Mesilla Valley Metropolitan Planning Organization

Safety Report 2023

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Definitions

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

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

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

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

Driver – A person in control of a motor vehicle. "Drivers" no longer include any pedestrians or pedalcyclists.

Uniform Crash Report – The current version of the form used to report a crash in New Mexico. It was created in July 2018 for electronic reporting, and went into effect during 2020. The new form enabled collection of many new data elements. Data on new elements can be expected to increase over several years as law enforcement agencies begin to use the new form. Also see "Uniform Crash Report".

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

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

First Harmful Event (FHE) – The event of the crash that produced the first injury or damage. It is used in conjunction with a subfield (FHEanalysis) to provide addition detail on the nature of the first harmful event. Starting with 2020 crash data, first harmful event replaced crash classification, and FHEanalysis replaced Analysis. FHE and its subanalysis data are derived from the crash classification and analysis fields for crashes that occurred prior to 2020 and for any agencies not using the new crash report form put into circulation in 2020. Statistics for the first harmful event category "Other" and FHE analysis subcategories "Other Large Domestic Animal", "Curb" and "Other Non-Motorist" are not available prior to 2020. The addition of options in 2020 decreases the use of previously available options.

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

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

Hazardous Material Crash – A reported crash in which at least one vehicle was identified on the crash report as having either a 1-digit DOT hazmat class code, a 4-digit DOT hazmat identification code, a hazmat chemical name, or displaying a hazmat placard. The method for tabulating hazmat crashes was adjusted in 2020 due to the release of a new Uniform Crash Report.

Heavy Truck – A motor vehicle body style that typically has a gross vehicle weight rating greater than 10,000 pounds. Consists primarily of semis and other heavy commercial trucks, but also includes heavy equipment, light box trucks, and delivery trucks.

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

Motorcyclist – A person who is in or upon a motorcycle or moped. There can be multiple motorcyclists in a single motorcycle-involved crash. Traditionally, the term "motorcyclist" included people on ATVs. However, starting with the 2020 DWI Report, the method for tabulating all statistics on motorcyclists no longer includes people on ATVs. Therefore, motorcycle statistics in this publication are not comparable to statistics published in older, pre-2020 DWI Reports.

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

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

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

Passenger Vehicle Occupant – A person in or upon a passenger car, pickup, or van/4WD/SUV. Pedalcycle – A mechanism of transport that is powered solely by pedals.

Pedalcyclists – 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, it equates to the term "pedalcyclists" which included both pedalcycle operators and passengers.

Pedalcycle Operator – A person who is in actual physical control of a pedalcycle (such as a bicycle) or, for an out-of-control pedalcycle, a person who was in control until control was lost. Equates to seat position code "PC".

Pedalcycle Passenger – A person riding on a pedalcycle or pedalcycle trailer when someone else is in control of the pedalcycle (such as children in bicycle infant seats). Equates to seat position code "PP" introduced on the E July 2018 Uniform Crash Report.

Pedestrian – A person on foot, walking, running, jogging, hiking, sitting, or lying down. Historically, "pedestrians" have also included people on personal conveyances. The addition of the "Pedestrian, Other" seat position, introduced on the E July 2018 Uniform Crash Report, created more distinction.

Pedestrians – All persons not occupying either a motor vehicle or a pedalcycle. Consists of any person classified as either "Pedestrian" or "Pedestrian, Other".

Pedestrian, Other – Non-motorist in or on a personal conveyance or in a building. Equates to seat position "PO" introduced on the E July 2018 Uniform Crash Report.

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

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

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

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

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

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

The definition above was adopted in 2014 by the Federal Highway Administration for suspected serious injuries (Class A injuries). Before this revision, a Class A injury was defined as "an injury, other than a fatal injury, in which the person was carried from the scene of the crash or in which the injured person was unable to walk, drive or perform normal activities he or she was capable of performing before the injury occurred, as observed by the officer at the scene of the crash. Also known as an incapacitating injury or serious injury."

Top Contributing Factor – The field Top Contributing Factor was deprecated, starting with 2020 crash data. See Page 8 for details.

Uniform Crash Report (UCR) – A statewide form, submitted by law enforcement agencies in the state to NMDOT, for any crash on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least $500 in property damage. Also see "E July 2018 Uniform Crash Report".

Urban – Areas defined by the 2010 U.S. Census Urbanized Areas (NMDOT-adjusted) and U.S. Census Urban Clusters. This definition, which is based on population density, allows densely settled areas outside of incorporated places to be classified as "urban," and sparsely settled areas within incorporated boundaries to be classified as "rural." Urban areas for crash years 2013-2017 include a ½-mile buffer

extending out from those urban boundaries. Urban areas for crash years 2018 and after do not include a buffer, which decreases the number of crashes classified as urban. In crashes before 2013, “urban” was defined as a town or city with a population of at least 2,500 people.

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

Introduction

The 2023 Mesilla Valley MPO Annual Safety Report provides an overview of safety performance measures and the safety performance targets of the Mesilla Valley MPO's planned area. This area includes the City of Las Cruces, the Town of Mesilla, and sections of Dona Ana County that neighbors the aforementioned areas.

As per the Highway Safety Improvement Program's Final Rule, "States are required to set annual safety performance targets in the HSIP annual report for the number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injures per 100 million VMT, and number of non-motorized fatalities and serious injuries. The safety performance targets are based on 5-year rolling averages." (Transportation Performance Management 2022) The averages are referred to as "Performance Targets" by the New Mexico Department of Transportation (NMDOT). These performance targets are the measures we strive to remain under. The Mesilla Valley MPO's *Mobility 2045* states to "increase the safety of the transportation system for motorized and non-motorized users" (*Mobility 2045* 2020) is the key goal.

As per Section 11111: Highway Safety Improvement Plan, "a State shall use data from the most recent 5-year period for which data is available. (3)(4) In carrying out a vulnerable road user safety assessment (1) a State shall (A) take into consideration a safe system approach and (B) consult with local governments, metropolitan planning organizations, and regional transportation planning organizations that represent a high-risk area identified under paragraph (2)(A)(iii)." (Infrastructure Investment and Jobs Act, 2021) This means all states must complete annually renewed safety reports and set Safety Performance Targets based on data that has been collected in the past 5 years. This ensures the implementation of data-driven, decision-making strategies.

While Metropolitan Planning Organizations (MPO) are not required to complete such reports, it is strongly encouraged that they do so with local safety and crash report data in order to compare and coordinate more efficiently when looking at local Safety Performance Targets. Setting and monitoring these targets help MPOs determine the allocation of Federal, State, and local monies for safety projects and programs. This performance-based approach was first introduced into the Metropolitan Planning Process from the Transportation Performance Management (TPM) through the "Moving Ahead for Progress in the 21st Century Act (MAP-21)" (Federal Register 2016). More information can be found about this on the TPM website: https://www.fhwa.dot.gov/tpm/ .

The TPM is a strategic approach that uses system information to make investment and policy decisions to achieve performance goals. TPM principles ensure that the best projects are selected and delivered to produce the performance outcomes desired by the agency, external partners, elected officials, and the public. TPM helps determine objectives, using information from past performance levels and forecasted conditions to guide investments, measuring progress toward strategic goals, and adjusting to improve performance.

State of New Mexico and Mesilla Valley MPO Safety Performance Targets

In November 2022 the Mesilla Valley MPO adopted the Safety Targets required by the 23 CFR 490, Final Rule on the Highway Safety Improvement Program (HSIP) for calendar year 2023.

Various state and local statistical resources can be found at the following links: New Mexico Traffic Crash Annual Reports: https://gps.unm.edu/tru/crash-reports/annual-reports . The latest is for calendar year 2020. Reports back to 1996 can viewed at this site.

The 2020 Community Reports for all counties and cities in the State of New Mexico are located at: https://gps.unm.edu/tru/crash-reports/community-reports .

MVMPO Safety Data

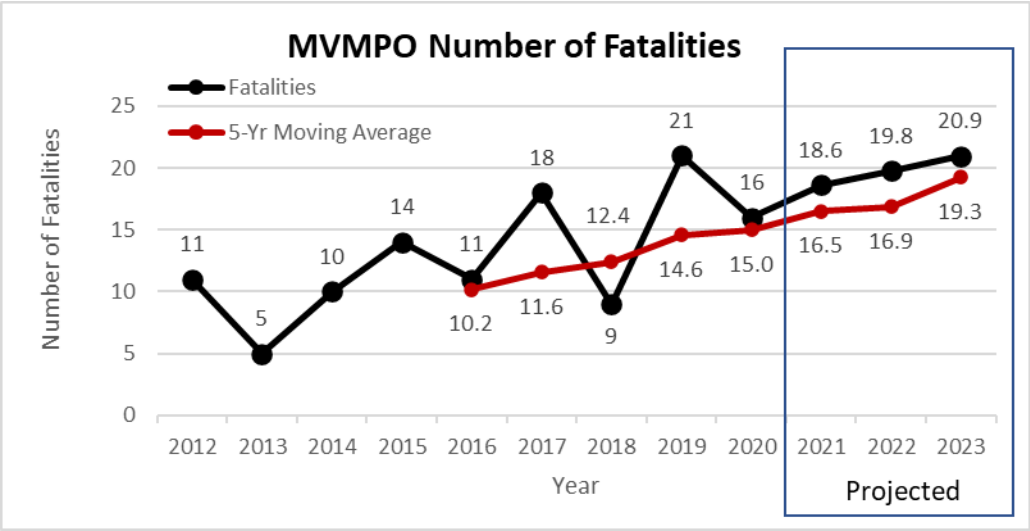

Figure 1. MVMPO Number of Fatalities

Figure 1 shows the number of fatalities from the year 2012 to 2020 with a forecast of projected fatalities for 2021 – 2023. The number of fatalities decreased from 2019 to 2020 by about 14%. The 5-year moving average still increased from 2019 to 2020 but at a decreased rate compared to other rate of changes. The number of fatalities from 2015 to 2020 shows very high variation as it shifts above and below the 5 year-moving average. Despite the number of fatalities decreasing from 2017 – 2018 and 2019 – 2020, the projections still show an increasing trend for 2021 – 2023.

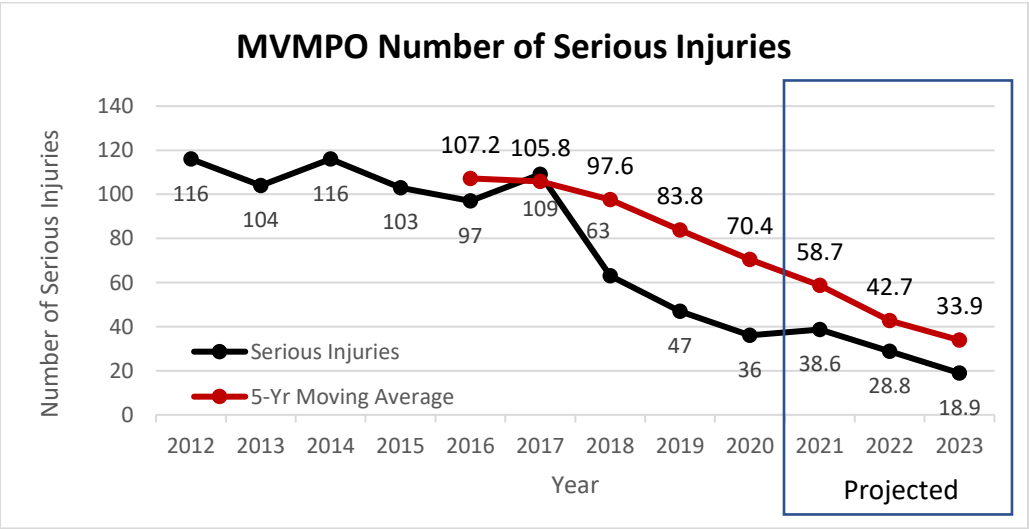

Figure 2. ***MVMPO Number of Serious Injuries***

Figure 2 shows the number of Serious Injuries from 2021 – 2020 with projections for 2021 to 2023. In this report, serious injuries include all Class A injuries in traffic crashes. Since 2017, serious injuries are showing a decreasing trend in both the actual data, projections, and in the 5-year moving average. The forecasting does show a slight predicted increase in 2021 (from 36 to 38.6 serious injuries) but still shows a decreasing trend after that.

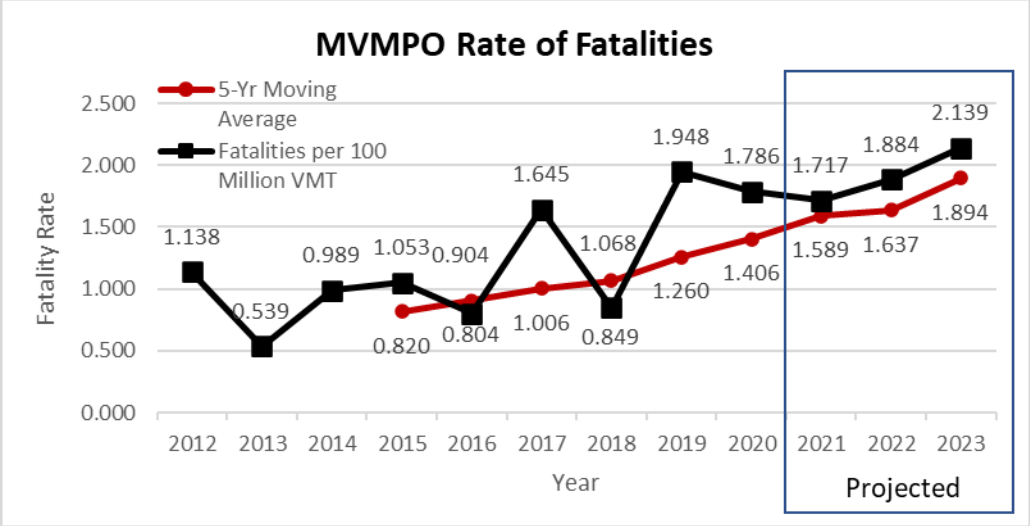

Figure 3. ***MVMPO Rate of Fatalities***

Figure 3 shows the fatality rate of the MVMPO area from 2012 to 2020 and the forecasted rates for 2021 to 2023. These values provide the rate of fatalities for every 100 million vehicle miles traveled (VMT). These values also provide an effective method to help compare our fatality rates to the state of New Mexico. Since 2012, the fatalities per 100 million VMT varies greatly. It travels both above and below the 5-year moving average. Despite the variation in the measured data, the projections for both fatalities per 100 million VMT and the 5-year moving average still show an increasing trend in 2021 – 2023. It is unclear whether these projections will show an accurate fatality rate in the projected years.

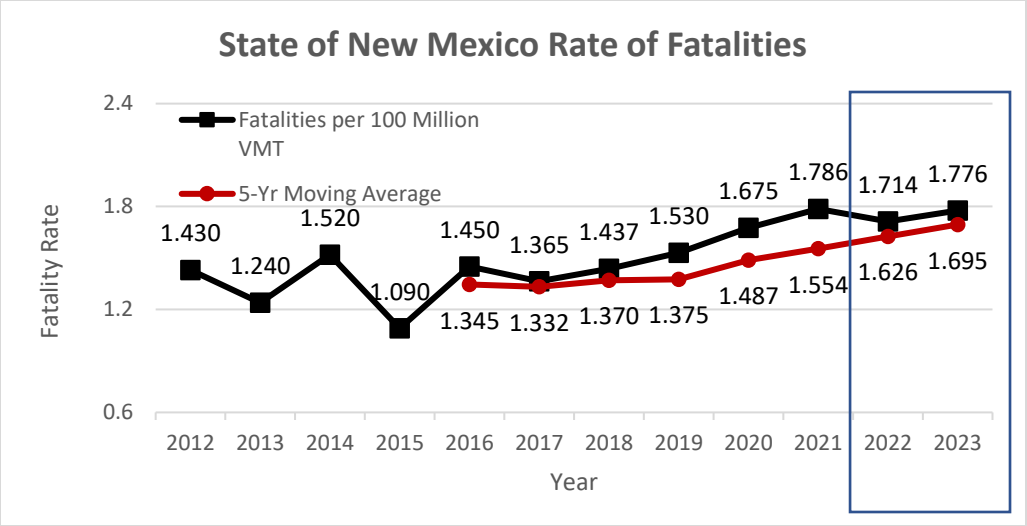

Figure 4. ***New Mexico Rate of Fatalities***

Figure 4 shows the same type of rates displayed in the previous figure; however, these numbers represent the fatality rate for the state of New Mexico in its entirety. Similar to the MVMPO fatality rates, the state rates are also displaying an increasing trend. In 2019, the MVMPO area has its highest rate of reported fatalities and was much higher than the state's rate. The state's rates are showing a continuation of the increasing rate of fatalities throughout the years (starting 2017). Unfortunately, in the projections, the MVMPO fatality rates are predicted to be higher than the fatality rates of the state of New Mexico. The comparison between the two projections is displayed in the table below, Table1, side-by-side to one another.

MVMPO Targets		NMDOT Targets	
2020	1.450	2020	1.429
2021	1.717	2021	1.486
2022	1.884	2022	1.645
2023	2.139	2023	1.695

Table 1. ***Comparison of Rate of Fatalities Targets***

Keep in mind these fatality rates are predictions of what might be reported in the following years, since traffic crash data is officially reported and displayed 2 years later. The state of New Mexico shows a more consistent trend whereas the MVMPO area shows high variation.

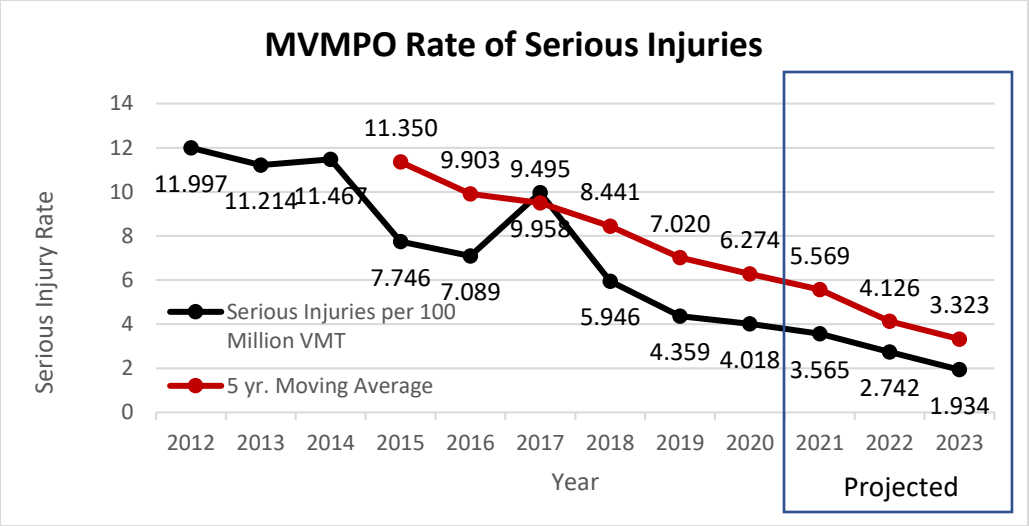

Figure 5. ***MVMPO Rate of Serious Injuries***

Figure 5 shows the rate of serious injuries for the MVMPO from 2012 – 2020 and the projected rates from 2021 – 2023. Similar to the rates described before, these rates instead focus on the rate of serious injuries per 100 million vehicle miles traveled (VMT). Again, these rates provide a more effective and accurate comparison between the serious injury rate on the local level (MVMPO area) and at the state level (state of New Mexico). Compared to the fatality rates of the MVMPO area, the data and forecasts show a decreasing trend.

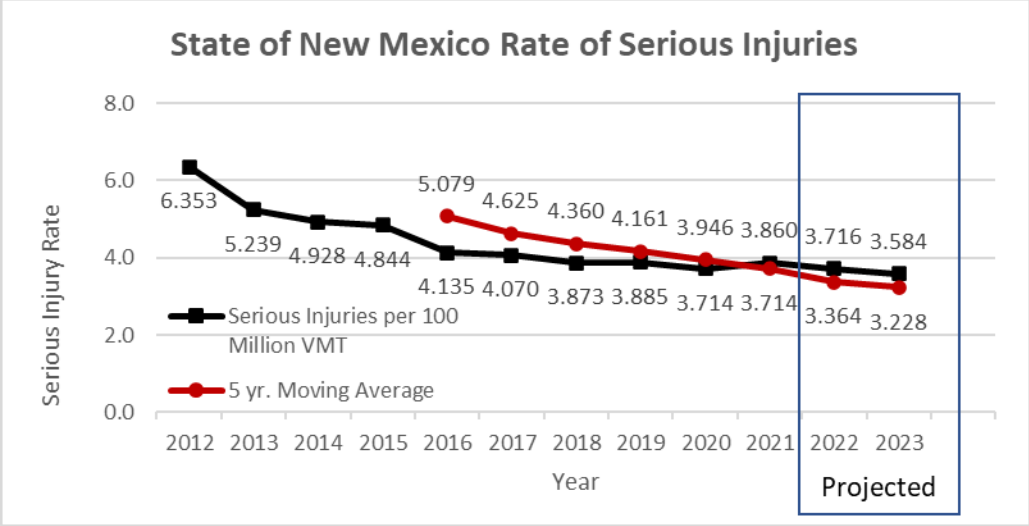

Figure 6*. New Mexico Rate of Serious Injuries*

When comparing the serious injury rates to the state of New Mexico's, the MVMPO area's rates are higher than the state's but is decreasing relatively faster. Forecasting models show the MVMPO's serious injuries rate should be below the state's serious injury rate by 2023. Of course, the measured data will not be released until 2025. Table 2 gives a side-by-side comparison of local rates versus state rates.

MVMPO Targets		NMDOT Targets	
2020	3.424	2020	3.820
2021	5.569	2021	3.842
2022	4.126	2022	3.842
2023	3.323	2023	3.801

Table 2. ***Comparison of Rate of Serious Injuries Targets***

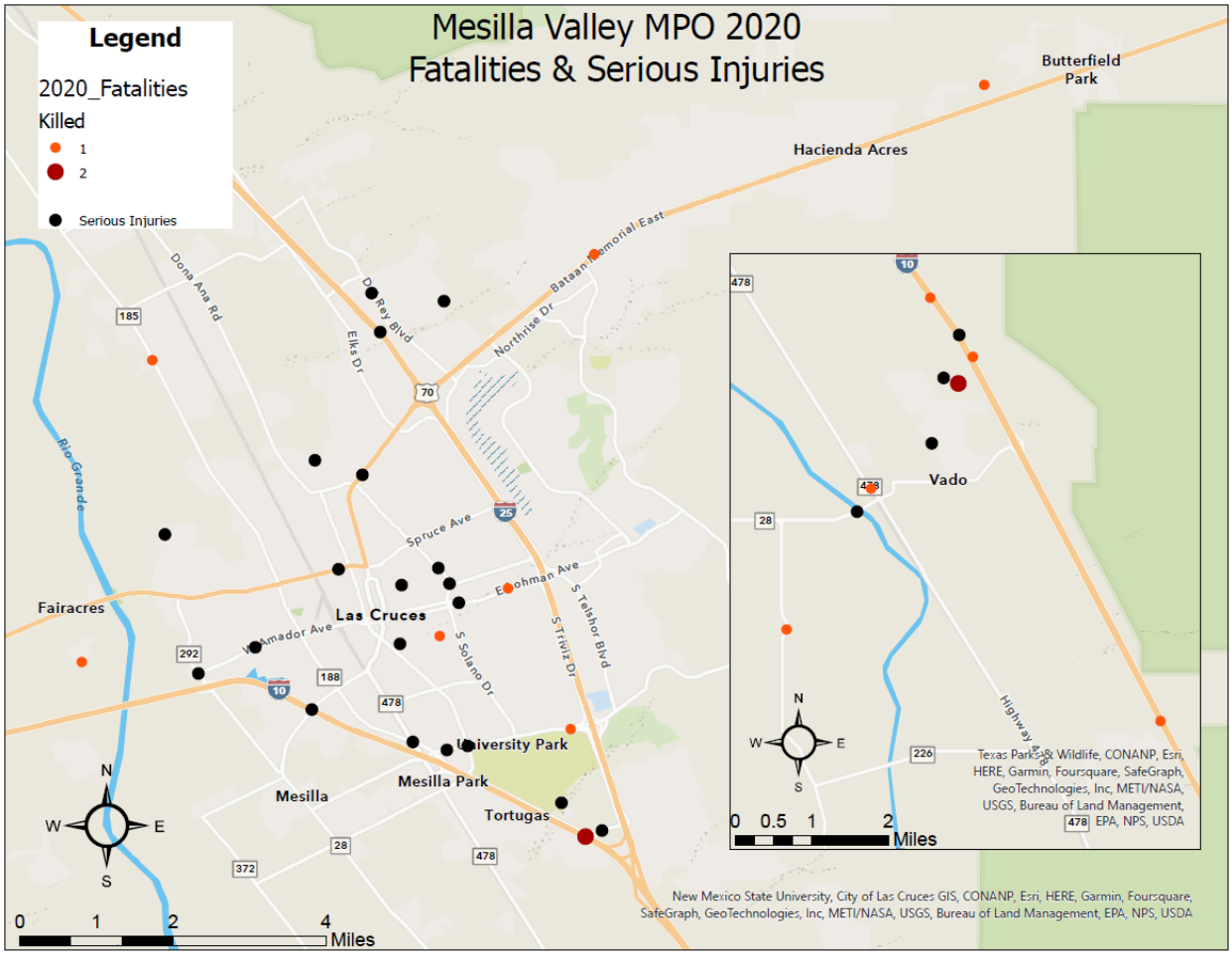

Figure 7. Mesilla Valley MPO 2020 Fatalities and Serious Injuries

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Average
12 a.m.	7	3	1	1	5	3	9	4.1
1 a.m.	11	4	2	4	2	5	8	5.1
2 a.m.	5	0	5	3	3	5	4	3.6
3 a.m.	6	4	8	10	6	6	14	7.7
4 a.m.	7	0	0	0	0	0	0	1.0
5 a.m.	1	4	7	5	5	4	5	4.4
6 a.m.	7	5	12	19	13	5	2	9.0
7 a.m.	6	19	20	23	26	9	0	14.7
8 a.m.	5	25	40	18	32	37	13	24.3
9 a.m.	11	17	25	17	14	29	13	18.0
10 a.m.	11	23	32	33	25	25	12	23.0
11 a.m.	14	25	22	26	25	37	19	24.0
12 p.m.	17	41	21	38	39	35	30	31.6
1 p.m.	19	38	35	31	34	34	23	30.6
2 p.m.	22	34	36	31	27	49	33	33.1
3 p.m.	16	39	25	46	39	37	27	32.7
4 p.m.	21	40	44	31	39	41	21	33.9
5 p.m.	20	34	30	35	48	39	23	32.7
6 p.m.	13	19	23	28	27	28	25	23.3
7 p.m.	21	15	12	19	17	23	20	18.1
8 p.m.	19	19	21	17	15	18	18	18.1
9 p.m.	11	6	12	5	12	13	15	10.6
10 p.m.	10	7	9	9	6	12	7	8.6
11 p.m.	6	5	0	7	5	7	9	5.6
Average	11.9	17.8	18.4	19.0	19.3	20.9	14.6	

Table 3. Heat Table of Total Crashes that occurred by Days of the Week and Time of the Day.

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Average
January	27	45	37	44	63	61	26	43.3
February	17	40	56	56	52	32	41	42.0
March	24	46	49	39	43	29	20	35.7
April	13	31	19	30	33	29	25	25.7
May	30	27	26	24	35	46	24	30.3
June	14	34	37	31	30	39	30	30.7
July	21	30	23	53	38	54	26	35.0
August	30	41	31	28	30	44	37	34.4
September	25	20	44	41	30	32	29	31.6
October	37	38	50	32	39	64	39	42.7
November	24	38	30	39	33	39	26	32.7
December	24	40	40	39	38	32	27	34.3
Average	23.8	35.8	36.8	38.0	38.7	41.8	29.2	

Table 4. Heat Table of Days of Total Crashes that occurred by the Week with Months of the Year.

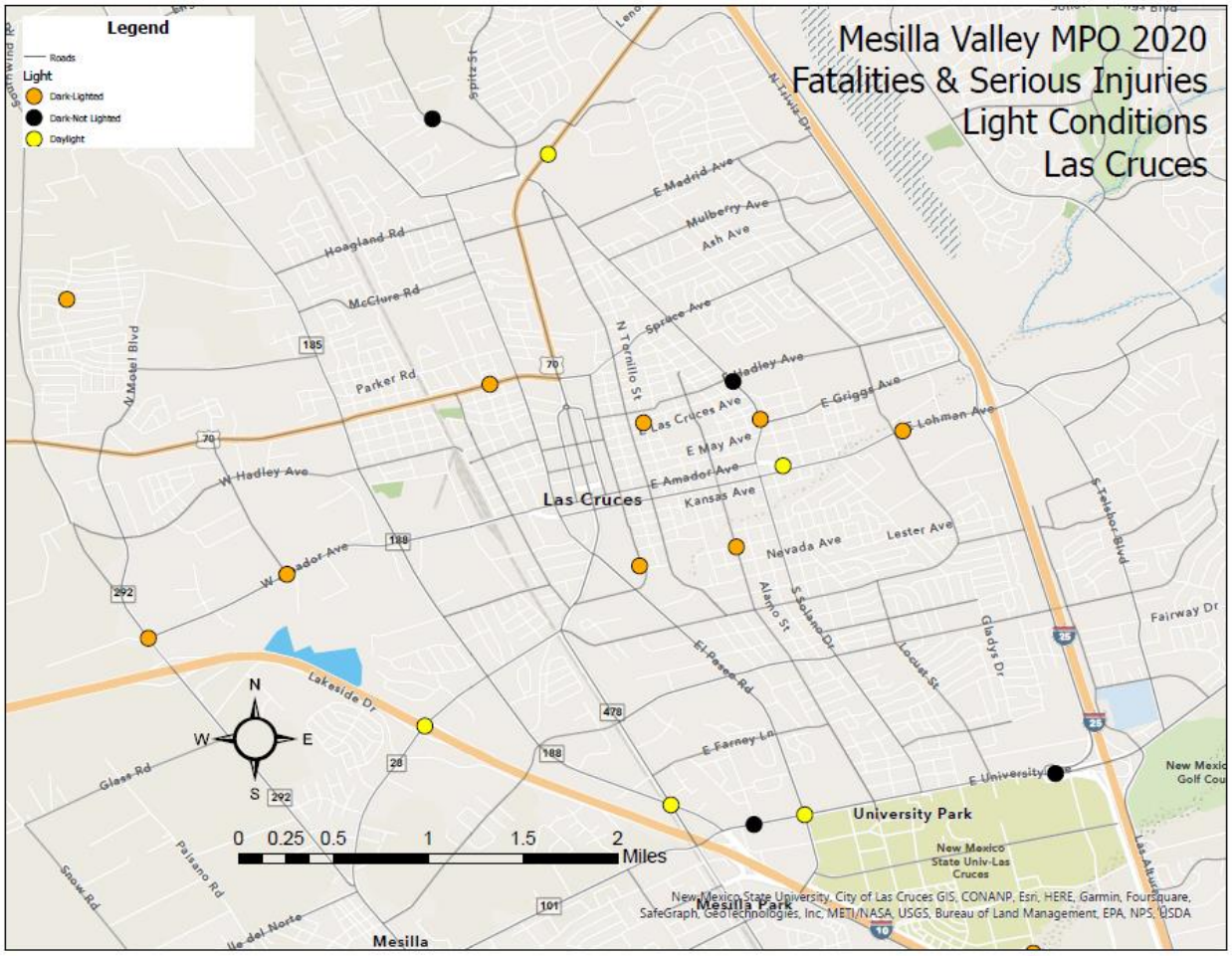

Figure 8. Fatalities & Serious Injuries with Light Conditions (Las Cruces).

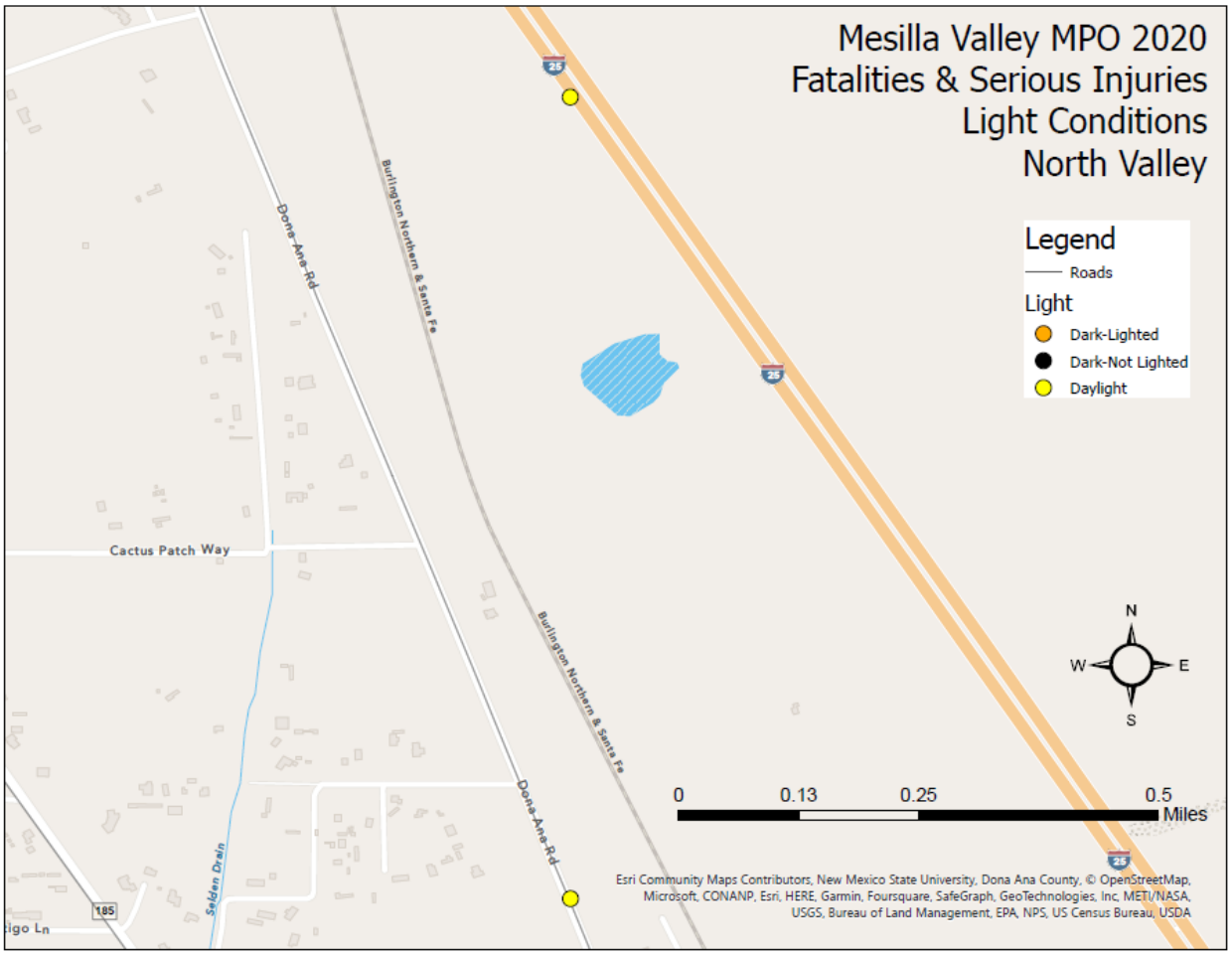

Figure 9.Fatalities & Serious Injuries with Light Conditions (North Valley).

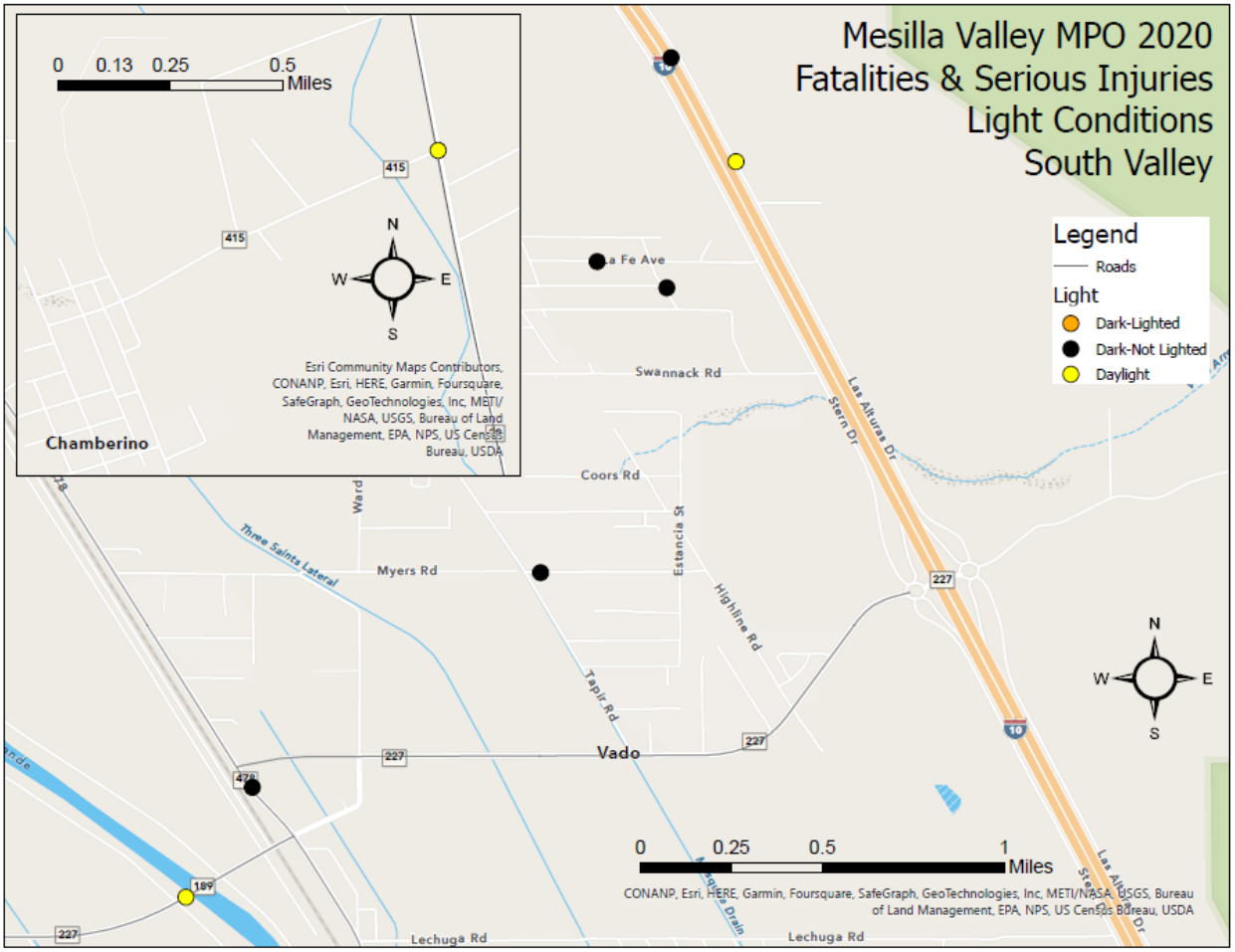

Figure 10. Fatalities & Serious Injuries with Light Conditions (South Valley).

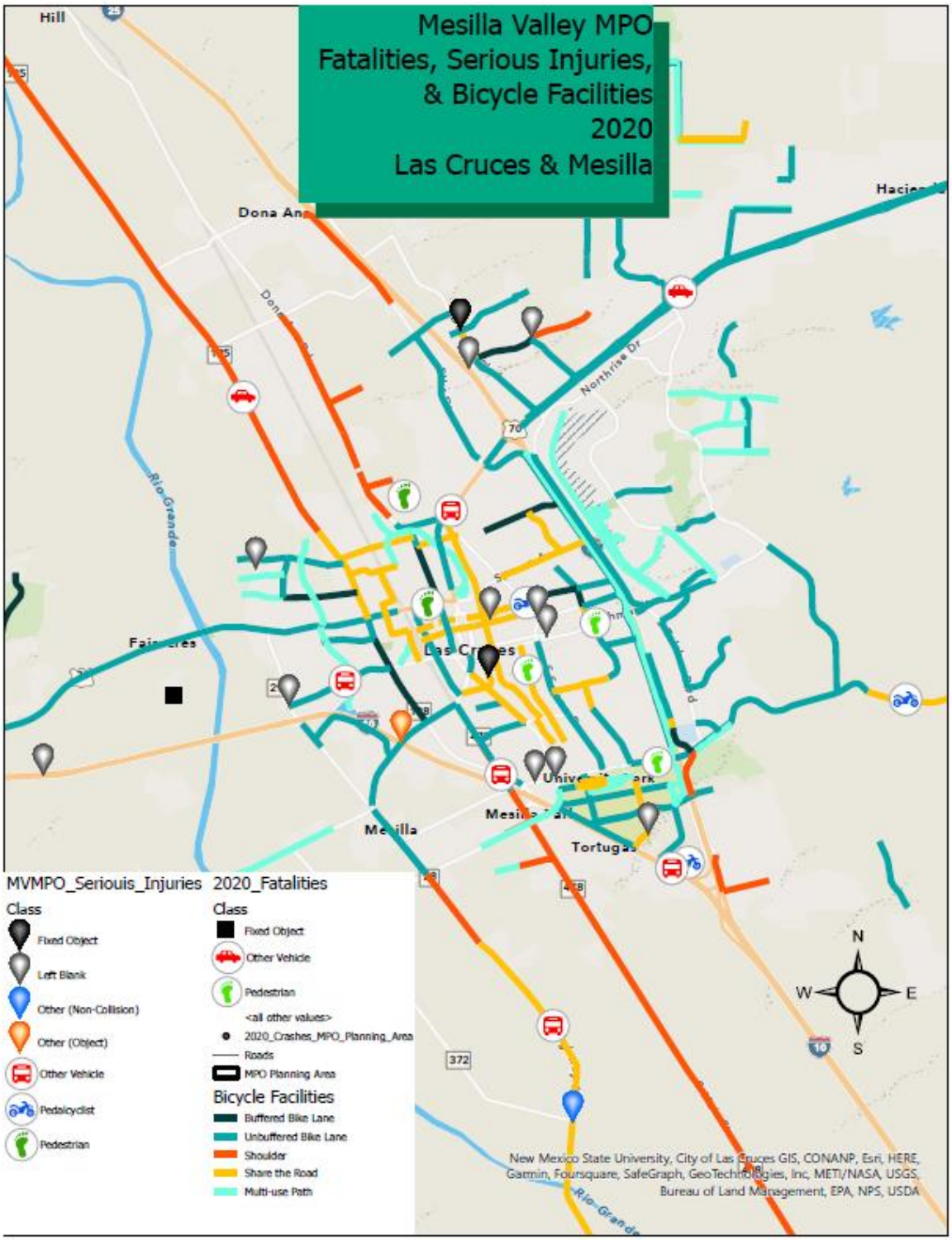

Figure 11. Classifications of Fatalities, Serious Injuries with Bicycle Facilities (Las Cruces & Mesilla).

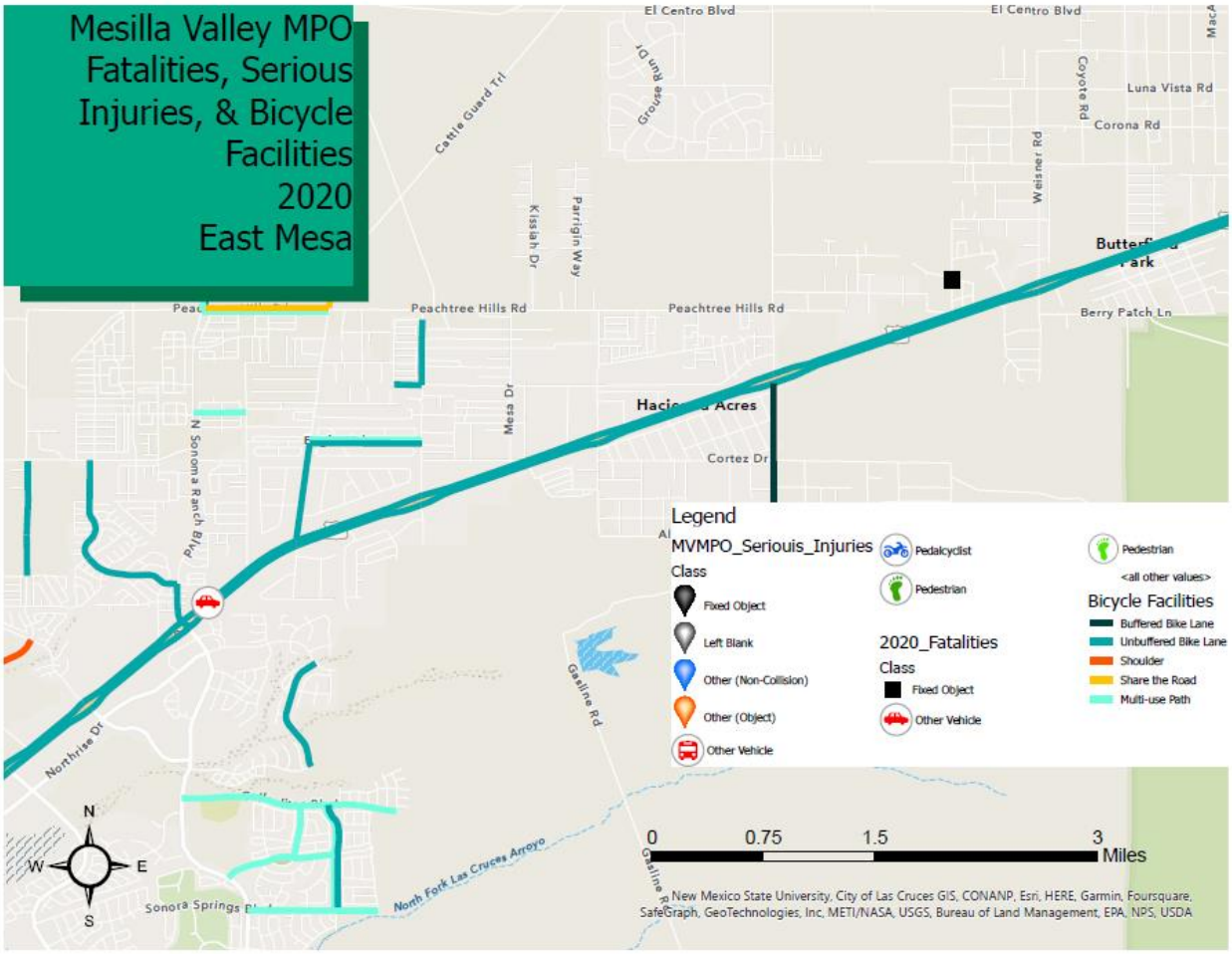

Figure 12. Classifications of Fatalities, Serious Injuries with Bicycle Facilities (East Mesa).

MVMPO Fatality Data

In the MVMPO planned area, there were 16 fatalities in 14 traffic crashes that occurred in 2020. The following figures and descriptions show the details in the timing, factors, and characteristics of the roads at the location and time these fatalities occurred.

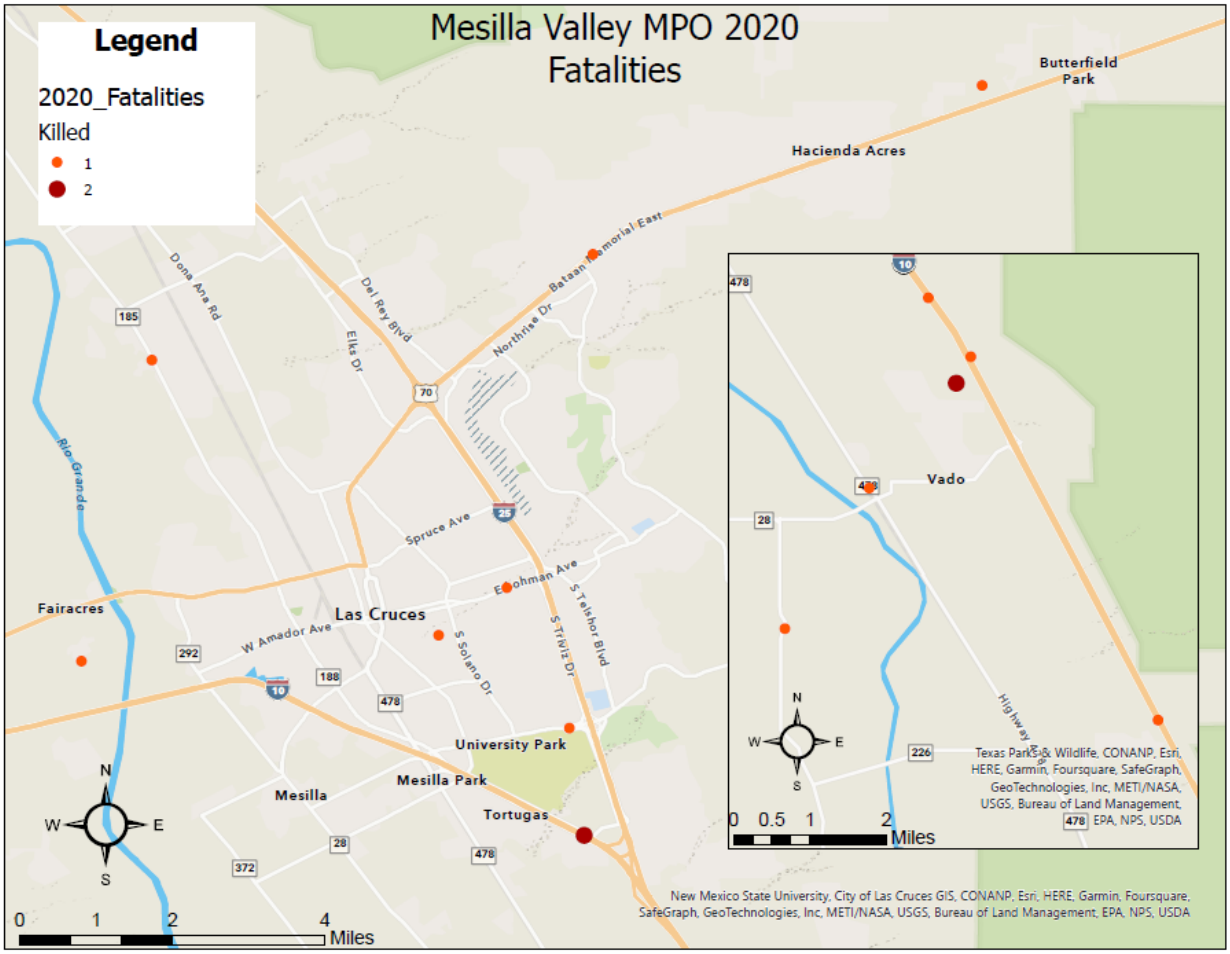

Figure 13. Mesilla Valley MPO 2020 Fatalities

Timing of Fatalities

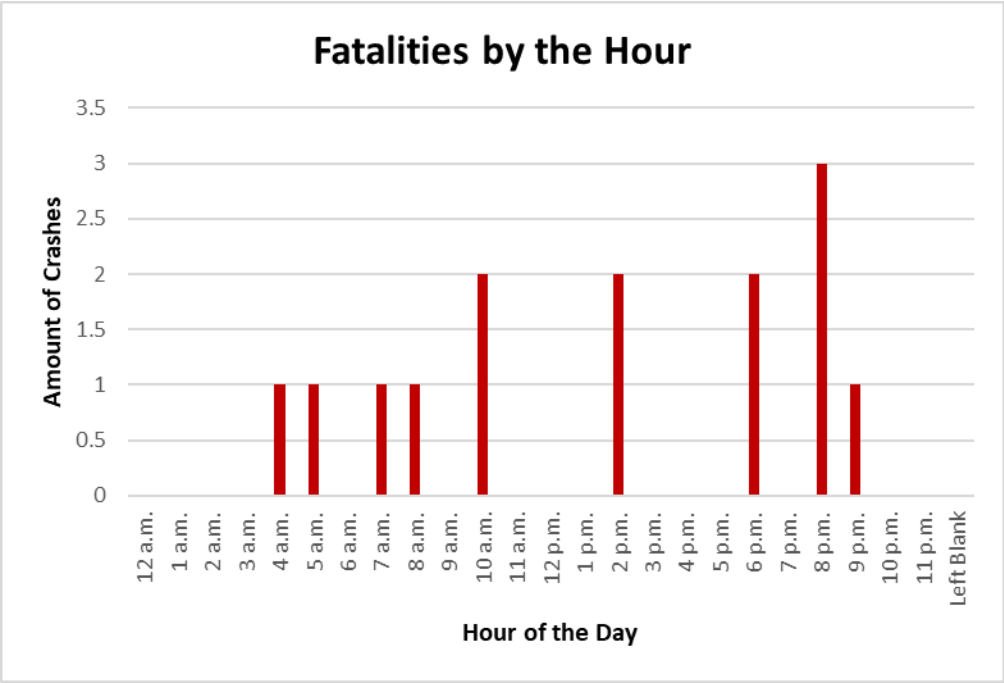

Figure 14. ***MVMPO Fatalities by the Hour***

Figure 14 shows the total number of fatalities that occurred in each hour of the day for the year of 2020. Looking at the data, 6 fatalities total occurred toward the end of the morning, lunch, and evening rush hour. That's 2 crashes per rush hour and the peak hour fatalities occurred in 2020 is 8 – 9 p.m. Keep in mind this is not per day, these values are for the entire year of 202.

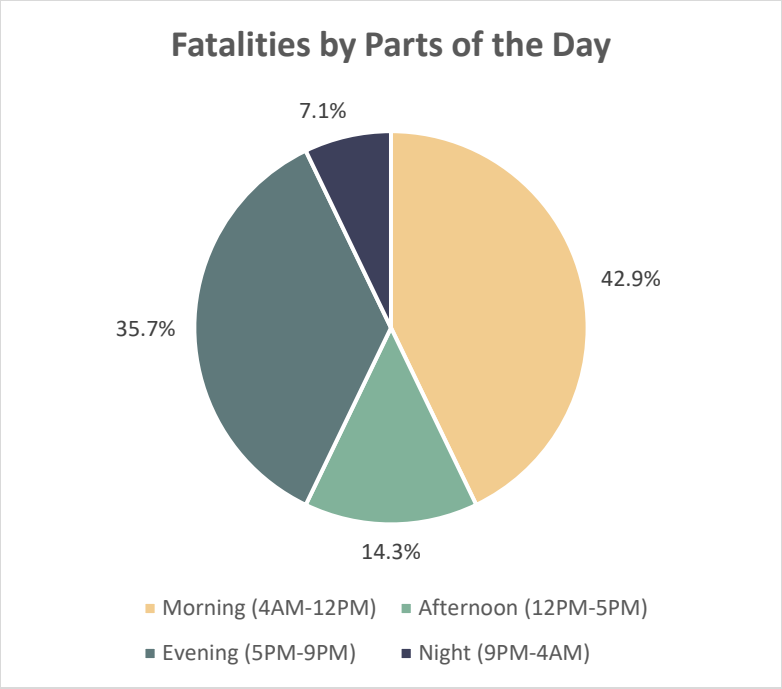

Figure 15. ***MVMPO Fatalities by Parts of the Day***

Figure 15 is a more generalized view of Figure 14. The fatalities that occurred are grouped together by parts of the day: morning hours are 4 a.m. – 12 p.m., Afternoon hours are 12 – 5 p.m., evening hours are 5 – 9 p.m., and night hours are 9 p.m. – 4 a.m. 42.9% of the total 2020 fatalities occurred, being the most common time. The evening hours are shown to be the second most common time for fatalities. The least number of fatalities of the four parts of the day occurred at night, very likely due to less volume of traffic on the roads at these hours.

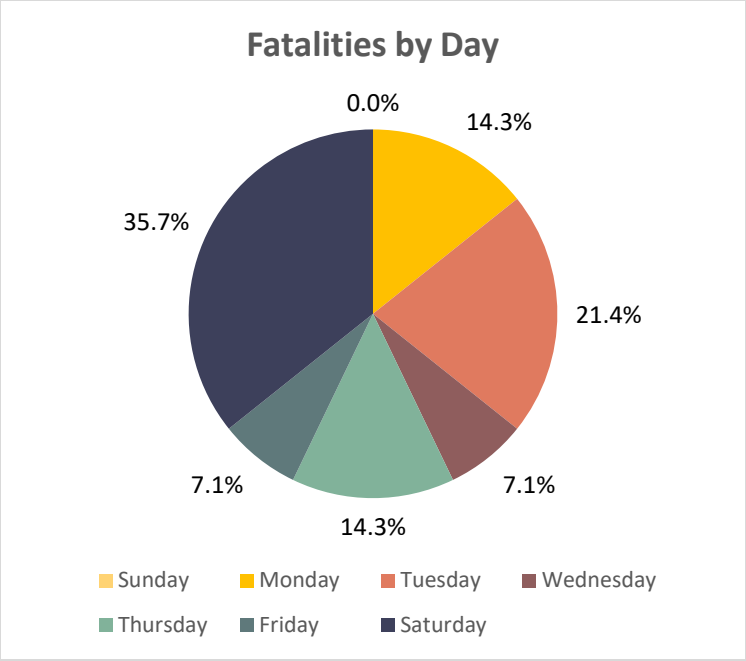

Figure 16. ***MVMPO Fatalities by the Day***

Figure 16 shows the occurrence of fatalities based on the day of the week in 2020. In 2020, most fatalities occurred on Saturdays followed by Tuesdays. Mondays and Wednesdays had the same number of fatalities occur on those days.

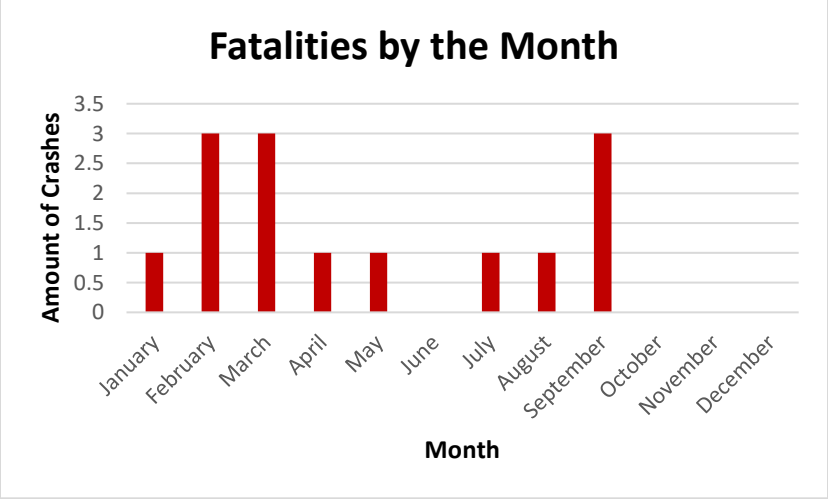

Figure 17. ***MVMPO Fatalities by the Month***

Figure 17 shows the number of fatalities based on the month of 2020. Pre-pandemic numbers show spike, then decrease from spring to summer. However, another spike occurs in September, which around when businesses were slowly opening back up at a limited capacity.

Factors of Fatalities

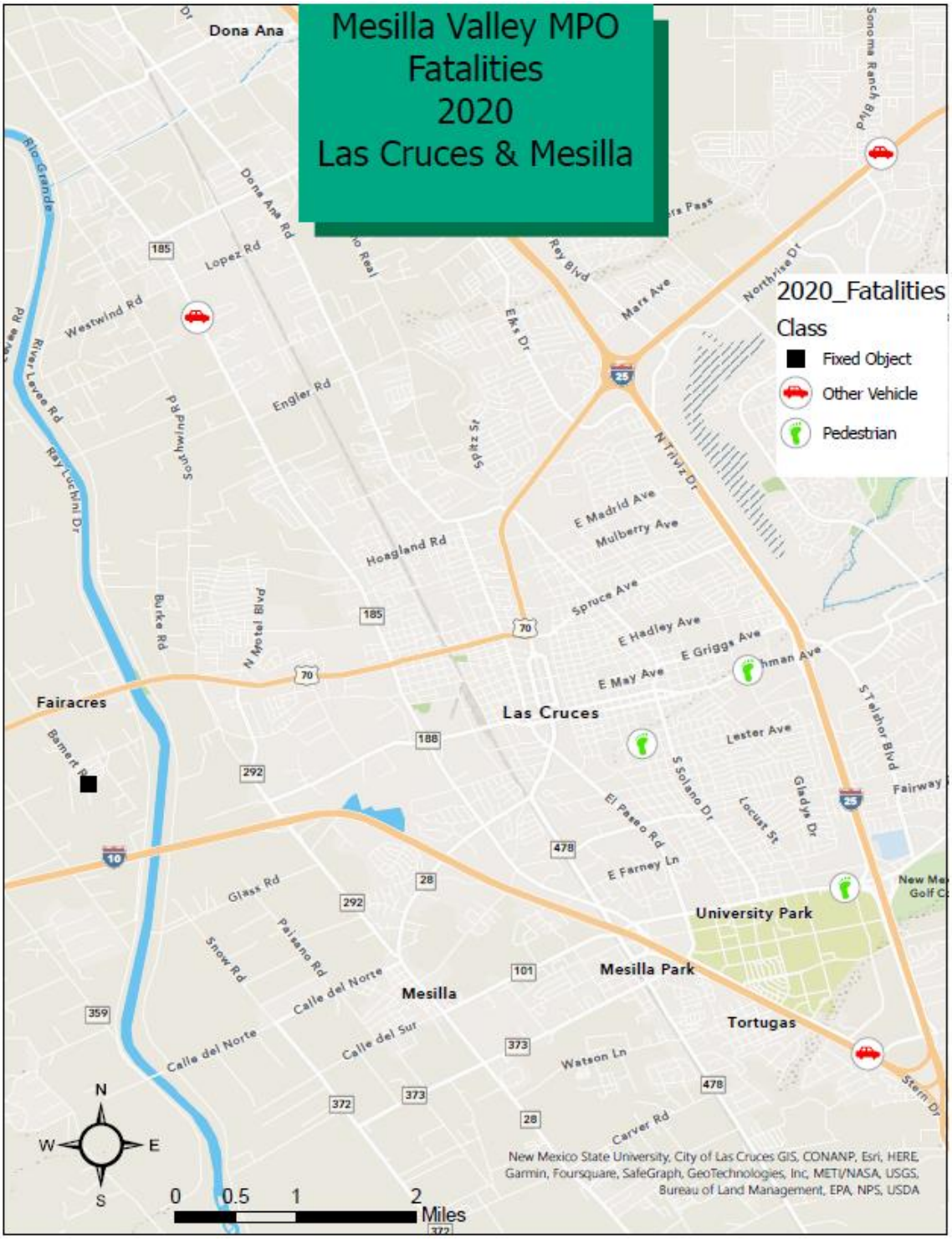

Figure 18. Mesilla Valley MPO Fatalities Las Cruces and Mesilla

Figure 19. Mesilla Valley MPO Fatalities East Mesa

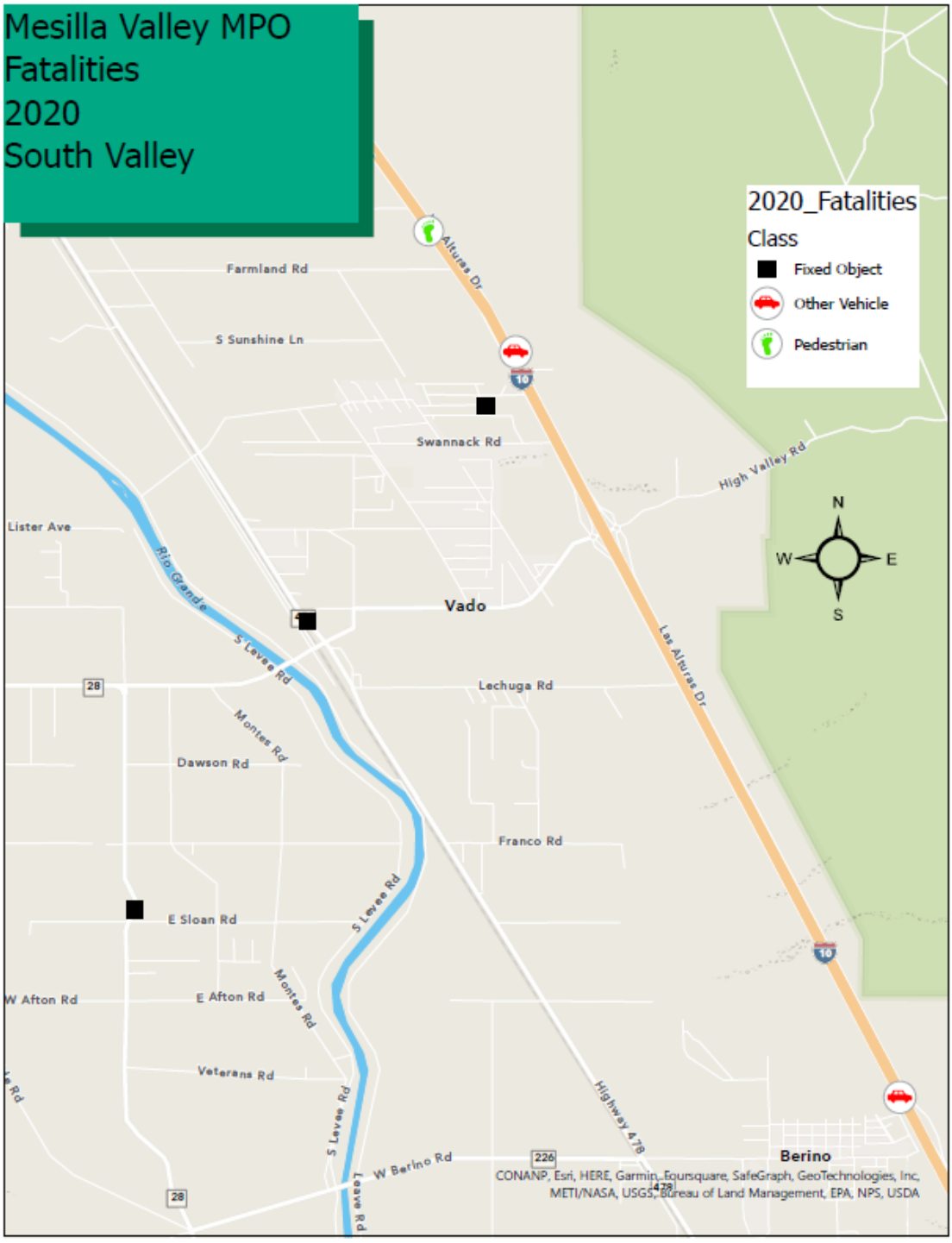

Figure 20. Mesilla Valley MPO Fatalities South Valley

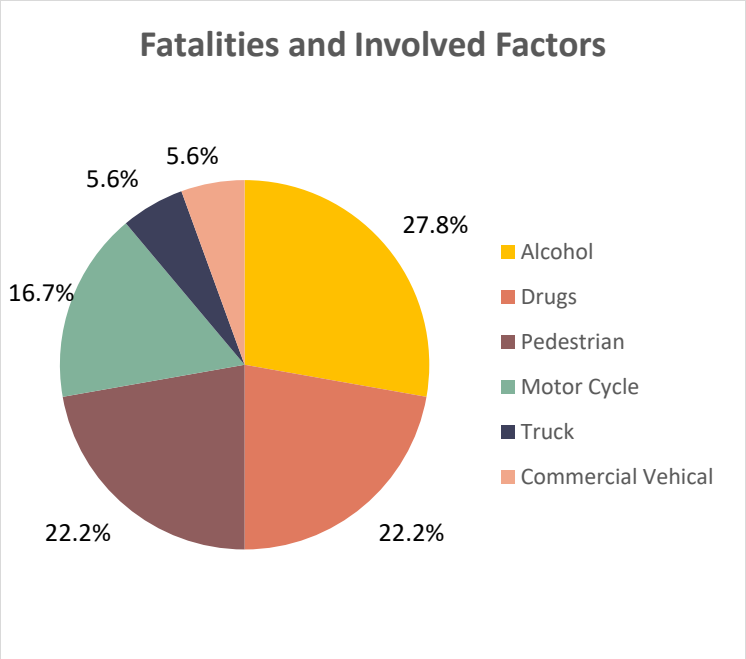

Figure 21. ***MVMPO Fatalities and Involved Factors***

Figure 21 shows the factors that were involved in car crashes resulting in a fatality. The data provided did not show what the main contributing factor was for each incident. This figure is meant to show what factors were present at the time of the fatality. The leading favor that was involved in fatalities was alcohol. Past data shows this is a reoccurring factor that is most common in fatalities in the MVMPO area. Drugs were the second most common factor present at car crashes resulting in a fatality. This figure is not intended to show pedestrians were a cause of the crash, but were present in 22.2% of all crashes resulting in a fatality.

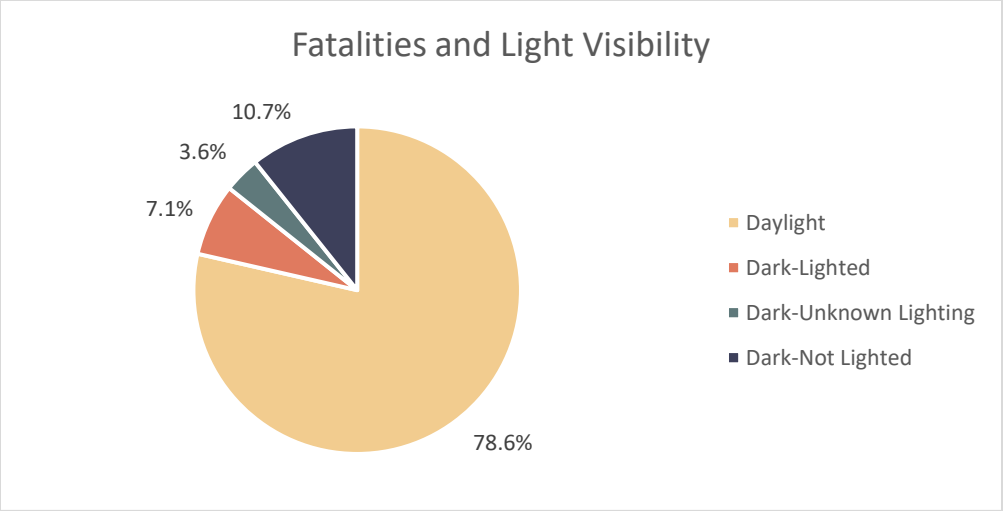

Figure 22. *MVMPO Fatalities and Light Visibility*

Figure 22 shows the light conditions at the location of all fatalities that occurred in 2020. The number of fatalities that occurred in both daylight and dark-unlit areas were the same. 21.4% of fatalities occurred in dark-lit areas and fatalities occurred the least in dark areas that had some light present but from an unknown source.

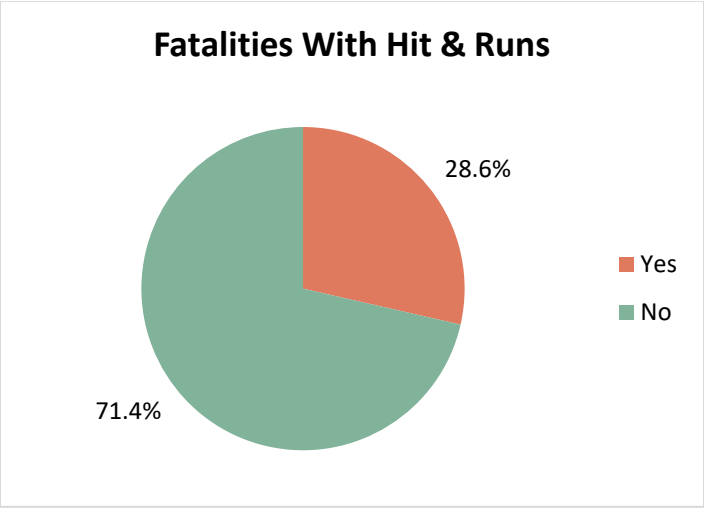

Figure 23. ***MVMPO Fatalities and Hit & Run Incidents***

Figure 23 shows the percentage of traffic crashes that resulted in a fatality that also involved a hit and run. Of the 14 traffic crashes resulting in a fatality, 4 (28.6%) were hit and runs. The remaining did not have a hit and run occur.

Fatalities and Characteristics of the Road

In this section, the following figures show the characteristics of the road at the location of car crashes resulting in a fatality. When compiling this data, 45-55% of the uniform crash reports left many of these features blank for unknown reasons. This section may not be appropriate to use for analytical purposes, but rather for interests in trends based on what data was reported to the MVMPO.

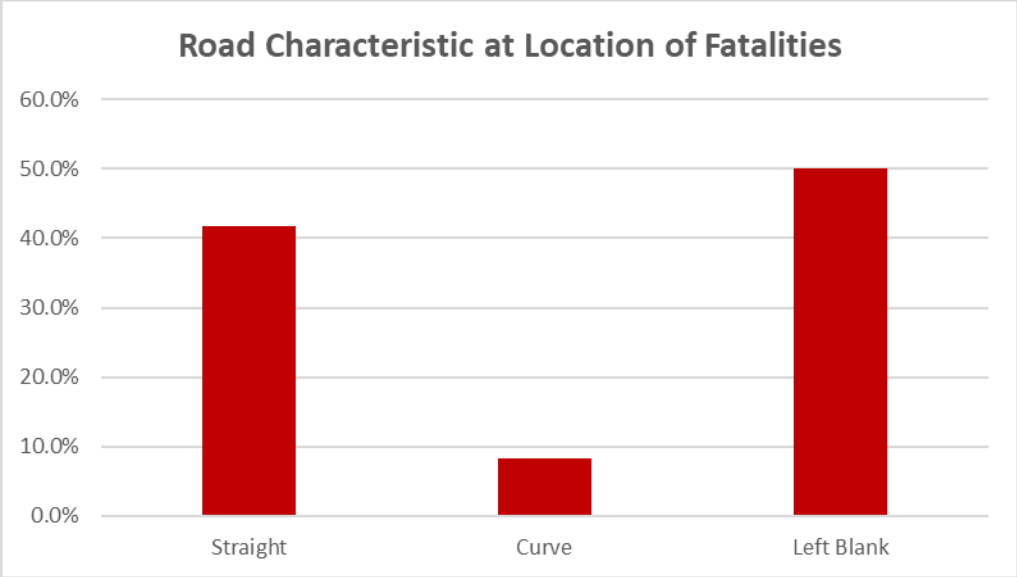

Figure 24. ***Road Characteristic at Location of MVMPO Fatalities***

Road characteristics describe what the location of the fatality had, whether it occurred on a straight segment of the road or on a curve. The data given to the MVMPO had 50% of the reports of this factor blank. Based on the data given, 41.7% of the fatalities occurred on a straight segment of the road.

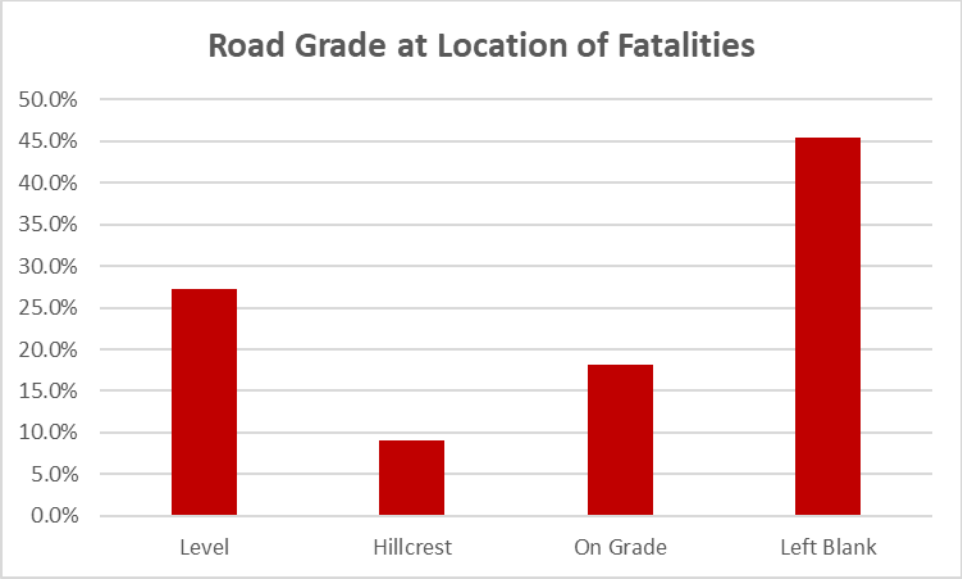

Figure 25. ***Road Grade at Location of MVMPO Fatalities***

As mentioned before, some portions of the uniform crash reports were left blank. 45.5% of the reports left this field blank. In the data that was given, 27.3% of fatalities occurred where the road was leveled (flat), 9.1% of fatalities occurred at the hillcrest (peak) of the road, and 18.2% of fatalities occurred on grade of the road (uphill/downhill).

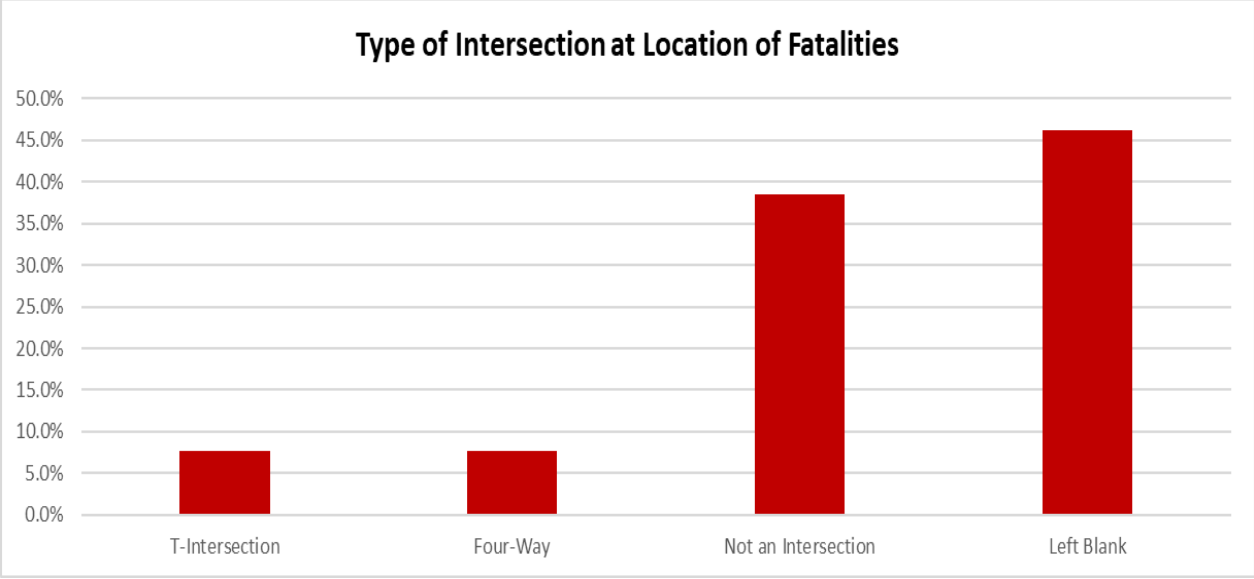

Figure 26. ***Type of Intersection at Location of Facilities***

46.2% of uniform crash reports left the "Type of Intersection" field blank. 38.5% (5) of the fatalities did not occur at an intersection while both T-Intersection and Four-way Intersection each had only 1 fatality occur (7.7%).

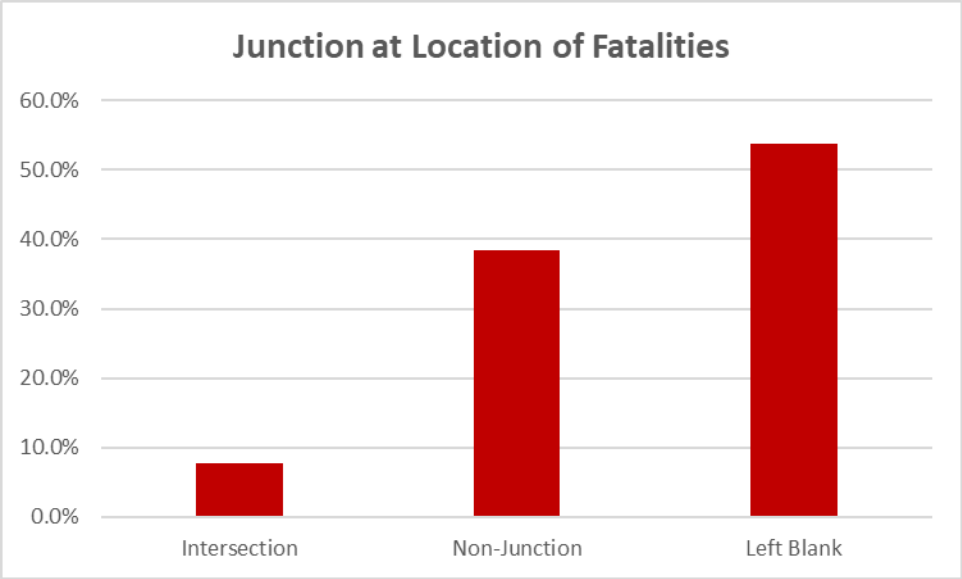

Figure 27. ***Presence of Junction at MVMPO Fatalities***

With 53.8% of the "Junction" field left blank, 7.7% (1) of the fatalities occurred in an intersection, while 38.5% (5) of the fatalities occurred where there was no intersection (Non-Junction).

MVMPO Serious Injuries Data

In the MVMPO planned area, there were 36 serious injuries (Class A) out of 33 traffic crashes that occurred in 2020. The following figures and descriptions show the details in the timing, factors, and characteristics of the roads at the location and time these serious injuries occurred.

Timing of Serious Injuries

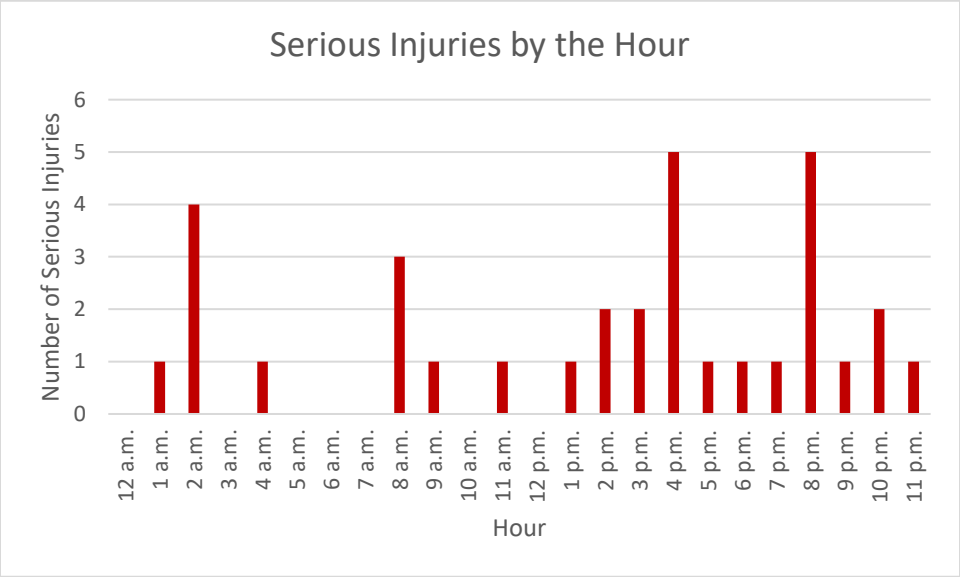

Figure 28. ***Serious Injuries by the Hour***

Figure 28 represents all serious injuries that occurred in 2020 in each hour of the day. For example, 5 car crashes resulting in serious injury occurred between 4 p.m. and 5 p.m. in 2020. Crashes resulting in serious injury shows a slight left-skewed distribution when looking at the hours of a day. The 4 p.m. and 8 p.m. hours show a high frequency of crashes resulting in serious injury and another peak at 2 a.m.

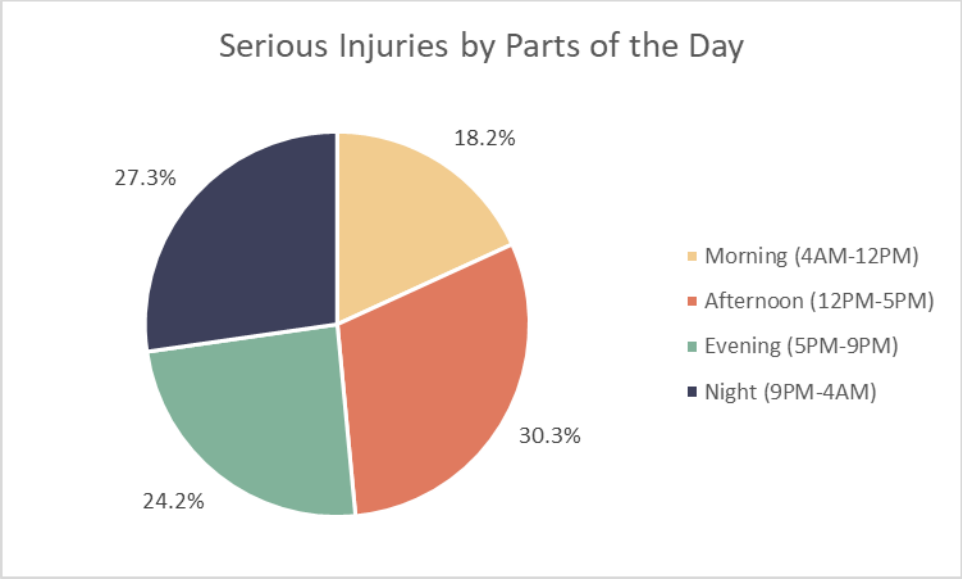

Figure 29. ***Serious Injuries by Parts of the Day***

Figure 29 shows the number of crashes resulting in serious injuries based on different parts of the day. Based on this figure, crashes resulting in serious injury occurs more commonly in the afternoon (12 p.m. – 5 p.m. The second most common time for crashes resulting in serious injuries is at night (9 p.m. – 4 a.m.). The data in Figure 29 mirrors Figure 28.

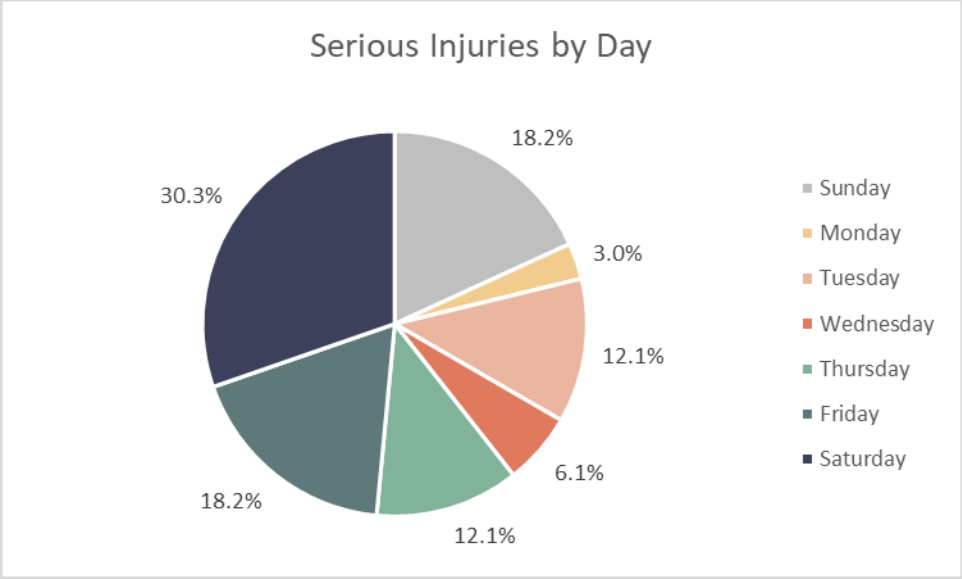

Figure 30. ***Serious Injuries by Day***

Figure 30 shows the number of crashes resulting in serious injuries based on days of the week. According to the data, 33.3% (10 crashes out of 33 crashes) occur more often on Saturdays. Both Sunday and Friday showed similar serious injury crash occurrences (6 crashes out of the 33 crashes).

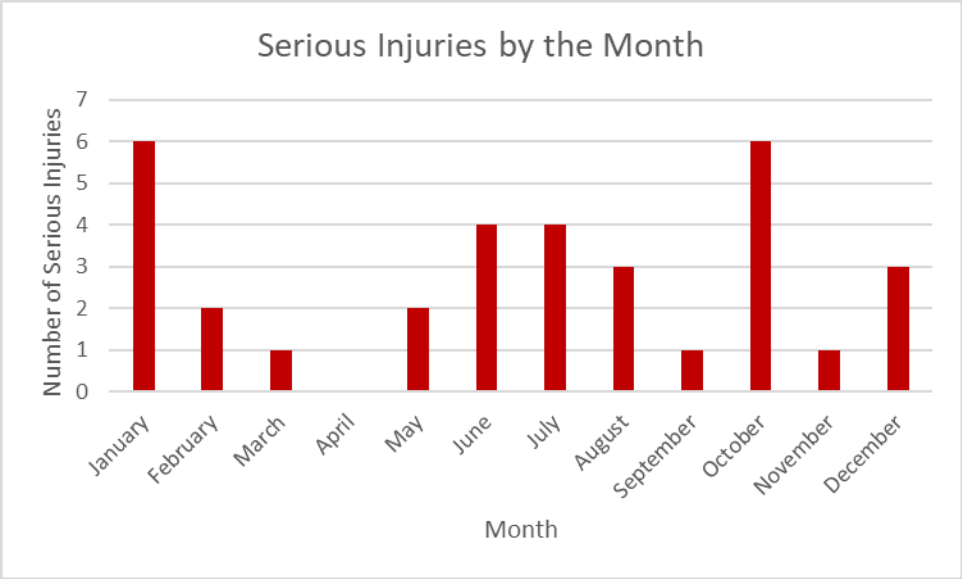

Figure 31. ***Serious Injuries by the Month***

Figure 31 shows the frequency of serious crash occurrences based on the month. January and October have the most frequent serious injury crashes compared to all other months. June and July have the second most frequent serious injury crashes.

Factors of Serious Injuries

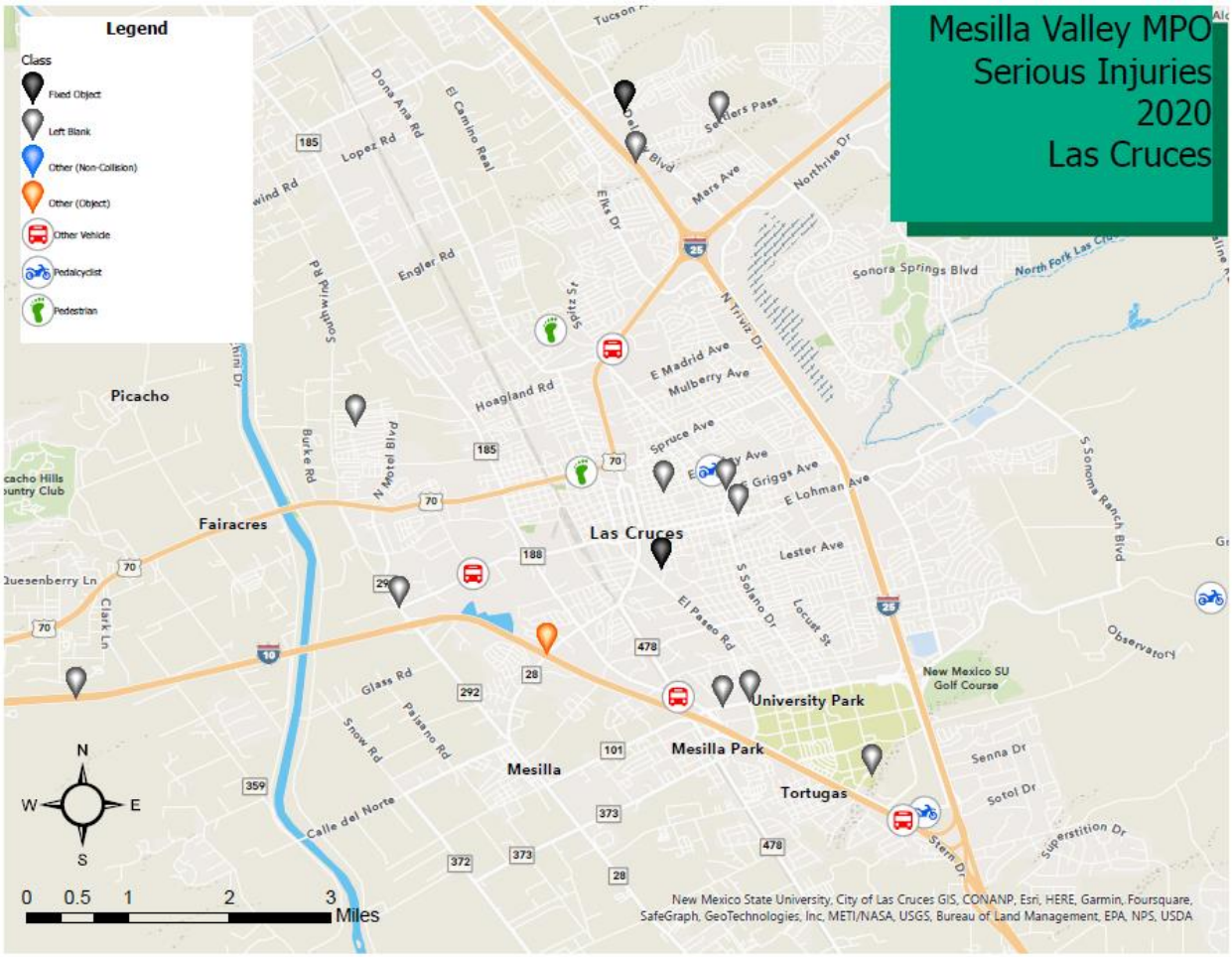

Figure 32. Mesilla Valley MPO Serious Injuries 2020 Las Cruces

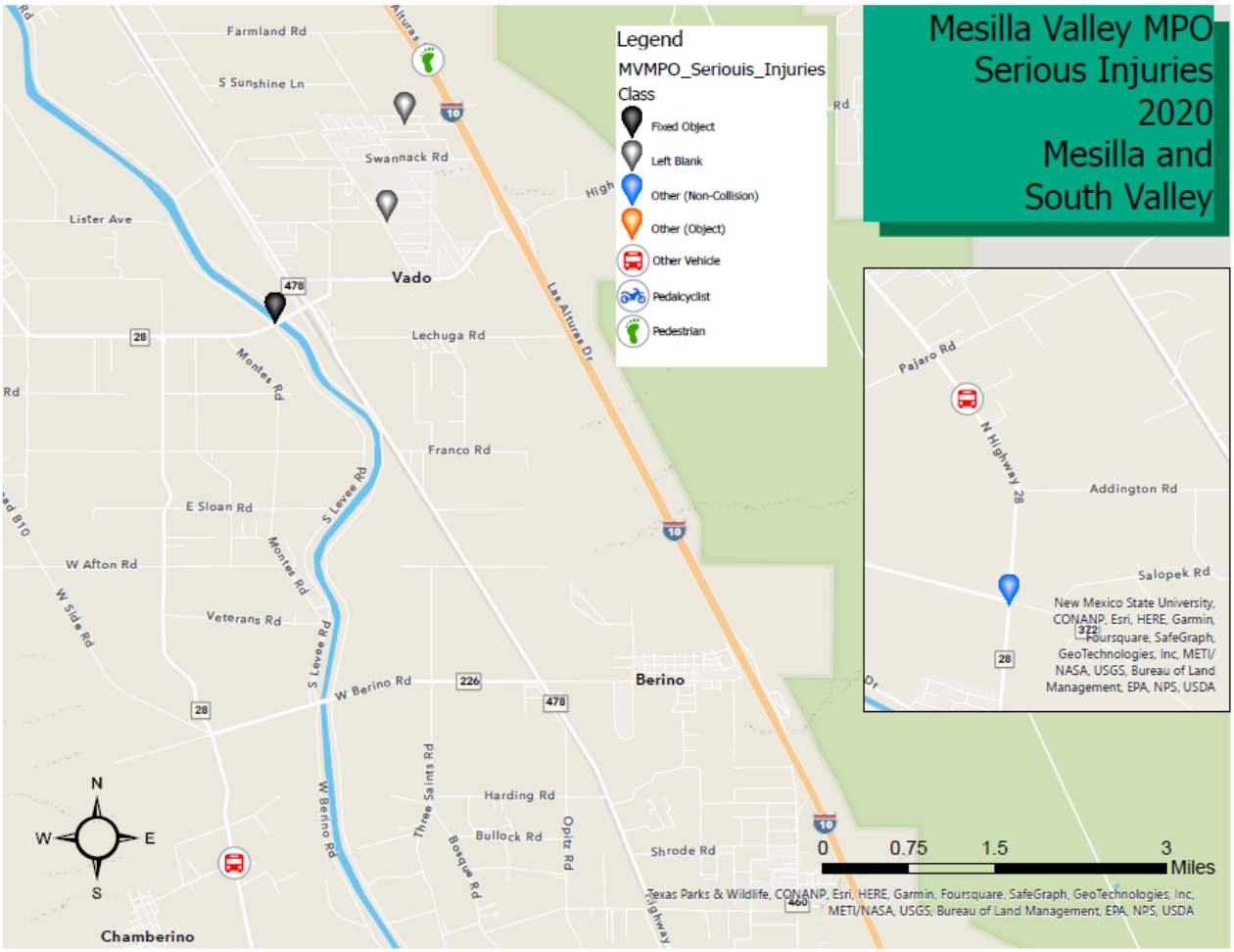

Figure 33. Mesilla Valley MPO Serious Injuries 2020 Mesilla and South Valley

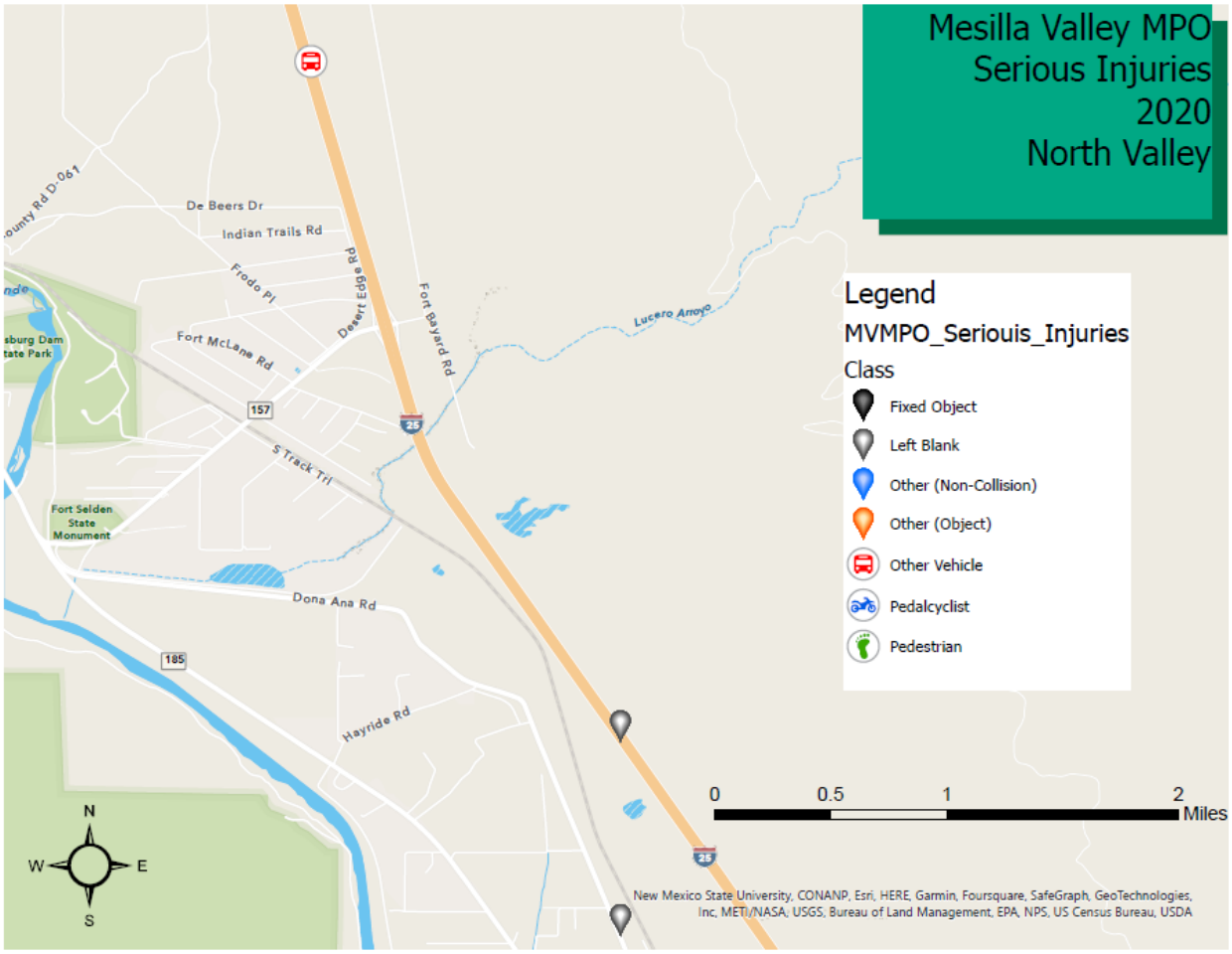

Figure 34. Mesilla Valley MPO Serious Injuries 2020 North Valley

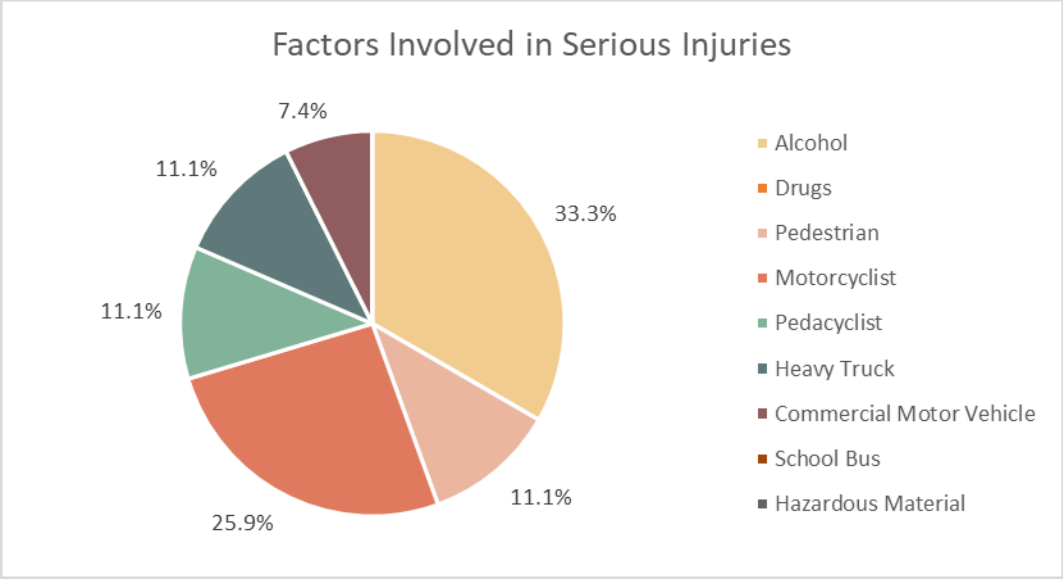

Figure 35. ***Factors Involved in Serious Injuries***

Figure 35 shows the factors involved in crashes resulting in serious injury. These factors may or may not be the leading cause of the crash. These are all the factors that were present in the serious injury crashes. Like in fatalities, Alcohol was again the most present factor in serious injury crashes. Drugs were the second most frequent factor present in serious injury crashes in 2020. Pedestrians and pedalcyclists were both present at the serious injury crash at 11.2% each.

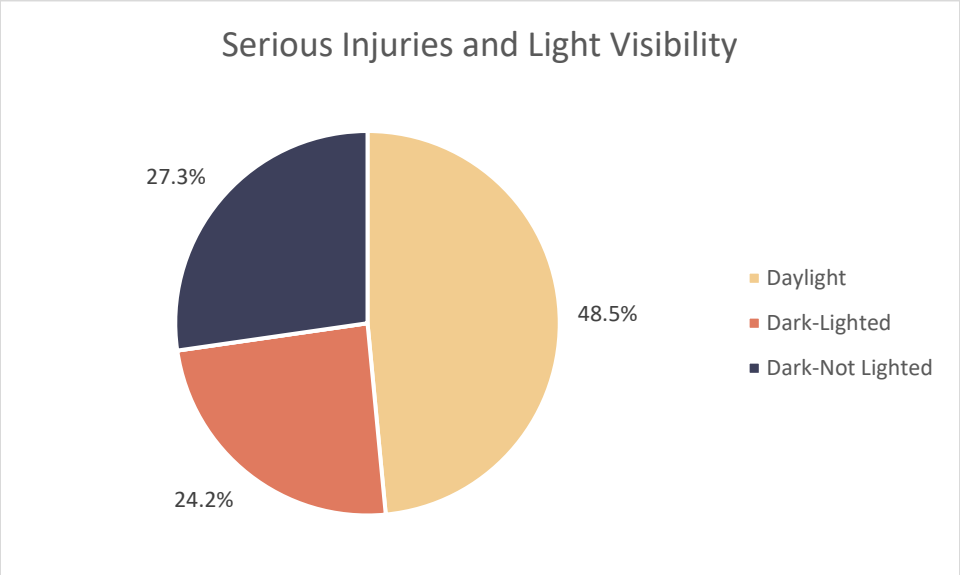

Figure 36. ***Serious Injuries and Light Visibility***

Figure 36 shows the condition of how well-lit it was at the location of the serious injury crashes. The majority of the serious injury crashes occurred in broad daylight (48.5%). Dark-lit locations were only present 27.3% of the time and darkly lit locations were present 24.2% of serious injury locations.

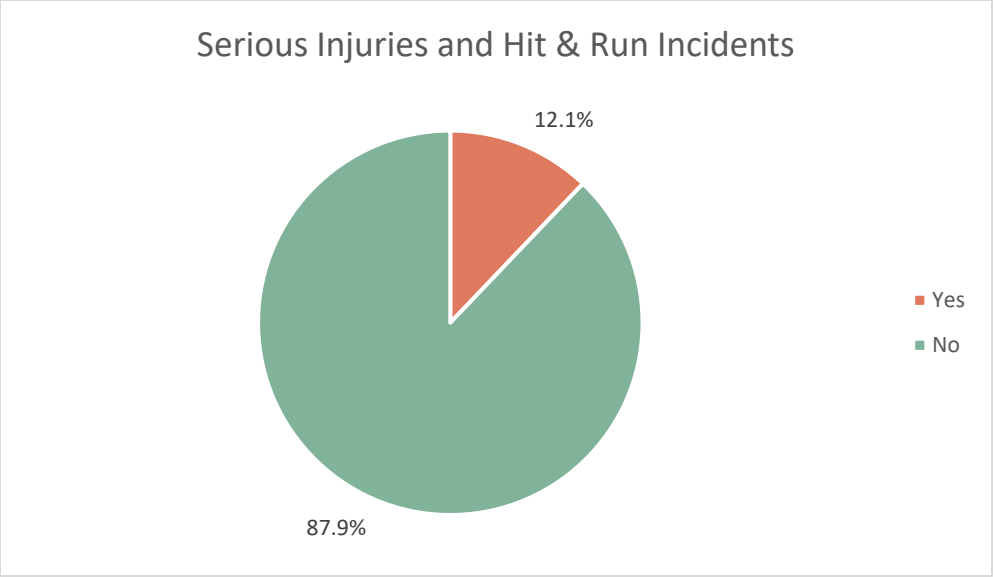

Figure 37. ***Serious Injuries and Hit & Run Incidents***

Figure 37 shows the frequency of hit and runs that occurred with serious injury crashes, which was rare. 4 out of the 33 serious injury crashes (12.1%) involved a hit and run driver or drivers.

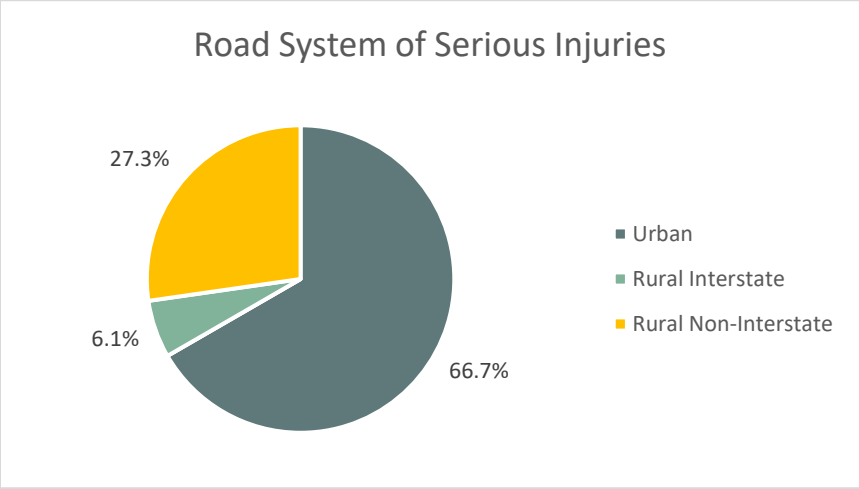

Figure 38. ***Serious Injuries and Road System***

MVMPO Pedestrians and Pedalcyclists Data

In the MVMPO planned area, there was a total of 69 crashes involving Pedestrians and Pedalcyclists. There were 39 crashes with Pedestrians; 4 of them were fatalities and 3 of them Class A injuries. There were 30 crashes involving Pedalcyclists; none of them resulted in fatalities and 3 of them were Class A injuries.

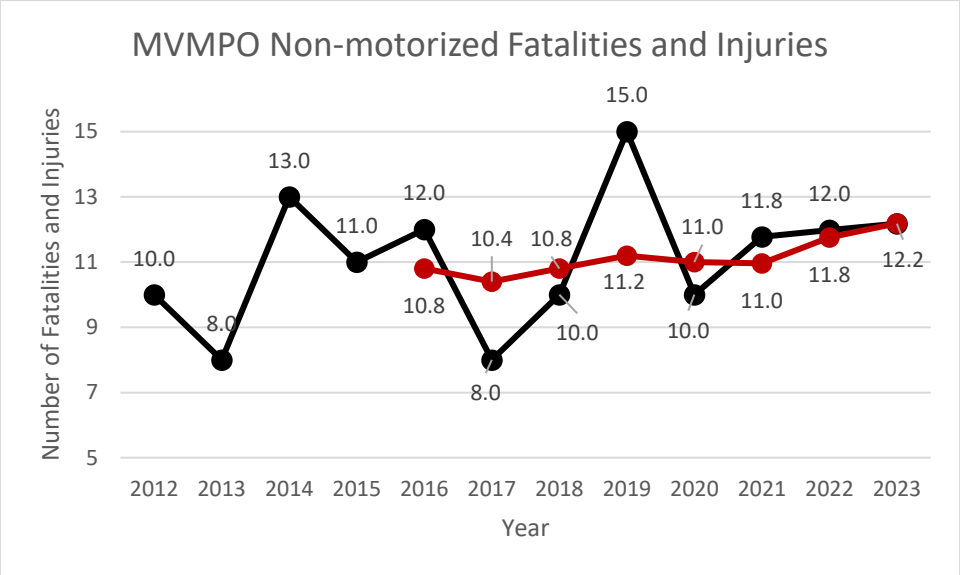

Figure 39. ***MVMPO Non-motorized Fatalities and Injuries***

From 2012 to 2020, the number of non-motorized (pedestrians and pedalcyclists) fatalities and injuries vary greatly from year to year. The measured number of these incidents are above and below the 5-year moving average. Despite this, projected values from 2021 to 2023 show an increasing trend. Because the values vary so much, the projected values cannot be reliable in determining the number of non-motorized fatalities and injuries in the future.

	Sunday	Monday	Tuesday	Wednesda	Thursday	Friday	Saturday	Average
12 a.m.	0	0	0	0	0	0	0	0
1 a.m.	1	0	0	0	0	0	0	0.1
2 a.m.	0	0	0	0	0	0	0	0.0
3 a.m.	0	0	0	0	0	0	0	0.0
4 a.m.	0	0	0	0	0	0	0	0.0
5 a.m.	0	0	1	1	1	0	0	0.4
6 a.m.	0	0	0	0	1	0	0	0.1
7 a.m.	0	1	0	0	1	2	0	0.6
8 a.m.	0	0	0	1	0	1	1	0.4
9 a.m.	0	0	0	0	0	2	0	0.3
10 a.m.	0	0	0	1	1	0	0	0.3
11 a.m.	0	1	0	0	1	0	0	0.3
12 p.m.	0	0	0	0	0	3	1	0.6
1 p.m.	0	1	0	3	2	0	1	1.0
2 p.m.	0	1	0	0	1	1	1	0.6
3 p.m.	0	2	1	1	0	0	0	0.6
4 p.m.	0	3	0	0	0	1	1	0.7
5 p.m.	1	0	0	1	0	1	0	0.4
6 p.m.	0	0	2	1	1	0	1	0.7
7 p.m.	1	0	0	0	1	0	0	0.3
8 p.m.	3	3	1	1	0	2	1	1.6
9 p.m.	0	0	0	0	0	2	1	0.4
10 p.m.	0	1	1	0	0	0	0	0.3
11 p.m.	0	0	0	0	0	1	0	0.1
Average	0.3	0.5	0.3	0.4	0.4	0.7	0.3	

Table 5. Heat Table of Days of the Week and Times of the Day for All Pedestrian & Pedalcyclist-involved Crashes.

	Sunday	Monday	Tuesday	Wednesda	Thursday	Friday	Saturday	Average
January	1	2	1	0	4	3	1	1.7
February	1	0	0	1	0	3	1	0.9
March	0	0	0	2	0	2	0	0.6
April	0	2	1	0	1	0	1	0.7
May	0	0	0	0	1	0	0	0.1
June	0	2	0	0	0	4	0	0.9
July	0	1	1	3	0	0	1	0.9
August	0	0	1	0	2	0	0	0.4
Septembe	0	1	1	0	2	1	0	0.7
October	1	1	0	1	0	1	4	1.1
Novembe	1	2	1	2	0	1	0	1.0
Decembe	2	2	0	1	0	1	0	0.9
Average	0.5	1.1	0.5	0.8	0.8	1.3	0.7	

Table 6. Heat Table of Days of the Week and Months of the Year for All Pedestrian & Pedalcyclist-Involved Crashes.

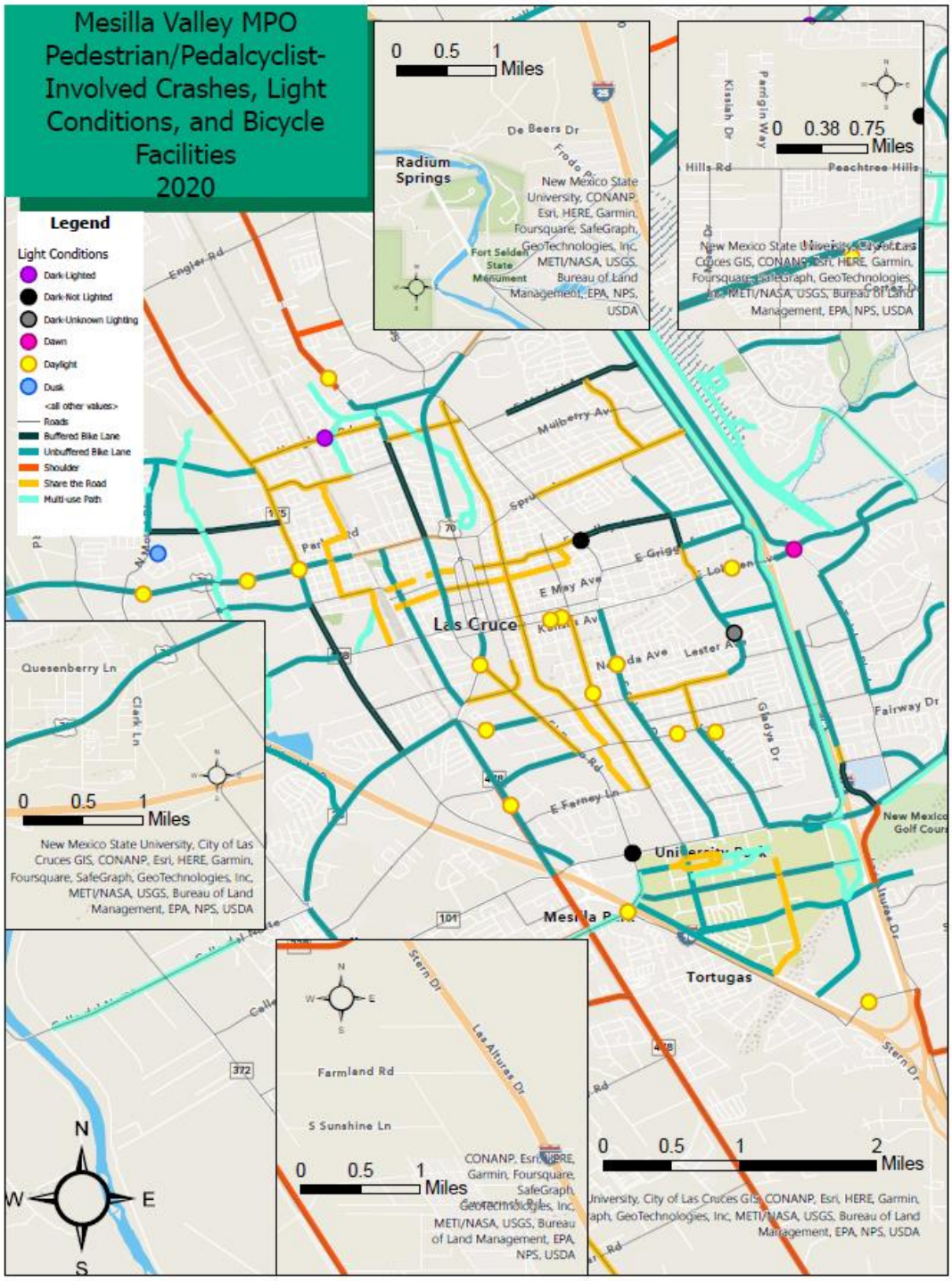

Figure 40. Pedestrian/Pedalcyclist-Involved Crashes, Light Conditions, and Bicycle Facilities.

Pedestrian-involved Data

Timing of Pedestrian-involved Crashes

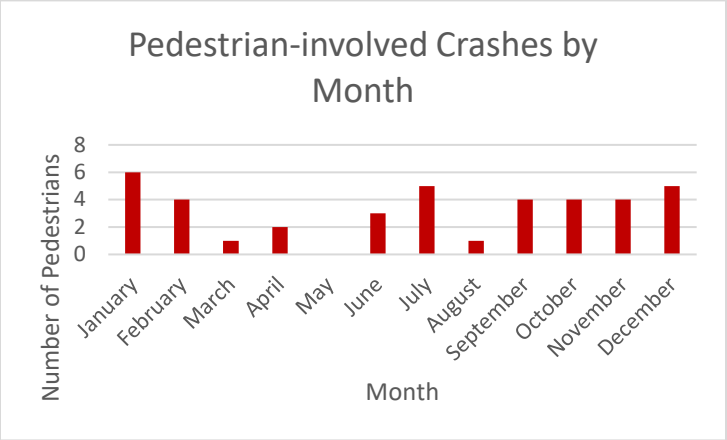

Figure 41. ***Pedestrian-involved Crashes by Month***

Figure 41 shows the number of pedestrian-involved crashes by month. These types of crashes show a consistency in the frequency of these occurring in the fall and spring. This may be linked to NMSU's fall and spring semester schedules, but this is not confirmed. The summer also has a number of these crashes occurring, but the data does not show what the lead-contributing factor that cause these.

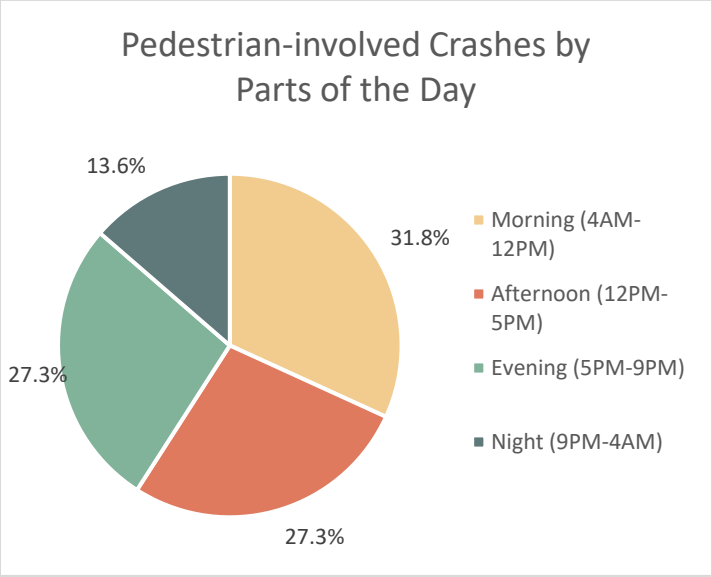

Figure 42. ***Pedestrian-involved Crashes by Parts of the Day***

Figure 42 shows the occurrence of pedestrian-involved crashes grouped by parts of the day. The morning hours have the highest occurrence of crashes involving pedestrians. The afternoon and evening

have the same number of pedestrian-involved crashes occurring at this time. Night hours have the least frequency of these crashes occurring likely due to less pedestrians being present.

Factors of Pedestrian-involved Data

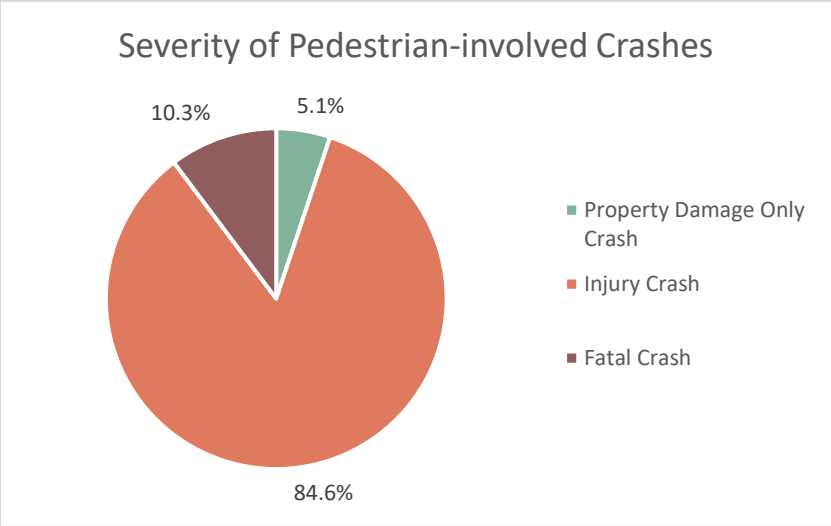

Figure 43. ***Severity of Pedestrian-involved Crashes***

Figure 43 shows the severity of the outcome of pedestrian-involved crashes. Class A injuries are the most frequent outcome of these crashes. Fatalities occurred 10.3% of crashes in 2020, followed by property damage.

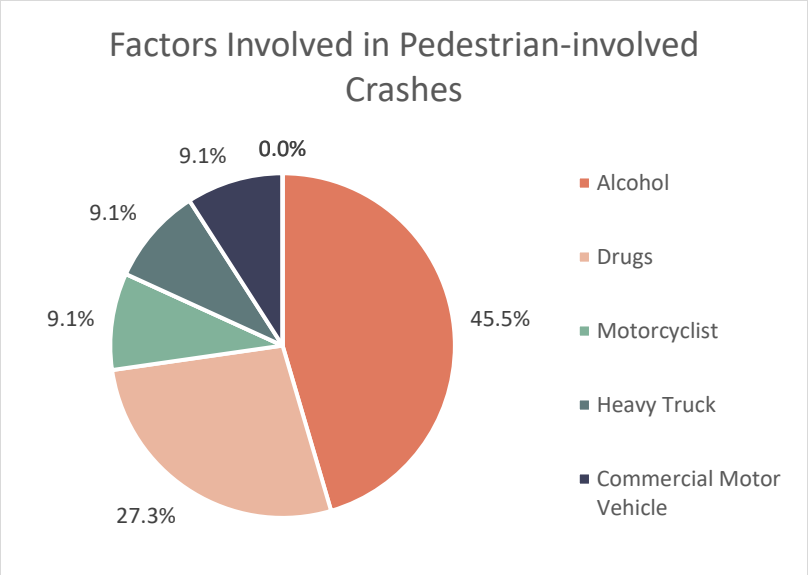

Figure 44. ***Factors involved in Pedestrian-involved Crashes***

Similar to trends shown in Figures 21 and 35, Alcohol is the most common factor that is present in pedestrian-involved crashes in almost half the amount of these total crashes. Drugs are the second most common factor present in pedestrian-involved crashes.

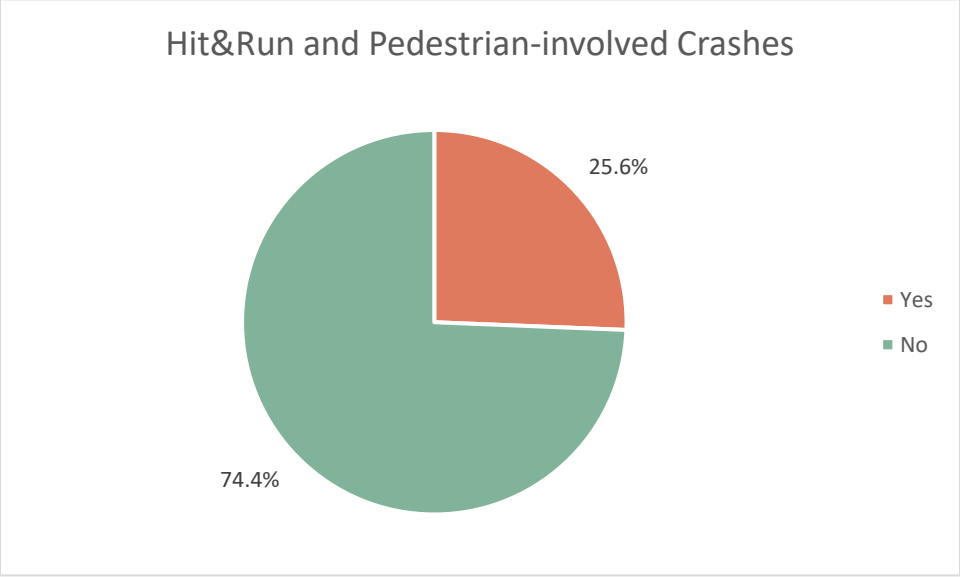

Figure 45. ***Pedestrian-involved Crashes and Hit & Runs***

25.6% of pedestrian-involved crashes in 2020 had a hit and run in concurrence with these incidents.

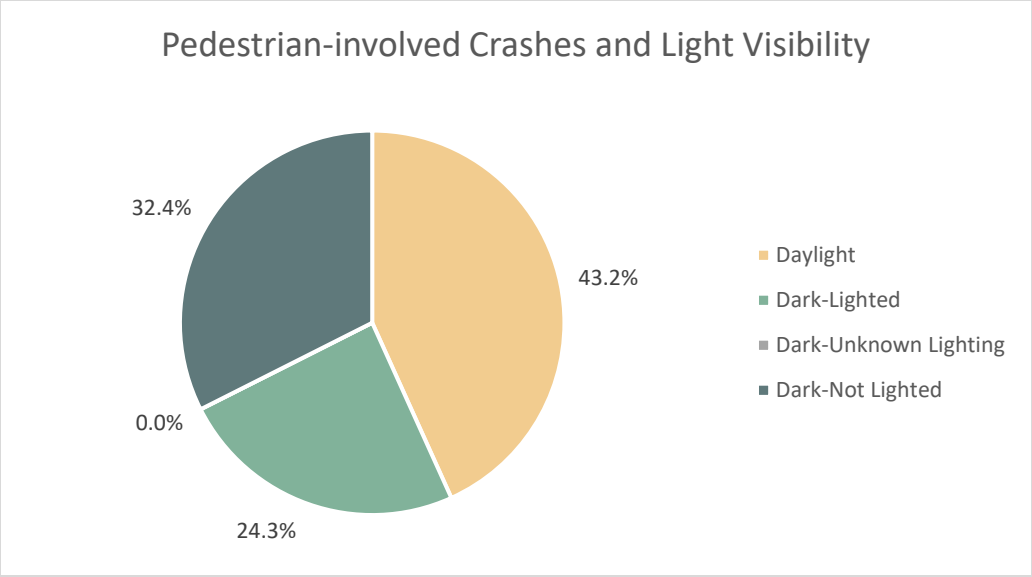

Figure 46. ***Pedestrian-involved Crashes and Light Visibility***

Figure 46 shows the relationship between Pedestrian-involved crashes and light conditions. Most of these crashes occur in daylight. This could be due to there being more pedestrians out during the day than at night, as suggested in Figure 42.

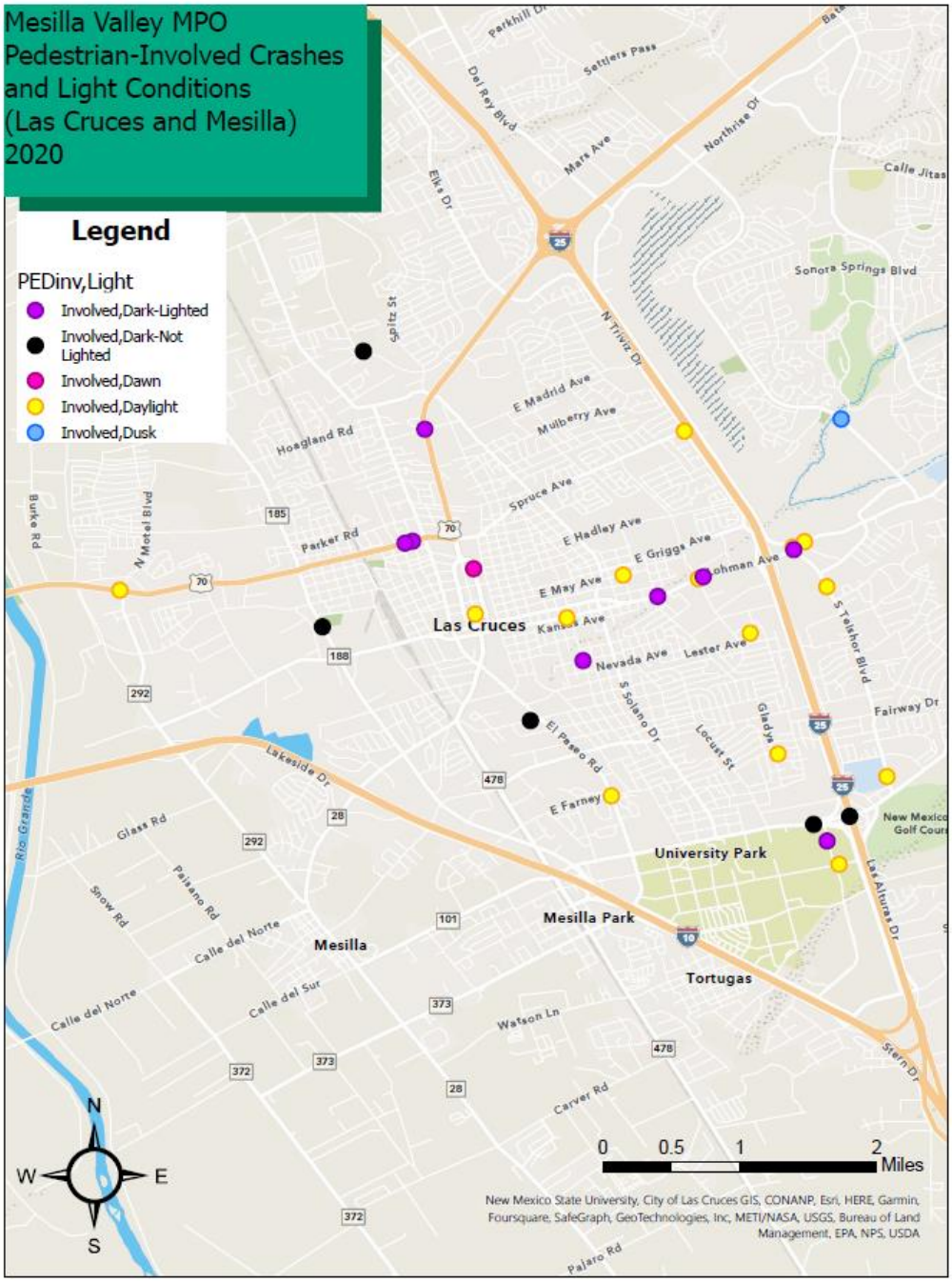

Figure 47. Pedestrian-Involved Crashes and Light Conditions (Las Cruces & Mesilla).

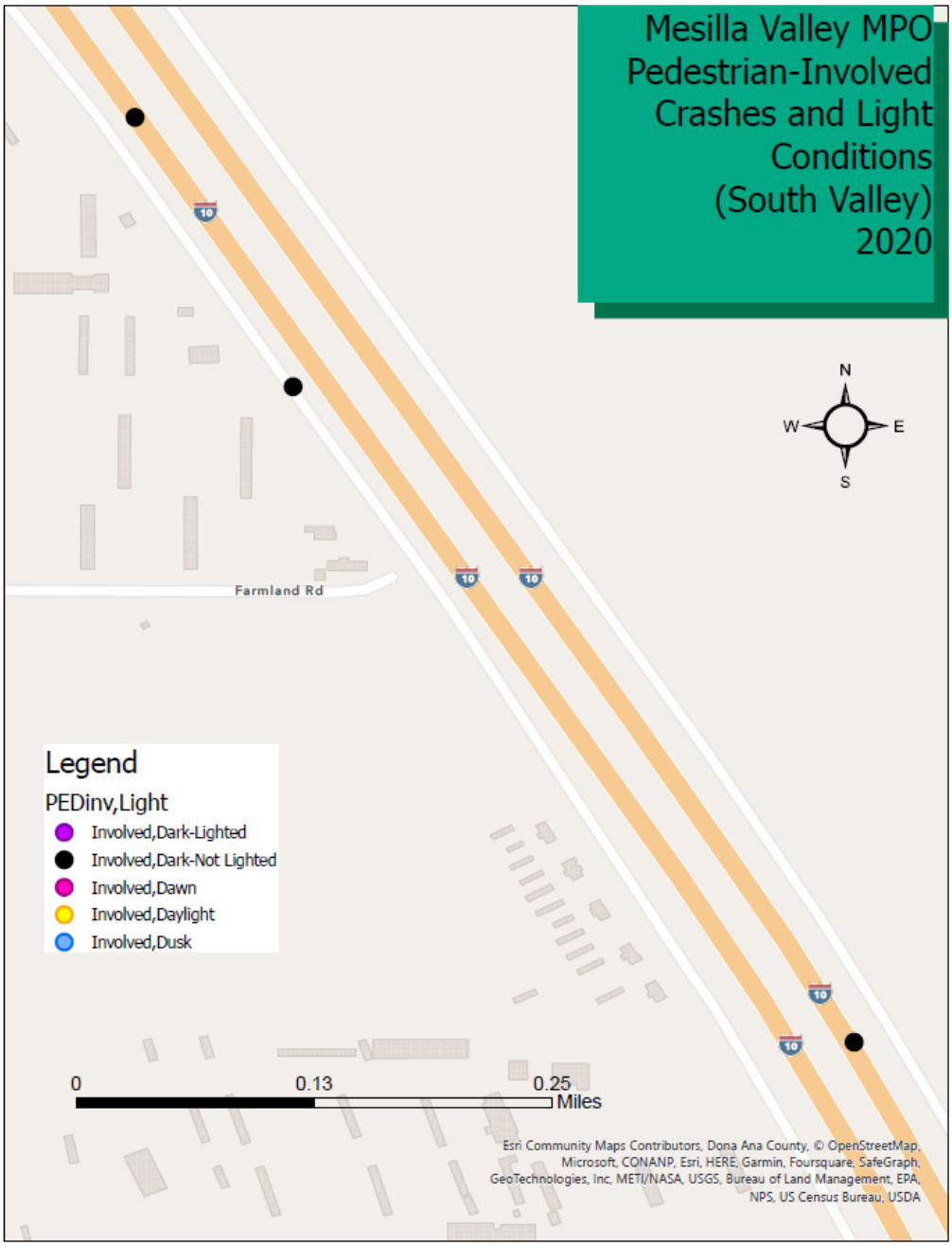

Figure 48. Pedestrian-Involved Crashes and Light Conditions (South Valley).

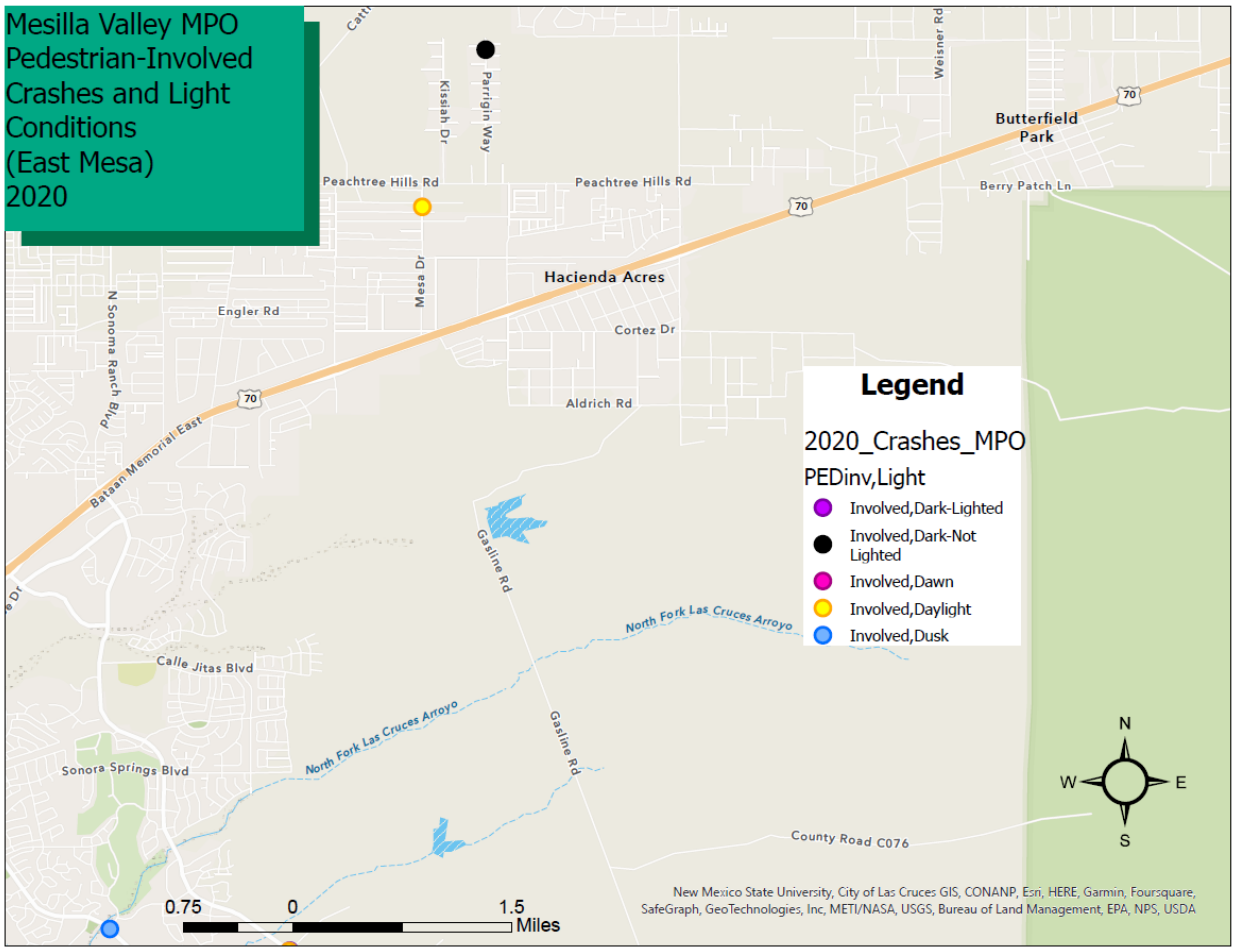

Figure 49. Pedestrian-Involved Crashes and Light Conditions (East Mesa).

Pedalcyclist-involved Data

Timing of Pedalcyclist-involved Crashes

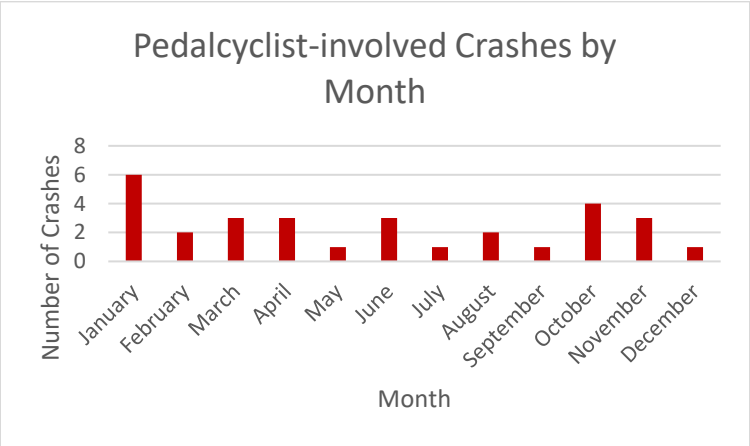

Figure 50. ***Pedalcyclist-involved Crashes by Month***

Figure 50 shows the number of pedalcyclist-involved crashes by month. These types of crashes in the graph do not show a pattern and the numbers are sporadic. January has the highest number of these crashes.

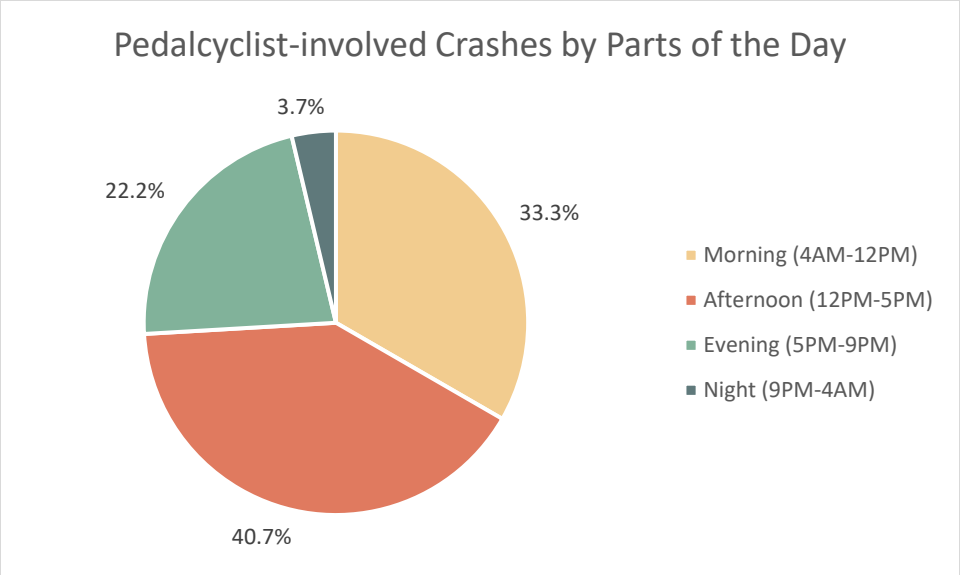

Figure 51. ***Pedalcyclist-involved Crashes by Parts of the Day***

Figure 51 shows the occurrence of pedalcyclist-involved crashes grouped by parts of the day. The morning and afternoon hours have the highest occurrence of crashes involving pedalcyclists. Night hours have the least frequency of these crashes occurring likely due to less pedalcyclists being present.

Factors of Pedalcyclist-involved Crashes

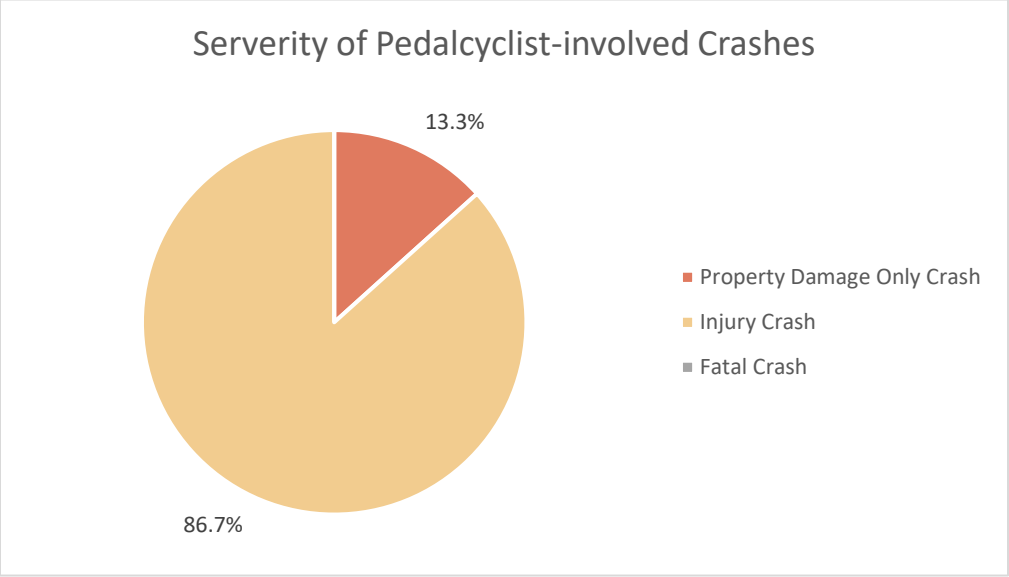

Figure 52. ***Severity of Pedalcyclist-involved Crashes***

Figure 52 shows the severity of the outcome of pedalcyclist-involved crashes. Class A injuries are the most frequent outcome of these crashes. There were no fatalities in pedalcyclist-involved crashes in 2020.

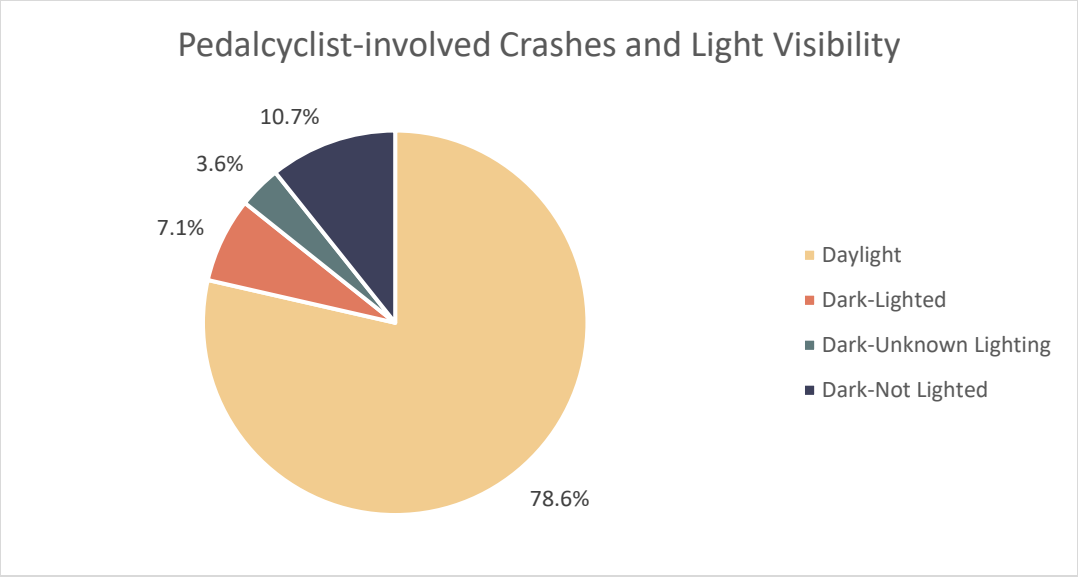

Figure 53. ***Pedalcyclist-involved Crashes and Light Visibility***

Figure 53 shows the relationship between Pedalcyclist-involved crashes and light conditions. Most of these crashes occur in daylight. This could be due to there being more pedalcyclists out during the day than at night, as suggested in Figure 51.

NOTE: When looking at factors that were present in all 30 pedalcyclist-involved crashes, there was only one instance where alcohol was present at this incident, which took place in January 2020. The table for this information can be found in the Appendix.

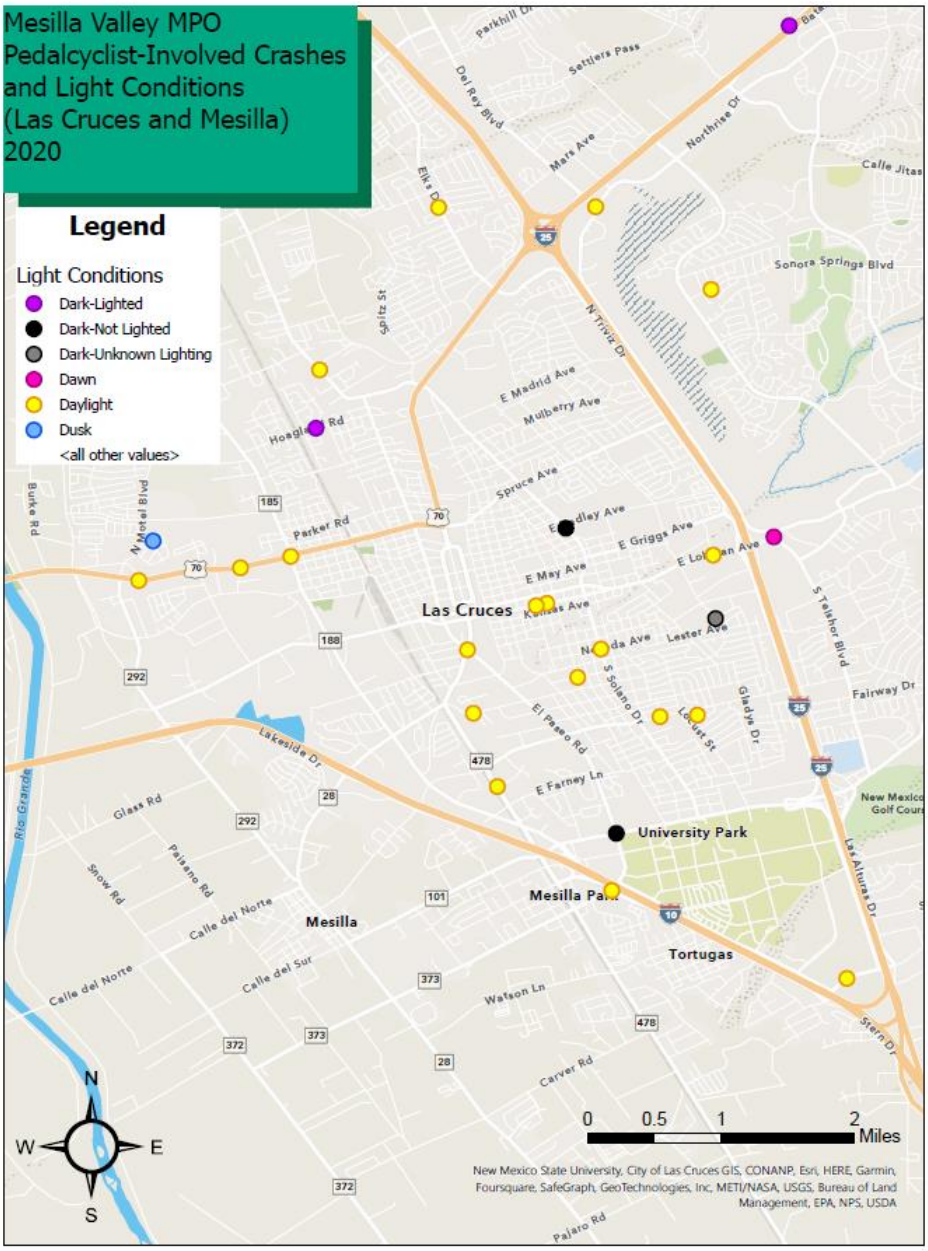

Figure 54. Pedalcyclist-Involved Crashes and Light Conditions (Las Cruces & Mesilla).

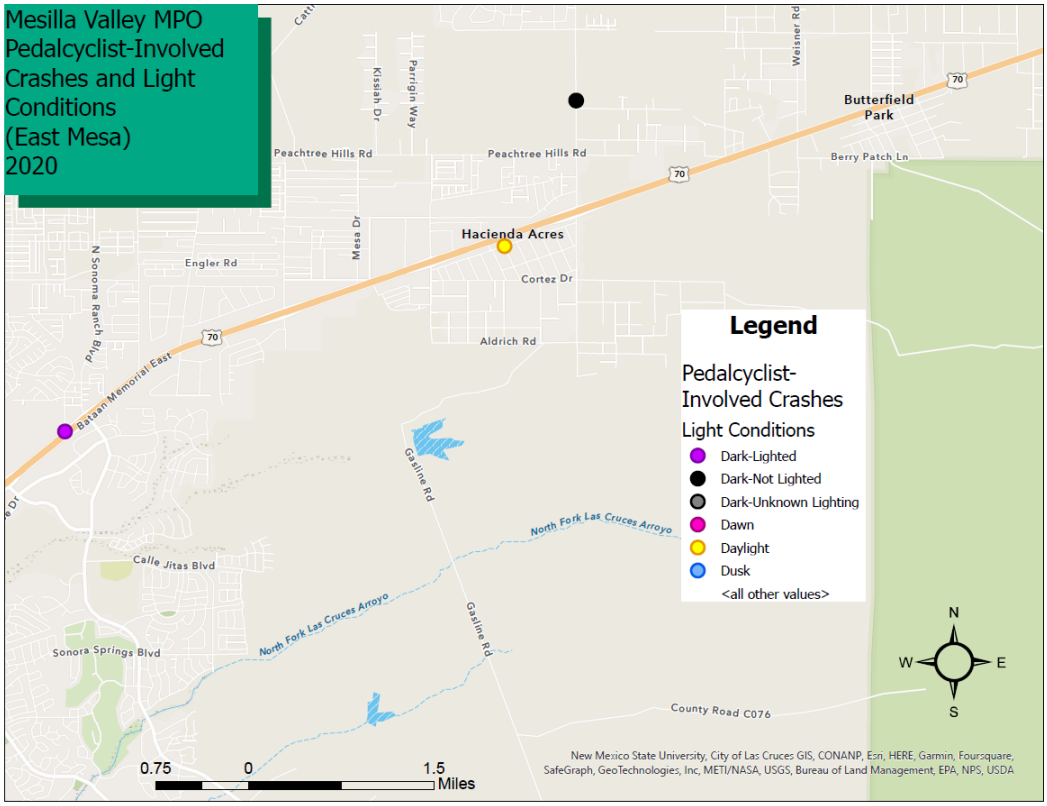

Figure 55. Pedalcyclist-Involved Crashes and Light Conditions (East Mesa).

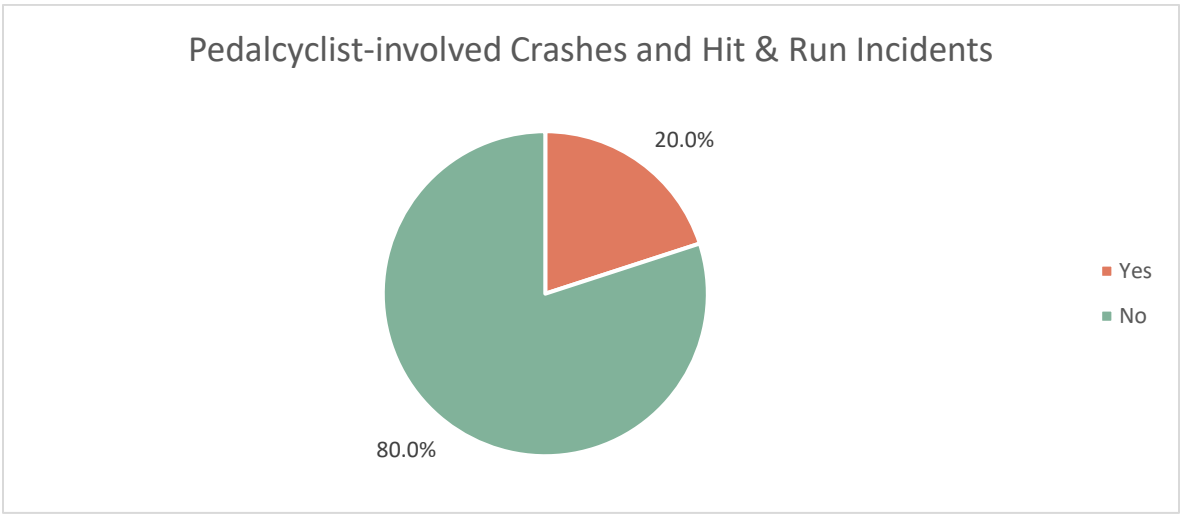

Figure 56. ***Pedalcyclist-involved Crashes and Hit & Run Incidents***

Figure 56 shows the frequency of hit and runs occurring in pedalcyclist-involved Crashes. 80% of these crashes in 2020 did not have a hit and run occur while 20% of these crashes did.

Overall Crash Trends

High-Risk Areas

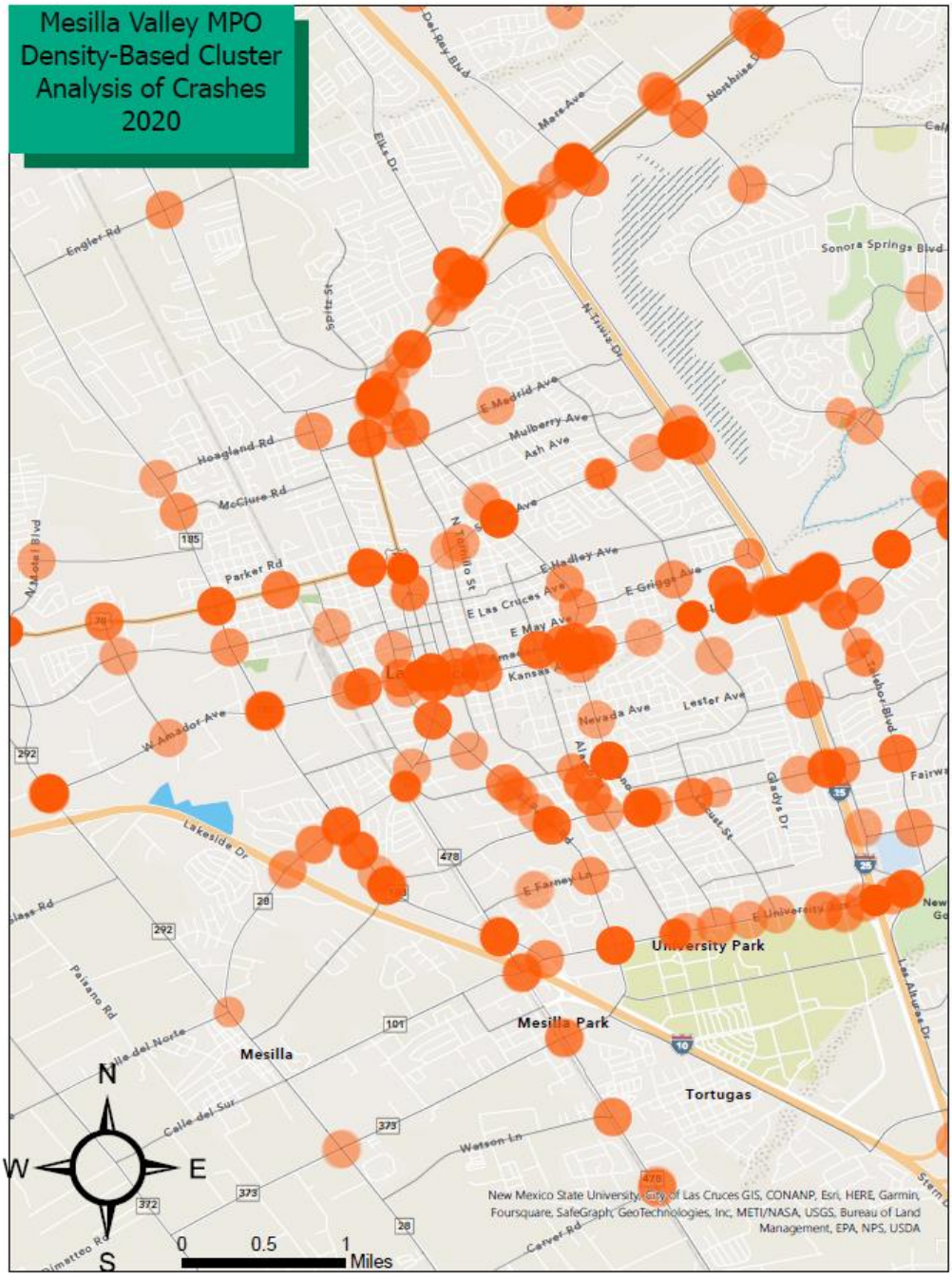

Figure 57. Density-based Cluster Analysis of All Crashes (High-Risk Areas)

Alcohol & Drug-Involved Crashes

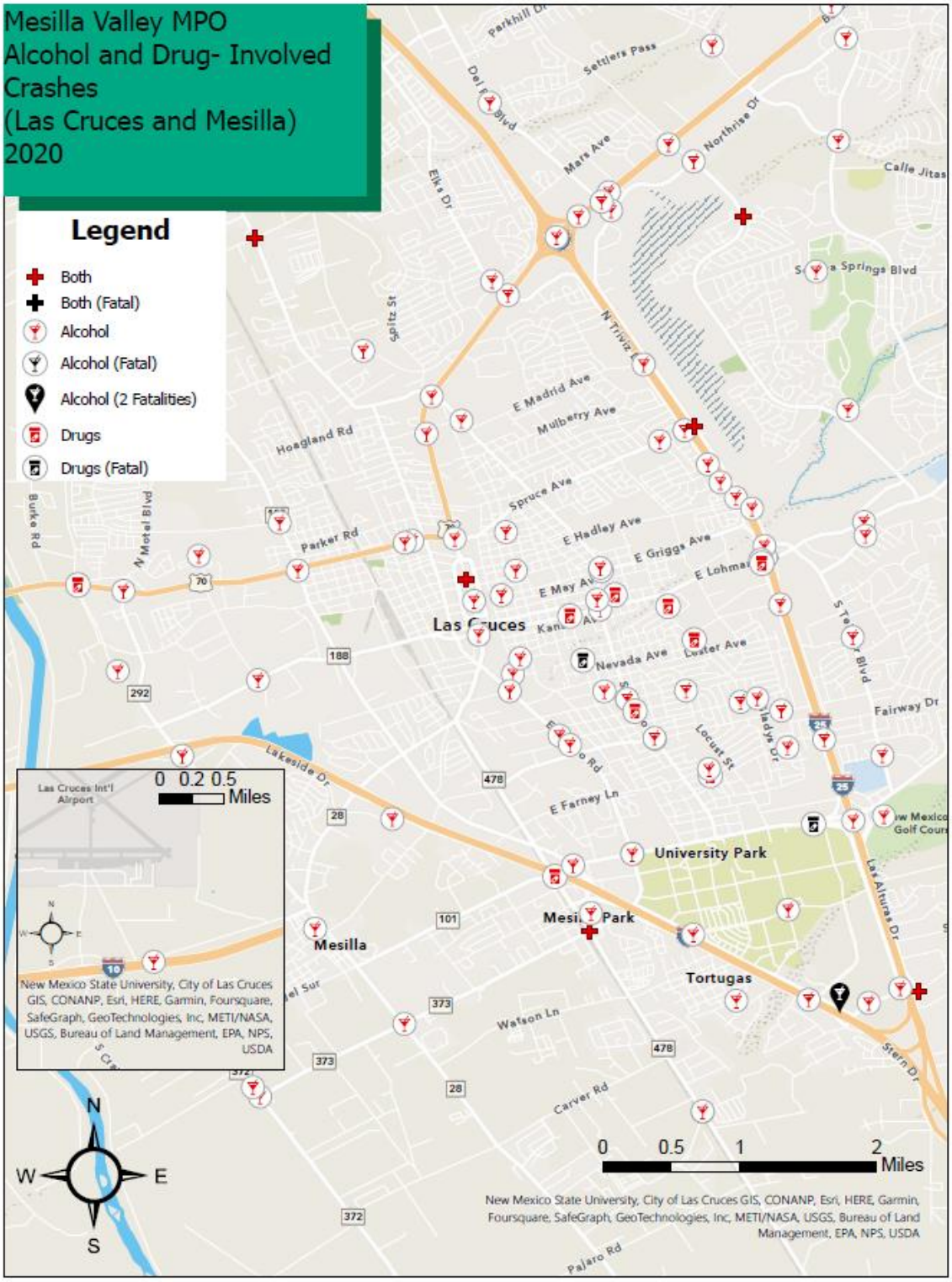

Figure 58. Alcohol and Drug-Involved Crashes (Las Cruces & Mesilla).

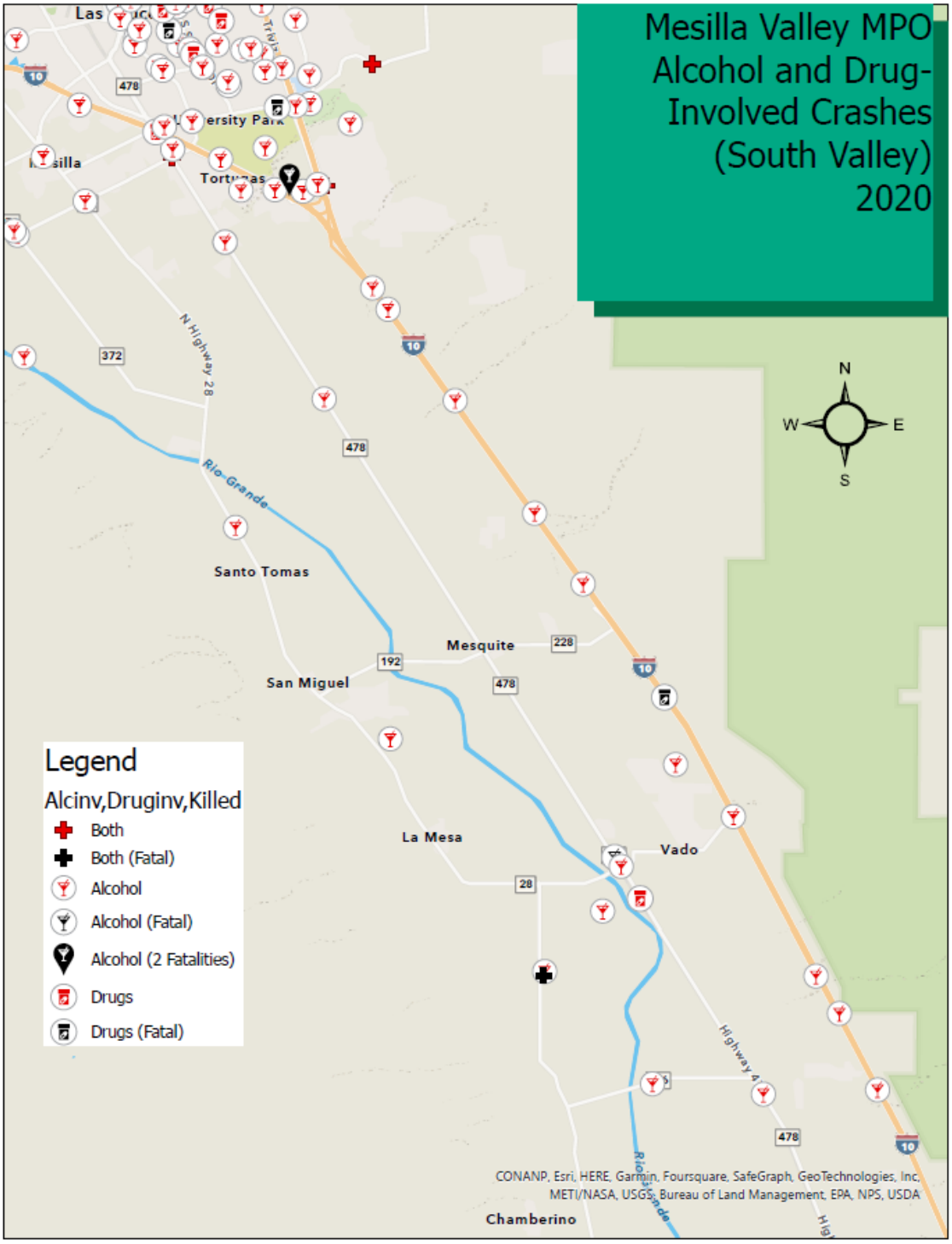

Figure 59. Alcohol and Drug-Involved Crashes (South Valley).

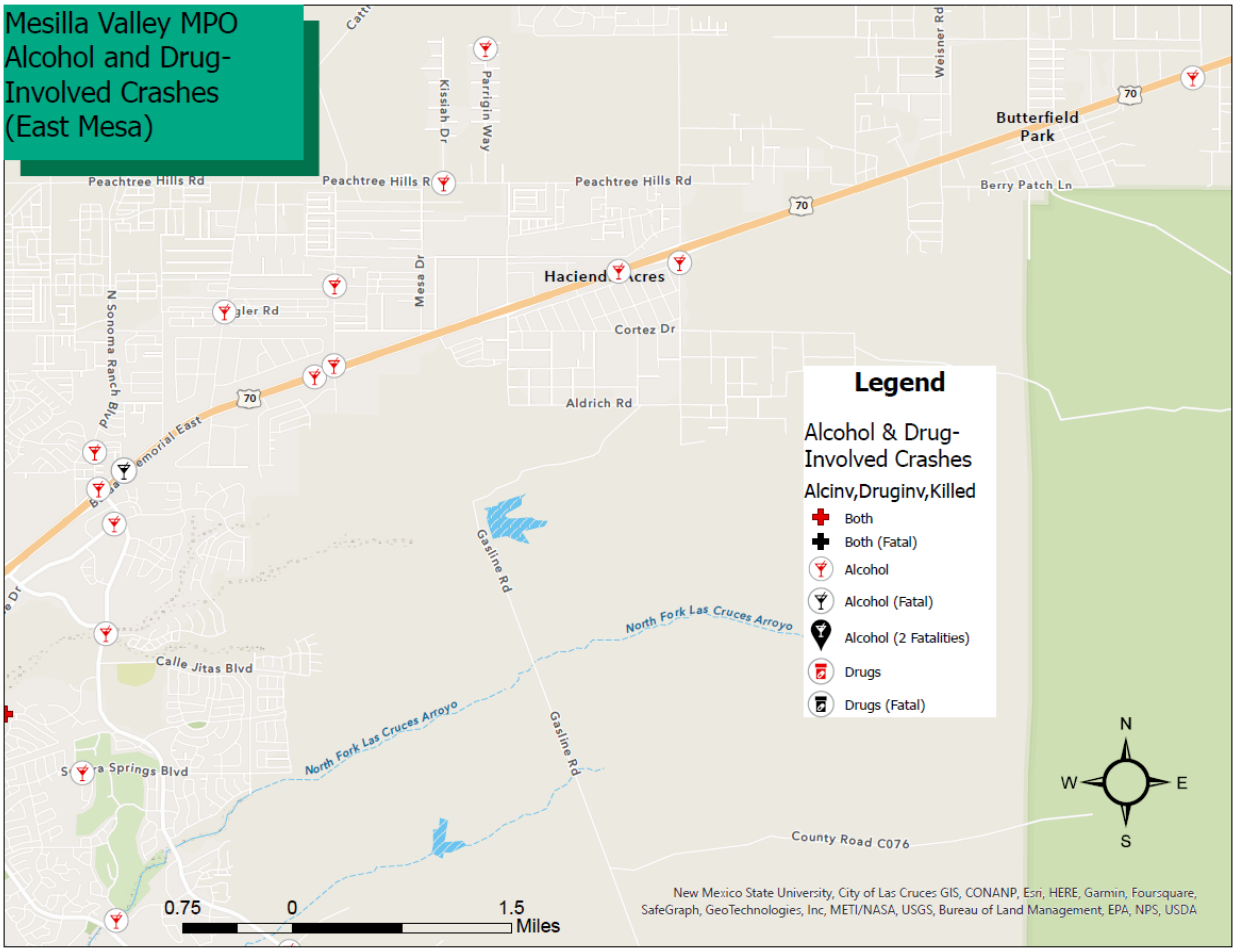

Figure 60. Alcohol and Drug-Involved Crashes (East Mesa).

Crashes & Light Conditions

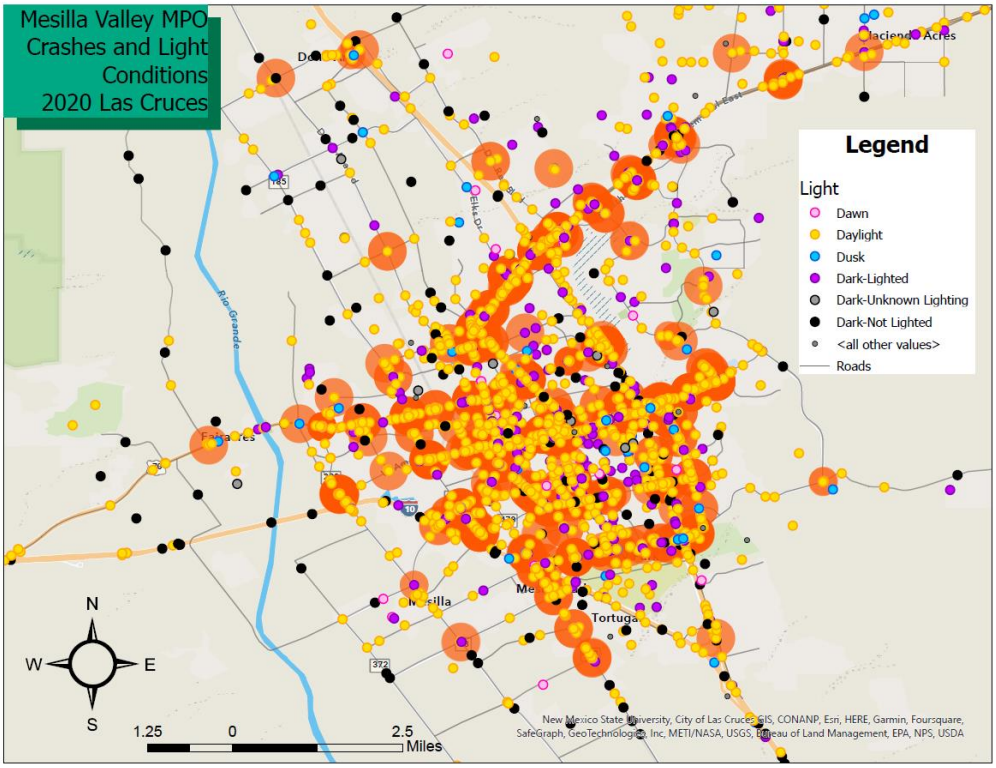

Figure 61. All Crashes and Light Conditions (Las Cruces and Mesilla).

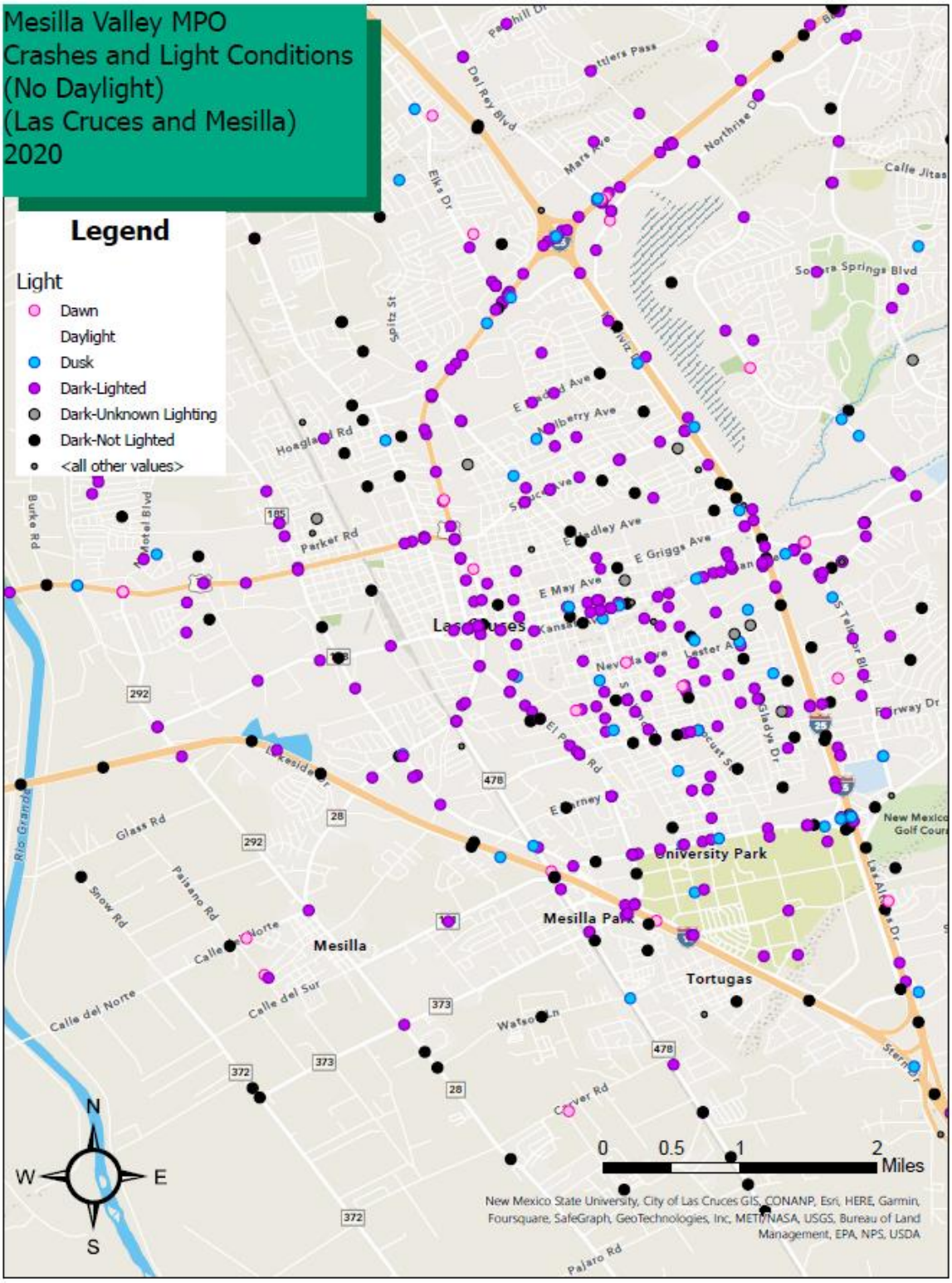

Figure 62. All Crashes and Light Conditions Sans Daylight Crashes (Las Cruces and Mesilla).

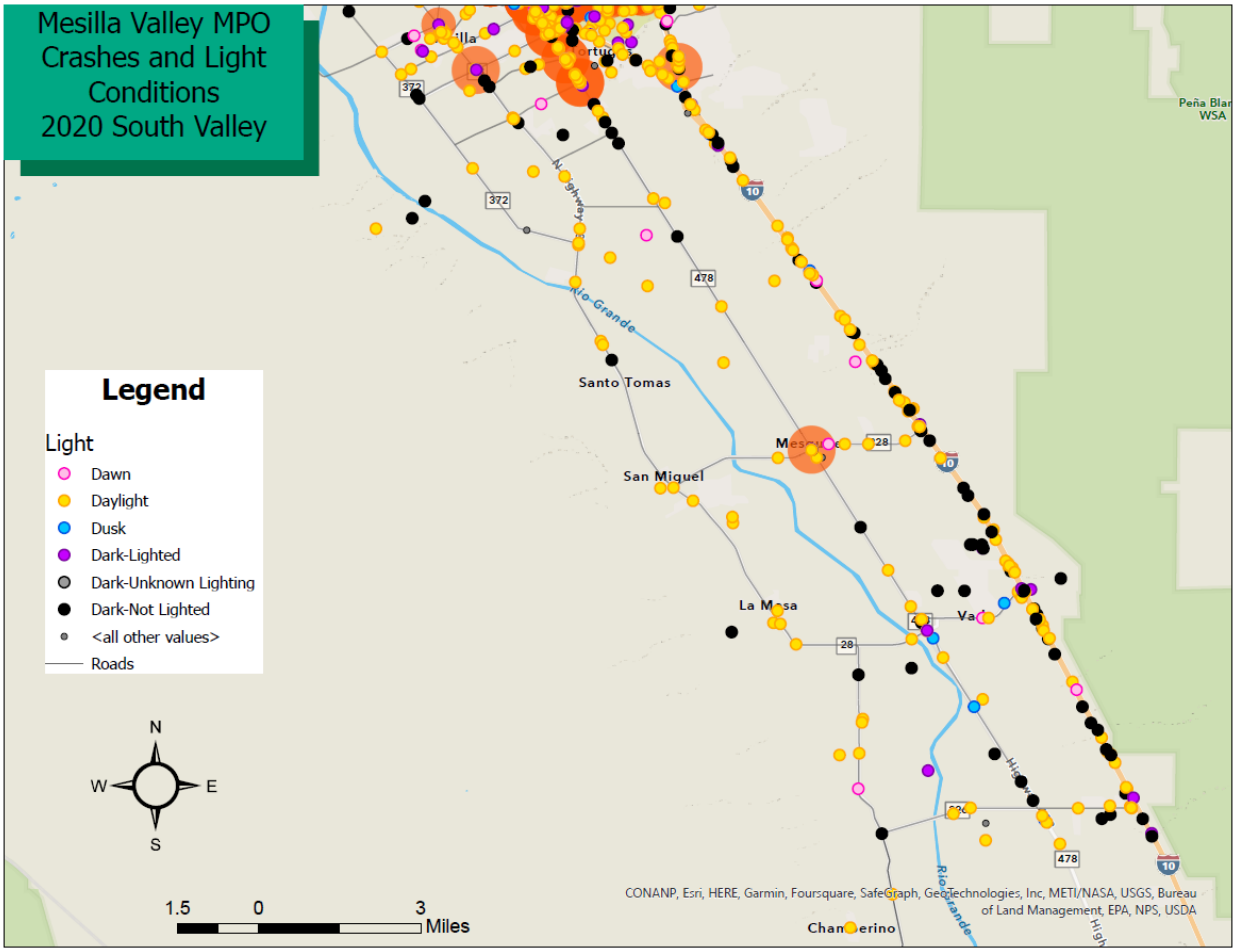

Figure 63. All Crashes and Light Conditions (South Valley).

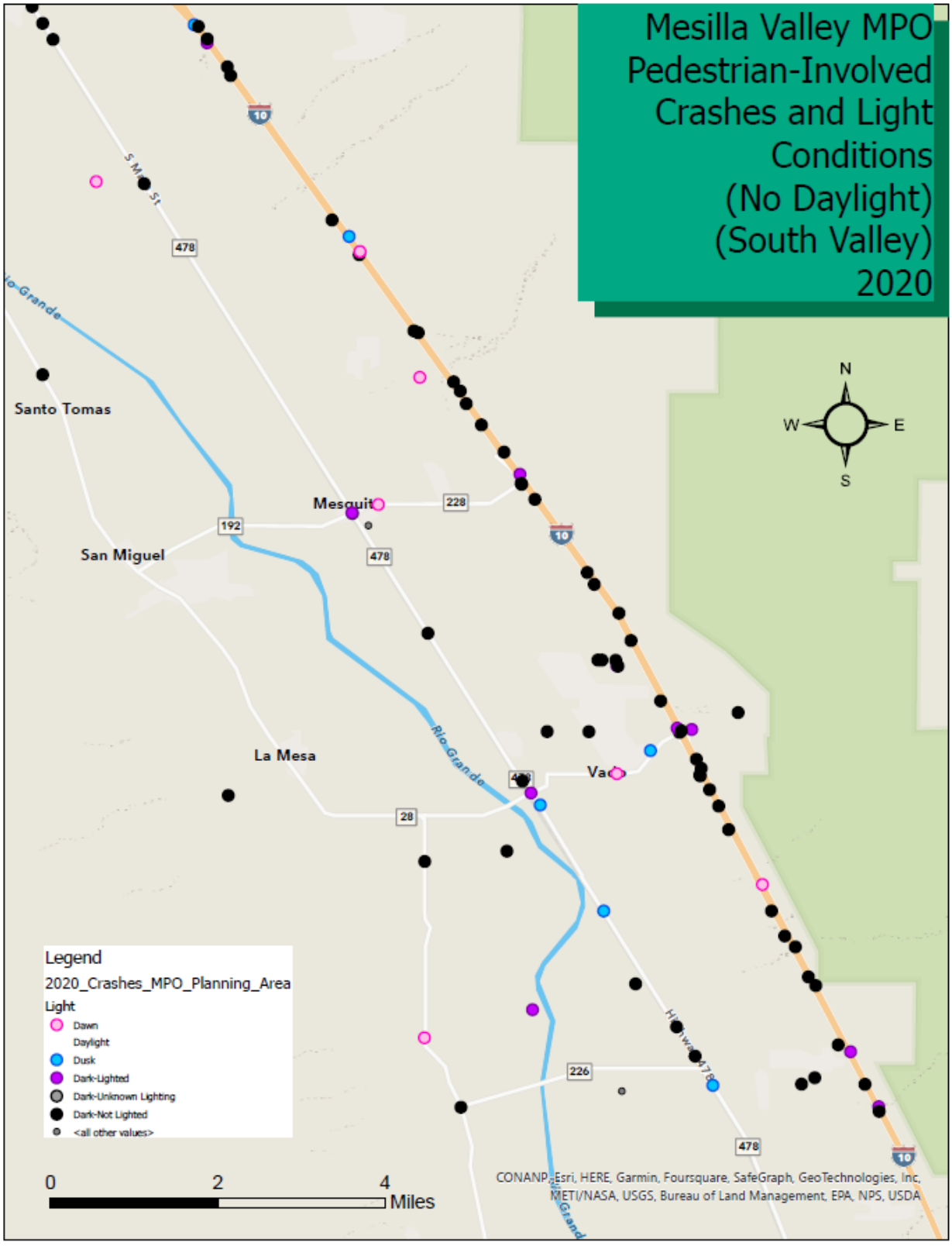

Figure 64. Pedestrian-Involved Crashes and Light Conditions (Sans Daylight) (South Valley)

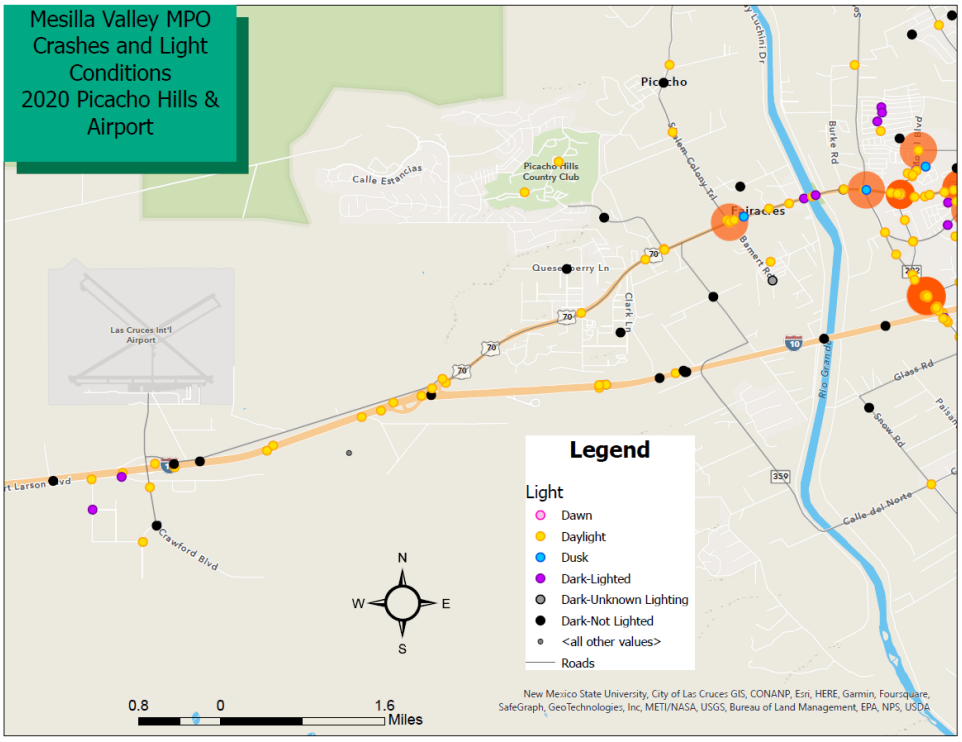

Figure 65. All Crashes and Light Conditions (Picacho Hills & Airport).

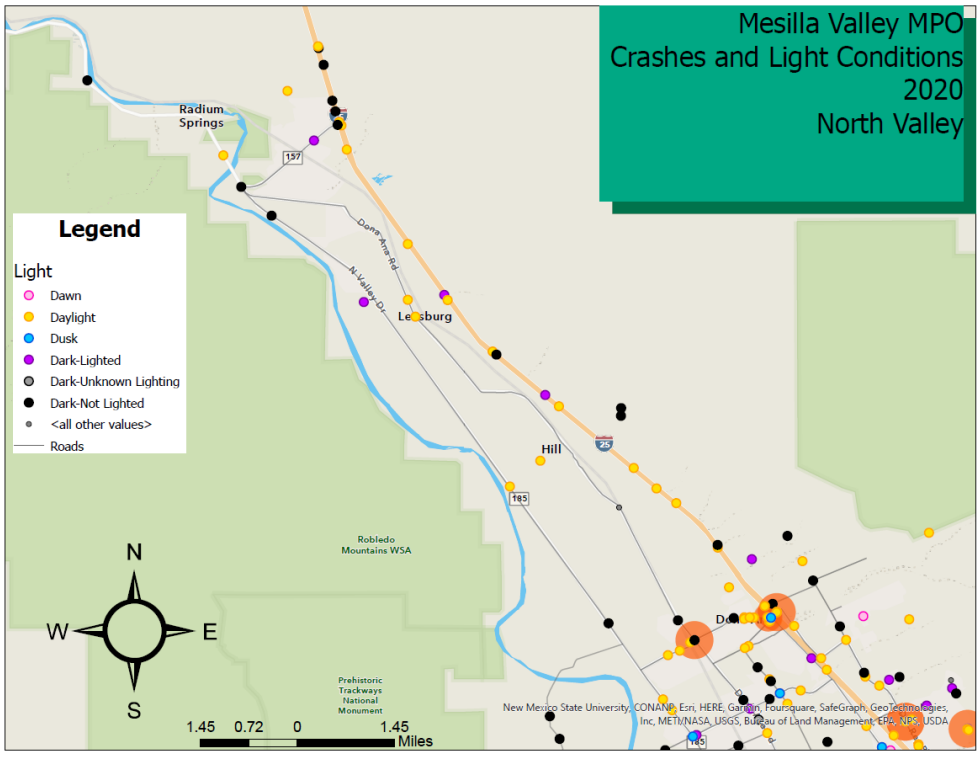

Figure 66. All Crashes and Light Conditions (North Valley).

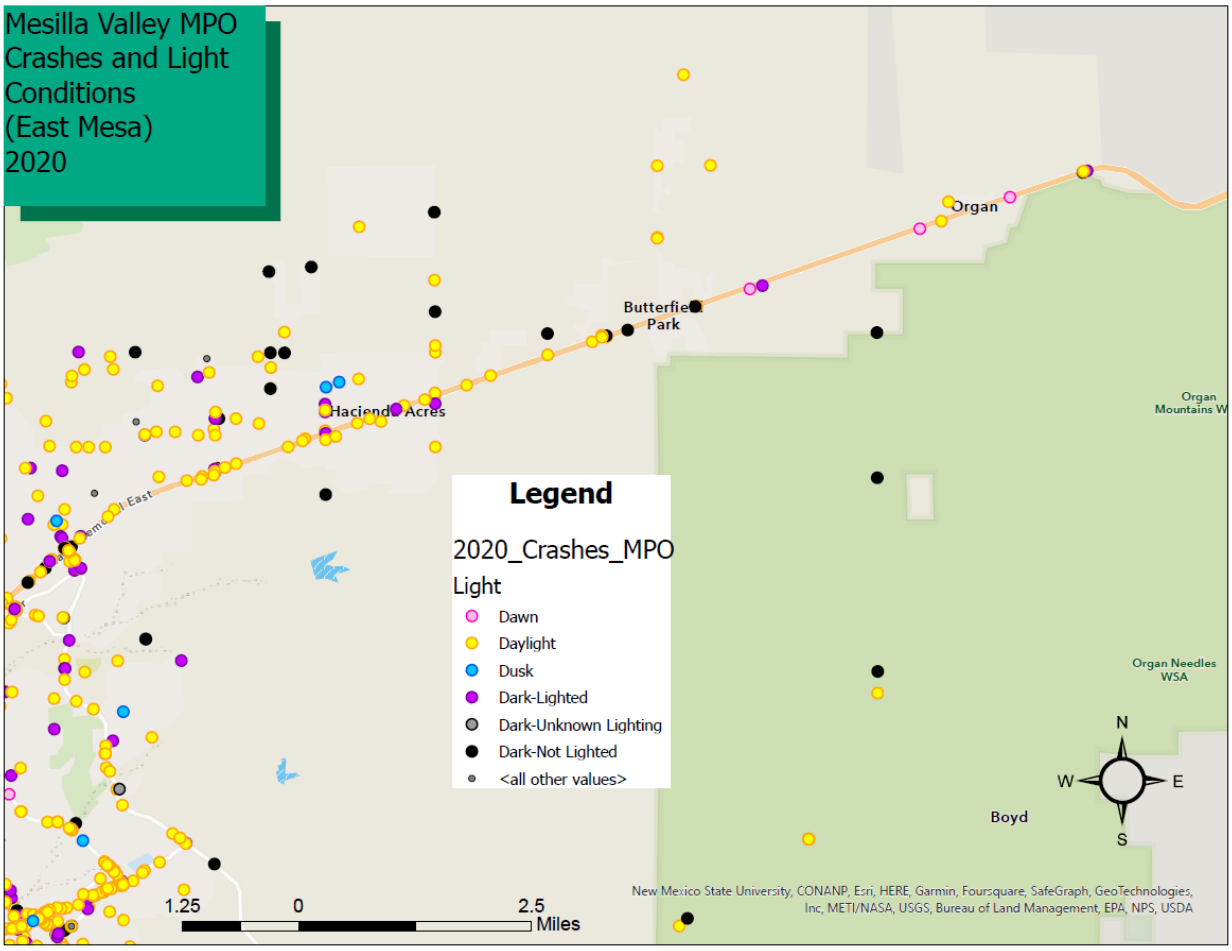

Figure 67. Crashes and Light Conditions (East Mesa).

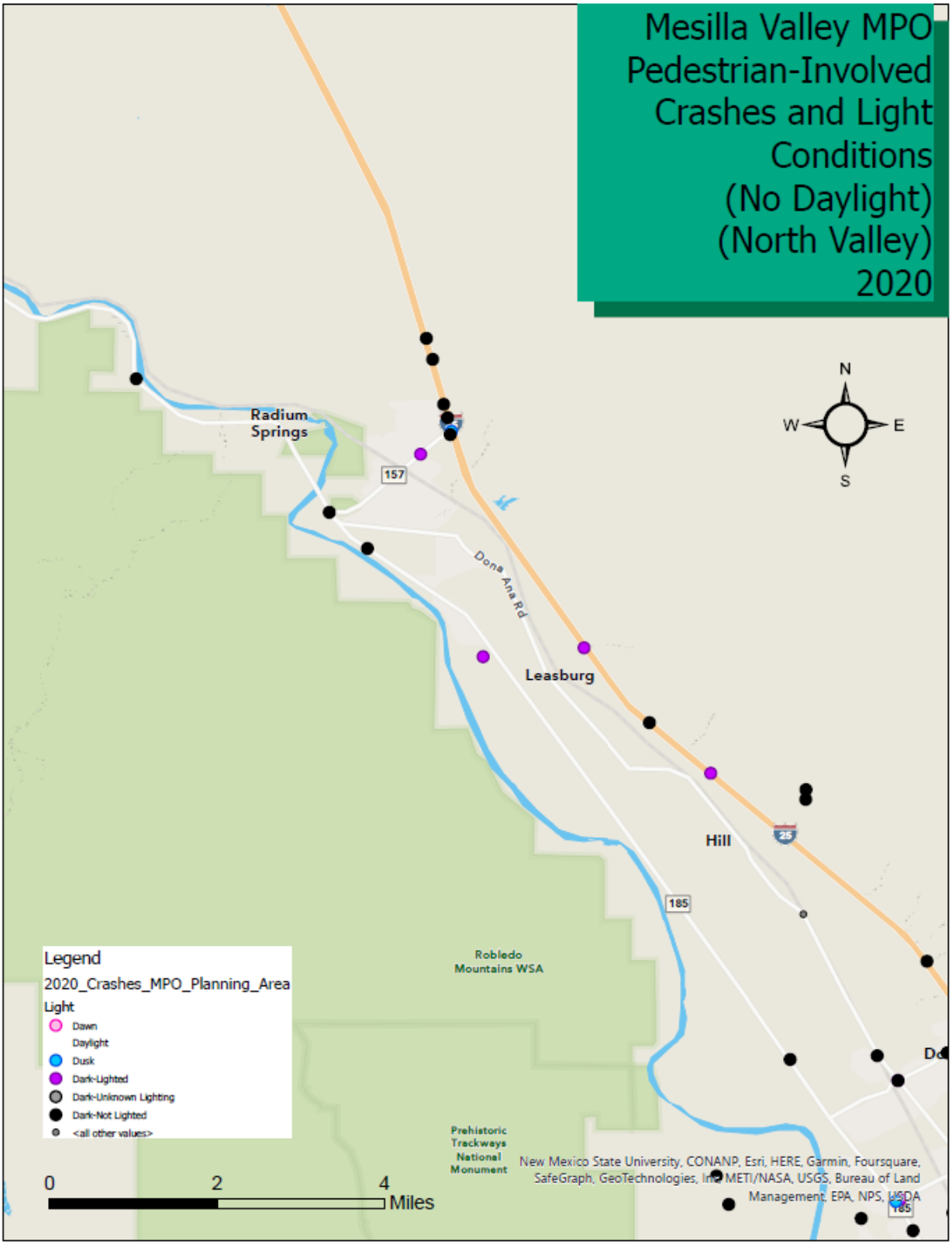

Figure 68. Crashes and Light Conditions (North Valley).

Appendix

	MVMPO FATALITIES			
	Year	Fatalities	5-Yr Moving Average	Rate Change of Fatalities
	2012	11		
	2013	5		
	2014	10		
	2015	14		
	2016	11	10.2	
	2017	18	11.6	13.7%
	2018	9	12.4	6.9%
	2019	21	14.6	17.7%
	2020	16	15.0	2.7%
Projected	2021	18.6	16.5	10.1%
	2022	19.8	16.9	2.2%
	2023	20.9	19.3	14.2%

Table 7. MVMPO Number of Fatalities

	MVMPO SERIOUS INJURIES			
	Year	Serious Injuries	5-Yr Moving Average	Rate Cahnge of Serious Injuries
	2012	116		
	2013	104		
	2014	116		
	2015	103		
	2016	97	107.2	
	2017	109	105.8	-1.3%
	2018	63	97.6	-7.8%
	2019	47	83.8	-14.1%
	2020	36	70.4	-16.0%
Projected	2021	38.6	58.7	-16.6%
	2022	28.8	42.7	-27.3%
	2023	18.9	33.9	-20.6%

Table 8. MVMPO Number of Serious Injuries

	MVMPO FATALITIES PER 100 MILLION(VMT)				
	Year	# of Fatalities	VMT 100 Million	Fatalities per 100 Million VMT	5-Yr Moving Average
	2012	11	966.92	1.138	
	2013	5	927.43	0.539	
	2014	10	1011.58	0.989	
	2015	14	1329.69	1.053	0.820
	2016	11	1368.406	0.804	0.904
	2017	18	1094.552	1.645	1.006
	2018	9	1059.592	0.849	1.068
	2019	21	1078.279	1.948	1.260
	2020	16	896.075	1.786	1.406
Projected	2021	19	1083.895972	1.717	1.589
	2022	20	1050.031627	1.884	1.637
	2023	21	979.302074	2.139	1.894

Table 9. MVMPO Rate of Fatalities

	NMDOT FATALITIES PER 100 MILLION VEHICLE MILES TRAVELLED (VMT)		
	Year	Fatalities per 100 Million VMT	5-Yr Moving Average
	2012	1.430	
	2013	1.240	
	2014	1.520	
	2015	1.090	
	2016	1.450	1.345
	2017	1.365	1.332
	2018	1.437	1.370
	2019	1.530	1.375
	2020	1.675	1.487
Projected	2021	1.786	1.554
Projected	2022	1.714	1.626
Projected	2023	1.776	1.695

Table 10. New Mexico Rate of Fatalities

	MVMPO SERIOUS INJURIES PER 100 MILLION VMT				
	Year	# of Serious Injuries	Serious Injuries per 100 Million VMT	Serious Injuries per 100 Million VMT	5 yr. Moving Average
	2012	116.0	967	11.997	
	2013	104.0	927	11.214	
	2014	116.0	1012	11.467	
	2015	103.0	1330	7.746	11.350
	2016	97.0	1368	7.089	9.903
	2017	109.0	1095	9.958	9.495
	2018	63.0	1060	5.946	8.441
	2019	47.0	1078	4.359	7.020
	2020	36.0	896	4.018	6.274
Projected	2021	38.6	1084	3.565	5.569
Projected	2022	28.8	1050	2.742	4.126
Projected	2023	18.9	979	1.934	3.323

Table 11. MVMPO Rate of Serious Injuries

	NMDOT Serious Injuries per 100 Million Vehicle Miles Traveled (VMT)		
	Year	Serious Injuries per 100 Million VMT	5 yr. Moving Average
	2012	6.353	
	2013	5.239	
	2014	4.928	
	2015	4.844	
	2016	4.135	5.079
	2017	4.070	4.625
	2018	3.873	4.360
	2019	3.885	4.161
	2020	3.714	3.946
Projected	2021	3.860	3.714
Projected	2022	3.716	3.364
Projected	2023	3.584	3.228

Table 12. New Mexico Rate of Serious Injuries

MVMPO Fatalities by the Hour		
Hour	**Count**	**Percent**
12 a.m.	0	0.0%
1 a.m.	0	0.0%
2 a.m.	0	0.0%
3 a.m.	0	0.0%
4 a.m.	1	7.1%
5 a.m.	1	7.1%
6 a.m.	0	0.0%
7 a.m.	1	7.1%
8 a.m.	1	7.1%
9 a.m.	0	0.0%
10 a.m.	2	14.3%
11 a.m.	0	0.0%
12 p.m.	0	0.0%
1 p.m.	0	0.0%
2 p.m.	2	14.3%
3 p.m.	0	0.0%
4 p.m.	0	0.0%
5 p.m.	0	0.0%
6 p.m.	2	14.3%
7 p.m.	0	0.0%
8 p.m.	3	21.4%
9 p.m.	1	7.1%
10 p.m.	0	0.0%
11 p.m.	0	0.0%
Left Blank	0	0.0%
Total	14	100.0%

Table 13. Fatalities by the Hour

Fatality Occurences by Parts of the Day		
Hours	**Count**	**Percent**
Morning (4AM-12PM)	6	42.9%
Afternoon (12PM-5PM)	2	14.3%
Evening (5PM-9PM)	5	35.7%
Night (9PM-4AM)	1	7.1%
Total	14	100.0%

Table 14. Fatalities by Parts of the Day

MVMPO Fatalities by the Day		
Day	Count	Percent
Sunday	0	0.0%
Monday	2	14.3%
Tuesday	3	21.4%
Wednesday	1	7.1%
Thursday	2	14.3%
Friday	1	7.1%
Saturday	5	35.7%
Total	14	100.0%

Table 15. Fatalities by the Day

MVMPO Fatalities by the Month		
Month	Count	Percent
January	1	7.1%
February	3	21.4%
March	3	21.4%
April	1	7.1%
May	1	7.1%
June	0	0.0%
July	1	7.1%
August	1	7.1%
September	3	21.4%
October	0	0.0%
November	0	0.0%
December	0	0.0%
Total	14	100.0%

Table 16. Fatalities by the Month

Factors Involved	
Alcinv	27.8%
Druginv	22.2%
PEDinv	22.2%
MCinv	16.7%
PECinv	0.0%
TRKinv	5.6%
CMVINV	5.6%
SBINV	0.0%
HZinv	0.0%

Table 17. Fatalities and Factors Involved

Fatalities and Light Visibility		
Light Conditions	**Percentage**	**Count**
Daylight	35.7%	5
Dark-Lighted	21.4%	3
Dark-Unknown Lighting	7.1%	1
Dark-Not Lighted	35.7%	5
Total	100.0%	14

Table 18. Fatalities and Light Visibility

Fatalities and Hit & Run Incidents		
HitRun	**Percentage**	**Count**
Yes	28.6%	4
No	71.4%	10
Total	100.0%	14

Table 19. Fatalities and Hit & Run Incidents

Analysis		
Analysis	**Percentage**	**Amount**
Fixed Object - Fence (Wood, Brick, Stone)	7.1%	1
Fixed Object - Tree	7.1%	1
Fixed Object - Guard Rail	7.1%	1
Fixed Object - Barbed Wire Fence	7.1%	1
Fixed Object - Utility or Telephone Pole	7.1%	1
Other Vehicle - From Opposite Direction/Head-On Collisi	21.4%	3
Other Vehicle - From Same Direction/Rear End Collision	14.3%	2
Pedestrian Collision - Vehicle Going Straight	28.6%	4
Total	100.0%	14

Table 20: Analysis of Fatalities

Fatalities and Maximum Damage		
MaxDamage	Percentage	Count
Functional	30.8%	4
Fire	7.7%	1
Disabling	61.5%	8
Not Available	7.7%	1
Total	100.0%	13

Table 21. Fatalities and Maximum Damage

Fatalities and Road Characteristics		
Road Characteristic	Percentage	Count
Straight	41.7%	5
Curve	8.3%	1
Left Blank	50.0%	6
Total	100.0%	12

Table 22. Fatalities and Road Characteristics

Fatalities and Road Grade		
Road Grade	Percentage	Count
Level	27.3%	3
Hillcrest	9.1%	1
On Grade	18.2%	2
Left Blank	45.5%	5
Total	100.0%	11

Table 23: Fatalities and Road Grade

Fatalities and Type of Intersection		
Intersection	Percentage	Count
T-Intersection	7.7%	1
Four-Way	7.7%	1
Not an Intersection	38.5%	5
Left Blank	46.2%	6
Total	100.0%	13

Table 24: Fatalities and Type of Intersection

Fatalities and Presence of Junction		
Junction	Percentage	Count
Intersection	7.7%	1
Non-Junction	38.5%	5
Left Blank	53.8%	7
Total	100.0%	13

Table 25. Fatalities and Presence of Junction

Serious Injuries by the Hour		
Hour	Count	Percent
12 a.m.	0	0.0%
1 a.m.	1	3.0%
2 a.m.	4	12.1%
3 a.m.	0	0.0%
4 a.m.	1	3.0%
5 a.m.	0	0.0%
6 a.m.	0	0.0%
7 a.m.	0	0.0%
8 a.m.	3	9.1%
9 a.m.	1	3.0%
10 a.m.	0	0.0%
11 a.m.	1	3.0%
12 p.m.	0	0.0%
1 p.m.	1	3.0%
2 p.m.	2	6.1%
3 p.m.	2	6.1%
4 p.m.	5	15.2%
5 p.m.	1	3.0%
6 p.m.	1	3.0%
7 p.m.	1	3.0%
8 p.m.	5	15.2%
9 p.m.	1	3.0%
10 p.m.	2	6.1%
11 p.m.	1	3.0%
Left Blank	0	0.0%
Total	33	100.0%

Table 26. Serious Injuries by the Hour

Serious Injury Occurences by Parts of the Day		
Hours	Count	Percent
Morning (4AM-12PM)	6	18.2%
Afternoon (12PM-5PM)	10	30.3%
Evening (5PM-9PM)	8	24.2%
Night (9PM-4AM)	9	27.3%
Total	33	100.0%

Table 27. Serious Injuries by Parts of the Day

Serious Injuries by the Day		
Day	Count	Percent
Sunday	6	18.2%
Monday	1	3.0%
Tuesday	4	12.1%
Wednesda	2	6.1%
Thursday	4	12.1%
Friday	6	18.2%
Saturday	10	30.3%
Total	33	100.0%

Table 28. Serious Injuries by the Day

Fatalities by the Month		
Month	Count	Percent
January	6	18.2%
February	2	6.1%
March	1	3.0%
April	0	0.0%
May	2	6.1%
June	4	12.1%
July	4	12.1%
August	3	9.1%
September	1	3.0%
October	6	18.2%
November	1	3.0%
December	3	9.1%
Total	33	100.0%

Table 29. Serious Injuries by the Month

Serious Injuries and Factors Involved	
Alcohol	33.3%
Drugs	0.0%
Pedestrian	11.1%
Motorcyclist	25.9%
Pedacyclist	11.1%
Heavy Truck	11.1%
Commercial Motor Vehicle	7.4%
School Bus	0.0%
Hazardous Material	0.0%
Total	100.0%

Table 30. Serious Injuries and Factors Involved

Serious Injuries and Light Visibility		
Light Conditions	**Percentag**	**Count**
Daylight	48.5%	16
Dark-Lighted	24.2%	8
Dark-Unknown Lighting	0.0%	0
Dark-Not Lighted	27.3%	9
Total	100.0%	33

Table 31. Serious Injuries and Light Visibility

Serious Injuries and Hit & Run Incidents		
HitRun	Percentage	Count
Yes	12.1%	4
No	87.9%	29
Total	100.0%	33

Table 32. Serious Injuries and Hit & Run Incidents

	MVMPO NON-MOTORIZED FATALITIES AND SERIOUS INJURIES		
	Year	**Serious Injuries**	**5-Yr Moving Average**
	2012	10	
	2013	8	
	2014	13	
	2015	11	
	2016	12	10.8
	2017	8	10.4
	2018	10	10.8
	2019	15	11.2
	2020	10	11
Projected	2021	11.8	11.0
	2022	12.0	11.8
	2023	12.2	12.2

Table 33. MVMPO Non-Motorized Fatalities and Serious Injuries

Pedestrian-involved Crashes by Month		
Month	Count	Percent
January	6	15.4%
February	4	10.3%
March	1	2.6%
April	2	5.1%
May	0	0.0%
June	3	7.7%
July	5	12.8%
August	1	2.6%
September	4	10.3%
October	4	10.3%
November	4	10.3%
December	5	12.8%
Total	39	100.0%

Table 34. Pedestrian-involved Crashes by Month

Pedestrian Involved Occurences by Parts of the Day		
Hours	Count	Percent
Morning (4AM-12PM)	7	31.8%
Afternoon (12PM-5PM)	6	27.3%
Evening (5PM-9PM)	6	27.3%
Night (9PM-4AM)	3	13.6%
Total	22	100.0%

Table 35. Pedestrian-Involved Crashes by Parts of the Day

Severity of Pedestrian Crashes		
Severity	Percentage	Counts
Property Damage Only Crash	5.1%	2
Injury Crash	84.6%	33
Fatal Crash	10.3%	4
Total	100.0%	39

Table 36. Severity of Pedestrian Crashes

Pedestrian Crashes and Light Visibility		
Light Conditions	**Percentage**	**Count**
Daylight	43.2%	16
Dark-Lighted	24.3%	9
Dark-Unknown Lighting	0.0%	0
Dark-Not Lighted	32.4%	12
Total	100.0%	37

Table 37. Pedestrian-involved Crashes and Light Visibility

Pedestrian Crashes and Factors	
Alcohol	45.5%
Drugs	27.3%
Motorcyclist	9.1%
Pedacyclist	0.0%
Heavy Truck	9.1%
Commercial Motor Vehicle	9.1%
School Bus	0.0%
Hazardous Material	0.0%
Total	100.0%

Table 38. Factors Involved in Pedestrian-involved Crashes

Pedestrian Crashes and Hit & Run Incidents		
HitRun	**Percentage**	**Count**
Yes	25.6%	10
No	74.4%	29
Total	100.0%	39

Table 39. Pedestrian-involved Crashes and Hit & Runs

Pedalcyclist-involved Crashes by Month		
Month	**Count**	**Percent**
January	6	20.0%
February	2	6.7%
March	3	10.0%
April	3	10.0%
May	1	3.3%
June	3	10.0%
July	1	3.3%
August	2	6.7%
September	1	3.3%
October	4	13.3%
November	3	10.0%
December	1	3.3%
Total	30	100.0%

Table 40. Pedalcyclist-involved Crashes by Month

Pedalcyclist-involved Crashes by Parts of the Day		
Hours	**Count**	**Percent**
Morning (4AM-12PM)	9	33.3%
Afternoon (12PM-5PM)	11	40.7%
Evening (5PM-9PM)	6	22.2%
Night (9PM-4AM)	1	3.7%
Total	27	100.0%

Table 41. Pedalcyclist-involved Crashes by Parts of the Day

Severity of Pedalcyclist-involved Crashes		
Severity	**Percentage**	**Counts**
Property Damage Only Crash	13.3%	4
Injury Crash	86.7%	26
Fatal Crash	0.0%	0
Total	100.0%	30

Table 42. Severity of Pedalcyclist-involved Crashes

Pedalcyclist-involved Crashes and Light Visibility		
Light Conditions	**Percentage**	**Count**
Daylight	78.6%	22
Dark-Lighted	7.1%	2
Dark-Unknown Lighting	3.6%	1
Dark-Not Lighted	10.7%	3
Total	100.0%	28

Table 43. Pedalcyclist-involved Crashes and Light Visibility

Factors Involved with Pedalcyclist-involved Crashes		
Alcohol	0.0%	1
Drugs	0.0%	0
Motorcyclist	0.0%	0
Heavy Truck	0.0%	0
Commercial Motor Vehicle	0.0%	0
School Bus	0.0%	0
Hazardous Material	0.0%	0
Total	0.0%	1

Table 44. Factors Involved with Pedalcyclist-involved Crashes

Pedalcyclist-involved Crashes and Hit & Run Incidents		
HitRun	**Percentage**	**Count**
Yes	20.0%	6
No	80.0%	24
Total	100.0%	30

Table 45. Pedalcyclist-involved Crashes and Hit & Run Incidents

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