,861</b>	<b>100%</b>	<b>45,071</b>	<b>100%</b>

## Crash Characteristics – Crash Classification

Table 9: People in Crashes by Crash Classification<sup>6</sup> and Severity of Injury, 2016

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	138	0.2%	685	0.8%	2,710	3.0%	12,538	13.8%	74,966	82.3%	91,037	100%
Fixed Object	38	0.6%	135	2.1%	559	8.9%	711	11.3%	4,840	77.0%	6,283	100%
Parked Vehicle	0	0.0%	6	0.1%	54	1.3%	72	1.8%	3,965	96.8%	4,097	100%
Animal	0	0.0%	4	0.2%	86	3.3%	124	4.8%	2,377	91.7%	2,591	100%
Overturn	33	1.7%	50	2.6%	471	24.1%	396	20.3%	1,001	51.3%	1,951	100%
Pedestrian	78	5.4%	86	6.0%	218	15.1%	217	15.0%	845	58.5%	1,444	100%
Other (Object)	0	0.0%	1	0.1%	49	4.1%	68	5.6%	1,091	90.2%	1,209	100%
Other (Non-Collision)	4	0.3%	16	1.4%	137	12.0%	92	8.0%	897	78.3%	1,146	100%
Rollover	107	10.4%	138	13.4%	264	25.6%	162	15.7%	360	34.9%	1,031	100%
Pedalcyclist	4	0.5%	26	3.2%	180	22.2%	114	14.0%	488	60.1%	812	100%
Vehicle on Other Road	0	0.0%	5	0.6%	21	2.7%	44	5.6%	722	91.2%	792	100%
Railroad Train	3	12.0%	1	4.0%	1	4.0%	4	16.0%	16	64.0%	25	100%
Missing Data	0	0.0%	0	0.0%	2	0.1%	47	2.1%	2,234	97.9%	2,283	100%
<b>Total People</b>	<b>405</b>	<b>0.4%</b>	<b>1,153</b>	<b>1.0%</b>	<b>4,752</b>	<b>4.1%</b>	<b>14,589</b>	<b>12.7%</b>	<b>93,802</b>	<b>81.8%</b>	<b>114,701</b>	<b>100%</b>

Table 10: Crashes by Crash Classification<sup>6</sup>, 2012 - 2016

Crash Classification	Crashes					Percentage of Total Crashes by Year				
	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
Other Vehicle	27,041	26,309	27,171	31,061	31,457	65.8%	67.1%	66.8%	68.6%	69.8%
Fixed Object	4,122	3,950	3,954	4,585	4,596	10.0%	10.1%	9.7%	10.1%	10.2%
Parked Vehicle	2,641	2,240	2,266	2,044	1,865	6.4%	5.7%	5.6%	4.5%	4.1%
Animal	1,361	1,228	1,411	1,517	1,637	3.3%	3.1%	3.5%	3.3%	3.6%
Overturn	2,142	1,990	1,948	879	1,269	5.2%	5.1%	4.8%	1.9%	2.8%
Other (Non-Collision)	735	606	541	569	717	1.8%	1.5%	1.3%	1.3%	1.6%
Other (Object)	956	818	886	890	686	2.3%	2.1%	2.2%	2.0%	1.5%
Rollover <sup>1</sup>	0	0	23	1,344	589	0.0%	0.0%	0.1%	3.0%	1.3%
Pedestrian	478	506	557	606	589	1.2%	1.3%	1.4%	1.3%	1.3%
Pedalcyclist	383	301	314	361	362	0.9%	0.8%	0.8%	0.8%	0.8%
Vehicle on Other Road	260	253	363	195	308	0.6%	0.6%	0.9%	0.4%	0.7%
Railroad Train	14	28	29	9	11	0.03%	0.1%	0.1%	0.02%	0.02%
Missing Data	950	979	1,228	1,248	985	2.3%	2.5%	3.0%	2.8%	2.2%
<b>Total Crashes</b>	<b>41,083</b>	<b>39,208</b>	<b>40,691</b>	<b>45,308</b>	<b>45,071</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

<sup>1</sup> Rollover crashes are classified separately from Overturn/Rollover starting with 2014 crashes.

<sup>6</sup> 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."

## Crash Characteristics – Crash Classification

Table 11: Classification of Rollover/Overturn Crashes<sup>7</sup> by Crash Severity, 2016

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	56	44.1%	503	50.6%	400	54.3%	959	51.6%
Left Side of Road	45	35.4%	257	25.9%	209	28.4%	511	27.5%
On the Road	25	19.7%	184	18.5%	99	13.4%	308	16.6%
Missing Data	1	0.8%	50	5.0%	29	3.9%	80	4.3%
<b>Total Crashes</b>	<b>127</b>	<b>100%</b>	<b>994</b>	<b>100%</b>	<b>737</b>	<b>100%</b>	<b>1,858</b>	<b>100%</b>

Table 12: Classification of Crashes Involving Animals<sup>7</sup> by Crash Severity, 2016

Animal Crash	Severity of Crashes						Total Crashes	
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Deer	0	0.0%	65	37.1%	777	53.1%	842	51.4%
Elk	0	0.0%	32	18.3%	213	14.6%	245	15.0%
Cow/Cattle	0	0.0%	35	20.0%	179	12.2%	214	13.1%
Dog	0	0.0%	10	5.7%	98	6.7%	108	6.6%
Game Animal	0	0.0%	7	4.0%	49	3.4%	56	3.4%
Horse	0	0.0%	10	5.7%	33	2.3%	43	2.6%
Coyote	0	0.0%	4	2.3%	37	2.5%	41	2.5%
Antelope	0	0.0%	1	0.6%	18	1.2%	19	1.2%
Other Animal	0	0.0%	5	2.9%	10	0.7%	15	0.9%
Domestic - Cattle, Horse, etc	0	0.0%	2	1.1%	6	0.4%	8	0.5%
Pig	0	0.0%	0	0.0%	6	0.4%	6	0.4%
Bear	0	0.0%	0	0.0%	6	0.4%	6	0.4%
Bird	0	0.0%	0	0.0%	4	0.3%	4	0.2%
Cougar	0	0.0%	0	0.0%	3	0.2%	3	0.2%
Cat	0	0.0%	1	0.6%	2	0.1%	3	0.2%
Goat	0	0.0%	0	0.0%	2	0.1%	2	0.1%
Skunk	0	0.0%	2	1.1%	0	0.0%	2	0.1%
Sheep	0	0.0%	0	0.0%	2	0.1%	2	0.1%
Missing Data	0	0.0%	1	0.6%	17	1.2%	18	1.1%
<b>Total</b>	<b>0</b>	<b>0%</b>	<b>175</b>	<b>100%</b>	<b>1,462</b>	<b>100%</b>	<b>1,637</b>	<b>100%</b>

<sup>7</sup> 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 at or below the speed limit but above a safe speed due to road conditions (e.g. ice or night driving).

- Crashes in which speeding was the top contributing factor account for 7 to 10 percent of all crashes each year. (Table 13)

Table 13: Crashes with Speeding as the Top Contributing Factor, 2012 - 2016

Year	Speeding Crashes <sup>1</sup>	Total Crashes	Percent of Total Crashes
2012	3,126	41,083	7.6%
2013	3,278	39,208	8.4%
2014	3,217	40,691	7.9%
2015	4,252	45,308	9.4%
2016	3,626	45,071	8.0%

<sup>1</sup> 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, 2016

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	39	79.6%	817	66.9%	1,514	64.3%	2,370	65.4%
Speed Too Fast for Conditions	10	20.4%	405	33.1%	841	35.7%	1,256	34.6%
<b>Total</b>	<b>49</b>	<b>100%</b>	<b>1,222</b>	<b>100%</b>	<b>2,355</b>	<b>100%</b>	<b>3,626</b>	<b>100%</b>

# Crash Characteristics – Speeding

## Drivers with Speeding as a Contributing Factor

At the scene of a crash, an officer can record up to 33 contributing factors for each driver involved in the crash. This section counts the number of drivers 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 6.1 percent, which is the second-lowest 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 under the age of 30 account for 44.4 percent of speeding drivers in crashes (Table 16, Figure 6)
- The ratio of male to female speeding drivers in crashes is generally 2 to 1. (Table 16, Figure 6)

Table 15: Speeding Drivers as a Contributing Factor in Crashes, 2012 - 2016

Year	Speeding Drivers <sup>1</sup> in Crashes	Total Drivers in Crashes	Percent
2012	4,440	74,827	<b>5.9%</b>
2013	4,610	72,241	<b>6.4%</b>
2014	4,636	75,139	<b>6.2%</b>
2015	5,749	84,393	<b>6.8%</b>
2016	5,152	84,448	<b>6.1%</b>

<sup>1</sup> Drivers with at least one contributing factor of either Excessive Speed or Too Fast for Conditions. Drivers with both are counted only once.

## Crash Characteristics – Speeding

Table 16: Speeding Drivers in Crashes by Age Group and Sex, 2016

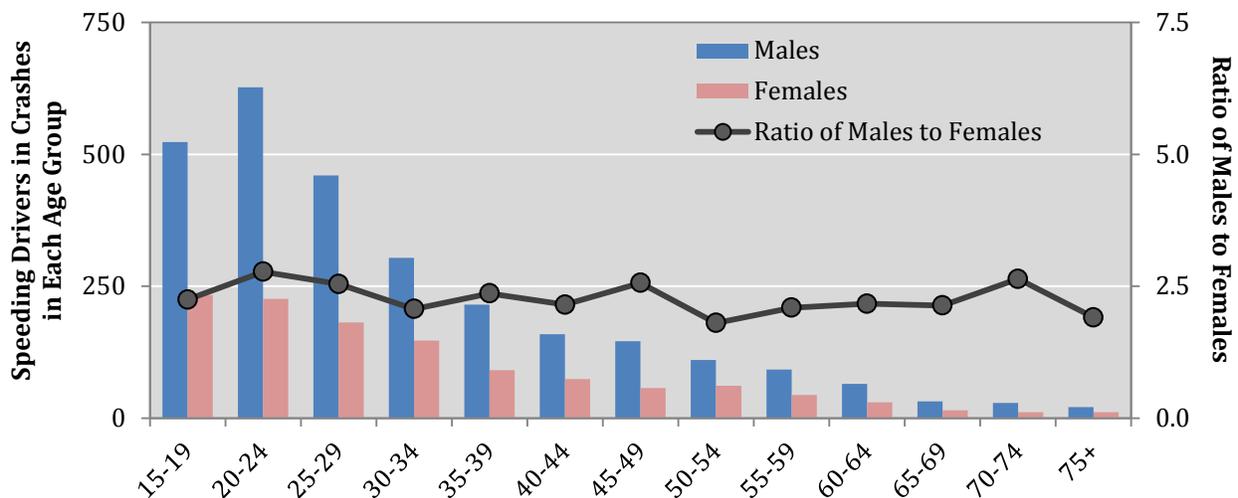
Age Group <sup>1</sup>	Speeding Drivers <sup>2</sup> in Crashes								Ratio of Males to Females
	Males		Females		Missing Data <sup>3</sup>		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	523	18.2%	233	19.4%	10	0.9%	766	14.9%	2.2
20-24	627	21.8%	226	18.8%	12	1.1%	865	16.8%	2.8
25-29	460	16.0%	181	15.1%	9	0.9%	650	12.7%	2.5
30-34	304	10.6%	147	12.2%	8	0.8%	459	8.9%	2.1
35-39	215	7.5%	91	7.6%	3	0.3%	309	6.0%	2.4
40-44	159	5.5%	74	6.2%	3	0.3%	236	4.6%	2.1
45-49	146	5.1%	57	4.7%	0	0.0%	203	4.0%	2.6
50-54	110	3.8%	61	5.1%	5	0.5%	176	3.4%	1.8
55-59	92	3.2%	44	3.7%	0	0.0%	136	2.6%	2.1
60-64	65	2.3%	30	2.5%	0	0.0%	95	1.8%	2.2
65-69	32	1.1%	15	1.2%	4	0.4%	51	1.0%	2.1
70-74	29	1.0%	11	0.9%	1	0.1%	41	0.8%	2.6
75+	21	0.7%	11	0.9%	1	0.1%	33	0.6%	1.9
Missing Data <sup>3</sup>	94	3.3%	21	1.7%	1,001	94.7%	1,116	21.7%	4.5
<b>Total</b>	<b>2,877</b>	<b>100%</b>	<b>1,202</b>	<b>100%</b>	<b>1,057</b>	<b>100%</b>	<b>5,136</b>	<b>100%</b>	<b>2.4</b>

<sup>1</sup> Does not include drivers whose age is less than 15.

<sup>2</sup> 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.

<sup>3</sup> 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, 2016



# 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 total crashes was highest on Fridays. (Table 17, Table 19)
- Saturdays are disproportionately represented among fatal crashes. Saturdays have 12.8 percent of all crashes but 19.1 percent of fatal crashes. (Table 17)
- There were more alcohol-involved crashes and fatal alcohol-involved crashes on Fridays, Saturdays and Sundays. The number of alcohol-involved crashes and fatal alcohol-involved was highest on Saturdays. (Table 18)
- The peak of alcohol-involved crashes is from 8 p.m. to 12 a.m., but there is a dramatic increase by 5 p.m. that is sustained at high levels to midnight. (Figure 8)
- No matter the day of the week, the highest number of crashes occurred between noon and 7 p.m. (Table 19)
- In 2016, 44.0 percent of all crashes occurred between 12 p.m. and 6 p.m. (Table 20)
- On Friday nights and Saturday nights, most alcohol-involved crashes occur between 4 p.m. and 4 a.m. (Table 21)
- The number of alcohol-involved crashes from 8 p.m. to 9 p.m. was noticeably higher in 2015 and 2016 compared with previous years. (Table 23)

Table 17: Crashes by Day of the Week and Crash Severity, 2016

Day of the Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Sunday	42	11.6%	1,344	9.7%	2,921	9.5%	4,307	9.6%
Monday	59	16.3%	2,036	14.7%	4,445	14.4%	6,540	14.5%
Tuesday	49	13.6%	2,009	14.5%	4,789	15.5%	6,847	15.2%
Wednesday	36	10.0%	2,244	16.2%	4,659	15.1%	6,939	15.4%
Thursday	51	14.1%	2,098	15.1%	4,769	15.5%	6,918	15.3%
Friday	55	15.2%	2,321	16.8%	5,371	17.4%	7,747	17.2%
Saturday	69	19.1%	1,797	13.0%	3,907	12.7%	5,773	12.8%
<b>Total Crashes</b>	<b>361</b>	<b>100%</b>	<b>13,849</b>	<b>100%</b>	<b>30,861</b>	<b>100%</b>	<b>45,071</b>	<b>100%</b>

## Crash Characteristics – Hour and Day

Table 18: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2016

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	22	14.8%	155	17.1%	166	16.4%	343	16.5%
Monday	19	12.8%	106	11.7%	102	10.0%	227	11.0%
Tuesday	16	10.7%	101	11.1%	113	11.1%	230	11.1%
Wednesday	19	12.8%	109	12.0%	106	10.4%	234	11.3%
Thursday	19	12.8%	116	12.8%	129	12.7%	264	12.7%
Friday	22	14.8%	140	15.4%	180	17.7%	342	16.5%
Saturday	32	21.5%	182	20.0%	219	21.6%	433	20.9%
<b>Total Crashes</b>	<b>149</b>	<b>100%</b>	<b>909</b>	<b>100%</b>	<b>1,015</b>	<b>100%</b>	<b>2,073</b>	<b>100%</b>

Figure 7: Crashes by Hour of the Day, 2016

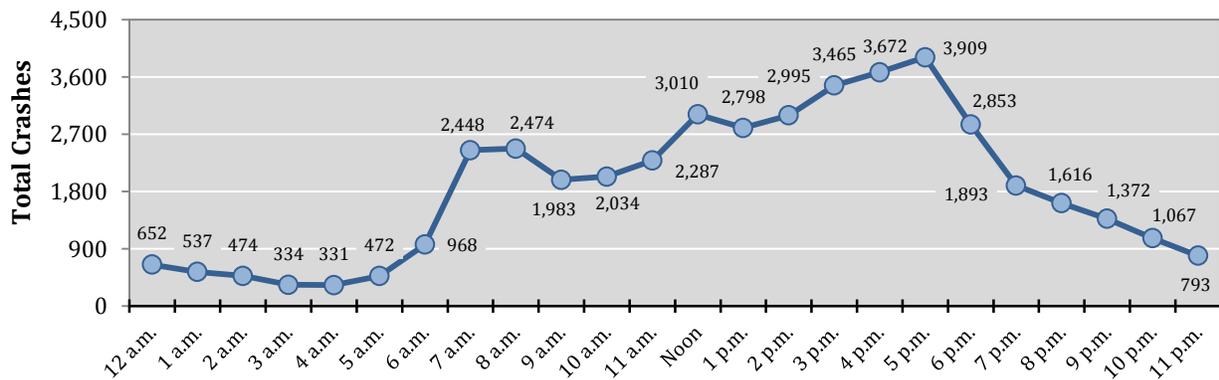
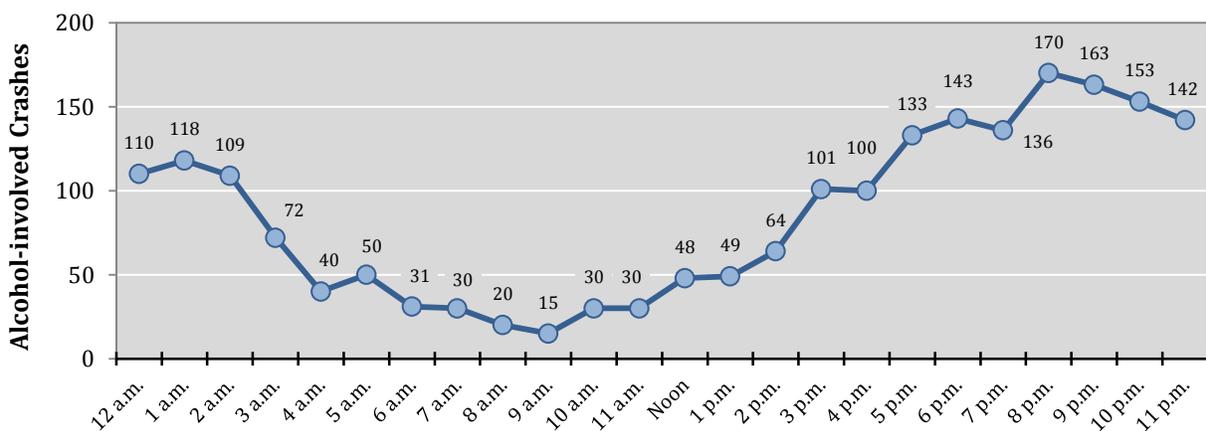


Figure 8: Alcohol-involved Crashes by Hour of the Day, 2016



# Crash Characteristics – Hour and Day

Table 19: Crashes by Hour and Day of Week, 2016

Hour <sup>1</sup>	Crashes <sup>2</sup>							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	156	81	63	69	65	68	150	652
1 a.m.	105	56	52	44	71	70	139	537
2 a.m.	102	53	40	53	41	83	102	474
3 a.m.	69	37	34	35	43	37	79	334
4 a.m.	64	47	36	40	40	40	64	331
5 a.m.	63	61	71	73	60	71	73	472
6 a.m.	104	135	161	160	170	132	106	968
7 a.m.	99	429	474	472	436	385	153	2,448
8 a.m.	116	420	459	448	437	403	191	2,474
9 a.m.	146	353	323	299	296	312	254	1,983
10 a.m.	189	302	295	319	276	354	299	2,034
11 a.m.	231	329	311	364	343	376	333	2,287
Noon	273	429	425	484	465	541	393	3,010
1 p.m.	244	418	425	424	431	517	339	2,798
2 p.m.	246	453	466	475	437	543	375	2,995
3 p.m.	271	525	554	562	532	656	365	3,465
4 p.m.	292	551	634	550	585	691	369	3,672
5 p.m.	295	555	669	656	685	667	382	3,909
6 p.m.	283	398	390	462	458	521	341	2,853
7 p.m.	240	236	273	273	262	313	296	1,893
8 p.m.	222	192	215	212	248	276	251	1,616
9 p.m.	174	175	174	174	181	247	247	1,372
10 p.m.	151	136	122	116	137	185	220	1,067
11 p.m.	112	81	72	90	113	160	165	793
Missing Data	60	88	109	85	106	99	87	634
<b>Total Crashes</b>	<b>4,307</b>	<b>6,540</b>	<b>6,847</b>	<b>6,939</b>	<b>6,918</b>	<b>7,747</b>	<b>5,773</b>	<b>45,071</b>

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

<sup>2</sup> Numbers are shaded such that darker shading identifies higher numbers.

Table 20: Crashes by Hour and Crash Severity, 2016

Hour <sup>1</sup>	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	35	9.7%	465	3.4%	1,163	3.8%	1,663	3.7%
3 - 6 a.m.	20	5.5%	302	2.2%	815	2.6%	1,137	2.5%
6 - 9 a.m.	38	10.5%	1,735	12.5%	4,117	13.3%	5,890	13.1%
9 a.m. - Noon	28	7.8%	1,899	13.7%	4,377	14.2%	6,304	14.0%
12 - 3 p.m.	53	14.7%	2,794	20.2%	5,956	19.3%	8,803	19.5%
3 - 6 p.m.	54	15.0%	3,525	25.5%	7,467	24.2%	11,046	24.5%
6 - 9 p.m.	71	19.7%	2,087	15.1%	4,204	13.6%	6,362	14.1%
9 p.m. -12 a.m.	62	17.2%	994	7.2%	2,176	7.1%	3,232	7.2%
Missing Data	0	0.0%	48	0.3%	586	1.9%	634	1.4%
<b>Total Crashes</b>	<b>361</b>	<b>100%</b>	<b>13,849</b>	<b>100%</b>	<b>30,861</b>	<b>100%</b>	<b>45,071</b>	<b>100%</b>

<sup>1</sup> 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, 2016

Hour <sup>1</sup>	Alcohol-involved Crashes <sup>2</sup>							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	36	9	11	9	10	11	24	110
1 a.m.	27	8	6	9	21	17	30	118
2 a.m.	23	10	7	12	6	23	28	109
3 a.m.	19	6	3	1	12	7	24	72
4 a.m.	12	4	0	4	3	4	13	40
5 a.m.	15	5	4	4	3	5	14	50
6 a.m.	11	2	2	4	1	7	4	31
7 a.m.	3	9	1	1	5	4	7	30
8 a.m.	6	1	3	1	2	1	6	20
9 a.m.	4	1	2	1	1	1	5	15
10 a.m.	2	4	1	7	3	7	6	30
11 a.m.	3	7	1	6	7	1	5	30
Noon	3	7	4	3	12	13	6	48
1 p.m.	9	7	8	4	3	6	12	49
2 p.m.	11	8	10	4	8	13	10	64
3 p.m.	13	10	18	13	16	15	16	101
4 p.m.	8	12	10	15	11	19	25	100
5 p.m.	20	11	20	16	17	25	24	133
6 p.m.	21	14	14	22	17	28	27	143
7 p.m.	17	16	28	16	13	21	25	136
8 p.m.	24	22	22	27	26	26	23	170
9 p.m.	15	21	24	19	23	27	34	163
10 p.m.	21	23	10	17	23	29	30	153
11 p.m.	19	9	16	17	21	28	32	142
Missing Data	1	1	5	2	0	4	3	16
<b>Total</b>	<b>343</b>	<b>227</b>	<b>230</b>	<b>234</b>	<b>264</b>	<b>342</b>	<b>433</b>	<b>2,073</b>

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

<sup>2</sup> Numbers are shaded such that darker shading identifies higher numbers.

Table 22: Alcohol-involved Crashes by Hour and Crash Severity, 2016

Hour <sup>1</sup>	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.	23	15.4%	134	14.7%	180	17.7%	337	16.3%
3 - 6 a.m.	12	8.1%	64	7.0%	86	8.5%	162	7.8%
6 - 9 a.m.	6	4.0%	36	4.0%	39	3.8%	81	3.9%
9 a.m. - Noon	2	1.3%	33	3.6%	40	3.9%	75	3.6%
12 - 3 p.m.	10	6.7%	73	8.0%	78	7.7%	161	7.8%
3 - 6 p.m.	21	14.1%	145	16.0%	168	16.6%	334	16.1%
6 - 9 p.m.	33	22.1%	215	23.7%	201	19.8%	449	21.7%
9 p.m. -12 a.m.	42	28.2%	205	22.6%	211	20.8%	458	22.1%
Missing Data	0	0.0%	4	0.4%	12	1.2%	16	0.8%
<b>Total</b>	<b>149</b>	<b>100%</b>	<b>909</b>	<b>100%</b>	<b>1,015</b>	<b>100%</b>	<b>2,073</b>	<b>100%</b>

<sup>1</sup> 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, 2012 - 2016

Hour <sup>1</sup>	Alcohol-involved Crashes <sup>2</sup>				
	2012	2013	2014	2015	2016
Midnight	108	101	118	114	110
1 a.m.	145	114	97	91	118
2 a.m.	150	112	112	113	109
3 a.m.	86	68	56	68	72
4 a.m.	59	52	34	52	40
5 a.m.	45	37	26	44	50
6 a.m.	39	37	26	28	31
7 a.m.	30	35	35	37	30
8 a.m.	39	25	29	24	20
9 a.m.	24	20	29	27	15
10 a.m.	39	24	32	30	30
11 a.m.	54	46	49	33	30
Noon	47	44	37	49	48
1 p.m.	46	60	56	52	49
2 p.m.	52	63	76	69	64
3 p.m.	95	81	81	92	101
4 p.m.	101	92	106	115	100
5 p.m.	144	126	135	144	133
6 p.m.	135	138	157	144	143
7 p.m.	150	143	134	142	136
8 p.m.	137	145	139	183	170
9 p.m.	154	135	165	144	163
10 p.m.	141	113	143	164	153
11 p.m.	133	114	143	153	142
Missing Data	23	12	26	22	16
<b>Total</b>	<b>2,176</b>	<b>1,937</b>	<b>2,041</b>	<b>2,134</b>	<b>2,073</b>

<sup>1</sup> For reference, the hour of 1 a.m. is from 1 a.m. to 1:59 a.m.

<sup>2</sup> 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 2016 ...

- The Halloween period had the highest rate of crashes per day. (Table 24)
- The Columbus and Labor Day holiday periods had the highest rates of fatalities and alcohol-involved fatalities. (Table 24)

Table 24: Holiday Crashes and Fatalities, 2016<sup>8</sup>

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	Thu, 12-31-15	Tue, 01-05-16	138	30.7	16	3.6	2	0.4	1	0.2
MLK Day	3.5	Fri, 01-15-16	Tue, 01-19-16	295	84.3	23	6.6	1	0.3	1	0.3
Super Bowl	1.0	Sun, 02-07-16	Mon, 02-08-16	80	80.0	13	13.0	1	1.0	1	1.0
Presidents' Day	3.5	Sat, 02-13-16	Wed, 02-17-16	312	89.1	16	4.6	1	0.3	0	0.0
St. Patrick's Day	4.5	Thu, 03-17-16	Mon, 03-21-16	138	30.7	8	1.8	1	0.2	0	0.0
Easter	3.5	Fri, 03-25-16	Sun, 03-27-16	200	57.1	17	4.9	0	0.0	0	0.0
Memorial Day	3.5	Fri, 05-27-16	Tue, 05-31-16	274	78.3	18	5.1	6	1.7	2	0.6
4th of July	3.5	Fri, 07-01-16	Tue, 07-05-16	336	96.0	24	6.9	2	0.6	0	0.0
Labor Day	3.5	Fri, 09-02-16	Tue, 09-06-16	325	92.9	22	6.3	10	2.9	4	1.1
Balloon Fiesta	9.5	Fri, 09-30-16	Mon, 10-10-16	989	104.1	37	3.9	6	0.6	3	0.3
Columbus Day	3.5	Fri, 10-07-16	Mon, 10-10-16	417	119.1	27	7.7	10	2.9	5	1.4
Halloween	3.5	Fri, 10-28-16	Tue, 11-01-16	465	132.9	32	9.1	5	1.4	2	0.6
Veterans' Day	1.5	Thu, 11-10-16	Mon, 11-14-16	162	108.0	11	7.3	3	2.0	1	0.7
Thanksgiving	4.5	Wed, 11-23-16	Mon, 11-28-16	391	86.9	32	7.1	5	1.1	3	0.7
Christmas	2.5	Sat, 12-24-16	Tue, 12-27-16	207	82.8	17	6.8	1	0.4	1	0.4

<sup>8</sup> 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 10.4 percent of crashes but 33.0 percent of fatal crashes. (Table 25)

Table 25: Crashes by Crash Severity and Light Condition, 2016

Light Condition	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	167	46.3%	10,034	72.5%	21,166	68.6%	31,367	69.6%
Dark-Lighted	56	15.5%	1,913	13.8%	3,588	11.6%	5,557	12.3%
Dark-Not Lighted	119	33.0%	1,245	9.0%	3,327	10.8%	4,691	10.4%
Dusk	11	3.0%	377	2.7%	901	2.9%	1,289	2.9%
Dawn	6	1.7%	177	1.3%	533	1.7%	716	1.6%
Other/Not Stated	1	0.3%	23	0.2%	179	0.6%	203	0.5%
Missing Data	1	0.3%	80	0.6%	1,167	3.8%	1,248	2.8%
<b>Total Crashes</b>	<b>361</b>	<b>100%</b>	<b>13,849</b>	<b>100%</b>	<b>30,861</b>	<b>100%</b>	<b>45,071</b>	<b>100%</b>

Table 26: Severity of Injuries to People in Crashes by Light Condition, 2016

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	185	45.7%	748	64.9%	3,157	66.4%	10,899	74.7%	68,019	72.5%	83,008	72.4%
Dark-Lighted	65	16.0%	175	15.2%	675	14.2%	2,078	14.2%	11,343	12.1%	14,336	12.5%
Dark-Not Lighted	133	32.8%	159	13.8%	659	13.9%	977	6.7%	7,480	8.0%	9,408	8.2%
Dusk	13	3.2%	45	3.9%	162	3.4%	370	2.5%	2,741	2.9%	3,331	2.9%
Dawn	7	1.7%	19	1.6%	65	1.4%	155	1.1%	1,219	1.3%	1,465	1.3%
Other/Not Stated	1	0.2%	0	0.0%	10	0.2%	20	0.1%	360	0.4%	391	0.3%
Missing Data	1	0.2%	7	0.6%	24	0.5%	90	0.6%	2,640	2.8%	2,762	2.4%
<b>Total People</b>	<b>405</b>	<b>100%</b>	<b>1,153</b>	<b>100.0%</b>	<b>4,752</b>	<b>100%</b>	<b>14,589</b>	<b>100%</b>	<b>93,802</b>	<b>100%</b>	<b>114,701</b>	<b>100%</b>

### Weather

Table 27: Crashes and Crash Fatalities by Weather Condition, 2016

Weather	Crashes		Fatalities	
	Count	Percent	Count	Percent
Clear	40,800	90.5%	363	89.6%
Inclement	3,035	6.7%	29	7.2%
Raining	1,683	3.7%	12	3.0%
Snowing	723	1.6%	5	1.2%
Wind	256	0.6%	4	1.0%
Other	221	0.5%	4	1.0%
Sleet or Hail	75	0.2%	3	0.7%
Fog	71	0.2%	1	0.2%
Dust	6	0.0%	0	0.0%
Missing Data	1,236	2.7%	13	3.2%
<b>Total</b>	<b>45,071</b>	<b>100%</b>	<b>405</b>	<b>100%</b>

Table 28: Crashes by Weather Condition, 2012 - 2016

Weather	Crashes									
	2012		2013		2014		2015		2016	
	Count	Percent								
Clear	36,002	87.6%	33,500	85.4%	35,092	86.2%	38,919	85.9%	40,800	90.5%
Inclement	2,420	5.9%	3,215	8.2%	2,759	6.8%	4,847	10.7%	3,035	6.7%
Raining	1,014	2.5%	1,454	3.7%	1,459	3.6%	2,200	4.9%	1,683	3.7%
Snowing	801	1.9%	942	2.4%	596	1.5%	1,779	3.9%	723	1.6%
Wind	305	0.7%	383	1.0%	333	0.8%	219	0.5%	256	0.6%
Other	175	0.4%	229	0.6%	155	0.4%	322	0.7%	221	0.5%
Sleet or Hail	52	0.1%	93	0.2%	95	0.2%	162	0.4%	75	0.2%
Fog	43	0.1%	67	0.2%	100	0.2%	159	0.4%	71	0.2%
Dust	30	0.1%	47	0.1%	21	0.1%	6	0.0%	6	0.0%
Missing Data	2,661	6.5%	2,493	6.4%	2,840	7.0%	1,542	3.4%	1,236	2.7%
<b>Total Crashes</b>	<b>41,083</b>	<b>100%</b>	<b>39,208</b>	<b>100%</b>	<b>40,691</b>	<b>100%</b>	<b>45,308</b>	<b>100%</b>	<b>45,071</b>	<b>100%</b>

# Crash Characteristics – Hazardous Material

## *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)
- Four out of 74 vehicles containing hazardous materials in crashes had a spill. However, spill data was missing for 23 vehicles. (Table 30)

Table 29: Hazardous Material Crashes, 2012 - 2016

Year	Hazardous Material Crashes	Total Crashes	Percent Hazardous Crashes
2012	54	41,083	<b>0.13%</b>
2013	85	39,208	<b>0.22%</b>
2014	65	40,691	<b>0.16%</b>
2015	83	45,308	<b>0.18%</b>
2016	74	45,071	<b>0.16%</b>

Table 30: Vehicles with Hazardous Materials in Crashes by Hazardous Material Type, 2016

Hazardous Material Type	Vehicles with Hazardous Materials in Crashes			
	No Spill	Spill	Missing Data	Total
Explosives	1	0	0	1
Flammable Gas	4	0	5	9
Flammable Liquid	17	3	11	31
Non-Flammable Gas	1	0	0	1
Corrosive Liquid	2	0	2	4
Missing Data	22	1	5	28
<b>Total</b>	<b>47</b>	<b>4</b>	<b>23</b>	<b>74</b>

### Vehicles

#### Vehicle Type

- The vehicles most often in crashes were passenger vehicles (53.3 percent), pickup trucks (18.2 percent) and van/SUV/4WD (4-wheel drive) vehicles (16.9 percent). (Table 31)
- Three vehicle types (heavy trucks, motorcycles, and pedestrians) are disproportionately represented in fatal crashes. Heavy trucks were 3.0 percent of all vehicle types in crashes and 7.1 percent of vehicle types in fatal crashes. Motorcycles were 1.4 percent of all vehicles types in crashes and 8.6 percent of vehicles in fatal crashes. Pedestrians were 0.7 percent of all vehicles in crashes and 13.1 percent of vehicle types in fatal crashes. (Table 31)
- 76.6 percent of all people on motorcycles in crashes were either injured or killed. (Table 32)
- 90.2 percent of all pedestrians in crashes were either injured or killed. (Table 32)
- 85.4 percent of all pedalcyclists in crashes were either injured or killed. (Table 32)

Table 31: Vehicles in Crashes by Vehicle Type and Crash Severity, 2016

Vehicle Type <sup>1</sup>	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	181	29.4%	15,253	56.2%	29,588	52.2%	45,022	53.3%
Pickup (Light Truck)	131	21.3%	4,580	16.9%	10,626	18.7%	15,337	18.2%
Van/SUV/4WD	104	16.9%	4,441	16.4%	9,738	17.2%	14,283	16.9%
Semi (Heavy Truck)	44	7.1%	617	2.3%	1,884	3.3%	2,545	3.0%
Motorcycle	53	8.6%	852	3.1%	241	0.4%	1,146	1.4%
Other	7	1.1%	128	0.5%	323	0.6%	458	0.5%
Bus	0	0.0%	95	0.4%	301	0.5%	396	0.5%
Pedestrian	81	13.1%	501	1.8%	43	0.1%	625	0.7%
Pedalcyclist	4	0.6%	321	1.2%	46	0.1%	371	0.4%
Missing Data	11	1.8%	348	1.3%	3,906	6.9%	4,265	5.1%
<b>Total Vehicles</b>	<b>616</b>	<b>100%</b>	<b>27,136</b>	<b>100%</b>	<b>56,696</b>	<b>100%</b>	<b>84,448</b>	<b>100%</b>

<sup>1</sup> 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, 2016

Vehicle Type <sup>1</sup>	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	110	0.2%	517	0.8%	2,327	3.8%	9,159	14.8%	49,833	80.4%	61,946	100%
Van/SUV/4WD	82	0.4%	164	0.8%	692	3.3%	2,586	12.2%	17,707	83.4%	21,231	100%
Pickup (Light Truck)	76	0.4%	167	0.8%	637	3.2%	1,998	9.9%	17,339	85.8%	20,217	100%
Semi (Heavy Truck)	7	0.2%	15	0.5%	99	3.3%	148	4.9%	2,734	91.0%	3,003	100%
Motorcycle	49	3.8%	167	13.1%	559	43.7%	205	16.0%	299	23.4%	1,279	100%
Bus	0	0.0%	2	0.2%	1	0.1%	61	7.5%	748	92.1%	812	100%
Other	0	0.0%	5	0.7%	26	3.9%	65	9.7%	574	85.7%	670	100%
Pedestrian	77	12.3%	84	13.4%	204	32.6%	199	31.8%	61	9.8%	625	100%
Pedalcyclist	4	1.1%	26	7.0%	178	48.0%	109	29.4%	54	14.6%	371	100%
Missing Data	0	0.0%	6	0.1%	29	0.6%	59	1.3%	4,453	97.9%	4,547	100%
<b>Total People</b>	<b>405</b>	<b>0.4%</b>	<b>1,153</b>	<b>1.0%</b>	<b>4,752</b>	<b>4.1%</b>	<b>14,589</b>	<b>12.7%</b>	<b>93,802</b>	<b>81.8%</b>	<b>114,701</b>	<b>100%</b>

<sup>1</sup> 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, 2016

Number of Vehicles Involved <sup>1</sup>	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	152	42.1%	2,556	18.5%	6,678	21.6%	9,386	20.8%
2	176	48.8%	9,689	70.0%	22,765	73.8%	32,630	72.4%
3	22	6.1%	1,303	9.4%	1,229	4.0%	2,554	5.7%
4+	11	3.0%	301	2.2%	189	0.6%	501	1.1%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%
<b>Total Crashes</b>	<b>361</b>	<b>100%</b>	<b>13,849</b>	<b>100%</b>	<b>30,861</b>	<b>100%</b>	<b>45,071</b>	<b>100%</b>

<sup>1</sup> Pedestrians and pedalcycles are counted as non-motorized vehicle when involved in a crash with a motor vehicle.

### Vehicle Actions

- The most common vehicle action in a crash was going straight (52.3 percent). (Table 34)
- Over twice as many vehicle actions in a crash occurred during a left turn (9,277 vehicle actions), compared with during a right turn (4,375 vehicle actions). Further, nearly four times as many vehicle actions in fatal crashes occurred during a left turn as a right turn. (Table 34)

Table 34: Vehicle Actions in Crashes by Crash Severity, 2016

Vehicle Actions <sup>1</sup>	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	422	65.0%	17,416	59.3%	30,950	49.0%	48,788	52.3%
Left Turn	33	5.1%	3,426	11.7%	5,818	9.2%	9,277	9.9%
Stopped - Traffic	8	1.2%	1,985	6.8%	3,613	5.7%	5,606	6.0%
Stopped - Signal	4	0.6%	1,614	5.5%	3,412	5.4%	5,030	5.4%
Right Turn	9	1.4%	1,069	3.6%	3,297	5.2%	4,375	4.7%
Parked	7	1.1%	318	1.1%	2,637	4.2%	2,962	3.2%
Other	40	6.2%	688	2.3%	1,939	3.1%	2,667	2.9%
Slowing	9	1.4%	971	3.3%	1,814	2.9%	2,794	3.0%
Backing	2	0.3%	148	0.5%	1,750	2.8%	1,900	2.0%
Overtaking-Passing	16	2.5%	261	0.9%	1,002	1.6%	1,279	1.4%
Start In Traffic	1	0.2%	219	0.7%	687	1.1%	907	1.0%
U-Turn	4	0.6%	137	0.5%	337	0.5%	478	0.5%
Start From Park	1	0.2%	94	0.3%	324	0.5%	419	0.4%
Missing Data	93	14.3%	1,036	3.5%	5,642	8.9%	6,771	7.3%
<b>Total Vehicle Actions</b>	<b>649</b>	<b>100%</b>	<b>29,382</b>	<b>100%</b>	<b>63,222</b>	<b>100%</b>	<b>93,253</b>	<b>100%</b>

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

## Vehicles - Motorcycles

### Motorcycles

- Motorcycles were involved in 2.5 percent of all crashes and 13.6 percent of all fatal crashes. (Table 35)
- The number of total motorcyclists in crashes fell to its lowest levels in the past five years. (Table 36)
- The percentage of all motorcyclists in crashes who were killed was 3.8 percent, whereas the percentage of all people in crashes who were killed was 0.4 percent. (Table 36, Table 2)
- 5.7 percent of helmeted motorcyclists (drivers and passengers) in crashes were killed, compared with 6.7 percent of unhelmeted motorcyclists. (Table 37)
- Of motorcyclists (drivers and passengers) in crashes, 26.9 percent were reported on the UCR form as not wearing a helmet. However, helmet use data were missing for 37.7 percent of motorcyclists in crashes. (Table 38)
- Among motorcycle vehicles in fatal crashes, Alcohol/Drug Involvement was the most prevalent top contributing factor, with 41.5 percent. (Table 39)
- The year 2016 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 4.8 times that of female motorcyclists in crashes. (Table 41)

Table 35: Crashes by Motorcycle Involvement and Crash Severity, 2016

Motorcycle Involvement	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Involved	49	13.6%	839	6.1%	230	0.7%	1,118	2.5%
Not Involved	312	86.4%	13,010	93.9%	30,631	99.3%	43,953	97.5%
<b>Total Crashes</b>	<b>361</b>	<b>100%</b>	<b>13,849</b>	<b>100%</b>	<b>30,861</b>	<b>100%</b>	<b>45,071</b>	<b>100%</b>

Table 36: Severity of Injuries to Motorcyclists<sup>9</sup> in Crashes, 2012 - 2016

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
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	3.1%	162	12.4%	551	42.2%	177	13.6%	374	28.7%	1,305	100%
2016	49	3.8%	167	13.1%	559	43.7%	205	16.0%	299	23.4%	1,279	100%

Table 37: Motorcyclist (Driver & Passenger) Helmet Use by Severity of Injury<sup>10</sup>, 2016

Severity of Injury	Injury Class	Helmet Worn?						Total Motorcyclists	
		No		Yes		Missing Data			
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Fatalities	K	23	6.7%	26	5.7%	0	0.0%	49	4%
Suspected Serious Injuries	A	55	16.0%	59	13.0%	53	11.0%	167	13%
Suspected Minor Injuries	B	171	49.7%	196	43.3%	192	39.8%	559	44%
Possible Injuries	C	42	12.2%	97	21.4%	66	13.7%	205	16%
No Apparent Injuries	O	53	15.4%	75	16.6%	171	35.5%	299	23%
<b>Total Motorcyclists</b>		<b>344</b>	<b>100%</b>	<b>453</b>	<b>100%</b>	<b>482</b>	<b>100%</b>	<b>1,279</b>	<b>100%</b>

Table 38: Motorcyclist (Driver & Passenger) Helmet Use<sup>10</sup>, 2012 - 2016

Year	Helmet Worn?						Total Motorcyclists in Crashes
	No		Yes		Missing Data		
	Count	Percent	Count	Percent	Count	Percent	
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	314	24.1%	375	28.7%	616	47.2%	1,305
2016	344	26.9%	453	35.4%	482	37.7%	1,279

<sup>9</sup> See Page 120 for severity of injuries to motorcyclists in crashes by county.

<sup>10</sup> 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, 2016

Top Contributing Factor of Motorcycle Vehicles <sup>1</sup> 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
<b>Human</b>	<b>44</b>	<b>83.0%</b>	<b>478</b>	<b>56.1%</b>	<b>122</b>	<b>50.6%</b>	<b>644</b>	<b>56.2%</b>
Excessive Speed	11	20.8%	110	12.9%	15	6.2%	136	11.9%
Driver Inattention	1	1.9%	86	10.1%	24	10.0%	111	9.7%
Alcohol/Drug Involved <sup>2</sup>	22	41.5%	45	5.3%	9	3.7%	76	6.6%
Other Improper Driving	0	0.0%	49	5.8%	9	3.7%	58	5.1%
Following Too Closely	1	1.9%	26	3.1%	14	5.8%	41	3.6%
Avoid No Contact - Other	1	1.9%	30	3.5%	9	3.7%	40	3.5%
Avoid No Contact - Vehicle	1	1.9%	28	3.3%	7	2.9%	36	3.1%
Speed Too Fast for Conditions	2	3.8%	30	3.5%	3	1.2%	35	3.1%
Failed to Yield Right of Way	1	1.9%	23	2.7%	9	3.7%	33	2.9%
Improper Overtaking	1	1.9%	11	1.3%	4	1.7%	16	1.4%
Disregarded Traffic Signal	0	0.0%	13	1.5%	3	1.2%	16	1.4%
Made Improper Turn	1	1.9%	6	0.7%	4	1.7%	11	1.0%
Drove Left Of Center	2	3.8%	5	0.6%	3	1.2%	10	0.9%
Improper Lane Change	0	0.0%	6	0.7%	3	1.2%	9	0.8%
Vehicle Skidded Before Brake	0	0.0%	5	0.6%	1	0.4%	6	0.5%
Improper Backing	0	0.0%	0	0.0%	5	2.1%	5	0.4%
Passed Stop Sign	0	0.0%	5	0.6%	0	0.0%	5	0.4%
<b>Vehicle</b>	<b>0</b>	<b>0.0%</b>	<b>22</b>	<b>2.6%</b>	<b>6</b>	<b>2.5%</b>	<b>28</b>	<b>2.4%</b>
Other Mechanical Defect	0	0.0%	10	1.2%	4	1.7%	14	1.2%
Defective Steering	0	0.0%	5	0.6%	1	0.4%	6	0.5%
Defective Tires	0	0.0%	3	0.4%	1	0.4%	4	0.3%
Inadequate Brakes	0	0.0%	4	0.5%	0	0.0%	4	0.3%
<b>Environment</b>	<b>1</b>	<b>1.9%</b>	<b>11</b>	<b>1.3%</b>	<b>2</b>	<b>0.8%</b>	<b>14</b>	<b>1.2%</b>
Road Defect	0	0.0%	11	1.3%	2	0.8%	13	1.1%
Traffic Control Not Functioning	1	1.9%	0	0.0%	0	0.0%	1	0.1%
<b>Other<sup>3</sup></b>	<b>8</b>	<b>15.1%</b>	<b>341</b>	<b>40.0%</b>	<b>111</b>	<b>46.1%</b>	<b>460</b>	<b>40.1%</b>
None	3	5.7%	238	27.9%	64	26.6%	305	26.6%
Other - No Driver Error	1	1.9%	69	8.1%	21	8.7%	91	7.9%
Missing Data	4	7.5%	34	4.0%	26	10.8%	64	5.6%
<b>Total Crashes</b>	<b>53</b>	<b>100%</b>	<b>852</b>	<b>100%</b>	<b>241</b>	<b>100%</b>	<b>1,146</b>	<b>100%</b>

<sup>1</sup> See the Definitions section for the method of deriving the top contributing factor of each motorcycle vehicle.

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

<sup>3</sup> "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, 2012 - 2016

Year	Total Motorcycles <sup>1</sup> 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)
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	1,155	63,248	117,944	18.3	9.8
2016	1,146	61,877	121,408	18.5	9.4

<sup>1</sup> 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, 2016

Age Group	Motorcyclists (Drivers and Passengers) in Crashes								Ratio <sup>1</sup> of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	2	0.9%	0	0.0%	2	0.2%	-
5-9	5	0.5%	6	2.8%	0	0.0%	11	0.9%	0.8
10-14	13	1.3%	19	8.9%	0	0.0%	32	2.5%	0.7
15-19	90	8.8%	15	7.0%	1	2.1%	106	8.3%	6.0
20-24	163	16.0%	26	12.2%	2	4.2%	191	14.9%	6.3
25-29	136	13.4%	16	7.5%	0	0.0%	152	11.9%	8.5
30-34	104	10.2%	19	8.9%	0	0.0%	123	9.6%	5.5
35-39	83	8.2%	17	8.0%	0	0.0%	100	7.8%	4.9
40-44	68	6.7%	18	8.5%	0	0.0%	86	6.7%	3.8
45-49	71	7.0%	16	7.5%	0	0.0%	87	6.8%	4.4
50-54	88	8.6%	23	10.8%	0	0.0%	111	8.7%	3.8
55-59	83	8.2%	12	5.6%	0	0.0%	95	7.4%	6.9
60-64	54	5.3%	9	4.2%	0	0.0%	63	4.9%	6.0
65-69	39	3.8%	3	1.4%	0	0.0%	42	3.3%	13.0
70-74	7	0.7%	4	1.9%	1	2.1%	12	0.9%	1.8
75+	8	0.8%	1	0.5%	0	0.0%	9	0.7%	8.0
Missing Data	6	0.6%	7	3.3%	44	91.7%	57	4.5%	0.9
<b>Total</b>	<b>1,018</b>	<b>100%</b>	<b>213</b>	<b>100%</b>	<b>48</b>	<b>100%</b>	<b>1,279</b>	<b>100%</b>	<b>4.8</b>

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

## Vehicles – Heavy Trucks

### Heavy Trucks

- Heavy trucks were involved in 5.2 percent of all crashes but 10.4 percent of all fatalities in 2016. (Table 42)
- Crashes involving heavy trucks rose to 2,326, their highest level in the past five years. (Table 42)

Table 42: Crashes and Fatalities by Heavy Truck (Semi) Involvement, 2012 - 2016

Year	Heavy Truck-involved Crashes		Heavy Truck-involved Fatalities		Total Crashes	Total Fatalities
	Crashes	Percent of Total Crashes	Fatalities	Percent of Total Fatalities		
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	2,281	5.0%	43	14.4%	45,308	298
2016	2,326	5.2%	42	10.4%	45,071	405

Table 43: People in Heavy Truck-involved Crashes by Severity of Injury, 2016

People in Heavy Truck-involved Crashes		
Severity of Injury	Count	Percent
Fatalities	42	0.8%
Suspected Serious Injuries	59	1.1%
Suspected Minor Injuries	245	4.5%
Possible Injuries	485	8.9%
No Apparent Injuries	4,641	84.8%
<b>Total People</b>	<b>5,472</b>	<b>100%</b>

## *Pedestrians*

- Pedestrian-involved crashes numbered 586, their second-highest level in the past five years. (Table 44).
- Pedestrian-involved crashes represented 1.3 percent of all crashes, pedestrian-involved fatal crashes represented 20.8 percent of all fatal crashes, and pedestrian fatalities represented 19.0 percent of all fatalities. (Table 44)
- The number of pedestrians in crashes has increased continually in the past five years (pedestrian-involved crashes can involve multiple pedestrians). (Table 45)
- Over 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 2016, although only 44.4 percent of pedestrian crashes occurred in dark conditions (lighted and not lighted), these crashes resulted in 87.0 percent of pedestrian fatalities. (Table 48)
- Of pedestrians killed in crashes, 33.8 percent of them were ages 20 - 34. (Table 49)
- Among alcohol-involved pedestrians in crashes, males outnumber females, with a ratio of 4.0 to 1. In comparison, the male-to-female ratio of all pedestrians in crashes is 2.1 to 1. (Table 52, Table 53)
- Over 65 percent of all pedestrian fatalities were in Bernalillo (34), San Juan (9), and McKinley (8) counties. (Table 95)

Table 44: Crashes, Fatal Crashes, and Fatalities by Pedestrian Involvement, 2012 - 2016

Year	Crashes			Fatal Crashes			Fatalities		
	Pedestrian-involved <sup>1</sup>	Total Crashes	Percent of Total Crashes	Pedestrian-involved <sup>1</sup>	Total Fatal Crashes	Percent of Fatal Crashes	Pedestrian Fatalities	Total Fatalities	Percent of Total Fatalities
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	45,308	1.3%	52	269	19.3%	55	298	18.5%
2016	586	45,071	1.3%	75	361	20.8%	77	405	19.0%

<sup>1</sup> A pedestrian-involved crash involves one or more pedestrians.

## Vehicles – Pedestrians

Table 45: Pedestrians<sup>11</sup> in Crashes by Alcohol Involvement, 2012 - 2016

Year	Pedestrians in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total Pedestrians	
	Count	Percent	Count	Percent	Count	Percent
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	120	19.2%	505	80.8%	625	100%
2016	129	20.6%	496	79.4%	625	100%

Table 46: Alcohol-involved Pedestrian<sup>11</sup> Fatalities, 2012 - 2016

Year	Alcohol-involved Pedestrian Fatalities	Total Pedestrian Fatalities	Percent Alcohol-involved Pedestrian Fatalities
2012	37	61	60.7%
2013	31	53	58.5%
2014	42	74	56.8%
2015	28	55	50.9%
2016	48	77	62.3%

Table 47: Alcohol-involved Pedestrians<sup>11</sup> in Alcohol-involved Crashes, 2012 - 2016

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 <sup>1</sup>
2012	96	103	93.2%
2013	97	105	92.4%
2014	131	147	89.1%
2015	120	135	88.9%
2016	129	144	89.6%

<sup>1</sup> The percentage of pedestrians under the influence of alcohol out of all pedestrians in alcohol-involved crashes.

<sup>11</sup> 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<sup>12</sup>, 2016

Light Condition	Pedestrian Fatalities		Total Fatalities		Pedestrian-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent
Daylight	9	11.7%	185	45.7%	305	52.0%
Dark-Not Lighted	42	54.5%	133	32.8%	153	26.1%
Dark-Lighted	25	32.5%	65	16.0%	107	18.3%
Dusk	1	1.3%	13	3.2%	15	2.6%
Dawn	0	0.0%	7	1.7%	2	0.3%
Other/Not Stated	0	0.0%	1	0.2%	1	0.2%
Missing Data	0	0.0%	1	0.2%	3	0.5%
<b>Total</b>	<b>77</b>	<b>100%</b>	<b>405</b>	<b>100%</b>	<b>586</b>	<b>100%</b>

Table 49: Pedestrians in Crashes by Age Group and Severity of Injury<sup>13</sup>, 2016

Age Group	Pedestrians in Crashes						Total	Percent of Total <sup>1</sup>
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)			
1-4	0	0	4	4	1	9	1.4%	
5-9	0	6	6	6	1	19	3.0%	
10-14	0	4	10	12	2	28	4.5%	
15-19	1	8	19	17	2	47	7.5%	
20-24	7	4	22	25	10	68	10.9%	
25-29	9	8	20	18	6	61	9.8%	
30-34	10	6	17	14	3	50	8.0%	
35-39	2	10	15	18	3	48	7.7%	
40-44	3	6	14	9	2	34	5.4%	
45-49	9	9	10	13	2	43	6.9%	
50-54	9	7	19	20	2	57	9.1%	
55-59	4	4	10	11	5	34	5.4%	
60-64	11	4	4	14	6	39	6.2%	
65-69	4	3	9	4	2	22	3.5%	
70-74	1	1	5	3	3	13	2.1%	
75+	6	2	12	2	1	23	3.7%	
Missing Data	1	2	8	9	10	30	4.8%	
<b>Total People</b>	<b>77</b>	<b>84</b>	<b>204</b>	<b>199</b>	<b>61</b>	<b>625</b>	<b>100%</b>	

<sup>1</sup> Numbers are shaded such that darker shading identifies higher numbers.

<sup>12</sup> See Page 87 for pedestrian-involved crashes by each hour of the day.

<sup>13</sup> See Page 121 for severity of injury to pedestrians in crashes by county.

## Vehicles – Pedestrians

Table 50: Severity of Injuries to Pedestrians in Crashes, 2012 - 2016

Severity of Injuries	Injury Class	Pedestrians in Crashes					Percent of 2016 Total Pedestrians
		2012	2013	2014	2015	2016	
Fatalities	K	61	53	74	55	77	<b>12.3%</b>
Suspected Serious Injuries	A	58	95	94	126	84	<b>13.4%</b>
Suspected Minor Injuries	B	130	141	189	211	204	<b>32.6%</b>
Possible Injuries	C	156	137	171	169	199	<b>31.8%</b>
No Apparent Injuries	O	47	93	48	64	61	<b>9.8%</b>
<b>Total Pedestrians</b>		<b>452</b>	<b>519</b>	<b>576</b>	<b>625</b>	<b>625</b>	<b>100%</b>

Table 51: Top Contributing Factor in Pedestrian-involved Crashes by Crash Severity, 2016

Top Contributing Factor <sup>1</sup>	Pedestrian-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
<b>Human</b>	<b>72</b>	<b>96.0%</b>	<b>409</b>	<b>87.4%</b>	<b>35</b>	<b>81.4%</b>	<b>516</b>	<b>88.1%</b>
Pedestrian Error	9	12.0%	133	28.4%	15	34.9%	157	26.8%
Alcohol/Drug Involved <sup>2</sup>	57	76.0%	87	18.6%	3	7.0%	147	25.1%
Driver Inattention	2	2.7%	94	20.1%	4	9.3%	100	17.1%
Failed to Yield Right of Way	1	1.3%	44	9.4%	7	16.3%	52	8.9%
Other Improper Driving	1	1.3%	11	2.4%	1	2.3%	13	2.2%
Improper Backing	0	0.0%	8	1.7%	1	2.3%	9	1.5%
Excessive Speed	1	1.3%	7	1.5%	1	2.3%	9	1.5%
Disregarded Traffic Signal	1	1.3%	6	1.3%	0	0.0%	7	1.2%
Avoid No Contact - Vehicle	0	0.0%	7	1.5%	0	0.0%	7	1.2%
Made Improper Turn	0	0.0%	5	1.1%	1	2.3%	6	1.0%
Avoid No Contact - Other	0	0.0%	3	0.6%	1	2.3%	4	0.7%
Drove Left Of Center	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Passed Stop Sign	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Speed Too Fast for Conditions	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Improper Lane Change	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Driverless Moving Vehicle	0	0.0%	0	0.0%	1	2.3%	1	0.2%
<b>Vehicle</b>	<b>0</b>	<b>0.0%</b>	<b>1</b>	<b>0.2%</b>	<b>0</b>	<b>0.0%</b>	<b>1</b>	<b>0.2%</b>
Other Mechanical Defect	0	0.0%	1	0.2%	0	0.0%	1	0.2%
<b>Other<sup>3</sup></b>	<b>3</b>	<b>4.0%</b>	<b>58</b>	<b>12.4%</b>	<b>8</b>	<b>18.6%</b>	<b>69</b>	<b>11.8%</b>
None	1	1.3%	31	6.6%	6	14.0%	38	6.5%
Missing Data	1	1.3%	16	3.4%	2	4.7%	19	3.2%
Other - No Driver Error	1	1.3%	11	2.4%	0	0.0%	12	2.0%
<b>Total Crashes</b>	<b>75</b>	<b>100%</b>	<b>468</b>	<b>100%</b>	<b>43</b>	<b>100%</b>	<b>586</b>	<b>100%</b>

<sup>1</sup> See the Definitions section for the method of deriving the top contributing factor.

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

<sup>3</sup> "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, 2012 - 2016

Year	Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
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
2016	419	67.0%	203	32.5%	3	0.5%	625	100%	2.1

Table 53: Alcohol-involved Pedestrians<sup>14</sup> in Crashes by Age Group and Sex, 2016

Age Group	Alcohol-involved Pedestrians in Crashes								Ratio <sup>1</sup> of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	1	1.0%	1	3.8%	0	0.0%	2	1.6%	1.0
20-24	8	7.8%	6	23.1%	0	0.0%	14	10.9%	1.3
25-29	16	15.5%	2	7.7%	0	0.0%	18	14.0%	8.0
30-34	9	8.7%	3	11.5%	0	0.0%	12	9.3%	3.0
35-39	10	9.7%	1	3.8%	0	0.0%	11	8.5%	10.0
40-44	8	7.8%	2	7.7%	0	0.0%	10	7.8%	4.0
45-49	16	15.5%	3	11.5%	0	0.0%	19	14.7%	5.3
50-54	15	14.6%	4	15.4%	0	0.0%	19	14.7%	3.8
55-59	8	7.8%	0	0.0%	0	0.0%	8	6.2%	-
60-64	6	5.8%	2	7.7%	0	0.0%	8	6.2%	3.0
65-69	2	1.9%	2	7.7%	0	0.0%	4	3.1%	1.0
70-74	3	2.9%	0	0.0%	0	0.0%	3	2.3%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	1	1.0%	0	0.0%	0	0.0%	1	0.8%	-
<b>Total</b>	<b>103</b>	<b>100%</b>	<b>26</b>	<b>100%</b>	<b>0</b>	<b>0%</b>	<b>129</b>	<b>100%</b>	<b>4.0</b>

<sup>1</sup> 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.

<sup>14</sup> 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.

## Vehicles – Pedalcycles

### *Pedalcycles (Bicycles)*

- Less than 1 percent of all crashes were pedalcycle-involved. (Table 54)
- The number of pedalcyclists in crashes is at its second-highest level in the last five years. (Table 55)
- Pedalcyclists in crashes were 5.1 times as likely to be male as female. (Table 59)
- More than a third, 38.0 percent, of all pedalcyclists in crashes were 15-34 years old. Age data was missing for 7.0 percent of pedalcyclists in crashes. (Table 60)
- Driver Inattention and Failure to Yield together account for over 40 percent of top contributing factors in pedalcycle-involved crashes. The most prevalent top contributing factor in fatal pedalcycle-involved crashes was Alcohol/Drug Involved (75.0 percent). (Table 61)

Table 54: Crashes by Pedalcycle Involvement, 2016

Pedalcycle Involvement <sup>1</sup>	Crashes	
	Count	Percent
Involved	360	<b>0.8%</b>
Not Involved	44,711	<b>99.2%</b>
<b>Total Crashes</b>	<b>45,071</b>	<b>100%</b>

<sup>1</sup> A pedalcycle-involved crash can involve one or more pedalcyclists.

Table 55: Pedalcyclists in Crashes by Severity of Injury, 2012 - 2016

Severity of Injuries	Injury Class	Pedalcyclists in Crashes					Percent of 2016 Total Pedalcyclists in Crashes
		2012	2013	2014	2015	2016	
Fatalities	K	7	3	4	7	4	<b>1.1%</b>
Suspected Serious Injuries	A	31	24	26	29	26	<b>7.0%</b>
Suspected Minor Injuries	B	123	119	127	163	178	<b>48.0%</b>
Possible Injuries	C	117	95	92	99	109	<b>29.4%</b>
No Apparent Injuries	O	116	66	68	66	54	<b>14.6%</b>
<b>Total Pedalcyclists</b>		<b>394</b>	<b>307</b>	<b>317</b>	<b>364</b>	<b>371</b>	<b>100%</b>

Table 56: Pedalcycle-involved Crashes by Light Condition<sup>15</sup>, 2016

Light Condition	Pedalcycle-involved Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	1	25.0%	269	74.7%
Dark-Lighted	1	25.0%	45	12.5%
Dark-Not Lighted	2	50.0%	19	5.3%
Dusk	0	0.0%	18	5.0%
Dawn	0	0.0%	2	0.6%
Other/Not Stated	0	0.0%	1	0.3%
Missing Data	0	0.0%	6	1.7%
<b>Total</b>	<b>4</b>	<b>100%</b>	<b>360</b>	<b>100%</b>

Table 57: Alcohol-involved<sup>16</sup> Pedalcyclists in Crashes, 2016

Alcohol-involved Pedalcyclists	Count	Percent
Alcohol-involved	13	3.5%
Not Alcohol-involved	358	96.5%
<b>Total</b>	<b>371</b>	<b>100%</b>

Table 58: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2012 - 2016

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 <sup>1</sup>
2012	21	22	95.5%
2013	20	22	90.9%
2014	20	26	76.9%
2015	19	24	79.2%
2016	13	15	86.7%

<sup>1</sup> The percentage of pedalcyclists under the influence of alcohol out of all pedalcyclists in alcohol-involved crashes.

<sup>15</sup> See Page 88 for pedalcycle-involved crashes by each hour of the day.

<sup>16</sup> 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, 2012 - 2016

Year	Pedalcyclists in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
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
2016	307	82.7%	60	16.2%	4	1.1%	371	100%	5.1

Table 60: Pedalcyclists in Crashes by Age Group and Severity of Injury, 2016

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 <sup>1</sup>
1-4	0	1	2	1	0	4	1.1%
5-9	1	1	9	2	1	14	3.8%
10-14	0	0	17	7	0	24	6.5%
15-19	0	2	17	14	3	36	9.7%
20-24	0	5	12	10	9	36	9.7%
25-29	0	2	23	6	4	35	9.4%
30-34	1	1	19	10	3	34	9.2%
35-39	0	1	10	4	2	17	4.6%
40-44	1	1	10	12	4	28	7.5%
45-49	0	5	11	9	4	29	7.8%
50-54	0	3	10	12	3	28	7.5%
55-59	1	2	14	11	1	29	7.8%
60-64	0	1	7	5	1	14	3.8%
65-69	0	1	6	2	1	10	2.7%
70-74	0	0	2	0	2	4	1.1%
75+	0	0	2	1	0	3	0.8%
Missing Data	0	0	7	3	16	26	7.0%
<b>Total People</b>	<b>4</b>	<b>26</b>	<b>178</b>	<b>109</b>	<b>54</b>	<b>371</b>	<b>100%</b>

<sup>1</sup> Numbers are shaded such that darker shading identifies higher numbers.

Table 61: Top Contributing Factor in Pedalcycle-involved Crashes by Crash Severity, 2016

Top Contributing Factor <sup>1</sup>	Pedalcycle-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
<b>Human</b>	<b>4</b>	<b>100.0%</b>	<b>270</b>	<b>87.1%</b>	<b>36</b>	<b>78.3%</b>	<b>310</b>	<b>86.1%</b>
Failed to Yield Right of Way	0	0.0%	70	22.6%	9	19.6%	79	21.9%
Driver Inattention	0	0.0%	70	22.6%	9	19.6%	79	21.9%
Pedestrian Error	0	0.0%	38	12.3%	7	15.2%	45	12.5%
Disregarded Traffic Signal	0	0.0%	19	6.1%	4	8.7%	23	6.4%
Other Improper Driving	0	0.0%	18	5.8%	3	6.5%	21	5.8%
Alcohol/Drug Involved <sup>2</sup>	3	75.0%	12	3.9%	1	2.2%	16	4.4%
Passed Stop Sign	0	0.0%	13	4.2%	1	2.2%	14	3.9%
Made Improper Turn	1	25.0%	9	2.9%	1	2.2%	11	3.1%
Avoid No Contact - Vehicle	0	0.0%	8	2.6%	0	0.0%	8	2.2%
Excessive Speed	0	0.0%	4	1.3%	0	0.0%	4	1.1%
Improper Lane Change	0	0.0%	2	0.6%	0	0.0%	2	0.6%
Improper Overtaking	0	0.0%	2	0.6%	0	0.0%	2	0.6%
Drove Left Of Center	0	0.0%	2	0.6%	0	0.0%	2	0.6%
Speed Too Fast for Conditions	0	0.0%	1	0.3%	0	0.0%	1	0.3%
Following Too Closely	0	0.0%	1	0.3%	0	0.0%	1	0.3%
Avoid No Contact - Other	0	0.0%	1	0.3%	0	0.0%	1	0.3%
Improper Backing	0	0.0%	0	0.0%	1	2.2%	1	0.3%
<b>Other<sup>3</sup></b>	<b>0</b>	<b>0.0%</b>	<b>40</b>	<b>12.9%</b>	<b>10</b>	<b>21.7%</b>	<b>50</b>	<b>13.9%</b>
None	0	0.0%	25	8.1%	6	13.0%	31	8.6%
Missing Data	0	0.0%	10	3.2%	3	6.5%	13	3.6%
Other - No Driver Error	0	0.0%	5	1.6%	1	2.2%	6	1.7%
<b>Total Crashes</b>	<b>4</b>	<b>100%</b>	<b>310</b>	<b>100%</b>	<b>46</b>	<b>100%</b>	<b>360</b>	<b>100%</b>

<sup>1</sup> See the Definitions section for the method of deriving the top contributing factor.

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

<sup>3</sup> “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

## 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, 4.6 percent. (Table 62)
- The percentage of fatal crashes among alcohol-involved crashes rose to its second-highest level in the past five years, 7.2 percent. The number of fatal alcohol-involved crashes also increased to the second-highest level in five years, 149. (Table 63)
- The percentage of alcohol-involved crashes that involved any injuries has remained fairly consistent in the last three years, approximately 44.0 percent. (Table 63)
- The number of fatalities in alcohol-involved crashes increased to 171, higher than in any of the previous four years. (Table 64)
- In the last five years, alcohol-involved crashes accounted for 40 to 44 percent of all crash-related fatalities. (Table 65)
- The fatality rate for alcohol-involved crashes is at its highest level in the last five years based on population, and its second-highest level based on vehicle miles traveled. (Table 66)
- Drivers ages 20-34 were 51.6 percent of New Mexican alcohol-involved drivers in crashes. (Table 67)
- The crash rates of New Mexico resident alcohol-involved drivers age 29 and younger are approximately two times as much as the statewide rate, based on the number of licensed drivers in New Mexico. (Table 67)

Table 62: Alcohol-involved Crashes, 2012 - 2016

Year	Alcohol-involved Crashes	Total Crashes	Percent Alcohol-involved Crashes
2012	2,176	41,083	5.3%
2013	1,937	39,208	4.9%
2014	2,041	40,691	5.0%
2015	2,134	45,308	4.7%
2016	2,073	45,071	4.6%

## Behavior and Demographics – Alcohol

Table 63: Alcohol-involved Crashes by Crash Severity, 2012 - 2016

Year	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%	938	44.0%	1,093	51.2%	2,134	100%
2016	149	7.2%	909	43.8%	1,015	49.0%	2,073	100%

Table 64: People in Alcohol-involved Crashes by Severity of Injury, 2012 - 2016

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
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%	484	10.8%	617	13.8%	3,048	68.2%	4,468	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%	225	4.6%	584	12.0%	649	13.3%	3,307	67.7%	4,885	100%
2016	171	3.6%	176	3.7%	587	12.3%	697	14.6%	3,145	65.9%	4,776	100%

Table 65: Number and Percentage of Fatalities by Alcohol Involvement, 2012 - 2016

Year	Fatalities in Alcohol-involved Crashes		Fatalities in Non-alcohol-involved Crashes		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent
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%
2016	171	42.2%	234	57.8%	405	100%

## Behavior and Demographics – Alcohol

Table 66: Rates of Fatalities in Alcohol-involved Crashes, 2012 - 2016

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
2012	153	2,083,784	257.85	7.34	0.59
2013	137	2,085,193	256.82	6.57	0.53
2014	170	2,083,024	265.50	8.16	0.64
2015	120	2,080,328	302.92	5.77	0.40
2016	171	2,081,015	278.09	8.22	0.61

Table 67: Alcohol-involved New Mexican Drivers in Crashes by Age Group and Sex, 2016

Age Groups	Alcohol-involved Drivers <sup>1</sup> in Crashes						Ratio of Males to Females	2016 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	82	6.8%	33	6.7%	115	6.7%	2.5	56,894	2.0
20-24	237	19.6%	88	17.8%	325	19.0%	2.7	115,853	2.8
25-29	232	19.1%	100	20.2%	332	19.4%	2.3	135,462	2.5
30-34	162	13.4%	64	12.9%	226	13.2%	2.5	141,727	1.6
35-39	129	10.6%	48	9.7%	177	10.4%	2.7	135,782	1.3
40-44	91	7.5%	41	8.3%	132	7.7%	2.2	122,448	1.1
45-49	85	7.0%	42	8.5%	127	7.4%	2.0	122,524	1.0
50-54	58	4.8%	33	6.7%	91	5.3%	1.8	131,608	0.7
55-59	64	5.3%	21	4.2%	85	5.0%	3.0	140,336	0.6
60-64	29	2.4%	12	2.4%	41	2.4%	2.4	132,030	0.3
65-69	25	2.1%	5	1.0%	30	1.8%	5.0	119,098	0.3
70-74	10	0.8%	4	0.8%	14	0.8%	2.5	79,882	0.2
75+	8	0.7%	4	0.8%	12	0.7%	2.0	90,516	0.1
<b>Total</b>	<b>1,212</b>	<b>100%</b>	<b>495</b>	<b>100%</b>	<b>1,707</b>	<b>100%</b>	<b>2.4</b>	<b>1,524,160</b>	<b>1.1</b>

<sup>1</sup> 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.

### *Belt Use*

- In 2016, 80.8 percent of passenger vehicle occupants in crashes (83,570 out of 103,394) reported using a seatbelt. This number may be unreliable: Seatbelt data was missing for 18.1 percent of occupants of passenger vehicles in crashes (18,686 out of 103,394). Also, some people, in order to avoid citations, might have reported wearing a seatbelt when they were not. (Table 68)
- Only 0.1 percent of passenger vehicle occupants who were belted during the crash were killed, compared with 12.9 percent of passenger vehicle occupants who were unbelted. In other words, the percentage of unbelted passenger-vehicle occupant fatalities was about 100 times the percentage of belted passenger-vehicle occupant fatalities. (Table 68)
- Most unbelted fatalities, 45.6 percent, occurred on rural non-Interstate roads. (Table 69)

Table 68: Severity of Injuries by Reported Belt Use, 2016

Belt Usage <sup>1,2</sup>	Severity of Injuries to Occupants <sup>1</sup> 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	120	0.1%	658	0.8%	3,030	3.6%	12,846	15.4%	66,916	80.1%	83,570	100%
Belt Not Used	147	12.9%	92	8.1%	262	23.0%	186	16.3%	451	39.6%	1,138	100%
Missing Data	1	0.0%	98	0.5%	364	1.9%	711	3.8%	17,512	93.7%	18,686	100%
<b>Total</b>	<b>268</b>	<b>0.3%</b>	<b>848</b>	<b>0.8%</b>	<b>3,656</b>	<b>3.5%</b>	<b>13,743</b>	<b>13.3%</b>	<b>84,879</b>	<b>82.1%</b>	<b>103,394</b>	<b>100%</b>

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

<sup>2</sup> 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 2016 New Mexico Occupant Seat Belt Observation Study<sup>17</sup>, daytime belt use among vehicle occupants in 2016 was 92.3 percent, which is over 10 percentage points higher than the reported belt usage in crash data.

<sup>17</sup> 2016 New Mexico Occupant Seat Belt Observation Study. New Mexico Department of Transportation. Prepared by Preusser Research Group Inc. December 2016.

## Behavior and Demographics – Belt Use

Table 69: Unbelted Fatalities and Suspected Serious Injuries by Rural and Urban Location, 2016

Road System	Unbelted Fatalities and Suspected Serious Injuries <sup>1</sup>					
	Fatalities		Suspected Serious Injuries (Class A)		Total Unbelted Fatalities and Serious Injuries	
	Count	Percent	Count	Percent	Count	Percent
Rural Interstate	27	18.4%	6	6.5%	33	13.8%
Rural Non-Interstate	67	45.6%	27	29.3%	94	39.3%
Urban	53	36.1%	59	64.1%	112	46.9%
<b>Total</b>	<b>147</b>	<b>100%</b>	<b>92</b>	<b>100%</b>	<b>239</b>	<b>100%</b>

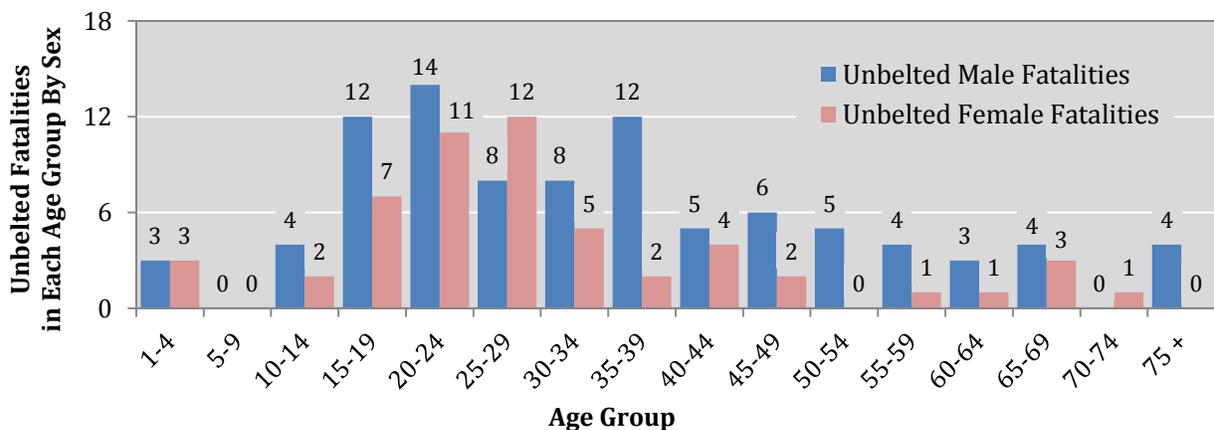
<sup>1</sup> Fatalities and suspected serious injuries to people in passenger cars, pickups, and vans/4WD/SUVs.

Table 70: Unbelted Fatalities by Sex, 2012 - 2016

Year	Unbelted Fatalities <sup>1</sup>			Ratio of Males to Females
	Males	Females	Total	
2012	94	43	137	2.2
2013	76	54	130	1.4
2014	97	54	151	1.8
2015	72	43	115	1.7
2016	93	54	147	1.7

<sup>1</sup> Fatalities in passenger cars, pickups, and vans/4WD/SUVs.

Figure 9: Unbelted Fatalities by Age Group and Sex, 2016



### Belt Use by Children under Age 13

- In 2016, 0.09 percent of children in crashes under age 13 who were belted at the time of the crash were killed, compared with 6.1 percent of children in crashes who were unbelted. (Table 71)
- In 2016, 2.6 percent of children in crashes under age 13 who were belted at the time of the crash received a suspected minor injury, compared with 24.6 percent of children in crashes 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 30.9 percent in 2016. (Table 72)

Table 71: Severity of Injuries to Children in Passenger Vehicles by Belt Usage, 2016

Belt Usage <sup>1,2</sup>	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	7	0.09%	27	0.3%	211	2.6%	876	10.9%	6,923	86.1%	8,044	100%
Belt Not Used	11	6.1%	6	3.4%	44	24.6%	16	8.9%	102	57.0%	179	100%
Missing Data	0	0.0%	4	0.6%	15	2.4%	42	6.7%	562	90.2%	623	100%
<b>Total</b>	<b>18</b>	<b>0.2%</b>	<b>37</b>	<b>0.4%</b>	<b>270</b>	<b>3.1%</b>	<b>934</b>	<b>10.6%</b>	<b>7,587</b>	<b>85.8%</b>	<b>8,846</b>	<b>100%</b>

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

<sup>2</sup> 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, 2012 - 2016

Belt Use of Children Under Age 13 with Fatal or Suspected Serious Injuries <sup>1</sup>								
Year	Belt Not Used		Belt Used		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2016	17	30.9%	34	61.8%	4	7.3%	55	100%

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

## Behavior and Demographics – Drugs

### 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. In addition, increases after 2013 in fatal crashes may be due to improved access to data supplied by the Office of the Medical Investigator on crash-related fatalities.

- Drug-involved crashes have varied over the past five years and accounted for 0.6 percent (266 out of 45,071) of all crashes in 2016. (Table 73)

Table 73: Drug-involved Crashes<sup>18</sup> by Crash Severity, 2012 - 2016

Year	Drug-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Drug-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2016	31	11.7%	105	39.5%	130	48.9%	266	100%

Table 74: People in Drug-involved Crashes<sup>18</sup> by Severity of Injury, 2012 - 2016

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
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%
2016	33	5.7%	20	3.4%	63	10.8%	77	13.2%	391	67.0%	584	100%

<sup>18</sup> 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 43 drivers per 1,000 NM licensed drivers. (Table 77)
- New Mexican drivers in the 15-19 age group have the highest crash rate, at 127 drivers in crashes per 1,000 NM licensed drivers in their age group. (Figure 10, Table 77)
- New Mexican drivers in the 15-19 age group have the highest fatal crash rate, at 7 drivers per 10,000 NM licensed drivers in that age group. (Figure 11, Table 78)

Table 75: Drivers in Crashes by Residence, 2016

Residence of Drivers <sup>1</sup>	Severity of Injuries to Driver			Total Drivers	Percent of Total
	Fatalities	Injuries	Not Injured		
New Mexico Resident	172	12,884	51,853	64,909	<b>91.1%</b>
Out Of State	45	911	4,650	5,606	<b>7.9%</b>
Missing Data	4	96	646	746	<b>1.0%</b>
<b>Total Drivers</b>	<b>221</b>	<b>13,891</b>	<b>57,149</b>	<b>71,261</b>	<b>100%</b>

<sup>1</sup> 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, 2016

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	299	<b>0.5%</b>	20,309	<b>37.3%</b>	33,910	<b>62.2%</b>	54,518	<b>100%</b>
CDL Class A	16	<b>1.0%</b>	456	<b>28.8%</b>	1,109	<b>70.1%</b>	1,581	<b>100%</b>
CDL Class B	6	<b>0.7%</b>	270	<b>31.1%</b>	592	<b>68.2%</b>	868	<b>100%</b>
CDL Class C	2	<b>0.5%</b>	145	<b>34.0%</b>	279	<b>65.5%</b>	426	<b>100%</b>
CDL Non-Commercial	2	<b>0.5%</b>	124	<b>30.4%</b>	282	<b>69.1%</b>	408	<b>100%</b>
Provisional	0	<b>0.0%</b>	1	<b>33.3%</b>	2	<b>66.7%</b>	3	<b>100%</b>
ID Card	33	<b>2.4%</b>	627	<b>45.0%</b>	734	<b>52.7%</b>	1,394	<b>100%</b>
Motorcycle Only	1	<b>2.3%</b>	22	<b>50.0%</b>	21	<b>47.7%</b>	44	<b>100%</b>
Missing Data	15	<b>0.3%</b>	1,081	<b>19.1%</b>	4,571	<b>80.7%</b>	5,667	<b>100%</b>
<b>Total Drivers</b>	<b>374</b>	<b>0.6%</b>	<b>23,035</b>	<b>35.5%</b>	<b>41,500</b>	<b>63.9%</b>	<b>64,909</b>	<b>100%</b>

<sup>1</sup> 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,

## Behavior and Demographics – Drivers

Figure 10: Percentage and Rate of New Mexican Drivers in Crashes by Age Group, 2016

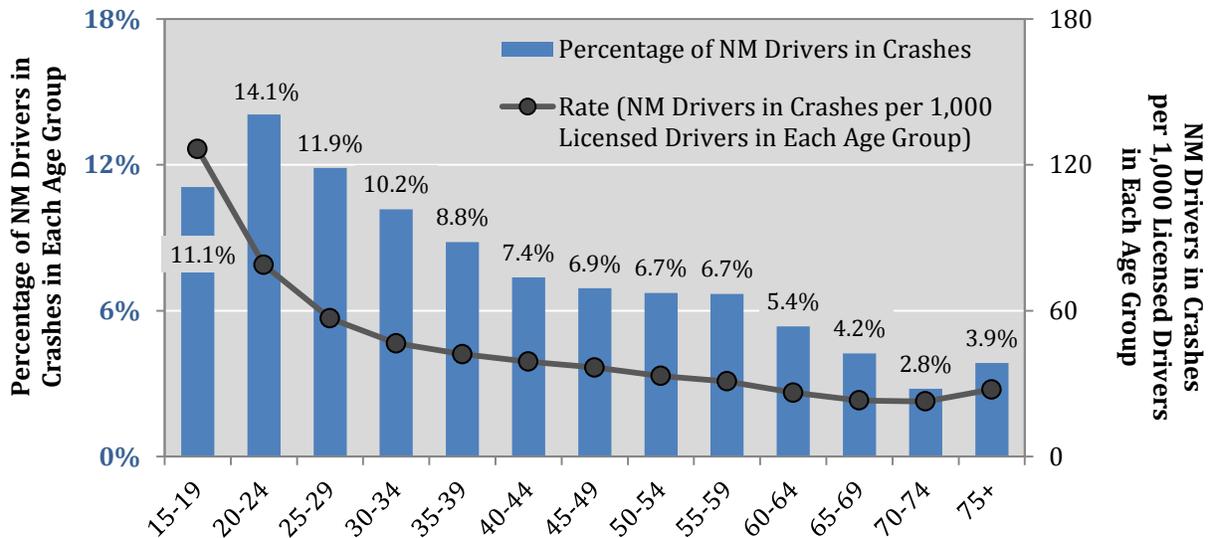


Table 77: Number, Sex, and Rate of New Mexican Drivers in Crashes by Age Group, 2016

Driver Age Group	Drivers <sup>1</sup> in Crashes (NM Residents)			Percent of Total Drivers in Crashes	Ratio of Males to Females	2016 Licensed Drivers	Rate (NM Drivers in Crashes per 1,000 Licensed Drivers in Each Age Group)
	Males	Females	Total				
15-19	3,899	3,298	7,197	11.1%	1.18	56,894	126.5
20-24	4,906	4,229	9,135	14.1%	1.16	115,853	78.8
25-29	4,098	3,606	7,704	11.9%	1.14	135,462	56.9
30-34	3,478	3,128	6,606	10.2%	1.11	141,727	46.6
35-39	3,021	2,703	5,724	8.8%	1.12	135,782	42.2
40-44	2,487	2,297	4,784	7.4%	1.08	122,448	39.1
45-49	2,436	2,059	4,495	6.9%	1.18	122,524	36.7
50-54	2,364	2,008	4,372	6.7%	1.18	131,608	33.2
55-59	2,391	1,954	4,345	6.7%	1.22	140,336	31.0
60-64	1,913	1,566	3,479	5.4%	1.22	132,030	26.4
65-69	1,477	1,276	2,753	4.2%	1.16	119,098	23.1
70-74	993	822	1,815	2.8%	1.21	79,882	22.7
75+	1,432	1,068	2,500	3.9%	1.34	90,516	27.6
<b>Total Drivers</b>	<b>34,895</b>	<b>30,014</b>	<b>64,909</b>	<b>100%</b>	<b>1.16</b>	<b>1,524,160</b>	<b>42.6</b>

<sup>1</sup> 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.

## Behavior and Demographics – Drivers

Figure 11: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2016

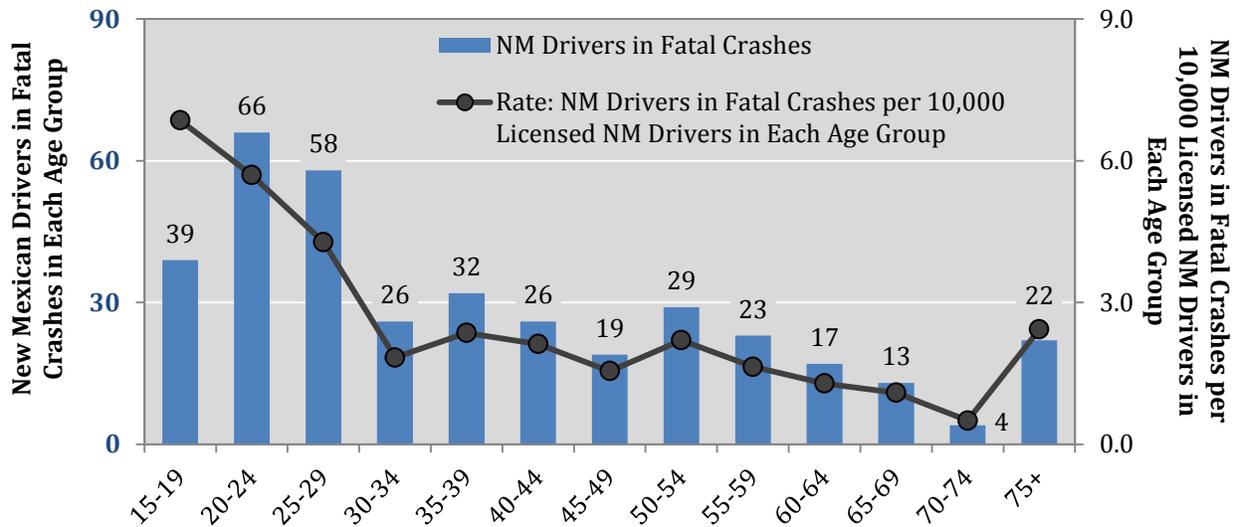


Table 78: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2016

Driver Age	NM Drivers <sup>1</sup> in Fatal Crashes		All Drivers <sup>1</sup> in Fatal Crashes		2016 Licensed Drivers	Rate: NM Drivers in Fatal Crashes per 10,000 Licensed NM Drivers in Each Age Group
	Count	Percent	Count	Percent		
15-19	39	10.4%	44	8.9%	56,894	6.9
20-24	66	17.6%	76	15.3%	115,853	5.7
25-29	58	15.5%	74	14.9%	135,462	4.3
30-34	26	7.0%	35	7.0%	141,727	1.8
35-39	32	8.6%	44	8.9%	135,782	2.4
40-44	26	7.0%	37	7.4%	122,448	2.1
45-49	19	5.1%	27	5.4%	122,524	1.6
50-54	29	7.8%	43	8.7%	131,608	2.2
55-59	23	6.1%	30	6.0%	140,336	1.6
60-64	17	4.5%	28	5.6%	132,030	1.3
65-69	13	3.5%	22	4.4%	119,098	1.1
70-74	4	1.1%	6	1.2%	79,882	0.5
75+	22	5.9%	31	6.2%	90,516	2.4
<b>Total</b>	<b>374</b>	<b>100%</b>	<b>497</b>	<b>100%</b>	<b>1,524,160</b>	<b>2.5</b>

<sup>1</sup> 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.

## Behavior and Demographics – Young Drivers

### Young Drivers

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

- The young adult (ages 20-24) driver crash rate (per 1,000 NM licensed young adult drivers) is at its highest level in the past five years, at 78.8. (Table 79)
- 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 126.5. (Table 79)
- Although the number of teen and young adult drivers in crashes is the highest in the past five years, their proportion, as a percent of all drivers in crashes, remains stable at 11 percent and 14 percent respectively. (Table 80)
- The alcohol-involved driver crash rate is at its lowest point in the past five years for young adult drivers, at 2.81 per 1,000 licensed young adult drivers. (Table 82)
- One-fourth of all crashes involving New Mexican teen drivers occur between 3 p.m. and 6 p.m. (Table 81)

Table 79: New Mexican Young Driver Crash Rates, 2012 - 2016

Year	Teen Drivers (15-19) <sup>1</sup>			Young Adult Drivers (20-24) <sup>1</sup>		
	Drivers in Crashes	NM Licensed Drivers	Crash Rate <sup>2</sup>	Drivers in Crashes	NM Licensed Drivers	Crash Rate <sup>2</sup>
2012	6,596	68,554	<b>96.2</b>	8,014	122,911	<b>65.2</b>
2013	5,960	60,243	<b>98.9</b>	7,761	119,028	<b>65.2</b>
2014	5,914	57,678	<b>102.5</b>	7,672	116,542	<b>65.8</b>
2015	6,938	56,946	<b>121.8</b>	8,937	116,661	<b>76.6</b>
2016	7,197	56,894	<b>126.5</b>	9,135	115,853	<b>78.8</b>

<sup>1</sup> 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.

<sup>2</sup> The crash rate is the number of drivers in each age group in crashes per 1,000 licensed drivers in that age group.

## Behavior and Demographics – Young Drivers

Table 80: Percentage of New Mexican Young Drivers Out of All Drivers in Crashes, 2012 - 2016<sup>19</sup>

Year	Teen Drivers in Crashes	Teen Drivers in Crashes as a Percent of All Drivers	Young Adult Drivers in Crashes	Young Adult Drivers in Crashes as a Percent of All Drivers	All Drivers in Crashes
2012	6,596	<b>11.6%</b>	8,014	<b>14.1%</b>	56,817
2013	5,960	<b>11.1%</b>	7,761	<b>14.5%</b>	53,665
2014	5,914	<b>10.9%</b>	7,672	<b>14.2%</b>	54,199
2015	6,938	<b>11.1%</b>	8,937	<b>14.2%</b>	62,780
2016	7,197	<b>11.1%</b>	9,135	<b>14.1%</b>	64,909

Table 81: New Mexican Young Drivers in Crashes by Hour, 2016<sup>19</sup>

Hour <sup>1</sup>	Teen (15-19) Drivers		Young Adult (20-24) Drivers	
	Count	Percent	Count	Percent
Midnight	108	1.5%	134	1.5%
1 a.m.	54	0.8%	111	1.2%
2 a.m.	49	0.7%	118	1.3%
3 a.m.	30	0.4%	66	0.7%
4 a.m.	26	0.4%	60	0.7%
5 a.m.	33	0.5%	91	1.0%
6 a.m.	85	1.2%	159	1.7%
7 a.m.	403	5.6%	460	5.0%
8 a.m.	378	5.3%	469	5.1%
9 a.m.	231	3.2%	339	3.7%
10 a.m.	257	3.6%	361	4.0%
11 a.m.	320	4.4%	443	4.8%
Noon	446	6.2%	611	6.7%
1 p.m.	410	5.7%	558	6.1%
2 p.m.	497	6.9%	617	6.8%
3 p.m.	677	9.4%	669	7.3%
4 p.m.	680	9.4%	777	8.5%
5 p.m.	721	10.0%	863	9.4%
6 p.m.	502	7.0%	621	6.8%
7 p.m.	336	4.7%	405	4.4%
8 p.m.	282	3.9%	377	4.1%
9 p.m.	261	3.6%	295	3.2%
10 p.m.	222	3.1%	261	2.9%
11 p.m.	141	2.0%	187	2.0%
Missing Data	48	0.7%	83	0.9%
<b>Total</b>	<b>7,197</b>	<b>100%</b>	<b>9,135</b>	<b>100%</b>

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

<sup>19</sup> 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.

## Behavior and Demographics – Young Drivers

Table 82: Alcohol-involved New Mexican Young Driver Crash Rates, 2012 - 2016<sup>20</sup>

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 <sup>1</sup>	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate <sup>1</sup>	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate <sup>1</sup>
2012	161	68,554	<b>2.35</b>	215	91,668	<b>2.35</b>	391	122,911	<b>3.18</b>
2013	90	60,243	<b>1.49</b>	163	82,347	<b>1.98</b>	385	119,028	<b>3.23</b>
2014	124	57,678	<b>2.15</b>	191	79,284	<b>2.41</b>	378	116,542	<b>3.24</b>
2015	94	56,946	<b>1.65</b>	142	78,376	<b>1.81</b>	360	116,661	<b>3.09</b>
2016	115	56,894	<b>2.02</b>	165	77,871	<b>2.12</b>	325	115,853	<b>2.81</b>

<sup>1</sup> 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, 2012 - 2016<sup>20</sup>

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
2012	105	56	<b>1.9</b>	143	72	<b>2.0</b>	286	105	<b>2.7</b>
2013	65	25	<b>2.6</b>	122	41	<b>3.0</b>	274	111	<b>2.5</b>
2014	87	37	<b>2.4</b>	134	57	<b>2.4</b>	275	103	<b>2.7</b>
2015	79	15	<b>5.3</b>	109	33	<b>3.3</b>	262	98	<b>2.7</b>
2016	82	33	<b>2.5</b>	117	48	<b>2.4</b>	237	88	<b>2.7</b>

<sup>20</sup> 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.

- The total number of seniors in crashes has increased 21.8 percent in the last four years. (Table 84)
- Almost half, 44.6 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, 2016<sup>21</sup>

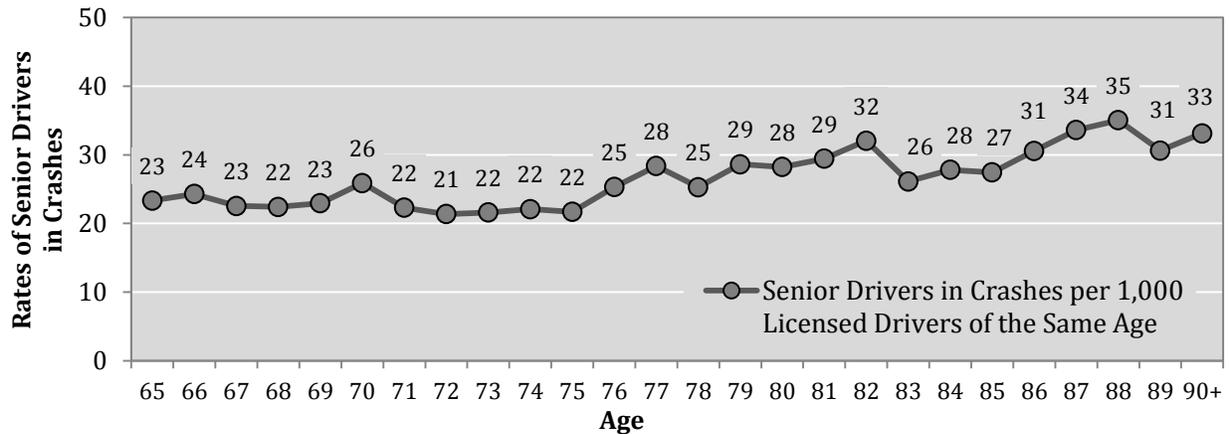


Table 84: Severity of Injuries to Seniors (65+) in Crashes, 2012 - 2016

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
2012	63	0.8%	131	1.6%	316	3.8%	988	11.9%	6,826	82.0%	8,324	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%
2016	60	0.6%	112	1.1%	448	4.4%	1,491	14.7%	8,028	79.2%	10,139	100%

<sup>21</sup> 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.

## Behavior and Demographics – Seniors

Table 85: Top Contributing Factor of Senior New Mexican Drivers in Crashes, 2016

Top Contributing Factor of New Mexican Senior (65+) Motor Vehicle Drivers <sup>1</sup> in Crashes	Senior Drivers <sup>2</sup> in Crashes	
	Count	Percent
<b>Human</b>	<b>3,425</b>	<b>48.5%</b>
Failed to Yield Right of Way	962	13.6%
Driver Inattention	892	12.6%
Following Too Closely	322	4.6%
Disregarded Traffic Signal	189	2.7%
Made Improper Turn	177	2.5%
Other Improper Driving	135	1.9%
Improper Lane Change	132	1.9%
Improper Backing	129	1.8%
Avoid No Contact - Vehicle	80	1.1%
Passed Stop Sign	78	1.1%
Alcohol/Drug Involved <sup>3</sup>	77	1.1%
Drove Left Of Center	63	0.9%
Avoid No Contact - Other	62	0.9%
Excessive Speed	41	0.6%
Speed Too Fast for Conditions	38	0.5%
Improper Overtaking	38	0.5%
Vehicle Skidded Before Brake	6	0.1%
Pedestrian Error	2	0.0%
Driverless Moving Vehicle	2	0.0%
<b>Vehicle</b>	<b>42</b>	<b>0.6%</b>
Other Mechanical Defect	16	0.2%
Inadequate Brakes	15	0.2%
Defective Tires	7	0.1%
Defective Steering	4	0.1%
<b>Environment</b>	<b>9</b>	<b>0.1%</b>
Road Defect	7	0.1%
Traffic Control Not Functioning	2	0.0%
<b>Other<sup>4</sup></b>	<b>3,592</b>	<b>50.8%</b>
None	2,649	37.5%
Other - No Driver Error	501	7.1%
Missing Data	442	6.3%
<b>Total Senior Drivers</b>	<b>7,068</b>	<b>100%</b>

<sup>1</sup> See the Definitions section for the method of deriving the top contributing factor of a driver.

<sup>2</sup> 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.

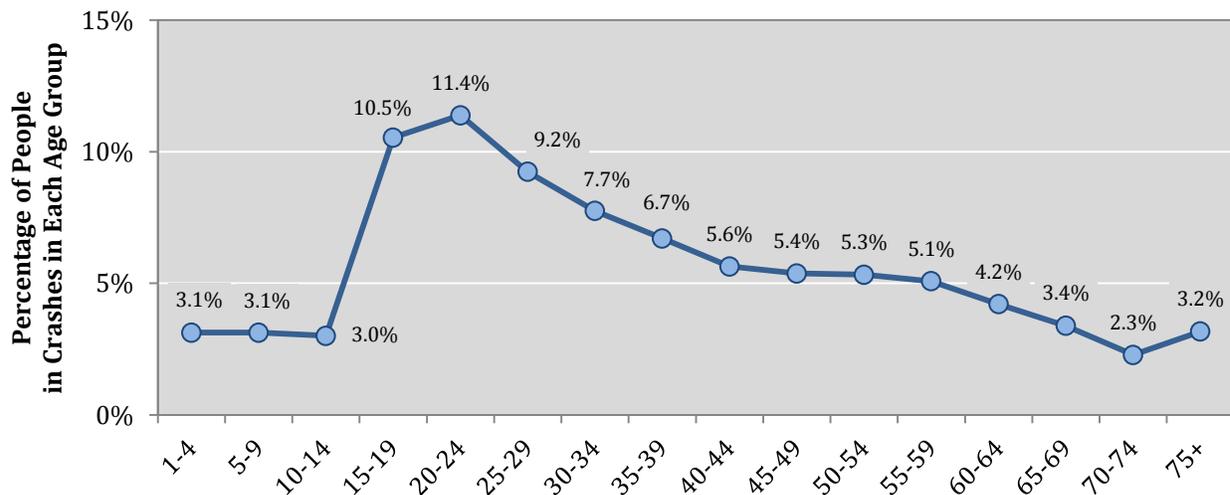
<sup>3</sup> Alcohol/Drug-involved is a combination of the contributing factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

<sup>4</sup> "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 (10.5 percent), ages 20-24 (11.4 percent) and ages 25-29 (9.2 percent). However, the age was unknown for 10.7 percent of people in crashes. (Figure 13, Table 86)
- The age groups with the highest number of fatalities in crashes were ages 20-24 (47 fatalities) and ages 25-29 (52 fatalities). (Table 86)
- For the past five years, two males were killed in a crash for every one female killed in a crash. (Table 87)
- Among motorcycle drivers in crashes, males outnumbered females, with a ratio of 12 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, 2016



## Behavior and Demographics – Age and Sex

Table 86: People in Crashes by Severity of Injury and Age Group, 2016

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 <sup>1</sup>	Percent Killed <sup>1</sup>
1-4	10	17	94	223	3,241	3,585	3.1%	0.3%
5-9	3	16	143	424	2,997	3,583	3.1%	0.1%
10-14	7	34	158	545	2,706	3,450	3.0%	0.2%
15-19	34	115	638	1,582	9,715	12,084	10.5%	0.3%
20-24	47	166	718	1,681	10,441	13,053	11.4%	0.4%
25-29	52	117	545	1,429	8,448	10,591	9.2%	0.5%
30-34	35	79	444	1,254	7,077	8,889	7.7%	0.4%
35-39	23	100	335	1,153	6,075	7,686	6.7%	0.3%
40-44	28	85	264	989	5,107	6,473	5.6%	0.4%
45-49	26	92	246	985	4,814	6,163	5.4%	0.4%
50-54	32	77	257	1,005	4,739	6,110	5.3%	0.5%
55-59	19	69	231	948	4,558	5,825	5.1%	0.3%
60-64	27	57	160	750	3,830	4,824	4.2%	0.6%
65-69	23	41	161	601	3,057	3,883	3.4%	0.6%
70-74	8	27	100	409	2,075	2,619	2.3%	0.3%
75+	29	44	187	481	2,896	3,637	3.2%	0.8%
Missing Data	2	17	71	130	12,026	12,246	10.7%	0.0%
<b>Total</b>	<b>405</b>	<b>1,153</b>	<b>4,752</b>	<b>14,589</b>	<b>93,802</b>	<b>114,701</b>	<b>100%</b>	<b>0.4%</b>

<sup>1</sup> Percentages are shaded such that darker shading identifies higher percentages.

Table 87: People in Crashes and People Killed in Crashes by Sex, 2012 - 2016

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
2012	47,467	43,259	12,304	103,030	1.1	263	103	366	2.6
2013	45,914	41,006	12,354	99,274	1.1	213	98	311	2.2
2014	47,342	41,455	13,953	102,750	1.1	276	110	386	2.5
2015	53,813	47,322	14,137	115,272	1.1	210	88	298	2.4
2016	54,312	48,583	11,806	114,701	1.1	273	132	405	2.1

## Behavior and Demographics – Age and Sex

Table 88: People in Crashes by Person Type and Sex, 2016

Person Type	People in Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
<b>Vehicle Occupants</b>					
Drivers	39,020	32,003	10,097	81,120	<b>1.2</b>
Front Seat Passengers	6,751	8,848	124	15,723	<b>0.8</b>
All Other Passengers	6,111	6,406	1,243	13,760	<b>1.0</b>
<b>Motorcyclists<sup>1</sup></b>					
Motorcycle Drivers	973	84	43	1,100	<b>11.6</b>
Motorcycle Passengers	12	97	0	109	<b>0.1</b>
<b>Nonmotorists</b>					
Pedalcyclists	307	60	4	371	<b>5.1</b>
Pedestrians	419	203	3	625	<b>2.1</b>
Missing Data	719	882	292	1,893	<b>0.8</b>
<b>Total</b>	<b>54,312</b>	<b>48,583</b>	<b>11,806</b>	<b>114,701</b>	<b>1.1</b>

<sup>1</sup> 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, 2012 - 2016

Age Group	People in Crashes <sup>1</sup>				
	2012	2013	2014	2015	2016
1-4	3,484	3,387	3,182	3,551	3,585
5-9	3,376	3,255	3,197	3,663	3,583
10-14	3,283	3,034	3,279	3,508	3,450
15-19	11,281	10,076	10,216	11,836	12,084
20-24	11,749	11,175	11,142	13,106	13,053
25-29	9,356	8,524	8,971	10,608	10,591
30-34	7,818	7,453	7,602	9,031	8,889
35-39	6,370	5,977	6,159	7,421	7,686
40-44	6,288	5,510	5,560	6,566	6,473
45-49	5,759	5,100	5,168	5,999	6,163
50-54	5,921	5,355	5,484	6,204	6,110
55-59	5,132	4,664	4,797	5,727	5,825
60-64	4,153	3,868	4,023	4,835	4,824
65-69	3,044	2,840	3,124	3,784	3,883
70-74	2,134	1,983	2,137	2,583	2,619
75+	3,146	3,101	2,937	3,453	3,637
Missing Data	10,736	13,972	15,772	13,397	12,246
<b>Total People</b>	<b>103,030</b>	<b>99,274</b>	<b>102,750</b>	<b>115,272</b>	<b>114,701</b>

<sup>1</sup> Numbers are shaded such that darker shading identifies higher numbers.

# Crash Geography – Counties

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## 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](http://tru.unm.edu). Additional data tables on counties are available in Appendix F (Page 119).

### **Crashes**

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- Bernalillo, Doña Ana and Santa Fe had the highest number of total crashes. Increasing numbers of total crashes in the county might be due to improved reporting by law enforcement agencies. 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 Bernalillo, Rio Arriba, and McKinley, 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 Catron, Grant, Harding, Rio Arriba, Colfax, and Lincoln, with rates of at least 20 animal-involved crashes per 100M VMT. (Table 92, Appendix Table F-4)
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### **Fatalities**

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- 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 County had 34 pedestrian fatalities, the highest in at least 5 years. Bernalillo accounted for 44.2 percent of all pedestrian fatalities, followed by San Juan (11.7 percent) and McKinley (10.4 percent). (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 7.5 percent of fatal crashes, although it had only 4.4 percent of all crashes. (Table 96)
-

## Crash Geography – Counties

Table 90: Top 10 Counties in Total Crashes, 2016<sup>22</sup>

2016 Rank	County	Total Crashes					Percent of All 2016 Crashes	2016 Total Crashes per 100M VMT
		2012	2013	2014	2015	2016		
1	Bernalillo	16,563	16,315	18,091	19,584	19,496	43.3%	315.8
2	Doña Ana	3,992	3,813	3,776	4,267	4,332	9.6%	142.5
3	Santa Fe	2,979	2,767	2,825	3,199	3,172	7.0%	139.6
4	San Juan	2,317	2,159	1,800	2,123	1,971	4.4%	108.0
5	Sandoval	1,589	1,651	1,432	1,693	1,930	4.3%	140.9
6	Eddy	936	1,161	1,567	1,590	1,399	3.1%	133.2
7	Chaves	1,837	1,371	1,214	1,383	1,374	3.0%	194.6
8	McKinley	1,353	1,210	1,255	1,355	1,308	2.9%	89.0
9	Valencia	360	648	664	1,122	1,171	2.6%	154.0
10	Lea	1,383	1,283	1,391	1,020	1,007	2.2%	105.8
All Other Counties		7,774	6,830	6,676	7,972	7,911	17.6%	-
<b>Total</b>		<b>41,083</b>	<b>39,208</b>	<b>40,691</b>	<b>45,308</b>	<b>45,071</b>	<b>100%</b>	<b>162.1</b>

Table 91: Top 10 Counties in Alcohol-involved Crashes, 2016<sup>23</sup>

2016 Rank	County	Alcohol-involved Crashes					Percent of All 2016 Alcohol-involved Crashes	2016 Alcohol-involved Crashes per 100M VMT
		2012	2013	2014	2015	2016		
1	Bernalillo	642	594	635	675	689	33.2%	11.2
2	Santa Fe	172	155	172	161	179	8.6%	7.9
3	Doña Ana	187	187	191	195	174	8.4%	5.7
4	San Juan	199	179	185	181	163	7.9%	8.9
5	McKinley	152	153	177	180	155	7.5%	10.5
6	Sandoval	113	105	89	94	109	5.3%	8.0
7	Rio Arriba	64	57	42	58	63	3.0%	10.8
8	Valencia	23	23	34	58	56	2.7%	7.4
9	Eddy	49	44	75	64	51	2.5%	4.9
10	Otero	66	52	44	48	47	2.3%	6.6
All Other Counties		509	388	397	420	387	18.7%	-
<b>Total</b>		<b>2,176</b>	<b>1,937</b>	<b>2,041</b>	<b>2,134</b>	<b>2,073</b>	<b>100%</b>	<b>7.5</b>

<sup>22</sup> See Page 67 for total crashes in all counties, and Pages 124-125 for crash rates using county population.

<sup>23</sup> 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, 2016<sup>24</sup>

2016 Rank	County	Animal-involved Crashes					Percent of All 2016 Animal-involved Crashes	2016 Animal-involved Crashes per 100M VMT
		2012	2013	2014	2015	2016		
1	San Juan	173	152	137	145	151	9.2%	8.3
2	Grant	125	121	134	140	138	8.4%	33.6
3	Rio Arriba	89	122	121	102	133	8.1%	22.9
4	Eddy	46	35	100	109	109	6.7%	10.4
5	Lincoln	100	84	96	122	108	6.6%	22.4
6	Otero	74	61	74	69	90	5.5%	12.6
7	Colfax	85	78	93	84	88	5.4%	22.5
8	Lea	49	43	57	63	72	4.4%	7.6
9	Sandoval	55	58	59	42	63	3.8%	4.6
10	Cibola	27	20	26	23	61	3.7%	6.9
All Other Counties		538	454	514	618	624	38.1%	-
<b>Total</b>		<b>1,361</b>	<b>1,228</b>	<b>1,411</b>	<b>1,517</b>	<b>1,637</b>	<b>100%</b>	<b>5.9</b>

Table 93: Top 10 Counties in Fatalities, 2016<sup>25</sup>

2016 Rank <sup>1</sup>	County	Fatalities in Crashes					Percent of All 2016 Fatalities	2016 Fatalities per 100M VMT
		2012	2013	2014	2015	2016		
1	Bernalillo	69	52	69	64	100	24.7%	1.6
2	San Juan	27	27	39	31	32	7.9%	1.8
3	Doña Ana	27	14	19	18	24	5.9%	0.8
4	Santa Fe	18	9	18	14	23	5.7%	1.0
5	McKinley	29	26	48	23	22	5.4%	1.5
6	Cibola	8	14	7	11	17	4.2%	1.9
7	Sandoval	12	18	14	5	16	4.0%	1.2
7	Socorro	4	8	8	4	16	4.0%	3.2
9	Chaves	8	10	7	13	14	3.5%	2.0
10	Lea	17	12	31	13	13	3.2%	1.4
All Other Counties		147	121	126	102	128	31.6%	-
<b>Total</b>		<b>366</b>	<b>311</b>	<b>386</b>	<b>298</b>	<b>405</b>	<b>100%</b>	<b>1.5</b>

<sup>1</sup> Counties with the same number of fatalities in 2016 have the same rank.

<sup>24</sup> See Page 122 for animal-involved crashes in all counties.

<sup>25</sup> See Page 119 for crash-related fatalities in all counties, and Page 125 for fatality rates using county population.

## Crash Geography – Counties

Table 94: Top Counties in Motorcyclist (Driver and Passenger) Fatalities, 2016<sup>26</sup>

2016 Rank <sup>1</sup>	County	Motorcyclist Fatalities in Crashes					Percent of All 2016 MC Fatalities	2016 Total Fatalities	Motorcyclist Fatalities as a Percent of All 2016 County Fatalities
		2012	2013	2014	2015	2016			
1	Bernalillo	18	9	14	11	17	34.7%	100	17.0%
2	Lincoln	0	4	1	0	3	6.1%	7	42.9%
2	Doña Ana	4	5	3	6	3	6.1%	24	12.5%
4	Rio Arriba	4	1	1	2	2	4.1%	11	18.2%
4	Cibola	0	0	1	1	2	4.1%	17	11.8%
4	Lea	4	1	1	1	2	4.1%	13	15.4%
4	Curry	0	1	0	0	2	4.1%	7	28.6%
4	Luna	0	1	0	0	2	4.1%	12	16.7%
4	San Juan	3	1	4	4	2	4.1%	32	6.3%
4	Colfax	1	3	2	0	2	4.1%	5	40.0%
4	Santa Fe	4	2	5	4	2	4.1%	23	8.7%
4	Socorro	0	0	1	1	2	4.1%	16	12.5%
4	Eddy	4	0	2	0	2	4.1%	7	28.6%
4	Guadalupe	1	1	1	0	2	4.1%	12	16.7%
All Other Counties		23	17	16	11	4	8.2%	119	3.4%
<b>Total</b>		<b>66</b>	<b>46</b>	<b>52</b>	<b>41</b>	<b>49</b>	<b>100.0%</b>	<b>405</b>	<b>12.1%</b>

<sup>1</sup> Counties with the same number of motorcyclist fatalities in 2016 have the same rank.

Table 95: Top Counties in Pedestrian Fatalities, 2016<sup>27</sup>

2016 Rank <sup>1</sup>	County	Pedestrian Fatalities in Crashes					Percent of All 2016 Pedestrian Fatalities	2016 Total Fatalities	Pedestrian Fatalities as a Percent of All 2016 County Fatalities
		2012	2013	2014	2015	2016			
1	Bernalillo	21	21	30	17	34	44.2%	100	34.0%
2	San Juan	12	3	7	13	9	11.7%	32	28.1%
3	McKinley	7	10	14	3	8	10.4%	22	36.4%
4	Doña Ana	4	1	2	1	4	5.2%	24	16.7%
5	Rio Arriba	0	2	0	1	3	3.9%	11	27.3%
All Other Counties		17	16	21	20	19	24.7%	216	8.8%
<b>Total</b>		<b>61</b>	<b>53</b>	<b>74</b>	<b>55</b>	<b>77</b>	<b>100%</b>	<b>405</b>	<b>19.0%</b>

<sup>1</sup> Counties with the same number of pedestrian fatalities in 2016 have the same rank.

<sup>26</sup> See Page 120 for motorcyclist fatalities in all counties.

<sup>27</sup> See Page 121 for pedestrian fatalities in all counties.

## Crash Geography – Counties

Table 96: Severity of Crashes by County, 2016

County	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Bernalillo	95	26.3%	6,171	44.6%	13,230	42.9%	19,496	43.3%
Catron	0	0.0%	11	0.1%	49	0.2%	60	0.1%
Chaves	13	3.6%	365	2.6%	996	3.2%	1,374	3.0%
Cibola	14	3.9%	132	1.0%	364	1.2%	510	1.1%
Colfax	5	1.4%	73	0.5%	251	0.8%	329	0.7%
Curry	7	1.9%	251	1.8%	718	2.3%	976	2.2%
De Baca	5	1.4%	12	0.1%	36	0.12%	53	0.1%
Doña Ana	21	5.8%	1,411	10.2%	2,900	9.4%	4,332	9.6%
Eddy	6	1.7%	341	2.5%	1,052	3.4%	1,399	3.1%
Grant	3	0.8%	150	1.1%	400	1.3%	553	1.2%
Guadalupe	10	2.8%	50	0.4%	161	0.5%	221	0.5%
Harding	1	0.3%	9	0.1%	4	0.01%	14	0.0%
Hidalgo	3	0.8%	23	0.2%	58	0.2%	84	0.2%
Lea	11	3.0%	307	2.2%	689	2.2%	1,007	2.2%
Lincoln	7	1.9%	104	0.8%	345	1.1%	456	1.0%
Los Alamos	0	0.0%	39	0.3%	86	0.3%	125	0.3%
Luna	11	3.0%	114	0.8%	298	1.0%	423	0.9%
McKinley	22	6.1%	348	2.5%	938	3.0%	1,308	2.9%
Mora	4	1.1%	33	0.2%	75	0.2%	112	0.2%
Otero	3	0.8%	294	2.1%	652	2.1%	949	2.1%
Quay	2	0.6%	49	0.4%	98	0.3%	149	0.3%
Rio Arriba	9	2.5%	261	1.9%	589	1.9%	859	1.9%
Roosevelt	5	1.4%	98	0.7%	206	0.7%	309	0.7%
San Juan	27	7.5%	635	4.6%	1,309	4.2%	1,971	4.4%
San Miguel	7	1.9%	140	1.0%	388	1.3%	535	1.2%
Sandoval	11	3.0%	569	4.1%	1,350	4.4%	1,930	4.3%
Santa Fe	20	5.5%	1,078	7.8%	2,074	6.7%	3,172	7.0%
Sierra	2	0.6%	64	0.5%	123	0.4%	189	0.4%
Socorro	11	3.0%	67	0.5%	210	0.7%	288	0.6%
Taos	8	2.2%	116	0.8%	261	0.8%	385	0.9%
Torrance	10	2.8%	72	0.5%	145	0.5%	227	0.5%
Union	1	0.3%	34	0.2%	70	0.2%	105	0.2%
Valencia	7	1.9%	428	3.1%	736	2.4%	1,171	2.6%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%
<b>Total Crashes</b>	<b>361</b>	<b>100%</b>	<b>13,849</b>	<b>100%</b>	<b>30,861</b>	<b>100%</b>	<b>45,071</b>	<b>100%</b>

## Crash Geography – Counties

Table 97: Total Crashes by County, 2012 - 2016<sup>28</sup>

County	Total Crashes					Percent of All 2016 Crashes	2016 Vehicle Miles Traveled (100M VMT)	2016 Crashes per 100M VMT
	2012	2013	2014	2015	2016			
Bernalillo	16,563	16,315	18,091	19,584	19,496	43.3%	61.74	315.8
Catron	44	28	13	37	60	0.1%	0.90	66.7
Chaves	1,837	1,371	1,214	1,383	1,374	3.0%	7.06	194.6
Cibola	424	347	350	412	510	1.1%	8.79	58.0
Colfax	305	316	307	284	329	0.7%	3.91	84.2
Curry	979	795	727	1,022	976	2.2%	3.71	262.9
De Baca	18	15	46	48	53	0.1%	1.90	27.8
Doña Ana	3,992	3,813	3,776	4,267	4,332	9.6%	30.40	142.5
Eddy	936	1,161	1,567	1,590	1,399	3.1%	10.51	133.2
Grant	635	598	627	605	553	1.2%	4.11	134.6
Guadalupe	175	180	158	186	221	0.5%	4.44	49.7
Harding	6	4	4	6	14	0.03%	0.14	96.9
Hidalgo	97	99	87	109	84	0.2%	2.86	29.3
Lea	1,383	1,283	1,391	1,020	1,007	2.2%	9.52	105.8
Lincoln	471	456	409	538	456	1.0%	4.83	94.4
Los Alamos	84	64	58	125	125	0.3%	1.91	65.4
Luna	375	454	421	425	423	0.9%	8.84	47.9
McKinley	1,353	1,210	1,255	1,355	1,308	2.9%	14.70	89.0
Mora	110	82	110	107	112	0.2%	1.35	82.8
Otero	1,055	972	876	981	949	2.1%	7.12	133.3
Quay	191	153	147	219	149	0.3%	5.79	25.7
Rio Arriba	636	589	602	686	859	1.9%	5.81	147.8
Roosevelt	309	211	270	355	309	0.7%	2.95	104.8
San Juan	2,317	2,159	1,800	2,123	1,971	4.4%	18.25	108.0
San Miguel	484	393	491	570	535	1.2%	3.66	146.2
Sandoval	1,589	1,651	1,432	1,693	1,930	4.3%	13.69	140.9
Santa Fe	2,979	2,767	2,825	3,199	3,172	7.0%	22.72	139.6
Sierra	222	132	85	205	189	0.4%	2.36	80.2
Socorro	305	264	273	306	288	0.6%	5.00	57.6
Taos	575	372	327	357	385	0.9%	4.17	92.3
Torrance	189	185	218	314	227	0.5%	5.17	43.9
Union	85	85	64	67	105	0.2%	1.30	81.0
Valencia	360	648	664	1,122	1,171	2.6%	7.60	154.0
Missing Data <sup>1</sup>	0	36	6	8	0	0.0%	-9.14	-
<b>Total</b>	<b>41,083</b>	<b>39,208</b>	<b>40,691</b>	<b>45,308</b>	<b>45,071</b>	<b>100%</b>	<b>278.09</b>	<b>162.1</b>

<sup>1</sup> VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

<sup>28</sup> See Pages 124-125 for crash rates using county population.

# Crash Geography – Counties

Table 98: Severity of Injuries to People in Crashes by County, 2016

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	100	524	1,817	6,921	41,389	50,751	44.2%	1.62	822
Catron	0	2	7	7	85	101	0.1%	0.00	112
Chaves	14	37	120	350	2,986	3,507	3.1%	1.98	497
Cibola	17	17	78	98	922	1,132	1.0%	1.93	129
Colfax	5	7	43	57	610	722	0.6%	1.28	185
Curry	7	26	89	256	2,174	2,552	2.2%	1.89	688
De Baca	5	1	12	6	80	104	0.1%	2.62	55
Doña Ana	24	119	471	1,342	9,326	11,282	9.8%	0.79	371
Eddy	7	26	88	364	2,919	3,404	3.0%	0.67	324
Grant	3	5	63	133	971	1,175	1.0%	0.73	286
Guadalupe	12	14	29	40	408	503	0.4%	2.70	113
Harding	2	0	9	4	10	25	0.02%	13.79	172
Hidalgo	3	8	12	17	124	164	0.1%	1.05	57
Lea	13	18	151	289	1,964	2,435	2.1%	1.37	256
Lincoln	7	2	55	92	817	973	0.8%	1.45	201
Los Alamos	0	6	17	46	229	298	0.3%	0.00	156
Luna	12	17	57	99	888	1,073	0.9%	1.36	121
McKinley	22	32	142	385	3,005	3,586	3.1%	1.50	244
Mora	4	5	27	20	141	197	0.2%	2.96	146
Otero	3	22	123	268	1,865	2,281	2.0%	0.42	320
Quay	4	2	28	37	254	325	0.3%	0.69	56
Rio Arriba	11	26	91	305	1,567	2,000	1.7%	1.89	344
Roosevelt	5	22	51	74	568	720	0.6%	1.70	244
San Juan	32	62	241	640	4,280	5,255	4.6%	1.75	288
San Miguel	7	2	54	154	991	1,208	1.1%	1.91	330
Sandoval	16	34	212	636	4,079	4,977	4.3%	1.17	363
Santa Fe	23	58	355	1,185	6,581	8,202	7.2%	1.01	361
Sierra	3	12	31	41	290	377	0.3%	1.27	160
Socorro	16	6	39	54	434	549	0.5%	3.20	110
Taos	8	2	42	128	849	1,029	0.9%	1.92	247
Torrance	12	2	24	77	382	497	0.4%	2.32	96
Union	1	3	25	29	145	203	0.2%	0.77	157
Valencia	7	34	149	435	2,469	3,094	2.7%	0.92	407
Missing Data	0	0	0	0	0	0	0.0%	-	-
<b>Total People</b>	<b>405</b>	<b>1,153</b>	<b>4,752</b>	<b>14,589</b>	<b>93,802</b>	<b>114,701</b>	<b>100%</b>	<b>1.46</b>	<b>412</b>

## Crash Geography – Counties

Table 99: Alcohol-involved Crashes by County, 2012 - 2016

County	Alcohol-involved Crashes					Percent of All 2016 Alcohol-involved Crashes	2016 Vehicle Miles Traveled (100M VMT)	2016 Alcohol-involved Crashes per 100M VMT
	2012	2013	2014	2015	2016			
Bernalillo	642	594	635	675	689	33.2%	61.74	11.2
Catron	4	2	2	0	0	0.0%	0.90	0.0
Chaves	93	49	63	56	41	2.0%	7.06	5.8
Cibola	40	22	25	36	45	2.2%	8.79	5.1
Colfax	17	14	12	17	21	1.0%	3.91	5.4
Curry	37	30	27	37	36	1.7%	3.71	9.7
De Baca	0	0	5	2	4	0.2%	1.90	2.1
Doña Ana	187	187	191	195	174	8.4%	30.40	5.7
Eddy	49	44	75	64	51	2.5%	10.51	4.9
Grant	37	35	37	32	31	1.5%	4.11	7.5
Guadalupe	8	2	3	3	8	0.4%	4.44	1.8
Harding	2	0	0	1	0	0.0%	0.14	0.0
Hidalgo	2	6	3	8	7	0.3%	2.86	2.4
Lea	72	56	69	50	39	1.9%	9.52	4.1
Lincoln	30	32	26	37	21	1.0%	4.83	4.3
Los Alamos	2	3	2	3	6	0.3%	1.91	3.1
Luna	5	14	16	12	19	0.9%	8.84	2.1
McKinley	152	153	177	180	155	7.5%	14.70	10.5
Mora	4	8	4	11	8	0.4%	1.35	5.9
Otero	66	52	44	48	47	2.3%	7.12	6.6
Quay	9	8	8	7	7	0.3%	5.79	1.2
Rio Arriba	64	57	42	58	63	3.0%	5.81	10.8
Roosevelt	18	10	9	16	12	0.6%	2.95	4.1
San Juan	199	179	185	181	163	7.9%	18.25	8.9
San Miguel	39	38	27	32	27	1.3%	3.66	7.4
Sandoval	113	105	89	94	109	5.3%	13.69	8.0
Santa Fe	172	155	172	161	179	8.6%	22.72	7.9
Sierra	12	5	8	13	12	0.6%	2.36	5.1
Socorro	18	19	13	17	15	0.7%	5.00	3.0
Taos	46	20	22	16	17	0.8%	4.17	4.1
Torrance	11	13	12	12	7	0.3%	5.17	1.4
Union	3	2	4	2	4	0.2%	1.30	3.1
Valencia	23	23	34	58	56	2.7%	7.60	7.4
Missing Data <sup>1</sup>	0	0	0	0	0	0.0%	-9.14	-
<b>Total</b>	<b>2,176</b>	<b>1,937</b>	<b>2,041</b>	<b>2,134</b>	<b>2,073</b>	<b>100%</b>	<b>278.09</b>	<b>7.5</b>

<sup>1</sup> VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

## Crash Geography – Counties

Table 100: Severity of Injuries to People in Alcohol-involved Crashes by County, 2016

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	51	65	185	257	1,142	1,700	35.6%	0.83	27.5
Catron	0	0	0	0	0	0	0.0%	0.00	0.0
Chaves	4	2	16	11	54	87	1.8%	0.57	12.3
Cibola	5	3	14	21	57	100	2.1%	0.57	11.4
Colfax	0	0	7	3	26	36	0.8%	0.00	9.2
Curry	3	3	8	14	40	68	1.4%	0.81	18.3
De Baca	3	0	2	0	0	5	0.1%	1.57	2.6
Doña Ana	10	10	39	46	273	378	7.9%	0.33	12.4
Eddy	1	3	18	7	76	105	2.2%	0.10	10.0
Grant	3	3	15	5	39	65	1.4%	0.73	15.8
Guadalupe	2	0	4	1	15	22	0.5%	0.45	5.0
Harding	0	0	0	0	0	0	0.0%	0.00	0.0
Hidalgo	0	1	1	3	7	12	0.3%	0.00	4.2
Lea	5	2	13	12	61	93	1.9%	0.53	9.8
Lincoln	0	0	5	7	29	41	0.9%	0.00	8.5
Los Alamos	0	0	4	1	8	13	0.3%	0.00	6.8
Luna	5	6	7	2	27	47	1.0%	0.57	5.3
McKinley	11	14	36	54	290	405	8.5%	0.75	27.6
Mora	1	0	2	2	5	10	0.2%	0.74	7.4
Otero	1	4	8	20	74	107	2.2%	0.14	15.0
Quay	2	0	0	2	10	14	0.3%	0.35	2.4
Rio Arriba	10	9	28	27	63	137	2.9%	1.72	23.6
Roosevelt	1	2	5	4	10	22	0.5%	0.34	7.5
San Juan	20	26	49	71	221	387	8.1%	1.10	21.2
San Miguel	4	0	5	16	34	59	1.2%	1.09	16.1
Sandoval	8	3	26	26	162	225	4.7%	0.58	16.4
Santa Fe	10	14	61	47	246	378	7.9%	0.44	16.6
Sierra	0	1	2	0	18	21	0.4%	0.00	8.9
Socorro	2	0	4	7	14	27	0.6%	0.40	5.4
Taos	5	0	4	8	24	41	0.9%	1.20	9.8
Torrance	4	1	0	6	15	26	0.5%	0.77	5.0
Union	0	0	2	2	2	6	0.1%	0.00	4.6
Valencia	0	4	17	15	103	139	2.9%	0.00	18.3
Missing Data	0	0	0	0	0	0	0.0%	-	-
<b>Total People</b>	<b>171</b>	<b>176</b>	<b>587</b>	<b>697</b>	<b>3,145</b>	<b>4,776</b>	<b>100%</b>	<b>0.61</b>	<b>17.2</b>

### 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 109) and digitally available in high-resolution color at [tru.unm.edu](http://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 Taos (50.7) and Española (46.1). (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 Laguna (80.6), Gallup (38.8), and Española (24.7). (Table 102)

Table 101: Top Fifteen Cities in Total Crashes, 2016

2016 Rank	City	Total Crashes					2016 Population	Crashes per 1,000 Residents
		2012	2013	2014	2015	2016		
1	Albuquerque	16,077	15,974	17,714	19,192	19,133	559,277	34.2
2	Las Cruces	3,157	3,211	3,179	3,558	3,531	101,759	34.7
3	Santa Fe	2,424	2,162	2,195	2,376	2,308	83,875	27.5
4	Farmington	1,261	1,436	1,148	1,365	1,252	41,629	30.1
5	Rio Rancho	1,129	1,051	752	857	1,210	96,028	12.6
6	Roswell	1,594	1,145	987	1,092	1,134	48,184	23.5
7	Carlsbad	661	684	874	916	875	28,914	30.3
8	Clovis	867	721	673	881	870	39,373	22.1
9	Gallup	738	795	791	894	827	22,670	36.5
10	Alamogordo	653	683	579	636	609	31,283	19.5
11	Hobbs	797	791	818	544	572	38,143	15.0
12	Española	302	248	262	384	467	10,138	46.1
13	Los Lunas	67	360	343	438	446	15,454	28.9
14	Las Vegas	307	267	324	375	337	13,285	25.4
15	Taos	316	290	255	270	292	5,763	50.7
All Other Crashes		10,733	9,390	9,797	11,530	11,208	-	-
<b>Statewide Total</b>		<b>41,083</b>	<b>39,208</b>	<b>40,691</b>	<b>45,308</b>	<b>45,071</b>	<b>2,081,015</b>	<b>21.7</b>

## Crash Geography – Cities

Table 102: Top Cities in Alcohol-involved Crashes, 2016

2016 Rank <sup>1</sup>	City	Alcohol-involved Crashes					2016 Population <sup>2</sup>	Alcohol-involved Crashes per 10,000 Residents
		2012	2013	2014	2015	2016		
1	Albuquerque	592	566	608	653	671	559,277	12.0
2	Las Cruces	102	117	128	125	110	101,759	10.8
3	Santa Fe	131	118	128	105	103	83,875	12.3
4	Gallup	68	88	87	104	88	22,670	38.8
5	Farmington	81	116	98	91	80	41,629	19.2
6	Rio Rancho	66	62	39	41	57	96,028	5.9
7	Roswell	75	29	49	43	32	48,184	6.6
8	Clovis	30	27	23	30	26	39,373	6.6
8	Alamogordo	29	33	24	24	26	31,283	8.3
10	Carlsbad	38	17	49	38	25	28,914	8.6
10	Española	34	22	15	23	25	10,138	24.7
10	Hobbs	38	31	47	30	25	38,143	6.6
13	Shiprock	17	9	15	17	15	8,295	18.1
13	Las Vegas	22	27	18	20	15	13,285	11.3
15	Los Lunas	4	8	6	13	14	15,454	9.1
16	Ruidoso	14	17	17	19	13	7,770	16.7
17	Laguna	5	1	0	0	10	1,241	80.6
17	Bernalillo	7	14	11	16	10	9,202	10.9
17	Silver City	19	22	18	11	10	9,907	10.1
17	Grants	19	12	10	13	10	9,298	10.8
17	Deming	4	10	13	6	10	14,488	6.9
All Other Crashes		781	591	638	712	698	-	-
<b>Statewide Total</b>		<b>2,176</b>	<b>1,937</b>	<b>2,041</b>	<b>2,134</b>	<b>2,073</b>	<b>2,081,015</b>	<b>10.0</b>

<sup>1</sup> Cities have the same rank if they have the same number of crashes in 2016.

<sup>2</sup> The population of Laguna and Shiprock CDPs (Census Designated Places) are based on the 2010 U.S. Census.

Table 103: Severity of Crashes and Severity of Injury in Crashes by City, 2016

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Acoma	0	7	16	23	0	12	34	46
Acomita	2	6	14	22	2	11	37	50
Alamogordo	0	201	408	609	0	270	1,315	1,585
Albuquerque	90	6,054	12,989	19,133	95	9,088	40,757	49,940
Algodones	0	8	16	24	0	17	40	57
Angel Fire	1	7	24	32	1	8	57	66
Anthony	3	13	66	82	3	18	191	212
Arenas Valley	0	6	27	33	0	10	48	58
Artesia	2	48	181	231	2	64	506	572
Atoka	0	9	16	25	0	15	38	53
Aztec	0	48	113	161	0	67	332	399
Bayard	0	2	33	35	0	2	66	68
Belen	1	61	93	155	1	89	321	411
Bent	0	3	14	17	0	7	20	27
Berino	0	12	13	25	0	19	42	61
Bernalillo	1	63	217	281	1	90	627	718
Bloomfield	0	31	77	108	0	49	224	273
Bluewater Village	0	5	17	22	0	7	44	51
Bosque Farms	0	26	42	68	0	39	148	187
Capitan	0	5	10	15	0	8	25	33
Carlsbad	0	226	649	875	0	320	1,952	2,272
Cedar Crest	0	11	14	25	0	15	42	57
Cedar Hill	0	4	18	22	0	5	34	39
Chama	0	1	17	18	0	1	36	37
Chaparral	2	39	69	110	2	60	214	276
Chimayo	1	7	25	33	1	8	63	72
Church Rock	1	8	12	21	1	13	45	59
Clayton	0	10	30	40	0	11	69	80
Cloudcroft	0	3	13	16	0	5	24	29
Clovis	6	215	649	870	6	321	2,018	2,345
Corrales	0	13	42	55	0	16	106	122
Deming	1	51	183	235	1	69	584	654
Dulce	0	7	25	32	0	9	39	48
Edgewood	4	26	60	90	4	44	175	223
El Cerro	2	17	29	48	2	24	102	128
El Cerro Mission	1	14	20	35	1	18	82	101
El Valle de Arroyo Seco	0	18	18	36	0	29	69	98
Eldorado at Santa Fe	0	19	18	37	0	31	50	81
Española	0	167	300	467	0	272	1,024	1,296

## 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	4	23	27	0	7	47	54
Farmington	6	396	850	1,252	6	569	3,023	3,598
Fort Sumner	0	5	11	16	0	7	28	35
Gallup	5	211	611	827	5	328	2,123	2,456
Glorieta	1	10	13	24	1	13	18	32
Grants	2	28	118	148	3	40	321	364
Hatch	0	4	15	19	0	5	32	37
High Rolls Mt Park	0	2	13	15	0	4	24	28
Hobbs	2	197	373	572	2	291	1,253	1,546
Isleta Pueblo	0	27	51	78	0	41	115	156
Jal	0	2	23	25	0	2	50	52
Jarales	0	5	13	18	0	8	30	38
Kirtland	1	21	37	59	1	33	110	144
La Cienega	3	24	48	75	3	31	123	157
La Luz	0	13	28	41	0	20	75	95
La Puebla	0	5	12	17	0	6	31	37
Laguna	1	26	66	93	1	38	175	214
Las Cruces	11	1,168	2,352	3,531	14	1,601	7,943	9,558
Las Maravillas	0	6	8	14	0	8	18	26
Las Vegas	1	87	249	337	1	114	706	821
Lordsburg	0	9	26	35	0	13	55	68
Los Alamos	0	29	64	93	0	45	182	227
Los Chaves	0	17	28	45	0	20	76	96
Los Lunas	1	143	302	446	1	204	1,058	1,263
Loving	0	3	11	14	0	3	29	32
Lovington	1	31	89	121	2	44	265	311
McIntosh	1	7	7	15	1	12	30	43
Meadow Lake	1	8	19	28	1	14	52	67
Mesquite	0	8	18	26	0	11	53	64
Midway	1	7	11	19	1	7	31	39
Milan	0	11	19	30	0	13	48	61
Moriarty	1	9	48	58	1	14	129	144
Peak Place	0	9	8	17	0	20	28	48
Pecos	0	2	12	14	0	4	37	41
Peralta	0	28	39	67	0	44	150	194
Placitas	0	7	11	18	0	10	22	32
Pojoaque	0	24	33	57	0	42	144	186
Portales	0	50	152	202	0	73	453	526
Pueblitos	0	10	7	17	0	12	20	32

Table 103 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Radium Springs	0	4	13	17	0	5	22	27
Raton	0	24	92	116	0	37	264	301
Rio Communities	1	15	25	41	1	26	74	101
Rio Rancho	0	379	831	1,210	0	569	2,742	3,311
Roswell	2	309	823	1,134	2	423	2,615	3,040
Ruidoso	0	59	175	234	0	83	504	587
Ruidoso Downs	0	6	22	28	0	7	47	54
San Felipe Pueblo	0	8	23	31	0	16	51	67
Santa Ana Pueblo	3	19	30	52	4	37	92	133
Santa Clara (Central)	0	7	19	26	0	9	48	57
Santa Fe	6	774	1,528	2,308	7	1,130	5,092	6,229
Santa Rosa	1	7	31	39	1	11	79	91
Santa Teresa	0	10	18	28	0	14	40	54
Sausal	0	3	12	15	0	3	22	25
Sedillo	0	11	22	33	0	14	56	70
Shiprock	5	28	27	60	7	51	109	167
Silver City	1	88	180	269	1	115	537	653
Socorro	0	26	102	128	0	31	229	260
Sombrillo	0	8	11	19	0	14	33	47
Sunland Park	0	22	65	87	0	25	185	210
Taos	1	97	194	292	1	144	702	847
Tesuque	0	19	32	51	0	23	82	105
Tesuque Pueblo	0	13	14	27	0	16	40	56
Texico	0	1	13	14	0	4	25	29
Thoreau	1	8	25	34	1	14	60	75
Tijeras	0	12	33	45	0	16	85	101
Tome	0	13	15	28	0	22	50	72
Truth or Consequences	1	32	74	107	2	41	184	227
Tucumcari	1	13	45	59	2	19	116	137
Tularosa	0	7	32	39	0	8	77	85
Vado	0	12	24	36	0	17	60	77
Valencia	0	21	31	52	0	30	116	146
Waterflow	2	10	16	28	2	14	43	59
West Hammond	0	5	16	21	0	7	38	45
White Rock	0	3	14	17	0	3	34	37
Zuni Pueblo	1	9	32	42	1	11	83	95
Rural and Other <sup>1</sup>	178	1,643	3,807	5,628	206	2,553	8,459	11,218
<b>Total</b>	<b>361</b>	<b>13,849</b>	<b>30,861</b>	<b>45,071</b>	<b>405</b>	<b>20,494</b>	<b>93,802</b>	<b>114,701</b>

<sup>1</sup> The term "other" refers to towns or places with fewer than 15 crashes in 2016.

## Crash Geography – Cities

Table 104: Severity of Alcohol-involved Crashes and Injuries by City, 2016

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Acoma	0	2	3	5	0	5	4	9
Acomita	1	1	0	2	1	4	2	7
Alamogordo	0	10	16	26	0	12	45	57
Albuquerque	47	302	322	671	49	497	1,116	1,662
Algodones	0	1	3	4	0	3	6	9
Angel Fire	0	2	2	4	0	2	4	6
Anthony	2	1	4	7	2	1	10	13
Artesia	0	6	2	8	0	11	8	19
Aztec	0	4	5	9	0	6	13	19
Bayard	0	0	3	3	0	0	7	7
Belen	0	5	4	9	0	6	15	21
Berino	0	2	3	5	0	2	7	9
Bernalillo	0	4	6	10	0	6	14	20
Blanco	0	1	1	2	0	1	1	2
Bloomfield	0	1	2	3	0	2	5	7
Bluewater Village	0	1	2	3	0	1	7	8
Bosque Farms	0	1	1	2	0	1	2	3
Cañon	0	0	3	3	0	0	3	3
Carlsbad	0	4	21	25	0	5	46	51
Cedar Crest	0	1	1	2	0	1	1	2
Cedar Hill	0	1	1	2	0	1	1	2
Chaparral	2	4	1	7	2	5	10	17
Chimayo	1	2	1	4	1	2	3	6
Church Rock	1	3	1	5	1	6	11	18
Clayton	0	2	0	2	0	2	1	3
Clovis	3	12	11	26	3	16	28	47
Cordova	0	0	2	2	0	0	2	2
Corrales	0	1	4	5	0	2	6	8
Crownpoint	0	1	1	2	0	2	5	7
Cuaratez	0	1	2	3	0	2	3	5
Cuba	0	2	1	3	0	2	8	10
Cuyamungue	0	1	1	2	0	1	2	3
Deming	1	4	5	10	1	5	21	27
Dulce	0	1	1	2	0	2	4	6
Edgewood	1	3	4	8	1	6	9	16
El Cerro	0	1	2	3	0	1	2	3
El Cerro Mission	0	1	3	4	0	3	37	40

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
El Valle de Arroyo Seco	0	3	2	5	0	4	16	20
Eldorado at Santa Fe	0	2	2	4	0	3	3	6
Española	0	14	11	25	0	21	35	56
Farmington	2	39	39	80	2	60	141	203
Fruitland	1	3	0	4	1	9	1	11
Gallup	4	36	48	88	4	59	182	245
Glorieta	0	1	1	2	0	1	1	2
Grants	0	4	6	10	0	5	14	19
Hobbs	1	11	13	25	1	18	50	69
Isleta Pueblo	0	1	4	5	0	1	7	8
Kirtland	0	4	1	5	0	11	4	15
La Cienega	1	4	3	8	1	7	6	14
La Luz	0	2	2	4	0	4	4	8
La Mesa	0	0	2	2	0	0	2	2
La Villita	0	2	1	3	0	4	2	6
Laguna	0	5	5	10	0	6	17	23
Las Cruces	3	43	64	110	6	64	183	253
Las Vegas	1	5	9	15	1	6	17	24
Lemitar	1	0	1	2	2	1	3	6
Logan	1	0	1	2	2	0	1	3
Lordsburg	0	3	1	4	0	3	3	6
Los Alamos	0	1	3	4	0	1	8	9
Los Lunas	0	5	9	14	0	7	17	24
Luis Lopez	0	0	2	2	0	0	2	2
Meadow Lake	0	2	1	3	0	6	6	12
Mesquite	0	2	1	3	0	2	6	8
Midway	1	1	1	3	1	1	2	4
Milan	0	2	2	4	0	2	6	8
Moriarty	0	0	3	3	0	0	11	11
Nambe Pueblo	1	3	0	4	2	5	1	8
Napi Headquarters	1	1	0	2	1	1	3	5
Ohkay Owingeh	2	1	0	3	2	5	1	8
Peak Place	0	1	1	2	0	1	6	7
Peralta	0	1	1	2	0	1	4	5
Pinedale	0	1	1	2	0	3	3	6
Pinos Altos	1	1	1	3	1	3	2	6

## 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
Placitas	0	3	0	3	0	3	1	4
Pojoaque	0	5	1	6	0	8	7	15
Portales	0	3	4	7	0	8	7	15
Pueblitos	0	1	1	2	0	1	1	2
Raton	0	4	3	7	0	5	11	16
Rio Rancho	0	20	37	57	0	27	97	124
Roswell	1	11	20	32	1	23	51	75
Ruidoso	0	4	9	13	0	8	21	29
San Cristobal	1	0	1	2	1	0	1	2
San Miguel	0	1	1	2	0	1	1	2
Santa Ana Pueblo	3	2	3	8	4	4	9	17
Santa Clara (Central)	0	1	2	3	0	1	6	7
Santa Fe	3	44	56	103	3	61	153	217
Santa Teresa	0	2	1	3	0	2	5	7
Sheep Springs	0	1	1	2	0	2	3	5
Shiprock	3	9	3	15	5	17	20	42
Silver City	1	4	5	10	1	6	16	23
Socorro	0	5	2	7	0	7	6	13
Sunland Park	0	0	6	6	0	0	10	10
Taos	1	3	4	8	1	8	13	22
Taos Pueblo	0	1	1	2	0	1	5	6
Tesuque	0	4	2	6	0	4	14	18
Tesuque Pueblo	0	0	3	3	0	0	4	4
Texico	0	0	3	3	0	0	6	6
Tijeras	0	2	0	2	0	3	3	6
Truth or Consequences	0	1	5	6	0	1	9	10
Tucumcari	0	0	3	3	0	0	4	4
Tularosa	0	0	3	3	0	0	5	5
Vado	0	0	2	2	0	0	2	2
Valencia	0	0	2	2	0	0	3	3
Waterflow	2	4	0	6	2	6	4	12
Yah-ta-hey	0	3	2	5	0	4	10	14
Zuni Pueblo	1	2	6	9	1	3	10	14
Rural and Other <sup>1</sup>	53	176	136	365	64	297	388	749
<b>Total</b>	<b>149</b>	<b>909</b>	<b>1,015</b>	<b>2,073</b>	<b>171</b>	<b>1,460</b>	<b>3,145</b>	<b>4,776</b>

<sup>1</sup> The term "other" refers to towns or places with fewer than two alcohol-involved crashes in 2016.

## 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 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 85.1 percent of crashes, but rural roadways account for 54.4 percent of crash-related fatalities. Urban roadways account for 76.8 percent of alcohol-involved crashes, but rural roadways account for 45.1 percent of alcohol-involved crash-related fatalities. (Table 105, Table 106, Table 107, Table 108)
- Fatalities overall have decreased on rural roadways. Fatalities on rural Interstates have decreased by 17.6 percent, and alcohol-involved fatalities on rural Interstates have decreased by 60.0 percent in the last five years. (Table 106, Table 108)
- Fatalities on urban roadways have increased by 66.7 percent, and fatalities in alcohol-involved urban crashes have more than doubled (113.6 percent) in the last five years. (Table 106, Table 108)
- Rollover crashes account for 45.9 percent of rural Interstate fatalities and 38.4 percent of rural non-Interstate fatalities. (Table 109)
- Pedestrian crashes account for 40.4 percent of fatalities in urban alcohol-involved crashes. (Table 110)

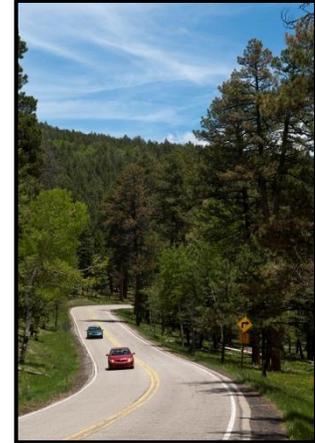


Table 105: Crashes by Rural and Urban Location, 2012 - 2016

Year	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%	38,337	84.6%	45,308	100%
2016	1,599	3.5%	5,139	11.4%	38,333	85.1%	45,071	100%

## Crash Geography – Rural and Urban

Table 106: Fatalities by Rural and Urban Location, 2012 - 2016

Year	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2016	61	15.1%	159	39.3%	185	45.7%	405	100%

Table 107: Alcohol-involved Crashes by Rural and Urban Location, 2012 - 2016

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
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%	393	18.4%	1,667	78.1%	2,134	100%
2016	68	3.3%	412	19.9%	1,593	76.8%	2,073	100%

Table 108: Fatalities in Alcohol-involved Crashes by Rural and Urban Location, 2012 - 2016

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
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%
2016	8	4.7%	69	40.4%	94	55.0%	171	100%

## Crash Geography – Rural and Urban

Table 109: Fatalities and Crashes by Rural and Urban Location and Crash Classification, 2016

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	19	31.1%	560	35.0%	49	30.8%	1,466	28.5%	70	37.8%	29,431	76.8%
Fixed Object	2	3.3%	347	21.7%	11	6.9%	1,004	19.5%	25	13.5%	3,245	8.5%
Parked Vehicle	0	0.0%	15	0.9%	0	0.0%	105	2.0%	0	0.0%	1,745	4.6%
Animal	0	0.0%	117	7.3%	0	0.0%	1,202	23.4%	0	0.0%	318	0.8%
Overturn	6	9.8%	202	12.6%	14	8.8%	594	11.6%	13	7.0%	473	1.2%
Other (Non-Collision)	1	1.6%	119	7.4%	2	1.3%	231	4.5%	1	0.5%	367	1.0%
Other (Object)	0	0.0%	90	5.6%	0	0.0%	157	3.1%	0	0.0%	439	1.1%
Rollover	28	45.9%	127	7.9%	61	38.4%	288	5.6%	18	9.7%	174	0.5%
Pedestrian	5	8.2%	14	0.9%	18	11.3%	36	0.7%	55	29.7%	539	1.4%
Pedalcyclist	0	0.0%	0	0.0%	1	0.6%	9	0.2%	3	1.6%	353	0.9%
Vehicle on Other Roadway	0	0.0%	4	0.3%	0	0.0%	33	0.6%	0	0.0%	271	0.7%
Railroad Train	0	0.0%	1	0.1%	3	1.9%	6	0.1%	0	0.0%	4	0.0%
Missing Data	0	0.0%	3	0.2%	0	0.0%	8	0.2%	0	0.0%	974	2.5%
<b>Total</b>	<b>61</b>	<b>100%</b>	<b>1,599</b>	<b>100%</b>	<b>159</b>	<b>100%</b>	<b>5,139</b>	<b>100%</b>	<b>185</b>	<b>100%</b>	<b>38,333</b>	<b>100%</b>

Table 110: Alcohol-involved Fatalities and Crashes by Rural and Urban Location and Crash Classification, 2016

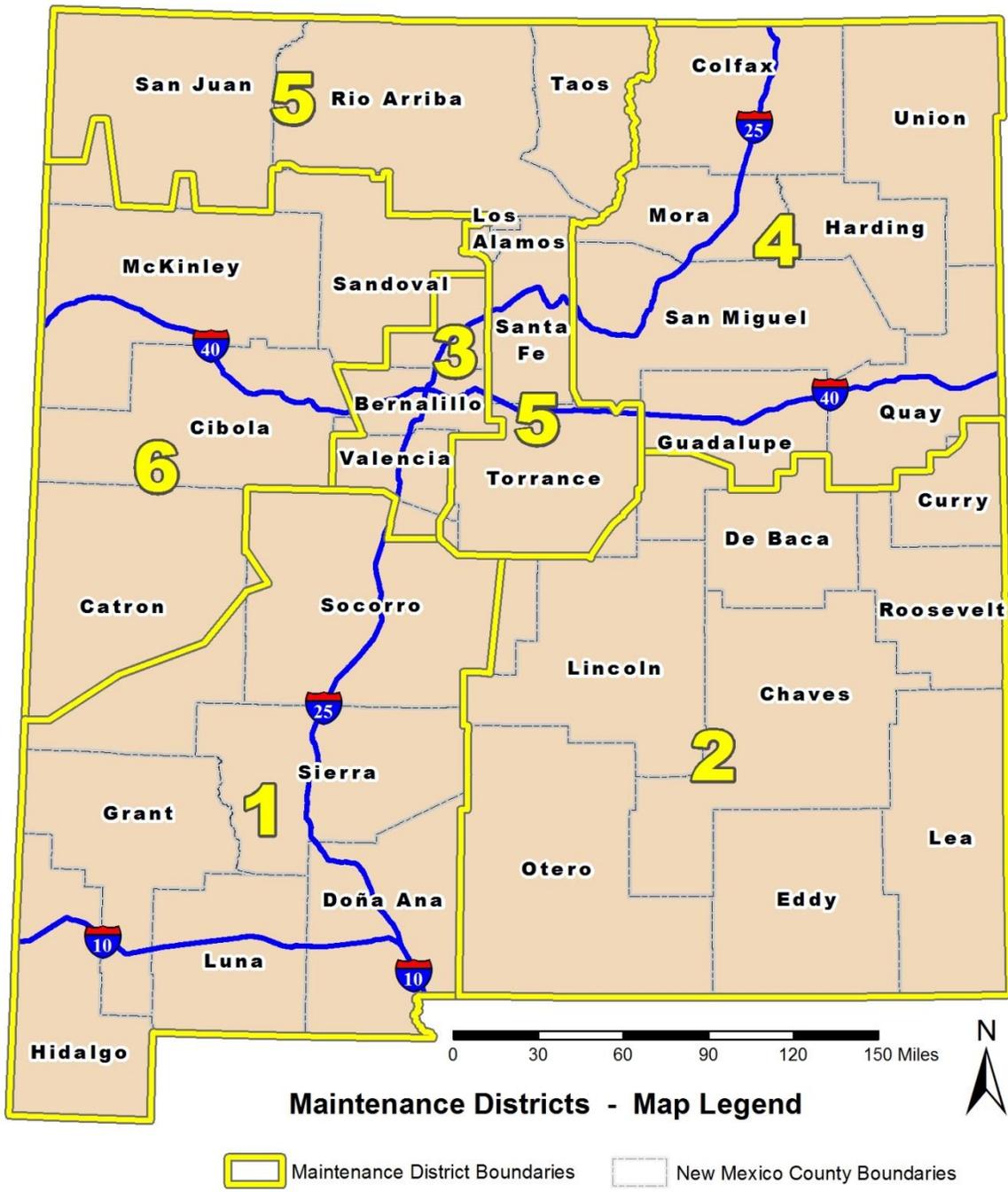
Crash Classification	Alcohol-involved Fatalities <sup>1</sup> and Crashes											
	Rural Interstate				Rural Non-Interstate				Urban			
	Fatalities		Crashes		Fatalities		Crashes		Fatalities		Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	2	25.0%	27	39.7%	18	26.1%	90	21.8%	28	29.8%	735	46.1%
Fixed Object	0	0.0%	19	27.9%	6	8.7%	121	29.4%	13	13.8%	476	29.9%
Overturn	0	0.0%	6	8.8%	6	8.7%	73	17.7%	5	5.3%	63	4.0%
Pedestrian	3	37.5%	4	5.9%	11	15.9%	14	3.4%	38	40.4%	118	7.4%
Rollover	3	37.5%	9	13.2%	24	34.8%	60	14.6%	8	8.5%	38	2.4%
Parked Vehicle	0	0.0%	0	0.0%	0	0.0%	6	1.5%	0	0.0%	74	4.6%
Other (Non-Collision)	0	0.0%	1	1.5%	2	2.9%	22	5.3%	1	1.1%	30	1.9%
Other (Object)	0	0.0%	1	1.5%	0	0.0%	16	3.9%	0	0.0%	35	2.2%
Pedalcyclist	0	0.0%	0	0.0%	1	1.4%	1	0.2%	1	1.1%	14	0.9%
Vehicle on Other Roadway	0	0.0%	0	0.0%	0	0.0%	4	1.0%	0	0.0%	4	0.3%
Railroad Train	0	0.0%	0	0.0%	1	1.4%	2	0.5%	0	0.0%	2	0.1%
Animal	0	0.0%	1	1.5%	0	0.0%	2	0.5%	0	0.0%	0	0.0%
Missing Data	0	0.0%	0	0.0%	0	0.0%	1	0.2%	0	0.0%	4	0.3%
<b>Total</b>	<b>8</b>	<b>100%</b>	<b>68</b>	<b>100%</b>	<b>69</b>	<b>100%</b>	<b>412</b>	<b>100%</b>	<b>94</b>	<b>100%</b>	<b>1,593</b>	<b>100%</b>

<sup>1</sup> Any fatality in an alcohol-involved crash.

# Crash Geography – Maintenance Districts

## Highway Maintenance Districts

Map 1: New Mexico Highway Maintenance Districts



## Crash Geography – Maintenance Districts

Table 111: Crashes by Highway Maintenance District and Crash Severity, 2016

Highway Maintenance District	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	51	14.1%	1,825	13.2%	3,975	12.9%	5,851	13.0%
District 2	59	16.3%	1,779	12.8%	4,698	15.2%	6,536	14.5%
District 3	109	30.2%	7,130	51.5%	15,194	49.2%	22,433	49.8%
District 4	28	7.8%	380	2.7%	1,034	3.4%	1,442	3.2%
District 5	74	20.5%	2,188	15.8%	4,450	14.4%	6,712	14.9%
District 6	40	11.1%	543	3.9%	1,484	4.8%	2,067	4.6%
Missing Data	0	0.0%	4	0.0%	26	0.1%	30	0.1%
<b>Total Crashes</b>	<b>361</b>	<b>100%</b>	<b>13,849</b>	<b>100%</b>	<b>30,861</b>	<b>100%</b>	<b>45,071</b>	<b>100%</b>

Table 112: Severity of Injuries to People in Crashes by Highway Maintenance District, 2016

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	61	15.1%	166	14.4%	670	14.1%	1,690	11.6%	12,017	12.8%	14,604	12.7%
District 2	65	16.0%	155	13.4%	694	14.6%	1,701	11.7%	13,375	14.3%	15,990	13.9%
District 3	116	28.6%	589	51.1%	2,145	45.1%	7,967	54.6%	47,693	50.8%	58,510	51.0%
District 4	31	7.7%	32	2.8%	209	4.4%	336	2.3%	2,533	2.7%	3,141	2.7%
District 5	86	21.2%	156	13.5%	763	16.1%	2,365	16.2%	13,856	14.8%	17,226	15.0%
District 6	46	11.4%	55	4.8%	269	5.7%	526	3.6%	4,283	4.6%	5,179	4.5%
Missing Data	0	0.0%	0	0.0%	2	0.0%	4	0.0%	45	0.0%	51	0.0%
<b>Total People</b>	<b>405</b>	<b>100%</b>	<b>1,153</b>	<b>100%</b>	<b>4,752</b>	<b>100%</b>	<b>14,589</b>	<b>100%</b>	<b>93,802</b>	<b>100%</b>	<b>114,701</b>	<b>100%</b>

Table 113: Crashes by Highway Maintenance District and Rural and Urban Location, 2016

Highway Maintenance District	Rural Interstate		Rural Non-Interstate		Urban		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	382	6.5%	711	12.2%	4,758	81.3%	5,851	100%
District 2	0	0.0%	1,678	25.7%	4,858	74.3%	6,536	100%
District 3	211	0.9%	216	1.0%	22,006	98.1%	22,433	100%
District 4	429	29.8%	504	35.0%	509	35.3%	1,442	100%
District 5	230	3.4%	1,343	20.0%	5,139	76.6%	6,712	100%
District 6	346	16.7%	676	32.7%	1,045	50.6%	2,067	100%
Missing Data	1	3.3%	11	36.7%	18	60.0%	30	100%
<b>Total Crashes</b>	<b>1,599</b>	<b>3.5%</b>	<b>5,139</b>	<b>11.4%</b>	<b>38,333</b>	<b>85.1%</b>	<b>45,071</b>	<b>100%</b>

## Appendix – Hour and Day of Week

### Appendix

#### Appendix A – Hour and Day of Week

Appendix Table A-1: Severity of Injuries by Hour, 2016

Hour <sup>1</sup>	Severity of Injuries to People in Crashes <sup>2</sup>					
	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	14	20	97	140	1,042	1,313
1 a.m.	6	21	74	108	793	1,002
2 a.m.	24	18	70	112	657	881
3 a.m.	5	9	45	68	455	582
4 a.m.	2	5	59	73	456	595
5 a.m.	16	15	51	95	633	810
6 a.m.	13	19	102	219	1,519	1,872
7 a.m.	16	52	188	795	5,009	6,060
8 a.m.	10	58	227	750	4,981	6,026
9 a.m.	12	47	183	615	4,019	4,876
10 a.m.	11	55	189	665	4,144	5,064
11 a.m.	8	54	218	747	4,982	6,009
Noon	19	63	257	1,027	6,620	7,986
1 p.m.	14	73	282	985	6,188	7,542
2 p.m.	25	67	335	1,085	6,682	8,194
3 p.m.	11	70	343	1,287	7,824	9,535
4 p.m.	35	99	357	1,235	8,335	10,061
5 p.m.	18	73	369	1,479	8,721	10,660
6 p.m.	11	79	354	1,007	6,298	7,749
7 p.m.	32	66	224	585	3,953	4,860
8 p.m.	34	62	250	528	3,227	4,101
9 p.m.	23	48	179	452	2,644	3,346
10 p.m.	29	35	175	299	1,880	2,418
11 p.m.	17	43	108	189	1,383	1,740
Missing Data	0	2	16	44	1,357	1,419
<b>Total</b>	<b>405</b>	<b>1,153</b>	<b>4,752</b>	<b>14,589</b>	<b>93,802</b>	<b>114,701</b>

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

<sup>2</sup> Numbers are shaded such that darker shading identifies higher numbers.

## Appendix – Hour and Day of Week

Appendix Table A-2: Severity of Injuries to People in Alcohol-involved Crashes by Hour, 2016

Hour <sup>1</sup>	Severity of Injuries to People in Alcohol-involved Crashes <sup>2</sup>					
	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	7	30	34	153	232
1 a.m.	5	10	26	28	158	227
2 a.m.	17	8	32	27	118	202
3 a.m.	2	2	16	16	78	114
4 a.m.	1	0	12	9	49	71
5 a.m.	11	7	16	6	39	79
6 a.m.	1	1	14	2	28	46
7 a.m.	3	1	10	7	41	62
8 a.m.	2	4	3	11	30	50
9 a.m.	0	3	0	5	31	39
10 a.m.	1	4	6	13	64	88
11 a.m.	1	0	10	19	57	87
Noon	4	6	10	24	78	122
1 p.m.	3	5	18	34	81	141
2 p.m.	4	3	22	19	111	159
3 p.m.	3	5	19	37	225	289
4 p.m.	14	12	28	36	132	222
5 p.m.	8	10	29	57	225	329
6 p.m.	3	8	41	49	243	344
7 p.m.	17	13	44	52	205	331
8 p.m.	15	17	60	53	311	456
9 p.m.	18	20	38	63	260	399
10 p.m.	15	12	60	46	205	338
11 p.m.	15	18	41	48	201	323
Missing Data	0	0	2	2	22	26
<b>Total</b>	<b>171</b>	<b>176</b>	<b>587</b>	<b>697</b>	<b>3,145</b>	<b>4,776</b>

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

<sup>2</sup> 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, 2016

Day of Week	Severity of Injuries to People in Crashes <sup>1</sup>					Total 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)	
Sunday	48	139	637	1,260	8,757	10,841
Monday	66	145	675	2,153	13,250	16,289
Tuesday	51	154	626	2,196	14,166	17,193
Wednesday	41	152	656	2,377	14,181	17,407
Thursday	53	160	669	2,228	14,361	17,471
Friday	66	192	740	2,484	16,729	20,211
Saturday	80	211	749	1,891	12,358	15,289
<b>Total</b>	<b>405</b>	<b>1,153</b>	<b>4,752</b>	<b>14,589</b>	<b>93,802</b>	<b>114,701</b>

<sup>1</sup> 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, 2016

Day of Week	Severity of Injuries to People in Alcohol-involved Crashes <sup>1</sup>					Total 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)	
Sunday	26	31	115	101	460	733
Monday	19	20	79	58	319	495
Tuesday	17	25	45	91	387	565
Wednesday	22	17	62	89	360	550
Thursday	20	27	82	82	423	634
Friday	28	21	86	131	527	793
Saturday	39	35	118	145	669	1,006
<b>Total</b>	<b>171</b>	<b>176</b>	<b>587</b>	<b>697</b>	<b>3,145</b>	<b>4,776</b>

<sup>1</sup> Numbers are shaded such that darker shading identifies higher numbers.

## Appendix – Hour and Day of Week

Appendix Table A-5: Pedestrian-involved Crashes by Hour, 2012 - 2016

Hour <sup>1</sup>	Pedestrian-involved Crashes <sup>2</sup>				
	2012	2013	2014	2015	2016
Midnight	7	3	4	6	11
1 a.m.	6	5	4	6	8
2 a.m.	11	4	5	11	3
3 a.m.	1	6	4	2	5
4 a.m.	3	4	4	2	1
5 a.m.	8	4	6	7	5
6 a.m.	2	7	8	7	15
7 a.m.	14	20	25	23	17
8 a.m.	19	18	19	31	20
9 a.m.	14	21	15	21	13
10 a.m.	18	15	17	17	17
11 a.m.	20	30	23	21	22
Noon	25	25	28	32	30
1 p.m.	25	30	24	30	29
2 p.m.	24	28	26	37	28
3 p.m.	25	25	43	46	30
4 p.m.	27	43	35	42	36
5 p.m.	47	50	37	42	55
6 p.m.	27	37	60	47	43
7 p.m.	27	30	45	47	42
8 p.m.	23	33	41	40	56
9 p.m.	28	20	43	42	42
10 p.m.	21	22	21	24	33
11 p.m.	7	14	16	17	23
Missing Data	3	4	5	4	2
<b>Total</b>	<b>432</b>	<b>498</b>	<b>558</b>	<b>604</b>	<b>586</b>

<sup>1</sup> For reference, the hour of 1 a.m. is from 1 a.m. to 1:59 a.m.

<sup>2</sup> Numbers are shaded such that darker shading identifies higher numbers.

## Appendix – Hour and Day of Week

Appendix Table A-6: Pedalcycle-involved Crashes by Hour, 2012 - 2016

Hour <sup>1</sup>	Pedalcycle-involved Crashes <sup>2</sup>				
	2012	2013	2014	2015	2016
Midnight	2	0	4	1	1
1 a.m.	2	1	0	1	1
2 a.m.	2	0	0	1	0
3 a.m.	1	0	0	1	0
4 a.m.	0	1	1	0	1
5 a.m.	1	3	2	3	3
6 a.m.	7	1	6	9	7
7 a.m.	21	21	20	17	14
8 a.m.	25	6	21	17	25
9 a.m.	26	14	12	18	18
10 a.m.	19	11	9	22	19
11 a.m.	21	26	19	18	18
Noon	26	16	25	22	23
1 p.m.	19	18	13	24	21
2 p.m.	29	13	12	15	29
3 p.m.	28	33	23	39	21
4 p.m.	34	27	27	27	32
5 p.m.	36	32	42	42	32
6 p.m.	23	20	29	26	26
7 p.m.	23	18	19	16	23
8 p.m.	14	18	14	17	20
9 p.m.	10	6	5	5	13
10 p.m.	10	10	3	8	8
11 p.m.	3	3	4	6	5
Missing Data	6	4	2	4	0
<b>Total</b>	<b>388</b>	<b>302</b>	<b>312</b>	<b>359</b>	<b>360</b>

<sup>1</sup> For reference, the hour of 1 a.m. is from 1 a.m. to 1:59 a.m.

<sup>2</sup> 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 - 2016

Year	Consumer Price Index (CPI) <sup>1</sup>	CPI Ratio <sup>2</sup>	Employment Cost Index (ECI) <sup>3</sup>	ECI Ratio <sup>4</sup>
<b>2001</b>	<b>177.10</b>	<b>1.00</b>	<b>85.8</b>	<b>1.00</b>
2002	179.90	1.02	89.2	1.04
2003	184.00	1.04	92.3	1.08
2004	188.90	1.07	95.9	1.12
2005	195.30	1.10	98.9	1.15
2006	201.60	1.14	101.7	1.19
2007	207.34	1.17	104.9	1.22
2008	215.30	1.22	108.0	1.26
2009	214.54	1.21	109.6	1.28
2010	218.06	1.23	111.7	1.30
2011	224.94	1.27	114.3	1.33
2012	229.59	1.30	116.4	1.36
2013	232.96	1.32	118.6	1.38
2014	236.74	1.34	121.0	1.41
2015	237.02	1.34	123.3	1.44
2016	240.01	1.36	126.2	1.47

<sup>1</sup> The CPI used here is the Average Annual CPI from the "all items" category of expenditures in the Bureau of Labor Statistics (BLS) Consumer Price Index Detailed Report, Data for January 2017, Table 24, Annual Average Column. Accessed April 27, 2018, <https://www.bls.gov/cpi/tables/detailed-reports/home.htm>.

<sup>2</sup> 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.

<sup>3</sup> 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 February 13, 2018: <http://www.bls.gov/web/eci/echistrynaics.pdf>.

<sup>4</sup> 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 – Economic Impact

Appendix Table B-2: FHWA Calculation of Crash Cost Difference per Crash, in 2001 Dollars

Crash Severity	FHWA Crash Cost Estimates <sup>1</sup>		
	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

<sup>1</sup> 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, 2016

Crash Severity	Human Capital Crash Costs (2001 Dollars)	CPI Ratio (2016/2001)	2016 CPI-Adjusted Human Capital Costs <sup>1</sup>
Fatal Crash (K)	1,245,600	1.355206	1,688,045
Suspected Serious Injury Crash (A)	111,400	1.355206	150,970
Suspected Minor Injury Crash (B)	41,900	1.355206	56,783
Possible Injury Crash (C)	28,400	1.355206	38,488
Property Damage Only Crash (O)	6,400	1.355206	8,673

<sup>1</sup> Based on multiplying the Human Capital Crash Cost in 2001 Dollars by the CPI Ratio for 2016.

Appendix Table B-4: FHWA Calculation of Comprehensive Cost Estimates per Crash, 2016

Crash Severity	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars) <sup>1</sup>	ECI Ratio (2016/2001)	2016 ECI-Adjusted Cost Difference <sup>2</sup>	2016 Comprehensive Costs <sup>3</sup> Per Crash
Fatal Crash (K)	4,008,900	2,763,300	1.4708625	4,064,434	5,752,479
Suspected Serious Injury Crash (A)	216,000	104,600	1.4708625	153,852	304,822
Suspected Minor Injury Crash (B)	79,000	37,100	1.4708625	54,569	111,352
Possible Injury Crash (C)	44,900	16,500	1.4708625	24,269	62,757
Property Damage Only Crash (O)	7,400	1,000	1.4708625	1,471	10,144

<sup>1</sup> The Cost Difference is Comprehensive Crash Costs minus Human Capital Costs, in 2001 dollars.

<sup>2</sup> Based on multiplying the Cost Difference in 2001 Dollars by the ECI Ratio for 2016.

<sup>3</sup> Sum of 2016 CPI-Adjusted Human Capital Costs and the 2016 ECI-Adjusted Cost Difference

- The total human capital cost of the 45,071 crashes in New Mexico was **\$1.6 billion**. This represents the 2016 value of human capital costs for 361 fatal crashes and 44,710 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 2016 totals **\$3.7 billion**. Almost 60 percent of this amount is the cost of fatal crashes (\$2.1 billion) (Table B-6)

Appendix Table B-5: Calculation of Human Capital Crash Cost Estimates, 2016 Adjusted

Crash Severity	Human Capital <sup>1</sup> Costs per Crash, 2016 CPI-Adjusted (\$)	Total Crashes 2016	Total Human Capital Costs Estimate (\$)
Fatal Crash (K)	1,688,045	361	609,384,142
Suspected Serious Injury Crash (A)	150,970	919	138,741,393
Suspected Minor Injury Crash (B)	56,783	3,770	214,072,421
Possible Injury Crash (C )	38,488	9,160	352,548,735
Property Damage Only Crash (O)	8,673	30,861	267,667,299
<b>Total</b>			<b>1,582,413,990</b>

<sup>1</sup> 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, 2016 Adjusted

Crash Severity	Comprehensive <sup>1</sup> Costs per Crash, 2016 Adjusted (\$)	Total Crashes 2016	Total Comprehensive Costs Estimate (\$)
Fatal Crash (K)	5,752,479	361	2,076,644,912
Suspected Serious Injury Crash (A)	304,822	919	280,131,578
Suspected Minor Injury Crash (B)	111,352	3,770	419,797,542
Possible Injury Crash (C )	62,757	9,160	574,854,889
Property Damage Only Crash (O)	10,144	30,861	313,059,585
<b>Total</b>			<b>3,664,488,507</b>

<sup>1</sup> 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 – Belt Use

### Appendix C – Belt Use

Appendix Table C-1: Unbelted Fatalities by Age Group and Sex, 2016

Age Group	Unbelted Fatalities <sup>1</sup>					
	Males		Females		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	3	3.2%	3	5.6%	6	4.1%
5-9	0	0.0%	0	0.0%	0	0.0%
10-14	4	4.3%	2	3.7%	6	4.1%
15-19	12	12.9%	7	13.0%	19	12.9%
20-24	14	15.1%	11	20.4%	25	17.0%
25-29	8	8.6%	12	22.2%	20	13.6%
30-34	8	8.6%	5	9.3%	13	8.8%
35-39	12	12.9%	2	3.7%	14	9.5%
40-44	5	5.4%	4	7.4%	9	6.1%
45-49	6	6.5%	2	3.7%	8	5.4%
50-54	5	5.4%	0	0.0%	5	3.4%
55-59	4	4.3%	1	1.9%	5	3.4%
60-64	3	3.2%	1	1.9%	4	2.7%
65-69	4	4.3%	3	5.6%	7	4.8%
70-74	0	0.0%	1	1.9%	1	0.7%
75 +	4	4.3%	0	0.0%	4	2.7%
Missing Data	1	1.1%	0	0.0%	1	0.7%
<b>Total</b>	<b>93</b>	<b>100%</b>	<b>54</b>	<b>100%</b>	<b>147</b>	<b>100%</b>

<sup>1</sup> 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, 2016

Age Group	Unbelted Occupants with Fatal or Suspected Serious Injuries <sup>1</sup>							
	Males		Females		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1-4	3	2.3%	5	4.8%	0	0.0%	8	3.3%
5-9	0	0.0%	1	1.0%	0	0.0%	1	0.4%
10-14	9	6.8%	4	3.8%	0	0.0%	13	5.4%
15-19	16	12.0%	19	18.1%	0	0.0%	35	14.6%
20-24	25	18.8%	24	22.9%	0	0.0%	49	20.5%
25-29	14	10.5%	16	15.2%	0	0.0%	30	12.6%
30-34	11	8.3%	8	7.6%	0	0.0%	19	7.9%
35-39	13	9.8%	2	1.9%	0	0.0%	15	6.3%
40-44	10	7.5%	7	6.7%	0	0.0%	17	7.1%
45-49	10	7.5%	4	3.8%	0	0.0%	14	5.9%
50-54	6	4.5%	1	1.0%	0	0.0%	7	2.9%
55-59	4	3.0%	2	1.9%	0	0.0%	6	2.5%
60-64	3	2.3%	4	3.8%	0	0.0%	7	2.9%
65-69	4	3.0%	4	3.8%	0	0.0%	8	3.3%
70-74	0	0.0%	1	1.0%	1	100.0%	2	0.8%
75 +	4	3.0%	2	1.9%	0	0.0%	6	2.5%
Missing Data	1	0.8%	1	1.0%	0	0.0%	2	0.8%
<b>Total</b>	<b>133</b>	<b>100%</b>	<b>105</b>	<b>100%</b>	<b>1</b>	<b>100%</b>	<b>239</b>	<b>100%</b>

<sup>1</sup> 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, 2016

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	1,837	3.4%	1,714	3.5%	34	0.3%	3,585	3.1%	1.1
5-9	1,746	3.2%	1,814	3.7%	23	0.2%	3,583	3.1%	1.0
10-14	1,667	3.1%	1,766	3.6%	17	0.1%	3,450	3.0%	0.9
15-19	6,128	11.3%	5,821	12.0%	135	1.1%	12,084	10.5%	1.1
20-24	6,868	12.6%	5,996	12.3%	189	1.6%	13,053	11.4%	1.1
25-29	5,659	10.4%	4,791	9.9%	141	1.2%	10,591	9.2%	1.2
30-34	4,681	8.6%	4,063	8.4%	145	1.2%	8,889	7.7%	1.2
35-39	3,983	7.3%	3,585	7.4%	118	1.0%	7,686	6.7%	1.1
40-44	3,375	6.2%	3,005	6.2%	93	0.8%	6,473	5.6%	1.1
45-49	3,293	6.1%	2,788	5.7%	82	0.7%	6,163	5.4%	1.2
50-54	3,244	6.0%	2,797	5.8%	69	0.6%	6,110	5.3%	1.2
55-59	3,089	5.7%	2,655	5.5%	81	0.7%	5,825	5.1%	1.2
60-64	2,519	4.6%	2,241	4.6%	64	0.5%	4,824	4.2%	1.1
65-69	1,962	3.6%	1,872	3.9%	49	0.4%	3,883	3.4%	1.0
70-74	1,328	2.4%	1,267	2.6%	24	0.2%	2,619	2.3%	1.0
75+	1,893	3.5%	1,677	3.5%	67	0.6%	3,637	3.2%	1.1
Missing Data	1,040	1.9%	731	1.5%	10,475	88.7%	12,246	10.7%	1.4
<b>Total</b>	<b>54,312</b>	<b>100%</b>	<b>48,583</b>	<b>100%</b>	<b>11,806</b>	<b>100%</b>	<b>114,701</b>	<b>100%</b>	<b>1.1</b>

## Appendix – Age and Sex

Appendix Table D-2: People Killed in Crashes by Age Group and Sex, 2016

Age Group	Fatalities in Crashes						Ratio <sup>1</sup> of Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	4	1.5%	6	4.5%	10	2.5%	0.7
5-9	1	0.4%	2	1.5%	3	0.7%	0.5
10-14	4	1.5%	3	2.3%	7	1.7%	1.3
15-19	23	8.4%	11	8.3%	34	8.4%	2.1
20-24	34	12.5%	13	9.8%	47	11.6%	2.6
25-29	32	11.7%	20	15.2%	52	12.8%	1.6
30-34	25	9.2%	10	7.6%	35	8.6%	2.5
35-39	20	7.3%	3	2.3%	23	5.7%	6.7
40-44	17	6.2%	11	8.3%	28	6.9%	1.5
45-49	19	7.0%	7	5.3%	26	6.4%	2.7
50-54	24	8.8%	8	6.1%	32	7.9%	3.0
55-59	14	5.1%	5	3.8%	19	4.7%	2.8
60-64	20	7.3%	7	5.3%	27	6.7%	2.9
65-69	14	5.1%	9	6.8%	23	5.7%	1.6
70-74	3	1.1%	5	3.8%	8	2.0%	0.6
75+	18	6.6%	11	8.3%	29	7.2%	1.6
Missing Data	1	0.4%	1	0.8%	2	0.5%	1.0
<b>Total</b>	<b>273</b>	<b>100%</b>	<b>132</b>	<b>100%</b>	<b>405</b>	<b>100%</b>	<b>2.1</b>

<sup>1</sup> 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, 2016

Age Group	People Seriously Injured <sup>1</sup> in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	6	1.0%	11	2.0%	0	0.0%	17	1.5%	0.5
5-9	8	1.3%	8	1.5%	0	0.0%	16	1.4%	1.0
10-14	21	3.5%	13	2.4%	0	0.0%	34	2.9%	1.6
15-19	48	8.0%	67	12.3%	0	0.0%	115	10.0%	0.7
20-24	90	14.9%	76	13.9%	0	0.0%	166	14.4%	1.2
25-29	72	11.9%	45	8.3%	0	0.0%	117	10.1%	1.6
30-34	39	6.5%	40	7.3%	0	0.0%	79	6.9%	1.0
35-39	57	9.5%	43	7.9%	0	0.0%	100	8.7%	1.3
40-44	47	7.8%	38	7.0%	0	0.0%	85	7.4%	1.2
45-49	55	9.1%	37	6.8%	0	0.0%	92	8.0%	1.5
50-54	38	6.3%	39	7.2%	0	0.0%	77	6.7%	1.0
55-59	38	6.3%	31	5.7%	0	0.0%	69	6.0%	1.2
60-64	29	4.8%	28	5.1%	0	0.0%	57	4.9%	1.0
65-69	21	3.5%	20	3.7%	0	0.0%	41	3.6%	1.1
70-74	10	1.7%	16	2.9%	1	20.0%	27	2.3%	0.6
75+	19	3.2%	25	4.6%	0	0.0%	44	3.8%	0.8
Missing Data	5	0.8%	8	1.5%	4	80.0%	17	1.5%	0.6
<b>Total</b>	<b>603</b>	<b>100%</b>	<b>545</b>	<b>100%</b>	<b>5</b>	<b>100%</b>	<b>1,153</b>	<b>100%</b>	<b>1.1</b>

<sup>1</sup> 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, 2012 - 2016

Age	Senior Drivers in Crashes per 1,000 Licensed Drivers of the Same Age				
	2012	2013	2014	2015	2016
65	21.6	17.9	20.7	25.7	23.3
66	23.3	20.3	20.2	24.0	24.3
67	20.0	21.5	20.8	21.0	22.6
68	21.2	19.7	20.6	24.2	22.4
69	21.7	20.9	21.9	25.4	23.0
70	20.5	19.2	20.5	21.1	25.9
71	21.1	20.0	20.5	21.2	22.3
72	22.4	21.2	19.9	22.3	21.4
73	22.9	19.8	20.0	22.2	21.6
74	22.6	20.4	21.3	24.7	22.1
75	25.0	19.9	22.6	26.0	21.7
76	24.2	22.9	22.6	21.8	25.3
77	25.7	24.5	22.9	26.2	28.4
78	27.5	24.1	22.4	32.2	25.3
79	26.9	26.3	24.9	28.5	28.6
80	26.2	27.7	26.1	28.0	28.2
81	25.4	28.2	25.4	24.1	29.4
82	26.9	26.2	24.5	23.6	32.1
83	23.2	29.9	26.8	27.9	26.1
84	26.9	28.5	23.1	30.7	27.8
85	35.7	27.6	27.4	33.7	27.4
86	27.1	26.9	17.8	33.4	30.6
87	31.5	37.0	36.4	26.5	33.6
88	36.4	32.1	33.5	33.9	35.0
89	22.8	31.4	31.3	29.4	30.6
90+	36.2	43.9	33.4	31.3	33.1
<b>Drivers Age 65+</b>	<b>23.4</b>	<b>22.1</b>	<b>22.0</b>	<b>24.6</b>	<b>24.4</b>

## Appendix – Age and Sex

Appendix Table D-5: Senior New Mexican Drivers in Crashes  
and Licensed Senior Drivers, 2012 - 2016

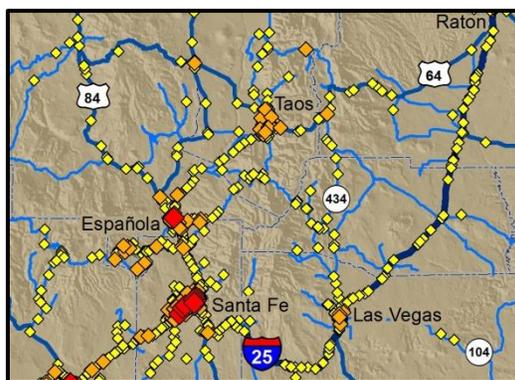
Age	Senior Drivers in Crashes					New Mexico Senior Licensed Drivers				
	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
65	543	425	496	615	579	25,137	23,735	23,952	23,950	24,812
66	429	500	475	567	575	18,407	24,685	23,563	23,655	23,677
67	361	389	511	492	532	18,039	18,076	24,515	23,480	23,579
68	372	347	368	563	516	17,542	17,634	17,864	23,252	23,027
69	384	358	383	441	551	17,698	17,132	17,511	17,387	24,003
70	315	332	347	363	451	15,402	17,262	16,919	17,178	17,424
71	301	300	348	355	378	14,283	14,983	17,006	16,749	16,953
72	289	292	290	362	344	12,884	13,766	14,560	16,247	16,092
73	280	243	265	310	346	12,229	12,284	13,259	13,962	16,020
74	260	237	252	307	296	11,488	11,641	11,849	12,439	13,393
75	248	205	234	276	250	9,929	10,283	10,369	10,630	11,525
76	215	205	211	211	250	8,898	8,960	9,355	9,669	9,876
77	213	203	192	232	257	8,285	8,282	8,400	8,861	9,059
78	201	186	174	253	216	7,297	7,718	7,777	7,869	8,545
79	181	176	178	208	217	6,721	6,681	7,158	7,287	7,584
80	167	171	160	188	196	6,376	6,166	6,130	6,716	6,943
81	145	162	143	136	183	5,715	5,751	5,621	5,640	6,215
82	138	133	128	124	168	5,130	5,079	5,214	5,251	5,240
83	105	135	121	134	123	4,525	4,518	4,518	4,795	4,709
84	102	112	92	121	117	3,797	3,924	3,984	3,944	4,206
85	117	90	94	121	98	3,280	3,265	3,427	3,586	3,572
86	71	75	50	97	95	2,624	2,785	2,816	2,907	3,108
87	67	80	85	63	86	2,127	2,160	2,332	2,373	2,560
88	65	55	59	65	69	1,788	1,715	1,760	1,919	1,969
89	32	45	43	42	49	1,405	1,433	1,374	1,428	1,600
90+	117	149	118	115	126	3,235	3,394	3,529	3,676	3,805
<b>Total</b>	<b>5,718</b>	<b>5,605</b>	<b>5,817</b>	<b>6,761</b>	<b>7,068</b>	<b>244,241</b>	<b>253,312</b>	<b>264,762</b>	<b>274,850</b>	<b>289,496</b>

### Appendix E – Maps

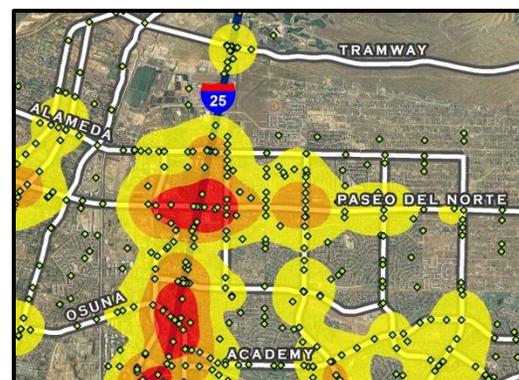
All maps in this section are digitally available in high-resolution color at [tru.unm.edu](http://tru.unm.edu). Mapping traffic crash data involves the use of a technique called Geocoding. Geocoding is the process of taking the descriptive locational information available in a particular data set and assigning it unique geographic coordinates. The descriptive crash location data are taken from Uniform Crash Reports. The data are processed using ESRI ArcGIS 10.5 software using custom-made address locators to derive crash location coordinates. Of the 45,071 crashes in 2016 that were reported, 45,041 crashes were able to be geocoded – a match rate of 99.9 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**

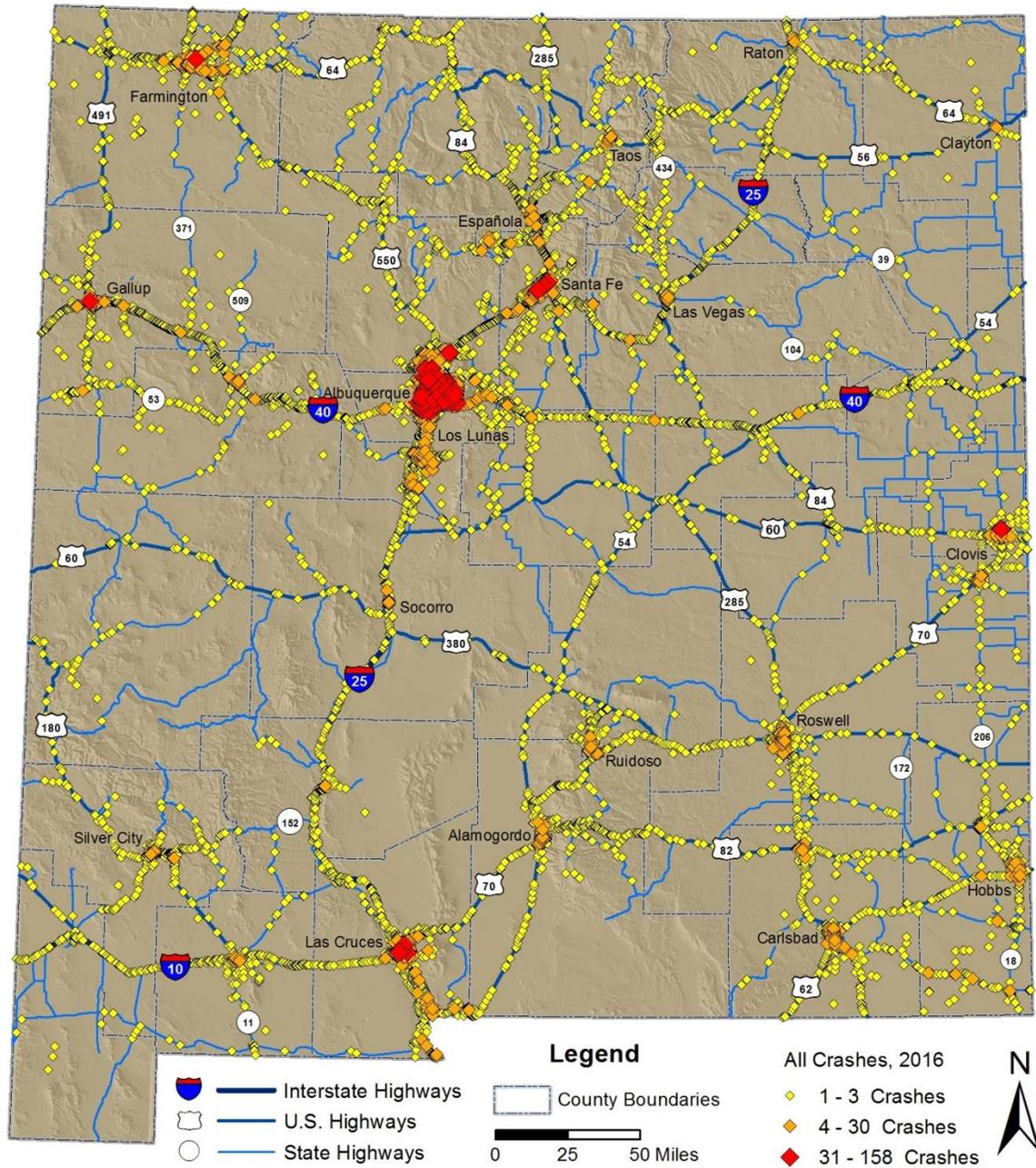


**Density Map**



## Appendix – Maps

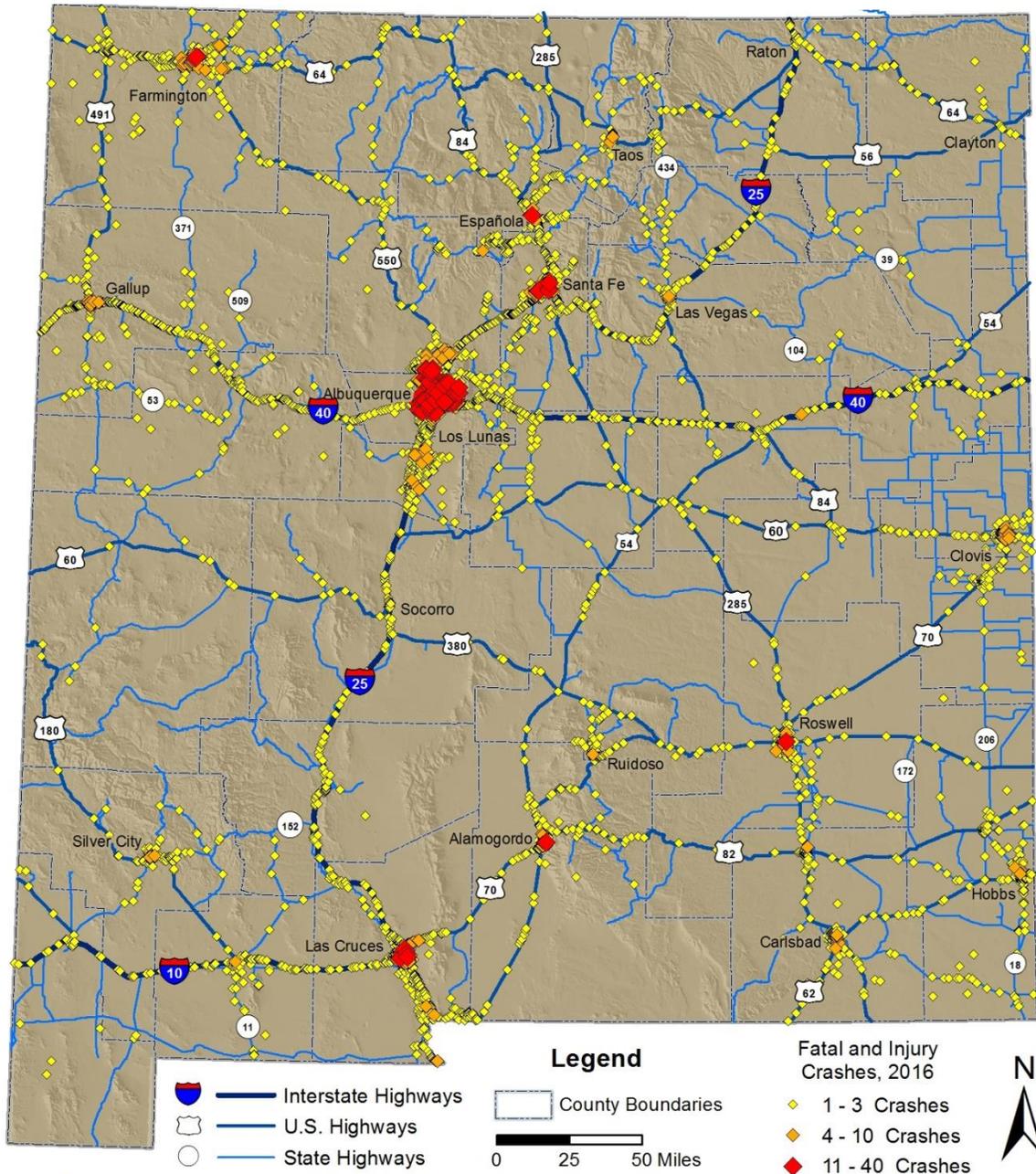
Map 2: All Crashes<sup>29</sup> in New Mexico, 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

<sup>29</sup> 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.

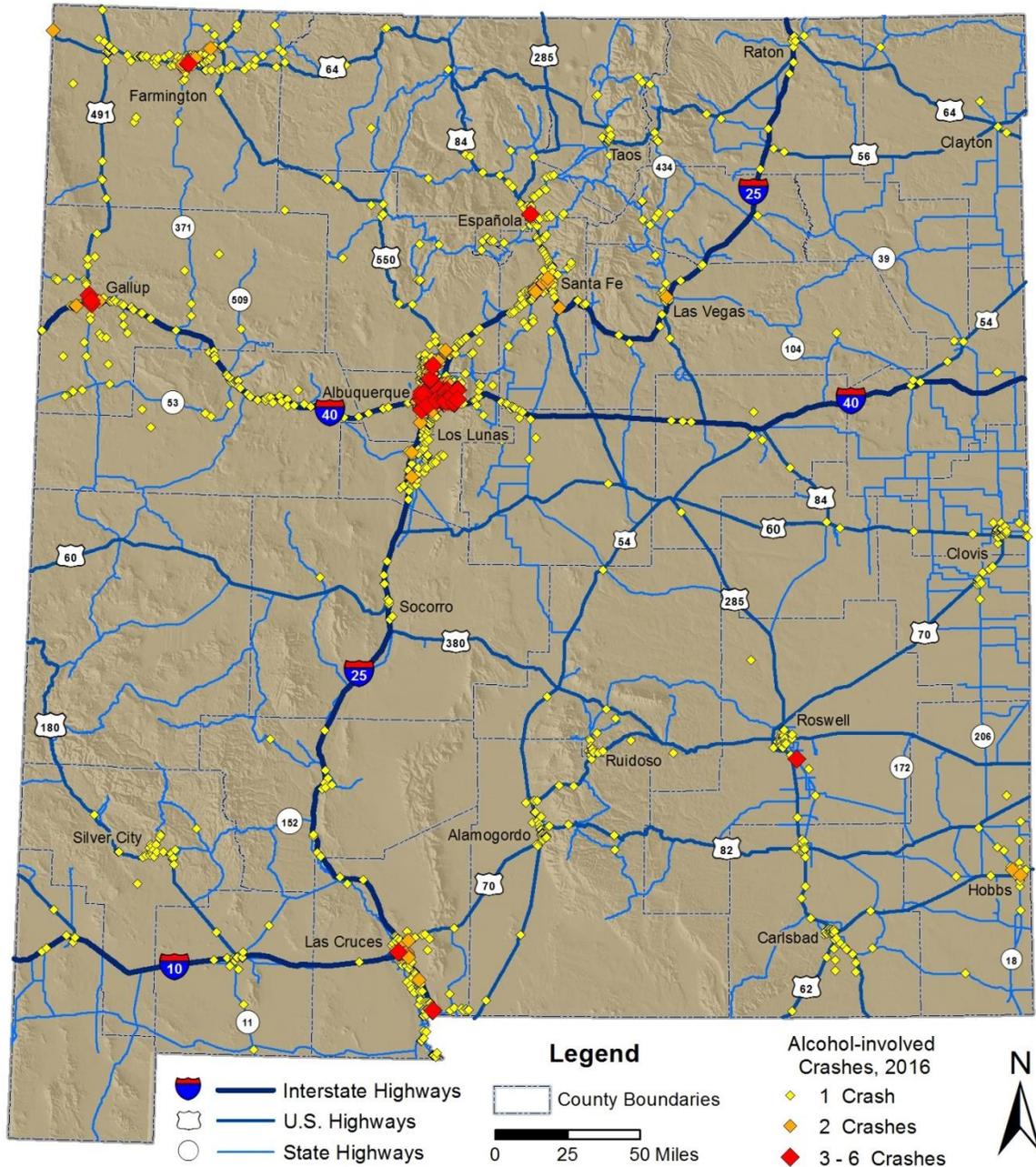
Map 3: Fatal and Injury Crashes in New Mexico, 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

# Appendix – Maps

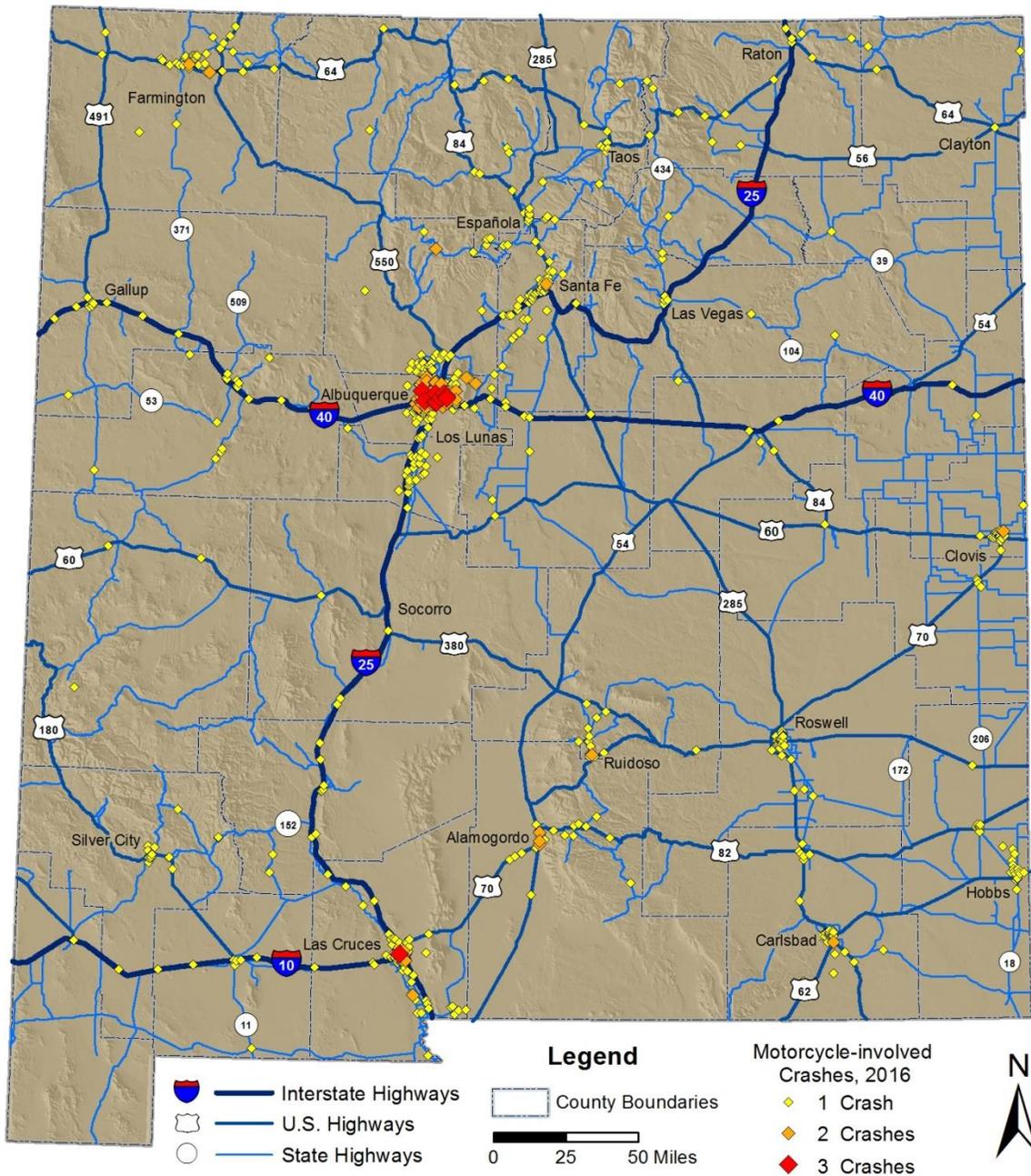
Map 4: Alcohol-involved Crashes, 2016



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](http://tru.unm.edu).

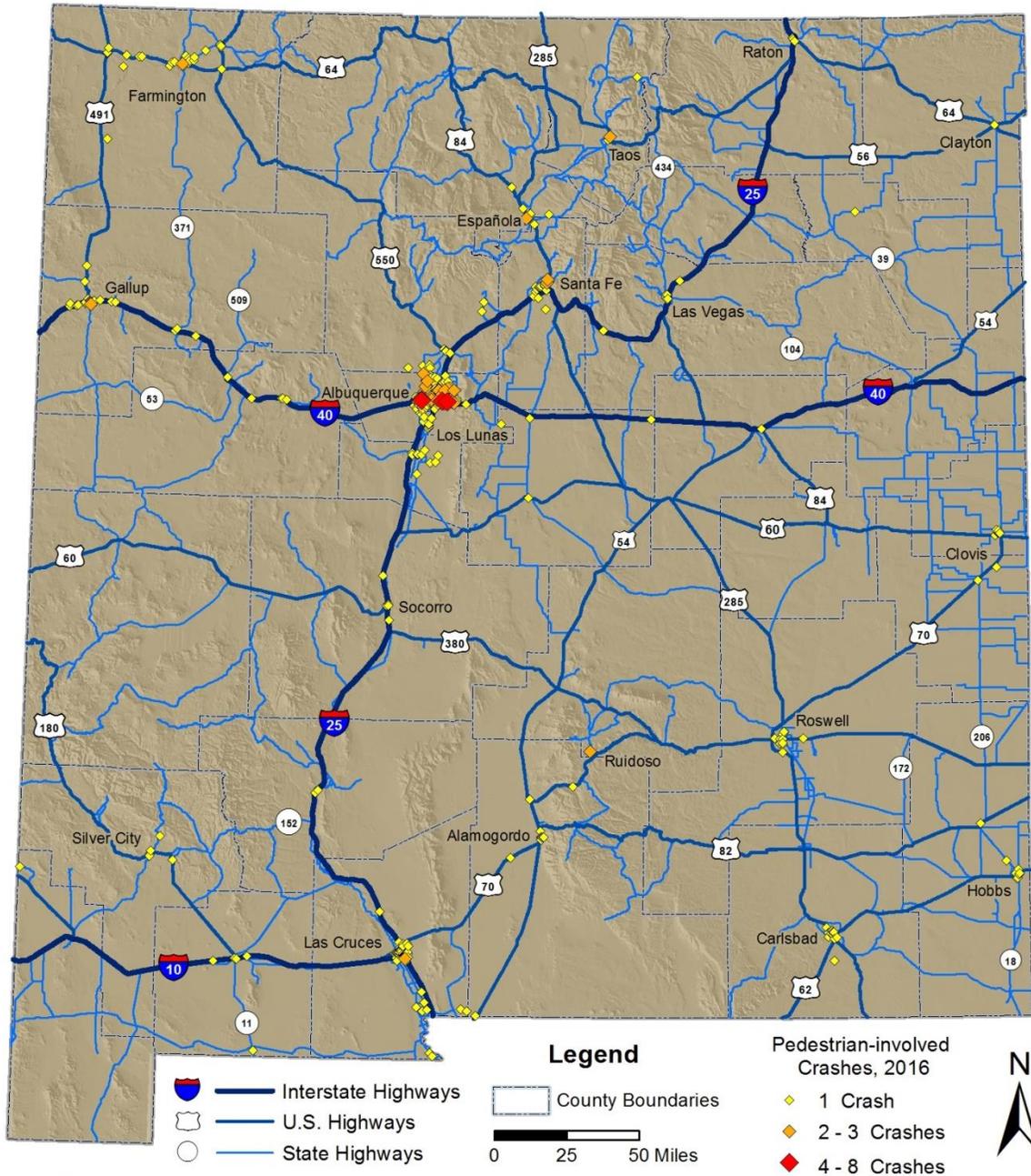
Map 5: Motorcycle-involved Crashes, 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

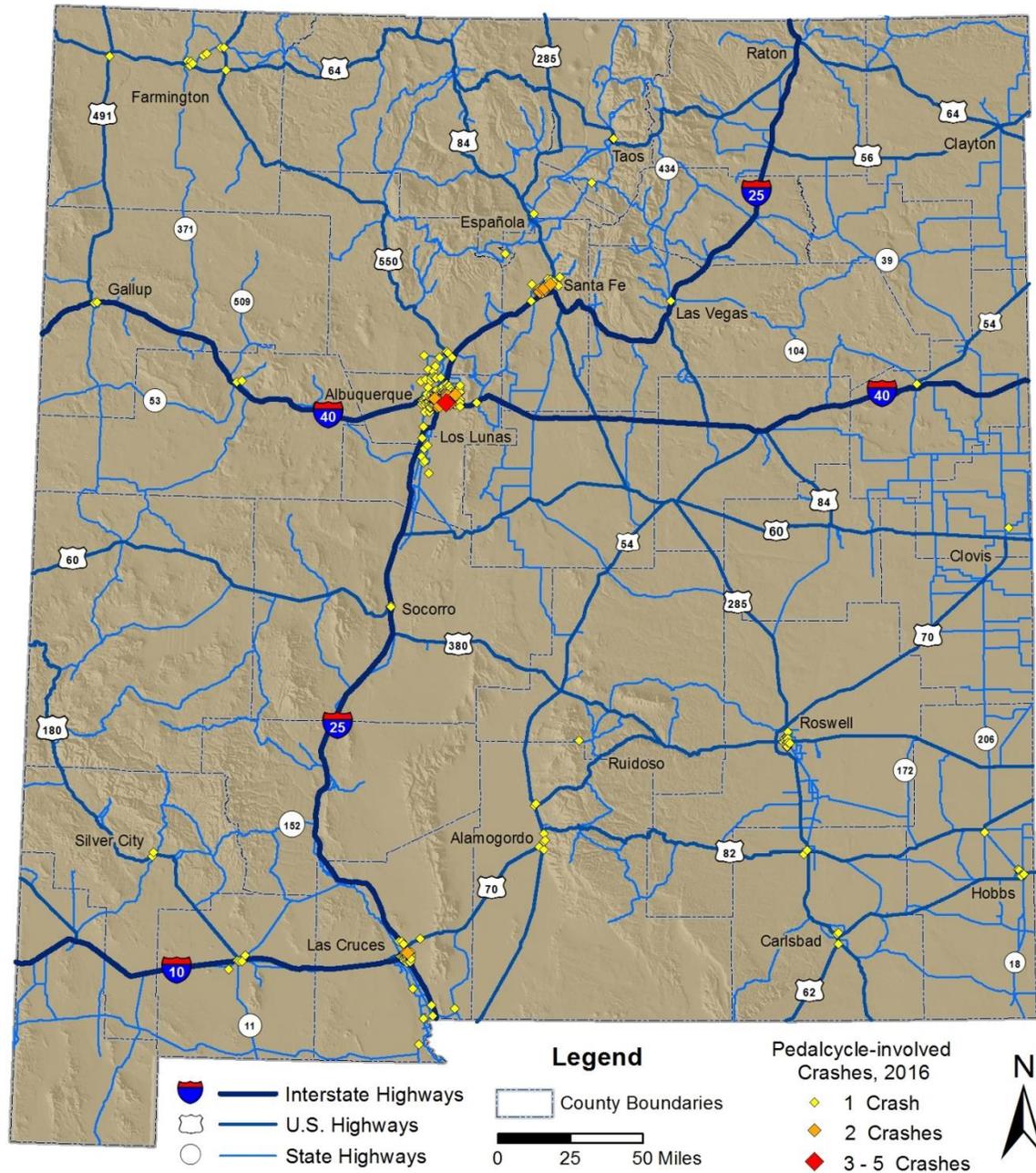
# Appendix – Maps

Map 6: Pedestrian-involved Crashes, 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

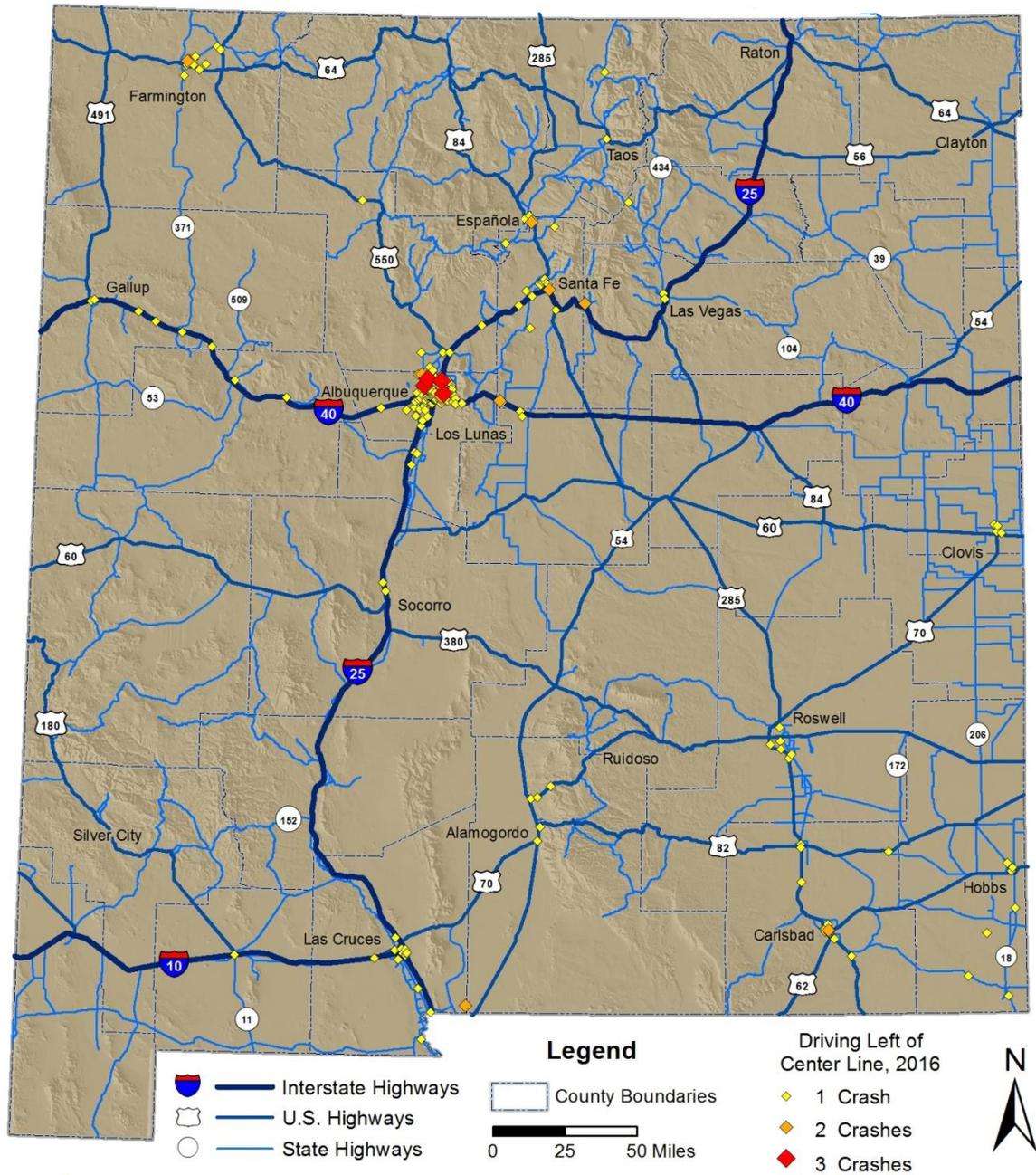
Map 7: Pedalcycle-involved Crashes, 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

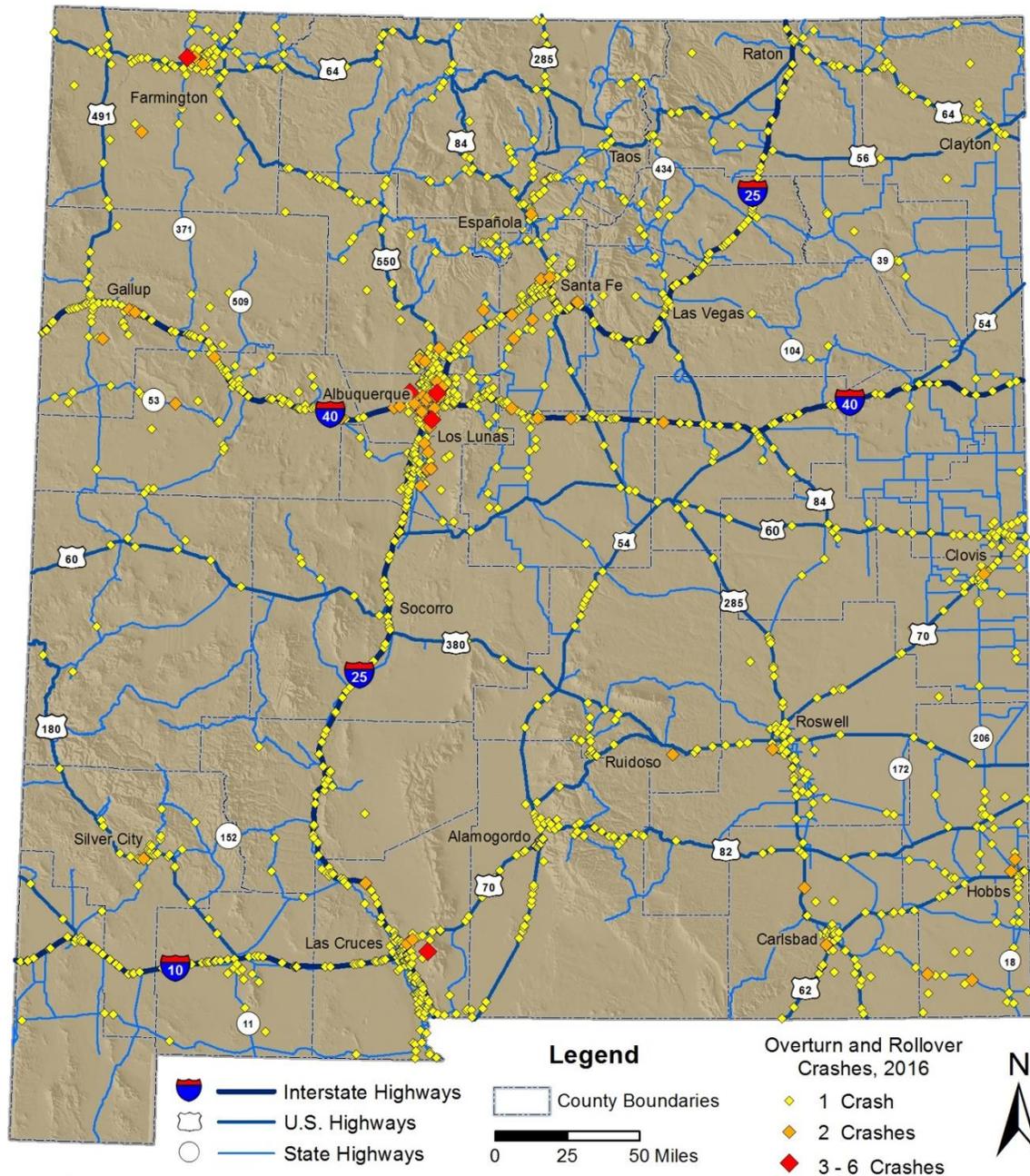
# Appendix – Maps

Map 8: Crashes Involving Driving Left of the Center Line, 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

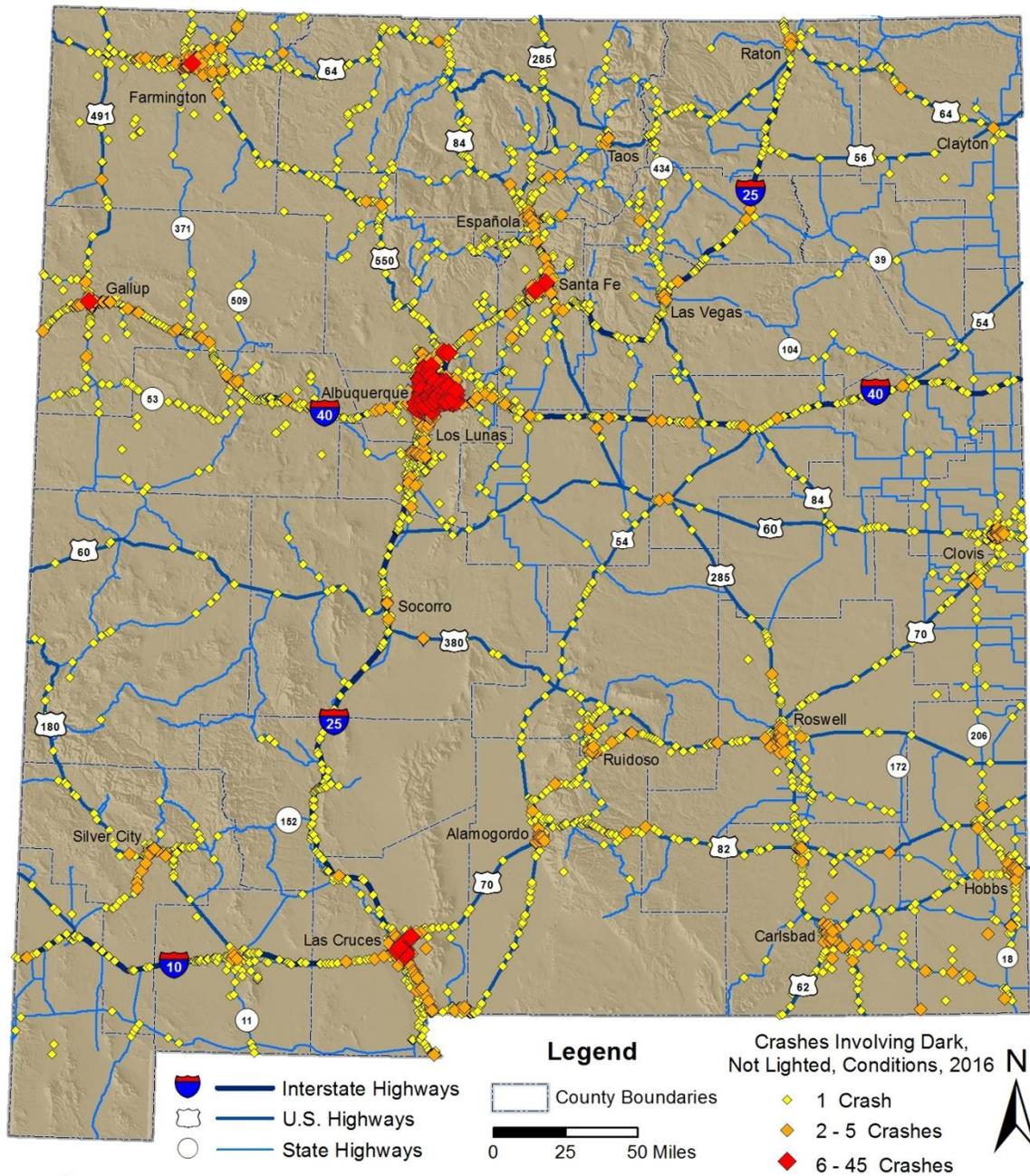
Map 9: Overturn and Rollover Crashes, 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

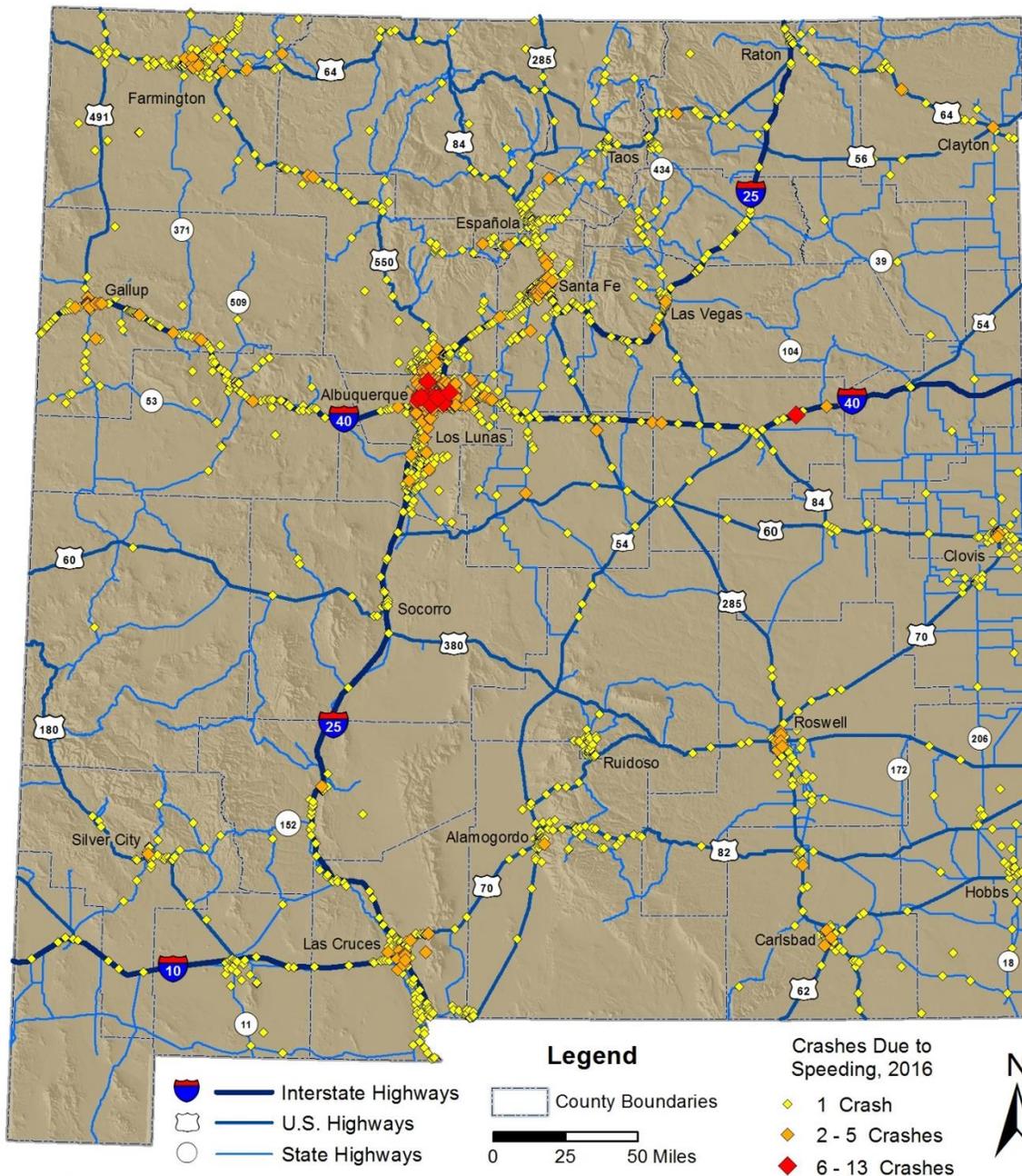
## Appendix – Maps

Map 10: Crashes in Dark Conditions (Excluding Lighted Areas), 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

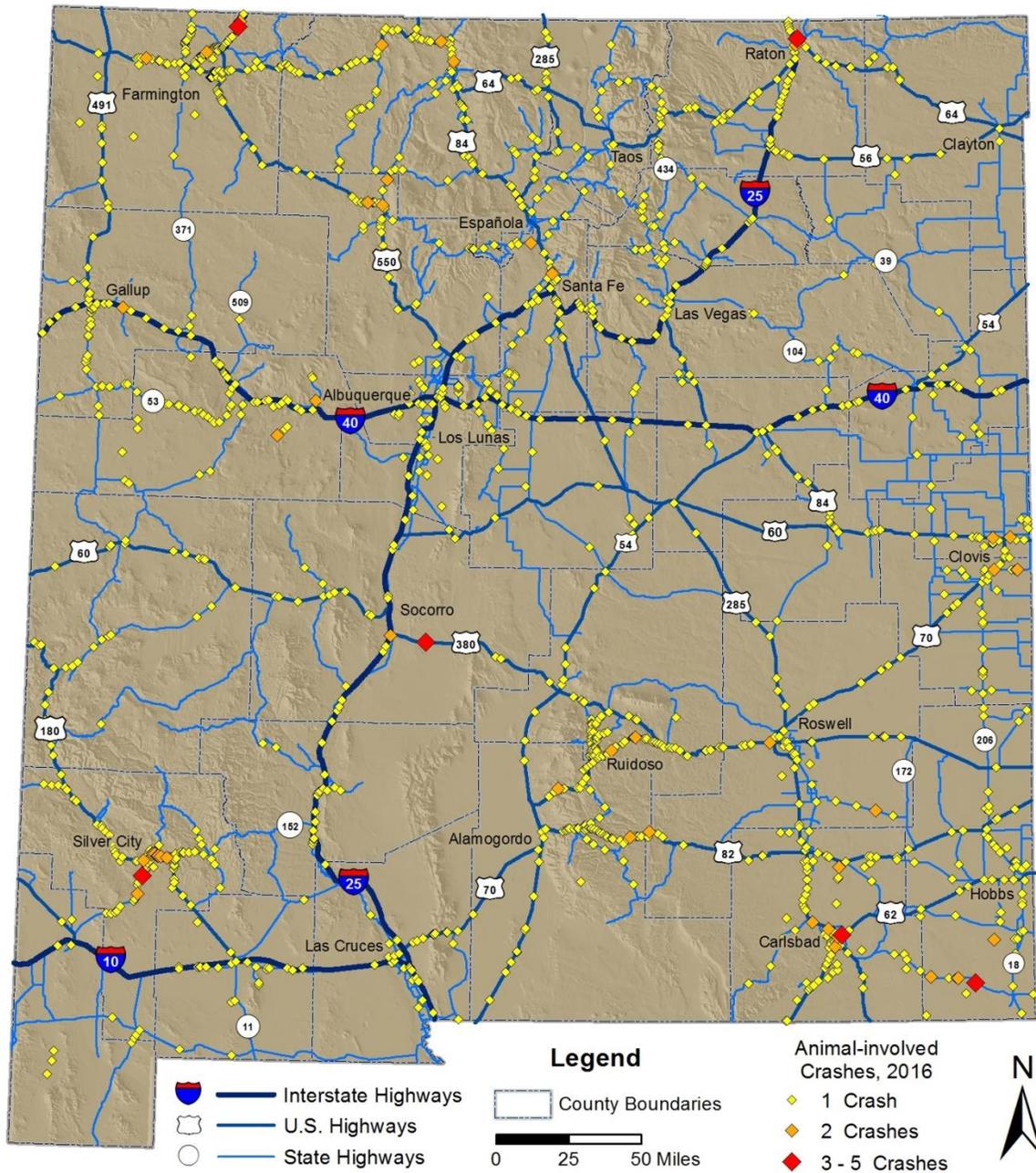
Map 11: Crashes Due to Speeding, 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

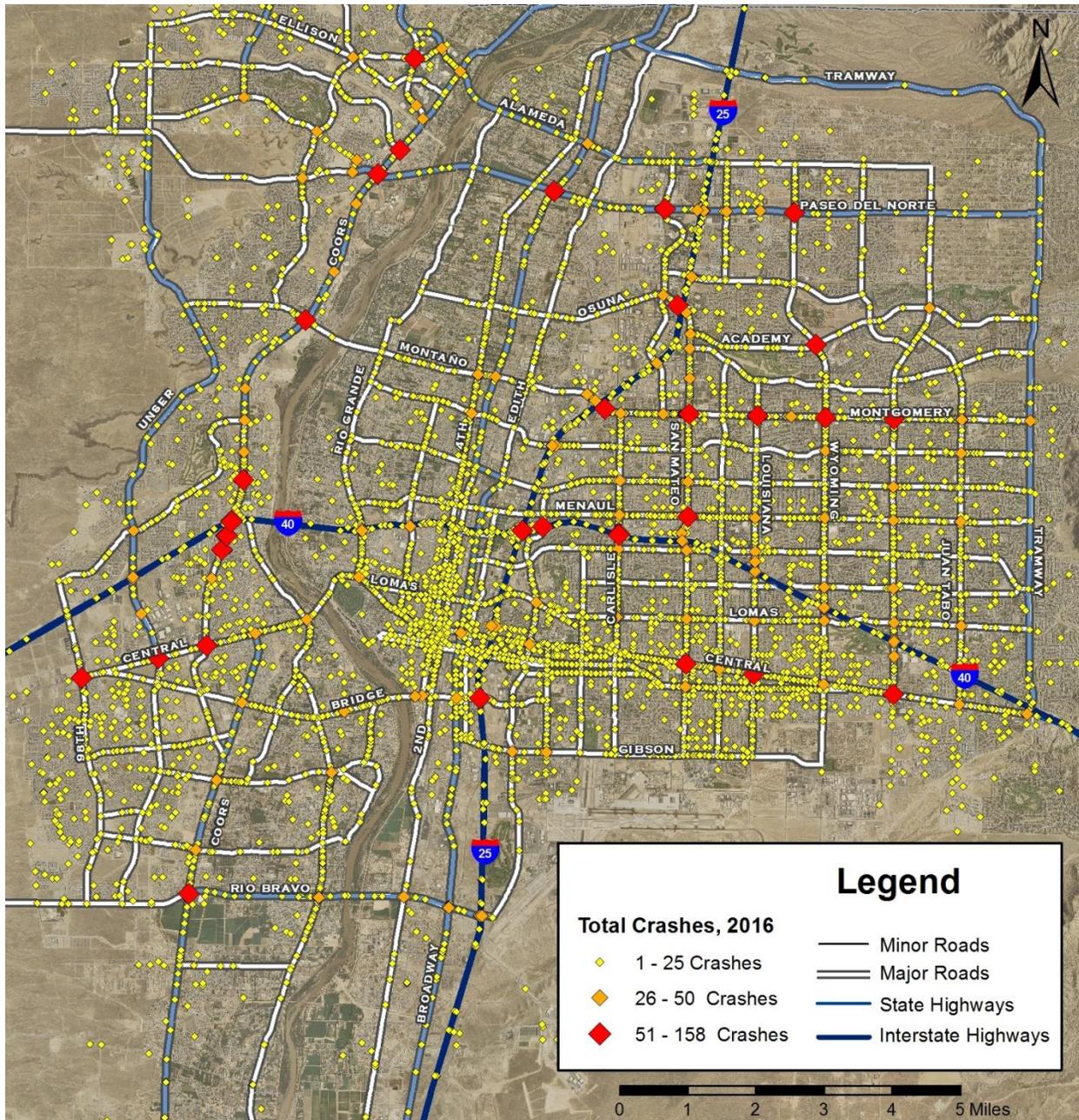
# Appendix – Maps

Map 12: Animal-involved Crashes, 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

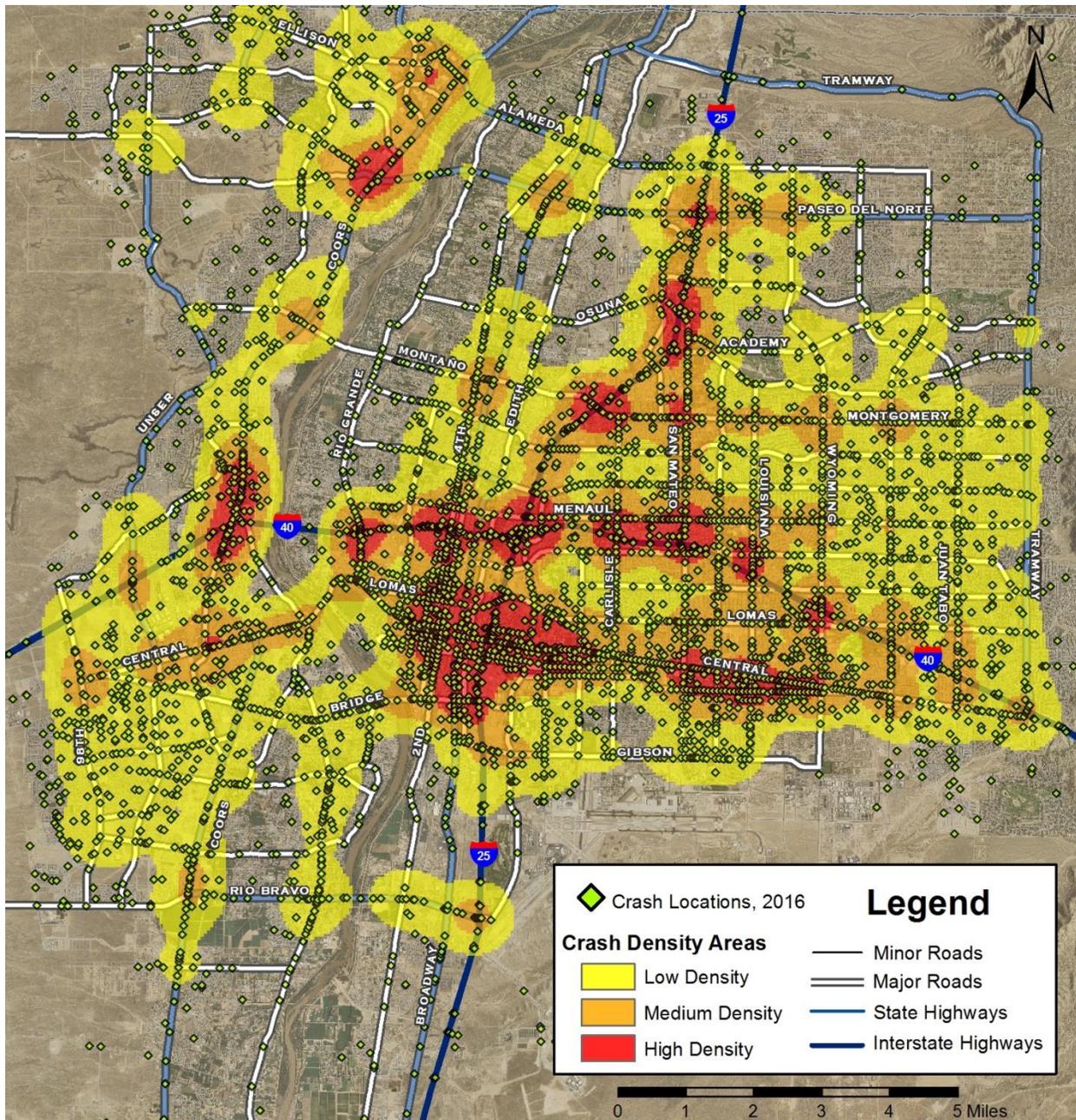
Map 13: All Crashes in Albuquerque, New Mexico, 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

## Appendix – Maps

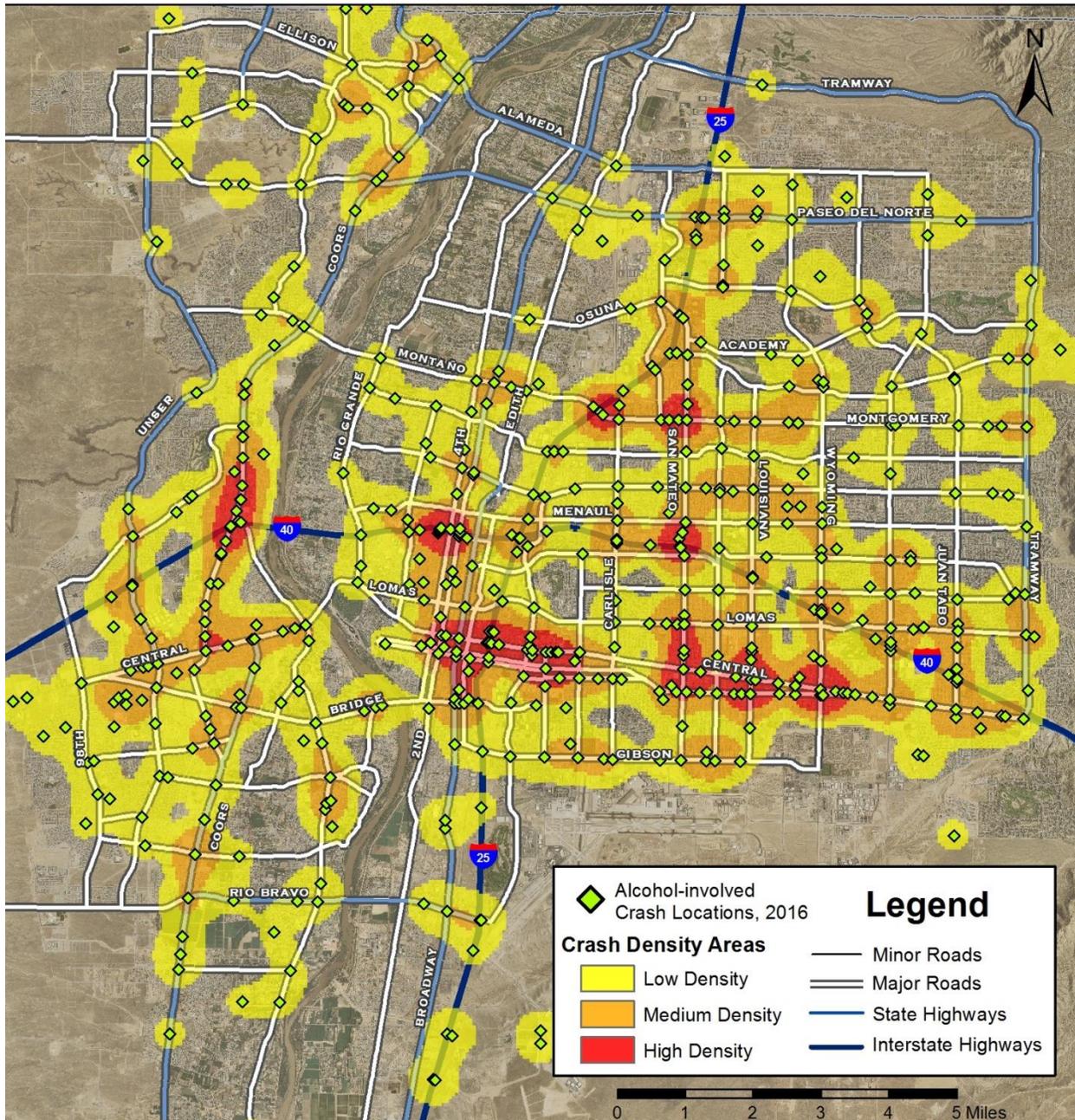
Map 14: Density<sup>30</sup> of All Crashes in Albuquerque, New Mexico, 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

<sup>30</sup> All density maps in this report use a green dot to identify a location with one or more crashes in 2016. Crash density color is calculated using both the number of crashes at that location and the proximity of each location to other crashes.

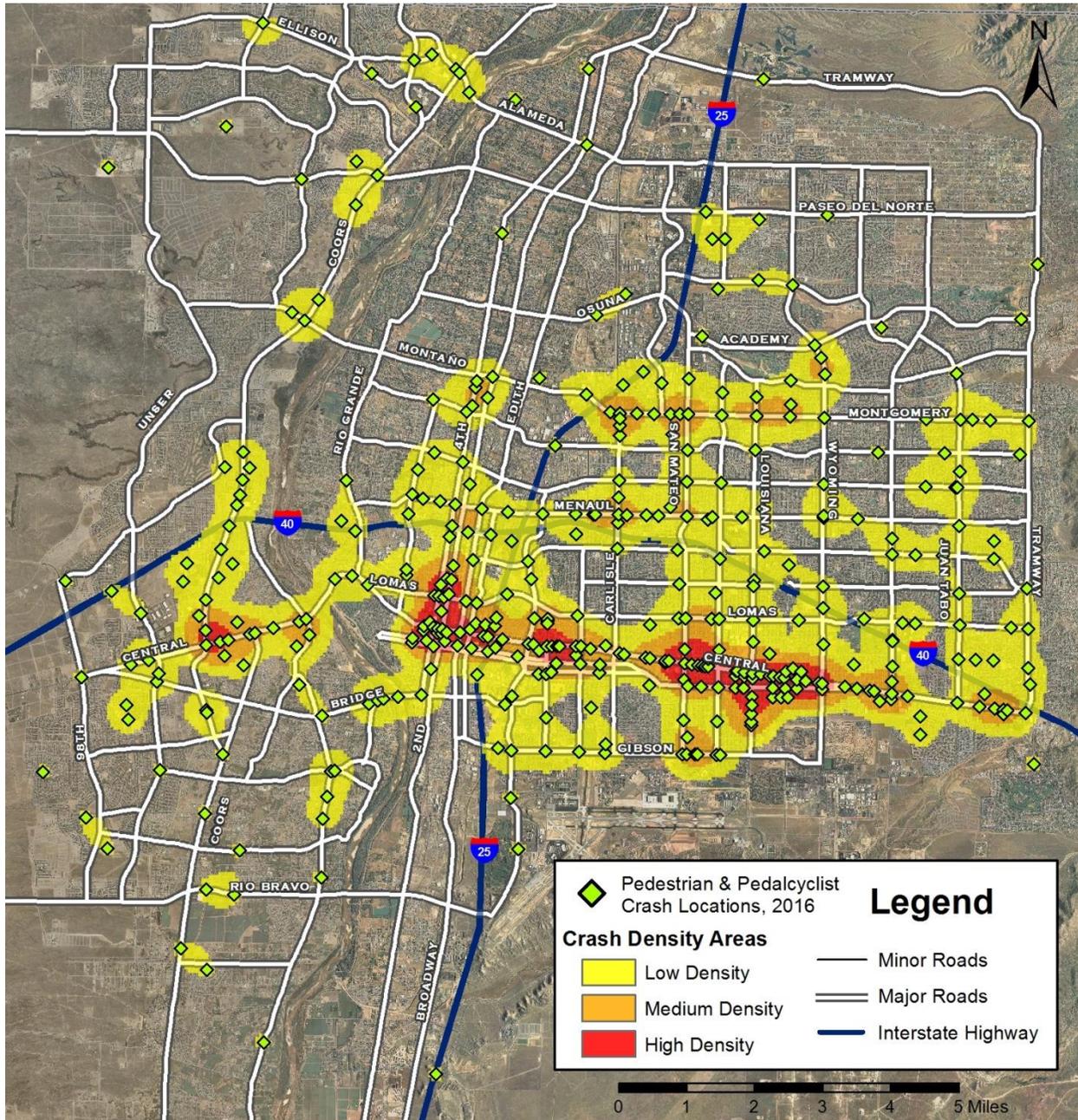
Map 15: Density of Alcohol-involved Crashes in Albuquerque, New Mexico, 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

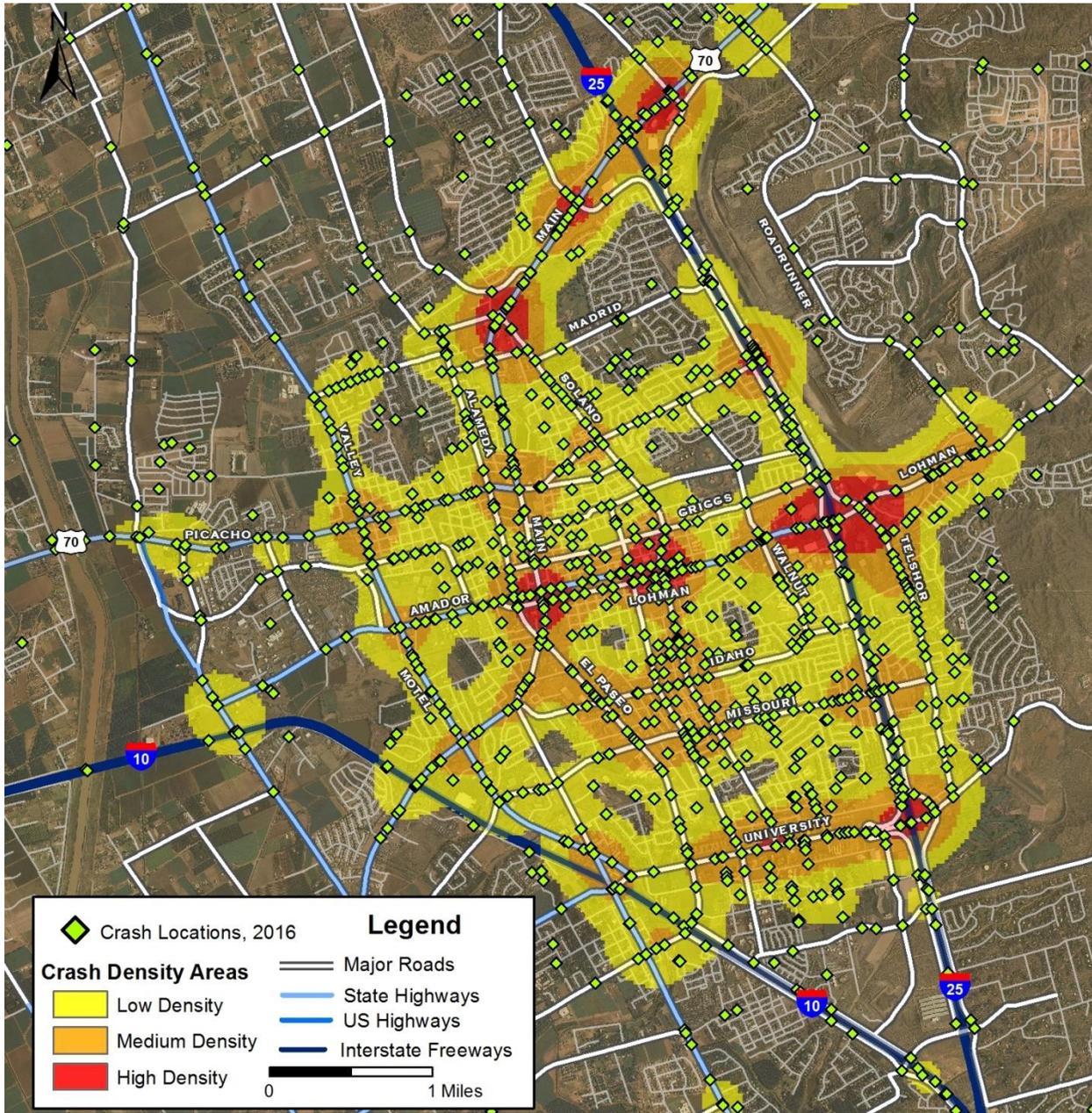
## Appendix – Maps

Map 16: Density of Pedestrian- and Pedalcycle-involved Crashes  
in Albuquerque, New Mexico, 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

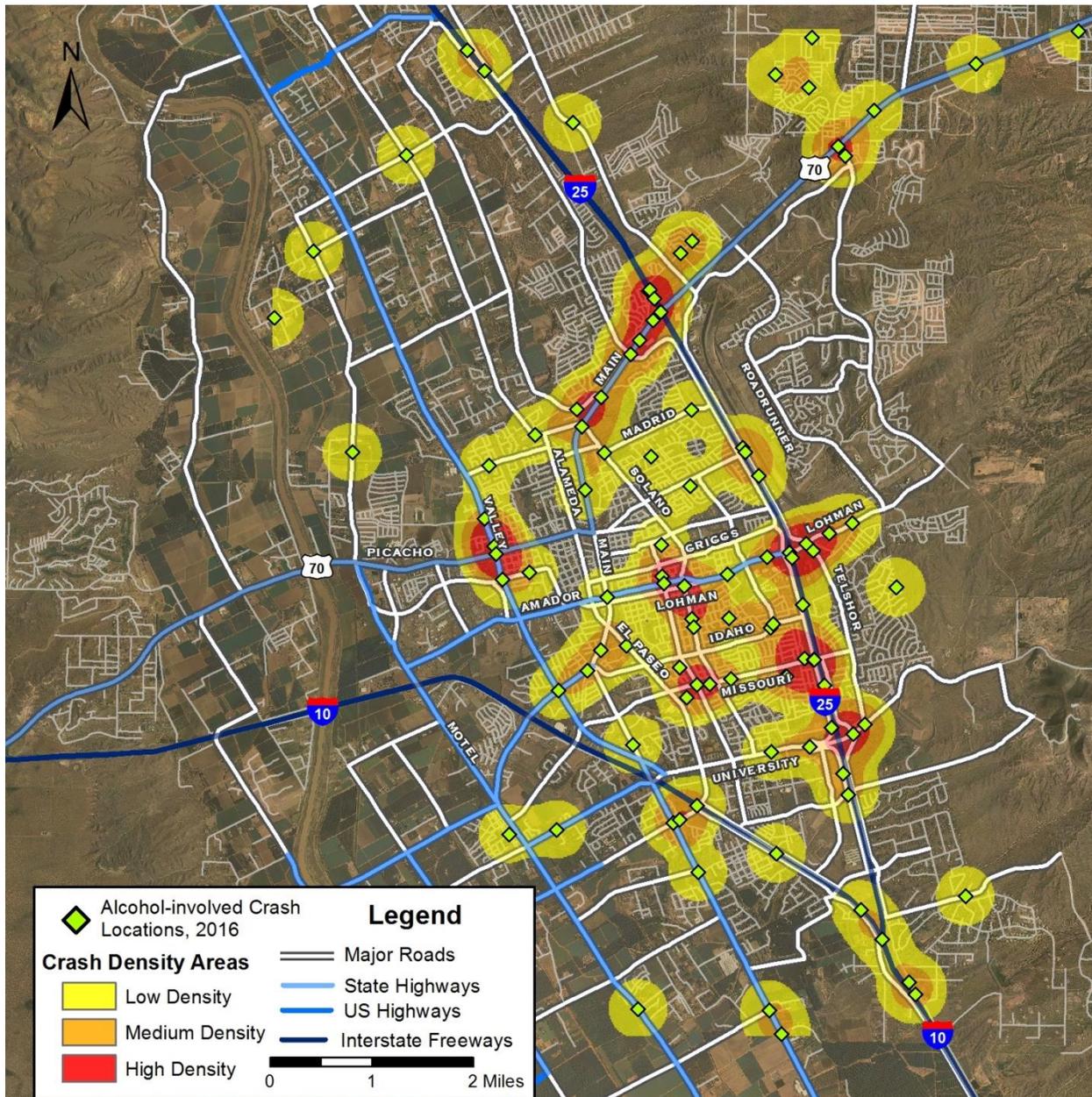
Map 17: Density of All Crashes in Las Cruces, New Mexico, 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

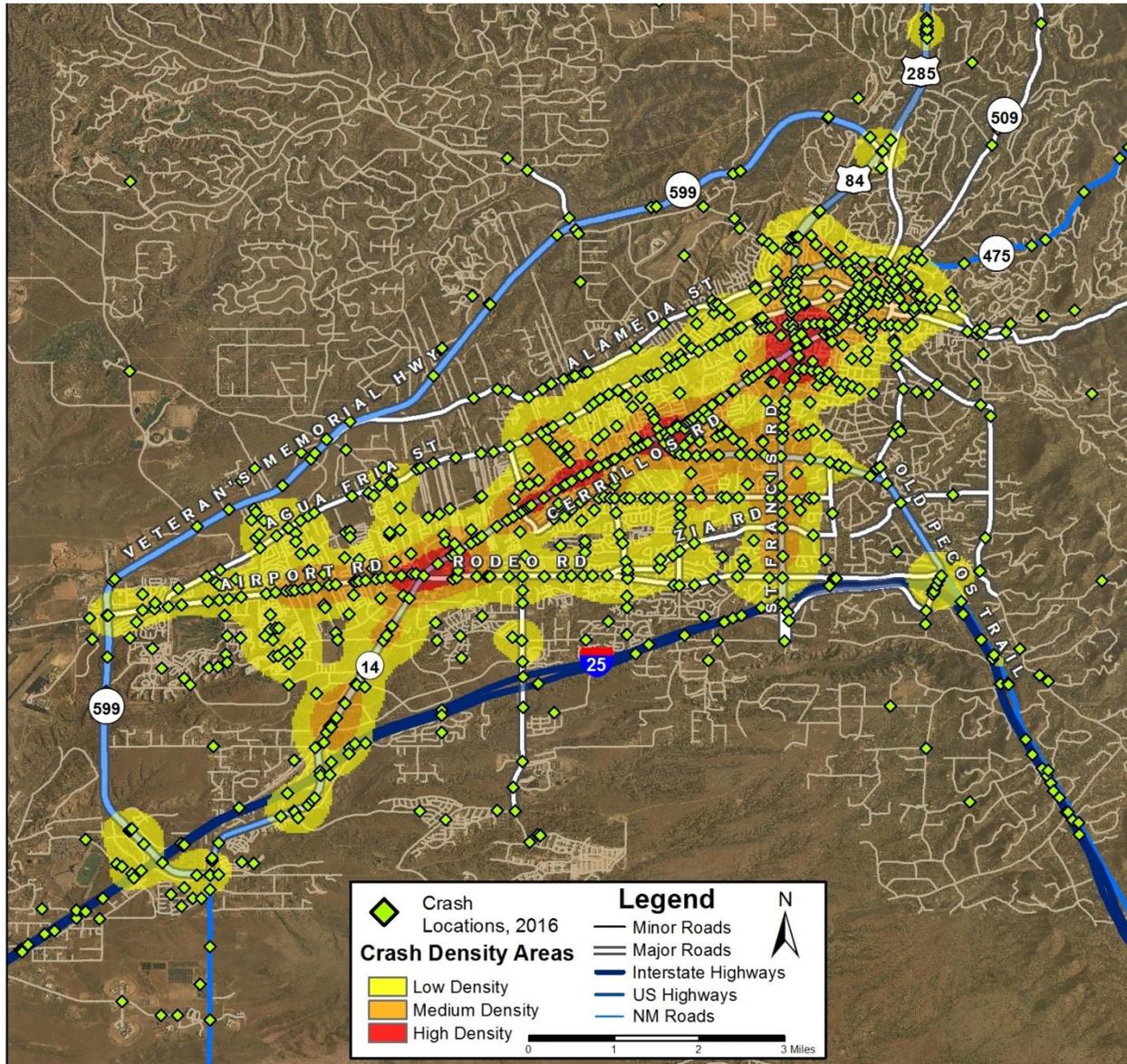
## Appendix – Maps

Map 18: Density of Alcohol-involved Crashes in Las Cruces, New Mexico, 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

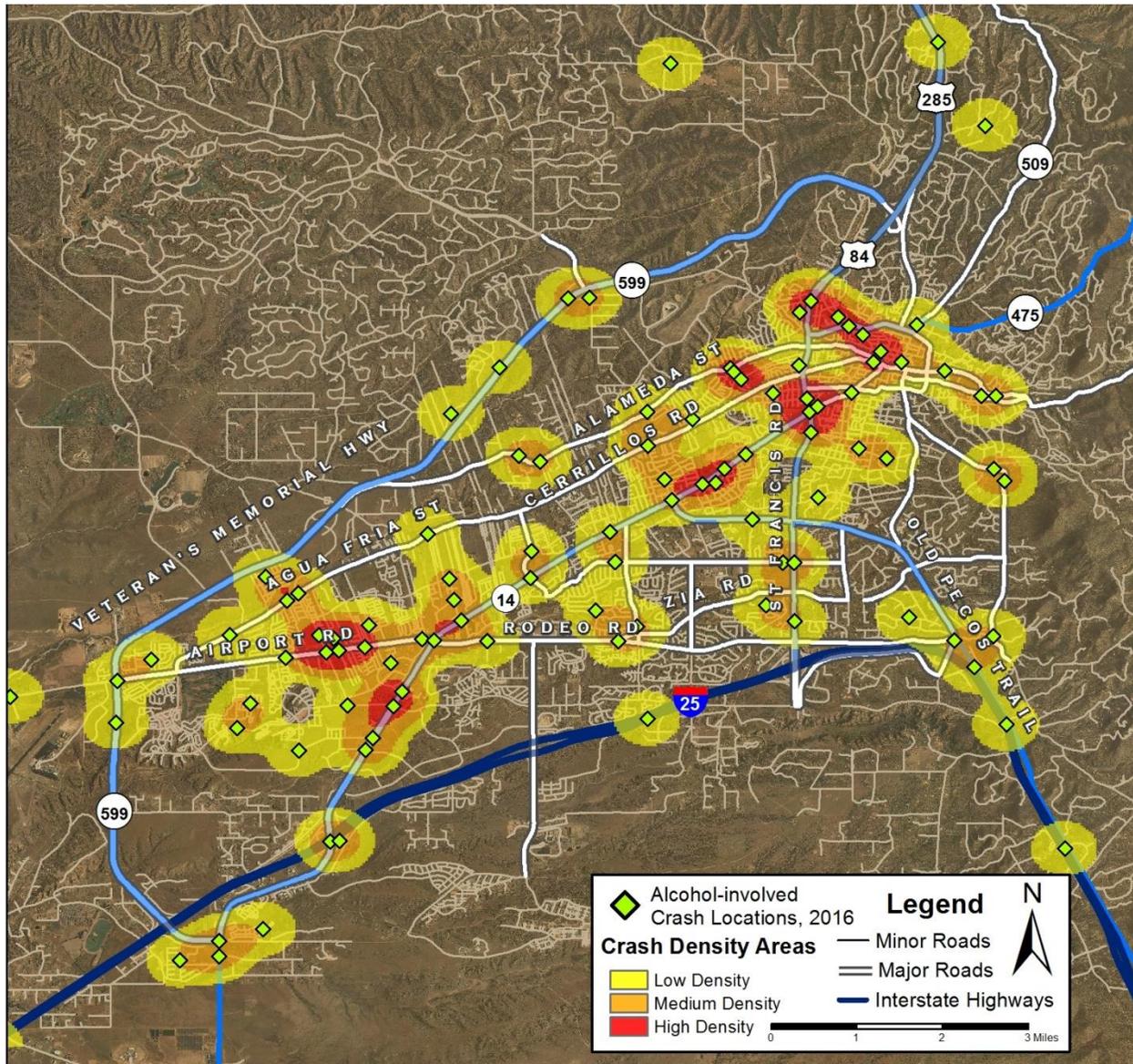
Map 19: Density of All Crashes in Santa Fe, New Mexico, 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

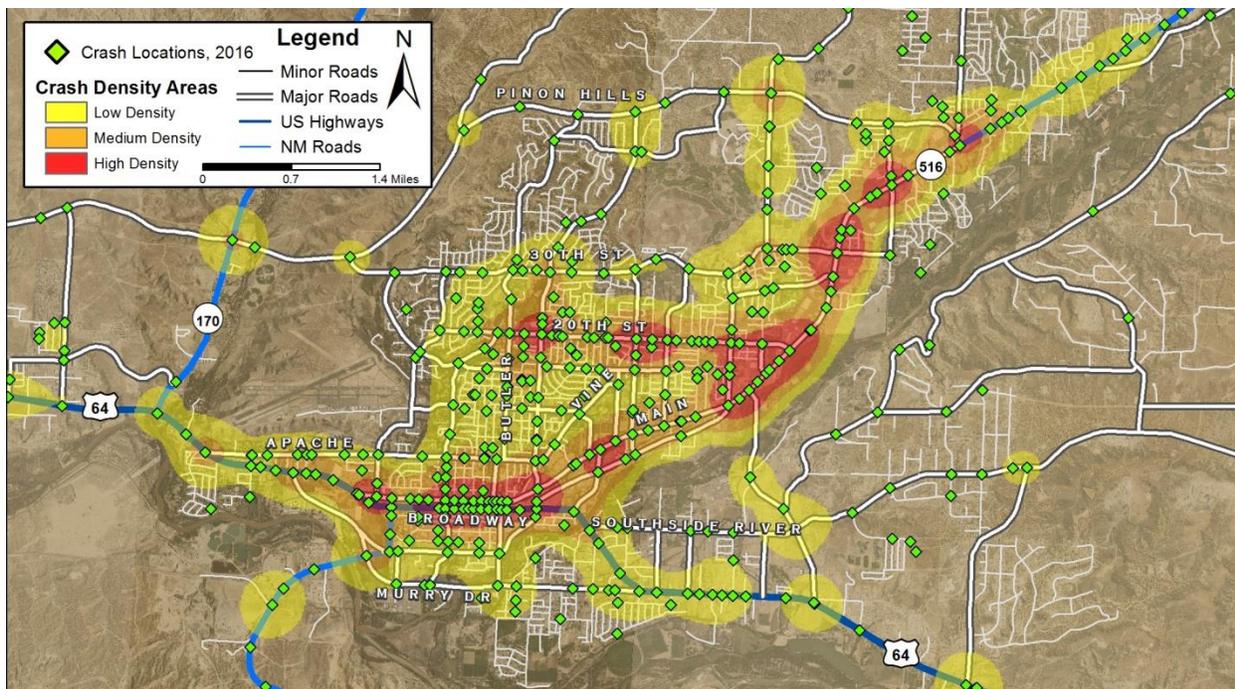
## Appendix – Maps

Map 20: Density of Alcohol-involved Crashes in Santa Fe, New Mexico, 2016

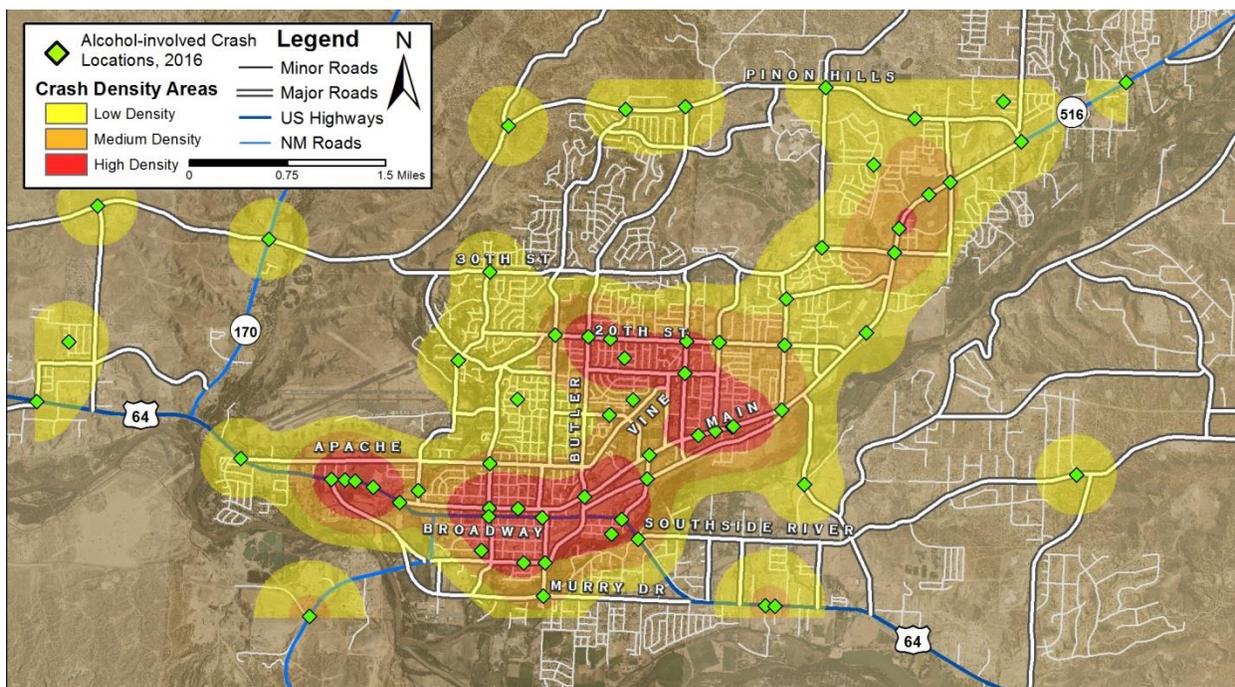


All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu)

Map 21: Density of All Crashes in Farmington, New Mexico, 2016



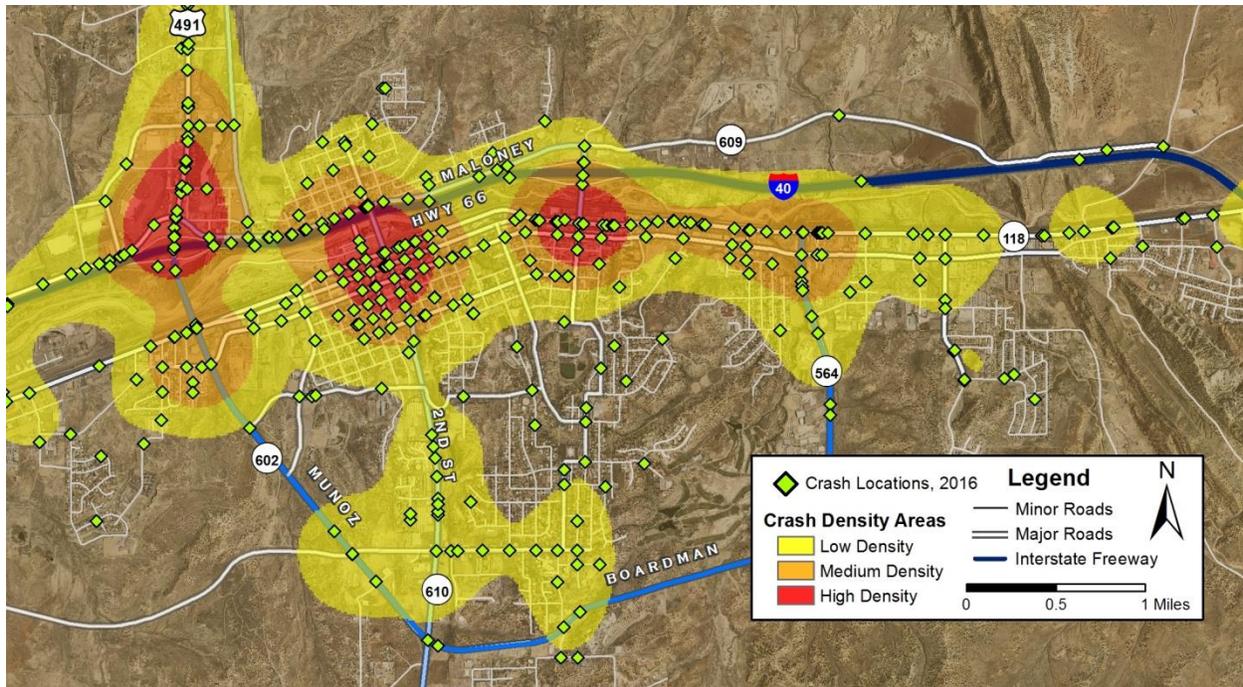
Map 22: Density of Alcohol-involved Crashes in Farmington, New Mexico, 2016



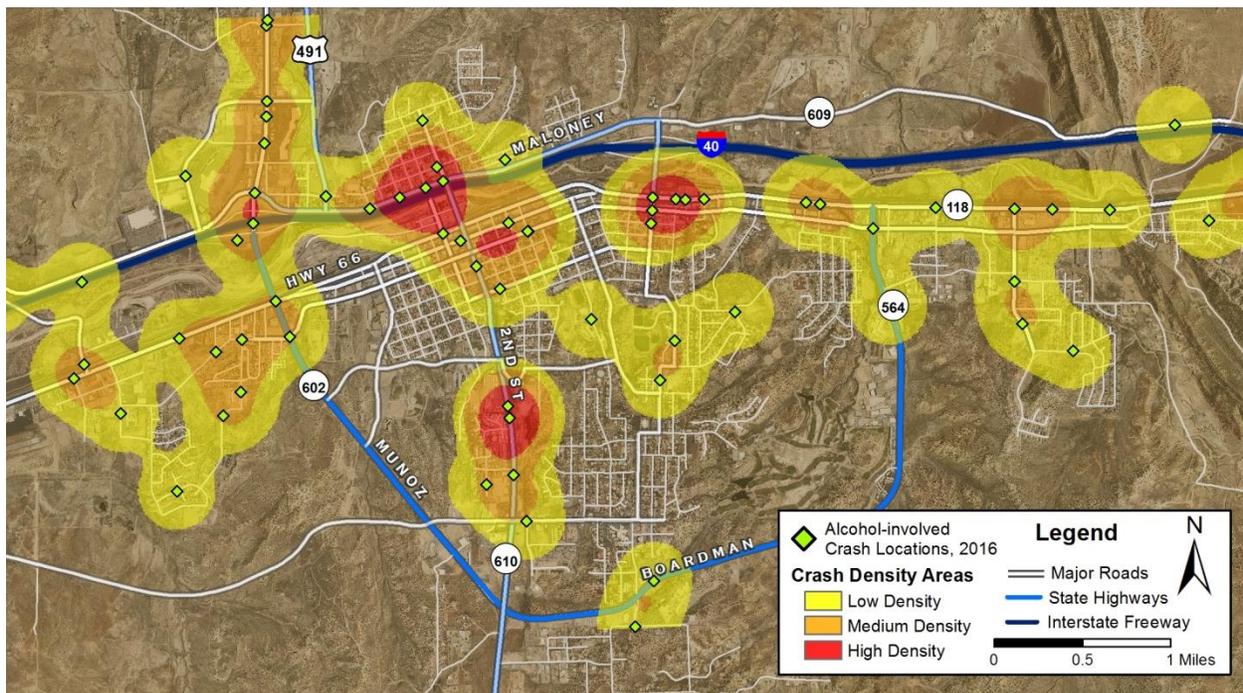
All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

## Appendix – Maps

Map 23: Density of All Crashes in Gallup, New Mexico, 2016



Map 24: Density of Alcohol-involved Crashes in Gallup, New Mexico, 2016



All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

### Appendix F – Counties

Appendix Table F-1: Fatalities by County, 2012 - 2016

County	Fatalities					Percent of All 2016 Fatalities	2016 Fatalities per 100M VMT
	2012	2013	2014	2015	2016		
Bernalillo	69	52	69	64	100	24.7%	1.6
Catron	2	6	1	0	0	0.0%	0.0
Chaves	8	10	7	13	14	3.5%	2.0
Cibola	8	14	7	11	17	4.2%	1.9
Colfax	5	7	7	4	5	1.2%	1.3
Curry	4	4	4	2	7	1.7%	1.9
De Baca	1	2	0	3	5	1.2%	2.6
Doña Ana	27	14	19	18	24	5.9%	0.8
Eddy	14	15	16	10	7	1.7%	0.7
Grant	6	5	2	3	3	0.7%	0.7
Guadalupe	8	6	7	8	12	3.0%	2.7
Harding	3	0	2	0	2	0.5%	13.8
Hidalgo	3	1	9	3	3	0.7%	1.0
Lea	17	12	31	13	13	3.2%	1.4
Lincoln	4	5	5	1	7	1.7%	1.4
Los Alamos	0	0	2	0	0	0.0%	0.0
Luna	5	6	1	6	12	3.0%	1.4
McKinley	29	26	48	23	22	5.4%	1.5
Mora	5	3	4	2	4	1.0%	3.0
Otero	16	7	13	10	3	0.7%	0.4
Quay	5	6	11	11	4	1.0%	0.7
Rio Arriba	19	13	9	12	11	2.7%	1.9
Roosevelt	2	5	2	5	5	1.2%	1.7
San Juan	27	27	39	31	32	7.9%	1.8
San Miguel	9	6	3	4	7	1.7%	1.9
Sandoval	12	18	14	5	16	4.0%	1.2
Santa Fe	18	9	18	14	23	5.7%	1.0
Sierra	6	4	2	3	3	0.7%	1.3
Socorro	4	8	8	4	16	4.0%	3.2
Taos	8	6	10	2	8	2.0%	1.9
Torrance	10	11	5	8	12	3.0%	2.3
Union	2	1	1	0	1	0.2%	0.8
Valencia	10	2	10	5	7	1.7%	0.9
<b>Total Fatalities</b>	<b>366</b>	<b>311</b>	<b>386</b>	<b>298</b>	<b>405</b>	<b>100.0%</b>	<b>1.5</b>

## Appendix – Counties

Appendix Table F-2: Motorcyclists (Drivers and Passengers) in Crashes, 2016

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	17	80	225	87	105	514	40.2%
Catron	0	1	0	0	2	3	0.2%
Chaves	1	5	15	5	11	37	2.9%
Cibola	2	3	8	2	6	21	1.6%
Colfax	2	1	8	3	7	21	1.6%
Curry	2	3	9	7	8	29	2.3%
De Baca	0	0	1	0	0	1	0.1%
Doña Ana	3	11	68	14	35	131	10.2%
Eddy	2	5	15	4	15	41	3.2%
Grant	0	1	10	4	6	21	1.6%
Guadalupe	2	0	0	1	2	5	0.4%
Harding	0	0	1	0	0	1	0.1%
Hidalgo	0	1	0	0	0	1	0.1%
Lea	2	5	17	3	7	34	2.7%
Lincoln	3	2	9	4	3	21	1.6%
Los Alamos	0	1	0	2	1	4	0.3%
Luna	2	0	2	2	3	9	0.7%
McKinley	0	1	5	3	4	13	1.0%
Mora	1	0	0	0	0	1	0.1%
Otero	0	7	24	10	9	50	3.9%
Quay	0	0	2	0	0	2	0.2%
Rio Arriba	2	7	11	1	12	33	2.6%
Roosevelt	0	0	2	1	1	4	0.3%
San Juan	2	10	21	10	15	58	4.5%
San Miguel	0	1	7	1	2	11	0.9%
Sandoval	0	9	24	8	15	56	4.4%
Santa Fe	2	6	39	17	20	84	6.6%
Sierra	0	1	8	3	1	13	1.0%
Socorro	2	0	2	1	0	5	0.4%
Taos	1	0	8	2	2	13	1.0%
Torrance	0	0	2	4	1	7	0.5%
Union	0	1	2	1	1	5	0.4%
Valencia	1	5	14	5	5	30	2.3%
Missing Data	0	0	0	0	0	0	0.0%
<b>Total People</b>	<b>49</b>	<b>167</b>	<b>559</b>	<b>205</b>	<b>299</b>	<b>1,279</b>	<b>100%</b>

Appendix Table F-3: Severity of Injuries to Pedestrians in Crashes by County, 2016

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	34	55	110	113	24	336	53.8%
Catron	0	0	0	0	0	0	0.0%
Chaves	1	2	2	4	1	10	1.6%
Cibola	1	0	2	2	0	5	0.8%
Colfax	0	0	0	2	1	3	0.5%
Curry	1	1	2	3	1	8	1.3%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	4	6	23	14	10	57	9.1%
Eddy	0	2	5	2	5	14	2.2%
Grant	2	1	1	2	2	8	1.3%
Guadalupe	1	0	0	0	0	1	0.2%
Harding	2	0	0	0	0	2	0.3%
Hidalgo	1	0	0	0	0	1	0.2%
Lea	0	1	2	4	1	8	1.3%
Lincoln	0	0	1	3	0	4	0.6%
Los Alamos	0	0	0	0	0	0	0.0%
Luna	1	1	2	0	1	5	0.8%
McKinley	8	3	8	4	4	27	4.3%
Mora	0	0	0	0	0	0	0.0%
Otero	1	1	5	5	0	12	1.9%
Quay	0	0	0	0	0	0	0.0%
Rio Arriba	3	1	4	0	1	9	1.4%
Roosevelt	0	0	1	0	1	2	0.3%
San Juan	9	5	8	7	1	30	4.8%
San Miguel	1	0	1	6	1	9	1.4%
Sandoval	1	1	5	4	2	13	2.1%
Santa Fe	1	3	12	13	2	31	5.0%
Sierra	0	0	1	1	0	2	0.3%
Socorro	2	0	1	1	1	5	0.8%
Taos	1	0	1	3	1	6	1.0%
Torrance	1	0	2	1	0	4	0.6%
Union	0	0	0	1	0	1	0.2%
Valencia	1	1	5	4	1	12	1.9%
Missing Data	0	0	0	0	0	0	0.0%
<b>Total</b>	<b>77</b>	<b>84</b>	<b>204</b>	<b>199</b>	<b>61</b>	<b>625</b>	<b>100%</b>

## Appendix – Counties

Appendix Table F-4: Animal-involved Crashes by County, 2012 - 2016

County	Animal-involved Crashes					Percent of All 2016 Animal-involved Crashes	2016 Vehicle Miles Traveled (100M VMT)	2016 Animal-involved Crashes per 100M VMT
	2012	2013	2014	2015	2016			
Bernalillo	30	33	32	30	37	2.3%	61.74	0.6
Catron	22	6	4	11	32	2.0%	0.90	35.6
Chaves	67	34	52	67	58	3.5%	7.06	8.2
Cibola	27	20	26	23	61	3.7%	8.79	6.9
Colfax	85	78	93	84	88	5.4%	3.91	22.5
Curry	17	22	14	29	26	1.6%	3.71	7.0
De Baca	2	0	13	5	14	0.9%	1.90	7.3
Doña Ana	26	22	16	37	33	2.0%	30.40	1.1
Eddy	46	35	100	109	109	6.7%	10.51	10.4
Grant	125	121	134	140	138	8.4%	4.11	33.6
Guadalupe	8	15	11	11	21	1.3%	4.44	4.7
Harding	3	3	1	1	4	0.2%	0.14	27.7
Hidalgo	24	12	14	21	9	0.5%	2.86	3.1
Lea	49	43	57	63	72	4.4%	9.52	7.6
Lincoln	100	84	96	122	108	6.6%	4.83	22.4
Los Alamos	3	4	9	7	2	0.1%	1.91	1.0
Luna	20	18	9	29	28	1.7%	8.84	3.2
McKinley	71	62	73	59	52	3.2%	14.70	3.5
Mora	19	18	19	16	25	1.5%	1.35	18.5
Otero	74	61	74	69	90	5.5%	7.12	12.6
Quay	13	14	24	20	23	1.4%	5.79	4.0
Rio Arriba	89	122	121	102	133	8.1%	5.81	22.9
Roosevelt	38	23	30	40	41	2.5%	2.95	13.9
San Juan	173	152	137	145	151	9.2%	18.25	8.3
San Miguel	32	26	53	34	47	2.9%	3.66	12.8
Sandoval	55	58	59	42	63	3.8%	13.69	4.6
Santa Fe	39	51	64	66	50	3.1%	22.72	2.2
Sierra	15	7	6	23	21	1.3%	2.36	8.9
Socorro	25	31	31	34	34	2.1%	5.00	6.8
Taos	35	30	19	24	19	1.2%	4.17	4.6
Torrance	11	8	9	22	19	1.2%	5.17	3.7
Union	16	10	4	15	15	0.9%	1.30	11.6
Valencia	2	5	6	17	14	0.9%	7.60	1.8
Missing Data <sup>1</sup>	0	0	1	0	0	0.0%	-9.14	-
<b>Total</b>	<b>1,361</b>	<b>1,228</b>	<b>1,411</b>	<b>1,517</b>	<b>1,637</b>	<b>100%</b>	<b>278.09</b>	<b>5.9</b>

<sup>1</sup> VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

Appendix Table F-5: New Mexico Population by County, 2012 - 2016

County	New Mexico Population (Revised U.S. Census) <sup>1</sup>				
	2012	2013	2014	2015	2016
Bernalillo	672,685	674,460	674,829	674,959	676,953
Catron	3,651	3,580	3,538	3,459	3,508
Chaves	65,705	65,861	65,672	65,529	65,282
Cibola	27,316	27,439	27,303	27,322	27,487
Colfax	13,226	13,039	12,674	12,387	12,253
Curry	50,690	50,574	50,969	50,206	50,280
De Baca	1,941	1,893	1,823	1,831	1,793
Doña Ana	214,162	213,651	213,536	213,567	214,207
Eddy	54,424	55,599	56,591	57,611	57,621
Grant	29,320	29,241	28,988	28,564	28,280
Guadalupe	4,612	4,549	4,445	4,364	4,376
Harding	698	688	680	699	665
Hidalgo	4,785	4,616	4,539	4,414	4,302
Lea	66,182	68,164	69,707	70,848	69,749
Lincoln	20,198	19,979	19,635	19,391	19,429
Los Alamos	18,149	17,817	17,668	17,696	18,147
Luna	24,983	24,686	24,540	24,476	24,450
McKinley	72,691	73,270	74,044	76,800	74,923
Mora	4,675	4,665	4,571	4,577	4,504
Otero	66,016	65,813	64,994	64,430	65,410
Quay	8,816	8,687	8,454	8,452	8,365
Rio Arriba	40,254	40,058	39,742	39,526	40,040
Roosevelt	20,341	19,996	19,599	19,074	19,082
San Juan	128,331	126,518	124,055	118,701	115,079
San Miguel	29,026	28,696	28,318	27,951	27,760
Sandoval	135,383	136,482	137,540	139,157	142,025
Santa Fe	146,157	146,754	147,329	147,708	148,651
Sierra	11,881	11,561	11,315	11,261	11,191
Socorro	17,524	17,525	17,320	17,222	17,027
Taos	32,817	32,991	33,046	32,887	33,065
Torrance	16,074	15,681	15,514	15,422	15,302
Union	4,432	4,372	4,271	4,201	4,183
Valencia	76,639	76,288	75,775	75,636	75,626
<b>Statewide</b>	<b>2,083,784</b>	<b>2,085,193</b>	<b>2,083,024</b>	<b>2,080,328</b>	<b>2,081,015</b>

<sup>1</sup> 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 – Counties

Appendix Table F-6: Crash Rates by County, 2012 - 2016

County	Crashes per 10,000 Population <sup>1,2</sup>				
	2012	2013	2014	2015	2016
Guadalupe	379	396	355	426	505
De Baca	93	79	252	262	296
Bernalillo	246	242	268	290	288
Colfax	231	242	242	229	269
Union	192	194	150	159	251
Mora	235	176	241	234	249
Eddy	172	209	277	276	243
Lincoln	233	228	208	277	235
<b>Statewide</b>	<b>197</b>	<b>188</b>	<b>195</b>	<b>218</b>	<b>217</b>
Rio Arriba	158	147	151	174	215
Santa Fe	204	189	192	217	213
Harding	86	58	59	86	211
Chaves	280	208	185	211	210
Doña Ana	186	178	177	200	202
Grant	217	205	216	212	196
Hidalgo	203	214	192	247	195
Curry	193	157	143	204	194
San Miguel	167	137	173	204	193
Cibola	155	126	128	151	186
Quay	217	176	174	259	178
McKinley	186	165	169	176	175
Luna	150	184	172	174	173
San Juan	181	171	145	179	171
Catron	121	78	37	107	171
Socorro	174	151	158	178	169
Sierra	187	114	75	182	169
Roosevelt	152	106	138	186	162
Valencia	47	85	88	148	155
Torrance	118	118	141	204	148
Otero	160	148	135	152	145
Lea	209	188	200	144	144
Sandoval	117	121	104	122	136
Taos	175	113	99	109	116
Los Alamos	46	36	33	71	69

<sup>1</sup> Rates are calculated by dividing the number of crashes (or fatalities) by the county's population, and then multiplying by 10,000.

<sup>2</sup> Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table F-7: Fatality Rates by County, 2012 - 2016

County	Fatalities per 10,000 Population <sup>1,2</sup>				
	2012	2013	2014	2015	2016
Harding	42.98	0.00	29.41	0.00	30.08
De Baca	5.15	10.57	0.00	16.38	27.89
Guadalupe	17.35	13.19	15.75	18.33	27.42
Socorro	2.28	4.56	4.62	2.32	9.40
Mora	10.70	6.43	8.75	4.37	8.88
Torrance	6.22	7.01	3.22	5.19	7.84
Hidalgo	6.27	2.17	19.83	6.80	6.97
Cibola	2.93	5.10	2.56	4.03	6.18
Luna	2.00	2.43	0.41	2.45	4.91
Quay	5.67	6.91	13.01	13.01	4.78
Colfax	3.78	5.37	5.52	3.23	4.08
Lincoln	1.98	2.50	2.55	0.52	3.60
McKinley	3.99	3.55	6.48	2.99	2.94
San Juan	2.10	2.13	3.14	2.61	2.78
Rio Arriba	4.72	3.25	2.26	3.04	2.75
Sierra	5.05	3.46	1.77	2.66	2.68
Roosevelt	0.98	2.50	1.02	2.62	2.62
San Miguel	3.10	2.09	1.06	1.43	2.52
Taos	2.44	1.82	3.03	0.61	2.42
Union	4.51	2.29	2.34	0.00	2.39
Chaves	1.22	1.52	1.07	1.98	2.14
<b>Statewide</b>	<b>1.76</b>	<b>1.49</b>	<b>1.85</b>	<b>1.43</b>	<b>1.95</b>
Lea	2.57	1.76	4.45	1.83	1.86
Santa Fe	1.23	0.61	1.22	0.95	1.55
Bernalillo	1.03	0.77	1.02	0.95	1.48
Curry	0.79	0.79	0.78	0.40	1.39
Eddy	2.57	2.70	2.83	1.74	1.21
Sandoval	0.89	1.32	1.02	0.36	1.13
Doña Ana	1.26	0.66	0.89	0.84	1.12
Grant	2.05	1.71	0.69	1.05	1.06
Valencia	1.30	0.26	1.32	0.66	0.93
Otero	2.42	1.06	2.00	1.55	0.46
Catron	5.48	16.76	2.83	0.00	0.00
Los Alamos	0.00	0.00	1.13	0.00	0.00

<sup>1</sup> Rates are calculated by dividing the number of crashes (or fatalities) by the county's population, and then multiplying by 10,000.

<sup>2</sup> Numbers are shaded such that darker shading identifies higher numbers.

## Appendix – Counties

Appendix Table F-8: Alcohol-involved Crash Rates by County, 2012 - 2016

County	Alcohol-involved Crashes per 10,000 Population <sup>1,2</sup>				
	2012	2013	2014	2015	2016
De Baca	0.0	0.0	27.4	10.9	22.3
McKinley	20.9	20.9	23.9	23.4	20.7
Guadalupe	17.3	4.4	6.7	6.9	18.3
Mora	8.6	17.1	8.8	24.0	17.8
Colfax	12.9	10.7	9.5	13.7	17.1
Cibola	14.6	8.0	9.2	13.2	16.4
Hidalgo	4.2	13.0	6.6	18.1	16.3
Rio Arriba	15.9	14.2	10.6	14.7	15.7
San Juan	15.5	14.1	14.9	15.2	14.2
Santa Fe	11.8	10.6	11.7	10.9	12.0
Grant	12.6	12.0	12.8	11.2	11.0
Lincoln	14.9	16.0	13.2	19.1	10.8
Sierra	10.1	4.3	7.1	11.5	10.7
Bernalillo	9.5	8.8	9.4	10.0	10.2
<b>Statewide</b>	<b>10.4</b>	<b>9.3</b>	<b>9.8</b>	<b>10.3</b>	<b>10.0</b>
San Miguel	13.4	13.2	9.5	11.4	9.7
Union	6.8	4.6	9.4	4.8	9.6
Eddy	9.0	7.9	13.3	11.1	8.9
Socorro	10.3	10.8	7.5	9.9	8.8
Quay	10.2	9.2	9.5	8.3	8.4
Doña Ana	8.7	8.8	8.9	9.1	8.1
Luna	2.0	5.7	6.5	4.9	7.8
Sandoval	8.3	7.7	6.5	6.8	7.7
Valencia	3.0	3.0	4.5	7.7	7.4
Otero	10.0	7.9	6.8	7.4	7.2
Curry	7.3	5.9	5.3	7.4	7.2
Roosevelt	8.8	5.0	4.6	8.4	6.3
Chaves	14.2	7.4	9.6	8.5	6.3
Lea	10.9	8.2	9.9	7.1	5.6
Taos	14.0	6.1	6.7	4.9	5.1
Torrance	6.8	8.3	7.7	7.8	4.6
Los Alamos	1.1	1.7	1.1	1.7	3.3
Catron	11.0	5.6	5.7	0.0	0.0
Harding	28.7	0.0	0.0	14.3	0.0

<sup>1</sup> Rates are calculated by dividing the number of crashes (or fatalities) by the county's population, and then multiplying by 10,000.

<sup>2</sup> Numbers are shaded such that darker shading identifies higher numbers.

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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

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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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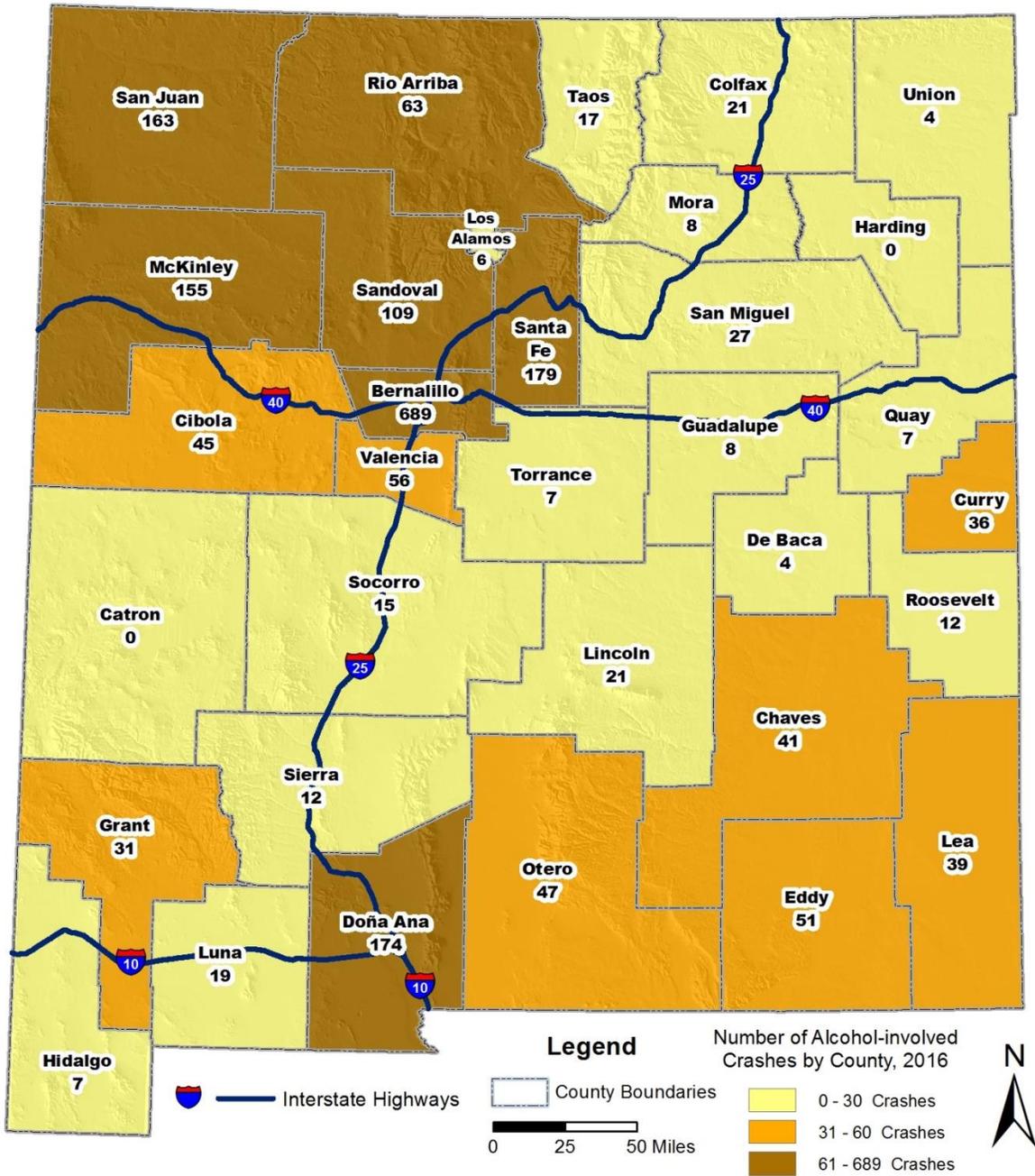
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Map 25: Alcohol-involved Crashes by County, 2016



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