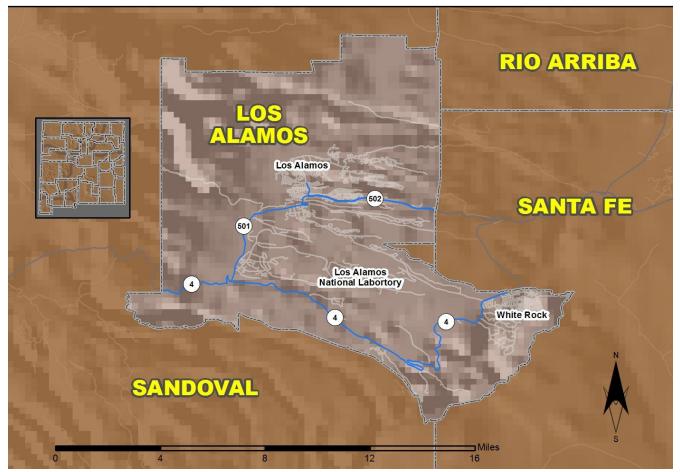




2021 Community Report Los Alamos



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





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.

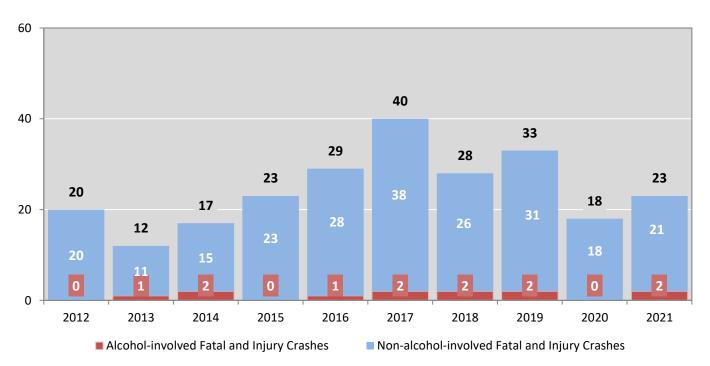




Table 1: Total Crashes and Alcohol-involved Crashes by
Crash Severity in Los Alamos, 2012-2021

		Total C	Crashes		Alcohol-involved Crashes			
Year	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







Month		5-Year				
WOITH	2017	2018	2019	2020	2021	Average
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 2: Crashes by Month in Los Alamos, 2017-2021

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

Month		5-Year				
Wonth	2017	2018	2019	2020	2021	Average
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





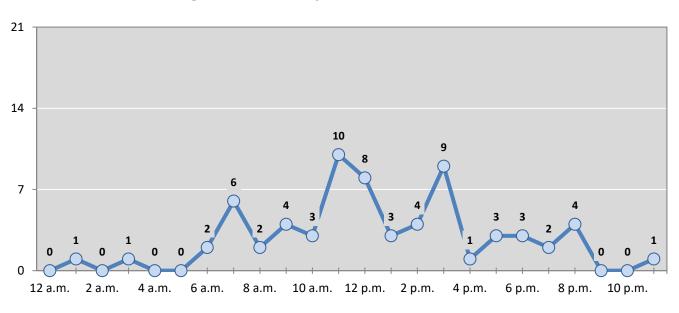
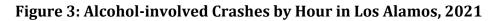
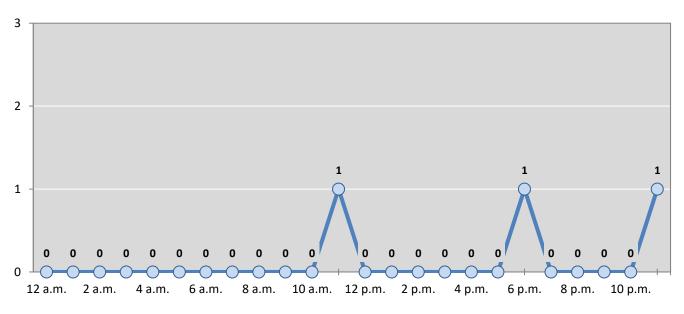


Figure 2: Crashes by Hour in Los Alamos, 2021

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





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





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

Day of Weak		5-Year				
Day of Week	2017	2018	2019	2020	2021	Average
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		5-Year				
Day of Week	2017	2018	2019	2020	2021	Average
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		5-Year				
	2017	2018	2019	2020	2021	Average
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.





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

Day of Week		5-Year				
Day of Week	2017	2018	2019	2020	2021	Average
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

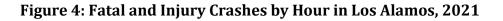
Day of Week		5-Year				
Day of week	2017	2018	2019	2020	2021	Average
Sunday	6	0	0	2	1	2
Monday	4	1	8	4	5	4
Tuesday	6	5	8	5	5	6
Wednesday	4	8	4	1	4	4
Thursday	9	5	6	2	0	4
Friday	5	4	4	4	4	4
Saturday	6	5	3	0	4	4
Total Crashes	40	28	33	18	23	28

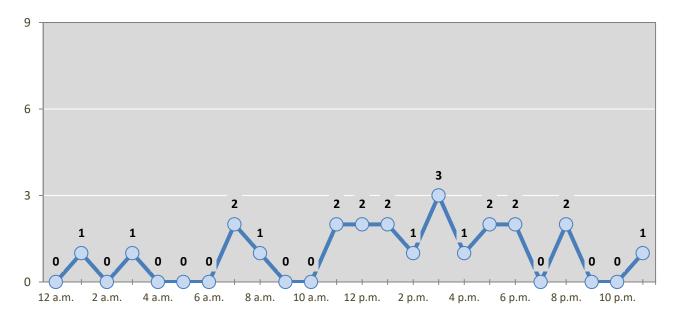
Table 9: All Pedestrian and Pedalcycle Crashes by Day of Week in Los Alamos, 2017-2021

Day of Week	А	5-Year				
Day of Week	2017	2018	2019	2020	2021	Average
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









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

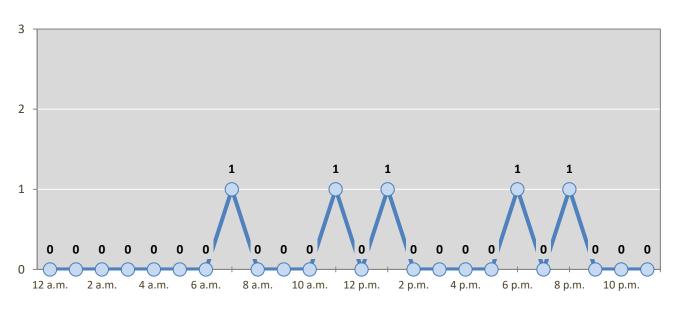


Figure 5: All Pedestrian and Pedalcycle Crashes by Hour in Los Alamos, 2021

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





Table 10: Severity of Injuries to People in Crashes byRural and Urban Locations and Alcohol Involvement in Los Alamos, 2021

		People in Cra	shes by Sever	ity of Injuries		
Rural and Urban Locations by Alcohol Involvement	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People
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 Severityin Los Alamos, 2017-2021

Crash Severity		c	crashes by Yea	ır		5-Year
by Rural and Urban Locations	2017	2018	2019	2020	2021	Average
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





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

		Tota	l Crashes by	Year		5-Year
First Harmful Event ¹	2017	2018	2019	2020	2021	Average
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

		Vehicles in	Crashes by V	ehicle Type		5-Year
Vehicle Type ¹	2017	2018	2019	2020	2021	Average
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.





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

		Mot	or Vehicle ¹	Drivers by \	/ehicle Type	and Age G	roup		
Age Groups	Bus	Motor- cycle/ATV	Passenger	Pickup	Semi/ Heavy Truck	Van 4WD SUV	Other Vehicle	Missing Data	Total Drivers
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 Typeand Age Group in Los Alamos, 2021

	А	lcohol-invo	lved Motor	Vehicle ¹ Dri	ivers by Veh	icle Type ar	nd Age Grou	р	
Age Groups	Bus	Motor- cycle/ATV	Passenger	Pickup	Semi/ Heavy Truck	Van 4WD SUV	Other Vehicle	Missing Data	Total Drivers
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).





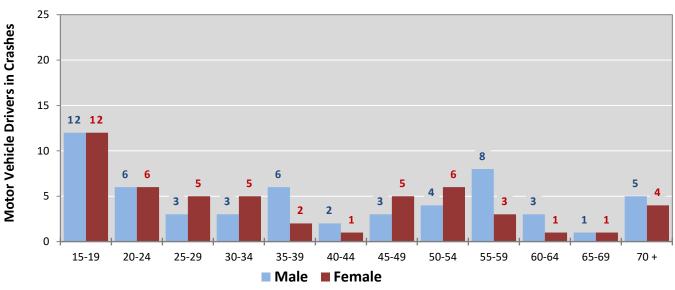


Figure 6: Motor Vehicle Drivers in Crashes by Age Group and Sex in Los Alamos, 2021

* In 2021, Los Alamos had 16 drivers in crashes for which age or sex data were missing.

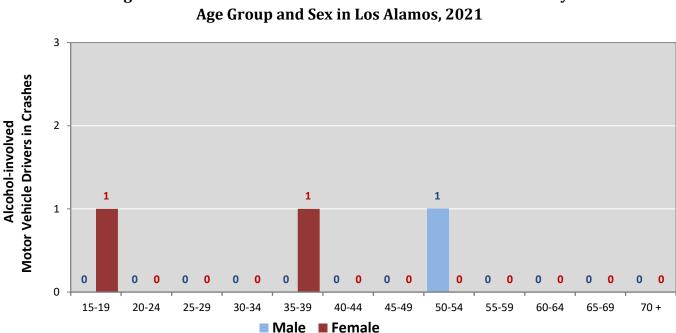


Figure 7: Alcohol-involved Motor Vehicle Drivers in Crashes by

* In 2021, Los Alamos had 0 drivers in crashes for which age or sex data were missing.





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

Age ¹			Year			5-Year
Age	2017	2018	2019	2020	2021	Total
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 Crashesby Age, Sex and Alcohol Involvement in Los Alamos, 2021

		Drivers		Alcohol-involved Drivers				
Age ¹	Se	x	Total Percent of		Sex		Total	Percent of
Ū	Male	Female	Drivers	Total	Male	Female	Drivers	Total
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 hitand-run drivers), the driver data are considered unreliable and are excluded from the analysis.





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

Fatal Crashes Injury Crashes Property Damage Only Crashes All Crashes Human 4 33 63 Driver Distracted by Other Activity 2 4 5 Palled To York Right of May 0 2 4 Other Improper Driving 0 2 4 Following To Cosely 0 1 2 Improper Backing 0 1 2 Made Improper Turn 0 1 2 Made Improper Turn 0 1 2 Improper Backing 0 1 0 1 Unsproper Line Colored 0 1 0 1 Unsproper Line Colored 0 1 0 1 Discreptified Trift Signal 0 1 0 1 <		Frequ	ency of Contributi	ng Factor ¹ by Crash Se	everity
Driver Instantion 0 12 26 Priver Distracted by Other Activity 2 4 5 Failed to Yield Right of Way 0 4 5 Other Improper Driving 0 2 7 Following Too Closely 0 1 2 Exessive Speed 0 1 2 Improper Tacking 0 1 2 Made Improper Turn 0 1 1 1 Improper Tacking 0 0 2 1 Mode Informore Turn 0 1 0 2 Mode Informore Turn 0 1 0 2 Avaid Mo Cointat Vehicle 0 1 0 1 Other Engraped Taffic Signal 0 1 0 1 Improper Vestains 0 1 0 1 Driver Distacted by Taking on Cell Phone 0 1 0 Driver Distacted by Taking on Cell Phone 0 0 0 Driver Dis	Contributing Factors			Property Damage	Frequency in All Crashes
Driver Distracted by Other Activity 2 4 5 Other Improper Driving 0 2 7 Following Too Closely 0 2 44 Excessive Speed 0 1 2 Improper Baching 0 1 2 Made Improper Tum 0 1 2 Made Improper Tum 0 1 2 Made Improper Tum 0 1 1 Improper Baching 0 0 2 Pased Stop Spin 0 0 1 0 Speed Too Fask PC Conditions 1 0 1 0 Over Stard Conditions 1 0 1 0 Over Stard Conditions 1 0 1 0 Diver Stard Conditions 1 0 1 0 Diver Stard Conditions 0 0 1 0 Diver Stard Conditions 0 0 0 1 Divero Stard Stard Stard Stard Stard Stard Stard Stard Sta	Human	4	33	63	100
Pailed to Yield Right of Way 0 4 5 Other Impose Driving 0 2 7 Following Too Closely 0 1 2 Impose Tacking 0 1 2 Made Impose Turn 0 1 2 Under the Influence Of Achobal 1 1 1 Impose Turn 0 0 2 Assist Stop Sign 0 0 2 Assist Achobal 0 0 1 Improper Lance Change 0 0 1 Assist Achobal 0 0 1 0 Assist Achobal 0 1 0 1 Diversitions Change 0 0 1 0 Diversitions Change 0 0 1 0 Diversitions Change Change 0 0 1 0 Diversitions Change 0 0 0 1 Diversitions Change 0 0 0 0	Driver Inattention	0	12	26	38
Other Improper Driving 0 2 7 Following Too Closely 0 1 2 Made Improper Turn 0 1 2 Made Improper Turn 0 1 2 Made Improper Turn 0 1 1 Under the Influence Of Alcohol 1 1 1 Improper Lane Change 0 0 2 Speed Too Fast For Conditions 1 0 1 1 Avoid No Constant Other 0 1 0 1 Disregarded Traffic Signal 0 0 1 0 Improper Constrating 0 0 1 0 Driver Distracted by Tating on Cell Phone 0 1 0 1 Driver Distracted by Tating on Cell Phone 0 0 0 1 Driver Distracted by Tating on Cell Phone 0 0 0 1 Driver Distracted by Tating on Cell Phone 0 0 0 1 Driver Distracted by Tating on Cell Phone					11
Pollowing Too Closely 0 2 4 Excessive Speed 0 1 2 Improper Backing 0 1 2 Made Improper Turn 0 1 2 Under the Influence Of Alcohol 1 1 1 Improper Lanc Change 0 0 2 Speed Too Risk for Conditions 1 0 1 Avoid No Contact Other 0 1 0 Avoid No Contact Other 0 1 0 Disregarded Trafits Signal 0 0 1 0 Disregarded Trafits Signal One Bio Signal Contage 0 0 1 0 Disregarded Trafits Signal Coll Phone 0 0 0 0					9
Excessive speed 0 1 2 Made Improper Turn 0 1 2 Made Improper Auron 0 1 2 Under the Influence Of Alcohol 1 1 1 Improper Lanc Change 0 0 2 Speed Too Fast For Conditions 1 0 1 Avoid No Contact Vehicle 0 1 0 Cell Phone 0 1 0 1 Improper Vershing 0 1 0 1 Inder Vershing 0 1 0 1 Driver Distacted By Taking on Cell Phone 0 1 0 1 Driver Distacted By Taking on Cell Phone 0 0 0 1 Driver Distacted By Taking on Hands-Free Device 0 0 0 0 Driver Distacted By Taking on Hands-Free Device 0 0 0 0 Vehick Sided Earce Brainst 0 0 0 0 0 Under the Influence of Inston <td< td=""><td></td><td></td><td></td><td></td><td>9</td></td<>					9
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Low Visibility Due to Glare 0 1 0 Weather Conditions 0 0 1 Backup - Prior Incident 0 0 0 Debris 0 0 0 Low Visibility Due to Smoke 0 0 0 Road Defect 0 0 0 Obstruction in Road 0 0 0 Traffic Control Missing 0 0 0 Other - No Driver Error 0 18 34 Missing Data 0 0 3					2
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Debris 0 0 0 Low Visibility Due to Smoke 0 <					1
Low Visibility Due to Smoke 0 0 0 Road Defect 0 0 0 0 Obstruction in Road 0 0 0 0 0 Traffic Control Missing 0					0
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Obstruction in Road 0					0
Traffic Control Missing000Other01837Other - No Driver Error01834Missing Data003					0
Other - No Driver Error 0 18 34 Missing Data 0 0 3	Traffic Control Missing	0			0
Missing Data 0 0 3		-			55
5					52
					3
None 0 0 0 Total 4 56 113					0 173

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





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

First Hormful Front (FUF)		People in C	rashes by Sever	ity of Injuries		Total
First Harmful Event (FHE) and Subanalysis	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	People
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 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) Utility Pole/Light Support	0	0	0	0	1	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) Missing Subanalysis Data	0	0	0	0	2	2
Collision with Motor Vehicle	0	1	2	16	120	139
MV in Transport	0	1	1	16	87	105
Parked MV	0	0	1	18	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 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





	Unbe	lted People k	Cilled or Inju	red ^{1,2}	Total
Age Groups	Male	Percent of Male	Female	Percent of Female	People
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

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

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.

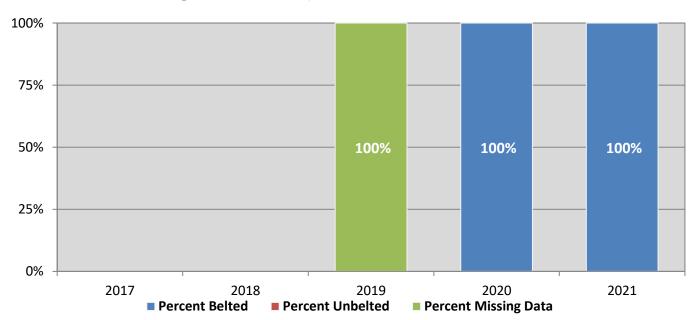


Figure 8: Seatbelt Use by People in Crashes with Fatal or Suspected Serious Injuries in Los Alamos, 2017-2021

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





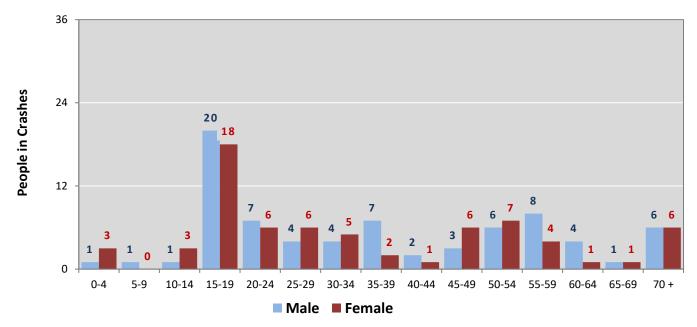


Figure 9: People in Crashes by Age Group and Sex in Los Alamos, 2021

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

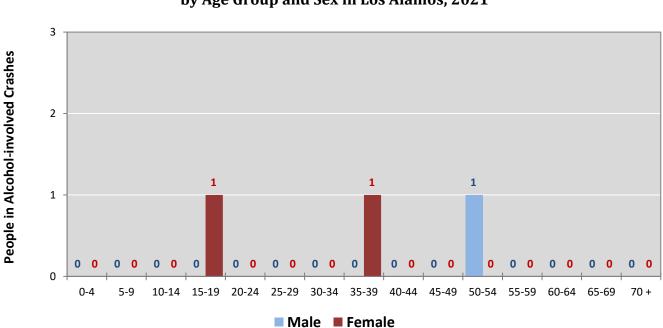


Figure 10: People in Alcohol-involved Crashes by Age Group and Sex in Los Alamos, 2021

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





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

Age Groups	All F	Pedestrians a	nd All Pedalcy	yclists ¹ in Cra	shes	5-Year Total
Age Groups	2017	2018	2019	2020	2021	People
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 Involvementand Severity of Injuries in Los Alamos, 2021

	All Ped	lestrians and	Pedalcycle O	perators ¹ in C	Crashes		
Alcohol Involvement	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injury (Class O)	Total People	
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.





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

	Inium	Occupants of Passenger Vehicles ¹						
Severity of Injuries	Injury Class	Belted	Unbelted	Missing Data	Total			
Fatalities	К	0	0	0	0			
Suspected Serious Injuries	А	2	0	0	2			
Suspected Minor Injuries	В	3	0	0	3			
Possible Injuries	С	11	0	4	15			
No Apparent Injuries	0	90	0	34	124			
Total Occupants of Passenger Ve	106	0	38	144				

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

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

	Inclusion	Motorcyclists in Crashes ¹					
Severity of Injuries	Injury Class	Helmeted	Unhelmeted	Missing Data	Total		
Fatalities	К	1	0	0	1		
Suspected Serious Injuries	А	0	0	0	0		
Suspected Minor Injuries	В	0	0	0	0		
Possible Injuries	С	2	0	0	2		
No Apparent Injuries	0	0	0	0	0		
Total Motorcyclists		3	0	0	3		

¹Excludes people on ATVs.





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

	Occupan	t Fatalities o	f Passenge	r Vehicles ¹	Total Occupants of Passenger Vehicles ¹			Percent Killed		
Year	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 Crashesby Year, Helmet Usage, and Percent Killed in Los Alamos, 2017-2021

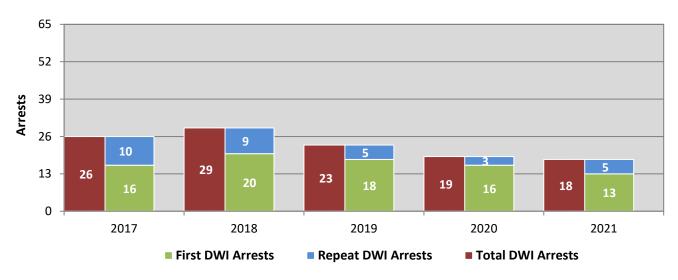
	Motorcyclist Fatalities ¹			l	Total Motorcyclists ¹				Percent Killed	
Year	Helmeted	Unhelmeted	Missing Data	Total Fatalities	Helmeted	Unhelmeted	Missing Data	Total Occupants	Helmeted	Unhelmeted
2017	0	0	0	0	4	0	0	4	0.0%	0.0%
2018	0	0	0	0	1	1	1	3	0.0%	0.0%
2019	0	0	0	0	1	0	1	2	0.0%	0.0%
2020	0	0	0	0	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%

¹Excludes people on ATVs.



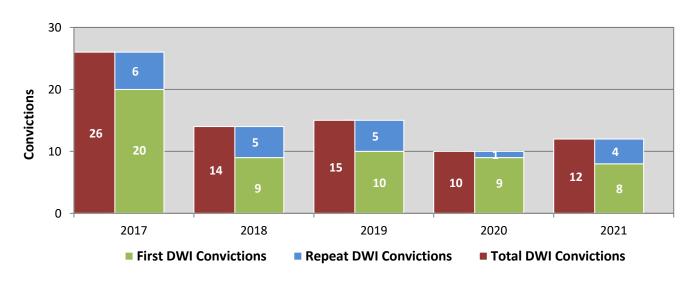


Figure 11: DWI Arrests of Los Alamos Residents Throughout the State, Showing First and Repeat DWI Arrests, 2017-2021



^{*}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

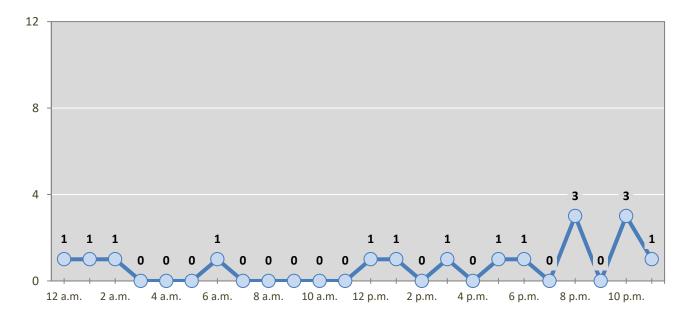


*Values are based upon the year of the conviction.





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.

		Year						
Day of Week	2017	2018	2019	2020	2021	Average		
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		

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





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

Ago Groups		Driver First DWI Arrests ¹						
Age Groups	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			

¹Values are based upon the year of the arrest.

		0		-				
Age Groups		Driver Repeat DWI Arrests ¹						
- 9h-	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			

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

¹Values are based upon the year of the arrest.





	Driver First DWI Convictions ¹							
Age Groups	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			

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

¹Values are based upon the year of the conviction.

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

Ago Groups		Driver Re	peat DWI Co	nvictions ¹	
Age Groups	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

¹Values are based upon the year of the conviction.





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

Court Disposition of DWI Arrest ¹	Los Alamos Statewide		Percent of Statewide
Total DWI Arrests	18	18 8,419	
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 Dispositionfor the State and of Los Alamos Residents Throughout the State, 2021

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

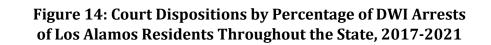


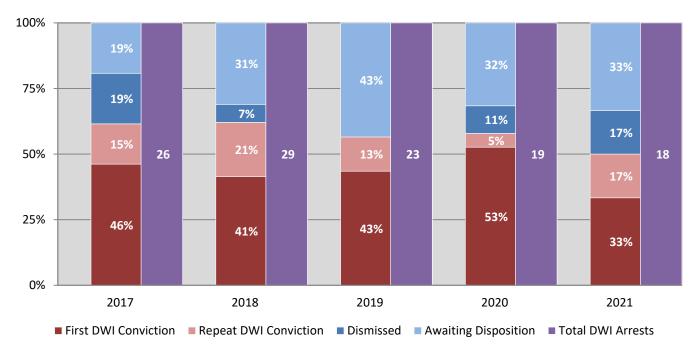


Table 34: Court Disposition of DWI Arrestsof Los Alamos Residents Throughout the State, 2017-2021

Year of DWI		Total DWI			
Arrest ¹	First DWI Conviction	Repeat DWI Conviction	Awaiting Disposition	Arrests	
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

¹Values are based upon the year of the arrest.





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