

General Crash Data and Trends, 2000-2006

for the Albuquerque Metropolitan Planning Area



Document number S-08-01

General Crash Data and Trends, 2000-2006

for the Albuquerque Metropolitan Planning Area

Published by the Mid-Region Metropolitan Planning Organization, 2008

Introduction	7
Study Area Map	8
Overview.....	9
Trend	10
General Crash Data	12
Teen Drivers.....	22
Alcohol Involvement	24
Pedestrian Involvement.....	29
Bike Involvement	34
Truck Involvement	39
Intersection Crash Rates	41
Total Crash Rates at Intersections.....	42
Fatal and Injury Crash Rates at Intersections	44
Bike Crash Rates at Intersections.....	46
Pedestrian Crash Rates at Intersections	48
Truck Crash Rates at Intersections	50
Definitions	53



This document provides crash data for the Albuquerque Metropolitan Planning Area (AMPA) (see map on next page). Topics covered in this document include all crashes, crashes by severity and crashes by mode of transportation. Maps and tables identifying the top intersections with the highest crash rates are also included. The information contained in this report corresponds to the period 2000 to 2006 with emphasis on 2006.

The goal of this document is to provide data that can contribute to the short and long term discussion of safety, operation, and multimodal issues from a safety perspective. By having access to this information associated with the AMPA, it will be possible to implement strategies aimed at reducing traffic fatalities and serious injuries on public roads.¹

This report feeds into metropolitan transportation planning, which is structured to address long and short range planning and programming issues that lead to the development of an integrated, safe, and efficient multimodal transportation system as established in 23CFR450.322(c). The Mid-Region Metropolitan Planning Organization is, by federal regulations, responsible for managing the metropolitan transportation planning process and producing of its core products in cooperation, collaboration, and continuously with its planning partners and member agencies.

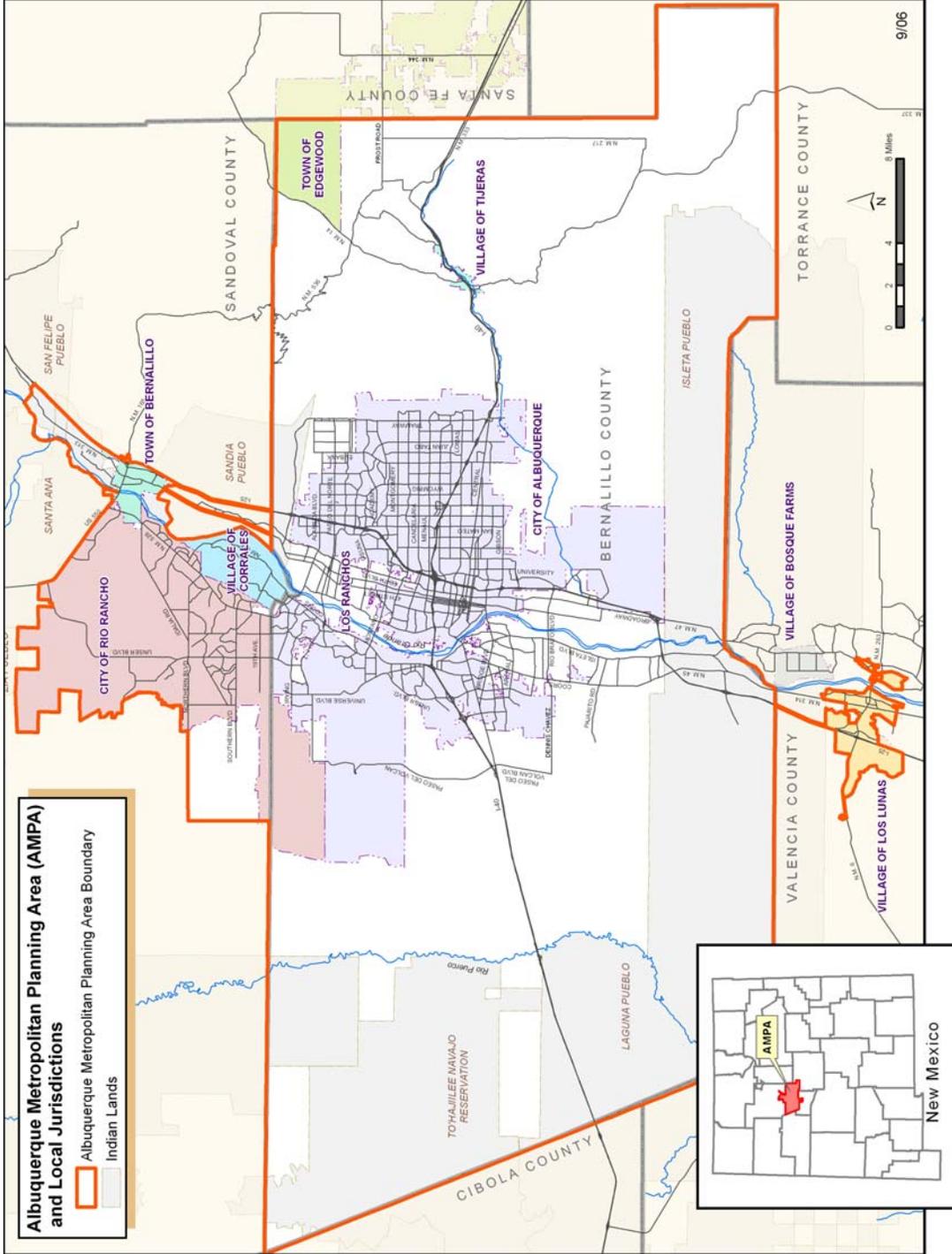
Expected benefits from the report over time include: to provide AMPA-wide crash data in problem identification and countermeasure analysis; to adopt strategic and performance-based goals that address the broad spectrum of safety improvements (including behavioral improvements) and to focus resources on the areas of greatest need, and coordinate with other highway safety programs; to identify opportunities for preventing the development of new hazardous locations; and to produce a program of projects and policies that is consistent with the MPO Metropolitan Transportation Plan , the Transportation Improvement Program and the State Transportation Improvement Program (STIP).

This report is based on the crash database created and provided by the New Mexico Traffic Safety Bureau² and the University Of New Mexico Division Of Government Research (UNM-DGR)³ The database is a subset of a more comprehensive and statewide crash database which includes only data that has been address-matched (geo-coded) in the geographic information system (GIS) environment.

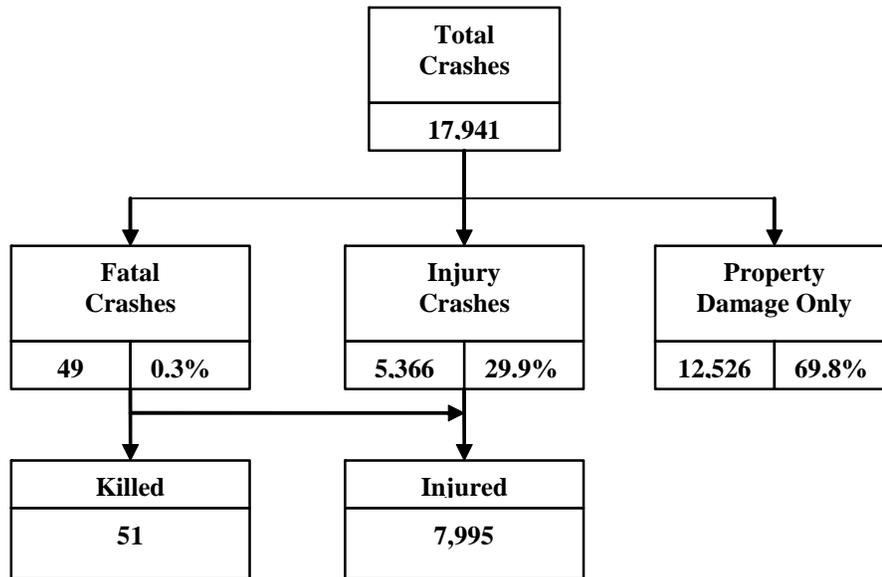
¹ Section 101 (a) of Title 23, United States Code, defines a public road as "any road or street under the jurisdiction of and maintained by a public authority and open to public travel."

² "The mission of the Traffic Safety Bureau is to continuously reduce traffic related fatalities and injuries. This will be accomplished by developing and supporting a comprehensive, multiple strategy approach that includes enforcement, deterrence, prevention, education, training, legislation and regulation, and data management and analysis." Website: <http://www.nmshtd.state.nm.us/main>.

³ The crash data used to compile this report was drawn from the Uniform Accident Reports. These reports are compiled and processed by the Transportation Statistics Bureau of the New Mexico Department of Transportation and analyzed under contract by the University of New Mexico, Division of Government Research (UNMDGR) for statistical and report generation for the State of New Mexico.



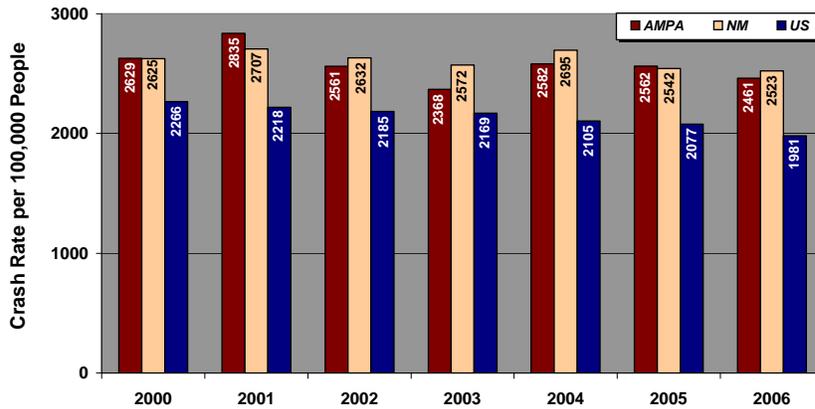
Crashes in the AMPA, 2006



In 2006, on average....

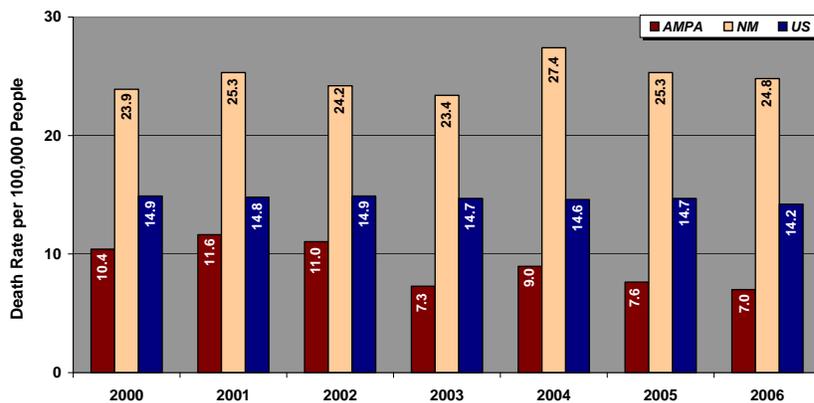
- An individual died in a crash every 7 days
- A person was injured in a crash every 65 minutes
- A traffic crash occurred every 29 minutes

**AMPA, New Mexico and National Crash Rates
2000 - 2006**



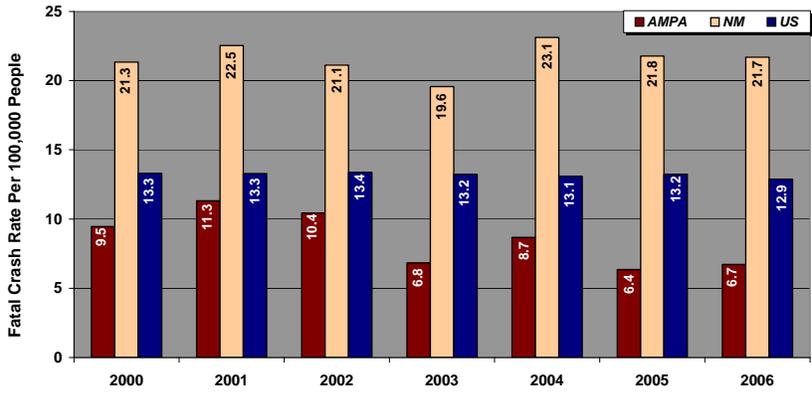
- Overall, AMPA crash rate decreased by 4.7 % from 2004 to 2006, while NM rate decreased by 6.4 % for the same period.
- National crash rate experienced a steady decline of about 1.8 % annually on the average since year 2000.

**AMPA, New Mexico and National Crash Death Rates
2000 - 2006**



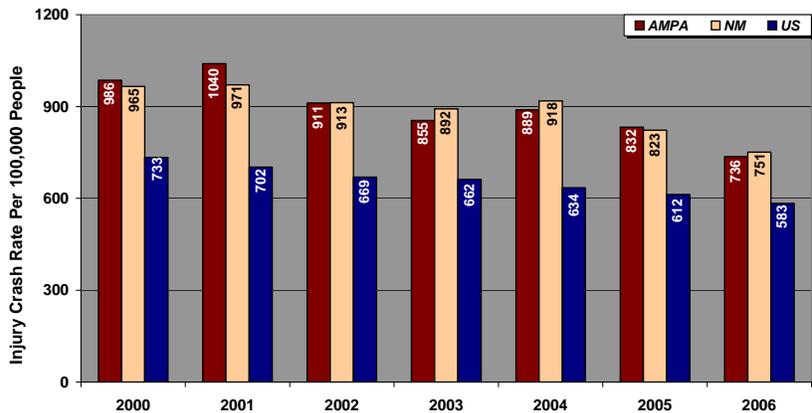
- Overall, AMPA death rate decreased by 22.2 % from 2004 to 2006, while NM experienced a 9.5 % decrease for the same period.
- National death rate remained at a steady pace from 2000 to 2005 with a 3.4 % decline from 2005 to 2006.

**AMPA, New Mexico and National Fatal crash Rates
2000 - 2006**



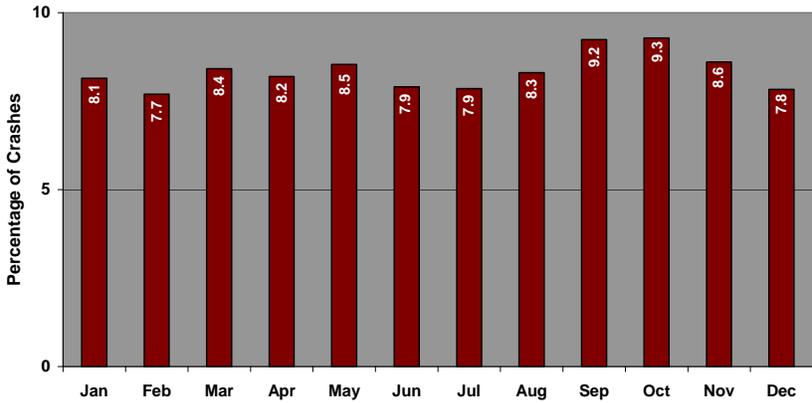
- Overall, fatal crash rate in the AMPA decreased by almost 30% from 2000 to 2006. New Mexico experienced a steady decline in fatal crash rate since 2004. National fatal crash rate declined slightly from 2000 to 2006.

**AMPA, New Mexico and National Injury Crash Rates
2000 - 2006**



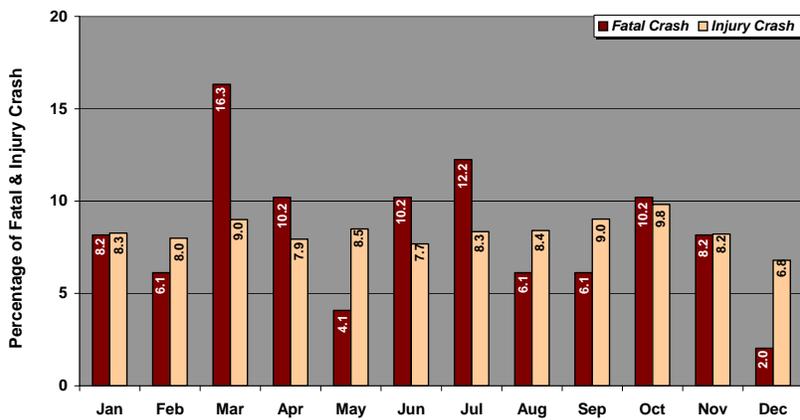
- National injury crash rates showed a steady decline since 2000, while New Mexico and AMPA rates displayed the same pattern since 2004.

**Crashes by Month
2006**



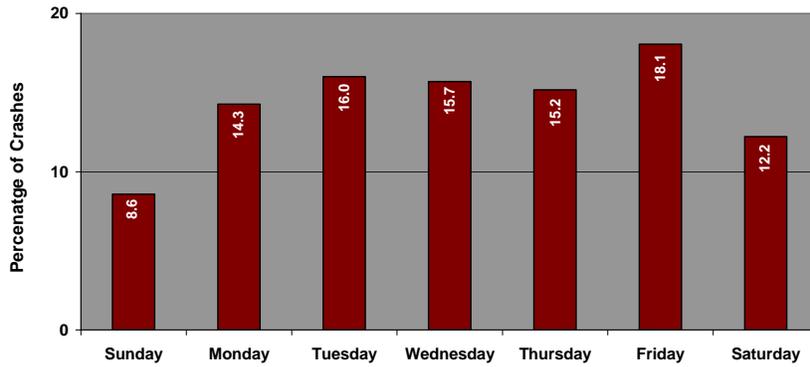
- Crashes were among the highest in September, October and November.

**Fatal & Injury Crashes by Month
2006**



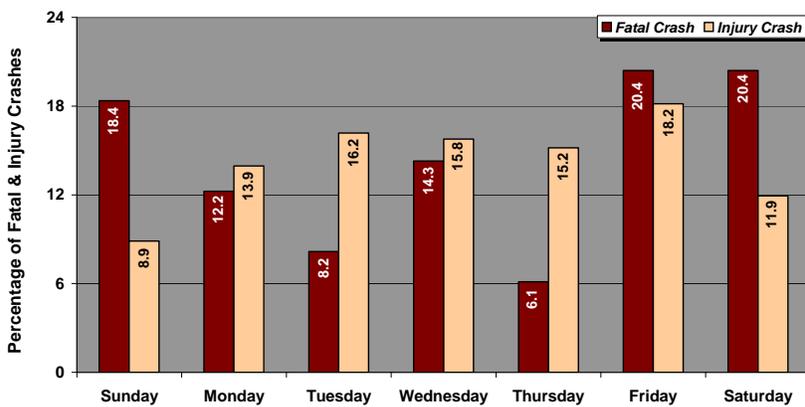
- Sixteen percent of all fatal crashes occurred in month of March, while months of June & July accounted for 22 % of all fatal crashes.
- Percentage of crashes involving injuries were distributed more evenly among all months.

**Crashes by Day of the Week
2006**



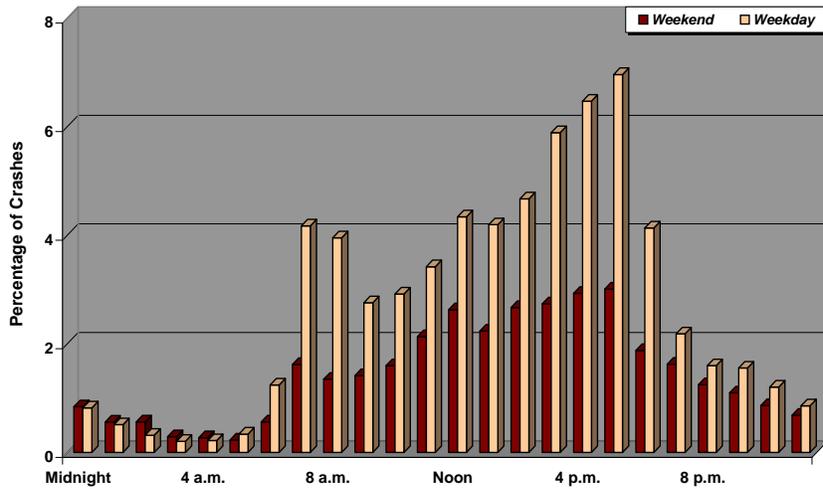
- Thursday and Friday accounted for the highest percentage of crashes, while Saturday and Sunday had the lowest percentage of crashes.

**Fatal & Injury Crashes by Day of the Week
2006**



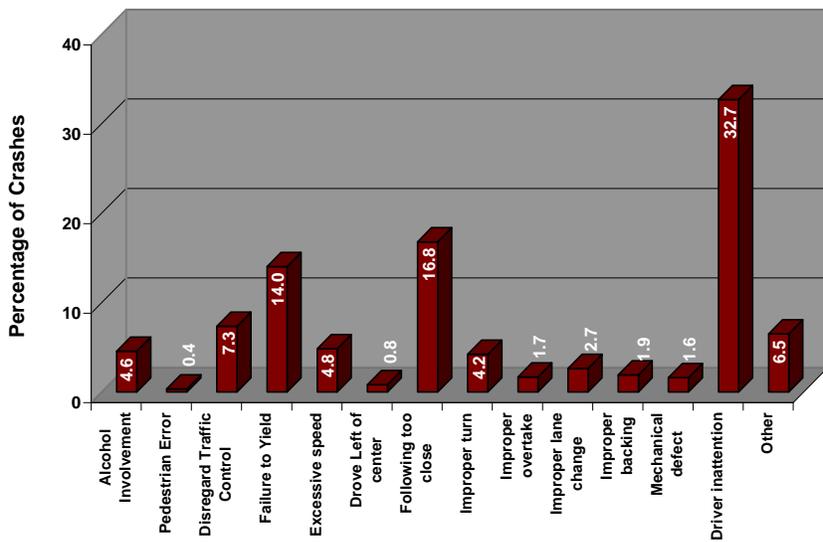
- Forty nine percent of all fatal crashes occurred from Friday through Sunday, while 49 % of all injury crashes occurred from Wednesday through Friday.

Crashes by Hour of the Day 2006



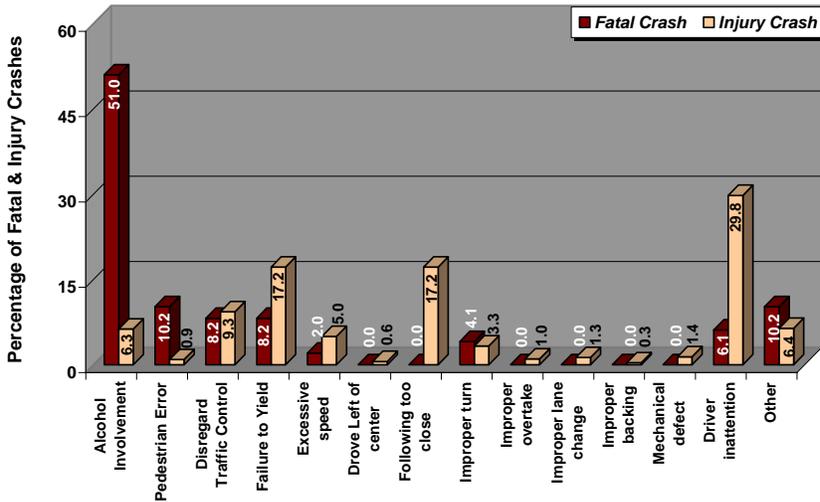
- The hours with the highest percentage of crashes were during the afternoon peak travel period, between 3 pm and 5 pm.
- Crashes also peaked during the morning hours of 7 am and 8 am during the week and noon during the weekend.

Highest Contributing Factors in Crashes 2006



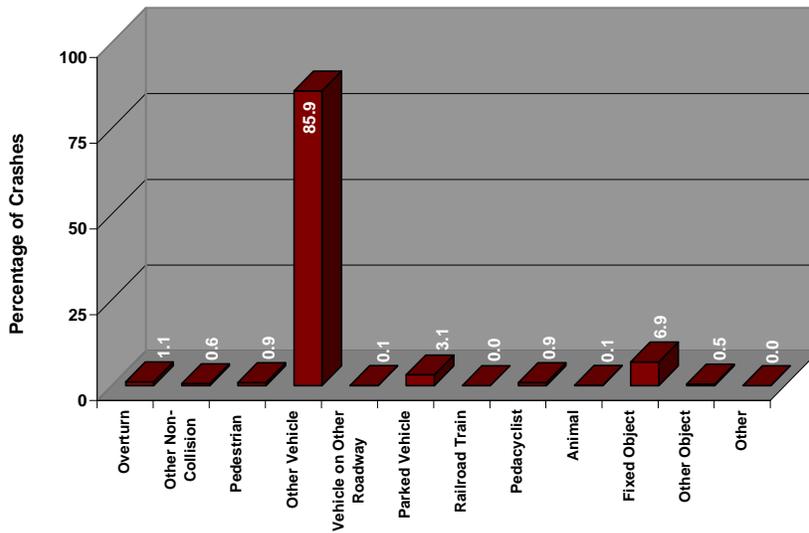
- Thirty three percent of all crashes were contributed to “driver inattention” followed by “following too close” and “failure to yield”.

Highest Contributing Factors in Fatal & Injury Crashes 2006



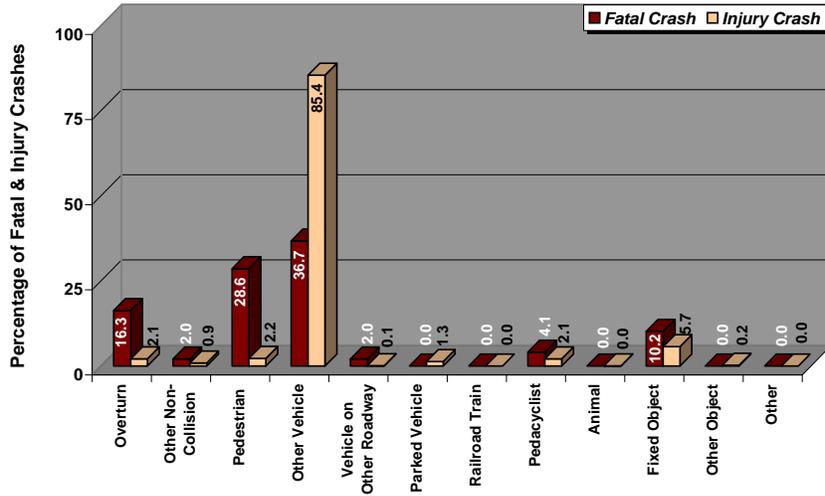
- Alcohol involvement accounted for 51 % of all fatal crashes, while only 4.6 % of all crashes were contributed to alcohol (see previous chart).

Crashes by Class 2006



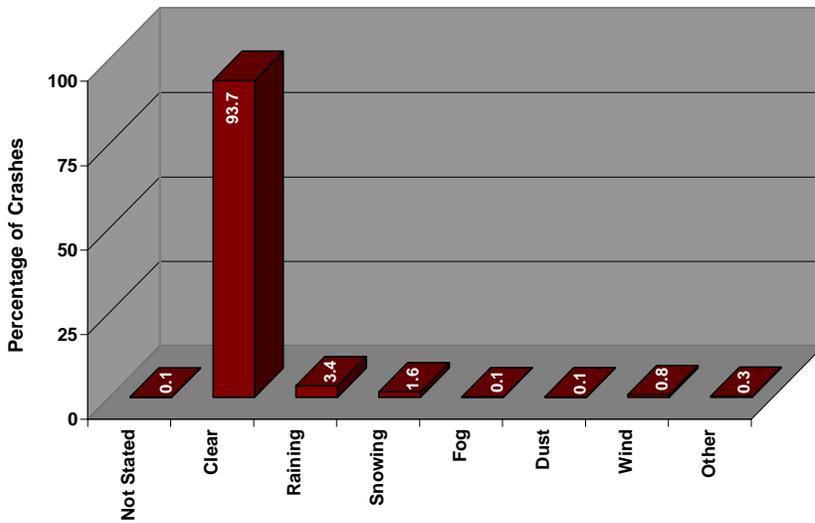
- “Colliding with another vehicle” accounted for the most crashes.

Fatal & Injury Crashes by Class 2006



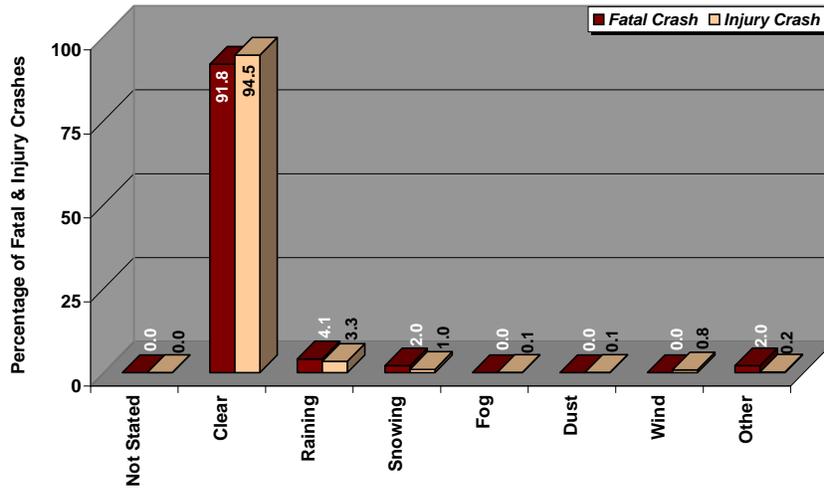
- “Colliding with pedestrian” accounted for 1 percent of all crashes (see previous chart), but 29 percent of all fatal crashes.
- “Colliding with another vehicle” accounts for the highest portion of fatal and injury crashes as well as total crashes.

Crashes by Weather Condition 2006



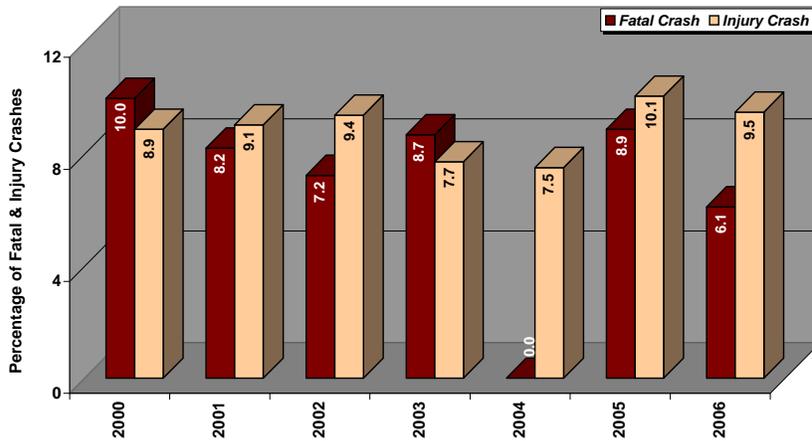
- Ninety four 94 percent of all crashes occurred during clear days.

Fatal & Injury Crashes by Weather Condition 2006



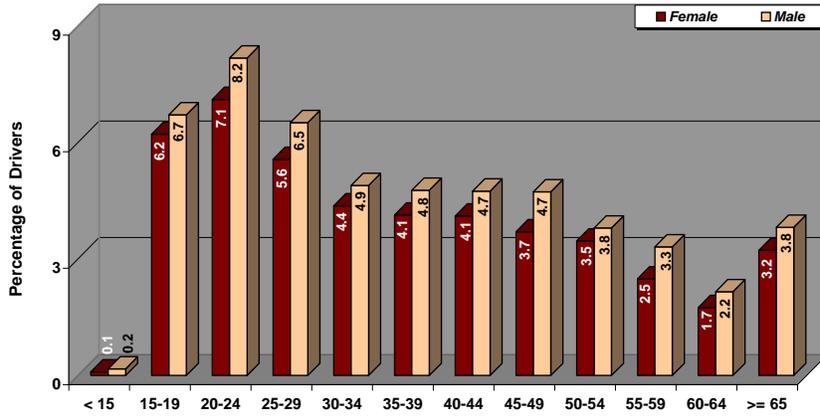
- The second highest fatal and injury crashes occurred during rainy weather.

Fatal & Injury Crashes Involving Hit & Run



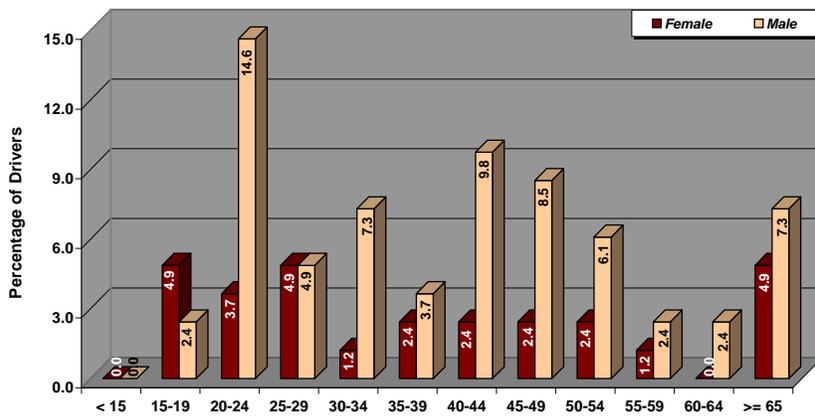
- Percentage of fatal and injury crashes involving hit and run remained at a steady rate in the past 7 years with the exception of year 2004 which no fatal hit and run crashes were reported.

**Drivers Involved in Crashes by Age and Sex
2006**



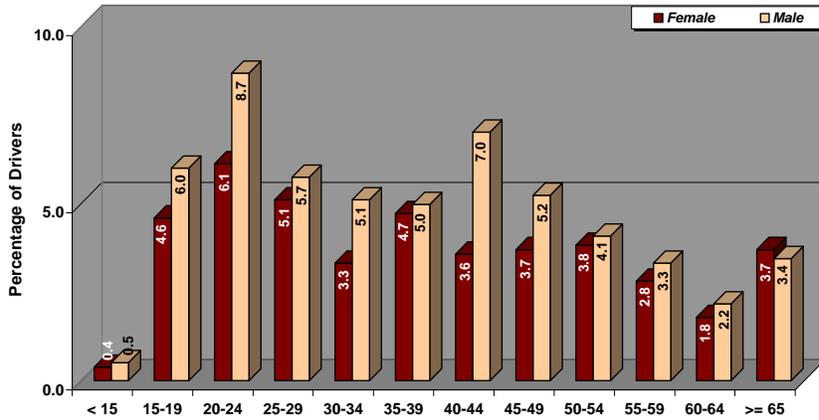
- 20-24 year old drivers had the highest crash involvement rate, while Male drivers were involved in more crashes than female drivers in all age groups.

**Drivers Involved in Fatal Crashes by Age & Sex
2006**



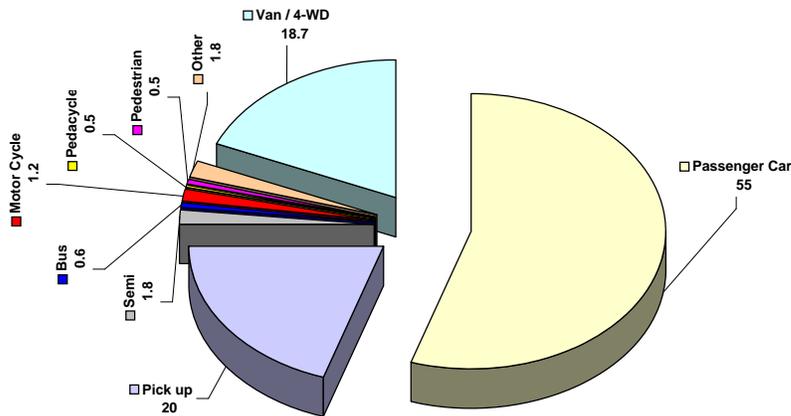
- Male drivers were involved in more fatal crashes in all age groups with the exception of 15-19 year old drivers.

**Drivers Involved in Serious Injury Crashes by Age & Sex
2006**

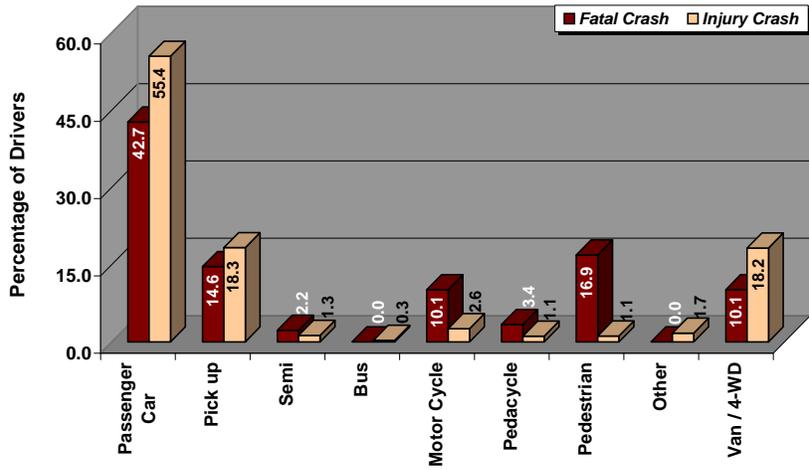


- 20-24 year old drivers had the highest percentage of crash involvement resulting in serious injuries.
- Male drivers had the higher percentage of involvement in serious injury crashes for age groups 20-24 and 40-44, while 20-24 and 25-29 female drivers had higher percentage of involvement in crashes resulting serious injuries.

**Percentage of Drivers Involved in Crashes by Vehicle Type
2006**

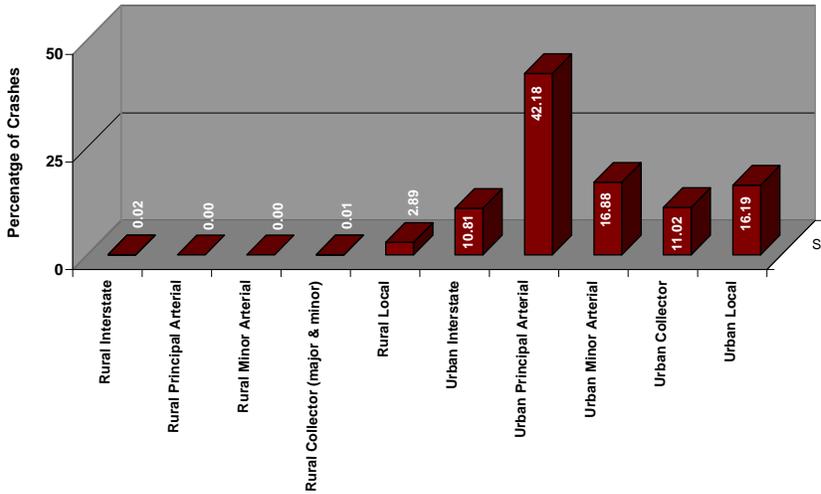


Drivers involved in Fatal & Injury Crashes by Vehicle Type 2006



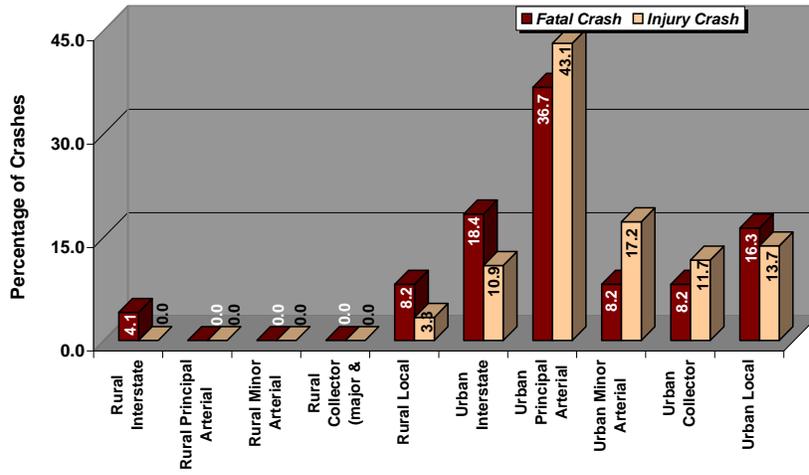
- Passenger cars accounted for 43 percent of all fatal crashes and 55 percent of all injury crashes. Pedestrians accounted for 17 percent of all fatal crashes, while they were involved in 0.5 % of all crashes (see previous chart).

Crashes by Roadway Type 2006



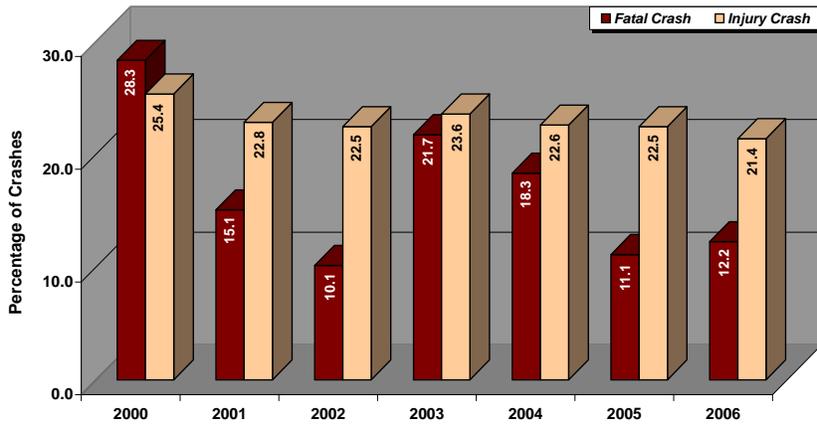
- Most crashes occurred on urban principal arterial roadways followed by urban minor arterial and urban local.
- 11 percent of all crashes occurred on urban interstate.

Fatal & Injury Crashes by Roadway Type 2006



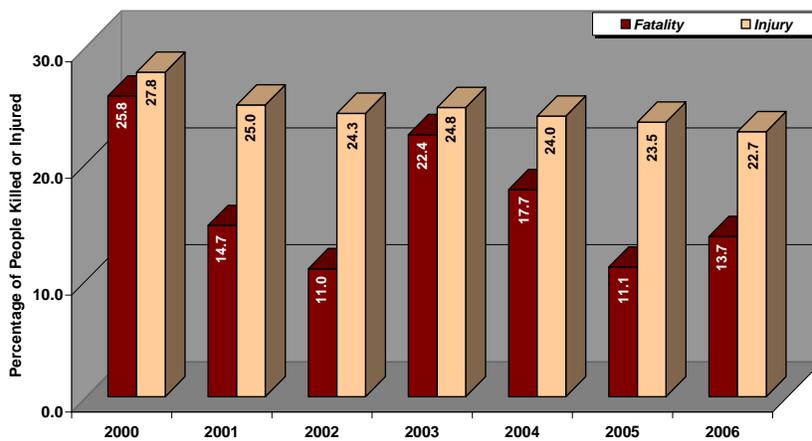
- Urban principal arterial roadways accounted for the most fatal and injury crashes followed by Urban Interstate.

**Fatal & Injury Crashes Involving Teen Drivers
2000 - 2006**



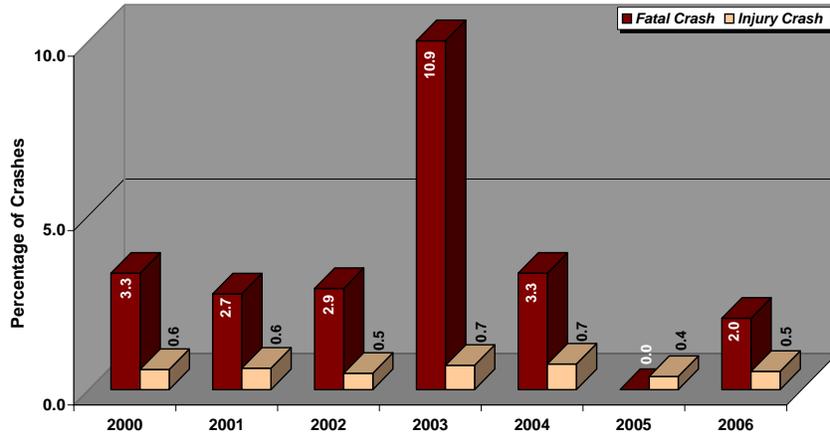
- Percentage of fatal crashes involving teen drivers decreased by more than half since 2000, while percentage of injury crashes involving teen drivers decreased slightly since 2000.

**Fatalities & Injuries in Crashes Involving Teen Drivers
2000 - 2006**



- Percentage of people killed in crashes involving teen drivers decreased by almost half since 2000, while percentage of people injured in crashes involving teen drivers decreased slightly.

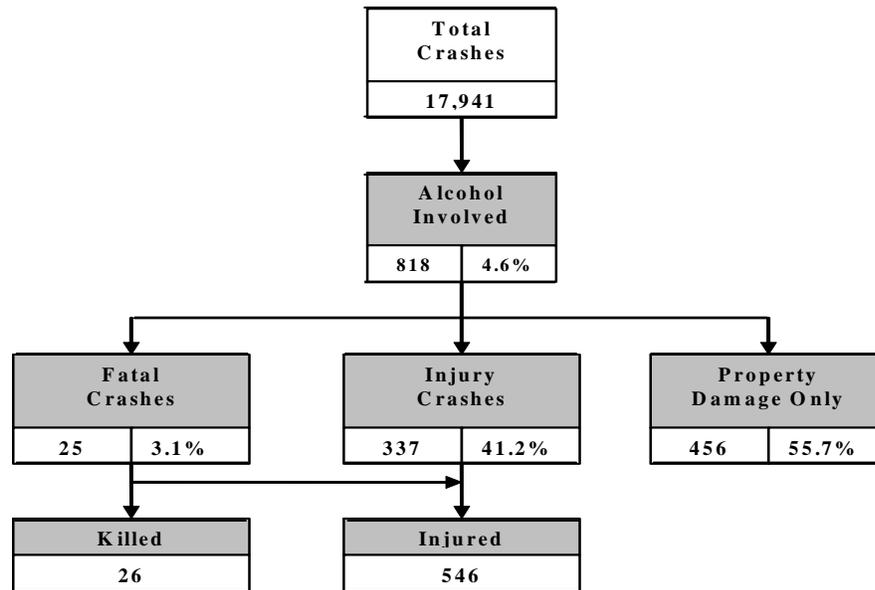
Fatal & Injury Crashes Involving Alcohol and Teen Drivers 2000 - 2006



- Percentage of fatal crashes involving teen drivers and alcohol remained relatively steady with the exception of year 2003 with the highest percentage and year 2005 with no reported fatal crashes involving teens and alcohol.



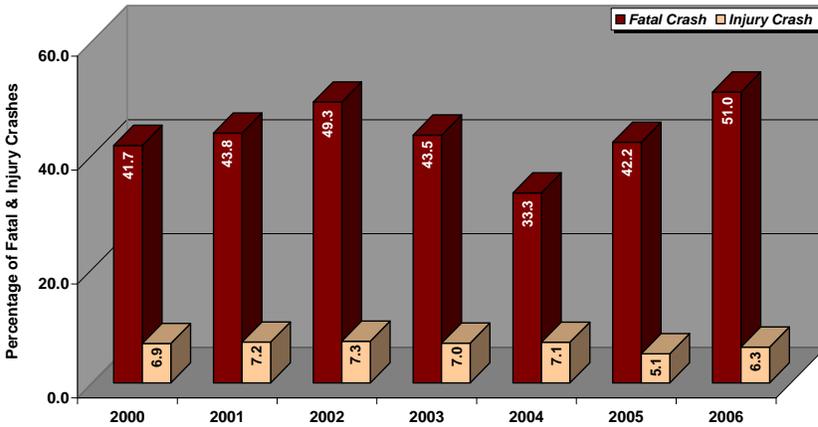
Crashes in the AMPA Involving Alcohol, 2006



In 2006, on average....

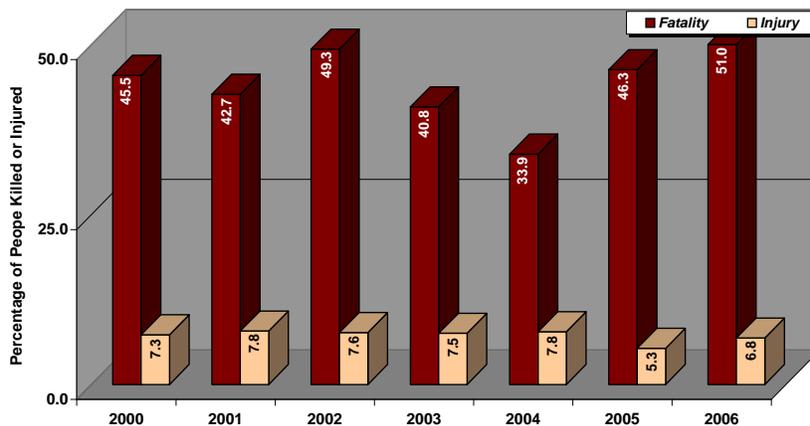
- Fifty one percent of all fatal crashes involved alcohol.
- A person died in an alcohol-related crash every 14 days.
- A person was injured in an alcohol-related crash every 16 hours.
- An alcohol-related crash occurred every 11 hours.

**Fatal & Injury Crashes Involving Alcohol
2000 - 2006**



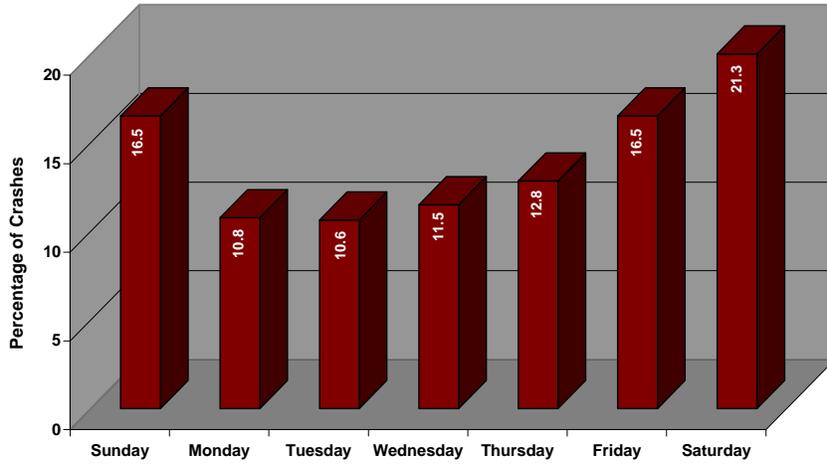
- 4.6 % of all crashes involved alcohol (see previous chart) while alcohol accounted for 51 % of all fatal crashes in 2006, an increase of 22 % since 2000.
- Percentage of injury crashes involving alcohol decreased slightly since 2000.

**Fatalities & Injuries in Crashes Involving Alcohol
2000 - 2006**



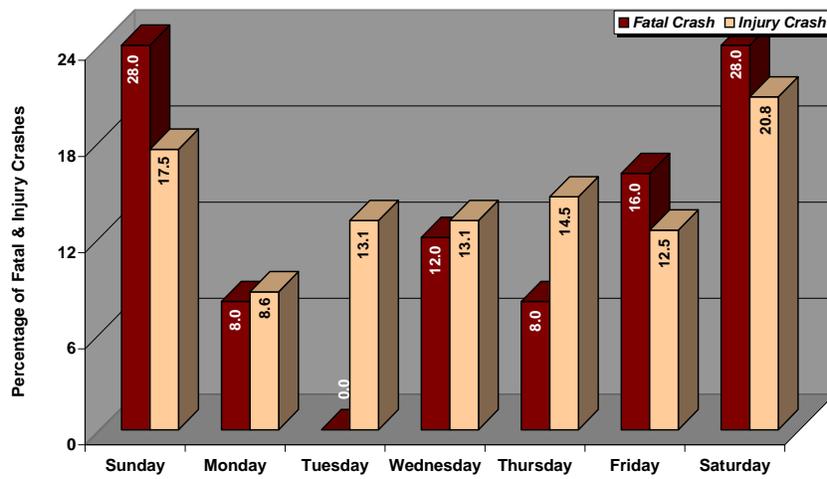
- Percentage of fatalities in crashes involving alcohol increased by 50 % since 2004, while injuries in crashes involving alcohol decreased slightly for the same period.

**Crashes Involving Alcohol by Day of the Week
2006**



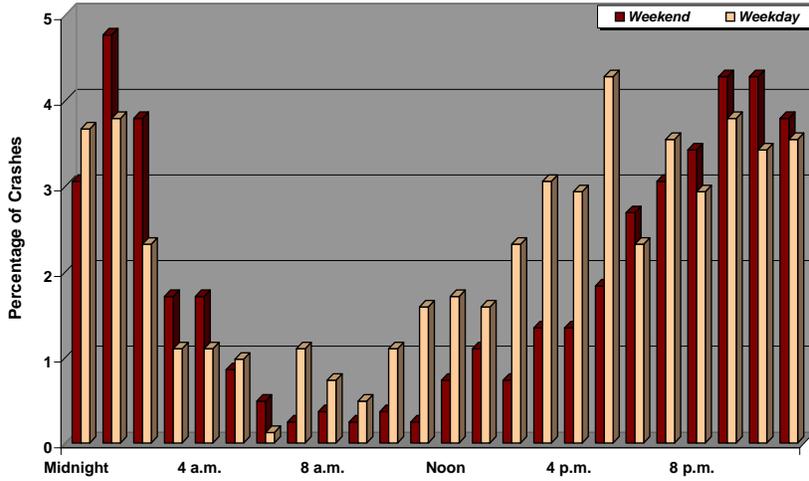
- Fifty four percent of all crashes involving alcohol occurred from Friday through Sunday.

**Fatal & Injury Crashes Involving Alcohol by Day of the Week
2006**



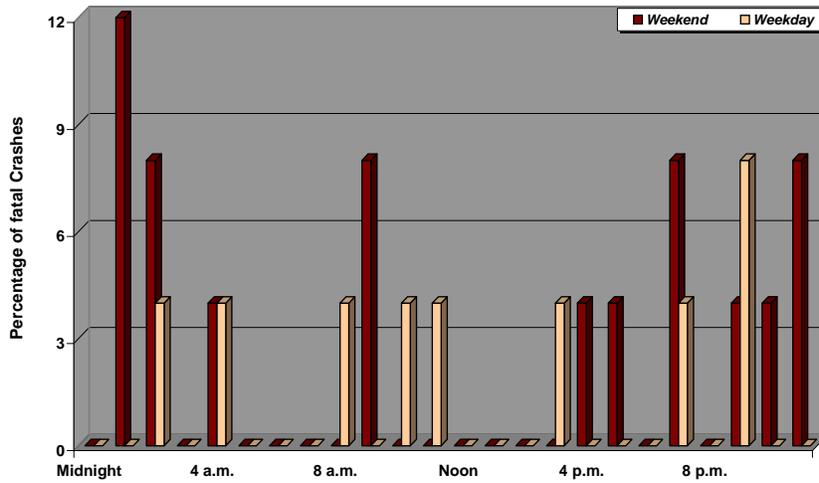
- More than fifty percent of all fatal crashes involving alcohol occurred on Friday and Saturday.

**Crashes Involving Alcohol by Hour of the Day
2006**



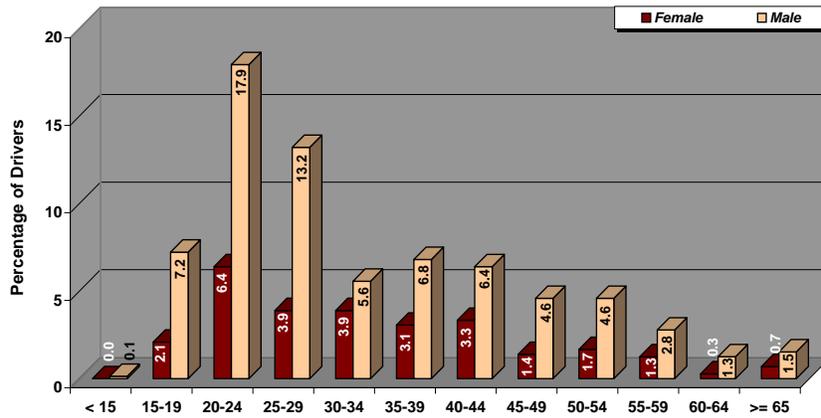
- The hours with the highest percentage of crashes involving Alcohol were during the late hours of the evening through the early hours of the morning with the highest at 1 a.m. on the weekends, while percentage of crashes involving alcohol peaked during the late afternoon to the early hours of the morning during the week.

**Fatal Crashes Involving Alcohol by Hour of the Day
2006**



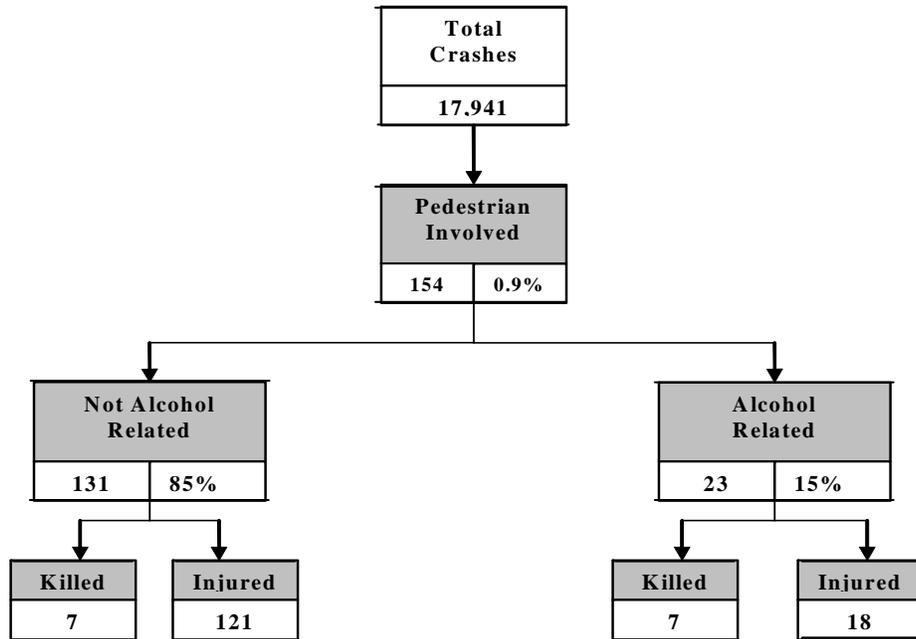
- Twelve percent of all fatal crashes involving alcohol occurred at 1 a.m. on the weekends, while 8 % of all fatal crashes involving alcohol occurred at 9 p.m. on the weekdays.

Drivers Involved in Alcohol-Related Crashes by Age and Sex
2006



- 20-24 year old drivers had the highest percentage of alcohol-related crashes, while male were more than twice as likely as females to be alcohol-related drivers in crashes in almost all age groups.

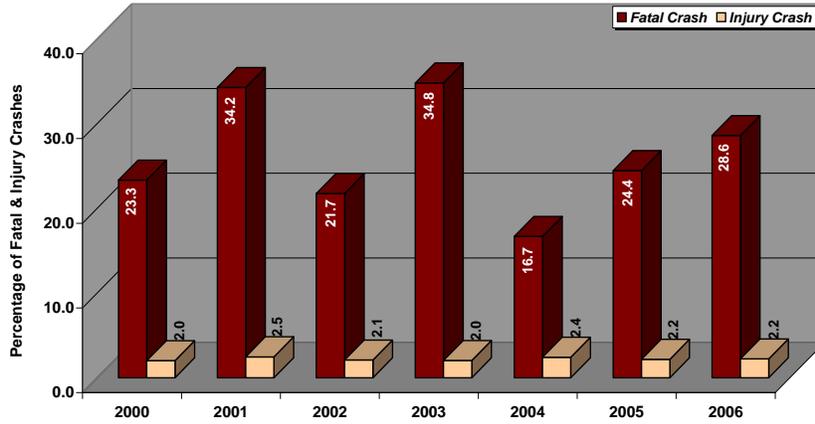
Crashes in the AMPA Involving Pedestrians, 2006



In 2006, on average....

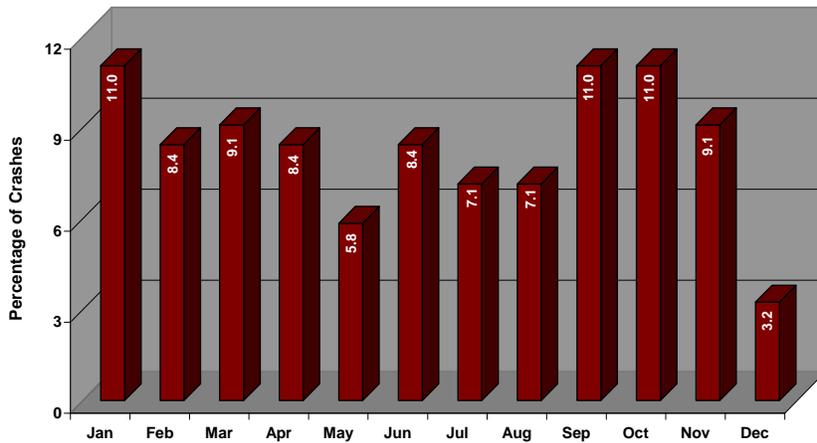
- Thirty percent of pedestrian deaths were related to crashes involving alcohol compared to five percent that were non-alcohol related.

**Fatal & Injury Crashes involving Pedestrian
2000 - 2006**



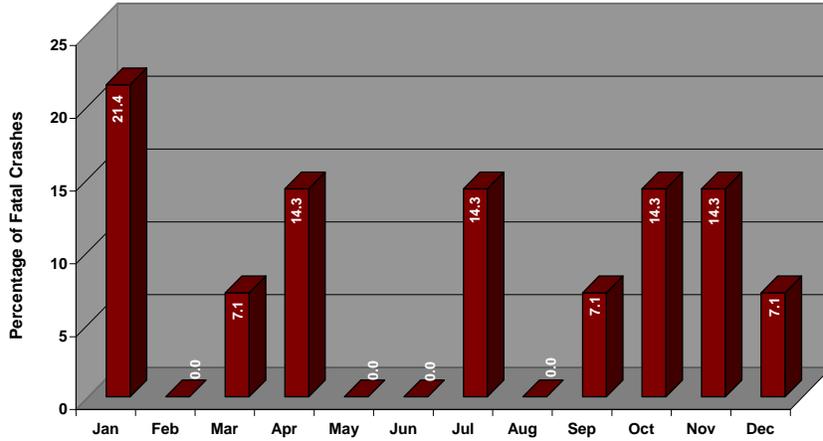
- Fatal crashes involving pedestrians increased by 71 % since 2004, while the percentage of injury crashes involving pedestrians remained at a steady rate for the same period.

**Crashes Involving Pedestrians by Month
2006**



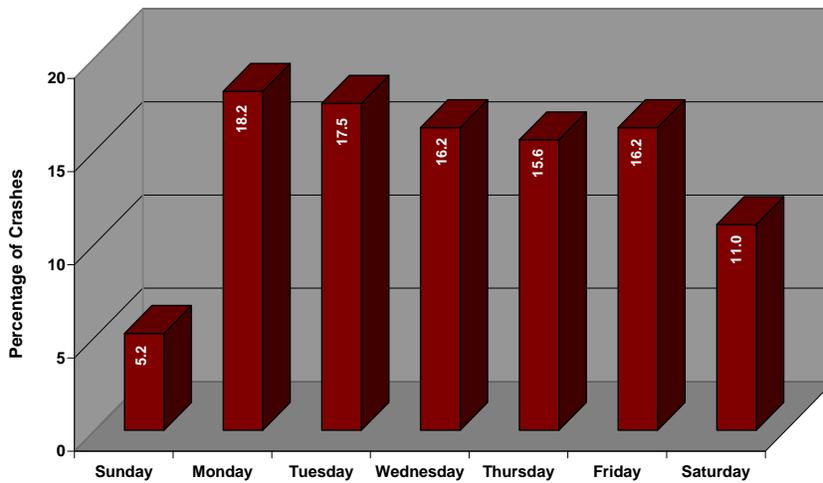
- Crashes involving pedestrians were among the highest in September, October and January.

Fatal Crashes Involving Pedestrians by Month
2006



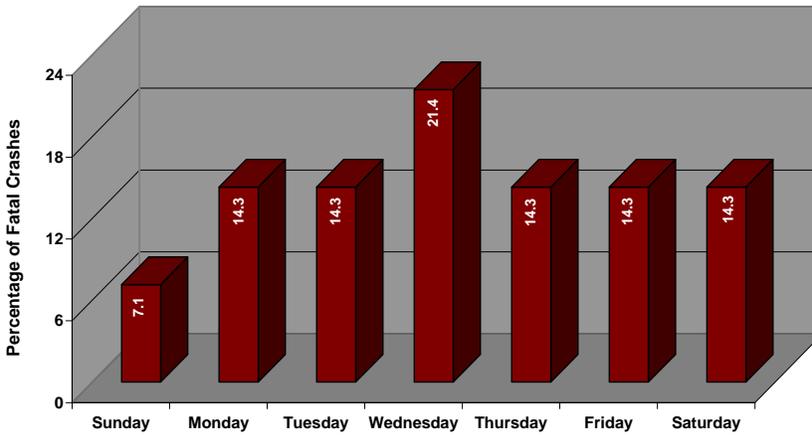
- Fatal crashes involving pedestrians were the highest in January

Crashes Involving Pedestrians by Day of the Week
2006



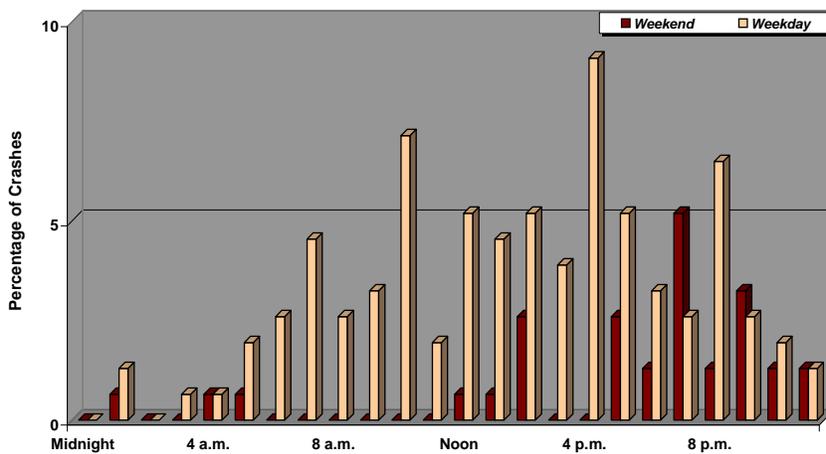
- Crashes involving pedestrians were the lowest on the weekends.

Fatal Crashes Involving Pedestrians by Day of the Week 2006



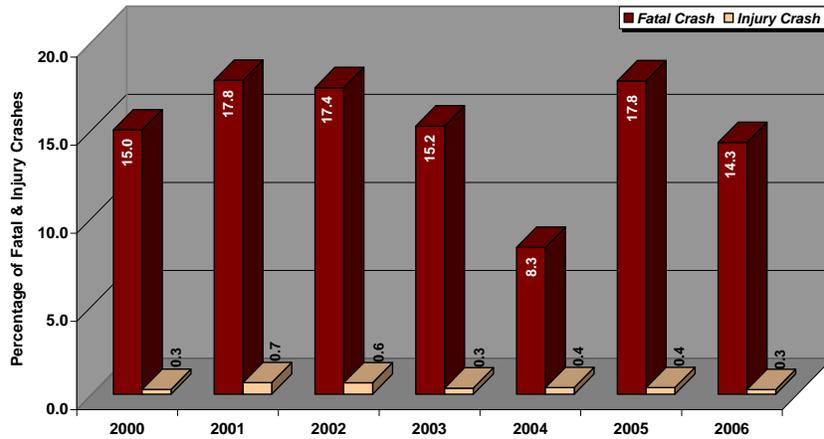
- Most fatal crashes involving pedestrians occurred on Wednesdays.

Crashes Involving Pedestrians by Hour of the Day 2006



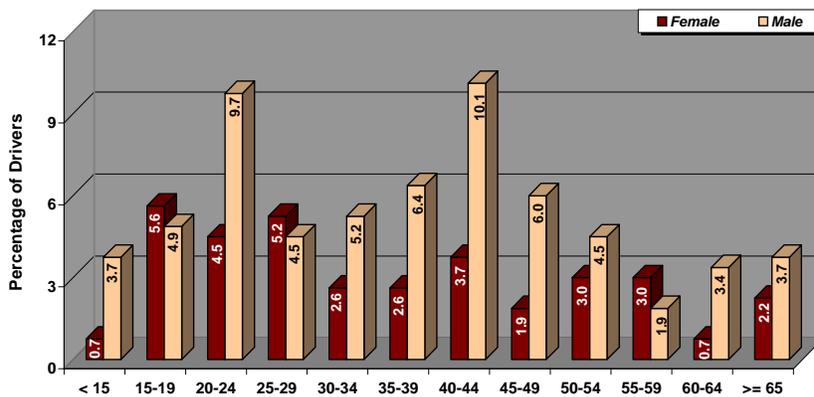
- Crashes involving pedestrians were the highest at 4 p.m. on the weekday and at 7 p.m. on the weekend.

Fatal & Injury Crashes Involving Alcohol and Pedestrians
2000 - 2006



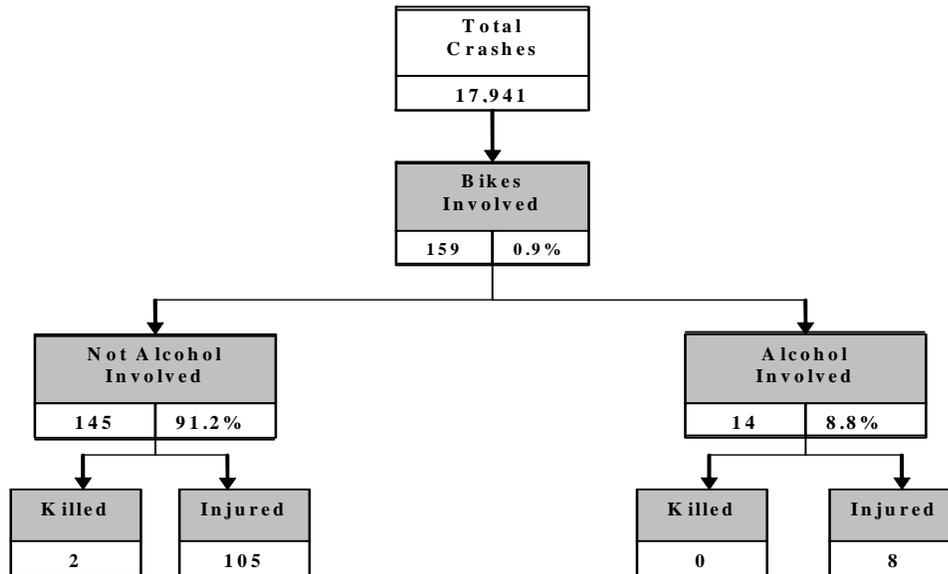
- Percentage of alcohol-related fatal crashes involving pedestrians declined slightly since 2000, while percentage of injury crashes remained steady.

Drivers Involved in Pedestrian Crashes by Age and Sex
2006



- 20-24 year old drivers had the highest percentage of crashes involving pedestrians, followed by 40-44 year olds.
- Male drivers were involved in more pedestrian-related crashes than female drivers in most age groups.

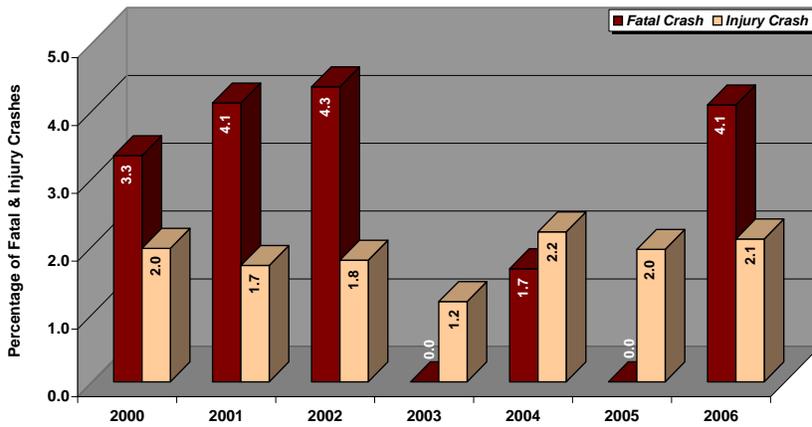
Crashes in the AMPA Involving Bikes, 2006



In 2006, on average....

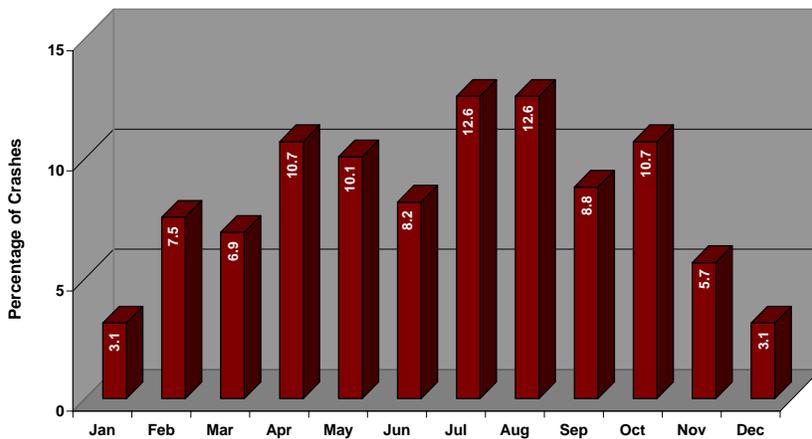
- There were no fatalities reported for alcohol-related crashes involving bikes.

**Fatal & Injury Crashes Involving Bikes
2000 - 2006**



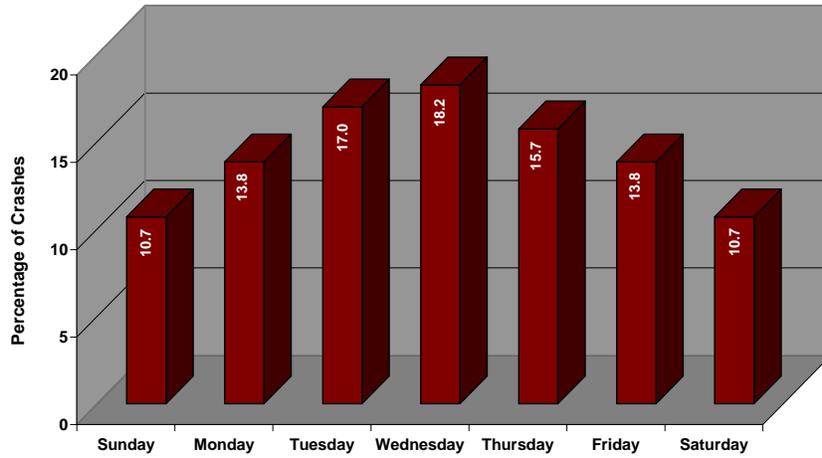
- Percentage of fatal crashes involving bikes remained at a close rate during 2000 to 2006 with the exception of 2003 and 2005, while percentage of injury crashes involving bikes remained steady during the past 7 years.

**Crashes Involving Bikes by Month
2006**



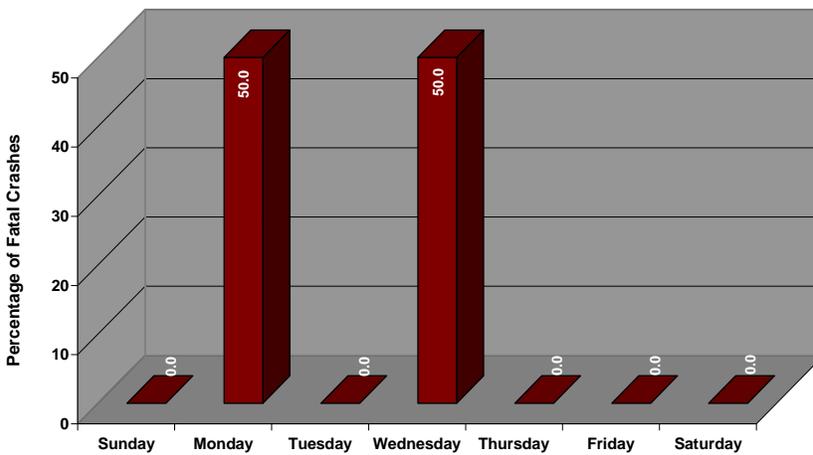
- Crashes involving bikes were among the highest in July and August.

**Crashes Involving Bikes by Day of the Week
2006**



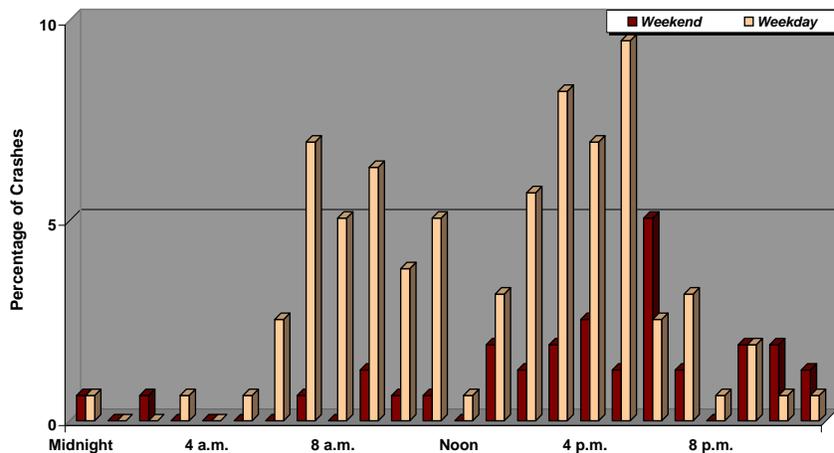
- Percentage of bike-related crashes was the highest on Wednesdays.

**Fatal Crashes Involving Bikes by Day of the Week
2006**



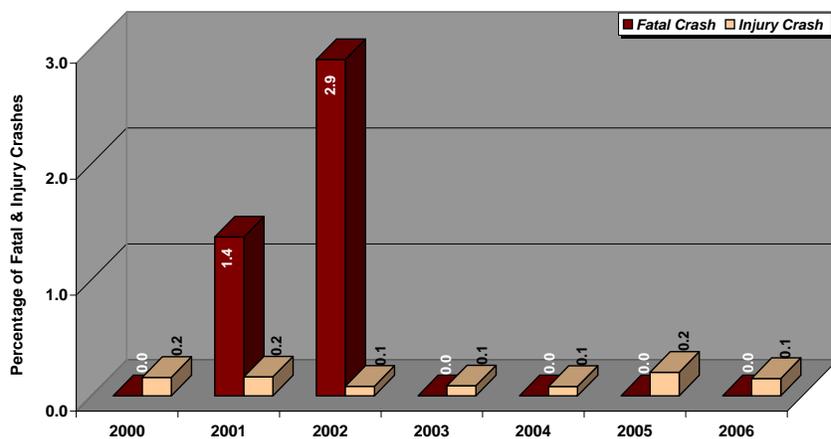
- Monday and Wednesday were the only days with reported fatal bike-related crashes.

**Crashes Involving Bikes by Hour of the Day
2006**



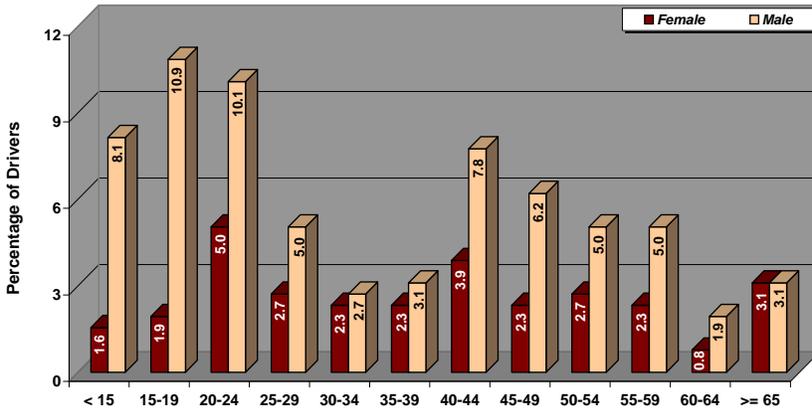
- Crashes involving bikes were the highest at 5 p.m. on the weekday and at 6p.m. on the weekend.

**Fatal & Injury Crashes Involving Alcohol and Bikes
2000 - 2006**



- There were no reported fatal alcohol-related crashes involving bikes for 2006.

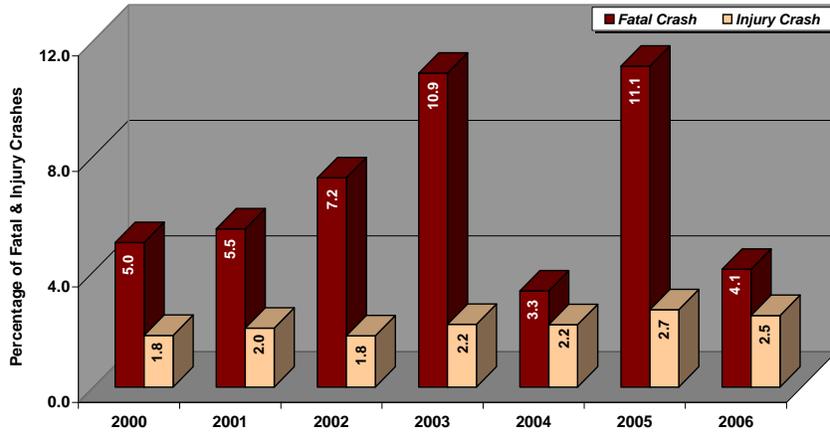
Drivers Involved in Bike Crashes by Age and Sex
2006



- 20-24 year old drivers had the highest percentage of crashes involving bikes, followed by 15-19 year olds.
- Male drivers were more involved in bike-related crashes than females in all age groups.

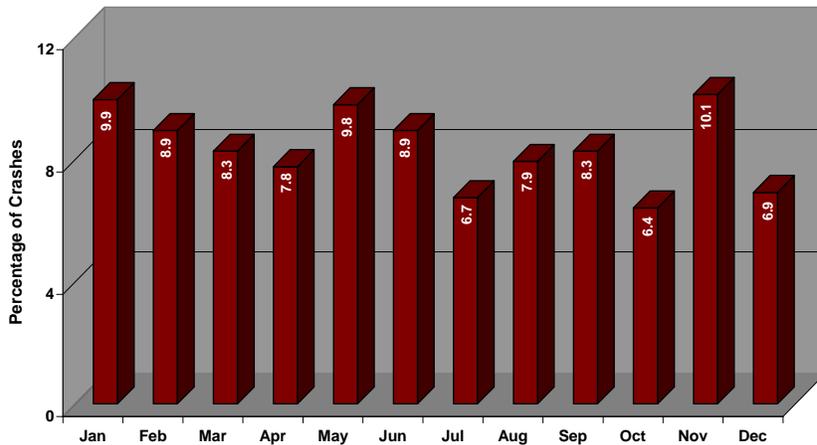


**Fatal & Injury Crashes Involving Trucks
2000 - 2006**



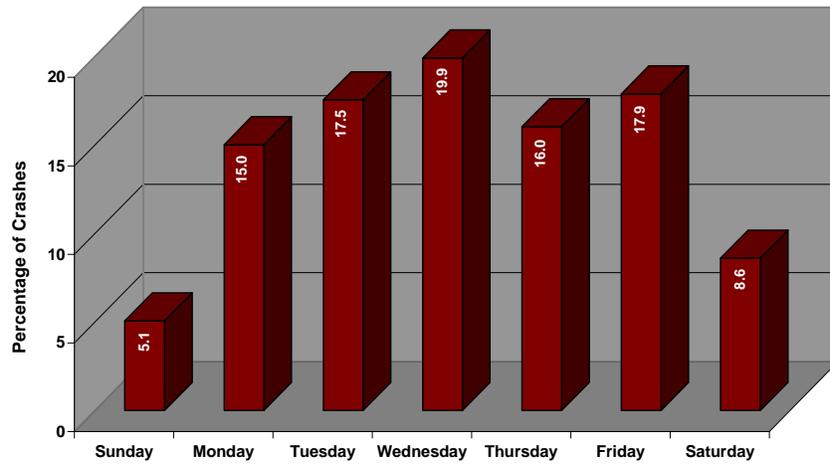
- Percentage of fatal crashes involving trucks decreased by 63% since 2005, while there was a slight decline in injury crashes since 2005.

**Crashes Involving Trucks by Month
2006**



- Crashes involving trucks were among the highest in November.

Crashes Involving Trucks by Day of the Week 2006



- Crashes involving trucks were among the highest on Wednesday.

The following section focuses on providing information regarding the intersections with the highest crash rates per million vehicles. Tables and maps are used to provide information for intersections with the highest crash rates for the period 2003 – 2006. Crash rates were calculated by dividing the number of crashes at an intersection by the number of vehicles using the intersection. Because the number of vehicles is very large, the crash rates are expressed as crashes per million vehicles passing through an intersection.

Tables in this section offer a comparison of crash rates to the total number of crashes for the top 20 intersections in the AMPA. The data includes total crashes, fatal & injury crashes for the top 20 intersections. For the highest crash rates involving trucks, bicycles and pedestrian, the top 10 intersections were identified.

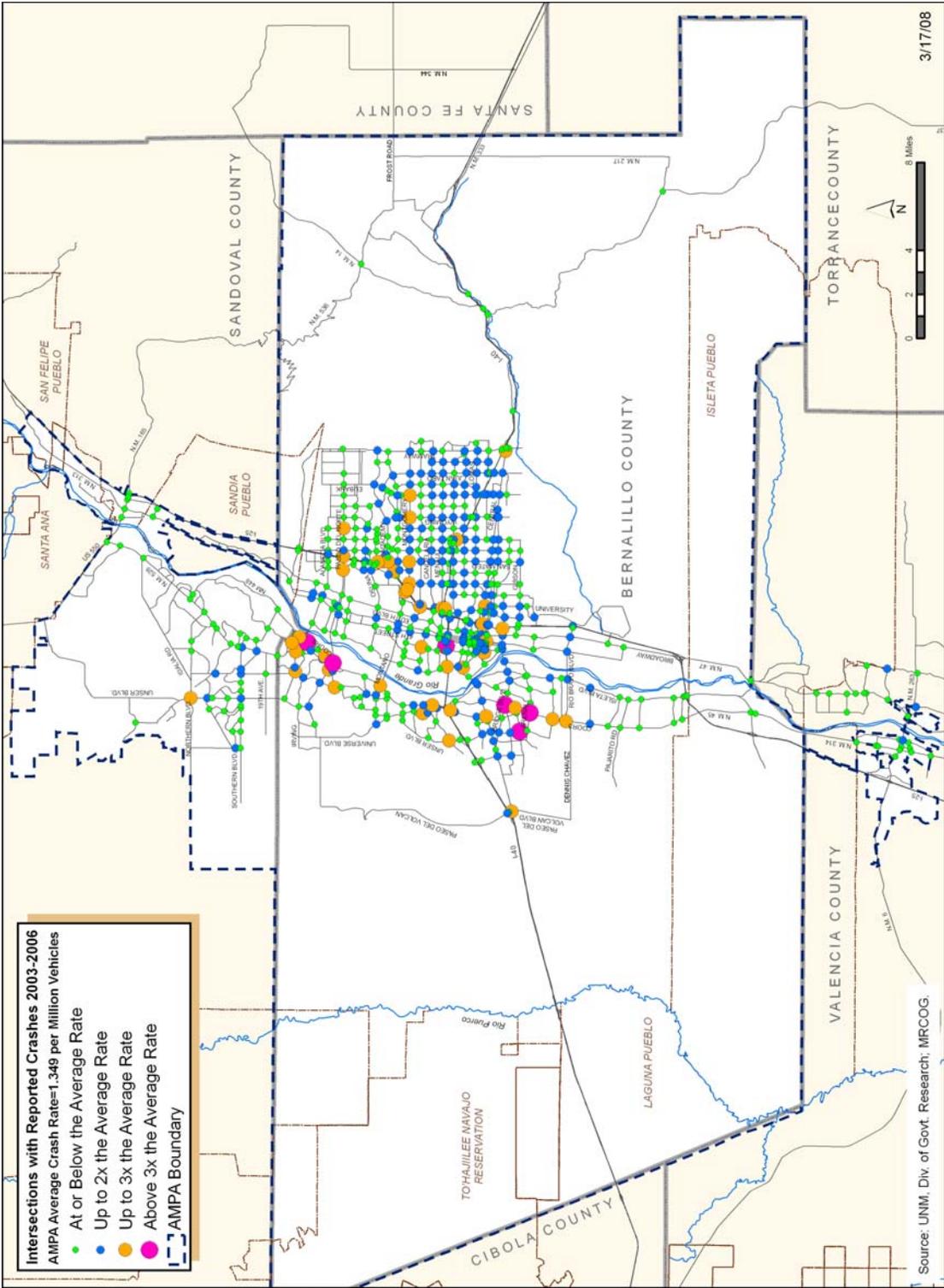
Crash rates at intersections are only one method to measure the level of crashes at a particular intersection. To assess the risk of crashes, it is advisable to also consider the amount of traffic passing through the intersection.

Important findings in this section include:

- The intersection of Paseo Del Norte and Jefferson ranks number one in traffic volume, 2nd in number of crashes, but 7th in crash rate.
- The intersection of Paseo Del Norte and Coors Blvd. ranks 1st in injury and fatal crashes, 3rd in traffic volume, but 5th in crash rate.
- The intersection of Central and Rio Grande with the highest bike crashes and traffic volumes ranks number 10 on the list, while the intersection of Lead Ave. and 10th with the lowest bike crash and traffic volume ranks 2nd.
- The intersection of Central and San Mateo has the highest pedestrian crashes and traffic volume but ranks 5th on the list in crash rates.

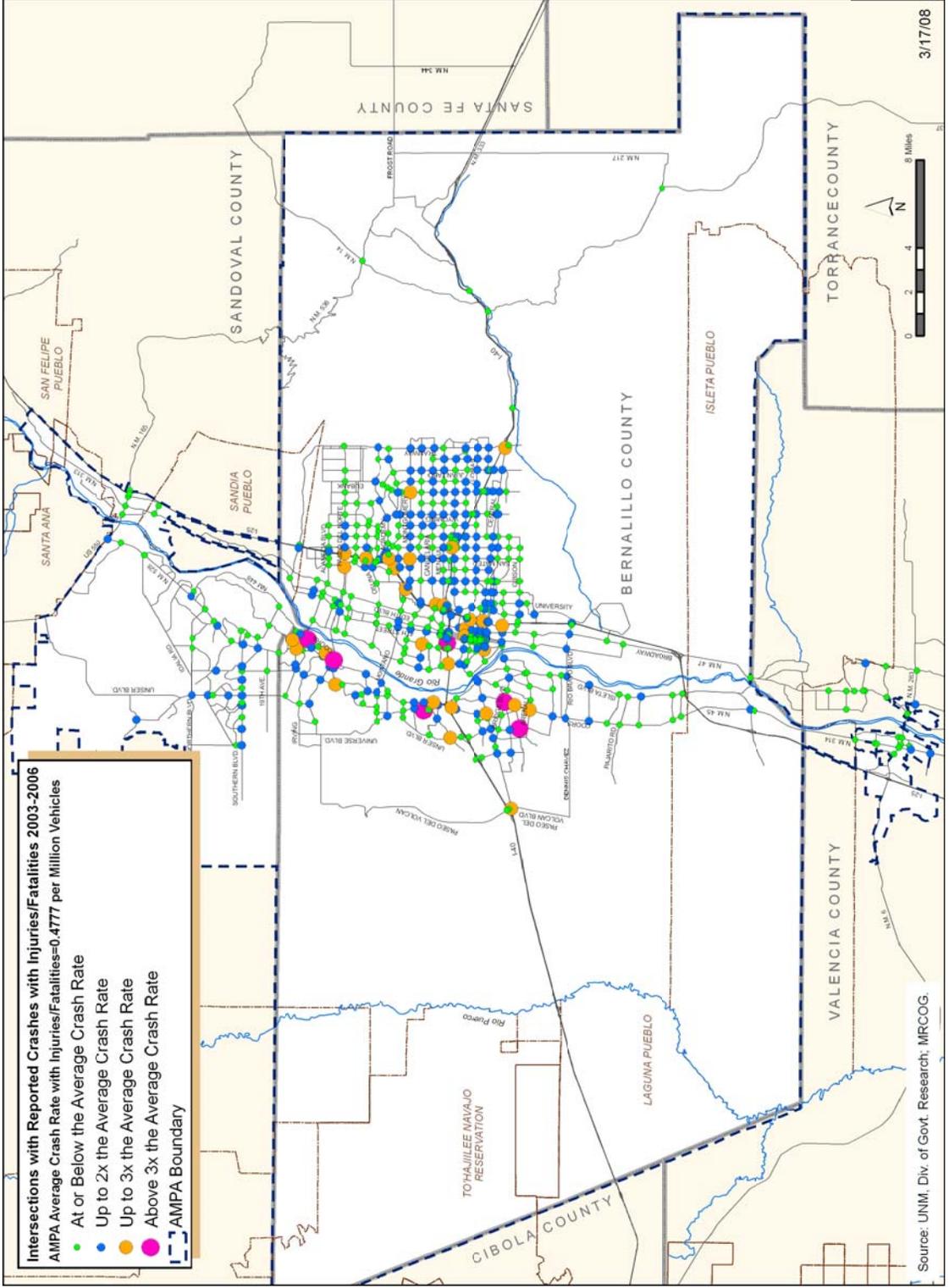
Top 20 Intersections with Highest Crash Rates 2003 - 2006			
Intersection	Crashes		Approach
	Rate	Total	Volume
I-40 S. Frontage Rd. & I-40 Off Ramp (6th/8th Intch.)	8.0338	84	28,646
7 Bar Loop & Coors Blvd.	6.3097	224	97,263
Sage Rd. & Arenal Rd.	5.9665	112	51,429
Paseo Del Norte & Coors Blvd.	5.7214	632	302,638
Arenal Rd. & Coors Blvd.	4.4023	200	124,469
Bridge Blvd. & Old Coors Rd.	4.1666	181	119,015
Paseo Del Norte & Jefferson St.	3.9943	486	333,352
Paseo Del Norte & Pan American East	3.8688	335	237,232
Coal Ave. & 10th St.	3.8105	20	14,380
Irving Blvd. & Coors Blvd.	3.7187	396	291,754
Pan American Rd. & San Mateo Blvd.	3.7101	254	187,566
Quail Rd. & Coors Blvd.	3.6812	372	276,862
Montgomery Blvd. & San Mateo Blvd.	3.678	447	332,972
Ellison Dr. & Coors Blvd. Bypass	3.6549	348	260,865
I-40 N. Ramps & Rio Grande Blvd.	3.6037	183	139,128
Central Ave. & Coors Blvd.	3.5736	303	232,295
Avenida Cesar Chavez & I-25 W. Ramps	3.547	168	129,766
Central Ave. & Tramway Blvd.	3.4963	187	146,535
Montgomery Blvd. & Wyoming Blvd.	3.4911	422	331,177
Central Ave. & Paseo Del Volcan	3.4708	44	34,732

- The intersection ranking was done based on total crashes per million vehicles. The most heavily traveled segments are likely to have the most crashes, but will not necessarily have the highest crash rates. The intersection of Paseo Del Norte and Jefferson rank number one in traffic volume, 2nd in number of crashes, but 7th in crash rate.



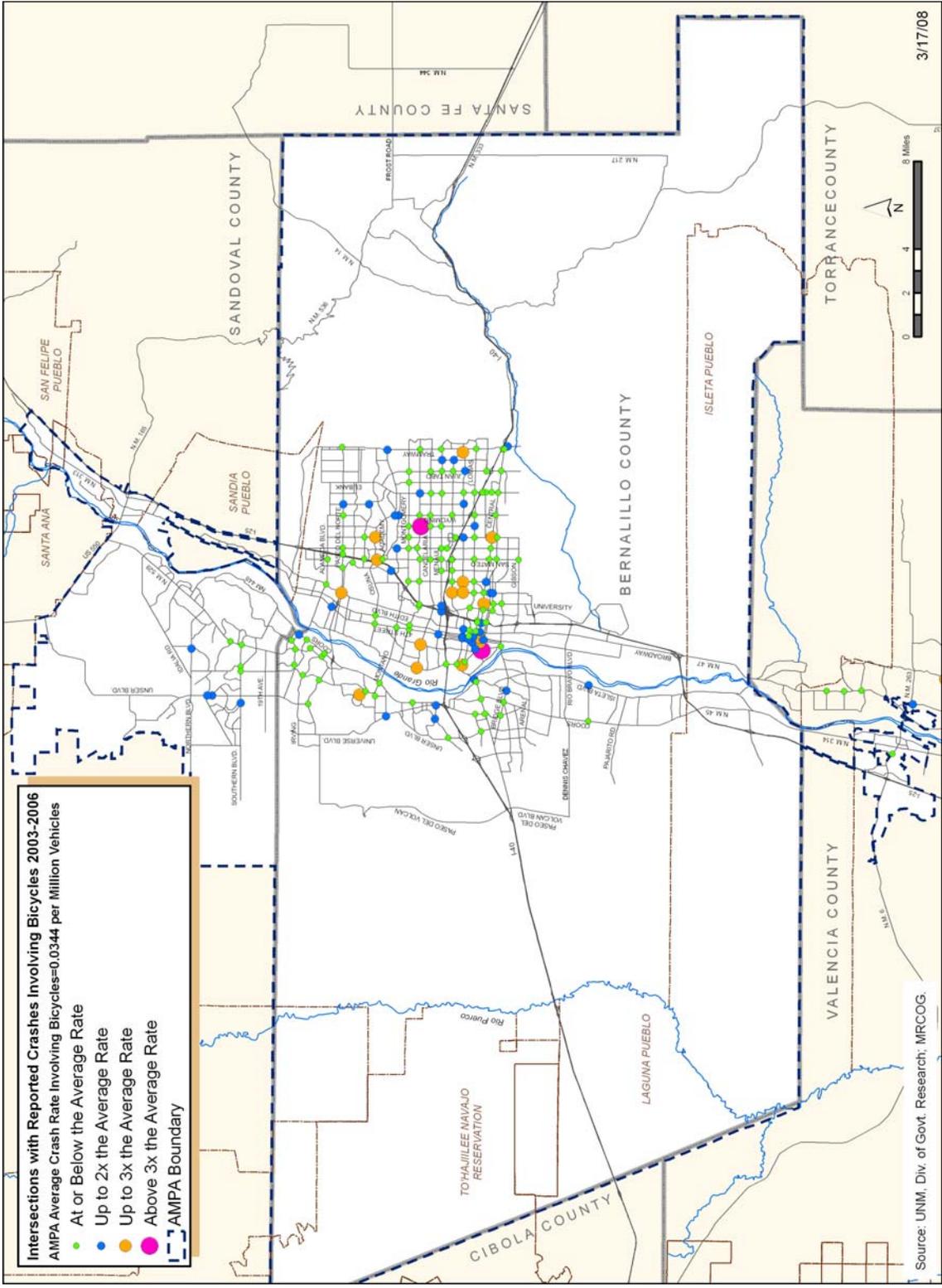
Top 20 Intersections with Highest Fatal & Injury Crash Rates 2003 - 2006			
Intersection	Crashes		Approach
	Rate	Total	Volume
I-40 S. Frontage Rd. & I-40 Off Ramp (6th/8th Intch.)	3.06	32	28,646
Sage Rd. & Arenal Rd.	2.50	47	51,429
7 Bar Loop Rd. & Coors Blvd.	2.03	72	97,263
Bridge Blvd. & Old Coors Rd.	1.73	75	119,015
Paseo Del Norte & Coors Blvd.	1.70	188	302,638
Orchard Rd. & Jaramillo Rd.	1.63	2	3,369
Sequia Rd. & Ladera Dr.	1.48	19	35,274
Sage Rd. & Old Coors Rd.	1.42	30	58,064
Paseo Del Norte & Jefferson St.	1.34	163	333,352
Central Ave. & Coors Blvd.	1.30	110	232,295
Avenida Cesar Chavez & I-25 West Ramps	1.22	58	129,766
Central Ave. & Paseo Del Volcan	1.18	15	34,732
I-40 north ramps & Rio Grande Blvd.	1.18	60	139,128
Quail Rd. & Coors Blvd.	1.17	118	276,862
Irving Blvd. & Coors Blvd.	1.16	124	291,754
Osuna Rd. & San Mateo Blvd.	1.16	74	174,561
Coal Ave. & 10th St.	1.14	6	14,380
Montgomery Blvd. & San Mateo Blvd.	1.12	136	332,972
Paseo Del Norte & Golf Course Dr.	1.09	62	156,427
Montgomery Blvd. & Eubank Blvd.	1.08	109	275,980

- The intersection ranking was done based on fatal and injury crashes per million vehicles. The intersection of Paseo del Norte and Coors Blvd. ranks 1st in injury and fatal crashes, 3rd in traffic volume, but 5th in crash rate.



Top 10 Intersections with Highest Crash Rates Involving Bikes 2003 - 2006			
Intersection	Crashes		Approach
	Rate	Total	Volume
Comanche Rd. & Pennsylvania St.	0.1452	4	75,477
Lead Ave. & 10th St.	0.127	1	21,577
Central Ave. & 6th St.	0.1026	2	53,422
Burlison Dr. & Louisiana Blvd.	0.1025	1	26,729
Central Ave. & Yale Blvd.	0.0964	5	142,053
El Cerro Mission Rd. & N.M. 263	0.0963	1	28,436
Homestead Cir. & Taylor Ranch Rd.	0.0899	1	30,476
El Pueblo Rd. & Edith Blvd.	0.086	1	31,871
Indian School Rd. & Girard Blvd.	0.0853	2	64,240
Central Ave. & Rio Grande Blvd.	0.0823	5	166,462

- The intersection ranking was done based on crashes involving bikes per million vehicles. The intersection of Central and Rio Grande with the highest bike crashes and traffic volume ranks number 10 on the list, while the intersection of Lead Ave. and 10th with the lowest bike crashes and traffic volume ranks 2nd.



Intersections with Reported Crashes Involving Bicycles 2003-2006
 AMPA Average Crash Rate Involving Bicycles=0.0344 per Million Vehicles

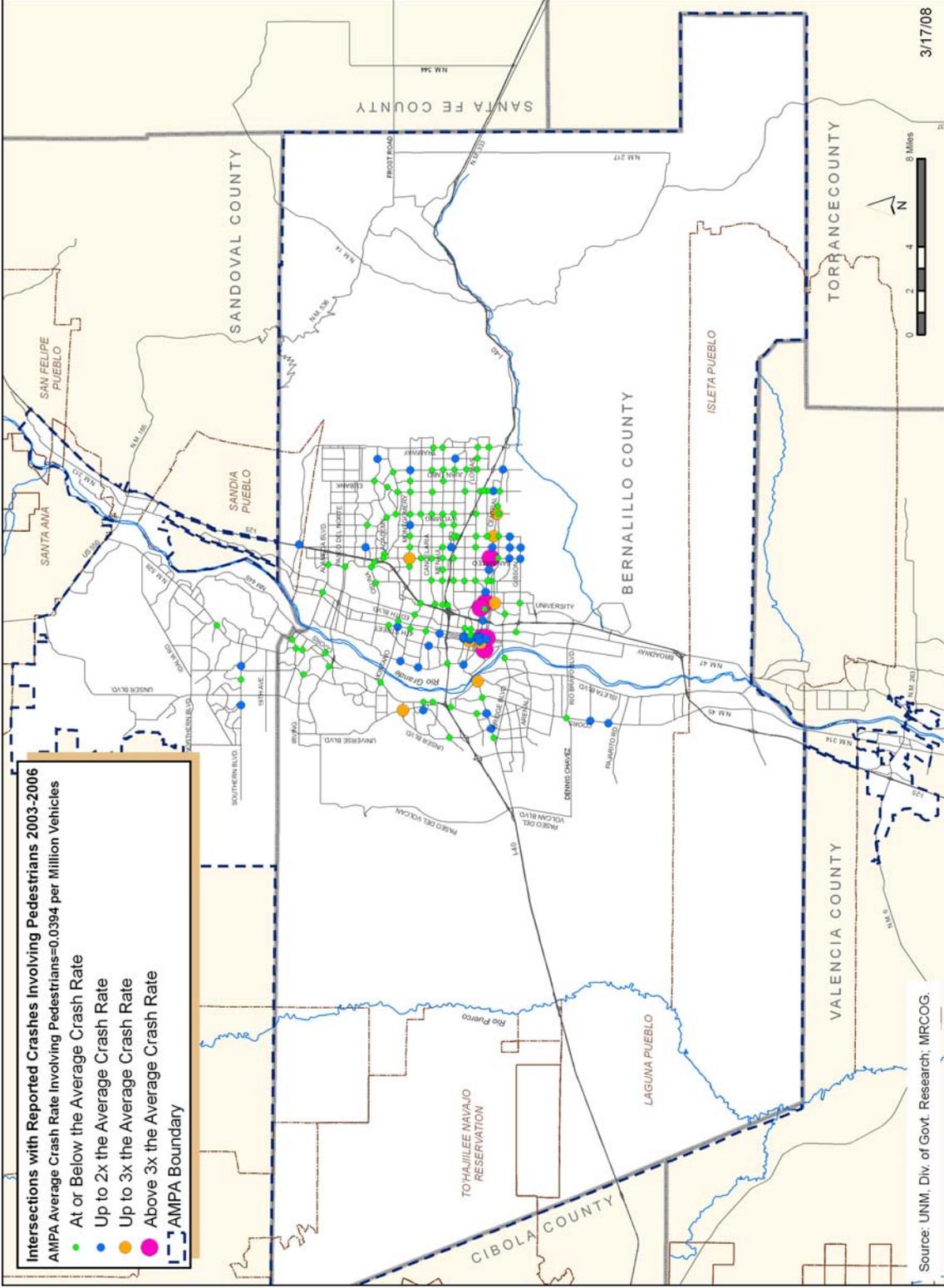
- At or Below the Average Rate
- Up to 2x the Average Rate
- Up to 3x the Average Rate
- Above 3x the Average Rate
- AMPA Boundary

Source: UNM, Div. of Govt. Research; MRCOG.

3/17/08

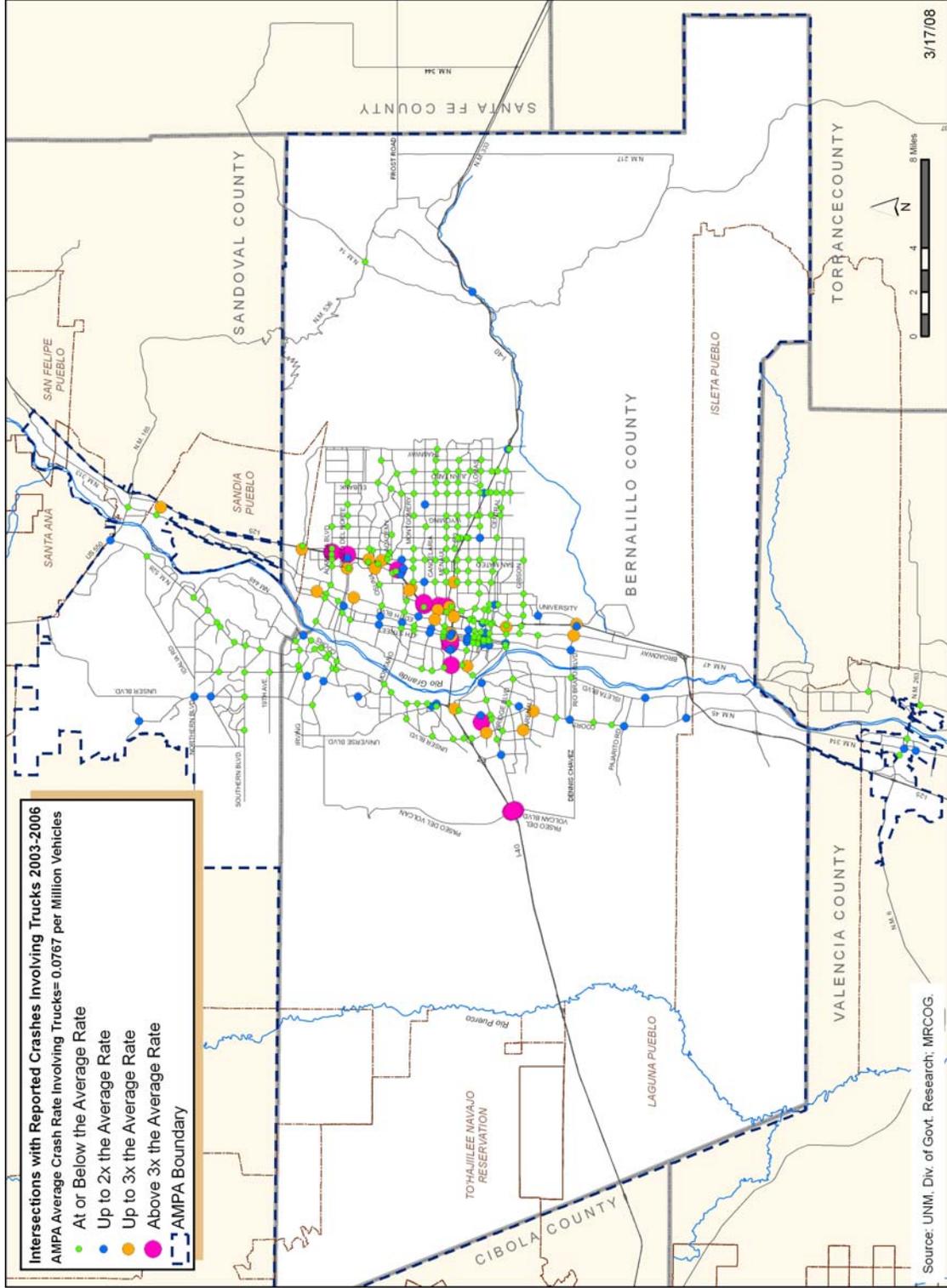
Top 10 Intersections with Highest Crash Rates Involving Pedestrians 2003 - 2006			
Intersection	Crashes		Approach Volume
	Rate	Total	
Coal Ave. & 10th St.	0.1905	1	14,280
Gold Ave. & 2nd St.	0.1574	2	34,809
Central Ave. & Yale Blvd.	0.1543	8	142,053
Martin Luther King Jr. & University Blvd.	0.1377	6	119,337
Central Ave. & San Mateo Blvd.	0.1281	12	256,692
Coal Ave. & 2nd St.	0.1222	2	44,843
Central Ave. & Louisiana Blvd.	0.1166	9	211,538
Coal Ave. & Yale Blvd.	0.1065	4	102,902
Central Ave. & Wyoming Blvd.	0.1	8	219,281
Western Tr. & Atrisco Sr.	0.0981	1	27,921

- The intersection ranking was done based on crashes involving pedestrians per million vehicles. The intersection of Central and San Mateo with the highest pedestrian crashes and traffic volume ranks number 5 on the list.



Top 10 Intersections with Highest Crash Rates Involving Trucks 2003 - 2006			
Intersection	Crashes		Approach
	Rate	Total	Volume
I-40 S. Frontage Rd. & I-40 Off ramp (6th/8th Intch.)	0.5738	6	28,646
Jefferson ST. & Pan American East	0.4471	24	147,078
Comanche Rd. & Pan American West	0.4338	24	151,563
Central Ave. & PASEO Del Volcan	0.3944	5	34,732
Candelaria Rd. & Pan Am E./University	0.3626	14	105,794
Menaul Blvd. & University Blvd.	0.3296	18	149,605
I-40 n. Frontage Rd. & 6th St.	0.3208	9	76,865
BlueWater Rd. & Airport Dr.	0.3097	3	26,540
I-40 S. Frontage Rd. & 5th/6th St.	0.3035	10	90,262
Alameda Blvd. & Pan American East	0.2917	13	122,083

- The intersection ranking was done based on crashes involving trucks per million vehicles. The intersection of Comanche and Pan American West ranks number 3 on the list with the highest number of truck crashes and traffic volume..



List of terms and associated definitions which appear throughout this report.

Alcohol-related - a crash in which the Uniform Accident report indicated 1) a DWI citation was issued, 2) alcohol was a contributing factor in the crash, or 3) a driver or pedestrian involved in the crash had been drinking.

AMPA – Albuquerque Metropolitan Planning Area

Classification of Crashes- is based on the first harmful event in the crash, such as colliding with something or overturning.

Crash Rate – crashes per 100,000 people unless otherwise specified.

Crash Rate at Intersections – crashes per 1,000,000 vehicles.

Death Rate – Traffic fatalities per 100,000 people unless otherwise specified.

Drivers in Crashes – Crash database contains information for up to 3 drivers involved in a crash.

Fatalities – see killed

Fatal Crash – a crash in which at least one individual was killed.

Fatal Crash Rate – Fatal Crashes per 100,000 people unless otherwise specified.

Highest Contributing Factors of Crashes - are derived from a priority order list provided by the Traffic Safety Bureau. When more than one contributing factor is coded, the one with the lowest number (highest priority) on the list is used. Please refer to UNMDGR website www.unm.edu/~dgrint for more information on priority list.

Injuries – the number of people injured in a crash, as opposed to the number of crashes in which people were injured. Counts include people injured but not killed in fatal crashes.

Injury Crash – a crash in which at least one individual was injured. Fatal crashes are not included in this category.

Injury Crash Rate – Injury Crashes per 100,000 people unless otherwise specified

Killed – the number of people killed in a crash, as opposed to the number of crashes in which people were killed. The term fatality is synonymous with killed.

Minor Injuries – a possible non-visible injury or an injury of unknown severity.

Property Damage – designates a crash that did not involve injuries or fatalities.

Roadway Type- is the classification of roads as defined by Traffic Safety Bureau.

Serious Injuries – an incapacitating injury.

Teen Drivers – are drivers 15 to 19 years of age.

Traffic Crash – an incident on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least \$500 in property damage.

Vehicle Type – is classified as motorized and non-motorized.