New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico Traffic Crash Annual Report 2019

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 (UNM-GPS), Traffic Research Unit, 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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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

Motorcyclist – A person who is in or upon a motorcycle or all-terrain vehicle (ATV).

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

Non-Motorized Vehicle – A pedalcyclist or pedestrian who is involved in a motor vehicle traffic crash. Includes personal conveyances such as skateboards and wheelchairs.

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).

Definitions

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 – Any injury other than fatal that results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

The definition above was adopted in 2014 by the Federal Highway Administration for suspected serious injuries (Class A injuries). Before this revision, a Class A injury was defined as "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 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

Definitions

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 – Areas defined by the 2010 U.S. Census Urbanized Areas (NMDOT-adjusted) and U.S. Census Urban Clusters. This 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." Urban areas for crash years 2013-2017 include a ½-mile buffer extending out from those urban boundaries. Urban areas for crash years 2018 and after do not include a buffer, which decreases the number of crashes classified as urban. In crashes before 2013, "urban" was defined as a town or city with a population of at least 2,500 people.

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.

2019 New Mexico Crash Highlights

- Less than 1 percent of crashes resulted in a **fatality**. (Table 1)
- 30 percent of crashes resulted in an **injury**. (Table 1)
- 17 percent of crashes were **hit-and-run** crashes. (Table 6)
- 58 percent of **pedestrians** killed in crashes were under the influence of **alcohol**. (Table 46)
- 5 percent of crashes and 41 percent of crash fatalities involved **alcohol**. (Table 62, Table 65)
- 13 percent of **unbelted** occupants in passenger vehicles in crashes were killed, compared with only 0.1 percent of **belted** occupants in passenger vehicles in crashes. (Table 68)

Top contributing factors in crashes:

- Driver inattention (19 percent)
- Failed to yield right of way (14 percent)
- Following too closely (11 percent)

Top contributing factors in fatalities:

- Alcohol/drug involvement (53 percent)
- Drove left of center (9 percent)
- Excessive speed (7 percent)

- In an average day in New Mexico, 132 crashes occurred, which involved 326 people, with 56 people injured and 1 person killed.

On average in New Mexico in 2019 …

- A motor vehicle crash occurred every **11** minutes.
- A crash occurred in Bernalillo County every **27** minutes.
- A person was injured in a crash every **26** minutes.
- A distracted-driving crash occurred every **57** 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 **5** hours.
- A motorcycle was involved in a crash every **8** hours.
- A pedestrian was hit by a vehicle every **13** hours.
- A person was killed in a crash every **22** hours.
- A bicyclist was hit by a vehicle every **23** hours.

2019 New Mexico Crash Highlights

In 2019, there were 48,124 traffic crashes reported on public roadways in New Mexico. These crashes involved 119,118 people, with 20,415 people injured and 425 people killed.

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

- When analyzed using population, New Mexico's crash rate is at its highest level in at least five years, at 2,295 per 100,000 population. (Figure 1)
- When analyzed using vehicle miles traveled, New Mexico fatal crash rates and fatality rates were higher than the national average in four of the past five years. (Figure 2, Figure 3)
- Hit-and-runs are at the second-highest in the past five years, 17.3 percent of crashes. (Table 6)
- The number of motorcyclist fatalities is at its highest level in five years, at 59. (Table 36)
- Crashes involving heavy trucks have risen four years in a row, to 2,997. (Table 42)
- Pedestrian fatalities, at 83, are only one lower than their highest level in the past five years. Each year, alcohol was noted as a contributing factor in at least half of all pedestrian fatalities. (Table 44, Table 46)
- The rate of teen drivers in crashes is at its second-highest in the past five years, at 130.5 teen drivers (ages 15-19) in crashes per 1,000 licensed teen drivers. Teen drivers continue to have the highest crash rate compared to any other driver age groups. (Table 77, Table 79)
- The alcohol-involved driver crash rate is at its highest point in the past five years for young adult drivers (ages 20-24), at 3.71 per 1,000 licensed young adult drivers. Young adults continue to have the highest alcohol-involved driver crash rate, compared with other age groups. (Table 67, Table 82)
- The number of seniors (65+) in crashes has risen in three of the past four years (Table 84), but many senior drivers in crashes did not contribute to the cause of the crash. (Table 85)
- Animal-involved crashes have increased four years in a row. (Table 10, Appendix Table F-4)

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

- The number and percentage of people in crashes with a suspected serious injury both declined in the past five years. The rate fell from 1.2 to 0.9 percent of all people in crashes. (Table 2)
- Of the children under age 13 who received fatal or suspected serious injuries in passenger vehicles in crashes, the number who were unbelted continues to remain at its lowest level compared to previous years. (Table 72)
- Sudden large increases in reported crashes may be due to improvements in crash reporting by law enforcement agencies. These improvements usually occurred when an agency upgraded to electronic data transfer for crash reporting. These upgrades began in 2016. In 2019, electronic data transfer was used to report 57 percent of New Mexico's reportable crashes.

Crashes and Injuries Summary

- The percentage of crashes involving fatalities or injuries are each at their second-highest level in the past five years, at 0.77 percent and 29.5 percent. (Table 1)
- The percentage of people in crashes with a suspected serious injury remains at a five-year low of 0.9 percent of all people in crashes. (Table 2)

Table 1: Crashes by Year and Severity of Crash, 2015 - 2019[1]

Year	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2018	351	0.75%	13,597	29.1%	32,838	70.2%	46,786	100%
2019	369	0.77%	14,192	29.5%	33,563	69.7%	48,124	100%

Table 2: People in Crashes by Year and Severity of Injury, 2015 - 2019[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
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%
2018	392	0.3%	1,057	0.9%	4,983	4.3%	13,750	11.9%	95,838	82.6%	116,020	100%
2019	425	0.4%	1,079	0.9%	5,114	4.3%	14,222	11.9%	98,278	82.5%	119,118	100%

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

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

Rates

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

$$\textbf{\textit{Crash Rate}} = \frac{\textit{Crash Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\text{48,124 crashes in 2019}}{\text{277.73 100M VMT in 2019}} = \textbf{173 crashes per 100M VMT}$$

$$\textbf{\textit{Fatality Rate}} = \frac{\textit{Fatality Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\text{425 fatalities in 2019}}{\text{277.73 100M VMT in 2019}} = \textbf{1.53 fatalities per 100M VMT}$$

Table 3: New Mexico Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2015 - 2019

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]
2015	2,089,291	302.92	1,502,279	1,823,445
2016	2,091,630	278.09	1,524,177	1,823,961
2017	2,091,784	278.36	1,504,433	1,740,002
2018	2,092,741	272.88	1,482,149	1,824,217
2019	2,096,829	277.73	1,487,486	1,825,421

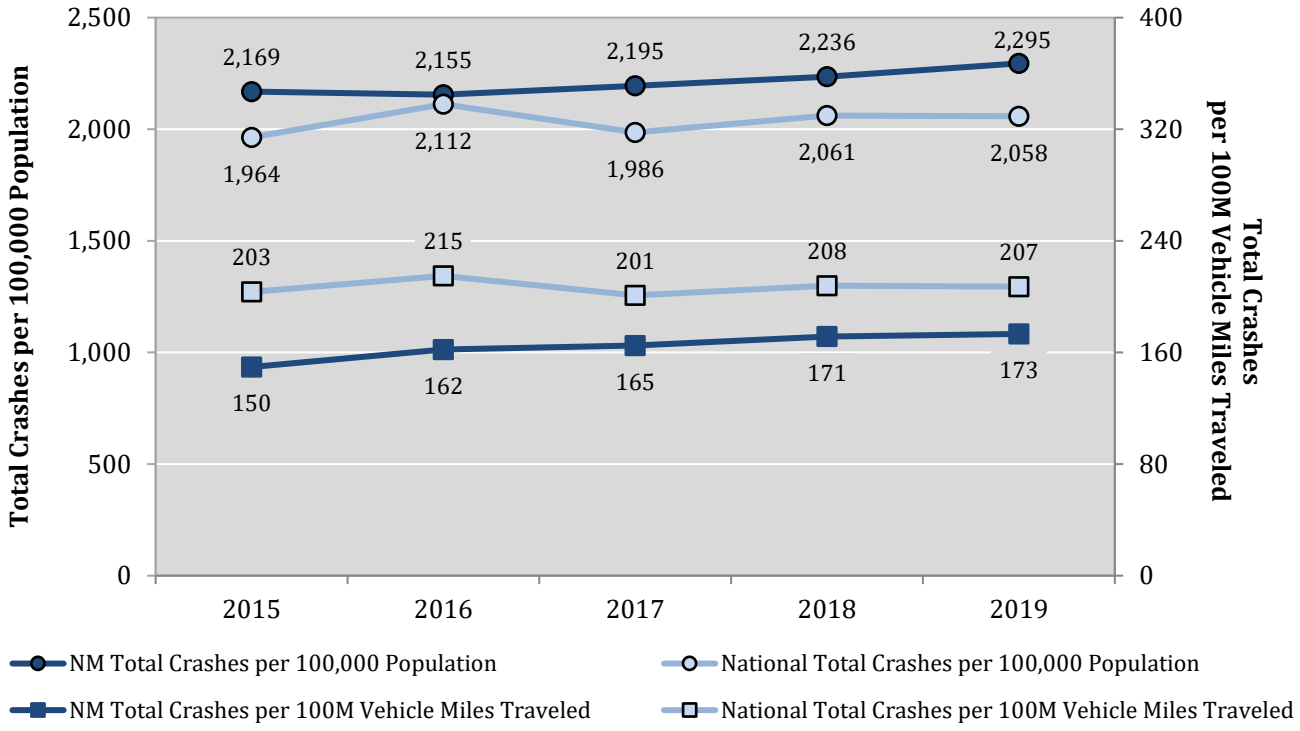
[1] Each year, the U.S. Census publishes revisions to previous population estimates. Therefore, rates based on population in this publication are not comparable to rates published in prior years.

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

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

- When analyzed using population or vehicle miles traveled, 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, but the gap has narrowed. (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, 2015 - 2019[3]



[3] The numbers used in calculating New Mexico rates can be found in Table 1, Table 2, and Table 3. National rates for the most recent year were not available at time of publication.

Figure 2: Comparison of New Mexico and National[4] Fatal Crash Rates, 2015 - 2019

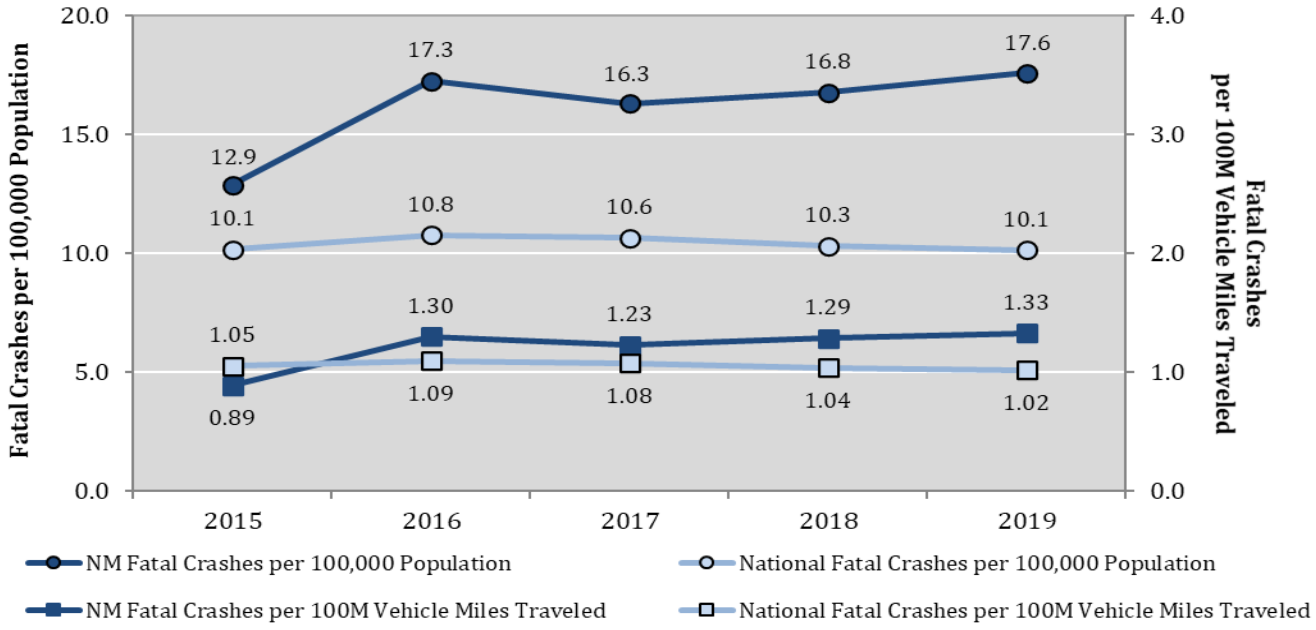
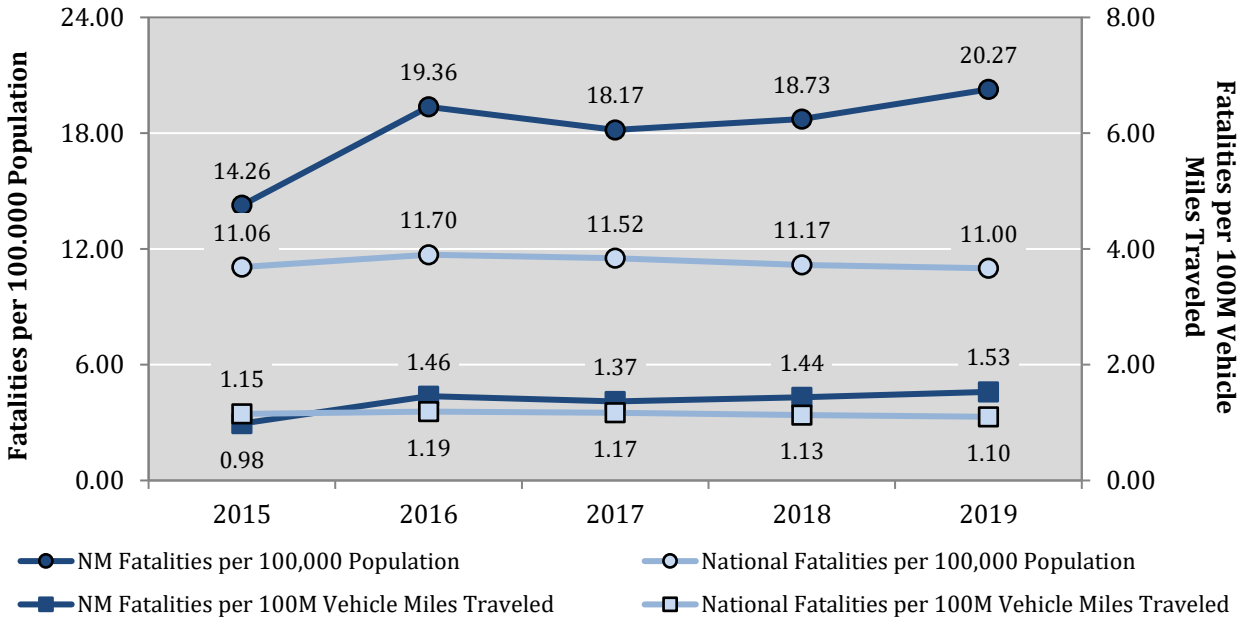


Figure 3: Comparison of New Mexico and National[4] Fatality Rates, 2015 - 2019



[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, 2015 - 2019

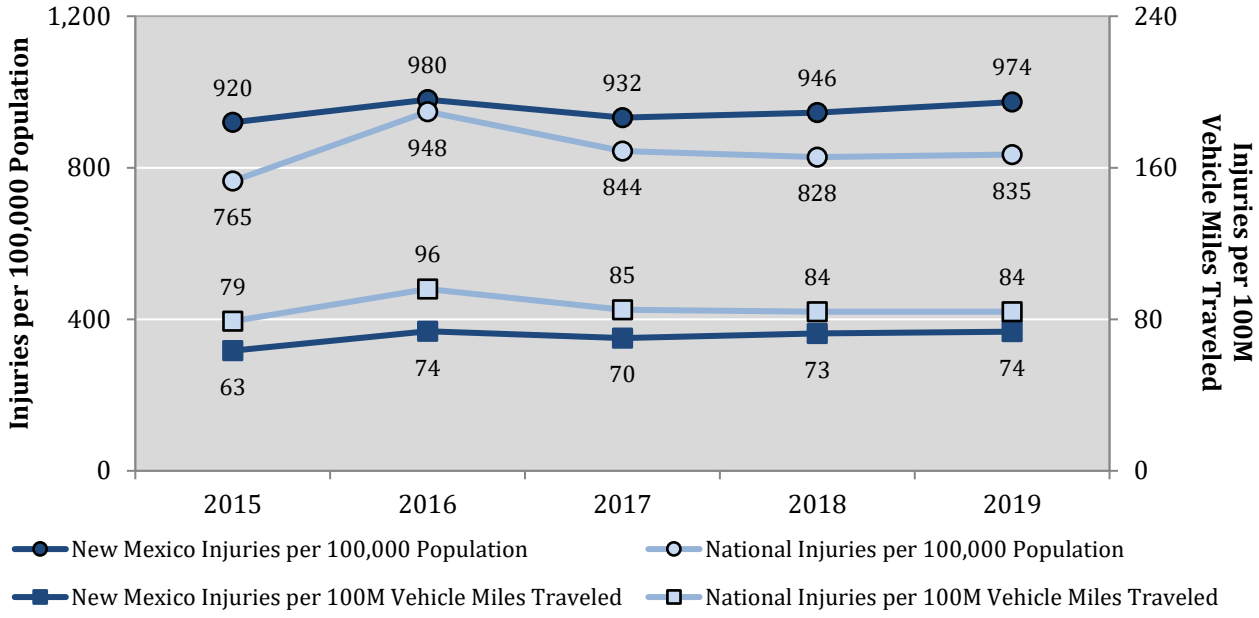
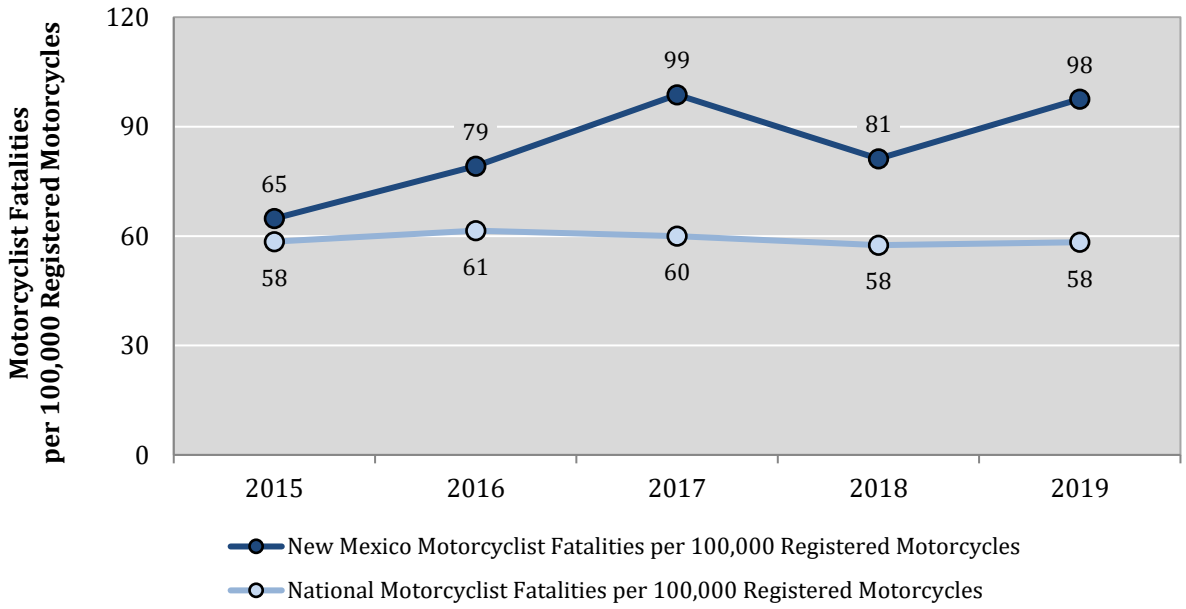


Figure 5: Comparison of New Mexico and National[5] Motorcyclist Fatality Rates, 2015 - 2019



[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 (19.3 percent)
- Failed to yield right of way (13.8 percent)
- Following too closely (11.2 percent)

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

- Alcohol/drug-involved (53.4 percent)
- Drove left of center (8.7 percent)
- Excessive speed (6.8 percent)

Crash Characteristics – Contributing Factors

Table 4: Severity of Crashes by Top Contributing Factor, 2019

Top Contributing Factor[1]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**346**	**93.8%**	**12,592**	**88.7%**	**26,031**	**77.6%**	**38,969**	**81.0%**
Driver Inattention	21	5.7%	2,860	20.2%	6,416	19.1%	9,297	19.3%
Failed to Yield Right of Way	20	5.4%	2,467	17.4%	4,173	12.4%	6,660	13.8%
Following Too Closely	2	0.5%	1,682	11.9%	3,688	11.0%	5,372	11.2%
Alcohol/Drug Involved[2]	196	53.1%	1,069	7.5%	1,193	3.6%	2,458	5.1%
Excessive Speed	26	7.0%	847	6.0%	1,552	4.6%	2,425	5.0%
Disregarded Traffic Signal	4	1.1%	950	6.7%	1,221	3.6%	2,175	4.5%
Speed Too Fast for Conditions	7	1.9%	518	3.6%	1,129	3.4%	1,654	3.4%
Other Improper Driving	11	3.0%	499	3.5%	1,141	3.4%	1,651	3.4%
Made Improper Turn	2	0.5%	279	2.0%	1,158	3.5%	1,439	3.0%
Improper Lane Change	2	0.5%	158	1.1%	982	2.9%	1,142	2.4%
Avoid No Contact - Vehicle	3	0.8%	280	2.0%	666	2.0%	949	2.0%
Improper Backing	0	0.0%	52	0.4%	892	2.7%	944	2.0%
Passed Stop Sign	3	0.8%	313	2.2%	464	1.4%	780	1.6%
Improper Overtaking	2	0.5%	111	0.8%	467	1.4%	580	1.2%
Drove Left Of Center	28	7.6%	158	1.1%	330	1.0%	516	1.1%
Avoid No Contact - Other	3	0.8%	127	0.9%	386	1.2%	516	1.1%
Pedestrian Error	16	4.3%	178	1.3%	16	0.05%	210	0.4%
Vehicle Skidded Before Brake	0	0.0%	37	0.3%	106	0.3%	143	0.3%
Driverless Moving Vehicle	0	0.0%	7	0.05%	51	0.2%	58	0.1%
Vehicle	**8**	**2.2%**	**316**	**2.2%**	**697**	**2.1%**	**1,021**	**2.1%**
Other Mechanical Defect	3	0.8%	133	0.9%	301	0.9%	437	0.9%
Inadequate Brakes	1	0.3%	84	0.6%	170	0.5%	255	0.5%
Defective Tires	3	0.8%	75	0.5%	171	0.5%	249	0.5%
Defective Steering	1	0.3%	24	0.2%	55	0.2%	80	0.2%
Environment	**0**	**0.0%**	**36**	**0.3%**	**114**	**0.3%**	**150**	**0.3%**
Road Defect	0	0.0%	27	0.2%	100	0.3%	127	0.3%
Traffic Control Not Functioning	0	0.0%	9	0.1%	14	0.04%	23	0.05%
Other[3]	**15**	**4.1%**	**1,248**	**8.8%**	**6,721**	**20.0%**	**7,984**	**16.6%**
None	7	1.9%	610	4.3%	2,409	7.2%	3,026	6.3%
Missing Data	2	0.5%	177	1.2%	2,480	7.4%	2,659	5.5%
Other - No Driver Error	6	1.6%	461	3.2%	1,832	5.5%	2,299	4.8%
Total Crashes	**369**	**100%**	**14,192**	**100%**	**33,563**	**100%**	**48,124**	**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, 2019

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	**401**	**94.4%**	**967**	**89.6%**	**4,527**	**88.5%**	**12,808**	**90.1%**	**81,460**	**82.9%**	**100,163**	**84.1%**
Driver Inattention	21	4.9%	135	12.5%	900	17.6%	2,947	20.7%	19,418	19.8%	23,421	19.7%
Failed to Yield Right of Way	22	5.2%	135	12.5%	894	17.5%	2,787	19.6%	14,738	15.0%	18,576	15.6%
Following Too Closely	5	1.2%	50	4.6%	243	4.8%	2,057	14.5%	13,305	13.5%	15,660	13.1%
Disregarded Traffic Signal	5	1.2%	71	6.6%	353	6.9%	1,107	7.8%	4,507	4.6%	6,043	5.1%
Alcohol/Drug Involved[2]	227	53.4%	188	17.4%	627	12.3%	788	5.5%	3,645	3.7%	5,475	4.6%
Excessive Speed	29	6.8%	113	10.5%	427	8.3%	719	5.1%	4,155	4.2%	5,443	4.6%
Other Improper Driving	14	3.3%	36	3.3%	198	3.9%	410	2.9%	3,172	3.2%	3,830	3.2%
Speed Too Fast for Conditions	8	1.9%	39	3.6%	227	4.4%	500	3.5%	2,995	3.0%	3,769	3.2%
Made Improper Turn	3	0.7%	17	1.6%	66	1.3%	288	2.0%	3,304	3.4%	3,678	3.1%
Improper Lane Change	2	0.5%	12	1.1%	53	1.0%	167	1.2%	2,870	2.9%	3,104	2.6%
Avoid No Contact - Vehicle	3	0.7%	20	1.9%	112	2.2%	249	1.8%	1,988	2.0%	2,372	2.0%
Improper Backing	0	0.0%	2	0.2%	8	0.2%	50	0.4%	2,219	2.3%	2,279	1.9%
Passed Stop Sign	3	0.7%	30	2.8%	114	2.2%	334	2.3%	1,582	1.6%	2,063	1.7%
Improper Overtaking	3	0.7%	14	1.3%	38	0.7%	117	0.8%	1,347	1.4%	1,519	1.3%
Drove Left Of Center	37	8.7%	57	5.3%	100	2.0%	119	0.8%	810	0.8%	1,123	0.9%
Avoid No Contact - Other	3	0.7%	7	0.6%	47	0.9%	95	0.7%	748	0.8%	900	0.8%
Pedestrian Error	16	3.8%	39	3.6%	101	2.0%	45	0.3%	301	0.3%	502	0.4%
Vehicle Skidded Before Brake	0	0.0%	2	0.2%	15	0.3%	25	0.2%	247	0.3%	289	0.2%
Driverless Moving Vehicle	0	0.0%	0	0.0%	4	0.1%	4	0.03%	109	0.1%	117	0.1%
Vehicle	**9**	**2.1%**	**27**	**2.5%**	**118**	**2.3%**	**285**	**2.0%**	**1,830**	**1.9%**	**2,269**	**1.9%**
Other Mechanical Defect	3	0.7%	12	1.1%	57	1.1%	104	0.7%	812	0.8%	988	0.8%
Inadequate Brakes	1	0.2%	1	0.1%	16	0.3%	113	0.8%	542	0.6%	673	0.6%
Defective Tires	4	0.9%	14	1.3%	37	0.7%	45	0.3%	349	0.4%	449	0.4%
Defective Steering	1	0.2%	0	0.0%	8	0.2%	23	0.2%	127	0.1%	159	0.1%
Environment	**0**	**0.0%**	**2**	**0.2%**	**12**	**0.2%**	**31**	**0.2%**	**237**	**0.2%**	**282**	**0.2%**
Road Defect	0	0.0%	2	0.2%	9	0.2%	21	0.1%	183	0.2%	215	0.2%
Traffic Control Not Functioning	0	0.0%	0	0.0%	3	0.1%	10	0.1%	54	0.1%	67	0.1%
Other[3]	**15**	**3.5%**	**83**	**7.7%**	**457**	**8.9%**	**1,098**	**7.7%**	**14,751**	**15.0%**	**16,404**	**13.8%**
None	7	1.6%	32	3.0%	219	4.3%	576	4.1%	5,522	5.6%	6,356	5.3%
Missing Data	2	0.5%	13	1.2%	61	1.2%	147	1.0%	5,376	5.5%	5,599	4.7%
Other - No Driver Error	6	1.4%	38	3.5%	177	3.5%	375	2.6%	3,853	3.9%	4,449	3.7%
Total People	**425**	**100%**	**1,079**	**100%**	**5,114**	**100%**	**14,222**	**100%**	**98,278**	**100%**	**119,118**	**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, as a percentage of all crashes, are at their second-highest level in five years, at 17.3 percent. (Table 6)

Table 6: Hit-and-Run Crashes by Crash Severity, 2015 - 2019

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		
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%**
2018	26	0.31%	1,498	17.8%	6,874	81.9%	8,398	100%	46,786	**17.9%**
2019	26	0.31%	1,676	20.1%	6,641	79.6%	8,343	100%	48,124	**17.3%**

Table 7: Severity of Injuries to People in Hit-and-Run Crashes, 2015 - 2019

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		
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%**
2018	27	87	476	1,320	16,622	18,532	116,020	**16.0%**
2019	26	84	557	1,497	17,134	19,298	119,118	**16.2%**

Crash Classification

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

- The most common crash classification was "Other Vehicle," representing 69.3 percent of total crashes. (Table 8)
- Among fatal crashes, the most common crash classifications were "Other Vehicle" (38.2 percent) and "Pedestrian" (22.5 percent). (Table 8)
- Deer account for 52.8 percent of all animal-involved crashes. (Table 12)

Table 8: Crashes by Crash Classification and Crash Severity, 2019

Crash Classification	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	141	38.2%	10,216	72.0%	22,990	68.5%	33,347	69.3%
Fixed Object	34	9.2%	1,218	8.6%	3,448	10.3%	4,700	9.8%
Animal	2	0.5%	208	1.5%	1,719	5.1%	1,929	4.0%
Parked Vehicle	0	0.0%	117	0.8%	1,507	4.5%	1,624	3.4%
Overturn	37	10.0%	796	5.6%	659	2.0%	1,492	3.1%
Other (Object)	0	0.0%	170	1.2%	816	2.4%	986	2.0%
Other (Non-Collision)	2	0.5%	214	1.5%	467	1.4%	683	1.4%
Pedestrian	83	22.5%	509	3.6%	46	0.1%	638	1.3%
Rollover	54	14.6%	338	2.4%	197	0.6%	589	1.2%
Pedalcyclist	9	2.4%	326	2.3%	35	0.1%	370	0.8%
Vehicle on Other Road	6	1.6%	47	0.3%	202	0.6%	255	0.5%
Railroad Train	1	0.3%	2	0.01%	4	0.01%	7	0.01%
Missing Data	0	0.0%	31	0.2%	1,473	4.4%	1,504	3.13%
Total Crashes	**369**	**100%**	**14,192**	**100%**	**33,563**	**100%**	**48,124**	**100%**

Crash Characteristics – Crash Classification

Table 9: People in Crashes by Crash Classification[6] and Severity of Injury, 2019

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	172	0.2%	594	0.6%	2,919	3.1%	12,043	12.9%	77,822	83.2%	93,550	100%
Fixed Object	37	0.6%	126	2.0%	573	8.9%	704	10.9%	5,000	77.6%	6,440	100%
Parked Vehicle	0	0.0%	4	0.1%	66	1.8%	71	2.0%	3,443	96.1%	3,584	100%
Animal	3	0.1%	8	0.3%	77	2.6%	176	6.0%	2,686	91.1%	2,950	100%
Overturn	44	1.8%	105	4.4%	561	23.5%	413	17.3%	1,262	52.9%	2,385	100%
Other (Object)	0	0.0%	11	0.6%	82	4.6%	106	6.0%	1,574	88.8%	1,773	100%
Pedestrian	83	5.3%	99	6.3%	253	16.2%	209	13.4%	919	58.8%	1,563	100%
Other (Non-Collision)	2	0.2%	20	2.0%	117	11.5%	95	9.4%	780	76.9%	1,014	100%
Rollover	64	6.5%	82	8.4%	257	26.2%	183	18.6%	396	40.3%	982	100%
Pedalcyclist	9	1.1%	22	2.7%	180	21.7%	135	16.3%	483	58.3%	829	100%
Vehicle on Other Road	10	1.6%	8	1.3%	22	3.5%	53	8.5%	530	85.1%	623	100%
Railroad Train	1	5.6%	0	0.0%	1	5.6%	1	5.6%	15	83.3%	18	100%
Missing Data	0	0.0%	0	0.0%	6	0.2%	33	1.0%	3,368	98.9%	3,407	100%
Total People	**425**	**0.4%**	**1,079**	**0.9%**	**5,114**	**4.3%**	**14,222**	**11.9%**	**98,278**	**82.5%**	**119,118**	**100%**

Table 10: Crashes by Crash Classification[6], 2015 - 2019

Crash Classification	Crashes					Percentage of Total Crashes by Year				
	2015	2016	2017	2018	2019	2015	2016	2017	2018	2019
Other Vehicle	31,061	31,457	33,109	32,787	33,347	68.6%	69.8%	72.1%	70.1%	69.3%
Fixed Object	4,585	4,596	4,266	4,289	4,700	10.1%	10.2%	9.3%	9.2%	9.8%
Animal	1,510	1,637	1,849	1,928	1,929	3.3%	3.6%	4.0%	4.1%	4.0%
Parked Vehicle	2,044	1,865	1,937	1,728	1,624	4.5%	4.1%	4.2%	3.7%	3.4%
Overturn	883	1,269	1,381	1,487	1,492	1.9%	2.8%	3.0%	3.2%	3.1%
Other (Object)	890	686	967	1,054	986	2.0%	1.5%	2.1%	2.3%	2.0%
Other (Non-Collision)	569	717	697	722	683	1.3%	1.6%	1.5%	1.5%	1.4%
Pedestrian	606	589	599	630	638	1.3%	1.3%	1.3%	1.3%	1.3%
Rollover	1,344	589	416	505	589	3.0%	1.3%	0.9%	1.1%	1.2%
Pedalcyclist	361	362	378	365	370	0.8%	0.8%	0.8%	0.8%	0.8%
Vehicle on Other Road	195	308	282	260	255	0.4%	0.7%	0.6%	0.6%	0.5%
Railroad Train	9	11	7	15	7	0.02%	0.02%	0.02%	0.03%	0.01%
Missing Data	1,251	985	18	1,016	1,504	2.8%	2.2%	0.04%	2.2%	3.1%
Total Crashes	**45,308**	**45,071**	**45,906**	**46,786**	**48,124**	**100%**	**100%**	**100%**	**100%**	**100%**

[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, 2019

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	42	46.2%	494	43.6%	418	48.8%	954	45.8%
Left Side of Road	30	33.0%	301	26.5%	224	26.2%	555	26.7%
On the Road	14	15.4%	213	18.8%	108	12.6%	335	16.1%
Missing Data	5	5.5%	126	11.1%	106	12.4%	237	11.4%
Total Crashes	**91**	**100%**	**1,134**	**100%**	**856**	**100%**	**2,081**	**100%**

Table 12: Classification of Crashes Involving Animals[7] by Crash Severity, 2019

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	50.0%	85	40.9%	933	54.3%	1,019	52.8%
Elk	0	0.0%	39	18.8%	196	11.4%	235	12.2%
Cow/Cattle	1	50.0%	33	15.9%	189	11.0%	223	11.6%
Dog	0	0.0%	9	4.3%	100	5.8%	109	5.7%
Game Animal	0	0.0%	6	2.9%	50	2.9%	56	2.9%
Coyote	0	0.0%	2	1.0%	41	2.4%	43	2.2%
Horse	0	0.0%	5	2.4%	24	1.4%	29	1.5%
Antelope	0	0.0%	2	1.0%	19	1.1%	21	1.1%
Bear	0	0.0%	2	1.0%	10	0.6%	12	0.6%
Other Animal	0	0.0%	3	1.4%	9	0.5%	12	0.6%
Domestic - Cattle, Horse, etc.	0	0.0%	1	0.5%	9	0.5%	10	0.5%
Bird	0	0.0%	0	0.0%	7	0.4%	7	0.4%
Cougar	0	0.0%	0	0.0%	4	0.2%	4	0.2%
Pig	0	0.0%	1	0.5%	3	0.2%	4	0.2%
Cat	0	0.0%	1	0.5%	2	0.1%	3	0.2%
Sheep	0	0.0%	0	0.0%	2	0.1%	2	0.1%
Goat	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Crow	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Missing Data	0	0.0%	19	9.1%	119	6.9%	138	7.2%
Total Crashes	**2**	**100%**	**208**	**100%**	**1,719**	**100%**	**1,929**	**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, 2015 - 2019

Year	Speeding Crashes[1]	Total Crashes	Percent of Total Crashes
2015	4,252	45,308	**9.4%**
2016	3,626	45,071	**8.0%**
2017	3,681	45,906	**8.0%**
2018	3,659	46,786	**7.8%**
2019	4,079	48,124	**8.5%**

[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, 2019

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	26	78.8%	847	62.1%	1,552	57.9%	2,425	59.5%
Speed Too Fast for Conditions	7	21.2%	518	37.9%	1,129	42.1%	1,654	40.5%
Total Crashes	**33**	**100%**	**1,365**	**100%**	**2,681**	**100%**	**4,079**	**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 6.3 percent, which is the second-highest level in the past five years. (Table 15)
- Speeding as a contributing factor in a crash decreases with driver age. From the age group 20-24 through the age group 70-74, 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 41.5 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, 2015 - 2019

Year	Speeding Drivers[1] in Crashes	Total Drivers in Crashes	Percent
2015	5,749	84,393	6.8%
2016	5,152	84,448	6.1%
2017	5,219	86,222	6.1%
2018	5,163	87,079	5.9%
2019	5,699	89,938	6.3%

[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, 2019

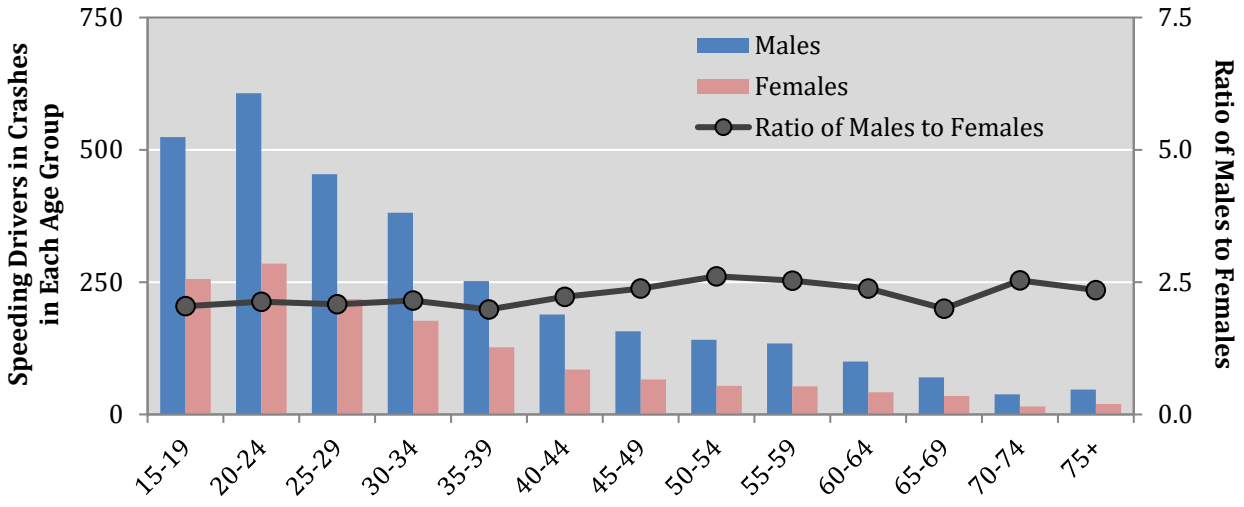
Age Group[1]	Speeding Drivers[2] in Crashes								Ratio of Males to Females
	Males		Females		Missing Data[3]		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	524	15.9%	256	16.7%	9	1.1%	789	13.9%	**2.0**
20-24	607	18.4%	285	18.6%	4	0.5%	896	15.8%	**2.1**
25-29	454	13.8%	218	14.2%	1	0.1%	673	11.9%	**2.1**
30-34	381	11.6%	177	11.5%	3	0.4%	561	9.9%	**2.2**
35-39	252	7.6%	127	8.3%	1	0.1%	380	6.7%	**2.0**
40-44	189	5.7%	85	5.5%	2	0.2%	276	4.9%	**2.2**
45-49	157	4.8%	66	4.3%	0	0.0%	223	3.9%	**2.4**
50-54	141	4.3%	54	3.5%	0	0.0%	195	3.4%	**2.6**
55-59	134	4.1%	53	3.5%	1	0.1%	188	3.3%	**2.5**
60-64	100	3.0%	42	2.7%	0	0.0%	142	2.5%	**2.4**
65-69	70	2.1%	35	2.3%	0	0.0%	105	1.8%	**2.0**
70-74	38	1.2%	15	1.0%	0	0.0%	53	0.9%	**2.5**
75+	47	1.4%	20	1.3%	0	0.0%	67	1.2%	**2.4**
Missing Data[3]	201	6.1%	103	6.7%	824	97.5%	1,128	19.9%	**2.0**
Total	**3,295**	**100%**	**1,536**	**100%**	**845**	**100%**	**5,676**	**100%**	**2.1**

[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, 2019



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 have 12.3 percent of all crashes but 16.8 percent of fatal crashes. Sundays have 9.4 percent of all crashes but 17.1 percent of fatal crashes. (Table 17)
- There were more alcohol-involved crashes and fatal alcohol-involved crashes on Fridays, Saturdays and Sundays. The number of alcohol-involved crashes was highest on Saturdays. (Table 18)
- No matter the day of the week, the highest number of crashes occurred from noon to 6 p.m., 44.2 percent in 2019. (Table 19, Table 20)
- The peak of alcohol-involved crashes was from 9 p.m. to 10 p.m., but there is a dramatic increase by 4 p.m. that is sustained at high levels through 2 a.m. (Figure 8, Table 21)
- On Friday nights and Saturday nights, most alcohol-involved crashes occur between 6 p.m. through 2 a.m. (Table 21)

Table 17: Crashes by Day of the Week and Crash Severity, 2019

Day of the Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Sunday	63	17.1%	1,399	9.9%	3,071	9.1%	4,533	9.4%
Monday	53	14.4%	1,998	14.1%	4,850	14.5%	6,901	14.3%
Tuesday	49	13.3%	2,191	15.4%	5,354	16.0%	7,594	15.8%
Wednesday	46	12.5%	2,215	15.6%	5,252	15.6%	7,513	15.6%
Thursday	42	11.4%	2,195	15.5%	5,190	15.5%	7,427	15.4%
Friday	54	14.6%	2,403	16.9%	5,794	17.3%	8,251	17.1%
Saturday	62	16.8%	1,791	12.6%	4,052	12.1%	5,905	12.3%
Total Crashes	**369**	**100%**	**14,192**	**100%**	**33,563**	**100%**	**48,124**	**100%**

Table 18: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2019

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	31	20.8%	177	18.0%	201	18.2%	409	18.3%
Monday	17	11.4%	95	9.7%	130	11.8%	242	10.8%
Tuesday	20	13.4%	91	9.2%	101	9.1%	212	9.5%
Wednesday	16	10.7%	131	13.3%	126	11.4%	273	12.2%
Thursday	15	10.1%	117	11.9%	123	11.1%	255	11.4%
Friday	20	13.4%	141	14.3%	198	17.9%	359	16.0%
Saturday	30	20.1%	232	23.6%	225	20.4%	487	21.8%
Total Crashes	**149**	**100%**	**984**	**100%**	**1,104**	**100%**	**2,237**	**100%**

Figure 7: Crashes by Hour of the Day, 2019

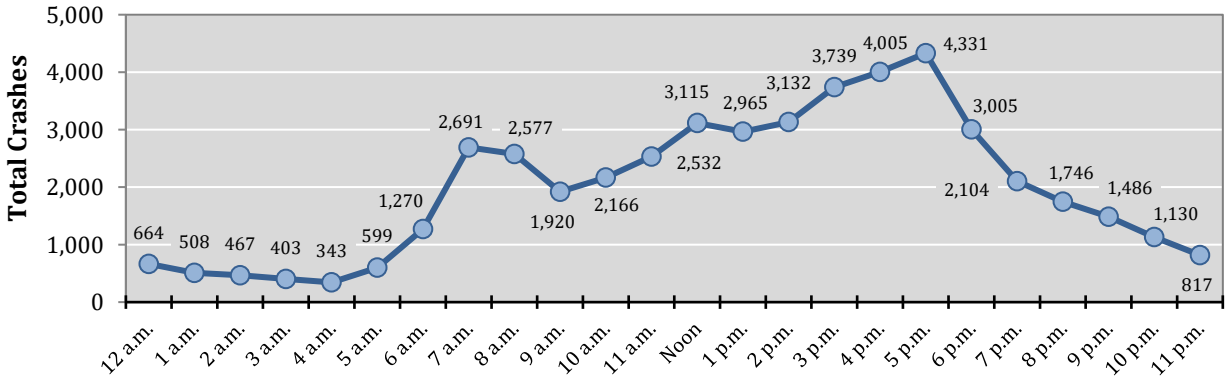
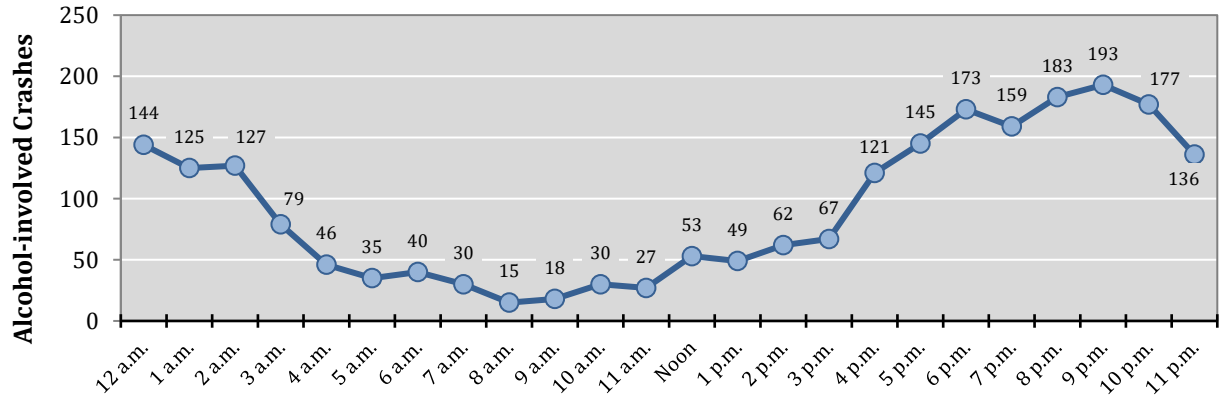


Figure 8: Alcohol-involved Crashes by Hour of the Day, 2019



Crash Characteristics – Hour and Day

Table 19: Crashes by Hour and Day of Week, 2019

Hour[1]	Crashes[2]							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	135	86	68	89	67	80	139	664
1 a.m.	129	54	48	51	59	69	98	508
2 a.m.	135	37	42	44	43	65	101	467
3 a.m.	88	38	41	54	32	59	91	403
4 a.m.	67	50	42	34	43	46	61	343
5 a.m.	72	90	100	90	86	81	80	599
6 a.m.	85	187	239	223	215	206	115	1,270
7 a.m.	108	450	516	541	474	455	147	2,691
8 a.m.	137	393	543	491	444	401	168	2,577
9 a.m.	152	290	326	336	298	300	218	1,920
10 a.m.	201	302	328	322	347	382	284	2,166
11 a.m.	204	410	360	401	379	447	331	2,532
Noon	283	432	512	454	492	552	390	3,115
1 p.m.	227	446	422	458	437	580	395	2,965
2 p.m.	302	460	483	490	434	539	424	3,132
3 p.m.	292	595	597	559	660	671	365	3,739
4 p.m.	299	589	673	627	671	731	415	4,005
5 p.m.	319	660	756	738	742	707	409	4,331
6 p.m.	324	401	469	431	481	497	402	3,005
7 p.m.	277	298	306	298	275	343	307	2,104
8 p.m.	235	198	237	261	226	300	289	1,746
9 p.m.	179	179	174	211	202	277	264	1,486
10 p.m.	138	107	142	148	158	227	210	1,130
11 p.m.	111	71	102	106	98	168	161	817
Missing Data	34	78	68	56	64	68	41	409
Total Crashes	**4,533**	**6,901**	**7,594**	**7,513**	**7,427**	**8,251**	**5,905**	**48,124**

[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, 2019

Hour[1]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	34	9.2%	515	3.6%	1,090	3.2%	1,639	3.4%
3 - 6 a.m.	25	6.8%	390	2.7%	930	2.8%	1,345	2.8%
6 - 9 a.m.	47	12.7%	1,888	13.3%	4,603	13.7%	6,538	13.6%
9 a.m. - Noon	32	8.7%	1,917	13.5%	4,669	13.9%	6,618	13.8%
12 - 3 p.m.	42	11.4%	2,711	19.1%	6,459	19.2%	9,212	19.1%
3 - 6 p.m.	58	15.7%	3,635	25.6%	8,382	25.0%	12,075	25.1%
6 - 9 p.m.	67	18.2%	2,063	14.5%	4,725	14.1%	6,855	14.2%
9 p.m. -12 a.m.	64	17.3%	1,062	7.5%	2,307	6.9%	3,433	7.1%
Missing Data	0	0.0%	11	0.1%	398	1.2%	409	0.8%
Total Crashes	**369**	**100%**	**14,192**	**100%**	**33,563**	**100%**	**48,124**	**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, 2019

Hour[1]	Alcohol-involved Crashes[2]							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	31	13	14	20	18	17	31	144
1 a.m.	38	14	12	4	11	17	29	125
2 a.m.	49	7	5	6	9	19	32	127
3 a.m.	24	5	6	8	7	10	19	79
4 a.m.	16	5	5	2	1	4	13	46
5 a.m.	14	2	4	3	0	2	10	35
6 a.m.	12	1	6	3	3	3	12	40
7 a.m.	7	5	3	2	3	2	8	30
8 a.m.	6	2	1	1	1	2	2	15
9 a.m.	4	4	0	2	2	0	6	18
10 a.m.	1	7	4	6	2	5	5	30
11 a.m.	3	5	1	4	0	4	10	27
Noon	3	5	4	8	9	12	12	53
1 p.m.	2	4	3	7	5	10	18	49
2 p.m.	9	10	6	5	8	13	11	62
3 p.m.	15	9	5	8	6	11	13	67
4 p.m.	19	15	11	20	15	17	24	121
5 p.m.	16	23	18	22	24	14	28	145
6 p.m.	25	18	14	23	24	31	38	173
7 p.m.	25	19	17	21	23	22	32	159
8 p.m.	25	22	23	19	22	34	38	183
9 p.m.	26	25	21	28	23	38	32	193
10 p.m.	21	11	17	27	26	38	37	177
11 p.m.	18	11	12	24	13	32	26	136
Missing Data	0	0	0	0	0	2	1	3
Total	**409**	**242**	**212**	**273**	**255**	**359**	**487**	**2,237**

[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, 2019

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.	21	14.1%	172	17.5%	203	18.4%	396	17.7%
3 - 6 a.m.	12	8.1%	70	7.1%	78	7.1%	160	7.2%
6 - 9 a.m.	10	6.7%	27	2.7%	48	4.3%	85	3.8%
9 a.m. - Noon	7	4.7%	31	3.2%	37	3.4%	75	3.4%
12 - 3 p.m.	8	5.4%	84	8.5%	72	6.5%	164	7.3%
3 - 6 p.m.	12	8.1%	145	14.7%	176	15.9%	333	14.9%
6 - 9 p.m.	35	23.5%	234	23.8%	246	22.3%	515	23.0%
9 p.m. -12 a.m.	44	29.5%	221	22.5%	241	21.8%	506	22.6%
Missing Data	0	0.0%	0	0.0%	3	0.3%	3	0.1%
Total	**149**	**100%**	**984**	**100%**	**1,104**	**100%**	**2,237**	**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, 2015 - 2019

Hour[1]	Alcohol-involved Crashes[2]				
	2015	2016	2017	2018	2019
Midnight	114	110	112	135	144
1 a.m.	91	118	126	117	125
2 a.m.	113	109	102	111	127
3 a.m.	68	72	64	57	79
4 a.m.	52	40	49	42	46
5 a.m.	44	50	38	38	35
6 a.m.	28	31	28	27	40
7 a.m.	37	30	21	27	30
8 a.m.	24	20	21	22	15
9 a.m.	27	15	21	24	18
10 a.m.	30	30	24	31	30
11 a.m.	33	30	33	30	27
Noon	49	48	48	49	53
1 p.m.	52	49	50	58	49
2 p.m.	69	64	63	68	62
3 p.m.	92	101	91	82	67
4 p.m.	115	100	103	116	121
5 p.m.	144	133	133	146	145
6 p.m.	144	143	159	140	173
7 p.m.	142	136	145	152	159
8 p.m.	183	170	165	172	183
9 p.m.	144	163	166	163	193
10 p.m.	164	153	147	132	177
11 p.m.	153	142	133	149	136
Missing Data	22	16	8	2	3
Total	**2,134**	**2,073**	**2,050**	**2,090**	**2,237**

[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 2019 …

- The Halloween period had the highest rate of crashes per day, at 163.0. (Table 24)
- Easter and Labor Day holiday periods had the highest rate of alcohol-involved crashes per day, at 11.6 and 13.4. (Table 24)

Table 24: Holiday Crashes and Fatalities, 2019[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 2018-2019	4.5	Fri, 12-28-18	Wed, 01-02-19	218	**48.4**	11	**2.4**	4	**0.9**	2	**0.4**
MLK Day	3.5	Fri, 01-18-19	Tue, 01-22-19	320	**91.4**	22	**6.3**	6	**1.7**	2	**0.6**
Super Bowl Sunday	1.0	Sun, 02-03-19	Mon, 02-04-19	76	**76.0**	7	**7.0**	0	**0.0**	0	**0.0**
Presidents' Day	3.5	Fri, 02-15-19	Tue, 02-19-19	362	**103.4**	26	**7.4**	3	**0.9**	0	**0.0**
St. Patrick's Day	1.0	Sun, 03-17-19	Mon, 03-18-19	63	**63.0**	4	**4.0**	1	**1.0**	1	**1.0**
Easter	2.5	Fri, 04-19-19	Mon, 04-22-19	226	**90.4**	29	**11.6**	2	**0.8**	0	**0.0**
Memorial Day	3.5	Fri, 05-24-19	Tue, 05-28-19	336	**96.0**	35	**10.0**	10	**2.9**	8	**2.3**
Independence Day	4.5	Wed, 07-03-19	Mon, 07-08-19	467	**103.8**	37	**8.2**	7	**1.6**	3	**0.7**
Labor Day	3.5	Fri, 08-30-19	Tue, 09-03-19	348	**99.4**	47	**13.4**	4	**1.1**	3	**0.9**
Balloon Fiesta	9.5	Fri, 10-04-19	Mon, 10-14-19	953	**100.3**	42	**4.4**	7	**0.7**	3	**0.3**
Indigenous Peoples' Day	3.5	Fri, 10-11-19	Tue, 10-15-19	392	**112.0**	24	**6.9**	5	**1.4**	3	**0.9**
Halloween	1.0	Thu, 10-31-19	Fri, 11-01-19	163	**163.0**	9	**9.0**	0	**0.0**	0	**0.0**
Veterans' Day	3.5	Fri, 11-08-19	Tue, 11-12-19	348	**99.4**	29	**8.3**	7	**2.0**	2	**0.6**
Thanksgiving	4.5	Wed, 11-27-19	Mon, 12-02-19	508	**112.9**	28	**6.2**	1	**0.2**	0	**0.0**
Christmas	1.5	Tue, 12-24-19	Thu, 12-26-19	76	**50.7**	3	**2.0**	0	**0.0**	0	**0.0**
2019 Entire Year	365	Tue, 01-01-19	Tue, 12-31-19	48,124	**131.8**	2,237	**6.1**	425	**1.2**	175	**0.5**

[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.

Crash Characteristics – Light

Light

- Crashes in dark, not lighted, conditions represent a disproportionate share of fatal crashes. The dark, not lighted, condition accounted for 11.5 percent of all crashes but 30.1 percent of fatal crashes. (Table 25)

Table 25: Crashes by Crash Severity and Light Condition, 2019

Light Condition	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	175	47.4%	10,090	71.1%	22,915	68.3%	33,180	68.9%
Dark-Not Lighted	111	30.1%	1,574	11.1%	3,872	11.5%	5,557	11.5%
Dark-Lighted	64	17.3%	1,859	13.1%	3,847	11.5%	5,770	12.0%
Dusk	6	1.6%	398	2.8%	920	2.7%	1,324	2.8%
Dawn	10	2.7%	187	1.3%	458	1.4%	655	1.4%
Other	0	0.0%	18	0.1%	151	0.4%	169	0.4%
Missing Data	3	0.8%	66	0.5%	1,400	4.2%	1,469	3.1%
Total Crashes	**369**	**100%**	**14,192**	**100%**	**33,563**	**100%**	**48,124**	**100%**

Table 26: Severity of Injuries to People in Crashes by Light Condition, 2019

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	208	48.9%	643	59.6%	3,434	67.1%	10,500	73.8%	70,635	71.9%	85,420	71.7%
Dark-Lighted	68	16.0%	168	15.6%	650	12.7%	1,845	13.0%	11,510	11.7%	14,241	12.0%
Dark-Not Lighted	130	30.6%	220	20.4%	791	15.5%	1,223	8.6%	8,841	9.0%	11,205	9.4%
Dusk	6	1.4%	28	2.6%	156	3.1%	385	2.7%	2,726	2.8%	3,301	2.8%
Dawn	10	2.4%	17	1.6%	60	1.2%	177	1.2%	1,066	1.1%	1,330	1.1%
Other	0	0.0%	2	0.2%	6	0.1%	18	0.1%	277	0.3%	303	0.3%
Missing Data	3	0.7%	1	0.1%	17	0.3%	74	0.5%	3,223	3.3%	3,318	2.8%
Total Crashes	**425**	**100%**	**1,079**	**100%**	**5,114**	**100%**	**14,222**	**100%**	**98,278**	**100%**	**119,118**	**100%**

Weather

Table 27: Crashes and Crash Fatalities by Weather Condition, 2019

Weather	Crashes		Fatalities	
	Count	Percent	Count	Percent
Clear	41,630	86.5%	391	92.0%
Inclement	4,152	8.6%	24	5.6%
Raining	2,044	4.2%	10	2.4%
Snowing	1,301	2.7%	6	1.4%
Wind	343	0.7%	7	1.6%
Other	234	0.5%	1	0.2%
Sleet or Hail	109	0.2%	0	0.0%
Fog, Smog, Smoke	100	0.2%	0	0.0%
Blowing Sand, Soil, Dirt	21	0.04%	0	0.0%
Missing Data	2,342	4.9%	10	2.4%
Total	**48,124**	**100%**	**425**	**100%**

Table 28: Crashes by Weather Condition, 2015 - 2019

Weather	Crashes									
	2015		2016		2017		2018		2019	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Clear	38,919	85.9%	40,800	90.5%	41,640	90.7%	41,442	88.6%	41,630	86.5%
Inclement	4,847	10.7%	3,035	6.7%	2,859	6.2%	3,307	7.1%	4,152	8.6%
Raining	2,200	4.9%	1,683	3.7%	1,772	3.9%	1,788	3.8%	2,044	4.2%
Snowing	1,779	3.9%	723	1.6%	432	0.9%	803	1.7%	1,301	2.7%
Wind	219	0.5%	256	0.6%	260	0.6%	339	0.7%	343	0.7%
Other	322	0.7%	221	0.5%	231	0.5%	220	0.5%	234	0.5%
Sleet or Hail	162	0.4%	75	0.2%	79	0.2%	85	0.2%	109	0.2%
Fog, Smog, Smoke	159	0.4%	71	0.2%	62	0.1%	63	0.1%	100	0.2%
Blowing Sand, Soil, Dirt	6	0.01%	6	0.01%	23	0.05%	9	0.02%	21	0.04%
Missing Data	1,542	3.4%	1,236	2.7%	1,407	3.1%	2,037	4.4%	2,342	4.9%
Total Crashes	**45,308**	**100%**	**45,071**	**100%**	**45,906**	**100%**	**46,786**	**100%**	**48,124**	**100%**

Hazardous Material

- The number of crashes involving hazardous materials rose to 104, their highest level in the past five years. (Table 29)
- 13.3 percent of vehicles containing hazardous materials in crashes had a spill (14 divided by 105). (Table 30)

Table 29: Hazardous Material Crashes, 2015 - 2019

Year	Hazardous Material Crashes	Total Crashes	Percent Hazardous Crashes
2015	83	45,308	**0.18%**
2016	74	45,071	**0.16%**
2017	81	45,906	**0.18%**
2018	89	46,786	**0.19%**
2019	104	48,124	**0.22%**

Table 30: Vehicles with Hazardous Materials in Crashes by Hazardous Material Type, 2019

Hazardous Material Type	Vehicles with Hazardous Materials in Crashes			
	No Spill	Spill	Missing Data	Total
Class 1: Explosives	2	0	0	2
Class 2: Gases	12	0	0	12
Class 3: Flammable and Combustible Liquids	64	13	0	77
Class 6: Toxic Substances and Infectious Substances	1	0	0	1
Class 8: Corrosives	11	0	0	11
Class 9: Miscellaneous Hazardous Materials	1	1	0	2
Missing Data	0	0	0	0
Total	**91**	**14**	**0**	**105**

Vehicles

Vehicle Type

- The vehicles most often in crashes were passenger vehicles (53.9 percent), pickup trucks (18.3 percent) and van/SUV/4WD (4-wheel drive) vehicles (16.5 percent). (Table 31)
- Four vehicle types (heavy trucks, motorcycles, pedestrians, and pedalcycles) are disproportionately represented in fatal crashes. Heavy trucks were 3.7 percent of all vehicle types in crashes and 11.2 percent of vehicle types in fatal crashes. Motorcycles were 1.3 percent of all vehicle types in crashes and 9.5 percent of vehicles in fatal crashes. Pedestrians were 0.7 percent of all vehicles in crashes and 12.3 percent of vehicle types in fatal crashes. Pedalcycles were 0.4 percent of all vehicles in crashes and 1.4 percent of vehicles in fatal crashes. (Table 31)
- 76.1 percent of all people on motorcycles in crashes were either injured or killed. (Table 32)
- 91.4 percent of all pedestrians in crashes were either injured or killed. (Table 32)
- 90.4 percent of all pedalcyclists in crashes were either injured or killed. (Table 32)

Table 31: Vehicles in Crashes by Vehicle Type[9] and Crash Severity, 2019

Vehicle Type	Vehicles in Fatal Crashes		Vehicles in Injury Crashes		Vehicles in Property Damage Only Crashes		Total Vehicles in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Motorized Vehicles	**594**	**85.1%**	**26,317**	**95.7%**	**57,779**	**93.6%**	**84,690**	**94.2%**
Passenger	212	30.4%	15,668	56.9%	32,604	52.8%	48,484	53.9%
Pickup (Light Truck)	132	18.9%	4,638	16.9%	11,660	18.9%	16,430	18.3%
Van/SUV/4WD	102	14.6%	4,204	15.3%	10,544	17.1%	14,850	16.5%
Semi (Heavy Truck)	78	11.2%	853	3.1%	2,379	3.9%	3,310	3.7%
Motorcycle/ATV	66	9.5%	839	3.0%	223	0.4%	1,128	1.3%
Bus	2	0.3%	85	0.3%	276	0.4%	363	0.4%
Other	2	0.3%	30	0.1%	93	0.2%	125	0.1%
Non-Motorized Vehicles	**96**	**13.8%**	**858**	**3.1%**	**81**	**0.1%**	**1,035**	**1.2%**
Pedestrian	86	12.3%	529	1.9%	46	0.1%	661	0.7%
Pedalcyclist	10	1.4%	329	1.2%	35	0.1%	374	0.4%
Missing Data	8	1.1%	338	1.2%	3,867	6.3%	4,213	4.7%
Total Vehicles	**698**	**100%**	**27,513**	**100%**	**61,727**	**100%**	**89,938**	**100%**

[9] 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[10], 2019

Vehicle Type	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
Motorized Vehicles	**333**	**0.3%**	**962**	**0.8%**	**4,697**	**4.1%**	**13,857**	**12.2%**	**93,908**	**82.6%**	**113,757**	**100%**
Passenger	112	0.2%	451	0.7%	2,608	4.0%	8,953	13.8%	52,771	81.3%	64,895	100%
Van/SUV/4WD	70	0.3%	174	0.8%	713	3.3%	2,407	11.2%	18,066	84.3%	21,430	100%
Pickup (Light Truck)	73	0.3%	147	0.7%	677	3.2%	2,002	9.4%	18,407	86.4%	21,306	100%
Semi (Heavy Truck)	19	0.5%	36	0.9%	146	3.8%	223	5.8%	3,442	89.0%	3,866	100%
Motorcycle/ATV	59	4.7%	150	11.9%	541	43.0%	207	16.5%	300	23.9%	1,257	100%
Bus	0	0.0%	1	0.1%	3	0.4%	54	6.7%	749	92.8%	807	100%
Other	0	0.0%	3	1.5%	9	4.6%	11	5.6%	173	88.3%	196	100%
Non-Motorized Vehicles	**92**	**8.9%**	**117**	**11.3%**	**405**	**39.1%**	**328**	**31.7%**	**93**	**9.0%**	**1,035**	**100%**
Pedestrian	83	12.6%	95	14.4%	231	34.9%	195	29.5%	57	8.6%	661	100%
Pedalcyclist	9	2.4%	22	5.9%	174	46.5%	133	35.6%	36	9.6%	374	100%
Missing Data	0	0.0%	0	0.0%	12	0.3%	37	0.9%	4,277	98.9%	4,326	100%
Total People	**425**	**0.4%**	**1,079**	**0.9%**	**5,114**	**4.3%**	**14,222**	**11.9%**	**98,278**	**82.5%**	**119,118**	**100%**

Table 33: Crashes by Number of Vehicles Involved[10] and Crash Severity, 2019

Number of Vehicles Involved	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	121	32.8%	2,812	19.8%	7,226	21.5%	10,159	21.1%
2	194	52.6%	9,793	69.0%	24,758	73.8%	34,745	72.2%
3	37	10.0%	1,322	9.3%	1,370	4.1%	2,729	5.7%
4+	17	4.6%	265	1.9%	209	0.6%	491	1.0%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Crashes	**369**	**100%**	**14,192**	**100%**	**33,563**	**100%**	**48,124**	**100%**

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

Vehicle Actions

- The most common vehicle action in a crash was going straight (52.7 percent). (Table 34)
- Over twice as many vehicle actions in a crash occurred during a left turn (9,597 vehicle actions), compared with during a right turn (4,590 vehicle actions). Further, almost six 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, 2019

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	496	67.1%	17,970	60.0%	34,075	49.3%	52,541	52.7%
Left Turn	40	5.4%	3,400	11.4%	6,157	8.9%	9,597	9.6%
Stopped For Traffic	18	2.4%	1,773	5.9%	3,856	5.6%	5,647	5.7%
Stopped For Sign/Signal	6	0.8%	1,607	5.4%	3,847	5.6%	5,460	5.5%
Right Turn	7	0.9%	1,050	3.5%	3,533	5.1%	4,590	4.6%
Parked	6	0.8%	426	1.4%	2,631	3.8%	3,063	3.1%
Slowing	7	0.9%	986	3.3%	1,844	2.7%	2,837	2.8%
Other	56	7.6%	654	2.2%	1,770	2.6%	2,480	2.5%
Backing	1	0.1%	146	0.5%	1,530	2.2%	1,677	1.7%
Overtaking/Passing	14	1.9%	260	0.9%	1,114	1.6%	1,388	1.4%
Start In Traffic Lane	1	0.1%	168	0.6%	617	0.9%	786	0.8%
U-Turn	2	0.3%	130	0.4%	339	0.5%	471	0.5%
Start From Park	1	0.1%	81	0.3%	356	0.5%	438	0.4%
Missing Data	84	11.4%	1,302	4.3%	7,422	10.7%	8,808	8.8%
Total Vehicle Actions	**739**	**100%**	**29,953**	**100%**	**69,091**	**100%**	**99,783**	**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

In this report, statistics about motorcycles include all-terrain vehicles, and a motorcyclist is defined as a person who is in or upon a motorcycle or all-terrain vehicle.

- Motorcycles were involved in 2.3 percent of all crashes and 15.2 percent of all fatal crashes. (Table 35)
- The number of motorcyclist fatalities in crashes rose to 59, the highest level in the past five years. (Table 36)
- The percentage of all motorcyclists in crashes who were killed was 4.7 percent, whereas the percentage of all people in crashes who were killed was 0.4 percent. (Table 36, Table 2)
- 11.5 percent of all unhelmeted motorcyclists (drivers and passengers) in crashes were killed, compared with 4.1 percent of helmeted motorcyclists. (Table 37)
- Of motorcyclists (drivers and passengers) in crashes, 28.5 percent were reported on the UCR form as not wearing a helmet. However, helmet use data were missing for 36.6 percent of motorcyclists in crashes. (Table 38)
- Among motorcycle vehicles in fatal crashes, Alcohol/Drug Involvement was the most prevalent top contributing factor, with 43.9 percent. (Table 39)
- Among the past five years, the rate of motorcycle drivers in crashes per 1,000 licensed motorcycle drivers is fairly stable, at about 9.5. (Table 40)
- The number of male motorcyclists in crashes was 6.0 times that of female motorcyclists in crashes. (Table 41)

Table 35: Crashes by Motorcycle Involvement and Crash Severity, 2019

Motorcycle Involvement	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Involved	56	15.2%	821	5.8%	217	0.6%	1,094	2.3%
Not Involved	313	84.8%	13,371	94.2%	33,346	99.4%	47,030	97.7%
Total Crashes	**369**	**100%**	**14,192**	**100%**	**33,563**	**100%**	**48,124**	**100%**

Table 36: Severity of Injuries to Motorcyclists[11] in Crashes, 2015 - 2019

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
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%
2018	49	4.0%	141	11.7%	540	44.6%	219	18.1%	261	21.6%	1,210	100%
2019	59	4.7%	150	11.9%	541	43.0%	207	16.5%	300	23.9%	1,257	100%

Table 37: Motorcyclist (Driver & Passenger) Helmet Use by Severity of Injury, 2019

Severity of Injury	Injury Class	Helmet Worn?						Total Motorcyclists	
		No		Yes		Missing Data			
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Fatalities	K	41	11.5%	18	4.1%	0	0.0%	59	5%
Suspected Serious Injuries	A	68	19.0%	44	10.0%	38	8.3%	150	12%
Suspected Minor Injuries	B	169	47.2%	207	47.2%	165	35.9%	541	43%
Possible Injuries	C	43	12.0%	87	19.8%	77	16.7%	207	16%
No Apparent Injuries	O	37	10.3%	83	18.9%	180	39.1%	300	24%
Total Motorcyclists		**358**	**100%**	**439**	**100%**	**460**	**100%**	**1,257**	**100%**

Table 38: Motorcyclist (Driver & Passenger) Helmet Use, 2015 - 2019

Year	Helmet Worn?						Total Motorcyclists in Crashes
	No		Yes		Missing Data		
	Count	Percent	Count	Percent	Count	Percent	
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
2018	363	30.0%	441	36.4%	406	33.6%	1,210
2019	358	28.5%	439	34.9%	460	36.6%	1,257

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

Vehicles – Motorcycles

Table 39: Top Contributing Factor of Motorcycles in Crashes, 2019

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	**50**	**75.8%**	**492**	**58.6%**	**106**	**47.5%**	**648**	**57.4%**
Excessive Speed	8	12.1%	107	12.8%	14	6.3%	129	11.4%
Driver Inattention	2	3.0%	77	9.2%	15	6.7%	94	8.3%
Alcohol/Drug Involved[2]	29	43.9%	46	5.5%	4	1.8%	79	7.0%
Other Improper Driving	3	4.5%	45	5.4%	8	3.6%	56	5.0%
Avoid No Contact - Vehicle	0	0.0%	45	5.4%	11	4.9%	56	5.0%
Following Too Closely	1	1.5%	32	3.8%	16	7.2%	49	4.3%
Failed to Yield Right of Way	2	3.0%	31	3.7%	10	4.5%	43	3.8%
Speed Too Fast for Conditions	1	1.5%	35	4.2%	6	2.7%	42	3.7%
Disregarded Traffic Signal	1	1.5%	15	1.8%	4	1.8%	20	1.8%
Made Improper Turn	0	0.0%	13	1.5%	3	1.3%	16	1.4%
Avoid No Contact - Other	0	0.0%	13	1.5%	3	1.3%	16	1.4%
Vehicle Skidded Before Brake	0	0.0%	11	1.3%	2	0.9%	13	1.2%
Drove Left Of Center	3	4.5%	4	0.5%	2	0.9%	9	0.8%
Passed Stop Sign	0	0.0%	6	0.7%	2	0.9%	8	0.7%
Improper Overtaking	0	0.0%	8	1.0%	0	0.0%	8	0.7%
Improper Backing	0	0.0%	1	0.1%	3	1.3%	4	0.4%
Improper Lane Change	0	0.0%	3	0.4%	1	0.4%	4	0.4%
Driverless Moving Vehicle	0	0.0%	0	0.0%	2	0.9%	2	0.2%
Vehicle	**0**	**0.0%**	**26**	**3.1%**	**3**	**1.3%**	**29**	**2.6%**
Other Mechanical Defect	0	0.0%	13	1.5%	1	0.4%	14	1.2%
Inadequate Brakes	0	0.0%	8	1.0%	2	0.9%	10	0.9%
Defective Tires	0	0.0%	4	0.5%	0	0.0%	4	0.4%
Defective Steering	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Environment	**0**	**0.0%**	**10**	**1.2%**	**1**	**0.4%**	**11**	**1.0%**
Road Defect	0	0.0%	10	1.2%	1	0.4%	11	1.0%
Other[3]	**16**	**24.2%**	**311**	**37.1%**	**113**	**50.7%**	**440**	**39.0%**
None	10	15.2%	216	25.7%	76	34.1%	302	26.8%
Other - No Driver Error	4	6.1%	81	9.7%	16	7.2%	101	9.0%
Missing Data	2	3.0%	14	1.7%	21	9.4%	37	3.3%
Total Motorcycle Vehicles	**66**	**100%**	**839**	**100%**	**223**	**100%**	**1,128**	**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, 2015 - 2019

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)
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
2018	1,090	60,348	118,499	18.1	9.2
2019	1,128	60,466	118,764	18.7	9.5

[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, 2019

Age Group	Motorcyclists (Drivers and Passengers) in Crashes								Ratio[1] of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	2	0.2%	1	0.6%	0	0.0%	3	0.2%	**2.0**
5-9	6	0.6%	1	0.6%	0	0.0%	7	0.6%	**6.0**
10-14	27	2.6%	8	4.6%	0	0.0%	35	2.8%	**3.4**
15-19	78	7.5%	16	9.2%	0	0.0%	94	7.5%	**4.9**
20-24	132	12.6%	20	11.6%	0	0.0%	152	12.1%	**6.6**
25-29	118	11.3%	25	14.5%	0	0.0%	143	11.4%	**4.7**
30-34	125	12.0%	13	7.5%	0	0.0%	138	11.0%	**9.6**
35-39	91	8.7%	18	10.4%	0	0.0%	109	8.7%	**5.1**
40-44	66	6.3%	11	6.4%	0	0.0%	77	6.1%	**6.0**
45-49	66	6.3%	15	8.7%	0	0.0%	81	6.4%	**4.4**
50-54	83	7.9%	15	8.7%	0	0.0%	98	7.8%	**5.5**
55-59	85	8.1%	17	9.8%	0	0.0%	102	8.1%	**5.0**
60-64	70	6.7%	8	4.6%	0	0.0%	78	6.2%	**8.8**
65-69	38	3.6%	2	1.2%	0	0.0%	40	3.2%	**19.0**
70-74	26	2.5%	1	0.6%	0	0.0%	27	2.1%	**26.0**
75+	11	1.1%	0	0.0%	0	0.0%	11	0.9%	**-**
Missing Data	22	2.1%	2	1.2%	38	100%	62	4.9%	**11.0**
Total	**1,046**	**100%**	**173**	**100%**	**38**	**100%**	**1,257**	**100%**	**6.0**

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

Heavy Trucks

- Heavy trucks were involved in 6.2 percent of all crashes but 17.6 percent of all fatalities in 2019. (Table 42)
- Crashes involving heavy trucks rose to 2,997, their highest level in the past five years. (Table 42)

Table 42: Crashes and Fatalities by Heavy Truck (Semi) Involvement, 2015 - 2019

Year	Heavy Truck-involved Crashes		Heavy Truck-involved Fatalities		Total Crashes	Total Fatalities
	Crashes	Percent of Total Crashes	Fatalities	Percent of Total Fatalities		
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
2018	2,658	**5.7%**	60	**15.3%**	46,786	392
2019	2,997	**6.2%**	75	**17.6%**	48,124	425

Table 43: People in Heavy Truck-involved Crashes by Severity of Injury, 2019

People in Heavy Truck-involved Crashes		
Severity of Injury	**Count**	**Percent**
Fatalities	75	1.1%
Suspected Serious Injuries	90	1.3%
Suspected Minor Injuries	380	5.4%
Possible Injuries	644	9.2%
No Apparent Injuries	5,793	83.0%
Total People	**6,982**	**100%**

Pedestrians

- Pedestrian fatalities slipped to just one less than their five-year high of 84. (Table 44).
- Pedestrian-involved crashes represented 1.3 percent of all crashes, pedestrian-involved fatal crashes represented 22.5 percent of all fatal crashes, and pedestrian fatalities represented 19.5 percent of all fatalities. (Table 44)
- The number of pedestrians in crashes rose to its highest level in five years, at 661. (Table 45)
- Alcohol was noted as a contributing factor in more than half of all pedestrian fatalities. (Table 46)
- For 90.9 percent of pedestrians in alcohol-involved crashes, the pedestrian was under the influence of alcohol. (Table 47)
- In 2019, although only 43.6 percent of pedestrian crashes occurred in dark conditions (lighted and not lighted), these crashes resulted in 81.9 percent of pedestrian fatalities. (Table 48)
- Among alcohol-involved pedestrians in crashes, males outnumber females, with a ratio of nearly 5 to 1. In comparison, the male-to-female ratio of all pedestrians in crashes is 2 to 1. (Table 52, Table 53)
- 71.1 percent of all pedestrian fatalities were in Bernalillo (42), McKinley (9) and San Juan (8) counties. (Table 95)

Table 44: Crashes, Fatal Crashes, and Fatalities by Pedestrian Involvement, 2015 - 2019

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
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%
2018	625	46,786	1.3%	82	351	23.4%	84	392	21.4%
2019	638	48,124	1.3%	83	369	22.5%	83	425	19.5%

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

Table 45: Pedestrians[12] in Crashes by Alcohol Involvement, 2015 - 2019

Year	Pedestrians in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total Pedestrians	
	Count	Percent	Count	Percent	Count	Percent
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%
2018	108	16.6%	543	83.4%	651	100%
2019	130	19.7%	531	80.3%	661	100%

Table 46: Alcohol-involved Pedestrian[12] Fatalities, 2015 - 2019

Year	Alcohol-involved Pedestrian Fatalities	Total Pedestrian Fatalities	Percent Alcohol-involved Pedestrian Fatalities
2015	28	55	**50.9%**
2016	48	77	**62.3%**
2017	41	79	**51.9%**
2018	42	84	**50.0%**
2019	48	83	**57.8%**

Table 47: Alcohol-involved Pedestrians[12] in Alcohol-involved Crashes, 2015 - 2019

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]
2015	120	135	**88.9%**
2016	129	144	**89.6%**
2017	122	137	**89.1%**
2018	108	125	**86.4%**
2019	130	143	**90.9%**

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

[12] 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[13], 2019

Light Condition	Pedestrian Fatalities		Total Fatalities		Pedestrian-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent
Daylight	8	9.6%	208	48.9%	323	50.6%
Dark-Not Lighted	37	44.6%	130	30.6%	123	19.3%
Dark-Lighted	31	37.3%	68	16.0%	155	24.3%
Dawn	4	4.8%	10	2.4%	13	2.0%
Dusk	3	3.6%	6	1.4%	24	3.8%
Missing Data	0	0.0%	3	0.7%	0	0.0%
Total	**83**	**100%**	**425**	**100%**	**638**	**100%**

Table 49: Pedestrians in Crashes by Age Group and Severity of Injury[14], 2019

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	4	0	2	6	**0.9%**
5-9	1	0	7	5	0	13	**2.0%**
10-14	0	6	17	9	0	32	**4.8%**
15-19	3	6	12	19	3	43	**6.5%**
20-24	6	7	11	14	4	42	**6.4%**
25-29	11	4	21	20	7	63	**9.5%**
30-34	7	12	17	10	7	53	**8.0%**
35-39	12	8	26	19	3	68	**10.3%**
40-44	11	7	17	15	4	54	**8.2%**
45-49	4	3	11	12	3	33	**5.0%**
50-54	9	11	17	10	1	48	**7.3%**
55-59	6	6	15	14	6	47	**7.1%**
60-64	5	4	23	18	0	50	**7.6%**
65-69	3	6	8	9	1	27	**4.1%**
70-74	1	1	5	1	2	10	**1.5%**
75+	3	5	10	8	5	31	**4.7%**
Missing Data	1	9	10	12	9	41	**6.2%**
Total People	**83**	**95**	**231**	**195**	**57**	**661**	**100%**

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

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

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

Vehicles – Pedestrians

Table 50: Severity of Injuries to Pedestrians in Crashes, 2015 - 2019

Severity of Injuries	Injury Class	Pedestrians in Crashes					Percent of 2019 Total Pedestrians
		2015	2016	2017	2018	2019	
Fatalities	K	55	77	79	84	83	12.6%
Suspected Serious Injuries	A	126	84	95	92	95	14.4%
Suspected Minor Injuries	B	211	204	209	218	231	34.9%
Possible Injuries	C	169	199	193	188	195	29.5%
No Apparent Injuries	O	64	61	44	69	57	8.6%
Total Pedestrians		**625**	**625**	**620**	**651**	**661**	**100%**

Table 51: Top Contributing Factor in Pedestrian-involved Crashes by Crash Severity, 2019

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	**81**	**97.6%**	**459**	**90.2%**	**42**	**91.3%**	**582**	**91.2%**
Pedestrian Error	16	19.3%	144	28.3%	12	26.1%	172	27.0%
Alcohol/Drug Involved[2]	57	68.7%	86	16.9%	8	17.4%	151	23.7%
Driver Inattention	1	1.2%	92	18.1%	4	8.7%	97	15.2%
Failed to Yield Right of Way	1	1.2%	64	12.6%	14	30.4%	79	12.4%
Disregarded Traffic Signal	1	1.2%	17	3.3%	0	0.0%	18	2.8%
Other Improper Driving	1	1.2%	12	2.4%	2	4.3%	15	2.4%
Avoid No Contact - Other	1	1.2%	11	2.2%	0	0.0%	12	1.9%
Excessive Speed	1	1.2%	8	1.6%	1	2.2%	10	1.6%
Speed Too Fast for Conditions	1	1.2%	4	0.8%	0	0.0%	5	0.8%
Drove Left Of Center	0	0.0%	4	0.8%	0	0.0%	4	0.6%
Passed Stop Sign	0	0.0%	3	0.6%	1	2.2%	4	0.6%
Avoid No Contact - Vehicle	1	1.2%	3	0.6%	0	0.0%	4	0.6%
Improper Backing	0	0.0%	4	0.8%	0	0.0%	4	0.6%
Driverless Moving Vehicle	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Made Improper Turn	0	0.0%	2	0.4%	0	0.0%	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%
Vehicle	**1**	**1.2%**	**3**	**0.6%**	**0**	**0.0%**	**4**	**0.6%**
Other Mechanical Defect	1	1.2%	2	0.4%	0	0.0%	3	0.5%
Defective Steering	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Other[3]	**1**	**1.2%**	**47**	**9.2%**	**4**	**8.7%**	**52**	**8.2%**
None	0	0.0%	23	4.5%	3	6.5%	26	4.1%
Other - No Driver Error	1	1.2%	19	3.7%	1	2.2%	21	3.3%
Missing Data	0	0.0%	5	1.0%	0	0.0%	5	0.8%
Total Crashes	**83**	**100%**	**509**	**100%**	**46**	**100%**	**638**	**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, 2015 - 2019

Year	Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
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**
2018	447	68.7%	200	30.7%	4	0.6%	651	100%	**2.2**
2019	438	66.3%	221	33.4%	2	0.3%	661	100%	**2.0**

Table 53: Alcohol-involved Pedestrians[15] in Crashes by Age Group and Sex, 2019

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	2	1.9%	0	0.0%	0	0.0%	2	1.5%	-
20-24	5	4.7%	3	13.0%	0	0.0%	8	6.2%	**1.7**
25-29	13	12.1%	5	21.7%	0	0.0%	18	13.8%	**2.6**
30-34	12	11.2%	4	17.4%	0	0.0%	16	12.3%	**3.0**
35-39	18	16.8%	3	13.0%	0	0.0%	21	16.2%	**6.0**
40-44	13	12.1%	5	21.7%	0	0.0%	18	13.8%	**2.6**
45-49	6	5.6%	0	0.0%	0	0.0%	6	4.6%	-
50-54	11	10.3%	3	13.0%	0	0.0%	14	10.8%	**3.7**
55-59	7	6.5%	0	0.0%	0	0.0%	7	5.4%	-
60-64	13	12.1%	0	0.0%	0	0.0%	13	10.0%	-
65-69	3	2.8%	0	0.0%	0	0.0%	3	2.3%	-
70-74	1	0.9%	0	0.0%	0	0.0%	1	0.8%	-
75+	1	0.9%	0	0.0%	0	0.0%	1	0.8%	-
Missing Data	2	1.9%	0	0.0%	0	0.0%	2	1.5%	-
Total	**107**	**100%**	**23**	**100%**	**0**	**0%**	**130**	**100%**	**4.7**

[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.

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

Pedalcycles (Bicycles)

- Less than 1 percent of all crashes involved a pedalcycle. (Table 54)
- The total number of pedalcyclists in crashes rose to 374, the second-highest level in the past five years. (Table 55)
- Pedalcyclist fatalities are at the second-highest level in the last five years. (Table 55)
- Alcohol-involved pedalcyclists were 2.7 percent of all pedalcyclists in crashes. (Table 57)
- Pedalcyclists in crashes were 5.3 times as likely to be male as female. (Table 59)
- Driver Inattention was noted as a contributing factor in 22.2 percent of fatal pedalcycle-involved crashes. (Table 61)
- Driver Inattention and Failure to Yield together account for 47.6 percent of top contributing factors in pedalcycle-involved crashes. (Table 61)

Table 54: Crashes by Pedalcycle Involvement, 2019

Pedalcycle Involvement[1]	Crashes	
	Count	Percent
Involved	370	0.8%
Not Involved	47,754	99.2%
Total Crashes	**48,124**	**100%**

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

Table 55: Pedalcyclists in Crashes by Severity of Injury, 2015 - 2019

Severity of Injuries	Injury Class	Pedalcyclists in Crashes					Percent of 2019 Total Pedalcyclists in Crashes
		2015	2016	2017	2018	2019	
Fatalities	K	7	4	2	11	9	2.4%
Suspected Serious Injuries	A	29	26	21	18	22	5.9%
Suspected Minor Injuries	B	163	178	186	174	174	46.5%
Possible Injuries	C	99	109	134	123	133	35.6%
No Apparent Injuries	O	66	54	42	45	36	9.6%
Total Pedalcyclists		**364**	**371**	**385**	**371**	**374**	**100%**

Table 56: Pedalcycle-involved Crashes by Light Condition[16], 2019

Light Condition	Pedalcycle-involved Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	8	88.9%	269	72.7%
Dark-Lighted	0	0.0%	61	16.5%
Dark-Not Lighted	0	0.0%	19	5.1%
Dusk	0	0.0%	13	3.5%
Dawn	1	11.1%	6	1.6%
Other	0	0.0%	2	0.5%
Missing Data	0	0.0%	0	0.0%
Total Crashes	**9**	**100%**	**370**	**100%**

Table 57: Alcohol-involved[17] Pedalcyclists in Crashes, 2019

Alcohol-involved Pedalcyclists	Count	Percent
Alcohol-involved	10	2.7%
Not Alcohol-involved	364	97.3%
Total	**374**	**100%**

Table 58: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2015 - 2019

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]
2015	19	24	**79.2%**
2016	13	15	**86.7%**
2017	15	19	**78.9%**
2018	8	9	**88.9%**
2019	10	14	**71.4%**

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

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

[17] 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, 2015 - 2019

Year	Pedalcyclists in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
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**
2018	311	83.8%	53	14.3%	7	1.9%	371	100%	**5.9**
2019	313	83.7%	59	15.8%	2	0.5%	374	100%	**5.3**

Table 60: Pedalcyclists in Crashes by Age Group and Severity of Injury, 2019

Age Group	Pedalcyclists in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total[1]
1-4	0	0	0	0	0	0	**0.0%**
5-9	0	0	2	3	1	6	**1.6%**
10-14	0	0	11	5	0	16	**4.3%**
15-19	0	0	17	16	2	35	**9.4%**
20-24	0	3	14	7	5	29	**7.8%**
25-29	1	3	23	16	3	46	**12.3%**
30-34	0	2	12	13	1	28	**7.5%**
35-39	0	4	19	12	2	37	**9.9%**
40-44	0	2	12	9	2	25	**6.7%**
45-49	1	1	11	8	3	24	**6.4%**
50-54	0	3	14	8	3	28	**7.5%**
55-59	1	1	16	12	2	32	**8.6%**
60-64	0	2	11	7	2	22	**5.9%**
65-69	3	0	4	8	1	16	**4.3%**
70-74	2	1	2	3	0	8	**2.1%**
75+	1	0	3	0	0	4	**1.1%**
Missing Data	0	0	3	6	9	18	**4.8%**
Total People	**9**	**22**	**174**	**133**	**36**	**374**	**100%**

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

Table 61: Top Contributing Factor in Pedalcycle-involved Crashes by Crash Severity, 2019

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	**6**	**66.7%**	**291**	**89.3%**	**29**	**82.9%**	**326**	**88.1%**
Driver Inattention	2	22.2%	85	26.1%	7	20.0%	94	25.4%
Failed to Yield Right of Way	1	11.1%	73	22.4%	8	22.9%	82	22.2%
Pedestrian Error	0	0.0%	34	10.4%	4	11.4%	38	10.3%
Other Improper Driving	1	11.1%	27	8.3%	4	11.4%	32	8.6%
Disregarded Traffic Signal	0	0.0%	22	6.7%	2	5.7%	24	6.5%
Alcohol/Drug Involved[2]	1	11.1%	12	3.7%	2	5.7%	15	4.1%
Passed Stop Sign	0	0.0%	12	3.7%	1	2.9%	13	3.5%
Made Improper Turn	0	0.0%	6	1.8%	1	2.9%	7	1.9%
Avoid No Contact - Other	1	11.1%	4	1.2%	0	0.0%	5	1.4%
Excessive Speed	0	0.0%	4	1.2%	0	0.0%	4	1.1%
Avoid No Contact - Vehicle	0	0.0%	3	0.9%	0	0.0%	3	0.8%
Improper Overtaking	0	0.0%	3	0.9%	0	0.0%	3	0.8%
Speed Too Fast for Conditions	0	0.0%	2	0.6%	0	0.0%	2	0.5%
Improper Lane Change	0	0.0%	2	0.6%	0	0.0%	2	0.5%
Following Too Closely	0	0.0%	1	0.3%	0	0.0%	1	0.3%
Improper Backing	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%**
Inadequate Brakes	0	0.0%	1	0.3%	0	0.0%	1	0.3%
Other[3]	**3**	**33.3%**	**34**	**10.4%**	**6**	**17.1%**	**43**	**11.6%**
None	2	22.2%	22	6.7%	2	5.7%	26	7.0%
Other - No Driver Error	0	0.0%	8	2.5%	3	8.6%	11	3.0%
Missing Data	1	11.1%	4	1.2%	1	2.9%	6	1.6%
Total Crashes	**9**	**100%**	**326**	**100%**	**35**	**100%**	**370**	**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 stable, at about 4.6 percent. (Table 62)
- The percentage of alcohol-involved fatal crashes has varied from 4.8 to 7.2 percent of all alcohol-involved crashes in the last five years. (Table 63)
- Fatalities in alcohol-involved crashes, as a portion of fatalities in all crashes, are at their second-highest level in five years, at 41.2 percent. (Table 65)
- The fatality rate for alcohol-involved crashes is at its highest level in the last five years based on population and vehicle miles traveled. (Table 66)
- Drivers ages 20-34 were 54.8 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 68.9 percent of all New Mexican alcohol-involved drivers in crashes (1,267 out of 1,840). (Table 67)

Table 62: Alcohol-involved Crashes, 2015 - 2019

Year	Alcohol-involved Crashes	Total Crashes	Percent Alcohol-involved Crashes
2015	2,134	45,308	**4.7%**
2016	2,073	45,071	**4.6%**
2017	2,050	45,906	**4.5%**
2018	2,090	46,786	**4.5%**
2019	2,237	48,124	**4.6%**

Table 63: Alcohol-involved Crashes by Crash Severity, 2015 - 2019

Year	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2018	141	6.7%	879	42.1%	1,070	51.2%	2,090	100%
2019	149	6.7%	984	44.0%	1,104	49.4%	2,237	100%

Table 64: People in Alcohol-involved Crashes by Severity of Injury, 2015 - 2019

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
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%
2018	152	3.2%	168	3.5%	575	11.9%	690	14.3%	3,228	67.1%	4,813	100%
2019	175	3.5%	167	3.4%	566	11.4%	733	14.8%	3,308	66.8%	4,949	100%

Table 65: Number and Percentage of Fatalities by Alcohol Involvement, 2015 - 2019

Year	Fatalities in Alcohol-involved Crashes		Fatalities in Non-alcohol-involved Crashes		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent
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%
2018	152	38.8%	240	61.2%	392	100%
2019	175	41.2%	250	58.8%	425	100%

Table 66: Rates of Fatalities in Alcohol-involved Crashes, 2015 - 2019

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
2015	120	2,089,291	302.92	**5.74**	**0.40**
2016	171	2,091,630	278.09	**8.18**	**0.61**
2017	147	2,091,784	278.36	**7.03**	**0.53**
2018	152	2,092,741	272.88	**7.26**	**0.56**
2019	175	2,096,829	277.73	**8.35**	**0.63**

Table 67: Alcohol-involved New Mexican Drivers in Crashes by Age Group and Sex, 2019

Age Groups	Alcohol-involved Drivers[1] in Crashes						Ratio of Males to Females	2019 Licensed Drivers	Rate (Alcohol-involved Drivers per 1,000 Licensed Drivers in Each Age Group)
	Male		Female		Total				
	Count	Percent	Count	Percent	Count	Percent			
15-19	87	6.9%	34	5.9%	121	6.6%	2.6	56,017	**2.2**
20-24	278	21.9%	126	22.0%	404	22.0%	2.2	108,788	**3.7**
25-29	214	16.9%	114	19.9%	328	17.8%	1.9	125,137	**2.6**
30-34	188	14.8%	88	15.4%	276	15.0%	2.1	130,011	**2.1**
35-39	118	9.3%	62	10.8%	180	9.8%	1.9	130,516	**1.4**
40-44	90	7.1%	38	6.6%	128	7.0%	2.4	117,614	**1.1**
45-49	76	6.0%	40	7.0%	116	6.3%	1.9	114,939	**1.0**
50-54	69	5.4%	22	3.8%	91	4.9%	3.1	115,576	**0.8**
55-59	61	4.8%	14	2.4%	75	4.1%	4.4	134,183	**0.6**
60-64	39	3.1%	14	2.4%	53	2.9%	2.8	132,587	**0.4**
65-69	26	2.1%	12	2.1%	38	2.1%	2.2	120,758	**0.3**
70-74	11	0.9%	1	0.2%	12	0.7%	11.0	96,039	**0.1**
75+	10	0.8%	8	1.4%	18	1.0%	1.3	105,305	**0.2**
Total	**1,267**	**100%**	**573**	**100%**	**1,840**	**100%**	**2.2**	**1,487,470**	**1.2**

[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 2019, 78.9 percent of passenger vehicle occupants in crashes (84,892 out of 107,631) reported using a seatbelt. This number may be unreliable: Seatbelt data was missing for 20.1 percent of occupants of passenger vehicles in crashes (21,607 out of 107,631). Also, some people, in order to avoid citations, might have reported wearing a seatbelt when they were not. (Table 68)
- Only 0.1 percent of passenger vehicle occupants who were belted during the crash were killed, compared with 12.5 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)

Table 68: Severity of Injuries by Reported Belt Use, 2019

Belt Usage[1,2]	Severity of Injuries to Occupants in Passenger Vehicles										Total Occupants of Passenger Vehicles	
	Fatalities		Suspected Serious Injuries		Suspected Minor Injuries		Possible Injuries		No Apparent Injuries			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	114	0.1%	559	0.7%	3,329	3.9%	12,383	14.6%	68,507	80.7%	84,892	100%
Belt Not Used	141	12.5%	125	11.0%	293	25.9%	186	16.4%	387	34.2%	1,132	100%
Missing Data	0	0.0%	88	0.4%	376	1.7%	793	3.7%	20,350	94.2%	21,607	100%
Total	**255**	**0.2%**	**772**	**0.7%**	**3,998**	**3.7%**	**13,362**	**12.4%**	**89,244**	**82.9%**	**107,631**	**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 2019 New Mexico Occupant Seat Belt Observation Study[18], daytime belt use among vehicle occupants in 2019 was 91.8 percent, which is over 10 percentage points higher than the reported belt usage in crash data.

[18] 2019 New Mexico Occupant Seat Belt Observation Study. New Mexico Department of Transportation. Prepared by Preusser Research Group, Inc. November 2019.

Table 69: Unbelted Fatalities and Suspected Serious Injuries by Rural and Urban Location, 2019

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	31	22.0%	13	10.4%	44	16.5%
Rural Non-Interstate	65	46.1%	62	49.6%	127	47.7%
Urban	45	31.9%	50	40.0%	95	35.7%
Total	**141**	**100%**	**125**	**100%**	**266**	**100%**

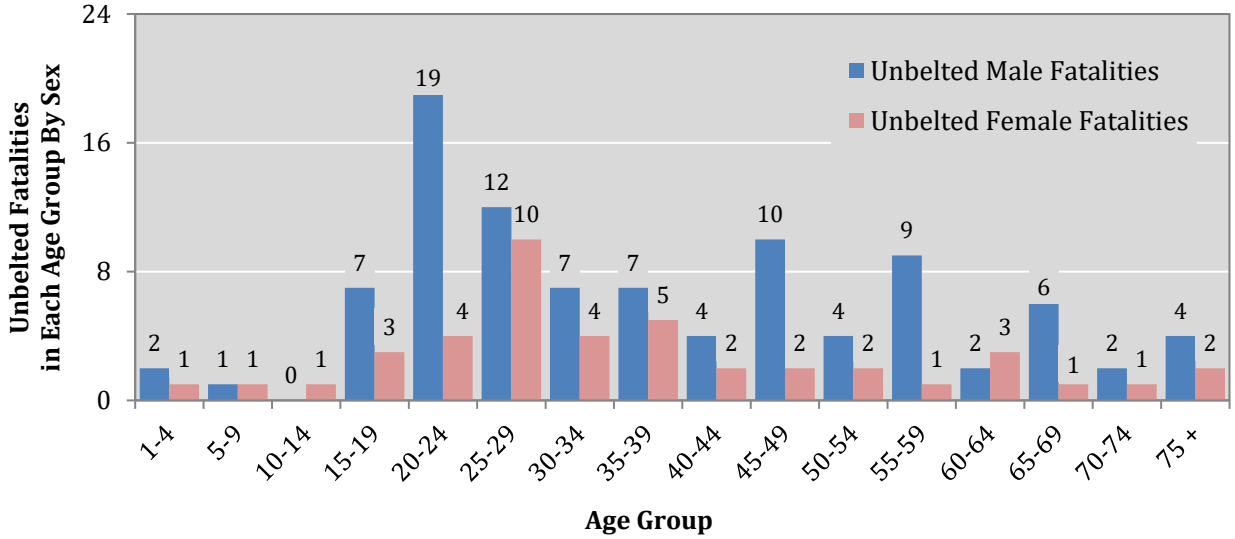
[1] Fatalities and suspected serious injuries to people in passenger cars, pickups, and vans/4WD/SUVs.

Table 70: Unbelted Fatalities by Sex, 2015 - 2019

Year	Unbelted Fatalities [1]			Ratio of Males to Females
	Males	Females	Total	
2015	72	43	115	**1.7**
2016	93	54	147	**1.7**
2017	86	34	120	**2.5**
2018	89	46	135	**1.9**
2019	97	44	141	**2.2**

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

Figure 9: Unbelted Fatalities by Age Group and Sex, 2019



Belt Use by Children under Age 13

- In 2019, 0.07 percent of children in crashes under age 13 who were belted at the time of the crash were killed, compared with 3.3 percent of children in crashes who were unbelted. (Table 71)
- In 2019, 3.1 percent of children in crashes under age 13 who were belted at the time of the crash received a suspected minor injury, compared with 15.9 percent of children in crashes who were unbelted. (Table 71)
- Of the children under age 13 who received fatal or suspected serious injuries in passenger vehicles in crashes, the number who were unbelted continues to remain at its lowest level compared to previous years. (Table 72)

Table 71: Severity of Injuries to Children in Passenger Vehicles by Belt Usage, 2019

Belt Usage[1,2]	Severity of Injuries to Children Under 13 in Passenger Vehicles										Children (<13) in Passenger Vehicles in Crashes	
	Fatalities		Suspected Serious Injuries		Suspected Minor Injuries		Possible Injuries		No Apparent Injuries			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	5	0.07%	17	0.2%	232	3.1%	773	10.4%	6,379	86.1%	7,406	100%
Belt Not Used	6	3.3%	5	2.7%	29	15.9%	36	19.8%	106	58.2%	182	100%
Missing Data	0	0.0%	5	0.8%	12	2.0%	42	7.1%	531	90.0%	590	100%
Total	**11**	**0.1%**	**27**	**0.3%**	**273**	**3.3%**	**851**	**10.4%**	**7,016**	**85.8%**	**8,178**	**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, 2015 - 2019

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
2015	22	40.0%	29	52.7%	4	7.3%	55	100.0%
2016	17	30.9%	34	61.8%	4	7.3%	55	100.0%
2017	11	28.9%	24	63.2%	3	7.9%	38	100.0%
2018	11	20.4%	38	70.4%	5	9.3%	54	100.0%
2019	11	28.9%	22	57.9%	5	13.2%	38	100.0%

[1] Belt use of children in only passenger vehicles (i.e. 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 fatal crashes accounted for 21.3 percent of total drug-involved crashes in 2019. (Table 73)

Table 73: Drug-involved Crashes[19] by Crash Severity, 2015 - 2019

Year	Drug-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Drug-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2018	58	23.4%	84	33.9%	106	42.7%	248	100%
2019	47	21.3%	85	38.5%	89	40.3%	221	100%

Table 74: People in Drug-involved Crashes[19] by Severity of Injury, 2015 - 2019

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
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%
2018	63	10.3%	33	5.4%	53	8.7%	80	13.1%	380	62.4%	609	100%
2019	52	9.9%	21	4.0%	61	11.6%	55	10.5%	337	64.1%	526	100%

[19] 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 88.8 percent of drivers in crashes. (Table 75)
- The crash rate among New Mexican drivers is 45.9 drivers per 1,000 New Mexico licensed drivers. (Table 77)
- New Mexican drivers in the 15-19 age group have the highest crash rate, at 130.5 drivers in crashes per 1,000 New Mexico licensed drivers in their age group. (Figure 10, Table 77)
- New Mexican drivers in the 15-19 age group have the highest fatal crash rate, at 7.0 drivers per 10,000 New Mexico licensed drivers in that age group. (Figure 11, Table 78)

Table 75: Drivers in Crashes by Residence, 2019[20]

Residence of Drivers	Severity of Injuries to Driver			Total Drivers	Percent of Total
	Fatalities	Injuries	Not Injured		
New Mexico Resident	167	12,731	55,363	68,261	**88.8%**
Out Of State	60	1,304	6,778	8,142	**10.6%**
Missing Data	5	53	433	491	**0.6%**
Total Drivers	**232**	**14,088**	**62,574**	**76,894**	**100%**

Table 76: New Mexican Drivers in Crashes by Type of License and Crash Severity, 2019[20]

Driver Type of License	Drivers in Fatal Crashes		Drivers in Injury Crashes		Drivers in Property Damage Only Crashes		Total Drivers in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Operator	334	0.6%	20,071	35.5%	36,206	64.0%	56,611	100%
CDL Class A	28	1.6%	528	30.7%	1,166	67.7%	1,722	100%
CDL Class B	4	0.6%	189	29.4%	450	70.0%	643	100%
CDL Class C	6	1.6%	110	28.7%	267	69.7%	383	100%
CDL Non-Commercial	1	0.2%	168	31.1%	372	68.8%	541	100%
ID Card	12	0.7%	714	44.1%	893	55.2%	1,619	100%
Motorcycle Only	0	0.0%	18	60.0%	12	40.0%	30	100%
Provisional	0	0.0%	4	36.4%	7	63.6%	11	100%
Missing Data	26	0.4%	813	12.1%	5,862	87.5%	6,701	100%
Total Drivers	**411**	**0.6%**	**22,615**	**33.1%**	**45,235**	**66.3%**	**68,261**	**100%**

[20] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) residence is not in New Mexico (except Table 75), or 4) the person is a pedestrian or pedalcyclist.

Figure 10: Percentage and Rate of New Mexican Drivers in Crashes by Age Group, 2019[21]

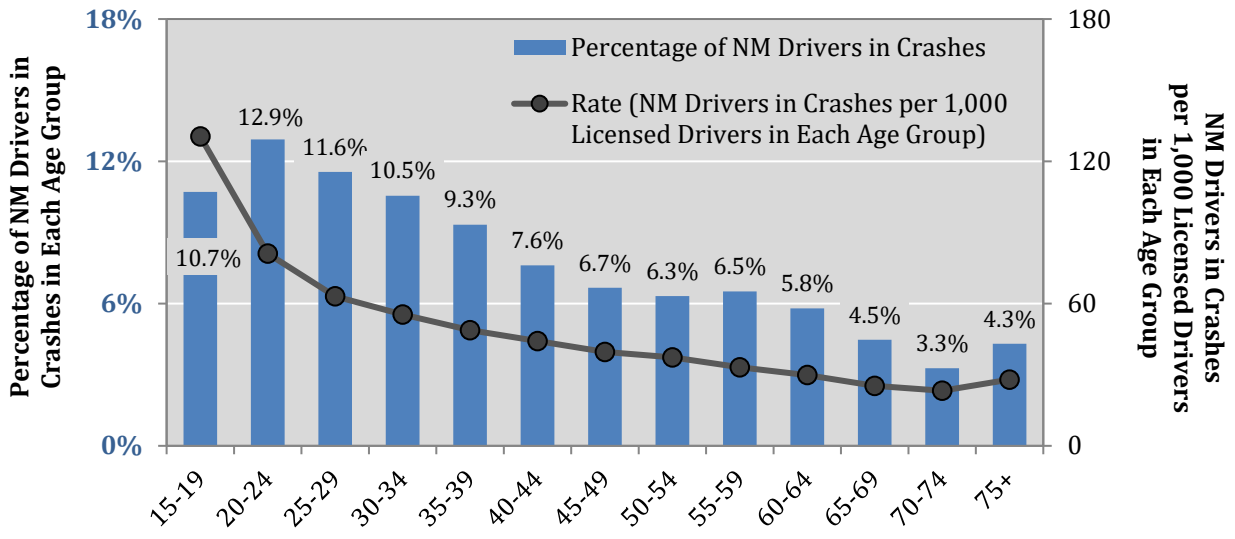


Table 77: Number, Sex, and Rate of New Mexican Drivers in Crashes by Age Group, 2019[21]

Driver Age Group	Drivers in Crashes (NM Residents)			Percent of Total Drivers in Crashes	Ratio of Males to Females	2019 Licensed Drivers	Rate (NM Drivers in Crashes per 1,000 Licensed Drivers in Each Age Group)
	Males	Females	Total				
15-19	3,835	3,473	7,308	10.7%	1.10	56,017	**130.5**
20-24	4,786	4,034	8,820	12.9%	1.19	108,788	**81.1**
25-29	4,182	3,705	7,887	11.6%	1.13	125,137	**63.0**
30-34	3,769	3,432	7,201	10.5%	1.10	130,011	**55.4**
35-39	3,370	2,997	6,367	9.3%	1.12	130,516	**48.8**
40-44	2,789	2,406	5,195	7.6%	1.16	117,614	**44.2**
45-49	2,461	2,089	4,550	6.7%	1.18	114,939	**39.6**
50-54	2,382	1,928	4,310	6.3%	1.24	115,576	**37.3**
55-59	2,485	1,959	4,444	6.5%	1.27	134,183	**33.1**
60-64	2,206	1,749	3,955	5.8%	1.26	132,587	**29.8**
65-69	1,645	1,408	3,053	4.5%	1.17	120,758	**25.3**
70-74	1,239	993	2,232	3.3%	1.25	96,039	**23.2**
75+	1,702	1,237	2,939	4.3%	1.38	105,305	**27.9**
Total Drivers	**36,851**	**31,410**	**68,261**	**100%**	**1.17**	**1,487,470**	**45.9**

[21] 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, 2019[22]

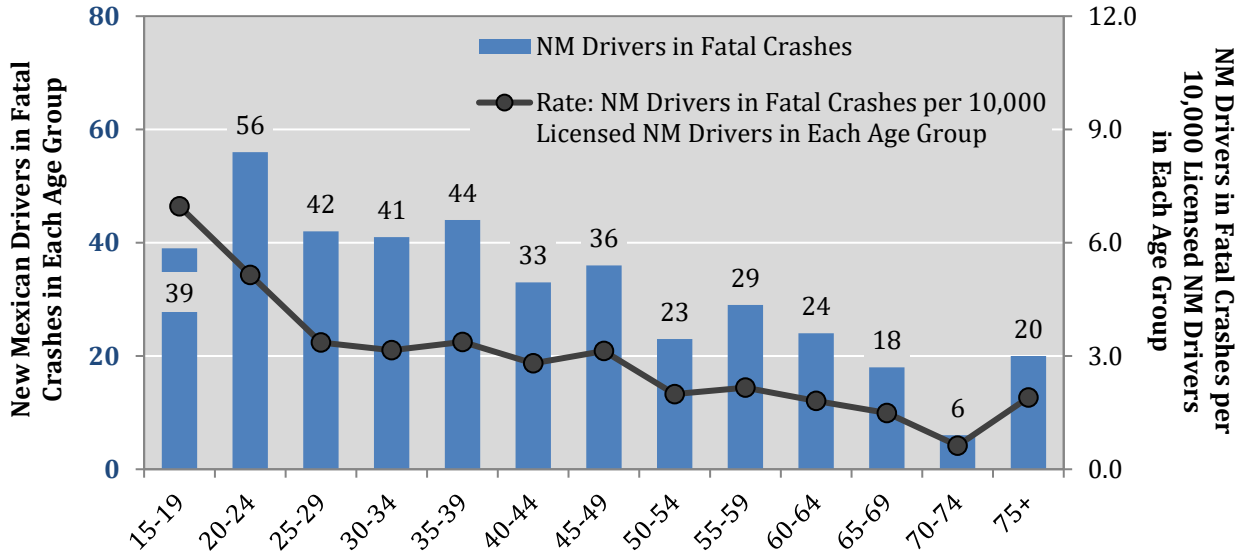


Table 78: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2019[22]

Driver Age	NM Drivers in Fatal Crashes		All Drivers in Fatal Crashes		2019 Licensed Drivers	Rate: NM Drivers in Fatal Crashes per 10,000 Licensed NM Drivers in Each Age Group
	Count	Percent	Count	Percent		
15-19	39	9.5%	45	7.9%	56,017	**7.0**
20-24	56	13.6%	68	11.9%	108,788	**5.1**
25-29	42	10.2%	60	10.5%	125,137	**3.4**
30-34	41	10.0%	64	11.2%	130,011	**3.2**
35-39	44	10.7%	65	11.4%	130,516	**3.4**
40-44	33	8.0%	47	8.2%	117,614	**2.8**
45-49	36	8.8%	50	8.8%	114,939	**3.1**
50-54	23	5.6%	32	5.6%	115,576	**2.0**
55-59	29	7.1%	48	8.4%	134,183	**2.2**
60-64	24	5.8%	31	5.4%	132,587	**1.8**
65-69	18	4.4%	23	4.0%	120,758	**1.5**
70-74	6	1.5%	9	1.6%	96,039	**0.6**
75+	20	4.9%	29	5.1%	105,305	**1.9**
Total	**411**	**100%**	**571**	**100%**	**1,487,470**	**2.8**

[22] 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 highest level in the past five years, at 81.1. (Table 79)
- The teen (ages 15-19) driver crash rate (per 1,000 NM licensed teen drivers) is at its second-highest level in the past five years, at 130.5. (Table 79)
- More than one-fourth of all crashes involving New Mexican teen drivers occur from 3 p.m. through 5 p.m. (Table 81)
- The alcohol-involved driver crash rate is at its highest point in the past five years for teen drivers (at 2.16 per 1,000 licensed teen drivers) and young adult drivers (at 3.71 per 1,000 licensed young adult drivers.) (Table 82)

Table 79: New Mexican Young Driver Crash Rates, 2015 - 2019

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]
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**
2018	7,427	55,889	**132.9**	8,786	109,190	**80.5**
2019	7,308	56,017	**130.5**	8,820	108,788	**81.1**

[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, 2015 - 2019[23]

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
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
2018	7,427	**11.1%**	8,786	**13.1%**	66,857
2019	7,308	**10.7%**	8,820	**12.9%**	68,261

Table 81: New Mexican Young Drivers in Crashes by Hour, 2019[23]

Hour[1]	Teen (15-19) Drivers		Young Adult (20-24) Drivers	
	Count	Percent	Count	Percent
Midnight	85	1.2%	110	1.2%
1 a.m.	74	1.0%	108	1.2%
2 a.m.	53	0.7%	86	1.0%
3 a.m.	33	0.5%	87	1.0%
4 a.m.	20	0.3%	58	0.7%
5 a.m.	32	0.4%	101	1.1%
6 a.m.	111	1.5%	228	2.6%
7 a.m.	458	6.3%	452	5.1%
8 a.m.	370	5.1%	456	5.2%
9 a.m.	209	2.9%	329	3.7%
10 a.m.	232	3.2%	294	3.3%
11 a.m.	340	4.7%	431	4.9%
Noon	499	6.8%	535	6.1%
1 p.m.	418	5.7%	530	6.0%
2 p.m.	498	6.8%	566	6.4%
3 p.m.	730	10.0%	686	7.8%
4 p.m.	704	9.6%	778	8.8%
5 p.m.	686	9.4%	885	10.0%
6 p.m.	485	6.6%	627	7.1%
7 p.m.	357	4.9%	400	4.5%
8 p.m.	267	3.7%	323	3.7%
9 p.m.	268	3.7%	306	3.5%
10 p.m.	207	2.8%	257	2.9%
11 p.m.	144	2.0%	147	1.7%
Missing Data	28	0.4%	40	0.5%
Total	**7,308**	**100%**	**8,820**	**100%**

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

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

Table 82: Alcohol-involved New Mexican Young Driver Crash Rates, 2015 - 2019[24]

Year	Teen Drivers (15-19)			Under-21 Drivers			Young Adult Drivers (20-24)		
	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[1]	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[1]	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[1]
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**
2018	97	55,889	**1.74**	145	76,629	**1.89**	381	109,190	**3.49**
2019	121	56,017	**2.16**	178	76,931	**2.31**	404	108,788	**3.71**

[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, 2015 - 2019[24]

Year	Alcohol-involved Teen Drivers (15-19)			Alcohol-involved Under-21 Drivers			Alcohol-involved Young Adult Drivers (20-24)		
	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females
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**
2018	72	25	**2.9**	113	32	**3.5**	274	107	**2.6**
2019	87	34	**2.6**	127	51	**2.5**	278	126	**2.2**

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

Seniors (65+)

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

- The total number of seniors in crashes has increased 16.8 percent in the last five years, but the annual number of senior fatalities is stabilizing at about 59. (Table 84)
- Many 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, 2019[25]

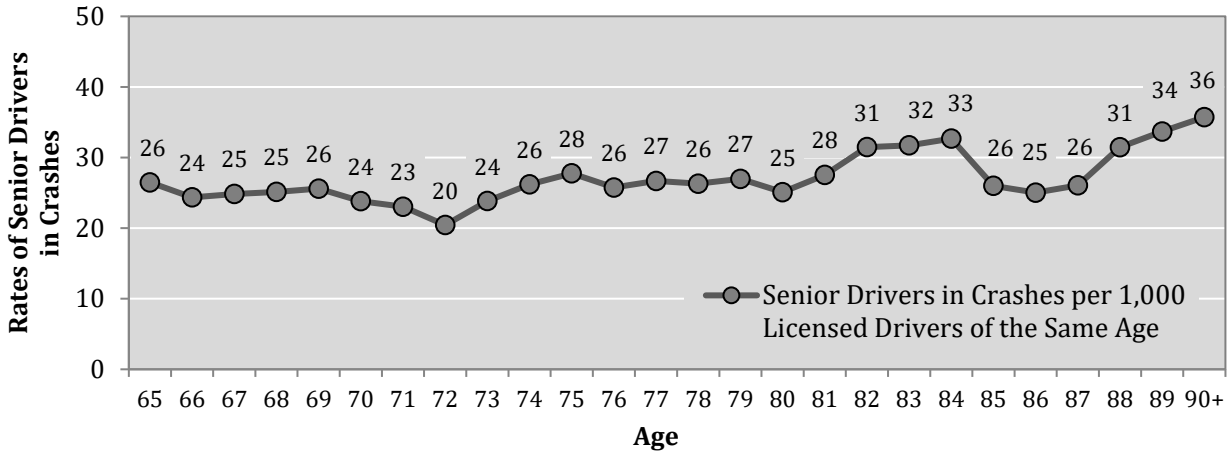


Table 84: Severity of Injuries to Seniors (65+) in Crashes, 2015 - 2019

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
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%
2018	61	0.6%	121	1.1%	537	5.0%	1,511	14.0%	8,527	79.3%	10,757	100%
2019	57	0.5%	140	1.2%	532	4.6%	1,606	14.0%	9,130	79.6%	11,465	100%

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

Table 85: Top Contributing Factor of Senior New Mexican Drivers in Crashes, 2019

Top Contributing Factor of New Mexican Senior (65+) Motor Vehicle Drivers[1] in Crashes	Senior Drivers[2] in Crashes	
	Count	Percent
Human	**3,828**	**46.5%**
Failed to Yield Right of Way	1,038	12.6%
Driver Inattention	953	11.6%
Following Too Closely	344	4.2%
Disregarded Traffic Signal	229	2.8%
Other Improper Driving	213	2.6%
Made Improper Turn	187	2.3%
Improper Lane Change	150	1.8%
Avoid No Contact - Vehicle	135	1.6%
Improper Backing	116	1.4%
Speed Too Fast for Conditions	79	1.0%
Passed Stop Sign	78	0.9%
Alcohol/Drug Involved[3]	74	0.9%
Excessive Speed	68	0.8%
Avoid No Contact - Other	51	0.6%
Drove Left Of Center	49	0.6%
Improper Overtaking	46	0.6%
Vehicle Skidded Before Brake	12	0.1%
Driverless Moving Vehicle	6	0.1%
Vehicle	**65**	**0.8%**
Other Mechanical Defect	31	0.4%
Inadequate Brakes	18	0.2%
Defective Tires	12	0.1%
Defective Steering	4	0.05%
Environment	**12**	**0.1%**
Road Defect	8	0.1%
Traffic Control Not Functioning	4	0.05%
Other[4]	**4,319**	**52.5%**
None	2,755	33.5%
Other - No Driver Error	798	9.7%
Missing Data	766	9.3%
Total Senior Drivers	**8,224**	**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.

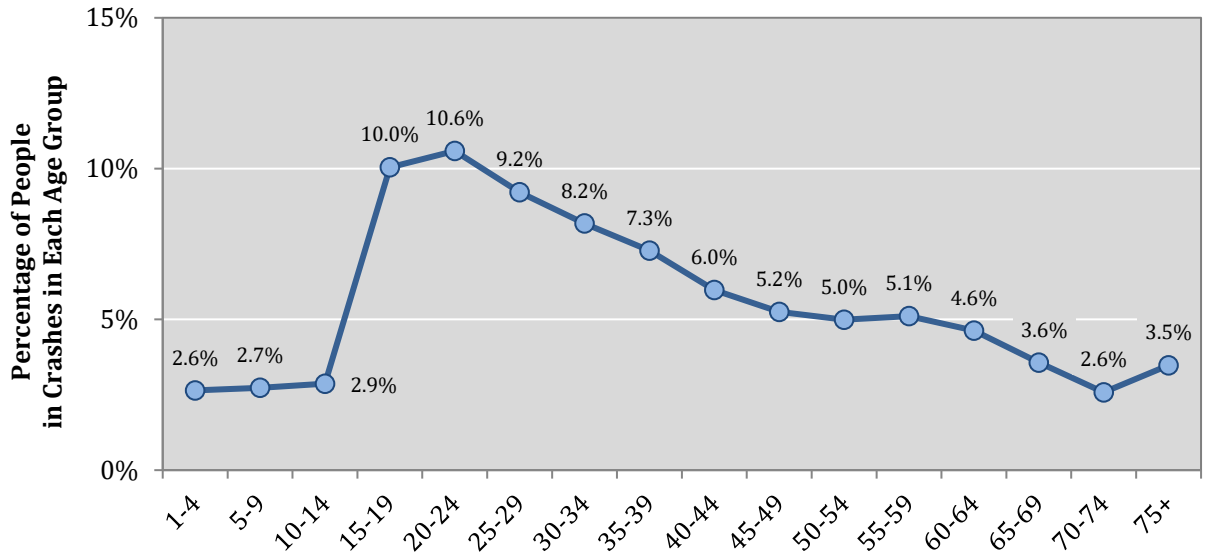
[3] Alcohol/Drug-involved is a combination of the contributing factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[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 (10.0 percent), ages 20-24 (10.6 percent) and ages 25-29 (9.2 percent). However, the age was unknown for 10.9 percent of people in crashes. (Figure 13, Table 86)
- The age group with the highest number of fatalities in crashes was ages 25-29 (53 fatalities). (Table 86)
- For the past five years, 2.5 males were killed in a crash for every one female killed in a crash. (Table 87)
- Among motorcycle drivers in crashes, males outnumbered females, with a ratio of 12.3 to 1. (Table 88)
- Among pedalcyclists in crashes, males outnumbered females, with a ratio of 5.3 to 1. (Table 88)

Figure 13: Percentage of All People in Crashes by Age Group, 2019



Behavior and Demographics – Age and Sex

Table 86: People in Crashes by Severity of Injury and Age Group, 2019

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[1,2]
1-4	4	8	99	174	2,865	3,150	2.6%	0.13%
5-9	7	17	122	392	2,715	3,253	2.7%	0.22%
10-14	1	21	157	491	2,744	3,414	2.9%	0.03%
15-19	23	97	635	1,481	9,726	11,962	10.0%	0.19%
20-24	44	119	718	1,575	10,152	12,608	10.6%	0.35%
25-29	53	119	561	1,368	8,876	10,977	9.2%	0.48%
30-34	33	106	485	1,256	7,863	9,743	8.2%	0.34%
35-39	45	95	395	1,174	6,963	8,672	7.3%	0.52%
40-44	30	66	309	965	5,744	7,114	6.0%	0.42%
45-49	35	72	253	929	4,963	6,252	5.2%	0.56%
50-54	28	78	256	942	4,638	5,942	5.0%	0.47%
55-59	38	60	282	909	4,796	6,085	5.1%	0.62%
60-64	24	54	245	816	4,375	5,514	4.6%	0.44%
65-69	19	50	187	629	3,365	4,250	3.6%	0.45%
70-74	14	30	131	434	2,466	3,075	2.6%	0.46%
75+	24	60	214	543	3,299	4,140	3.5%	0.58%
Missing Data	3	27	65	144	12,728	12,967	10.9%	0.02%
Total	**425**	**1,079**	**5,114**	**14,222**	**98,278**	**119,118**	**100%**	**0.36%**

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

[2] The number of fatalities in a given age group out of the total number of people in crashes in the same age group.

Table 87: People in Crashes and People Killed in Crashes by Sex, 2015 - 2019

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
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**
2018	57,203	49,293	9,524	116,020	**1.2**	289	103	392	**2.8**
2019	58,820	50,912	9,386	119,118	**1.2**	305	120	425	**2.5**

Table 88: People in Crashes by Person Type and Sex, 2019

Person Type	People in Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	43,902	34,700	7,021	85,623	**1.3**
Front Seat Passengers	6,539	8,848	40	15,427	**0.7**
All Other Passengers	5,740	5,913	94	11,747	**1.0**
Motorcyclists[1]					
Motorcycle Drivers	974	79	29	1,082	**12.3**
Motorcycle Passengers	14	67	4	85	**0.2**
Nonmotorists					
Pedalcyclists	313	59	2	374	**5.3**
Pedestrians	438	221	2	661	**2.0**
Missing Data	900	1,025	2,194	4,119	**0.9**
Total	**58,820**	**50,912**	**9,386**	**119,118**	**1.2**

[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, 2015 - 2019

Age Group	People in Crashes[1]				
	2015	2016	2017	2018	2019
1-4	3,551	3,585	3,398	3,177	3,150
5-9	3,663	3,583	3,459	3,055	3,253
10-14	3,508	3,450	3,427	3,402	3,414
15-19	11,836	12,084	11,887	12,128	11,962
20-24	13,106	13,053	12,359	12,492	12,608
25-29	10,608	10,591	10,483	10,933	10,977
30-34	9,031	8,889	9,385	9,426	9,743
35-39	7,421	7,686	7,813	8,274	8,672
40-44	6,566	6,473	6,734	6,691	7,114
45-49	5,999	6,163	6,040	6,182	6,252
50-54	6,204	6,110	5,899	5,895	5,942
55-59	5,727	5,825	6,013	6,093	6,085
60-64	4,835	4,824	5,016	5,333	5,514
65-69	3,784	3,883	4,055	3,911	4,250
70-74	2,583	2,619	2,955	2,994	3,075
75+	3,453	3,637	3,823	3,852	4,140
Missing Data	13,397	12,246	12,881	12,182	12,967
Total People	**115,272**	**114,701**	**115,627**	**116,020**	**119,118**

[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, Chaves, Curry and Doña Ana had the highest crash rates based on vehicle miles traveled, with rates of at least 204 crashes per 100M VMT. (Table 90, Table 97)
- Bernalillo County had the highest number of alcohol-involved crashes. The counties with the highest rates of alcohol-involved crashes based on vehicle miles traveled were Bernalillo, Chaves, McKinley and Santa Fe, with rates of at least 10 alcohol-involved crashes per 100M VMT. (Table 91, Table 99)
- The highest number of animal-involved crashes was in Grant County. But the highest rates when those crashes are compared with vehicle miles traveled were in Grant, Harding and Rio Arriba, with rates of at least 26 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 had 50.6 percent of all pedestrian fatalities in 2019. (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 40.4 percent of all crash-related fatalities in Bernalillo, followed by McKinley (34.6 percent), Doña Ana (25.8 percent percent), and Rio Arriba (25.0 percent). (Table 95)
- The proportion of fatal crashes occurring in each of Cibola, Guadalupe, Hidalgo, Luna, Mora, Socorro and Torrance counties was at least double the county's proportion of total crashes. (Table 96)

Table 90: Top 10 Counties in Total Crashes, 2019[26]

2019 Rank	County	Total Crashes					Percent of All 2019 Crashes	2019 Total Crashes per 100M VMT
		2015	2016	2017	2018	2019		
1	Bernalillo	19,584	19,496	19,885	19,641	19,738	41.0%	344.4
2	Doña Ana	4,267	4,332	4,303	4,419	4,595	9.5%	212.0
3	Santa Fe	3,199	3,172	3,502	3,260	3,406	7.1%	179.8
4	San Juan	2,123	1,971	1,912	1,931	2,264	4.7%	110.4
5	Sandoval	1,693	1,930	2,096	2,153	2,138	4.4%	135.7
6	Lea	1,020	1,007	1,053	1,763	1,937	4.0%	166.7
7	Eddy	1,590	1,399	1,534	1,956	1,888	3.9%	190.0
8	McKinley	1,355	1,308	1,250	1,268	1,403	2.9%	98.9
9	Chaves	1,383	1,374	1,311	1,338	1,372	2.9%	204.2
10	Valencia	1,122	1,171	1,130	1,024	1,121	2.3%	167.6
All Other Counties		7,972	7,911	7,930	8,033	8,262	17.2%	-
Total		**45,308**	**45,071**	**45,906**	**46,786**	**48,124**	100%	**173.3**

Table 91: Top 10 Counties in Alcohol-involved Crashes, 2019[27]

2019 Rank	County	Alcohol-involved Crashes					Percent of All 2019 Alcohol-involved Crashes	2019 Alcohol-involved Crashes per 100M VMT
		2015	2016	2017	2018	2019		
1	Bernalillo	675	689	664	664	714	31.9%	12.5
2	Doña Ana	195	174	196	200	200	8.9%	9.2
3	Santa Fe	161	179	172	167	194	8.7%	10.2
4	San Juan	181	163	169	161	188	8.4%	9.2
5	McKinley	180	155	169	158	146	6.5%	10.3
6	Sandoval	94	109	114	125	123	5.5%	7.8
7	Lea	50	39	37	77	82	3.7%	7.1
8	Chaves	56	41	47	56	78	3.5%	11.6
9	Eddy	64	51	54	85	76	3.4%	7.6
10	Valencia	58	56	53	41	55	2.5%	8.2
All Other Counties		420	417	375	356	381	17.0%	-
Total		**2,134**	**2,073**	**2,050**	**2,090**	**2,237**	100%	**8.1**

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

[27] 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, 2019[28]

2019 Rank	County	Animal-involved Crashes					Percent of All 2019 Animal-involved Crashes	2019 Animal-involved Crashes per 100M VMT
		2015	2016	2017	2018	2019		
1	Grant	140	138	160	178	174	9.0%	40.2
2	San Juan	145	151	184	157	163	8.4%	7.9
3	Rio Arriba	102	133	128	155	125	6.5%	27.0
4	Eddy	109	109	109	110	120	6.2%	12.1
4	Lincoln	122	108	126	115	120	6.2%	22.4
6	Otero	69	90	72	74	93	4.8%	11.2
7	Sandoval	42	63	78	81	90	4.7%	5.7
8	Colfax	84	88	111	113	88	4.6%	23.7
9	Chaves	67	58	65	74	87	4.5%	13.0
10	Santa Fe	66	50	91	102	84	4.4%	4.4
All Other Counties		564	649	725	769	785	40.7%	-
Total		**1,510**	**1,637**	**1,849**	**1,928**	**1,929**	**100%**	**6.9**

Table 93: Top 10 Counties in Fatalities, 2019[29]

2019 Rank[1]	County	Fatalities in Crashes					Percent of All 2019 Fatalities	2019 Fatalities per 100M VMT
		2015	2016	2017	2018	2019		
1	Bernalillo	64	100	90	94	104	24.5%	1.8
2	San Juan	31	32	35	33	37	8.7%	1.8
3	Doña Ana	18	24	29	15	31	7.3%	1.4
4	Lea	13	13	16	28	26	6.1%	2.2
4	McKinley	23	22	30	41	26	6.1%	1.8
6	Sandoval	5	16	17	24	17	4.0%	1.1
7	Cibola	11	17	13	6	16	3.8%	2.0
7	Santa Fe	14	23	16	18	16	3.8%	0.8
7	Eddy	10	7	17	17	16	3.8%	1.6
10	Rio Arriba	12	11	8	14	12	2.8%	2.6
All Other Counties		97	140	109	102	124	29.2%	-
Total		**298**	**405**	**380**	**392**	**425**	**100%**	**1.5**

[1] Counties with the same number of fatalities in 2019 have the same rank.

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

[29] 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, 2019[30]

2019 Rank[1]	County	Motorcyclist Fatalities in Crashes					Percent of All 2019 MC Fatalities	2019 Total Fatalities	Motorcyclist Fatalities as a Percent of All 2019 County Fatalities
		2015	2016	2017	2018	2019			
1	Bernalillo	11	17	18	19	17	28.8%	104	16.3%
2	San Juan	4	2	2	2	8	13.6%	37	21.6%
3	Doña Ana	6	3	4	2	5	8.5%	31	16.1%
4	Sandoval	1	0	1	3	4	6.8%	17	23.5%
5	Santa Fe	4	2	4	2	3	5.1%	16	18.8%
5	Curry	0	2	3	0	3	5.1%	8	37.5%
5	Valencia	1	1	1	1	3	5.1%	11	27.3%
8	Eddy	0	2	2	4	2	3.4%	16	12.5%
8	Otero	3	0	1	0	2	3.4%	11	18.2%
8	Taos	0	1	2	3	2	3.4%	5	40.0%
8	McKinley	0	0	0	1	2	3.4%	26	7.7%
All Other Counties		11	19	19	12	8	13.6%	143	5.6%
Total		**41**	**49**	**57**	**49**	**59**	100.0%	425	13.9%

[1] Counties with the same number of motorcyclist fatalities in 2019 have the same rank.

Table 95: Top Counties in Pedestrian Fatalities, 2019[31]

2019 Rank[1]	County	Pedestrian Fatalities in Crashes					Percent of All 2019 Pedestrian Fatalities	2019 Total Fatalities	Pedestrian Fatalities as a Percent of All 2019 County Fatalities
		2015	2016	2017	2018	2019			
1	Bernalillo	17	34	33	38	42	50.6%	104	40.4%
2	McKinley	3	8	8	8	9	10.8%	26	34.6%
3	San Juan	13	9	10	8	8	9.6%	37	21.6%
3	Doña Ana	1	4	7	3	8	9.6%	31	25.8%
5	Rio Arriba	1	3	0	2	3	3.6%	12	25.0%
6	Lea	0	0	4	2	2	2.4%	26	7.7%
6	Valencia	0	1	1	1	2	2.4%	11	18.2%
All Other Counties		20	18	16	22	9	10.8%	178	5.1%
Total		**55**	**77**	**79**	**84**	**83**	100%	425	19.5%

[1] Counties with the same number of pedestrian fatalities in 2019 have the same rank.

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

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

Crash Geography – Counties

Table 96: Severity of Crashes by County, 2019

County	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Bernalillo	100	27.1%	5,832	41.1%	13,806	41.1%	19,738	41.0%
Catron	0	0.0%	9	0.1%	26	0.1%	35	0.1%
Chaves	9	2.4%	420	3.0%	943	2.8%	1,372	2.9%
Cibola	12	3.3%	150	1.1%	360	1.1%	522	1.1%
Colfax	4	1.1%	94	0.7%	267	0.8%	365	0.8%
Curry	8	2.2%	207	1.5%	686	2.0%	901	1.9%
De Baca	2	0.5%	13	0.09%	25	0.1%	40	0.1%
Doña Ana	26	7.0%	1,436	10.1%	3,133	9.3%	4,595	9.5%
Eddy	15	4.1%	508	3.6%	1,365	4.1%	1,888	3.9%
Grant	3	0.8%	137	1.0%	464	1.4%	604	1.3%
Guadalupe	6	1.6%	79	0.6%	183	0.5%	268	0.6%
Harding	0	0.0%	1	0.01%	8	0.02%	9	0.02%
Hidalgo	5	1.4%	32	0.2%	75	0.2%	112	0.2%
Lea	18	4.9%	590	4.2%	1,329	4.0%	1,937	4.0%
Lincoln	6	1.6%	116	0.8%	385	1.1%	507	1.1%
Los Alamos	1	0.3%	44	0.3%	91	0.3%	136	0.3%
Luna	10	2.7%	115	0.8%	274	0.8%	399	0.8%
McKinley	21	5.7%	344	2.4%	1,038	3.1%	1,403	2.9%
Mora	5	1.4%	34	0.2%	102	0.3%	141	0.3%
Otero	9	2.4%	261	1.8%	607	1.8%	877	1.8%
Quay	2	0.5%	64	0.5%	153	0.5%	219	0.5%
Rio Arriba	12	3.3%	227	1.6%	565	1.7%	804	1.7%
Roosevelt	3	0.8%	95	0.7%	214	0.6%	312	0.6%
San Juan	29	7.9%	701	4.9%	1,534	4.6%	2,264	4.7%
San Miguel	4	1.1%	108	0.8%	447	1.3%	559	1.2%
Sandoval	16	4.3%	655	4.6%	1,467	4.4%	2,138	4.4%
Santa Fe	15	4.1%	1,115	7.9%	2,276	6.8%	3,406	7.1%
Sierra	1	0.3%	55	0.4%	163	0.5%	219	0.5%
Socorro	6	1.6%	72	0.5%	209	0.6%	287	0.6%
Taos	3	0.8%	179	1.3%	447	1.3%	629	1.3%
Torrance	7	1.9%	76	0.5%	145	0.4%	228	0.5%
Union	1	0.3%	25	0.2%	62	0.2%	88	0.2%
Valencia	10	2.7%	398	2.8%	713	2.1%	1,121	2.3%
Missing Data	0	0.0%	0	0.0%	1	0.003%	1	0.002%
Total Crashes	**369**	**100%**	**14,192**	**100%**	**33,563**	**100%**	**48,124**	**100%**

Crash Geography – Counties

Table 97: Total Crashes by County, 2015 - 2019[32]

County	Total Crashes					Percent of All 2019 Crashes	2019 Vehicle Miles Traveled (100M VMT)	2019 Crashes per 100M VMT[2]
	2015	2016	2017	2018	2019			
Bernalillo	19,584	19,496	19,885	19,641	19,738	41.0%	57.31	344.4
Catron	37	60	55	60	35	0.1%	0.93	37.6
Chaves	1,383	1,374	1,311	1,338	1,372	2.9%	6.72	204.2
Cibola	412	510	446	430	522	1.1%	8.15	64.1
Colfax	284	329	338	370	365	0.8%	3.71	98.3
Curry	1,022	976	977	1,020	901	1.9%	4.39	205.2
De Baca	48	53	42	33	40	0.1%	1.48	27.0
Doña Ana	4,267	4,332	4,303	4,419	4,595	9.5%	21.67	212.0
Eddy	1,590	1,399	1,534	1,956	1,888	3.9%	9.94	190.0
Grant	605	553	555	578	604	1.3%	4.33	139.6
Guadalupe	186	221	197	254	268	0.6%	5.46	49.1
Harding	6	14	14	17	9	0.02%	0.19	47.2
Hidalgo	109	84	86	98	112	0.2%	3.24	34.6
Lea	1,020	1,007	1,053	1,763	1,937	4.0%	11.62	166.7
Lincoln	538	456	482	498	507	1.1%	5.36	94.6
Los Alamos	125	125	135	149	136	0.3%	1.58	86.1
Luna	425	423	400	444	399	0.8%	8.53	46.8
McKinley	1,355	1,308	1,250	1,268	1,403	2.9%	14.18	98.9
Mora	107	112	98	111	141	0.3%	1.68	83.9
Otero	981	949	995	869	877	1.8%	8.28	105.9
Quay	219	149	187	233	219	0.5%	4.86	45.1
Rio Arriba	686	859	758	751	804	1.7%	4.63	173.8
Roosevelt	355	309	260	220	312	0.6%	2.04	153.1
San Juan	2,123	1,971	1,912	1,931	2,264	4.7%	20.51	110.4
San Miguel	570	535	517	457	559	1.2%	4.91	113.9
Sandoval	1,693	1,930	2,096	2,153	2,138	4.4%	15.75	135.7
Santa Fe	3,199	3,172	3,502	3,260	3,406	7.1%	18.94	179.8
Sierra	205	189	226	218	219	0.5%	2.34	93.8
Socorro	306	288	229	261	287	0.6%	6.70	42.8
Taos	357	385	635	647	629	1.3%	4.27	147.2
Torrance	314	227	226	242	228	0.5%	6.02	37.9
Union	67	105	72	72	88	0.2%	1.43	61.5
Valencia	1,122	1,171	1,130	1,024	1,121	2.3%	6.69	167.6
Missing Data[1]	8	0	0	1	1	0.002%	0.89	-
Total	**45,308**	**45,071**	**45,906**	**46,786**	**48,124**	**100%**	**277.73**	**173.3**

[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.

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

Crash Geography – Counties

Table 98: Severity of Injuries to People in Crashes by County, 2019

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	104	427	1,824	6,077	41,309	49,741	41.8%	1.81	868
Catron	0	0	4	6	51	61	0.1%	0.00	66
Chaves	10	27	174	400	2,630	3,241	2.7%	1.49	482
Cibola	16	19	94	130	909	1,168	1.0%	1.96	143
Colfax	5	11	66	62	686	830	0.7%	1.35	223
Curry	8	24	55	204	1,958	2,249	1.9%	1.82	512
De Baca	2	1	14	3	57	77	0.1%	1.35	52
Doña Ana	31	56	527	1,496	9,852	11,962	10.0%	1.43	552
Eddy	16	30	196	482	3,757	4,481	3.8%	1.61	451
Grant	3	14	50	130	1,067	1,264	1.1%	0.69	292
Guadalupe	10	8	55	65	449	587	0.5%	1.83	108
Harding	0	0	0	2	14	16	0.01%	0.00	84
Hidalgo	9	5	22	25	160	221	0.2%	2.78	68
Lea	26	45	208	611	4,118	5,008	4.2%	2.24	431
Lincoln	7	18	46	96	885	1,052	0.9%	1.31	196
Los Alamos	1	2	21	30	240	294	0.2%	0.63	186
Luna	11	8	56	99	840	1,014	0.9%	1.29	119
McKinley	26	45	140	367	3,132	3,710	3.1%	1.83	262
Mora	5	5	19	19	197	245	0.2%	2.97	146
Otero	11	15	115	259	1,680	2,080	1.7%	1.33	251
Quay	2	15	40	37	385	479	0.4%	0.41	99
Rio Arriba	12	31	74	247	1,368	1,732	1.5%	2.59	374
Roosevelt	3	14	31	77	544	669	0.6%	1.47	328
San Juan	37	50	263	715	4,858	5,923	5.0%	1.80	289
San Miguel	4	24	54	73	1,002	1,157	1.0%	0.82	236
Sandoval	17	34	235	663	4,369	5,318	4.5%	1.08	338
Santa Fe	16	62	373	1,154	6,877	8,482	7.1%	0.84	448
Sierra	1	10	26	42	372	451	0.4%	0.43	193
Socorro	6	8	38	57	455	564	0.5%	0.90	84
Taos	5	22	82	156	1,194	1,459	1.2%	1.17	341
Torrance	9	10	31	61	394	505	0.4%	1.50	84
Union	1	3	16	15	167	202	0.2%	0.70	141
Valencia	11	36	165	362	2,300	2,874	2.4%	1.64	430
Missing Data	0	0	0	0	2	2	0.002%	-	-
Total People	**425**	**1,079**	**5,114**	**14,222**	**98,278**	**119,118**	**100%**	**1.53**	**429**

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

Table 99: Alcohol-involved Crashes by County, 2015 - 2019

County	Alcohol-involved Crashes					Percent of All 2019 Alcohol-involved Crashes	2019 Vehicle Miles Traveled (100M VMT)	2019 Alcohol-involved Crashes per 100M VMT[2]
	2015	2016	2017	2018	2019			
Bernalillo	675	689	664	664	714	31.9%	57.31	12.5
Catron	0	0	2	5	0	0.0%	0.93	0.0
Chaves	56	41	47	56	78	3.5%	6.72	11.6
Cibola	36	45	40	31	47	2.1%	8.15	5.8
Colfax	17	21	8	14	11	0.5%	3.71	3.0
Curry	37	36	31	27	26	1.2%	4.39	5.9
De Baca	2	4	4	2	2	0.1%	1.48	1.3
Doña Ana	195	174	196	200	200	8.9%	21.67	9.2
Eddy	64	51	54	85	76	3.4%	9.94	7.6
Grant	32	31	17	19	19	0.8%	4.33	4.4
Guadalupe	3	8	4	6	8	0.4%	5.46	1.5
Harding	1	0	1	0	0	0.0%	0.19	0.0
Hidalgo	8	7	2	3	4	0.2%	3.24	1.2
Lea	50	39	37	77	82	3.7%	11.62	7.1
Lincoln	37	21	31	30	29	1.3%	5.36	5.4
Los Alamos	3	6	5	7	7	0.3%	1.58	4.4
Luna	12	19	16	13	10	0.4%	8.53	1.2
McKinley	180	155	169	158	146	6.5%	14.18	10.3
Mora	11	8	4	9	7	0.3%	1.68	4.2
Otero	48	47	42	42	41	1.8%	8.28	4.9
Quay	7	7	7	4	2	0.1%	4.86	0.4
Rio Arriba	58	63	49	49	40	1.8%	4.63	8.6
Roosevelt	16	12	5	7	15	0.7%	2.04	7.4
San Juan	181	163	169	161	188	8.4%	20.51	9.2
San Miguel	32	27	30	17	32	1.4%	4.91	6.5
Sandoval	94	109	114	125	123	5.5%	15.75	7.8
Santa Fe	161	179	172	167	194	8.7%	18.94	10.2
Sierra	13	12	18	12	16	0.7%	2.34	6.8
Socorro	17	15	15	8	15	0.7%	6.70	2.2
Taos	16	17	34	45	39	1.7%	4.27	9.1
Torrance	12	7	8	5	9	0.4%	6.02	1.5
Union	2	4	2	1	2	0.09%	1.43	1.4
Valencia	58	56	53	41	55	2.5%	6.69	8.2
Missing Data[1]	0	0	0	0	0	0.0%	-0.10	-
Total	**2,134**	**2,073**	**2,050**	**2,090**	**2,237**	**100%**	**277.73**	**8.1**

[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, 2019

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	48	49	152	271	1,190	1,710	34.6%	0.84	29.8
Catron	0	0	0	0	0	0	0.0%	0.00	0.0
Chaves	4	2	17	31	100	154	3.1%	0.60	22.9
Cibola	5	5	20	16	51	97	2.0%	0.61	11.9
Colfax	1	0	4	6	16	27	0.5%	0.27	7.3
Curry	1	2	5	5	37	50	1.0%	0.23	11.4
De Baca	0	0	2	0	0	2	0.04%	0.00	1.3
Doña Ana	15	18	63	60	280	436	8.8%	0.69	20.1
Eddy	5	2	23	27	103	160	3.2%	0.50	16.1
Grant	0	2	7	7	19	35	0.7%	0.00	8.1
Guadalupe	0	2	1	3	7	13	0.3%	0.00	2.4
Harding	0	0	0	0	0	0	0.0%	0.00	0.0
Hidalgo	0	0	3	0	4	7	0.1%	0.00	2.2
Lea	13	6	23	26	126	194	3.9%	1.12	16.7
Lincoln	5	6	5	9	28	53	1.1%	0.93	9.9
Los Alamos	0	0	3	1	6	10	0.2%	0.00	6.3
Luna	3	1	2	4	5	15	0.3%	0.35	1.8
McKinley	15	10	32	45	251	353	7.1%	1.06	24.9
Mora	1	2	3	0	7	13	0.3%	0.59	7.7
Otero	3	1	14	15	71	104	2.1%	0.36	12.6
Quay	0	0	0	1	2	3	0.1%	0.00	0.6
Rio Arriba	5	6	6	10	55	82	1.7%	1.08	17.7
Roosevelt	2	2	4	3	11	22	0.4%	0.98	10.8
San Juan	24	16	43	57	331	471	9.5%	1.17	23.0
San Miguel	2	10	7	4	48	71	1.4%	0.41	14.5
Sandoval	8	2	25	23	178	236	4.8%	0.51	15.0
Santa Fe	6	12	54	53	247	372	7.5%	0.32	19.6
Sierra	1	2	1	3	22	29	0.6%	0.43	12.4
Socorro	0	1	3	9	14	27	0.5%	0.00	4.0
Taos	5	2	14	14	45	80	1.6%	1.17	18.7
Torrance	0	0	3	2	7	12	0.2%	0.00	2.0
Union	0	0	2	2	1	5	0.1%	0.00	3.5
Valencia	3	6	25	26	46	106	2.1%	0.45	15.8
Missing Data	0	0	0	0	0	0	0.0%	-	-
Total People	**175**	**167**	**566**	**733**	**3,308**	**4,949**	**100%**	**0.63**	**17.8**

[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 (53.6) and Española (43.6). (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 (43.7), Taos (23.6) and Farmington (22.5). (Table 102)

Table 101: Top Fifteen Cities in Total Crashes, 2019

2019 Rank	City	Total Crashes					2019 Population	Crashes per 1,000 Residents
		2015	2016	2017	2018	2019		
1	Albuquerque	19,192	19,133	19,532	19,252	19,034	560,513	**34.0**
2	Las Cruces	3,558	3,531	3,556	3,554	3,540	103,432	**34.2**
3	Santa Fe	2,376	2,308	2,594	2,395	2,335	84,683	**27.6**
4	Farmington	1,365	1,252	1,107	1,144	1,403	44,372	**31.6**
5	Rio Rancho	857	1,210	1,345	1,302	1,270	99,178	**12.8**
6	Hobbs	544	572	616	1,126	1,215	39,141	**31.0**
7	Carlsbad	916	875	869	1,046	1,056	29,810	**35.4**
8	Roswell	1,092	1,134	1,074	1,049	1,000	47,551	**21.0**
9	Gallup	894	827	822	717	762	21,493	**35.5**
10	Clovis	881	870	844	869	748	38,319	**19.5**
11	Alamogordo	636	609	643	523	505	31,980	**15.8**
12	Española	384	467	425	385	438	10,044	**43.6**
13	Los Lunas	438	446	442	389	408	16,061	**25.4**
14	Taos	270	292	344	347	318	5,929	**53.6**
15	Bernalillo	320	281	295	332	303	10,477	**28.9**
All Other Crashes		11,585	11,264	11,398	12,356	13,789	-	-
Statewide Total		**45,308**	**45,071**	**45,906**	**46,786**	**48,124**	**2,096,829**	**23.0**

Crash Geography – Cities

Table 102: Top Cities in Alcohol-involved Crashes, 2019

2019 Rank[1]	City	Alcohol-involved Crashes					2019 Population[2]	Alcohol-involved Crashes per 10,000 Residents
		2015	2016	2017	2018	2019		
1	Albuquerque	653	671	643	637	675	560,513	**12.0**
2	Santa Fe	105	103	116	123	116	84,683	**13.7**
3	Las Cruces	125	110	132	119	111	103,432	**10.7**
4	Farmington	91	80	70	74	100	44,372	**22.5**
5	Gallup	104	88	91	80	94	21,493	**43.7**
6	Rio Rancho	41	57	68	76	71	99,178	**7.2**
7	Roswell	43	32	34	42	50	47,551	**10.5**
7	Hobbs	30	25	22	42	50	39,141	**12.8**
9	Carlsbad	38	25	32	42	49	29,810	**16.4**
10	Alamogordo	24	26	22	19	19	31,980	**5.9**
11	Clovis	30	26	28	20	17	38,319	**4.4**
11	Las Vegas	20	15	16	9	17	12,919	**13.2**
13	Española	23	25	25	16	16	10,044	**15.9**
14	Ruidoso	19	13	25	17	15	7,901	**19.0**
15	Taos	12	8	12	20	14	5,929	**23.6**
16	Shiprock	17	15	23	19	12	8,295	**14.5**
17	Bernalillo	16	10	11	15	11	10,477	**10.5**
18	Grants	13	10	9	7	10	8,942	**11.2**
19	Sunland Park	12	6	1	17	9	17,978	**5.0**
19	Los Lunas	13	14	13	10	9	16,061	**5.6**
All Other Crashes		705	714	657	686	772	-	-
Statewide Total		**2,134**	**2,073**	**2,050**	**2,090**	**2,237**	**2,096,829**	**10.7**

[1] Cities have the same rank if they have the same number of crashes in 2019.

[2] The population of Shiprock and Zuni 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, 2019

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Acomita	0	6	10	16	0	6	18	24
Alamogordo	1	152	352	505	1	227	1,129	1,357
Albuquerque	92	5,592	13,350	19,034	95	8,003	40,042	48,140
Algodones	0	9	16	25	0	13	45	58
Angel Fire	0	1	16	17	0	1	45	46
Anthony	0	19	38	57	0	42	121	163
Arenas Valley	0	6	25	31	0	10	44	54
Artesia	0	52	165	217	0	80	449	529
Aztec	0	49	83	132	0	72	257	329
Bayard	0	1	11	12	0	1	20	21
Belen	1	52	89	142	1	67	263	331
Bernalillo	1	75	227	303	1	91	649	741
Bloomfield	1	23	85	109	1	26	238	265
Bluewater Village	1	3	12	16	1	8	21	30
Bosque Farms	1	15	29	45	1	22	96	119
Carlsbad	3	274	779	1,056	3	375	2,322	2,700
Cedar Crest	0	6	21	27	0	10	44	54
Cedar Hill	0	3	9	12	0	3	14	17
Chama	0	5	10	15	0	5	24	29
Chaparral	1	40	34	75	2	62	115	179
Chili	0	3	10	13	0	6	29	35
Chimayo	0	14	18	32	0	20	44	64
Church Rock	0	2	10	12	0	3	30	33
Clayton	0	4	13	17	0	5	40	45
Cloudcroft	1	2	18	21	1	2	34	37
Clovis	4	157	587	748	4	210	1,742	1,956
Corrales	0	13	38	51	0	19	111	130
Deming	1	58	151	210	1	81	502	584
Dixon	0	0	14	14	0	0	28	28
Edgewood	1	33	71	105	1	46	200	247
El Cerro	0	18	33	51	0	28	100	128
El Cerro Mission	0	9	22	31	0	12	69	81
El Valle de Arroyo Seco	0	16	21	37	0	29	58	87
Eldorado at Santa Fe	0	12	12	24	0	15	40	55
Española	2	122	314	438	2	206	860	1,068
Eunice	0	6	22	28	0	12	54	66
Farmington	4	412	987	1,403	5	575	3,314	3,894
Gallup	4	174	584	762	5	263	1,908	2,176
Glorieta	0	12	17	29	0	17	40	57

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
Grants	3	35	94	132	4	51	287	342
Hatch	1	5	17	23	2	8	51	61
High Rolls Mt Park	1	3	8	12	1	3	14	18
Hobbs	1	408	806	1,215	1	576	2,803	3,380
Jal	0	9	48	57	0	10	114	124
Kirtland	1	17	36	54	1	18	113	132
La Cienega	1	12	18	31	1	14	48	63
La Luz	1	11	21	33	1	19	66	86
La Puebla	0	4	8	12	0	6	21	27
Laguna	1	3	15	19	1	8	34	43
Las Cruces	9	1,074	2,457	3,540	9	1,518	7,906	9,433
Las Vegas	0	47	232	279	0	65	562	627
Lordsburg	0	7	19	26	0	9	43	52
Los Alamos	0	33	63	96	0	42	182	224
Los Chaves	1	8	21	30	1	16	71	88
Los Lunas	0	141	267	408	0	197	925	1,122
Loving	0	1	21	22	0	1	39	40
Lovington	0	34	95	129	0	44	286	330
Malaga	0	2	13	15	0	2	28	30
Meadow Lake	1	18	19	38	1	26	60	87
Mesita	1	5	21	27	4	12	38	54
Milan	0	12	24	36	0	13	65	78
Mora	0	7	6	13	0	9	30	39
Moriarty	0	9	32	41	0	12	97	109
Paraje	0	5	13	18	0	8	46	54
Peralta	0	12	19	31	0	20	61	81
Placitas	0	9	13	22	0	10	23	33
Pojoaque	0	24	34	58	0	43	114	157
Portales	0	52	137	189	0	60	372	432
Pueblitos	1	6	9	16	2	7	25	34
Raton	1	20	82	103	1	27	222	250
Rio Communities	0	10	15	25	0	13	61	74
Rio Rancho	6	383	881	1,270	7	562	2,766	3,335
Roswell	4	282	714	1,000	5	399	2,141	2,545
Ruidoso	1	50	201	252	1	66	514	581
Ruidoso Downs	0	9	21	30	0	11	54	65
San Felipe Pueblo	0	2	14	16	0	3	28	31
Santa Ana Pueblo	0	14	24	38	0	15	69	84
Santa Clara (Central)	0	3	9	12	0	6	23	29

Table 103 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Santa Clara Pueblo	1	1	10	12	1	1	21	23
Santa Fe	10	770	1,555	2,335	11	1,083	5,009	6,103
Santa Rosa	0	13	29	42	0	18	87	105
Santa Teresa	3	13	37	53	3	23	117	143
Seama	1	3	11	15	1	4	27	32
Sedillo	0	4	11	15	0	4	33	37
Shiprock	2	30	21	53	3	60	100	163
Silver City	0	65	230	295	0	90	638	728
Socorro	0	23	106	129	0	34	243	277
Sombrillo	0	6	8	14	0	12	27	39
Sunland Park	1	65	103	169	1	96	350	447
Taos	1	86	231	318	1	120	743	864
Tesuque	0	9	25	34	0	16	51	67
Thoreau	0	6	24	30	0	7	72	79
Tijeras	1	9	24	34	1	12	59	72
Tome	1	8	10	19	1	12	31	44
Truth or Consequences	1	19	86	106	1	28	206	235
Tucumcari	0	10	50	60	0	13	140	153
Tularosa	0	3	11	14	0	4	26	30
Vado	1	5	18	24	1	5	51	57
Valencia	0	17	34	51	0	24	113	137
Waterflow	1	3	14	18	1	6	53	60
West Hammond	0	1	12	13	0	1	20	21
Zuni Pueblo	0	10	25	35	0	14	62	76
Rural and Other[1]	191	2,777	6,028	8,996	231	4,126	14,438	18,795
Total	**369**	**14,192**	**33,563**	**48,124**	**425**	**20,415**	**98,278**	**119,118**

[1] The term "other" refers to towns or places with fewer than 12 crashes in 2019.

Crash Geography – Cities

Table 104: Severity of Alcohol-involved Crashes and Injuries by City, 2019

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Acomita	0	4	0	4	0	4	3	7
Alamogordo	0	6	13	19	0	7	44	51
Albuquerque	43	287	345	675	44	447	1,139	1,630
Anthony	0	1	4	5	0	1	8	9
Arroyo Seco	0	1	1	2	0	2	2	4
Artesia	0	2	2	4	0	3	5	8
Aztec	0	2	2	4	0	2	4	6
Belen	0	5	2	7	0	6	4	10
Berino	0	0	2	2	0	0	3	3
Bernalillo	1	2	8	11	1	2	20	23
Bloomfield	0	0	3	3	0	0	7	7
Bosque Farms	1	2	0	3	1	5	2	8
Carlsbad	2	19	28	49	2	28	72	102
Cedar Crest	0	1	2	3	0	3	3	6
Chama	0	1	1	2	0	1	2	3
Chaparral	1	3	2	6	2	7	12	21
Chimayo	0	2	0	2	0	2	0	2
Church Rock	0	0	2	2	0	0	7	7
Cloudcroft	0	1	2	3	0	1	2	3
Clovis	0	7	10	17	0	8	26	34
Corona	2	0	0	2	2	4	1	7
Cubero	0	2	0	2	0	2	0	2
Cuyamungue	0	1	2	3	0	1	5	6
Deming	0	2	1	3	0	2	3	5
Dixon	0	0	2	2	0	0	4	4
Dulce	0	2	1	3	0	2	2	4
Edgewood	0	4	4	8	0	7	10	17
El Cerro	0	2	0	2	0	3	1	4
El Duende	0	0	2	2	0	0	3	3
El Valle de Arroyo Seco	0	2	0	2	0	3	0	3
Española	1	8	7	16	1	10	30	41
Farmington	2	33	65	100	3	42	211	256
Gallup	4	35	55	94	5	53	182	240
Glorieta	0	2	0	2	0	2	5	7
Grants	2	6	2	10	2	8	17	27
Hagerman	0	0	2	2	0	0	3	3
Hatch	0	2	0	2	0	3	5	8

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
Hobbs	1	19	30	50	1	24	89	114
Isleta Pueblo	0	1	1	2	0	1	3	4
Jacona	0	1	2	3	0	1	3	4
Jarales	0	1	1	2	0	1	4	5
Kirtland	1	3	2	6	1	3	11	15
La Cienega	1	1	2	4	1	1	5	7
La Luz	0	2	0	2	0	4	2	6
La Mesa	0	1	1	2	0	1	1	2
La Puebla	0	1	1	2	0	2	1	3
Las Cruces	5	53	53	111	5	77	167	249
Las Vegas	0	6	11	17	0	8	28	36
Los Alamos	0	2	1	3	0	2	3	5
Los Chaves	0	3	1	4	0	5	3	8
Los Lunas	0	5	4	9	0	8	11	19
Lovington	0	3	2	5	0	3	7	10
Meadow Lake	0	4	0	4	0	6	3	9
Milan	0	3	2	5	0	3	4	7
Moriarty	0	0	2	2	0	0	3	3
Naschitti	0	3	0	3	0	4	1	5
Ohkay Owingeh	1	1	0	2	1	1	3	5
Paraje	0	0	2	2	0	0	11	11
Pecos	0	2	0	2	0	4	1	5
Peralta	0	1	1	2	0	2	4	6
Placitas	0	2	1	3	0	3	2	5
Pojoaque	0	3	2	5	0	5	5	10
Portales	0	5	2	7	0	6	6	12
Pueblo of Sandia	1	1	0	2	1	1	0	2
Questa	1	1	0	2	2	4	1	7
Radium Springs	1	1	0	2	2	5	0	7
Raton	1	3	1	5	1	6	5	12
Rio Rancho	3	21	47	71	4	29	117	150
Roswell	2	19	29	50	2	34	76	112
Ruidoso	0	7	8	15	0	7	18	25
Ruidoso Downs	0	1	1	2	0	1	5	6
San Jose	1	1	1	3	1	4	4	9
San Rafael	0	2	0	2	0	2	0	2

Crash Geography – Cities

Table 104 continued

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Santa Ana Pueblo	0	3	3	6	0	3	5	8
Santa Fe	4	44	68	116	4	63	161	228
Santa Teresa	1	1	2	4	1	2	10	13
Seama	0	3	2	5	0	3	6	9
Shiprock	1	10	1	12	2	20	14	36
Silver City	0	5	3	8	0	8	11	19
Socorro	0	3	4	7	0	7	8	15
Sombrillo	0	1	1	2	0	2	2	4
Sunland Park	0	6	3	9	0	7	12	19
Taos	1	6	7	14	1	9	21	31
Tesuque	0	2	1	3	0	3	1	4
Texico	0	1	1	2	0	1	3	4
Tijeras	1	1	0	2	1	1	3	5
Truth or Consequences	1	1	5	7	1	1	13	15
Upper Fruitland	1	1	0	2	1	1	5	7
Vado	0	2	2	4	0	2	3	5
Valencia	0	1	1	2	0	2	2	4
Yah-ta-hey	0	1	2	3	0	3	2	5
Zuni Pueblo	0	4	3	7	0	4	13	17
Rural and Other[1]	61	258	212	531	79	385	559	1,023
Total	**149**	**984**	**1,104**	**2,237**	**175**	**1,466**	**3,308**	**4,949**

[1] The term "other" refers to towns or places with fewer than two alcohol-involved crashes in 2019.

Rural and Urban Locations

Starting with 2013 crash data, and again with 2018 data, new guidelines for urban and rural designations went into effect. This resulted in some of the change in the typical urban and rural distribution of crashes, compared with previous years. For more information, see Page xvi in the Definitions section and Page 127 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 20.3 percent of crashes and 27.2 percent of alcohol-involved crashes, but rural roadways have 57.9 percent of crash-related fatalities and 49.7 percent of alcohol-involved crash-related fatalities. (Table 105, Table 106, Table 107, Table 108)
- Starting in crash year 2018, a new guideline for urban designations went into effect, resulting in a decrease in crashes designated as urban and a corresponding increase in crashes designated as rural non-Interstate. (Table 105, Table 106, Table 107, Table 108)
- On all roadway types, pedestrian fatalities are a disproportionately high number of crash-related deaths, compared to the proportion of crashes involving pedestrians. (Table 109)
- Among alcohol-involved crashes on urban roads, pedestrian crashes account for 45.5 percent of fatalities and 7.4 percent of crashes. (Table 110)

Table 105: Crashes by Rural and Urban Location, 2015 - 2019

Year	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2018	1,837	3.9%	7,311	15.6%	37,638	80.4%	46,786	100%
2019	2,309	4.8%	7,467	15.5%	38,348	79.7%	48,124	100%

Crash Geography – Rural and Urban

Table 106: Fatalities by Rural and Urban Location, 2015 - 2019

Year	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2018	43	11.0%	199	50.8%	150	38.3%	392	100%
2019	72	16.9%	174	40.9%	179	42.1%	425	100%

Table 107: Alcohol-involved Crashes by Rural and Urban Location, 2015 - 2019

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
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%
2018	73	3.5%	499	23.9%	1,518	72.6%	2,090	100%
2019	92	4.1%	516	23.1%	1,629	72.8%	2,237	100%

Table 108: Fatalities in Alcohol-involved Crashes by Rural and Urban Location, 2015 - 2019

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
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%
2018	6	3.9%	86	56.6%	60	39.5%	152	100%
2019	16	9.1%	71	40.6%	88	50.3%	175	100%

Table 109: Fatalities and Crashes by Rural and Urban Location and Crash Classification, 2019

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	15	20.8%	814	35.3%	88	50.6%	2,927	39.2%	69	38.5%	29,606	77.2%
Fixed Object	6	8.3%	500	21.7%	15	8.6%	1,229	16.5%	16	8.9%	2,971	7.7%
Animal	0	0.0%	198	8.6%	3	1.7%	1,459	19.5%	0	0.0%	272	0.7%
Parked Vehicle	0	0.0%	20	0.9%	0	0.0%	124	1.7%	0	0.0%	1,480	3.9%
Overturn	9	12.5%	297	12.9%	23	13.2%	787	10.5%	12	6.7%	408	1.1%
Other (Object)	0	0.0%	160	6.9%	0	0.0%	277	3.7%	0	0.0%	549	1.4%
Other (Non-Collision)	0	0.0%	146	6.3%	2	1.1%	240	3.2%	0	0.0%	297	0.8%
Pedestrian	7	9.7%	12	0.5%	13	7.5%	43	0.6%	63	35.2%	583	1.5%
Rollover	27	37.5%	145	6.3%	25	14.4%	289	3.9%	12	6.7%	155	0.4%
Pedalcyclist	0	0.0%	0	0.0%	3	1.7%	15	0.2%	6	3.4%	355	0.9%
Vehicle on Other Roadway	8	11.1%	14	0.6%	2	1.1%	45	0.6%	0	0.0%	196	0.5%
Railroad Train	0	0.0%	0	0.0%	0	0.0%	2	0.03%	1	0.6%	5	0.01%
Missing Data	0	0.0%	3	0.1%	0	0.0%	30	0.4%	0	0.0%	1,471	3.8%
Total	**72**	**100%**	**2,309**	**100%**	**174**	**100%**	**7,467**	**100%**	**179**	**100%**	**38,348**	**100%**

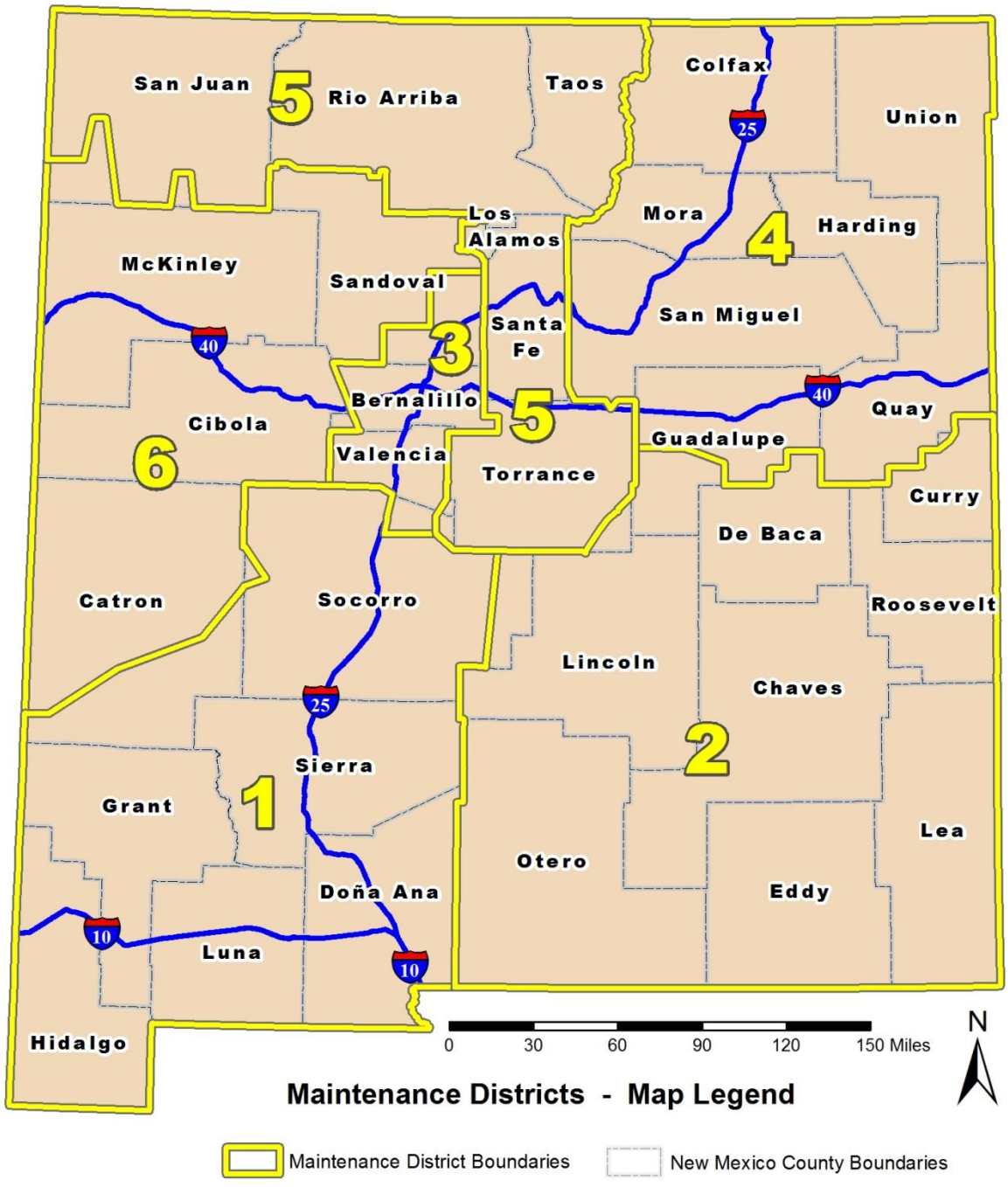
Table 110: Alcohol-involved Fatalities and Crashes
by Rural and Urban Location and Crash Classification, 2019

Crash Classification	Alcohol-involved Fatalities[1] and Crashes											
	Rural Interstate				Rural Non-Interstate				Urban			
	Fatalities		Crashes		Fatalities		Crashes		Fatalities		Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	0	0.0%	29	31.5%	31	43.7%	150	29.1%	27	30.7%	768	47.1%
Fixed Object	3	18.8%	24	26.1%	8	11.3%	177	34.3%	8	9.1%	478	29.3%
Overturn	4	25.0%	14	15.2%	11	15.5%	77	14.9%	6	6.8%	59	3.6%
Pedestrian	1	6.3%	1	1.1%	8	11.3%	15	2.9%	40	45.5%	121	7.4%
Parked Vehicle	0	0.0%	0	0.0%	0	0.0%	7	1.4%	0	0.0%	79	4.8%
Rollover	7	43.8%	19	20.7%	9	12.7%	38	7.4%	7	8.0%	27	1.7%
Other (Object)	0	0.0%	4	4.3%	0	0.0%	21	4.1%	0	0.0%	46	2.8%
Other (Non-Collision)	0	0.0%	0	0.0%	0	0.0%	15	2.9%	0	0.0%	29	1.8%
Pedalcyclist	0	0.0%	0	0.0%	0	0.0%	1	0.2%	0	0.0%	13	0.8%
Vehicle on Other Roadway	1	6.3%	1	1.1%	1	1.4%	6	1.2%	0	0.0%	4	0.2%
Animal	0	0.0%	0	0.0%	3	4.2%	8	1.6%	0	0.0%	0	0.0%
Railroad Train	0	0.0%	0	0.0%	0	0.0%	1	0.2%	0	0.0%	1	0.1%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	4	0.2%
Total	**16**	**100%**	**92**	**100%**	**71**	**100%**	**516**	**100%**	**88**	**100%**	**1,629**	**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, 2019

Highway Maintenance District	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	51	13.8%	1,831	12.9%	4,258	12.7%	6,140	12.8%
District 2	70	19.0%	2,218	15.6%	5,550	16.5%	7,838	16.3%
District 3	121	32.8%	6,798	47.9%	15,776	47.0%	22,695	47.2%
District 4	21	5.7%	390	2.7%	1,195	3.6%	1,606	3.3%
District 5	66	17.9%	2,319	16.3%	5,019	15.0%	7,404	15.4%
District 6	40	10.8%	575	4.1%	1,552	4.6%	2,167	4.5%
Missing Data	0	0.0%	61	0.4%	213	0.6%	274	0.6%
Total Crashes	**369**	**100%**	**14,192**	**100%**	**33,563**	**100%**	**48,124**	**100%**

Table 112: Severity of Injuries to People in Crashes by Highway Maintenance District, 2019

Highway Maintenance District	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	61	14.4%	98	9.1%	712	13.9%	1,835	12.9%	12,597	12.8%	15,303	12.8%
District 2	86	20.2%	175	16.2%	846	16.5%	2,137	15.0%	15,621	15.9%	18,865	15.8%
District 3	127	29.9%	485	44.9%	2,187	42.8%	7,026	49.4%	47,480	48.3%	57,305	48.1%
District 4	23	5.4%	64	5.9%	239	4.7%	263	1.8%	2,841	2.9%	3,430	2.9%
District 5	79	18.6%	177	16.4%	832	16.3%	2,339	16.4%	14,833	15.1%	18,260	15.3%
District 6	49	11.5%	77	7.1%	270	5.3%	569	4.0%	4,386	4.5%	5,351	4.5%
Missing Data	0	0.0%	3	0.3%	28	0.5%	53	0.4%	520	0.5%	604	0.5%
Total People	**425**	**100%**	**1,079**	**100%**	**5,114**	**100%**	**14,222**	**100%**	**98,278**	**100%**	**119,118**	**100%**

Table 113: Crashes by Highway Maintenance District and Rural and Urban Location, 2019

Highway Maintenance District	Rural Interstate		Rural Non-Interstate		Urban		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	524	8.5%	896	14.6%	4,720	76.9%	6,140	100%
District 2	4	0.1%	2,741	35.0%	5,093	65.0%	7,838	100%
District 3	292	1.3%	464	2.0%	21,939	96.7%	22,695	100%
District 4	590	36.7%	592	36.9%	424	26.4%	1,606	100%
District 5	304	4.1%	1,987	26.8%	5,113	69.1%	7,404	100%
District 6	592	27.3%	735	33.9%	840	38.8%	2,167	100%
Missing Data	3	1.1%	52	19.0%	219	79.9%	274	100%
Total Crashes	**2,309**	**4.8%**	**7,467**	**15.5%**	**38,348**	**79.7%**	**48,124**	**100%**

Appendix

Appendix A – Hour and Day of Week

Appendix Table A-1: Severity of Injuries by Hour, 2019

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	11	25	93	152	1,030	**1,311**
1 a.m.	13	19	97	123	697	**949**
2 a.m.	15	27	66	103	639	**850**
3 a.m.	7	10	77	74	536	**704**
4 a.m.	6	14	64	71	460	**615**
5 a.m.	14	14	57	135	874	**1,094**
6 a.m.	11	22	122	301	2,159	**2,615**
7 a.m.	26	53	251	857	5,446	**6,633**
8 a.m.	18	42	235	813	5,113	**6,221**
9 a.m.	8	28	183	534	3,797	**4,550**
10 a.m.	17	40	227	661	4,315	**5,260**
11 a.m.	13	36	242	771	5,377	**6,439**
Noon	19	42	290	971	6,765	**8,087**
1 p.m.	17	61	313	903	6,403	**7,697**
2 p.m.	17	66	324	986	6,829	**8,222**
3 p.m.	23	76	383	1,172	8,400	**10,054**
4 p.m.	19	71	405	1,231	8,932	**10,658**
5 p.m.	23	90	382	1,416	9,532	**11,443**
6 p.m.	26	83	357	868	6,471	**7,805**
7 p.m.	22	55	234	608	4,321	**5,240**
8 p.m.	25	69	216	523	3,260	**4,093**
9 p.m.	33	56	203	426	2,719	**3,437**
10 p.m.	28	47	165	301	2,025	**2,566**
11 p.m.	14	33	124	214	1,334	**1,719**
Missing Data	0	0	4	8	844	**856**
Total	**425**	**1,079**	**5,114**	**14,222**	**98,278**	**119,118**

[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, 2019

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	6	8	31	48	201	**294**
1 a.m.	11	5	34	43	154	**247**
2 a.m.	8	11	33	31	153	**236**
3 a.m.	3	3	25	12	78	**121**
4 a.m.	3	3	17	13	54	**90**
5 a.m.	8	3	9	3	39	**62**
6 a.m.	6	0	9	16	45	**76**
7 a.m.	4	1	7	9	41	**62**
8 a.m.	1	0	1	4	26	**32**
9 a.m.	2	0	5	2	32	**41**
10 a.m.	5	1	10	11	39	**66**
11 a.m.	1	5	6	9	55	**76**
Noon	1	6	14	21	83	**125**
1 p.m.	7	5	19	19	60	**110**
2 p.m.	4	2	24	26	85	**141**
3 p.m.	3	7	14	19	129	**172**
4 p.m.	5	10	27	42	183	**267**
5 p.m.	5	8	30	50	258	**351**
6 p.m.	12	17	37	56	292	**414**
7 p.m.	11	12	45	53	251	**372**
8 p.m.	16	16	41	58	292	**423**
9 p.m.	22	14	52	84	279	**451**
10 p.m.	22	18	44	53	286	**423**
11 p.m.	9	12	32	51	187	**291**
Missing Data	0	0	0	0	6	**6**
Total	**175**	**167**	**566**	**733**	**3,308**	**4,949**

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

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

Appendix – Hour and Day of Week

Appendix Table A-3: Severity of Injuries to People in Crashes by Day of the Week, 2019

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	73	129	683	1,283	8,920	**11,088**
Monday	53	147	610	2,027	14,003	**16,840**
Tuesday	56	147	705	2,282	15,376	**18,566**
Wednesday	53	162	724	2,295	15,175	**18,409**
Thursday	51	157	748	2,267	15,280	**18,503**
Friday	62	153	826	2,414	17,273	**20,728**
Saturday	77	184	818	1,654	12,251	**14,984**
Total	**425**	**1,079**	**5,114**	**14,222**	**98,278**	**119,118**

[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, 2019

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	36	19	121	132	572	**880**
Monday	17	23	40	79	348	**507**
Tuesday	25	19	43	65	319	**471**
Wednesday	20	21	75	104	388	**608**
Thursday	17	16	65	89	373	**560**
Friday	24	23	94	100	567	**808**
Saturday	36	46	128	164	741	**1,115**
Total	**175**	**167**	**566**	**733**	**3,308**	**4,949**

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

Appendix Table A-5: Pedestrian-involved Crashes by Hour, 2015 - 2019

Hour[1]	Pedestrian-involved Crashes[2]				
	2015	2016	2017	2018	2019
Midnight	6	11	11	21	14
1 a.m.	6	8	12	12	11
2 a.m.	11	3	9	7	6
3 a.m.	2	5	6	8	2
4 a.m.	2	1	2	4	3
5 a.m.	7	5	4	9	7
6 a.m.	7	15	15	16	18
7 a.m.	23	17	31	25	32
8 a.m.	31	20	21	20	23
9 a.m.	21	13	17	25	8
10 a.m.	17	17	12	18	23
11 a.m.	21	22	26	20	29
Noon	32	30	35	18	32
1 p.m.	30	29	18	25	22
2 p.m.	37	28	24	28	38
3 p.m.	46	30	36	37	48
4 p.m.	42	36	37	34	35
5 p.m.	42	55	48	56	39
6 p.m.	47	43	47	56	62
7 p.m.	47	42	52	44	45
8 p.m.	40	56	51	46	43
9 p.m.	42	42	38	41	46
10 p.m.	24	33	24	37	29
11 p.m.	17	23	23	18	23
Missing Data	4	2	1	0	0
Total	**604**	**586**	**600**	**625**	**638**

[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, 2015 - 2019

Hour[1]	Pedalcycle-involved Crashes[2]				
	2015	2016	2017	2018	2019
Midnight	1	1	5	1	2
1 a.m.	1	1	2	4	3
2 a.m.	1	0	2	0	2
3 a.m.	1	0	0	1	1
4 a.m.	0	1	2	3	0
5 a.m.	3	3	2	3	0
6 a.m.	9	7	16	5	5
7 a.m.	17	14	21	19	28
8 a.m.	17	25	13	18	22
9 a.m.	18	18	12	13	13
10 a.m.	22	19	26	15	13
11 a.m.	18	18	20	19	16
Noon	22	23	20	33	25
1 p.m.	24	21	24	18	25
2 p.m.	15	29	27	25	32
3 p.m.	39	21	45	29	29
4 p.m.	27	32	33	38	32
5 p.m.	42	32	28	34	30
6 p.m.	26	26	28	21	24
7 p.m.	16	23	17	22	15
8 p.m.	17	20	13	19	21
9 p.m.	5	13	13	11	16
10 p.m.	8	8	8	12	10
11 p.m.	6	5	1	3	4
Missing Data	4	0	1	0	2
Total	**359**	**360**	**379**	**366**	**370**

[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 - 2019

Year	Consumer Price Index (CPI)[1]	CPI Ratio [2]	Employment Cost Index (ECI)[3]	ECI Ratio[4]
2001	175.100	1.00	85.8	1.00
2019	251.712	1.44	136.4	1.59

[1] U.S. Department of Labor, Bureau of Labor Statistics. *Historical Consumer Price Index for All Urban Consumers (CPI-U): U.S. City average, all items, by month* (Supplemental File: Historical CPI-U, January 2021). Data for January 2019, Accessed March 2, 2021: https://www.bls.gov/cpi/tables/supplemental-files/historical-cpi-u-202101.pdf.

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

[3] U.S. Department of Labor, Bureau of Labor Statistics. *Employment Cost Index Historical Listing – Volume III, January 2021.* Table 5: Employment Cost Index for total compensation, for private industry workers, by occupational group and industry, not seasonally adjusted. Section: All workers. June 2019 column. Accessed March 2, 2021: 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, 2019

Crash Severity	Human Capital Crash Costs (2001 Dollars)	CPI Ratio (2019/2001)	2019 CPI-Adjusted Human Capital Costs[1]
Fatal Crash (K)	1,245,600	1.437533	1,790,591
Suspected Serious Injury Crash (A)	111,400	1.437533	160,141
Suspected Minor Injury Crash (B)	41,900	1.437533	60,233
Possible Injury Crash (C)	28,400	1.437533	40,826
Property Damage Only Crash (O)	6,400	1.437533	9,200

[1] Based on multiplying the Human Capital Crash Cost in 2001 Dollars by the CPI Ratio for 2019.

Appendix Table B-4: FHWA Calculation of Comprehensive Cost Estimates per Crash, 2019

Crash Severity	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)[1]	ECI Ratio (2019/2001)	2019 ECI-Adjusted Cost Difference[2]	2019 Comprehensive Costs[3] Per Crash
Fatal Crash (K)	4,008,900	2,763,300	1.5897436	4,392,938	6,183,529
Suspected Serious Injury Crash (A)	216,000	104,600	1.5897436	166,287	326,428
Suspected Minor Injury Crash (B)	79,000	37,100	1.5897436	58,979	119,212
Possible Injury Crash (C)	44,900	16,500	1.5897436	26,231	67,057
Property Damage Only Crash (O)	7,400	1,000	1.5897436	1,590	10,790

[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 2019.

[3] Sum of 2019 CPI-Adjusted Human Capital Costs and the 2019 ECI-Adjusted Cost Difference.

- The total human capital cost of the 48,124 crashes in New Mexico was **$1.7 billion**. This represents the 2019 value of human capital costs for 369 fatal crashes and 47,755 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 2019 totals **$4.0 billion**. About 57 percent of this amount is the cost of fatal crashes ($2.3 billion). (Table B-6)

Appendix Table B-5: Calculation of Human Capital Crash Cost Estimates, 2019 Adjusted

Crash Severity	Human Capital[1] Costs per Crash, 2019 CPI-Adjusted ($)	Total Crashes 2019	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,790,591	369	660,728,043
Suspected Serious Injury Crash (A)	160,141	860	137,721,396
Suspected Minor Injury Crash (B)	60,233	4,083	245,929,812
Possible Injury Crash (C)	40,826	9,249	377,599,051
Property Damage Only Crash (O)	9,200	33,563	308,786,654
Total			**1,730,764,956**

[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, 2019 Adjusted

Crash Severity	Comprehensive[1] Costs per Crash, 2019 Adjusted ($)	Total Crashes 2019	Total Comprehensive Costs Estimate ($)
Fatal Crash (K)	6,183,529	369	2,281,722,336
Suspected Serious Injury Crash (A)	326,428	860	280,728,370
Suspected Minor Injury Crash (B)	119,212	4,083	486,743,058
Possible Injury Crash (C)	67,057	9,249	620,207,435
Property Damage Only Crash (O)	10,790	33,563	362,143,218
Total			**4,031,544,417**

[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, 2019

Age Group	Unbelted Fatalities[1]					
	Males		Females		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	2	2.1%	1	2.3%	3	2.1%
5-9	1	1.0%	1	2.3%	2	1.4%
10-14	0	0.0%	1	2.3%	1	0.7%
15-19	7	7.2%	3	6.8%	10	7.1%
20-24	19	19.6%	4	9.1%	23	16.3%
25-29	12	12.4%	10	22.7%	22	15.6%
30-34	7	7.2%	4	9.1%	11	7.8%
35-39	7	7.2%	5	11.4%	12	8.5%
40-44	4	4.1%	2	4.5%	6	4.3%
45-49	10	10.3%	2	4.5%	12	8.5%
50-54	4	4.1%	2	4.5%	6	4.3%
55-59	9	9.3%	1	2.3%	10	7.1%
60-64	2	2.1%	3	6.8%	5	3.5%
65-69	6	6.2%	1	2.3%	7	5.0%
70-74	2	2.1%	1	2.3%	3	2.1%
75 +	4	4.1%	2	4.5%	6	4.3%
Missing Data	1	1.0%	1	2.3%	2	1.4%
Total	**97**	**100%**	**44**	**100%**	**141**	**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, 2019

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	3	1.8%	2	2.0%	0	0.0%	5	1.9%
5-9	1	0.6%	4	4.0%	0	0.0%	5	1.9%
10-14	1	0.6%	1	1.0%	0	0.0%	2	0.8%
15-19	16	9.6%	11	11.0%	0	0.0%	27	10.2%
20-24	31	18.7%	11	11.0%	0	0.0%	42	15.8%
25-29	21	12.7%	18	18.0%	0	0.0%	39	14.7%
30-34	14	8.4%	12	12.0%	0	0.0%	26	9.8%
35-39	14	8.4%	10	10.0%	0	0.0%	24	9.0%
40-44	13	7.8%	3	3.0%	0	0.0%	16	6.0%
45-49	14	8.4%	7	7.0%	0	0.0%	21	7.9%
50-54	6	3.6%	3	3.0%	0	0.0%	9	3.4%
55-59	11	6.6%	1	1.0%	0	0.0%	12	4.5%
60-64	6	3.6%	5	5.0%	0	0.0%	11	4.1%
65-69	7	4.2%	1	1.0%	0	0.0%	8	3.0%
70-74	2	1.2%	3	3.0%	0	0.0%	5	1.9%
75 +	5	3.0%	6	6.0%	0	0.0%	11	4.1%
Missing Data	1	0.6%	2	2.0%	0	0.0%	3	1.1%
Total	**166**	**100%**	**100**	**100%**	**0**	**0%**	**266**	**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, 2019

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	1,608	2.7%	1,532	3.0%	10	0.1%	3,150	2.6%	**1.0**
5-9	1,606	2.7%	1,641	3.2%	6	0.1%	3,253	2.7%	**1.0**
10-14	1,592	2.7%	1,813	3.6%	9	0.1%	3,414	2.9%	**0.9**
15-19	6,036	10.3%	5,861	11.5%	65	0.7%	11,962	10.0%	**1.0**
20-24	6,797	11.6%	5,741	11.3%	70	0.7%	12,608	10.6%	**1.2**
25-29	5,953	10.1%	4,973	9.8%	51	0.5%	10,977	9.2%	**1.2**
30-34	5,250	8.9%	4,439	8.7%	54	0.6%	9,743	8.2%	**1.2**
35-39	4,676	7.9%	3,968	7.8%	28	0.3%	8,672	7.3%	**1.2**
40-44	3,872	6.6%	3,195	6.3%	47	0.5%	7,114	6.0%	**1.2**
45-49	3,416	5.8%	2,814	5.5%	22	0.2%	6,252	5.2%	**1.2**
50-54	3,292	5.6%	2,620	5.1%	30	0.3%	5,942	5.0%	**1.3**
55-59	3,387	5.8%	2,671	5.2%	27	0.3%	6,085	5.1%	**1.3**
60-64	3,012	5.1%	2,476	4.9%	26	0.3%	5,514	4.6%	**1.2**
65-69	2,200	3.7%	2,028	4.0%	22	0.2%	4,250	3.6%	**1.1**
70-74	1,584	2.7%	1,481	2.9%	10	0.1%	3,075	2.6%	**1.1**
75+	2,202	3.7%	1,926	3.8%	12	0.1%	4,140	3.5%	**1.1**
Missing Data	2,337	4.0%	1,733	3.4%	8,897	94.8%	12,967	10.9%	**1.3**
Total	**58,820**	**100%**	**50,912**	**100%**	**9,386**	**100%**	**119,118**	**100%**	**1.2**

Appendix – Age and Sex

Appendix Table D-2: People Killed in Crashes by Age Group and Sex, 2019

Age Group	Fatalities in Crashes						Ratio[1] of Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	3	1.0%	1	0.8%	4	0.9%	**3.0**
5-9	5	1.6%	2	1.7%	7	1.6%	**2.5**
10-14	0	0.0%	1	0.8%	1	0.2%	**0.0**
15-19	16	5.2%	7	5.8%	23	5.4%	**2.3**
20-24	33	10.8%	11	9.2%	44	10.4%	**3.0**
25-29	34	11.1%	19	15.8%	53	12.5%	**1.8**
30-34	24	7.9%	9	7.5%	33	7.8%	**2.7**
35-39	32	10.5%	13	10.8%	45	10.6%	**2.5**
40-44	19	6.2%	11	9.2%	30	7.1%	**1.7**
45-49	27	8.9%	8	6.7%	35	8.2%	**3.4**
50-54	21	6.9%	7	5.8%	28	6.6%	**3.0**
55-59	31	10.2%	7	5.8%	38	8.9%	**4.4**
60-64	15	4.9%	9	7.5%	24	5.6%	**1.7**
65-69	17	5.6%	2	1.7%	19	4.5%	**8.5**
70-74	9	3.0%	5	4.2%	14	3.3%	**1.8**
75+	18	5.9%	6	5.0%	24	5.6%	**3.0**
Missing Data	1	0.3%	2	1.7%	3	0.7%	**0.5**
Total	**305**	**100%**	**120**	**100%**	**425**	**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, 2019

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	3	0.5%	5	1.1%	0	0.0%	8	0.7%	**0.6**
5-9	6	1.0%	11	2.5%	0	0.0%	17	1.6%	**0.5**
10-14	12	1.9%	9	2.0%	0	0.0%	21	1.9%	**1.3**
15-19	51	8.1%	46	10.3%	0	0.0%	97	9.0%	**1.1**
20-24	76	12.1%	43	9.6%	0	0.0%	119	11.0%	**1.8**
25-29	67	10.6%	52	11.7%	0	0.0%	119	11.0%	**1.3**
30-34	69	11.0%	37	8.3%	0	0.0%	106	9.8%	**1.9**
35-39	53	8.4%	42	9.4%	0	0.0%	95	8.8%	**1.3**
40-44	39	6.2%	27	6.1%	0	0.0%	66	6.1%	**1.4**
45-49	39	6.2%	33	7.4%	0	0.0%	72	6.7%	**1.2**
50-54	56	8.9%	22	4.9%	0	0.0%	78	7.2%	**2.5**
55-59	35	5.6%	25	5.6%	0	0.0%	60	5.6%	**1.4**
60-64	38	6.0%	16	3.6%	0	0.0%	54	5.0%	**2.4**
65-69	28	4.4%	22	4.9%	0	0.0%	50	4.6%	**1.3**
70-74	16	2.5%	14	3.1%	0	0.0%	30	2.8%	**1.1**
75+	26	4.1%	34	7.6%	0	0.0%	60	5.6%	**0.8**
Missing Data	16	2.5%	8	1.8%	3	100.0%	27	2.5%	**2.0**
Total	**630**	**100%**	**446**	**100%**	**3**	**100%**	**1,079**	**100%**	**1.4**

[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, 2015 - 2019

Age	Senior Drivers in Crashes per 1,000 Licensed Drivers of the Same Age[1]				
	2015	2016	2017	2018	2019
65	25.7	23.3	23.9	23.5	26.5
66	24.0	24.3	25.0	24.0	24.4
67	21.0	22.6	26.7	24.0	24.8
68	24.2	22.4	24.5	24.6	25.1
69	25.4	23.0	24.1	22.5	25.6
70	21.1	25.9	22.7	23.7	23.8
71	21.2	22.3	24.4	21.0	23.0
72	22.3	21.4	23.7	22.6	20.4
73	22.2	21.6	25.6	24.3	23.8
74	24.7	22.1	25.7	25.1	26.2
75	26.0	21.7	26.2	25.8	27.8
76	21.8	25.3	29.1	26.7	25.8
77	26.2	28.4	29.4	27.2	26.7
78	32.2	25.3	27.5	24.7	26.3
79	28.5	28.6	29.9	26.2	27.0
80	28.0	28.2	27.2	26.0	25.1
81	24.1	29.4	26.5	30.0	27.5
82	23.6	32.1	28.0	30.4	31.5
83	27.9	26.1	29.9	27.5	31.7
84	30.7	27.8	26.3	27.6	32.7
85	33.7	27.4	32.5	30.7	26.0
86	33.4	30.6	29.4	22.3	25.0
87	26.5	33.6	35.8	32.7	26.1
88	33.9	35.0	30.5	30.1	31.5
89	29.4	30.6	35.1	29.4	33.7
90+	31.3	33.1	38.8	37.4	35.7
Drivers Age 65+	**24.6**	**24.4**	**26.0**	**24.8**	**25.5**

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

Appendix Table D-5: Senior New Mexican Drivers in Crashes and Licensed Senior Drivers, 2015 - 2019

Age	Senior Drivers in Crashes[1]					New Mexico Senior Licensed Drivers[1]				
	2015	2016	2017	2018	2019	2015	2016	2017	2018	2019
65	615	579	591	594	676	23,950	24,812	24,775	25,223	25,527
66	567	575	608	585	609	23,655	23,677	24,332	24,338	25,004
67	492	532	620	572	599	23,480	23,579	23,226	23,878	24,118
68	563	516	565	559	596	23,252	23,027	23,015	22,769	23,717
69	441	551	540	503	573	17,387	24,003	22,415	22,376	22,392
70	363	451	528	517	526	17,178	17,424	23,309	21,854	22,087
71	355	378	408	474	494	16,749	16,953	16,694	22,622	21,445
72	362	344	391	362	451	16,247	16,092	16,468	16,025	22,071
73	310	346	392	382	367	13,962	16,020	15,323	15,737	15,394
74	307	296	389	366	394	12,439	13,393	15,116	14,579	15,042
75	276	250	309	347	369	10,630	11,525	11,811	13,448	13,294
76	211	250	300	305	345	9,669	9,876	10,309	11,431	13,396
77	232	257	269	280	308	8,861	9,059	9,150	10,306	11,545
78	253	216	235	226	273	7,869	8,545	8,537	9,134	10,382
79	208	217	235	212	226	7,287	7,584	7,869	8,103	8,379
80	188	196	187	192	192	6,716	6,943	6,879	7,373	7,649
81	136	183	164	191	190	5,640	6,215	6,195	6,359	6,901
82	124	168	156	175	185	5,251	5,240	5,580	5,751	5,877
83	134	123	138	140	167	4,795	4,709	4,617	5,085	5,263
84	121	117	110	115	149	3,944	4,206	4,187	4,167	4,560
85	121	98	117	113	96	3,586	3,572	3,601	3,678	3,694
86	97	95	90	70	81	2,907	3,108	3,061	3,133	3,237
87	63	86	92	86	71	2,373	2,560	2,567	2,627	2,725
88	65	69	65	65	70	1,919	1,969	2,132	2,163	2,225
89	42	49	56	51	61	1,428	1,600	1,597	1,737	1,811
90+	115	126	152	153	156	3,676	3,805	3,921	4,088	4,367
Total	**6,761**	**7,068**	**7,707**	**7,635**	**8,224**	**274,850**	**289,496**	**296,686**	**307,984**	**322,102**

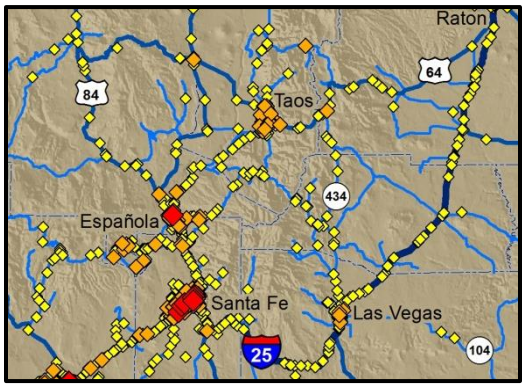
[1] Numbers are shaded such that darker shading identifies higher numbers.

Appendix E – Maps

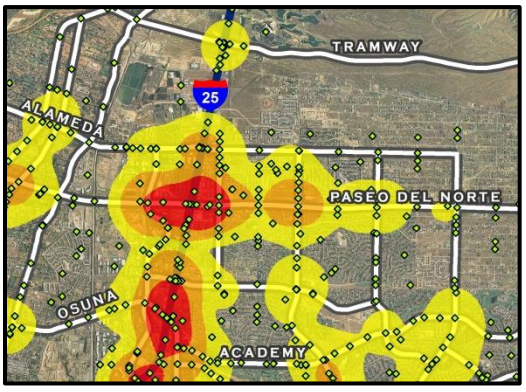
All maps in this section are digitally available in high-resolution color at tru.unm.edu. Mapping traffic crash data involves the use of a technique called Geocoding. Geocoding is the process of taking the descriptive locational information available in a particular data set and assigning it unique geographic 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 48,124 crashes in 2019 that were reported, 47,850 crashes were able to be geocoded – a match rate of over 99 percent. Crashes that could not be geocoded had either incomplete or invalid locational data reported on the UCR. An example of a crash location that cannot be mapped is a crash reported at the intersection of "First Street" and "a driveway."

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

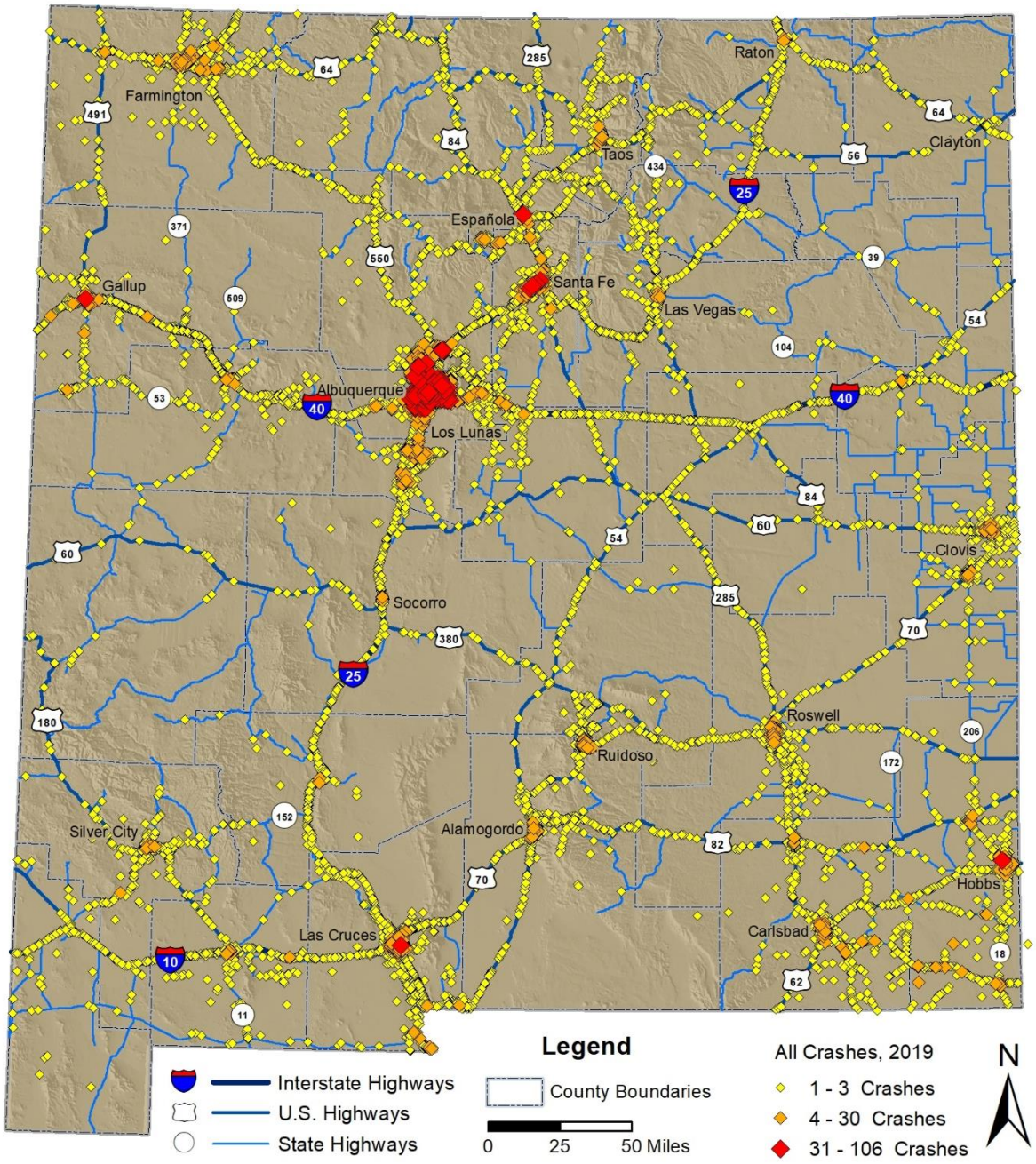
Dot Map



Density Map



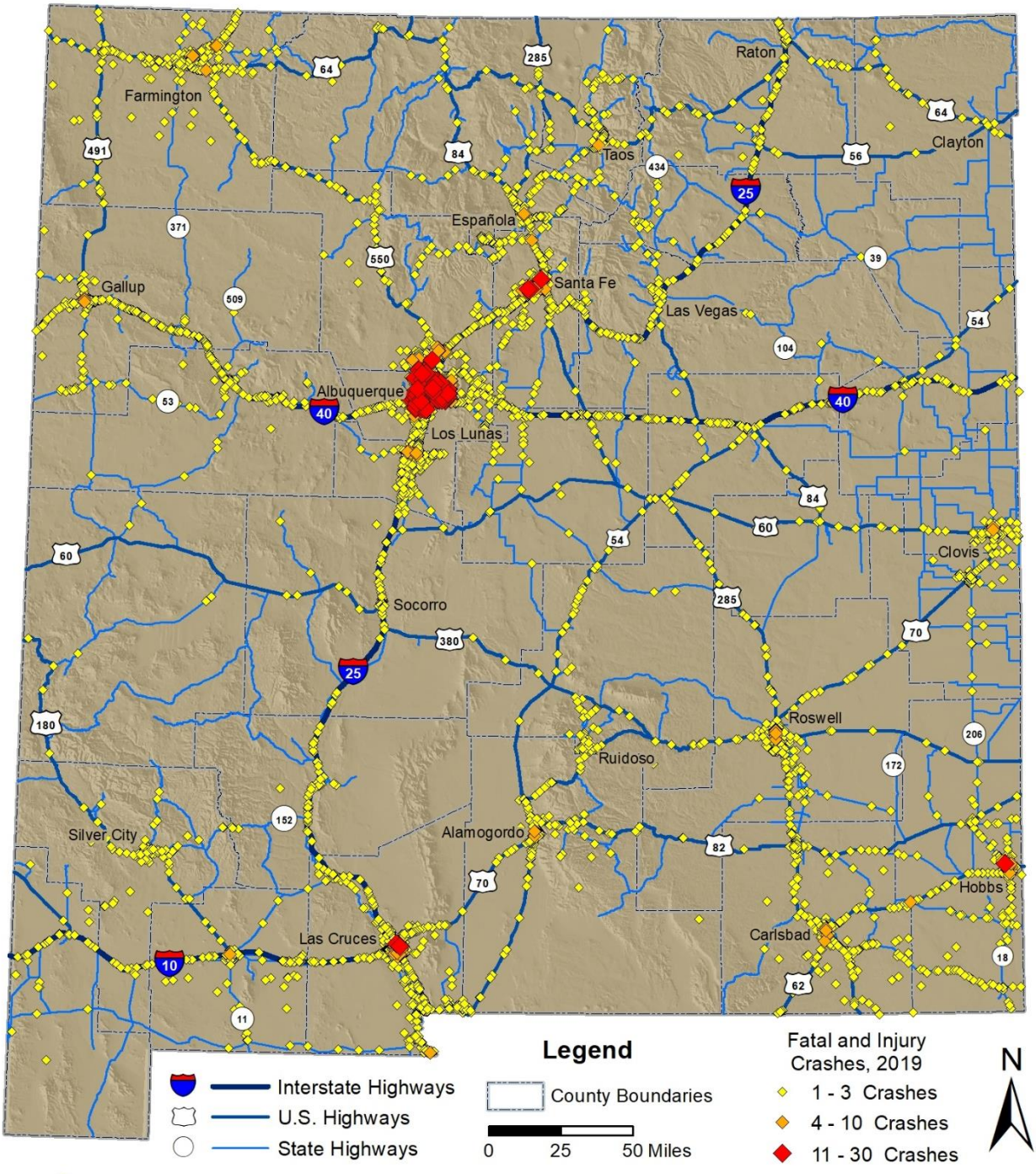
Map 2: All Crashes[33] in New Mexico, 2019



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

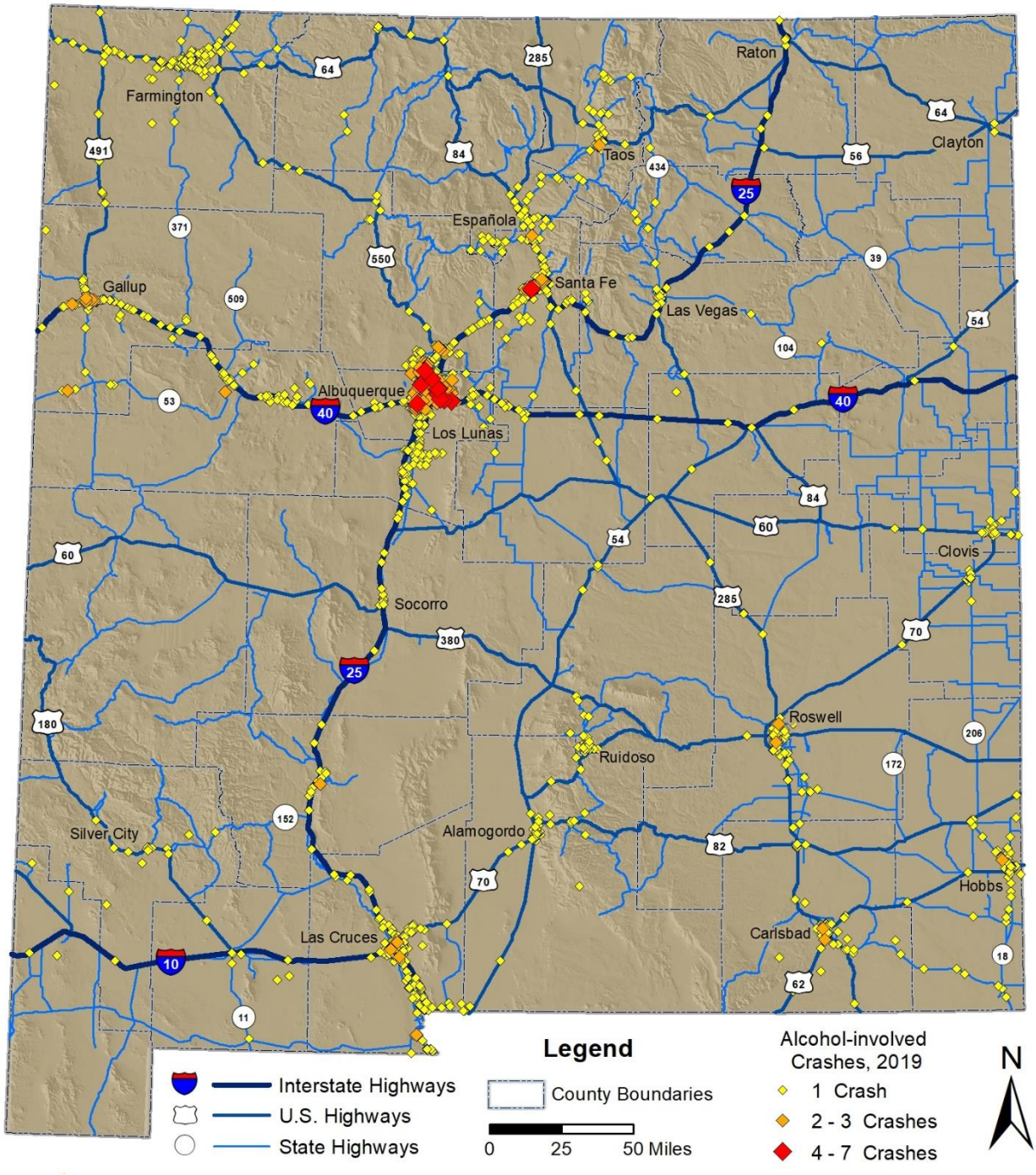
[33] Points on this map represent geocodable crash locations. Each crash point is assigned a color and size according to the number of crashes that occurred at that location.

Map 3: Fatal and Injury Crashes in New Mexico, 2019



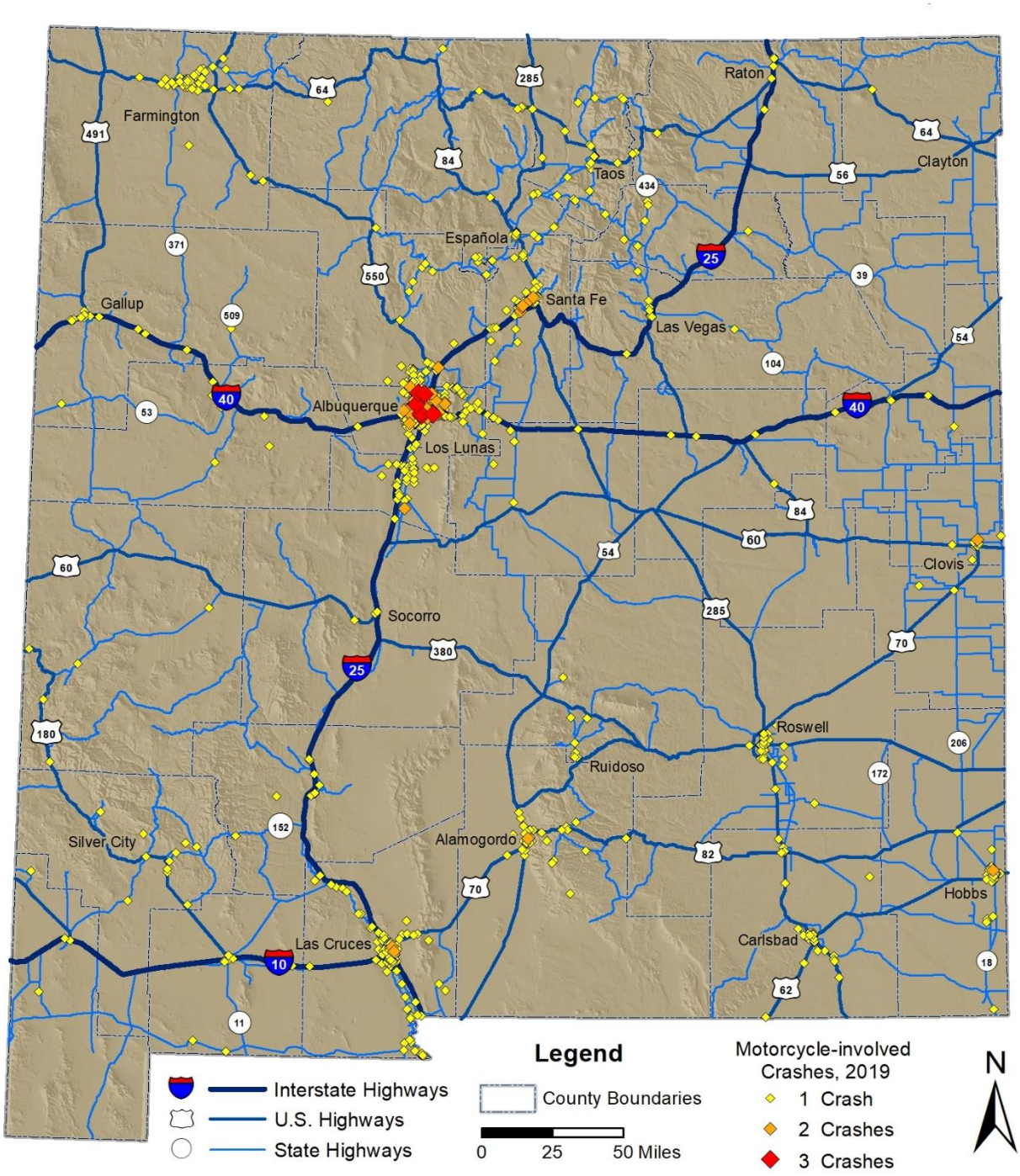
All maps are available in high-resolution color at tru.unm.edu.

Map 4: Alcohol-involved Crashes, 2019



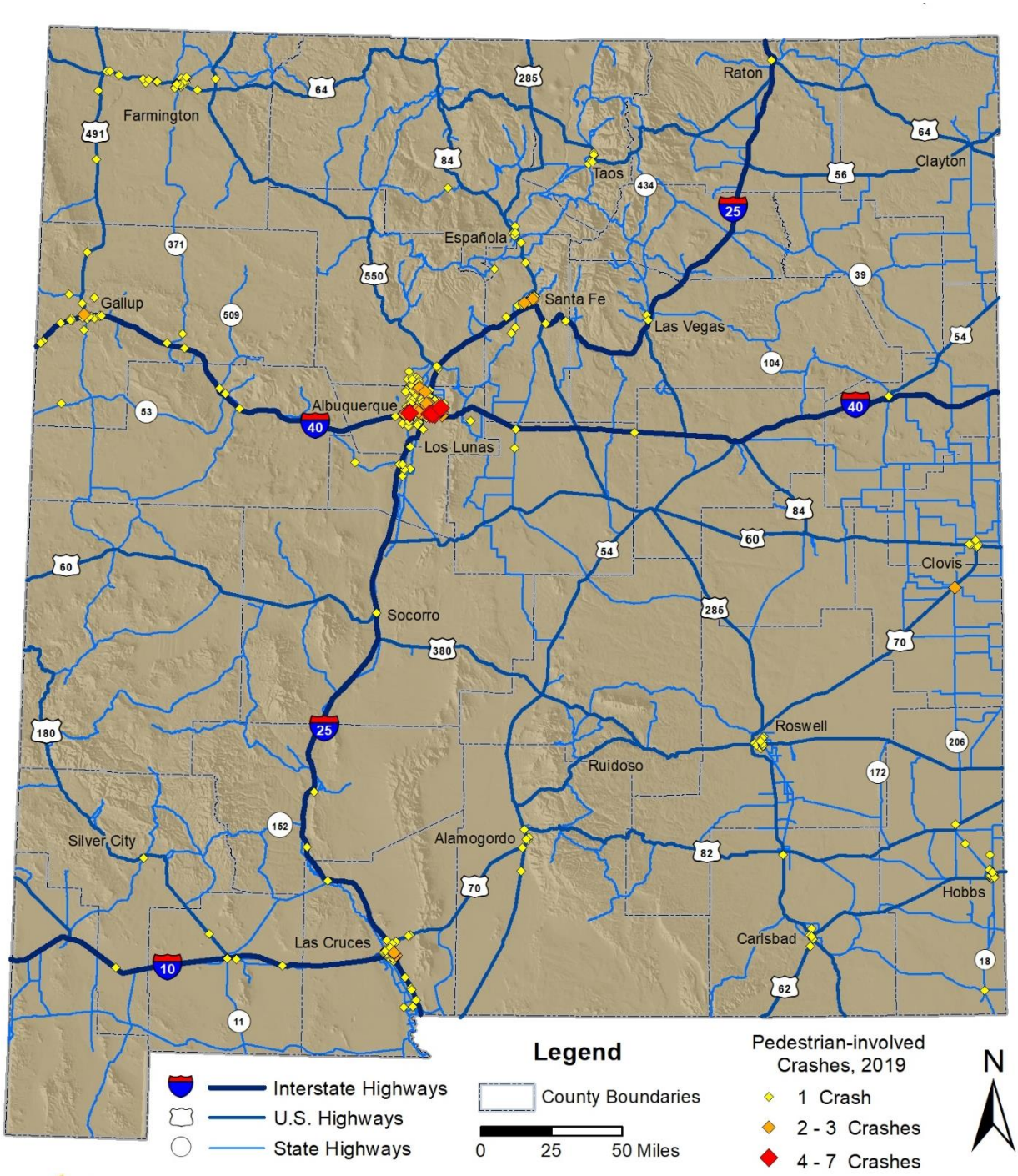
A map of alcohol-involved crashes by county is provided on the last page of this report.
All maps are available in high-resolution color at tru.unm.edu.

Map 5: Motorcycle-involved Crashes, 2019



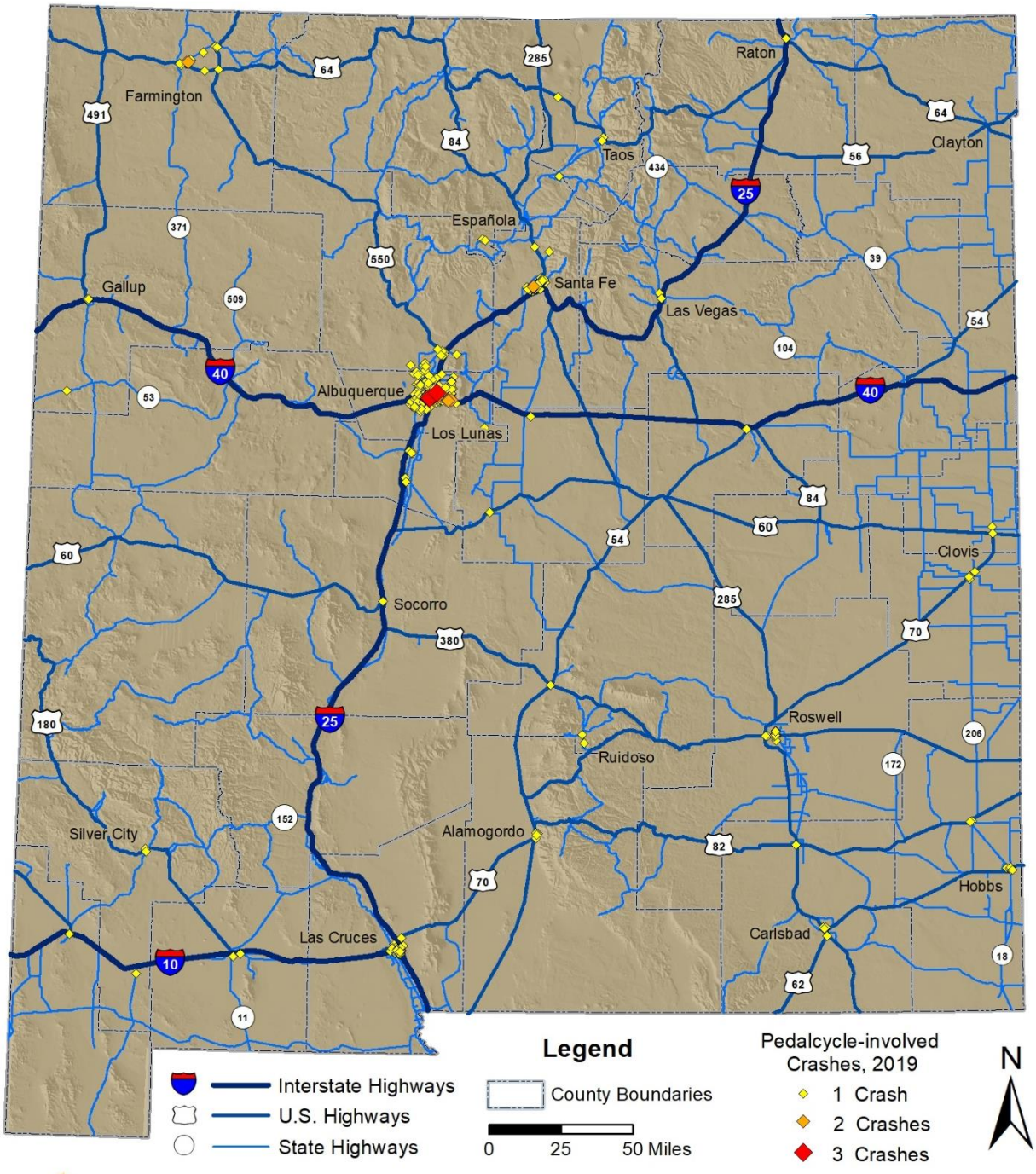
All maps are available in high-resolution color at tru.unm.edu.

Map 6: Pedestrian-involved Crashes, 2019



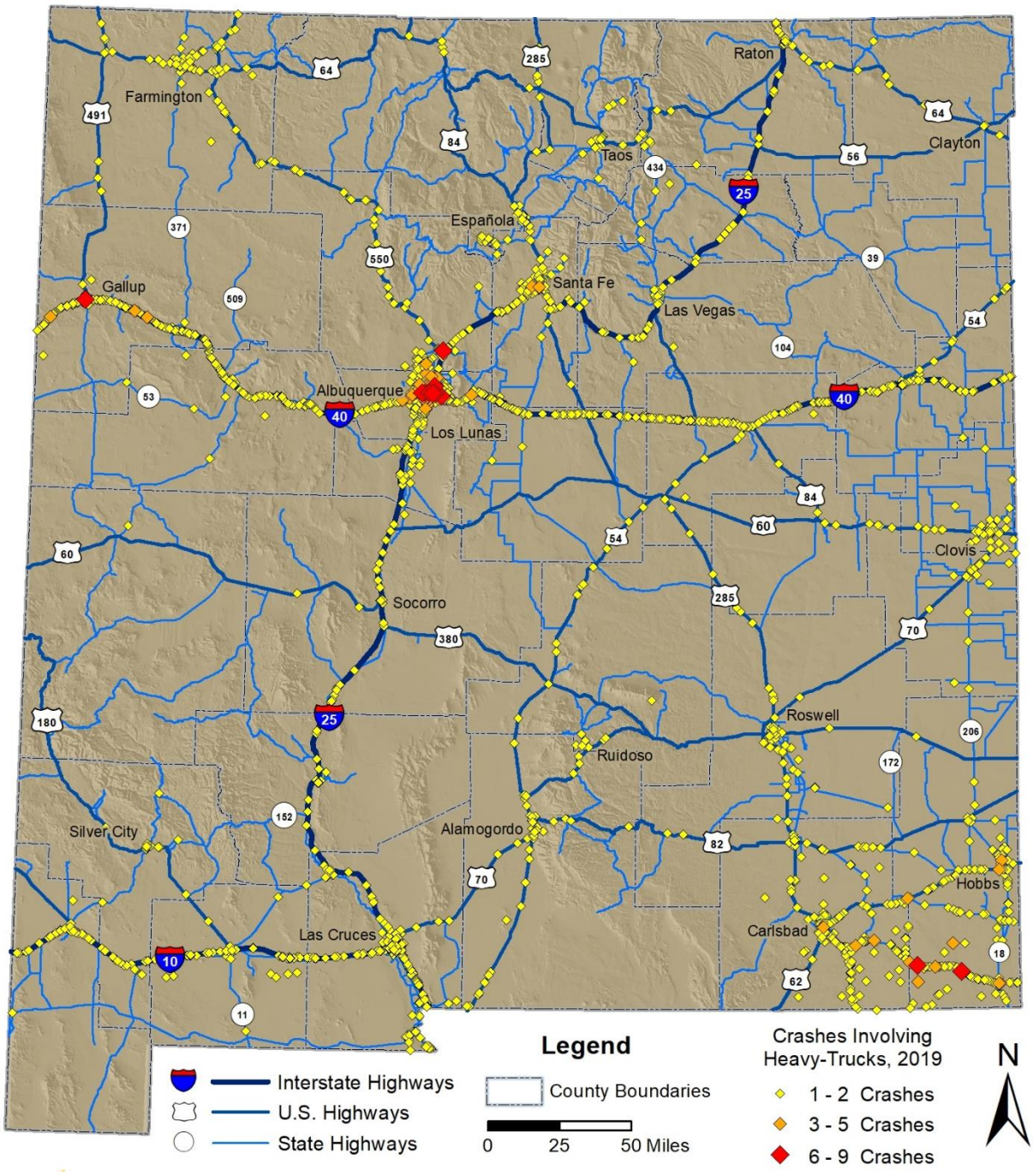
All maps are available in high-resolution color at tru.unm.edu.

Map 7: Pedalcycle-involved Crashes, 2019



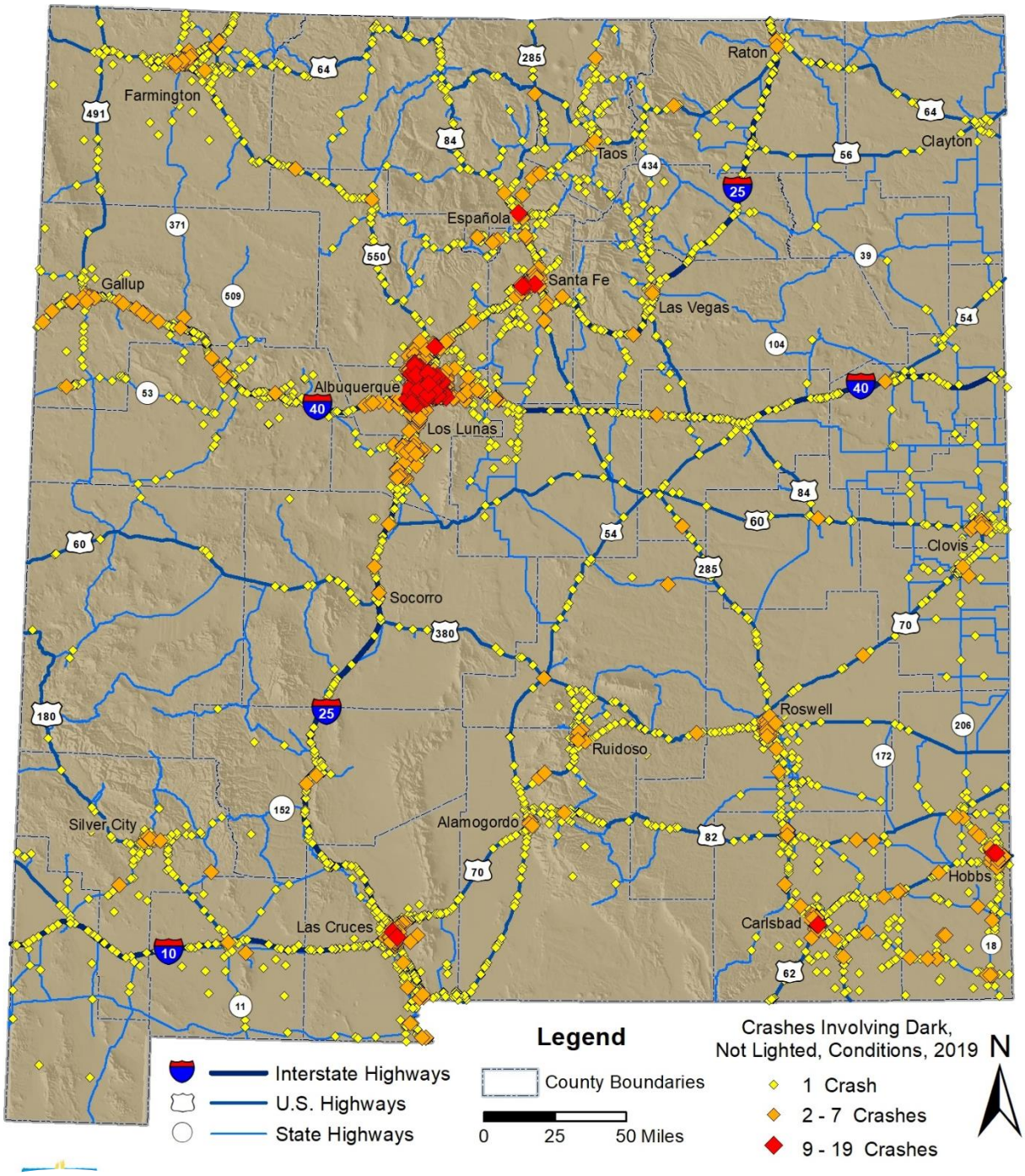
All maps are available in high-resolution color at tru.unm.edu.

Map 8: Crashes Involving Heavy Trucks, 2019



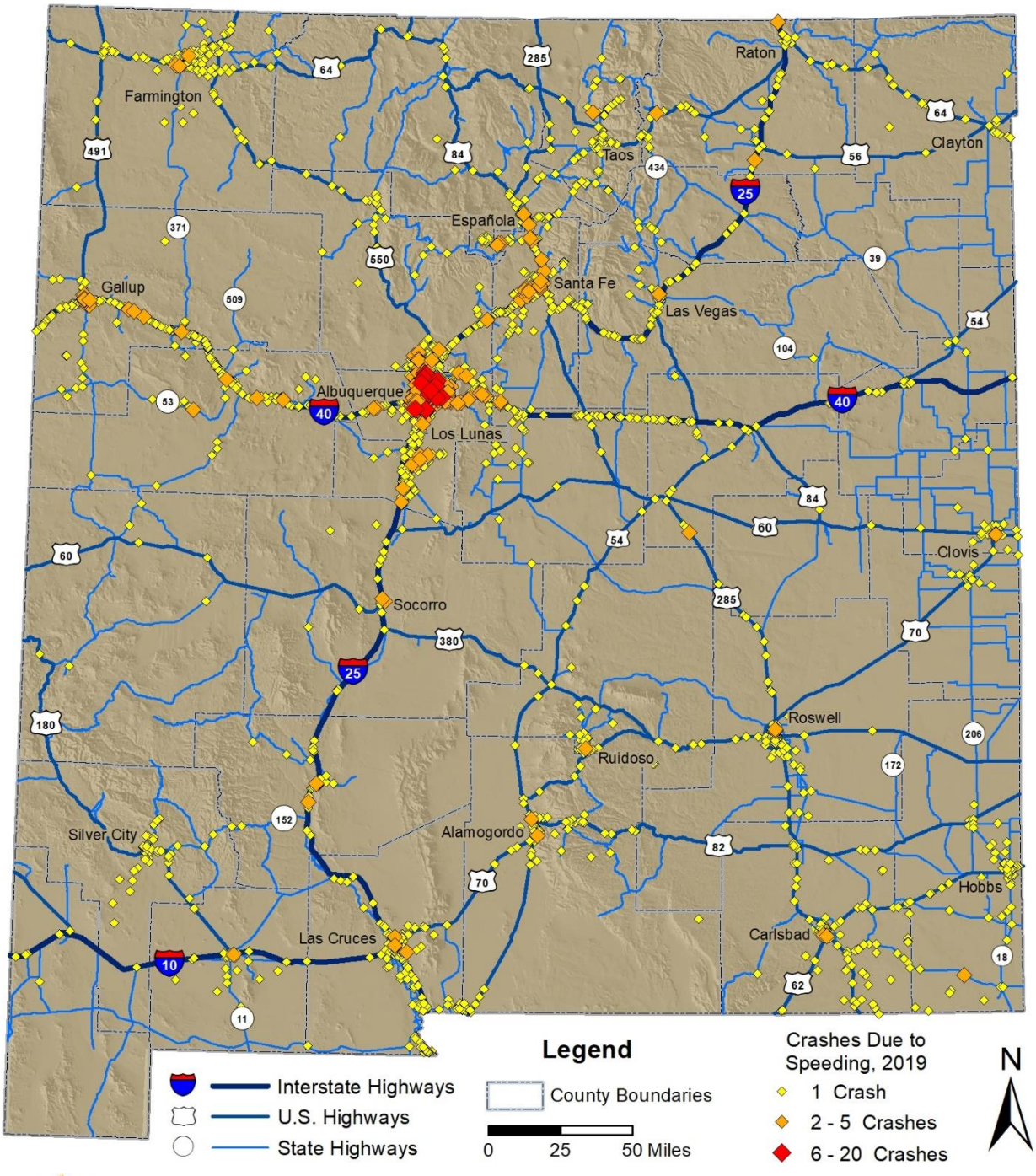
All maps are available in high-resolution color at tru.unm.edu.

Map 9: Crashes in Dark Conditions (Excluding Lighted Areas), 2019



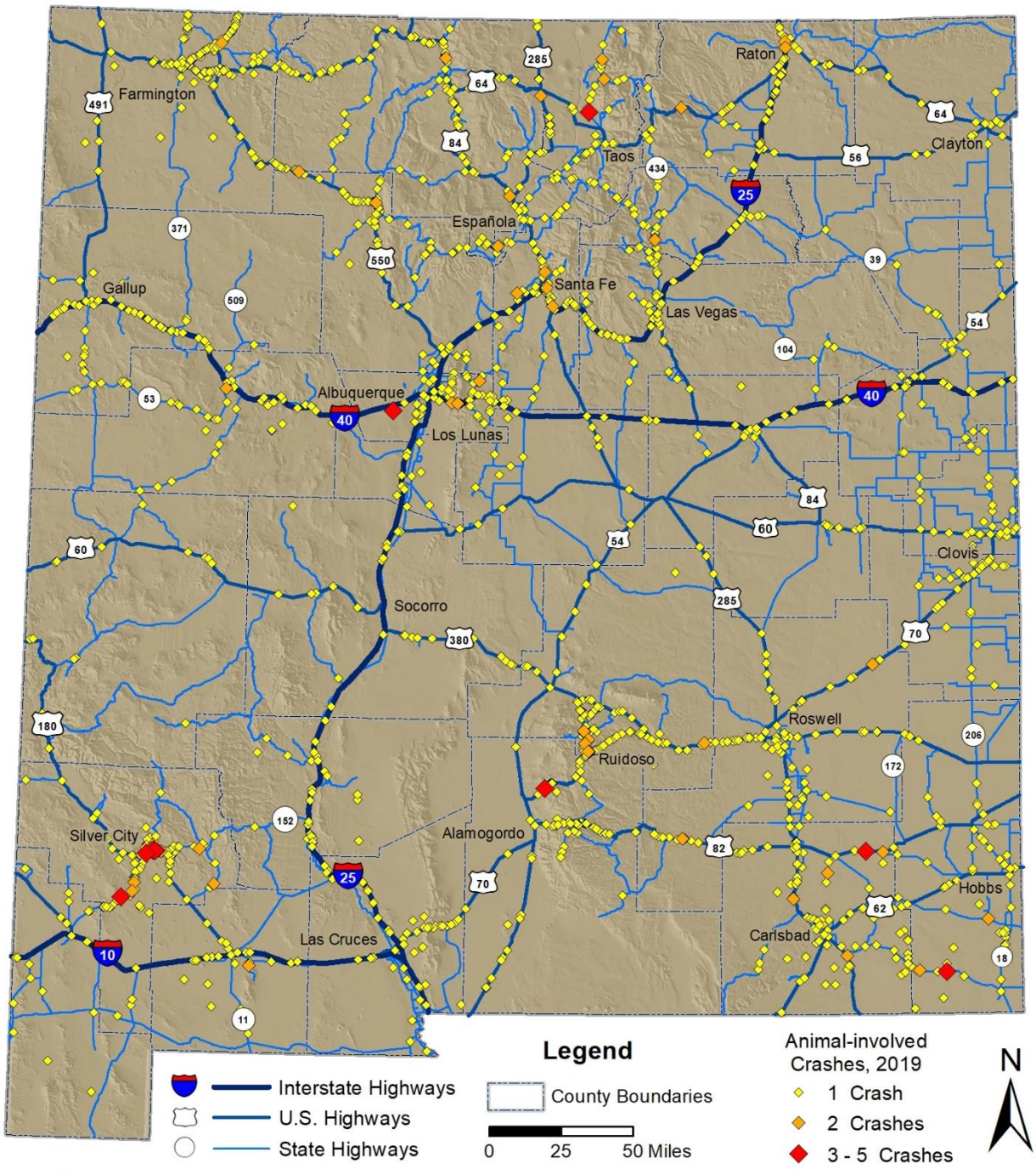
All maps are available in high-resolution color at tru.unm.edu.

Map 10: Crashes Due to Speeding, 2019



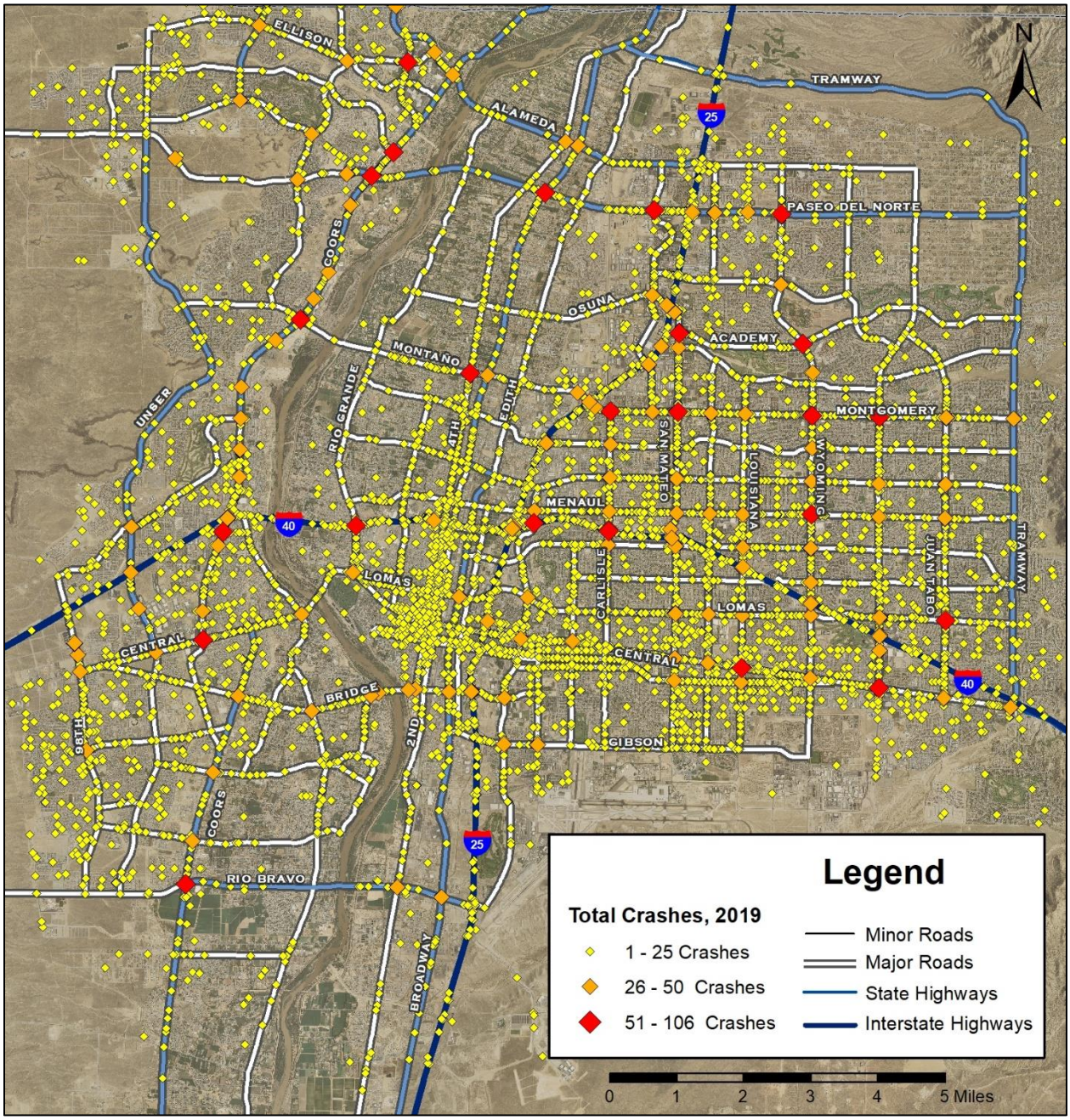
All maps are available in high-resolution color at tru.unm.edu.

Map 11: Animal-involved Crashes, 2019



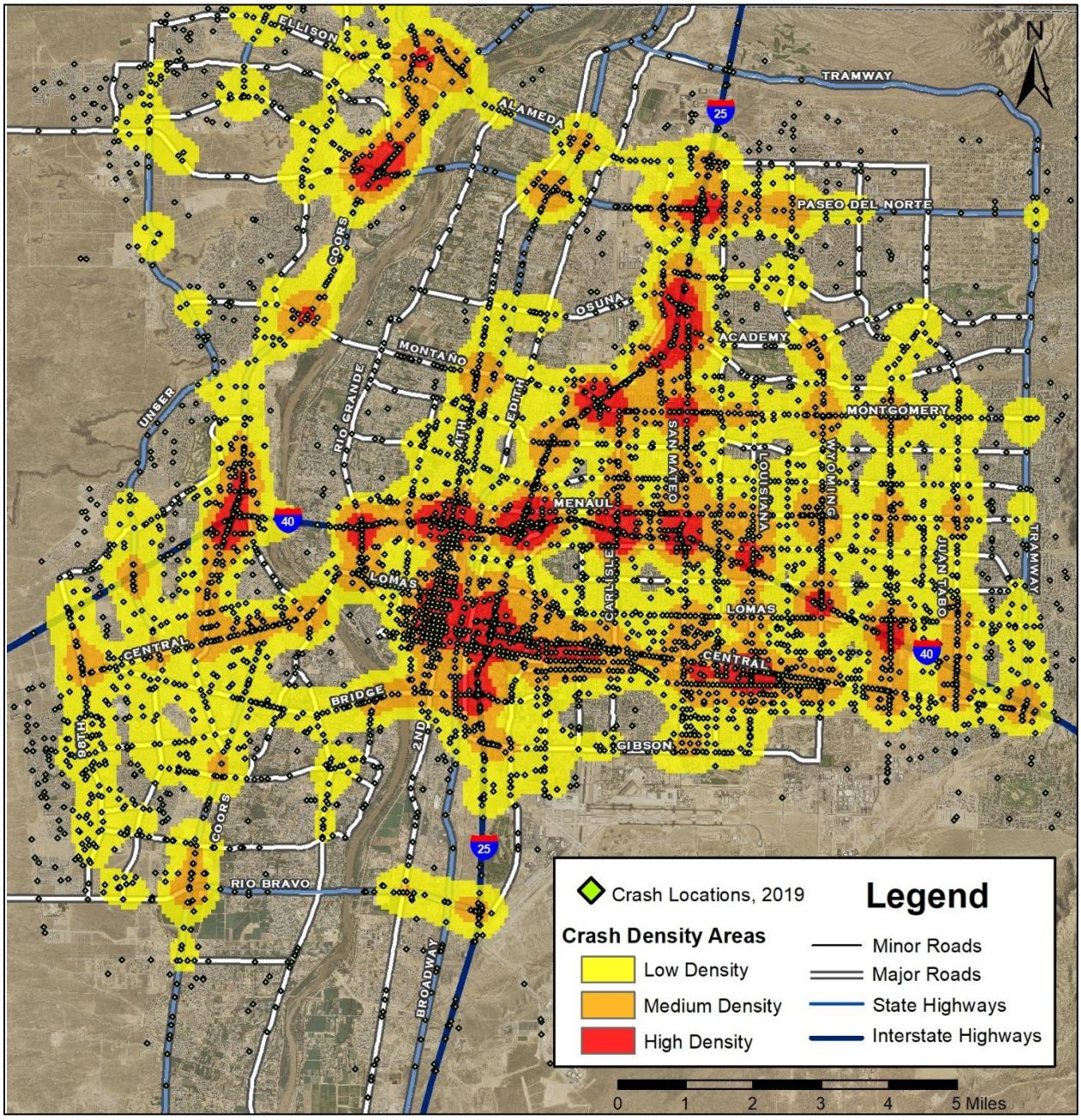
All maps are available in high-resolution color at tru.unm.edu.

Map 12: All Crashes in Albuquerque, New Mexico, 2019



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

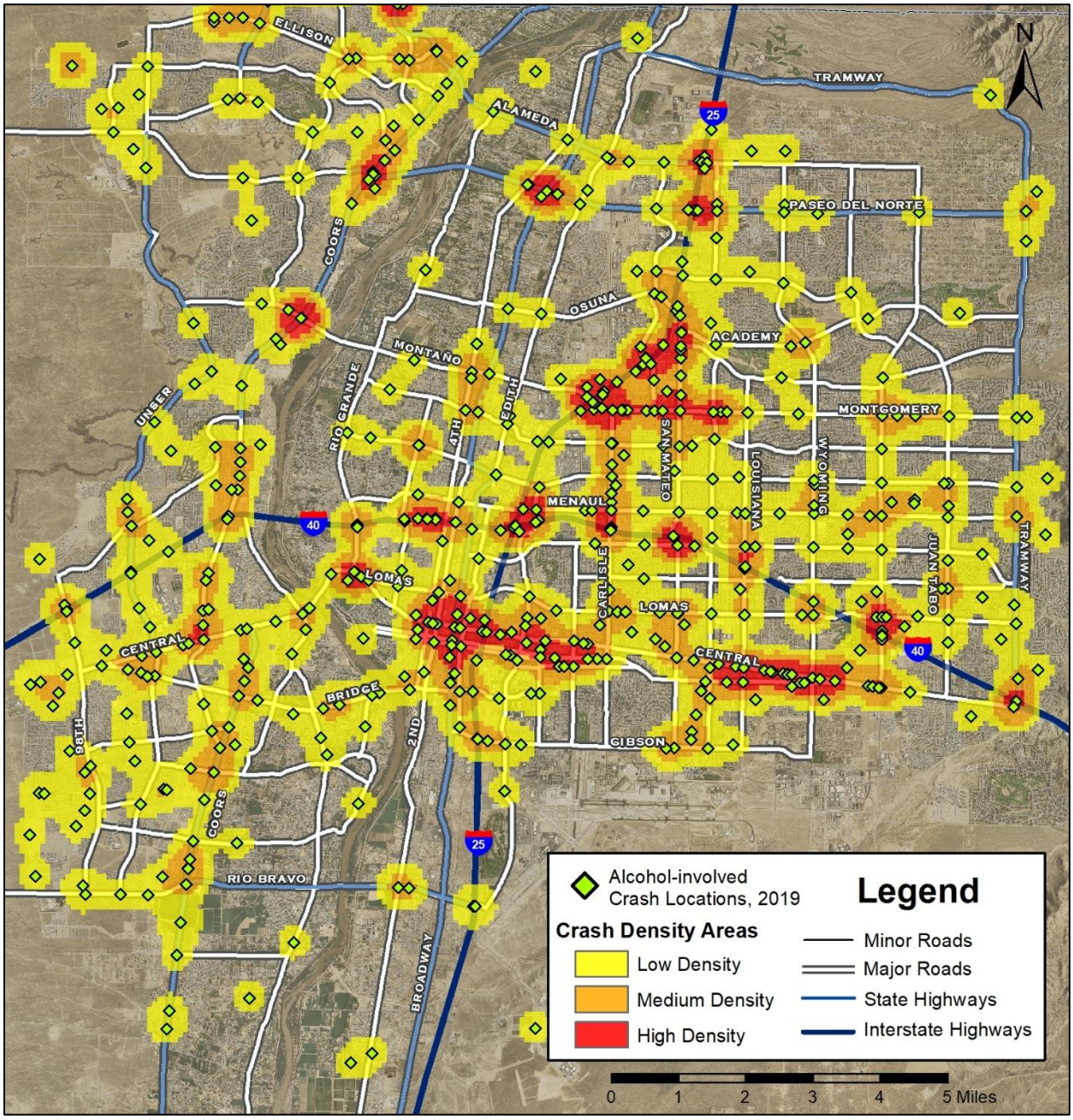
Map 13: Density[34] of All Crashes in Albuquerque, New Mexico, 2019



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

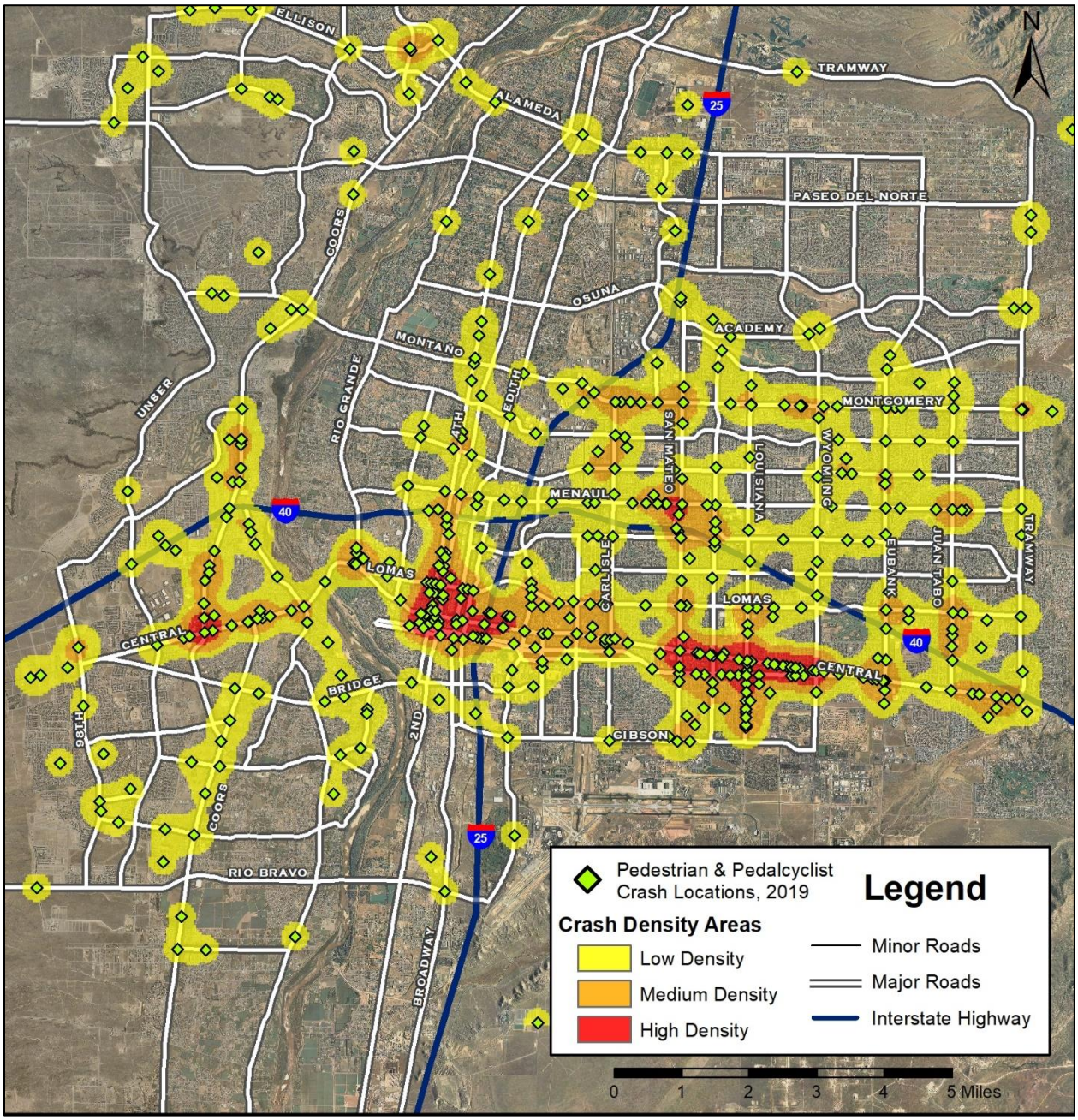
[34] All density maps in this report use a green dot to identify a location with one or more crashes in 2019. Crash density color is calculated using both the number of crashes at that location and the proximity of each location to other crashes.

Map 14: Density of Alcohol-involved Crashes in Albuquerque, New Mexico, 2019



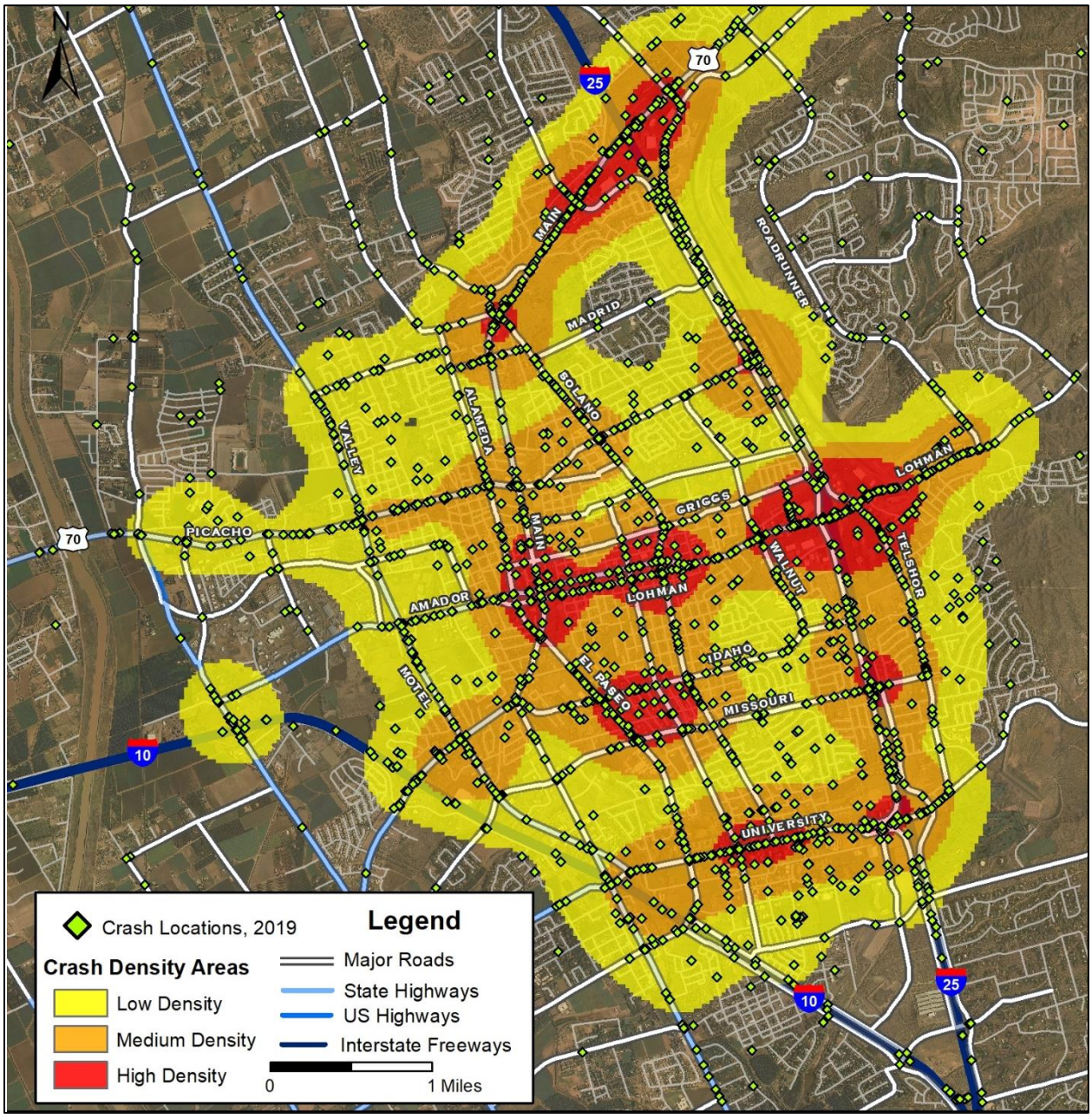
All maps are available in high-resolution color at tru.unm.edu.

Map 15: Density of Pedestrian- and Pedalcycle-involved Crashes
in Albuquerque, New Mexico, 2019



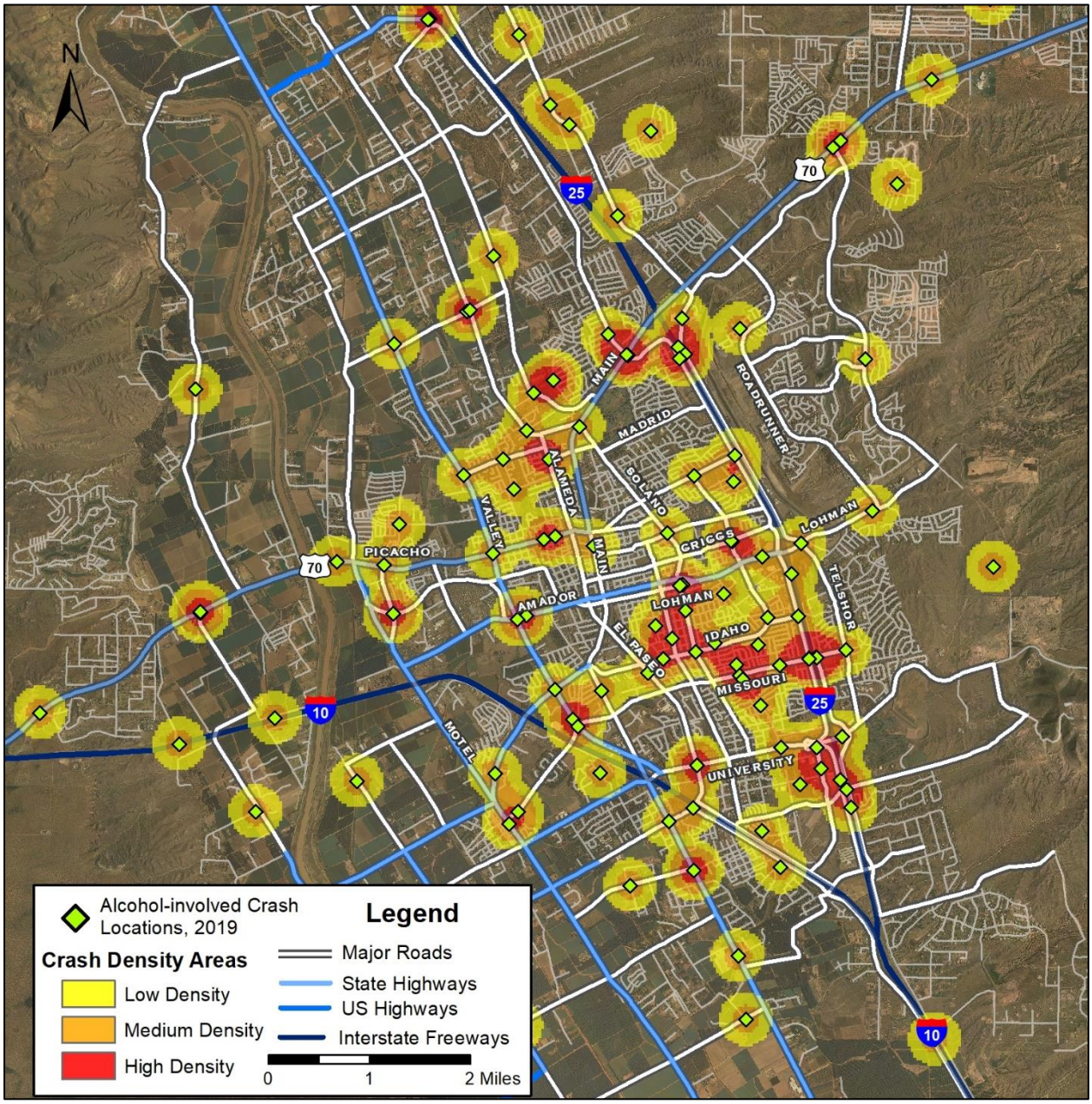
All maps are available in high-resolution color at tru.unm.edu.

Map 16: Density of All Crashes in Las Cruces, New Mexico, 2019



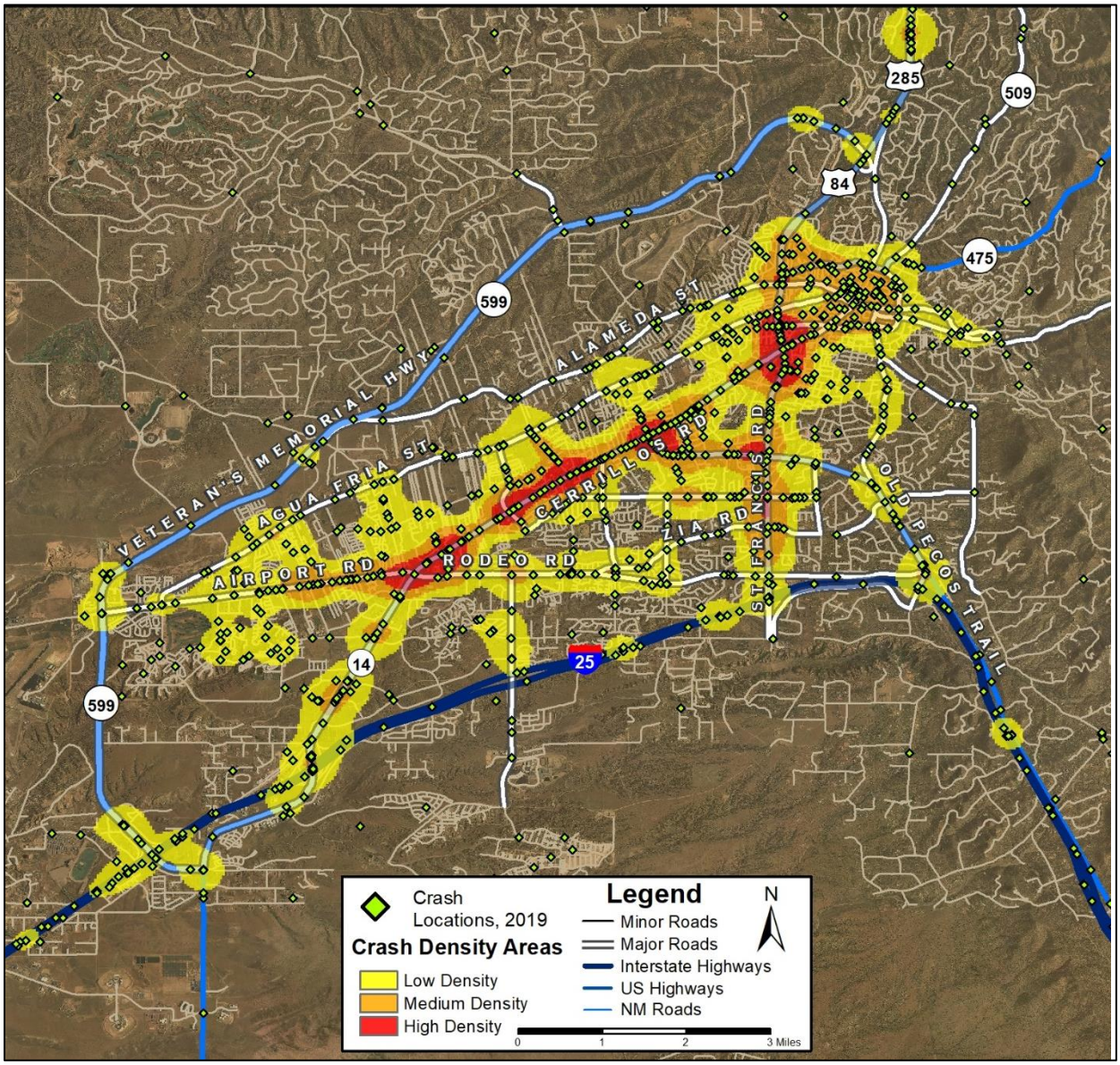
All maps are available in high-resolution color at tru.unm.edu.

Map 17: Density of Alcohol-involved Crashes in Las Cruces, New Mexico, 2019



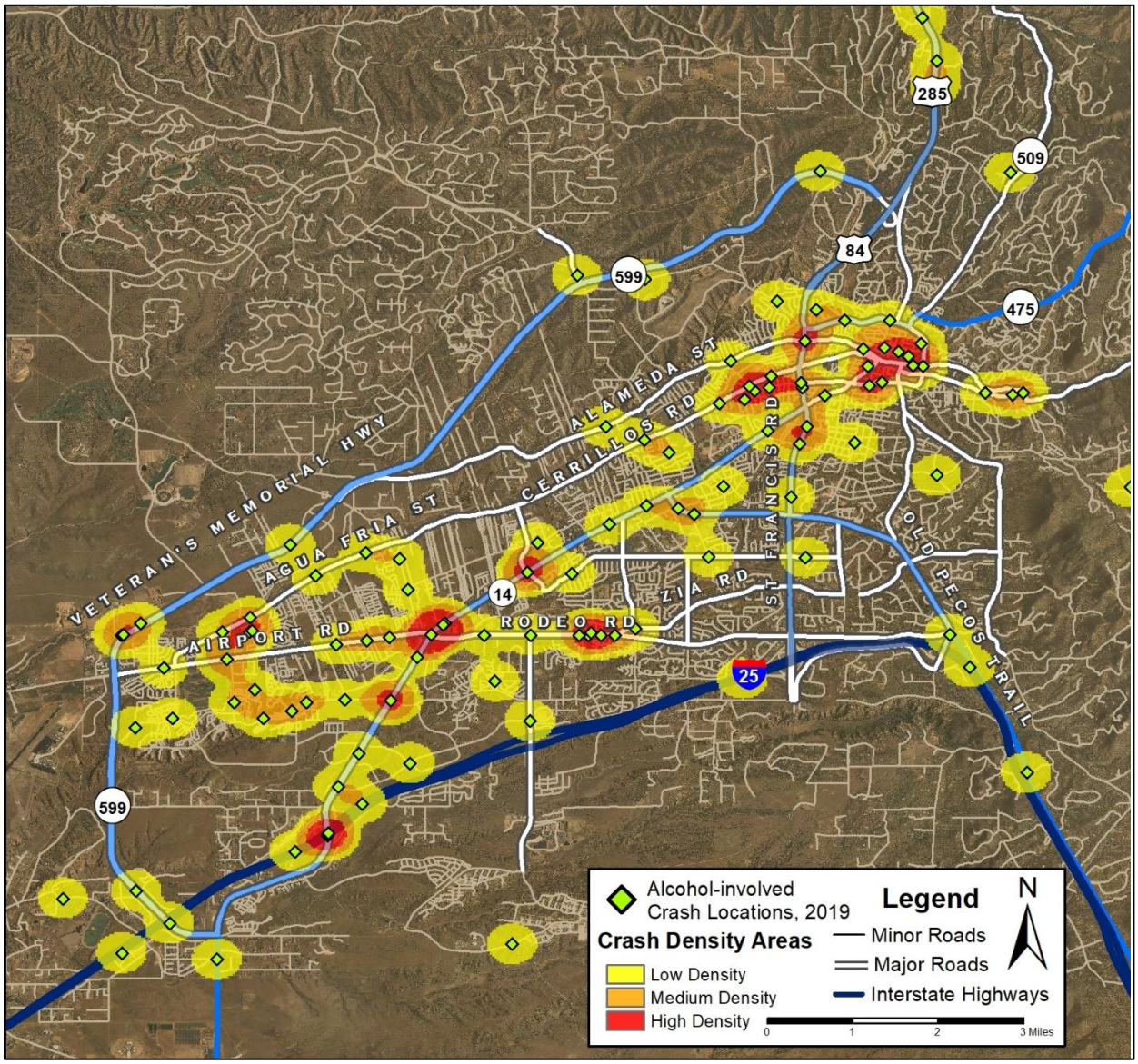
All maps are available in high-resolution color at tru.unm.edu.

Map 18: Density of All Crashes in Santa Fe, New Mexico, 2019



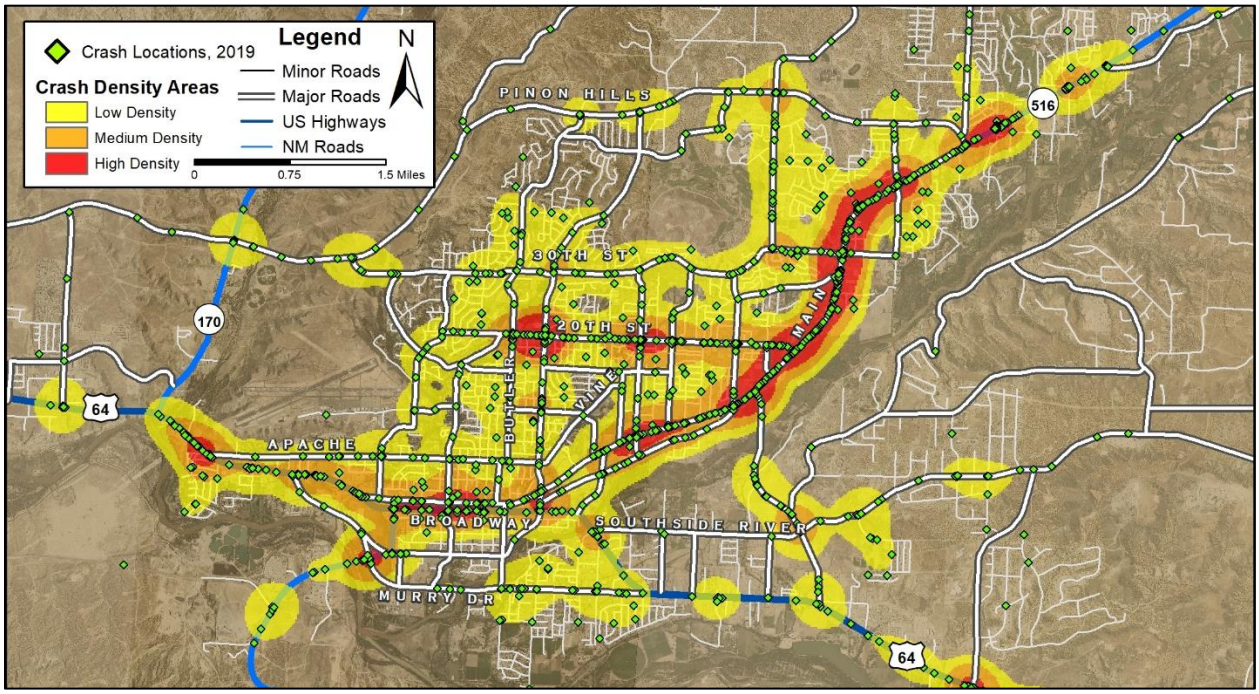
All maps are available in high-resolution color at tru.unm.edu.

Map 19: Density of Alcohol-involved Crashes in Santa Fe, New Mexico, 2019

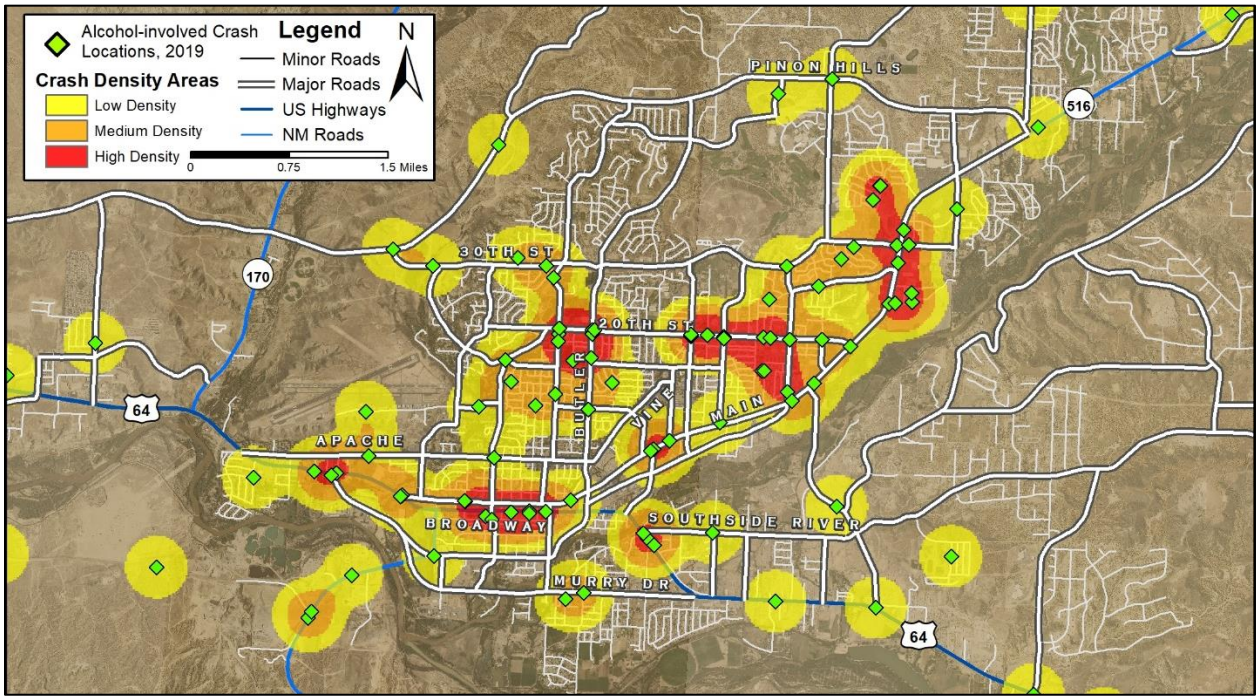


All maps are available in high-resolution color at tru.unm.edu

Map 20: Density of All Crashes in Farmington, New Mexico, 2019

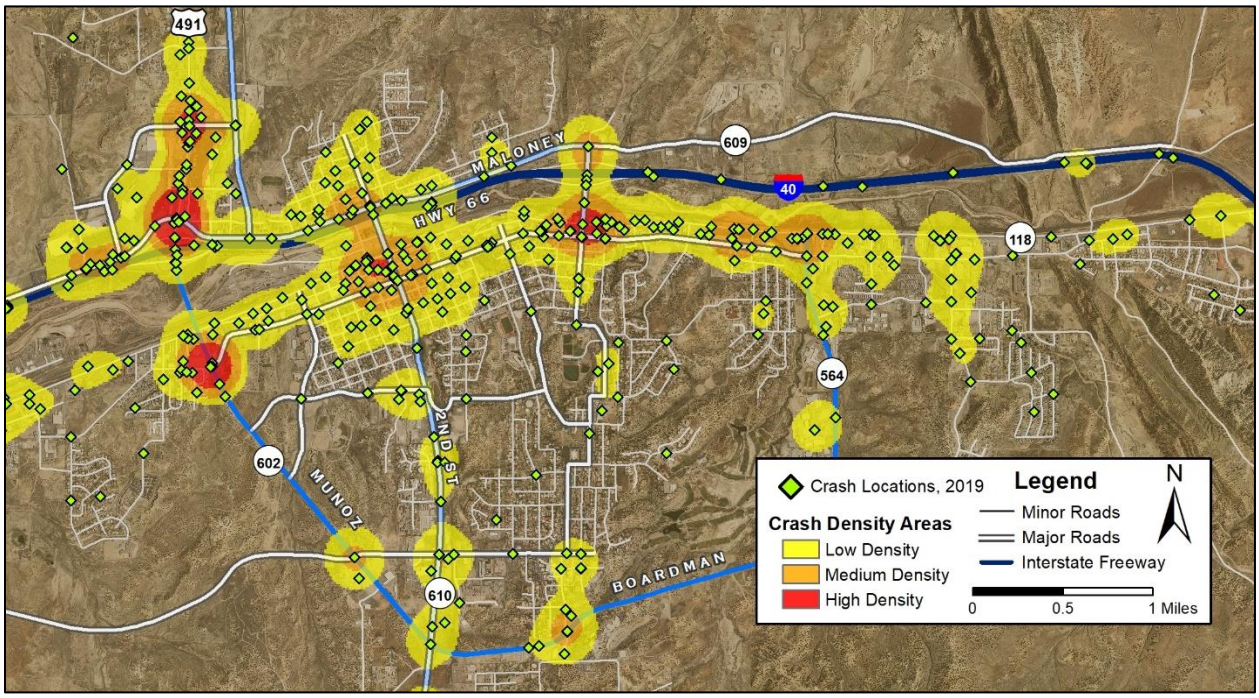


Map 21: Density of Alcohol-involved Crashes in Farmington, New Mexico, 2019

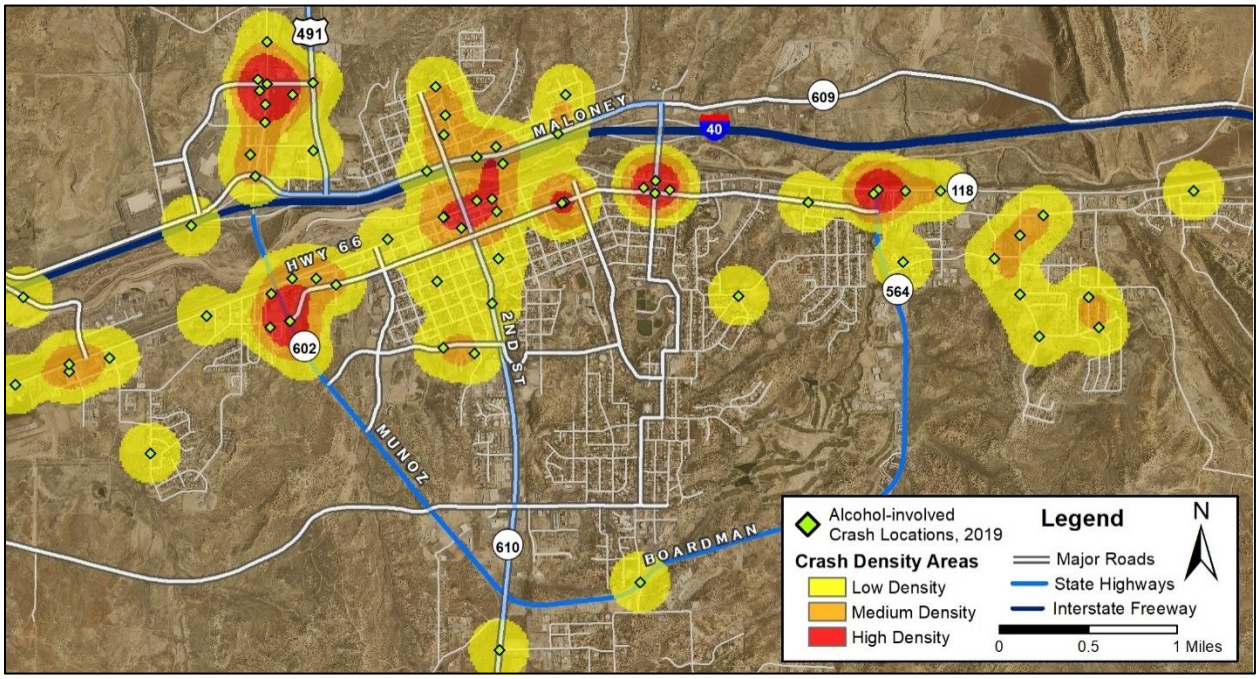


All maps are available in high-resolution color at tru.unm.edu.

Map 22: Density of All Crashes in Gallup, New Mexico, 2019



Map 23: Density of Alcohol-involved Crashes in Gallup, New Mexico, 2019



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

Appendix F – Counties

Appendix Table F-1: Fatalities by County, 2015 - 2019

County	Fatalities					Percent of All 2019 Fatalities	2019 Fatalities per 100M VMT[1]
	2015	2016	2017	2018	2019		
Bernalillo	64	100	90	94	104	24.5%	1.8
Catron	0	0	1	6	0	0.0%	0.0
Chaves	13	14	6	15	10	2.4%	1.5
Cibola	11	17	13	6	16	3.8%	2.0
Colfax	4	5	4	5	5	1.2%	1.3
Curry	2	7	4	7	8	1.9%	1.8
De Baca	3	5	0	1	2	0.5%	1.3
Doña Ana	18	24	29	15	31	7.3%	1.4
Eddy	10	7	17	17	16	3.8%	1.6
Grant	3	3	10	1	3	0.7%	0.7
Guadalupe	8	12	9	5	10	2.4%	1.8
Harding	0	2	0	0	0	0.0%	0.0
Hidalgo	3	3	12	1	9	2.1%	2.8
Lea	13	13	16	28	26	6.1%	2.2
Lincoln	1	7	6	4	7	1.6%	1.3
Los Alamos	0	0	0	0	1	0.2%	0.6
Luna	6	12	2	6	11	2.6%	1.3
McKinley	23	22	30	41	26	6.1%	1.8
Mora	2	4	2	1	5	1.2%	3.0
Otero	10	3	6	8	11	2.6%	1.3
Quay	11	4	2	0	2	0.5%	0.4
Rio Arriba	12	11	8	14	12	2.8%	2.6
Roosevelt	5	5	6	2	3	0.7%	1.5
San Juan	31	32	35	33	37	8.7%	1.8
San Miguel	4	7	3	6	4	0.9%	0.8
Sandoval	5	16	17	24	17	4.0%	1.1
Santa Fe	14	23	16	18	16	3.8%	0.8
Sierra	3	3	7	1	1	0.2%	0.4
Socorro	4	16	2	2	6	1.4%	0.9
Taos	2	8	9	9	5	1.2%	1.2
Torrance	8	12	5	14	9	2.1%	1.5
Union	0	1	1	1	1	0.2%	0.7
Valencia	5	7	12	7	11	2.6%	1.6
Total Fatalities	**298**	**405**	**380**	**392**	**425**	**100.0%**	**1.5**

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

Appendix Table F-2: Motorcyclists (Drivers and Passengers) in Crashes, 2019

County	Motorcyclists (Drivers and Passengers) in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People
Bernalillo	17	63	186	85	123	474	37.7%
Catron	0	0	3	2	0	5	0.4%
Chaves	1	7	20	8	4	40	3.2%
Cibola	0	2	10	2	4	18	1.4%
Colfax	1	2	8	0	1	12	1.0%
Curry	3	2	5	6	3	19	1.5%
De Baca	0	0	0	1	0	1	0.1%
Doña Ana	5	11	82	20	30	148	11.8%
Eddy	2	2	23	9	4	40	3.2%
Grant	0	5	5	2	4	16	1.3%
Guadalupe	0	1	2	0	2	5	0.4%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	1	0	2	0	2	5	0.4%
Lea	1	6	18	3	9	37	2.9%
Lincoln	0	2	3	0	4	9	0.7%
Los Alamos	0	1	1	0	2	4	0.3%
Luna	1	0	4	0	4	9	0.7%
McKinley	2	2	6	2	8	20	1.6%
Mora	0	1	4	2	0	7	0.6%
Otero	2	5	21	7	14	49	3.9%
Quay	1	0	1	1	2	5	0.4%
Rio Arriba	1	3	13	4	8	29	2.3%
Roosevelt	0	0	0	0	2	2	0.2%
San Juan	8	5	27	4	12	56	4.5%
San Miguel	0	2	7	1	3	13	1.0%
Sandoval	4	4	16	18	15	57	4.5%
Santa Fe	3	10	34	12	24	83	6.6%
Sierra	0	1	8	2	1	12	1.0%
Socorro	1	1	0	1	1	4	0.3%
Taos	2	5	13	6	7	33	2.6%
Torrance	0	0	6	0	2	8	0.6%
Union	0	0	0	1	0	1	0.1%
Valencia	3	7	13	8	5	36	2.9%
Missing Data	0	0	0	0	0	0	0.0%
Total People	**59**	**150**	**541**	**207**	**300**	**1,257**	**100%**

Appendix Table F-3: Severity of Injuries to Pedestrians in Crashes by County, 2019

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	42	55	138	123	33	391	59.2%
Catron	0	0	0	0	0	0	0.0%
Chaves	0	2	3	5	1	11	1.7%
Cibola	1	0	1	1	0	3	0.5%
Colfax	0	0	0	1	0	1	0.2%
Curry	1	0	2	4	1	8	1.2%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	8	5	23	11	3	50	7.6%
Eddy	1	0	3	2	1	7	1.1%
Grant	0	0	1	1	0	2	0.3%
Guadalupe	0	0	0	0	0	0	0.0%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	0	0	0	0	0	0.0%
Lea	2	2	6	6	1	17	2.6%
Lincoln	0	0	0	0	0	0	0.0%
Los Alamos	1	0	0	0	0	1	0.2%
Luna	0	1	3	1	0	5	0.8%
McKinley	9	7	4	9	6	35	5.3%
Mora	0	0	0	0	0	0	0.0%
Otero	1	0	3	2	0	6	0.9%
Quay	0	0	1	0	0	1	0.2%
Rio Arriba	3	1	1	1	0	6	0.9%
Roosevelt	0	2	1	0	0	3	0.5%
San Juan	8	9	13	8	3	41	6.2%
San Miguel	0	1	0	1	0	2	0.3%
Sandoval	1	1	5	3	3	13	2.0%
Santa Fe	1	2	20	13	4	40	6.1%
Sierra	0	2	0	0	0	2	0.3%
Socorro	0	0	0	0	1	1	0.2%
Taos	1	3	1	1	0	6	0.9%
Torrance	1	1	1	0	0	3	0.5%
Union	0	0	0	0	0	0	0.0%
Valencia	2	1	1	2	0	6	0.9%
Missing Data	0	0	0	0	0	0	0.0%
Total	**83**	**95**	**231**	**195**	**57**	**661**	**100%**

Appendix Table F-4: Animal-involved Crashes by County, 2015 - 2019

County	Animal-involved Crashes					Percent of All 2019 Animal-involved Crashes	2019 Vehicle Miles Traveled (100M VMT)	2019 Animal-involved Crashes per 100M VMT[2]
	2015	2016	2017	2018	2019			
Bernalillo	29	37	41	42	69	3.6%	57.31	1.2
Catron	11	32	27	25	17	0.9%	0.93	18.3
Chaves	67	58	65	74	87	4.5%	6.72	13.0
Cibola	23	61	42	48	42	2.2%	8.15	5.2
Colfax	84	88	111	113	88	4.6%	3.71	23.7
Curry	29	26	45	35	32	1.7%	4.39	7.3
De Baca	5	14	12	5	8	0.4%	1.48	5.4
Doña Ana	36	33	26	62	54	2.8%	21.67	2.5
Eddy	109	109	109	110	120	6.2%	9.94	12.1
Grant	140	138	160	178	174	9.0%	4.33	40.2
Guadalupe	11	21	19	22	20	1.0%	5.46	3.7
Harding	1	4	7	8	5	0.3%	0.19	26.2
Hidalgo	21	9	16	14	21	1.1%	3.24	6.5
Lea	63	72	58	49	70	3.6%	11.62	6.0
Lincoln	122	108	126	115	120	6.2%	5.36	22.4
Los Alamos	7	2	6	8	8	0.4%	1.58	5.1
Luna	28	28	20	25	27	1.4%	8.53	3.2
McKinley	58	52	65	85	58	3.0%	14.18	4.1
Mora	16	25	35	27	40	2.1%	1.68	23.8
Otero	69	90	72	74	93	4.8%	8.28	11.2
Quay	20	23	33	48	37	1.9%	4.86	7.6
Rio Arriba	102	133	128	155	125	6.5%	4.63	27.0
Roosevelt	40	41	48	44	38	2.0%	2.04	18.6
San Juan	145	151	184	157	163	8.4%	20.51	7.9
San Miguel	33	47	49	49	65	3.4%	4.91	13.2
Sandoval	42	63	78	81	90	4.7%	15.75	5.7
Santa Fe	66	50	91	102	84	4.4%	18.94	4.4
Sierra	23	21	25	23	29	1.5%	2.34	12.4
Socorro	34	34	26	18	27	1.4%	6.70	4.0
Taos	24	19	76	74	65	3.4%	4.27	15.2
Torrance	20	19	19	25	18	0.9%	6.02	3.0
Union	15	15	15	14	21	1.1%	1.43	14.7
Valencia	17	14	15	19	14	0.7%	6.69	2.1
Missing Data[1]	0	0	0	0	0	0.0%	-0.10	-
Total	**1,510**	**1,637**	**1,849**	**1,928**	**1,929**	**100%**	**277.73**	**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.

Appendix – Counties

Appendix Table F-5: New Mexico Population by County, 2015 - 2019

County	New Mexico Population (Revised U.S. Census)[1]				
	2015	2016	2017	2018	2019
Bernalillo	676,248	677,683	678,203	678,034	679,121
Catron	3,476	3,518	3,553	3,554	3,527
Chaves	65,825	65,646	65,080	64,554	64,615
Cibola	27,044	27,049	26,921	26,766	26,675
Colfax	12,429	12,250	12,151	12,071	11,941
Curry	50,290	50,283	49,794	49,338	48,954
De Baca	1,873	1,835	1,805	1,779	1,748
Doña Ana	214,034	214,663	216,174	217,278	218,195
Eddy	57,715	57,650	57,108	57,729	58,460
Grant	28,364	28,040	27,642	27,303	26,998
Guadalupe	4,350	4,369	4,410	4,334	4,300
Harding	719	687	684	650	625
Hidalgo	4,436	4,324	4,298	4,231	4,198
Lea	71,476	70,249	69,046	69,543	71,070
Lincoln	19,352	19,397	19,468	19,518	19,572
Los Alamos	17,817	18,209	18,742	18,988	19,369
Luna	24,367	24,362	24,100	23,877	23,709
McKinley	73,462	73,028	72,423	71,911	71,367
Mora	4,609	4,533	4,530	4,487	4,521
Otero	64,768	65,647	66,121	66,659	67,490
Quay	8,445	8,390	8,299	8,242	8,253
Rio Arriba	39,370	39,245	39,235	39,023	38,921
Roosevelt	19,137	19,145	18,900	18,759	18,500
San Juan	128,246	127,954	126,917	125,499	123,958
San Miguel	28,215	28,005	27,715	27,480	27,277
Sandoval	138,521	140,464	142,689	145,096	146,748
Santa Fe	148,098	148,758	149,491	149,761	150,358
Sierra	11,236	11,117	11,064	10,949	10,791
Socorro	17,152	16,964	16,832	16,704	16,637
Taos	32,797	32,922	32,790	32,699	32,723
Torrance	15,596	15,491	15,535	15,512	15,461
Union	4,163	4,154	4,180	4,108	4,059
Valencia	75,661	75,599	75,884	76,305	76,688
Statewide	**2,089,291**	**2,091,630**	**2,091,784**	**2,092,741**	**2,096,829**

[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, 2015 - 2019

County	Crashes per 10,000 Population[1,2]				
	2015	2016	2017	2018	2019
Guadalupe	428	506	447	586	623
Eddy	275	243	269	339	323
Mora	232	247	216	247	312
Colfax	228	269	278	307	306
Bernalillo	290	288	293	290	291
Lea	143	143	153	254	273
Hidalgo	246	194	200	232	267
Quay	259	178	225	283	265
Lincoln	278	235	248	255	259
Statewide	**217**	**215**	**219**	**224**	**230**
De Baca	256	289	233	185	229
Santa Fe	216	213	234	218	227
Grant	213	197	201	212	224
Union	161	253	172	175	217
Chaves	210	209	201	207	212
Doña Ana	199	202	199	203	211
Rio Arriba	174	219	193	192	207
San Miguel	202	191	187	166	205
Sierra	182	170	204	199	203
McKinley	184	179	173	176	197
Cibola	152	189	166	161	196
Taos	109	117	194	198	192
Curry	203	194	196	207	184
San Juan	166	154	151	154	183
Socorro	178	170	136	156	173
Roosevelt	186	161	138	117	169
Luna	174	174	166	186	168
Torrance	201	147	145	156	147
Valencia	148	155	149	134	146
Sandoval	122	137	147	148	146
Harding	83	204	205	262	144
Otero	151	145	150	130	130
Catron	106	171	155	169	99
Los Alamos	70	69	72	78	70

[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, 2015 - 2019

County	Fatalities per 10,000 Population[1,2]				
	2015	2016	2017	2018	2019
Guadalupe	18.39	27.47	20.41	11.54	23.26
Hidalgo	6.76	6.94	27.92	2.36	21.44
De Baca	16.02	27.25	0.00	5.62	11.44
Mora	4.34	8.82	4.42	2.23	11.06
Cibola	4.07	6.28	4.83	2.24	6.00
Torrance	5.13	7.75	3.22	9.03	5.82
Luna	2.46	4.93	0.83	2.51	4.64
Colfax	3.22	4.08	3.29	4.14	4.19
Lea	1.82	1.85	2.32	4.03	3.66
McKinley	3.13	3.01	4.14	5.70	3.64
Socorro	2.33	9.43	1.19	1.20	3.61
Lincoln	0.52	3.61	3.08	2.05	3.58
Rio Arriba	3.05	2.80	2.04	3.59	3.08
San Juan	2.42	2.50	2.76	2.63	2.98
Eddy	1.73	1.21	2.98	2.94	2.74
Union	0.00	2.41	2.39	2.43	2.46
Quay	13.03	4.77	2.41	0.00	2.42
Statewide	**1.43**	**1.94**	**1.82**	**1.87**	**2.03**
Curry	0.40	1.39	0.80	1.42	1.63
Otero	1.54	0.46	0.91	1.20	1.63
Roosevelt	2.61	2.61	3.17	1.07	1.62
Chaves	1.97	2.13	0.92	2.32	1.55
Bernalillo	0.95	1.48	1.33	1.39	1.53
Taos	0.61	2.43	2.74	2.75	1.53
San Miguel	1.42	2.50	1.08	2.18	1.47
Valencia	0.66	0.93	1.58	0.92	1.43
Doña Ana	0.84	1.12	1.34	0.69	1.42
Sandoval	0.36	1.14	1.19	1.65	1.16
Grant	1.06	1.07	3.62	0.37	1.11
Santa Fe	0.95	1.55	1.07	1.20	1.06
Sierra	2.67	2.70	6.33	0.91	0.93
Los Alamos	0.00	0.00	0.00	0.00	0.52
Catron	0.00	0.00	2.81	16.88	0.00
Harding	0.00	29.11	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, 2015 - 2019

County	Alcohol-involved Crashes per 10,000 Population[1,2]				
	2015	2016	2017	2018	2019
McKinley	24.5	21.2	23.3	22.0	20.5
Guadalupe	6.9	18.3	9.1	13.8	18.6
Cibola	13.3	16.6	14.9	11.6	17.6
Mora	23.9	17.6	8.8	20.1	15.5
San Juan	14.1	12.7	13.3	12.8	15.2
Sierra	11.6	10.8	16.3	11.0	14.8
Lincoln	19.1	10.8	15.9	15.4	14.8
Eddy	11.1	8.8	9.5	14.7	13.0
Santa Fe	10.9	12.0	11.5	11.2	12.9
Chaves	8.5	6.2	7.2	8.7	12.1
Taos	4.9	5.2	10.4	13.8	11.9
San Miguel	11.3	9.6	10.8	6.2	11.7
Lea	7.0	5.6	5.4	11.1	11.5
De Baca	10.7	21.8	22.2	11.2	11.4
Statewide	**10.2**	**9.9**	**9.8**	**10.0**	**10.7**
Bernalillo	10.0	10.2	9.8	9.8	10.5
Rio Arriba	14.7	16.1	12.5	12.6	10.3
Hidalgo	18.0	16.2	4.7	7.1	9.5
Colfax	13.7	17.1	6.6	11.6	9.2
Doña Ana	9.1	8.1	9.1	9.2	9.2
Socorro	9.9	8.8	8.9	4.8	9.0
Sandoval	6.8	7.8	8.0	8.6	8.4
Roosevelt	8.4	6.3	2.6	3.7	8.1
Valencia	7.7	7.4	7.0	5.4	7.2
Grant	11.3	11.1	6.2	7.0	7.0
Otero	7.4	7.2	6.4	6.3	6.1
Torrance	7.7	4.5	5.1	3.2	5.8
Curry	7.4	7.2	6.2	5.5	5.3
Union	4.8	9.6	4.8	2.4	4.9
Luna	4.9	7.8	6.6	5.4	4.2
Los Alamos	1.7	3.3	2.7	3.7	3.6
Quay	8.3	8.3	8.4	4.9	2.4
Catron	0.0	0.0	5.6	14.1	0.0
Harding	13.9	0.0	14.6	0.0	0.0

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

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

Sources

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), 2015 – 2019. April data for 2015; July data for all other years.

National Crash and Rate Data

- U.S. Census Bureau, Population Division. Annual Estimates of the Resident Population for the United States, Regions, States, and Puerto Rico: April 1, 2010 to July 1, 2019. Release date: December 2019 (NST-EST2019-01). Accessed March 3, 2021.
- U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. Highway Statistics Series, 2019. Annual Vehicle-Miles of Travel, 1980 – 2019. Table MV-202. October 2020. Accessed March 3, 2021. https://www.fhwa.dot.gov/policyinformation/statistics/2019/vm202.cfm
- U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA). Overview of Motor Vehicle Crashes in 2019. December 2020. Accessed March 3, 2021. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813060
- U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. Highway Statistics Series, Vehicles. Table MV-1. Release date: November 2020. Accessed March 3, 2021. https://www.fhwa.dot.gov/policyinformation/statistics/2019/mv1.cfm
- U.S. Department of Transportation, National Highway Traffic Safety Administration. National Center for Statistics and Analysis. Motorcycles: 2018 Data (Updated, Traffic Safety Facts). November 2020. Accessed March 3, 2021. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812979
- U.S. Department of Transportation, National Highway Traffic Safety Administration. Traffic Safety Facts Annual Report Tables, National Statistics. June 30, 2020. Accessed March 3, 2021. https://cdan.nhtsa.gov/tsftables/tsfar.htm

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 (UNM-GPS), Traffic Research Unit.

Sources

Note on crash-related fatalities: Driver, pedestrian and pedalcyclist fatalities 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.

New Mexico Population – U.S. Census Bureau, Population Division. Annual Estimates of the Resident Population: April 1, 2010, to July 1, 2019. Release dates: For counties, March 2020 (CO-EST2019-ANNRES-35). For cities and towns (incorporated places and minor civil divisions), May 2020 (SUB-EST2019_35). For 2010 population only: New Mexico: 2010 Population and Housing Counts, released September 2012 (https://www2.census.gov/library/publications/decennial/2010/cph-2/cph-2-33.pdf).

Observed Seatbelt Use – New Mexico Department of Transportation (NMDOT), 2019 New Mexico Occupant Seat Belt Observation Study. Prepared by Preusser Research Group Inc.: November 2019.

Registered Motor Vehicles and Motorcycles

- U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. Highway Statistics Series, Vehicles. Table MV-1 (2015 published Jan. 2017; 2016, Nov. 2017; 2017, Jan. 2019; 2018, Dec. 2019; 2019, Nov. 2020). Accessed March 3, 2021. https://www.fhwa.dot.gov/policyinformation/statistics/2019/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. Aug. 21, 2013. Urban areas for crash years 2013-2017 include a ½-mile buffer extending out from those urban boundaries. Urban areas for crash years 2018 and after do not include a buffer, which decreases the number of crashes classified as urban. In crashes before 2013, "urban" was 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, 2019, generated on May 1, 2020. DVMT by County, 2019, personal communication from Sean Noonen, generated on April 15, 2020. VMT (reported in units of 100 million vehicle miles traveled) are based on the daily average vehicle miles traveled.

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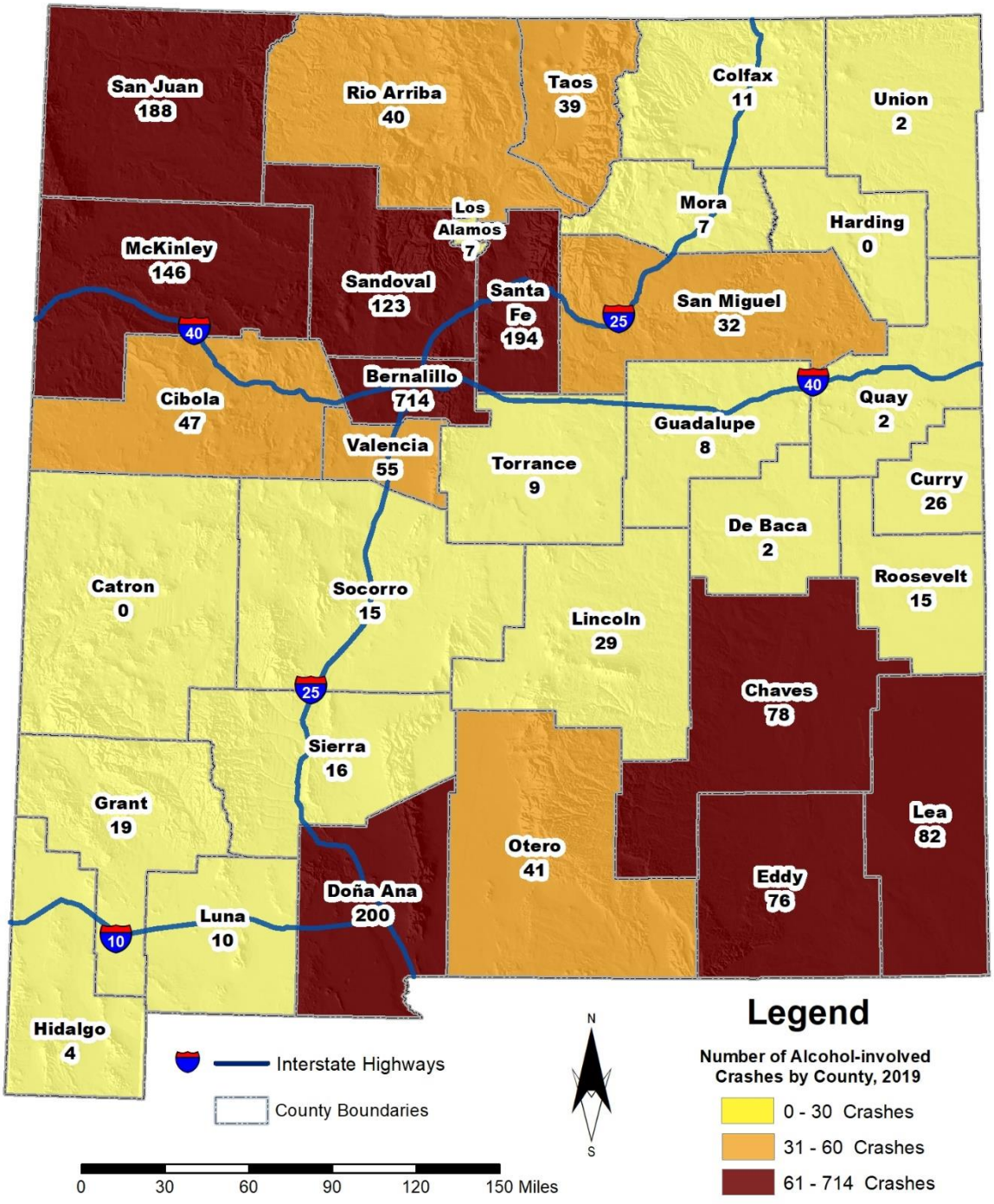
Map 24: Alcohol-involved Crashes by County, 2019



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