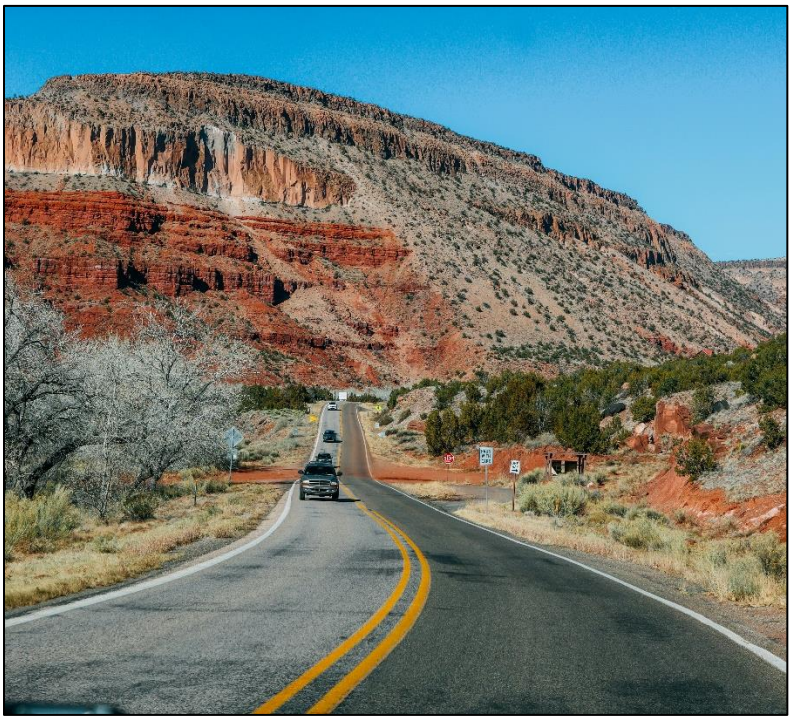
New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico Traffic Crash Annual Report

2022



New Mexico Department of Transportation
Traffic Safety Division
Traffic Records Bureau

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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, contact the Traffic Safety Division at (505) 827-0427.

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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.

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Definitions

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

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

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

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 handle bars for steering (no steering wheel). ATVs also include side-by-side OHVs (off-highway vehicles) with automobile type seats and a steering wheel. In publications prior to the 2020 Annual Report, statistics on people in ATV crashes were reported in the category of "motorcyclist".

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

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

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

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

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

First Harmful Event (FHE) – The event of the crash that produced the first injury or damage. It is used in conjunction with a subfield (FHEanalysis) to provide additional detail on the nature of the

first harmful event. Starting with 2020 crash data, first harmful event replaced crash classification, and FHEanalysis replaced Analysis. FHE and its' subanalysis data are derived from the crash classification and analysis fields for crashes that occurred prior to 2020 and for any agencies not using the new crash report form put into circulation in 2020.

First harmful event may not reflect other important 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 FHE analysis subcategories "Other Large Domestic Animal", "Curb" and "Other Non-Motorist" are not available prior to 2020. The addition of options in 2020 decreases the use of previously available options.

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

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

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

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

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

Motorcyclist – A person who is in or upon a motorcycle or moped. There can be multiple motorcyclists in a single motorcycle-involved crash. Traditionally, the term "motorcyclist" included people on ATVs. However, starting with the 2020 Annual 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 reports.

Definitions

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

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

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

Passenger Vehicle Occupant – A person in or upon a passenger car, pickup, or van/4WD/SUV.

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

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

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

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

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

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

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

Personal Conveyance – A motorized or human-powered device, other than a pedalcycle, that transports pedestrians for either mobility assistance or recreation purposes. Examples are wheelchairs, skateboards and strollers.

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 4 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. Starting in 2013, "rural" was redefined. See definition of "urban" for more information.

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

Suspected 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 or serious injury."

Definitions

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

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

Urban – Areas defined by the 2010 U.S. Census Urbanized Areas (NMDOT-adjusted) and U.S. Census Urban Clusters. This definition, which is based on population density, allows densely settled areas outside of incorporated places to be classified as "urban," and sparsely settled areas within incorporated boundaries to be classified as "rural." Urban areas for crash years 2013-2017 include a ½-mile buffer extending out from those urban boundaries. Urban areas for crash years 2018 and after do not include a buffer, which decreases the number of crashes classified as urban. In crashes before 2013, "urban" was defined as a town or city with a population of at least 2,500 people.

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

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2022 New Mexico Crash Highlights

- 1 percent of crashes resulted in a **fatality**. (Table 1)
- 31 percent of crashes resulted in an **injury**. (Table 1)
- 18 percent of crashes were **hit-and-run** crashes. (Table 6)
- 38 percent of **pedestrians** killed in crashes were involved with alcohol. (Table 46)
- 5 percent of crashes and 38 percent of crash fatalities involved **alcohol**. (Table 62, Table 65)
- 14 percent of **unbelted** occupants in passenger vehicles in crashes were killed, compared with only 0.2 percent of **belted** occupants in passenger vehicles in crashes. (Table 68)

Contributing factors in crashes:

- Driver inattention (18 percent)
- Failed to yield right of way (6 percent)
- Other improper driving (5 percent)

Contributing factors in fatalities:

- Driver inattention (12 percent)
- Alcohol involvement (12 percent)
- Drug involvement (12 percent)

- In an average day in New Mexico, 112 crashes occurred, which involved 274 people, with 50 people injured and 1 person killed.

On average day in New Mexico in 2022…

- A motor vehicle crash occurred every **13** minutes.
- A crash occurred in Bernalillo County every **36** minutes.
- A person was injured in a crash every **29** minutes.
- A distracted-driving crash occurred every **29** minutes.
- A semi/large-truck crash occurred every **3** hours.
- An alcohol-involved crash occurred every **4** hours.
- A motorcycle was involved in a crash every **9** hours.
- A pedestrian was hit by a vehicle every **14** hours.
- A person was killed in a crash every **19** hours.
- A bicyclist was hit by a vehicle every **32** hours.

2022 New Mexico Crash Highlights

In 2022, there were 40,884 traffic crashes reported on public roadways in New Mexico. These crashes involved 99,922 people, with 18,228 people injured and 466 people killed.

Many crash statistics about New Mexico have not returned to pre-COVID levels. Statistics for 2018 and 2019 are often very different compared to 2020, 2021, and 2022.

Traffic safety concerns in need of improvement in New Mexico in the last five years:

- Although the number of people killed in traffic crashes fell to 466, it remains the second-highest level in over a decade (Table 2 and previous Annual Crash Reports). This included the second-highest number of fatalities recorded in hit-and-run crashes (Table 7), heavy truck-involved crashes (Table 42), pedestrian crashes (Table 44), alcohol-involved crashes (Table 64), unbelted passenger vehicle occupants (Table 70), and urban area crashes (Table 106).
- New Mexico crash fatality rates have been higher than the national average for the last five years. (Figure 3)
- Driver inattention was the most commonly reported contributing factor in crashes. (Table 4)
- Crashes in dark, not lighted, conditions are more likely to result in fatal crashes. The dark, not lighted, condition accounted for 12.6 percent of all crashes, but 33.2 percent of fatal crashes. (Table 25)
- The number of heavy truck-involved crashes rose to 3,235, the highest level in over a decade. (Table 42 and previous Annual Crash Reports)
- The number of unbelted male fatalities rose to its highest level in the last five years. (Table 70)
- For the past three years, the alcohol-involved driver crash rates for under-21 drivers have been the highest measured in over a decade. (Table 82 and previous Annual Crash Reports)

Traffic safety concerns showing improvement in New Mexico in the last five years:

- The number of overturn/rollover crashes has decreased three years in a row, but may be due to improvements in data collection methods. (Table 10)
- The percentage of helmeted motorcyclists in crashes rose to 45.2 percent, the highest level in five years. (Table 38)
- The number of pedalcyclists in crashes has fallen below 280, the lowest levels in a decade. (Table 55 and previous Annual Crash Reports)
- The number of reported drug-involved crashes fell sharply from 328 to 238. (Table 73)
- Sudden large increases in reported crashes may be due to improvements in crash reporting by law enforcement agencies. These improvements usually occurred when an agency upgraded to electronic data transfer for crash reporting. These upgrades began in 2016, and as of 2022, electronic data transfer was used to report 68.9 percent of New Mexico's reportable crashes.

Crashes and Injuries Summary

- Total crashes rose in 2022 but remained below pre-COVID levels. The number of fatal crashes decreased to 419, but remains the second-highest level in the past five years. The percentage of crashes that were fatal remains above one percent. (Table 1)
- The number of fatalities in crashes was 466, which is the second-highest level in over a decade. (Table 2 and previous Annual Crash Reports)
- The percentage of people in crashes who were killed remains high compared to pre-COVID levels, at 0.47 percent. The percentage of people in crashes who had suspected minor injuries rose to a five-year high of 5.3 percent. (Table 2)

Table 1: Crashes by Year and Severity of Crash, 2018 - 2022 [1]

Year	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2018	351	0.75%	13,597	29.1%	32,838	70.2%	46,786	100%
2019	369	0.77%	14,192	29.5%	33,563	69.7%	48,124	100%
2020	365	1.00%	10,910	29.8%	25,280	69.2%	36,555	100%
2021	429	1.05%	12,404	30.4%	27,936	68.5%	40,769	100%
2022	419	1.02%	12,670	31.0%	27,795	68.0%	40,884	100%

Table 2: People in Crashes by Year and Severity of Injury, 2018 - 2022 [2]

Year	People in Crashes by Severity of Injury											
	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 Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2018	392	0.34%	1,057	0.9%	4,983	4.3%	13,750	11.9%	95,838	82.6%	116,020	100%
2019	425	0.36%	1,079	0.9%	5,114	4.3%	14,222	11.9%	98,278	82.5%	119,118	100%
2020	398	0.46%	887	1.0%	4,405	5.1%	10,253	12.0%	69,799	81.4%	85,742	100%
2021	483	0.49%	1,044	1.0%	5,166	5.2%	11,761	11.8%	81,016	81.4%	99,470	100%
2022	466	0.47%	1,112	1.1%	5,320	5.3%	11,796	11.8%	81,228	81.3%	99,922	100%

[1] See Page xiii for definitions of a crash, fatal crash, injury crash, and a property damage only crash.

[2] See Page xiii for definitions of types of injuries.

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 vehicle miles traveled [100M VMT] or per 100,000 population) so the results can be directly comparable regardless of to whom, where, and when the event occurred. Below are examples of how rates are calculated using data from Table 1 and Table 2. Table 3 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 100M VMT, number of crashes per 100,000 people, number of drivers in crashes per 1,000 licensed drivers, or number of vehicles in crashes per 1,000 registered vehicles.

$$\textbf{\textit{Crash Rate}} = \frac{\textbf{\textit{Crash Frequency in a Period}}}{\textbf{\textit{Exposure in Same Period}}} = \frac{\text{40,884 crashes in 2022}}{\text{269.08 100M VMT in 2022}} = 152 \text{ crashes per 100M VMT}$$

$$\textbf{\textit{Fatality Rate}} = \frac{\textbf{\textit{Fatality Frequency in a Period}}}{\textbf{\textit{Exposure in Same Period}}} = \frac{\text{466 fatalities in 2022}}{\text{269.08 100M VMT in 2022}} = 1.7 \text{ fatalities per 100M VMT}$$

Table 3: New Mexico Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2018 - 2022 [3] [4]

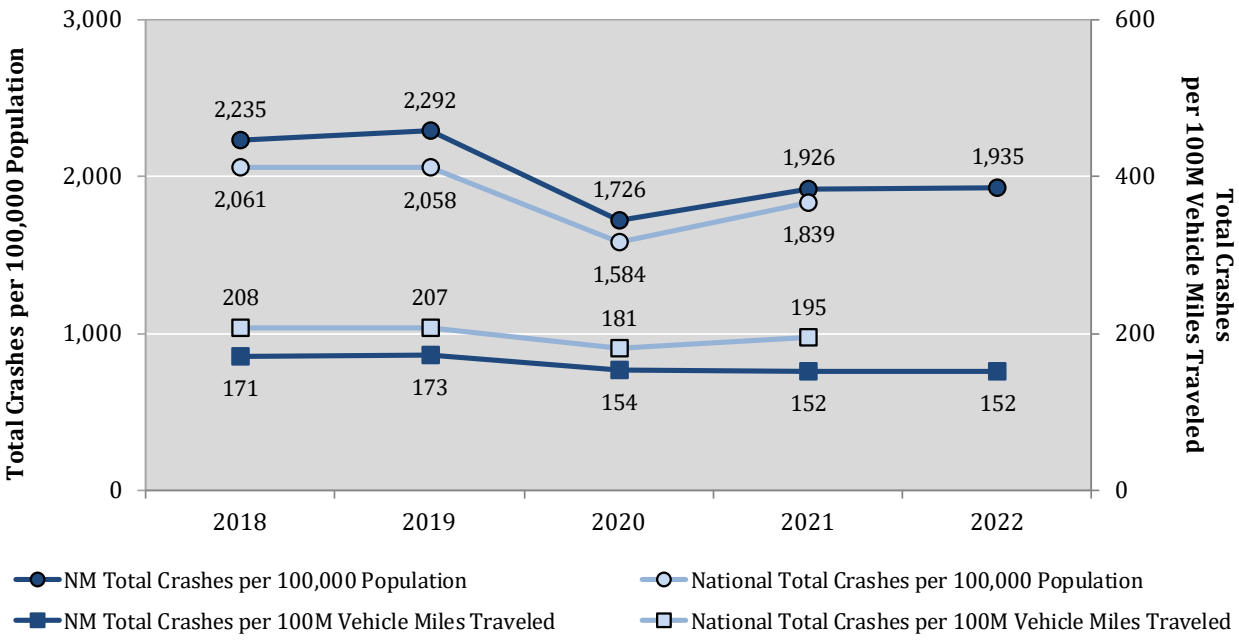
Year	New Mexico Population (U.S. Census, July 1st Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)	New Mexico Licensed Drivers	New Mexico Motor Vehicle Registrations
2018	2,093,754	272.88	1,482,149	1,824,217
2019	2,099,634	277.72	1,487,486	1,825,421
2020	2,118,390	236.92	1,516,653	1,783,151
2021	2,116,677	268.23	1,521,203	1,862,673
2022	2,113,344	269.08	1,556,172	1,870,380

[3] See Page 130 for source information on population, VMT, licensed drivers, and motor vehicle registrations. Occasionally, vehicle registration data for the most recent year are not available at time of publication.

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

- When shown as a factor of population, the New Mexico crash rate increased in 2022 but remained below pre-COVID levels. When calculated using vehicle miles traveled, the New Mexico crash rate in 2022 remained constant and below the national average. (Figure 1)
- New Mexico crash fatality rates have been higher than the national average for the last five years. (Figure 3)
- When analyzed using population or vehicle miles traveled, New Mexico's crash fatality rate decreased in 2022 but remained higher than pre-COVID levels. (Figure 3)

Figure 1: Comparison of New Mexico and National Crash Rates, 2018 - 2022 [5]



[5] The numbers used in calculating New Mexico rates can be found in Table 1, Table 2, and Table 3. Source information on national rates published by NHTSA is available in the Sources section of this report on Page 130. Occasionally, national rates for the most recent year are not available at time of publication.

Rates

Figure 2: Comparison of New Mexico and National Fatal Crash Rates, 2018 - 2022 [5]

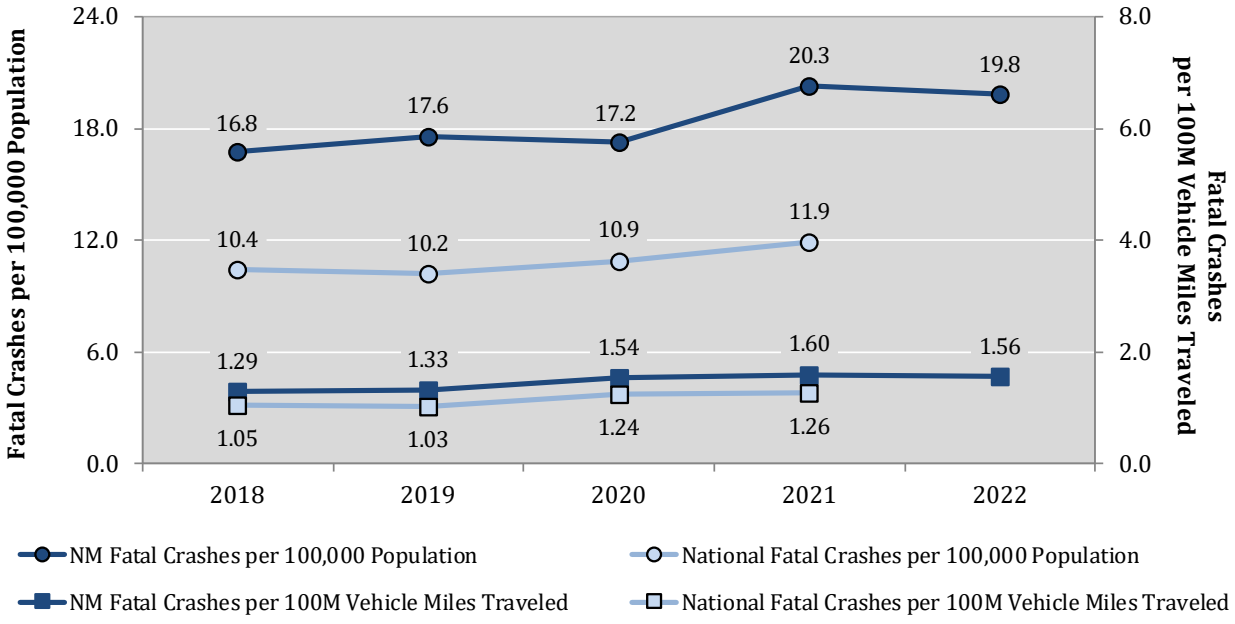


Figure 3: Comparison of New Mexico and National Fatality Rates, 2018 - 2022 [5]

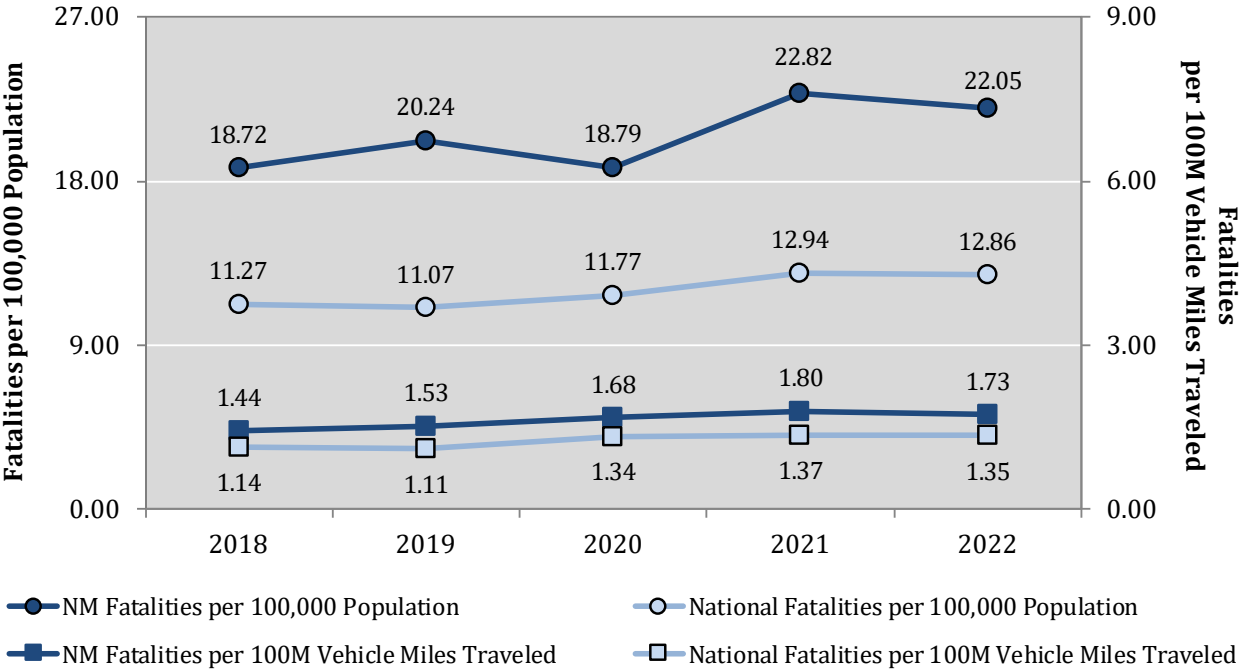


Figure 4: Comparison of New Mexico and National Injury Rates, 2018 - 2022 [5]

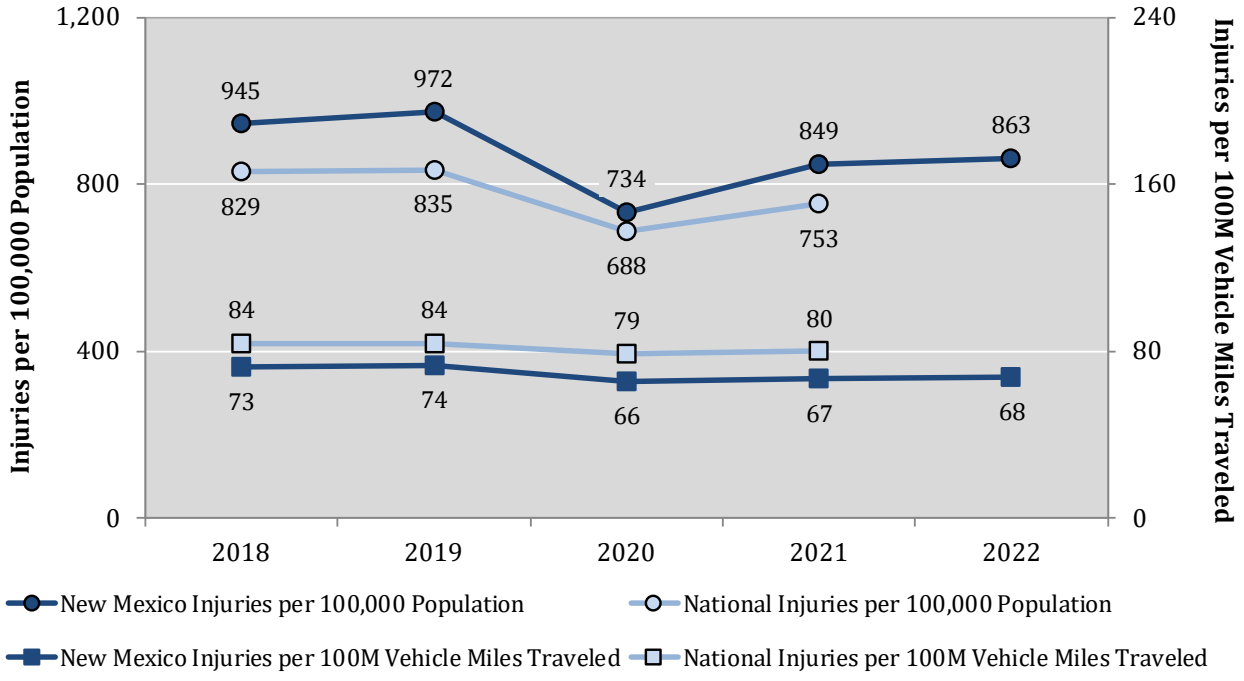
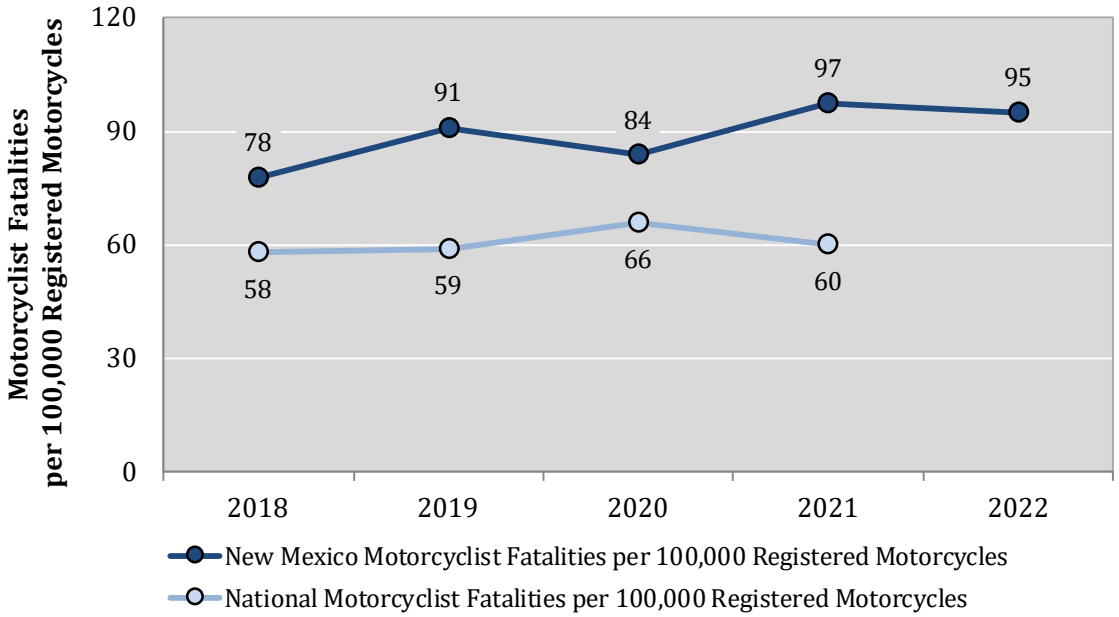


Figure 5: Comparison of New Mexico and National Motorcyclist Fatality Rates, 2018 - 2022 [6]



[6] The numbers used in calculating New Mexico motorcyclist fatality rates can be found in Table 36 and Table 40. Source information on the national rate published by NHTSA is available in the Sources section of this report on Page 130. Occasionally, the national rate for the most recent year are not available at time of publication.

Crash Characteristics

Contributing Factors

This section contains data from the Apparent Contributing Factors section of the Uniform Crash Report form. The form provides the officer at the scene of the crash with the opportunity to record up to 57 contributing factors for each vehicle involved in a crash. A revised crash report form, which was put into circulation in 2020, added many new options for contributing factors to the 33 that had been available previously. The field Top Contributing Factor is no longer used. In its place, contributing factor tables show the number of times each contributing factor was reported.

Multiple contributing factors may be reported for each vehicle in a crash. The contributing factors "None" and "Other – No Driver Error" are each options on the crash report form. "Missing Data" means that no contributing factors were identified on the crash report (for that vehicle, in Table 4; and for the crash, in Table 5).

Most Prevalent Contributing Factors in Crashes (Table 4):

- Driver Inattention (18.1 percent)
- Failed to Yield Right of Way (6.1 percent)
- Other Improper Driving (4.6 percent)
- Following Too Closely (4.2 percent)

Most Prevalent Contributing Factors in Crash-related Fatalities (Table 5):

- Driver Inattention (12.3 percent)
- Under the Influence of Alcohol (12.2 percent)
- Under the Influence of Drugs (11.5 percent)
- Excessive Speed (9.7 percent)

Crash Characteristics – Contributing Factors

Table 4: Contributing Factors of Vehicles in Crashes by Crash Severity, 2022 [7]

Contributing Factors	Frequency in Fatal Crashes		Frequency in Injury Crashes		Frequency in PDO Crashes		Frequency in All Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**1,013**	**72.6%**	**19,322**	**59.1%**	**34,538**	**53.5%**	**54,873**	**55.6%**
Driver Inattention	170	12.2%	6,214	19.0%	11,488	17.8%	17,872	18.1%
Failed to Yield Right of Way	34	2.4%	2,458	7.5%	3,531	5.5%	6,023	6.1%
Other Improper Driving	82	5.9%	1,488	4.5%	2,953	4.6%	4,523	4.6%
Following Too Closely	9	0.6%	1,273	3.9%	2,832	4.4%	4,114	4.2%
Excessive Speed	123	8.8%	1,308	4.0%	1,693	2.6%	3,124	3.2%
Under the Influence Of Alcohol	167	12.0%	959	2.9%	1,131	1.8%	2,257	2.3%
Avoid No Contact Vehicle	23	1.6%	649	2.0%	1,363	2.1%	2,035	2.1%
Disregarded Traffic Signal	15	1.1%	977	3.0%	1,026	1.6%	2,018	2.0%
Improper Lane Change	7	0.5%	374	1.1%	1,450	2.2%	1,831	1.9%
Speed Too Fast For Conditions	38	2.7%	656	2.0%	1,132	1.8%	1,826	1.9%
Made Improper Turn	5	0.4%	528	1.6%	1,210	1.9%	1,743	1.8%
Driver Distracted by Other Activity	21	1.5%	553	1.7%	1,041	1.6%	1,615	1.6%
Drove Left of Center	58	4.2%	374	1.1%	594	0.9%	1,026	1.0%
Improper Overtaking	16	1.1%	189	0.6%	620	1.0%	825	0.8%
Passed Stop Sign	10	0.7%	313	1.0%	434	0.7%	757	0.8%
Avoid No Contact Other	15	1.1%	205	0.6%	425	0.7%	645	0.7%
Improper Backing	0	-	47	0.1%	595	0.9%	642	0.7%
Cell Phone	4	0.3%	153	0.5%	297	0.5%	454	0.5%
Under the Influence Of Drugs	152	10.9%	120	0.4%	168	0.3%	440	0.4%
Pedestrian Error	48	3.4%	185	0.6%	10	0.0%	243	0.2%
Driver Distracted by Passenger	3	0.2%	73	0.2%	106	0.2%	182	0.2%
Failed to Yield For Police Vehicle	2	0.1%	51	0.2%	77	0.1%	130	0.1%
High-Speed Pursuit	3	0.2%	39	0.1%	75	0.1%	117	0.1%
Driver Distracted By Texting	0	-	33	0.1%	81	0.1%	114	0.1%
Vehicle Skidded Before Braking	2	0.1%	23	0.1%	83	0.1%	108	0.1%
Driver Distracted by Talking on Cell Phone	4	0.3%	36	0.1%	61	0.1%	101	0.1%
Failed to Yield For Emer. Vehicle	2	0.1%	27	0.08%	36	0.06%	65	0.07%
Driverless Moving Vehicle	0	-	7	0.02%	15	0.02%	22	0.02%
Driver Distracted by Talking on Hands-Free Device	0	-	10	0.03%	11	0.02%	21	0.02%
Vehicle	**20**	**1.4%**	**595**	**1.8%**	**1,226**	**1.9%**	**1,841**	**1.9%**
Other Mechanical Defect	4	0.3%	159	0.5%	368	0.6%	531	0.5%
Inadequate Brakes	0	-	169	0.5%	282	0.4%	451	0.5%
Defective Tires	7	0.5%	89	0.3%	221	0.3%	317	0.3%
Defective Steering	3	0.2%	63	0.2%	91	0.1%	157	0.2%
Lights (Head, Signal, Tail)	5	0.4%	43	0.1%	66	0.10%	114	0.12%
Wheels	1	0.1%	22	0.07%	75	0.12%	98	0.10%
Coupling Device (Hitch, Chains)	0	-	10	0.03%	39	0.06%	49	0.05%
Windows/Windshield	0	-	18	0.06%	18	0.03%	36	0.04%
Mirrors	0	-	10	0.03%	22	0.03%	32	0.03%
Wipers	0	-	6	0.018%	25	0.039%	31	0.031%
Exhaust System	0	-	4	0.01%	11	0.017%	15	0.015%
Suspension	0	-	2	0.006%	8	0.012%	10	0.010%
Environment	**48**	**3.4%**	**1,425**	**4.4%**	**3,952**	**6.1%**	**5,425**	**5.5%**
Animal(s) In Roadway	2	0.1%	174	0.5%	1,040	1.6%	1,216	1.2%
Traffic Congestion	4	0.3%	357	1.1%	557	0.9%	918	0.9%
Weather Conditions	18	1.3%	245	0.7%	634	1.0%	897	0.9%
Road Surface Conditions	7	0.5%	199	0.6%	536	0.8%	742	0.8%
Other Visual Obstruction(s)	2	0.1%	126	0.4%	224	0.3%	352	0.4%
Backup - Prior Crash	0	-	43	0.1%	264	0.4%	307	0.3%
Low Visibility Due to Glare	5	0.4%	97	0.3%	183	0.3%	285	0.3%
Obstruction in Road	7	0.5%	64	0.2%	204	0.3%	275	0.3%
Debris	1	0.1%	53	0.2%	140	0.2%	194	0.2%
Road Defect	2	0.1%	31	0.1%	73	0.1%	106	0.11%
Backup - Prior Incident	0	-	11	0.0%	51	0.1%	62	0.06%
Traffic Control Missing	0	-	23	0.07%	39	0.06%	62	0.06%
Low Visibility Due to Smoke	0	-	2	0.01%	7	0.01%	9	0.009%
Other	**315**	**22.6%**	**11,369**	**34.8%**	**24,838**	**38.5%**	**36,522**	**37.0%**
Other - No Driver Error	251	18.0%	9,369	28.6%	17,262	26.7%	26,882	27.2%
Missing Data	29	2.1%	714	2.2%	4,813	7.5%	5,556	5.6%
None	35	2.5%	1,286	3.9%	2,763	4.3%	4,084	4.1%
Total Contributing Factors	**1,396**	**100.0%**	**32,711**	**100.0%**	**64,554**	**100.0%**	**98,661**	**100.0%**

[7] Number of times a contributing factor was reported for each vehicle (motorized or non-motorized) in a crash. For example, Driver Inattention was reported for 17,872 vehicles in crashes, and this was 18.1% of all contributing factors reported in crashes.

Crash Characteristics – Contributing Factors

Table 5: Contributing Factors in Crashes by Severity of Injuries, 2022 [8]

Contributing Factors	Frequency in Fatalities (Class K)		Frequency in Suspected Serious Injuries (Class A)		Frequency in Suspected Minor Injuries (Class B)		Frequency in Possible Injuries (Class C)		Frequency in No Apparent Injuries (Class O)		Frequency in Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**1,100**	**76.2%**	**1,996**	**70.2%**	**8,272**	**65.9%**	**17,492**	**60.3%**	**106,822**	**56.4%**	**135,682**	**57.7%**
Driver Inattention	178	12.3%	490	17.2%	2,335	18.6%	5,707	19.7%	34,777	18.4%	43,487	18.5%
Failed to Yield Right of Way	35	2.4%	146	5.1%	1,094	8.7%	2,578	8.9%	12,872	6.8%	16,725	7.1%
Following Too Closely	10	0.7%	36	1.3%	254	2.0%	1,429	4.9%	9,963	5.3%	11,692	5.0%
Other Improper Driving	90	6.2%	205	7.2%	691	5.5%	1,106	3.8%	7,874	4.2%	9,966	4.2%
Excessive Speed	140	9.7%	269	9.5%	776	6.2%	1,008	3.5%	4,857	2.6%	7,050	3.0%
Disregarded Traffic Signal	20	1.4%	61	2.1%	373	3.0%	1,042	3.6%	4,027	2.1%	5,523	2.3%
Avoid No Contact Vehicle	30	2.1%	58	2.0%	256	2.0%	574	2.0%	4,042	2.1%	4,960	2.1%
Improper Lane Change	7	0.5%	40	1.4%	132	1.1%	335	1.2%	4,334	2.3%	4,848	2.1%
Under the Influence Of Alcohol	176	12.2%	175	6.2%	572	4.6%	693	2.4%	3,216	1.7%	4,832	2.1%
Made Improper Turn	5	0.3%	31	1.1%	207	1.6%	501	1.7%	3,700	2.0%	4,444	1.9%
Speed Too Fast For Conditions	41	2.8%	101	3.6%	334	2.7%	523	1.8%	3,091	1.6%	4,090	1.7%
Driver Distracted by Other Activity	27	1.9%	41	1.4%	252	2.0%	513	1.8%	3,162	1.7%	3,995	1.7%
Drove Left of Center	60	4.2%	100	3.5%	232	1.8%	259	0.9%	1,645	0.9%	2,296	1.0%
Improper Overtaking	18	1.2%	29	1.0%	68	0.5%	171	0.6%	1,826	1.0%	2,112	0.9%
Passed Stop Sign	13	0.9%	24	0.8%	150	1.2%	332	1.1%	1,501	0.8%	2,020	0.9%
Improper Backing	0	-	8	0.3%	10	0.1%	48	0.2%	1,419	0.7%	1,485	0.6%
Avoid No Contact Other	16	1.1%	23	0.8%	106	0.8%	125	0.4%	1,073	0.6%	1,343	0.6%
Cell Phone	4	0.3%	6	0.2%	75	0.6%	122	0.4%	868	0.5%	1,075	0.5%
Under the Influence Of Drugs	166	11.5%	45	1.6%	99	0.8%	111	0.4%	578	0.3%	999	0.4%
Driver Distracted by Passenger	3	0.2%	6	0.2%	55	0.4%	78	0.3%	511	0.3%	653	0.3%
Pedestrian Error	48	3.3%	52	1.8%	97	0.8%	48	0.2%	327	0.2%	572	0.2%
Failed to Yield For Police Vehicle	3	0.2%	16	0.6%	31	0.2%	44	0.2%	237	0.1%	331	0.1%
High-Speed Pursuit	2	0.1%	17	0.6%	15	0.1%	33	0.1%	185	0.1%	252	0.1%
Driver Distracted By Texting	0	-	3	0.1%	12	0.1%	25	0.1%	184	0.1%	224	0.1%
Driver Distracted by Talking on Cell Phone	4	0.3%	2	0.07%	15	0.1%	33	0.1%	170	0.1%	224	0.1%
Vehicle Skidded Before Braking	2	0.1%	5	0.18%	8	0.1%	18	0.06%	183	0.10%	216	0.09%
Failed to Yield For Emer. Vehicle	2	0.1%	4	0.14%	19	0.15%	18	0.06%	128	0.07%	171	0.07%
Driver Distracted by Talking on Hands-Free De	0	-	0	-	3	0.02%	15	0.05%	37	0.02%	55	0.02%
Driverless Moving Vehicle	0	-	3	0.11%	1	0.01%	3	0.01%	35	0.02%	42	0.02%
Vehicle	**20**	**1.4%**	**67**	**2.4%**	**241**	**1.9%**	**504**	**1.7%**	**3,501**	**1.8%**	**4,333**	**1.8%**
Inadequate Brakes	0	-	9	0.3%	44	0.4%	185	0.6%	1,003	0.5%	1,241	0.5%
Other Mechanical Defect	4	0.3%	22	0.8%	55	0.4%	130	0.4%	1,016	0.5%	1,227	0.5%
Defective Tires	6	0.4%	13	0.5%	46	0.4%	67	0.2%	478	0.3%	610	0.3%
Defective Steering	4	0.3%	9	0.3%	37	0.3%	39	0.1%	256	0.1%	345	0.1%
Lights (Head, Signal, Tail)	5	0.3%	3	0.11%	18	0.14%	35	0.1%	241	0.13%	302	0.1%
Wheels	1	0.1%	5	0.18%	14	0.11%	16	0.06%	161	0.08%	197	0.08%
Windows/Windshield	0	-	0	-	12	0.10%	15	0.05%	71	0.04%	98	0.04%
Coupling Device (Hitch, Chains)	0	-	2	0.07%	5	0.04%	7	0.02%	79	0.04%	93	0.04%
Mirrors	0	-	0	-	4	0.03%	7	0.02%	75	0.04%	86	0.04%
Wipers	0	-	0	-	3	0.02%	2	0.01%	59	0.031%	64	0.027%
Suspension	0	-	4	0.14%	0	-	0	-	33	0.017%	37	0.016%
Exhaust System	0	-	0	-	3	0.02%	1	0.00%	29	0.015%	33	0.014%
Environment	**43**	**3.0%**	**122**	**4.3%**	**503**	**4.0%**	**1,010**	**3.5%**	**8,465**	**4.5%**	**10,143**	**4.3%**
Animal(s) In Roadway	2	0.1%	14	0.5%	93	0.7%	109	0.4%	1,648	0.9%	1,866	0.8%
Traffic Congestion	3	0.2%	8	0.3%	80	0.6%	248	0.9%	1,513	0.8%	1,852	0.8%
Weather Conditions	15	1.0%	26	0.9%	112	0.9%	152	0.5%	1,292	0.7%	1,597	0.7%
Road Surface Conditions	7	0.5%	27	0.9%	67	0.5%	137	0.5%	1,065	0.6%	1,303	0.6%
Other Visual Obstruction(s)	2	0.1%	16	0.6%	43	0.3%	109	0.4%	685	0.4%	855	0.4%
Low Visibility Due to Glare	4	0.3%	9	0.3%	32	0.3%	89	0.3%	548	0.3%	682	0.3%
Backup - Prior Crash	0	-	0	-	12	0.1%	32	0.1%	582	0.3%	626	0.3%
Obstruction in Road	6	0.4%	8	0.3%	20	0.2%	47	0.2%	470	0.2%	551	0.2%
Debris	2	0.1%	5	0.2%	25	0.2%	28	0.1%	297	0.2%	357	0.2%
Road Defect	2	0.1%	8	0.3%	12	0.1%	22	0.08%	129	0.07%	173	0.07%
Backup - Prior Incident	0	-	0	-	2	0.02%	9	0.03%	137	0.07%	148	0.06%
Traffic Control Missing	0	-	1	0.04%	4	0.03%	27	0.09%	88	0.05%	120	0.05%
Low Visibility Due to Smoke	0	-	0	-	1	0.01%	1	0.00%	11	0.006%	13	0.006%
Other	**280**	**19.4%**	**659**	**23.2%**	**3,545**	**28.2%**	**9,990**	**34.5%**	**70,669**	**37.3%**	**85,143**	**36.2%**
Other - No Driver Error	217	15.0%	547	19.2%	3,009	24.0%	8,218	28.3%	53,188	28.1%	65,179	27.7%
None	35	2.4%	68	2.4%	356	2.8%	1,231	4.2%	8,463	4.5%	10,153	4.3%
Missing Data	28	1.9%	44	1.5%	180	1.4%	541	1.9%	9,018	4.8%	9,811	4.2%
Total Contributing Factors	**1,443**	**100%**	**2,844**	**100%**	**12,561**	**100%**	**28,996**	**100%**	**189,457**	**100%**	**235,301**	**100%**

[8] Number of times a contibuting factor was reported for a given injury. For example, there were 178 fatalities where Driver Inattention was a contributing factors in the crash, and this was 12.3% of all contributing factors reported for people killed in crashes.

Hit-and-Run

- Hit-and-run crashes, as a percentage of all crashes, account for 17 to 19 percent of crashes each year. (Table 6)
- The number of hit-and-run fatal crashes decreased to 36, but remains the second-highest level in five years. (Table 6)
- The number of suspected serious injuries in hit-and-run crashes rose to 104, the highest level in five years. (Table 7)

Table 6: Hit-and-Run Crashes by Crash Severity, 2018 - 2022

Year	Hit-and-Run Crashes								Total Crashes	Percent Hit-and-Run
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		All Hit-and-Run Crashes			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent		
2018	26	0.31%	1,498	17.8%	6,874	81.9%	8,398	100%	46,786	**17.9%**
2019	26	0.31%	1,676	20.1%	6,641	79.6%	8,343	100%	48,124	**17.3%**
2020	30	0.47%	1,262	19.6%	5,141	79.9%	6,433	100%	36,555	**17.6%**
2021	45	0.58%	1,472	18.9%	6,271	80.5%	7,788	100%	40,769	**19.1%**
2022	36	0.50%	1,420	19.7%	5,736	79.8%	7,192	100%	40,884	**17.6%**

Table 7: Severity of Injuries to People in Hit-and-Run Crashes, 2018 - 2022

Year	Severity of Injuries in Hit-and-Run Crashes						People in All Crashes	Percent Hit-and-Run
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People		
2018	27	87	476	1,320	16,622	18,532	116,020	**16.0%**
2019	26	84	557	1,497	17,134	19,298	119,118	**16.2%**
2020	30	72	445	1,077	12,661	14,285	85,742	**16.7%**
2021	48	88	514	1,278	15,838	17,766	99,470	**17.9%**
2022	43	104	486	1,193	14,516	16,342	99,922	**16.4%**

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, FHE Analysis, to provide additional detail on the nature of the first harmful event. Since 2020, FHE and FHE Analysis have replaced Crash Classification and Analysis. FHE and its subanalysis data are derived from Crash Classification and Analysis fields for crashes that occurred prior to 2020 and for any agencies not using the new crash report form put into circulation in 2020.

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

First harmful event may not reflect other important events. For example, a crash in which a vehicle overturned and then hit a pedestrian should be classified as a "Noncollision – Overturn/Rollover" and not "Collision with Person."

- The most common first harmful event in a crash was "Collision with [Other] Motor Vehicle," representing 71.6 percent of total crashes. (Table 8)
- Several first harmful events are disproportionately represented in fatal crashes. Events involving collision with a pedestrian were 1.4 percent of all crashes and 22.2 percent of fatal crashes. Non-collision events involving overturn/rollovers were 2.7 percent of all crashes and 18.9 percent of fatal crashes. Fixed object events involving collision with a guardrail were 1.5 percent of all crashes and 3.3 percent of fatal crashes. (Table 9)
- Deer account for 52.5 percent of collisions with animals (925 out of 1,763). (Table 10)
- The number of overturn/rollover crashes has decreased three years in a row. (Table 10)

Table 8: Crashes by First Harmful Event and Crash Severity, 2022

First Harmful Event (FHE)	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	2	0.5%	195	1.5%	1,566	5.6%	1,763	4.3%
Collision with Fixed Object	63	15.0%	1,346	10.6%	3,593	12.9%	5,002	12.2%
Collision with Motor Vehicle	170	40.6%	9,076	71.6%	20,037	72.1%	29,283	71.6%
Collision with Other Non-Fixed Object	7	1.7%	151	1.2%	656	2.4%	814	2.0%
Collision with Person	97	23.2%	754	6.0%	35	0.1%	886	2.2%
Non-Collision	80	19.1%	804	6.3%	949	3.4%	1,833	4.5%
Other	0	0.0%	330	2.6%	567	2.0%	897	2.2%
Missing Data	0	0.0%	14	0.1%	392	1.4%	406	1.0%
Total Crashes	**419**	**100.0%**	**12,670**	**100.0%**	**27,795**	**100.0%**	**40,884**	**100.0%**

Crash Characteristics – First Harmful Event

Table 9: Crashes by First Harmful Event, Analysis, and Crash Severity, 2022

First Harmful Event (FHE) and Subanalysis	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	**2**	**0.5%**	**195**	**1.5%**	**1,566**	**5.6%**	**1,763**	**4.3%**
Deer	1	0.2%	86	0.7%	838	3.0%	925	**2.3%**
Elk	1	0.2%	35	0.3%	295	1.1%	331	**0.8%**
Cattle/Cow	0	-	41	0.3%	187	0.7%	228	**0.6%**
Small Domestic Animal	0	-	12	0.1%	83	0.3%	95	**0.2%**
Small Game Animal	0	-	3	0.02%	44	0.2%	47	**0.1%**
Horse	0	-	7	0.06%	32	0.1%	39	**0.1%**
Other Large Game Animal	0	-	1	0.01%	18	0.1%	19	**0.0%**
Antelope	0	-	0	-	18	0.1%	18	**0.0%**
Bear	0	-	2	0.02%	10	0.04%	12	**0.03%**
Other Large Domestic Animal	0	-	2	0.02%	6	0.02%	8	**0.02%**
Other (Bird, Cougar, Sheep, Goat)	0	-	1	0.01%	7	0.03%	8	**0.02%**
Missing Subanalysis Data	0	-	5	0.04%	28	0.1%	33	**0.1%**
Collision with Fixed Object	**63**	**15.0%**	**1,346**	**10.6%**	**3,593**	**12.9%**	**5,002**	**12.2%**
Curb	2	0.5%	145	1.1%	476	1.7%	623	**1.5%**
Guardrail, End or Face	14	3.3%	158	1.2%	438	1.6%	610	**1.5%**
Fence	6	1.4%	143	1.1%	373	1.3%	522	**1.3%**
Other Fixed Object	4	1.0%	123	1.0%	295	1.1%	422	**1.0%**
Utility Pole/Light Support	1	0.2%	86	0.7%	286	1.0%	373	**0.9%**
Other Post, Pole or Support	5	1.2%	88	0.7%	279	1.0%	372	**0.9%**
Tree (standing)	6	1.4%	104	0.8%	154	0.6%	264	**0.6%**
Median	2	0.5%	60	0.5%	163	0.6%	225	**0.6%**
Traffic Barrier, Concrete	1	0.2%	90	0.7%	132	0.5%	223	**0.5%**
Traffic Sign Support	2	0.5%	39	0.3%	160	0.6%	201	**0.5%**
Wall or Building	5	1.2%	50	0.4%	114	0.4%	169	**0.4%**
Embankment	6	1.4%	47	0.4%	94	0.3%	147	**0.4%**
Ditch	2	0.5%	57	0.4%	75	0.3%	134	**0.3%**
Traffic Barrier, Cable	0	-	16	0.1%	101	0.4%	117	**0.3%**
Bridge Pier, Support, Rail, or Overhead	2	0.5%	23	0.2%	62	0.2%	87	**0.2%**
Culvert	2	0.5%	15	0.1%	22	0.1%	39	**0.1%**
Other (incl. hydrant, box, cattle guard, plant)	3	0.7%	96	0.8%	330	1.2%	429	**1.0%**
Missing Subanalysis Data	0	-	6	0.05%	39	0.1%	45	**0.1%**
Collision with Motor Vehicle	**170**	**40.6%**	**9,076**	**71.6%**	**20,037**	**72.1%**	**29,283**	**71.6%**
MV in Transport	164	39.1%	8,741	69.0%	17,395	62.6%	26,300	**64.3%**
Parked MV	6	1.4%	163	1.3%	1,387	5.0%	1,556	**3.8%**
Missing Subanalysis Data	0	-	172	1.36%	1,255	4.52%	1,427	**3.49%**
Collision with Other Non-Fixed Object	**7**	**1.7%**	**151**	**1.2%**	**656**	**2.4%**	**814**	**2.0%**
Other Non-fixed Object	4	1.0%	124	1.0%	457	1.6%	585	**1.4%**
Struck by falling, shifting cargo	0	-	13	0.1%	122	0.4%	135	**0.3%**
Work Zone/Maintenance Equipment	0	-	6	0.05%	37	0.1%	43	**0.1%**
Railway Vehicle	3	0.7%	0	-	4	0.014%	7	**0.017%**
Missing Subanalysis Data	0	-	8	0.06%	36	0.13%	44	**0.11%**
Collision with Person	**97**	**23.2%**	**754**	**6.0%**	**35**	**0.1%**	**886**	**2.2%**
Pedestrian	93	22.2%	481	3.8%	11	0.0%	585	**1.4%**
Pedalcycle	4	1.0%	244	1.9%	24	0.1%	272	**0.7%**
Other Non-Motorist	0	-	29	0.2%	0	-	29	**0.07%**
Missing Subanalysis Data	0	-	0	-	0	-	0	-
Non-Collision	**80**	**19.1%**	**804**	**6.3%**	**949**	**3.4%**	**1,833**	**4.5%**
Overturn/Rollover	79	18.9%	543	4.3%	466	1.7%	1,088	**2.7%**
All Other Non-Collision	1	0.2%	195	1.5%	296	1.1%	492	**1.2%**
Jackknife	0	-	8	0.06%	66	0.2%	74	**0.2%**
Cargo/Equipment Loss or Shift	0	-	6	0.05%	38	0.14%	44	**0.1%**
Fell/Jumped from MV	0	-	33	0.26%	1	0.00%	34	**0.08%**
Fire/Explosion	0	-	0	-	26	0.09%	26	**0.06%**
Thrown or Falling Object	0	-	4	0.03%	14	0.05%	18	**0.04%**
Immersion, Full or Partial	0	-	0	-	6	0.02%	6	**0.01%**
Missing Subanalysis Data	0	-	15	0.1%	36	0.1%	51	**0.1%**
Other	**0**	**0.0%**	**330**	**2.6%**	**567**	**2.0%**	**897**	**2.2%**
Missing FHE and Subanalysis Data	**0**	**0.0%**	**14**	**0.1%**	**392**	**1.4%**	**406**	**1.0%**
Total Crashes	**419**	**100.0%**	**12,670**	**100.0%**	**27,795**	**100.0%**	**40,884**	**100.0%**

Crash Characteristics – First Harmful Event

Table 10: Crashes by First Harmful Event and Subanalysis, 2018 - 2022 [9]

First Harmful Event (FHE) and Subanalysis	Crashes					Percent of Annual Total Crashes				
	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022
Collision with Animal	**1,954**	**1,964**	**1,841**	**1,758**	**1,763**	**4.2%**	**4.1%**	**5.0%**	**4.3%**	**4.3%**
Deer	991	1,019	994	977	925	2.12%	2.12%	2.72%	2.40%	2.26%
Elk	289	235	305	293	331	0.62%	0.49%	0.83%	0.72%	0.81%
Cattle/Cow	252	223	225	179	228	0.54%	0.46%	0.62%	0.44%	0.56%
Small Domestic Animal	122	112	95	112	95	0.26%	0.23%	0.26%	0.27%	0.23%
Small Game Animal	43	43	52	50	47	0.09%	0.09%	0.14%	0.12%	0.11%
Horse	42	29	41	32	39	0.09%	0.06%	0.11%	0.08%	0.10%
Other Large Game Animal	0	0	26	24	19	-	-	0.07%	0.06%	0.05%
Antelope	18	21	23	32	18	0.04%	0.04%	0.06%	0.08%	0.04%
Bear	15	12	15	9	12	0.03%	0.02%	0.04%	0.02%	0.03%
Other Large Domestic Animal	13	14	3	5	8	0.03%	0.03%	0.01%	0.01%	0.02%
Other (Bird, Cougar, Sheep, Goat)	19	15	14	14	8	0.04%	0.03%	0.04%	0.03%	0.02%
Missing Subanalysis Data	150	241	48	31	33	0.32%	0.50%	0.13%	0.08%	0.08%
Collision with Fixed Object	**4,269**	**4,658**	**4,425**	**4,666**	**5,002**	**9.1%**	**9.7%**	**12.1%**	**11.4%**	**12.2%**
Curb	0	0	245	587	623	-	-	0.7%	1.4%	1.5%
Guardrail, End or Face	413	507	485	500	610	0.9%	1.1%	1.3%	1.2%	1.5%
Fence	521	573	512	468	522	1.1%	1.2%	1.4%	1.1%	1.3%
Other Fixed Object	501	500	467	410	422	1.1%	1.0%	1.3%	1.0%	1.0%
Utility Pole/Light Support	547	544	439	355	373	1.2%	1.1%	1.2%	0.9%	0.9%
Other Post, Pole or Support	109	130	180	338	372	0.2%	0.3%	0.5%	0.8%	0.9%
Tree (standing)	284	258	270	208	264	0.6%	0.5%	0.7%	0.5%	0.6%
Median	395	482	340	226	225	0.8%	1.0%	0.9%	0.6%	0.6%
Traffic Barrier, Concrete	78	102	156	217	223	0.2%	0.2%	0.4%	0.5%	0.5%
Traffic Sign Support	243	312	232	183	201	0.5%	0.6%	0.6%	0.4%	0.5%
Wall or Building	67	68	98	134	169	0.1%	0.1%	0.3%	0.3%	0.4%
Embankment	177	184	182	177	147	0.4%	0.4%	0.5%	0.4%	0.4%
Ditch	104	160	121	141	134	0.2%	0.3%	0.3%	0.3%	0.3%
Traffic Barrier, Cable	0	0	45	119	117	-	-	0.1%	0.3%	0.3%
Bridge Pier, Support, Rail, or Overhead	84	95	97	89	87	0.2%	0.2%	0.3%	0.2%	0.2%
Culvert	25	34	31	37	39	0.05%	0.07%	0.08%	0.09%	0.10%
Other (incl. hydrant, box, cattle guard, plant)	531	546	496	456	429	1.1%	1.1%	1.4%	1.1%	1.0%
Missing Subanalysis Data	190	163	29	21	45	0.4%	0.3%	0.1%	0.1%	0.11%
Collision with Motor Vehicle	**34,740**	**35,203**	**25,176**	**30,050**	**29,283**	**74.3%**	**73.2%**	**68.9%**	**73.7%**	**71.6%**
MV in Transport	29,436	29,448	23,348	28,260	26,300	62.9%	61.2%	63.9%	69.3%	64.3%
Parked MV	1,314	1,286	1,536	1,781	1,556	2.8%	2.7%	4.2%	4.4%	3.8%
Missing Subanalysis Data	3,990	4,469	292	9	1,427	8.5%	9.3%	0.8%	0.0%	3.5%
Collision with Other Non-Fixed Object	**1,098**	**1,023**	**849**	**769**	**814**	**2.3%**	**2.1%**	**2.3%**	**1.9%**	**2.0%**
Other Non-fixed Object	579	589	569	597	585	1.2%	1.2%	1.6%	1.5%	1.4%
Struck by falling, shifting cargo	302	285	219	124	135	0.6%	0.6%	0.6%	0.3%	0.3%
Work Zone/Maintenance Equipment	15	31	32	29	43	0.03%	0.06%	0.09%	0.07%	0.11%
Railway Vehicle	11	11	7	2	7	0.02%	0.02%	0.02%	0.00%	0.017%
Missing Subanalysis Data	191	107	22	17	44	0.4%	0.2%	0.1%	0.04%	0.11%
Collision with Person	**995**	**1,008**	**700**	**788**	**886**	**2.1%**	**2.1%**	**1.9%**	**1.9%**	**2.2%**
Pedestrian	630	638	462	518	585	1.3%	1.3%	1.3%	1.3%	1.4%
Pedalcycle	365	370	228	241	272	0.8%	0.8%	0.6%	0.6%	0.7%
Other Non-Motorist	0	0	7	29	29	-	-	0.02%	0.07%	0.07%
Missing Subanalysis Data	0	0	3	0	0	-	-	0.01%	0.00%	0.00%
Non-Collision	**2,714**	**2,764**	**2,246**	**2,059**	**1,833**	**5.8%**	**5.7%**	**6.1%**	**5.1%**	**4.5%**
Overturn/Rollover	1,857	1,952	1,564	1,292	1,088	4.0%	4.1%	4.3%	3.2%	2.7%
All Other Non-Collision	506	444	423	495	492	1.1%	0.9%	1.2%	1.2%	1.2%
Jackknife	44	47	71	71	74	0.1%	0.1%	0.2%	0.2%	0.2%
Cargo/Equipment Loss or Shift	25	13	23	23	44	0.05%	0.03%	0.06%	0.06%	0.11%
Fell/Jumped from MV	26	27	29	35	34	0.06%	0.06%	0.08%	0.09%	0.08%
Fire/Explosion	32	26	36	29	26	0.07%	0.05%	0.10%	0.07%	0.06%
Thrown or Falling Object	10	7	11	9	18	0.02%	0.01%	0.03%	0.02%	0.04%
Immersion, Full or Partial	12	22	19	14	6	0.03%	0.05%	0.05%	0.03%	0.01%
Missing Subanalysis Data	202	226	70	91	51	0.4%	0.5%	0.2%	0.2%	0.1%
Other	**0**	**0**	**494**	**616**	**897**	**-**	**-**	**1.4%**	**1.5%**	**2.2%**
Missing FHE and Subanalysis Data	**1,016**	**1,504**	**824**	**63**	**406**	**2.2%**	**3.1%**	**2.3%**	**0.2%**	**1.0%**
Total Crashes	**46,786**	**48,124**	**36,555**	**40,769**	**40,884**	**100%**	**100%**	**100%**	**100%**	**100%**

[9] Due to the migration from Crash Classification to First Harmful Event, there are minor differences in statistics in this table for crash years prior to 2020. Additional details are on Page 12.

Crash Characteristics – First Harmful Event

Table 11: Crashes by First Harmful Event Relative Direction of Travel and Crash Severity, 2022 [10]

First Harmful Event Relative Direction of Travel	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
From Same Direction	88	33.0%	4,033	41.0%	10,156	50.6%	14,277	47.3%
Intersecting Path (T-bone)	89	33.3%	3,622	36.8%	4,353	21.7%	8,064	26.7%
From Opposite Direction	90	33.7%	1,129	11.5%	1,800	9.0%	3,019	10.0%
Missing Data	0	0.0%	1,046	10.6%	3,763	18.7%	4,809	15.9%
Total Crashes	**267**	**100.0%**	**9,830**	**100.0%**	**20,072**	**100.0%**	**30,169**	**100.0%**

- Opposite-direction crashes contribute disproportionately to fatal crashes. Crashes were more likely to be fatal when the relative direction of travel prior to collision was from opposite directions, which accounted for 33.7 percent of fatal crashes but only 10.0 percent of all crashes. (Table 11)

Table 12: Crashes by First Harmful Event Manner of Impact and Crash Severity, 2022 [10]

First Harmful Event Manner of Impact	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Front-to-Rear	49	18.4%	3,253	33.1%	6,788	33.8%	10,090	33.4%
Front-to-Side	100	37.5%	4,006	40.8%	5,041	25.1%	9,147	30.3%
Sideswipe	13	4.9%	582	5.9%	3,072	15.3%	3,667	12.2%
Front-to-Front	83	31.1%	688	7.0%	626	3.1%	1,397	4.6%
Rear-to-Side	0	0.0%	47	0.5%	365	1.8%	412	1.4%
Other	16	6.0%	169	1.7%	181	0.9%	366	1.2%
Rear-to-Rear	0	0.0%	15	0.2%	143	0.7%	158	0.5%
Unknown	6	2.2%	26	0.3%	123	0.6%	155	0.5%
Missing Data	0	0.0%	1,044	10.6%	3,733	18.6%	4,777	15.8%
Total Crashes	**267**	**100.0%**	**9,830**	**100.0%**	**20,072**	**100.0%**	**30,169**	**100.0%**

[10] Collection of data on this element began during 2020 for crashes involving a "collision with [other] motor vehicle" or a "collision with person". Therefore the total number of crashes in this table does not match the total in other tables.

Speeding

The Uniform Crash Report (UCR) allows the officer at the scene of the crash to record three types of speed-related contributing factors – Excessive Speed, Too Fast for Conditions, and High-Speed Pursuit (together known as speeding). Too Fast for Conditions occurs when a vehicle is traveling at or below the speed limit but above a safe speed due to road conditions (e.g. ice or night driving). Additional data on fatalities in speeding-involved crashes is available in Appendix F (Page 128).

Statistics on speeding are not comparable to pre-2020 Annual Reports. The field Top Contributing Factor is no longer used. In its place, all speeding-involved tables show the number of times speeding was reported as a contributing factor, and not necessarily the top contributing factor. Also High-Speed Pursuit is now included, and speeding pedestrians or pedalcycles are excluded.

- Speeding-involved crashes were 10.9 percent of all crashes in 2022. (Table 13)
- Fatal speeding-involved crashes are at their second-highest level in the past five years, at 139. (Table 14)

Table 13: Speeding-involved Crashes, 2018 - 2022 [11]

Year	Speeding-involved Crashes	Total Crashes	Percent of Total Crashes
2018	5,055	46,786	**10.8%**
2019	5,580	48,124	**11.6%**
2020	4,488	36,555	**12.3%**
2021	4,519	40,769	**11.1%**
2022	4,454	40,884	**10.9%**

Table 14: Speeding-involved Crashes by Crash Severity, 2022 [11]

Year	Speeding-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2018	106	2.10%	1,817	35.9%	3,132	62.0%	5,055	100%
2019	114	2.04%	2,027	36.3%	3,439	61.6%	5,580	100%
2020	134	2.99%	1,679	37.4%	2,675	59.6%	4,488	100%
2021	141	3.12%	1,719	38.0%	2,659	58.8%	4,519	100%
2022	139	3.12%	1,746	39.2%	2,569	57.7%	4,454	100%

[11] Crashes for which a contributing factor was either Excessive Speed, Too Fast for Conditions or High-Speed Pursuit.

- The percentage of motor vehicle drivers in crashes who were speeding fell to 6.1 percent. (Table 15)
- Speeding as a contributing factor in a crash decreases with driver age. From the age group 20-24 through the age group 75+, the older the driver in a crash, the less likely speeding was reported as a contributing factor. Drivers under the age of 30 account for 42.7 percent of speeding drivers in crashes (Table 16, Figure 6)
- The ratio of male to female speeding drivers in crashes is generally 2.6 to 1. (Table 16, Figure 6)

Table 15: Speeding Motor Vehicle Drivers in Crashes, 2018 - 2022 [12]

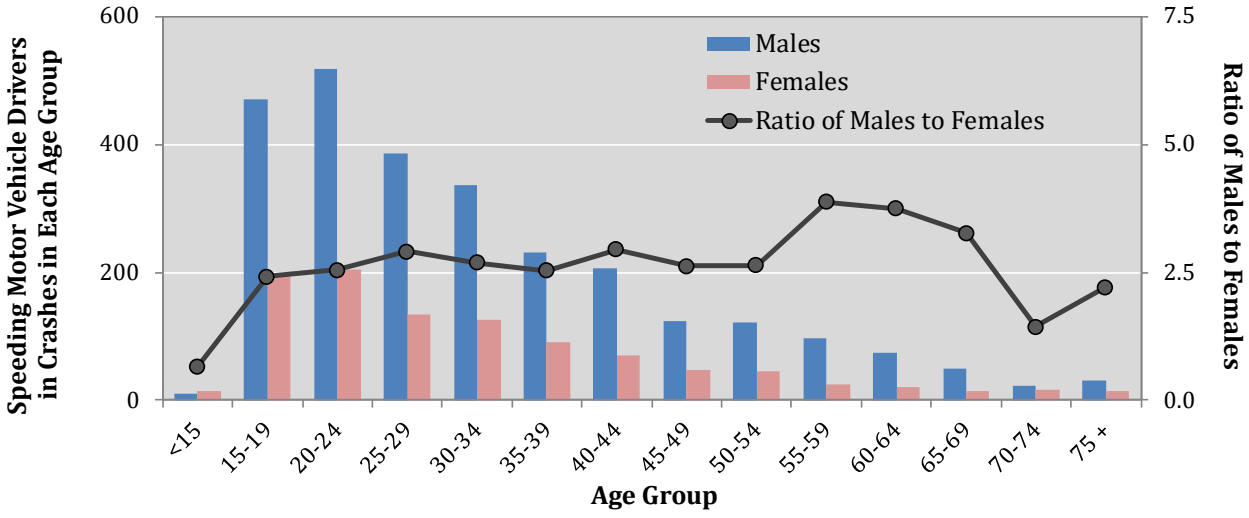
Year	Speeding Motor Vehicle Drivers in Crashes	Total Motor Vehicle Drivers in Crashes	Percent of Total Motor Vehicle Drivers in Crashes
2018	5,177	86,057	**6.0%**
2019	5,735	88,903	**6.5%**
2020	4,573	65,264	**7.0%**
2021	4,618	74,404	**6.2%**
2022	4,560	74,376	**6.1%**

[12] The number of motor vehicle drivers in crashes with at least one contributing factor of Excessive Speed, Too Fast for Conditions or High-Speed Pursuit. Drivers with more than one are counted only once. Excludes all pedestrians and pedalcycle operators. Statistics are not comparable with speeding statistics in pre-2020 Annual Reports.

Table 16: Speeding Motor Vehicle Drivers in Crashes by Age Group and Sex, 2022 [12] [13]

Age Group	Speeding Motor Vehicle Drivers in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	9	0.3%	14	1.3%	0	0.0%	23	0.5%	**0.6**
15-19	470	16.6%	195	18.0%	5	0.8%	670	14.7%	**2.4**
20-24	519	18.4%	204	18.9%	9	1.4%	732	16.1%	**2.5**
25-29	386	13.6%	133	12.3%	5	0.8%	524	11.5%	**2.9**
30-34	336	11.9%	125	11.6%	1	0.2%	462	10.1%	**2.7**
35-39	231	8.2%	91	8.4%	3	0.5%	325	7.1%	**2.5**
40-44	206	7.3%	70	6.5%	1	0.2%	277	6.1%	**2.9**
45-49	123	4.3%	47	4.3%	3	0.5%	173	3.8%	**2.6**
50-54	121	4.3%	46	4.3%	2	0.3%	169	3.7%	**2.6**
55-59	97	3.4%	25	2.3%	1	0.2%	123	2.7%	**3.9**
60-64	75	2.7%	20	1.8%	1	0.2%	96	2.1%	**3.8**
65-69	49	1.7%	15	1.4%	1	0.2%	65	1.4%	**3.3**
70-74	23	0.8%	16	1.5%	0	0.0%	39	0.9%	**1.4**
75 +	31	1.1%	14	1.3%	2	0.3%	47	1.0%	**2.2**
Missing Data	152	5.4%	67	6.2%	616	94.8%	835	18.3%	**2.3**
Total	**2,828**	**100%**	**1,082**	**100%**	**650**	**100%**	**4,560**	**100%**	**2.6**

Figure 6: Speeding Motor Vehicle Drivers in Crashes by Age Group and Sex, 2022 [12]



[13] Age and sex data may be missing for multiple reasons such as in hit-and-run situations or self-reported crashes (a person in a crash filed a station report).

Hour and Day of the Week

Additional data on Hour and Day of the Week are also available in Appendix A (Page 85).

- The number of total crashes was highest on Fridays. (Table 17, Table 19)
- Fatal crashes were more likely to occur on Saturdays and Sundays. Saturdays had 13.2 percent of all crashes but 18.6 percent of fatal crashes. Sundays had 10.4 percent of all crashes but 13.4 percent of fatal crashes. Fridays had a large portion of both total crashes (16.5 percent) and fatal crashes (16.7 percent). (Table 17)
- In 2022, there were more alcohol-involved crashes and fatal alcohol-involved crashes on Fridays, Saturdays and Sundays. The number of alcohol-involved crashes was highest on Saturdays. (Table 18)
- No matter the day of the week, the highest number of crashes occurred from 3 p.m. to 6 p.m., with 24.0 percent in 2022. (Table 19, Table 20)
- Combining all days of the week, the peak of alcohol-involved crashes was from 9 p.m. to 10 p.m., but there was a general increase by 4 p.m. each day that was sustained at high levels until 2 a.m. (Figure 8, Table 21)
- The highest daily one-hour periods for alcohol-involved crashes were Saturdays, 11 p.m. to midnight (47 crashes), and Saturdays, 6-7 p.m. (45 crashes). (Table 21)

Table 17: Crashes by Day of the Week and Crash Severity, 2022

Day of the Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Monday	48	11.5%	1,752	13.8%	3,795	13.7%	5,595	13.7%
Tuesday	54	12.9%	1,937	15.3%	4,058	14.6%	6,049	14.8%
Wednesday	62	14.8%	1,889	14.9%	4,472	16.1%	6,423	15.7%
Thursday	51	12.2%	1,943	15.3%	4,384	15.8%	6,378	15.6%
Friday	70	16.7%	2,099	16.6%	4,592	16.5%	6,761	16.5%
Saturday	78	18.6%	1,723	13.6%	3,612	13.0%	5,413	13.2%
Sunday	56	13.4%	1,327	10.5%	2,882	10.4%	4,265	10.4%
Total	**419**	**100%**	**12,670**	**100%**	**27,795**	**100%**	**40,884**	**100%**

Table 18: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2022

Day of the Week	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Monday	20	12.5%	114	12.0%	102	9.1%	236	10.6%
Tuesday	19	11.9%	88	9.3%	121	10.8%	228	10.2%
Wednesday	19	11.9%	82	8.6%	127	11.3%	228	10.2%
Thursday	17	10.6%	133	14.0%	147	13.1%	297	13.3%
Friday	27	16.9%	166	17.5%	165	14.7%	358	16.0%
Saturday	33	20.6%	209	22.0%	282	25.1%	524	23.5%
Sunday	25	15.6%	156	16.5%	181	16.1%	362	16.2%
Total	**160**	**100%**	**948**	**100%**	**1,125**	**100%**	**2,233**	**100%**

Figure 7: Crashes by Hour of the Day, 2022

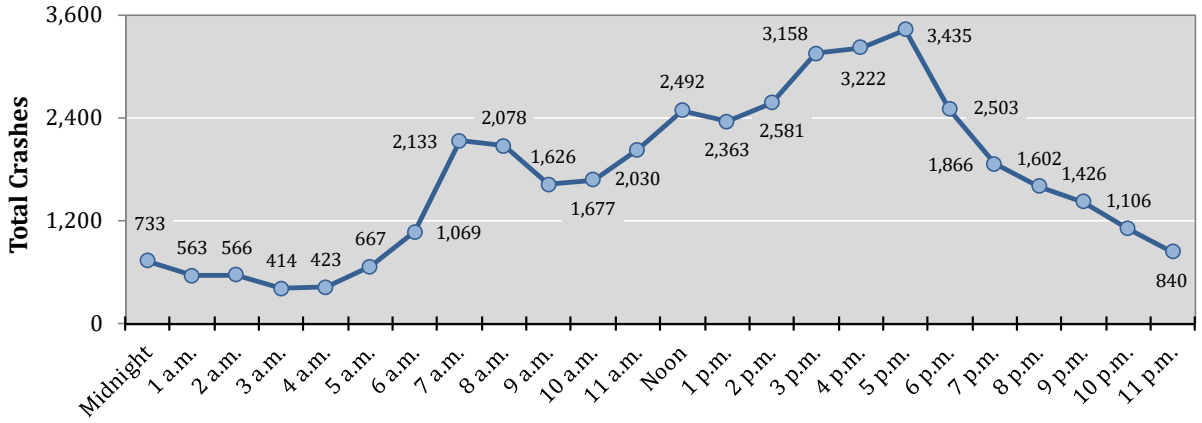
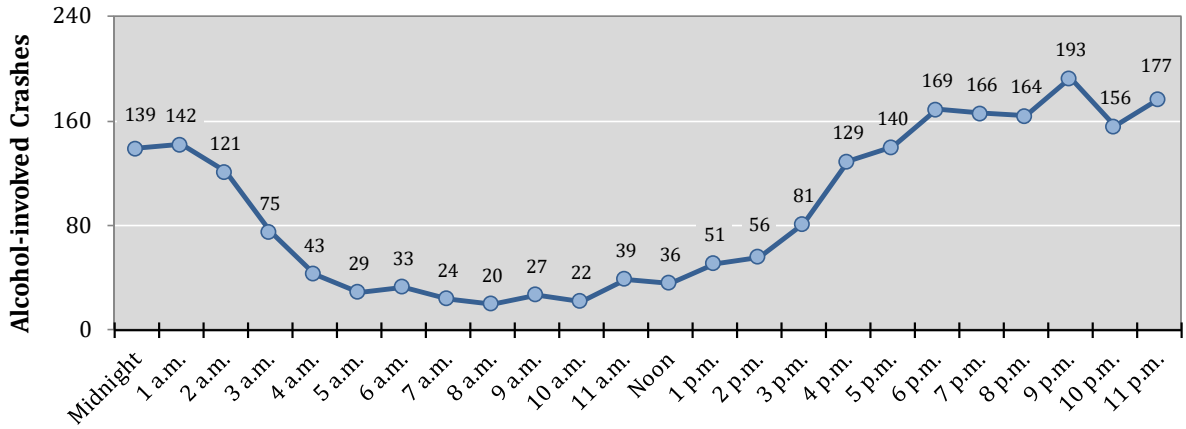


Figure 8: Alcohol-involved Crashes by Hour of the Day, 2022



Crash Characteristics – Hour and Day

Table 19: Crashes by Hour and Day of the Week, 2022 [14] [15]

Hour	Crashes							Total by Hour
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	
Midnight	89	63	69	88	120	144	160	733
1 a.m.	55	61	55	84	67	111	130	563
2 a.m.	51	53	40	64	71	141	146	566
3 a.m.	55	34	45	46	66	79	89	414
4 a.m.	56	45	48	55	73	70	76	423
5 a.m.	92	99	104	118	77	96	81	667
6 a.m.	152	164	181	227	148	111	86	1,069
7 a.m.	352	444	405	406	309	138	79	2,133
8 a.m.	327	386	392	368	345	154	106	2,078
9 a.m.	218	243	294	271	257	187	156	1,626
10 a.m.	240	268	242	288	264	216	159	1,677
11 a.m.	243	312	321	304	351	294	205	2,030
Noon	348	355	394	375	444	343	233	2,492
1 p.m.	281	353	374	345	418	351	241	2,363
2 p.m.	364	391	427	406	438	311	244	2,581
3 p.m.	449	511	522	504	554	368	250	3,158
4 p.m.	449	531	520	516	562	365	279	3,222
5 p.m.	514	567	576	555	543	367	313	3,435
6 p.m.	353	320	405	389	415	360	261	2,503
7 p.m.	254	227	314	259	328	252	232	1,866
8 p.m.	202	184	215	229	250	279	243	1,602
9 p.m.	184	182	195	193	247	239	186	1,426
10 p.m.	123	131	134	149	194	201	174	1,106
11 p.m.	94	76	101	104	162	199	104	840
Missing Data	50	49	50	35	58	37	32	311
Total	**5,595**	**6,049**	**6,423**	**6,378**	**6,761**	**5,413**	**4,265**	**40,884**

Table 20: Crashes by Crash Severity and Three-hour Segments, 2022 [16]

Hour	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	44	10.5%	530	4.2%	1,288	4.6%	1,862	4.6%
3 - 6 a.m.	34	8.1%	416	3.3%	1,054	3.8%	1,504	3.7%
6 - 9 a.m.	48	11.5%	1,528	12.1%	3,704	13.3%	5,280	12.9%
9 a.m. - Noon	39	9.3%	1,583	12.5%	3,711	13.4%	5,333	13.0%
12 - 3 p.m.	45	10.7%	2,395	18.9%	4,996	18.0%	7,436	18.2%
3 - 6 p.m.	52	12.4%	3,158	24.9%	6,605	23.8%	9,815	24.0%
6 - 9 p.m.	83	19.8%	1,946	15.4%	3,942	14.2%	5,971	14.6%
9 p.m. - 12 a.m	74	17.7%	1,092	8.6%	2,206	7.9%	3,372	8.2%
Missing Data	0	0.0%	22	0.2%	289	1.0%	311	0.8%
Total	**419**	**100%**	**12,670**	**100%**	**27,795**	**100%**	**40,884**	**100%**

[14] For reference, crashes during the hour of 1 a.m. are crashes from 1:00 a.m. to 1:59 a.m.

[15] Darker shading indicates higher counts.

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

Crash Characteristics – Hour and Day

Table 21: Alcohol-involved Crashes by Hour and Day of the Week, 2022 [17] [18]

Hour	Alcohol-involved Crashes							Total by Hour
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	
Midnight	22	8	12	10	25	34	28	139
1 a.m.	11	11	6	21	18	35	40	142
2 a.m.	8	10	7	5	16	39	36	121
3 a.m.	11	6	3	10	6	16	23	75
4 a.m.	2	2	1	2	9	12	15	43
5 a.m.	4	3	7	1	1	7	6	29
6 a.m.	1	6	2	3	0	15	6	33
7 a.m.	5	1	4	3	5	4	2	24
8 a.m.	4	1	4	3	1	7	0	20
9 a.m.	1	7	3	2	2	7	5	27
10 a.m.	2	3	2	4	3	4	4	22
11 a.m.	3	4	6	6	6	9	5	39
Noon	9	3	7	4	4	4	5	36
1 p.m.	3	9	6	7	9	11	6	51
2 p.m.	7	5	5	15	11	8	5	56
3 p.m.	10	9	10	9	14	23	6	81
4 p.m.	14	14	12	20	33	26	10	129
5 p.m.	19	15	14	27	23	24	18	140
6 p.m.	14	21	18	25	27	45	19	169
7 p.m.	19	16	20	24	29	37	21	166
8 p.m.	18	20	13	23	28	34	28	164
9 p.m.	19	27	33	27	25	36	26	193
10 p.m.	11	15	14	24	26	40	26	156
11 p.m.	19	12	18	22	37	47	22	177
Missing Data	0	0	1	0	0	0	0	1
Total	**236**	**228**	**228**	**297**	**358**	**524**	**362**	**2,233**

Table 22: Alcohol-involved Crashes by Crash Severity and Three-hour Segments, 2022 [19]

Hour	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	23	14.4%	151	15.9%	228	20.3%	402	18.0%
3 - 6 a.m.	10	6.3%	48	5.1%	89	7.9%	147	6.6%
6 - 9 a.m.	6	3.8%	34	3.6%	37	3.3%	77	3.4%
9 a.m. - Noon	4	2.5%	32	3.4%	52	4.6%	88	3.9%
12 - 3 p.m.	13	8.1%	68	7.2%	62	5.5%	143	6.4%
3 - 6 p.m.	17	10.6%	171	18.0%	162	14.4%	350	15.7%
6 - 9 p.m.	42	26.3%	228	24.1%	229	20.4%	499	22.3%
9 p.m. - 12 a.m	45	28.1%	216	22.8%	265	23.6%	526	23.6%
Missing Data	0	0.0%	0	0.0%	1	0.1%	1	0.0%
Total	**160**	**100%**	**948**	**100%**	**1,125**	**100%**	**2,233**	**100%**

[17] For reference, crashes during the hour of 1 a.m. are crashes from 1:00 a.m. to 1:59 a.m.

[18] Darker shading indicates higher counts.

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

Table 23: Alcohol-involved Crashes by Hour, 2018 - 2022 [20] [21]

Hour	Alcohol-involved Crashes				
	2018	2019	2020	2021	2022
Midnight	135	144	122	131	139
1 a.m.	117	125	97	122	142
2 a.m.	111	127	83	97	121
3 a.m.	57	79	57	61	75
4 a.m.	42	46	41	37	43
5 a.m.	38	35	25	37	29
6 a.m.	27	40	21	34	33
7 a.m.	27	30	32	27	24
8 a.m.	22	15	18	27	20
9 a.m.	24	18	22	35	27
10 a.m.	31	30	25	27	22
11 a.m.	30	27	36	33	39
Noon	49	53	36	44	36
1 p.m.	58	49	61	42	51
2 p.m.	68	62	72	81	56
3 p.m.	82	67	85	91	81
4 p.m.	116	121	105	119	129
5 p.m.	146	145	123	143	140
6 p.m.	140	173	135	128	169
7 p.m.	152	159	152	152	166
8 p.m.	172	183	174	168	164
9 p.m.	163	193	165	177	193
10 p.m.	132	177	182	178	156
11 p.m.	149	136	148	158	177
Missing Data	2	3	3	1	1
Total	**2,090**	**2,237**	**2,020**	**2,150**	**2,233**

[20] For reference, the hour of 1 a.m. is from 1:00 a.m. to 1:59 a.m.

[21] Darker shading indicates higher counts.

Holidays

This section compares holiday periods to identify whether any holiday periods have a higher incidence of crashes, fatalities, or alcohol involvement compared with other holidays. Because holiday periods span different numbers of days, rates are used to compare holiday periods.

Compared with other holiday periods in 2022…

- The Halloween period had the highest rate of crashes per day, at 129.0. (Table 24)
- The Cinco de Mayo holiday period had the highest rate of alcohol-involved crashes per day, at 11.0. (Table 24)

Table 24: Holiday Crashes and Fatalities, 2022 [22]

Holiday	Holiday Period Length			Crashes				Fatalities			
	Days	Start Date (6 PM)	End Date (6 AM)	Total Crashes	Crashes per day	Alcohol-involved		Total Fatalities	Fatalities per day	Alcohol-involved	
						Crashes	per day			Fatalities	per day
New Year's 2021-2022	3.5	Fri, 12-31-21	Tue, 01-04-22	393	**112.3**	25	**7.1**	2	**0.6**	0	**0.0**
MLK Day	3.5	Fri, 01-14-22	Tue, 01-18-22	283	**80.9**	26	**7.4**	6	**1.7**	3	**0.9**
Super Bowl Sunday	1.0	Sun, 02-13-22	Mon, 02-14-22	77	**77.0**	3	**3.0**	0	**0.0**	0	**0.0**
Presidents' Day	3.5	Fri, 02-18-22	Tue, 02-22-22	277	**79.1**	24	**6.9**	2	**0.6**	0	**0.0**
Cinco de Mayo	1.0	Sat, 03-05-22	Sun, 03-06-22	106	**106.0**	11	**11.0**	4	**4.0**	3	**3.0**
St. Patrick's Day	1.0	Thu, 03-17-22	Fri, 03-18-22	118	**118.0**	7	**7.0**	0	**0.0**	0	**0.0**
Easter	2.5	Fri, 04-15-22	Mon, 04-18-22	181	**72.4**	24	**9.6**	4	**1.6**	1	**0.4**
Memorial Day	3.5	Fri, 05-27-22	Tue, 05-31-22	318	**90.9**	28	**8.0**	2	**0.6**	1	**0.3**
Juneteenth	3.5	Fri, 06-17-22	Tue, 06-21-22	350	**100.0**	19	**5.4**	3	**0.9**	1	**0.3**
Independence Day	3.5	Fri, 07-01-22	Tue, 07-05-22	291	**83.1**	28	**8.0**	8	**2.3**	5	**1.4**
Labor Day	3.5	Fri, 09-02-22	Tue, 09-06-22	318	**90.9**	27	**7.7**	7	**2.0**	3	**0.9**
Balloon Fiesta	9.5	Fri, 09-30-22	Mon, 10-10-22	765	**80.5**	44	**4.6**	7	**0.7**	4	**0.4**
Indigenous Peoples' Day	3.5	Fri, 10-07-22	Tue, 10-11-22	332	**94.9**	30	**8.6**	3	**0.9**	2	**0.6**
Halloween	1.0	Mon, 10-31-22	Tue, 11-01-22	129	**129.0**	6	**6.0**	0	**0.0**	0	**0.0**
Veterans' Day	3.5	Thu, 11-10-22	Mon, 11-14-22	370	**105.7**	27	**7.7**	5	**1.4**	2	**0.6**
Thanksgiving	4.5	Wed, 11-23-22	Mon, 11-28-22	373	**82.9**	25	**5.6**	2	**0.4**	1	**0.2**
Christmas	3.5	Fri, 12-23-22	Tue, 12-27-22	281	**80.3**	17	**4.9**	3	**0.9**	1	**0.3**
2022 Entire Year	365	Sat, 01-01-22	Sat, 12-31-22	40,884	**112.0**	2,233	**6.1**	466	**1.3**	176	**0.5**

[22] Based on NHTSA guidelines, the length of the holiday depends on the day on which the legal observed holiday falls:
If the holiday falls on Monday, the holiday period is from 6:00 p.m. Friday to 5:59 a.m. Tuesday.
If the holiday falls on Tuesday, the holiday period is from 6:00 p.m. Friday to 5:59 a.m. Wednesday.
If the holiday falls on Wednesday, the holiday period is from 6:00 p.m. Tuesday to 5:59 a.m. Thursday.
If the holiday falls on Thursday, the holiday period is from 6:00 p.m. Wednesday to 5:59 a.m. Monday.
If the holiday falls on Friday, the holiday period is from 6:00 p.m. Thursday to 5:59 a.m. Monday.
Number of days and hours: 1.5 days (36 hours), 2.5 days (60 hours), 3.5 days (84 hours), 4.5 days (108 hours).
The start date for Super Bowl Sunday, Cindo de Mayo, St. Patrick's Day and Halloween is 6 a.m. on the day of the event.

Light

- Crashes in dark, not lighted, conditions are more likely to result in fatal crashes. The dark, not lighted, condition accounted for 12.6 percent of all crashes but 33.2 percent of fatal crashes. (Table 25)

Table 25: Crashes by Crash Severity and Light Condition, 2022

Light Condition	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	170	40.6%	8,686	68.6%	18,146	65.3%	27,002	66.0%
Dark-Lighted	66	15.8%	1,835	14.5%	3,495	12.6%	5,396	13.2%
Dark-Not Lighted	139	33.2%	1,454	11.5%	3,559	12.8%	5,152	12.6%
Dusk	16	3.8%	359	2.8%	724	2.6%	1,099	2.7%
Dawn	13	3.1%	187	1.5%	454	1.6%	654	1.6%
Dark-Unknown Lighting	11	2.6%	60	0.47%	165	0.6%	236	0.6%
Unknown or Not Reported	3	0.7%	5	0.0%	116	0.4%	124	0.3%
Other	1	0.2%	15	0.1%	59	0.2%	75	0.2%
Missing Data	0	0.0%	69	0.5%	1,077	3.9%	1,146	2.8%
Total Crashes	**419**	**100%**	**12,670**	**100%**	**27,795**	**100%**	**40,884**	**100%**

Table 26: Severity of Injuries to People in Crashes by Light Condition, 2022

Light Condition	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 Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	183	39.3%	609	54.8%	3,508	65.9%	8,431	71.5%	56,424	69.5%	69,155	69.2%
Dark-Lighted	78	16.7%	182	16.4%	787	14.8%	1,692	14.3%	10,446	12.9%	13,185	13.2%
Dark-Not Lighted	157	33.7%	254	22.8%	735	13.8%	1,030	8.7%	7,940	9.8%	10,116	10.1%
Dusk	18	3.9%	33	3.0%	154	2.9%	345	2.9%	2,235	2.8%	2,785	2.8%
Dawn	13	2.8%	19	1.7%	83	1.6%	147	1.2%	1,034	1.3%	1,296	1.3%
Dark-Unknown Lighting	12	2.6%	7	0.6%	25	0.5%	56	0.5%	416	0.5%	516	0.5%
Unknown or Not Reported	4	0.9%	3	0.3%	2	0.0%	0	0.0%	184	0.2%	193	0.2%
Other	1	0.2%	1	0.1%	6	0.1%	18	0.2%	123	0.2%	149	0.1%
Missing Data	0	0.0%	4	0.4%	20	0.4%	77	0.7%	2,426	3.0%	2,527	2.5%
Total People	**466**	**100%**	**1,112**	**100%**	**5,320**	**100%**	**11,796**	**100%**	**81,228**	**100%**	**99,922**	**100%**

Weather

Table 27: Crashes and Crash Fatalities by Weather Condition, 2022 [23]

Weather	Frequency in Crashes		Frequency in Fatalities	
	Count	Percent	Count	Percent
Clear	35,026	83.9%	410	85.8%
Inclement	4,973	11.9%	56	11.7%
Cloudy	1,652	4.0%	12	2.5%
Raining	1,376	3.3%	16	3.3%
Snowing	715	1.7%	8	1.7%
Wind	598	1.4%	8	1.7%
Blowing Snow	209	0.5%	6	1.3%
Other	176	0.4%	4	0.8%
Fog, Smog, Smoke	83	0.2%	1	0.2%
Freezing Rain or Freezing Drizzle	67	0.2%	1	0.2%
Sleet or Hail	39	0.1%	0	0.0%
Severe Crosswind	30	0.1%	0	0.0%
Blowing Sand, Soil, Dirt	28	0.07%	0	0.0%
Missing Data	1,750	4.2%	12	2.5%
Total	**41,749**	**100%**	**478**	**100%**

Table 28: Crashes by Weather Condition, 2018 - 2022 [23]

Weather	Crashes									
	2018		2019		2020		2021		2022	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Clear	41,442	88.6%	41,630	86.5%	31,953	86.8%	34,791	83.8%	35,026	83.9%
Inclement	3,307	7.1%	4,152	8.6%	3,293	8.9%	4,533	10.9%	4,973	11.9%
Cloudy	-	-	-	-	380	1.0%	1,397	3.4%	1,652	4.0%
Raining	1,788	3.8%	2,044	4.2%	1,027	2.8%	1,333	3.2%	1,376	3.3%
Snowing	803	1.7%	1,301	2.7%	1,061	2.9%	629	1.5%	715	1.7%
Wind	339	0.7%	343	0.7%	285	0.8%	606	1.5%	598	1.4%
Blowing Snow	-	-	-	-	176	0.5%	179	0.4%	209	0.5%
Other	220	0.5%	234	0.5%	151	0.4%	145	0.3%	176	0.4%
Fog, Smog, Smoke	63	0.1%	100	0.2%	100	0.3%	64	0.2%	83	0.2%
Freezing Rain or Freezing Drizzle	-	-	-	-	31	0.1%	47	0.1%	67	0.2%
Sleet or Hail	85	0.2%	109	0.2%	54	0.1%	74	0.2%	39	0.1%
Severe Crosswind	-	-	-	-	13	0.04%	25	0.06%	30	0.07%
Blowing Sand, Soil, Dirt	9	0.0%	21	0.0%	15	0.0%	34	0.08%	28	0.07%
Missing Data	2,037	4.4%	2,342	4.9%	1,551	4.2%	2,216	5.3%	1,750	4.2%
Total	**46,786**	**100%**	**48,124**	**100%**	**36,797**	**100%**	**41,540**	**100%**	**41,749**	**100%**

[23] The method for tabulating this table was adjusted in 2021 due to the release of a new Uniform Crash Report. Multiple weather conditions may be reported for a crash (or fatality), and all conditions are counted in this table. Therefore the total will be larger than the total number of crashes or people killed if 1) more than one weather condition was reported for a crash, or 2) the crash had more than one fatality. The options of "Blowing Snow", "Cloudy", "Freezing Rain or Freezing Drizzle", and "Severe Crosswind" were not available before 2020. The addition of these options in 2020 decreases the use of previously available options.

Hazardous Material

- The number of crashes involving hazardous materials has risen two years in a row, to 83. (Table 29)
- 13.8 percent of vehicles containing hazardous materials involved in crashes had a spill (12 divided by 87). (Table 30)

Table 29: Hazardous Material Crashes, 2018 - 2022 [24]

Year	Hazardous Material Crashes	Total Crashes	Percent Hazardous Crashes
2018	89	46,786	**0.19%**
2019	104	48,124	**0.22%**
2020	60	36,555	**0.16%**
2021	73	40,769	**0.18%**
2022	83	40,884	**0.20%**

Table 30: Vehicles with Hazardous Materials in Crashes by Hazardous Material Type, 2022 [24]

Hazardous Material Type	Vehicles with Hazardous Materials in Crashes			
	No Spill	Spill	Missing Data	Total
1 - Explosives	-	1	-	1
2 - Gases	7	2	-	9
3 - Flammable Liquid or Combustible Liquid	49	5	-	54
4 - Flammable Solids	-	-	-	-
5 - Oxidizer or Organic Peroxide	-	1	-	1
6 - Poisonous (Toxic) or Infectious Substances	1	1	-	2
7 - Radioactive	-	-	-	-
8 - Corrosive	9	2	-	11
9 - Miscellaneous	3	-	-	3
10 - Dangerous	-	-	-	-
Missing Data	6	-	-	6
Total	**75**	**12**	**0**	**87**

[24] See Page xiv for a definition of hazardous material crashes.

Vehicles

Vehicle Type

- The vehicles most often in crashes were passenger vehicles (53.0 percent), pickup trucks (19.5 percent) and van/SUV/4WD (4-wheel drive) vehicles (17.0 percent). (Table 31)
- Four vehicle types (ATVs, heavy trucks, motorcycles, and pedestrians) are more likely to result in a fatal crash. ATVs were only 0.2 percent of all vehicle types in crashes but 0.5 percent of vehicle types in fatal crashes. Heavy trucks were only 5.0 percent of all vehicle types in crashes but 12.5 percent of vehicle types in fatal crashes. Motorcycles were only 1.3 percent of all vehicle types in crashes but 7.1 percent of vehicles in fatal crashes. Pedestrians were only 0.8 percent of all vehicles in crashes but 12.3 percent of vehicle types in fatal crashes. (Table 31)
- 19.8 percent of motorcyclists in crashes were either seriously injured or killed. (Table 32)
- 31.6 percent of all pedestrians in crashes were either seriously injured or killed. (Table 32)
- Very few motorcyclists, pedestrians, or pedalcyclists avoided injury when in a crash. (Table 32)

Table 31: Vehicles in Crashes by Vehicle Type and Crash Severity, 2022 [25]

Vehicle Type	Vehicles in Fatal Crashes		Vehicles in Injury Crashes		Vehicles in Property Damage Only Crashes		Total Vehicles in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Motorized Vehicles	**675**	**86.8%**	**23,369**	**96.1%**	**48,698**	**97.0%**	**72,742**	**96.6%**
Passenger Cars	200	25.7%	13,238	54.4%	26,495	52.8%	39,933	53.0%
Pickups	141	18.1%	4,367	18.0%	10,161	20.2%	14,669	19.5%
Vans/SUVs/4WDs	168	21.6%	3,893	16.0%	8,755	17.4%	12,816	17.0%
Semis/Heavy Trucks	97	12.5%	882	3.6%	2,748	5.5%	3,727	5.0%
Motorcycles/Mopeds	55	7.1%	763	3.1%	139	0.3%	957	1.3%
Buses	5	0.6%	82	0.3%	235	0.5%	322	0.4%
Other Vehicles	5	0.6%	41	0.2%	135	0.3%	181	0.2%
ATVs	4	0.5%	103	0.4%	30	0.1%	137	0.2%
Non-Motorized Vehicles	**100**	**12.9%**	**768**	**3.2%**	**33**	**0.1%**	**901**	**1.2%**
Pedestrians, All	96	12.3%	524	2.2%	10	0.0%	630	0.8%
Pedalcycles	4	0.5%	244	1.0%	23	0.0%	271	0.4%
Missing Data	3	0.4%	180	0.7%	1,451	2.9%	1,634	2.2%
Total Vehicles	**778**	**100%**	**24,317**	**100%**	**50,182**	**100%**	**75,277**	**100%**

[25] All pedestrians and pedalcycles are counted as non-motorized vehicles when involved in a crash with a motor vehicle.

Table 32: Severity of Injuries to People in Crashes by Vehicle Type, 2022 [26]

Vehicle Type	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 Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Motorized Vehicles	**368**	**0.4%**	**986**	**1.0%**	**4,942**	**5.1%**	**11,535**	**11.8%**	**79,531**	**81.7%**	**97,362**	**100%**
Passenger Cars	116	0.2%	422	0.8%	2,644	5.0%	7,185	13.5%	42,954	80.6%	53,321	100%
Pickups	70	0.4%	146	0.8%	741	3.9%	1,766	9.4%	16,126	85.6%	18,849	100%
Vans/SUVs/4WDs	100	0.5%	179	1.0%	806	4.4%	2,101	11.4%	15,203	82.7%	18,389	100%
Semis/Heavy Trucks	18	0.4%	49	1.1%	155	3.6%	214	4.9%	3,889	89.9%	4,325	100%
Motorcycles/Mopeds	54	5.3%	148	14.5%	504	49.4%	143	14.0%	172	16.8%	1,021	100%
Buses	4	0.4%	8	0.8%	5	0.5%	84	8.7%	865	89.5%	966	100%
Other Vehicles	2	0.7%	3	1.1%	11	4.1%	13	4.8%	242	89.3%	271	100%
ATVs	4	1.8%	31	14.1%	76	34.5%	29	13.2%	80	36.4%	220	100%
Non-Motorized Vehicles	**98**	**10.9%**	**125**	**13.9%**	**377**	**41.8%**	**258**	**28.6%**	**43**	**4.8%**	**901**	**100%**
Pedestrians, All	94	14.9%	105	16.7%	238	37.8%	177	28.1%	16	2.5%	630	100%
Pedalcycles	4	1.5%	20	7.4%	139	51.3%	81	29.9%	27	10.0%	271	100%
Missing Data	0	0.0%	1	0.1%	1	0.1%	3	0.2%	1,654	99.7%	1,659	100%
Total Vehicles	**466**	**0.5%**	**1,112**	**1.1%**	**5,320**	**5.3%**	**11,796**	**11.8%**	**81,228**	**81.3%**	**99,922**	**100%**

Table 33: Crashes by Number of Vehicles Involved and Crash Severity, 2022 [26]

Number of Vehicles Involved	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	140	33.4%	2,688	21.2%	6,995	25.2%	9,823	24.0%
2	229	54.7%	8,626	68.1%	19,445	70.0%	28,300	69.2%
3	39	9.3%	1,099	8.7%	1,163	4.2%	2,301	5.6%
4+	11	2.6%	257	2.0%	192	0.7%	460	1.1%
Total Crashes	**419**	**100%**	**12,670**	**100%**	**27,795**	**100%**	**40,884**	**100%**

[26] All pedestrians and pedalcycles are counted as non-motorized vehicles when involved in a crash with a motor vehicle.

Vehicles – Vehicle Actions

Vehicle Actions

- The most common vehicle action in a crash was going straight (52.2 percent). (Table 34)
- Over twice as many vehicle actions in a crash occurred during a left turn (7,903 vehicle actions), compared with during a right turn (3,177 vehicle actions). Further, over 7 times as many vehicle actions in fatal crashes occurred during a left turn as a right turn. (Table 34)

Table 34: Vehicle Actions in Crashes by Crash Severity, 2022 [27]

Vehicle Actions	Vehicle Actions in Fatal Crashes		Vehicle Actions in Injury Crashes		Vehicle Actions in Prop. Damage Only Crashes		Total Vehicle Actions in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Going Straight	520	56.3%	15,825	56.6%	28,654	50.0%	44,999	52.2%
Left Turn	48	5.2%	3,028	10.8%	4,827	8.4%	7,903	9.2%
Stopped for Sign or Signal	11	1.2%	1,383	4.9%	2,728	4.8%	4,122	4.8%
Right Turn	7	0.8%	832	3.0%	2,338	4.1%	3,177	3.7%
Stopped for Traffic	7	0.8%	1,002	3.6%	1,882	3.3%	2,891	3.4%
Parked	22	2.4%	417	1.5%	2,231	3.9%	2,670	3.1%
Slowing	2	0.2%	856	3.1%	1,573	2.7%	2,431	2.8%
Other	62	6.7%	729	2.6%	1,427	2.5%	2,218	2.6%
Changing Lanes	15	1.6%	450	1.6%	1,345	2.3%	1,810	2.1%
Entering Traffic Lane	16	1.7%	445	1.6%	918	1.6%	1,379	1.6%
Backing	2	0.2%	84	0.3%	1,119	2.0%	1,205	1.4%
Stopped in Traffic	6	0.6%	350	1.3%	518	0.9%	874	1.0%
Negotiating a Curve	41	4.4%	300	1.1%	492	0.9%	833	1.0%
Overtaking or Passing	18	1.9%	181	0.6%	632	1.1%	831	1.0%
Start in Traffic Lane	1	0.1%	189	0.7%	366	0.6%	556	0.6%
Leaving Traffic Lane	25	2.7%	178	0.6%	347	0.6%	550	0.6%
Unknown	16	1.7%	164	0.6%	358	0.6%	538	0.6%
U-Turn	2	0.2%	164	0.6%	349	0.6%	515	0.6%
Overcorrecting/Oversteering	21	2.3%	173	0.6%	237	0.4%	431	0.5%
Reckless/Aggressive Manner	21	2.3%	182	0.7%	223	0.4%	426	0.5%
Ran Red Light	5	0.5%	199	0.7%	170	0.3%	374	0.4%
Start From Park	0	0.0%	71	0.3%	174	0.3%	245	0.3%
Wrong Way	19	2.1%	96	0.3%	118	0.2%	233	0.3%
Missing Data	37	4.0%	659	2.4%	4,283	7.5%	4,979	5.8%
Total Vehicle Actions	**924**	**100%**	**27,957**	**100%**	**57,309**	**100%**	**86,190**	**100%**

[27] Multiple driver's actions may be reported for each vehicle, and all actions are counted in this table. The actions "Other" and "Unknown" are selectable vehicle actions on the Uniform Crash Report, whereas "Missing Data" indicates no actions were selected on the Uniform Crash Report for a driver.

Motorcycles

In this report, the term "motorcycles" excludes all-terrain vehicles (ATVs).[28]

- Motorcycles were involved in 2.3 percent of all crashes and 12.9 percent of all fatal crashes. (Table 35)
- The number of motorcyclist fatalities in crashes ranged from 46 to 55 over the last five years. (Table 36)
- The percentage of motorcyclists in crashes who were killed was 5.3 percent, whereas the percentage of all people in crashes who were killed was 0.5 percent. (Table 36, Table 2)
- 9.8 percent of all unhelmeted motorcyclists in crashes were killed, compared with 5.4 percent of helmeted motorcyclists. (Table 37)
- The percentage of motorcyclists in crashes who were helmeted rose to 45.2 percent, the highest level in five years. However, helmet-use data were missing for 25.9 percent of motorcyclists in crashes. (Table 38)
- Among motorcycles in fatal crashes, Under the Influence of Alcohol or Drugs were the most prevalent contributing factors, with 30.0 percent combined, followed by Excessive Speeding, with 18.5 percent. (Table 39)
- The crash rates of motorcycle drivers in crashes, based on either registered motorcycles or licensed motorcycle operators, fell in 2022. (Table 40)
- Male motorcyclists in crashes outnumbered females at a ratio of 7.2 to 1. The discrepancy was largest for motorcyclists of unknown age, often hit-and-run drivers. (Table 41)

Table 35: Crashes by Motorcycle Involvement and Crash Severity, 2022 [28]

Motorcycle Involvement	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Involved	54	12.9%	745	5.9%	134	0.5%	933	2.3%
Not Involved	365	87.1%	11,925	94.1%	27,661	99.5%	39,951	97.7%
Total Crashes	**419**	**100%**	**12,670**	**100%**	**27,795**	**100%**	**40,884**	**100%**

[28] Starting with the 2020 Annual Report, the method for tabulating statistics about motorcycle crashes and motorcyclists no longer includes ATVs.

Vehicles – Motorcycles

Table 36: Severity of Injuries to Motorcyclists in Crashes, 2018 - 2022 [28] [29]

Year	Severity of Injuries to Motorcyclists (Drivers & Passengers) in Crashes										Total Motorcyclists	
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2018	47	4.3%	117	10.7%	495	45.3%	204	18.7%	230	21.0%	1,093	100%
2019	55	5.0%	134	12.1%	474	42.9%	186	16.8%	255	23.1%	1,104	100%
2020	46	4.7%	118	12.2%	476	49.1%	158	16.3%	171	17.6%	969	100%
2021	55	5.3%	141	13.5%	536	51.4%	142	13.6%	168	16.1%	1,042	100%
2022	54	5.3%	148	14.5%	504	49.4%	143	14.0%	172	16.8%	1,021	100%

Table 37: Motorcyclist (Driver & Passenger) Helmet Use by Severity of Injury, 2022 [28]

Severity of Injury	Injury Class	Helmet Worn?						Total Motorcyclists	
		No		Yes		Missing Data			
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Fatalties	K	29	9.8%	25	5.4%	0	0.0%	54	5%
Suspected Serious Injuries	A	51	17.3%	64	13.9%	33	12.5%	148	14%
Suspected Minor Injuries	B	159	53.9%	233	50.4%	112	42.4%	504	49%
Possible Injuries	C	26	8.8%	78	16.9%	39	14.8%	143	14%
No Apparent Injuries	O	30	10.2%	62	13.4%	80	30.3%	172	17%
Total Motorcyclists		**295**	**100%**	**462**	**100%**	**264**	**100%**	**1,021**	**100%**

Table 38: Motorcyclist (Driver & Passenger) Helmet Use, 2018 - 2022 [28]

Year	Helmet Worn?						Total Motorcyclists in Crashes	
	No		Yes		Missing Data			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2018	327	29.9%	430	39.3%	336	30.7%	1,093	100%
2019	318	28.8%	431	39.0%	355	32.2%	1,104	100%
2020	339	35.0%	387	39.9%	243	25.1%	969	100%
2021	369	35.4%	413	39.6%	260	25.0%	1,042	100%
2022	295	28.9%	462	45.2%	264	25.9%	1,021	100%

[29] See Page 120 for severity of injuries to motorcyclists in crashes by county.

Table 39: Contributing Factors of Motorcycle Vehicles in Crashes by Crash Severity, 2022 [28] [30]

Contributing Factors of Motorcycle Vehicles in Crashes	Motorcycle Vehicles in Fatal Crashes		Motorcycle Vehicles in Injury Crashes		Motorcycle Vehicles in PDO Crashes		Motorcycle Vehicles in All Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**107**	**86.3%**	**658**	**62.3%**	**105**	**57.4%**	**870**	**63.8%**
Driver Inattention	12	9.7%	184	17.4%	36	19.7%	232	17.0%
Excessive Speed	23	18.5%	112	10.6%	14	7.7%	149	10.9%
Other Improper Driving	13	10.5%	91	8.6%	9	4.9%	113	8.3%
Speed Too Fast For Conditions	6	4.8%	51	4.8%	2	1.1%	59	4.3%
Under the Influence Of Alcohol	16	12.9%	35	3.3%	0	-	51	3.7%
Avoid No Contact Vehicle	1	0.8%	37	3.5%	7	3.8%	45	3.3%
Following Too Closely	1	0.8%	28	2.6%	8	4.4%	37	2.7%
Failed to Yield Right of Way	1	0.8%	16	1.5%	9	4.9%	26	1.9%
Under the Influence Of Drugs	22	17.7%	3	0.3%	1	0.5%	26	1.9%
Drove Left of Center	1	0.8%	18	1.7%	2	1.1%	21	1.5%
Improper Overtaking	6	4.8%	11	1.0%	3	1.6%	20	1.5%
Made Improper Turn	2	1.6%	12	1.1%	2	1.1%	16	1.2%
Avoid No Contact Other	0	-	11	1.0%	4	2.2%	15	1.1%
Disregarded Traffic Signal	2	1.6%	12	1.1%	1	0.5%	15	1.1%
Driver Distracted by Other Activity	0	-	12	1.1%	1	0.5%	13	1.0%
Improper Lane Change	0	-	8	0.8%	3	1.6%	11	0.8%
Passed Stop Sign	0	-	6	0.6%	2	1.1%	8	0.6%
Vehicle Skidded Before Braking	0	-	3	0.3%	1	0.5%	4	0.3%
Failed to Yield For Police Vehicle	0	-	2	0.2%	0	-	2	0.1%
High-Speed Pursuit	0	-	2	0.2%	0	-	2	0.1%
Improper Backing	0	-	2	0.2%	0	-	2	0.1%
Cell Phone	0	-	1	0.1%	0	-	1	0.1%
Driver Distracted by Passenger	0	-	1	0.1%	0	-	1	0.1%
Driver Distracted by Talking on Cell Phone	1	0.8%	0	-	0	-	1	0.1%
Driver Distracted By Texting	0	-	0	-	0	-	0	-
Driver Distracted by Talking on Hands-Free Device	0	-	0	-	0	-	0	-
Driverless Moving Vehicle	0	-	0	-	0	-	0	-
Failed to Yield For Emer. Vehicle	0	-	0	-	0	-	0	-
Pedestrian Error	0	-	0	-	0	-	0	-
Vehicle	**2**	**1.6%**	**34**	**3.2%**	**8**	**4.4%**	**44**	**3.2%**
Inadequate Brakes	0	-	9	0.9%	4	2.2%	13	1.0%
Other Mechanical Defect	0	-	11	1.0%	2	1.1%	13	1.0%
Defective Tires	0	-	7	0.7%	1	0.5%	8	0.6%
Defective Steering	0	-	4	0.4%	0	-	4	0.3%
Lights (Head, Signal, Tail)	2	1.6%	1	0.1%	1	0.5%	4	0.3%
Coupling Device (Hitch, Chains)	0	-	1	0.1%	0	-	1	0.1%
Wheels	0	-	1	0.1%	0	-	1	0.1%
Exhaust System	0	-	0	-	0	-	0	-
Mirrors	0	-	0	-	0	-	0	-
Suspension	0	-	0	-	0	-	0	-
Windows/Windshield	0	-	0	-	0	-	0	-
Wipers	0	-	0	-	0	-	0	-
Environment	**3**	**2.4%**	**92**	**8.7%**	**6**	**3.3%**	**101**	**7.4%**
Animal(s) In Roadway	1	0.8%	22	2.1%	2	1.1%	25	1.8%
Road Surface Conditions	1	0.8%	21	2.0%	1	0.5%	23	1.7%
Debris	0	-	13	1.2%	0	-	13	1.0%
Weather Conditions	1	0.8%	11	1.0%	1	0.5%	13	1.0%
Traffic Congestion	0	-	9	0.9%	2	1.1%	11	0.8%
Obstruction in Road	0	-	5	0.5%	0	-	5	0.4%
Road Defect	0	-	5	0.5%	0	-	5	0.4%
Other Visual Obstruction(s)	0	-	4	0.4%	0	-	4	0.3%
Backup - Prior Crash	0	-	1	0.1%	0	-	1	0.1%
Backup - Prior Incident	0	-	1	0.1%	0	-	1	0.1%
Low Visibility Due to Glare	0	-	0	-	0	-	0	-
Low Visibility Due to Smoke	0	-	0	-	0	-	0	-
Traffic Control Missing	0	-	0	-	0	-	0	-
Other	**12**	**9.7%**	**273**	**25.8%**	**64**	**35.0%**	**349**	**25.6%**
Other - No Driver Error	9	7.3%	226	21.4%	49	26.8%	284	20.8%
None	2	1.6%	38	3.6%	9	4.9%	49	3.6%
Missing Data	1	0.8%	9	0.9%	6	3.3%	16	1.2%
Total Contributing Factors	**124**	**100.0%**	**1,057**	**100.0%**	**183**	**100.0%**	**1,364**	**100.0%**

[30] Multiple contributing factors may be reported for a motorcycle. See Contributing Factors Section on Page 8 for details.

Vehicles – Motorcycles

Table 40: Motorcycle Driver Crash Rates, 2018 - 2022 [28] [31]

Year	Total Motorcycles in Crashes	New Mexico Registered Motorcycle Vehicles	New Mexico Licensed Motorcycle Drivers	Rate (Motorcycles in Crashes per 1,000 Registered Motorcycles)	Rate (Motorcycle Drivers in Crashes per 1,000 Licensed Motorcycle Drivers)
2018	1,008	60,348	118,499	16.7	8.5
2019	1,029	60,466	118,764	17.0	8.7
2020	899	54,946	118,987	16.4	7.6
2021	971	56,494	119,288	17.2	8.1
2022	957	56,881	120,426	16.8	7.9

Table 41: Motorcyclists in Crashes by Age Group and Sex, 2022 [28] [32]

Age Group	Motorcyclists (Drivers and Passengers) in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
5-9	3	0.3%	1	0.8%	0	0.0%	4	0.4%	**3.0**
10-14	11	1.3%	10	8.2%	0	0.0%	21	2.1%	**1.1**
15-19	78	8.9%	7	5.7%	0	0.0%	85	8.3%	**11.1**
20-24	138	15.7%	13	10.7%	0	0.0%	151	14.8%	**10.6**
25-29	116	13.2%	14	11.5%	0	0.0%	130	12.7%	**8.3**
30-34	87	9.9%	10	8.2%	0	0.0%	97	9.5%	**8.7**
35-39	69	7.8%	7	5.7%	0	0.0%	76	7.4%	**9.9**
40-44	87	9.9%	16	13.1%	0	0.0%	103	10.1%	**5.4**
45-49	59	6.7%	11	9.0%	0	0.0%	70	6.9%	**5.4**
50-54	44	5.0%	7	5.7%	0	0.0%	51	5.0%	**6.3**
55-59	49	5.6%	14	11.5%	1	5.0%	64	6.3%	**3.5**
60-64	58	6.6%	7	5.7%	0	0.0%	65	6.4%	**8.3**
65-69	31	3.5%	4	3.3%	0	0.0%	35	3.4%	**7.8**
70-74	14	1.6%	0	0.0%	0	0.0%	14	1.4%	-
75 +	9	1.0%	0	0.0%	0	0.0%	9	0.9%	-
Missing Data	26	3.0%	1	0.8%	19	95%	46	4.5%	**26.0**
Total	**879**	**100%**	**122**	**100%**	**20**	**100%**	**1,021**	**100%**	**7.2**

[31] There can be more than one motorcycle in a crash. The number of motorcycles (vehicles) in a crash is the same as the number of motorcycle drivers in a crash. A dash is used when the number of registered motorcycles in NM for the most recent year is not available at time of publication.

[32] 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.

Heavy Trucks

- Heavy trucks were involved in 7.9 percent of crashes but 17.8 percent of fatalities. (Table 42)
- The number of heavy truck-involved crashes was 3,235, the highest level in over a decade. The number of fatalities in heavy truck-involved crashes was 83, the second-highest level in over a decade. (Table 42 and previous Annual Crash Reports)
- Heavy-truck crashes, as a percentage of all crashes, remains high, at 7.9 percent, compared to pre-COVID levels. (Table 42)

Table 42: Crashes and Fatalities by Heavy Truck Involvement, 2018 - 2022

Year	Heavy Truck-involved Crashes		Heavy Truck-involved Fatalities		Total Crashes	Total Fatalities
	Crashes	Percent of Total Crashes	Fatalities	Percent of Total Fatalities		
2018	2,658	**5.7%**	60	**15.3%**	46,786	392
2019	2,997	**6.2%**	75	**17.6%**	48,124	425
2020	2,846	**7.8%**	50	**12.6%**	36,555	398
2021	2,941	**7.2%**	85	**17.6%**	40,769	483
2022	3,235	**7.9%**	83	**17.8%**	40,884	466

Table 43: People in Heavy Truck-involved Crashes by Severity of Injury, 2022

Severity of Injury	Injury Class	People in Heavy Truck-involved Crashes	
		Count	Percent
Fatalities	K	83	1.1%
Suspected Serious Injuries	A	127	1.7%
Suspected Minor Injuries	B	377	5.0%
Possible Injuries	C	600	7.9%
No Apparent Injuries	O	6,386	84.3%
Total People		**7,573**	**100%**

Pedestrians

- Pedestrian fatalities fell to 94, but are at that their second-highest level in over a decade. (Table 44 and previous Annual Crash Reports)
- Pedestrian-involved crashes represented 1.5 percent of all crashes, pedestrian-involved fatal crashes represented 22.2 percent of all fatal crashes, and pedestrian fatalities represented 20.2 percent of all fatalities. (Table 44)
- 15.4 percent of all pedestrians in crashes were under the influence of alcohol. (Table 45)
- 38.3 percent of pedestrians killed in crashes were under the influence of alcohol, a large decline compared to pre-COVID levels. (Table 46)
- Although only 22.1 percent of pedestrian crashes occurred in dark, not lighted, conditions, these crashes resulted in 45.7 percent of pedestrian fatalities. (Table 48)
- In 2022, 14.9 percent of all pedestrians in crashes were killed. (Table 51)
- The male-to-female ratio of all pedestrians in crashes is 2.0 to 1; however, among alcohol-involved pedestrians in crashes, males outnumber females, 3.6 to 1. (Table 52, Table 53)
- In 2022, 40.4 percent of all pedestrian fatalities were in Bernalillo County. (Table 95)

Table 44: Crashes, Fatal Crashes, and Fatalities by Pedestrian Involvement, 2018 - 2022 [33]

Year	Crashes			Fatal Crashes			Fatalities		
	Pedestrian-involved	Total Crashes	Percent of Total Crashes	Pedestrian-involved	Total Fatal Crashes	Percent of Fatal Crashes	Pedestrian Fatalities	Total Fatalities	Percent of Total Fatalities
2018	625	46,786	1.3%	82	351	23.4%	84	392	21.4%
2019	638	48,124	1.3%	83	369	22.5%	83	425	19.5%
2020	481	36,555	1.3%	80	365	21.9%	81	398	20.4%
2021	547	40,769	1.3%	104	429	24.2%	105	483	21.7%
2022	612	40,884	1.5%	93	419	22.2%	94	466	20.2%

[33] A pedestrian-involved crash involves one or more pedestrians.

Table 45: Pedestrians in Crashes by Alcohol Involvement, 2018 - 2022 [34]

Year	All Pedestrians in Crashes					
	Alcohol-involved		Not Alcohol-involved		All Pedestrians	
	Count	Percent	Count	Percent	Count	Percent
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%
2022	97	15.4%	533	84.6%	630	100%

Table 46: Pedestrian Fatalities in Crashes by Alcohol Involvement, 2018 - 2022 [34]

Year	Pedestrian Fatalities in Crashes		
	Alcohol-involved Pedestrian Fatalities	All Pedestrian Fatalities	Percent Alcohol-involved
2018	42	84	50.0%
2019	48	83	57.8%
2020	30	81	37.0%
2021	39	105	37.1%
2022	36	94	38.3%

Table 47: Alcohol-involved Pedestrians in Crashes by Severity of Injury, 2018 - 2022 [34]

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
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%
2022	36	15	33	13	0	97	37.1%

[34] An "alcohol-involved pedestrian" is a pedestrian who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 48: Pedestrian-involved Crashes by Light Condition, 2022 [35]

Light Condition	Pedestrian Fatalities		Total Fatalities		Pedestrian-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent
Daylight	9	9.6%	183	39.3%	259	42.3%
Dark-Lighted	30	31.9%	78	16.7%	176	28.8%
Dark-Not Lighted	43	45.7%	157	33.7%	135	22.1%
Dusk	2	2.1%	18	3.9%	16	2.6%
Dawn	2	2.1%	13	2.8%	11	1.8%
Dark-Unknown Lighting	6	6.4%	12	2.6%	11	1.8%
Other	0	0.0%	1	0.2%	2	0.3%
Unknown or Not Reported	2	2.1%	4	0.9%	2	0.3%
Missing Data	0	0.0%	0	0.0%	0	0.0%
Total	**94**	**100%**	**466**	**100%**	**612**	**100%**

Table 49: Pedestrians in Crashes by Age Group and Severity of Injury, 2022 [36]

Age Group	All 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 of Total
1-4	0	1	4	2	2	9	**1.4%**
5-9	0	4	5	0	0	9	**1.4%**
10-14	0	0	17	5	0	22	**3.5%**
15-19	6	4	16	20	2	48	**7.6%**
20-24	6	13	21	10	1	51	**8.1%**
25-29	11	8	25	12	2	58	**9.2%**
30-34	8	15	22	20	0	65	**10.3%**
35-39	9	12	15	17	1	54	**8.6%**
40-44	8	12	19	11	1	51	**8.1%**
45-49	7	5	10	12	1	35	**5.6%**
50-54	15	2	19	16	1	53	**8.4%**
55-59	6	4	17	13	1	41	**6.5%**
60-64	6	9	12	8	0	35	**5.6%**
65-69	5	2	7	9	0	23	**3.7%**
70-74	3	5	8	5	0	21	**3.3%**
75 +	4	3	7	8	0	22	**3.5%**
Missing Data	0	6	14	9	4	33	**5.2%**
Total People	**94**	**105**	**238**	**177**	**16**	**630**	**100%**

[35] See Page 88 for pedestrian-involved crashes by each hour of the day.

[36] Darker shading indicates higher percentages. See Page 121 for severity of injury to pedestrians in crashes by county.

Table 50: Contributing Factors in Pedestrian-involved Crashes by Crash Severity, 2022 [37]

Contributing Factors in Pedestrian-involved Crashes	Frequency in Fatal Crashes		Frequency in Injury Crashes		Frequency in PDO Crashes		Frequency in All Pedestrian Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**205**	**63.9%**	**745**	**57.8%**	**14**	**51.9%**	**964**	**58.9%**
Driver Inattention	23	7.2%	222	17.2%	4	14.8%	249	15.2%
Pedestrian Error	48	15.0%	171	13.3%	5	18.5%	224	13.7%
Under the Influence Of Alcohol	43	13.4%	68	5.3%	0	-	111	6.8%
Failed to Yield Right of Way	8	2.5%	76	5.9%	0	-	84	5.1%
Under the Influence Of Drugs	52	16.2%	9	0.7%	0	-	61	3.7%
Other Improper Driving	6	1.9%	41	3.2%	1	3.7%	48	2.9%
Avoid No Contact Other	7	2.2%	30	2.3%	0	-	37	2.3%
Driver Distracted by Other Activity	5	1.6%	24	1.9%	2	7.4%	31	1.9%
Disregarded Traffic Signal	4	1.2%	21	1.6%	0	-	25	1.5%
Excessive Speed	5	1.6%	15	1.2%	0	-	20	1.2%
Avoid No Contact Vehicle	0	-	14	1.1%	1	3.7%	15	0.9%
Speed Too Fast For Conditions	1	0.3%	9	0.7%	0	-	10	0.6%
Drove Left of Center	2	0.6%	6	0.5%	0	-	8	0.5%
Cell Phone	0	-	6	0.5%	0	-	6	0.4%
Passed Stop Sign	0	-	6	0.5%	0	-	6	0.4%
Improper Backing	0	-	5	0.4%	0	-	5	0.3%
Driverless Moving Vehicle	0	-	4	0.3%	0	-	4	0.2%
Following Too Closely	0	-	3	0.2%	1	3.7%	4	0.2%
Improper Overtaking	0	-	4	0.3%	0	-	4	0.2%
Made Improper Turn	0	-	4	0.3%	0	-	4	0.2%
Improper Lane Change	0	-	3	0.2%	0	-	3	0.2%
Driver Distracted by Talking on Cell Phone	0	-	2	0.2%	0	-	2	0.1%
Driver Distracted By Texting	0	-	1	0.1%	0	-	1	0.1%
Driver Distracted by Passenger	1	0.3%	0	-	0	-	1	0.1%
Failed to Yield For Emer. Vehicle	0	-	1	0.1%	0	-	1	0.1%
Driver Distracted by Talking on Hands-Free Device	0	-	0	-	0	-	0	-
Failed to Yield For Police Vehicle	0	-	0	-	0	-	0	-
High-Speed Pursuit	0	-	0	-	0	-	0	-
Vehicle Skidded Before Braking	0	-	0	-	0	-	0	-
Vehicle	**3**	**0.9%**	**5**	**0.4%**	**0**	**0.0%**	**8**	**0.5%**
Defective Tires	2	0.6%	0	-	0	-	2	0.1%
Lights (Head, Signal, Tail)	1	0.3%	1	0.1%	0	-	2	0.1%
Mirrors	0	-	2	0.2%	0	-	2	0.1%
Defective Steering	0	-	1	0.1%	0	-	1	0.1%
Wipers	0	-	1	0.1%	0	-	1	0.1%
Coupling Device (Hitch, Chains)	0	-	0	-	0	-	0	-
Exhaust System	0	-	0	-	0	-	0	-
Inadequate Brakes	0	-	0	-	0	-	0	-
Other Mechanical Defect	0	-	0	-	0	-	0	-
Suspension	0	-	0	-	0	-	0	-
Wheels	0	-	0	-	0	-	0	-
Windows/Windshield	0	-	0	-	0	-	0	-
Environment	**21**	**6.5%**	**31**	**2.4%**	**0**	**0.0%**	**52**	**3.2%**
Weather Conditions	10	3.1%	8	0.6%	0	-	18	1.1%
Other Visual Obstruction(s)	1	0.3%	10	0.8%	0	-	11	0.7%
Low Visibility Due to Glare	3	0.9%	6	0.5%	0	-	9	0.5%
Obstruction in Road	4	1.2%	3	0.2%	0	-	7	0.4%
Traffic Congestion	1	0.3%	3	0.2%	0	-	4	0.2%
Road Surface Conditions	2	0.6%	1	0.1%	0	-	3	0.2%
Animal(s) In Roadway	0	-	0	-	0	-	0	-
Backup - Prior Crash	0	-	0	-	0	-	0	-
Backup - Prior Incident	0	-	0	-	0	-	0	-
Debris	0	-	0	-	0	-	0	-
Low Visibility Due to Smoke	0	-	0	-	0	-	0	-
Road Defect	0	-	0	-	0	-	0	-
Traffic Control Missing	0	-	0	-	0	-	0	-
Other	**92**	**28.7%**	**509**	**39.5%**	**13**	**48.1%**	**614**	**37.5%**
Other - No Driver Error	69	21.5%	381	29.5%	12	44.4%	462	28.2%
Missing Data	12	3.7%	86	6.7%	0	-	98	6.0%
None	11	3.4%	42	3.3%	1	3.7%	54	3.3%
Total Contributing Factors	**321**	**100%**	**1,290**	**100%**	**27**	**100%**	**1,638**	**100%**

[37] See Contributing Factors Section on Page 8 for details.

Table 51: Severity of Injuries to Pedestrians in Crashes, 2018 - 2022

Severity of Injuries	Injury Class	All Pedestrians in Crashes					Percent of 2022 All Pedestrians
		2018	2019	2020	2021	2022	
Fatalities	K	84	83	81	105	94	**14.9%**
Suspected Serious Injuries	A	92	95	66	89	105	**16.7%**
Suspected Minor Injuries	B	218	231	187	213	238	**37.8%**
Possible Injuries	C	188	195	121	133	177	**28.1%**
No Apparent Injuries	O	69	57	40	33	16	**2.5%**
Total Pedestrians		**651**	**661**	**495**	**573**	**630**	**100%**

Table 52: Pedestrians in Crashes by Sex, 2018 - 2022

Year	All Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
2018	447	68.7%	200	30.7%	4	0.6%	651	100%	**2.2**
2019	438	66.3%	221	33.4%	2	0.3%	661	100%	**2.0**
2020	342	69.1%	153	30.9%	0	0.0%	495	100%	**2.2**
2021	370	64.6%	195	34.0%	8	1.4%	573	100%	**1.9**
2022	422	67.0%	207	32.9%	1	0.2%	630	100%	**2.0**

Table 53: Alcohol-involved Pedestrians in Crashes by Age Group and Sex, 2022 [32] [34]

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	2.6%	0	0.0%	0	0.0%	2	2.1%	-
20-24	8	10.5%	1	4.8%	0	0.0%	9	9.3%	**8.0**
25-29	13	17.1%	3	14.3%	0	0.0%	16	16.5%	**4.3**
30-34	7	9.2%	4	19.0%	0	0.0%	11	11.3%	**1.8**
35-39	8	10.5%	2	9.5%	0	0.0%	10	10.3%	**4.0**
40-44	6	7.9%	5	23.8%	0	0.0%	11	11.3%	**1.2**
45-49	6	7.9%	2	9.5%	0	0.0%	8	8.2%	**3.0**
50-54	8	10.5%	4	19.0%	0	0.0%	12	12.4%	**2.0**
55-59	7	9.2%	0	0.0%	0	0.0%	7	7.2%	-
60-64	5	6.6%	0	0.0%	0	0.0%	5	5.2%	-
65-69	4	5.3%	0	0.0%	0	0.0%	4	4.1%	-
70-74	1	1.3%	0	0.0%	0	0.0%	1	1.0%	-
75 +	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	1	1.3%	0	0.0%	0	0.0%	1	1.0%	-
Total	**76**	**100%**	**21**	**100%**	**0**	**0%**	**97**	**100%**	**3.6**

Pedalcycles (Bicycles)

- In 2022, less than 1 percent of all crashes involved a pedalcycle. (Table 54)
- The total number of pedalcyclists in crashes rose, to 271; Pre-COVID levels were above 370. (Table 55)
- Pedalcyclist fatalities have declined four years in a row, to 4. (Table 55)
- Alcohol-involved pedalcyclists were 1.1 percent of all pedalcycle operators in crashes. (Table 58)
- For pedalcyclists in crashes, males outnumbered females at a ratio of 4.8 to 1. (Table 59)
- The most common pedalcyclist age groups in crashes were ages 30-34 (10.0 percent of all pedalcyclists in crashes), ages 35-39 (9.6 percent), and ages 40-44 (9.6 percent). (Table 60)
- Driver Inattention and Failed to Yield Right of Way together account for 32.5 percent of contributing factors in pedalcycle-involved crashes. This percentage includes behaviors of both pedalcycle operators and motor vehicle drivers. (Table 61)

Table 54: Crashes by Pedalcycle Involvement, 2022 [38]

Pedalcycle Involvement	Crashes	
	Count	Percent
Pedalcycle Involved	270	0.7%
Pedalcycle Not Involved	40,614	99.3%
Total Crashes	**40,884**	**100%**

Table 55: Severity of Injuries to Pedalcyclists in Crashes, 2018 - 2022

Severity of Injuries	Injury Class	All Pedalcyclists in Crashes					Percent of All 2022 Pedalcyclists in Crashes
		2018	2019	2020	2021	2022	
Fatalities	K	11	9	8	6	4	1.5%
Suspected Serious Injuries	A	18	22	26	22	20	7.4%
Suspected Minor Injuries	B	174	174	105	114	139	51.3%
Possible Injuries	C	123	133	90	77	81	29.9%
No Apparent Injuries	O	45	36	37	25	27	10.0%
Total Pedalcyclists		**371**	**374**	**266**	**244**	**271**	**100%**

[38] A pedalcycle-involved crash can involve one or more pedalcyclists. See Page 89 for pedalcycle-involved crashes by each hour of the day.

Table 56: Pedalcycle-involved Crashes by Light Condition, 2022 [38]

Light Condition	Pedalcycle-involved Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	2	50.0%	202	74.8%
Dark-Lighted	1	25.0%	32	11.9%
Dark-Not Lighted	1	25.0%	22	8.1%
Dusk	0	0.0%	6	2.2%
Dawn	0	0.0%	5	1.9%
Dark-Unknown Lighting	0	0.0%	1	0.4%
Unknown or Not Reported	0	0.0%	1	0.4%
Other	0	0.0%	0	0.0%
Missing Data	0	0.0%	1	0.4%
Total Crashes	**4**	**100%**	**270**	**100%**

Table 57: Pedalcycle Crashes by Alcohol Involvement, 2018 - 2022 [38] [39]

Year	Alcohol-involved Pedalcycle Crashes	Total Pedalcycle Crashes	Percent Alcohol-involved
2018	9	366	2.5%
2019	14	370	3.8%
2020	10	261	3.8%
2021	5	241	2.1%
2022	4	270	1.5%

Table 58: Pedalcycle Operators in Crashes by Alcohol Involvement, 2018 - 2022 [40]

Year	Pedalcycle Operators in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total	
	Count	Percent	Count	Percent	Count	Percent
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%
2022	3	1.1%	268	98.9%	271	100%

[39] The term "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.

[40] The term "alcohol-involved pedalcycle operator" means a pedalcycle operator who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 59: Pedalcyclists in Crashes by Sex, 2018 - 2022

Year	All Pedalcyclists in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
2018	311	83.8%	53	14.3%	7	1.9%	371	100%	**5.9**
2019	313	83.7%	59	15.8%	2	0.5%	374	100%	**5.3**
2020	210	78.9%	55	20.7%	1	0.4%	266	100%	**3.8**
2021	199	81.6%	45	18.4%	0	0.0%	244	100%	**4.4**
2022	223	82.3%	46	17.0%	2	0.7%	271	100%	**4.8**

Table 60: Pedalcyclists in Crashes by Age Group and Severity of Injury, 2022 [41]

Age Group	All Pedalcyclists 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 of Total
1-4	0	0	1	0	0	1	**0.4%**
5-9	0	1	3	1	0	5	**1.8%**
10-14	0	1	8	7	1	17	**6.3%**
15-19	0	1	6	7	2	16	**5.9%**
20-24	0	0	8	8	6	22	**8.1%**
25-29	0	2	14	7	0	23	**8.5%**
30-34	0	2	16	7	2	27	**10.0%**
35-39	2	0	16	7	1	26	**9.6%**
40-44	1	1	18	5	1	26	**9.6%**
45-49	0	1	7	6	0	14	**5.2%**
50-54	0	2	8	3	1	14	**5.2%**
55-59	1	2	14	7	1	25	**9.2%**
60-64	0	2	6	6	0	14	**5.2%**
65-69	0	1	4	4	1	10	**3.7%**
70-74	0	2	5	2	1	10	**3.7%**
75 +	0	0	2	1	0	3	**1.1%**
Missing Data	0	2	3	3	10	18	**6.6%**
Total People	**4**	**20**	**139**	**81**	**27**	**271**	**100%**

[41] Darker shading indicates higher percentages.

Vehicles – Pedalcycles

Table 61: Contributing Factors in Pedalcycle-involved Crashes by Crash Severity, 2022 [42]

Contributing Factors in Pedalcycle-involved Crashes	Frequency in Fatal Crashes		Frequency in Injury Crashes		Frequency in PDO Crashes		Frequency in All Pedalcycle Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**8**	**66.7%**	**336**	**56.0%**	**29**	**52.7%**	**373**	**55.9%**
Driver Inattention	3	25.0%	134	22.3%	13	23.6%	150	22.5%
Failed to Yield Right of Way	0	-	63	10.5%	4	7.3%	67	10.0%
Other Improper Driving	2	16.7%	35	5.8%	1	1.8%	38	5.7%
Disregarded Traffic Signal	0	-	25	4.2%	2	3.6%	27	4.0%
Pedestrian Error	0	-	14	2.3%	5	9.1%	19	2.8%
Passed Stop Sign	0	-	13	2.2%	2	3.6%	15	2.2%
Avoid No Contact Other	0	-	8	1.3%	0	-	8	1.2%
Avoid No Contact Vehicle	0	-	8	1.3%	0	-	8	1.2%
Improper Overtaking	0	-	7	1.2%	1	1.8%	8	1.2%
Excessive Speed	0	-	6	1.0%	1	1.8%	7	1.0%
Driver Distracted by Other Activity	0	-	4	0.7%	0	-	4	0.6%
Improper Lane Change	0	-	4	0.7%	0	-	4	0.6%
Under the Influence Of Alcohol	1	8.3%	3	0.5%	0	-	4	0.6%
Drove Left of Center	0	-	3	0.5%	0	-	3	0.4%
Following Too Closely	0	-	3	0.5%	0	-	3	0.4%
Under the Influence Of Drugs	2	16.7%	1	0.2%	0	-	3	0.4%
Made Improper Turn	0	-	2	0.3%	0	-	2	0.3%
Speed Too Fast For Conditions	0	-	2	0.3%	0	-	2	0.3%
Driver Distracted by Talking on Hands-Free Device	0	-	1	0.2%	0	-	1	0.1%
Cell Phone	0	-	0	-	0	-	0	-
Driver Distracted By Texting	0	-	0	-	0	-	0	-
Driver Distracted by Passenger	0	-	0	-	0	-	0	-
Driver Distracted by Talking on Cell Phone	0	-	0	-	0	-	0	-
Driverless Moving Vehicle	0	-	0	-	0	-	0	-
Failed to Yield For Emer. Vehicle	0	-	0	-	0	-	0	-
Failed to Yield For Police Vehicle	0	-	0	-	0	-	0	-
High-Speed Pursuit	0	-	0	-	0	-	0	-
Improper Backing	0	-	0	-	0	-	0	-
Vehicle Skidded Before Braking	0	-	0	-	0	-	0	-
Vehicle	**1**	**8.3%**	**10**	**1.7%**	**1**	**1.8%**	**12**	**1.8%**
Lights (Head, Signal, Tail)	1	8.3%	5	0.8%	0	-	6	0.9%
Inadequate Brakes	0	-	4	0.7%	1	1.8%	5	0.7%
Other Mechanical Defect	0	-	1	0.2%	0	-	1	0.1%
Coupling Device (Hitch, Chains)	0	-	0	-	0	-	0	-
Defective Steering	0	-	0	-	0	-	0	-
Defective Tires	0	-	0	-	0	-	0	-
Exhaust System	0	-	0	-	0	-	0	-
Mirrors	0	-	0	-	0	-	0	-
Suspension	0	-	0	-	0	-	0	-
Wheels	0	-	0	-	0	-	0	-
Windows/Windshield	0	-	0	-	0	-	0	-
Wipers	0	-	0	-	0	-	0	-
Environment	**0**	**0.0%**	**13**	**2.2%**	**1**	**1.8%**	**14**	**2.1%**
Low Visibility Due to Glare	0	-	5	0.8%	0	-	5	0.7%
Other Visual Obstruction(s)	0	-	5	0.8%	0	-	5	0.7%
Traffic Congestion	0	-	3	0.5%	0	-	3	0.4%
Weather Conditions	0	-	0	-	1	1.8%	1	0.1%
Animal(s) In Roadway	0	-	0	-	0	-	0	-
Backup - Prior Crash	0	-	0	-	0	-	0	-
Backup - Prior Incident	0	-	0	-	0	-	0	-
Debris	0	-	0	-	0	-	0	-
Low Visibility Due to Smoke	0	-	0	-	0	-	0	-
Obstruction in Road	0	-	0	-	0	-	0	-
Road Defect	0	-	0	-	0	-	0	-
Road Surface Conditions	0	-	0	-	0	-	0	-
Traffic Control Missing	0	-	0	-	0	-	0	-
Other	**3**	**25.0%**	**241**	**40.2%**	**24**	**43.6%**	**268**	**40.2%**
Other - No Driver Error	3	25.0%	193	32.2%	16	29.1%	212	31.8%
Missing Data	0	-	35	5.8%	4	7.3%	39	5.8%
None	0	-	13	2.2%	4	7.3%	17	2.5%
Total Contributing Factors	**12**	**100%**	**600**	**100%**	**55**	**100%**	**667**	**100%**

[42] See Contributing Factors Section on Page 8 for details.

Behavior and Demographics

Alcohol

Additional data on alcohol-involved crashes are also available in the Annual DWI Report and throughout this report in these sections: Contributing Factors, Hour and Day of the Week, Holidays, Pedestrians, Pedalcycles, Young Drivers, Counties, Cities, Rural and Urban Locations, Appendix A, Appendix E, and Appendix F.

- The number of alcohol-involved crashes rose from 2,150 to 2,233. Alcohol-involved crashes as a percentage of total crashes remained elevated at 5.5 percent compared to pre-COVID levels. (Table 62)
- The percentage of alcohol-involved crashes that were fatal fell to 7.2 percent, but remains the second-highest percentage in five years. (Table 63)
- The number of fatalities in alcohol-involved crashes fell to 176, but remains the second-highest level in over a decade. (Table 64 and previous Annual Crash Reports)
- Based on population or vehicle miles traveled, the rate for fatalities in alcohol-involved crashes fell slightly. (Table 66)
- The crash rate of New Mexico resident alcohol-involved drivers ages 20 to 24 is almost three times as much as the statewide rate, based on the number of licensed drivers in New Mexico. (Table 67)
- Male drivers account for 72.2 percent of all New Mexican alcohol-involved drivers in crashes (1,374 out of 1,902). (Table 67)

Table 62: Alcohol-involved Crashes, 2018 - 2022

Year	Alcohol-involved Crashes	Total Crashes	Percent Alcohol-involved Crashes
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%**
2022	2,233	40,884	**5.5%**

Table 63: Alcohol-involved Crashes by Crash Severity, 2018 - 2022

Year	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2018	141	6.7%	879	42.1%	1,070	51.2%	2,090	100%
2019	149	6.7%	984	44.0%	1,104	49.4%	2,237	100%
2020	134	6.6%	862	42.7%	1,024	50.7%	2,020	100%
2021	157	7.3%	901	41.9%	1,092	50.8%	2,150	100%
2022	160	7.2%	948	42.5%	1,125	50.4%	2,233	100%

Table 64: People in Alcohol-involved Crashes by Severity of Injury, 2018 - 2022

Year	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	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2018	152	3.2%	168	3.5%	575	11.9%	690	14.3%	3,228	67.1%	4,813	100%
2019	175	3.5%	167	3.4%	566	11.4%	733	14.8%	3,308	66.8%	4,949	100%
2020	145	3.4%	158	3.8%	526	12.5%	609	14.5%	2,769	65.8%	4,207	100%
2021	178	3.8%	164	3.5%	569	12.1%	652	13.8%	3,157	66.9%	4,720	100%
2022	176	3.6%	175	3.6%	572	11.8%	694	14.3%	3,221	66.6%	4,838	100%

Table 65: Number and Percentage of Fatalities by Alcohol Involvement, 2018 - 2022

Year	Fatalities in Alcohol-involved Crashes		Fatalities in Non-alcohol-involved Crashes		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent
2018	152	38.8%	240	61.2%	392	100%
2019	175	41.2%	250	58.8%	425	100%
2020	145	36.4%	253	63.6%	398	100%
2021	178	36.9%	305	63.1%	483	100%
2022	176	37.8%	290	62.2%	466	100%

Table 66: Rates of Fatalities in Alcohol-involved Crashes, 2018 - 2022

Year	Fatalities in Alcohol-involved Crashes	New Mexico Population	New Mexico Vehicle Miles Traveled (100M VMT)	Rate of Fatalities in Alcohol-involved Crashes per 100,000 Population	Rate of Fatalities in Alcohol-involved Crashes per 100M VMT
2018	152	2,093,754	272.88	**7.26**	**0.56**
2019	175	2,099,634	277.72	**8.33**	**0.63**
2020	145	2,118,390	236.92	**6.84**	**0.61**
2021	178	2,116,677	268.23	**8.41**	**0.66**
2022	176	2,113,344	269.08	**8.33**	**0.65**

Table 67: Alcohol-involved New Mexican Drivers in Crashes by Age Group and Sex, 2022 [43]

Age Groups	Alcohol-involved Drivers in Crashes						Ratio of Males to Females	2022 Licensed Drivers	Rate (Alcohol-involved Drivers per 1,000 Licensed Drivers in Each Age Group)
	Male		Female		Total				
	Count	Percent	Count	Percent	Count	Percent			
15-19	94	6.8%	40	7.6%	134	7.0%	2.4	54,027	**2.5**
20-24	267	19.4%	124	23.5%	391	20.6%	2.2	113,485	**3.4**
25-29	239	17.4%	99	18.8%	338	17.8%	2.4	125,529	**2.7**
30-34	225	16.4%	74	14.0%	299	15.7%	3.0	137,104	**2.2**
35-39	144	10.5%	53	10.0%	197	10.4%	2.7	136,696	**1.4**
40-44	109	7.9%	46	8.7%	155	8.1%	2.4	129,737	**1.2**
45-49	70	5.1%	29	5.5%	99	5.2%	2.4	115,718	**0.9**
50-54	61	4.4%	19	3.6%	80	4.2%	3.2	117,438	**0.7**
55-59	60	4.4%	18	3.4%	78	4.1%	3.3	124,120	**0.6**
60-64	42	3.1%	14	2.7%	56	2.9%	3.0	137,285	**0.4**
65-69	33	2.4%	9	1.7%	42	2.2%	3.7	129,842	**0.3**
70-74	17	1.2%	1	0.2%	18	0.9%	17.0	110,445	**0.2**
75 +	13	0.9%	2	0.4%	15	0.8%	6.5	124,713	**0.1**
Total	**1,374**	**100%**	**528**	**100%**	**1,902**	**100%**	**2.6**	**1,556,139**	**1.2**

[43] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) their residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Belt Use

- The number of unbelted fatalities in crashes fell to 180, but represents the second-highest level in over a decade. The number of unbelted male fatalities rose to its highest level in at least a decade, to 123. (Table 70 and previous Annual Crash Reports)
- Only 0.2 percent of passenger vehicle occupants who were belted during a crash were killed, compared with 14.1 percent of passenger vehicle occupants who were unbelted. (Table 68)
- Data on seatbelt usage was missing for 23.0 percent of occupants of passenger vehicles in crashes (20,869 out of 90,559). (Table 68)
- 51.7 percent of unbelted fatalities and suspected serious injuries in crashes occurred on rural non-Interstate roads. (Table 69)

Table 68: Severity of Injuries by Reported Belt Use, 2022 [44]

Belt Usage	Severity of Injuries to Occupants in Passenger Vehicles										Total Occupants of Passenger Vehicles	
	Fatalities		Suspected Serious Injuries		Suspected Minor Injuries		Possible Injuries		No Apparent Injuries			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belted	106	0.2%	445	0.7%	3,294	4.8%	9,420	13.8%	55,145	80.6%	68,410	100%
Unbelted	180	14.1%	137	10.7%	327	25.5%	238	18.6%	398	31.1%	1,280	100%
Missing Data	0	0.0%	165	0.8%	570	2.7%	1,394	6.7%	18,740	89.8%	20,869	100%
Total	**286**	**0.3%**	**747**	**0.8%**	**4,191**	**4.6%**	**11,052**	**12.2%**	**74,283**	**82.0%**	**90,559**	**100%**

Belt use is often self-reported by the occupant to the police officer. In order to avoid citations, some people in crashes, particularly less severe crashes, may declare they were wearing a seatbelt when in fact they were not. (In the event of a fatality, however, whether the person was using a seatbelt is typically clear to the police officer.) Excluding missing data, 98.2% of passenger vehicle occupants in crashes (68,410 out of 69,690) in 2022 reported using a seatbelt (Table 68). According to the 2022 New Mexico Occupant Seat Belt Observation Study[45], daytime belt use among vehicle occupants was actually 89.7 percent.

[44] Belt usage of people in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs).

[45] 2022 New Mexico Occupant Seat Belt Observation Study. New Mexico Department of Transportation. Prepared by Preusser Research Group, Inc. September 2022.

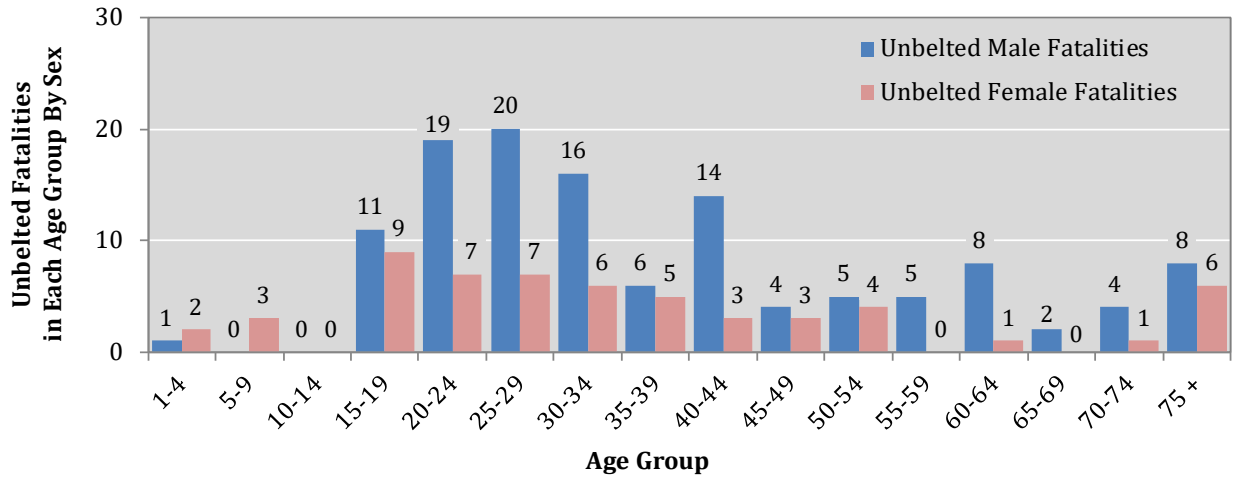
Table 69: Unbelted Fatalities and Suspected Serious Injuries by Rural and Urban Location, 2022 [46]

Road System	Unbelted Fatalities and Suspected Serious Injuries					
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Total Unbelted Fatalities and Serious Injuries	
	Count	Percent	Count	Percent	Count	Percent
Rural Interstate	28	15.6%	13	9.5%	41	12.9%
Rural Non-Interstate	87	48.3%	77	56.2%	164	51.7%
Urban	65	36.1%	47	34.3%	112	35.3%
Total	**180**	**100%**	**137**	**100%**	**317**	**100%**

Table 70: Unbelted Fatalities by Sex, 2018 - 2022 [46]

Year	Unbelted Fatalities			Ratio of Males to Females
	Males	Females	Total	
2018	89	46	135	**1.9**
2019	97	44	141	**2.2**
2020	97	62	159	**1.6**
2021	117	67	184	**1.7**
2022	123	57	180	**2.2**

Figure 9: Unbelted Fatalities by Age Group and Sex, 2022 [46]



[46] Unbelted occupants in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs).

Belt Use by Children under Age 13

- In 2022, 0.04 percent of children in crashes under age 13 who were belted at the time of the crash were killed, compared with 4.8 percent of children in crashes who were unbelted. (Table 71)
- In 2022, 3.8 percent of children in crashes under age 13 who were belted at the time of the crash received a suspected minor injury, compared with 20.2 percent of children in crashes who were unbelted. (Table 71)
- Of the children under age 13 who received fatal or suspected serious injuries in passenger vehicles in crashes, the proportion who were unbelted fell to 33.3 percent, but remains the second-highest percentage in five years. (Table 72)

Table 71: Severity of Injuries to Children in Passenger Vehicles by Belt Usage, 2022 [47]

Belt Usage	Severity of Injuries to Children Under 13 in Passenger Vehicles										Children (<13) in Passenger Vehicles in Crashes	
	Fatalities		Suspected Serious Injuries		Suspected Minor Injuries		Possible Injuries		No Apparent Injuries			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belted	2	0.04%	24	0.4%	209	3.8%	544	9.8%	4,763	85.9%	5,542	100%
Unbelted	6	4.8%	8	6.5%	25	20.2%	23	18.5%	62	50.0%	124	100%
Missing Data	0	0.0%	2	0.3%	24	4.0%	66	11.0%	508	84.7%	600	100%
Total	**8**	**0.1%**	**34**	**0.5%**	**258**	**4.1%**	**633**	**10.1%**	**5,333**	**85.1%**	**6,266**	**100%**

Table 72: Belt Use by Children with Fatal or Suspected Serious Injuries, 2018 - 2022 [47]

Belt Use of Children Under Age 13 with Fatal or Suspected Serious Injuries								
Year	Unbelted		Belted		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2018	11	20.4%	38	70.4%	5	9.3%	54	100%
2019	11	28.9%	22	57.9%	5	13.2%	38	100%
2020	4	13.3%	25	83.3%	1	3.3%	30	100%
2021	13	36.1%	20	55.6%	3	8.3%	36	100%
2022	14	33.3%	26	61.9%	2	4.8%	42	100%

[47] Belt use of children in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs). To avoid citations, some people with less severe injuries might have reported wearing a seatbelt when they were not.

Drugs

This section analyzes drug involvement in crashes in which alcohol was not involved. Crashes that involved both alcohol and any drugs are excluded from this section. They are instead counted under alcohol-involved crashes. Data collection began in 2007. Increases after 2007 may be due to increased use of UCR forms that have "drug-involvement" as an option. For non-fatally injured drivers, drug involvement is reported by the officer at the scene of the crash. In addition, increases after 2013 and again in 2018 in drug-involved fatal crashes may be due to improved access to toxicology data supplied by the Office of the Medical Investigator on crash-related fatalities.

- The number of reported drug-involved crashes fell sharply from 328 to 238. However, drug-involved fatal crashes remain elevated compared to pre-COVID levels. (Table 73)

Table 73: Drug-involved Crashes by Crash Severity, 2018 - 2022 [48]

Year	Drug-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Drug-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2018	58	23.4%	84	33.9%	106	42.7%	248	100%
2019	47	21.3%	85	38.5%	89	40.3%	221	100%
2020	73	29.9%	86	35.2%	85	34.8%	244	100%
2021	84	25.6%	116	35.4%	128	39.0%	328	100%
2022	76	31.9%	62	26.1%	100	42.0%	238	100%

Table 74: People in Drug-involved Crashes by Severity of Injury, 2018 - 2022 [48]

Year	People in Drug-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	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2018	63	10.3%	33	5.4%	53	8.7%	80	13.1%	380	62.4%	609	100%
2019	52	9.9%	21	4.0%	61	11.6%	55	10.5%	337	64.1%	526	100%
2020	78	14.4%	20	3.7%	67	12.4%	81	14.9%	296	54.6%	542	100%
2021	95	12.2%	26	3.3%	67	8.6%	122	15.7%	468	60.2%	778	100%
2022	83	15.1%	19	3.5%	46	8.4%	66	12.0%	336	61.1%	550	100%

[48] Only drug-involved crashes. Excludes crashes that were both drug- and alcohol-involved crashes.

Drivers

The data presented in this section refer only to drivers with a New Mexico driver's license or New Mexico residence. Drivers from out of state and with unknown residence (such as in hit-and-run crashes) are excluded.

- New Mexico residents were 87.7 percent of drivers in crashes. (Table 75)
- New Mexican drivers in the 15-19 age group have the highest crash rate, at 117.4 drivers in crashes per 1,000 New Mexico licensed drivers in their age group. (Figure 10, Table 77)
- New Mexican drivers in the 15-19 age group have the highest fatal crash rate, at 5.9 drivers per 10,000 New Mexico licensed drivers in that age group. (Figure 11, Table 78)

Table 75: Drivers in Crashes by Residence, 2022 [49]

Residence of Drivers	Severity of Injuries to Driver			Total Drivers	Percent of Total
	Fatalities	Injuries	Not Injured		
New Mexico Resident	219	11,380	45,128	56,727	**87.7%**
Out Of State	54	1,218	6,407	7,679	**11.9%**
Missing Data	4	49	255	308	**0.5%**
Total Drivers	**277**	**12,647**	**51,790**	**64,714**	**100%**

Table 76: New Mexican Drivers in Crashes by License Type and Crash Severity, 2022 [49] [50]

Driver Type of License	NM Drivers in Fatal Crashes		NM Drivers in Injury Crashes		NM Drivers in Property Damage Only Crashes		Total NM Drivers in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Operator	390	0.8%	17,301	35.9%	30,540	63.3%	48,231	100%
CDL Class A	26	1.7%	434	27.9%	1,098	70.5%	1,558	100%
CDL Class B	1	0.2%	124	28.9%	304	70.9%	429	100%
CDL Class C	1	0.3%	118	32.1%	249	67.7%	368	100%
CDL Non-Commercial	5	1.4%	129	35.0%	235	63.7%	369	100%
ID Card	27	1.5%	781	42.3%	1,038	56.2%	1,846	100%
Motorcycle Only	0	0.0%	34	53.1%	30	46.9%	64	100%
Not Licensed	1	2.1%	25	52.1%	22	45.8%	48	100%
Missing Data	32	0.8%	795	20.8%	2,987	78.3%	3,814	100%
Total Drivers	**483**	**0.9%**	**19,741**	**34.8%**	**36,503**	**64.3%**	**56,727**	**100%**

[49] Does not include drivers in crashes for whom 1) age is less than 15, 2) age or sex data are not available, 3) their residence is not in New Mexico (except Table 75), or 4) the person is a pedestrian or pedalcyclist.
[50] The category "Missing Data" likely includes statistics on drivers who were not licensed.

Figure 10: Percentage and Rate of New Mexican Drivers in Crashes by Age Group, 2022 [51]

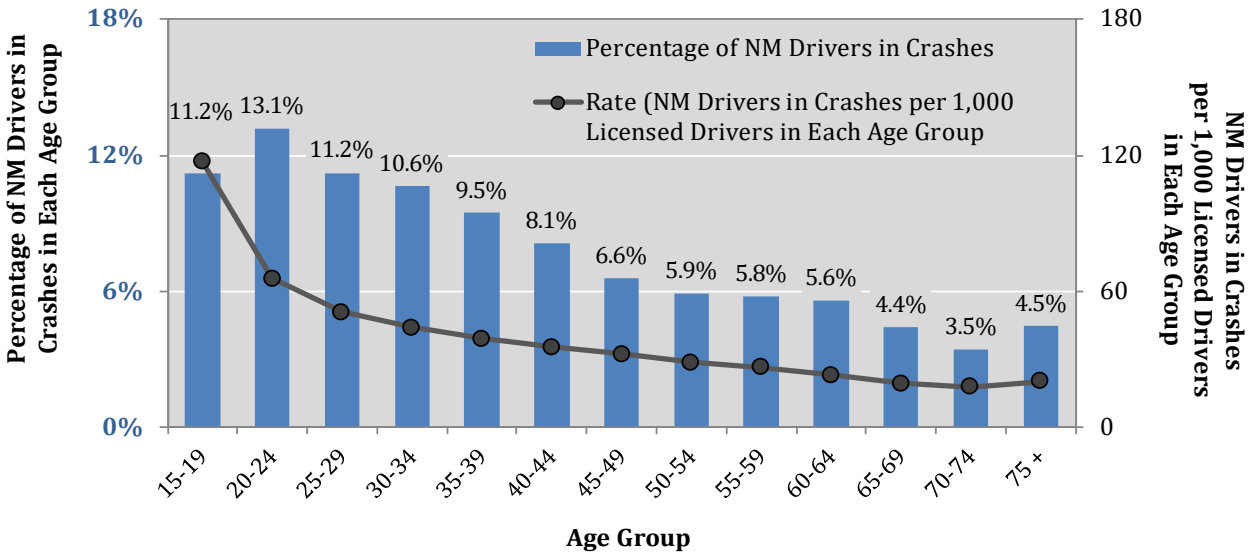


Table 77: Number, Sex, and Rate of New Mexican Drivers in Crashes by Age Group, 2022 [51]

Driver Age Group	Drivers in Crashes (NM Residents)			Percent of Total Drivers in Crashes	Ratio of Males to Females	2022 Licensed Drivers	Rate (NM Drivers in Crashes per 1,000 Licensed Drivers in Each Age Group)
	Males	Females	Total				
15-19	3,527	2,816	6,343	11.2%	1.25	54,027	**117.4**
20-24	4,269	3,190	7,459	13.1%	1.34	113,485	**65.7**
25-29	3,614	2,757	6,371	11.2%	1.31	125,529	**50.8**
30-34	3,341	2,682	6,023	10.6%	1.25	137,104	**43.9**
35-39	2,992	2,370	5,362	9.5%	1.26	136,696	**39.2**
40-44	2,575	2,036	4,611	8.1%	1.26	129,737	**35.5**
45-49	2,055	1,676	3,731	6.6%	1.23	115,718	**32.2**
50-54	1,865	1,493	3,358	5.9%	1.25	117,438	**28.6**
55-59	1,939	1,347	3,286	5.8%	1.44	124,120	**26.5**
60-64	1,827	1,345	3,172	5.6%	1.36	137,285	**23.1**
65-69	1,404	1,112	2,516	4.4%	1.26	129,842	**19.4**
70-74	1,057	902	1,959	3.5%	1.17	110,445	**17.7**
75 +	1,436	1,100	2,536	4.5%	1.31	124,713	**20.3**
Total	**31,901**	**24,826**	**56,727**	**100%**	**1.28**	**1,556,139**	**36.5**

[51] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) their residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Figure 11: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2022 [52]

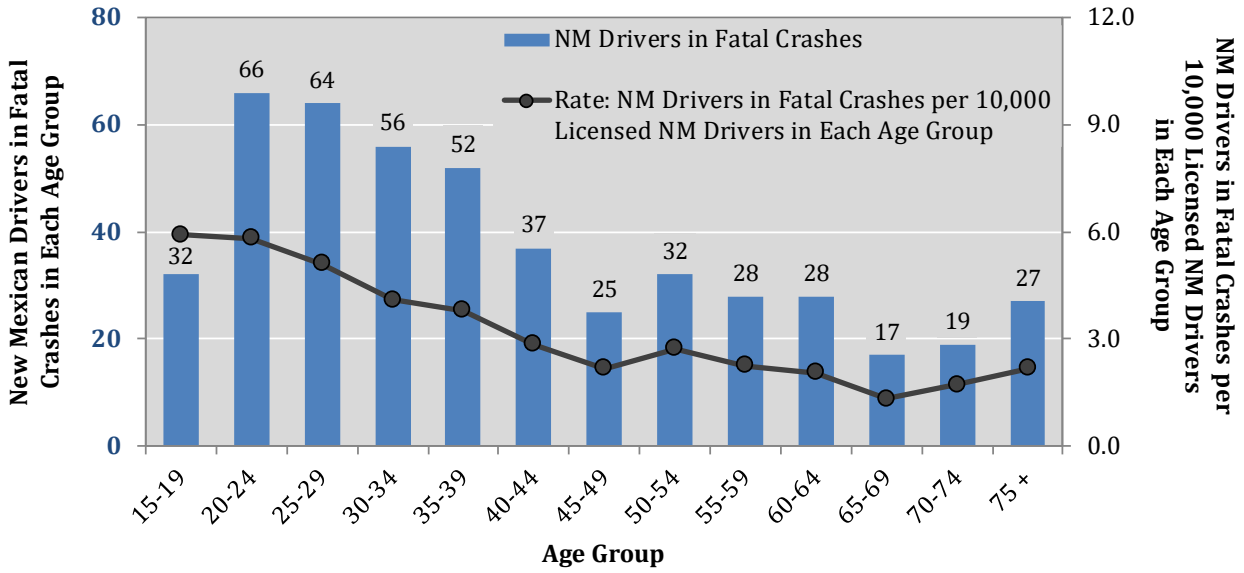


Table 78: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2022 [52]

Driver Age	NM Drivers in Fatal Crashes		All Drivers in Fatal Crashes		2022 Licensed Drivers	Rate: NM Drivers in Fatal Crashes per 10,000 Licensed NM Drivers in Each Age Group
	Count	Percent	Count	Percent		
15-19	32	6.6%	37	5.8%	54,027	**5.9**
20-24	66	13.7%	79	12.3%	113,485	**5.8**
25-29	64	13.3%	77	12.0%	125,529	**5.1**
30-34	56	11.6%	75	11.7%	137,104	**4.1**
35-39	52	10.8%	69	10.8%	136,696	**3.8**
40-44	37	7.7%	53	8.3%	129,737	**2.9**
45-49	25	5.2%	41	6.4%	115,718	**2.2**
50-54	32	6.6%	48	7.5%	117,438	**2.7**
55-59	28	5.8%	44	6.9%	124,120	**2.3**
60-64	28	5.8%	38	5.9%	137,285	**2.0**
65-69	17	3.5%	25	3.9%	129,842	**1.3**
70-74	19	3.9%	21	3.3%	110,445	**1.7**
75 +	27	5.6%	34	5.3%	124,713	**2.2**
Total	**483**	**100%**	**641**	**100%**	**1,556,139**	**3.1**

[52] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) the person is a pedestrian or pedalcyclist, or 4) if noted, their residence is not in New Mexico.

Young Drivers

This section provides data on young drivers of motor vehicles in crashes who are 15 to 24 years old and live in New Mexico. The section focuses on teens (ages 15-19), but data on young adults (ages 20-24) and alcohol-involved under-21 drivers are also included. Young drivers in crashes are included in this section only if age and sex were reported on the UCR. Young age groups *compared with other age groups* can be found in these sections: Speeding, Motorcycles, Pedestrians, Pedalcycles, Alcohol, Drivers, Age and Sex, and Appendices C-D.

- The teen (ages 15-19) driver crash rate (per 1,000 NM licensed teen drivers) fell to 117.4, the second-lowest rate in the last five years. (Table 79)
- The young adult (ages 20-24) driver crash rate (per 1,000 NM licensed young adult drivers) fell to 65.7, the second-lowest rate in the last five years. (Table 79)
- More than 40 percent of crashes involving New Mexican teen drivers occurred from 2 p.m. to 7 p.m. (Table 81)
- The alcohol-involved driver crash rate fell for teen drivers (to 2.48 per 1,000 licensed teen drivers) and under-21 drivers (to 2.62 per 1,000 licensed under-21 drivers). However, crash rates for these drivers remain high compared to pre-COVID levels. (Table 82)
- Among alcohol-involved drivers in the teen, under-21, and young adult age groups, the number of male drivers increased whereas the number of females either stayed the same or decreased. (Table 83)

Table 79: New Mexican Young Driver Crash Rates, 2018 - 2022 [53] [54]

Year	Teen Drivers (15-19)			Young Adult Drivers (20-24)		
	Drivers in Crashes	NM Licensed Drivers	Crash Rate	Drivers in Crashes	NM Licensed Drivers	Crash Rate
2018	7,427	55,889	**132.9**	8,786	109,190	**80.5**
2019	7,308	56,017	**130.5**	8,820	108,788	**81.1**
2020	5,213	52,799	**98.7**	6,739	109,845	**61.4**
2021	6,425	51,330	**125.2**	7,591	110,052	**69.0**
2022	6,343	54,027	**117.4**	7,459	113,485	**65.7**

[53] Does not include drivers for whom 1) age or sex data are not available, 2) their residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

[54] The crash rate is the number of drivers in each age group in crashes per 1,000 licensed drivers in that age group.

Table 80: Percentage of New Mexican Young Drivers Out of All Drivers in Crashes, 2018 - 2022 [55]

Year	Teen Drivers in Crashes	Teen Drivers in Crashes as a Percent of All Drivers	Young Adult Drivers in Crashes	Young Adult Drivers in Crashes as a Percent of All Drivers	All Drivers in Crashes
2018	7,427	**11.1%**	8,786	**13.1%**	66,857
2019	7,308	**10.7%**	8,820	**12.9%**	68,261
2020	5,213	**10.6%**	6,739	**13.7%**	49,365
2021	6,425	**11.4%**	7,591	**13.5%**	56,275
2022	6,343	**11.2%**	7,459	**13.1%**	56,727

Table 81: New Mexican Young Drivers in Crashes by Hour, 2022 [55] [56]

Hour	Teen (15-19) Drivers		Young Adult (20-24) Drivers	
	Count	Percent	Count	Percent
Midnight	115	1.8%	149	2.0%
1 a.m.	76	1.2%	120	1.6%
2 a.m.	60	0.9%	116	1.6%
3 a.m.	47	0.7%	77	1.0%
4 a.m.	36	0.6%	72	1.0%
5 a.m.	35	0.6%	111	1.5%
6 a.m.	96	1.5%	177	2.4%
7 a.m.	336	5.3%	407	5.5%
8 a.m.	321	5.1%	356	4.8%
9 a.m.	185	2.9%	249	3.3%
10 a.m.	192	3.0%	267	3.6%
11 a.m.	266	4.2%	311	4.2%
Noon	387	6.1%	396	5.3%
1 p.m.	341	5.4%	420	5.6%
2 p.m.	427	6.7%	464	6.2%
3 p.m.	596	9.4%	569	7.6%
4 p.m.	565	8.9%	586	7.9%
5 p.m.	582	9.2%	718	9.6%
6 p.m.	422	6.7%	492	6.6%
7 p.m.	339	5.3%	336	4.5%
8 p.m.	312	4.9%	313	4.2%
9 p.m.	264	4.2%	302	4.0%
10 p.m.	200	3.2%	236	3.2%
11 p.m.	129	2.0%	194	2.6%
Missing Data	14	0.2%	21	0.3%
Total	**6,343**	**100%**	**7,459**	**100%**

[55] Does not include drivers in crashes for whom 1) age or sex data are not available, 2) their residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

[56] For reference, crashes during the hour of 1 a.m. are from 1:00 a.m. to 1:59 a.m.

Table 82: Alcohol-involved New Mexican Young Driver Crash Rates, 2018 - 2022 [57] [58]

Year	Teen Drivers (15-19)			Under-21 Drivers			Young Adult Drivers (20-24)		
	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate
2018	97	55,889	**1.74**	145	76,629	**1.89**	381	109,190	**3.49**
2019	121	56,017	**2.16**	178	76,931	**2.31**	404	108,788	**3.71**
2020	140	52,799	**2.65**	203	73,846	**2.75**	385	109,845	**3.50**
2021	132	51,330	**2.57**	193	72,242	**2.67**	374	110,052	**3.40**
2022	134	54,027	**2.48**	196	74,781	**2.62**	391	113,485	**3.45**

Table 83: Alcohol-involved New Mexican Young Drivers in Crashes by Sex, 2018 - 2022 [57]

Year	Alcohol-involved Teen Drivers (15-19)			Alcohol-involved Under-21 Drivers			Alcohol-involved Young Adult Drivers (20-24)		
	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females
2018	72	25	**2.9**	113	32	**3.5**	274	107	**2.6**
2019	87	34	**2.6**	127	51	**2.5**	278	126	**2.2**
2020	106	34	**3.1**	148	55	**2.7**	268	117	**2.3**
2021	92	40	**2.3**	131	62	**2.1**	249	125	**2.0**
2022	94	40	**2.4**	137	59	**2.3**	267	124	**2.2**

[57] Does not include drivers in crashes for whom 1) age or sex data are not available, 2) their residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

[58] The crash rate is the number of drivers in each age group in crashes per 1,000 licensed drivers in that age group.

Seniors (65+)

An analysis of seniors *compared with other age groups* can be found in these sections: Speeding, Motorcycles, Pedestrians, Pedalcycles, Alcohol, Drivers, Age and Sex, and Appendices C-D.

- Among senior drivers in crashes, No Driver Error was the most prevalent contributing factor, with 30.8 percent, followed by Driver Inattention, with 19.5 percent. (Table 85)

Figure 12: Rate of New Mexican Senior Drivers[59] in Crashes by Age, 2022 [60]

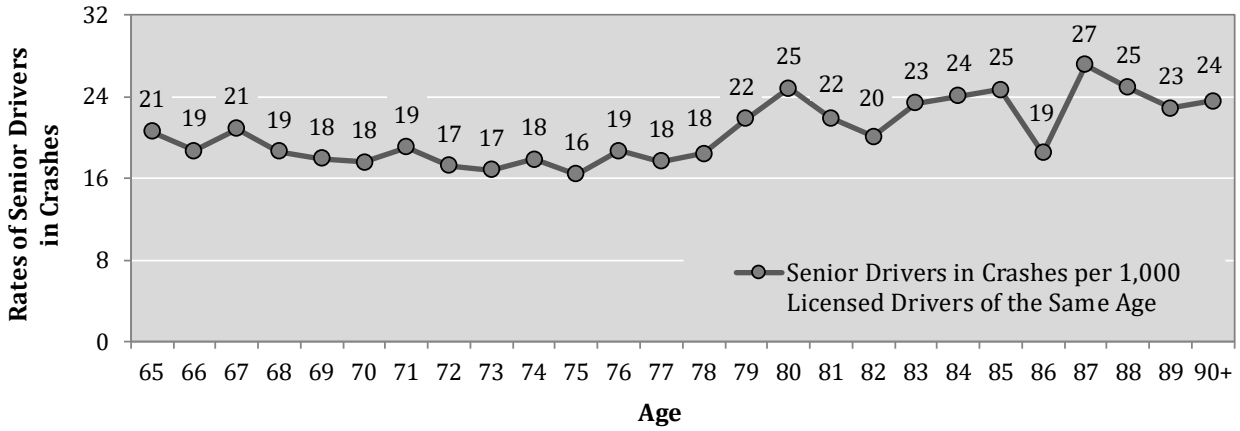


Table 84: Severity of Injuries to Seniors (65+) in Crashes, 2018 - 2022

Year	Severity of Injuries to Seniors (65+) in Crashes										Total Seniors in Crashes	
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2018	61	0.6%	121	1.1%	537	5.0%	1,511	14.0%	8,527	79.3%	10,757	100%
2019	57	0.5%	140	1.2%	532	4.6%	1,606	14.0%	9,130	79.6%	11,465	100%
2020	57	0.8%	70	0.9%	419	5.5%	1,049	13.8%	6,003	79.0%	7,598	100%
2021	60	0.6%	105	1.1%	545	5.9%	1,314	14.2%	7,260	78.2%	9,284	100%
2022	68	0.7%	113	1.2%	573	5.8%	1,409	14.3%	7,660	78.0%	9,823	100%

[59] Detailed data are on Pages 97 and 98.

[60] Does not include drivers in crashes for whom 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 85: Contributing Factors of Senior (65+) New Mexican Drivers[60] in Crashes, 2022 [61]

Contributing Factors of Senior New Mexican Drivers in Crashes	Senior Drivers in Fatal Crashes		Senior Drivers in Injury Crashes		Senior Drivers in PDO Crashes		Senior Drivers in All Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**72**	**73.5%**	**1,718**	**57.1%**	**2,855**	**52.1%**	**4,645**	**54.1%**
Driver Inattention	19	19.4%	619	20.6%	1,041	19.0%	1,679	19.5%
Failed to Yield Right of Way	6	6.1%	392	13.0%	518	9.4%	916	10.7%
Other Improper Driving	8	8.2%	109	3.6%	206	3.8%	323	3.8%
Following Too Closely	2	2.0%	88	2.9%	179	3.3%	269	3.1%
Made Improper Turn	2	2.0%	69	2.3%	148	2.7%	219	2.5%
Disregarded Traffic Signal	2	2.0%	114	3.8%	84	1.5%	200	2.3%
Improper Lane Change	0	-	36	1.2%	149	2.7%	185	2.2%
Avoid No Contact Vehicle	2	2.0%	43	1.4%	121	2.2%	166	1.9%
Driver Distracted by Other Activity	4	4.1%	30	1.0%	66	1.2%	100	1.2%
Improper Backing	0	-	5	0.2%	73	1.3%	78	0.9%
Passed Stop Sign	0	-	36	1.2%	41	0.7%	77	0.9%
Drove Left of Center	5	5.1%	32	1.1%	39	0.7%	76	0.9%
Under the Influence Of Alcohol	6	6.1%	30	1.0%	39	0.7%	75	0.9%
Excessive Speed	6	6.1%	32	1.1%	33	0.6%	71	0.8%
Improper Overtaking	0	-	11	0.4%	43	0.8%	54	0.6%
Avoid No Contact Other	0	-	23	0.8%	28	0.5%	51	0.6%
Speed Too Fast For Conditions	1	1.0%	24	0.8%	26	0.5%	51	0.6%
Under the Influence Of Drugs	6	6.1%	3	0.1%	4	0.1%	13	0.2%
Failed to Yield For Emer. Vehicle	1	1.0%	6	0.2%	3	0.1%	10	0.1%
Cell Phone	0	-	6	0.2%	3	0.1%	9	0.1%
Failed to Yield For Police Vehicle	1	1.0%	1	0.03%	6	0.1%	8	0.1%
Driver Distracted by Passenger	0	-	4	0.13%	2	0.04%	6	0.07%
Driver Distracted By Texting	0	-	0	-	3	0.05%	3	0.03%
Driver Distracted by Talking on Cell Phone	1	1.0%	1	0.03%	0	-	2	0.02%
Vehicle Skidded Before Braking	0	-	2	0.07%	0	-	2	0.02%
Driver Distracted by Talking on Hands-Free Device	0	-	1	0.03%	0	-	1	0.01%
Driverless Moving Vehicle	0	-	1	0.03%	0	-	1	0.01%
High-Speed Pursuit	0	-	0	-	0	-	0	-
Pedestrian Error	0	-	0	-	0	-	0	-
Vehicle	**2**	**2.0%**	**27**	**0.9%**	**84**	**1.5%**	**113**	**1.3%**
Other Mechanical Defect	1	1.0%	9	0.3%	22	0.4%	32	0.4%
Inadequate Brakes	0	-	7	0.2%	20	0.4%	27	0.3%
Defective Tires	0	-	4	0.1%	12	0.2%	16	0.2%
Lights (Head, Signal, Tail)	0	-	1	0.03%	10	0.2%	11	0.1%
Defective Steering	1	1.0%	4	0.13%	4	0.1%	9	0.1%
Exhaust System	0	-	0	-	4	0.1%	4	0.05%
Windows/Windshield	0	-	1	0.03%	3	0.05%	4	0.05%
Mirrors	0	-	1	0.03%	2	0.04%	3	0.03%
Wipers	0	-	0	-	3	0.05%	3	0.03%
Coupling Device (Hitch, Chains)	0	-	0	-	2	0.04%	2	0.02%
Wheels	0	-	0	-	2	0.04%	2	0.02%
Suspension	0	-	0	-	0	-	0	-
Environment	**4**	**4.1%**	**110**	**3.7%**	**290**	**5.3%**	**404**	**4.7%**
Animal(s) In Roadway	0	-	13	0.4%	71	1.3%	84	1.0%
Traffic Congestion	2	2.0%	28	0.9%	43	0.8%	73	0.8%
Low Visibility Due to Glare	2	2.0%	14	0.5%	40	0.7%	56	0.7%
Other Visual Obstruction(s)	0	-	13	0.4%	28	0.5%	41	0.5%
Weather Conditions	0	-	19	0.6%	21	0.4%	40	0.5%
Backup - Prior Crash	0	-	2	0.1%	29	0.5%	31	0.4%
Road Surface Conditions	0	-	10	0.3%	16	0.3%	26	0.3%
Obstruction in Road	0	-	4	0.1%	15	0.3%	19	0.2%
Debris	0	-	2	0.1%	10	0.18%	12	0.1%
Road Defect	0	-	1	0.03%	7	0.13%	8	0.09%
Traffic Control Missing	0	-	4	0.13%	4	0.07%	8	0.09%
Backup - Prior Incident	0	-	0	-	5	0.09%	5	0.06%
Low Visibility Due to Smoke	0	-	0	-	1	0.02%	1	0.01%
Other	**20**	**20.4%**	**1,155**	**38.4%**	**2,256**	**41.1%**	**3,431**	**39.9%**
Other - No Driver Error	19	19.4%	979	32.5%	1,649	30.1%	2,647	30.8%
Missing Data	1	1.0%	40	1.3%	362	6.6%	403	4.7%
None	0	-	136	4.5%	245	4.5%	381	4.4%
Total Contributing Factors of Senior Drivers	**98**	**100%**	**3,010**	**100%**	**5,485**	**100%**	**8,593**	**100%**

[61] See Contributing Factors Section on Page 8 for details.

Age and Sex

- Of all people in crashes, the age groups with the highest reported percentage of people in crashes were ages 15-19(10.3 percent), ages 20-24 (10.8 percent) and ages 25-29 (9.0 percent). However, the age was unknown for 10.7 percent of people in crashes. (Figure 13, Table 86)
- The age groups with the highest number of fatalities in crashes were ages 25-29 (59 fatalities) and 20-24 (52 fatalities). (Table 86)
- The age groups with the highest proportion of people killed were ages 75+ (0.95 percent killed) and ages 50-54 (0.78 percent killed). (Table 86)
- In each of the past five years, at least 2 males were killed for every 1 female killed in a crash. (Table 87)
- Among motorcycle/ATV drivers in crashes, males outnumbered females with a ratio of 10.4 to 1. (Table 88)
- Among all pedalcyclists in crashes, males outnumbered females with a ratio of 4.8 to 1. (Table 88)

Figure 13: Percentage of All People in Crashes by Age Group, 2022

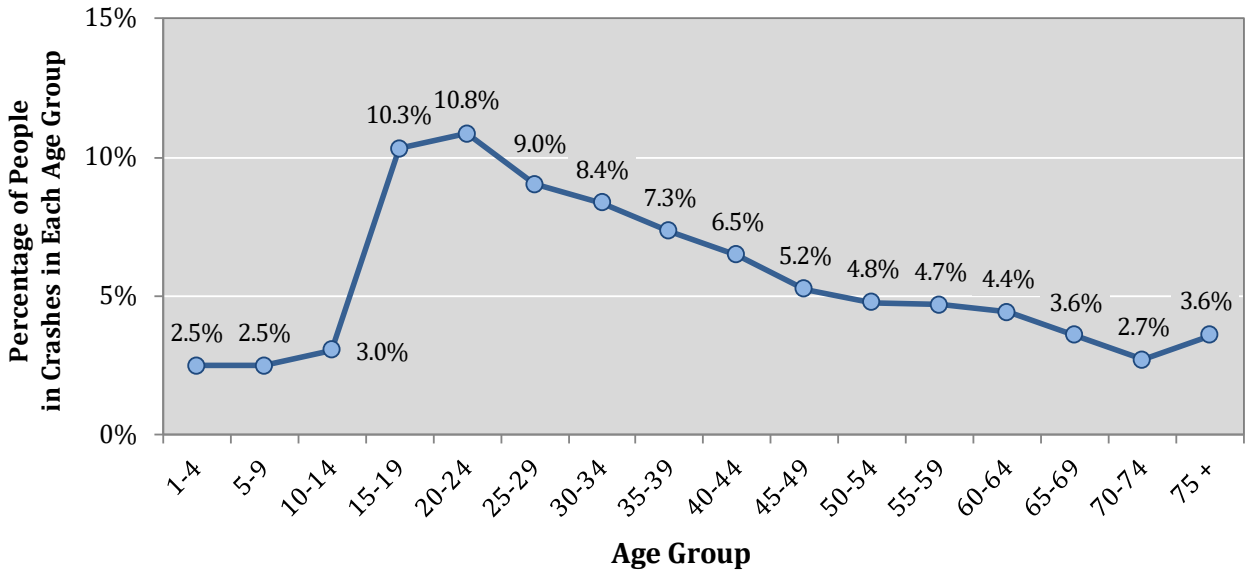


Table 86: People in Crashes by Age Group and Severity of Injury, 2022 [62]

Age Group	People 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 of Total People	Percent Killed
1-4	3	14	74	144	2,231	2,466	**2.5%**	**0.12%**
5-9	4	20	137	289	2,035	2,485	**2.5%**	**0.16%**
10-14	1	34	173	429	2,404	3,041	**3.0%**	**0.03%**
15-19	38	112	645	1,180	8,320	10,295	**10.3%**	**0.37%**
20-24	52	129	781	1,294	8,582	10,838	**10.8%**	**0.48%**
25-29	59	119	570	1,125	7,136	9,009	**9.0%**	**0.65%**
30-34	46	130	525	1,123	6,524	8,348	**8.4%**	**0.55%**
35-39	41	83	398	974	5,838	7,334	**7.3%**	**0.56%**
40-44	45	93	379	842	5,112	6,471	**6.5%**	**0.70%**
45-49	20	67	265	736	4,143	5,231	**5.2%**	**0.38%**
50-54	37	52	242	720	3,717	4,768	**4.8%**	**0.78%**
55-59	22	46	256	670	3,681	4,675	**4.7%**	**0.47%**
60-64	30	61	215	655	3,448	4,409	**4.4%**	**0.68%**
65-69	18	48	172	550	2,775	3,563	**3.6%**	**0.51%**
70-74	16	30	145	389	2,111	2,691	**2.7%**	**0.59%**
75 +	34	35	256	470	2,774	3,569	**3.6%**	**0.95%**
Missing Data	0	39	87	206	10,397	10,729	**10.7%**	**0.00%**
Total	**466**	**1,112**	**5,320**	**11,796**	**81,228**	**99,922**	**100%**	**0.47%**

Table 87: People in Crashes and People Killed in Crashes by Sex, 2018 - 2022

Year	People in Crashes					People Killed in Crashes			
	Males	Females	Missing Data	Total	Ratio of Males to Females	Males	Females	Total	Ratio of Males to Females
2018	57,203	49,293	9,524	116,020	**1.2**	289	103	392	**2.8**
2019	58,820	50,912	9,386	119,118	**1.2**	305	120	425	**2.5**
2020	43,879	33,830	8,033	85,742	**1.3**	270	128	398	**2.1**
2021	50,257	40,602	8,611	99,470	**1.2**	327	156	483	**2.1**
2022	50,922	40,626	8,374	99,922	**1.3**	345	121	466	**2.9**

[62] The term "percent killed" is the number of fatalities in a given age group out of the total number of people in crashes in the same age group. Darker shading indicates higher percentages.

Table 88: People in Crashes by Person Type and Sex, 2022 [63]

Person Type	People in Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	38,278	27,310	7,694	73,282	**1.4**
Front Seat Passengers	5,402	7,262	63	12,727	**0.7**
All Other Passengers	5,559	5,607	583	11,749	**1.0**
Motorcyclists/ATV Riders[1]					
Motorcycle/ATV Drivers	978	94	22	1,094	**10.4**
Motorcycle/ATV Passengers	49	96	2	147	**0.5**
Nonmotorists					
Pedalcyclists, All	223	46	2	271	**4.8**
Pedestrians, All	422	207	1	630	**2.0**
Missing Data	11	4	7	22	**2.8**
Total	**50,922**	**40,626**	**8,374**	**99,922**	**1.3**

Table 89: People in Crashes by Age Group, 2018 - 2022 [64]

Age Group	People in Crashes				
	2018	2019	2020	2021	2022
1-4	3,177	3,150	1,833	2,294	2,466
5-9	3,055	3,253	1,860	2,504	2,485
10-14	3,402	3,414	2,132	2,750	3,041
15-19	12,128	11,962	8,455	10,200	10,295
20-24	12,492	12,608	9,617	10,934	10,838
25-29	10,933	10,977	8,099	9,294	9,009
30-34	9,426	9,743	7,357	8,402	8,348
35-39	8,274	8,672	6,214	7,250	7,334
40-44	6,691	7,114	5,238	6,072	6,471
45-49	6,182	6,252	4,572	4,994	5,231
50-54	5,895	5,942	4,275	4,874	4,768
55-59	6,093	6,085	4,499	4,688	4,675
60-64	5,333	5,514	3,815	4,245	4,409
65-69	3,911	4,250	2,898	3,491	3,563
70-74	2,994	3,075	2,102	2,651	2,691
75 +	3,852	4,140	2,598	3,142	3,569
Missing Data	12,182	12,967	10,178	11,685	10,729
Total People	**116,020**	**119,118**	**85,742**	**99,470**	**99,922**

[63] The number of motorcyclists/ATV riders is not comparable to values published prior to 2020 due to changes in tabulation method.

[64] Darker shading indicates higher counts.

Crash Geography

Counties

An analysis of crashes and fatalities by county helps identify traffic safety issues across geographic areas of New Mexico. In support of this, a selection of maps displaying a variety of traffic crash data across New Mexico is presented in Appendix E (Page 99) and digitally available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/index.html. Additional data tables on counties are available in Appendix F (Page 119). Note that sudden large increases in total crashes in a county might be due to improved reporting by law enforcement agencies.

Crashes

- Bernalillo, Doña Ana and Santa Fe counties had the highest number of total crashes. Bernalillo, Curry, and Doña Ana counties had the highest crash rates based on vehicle miles traveled, with at least 200 crashes per 100M VMT. (Table 90, Table 97)
- Bernalillo, Doña Ana, and San Juan counties had the highest number of alcohol-involved crashes. The counties with the highest rates of alcohol-involved crashes based on vehicle miles traveled were Taos, Bernalillo, McKinley, San Juan, Rio Arriba, Valencia, Chaves, and Doña Ana, with at least 10 alcohol-involved crashes per 100M VMT. (Table 91, Table 99)
- The highest number of animal-involved crashes was in Grant County, 165, and San Juan County, 141. The highest animal-involved crash rates occurred in Grant, Colfax, Mora, Roosevelt, Lincoln, and Rio Arriba, with rates of at least 25 animal-involved crashes per 100 million vehicle miles traveled. (Table 92, Appendix Table F-4)

Fatalities

- After reaching a record high in 2021, the number of crash-related fatalities in Bernalillo County fell in 2022, to 109, and included declines in motorcyclist and pedestrian fatalities. Yet, fataliites in each of these groups remain at some of the highest levels seen in over a decade. (Table 93, Table 94, Table 95, and previous Annual Crash Reports)
- Of the counties with the highest number of motorcyclist fatalities, motorcyclists often accounted for a large percentage of the total fatalities in each county. (Table 94)
- Of the counties with the highest number of pedestrian fatalities, pedestrians often accounted for a large percentage of the total fatalities in each county. (Table 95)
- Crash-related fatalities rose in Eddy, Guadalupe, Mora, Quay, Roosevelt, and Socorro counties, to their highest levels in five years. (Appendix Table F-1)
- Curry, De Baca, Lincoln, and Los Alamos counties saw the lowest number of crash-related fatalities in five years. (Appendix Table F-1)

Crash Geography – Counties

Table 90: Top 10 Counties in Total Crashes, 2018 - 2022 [65]

2022 Rank	County	Total Crashes					Percent of All 2022 Crashes	2022 Total Crashes per 100M VMT
		2018	2019	2020	2021	2022		
1	Bernalillo	19,641	19,738	14,038	15,864	14,774	36.1%	269.4
2	Doña Ana	4,419	4,597	3,642	4,272	4,538	11.1%	218.6
3	Santa Fe	3,260	3,406	2,428	2,534	2,807	6.9%	156.0
4	San Juan	1,931	2,264	1,671	2,078	2,067	5.1%	108.0
5	Sandoval	2,153	2,138	1,683	1,936	2,065	5.1%	140.3
6	Lea	1,763	1,937	1,402	1,496	1,740	4.3%	152.2
7	Eddy	1,956	1,888	1,295	1,338	1,532	3.7%	135.3
8	McKinley	1,268	1,403	1,025	1,343	1,213	3.0%	84.7
9	Chaves	1,338	1,372	1,103	1,173	1,125	2.8%	162.8
10	Valencia	1,024	1,121	1,018	960	1,078	2.6%	164.5
All Other Counties		8,033	8,260	7,250	7,775	7,945	19.4%	-
Total		**46,786**	**48,124**	**36,555**	**40,769**	**40,884**	**100%**	**151.9**

Table 91: Top 10 Counties in Alcohol-involved Crashes, 2018 - 2022 [66]

2022 Rank	County	Alcohol-involved Crashes					Percent of All 2022 Alcohol-involved Crashes	2022 Alcohol-involved Crashes per 100M VMT
		2018	2019	2020	2021	2022		
1	Bernalillo	664	714	613	692	636	28.5%	11.6
2	Doña Ana	200	200	199	181	216	9.7%	10.4
3	San Juan	161	188	157	216	211	9.4%	11.0
4	McKinley	158	146	127	150	162	7.3%	11.3
5	Santa Fe	167	194	144	132	158	7.1%	8.8
6	Sandoval	125	123	109	119	136	6.1%	9.2
7	Chaves	56	78	77	54	73	3.3%	10.6
8	Valencia	41	55	60	51	70	3.1%	10.7
9	Eddy	85	76	70	73	63	2.8%	5.6
10	Lea	77	82	65	60	60	2.7%	5.2
All Other Counties		356	381	399	422	448	20.1%	-
Total		**2,090**	**2,237**	**2,020**	**2,150**	**2,233**	**100%**	**8.3**

[65] See Page 68 for total crashes in all counties, and Pages 124-125 for crash rates using county population.

[66] See Page 70 for alcohol-involved crashes in all counties, and Page 126 for alcohol-involved crash rates using county population.

Table 92: Top 10 Counties[67] in Animal-involved[9] Crashes, 2018 - 2022 [68]

2022 Rank	County	Animal-involved Crashes					Percent of All 2022 Animal-involved Crashes	2022 Animal-involved Crashes per 100M VMT
		2018	2019	2020	2021	2022		
1	Grant	179	176	162	143	165	9.4%	40.8
2	San Juan	157	163	152	197	141	8.0%	7.4
3	Rio Arriba	156	125	118	128	128	7.3%	25.0
4	Lincoln	117	119	122	123	110	6.2%	25.4
5	Colfax	113	88	114	86	109	6.2%	32.0
6	Santa Fe	107	90	68	60	89	5.0%	4.9
7	Eddy	110	120	87	64	83	4.7%	7.3
8	McKinley	87	60	58	77	73	4.1%	5.1
9	Otero	76	101	82	83	71	4.0%	8.7
10	San Miguel	49	67	61	65	67	3.8%	14.7
All Other Counties		803	855	817	732	727	41.2%	-
Total		**1,954**	**1,964**	**1,841**	**1,758**	**1,763**	**100%**	**6.6**

Table 93: Top 10 Counties[67] in Fatalities, 2018 - 2022 [69]

2022 Rank	County	Fatalities in Crashes					Percent of All 2022 Fatalities	2022 Fatalities per 100M VMT
		2018	2019	2020	2021	2022		
1	Bernalillo	94	104	109	143	109	23.4%	2.0
2	McKinley	41	26	24	32	34	7.3%	2.4
3	Doña Ana	15	31	20	16	29	6.2%	1.4
4	Santa Fe	18	16	31	22	25	5.4%	1.4
5	Sandoval	24	17	14	19	21	4.5%	1.4
5	Lea	28	26	14	14	21	4.5%	1.8
7	San Juan	33	37	24	34	19	4.1%	1.0
8	Eddy	17	16	10	14	18	3.9%	1.6
9	Cibola	6	16	15	23	16	3.4%	1.9
10	Luna	6	11	8	22	15	3.2%	1.8
All Other Counties		110	125	129	144	159	34.1%	-
Total		**392**	**425**	**398**	**483**	**466**	**100%**	**1.7**

[67] Counties with the same number of crashes (or fatalities) in 2022 share the same rank.

[68] See Page 122 for animal-involved crashes in all counties.

[69] See Page 119 for crash-related fatalities in all counties, and Page 125 for fatality rates using county population.

Crash Geography – Counties

Table 94: Top Counties[70] in Motorcyclist[28] (Driver and Passenger) Fatalities, 2018 - 2022 [71]

2022 Rank	County	Motorcyclist Fatalities in Crashes					Percent of All 2022 Motorcyclist Fatalities	2022 Total Fatalities	Motorcyclist Fatalities as a Percent of All 2022 County Fatalities
		2018	2019	2020	2021	2022			
1	Bernalillo	19	17	13	27	21	38.9%	109	19.3%
2	Santa Fe	2	3	4	2	5	9.3%	25	20.0%
2	Doña Ana	2	4	5	0	5	9.3%	29	17.2%
4	Lea	2	0	0	0	3	5.6%	21	14.3%
5	San Juan	2	7	4	3	2	3.7%	19	10.5%
5	Sandoval	3	4	4	2	2	3.7%	21	9.5%
5	Luna	0	1	0	1	2	3.7%	15	13.3%
All Other Counties		17	19	16	20	14	25.9%	227	6.2%
Total		**47**	**55**	**46**	**55**	**54**	100%	**466**	11.6%

Table 95: Top Counties[70] in Pedestrian Fatalities, 2018 - 2022 [72]

2022 Rank	County	Pedestrian Fatalities in Crashes					Percent of All 2022 Pedestrian Fatalities	2022 Total Fatalities	Pedestrian Fatalities as a Percent of All 2022 County Fatalities
		2018	2019	2020	2021	2022			
1	Bernalillo	38	42	32	50	38	40.4%	109	34.9%
2	McKinley	8	9	5	9	9	9.6%	34	26.5%
2	Doña Ana	3	8	4	5	9	9.6%	29	31.0%
4	San Juan	8	8	10	6	8	8.5%	19	42.1%
5	Santa Fe	6	1	6	5	6	6.4%	25	24.0%
5	Valencia	1	2	0	1	6	6.4%	12	50.0%
7	Lea	2	2	1	3	4	4.3%	21	19.0%
8	Luna	1	0	0	5	2	2.1%	15	13.3%
8	Cibola	0	1	1	1	2	2.1%	16	12.5%
8	San Miguel	1	0	0	1	2	2.1%	7	28.6%
8	Roosevelt	1	0	0	0	2	2.1%	12	16.7%
All Other Counties		15	10	22	19	6	6.4%	167	3.6%
Total		**84**	**83**	**81**	**105**	**94**	100%	**466**	20.2%

[70] Counties with the same number of fatalities in 2022 share the same rank.

[71] See Page 120 for motorcyclist fatalities in all counties.

[72] See Page 121 for pedestrian fatalities in all counties.

Table 96: Severity of Crashes by County, 2022

County	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Bernalillo	102	24.3%	4,863	38.4%	9,809	35.3%	14,774	36.1%
Catron	4	1.0%	10	0.1%	35	0.1%	49	0.1%
Chaves	12	2.9%	420	3.3%	693	2.5%	1,125	2.8%
Cibola	13	3.1%	133	1.0%	271	1.0%	417	1.0%
Colfax	3	0.7%	62	0.5%	292	1.1%	357	0.9%
Curry	6	1.4%	244	1.9%	613	2.2%	863	2.1%
De Baca	0	0.0%	5	0.04%	15	0.1%	20	0.0%
Doña Ana	26	6.2%	1,325	10.5%	3,187	11.5%	4,538	11.1%
Eddy	15	3.6%	360	2.8%	1,157	4.2%	1,532	3.7%
Grant	3	0.7%	134	1.1%	444	1.6%	581	1.4%
Guadalupe	9	2.1%	67	0.5%	219	0.8%	295	0.7%
Harding	0	0.0%	0	0.00%	8	0.03%	8	0.02%
Hidalgo	2	0.5%	25	0.2%	119	0.4%	146	0.4%
Lea	17	4.1%	599	4.7%	1,124	4.0%	1,740	4.3%
Lincoln	2	0.5%	150	1.2%	412	1.5%	564	1.4%
Los Alamos	0	0.0%	37	0.3%	102	0.4%	139	0.3%
Luna	11	2.6%	123	1.0%	282	1.0%	416	1.0%
McKinley	33	7.9%	396	3.1%	784	2.8%	1,213	3.0%
Mora	5	1.2%	35	0.3%	108	0.4%	148	0.4%
Otero	9	2.1%	268	2.1%	623	2.2%	900	2.2%
Quay	10	2.4%	63	0.5%	187	0.7%	260	0.6%
Rio Arriba	13	3.1%	198	1.6%	422	1.5%	633	1.5%
Roosevelt	12	2.9%	80	0.6%	250	0.9%	342	0.8%
San Juan	18	4.3%	580	4.6%	1,469	5.3%	2,067	5.1%
San Miguel	6	1.4%	106	0.8%	337	1.2%	449	1.1%
Sandoval	19	4.5%	564	4.5%	1,482	5.3%	2,065	5.1%
Santa Fe	24	5.7%	1,006	7.9%	1,777	6.4%	2,807	6.9%
Sierra	2	0.5%	58	0.5%	139	0.5%	199	0.5%
Socorro	13	3.1%	56	0.4%	165	0.6%	234	0.6%
Taos	7	1.7%	195	1.5%	431	1.6%	633	1.5%
Torrance	9	2.1%	87	0.7%	132	0.5%	228	0.6%
Union	2	0.5%	19	0.1%	42	0.2%	63	0.2%
Valencia	12	2.9%	402	3.2%	664	2.4%	1,078	2.6%
Missing Data	0	0.0%	0	0.0%	1	0.004%	1	0.002%
Total Crashes	**419**	**100%**	**12,670**	**100%**	**27,795**	**100%**	**40,884**	**100%**

Crash Geography – Counties

Table 97: Total Crashes by County, 2018 - 2022 [73] [74]

County	Total Crashes					Percent of All 2022 Crashes	2022 Vehicle Miles Traveled (100M VMT)	2022 Crashes per 100M VMT
	2018	2019	2020	2021	2022			
Bernalillo	19,641	19,738	14,038	15,864	14,774	36.1%	54.83	269.4
Catron	60	35	51	54	49	0.1%	1.10	44.4
Chaves	1,338	1,372	1,103	1,173	1,125	2.8%	6.91	162.8
Cibola	430	522	502	540	417	1.0%	8.52	48.9
Colfax	370	365	335	320	357	0.9%	3.40	104.9
Curry	1,020	901	752	818	863	2.1%	4.00	215.9
De Baca	33	39	32	41	20	0.05%	1.47	13.7
Doña Ana	4,419	4,597	3,642	4,272	4,538	11.1%	20.76	218.6
Eddy	1,956	1,888	1,295	1,338	1,532	3.7%	11.32	135.3
Grant	578	605	533	597	581	1.4%	4.04	143.8
Guadalupe	254	267	244	281	295	0.7%	5.37	54.9
Harding	17	9	6	4	8	0.02%	0.19	41.8
Hidalgo	98	112	98	141	146	0.4%	3.23	45.3
Lea	1,763	1,937	1,402	1,496	1,740	4.3%	11.43	152.2
Lincoln	498	501	457	483	564	1.4%	4.33	130.3
Los Alamos	149	136	112	95	139	0.3%	1.00	138.8
Luna	444	398	402	417	416	1.0%	8.29	50.2
McKinley	1,268	1,403	1,025	1,343	1,213	3.0%	14.32	84.7
Mora	111	143	122	99	148	0.4%	1.62	91.4
Otero	869	875	793	913	900	2.2%	8.15	110.5
Quay	233	219	254	247	260	0.6%	5.15	50.5
Rio Arriba	751	804	667	681	633	1.5%	5.12	123.5
Roosevelt	220	312	291	249	342	0.8%	2.14	159.5
San Juan	1,931	2,264	1,671	2,078	2,067	5.1%	19.13	108.0
San Miguel	457	564	449	451	449	1.1%	4.55	98.6
Sandoval	2,153	2,138	1,683	1,936	2,065	5.1%	14.72	140.3
Santa Fe	3,260	3,406	2,428	2,534	2,807	6.9%	18.00	156.0
Sierra	218	219	166	212	199	0.5%	2.00	99.7
Socorro	261	287	226	226	234	0.6%	5.64	41.5
Taos	647	629	487	511	633	1.5%	4.00	158.4
Torrance	242	229	197	320	228	0.6%	6.24	36.5
Union	72	88	72	72	63	0.2%	1.56	40.5
Valencia	1,024	1,121	1,018	960	1,078	2.6%	6.55	164.5
Missing Data	1	1	2	3	1	0.002%	-	-
Total	**46,786**	**48,124**	**36,555**	**40,769**	**40,884**	**100%**	**269.08**	**151.9**

[73] See Pages 124-125 for crash rates using county population.

[74] Darker shading indicates higher rates. VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

Table 98: Severity of Injuries to People in Crashes by County, 2022 [75]

County	People in Crashes							Fatalities per 100M VMT	Total People in Crashes per 100M VMT
	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 People		
Bernalillo	109	282	1,780	4,859	30,587	37,617	37.6%	1.99	686
Catron	4	2	7	3	54	70	0.1%	3.63	63
Chaves	15	21	199	393	2,091	2,719	2.7%	2.17	393
Cibola	16	30	71	101	706	924	0.9%	1.88	108
Colfax	3	15	25	44	656	743	0.7%	0.88	218
Curry	6	34	73	247	1,810	2,170	2.2%	1.50	543
De Baca	0	1	4	3	30	38	0.0%	0.00	26
Doña Ana	29	72	631	1,234	9,385	11,351	11.4%	1.40	547
Eddy	18	25	159	319	3,173	3,694	3.7%	1.59	326
Grant	3	23	57	96	990	1,169	1.2%	0.74	289
Guadalupe	12	20	52	34	558	676	0.7%	2.23	126
Harding	0	0	0	0	13	13	0.01%	0.00	68
Hidalgo	2	5	12	15	243	277	0.3%	0.62	86
Lea	21	51	267	559	3,466	4,364	4.4%	1.84	382
Lincoln	2	12	89	107	1,060	1,270	1.3%	0.46	293
Los Alamos	0	4	19	29	270	322	0.3%	0.00	322
Luna	15	23	59	110	753	960	1.0%	1.81	116
McKinley	34	68	133	409	2,397	3,041	3.0%	2.37	212
Mora	10	9	19	17	195	250	0.3%	6.18	154
Otero	11	22	155	233	1,784	2,205	2.2%	1.35	271
Quay	11	13	40	46	449	559	0.6%	2.14	109
Rio Arriba	14	41	97	151	1,023	1,326	1.3%	2.73	259
Roosevelt	12	13	34	64	572	695	0.7%	5.60	324
San Juan	19	72	265	512	4,314	5,182	5.2%	0.99	271
San Miguel	7	16	60	77	727	887	0.9%	1.54	195
Sandoval	21	54	251	485	4,181	4,992	5.0%	1.43	339
Santa Fe	25	88	394	976	5,301	6,784	6.8%	1.39	377
Sierra	2	16	41	24	302	385	0.4%	1.00	193
Socorro	14	10	45	30	350	449	0.4%	2.48	80
Taos	8	23	87	167	1,075	1,360	1.4%	2.00	340
Torrance	9	13	32	75	364	493	0.5%	1.44	79
Union	2	3	8	24	117	154	0.2%	1.29	99
Valencia	12	31	155	353	2,229	2,780	2.8%	1.83	424
Missing Data	0	0	0	0	3	3	0.003%	-	-
Total People	**466**	**1,112**	**5,320**	**11,796**	**81,228**	**99,922**	**100%**	**1.73**	**371**

[75] Darker shading indicates higher rates.

Crash Geography – Counties

Table 99: Alcohol-involved Crashes by County, 2018 - 2022 [76]

County	Alcohol-involved Crashes					Percent of All 2022 Alcohol-involved Crashes	2022 Vehicle Miles Traveled (100M VMT)	2022 Alcohol-involved Crashes per 100M VMT
	2018	2019	2020	2021	2022			
Bernalillo	664	714	613	692	636	28.5%	54.83	11.6
Catron	5	0	4	1	4	0.18%	1.10	3.6
Chaves	56	78	77	54	73	3.3%	6.91	10.6
Cibola	31	47	43	61	34	1.5%	8.52	4.0
Colfax	14	11	14	16	16	0.7%	3.40	4.7
Curry	27	26	22	33	24	1.1%	4.00	6.0
De Baca	2	2	2	1	1	0.04%	1.47	0.7
Doña Ana	200	200	199	181	216	9.7%	20.76	10.4
Eddy	85	76	70	73	63	2.8%	11.32	5.6
Grant	19	19	23	28	24	1.1%	4.04	5.9
Guadalupe	6	7	10	9	7	0.3%	5.37	1.3
Harding	0	0	0	0	0	0.0%	0.19	0.0
Hidalgo	3	4	3	4	7	0.3%	3.23	2.2
Lea	77	82	65	60	60	2.7%	11.43	5.2
Lincoln	30	29	20	25	37	1.7%	4.33	8.5
Los Alamos	7	7	5	3	6	0.3%	1.00	6.0
Luna	13	10	20	17	19	0.9%	8.29	2.3
McKinley	158	146	127	150	162	7.3%	14.32	11.3
Mora	9	8	6	5	10	0.4%	1.62	6.2
Otero	42	41	53	41	38	1.7%	8.15	4.7
Quay	4	2	8	9	12	0.5%	5.15	2.3
Rio Arriba	49	40	45	42	55	2.5%	5.12	10.7
Roosevelt	7	15	13	13	15	0.7%	2.14	7.0
San Juan	161	188	157	216	211	9.4%	19.13	11.0
San Miguel	17	32	25	36	38	1.7%	4.55	8.3
Sandoval	125	123	109	119	136	6.1%	14.72	9.2
Santa Fe	167	194	144	132	158	7.1%	18.00	8.8
Sierra	12	16	8	13	12	0.5%	2.00	6.0
Socorro	8	15	14	11	19	0.9%	5.64	3.4
Taos	45	39	45	37	50	2.2%	4.00	12.5
Torrance	5	9	9	15	15	0.7%	6.24	2.4
Union	1	2	7	2	5	0.2%	1.56	3.2
Valencia	41	55	60	51	70	3.1%	6.55	10.7
Missing Data	0	0	0	0	0	0.0%	-	-
Total	**2,090**	**2,237**	**2,020**	**2,150**	**2,233**	**100%**	**269.08**	**8.3**

[76] Darker shading indicates higher rates. VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

Table 100: Severity of Injuries to People in Alcohol-involved Crashes by County, 2022 [77]

County	People in Alcohol-involved Crashes							Fatalities in Alcohol-involved Crashes per 100M VMT	Total People in Alcohol-involved Crashes per 100M VMT
	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 People		
Bernalillo	45	29	150	217	1,052	1,493	30.9%	0.82	27.2
Catron	4	0	0	0	0	4	0.08%	3.63	3.6
Chaves	6	4	17	27	104	158	3.3%	0.87	22.9
Cibola	7	7	11	16	34	75	1.6%	0.82	8.8
Colfax	0	2	5	8	23	38	0.8%	0.00	11.2
Curry	1	0	4	7	34	46	1.0%	0.25	11.5
De Baca	0	0	1	0	0	1	0.02%	0.00	0.7
Doña Ana	10	8	63	54	313	448	9.3%	0.48	21.6
Eddy	3	2	15	8	119	147	3.0%	0.26	13.0
Grant	1	4	5	11	33	54	1.1%	0.25	13.4
Guadalupe	2	0	3	1	6	12	0.2%	0.37	2.2
Harding	0	0	0	0	0	0	0.0%	0.00	0.0
Hidalgo	1	0	0	1	10	12	0.2%	0.31	3.7
Lea	5	7	20	12	90	134	2.8%	0.44	11.7
Lincoln	0	3	13	7	36	59	1.2%	0.00	13.6
Los Alamos	0	0	1	1	7	9	0.2%	0.00	9.0
Luna	4	3	1	3	29	40	0.8%	0.48	4.8
McKinley	17	19	34	68	255	393	8.1%	1.19	27.4
Mora	4	1	4	3	5	17	0.4%	2.47	10.5
Otero	4	0	17	7	54	82	1.7%	0.49	10.1
Quay	2	1	3	4	14	24	0.5%	0.39	4.7
Rio Arriba	6	15	23	13	49	106	2.2%	1.17	20.7
Roosevelt	7	4	3	2	14	30	0.6%	3.26	14.0
San Juan	14	23	42	62	320	461	9.5%	0.73	24.1
San Miguel	1	5	13	8	50	77	1.6%	0.22	16.9
Sandoval	9	10	36	42	177	274	5.7%	0.61	18.6
Santa Fe	10	10	42	39	217	318	6.6%	0.56	17.7
Sierra	1	0	6	1	17	25	0.5%	0.50	12.5
Socorro	2	2	3	5	20	32	0.7%	0.35	5.7
Taos	5	6	13	24	52	100	2.1%	1.25	25.0
Torrance	1	6	4	6	13	30	0.6%	0.16	4.8
Union	1	0	2	5	6	14	0.3%	0.64	9.0
Valencia	3	4	18	32	68	125	2.6%	0.46	19.1
Missing Data	0	0	0	0	0	0	0.0%	-	-
Total People	**176**	**175**	**572**	**694**	**3,221**	**4,838**	**100%**	**0.65**	**18.0**

[77] Darker shading indicates higher rates.

Cities

An analysis of crashes by city helps identify traffic safety issues across geographic areas of New Mexico. A selection of city crash maps is also available in Appendix E (Page 99) and digitally available at https://gps.unm.edu/tru/reports/crash-maps/index.html. In some cities, nonresident drivers passing through may contribute to a high crash rate in a city with a relatively small population.

- The largest number of crashes occurred in Albuquerque and Las Cruces. (Table 101)
- Of the 15 cities with the highest number of total crashes, the highest crash rates (crashes per 1,000 city residents) were in Ruidoso (34.6), Las Cruces (28.6), and Gallup (28.5). (Table 101)
- Of the 20 cities with the highest number of alcohol-involved crashes, the highest alcohol-involved crash rates (alcohol-involved crashes per 10,000 city residents) were in Gallup (39.7), Taos (26.4), and Farmington (25.1). (Table 102)

Table 101: Top Fifteen Cities in Total Crashes, 2018 - 2022 [78]

2022 Rank	City	Total Crashes					2022 Population	2022 Crashes per 1,000 City Residents
		2018	2019	2020	2021	2022		
1	Albuquerque	19,252	19,034	13,421	13,955	12,577	561,008	**22.4**
2	Las Cruces	3,554	3,547	2,729	3,169	3,261	113,888	**28.6**
3	Santa Fe	2,395	2,335	1,553	1,773	1,978	89,008	**22.2**
4	Rio Rancho	1,302	1,270	941	1,152	1,293	108,082	**12.0**
5	Farmington	1,144	1,403	1,013	1,143	1,286	46,127	**27.9**
6	Hobbs	1,126	1,215	867	894	1,038	39,648	**26.2**
7	Roswell	1,049	1,000	767	911	873	47,390	**18.4**
8	South Valley	-	-	-	747	825	38,338	**21.5**
9	Carlsbad	1,046	1,056	722	766	805	31,612	**25.5**
10	Clovis	869	748	611	673	711	37,902	**18.8**
11	Gallup	717	762	518	742	597	20,932	**28.5**
12	Alamogordo	523	505	465	551	517	31,309	**16.5**
13	Los Lunas	389	408	403	336	372	18,533	**20.1**
14	North Valley	-	-	-	267	296	11,149	**26.5**
15	Ruidoso	222	252	186	206	270	7,796	**34.6**
All Other Locations		13,198	14,589	12,359	13,484	14,185	-	-
Statewide Total		**46,786**	**48,124**	**36,555**	**40,769**	**40,884**	**2,113,344**	**19.3**

[78] Statistics for crashes in the South Valley and the North Valley are not available prior to 2021.

Table 102: Top Cities[79] in Alcohol-involved Crashes, 2022 [80]

2022 Rank	City	Alcohol-involved Crashes					2022 Population	2022 Alcohol-involved Crashes per 10,000 City Residents
		2018	2019	2020	2021	2022		
1	Albuquerque	637	675	575	585	518	561,008	**9.2**
2	Las Cruces	119	111	112	88	118	113,888	**10.4**
3	Farmington	74	100	73	112	116	46,127	**25.1**
4	Santa Fe	123	116	81	74	91	89,008	**10.2**
5	Gallup	80	94	65	89	83	20,932	**39.7**
6	Rio Rancho	76	71	64	54	79	108,082	**7.3**
7	Roswell	42	50	54	33	53	47,390	**11.2**
8	Hobbs	42	50	48	38	37	39,648	**9.3**
9	South Valley	-	-	-	36	32	38,338	**8.3**
10	Carlsbad	42	49	46	40	31	31,612	**9.8**
11	Las Vegas	9	17	8	14	21	13,053	**16.1**
12	Alamogordo	19	19	29	19	20	31,309	**6.4**
13	Española	16	16	12	22	18	10,446	**17.2**
13	Ruidoso	17	15	10	9	18	7,796	**23.1**
15	Taos	20	14	12	10	17	6,442	**26.4**
16	Clovis	20	17	19	22	16	37,902	**4.2**
16	Silver City	8	8	8	15	16	9,520	**16.8**
18	North Valley	-	-	-	16	14	11,149	**12.6**
18	Deming	5	2	14	11	14	14,930	**9.4**
20	Chaparral	8	6	9	12	12	16,551	**7.3**
All Other Locations		733	807	781	851	909	-	**-**
Statewide Total		**2,090**	**2,237**	**2,020**	**2,150**	**2,233**	**2,113,344**	**10.6**

[79] Cities share the same rank if they have the same number of crashes in 2022. If mulitple cities rank 20th, the city with the higher number of alcohol-involved crashes in the prior year is displayed. Statistics for crashes in the North Valley and South Valley are not available prior to 2021.

[80] The populations of Chaparral, the South Valley, and North Valley CDPs (Census Designated Places) are based on the 2020 U.S. Census. In some places, nonresident drivers passing through may contribute to a high crash rate in an area with a relatively small population.

Crash Geography – Cities

Table 103: Severity of Crashes and Severity of Injury in Crashes by City, 2022

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Agua Fria	0	7	13	20	0	9	40	49
Alamogordo	3	141	373	517	3	217	1,166	1,386
Albuquerque	87	4,118	8,372	12,577	93	5,926	26,130	32,149
Algodones	1	10	20	31	1	16	60	77
Angel Fire	0	8	29	37	0	9	70	79
Anthony	1	33	73	107	1	40	228	269
Arenas Valley	0	7	26	33	0	10	54	64
Artesia	2	35	176	213	2	49	471	522
Aztec	0	32	66	98	0	45	208	253
Bayard	1	2	18	21	1	6	34	41
Belen	1	57	89	147	1	83	307	391
Bernalillo	2	56	130	188	2	81	396	479
Bloomfield	0	20	65	85	0	26	178	204
Bosque Farms	1	15	32	48	1	21	94	116
Carlsbad	2	187	616	805	2	259	1,849	2,110
Carnuel	1	21	37	59	1	31	106	138
Cañoncito	1	6	12	19	1	15	23	39
Cedar Crest	0	6	20	26	0	14	47	61
Cedar Hill	0	9	26	35	0	13	63	76
Center Point	0	9	19	28	0	17	31	48
Chaparral	2	39	79	120	4	74	222	300
Chimayo	1	10	22	33	1	13	50	64
Church Rock	1	8	9	18	1	11	28	40
Clayton	0	7	10	17	0	16	41	57
Cloudcroft	0	6	11	17	0	6	26	32
Clovis	3	204	504	711	3	293	1,574	1,870
Continental Divide	0	21	21	42	0	36	75	111
Corrales	0	14	36	50	0	15	94	109
Crouch Mesa	0	8	27	35	0	9	50	59
Deming	2	59	146	207	2	81	421	504
Edgewood	0	34	59	93	0	45	200	245
El Cerro	1	20	39	60	1	33	135	169
El Cerro Mission	0	10	23	33	0	13	61	74
El Valle de Arroyo Seco	0	3	15	18	0	5	26	31
Eldorado at Santa Fe	0	5	14	19	0	7	28	35
Española	3	85	141	229	3	108	467	578
Eunice	1	10	24	35	1	12	72	85
Farmington	6	359	921	1,286	6	520	2,965	3,491
Flora Vista	0	15	31	46	0	19	73	92
Gallup	5	204	388	597	5	298	1,313	1,616

Table 103 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Gamerco	0	11	20	31	0	16	65	81
Glorieta	1	7	10	18	1	7	18	26
Grants	3	31	52	86	4	51	169	224
Hatch	0	2	19	21	0	6	42	48
Hobbs	7	349	682	1,038	9	513	2,262	2,784
Jal	0	10	47	57	0	16	101	117
Kirtland	1	9	21	31	1	13	65	79
Kirtland AFB	0	10	21	31	0	16	51	67
La Cienega	0	13	34	47	0	23	73	96
La Luz	0	12	20	32	0	13	55	68
La Plata	2	6	13	21	2	8	26	36
Las Cruces	13	941	2,307	3,261	14	1,391	7,084	8,489
Las Vegas	0	50	145	195	0	71	398	469
Lee Acres	0	25	62	87	0	37	154	191
Lordsburg	0	4	33	37	0	4	61	65
Los Alamos	0	26	71	97	0	35	205	240
Los Chaves	0	11	17	28	0	14	42	56
Los Lunas	7	144	221	372	7	185	889	1,081
Los Ranchos de ABQ	1	29	51	81	1	35	181	217
Lovington	1	57	99	157	2	81	339	422
Meadow Lake	0	15	18	33	0	20	59	79
Midway	0	9	16	25	0	12	30	42
Milan	2	5	27	34	2	11	71	84
Moriarty	1	19	29	49	1	27	87	115
North Hobbs	0	14	18	32	0	26	49	75
North Valley	0	102	194	296	0	132	637	769
Paradise Hills	0	9	13	22	0	10	54	64
Peralta	0	10	20	30	0	11	55	66
Pojoaque	1	13	26	40	1	19	79	99
Portales	3	43	161	207	3	56	403	462
Prewitt	1	9	25	35	1	19	52	72
Pueblitos	0	13	8	21	0	13	33	46
Questa	0	5	16	21	0	7	30	37
Radium Springs	2	7	8	17	2	12	18	32
Ranchos de Taos	0	12	27	39	0	15	65	80
Raton	0	20	94	114	0	30	232	262
Rio Communities	1	14	29	44	1	21	87	109
Rio Rancho	6	345	942	1,293	6	480	2,761	3,247
Rio Rancho Estates	0	11	25	36	0	12	81	93
Roswell	3	324	546	873	5	456	1,775	2,236

Crash Geography – Cities

Table 103 continued [81]

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Ruidoso	0	76	194	270	0	110	587	697
Ruidoso Downs	0	6	35	41	0	9	87	96
San Felipe Pueblo	1	3	24	28	2	6	59	67
San Ysidro (Doña Ana)	0	2	15	17	0	4	40	44
Sandia Heights	0	7	13	20	0	8	37	45
Santa Ana Pueblo	0	6	23	29	0	11	52	63
Santa Clara (Central)	1	6	16	23	1	9	36	46
Santa Fe	11	729	1,238	1,978	11	1,043	3,970	5,024
Santa Fe Foothills	2	6	13	21	3	15	24	42
Santa Rosa	0	10	46	56	0	13	102	115
Santa Teresa	1	8	19	28	2	23	73	98
Sedillo	0	6	16	22	0	8	52	60
Silver City	0	65	204	269	0	79	541	620
Socorro	0	12	59	71	0	14	136	150
South River	0	5	16	21	0	6	21	27
South Valley	0	282	543	825	0	379	1,857	2,236
Spencerville	0	4	13	17	0	7	27	34
Sunland Park	0	48	95	143	0	76	283	359
Taos	0	71	191	262	0	92	561	653
Taos Pueblo	0	8	10	18	0	9	34	43
Tesuque	0	6	16	22	0	8	37	45
Texico	0	5	16	21	0	8	35	43
Thoreau	0	11	30	41	0	16	94	110
Tijeras	1	7	32	40	1	8	75	84
Truth or Consequences	0	26	60	86	0	33	157	190
Tucumcari	0	9	34	43	0	14	78	92
Tularosa	0	7	18	25	0	8	52	60
University Park	0	11	76	87	0	15	164	179
Vado	0	5	24	29	0	6	44	50
Valencia	0	15	39	54	0	19	132	151
Waterflow	2	9	11	22	2	12	43	57
Yah-ta-hey	2	6	12	20	2	8	35	45
Zuni Pueblo	0	6	20	26	0	10	50	60
Rural and Other	214	2,541	5,705	8,460	243	3,717	13,239	17,199
Statewide Total	**419**	**12,670**	**27,795**	**40,884**	**466**	**18,228**	**81,228**	**99,922**

[81] The term "other" refers to towns or places with fewer than 17 crashes in 2022.

Table 104: Severity of Alcohol-involved Crashes and Injuries by City, 2022

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Alamogordo	2	7	11	20	2	11	30	43
Albuquerque	35	194	289	518	39	309	868	1,216
Algodones	0	1	1	2	0	1	2	3
Angel Fire	0	2	3	5	0	3	11	14
Angustura	0	1	1	2	0	2	1	3
Anthony	1	2	7	10	1	2	23	26
Arroyo Hondo	1	2	2	5	1	3	3	7
Artesia	1	2	8	11	1	2	26	29
Aztec	0	1	2	3	0	1	2	3
Belen	0	7	2	9	0	12	11	23
Bernalillo	1	4	5	10	1	7	21	29
Bloomfield	0	3	1	4	0	4	5	9
Bosque Farms	0	3	1	4	0	3	1	4
Carlsbad	1	9	21	31	1	14	62	77
Carnuel	1	1	2	4	1	6	12	19
Carrizozo	0	1	1	2	0	1	1	2
Cañoncito	1	2	0	3	1	8	0	9
Cedar Crest	0	1	1	2	0	4	3	7
Cedar Hill	0	2	1	3	0	2	2	4
Center Point	0	2	0	2	0	2	0	2
Chamisal	0	1	1	2	0	1	3	4
Chamita	0	0	2	2	0	0	3	3
Chaparral	0	1	11	12	0	1	15	16
Chimayo	1	3	1	5	1	4	1	6
Church Rock	1	3	1	5	1	5	8	14
Clayton	0	1	1	2	0	5	2	7
Clovis	0	5	11	16	0	6	29	35
Continental Divide	0	4	0	4	0	8	9	17
Corrales	0	2	1	3	0	2	1	3
Crouch Mesa	0	3	4	7	0	3	9	12
Cuba	1	3	0	4	1	3	3	7
Cuyamungue Grant	0	1	1	2	0	1	1	2
Deming	1	3	10	14	1	4	24	29
Edgewood	0	2	0	2	0	2	2	4
El Cerro	0	2	3	5	0	5	8	13
El Cerro Mission	0	2	1	3	0	2	2	4
Eldorado at Santa Fe	0	0	2	2	0	0	3	3
Española	1	10	7	18	1	16	23	40
Farmington	5	37	74	116	5	59	224	288
Flora Vista	0	0	2	2	0	0	2	2

Table 104 continued

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Fruitland	0	3	2	5	0	3	13	16
Gallup	1	41	41	83	1	58	143	202
Gamerco	0	4	4	8	0	6	15	21
Glorieta	1	2	0	3	1	2	2	5
Grants	2	2	4	8	3	7	10	20
Hatch	0	0	3	3	0	0	7	7
Hernandez	0	1	1	2	0	1	5	6
Hobbs	2	14	21	37	2	21	68	91
Isleta Pueblo	0	1	1	2	0	1	1	2
Jamestown	0	0	2	2	0	0	3	3
Kirtland	1	3	3	7	1	5	11	17
Kirtland AFB	0	1	1	2	0	2	2	4
La Cienega	0	3	3	6	0	3	5	8
La Plata	1	2	0	3	1	2	0	3
La Puebla	0	0	2	2	0	0	3	3
La Union	0	1	1	2	0	1	1	2
Laguna	1	1	0	2	1	1	1	3
Las Cruces	5	52	61	118	6	77	172	255
Las Vegas	0	9	12	21	0	15	39	54
Lee Acres	0	6	4	10	0	6	11	17
Logan	0	1	1	2	0	1	2	3
Los Alamos	0	2	4	6	0	2	7	9
Los Chaves	0	2	0	2	0	3	2	5
Los Lunas	2	3	5	10	2	3	12	17
Los Ranchos de ABQ	0	2	2	4	0	2	7	9
Lovington	0	2	2	4	0	3	4	7
Madrone	0	0	2	2	0	0	3	3
McIntosh	1	1	0	2	1	5	1	7
Mesilla	0	2	0	2	0	2	2	4
Moriarty	0	2	4	6	0	3	10	13
North Hobbs	0	2	0	2	0	2	2	4
North Valley	0	6	8	14	0	8	27	35
Peralta	0	0	4	4	0	0	5	5
Pinedale	1	1	0	2	1	3	0	4
Pojoaque	1	2	1	4	1	3	6	10
Portales	2	3	4	9	2	7	12	21
Prewitt	1	2	1	4	1	5	4	10
Questa	0	1	1	2	0	1	1	2
Ranchos de Taos	0	2	0	2	0	3	0	3
Raton	0	2	2	4	0	4	5	9

Table 104 continued [82]

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Rio Communities	0	1	3	4	0	1	5	6
Rio Rancho	2	35	42	79	2	48	110	160
Rio Rancho Estates	0	0	2	2	0	0	5	5
Roswell	3	20	30	53	5	29	86	120
Ruidoso	0	9	9	18	0	10	18	28
San Cristobal	2	0	0	2	2	0	2	4
San Felipe Pueblo	0	0	2	2	0	0	5	5
Santa Ana Pueblo	0	2	0	2	0	2	0	2
Santa Clara (Central)	0	2	0	2	0	3	2	5
Santa Clara Pueblo	0	1	1	2	0	1	2	3
Santa Fe	3	40	48	91	3	53	140	196
Santa Fe Foothills	1	0	2	3	1	0	3	4
Santa Rosa	0	1	1	2	0	1	3	4
Silver City	0	8	8	16	0	12	25	37
Socorro	0	3	6	9	0	4	12	16
South River	0	2	5	7	0	2	7	9
South Valley	0	20	12	32	0	30	52	82
Sunland Park	0	6	3	9	0	8	12	20
Sunlit Hills	0	0	2	2	0	0	3	3
Tano Road	0	0	2	2	0	0	5	5
Taos	0	9	8	17	0	14	25	39
Tesuque	0	0	2	2	0	0	2	2
Thoreau	0	2	2	4	0	2	8	10
Tierra Amarilla	0	1	1	2	0	2	1	3
Tome	0	0	2	2	0	0	3	3
Truth or Consequences	0	2	4	6	0	2	11	13
Vado	0	0	2	2	0	0	3	3
Waterflow	1	1	1	3	1	1	4	6
Yah-ta-hey	1	0	3	4	1	2	7	10
Zuni Pueblo	0	2	2	4	0	4	5	9
Rural and Other	**71**	**267**	**221**	**559**	**79**	**415**	**575**	**1,069**
Statewide Total	**160**	**948**	**1,125**	**2,233**	**176**	**1,441**	**3,221**	**4,838**

[82] The term "other" refers to towns or places with fewer than 2 alcohol-involved crashes in 2022.

Crash Geography – Rural and Urban

Rural and Urban Locations

Beginning with 2013 crash data, and again with 2018 data, new guidelines for urban and rural designations went into effect. This contributed to some of the change in the typical urban and rural distribution of crashes, compared with previous years. For more information, see Page xvii in the Definitions section and Page 131 in the Sources section.

- Most crashes and alcohol-involved crashes occur in urban locations, but a large proportion of crash-related fatalities and alcohol-involved crash-related fatalities occur on rural roadways. Rural roadways account for 21.5 percent of crashes and 28.0 percent of alcohol-involved crashes, but rural roadways have 55.2 percent of crash-related fatalities and 51.7 percent of alcohol-involved crash-related fatalities. (Table 105, Table 106, Table 107, Table 108)
- On all roadway types, crashes where the first harmful event involved a non-motorist (e.g., a pedestrian or pedalcyclist) or a non-collision (e.g., a rollover/overturn) account for a disproportionately high number of crash-related deaths, compared to their proportion of crashes. (Table 109)
- Among alcohol-involved crashes on urban roads, the crashes where the first harmful event involved a non-motorist (e.g., a pedestrian or pedalcyclist) accounts for 30.6 percent of fatalities but only 5.0 percent of crashes. (Table 110)

Table 105: Crashes by Rural and Urban Location, 2018 - 2022

Year	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2018	1,837	3.9%	7,311	15.6%	37,638	80.4%	46,786	100%
2019	2,331	4.8%	7,436	15.5%	38,357	79.7%	48,124	100%
2020	1,859	5.1%	6,664	18.2%	28,032	76.7%	36,555	100%
2021	1,869	4.6%	6,793	16.7%	32,107	78.8%	40,769	100%
2022	1,870	4.6%	6,926	16.9%	32,088	78.5%	40,884	100%

Crash Geography – Rural and Urban

Table 106: Fatalities by Rural and Urban Location, 2018 - 2022

Year	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2018	43	11.0%	199	50.8%	150	38.3%	392	100%
2019	74	17.4%	172	40.5%	179	42.1%	425	100%
2020	49	12.3%	166	41.7%	183	46.0%	398	100%
2021	62	12.8%	178	36.9%	243	50.3%	483	100%
2022	61	13.1%	196	42.1%	209	44.8%	466	100%

Table 107: Alcohol-involved Crashes by Rural and Urban Location, 2018 - 2022

Year	Alcohol-involved Crashes							
	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2018	73	3.5%	499	23.9%	1,518	72.6%	2,090	100%
2019	92	4.1%	516	23.1%	1,629	72.8%	2,237	100%
2020	85	4.2%	504	25.0%	1,431	70.8%	2,020	100%
2021	80	3.7%	481	22.4%	1,589	73.9%	2,150	100%
2022	84	3.8%	541	24.2%	1,608	72.0%	2,233	100%

Table 108: Fatalities in Alcohol-involved Crashes by Rural and Urban Location, 2018 - 2022

Year	Fatalities in Alcohol-involved Crashes							
	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2018	6	3.9%	86	56.6%	60	39.5%	152	100%
2019	16	9.1%	71	40.6%	88	50.3%	175	100%
2020	14	9.7%	66	45.5%	65	44.8%	145	100%
2021	13	7.3%	79	44.4%	86	48.3%	178	100%
2022	9	5.1%	82	46.6%	85	48.3%	176	100%

Crash Geography – Rural and Urban

Table 109: Fatalities and Crashes by Rural and Urban Location and First Harmful Event, 2022

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	163	8.7%	0	0.0%	1,288	18.6%	2	1.0%	312	1.0%	0	0.0%
Collision with Fixed Object	422	22.6%	11	18.0%	1,291	18.6%	26	13.3%	3,289	10.2%	31	14.8%
Collision with Motor Vehicle	697	37.3%	22	36.1%	2,667	38.5%	87	44.4%	25,919	80.8%	89	42.6%
Collision with Other Non-Fixed Object	117	6.3%	2	3.3%	258	3.7%	7	3.6%	439	1.4%	2	1.0%
Collision with Person	10	0.5%	6	9.8%	74	1.1%	25	12.8%	802	2.5%	68	32.5%
Non-Collision	303	16.2%	20	32.8%	959	13.8%	49	25.0%	571	1.8%	19	9.1%
Other	139	7.4%	0	0.0%	377	5.4%	0	0.0%	381	1.2%	0	0.0%
Missing Data	19	1.0%	0	0.0%	12	0.2%	0	0.0%	375	1.2%	0	0.0%
Total	**1,870**	**100%**	**61**	**100%**	**6,926**	**100%**	**196**	**100%**	**32,088**	**100%**	**209**	**100%**

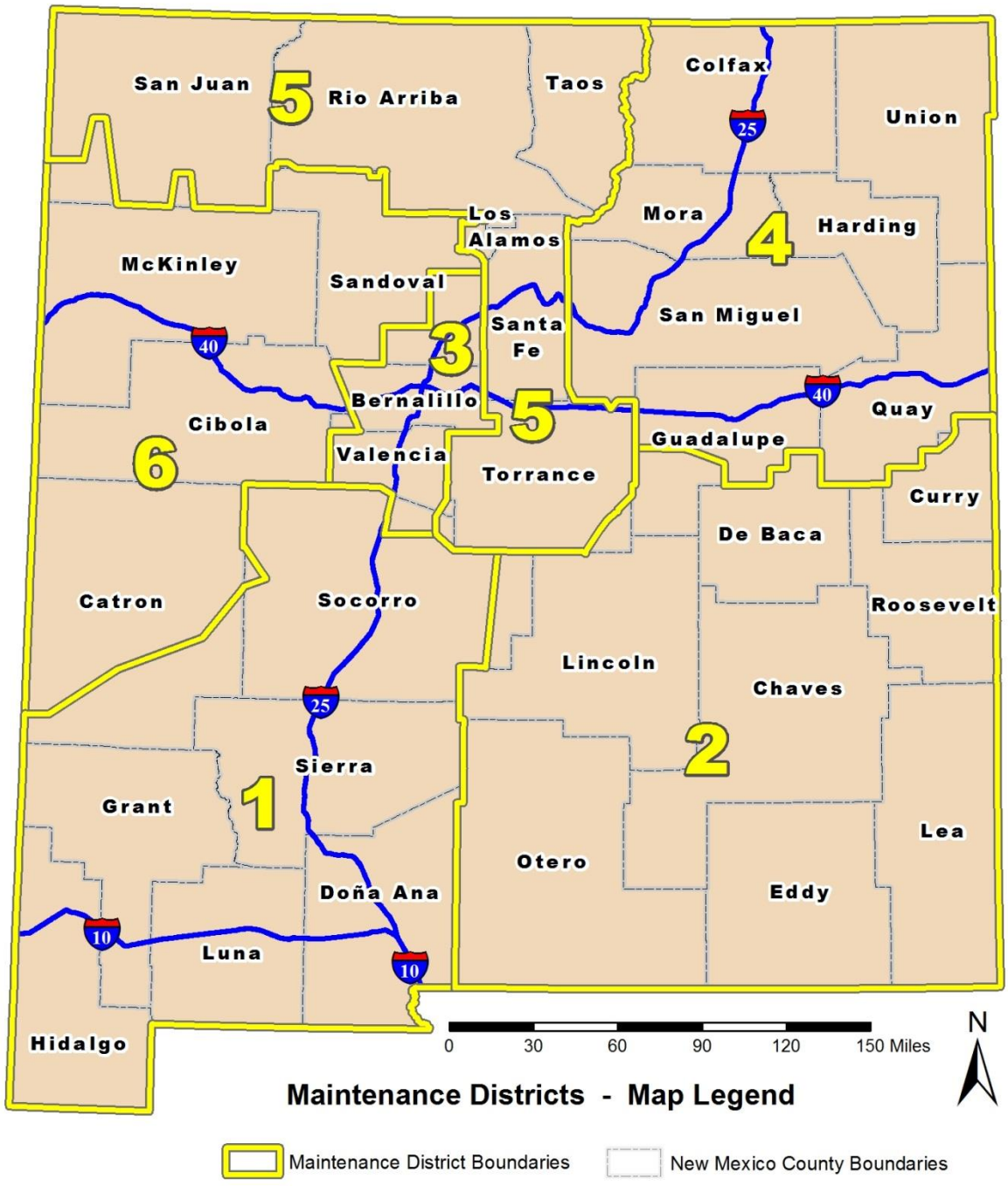
Table 110: Alcohol-involved Fatalities[83] and Crashes
by Rural and Urban Location and First Harmful Event, 2022

First Harmful Event	Alcohol-involved Fatalities and Crashes											
	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%	6	1.1%	1	1.2%	2	0.1%	0	0.0%
Collision with Fixed Object	28	33.3%	1	11.1%	192	35.5%	12	14.6%	514	32.0%	16	18.8%
Collision with Motor Vehicle	33	39.3%	2	22.2%	145	26.8%	28	34.1%	845	52.5%	34	40.0%
Collision with Other Non-Fixed Object	1	1.2%	0	0.0%	18	3.3%	0	0.0%	32	2.0%	0	0.0%
Collision with Person	1	1.2%	1	11.1%	29	5.4%	14	17.1%	81	5.0%	26	30.6%
Non-Collision	13	15.5%	5	55.6%	119	22.0%	27	32.9%	71	4.4%	9	10.6%
Other	8	9.5%	0	0.0%	32	5.9%	0	0.0%	59	3.7%	0	0.0%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	4	0.2%	0	0.0%
Total	**84**	**100%**	**9**	**100%**	**541**	**100%**	**82**	**100%**	**1,608**	**100%**	**85**	**100%**

[83] Any fatality in an alcohol-involved crash.

Highway Maintenance Districts

Map 1: New Mexico Highway Maintenance Districts



Crash Geography – Maintenance Districts

Table 111: Crashes by Highway Maintenance District and Crash Severity, 2022

Highway Maintenance District	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	56	13.4%	1,712	13.5%	4,305	15.5%	6,073	14.9%
District 2	76	18.1%	2,133	16.8%	4,892	17.6%	7,101	17.4%
District 3	128	30.5%	5,756	45.4%	11,737	42.2%	17,621	43.1%
District 4	32	7.6%	342	2.7%	1,173	4.2%	1,547	3.8%
District 5	69	16.5%	2,100	16.6%	4,313	15.5%	6,482	15.9%
District 6	58	13.8%	598	4.7%	1,243	4.5%	1,899	4.6%
Missing Data	0	0.0%	29	0.2%	132	0.5%	161	0.4%
Total Crashes	**419**	**100%**	**12,670**	**100%**	**27,795**	**100%**	**40,884**	**100%**

Table 112: Severity of Injuries to People in Crashes by Highway Maintenance District, 2022

Highway Maintenance District	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 Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	64	13.7%	149	13.4%	835	15.7%	1,509	12.8%	11,966	14.7%	14,523	15%
District 2	88	18.9%	181	16.3%	989	18.6%	1,924	16.3%	13,991	17.2%	17,173	17%
District 3	136	29.2%	349	31.4%	2,155	40.5%	5,641	47.8%	36,455	44.9%	44,736	45%
District 4	42	9.0%	74	6.7%	194	3.6%	237	2.0%	2,666	3.3%	3,213	3%
District 5	73	15.7%	238	21.4%	895	16.8%	1,908	16.2%	12,294	15.1%	15,408	15%
District 6	63	13.5%	119	10.7%	245	4.6%	553	4.7%	3,491	4.3%	4,471	4%
Missing Data	0	0.0%	2	0.2%	7	0.1%	24	0.2%	365	0.4%	398	0.4%
Total People	**466**	**100%**	**1,112**	**100%**	**5,320**	**100%**	**11,796**	**100%**	**81,228**	**100%**	**99,922**	**100%**

Table 113: Crashes by Highway Maintenance District and Rural and Urban Location, 2022

Highway Maintenance District	Rural Interstate		Rural Non-Interstate		Urban		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	477	7.9%	984	16.2%	4,612	75.9%	6,073	100%
District 2	0	0.0%	2,350	33.1%	4,751	66.9%	7,101	100%
District 3	198	1.1%	351	2.0%	17,072	96.9%	17,621	100%
District 4	521	33.7%	692	44.7%	334	21.6%	1,547	100%
District 5	243	3.7%	1,755	27.1%	4,484	69.2%	6,482	100%
District 6	430	22.6%	770	40.5%	699	36.8%	1,899	100%
Missing Data	1	0.6%	24	14.9%	136	84.5%	161	100%
Total Crashes	**1,870**	**4.6%**	**6,926**	**16.9%**	**32,088**	**78.5%**	**40,884**	**100%**

Appendix

Appendix A – Hour and Day of the Week

Appendix Table A-1: Severity of Injuries by Hour, 2022 [84] [85]

Hour	Severity of Injuries to People 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 People in Crashes
Midnight	18	32	112	133	1,080	**1,375**
1 a.m.	10	34	90	110	786	**1,030**
2 a.m.	23	29	93	104	764	**1,013**
3 a.m.	9	10	66	53	567	**705**
4 a.m.	14	21	68	76	625	**804**
5 a.m.	19	20	107	144	959	**1,249**
6 a.m.	17	27	129	254	1,660	**2,087**
7 a.m.	18	36	218	553	4,307	**5,132**
8 a.m.	15	46	242	614	4,032	**4,949**
9 a.m.	15	31	197	427	3,090	**3,760**
10 a.m.	15	31	213	464	3,222	**3,945**
11 a.m.	15	45	259	608	4,242	**5,169**
Noon	16	50	279	801	5,260	**6,406**
1 p.m.	13	47	304	737	4,993	**6,094**
2 p.m.	18	50	322	880	5,593	**6,863**
3 p.m.	17	67	418	1,010	6,983	**8,495**
4 p.m.	17	90	424	1,005	7,093	**8,629**
5 p.m.	22	73	441	1,122	7,439	**9,097**
6 p.m.	23	77	301	712	5,237	**6,350**
7 p.m.	32	71	283	612	3,664	**4,662**
8 p.m.	36	62	208	470	3,211	**3,987**
9 p.m.	32	76	216	379	2,594	**3,297**
10 p.m.	26	44	178	316	1,857	**2,421**
11 p.m.	26	41	148	186	1,319	**1,720**
Missing Data	0	2	4	26	651	**683**
Total	**466**	**1,112**	**5,320**	**11,796**	**81,228**	**99,922**

[84] For reference, crashes during the hour of 1 a.m. are crashes from 1:00 a.m. to 1:59 a.m.

[85] Darker shading indicates higher counts.

Appendix Table A-2: Severity of Injuries to People in Alcohol-involved Crashes by Hour, 2022 [84] [85]

Hour	Severity of Injuries to 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 in Crashes
Midnight	7	12	38	33	169	**259**
1 a.m.	8	15	30	29	171	**253**
2 a.m.	14	11	33	20	147	**225**
3 a.m.	2	4	13	11	86	**116**
4 a.m.	4	3	5	9	48	**69**
5 a.m.	5	1	7	6	35	**54**
6 a.m.	5	4	10	7	34	**60**
7 a.m.	0	2	4	9	35	**50**
8 a.m.	1	2	4	11	27	**45**
9 a.m.	2	1	7	9	35	**54**
10 a.m.	1	0	2	5	30	**38**
11 a.m.	1	2	6	16	94	**119**
Noon	3	2	13	17	60	**95**
1 p.m.	3	1	20	21	64	**109**
2 p.m.	7	5	16	11	76	**115**
3 p.m.	4	3	25	25	146	**203**
4 p.m.	5	6	35	52	187	**285**
5 p.m.	8	8	41	64	234	**355**
6 p.m.	10	12	33	71	277	**403**
7 p.m.	19	19	45	72	248	**403**
8 p.m.	18	12	40	55	280	**405**
9 p.m.	19	20	46	59	289	**433**
10 p.m.	18	9	45	46	203	**321**
11 p.m.	12	21	54	36	243	**366**
Missing Data	0	0	0	0	3	**3**
Total	**176**	**175**	**572**	**694**	**3,221**	**4,838**

Appendix Table A-3: Severity of Injuries to People in Crashes by Day of the Week, 2022 [85]

Day of Week	Severity of Injuries to People 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 People in Crashes
Monday	52	125	707	1,685	10,874	**13,443**
Tuesday	57	140	757	1,815	11,846	**14,615**
Wednesday	67	153	717	1,845	12,885	**15,667**
Thursday	58	154	746	1,852	12,720	**15,530**
Friday	82	189	905	1,982	13,944	**17,102**
Saturday	84	179	778	1,503	10,773	**13,317**
Sunday	66	172	710	1,114	8,186	**10,248**
Total	**466**	**1,112**	**5,320**	**11,796**	**81,228**	**99,922**

Appendix Table A-4: Severity of Injuries to People
in Alcohol-involved Crashes by Day of the Week, 2022 [85]

Day of Week	Severity of Injuries to 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 in Crashes
Monday	21	22	61	72	333	**509**
Tuesday	19	13	55	63	320	**470**
Wednesday	21	16	55	73	356	**521**
Thursday	19	24	65	106	445	**659**
Friday	30	34	118	115	511	**808**
Saturday	36	34	116	155	751	**1,092**
Sunday	30	32	102	110	505	**779**
Total	**176**	**175**	**572**	**694**	**3,221**	**4,838**

Appendix Table A-5: Pedestrian-involved Crashes by Hour, 2018 - 2022 [84] [85]

Hour	Pedestrian-involved Crashes				
	2018	2019	2020	2021	2022
Midnight	21	14	9	15	15
1 a.m.	12	11	8	9	10
2 a.m.	7	6	6	8	11
3 a.m.	8	2	5	9	3
4 a.m.	4	3	8	6	4
5 a.m.	9	7	5	9	17
6 a.m.	16	18	7	11	17
7 a.m.	25	32	17	17	21
8 a.m.	20	23	8	14	12
9 a.m.	25	8	7	18	20
10 a.m.	18	23	18	16	15
11 a.m.	20	29	13	17	13
Noon	18	32	20	14	27
1 p.m.	25	22	18	19	24
2 p.m.	28	38	23	20	22
3 p.m.	37	48	30	26	36
4 p.m.	34	35	23	31	33
5 p.m.	56	39	34	41	42
6 p.m.	56	62	46	56	42
7 p.m.	44	45	50	41	63
8 p.m.	46	43	51	43	56
9 p.m.	41	46	39	48	57
10 p.m.	37	29	18	38	28
11 p.m.	18	23	18	21	24
Missing Data	0	0	0	0	0
Total	**625**	**638**	**481**	**547**	**612**

Appendix Table A-6: Pedalcycle-involved Crashes by Hour, 2018 - 2022 [84] [85]

Hour	Pedalcycle-involved Crashes				
	2018	2019	2020	2021	2022
Midnight	1	2	1	2	2
1 a.m.	4	3	1	2	0
2 a.m.	0	2	0	1	0
3 a.m.	1	1	3	2	2
4 a.m.	3	0	0	1	0
5 a.m.	3	0	2	3	1
6 a.m.	5	5	10	4	13
7 a.m.	19	28	12	7	21
8 a.m.	18	22	13	14	17
9 a.m.	13	13	13	15	13
10 a.m.	15	13	9	6	6
11 a.m.	19	16	18	19	18
Noon	33	25	15	13	16
1 p.m.	18	25	17	16	18
2 p.m.	25	32	18	27	14
3 p.m.	29	29	18	16	14
4 p.m.	38	32	26	21	25
5 p.m.	34	30	21	18	27
6 p.m.	21	24	25	18	12
7 p.m.	22	15	9	10	17
8 p.m.	19	21	12	12	13
9 p.m.	11	16	12	7	10
10 p.m.	12	10	5	3	7
11 p.m.	3	4	1	4	3
Missing Data	0	2	0	0	1
Total	**366**	**370**	**261**	**241**	**270**

Appendix B – Economic Impact

Crash cost estimate calculations were made using instructions provided by the AASHTO Highway Safety Manual, 1st Edition, Volume 1, 2010, Appendix 4A, Pages 4-84 to 4-88. AASHTO HSM cost estimate calculations are based on the FHWA's *Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries*, FHWA-HRT-05-051, October 2005.

Appendix Table B-1: Consumer Price Index and Employment Cost Index, 2001 and 2022

Year	Consumer Price Index (CPI)[1]	CPI Ratio [2]	Employment Cost Index (ECI)[3]	ECI Ratio[4]
2001	175.100	1.00	85.8	1.00
2022	281.148	1.61	152.4	1.78

[1] 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 2023). Data for January 2022. Accessed February 20, 2024: https://www.bls.gov/cpi/tables/supplemental-files/historical-cpi-u-202310.pdf

[2] The CPI Ratio is used to adjust the FHWA 2001 Human Capital Crash Cost Estimates to the corresponding costs in another year. It is calculated by dividing the CPI of any year by the CPI for 2001.

[3] U.S. Department of Labor, Bureau of Labor Statistics, National Compensation Survey. *Supplemental News Release Tables, Non-Seasonal Current and Constant Dollar Data (XLSX) 2001 - Present.* Employment Cost Index filters: Private industry workers, All workers, All industries, All Occupations, United States (National), Total compensation, Current dollar index number, 2022, June. Release date: January 31, 2024. Accessed February 20, 2023: https://www.bls.gov/eci/tables.htm.

[4] The ECI Ratio is used to adjust the FHWA 2001 Cost Difference to the corresponding costs in another year. This ECI Ratio is calculated by dividing the ECI of any year by the ECI for 2001.

Appendix Table B-2: FHWA Calculation of Crash Cost Difference per Crash, in 2001 Dollars [86]

Crash Severity	FHWA Crash Cost Estimates		
	Human Capital Crash Costs (2001 Dollars)	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)
Fatal Crash (K)	1,245,600	4,008,900	2,763,300
Suspected Serious Injury Crash (A)	111,400	216,000	104,600
Suspected Minor Injury Crash (B)	41,900	79,000	37,100
Possible Injury Crash (C)	28,400	44,900	16,500
Property Damage Only Crash (O)	6,400	7,400	1,000

Appendix Table B-3: FHWA Calculation of Human Capital Cost Estimates per Crash, 2022 [87]

Crash Severity	Human Capital Crash Costs (2001 Dollars)	CPI Ratio (2022/2001)	CPI-Adjusted Human Capital Costs (2022 Dollars)
Fatal Crash (K)	1,245,600	1.605642	1,999,988
Suspected Serious Injury Crash (A)	111,400	1.605642	178,869
Suspected Minor Injury Crash (B)	41,900	1.605642	67,276
Possible Injury Crash (C)	28,400	1.605642	45,600
Property Damage Only Crash (O)	6,400	1.605642	10,276

Appendix Table B-4: FHWA Calculation of Comprehensive Cost Estimates per Crash, 2022 [88]

Crash Severity	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)	ECI Ratio (2022/2001)	ECI-Adjusted Cost Difference (2022 Dollars)	ECI-Adjusted Comprehensive Costs per Crash (2022 Dollars)
Fatal Crash (K)	4,008,900	2,763,300	1.7762238	4,908,239	6,908,227
Suspected Serious Injury Crash (A)	216,000	104,600	1.7762238	185,793	364,662
Suspected Minor Injury Crash (B)	79,000	37,100	1.7762238	65,898	133,174
Possible Injury Crash (C)	44,900	16,500	1.7762238	29,308	74,908
Property Damage Only Crash (O)	7,400	1,000	1.7762238	1,776	12,052

[86] Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries, FHWAHRT-05-051, October 2005.

[87] Human capital costs come from multiplying the human capital crash cost in 2001 dollars by the CPI ratio for 2022.

[88] The cost difference, in 2001 dollars, is the 2001 comprehensive crash costs minus 2001 human capital costs. The cost difference, in 2022 dollars, comes from multiplying the 2001 cost difference by the ECI ratio for 2022. Comprehensive crash costs are the sum of 2022 CPI-adjusted human capital costs and the 2022 ECI-adjusted cost difference.

- The total human capital cost of the 40,884 crashes in New Mexico was **$1.9 billion**. This represents the 2022 value of human capital costs for 419 fatal crashes and 40,465 non-fatal crashes. (Table B-5)
- When intangible costs arising from loss of life or reduction in quality of life are added to the human capital costs, the comprehensive cost for crashes in 2022 totals **$4.7 billion**. About 62 percent of this amount is the cost of fatal crashes ($2.9 billion). (Table B-6)

Appendix Table B-5: Calculation of Human Capital Crash Cost Estimates, 2022 Adjusted [89]

Crash Severity	Human Capital Costs per Crash, 2022 CPI-Adjusted ($)	Total Crashes, 2022	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,999,988	419	837,995,092
Suspected Serious Injury Crash (A)	178,869	862	154,184,710
Suspected Minor Injury Crash (B)	67,276	4,258	286,462,998
Possible Injury Crash (C)	45,600	7,550	344,281,863
Property Damage Only Crash (O)	10,276	27,795	285,624,531
Total			**1,908,549,194**

Appendix Table B-6: Calculation of Comprehensive Crash Cost Estimates, 2022 Adjusted [90]

Crash Severity	Comprehensive Costs per Crash, 2022 Adjusted ($)	Total Crashes, 2022	Total Comprehensive Costs Estimate ($)
Fatal Crash (K)	6,908,227	419	2,894,547,300
Suspected Serious Injury Crash (A)	364,662	862	314,338,282
Suspected Minor Injury Crash (B)	133,174	4,258	567,056,265
Possible Injury Crash (C)	74,908	7,550	565,554,940
Property Damage Only Crash (O)	12,052	27,795	334,994,671
Total			**4,676,491,458**

[89] Human capital crash costs are monetary losses associated with medical care, emergency services, property damage, and lost productivity. Costs displayed in table are rounded.

[90] Comprehensive crash costs include the human capital costs in addition to nonmonetary costs related to the reduction in the quality of life in order to capture a more accurate level of the burden of injury. Costs displayed in table are rounded.

Appendix C – Belt Use

Appendix Table C-1: Unbelted Fatalities by Age Group and Sex, 2022 [91]

Age Group	Unbelted Passenger Vehicle Occupant Fatalities								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	1	0.8%	2	3.5%	0	0.0%	3	1.7%	0.5
5-9	0	0.0%	3	5.3%	0	0.0%	3	1.7%	-
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	11	8.9%	9	15.8%	0	0.0%	20	11.1%	1.2
20-24	19	15.4%	7	12.3%	0	0.0%	26	14.4%	2.7
25-29	20	16.3%	7	12.3%	0	0.0%	27	15.0%	2.9
30-34	16	13.0%	6	10.5%	0	0.0%	22	12.2%	2.7
35-39	6	4.9%	5	8.8%	0	0.0%	11	6.1%	1.2
40-44	14	11.4%	3	5.3%	0	0.0%	17	9.4%	4.7
45-49	4	3.3%	3	5.3%	0	0.0%	7	3.9%	1.3
50-54	5	4.1%	4	7.0%	0	0.0%	9	5.0%	1.3
55-59	5	4.1%	0	0.0%	0	0.0%	5	2.8%	-
60-64	8	6.5%	1	1.8%	0	0.0%	9	5.0%	8.0
65-69	2	1.6%	0	0.0%	0	0.0%	2	1.1%	-
70-74	4	3.3%	1	1.8%	0	0.0%	5	2.8%	4.0
75 +	8	6.5%	6	10.5%	0	0.0%	14	7.8%	1.3
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	**123**	**100%**	**57**	**100%**	**0**	**0%**	**180**	**100%**	**2.2**

Appendix Table C-2: Unbelted Passenger Vehicle Occupants with Fatal or Suspected Serious Injuries by Age Group and Sex, 2022 [91]

Age Group	Unbelted Occupants with Fatal or Suspected Serious Injuries								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	4	1.9%	4	3.7%	0	0.0%	8	2.5%	1.0
5-9	2	1.0%	4	3.7%	0	0.0%	6	1.9%	0.5
10-14	3	1.4%	0	0.0%	0	0.0%	3	0.9%	-
15-19	20	9.6%	17	15.7%	0	0.0%	37	11.7%	1.2
20-24	34	16.3%	17	15.7%	0	0.0%	51	16.1%	2.0
25-29	31	14.8%	11	10.2%	0	0.0%	42	13.2%	2.8
30-34	28	13.4%	11	10.2%	0	0.0%	39	12.3%	2.5
35-39	14	6.7%	9	8.3%	0	0.0%	23	7.3%	1.6
40-44	18	8.6%	10	9.3%	0	0.0%	28	8.8%	1.8
45-49	5	2.4%	5	4.6%	0	0.0%	10	3.2%	1.0
50-54	10	4.8%	6	5.6%	0	0.0%	16	5.0%	1.7
55-59	8	3.8%	2	1.9%	0	0.0%	10	3.2%	4.0
60-64	11	5.3%	3	2.8%	0	0.0%	14	4.4%	3.7
65-69	5	2.4%	1	0.9%	0	0.0%	6	1.9%	5.0
70-74	5	2.4%	1	0.9%	0	0.0%	6	1.9%	5.0
75 +	9	4.3%	7	6.5%	0	0.0%	16	5.0%	1.3
Missing Data	2	1.0%	0	0.0%	0	0.0%	2	0.6%	-
Total	**209**	**100%**	**108**	**100%**	**0**	**0%**	**317**	**100%**	**1.9**

[91] People in passenger cars, pickups, and vans/4WD/SUVs.

Appendix Table C-3: Unbelted Passenger Vehicle Occupants by County and Severity of Injury, 2022 [92]

County	Unbelted Passenger Vehicle Occupants in Crashes							Unbelted Fatalities per 100M VMT	Total Unbelted People in Crashes per 100M VMT
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total Unbelted People	Percent of Total Unbelted People		
Bernalillo	35	9	55	58	60	217	16.9%	0.64	3.96
Catron	3	1	0	0	0	4	0.3%	2.72	3.63
Chaves	8	8	12	5	13	46	3.6%	1.16	6.65
Cibola	7	4	0	7	9	27	2.1%	0.82	3.17
Colfax	0	5	5	2	1	13	1.0%	0.00	3.82
Curry	3	6	4	2	2	17	1.3%	0.75	4.25
De Baca	0	0	1	0	0	1	0.1%	0.00	0.68
Doña Ana	5	13	54	27	38	137	10.7%	0.24	6.60
Eddy	10	3	12	5	21	51	4.0%	0.88	4.50
Grant	0	4	5	10	12	31	2.4%	0.00	7.67
Guadalupe	4	3	1	0	2	10	0.8%	0.74	1.86
Harding	0	0	0	0	1	1	0.1%	0.00	5.22
Hidalgo	1	1	2	1	2	7	0.5%	0.31	2.17
Lea	6	6	26	13	42	93	7.3%	0.52	8.14
Lincoln	0	0	3	1	6	10	0.8%	0.00	2.31
Los Alamos	0	0	0	0	0	0	0.0%	0.00	0.00
Luna	6	3	5	0	5	19	1.5%	0.72	2.29
McKinley	12	18	17	28	46	121	9.4%	0.84	8.45
Mora	5	0	1	4	0	10	0.8%	3.09	6.18
Otero	8	2	21	3	17	51	4.0%	0.98	6.26
Quay	3	2	3	3	3	14	1.1%	0.58	2.72
Rio Arriba	8	4	16	6	13	47	3.7%	1.56	9.17
Roosevelt	7	2	0	1	2	12	0.9%	3.26	5.60
San Juan	4	9	18	15	24	70	5.5%	0.21	3.66
San Miguel	2	2	3	2	8	17	1.3%	0.44	3.73
Sandoval	14	11	15	3	21	64	5.0%	0.95	4.35
Santa Fe	6	7	21	12	19	65	5.1%	0.33	3.61
Sierra	1	2	1	1	2	7	0.5%	0.50	3.51
Socorro	7	2	7	0	3	19	1.5%	1.24	3.37
Taos	6	7	4	8	13	38	3.0%	1.50	9.51
Torrance	4	0	6	11	3	24	1.9%	0.64	3.85
Union	1	0	0	4	1	6	0.5%	0.64	3.86
Valencia	4	3	9	7	9	32	2.5%	0.61	4.88
Missing Data	0	0	0	0	0	0	0.0%	0	0
Total People	**180**	**137**	**327**	**239**	**398**	**1,281**	**100%**	**0.67**	**4.76**

[92] People in passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs). Darker shading indicates higher rates.

Appendix D – Age and Sex

Appendix Table D-1: People in Crashes by Age Group and Sex, 2022

Age Group	People in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	1,247	2.4%	1,198	2.9%	21	0.3%	2,466	2.5%	**1.0**
5-9	1,203	2.4%	1,263	3.1%	19	0.2%	2,485	2.5%	**1.0**
10-14	1,477	2.9%	1,544	3.8%	20	0.2%	3,041	3.0%	**1.0**
15-19	5,418	10.6%	4,798	11.8%	79	0.9%	10,295	10.3%	**1.1**
20-24	6,083	11.9%	4,601	11.3%	154	1.8%	10,838	10.8%	**1.3**
25-29	5,159	10.1%	3,766	9.3%	84	1.0%	9,009	9.0%	**1.4**
30-34	4,716	9.3%	3,555	8.8%	77	0.9%	8,348	8.4%	**1.3**
35-39	4,174	8.2%	3,093	7.6%	67	0.8%	7,334	7.3%	**1.3**
40-44	3,642	7.2%	2,754	6.8%	75	0.9%	6,471	6.5%	**1.3**
45-49	2,892	5.7%	2,284	5.6%	55	0.7%	5,231	5.2%	**1.3**
50-54	2,637	5.2%	2,075	5.1%	56	0.7%	4,768	4.8%	**1.3**
55-59	2,682	5.3%	1,956	4.8%	37	0.4%	4,675	4.7%	**1.4**
60-64	2,478	4.9%	1,893	4.7%	38	0.5%	4,409	4.4%	**1.3**
65-69	1,934	3.8%	1,610	4.0%	19	0.2%	3,563	3.6%	**1.2**
70-74	1,369	2.7%	1,303	3.2%	19	0.2%	2,691	2.7%	**1.1**
75 +	1,870	3.7%	1,670	4.1%	29	0.3%	3,569	3.6%	**1.1**
Missing Data	1,941	3.8%	1,263	3.1%	7,525	89.9%	10,729	10.7%	**1.5**
Total	**50,922**	**100%**	**40,626**	**100%**	**8,374**	**100%**	**99,922**	**100%**	**1.3**

Appendix – Age and Sex

Appendix Table D-2: People Killed in Crashes by Age Group and Sex, 2022 [93]

Age Group	Fatalities in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	1	0.3%	2	1.7%	0	0.0%	3	0.6%	**0.5**
5-9	0	0.0%	4	3.3%	0	0.0%	4	0.9%	**-**
10-14	0	0.0%	1	0.8%	0	0.0%	1	0.2%	**-**
15-19	26	7.5%	12	9.9%	0	0.0%	38	8.2%	**2.2**
20-24	41	11.9%	11	9.1%	0	0.0%	52	11.2%	**3.7**
25-29	42	12.2%	17	14.0%	0	0.0%	59	12.7%	**2.5**
30-34	35	10.1%	11	9.1%	0	0.0%	46	9.9%	**3.2**
35-39	30	8.7%	11	9.1%	0	0.0%	41	8.8%	**2.7**
40-44	38	11.0%	7	5.8%	0	0.0%	45	9.7%	**5.4**
45-49	15	4.3%	5	4.1%	0	0.0%	20	4.3%	**3.0**
50-54	26	7.5%	11	9.1%	0	0.0%	37	7.9%	**2.4**
55-59	19	5.5%	3	2.5%	0	0.0%	22	4.7%	**6.3**
60-64	22	6.4%	8	6.6%	0	0.0%	30	6.4%	**2.8**
65-69	15	4.3%	3	2.5%	0	0.0%	18	3.9%	**5.0**
70-74	11	3.2%	5	4.1%	0	0.0%	16	3.4%	**2.2**
75 +	24	7.0%	10	8.3%	0	0.0%	34	7.3%	**2.4**
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	**-**
Total	**345**	**100%**	**121**	**100%**	**0**	**0%**	**466**	**100%**	**2.9**

Appendix Table D-3: People Seriously Injured in Crashes by Age Group and Sex, 2022 [93] [94]

Age Group	People Seriously Injured in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	10	1.5%	4	0.9%	0	0.0%	14	1.3%	**2.5**
5-9	11	1.6%	9	2.1%	0	0.0%	20	1.8%	**1.2**
10-14	17	2.5%	17	4.0%	0	0.0%	34	3.1%	**1.0**
15-19	72	10.7%	40	9.5%	0	0.0%	112	10.1%	**1.8**
20-24	83	12.3%	44	10.4%	2	14.3%	129	11.6%	**1.9**
25-29	80	11.9%	39	9.2%	0	0.0%	119	10.7%	**2.1**
30-34	84	12.4%	46	10.9%	0	0.0%	130	11.7%	**1.8**
35-39	52	7.7%	31	7.3%	0	0.0%	83	7.5%	**1.7**
40-44	55	8.1%	38	9.0%	0	0.0%	93	8.4%	**1.4**
45-49	44	6.5%	23	5.4%	0	0.0%	67	6.0%	**1.9**
50-54	30	4.4%	22	5.2%	0	0.0%	52	4.7%	**1.4**
55-59	21	3.1%	25	5.9%	0	0.0%	46	4.1%	**0.8**
60-64	36	5.3%	25	5.9%	0	0.0%	61	5.5%	**1.4**
65-69	28	4.1%	20	4.7%	0	0.0%	48	4.3%	**1.4**
70-74	15	2.2%	15	3.5%	0	0.0%	30	2.7%	**1.0**
75 +	19	2.8%	16	3.8%	0	0.0%	35	3.1%	**1.2**
Missing Data	18	2.7%	9	2.1%	12	85.7%	39	3.5%	**2.0**
Total	**675**	**100%**	**423**	**100%**	**14**	**100%**	**1,112**	**100%**	**1.6**

[93] 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.

[94] These are suspected serious injuries (Class A) only.

Appendix Table D-4: Rates of Senior New Mexican Drivers in Crashes, 2018 - 2022 [95]

Age	Senior Drivers in Crashes per 1,000 Licensed Drivers of the Same Age				
	2018	2019	2020	2021	2022
65	23.5	26.5	19.6	21.1	20.6
66	24.0	24.4	17.6	20.7	18.7
67	24.0	24.8	16.0	20.1	20.9
68	24.6	25.1	16.5	19.1	18.6
69	22.5	25.6	16.7	18.1	17.9
70	23.7	23.8	16.0	18.6	17.6
71	21.0	23.0	17.0	18.0	19.1
72	22.6	20.4	13.2	15.0	17.2
73	24.3	23.8	14.6	17.8	16.8
74	25.1	26.2	15.3	18.3	17.9
75	25.8	27.8	17.7	18.6	16.4
76	26.7	25.8	16.3	17.6	18.7
77	27.2	26.7	14.7	20.4	17.7
78	24.7	26.3	14.3	17.6	18.4
79	26.2	27.0	14.6	19.1	21.8
80	26.0	25.1	16.8	20.8	24.9
81	30.0	27.5	17.7	20.1	21.9
82	30.4	31.5	14.4	19.1	20.1
83	27.5	31.7	16.9	20.3	23.4
84	27.6	32.7	17.2	17.7	24.1
85	30.7	26.0	18.4	18.7	24.7
86	22.3	25.0	18.6	21.8	18.5
87	32.7	26.1	21.4	20.8	27.1
88	30.1	31.5	16.6	25.8	24.9
89	29.4	33.7	16.9	18.9	22.9
90+	37.4	35.7	17.8	25.5	23.6
Drivers Age 65+	**24.8**	**25.5**	**16.4**	**19.0**	**19.2**

[95] Darker shading indicates higher rates. Does not include drivers for whom 1) age or sex data are not available, 2) their residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Appendix Table D-5: Senior New Mexican Drivers[96] in Crashes and Licensed Senior Drivers by Age, 2018 - 2022 [97]

Age	Senior Drivers in Crashes					New Mexico Senior Licensed Drivers				
	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022
65	594	676	508	560	557	25,223	25,527	25,929	26,482	27,030
66	585	609	449	533	497	24,338	25,004	25,578	25,756	26,515
67	572	599	403	510	539	23,878	24,118	25,135	25,423	25,808
68	559	596	400	477	476	22,769	23,717	24,187	25,006	25,564
69	503	573	394	431	447	22,376	22,392	23,533	23,837	24,925
70	517	526	357	432	421	21,854	22,087	22,370	23,235	23,892
71	474	494	372	396	441	22,622	21,445	21,860	22,014	23,145
72	362	451	279	320	378	16,025	22,071	21,195	21,378	21,953
73	382	367	317	364	358	15,737	15,394	21,689	20,412	21,247
74	366	394	231	384	361	14,579	15,042	15,118	20,981	20,208
75	347	369	256	272	341	13,448	13,294	14,493	14,593	20,796
76	305	345	220	245	265	11,431	13,396	13,503	13,935	14,173
77	280	308	199	267	238	10,306	11,545	13,518	13,112	13,474
78	226	273	166	231	232	9,134	10,382	11,603	13,145	12,583
79	212	226	140	183	235	8,103	8,379	9,593	9,589	10,763
80	192	192	134	172	215	7,373	7,649	7,961	8,256	8,644
81	191	190	130	143	165	6,359	6,901	7,361	7,122	7,519
82	175	185	95	123	130	5,751	5,877	6,605	6,450	6,476
83	140	167	94	116	136	5,085	5,263	5,554	5,705	5,810
84	115	149	85	85	123	4,167	4,560	4,942	4,792	5,101
85	113	96	78	78	102	3,678	3,694	4,235	4,165	4,124
86	70	81	64	75	66	3,133	3,237	3,435	3,440	3,562
87	86	71	63	57	80	2,627	2,725	2,948	2,734	2,948
88	65	70	41	59	56	2,163	2,225	2,472	2,283	2,250
89	51	61	33	35	42	1,737	1,811	1,952	1,853	1,832
90+	153	156	91	119	110	4,088	4,367	5,119	4,670	4,658
Total	**7,635**	**8,224**	**5,599**	**6,667**	**7,011**	**307,984**	**322,102**	**341,888**	**350,368**	**365,000**

[96] Does not include drivers in crashes for whom 1) age or sex data are not available, 2) their residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

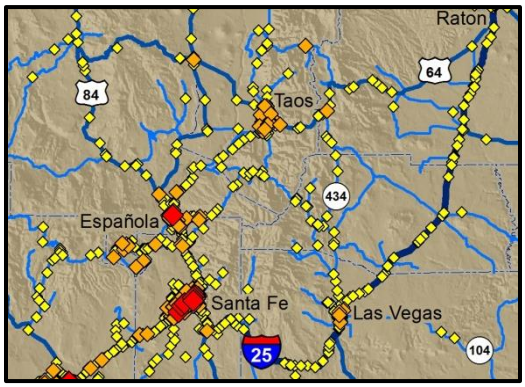
[97] Darker shading indicates higher counts.

Appendix E – Maps

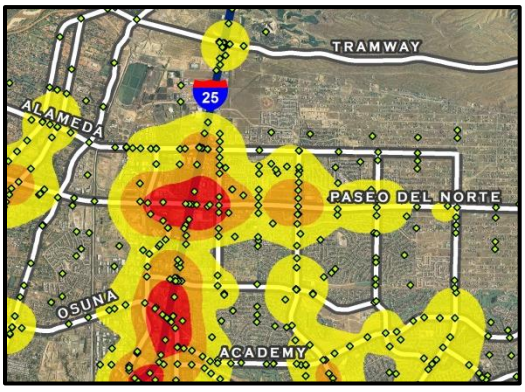
Of the 40,884 crashes in 2022 that were reported, 40,723 crashes (99.6% percent) were mappable. Only crashes with valid coordinates or complete descriptive locational information are mappable. Officers have the option to record crash coordinates on the Uniform Crash Report (UCR). When no valid coordinates are provided, coordinates are determined by UNM-GPS using a technique called geocoding, which is the process of taking the descriptive locational information and assigning it unique geographic coordinates. The descriptive crash location data are taken from the UCR. The data are processed using ESRI ArcGIS 10.8 software using custom-made address locators to derive crash location coordinates. Crashes that could not be geocoded had either incomplete or invalid locational data reported on the UCR. An example of a crash location that cannot be mapped is a crash reported at the intersection of "First Street" and "a driveway."

There are two methods of displaying crash data in this report: **Dot Maps** and **Density Maps**. Since each crash is assigned its own coordinates, a common way to display crashes is to show each location as a point on a map. In a Dot Map (example below), each crash point is assigned a color and size according to the number of times a crash occurred at that location. In a Density Map (example below), color shading, instead of points, is used to display where a high number of crashes occur in close proximity to each other. Density is determined using ESRI's ArcGIS Kernel Density tool, which calculates point magnitude per unit area. In a Density Map, the points assist in showing the location of crashes, but color shading shows the intensity of crashes in that area.

Dot Map

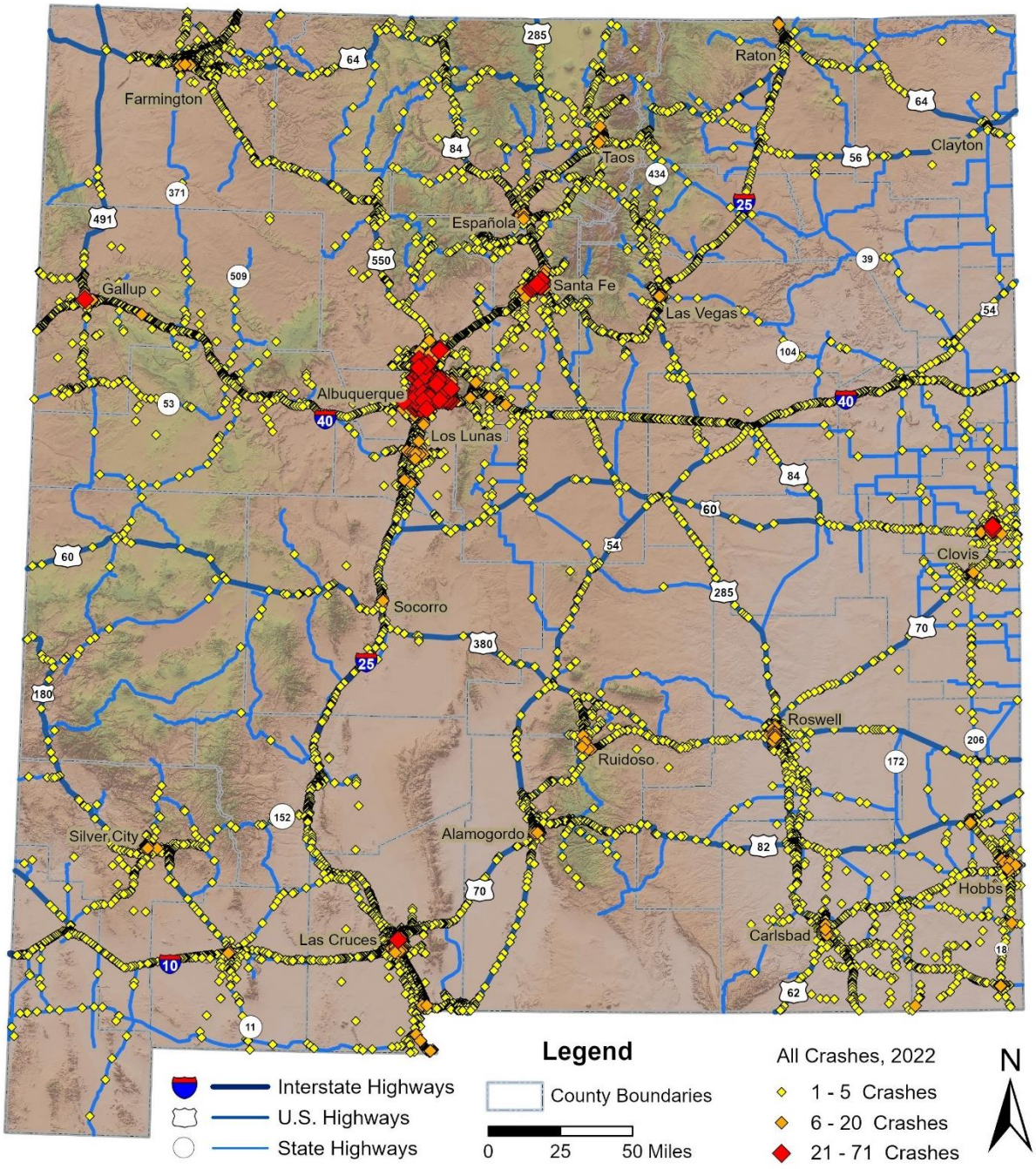


Density Map



All maps in this section are digitally available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/index.html.

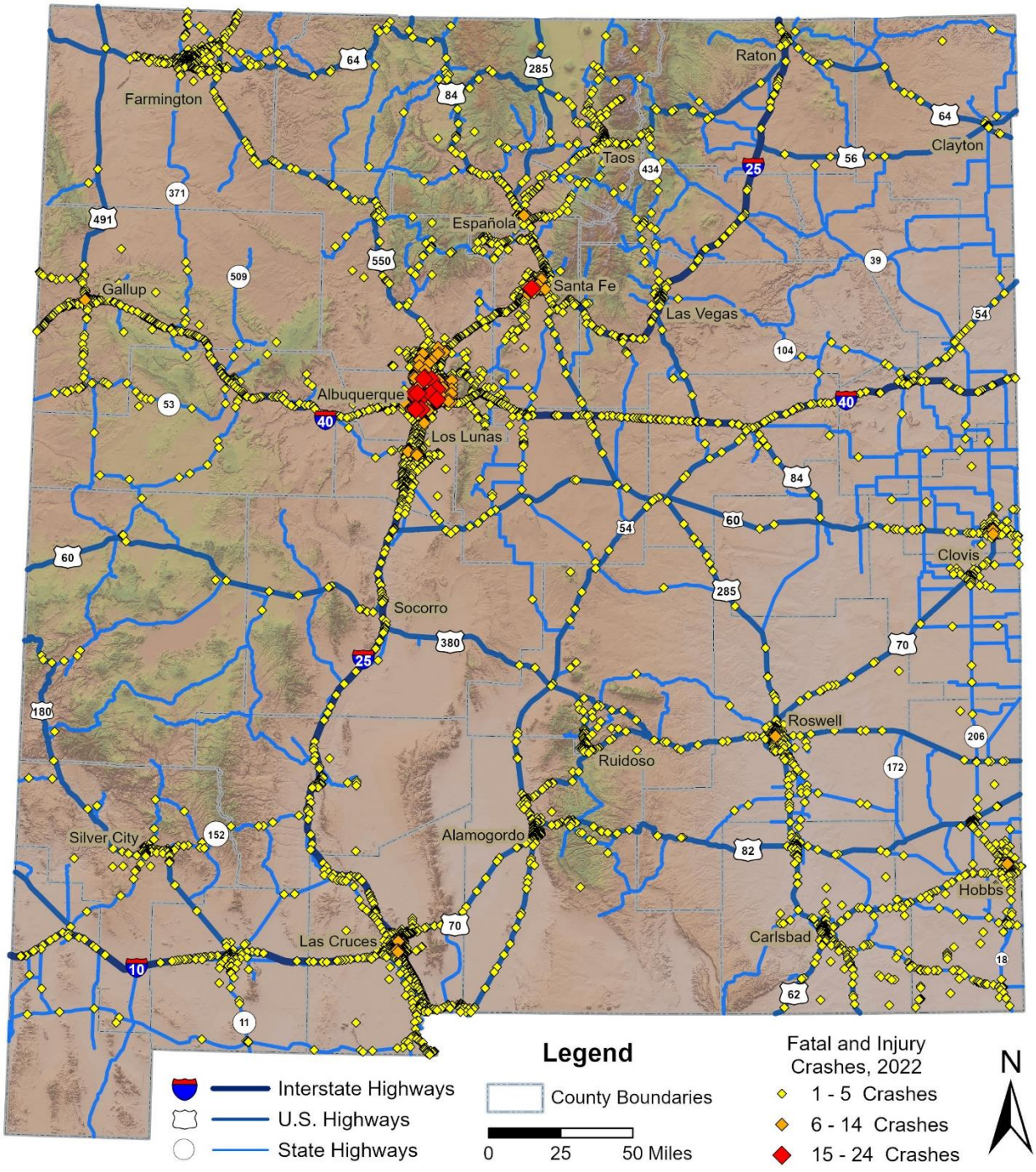
Map 2: All Crashes[98] in New Mexico, 2022



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

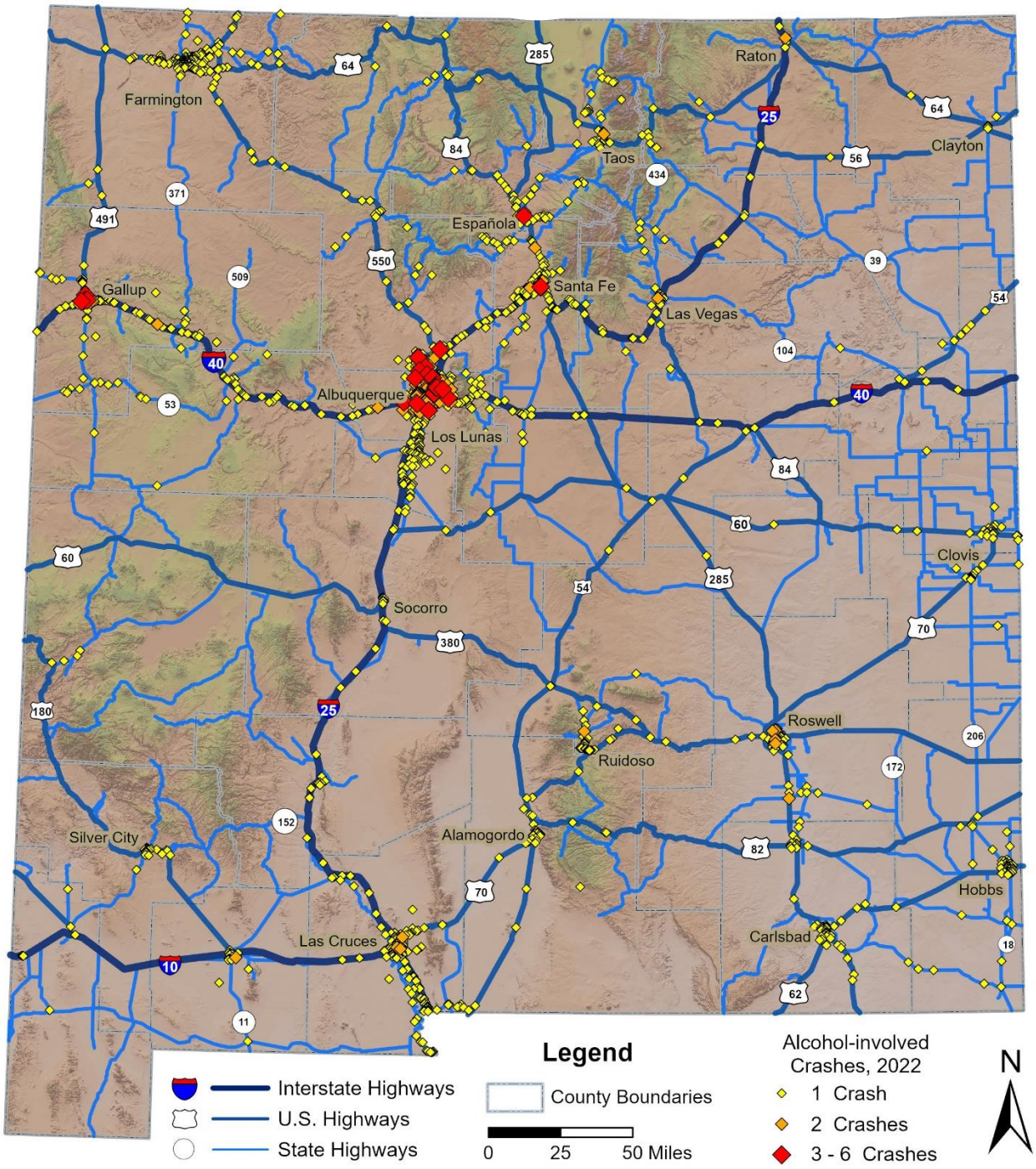
[98] Each crash point is assigned a color and size according to the number of crashes that occurred at that location.

Map 3: Fatal and Injury Crashes in New Mexico, 2022



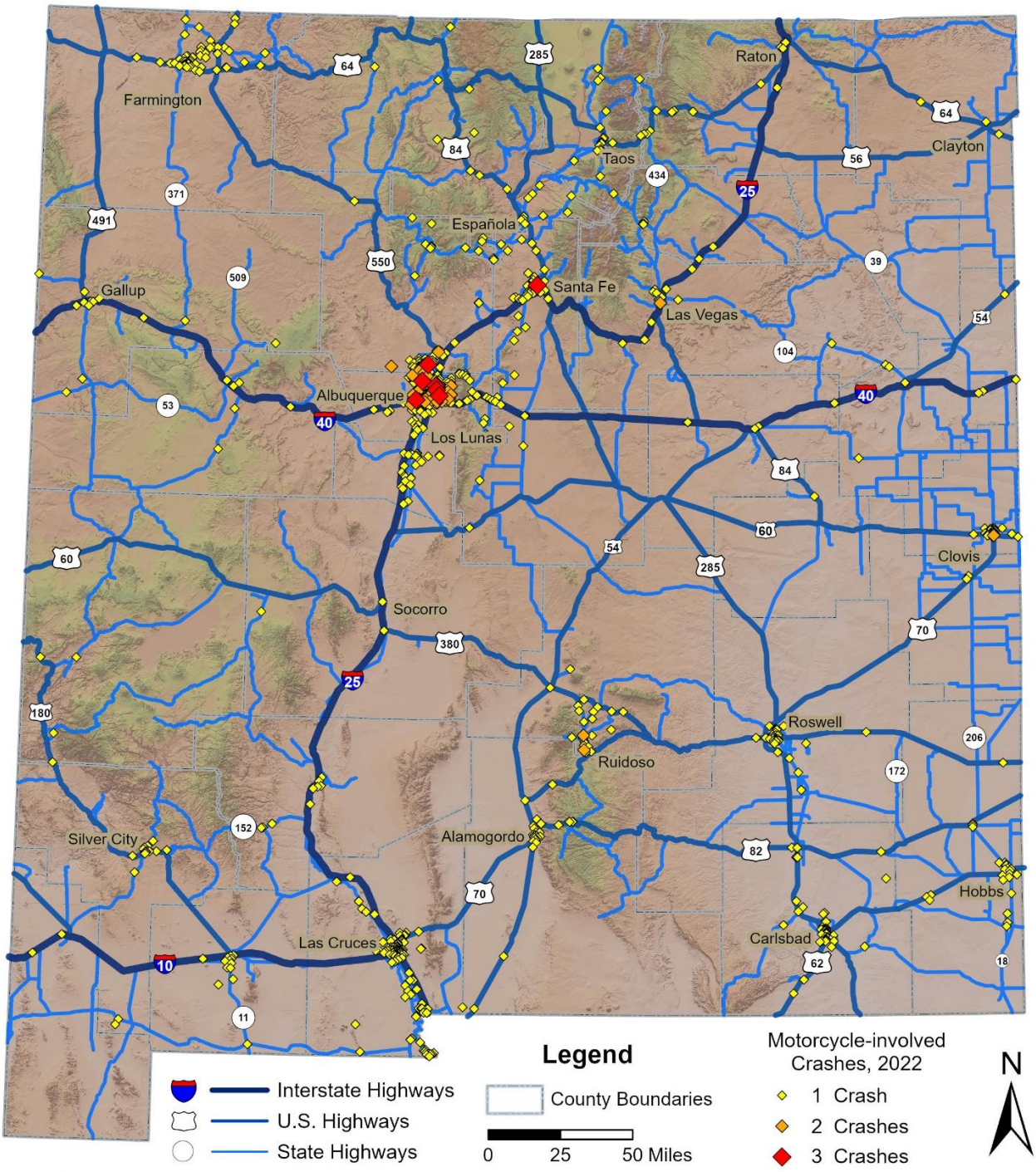
All maps are available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/index.html.

Map 4: Alcohol-involved Crashes, 2022



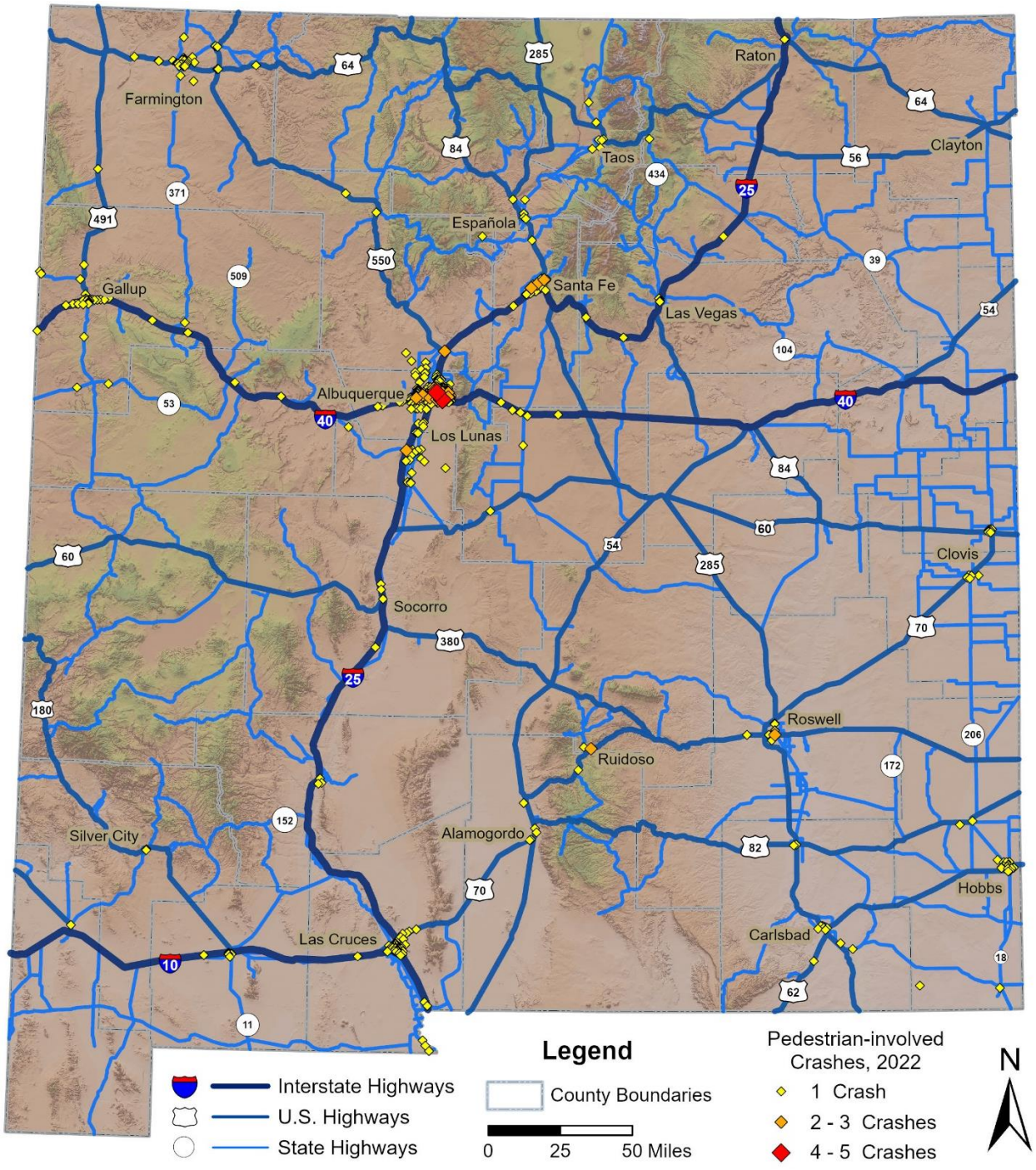
A map of alcohol-involved crashes by county is provided on the last page of this report.
All maps are available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/index.html.

Map 5: Motorcycle-involved Crashes, 2022 [28]



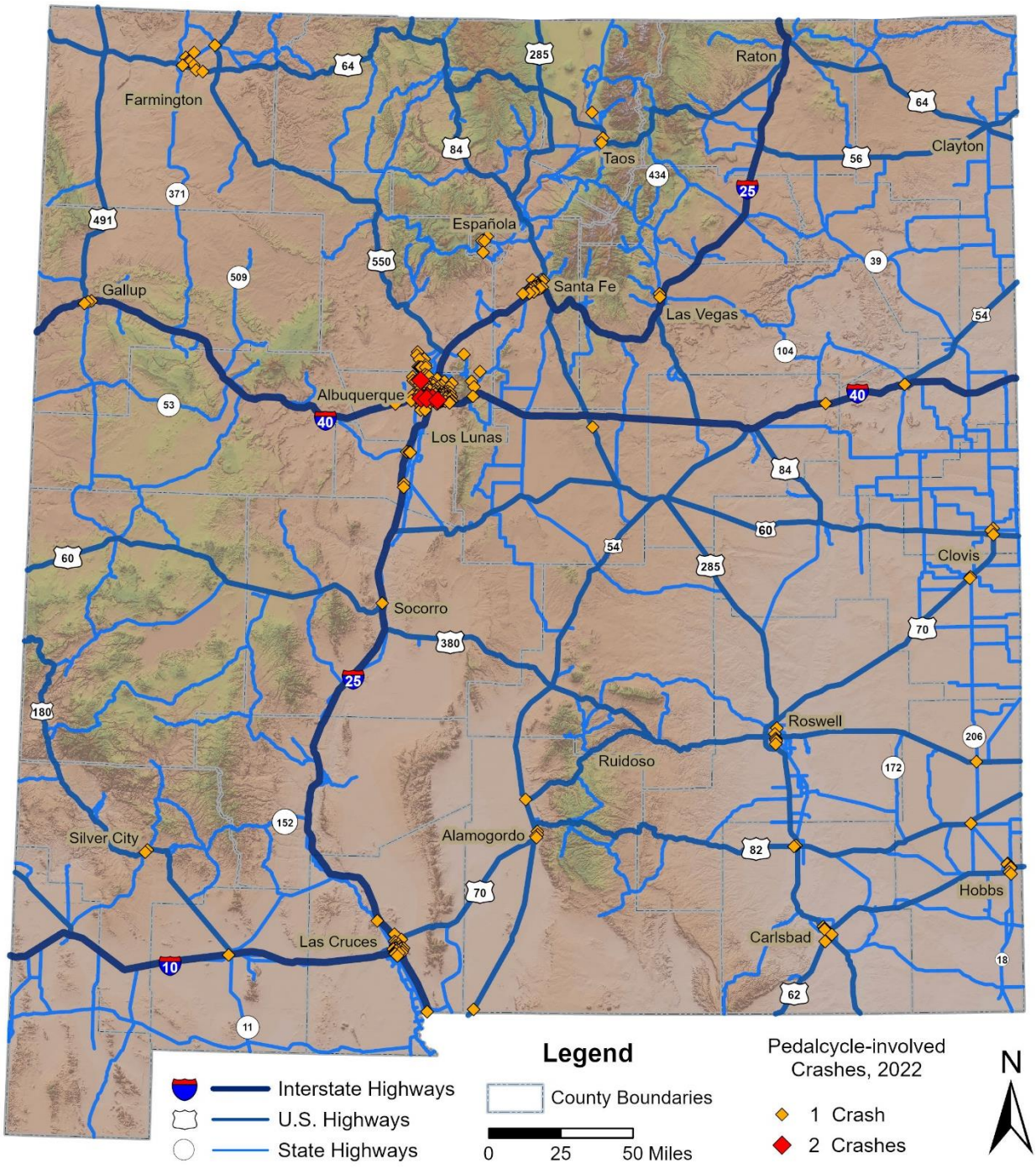
All maps are available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/index.html.

Map 6: Pedestrian-involved Crashes, 2022



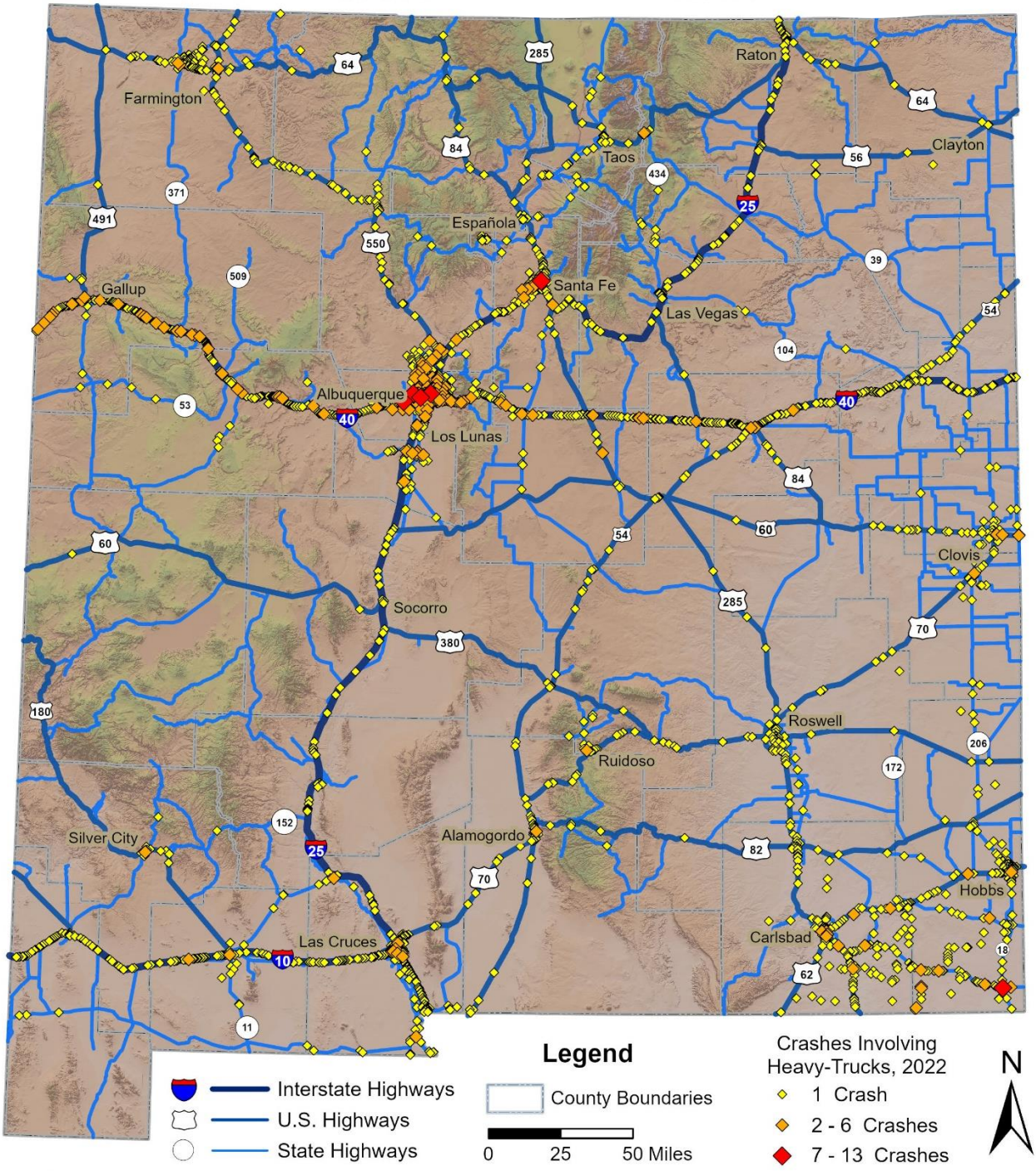
All maps are available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/index.html.

Map 7: Pedalcycle-involved Crashes, 2022



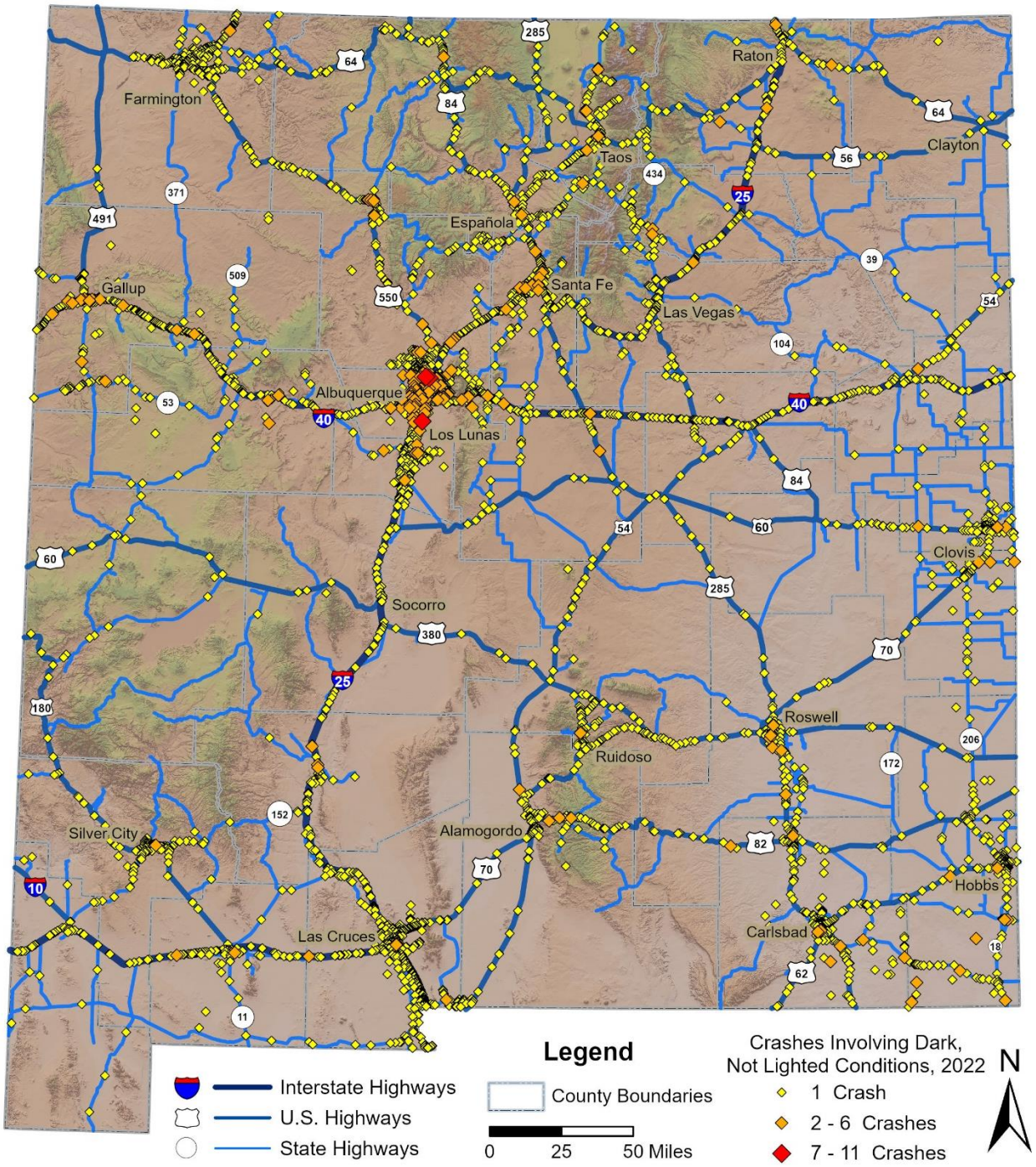
All maps are available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/index.html.

Map 8: Crashes Involving Heavy Trucks, 2022



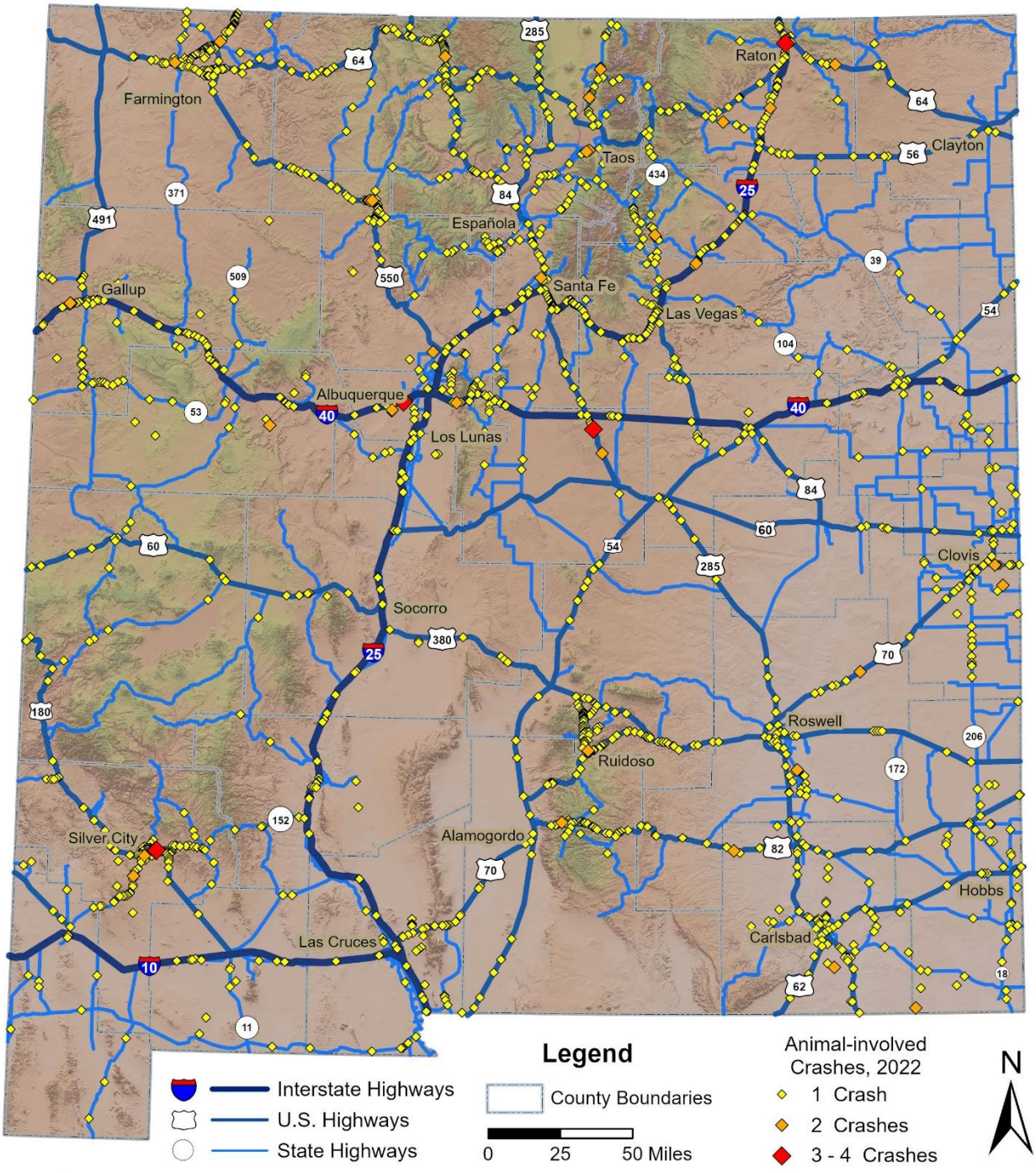
All maps are available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/index.html.

Map 9: Crashes in Dark Conditions (Excluding Lighted Areas), 2022



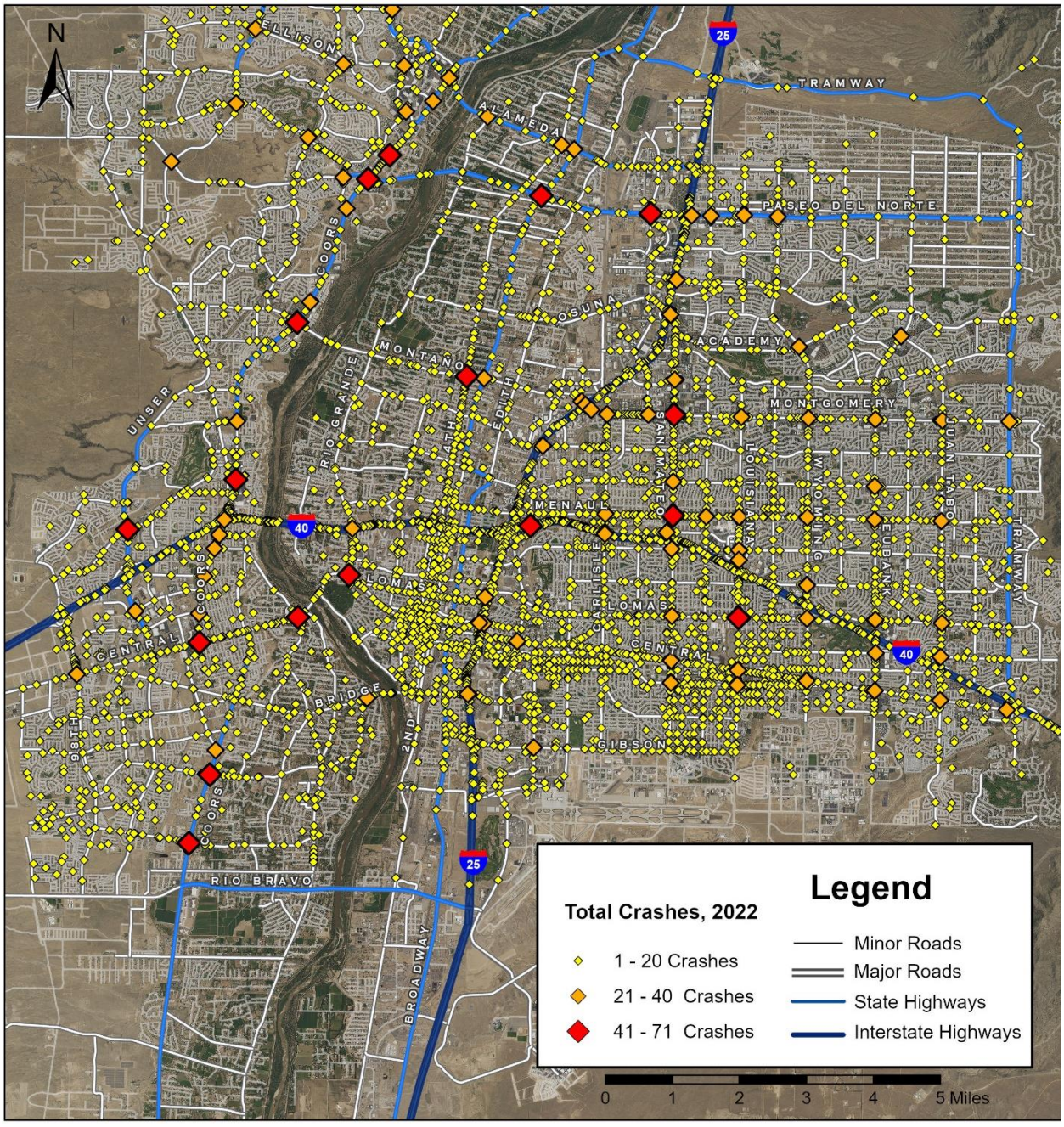
All maps are available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/index.html.

Map 10: Animal-involved Crashes, 2022



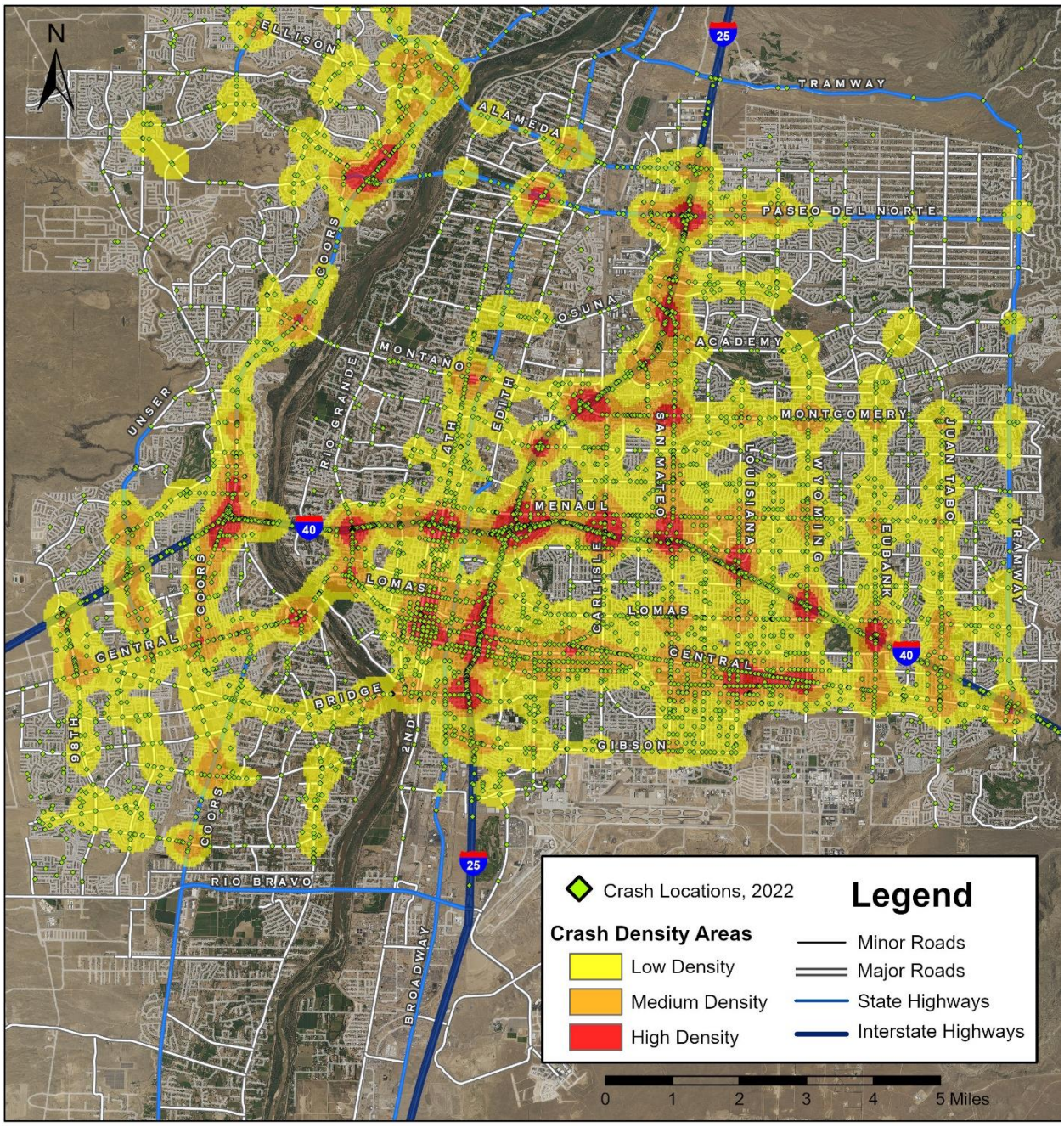
All maps are available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/index.html.

Map 11: All Crashes in Albuquerque, New Mexico, 2022



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

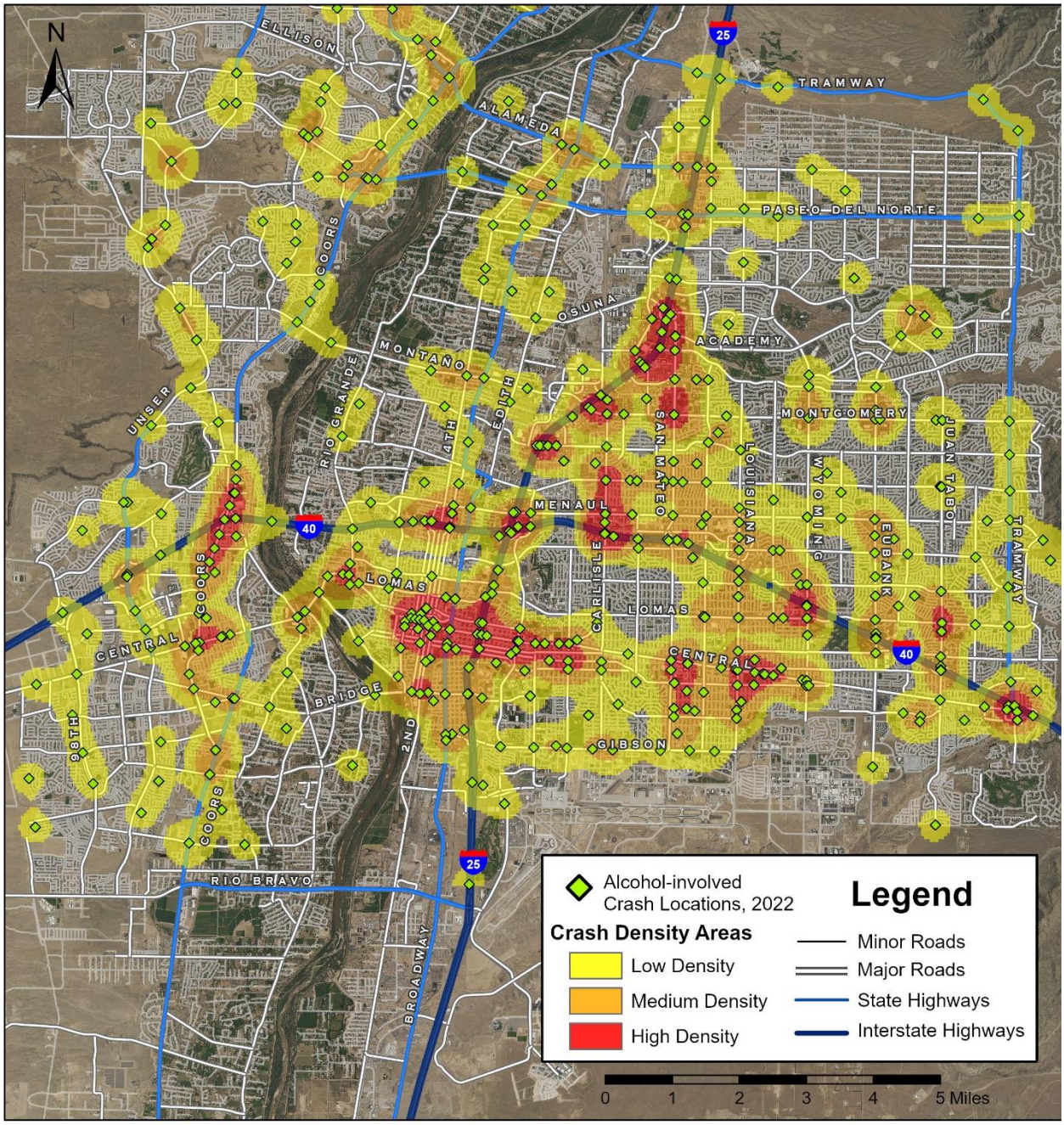
Map 12: Density[99] of All Crashes in Albuquerque, New Mexico, 2022



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

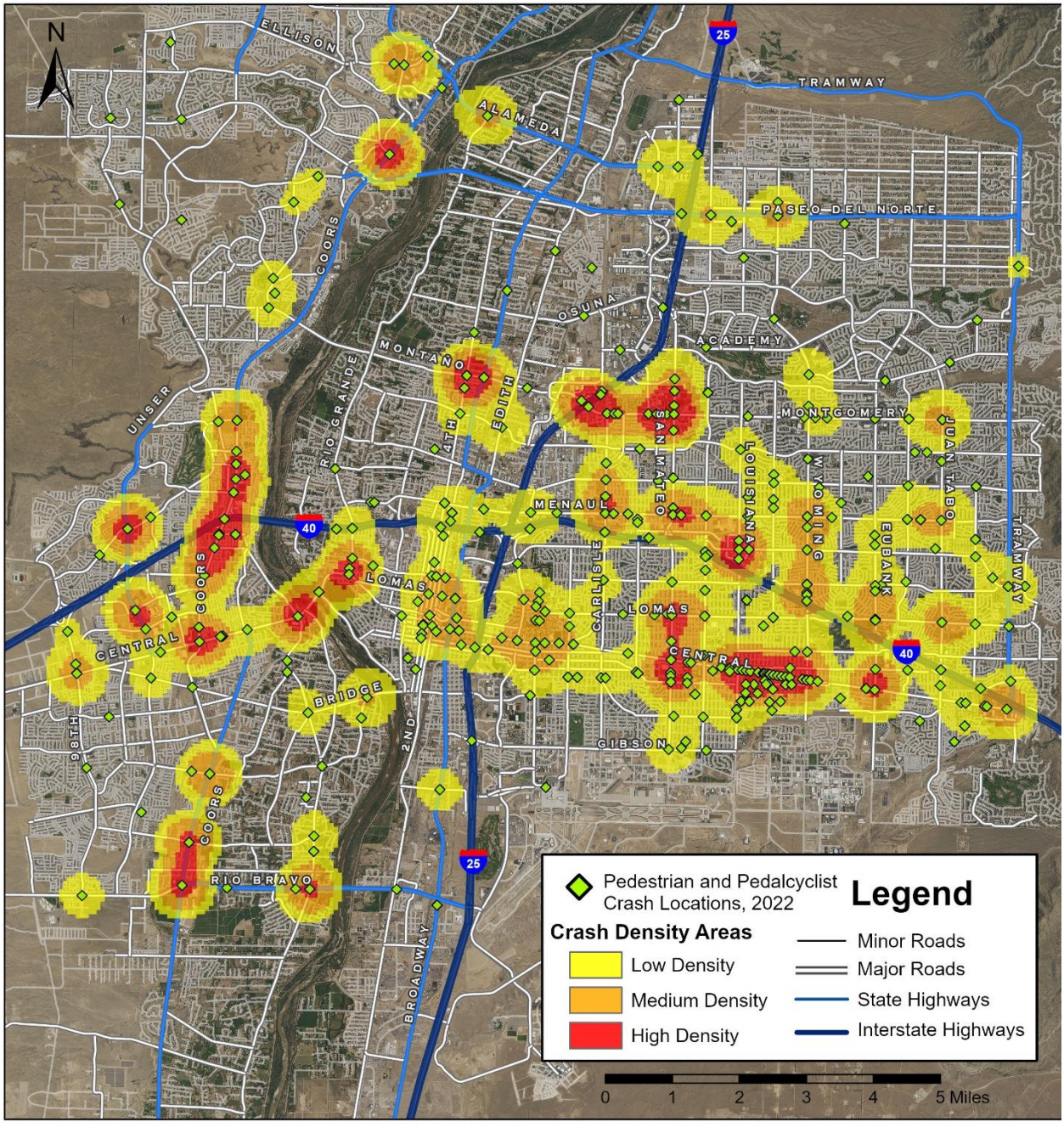
[99] All density maps in this report use a green dot to identify a location with one or more crashes in 2022. Crash density color is calculated using both the number of crashes at that location and the proximity of each location to other crashes.

Map 13: Density of Alcohol-involved Crashes in Albuquerque, New Mexico, 2022



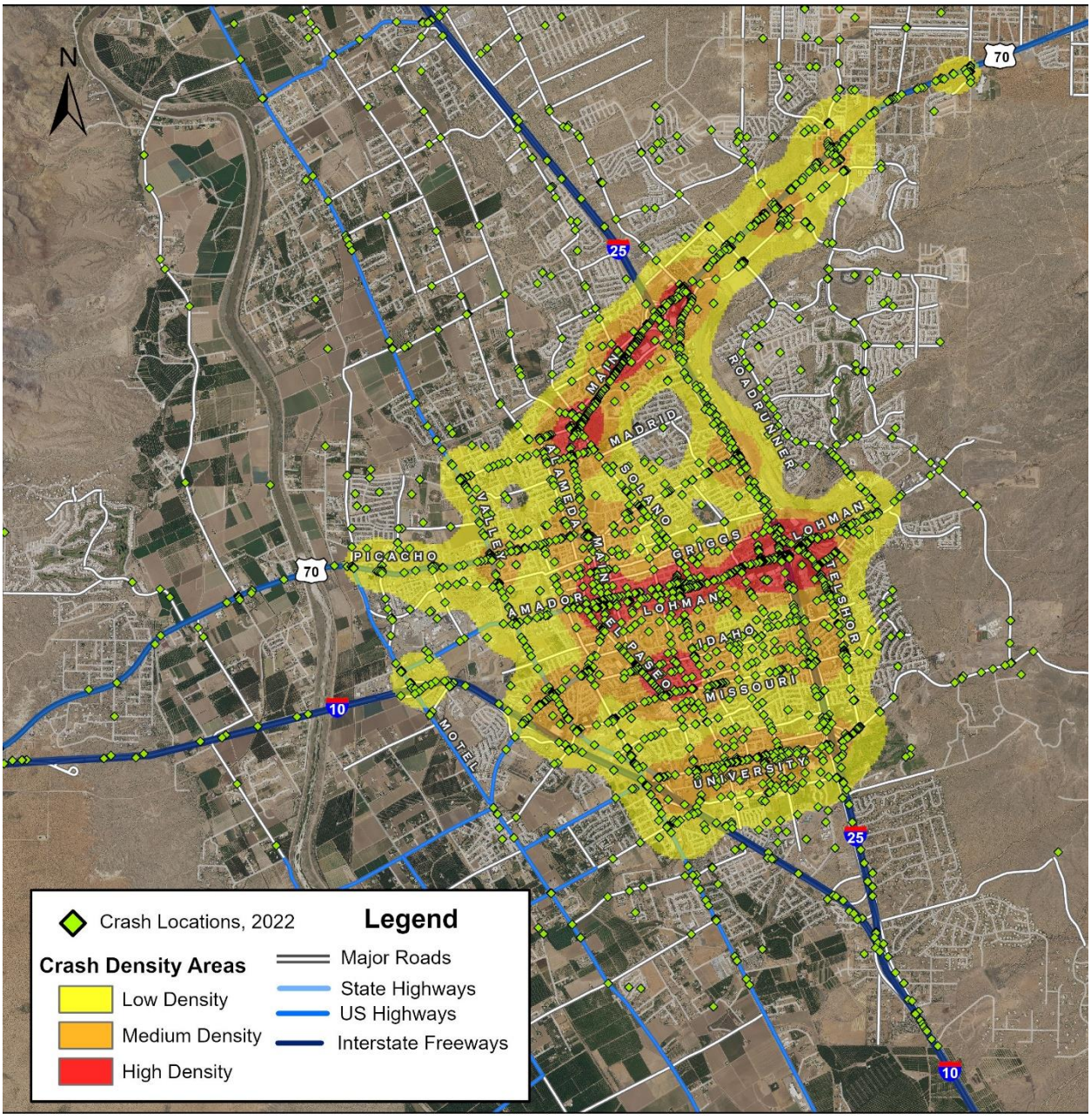
All maps are available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/index.html.

Map 14: Density of Pedestrian- and Pedalcycle-involved Crashes
in Albuquerque, New Mexico, 2022



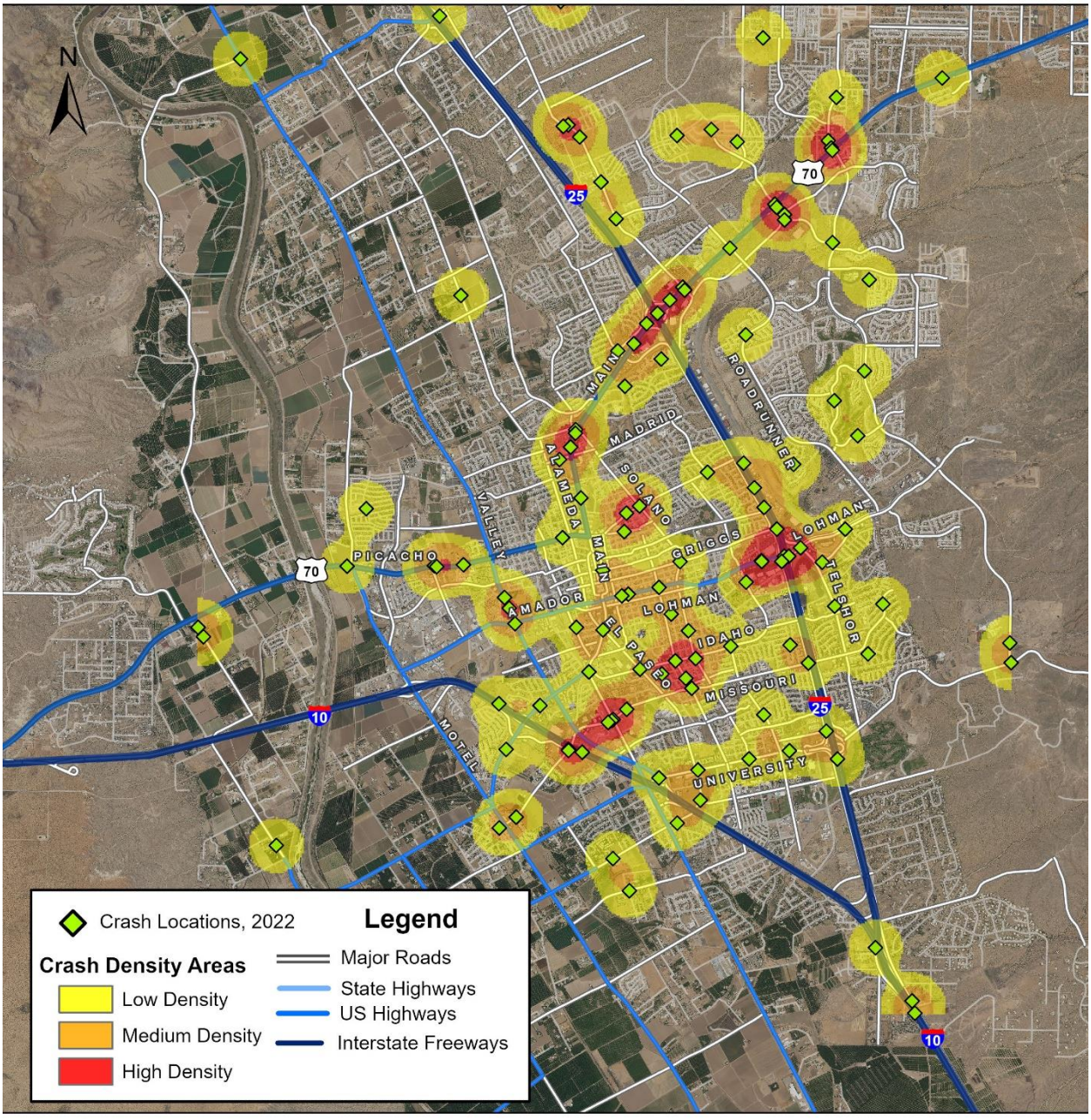
All maps are available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/index.html.

Map 15: Density of All Crashes in Las Cruces, New Mexico, 2022



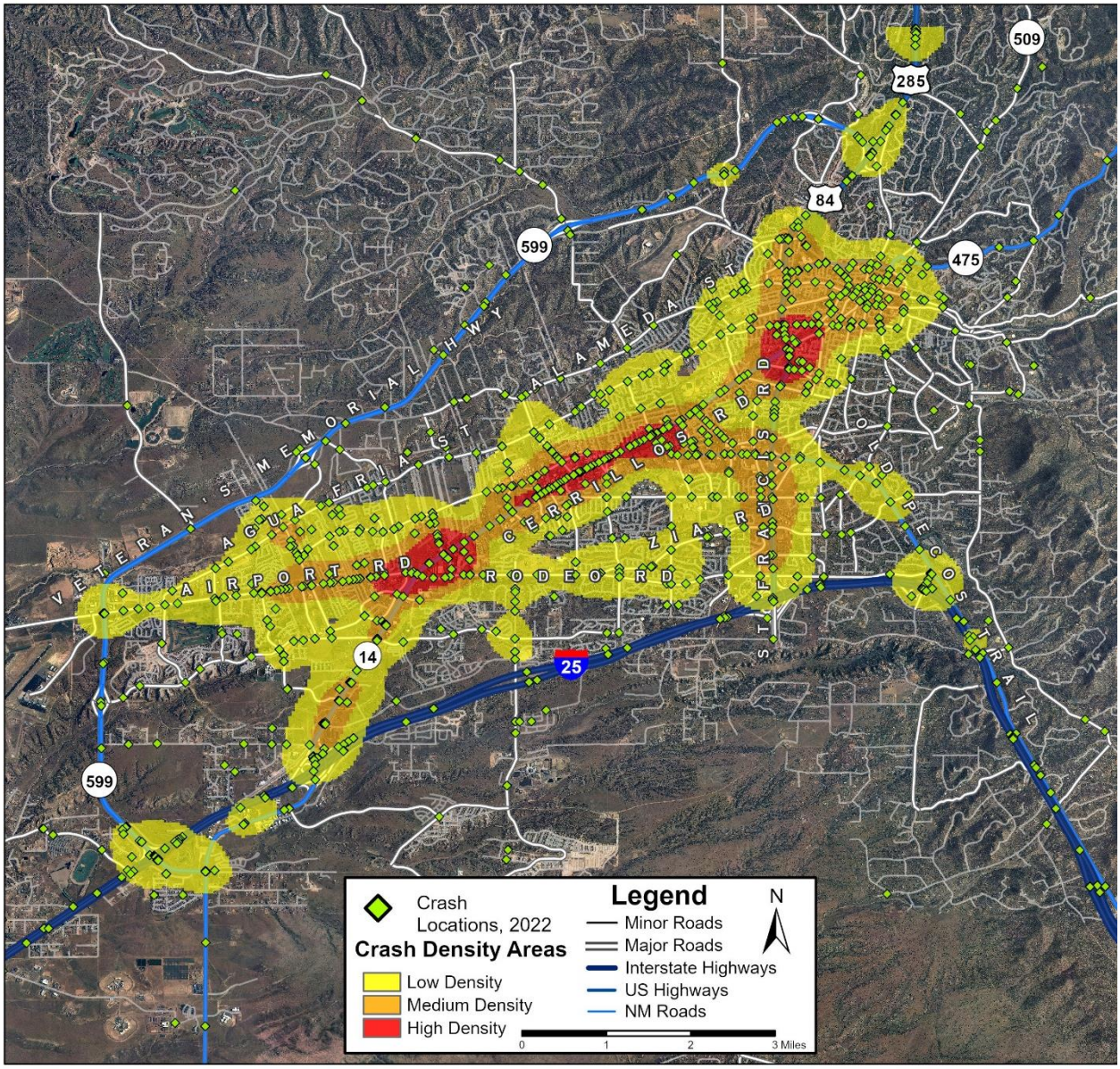
All maps are available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/index.html.

Map 16: Density of Alcohol-involved Crashes in Las Cruces, New Mexico, 2022



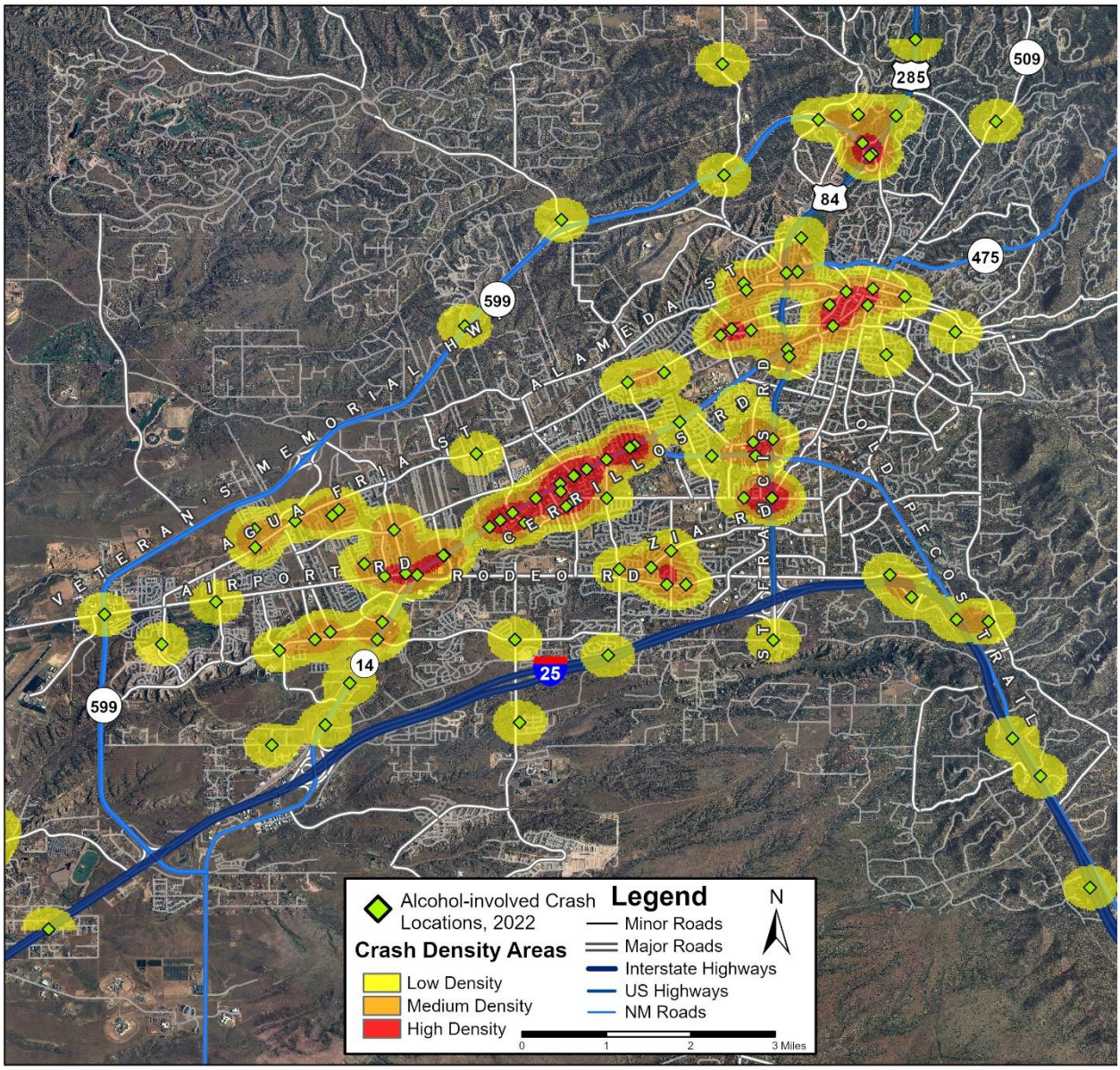
All maps are available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/index.html.

Map 17: Density of All Crashes in Santa Fe, New Mexico, 2022



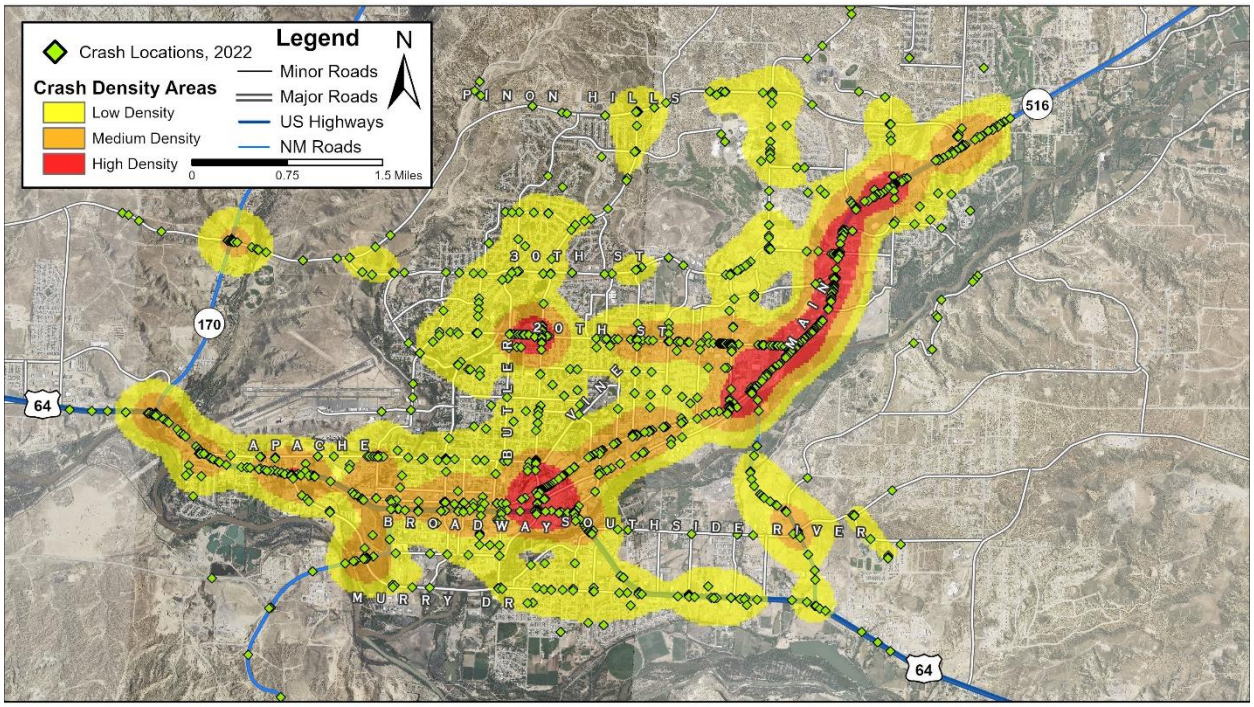
All maps are available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/index.html.

Map 18: Density of Alcohol-involved Crashes in Santa Fe, New Mexico, 2022

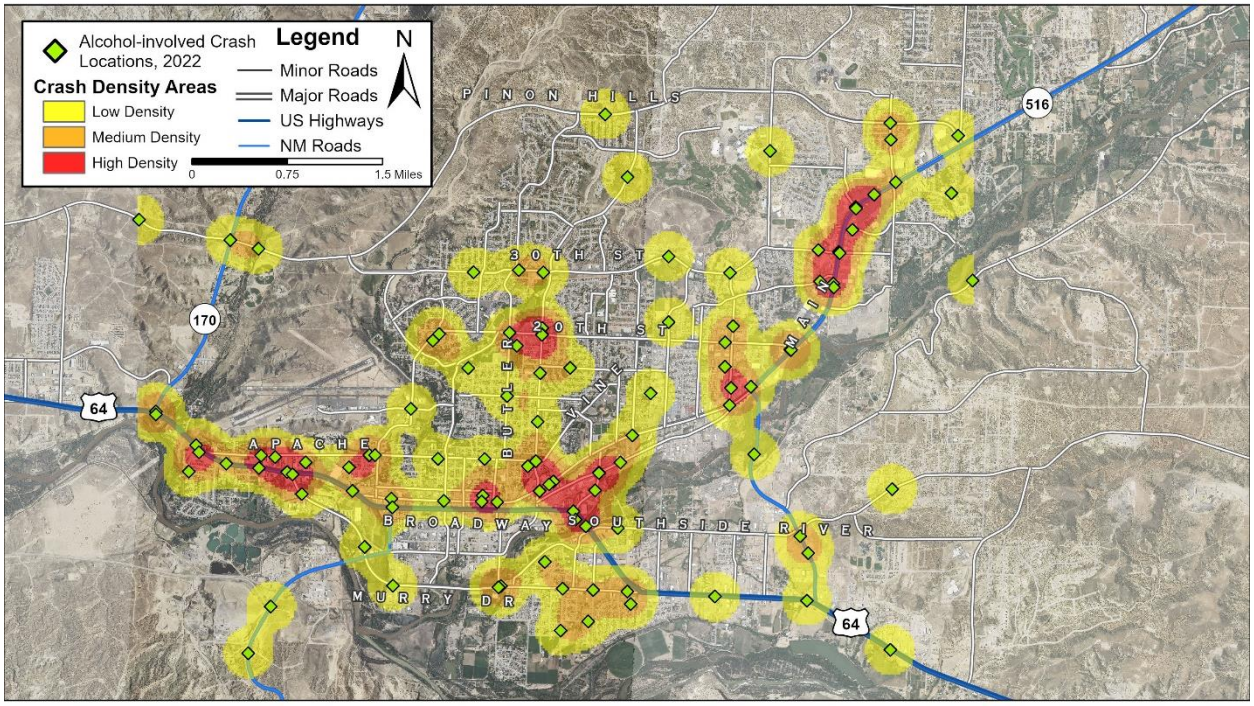


All maps are available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/index.html.

Map 19: Density of All Crashes in Farmington, New Mexico, 2022

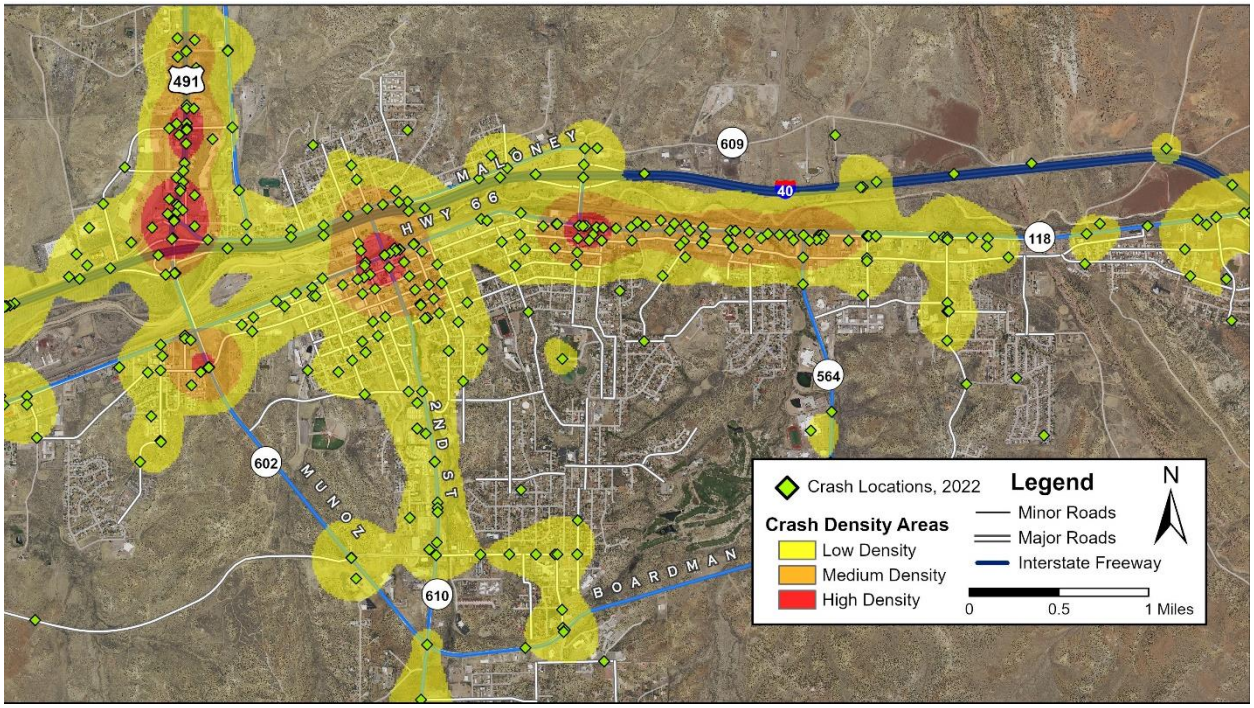


Map 20: Density of Alcohol-involved Crashes in Farmington, New Mexico, 2022

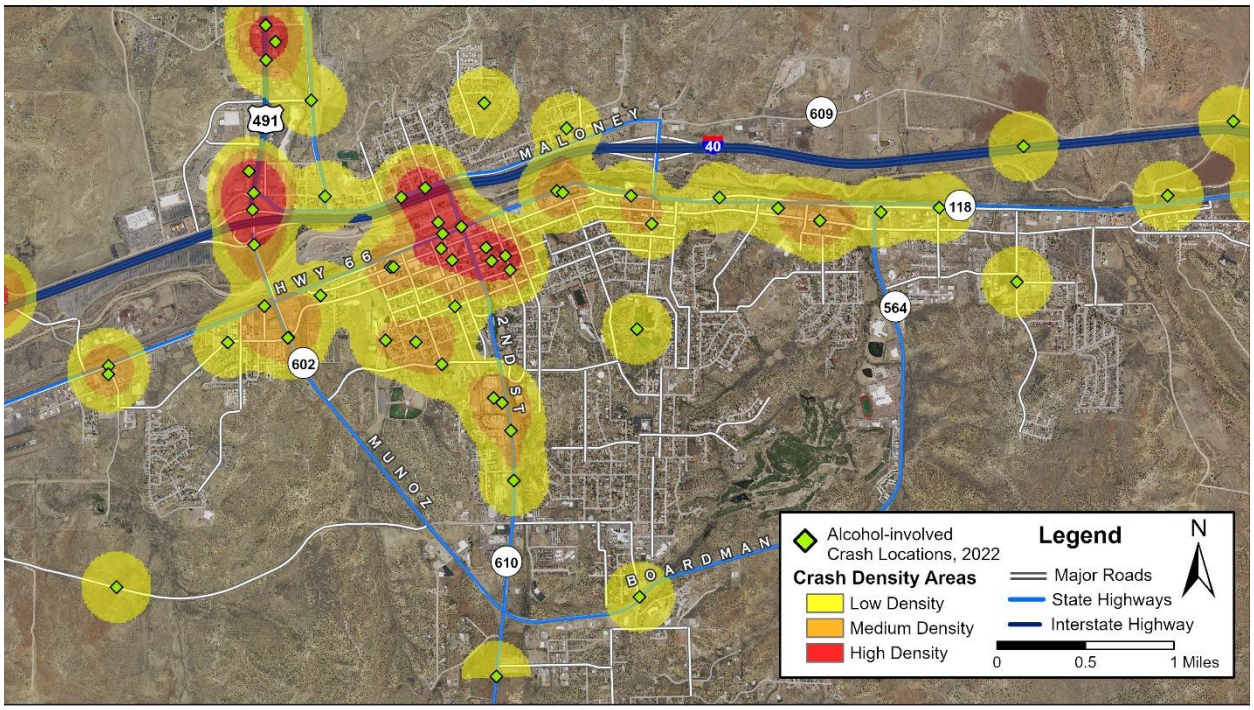


All maps are available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/index.html.

Map 21: Density of All Crashes in Gallup, New Mexico, 2022



Map 22: Density of Alcohol-involved Crashes in Gallup, New Mexico, 2022



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

Appendix F – Counties

Appendix Table F-1: Fatalities by County, 2018 - 2022 [100]

County	Fatalities					Percent of All 2022 Fatalities	2022 Fatalities per 100M VMT
	2018	2019	2020	2021	2022		
Bernalillo	94	104	109	143	109	23.4%	2.0
Catron	6	0	1	0	4	0.9%	3.6
Chaves	15	10	12	7	15	3.2%	2.2
Cibola	6	16	15	23	16	3.4%	1.9
Colfax	5	5	3	5	3	0.6%	0.9
Curry	7	8	7	9	6	1.3%	1.5
De Baca	1	2	0	1	0	0.0%	0.0
Doña Ana	15	31	20	16	29	6.2%	1.4
Eddy	17	16	10	14	18	3.9%	1.6
Grant	1	3	9	10	3	0.6%	0.7
Guadalupe	5	10	7	7	12	2.6%	2.2
Harding	0	0	0	0	0	0.0%	0.0
Hidalgo	1	9	3	3	2	0.4%	0.6
Lea	28	26	14	14	21	4.5%	1.8
Lincoln	4	7	4	3	2	0.4%	0.5
Los Alamos	0	1	2	3	0	0.0%	0.0
Luna	6	11	8	22	15	3.2%	1.8
McKinley	41	26	24	32	34	7.3%	2.4
Mora	1	5	1	4	10	2.1%	6.2
Otero	8	11	6	15	11	2.4%	1.4
Quay	0	2	3	8	11	2.4%	2.1
Rio Arriba	14	12	16	6	14	3.0%	2.7
Roosevelt	2	3	2	4	12	2.6%	5.6
San Juan	33	37	24	34	19	4.1%	1.0
San Miguel	6	4	8	2	7	1.5%	1.5
Sandoval	24	17	14	19	21	4.5%	1.4
Santa Fe	18	16	31	22	25	5.4%	1.4
Sierra	1	1	2	9	2	0.4%	1.0
Socorro	2	6	11	13	14	3.0%	2.5
Taos	9	5	15	13	8	1.7%	2.0
Torrance	14	9	6	9	9	1.9%	1.4
Union	1	1	2	2	2	0.4%	1.3
Valencia	7	11	9	11	12	2.6%	1.8
Missing Data	0	0	0	0	0	0.0%	-
Total Fatalities	**392**	**425**	**398**	**483**	**466**	**100.0%**	**1.7**

[100] Darker shading indicates higher rates.

Appendix Table F-2: Motorcyclists[28] (Drivers and Passengers) in Crashes, 2022

County	Motorcyclists (Drivers and Passengers) 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 People	Percent of Total People
Bernalillo	21	50	176	46	57	350	34.3%
Catron	1	1	3	0	0	5	0.5%
Chaves	0	2	26	4	5	37	3.6%
Cibola	0	2	2	2	2	8	0.8%
Colfax	0	3	6	4	0	13	1.3%
Curry	1	5	11	9	5	31	3.0%
De Baca	0	0	0	1	0	1	0.1%
Doña Ana	5	10	67	12	22	116	11.4%
Eddy	1	3	20	4	12	40	3.9%
Grant	1	6	3	0	3	13	1.3%
Guadalupe	0	0	2	0	2	4	0.4%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	0	1	1	0	2	0.2%
Lea	3	5	11	3	2	24	2.4%
Lincoln	1	4	13	4	11	33	3.2%
Los Alamos	0	0	4	2	0	6	0.6%
Luna	2	1	6	2	1	12	1.2%
McKinley	1	2	6	3	0	12	1.2%
Mora	0	0	2	1	2	5	0.5%
Otero	1	3	14	6	4	28	2.7%
Quay	1	1	3	0	0	5	0.5%
Rio Arriba	1	4	10	2	1	18	1.8%
Roosevelt	1	0	1	0	0	2	0.2%
San Juan	2	17	27	9	10	65	6.4%
San Miguel	1	4	5	5	4	19	1.9%
Sandoval	2	8	28	5	14	57	5.6%
Santa Fe	5	10	17	8	6	46	4.5%
Sierra	1	0	5	2	3	11	1.1%
Socorro	1	0	0	2	0	3	0.3%
Taos	0	0	12	3	3	18	1.8%
Torrance	0	1	5	1	0	7	0.7%
Union	0	0	3	0	0	3	0.3%
Valencia	1	6	15	2	3	27	2.6%
Missing Data	0	0	0	0	0	0	0.0%
Total People	**54**	**148**	**504**	**143**	**172**	**1,021**	**100%**

Appendix Table F-3: Severity of Injuries to All Pedestrians in Crashes by County, 2022

County	All 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 Pedestrians in Crashes	Percent of Total Pedestrians in Crashes
Bernalillo	38	38	127	91	9	303	48.1%
Catron	0	0	0	0	0	0	0.0%
Chaves	1	1	7	6	0	15	2.4%
Cibola	2	2	0	0	0	4	0.6%
Colfax	0	1	1	0	0	2	0.3%
Curry	0	1	3	4	0	8	1.3%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	9	4	29	10	1	53	8.4%
Eddy	0	0	6	5	1	12	1.9%
Grant	0	1	1	1	0	3	0.5%
Guadalupe	0	0	0	0	0	0	0.0%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	1	0	0	0	0	1	0.2%
Lea	4	4	8	4	0	20	3.2%
Lincoln	0	1	1	1	0	3	0.5%
Los Alamos	0	0	0	1	0	1	0.2%
Luna	2	1	2	1	2	8	1.3%
McKinley	9	11	6	14	0	40	6.3%
Mora	0	1	0	0	0	1	0.2%
Otero	1	2	1	2	0	6	1.0%
Quay	0	0	0	0	0	0	0.0%
Rio Arriba	0	2	1	1	0	4	0.6%
Roosevelt	2	1	3	0	0	6	1.0%
San Juan	8	8	16	5	0	37	5.9%
San Miguel	2	1	1	2	0	6	1.0%
Sandoval	0	3	4	2	0	9	1.4%
Santa Fe	6	11	15	16	1	49	7.8%
Sierra	0	2	1	0	0	3	0.5%
Socorro	1	0	2	1	0	4	0.6%
Taos	1	2	1	3	0	7	1.1%
Torrance	1	2	1	1	1	6	1.0%
Union	0	0	0	0	0	0	0.0%
Valencia	6	5	1	6	1	19	3.0%
Missing Data	0	0	0	0	0	0	0.0%
Total People	**94**	**105**	**238**	**177**	**16**	**630**	**100%**

Appendix Table F-4: Animal-involved[9] Crashes by County, 2018 - 2022 [101]

County	Animal-involved Crashes					Percent of All 2022 Animal-involved Crashes	2022 Vehicle Miles Traveled (100M VMT)	2022 Animal-involved Crashes per 100M VMT
	2018	2019	2020	2021	2022			
Bernalillo	43	74	52	49	54	3.1%	54.83	1.0
Catron	25	17	18	17	27	1.5%	1.10	24.5
Chaves	75	87	78	69	56	3.2%	6.91	8.1
Cibola	51	43	44	51	27	1.5%	8.52	3.2
Colfax	113	88	114	86	109	6.2%	3.40	32.0
Curry	35	32	36	21	24	1.4%	4.00	6.0
De Baca	5	8	5	9	3	0.2%	1.47	2.0
Doña Ana	63	55	53	59	53	3.0%	20.76	2.6
Eddy	110	120	87	64	83	4.7%	11.32	7.3
Grant	179	176	162	143	165	9.4%	4.04	40.8
Guadalupe	23	20	20	31	26	1.5%	5.37	4.8
Harding	8	5	2	0	4	0.2%	0.19	20.9
Hidalgo	14	22	20	15	18	1.0%	3.23	5.6
Lea	51	75	72	54	55	3.1%	11.43	4.8
Lincoln	117	119	122	123	110	6.2%	4.33	25.4
Los Alamos	8	8	3	6	7	0.4%	1.00	7.0
Luna	25	27	25	20	19	1.1%	8.29	2.3
McKinley	87	60	58	77	73	4.1%	14.32	5.1
Mora	27	40	44	39	48	2.7%	1.62	29.7
Otero	76	101	82	83	71	4.0%	8.15	8.7
Quay	48	37	52	20	30	1.7%	5.15	5.8
Rio Arriba	156	125	118	128	128	7.3%	5.12	25.0
Roosevelt	44	39	55	36	57	3.2%	2.14	26.6
San Juan	157	163	152	197	141	8.0%	19.13	7.4
San Miguel	49	67	61	65	67	3.8%	4.55	14.7
Sandoval	81	90	65	74	66	3.7%	14.72	4.5
Santa Fe	107	90	68	60	89	5.0%	18.00	4.9
Sierra	23	29	24	26	22	1.2%	2.00	11.0
Socorro	20	27	37	32	26	1.5%	5.64	4.6
Taos	74	65	62	66	60	3.4%	4.00	15.0
Torrance	27	19	12	15	19	1.1%	6.24	3.0
Union	14	22	23	13	13	0.7%	1.56	8.4
Valencia	19	14	15	9	13	0.7%	6.55	2.0
Missing Data	0	0	0	1	0	0.0%	0.00	-
Total	**1,954**	**1,964**	**1,841**	**1,758**	**1,763**	**100%**	**269.08**	**6.6**

[101] Darker shading indicates higher rates.

Appendix Table F-5: New Mexico Population[102] by County, 2018 - 2022

County	New Mexico Population (Revised U.S. Census)				
	2018	2019	2020	2021	2022
Bernalillo	677,929	679,425	676,803	674,980	672,508
Catron	3,523	3,507	3,611	3,726	3,827
Chaves	64,488	64,586	65,148	64,644	63,894
Cibola	26,797	26,681	27,102	27,238	26,950
Colfax	12,097	12,068	12,353	12,356	12,246
Curry	49,413	49,083	48,370	47,960	47,532
De Baca	1,781	1,741	1,683	1,679	1,693
Doña Ana	217,470	218,864	220,047	221,655	223,337
Eddy	57,718	58,394	62,329	60,899	60,400
Grant	27,274	26,941	28,203	27,892	27,686
Guadalupe	4,323	4,278	4,440	4,432	4,310
Harding	649	636	655	636	628
Hidalgo	4,233	4,203	4,166	4,090	4,003
Lea	69,538	71,123	74,635	73,103	72,452
Lincoln	19,608	19,730	20,313	20,421	20,411
Los Alamos	19,018	19,383	19,415	19,340	19,187
Luna	23,904	23,775	25,447	25,486	25,749
McKinley	71,974	71,478	72,578	71,484	69,830
Mora	4,472	4,490	4,192	4,203	4,169
Otero	66,599	67,572	67,873	68,538	68,823
Quay	8,203	8,243	8,712	8,624	8,546
Rio Arriba	38,979	38,883	40,269	40,249	40,048
Roosevelt	18,713	18,501	19,157	19,017	18,934
San Juan	125,652	124,027	121,368	120,866	120,418
San Miguel	27,512	27,337	27,129	27,167	26,953
Sandoval	145,407	147,045	149,276	151,439	153,501
Santa Fe	150,128	150,951	155,041	155,404	155,664
Sierra	10,963	10,886	11,563	11,498	11,436
Socorro	16,649	16,613	16,558	16,303	16,115
Taos	32,708	32,752	34,459	34,700	34,580
Torrance	15,481	15,442	15,054	15,318	15,454
Union	4,099	4,043	4,072	4,097	3,980
Valencia	76,452	76,953	76,369	77,233	78,080
Statewide	**2,093,754**	**2,099,634**	**2,118,390**	**2,116,677**	**2,113,344**

[102] 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. See Sources section on Page 130.

Appendix Table F-6: Crash Rates by County, 2018 - 2022 [103]

County	Crashes per 10,000 Population				
	2018	2019	2020	2021	2022
Guadalupe	588	624	550	634	684
Hidalgo	232	266	235	345	365
Mora	248	318	291	236	355
Quay	284	266	292	286	304
Colfax	306	302	271	259	292
Lincoln	254	254	225	237	276
Eddy	339	323	208	220	254
Lea	254	272	188	205	240
Bernalillo	290	291	207	235	220
Grant	212	225	189	214	210
Doña Ana	203	210	166	193	203
Statewide	**223**	**229**	**173**	**193**	**193**
Taos	198	192	141	147	183
Curry	206	184	155	171	182
Roosevelt	118	169	152	131	181
Santa Fe	217	226	157	163	180
Chaves	207	212	169	181	176
Sierra	199	201	144	184	174
McKinley	176	196	141	188	174
San Juan	154	183	138	172	172
San Miguel	166	206	166	166	167
Luna	186	167	158	164	162
Union	176	218	177	176	158
Rio Arriba	193	207	166	169	158
Cibola	160	196	185	198	155
Torrance	156	148	131	209	148
Socorro	157	173	136	139	145
Valencia	134	146	133	124	138
Sandoval	148	145	113	128	135
Otero	130	129	117	133	131
Catron	170	100	141	145	128
Harding	262	142	92	63	127
De Baca	185	224	190	244	118
Los Alamos	78	70	58	49	72

[103] Rates are calculated by dividing the number of crashes (or fatalities) by the county's population, and then multipling by 10,000. Darker shading indicates higher rates.

Appendix Table F-7: Fatality Rates by County, 2018 - 2022 [104]

County	Fatalities per 10,000 Population				
	2018	2019	2020	2021	2022
Guadalupe	11.57	23.38	15.77	15.79	27.84
Mora	2.24	11.14	2.39	9.52	23.99
Quay	0.00	2.43	3.44	9.28	12.87
Catron	17.03	0.00	2.77	0.00	10.45
Socorro	1.20	3.61	6.64	7.97	8.69
Roosevelt	1.07	1.62	1.04	2.10	6.34
Cibola	2.24	6.00	5.53	8.44	5.94
Luna	2.51	4.63	3.14	8.63	5.83
Torrance	9.04	5.83	3.99	5.88	5.82
Union	2.44	2.47	4.91	4.88	5.03
Hidalgo	2.36	21.41	7.20	7.33	5.00
McKinley	5.70	3.64	3.31	4.48	4.87
Rio Arriba	3.59	3.09	3.97	1.49	3.50
Eddy	2.95	2.74	1.60	2.30	2.98
Lea	4.03	3.66	1.88	1.92	2.90
San Miguel	2.18	1.46	2.95	0.74	2.60
Colfax	4.13	4.14	2.43	4.05	2.45
Chaves	2.33	1.55	1.84	1.08	2.35
Taos	2.75	1.53	4.35	3.75	2.31
Statewide	**1.87**	**2.02**	**1.88**	**2.28**	**2.21**
Sierra	0.91	0.92	1.73	7.83	1.75
Bernalillo	1.39	1.53	1.61	2.12	1.62
Santa Fe	1.20	1.06	2.00	1.42	1.61
Otero	1.20	1.63	0.88	2.19	1.60
San Juan	2.63	2.98	1.98	2.81	1.58
Valencia	0.92	1.43	1.18	1.42	1.54
Sandoval	1.65	1.16	0.94	1.25	1.37
Doña Ana	0.69	1.42	0.91	0.72	1.30
Curry	1.42	1.63	1.45	1.88	1.26
Grant	0.37	1.11	3.19	3.59	1.08
Lincoln	2.04	3.55	1.97	1.47	0.98
De Baca	5.61	11.49	0.00	5.96	0.00
Los Alamos	0.00	0.52	1.03	1.55	0.00
Harding	0.00	0.00	0.00	0.00	0.00

[104] Rates are calculated by dividing the number of crashes (or fatalities) by the county's population, and then multipling by 10,000. Darker shading indicates higher rates.

Appendix Table F-8: Alcohol-involved Crash Rates by County, 2018 - 2022 [105]

County	Alcohol-involved Crashes per 10,000 Population				
	2018	2019	2020	2021	2022
Mora	20.1	17.8	14.3	11.9	24.0
McKinley	22.0	20.4	17.5	21.0	23.2
Lincoln	15.3	14.7	9.8	12.2	18.1
San Juan	12.8	15.2	12.9	17.9	17.5
Hidalgo	7.1	9.5	7.2	9.8	17.5
Guadalupe	13.9	16.4	22.5	20.3	16.2
Taos	13.8	11.9	13.1	10.7	14.5
San Miguel	6.2	11.7	9.2	13.3	14.1
Quay	4.9	2.4	9.2	10.4	14.0
Rio Arriba	12.6	10.3	11.2	10.4	13.7
Colfax	11.6	9.1	11.3	12.9	13.1
Cibola	11.6	17.6	15.9	22.4	12.6
Union	2.4	4.9	17.2	4.9	12.6
Socorro	4.8	9.0	8.5	6.7	11.8
Chaves	8.7	12.1	11.8	8.4	11.4
Statewide	**10.0**	**10.7**	**9.5**	**10.2**	**10.6**
Sierra	10.9	14.7	6.9	11.3	10.5
Catron	14.2	0.0	11.1	2.7	10.5
Eddy	14.7	13.0	11.2	12.0	10.4
Santa Fe	11.1	12.9	9.3	8.5	10.2
Torrance	3.2	5.8	6.0	9.8	9.7
Doña Ana	9.2	9.1	9.0	8.2	9.7
Bernalillo	9.8	10.5	9.1	10.3	9.5
Valencia	5.4	7.1	7.9	6.6	9.0
Sandoval	8.6	8.4	7.3	7.9	8.9
Grant	7.0	7.1	8.2	10.0	8.7
Lea	11.1	11.5	8.7	8.2	8.3
Roosevelt	3.7	8.1	6.8	6.8	7.9
Luna	5.4	4.2	7.9	6.7	7.4
De Baca	11.2	11.5	11.9	6.0	5.9
Otero	6.3	6.1	7.8	6.0	5.5
Curry	5.5	5.3	4.5	6.9	5.0
Los Alamos	3.7	3.6	2.6	1.6	3.1
Harding	0.0	0.0	0.0	0.0	0.0

[105] Rates are calculated by dividing the number of crashes (or fatalities) by the county's population, and then multipling by 10,000. Darker shading indicates higher rates.

Appendix Table F-9: Unbelted Passenger Vehicle Occupants by County with Fatal or Suspected Serious Injuries, 2022 [106]

County	Unbelted Passenger Vehicle Occupants		
	Fatalities	Suspected Serious Injuries	Total
Bernalillo	35	9	44
Catron	3	1	4
Chaves	8	8	16
Cibola	7	4	11
Colfax	0	5	5
Curry	3	6	9
De Baca	0	0	0
Doña Ana	5	13	18
Eddy	10	3	13
Grant	0	4	4
Guadalupe	4	3	7
Harding	0	0	0
Hidalgo	1	1	2
Lea	6	6	12
Lincoln	0	0	0
Los Alamos	0	0	0
Luna	6	3	9
McKinley	12	18	30
Mora	5	0	5
Otero	8	2	10
Quay	3	2	5
Rio Arriba	8	4	12
Roosevelt	7	2	9
San Juan	4	9	13
San Miguel	2	2	4
Sandoval	14	11	25
Santa Fe	6	7	13
Sierra	1	2	3
Socorro	7	2	9
Taos	6	7	13
Torrance	4	0	4
Union	1	0	1
Valencia	4	3	7
Missing Data	0	0	0
Total	**180**	**137**	**317**

[106] Belt usage of people in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs).

Appendix – Counties

Appendix Table F-10: Fatalities in Speeding-involved Crashes[107] by County, 2018 - 2022

County	Fatalities in Speeding-involved Crashes					Percent of All 2022 Fatalities in Speeding-involved Crashes	2022 Vehicle Miles Traveled (100M VMT)	2022 Fatalities in Speeding-involved Crashes per 100M VMT
	2018	2019	2020	2021	2022			
Bernalillo	21	32	41	45	32	19.9%	54.83	0.6
Catron	3	0	1	0	4	2.5%	1.10	3.6
Chaves	5	5	4	1	6	3.7%	6.91	0.9
Cibola	4	5	9	7	7	4.3%	8.52	0.8
Colfax	0	2	1	3	2	1.2%	3.40	0.6
Curry	3	0	2	4	3	1.9%	4.00	0.8
De Baca	0	0	0	0	0	0.0%	1.47	0.0
Doña Ana	5	12	7	5	10	6.2%	20.76	0.5
Eddy	3	4	4	6	7	4.3%	11.32	0.6
Grant	0	1	4	2	1	0.6%	4.04	0.2
Guadalupe	0	2	2	1	6	3.7%	5.37	1.1
Harding	0	0	0	0	0	0.0%	0.19	0.0
Hidalgo	0	0	0	2	1	0.6%	3.23	0.3
Lea	6	3	3	3	9	5.6%	11.43	0.8
Lincoln	1	3	2	2	0	0.0%	4.33	0.0
Los Alamos	0	0	0	1	0	0.0%	1.00	0.0
Luna	1	2	2	11	3	1.9%	8.29	0.4
McKinley	13	16	9	15	11	6.8%	14.32	0.8
Mora	0	1	0	1	4	2.5%	1.62	2.5
Otero	5	7	4	7	5	3.1%	8.15	0.6
Quay	0	0	1	1	1	0.6%	5.15	0.2
Rio Arriba	5	3	5	1	5	3.1%	5.12	1.0
Roosevelt	1	0	0	1	4	2.5%	2.14	1.9
San Juan	14	15	6	9	2	1.2%	19.13	0.1
San Miguel	4	0	3	0	0	0.0%	4.55	0.0
Sandoval	9	6	4	7	10	6.2%	14.72	0.7
Santa Fe	4	7	12	9	11	6.8%	18.00	0.6
Sierra	0	1	0	2	1	0.6%	2.00	0.5
Socorro	0	1	2	1	2	1.2%	5.64	0.4
Taos	5	2	10	9	4	2.5%	4.00	1.0
Torrance	4	4	4	5	4	2.5%	6.24	0.6
Union	1	0	1	0	1	0.6%	1.56	0.6
Valencia	3	3	6	6	5	3.1%	6.55	0.8
Missing Data	0	0	0	0	0	0.0%	-	-
Total	**120**	**137**	**149**	**167**	**161**	**100%**	**269.08**	**0.6**

[107] Crashes for which a contributing factor was either Excessive Speed, Too Fast for Conditions or High-Speed Pursuit.

Appendix G – First Harmful Event

Appendix Table G-1: People in Crashes by First Harmful Event, Subanalysis, and Severity of Injury, 2022

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 Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	**2**	**0.4%**	**10**	**0.9%**	**86**	**1.6%**	**142**	**1.2%**	**2,530**	**3.1%**	**2,770**	**2.8%**
Deer	1	0.2%	4	0.4%	30	0.6%	68	0.58%	1,352	1.66%	1,455	1.46%
Elk	1	0.2%	0	-	20	0.4%	31	0.26%	520	0.64%	572	0.57%
Cattle/Cow	0	-	4	0.4%	16	0.3%	25	0.21%	286	0.35%	331	0.33%
Small Domestic Animal	0	-	2	0.2%	8	0.2%	2	0.02%	103	0.13%	115	0.12%
Small Game Animal	0	-	0	-	5	0.09%	0	-	67	0.08%	72	0.07%
Horse	0	-	0	-	1	0.02%	10	0.08%	49	0.06%	60	0.06%
Other Large Game Animal	0	-	0	-	1	0.02%	0	-	28	0.03%	29	0.03%
Antelope	0	-	0	-	0	-	0	-	27	0.03%	27	0.03%
Bear	0	-	0	-	2	0.04%	0	-	17	0.02%	19	0.02%
Other Large Domestic Animal	0	-	0	-	0	-	2	0.02%	8	0.010%	10	0.010%
Other (Bird, Cougar, Sheep, Goat)	0	-	0	-	0	-	1	0.01%	12	0.01%	13	0.01%
Missing Subanalysis Data	0	-	0	-	3	0.06%	3	0.03%	61	0.08%	67	0.07%
Collision with Fixed Object	**68**	**14.6%**	**198**	**17.8%**	**767**	**14.4%**	**686**	**5.8%**	**5,118**	**6.3%**	**6,837**	**6.8%**
Guardrail, End or Face	14	3.0%	29	2.6%	87	1.6%	92	0.8%	688	0.8%	910	0.9%
Curb	2	0.4%	23	2.1%	83	1.6%	58	0.5%	651	0.8%	817	0.8%
Fence	6	1.3%	18	1.6%	74	1.4%	79	0.7%	556	0.7%	733	0.7%
Other Fixed Object	4	0.9%	13	1.2%	85	1.6%	56	0.5%	422	0.5%	580	0.6%
Utility Pole/Light Support	2	0.4%	12	1.1%	57	1.1%	43	0.4%	411	0.5%	525	0.5%
Other Post, Pole or Support	5	1.1%	20	1.8%	46	0.9%	48	0.4%	365	0.4%	484	0.5%
Tree (standing)	6	1.3%	20	1.8%	62	1.2%	46	0.4%	226	0.3%	360	0.4%
Median	2	0.4%	8	0.7%	34	0.6%	33	0.3%	241	0.3%	318	0.3%
Traffic Barrier, Concrete	2	0.4%	8	0.7%	38	0.7%	64	0.5%	202	0.2%	314	0.3%
Traffic Sign Support	2	0.4%	2	0.2%	22	0.4%	21	0.2%	213	0.3%	260	0.3%
Wall or Building	6	1.3%	10	0.9%	32	0.6%	18	0.2%	173	0.2%	239	0.2%
Embankment	6	1.3%	12	1.1%	29	0.5%	16	0.1%	124	0.2%	187	0.2%
Ditch	2	0.4%	5	0.4%	34	0.6%	31	0.3%	111	0.1%	183	0.2%
Traffic Barrier, Cable	0	-	1	0.1%	10	0.2%	7	0.1%	137	0.2%	155	0.2%
Bridge Pier, Support, Rail, or Overhead	4	0.9%	5	0.4%	13	0.2%	13	0.1%	95	0.1%	130	0.1%
Culvert	2	0.4%	2	0.2%	5	0.1%	10	0.08%	32	0.04%	51	0.05%
Other (incl. hydrant, box, cattle guard, plant)	3	0.6%	10	0.9%	53	1.0%	48	0.4%	415	0.5%	529	0.5%
Missing Subanalysis Data	0	-	0	-	3	0.1%	3	0.03%	56	0.07%	62	0.06%
Collision with Motor Vehicle	**198**	**42.5%**	**546**	**49.1%**	**3,250**	**61.1%**	**10,057**	**85.3%**	**67,692**	**83.3%**	**81,743**	**81.8%**
MV in Transport	192	41.2%	535	48.1%	3,146	59.1%	9,766	82.8%	61,205	75.3%	74,844	74.9%
Parked MV	6	1.3%	11	1.0%	75	1.4%	104	0.9%	3,243	4.0%	3,439	3.4%
Missing Subanalysis Data	0	-	0	-	29	0.5%	187	1.59%	3,244	3.99%	3,460	3.46%
Collision with Other Non-Fixed Object	**11**	**2.4%**	**23**	**2.1%**	**82**	**1.5%**	**82**	**0.7%**	**1,220**	**1.5%**	**1,418**	**1.4%**
Other Non-fixed Object	5	1.1%	23	2.1%	73	1.4%	62	0.5%	767	0.9%	930	0.9%
Struck by falling, shifting cargo	0	-	0	-	4	0.1%	11	0.1%	303	0.4%	318	0.3%
Work Zone/Maintenance Equipment	0	-	0	-	2	0.04%	4	0.03%	56	0.07%	62	0.06%
Railway Vehicle	6	1.3%	0	-	0	-	0	-	14	0.017%	20	0.02%
Missing Subanalysis Data	0	-	0	-	3	0.06%	5	0.04%	80	0.10%	88	0.09%
Collision with Person	**99**	**21.2%**	**130**	**11.7%**	**391**	**7.3%**	**289**	**2.4%**	**1,137**	**1.4%**	**2,046**	**2.0%**
Pedestrian	95	20.4%	106	9.5%	232	4.4%	191	1.6%	758	0.9%	1,382	1.4%
Pedalcycle	4	0.9%	22	2.0%	142	2.7%	88	0.7%	347	0.4%	603	0.6%
Other Non-Motorist	0	-	2	0.2%	17	0.3%	10	0.08%	32	0.04%	61	0.06%
Missing Subanalysis Data	0	-	0	-	0	-	0	-	0	-	0	-
Non-Collision	**88**	**18.9%**	**205**	**18.4%**	**526**	**9.9%**	**371**	**3.1%**	**1,647**	**2.0%**	**2,837**	**2.8%**
Overturn/Rollover	87	18.7%	160	14.4%	378	7.1%	257	2.2%	822	1.0%	1,704	1.7%
All Other Non-Collision	1	0.2%	32	2.9%	109	2.0%	92	0.8%	503	0.6%	737	0.7%
Jackknife	0	-	0	-	2	0.04%	7	0.06%	93	0.1%	102	0.1%
Cargo/Equipment Loss or Shift	0	-	2	0.2%	2	0.04%	3	0.03%	66	0.1%	73	0.1%
Fell/Jumped from MV	0	-	7	0.6%	22	0.4%	7	0.06%	12	0.01%	48	0.05%
Fire/Explosion	0	-	0	-	0	-	0	-	35	0.04%	35	0.04%
Thrown or Falling Object	0	-	4	0.4%	1	0.02%	0	-	24	0.03%	29	0.03%
Immersion, Full or Partial	0	-	0	-	0	-	0	-	10	0.01%	10	0.01%
Missing Subanalysis Data	0	-	0	-	12	0.2%	5	0.04%	82	0.1%	99	0.1%
Other	**0**	**0.0%**	**0**	**0.0%**	**214**	**4.0%**	**155**	**1.3%**	**998**	**1.2%**	**1,367**	**1.4%**
Missing FHE and Subanalysis Data	**0**	**0.0%**	**0**	**0.0%**	**4**	**0.1%**	**14**	**0.1%**	**886**	**1.1%**	**904**	**0.9%**
Total People	**466**	**100%**	**1,112**	**100%**	**5,320**	**100%**	**11,796**	**100%**	**81,228**	**100%**	**99,922**	**100%**

Sources

Economic Impact Estimates – American Association of State Highway and Transportation Officials Highway Safety Manual (AASHTO HSM), First Edition, Volume 1, 2010, Appendix 4A, Pages 4-84 to 4-88. 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.

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National Crash and Rate Data

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- U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA). Early Estimate of Motor Vehicle Traffic Fatalities in 2022 (DOT HS 813 428). April 2023. Accessed February 7, 2024: https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813428
- U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA), National Center for Statistics and Analysis (NCSA). Traffic Safety Facts 2021 Data: Motorcycles (DOT HS 813 466). June 2023, revised. Accessed February 7, 2024: https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813466

New Mexico 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 (UNM-GPS), Traffic Research Unit.

Note on crash-related fatalities: Driver, pedestrian and pedalcyclist fatalities 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.

New Mexico Population

- U.S. Census Bureau, Population Division. Subcounty Resident Population Estimates: April 1, 2020 to July 1, 2022. Release date for cities and towns: May 2023 (SUB-EST2022_35). Accessed December 21, 2023: https://www.census.gov/data/tables/time-series/demo/popest/2020s-total-cities-and-towns.html
- U.S. Census Bureau, Population Division. Annual Estimates of the Resident Population for Counties in New Mexico: April 1, 2020 to July 1, 2022. Release date for counties: March 2023 (CO-EST2022-POP-35). Accessed December 21, 2023: https://www.census.gov/data/tables/time-series/demo/popest/2020s-counties-total.html
- 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. 2020 Census of Population and Housing, April 1, 2020. Used for resident populations in cities and towns not tabulated in subcounty resident population estimates. https://www.census.gov/quickfacts/fact/table/NM/PST045223

Observed Seatbelt Use – New Mexico Department of Transportation (NMDOT), 2022 New Mexico Occupant Seat Belt Observation Study. Prepared by Preusser Research Group Inc.: September 2022.

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Urban Areas – U.S. Department of Transportation, Federal Highway Administration. 2010 Adjusted Urban Areas. Aug. 21, 2013.
https://hepgis-usdot.hub.arcgis.com/datasets/usdot::2010-fhwa-adjusted-urban-areas/about

Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation, Asset Management and Planning Division, Data Management Bureau. New Mexico DVMT and AVMT by County, 2022 HPMS Data, generated on January 12, 2024. VMT (reported in units of 100 million vehicle miles traveled) are based on the daily average vehicle miles traveled.

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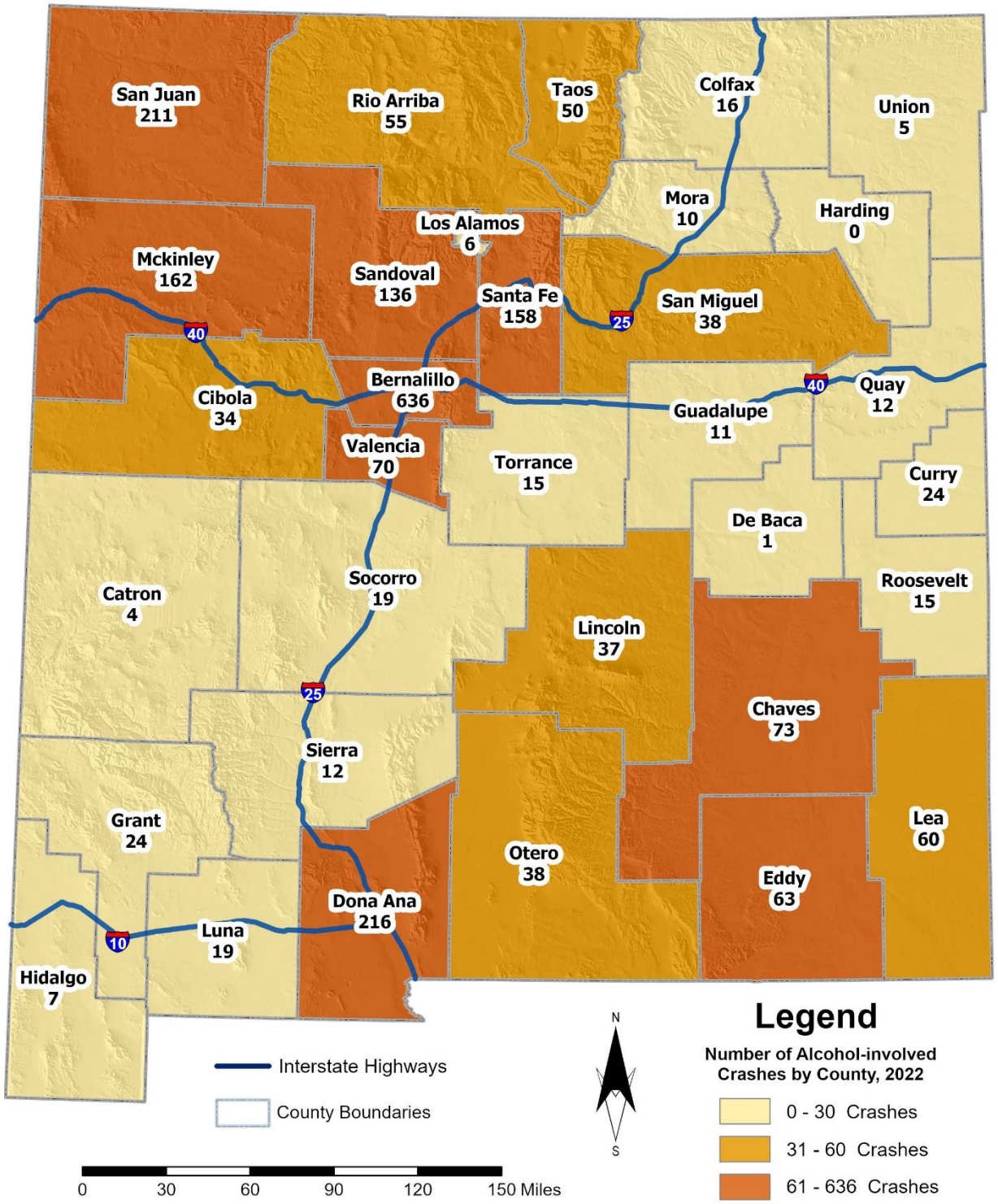
Map 23: Alcohol-involved Crashes by County, 2022



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