New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico DWI Report

2021

New Mexico Department of Transportation
Traffic Safety Division, Traffic Records Bureau

New Mexico Department of Transportation
Traffic Safety Division
Traffic Records Bureau

P.O. Box 1149
Santa Fe, New Mexico 87504-1149
(505) 827-0427
dot.state.nm.us

Published April 4, 2023
Available online at
http://tru.unm.edu/

GEOSPATIAL & POPULATION STUDIES

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

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

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

Acknowledgements

The New Mexico Department of Transportation, Traffic Safety Division (NMDOT), would like to thank New Mexico's law enforcement agencies, state, and local traffic safety officials, NMDOT Traffic Records Program staff, NMDOT contractors, and other partner organizations for their support of NMDOT programs and initiatives. Their work is central to our success in reducing fatalities and injuries on New Mexico's public roadways.

Special thanks go to New Mexico's law enforcement officers for their work in documenting traffic-related crash data using the NM state Uniform Crash Report (UCR) form, which provides most of the data used in this report. These data are used for federal reporting and to obtain federal grants and funding from the National Highway Transportation Safety Administration (NHTSA) and the Federal Highway Administration (FHWA). Data in this report are also used by traffic safety officials to identify and monitor traffic safety issues and by New Mexico's legislators to decide on funding for traffic-safety programs.

This report was produced for NMDOT under contract CO6380 by the University of New Mexico Geospatial and Population Studies (UNM-GPS), Traffic Research Unit (TRU), with Robert Rhatigan, director. The editor was Jessica Bloom, with support from Mary Spey, and maps provided by David Jacobs. UNM-GPS would like to thank Franklin Garcia, executive manager of the NMDOT Modal Divisions; and all of the NMDOT Traffic Records staff, including Roberta Vasquez, Traffic Records staff manager.

Photography credits:
- Cover photo by Raychel Sanner on Unsplash.
- Page v by Dennis Adams. License: https://creativecommons.org/licenses/by-nc/2.0/.
- Page viii courtesy of the DWI Memorial of Perpetual Tears.
- Page x by Julie Manzerova. License: https://creativecommons.org/licenses/by-nc-sa/2.0/.

Suggested Citation:
University of New Mexico, Geospatial and Population Studies (UNM-GPS). *New Mexico Traffic Crash Annual Report, 2021*. April 4, 2023. NMDOT Traffic Safety Division. Retrieved from https://gps.unm.edu/tru/crash-reports

Table of Contents

Table of Contents

NM Route 4, shown here as it passes through the Pueblo of Jemez, is a National Scenic Byway.

List of Tables

List of Tables

List of Tables

A field of markers at the Memorial of Perpetual Tears in Moriarty represents five years of deaths in New Mexico from alcohol-involved crashes.

List of Figures

List of Maps

Sign in Socorro.

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).

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

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

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

ATV (All-Terrain Vehicle) – An off-road recreational vehicle. A traditional ATV is a vehicle with 3 or 4 wheels, a saddle type seat and handlebars for steering (no steering wheel). But it also includes side-by-side ROVs (recreational off-highway vehicles) or UTV (utility task vehicles) with bench or bucket seats and a steering wheel. In publications prior to the 2020 DWI Report, statistics on people in ATV crashes were reported as “motorcyclists”.

BAC – Blood alcohol concentration is expressed in units of grams of alcohol per deciliter of blood (g/dL).

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. A crash that occurs and is entirely contained within a location that is not owned by the public is excluded (i.e., private property).

Driver – A person in control of a vehicle. All pedestrians and pedalcycle operators are considered drivers of non-motorized vehicles.

Definitions

DWI – Driving while intoxicated.

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

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

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

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

First Harmful Event (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 in 2020, first harmful event replaced crash classification, and FHEanalysis replaced Analysis. FHE and 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 E July 2018 Uniform Crash Report.

First harmful event may not reflect other notable events. For example, a crash, in which a vehicle overturned and then hit a pedestrian, should be classified as "Non-Collision" and not "Collision with Person." As a result, first harmful event totals do not always match corresponding totals in other sections of this report.

Statistics for the first harmful event category "Other" and FHEanalysis subcategories "Other Large Domestic Animal", "Curb" and "Other Non-Motorist" were not available prior to 2020. The addition of options in 2020 decreases the use of previously available options.

First Harmful Event Manner of Crash – The initial relative direction of travel in which two motor vehicles in transport, or a motor vehicle and non-motorist, initially came together. Collection of data on this element began during 2020 for crashes involving a collision with [another] motor vehicle or a collision with a non-motorist.

Definitions

First Harmful Event Manner of Impact – The manner in which two motor vehicles in transport, or a motor vehicle and non-motorist, initially came together, without regard to the direction of force. It is the impact location, such as front-to-front (head-on) or front-to-side (T-bone). Collection of data on this element began during 2020 for crashes involving a collision with [another] motor vehicle or a collision with a non-motorist.

Geocoding – The process of using the descriptive locational information on the Uniform Crash Reports submitted to NMDOT to assign geographic coordinates to each crash. The data are geocoded using ESRI ArcGIS 10.8.1 software. Crashes that have incomplete, missing, or invalid locational data are not geocoded.

Due to updates from the 2020 Decennial Census, the geographic place boundaries changed for crashes starting in 2021. This may impact the number of crashes reported in a given city or census designation place (CDP). Crashes in some CDPs, which were previously classified during geocoding as rural or part of larger cities, are now reported individually. Most notable is the North Valley and South Valley, which were formerly geocoded as Albuquerque.

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.

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

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.

Definitions

Non-Motorized Vehicle – A pedalcycle operator 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.

Pedalcycle – A mechanism of transport that is powered solely by pedals.

Pedalcycle Operator – A person who is in actual physical control of a pedalcycle or, for an out-of-control pedalcycle, a person who was in control until control was lost.

Pedalcyclists, All – All people on any pedalcycle or in any pedalcycle trailer, and who are involved in a collision with a motor vehicle. Consists of pedalcycle operators and pedalcycle passengers. Historically, "pedalcyclists" included both pedalcycle operators and passengers.

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

Possible Injury – An injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Possible injuries are those which are reported by the person or are indicated by his or her behavior, but no wounds or injuries are readily evident (a.k.a. Class C injury, "Complaint of Injury", or "Non-visible Injury"). Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea.

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

Rate – A rate is calculated by dividing a total count (such as total crashes, drivers, or fatalities) by a denominator such as VMT, number of licensed drivers, or population. See page 76 for more detail.

Ratio of Males to Females – The number of males for every one female. The ratio of males to females is calculated by dividing the number of males by the number of females. For example, five males and two females have a ratio of 2.5 males for every one female.

Rural – Places not classified as urban are classified as rural.

Severity of Injury – The degree of injury to a person in a crash as describe by the KABCO scale: *K* is Killed, *ABC* indicate injuries (*A*=suspected serious, *B*=suspected minor, *C*=possible), and *O* indicates no apparent injuries (property damage only).

Suspected Minor Injury – A visible but not serious injury, such as abrasions, bruises, and minor lacerations, as observed by the officer at the scene of the crash. Also known as a Class B injury or a visible injury.

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

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

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

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

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

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

Vehicle – A motorized car, truck, bus, van, or motorcycle (mechanically or electrically powered) for carrying or transporting persons or things. All pedestrians and pedalcycles are counted as non-motorized vehicles when in a crash with a motorized vehicle.

New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

2021 Alcohol-involved Crash Summary

2021 HIGHLIGHTS

DWI Enforcement

- DWI arrests rose slightly in 2021 to 8,419 but remained low compared to pre-Covid years. (Table 71, Figure 26)
- The number of drivers refusing BAC testing was 30 percent of all DWI arrests in 2021. (Figure 31)

Crashes

- The number of alcohol-involved crashes rose from 2,020 to 2,150. Alcohol-involved crashes as a percentage of total crashes remained elevated at 5.3 percent compared to pre-Covid levels. (Table 2)
- The number of alcohol-involved *fatal* crashes rose to 157, the highest number in at least a decade. However, only 36.6 percent of all fatal crashes involved alcohol, the lowest percentage in at least a decade. (Table 3)
- Although the number of alcohol-involved crashes increased in 2021, the even larger post-Covid increase in the volume of vehicles on roadways caused a decline in the alcohol-involved crash rate based on vehicle miles travelled. However, the alcohol-involved crash rate based on population increased, due to the increase in alcohol-involved crashes combined with a decrease in New Mexico's population. (Table 83, Table 84)
- Based on the number of miles traveled by vehicles in New Mexico, the alcohol-involved *fatal* crash rate has increased four years in a row. (Table 85, Figure 33)

Fatalities

- The number of people killed in alcohol-involved crashes rose from 145 to 178, the highest number in at least a decade. (Table 5)

Age and Sex

- Females are an increasingly larger portion of alcohol-involved teen and young adult drivers. (Table 38, Table 42)

Non-Motorists

- Alcohol was a contributing factor in 17 percent of all pedestrian crashes, the lowest percentage in at least a decade. (Table 52)
- Alcohol was a contributing factor in 37 percent of all pedestrian fatalities in crashes, one of the lowest percentages in at least five years. (Table 55)

2021 Alcohol-involved Crash Summary

Summary of Alcohol-involved Crashes, 2021

Table 1: Alcohol-involved Crashes, 2021

Alcohol Involvement	Crashes	Percent
Alcohol-involved	2,150	5.3%
Not Alcohol-involved	38,619	94.7%
Total Crashes	40,769	100.0%

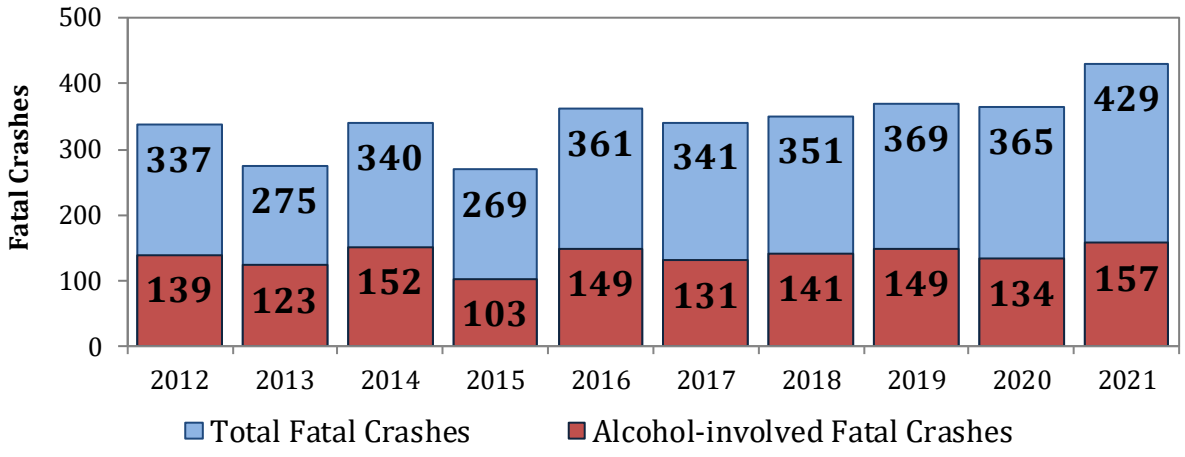
Table 2: Alcohol-involved Crashes, 2012 - 2021

Year	Alcohol-involved Crashes	Total Crashes	Percent of Total Crashes
2012	2,176	41,083	5.3%
2013	1,937	39,208	4.9%
2014	2,041	40,690	5.0%
2015	2,134	45,308	4.7%
2016	2,073	45,071	4.6%
2017	2,050	45,906	4.5%
2018	2,090	46,786	4.5%
2019	2,237	48,124	4.6%
2020	2,020	36,555	5.5%
2021	2,150	40,769	5.3%

Table 3: Alcohol-involved Fatal Crashes, 2012 - 2021

Year	Alcohol-involved Fatal Crashes	Total Fatal Crashes	Percent of Total Fatal Crashes
2012	139	337	41.2%
2013	123	275	44.7%
2014	152	340	44.7%
2015	103	269	38.3%
2016	149	361	41.3%
2017	131	341	38.4%
2018	141	351	40.2%
2019	149	369	40.4%
2020	134	365	36.7%
2021	157	429	36.6%

Figure 1: Total Fatal Crashes and Alcohol-involved Fatal Crashes, 2012 - 2021



2021 Alcohol-involved Crash Summary

- The number of alcohol-involved crashes rose to 2,150. Alcohol-involved crashes as a percentage of total crashes remained high at 5.3 percent. (Table 2)
- The number of alcohol-involved fatal crashes rose to 157, the highest number in at least a decade. However, only 36.6 percent of all fatal crashes involved alcohol, the lowest percentage in at least a decade. (Table 3)

Figure 2: Alcohol-involved Total and Fatal Crashes, 2012 - 2021

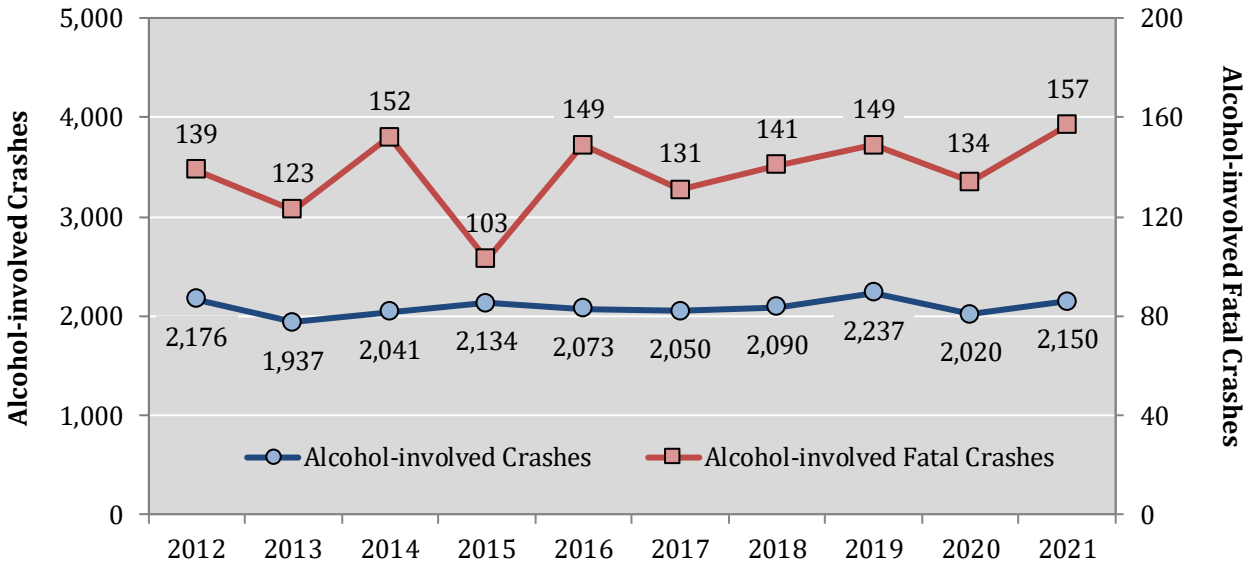


Table 4: Alcohol-involved Crashes by Crash Severity, 2012 - 2021

Year	Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Total Crashes
2012	139	874	1,163	2,176
2013	123	817	997	1,937
2014	152	896	993	2,041
2015	103	938	1,093	2,134
2016	149	909	1,015	2,073
2017	131	906	1,013	2,050
2018	141	879	1,070	2,090
2019	149	984	1,104	2,237
2020	134	862	1,024	2,020
2021	157	901	1,092	2,150

Summary of Alcohol-involved Fatalities and Injuries, 2021

- The total number of people in alcohol-involved crashes rose in 2021. (Table 5, Figure 3) Though the reasons for this change are unknown, increases in the volume of vehicles on roadways post-Covid or other changes in driver behavior may have contributed.
- The number of fatalities in alcohol-involved crashes rose to 178, its highest level in at least a decade. (Table 5)

Table 5: People in Alcohol-involved Crashes by Severity of Injury, 2012 - 2021

Year	People in Alcohol-involved Crashes							
	Fatalities (Class K)		Injuries (Class A,B,C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2012	153	3.12%	1,393	28.4%	3,352	68.4%	4,898	100%
2013	137	3.07%	1,283	28.7%	3,048	68.2%	4,468	100%
2014	170	3.62%	1,348	28.7%	3,179	67.7%	4,697	100%
2015	120	2.46%	1,458	29.8%	3,307	67.7%	4,885	100%
2016	171	3.58%	1,460	30.6%	3,145	65.9%	4,776	100%
2017	147	3.18%	1,406	30.4%	3,073	66.4%	4,626	100%
2018	152	3.16%	1,433	29.8%	3,228	67.1%	4,813	100%
2019	175	3.54%	1,466	29.6%	3,308	66.8%	4,949	100%
2020	145	3.45%	1,293	30.7%	2,769	65.8%	4,207	100%
2021	178	3.77%	1,385	29.3%	3,157	66.9%	4,720	100%

Figure 3: People in Alcohol-involved Crashes by Severity of Injury, 2012 - 2021

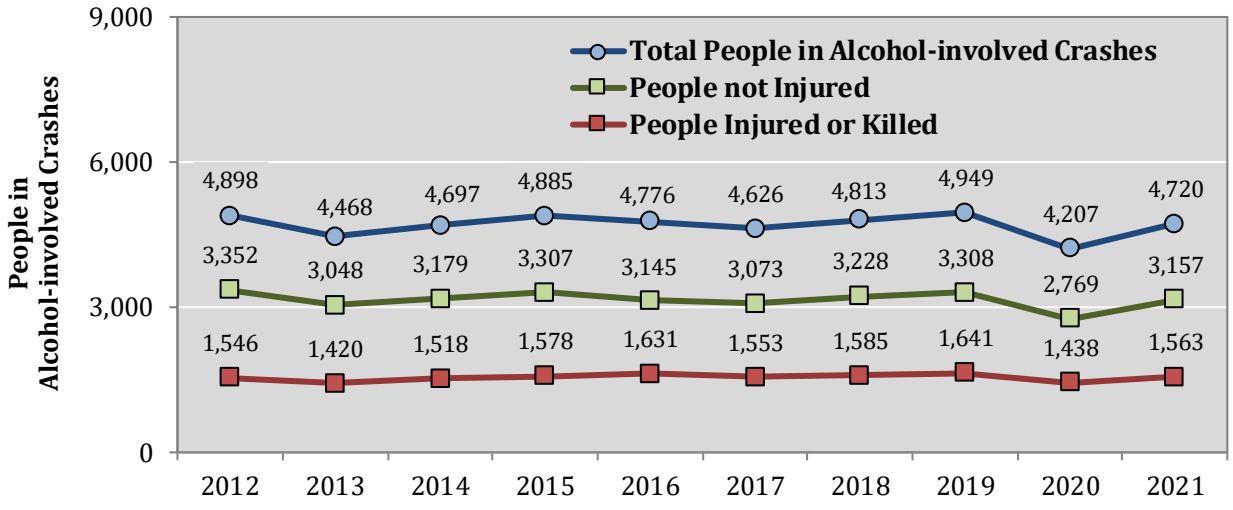
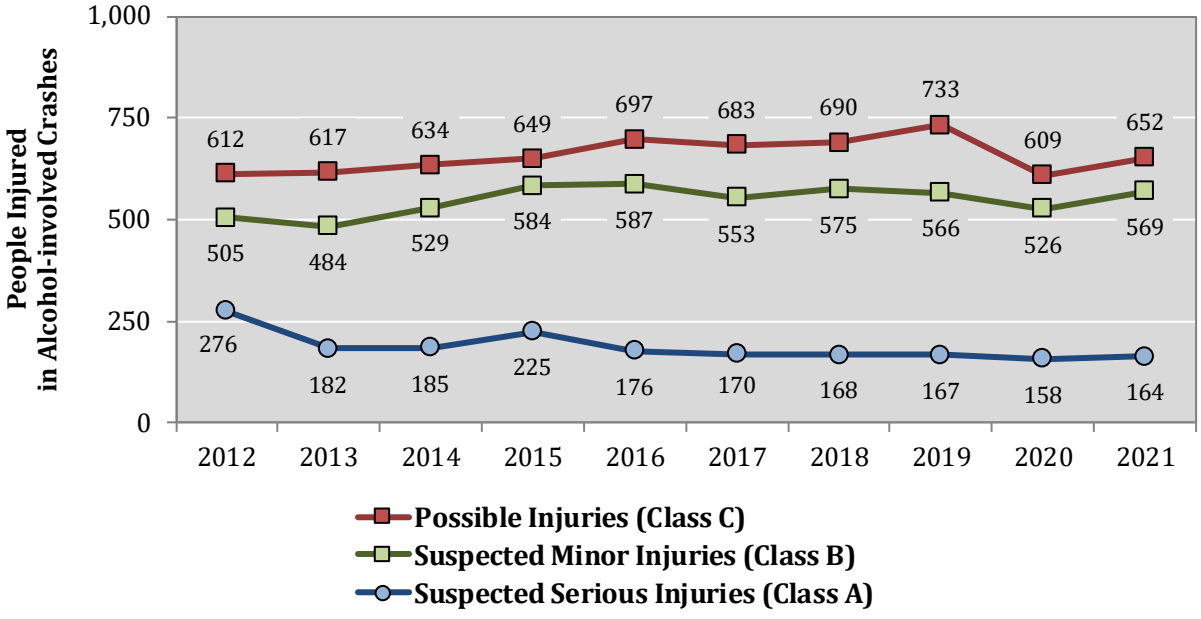


Table 6: People Injured in Alcohol-involved Crashes by Type of Injury, 2012 - 2021

Year	People Injured in Alcohol-involved Crashes by Type of Injury							
	Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		Total Injuries (excluding fatalities)	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2012	276	19.8%	505	36.3%	612	43.9%	1,393	100%
2013	182	14.2%	484	37.7%	617	48.1%	1,283	100%
2014	185	13.7%	529	39.2%	634	47.0%	1,348	100%
2015	225	15.4%	584	40.1%	649	44.5%	1,458	100%
2016	176	12.1%	587	40.2%	697	47.7%	1,460	100%
2017	170	12.1%	553	39.3%	683	48.6%	1,406	100%
2018	168	11.7%	575	40.1%	690	48.2%	1,433	100%
2019	167	11.4%	566	38.6%	733	50.0%	1,466	100%
2020	158	12.2%	526	40.7%	609	47.1%	1,293	100%
2021	164	11.8%	569	41.1%	652	47.1%	1,385	100%

- The number of people with suspected serious, suspected minor, and possible injuries all increased in 2021. Though the reasons for this change are unknown, increases in the volume of vehicles on roadways post-Covid or other changes in driver behavior may have contributed to the rise. (Table 6, Figure 4, Table 83)

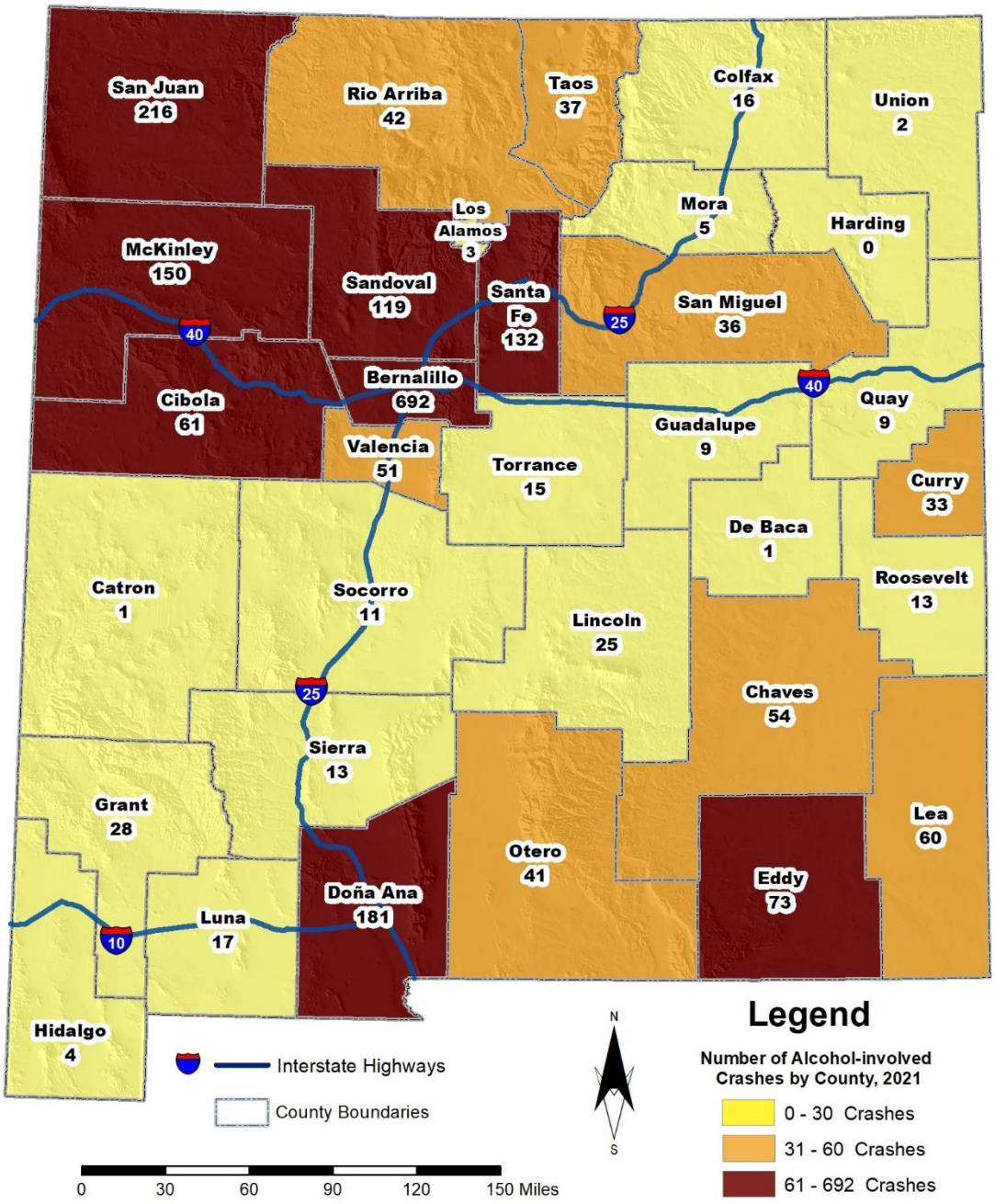
Figure 4: People Injured in Alcohol-involved Crashes by Type of Injury, 2012 - 2021



Alcohol-involved Crash Geography

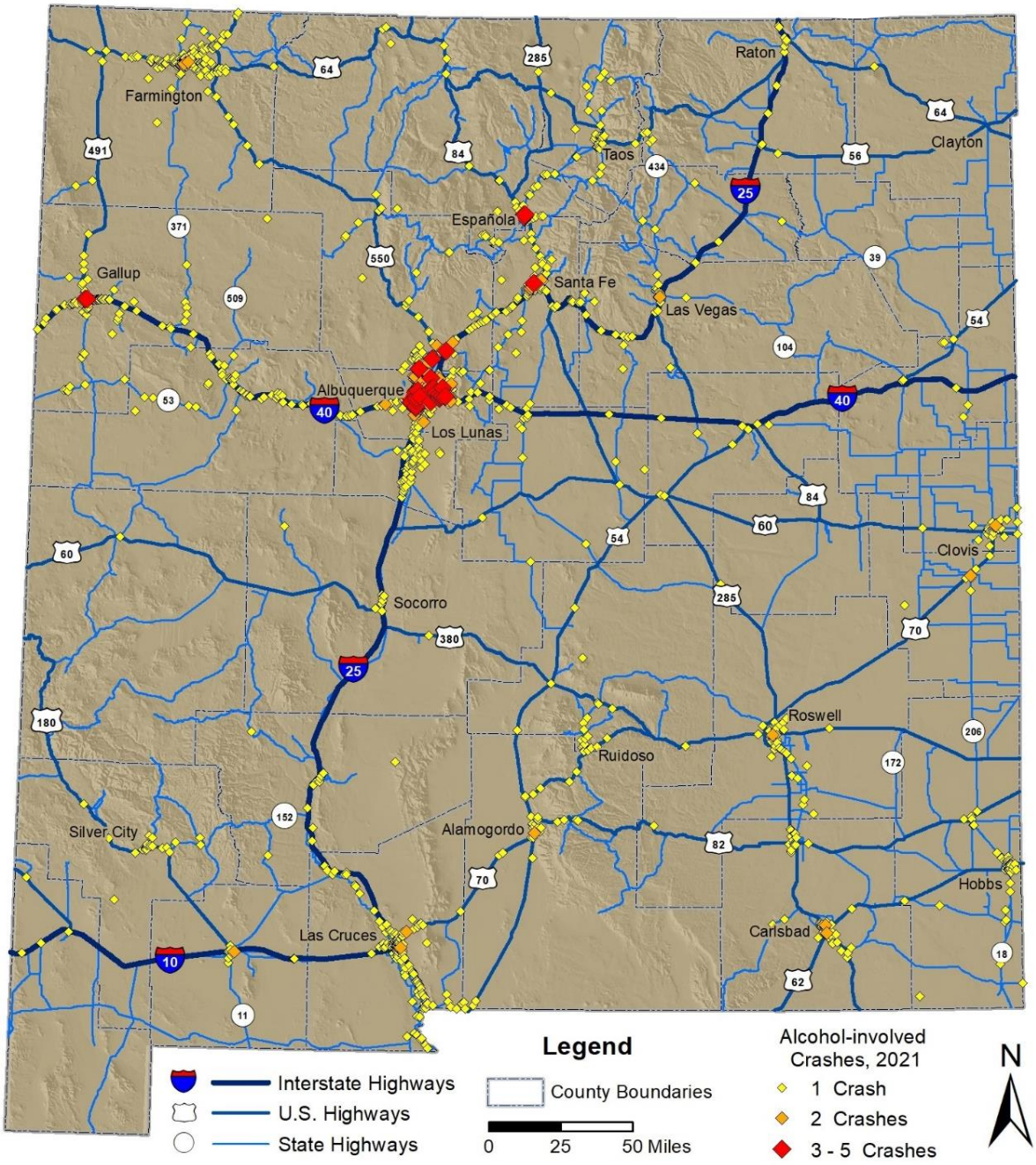
Maps

Map 1: Alcohol-involved Crashes in New Mexico by County, 2021



All maps are available in high-resolution color at https://gps.unm.edu/tru/crash-maps.

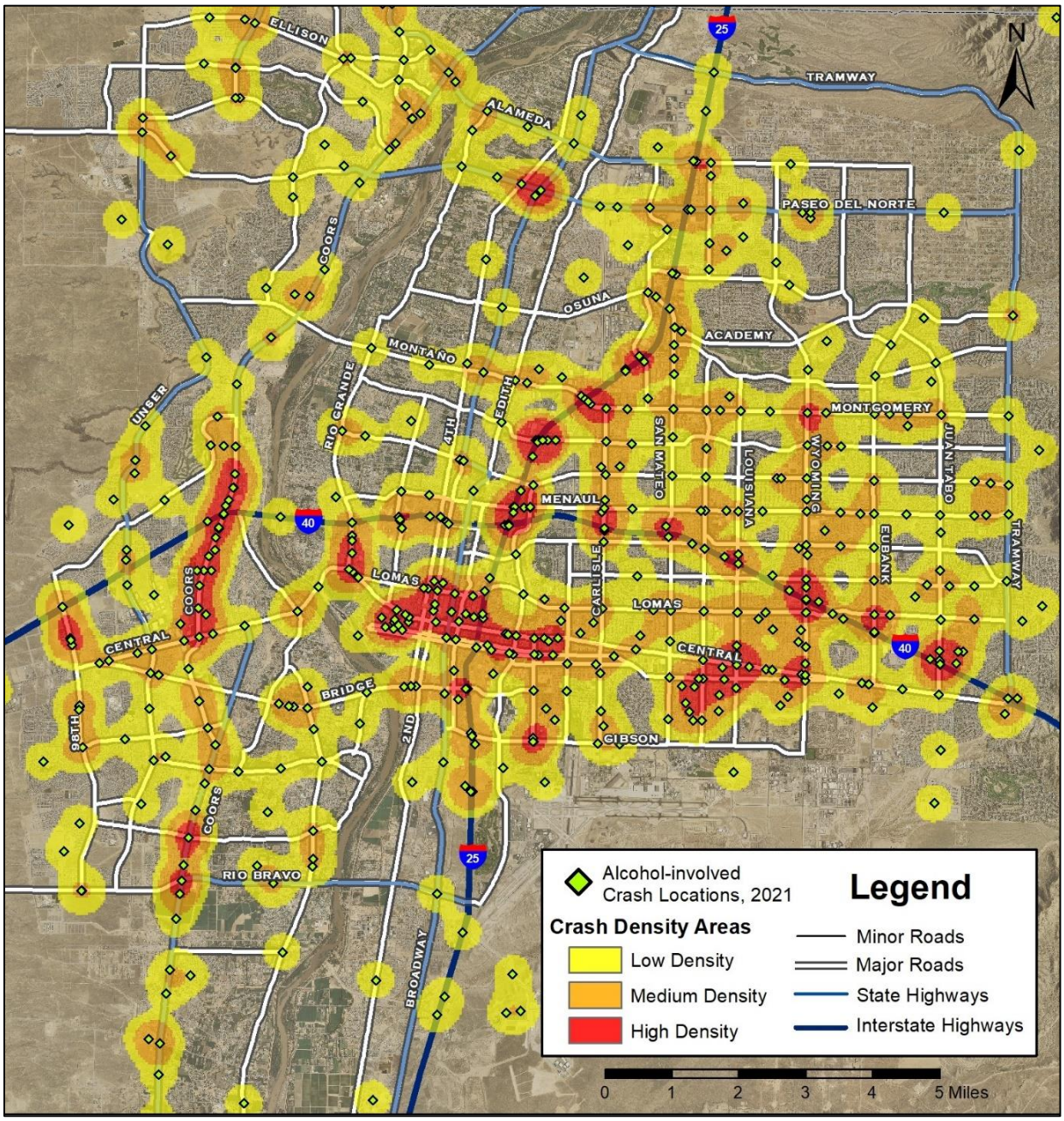
Map 2: Location of Alcohol-involved Crashes, 2021[1]



All maps are available in high-resolution color at https://gps.unm.edu/tru/crash-maps.

[1] Points on this map represent geocodable alcohol-involved crash locations (see Geocoding, p. xii). Each crash point is assigned a color and size according to the number of crashes that occurred at that location.

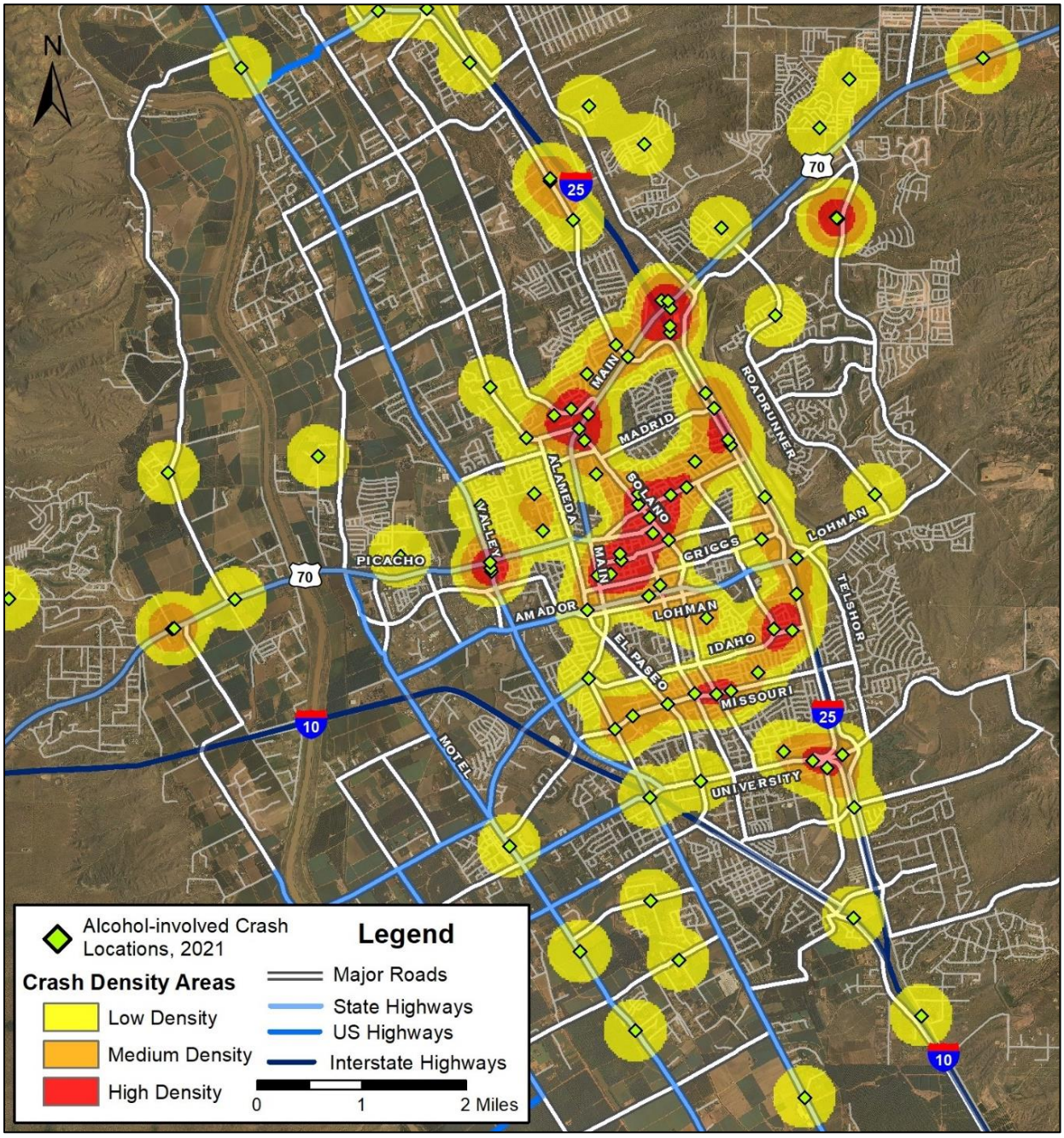
Map 3: Location and Density of Alcohol-involved Crashes in Albuquerque, 2021[2]



All maps are available in high-resolution color at https://gps.unm.edu/tru/crash-maps.

[2] Points on this map represent geocodable alcohol-involved crash locations (see Geocoding, p. xii). Color shading displays where a higher number of crashes occur in close proximity. The points assist in showing the location of crashes, but color shading shows the intensity of crashes in that area.

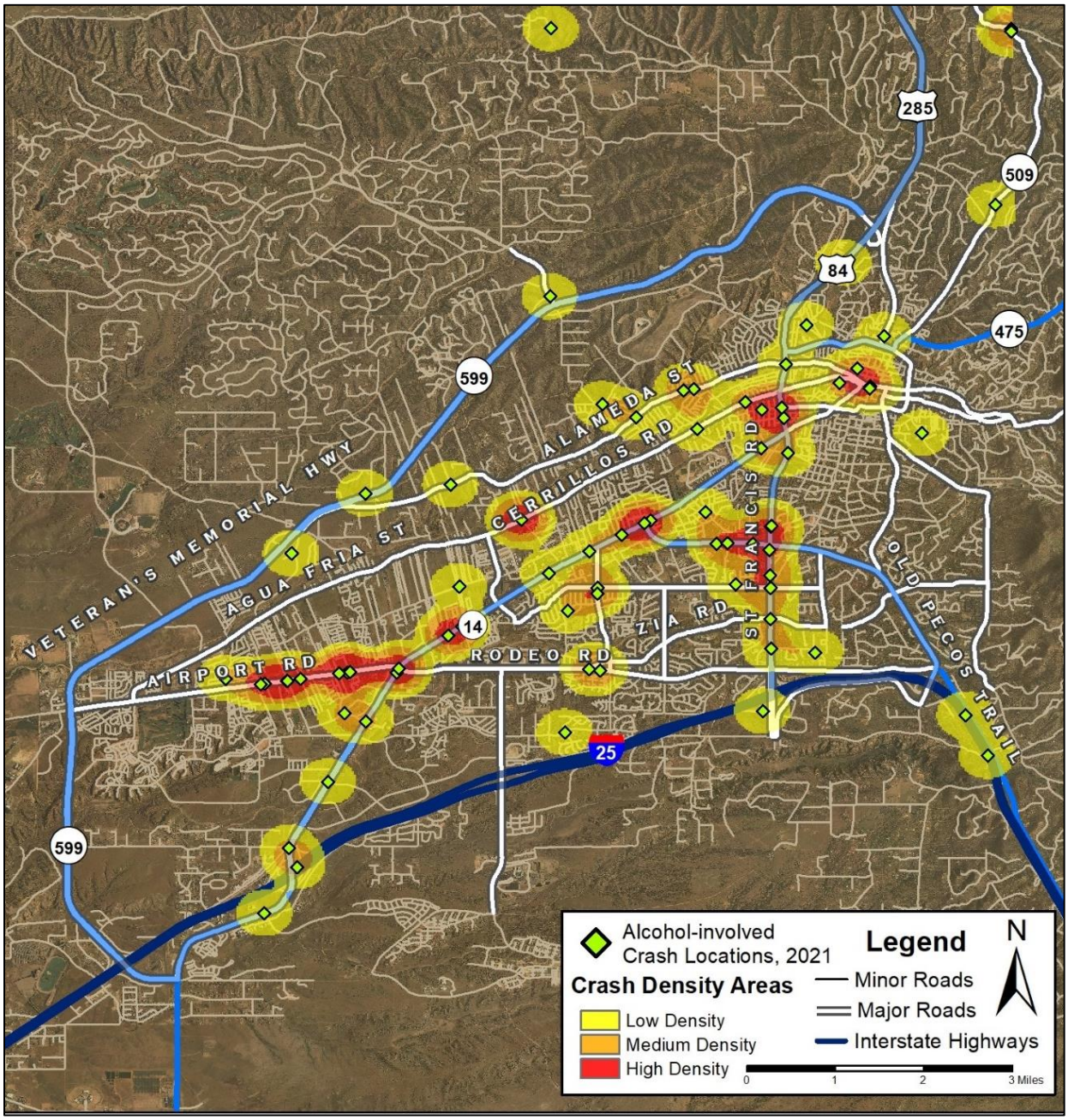
Map 4: Location and Density of Alcohol-involved Crashes in Las Cruces, 2021[2]



All maps are available in high-resolution color at https://gps.unm.edu/tru/crash-maps.

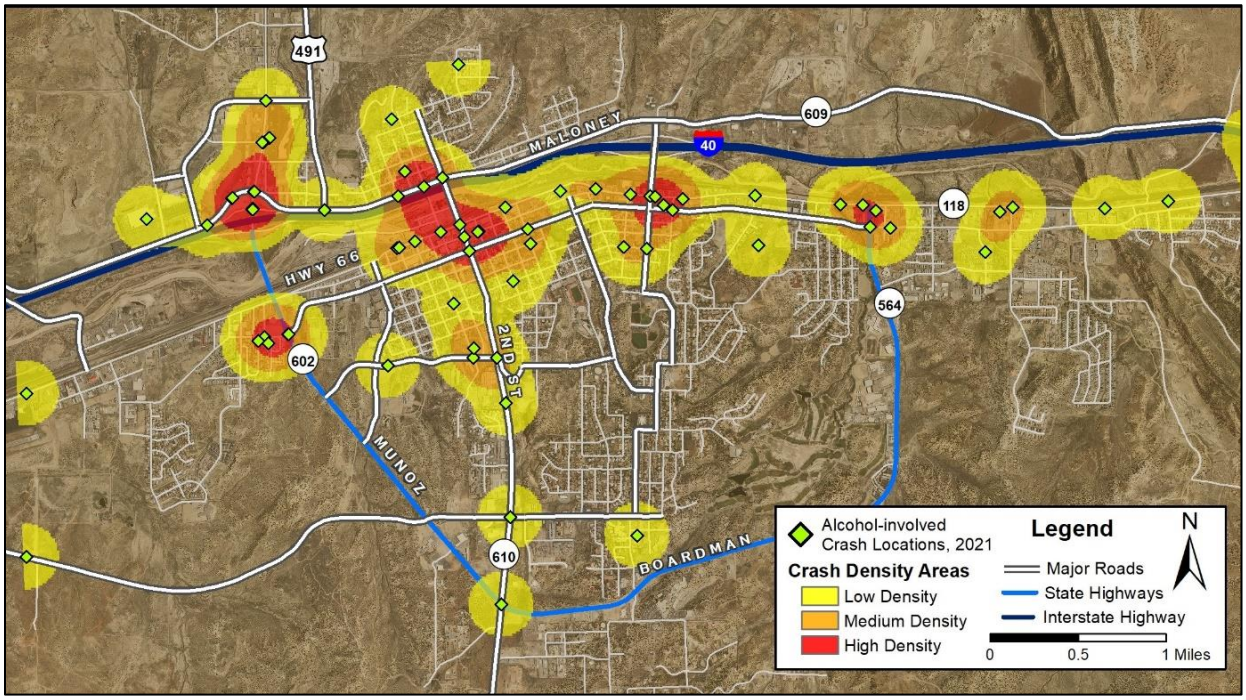
Crash Geography – Maps

Map 5: Location and Density of Alcohol-involved Crashes in Santa Fe, 2021[2]

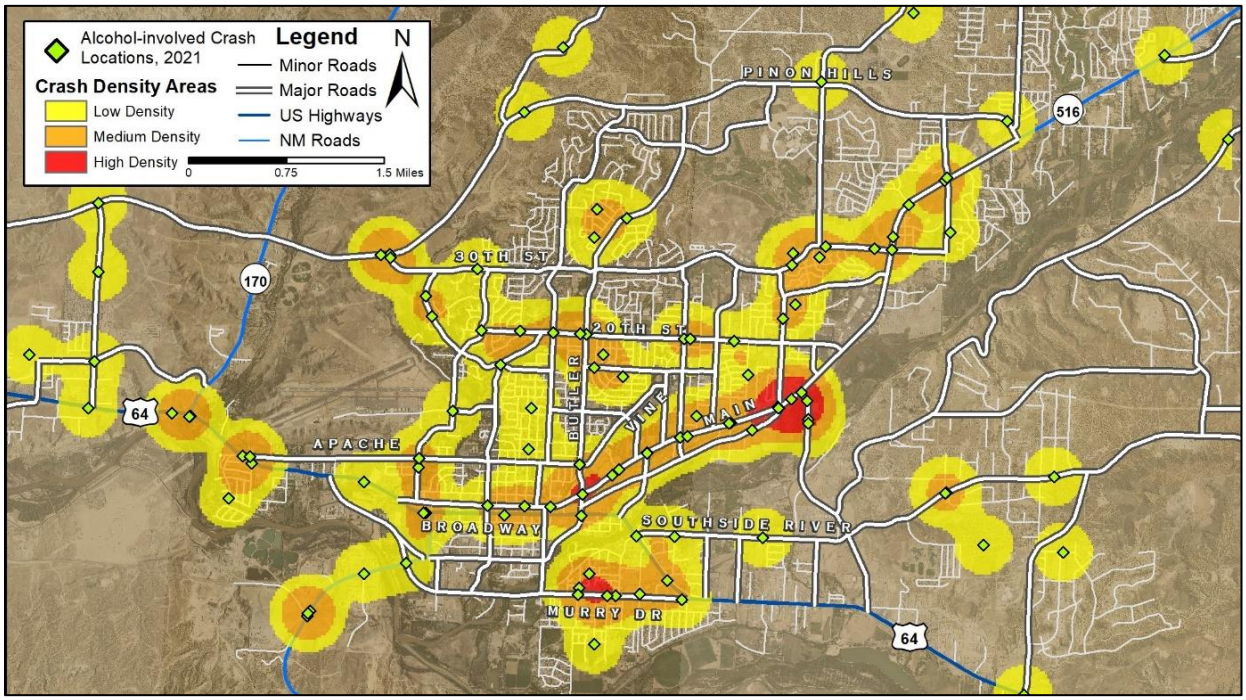


All maps are available in high-resolution color at https://gps.unm.edu/tru/crash-maps.

Map 6: Location and Density of Alcohol-involved Crashes in Gallup, 2021[2]



Map 7: Location and Density of Alcohol-involved Crashes in Farmington, 2021[2]



All maps are available in high-resolution color at https://gps.unm.edu/tru/crash-maps.

Counties

Alcohol-involved Crashes

- Counties that saw an *increase* in the number of alcohol-involved crashes were Bernalillo, Cibola, Colfax, Curry, Eddy, Grant, Quay, Lincoln, McKinley, San Juan, San Miguel, Sandoval, Sierra, and Torrance. In some places, the increase may be due to improved reporting by law enforcement or related to increases in the volume of vehicles on roadways post-Covid. (Table 7)
- Several counties saw the highest number of alcohol-involved crashes in at least five years: Cibola, Colfax, Curry, Grant, Quay, San Juan, San Miguel, and Torrance. (Table 7)
- Of the 20 counties with the highest number of alcohol-involved crashes in 2021, the highest alcohol-involved crash *rates* per 100 million vehicle miles traveled occurred in **Bernalillo (12.5)**, **San Juan (11.3),** and **McKinley (10.6)**. The highest *rates* per 10,000 residents occurred in **Cibola (22.4)** and **McKinley (20.9)**. (Table 8).

Alcohol-involved Fatal Crashes

- San Juan County accounted for 10.8 percent of all alcohol-involved fatal crashes, although it has only 5.7 percent of the state population. Similarly, McKinley County accounted for 8.3 percent of all alcohol-involved fatal crashes, although it has only 3.4 percent of the population. (Table 9, Table 10)
- Of the 10 counties with the highest number of alcohol-involved fatal crashes in 2021, the highest alcohol-involved fatal crash *rates* per 10,000 residents occurred in **Luna (2.7)**, **Taos (2.3)**, and **Cibola (2.2)**. The highest *rate* per 100 million vehicle miles traveled occurred in **Taos (2.0)**. (Table 10)

Crash Geography – Counties

Table 7: Alcohol-involved Crashes[3] by County, 2017 - 2021

County	Alcohol-involved Crashes					Percent of All 2021 Alcohol-involved Crashes
	2017	2018	2019	2020	2021	
Bernalillo	664	664	714	613	692	**32.2%**
Catron	2	5	0	4	1	**0.05%**
Chaves	47	56	78	77	54	**2.5%**
Cibola	40	31	47	43	61	**2.8%**
Colfax	8	14	11	14	16	**0.7%**
Curry	31	27	26	22	33	**1.5%**
De Baca	4	2	2	2	1	**0.05%**
Doña Ana	196	200	200	199	181	**8.4%**
Eddy	54	85	76	70	73	**3.4%**
Grant	17	19	19	23	28	**1.3%**
Guadalupe	4	6	7	10	9	**0.4%**
Harding	1	0	0	0	0	**0.0%**
Hidalgo	2	3	4	3	4	**0.2%**
Lea	37	77	82	65	60	**2.8%**
Lincoln	31	30	29	20	25	**1.2%**
Los Alamos	5	7	7	5	3	**0.1%**
Luna	16	13	10	20	17	**0.8%**
McKinley	169	158	146	127	150	**7.0%**
Mora	4	9	8	6	5	**0.2%**
Otero	42	42	41	53	41	**1.9%**
Quay	7	4	2	8	9	**0.4%**
Rio Arriba	49	49	40	45	42	**2.0%**
Roosevelt	5	7	15	13	13	**0.6%**
San Juan	169	161	188	157	216	**10.0%**
San Miguel	30	17	32	25	36	**1.7%**
Sandoval	114	125	123	109	119	**5.5%**
Santa Fe	172	167	194	144	132	**6.1%**
Sierra	18	12	16	8	13	**0.6%**
Socorro	15	8	15	14	11	**0.5%**
Taos	34	45	39	45	37	**1.7%**
Torrance	8	5	9	9	15	**0.7%**
Union	2	1	2	7	2	**0.1%**
Valencia	53	41	55	60	51	**2.4%**
Missing Data	0	0	0	0	0	**0.0%**
Total	**2,050**	**2,090**	**2,237**	**2,020**	**2,150**	**100%**

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

Crash Geography – Counties

Table 8: Ranking[4] and Rates[5] of Alcohol-involved Crashes by County, 2017 - 2021

2021 Rank	County	Alcohol-involved Crashes					2021 Population	2021 Vehicle Miles Traveled (100M VMT)	2021 Alcohol-involved Crashes per 10,000 County Residents	2021 Alcohol-involved Crashes per 100M VMT
		2017	2018	2019	2020	2021				
1	Bernalillo	664	664	714	613	692	674,393	55.22	**10.3**	**12.5**
2	San Juan	169	161	188	157	216	120,993	19.06	**17.9**	**11.3**
3	Doña Ana	196	200	200	199	181	221,508	20.93	8.2	**8.6**
4	McKinley	169	158	146	127	150	71,780	14.12	**20.9**	**10.6**
5	Santa Fe	172	167	194	144	132	155,201	18.02	8.5	7.3
6	Sandoval	114	125	123	109	119	151,369	14.55	7.9	**8.2**
7	Eddy	54	85	76	70	73	60,911	11.87	**12.0**	6.2
8	Cibola	40	31	47	43	61	27,184	8.29	**22.4**	7.4
9	Lea	37	77	82	65	60	73,004	11.02	8.2	5.4
10	Chaves	47	56	78	77	54	64,629	6.74	8.4	8.0
11	Valencia	53	41	55	60	51	77,190	6.40	6.6	8.0
12	Rio Arriba	49	49	40	45	42	40,179	5.06	**10.5**	**8.3**
13	Otero	42	42	41	53	41	68,537	8.22	6.0	5.0
14	Taos	34	45	39	45	37	34,623	3.99	**10.7**	**9.3**
15	San Miguel	30	17	32	25	36	27,150	4.53	**13.3**	8.0
16	Curry	31	27	26	22	33	47,999	3.92	6.9	**8.4**
17	Grant	17	19	19	23	28	27,889	4.10	10.0	6.8
18	Lincoln	31	30	29	20	25	20,436	4.34	**12.2**	5.8
19	Luna	16	13	10	20	17	25,532	8.06	6.7	2.1
20	Colfax	8	14	11	14	16	12,369	3.67	**12.9**	4.4
21	Torrance	8	5	9	9	15	15,307	5.66	9.8	2.6
22	Roosevelt	5	7	15	13	13	19,019	2.14	6.8	6.1
22	Sierra	18	12	16	8	13	11,502	1.97	**11.3**	6.6
24	Socorro	15	8	15	14	11	16,311	5.49	6.7	2.0
25	Guadalupe	4	6	7	10	9	4,449	5.36	**20.2**	1.7
25	Quay	7	4	2	8	9	8,656	5.11	**10.4**	1.8
27	Mora	4	9	8	6	5	4,196	1.61	**11.9**	3.1
28	Hidalgo	2	3	4	3	4	4,074	3.19	9.8	1.3
29	Los Alamos	5	7	7	5	3	19,330	1.36	1.6	2.2
30	Union	2	1	2	7	2	4,107	1.44	4.9	1.4
31	Catron	2	5	0	4	1	3,731	1.10	2.7	0.9
31	De Baca	4	2	2	2	1	1,680	1.50	6.0	0.7
33	Harding	1	0	0	0	0	639	0.19	-	-
Missing Data		0	0	0	0	0	-	-	-	-
Total		**2,050**	**2,090**	**2,237**	**2,020**	**2,150**	**2,115,877**	**268.23**	**10.2**	**8.0**

[4] Counties have the same rank if they have the same number of crashes in 2021.

[5] The numbers in bold red represent counties that exceeded the statewide rate in 2021.

Crash Geography – Counties

Table 9: Alcohol-involved Fatal Crashes by County, 2017 - 2021 [3]

County	Alcohol-involved Fatal Crashes					Percent of All 2021 Alcohol-involved Fatal Crashes
	2017	2018	2019	2020	2021	
Bernalillo	34	37	47	35	45	**28.7%**
Catron	0	5	0	0	0	**0.0%**
Chaves	2	4	4	2	1	**0.6%**
Cibola	5	1	5	3	6	**3.8%**
Colfax	0	3	1	2	1	**0.6%**
Curry	1	1	1	3	2	**1.3%**
De Baca	0	0	0	0	0	**0.0%**
Doña Ana	10	4	12	8	7	**4.5%**
Eddy	3	2	5	3	7	**4.5%**
Grant	3	1	0	2	2	**1.3%**
Guadalupe	1	0	0	2	2	**1.3%**
Harding	0	0	0	0	0	**0.0%**
Hidalgo	0	0	0	1	0	**0.0%**
Lea	3	11	9	3	4	**2.5%**
Lincoln	2	1	4	1	2	**1.3%**
Los Alamos	0	0	0	0	1	**0.6%**
Luna	1	0	2	2	7	**4.5%**
McKinley	21	12	11	9	13	**8.3%**
Mora	0	0	1	0	2	**1.3%**
Otero	4	1	2	4	2	**1.3%**
Quay	0	0	0	1	2	**1.3%**
Rio Arriba	3	7	5	6	0	**0.0%**
Roosevelt	1	1	2	0	0	**0.0%**
San Juan	15	19	16	14	17	**10.8%**
San Miguel	1	2	2	4	1	**0.6%**
Sandoval	4	10	7	2	11	**7.0%**
Santa Fe	9	7	6	12	6	**3.8%**
Sierra	2	1	1	0	1	**0.6%**
Socorro	0	0	0	1	2	**1.3%**
Taos	3	6	3	7	8	**5.1%**
Torrance	0	2	0	2	2	**1.3%**
Union	0	1	0	2	0	**0.0%**
Valencia	3	2	3	3	3	**1.9%**
Missing Data	0	0	0	0	0	**0.0%**
Total	**131**	**141**	**149**	**134**	**157**	**100.0%**

Crash Geography – Counties

Table 10: Ranking[4] and Rates[5] of Alcohol-involved Fatal Crashes by County, 2017 - 2021

2021 Rank	County	Alcohol-involved Fatal Crashes					2021 Population	2021 Vehicle Miles Traveled (100M VMT)	2021 Alcohol-involved Fatal Crashes per 10,000 County Residents	2021 Alcohol-involved Fatal Crashes per 100M VMT
		2017	2018	2019	2020	2021				
1	Bernalillo	34	37	47	35	45	674,393	55.22	0.7	**0.8**
2	San Juan	15	19	16	14	17	120,993	19.06	**1.4**	**0.9**
3	McKinley	21	12	11	9	13	71,780	14.12	**1.8**	**0.9**
4	Sandoval	4	10	7	2	11	151,369	14.55	0.7	**0.8**
5	Taos	3	6	3	7	8	34,623	3.99	**2.3**	**2.0**
6	Doña Ana	10	4	12	8	7	221,508	20.93	0.3	0.3
6	Eddy	3	2	5	3	7	60,911	11.87	**1.1**	**0.6**
6	Luna	1	0	2	2	7	25,532	8.06	**2.7**	**0.9**
9	Santa Fe	9	7	6	12	6	155,201	18.02	0.4	0.3
9	Cibola	5	1	5	3	6	27,184	8.29	**2.2**	**0.7**
11	Lea	3	11	9	3	4	73,004	11.02	0.5	0.4
12	Valencia	3	2	3	3	3	77,190	6.40	0.4	0.5
13	Otero	4	1	2	4	2	68,537	8.22	0.3	0.2
13	Curry	1	1	1	3	2	47,999	3.92	0.4	0.5
13	Grant	3	1	0	2	2	27,889	4.10	0.7	0.5
13	Guadalupe	1	0	0	2	2	4,449	5.36	**4.5**	0.4
13	Torrance	0	2	0	2	2	15,307	5.66	**1.3**	0.4
13	Lincoln	2	1	4	1	2	20,436	4.34	**1.0**	0.5
13	Quay	0	0	0	1	2	8,656	5.11	**2.3**	0.4
13	Socorro	0	0	0	1	2	16,311	5.49	**1.2**	0.4
13	Mora	0	0	1	0	2	4,196	1.61	**4.8**	**1.2**
22	San Miguel	1	2	2	4	1	27,150	4.53	0.4	0.2
22	Chaves	2	4	4	2	1	64,629	6.74	0.2	0.1
22	Colfax	0	3	1	2	1	12,369	3.67	**0.8**	0.3
22	Sierra	2	1	1	0	1	11,502	1.97	**0.9**	0.5
22	Los Alamos	0	0	0	0	1	19,330	1.36	0.5	**0.7**
27	Rio Arriba	3	7	5	6	0	40,179	5.06	0.0	0.0
27	Union	0	1	0	2	0	4,107	1.44	0.0	0.0
27	Hidalgo	0	0	0	1	0	4,074	3.19	0.0	0.0
27	Roosevelt	1	1	2	0	0	19,019	2.14	0.0	0.0
27	Catron	0	5	0	0	0	3,731	1.10	0.0	0.0
27	De Baca	0	0	0	0	0	1,680	1.50	0.0	0.0
27	Harding	0	0	0	0	0	639	0.19	0.0	0.0
Missing Data		0	0	0	0	0	-	-	-	-
Total		**131**	**141**	**149**	**134**	**157**	**2,115,877**	**268.23**	**0.7**	**0.6**

Cities

- Of the 20 cities with the highest number of alcohol-involved crashes, the number in the following cities increased to their highest level in five years: Farmington, Silver City, and Chaparral. Increases in Silver City may be due to improved reporting. (Table 11)
- Of the 20 cities with the highest number of alcohol-involved crashes, the highest alcohol-involved crash *rates* were in **Gallup (41.4 crashes per 10,000 city residents), Farmington (24.1)**, and **Española (21.0)**. (Table 11)

Table 11: Top-Ranking Cities for Alcohol-involved Crashes, 2017 - 2021 [6] [7] [8]

2021 Rank	City	Alcohol-involved Crashes					2021 Population	2021 Alcohol-involved Crashes per 10,000 City Residents
		2017	2018	2019	2020	2021		
1	Albuquerque	643	637	675	575	585	562,599	**10.4**
2	Farmington	70	74	100	73	112	46,422	**24.1**
3	Gallup	91	80	94	65	89	21,495	**41.4**
4	Las Cruces	132	119	111	112	88	112,914	7.8
5	Santa Fe	116	123	116	81	74	88,193	8.4
6	Rio Rancho	68	76	71	64	54	105,834	5.1
7	Carlsbad	32	42	49	46	40	31,888	**12.5**
8	Hobbs	22	42	50	48	38	39,756	9.6
9	South Valley	-	-	-	-	36	38,338	9.4
10	Roswell	34	42	50	54	33	48,081	6.9
11	Clovis	28	20	17	19	22	37,988	5.8
11	Española	25	16	16	12	22	10,487	**21.0**
13	Alamogordo	22	19	19	29	19	31,652	6.0
14	North Valley	-	-	-	-	16	11,149	**14.4**
15	Silver City	6	8	8	8	15	9,578	**15.7**
16	Las Vegas	16	9	17	8	14	13,157	**10.6**
17	Bernalillo	11	15	11	9	13	9,520	**13.7**
18	Chaparral	10	8	6	9	12	16,551	7.3
18	Anthony	13	4	5	4	12	8,666	**13.8**
20	Deming	7	5	2	14	11	14,835	7.4
All Other Locations		704	751	820	790	845	-	-
Statewide Total		**2,050**	**2,090**	**2,237**	**2,020**	**2,150**	**2,115,877**	**10.2**

[6] Cities have the same rank if they have the same number of crashes in 2021. If multiple cities rank 20th, only the city with the higher number of alcohol-involved crashes in the prior year is shown.
[7] The population of the North Valley, the South Valley and Chaparral CDPs (Census Designated Places) are from the 2020 U.S. Census. Crashes in the South Valley and North Valley were categorized as Albuquerque prior to 2021. See the Definitions section (page xii) for additional details on changes to city boundaries used in geocoding, effective 2021.
[8] Crash rates are in bold red if they are more than the statewide rate for 2021. In some places, such as Kirtland, nonresident drivers passing through may contribute to a high crash rate in an area with a relatively small population.

Crash Geography – Cities

- Of the cities with the highest number of alcohol-involved fatal crashes, the highest alcohol-involved fatal crash *rates* were in **Sandia Park (75.5 alcohol-involved fatal crashes per 10,000 city residents)** and **Deming (3.4).** (Table 12)

Table 12: Top-Ranking Cities for Alcohol-involved Fatal Crashes, 2017 - 2021 [9] [10] [11]

2021 Rank	City	Alcohol-involved Fatal Crashes					2021 Population	2021 Alcohol-involved Fatal Crashes per 10,000 City Residents
		2017	2018	2019	2020	2021		
1	Albuquerque	32	31	43	33	36	562,599	0.6
2	Farmington	0	0	2	4	6	46,422	**1.3**
3	Deming	1	0	0	0	5	14,835	**3.4**
4	Las Cruces	4	2	5	4	4	112,914	0.4
4	Carlsbad	1	1	2	1	4	31,888	**1.3**
6	Gallup	7	3	4	5	2	21,495	**0.9**
6	Sandia Park	0	0	0	1	2	265	**75.5**
6	Bernalillo	0	0	1	0	2	9,520	**2.1**
6	Socorro	0	0	0	0	2	8,414	**2.4**
All Other Locations		86	104	92	86	94	-	-
Statewide Total		**131**	**141**	**149**	**134**	**157**	**2,115,877**	**0.7**

[9] Cities have the same rank if they have the same number of crashes in 2021.

[10] "All Other Locations" are rural areas, towns, or places with fewer than two alcohol-involved fatal crashes in 2021.

[11] Crash rates are in bold red if they are more than the statewide rate for 2021. The population of Sandia Park CDP (Census Designated Place) is from the 2020 U.S. Census. In some places, such as Sandia Park, nonresident drivers passing through may contribute to a high crash rate in an area with a relatively small population.

Rural and Urban Alcohol-involved Crashes

- 73.9 percent of all alcohol-involved crashes occurred on urban roadways. (Table 13)
- Alcohol-involved crashes are more likely to be fatal on rural roadways. Rural non-Interstate roadways account for 22.4 percent of all alcohol-involved crashes (Table 13), but 43.3 percent of alcohol-involved fatal crashes (Table 15). Further, rural Interstate roadways account for 3.7 percent of all alcohol-involved crashes (Table 13) but 7.6 percent of alcohol-involved fatal crashes (Table 15).

Table 13: Alcohol-involved Crashes and Number of People in Alcohol-involved Crashes by Road System, 2021

Road System	Alcohol-involved Crashes		People in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	80	3.7%	156	3.3%
Rural Non-Interstate	481	22.4%	940	19.9%
Urban	1,589	73.9%	3,624	76.8%
Total	**2,150**	**100.0%**	**4,720**	**100.0%**

Table 14: Alcohol-involved Injury Crashes and Number of People Injured by Road System, 2021

Road System	Alcohol-involved Injury Crashes		People Injured in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	31	3.4%	51	3.7%
Rural Non-Interstate	204	22.6%	326	23.5%
Urban	666	73.9%	1,008	72.8%
Total	**901**	**100.0%**	**1,385**	**100.0%**

Table 15: Alcohol-involved Fatal Crashes and Number of People Killed by Road System, 2021

Road System	Alcohol-involved Fatal Crashes		People Killed in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	12	7.6%	13	7.3%
Rural Non-Interstate	68	43.3%	79	44.4%
Urban	77	49.0%	86	48.3%
Total	**157**	**100.0%**	**178**	**100.0%**

Table 16: Alcohol-involved Crashes and Fatalities
by First Harmful Event[12] and Road System, 2021

First Harmful Event	Rural Interstate				Rural Non-Interstate				Urban			
	Crashes		Fatalities		Crashes		Fatalities		Crashes		Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	0	0.0%	0	0.0%	9	1.9%	0	0.0%	1	0.1%	0	0.0%
Collision with Fixed Object	32	40.0%	3	23.1%	149	31.0%	14	17.7%	494	31.1%	16	18.6%
Collision with Motor Vehicle	29	36.3%	4	30.8%	147	30.6%	26	32.9%	859	54.1%	31	36.0%
Collision with Other Non-Fixed Object	1	1.3%	0	0.0%	17	3.5%	0	0.0%	33	2.1%	0	0.0%
Collision with Person	3	3.8%	3	23.1%	19	4.0%	12	15.2%	76	4.8%	25	29.1%
Non-Collision	12	15.0%	3	23.1%	120	24.9%	27	34.2%	90	5.7%	14	16.3%
Other	2	2.5%	0	0.0%	19	4.0%	0	0.0%	34	2.1%	0	0.0%
Missing Data	1	1.3%	0	0.0%	1	0.2%	0	0.0%	2	0.1%	0	0.0%
Total	**80**	**100%**	**13**	**100%**	**481**	**100%**	**79**	**100%**	**1,589**	**100%**	**86**	**100%**

- Crashes where the first harmful event involved a non-motorist (e.g., a pedestrian or pedalcyclist) accounted for a disproportionate amount of fatalities. For example, on urban roadways, such crashes are 4.8 percent of crashes but result in 29.1 percent of fatalities. (Table 16)

Table 17: Alcohol-involved Crashes by Light Condition and Road System, 2021

Light Condition	Alcohol-involved Crashes							
	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	26	32.5%	184	38.3%	493	31.0%	703	32.7%
Dark-Lighted	12	15.0%	55	11.4%	621	39.1%	688	32.0%
Dark-Not Lighted	37	46.3%	215	44.7%	379	23.9%	631	29.3%
Dusk	2	2.5%	15	3.1%	65	4.1%	82	3.8%
Dawn	1	1.3%	7	1.5%	15	0.9%	23	1.1%
Dark-Unknown Lighting	0	0.0%	1	0.2%	7	0.4%	8	0.4%
Other	0	0.0%	1	0.2%	1	0.1%	2	0.1%
Unknown or Not Reported	0	0.0%	1	0.2%	0	0.0%	1	0.0%
Missing Data	2	2.5%	2	0.4%	8	0.5%	12	0.6%
Total	**80**	**100%**	**481**	**100%**	**1,589**	**100%**	**2,150**	**100%**

[12] See the Definitions section (page xii) for additional details on First Harmful Event.

Crash Characteristics

Month, Day of Week, and Hour

Table 18: Alcohol-involved Crashes by Month and Crash Severity, 2021

Month	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
January	11	7.0%	77	8.5%	93	8.5%	181	8.4%
February	10	6.4%	55	6.1%	73	6.7%	138	6.4%
March	14	8.9%	77	8.5%	84	7.7%	175	8.1%
April	9	5.7%	79	8.8%	92	8.4%	180	8.4%
May	14	8.9%	76	8.4%	98	9.0%	188	8.7%
June	9	5.7%	54	6.0%	73	6.7%	136	6.3%
July	15	9.6%	82	9.1%	115	10.5%	212	9.9%
August	12	7.6%	83	9.2%	97	8.9%	192	8.9%
September	21	13.4%	77	8.5%	96	8.8%	194	9.0%
October	9	5.7%	84	9.3%	88	8.1%	181	8.4%
November	19	12.1%	79	8.8%	79	7.2%	177	8.2%
December	14	8.9%	78	8.7%	104	9.5%	196	9.1%
Total	**157**	**100%**	**901**	**100%**	**1,092**	**100%**	**2,150**	**100%**

- Alcohol-involved crashes were lowest in June, and highest in July. (Table 18, Figure 5)
- Fatal alcohol-involved crashes were highest in September and November. (Table 18)

Figure 5: Percentage of Alcohol-involved Crashes by Month, 2021

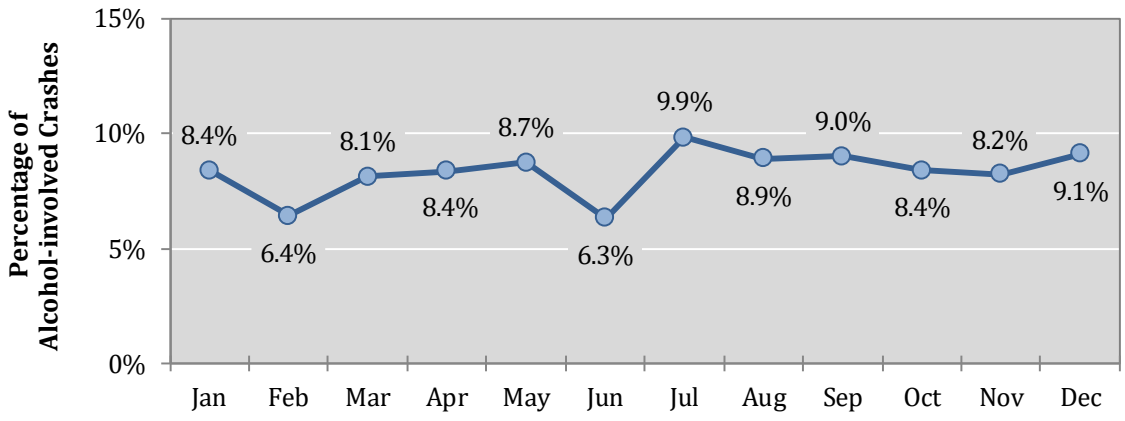


Table 19: Alcohol-involved Crashes by Day of Week and Crash Severity, 2021

Day of Week	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Monday	14	8.9%	86	9.5%	97	8.9%	197	9.2%
Tuesday	13	8.3%	103	11.4%	122	11.2%	238	11.1%
Wednesday	11	7.0%	107	11.9%	115	10.5%	233	10.8%
Thursday	15	9.6%	107	11.9%	146	13.4%	268	12.5%
Friday	23	14.6%	152	16.9%	182	16.7%	357	16.6%
Saturday	39	24.8%	182	20.2%	221	20.2%	442	20.6%
Sunday	42	26.8%	164	18.2%	209	19.1%	415	19.3%
Total	**157**	**100%**	**901**	**100%**	**1,092**	**100%**	**2,150**	**100%**

- Fridays, Saturdays, and Sundays had the highest number of alcohol-involved fatal crashes and together accounted for 66.2 percent of all alcohol-involved fatal crashes. (Table 19)
- More than half (56.4 percent) of all alcohol-involved crashes occurred on weekends: Fridays (16.6 percent), Saturdays (20.6 percent) and Sundays (19.3 percent). (Table 19, Figure 6)

Figure 6: Percentage of Alcohol-involved Crashes by Day of Week, 2021

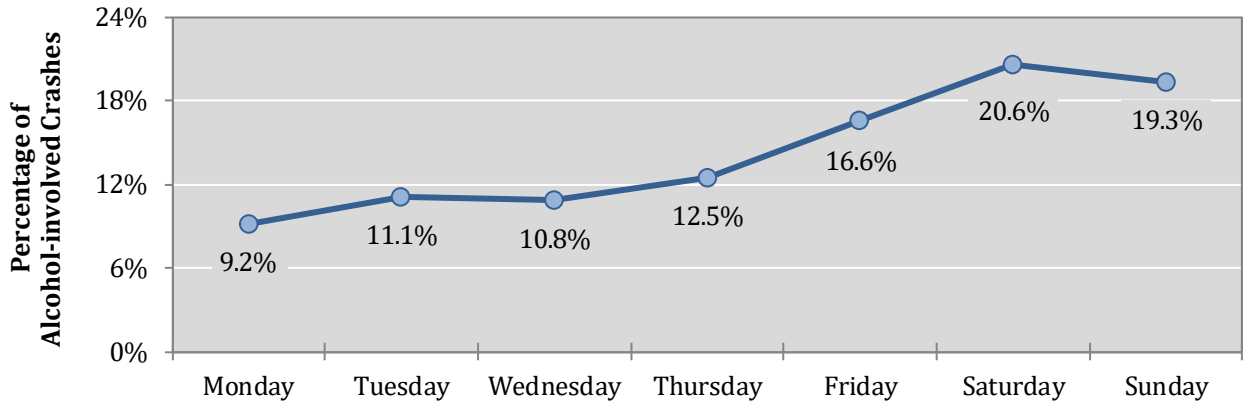
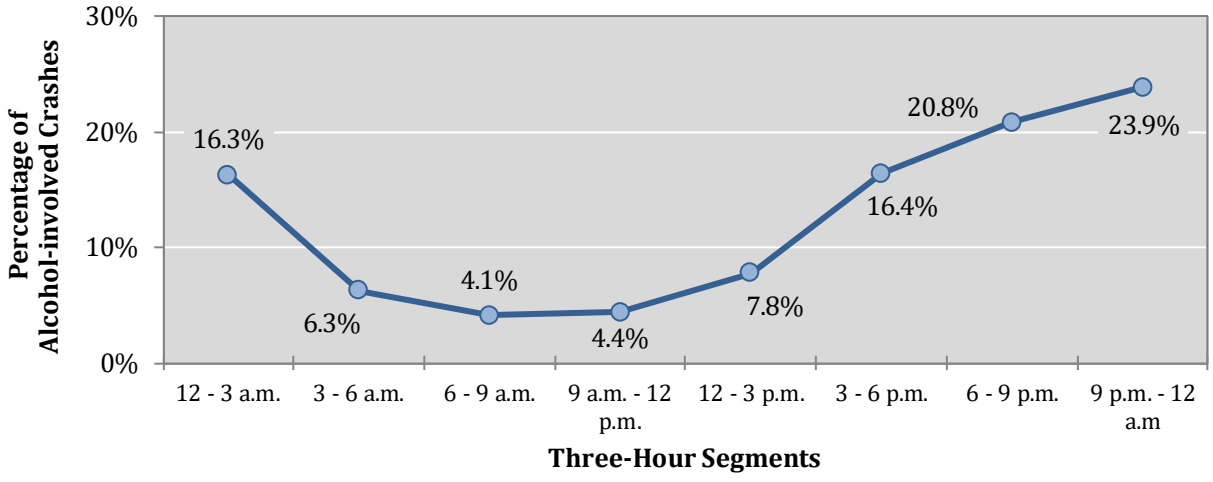


Table 20: Alcohol-involved Crashes[13] by Day of the Week and Three-hour Segments[14], 2021

Hour	Alcohol-involved Crashes								
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	Total	Percent of Total
12 - 3 a.m.	34	27	27	24	35	94	109	350	16.3%
3 - 6 a.m.	9	11	7	12	21	27	48	135	6.3%
6 - 9 a.m.	5	10	7	9	18	15	24	88	4.1%
9 a.m. - 12 p.m.	12	13	6	13	17	25	9	95	4.4%
12 - 3 p.m.	19	20	23	28	24	32	21	167	7.8%
3 - 6 p.m.	44	46	44	55	57	52	55	353	16.4%
6 - 9 p.m.	37	57	61	65	68	96	64	448	20.8%
9 p.m. - 12 a.m	37	54	57	62	117	101	85	513	23.9%
Missing Data	0	0	1	0	0	0	0	1	0.0%
Total	**197**	**238**	**233**	**268**	**357**	**442**	**415**	**2,150**	**100%**

- Almost half (44.7 percent) of all alcohol-involved crashes occurred from 6 p.m. to midnight. (Table 20, Figure 7)
- Peak hours for alcohol-involved crashes were Friday and Saturday nights from 6 p.m. until about 3 a.m. (Table 20, Table 21)

Figure 7: Percentage of Alcohol-involved Crashes by Three-hour Segments[14], 2021



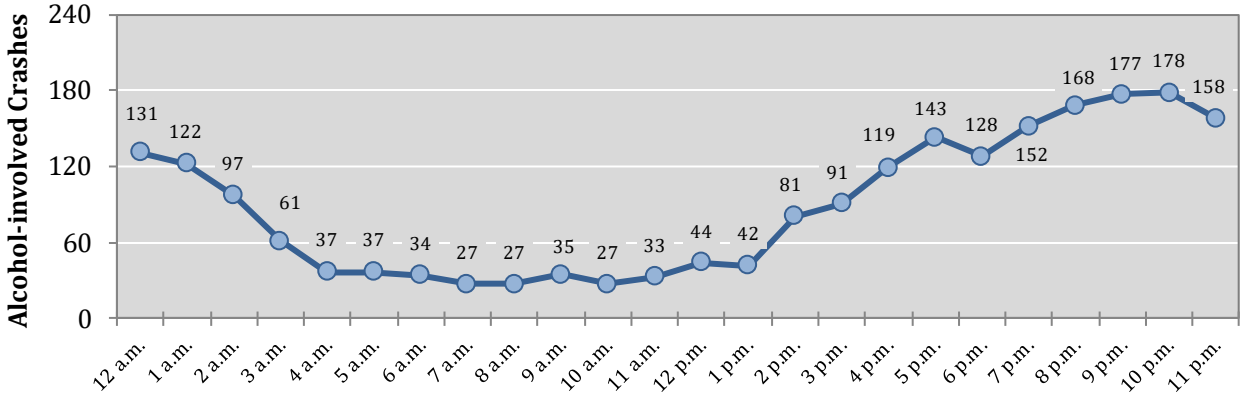
[13] Numbers are shaded such that darker shading identifies higher numbers.

[14] For reference, crashes from 3-6 a.m. are from 3 a.m. to 5:59 a.m.

Table 21: Alcohol-involved Crashes by Hour[15] and Day of the Week[16], 2021

Hour	Alcohol-involved Crashes							Total by Hour	Percent by Hour
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun		
12 a.m.	14	14	14	13	14	26	36	131	6.1%
1 a.m.	11	7	6	7	10	37	44	122	5.7%
2 a.m.	9	6	7	4	11	31	29	97	4.5%
3 a.m.	1	8	2	8	9	13	20	61	2.8%
4 a.m.	6	1	4	2	7	5	12	37	1.7%
5 a.m.	2	2	1	2	5	9	16	37	1.7%
6 a.m.	3	2	2	3	5	8	11	34	1.6%
7 a.m.	2	7	1	2	6	4	5	27	1.3%
8 a.m.	0	1	4	4	7	3	8	27	1.3%
9 a.m.	3	1	2	7	6	15	1	35	1.6%
10 a.m.	4	6	3	2	6	3	3	27	1.3%
11 a.m.	5	6	1	4	5	7	5	33	1.5%
12 p.m.	4	8	5	5	7	13	2	44	2.0%
1 p.m.	6	4	8	4	4	10	6	42	2.0%
2 p.m.	9	8	10	19	13	9	13	81	3.8%
3 p.m.	16	8	13	15	16	13	10	91	4.2%
4 p.m.	14	11	14	23	18	19	20	119	5.5%
5 p.m.	14	27	17	17	23	20	25	143	6.7%
6 p.m.	11	19	20	20	14	30	14	128	6.0%
7 p.m.	13	21	16	25	17	34	26	152	7.1%
8 p.m.	13	17	25	20	37	32	24	168	7.8%
9 p.m.	16	19	17	17	34	39	35	177	8.2%
10 p.m.	10	12	23	22	49	36	26	178	8.3%
11 p.m.	11	23	17	23	34	26	24	158	7.3%
Missing Data	0	0	1	0	0	0	0	1	0.0%
Total	**197**	**238**	**233**	**268**	**357**	**442**	**415**	**2,150**	**100%**

Figure 8: Alcohol-involved Crashes by Hour[15], 2021



[15] For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.
[16] Numbers are shaded such that darker shading identifies higher numbers.

First Harmful Event

First harmful event (a.k.a. FHE) describes the event of the crash that produced the first injury or damage. It is used in conjunction with a subfield (FHEanalysis) to provide additional detail on the nature of the first harmful event. Starting in 2020, the first harmful event replaced crash classification. See the Definitions section (page xii) for additional details on this change in available data.

Table 22: Crashes by First Harmful Event and Crash Severity, 2021

First Harmful Event (FHE)	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	0	0.0%	1	0.1%	9	0.8%	10	0.5%
Collision with Fixed Object	29	18.5%	208	23.1%	438	40.1%	675	31.4%
Collision with Motor Vehicle	48	30.6%	474	52.6%	513	47.0%	1,035	48.1%
Collision with Other Non-Fixed Object	0	0.0%	16	1.8%	35	3.2%	51	2.4%
Collision with Person	39	24.8%	58	6.4%	1	0.1%	98	4.6%
Non-Collision	41	26.1%	119	13.2%	62	5.7%	222	10.3%
Other	0	0.0%	25	2.8%	30	2.7%	55	2.6%
Missing Data	0	0.0%	0	0.0%	4	0.4%	4	0.2%
Total Alcohol-involved Crashes	**157**	**100%**	**901**	**100%**	**1,092**	**100%**	**2,150**	**100%**

- In 2021, the two most common first harmful events in alcohol-involved crashes were Collision with Motor Vehicle (48.1 percent) and Collision with Fixed Object (31.4 percent). (Table 22)
- Crashes where the first harmful event involved a non-motorist (e.g., a pedestrian or pedalcyclist) accounted for 4.6 percent of all alcohol-involved crashes, but 24.8 percent of alcohol-involved fatal crashes. (Table 22)
- Rollover/Overturn-classified crashes (the most common type of non-collision event) were 7.9 percent of all alcohol-involved crashes but accounted for 25.5 percent of alcohol-involved fatal crashes. (Table 23)

Table 23: Alcohol-involved Crashes by First Harmful Event, Subanalysis, and Crash Severity, 2021

First Harmful Event (FHE) and Subanalysis	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved PDO Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	**0**	**0.0%**	**1**	**0.1%**	**9**	**0.8%**	**10**	**0.5%**
Cattle/Cow	0	-	1	0.1%	3	0.3%	4	0.19%
Deer	0	-	0	-	3	0.3%	3	0.14%
Elk	0	-	0	-	2	0.2%	2	0.09%
Horse	0	-	0	-	1	0.1%	1	0.05%
Antelope	0	-	0	-	0	-	0	-
Bear	0	-	0	-	0	-	0	-
Other Large Domestic Animal	0	-	0	-	0	-	0	-
Other Large Game Animal	0	-	0	-	0	-	0	-
Small Domestic Animal	0	-	0	-	0	-	0	-
Small Game Animal	0	-	0	-	0	-	0	-
Other (Bird, Cougar, Sheep, Goat)	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	0	-	0	-
Collision with Fixed Object	**29**	**18.5%**	**208**	**23.1%**	**438**	**40.1%**	**675**	**31.4%**
Curb	1	0.6%	23	2.6%	73	6.7%	97	4.5%
Fence	6	3.8%	23	2.6%	57	5.2%	86	4.0%
Other Fixed Object	0	-	21	2.3%	44	4.0%	65	3.0%
Guardrail, End or Face	3	1.9%	19	2.1%	35	3.2%	57	2.7%
Tree (standing)	9	5.7%	22	2.4%	14	1.3%	45	2.1%
Other Post, Pole or Support	1	0.6%	11	1.2%	29	2.7%	41	1.9%
Utility Pole/Light Support	1	0.6%	14	1.6%	26	2.4%	41	1.9%
Median	3	1.9%	13	1.4%	22	2.0%	38	1.8%
Ditch	1	0.6%	10	1.1%	19	1.7%	30	1.4%
Traffic Sign Support	1	0.6%	6	0.7%	20	1.8%	27	1.3%
Embankment	2	1.3%	14	1.6%	10	0.9%	26	1.2%
Wall or Building	0	-	8	0.9%	14	1.3%	22	1.0%
Traffic Barrier, Concrete	0	-	9	1.0%	12	1.1%	21	1.0%
Traffic Barrier, Cable	0	-	3	0.3%	13	1.2%	16	0.7%
Bridge Pier, Support, Rail, or Overhead	0	-	1	0.1%	8	0.7%	9	0.4%
Culvert	1	0.6%	3	0.3%	2	0.2%	6	0.28%
Other (incl. hydrant, box, cattle guard, plant)	0	-	8	0.9%	39	3.6%	47	2.2%
Missing Subanalysis Data	0	-	0	-	1	0.1%	1	0.0%
Collision with Motor Vehicle	**48**	**30.6%**	**474**	**52.6%**	**513**	**47.0%**	**1,035**	**48.1%**
MV in Transport	46	29.3%	434	48.2%	419	38.4%	899	41.8%
Parked MV	2	1.3%	40	4.4%	94	8.6%	136	6.3%
Missing Subanalysis Data	0	-	0	-	0	-	0	-
Collision with Other Non-Fixed Object	**0**	**0.0%**	**16**	**1.8%**	**35**	**3.2%**	**51**	**2.4%**
Other Non-fixed Object	0	-	15	1.7%	26	2.4%	41	1.9%
Work Zone/Maintenance Equipment	0	-	1	0.1%	5	0.5%	6	0.3%
Struck by falling, shifting cargo	0	-	0	-	1	0.1%	1	0.0%
Railway Vehicle	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	3	0.3%	3	0.1%
Collision with Person	**39**	**24.8%**	**58**	**6.4%**	**1**	**0.1%**	**98**	**4.6%**
Pedestrian	38	24.2%	53	5.9%	0	-	91	4.2%
Pedalcycle	0	-	4	0.4%	1	0.1%	5	0.2%
Other Non-Motorist	1	0.6%	1	0.1%	0	-	2	0.1%
Missing Subanalysis Data	0	-	0	-	0	-	0	-
Non-Collision	**41**	**26.1%**	**119**	**13.2%**	**62**	**5.7%**	**222**	**10.3%**
Overturn/Rollover	40	25.5%	97	10.8%	33	3.0%	170	7.9%
All Other Non-Collision	1	0.6%	16	1.8%	26	2.4%	43	2.0%
Fell/Jumped from MV	0	-	3	0.3%	0	-	3	0.1%
Immersion, Full or Partial	0	-	0	-	1	0.1%	1	0.0%
Cargo/Equipment Loss or Shift	0	-	0	-	0	-	0	-
Fire/Explosion	0	-	0	-	0	-	0	-
Jackknife	0	-	0	-	0	-	0	-
Thrown or Falling Object	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	3	0.3%	2	0.2%	5	0.2%
Other	**0**	**0.0%**	**25**	**2.8%**	**30**	**2.7%**	**55**	**2.6%**
Missing FHE and Subanalysis Data	**0**	**0.0%**	**0**	**0.0%**	**4**	**0.4%**	**4**	**0.2%**
Total Alcohol-involved Crashes	**157**	**100%**	**901**	**100%**	**1,092**	**100%**	**2,150**	**100%**

Table 24: People in Alcohol-involved Crashes
by First Harmful Event, Subanalysis, and Severity of Injury, 2021

First Harmful Event (FHE) and Subanalysis	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	**0**	**0.0%**	**0**	**0.0%**	**1**	**0.2%**	**0**	**0.0%**	**13**	**0.4%**	**14**	**0.3%**
Deer	0	-	0	-	0	-	0	-	5	0.16%	5	0.11%
Elk	0	-	0	-	0	-	0	-	4	0.13%	4	0.08%
Cattle/Cow	0	-	0	-	1	0.2%	0	-	3	0.10%	4	0.08%
Horse	0	-	0	-	0	-	0	-	1	0.03%	1	0.02%
Antelope	0	-	0	-	0	-	0	-	0	-	0	-
Bear	0	-	0	-	0	-	0	-	0	-	0	-
Other Large Domestic Animal	0	-	0	-	0	-	0	-	0	-	0	-
Other Large Game Animal	0	-	0	-	0	-	0	-	0	-	0	-
Small Domestic Animal	0	-	0	-	0	-	0	-	0	-	0	-
Small Game Animal	0	-	0	-	0	-	0	-	0	-	0	-
Other (Bird, Cougar, Sheep, Goat)	0	-	0	-	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	0	-	0	-	0	-	0	-
Collision with Fixed Object	**33**	**18.5%**	**30**	**18.3%**	**148**	**26.0%**	**89**	**13.7%**	**599**	**19.0%**	**899**	**19.0%**
Curb	1	0.6%	2	1.2%	12	2.1%	12	1.8%	100	3.2%	127	2.7%
Fence	6	3.4%	4	2.4%	16	2.8%	8	1.2%	88	2.8%	122	2.6%
Other Fixed Object	0	-	4	2.4%	13	2.3%	8	1.2%	67	2.1%	92	1.9%
Guardrail, End or Face	3	1.7%	5	3.0%	10	1.8%	7	1.1%	46	1.5%	71	1.5%
Tree (standing)	11	6.2%	8	4.9%	26	4.6%	6	0.9%	17	0.5%	68	1.4%
Median	5	2.8%	3	1.8%	14	2.5%	1	0.2%	29	0.9%	52	1.1%
Other Post, Pole or Support	1	0.6%	0	-	6	1.1%	5	0.8%	35	1.1%	47	1.0%
Ditch	1	0.6%	2	1.2%	10	1.8%	4	0.6%	28	0.9%	45	1.0%
Utility Pole/Light Support	1	0.6%	0	-	5	0.9%	10	1.5%	28	0.9%	44	0.9%
Traffic Sign Support	1	0.6%	0	-	3	0.5%	3	0.5%	27	0.9%	34	0.7%
Embankment	2	1.1%	1	0.6%	9	1.6%	7	1.1%	13	0.4%	32	0.7%
Wall or Building	0	-	1	0.6%	6	1.1%	3	0.5%	21	0.7%	31	0.7%
Traffic Barrier, Concrete	0	-	0	-	8	1.4%	4	0.6%	19	0.6%	31	0.7%
Traffic Barrier, Cable	0	-	0	-	2	0.4%	2	0.3%	21	0.7%	25	0.5%
Bridge Pier, Support, Rail, or Overhead	0	-	0	-	1	0.2%	0	-	9	0.3%	10	0.2%
Culvert	1	0.6%	0	-	2	0.4%	2	0.3%	3	0.10%	8	0.17%
Other (incl. hydrant, box, cattle guard, plant)	0	-	0	-	5	0.9%	7	1.1%	46	1.5%	58	1.2%
Missing Subanalysis Data	0	-	0	-	0	-	0	-	2	0.1%	2	0.04%
Collision with Motor Vehicle	**61**	**34.3%**	**74**	**45.1%**	**252**	**44.3%**	**481**	**73.8%**	**2,180**	**69.1%**	**3,048**	**64.6%**
MV in Transport	59	33.1%	70	42.7%	230	40.4%	464	71.2%	1,888	59.8%	2,711	57.4%
Parked MV	2	1.1%	4	2.4%	22	3.9%	17	2.6%	292	9.2%	337	7.1%
Missing Subanalysis Data	0	-	0	-	0	-	0	-	0	-	0	-
Collision with Other Non-Fixed Object	**0**	**0.0%**	**1**	**0.6%**	**14**	**2.5%**	**5**	**0.8%**	**64**	**2.0%**	**84**	**1.8%**
Other Non-fixed Object	0	-	1	0.6%	13	2.3%	5	0.8%	50	1.6%	69	1.5%
Work Zone/Maintenance Equipment	0	-	0	-	1	0.2%	0	-	6	0.2%	7	0.1%
Struck by falling, shifting cargo	0	-	0	-	0	-	0	-	1	0.03%	1	0.02%
Railway Vehicle	0	-	0	-	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	0	-	0	-	7	0.2%	7	0.1%
Collision with Person	**40**	**22.5%**	**17**	**10.4%**	**41**	**7.2%**	**21**	**3.2%**	**141**	**4.5%**	**260**	**5.5%**
Pedestrian	39	21.9%	17	10.4%	37	6.5%	20	3.1%	130	4.1%	243	5.1%
Pedalcycle	0	-	0	-	3	0.5%	1	0.2%	9	0.3%	13	0.3%
Other Non-Motorist	1	0.6%	0	-	1	0.2%	0	-	2	0.06%	4	0.08%
Missing Subanalysis Data	0	-	0	-	0	-	0	-	0	-	0	-
Non-Collision	**44**	**24.7%**	**34**	**20.7%**	**98**	**17.2%**	**51**	**7.8%**	**114**	**3.6%**	**341**	**7.2%**
Overturn/Rollover	43	24.2%	32	19.5%	83	14.6%	43	6.6%	73	2.3%	274	5.8%
All Other Non-Collision	1	0.6%	2	1.2%	11	1.9%	5	0.8%	35	1.1%	54	1.1%
Fell/Jumped from MV	0	-	0	-	4	0.7%	0	-	2	0.1%	6	0.1%
Immersion, Full or Partial	0	-	0	-	0	-	0	-	1	0.03%	1	0.02%
Cargo/Equipment Loss or Shift	0	-	0	-	0	-	0	-	0	-	0	-
Fire/Explosion	0	-	0	-	0	-	0	-	0	-	0	-
Jackknife	0	-	0	-	0	-	0	-	0	-	0	-
Thrown or Falling Object	0	-	0	-	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	0	-	3	0.5%	3	0.1%	6	0.1%
Other	**0**	**0.0%**	**8**	**4.9%**	**15**	**2.6%**	**5**	**0.8%**	**40**	**1.3%**	**68**	**1.4%**
Missing FHE and Subanalysis Data	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**6**	**0.2%**	**6**	**0.1%**
Total People	**178**	**100%**	**164**	**100%**	**569**	**100%**	**652**	**100%**	**3,157**	**100%**	**4,720**	**100%**

Crash Characteristics – First Harmful Event

Table 25: Alcohol-involved Crashes by First Harmful Event[17] and Subanalysis, 2017 - 2021

First Harmful Event (FHE) and Subanalysis	Alcohol-involved Crashes					Percent of Annual Total				
	2017	2018	2019	2020	2021	2017	2018	2019	2020	2021
Collision with Animal	**9**	**6**	**11**	**3**	**10**	**0.4%**	**0.3%**	**0.5%**	**0.1%**	**0.5%**
Cattle/Cow	1	1	1	0	4	0.05%	0.05%	0.04%	-	0.19%
Deer	4	2	4	0	3	0.20%	0.10%	0.18%	-	0.14%
Elk	1	0	2	0	2	0.05%	-	0.09%	-	0.09%
Horse	1	0	1	0	1	0.05%	-	0.04%	-	0.05%
Antelope	0	0	0	1	0	-	-	-	0.05%	-
Small Domestic Animal	0	0	0	1	0	-	-	-	0.05%	-
Bear	0	0	0	0	0	-	-	-	-	-
Other Large Domestic Animal	0	0	0	0	0	-	-	-	-	-
Other Large Game Animal	0	0	0	0	0	-	-	-	-	-
Small Game Animal	0	0	0	0	0	-	-	-	-	-
Other (Bird, Cougar, Sheep, Goat)	0	1	0	0	0	-	0.05%	-	-	-
Missing Subanalysis Data	2	2	3	1	0	0.10%	0.10%	0.13%	0.05%	-
Collision with Fixed Object	**603**	**569**	**675**	**697**	**675**	**29.4%**	**27.2%**	**30.2%**	**34.5%**	**31.4%**
Curb	0	0	0	54	97	-	-	-	2.7%	4.5%
Fence	79	84	92	81	86	3.9%	4.0%	4.1%	4.0%	4.0%
Other Fixed Object	54	52	66	58	65	2.6%	2.5%	3.0%	2.9%	3.0%
Guardrail, End or Face	50	38	55	62	57	2.4%	1.8%	2.5%	3.1%	2.7%
Tree (standing)	42	37	39	53	45	2.0%	1.8%	1.7%	2.6%	2.1%
Utility Pole/Light Support	81	77	93	66	41	4.0%	3.7%	4.2%	3.3%	1.9%
Other Post, Pole or Support	11	9	14	34	41	0.5%	0.4%	0.6%	1.7%	1.9%
Median	83	72	93	69	38	4.0%	3.4%	4.2%	3.4%	1.8%
Ditch	20	19	29	23	30	1.0%	0.9%	1.3%	1.1%	1.4%
Traffic Sign Support	21	32	43	37	27	1.0%	1.5%	1.9%	1.8%	1.3%
Embankment	23	29	24	30	26	1.1%	1.4%	1.1%	1.5%	1.2%
Wall or Building	9	13	8	17	22	0.4%	0.6%	0.4%	0.8%	1.0%
Traffic Barrier, Concrete	5	8	4	17	21	0.2%	0.4%	0.2%	0.8%	1.0%
Traffic Barrier, Cable	0	0	0	1	16	-	-	-	0.0%	0.7%
Bridge Pier, Support, Rail, or Overhead	19	13	14	12	9	0.9%	0.6%	0.6%	0.6%	0.4%
Culvert	4	3	6	6	6	0.20%	0.14%	0.27%	0.30%	0.28%
Other (incl. hydrant, box, cattle guard, plant)	70	63	75	70	47	3.4%	3.0%	3.4%	3.5%	2.2%
Missing Subanalysis Data	32	20	20	7	1	1.6%	1.0%	0.9%	0.3%	0.05%
Collision with Motor Vehicle	**939**	**994**	**1,041**	**863**	**1,035**	**45.8%**	**47.6%**	**46.5%**	**42.7%**	**48.1%**
MV in Transport	789	869	918	769	899	38.5%	41.6%	41.0%	38.1%	41.8%
Parked MV	97	82	82	90	136	4.7%	3.9%	3.7%	4.5%	6.3%
Missing Subanalysis Data	53	43	41	4	0	2.6%	2.1%	1.8%	0.2%	-
Collision with Other Non-Fixed Object	**65**	**83**	**77**	**62**	**51**	**3.2%**	**4.0%**	**3.4%**	**3.1%**	**2.4%**
Other Non-fixed Object	48	65	62	42	41	2.3%	3.1%	2.8%	2.1%	1.9%
Work Zone/Maintenance Equipment	0	2	2	6	6	-	0.1%	0.1%	0.3%	0.3%
Struck by falling, shifting cargo	6	3	4	6	1	0.3%	0.1%	0.2%	0.3%	0.05%
Railway Vehicle	3	2	3	1	0	0.1%	0.1%	0.1%	0.05%	-
Missing Subanalysis Data	8	11	6	7	3	0.4%	0.5%	0.3%	0.3%	0.1%
Collision with Person	**156**	**129**	**151**	**96**	**98**	**7.6%**	**6.2%**	**6.8%**	**4.8%**	**4.6%**
Pedestrian	137	121	137	87	91	6.7%	5.8%	6.1%	4.3%	4.2%
Pedalcycle	19	8	14	9	5	0.9%	0.4%	0.6%	0.4%	0.2%
Other Non-Motorist	0	0	0	0	2	-	-	-	-	0.1%
Missing Subanalysis Data	0	0	0	0	0	-	-	-	-	-
Non-Collision	**278**	**302**	**278**	**259**	**222**	**13.6%**	**14.4%**	**12.4%**	**12.8%**	**10.3%**
Overturn/Rollover	226	245	227	201	170	11.0%	11.7%	10.1%	10.0%	7.9%
All Other Non-Collision	20	34	34	46	43	1.0%	1.6%	1.5%	2.3%	2.0%
Fell/Jumped from MV	4	1	4	1	3	0.2%	0.0%	0.2%	0.0%	0.1%
Immersion, Full or Partial	4	3	3	3	1	0.20%	0.14%	0.13%	0.15%	0.05%
Jackknife	1	0	0	2	0	0.05%	-	-	0.1%	-
Thrown or Falling Object	1	0	0	1	0	0.05%	-	-	0.05%	-
Fire/Explosion	0	1	1	0	0	-	0.05%	0.04%	-	-
Cargo/Equipment Loss or Shift	0	0	0	0	0	-	-	-	-	-
Missing Subanalysis Data	22	18	9	5	5	1.1%	0.9%	0.4%	0.2%	0.2%
Other	**0**	**0**	**0**	**26**	**55**	**-**	**-**	**-**	**1.3%**	**2.6%**
Missing FHE and Subanalysis Data	**0**	**7**	**4**	**14**	**4**	**0.0%**	**0.3%**	**0.2%**	**0.7%**	**0.2%**
Total Alcohol-involved Crashes	**2,050**	**2,090**	**2,237**	**2,020**	**2,150**	**100%**	**100%**	**100%**	**100%**	**100%**

[17] Statistics for the first harmful event category "Other" and FHEanalysis subcategories "Other Large Domestic Animal", "Curb" and "Other Non-Motorist" are not available prior to 2020.

Table 26: Alcohol-involved Crashes
by First Harmful Event Relative Direction of Travel[18] and Crash Severity, 2021

First Harmful Event Relative Direction of Travel	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
From Same Direction	32	36.8%	236	44.4%	275	53.5%	543	47.9%
Intersecting Path (T-bone)	32	36.8%	142	26.7%	73	14.2%	247	21.8%
From Opposite Direction	23	26.4%	94	17.7%	74	14.4%	191	16.9%
Missing Data	0	0.0%	60	11.3%	92	17.9%	152	13.4%
Total Crashes	**87**	**100%**	**532**	**100%**	**514**	**100%**	**1,133**	**100%**

- Alcohol-involved crashes are more likely to be fatal when the manner of impact is front-to-front (head-on), accounting for 11.6 percent of all alcohol-involved crashes but 29.9 percent of alcohol-involved fatal crashes. (Table 27)

Table 27: Alcohol-involved Crashes
by First Harmful Event Manner of Impact[18] and Crash Severity, 2021

First Harmful Event Manner of Impact	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Front-to-Rear	19	21.8%	188	35.3%	201	39.1%	408	36.0%
Front-to-Side	27	31.0%	162	30.5%	88	17.1%	277	24.4%
Front-to-Front	26	29.9%	65	12.2%	40	7.8%	131	11.6%
Sideswipe	8	9.2%	41	7.7%	70	13.6%	119	10.5%
Other	5	5.7%	13	2.4%	8	1.6%	26	2.3%
Rear-to-Side	0	0.0%	1	0.2%	11	2.1%	12	1.1%
Unknown	2	2.3%	5	0.9%	0	0.0%	7	0.62%
Rear-to-Rear	0	0.0%	0	0.0%	3	0.6%	3	0.26%
Missing Data	0	0.0%	57	10.7%	93	18.1%	150	13.2%
Total Crashes	**87**	**100%**	**532**	**100%**	**514**	**100%**	**1,133**	**100%**

[18] Data on this element are only collected in crashes involving a collision with [another] motor vehicle or a collision with a person. Therefore the total number of crashes in this table does not match the total in other tables.

Vehicles

- Most alcohol-involved crashes involved two vehicles (46.2 percent), followed by those with one vehicle (46.0 percent). (Table 28)

Table 28: Alcohol-involved Crashes by Number of Vehicles Involved[19] and Crash Severity, 2021

Number of Vehicles Involved	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	65	41.4%	360	40.0%	563	51.6%	988	46.0%
2	75	47.8%	448	49.7%	470	43.0%	993	46.2%
3	14	8.9%	70	7.8%	49	4.5%	133	6.2%
4+	3	1.9%	23	2.6%	10	0.9%	36	1.7%
Total Crashes	**157**	**100%**	**901**	**100%**	**1,092**	**100%**	**2,150**	**100%**

Table 29: People in Alcohol-involved Crashes
by Number of Vehicles Involved[19] and Severity of Injury, 2021

Severity of Injury to People in Alcohol-involved Crashes												
Number of Vehicles Involved	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	72	40.4%	69	42.1%	263	46.2%	143	21.9%	753	23.9%	1,300	27.5%
2	86	48.3%	77	47.0%	248	43.6%	408	62.6%	1,887	59.8%	2,706	57.3%
3	17	9.6%	13	7.9%	42	7.4%	67	10.3%	385	12.2%	524	11.1%
4+	3	1.7%	5	3.0%	16	2.8%	34	5.2%	132	4.2%	190	4.0%
Total	**178**	**100%**	**164**	**100%**	**569**	**100%**	**652**	**100%**	**3,157**	**100%**	**4,720**	**100%**

[19] All pedestrians and pedalcycle operators are considered a type of vehicle: They are drivers of *non-motorized* vehicles. See the Definitions section (page xiv) for additional details on non-motorists.

Table 30: Alcohol-involved Drivers in Crashes by Vehicle Type[19] and Crash Severity, 2021

Vehicle Type	Alcohol-involved Drivers in Fatal Crashes		Alcohol-involved Drivers in Injury Crashes		Alcohol-involved Drivers in Property Damage Only Crashes		Total Alcohol-involved Drivers in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger Cars	41	25.6%	513	56.1%	701	63.6%	1,255	57.6%
Pickups	34	21.3%	180	19.7%	237	21.5%	451	20.7%
Vans/SUVs/4WDs	26	16.3%	118	12.9%	145	13.2%	289	13.3%
Pedestrians, All	39	24.4%	49	5.4%	0	0.0%	88	4.0%
Motorcycles/Mopeds	15	9.4%	33	3.6%	0	0.0%	48	2.2%
ATVs	4	2.5%	11	1.2%	3	0.3%	18	0.8%
Semis/Heavy Trucks	1	0.6%	6	0.7%	4	0.4%	11	0.5%
Pedalcycles	0	0.0%	3	0.3%	1	0.1%	4	0.2%
Other Vehicles	0	0.0%	1	0.1%	1	0.1%	2	0.1%
Buses	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Missing Data	0	0.0%	1	0.1%	10	0.9%	11	0.5%
Total	**160**	**100%**	**915**	**100%**	**1,102**	**100%**	**2,177**	**100%**

- Alcohol-involved pedestrians accounted for 4.0 percent of alcohol-involved drivers (motorized and non-motorized vehicles) in crashes but were almost 30 percent of all alcohol-involved drivers killed in crashes. (Table 31)

Table 31: Alcohol-involved Drivers in Crashes by Vehicle Type[19] and Severity of Injury, 2021

Vehicle Type	Severity of Injury to Alcohol-involved Drivers in Crashes											
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Alcohol-involved Drivers	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger Cars	30	22.7%	32	40.5%	183	50.0%	156	65.0%	854	62.8%	1,255	57.6%
Pickups	28	21.2%	14	17.7%	80	21.9%	38	15.8%	291	21.4%	451	20.7%
Vans/SUVs/4WDs	17	12.9%	10	12.7%	44	12.0%	29	12.1%	189	13.9%	289	13.3%
Pedestrians, All	39	29.5%	12	15.2%	26	7.1%	11	4.6%	0	0.0%	88	4.0%
Motorcycles/Mopeds	15	11.4%	11	13.9%	20	5.5%	2	0.8%	0	0.0%	48	2.2%
ATVs	2	1.5%	0	0.0%	7	1.9%	0	0.0%	9	0.7%	18	0.8%
Semis/Heavy Trucks	1	0.8%	0	0.0%	3	0.8%	3	1.3%	4	0.3%	11	0.5%
Pedalcycles	0	0.0%	0	0.0%	2	0.5%	1	0.4%	1	0.1%	4	0.2%
Other Vehicles	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.1%	2	0.1%
Buses	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Missing Data	0	0.0%	0	0.0%	1	0.3%	0	0.0%	10	0.7%	11	0.5%
Total	**132**	**100%**	**79**	**100%**	**366**	**100%**	**240**	**100%**	**1,360**	**100%**	**2,177**	**100%**

Demographics

Age and Sex

- The number of people in alcohol-involved crashes rose in most age groups, to 4,720, an increase above the average of the previous four years. (Table 32)
- There were 1.7 males in alcohol-involved crashes for every female. (Table 33)
- There were 2.6 male fatalities in alcohol-involved crashes for every female fatality. (Table 34)
- People ages 20 to 29 years old were 29.2 percent of all people in alcohol-involved crashes. (Table 33, Table 35)
- Out of all people in alcohol-involved crashes, 3.8 percent were killed (178 out of 4,720). The percentage killed was highest for people ages 75+ in alcohol-involved crashes, at 8.5 percent (4 out of 47). (Table 35)

Table 32: People in Alcohol-involved Crashes[20] by Age, 2017 - 2021

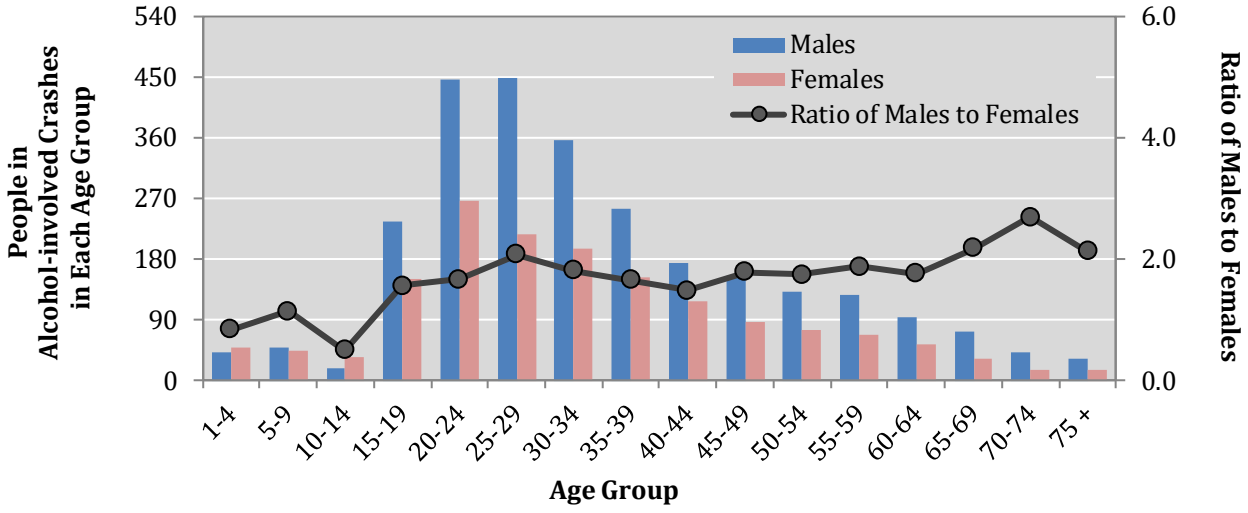
Age Group	People in Alcohol-involved Crashes					Percent Change 2017 - 2021
	2017	2018	2019	2020	2021	
1-4	93	107	97	70	90	-3.2%
5-9	114	106	108	71	94	-17.5%
10-14	94	99	86	78	51	-45.7%
15-19	339	356	414	389	387	14.2%
20-24	698	744	793	693	713	2.1%
25-29	655	636	651	564	667	1.8%
30-34	517	497	515	482	554	7.2%
35-39	376	422	399	371	411	9.3%
40-44	286	302	315	295	295	3.1%
45-49	254	254	297	195	242	-4.7%
50-54	224	212	235	208	206	-8.0%
55-59	247	237	207	172	193	-21.9%
60-64	132	184	173	125	146	10.6%
65-69	101	102	120	69	105	4.0%
70-74	58	75	67	36	59	1.7%
75 +	42	52	75	29	47	11.9%
Missing Data	396	428	397	360	460	16.2%
Total People	**4,626**	**4,813**	**4,949**	**4,207**	**4,720**	**2.0%**

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

Table 33: People in Alcohol-involved Crashes by Age and Sex, 2021

Age Group	People in Alcohol-involved Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	41	1.5%	49	3.0%	0	0.0%	90	1.9%	**0.8**
5-9	50	1.8%	44	2.7%	0	0.0%	94	2.0%	**1.1**
10-14	17	0.6%	34	2.1%	0	0.0%	51	1.1%	**0.5**
15-19	236	8.6%	151	9.3%	0	0.0%	387	8.2%	**1.6**
20-24	446	16.2%	267	16.4%	0	0.0%	713	15.1%	**1.7**
25-29	450	16.4%	217	13.4%	0	0.0%	667	14.1%	**2.1**
30-34	356	13.0%	196	12.1%	2	0.6%	554	11.7%	**1.8**
35-39	254	9.2%	154	9.5%	3	0.9%	411	8.7%	**1.6**
40-44	175	6.4%	118	7.3%	2	0.6%	295	6.3%	**1.5**
45-49	155	5.6%	87	5.4%	0	0.0%	242	5.1%	**1.8**
50-54	131	4.8%	75	4.6%	0	0.0%	206	4.4%	**1.7**
55-59	126	4.6%	67	4.1%	0	0.0%	193	4.1%	**1.9**
60-64	93	3.4%	53	3.3%	0	0.0%	146	3.1%	**1.8**
65-69	72	2.6%	33	2.0%	0	0.0%	105	2.2%	**2.2**
70-74	43	1.6%	16	1.0%	0	0.0%	59	1.3%	**2.7**
75 +	32	1.2%	15	0.9%	0	0.0%	47	1.0%	**2.1**
Missing Data	71	2.6%	49	3.0%	340	98.0%	460	9.7%	**1.4**
Total	**2,748**	**100%**	**1,625**	**100%**	**347**	**100%**	**4,720**	**100%**	**1.7**

Figure 9: People in Alcohol-involved Crashes by Age and Sex, 2021

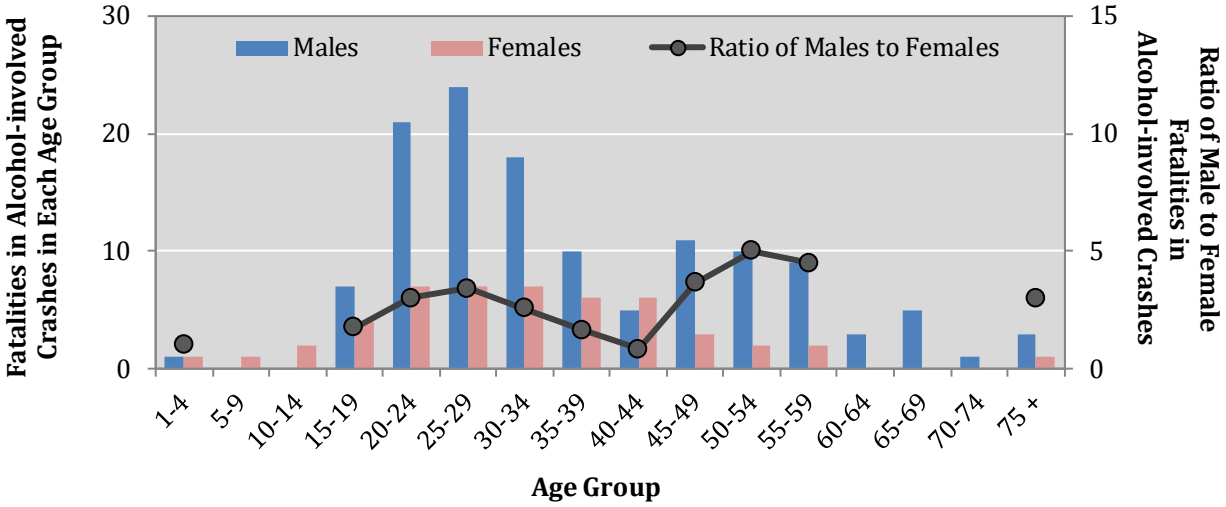


Demographics – Age and Sex

Table 34: Fatalities in Alcohol-involved Crashes by Age and Sex[21], 2021

Age Group	Fatalities in Alcohol-involved Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	1	0.8%	1	2.0%	0	0.0%	2	1.1%	**1.0**
5-9	0	0.0%	1	2.0%	0	0.0%	1	0.6%	-
10-14	0	0.0%	2	4.1%	0	0.0%	2	1.1%	-
15-19	7	5.4%	4	8.2%	0	0.0%	11	6.2%	**1.8**
20-24	21	16.3%	7	14.3%	0	0.0%	28	15.7%	**3.0**
25-29	24	18.6%	7	14.3%	0	0.0%	31	17.4%	**3.4**
30-34	18	14.0%	7	14.3%	0	0.0%	25	14.0%	**2.6**
35-39	10	7.8%	6	12.2%	0	0.0%	16	9.0%	**1.7**
40-44	5	3.9%	6	12.2%	0	0.0%	11	6.2%	**0.8**
45-49	11	8.5%	3	6.1%	0	0.0%	14	7.9%	**3.7**
50-54	10	7.8%	2	4.1%	0	0.0%	12	6.7%	**5.0**
55-59	9	7.0%	2	4.1%	0	0.0%	11	6.2%	**4.5**
60-64	3	2.3%	0	0.0%	0	0.0%	3	1.7%	-
65-69	5	3.9%	0	0.0%	0	0.0%	5	2.8%	-
70-74	1	0.8%	0	0.0%	0	0.0%	1	0.6%	-
75+	3	2.3%	1	2.0%	0	0.0%	4	2.2%	**3.0**
Missing Data	1	0.8%	0	0.0%	0	0.0%	1	0.6%	-
Total	**129**	**100%**	**49**	**100%**	**0**	**0%**	**178**	**100%**	**2.6**

Figure 10: Fatalities in Alcohol-involved Crashes by Age and Sex, 2021

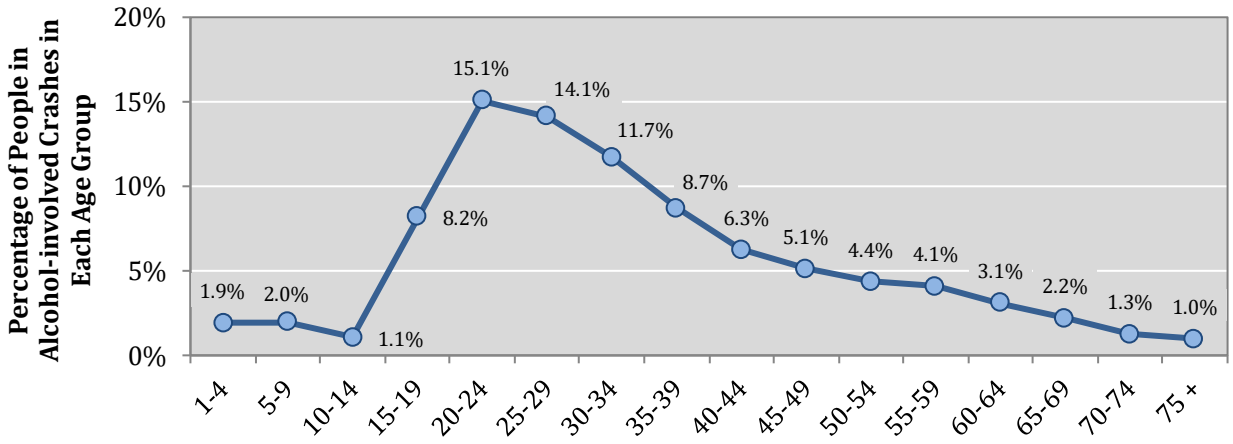


[21] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.

Table 35: People in Alcohol-involved Crashes by Age and Severity of Injury, 2021 [22]

Age Group	People in Alcohol-involved Crashes							
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total People	Percent Killed
1-4	2	2	10	4	72	90	1.9%	2.2%
5-9	1	1	14	16	62	94	2.0%	1.1%
10-14	2	3	2	10	34	51	1.1%	3.9%
15-19	11	12	54	44	266	387	8.2%	2.8%
20-24	28	24	129	90	442	713	15.1%	3.9%
25-29	31	25	88	92	431	667	14.1%	4.6%
30-34	25	18	75	72	364	554	11.7%	4.5%
35-39	16	21	50	76	248	411	8.7%	3.9%
40-44	11	12	35	53	184	295	6.3%	3.7%
45-49	14	7	31	39	151	242	5.1%	5.8%
50-54	12	9	23	44	118	206	4.4%	5.8%
55-59	11	11	17	34	120	193	4.1%	5.7%
60-64	3	6	12	28	97	146	3.1%	2.1%
65-69	5	4	10	16	70	105	2.2%	4.8%
70-74	1	2	5	12	39	59	1.3%	1.7%
75 +	4	0	5	12	26	47	1.0%	8.5%
Missing Data	1	7	9	10	433	460	9.7%	0.2%
Total	**178**	**164**	**569**	**652**	**3,157**	**4,720**	**100%**	**3.8%**

Figure 11: Percentage of People in Alcohol-involved Crashes by Age Group, 2021



[22] The term "percent killed" is the number of fatalities in a given age group out of the total number of people in alcohol-involved crashes in the same age group. Percentages are shaded such that darker shading identifies higher percentages.

Teens (15-19)

- 11 teens were killed and 110 injured in alcohol-involved crashes. (Table 36)
- After increasing three years in a row, the number of alcohol-involved teen drivers[23] in crashes decreased to 132, the third highest number in the last 10 years. (Table 37)
- The rate of alcohol-involved teen drivers in crashes is 25.7 per 10,000 licensed teen drivers, the second highest rate in at least a decade. (Table 37)
- Females were 30.3 percent of all alcohol-involved teen drivers in crashes (40 out of 132), the highest percentage since 2012. (Table 38)
- The peak hours of alcohol-involved teen drivers in crashes were from 10 p.m. through the hour of 3 a.m. (Table 39)

Table 36: Teens (15-19) in Alcohol-involved Crashes by Severity of Injury, 2021

Severity of Injury	Injury Class	Teens (15-19) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	11	2.8%
Suspected Serious Injuries	A	12	3.1%
Suspected Minor Injuries	B	54	14.0%
Possible Injuries	C	44	11.4%
No Apparent Injuries	O	266	68.7%
Total		**387**	**100.0%**

[23] "Alcohol-involved teen drivers" are teen motor vehicle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash. Does not include drivers for which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcycle operator.

Table 37: Alcohol-involved Teen Drivers[23] (15-19) in Crashes by Crash Severity, 2012 - 2021

Year	Alcohol-involved Teen Drivers (15-19) of Motor Vehicles in Crashes				NM Licensed Teen Drivers 15-19	Alcohol-involved Teen Drivers in Crashes per 10,000 Licensed Teen Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Teen Drivers in Crashes		
2012	9	71	81	161	68,554	23.5
2013	5	31	54	90	60,243	14.9
2014	6	54	64	124	57,678	21.5
2015	3	41	50	94	56,946	16.5
2016	9	54	52	115	56,894	20.2
2017	7	30	47	84	56,054	15.0
2018	1	41	55	97	55,889	17.4
2019	7	56	58	121	56,017	21.6
2020	10	59	71	140	52,799	26.5
2021	5	43	84	132	51,330	25.7

Figure 12: Alcohol-involved Teen Drivers[23] (15-19) in Crashes, 2012 - 2021

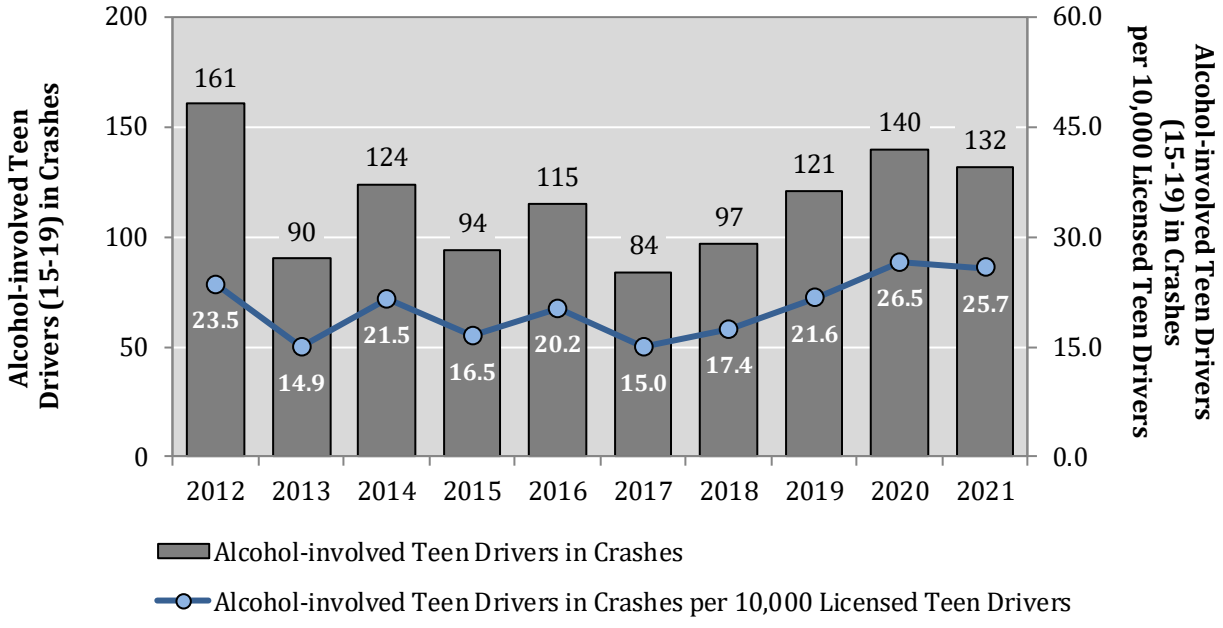


Table 38: Alcohol-involved Teen Drivers[23] (15-19) in Crashes by Sex, 2012 - 2021

Year	Alcohol-involved Teen Drivers (15-19) of Motor Vehicles in Crashes			Ratio of Males to Females
	Males	Females	Total	
2012	105	56	161	1.88
2013	65	25	90	2.60
2014	87	37	124	2.35
2015	79	15	94	5.27
2016	82	33	115	2.48
2017	60	24	84	2.50
2018	72	25	97	2.88
2019	87	34	121	2.56
2020	106	34	140	3.12
2021	92	40	132	2.30

Figure 13: Alcohol-involved Teen Drivers[23] (15-19) in Crashes by Sex, 2012 - 2021

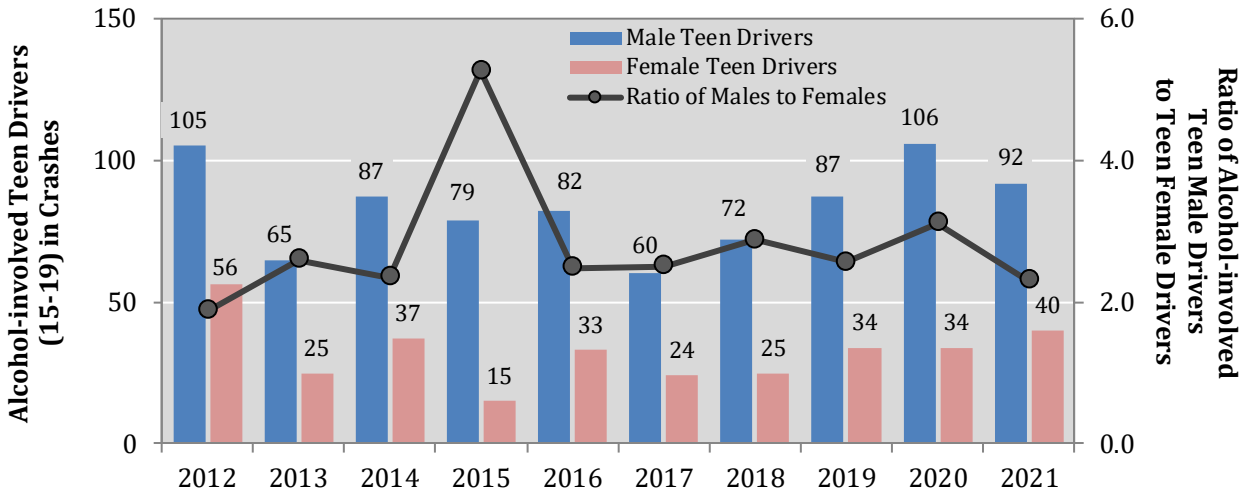


Table 39: Alcohol-involved Teen Drivers[23] (15-19) in Crashes by Hour[24], 2021

Hour	Alcohol-involved Teen Motor Vehicle Drivers (15-19) in Crashes	
	Count	Percent
12 a.m.	11	8.3%
1 a.m.	17	12.9%
2 a.m.	14	10.6%
3 a.m.	10	7.6%
4 a.m.	5	3.8%
5 a.m.	6	4.5%
6 a.m.	8	6.1%
7 a.m.	2	1.5%
8 a.m.	0	0.0%
9 a.m.	2	1.5%
10 a.m.	0	0.0%
11 a.m.	0	0.0%
12 p.m.	3	2.3%
1 p.m.	0	0.0%
2 p.m.	2	1.5%
3 p.m.	2	1.5%
4 p.m.	2	1.5%
5 p.m.	7	5.3%
6 p.m.	5	3.8%
7 p.m.	4	3.0%
8 p.m.	5	3.8%
9 p.m.	4	3.0%
10 p.m.	12	9.1%
11 p.m.	11	8.3%
Missing Data	0	0.0%
Total	**132**	**100.0%**

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

Young Adults (20-24)

- 28 young adults were killed and 243 injured in alcohol-involved crashes. (Table 40)
- The rate of alcohol-involved young adult drivers[25] in crashes fell to 34.0 per 10,000 licensed young adult drivers. (Table 41)
- Females are an increasingly larger portion of alcohol-involved young adult drivers. In 2021, females were 33.4 percent of all alcohol-involved young adult drivers in crashes (125 out of 374), the highest percentage in at least a decade. (Table 42)
- The peak hours of alcohol-involved young adult drivers in crashes were from 7 p.m. through 3 a.m. (Table 43)

Table 40: Young Adults (20-24) in Alcohol-involved Crashes by Severity of Injury, 2021

Severity of Injury	Injury Class	Young Adults (20-24) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	28	3.9%
Suspected Serious Injuries	A	24	3.4%
Suspected Minor Injuries	B	129	18.1%
Possible Injuries	C	90	12.6%
No Apparent Injuries	O	442	62.0%
Total		**713**	**100.0%**

[25] "Alcohol-involved young adult drivers" are young adult motor vehicle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash. Does not include drivers for which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcycle operator.

Table 41: Alcohol-involved Young Adult Drivers[25] (20-24) in Crashes by Severity, 2012 - 2021

Year	Alcohol-involved Young Adult Drivers (20-24) of Motor Vehicles in Crashes				Licensed Young Adult Drivers (20-24)	Alcohol-involved Young Adult Drivers (20-24) in Crashes per 10,000 Licensed Young Adult Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Young Adult Drivers in Crashes		
2012	14	151	226	391	122,911	31.8
2013	20	137	228	385	119,028	32.3
2014	21	163	194	378	116,542	32.4
2015	14	144	202	360	116,661	30.9
2016	14	130	181	325	115,853	28.1
2017	17	147	205	369	112,381	32.8
2018	14	158	209	381	109,190	34.9
2019	20	168	216	404	108,788	37.1
2020	19	165	201	385	109,845	35.0
2021	17	166	191	374	110,052	34.0

Figure 14: Alcohol-involved Young Adult Drivers[25] (20-24) in Crashes, 2012 - 2021

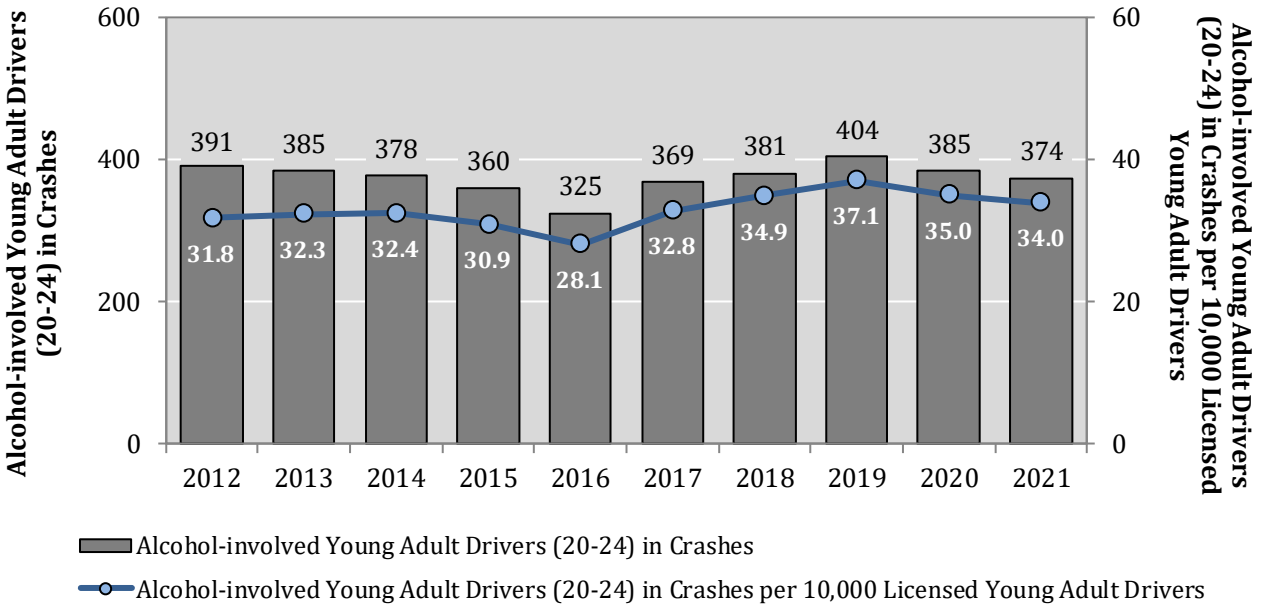


Table 42: Alcohol-involved Young Adult Drivers[25] (20-24) in Crashes by Sex, 2012 - 2021

Year	Alcohol-involved Young Adult Drivers (20-24) of Motor Vehicles in Crashes			Ratio of Males to Females
	Males	Females	Total	
2012	286	105	391	2.72
2013	274	111	385	2.47
2014	275	103	378	2.67
2015	262	98	360	2.67
2016	237	88	325	2.69
2017	271	98	369	2.77
2018	274	107	381	2.56
2019	278	126	404	2.21
2020	268	117	385	2.29
2021	249	125	374	1.99

Figure 15: Alcohol-involved Young Adult Drivers[25] (20-24) in Crashes by Sex, 2012 - 2021

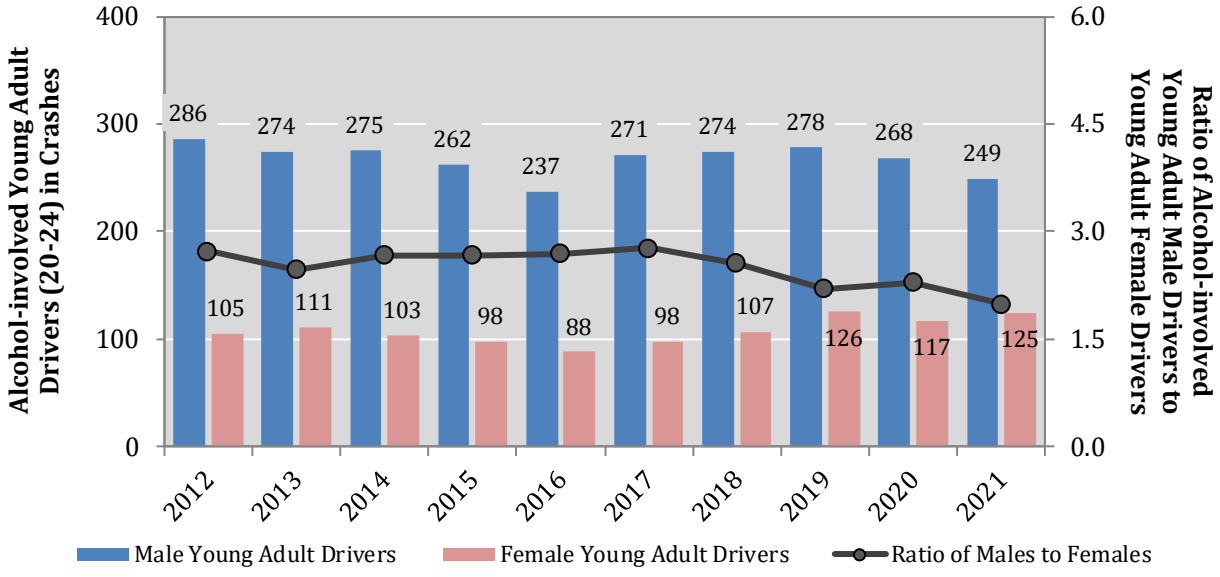


Table 43: Alcohol-involved Young Adult Drivers[25] (20-24) by Hour[26], 2021

Hour	Alcohol-involved Young Adult Motor Vehicle Drivers (20-24) in Crashes	
	Count	Percent
Midnight	40	10.7%
1 a.m.	29	7.8%
2 a.m.	26	7.0%
3 a.m.	17	4.5%
4 a.m.	12	3.2%
5 a.m.	8	2.1%
6 a.m.	9	2.4%
7 a.m.	6	1.6%
8 a.m.	7	1.9%
9 a.m.	4	1.1%
10 a.m.	1	0.3%
11 a.m.	1	0.3%
Noon	0	0.0%
1 p.m.	4	1.1%
2 p.m.	12	3.2%
3 p.m.	13	3.5%
4 p.m.	10	2.7%
5 p.m.	16	4.3%
6 p.m.	14	3.7%
7 p.m.	19	5.1%
8 p.m.	22	5.9%
9 p.m.	32	8.6%
10 p.m.	34	9.1%
11 p.m.	38	10.2%
Missing Data	0	0.0%
Total	**374**	**100.0%**

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

Motorcyclists

- Motorcycle-involved crashes accounted for 2.7 percent of all alcohol-involved crashes. (Table 44)
- Of the 59 alcohol-involved motorcycle crashes in 2021, 27.1 percent (16) were fatal crashes, and 71.2 percent (42) were injury crashes. (Table 45)

Table 44: Alcohol-involved Motorcycle Crashes[27], 2021

Motorcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Motorcycle Involved	59	2.7%
Motorcycle Not Involved	2,091	97.3%
Total Alcohol-involved Crashes	**2,150**	**100.0%**

Table 45: Alcohol-involved Motorcycle Crashes[27] by Crash Severity, 2021

Crash Severity	Alcohol-involved Motorcycle Crashes	
	Count	Percent
Fatal Crashes	16	27.1%
Injury Crashes	42	71.2%
Property Damage Only Crashes	1	1.7%
Total Motorcycle-involved Crashes	**59**	**100.0%**

[27] An alcohol-involved motorcycle crash is a crash involving one or more motorcycles and in which any motor vehicle driver, pedestrian or pedalcycle operator in the crash was alcohol-involved. Starting with the 2020 DWI Report, the method for tabulating statistics on motorcycle crashes no longer includes ATVs.

Table 46: Alcohol-involved Motorcycle Crashes[27], 2012 - 2021

Year	Motorcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2012	108	1,123	**9.6%**
2013	80	1,002	**8.0%**
2014	91	984	**9.2%**
2015	70	992	**7.1%**
2016	64	1,057	**6.1%**
2017	78	1,082	**7.2%**
2018	59	986	**6.0%**
2019	64	1,001	**6.4%**
2020	64	880	**7.3%**
2021	59	936	**6.3%**

- The number of alcohol-involved motorcycle crashes, and their percentage among all motorcycle crashes, was lower in 2015-2021 than in 2012-2014. (Table 46)

Table 47: Top-Ranking Counties for Alcohol-involved Motorcycle Crashes, 2017 - 2021 [27] [28] [29]

2021 Rank	County	Alcohol-involved Motorcycle Crashes					2021 Population	Alcohol-involved Motorcycle Crashes per 100,000 County Residents
		2017	2018	2019	2020	2021		
1	Bernalillo	28	11	20	18	19	674,393	**2.8**
2	San Juan	5	5	5	4	5	120,993	**4.1**
3	Chaves	4	3	2	6	4	64,629	**6.2**
4	Santa Fe	7	4	6	4	3	155,201	**1.9**
4	Sandoval	2	9	4	3	3	151,369	**2.0**
4	Lea	0	1	3	2	3	73,004	**4.1**
4	Taos	0	4	1	0	3	34,623	**8.7**
4	Lincoln	3	2	0	0	3	20,436	**14.7**
4	Quay	0	0	0	0	3	8,656	**34.7**
All Other Counties		29	20	23	27	13	812,573	**1.6**
Statewide Total		**78**	**59**	**64**	**64**	**59**	**2,115,877**	**2.8**

[28] Counties have the same rank if they have the same number of crashes in 2021.

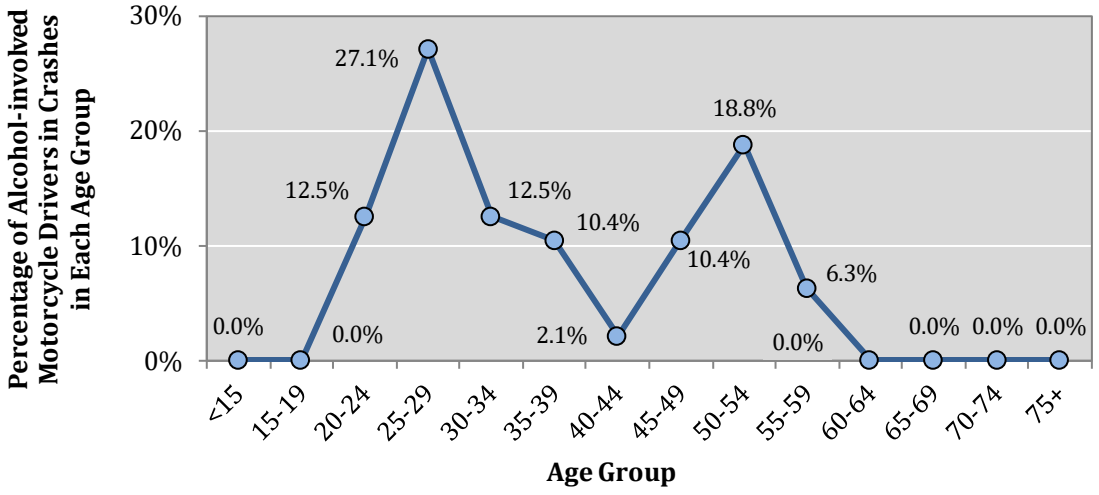
[29] "All Other Counties" are counties with fewer than three alcohol-involved motorcycle crashes in 2021.

Table 48: Alcohol-involved Motorcycle Driver[30] Crash Rates, 2017 - 2021

Year	Alcohol-involved Motorcycle Drivers/Vehicles in Crashes	New Mexico Registered Motorcycles	New Mexico Licensed Motorcycle Drivers	Alcohol-involved Motorcycle Driver Rates	
				Rate per 10,000 Registered Motorcycles	Rate per 10,000 Licensed Motorcycle Drivers
2017	71	57,718	120,120	12.3	5.9
2018	52	61,074	118,499	8.5	4.4
2019	56	60,466	118,764	9.3	4.7
2020	51	54,946	118,987	9.3	4.3
2021	48	56,494	119,288	8.5	4.0

- The rate of alcohol-involved motorcycle drivers in crashes (per 10,000 licensed motorcycle drivers) fell to its lowest level in the past five years, 4.0. (Table 48)
- Drivers ages 25-29 make up 27.1 percent of all alcohol-involved motorcycle drivers in crashes. (Table 49)
- Almost all alcohol-involved motorcycle drivers in crashes (97.9 percent) were males. (Table 49)

Figure 16: Percentage of Alcohol-involved Motorcycle Drivers[30] in Crashes by Age Group, 2021

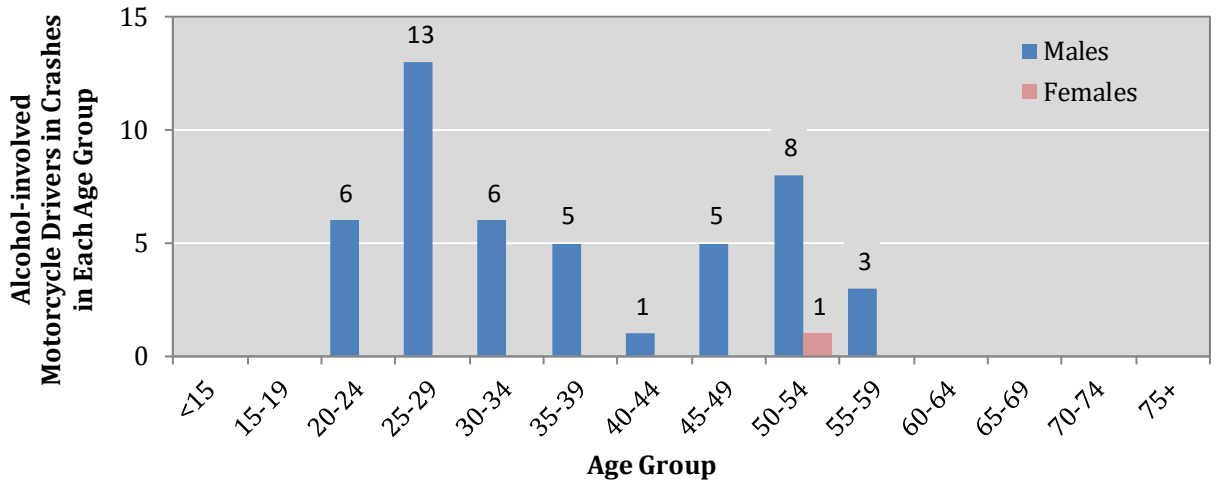


[30] "Alcohol-involved motorcycle drivers" are motorcycle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash. Starting with the 2020 DWI Report, the method for tabulating statistics on motorcycle drivers no longer includes ATV drivers.

Table 49: Alcohol-involved Motorcycle Drivers[30] in Crashes by Age and Sex, 2021 [31]

Age Group	Alcohol-involved Motorcycle Drivers in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
20-24	6	12.8%	0	0.0%	0	0.0%	6	12.5%	-
25-29	13	27.7%	0	0.0%	0	0.0%	13	27.1%	-
30-34	6	12.8%	0	0.0%	0	0.0%	6	12.5%	-
35-39	5	10.6%	0	0.0%	0	0.0%	5	10.4%	-
40-44	1	2.1%	0	0.0%	0	0.0%	1	2.1%	-
45-49	5	10.6%	0	0.0%	0	0.0%	5	10.4%	-
50-54	8	17.0%	1	100.0%	0	0.0%	9	18.8%	8.0
55-59	3	6.4%	0	0.0%	0	0.0%	3	6.3%	-
60-64	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
65-69	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
75 +	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	**47**	**100%**	**1**	**100%**	**0**	**0%**	**48**	**100%**	**47.0**

Figure 17: Alcohol-involved Motorcycle Drivers[30] in Crashes by Age and Sex, 2021



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

Pedestrians

- Pedestrian-involved crashes accounted for 4.3 percent of all alcohol-involved crashes. (Table 50)
- Of the 93 alcohol-involved pedestrian crashes, 41.9 percent (39) were fatal crashes, and 58.1 percent (54) were injury crashes. (Table 51)

Table 50: Alcohol-involved Pedestrian Crashes[32], 2021

Pedestrian Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedestrian Involved	93	4.3%
Pedestrian Not Involved	2,057	95.7%
Total Alcohol-involved Crashes	**2,150**	**100.0%**

Table 51: Alcohol-involved Pedestrian[32] Crashes by Crash Severity, 2021

Crash Severity	Alcohol-involved Pedestrian Crashes	
	Count	Percent
Fatal Crashes	39	41.9%
Injury Crashes	54	58.1%
Property Damage Only Crashes	0	0.0%
Total Alcohol-involved Pedestrian Crashes	**93**	**100.0%**

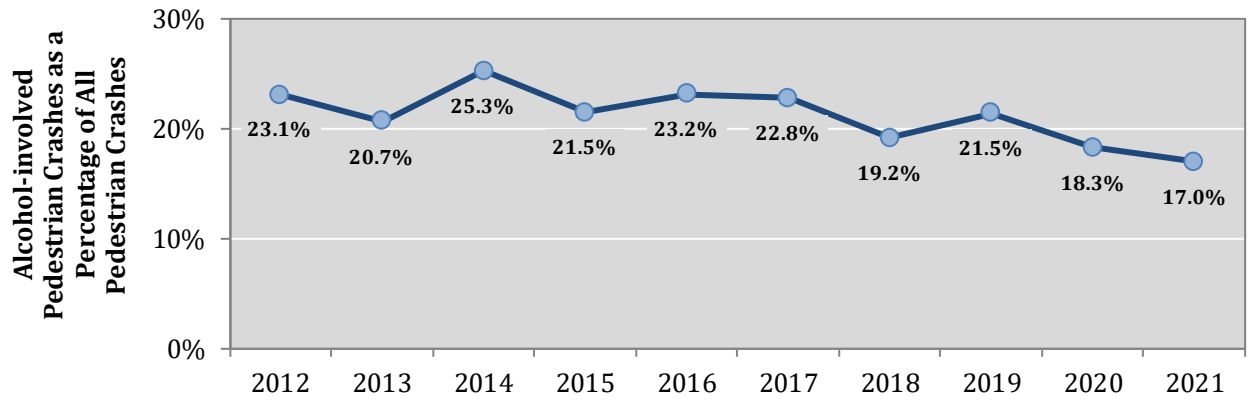
[32] An alcohol-involved pedestrian crash is a crash involving one or more pedestrians in which any motor vehicle driver or pedestrian in the crash was alcohol-involved.

Table 52: Alcohol-involved Pedestrian Crashes[33], 2012 - 2021

Year	Pedestrian-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2012	100	432	**23.1%**
2013	103	498	**20.7%**
2014	141	558	**25.3%**
2015	130	604	**21.5%**
2016	136	586	**23.2%**
2017	137	600	**22.8%**
2018	120	625	**19.2%**
2019	137	638	**21.5%**
2020	88	481	**18.3%**
2021	93	547	**17.0%**

- Alcohol was a contributing factor in 17.0 percent of all pedestrian crashes. (Table 52)
- The number of alcohol-involved pedestrian crashes was 93, the second lowest number in the past 10 years. (Table 52)
- Among counties with the *most* alcohol-involved pedestrian crashes, McKinley had the highest rate, at 20.9 per 100,000 county residents. (Table 53)

Figure 18: Alcohol-involved Pedestrian Crashes[33], 2012 - 2021



[33] An alcohol-involved pedestrian crash is a crash involving one or more pedestrians in which any motor vehicle driver or pedestrian in the crash was alcohol-involved.

Table 53: Ranking and Rates of Alcohol-involved Pedestrian Crashes[33] [34] [35] by County, 2017 - 2021

2021 Rank	County	Alcohol-involved Pedestrian Crashes					2021 Population	Alcohol-involved Pedestrian Crashes per 100,000 County Residents
		2017	2018	2019	2020	2021		
1	Bernalillo	60	52	71	33	35	674,393	**5.2**
2	McKinley	19	20	16	10	15	71,780	**20.9**
3	San Juan	19	13	21	12	13	120,993	**10.7**
4	Santa Fe	12	9	5	7	7	155,201	**4.5**
5	Luna	1	1	1	0	4	25,532	**15.7**
6	Doña Ana	9	4	5	6	3	221,508	1.4
6	Lea	2	4	3	0	3	73,004	4.1
6	Sandoval	2	5	1	2	3	151,369	2.0
9	Chaves	0	3	0	3	2	64,629	3.1
9	Otero	2	1	1	1	2	68,537	2.9
11	Cibola	1	0	2	0	1	27,184	3.7
11	Colfax	0	1	1	0	1	12,369	**8.1**
11	Lincoln	0	0	0	0	1	20,436	**4.9**
11	San Miguel	1	0	1	0	1	27,150	3.7
11	Socorro	2	0	0	2	1	16,311	**6.1**
11	Taos	0	0	1	0	1	34,623	2.9
17	Catron	0	1	0	0	0	3,731	-
17	Curry	0	0	2	1	0	47,999	-
17	De Baca	0	0	0	0	0	1,680	-
17	Eddy	1	0	2	2	0	60,911	-
17	Grant	1	0	0	0	0	27,889	-
17	Guadalupe	0	0	0	1	0	4,449	-
17	Harding	0	0	0	0	0	639	-
17	Hidalgo	0	0	0	0	0	4,074	-
17	Los Alamos	0	0	0	0	0	19,330	-
17	Mora	0	0	0	0	0	4,196	-
17	Quay	0	0	0	0	0	8,656	-
17	Rio Arriba	1	3	3	2	0	40,179	-
17	Roosevelt	0	0	0	1	0	19,019	-
17	Sierra	1	2	0	0	0	11,502	-
17	Torrance	0	0	0	1	0	15,307	-
17	Union	0	0	0	1	0	4,107	-
17	Valencia	3	1	1	3	0	77,190	-
Missing Data		0	0	0	0	0	-	-
Statewide Total		**137**	**120**	**137**	**88**	**93**	**2,115,877**	**4.4**

[34] Counties have the same rank if they have the same number of crashes in 2021.

[35] The numbers in bold red represent counties that exceeded the statewide rate in 2021.

- 15.4 percent of pedestrians in crashes were under the influence of alcohol. (Table 54)
- 37.1 percent of pedestrians killed in crashes were under the influence of alcohol. (Table 55)

Table 54: Pedestrians in Crashes by Alcohol Involvement[36], 2017 - 2021

Year	Pedestrians in Crashes					
	Alcohol-involved		Not Alcohol-involved		All Pedestrians	
	Count	Percent	Count	Percent	Count	Percent
2017	122	19.7%	498	80.3%	620	100%
2018	108	16.6%	543	83.4%	651	100%
2019	130	19.7%	531	80.3%	661	100%
2020	85	17.2%	410	82.8%	495	100%
2021	88	15.4%	485	84.6%	573	100%

Table 55: Pedestrian Fatalities in Crashes by Alcohol Involvement[36], 2017 - 2021

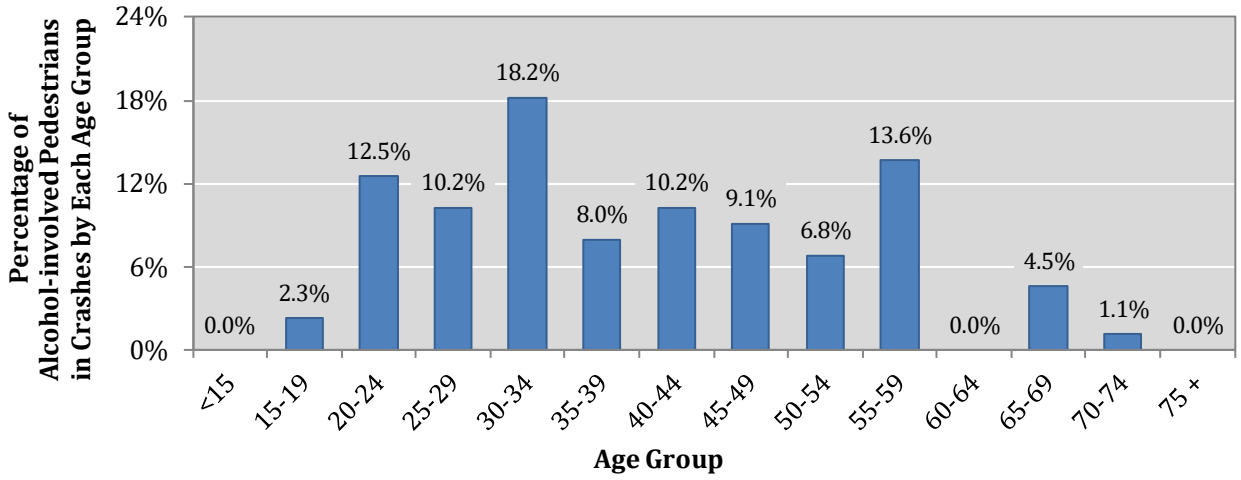
Year	Pedestrian Fatalities in Crashes		
	Alcohol-involved Pedestrian Fatalities	All Pedestrian Fatalities	Percent Alcohol-involved
2017	41	79	51.9%
2018	42	84	50.0%
2019	48	83	57.8%
2020	30	81	37.0%
2021	39	105	37.1%

Table 56: Alcohol-involved Pedestrians[36] in Crashes by Severity of Injury, 2012 - 2021

Year	Alcohol-involved Pedestrians in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent Killed
2017	41	24	32	23	2	122	33.6%
2018	42	20	27	16	3	108	38.9%
2019	48	15	35	25	7	130	36.9%
2020	30	17	25	11	2	85	35.3%
2021	39	12	26	11	0	88	44.3%

[36] Alcohol-involved pedestrians are pedestrians who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Figure 19: Percentage of Alcohol-involved Pedestrians[36] in Crashes by Age, 2021



- 84.1 percent of alcohol-involved pedestrians in crashes were male. (Table 57)

Table 57: Alcohol-involved Pedestrians[36] in Crashes by Age[37], 2021

Age Group	Alcohol-involved Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	2	2.7%	0	0.0%	0	0.0%	2	2.3%	-
20-24	8	10.8%	3	21.4%	0	0.0%	11	12.5%	**2.7**
25-29	7	9.5%	2	14.3%	0	0.0%	9	10.2%	**3.5**
30-34	14	18.9%	2	14.3%	0	0.0%	16	18.2%	**7.0**
35-39	6	8.1%	1	7.1%	0	0.0%	7	8.0%	**6.0**
40-44	5	6.8%	4	28.6%	0	0.0%	9	10.2%	**1.3**
45-49	7	9.5%	1	7.1%	0	0.0%	8	9.1%	**7.0**
50-54	6	8.1%	0	0.0%	0	0.0%	6	6.8%	-
55-59	11	14.9%	1	7.1%	0	0.0%	12	13.6%	**11.0**
60-64	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
65-69	4	5.4%	0	0.0%	0	0.0%	4	4.5%	-
70-74	1	1.4%	0	0.0%	0	0.0%	1	1.1%	-
75 +	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	3	4.1%	0	0.0%	0	0.0%	3	3.4%	-
Total	**74**	**100%**	**14**	**100%**	**0**	**0%**	**88**	**100%**	**5.3**

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

Pedalcyclists (Bicyclists)

- Alcohol-involved pedalcycle crashes accounted for 0.2 percent of all alcohol-involved crashes. (Table 58)
- Of the 5 alcohol-involved pedalcycle crashes, none were fatal crashes, and 80.0 percent (4) were injury crashes. (Table 59)

Table 58: Alcohol-involved Crashes by Pedalcycle Involvement[38], 2021

Pedalcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedalcycle Involved	5	0.2%
Pedalcycle Not Involved	2,145	99.8%
Total Alcohol-involved Crashes	**2,150**	**100.0%**

Table 59: Alcohol-involved Pedalcycle Crashes[38] by Crash Severity, 2021

Crash Severity	Alcohol-involved Pedalcycle Crashes	
	Count	Percent
Fatal Crashes	0	0.0%
Injury Crashes	4	80.0%
Property Damage Only Crashes	1	20.0%
Total Alcohol-involved Pedalcycle Crashes	**5**	**100.0%**

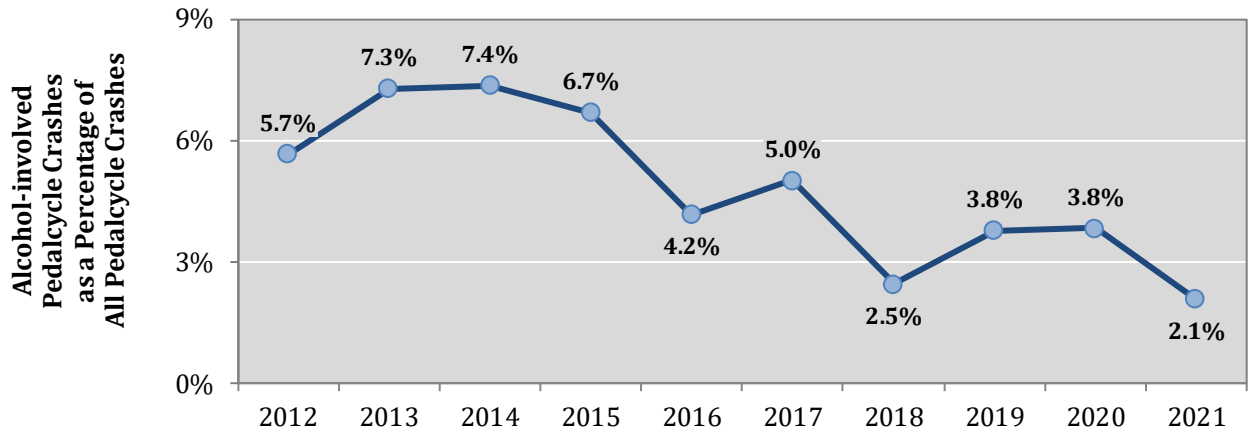
[38] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists in which any motor vehicle driver or pedalcycle operator in the crash was alcohol-involved.

Table 60: Alcohol-involved Pedalcycle Crashes[39], 2012 - 2021

Year	Pedalcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2012	22	388	**5.7%**
2013	22	302	**7.3%**
2014	23	312	**7.4%**
2015	24	359	**6.7%**
2016	15	360	**4.2%**
2017	19	379	**5.0%**
2018	9	366	**2.5%**
2019	14	370	**3.8%**
2020	10	261	**3.8%**
2021	5	241	**2.1%**

- Since 2018, there has been a large decline in both the number of alcohol-involved pedalcycle crashes, and their percentage of all pedalcycle crashes. (Table 60, Figure 20)

Figure 20: Alcohol-involved Pedalcycle Crashes[39], 2012 - 2021



[39] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists in which any motor vehicle driver or pedalcycle operator in the crash was alcohol-involved.

Table 61: Top-Ranking Counties[40] for Alcohol-involved Pedalcycle Crashes[41], 2017 - 2021

2021 Rank	County	Alcohol-involved Pedalcycle Crashes					2021 Population	Alcohol-involved Pedalcycle Crashes per 100,000 County Residents
		2017	2018	2019	2020	2021		
1	Bernalillo	8	3	4	4	3	674,393	**0.4**
2	Doña Ana	0	0	0	2	1	221,508	**0.5**
2	Socorro	0	0	0	0	1	16,311	**6.1**
All Other Counties		11	6	10	4	0	1,203,665	**0.0**
Statewide Total		**19**	**9**	**14**	**10**	**5**	**2,115,877**	**0.2**

- Out of all pedalcycle operators in crashes, only 1.6 percent were under the influence of alcohol. (Table 62)
- Of all alcohol-involved pedalcycle operators in crashes, 100 percent (4 out of 4) were male. (Table 63)

Table 62: Pedalcycle Operators[42] in Crashes by Alcohol Involvement, 2017 - 2021

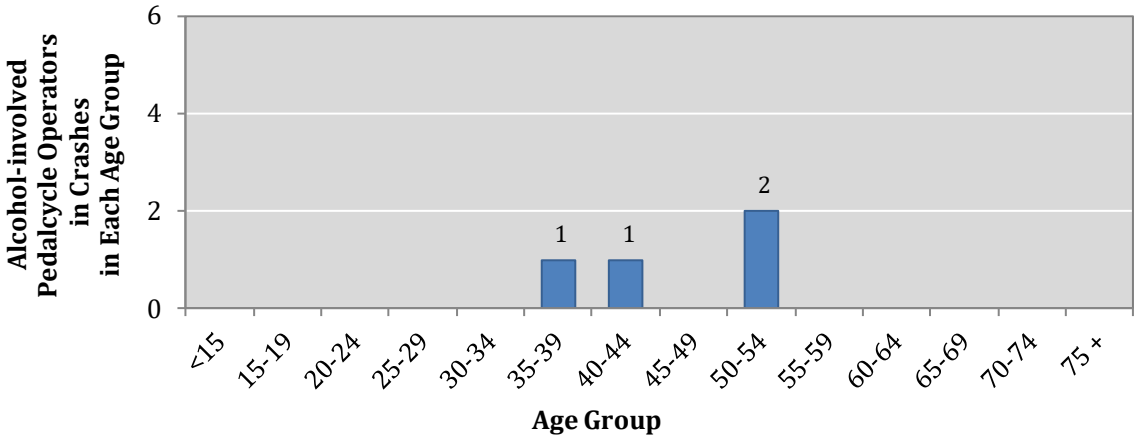
Year	Pedalcycle Operators in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total	
	Count	Percent	Count	Percent	Count	Percent
2017	15	3.9%	370	96.1%	385	100%
2018	8	2.2%	363	97.8%	371	100%
2019	10	2.7%	364	97.3%	374	100%
2020	7	2.6%	259	97.4%	266	100%
2021	4	1.6%	239	98.4%	243	100%

[40] Counties have the same rank if they have the same number of crashes in 2021.
[41] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcycles in which any motor vehicle driver or pedalcycle operator in the crash was alcohol-involved.
[42] Alcohol-involved pedalcycle operators are pedalcycle operators who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 63: Alcohol-involved Pedalcycle Operators[43] in Crashes by Age and Sex[44], 2021

Age Group	Alcohol-involved Pedalcycle Operators in Crashes								Ratio Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
20-24	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
25-29	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
30-34	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
35-39	1	25.0%	0	0.0%	0	0.0%	1	25.0%	-
40-44	1	25.0%	0	0.0%	0	0.0%	1	25.0%	-
45-49	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
50-54	2	50.0%	0	0.0%	0	0.0%	2	50.0%	-
55-59	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
60-64	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
65-69	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
75 +	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	**4**	**100%**	**0**	**0.0%**	**0**	**0.0%**	**4**	**100%**	-

Figure 21: Alcohol-involved Pedalcycle Operators[43] in Crashes by Age Group, 2021



[43] Alcohol-involved pedalcycle operators are pedalcycle operators who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

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

Alcohol-involved Drivers

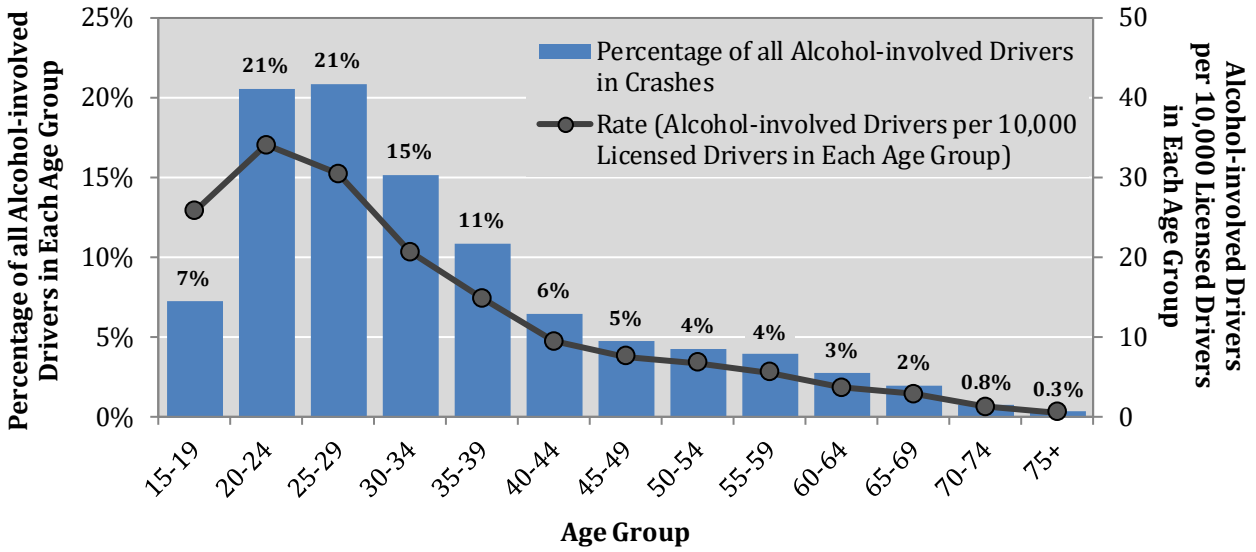
This section reviews motor vehicle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

- Male drivers were 69.5 percent of all alcohol-involved drivers in crashes. (Table 64)
- Crash rates of alcohol-involved drivers were highest among drivers ages 15 to 29, more than double the statewide alcohol-involved driver crash rate. (Table 65)

Table 64: Alcohol-involved Drivers[45] in Crashes by Sex, 2021

Sex	Alcohol-involved Drivers	
	Count	Percent
Females	554	30.5%
Males	1,264	69.5%
Total Drivers	**1,818**	**100.0%**

Figure 22: Percentage and Rate of Alcohol-involved Drivers[45] in Crashes by Age Group, 2021



[45] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) residence is not in New Mexico (except Table 67), or 4) the person is a pedestrian or pedalcycle operator.

Figure 23: Alcohol-involved Drivers[45] in Crashes by Age and Sex[46], 2021

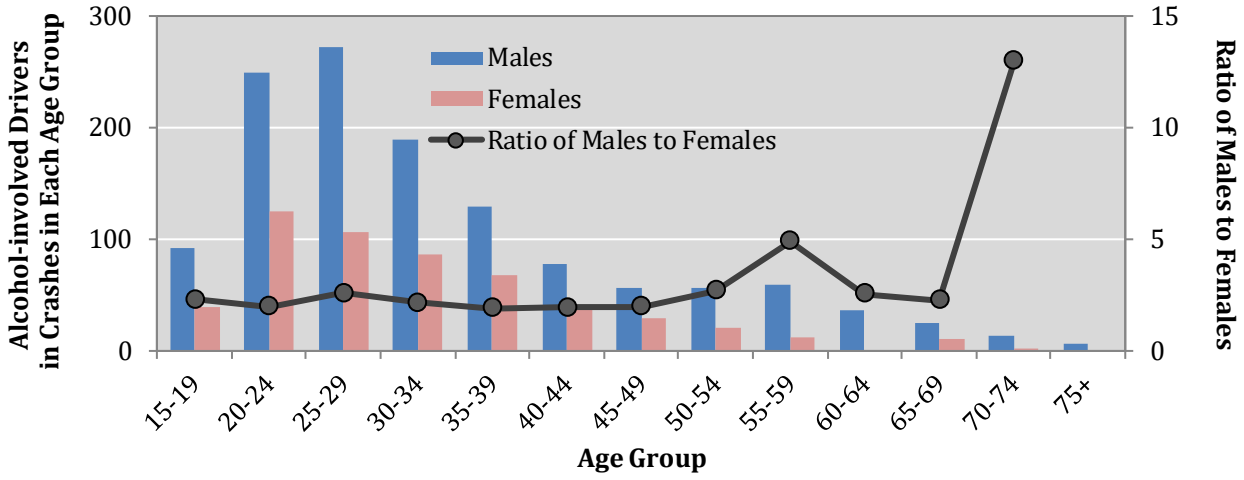


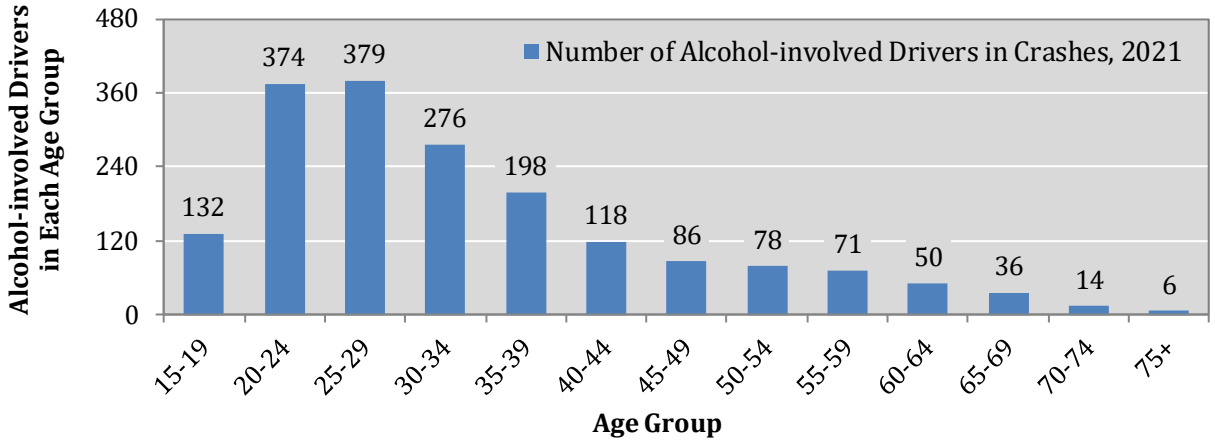
Table 65: Alcohol-involved Drivers in Crashes by Age and Sex, 2021 [45] [46] [47]

Age Group	Alcohol-involved Drivers in Crashes						Ratio Males to Females	2021 Licensed Drivers	Rate (Alcohol-involved Drivers per 10,000 Licensed Drivers in Each Age Group)
	Males		Females		Total				
	Count	Percent	Count	Percent	Count	Percent			
15-19	92	7.3%	40	7.2%	132	7.3%	2.3	51,330	**25.7**
20-24	249	19.7%	125	22.6%	374	20.6%	2.0	110,052	**34.0**
25-29	273	21.6%	106	19.1%	379	20.8%	2.6	124,691	**30.4**
30-34	189	15.0%	87	15.7%	276	15.2%	2.2	133,905	**20.6**
35-39	130	10.3%	68	12.3%	198	10.9%	1.9	133,408	**14.8**
40-44	78	6.2%	40	7.2%	118	6.5%	2.0	124,697	9.5
45-49	57	4.5%	29	5.2%	86	4.7%	2.0	113,395	7.6
50-54	57	4.5%	21	3.8%	78	4.3%	2.7	116,227	6.7
55-59	59	4.7%	12	2.2%	71	3.9%	4.9	127,625	5.6
60-64	36	0.0%	14	2.5%	50	2.8%	2.6	135,483	3.7
65-69	25	2.0%	11	2.0%	36	2.0%	2.3	126,504	2.8
70-74	13	1.0%	1	0.2%	14	0.8%	13.0	108,020	1.3
75 +	6	0.5%	0	0.0%	6	0.3%	-	115,844	0.5
Total	**1,264**	**100%**	**554**	**100%**	**1,818**	**100%**	**2.3**	**1,521,181**	**12.0**

[46] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.
[47] Crash rates are in bold red if they are more than the statewide rate for 2021.

Demographics – Alcohol-involved Drivers

Figure 24: Alcohol-involved Drivers[45] in Crashes by Age Group, 2021



- From 2020 to 2021, the number of alcohol-involved drivers rose for age groups 25-29, 30-34, 35-39, 45-49, 55-59, and in seniors, 65-69 and 70-74. (Table 66)
- The number of alcohol-involved drivers in age groups 25-29 and 35-39 rose to 379 and 198, their highest number in at least a decade. (Table 66)

Table 66: Alcohol-involved Drivers[45] in Crashes by Age Group[48], 2012 - 2021

Age Group	Alcohol-involved Drivers in Crashes										Percent Change
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2012 - 2021
15-19	161	90	124	94	115	84	97	121	140	132	-18.0%
20-24	391	385	378	360	325	369	381	404	385	374	-4.3%
25-29	296	281	293	342	332	344	300	328	309	379	28.0%
30-34	241	175	218	294	226	253	247	276	245	276	14.5%
35-39	169	175	143	165	177	170	171	180	178	198	17.2%
40-44	151	121	143	116	132	125	129	128	141	118	-21.9%
45-49	143	113	96	123	127	98	103	116	83	86	-39.9%
50-54	110	100	103	110	91	68	98	91	96	78	-29.1%
55-59	63	63	82	74	85	103	92	75	67	71	12.7%
60-64	46	0	49	46	41	44	60	53	50	50	8.7%
65-69	23	23	24	25	30	32	35	38	24	36	56.5%
70-74	10	7	10	16	14	14	21	12	7	14	40.0%
75 +	13	10	10	10	12	9	7	18	8	6	-53.8%
Total	1,817	1,590	1,673	1,775	1,707	1,713	1,741	1,840	1,733	1,818	0.1%

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

- Out-of-state drivers were 8.3 percent of all alcohol-involved drivers. (Table 67)
- 13.3 percent of all alcohol-involved drivers in crashes had only an ID card. (Table 67)

Table 67: Alcohol-involved Drivers[45] in Crashes by License Type[49] and Residence, 2021

Driver License Type	Alcohol-involved Drivers (Residents and Non-Residents)							
	New Mexico Resident		Out of State		Missing Data		Total Drivers	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Operator	1,370	94.0%	87	6.0%	0	0.0%	1,457	100%
ID Card	238	89.5%	27	10.2%	1	0.4%	266	100%
CDL Class C	8	20.5%	31	79.5%	0	0.0%	39	100%
CDL Class A	21	65.6%	11	34.4%	0	0.0%	32	100%
CDL Non-Commercial	20	100.0%	0	0.0%	0	0.0%	20	100%
CDL Class B	3	100.0%	0	0.0%	0	0.0%	3	100%
Motorcycle Only	2	100.0%	0	0.0%	0	0.0%	2	100%
Not Licensed	1	100.0%	0	0.0%	0	0.0%	1	100%
Missing Data	155	88.1%	9	5.1%	12	6.8%	176	100%
Total	**1,818**	**91.1%**	**165**	**8.3%**	**13**	**0.7%**	**1,996**	**100%**

[49] The category "Missing Data" likely includes statistics on drivers who were not licensed.

Seat Position and Victims

Table 68: People in Alcohol-involved Crashes by Seat Position and Sex[50], 2021

Seat Position	People in Alcohol-involved Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	2,011	995	335	3,341	**2.0**
Front Seat Passengers	325	338	2	665	**1.0**
All Other Passengers	235	256	6	497	**0.9**
Motorcyclists					
Motorcycle/ATV Drivers	76	4	4	84	**19.0**
Motorcycle/ATV Passengers	12	13	0	25	**0.9**
Nonmotorists					
Pedalcyclists, All	5	0	0	5	**-**
Pedestrians, All	83	18	0	101	**4.6**
Missing Data	1	1	0	2	**1.0**
Total	**2,748**	**1,625**	**347**	**4,720**	**1.7**

- There were 76 male and 4 female motorcycle drivers in alcohol-involved crashes, resulting in a male-to-female motorcycle driver ratio of 19 to 1. (Table 68)
- There were 5 male and 0 female pedalcyclists in alcohol-involved crashes. (Table 68)
- More than half (53.9 percent) of all people in alcohol-involved crashes were victims. (Table 69)

Table 69: Victims[51] of Alcohol-involved Crashes, 2021

Victim Category	People in Alcohol-involved Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total
Victim	46	85	203	412	1,797	2,543	**53.9%**
Non-victims	132	79	366	240	1,360	2,177	**46.1%**
Total People	**178**	**164**	**569**	**652**	**3,157**	**4,720**	**100%**

[50] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.
[51] Victims are all passengers and any non-alcohol-involved drivers, pedalcycle operators or pedestrians. Non-victims are any alcohol-involved drivers, pedalcycle operators or pedestrians.

Belt Use

- There were 60 male and 23 female unbelted fatalities in alcohol-involved crashes, for a male-to-female ratio of 2.6 to 1. (Table 70)
- 48.2 percent of all unbelted fatalities in alcohol-involved crashes were 20-34 years old. (Table 70)

Table 70: Unbelted Fatalities[52] in Alcohol-involved Crashes by Age and Sex[53], 2021

Age Group	Unbelted Fatalities in Alcohol-involved Crashes						Ratio of Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	-
5-9	0	0.0%	1	4.3%	1	1.2%	-
10-14	0	0.0%	1	4.3%	1	1.2%	-
15-19	7	11.7%	2	8.7%	9	10.8%	**3.5**
20-24	12	20.0%	5	21.7%	17	20.5%	**2.4**
25-29	10	16.7%	2	8.7%	12	14.5%	**5.0**
30-34	6	10.0%	5	21.7%	11	13.3%	**1.2**
35-39	6	10.0%	2	8.7%	8	9.6%	**3.0**
40-44	2	3.3%	1	4.3%	3	3.6%	**2.0**
45-49	3	5.0%	0	0.0%	3	3.6%	-
50-54	5	8.3%	1	4.3%	6	7.2%	**5.0**
55-59	1	1.7%	2	8.7%	3	3.6%	**0.5**
60-64	3	5.0%	0	0.0%	3	3.6%	-
65-69	3	5.0%	0	0.0%	3	3.6%	-
70-74	0	0.0%	0	0.0%	0	0.0%	-
75 +	1	1.7%	1	4.3%	2	2.4%	**1.0**
Missing Data	1	1.7%	0	0.0%	1	1.2%	-
Total	**60**	**100%**	**23**	**100%**	**83**	**100%**	**2.6**

[52] Fatalities of people in passenger cars, pickups, and van/4WD/SUVs in alcohol-involved crashes.
[53] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.

DWI Enforcement

Arrests

Table 71: DWI Arrests by County[54], 2017 - 2021

County	DWI Arrests					Percent of All 2021 DWI Arrests	Percent Change 2017 - 2021	Percent Change 2020 - 2021
	2017	2018	2019	2020	2021			
Bernalillo	2,642	2,802	3,048	1,901	1,871	22.2%	-29.2%	-1.6%
Catron	8	4	0	7	2	0.02%	-75.0%	-71.4%
Chaves	270	292	332	328	298	3.5%	10.4%	-9.1%
Cibola	266	237	203	221	258	3.1%	-3.0%	16.7%
Colfax	76	75	66	63	50	0.6%	-34.2%	-20.6%
Curry	206	145	135	143	116	1.4%	-43.7%	-18.9%
De Baca	6	4	8	2	2	0.02%	-66.7%	-
Doña Ana	967	954	892	730	683	8.1%	-29.4%	-6.4%
Eddy	279	316	314	254	315	3.7%	12.9%	24.0%
Grant	157	130	151	146	153	1.8%	-2.5%	4.8%
Guadalupe	24	26	37	32	37	0.4%	54.2%	15.6%
Harding	1	0	1	0	0	0.0%	-100.0%	-
Hidalgo	44	46	33	21	25	0.3%	-43.2%	19.0%
Lea	430	428	451	353	276	3.3%	-35.8%	-21.8%
Lincoln	117	130	111	84	90	1.1%	-23.1%	7.1%
Los Alamos	34	50	19	30	28	0.3%	-17.6%	-6.7%
Luna	109	86	74	91	78	0.9%	-28.4%	-14.3%
McKinley	790	666	705	594	595	7.1%	-24.7%	0.2%
Mora	25	18	22	29	30	0.4%	20.0%	3.4%
Otero	253	240	188	149	155	1.8%	-38.7%	4.0%
Quay	44	26	25	20	19	0.2%	-56.8%	-5.0%
Rio Arriba	252	167	141	157	162	1.9%	-35.7%	3.2%
Roosevelt	35	71	76	53	52	0.6%	48.6%	-1.9%
San Juan	1,213	1,241	1,315	1,067	1,098	13.0%	-9.5%	2.9%
San Miguel	178	139	145	134	134	1.6%	-24.7%	-
Sandoval	750	668	577	573	602	7.2%	-19.7%	5.1%
Santa Fe	737	809	862	629	660	7.8%	-10.4%	4.9%
Sierra	99	131	116	57	64	0.8%	-35.4%	12.3%
Socorro	99	110	95	58	74	0.9%	-25.3%	27.6%
Taos	146	137	121	99	91	1.1%	-37.7%	-8.1%
Torrance	41	42	41	37	42	0.5%	2.4%	13.5%
Union	9	10	6	5	5	0.1%	-44.4%	-
Valencia	302	261	235	196	254	3.0%	-15.9%	29.6%
Missing Data	75	95	130	99	100	1.2%	33.3%	1.0%
Total Arrests	**10,684**	**10,556**	**10,675**	**8,362**	**8,419**	**100.0%**	**-21.2%**	**0.7%**

[54] "County" refers to the county where the person was arrested for DWI, not their county of residence. DWI arrests and convictions are for either DWI or aggravated DWI.

DWI Enforcement – Arrests

Table 72: DWI Arrests by City[55], 2017 - 2021

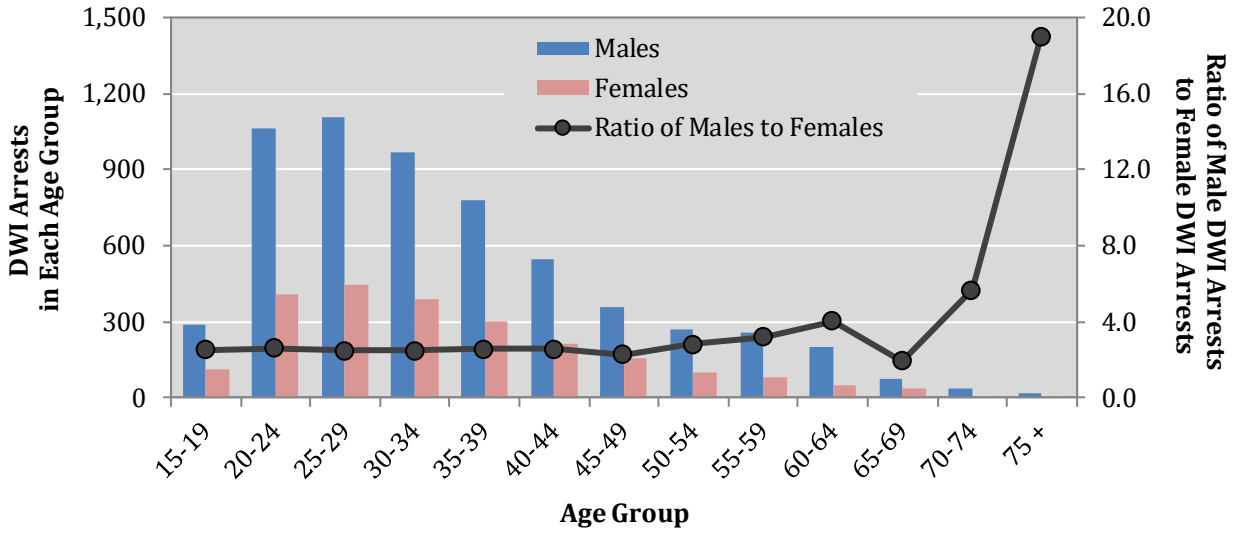
City	DWI Arrests					Percent of All 2021 DWI Arrests	Percent Change 2017 - 2021	Percent Change 2020 - 2021
	2017	2018	2019	2020	2021			
Alamogordo	129	162	111	96	92	1.1%	-28.7%	-4.2%
Albuquerque	2,526	2,616	2,744	1,888	1,825	21.7%	-27.8%	-3.3%
Anthony	58	62	53	48	53	0.6%	-8.6%	10.4%
Artesia	46	60	53	51	69	0.8%	50.0%	35.3%
Aztec	108	98	81	66	71	0.8%	-34.3%	7.6%
Belen	94	83	78	70	80	1.0%	-14.9%	14.3%
Bernalillo	68	67	68	61	52	0.6%	-23.5%	-14.8%
Bloomfield	99	114	102	79	100	1.2%	1.0%	26.6%
Carlsbad	164	172	190	151	199	2.4%	21.3%	31.8%
Clovis	173	124	127	130	105	1.2%	-39.3%	-19.2%
Corrales	29	20	26	14	22	0.3%	-24.1%	57.1%
Cuba	40	38	44	29	36	0.4%	-10.0%	24.1%
Deming	93	85	70	90	64	0.8%	-31.2%	-28.9%
Edgewood	40	44	43	27	31	0.4%	-22.5%	14.8%
Española	161	128	134	114	129	1.5%	-19.9%	13.2%
Farmington	451	471	581	433	398	4.7%	-11.8%	-8.1%
Fruitland	71	76	85	71	61	0.7%	-14.1%	-14.1%
Gallup	208	199	183	209	160	1.9%	-23.1%	-23.4%
Grants	80	50	59	54	87	1.0%	8.8%	61.1%
Hobbs	249	227	266	240	185	2.2%	-25.7%	-22.9%
Kirtland	51	76	101	70	62	0.7%	21.6%	-11.4%
Las Cruces	661	625	601	483	443	5.3%	-33.0%	-8.3%
Las Vegas	112	120	113	94	92	1.1%	-17.9%	-2.1%
Los Alamos	26	29	23	19	18	0.2%	-30.8%	-5.3%
Los Lunas	217	228	198	147	168	2.0%	-22.6%	14.3%
Lovington	99	58	60	54	30	0.4%	-69.7%	-44.4%
Portales	56	58	67	50	43	0.5%	-23.2%	-14.0%
Raton	40	39	47	24	25	0.3%	-37.5%	4.2%
Rio Rancho	446	433	418	342	354	4.2%	-20.6%	3.5%
Roswell	253	252	279	302	251	3.0%	-0.8%	-16.9%
Ruidoso	41	48	40	29	28	0.3%	-31.7%	-3.4%
Santa Fe	551	644	613	473	491	5.8%	-10.9%	3.8%
Shiprock	125	130	102	96	102	1.2%	-18.4%	6.3%
Silver City	86	80	87	84	95	1.1%	10.5%	13.1%
Socorro	46	57	39	25	44	0.5%	-4.3%	76.0%
Sunland Park	29	31	22	23	26	0.3%	-10.3%	13.0%
T or C	54	56	51	35	33	0.4%	-38.9%	-5.7%
Taos	92	93	93	57	55	0.7%	-40.2%	-3.5%
Thoreau	28	23	22	20	25	0.3%	-10.7%	25.0%
Tucumcari	29	18	20	13	9	0.1%	-69.0%	-30.8%
Other Cities and Rural	2,755	2,562	2,581	2,001	2,206	26.2%	-19.9%	10.2%
Total DWI Arrests	**10,684**	**10,556**	**10,675**	**8,362**	**8,419**	**100.0%**	**-21.2%**	**0.7%**

[55] "City" refers to the city residence of the driver, not the city where the driver was arrested for DWI. DWI arrests are for either DWI or aggravated DWI.

Table 73: DWI Arrests[56] by Age and Sex[57], 2021

Age Group	DWI Arrests by Age and Sex								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	286	4.8%	113	4.9%	11	6.7%	410	4.9%	**2.5**
20-24	1,061	17.8%	409	17.8%	26	15.8%	1,496	17.8%	**2.6**
25-29	1,104	18.6%	445	19.3%	41	24.8%	1,590	18.9%	**2.5**
30-34	965	16.2%	389	16.9%	35	21.2%	1,389	16.5%	**2.5**
35-39	776	13.0%	303	13.2%	22	13.3%	1,101	13.1%	**2.6**
40-44	547	9.2%	214	9.3%	10	6.1%	771	9.2%	**2.6**
45-49	359	6.0%	159	6.9%	5	3.0%	523	6.2%	**2.3**
50-54	272	4.6%	97	4.2%	8	4.8%	377	4.5%	**2.8**
55-59	257	4.3%	80	3.5%	3	1.8%	340	4.0%	**3.2**
60-64	197	3.3%	49	2.1%	3	1.8%	249	3.0%	**4.0**
65-69	74	1.2%	38	1.7%	1	0.6%	113	1.3%	**1.9**
70-74	34	0.6%	6	0.3%	0	0.0%	40	1.4%	**5.7**
75 +	19	0.3%	1	0.0%	0	0.0%	20	0.2%	**19.0**
Missing Data	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	-
Total	**5,951**	**100%**	**2,303**	**100%**	**165**	**100%**	**8,419**	**100%**	**2.6**

Figure 25: DWI Arrests[56] by Age and Sex[57], 2021



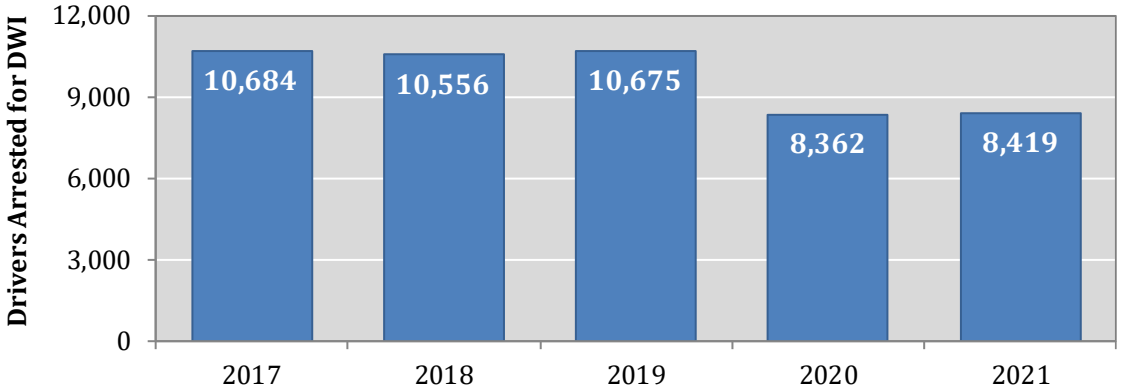
[56] DWI arrests are for either DWI or aggravated DWI.

[57] The ratio of males to females is calculated only when there is at least one DWI arrest of each sex in that age group.

Table 74: Number of Drivers[58] Arrested for a DWI[59] by Age, 2017 - 2021

Age Group	Drivers Arrested for DWI					Percent Change
	2017	2018	2019	2020	2021	2017 - 2021
15-19	427	416	478	457	410	-4.0%
20-24	1,843	1,975	2,024	1,521	1,496	-18.8%
25-29	2,154	2,040	2,043	1,620	1,590	-26.2%
30-34	1,675	1,590	1,617	1,290	1,389	-17.1%
35-39	1,272	1,241	1,278	1,008	1,101	-13.4%
40-44	891	879	955	742	771	-13.5%
45-49	746	789	736	540	523	-29.9%
50-54	621	596	547	457	377	-39.3%
55-59	526	527	444	345	340	-35.4%
60-64	280	282	301	239	249	-11.1%
65-69	160	137	153	85	113	-29.4%
70-74	58	64	62	35	40	-31.0%
75 +	29	19	34	20	20	-
Missing Data	2	1	3	3	0	-100.0%
Total	**10,684**	**10,556**	**10,675**	**8,362**	**8,419**	**-21.2%**

Figure 26: Number of Drivers Arrested for DWI[59], 2017 - 2021



[58] Numbers are shaded such that darker shading identifies higher numbers.
[59] DWI arrests are for either DWI or aggravated DWI.

Convictions

Table 75: DWI Convictions by County[54], 2017 - 2021

County	Total DWI Convictions					Percent of All 2021 Convictions	Percent Change 2017 - 2021	Percent Change 2020 - 2021
	2017	2018	2019	2020	2021			
Bernalillo	1,476	1,481	1,689	1,577	1,156	24.8%	-21.7%	-26.7%
Catron	6	4	2	1	0	0.00%	-100.0%	-100.0%
Chaves	182	217	218	228	197	4.2%	8.2%	-13.6%
Cibola	154	109	87	65	144	3.1%	-6.5%	121.5%
Colfax	33	51	43	36	32	0.7%	-3.0%	-11.1%
Curry	142	129	79	109	109	2.3%	-23.2%	0.0%
De Baca	5	4	4	5	2	0.0%	-60.0%	-60.0%
Doña Ana	568	546	440	299	277	5.9%	-51.2%	-7.4%
Eddy	194	186	221	135	162	3.5%	-16.5%	20.0%
Grant	102	100	78	87	102	2.2%	0.0%	17.2%
Guadalupe	15	25	22	21	13	0.3%	-13.3%	-38.1%
Harding	1	2	1	0	0	0.00%	-100.0%	0.0%
Hidalgo	31	35	23	13	19	0.4%	-38.7%	46.2%
Lea	240	159	187	116	136	2.9%	-43.3%	17.2%
Lincoln	68	94	85	72	75	1.6%	10.3%	4.2%
Los Alamos	38	30	23	12	25	0.5%	-34.2%	108.3%
Luna	107	61	62	58	61	1.3%	-43.0%	5.2%
McKinley	357	318	281	190	267	5.7%	-25.2%	40.5%
Mora	10	8	17	15	24	0.5%	140.0%	60.0%
Otero	164	130	145	84	102	2.2%	-37.8%	21.4%
Quay	27	22	15	9	15	0.3%	-44.4%	66.7%
Rio Arriba	138	91	86	62	66	1.4%	-52.2%	6.5%
Roosevelt	38	50	44	47	28	0.6%	-26.3%	-40.4%
San Juan	804	850	820	575	781	16.7%	-2.9%	35.8%
San Miguel	124	88	114	80	102	2.2%	-17.7%	27.5%
Sandoval	502	483	382	293	345	7.4%	-31.3%	17.7%
Santa Fe	437	469	430	391	172	3.7%	-60.6%	-56.0%
Sierra	62	83	71	31	24	0.5%	-61.3%	-22.6%
Socorro	47	53	62	35	27	0.6%	-42.6%	-22.9%
Taos	102	69	67	71	63	1.4%	-38.2%	-11.3%
Torrance	33	26	25	20	29	0.6%	-12.1%	45.0%
Union	12	8	7	3	4	0.1%	-66.7%	33.3%
Valencia	140	130	149	71	105	2.3%	-25.0%	47.9%
Missing Data	0	1	1	1	2	0.04%	0.0%	100.0%
Total Convictions	6,359	6,112	5,980	4,812	4,666	100%	-26.6%	-3.0%

DWI Enforcement – Convictions

Table 76: Ranking and Rates of DWI Convictions by County, 2017 - 2021 [54] [60] [61]

2021 Rank	County	Total DWI Convictions					2021 Population	DWI Convictions per 10,000 County Residents, 2021
		2017	2018	2019	2020	2021		
1	Bernalillo	1,476	1,481	1,689	1,577	1,156	674,393	17.1
2	San Juan	804	850	820	575	781	120,993	**64.5**
3	Sandoval	502	483	382	293	345	151,369	**22.8**
4	Doña Ana	568	546	440	299	277	221,508	12.5
5	McKinley	357	318	281	190	267	71,780	**37.2**
6	Chaves	182	217	218	228	197	64,629	**30.5**
7	Santa Fe	437	469	430	391	172	155,201	11.1
8	Eddy	194	186	221	135	162	60,911	**26.6**
9	Cibola	154	109	87	65	144	27,184	**53.0**
10	Lea	240	159	187	116	136	73,004	18.6
11	Curry	142	129	79	109	109	47,999	**22.7**
12	Valencia	140	130	149	71	105	77,190	13.6
13	Grant	102	100	78	87	102	27,889	**36.6**
13	Otero	164	130	145	84	102	68,537	14.9
13	San Miguel	124	88	114	80	102	27,150	**37.6**
16	Lincoln	68	94	85	72	75	20,436	**36.7**
17	Rio Arriba	138	91	86	62	66	40,179	16.4
18	Taos	102	69	67	71	63	34,623	18.2
19	Luna	107	61	62	58	61	25,532	**23.9**
20	Colfax	33	51	43	36	32	12,369	**25.9**
21	Torrance	33	26	25	20	29	15,307	18.9
22	Roosevelt	38	50	44	47	28	19,019	14.7
23	Socorro	47	53	62	35	27	16,311	16.6
24	Los Alamos	38	30	23	12	25	19,330	12.9
25	Sierra	62	83	71	31	24	11,502	20.9
25	Mora	10	8	17	15	24	4,196	**57.2**
27	Hidalgo	31	35	23	13	19	4,074	**46.6**
28	Quay	27	22	15	9	15	8,656	17.3
29	Guadalupe	15	25	22	21	13	4,449	**29.2**
30	Union	12	8	7	3	4	4,107	9.7
31	De Baca	5	4	4	5	2	1,680	11.9
32	Catron	6	4	2	1	0	3,731	0.0
32	Harding	1	2	1	0	0	639	0.0
Missing Data		0	1	1	1	2	-	-
Total DWI Convictions		**6,359**	**6,112**	**5,980**	**4,812**	**4,666**	**2,115,877**	**22.1**

[60] Counties have the same rank if they have the same number of DWI convictions in 2021.
[61] The numbers in bold red represent counties that exceeded the statewide rate in 2021.

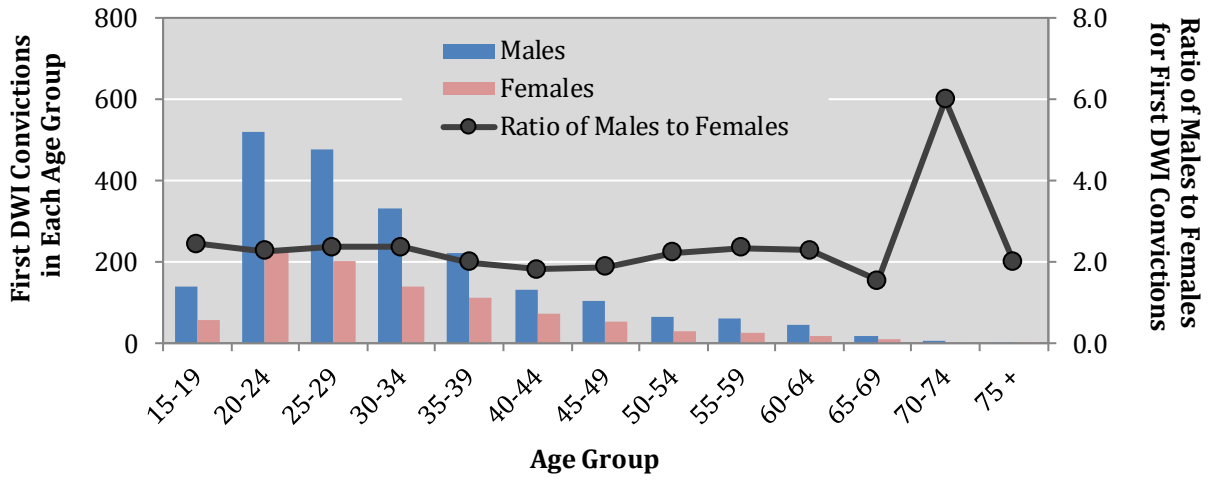
Table 77: Number of Drivers with a First DWI Conviction[54], 2017 - 2021

County	First DWI Convictions					Percent of First 2021 Convictions	Percent Change 2017 - 2021	Percent Change 2020 - 2021
	2017	2018	2019	2020	2021			
Bernalillo	941	1,075	1,153	1,081	867	27.5%	-7.9%	-19.8%
Catron	3	2	1	0	0	0.0%	-100.0%	0.0%
Chaves	127	146	157	170	133	4.2%	4.7%	-21.8%
Cibola	92	67	55	39	84	2.7%	-8.7%	115.4%
Colfax	24	36	29	26	21	0.7%	-12.5%	-19.2%
Curry	105	85	63	85	72	2.3%	-31.4%	-15.3%
De Baca	1	2	2	2	1	0.03%	0.0%	-50.0%
Doña Ana	392	405	319	216	194	6.2%	-50.5%	-10.2%
Eddy	136	135	168	107	128	4.1%	-5.9%	19.6%
Grant	56	63	55	59	69	2.2%	23.2%	16.9%
Guadalupe	14	17	15	19	11	0.3%	-21.4%	-42.1%
Harding	1	2	1	0	0	0.0%	-100.0%	0.0%
Hidalgo	25	26	16	10	15	0.5%	-40.0%	50.0%
Lea	174	118	145	87	97	3.1%	-44.3%	11.5%
Lincoln	49	59	59	51	51	1.6%	4.1%	0.0%
Los Alamos	29	18	16	10	19	0.6%	-34.5%	90.0%
Luna	73	38	44	44	35	1.1%	-52.1%	-20.5%
McKinley	193	184	159	109	177	5.6%	-8.3%	62.4%
Mora	6	3	7	10	12	0.4%	100.0%	20.0%
Otero	121	85	106	61	80	2.5%	-33.9%	31.1%
Quay	15	15	9	8	11	0.3%	-26.7%	37.5%
Rio Arriba	67	45	49	35	41	1.3%	-38.8%	17.1%
Roosevelt	34	38	34	34	22	0.7%	-35.3%	-35.3%
San Juan	475	482	469	333	451	14.3%	-5.1%	35.4%
San Miguel	65	47	61	45	57	1.8%	-12.3%	26.7%
Sandoval	337	327	256	184	216	6.9%	-35.9%	17.4%
Santa Fe	277	315	318	256	121	3.8%	-56.3%	-52.7%
Sierra	35	53	45	18	17	0.5%	-51.4%	-5.6%
Socorro	29	29	40	20	14	0.4%	-51.7%	-30.0%
Taos	72	43	46	42	44	1.4%	-38.9%	4.8%
Torrance	20	20	17	16	18	0.6%	-10.0%	12.5%
Union	10	7	4	3	3	0.1%	-70.0%	0.0%
Valencia	83	90	106	40	66	2.1%	-20.5%	65.0%
Missing Data	0	1	0	1	2	0.1%	0.0%	100.0%
Total	**4,081**	**4,078**	**4,024**	**3,221**	**3,149**	**100.0%**	**-22.8%**	**-2.2%**

Table 78: First DWI Convictions by Age[62] and Sex[63], 2021

Age Group	First DWI Convictions								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	140	6.6%	57	6.0%	4	5.6%	201	6.4%	**2.5**
20-24	519	24.4%	229	24.0%	13	18.3%	761	24.2%	**2.3**
25-29	476	22.4%	201	21.1%	21	29.6%	698	22.2%	**2.4**
30-34	332	15.6%	140	14.7%	10	14.1%	482	15.3%	**2.4**
35-39	222	10.5%	111	11.6%	8	11.3%	341	10.8%	**2.0**
40-44	132	6.2%	72	7.5%	2	2.8%	206	6.5%	**1.8**
45-49	104	4.9%	55	5.8%	5	7.0%	164	5.2%	**1.9**
50-54	67	3.2%	30	3.1%	3	4.2%	100	3.2%	**2.2**
55-59	61	2.9%	26	2.7%	2	2.8%	89	2.8%	**2.3**
60-64	46	2.2%	20	2.1%	3	4.2%	69	2.2%	**2.3**
65-69	17	0.8%	11	1.2%	0	0.0%	28	0.9%	**1.5**
70-74	6	0.3%	1	0.1%	0	0.0%	7	0.2%	**6.0**
75 +	2	0.1%	1	0.1%	0	0.0%	3	0.1%	**2.0**
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	**2,124**	**100%**	**954**	**100%**	**71**	**100%**	**3,149**	**100%**	**2.2**

Figure 27: First DWI Convictions by Age[62] and Sex[63], 2021



[62] "Age" refers to age on the day of arrest for a conviction handed down in 2021.
[63] The ratio of males to females is calculated only when there is at least one conviction of each sex in that age group.

Table 79: Repeat DWI Convictions[64] by County, 2017 - 2021

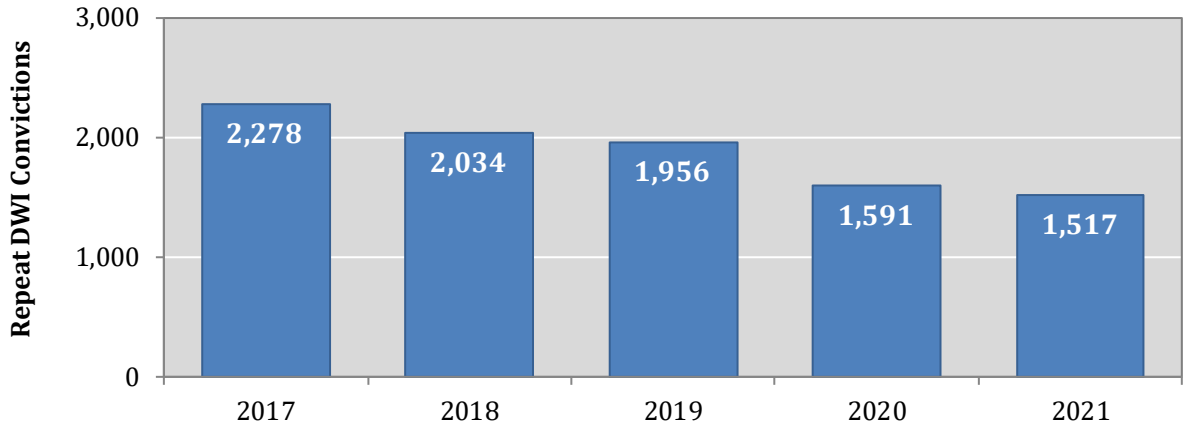
County	Repeat DWI Convictions					Percent of Repeat 2021 Convictions	Percent Change 2017 - 2021	Percent Change 2020 - 2021
	2017	2018	2019	2020	2021			
Bernalillo	535	406	536	496	289	19.1%	-46.0%	-41.7%
Catron	3	2	1	1	0	0.0%	-100.0%	-100.0%
Chaves	55	71	61	58	64	4.2%	16.4%	10.3%
Cibola	62	42	32	26	60	4.0%	-3.2%	130.8%
Colfax	9	15	14	10	11	0.7%	22.2%	10.0%
Curry	37	44	16	24	37	2.4%	0.0%	54.2%
De Baca	4	2	2	3	1	0.1%	-75.0%	-66.7%
Doña Ana	176	141	121	83	83	5.5%	-52.8%	0.0%
Eddy	58	51	53	28	34	2.2%	-41.4%	21.4%
Grant	46	37	23	28	33	2.2%	-28.3%	17.9%
Guadalupe	1	8	7	2	2	0.1%	100.0%	0.0%
Harding	0	0	0	0	0	0.0%	0.0%	0.0%
Hidalgo	6	9	7	3	4	0.3%	-33.3%	33.3%
Lea	66	41	42	29	39	2.6%	-40.9%	34.5%
Lincoln	19	35	26	21	24	1.6%	26.3%	14.3%
Los Alamos	9	12	7	2	6	0.4%	-33.3%	200.0%
Luna	34	23	18	14	26	1.7%	-23.5%	85.7%
McKinley	164	134	122	81	90	5.9%	-45.1%	11.1%
Mora	4	5	10	5	12	0.8%	200.0%	140.0%
Otero	43	45	39	23	22	1.5%	-48.8%	-4.3%
Quay	12	7	6	1	4	0.3%	-66.7%	300.0%
Rio Arriba	71	46	37	27	25	1.6%	-64.8%	-7.4%
Roosevelt	4	12	10	13	6	0.4%	50.0%	-53.8%
San Juan	329	368	351	242	330	21.8%	0.3%	36.4%
San Miguel	59	41	53	35	45	3.0%	-23.7%	28.6%
Sandoval	165	156	126	109	129	8.5%	-21.8%	18.3%
Santa Fe	160	154	112	135	51	3.4%	-68.1%	-62.2%
Sierra	27	30	26	13	7	0.5%	-74.1%	-46.2%
Socorro	18	24	22	15	13	0.9%	-27.8%	-13.3%
Taos	30	26	21	29	19	1.3%	-36.7%	-34.5%
Torrance	13	6	8	4	11	0.7%	-15.4%	175.0%
Union	2	1	3	0	1	0.1%	-50.0%	0.0%
Valencia	57	40	43	31	39	2.6%	-31.6%	25.8%
Missing Data	0	0	1	0	0	0.0%	0.0%	0.0%
Total	**2,278**	**2,034**	**1,956**	**1,591**	**1,517**	**100.0%**	**-33.4%**	**-4.7%**

[64] These are the numbers of drivers repeatedly convicted of either DWI or aggravated DWI.
"County" refers to the location where the driver was arrested for DWI, not their county of residence.

Table 80: Drivers Convicted of a Repeat DWI[65] by Age[66], 2017 - 2021

Age Group	Drivers Convicted of a Repeat DWI					Percent Change 2017 - 2021
	2017	2018	2019	2020	2021	
15-19	12	12	11	4	8	-33.3%
20-24	149	140	144	131	101	-32.2%
25-29	363	343	271	248	241	-33.6%
30-34	397	378	347	280	262	-34.0%
35-39	326	293	329	261	235	-27.9%
40-44	259	244	235	179	222	-14.3%
45-49	269	179	200	134	146	-45.7%
50-54	230	172	148	141	114	-50.4%
55-59	138	147	156	122	89	-35.5%
60-64	72	78	65	66	64	-11.1%
65-69	41	33	36	15	24	-41.5%
70-74	15	11	11	8	8	-46.7%
75 +	7	4	3	2	3	-57.1%
Missing Data	**0**	**0**	**0**	**0**	**0**	**0.0%**
Total	**2,278**	**2,034**	**1,956**	**1,591**	**1,517**	**-33.4%**

Figure 28: Drivers Convicted of a Repeat DWI, 2017 - 2021

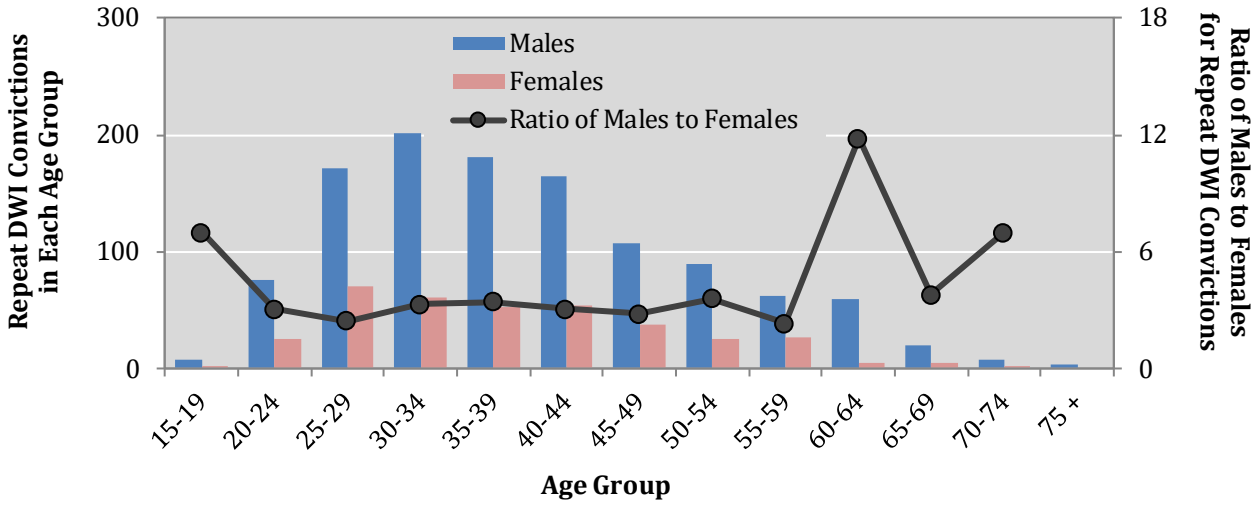


[65] Numbers are shaded such that darker shading identifies higher numbers.
[66] "Age" refers to age on the day of arrest for a conviction handed down in 2021.

Table 81: Repeat DWI Convictions by Age[67] and Sex[68], 2021

Age Group	Repeat DWI Convictions								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	7	0.6%	1	0.3%	0	0.0%	8	0.5%	**7.0**
20-24	76	6.6%	25	6.8%	0	0.0%	101	6.7%	**3.0**
25-29	171	14.9%	70	19.2%	0	0.0%	241	15.9%	**2.4**
30-34	201	17.5%	61	16.7%	0	0.0%	262	17.3%	**3.3**
35-39	181	15.8%	53	14.5%	1	20.0%	235	15.5%	**3.4**
40-44	165	14.4%	54	14.8%	3	60.0%	222	14.6%	**3.1**
45-49	107	9.3%	38	10.4%	1	20.0%	146	9.6%	**2.8**
50-54	89	7.8%	25	6.8%	0	0.0%	114	7.5%	**3.6**
55-59	62	5.4%	27	7.4%	0	0.0%	89	5.9%	**2.3**
60-64	59	5.1%	5	1.4%	0	0.0%	64	4.2%	**11.8**
65-69	19	1.7%	5	1.4%	0	0.0%	24	1.6%	**3.8**
70-74	7	0.6%	1	0.3%	0	0.0%	8	0.5%	**7.0**
75 +	3	0.3%	0	0.0%	0	0.0%	3	0.2%	**-**
Missing Data	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**-**
Total	**1,147**	**100%**	**365**	**100%**	**5**	**100%**	**1,517**	**100%**	**3.1**

Figure 29: Repeat DWI Convictions by Age[67] and Sex[68], 2021



[67] "Age" refers to age on the day of arrest for a conviction handed down in 2021.

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

Court Dispositions

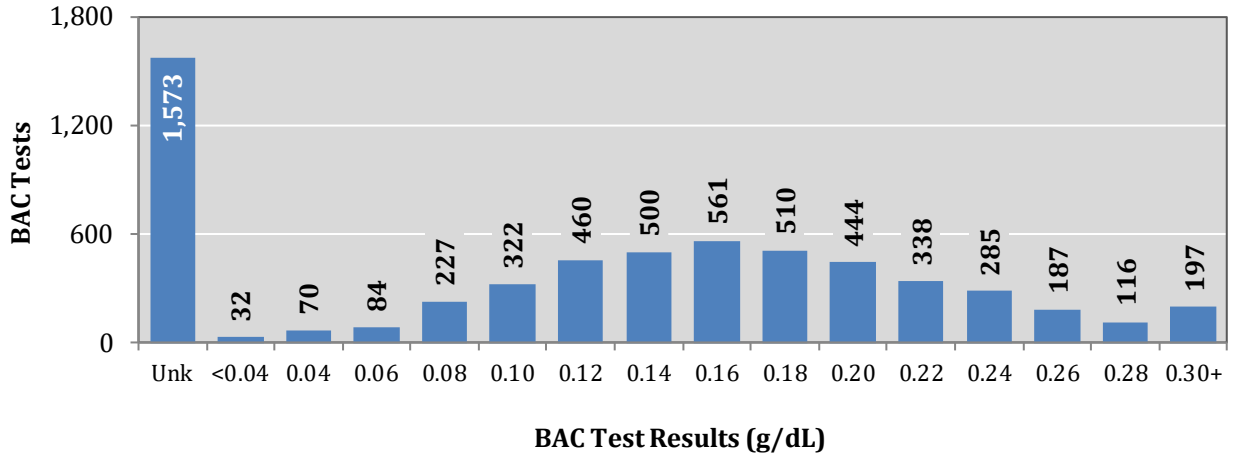
Table 82: Disposition[69] of DWI Arrests in 2021 by County, as of October 2022

County	DWI Arrests in 2021								
	Number of DWI Arrests Resulting in Convictions		Number of DWI Arrests Resulting in Dismissals		Number of DWI Arrests Awaiting Disposition		Total DWI Arrests	Average Number of Days to DWI Conviction	Average Number of Days to DWI Dismissal
	Count	Percent	Count	Percent	Count	Percent			
Bernalillo	988	53%	286	15%	597	32%	1,871	**190**	**185**
Catron	2	100%	0	0%	0	0%	2	**202**	**-**
Chaves	174	58%	6	2%	118	40%	298	**187**	**199**
Cibola	108	42%	13	5%	137	53%	258	**221**	**166**
Colfax	24	48%	7	14%	19	38%	50	**166**	**167**
Curry	77	66%	12	10%	27	23%	116	**185**	**177**
De Baca	1	50%	1	50%	0	0%	2	**260**	**198**
Doña Ana	173	25%	147	22%	363	53%	683	**216**	**177**
Eddy	150	48%	23	7%	142	45%	315	**155**	**163**
Grant	80	52%	21	14%	52	34%	153	**139**	**152**
Guadalupe	13	35%	3	8%	21	57%	37	**119**	**163**
Harding	0	0%	0	0%	0	0%	0	**-**	**-**
Hidalgo	21	84%	1	4%	3	12%	25	**91**	**280**
Lea	91	33%	7	3%	178	64%	276	**200**	**209**
Lincoln	71	79%	0	0%	19	21%	90	**176**	**-**
Los Alamos	18	64%	1	4%	9	32%	28	**105**	**61**
Luna	51	65%	4	5%	23	29%	78	**101**	**160**
McKinley	217	36%	52	9%	326	55%	595	**190**	**179**
Mora	18	60%	4	13%	8	27%	30	**161**	**158**
Otero	85	55%	7	5%	63	41%	155	**145**	**180**
Quay	10	53%	0	0%	9	47%	19	**153**	**-**
Rio Arriba	59	36%	9	6%	94	58%	162	**165**	**148**
Roosevelt	28	54%	1	2%	23	44%	52	**191**	**220**
San Juan	566	52%	63	6%	469	43%	1,098	**163**	**221**
San Miguel	87	65%	8	6%	39	29%	134	**170**	**207**
Sandoval	290	48%	175	29%	137	23%	602	**179**	**176**
Santa Fe	158	24%	257	39%	245	37%	660	**166**	**14**
Sierra	14	22%	2	3%	48	75%	64	**203**	**109**
Socorro	33	45%	22	30%	19	26%	74	**156**	**142**
Taos	44	48%	5	5%	42	46%	91	**154**	**160**
Torrance	16	38%	1	2%	25	60%	42	**83**	**21**
Union	3	60%	0	0%	2	40%	5	**11**	**-**
Valencia	84	33%	35	14%	135	53%	254	**188**	**171**
Missing Data	1	1%	0	0%	99	99%	100	**92**	**-**
Statewide	**3,755**	**45%**	**1,173**	**14%**	**3,491**	**41%**	**8,419**	**177**	**144**

[69] This table shows the number of DWI arrests in 2021 and whether the case resulted in a conviction or dismissal or is still awaiting court disposition, as reported in the NM MVD DWI File, as of **October 2022**. A very small number of "not guilty" rulings may be included in the category Dismissals.

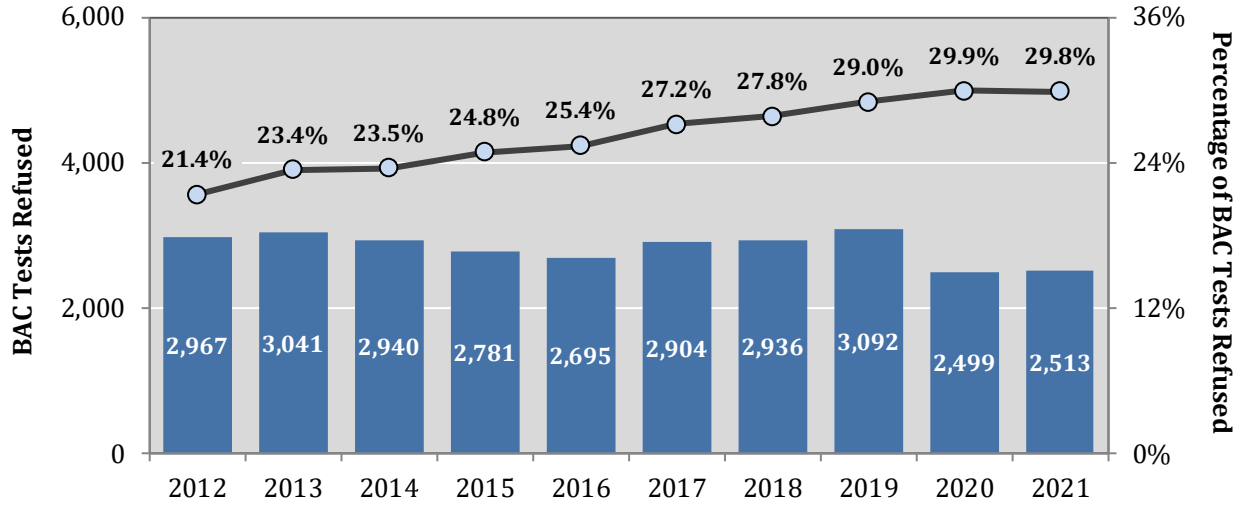
Blood Alcohol Content (BAC)

Figure 30: Range of BAC Test Results from 2021 DWI Arrests[70]



- The percentage of BAC tests that were refused have increased in eight of the past nine years, from 21.4 percent to 29.8 percent. (Figure 31)

Figure 31: Number of BAC Test Refusals and Percentage of BAC Test Refusals, 2012 - 2021



[70] For reference, a BAC of <0.04 is a non-zero BAC less than 0.04. A BAC of 0.04 includes 0.04 and ranges up to but not including 0.06. The term 'Unknown' ('Unk') means the BAC value is unknown. Test refusals are excluded.

Rates

Changes in traffic volume, state population, licensed drivers, and registered vehicles affect the number of crashes that occur in any given year or place. Using rates instead of the raw number of crashes enables statistical comparisons across geographies, time periods, and populations. Rates are a way of standardizing measurements to a common base (e.g., per 100 Million VMT or per 100,000 population) so the results can be directly comparable regardless of to whom, where, and when the event occurred. Below is an example equation of how rates are calculated, using data from Table 1 and Table 83. Table 83 presents the denominators used in calculating different traffic crash rates. Depending on the context, crash rates can be expressed in any of the following ways: number of crashes per 100 million vehicle miles traveled (VMT), number of crashes per 100,000 people, number of drivers in crashes per 10,000 licensed drivers, or number of vehicles in crashes per 10,000 registered vehicles.

$$\textbf{\textit{Crash Rate}} = \frac{\textbf{\textit{Crash Frequency in a Period}}}{\textbf{\textit{Exposure in Same Period}}} = \frac{\text{2,150 alcohol crashes in 2021}}{\text{268.23 100M VMT in 2021}} = \text{8.0 alcohol crashes per 100M VMT}$$

Table 83: Rate Denominators: Population[71], Vehicle Miles Traveled[72], Licensed Drivers, and Motor Vehicle Registrations, 2012 - 2021 [73]

Year	New Mexico Population (U.S. Census, July 1 Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)	New Mexico Licensed Drivers	New Mexico Motor Vehicle Registrations
2012	2,087,715	257.85	1,493,766	1,805,790
2013	2,092,833	256.82	1,478,868	1,882,466
2014	2,090,236	265.50	1,487,472	1,930,706
2015	2,090,071	302.92	1,502,279	1,823,445
2016	2,092,555	278.09	1,524,177	1,823,961
2017	2,092,844	278.36	1,504,433	1,740,002
2018	2,093,754	272.88	1,482,149	1,824,217
2019	2,099,634	277.72	1,487,486	1,825,421
2020	2,117,566	236.92	1,516,653	1,783,151
2021	2,115,877	268.23	1,521,203	1,862,673

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

[72] 100M VMT = 100 million vehicle miles traveled.

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

Table 84: Alcohol-involved Crash Rates, 2012 - 2021

Year	Alcohol-involved Crash Rates			
	Alcohol-involved Crashes per 100,000 Population	Alcohol-involved Crashes per 100 Million Vehicle Miles Traveled (100M VMT)	Alcohol-involved Crashes per 100,000 Licensed Drivers	Alcohol-involved Crashes per 100,000 Registered Vehicles
2012	104.2	8.4	145.7	120.5
2013	92.6	7.5	131.0	102.9
2014	97.6	7.7	137.2	105.7
2015	102.1	7.0	142.1	117.0
2016	99.1	7.5	136.0	113.7
2017	98.0	7.4	136.3	117.8
2018	99.8	7.7	141.0	114.6
2019	106.5	8.1	150.4	122.5
2020	95.4	8.5	133.2	113.3
2021	101.6	8.0	141.3	115.4

Figure 32: Alcohol-involved Crash Rates (Population and VMT), 2012 - 2021

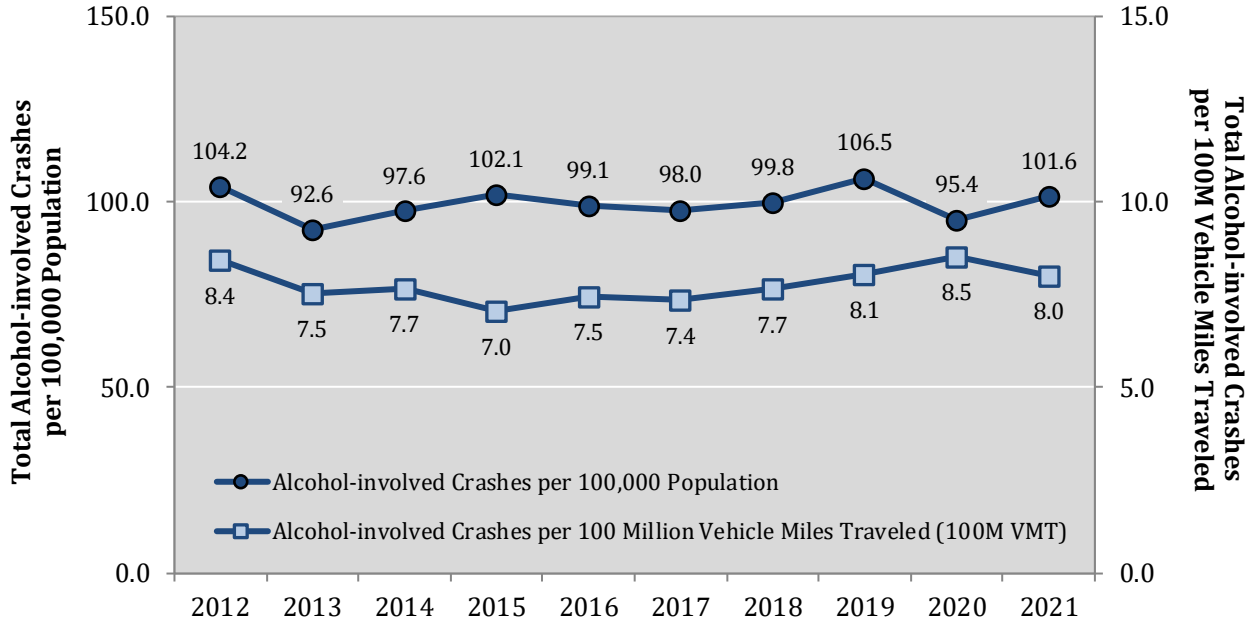


Table 85: Alcohol-involved Fatal Crash Rates, 2012 - 2021

Year	Alcohol-involved Fatal Crash Rates			
	Alcohol-involved Fatal Crashes per 100,000 Population	Alcohol-involved Fatal Crashes per 100 Million Vehicle Miles Traveled (100M VMT)	Alcohol-involved Fatal Crashes per 100,000 Licensed Drivers	Alcohol-involved Fatal Crashes per 100,000 Registered Vehicles
2012	6.7	0.54	9.3	7.7
2013	5.9	0.48	8.3	6.5
2014	7.3	0.57	10.2	7.9
2015	4.9	0.34	6.9	5.6
2016	7.1	0.54	9.8	8.2
2017	6.3	0.47	8.7	7.5
2018	6.7	0.52	9.5	7.7
2019	7.1	0.54	10.0	8.2
2020	6.3	0.57	8.8	7.5
2021	7.4	0.59	10.3	8.4

Figure 33: Alcohol-involved Fatal Crash Rates (Population and VMT), 2012 - 2021

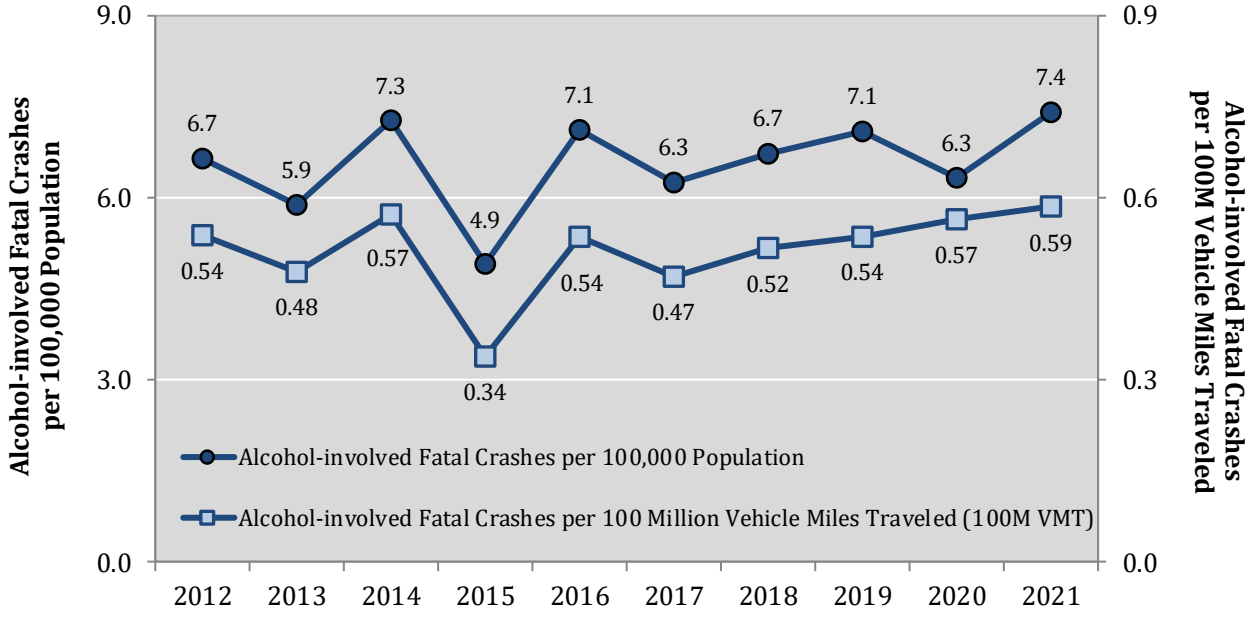
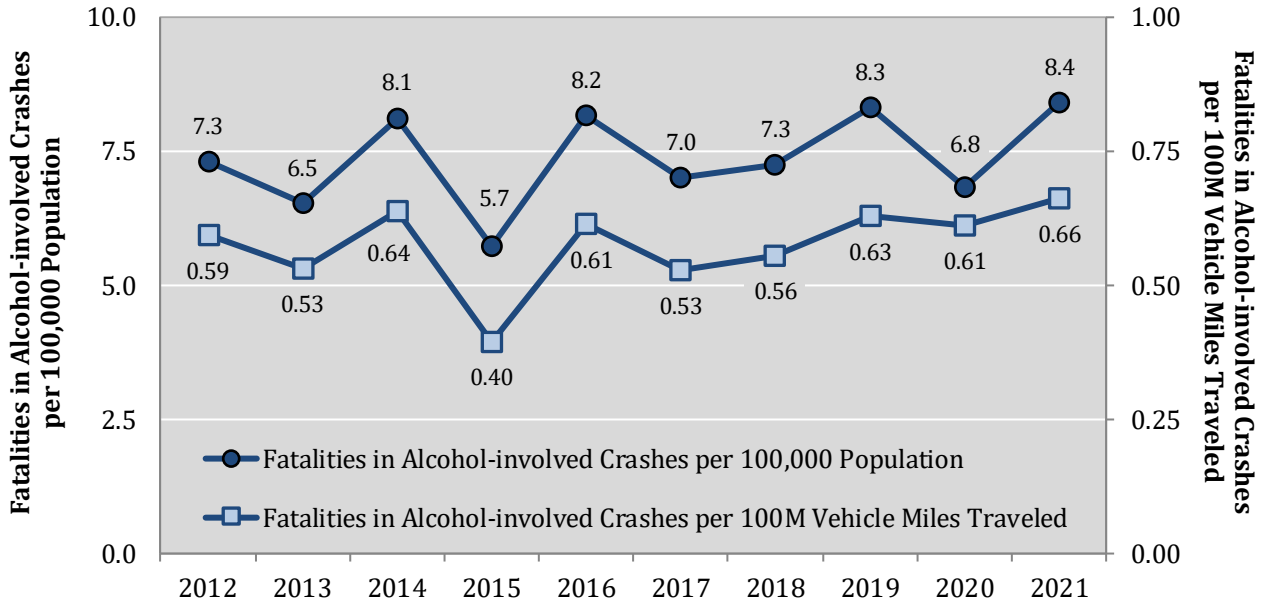


Table 86: Alcohol-involved Fatality Rates, 2012 - 2021[74]

Year	Alcohol-involved Fatality Rates			
	Alcohol-involved Fatalities per 100,000 Population	Alcohol-involved Fatalities per 100 Million Vehicle Miles Traveled (100M VMT)	Alcohol-involved Fatalities per 100,000 Licensed Drivers	Alcohol-involved Fatalities per 100,000 Registered Vehicles
2012	7.3	0.59	10.2	8.5
2013	6.5	0.53	9.3	7.3
2014	8.1	0.64	11.4	8.8
2015	5.7	0.40	8.0	6.6
2016	8.2	0.61	11.2	9.4
2017	7.0	0.53	9.8	8.4
2018	7.3	0.56	10.3	8.3
2019	8.3	0.63	11.8	9.6
2020	6.8	0.61	9.6	8.1
2021	8.4	0.66	11.7	9.6

Figure 34: Alcohol-involved Fatality Rates (Population and VMT), 2012 - 2021[74]



[74] An alcohol-involved fatality is any crash-related fatality in which at least one driver, pedestrian or pedalcycle operator in the crash was indicated by the officer on the crash report as being under the influence of alcohol.

Economic Impact

- Alcohol-involved fatal crash costs accounted for 80.6 percent of the Total Human Capital Costs Estimate of all alcohol-involved crashes. (Table 87)
- When intangible costs from loss of life or reduction in quality of life are added to the human costs, the Comprehensive Cost Estimate exceeds $1.1 billion. (Table 88)

Table 87: Human Capital Cost Estimates[75] for Alcohol-involved Crashes, 2021 Adjusted

Crash Severity	Human Capital Costs per Crash, 2021 CPI-Adjusted ($)	Alcohol-involved Crashes, 2021	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,860,803	157	292,146,012
Suspected Serious Injury Crash (A)	166,421	103	17,141,315
Suspected Minor Injury Crash (B)	62,594	427	26,727,824
Possible Injury Crash (C)	42,427	371	15,740,335
Property Damage Only Crash (O)	9,561	1,092	10,440,573
Total			**362,196,058**

Table 88: Comprehensive Cost Estimates[75] for Alcohol-involved Crashes, 2021 Adjusted

Crash Severity	Comprehensive Costs per Crash, 2021 Adjusted ($)	Alcohol-involved Crashes, 2021	Total Comprehensive Costs Estimate, 2021 ($)	Loss of Quality of Life Estimate, 2021 ($)
Fatal Crash (K)	6,508,171	157	1,021,782,816	729,636,805
Suspected Serious Injury Crash (A)	342,339	103	35,260,887	18,119,573
Suspected Minor Injury Crash (B)	124,990	427	53,370,683	26,642,859
Possible Injury Crash (C)	70,177	371	26,035,585	10,295,250
Property Damage Only Crash (O)	11,243	1,092	12,277,118	1,836,545
Total			**1,148,727,090**	**786,531,032**

[75] Human Capital Crash Costs are monetary losses associated with medical care, emergency services, property damage, and lost productivity. Comprehensive Crash Costs include human capital costs (measurable costs), plus a value for the nonmonetary Loss of Quality of Life, to capture a more accurate level of the burden of injury. Loss of Quality of Life is the difference between Comprehensive Costs and Human Capital Costs. Tables display rounded numbers, but the calculation method uses precise values. Crash cost calculation methodology and sources are in the Sources section (Page 81) under Consumer Price Index (CPI), Economic Impact Estimates and Employment Cost Index (ECI).

Sources

Consumer Price Index (CPI) – U.S. Department of Labor, Bureau of Labor Statistics. Historical Consumer Price Index for All Urban Consumers (CPI-U): U.S. City average, all items, by month (Supplemental File: Historical CPI-U, October 2021). Data for January 2021, Accessed November 23, 2021: https://www.bls.gov/cpi/tables/supplemental-files/historical-cpi-u-202110.pdf.

Crash Data – Crash data are from the NMDOT Uniform Crash Reports (UCR), submitted by law enforcement agencies in the state, for any incident on a public roadway involving one or more motor vehicles that resulted in death, injury, or at least $500 in property damage. These reports are processed by the NMDOT Traffic Records Program, and analyzed by the University of New Mexico, Geospatial and Population Studies (GPS), Traffic Research Unit (TRU).

In addition, during cleaning of crash-related fatalities, any fatally injured drivers, pedestrians and pedalcyclists are identified as alcohol-involved or drug-involved if they are identified as such in the NMDOT Traffic Records Program Fatallog database, which contains data supplied by the Office of the Medical Investigator for crash-related fatalities.

NMDOT crash data is protected by the federal mandate Title 23 U.S.C. Section 409, which forbids the discovery and admission into evidence of reports, data, or other information compiled or collected for activities required pursuant to Federal highway safety programs, or for the purpose of developing any highway safety construction improvement project, which may be implemented utilizing federal-aid highway funds, in tort litigation arising from occurrences at the locations addressed in such documents or data.

DWI Arrest and Conviction Data – New Mexico Taxation and Revenue Department (NM TRD) Motor Vehicle Division (MVD), DWI File, as of October 2022. Arrests and convictions include both DWI and aggravated DWI. Repeat offenders are identified by the combination of account key, arrest date, and citation number. The DWI database is regularly updated by MVD, and numbers in this publication for any given year will be more accurate than numbers in prior publications.

Sources

Economic Impact Estimates – American Association of State Highway and Transportation Officials Highway Safety Manual, First Edition, Volume 1, 2010, Appendix 4A, pp. 4-84 to 4-88. AASHTO HSM cost estimate calculations are based on the Crash Cost Estimates by Maximum Police-Reported Injury Severity Within Selected Crash Geometries, FHWA-HRT-05-051: October 2005.

Employment Cost Index (ECI) – U.S. Department of Labor, Bureau of Labor Statistics. Employment Cost Index Historical Listing – Volume III, April 2021. Table 5: Employment Cost Index for total compensation, for private industry workers, by occupational group and industry, not seasonally adjusted. Section: All workers. March 2021. Accessed January 4, 2023: http://www.bls.gov/web/eci/echistrynaics.pdf.

Licensed Drivers – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), 2017 – 2021, License File, July data.

Population

- U.S. Census Bureau, Population Division. Annual Resident Population Estimates for States and Counties: April 1, 2010, to July 1, 2019. Release date for counties: May 2021 (CO-EST2020-[ST-FIPS]). Accessed January 4, 2023: https://www.census.gov/programs-surveys/popest/technical-documentation/research/evaluation-estimates/2020-evaluation-estimates/2010s-counties-total.html
- U.S. Census Bureau, Population Division. Subcounty Resident Population Estimates: April 1, 2010 to July 1, 2019. Release date for cities and towns: May 2021 (SUB-EST2020). Accessed January 4, 2023: https://www.census.gov/programs-surveys/popest/technical-documentation/research/evaluation-estimates/2020-evaluation-estimates/2010s-cities-and-towns-total.html
- U.S. Census Bureau, Population Division. Annual Estimates of the Resident Population for Counties in New Mexico: April 1, 2020 to July 1, 2021. Release date for counties: March 2022 (CO-EST2021-POP-35). Accessed January 4, 2023: https://www.census.gov/data/tables/time-series/demo/popest/2020s-counties-total.html
- U.S. Census Bureau, Population Division. Subcounty Resident Population Estimates: April 1, 2020 to July 1, 2021. Release date for cities and towns: March 2022 (SUB-EST2021). Accessed January 4, 2023: https://www.census.gov/data/datasets/time-series/demo/popest/2020s-total-cities-and-towns.html
- Resident populations not tabulated in annual resident population estimates: U.S. Census Bureau, Population Division. 2020 Census of Population and Housing, April 1, 2020.

Registered Motor Vehicles and Motorcycles – U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. Highway

Statistics Series, Vehicles. Table MV-1 (2017 published Jan. 2019; 2018, Dec. 2019; 2019, Nov. 2020; 2020, Dec. 2021; 2021, Feb. 2023). Accessed March 14, 2023. https://www.fhwa.dot.gov/policyinformation/statistics/2021/pdf/mv1.pdf

Urban Areas – New Mexico Department of Transportation, Asset Management and Planning. 2010 U.S. Census Urbanized Area Boundaries, NMDOT-Adjusted, and U.S. Census Urban Clusters. Aug. 21, 2013. Urban areas for crash years 2013-2017 include a ½-mile buffer extending out from those urban boundaries. Urban areas for crash years 2018 and after do not include a buffer, which decreases the number of crashes classified as urban. In crashes before 2013, "urban" was defined as a town or city with a population of at least 2,500 people.

Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation, Asset Management and Planning Division, Data Management Bureau. HPMS DVMT Comparison, Total DVMT by Functional System, 2021, preliminary, generated on November 10, 2022. HPMS DVMT by County, 2021, preliminary, generated on December 1, 2022. VMT (reported in units of 100 million vehicle miles traveled) are based on the daily average vehicle miles traveled.

Index