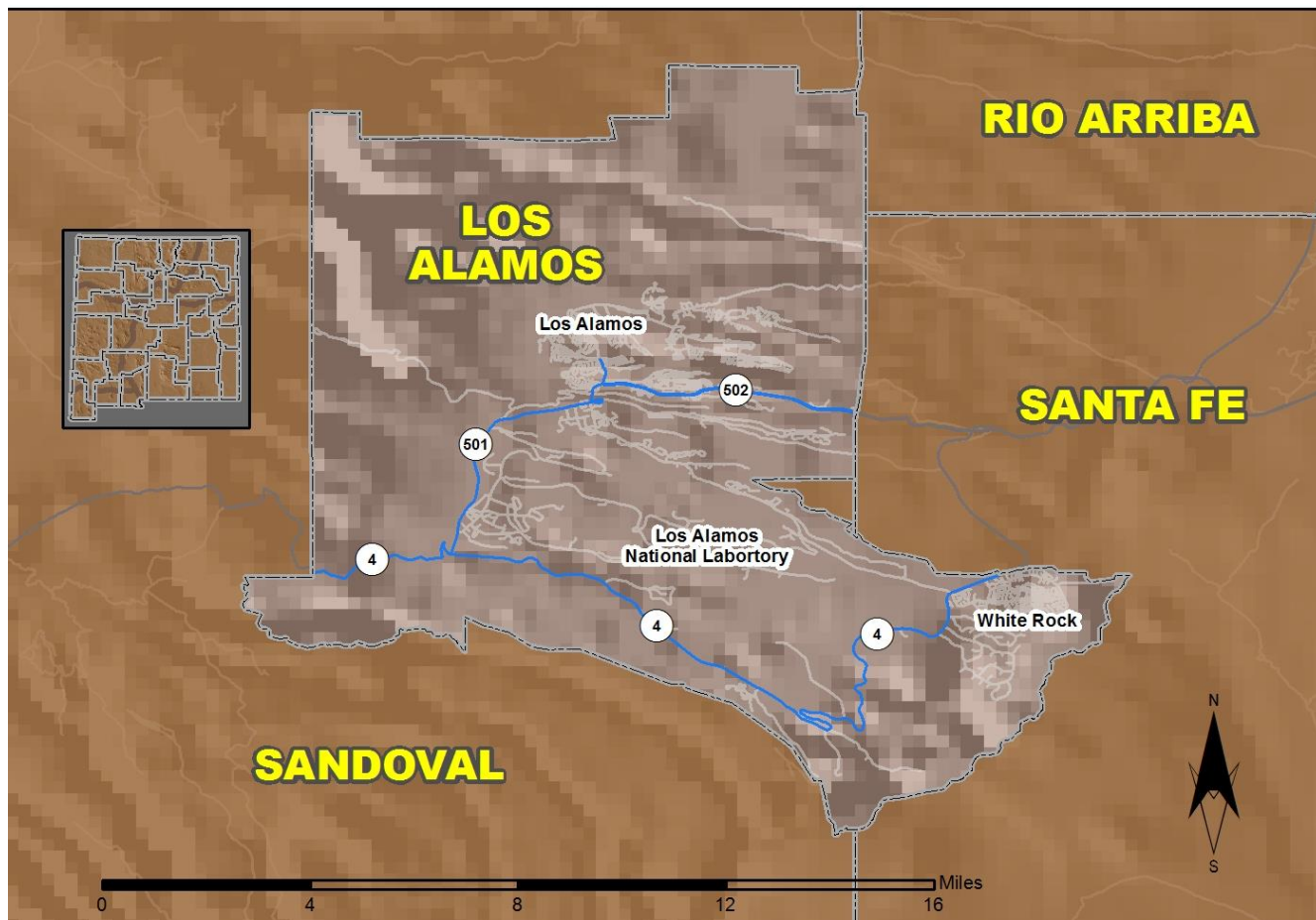# 2021 Community Report
Los Alamos

Produced for the New Mexico Department of Transportation,
Traffic Safety Division, Traffic Records Bureau,
Under Contract 6380 by the University of New Mexico,
Geospatial and Population Studies, Traffic Research Unit

Distributed in compliance with New Mexico Statute 66-7-214
as a reference source regarding New Mexico traffic crashes

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

https://gps.unm.edu/tru/crash-reports/community-reports

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 1

Definitions

Aggravated DWI – An arrest for 1) driving with a BAC of 0.16 or higher, 2) driving under the influence of alcohol or drugs and causing bodily injury to a human being as a result, or 3) driving under the influence of alcohol or drugs and refusing to submit to a BAC test at the time of arrest for DWI.

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

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

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.

DWI Arrest (Citation) – An arrest for either DWI or aggravated DWI. New Mexico's legal limit for presumption of driving while intoxicated (DWI) is 0.08 BAC for non-commercial drivers older than 21 years of age, 0.04 for commercial vehicle drivers, and 0.02 for drivers younger than 21 years of age.

DWI Conviction – A conviction for driving under the intoxicating influence of alcohol, narcotics, or pathogenic drugs, including for aggravated DWI.

Fatal Crash – A crash in which at least one person was killed. 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 a person involved in the crash dies within 30 days.

First Harmful Event – The event of the crash that produced the first injury or damage. First harmful event (FHE) replaced Crash Classification starting in 2020. FHE and its' subanalysis data are derived from Crash Classification and Analysis for crashes that occurred prior to 2020 and for any agencies not using the E Juy 2018 Uniform Crash Report, which became available in 2020. Statistics for the categories of "Other Non-Motorist" and "Other" are not available prior to 2020.

Injury Crash – A reported crash in which at least one person was injured. Injury crashes each involve at least one suspected serious injury (Class A), suspected minor injury (Class B), or possible injury (Class C). Fatal crashes are not included.

Missing Data – An indication that the applicable field on the UCR 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.

Pedalcyclists, All – All people on any pedalcycle or in any pedalcycle trailer, and who are involved in a collision with a motor vehicle. Consists of pedalcycle operators and pedalcycle passengers. Historically, "pedalcyclists" included both pedalcycle operators and passengers. A pedalcycle is a mechanism of transport that is powered solely by pedals.

Pedestrians, All – All persons not occupying either a motor vehicle or a pedalcycle, and who are involved in a collision with a motor vehicle. Historically, "pedestrians" have also included people on personal conveyances (e.g., wheelchair or skateboard).

Sources

Crash Data – New Mexico Department of Transportation, Traffic Safety Division, Traffic Records Bureau, Traffic Crash Database, as of the report date below. Crash data are compiled using 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 Bureau and analyzed by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit (TRU).

DWI Arrest Data – New Mexico Taxation and Revenue Department, Motor Vehicle Division, DWI File, as of the date listed in the footnote of Table 32. Repeat offenders are identified by the combination of account key, arrest date, and citation number. County data are based upon the county where the arrest took place. City data are based upon the city where the offender resides.

Urban Areas – Areas defined by the New Mexico Department of Transportation, Asset Management and Planning, 2010 U.S. Census Urbanized Area Boundaries, NMDOT-Adjusted, and U.S. Census Urban Clusters, August 21, 2013. Urban areas for crash years 2013-2017 include a 1/2 mile buffer extending out from those urban boundaries. In crashes before 2013, "urban" was defined as a town or city with a population of at least 2,500 people.

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 2

**Table 1: Total Crashes and Alcohol-involved Crashes by
Crash Severity in Los Alamos, 2012-2021**

Year	Total Crashes				Alcohol-involved Crashes			
	Fatal	Injury	Property Damage Only	Total	Fatal	Injury	Property Damage Only	Total
2012	0	20	64	**84**	0	0	2	**2**
2013	0	12	47	**59**	0	1	2	**3**
2014	2	15	29	**46**	0	2	0	**2**
2015	0	23	62	**85**	0	0	0	**0**
2016	0	29	64	**93**	0	1	3	**4**
2017	0	40	68	**108**	0	2	1	**3**
2018	0	28	94	**122**	0	2	5	**7**
2019	0	33	63	**96**	0	2	1	**3**
2020	1	17	54	**72**	0	0	4	**4**
2021	2	21	44	**67**	1	1	1	**3**

**Figure 1: Alcohol-involved Fatal and Injury Crashes Compared with
Non-alcohol-involved Fatal and Injury Crashes in Los Alamos, 2012-2021**

■ Alcohol-involved Fatal and Injury Crashes   ■ Non-alcohol-involved Fatal and Injury Crashes

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 3
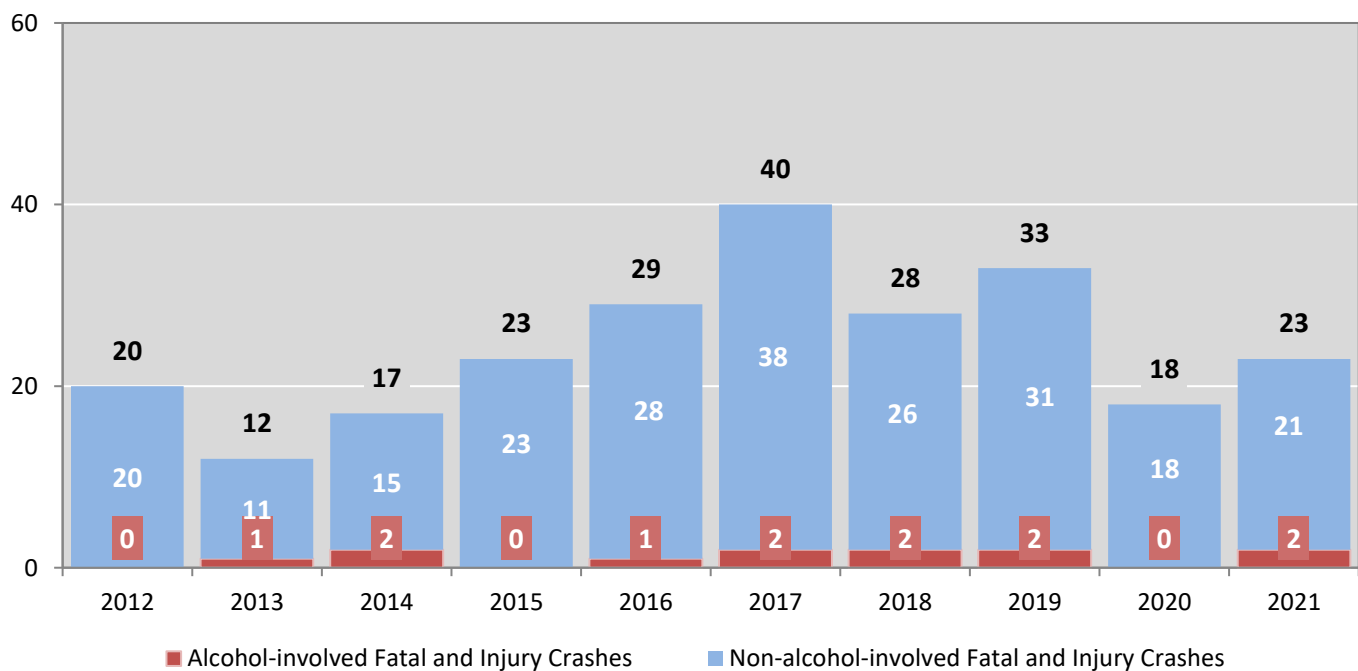
Table 2: Crashes by Month in Los Alamos, 2017-2021

Month	Crashes					5-Year Average
	2017	2018	2019	2020	2021	
January	15	13	12	14	3	11
February	7	6	9	11	6	8
March	9	5	6	5	2	5
April	12	7	5	0	4	6
May	5	10	10	5	10	8
June	11	8	8	5	10	8
July	8	6	6	2	0	4
August	11	16	12	4	4	9
September	10	14	12	8	7	10
October	11	9	4	7	10	8
November	7	11	6	4	3	6
December	2	17	6	7	8	8
Total Crashes	**108**	**122**	**96**	**72**	**67**	**93**

Table 3: Alcohol-involved Crashes by Month in Los Alamos, 2017-2021

Month	Alcohol-involved Crashes					5-Year Average
	2017	2018	2019	2020	2021	
January	0	0	1	0	0	0
February	0	0	0	1	0	0
March	0	0	0	0	0	0
April	0	0	0	0	0	0
May	1	0	2	0	1	1
June	0	0	0	0	0	0
July	1	0	0	0	0	0
August	0	2	0	0	0	0
September	0	0	0	0	1	0
October	0	2	0	1	0	1
November	1	2	0	1	1	1
December	0	1	0	1	0	0
Total Crashes	**3**	**7**	**3**	**4**	**3**	**4**

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 4

Figure 2: Crashes by Hour in Los Alamos, 2021
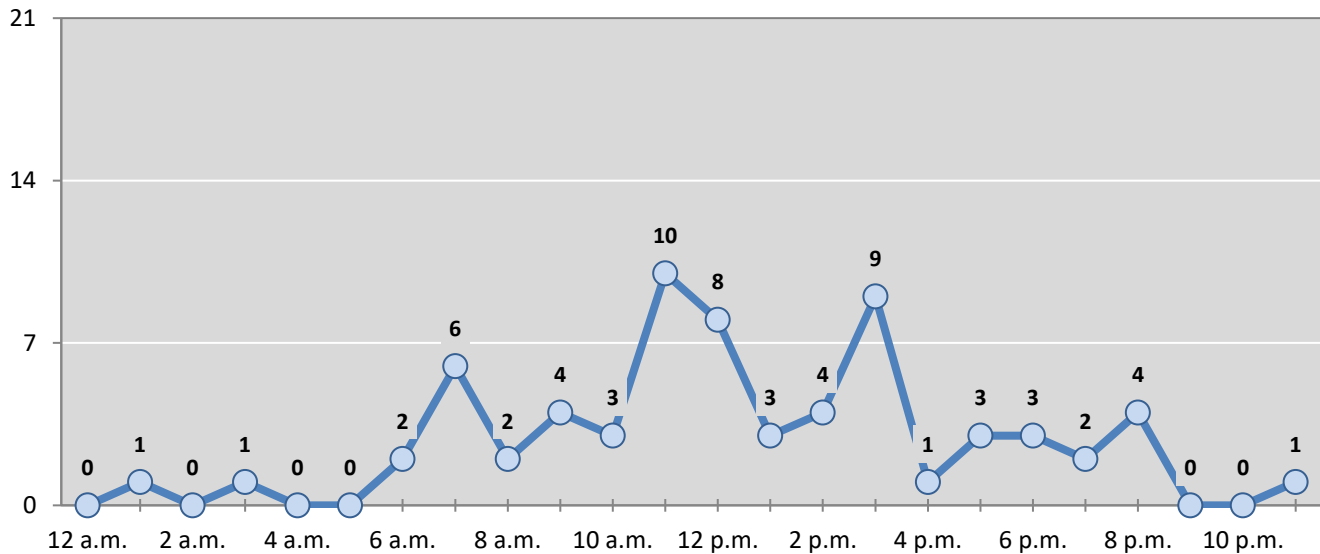
* In 2021, Los Alamos had 0 crashes for which hour data were missing.

Figure 3: Alcohol-involved Crashes by Hour in Los Alamos, 2021
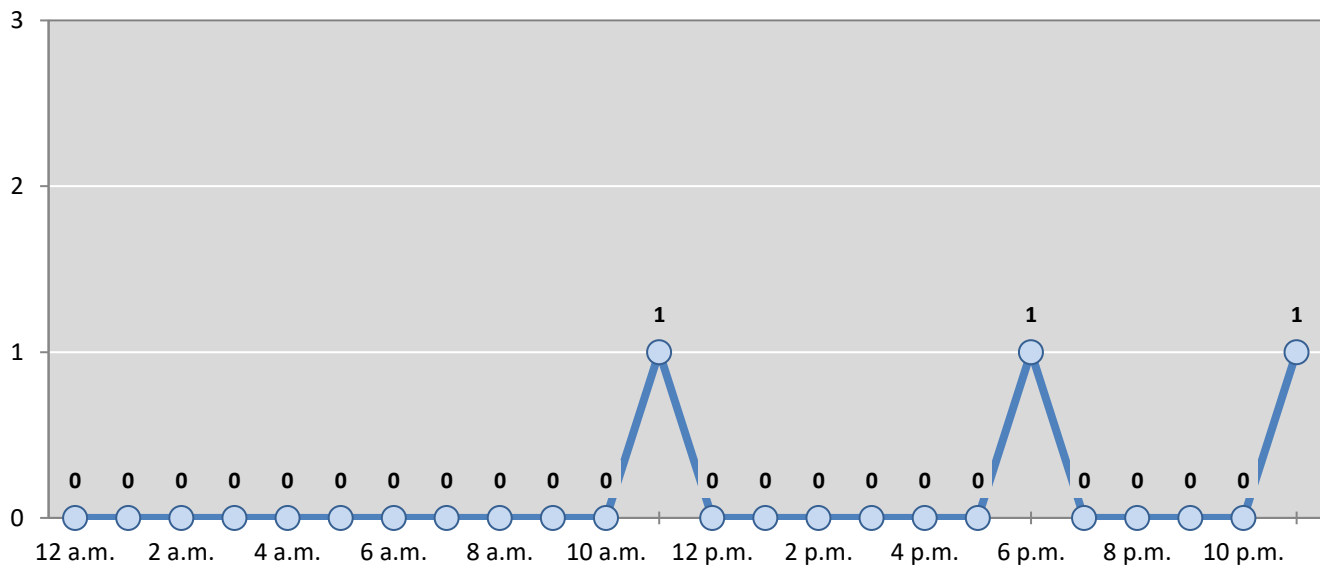
* In 2021, Los Alamos had 0 alcohol-involved crashes for which hour data were missing.

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 5

Table 4: Total Crashes by Day of Week in Los Alamos, 2017-2021

Day of Week	Total Crashes					5-Year Average
	2017	2018	2019	2020	2021	
Sunday	7	5	3	8	4	5
Monday	13	9	12	15	11	12
Tuesday	25	25	21	18	17	21
Wednesday	16	21	17	5	9	14
Thursday	24	26	15	11	8	17
Friday	14	23	20	13	12	16
Saturday	9	13	8	2	6	8
Total Crashes	**108**	**122**	**96**	**72**	**67**	**93**

Table 5: Heavy-truck Crashes by Day of Week in Los Alamos, 2017-2021

Day of Week	Heavy-truck Crashes					5-Year Average
	2017	2018	2019	2020	2021	
Sunday	0	0	1	1	0	0
Monday	2	1	1	1	0	1
Tuesday	2	0	1	1	1	1
Wednesday	2	1	0	0	1	1
Thursday	0	3	2	0	0	1
Friday	1	0	0	0	0	0
Saturday	0	0	1	0	0	0
Total Crashes	**7**	**5**	**6**	**3**	**2**	**5**

Table 6: Motorcycle Crashes by Day of Week in Los Alamos, 2017-2021

Day of Week	Motorcycle Crashes[1]					5-Year Average
	2017	2018	2019	2020	2021	
Sunday	1	0	0	1	0	0
Monday	0	1	0	0	1	0
Tuesday	2	0	2	0	0	1
Wednesday	1	1	0	0	0	0
Thursday	0	0	0	0	0	0
Friday	0	0	0	1	1	0
Saturday	0	1	0	0	1	0
Total Crashes	**4**	**3**	**2**	**2**	**3**	**3**

[1] "Motorcycles" exclude ATVs.

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 6

Table 7: Alcohol-involved Crashes by Day of Week in Los Alamos, 2017-2021

Day of Week	Alcohol-involved Crashes					5-Year Average
	2017	2018	2019	2020	2021	
Sunday	1	0	0	1	0	0
Monday	0	0	0	0	1	0
Tuesday	1	1	3	1	0	1
Wednesday	0	0	0	0	0	0
Thursday	0	1	0	1	1	1
Friday	0	1	0	0	1	0
Saturday	1	4	0	1	0	1
Total Crashes	**3**	**7**	**3**	**4**	**3**	**4**

Table 8: Fatal and Injury Crashes by Day of Week in Los Alamos, 2017-2021

Day of Week	Fatal and Injury Crashes					5-Year Average
	2017	2018	2019	2020	2021	
Sunday	6	0	0	2	1	2
Monday	4	1	8	4	5	4
Tuesday	6	5	8	5	5	6
Wednesday	4	8	4	1	4	4
Thursday	9	5	6	2	0	4
Friday	5	4	4	4	4	4
Saturday	6	5	3	0	4	4
Total Crashes	**40**	**28**	**33**	**18**	**23**	**28**

Table 9: All Pedestrian and Pedalcycle Crashes by Day of Week in Los Alamos, 2017-2021

Day of Week	All Pedestrian and Pedalcycle Crashes					5-Year Average
	2017	2018	2019	2020	2021	
Sunday	1	0	0	0	0	0
Monday	0	0	0	0	1	0
Tuesday	1	0	1	0	2	1
Wednesday	0	1	1	0	1	1
Thursday	1	2	1	0	0	1
Friday	3	0	0	1	1	1
Saturday	0	0	0	0	0	0
Total Crashes	**6**	**3**	**3**	**1**	**5**	**4**

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 7

Figure 4: Fatal and Injury Crashes by Hour in Los Alamos, 2021
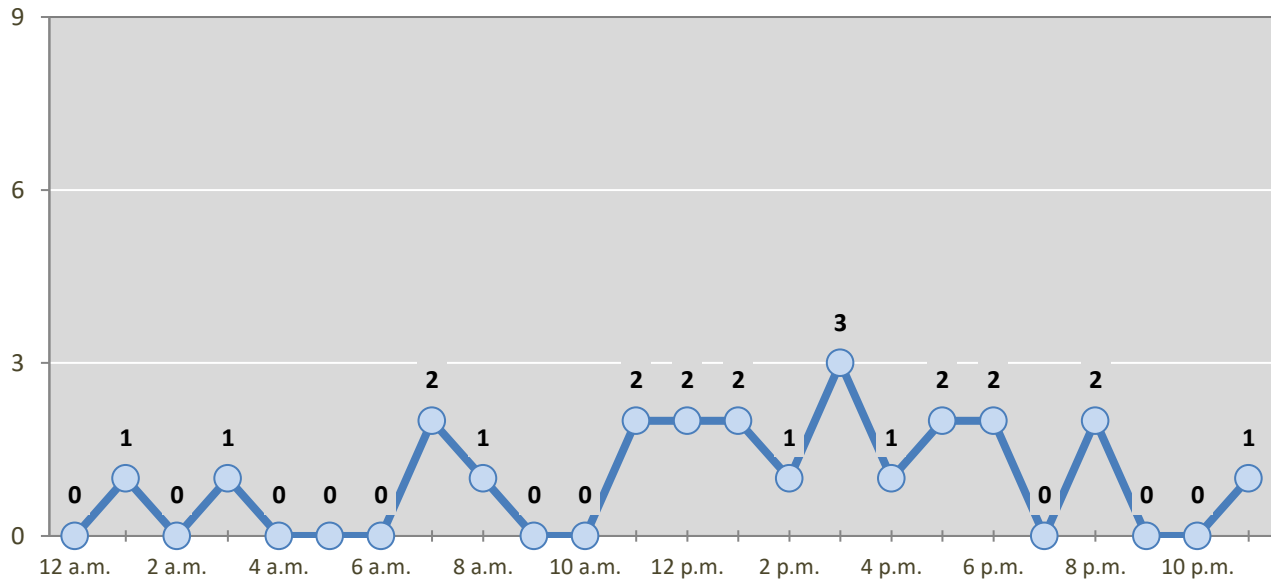
* In 2021, Los Alamos had 0 crashes for which hour data were missing.

Figure 5: All Pedestrian and Pedalcycle Crashes by Hour in Los Alamos, 2021

* In 2021, Los Alamos had 0 crashes for which hour data were missing.

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 8
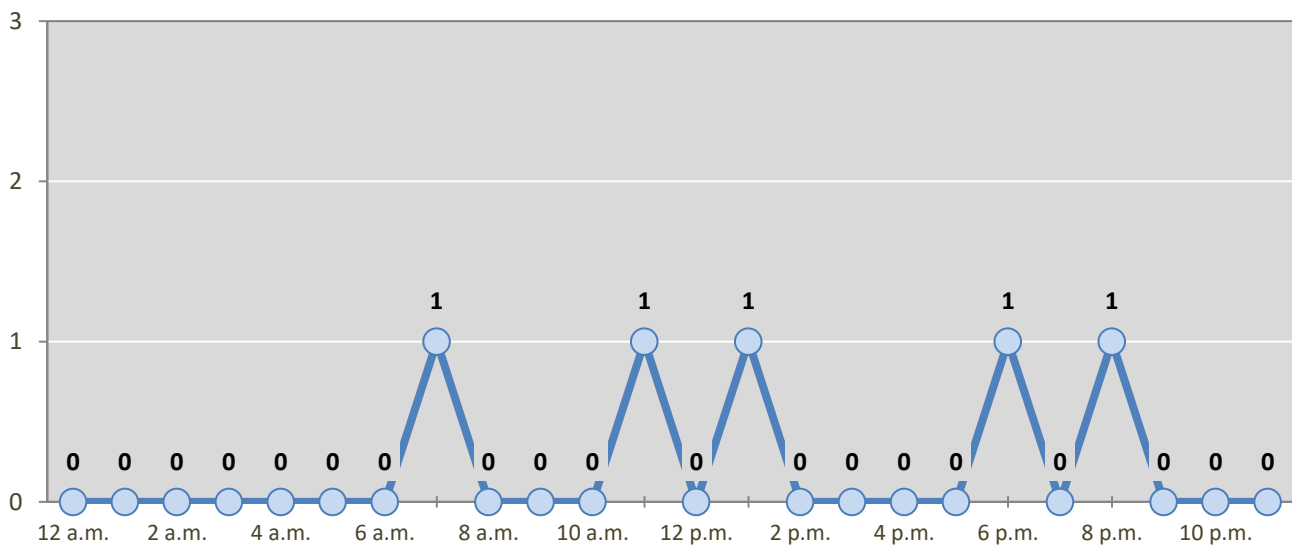
Table 10: Severity of Injuries to People in Crashes by Rural and Urban Locations and Alcohol Involvement in Los Alamos, 2021

Rural and Urban Locations by Alcohol Involvement	People in Crashes by Severity of Injuries					Total People
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	
People in Alcohol-involved Crashes	**1**	**0**	**1**	**0**	**2**	**4**
Urban	1	0	0	0	1	2
Rural Non-Interstate	0	0	1	0	1	2
Rural Interstate	0	0	0	0	0	0
People in Crashes	**2**	**3**	**5**	**19**	**142**	**171**
Urban	2	2	3	17	115	139
Rural Non-Interstate	0	1	2	2	27	32
Rural Interstate	0	0	0	0	0	0
Percent in Alcohol-involved Crashes	**50%**	**0%**	**20%**	**0%**	**1%**	**2%**

Table 11: Total Crashes by Rural and Urban Locations and Crash Severity in Los Alamos, 2017-2021

Crash Severity by Rural and Urban Locations	Crashes by Year					5-Year Average
	2017	2018	2019	2020	2021	
Total Rural Interstate	**0**	**0**	**0**	**0**	**0**	**0**
Fatal Crash	0	0	0	0	0	0
Injury Crash	0	0	0	0	0	0
Property Damage Only Crash	0	0	0	0	0	0
Total Rural Non-Interstate	**1**	**33**	**14**	**9**	**13**	**14**
Fatal Crash	0	0	0	0	0	0
Injury Crash	1	7	5	2	5	4
Property Damage Only Crash	0	26	9	7	8	10
Total Urban	**107**	**89**	**82**	**63**	**54**	**80**
Fatal Crash	0	0	0	1	2	1
Injury Crash	39	21	28	15	16	24
Property Damage Only Crash	68	68	54	47	36	55

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 9

Table 12: Total Crashes by First Harmful Event in Los Alamos, 2017-2021

First Harmful Event[1]	Total Crashes by Year					5-Year Average
	2017	2018	2019	2020	2021	
Collision with Animal	4	5	2	2	2	**3**
Collision with Fixed Object	13	15	12	14	10	**13**
Collision with Motor Vehicle	80	94	79	53	49	**71**
Collision with Other Non-Fixed Object	3	1	0	1	0	**1**
Collision with Person	6	3	3	1	5	**4**
Pedalcycle	5	2	3	1	3	**3**
Pedestrian	1	1	0	0	2	**1**
Other Non-Motorist	0	0	0	0	0	**0**
Missing Subanalysis Data	0	0	0	0	0	**0**
Non-Collision	2	4	0	1	0	**1**
Overturn/Rollover	2	3	0	1	0	**1**
All Other Non-Collision	0	1	0	0	0	**0**
Other	0	0	0	0	1	**1**
Missing Data	0	0	0	0	0	**0**
Total Crashes	108	122	96	72	67	93

[1] The options of "Other Non-Motorist" and "Other" were not available before 2020. The addition of options in 2020 decreases the use of previously available options.

Table 13: Vehicles in Crashes by Vehicle Type in Los Alamos, 2017-2021

Vehicle Type [1]	Vehicles in Crashes by Vehicle Type					5-Year Average
	2017	2018	2019	2020	2021	
Buses	4	6	1	2	4	**3**
Motorcycles/ATVs	5	3	2	2	3	**3**
Passenger Cars	119	127	113	71	62	**98**
Pedalcycles	5	2	3	1	3	**3**
Pedestrians, All	1	1	0	0	2	**1**
Pickups	26	37	30	26	25	**29**
Semis/Heavy Trucks	7	5	6	3	2	**5**
Vans/SUVs/4WDs	42	46	36	24	26	**35**
Other Vehicles	0	3	0	0	0	**1**
Missing Data	1	1	0	0	1	**1**
Total Vehicles	210	231	191	129	128	**178**

[1] Pedestrians and pedalcycles are counted as non-motorized vehicles, when involved in a crash with a motor vehicle. "All pedestrians" encompasses pedestrians with or without personal conveyance (e.g., wheelchair, skateboard). See Page 18 for more data on non-motorized vehicles in crashes.

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 10

Table 14: Motor Vehicle Drivers in Crashes by Vehicle Type and Age Group in Los Alamos, 2021

Age Groups	Motor Vehicle[1] Drivers by Vehicle Type and Age Group								Total Drivers
	Bus	Motor-cycle/ATV	Passenger	Pickup	Semi/ Heavy Truck	Van 4WD SUV	Other Vehicle	Missing Data	
15-19	0	1	14	2	0	7	0	0	**24**
20-24	0	1	6	2	0	3	0	0	**12**
25-29	1	0	6	1	0	0	0	0	**8**
30-34	0	0	4	2	0	2	0	0	**8**
35-39	0	0	5	2	0	1	0	0	**8**
40-44	0	0	2	0	1	0	0	0	**3**
45-49	0	0	3	1	0	4	0	0	**8**
50-54	0	1	3	3	0	3	0	0	**10**
55-59	2	0	2	4	1	2	0	0	**11**
60-64	0	0	2	2	0	0	0	0	**4**
65-69	0	0	1	0	0	1	0	0	**2**
70 +	0	0	7	2	0	0	0	0	**9**
Missing Data	1	0	7	4	0	3	0	1	**16**
Total Drivers	**4**	**3**	**62**	**25**	**2**	**26**	**0**	**1**	**123**

Table 15: Alcohol-involved Motor Vehicle Drivers in Crashes by Vehicle Type and Age Group in Los Alamos, 2021

Age Groups	Alcohol-involved Motor Vehicle[1] Drivers by Vehicle Type and Age Group								Total Drivers
	Bus	Motor-cycle/ATV	Passenger	Pickup	Semi/ Heavy Truck	Van 4WD SUV	Other Vehicle	Missing Data	
15-19	0	0	1	0	0	0	0	0	**1**
20-24	0	0	0	0	0	0	0	0	**0**
25-29	0	0	0	0	0	0	0	0	**0**
30-34	0	0	0	0	0	0	0	0	**0**
35-39	0	0	1	0	0	0	0	0	**1**
40-44	0	0	0	0	0	0	0	0	**0**
45-49	0	0	0	0	0	0	0	0	**0**
50-54	0	1	0	0	0	0	0	0	**1**
55-59	0	0	0	0	0	0	0	0	**0**
60-64	0	0	0	0	0	0	0	0	**0**
65-69	0	0	0	0	0	0	0	0	**0**
70 +	0	0	0	0	0	0	0	0	**0**
Missing Data	0	0	0	0	0	0	0	0	**0**
Total Drivers	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**

[1] See Page 18 for data on drivers of non-motorized vehicles in crashes (i.e. pedestrians and pedalcyclists).

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 11

**Figure 6: Motor Vehicle Drivers in Crashes by
Age Group and Sex in Los Alamos, 2021**
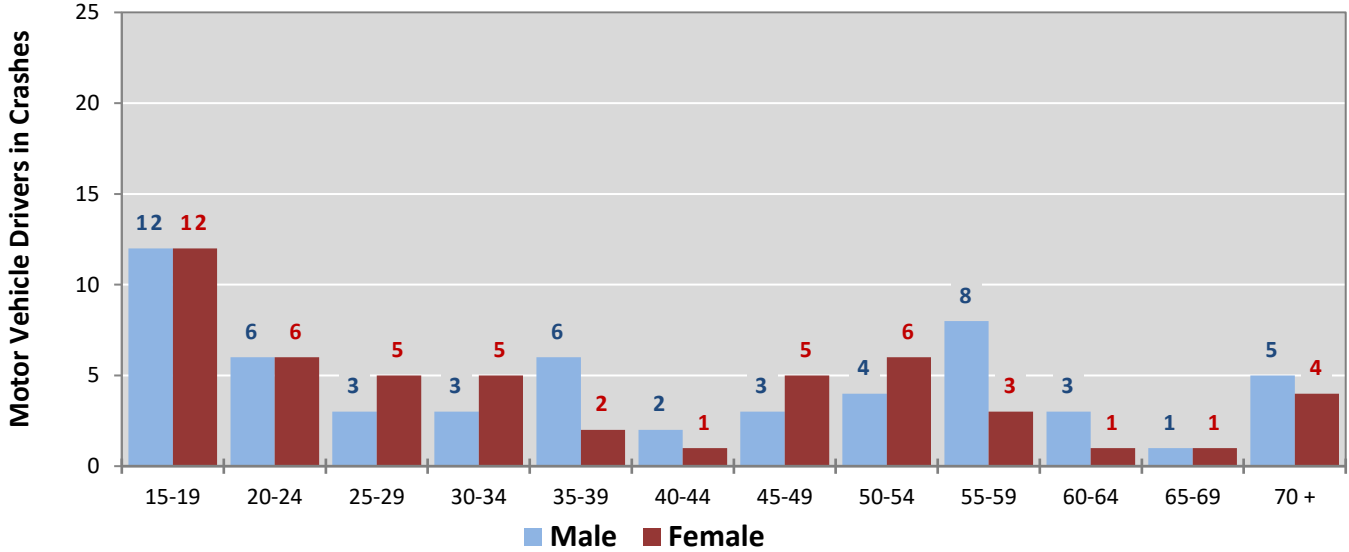
* In 2021, Los Alamos had 16 drivers in crashes for which age or sex data were missing.

**Figure 7: Alcohol-involved Motor Vehicle Drivers in Crashes by
Age Group and Sex in Los Alamos, 2021**
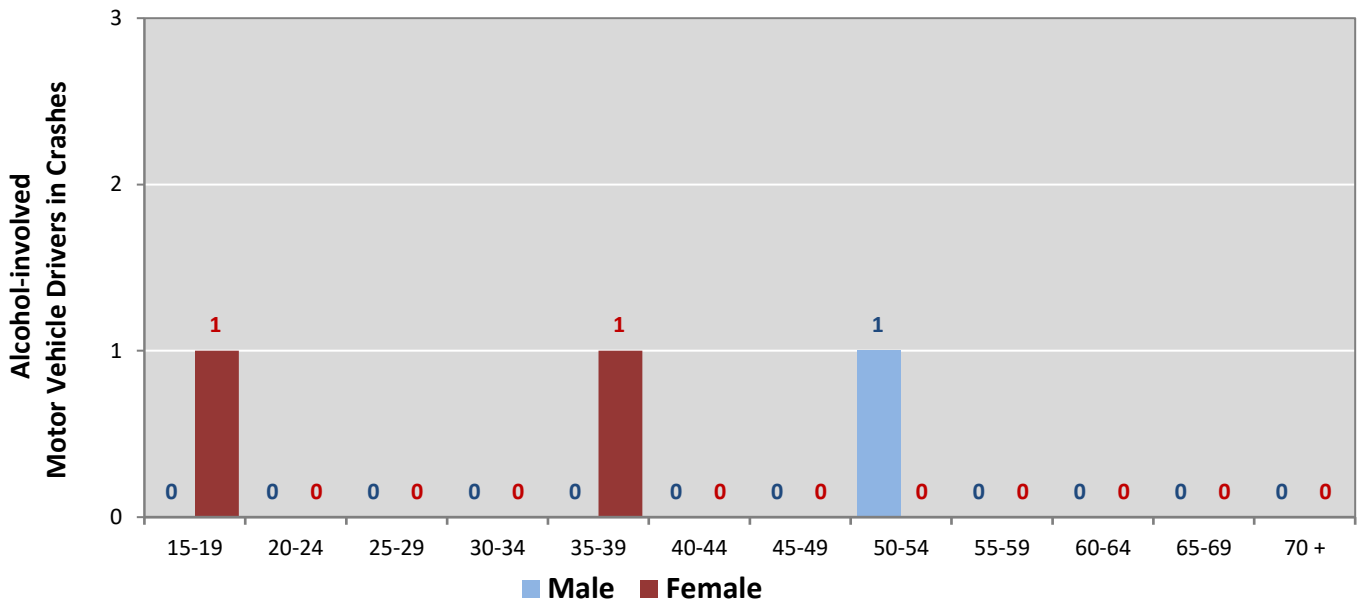
* In 2021, Los Alamos had 0 drivers in crashes for which age or sex data were missing.

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 12

Table 16: Alcohol-involved Motor Vehicle Drivers Under 21
(Ages 15-20) in Crashes in Los Alamos, 2017-2021

Age[1]	Year					5-Year Total
	2017	2018	2019	2020	2021	
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	1	1
18	0	0	0	0	0	0
19	0	0	0	0	0	0
20	0	0	0	0	0	0
Total Drivers	**0**	**0**	**0**	**0**	**1**	**1**

Table 17: Motor Vehicle Drivers Under 21 (Ages 15-20) in Crashes
by Age, Sex and Alcohol Involvement in Los Alamos, 2021

Age[1]	Total Drivers				Alcohol-involved Drivers			
	Sex		Total Drivers	Percent of Total	Sex		Total Drivers	Percent of Total
	Male	Female			Male	Female		
15	0	0	0	**0%**	0	0	0	**0%**
16	4	3	7	**27%**	0	0	0	**0%**
17	4	6	10	**38%**	0	1	1	**100%**
18	2	2	4	**15%**	0	0	0	**0%**
19	2	1	3	**12%**	0	0	0	**0%**
20	2	0	2	**8%**	0	0	0	**0%**
Total Drivers	**14**	**12**	**26**	**100%**	**0**	**1**	**1**	**100%**

[1] For analysis of drivers under age 21, when the driver age or sex are not identified on the crash report (typically hit-and-run drivers), the driver data are considered unreliable and are excluded from the analysis.

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 13

Table 18: Frequency of Contributing Factors in Crashes
by Crash Severity in Los Alamos, 2021

Contributing Factors	Frequency of Contributing Factor[1] by Crash Severity			
	Frequency in Fatal Crashes	Frequency in Injury Crashes	Frequency in Property Damage Only Crashes	Frequency in All Crashes
Human	**4**	**33**	**63**	**100**
Driver Inattention	0	12	26	38
Driver Distracted by Other Activity	2	4	5	11
Failed to Yield Right of Way	0	4	5	9
Other Improper Driving	0	2	7	9
Following Too Closely	0	2	4	6
Excessive Speed	0	1	2	3
Improper Backing	0	1	2	3
Made Improper Turn	0	1	2	3
Under the Influence Of Alcohol	1	1	1	3
Improper Lane Change	0	0	2	2
Passed Stop Sign	0	0	2	2
Speed Too Fast For Conditions	1	0	1	2
Avoid No Contact Other	0	1	0	1
Avoid No Contact Vehicle	0	0	1	1
Cell Phone	0	1	0	1
Disregarded Traffic Signal	0	1	0	1
Improper Overtaking	0	0	1	1
Pedestrian Error	0	1	0	1
Driver Distracted by Talking on Cell Phone	0	1	0	1
Driver Distracted By Texting	0	0	1	1
Under the Influence Of Drugs	0	0	1	1
Driverless Moving Vehicle	0	0	0	0
Drove Left of Center	0	0	0	0
Failed to Yield For Emer. Vehicle	0	0	0	0
Failed to Yield For Police Vehicle	0	0	0	0
High-Speed Pursuit	0	0	0	0
Driver Distracted by Passenger	0	0	0	0
Driver Distracted by Talking on Hands-Free Device	0	0	0	0
Vehicle Skidded Before Braking	0	0	0	0
Vehicle	**0**	**1**	**1**	**2**
Lights (Head, Signal, Tail)	0	0	1	1
Other Mechanical Defect	0	1	0	1
Coupling Device (Hitch, Chains)	0	0	0	0
Defective Steering	0	0	0	0
Defective Tires	0	0	0	0
Exhaust System	0	0	0	0
Inadequate Brakes	0	0	0	0
Mirrors	0	0	0	0
Suspension	0	0	0	0
Wheels	0	0	0	0
Windows/Windshield	0	0	0	0
Wipers	0	0	0	0
Environment	**0**	**4**	**12**	**16**
Road Surface Conditions	0	0	4	4
Animal(s) In Roadway	0	2	1	3
Other Visual Obstruction(s)	0	1	2	3
Backup - Prior Crash	0	0	2	2
Traffic Congestion	0	0	2	2
Low Visibility Due to Glare	0	1	0	1
Weather Conditions	0	0	1	1
Backup - Prior Incident	0	0	0	0
Debris	0	0	0	0
Low Visibility Due to Smoke	0	0	0	0
Road Defect	0	0	0	0
Obstruction in Road	0	0	0	0
Traffic Control Missing	0	0	0	0
Other	**0**	**18**	**37**	**55**
Other - No Driver Error	0	18	34	52
Missing Data	0	0	3	3
None	0	0	0	0
Total	**4**	**56**	**113**	**173**

[1] Multiple contributing factors may be reported for any vehicle in a crash.

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 14

Table 19: People in Crashes by First Harmful Event and Severity of Injuries in Los Alamos, 2021

First Harmful Event (FHE) and Subanalysis	People in Crashes by Severity of Injuries					Total People
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	
Collision with Animal	**0**	**0**	**0**	**1**	**1**	**2**
Deer	0	0	0	1	1	**2**
Antelope	0	0	0	0	0	**0**
Bear	0	0	0	0	0	**0**
Cattle/Cow	0	0	0	0	0	**0**
Elk	0	0	0	0	0	**0**
Horse	0	0	0	0	0	**0**
Other (Bird, Cougar, Sheep, Goat)	0	0	0	0	0	**0**
Other Large Domestic Animal	0	0	0	0	0	**0**
Other Large Game Animal	0	0	0	0	0	**0**
Small Domestic Animal	0	0	0	0	0	**0**
Small Game Animal	0	0	0	0	0	**0**
Missing Subanalysis Data	0	0	0	0	0	**0**
Collision with Fixed Object	**1**	**0**	**1**	**1**	**10**	**13**
Guardrail, End or Face	0	0	1	0	2	**3**
Other Post, Pole or Support	0	0	0	1	2	**3**
Bridge Pier, Support, Rail, or Overhead	0	0	0	0	2	**2**
Culvert	0	0	0	0	1	**1**
Tree (standing)	0	0	0	0	1	**1**
Utility Pole/Light Support	1	0	0	0	0	**1**
Curb	0	0	0	0	0	**0**
Ditch	0	0	0	0	0	**0**
Embankment	0	0	0	0	0	**0**
Fence	0	0	0	0	0	**0**
Median	0	0	0	0	0	**0**
Other Fixed Object	0	0	0	0	0	**0**
Traffic Barrier, Cable	0	0	0	0	0	**0**
Traffic Barrier, Concrete	0	0	0	0	0	**0**
Traffic Sign Support	0	0	0	0	0	**0**
Wall or Building	0	0	0	0	0	**0**
Other (incl. hydrant, box, cattle guard, plant)	0	0	0	0	2	**2**
Missing Subanalysis Data	0	0	0	0	0	**0**
Collision with Motor Vehicle	**0**	**1**	**2**	**16**	**120**	**139**
MV in Transport	0	1	1	16	87	**105**
Parked MV	0	0	1	0	33	**34**
Missing Subanalysis Data	0	0	0	0	0	**0**
Collision with Other Non-Fixed Object	**0**	**0**	**0**	**0**	**0**	**0**
Railway Vehicle	0	0	0	0	0	**0**
Struck by falling, shifting cargo	0	0	0	0	0	**0**
Work Zone/Maintenance Equipment	0	0	0	0	0	**0**
Other Non-fixed Object	0	0	0	0	0	**0**
Missing Subanalysis Data	0	0	0	0	0	**0**
Collision with Person	**1**	**1**	**2**	**1**	**9**	**14**
Pedalcycle	0	1	1	1	5	**8**
Pedestrian	1	0	1	0	4	**6**
Other Non-Motorist	0	0	0	0	0	**0**
Missing Subanalysis Data	0	0	0	0	0	**0**
Non-Collision	**0**	**0**	**0**	**0**	**0**	**0**
Cargo/Equipment Loss or Shift	0	0	0	0	0	**0**
Fell/Jumped from MV	0	0	0	0	0	**0**
Fire/Explosion	0	0	0	0	0	**0**
Immersion, Full or Partial	0	0	0	0	0	**0**
Jackknife	0	0	0	0	0	**0**
Overturn/Rollover	0	0	0	0	0	**0**
Thrown or Falling Object	0	0	0	0	0	**0**
Other Non-Collision	0	0	0	0	0	**0**
Missing Subanalysis Data	0	0	0	0	0	**0**
Other	**0**	**1**	**0**	**0**	**2**	**3**
Missing FHE and Subanalysis Data	**0**	**0**	**0**	**0**	**0**	**0**
Total People	**2**	**3**	**5**	**19**	**142**	**171**

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 15

Table 20: Killed or Injured Unbelted People in Crashes by Sex and Age Group in Los Alamos, 2021

Age Groups	Unbelted People Killed or Injured [1,2]				Total People
	Male	Percent of Male	Female	Percent of Female	
0-4	0	0%	0	0%	0
5-9	0	0%	0	0%	0
10-14	0	0%	0	0%	0
15-19	0	0%	0	0%	0
20-24	0	0%	0	0%	0
25-29	0	0%	0	0%	0
30-34	0	0%	0	0%	0
35-39	0	0%	0	0%	0
40-44	0	0%	0	0%	0
45-49	0	0%	0	0%	0
50-54	0	0%	0	0%	0
55-59	0	0%	0	0%	0
60-64	0	0%	0	0%	0
65-69	0	0%	0	0%	0
70 +	0	0%	0	0%	0
Missing Data	0	0%	0	0%	0
Total People	0	0%	0	0%	0

[1] People injured are in one of three categories: suspected serious injury, suspected minor injury, or possible injury.

[2] Excludes people in or on buses, heavy trucks, motorcycles, or ATVs.

Figure 8: Seatbelt Use by People in Crashes with Fatal or Suspected Serious Injuries in Los Alamos, 2017-2021

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit
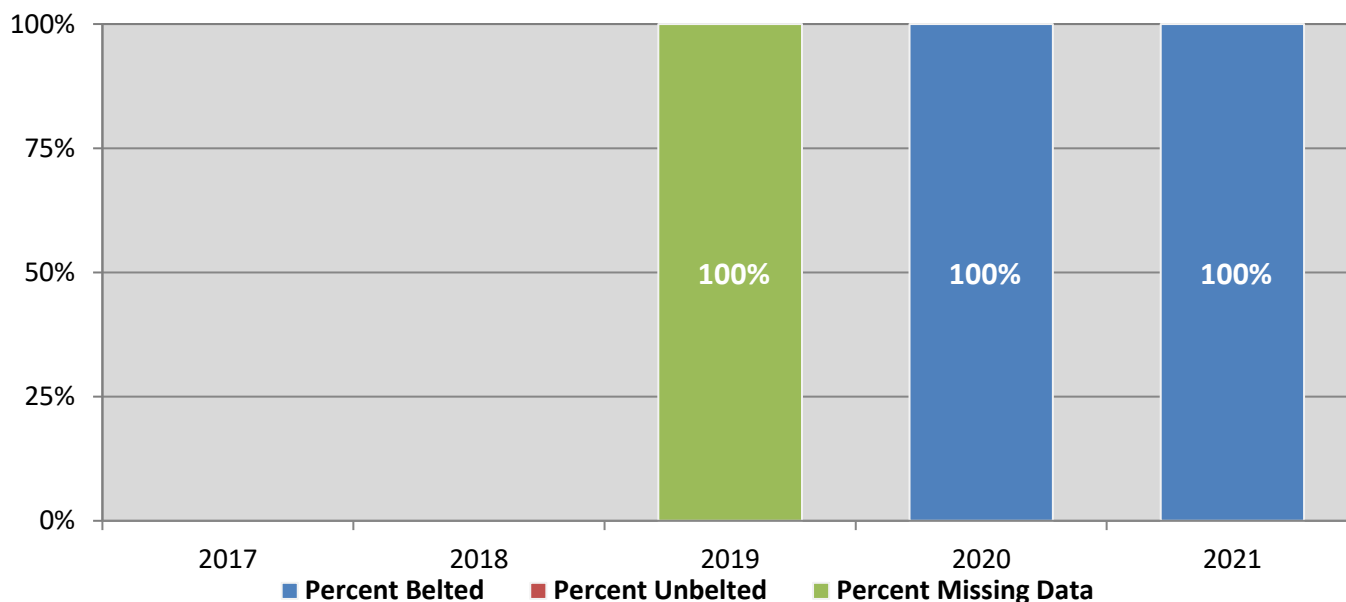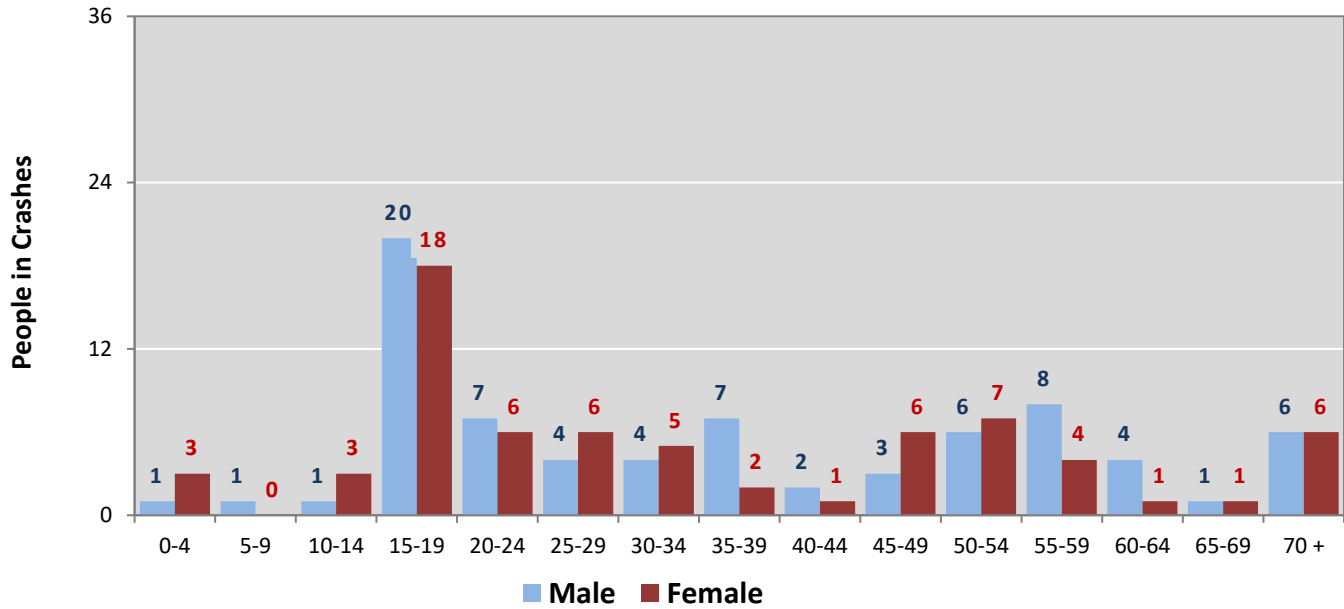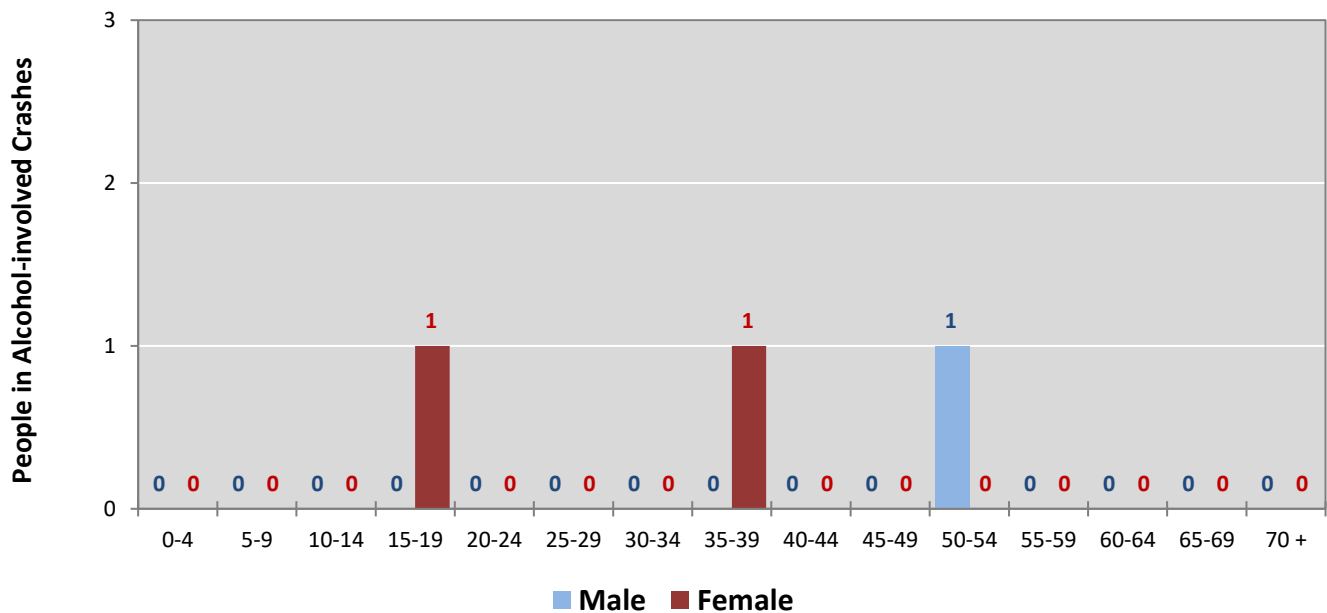
12/1/2022
Page 16

Figure 9: People in Crashes by Age Group and Sex in Los Alamos, 2021

* In 2021, Los Alamos had 27 people in crashes for which age or sex data were missing.

**Figure 10: People in Alcohol-involved Crashes
by Age Group and Sex in Los Alamos, 2021**

* In 2021, Los Alamos had 1 people in alcohol-involved crashes for which age or sex data were missing.

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 17

**Table 21: All Pedestrians and All Pedalcyclists in Crashes by Age Group in
Los Alamos, 2017-2021**

Age Groups	All Pedestrians and All Pedalcyclists[1] in Crashes					5-Year Total People
	2017	2018	2019	2020	2021	
0-4	0	0	0	0	0	0
5-9	0	0	0	0	0	0
10-14	1	0	1	0	0	2
15-19	1	2	1	0	1	5
20-24	1	0	0	0	0	1
25-29	0	0	1	0	0	1
30-34	1	0	0	0	0	1
35-39	0	0	0	0	0	0
40-44	0	0	0	0	0	0
45-49	1	0	0	0	0	1
50-54	0	0	0	0	2	2
55-59	0	1	0	0	1	2
60-64	0	0	0	1	0	1
65-69	1	0	0	0	0	1
70 +	0	0	0	0	1	1
Missing Data	0	0	0	0	0	0
Total People	**6**	**3**	**3**	**1**	**5**	**18**

**Table 22: All Pedestrians and Pedalcycle Operators in Crashes by Alcohol Involvement
and Severity of Injuries in Los Alamos, 2021**

Alcohol Involvement	All Pedestrians and Pedalcycle Operators[1] in Crashes					Total People
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injury (Class O)	
Pedalcycle Operators	**0**	**1**	**1**	**1**	**0**	**3**
Involved	0	0	0	0	0	0
Not Involved	0	1	1	1	0	3
All Pedestrians	**1**	**0**	**1**	**0**	**0**	**2**
Involved	0	0	0	0	0	0
Not Involved	1	0	1	0	0	2
Total People	**1**	**1**	**2**	**1**	**0**	**5**

[1] "All pedestrians" encompasses pedestrians with and without personal conveyance (e.g., wheelchair, skateboard). "All pedalcyclists" encompasses both pedalcycle operators and pedalcycle passengers. All pedestrians and pedalcycle operators are counted as non-motorized vehicles when involved in a crash with a motor vehicle.

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit
12/1/2022
Page 18

Table 23: Occupants of Passenger Vehicles in Crashes
by Severity of Injuries and Belt Usage in Los Alamos, 2021

Severity of Injuries	Injury Class	Occupants of Passenger Vehicles[1]			
		Belted	Unbelted	Missing Data	Total
Fatalities	K	0	0	0	0
Suspected Serious Injuries	A	2	0	0	2
Suspected Minor Injuries	B	3	0	0	3
Possible Injuries	C	11	0	4	15
No Apparent Injuries	O	90	0	34	124
Total Occupants of Passenger Vehicles		**106**	**0**	**38**	**144**

[1] Occupants of passenger cars, SUVs, 4WDs, vans, and pickup trucks only.

Table 24: Motorcyclists in Crashes
by Severity of Injuries and Helmet Usage in Los Alamos, 2021

Severity of Injuries	Injury Class	Motorcyclists in Crashes[1]			
		Helmeted	Unhelmeted	Missing Data	Total
Fatalities	K	1	0	0	1
Suspected Serious Injuries	A	0	0	0	0
Suspected Minor Injuries	B	0	0	0	0
Possible Injuries	C	2	0	0	2
No Apparent Injuries	O	0	0	0	0
Total Motorcyclists		**3**	**0**	**0**	**3**

[1] Excludes people on ATVs.

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 19

Table 25: Occupants of Passenger Vehicles in Crashes
by Year, Belt Usage, and Percent Killed in Los Alamos, 2017-2021

| Year	Occupant Fatalities of Passenger Vehicles[1]				Total Occupants of Passenger Vehicles[1]				Percent Killed	
	Belted	Unbelted	Missing Data	Total Fatalities	Belted	Unbelted	Missing Data	Total Occupants	Belted	Unbelted
2017	0	0	0	0	222	2	12	236	0.00%	0.0%
2018	0	0	0	0	211	0	39	250	0.00%	0.0%
2019	0	0	0	0	155	0	57	212	0.00%	0.0%
2020	1	0	0	1	112	0	32	144	0.89%	0.0%
2021	0	0	0	0	106	0	38	144	0.00%	0.0%
Average	0.2	0.0	0.0	0.2	161.2	0.4	35.6	197.2	0.12%	0.0%

[1] Occupants of passenger cars, SUVs, 4WDs, vans, and pickup trucks only.

Table 26: Motorcyclists in Crashes
by Year, Helmet Usage, and Percent Killed in Los Alamos, 2017-2021

Year	Motorcyclist Fatalities[1]				Total Motorcyclists[1]				Percent Killed	
	Helmeted	Unhelmeted	Missing Data	Total Fatalities	Helmeted	Unhelmeted	Missing Data	Total Occupants	Helmeted	Unhelmeted
2017	0	0	0	0	4	0	0	4	0.0%	0.0%
2018	0	0	0	0	1	1	1	3	0.0%	0.0%
2019	0	0	0	0	1	0	1	2	0.0%	0.0%
2020	0	0	0	0	2	0	0	2	0.0%	0.0%
2021	1	0	0	1	3	0	0	3	33.3%	0.0%
Average	0.2	0.0	0.0	0.2	2.2	0.2	0.4	2.8	9.1%	0.0%

[1] Excludes people on ATVs.

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 20

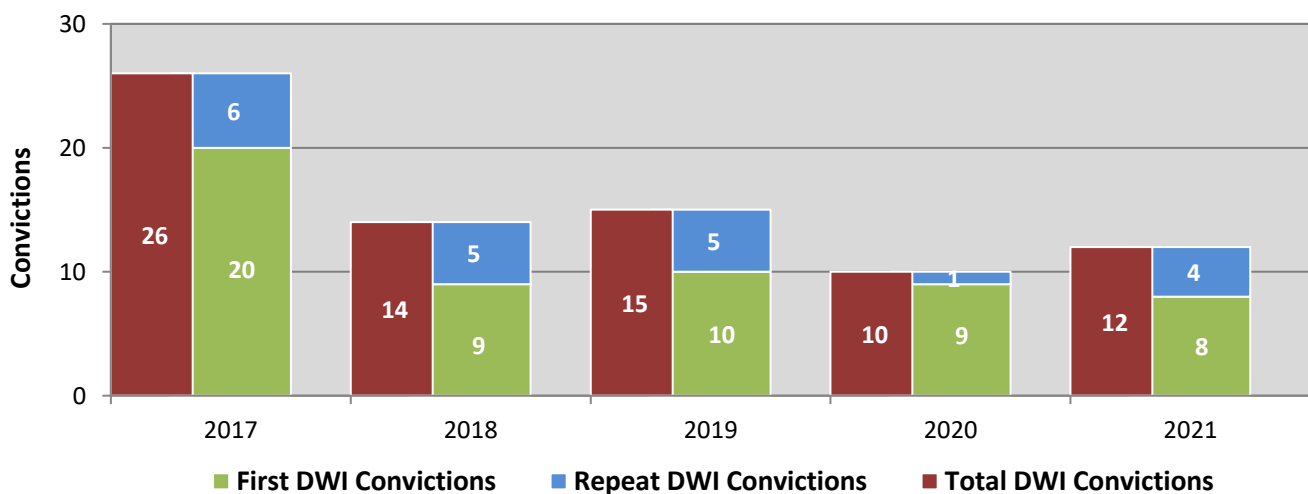**Figure 11: DWI Arrests of Los Alamos Residents Throughout the State,
Showing First and Repeat DWI Arrests, 2017-2021**
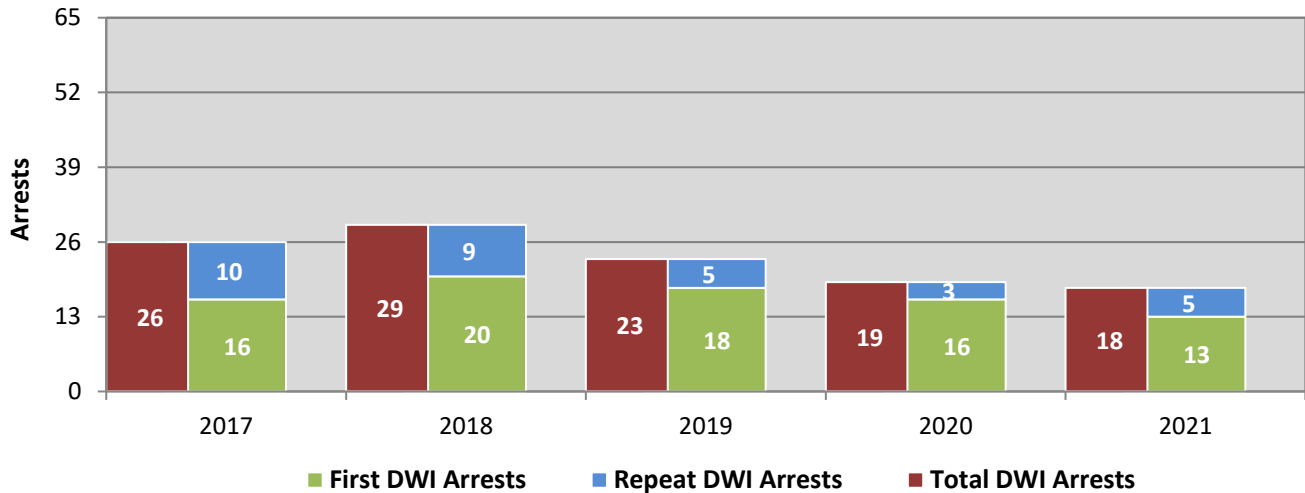
*Values are based upon the year of the arrest.
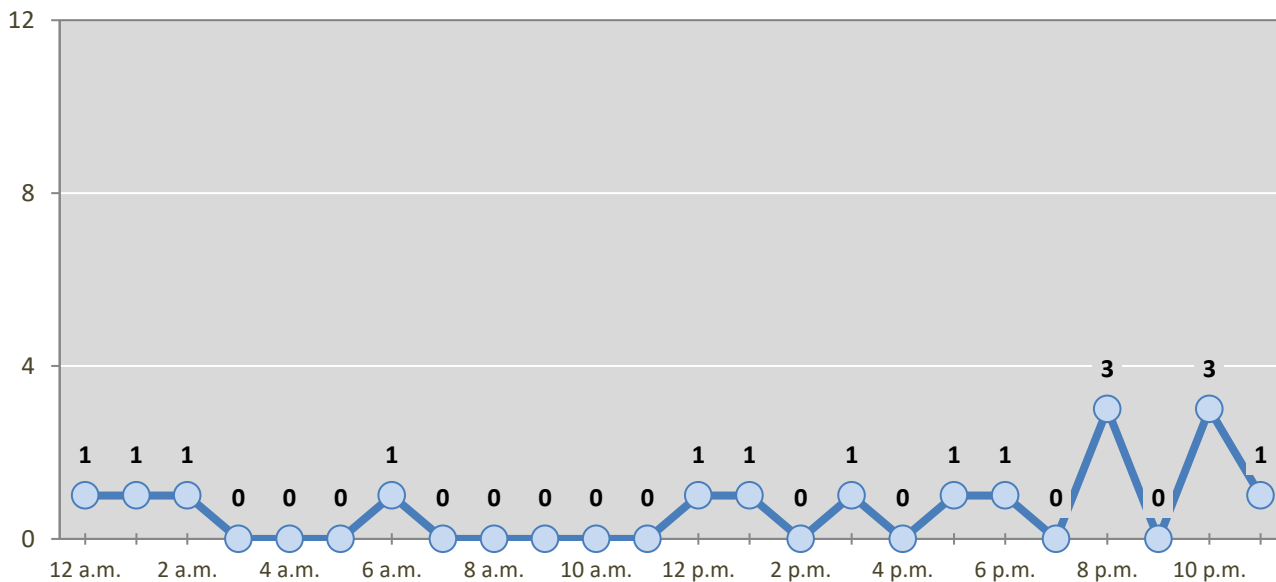
**Figure 12: DWI Convictions of Los Alamos Residents Throughout the State,
Showing First and Repeat DWI Convictions, 2017-2021**

*Values are based upon the year of the conviction.

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 21

Figure 13: DWI Arrests by Hour of Los Alamos Residents Throughout the State, 2021

* In 2021, Los Alamos had 2 arrests for which hour data were missing.

**Table 27: DWI Arrests by Day of Week of Los Alamos Residents
Throughout the State, 2017-2021**

Day of Week	Year					5-Year Average
	2017	2018	2019	2020	2021	
Sunday	0	2	1	3	4	2
Monday	5	2	2	2	0	2
Tuesday	1	3	3	1	4	2
Wednesday	6	4	4	5	2	4
Thursday	6	6	0	4	1	3
Friday	2	6	5	3	4	4
Saturday	6	6	8	1	3	5
Total Arrests	**26**	**29**	**23**	**19**	**18**	**23**

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 22

**Table 28: Driver First DWI Arrests by Age Group
of Los Alamos Residents Throughout the State, 2017-2021**

Age Groups	Driver First DWI Arrests[1]				
	2017	2018	2019	2020	2021
15-19	2	2	2	3	2
20-24	2	4	3	5	0
25-29	4	2	6	1	3
30-34	0	3	1	1	1
35-39	3	0	1	0	3
40-44	1	3	3	2	2
45-49	0	1	0	0	0
50-54	1	2	1	1	0
55-59	3	2	1	2	1
60-64	0	0	0	0	0
65-69	0	1	0	1	0
70 +	0	0	0	0	1
Missing Data	0	0	0	0	0
Total Drivers	**16**	**20**	**18**	**16**	**13**

[1] Values are based upon the year of the arrest.

**Table 29: Driver Repeat DWI Arrests by Age Group
of Los Alamos Residents Throughout the State, 2017-2021**

Age Groups	Driver Repeat DWI Arrests[1]				
	2017	2018	2019	2020	2021
15-19	0	0	0	0	0
20-24	0	1	0	0	0
25-29	0	1	1	0	0
30-34	0	1	1	0	1
35-39	2	1	0	0	1
40-44	1	3	0	1	1
45-49	2	2	1	0	0
50-54	0	0	1	0	0
55-59	2	0	1	2	1
60-64	2	0	0	0	1
65-69	1	0	0	0	0
70 +	0	0	0	0	0
Missing Data	0	0	0	0	0
Total Drivers	**10**	**9**	**5**	**3**	**5**

[1] Values are based upon the year of the arrest.

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 23

**Table 30: Driver First DWI Convictions by Age Group
of Los Alamos Residents Throughout the State, 2017-2021**

Age Groups	Driver First DWI Convictions[1]				
	2017	2018	2019	2020	2021
15-19	0	0	1	0	2
20-24	3	3	2	3	1
25-29	7	1	2	1	2
30-34	3	1	0	0	1
35-39	1	1	1	0	1
40-44	2	0	3	3	0
45-49	0	0	1	0	0
50-54	0	2	0	0	0
55-59	2	1	0	2	1
60-64	1	0	0	0	0
65-69	1	0	0	0	0
70 +	0	0	0	0	0
Missing Data	0	0	0	0	0
Total Drivers	20	9	10	9	8

[1] Values are based upon the year of the conviction.

**Table 31: Driver Repeat DWI Convictions by Age Group
of Los Alamos Residents Throughout the State, 2017-2021**

Age Groups	Driver Repeat DWI Convictions[1]				
	2017	2018	2019	2020	2021
15-19	0	0	0	0	0
20-24	1	1	0	0	0
25-29	0	0	2	0	0
30-34	0	0	1	0	0
35-39	2	1	1	0	1
40-44	0	1	0	0	1
45-49	2	1	1	0	0
50-54	0	0	0	0	0
55-59	1	0	0	1	1
60-64	0	1	0	0	1
65-69	0	0	0	0	0
70 +	0	0	0	0	0
Missing Data	0	0	0	0	0
Total Drivers	6	5	5	1	4

[1] Values are based upon the year of the conviction.

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit
12/1/2022
Page 24

**Table 32: Court Disposition of DWI Arrests for the State
and of Los Alamos Residents Throughout the State, 2021**

Court Disposition of DWI Arrest[1]	Los Alamos	Statewide	Percent of Statewide
Total DWI Arrests	18	8,419	**0.2%**
DWI Arrests Resulting in Convictions	9	3,755	**0.2%**
DWI Arrests Resulting in Dismissals[2]	3	1,173	**0.3%**
DWI Arrests Awaiting Disposition	6	3,491	**0.2%**

1 These are the number of DWI arrests in 2021 and whether the case resulted in a conviction or dismissal, or is still awaiting court disposition, as reported in the NM MVD DWI File, as of October 2022.

2 For this table, a very small number of "not guilty" rulings may be included in the category Dismissals.

**Table 33: Average Number of Days from Date of DWI Arrest to Date of Court Disposition
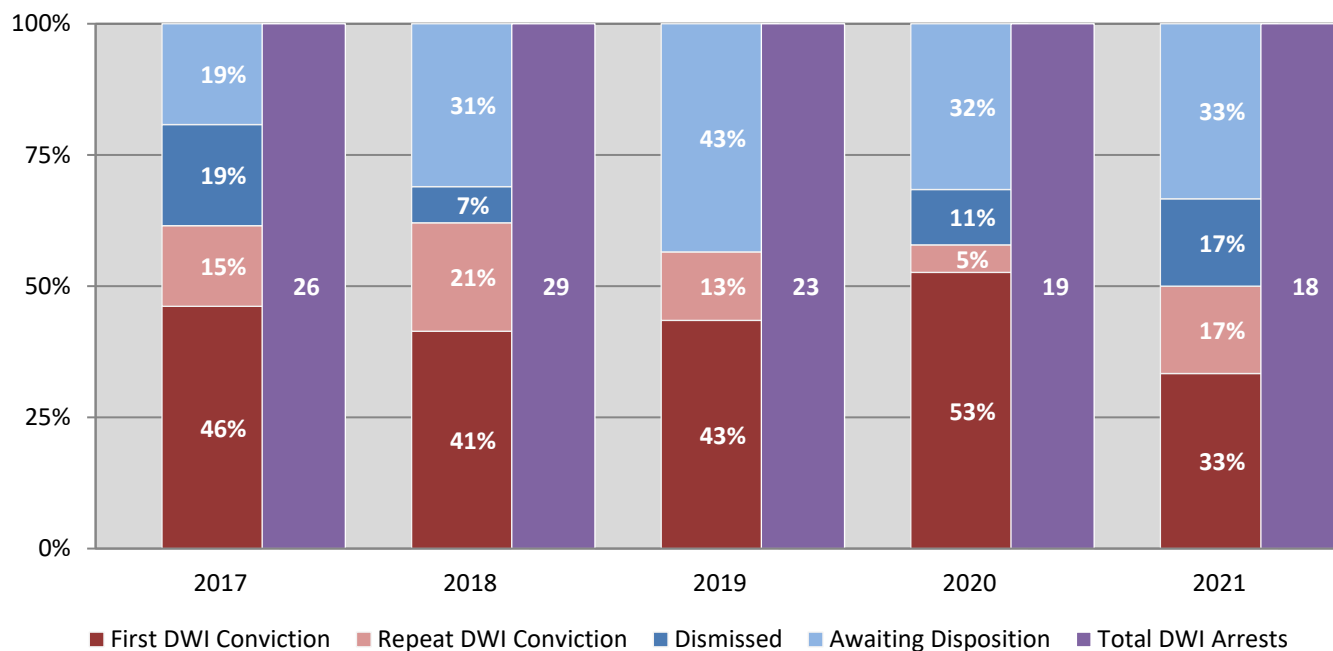for the State and of Los Alamos Residents Throughout the State, 2021**

Court Disposition	Average Number of Days		Deviation from Statewide Average
	Los Alamos	Statewide	
DWI Conviction	164	177	**-14**
DWI Dismissal	120	144	**-24**

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 25

**Table 34: Court Disposition of DWI Arrests
of Los Alamos Residents Throughout the State, 2017-2021**

Year of DWI Arrest[1]	Court Disposition				Total DWI Arrests
	First DWI Conviction	Repeat DWI Conviction	Dismissed	Awaiting Disposition	
2017	12	4	5	5	26
2018	12	6	2	9	29
2019	10	3	0	10	23
2020	10	1	2	6	19
2021	6	3	3	6	18

[1] Values are based upon the year of the arrest.

**Figure 14: Court Dispositions by Percentage of DWI Arrests
of Los Alamos Residents Throughout the State, 2017-2021**

*Table 34 contains the values used to calculate percentages shown in Figure 14.

Produced for the NMDOT, Traffic Safety Division, Traffic Records Bureau, under Contract 6380
by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit

12/1/2022
Page 26