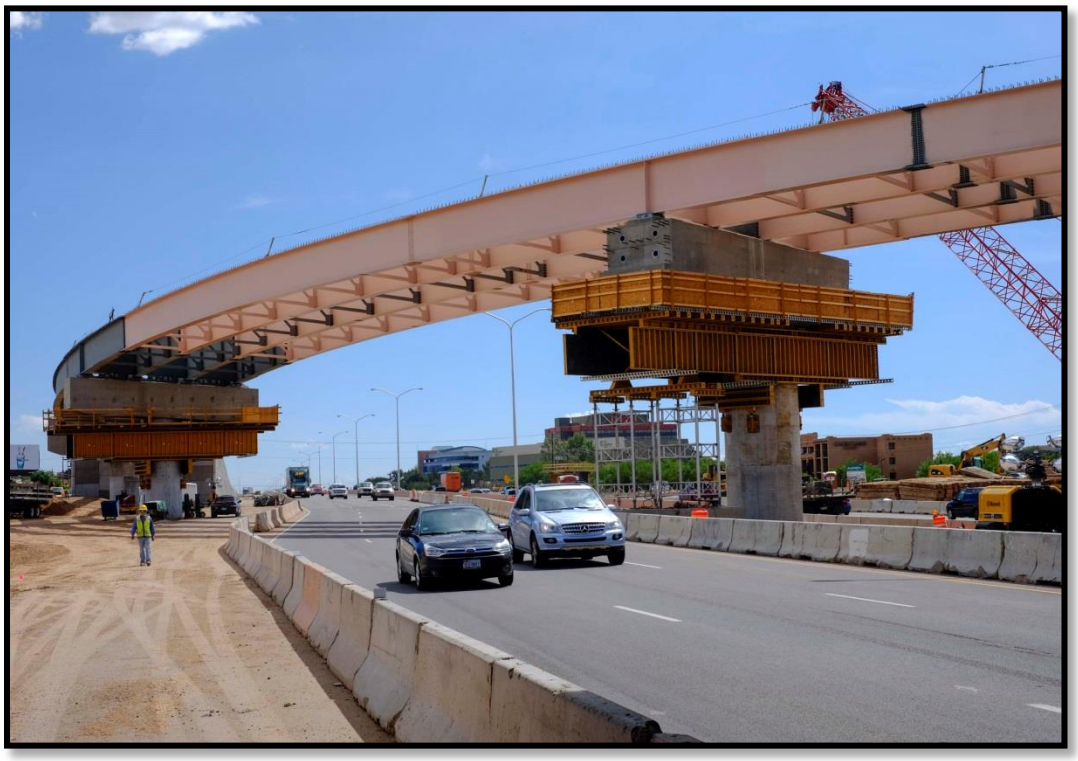
New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico Traffic Crash Annual Report 2017



New Mexico Department of Transportation
Traffic Safety Division
Traffic Records Bureau

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as a reference source regarding New Mexico traffic crashes

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

This report was produced for NMDOT under contract C06093 by the University of New Mexico Geospatial and Population Studies (GPS) Traffic Research Unit (TRU), with Dr. Adélamar N. Alcántara, director. The editors were David Jacobs and Jessica Bloom, with maps provided by David Jacobs and additional review by Maurreen Skowran. UNM-GPS would like to thank Franklin Garcia, executive manager of the NMDOT Modal Divisions; and all of the NMDOT Traffic Records Program staff, including Santiago J. Montoya, Traffic Records staff manager, and Sophia Roybal-Cruz, management analyst supervisor.

The cover photo is an aerial photograph of the I-25 and Paseo Del Norte interchange located in Albuquerque, New Mexico. The photographs featured in this report are by Jake Schoellkopf, NMDOT photographer.

Table of Contents

Table of Contents

List of Figures

List of Maps

List of Tables

List of Tables

List of Tables

List of Tables

List of Tables

Definitions

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

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

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

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

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

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

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

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

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

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

Definitions

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

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

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

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

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

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

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

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

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

Serious Injury – A Suspected Serious Injury.

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

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

Suspected Serious Injury – An injury, other than a fatal injury, in which the person was carried from the scene of the crash or in which the injured person was unable to walk, drive or perform

normal activities he or she was capable of performing before the injury occurred, as observed by the officer at the scene of the crash. Also known as a Class A Injury or an Incapacitating Injury.

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

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

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

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

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

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

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2017 New Mexico Crash Highlights

- Less than 1 percent of crashes resulted in a **fatality**. (Table 1)
- 29 percent of crashes resulted in an **injury**. (Table 1)
- 17 percent of crashes were **hit-and-run** crashes. (Table 6)
- 52 percent of **pedestrians** killed in crashes were under the influence of **alcohol**. (Table 46)
- 5 percent of crashes and 39 percent of crash fatalities involved **alcohol**. (Table 62, Table 65)
- 10 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 (20 percent)
- Failed to yield right of way (14 percent)
- Following too closely (12 percent)

Top contributing factors in fatalities:

- Alcohol/drug involvement (46 percent)
- Excessive speed (10 percent)
- Drove left of center (9 percent)

- In an average day in New Mexico, 126 crashes occurred, which involved 317 people, with 53 people injured and 1 person killed.

On average in New Mexico in 2017…

- A motor vehicle crash occurred every **11** minutes.
- A crash occurred in Bernalillo County every **26** minutes.
- A person was injured in a crash every **27** minutes.
- A distracted-driving crash occurred every **56** minutes.
- A semi/large-truck crash occurred every **3** hours.
- An alcohol-involved crash occurred every **4** hours.
- A person was killed or injured in an alcohol-involved crash every **6** hours.
- A motorcycle was involved in a crash every **8** hours.
- A pedestrian was hit by a vehicle every **14** hours.
- A bicyclist was hit by a vehicle every **23** hours.
- A person was killed in a crash every **23** hours.

2017 New Mexico Crash Highlights

In 2017, there were 45,906 traffic crashes reported on public roadways in New Mexico. These crashes involved 115,627 people, with 19,504 people injured and 380 people killed.

Traffic safety concerns in need of improvement in New Mexico in the last five years:

- Pedestrian fatalities rose to 79, their highest level in the past five years. (Table 44). Alcohol was noted as a contributing factor in over half of the fatalities. (Table 46)
- The number of motorcyclist fatalities in crashes rose to 57, the highest level in the past five years. (Table 36)
- The number of pedalcyclists in crashes rose to 385, the highest level in the past five years. (Table 55)
- Although the percentage is steadily declining, alcohol-involved crashes continue to account for a large portion of crash-related fatalities (44.1 to 38.7 percent of crash-related fatalities in the last five years). (Table 65)
- Hit-and-run crashes accounted for 16.8 percent of all crashes, the highest percentage in five years. (Table 6)
- Heavy-truck crashes rose to 2,516, their highest level in the past five years. (Table 42)
- New Mexican teen drivers (ages 15-19) have the highest crash rate compared to any other driver age groups. Young adult drivers (ages 20-24) also continue to have one of the highest crash rates, however, their proportion, as a percent of all drivers in crashes, has been declining over the past five years. (Table 77, Table 80)
- Fatalities on urban roadways have increased by 58.5 percent, and fatalities in alcohol-involved urban crashes increased by 27.6 percent in the past four years. (Table 106, Table 108)
- The number of seniors (ages 65 and older) in crashes has increased 36.7 percent in the last five years. (Table 84)

Traffic safety concerns showing improvement in New Mexico in the last five years:

- The percentage of alcohol-involved crashes out of all crashes is at its lowest level in the past five years, 4.5 percent. (Table 62)
- The percentage of drivers in crashes in which speeding is a contributing factor have varied over the past five years, and is now at 6.1 percent, which is the lowest level in the past five years. (Table 15)
- The percentage of crash-related fatalities that occur on rural roadways has steadily declined in the past five years and fell to their lowest level in 2017. (Table 106)

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. The number of fatal crashes in 2017 was 341, the second highest in five years. (Table 1)
- The total number of crashes was noticeably higher in 2015, 2016 and 2017, which may be due to improved reporting from law enforcement agencies. (Table 1)
- The number and percentage of people in crashes with a suspected serious injury have both declined in the past five years, from 1.3 to 1.0 percent of all people in crashes. (Table 2)

Table 1: Crashes by Year and Severity of Crash, 2013 - 2017[1]

Year	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2013	275	0.70%	11,112	28.3%	27,821	71.0%	39,208	100%
2014	340	0.84%	11,364	27.9%	28,986	71.2%	40,690	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%
2017	341	0.74%	13,460	29.3%	32,105	69.9%	45,906	100%

Table 2: People in Crashes by Year and Severity of Injury, 2013 - 2017[2]

Year	People in Crashes by Severity of Injury											
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%	85,704	83.4%	102,748	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%
2017	380	0.3%	1,133	1.0%	4,581	4.0%	13,790	11.9%	95,743	82.8%	115,627	100%

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

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

Rates

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

$$\textbf{\textit{Crash Rate}} = \frac{\textit{Crash Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\textbf{45,906 crashes in 2017}}{\textbf{296.80 100M VMT in 2017}} = \textbf{155 crashes per 100M VMT}$$

$$\textbf{\textit{Fatality Rate}} = \frac{\textit{Fatality Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\textbf{380 fatalities in 2017}}{\textbf{296.80 100M VMT in 2017}} = \textbf{1.28 fatalities per 100M VMT}$$

Table 3: New Mexico Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2013 - 2017

Year	New Mexico Population[1,3] (U.S. Census, July 1st Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)[2,3]	New Mexico Licensed Drivers[3]	New Mexico Motor Vehicle Registrations[3]
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
2017	2,088,070	296.80	1,504,433	1,740,002

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

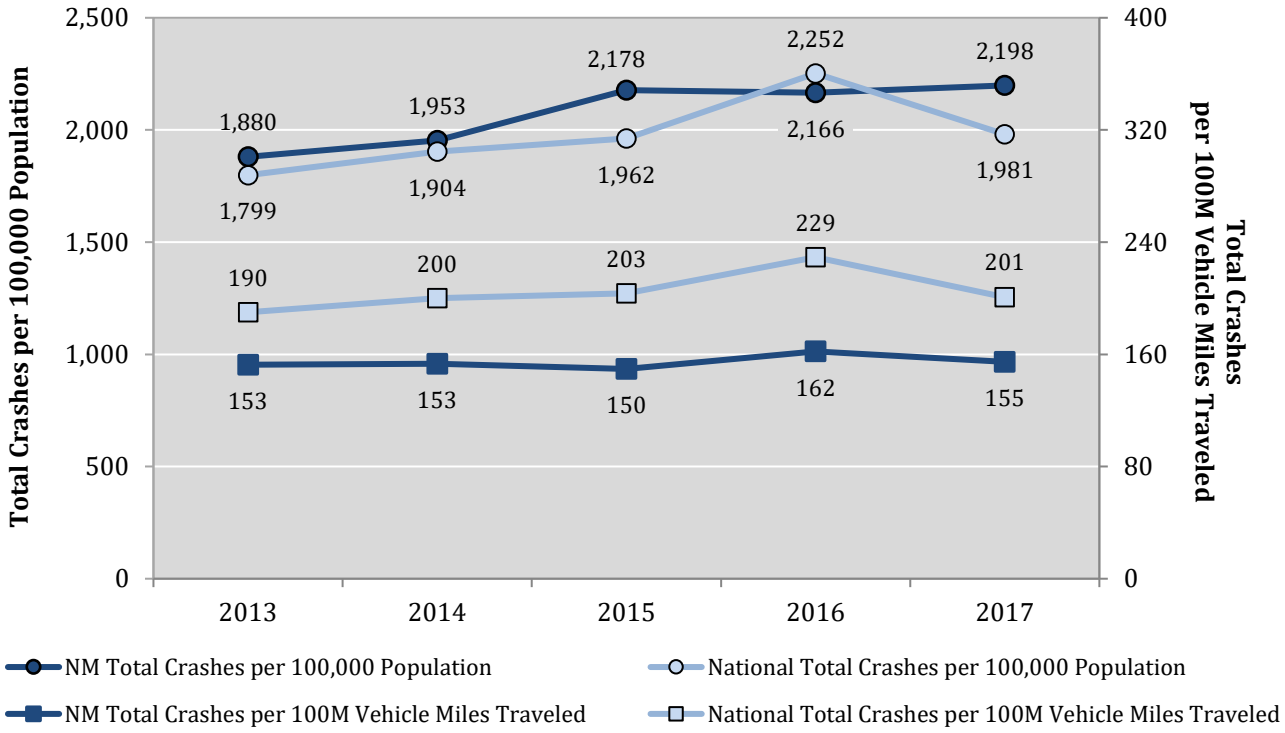
[2] 100M VMT = 100 million vehicle miles traveled.

[3] Detailed source information is in the Sources section at the end of this publication.

Rates

- When analyzed using population, New Mexico's crash rate is at its highest level in at least five years. (Figure 1)
- When analyzed using vehicle miles traveled, New Mexico crash and injury rates are consistently below the national rates. (Figure 1, Figure 4)
- When analyzed using vehicle miles traveled, New Mexico fatal crash rates and fatality rates were higher than the national average in four of the last five years. (Figure 2, Figure 3)

Figure 1: Comparison of New Mexico and National Crash Rates, 2013 - 2017[3]



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

Figure 2: Comparison of New Mexico and National[4] Fatal Crash Rates, 2013 - 2017

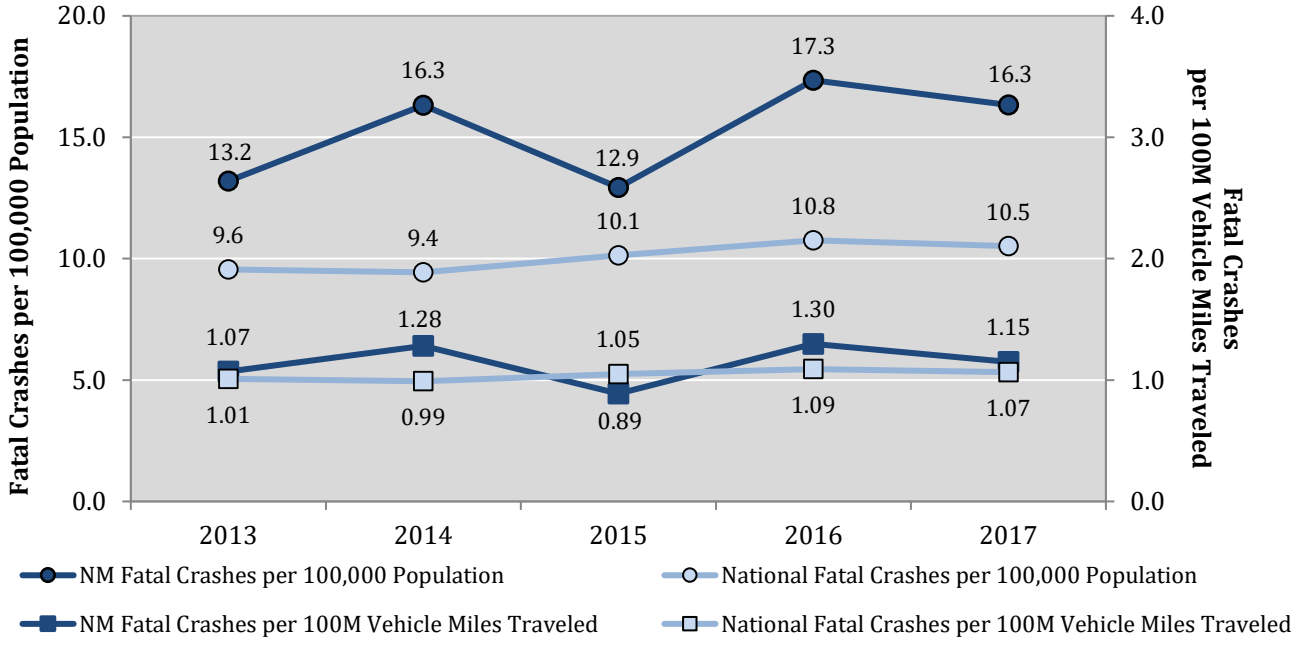
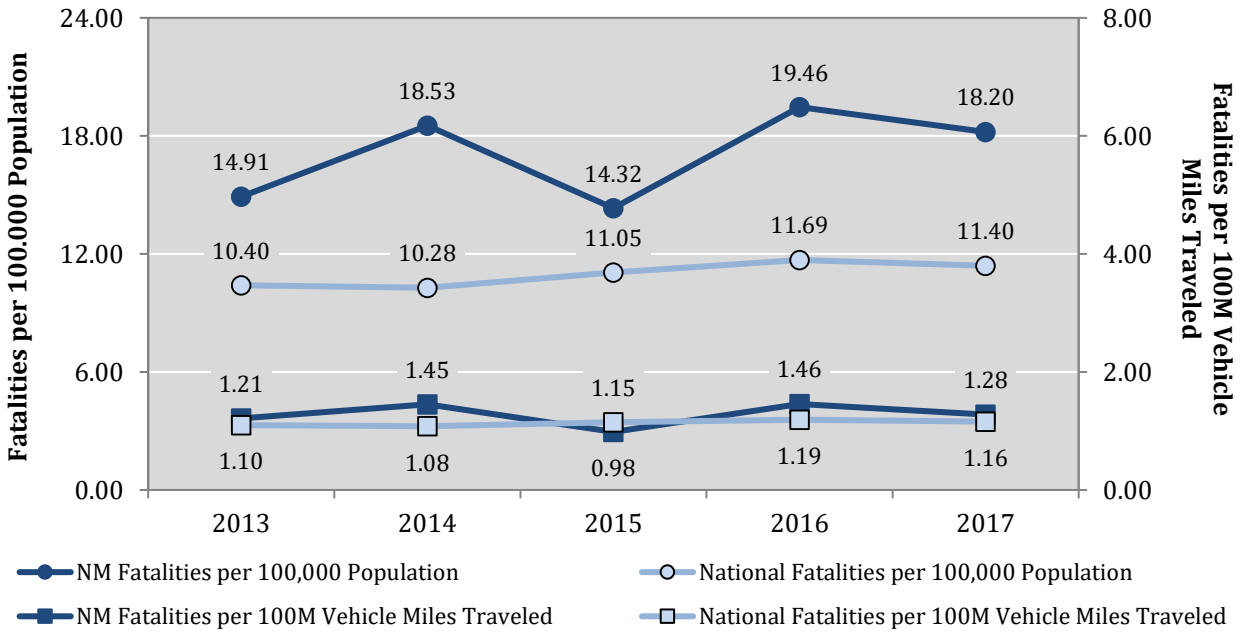


Figure 3: Comparison of New Mexico and National[4] Fatality Rates, 2013 - 2017



[4] 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[5] Injury Rates, 2013 - 2017

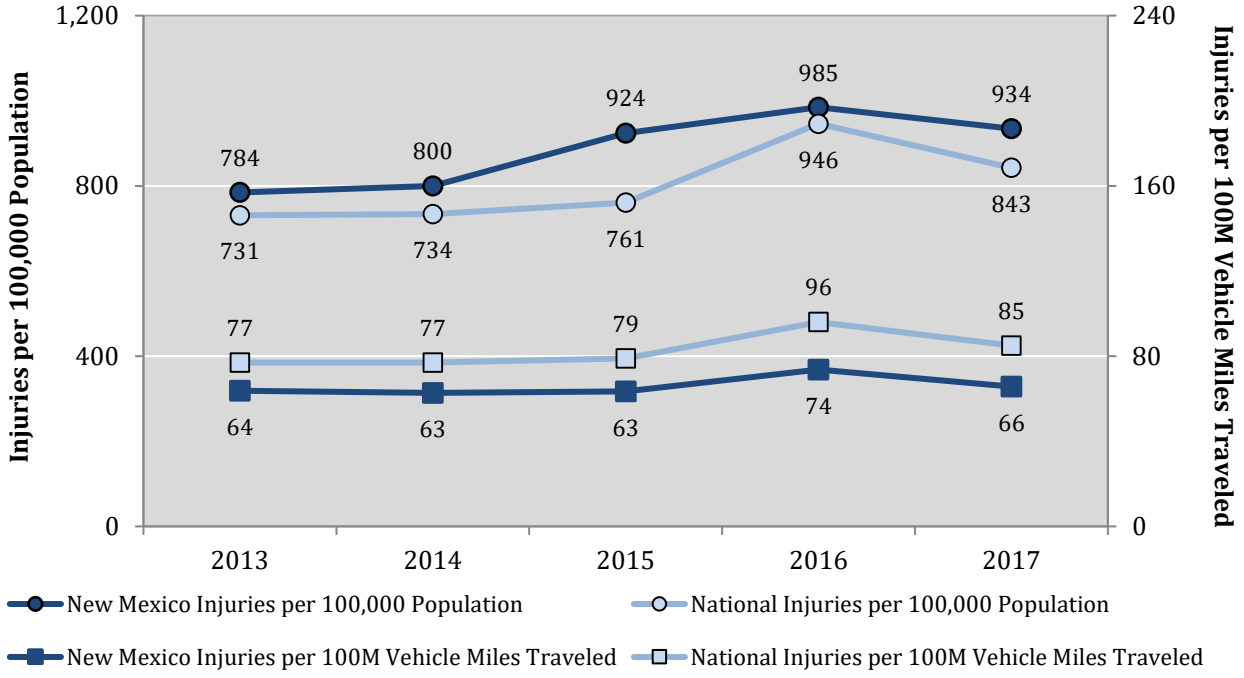
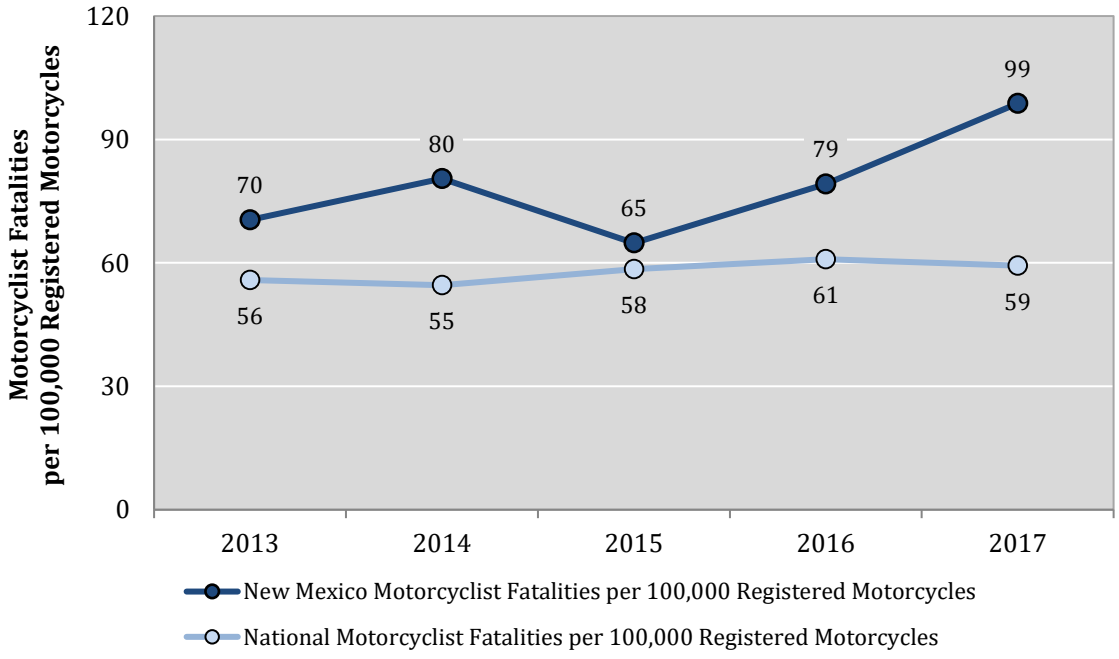


Figure 5: Comparison of New Mexico and National[5] Motorcyclist Fatality Rates, 2013 - 2017



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

Crash Characteristics

Top Contributing Factors

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

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

- Driver inattention (20.3 percent)
- Failed to yield right of way (13.8 percent)
- Following too closely (11.7 percent)

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

- Alcohol/drug-involved (46.1 percent)
- Excessive speed (9.5 percent)
- Drove Left of Center (8.7 percent)

Crash Characteristics – Contributing Factors

Table 4: Severity of Crashes by Top Contributing Factor, 2017

Top Contributing Factor[1]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**317**	**93.0%**	**12,168**	**90.4%**	**25,636**	**79.9%**	**38,121**	**83.0%**
Driver Inattention	28	8.2%	2,908	21.6%	6,395	19.9%	9,331	20.3%
Failed to Yield Right of Way	15	4.4%	2,359	17.5%	3,940	12.3%	6,314	13.8%
Following Too Closely	1	0.3%	1,672	12.4%	3,684	11.5%	5,357	11.7%
Excessive Speed	35	10.3%	823	6.1%	1,595	5.0%	2,453	5.3%
Alcohol/Drug Involved[2]	156	45.7%	1,017	7.6%	1,145	3.6%	2,318	5.0%
Disregarded Traffic Signal	8	2.3%	906	6.7%	1,306	4.1%	2,220	4.8%
Other Improper Driving	9	2.6%	415	3.1%	983	3.1%	1,407	3.1%
Made Improper Turn	2	0.6%	246	1.8%	1,018	3.2%	1,266	2.8%
Speed Too Fast for Conditions	8	2.3%	347	2.6%	873	2.7%	1,228	2.7%
Improper Backing	0	0.0%	61	0.5%	1,107	3.4%	1,168	2.5%
Improper Lane Change	0	0.0%	156	1.2%	936	2.9%	1,092	2.4%
Avoid No Contact - Vehicle	2	0.6%	277	2.1%	663	2.1%	942	2.1%
Passed Stop Sign	4	1.2%	327	2.4%	504	1.6%	835	1.8%
Drove Left Of Center	25	7.3%	227	1.7%	520	1.6%	772	1.7%
Improper Overtaking	1	0.3%	99	0.7%	428	1.3%	528	1.2%
Avoid No Contact - Other	2	0.6%	110	0.8%	377	1.2%	489	1.1%
Pedestrian Error	20	5.9%	176	1.3%	37	0.1%	233	0.5%
Vehicle Skidded Before Brake	1	0.3%	29	0.2%	76	0.2%	106	0.2%
Driverless Moving Vehicle	0	0.0%	13	0.1%	49	0.2%	62	0.1%
Vehicle	**5**	**1.5%**	**266**	**2.0%**	**690**	**2.1%**	**961**	**2.1%**
Other Mechanical Defect	3	0.9%	92	0.7%	264	0.8%	359	0.8%
Inadequate Brakes	0	0.0%	80	0.6%	186	0.6%	266	0.6%
Defective Tires	2	0.6%	64	0.5%	182	0.6%	248	0.5%
Defective Steering	0	0.0%	30	0.2%	58	0.2%	88	0.2%
Environment	**0**	**0.0%**	**37**	**0.3%**	**91**	**0.3%**	**128**	**0.3%**
Road Defect	0	0.0%	22	0.2%	74	0.2%	96	0.2%
Traffic Control Not Functioning	0	0.0%	15	0.11%	17	0.05%	32	0.07%
Other[3]	**19**	**5.6%**	**989**	**7.3%**	**5,688**	**17.7%**	**6,696**	**14.6%**
None	7	2.1%	522	3.9%	2,068	6.4%	2,597	5.7%
Missing Data	5	1.5%	104	0.8%	2,044	6.4%	2,153	4.7%
Other - No Driver Error	7	2.1%	363	2.7%	1,576	4.9%	1,946	4.2%
Total Crashes	**341**	**100%**	**13,460**	**100%**	**32,105**	**100%**	**45,906**	**100%**

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

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

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

Crash Characteristics – Contributing Factors

Table 5: Severity of Injuries to People in Crashes by Top Contributing Factor, 2017

Top Contributing Factor[1]	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**349**	**91.8%**	**1,026**	**90.6%**	**4,085**	**89.2%**	**12,675**	**91.9%**	**81,381**	**85.0%**	**99,516**	**86.1%**
Driver Inattention	30	7.9%	146	12.9%	785	17.1%	3,050	22.1%	19,710	20.6%	23,721	20.5%
Failed to Yield Right of Way	15	3.9%	179	15.8%	770	16.8%	2,704	19.6%	14,384	15.0%	18,052	15.6%
Following Too Closely	1	0.3%	46	4.1%	228	5.0%	2,115	15.3%	13,532	14.1%	15,922	13.8%
Disregarded Traffic Signal	8	2.1%	81	7.1%	310	6.8%	1,107	8.0%	4,843	5.1%	6,349	5.5%
Excessive Speed	36	9.5%	109	9.6%	437	9.5%	660	4.8%	4,188	4.4%	5,430	4.7%
Alcohol/Drug Involved[2]	175	46.1%	192	16.9%	606	13.2%	786	5.7%	3,515	3.7%	5,274	4.6%
Made Improper Turn	2	0.5%	15	1.3%	78	1.7%	273	2.0%	2,882	3.0%	3,250	2.8%
Other Improper Driving	9	2.4%	44	3.9%	145	3.2%	347	2.5%	2,683	2.8%	3,228	2.8%
Improper Lane Change	0	0.0%	10	0.9%	27	0.6%	166	1.2%	2,802	2.9%	3,005	2.6%
Improper Backing	0	0.0%	2	0.2%	10	0.2%	61	0.4%	2,733	2.9%	2,806	2.4%
Speed Too Fast for Conditions	8	2.1%	33	2.9%	132	2.9%	343	2.5%	2,285	2.4%	2,801	2.4%
Avoid No Contact - Vehicle	2	0.5%	22	1.9%	93	2.0%	252	1.8%	1,944	2.0%	2,313	2.0%
Passed Stop Sign	5	1.3%	33	2.9%	139	3.0%	344	2.5%	1,779	1.9%	2,300	2.0%
Drove Left Of Center	33	8.7%	55	4.9%	126	2.8%	207	1.5%	1,454	1.5%	1,875	1.6%
Improper Overtaking	1	0.3%	4	0.4%	41	0.9%	90	0.7%	1,262	1.3%	1,398	1.2%
Avoid No Contact - Other	3	0.8%	16	1.4%	53	1.2%	66	0.5%	738	0.8%	876	0.8%
Pedestrian Error	20	5.3%	35	3.1%	89	1.9%	65	0.5%	348	0.4%	557	0.5%
Vehicle Skidded Before Brake	1	0.3%	3	0.3%	11	0.2%	31	0.2%	183	0.2%	229	0.2%
Driverless Moving Vehicle	0	0.0%	1	0.1%	5	0.1%	8	0.06%	116	0.1%	130	0.1%
Vehicle	**6**	**1.6%**	**22**	**1.9%**	**118**	**2.6%**	**251**	**1.8%**	**1,801**	**1.9%**	**2,198**	**1.9%**
Other Mechanical Defect	4	1.1%	7	0.6%	36	0.8%	91	0.7%	678	0.7%	816	0.7%
Inadequate Brakes	0	0.0%	4	0.4%	19	0.4%	98	0.7%	607	0.6%	728	0.6%
Defective Tires	2	0.5%	8	0.7%	43	0.9%	43	0.3%	387	0.4%	483	0.4%
Defective Steering	0	0.0%	3	0.3%	20	0.4%	19	0.1%	129	0.1%	171	0.1%
Environment	**0**	**0.0%**	**0**	**0.0%**	**18**	**0.4%**	**25**	**0.2%**	**191**	**0.2%**	**234**	**0.2%**
Road Defect	0	0.0%	0	0.0%	15	0.3%	10	0.1%	127	0.1%	152	0.1%
Traffic Control Not Functioning	0	0.0%	0	0.0%	3	0.1%	15	0.11%	64	0.07%	82	0.07%
Other[3]	**25**	**6.6%**	**85**	**7.5%**	**360**	**7.9%**	**839**	**6.1%**	**12,370**	**12.9%**	**13,679**	**11.8%**
None	7	1.8%	35	3.1%	163	3.6%	473	3.4%	4,635	4.8%	5,313	4.6%
Missing Data	5	1.3%	10	0.9%	39	0.9%	86	0.6%	4,568	4.8%	4,708	4.1%
Other - No Driver Error	13	3.4%	40	3.5%	158	3.4%	280	2.0%	3,167	3.3%	3,658	3.2%
Total People	**380**	**100%**	**1,133**	**100%**	**4,581**	**100%**	**13,790**	**100%**	**95,743**	**100%**	**115,627**	**100%**

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

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

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

Hit-and-Run

- Hit-and-run crashes accounted for 16.8 percent of all crashes, the highest percentage in five years. (Table 6)

Table 6: Hit-and-Run Crashes by Crash Severity, 2013 - 2017

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		
2013	10	0.18%	851	15.6%	4,588	84.2%	5,449	100%	39,208	**13.9%**
2014	19	0.35%	838	15.4%	4,602	84.3%	5,459	100%	40,690	**13.4%**
2015	15	0.24%	1,141	17.9%	5,210	81.8%	6,366	100%	45,308	**14.1%**
2016	24	0.32%	1,388	18.4%	6,116	81.2%	7,528	100%	45,071	**16.7%**
2017	22	0.29%	1,407	18.2%	6,281	81.5%	7,710	100%	45,906	**16.8%**

Table 7: Severity of Injuries to People in Hit-and-Run Crashes, 2013 - 2017

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		
2013	11	55	261	810	10,745	11,882	99,274	**12.0%**
2014	22	77	259	797	11,026	12,181	102,748	**11.9%**
2015	15	74	311	1,119	13,152	14,671	115,272	**12.7%**
2016	25	82	409	1,300	15,559	17,375	114,701	**15.1%**
2017	23	80	435	1,267	15,995	17,800	115,627	**15.4%**

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 72.1 percent of total crashes. (Table 8)
- Among fatal crashes, the most common crash classifications were "Other Vehicle" (37.2 percent) and "Pedestrian" (23.2 percent). (Table 8)
- Deer and elk account for 66.3 percent of all animal-involved crashes. (Table 12)

Table 8: Crashes by Crash Classification and Crash Severity, 2017

Crash Classification	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	127	37.2%	9,899	73.5%	23,083	71.9%	33,109	72.1%
Fixed Object	39	11.4%	1,018	7.6%	3,209	10.0%	4,266	9.3%
Parked Vehicle	5	1.5%	131	1.0%	1,801	5.6%	1,937	4.2%
Animal	4	1.2%	186	1.4%	1,659	5.2%	1,849	4.0%
Overturn	39	11.4%	753	5.6%	589	1.8%	1,381	3.0%
Other (Object)	1	0.3%	142	1.1%	824	2.6%	967	2.1%
Other (Non-Collision)	5	1.5%	220	1.6%	472	1.5%	697	1.5%
Pedestrian	79	23.2%	485	3.6%	35	0.1%	599	1.3%
Rollover	37	10.9%	236	1.8%	143	0.4%	416	0.9%
Pedalcyclist	2	0.6%	338	2.5%	38	0.1%	378	0.8%
Vehicle on Other Road	2	0.6%	48	0.4%	232	0.7%	282	0.6%
Railroad Train	1	0.29%	3	0.02%	3	0.01%	7	0.02%
Missing Data	0	0.00%	1	0.01%	17	0.05%	18	0.04%
Total Crashes	**341**	**100%**	**13,460**	**100%**	**32,105**	**100%**	**45,906**	**100%**

Crash Characteristics – Crash Classification

Table 9: People in Crashes by Crash Classification[6] and Severity of Injury, 2017

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	160	0.2%	663	0.7%	2,606	2.8%	11,924	12.7%	78,794	83.7%	94,147	100%
Fixed Object	39	0.7%	100	1.7%	538	9.2%	572	9.8%	4,608	78.7%	5,857	100%
Parked Vehicle	5	0.1%	9	0.2%	62	1.5%	77	1.9%	3,982	96.3%	4,135	100%
Animal	5	0.2%	10	0.3%	72	2.5%	148	5.1%	2,695	92.0%	2,930	100%
Overturn	40	1.9%	128	6.0%	499	23.4%	378	17.7%	1,085	50.9%	2,130	100%
Other (Object)	1	0.1%	15	0.9%	64	3.9%	93	5.7%	1,463	89.4%	1,636	100%
Pedestrian	80	5.6%	98	6.8%	217	15.1%	210	14.6%	830	57.8%	1,435	100%
Other (Non-Collision)	5	0.5%	23	2.1%	135	12.4%	86	7.9%	842	77.2%	1,091	100%
Pedalcyclist	2	0.2%	22	2.6%	189	21.9%	135	15.7%	514	59.6%	862	100%
Vehicle on Other Road	2	0.3%	4	0.6%	15	2.2%	58	8.5%	606	88.5%	685	100%
Rollover	40	6.1%	61	9.3%	182	27.7%	107	16.3%	267	40.6%	657	100%
Railroad Train	1	5.3%	0	0.0%	1	5.3%	2	10.5%	15	78.9%	19	100%
Missing Data	0	0.0%	0	0.0%	1	2.3%	0	0.0%	42	97.7%	43	100%
Total People	**380**	**0.3%**	**1,133**	**1.0%**	**4,581**	**4.0%**	**13,790**	**11.9%**	**95,743**	**82.8%**	**115,627**	**100%**

Table 10: Crashes by Crash Classification[6], 2013 - 2017

Crash Classification	Crashes					Percentage of Total Crashes by Year				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
Other Vehicle	26,309	27,171	31,061	31,457	33,109	67.1%	66.8%	68.6%	69.8%	72.1%
Fixed Object	3,950	3,954	4,585	4,596	4,266	10.1%	9.7%	10.1%	10.2%	9.3%
Parked Vehicle	2,240	2,265	2,044	1,865	1,937	5.7%	5.6%	4.5%	4.1%	4.2%
Animal	1,227	1,404	1,510	1,637	1,849	3.1%	3.5%	3.3%	3.6%	4.0%
Overturn/Rollover	1,990	1,948	883	1,269	1,381	5.1%	4.8%	1.9%	2.8%	3.0%
Other (Object)	818	886	890	686	967	2.1%	2.2%	2.0%	1.5%	2.1%
Other (Non-Collision)	606	541	569	717	697	1.5%	1.3%	1.3%	1.6%	1.5%
Pedestrian	506	557	606	589	599	1.3%	1.4%	1.3%	1.3%	1.3%
Rollover[1]	0	23	1,344	589	416	0.0%	0.1%	3.0%	1.3%	0.9%
Pedalcyclist	301	314	361	362	378	0.8%	0.8%	0.8%	0.8%	0.8%
Vehicle on Other Road	253	363	195	308	282	0.6%	0.9%	0.4%	0.7%	0.61%
Railroad Train	28	29	9	11	7	0.07%	0.07%	0.02%	0.02%	0.02%
Missing Data	980	1,235	1,251	985	18	2.50%	3.04%	2.76%	2.19%	0.04%
Total Crashes	**39,208**	**40,690**	**45,308**	**45,071**	**45,906**	**100%**	**100%**	**100%**	**100%**	**100%**

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

[6] 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[7] by Crash Severity, 2017

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	37	48.7%	382	38.6%	346	47.3%	765	42.6%
Left Side of Road	29	38.2%	289	29.2%	187	25.5%	505	28.1%
On the Road	8	10.5%	201	20.3%	90	12.3%	299	16.6%
Missing Data	2	2.6%	117	11.8%	109	14.9%	228	12.7%
Total Crashes	**76**	**100%**	**989**	**100%**	**732**	**100%**	**1,797**	**100%**

Table 12: Classification of Crashes Involving Animals[7] by Crash Severity, 2017

Animal Crash	Severity of Crashes						Total Crashes	
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Deer	1	25.0%	76	40.9%	911	54.9%	988	53.4%
Elk	0	0.0%	37	19.9%	200	12.1%	237	12.8%
Cow/Cattle	1	25.0%	26	14.0%	163	9.8%	190	10.3%
Dog	0	0.0%	12	6.5%	90	5.4%	102	5.5%
Horse	1	25.0%	11	5.9%	42	2.5%	54	2.9%
Coyote	0	0.0%	2	1.1%	40	2.4%	42	2.3%
Game Animal	0	0.0%	3	1.6%	24	1.4%	27	1.5%
Bear	0	0.0%	2	1.1%	23	1.4%	25	1.4%
Antelope	0	0.0%	1	0.5%	22	1.3%	23	1.2%
Other Animal	1	25.0%	1	0.5%	17	1.0%	19	1.0%
Pig	0	0.0%	0	0.0%	10	0.6%	10	0.5%
Domestic - Cattle, Horse, etc.	0	0.0%	2	1.1%	4	0.2%	6	0.3%
Sheep	0	0.0%	2	1.1%	2	0.1%	4	0.2%
Bird	0	0.0%	0	0.0%	4	0.2%	4	0.2%
Cougar	0	0.0%	0	0.0%	3	0.2%	3	0.2%
Cat	0	0.0%	0	0.0%	3	0.2%	3	0.2%
Porcupine	0	0.0%	1	0.5%	0	0.0%	1	0.1%
Goat	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Missing Data	0	0.0%	10	5.4%	100	6.0%	110	5.9%
Total Crashes	**4**	**100%**	**186**	**100%**	**1,659**	**100%**	**1,849**	**100%**

[7] 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 8 to 9 percent of all crashes each year. (Table 13)

Table 13: Crashes with Speeding as the Top Contributing Factor, 2013 - 2017

Year	Speeding Crashes[1]	Total Crashes	Percent of Total Crashes
2013	3,278	39,208	**8.4%**
2014	3,217	40,690	**7.9%**
2015	4,252	45,308	**9.4%**
2016	3,626	45,071	**8.0%**
2017	3,681	45,906	**8.0%**

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

Table 14: Crashes with Speeding as the Top Contributing Factor by Crash Severity, 2017

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	35	81.4%	823	70.3%	1,595	64.6%	2,453	66.6%
Speed Too Fast for Conditions	8	18.6%	347	29.7%	873	35.4%	1,228	33.4%
Total	**43**	**100%**	**1,170**	**100%**	**2,468**	**100%**	**3,681**	**100%**

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 is now at 6.1 percent, which is the 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 41.6 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, 2013 - 2017

Year	Speeding Drivers[1] in Crashes	Total Drivers in Crashes	Percent
2013	4,610	72,241	6.4%
2014	4,636	75,137	6.2%
2015	5,749	84,393	6.8%
2016	5,152	84,448	6.1%
2017	5,219	86,222	6.1%

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

Table 16: Speeding Drivers in Crashes by Age Group and Sex, 2017

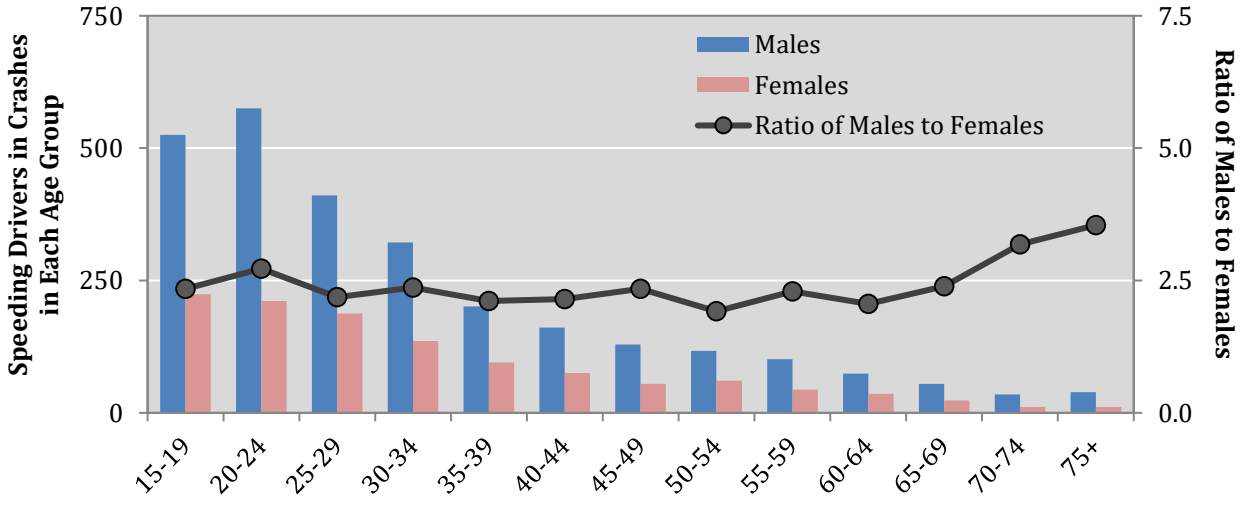
Age Group[1]	Speeding Drivers[2] in Crashes								Ratio of Males to Females
	Males		Females		Missing Data[3]		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	525	17.6%	224	17.4%	7	0.8%	756	14.6%	**2.3**
20-24	575	19.3%	211	16.4%	7	0.8%	793	15.3%	**2.7**
25-29	411	13.8%	188	14.6%	12	1.3%	611	11.8%	**2.2**
30-34	322	10.8%	136	10.6%	3	0.3%	461	8.9%	**2.4**
35-39	201	6.8%	95	7.4%	3	0.3%	299	5.8%	**2.1**
40-44	161	5.4%	75	5.8%	5	0.5%	241	4.6%	**2.1**
45-49	129	4.3%	55	4.3%	2	0.2%	186	3.6%	**2.3**
50-54	117	3.9%	61	4.7%	2	0.2%	180	3.5%	**1.9**
55-59	101	3.4%	44	3.4%	1	0.1%	146	2.8%	**2.3**
60-64	74	2.5%	36	2.8%	1	0.1%	111	2.1%	**2.1**
65-69	55	1.8%	23	1.8%	0	0.0%	78	1.5%	**2.4**
70-74	35	1.2%	11	0.9%	2	0.2%	48	0.9%	**3.2**
75+	39	1.3%	11	0.9%	0	0.0%	50	1.0%	**3.5**
Missing Data[3]	232	7.8%	115	8.9%	880	95.1%	1,227	23.7%	**2.0**
Total	**2,977**	**100%**	**1,285**	**100%**	**925**	**100%**	**5,187**	**100%**	**2.3**

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

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

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

Figure 6: Speeding Drivers in Crashes by Age Group and Sex, 2017



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 and Sundays are disproportionately represented among fatal crashes. Saturdays are 12.5 percent of all crashes but 17.3 percent of fatal crashes. Sundays are 9.5 percent of all crashes but 13.8 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 was highest on Saturdays. (Table 18)
- The peak of alcohol-involved crashes was from 6 p.m. to 11 p.m., but there is a dramatic increase by 5 p.m. that is sustained at high levels to 2 a.m. (Figure 8)
- No matter the day of the week, the highest number of crashes occurred between noon and 6 p.m. (Table 19)
- In 2017, 44.8 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 7 a.m. to 9 a.m. was the lowest of the past five years. (Table 23)

Table 17: Crashes by Day of the Week and Crash Severity, 2017

Day of the Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Sunday	47	13.8%	1,327	9.9%	2,978	9.3%	4,352	9.5%
Monday	46	13.5%	1,921	14.3%	4,439	13.8%	6,406	14.0%
Tuesday	40	11.7%	2,072	15.4%	5,046	15.7%	7,158	15.6%
Wednesday	48	14.1%	2,091	15.5%	5,096	15.9%	7,235	15.8%
Thursday	38	11.1%	2,029	15.1%	4,930	15.4%	6,997	15.2%
Friday	63	18.5%	2,306	17.1%	5,637	17.6%	8,006	17.4%
Saturday	59	17.3%	1,714	12.7%	3,979	12.4%	5,752	12.5%
Total Crashes	**341**	**100%**	**13,460**	**100%**	**32,105**	**100%**	**45,906**	**100%**

Table 18: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2017

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	29	22.1%	156	17.2%	161	15.9%	346	16.9%
Monday	15	11.5%	85	9.4%	100	9.9%	200	9.8%
Tuesday	16	12.2%	116	12.8%	94	9.3%	226	11.0%
Wednesday	14	10.7%	103	11.4%	135	13.3%	252	12.3%
Thursday	9	6.9%	118	13.0%	127	12.5%	254	12.4%
Friday	19	14.5%	135	14.9%	184	18.2%	338	16.5%
Saturday	29	22.1%	193	21.3%	212	20.9%	434	21.2%
Total Crashes	**131**	**100%**	**906**	**100%**	**1,013**	**100%**	**2,050**	**100%**

Figure 7: Crashes by Hour of the Day, 2017

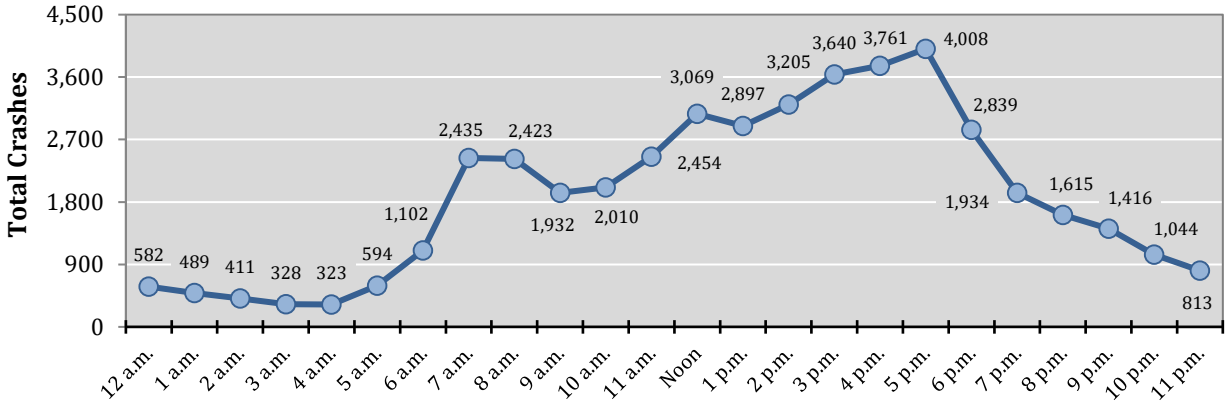
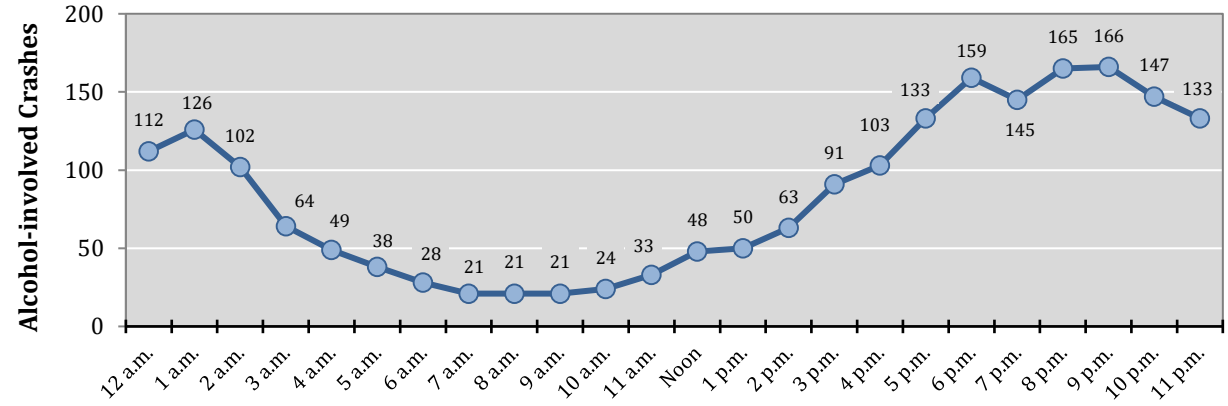


Figure 8: Alcohol-involved Crashes by Hour of the Day, 2017



Crash Characteristics – Hour and Day

Table 19: Crashes by Hour and Day of Week, 2017

Hour[1]	Crashes[2]							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	147	55	62	69	69	70	110	582
1 a.m.	121	54	41	45	48	73	107	489
2 a.m.	91	36	44	53	36	53	98	411
3 a.m.	67	32	29	33	32	57	78	328
4 a.m.	71	37	29	38	30	52	66	323
5 a.m.	68	79	87	84	88	109	79	594
6 a.m.	65	169	189	199	170	200	110	1,102
7 a.m.	100	385	507	472	462	376	133	2,435
8 a.m.	127	412	453	436	397	386	212	2,423
9 a.m.	148	291	326	325	306	315	221	1,932
10 a.m.	202	283	277	318	276	372	282	2,010
11 a.m.	236	377	381	371	354	398	337	2,454
Noon	289	407	419	481	457	576	440	3,069
1 p.m.	247	390	452	484	423	511	390	2,897
2 p.m.	277	451	497	491	464	599	426	3,205
3 p.m.	309	494	577	550	574	732	404	3,640
4 p.m.	293	540	641	590	632	664	401	3,761
5 p.m.	283	589	707	711	690	668	360	4,008
6 p.m.	281	428	425	474	427	440	364	2,839
7 p.m.	266	238	271	272	286	338	263	1,934
8 p.m.	219	191	248	232	230	265	230	1,615
9 p.m.	180	193	188	171	219	245	220	1,416
10 p.m.	121	113	132	144	137	211	186	1,044
11 p.m.	94	75	81	106	107	186	164	813
Missing Data	50	87	95	86	83	110	71	582
Total Crashes	**4,352**	**6,406**	**7,158**	**7,235**	**6,997**	**8,006**	**5,752**	**45,906**

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

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

Table 20: Crashes by Hour and Crash Severity, 2017

Hour[1]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	31	9.1%	408	3.0%	1,043	3.2%	1,482	3.2%
3 - 6 a.m.	21	6.2%	314	2.3%	910	2.8%	1,245	2.7%
6 - 9 a.m.	31	9.1%	1,628	12.1%	4,301	13.4%	5,960	13.0%
9 a.m. - Noon	28	8.2%	1,884	14.0%	4,484	14.0%	6,396	13.9%
12 - 3 p.m.	44	12.9%	2,730	20.3%	6,397	19.9%	9,171	20.0%
3 - 6 p.m.	66	19.4%	3,482	25.9%	7,861	24.5%	11,409	24.9%
6 - 9 p.m.	71	20.8%	2,020	15.0%	4,297	13.4%	6,388	13.9%
9 p.m. -12 a.m.	49	14.4%	985	7.3%	2,239	7.0%	3,273	7.1%
Missing Data	0	0.0%	9	0.1%	573	1.8%	582	1.3%
Total Crashes	**341**	**100%**	**13,460**	**100%**	**32,105**	**100%**	**45,906**	**100%**

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

Crash Characteristics – Hour and Day

Table 21: Alcohol-involved Crashes by Hour and Day of Week, 2017

Hour[1]	Alcohol-involved Crashes[2]							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	30	10	10	9	12	9	32	112
1 a.m.	28	11	10	16	10	18	33	126
2 a.m.	31	5	5	12	11	14	24	102
3 a.m.	16	3	5	5	5	8	22	64
4 a.m.	18	3	1	4	1	8	14	49
5 a.m.	13	0	2	3	2	6	12	38
6 a.m.	8	1	0	4	3	4	8	28
7 a.m.	4	2	0	5	2	4	4	21
8 a.m.	4	1	3	2	2	3	6	21
9 a.m.	3	3	2	3	2	5	3	21
10 a.m.	5	4	2	1	3	3	6	24
11 a.m.	3	3	7	5	6	2	7	33
Noon	3	8	6	3	10	8	10	48
1 p.m.	4	6	6	11	7	6	10	50
2 p.m.	6	4	9	14	10	8	12	63
3 p.m.	18	9	15	7	10	15	17	91
4 p.m.	14	12	10	15	14	18	20	103
5 p.m.	18	18	19	22	15	24	17	133
6 p.m.	12	27	22	22	15	27	34	159
7 p.m.	21	20	13	20	22	23	26	145
8 p.m.	25	11	29	26	26	25	23	165
9 p.m.	26	15	20	12	35	30	28	166
10 p.m.	17	11	19	18	16	39	27	147
11 p.m.	16	13	10	11	15	30	38	133
Missing Data	3	0	1	2	0	1	1	8
Total	**346**	**200**	**226**	**252**	**254**	**338**	**434**	**2,050**

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

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

Table 22: Alcohol-involved Crashes by Hour and Crash Severity, 2017

Hour[1]	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	20	15.3%	140	15.5%	180	17.8%	340	16.6%
3 - 6 a.m.	6	4.6%	70	7.7%	75	7.4%	151	7.4%
6 - 9 a.m.	3	2.3%	34	3.8%	33	3.3%	70	3.4%
9 a.m. - Noon	1	0.8%	37	4.1%	40	3.9%	78	3.8%
12 - 3 p.m.	10	7.6%	69	7.6%	82	8.1%	161	7.9%
3 - 6 p.m.	19	14.5%	153	16.9%	155	15.3%	327	16.0%
6 - 9 p.m.	42	32.1%	215	23.7%	212	20.9%	469	22.9%
9 p.m. -12 a.m.	30	22.9%	186	20.5%	230	22.7%	446	21.8%
Missing Data	0	0.0%	2	0.2%	6	0.6%	8	0.4%
Total	**131**	**100%**	**906**	**100%**	**1,013**	**100%**	**2,050**	**100%**

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

Crash Characteristics – Hour and Day

Table 23: Alcohol-involved Crashes by Hour, 2013 - 2017

Hour[1]	Alcohol-involved Crashes[2]				
	2013	2014	2015	2016	2017
Midnight	101	118	114	110	112
1 a.m.	114	97	91	118	126
2 a.m.	112	112	113	109	102
3 a.m.	68	56	68	72	64
4 a.m.	52	34	52	40	49
5 a.m.	37	26	44	50	38
6 a.m.	37	26	28	31	28
7 a.m.	35	35	37	30	21
8 a.m.	25	29	24	20	21
9 a.m.	20	29	27	15	21
10 a.m.	24	32	30	30	24
11 a.m.	46	49	33	30	33
Noon	44	37	49	48	48
1 p.m.	60	56	52	49	50
2 p.m.	63	76	69	64	63
3 p.m.	81	81	92	101	91
4 p.m.	92	106	115	100	103
5 p.m.	126	135	144	133	133
6 p.m.	138	157	144	143	159
7 p.m.	143	134	142	136	145
8 p.m.	145	139	183	170	165
9 p.m.	135	165	144	163	166
10 p.m.	113	143	164	153	147
11 p.m.	114	143	153	142	133
Missing Data	12	26	22	16	8
Total	**1,937**	**2,041**	**2,134**	**2,073**	**2,050**

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

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

Holidays

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

Compared with other holiday periods in 2017 …

- The Halloween period had the highest rate of crashes per day. (Table 24)
- The Easter holiday period had the highest rate of fatalities and alcohol-involved fatalities. St. Patrick's Day and Easter had the highest rate of alcohol-involved crashes per day. (Table 24)

Table 24: Holiday Crashes and Fatalities, 2017[8]

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	3.5	Fri, 12-30-16	Tue, 01-03-17	121	**34.6**	9	**2.6**	1	**0.3**	0	**0.0**
MLK Day	3.5	Fri, 01-13-17	Tue, 01-17-17	310	**88.6**	22	**6.3**	10	**2.9**	4	**1.1**
Super Bowl	1.0	Sun, 02-05-17	Mon, 02-06-17	73	**73.0**	6	**6.0**	2	**2.0**	1	**1.0**
Presidents' Day	3.5	Fri, 02-17-17	Tue, 02-21-17	285	**81.4**	21	**6.0**	4	**1.1**	3	**0.9**
St. Patrick's Day	1.0	Fri, 03-17-17	Sat, 03-18-17	145	**145.0**	8	**8.0**	1	**1.0**	0	**0.0**
Easter	2.5	Fri, 04-14-17	Mon, 04-17-17	246	**98.4**	20	**8.0**	8	**3.2**	5	**2.0**
Memorial Day	3.5	Fri, 05-26-17	Tue, 05-30-17	276	**78.9**	25	**7.1**	2	**0.6**	1	**0.3**
4th of July	4.5	Fri, 06-30-17	Wed, 07-05-17	468	**104.0**	32	**7.1**	4	**0.9**	0	**0.0**
Labor Day	3.5	Fri, 09-01-17	Tue, 09-05-17	320	**91.4**	23	**6.6**	5	**1.4**	2	**0.6**
Balloon Fiesta	9.5	Fri, 10-06-17	Mon, 10-16-17	828	**87.2**	49	**5.2**	6	**0.6**	2	**0.2**
Columbus Day	3.5	Fri, 10-06-17	Tue, 10-10-17	395	**112.9**	22	**6.3**	3	**0.9**	3	**0.9**
Halloween	1.0	Tue, 10-31-17	Wed, 11-01-17	169	**169.0**	6	**6.0**	2	**2.0**	1	**1.0**
Veterans' Day	3.5	Thu, 11-09-17	Mon, 11-13-17	354	**101.1**	20	**5.7**	3	**0.9**	3	**0.9**
Thanksgiving	4.5	Wed, 11-22-17	Mon, 11-27-17	375	**83.3**	28	**6.2**	3	**0.7**	0	**0.0**
Christmas	3.5	Fri, 12-22-17	Tue, 12-26-17	280	**80.0**	19	**5.4**	6	**1.7**	3	**0.9**

[8] 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.

Light

- Crashes in dark, not lighted, conditions represent a disproportionate share of fatal crashes. The dark, not lighted, condition accounted for 10.8 percent of crashes but 28.7 percent of fatal crashes. (Table 25)

Table 25: Crashes by Crash Severity and Light Condition, 2017

Light Condition	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	162	47.5%	9,691	72.0%	21,969	68.4%	31,822	69.3%
Dark-Lighted	57	16.7%	1,801	13.4%	3,705	11.5%	5,563	12.1%
Dark-Not Lighted	98	28.7%	1,272	9.5%	3,573	11.1%	4,943	10.8%
Dusk	14	4.1%	437	3.2%	888	2.8%	1,339	2.9%
Dawn	7	2.1%	178	1.3%	526	1.6%	711	1.5%
Other/Not Stated	2	0.6%	27	0.2%	139	0.4%	168	0.4%
Missing Data	1	0.3%	54	0.4%	1,305	4.1%	1,360	3.0%
Total Crashes	**341**	**100%**	**13,460**	**100%**	**32,105**	**100%**	**45,906**	**100%**

Table 26: Severity of Injuries to People in Crashes by Light Condition, 2017

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	182	47.9%	727	64.2%	3,089	67.4%	10,197	73.9%	69,286	72.4%	83,481	72.2%
Dark-Lighted	60	15.8%	155	13.7%	609	13.3%	1,873	13.6%	11,368	11.9%	14,065	12.2%
Dark-Not Lighted	107	28.2%	179	15.8%	653	14.3%	1,022	7.4%	7,957	8.3%	9,918	8.6%
Dusk	20	5.3%	56	4.9%	152	3.3%	441	3.2%	2,765	2.9%	3,434	3.0%
Dawn	8	2.1%	14	1.2%	59	1.3%	174	1.3%	1,135	1.2%	1,390	1.2%
Other/Not Stated	2	0.5%	0	0.0%	5	0.1%	31	0.2%	282	0.3%	320	0.3%
Missing Data	1	0.3%	2	0.2%	14	0.3%	52	0.4%	2,950	3.1%	3,019	2.6%
Total People	**380**	**100%**	**1,133**	**100.0%**	**4,581**	**100%**	**13,790**	**100%**	**95,743**	**100%**	**115,627**	**100%**

Weather

Table 27: Crashes and Crash Fatalities by Weather Condition, 2017

Weather	Crashes		Fatalities	
	Count	Percent	Count	Percent
Clear	41,640	90.7%	347	91.3%
Inclement	2,859	6.2%	30	7.9%
Raining	1,772	3.9%	14	3.7%
Snowing	432	0.9%	1	0.3%
Wind	260	0.6%	4	1.1%
Other	231	0.5%	0	0.0%
Sleet or Hail	79	0.2%	0	0.0%
Fog	62	0.1%	0	0.0%
Dust	23	0.1%	11	2.9%
Missing Data	1,407	3.1%	3	0.8%
Total	**45,906**	**100%**	**380**	**100%**

Table 28: Crashes by Weather Condition, 2013 - 2017

Weather	Crashes									
	2013		2014		2015		2016		2017	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Clear	33,500	85.4%	35,092	86.2%	38,919	85.9%	40,800	90.5%	41,640	90.7%
Inclement	3,215	8.2%	2,758	6.8%	4,847	10.7%	3,035	6.7%	2,859	6.2%
Raining	1,454	3.7%	1,458	3.6%	2,200	4.9%	1,683	3.7%	1,772	3.9%
Snowing	942	2.4%	596	1.5%	1,779	3.9%	723	1.6%	432	0.9%
Wind	383	1.0%	333	0.8%	219	0.5%	256	0.6%	260	0.6%
Other	229	0.6%	155	0.4%	322	0.7%	221	0.5%	231	0.5%
Sleet or Hail	93	0.2%	95	0.2%	162	0.4%	75	0.2%	79	0.2%
Fog	67	0.2%	100	0.2%	159	0.4%	71	0.2%	62	0.1%
Dust	47	0.1%	21	0.1%	6	0.0%	6	0.0%	23	0.1%
Missing Data	2,493	6.4%	2,840	7.0%	1,542	3.4%	1,236	2.7%	1,407	3.1%
Total Crashes	**39,208**	**100%**	**40,690**	**100%**	**45,308**	**100%**	**45,071**	**100%**	**45,906**	**100%**

Hazardous Material

- Over the past five years, crashes involving hazardous materials made up less than 0.3 percent of all crashes. (Table 29)
- Four out of 84 vehicles containing hazardous materials in crashes had a spill, and hazardous material type data was missing for 26 vehicles. (Table 30)

Table 29: Hazardous Material Crashes, 2013 - 2017

Year	Hazardous Material Crashes	Total Crashes	Percent Hazardous Crashes
2013	85	39,208	**0.22%**
2014	65	40,690	**0.16%**
2015	83	45,308	**0.18%**
2016	74	45,071	**0.16%**
2017	81	45,906	**0.18%**

Table 30: Vehicles with Hazardous Materials in Crashes by Hazardous Material Type, 2017

Hazardous Material Type	Vehicles with Hazardous Materials in Crashes			
	No Spill	Spill	Missing Data	Total
Flammable Liquid	31	3	0	34
Flammable Gas	8	0	0	8
Non-Flammable Gas	7	0	0	7
Corrosives	4	0	0	4
Combustible Liquid	1	1	0	2
Oxidizer	1	0	0	1
Explosives	1	0	0	1
Radioactive	1	0	0	1
Missing Data	25	0	1	26
Total	**79**	**4**	**1**	**84**

Vehicles

Vehicle Type

- The vehicles most often in crashes were passenger vehicles (54.2 percent), pickup trucks (17.8 percent) and van/SUV/4WD (4-wheel drive) vehicles (17.2 percent). (Table 31)
- Three vehicle types (heavy trucks, motorcycles, and pedestrians) are disproportionately represented in fatal crashes. Heavy trucks were 3.2 percent of all vehicle types in crashes and 12.4 percent of vehicle types in fatal crashes. Motorcycles were 1.4 percent of all vehicle types in crashes and 9.1 percent of vehicles in fatal crashes. Pedestrians were 0.7 percent of all vehicles in crashes and 12.9 percent of vehicle types in fatal crashes. (Table 31)
- 77.8 percent of all people on motorcycles in crashes were either injured or killed. (Table 32)
- 92.9 percent of all pedestrians in crashes were either injured or killed. (Table 32)
- 89.1 percent of all pedalcyclists in crashes were either injured or killed. (Table 32)

Table 31: Vehicles in Crashes by Vehicle Type and Crash Severity, 2017

Vehicle Type[1]	Vehicles in Fatal Crashes		Vehicles in Injury Crashes		Vehicles in Property Damage Only Crashes		Total Vehicles in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	170	27.0%	14,854	56.2%	31,743	53.7%	46,767	54.2%
Pickup (Light Truck)	129	20.5%	4,357	16.5%	10,847	18.3%	15,333	17.8%
Van/SUV/4WD	102	16.2%	4,407	16.7%	10,315	17.4%	14,824	17.2%
Semi (Heavy Truck)	78	12.4%	666	2.5%	1,994	3.4%	2,738	3.2%
Motorcycle	57	9.1%	902	3.4%	220	0.4%	1,179	1.4%
Bus	1	0.2%	62	0.2%	283	0.5%	346	0.4%
Other	4	0.6%	52	0.2%	152	0.3%	208	0.2%
Pedestrian	81	12.9%	502	1.9%	37	0.1%	620	0.7%
Pedalcyclist	2	0.3%	345	1.3%	38	0.1%	385	0.4%
Missing Data	5	0.8%	293	1.1%	3,524	6.0%	3,822	4.4%
Total Vehicles	**629**	**100%**	**26,440**	**100%**	**59,153**	**100%**	**86,222**	**100%**

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

Vehicles – Vehicle Type

Table 32: Severity of Injuries to People in Crashes by Vehicle Type, 2017

Vehicle Type[1]	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	88	0.1%	485	0.8%	2,281	3.6%	8,617	13.6%	51,886	81.9%	63,357	100%
Van/SUV/4WD	72	0.3%	184	0.8%	636	2.9%	2,500	11.5%	18,434	84.5%	21,826	100%
Pickup (Light Truck)	70	0.4%	142	0.7%	584	2.9%	1,897	9.5%	17,253	86.5%	19,946	100%
Semi (Heavy Truck)	11	0.3%	22	0.7%	96	3.0%	144	4.5%	2,919	91.4%	3,192	100%
Motorcycle	57	4.4%	175	13.6%	564	43.7%	208	16.1%	286	22.2%	1,290	100%
Bus	0	0.0%	2	0.3%	1	0.1%	38	5.5%	646	94.0%	687	100%
Pedestrian	79	12.7%	95	15.3%	209	33.7%	193	31.1%	44	7.1%	620	100%
Pedalcyclist	2	0.5%	21	5.5%	186	48.3%	134	34.8%	42	10.9%	385	100%
Other	1	0.3%	3	1.0%	10	3.3%	19	6.4%	266	89.0%	299	100%
Missing Data	0	0.0%	4	0.1%	14	0.3%	40	1.0%	3,967	98.6%	4,025	100%
Total People	**380**	**0.3%**	**1,133**	**1.0%**	**4,581**	**4.0%**	**13,790**	**11.9%**	**95,743**	**82.8%**	**115,627**	**100%**

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

Table 33: Crashes by Number of Vehicles Involved and Crash Severity, 2017

Number of Vehicles Involved[1]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	122	35.8%	2,455	18.2%	6,792	21.2%	9,369	20.4%
2	188	55.1%	9,417	70.0%	23,853	74.3%	33,458	72.9%
3	24	7.0%	1,281	9.5%	1,236	3.8%	2,541	5.5%
4+	7	2.1%	307	2.3%	224	0.7%	538	1.2%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Crashes	**341**	**100%**	**13,460**	**100%**	**32,105**	**100%**	**45,906**	**100%**

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

Vehicle Actions

- The most common vehicle action in a crash was going straight (52.7 percent). (Table 34)
- Over twice as many vehicle actions in a crash occurred during a left turn (9,486 vehicle actions), compared with during a right turn (4,446 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, 2017

Vehicle Actions[1]	Vehicle Actions in Fatal Crashes		Vehicle Actions in Injury Crashes		Vehicle Actions in Prop. Damage Only Crashes		Total Vehicle Actions in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Going Straight	458	68.8%	17,109	59.8%	32,624	49.4%	50,191	52.7%
Left Turn	42	6.3%	3,321	11.6%	6,123	9.3%	9,486	10.0%
Stopped - Traffic	6	0.9%	1,888	6.6%	3,867	5.9%	5,761	6.0%
Stopped - Signal	13	2.0%	1,655	5.8%	3,662	5.5%	5,330	5.6%
Right Turn	11	1.7%	1,023	3.6%	3,412	5.2%	4,446	4.7%
Parked	11	1.7%	354	1.2%	2,694	4.1%	3,059	3.2%
Slowing	8	1.2%	977	3.4%	1,842	2.8%	2,827	3.0%
Backing	2	0.3%	142	0.5%	1,782	2.7%	1,926	2.0%
Other	38	5.7%	591	2.1%	1,756	2.7%	2,385	2.5%
Overtaking-Passing	17	2.6%	259	0.9%	1,025	1.6%	1,301	1.4%
Start In Traffic	1	0.2%	198	0.7%	603	0.9%	802	0.8%
Start From Park	2	0.3%	86	0.3%	358	0.5%	446	0.5%
U-Turn	2	0.3%	126	0.4%	335	0.5%	463	0.5%
Missing Data	55	8.3%	900	3.1%	5,949	9.0%	6,904	7.2%
Total Vehicle Actions	**666**	**100%**	**28,629**	**100%**	**66,032**	**100%**	**95,327**	**100%**

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

Motorcycles

- Motorcycles were involved in 2.5 percent of all crashes and 16.4 percent of all fatal crashes. (Table 35)
- The number of motorcyclist fatalities in crashes rose to 57, the highest level in the past five years. (Table 36)
- The percentage of all motorcyclists in crashes who were killed was 4.4 percent, whereas the percentage of all people in crashes who were killed was 0.3 percent. (Table 36, Table 2)
- 3.9 percent of helmeted motorcyclists (drivers and passengers) in crashes were killed, compared with 9.1 percent of unhelmeted motorcyclists. (Table 37)
- Of motorcyclists (drivers and passengers) in crashes, 32.3 percent were reported on the UCR form as not wearing a helmet. However, helmet use data were missing for 30.2 percent of motorcyclists in crashes. (Table 38)
- Among motorcycle vehicles in fatal crashes, Alcohol/Drug Involvement was the most prevalent top contributing factor, with 47.4 percent. (Table 39)
- Among the last five years, 2017 had the highest number of motorcycles in crashes per 1,000 registered motorcycles. The motorcycle crash rate per 1,000 licensed motorcycle drivers steadily decreased over the past three years but rose to 9.8 in 2017. (Table 40)
- The number of male motorcyclists in crashes was 6.4 times that of female motorcyclists in crashes. (Table 41)

Table 35: Crashes by Motorcycle Involvement and Crash Severity, 2017

Motorcycle Involvement	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Involved	56	16.4%	875	6.5%	213	0.7%	1,144	2.5%
Not Involved	285	83.6%	12,585	93.5%	31,892	99.3%	44,762	97.5%
Total Crashes	**341**	**100%**	**13,460**	**100%**	**32,105**	**100%**	**45,906**	**100%**

Table 36: Severity of Injuries to Motorcyclists[9] in Crashes, 2013 - 2017

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
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%	343	25.9%	1,323	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%
2017	57	4.4%	175	13.6%	564	43.7%	208	16.1%	286	22.2%	1,290	100%

Table 37: Motorcyclist (Driver & Passenger) Helmet Use by Severity of Injury, 2017

Severity of Injury	Injury Class	Helmet Worn?						Total Motorcyclists	
		No		Yes		Missing Data			
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Fatalities	K	38	9.1%	19	3.9%	0	0.0%	57	4%
Suspected Serious Injuries	A	78	18.7%	63	13.0%	34	8.7%	175	14%
Suspected Minor Injuries	B	211	50.6%	207	42.8%	146	37.5%	564	44%
Possible Injuries	C	50	12.0%	98	20.2%	60	15.4%	208	16%
No Apparent Injuries	O	40	9.6%	97	20.0%	149	38.3%	286	22%
Total Motorcyclists		**417**	**100%**	**484**	**100%**	**389**	**100%**	**1,290**	**100%**

Table 38: Motorcyclist (Driver & Passenger) Helmet Use, 2013 - 2017

Year	Helmet Worn?						Total Motorcyclists in Crashes
	No		Yes		Missing Data		
	Count	Percent	Count	Percent	Count	Percent	
2013	422	32.1%	544	41.4%	348	26.5%	**1,314**
2014	354	26.8%	390	29.5%	579	43.8%	**1,323**
2015	314	24.1%	375	28.7%	616	47.2%	**1,305**
2016	344	26.9%	453	35.4%	482	37.7%	**1,279**
2017	417	32.3%	484	37.5%	389	30.2%	**1,290**

[9] See Page 119 for severity of injuries to motorcyclists in crashes by county.

Vehicles – Motorcycles

Table 39: Top Contributing Factor of Motorcycles in Crashes, 2017

Top Contributing Factor of Motorcycle Vehicles[1] in Crashes	Motorcycle Vehicles in Fatal Crashes		Motorcycle Vehicles in Injury Crashes		Motorcycle Vehicles in Property Damage Only Crashes		Total Motorcycle Vehicles in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**43**	**75.4%**	**528**	**58.5%**	**106**	**48.2%**	**677**	**57.4%**
Excessive Speed	6	10.5%	116	12.9%	11	5.0%	133	11.3%
Driver Inattention	4	7.0%	92	10.2%	26	11.8%	122	10.3%
Alcohol/Drug Involved[2]	27	47.4%	56	6.2%	9	4.1%	92	7.8%
Avoid No Contact - Vehicle	0	0.0%	54	6.0%	10	4.5%	64	5.4%
Other Improper Driving	2	3.5%	54	6.0%	7	3.2%	63	5.3%
Following Too Closely	0	0.0%	33	3.7%	16	7.3%	49	4.2%
Speed Too Fast for Conditions	1	1.8%	34	3.8%	5	2.3%	40	3.4%
Failed to Yield Right of Way	2	3.5%	15	1.7%	8	3.6%	25	2.1%
Avoid No Contact - Other	0	0.0%	15	1.7%	2	0.9%	17	1.4%
Disregarded Traffic Signal	0	0.0%	13	1.4%	3	1.4%	16	1.4%
Improper Overtaking	0	0.0%	13	1.4%	1	0.5%	14	1.2%
Made Improper Turn	0	0.0%	10	1.1%	2	0.9%	12	1.0%
Vehicle Skidded Before Brake	1	1.8%	8	0.9%	2	0.9%	11	0.9%
Passed Stop Sign	0	0.0%	7	0.8%	1	0.5%	8	0.7%
Drove Left Of Center	0	0.0%	6	0.7%	1	0.5%	7	0.6%
Improper Lane Change	0	0.0%	1	0.1%	1	0.5%	2	0.2%
Driverless Moving Vehicle	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Improper Backing	0	0.0%	0	0.0%	1	0.5%	1	0.1%
Vehicle	**0**	**0.0%**	**22**	**2.4%**	**2**	**0.9%**	**24**	**2.0%**
Other Mechanical Defect	0	0.0%	9	1.0%	2	0.9%	11	0.9%
Defective Tires	0	0.0%	5	0.6%	0	0.0%	5	0.4%
Defective Steering	0	0.0%	5	0.6%	0	0.0%	5	0.4%
Inadequate Brakes	0	0.0%	3	0.3%	0	0.0%	3	0.3%
Environment	**0**	**0.0%**	**18**	**2.0%**	**3**	**1.4%**	**21**	**1.8%**
Road Defect	0	0.0%	15	1.7%	3	1.4%	18	1.5%
Traffic Control Not Functioning	0	0.0%	3	0.3%	0	0.0%	3	0.3%
Other[3]	**14**	**24.6%**	**333**	**36.9%**	**109**	**49.5%**	**456**	**38.7%**
None	9	15.8%	234	25.9%	78	35.5%	321	27.2%
Other - No Driver Error	3	5.3%	84	9.3%	20	9.1%	107	9.1%
Missing Data	2	3.5%	15	1.7%	11	5.0%	28	2.4%
Total Crashes	**57**	**100%**	**902**	**100%**	**220**	**100%**	**1,179**	**100%**

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

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

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

Table 40: Rates of Motorcycle Involvement in Crashes, 2013 - 2017

Year	Total Motorcycles[1] in Crashes	New Mexico Registered Motorcycle Vehicles	New Mexico Licensed Motorcycle Drivers	Rate (Motorcycles in Crashes per 1,000 Registered Motorcycles)	Rate (Motorcycle Drivers in Crashes per 1,000 Licensed Motorcycle Drivers)
2013	1,163	65,321	114,136	17.8	10.2
2014	1,168	64,598	116,291	18.1	10.0
2015	1,155	63,248	117,944	18.3	9.8
2016	1,146	61,877	121,408	18.5	9.4
2017	1,179	57,718	120,120	20.4	9.8

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

Table 41: Motorcyclists in Crashes by Age Group and Sex, 2017

Age Group	Motorcyclists (Drivers and Passengers) in Crashes								Ratio[1] of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	1	0.6%	0	0.0%	1	0.1%	-
5-9	1	0.1%	3	1.8%	0	0.0%	4	0.3%	**0.3**
10-14	19	1.7%	10	5.8%	0	0.0%	29	2.2%	**1.9**
15-19	101	9.2%	20	11.7%	0	0.0%	121	9.4%	**5.1**
20-24	156	14.2%	14	8.2%	0	0.0%	170	13.2%	**11.1**
25-29	117	10.7%	9	5.3%	0	0.0%	126	9.8%	**13.0**
30-34	104	9.5%	20	11.7%	0	0.0%	124	9.6%	**5.2**
35-39	85	7.7%	14	8.2%	0	0.0%	99	7.7%	**6.1**
40-44	90	8.2%	19	11.1%	0	0.0%	109	8.4%	**4.7**
45-49	76	6.9%	16	9.4%	0	0.0%	92	7.1%	**4.8**
50-54	96	8.8%	13	7.6%	0	0.0%	109	8.4%	**7.4**
55-59	98	8.9%	18	10.5%	0	0.0%	116	9.0%	**5.4**
60-64	59	5.4%	6	3.5%	0	0.0%	65	5.0%	**9.8**
65-69	49	4.5%	5	2.9%	0	0.0%	54	4.2%	**9.8**
70-74	22	2.0%	2	1.2%	0	0.0%	24	1.9%	**11.0**
75+	12	1.1%	0	0.0%	0	0.0%	12	0.9%	-
Missing Data	12	1.1%	1	0.6%	22	100.0%	35	2.7%	**12.0**
Total	**1,097**	**100%**	**171**	**100%**	**22**	**100%**	**1,290**	**100%**	**6.4**

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

Heavy Trucks

- Heavy trucks were involved in 5.5 percent of all crashes but 18.7 percent of all fatalities in 2017. (Table 42)
- Crashes involving heavy trucks rose to 2,516, their highest level in the past five years. (Table 42)

Table 42: Crashes and Fatalities by Heavy Truck (Semi) Involvement, 2013 - 2017

Year	Heavy Truck-involved Crashes		Heavy Truck-involved Fatalities		Total Crashes	Total Fatalities
	Crashes	Percent of Total Crashes	Fatalities	Percent of Total Fatalities		
2013	1,877	**4.8%**	47	**15.1%**	39,208	311
2014	2,243	**5.5%**	73	**18.9%**	40,690	386
2015	2,281	**5.0%**	43	**14.4%**	45,308	298
2016	2,326	**5.2%**	42	**10.4%**	45,071	405
2017	2,516	**5.5%**	71	**18.7%**	45,906	380

Table 43: People in Heavy Truck-involved Crashes by Severity of Injury, 2017

People in Heavy Truck-involved Crashes		
Severity of Injury	**Count**	**Percent**
Fatalities	71	1.2%
Suspected Serious Injuries	84	1.4%
Suspected Minor Injuries	290	4.8%
Possible Injuries	489	8.1%
No Apparent Injuries	5,099	84.5%
Total People	**6,033**	**100%**

Pedestrians

- Pedestrian fatalities rose to 79, their highest level in the past five years. (Table 44).
- Pedestrian-involved crashes represented 1.3 percent of all crashes, pedestrian-involved fatal crashes represented 23.2 percent of all fatal crashes, and pedestrian fatalities represented 20.8 percent of all fatalities. (Table 44)
- The number of pedestrians in crashes has been high for the past three years, compared with the two years before. (Table 45)
- Alcohol was noted as a contributing factor in over half of the fatalities. (Table 46)
- For almost 90 percent of pedestrians in alcohol-involved crashes, the pedestrian was under the influence of alcohol. (Table 47)
- In 2017, although only 41.8 percent of pedestrian crashes occurred in dark conditions (lighted and not lighted), these crashes resulted in 65.8 percent of pedestrian fatalities. (Table 48)
- Among alcohol-involved pedestrians in crashes, males outnumber females, with a ratio of 4 to 1. In comparison, the male-to-female ratio of all pedestrians in crashes is 2 to 1. (Table 52, Table 53)
- Almost 65 percent of all pedestrian fatalities were in Bernalillo (33), San Juan (10), and McKinley (8) counties. (Table 95)

Table 44: Crashes, Fatal Crashes, and Fatalities by Pedestrian Involvement, 2013 - 2017

Year	Crashes			Fatal Crashes			Fatalities		
	Pedestrian-involved[1]	Total Crashes	Percent of Total Crashes	Pedestrian-involved[1]	Total Fatal Crashes	Percent of Fatal Crashes	Pedestrian Fatalities	Total Fatalities	Percent of Total Fatalities
2013	498	39,208	1.3%	54	275	19.6%	53	311	17.0%
2014	558	40,690	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%
2017	600	45,906	1.3%	79	341	23.2%	79	380	20.8%

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

Table 45: Pedestrians[10] in Crashes by Alcohol Involvement, 2013 - 2017

Year	Pedestrians in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total Pedestrians	
	Count	Percent	Count	Percent	Count	Percent
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%
2017	122	19.7%	498	80.3%	620	100%

Table 46: Alcohol-involved Pedestrian[10] Fatalities, 2013 - 2017

Year	Alcohol-involved Pedestrian Fatalities	Total Pedestrian Fatalities	Percent Alcohol-involved Pedestrian Fatalities
2013	31	53	**58.5%**
2014	42	74	**56.8%**
2015	28	55	**50.9%**
2016	48	77	**62.3%**
2017	41	79	**51.9%**

Table 47: Alcohol-involved Pedestrians[100] in Alcohol-involved Crashes, 2013 - 2017

Year	Pedestrians in Alcohol-involved Crashes		
	Pedestrians Under the Influence of Alcohol	All Pedestrians in Alcohol-involved Crashes	Percent of Pedestrians Under the Influence of Alcohol[1]
2013	97	105	**92.4%**
2014	131	147	**89.1%**
2015	120	135	**88.9%**
2016	129	144	**89.6%**
2017	122	137	**89.1%**

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

[10] 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[11], 2017

Light Condition	Pedestrian Fatalities		Total Fatalities		Pedestrian-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent
Daylight	22	27.8%	182	47.9%	304	50.7%
Dark-Not Lighted	25	31.6%	107	28.2%	99	16.5%
Dark-Lighted	27	34.2%	60	15.8%	152	25.3%
Dusk	4	5.1%	20	5.3%	25	4.2%
Dawn	1	1.3%	8	2.1%	7	1.2%
Other/Not Stated	0	0.0%	2	0.5%	1	0.2%
Missing Data	0	0.0%	1	0.3%	12	2.0%
Total	**79**	**100%**	**380**	**100%**	**600**	**100%**

Table 49: Pedestrians in Crashes by Age Group and Severity of Injury[12], 2017

Age Group	Pedestrians in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total[1]
1-4	0	0	2	2	1	5	**0.8%**
5-9	2	1	8	5	1	17	**2.7%**
10-14	2	1	10	11	5	29	**4.7%**
15-19	2	6	21	14	0	43	**6.9%**
20-24	4	8	11	15	3	41	**6.6%**
25-29	11	11	21	16	5	64	**10.3%**
30-34	8	5	16	26	2	57	**9.2%**
35-39	8	8	20	13	3	52	**8.4%**
40-44	7	13	14	13	4	51	**8.2%**
45-49	5	10	16	17	6	54	**8.7%**
50-54	7	8	13	13	0	41	**6.6%**
55-59	8	3	12	8	2	33	**5.3%**
60-64	4	6	14	12	1	37	**6.0%**
65-69	1	7	12	11	0	31	**5.0%**
70-74	2	1	5	3	1	12	**1.9%**
75+	7	3	8	2	0	20	**3.2%**
Missing Data	1	4	6	12	10	33	**5.3%**
Total People	**79**	**95**	**209**	**193**	**44**	**620**	**100%**

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

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

[12] See Page 120 for severity of injury to pedestrians in crashes by county.

Vehicles – Pedestrians

Table 50: Severity of Injuries to Pedestrians in Crashes, 2013 - 2017

Severity of Injuries	Injury Class	Pedestrians in Crashes					Percent of 2017 Total Pedestrians
		2013	2014	2015	2016	2017	
Fatalities	K	53	74	55	77	79	12.7%
Suspected Serious Injuries	A	95	94	126	84	95	15.3%
Suspected Minor Injuries	B	141	189	211	204	209	33.7%
Possible Injuries	C	137	171	169	199	193	31.1%
No Apparent Injuries	O	93	48	64	61	44	7.1%
Total Pedestrians		**519**	**576**	**625**	**625**	**620**	**100%**

Table 51: Top Contributing Factor in Pedestrian-involved Crashes by Crash Severity, 2017

Top Contributing Factor[1]	Pedestrian-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**75**	**94.9%**	**434**	**89.3%**	**24**	**68.6%**	**533**	**88.8%**
Pedestrian Error	20	25.3%	136	28.0%	8	22.9%	164	27.3%
Alcohol/Drug Involved[2]	46	58.2%	98	20.2%	4	11.4%	148	24.7%
Driver Inattention	5	6.3%	96	19.8%	4	11.4%	105	17.5%
Failed to Yield Right of Way	0	0.0%	56	11.5%	3	8.6%	59	9.8%
Other Improper Driving	0	0.0%	12	2.5%	1	2.9%	13	2.2%
Disregarded Traffic Signal	1	1.3%	8	1.6%	1	2.9%	10	1.7%
Avoid No Contact - Other	0	0.0%	6	1.2%	0	0.0%	6	1.0%
Excessive Speed	2	2.5%	4	0.8%	0	0.0%	6	1.0%
Driverless Moving Vehicle	0	0.0%	4	0.8%	0	0.0%	4	0.7%
Passed Stop Sign	0	0.0%	2	0.4%	1	2.9%	3	0.5%
Following Too Closely	1	1.3%	2	0.4%	0	0.0%	3	0.5%
Improper Backing	0	0.0%	3	0.6%	0	0.0%	3	0.5%
Made Improper Turn	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Speed Too Fast for Conditions	0	0.0%	1	0.2%	1	2.9%	2	0.3%
Improper Overtaking	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Improper Lane Change	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Avoid No Contact - Vehicle	0	0.0%	0	0.0%	1	2.9%	1	0.2%
Drove Left Of Center	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Vehicle	**0**	**0.0%**	**5**	**1.0%**	**0**	**0.0%**	**5**	**0.8%**
Other Mechanical Defect	0	0.0%	3	0.6%	0	0.0%	3	0.5%
Inadequate Brakes	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Other[3]	**4**	**5.1%**	**47**	**9.7%**	**11**	**31.4%**	**62**	**10.3%**
None	1	1.3%	30	6.2%	2	5.7%	33	5.5%
Missing Data	1	1.3%	8	1.6%	6	17.1%	15	2.5%
Other - No Driver Error	2	2.5%	9	1.9%	3	8.6%	14	2.3%
Total Crashes	**79**	**100%**	**486**	**100%**	**35**	**100%**	**600**	**100%**

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

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

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

Table 52: Pedestrians in Crashes by Sex, 2013 - 2017

Year	Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
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**
2017	428	69.0%	188	30.3%	4	0.6%	620	100%	**2.3**

Table 53: Alcohol-involved Pedestrians[13] in Crashes by Age Group and Sex, 2017

Age Group	Alcohol-involved Pedestrians in Crashes								Ratio[1] of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	1	1.0%	0	0.0%	0	0.0%	1	0.8%	-
20-24	4	4.1%	1	4.0%	0	0.0%	5	4.1%	**4.0**
25-29	13	13.4%	3	12.0%	0	0.0%	16	13.1%	**4.3**
30-34	10	10.3%	7	28.0%	0	0.0%	17	13.9%	**1.4**
35-39	9	9.3%	6	24.0%	0	0.0%	15	12.3%	**1.5**
40-44	10	10.3%	2	8.0%	0	0.0%	12	9.8%	**5.0**
45-49	8	8.2%	4	16.0%	0	0.0%	12	9.8%	**2.0**
50-54	16	16.5%	2	8.0%	0	0.0%	18	14.8%	**8.0**
55-59	11	11.3%	0	0.0%	0	0.0%	11	9.0%	-
60-64	6	6.2%	0	0.0%	0	0.0%	6	4.9%	-
65-69	3	3.1%	0	0.0%	0	0.0%	3	2.5%	-
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
75+	1	1.0%	0	0.0%	0	0.0%	1	0.8%	-
Missing Data	5	5.2%	0	0.0%	0	0.0%	5	4.1%	-
Total	**97**	**100%**	**25**	**100%**	**0**	**0%**	**122**	**100%**	**3.9**

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

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

Pedalcycles (Bicycles)

- Less than 1 percent of all crashes were pedalcycle-involved. (Table 54)
- The number of pedalcyclists in crashes is at its highest level in the last five years. (Table 55)
- Alcohol-involved pedalcyclists were 3.9% of all pedalcyclists in crashes. (Table 57)
- Pedalcyclists in crashes were 4.6 times as likely to be male as female. (Table 59)
- Driver Inattention and Failure to Yield together account for almost 50 percent of top contributing factors in pedalcycle-involved crashes. (Table 61)

Table 54: Crashes by Pedalcycle Involvement, 2017

Pedalcycle Involvement[1]	Crashes	
	Count	Percent
Involved	379	0.8%
Not Involved	45,527	99.2%
Total Crashes	**45,906**	**100%**

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

Table 55: Pedalcyclists in Crashes by Severity of Injury, 2013 - 2017

Severity of Injuries	Injury Class	Pedalcyclists in Crashes					Percent of 2017 Total Pedalcyclists in Crashes
		2013	2014	2015	2016	2017	
Fatalities	K	3	4	7	4	2	0.5%
Suspected Serious Injuries	A	24	26	29	26	21	5.5%
Suspected Minor Injuries	B	119	127	163	178	186	48.3%
Possible Injuries	C	95	92	99	109	134	34.8%
No Apparent Injuries	O	66	68	66	54	42	10.9%
Total Pedalcyclists		**307**	**317**	**364**	**371**	**385**	**100%**

Table 56: Pedalcycle-involved Crashes by Light Condition[14], 2017

Light Condition	Pedalcycle-involved Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	1	50.0%	273	72.0%
Dark-Lighted	1	50.0%	60	15.8%
Dark-Not Lighted	0	0.0%	17	4.5%
Dusk	0	0.0%	17	4.5%
Dawn	0	0.0%	8	2.1%
Other/Not Stated	0	0.0%	1	0.3%
Missing Data	0	0.0%	3	0.8%
Total	**2**	**100%**	**379**	**100%**

Table 57: Alcohol-involved[15] Pedalcyclists in Crashes, 2017

Alcohol-involved Pedalcyclists	Count	Percent
Alcohol-involved	15	3.9%
Not Alcohol-involved	370	96.1%
Total	**385**	**100%**

Table 58: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2013 - 2017

Year	Pedalcyclists in Alcohol-involved Crashes		
	Pedalcyclists Under the Influence of Alcohol	All Pedalcyclists in Alcohol-involved Crashes	Percent of Pedalcyclists Under the Influence of Alcohol[1]
2013	20	22	**90.9%**
2014	20	26	**76.9%**
2015	19	24	**79.2%**
2016	13	15	**86.7%**
2017	15	19	**78.9%**

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

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

[15] 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, 2013 - 2017

Year	Pedalcyclists in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
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**
2017	314	81.6%	68	17.7%	3	0.8%	385	100%	**4.6**

Table 60: Pedalcyclists in Crashes by Age Group and Severity of Injury, 2017

Age Group	Pedalcyclists in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total[1]
1-4	0	0	1	0	2	3	**0.8%**
5-9	0	0	6	4	3	13	**3.4%**
10-14	0	0	18	6	3	27	**7.0%**
15-19	0	3	23	10	2	38	**9.9%**
20-24	0	1	14	12	4	31	**8.1%**
25-29	0	4	22	13	5	44	**11.4%**
30-34	1	1	18	19	3	42	**10.9%**
35-39	0	2	15	9	1	27	**7.0%**
40-44	0	1	13	5	0	19	**4.9%**
45-49	1	3	11	13	4	32	**8.3%**
50-54	0	1	13	9	2	25	**6.5%**
55-59	0	3	7	9	0	19	**4.9%**
60-64	0	1	11	9	0	21	**5.5%**
65-69	0	0	6	5	1	12	**3.1%**
70-74	0	0	2	2	0	4	**1.0%**
75+	0	0	5	2	0	7	**1.8%**
Missing Data	0	1	1	7	12	21	**5.5%**
Total People	**2**	**21**	**186**	**134**	**42**	**385**	**100%**

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

Table 61: Top Contributing Factor in Pedalcycle-involved Crashes by Crash Severity, 2017

Top Contributing Factor[1]	Pedalcycle-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**2**	**100.0%**	**303**	**89.4%**	**34**	**89.5%**	**339**	**89.4%**
Failed to Yield Right of Way	1	50.0%	94	27.7%	5	13.2%	100	26.4%
Driver Inattention	1	50.0%	82	24.2%	6	15.8%	89	23.5%
Pedestrian Error	0	0.0%	35	10.3%	7	18.4%	42	11.1%
Alcohol/Drug Involved[2]	0	0.0%	20	5.9%	3	7.9%	23	6.1%
Other Improper Driving	0	0.0%	16	4.7%	6	15.8%	22	5.8%
Passed Stop Sign	0	0.0%	17	5.0%	1	2.6%	18	4.7%
Disregarded Traffic Signal	0	0.0%	16	4.7%	2	5.3%	18	4.7%
Excessive Speed	0	0.0%	5	1.5%	0	0.0%	5	1.3%
Made Improper Turn	0	0.0%	4	1.2%	1	2.6%	5	1.3%
Improper Overtaking	0	0.0%	3	0.9%	0	0.0%	3	0.8%
Avoid No Contact - Vehicle	0	0.0%	3	0.9%	0	0.0%	3	0.8%
Drove Left Of Center	0	0.0%	3	0.9%	0	0.0%	3	0.8%
Avoid No Contact - Other	0	0.0%	1	0.3%	1	2.6%	2	0.5%
Speed Too Fast for Conditions	0	0.0%	1	0.3%	1	2.6%	2	0.5%
Following Too Closely	0	0.0%	1	0.3%	1	2.6%	2	0.5%
Improper Backing	0	0.0%	1	0.3%	0	0.0%	1	0.3%
Improper Lane Change	0	0.0%	1	0.3%	0	0.0%	1	0.3%
Vehicle	**0**	**0.0%**	**1**	**0.3%**	**0**	**0.0%**	**1**	**0.3%**
Other Mechanical Defect	0	0.0%	1	0.3%	0	0.0%	1	0.3%
Other[3]	**0**	**0.0%**	**35**	**10.3%**	**4**	**10.5%**	**39**	**10.3%**
None	0	0.0%	23	6.8%	1	2.6%	24	6.3%
Other - No Driver Error	0	0.0%	6	1.8%	2	5.3%	8	2.1%
Missing Data	0	0.0%	6	1.8%	1	2.6%	7	1.8%
Total Crashes	**2**	**100%**	**339**	**100%**	**38**	**100%**	**379**	**100%**

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

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

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

Behavior and Demographics

Alcohol

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

- The percentage of alcohol-involved crashes out of all crashes is at its lowest level in the past five years, 4.5 percent. (Table 62)
- The percentage of alcohol-involved fatal crashes has varied from 4.8 to 7.4 percent of all alcohol-involved crashes in the last five years. (Table 63)
- The percentage of alcohol-involved crashes that involved any injuries has remained consistent in the last five years, approximately 44.0 percent. (Table 63)
- Although the percentage is steadily declining, alcohol-involved crashes continue to account for a large portion of crash-related fatalities (44.1 to 38.7 percent of crash-related fatalities in the last five years). (Table 65)
- Drivers ages 20-34 were 56.4 percent of New Mexican alcohol-involved drivers in crashes. (Table 67)
- The crash rate of New Mexico resident alcohol-involved drivers ages 20 to 24 is three times as much as the statewide rate, based on the number of licensed drivers in New Mexico. (Table 67)
- Male drivers account for 69.2 percent of all New Mexican alcohol-involved drivers in crashes (1,185 out of 1,713). (Table 67)

Table 62: Alcohol-involved Crashes, 2013 - 2017

Year	Alcohol-involved Crashes	Total Crashes	Percent Alcohol-involved Crashes
2013	1,937	39,208	**4.9%**
2014	2,041	40,690	**5.0%**
2015	2,134	45,308	**4.7%**
2016	2,073	45,071	**4.6%**
2017	2,050	45,906	**4.5%**

Table 63: Alcohol-involved Crashes by Crash Severity, 2013 - 2017

Year	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2017	131	6.4%	906	44.2%	1,013	49.4%	2,050	100%

Table 64: People in Alcohol-involved Crashes by Severity of Injury, 2013 - 2017

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
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%
2017	147	3.2%	170	3.7%	553	12.0%	683	14.8%	3,073	66.4%	4,626	100%

Table 65: Number and Percentage of Fatalities by Alcohol Involvement, 2013 - 2017

Year	Fatalities in Alcohol-involved Crashes		Fatalities in Non-alcohol-involved Crashes		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent
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%
2017	147	38.7%	233	61.3%	380	100%

Table 66: Rates of Fatalities in Alcohol-involved Crashes, 2013 - 2017

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
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**
2017	147	2,088,070	296.80	**7.04**	**0.50**

Table 67: Alcohol-involved New Mexican Drivers in Crashes by Age Group and Sex, 2017

Age Groups	Alcohol-involved Drivers[1] in Crashes						Ratio of Males to Females	2017 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	60	5.1%	24	4.5%	84	4.9%	2.5	56,054	**1.5**
20-24	271	22.9%	98	18.6%	369	21.5%	2.8	112,381	**3.3**
25-29	229	19.3%	115	21.8%	344	20.1%	2.0	130,422	**2.6**
30-34	165	13.9%	88	16.7%	253	14.8%	1.9	137,625	**1.8**
35-39	112	9.5%	58	11.0%	170	9.9%	1.9	133,838	**1.3**
40-44	84	7.1%	41	7.8%	125	7.3%	2.0	120,299	**1.0**
45-49	73	6.2%	25	4.7%	98	5.7%	2.9	120,133	**0.8**
50-54	39	3.3%	29	5.5%	68	4.0%	1.3	125,162	**0.5**
55-59	82	6.9%	21	4.0%	103	6.0%	3.9	138,937	**0.7**
60-64	29	2.4%	15	2.8%	44	2.6%	1.9	132,874	**0.3**
65-69	24	2.0%	8	1.5%	32	1.9%	3.0	117,763	**0.3**
70-74	11	0.9%	3	0.6%	14	0.8%	3.7	86,910	**0.2**
75+	6	0.5%	3	0.6%	9	0.5%	2.0	92,013	**0.1**
Total	**1,185**	**100%**	**528**	**100%**	**1,713**	**100%**	**2.2**	**1,504,411**	**1.1**

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

Belt Use

- In 2017, 78.9 percent of passenger vehicle occupants in crashes (82,973 out of 105,129) reported using a seatbelt. This number may be unreliable: Seatbelt data was missing for 20.0 percent of occupants of passenger vehicles in crashes (21,001 out of 105,129). 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 10.4 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)
- In 2017, fatalities on rural non-Interstate roadways were more likely to be unbelted (41 percent) than those on other roads (27 percent of fatalities on rural Interstate roadways and 26 percent of fatalities on urban roadways). (Table 69, Table 106)

Table 68: Severity of Injuries by Reported Belt Use, 2017

Belt Usage[1,2]	Severity of Injuries to Occupants[1] in Passenger Vehicles										Total Occupants of Passenger Vehicles	
	Fatalities		Suspected Serious Injuries		Suspected Minor Injuries		Possible Injuries		No Apparent Injuries			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	108	0.1%	595	0.7%	2,910	3.5%	12,169	14.7%	67,191	81.0%	82,973	100%
Belt Not Used	120	10.4%	113	9.8%	284	24.6%	219	19.0%	419	36.3%	1,155	100%
Missing Data	2	0.01%	103	0.5%	307	1.5%	626	3.0%	19,963	95.1%	21,001	100%
Total	**230**	**0.2%**	**811**	**0.8%**	**3,501**	**3.3%**	**13,014**	**12.4%**	**87,573**	**83.3%**	**105,129**	**100%**

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

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

Belt use is self-reported by the occupant to the police officer. In order to avoid citations, some people in crashes, particularly less severe crashes, may declare they were wearing a seatbelt when in fact they were not. (In the event of a fatality, however, whether the person was using a seatbelt is typically clear to the police officer.) According to the 2017 New Mexico Occupant Seat Belt Observation Study[16], daytime belt use among vehicle occupants in 2017 was 91.5 percent, which is over 10 percentage points higher than the reported belt usage in crash data.

[16] 2017 New Mexico Occupant Seat Belt Observation Study. New Mexico Department of Transportation. Prepared by Preusser Research Group, Inc. October 2017.

Table 69: Unbelted Fatalities and Suspected Serious Injuries by Rural and Urban Location, 2017

Road System	Unbelted Fatalities and Suspected Serious Injuries[1]					
	Fatalities		Suspected Serious Injuries (Class A)		Total Unbelted Fatalities and Serious Injuries	
	Count	Percent	Count	Percent	Count	Percent
Rural Interstate	14	11.7%	15	13.3%	29	12.4%
Rural Non-Interstate	58	48.3%	52	46.0%	110	47.2%
Urban	48	40.0%	46	40.7%	94	40.3%
Total	**120**	**100%**	**113**	**100%**	**233**	**100%**

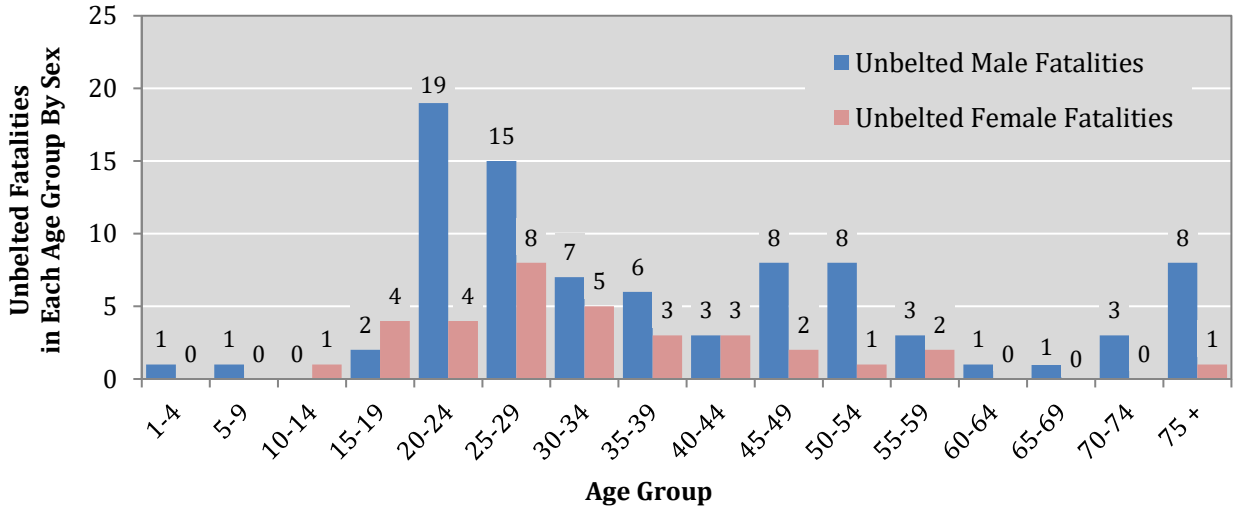
[1] Fatalities and suspected serious injuries to people in passenger cars, pickups, and vans/4WD/SUVs.

Table 70: Unbelted Fatalities by Sex, 2013 - 2017

Year	Unbelted Fatalities [1]			Ratio of Males to Females
	Males	Females	Total	
2013	76	54	130	**1.4**
2014	97	54	151	**1.8**
2015	72	43	115	**1.7**
2016	93	54	147	**1.7**
2017	86	34	120	**2.5**

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

Figure 9: Unbelted Fatalities by Age Group and Sex, 2017



Belt Use by Children under Age 13

- In 2017, 0.08 percent of children in crashes under age 13 who were belted at the time of the crash were killed, compared with 1.4 percent of children in crashes who were unbelted. (Table 71)
- In 2017, 2.4 percent of children in crashes under age 13 who were belted at the time of the crash received a suspected minor injury, compared with 21.2 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 28.9 percent in 2017. (Table 72)

Table 71: Severity of Injuries to Children in Passenger Vehicles by Belt Usage, 2017

Belt Usage[1,2]	Severity of Injuries to Children Under 13 in Passenger Vehicles										Children (<13) in Passenger Vehicles in Crashes	
	Fatalities		Suspected Serious Injuries		Suspected Minor Injuries		Possible Injuries		No Apparent Injuries			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	6	0.08%	18	0.2%	188	2.4%	802	10.3%	6,759	87.0%	7,773	100%
Belt Not Used	2	1.4%	9	6.2%	31	21.2%	26	17.8%	78	53.4%	146	100%
Missing Data	0	0.0%	3	0.5%	7	1.1%	30	4.6%	607	93.8%	647	100%
Total	**8**	**0.1%**	**30**	**0.4%**	**226**	**2.6%**	**858**	**10.0%**	**7,444**	**86.9%**	**8,566**	**100%**

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

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

Table 72: Belt Use by Children with Fatal or Suspected Serious Injuries, 2013 - 2017

Belt Use of Children Under Age 13 with Fatal or Suspected Serious Injuries[1]								
Year	Belt Not Used		Belt Used		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2017	11	28.9%	24	63.2%	3	7.9%	38	100%

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

Drugs

This section analyzes drug involvement in crashes in which alcohol was not involved. Crashes that involved both alcohol and any drugs are excluded from this section. They are instead counted under alcohol-involved crashes, due to DWIs being mostly due to alcohol. Drug involvement is determined by the officer at the scene of the crash. Data collection began in 2007. Increases after 2007 may be due to increased use of UCR forms that have "drug-involvement" as an option. 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 (268 out of 45,906) of all crashes in 2017. (Table 73)

Table 73: Drug-involved Crashes[17] by Crash Severity, 2013 - 2017

Year	Drug-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Drug-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2017	25	9.3%	111	41.4%	132	49.3%	268	100%

Table 74: People in Drug-involved Crashes[17] by Severity of Injury, 2013 - 2017

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
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%
2017	28	4.3%	22	3.4%	53	8.2%	103	15.9%	442	68.2%	648	100%

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

Drivers

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

- New Mexico residents were 90.8 percent of drivers in crashes. (Table 75)
- The crash rate among New Mexican drivers is 44 drivers per 1,000 NM licensed drivers. (Table 77)
- New Mexican drivers in the 15-19 age group have the highest crash rate, at 130 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 6 drivers per 10,000 NM licensed drivers in that age group. (Figure 11, Table 78)

Table 75: Drivers in Crashes by Residence, 2017

Residence of Drivers[1]	Severity of Injuries to Driver			Total Drivers	Percent of Total
	Fatalities	Injuries	Not Injured		
New Mexico Resident	169	12,371	53,723	66,263	**90.8%**
Out Of State	39	912	5,088	6,039	**8.3%**
Missing Data	8	78	553	639	**0.9%**
Total Drivers	**216**	**13,361**	**59,364**	**72,941**	**100%**

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

Table 76: New Mexican Drivers in Crashes by Type of License and Crash Severity, 2017

Driver Type of License[1]	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	295	0.5%	19,623	35.8%	34,833	63.6%	54,751	100%
CDL Class A	27	1.6%	500	29.4%	1,174	69.0%	1,701	100%
CDL Class B	2	0.3%	163	28.4%	409	71.3%	574	100%
CDL Class C	3	0.7%	128	31.8%	272	67.5%	403	100%
CDL Non-Commercial	5	1.0%	150	28.9%	364	70.1%	519	100%
Provisional	0	0.0%	3	60.0%	2	40.0%	5	100%
ID Card	26	1.9%	587	43.5%	736	54.6%	1,349	100%
Motorcycle Only	1	2.4%	17	41.5%	23	56.1%	41	100%
Missing Data	20	0.3%	1,071	15.5%	5,829	84.2%	6,920	100%
Total Drivers	**379**	**0.6%**	**22,242**	**33.6%**	**43,642**	**65.9%**	**66,263**	**100%**

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

Figure 10: Percentage and Rate of New Mexican Drivers in Crashes by Age Group, 2017

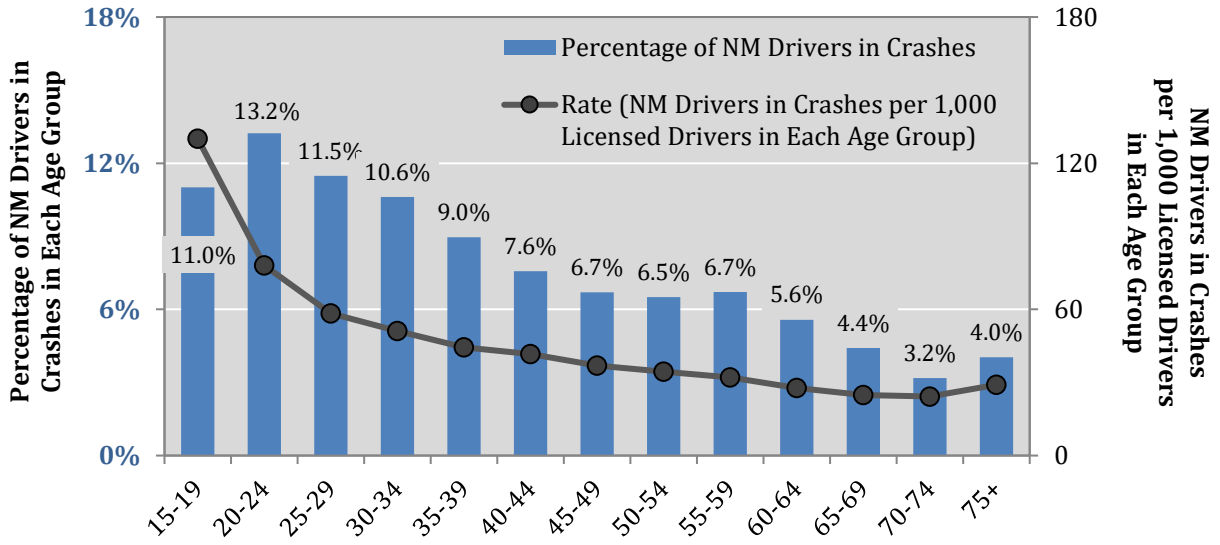


Table 77: Number, Sex, and Rate of New Mexican Drivers in Crashes by Age Group, 2017

Driver Age Group	Drivers[1] in Crashes (NM Residents)			Percent of Total Drivers in Crashes	Ratio of Males to Females	2017 Licensed Drivers	Rate (NM Drivers in Crashes per 1,000 Licensed Drivers in Each Age Group)
	Males	Females	Total				
15-19	3,889	3,403	7,292	11.0%	1.14	56,054	**130.1**
20-24	4,693	4,071	8,764	13.2%	1.15	112,381	**78.0**
25-29	3,992	3,617	7,609	11.5%	1.10	130,422	**58.3**
30-34	3,707	3,328	7,035	10.6%	1.11	137,625	**51.1**
35-39	3,086	2,852	5,938	9.0%	1.08	133,838	**44.4**
40-44	2,648	2,366	5,014	7.6%	1.12	120,299	**41.7**
45-49	2,424	2,020	4,444	6.7%	1.20	120,133	**37.0**
50-54	2,317	1,997	4,314	6.5%	1.16	125,162	**34.5**
55-59	2,437	2,015	4,452	6.7%	1.21	138,937	**32.0**
60-64	1,991	1,703	3,694	5.6%	1.17	132,874	**27.8**
65-69	1,626	1,298	2,924	4.4%	1.25	117,763	**24.8**
70-74	1,172	936	2,108	3.2%	1.25	86,910	**24.3**
75+	1,491	1,184	2,675	4.0%	1.26	92,013	**29.1**
Total Drivers	**35,473**	**30,790**	**66,263**	**100%**	**1.15**	**1,504,411**	**44.0**

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

Figure 11: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2017

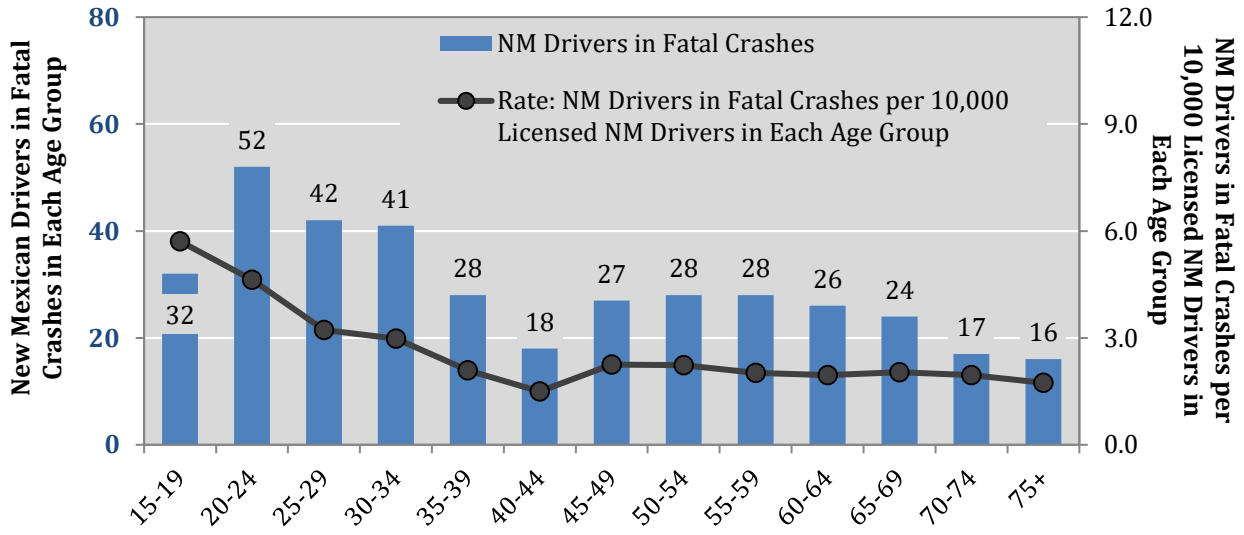


Table 78: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2017

Driver Age	NM Drivers[1] in Fatal Crashes		All Drivers[1] in Fatal Crashes		2017 Licensed Drivers	Rate: NM Drivers in Fatal Crashes per 10,000 Licensed NM Drivers in Each Age Group
	Count	Percent	Count	Percent		
15-19	32	8.4%	35	6.7%	56,054	**5.7**
20-24	52	13.7%	64	12.3%	112,381	**4.6**
25-29	42	11.1%	56	10.8%	130,422	**3.2**
30-34	41	10.8%	50	9.6%	137,625	**3.0**
35-39	28	7.4%	40	7.7%	133,838	**2.1**
40-44	18	4.7%	30	5.8%	120,299	**1.5**
45-49	27	7.1%	40	7.7%	120,133	**2.2**
50-54	28	7.4%	41	7.9%	125,162	**2.2**
55-59	28	7.4%	48	9.2%	138,937	**2.0**
60-64	26	6.9%	36	6.9%	132,874	**2.0**
65-69	24	6.3%	29	5.6%	117,763	**2.0**
70-74	17	4.5%	24	4.6%	86,910	**2.0**
75+	16	4.2%	27	5.2%	92,013	**1.7**
Total	**379**	**100%**	**520**	**100%**	**1,504,411**	**2.5**

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

Young Drivers

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

- The young adult (ages 20-24) driver crash rate (per 1,000 NM licensed young adult drivers) is at its second-highest level in the past five years, at 78.0. (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 130.1. (Table 79)
- Although the number of teen 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. In comparison, the proportion of young adult drivers in crashes has been declining over the past five years. (Table 80)
- Approximately one-third of all crashes involving New Mexican teen drivers occur between 3 p.m. and 6 p.m. (Table 81)
- The alcohol-involved driver crash rate is at its highest point in the past five years for young adult drivers, at 3.28 per 1,000 licensed young adult drivers. (Table 82)

Table 79: New Mexican Young Driver Crash Rates, 2013 - 2017

Year	Teen Drivers (15-19)[1]			Young Adult Drivers (20-24)[1]		
	Drivers in Crashes	NM Licensed Drivers	Crash Rate[2]	Drivers in Crashes	NM Licensed Drivers	Crash Rate[2]
2013	5,960	60,243	**98.9**	7,761	119,028	**65.2**
2014	5,914	57,678	**102.5**	7,672	116,542	**65.8**
2015	6,938	56,946	**121.8**	8,937	116,661	**76.6**
2016	7,197	56,894	**126.5**	9,135	115,853	**78.8**
2017	7,292	56,054	**130.1**	8,764	112,381	**78.0**

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

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

Table 80: Percentage of New Mexican Young Drivers Out of All Drivers in Crashes, 2013 - 2017[18]

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
2013	5,960	**11.1%**	7,761	**14.5%**	53,665
2014	5,914	**10.9%**	7,672	**14.2%**	54,199
2015	6,938	**11.1%**	8,937	**14.2%**	62,780
2016	7,197	**11.1%**	9,135	**14.1%**	64,909
2017	7,292	**11.0%**	8,764	**13.2%**	66,263

Table 81: New Mexican Young Drivers in Crashes by Hour, 2017[18]

Hour[1]	Teen (15-19) Drivers		Young Adult (20-24) Drivers	
	Count	Percent	Count	Percent
Midnight	85	1.2%	109	1.2%
1 a.m.	67	0.9%	106	1.2%
2 a.m.	31	0.4%	89	1.0%
3 a.m.	35	0.5%	62	0.7%
4 a.m.	32	0.4%	71	0.8%
5 a.m.	43	0.6%	94	1.1%
6 a.m.	108	1.5%	169	1.9%
7 a.m.	455	6.2%	402	4.6%
8 a.m.	327	4.5%	437	5.0%
9 a.m.	218	3.0%	321	3.7%
10 a.m.	232	3.2%	332	3.8%
11 a.m.	306	4.2%	438	5.0%
Noon	466	6.4%	569	6.5%
1 p.m.	414	5.7%	544	6.2%
2 p.m.	578	7.9%	559	6.4%
3 p.m.	722	9.9%	690	7.9%
4 p.m.	660	9.1%	755	8.6%
5 p.m.	715	9.8%	877	10.0%
6 p.m.	484	6.6%	643	7.3%
7 p.m.	336	4.6%	405	4.6%
8 p.m.	294	4.0%	346	3.9%
9 p.m.	280	3.8%	299	3.4%
10 p.m.	213	2.9%	211	2.4%
11 p.m.	150	2.1%	167	1.9%
Missing Data	41	0.6%	69	0.8%
Total	**7,292**	**100%**	**8,764**	**100%**

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

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

Table 82: Alcohol-involved New Mexican Young Driver Crash Rates, 2013 - 2017[19]

Year	Teen Drivers (15-19)			Under-21 Drivers			Young Adult Drivers (20-24)		
	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[1]	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[1]	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[1]
2013	90	60,243	**1.49**	163	82,347	**1.98**	385	119,028	**3.23**
2014	124	57,678	**2.15**	191	79,284	**2.41**	378	116,542	**3.24**
2015	94	56,946	**1.65**	142	78,376	**1.81**	360	116,661	**3.09**
2016	115	56,894	**2.02**	165	77,871	**2.12**	325	115,853	**2.81**
2017	84	56,054	**1.50**	135	77,049	**1.75**	369	112,381	**3.28**

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

Table 83: Alcohol-involved New Mexican Young Drivers in Crashes by Sex, 2013 - 2017[19]

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
2013	65	25	**2.6**	122	41	**3.0**	274	111	**2.5**
2014	87	37	**2.4**	134	57	**2.4**	275	103	**2.7**
2015	79	15	**5.3**	109	33	**3.3**	262	98	**2.7**
2016	82	33	**2.5**	117	48	**2.4**	237	88	**2.7**
2017	60	24	**2.5**	101	34	**3.0**	271	98	**2.8**

[19] 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 36.7 percent in the last five years. (Table 84)
- Almost half, 43.9 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, 2017[20]

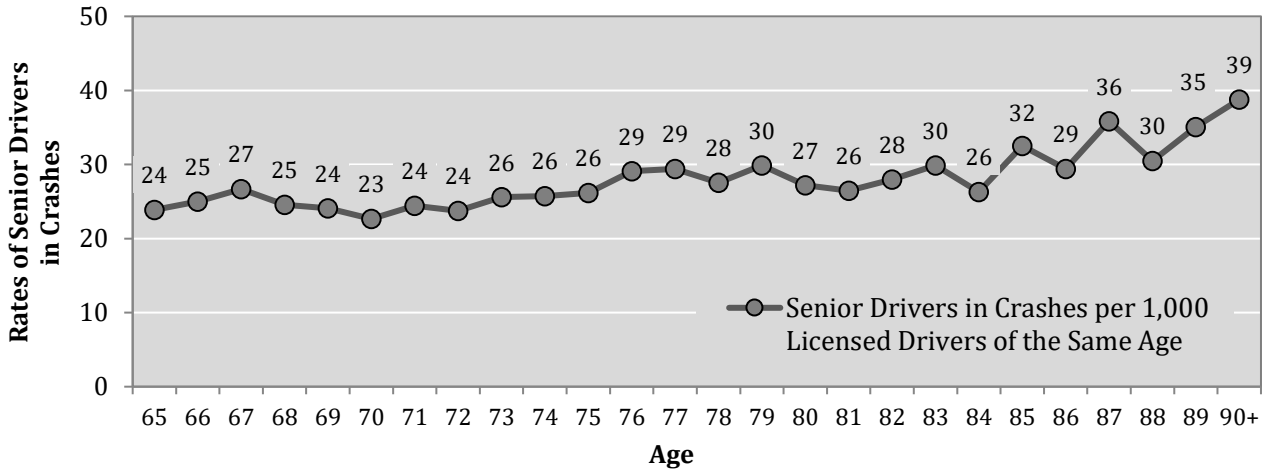


Table 84: Severity of Injuries to Seniors (65+) in Crashes, 2013 - 2017

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
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%
2017	57	0.5%	127	1.2%	466	4.3%	1,537	14.2%	8,646	79.8%	10,833	100%

[20] Detailed data are on Pages 95 and 96. Data does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 85: Top Contributing Factor of Senior New Mexican Drivers in Crashes, 2017

Top Contributing Factor of New Mexican Senior (65+) Motor Vehicle Drivers[1] in Crashes	Senior Drivers[2] in Crashes	
	Count	Percent
Human	**3,698**	**48.0%**
Failed to Yield Right of Way	1,084	14.1%
Driver Inattention	883	11.5%
Following Too Closely	330	4.3%
Disregarded Traffic Signal	226	2.9%
Improper Backing	168	2.2%
Made Improper Turn	161	2.1%
Improper Lane Change	145	1.9%
Other Improper Driving	145	1.9%
Avoid No Contact - Vehicle	105	1.4%
Drove Left Of Center	93	1.2%
Passed Stop Sign	86	1.1%
Alcohol/Drug Involved[3]	70	0.9%
Improper Overtaking	60	0.8%
Excessive Speed	53	0.7%
Speed Too Fast for Conditions	50	0.6%
Avoid No Contact - Other	32	0.4%
Vehicle Skidded Before Brake	4	0.1%
Driverless Moving Vehicle	2	0.0%
Pedestrian Error	1	0.0%
Vehicle	**73**	**0.9%**
Other Mechanical Defect	32	0.4%
Defective Tires	20	0.3%
Inadequate Brakes	18	0.2%
Defective Steering	3	0.0%
Environment	**14**	**0.2%**
Traffic Control Not Functioning	8	0.1%
Road Defect	6	0.1%
Other[4]	**3,922**	**50.9%**
None	2,827	36.7%
Other - No Driver Error	559	7.3%
Missing Data	536	7.0%
Total Senior Drivers	**7,707**	**100%**

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

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

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

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

Age and Sex

- Of all people in crashes, the age groups with the highest reported percentage of people in crashes were ages 15-19 (10.3 percent), ages 20-24 (10.7 percent) and ages 25-29 (9.1 percent). However, the age was unknown for 11.1 percent of people in crashes. (Figure 13, Table 86)
- The age groups with the highest number of fatalities in crashes were ages 20-24 (45 fatalities) and ages 25-29 (49 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 14 to 1. (Table 88)
- Among pedalcyclists in crashes, males outnumbered females, with a ratio of 4.6 to 1. (Table 88)

Figure 13: Percentage of All People in Crashes by Age Group, 2017

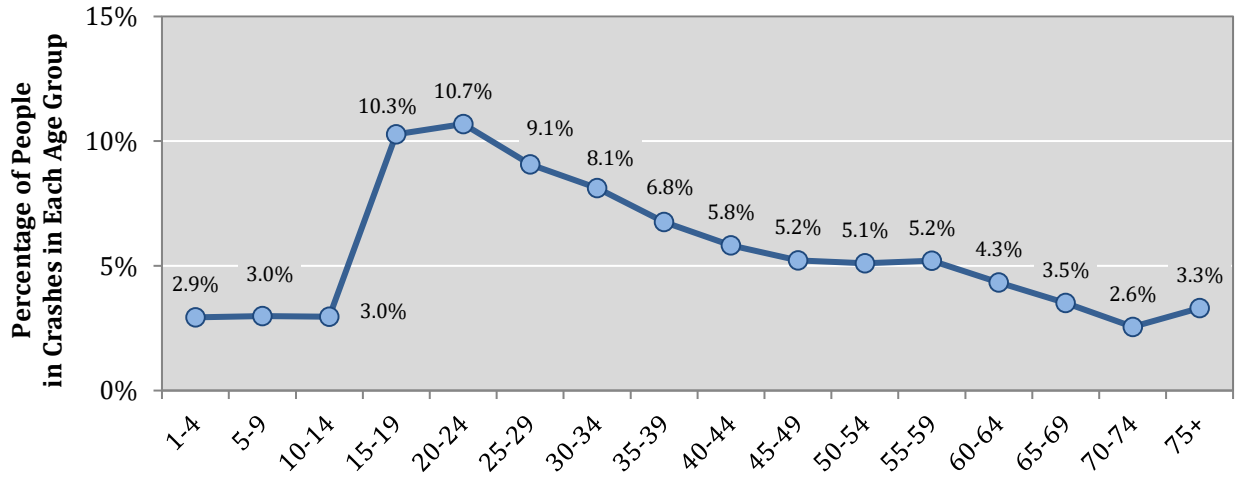


Table 86: People in Crashes by Severity of Injury and Age Group, 2017

Age Group	People in Crashes							
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total People[1]	Percent Killed[1]
1-4	4	11	68	210	3,105	3,398	2.9%	0.1%
5-9	4	16	119	421	2,899	3,459	3.0%	0.1%
10-14	7	21	154	465	2,780	3,427	3.0%	0.2%
15-19	15	112	626	1,448	9,686	11,887	10.3%	0.1%
20-24	45	125	650	1,560	9,979	12,359	10.7%	0.4%
25-29	49	130	517	1,302	8,485	10,483	9.1%	0.5%
30-34	36	109	415	1,273	7,552	9,385	8.1%	0.4%
35-39	30	100	325	1,082	6,276	7,813	6.8%	0.4%
40-44	22	88	268	955	5,401	6,734	5.8%	0.3%
45-49	29	76	215	893	4,827	6,040	5.2%	0.5%
50-54	28	68	231	881	4,691	5,899	5.1%	0.5%
55-59	32	74	268	884	4,755	6,013	5.2%	0.5%
60-64	21	54	201	742	3,998	5,016	4.3%	0.4%
65-69	15	57	183	615	3,185	4,055	3.5%	0.4%
70-74	12	26	104	431	2,382	2,955	2.6%	0.4%
75+	30	44	179	491	3,079	3,823	3.3%	0.8%
Missing Data	1	22	58	137	12,663	12,881	11.1%	0.01%
Total	**380**	**1,133**	**4,581**	**13,790**	**95,743**	**115,627**	**100%**	**0.3%**

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

Table 87: People in Crashes and People Killed in Crashes by Sex, 2013 - 2017

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
2013	45,914	41,006	12,354	99,274	**1.1**	213	98	311	**2.2**
2014	47,342	41,455	13,951	102,748	**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**
2017	55,857	50,038	9,732	115,627	**1.1**	270	110	380	**2.5**

Table 88: People in Crashes by Person Type and Sex, 2017

Person Type	People in Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	40,766	33,759	7,738	82,263	**1.2**
Front Seat Passengers	6,553	8,821	85	15,459	**0.7**
All Other Passengers	5,738	6,040	119	11,897	**1.0**
Motorcyclists[1]					
Motorcycle Drivers	1,061	74	20	1,155	**14.3**
Motorcycle Passengers	12	79	2	93	**0.2**
Nonmotorists					
Pedalcyclists	314	68	3	385	**4.6**
Pedestrians	428	188	4	620	**2.3**
Missing Data	985	1,009	1,761	3,755	**1.0**
Total	**55,857**	**50,038**	**9,732**	**115,627**	**1.1**

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

Table 89: People in Crashes by Age Group, 2013 - 2017

Age Group	People in Crashes[1]				
	2013	2014	2015	2016	2017
1-4	3,387	3,182	3,551	3,585	3,398
5-9	3,255	3,197	3,663	3,583	3,459
10-14	3,034	3,279	3,508	3,450	3,427
15-19	10,076	10,216	11,836	12,084	11,887
20-24	11,175	11,142	13,106	13,053	12,359
25-29	8,524	8,971	10,608	10,591	10,483
30-34	7,453	7,602	9,031	8,889	9,385
35-39	5,977	6,159	7,421	7,686	7,813
40-44	5,510	5,560	6,566	6,473	6,734
45-49	5,100	5,168	5,999	6,163	6,040
50-54	5,355	5,484	6,204	6,110	5,899
55-59	4,664	4,797	5,727	5,825	6,013
60-64	3,868	4,023	4,835	4,824	5,016
65-69	2,840	3,124	3,784	3,883	4,055
70-74	1,983	2,137	2,583	2,619	2,955
75+	3,101	2,937	3,453	3,637	3,823
Missing Data	13,972	15,770	13,397	12,246	12,881
Total People	**99,274**	**102,748**	**115,272**	**114,701**	**115,627**

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

Crash Geography

Counties

An analysis of crashes and fatalities by county helps identify traffic safety issues across geographic areas of New Mexico. In support of this, a selection of maps displaying a variety of traffic crash data across New Mexico counties is available in Appendix E (Page 97) and digitally available in high-resolution color at tru.unm.edu. Additional data tables on counties are available in Appendix F (Page 118). Note that sudden large increases in total crashes in a county might be due to improved reporting by law enforcement agencies.

Crashes

- Bernalillo, Doña Ana and Santa Fe counties had the highest number of total crashes. Bernalillo, Curry and Chaves had the highest crash rates based on vehicle miles traveled, with rates of at least 188 crashes per 100M VMT. (Table 90, Table 97)
- Bernalillo had the highest number of alcohol-involved crashes. The counties with the highest rates of alcohol-involved crashes based on vehicle miles traveled were McKinley and Bernalillo, with rates of at least 11 alcohol-involved crashes per 100M VMT. (Table 91, Table 99)
- The highest number of animal-involved crashes was in San Juan. But the highest rates when those crashes are compared with vehicle miles traveled were in Grant, Harding, Colfax, and Lincoln, with rates of at least 25 animal-involved crashes per 100M VMT. (Table 92, Appendix Table F-4)

Fatalities

- Of the top counties with the highest number of motorcyclist fatalities, motorcyclists often accounted for a large percentage of the total fatalities in each county. (Table 94)
- Bernalillo County accounted for 41.8 percent of all pedestrian fatalities in 2017. (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. Pedestrian fatalities were 36.7 percent of all crash-related fatalities in Bernalillo, followed by Santa Fe (31.3 percent) and San Juan (28.6 percent). (Table 95)
- The proportion of fatal crashes occurring in San Juan, McKinley, Cibola, and Sierra was two to four times greater than the county's proportion of total crashes. (Table 96)

Table 90: Top 10 Counties in Total Crashes, 2017[21]

2017 Rank	County	Total Crashes					Percent of All 2017 Crashes	2017 Total Crashes per 100M VMT
		2013	2014	2015	2016	2017		
1	Bernalillo	16,315	18,090	19,584	19,496	19,885	43.3%	337.9
2	Doña Ana	3,813	3,776	4,267	4,332	4,303	9.4%	184.6
3	Santa Fe	2,767	2,825	3,199	3,172	3,502	7.6%	168.5
4	Sandoval	1,651	1,432	1,693	1,930	2,096	4.6%	139.3
5	San Juan	2,159	1,800	2,123	1,971	1,912	4.2%	94.7
6	Eddy	1,161	1,567	1,590	1,399	1,534	3.3%	159.5
7	Chaves	1,371	1,214	1,383	1,374	1,311	2.9%	188.8
8	McKinley	1,210	1,255	1,355	1,308	1,250	2.7%	92.9
9	Valencia	648	664	1,122	1,171	1,130	2.5%	176.0
10	Lea	1,283	1,391	1,020	1,007	1,053	2.3%	109.9
All Other Counties		6,830	6,676	7,972	7,911	7,930	17.3%	-
Total		**39,208**	**40,690**	**45,308**	**45,071**	**45,906**	**100%**	**154.7**

Table 91: Top 10 Counties in Alcohol-involved Crashes, 2017[22]

2017 Rank[1]	County	Alcohol-involved Crashes					Percent of All 2017 Alcohol-involved Crashes	2017 Alcohol-involved Crashes per 100M VMT
		2013	2014	2015	2016	2017		
1	Bernalillo	594	635	675	689	664	32.4%	11.3
2	Doña Ana	187	191	195	174	196	9.6%	8.4
3	Santa Fe	155	172	161	179	172	8.4%	8.3
4	San Juan	179	185	181	163	169	8.2%	8.4
4	McKinley	153	177	180	155	169	8.2%	12.6
6	Sandoval	105	89	94	109	114	5.6%	7.6
7	Eddy	44	75	64	51	54	2.6%	5.6
8	Valencia	23	34	58	56	53	2.6%	8.3
9	Rio Arriba	57	42	58	63	49	2.4%	7.0
10	Chaves	49	63	56	41	47	2.3%	6.8
All Other Counties		391	378	412	393	363	17.7%	-
Total		**1,937**	**2,041**	**2,134**	**2,073**	**2,050**	**100%**	**6.9**

[1] Counties have the same rank if they have the same number of crashes in 2017.

[21] See Page 67 for total crashes in all counties, and Pages 123-124 for crash rates using county population.

[22] See Page 69 for alcohol-involved crashes in all counties, and Page 125 for alcohol-involved crash rates using county population.

Crash Geography – Counties

Table 92: Top 10 Counties in Animal-involved Crashes, 2017[23]

2017 Rank	County	Animal-involved Crashes					Percent of All 2017 Animal-involved Crashes	2017 Animal-involved Crashes per 100M VMT
		2013	2014	2015	2016	2017		
1	San Juan	152	136	145	151	184	10.0%	9.1
2	Grant	121	134	140	138	160	8.7%	38.8
3	Rio Arriba	122	121	102	133	128	6.9%	18.3
4	Lincoln	84	96	122	108	126	6.8%	25.1
5	Colfax	78	93	84	88	111	6.0%	30.6
6	Eddy	35	100	109	109	109	5.9%	11.3
7	Santa Fe	51	64	66	50	91	4.9%	4.4
8	Sandoval	58	59	42	63	78	4.2%	5.2
9	Taos	30	19	24	19	76	4.1%	18.6
10	Otero	61	73	69	90	72	3.9%	9.4
All Other Counties		435	509	607	688	714	38.6%	-
Total		**1,227**	**1,404**	**1,510**	**1,637**	**1,849**	**100%**	**6.2**

Table 93: Top 10 Counties in Fatalities, 2017[24]

2017 Rank[1]	County	Fatalities in Crashes					Percent of All 2017 Fatalities	2017 Fatalities per 100M VMT
		2013	2014	2015	2016	2017		
1	Bernalillo	52	69	64	100	90	23.7%	1.5
2	San Juan	27	39	31	32	35	9.2%	1.7
3	McKinley	26	48	23	22	30	7.9%	2.2
4	Doña Ana	14	19	18	24	29	7.6%	1.2
5	Sandoval	18	14	5	16	17	4.5%	1.1
5	Eddy	15	16	10	7	17	4.5%	1.8
7	Santa Fe	9	18	14	23	16	4.2%	0.8
7	Lea	12	31	13	13	16	4.2%	1.7
9	Cibola	14	7	11	17	13	3.4%	1.5
10	Hidalgo	1	9	3	3	12	3.2%	4.3
All Other Counties		123	116	106	148	105	27.6%	-
Total		**311**	**386**	**298**	**405**	**380**	**100%**	**1.3**

[1] Counties with the same number of fatalities in 2017 have the same rank.

[23] See Page 121 for animal-involved crashes in all counties.

[24] See Page 118 for crash-related fatalities in all counties, and Page 124 for fatality rates using county population.

Table 94: Top Counties in Motorcyclist (Driver and Passenger) Fatalities, 2017[25]

2017 Rank[1]	County	Motorcyclist Fatalities in Crashes					Percent of All 2017 MC Fatalities	2017 Total Fatalities	Motorcyclist Fatalities as a Percent of All 2017 County Fatalities
		2013	2014	2015	2016	2017			
1	Bernalillo	9	14	11	17	18	31.6%	90	20.0%
2	Santa Fe	2	5	4	2	4	7.0%	16	25.0%
2	Sierra	0	1	0	0	4	7.0%	7	57.1%
2	Doña Ana	5	3	6	3	4	7.0%	29	13.8%
5	Rio Arriba	1	1	2	2	3	5.3%	8	37.5%
5	Curry	1	0	0	2	3	5.3%	4	75.0%
7	Lincoln	4	1	0	3	2	3.5%	6	33.3%
7	Chaves	3	1	2	1	2	3.5%	6	33.3%
7	San Juan	1	4	4	2	2	3.5%	35	5.7%
7	Eddy	0	2	0	2	2	3.5%	17	11.8%
7	Grant	0	0	0	0	2	3.5%	10	20.0%
7	Taos	2	2	0	1	2	3.5%	9	22.2%
All Other Counties		18	18	12	14	9	15.8%	143	6.3%
Total		**46**	**52**	**41**	**49**	**57**	**100.0%**	**380**	**15.0%**

[1] Counties with the same number of motorcyclist fatalities in 2017 have the same rank.

Table 95: Top Counties in Pedestrian Fatalities, 2017[26]

2017 Rank	County	Pedestrian Fatalities in Crashes					Percent of All 2017 Pedestrian Fatalities	2017 Total Fatalities	Pedestrian Fatalities as a Percent of All 2017 County Fatalities
		2013	2014	2015	2016	2017			
1	Bernalillo	21	30	17	34	33	41.8%	90	36.7%
2	San Juan	3	7	13	9	10	12.7%	35	28.6%
3	McKinley	10	14	3	8	8	10.1%	30	26.7%
4	Doña Ana	1	2	1	4	7	8.9%	29	24.1%
5	Santa Fe	3	4	7	1	5	6.3%	16	31.3%
All Other Counties		15	17	14	21	16	20.3%	180	8.9%
Total		**53**	**74**	**55**	**77**	**79**	**100%**	**380**	**20.8%**

[25] See Page 119 for motorcyclist fatalities in all counties.

[26] See Page 120 for pedestrian fatalities in all counties.

Crash Geography – Counties

Table 96: Severity of Crashes by County, 2017

County	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Bernalillo	82	24.0%	5,815	43.2%	13,988	43.6%	19,885	43.3%
Catron	1	0.3%	17	0.1%	37	0.1%	55	0.1%
Chaves	6	1.8%	358	2.7%	947	2.9%	1,311	2.9%
Cibola	13	3.8%	107	0.8%	326	1.0%	446	1.0%
Colfax	4	1.2%	66	0.5%	268	0.8%	338	0.7%
Curry	4	1.2%	245	1.8%	728	2.3%	977	2.1%
De Baca	0	0.0%	7	0.1%	35	0.1%	42	0.1%
Doña Ana	28	8.2%	1,396	10.4%	2,879	9.0%	4,303	9.4%
Eddy	16	4.7%	361	2.7%	1,157	3.6%	1,534	3.3%
Grant	8	2.3%	152	1.1%	395	1.2%	555	1.2%
Guadalupe	6	1.8%	57	0.4%	134	0.4%	197	0.4%
Harding	0	0.0%	3	0.02%	11	0.03%	14	0.03%
Hidalgo	6	1.8%	19	0.1%	61	0.2%	86	0.2%
Lea	14	4.1%	337	2.5%	702	2.2%	1,053	2.3%
Lincoln	5	1.5%	108	0.8%	369	1.1%	482	1.0%
Los Alamos	0	0.0%	53	0.4%	82	0.3%	135	0.3%
Luna	2	0.6%	109	0.8%	289	0.9%	400	0.9%
McKinley	28	8.2%	327	2.4%	895	2.8%	1,250	2.7%
Mora	1	0.3%	23	0.2%	74	0.2%	98	0.2%
Otero	6	1.8%	329	2.4%	660	2.1%	995	2.2%
Quay	2	0.6%	47	0.3%	138	0.4%	187	0.4%
Rio Arriba	7	2.1%	242	1.8%	509	1.6%	758	1.7%
Roosevelt	5	1.5%	53	0.4%	202	0.6%	260	0.6%
San Juan	30	8.8%	634	4.7%	1,248	3.9%	1,912	4.2%
San Miguel	3	0.9%	112	0.8%	402	1.3%	517	1.1%
Sandoval	13	3.8%	570	4.2%	1,513	4.7%	2,096	4.6%
Santa Fe	16	4.7%	1,100	8.2%	2,386	7.4%	3,502	7.6%
Sierra	7	2.1%	64	0.5%	155	0.5%	226	0.5%
Socorro	2	0.6%	66	0.5%	161	0.5%	229	0.5%
Taos	8	2.3%	179	1.3%	448	1.4%	635	1.4%
Torrance	5	1.5%	62	0.5%	159	0.5%	226	0.5%
Union	1	0.3%	21	0.2%	50	0.2%	72	0.2%
Valencia	12	3.5%	421	3.1%	697	2.2%	1,130	2.5%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Crashes	**341**	**100%**	**13,460**	**100%**	**32,105**	**100%**	**45,906**	**100%**

Table 97: Total Crashes by County, 2013 - 2017[27]

County	Total Crashes					Percent of All 2017 Crashes	2017 Vehicle Miles Traveled (100M VMT)	2017 Crashes per 100M VMT[2]
	2013	2014	2015	2016	2017			
Bernalillo	16,315	18,090	19,584	19,496	19,885	43.3%	58.86	337.9
Catron	28	13	37	60	55	0.1%	1.62	34.0
Chaves	1,371	1,214	1,383	1,374	1,311	2.9%	6.95	188.8
Cibola	347	350	412	510	446	1.0%	8.54	52.2
Colfax	316	307	284	329	338	0.7%	3.62	93.3
Curry	795	727	1,022	976	977	2.1%	4.23	231.2
De Baca	15	46	48	53	42	0.1%	1.78	23.7
Doña Ana	3,813	3,776	4,267	4,332	4,303	9.4%	23.31	184.6
Eddy	1,161	1,567	1,590	1,399	1,534	3.3%	9.62	159.5
Grant	598	627	605	553	555	1.2%	4.13	134.4
Guadalupe	180	158	186	221	197	0.4%	5.12	38.5
Harding	4	4	6	14	14	0.03%	0.19	72.6
Hidalgo	99	87	109	84	86	0.2%	2.81	30.6
Lea	1,283	1,391	1,020	1,007	1,053	2.3%	9.58	109.9
Lincoln	456	409	538	456	482	1.0%	5.03	95.9
Los Alamos	64	58	125	125	135	0.3%	1.53	88.2
Luna	454	421	425	423	400	0.9%	7.90	50.6
McKinley	1,210	1,255	1,355	1,308	1,250	2.7%	13.45	92.9
Mora	82	110	107	112	98	0.2%	1.64	59.7
Otero	972	876	981	949	995	2.2%	7.68	129.6
Quay	153	147	219	149	187	0.4%	4.86	38.5
Rio Arriba	589	602	686	859	758	1.7%	7.00	108.3
Roosevelt	211	270	355	309	260	0.6%	2.27	114.4
San Juan	2,159	1,800	2,123	1,971	1,912	4.2%	20.20	94.7
San Miguel	393	491	570	535	517	1.1%	4.73	109.3
Sandoval	1,651	1,432	1,693	1,930	2,096	4.6%	15.04	139.3
Santa Fe	2,767	2,825	3,199	3,172	3,502	7.6%	20.78	168.5
Sierra	132	85	205	189	226	0.5%	2.37	95.2
Socorro	264	273	306	288	229	0.5%	6.03	38.0
Taos	372	327	357	385	635	1.4%	4.08	155.6
Torrance	185	218	314	227	226	0.5%	5.50	41.1
Union	85	64	67	105	72	0.2%	1.41	51.0
Valencia	648	664	1,122	1,171	1,130	2.5%	6.42	176.0
Missing Data[1]	36	6	8	0	0	0.0%	18.53	-
Total	**39,208**	**40,690**	**45,308**	**45,071**	**45,906**	**100%**	**296.80**	**154.7**

[1] VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

[2] Rates are shaded such that darker shading identifies higher rates.

[27] See Pages 123-124 for crash rates using county population.

Crash Geography – Counties

Table 98: Severity of Injuries to People in Crashes by County, 2017

County	People in Crashes							Fatalities per 100M VMT[1]	Total People in Crashes per 100M VMT[1]
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People		
Bernalillo	90	434	1,708	6,328	42,355	50,915	44.0%	1.53	865
Catron	1	2	16	7	70	96	0.1%	0.62	59
Chaves	6	44	107	327	2,798	3,282	2.8%	0.86	473
Cibola	13	19	48	96	817	993	0.9%	1.52	116
Colfax	4	7	40	34	610	695	0.6%	1.10	192
Curry	4	13	78	259	2,188	2,542	2.2%	0.95	601
De Baca	0	4	2	1	75	82	0.1%	0.00	46
Doña Ana	29	122	487	1,352	9,387	11,377	9.8%	1.24	488
Eddy	17	31	112	377	3,162	3,699	3.2%	1.77	385
Grant	10	14	46	147	956	1,173	1.0%	2.42	284
Guadalupe	9	5	39	41	323	417	0.4%	1.76	81
Harding	0	1	1	1	23	26	0.02%	0.00	135
Hidalgo	12	8	15	28	199	262	0.2%	4.27	93
Lea	16	19	105	338	2,104	2,582	2.2%	1.67	270
Lincoln	6	15	48	81	858	1,008	0.9%	1.19	201
Los Alamos	0	1	39	34	237	311	0.3%	0.00	203
Luna	2	12	57	90	834	995	0.9%	0.25	126
McKinley	30	53	130	381	2,791	3,385	2.9%	2.23	252
Mora	2	12	14	11	150	189	0.2%	1.22	115
Otero	6	25	127	330	1,944	2,432	2.1%	0.78	317
Quay	2	10	34	19	314	379	0.3%	0.41	78
Rio Arriba	8	43	84	269	1,391	1,795	1.6%	1.14	256
Roosevelt	6	8	36	40	467	557	0.5%	2.64	245
San Juan	35	51	225	662	4,051	5,024	4.3%	1.73	249
San Miguel	3	4	45	97	966	1,115	1.0%	0.63	236
Sandoval	17	38	239	564	4,589	5,447	4.7%	1.13	362
Santa Fe	16	47	328	1,154	7,274	8,819	7.6%	0.77	424
Sierra	7	7	43	34	396	487	0.4%	2.95	205
Socorro	2	12	37	39	372	462	0.4%	0.33	77
Taos	9	20	73	164	1,182	1,448	1.3%	2.21	355
Torrance	5	4	28	56	413	506	0.4%	0.91	92
Union	1	3	16	12	111	143	0.1%	0.71	101
Valencia	12	45	174	417	2,336	2,984	2.6%	1.87	465
Missing Data	0	0	0	0	0	0	0.0%	-	-
Total People	**380**	**1,133**	**4,581**	**13,790**	**95,743**	**115,627**	**100%**	**1.28**	**390**

[1] Rates are shaded such that darker shading identifies higher rates.

Table 99: Alcohol-involved Crashes by County, 2013 - 2017

County	Alcohol-involved Crashes					Percent of All 2017 Alcohol-involved Crashes	2017 Vehicle Miles Traveled (100M VMT)	2017 Alcohol-involved Crashes per 100M VMT[2]
	2013	2014	2015	2016	2017			
Bernalillo	594	635	675	689	664	32.4%	58.86	11.3
Catron	2	2	0	0	2	0.1%	1.62	1.2
Chaves	49	63	56	41	47	2.3%	6.95	6.8
Cibola	22	25	36	45	40	2.0%	8.54	4.7
Colfax	14	12	17	21	8	0.4%	3.62	2.2
Curry	30	27	37	36	31	1.5%	4.23	7.3
De Baca	0	5	2	4	4	0.2%	1.78	2.3
Doña Ana	187	191	195	174	196	9.6%	23.31	8.4
Eddy	44	75	64	51	54	2.6%	9.62	5.6
Grant	35	37	32	31	17	0.8%	4.13	4.1
Guadalupe	2	3	3	8	4	0.2%	5.12	0.8
Harding	0	0	1	0	1	0.05%	0.19	5.2
Hidalgo	6	3	8	7	2	0.1%	2.81	0.7
Lea	56	69	50	39	37	1.8%	9.58	3.9
Lincoln	32	26	37	21	31	1.5%	5.03	6.2
Los Alamos	3	2	3	6	5	0.2%	1.53	3.3
Luna	14	16	12	19	16	0.8%	7.90	2.0
McKinley	153	177	180	155	169	8.2%	13.45	12.6
Mora	8	4	11	8	4	0.2%	1.64	2.4
Otero	52	44	48	47	42	2.0%	7.68	5.5
Quay	8	8	7	7	7	0.3%	4.86	1.4
Rio Arriba	57	42	58	63	49	2.4%	7.00	7.0
Roosevelt	10	9	16	12	5	0.2%	2.27	2.2
San Juan	179	185	181	163	169	8.2%	20.20	8.4
San Miguel	38	27	32	27	30	1.5%	4.73	6.3
Sandoval	105	89	94	109	114	5.6%	15.04	7.6
Santa Fe	155	172	161	179	172	8.4%	20.78	8.3
Sierra	5	8	13	12	18	0.9%	2.37	7.6
Socorro	19	13	17	15	15	0.7%	6.03	2.5
Taos	20	22	16	17	34	1.7%	4.08	8.3
Torrance	13	12	12	7	8	0.4%	5.50	1.5
Union	2	4	2	4	2	0.1%	1.41	1.4
Valencia	23	34	58	56	53	2.6%	6.42	8.3
Missing Data[1]	0	0	0	0	0	0.0%	18.53	-
Total	**1,937**	**2,041**	**2,134**	**2,073**	**2,050**	**100%**	**296.80**	**6.9**

[1] VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

[2] Rates are shaded such that darker shading identifies higher rates.

Crash Geography – Counties

Table 100: Severity of Injuries to People in Alcohol-involved Crashes by County, 2017

County	People in Alcohol-involved Crashes							Fatalities in Alcohol-involved Crashes per 100M VMT[1]	Total People in Alcohol-involved Crashes per 100M VMT[1]
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People		
Bernalillo	37	54	159	251	1,088	1,589	34.3%	0.63	27.0
Catron	0	1	2	0	0	3	0.1%	0.00	1.9
Chaves	2	5	13	9	71	100	2.2%	0.29	14.4
Cibola	5	1	13	7	56	82	1.8%	0.59	9.6
Colfax	0	2	2	1	5	10	0.2%	0.00	2.8
Curry	1	1	8	13	46	69	1.5%	0.24	16.3
De Baca	0	2	0	1	2	5	0.1%	0.00	2.8
Doña Ana	10	13	51	52	282	408	8.8%	0.43	17.5
Eddy	3	2	12	17	84	118	2.6%	0.31	12.3
Grant	4	2	4	3	19	32	0.7%	0.97	7.8
Guadalupe	1	0	0	0	3	4	0.1%	0.20	0.8
Harding	0	0	1	0	0	1	0.02%	0.00	5.2
Hidalgo	0	0	1	0	2	3	0.1%	0.00	1.1
Lea	4	4	5	11	52	76	1.6%	0.42	7.9
Lincoln	2	1	10	3	26	42	0.9%	0.40	8.4
Los Alamos	0	0	4	1	2	7	0.2%	0.00	4.6
Luna	1	0	5	5	23	34	0.7%	0.13	4.3
McKinley	22	18	29	67	294	430	9.3%	1.64	32.0
Mora	0	4	3	1	3	11	0.2%	0.00	6.7
Otero	4	2	13	5	58	82	1.8%	0.52	10.7
Quay	0	0	2	1	9	12	0.3%	0.00	2.5
Rio Arriba	4	3	16	24	84	131	2.8%	0.57	18.7
Roosevelt	1	1	5	2	5	14	0.3%	0.44	6.2
San Juan	19	18	51	60	257	405	8.8%	0.94	20.1
San Miguel	1	1	10	12	35	59	1.3%	0.21	12.5
Sandoval	8	10	42	34	186	280	6.1%	0.53	18.6
Santa Fe	9	13	48	60	236	366	7.9%	0.43	17.6
Sierra	2	0	5	2	26	35	0.8%	0.84	14.8
Socorro	0	2	7	4	21	34	0.7%	0.00	5.6
Taos	4	4	11	19	36	74	1.6%	0.98	18.1
Torrance	0	0	1	3	12	16	0.3%	0.00	2.9
Union	0	1	0	0	2	3	0.1%	0.00	2.1
Valencia	3	5	20	15	48	91	2.0%	0.47	14.2
Missing Data	0	0	0	0	0	0	0.0%	-	-
Total People	**147**	**170**	**553**	**683**	**3,073**	**4,626**	**100%**	**0.50**	**15.6**

[1] Rates are shaded such that darker shading identifies higher rates.

Cities

An analysis of crashes by city helps identify traffic safety issues across geographic areas of New Mexico. A selection of city crash maps is also available in Appendix E (Page 97) and digitally available in high-resolution color at tru.unm.edu. In some cities, nonresident drivers passing through may contribute to a high crash rate in a city with a relatively small population.

- The largest number of total crashes and alcohol-involved crashes occurred in Albuquerque, Las Cruces and Santa Fe. (Table 101, Table 102)
- Of the 15 cities with the highest number of total crashes, the highest crash rates (crashes per 1,000 city residents) were in Taos (60.7) and Española (42.4). (Table 101)
- Of the cities with the highest number of alcohol-involved crashes, the highest alcohol-involved crash rates (alcohol-involved crashes per 10,000 city residents) were in Gallup (41.4), and Ruidoso (32.2). (Table 102)
- The number of total crashes and alcohol-involved crashes reported in Farmington has been declining over at least the past five years, and, in 2017 fell to their lowest levels in five years. (Table 101, Table 102)

Table 101: Top Fifteen Cities in Total Crashes, 2017

2017 Rank	City	Total Crashes					2017 Population	Crashes per 1,000 Residents
		2013	2014	2015	2016	2017		
1	Albuquerque	15,974	17,713	19,192	19,133	19,532	558,545	**35.0**
2	Las Cruces	3,211	3,179	3,558	3,531	3,556	101,712	**35.0**
3	Santa Fe	2,162	2,195	2,376	2,308	2,594	83,776	**31.0**
4	Rio Rancho	1,051	752	857	1,210	1,345	96,159	**14.0**
5	Farmington	1,436	1,148	1,365	1,252	1,107	45,450	**24.4**
6	Roswell	1,145	987	1,092	1,134	1,074	47,775	**22.5**
7	Carlsbad	684	874	916	875	869	28,774	**30.2**
8	Clovis	721	673	881	870	844	38,962	**21.7**
9	Gallup	795	791	894	827	822	21,960	**37.4**
10	Alamogordo	683	579	636	609	643	31,248	**20.6**
11	Hobbs	791	818	544	572	616	37,764	**16.3**
12	Los Lunas	360	343	438	446	442	15,501	**28.5**
13	Española	248	262	384	467	425	10,029	**42.4**
14	Taos	290	255	270	292	344	5,668	**60.7**
15	Las Vegas	267	324	375	337	327	13,201	**24.8**
All Other Crashes		9,390	9,797	11,530	11,208	11,366	-	-
Statewide Total		**39,208**	**40,690**	**45,308**	**45,071**	**45,906**	**2,088,070**	**22.0**

Crash Geography – Cities

Table 102: Top Cities in Alcohol-involved Crashes, 2017

2017 Rank[1]	City	Alcohol-involved Crashes					2017 Population[2]	Alcohol-involved Crashes per 10,000 Residents
		2013	2014	2015	2016	2017		
1	Albuquerque	566	608	653	671	643	558,545	**11.5**
2	Las Cruces	117	128	125	110	132	101,712	**13.0**
3	Santa Fe	118	128	105	103	116	83,776	**13.8**
4	Gallup	88	87	104	88	91	21,960	**41.4**
5	Farmington	116	98	91	80	70	45,450	**15.4**
6	Rio Rancho	62	39	41	57	68	96,159	**7.1**
7	Roswell	29	49	43	32	34	47,775	**7.1**
8	Carlsbad	17	49	38	25	32	28,774	**11.1**
9	Clovis	27	23	30	26	28	38,962	**7.2**
10	Española	22	15	23	25	25	10,029	**24.9**
10	Ruidoso	17	17	19	13	25	7,756	**32.2**
12	Shiprock	9	15	17	15	23	8,295	**27.7**
13	Alamogordo	33	24	24	26	22	31,248	**7.0**
13	Hobbs	31	47	30	25	22	37,764	**5.8**
15	Zuni Pueblo	4	18	7	9	18	6,302	**28.6**
16	Kirtland	5	8	7	5	17	7,875	**21.6**
17	Las Vegas	27	18	20	15	16	13,201	**12.1**
18	Los Lunas	8	6	13	14	13	15,501	**8.4**
18	Anthony	17	13	10	7	13	9,339	**13.9**
20	Taos	13	14	12	8	12	5,668	**21.2**
All Other Crashes		611	637	722	719	630	-	-
Statewide Total		**1,937**	**2,041**	**2,134**	**2,073**	**2,050**	**2,088,070**	**9.8**

[1] Cities have the same rank if they have the same number of crashes in 2017.

[2] The population of Shiprock, Zuni, and Kirtland 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, 2017

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Acoma	0	7	21	28	0	10	41	51
Acomita	0	5	10	15	0	6	26	32
Alamogordo	2	214	427	643	2	297	1,409	1,708
Albuquerque	77	5,685	13,770	19,532	85	8,296	41,810	50,191
Algodones	1	9	26	36	1	15	62	78
Angel Fire	0	4	27	31	0	5	50	55
Anthony	2	29	67	98	3	47	215	265
Arenas Valley	0	10	35	45	0	14	54	68
Arroyo Seco	0	11	12	23	0	15	28	43
Artesia	1	43	223	267	1	72	587	660
Aztec	2	53	113	168	2	74	325	401
Bayard	0	4	20	24	0	4	45	49
Belen	1	45	98	144	1	76	320	397
Bent	0	4	11	15	0	7	17	24
Bernalillo	1	66	228	295	1	92	688	781
Bloomfield	0	29	69	98	0	44	217	261
Bosque Farms	0	16	35	51	0	22	117	139
Carlsbad	6	221	642	869	6	314	1,931	2,251
Cedar Crest	0	9	15	24	0	12	31	43
Cedar Hill	0	0	20	20	0	0	41	41
Chama	0	2	18	20	0	4	33	37
Chaparral	3	20	60	83	3	31	166	200
Chimayo	0	17	20	37	0	24	51	75
Church Rock	1	7	16	24	1	15	36	52
Clayton	0	5	17	22	0	7	41	48
Cloudcroft	0	6	17	23	0	7	34	41
Clovis	2	193	649	844	2	275	2,010	2,287
Corrales	1	13	43	57	1	16	128	145
Cuba	1	3	15	19	1	4	32	37
Cuyamungue	2	2	14	18	2	11	39	52
Deming	1	52	169	222	1	70	524	595
Dulce	1	4	18	23	1	9	28	38
Edgewood	0	30	78	108	0	36	217	253
El Cerro	0	18	34	52	0	21	116	137
El Cerro Mission	0	15	11	26	0	25	42	67
El Valle de Arroyo Seco	0	14	27	41	0	21	71	92
Eldorado at Santa Fe	1	14	24	39	1	23	64	88
Española	0	164	261	425	0	269	925	1,194
Eunice	0	9	21	30	0	9	45	54

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
Farmington	4	362	741	1,107	4	508	2,619	3,131
Fruitland	1	16	9	26	1	22	28	51
Gallup	11	200	611	822	12	327	2,044	2,383
Glorieta	0	5	20	25	0	7	37	44
Grants	1	21	112	134	1	30	315	346
Hatch	0	5	18	23	0	5	49	54
High Rolls Mt Park	1	2	17	20	1	4	36	41
Hobbs	2	223	391	616	2	307	1,392	1,701
Isleta Pueblo	3	49	70	122	3	70	200	273
Jal	2	4	17	23	2	6	38	46
Kirtland	3	27	50	80	4	42	156	202
La Cienega	0	26	39	65	0	42	107	149
La Luz	0	14	23	37	0	22	57	79
La Puebla	0	8	7	15	0	11	26	37
Laguna	3	35	71	109	3	49	174	226
Las Cruces	13	1,180	2,363	3,556	13	1,650	8,054	9,717
Las Vegas	0	57	270	327	0	77	675	752
Lordsburg	0	3	21	24	0	6	56	62
Los Alamos	0	40	68	108	0	60	205	265
Los Chaves	0	21	29	50	0	30	77	107
Los Lunas	1	158	283	442	1	234	1,004	1,239
Loving	1	7	24	32	1	11	58	70
Lovington	2	33	96	131	2	42	280	324
Meadow Lake	1	11	17	29	1	15	43	59
Mesquite	0	11	14	25	0	13	44	57
Midway	0	8	18	26	0	12	41	53
Milan	0	5	21	26	0	11	51	62
Moriarty	0	13	54	67	0	21	143	164
Nambe Pueblo	0	2	13	15	0	2	28	30
Peralta	2	16	17	35	2	22	46	70
Pojoaque	0	25	29	54	0	34	115	149
Portales	1	32	130	163	1	53	346	400
Pueblitos	1	11	8	20	1	23	46	70
Raton	1	21	93	115	1	22	238	261
Rio Communities	0	14	25	39	0	23	75	98
Rio Rancho	1	386	958	1,345	1	568	3,089	3,658
Roswell	4	298	772	1,074	4	389	2,448	2,841
Ruidoso	2	62	192	256	2	70	502	574
Ruidoso Downs	0	8	24	32	0	9	54	63

Table 103 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
San Felipe Pueblo	1	10	24	35	1	20	72	93
Santa Ana Pueblo	2	25	45	72	2	40	156	198
Santa Clara Pueblo	0	4	11	15	0	6	31	37
Santa Fe	10	800	1,784	2,594	10	1,094	5,733	6,837
Santa Rosa	1	19	40	60	1	29	112	142
Santa Teresa	0	12	25	37	0	16	66	82
Sedillo	0	11	16	27	0	12	46	58
Shiprock	6	45	21	72	9	77	131	217
Silver City	0	85	195	280	0	110	566	676
Socorro	0	32	82	114	0	42	200	242
Sombrillo	0	5	10	15	0	8	33	41
Sunland Park	1	19	59	79	1	30	163	194
Taos	2	89	253	344	2	121	760	883
Taos Pueblo	0	12	23	35	0	15	70	85
Tesuque	0	10	28	38	0	15	65	80
Texico	0	2	14	16	0	3	36	39
Thoreau	1	8	15	24	1	16	46	63
Tijeras	0	9	26	35	0	10	57	67
Tome	0	17	16	33	0	19	58	77
Truth or Consequences	2	42	84	128	2	53	245	300
Tucumcari	0	11	59	70	0	13	138	151
Tularosa	0	10	35	45	0	18	100	118
Vado	0	9	36	45	0	13	90	103
Valencia	0	24	29	53	0	41	144	185
Waterflow	0	6	20	26	0	10	40	50
White Rock	0	7	14	21	0	7	37	44
Yah-ta-hey	2	3	14	19	2	6	47	55
Zuni Pueblo	3	11	47	61	3	18	108	129
Rural and Other[1]	143	1,652	3,964	5,759	168	2,494	8,781	11,443
Total	**341**	**13,460**	**32,105**	**45,906**	**380**	**19,504**	**95,743**	**115,627**

[1] The term "other" refers to towns or places with fewer than 15 crashes in 2017.

Crash Geography – Cities

Table 104: Severity of Alcohol-involved Crashes and Injuries by City, 2017

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	3	6	9	0	5	14	19
Alamogordo	1	9	12	22	1	10	35	46
Albuquerque	32	283	328	643	35	441	1,068	1,544
Algodones	0	2	0	2	0	5	0	5
Anthony	0	6	7	13	0	9	16	25
Arroyo Seco	0	4	0	4	0	5	0	5
Artesia	0	2	4	6	0	2	11	13
Aztec	1	1	2	4	1	1	5	7
Bayard	0	0	2	2	0	0	4	4
Belen	0	5	2	7	0	11	5	16
Bernalillo	0	4	7	11	0	7	25	32
Blanco	0	2	1	3	0	2	4	6
Bloomfield	0	3	1	4	0	8	5	13
Bosque Farms	0	1	1	2	0	1	3	4
Caballo	1	1	0	2	1	1	2	4
Carlsbad	1	12	19	32	1	17	58	76
Cedro	0	2	0	2	0	4	0	4
Chaparral	1	2	7	10	1	2	15	18
Chimayo	0	3	1	4	0	3	2	5
Church Rock	1	2	2	5	1	7	6	14
Clayton	0	1	1	2	0	1	2	3
Clovis	1	10	17	28	1	19	46	66
Corrales	1	1	2	4	1	1	6	8
Crownpoint	0	1	1	2	0	1	3	4
Cuyamungue	1	2	1	4	1	6	9	16
Deming	1	3	3	7	1	4	11	16
Dulce	1	1	0	2	1	4	0	5
Edgewood	0	3	4	7	0	3	9	12
El Cerro	0	2	0	2	0	2	3	5
El Cerro Mission	0	2	1	3	0	4	2	6
El Valle de Arroyo Seco	0	2	3	5	0	3	9	12
Española	0	17	8	25	0	26	46	72
Eunice	0	0	2	2	0	0	3	3
Farmington	0	28	42	70	0	44	130	174
Fruitland	1	3	1	5	1	4	2	7
Gallup	7	34	50	91	8	55	190	253
Grants	0	2	7	9	0	3	16	19

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
Hatch	0	2	1	3	0	2	4	6
High Rolls Mt Park	1	1	0	2	1	3	0	4
Hobbs	0	10	12	22	0	13	39	52
Indian Hills	0	1	1	2	0	1	1	2
Isleta Pueblo	2	6	2	10	2	8	7	17
Kirtland	3	9	5	17	4	14	23	41
La Cienega	0	2	0	2	0	4	0	4
La Luz	0	1	2	3	0	1	2	3
La Villita	0	2	0	2	0	4	14	18
Laguna	1	7	2	10	1	8	11	20
Las Cruces	4	52	76	132	4	72	195	271
Las Vegas	0	4	12	16	0	10	24	34
Los Alamos	0	2	1	3	0	4	1	5
Los Chaves	0	1	1	2	0	1	1	2
Los Lunas	0	7	6	13	0	9	14	23
Loving	1	1	2	4	1	2	2	5
Lovington	1	1	3	5	1	2	4	7
Meadow Lake	0	0	2	2	0	0	2	2
Mesquite	0	4	1	5	0	5	9	14
Midway	0	0	2	2	0	0	7	7
Milan	0	0	2	2	0	0	5	5
Moriarty	0	0	2	2	0	0	5	5
Nambe Pueblo	0	0	2	2	0	0	3	3
Peralta	0	2	0	2	0	2	0	2
Placitas	0	1	2	3	0	2	3	5
Pojoaque	0	4	0	4	0	4	5	9
Portales	0	2	2	4	0	6	4	10
Pueblo	0	1	1	2	0	2	1	3
Questa	0	0	2	2	0	0	2	2
Rio Communities	0	1	1	2	0	1	1	2
Rio Rancho	0	30	38	68	0	48	119	167
Rock Springs	1	0	1	2	1	0	2	3
Roswell	2	14	18	34	2	19	56	77
Ruidoso	1	11	13	25	1	12	22	35
San Felipe Pueblo	1	1	1	3	1	5	6	12
San Jose	0	2	0	2	0	2	0	2

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
Sanostee	0	2	0	2	0	4	0	4
Santa Ana Pueblo	0	4	2	6	0	4	8	12
Santa Fe	7	46	63	116	7	81	172	260
Santa Teresa	0	1	1	2	0	1	2	3
Shiprock	4	14	5	23	7	23	38	68
Silver City	0	4	2	6	0	4	5	9
Socorro	0	6	3	9	0	7	13	20
Soham	0	1	1	2	0	2	2	4
Taos	0	6	6	12	0	11	16	27
Taos Pueblo	0	2	0	2	0	2	1	3
Tesuque Pueblo	0	1	1	2	0	1	2	3
Tome	0	2	1	3	0	2	2	4
Truth or Consequences	1	3	4	8	1	3	8	12
Tucumcari	0	0	2	2	0	0	4	4
Waterflow	0	2	1	3	0	2	6	8
Yah-ta-hey	2	0	2	4	2	0	7	9
Zuni Pueblo	3	6	9	18	3	11	23	37
Rural and Other[1]	45	165	149	359	53	261	405	719
Total	**131**	**906**	**1,013**	**2,050**	**147**	**1,406**	**3,073**	**4,626**

[1] The term "other" refers to towns or places with fewer than two alcohol-involved crashes in 2017.

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 126 in the Sources section.

- Most crashes and alcohol-involved crashes occur in urban locations, but a large proportion of crash-related fatalities and alcohol-involved crash-related fatalities occur on rural roadways. Rural roadways account for 15.0 percent of crashes and 22.8 percent of alcohol-involved crashes, but rural roadways have 50.8 percent of crash-related fatalities and 49.7 percent of alcohol-involved crash-related fatalities. Urban roadways account for 85.0 percent of all crashes, but only 49.2 percent of crash-related fatalities. (Table 105, Table 106, Table 107, Table 108)
- The percentage of crash-related fatalities that occur on rural roadways has declined over the past five years, while the percentage of crash-related fatalities and alcohol-involved crash-related fatalities that occur on urban roadways has steadily increased. (Table 106, Table 108)
- Rollover and Overturn crashes account for 29.4 percent of rural Interstate fatalities and 35.2 percent of rural non-Interstate fatalities. (Table 109)
- Pedestrian crashes account for 43.2 percent of fatalities in urban alcohol-involved crashes. (Table 110)

Table 105: Crashes by Rural and Urban Location, 2013 - 2017

Year	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%	34,228	84.1%	40,690	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%
2017	1,565	3.4%	5,341	11.6%	39,000	85.0%	45,906	100%

Crash Geography – Rural and Urban

Table 106: Fatalities by Rural and Urban Location, 2013 - 2017

Year	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2017	51	13.4%	142	37.4%	187	49.2%	380	100%

Table 107: Alcohol-involved Crashes by Rural and Urban Location, 2013 - 2017

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
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%
2017	75	3.7%	392	19.1%	1,583	77.2%	2,050	100%

Table 108: Fatalities in Alcohol-involved Crashes by Rural and Urban Location, 2013 - 2017

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
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%
2017	9	6.1%	64	43.5%	74	50.3%	147	100%

Table 109: Fatalities and Crashes by Rural and Urban Location and Crash Classification, 2017

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	23	45.1%	524	33.5%	54	38.0%	1,658	31.0%	83	44.4%	30,927	79.3%
Fixed Object	4	7.8%	337	21.5%	14	9.9%	899	16.8%	21	11.2%	3,030	7.8%
Parked Vehicle	1	2.0%	13	0.8%	2	1.4%	99	1.9%	2	1.1%	1,825	4.7%
Animal	3	5.9%	167	10.7%	2	1.4%	1,255	23.5%	0	0.0%	427	1.1%
Overturn	8	15.7%	203	13.0%	26	18.3%	675	12.6%	6	3.2%	503	1.3%
Other (Object)	0	0.0%	139	8.9%	0	0.0%	230	4.3%	1	0.5%	598	1.5%
Other (Non-Collision)	1	2.0%	99	6.3%	2	1.4%	244	4.6%	2	1.1%	354	0.9%
Pedestrian	3	5.9%	5	0.3%	16	11.3%	42	0.8%	61	32.6%	552	1.4%
Rollover	7	13.7%	68	4.3%	24	16.9%	200	3.7%	9	4.8%	148	0.4%
Pedalcyclist	0	0.0%	1	0.1%	0	0.0%	5	0.1%	2	1.1%	372	1.0%
Vehicle on Other Roadway	1	2.0%	8	0.5%	1	0.7%	31	0.6%	0	0.0%	243	0.6%
Railroad Train	0	0.0%	0	0.0%	1	0.7%	3	0.1%	0	0.0%	4	0.01%
Missing Data	0	0.0%	1	0.1%	0	0.0%	0	0.0%	0	0.0%	17	0.04%
Total	**51**	**100%**	**1,565**	**100%**	**142**	**100%**	**5,341**	**100%**	**187**	**100%**	**39,000**	**100%**

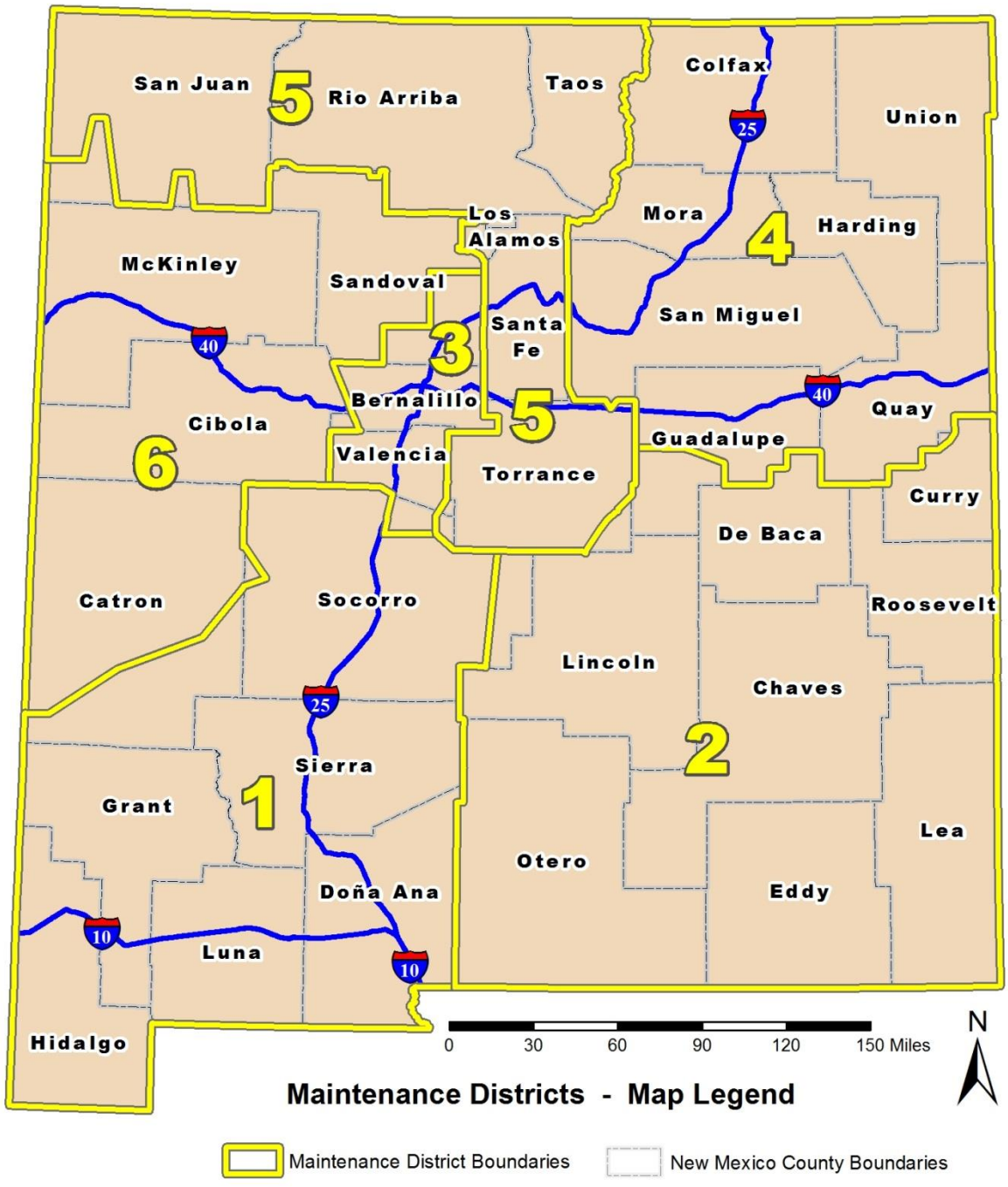
Table 110: Alcohol-involved Fatalities and Crashes by Rural and Urban Location and Crash Classification, 2017

Crash Classification	Alcohol-involved Fatalities[1] and Crashes											
	Rural Interstate				Rural Non-Interstate				Urban			
	Fatalities		Crashes		Fatalities		Crashes		Fatalities		Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	5	55.6%	28	37.3%	18	28.1%	90	23.0%	23	31.1%	707	44.7%
Fixed Object	1	11.1%	23	30.7%	6	9.4%	116	29.6%	9	12.2%	466	29.4%
Overturn	1	11.1%	10	13.3%	12	18.8%	89	22.7%	3	4.1%	74	4.7%
Pedestrian	1	11.1%	1	1.3%	9	14.1%	18	4.6%	32	43.2%	118	7.5%
Parked Vehicle	0	0.0%	2	2.7%	1	1.6%	9	2.3%	1	1.4%	98	6.2%
Rollover	1	11.1%	5	6.7%	13	20.3%	37	9.4%	4	5.4%	27	1.7%
Other (Object)	0	0.0%	2	2.7%	0	0.0%	15	3.8%	1	1.4%	44	2.8%
Other (Non-Collision)	0	0.0%	3	4.0%	2	3.1%	9	2.3%	1	1.4%	24	1.5%
Pedalcyclist	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	19	1.2%
Animal	0	0.0%	0	0.0%	2	3.1%	6	1.5%	0	0.0%	2	0.1%
Vehicle on Other Roadway	0	0.0%	1	1.3%	0	0.0%	2	0.5%	0	0.0%	3	0.2%
Railroad Train	0	0.0%	0	0.0%	1	1.6%	1	0.3%	0	0.0%	1	0.1%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	**9**	**100%**	**75**	**100%**	**64**	**100%**	**392**	**100%**	**74**	**100%**	**1,583**	**100%**

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

Highway Maintenance Districts

Map 1: New Mexico Highway Maintenance Districts



Crash Geography – Maintenance Districts

Table 111: Crashes by Highway Maintenance District and Crash Severity, 2017

Highway Maintenance District	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	54	15.8%	1,802	13.4%	3,940	12.3%	5,796	12.6%
District 2	55	16.1%	1,810	13.4%	4,819	15.0%	6,684	14.6%
District 3	102	29.9%	6,770	50.3%	16,075	50.1%	22,947	50.0%
District 4	17	5.0%	318	2.4%	1,057	3.3%	1,392	3.0%
District 5	59	17.3%	2,261	16.8%	4,824	15.0%	7,144	15.6%
District 6	54	15.8%	498	3.7%	1,389	4.3%	1,941	4.2%
Missing Data	0	0.0%	1	0.01%	1	0.003%	2	0.004%
Total Crashes	**341**	**100%**	**13,460**	**100%**	**32,105**	**100%**	**45,906**	**100%**

Table 112: Severity of Injuries to People in Crashes by Highway Maintenance District, 2017

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	63	16.6%	172	15.2%	682	14.9%	1,691	12.3%	12,150	12.7%	14,758	12.8%
District 2	60	15.8%	160	14.1%	621	13.6%	1,759	12.8%	13,635	14.2%	16,235	14.0%
District 3	110	28.9%	513	45.3%	2,099	45.8%	7,282	52.8%	49,034	51.2%	59,038	51.1%
District 4	21	5.5%	41	3.6%	183	4.0%	210	1.5%	2,456	2.6%	2,911	2.5%
District 5	65	17.1%	163	14.4%	774	16.9%	2,328	16.9%	14,511	15.2%	17,841	15.4%
District 6	61	16.1%	84	7.4%	222	4.8%	517	3.7%	3,955	4.1%	4,839	4.2%
Missing Data	0	0.0%	0	0.0%	0	0.0%	3	0.02%	2	0.002%	5	0.004%
Total People	**380**	**100%**	**1,133**	**100%**	**4,581**	**100%**	**13,790**	**100%**	**95,743**	**100%**	**115,627**	**100%**

Table 113: Crashes by Highway Maintenance District and Rural and Urban Location, 2017

Highway Maintenance District	Rural Interstate		Rural Non-Interstate		Urban		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	382	6.6%	691	11.9%	4,723	81.5%	5,796	100%
District 2	2	0.03%	1,852	27.7%	4,830	72.3%	6,684	100%
District 3	189	0.8%	217	0.9%	22,541	98.2%	22,947	100%
District 4	387	27.8%	514	36.9%	491	35.3%	1,392	100%
District 5	254	3.6%	1,500	21.0%	5,390	75.4%	7,144	100%
District 6	351	18.1%	567	29.2%	1,023	52.7%	1,941	100%
Missing Data	0	0.0%	0	0.0%	2	100.0%	2	100%
Total Crashes	**1,565**	**3.4%**	**5,341**	**11.6%**	**39,000**	**85.0%**	**45,906**	**100%**

Appendix

Appendix A – Hour and Day of Week

Appendix Table A-1: Severity of Injuries by Hour, 2017

Hour[1]	Severity of Injuries to People in Crashes[2]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Midnight	6	14	87	150	865	**1,122**
1 a.m.	18	19	82	80	719	**918**
2 a.m.	10	16	57	77	618	**778**
3 a.m.	10	18	41	43	467	**579**
4 a.m.	6	5	55	53	425	**544**
5 a.m.	7	15	78	119	865	**1,084**
6 a.m.	16	23	103	246	1,792	**2,180**
7 a.m.	8	31	171	775	5,029	**6,014**
8 a.m.	9	54	172	679	4,902	**5,816**
9 a.m.	7	48	141	553	3,948	**4,697**
10 a.m.	11	56	196	596	4,100	**4,959**
11 a.m.	11	60	241	732	5,158	**6,202**
Noon	15	59	319	992	6,840	**8,225**
1 p.m.	12	62	257	893	6,441	**7,665**
2 p.m.	21	67	302	1,026	7,174	**8,590**
3 p.m.	22	72	343	1,187	8,394	**10,018**
4 p.m.	19	90	377	1,214	8,409	**10,109**
5 p.m.	41	84	367	1,436	8,863	**10,791**
6 p.m.	29	78	316	949	6,140	**7,512**
7 p.m.	22	86	242	594	4,138	**5,082**
8 p.m.	29	49	194	509	3,232	**4,013**
9 p.m.	18	49	187	409	2,670	**3,333**
10 p.m.	15	33	143	273	1,900	**2,364**
11 p.m.	18	45	106	195	1,364	**1,728**
Missing Data	0	0	4	10	1,290	**1,304**
Total	**380**	**1,133**	**4,581**	**13,790**	**95,743**	**115,627**

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

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

Appendix Table A-2: Severity of Injuries to People in Alcohol-involved Crashes by Hour, 2017

Hour[1]	Severity of Injuries to People in Alcohol-involved Crashes[2]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Midnight	3	6	34	39	112	**194**
1 a.m.	12	2	30	28	153	**225**
2 a.m.	7	8	29	30	144	**218**
3 a.m.	5	8	16	13	79	**121**
4 a.m.	1	2	14	11	58	**86**
5 a.m.	2	3	16	9	34	**64**
6 a.m.	2	1	7	3	31	**44**
7 a.m.	0	0	6	8	23	**37**
8 a.m.	1	2	9	7	27	**46**
9 a.m.	0	2	9	7	31	**49**
10 a.m.	1	2	3	3	42	**51**
11 a.m.	0	1	13	15	66	**95**
Noon	3	3	14	17	72	**109**
1 p.m.	6	3	13	18	82	**122**
2 p.m.	3	6	11	26	113	**159**
3 p.m.	4	4	22	28	177	**235**
4 p.m.	5	11	31	44	170	**261**
5 p.m.	12	14	29	58	254	**367**
6 p.m.	16	12	37	61	284	**410**
7 p.m.	12	21	34	70	243	**380**
8 p.m.	21	19	57	60	242	**399**
9 p.m.	11	15	41	56	245	**368**
10 p.m.	9	11	43	39	197	**299**
11 p.m.	11	14	34	32	180	**271**
Missing Data	0	0	1	1	14	**16**
Total	**147**	**170**	**553**	**683**	**3,073**	**4,626**

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

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

Appendix Table A-3: Severity of Injuries to People in Crashes by Day of the Week, 2017

Day of Week	Severity of Injuries to People in Crashes[1]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Sunday	51	137	561	1,240	8,802	**10,791**
Monday	53	145	597	1,949	13,032	**15,776**
Tuesday	43	168	668	2,178	14,882	**17,939**
Wednesday	55	174	644	2,192	14,891	**17,956**
Thursday	45	166	643	2,094	14,514	**17,462**
Friday	69	182	753	2,443	17,311	**20,758**
Saturday	64	161	715	1,694	12,311	**14,945**
Total	**380**	**1,133**	**4,581**	**13,790**	**95,743**	**115,627**

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

Appendix Table A-4: Severity of Injuries to People in Alcohol-involved Crashes by Day of Week, 2017

Day of Week	Severity of Injuries to People in Alcohol-involved Crashes[1]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Sunday	33	28	106	97	452	**716**
Monday	16	13	42	88	342	**501**
Tuesday	18	21	50	92	358	**539**
Wednesday	14	14	52	68	405	**553**
Thursday	11	20	90	77	380	**578**
Friday	23	26	84	118	524	**775**
Saturday	32	48	129	143	612	**964**
Total	**147**	**170**	**553**	**683**	**3,073**	**4,626**

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

Appendix Table A-5: Pedestrian-involved Crashes by Hour, 2013 - 2017

Hour[1]	Pedestrian-involved Crashes[2]				
	2013	2014	2015	2016	2017
Midnight	3	4	6	11	11
1 a.m.	5	4	6	8	12
2 a.m.	4	5	11	3	9
3 a.m.	6	4	2	5	6
4 a.m.	4	4	2	1	2
5 a.m.	4	6	7	5	4
6 a.m.	7	8	7	15	15
7 a.m.	20	25	23	17	31
8 a.m.	18	19	31	20	21
9 a.m.	21	15	21	13	17
10 a.m.	15	17	17	17	12
11 a.m.	30	23	21	22	26
Noon	25	28	32	30	35
1 p.m.	30	24	30	29	18
2 p.m.	28	26	37	28	24
3 p.m.	25	43	46	30	36
4 p.m.	43	35	42	36	37
5 p.m.	50	37	42	55	48
6 p.m.	37	60	47	43	47
7 p.m.	30	45	47	42	52
8 p.m.	33	41	40	56	51
9 p.m.	20	43	42	42	38
10 p.m.	22	21	24	33	24
11 p.m.	14	16	17	23	23
Missing Data	4	5	4	2	1
Total	**498**	**558**	**604**	**586**	**600**

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

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

Appendix Table A-6: Pedalcycle-involved Crashes by Hour, 2013 - 2017

Hour[1]	Pedalcycle-involved Crashes[2]				
	2013	2014	2015	2016	2017
Midnight	0	4	1	1	5
1 a.m.	1	0	1	1	2
2 a.m.	0	0	1	0	2
3 a.m.	0	0	1	0	0
4 a.m.	1	1	0	1	2
5 a.m.	3	2	3	3	2
6 a.m.	1	6	9	7	16
7 a.m.	21	20	17	14	21
8 a.m.	6	21	17	25	13
9 a.m.	14	12	18	18	12
10 a.m.	11	9	22	19	26
11 a.m.	26	19	18	18	20
Noon	16	25	22	23	20
1 p.m.	18	13	24	21	24
2 p.m.	13	12	15	29	27
3 p.m.	33	23	39	21	45
4 p.m.	27	27	27	32	33
5 p.m.	32	42	42	32	28
6 p.m.	20	29	26	26	28
7 p.m.	18	19	16	23	17
8 p.m.	18	14	17	20	13
9 p.m.	6	5	5	13	13
10 p.m.	10	3	8	8	8
11 p.m.	3	4	6	5	1
Missing Data	4	2	4	0	1
Total	**302**	**312**	**359**	**360**	**379**

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

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

Appendix B – Economic Impact

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

Appendix Table B-1: Consumer Price Index and Employment Cost Index, 2001 - 2017

Year	Consumer Price Index (CPI)[1]	CPI Ratio [2]	Employment Cost Index (ECI)[3]	ECI Ratio[4]
2001	**177.10**	**1.00**	**85.8**	**1.00**
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
2017	**242.84**	**1.37**	**129.2**	**1.51**

[1] 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 19, 2019, https://www.bls.gov/cpi/tables/detailed-reports/home.htm.

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

[3] The ECI used here is the Bureau of Labor Statistics (BLS) June Total Compensation for all private industry workers, not seasonally adjusted, available in the ECI Current-Dollar Historical Listings, Table 5, June column. Accessed April 19, 2019: http://www.bls.gov/web/eci/echistrynaics.pdf.

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

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

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

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

Appendix Table B-3: FHWA Calculation of Human Capital Cost Estimates per Crash, 2017

Crash Severity	Human Capital Crash Costs (2001 Dollars)	CPI Ratio (2017/2001)	2017 CPI-Adjusted Human Capital Costs[1]
Fatal Crash (K)	1,245,600	1.371197	1,707,963
Suspected Serious Injury Crash (A)	111,400	1.371197	152,751
Suspected Minor Injury Crash (B)	41,900	1.371197	57,453
Possible Injury Crash (C)	28,400	1.371197	38,942
Property Damage Only Crash (O)	6,400	1.371197	8,776

[1] Based on multiplying the Human Capital Crash Cost in 2001 Dollars by the CPI Ratio for 2017.

Appendix Table B-4: FHWA Calculation of Comprehensive Cost Estimates per Crash, 2017

Crash Severity	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)[1]	ECI Ratio (2017/2001)	2017 ECI-Adjusted Cost Difference[2]	2017 Comprehensive Costs[3] Per Crash
Fatal Crash (K)	4,008,900	2,763,300	1.5058275	4,161,053	5,869,016
Suspected Serious Injury Crash (A)	216,000	104,600	1.5058275	157,510	310,261
Suspected Minor Injury Crash (B)	79,000	37,100	1.5058275	55,866	113,319
Possible Injury Crash (C)	44,900	16,500	1.5058275	24,846	63,788
Property Damage Only Crash (O)	7,400	1,000	1.5058275	1,506	10,281

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

[2] Based on multiplying the Cost Difference in 2001 Dollars by the ECI Ratio for 2017.

[3] Sum of 2017 CPI-Adjusted Human Capital Costs and the 2017 ECI-Adjusted Cost Difference.

- The total human capital cost of the 45,906 crashes in New Mexico was **$1.6 billion**. This represents the 2017 value of human capital costs for 341 fatal crashes and 45,565 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 2017 totals **$3.6 billion**. Almost 56 percent of this amount is the cost of fatal crashes ($2.0 billion). (Table B-6)

Appendix Table B-5: Calculation of Human Capital Crash Cost Estimates, 2017 Adjusted

Crash Severity	Human Capital[1] Costs per Crash, 2017 CPI-Adjusted ($)	Total Crashes 2017	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,707,963	341	582,415,404
Suspected Serious Injury Crash (A)	152,751	881	134,573,942
Suspected Minor Injury Crash (B)	57,453	3,715	213,438,478
Possible Injury Crash (C)	38,942	8,864	345,181,858
Property Damage Only Crash (O)	8,776	32,105	281,742,603
Total			**1,557,352,286**

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

Appendix Table B-6: Calculation of Comprehensive Crash Cost Estimates, 2017 Adjusted

Crash Severity	Comprehensive[1] Costs per Crash, 2017 Adjusted ($)	Total Crashes 2017	Total Comprehensive Costs Estimate ($)
Fatal Crash (K)	5,869,016	341	2,001,334,527
Suspected Serious Injury Crash (A)	310,261	881	273,339,862
Suspected Minor Injury Crash (B)	113,319	3,715	420,981,413
Possible Injury Crash (C)	63,788	8,864	565,418,166
Property Damage Only Crash (O)	10,281	32,105	330,087,195
Total			**3,591,161,163**

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

Appendix C – Belt Use

Appendix Table C-1: Unbelted Fatalities by Age Group and Sex, 2017

Age Group	Unbelted Fatalities[1]					
	Males		Females		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	1	1.2%	0	0.0%	1	0.8%
5-9	1	1.2%	0	0.0%	1	0.8%
10-14	0	0.0%	1	2.9%	1	0.8%
15-19	2	2.3%	4	11.8%	6	5.0%
20-24	19	22.1%	4	11.8%	23	19.2%
25-29	15	17.4%	8	23.5%	23	19.2%
30-34	7	8.1%	5	14.7%	12	10.0%
35-39	6	7.0%	3	8.8%	9	7.5%
40-44	3	3.5%	3	8.8%	6	5.0%
45-49	8	9.3%	2	5.9%	10	8.3%
50-54	8	9.3%	1	2.9%	9	7.5%
55-59	3	3.5%	2	5.9%	5	4.2%
60-64	1	1.2%	0	0.0%	1	0.8%
65-69	1	1.2%	0	0.0%	1	0.8%
70-74	3	3.5%	0	0.0%	3	2.5%
75 +	8	9.3%	1	2.9%	9	7.5%
Missing Data	0	0.0%	0	0.0%	0	0.0%
Total	**86**	**100%**	**34**	**100%**	**120**	**100%**

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

Appendix Table C-2: Unbelted Passenger Vehicle Occupants with Fatal or Suspected Serious Injuries by Age Group and Sex, 2017

Age Group	Unbelted Occupants with Fatal or Suspected Serious Injuries[1]							
	Males		Females		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1-4	4	2.6%	1	1.3%	0	0.0%	5	2.1%
5-9	2	1.3%	3	3.8%	0	0.0%	5	2.1%
10-14	2	1.3%	4	5.1%	0	0.0%	6	2.6%
15-19	10	6.5%	12	15.2%	0	0.0%	22	9.4%
20-24	33	21.6%	8	10.1%	0	0.0%	41	17.6%
25-29	24	15.7%	12	15.2%	0	0.0%	36	15.5%
30-34	18	11.8%	12	15.2%	0	0.0%	30	12.9%
35-39	8	5.2%	3	3.8%	0	0.0%	11	4.7%
40-44	7	4.6%	7	8.9%	0	0.0%	14	6.0%
45-49	11	7.2%	3	3.8%	0	0.0%	14	6.0%
50-54	13	8.5%	4	5.1%	0	0.0%	17	7.3%
55-59	4	2.6%	4	5.1%	0	0.0%	8	3.4%
60-64	3	2.0%	2	2.5%	0	0.0%	5	2.1%
65-69	2	1.3%	2	2.5%	0	0.0%	4	1.7%
70-74	3	2.0%	0	0.0%	0	0.0%	3	1.3%
75 +	8	5.2%	1	1.3%	0	0.0%	9	3.9%
Missing Data	1	0.7%	1	1.3%	1	100.0%	3	1.3%
Total	**153**	**100%**	**79**	**100%**	**1**	**100%**	**233**	**100%**

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

Appendix D – Age and Sex

Appendix Table D-1: People in Crashes by Age Group and Sex, 2017

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	1,687	3.0%	1,688	3.4%	23	0.2%	3,398	2.9%	**1.0**
5-9	1,709	3.1%	1,730	3.5%	20	0.2%	3,459	3.0%	**1.0**
10-14	1,667	3.0%	1,736	3.5%	24	0.2%	3,427	3.0%	**1.0**
15-19	6,057	10.8%	5,737	11.5%	93	1.0%	11,887	10.3%	**1.1**
20-24	6,563	11.7%	5,646	11.3%	150	1.5%	12,359	10.7%	**1.2**
25-29	5,550	9.9%	4,818	9.6%	115	1.2%	10,483	9.1%	**1.2**
30-34	4,963	8.9%	4,326	8.6%	96	1.0%	9,385	8.1%	**1.1**
35-39	4,078	7.3%	3,646	7.3%	89	0.9%	7,813	6.8%	**1.1**
40-44	3,512	6.3%	3,143	6.3%	79	0.8%	6,734	5.8%	**1.1**
45-49	3,215	5.8%	2,758	5.5%	67	0.7%	6,040	5.2%	**1.2**
50-54	3,155	5.6%	2,690	5.4%	54	0.6%	5,899	5.1%	**1.2**
55-59	3,174	5.7%	2,792	5.6%	47	0.5%	6,013	5.2%	**1.1**
60-64	2,619	4.7%	2,375	4.7%	22	0.2%	5,016	4.3%	**1.1**
65-69	2,131	3.8%	1,889	3.8%	35	0.4%	4,055	3.5%	**1.1**
70-74	1,507	2.7%	1,430	2.9%	18	0.2%	2,955	2.6%	**1.1**
75+	1,968	3.5%	1,832	3.7%	23	0.2%	3,823	3.3%	**1.1**
Missing Data	2,302	4.1%	1,802	3.6%	8,777	90.2%	12,881	11.1%	**1.3**
Total	**55,857**	**100%**	**50,038**	**100%**	**9,732**	**100%**	**115,627**	**100%**	**1.1**

Appendix – Age and Sex

Appendix Table D-2: People Killed in Crashes by Age Group and Sex, 2017

Age Group	Fatalities in Crashes						Ratio[1] of Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	2	0.7%	2	1.8%	4	1.1%	**1.0**
5-9	4	1.5%	0	0.0%	4	1.1%	**-**
10-14	1	0.4%	6	5.5%	7	1.8%	**0.2**
15-19	5	1.9%	10	9.1%	15	3.9%	**0.5**
20-24	36	13.3%	9	8.2%	45	11.8%	**4.0**
25-29	33	12.2%	16	14.5%	49	12.9%	**2.1**
30-34	25	9.3%	11	10.0%	36	9.5%	**2.3**
35-39	19	7.0%	11	10.0%	30	7.9%	**1.7**
40-44	16	5.9%	6	5.5%	22	5.8%	**2.7**
45-49	19	7.0%	10	9.1%	29	7.6%	**1.9**
50-54	23	8.5%	5	4.5%	28	7.4%	**4.6**
55-59	27	10.0%	5	4.5%	32	8.4%	**5.4**
60-64	17	6.3%	4	3.6%	21	5.5%	**4.3**
65-69	11	4.1%	4	3.6%	15	3.9%	**2.8**
70-74	9	3.3%	3	2.7%	12	3.2%	**3.0**
75+	22	8.1%	8	7.3%	30	7.9%	**2.8**
Missing Data	1	0.4%	0	0.0%	1	0.3%	**-**
Total	**270**	**100%**	**110**	**100%**	**380**	**100%**	**2.5**

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

Appendix Table D-3: People Seriously Injured in Crashes by Age Group and Sex, 2017

Age Group	People Seriously Injured[1] in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	5	0.8%	6	1.2%	0	0.0%	11	1.0%	**0.8**
5-9	9	1.4%	7	1.4%	0	0.0%	16	1.4%	**1.3**
10-14	11	1.7%	10	2.0%	0	0.0%	21	1.9%	**1.1**
15-19	56	8.8%	56	11.4%	0	0.0%	112	9.9%	**1.0**
20-24	74	11.6%	51	10.4%	0	0.0%	125	11.0%	**1.5**
25-29	74	11.6%	56	11.4%	0	0.0%	130	11.5%	**1.3**
30-34	64	10.0%	45	9.1%	0	0.0%	109	9.6%	**1.4**
35-39	62	9.7%	38	7.7%	0	0.0%	100	8.8%	**1.6**
40-44	49	7.7%	39	7.9%	0	0.0%	88	7.8%	**1.3**
45-49	44	6.9%	32	6.5%	0	0.0%	76	6.7%	**1.4**
50-54	38	6.0%	30	6.1%	0	0.0%	68	6.0%	**1.3**
55-59	41	6.4%	32	6.5%	1	33.3%	74	6.5%	**1.3**
60-64	32	5.0%	22	4.5%	0	0.0%	54	4.8%	**1.5**
65-69	34	5.3%	23	4.7%	0	0.0%	57	5.0%	**1.5**
70-74	13	2.0%	13	2.6%	0	0.0%	26	2.3%	**1.0**
75+	20	3.1%	24	4.9%	0	0.0%	44	3.9%	**0.8**
Missing Data	12	1.9%	8	1.6%	2	66.7%	22	1.9%	**1.5**
Total	**638**	**100%**	**492**	**100%**	**3**	**100%**	**1,133**	**100%**	**1.3**

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

Appendix Table D-4: Rates of Senior New Mexican Drivers in Crashes, 2013 - 2017

Age	Senior Drivers in Crashes per 1,000 Licensed Drivers of the Same Age[1]				
	2013	2014	2015	2016	2017
65	17.9	20.7	25.7	23.3	23.9
66	20.3	20.2	24.0	24.3	25.0
67	21.5	20.8	21.0	22.6	26.7
68	19.7	20.6	24.2	22.4	24.5
69	20.9	21.9	25.4	23.0	24.1
70	19.2	20.5	21.1	25.9	22.7
71	20.0	20.5	21.2	22.3	24.4
72	21.2	19.9	22.3	21.4	23.7
73	19.8	20.0	22.2	21.6	25.6
74	20.4	21.3	24.7	22.1	25.7
75	19.9	22.6	26.0	21.7	26.2
76	22.9	22.6	21.8	25.3	29.1
77	24.5	22.9	26.2	28.4	29.4
78	24.1	22.4	32.2	25.3	27.5
79	26.3	24.9	28.5	28.6	29.9
80	27.7	26.1	28.0	28.2	27.2
81	28.2	25.4	24.1	29.4	26.5
82	26.2	24.5	23.6	32.1	28.0
83	29.9	26.8	27.9	26.1	29.9
84	28.5	23.1	30.7	27.8	26.3
85	27.6	27.4	33.7	27.4	32.5
86	26.9	17.8	33.4	30.6	29.4
87	37.0	36.4	26.5	33.6	35.8
88	32.1	33.5	33.9	35.0	30.5
89	31.4	31.3	29.4	30.6	35.1
90+	43.9	33.4	31.3	33.1	38.8
Drivers Age 65+	**22.1**	**22.0**	**24.6**	**24.4**	**26.0**

[1] Rates are shaded such that darker shading identifies higher rates.

Appendix – Age and Sex

Appendix Table D-5: Senior New Mexican Drivers in Crashes and Licensed Senior Drivers, 2013 - 2017

Age	Senior Drivers in Crashes[1]					New Mexico Senior Licensed Drivers[1]				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
65	425	496	615	579	591	23,735	23,952	23,950	24,812	24,775
66	500	475	567	575	608	24,685	23,563	23,655	23,677	24,332
67	389	511	492	532	620	18,076	24,515	23,480	23,579	23,226
68	347	368	563	516	565	17,634	17,864	23,252	23,027	23,015
69	358	383	441	551	540	17,132	17,511	17,387	24,003	22,415
70	332	347	363	451	528	17,262	16,919	17,178	17,424	23,309
71	300	348	355	378	408	14,983	17,006	16,749	16,953	16,694
72	292	290	362	344	391	13,766	14,560	16,247	16,092	16,468
73	243	265	310	346	392	12,284	13,259	13,962	16,020	15,323
74	237	252	307	296	389	11,641	11,849	12,439	13,393	15,116
75	205	234	276	250	309	10,283	10,369	10,630	11,525	11,811
76	205	211	211	250	300	8,960	9,355	9,669	9,876	10,309
77	203	192	232	257	269	8,282	8,400	8,861	9,059	9,150
78	186	174	253	216	235	7,718	7,777	7,869	8,545	8,537
79	176	178	208	217	235	6,681	7,158	7,287	7,584	7,869
80	171	160	188	196	187	6,166	6,130	6,716	6,943	6,879
81	162	143	136	183	164	5,751	5,621	5,640	6,215	6,195
82	133	128	124	168	156	5,079	5,214	5,251	5,240	5,580
83	135	121	134	123	138	4,518	4,518	4,795	4,709	4,617
84	112	92	121	117	110	3,924	3,984	3,944	4,206	4,187
85	90	94	121	98	117	3,265	3,427	3,586	3,572	3,601
86	75	50	97	95	90	2,785	2,816	2,907	3,108	3,061
87	80	85	63	86	92	2,160	2,332	2,373	2,560	2,567
88	55	59	65	69	65	1,715	1,760	1,919	1,969	2,132
89	45	43	42	49	56	1,433	1,374	1,428	1,600	1,597
90+	149	118	115	126	152	3,394	3,529	3,676	3,805	3,921
Total	**5,605**	**5,817**	**6,761**	**7,068**	**7,707**	**253,312**	**264,762**	**274,850**	**289,496**	**296,686**

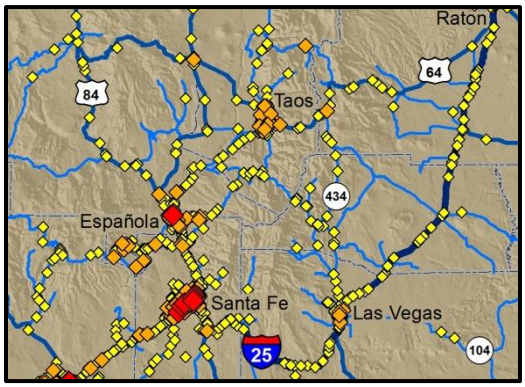
[1] Numbers are shaded such that darker shading identifies higher numbers.

Appendix E – Maps

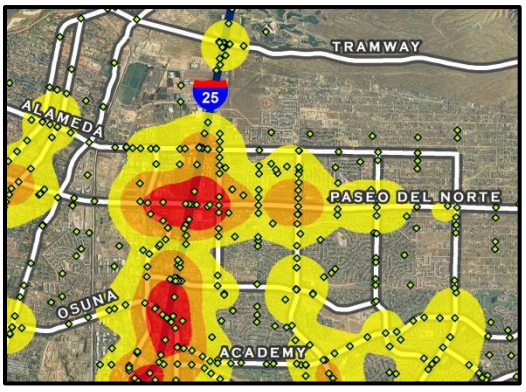
All maps in this section are digitally available in high-resolution color at tru.unm.edu. Mapping traffic crash data involves the use of a technique called Geocoding. Geocoding is the process of taking the descriptive locational information available in a particular data set and assigning it unique geographic coordinates. The descriptive crash location data are taken from Uniform Crash Reports. The data are processed using ESRI ArcGIS 10.7 software using custom-made address locators to derive crash location coordinates. Of the 45,906 crashes in 2017 that were reported, 45,904 crashes were able to be geocoded – a match rate of over 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.

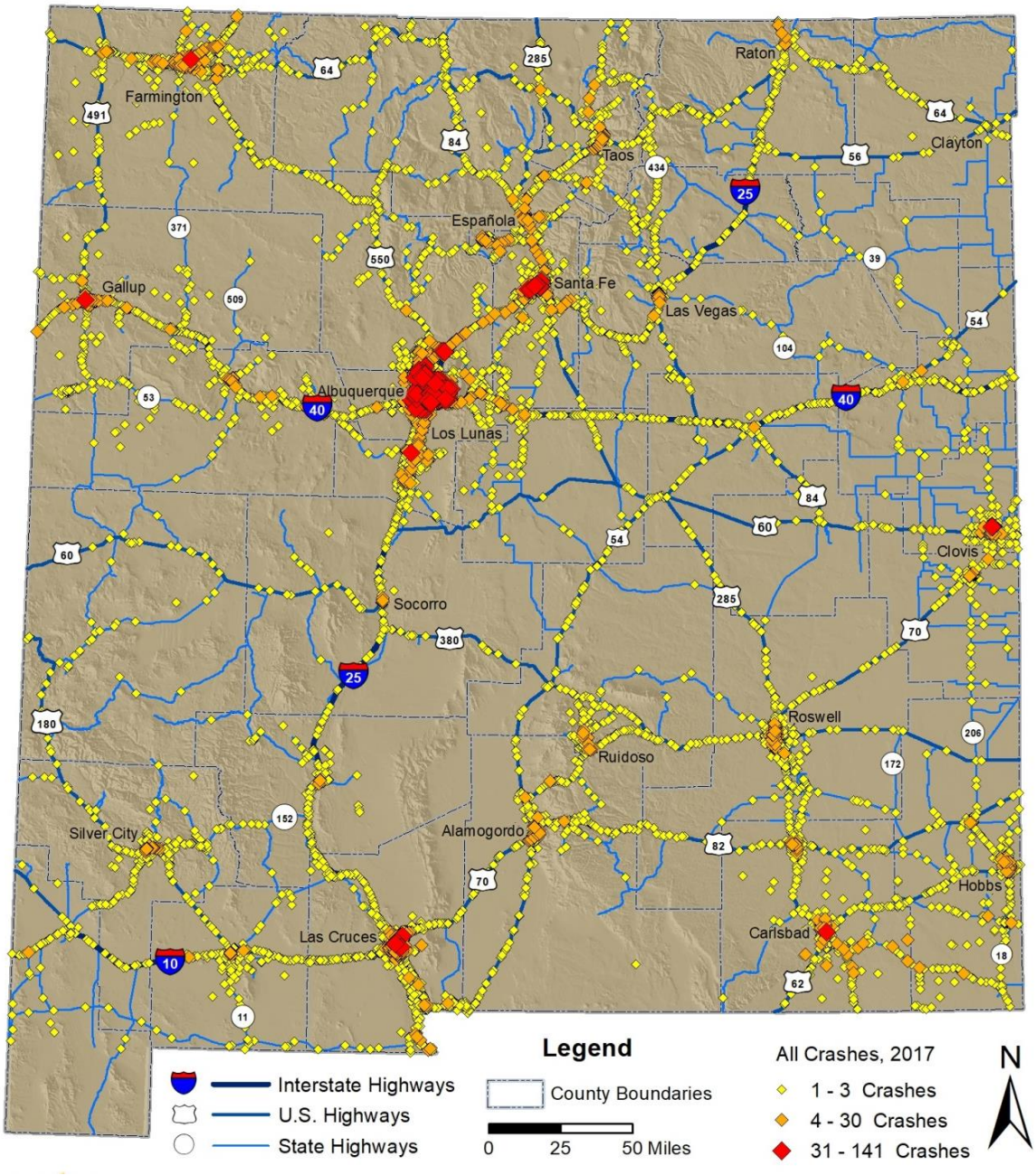
Dot Map



Density Map



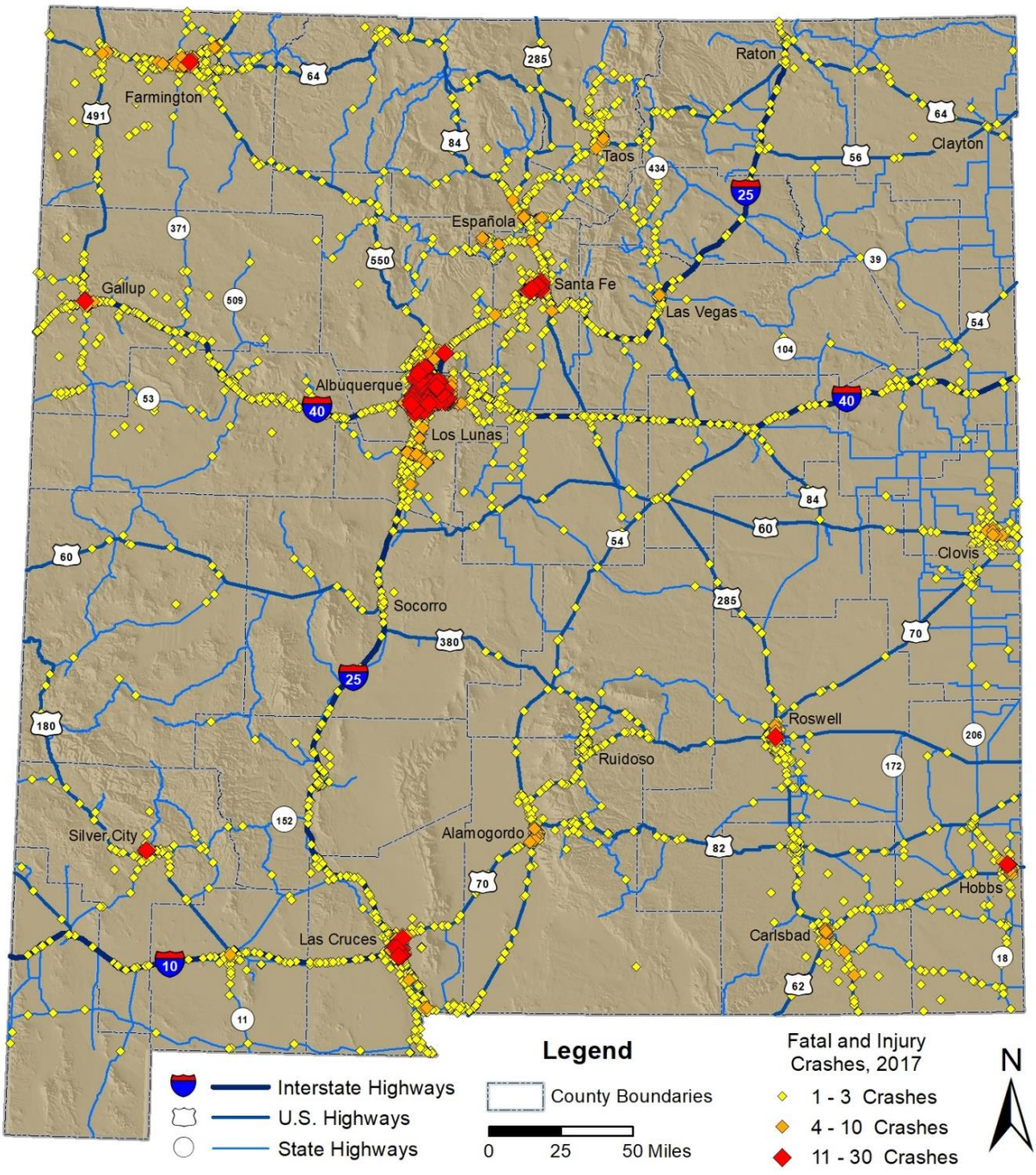
Map 2: All Crashes[28] in New Mexico, 2017



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

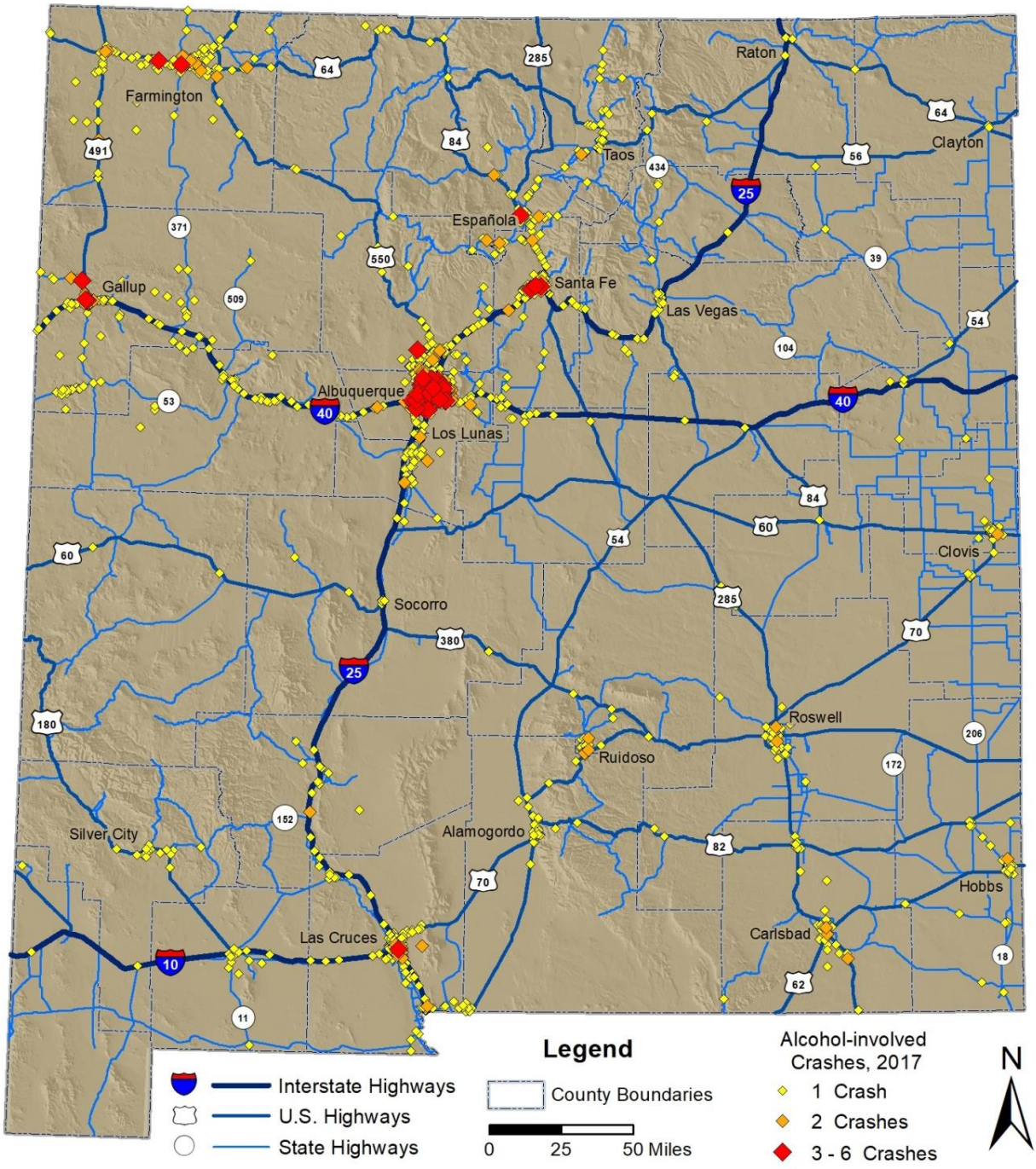
[28] Points on this map represent geocodable crash locations. Each crash point is assigned a color and size according to the number of crashes that occurred at that location.

Map 3: Fatal and Injury Crashes in New Mexico, 2017



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

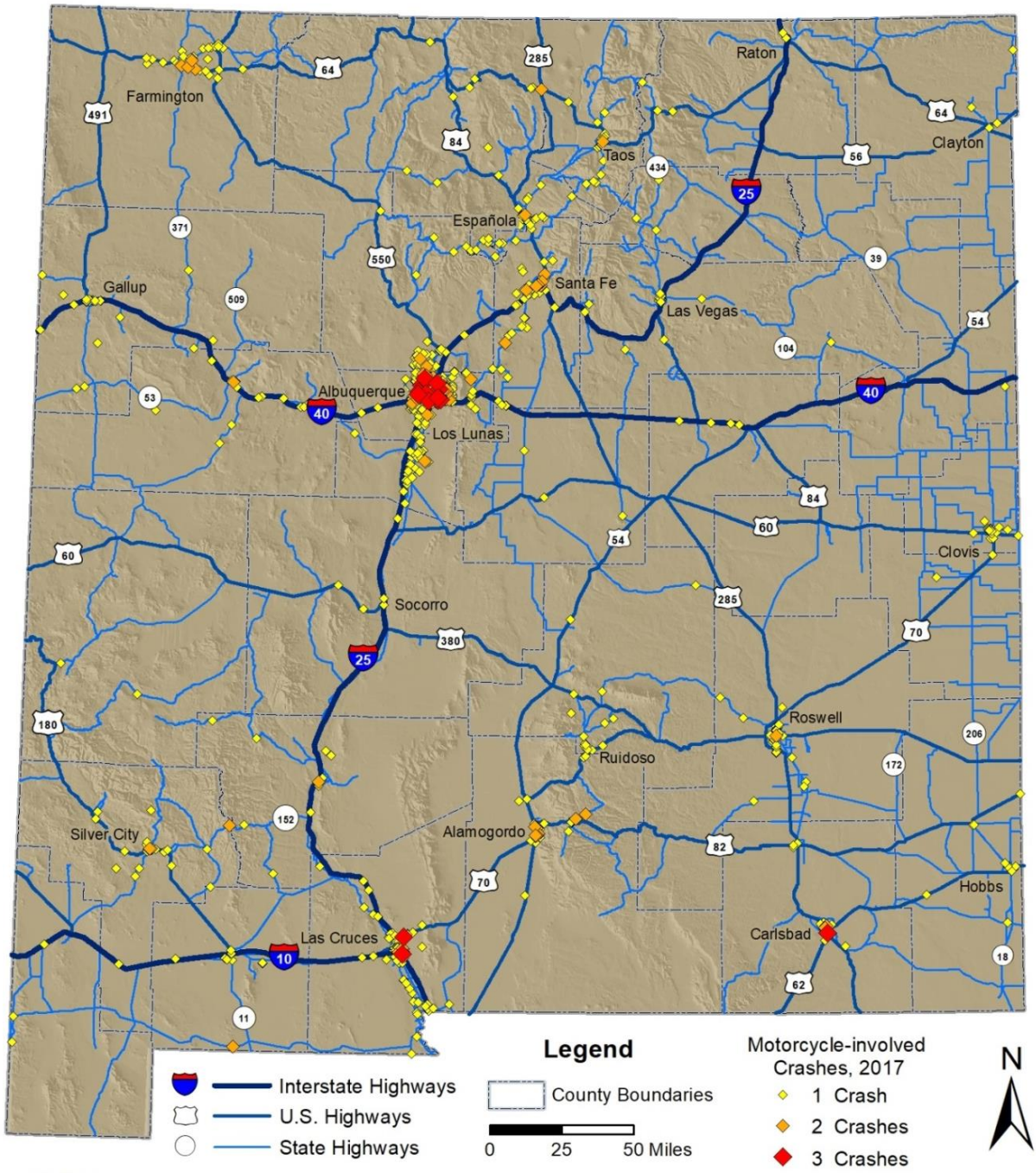
Map 4: Alcohol-involved Crashes, 2017



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

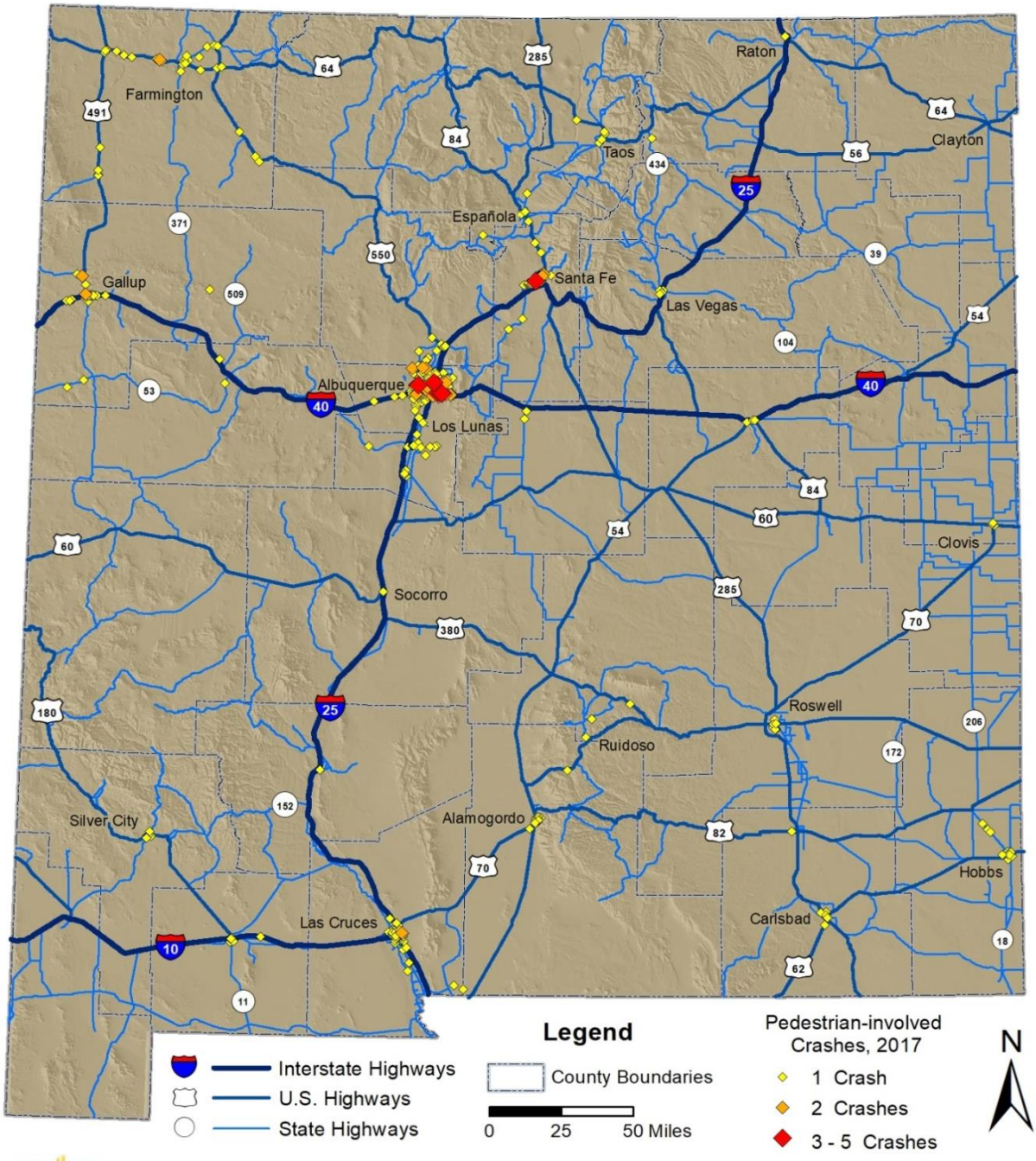
All maps are available in high-resolution color at tru.unm.edu.

Map 5: Motorcycle-involved Crashes, 2017



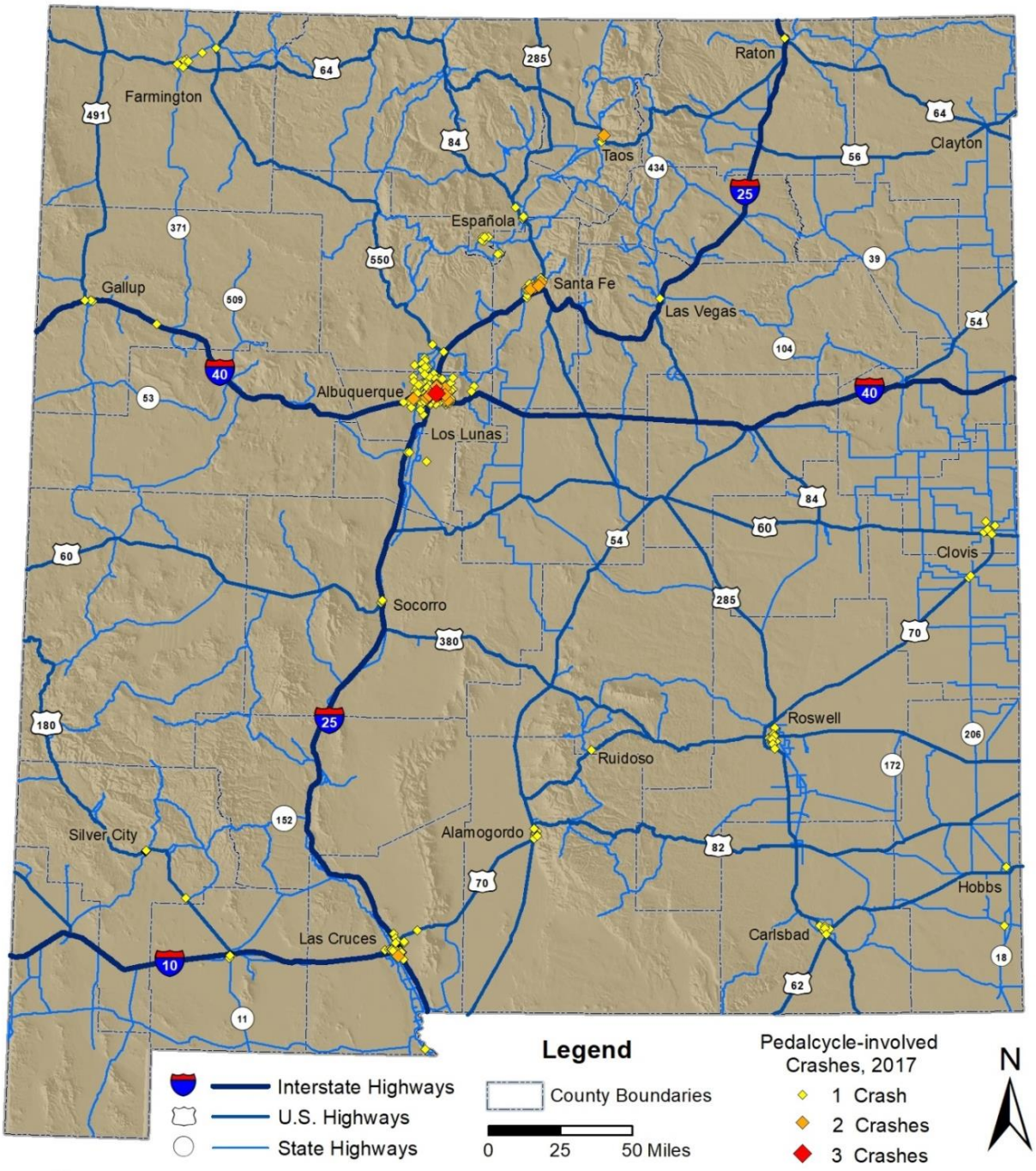
All maps are available in high-resolution color at tru.unm.edu.

Map 6: Pedestrian-involved Crashes, 2017



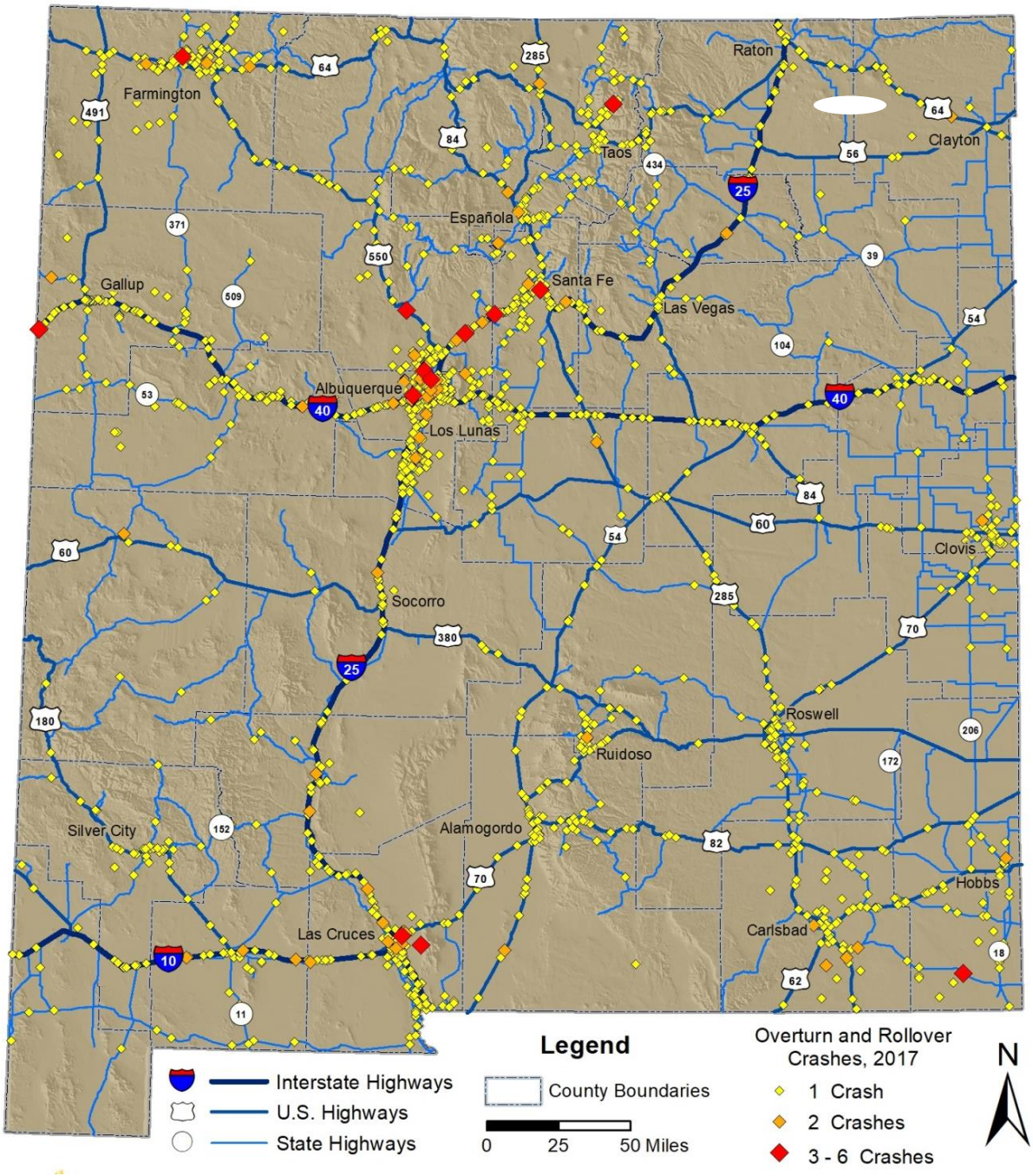
All maps are available in high-resolution color at tru.unm.edu.

Map 7: Pedalcycle-involved Crashes, 2017



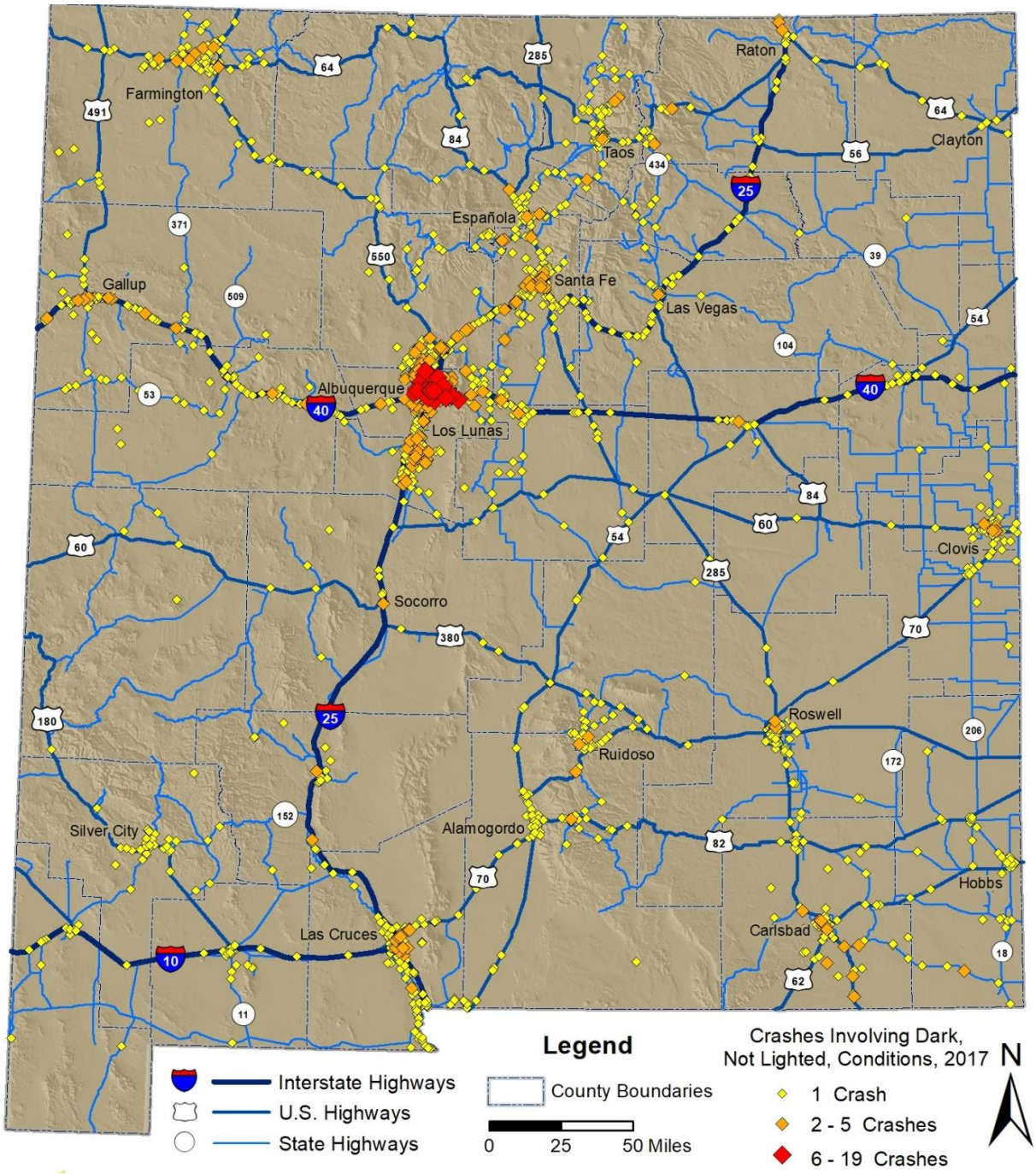
All maps are available in high-resolution color at tru.unm.edu.

Map 8: Overturn and Rollover Crashes, 2017



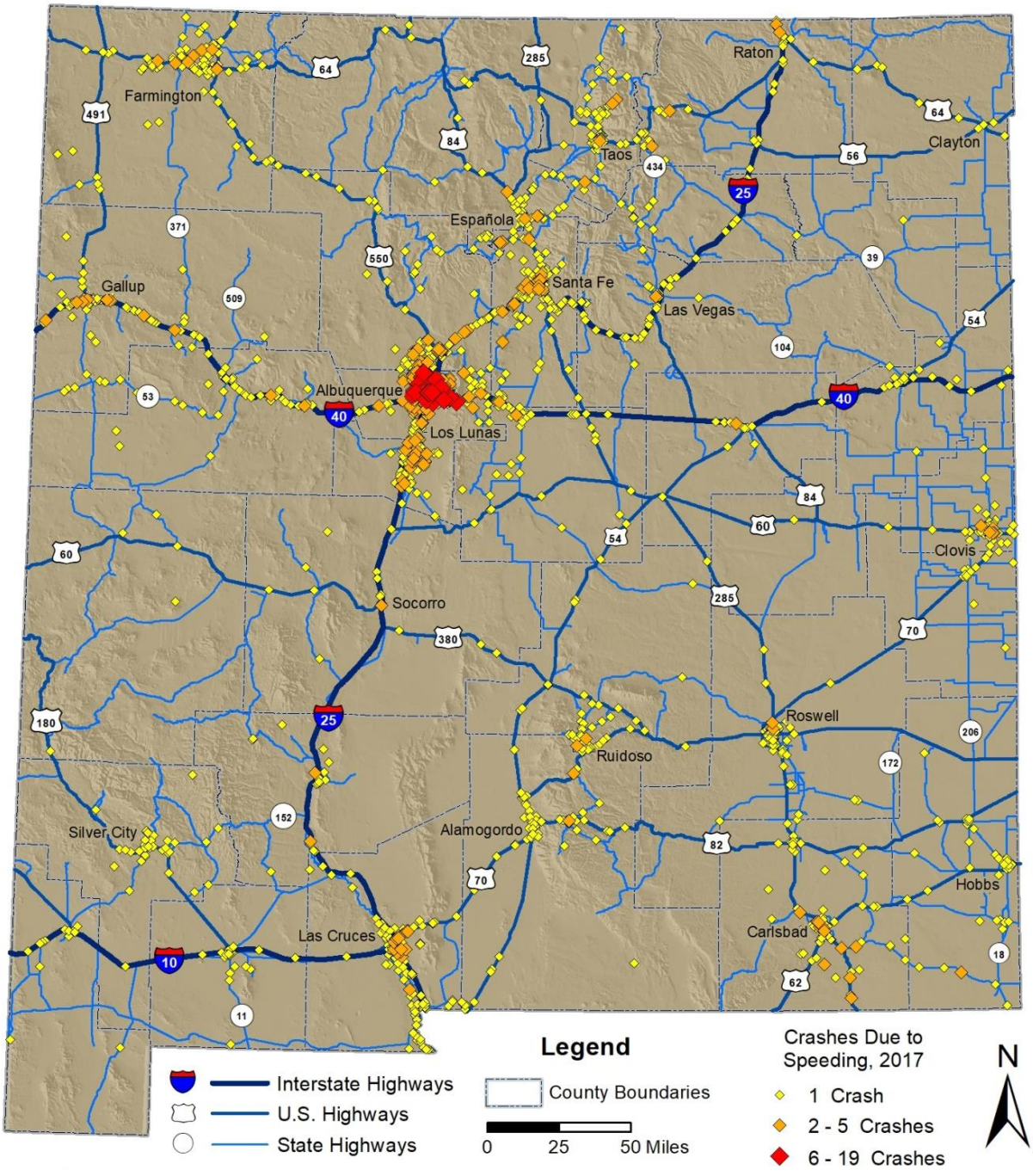
All maps are available in high-resolution color at tru.unm.edu.

Map 9: Crashes in Dark Conditions (Excluding Lighted Areas), 2017



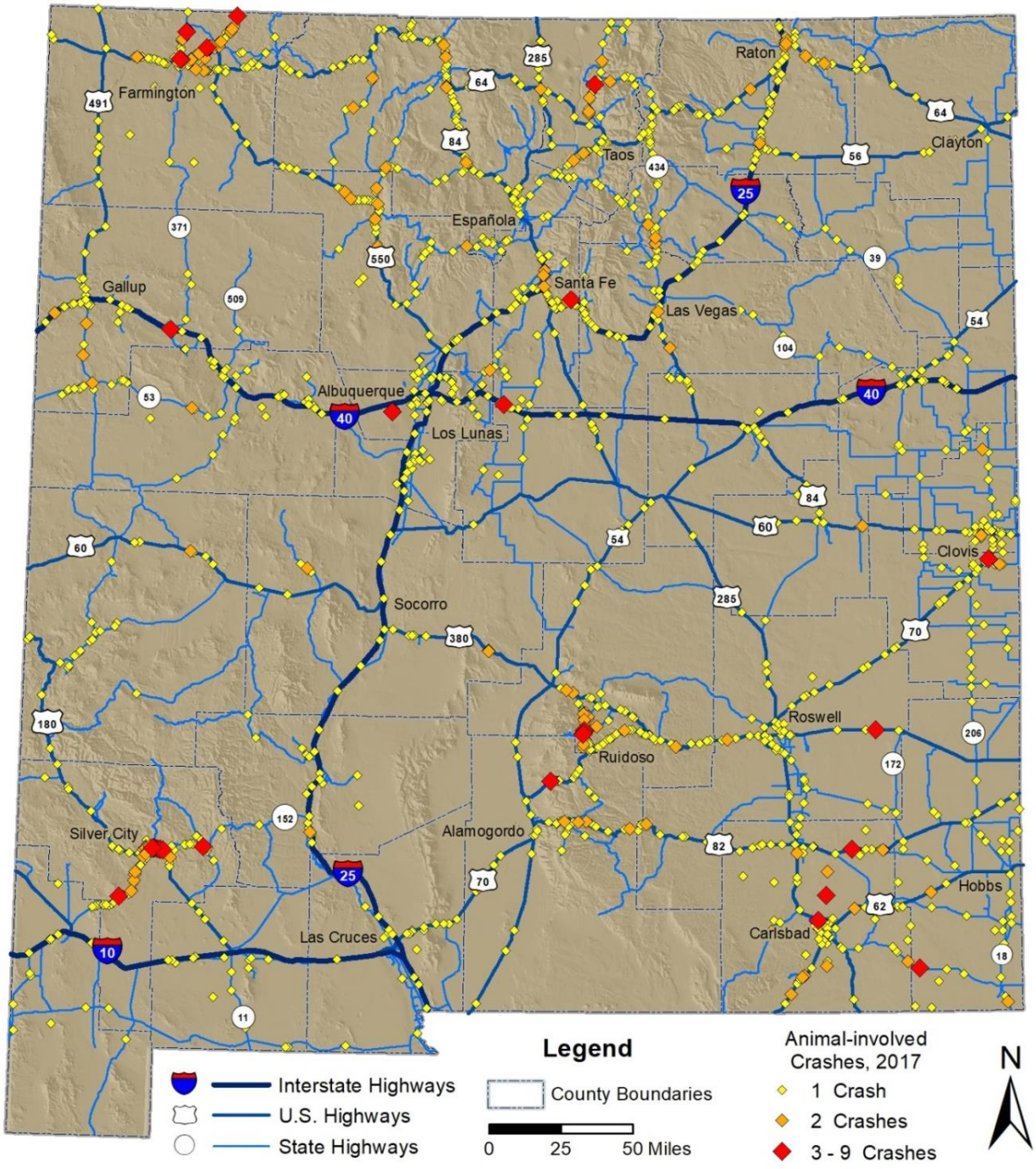
All maps are available in high-resolution color at tru.unm.edu.

Map 10: Crashes Due to Speeding, 2017



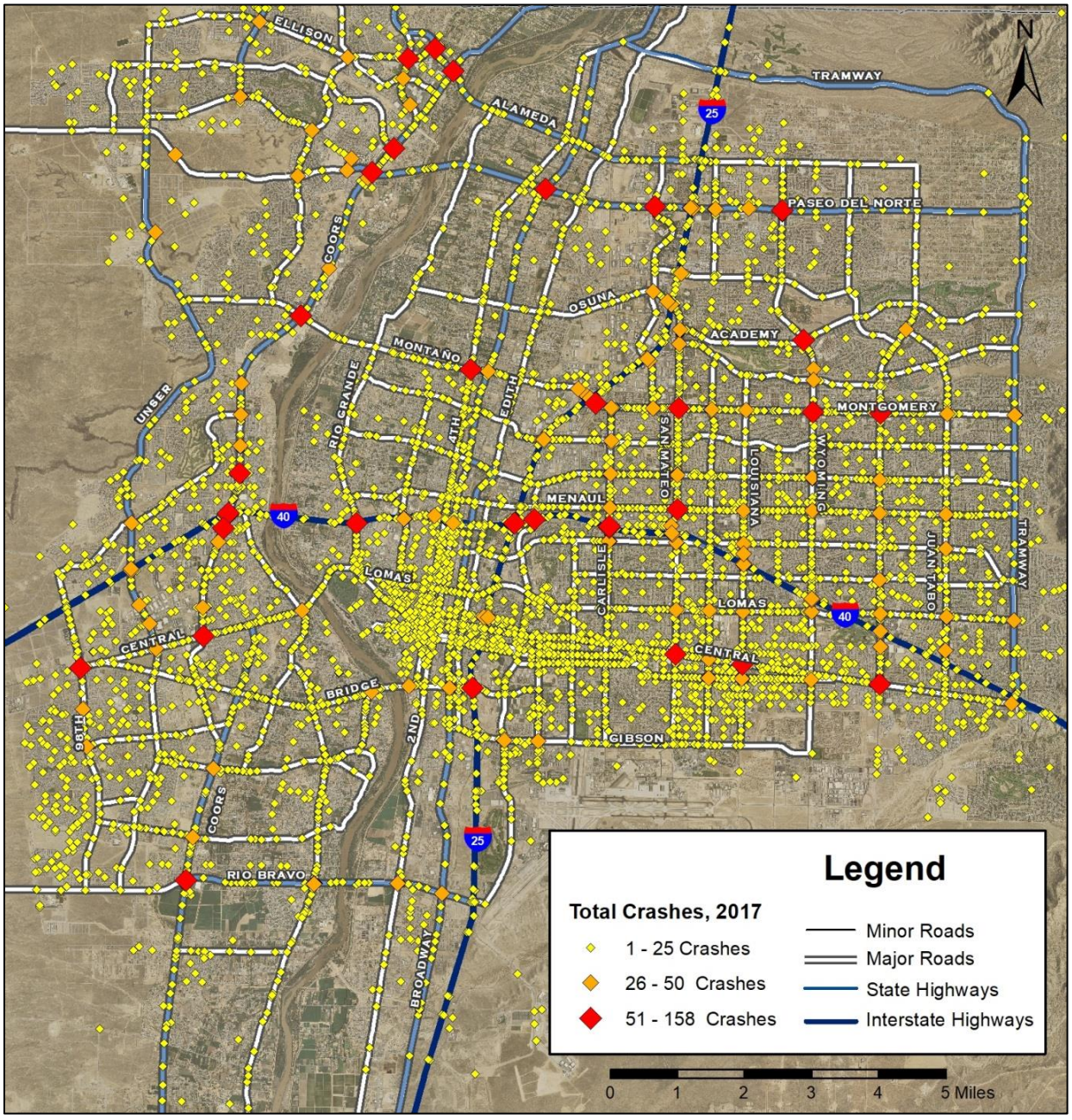
All maps are available in high-resolution color at tru.unm.edu.

Map 11: Animal-involved Crashes, 2017



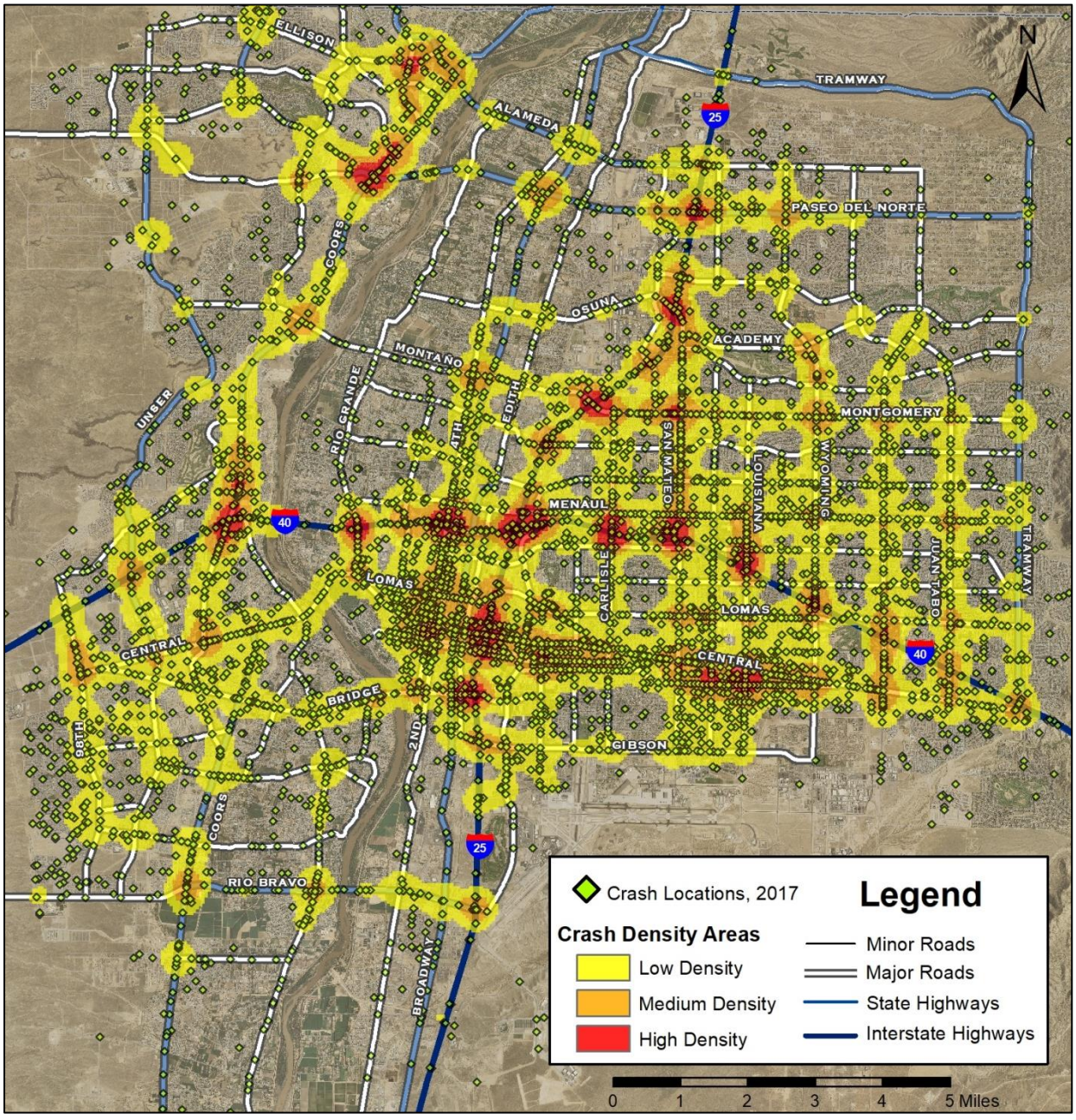
All maps are available in high-resolution color at tru.unm.edu.

Map 12: All Crashes in Albuquerque, New Mexico, 2017



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

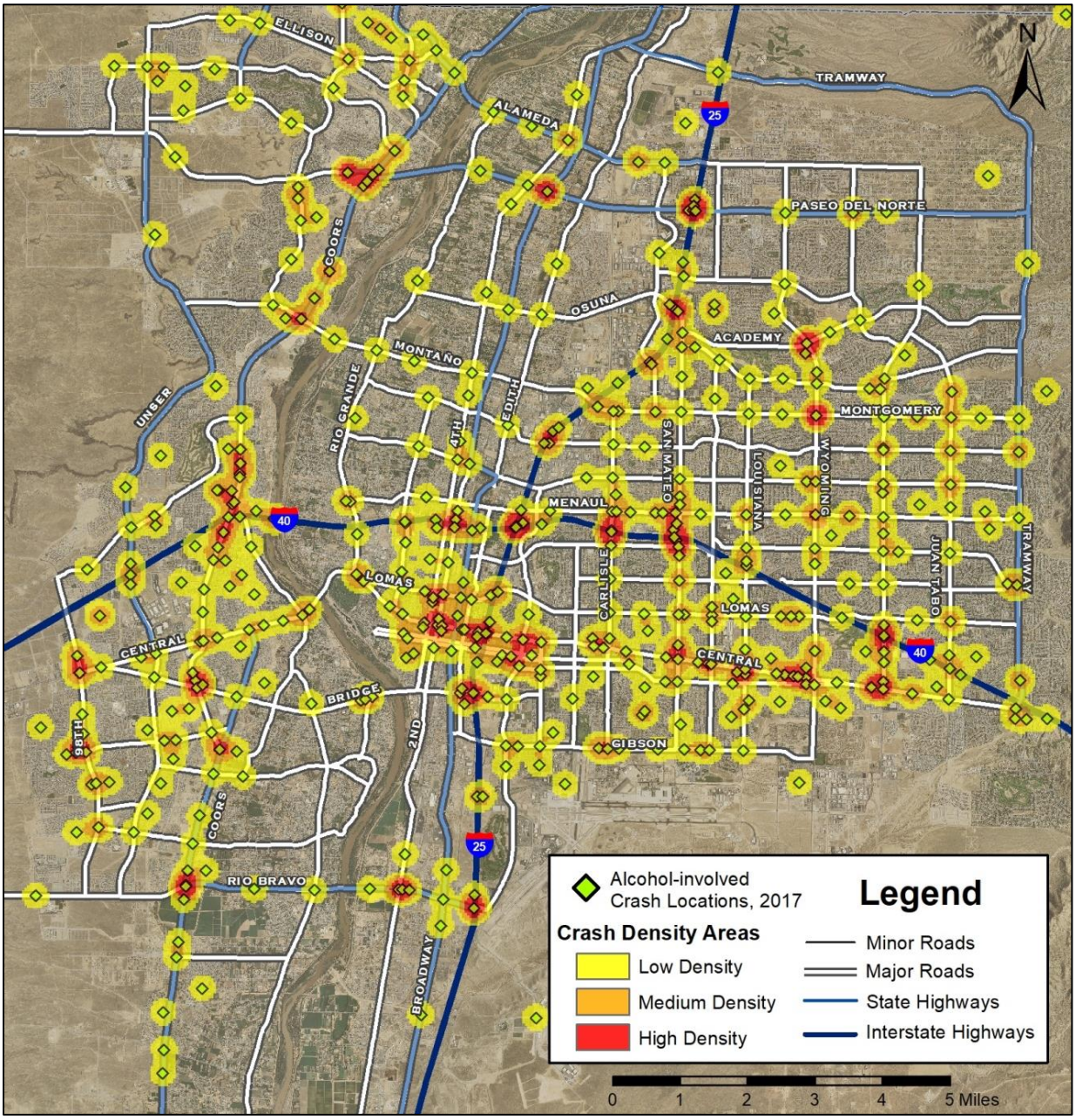
Map 13: Density[29] of All Crashes in Albuquerque, New Mexico, 2017



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

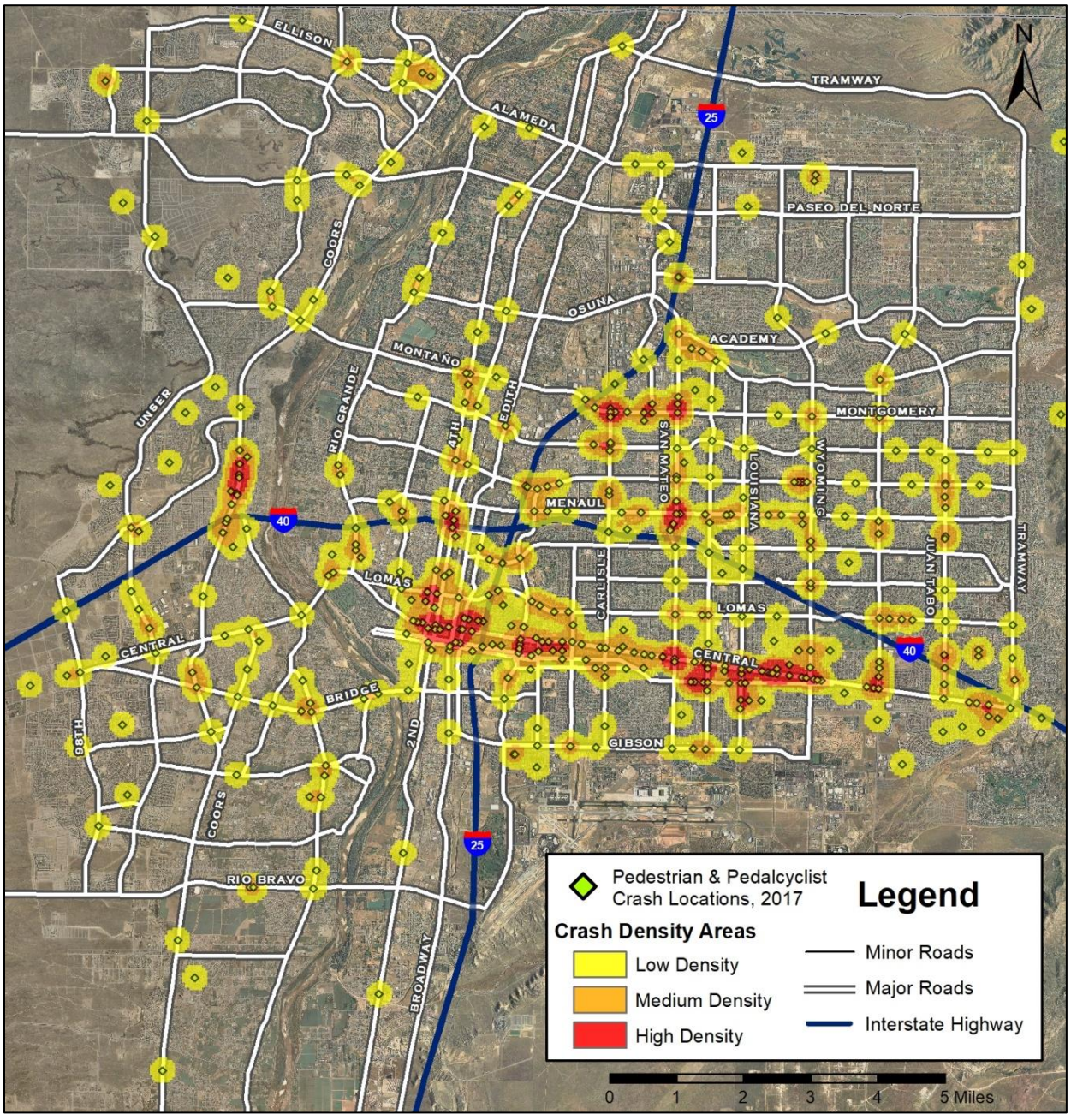
[29] All density maps in this report use a green dot to identify a location with one or more crashes in 2017. Crash density color is calculated using both the number of crashes at that location and the proximity of each location to other crashes.

Map 14: Density of Alcohol-involved Crashes in Albuquerque, New Mexico, 2017



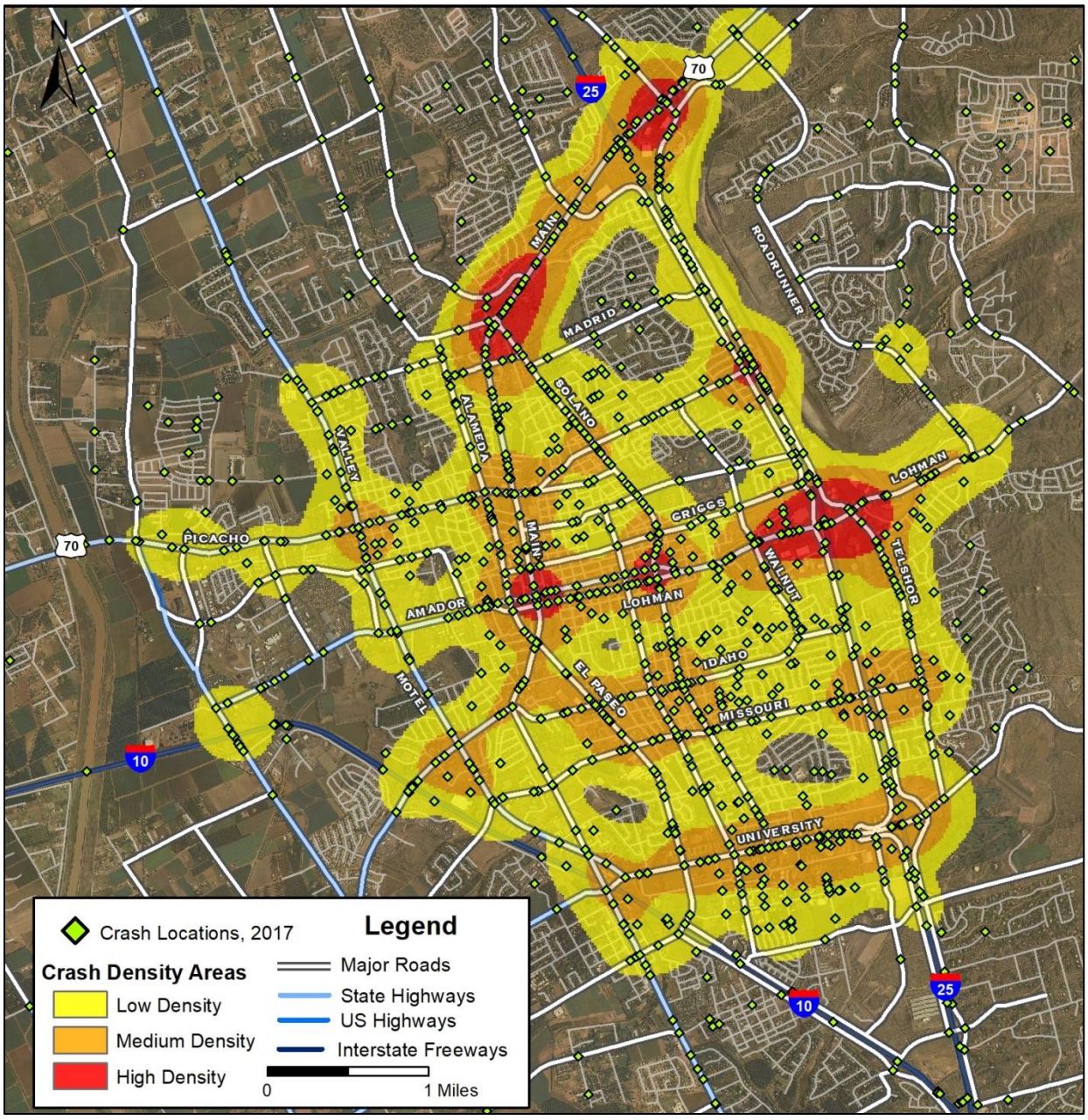
All maps are available in high-resolution color at tru.unm.edu.

Map 15: Density of Pedestrian- and Pedalcycle-involved Crashes
in Albuquerque, New Mexico, 2017



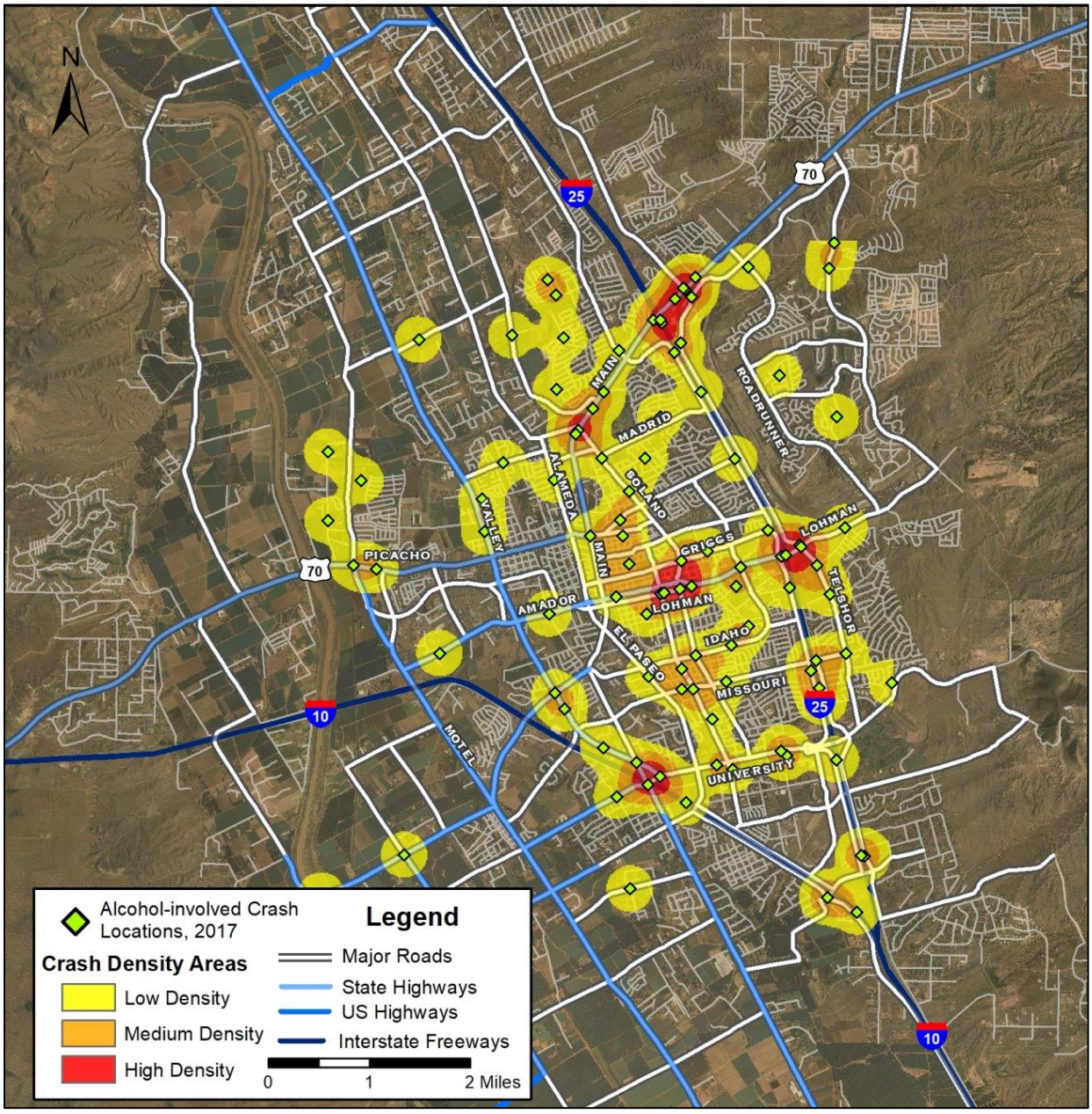
All maps are available in high-resolution color at tru.unm.edu.

Map 16: Density of All Crashes in Las Cruces, New Mexico, 2017



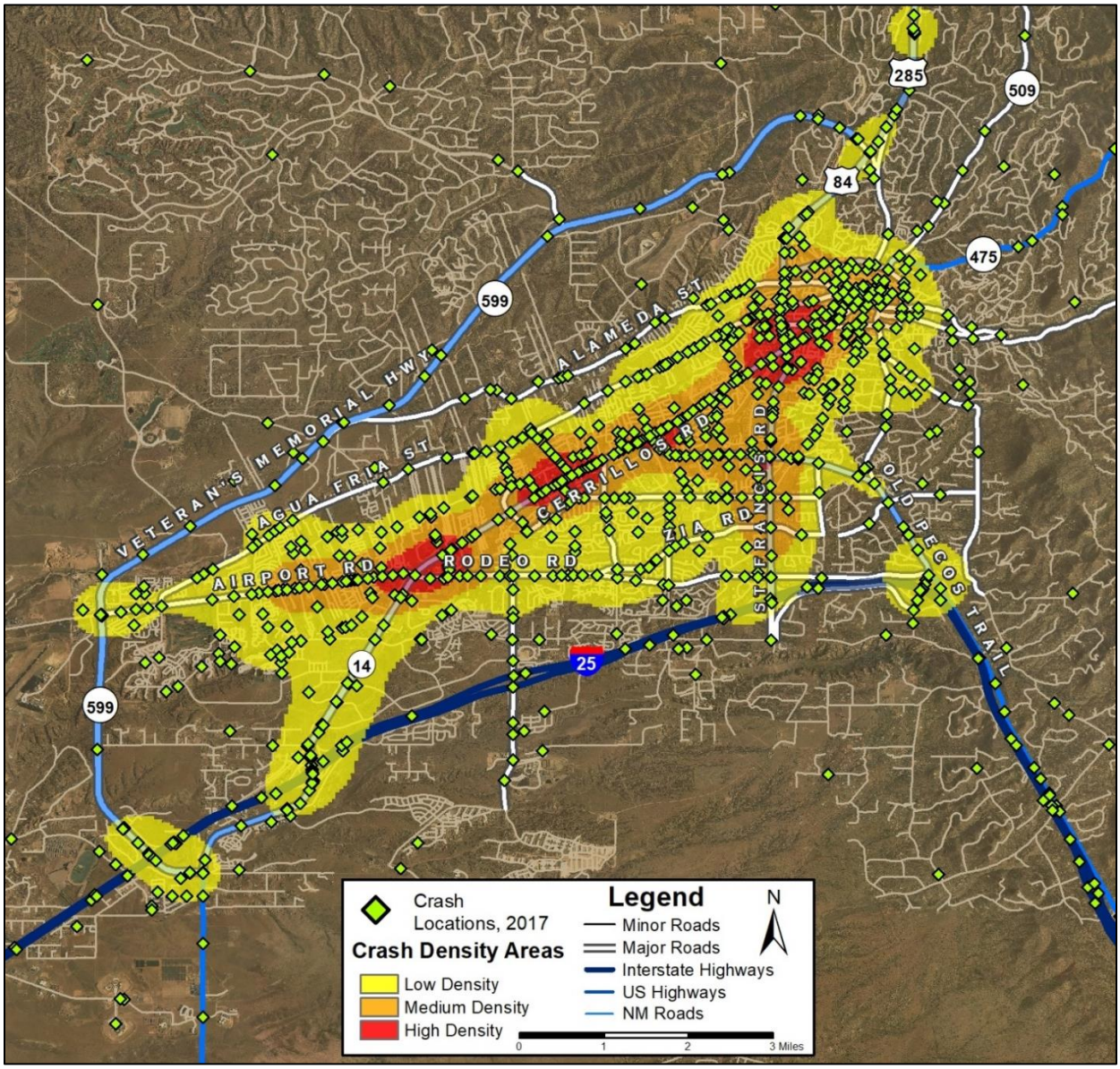
All maps are available in high-resolution color at tru.unm.edu.

Map 17: Density of Alcohol-involved Crashes in Las Cruces, New Mexico, 2017



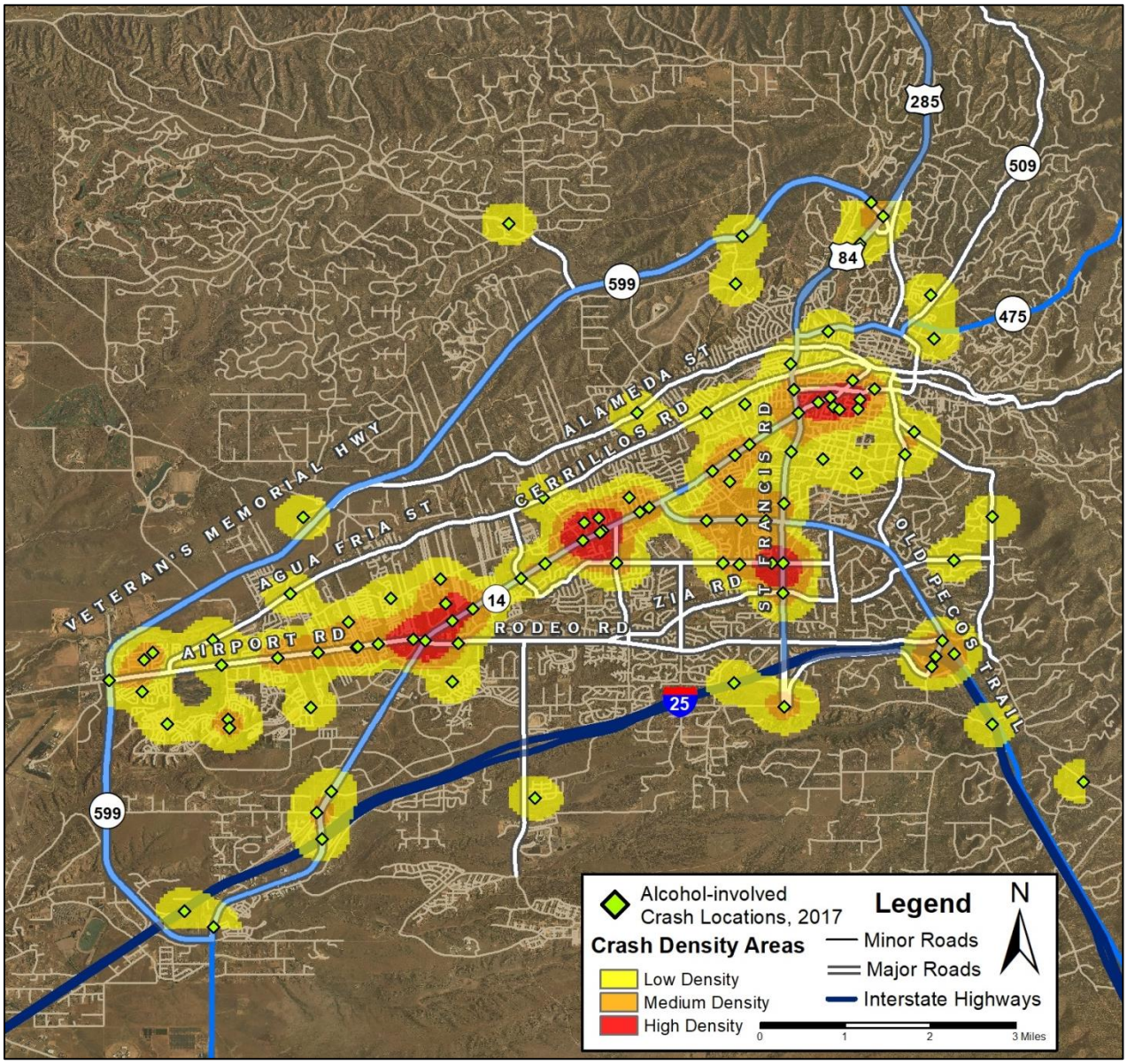
All maps are available in high-resolution color at tru.unm.edu.

Map 18: Density of All Crashes in Santa Fe, New Mexico, 2017



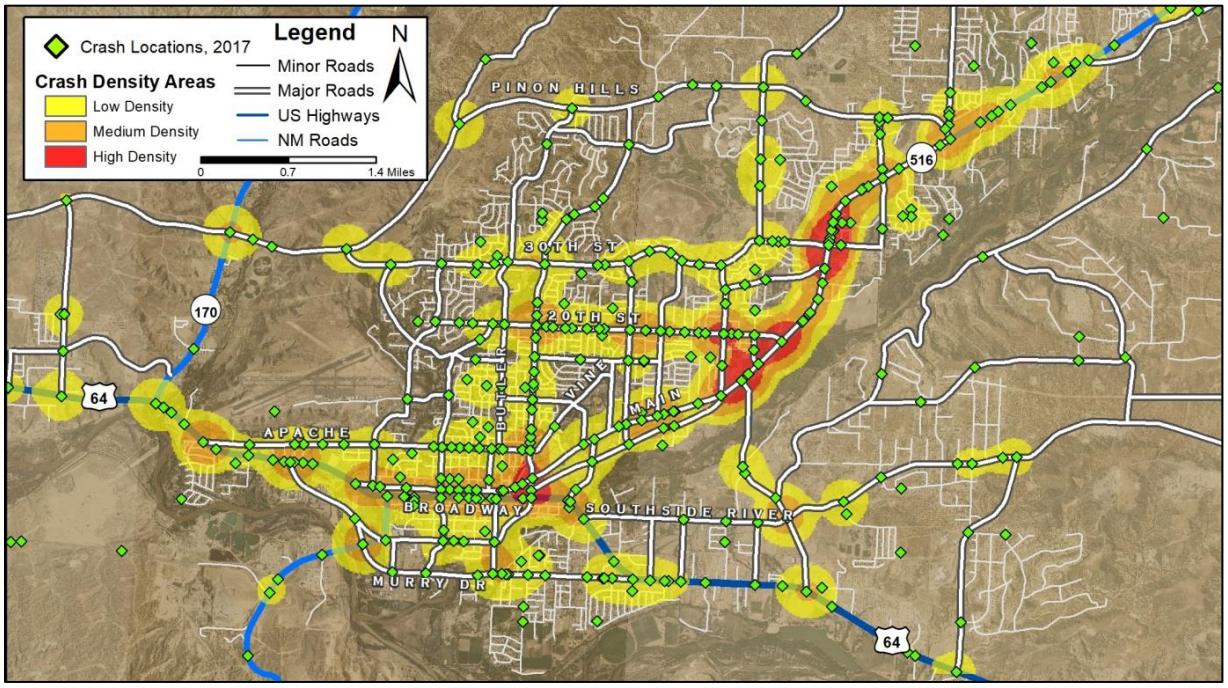
All maps are available in high-resolution color at tru.unm.edu.

Map 19: Density of Alcohol-involved Crashes in Santa Fe, New Mexico, 2017

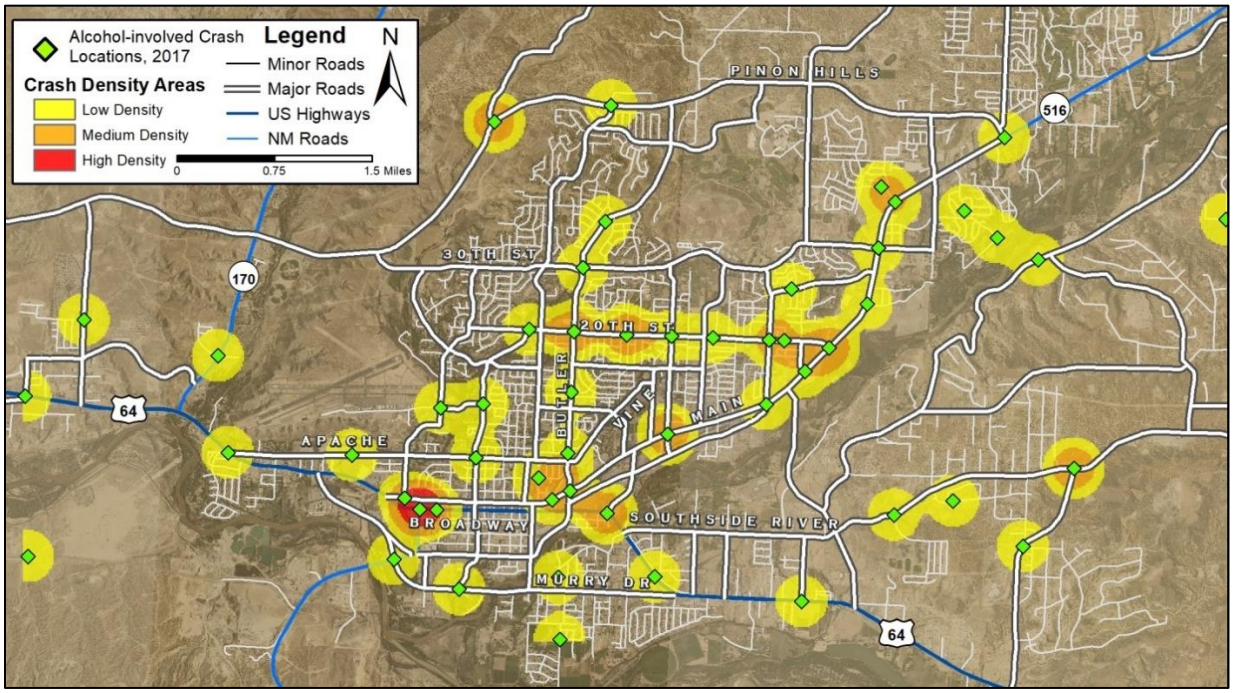


All maps are available in high-resolution color at tru.unm.edu

Map 20: Density of All Crashes in Farmington, New Mexico, 2017

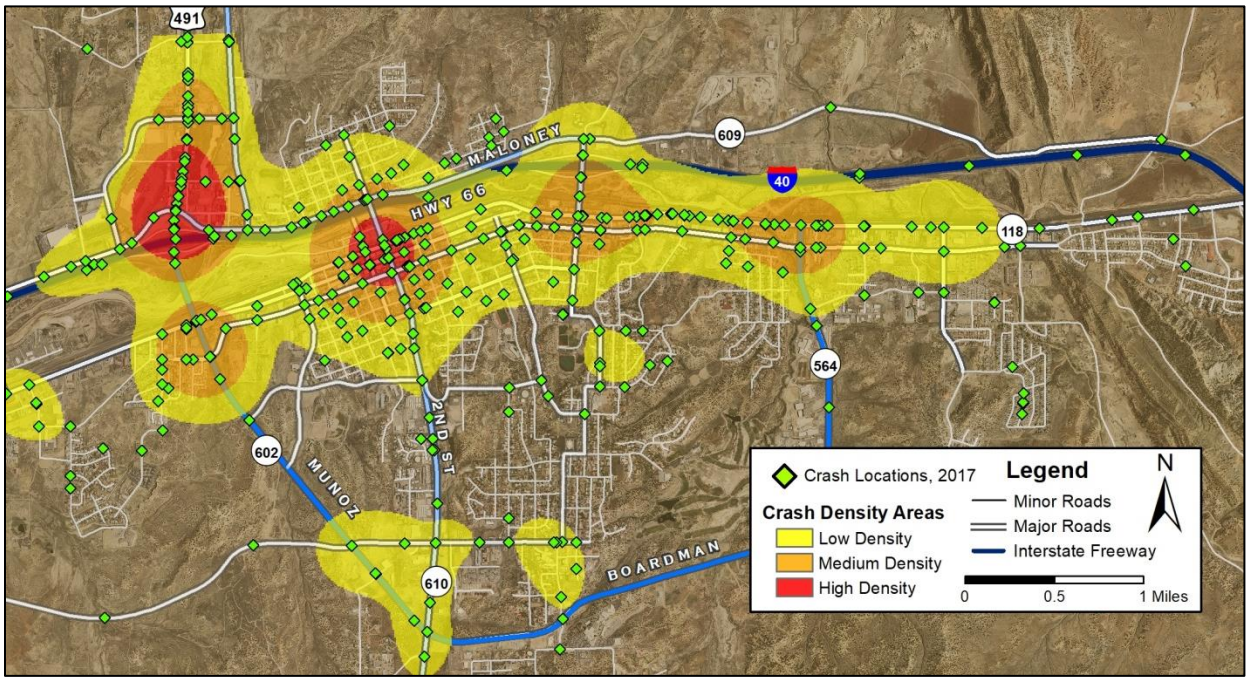


Map 21: Density of Alcohol-involved Crashes in Farmington, New Mexico, 2017

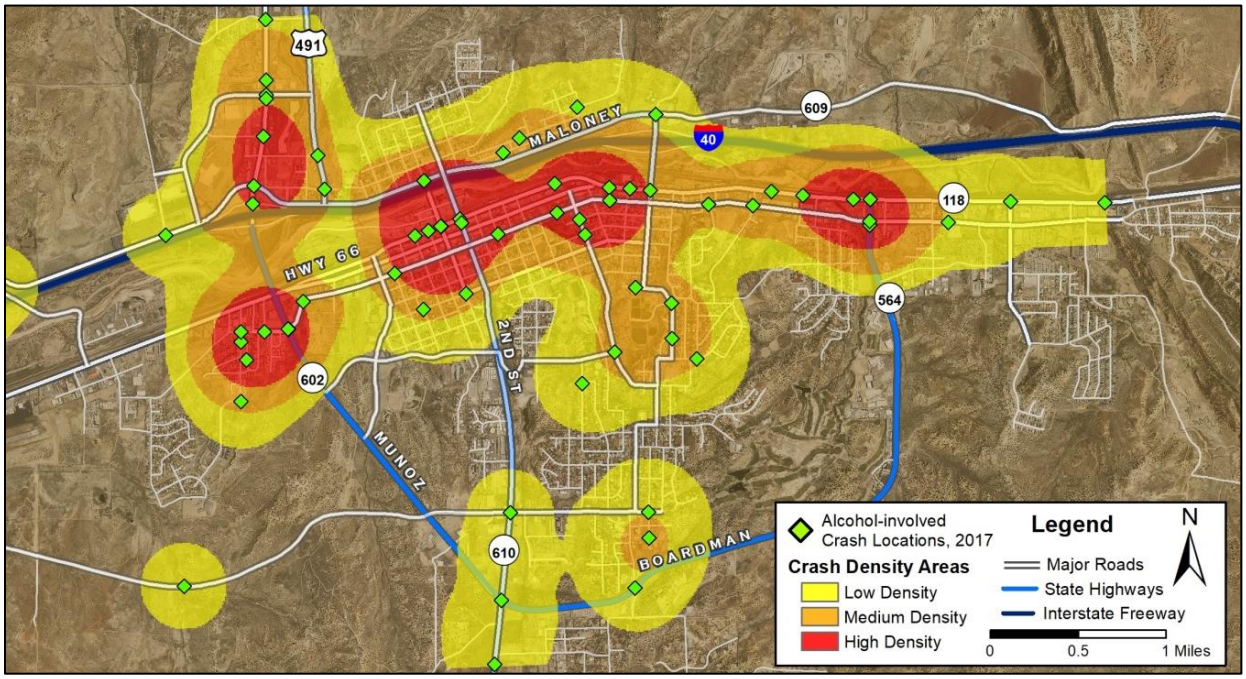


All maps are available in high-resolution color at tru.unm.edu.

Map 22: Density of All Crashes in Gallup, New Mexico, 2017



Map 23: Density of Alcohol-involved Crashes in Gallup, New Mexico, 2017



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

Appendix F – Counties

Appendix Table F-1: Fatalities by County, 2013 - 2017

County	Fatalities					Percent of All 2017 Fatalities	2017 Fatalities per 100M VMT[1]
	2013	2014	2015	2016	2017		
Bernalillo	52	69	64	100	90	23.7%	1.5
Catron	6	1	0	0	1	0.3%	0.6
Chaves	10	7	13	14	6	1.6%	0.9
Cibola	14	7	11	17	13	3.4%	1.5
Colfax	7	7	4	5	4	1.1%	1.1
Curry	4	4	2	7	4	1.1%	0.9
De Baca	2	0	3	5	0	0.0%	0.0
Doña Ana	14	19	18	24	29	7.6%	1.2
Eddy	15	16	10	7	17	4.5%	1.8
Grant	5	2	3	3	10	2.6%	2.4
Guadalupe	6	7	8	12	9	2.4%	1.8
Harding	0	2	0	2	0	0.0%	0.0
Hidalgo	1	9	3	3	12	3.2%	4.3
Lea	12	31	13	13	16	4.2%	1.7
Lincoln	5	5	1	7	6	1.6%	1.2
Los Alamos	0	2	0	0	0	0.0%	0.0
Luna	6	1	6	12	2	0.5%	0.3
McKinley	26	48	23	22	30	7.9%	2.2
Mora	3	4	2	4	2	0.5%	1.2
Otero	7	13	10	3	6	1.6%	0.8
Quay	6	11	11	4	2	0.5%	0.4
Rio Arriba	13	9	12	11	8	2.1%	1.1
Roosevelt	5	2	5	5	6	1.6%	2.6
San Juan	27	39	31	32	35	9.2%	1.7
San Miguel	6	3	4	7	3	0.8%	0.6
Sandoval	18	14	5	16	17	4.5%	1.1
Santa Fe	9	18	14	23	16	4.2%	0.8
Sierra	4	2	3	3	7	1.8%	3.0
Socorro	8	8	4	16	2	0.5%	0.3
Taos	6	10	2	8	9	2.4%	2.2
Torrance	11	5	8	12	5	1.3%	0.9
Union	1	1	0	1	1	0.3%	0.7
Valencia	2	10	5	7	12	3.2%	1.9
Total Fatalities	**311**	**386**	**298**	**405**	**380**	**100.0%**	**1.3**

[1] Rates are shaded such that darker shading identifies higher rates.

Appendix Table F-2: Motorcyclists (Drivers and Passengers) in Crashes, 2017

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	18	68	195	92	110	483	37.4%
Catron	0	0	0	1	1	2	0.2%
Chaves	2	6	22	4	9	43	3.3%
Cibola	1	4	5	3	6	19	1.5%
Colfax	1	2	4	0	1	8	0.6%
Curry	3	0	8	4	4	19	1.5%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	4	13	65	19	33	134	10.4%
Eddy	2	4	14	8	8	36	2.8%
Grant	2	5	13	3	7	30	2.3%
Guadalupe	1	0	3	1	0	5	0.4%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	0	2	0	2	4	0.3%
Lea	1	1	4	5	3	14	1.1%
Lincoln	2	3	5	4	4	18	1.4%
Los Alamos	0	1	8	1	3	13	1.0%
Luna	0	0	6	4	4	14	1.1%
McKinley	0	5	15	5	5	30	2.3%
Mora	0	1	0	2	1	4	0.3%
Otero	1	7	25	6	10	49	3.8%
Quay	0	1	0	0	1	2	0.2%
Rio Arriba	3	11	12	1	6	33	2.6%
Roosevelt	0	0	1	1	0	2	0.2%
San Juan	2	9	28	6	10	55	4.3%
San Miguel	1	1	14	1	5	22	1.7%
Sandoval	1	8	26	8	11	54	4.2%
Santa Fe	4	7	34	21	26	92	7.1%
Sierra	4	1	8	0	0	13	1.0%
Socorro	0	4	3	0	0	7	0.5%
Taos	2	6	8	5	3	24	1.9%
Torrance	1	0	1	1	0	3	0.2%
Union	0	3	4	0	0	7	0.5%
Valencia	1	4	31	2	13	51	4.0%
Missing Data	0	0	0	0	0	0	0.0%
Total People	**57**	**175**	**564**	**208**	**286**	**1,290**	**100%**

Appendix Table F-3: Severity of Injuries to Pedestrians in Crashes by County, 2017

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	33	49	109	106	23	320	51.6%
Catron	0	0	0	0	0	0	0.0%
Chaves	0	1	2	3	0	6	1.0%
Cibola	1	0	1	0	0	2	0.3%
Colfax	0	0	0	2	0	2	0.3%
Curry	0	0	1	1	1	3	0.5%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	7	7	25	11	8	58	9.4%
Eddy	1	0	5	3	4	13	2.1%
Grant	0	1	1	2	1	5	0.8%
Guadalupe	1	1	0	1	0	3	0.5%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	0	0	0	0	0	0.0%
Lea	4	1	6	3	0	14	2.3%
Lincoln	1	0	0	2	0	3	0.5%
Los Alamos	0	0	0	1	0	1	0.2%
Luna	1	1	3	2	0	7	1.1%
McKinley	8	9	7	10	3	37	6.0%
Mora	0	0	0	0	0	0	0.0%
Otero	2	3	3	5	0	13	2.1%
Quay	1	0	0	0	0	1	0.2%
Rio Arriba	0	1	0	1	1	3	0.5%
Roosevelt	0	0	0	0	0	0	0.0%
San Juan	10	9	11	6	1	37	6.0%
San Miguel	0	1	1	3	1	6	1.0%
Sandoval	1	0	9	0	0	10	1.6%
Santa Fe	5	6	20	16	1	48	7.7%
Sierra	0	0	1	0	0	1	0.2%
Socorro	0	1	1	0	0	2	0.3%
Taos	2	1	0	2	0	5	0.8%
Torrance	0	0	1	0	0	1	0.2%
Union	0	0	0	0	0	0	0.0%
Valencia	1	3	2	13	0	19	3.1%
Missing Data	0	0	0	0	0	0	0.0%
Total	**79**	**95**	**209**	**193**	**44**	**620**	**100%**

Appendix Table F-4: Animal-involved Crashes by County, 2013 - 2017

County	Animal-involved Crashes					Percent of All 2017 Animal-involved Crashes	2017 Vehicle Miles Traveled (100M VMT)	2017 Animal-involved Crashes per 100M VMT[2]
	2013	2014	2015	2016	2017			
Bernalillo	33	31	29	37	41	2.2%	58.86	0.7
Catron	6	4	11	32	27	1.5%	1.62	16.7
Chaves	34	52	67	58	65	3.5%	6.95	9.4
Cibola	20	26	23	61	42	2.3%	8.54	4.9
Colfax	78	93	84	88	111	6.0%	3.62	30.6
Curry	22	14	29	26	45	2.4%	4.23	10.6
De Baca	0	13	5	14	12	0.6%	1.78	6.8
Doña Ana	21	16	36	33	26	1.4%	23.31	1.1
Eddy	35	100	109	109	109	5.9%	9.62	11.3
Grant	121	134	140	138	160	8.7%	4.13	38.8
Guadalupe	15	11	11	21	19	1.0%	5.12	3.7
Harding	3	1	1	4	7	0.4%	0.19	36.3
Hidalgo	12	14	21	9	16	0.9%	2.81	5.7
Lea	43	56	63	72	58	3.1%	9.58	6.1
Lincoln	84	96	122	108	126	6.8%	5.03	25.1
Los Alamos	4	9	7	2	6	0.3%	1.53	3.9
Luna	18	9	28	28	20	1.1%	7.90	2.5
McKinley	62	72	58	52	65	3.5%	13.45	4.8
Mora	18	18	16	25	35	1.9%	1.64	21.3
Otero	61	73	69	90	72	3.9%	7.68	9.4
Quay	14	24	20	23	33	1.8%	4.86	6.8
Rio Arriba	122	121	102	133	128	6.9%	7.00	18.3
Roosevelt	23	29	40	41	48	2.6%	2.27	21.1
San Juan	152	136	145	151	184	10.0%	20.20	9.1
San Miguel	26	53	33	47	49	2.7%	4.73	10.4
Sandoval	58	59	42	63	78	4.2%	15.04	5.2
Santa Fe	51	64	66	50	91	4.9%	20.78	4.4
Sierra	7	6	23	21	25	1.4%	2.37	10.5
Socorro	31	31	34	34	26	1.4%	6.03	4.3
Taos	30	19	24	19	76	4.1%	4.08	18.6
Torrance	8	9	20	19	19	1.0%	5.50	3.5
Union	10	4	15	15	15	0.8%	1.41	10.6
Valencia	5	6	17	14	15	0.8%	6.42	2.3
Missing Data[1]	0	1	0	0	0	0.0%	18.53	-
Total	**1,227**	**1,404**	**1,510**	**1,637**	**1,849**	**100%**	**296.80**	**6.2**

[1] VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

[2] Rates are shaded such that darker shading identifies higher rates.

Appendix – Counties

Appendix Table F-5: New Mexico Population by County, 2013 - 2017

County	New Mexico Population (Revised U.S. Census)[1]				
	2013	2014	2015	2016	2017
Bernalillo	674,460	674,829	674,959	676,953	676,773
Catron	3,580	3,538	3,459	3,508	3,587
Chaves	65,861	65,672	65,529	65,282	64,866
Cibola	27,439	27,303	27,322	27,487	26,853
Colfax	13,039	12,674	12,387	12,253	12,174
Curry	50,574	50,969	50,206	50,280	49,812
De Baca	1,893	1,823	1,831	1,793	1,829
Doña Ana	213,651	213,536	213,567	214,207	215,579
Eddy	55,599	56,591	57,611	57,621	56,997
Grant	29,241	28,988	28,564	28,280	27,687
Guadalupe	4,549	4,445	4,364	4,376	4,429
Harding	688	680	699	665	692
Hidalgo	4,616	4,539	4,414	4,302	4,305
Lea	68,164	69,707	70,848	69,749	68,759
Lincoln	19,979	19,635	19,391	19,429	19,395
Los Alamos	17,817	17,668	17,696	18,147	18,738
Luna	24,686	24,540	24,476	24,450	24,078
McKinley	73,270	74,044	76,800	74,923	72,564
Mora	4,665	4,571	4,577	4,504	4,551
Otero	65,813	64,994	64,430	65,410	65,817
Quay	8,687	8,454	8,452	8,365	8,306
Rio Arriba	40,058	39,742	39,526	40,040	39,159
Roosevelt	19,996	19,599	19,074	19,082	18,847
San Juan	126,518	124,055	118,701	115,079	126,926
San Miguel	28,696	28,318	27,951	27,760	27,748
Sandoval	136,482	137,540	139,157	142,025	142,507
Santa Fe	146,754	147,329	147,708	148,651	148,750
Sierra	11,561	11,315	11,261	11,191	11,116
Socorro	17,525	17,320	17,222	17,027	16,798
Taos	32,991	33,046	32,887	33,065	32,795
Torrance	15,681	15,514	15,422	15,302	15,506
Union	4,372	4,271	4,201	4,183	4,187
Valencia	76,288	75,775	75,636	75,626	75,940
Statewide	**2,085,193**	**2,083,024**	**2,080,328**	**2,081,015**	**2,088,070**

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

Appendix Table F-6: Crash Rates by County, 2013 - 2017

County	Crashes per 10,000 Population[1,2]				
	2013	2014	2015	2016	2017
Guadalupe	396	355	426	505	445
Bernalillo	242	268	290	288	294
Colfax	242	242	229	269	278
Eddy	209	277	276	243	269
Lincoln	228	208	277	235	249
Santa Fe	189	192	217	213	235
De Baca	79	252	262	296	230
Quay	176	174	259	178	225
Statewide	**188**	**195**	**218**	**217**	**220**
Mora	176	241	234	249	215
Sierra	114	75	182	169	203
Harding	58	59	86	211	202
Chaves	208	185	211	210	202
Grant	205	216	212	196	200
Hidalgo	214	192	247	195	200
Doña Ana	178	177	200	202	200
Curry	157	143	204	194	196
Taos	113	99	109	116	194
Rio Arriba	147	151	174	215	194
San Miguel	137	173	204	193	186
McKinley	165	169	176	175	172
Union	194	150	159	251	172
Luna	184	172	174	173	166
Cibola	126	128	151	186	166
Catron	78	37	107	171	153
Lea	188	200	144	144	153
Otero	148	135	152	145	151
San Juan	171	145	179	171	151
Valencia	85	88	148	155	149
Sandoval	121	104	122	136	147
Torrance	118	141	204	148	146
Roosevelt	106	138	186	162	138
Socorro	151	158	178	169	136
Los Alamos	36	33	71	69	72

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

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

Appendix Table F-7: Fatality Rates by County, 2013 - 2017

County	Fatalities per 10,000 Population[1,2]				
	2013	2014	2015	2016	2017
Hidalgo	2.17	19.83	6.80	6.97	27.87
Guadalupe	13.19	15.75	18.33	27.42	20.32
Sierra	3.46	1.77	2.66	2.68	6.30
Cibola	5.10	2.56	4.03	6.18	4.84
Mora	6.43	8.75	4.37	8.88	4.39
McKinley	3.55	6.48	2.99	2.94	4.13
Grant	1.71	0.69	1.05	1.06	3.61
Colfax	5.37	5.52	3.23	4.08	3.29
Torrance	7.01	3.22	5.19	7.84	3.22
Roosevelt	2.50	1.02	2.62	2.62	3.18
Lincoln	2.50	2.55	0.52	3.60	3.09
Eddy	2.70	2.83	1.74	1.21	2.98
Catron	16.76	2.83	0.00	0.00	2.79
San Juan	2.13	3.14	2.61	2.78	2.76
Taos	1.82	3.03	0.61	2.42	2.74
Quay	6.91	13.01	13.01	4.78	2.41
Union	2.29	2.34	0.00	2.39	2.39
Lea	1.76	4.45	1.83	1.86	2.33
Rio Arriba	3.25	2.26	3.04	2.75	2.04
Statewide	**1.49**	**1.85**	**1.43**	**1.95**	**1.82**
Valencia	0.26	1.32	0.66	0.93	1.58
Doña Ana	0.66	0.89	0.84	1.12	1.35
Bernalillo	0.77	1.02	0.95	1.48	1.33
Sandoval	1.32	1.02	0.36	1.13	1.19
Socorro	4.56	4.62	2.32	9.40	1.19
San Miguel	2.09	1.06	1.43	2.52	1.08
Santa Fe	0.61	1.22	0.95	1.55	1.08
Chaves	1.52	1.07	1.98	2.14	0.92
Otero	1.06	2.00	1.55	0.46	0.91
Luna	2.43	0.41	2.45	4.91	0.83
Curry	0.79	0.78	0.40	1.39	0.80
De Baca	10.57	0.00	16.38	27.89	0.00
Harding	0.00	29.41	0.00	30.08	0.00
Los Alamos	0.00	1.13	0.00	0.00	0.00

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

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

Appendix Table F-8: Alcohol-involved Crash Rates by County, 2013 - 2017

County	Alcohol-involved Crashes per 10,000 Population[1,2]				
	2013	2014	2015	2016	2017
McKinley	20.9	23.9	23.4	20.7	23.3
De Baca	0.0	27.4	10.9	22.3	21.9
Sierra	4.3	7.1	11.5	10.7	16.2
Lincoln	16.0	13.2	19.1	10.8	16.0
Cibola	8.0	9.2	13.2	16.4	14.9
Harding	0.0	0.0	14.3	0.0	14.5
San Juan	14.1	14.9	15.2	14.2	13.3
Rio Arriba	14.2	10.6	14.7	15.7	12.5
Santa Fe	10.6	11.7	10.9	12.0	11.6
San Miguel	13.2	9.5	11.4	9.7	10.8
Taos	6.1	6.7	4.9	5.1	10.4
Statewide	**9.3**	**9.8**	**10.3**	**10.0**	**9.8**
Bernalillo	8.8	9.4	10.0	10.2	9.8
Eddy	7.9	13.3	11.1	8.9	9.5
Doña Ana	8.8	8.9	9.1	8.1	9.1
Guadalupe	4.4	6.7	6.9	18.3	9.0
Socorro	10.8	7.5	9.9	8.8	8.9
Mora	17.1	8.8	24.0	17.8	8.8
Quay	9.2	9.5	8.3	8.4	8.4
Sandoval	7.7	6.5	6.8	7.7	8.0
Chaves	7.4	9.6	8.5	6.3	7.2
Valencia	3.0	4.5	7.7	7.4	7.0
Luna	5.7	6.5	4.9	7.8	6.6
Colfax	10.7	9.5	13.7	17.1	6.6
Otero	7.9	6.8	7.4	7.2	6.4
Curry	5.9	5.3	7.4	7.2	6.2
Grant	12.0	12.8	11.2	11.0	6.1
Catron	5.6	5.7	0.0	0.0	5.6
Lea	8.2	9.9	7.1	5.6	5.4
Torrance	8.3	7.7	7.8	4.6	5.2
Union	4.6	9.4	4.8	9.6	4.8
Hidalgo	13.0	6.6	18.1	16.3	4.6
Los Alamos	1.7	1.1	1.7	3.3	2.7
Roosevelt	5.0	4.6	8.4	6.3	2.7

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

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

Sources

Economic Impact Estimates – American Association of State Highway and Transportation Officials Highway Safety Manual (AASHTO HSM), First Edition, Volume 1, 2010, Appendix 4A, Pages 4-84 to 4-88. HSM cost-estimate calculations are based on the Crash Cost Estimates by Maximum Police-Reported Injury Severity Within Selected Crash Geometries, FHWA-HRT-05-051: October 2005.

Licensed Drivers – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), 2013 – 2017. April data for 2015; July data for all other years.

National Crash and VMT Data

- Rates, population, and vehicle miles traveled:
  - U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA). Traffic Safety Facts Annual Report Tables, National Statistics. Accessed June 6, 2019. https://cdan.nhtsa.gov/tsftables/tsfar.htm
- Motorcyclist fatality rates:
  - U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA). 2017 Fatal Motor Vehicle Crashes: Overview. Table 1. Accessed June 6, 2019. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812603
  - U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. Highway Statistics Series, 2017, Vehicles. Table MV-1. January 2019. Accessed June 6, 2019. https://www.fhwa.dot.gov/policyinformation/statistics/2017/mv1.cfm

New Mexico Crash Data – Crash data are from the NMDOT Uniform Crash Reports (UCR), submitted by law enforcement agencies in the state, for any incident on a public roadway involving one or more motor vehicles that resulted in death, injury, or at least $500 in property damage. These reports are processed by the NMDOT Traffic Records Program, and analyzed by the University of New Mexico, Geospatial and Population Studies (GPS), Traffic Research Unit (TRU).

Note on 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.

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.

Sources

Observed Seatbelt Use – New Mexico Department of Transportation (NMDOT), 2017 New Mexico Occupant Seat Belt Observation Study. Prepared by Preusser Research Group Inc.: October 2017.

Population – U.S. Census Bureau, Population Division. *United States. Annual Estimates of the Resident Population: April 1, 2010, to July 1, 2017.* Release dates: For counties, March 2018 (PEP_2017_PEPANNRES). For cities and towns, (Incorporated Places and Minor Civil Divisions), May 2018 (SUB-EST2017_35). For 2010 population only: New Mexico: 2010 Population and Housing Counts, released September 2012 (cph-2-33).

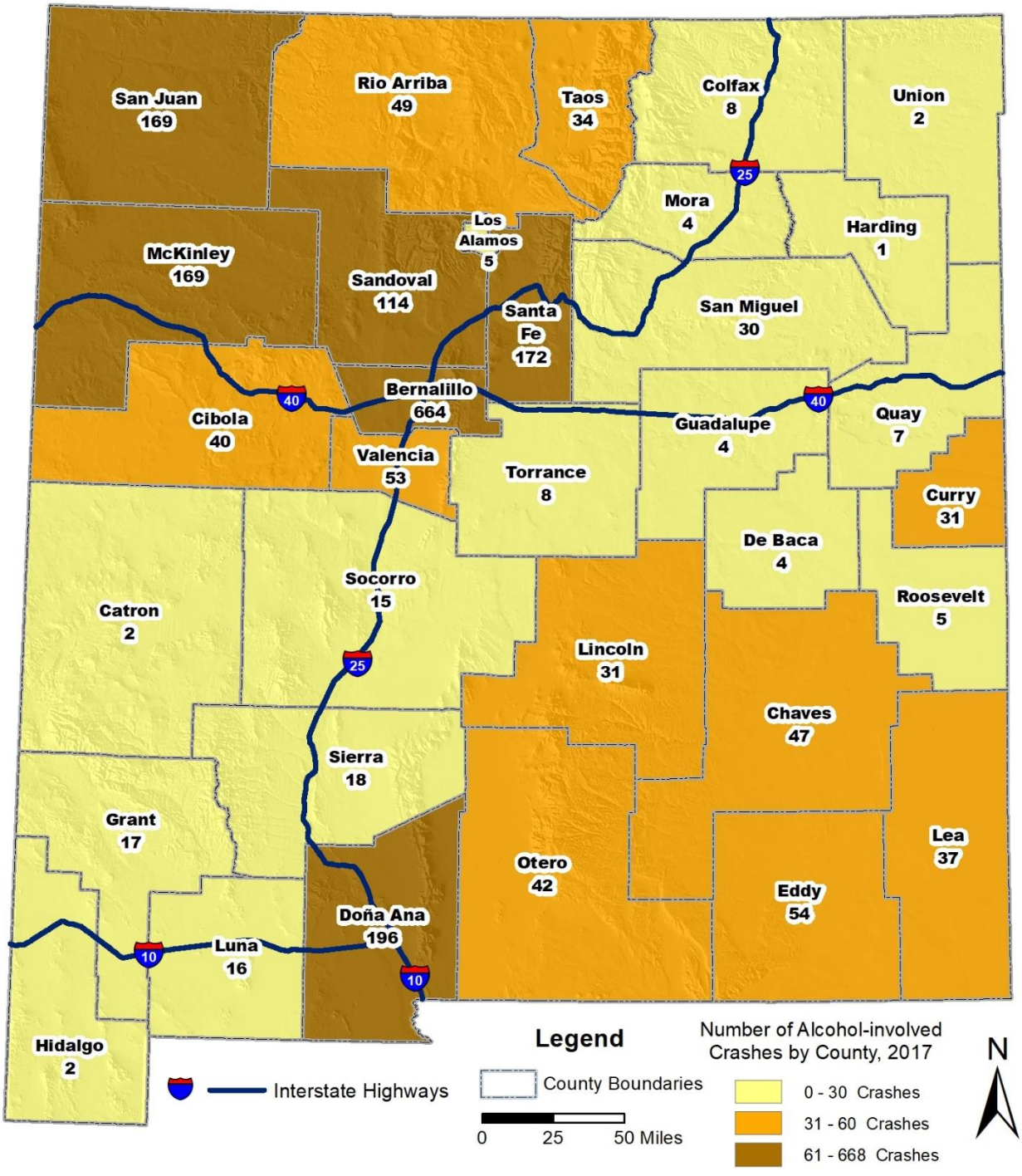
Registered Motor Vehicles and Motorcycles – U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. Highway Statistics Series, 2017, Vehicles. Table MV-1. January 2019. Accessed May 23, 2019. https://www.fhwa.dot.gov/policyinformation/statistics/2017/mv1.cfm

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

Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation, Asset Management and Planning Division, Data Management Bureau. Extent and Travel Report, 2017, generated on June 1, 2018. VMT (reported in units of 100 million vehicle miles traveled) are based on the daily average vehicle miles traveled.

Index

Map 24: Alcohol-involved Crashes by County, 2017



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