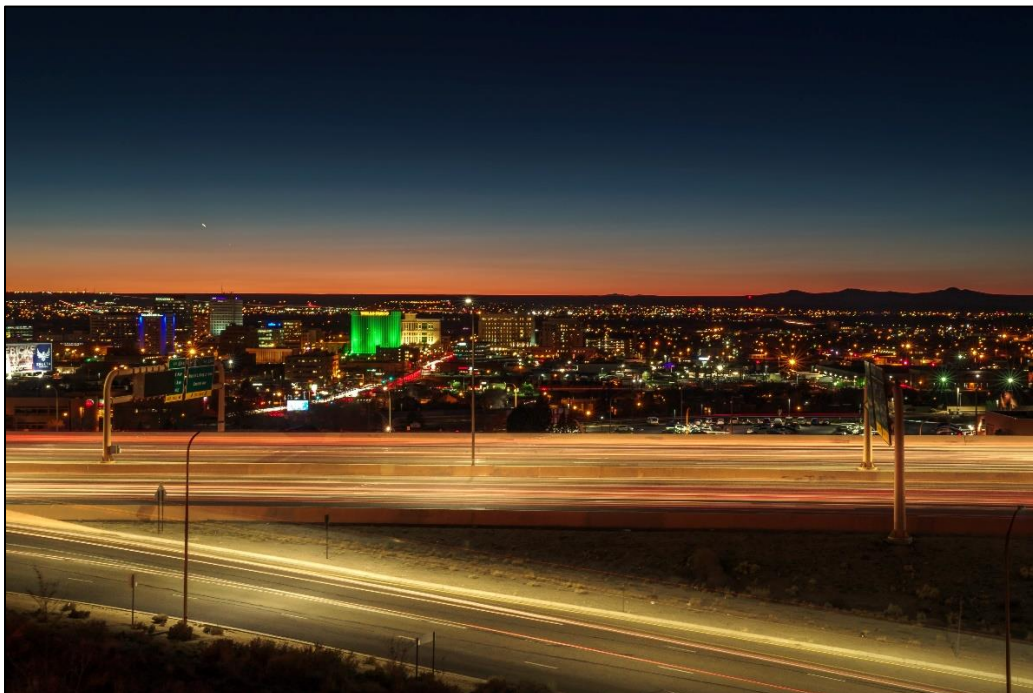




New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico Traffic Crash Annual Report 2023



New Mexico Department of Transportation,
Capital Programs and Investment Division,
Traffic Safety Division, Traffic Records Section



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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 or a non-motorist 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 due to crash-related injuries.

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 FHE analysis 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.

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 person riding a mechanism of transport that is powered solely by pedals or a combination of pedals and a motor (e.g., e-bike).

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

Definitions



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.”

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 – A densely populated area with a high concentration of housing units and non-residential development. See Page 132 for details. Unlike city boundaries, which are defined by governmental jurisdictions, urban areas are defined by population density. This means a densely settled area outside of a city limit can be classified as urban, while a sparsely populated area within a city limit might be classified as rural.

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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2023 New Mexico Crash Highlights

- 1 percent of crashes resulted in a **fatality**. (Table 1)
- 31 percent of crashes resulted in an **injury**. (Table 1)
- 17 percent of crashes were **hit-and-run** crashes. (Table 6)
- 49 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)
- 12 percent of **unbelted** occupants in passenger vehicles in crashes were killed, compared with only 0.1 percent of **belted** occupants in passenger vehicles in crashes. (Table 68)

Contributing factors in crashes:

- Driver inattention (17 percent)
- Failed to yield right of way (6 percent)
- Other improper driving (4 percent)

Contributing factors in fatalities:

- Drug involvement (13 percent)
- Driver inattention (12 percent)
- Alcohol involvement (12 percent)

- In an average day in New Mexico, 117 crashes occurred, which involved 284 people, with 52 people injured and 1 person killed.



On an average day in New Mexico in 2023...

- A motor vehicle crash occurred every **12** minutes.
- A person was injured in a crash every **28** minutes.
- A distracted-driving crash occurred every **30** minutes.
- A crash occurred in Bernalillo County every **34** 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 **13** hours.
- A person was killed in a crash every **20** hours.
- A bicyclist was hit by a vehicle every **29** hours.

2023 New Mexico Crash Highlights



In 2023, New Mexico reported 42,836 traffic crashes on public roadways, involving 103,776 people. Of these, 19,023 people were injured and 436 were killed.

New crash data dashboards: NMDOT and UNM-GPS have launched map-based query tools for easier access to pedestrian and pedalcyclist crash data. These tools allow users to zoom in on areas and analyze non-motorist crash statistics, supporting safety analysis and planning for neighborhoods and communities. Explore the dashboards at gps.unm.edu/tru/reports/crash-dashboards.

Many crash statistics in New Mexico are still below pre-COVID (2019) levels, with notable differences between 2019 and data from 2020 to 2023.

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

- While fatalities have decreased for the past two years, they still constitute the third-highest number in more than a decade (Table 2 and previous [Annual Crash Reports](#)). Fatalities in 2023 were among the highest in over a decade for hit-and-run (Table 7), dark-condition (Table 26), heavy truck (Table 42), pedestrian (Table 44), pedalcycle (Table 55), senior (Table 84), and drug-involved (Table 74) fatalities in crashes.
- Pedestrian fatalities rose to 108, the highest level since 1983, and the third highest level ever recorded in the NM state crash database since tracking began in 1979. (Table 44, previous [Annual Crash Reports](#), New Mexico Crash Database, 1979-2023)
- Driver inattention was the most commonly reported contributing factor in crashes. (Table 4)
- Crashes in dark, not lighted, conditions made up 12.2 percent of all crashes but 34.6 percent of fatal crashes. (Table 25)
- Alcohol-involved teen and under-21 drivers in crashes reached a decade high. (Table 82 and previous [Annual Crash Reports](#))

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

- Speeding-involved crashes fell to their lowest level in five years. (Table 14)
- The percentage of motorcyclists in crashes who were helmeted was 45.2 percent, the second-highest percentage in five years. (Table 38)
- The rate of fatalities in alcohol-involved crashes declined notably due to a combination of factors: a reduction in fatalities and an increase in both population and vehicle miles traveled. (Table 66)
- The number of unbelted fatalities in crashes fell sharply, to 151. (Table 70)
- As of 2023, 69.5 of reportable crashes in New Mexico were reported electronically. This shift, starting in 2016, improved data quality, particularly crash coordinate completeness. For some agencies, it also led to an increase in reported crashes.

Crashes and Injuries Summary

- Total crashes rose in 2023 but remained below pre-COVID levels. Fatal crashes have declined for two consecutive years, reaching 402. (Table 1)
- Although fatalities have decreased for the past two years, they still constitute the third-highest number in more than 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 0.42 percent. Both minor and serious injuries from crashes reached new highs. Suspected minor injuries reached a decade-high 5,700, while suspected serious injuries reached a seven-year peak of 1,227. (Table 2 and previous [Annual Crash Reports](#))

Table 1: Crashes by Year and Severity of Crash, 2019 - 2023 ¹

Year	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2023	402	0.94%	13,150	30.7%	29,284	68.4%	42,836	100%

Table 2: People in Crashes by Year and Severity of Injury, 2019 - 2023 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
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%
2023	436	0.42%	1,227	1.2%	5,700	5.5%	12,096	11.7%	84,317	81.2%	103,776	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.

$$\text{Crash Rate} = \frac{\text{Crash Frequency in a Period}}{\text{Exposure in Same Period}} = \frac{42,836 \text{ crashes in 2023}}{282.07 \text{ 100M VMT in 2023}} = 152 \text{ crashes per 100M VMT}$$

$$\text{Fatality Rate} = \frac{\text{Fatality Frequency in a Period}}{\text{Exposure in Same Period}} = \frac{436 \text{ fatalities in 2023}}{282.07 \text{ 100M VMT in 2023}} = 1.5 \text{ fatalities per 100M VMT}$$

Table 3: New Mexico Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2019 - 2023^{3 4 5}

Year	New Mexico Population (U.S. Census, July 1 st Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)	New Mexico Licensed Drivers	New Mexico Motor Vehicle Registrations
2019	2,099,634	277.72	1,487,486	1,825,421
2020	2,118,488	236.92	1,516,653	1,783,151
2021	2,116,950	268.23	1,521,203	1,862,673
2022	2,113,476	269.08	1,556,172	1,870,380
2023	2,114,371	282.07	1,599,274	-

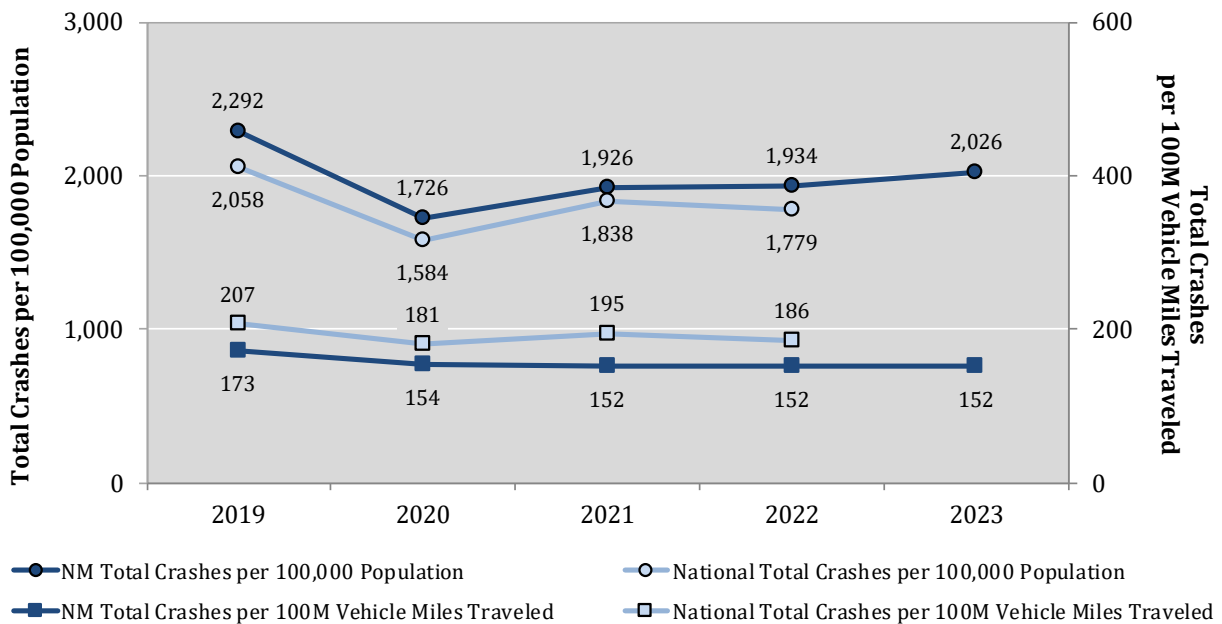
³ See Page 132 for source information on population, VMT, licensed drivers, and motor vehicle registrations. Occasionally, vehicle registration data for the most recent year are not available at time of publication.

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.

⁵ Roadway volume is expressed in units of 100 million vehicle miles traveled (100M VMT). Starting in 2023, the state began expanding its network of permanent traffic counters to improve VMT data accuracy.

- When shown as a factor of population, the New Mexico crash rate increased in 2023 but remained below pre-COVID levels. When calculated using vehicle miles traveled, the New Mexico crash rate in 2023 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 2023 but remained higher than pre-COVID levels. (Figure 3)

Figure 1: Comparison of New Mexico and National Crash Rates, 2019 - 2023 ⁶



⁶ 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 131. 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, 2019 - 2023 ⁶

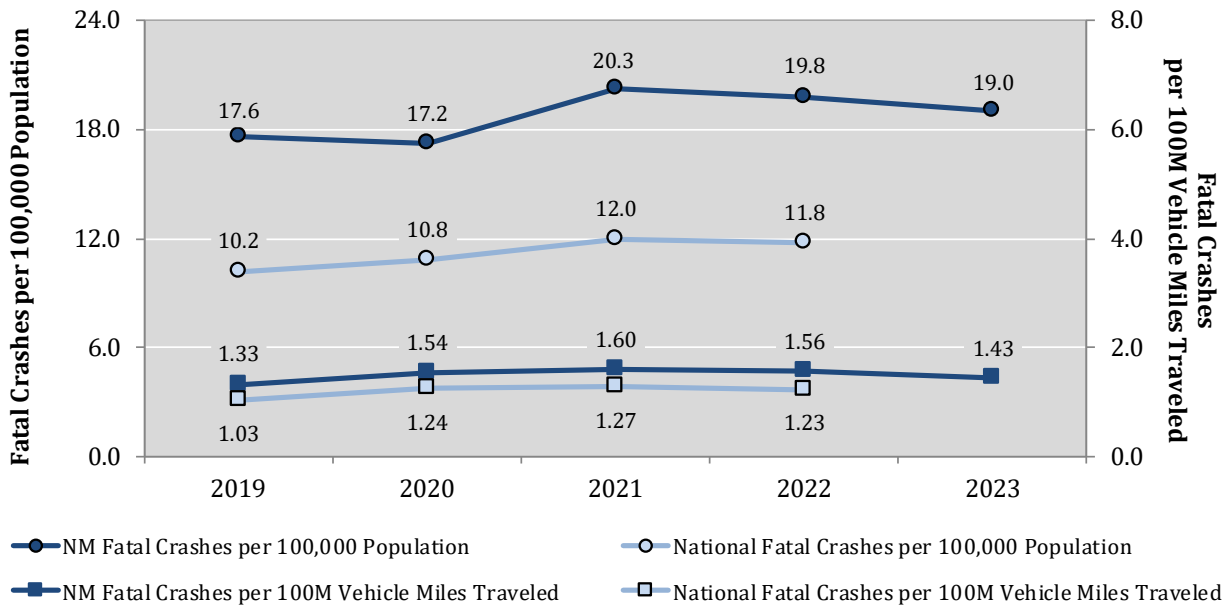


Figure 3: Comparison of New Mexico and National Fatality Rates, 2019 - 2023 ⁶

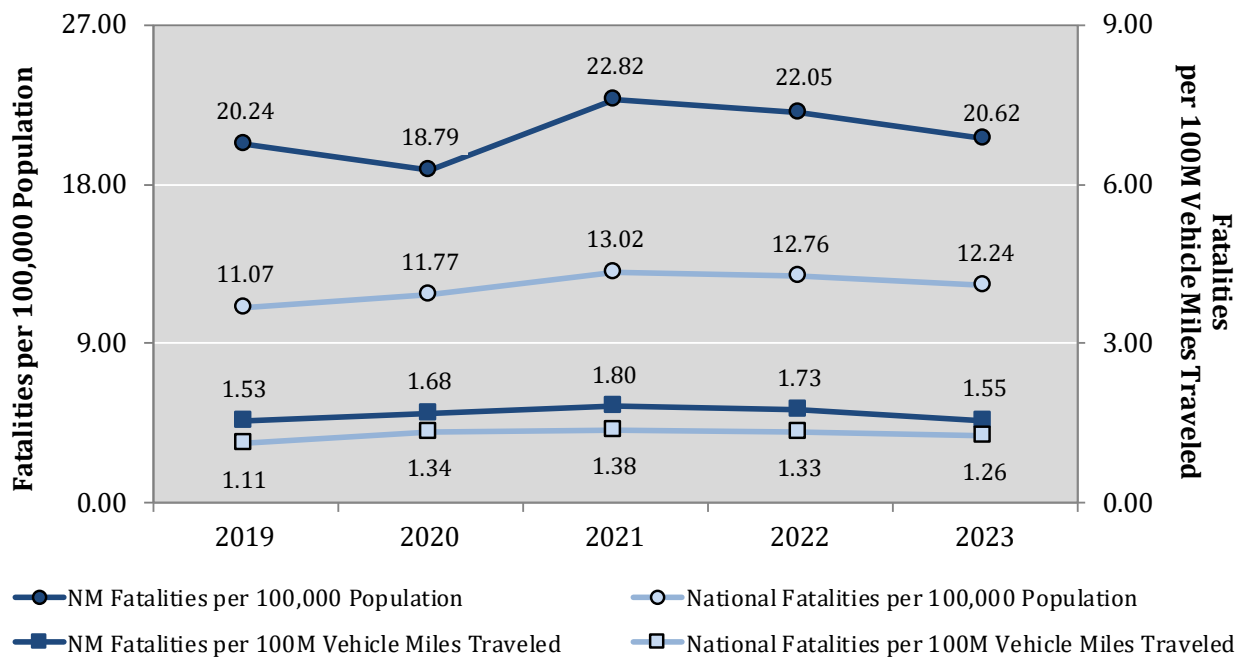


Figure 4: Comparison of New Mexico and National Injury Rates, 2019 - 2023 ⁶

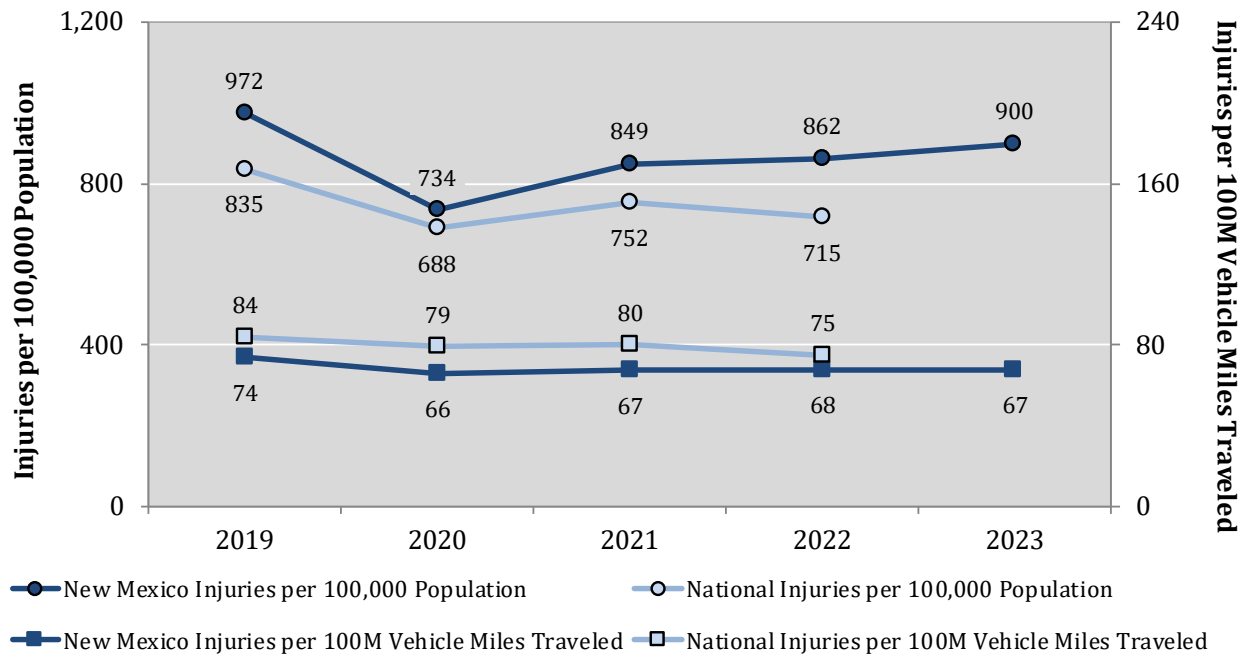
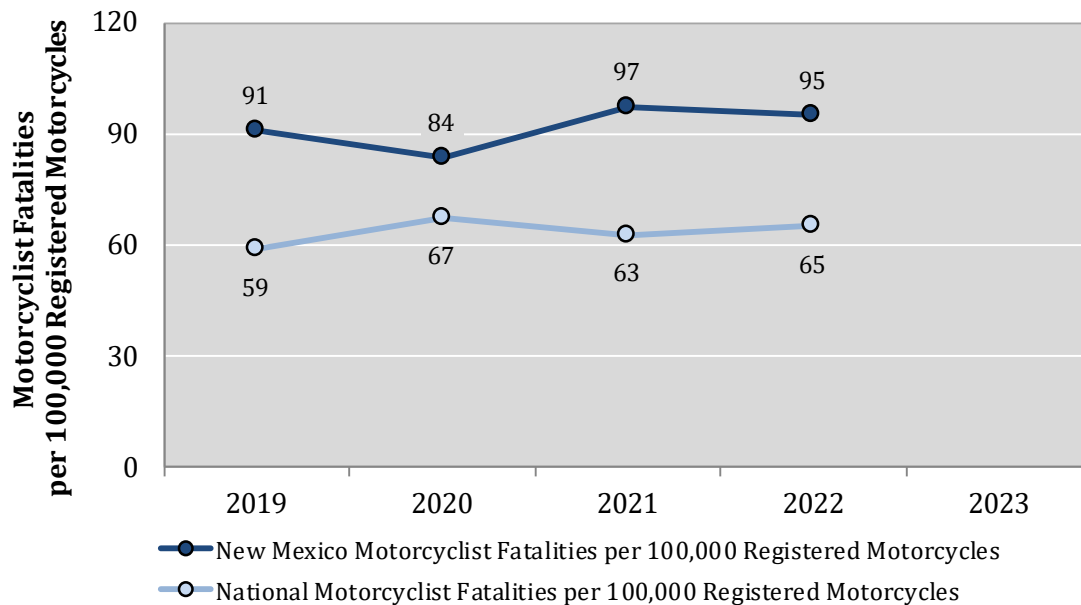


Figure 5: Comparison of New Mexico and National Motorcyclist Fatality Rates, 2019 - 2023 ⁷



⁷ 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 131. 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 (16.8 percent)
- Failed to Yield Right of Way (6.2 percent)
- Other Improper Driving (4.4 percent)
- Following Too Closely (4.4 percent)

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

- Under the Influence of Drugs (12.9 percent)
- Driver Inattention (12.4 percent)
- Under the Influence of Alcohol (12.0 percent)
- Excessive Speed (7.6 percent)



Crash Characteristics – Contributing Factors

Table 4: Contributing Factors of Vehicles in Crashes by Crash Severity, 2023 ⁸

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	968	70.9%	20,125	58.5%	34,345	51.1%	55,438	53.9%
Driver Inattention	161	11.8%	6,128	17.8%	10,977	16.3%	17,266	16.8%
Failed to Yield Right of Way	28	2.0%	2,722	7.9%	3,649	5.4%	6,399	6.2%
Other Improper Driving	89	6.5%	1,498	4.4%	2,951	4.4%	4,538	4.4%
Following Too Closely	7	0.5%	1,440	4.2%	3,038	4.5%	4,485	4.4%
Excessive Speed	99	7.2%	1,348	3.9%	1,562	2.3%	3,009	2.9%
Under the Influence Of Alcohol	158	11.6%	989	2.9%	1,157	1.7%	2,304	2.2%
Avoid No Contact Vehicle	20	1.5%	657	1.9%	1,346	2.0%	2,023	2.0%
Disregarded Traffic Signal	14	1.0%	983	2.9%	1,007	1.5%	2,004	1.9%
Improper Lane Change	11	0.8%	402	1.2%	1,579	2.4%	1,992	1.9%
Driver Distracted by Other Activity	15	1.1%	708	2.1%	1,050	1.6%	1,773	1.7%
Made Improper Turn	11	0.8%	519	1.5%	1,220	1.8%	1,750	1.7%
Speed Too Fast For Conditions	34	2.5%	620	1.8%	1,028	1.5%	1,682	1.6%
Drove Left of Center	49	3.6%	360	1.0%	649	1.0%	1,058	1.0%
Improper Overtaking	5	0.4%	211	0.6%	596	0.9%	812	0.8%
Passed Stop Sign	6	0.4%	371	1.1%	415	0.6%	792	0.8%
Avoid No Contact Other	10	0.7%	231	0.7%	500	0.7%	741	0.7%
Improper Backing	1	0.1%	52	0.2%	649	1.0%	702	0.7%
Cell Phone	5	0.4%	189	0.5%	339	0.5%	533	0.5%
Under the Influence Of Drugs	166	12.2%	180	0.5%	183	0.3%	529	0.5%
Pedestrian Error	59	4.3%	218	0.6%	18	0.0%	295	0.3%
Driver Distracted by Passenger	2	0.1%	85	0.2%	77	0.1%	164	0.2%
Failed to Yield For Police Vehicle	6	0.4%	41	0.1%	79	0.1%	126	0.1%
Driver Distracted by Talking on Cell Phone	2	0.1%	49	0.1%	68	0.1%	119	0.1%
Driver Distracted By Texting	3	0.2%	40	0.1%	69	0.1%	112	0.1%
High-Speed Pursuit	5	0.4%	37	0.1%	46	0.1%	88	0.1%
Failed to Yield For Emer. Vehicle	1	0.1%	21	0.1%	37	0.1%	59	0.1%
Driver Distracted by Talking on Hands-Free Device	1	0.1%	15	0.04%	23	0.03%	39	0.04%
Vehicle Skidded Before Braking	0	-	9	0.03%	30	0.04%	39	0.04%
Driverless Moving Vehicle	0	-	2	0.01%	3	0.004%	5	0.005%
Vehicle	32	2.3%	621	1.8%	1,280	1.9%	1,933	1.9%
Other Mechanical Defect	8	0.6%	152	0.4%	336	0.5%	496	0.5%
Inadequate Brakes	1	0.1%	176	0.5%	292	0.4%	469	0.5%
Defective Tires	10	0.7%	86	0.3%	240	0.4%	336	0.3%
Defective Steering	2	0.1%	56	0.2%	117	0.2%	175	0.2%
Lights (Head, Signal, Tail)	7	0.5%	69	0.2%	75	0.11%	151	0.15%
Wheels	1	0.1%	25	0.07%	59	0.09%	85	0.08%
Coupling Device (Hitch, Chains)	1	0.1%	8	0.02%	59	0.09%	68	0.07%
Wipers	1	0.1%	17	0.05%	31	0.05%	49	0.05%
Windows/Windshield	0	-	15	0.04%	23	0.03%	38	0.04%
Mirrors	0	-	10	0.03%	24	0.04%	34	0.03%
Exhaust System	1	0.1%	4	0.012%	15	0.022%	20	0.019%
Suspension	0	-	3	0.009%	9	0.013%	12	0.012%
Environment	54	4.0%	1,826	5.3%	4,731	7.0%	6,611	6.4%
Animal(s) In Roadway	4	0.3%	226	0.7%	1,381	2.1%	1,611	1.6%
Traffic Congestion	15	1.1%	416	1.2%	682	1.0%	1,113	1.1%
Weather Conditions	11	0.8%	363	1.1%	730	1.1%	1,104	1.1%
Road Surface Conditions	7	0.5%	265	0.8%	585	0.9%	857	0.8%
Other Visual Obstruction(s)	1	0.1%	155	0.5%	240	0.4%	396	0.4%
Low Visibility Due to Glare	0	-	146	0.4%	197	0.3%	343	0.3%
Obstruction in Road	12	0.9%	105	0.3%	217	0.3%	334	0.3%
Backup - Prior Crash	1	0.1%	49	0.1%	281	0.4%	331	0.3%
Debris	3	0.2%	44	0.1%	228	0.3%	275	0.3%
Road Defect	0	-	27	0.1%	100	0.1%	127	0.1%
Backup - Prior Incident	0	-	7	0.0%	55	0.1%	62	0.06%
Traffic Control Missing	0	-	22	0.06%	30	0.04%	52	0.05%
Low Visibility Due to Smoke	0	-	1	0.003%	5	0.01%	6	0.006%
Other	312	22.8%	11,822	34.4%	26,804	39.9%	38,938	37.8%
Other - No Driver Error	293	21.4%	10,718	31.2%	19,064	28.4%	30,075	29.2%
Missing Data	16	1.2%	678	2.0%	6,681	9.9%	7,375	7.2%
None	3	0.2%	426	1.2%	1,059	1.6%	1,488	1.4%
Total Contributing Factors	1,366	100.0%	34,394	100.0%	67,160	100.0%	102,920	100.0%

⁸ 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 17,266 vehicles in crashes, and this was 16.8% of all contributing factors reported in crashes.

Crash Characteristics – Contributing Factors



Table 5: Contributing Factors in Crashes by Severity of Injuries, 2023⁹

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	1,020	74.7%	2,227	68.1%	9,118	65.3%	17,866	59.8%	106,595	55.2%	136,826	56.7%
Driver Inattention	170	12.4%	520	15.9%	2,463	17.6%	5,629	18.8%	33,401	17.3%	42,183	17.5%
Failed to Yield Right of Way	30	2.2%	173	5.3%	1,229	8.8%	2,814	9.4%	13,643	7.1%	17,889	7.4%
Following Too Closely	8	0.6%	41	1.3%	342	2.4%	1,557	5.2%	10,705	5.5%	12,653	5.2%
Other Improper Driving	94	6.9%	235	7.2%	720	5.2%	1,104	3.7%	7,885	4.1%	10,038	4.2%
Excessive Speed	104	7.6%	255	7.8%	862	6.2%	965	3.2%	4,543	2.4%	6,729	2.8%
Disregarded Traffic Signal	14	1.0%	83	2.5%	432	3.1%	1,048	3.5%	3,766	2.0%	5,343	2.2%
Improper Lane Change	11	0.8%	46	1.4%	173	1.2%	365	1.2%	4,660	2.4%	5,255	2.2%
Under the Influence Of Alcohol	164	12.0%	200	6.1%	603	4.3%	625	2.1%	3,210	1.7%	4,802	2.0%
Avoid No Contact Vehicle	17	1.2%	74	2.3%	263	1.9%	533	1.8%	3,733	1.9%	4,620	1.9%
Driver Distracted by Other Activity	17	1.2%	71	2.2%	310	2.2%	648	2.2%	3,430	1.8%	4,476	1.9%
Made Improper Turn	12	0.9%	46	1.4%	229	1.6%	508	1.7%	3,642	1.9%	4,437	1.8%
Speed Too Fast For Conditions	38	2.8%	114	3.5%	342	2.4%	455	1.5%	2,611	1.4%	3,560	1.5%
Drove Left of Center	58	4.2%	96	2.9%	235	1.7%	253	0.8%	1,765	0.9%	2,407	1.0%
Passed Stop Sign	6	0.4%	39	1.2%	175	1.3%	343	1.1%	1,535	0.8%	2,098	0.9%
Improper Overtaking	6	0.4%	20	0.6%	125	0.9%	150	0.5%	1,694	0.9%	1,995	0.8%
Improper Backing	1	0.1%	6	0.2%	13	0.1%	46	0.2%	1,602	0.8%	1,668	0.7%
Avoid No Contact Other	10	0.7%	27	0.8%	93	0.7%	161	0.5%	1,156	0.6%	1,447	0.6%
Cell Phone	5	0.4%	9	0.3%	86	0.6%	187	0.6%	995	0.5%	1,282	0.5%
Under the Influence Of Drugs	176	12.9%	69	2.1%	137	1.0%	124	0.4%	652	0.3%	1,158	0.5%
Pedestrian Error	56	4.1%	60	1.8%	120	0.9%	53	0.2%	405	0.2%	694	0.3%
Driver Distracted by Passenger	3	0.2%	10	0.3%	41	0.3%	97	0.3%	464	0.2%	615	0.3%
Failed to Yield For Police Vehicle	8	0.6%	13	0.4%	34	0.2%	36	0.1%	250	0.1%	341	0.1%
Driver Distracted by Talking on Cell Phone	2	0.1%	4	0.1%	21	0.2%	44	0.1%	228	0.1%	299	0.1%
Driver Distracted By Texting	3	0.2%	1	0.03%	17	0.1%	45	0.2%	205	0.1%	271	0.1%
High-Speed Pursuit	5	0.4%	11	0.34%	31	0.2%	28	0.1%	138	0.1%	213	0.1%
Failed to Yield For Emer. Vehicle	1	0.1%	2	0.06%	9	0.1%	27	0.09%	133	0.07%	172	0.07%
Driver Distracted by Talking on Hands-Free Device	1	0.1%	2	0.06%	9	0.06%	12	0.04%	73	0.04%	97	0.04%
Vehicle Skidded Before Braking	0	-	0	-	3	0.02%	8	0.03%	64	0.03%	75	0.03%
Driverless Moving Vehicle	0	-	0	-	1	0.007%	1	0.003%	7	0.004%	9	0.004%
Vehicle	38	2.8%	79	2.4%	289	2.1%	514	1.7%	3,361	1.7%	4,281	1.8%
Inadequate Brakes	1	0.1%	14	0.4%	55	0.4%	177	0.6%	997	0.5%	1,244	0.5%
Other Mechanical Defect	8	0.6%	17	0.5%	71	0.5%	114	0.4%	905	0.5%	1,115	0.5%
Defective Tires	14	1.0%	22	0.7%	67	0.5%	65	0.2%	465	0.2%	633	0.3%
Lights (Head, Signal, Tail)	7	0.5%	10	0.3%	35	0.3%	51	0.2%	234	0.1%	327	0.1%
Defective Steering	2	0.1%	5	0.2%	31	0.2%	33	0.1%	250	0.1%	321	0.1%
Wheels	3	0.2%	2	0.1%	11	0.1%	29	0.1%	138	0.1%	183	0.1%
Coupling Device (Hitch, Chains)	1	0.1%	1	0.03%	3	0.02%	6	0.02%	110	0.06%	121	0.05%
Windows/Windshield	0	-	2	0.06%	5	0.04%	16	0.05%	74	0.04%	97	0.04%
Wipers	1	0.1%	3	0.09%	7	0.05%	11	0.04%	69	0.04%	91	0.04%
Mirrors	0	-	3	0.09%	2	0.01%	6	0.02%	63	0.03%	74	0.031%
Exhaust System	1	0.1%	0	-	2	0.01%	2	0.007%	41	0.021%	46	0.019%
Suspension	0	-	0	-	0	-	4	0.01%	15	0.008%	19	0.008%
Environment	42	3.1%	156	4.8%	677	4.8%	1,265	4.2%	10,093	5.2%	12,233	5.1%
Animal(s) In Roadway	4	0.3%	10	0.3%	113	0.8%	137	0.5%	2,137	1.1%	2,401	1.0%
Traffic Congestion	6	0.4%	18	0.6%	74	0.5%	294	1.0%	1,813	0.9%	2,205	0.9%
Weather Conditions	9	0.7%	45	1.4%	116	0.8%	243	0.8%	1,525	0.8%	1,938	0.8%
Road Surface Conditions	7	0.5%	28	0.9%	112	0.8%	185	0.6%	1,204	0.6%	1,536	0.6%
Other Visual Obstruction(s)	1	0.1%	17	0.5%	63	0.5%	113	0.4%	708	0.4%	902	0.4%
Low Visibility Due to Glare	0	-	7	0.2%	71	0.5%	119	0.4%	642	0.3%	839	0.3%
Obstruction in Road	10	0.7%	12	0.4%	60	0.4%	74	0.2%	591	0.3%	747	0.3%
Backup - Prior Crash	2	0.1%	2	0.1%	16	0.1%	37	0.1%	633	0.3%	690	0.3%
Debris	3	0.2%	7	0.2%	26	0.2%	26	0.1%	441	0.2%	503	0.2%
Road Defect	0	-	8	0.2%	18	0.1%	15	0.05%	186	0.10%	227	0.09%
Backup - Prior Incident	0	-	1	0.03%	3	0.02%	3	0.01%	135	0.07%	142	0.06%
Traffic Control Missing	0	-	1	0.03%	4	0.03%	19	0.06%	70	0.04%	94	0.04%
Low Visibility Due to Smoke	0	-	0	-	1	0.01%	0	-	8	0.004%	9	0.004%
Other	266	19.5%	810	24.8%	3,878	27.8%	10,222	34.2%	72,937	37.8%	88,113	36.5%
Other - No Driver Error	246	18.0%	720	22.0%	3,577	25.6%	9,350	31.3%	58,948	30.5%	72,841	30.2%
Missing Data	17	1.2%	69	2.1%	166	1.2%	473	1.6%	10,984	5.7%	11,709	4.8%
None	3	0.2%	21	0.6%	135	1.0%	399	1.3%	3,005	1.6%	3,563	1.5%
Total Contributing Factors	1,366	100%	3,272	100%	13,962	100%	29,867	100%	192,986	100%	241,453	100%

⁹ Number of times a contributing factor was reported for a given injury. For example, there were 170 fatalities where Driver Inattention was a contributing factors in the crash, and this was 12.4% 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 fatal hit-and-run crashes rose to 49, the highest number recorded in a decade. (Table 6 and previous [Annual Crash Reports](#))
- The number of suspected serious injuries in hit-and-run crashes rose to 135, the highest number in a decade. (Table 7 and previous [Annual Crash Reports](#))

Table 6: Hit-and-Run Crashes by Crash Severity, 2019 - 2023

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		
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%
2023	49	0.67%	1,494	20.5%	5,754	78.9%	7,297	100%	42,836	17.0%

Table 7: Severity of Injuries to People in Hit-and-Run Crashes, 2019 - 2023

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		
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%
2023	52	135	545	1,224	14,786	16,742	103,776	16.1%

Crash Characteristics – First Harmful Event



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 still using the older crash report form, which lacks the FHE and FHEAnalysis fields introduced with the E July 2018 form that was 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 72.4 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 25.9 percent of fatal crashes. Non-collision events involving overturn/rollovers were 2.8 percent of all crashes and 16.2 percent of fatal crashes. Fixed object events involving collision with a standing tree were 0.6 percent of all crashes and 1.7 percent of fatal crashes. (Table 9)
- Deer account for 50.8 percent of collisions with animals (969 out of 1,908). (Table 9)

Table 8: Crashes by First Harmful Event and Crash Severity, 2023

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	3	0.7%	197	1.5%	1,708	5.8%	1,908	4.5%
Collision with Fixed Object	51	12.7%	1,451	11.0%	3,505	12.0%	5,007	11.7%
Collision with Motor Vehicle	159	39.6%	9,614	73.1%	21,257	72.6%	31,030	72.4%
Collision with Other Non-Fixed Object	5	1.2%	157	1.2%	734	2.5%	896	2.1%
Collision with Person	118	29.4%	779	5.9%	51	0.2%	948	2.2%
Non-Collision	66	16.4%	934	7.1%	1,031	3.5%	2,031	4.7%
Other	0	0.0%	17	0.1%	420	1.4%	437	1.0%
Missing Data	0	0.0%	1	0.01%	578	2.0%	579	1.4%
Total Crashes	402	100.0%	13,150	100.0%	29,284	100.0%	42,836	100.0%

Crash Characteristics – First Harmful Event

Table 9: Crashes by First Harmful Event, Analysis, and Crash Severity, 2023

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	3	0.7%	197	1.5%	1,708	5.8%	1,908	4.5%
Deer	0	-	79	0.6%	890	3.0%	969	2.3%
Elk	2	0.5%	48	0.4%	303	1.0%	353	0.8%
Cattle/Cow	1	0.2%	38	0.3%	229	0.8%	268	0.6%
Small Domestic Animal	0	-	9	0.1%	107	0.4%	116	0.3%
Small Game Animal	0	-	2	0.02%	48	0.2%	50	0.1%
Horse	0	-	6	0.05%	26	0.1%	32	0.1%
Other Large Game Animal	0	-	4	0.03%	18	0.1%	22	0.1%
Antelope	0	-	1	0.01%	15	0.1%	16	0.0%
Bear	0	-	2	0.02%	11	0.04%	13	0.03%
Other Large Domestic Animal	0	-	0	-	4	0.01%	4	0.01%
Other (Bird, Cougar, Sheep, Goat)	0	-	1	0.01%	7	0.02%	8	0.02%
Missing Subanalysis Data	0	-	7	0.05%	50	0.2%	57	0.1%
Collision with Fixed Object	51	12.7%	1,451	11.0%	3,505	12.0%	5,007	11.7%
Guardrail, End or Face	9	2.2%	177	1.3%	457	1.6%	643	1.5%
Curb	5	1.2%	166	1.3%	456	1.6%	627	1.5%
Fence	3	0.7%	136	1.0%	389	1.3%	528	1.2%
Other Fixed Object	5	1.2%	112	0.9%	306	1.0%	423	1.0%
Other Post, Pole or Support	1	0.2%	84	0.6%	297	1.0%	382	0.9%
Utility Pole/Light Support	3	0.7%	89	0.7%	218	0.7%	310	0.7%
Traffic Barrier, Concrete	2	0.5%	109	0.8%	165	0.6%	276	0.6%
Tree (standing)	7	1.7%	119	0.9%	136	0.5%	262	0.6%
Wall or Building	2	0.5%	75	0.6%	108	0.4%	185	0.4%
Median	0	-	51	0.4%	133	0.5%	184	0.4%
Traffic Sign Support	1	0.2%	37	0.3%	141	0.5%	179	0.4%
Embankment	6	1.5%	59	0.4%	94	0.3%	159	0.4%
Ditch	6	1.5%	59	0.4%	91	0.3%	156	0.4%
Traffic Barrier, Cable	0	-	18	0.1%	87	0.3%	105	0.2%
Bridge Pier, Support, Rail, or Overhead	1	0.2%	25	0.2%	56	0.2%	82	0.2%
Culvert	0	-	24	0.2%	24	0.1%	48	0.1%
Other (incl. hydrant, box, cattle guard, plant)	0	-	96	0.7%	295	1.0%	391	0.9%
Missing Subanalysis Data	0	-	15	0.1%	52	0.2%	67	0.2%
Collision with Motor Vehicle	159	39.6%	9,614	73.1%	21,257	72.6%	31,030	72.4%
MV in Transport	155	38.6%	9,306	70.8%	18,214	62.2%	27,675	64.6%
Parked MV	4	1.0%	168	1.3%	1,387	4.7%	1,559	3.6%
Missing Subanalysis Data	0	-	140	1.1%	1,656	5.7%	1,796	4.2%
Collision with Other Non-Fixed Object	5	1.2%	157	1.2%	734	2.5%	896	2.1%
Other Non-fixed Object	4	1.0%	135	1.0%	541	1.8%	680	1.6%
Struck by falling, shifting cargo	0	-	8	0.1%	102	0.3%	110	0.3%
Work Zone/Maintenance Equipment	1	0.2%	3	0.02%	26	0.1%	30	0.1%
Railway Vehicle	0	-	1	0.01%	5	0.02%	6	0.01%
Missing Subanalysis Data	0	-	10	0.08%	60	0.20%	70	0.16%
Collision with Person	118	29.4%	779	5.9%	51	0.2%	948	2.2%
Pedestrian	104	25.9%	486	3.7%	17	0.1%	607	1.4%
Pedalcycle	12	3.0%	261	2.0%	28	0.1%	301	0.7%
Other Non-Motorist	2	0.5%	28	0.2%	5	0.02%	35	0.08%
Missing Subanalysis Data	0	-	4	0.03%	1	0.003%	5	0.01%
Non-Collision	66	16.4%	934	7.1%	1,031	3.5%	2,031	4.7%
Overturn/Rollover	65	16.2%	672	5.1%	454	1.6%	1,191	2.8%
All Other Non-Collision	0	-	179	1.4%	366	1.2%	545	1.3%
Jackknife	0	-	7	0.05%	73	0.2%	80	0.2%
Fell/Jumped from MV	1	0.2%	49	0.37%	6	0.02%	56	0.1%
Cargo/Equipment Loss or Shift	0	-	6	0.05%	34	0.12%	40	0.09%
Thrown or Falling Object	0	-	5	0.04%	30	0.10%	35	0.08%
Fire/Explosion	0	-	1	0.01%	33	0.11%	34	0.08%
Immersion, Full or Partial	0	-	5	0.04%	2	0.01%	7	0.02%
Missing Subanalysis Data	0	-	10	0.1%	33	0.1%	43	0.1%
Other	0	0.0%	17	0.1%	420	1.4%	437	1.0%
Missing FHE and Subanalysis Data	0	0.0%	1	0.01%	578	2.0%	579	1.4%
Total Crashes	402	100.0%	13,150	100.0%	29,284	100.0%	42,836	100.0%

Crash Characteristics – First Harmful Event



Table 10: Crashes by First Harmful Event and Subanalysis, 2019 - 2023 ¹⁰

First Harmful Event (FHE) and Subanalysis	Crashes					Percent of Annual Total Crashes				
	2019	2020	2021	2022	2023	2019	2020	2021	2022	2023
Collision with Animal	1,964	1,841	1,758	1,763	1,908	4.1%	5.0%	4.3%	4.3%	4.5%
Deer	1,019	994	977	925	969	2.12%	2.72%	2.40%	2.26%	2.26%
Elk	235	305	293	331	353	0.49%	0.83%	0.72%	0.81%	0.82%
Cattle/Cow	223	225	179	228	268	0.46%	0.62%	0.44%	0.56%	0.63%
Small Domestic Animal	112	95	112	95	116	0.23%	0.26%	0.27%	0.23%	0.27%
Small Game Animal	43	52	50	47	50	0.09%	0.14%	0.12%	0.11%	0.12%
Horse	29	41	32	39	32	0.06%	0.11%	0.08%	0.10%	0.07%
Other Large Game Animal	0	26	24	19	22	-	0.07%	0.06%	0.05%	0.05%
Antelope	21	23	32	18	16	0.04%	0.06%	0.08%	0.04%	0.04%
Bear	12	15	9	12	13	0.02%	0.04%	0.02%	0.03%	0.03%
Other Large Domestic Animal	14	3	5	8	4	0.03%	0.01%	0.01%	0.02%	0.01%
Other (Bird, Cougar, Sheep, Goat)	15	14	14	8	8	0.03%	0.04%	0.03%	0.02%	0.02%
Missing Subanalysis Data	241	48	31	33	57	0.50%	0.13%	0.08%	0.08%	0.13%
Collision with Fixed Object	4,658	4,425	4,666	5,002	5,007	9.7%	12.1%	11.4%	12.2%	11.7%
Guardrail, End or Face	507	485	500	610	643	1.1%	1.3%	1.2%	1.5%	1.5%
Curb	0	245	587	623	627	-	0.7%	1.4%	1.5%	1.5%
Fence	573	512	468	522	528	1.2%	1.4%	1.1%	1.3%	1.2%
Other Fixed Object	500	467	410	422	423	1.0%	1.3%	1.0%	1.0%	1.0%
Other Post, Pole or Support	130	180	338	372	382	0.3%	0.5%	0.8%	0.9%	0.9%
Utility Pole/Light Support	544	439	355	373	310	1.1%	1.2%	0.9%	0.9%	0.7%
Traffic Barrier, Concrete	102	156	217	223	276	0.2%	0.4%	0.5%	0.5%	0.6%
Tree (standing)	258	270	208	264	262	0.5%	0.7%	0.5%	0.6%	0.6%
Wall or Building	68	98	134	169	185	0.1%	0.3%	0.3%	0.4%	0.4%
Median	482	340	226	225	184	1.0%	0.9%	0.6%	0.6%	0.4%
Traffic Sign Support	312	232	183	201	179	0.6%	0.6%	0.4%	0.5%	0.4%
Embankment	184	182	177	147	159	0.4%	0.5%	0.4%	0.4%	0.4%
Ditch	160	121	141	134	156	0.3%	0.3%	0.3%	0.3%	0.4%
Traffic Barrier, Cable	0	45	119	117	105	-	0.1%	0.3%	0.3%	0.2%
Bridge Pier, Support, Rail, or Overhead	95	97	89	87	82	0.2%	0.3%	0.2%	0.2%	0.2%
Culvert	34	31	37	39	48	0.1%	0.1%	0.1%	0.1%	0.1%
Other (incl. hydrant, box, cattle guard, plant)	546	496	456	429	391	1.1%	1.4%	1.1%	1.0%	0.9%
Missing Subanalysis Data	163	29	21	45	67	0.3%	0.1%	0.1%	0.1%	0.2%
Collision with Motor Vehicle	35,203	25,176	30,050	29,283	31,030	73.2%	68.9%	73.7%	71.6%	72.4%
MV in Transport	29,448	23,348	28,260	26,300	27,675	61.2%	63.9%	69.3%	64.3%	64.6%
Parked MV	1,286	1,536	1,781	1,556	1,559	2.7%	4.2%	4.4%	3.8%	3.6%
Missing Subanalysis Data	4,469	292	9	1,427	1,796	9.3%	0.8%	0.02%	3.5%	4.2%
Collision with Other Non-Fixed Object	1,023	849	769	814	896	2.1%	2.3%	1.9%	2.0%	2.1%
Other Non-fixed Object	589	569	597	585	680	1.2%	1.6%	1.5%	1.6%	1.6%
Struck by falling, shifting cargo	285	219	124	135	110	0.6%	0.6%	0.3%	0.3%	0.3%
Work Zone/Maintenance Equipment	31	32	29	43	30	0.06%	0.09%	0.07%	0.11%	0.07%
Railway Vehicle	11	7	2	7	6	0.02%	0.02%	0.005%	0.02%	0.014%
Missing Subanalysis Data	107	22	17	44	70	0.2%	0.1%	0.04%	0.1%	0.16%
Collision with Person	1,008	700	788	886	948	2.1%	1.9%	1.9%	2.2%	2.2%
Pedestrian	638	462	518	585	607	1.3%	1.3%	1.3%	1.4%	1.4%
Pedalcycle	370	228	241	272	301	0.8%	0.6%	0.6%	0.7%	0.7%
Other Non-Motorist	0	7	29	29	35	-	0.02%	0.07%	0.07%	0.08%
Missing Subanalysis Data	0	3	0	0	5	-	0.01%	-	-	0.01%
Non-Collision	2,764	2,246	2,059	1,833	2,031	5.7%	6.1%	5.1%	4.5%	4.7%
Overtum/Rollover	1,952	1,564	1,292	1,088	1,191	4.1%	4.3%	3.2%	2.7%	2.8%
All Other Non-Collision	444	423	495	492	545	0.9%	1.2%	1.2%	1.2%	1.3%
Jackknife	47	71	71	74	80	0.1%	0.2%	0.2%	0.2%	0.2%
Fell/Jumped from MV	27	29	35	34	56	0.1%	0.1%	0.1%	0.1%	0.1%
Cargo/Equipment Loss or Shift	13	23	23	44	40	0.03%	0.06%	0.06%	0.11%	0.09%
Thrown or Falling Object	7	11	9	18	35	0.01%	0.03%	0.02%	0.04%	0.08%
Fire/Explosion	26	36	29	26	34	0.05%	0.10%	0.07%	0.06%	0.08%
Immersion, Full or Partial	22	19	14	6	7	0.05%	0.05%	0.03%	0.01%	0.02%
Missing Subanalysis Data	226	70	91	51	43	0.5%	0.2%	0.2%	0.1%	0.1%
Other	0	494	616	897	437	-	1.4%	1.5%	2.2%	1.0%
Missing FHE and Subanalysis Data	1,504	824	63	406	579	3.1%	2.3%	0.2%	1.0%	1.4%
Total Crashes	48,124	36,555	40,769	40,884	42,836	100%	100%	100%	100%	100%

¹⁰ 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, 2023 ¹¹

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	103	37.2%	4,303	41.4%	10,980	51.5%	15,386	48.1%
Intersecting Path (T-bone)	104	37.5%	4,219	40.6%	5,033	23.6%	9,356	29.3%
From Opposite Direction	69	24.9%	1,110	10.7%	1,881	8.8%	3,060	9.6%
Missing Data	1	0.4%	761	7.3%	3,414	16.0%	4,176	13.1%
Total Crashes	277	100.0%	10,393	100.0%	21,308	100.0%	31,978	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 24.9 percent of fatal crashes but only 9.6 percent of all crashes. (Table 11)

Table 12: Crashes by First Harmful Event Manner of Impact and Crash Severity, 2023 ¹¹

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	71	25.6%	3,403	32.7%	7,160	33.6%	10,634	33.3%
Front-to-Side	98	35.4%	4,625	44.5%	5,788	27.2%	10,511	32.9%
Sideswipe	12	4.3%	603	5.8%	3,407	16.0%	4,022	12.6%
Front-to-Front	69	24.9%	686	6.6%	728	3.4%	1,483	4.6%
Rear-to-Side	0	0.0%	63	0.6%	457	2.1%	520	1.6%
Other	18	6.5%	194	1.9%	174	0.8%	386	1.2%
Rear-to-Rear	0	0.0%	28	0.3%	150	0.7%	178	0.6%
Unknown	8	2.9%	47	0.5%	92	0.4%	147	0.5%
Missing Data	1	0.4%	744	7.2%	3,352	15.7%	4,097	12.8%
Total Crashes	277	100.0%	10,393	100.0%	21,308	100.0%	31,978	100.0%

¹¹ 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.

Crash Characteristics – Speeding



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 are available in Appendix F (Page 129).

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 9.8 percent of all crashes in 2023, the lowest level in five years. (Table 13)
- Fatal speeding-involved crashes fell sharply, to 115, similar to pre-COVID levels. (Table 14)

Table 13: Speeding-involved Crashes, 2019 - 2023 ¹²

Year	Speeding-involved Crashes	Total Crashes	Percent of Total Crashes
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%
2023	4,199	42,836	9.8%

Table 14: Speeding-involved Crashes by Crash Severity, 2023 ¹²

Year	Speeding-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2023	115	2.74%	1,743	41.5%	2,341	55.8%	4,199	100%

¹² 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 5.5 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 43.0 percent of speeding drivers in crashes (Table 16, Figure 6)
- The ratio of male to female speeding drivers in crashes is generally 3.0 to 1. (Table 16, Figure 6)

Table 15: Speeding Motor Vehicle Drivers in Crashes, 2019 - 2023 ¹³

Year	Speeding Motor Vehicle Drivers in Crashes	Total Motor Vehicle Drivers in Crashes	Percent of Total Motor Vehicle Drivers in Crashes
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%
2023	4,286	78,151	5.5%

¹³ 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.

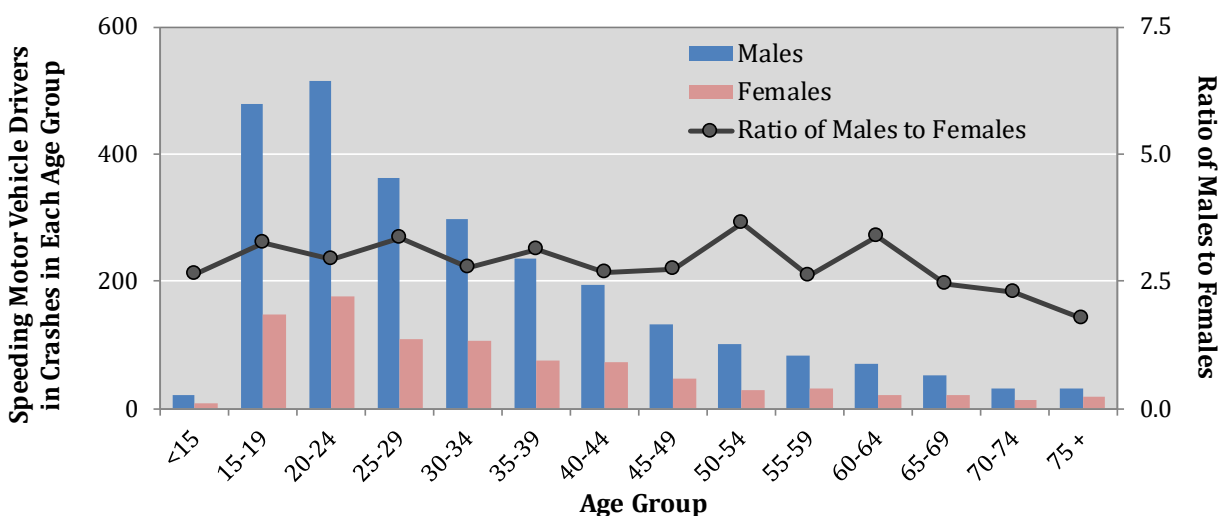
Crash Characteristics – Speeding



Table 16: Speeding Motor Vehicle Drivers in Crashes by Age Group and Sex, 2023^{13 14}

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	21	0.8%	8	0.9%	0	0.0%	29	0.7%	2.6
15-19	478	17.4%	147	15.9%	5	0.8%	630	14.7%	3.3
20-24	515	18.8%	175	19.0%	22	3.6%	712	16.6%	2.9
25-29	362	13.2%	108	11.7%	2	0.3%	472	11.0%	3.4
30-34	297	10.8%	107	11.6%	5	0.8%	409	9.5%	2.8
35-39	235	8.6%	75	8.1%	1	0.2%	311	7.3%	3.1
40-44	193	7.0%	72	7.8%	2	0.3%	267	6.2%	2.7
45-49	131	4.8%	48	5.2%	1	0.2%	180	4.2%	2.7
50-54	102	3.7%	28	3.0%	4	0.6%	134	3.1%	3.6
55-59	83	3.0%	32	3.5%	2	0.3%	117	2.7%	2.6
60-64	71	2.6%	21	2.3%	2	0.3%	94	2.2%	3.4
65-69	51	1.9%	21	2.3%	0	0.0%	72	1.7%	2.4
70-74	32	1.2%	14	1.5%	1	0.2%	47	1.1%	2.3
75 +	32	1.2%	18	2.0%	1	0.2%	51	1.2%	1.8
Missing Data	143	5.2%	48	5.2%	570	92.2%	761	17.8%	3.0
Total	2,746	100%	922	100%	618	100%	4,286	100%	3.0

Figure 6: Speeding Motor Vehicle Drivers in Crashes by Age Group and Sex, 2023¹³



¹⁴ 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 13.1 percent of all crashes but 20.6 percent of fatal crashes. Sundays had 10.5 percent of all crashes but 14.9 percent of fatal crashes. Fridays had a large portion of both total crashes (17.0 percent) and fatal crashes (16.4 percent). (Table 17)
- In 2023, 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 23.3 percent in 2023. (Table 19, Table 20)
- Combining all days of the week, the peak of alcohol-involved crashes was from 10 p.m. to 11 p.m., but there was a general increase by 4 p.m. each day that was sustained at high levels until 3 a.m. (Figure 8, Table 21)
- In 2023, the highest daily one-hour periods for alcohol-involved crashes were Sundays, 1 a.m. to 2 a.m. (57 crashes), and Saturdays, midnight to 1 a.m. (47 crashes). (Table 21)

Table 17: Crashes by Day of the Week and Crash Severity, 2023

Day of the Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Monday	51	12.7%	1,813	13.8%	4,050	13.8%	5,914	13.8%
Tuesday	46	11.4%	2,002	15.2%	4,427	15.1%	6,475	15.1%
Wednesday	53	13.2%	1,985	15.1%	4,497	15.4%	6,535	15.3%
Thursday	43	10.7%	1,931	14.7%	4,540	15.5%	6,514	15.2%
Friday	66	16.4%	2,254	17.1%	4,960	16.9%	7,280	17.0%
Saturday	83	20.6%	1,715	13.0%	3,801	13.0%	5,599	13.1%
Sunday	60	14.9%	1,450	11.0%	3,009	10.3%	4,519	10.5%
Total	402	100%	13,150	100%	29,284	100%	42,836	100%

Crash Characteristics – Hour and Day



Table 18: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2023

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	18	12.1%	111	11.4%	129	11.2%	258	11.4%
Tuesday	9	6.0%	92	9.5%	130	11.3%	231	10.2%
Wednesday	17	11.4%	117	12.0%	117	10.2%	251	11.1%
Thursday	12	8.1%	129	13.3%	166	14.5%	307	13.5%
Friday	26	17.4%	135	13.9%	150	13.1%	311	13.7%
Saturday	41	27.5%	204	21.0%	231	20.1%	476	21.0%
Sunday	26	17.4%	183	18.8%	225	19.6%	434	19.1%
Total	149	100%	971	100%	1,148	100%	2,268	100%

Figure 7: Crashes by Hour of the Day, 2023

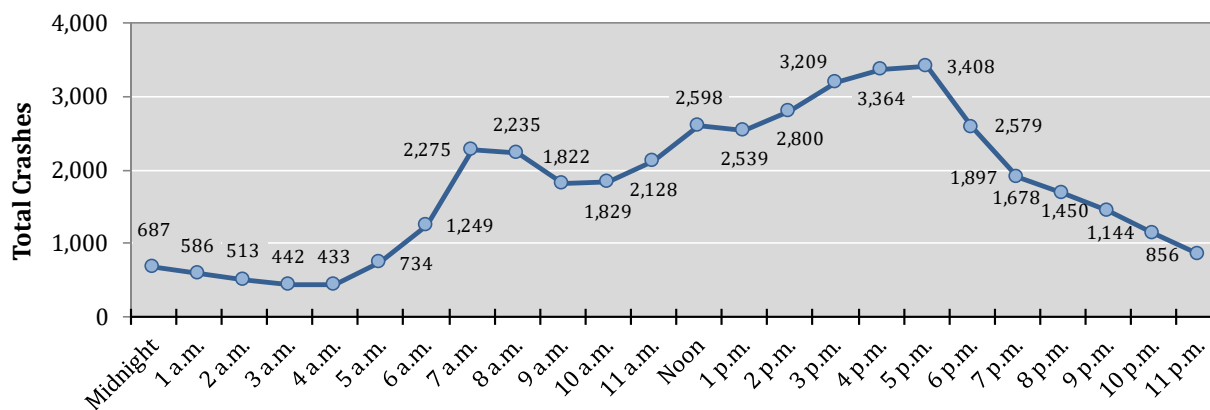
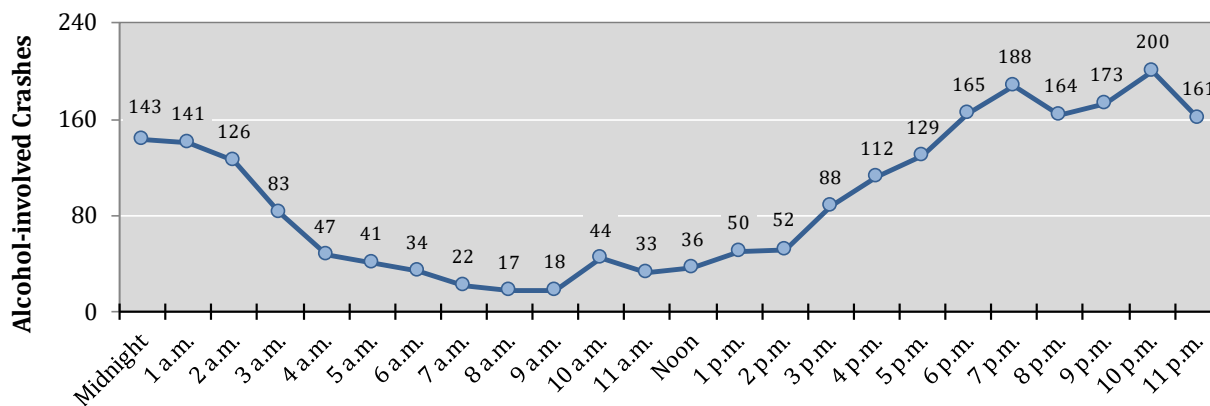


Figure 8: Alcohol-involved Crashes by Hour of the Day, 2023



Crash Characteristics – Hour and Day

Table 19: Crashes by Hour and Day of the Week, 2023^{15 16}

Hour	Crashes							Total by Hour
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	
Midnight	89	68	82	64	73	155	156	687
1 a.m.	69	47	55	49	71	122	173	586
2 a.m.	56	46	46	39	60	116	150	513
3 a.m.	46	39	69	51	49	79	109	442
4 a.m.	52	50	59	58	54	91	69	433
5 a.m.	115	100	113	109	130	98	69	734
6 a.m.	161	230	221	209	203	136	89	1,249
7 a.m.	365	452	409	429	386	142	92	2,275
8 a.m.	332	436	412	369	383	167	136	2,235
9 a.m.	255	303	292	302	312	213	145	1,822
10 a.m.	283	268	268	296	288	249	177	1,829
11 a.m.	304	340	310	293	374	313	194	2,128
Noon	332	377	392	405	461	383	248	2,598
1 p.m.	361	346	406	344	456	344	282	2,539
2 p.m.	358	417	393	427	534	372	299	2,800
3 p.m.	482	523	506	505	576	338	279	3,209
4 p.m.	514	577	517	593	578	312	273	3,364
5 p.m.	508	579	599	579	542	335	266	3,408
6 p.m.	326	341	413	389	431	353	326	2,579
7 p.m.	234	248	271	253	322	303	266	1,897
8 p.m.	219	212	216	237	291	282	221	1,678
9 p.m.	151	164	193	207	265	269	201	1,450
10 p.m.	134	156	136	142	214	213	149	1,144
11 p.m.	97	94	105	114	163	164	119	856
Missing Data	71	62	52	51	64	50	31	381
Total	5,914	6,475	6,535	6,514	7,280	5,599	4,519	42,836

Table 20: Crashes by Crash Severity and Three-hour Segments, 2023¹⁷

Hour	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	40	10.0%	548	4.2%	1,198	4.1%	1,786	4.2%
3 - 6 a.m.	51	12.7%	431	3.3%	1,127	3.8%	1,609	3.8%
6 - 9 a.m.	36	9.0%	1,721	13.1%	4,002	13.7%	5,759	13.4%
9 a.m. - Noon	36	9.0%	1,716	13.0%	4,027	13.8%	5,779	13.5%
12 - 3 p.m.	55	13.7%	2,465	18.7%	5,417	18.5%	7,937	18.5%
3 - 6 p.m.	43	10.7%	3,150	24.0%	6,788	23.2%	9,981	23.3%
6 - 9 p.m.	71	17.7%	2,029	15.4%	4,054	13.8%	6,154	14.4%
9 p.m. - 12 a.m.	70	17.4%	1,076	8.2%	2,304	7.9%	3,450	8.1%
Missing Data	0	0.0%	14	0.1%	367	1.3%	381	0.9%
Total	402	100%	13,150	100%	29,284	100%	42,836	100%

¹⁵ For reference, crashes during the hour of 1 a.m. are crashes from 1:00 a.m. to 1:59 a.m.

¹⁶ Darker shading indicates higher counts.

¹⁷ 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, 2023 ^{18 19}

Hour	Alcohol-involved Crashes							Total by Hour
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	
Midnight	13	7	15	14	14	47	33	143
1 a.m.	13	9	9	9	6	38	57	141
2 a.m.	9	9	8	12	9	33	46	126
3 a.m.	5	4	16	8	5	21	24	83
4 a.m.	4	2	4	1	4	22	10	47
5 a.m.	6	0	3	6	6	12	8	41
6 a.m.	1	3	0	5	7	10	8	34
7 a.m.	4	4	3	2	3	2	4	22
8 a.m.	1	1	2	3	2	4	4	17
9 a.m.	3	1	2	5	1	3	3	18
10 a.m.	6	7	3	9	4	9	6	44
11 a.m.	5	5	3	7	3	6	4	33
Noon	5	6	4	5	3	11	2	36
1 p.m.	10	5	6	11	2	9	7	50
2 p.m.	6	10	2	8	5	9	12	52
3 p.m.	16	12	12	13	9	15	11	88
4 p.m.	13	16	12	23	18	15	15	112
5 p.m.	19	20	15	21	15	23	16	129
6 p.m.	16	11	20	26	40	24	28	165
7 p.m.	27	24	19	19	30	36	33	188
8 p.m.	18	13	23	25	23	25	37	164
9 p.m.	24	15	27	26	32	27	22	173
10 p.m.	22	30	22	20	39	43	24	200
11 p.m.	12	16	21	29	31	32	20	161
Missing Data	0	1	0	0	0	0	0	1
Total	258	231	251	307	311	476	434	2,268

Table 22: Alcohol-involved Crashes by Crash Severity and Three-hour Segments, 2023 ²⁰

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.	22	14.8%	179	18.4%	209	18.2%	410	18.1%
3 - 6 a.m.	20	13.4%	59	6.1%	92	8.0%	171	7.5%
6 - 9 a.m.	10	6.7%	24	2.5%	39	3.4%	73	3.2%
9 a.m. - Noon	3	2.0%	40	4.1%	52	4.5%	95	4.2%
12 - 3 p.m.	8	5.4%	57	5.9%	73	6.4%	138	6.1%
3 - 6 p.m.	16	10.7%	153	15.8%	160	13.9%	329	14.5%
6 - 9 p.m.	31	20.8%	240	24.7%	246	21.4%	517	22.8%
9 p.m. - 12 a.m.	39	26.2%	219	22.6%	276	24.0%	534	23.5%
Missing Data	0	0.0%	0	0.0%	1	0.1%	1	0.0%
Total	149	100%	971	100%	1,148	100%	2,268	100%

¹⁸ For reference, crashes during the hour of 1 a.m. are crashes from 1:00 a.m. to 1:59 a.m.

¹⁹ Darker shading indicates higher counts.

²⁰ For reference, crashes from 3-6 a.m. are from 3 a.m. to 5:59 a.m.

Crash Characteristics – Hour and Day

Table 23: Alcohol-involved Crashes by Hour, 2019 - 2023 ^{21 22}

Hour	Alcohol-involved Crashes				
	2019	2020	2021	2022	2023
Midnight	144	122	131	139	143
1 a.m.	125	97	122	142	141
2 a.m.	127	83	97	121	126
3 a.m.	79	57	61	75	83
4 a.m.	46	41	37	43	47
5 a.m.	35	25	37	29	41
6 a.m.	40	21	34	33	34
7 a.m.	30	32	27	24	22
8 a.m.	15	18	27	20	17
9 a.m.	18	22	35	27	18
10 a.m.	30	25	27	22	44
11 a.m.	27	36	33	39	33
Noon	53	36	44	36	36
1 p.m.	49	61	42	51	50
2 p.m.	62	72	81	56	52
3 p.m.	67	85	91	81	88
4 p.m.	121	105	119	129	112
5 p.m.	145	123	143	140	129
6 p.m.	173	135	128	169	165
7 p.m.	159	152	152	166	188
8 p.m.	183	174	168	164	164
9 p.m.	193	165	177	193	173
10 p.m.	177	182	178	156	200
11 p.m.	136	148	158	177	161
Missing Data	3	3	1	1	1
Total	2,237	2,020	2,150	2,233	2,268

²¹ For reference, the hour of 1 a.m. is from 1:00 a.m. to 1:59 a.m.

²² Darker shading indicates higher counts.

Crash Characteristics – Holidays



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 2023...

- The St. Patrick’s Day period had the highest rate of crashes per day, at 177.0. (Table 24)
- The Halloween holiday period had the highest rate of alcohol-involved crashes per day, at 11.0. (Table 24)

Table 24: Holiday Crashes and Fatalities, 2023 ²³

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 2022-2023	3.5	Fri, 12-30-22	Tue, 01-03-23	274	78.3	25	7.1	2	0.6	1	0.3
MLK Day	3.5	Fri, 01-13-23	Tue, 01-17-23	317	90.6	23	6.6	4	1.1	1	0.3
Super Bowl Sunday	1.0	Sun, 02-12-23	Mon, 02-13-23	65	65.0	6	6.0	4	4.0	2	2.0
Presidents' Day	3.5	Fri, 02-17-23	Tue, 02-21-23	292	83.4	23	6.6	1	0.3	0	0.0
Cinco de Mayo	1.0	Sun, 03-05-23	Mon, 03-06-23	62	62.0	5	5.0	0	0.0	0	0.0
St. Patrick's Day	1.0	Fri, 03-17-23	Sat, 03-18-23	177	177.0	6	6.0	1	1.0	0	0.0
Easter	2.5	Fri, 04-07-23	Mon, 04-10-23	229	91.6	22	8.8	7	2.8	1	0.4
Memorial Day	3.5	Fri, 05-26-23	Tue, 05-30-23	321	91.7	25	7.1	5	1.4	3	0.9
Juneteenth	3.5	Fri, 06-16-23	Tue, 06-20-23	323	92.3	28	8.0	6	1.7	4	1.1
Independence Day	4.5	Fri, 06-30-23	Wed, 07-05-23	464	103.1	47	10.4	8	1.8	4	0.9
Labor Day	3.5	Fri, 09-01-23	Tue, 09-05-23	321	91.7	28	8.0	3	0.9	0	0.0
Balloon Fiesta	9.5	Fri, 10-06-23	Mon, 10-16-23	748	78.7	26	2.7	8	0.8	3	0.3
Indigenous Peoples' Day	3.5	Fri, 10-06-23	Tue, 10-10-23	363	103.7	20	5.7	6	1.7	2	0.6
Halloween	1.0	Tue, 10-31-23	Wed, 11-01-23	148	148.0	11	11.0	2	2.0	1	1.0
Veterans' Day	3.5	Thu, 11-09-23	Mon, 11-13-23	389	111.1	29	8.3	5	1.4	3	0.9
Thanksgiving	4.5	Wed, 11-22-23	Mon, 11-27-23	440	97.8	29	6.4	5	1.1	2	0.4
Christmas	3.5	Fri, 12-22-23	Tue, 12-26-23	329	94.0	30	8.6	5	1.4	2	0.6
2023 Entire Year	365	Sun, 01-01-23	Sun, 12-31-23	42,836	117.4	2,268	6.2	436	1.2	164	0.4

²³ 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 12.2 percent of all crashes but 34.6 percent of fatal crashes. (Table 25)

Table 25: Crashes by Crash Severity and Light Condition, 2023

Light Condition	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	164	40.8%	9,124	69.4%	19,816	67.7%	29,104	67.9%
Dark-Lighted	69	17.2%	1,841	14.0%	3,399	11.6%	5,309	12.4%
Dark-Not Lighted	139	34.6%	1,473	11.2%	3,608	12.3%	5,220	12.2%
Dusk	11	2.7%	394	3.0%	779	2.7%	1,184	2.8%
Dawn	8	2.0%	179	1.4%	507	1.7%	694	1.6%
Dark-Unknown Lighting	5	1.2%	97	0.74%	463	1.6%	565	1.3%
Unknown or Not Reported	4	1.0%	7	0.1%	117	0.4%	128	0.3%
Other	1	0.2%	17	0.1%	38	0.1%	56	0.1%
Missing Data	1	0.2%	18	0.1%	557	1.9%	576	1.3%
Total Crashes	402	100%	13,150	100%	29,284	100%	42,836	100%

Table 26: Severity of Injuries to People in Crashes by Light Condition, 2023

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	174	39.9%	699	57.0%	3,770	66.1%	8,737	72.2%	60,344	71.6%	73,724	71.0%
Dark-Lighted	73	16.7%	197	16.1%	794	13.9%	1,707	14.1%	10,056	11.9%	12,827	12.4%
Dark-Not Lighted	156	35.8%	258	21.0%	837	14.7%	1,009	8.3%	7,929	9.4%	10,189	9.8%
Dusk	13	3.0%	37	3.0%	172	3.0%	376	3.1%	2,375	2.8%	2,973	2.9%
Dawn	8	1.8%	21	1.7%	68	1.2%	144	1.2%	1,067	1.3%	1,308	1.3%
Dark-Unknown Lighting	5	1.1%	10	0.8%	39	0.7%	86	0.7%	1,070	1.3%	1,210	1.2%
Unknown or Not Reported	5	1.1%	3	0.2%	4	0.1%	2	0.0%	183	0.2%	197	0.2%
Other	1	0.2%	2	0.2%	10	0.2%	19	0.2%	96	0.1%	128	0.1%
Missing Data	1	0.2%	0	0.0%	6	0.1%	16	0.1%	1,197	1.4%	1,220	1.2%
Total People	436	100%	1,227	100%	5,700	100%	12,096	100%	84,317	100%	103,776	100%

Crash Characteristics – Weather



Weather

Table 27: Crashes and Crash Fatalities by Weather Condition, 2023 ²⁴

Weather	Frequency in Crashes		Frequency in Fatalities	
	Count	Percent	Count	Percent
Clear	35,823	81.6%	392	86.0%
Inclement	5,536	12.6%	59	12.9%
Cloudy	2,050	4.7%	9	2.0%
Raining	1,298	3.0%	14	3.1%
Snowing	725	1.7%	8	1.8%
Wind	674	1.5%	13	2.9%
Blowing Snow	263	0.6%	6	1.3%
Other	142	0.3%	2	0.4%
Freezing Rain or Freezing Drizzle	113	0.3%	0	0.0%
Sleet or Hail	98	0.2%	1	0.2%
Fog, Smog, Smoke	95	0.2%	5	1.1%
Severe Crosswind	52	0.1%	1	0.2%
Blowing Sand, Soil, Dirt	26	0.06%	0	0.0%
Missing Data	2,545	5.8%	5	1.1%
Total	43,904	100%	456	100%

Table 28: Crashes by Weather Condition, 2019 - 2023 ²⁴

Weather	Crashes									
	2019		2020		2021		2022		2023	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Clear	41,630	86.5%	31,953	86.8%	34,791	83.8%	35,026	83.9%	35,823	81.6%
Inclement	4,152	8.6%	3,293	8.9%	4,533	10.9%	4,973	11.9%	5,536	12.6%
Cloudy	-	-	380	1.0%	1,397	3.4%	1,652	4.0%	2,050	4.7%
Raining	2,044	4.2%	1,027	2.8%	1,333	3.2%	1,376	3.3%	1,298	3.0%
Snowing	1,301	2.7%	1,061	2.9%	629	1.5%	715	1.7%	725	1.7%
Wind	343	0.7%	285	0.8%	606	1.5%	598	1.4%	674	1.5%
Blowing Snow	-	-	176	0.5%	179	0.4%	209	0.5%	263	0.6%
Other	234	0.5%	151	0.4%	145	0.3%	176	0.4%	142	0.3%
Freezing Rain or Freezing Drizzle	0	0.0%	31	0.1%	47	0.1%	67	0.2%	113	0.3%
Sleet or Hail	109	0.2%	54	0.1%	74	0.2%	39	0.1%	98	0.2%
Fog, Smog, Smoke	100	0.2%	100	0.3%	64	0.2%	83	0.2%	95	0.2%
Severe Crosswind	-	-	13	0.04%	25	0.1%	30	0.07%	52	0.12%
Blowing Sand, Soil, Dirt	21	0.04%	15	0.04%	34	0.1%	28	0.07%	26	0.06%
Missing Data	2,342	4.9%	1,551	4.2%	2,216	5.3%	1,750	4.2%	2,545	5.8%
Total	48,124	100%	36,797	100%	41,540	100%	41,749	100%	43,904	100%

²⁴ 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 three years in a row, to 96. (Table 29)
- 11.5 percent of vehicles containing hazardous materials involved in crashes had a spill (11 divided by 96). (Table 30)

Table 29: Hazardous Material Crashes, 2019 - 2023 ²⁵

Year	Hazardous Material Crashes	Total Crashes	Percent Hazardous Crashes
2019	104	48,124	0.22%
2020	60	36,555	0.16%
2021	73	40,769	0.18%
2022	83	40,884	0.20%
2023	96	42,836	0.22%

Table 30: Vehicles with Hazardous Materials in Crashes by Hazardous Material Type, 2023 ²⁵

Hazardous Material Type	Vehicles with Hazardous Materials in Crashes			
	No Spill	Spill	Missing Data	Total
1 - Explosives	3	-	1	4
2 - Gases	13	3	-	16
3 - Flammable Liquid or Combustible Liquid	48	4	3	55
4 - Flammable Solids	1	-	-	1
5 - Oxidizer or Organic Peroxide	-	-	-	-
6 - Poisonous (Toxic) or Infectious Substances	-	-	-	-
7 - Radioactive	-	-	-	-
8 - Corrosive	11	1	-	12
9 - Miscellaneous	2	3	1	6
10 - Dangerous	-	-	-	-
Missing Data	-	-	2	2
Total	78	11	7	96

²⁵ See Page xiv for a definition of hazardous material crashes.

Vehicles

Vehicle Type

- The vehicles most often in crashes were passenger vehicles (50.5 percent), pickup trucks (19.6 percent) and van/SUV/4WD (4-wheel drive) vehicles (17.4 percent). (Table 31)
- Three vehicle types (heavy trucks, motorcycles, and pedestrians) are more likely to result in a fatal crash. Heavy trucks were only 4.6 percent of all vehicle types in crashes but 15.5 percent of vehicle types in fatal crashes. Motorcycles were only 1.3 percent of all vehicle types in crashes but 7.2 percent of vehicles in fatal crashes. Pedestrians were only 0.9 percent of all vehicles in crashes but 14.7 percent of vehicle types in fatal crashes. (Table 31)
- 21.3 percent of motorcyclists in crashes were either seriously injured or killed. (Table 32)
- 33.9 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, 2023 ²⁶

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	639	83.3%	24,224	95.5%	49,613	93.6%	74,476	94.1%
Passenger Cars	178	23.2%	13,645	53.8%	26,155	49.4%	39,978	50.5%
Pickups	136	17.7%	4,560	18.0%	10,824	20.4%	15,520	19.6%
Vans/SUVs/4WDs	146	19.0%	4,113	16.2%	9,474	17.9%	13,733	17.4%
Semis/Heavy Trucks	119	15.5%	902	3.6%	2,625	5.0%	3,646	4.6%
Motorcycles/Mopeds	55	7.2%	789	3.1%	153	0.3%	997	1.3%
Buses	1	0.1%	79	0.3%	267	0.5%	347	0.4%
ATVs	2	0.3%	108	0.4%	31	0.1%	141	0.2%
Other Vehicles	2	0.3%	28	0.1%	84	0.2%	114	0.1%
Non-Motorized Vehicles	125	16.3%	807	3.2%	50	0.1%	982	1.2%
Pedestrians, All	113	14.7%	545	2.1%	21	0.0%	679	0.9%
Pedalcycles	12	1.6%	262	1.0%	29	0.1%	303	0.4%
Missing Data	3	0.4%	341	1.3%	3,331	6.3%	3,675	4.6%
Total Vehicles	767	100%	25,372	100%	52,994	100%	79,133	100%

²⁶ 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, 2023 ²⁷

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	316	0.3%	1,080	1.1%	5,270	5.3%	11,843	12.0%	80,481	81.3%	98,990	100%
Passenger Cars	92	0.2%	475	0.9%	2,938	5.5%	7,317	13.8%	42,144	79.6%	52,966	100%
Pickups	63	0.3%	173	0.9%	787	4.0%	1,873	9.4%	17,001	85.4%	19,897	100%
Vans/SUVs/4WDs	80	0.4%	189	1.0%	785	4.1%	2,190	11.3%	16,111	83.2%	19,355	100%
Semis/Heavy Trucks	25	0.6%	34	0.8%	151	3.6%	223	5.3%	3,738	89.6%	4,171	100%
Buses	0	0.0%	2	0.2%	14	1.2%	65	5.7%	1,063	92.9%	1,144	100%
Motorcycles/Mopeds	55	5.2%	170	16.1%	500	47.3%	145	13.7%	188	17.8%	1,058	100%
ATVs	0	0.0%	37	15.4%	91	37.9%	23	9.6%	89	37.1%	240	100%
Other Vehicles	1	0.6%	0	0.0%	4	2.5%	7	4.4%	147	92.5%	159	100%
Non-Motorized Vehicles	120	12.2%	147	15.0%	424	43.2%	231	23.5%	60	6.1%	982	100%
Pedestrians, All	108	15.9%	122	18.0%	262	38.6%	157	23.1%	30	4.4%	679	100%
Pedalcycles	12	4.0%	25	8.3%	162	53.5%	74	24.4%	30	9.9%	303	100%
Missing Data	0	0.0%	0	0.0%	6	0.2%	22	0.6%	3,776	99.3%	3,804	100%
Total Vehicles	436	0.4%	1,227	1.2%	5,700	5.5%	12,096	11.7%	84,317	81.2%	103,776	100%

Table 33: Crashes by Number of Vehicles Involved and Crash Severity, 2023 ²⁷

Number of Vehicles Involved	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	122	30.3%	2,650	20.2%	7,185	24.5%	9,957	23.2%
2	229	57.0%	9,155	69.6%	20,743	70.8%	30,127	70.3%
3	35	8.7%	1,085	8.3%	1,159	4.0%	2,279	5.3%
4+	16	4.0%	260	2.0%	197	0.7%	473	1.1%
Total Crashes	402	100%	13,150	100%	29,284	100%	42,836	100%

²⁷ 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 (51.0 percent). (Table 34)
- Over twice as many vehicle actions in a crash occurred during a left turn (8,282 vehicle actions), compared with during a right turn (3,256 vehicle actions). Further, over 3 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, 2023 ²⁸

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	525	57.3%	16,617	56.4%	29,308	48.2%	46,450	51.0%
Left Turn	34	3.7%	3,232	11.0%	5,016	8.3%	8,282	9.1%
Stopped for Sign or Signal	6	0.7%	1,291	4.4%	2,453	4.0%	3,750	4.1%
Right Turn	10	1.1%	807	2.7%	2,439	4.0%	3,256	3.6%
Stopped for Traffic	10	1.1%	899	3.1%	1,879	3.1%	2,788	3.1%
Parked	29	3.2%	414	1.4%	2,265	3.7%	2,708	3.0%
Slowing	15	1.6%	916	3.1%	1,632	2.7%	2,563	2.8%
Other	74	8.1%	755	2.6%	1,483	2.4%	2,312	2.5%
Changing Lanes	14	1.5%	525	1.8%	1,631	2.7%	2,170	2.4%
Entering Traffic Lane	12	1.3%	622	2.1%	1,128	1.9%	1,762	1.9%
Backing	1	0.1%	87	0.3%	1,139	1.9%	1,227	1.3%
Negotiating a Curve	27	2.9%	417	1.4%	686	1.1%	1,130	1.2%
Stopped in Traffic	13	1.4%	430	1.5%	614	1.0%	1,057	1.2%
Overtaking or Passing	6	0.7%	199	0.7%	608	1.0%	813	0.9%
Leaving Traffic Lane	21	2.3%	294	1.0%	459	0.8%	774	0.8%
Unknown	22	2.4%	173	0.6%	365	0.6%	560	0.6%
Reckless/Aggressive Manner	19	2.1%	225	0.8%	304	0.5%	548	0.6%
Overcorrecting/Oversteering	17	1.9%	212	0.7%	291	0.5%	520	0.6%
Start in Traffic Lane	2	0.2%	136	0.5%	319	0.5%	457	0.5%
Ran Red Light	2	0.2%	226	0.8%	223	0.4%	451	0.5%
U-Turn	0	0.0%	150	0.5%	300	0.5%	450	0.5%
Start From Park	3	0.3%	88	0.3%	206	0.3%	297	0.3%
Wrong Way	16	1.7%	98	0.3%	98	0.2%	212	0.2%
Missing Data	38	4.1%	637	2.2%	5,926	9.8%	6,601	7.2%
Total Vehicle Actions	916	100%	29,450	100%	60,772	100%	91,138	100%

²⁸ 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).²⁹

- Motorcycles were involved in 2.3 percent of all crashes and 13.2 percent of all fatal crashes. (Table 35)
- The number of motorcyclist fatalities in crashes ranged from 46 to 55 over the last five years. The number of motorcyclists sustaining suspected serious injuries increased to a five-year high of 170. (Table 36)
- The percentage of motorcyclists in crashes who were killed was 5.2 percent, whereas the percentage of all people in crashes who were killed was 0.4 percent. (Table 36, Table 2)
- 10.0 percent of all unhelmeted motorcyclists in crashes were killed, compared with 5.7 percent of helmeted motorcyclists. (Table 37)
- The percentage of motorcyclists in crashes who were helmeted was 45.2 percent, the second-highest percentage in five years. However, helmet-use data were missing for 28.7 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 33.0 percent combined, followed by Excessive Speeding, with 16.9 percent. (Table 39)
- The crash rates of motorcycle drivers in crashes, based on licensed motorcycle operators, rose in 2023. (Table 40)
- Male motorcyclists in crashes outnumbered females at a ratio of 8.2 to 1. The discrepancy was largest for motorcyclists of 60-64 years of age. (Table 41)

Table 35: Crashes by Motorcycle Involvement and Crash Severity, 2023 ²⁹

Motorcycle Involvement	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Involved	53	13.2%	777	5.9%	149	0.5%	979	2.3%
Not Involved	349	86.8%	12,373	94.1%	29,135	99.5%	41,857	97.7%
Total Crashes	402	100%	13,150	100%	29,284	100%	42,836	100%

²⁹ 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, 2019 - 2023 ^{29 30}

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
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%
2023	55	5.2%	170	16.1%	500	47.3%	145	13.7%	188	17.8%	1,058	100%

Table 37: Motorcyclist (Driver & Passenger) Helmet Use by Severity of Injury, 2023 ²⁹

Severity of Injury	Injury Class	Helmet Worn?						Total Motorcyclists	
		No		Yes		Missing Data			
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Fatalities	K	28	10.0%	27	5.7%	0	0.0%	55	5%
Suspected Serious Injuries	A	59	21.1%	74	15.6%	37	12.2%	170	16%
Suspected Minor Injuries	B	148	52.9%	236	49.8%	116	38.2%	500	47%
Possible Injuries	C	20	7.1%	77	16.2%	48	15.8%	145	14%
No Apparent Injuries	O	25	8.9%	60	12.7%	103	33.9%	188	18%
Total Motorcyclists		280	100%	474	100%	304	100%	1,058	100%

Table 38: Motorcyclist (Driver & Passenger) Helmet Use, 2019 - 2023 ²⁹

Year	Helmet Worn?						Total Motorcyclists in Crashes	
	No		Yes		Missing Data			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2023	280	26.5%	474	44.8%	304	28.7%	1,058	100%

³⁰ See Page 121 for severity of injuries to motorcyclists in crashes by county.

Table 39: Contributing Factors of Motorcycle Vehicles in Crashes by Crash Severity, 2023 ^{29 31}

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	99	83.9%	702	62.2%	97	51.1%	898	62.5%
Driver Inattention	12	10.2%	164	14.5%	28	14.7%	204	14.2%
Excessive Speed	20	16.9%	121	10.7%	7	3.7%	148	10.3%
Other Improper Driving	9	7.6%	100	8.9%	14	7.4%	123	8.6%
Under the Influence Of Alcohol	14	11.9%	40	3.5%	5	2.6%	59	4.1%
Speed Too Fast For Conditions	5	4.2%	46	4.1%	2	1.1%	53	3.7%
Avoid No Contact Vehicle	1	0.8%	44	3.9%	4	2.1%	49	3.4%
Following Too Closely	2	1.7%	29	2.6%	11	5.8%	42	2.9%
Improper Lane Change	3	2.5%	24	2.1%	3	1.6%	30	2.1%
Under the Influence Of Drugs	25	21.2%	4	0.4%	0	-	29	2.0%
Made Improper Turn	2	1.7%	20	1.8%	3	1.6%	25	1.7%
Disregarded Traffic Signal	1	0.8%	19	1.7%	4	2.1%	24	1.7%
Failed to Yield Right of Way	2	1.7%	17	1.5%	4	2.1%	23	1.6%
Avoid No Contact Other	0	-	17	1.5%	5	2.6%	22	1.5%
Improper Overtaking	1	0.8%	18	1.6%	3	1.6%	22	1.5%
Drove Left of Center	0	-	17	1.5%	1	0.5%	18	1.3%
Driver Distracted by Other Activity	0	-	13	1.2%	1	0.5%	14	1.0%
Passed Stop Sign	0	-	4	0.4%	1	0.5%	5	0.3%
Failed to Yield For Police Vehicle	1	0.8%	2	0.2%	0	-	3	0.2%
Driver Distracted by Talking on Hands-Free Device	1	0.8%	1	0.1%	0	-	2	0.1%
Cell Phone	0	-	0	-	1	0.5%	1	0.1%
Failed to Yield For Emer. Vehicle	0	-	1	0.1%	0	-	1	0.1%
Vehicle Skidded Before Braking	0	-	1	0.1%	0	-	1	0.1%
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	-
High-Speed Pursuit	0	-	0	-	0	-	0	-
Improper Backing	0	-	0	-	0	-	0	-
Pedestrian Error	0	-	0	-	0	-	0	-
Vehicle	1	0.8%	45	4.0%	5	2.6%	51	3.5%
Other Mechanical Defect	0	-	11	1.0%	2	1.1%	13	0.9%
Defective Steering	0	-	11	1.0%	0	-	11	0.8%
Lights (Head, Signal, Tail)	1	0.8%	9	0.8%	1	0.5%	11	0.8%
Inadequate Brakes	0	-	7	0.6%	2	1.1%	9	0.6%
Defective Tires	0	-	6	0.5%	0	-	6	0.4%
Wheels	0	-	1	0.1%	0	-	1	0.1%
Coupling Device (Hitch, Chains)	0	-	0	-	0	-	0	-
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	1	0.8%	103	9.1%	19	10.0%	123	8.6%
Road Surface Conditions	0	-	29	2.6%	4	2.1%	33	2.3%
Animal(s) In Roadway	1	0.8%	12	1.1%	8	4.2%	21	1.5%
Debris	0	-	16	1.4%	5	2.6%	21	1.5%
Traffic Congestion	0	-	11	1.0%	0	-	11	0.8%
Obstruction in Road	0	-	10	0.9%	0	-	10	0.7%
Weather Conditions	0	-	10	0.9%	0	-	10	0.7%
Road Defect	0	-	7	0.6%	2	1.1%	9	0.6%
Other Visual Obstruction(s)	0	-	6	0.5%	0	-	6	0.4%
Low Visibility Due to Glare	0	-	2	0.2%	0	-	2	0.1%
Backup - Prior Crash	0	-	0	-	0	-	0	-
Backup - Prior Incident	0	-	0	-	0	-	0	-
Low Visibility Due to Smoke	0	-	0	-	0	-	0	-
Traffic Control Missing	0	-	0	-	0	-	0	-
Other	17	14.4%	279	24.7%	69	36.3%	365	25.4%
Other - No Driver Error	16	13.6%	264	23.4%	51	26.8%	331	23.0%
Missing Data	1	0.8%	9	0.8%	17	8.9%	27	1.9%
None	0	-	6	0.5%	1	0.5%	7	0.5%
Total Contributing Factors	118	100.0%	1,129	100.0%	190	100.0%	1,437	100.0%

³¹ 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, 2019 - 2023 ^{29 32}

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)
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
2023	997	-	121,403	-	8.2

Table 41: Motorcyclists in Crashes by Age Group and Sex, 2023 ^{29 33}

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	1	0.1%	0	0.0%	0	0.0%	1	0.1%	-
5-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
10-14	15	1.6%	2	1.8%	0	0.0%	17	1.6%	7.5
15-19	87	9.5%	8	7.1%	0	0.0%	95	9.0%	10.9
20-24	160	17.5%	16	14.3%	1	3.2%	177	16.7%	10.0
25-29	96	10.5%	8	7.1%	0	0.0%	104	9.8%	12.0
30-34	91	9.9%	14	12.5%	1	3.2%	106	10.0%	6.5
35-39	66	7.2%	14	12.5%	0	0.0%	80	7.6%	4.7
40-44	89	9.7%	11	9.8%	0	0.0%	100	9.5%	8.1
45-49	54	5.9%	10	8.9%	0	0.0%	64	6.0%	5.4
50-54	58	6.3%	9	8.0%	0	0.0%	67	6.3%	6.4
55-59	55	6.0%	7	6.3%	1	3.2%	63	6.0%	7.9
60-64	54	5.9%	4	3.6%	0	0.0%	58	5.5%	13.5
65-69	42	4.6%	6	5.4%	0	0.0%	48	4.5%	7.0
70-74	19	2.1%	0	0.0%	0	0.0%	19	1.8%	-
75 +	16	1.7%	0	0.0%	1	3.2%	17	1.6%	-
Missing Data	12	1.3%	3	2.7%	27	87%	42	4.0%	4.0
Total	915	100%	112	100%	31	100%	1,058	100%	8.2

³² 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.

³³ 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 7.4 percent of crashes but 22.0 percent of fatalities. (Table 42)
- The number of heavy truck-involved crashes was 3,161, the second-highest level in over a decade. The number of fatalities in heavy truck-involved crashes rose to 96, the 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 7.4 percent, compared to pre-COVID levels. (Table 42)

Table 42: Crashes and Fatalities by Heavy Truck Involvement, 2019 - 2023

Year	Heavy Truck-involved Crashes		Heavy Truck-involved Fatalities		Total Crashes	Total Fatalities
	Crashes	Percent of Total Crashes	Fatalities	Percent of Total Fatalities		
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
2023	3,161	7.4%	96	22.0%	42,836	436

Table 43: People in Heavy Truck-involved Crashes by Severity of Injury, 2023

Severity of Injury	Injury Class	People in Heavy Truck-involved Crashes	
		Count	Percent
Fatalities	K	96	1.3%
Suspected Serious Injuries	A	128	1.7%
Suspected Minor Injuries	B	437	5.9%
Possible Injuries	C	610	8.3%
No Apparent Injuries	O	6,115	82.8%
Total People		7,386	100%

Pedestrians

- Pedestrian fatalities rose to 108, the highest level since 1983, and the third highest level ever recorded in the NM state crash database since tracking began in 1979. (Table 44, previous [Annual Crash Reports](#), New Mexico Crash Database, 1979-2023)
- Pedestrian-involved crashes represented 1.5 percent of all crashes, pedestrian-involved fatal crashes represented 26.4 percent of all fatal crashes, and pedestrian fatalities represented 24.8 percent of all fatalities. (Table 44)
- 16.2 percent of all pedestrians in crashes were under the influence of alcohol. (Table 45)
- 49.1 percent of pedestrians killed in crashes were under the influence of alcohol, a large increase compared to the previous year. (Table 46)
- Although only 21.8 percent of pedestrian crashes occurred in dark, not lighted, conditions, these crashes resulted in 48.1 percent of pedestrian fatalities. (Table 48)
- In 2023, 15.9 percent of all pedestrians in crashes were killed. (Table 51)
- The male-to-female ratio of all pedestrians in crashes is 2.3 to 1; however, among alcohol-involved pedestrians in crashes, males outnumber females, 4.0 to 1. (Table 52, Table 53)
- In 2023, 49.1 percent of all pedestrian fatalities were in Bernalillo County. (Table 95)

Table 44: Crashes, Fatal Crashes, and Fatalities by Pedestrian Involvement, 2019 - 2023 ³⁴

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
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%
2023	642	42,836	1.5%	106	402	26.4%	108	436	24.8%

New crash data dashboards: NMDOT and UNM-GPS have launched map-based query tools for easier access to pedestrian and pedalcyclist crash data. These tools allow users to zoom in on areas and analyze non-motorist crash statistics, supporting safety analysis and planning for neighborhoods and communities. Explore the dashboards at gps.unm.edu/tru/reports/crash-dashboards.

³⁴ A pedestrian-involved crash involves one or more pedestrians.

Table 45: Pedestrians in Crashes by Alcohol Involvement, 2019 - 2023 ³⁵

Year	All Pedestrians in Crashes					
	Alcohol-involved		Not Alcohol-involved		All Pedestrians	
	Count	Percent	Count	Percent	Count	Percent
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%
2023	110	16.2%	569	83.8%	679	100%

Table 46: Pedestrian Fatalities in Crashes by Alcohol Involvement, 2019 - 2023 ³⁵

Year	Pedestrian Fatalities in Crashes		
	Alcohol-involved Pedestrian Fatalities	All Pedestrian Fatalities	Percent Alcohol-involved
2019	48	83	57.8%
2020	30	81	37.0%
2021	39	105	37.1%
2022	36	94	38.3%
2023	53	108	49.1%

Table 47: Alcohol-involved Pedestrians in Crashes by Severity of Injury, 2019 - 2023 ³⁵

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
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%
2023	53	17	25	12	3	110	48.2%

³⁵ 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.

Vehicles – Pedestrians



Table 48: Pedestrian-involved Crashes by Light Condition, 2023 ³⁶

Light Condition	Pedestrian Fatalities		Total Fatalities		Pedestrian-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent
Daylight	9	8.3%	174	39.9%	281	43.8%
Dark-Lighted	38	35.2%	73	16.7%	185	28.8%
Dark-Not Lighted	52	48.1%	156	35.8%	140	21.8%
Dusk	2	1.9%	13	3.0%	16	2.5%
Dawn	2	1.9%	8	1.8%	7	1.1%
Dark-Unknown Lighting	2	1.9%	5	1.1%	7	1.1%
Unknown or Not Reported	2	1.9%	5	1.1%	2	0.3%
Other	0	0.0%	1	0.2%	1	0.2%
Missing Data	1	0.9%	1	0.2%	3	0.5%
Total	108	100%	436	100%	642	100%

Table 49: Pedestrians in Crashes by Age Group and Severity of Injury, 2023 ³⁷

Age Group	All Pedestrians in Crashes						Total	Percent of Total
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)			
1-4	0	0	3	0	0	3	0.4%	
5-9	0	3	1	0	0	4	0.6%	
10-14	0	2	7	4	1	14	2.1%	
15-19	2	11	23	8	2	46	6.8%	
20-24	9	7	23	13	4	56	8.2%	
25-29	8	11	18	19	4	60	8.8%	
30-34	12	18	34	21	1	86	12.7%	
35-39	13	10	28	23	2	76	11.2%	
40-44	8	14	31	8	1	62	9.1%	
45-49	12	10	11	6	1	40	5.9%	
50-54	9	5	16	10	0	40	5.9%	
55-59	9	3	14	2	0	28	4.1%	
60-64	9	7	12	14	0	42	6.2%	
65-69	3	8	11	4	3	29	4.3%	
70-74	9	2	4	6	0	21	3.1%	
75 +	4	4	16	6	1	31	4.6%	
Missing Data	1	7	10	13	10	41	6.0%	
Total People	108	122	262	157	30	679	100%	

³⁶ See Page 88 for pedestrian-involved crashes by each hour of the day.

³⁷ Darker shading indicates higher percentages. See Page 122 for severity of injury to pedestrians in crashes by county.

Table 50: Contributing Factors in Pedestrian-involved Crashes by Crash Severity, 2023 ³⁸

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	249	65.4%	756	56.2%	30	60.0%	1,035	58.3%
Pedestrian Error	58	15.2%	207	15.4%	9	18.0%	274	15.4%
Driver Inattention	24	6.3%	180	13.4%	7	14.0%	211	11.9%
Under the Influence Of Alcohol	60	15.7%	73	5.4%	1	2.0%	134	7.5%
Failed to Yield Right of Way	8	2.1%	85	6.3%	3	6.0%	96	5.4%
Other Improper Driving	15	3.9%	61	4.5%	4	8.0%	80	4.5%
Under the Influence Of Drugs	60	15.7%	15	1.1%	2	4.0%	77	4.3%
Excessive Speed	3	0.8%	21	1.6%	0	-	24	1.4%
Avoid No Contact Other	2	0.5%	20	1.5%	1	2.0%	23	1.3%
Disregarded Traffic Signal	3	0.8%	19	1.4%	0	-	22	1.2%
Driver Distracted by Other Activity	3	0.8%	19	1.4%	0	-	22	1.2%
Avoid No Contact Vehicle	3	0.8%	14	1.0%	2	4.0%	19	1.1%
Speed Too Fast For Conditions	3	0.8%	4	0.3%	1	2.0%	8	0.5%
Drove Left of Center	0	-	6	0.4%	0	-	6	0.3%
Improper Backing	1	0.3%	5	0.4%	0	-	6	0.3%
Made Improper Turn	0	-	6	0.4%	0	-	6	0.3%
Driver Distracted by Talking on Cell Phone	2	0.5%	3	0.2%	0	-	5	0.3%
Cell Phone	1	0.3%	3	0.2%	0	-	4	0.2%
Improper Lane Change	0	-	4	0.3%	0	-	4	0.2%
Improper Overtaking	1	0.3%	2	0.1%	0	-	3	0.2%
Passed Stop Sign	0	-	3	0.2%	0	-	3	0.2%
Following Too Closely	0	-	2	0.1%	0	-	2	0.1%
High-Speed Pursuit	0	-	2	0.1%	0	-	2	0.1%
Driver Distracted By Texting	1	0.3%	0	-	0	-	1	0.1%
Driver Distracted by Passenger	0	-	1	0.1%	0	-	1	0.1%
Driverless Moving Vehicle	0	-	1	0.1%	0	-	1	0.1%
Failed to Yield For Police Vehicle	1	0.3%	0	-	0	-	1	0.1%
Driver Distracted by Talking on Hands-Free Device	0	-	0	-	0	-	0	-
Failed to Yield For Emer. Vehicle	0	-	0	-	0	-	0	-
Vehicle Skidded Before Braking	0	-	0	-	0	-	0	-
Vehicle	4	1.0%	15	1.1%	1	2.0%	20	1.1%
Lights (Head, Signal, Tail)	2	0.5%	4	0.3%	0	-	6	0.3%
Wipers	1	0.3%	4	0.3%	0	-	5	0.3%
Inadequate Brakes	0	-	3	0.2%	1	2.0%	4	0.2%
Other Mechanical Defect	0	-	3	0.2%	0	-	3	0.2%
Defective Tires	1	0.3%	0	-	0	-	1	0.1%
Wheels	0	-	1	0.07%	0	-	1	0.06%
Coupling Device (Hitch, Chains)	0	-	0	-	0	-	0	-
Defective Steering	0	-	0	-	0	-	0	-
Exhaust System	0	-	0	-	0	-	0	-
Mirrors	0	-	0	-	0	-	0	-
Suspension	0	-	0	-	0	-	0	-
Windows/Windshield	0	-	0	-	0	-	0	-
Environment	9	2.4%	54	4.0%	0	0.0%	63	3.5%
Other Visual Obstruction(s)	1	0.3%	17	1.3%	0	-	18	1.0%
Low Visibility Due to Glare	0	-	17	1.3%	0	-	17	1.0%
Obstruction in Road	7	1.8%	6	0.4%	0	-	13	0.7%
Weather Conditions	0	-	5	0.4%	0	-	5	0.3%
Traffic Congestion	0	-	4	0.3%	0	-	4	0.2%
Backup - Prior Crash	0	-	2	0.1%	0	-	2	0.1%
Road Surface Conditions	0	-	2	0.1%	0	-	2	0.1%
Animal(s) In Roadway	1	0.3%	0	-	0	-	1	0.1%
Backup - Prior Incident	0	-	1	0.1%	0	-	1	0.1%
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	119	31.2%	520	38.7%	19	38.0%	658	37.0%
Other - No Driver Error	106	27.8%	432	32.1%	15	30.0%	553	31.1%
Missing Data	12	3.1%	81	6.0%	3	6.0%	96	5.4%
None	1	0.3%	7	0.5%	1	2.0%	9	0.5%
Total Contributing Factors	381	100%	1,345	100%	50	100%	1,776	100%

³⁸ See Contributing Factors Section on Page 8 for details.

Vehicles – Pedestrians



Table 51: Severity of Injuries to Pedestrians in Crashes, 2019 - 2023

Severity of Injuries	Injury Class	All Pedestrians in Crashes					Percent of 2023 All Pedestrians
		2019	2020	2021	2022	2023	
Fatalities	K	83	81	105	94	108	15.9%
Suspected Serious Injuries	A	95	66	89	105	122	18.0%
Suspected Minor Injuries	B	231	187	213	238	262	38.6%
Possible Injuries	C	195	121	133	177	157	23.1%
No Apparent Injuries	O	57	40	33	16	30	4.4%
Total Pedestrians		661	495	573	630	679	100%

Table 52: Pedestrians in Crashes by Sex, 2019 - 2023

Year	All Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
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
2023	470	69.2%	205	30.2%	4	0.6%	679	100%	2.3

Table 53: Alcohol-involved Pedestrians in Crashes by Age Group and Sex, 2023 ^{33 35}

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	3	3.4%	2	9.1%	0	0.0%	5	4.5%	1.5
20-24	8	9.1%	3	13.6%	0	0.0%	11	10.0%	2.7
25-29	12	13.6%	2	9.1%	0	0.0%	14	12.7%	6.0
30-34	13	14.8%	5	22.7%	0	0.0%	18	16.4%	2.6
35-39	12	13.6%	1	4.5%	0	0.0%	13	11.8%	12.0
40-44	9	10.2%	1	4.5%	0	0.0%	10	9.1%	9.0
45-49	7	8.0%	3	13.6%	0	0.0%	10	9.1%	2.3
50-54	6	6.8%	2	9.1%	0	0.0%	8	7.3%	3.0
55-59	5	5.7%	1	4.5%	0	0.0%	6	5.5%	5.0
60-64	6	6.8%	0	0.0%	0	0.0%	6	5.5%	-
65-69	3	3.4%	1	4.5%	0	0.0%	4	3.6%	3.0
70-74	2	2.3%	0	0.0%	0	0.0%	2	1.8%	-
75 +	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	2	2.3%	1	4.5%	0	0.0%	3	2.7%	2.0
Total	88	100%	22	100%	0	0%	110	100%	4.0

Pedalcycles (Bicycles)

- In 2023, less than 1 percent of all crashes involved a pedalcycle. (Table 54)
- The total number of pedalcyclists in crashes rose, to 303; Pre-COVID levels were above 370. (Table 55)
- Pedalcyclist fatalities increased to 12, the highest number in over a decade. (Table 55 and previous [Annual Crash Reports](#))
- 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 35-39 (12.9 percent), 30-34 (8.6 percent of all pedalcyclists in crashes), and ages 25-29 (7.9 percent). (Table 60)
- Driver Inattention and Failed to Yield Right of Way together account for 32.2 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, 2023 ³⁹

Pedalcycle Involvement	Crashes	
	Count	Percent
Pedalcycle Involved	302	0.7%
Pedalcycle Not Involved	42,534	99.3%
Total Crashes	42,836	100%

Table 55: Severity of Injuries to Pedalcyclists in Crashes, 2019 - 2023

Severity of Injuries	Injury Class	All Pedalcyclists in Crashes					Percent of All 2023 Pedalcyclists in Crashes
		2019	2020	2021	2022	2023	
Fatalities	K	9	8	6	4	12	4.0%
Suspected Serious Injuries	A	22	26	22	20	25	8.3%
Suspected Minor Injuries	B	174	105	114	139	162	53.5%
Possible Injuries	C	133	90	77	81	74	24.4%
No Apparent Injuries	O	36	37	25	27	30	9.9%
Total Pedalcyclists		374	266	244	271	303	100%

³⁹ A pedalcycle-involved crash can involve one or more pedalcyclists. See Page 89 for pedalcycle-involved crashes by each hour of the day.

Vehicles – Pedalcycles



Table 56: Pedalcycle-involved Crashes by Light Condition, 2023 ³⁹

Light Condition	Pedalcycle-involved Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	4	33.3%	222	73.5%
Dark-Lighted	2	16.7%	38	12.6%
Dark-Not Lighted	3	25.0%	19	6.3%
Dusk	3	25.0%	18	6.0%
Dawn	0	0.0%	2	0.7%
Dark-Unknown Lighting	0	0.0%	2	0.7%
Unknown or Not Reported	0	0.0%	1	0.3%
Other	0	0.0%	0	0.0%
Missing Data	0	0.0%	0	0.0%
Total Crashes	12	100%	302	100%

Table 57: Pedalcycle Crashes by Alcohol Involvement, 2019 - 2023 ^{39 40}

Year	Alcohol-involved Pedalcycle Crashes	Total Pedalcycle Crashes	Percent Alcohol-involved
2019	14	370	3.8%
2020	10	261	3.8%
2021	5	241	2.1%
2022	4	270	1.5%
2023	14	302	4.6%

Table 58: Pedalcycle Operators in Crashes by Alcohol Involvement, 2019 - 2023 ⁴¹

Year	Pedalcycle Operators in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total	
	Count	Percent	Count	Percent	Count	Percent
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%
2023	12	4.0%	291	96.0%	303	100%

⁴⁰ 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.

⁴¹ 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, 2019 - 2023

Year	All Pedalcyclists in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
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
2023	247	81.5%	51	16.8%	5	1.7%	303	100%	4.8

Table 60: Pedalcyclists in Crashes by Age Group and Severity of Injury, 2023 ⁴²

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	0	0	0	0	0.0%
5-9	0	0	4	0	0	4	1.3%
10-14	0	0	10	4	0	14	4.6%
15-19	0	2	10	6	4	22	7.3%
20-24	0	3	10	4	1	18	5.9%
25-29	0	1	11	6	6	24	7.9%
30-34	2	1	14	7	2	26	8.6%
35-39	2	6	22	7	2	39	12.9%
40-44	1	2	6	10	1	20	6.6%
45-49	0	2	11	4	0	17	5.6%
50-54	1	1	13	7	1	23	7.6%
55-59	1	0	12	2	2	17	5.6%
60-64	2	3	10	5	1	21	6.9%
65-69	2	1	9	6	0	18	5.9%
70-74	1	0	10	0	2	13	4.3%
75 +	0	2	8	0	0	10	3.3%
Missing Data	0	1	2	6	8	17	5.6%
Total People	12	25	162	74	30	303	100%

⁴² Darker shading indicates higher percentages.

Vehicles – Pedalcycles



Table 61: Contributing Factors in Pedalcycle-involved Crashes by Crash Severity, 2023 ⁴³

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	38	76.0%	342	52.9%	46	60.5%	426	55.1%
Driver Inattention	8	16.0%	141	21.8%	16	21.1%	165	21.3%
Failed to Yield Right of Way	1	2.0%	71	11.0%	12	15.8%	84	10.9%
Other Improper Driving	5	10.0%	32	4.9%	6	7.9%	43	5.6%
Disregarded Traffic Signal	1	2.0%	15	2.3%	0	-	16	2.1%
Pedestrian Error	1	2.0%	11	1.7%	4	5.3%	16	2.1%
Under the Influence Of Alcohol	8	16.0%	8	1.2%	0	-	16	2.1%
Passed Stop Sign	1	2.0%	11	1.7%	3	3.9%	15	1.9%
Avoid No Contact Other	2	4.0%	7	1.1%	0	-	9	1.2%
Excessive Speed	2	4.0%	7	1.1%	0	-	9	1.2%
Under the Influence Of Drugs	7	14.0%	2	0.3%	0	-	9	1.2%
Driver Distracted by Other Activity	0	-	8	1.2%	0	-	8	1.0%
Avoid No Contact Vehicle	0	-	6	0.9%	1	1.3%	7	0.9%
Made Improper Turn	0	-	6	0.9%	0	-	6	0.8%
Drove Left of Center	1	2.0%	4	0.6%	0	-	5	0.6%
Speed Too Fast For Conditions	0	-	2	0.3%	2	2.6%	4	0.5%
Driver Distracted by Passenger	1	2.0%	1	0.2%	0	-	2	0.3%
Driver Distracted by Talking on Hands-Free Device	0	-	1	0.2%	1	1.3%	2	0.3%
Failed to Yield For Emer. Vehicle	0	-	1	0.2%	1	1.3%	2	0.3%
Following Too Closely	0	-	2	0.3%	0	-	2	0.3%
Improper Lane Change	0	-	2	0.3%	0	-	2	0.3%
Improper Overtaking	0	-	2	0.3%	0	-	2	0.3%
Failed to Yield For Police Vehicle	0	-	1	0.2%	0	-	1	0.1%
Improper Backing	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 Talking on Cell Phone	0	-	0	-	0	-	0	-
Driverless Moving Vehicle	0	-	0	-	0	-	0	-
High-Speed Pursuit	0	-	0	-	0	-	0	-
Vehicle Skidded Before Braking	0	-	0	-	0	-	0	-
Vehicle	0	0.0%	12	1.9%	2	2.6%	14	1.8%
Lights (Head, Signal, Tail)	0	-	8	1.2%	1	1.3%	9	1.2%
Inadequate Brakes	0	-	1	0.2%	1	1.3%	2	0.3%
Defective Steering	0	-	1	0.2%	0	-	1	0.1%
Other Mechanical Defect	0	-	1	0.2%	0	-	1	0.1%
Windows/Windshield	0	-	1	0.2%	0	-	1	0.13%
Coupling Device (Hitch, Chains)	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	-
Wipers	0	-	0	-	0	-	0	-
Environment	1	2.0%	22	3.4%	1	1.3%	24	3.1%
Low Visibility Due to Glare	0	-	9	1.4%	0	-	9	1.2%
Other Visual Obstruction(s)	0	-	7	1.1%	1	1.3%	8	1.0%
Weather Conditions	1	2.0%	2	0.3%	0	-	3	0.4%
Obstruction in Road	0	-	2	0.3%	0	-	2	0.3%
Road Surface Conditions	0	-	1	0.2%	0	-	1	0.1%
Traffic Congestion	0	-	1	0.2%	0	-	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	-
Road Defect	0	-	0	-	0	-	0	-
Traffic Control Missing	0	-	0	-	0	-	0	-
Other	11	22.0%	271	41.9%	27	35.5%	309	40.0%
Other - No Driver Error	11	22.0%	221	34.2%	22	28.9%	254	32.9%
Missing Data	0	-	41	6.3%	5	6.6%	46	6.0%
None	0	-	9	1.4%	0	-	9	1.2%
Total Contributing Factors	50	100%	647	100%	76	100%	773	100%

⁴³ 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 2,233 to 2,268. Alcohol-involved crashes as a percentage of total crashes remained elevated at 5.3 percent compared to pre-COVID levels. (Table 62)
 - The percentage of alcohol-involved crashes that were fatal fell to 6.6 percent. (Table 63)
 - Suspected serious and minor injuries to people in alcohol-involved crashes reached five-year highs of 202 and 603, respectively. (Table 64)
 - The rate of fatalities in alcohol-involved crashes declined notably due to a combination of factors: a reduction in fatalities and an increase in both population and vehicle miles traveled. (Table 66)
 - New Mexico resident drivers aged 20-24 have a crash rate nearly three times the statewide average, based on the number of licensed drivers. (Table 67)
 - Male drivers account for 72.7 percent of all NM resident alcohol-involved drivers in crashes (1,375 out of 1,891). (Table 67)
-

Table 62: Alcohol-involved Crashes, 2019 - 2023

Year	Alcohol-involved Crashes	Total Crashes	Percent Alcohol-involved Crashes
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%
2023	2,268	42,836	5.3%

Behavior and Demographics – Alcohol



Table 63: Alcohol-involved Crashes by Crash Severity, 2019 - 2023

Year	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2023	149	6.6%	971	42.8%	1,148	50.6%	2,268	100%

Table 64: People in Alcohol-involved Crashes by Severity of Injury, 2019 - 2023

People in Alcohol-involved Crashes												
Year	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
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%
2023	164	3.4%	202	4.2%	603	12.5%	628	13.1%	3,213	66.8%	4,810	100%

Table 65: Number and Percentage of Fatalities by Alcohol Involvement, 2019 - 2023

Year	Fatalities in Alcohol-involved Crashes		Fatalities in Non-alcohol-involved Crashes		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent
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%
2023	164	37.6%	272	62.4%	436	100%

Table 66: Rates of Fatalities in Alcohol-involved Crashes, 2019 - 2023

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
2019	175	2,099,634	277.72	8.33	0.63
2020	145	2,118,488	236.92	6.84	0.61
2021	178	2,116,950	268.23	8.41	0.66
2022	176	2,113,476	269.08	8.33	0.65
2023	164	2,114,371	282.07	7.76	0.58

Table 67: Alcohol-involved New Mexican Drivers in Crashes by Age Group and Sex, 2023 ⁴⁴

Age Groups	Alcohol-involved Drivers in Crashes						Ratio of Males to Females	2023 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	118	8.6%	46	8.9%	164	8.7%	2.6	56,479	2.9
20-24	288	20.9%	119	23.1%	407	21.5%	2.4	117,855	3.5
25-29	230	16.7%	82	15.9%	312	16.5%	2.8	128,501	2.4
30-34	184	13.4%	85	16.5%	269	14.2%	2.2	141,695	1.9
35-39	148	10.8%	51	9.9%	199	10.5%	2.9	140,637	1.4
40-44	116	8.4%	38	7.4%	154	8.1%	3.1	136,326	1.1
45-49	79	5.7%	32	6.2%	111	5.9%	2.5	119,918	0.9
50-54	63	4.6%	16	3.1%	79	4.2%	3.9	119,228	0.7
55-59	56	4.1%	19	3.7%	75	4.0%	2.9	120,981	0.6
60-64	46	3.3%	17	3.3%	63	3.3%	2.7	137,701	0.5
65-69	21	1.5%	9	1.7%	30	1.6%	2.3	131,933	0.2
70-74	15	1.1%	2	0.4%	17	0.9%	7.5	114,326	0.1
75 +	11	0.8%	0	0.0%	11	0.6%	-	133,659	0.1
Total	1,375	100%	516	100%	1,891	100%	2.7	1,599,239	1.2

⁴⁴ 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.

Behavior and Demographics – Belt Use



Belt Use

- Only 0.1 percent of passenger vehicle occupants who were belted during a crash were killed, compared with 12.1 percent of passenger vehicle occupants who were unbelted. Belted passenger vehicle occupants were over 100 times less likely to be killed in a crash than unbelted occupants. (Table 68)
- Seat belt usage data was missing for 23.8 percent of occupants of passenger vehicles in crashes (21,943 out of 92,218), primarily among uninjured occupants. (Table 68)
- 45.6 percent of unbelted fatalities and suspected serious injuries in crashes occurred on rural non-Interstate roads. (Table 69)
- The number of unbelted fatalities in crashes fell sharply to 151. The number of unbelted male fatalities decreased to 107, but remains the third highest level in a decade. (Table 70 and previous [Annual Crash Reports](#))

Table 68: Severity of Injuries by Reported Belt Use, 2023 ⁴⁵

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	83	0.1%	494	0.7%	3,519	5.1%	9,643	14.0%	55,285	80.1%	69,024	100%
Unbelted	151	12.1%	156	12.5%	310	24.8%	213	17.0%	421	33.7%	1,251	100%
Missing Data	1	0.0%	187	0.9%	681	3.1%	1,524	6.9%	19,550	89.1%	21,943	100%
Total	235	0.3%	837	0.9%	4,510	4.9%	11,380	12.3%	75,256	81.6%	92,218	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 (69,024 out of 70,275) in 2023 reported using a seatbelt (Table 68). According to the 2023 New Mexico Occupant Seat Belt Observation Study⁴⁶, daytime belt use among vehicle occupants was actually 91.5 percent.

⁴⁵ Belt usage of people in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs).

⁴⁶ 2023 New Mexico Occupant Seat Belt Observation Study. New Mexico Department of Transportation. Prepared by Preusser Research Group, Inc. January 2024.

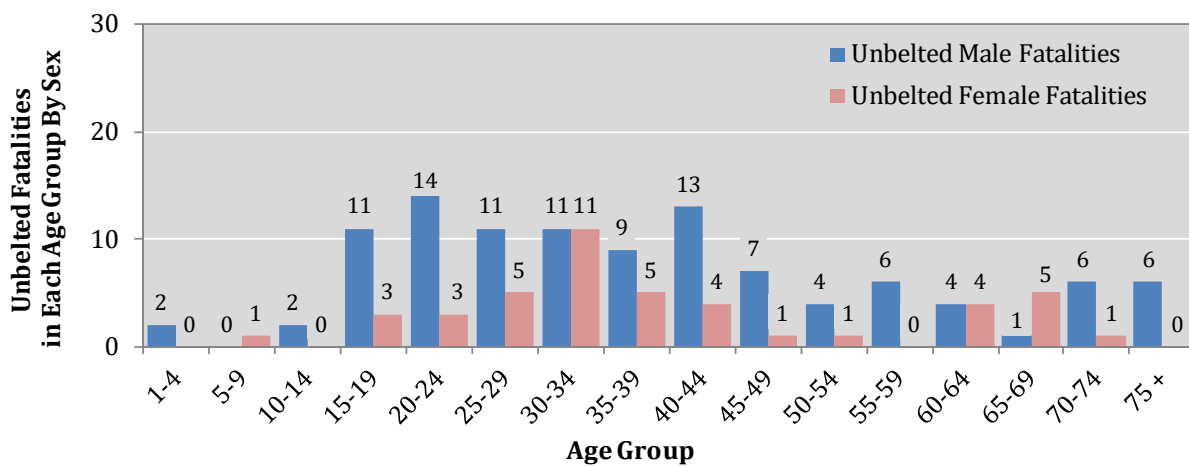
Table 69: Unbelted Fatalities and Suspected Serious Injuries by Rural and Urban Location, 2023 ⁴⁷

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	23	15.2%	23	14.7%	46	15.0%
Rural Non-Interstate	78	51.7%	62	39.7%	140	45.6%
Urban	50	33.1%	71	45.5%	121	39.4%
Total	151	100%	156	100%	307	100%

Table 70: Unbelted Fatalities by Sex, 2019 - 2023 ⁴⁷

Year	Unbelted Fatalities			Ratio of Males to Females
	Males	Females	Total	
2019	97	44	141	2.2
2020	97	62	159	1.6
2021	117	67	184	1.7
2022	123	57	180	2.2
2023	107	44	151	2.4

Figure 9: Unbelted Fatalities by Age Group and Sex, 2023 ⁴⁷



⁴⁷ Unbelted occupants in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs).

Behavior and Demographics – Belt Use



Belt Use by Children under Age 13

- In 2023, 0.04 percent of children in crashes under age 13 who were belted at the time of the crash were killed, compared with 2.6 percent of children in crashes who were unbelted. (Table 71)
- In 2023, 0.5 percent of children in crashes under age 13 who were belted at the time of the crash received a suspected minor injury, compared with 12.2 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 rose to 34.0 percent, the second-highest percentage in five years. (Table 72)

Table 71: Severity of Injuries to Children in Passenger Vehicles by Belt Usage, 2023 ⁴⁸

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%	27	0.5%	182	3.4%	537	10.0%	4,597	86.0%	5,345	100%
Unbelted	3	2.6%	14	12.2%	22	19.1%	19	16.5%	57	49.6%	115	100%
Missing Data	0	0.0%	4	0.6%	24	3.6%	52	7.8%	585	88.0%	665	100%
Total	5	0.1%	45	0.7%	228	3.7%	608	9.9%	5,239	85.5%	6,125	100%

Table 72: Belt Use by Children with Fatal or Suspected Serious Injuries, 2019 - 2023 ⁴⁸

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
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%
2023	17	34.0%	29	58.0%	4	8.0%	50	100%

⁴⁸ 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 NM Office of the Medical Investigator on crash-related fatalities.

- The number of reported drug-involved crashes rose from 238 to 282. (Table 73)

Table 73: Drug-involved Crashes by Crash Severity, 2019 - 2023 ⁴⁹

Year	Drug-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Drug-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2023	83	29.4%	97	34.4%	102	36.2%	282	100%

Table 74: People in Drug-involved Crashes by Severity of Injury, 2019 - 2023 ⁴⁹

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
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%
2023	88	13.9%	30	4.7%	83	13.1%	67	10.6%	365	57.7%	633	100%

⁴⁹ Only drug-involved crashes. Excludes crashes that were both drug- and alcohol-involved crashes.

Behavior and Demographics – Drivers



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 87.6 percent of drivers in crashes. (Table 75)
- New Mexico-resident drivers aged 15-19 have the highest crash rate, with 117.3 drivers in crashes per 1,000 New Mexico licensed drivers in this age group. (Figure 10, Table 77)
- New Mexico-resident drivers aged 15-19 have the highest fatal crash rate, at 6.4 drivers in fatal crashes per 1,000 New Mexico licensed drivers in this age group. (Figure 11, Table 78)

Table 75: Drivers in Crashes by Residence, 2023 ⁵⁰

Residence of Drivers	Severity of Injuries to Driver			Total Drivers	Percent of Total
	Fatalities	Injuries	Not Injured		
New Mexico Resident	179	12,008	47,126	59,313	87.6%
Out Of State	65	1,308	6,677	8,050	11.9%
Missing Data	2	60	255	317	0.5%
Total Drivers	246	13,376	54,058	67,680	100%

Table 76: New Mexico-resident Drivers in Crashes by License Type and Crash Severity, 2023 ^{50 51}

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	311	0.6%	18,241	36.0%	32,122	63.4%	50,674	100%
CDL Class A	19	1.2%	447	28.3%	1,112	70.5%	1,578	100%
CDL Class B	4	0.9%	125	27.8%	321	71.3%	450	100%
CDL Class C	2	0.6%	138	38.3%	220	61.1%	360	100%
CDL Non-Commercial	7	1.9%	104	27.6%	266	70.6%	377	100%
ID Card	26	1.6%	692	42.4%	915	56.0%	1,633	100%
Motorcycle Only	0	0.0%	28	52.8%	25	47.2%	53	100%
Not Licensed	5	2.0%	129	52.0%	114	46.0%	248	100%
Missing Data	15	0.4%	751	19.1%	3,174	80.6%	3,940	100%
Total Drivers	389	0.7%	20,655	34.8%	38,269	64.5%	59,313	100%

⁵⁰ 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.

⁵¹ The category “Missing Data” likely includes statistics on drivers who were not licensed.

Figure 10: Percentage and Rate of New Mexico-resident Drivers in Crashes by Age Group, 2023

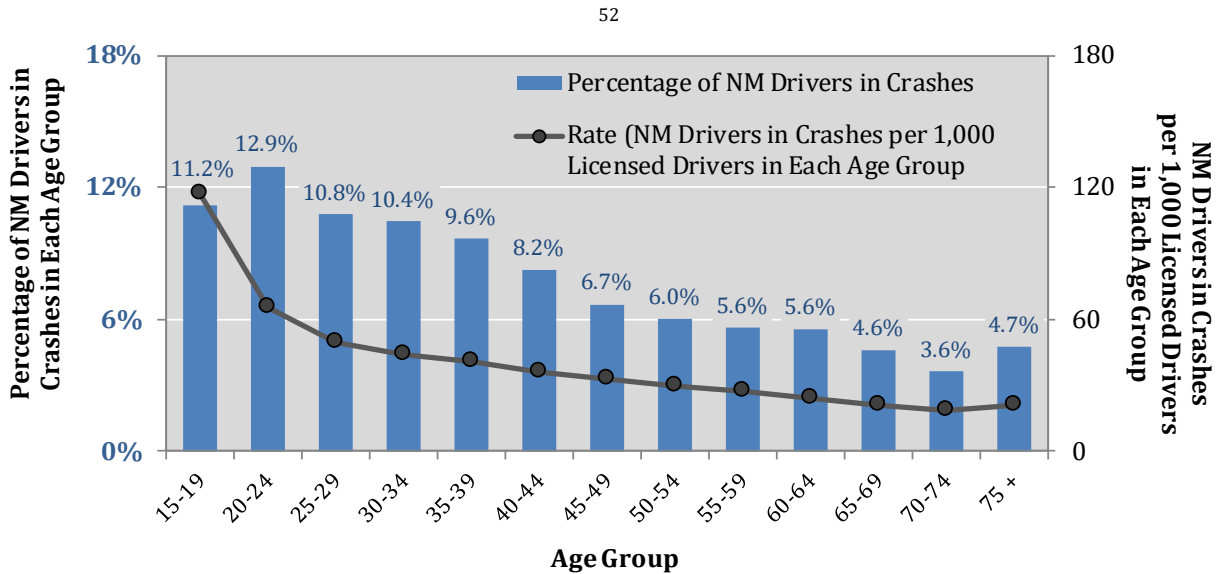


Table 77: Number, Sex, and Rate of New Mexico-resident Drivers in Crashes by Age Group, 2023

52

Driver Age Group	Drivers in Crashes (NM Residents)			Percent of Total Drivers in Crashes	Ratio of Males to Females	2023 Licensed Drivers	Rate (NM Drivers in Crashes per 1,000 Licensed Drivers in Each Age Group)
	Males	Females	Total				
15-19	3,790	2,834	6,624	11.2%	1.34	56,479	117.3
20-24	4,402	3,269	7,671	12.9%	1.35	117,855	65.1
25-29	3,589	2,789	6,378	10.8%	1.29	128,501	49.6
30-34	3,391	2,798	6,189	10.4%	1.21	141,695	43.7
35-39	3,158	2,564	5,722	9.6%	1.23	140,637	40.7
40-44	2,748	2,142	4,890	8.2%	1.28	136,326	35.9
45-49	2,253	1,716	3,969	6.7%	1.31	119,918	33.1
50-54	1,989	1,586	3,575	6.0%	1.25	119,228	30.0
55-59	1,904	1,415	3,319	5.6%	1.35	120,981	27.4
60-64	1,863	1,431	3,294	5.6%	1.30	137,701	23.9
65-69	1,481	1,249	2,730	4.6%	1.19	131,933	20.7
70-74	1,190	953	2,143	3.6%	1.25	114,326	18.7
75 +	1,581	1,228	2,809	4.7%	1.29	133,659	21.0
Total	33,339	25,974	59,313	100%	1.28	1,599,239	37.1

⁵² 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 Mexico-resident Drivers in Fatal Crashes by Age Group, 2023 ⁵³

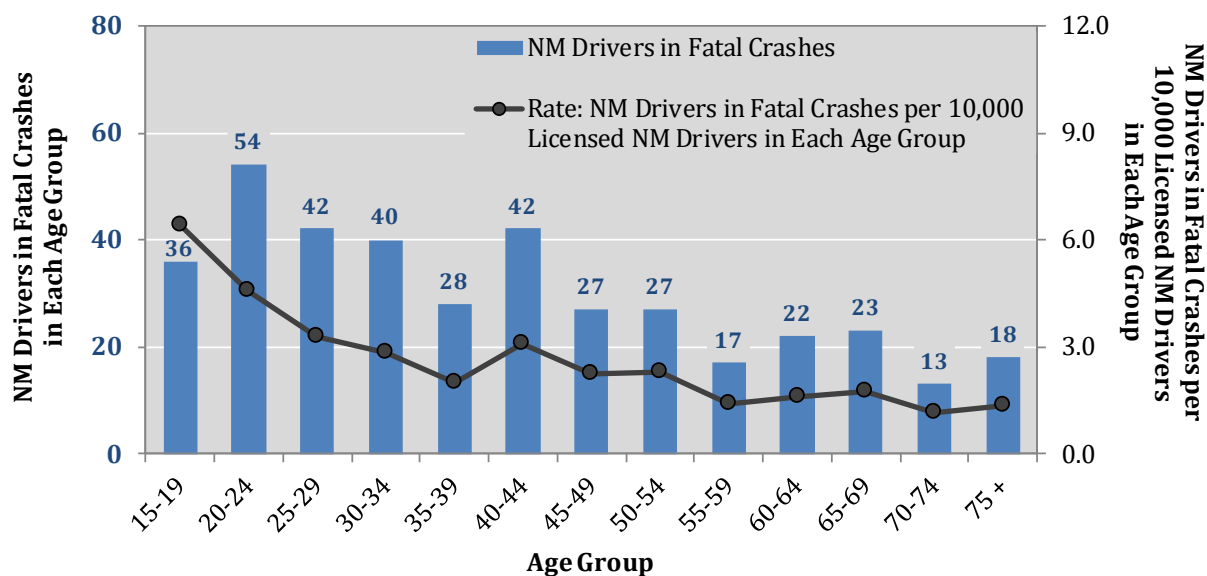


Table 78: Number and Rate of New Mexico-resident Drivers in Fatal Crashes by Age Group, 2023

53

Driver Age	NM Drivers in Fatal Crashes		All Drivers in Fatal Crashes		2023 Licensed Drivers	Rate: NM Drivers in Fatal Crashes per 10,000 Licensed NM Drivers in Each Age Group
	Count	Percent	Count	Percent		
15-19	36	9.3%	43	7.5%	56,479	6.4
20-24	54	13.9%	72	12.5%	117,855	4.6
25-29	42	10.8%	56	9.7%	128,501	3.3
30-34	40	10.3%	63	10.9%	141,695	2.8
35-39	28	7.2%	45	7.8%	140,637	2.0
40-44	42	10.8%	64	11.1%	136,326	3.1
45-49	27	6.9%	41	7.1%	119,918	2.3
50-54	27	6.9%	40	6.9%	119,228	2.3
55-59	17	4.4%	36	6.2%	120,981	1.4
60-64	22	5.7%	30	5.2%	137,701	1.6
65-69	23	5.9%	38	6.6%	131,933	1.7
70-74	13	3.3%	24	4.2%	114,326	1.1
75+	18	4.6%	25	4.3%	133,659	1.3
Total	389	100%	577	100%	1,599,239	2.4

⁵³ 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) was 117.3, relatively unchanged compared to the previous year. (Table 79)
- The young adult (ages 20-24) driver crash rate (per 1,000 NM licensed young adult drivers) fell to 65.1, the second-lowest rate in the last five years. (Table 79)
- Both teen and under-21 drivers saw their highest alcohol-involved crash rates in a decade. The alcohol-involved driver crash rate rose for teen drivers (to 2.90 per 1,000 licensed teen drivers) and under-21 drivers (to 2.96 per 1,000 licensed under-21 drivers). (Table 82)
- The number of both male and female teen and under-21 drivers involved in alcohol-related crashes increased to the highest level seen in a decade. (Table 83 and previous [Annual Crash Reports](#))

Table 79: New Mexico-resident Young Driver Crash Rates, 2019 - 2023 ^{54 55}

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
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
2023	6,624	56,479	117.3	7,671	117,855	65.1

⁵⁴ 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.

⁵⁵ The crash rate is the number of drivers in each age group in crashes per 1,000 licensed drivers in that age group.

Behavior and Demographics – Young Drivers



Table 80: Percentage of New Mexico-resident Young Drivers
Out of All Drivers in Crashes, 2019 - 2023 ⁵⁶

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
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
2023	6,624	11.2%	7,671	12.9%	59,313

Table 81: New Mexico-resident Young Drivers in Crashes by Hour, 2023 ^{56 57}

Hour	Teen (15-19) Drivers		Young Adult (20-24) Drivers	
	Count	Percent	Count	Percent
Midnight	119	1.8%	123	1.6%
1 a.m.	93	1.4%	128	1.7%
2 a.m.	66	1.0%	122	1.6%
3 a.m.	48	0.7%	76	1.0%
4 a.m.	38	0.6%	69	0.9%
5 a.m.	53	0.8%	122	1.6%
6 a.m.	111	1.7%	198	2.6%
7 a.m.	334	5.0%	410	5.3%
8 a.m.	349	5.3%	353	4.6%
9 a.m.	190	2.9%	285	3.7%
10 a.m.	207	3.1%	256	3.3%
11 a.m.	271	4.1%	339	4.4%
Noon	374	5.6%	405	5.3%
1 p.m.	385	5.8%	442	5.8%
2 p.m.	436	6.6%	452	5.9%
3 p.m.	576	8.7%	590	7.7%
4 p.m.	590	8.9%	609	7.9%
5 p.m.	597	9.0%	702	9.2%
6 p.m.	444	6.7%	548	7.1%
7 p.m.	342	5.2%	394	5.1%
8 p.m.	326	4.9%	315	4.1%
9 p.m.	294	4.4%	292	3.8%
10 p.m.	220	3.3%	236	3.1%
11 p.m.	139	2.1%	178	2.3%
Missing Data	22	0.3%	27	0.4%
Total	6,624	100%	7,671	100%

⁵⁶ 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.

⁵⁷ 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 Mexico-resident Young Driver Crash Rates, 2019 - 2023 ^{58 59}

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
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
2023	164	56,479	2.90	232	78,473	2.96	407	117,855	3.45

Table 83: Alcohol-involved New Mexico-resident Young Drivers in Crashes by Sex, 2019 - 2023 ⁵⁸

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
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
2023	118	46	2.6	170	62	2.7	288	119	2.4

⁵⁸ 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.

⁵⁹ 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.

- The number of seniors killed in crashes rose to 75, the highest level in a decade. (Table 84)
- Among senior drivers in crashes, No Driver Error was the most prevalent contributing factor, with 33.2 percent, followed by Driver Inattention, with 17.6 percent. (Table 85)

Figure 12: Rate of New Mexico-resident Senior Drivers⁶⁰ in Crashes by Age, 2023⁶¹

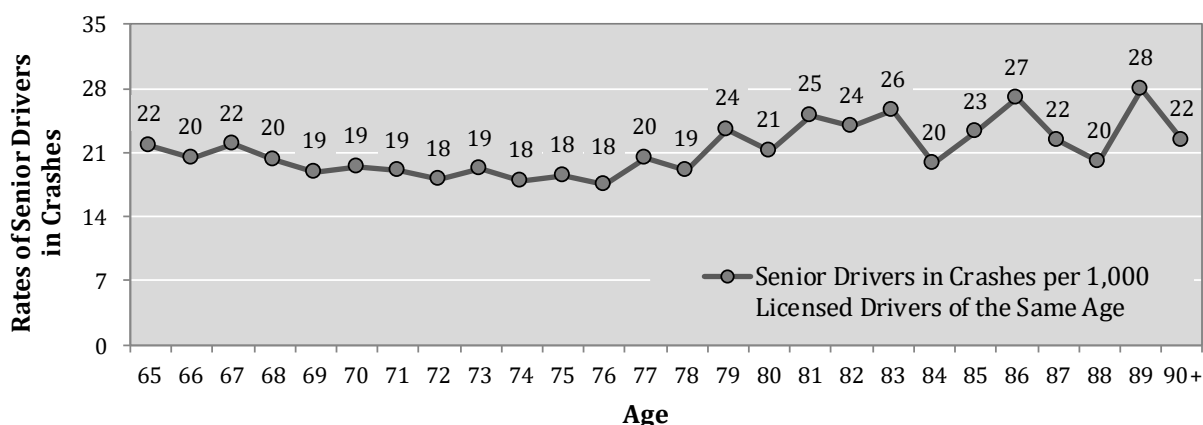


Table 84: Severity of Injuries to Seniors (65+) in Crashes, 2019 - 2023

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
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%
2023	74	0.7%	145	1.4%	680	6.4%	1,390	13.0%	8,384	78.6%	10,673	100%

⁶⁰ Detailed data are on Pages 97 and 98.

⁶¹ 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 Mexico-resident Drivers⁶¹
in Crashes, 2023⁶²

Contributing Factors of Senior New Mexico-resident 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	47	58.8%	1,809	56.5%	3,027	50.6%	4,883	52.7%
Driver Inattention	13	16.3%	611	19.1%	1,008	16.9%	1,632	17.6%
Failed to Yield Right of Way	5	6.3%	424	13.2%	555	9.3%	984	10.6%
Other Improper Driving	2	2.5%	131	4.1%	218	3.6%	351	3.8%
Following Too Closely	0	-	99	3.1%	191	3.2%	290	3.1%
Improper Lane Change	3	3.8%	39	1.2%	216	3.6%	258	2.8%
Made Improper Turn	3	3.8%	70	2.2%	143	2.4%	216	2.3%
Disregarded Traffic Signal	1	1.3%	109	3.4%	93	1.6%	203	2.2%
Avoid No Contact Vehicle	0	-	64	2.0%	110	1.8%	174	1.9%
Driver Distracted by Other Activity	0	-	48	1.5%	88	1.5%	136	1.5%
Drove Left of Center	3	3.8%	28	0.9%	57	1.0%	88	1.0%
Improper Backing	0	-	5	0.2%	75	1.3%	80	0.9%
Passed Stop Sign	2	2.5%	32	1.0%	44	0.7%	78	0.8%
Excessive Speed	4	5.0%	39	1.2%	31	0.5%	74	0.8%
Avoid No Contact Other	1	1.3%	19	0.6%	47	0.8%	67	0.7%
Speed Too Fast For Conditions	3	3.8%	30	0.9%	33	0.6%	66	0.7%
Improper Overtaking	0	-	12	0.4%	52	0.9%	64	0.7%
Under the Influence Of Alcohol	3	3.8%	23	0.7%	32	0.5%	58	0.6%
Cell Phone	1	1.3%	5	0.2%	12	0.2%	18	0.2%
Under the Influence Of Drugs	3	3.8%	7	0.2%	4	0.1%	14	0.2%
Failed to Yield For Emer. Vehicle	0	-	4	0.1%	4	0.1%	8	0.1%
Driver Distracted by Talking on Cell Phone	0	-	2	0.06%	4	0.1%	6	0.1%
Failed to Yield For Police Vehicle	0	-	3	0.09%	3	0.05%	6	0.06%
Driver Distracted by Passenger	0	-	2	0.06%	3	0.05%	5	0.05%
Driver Distracted By Texting	0	-	2	0.06%	0	-	2	0.02%
Driver Distracted by Talking on Hands-Free Device	0	-	1	0.03%	1	0.02%	2	0.02%
Vehicle Skidded Before Braking	0	-	0	-	2	0.03%	2	0.02%
High-Speed Pursuit	0	-	0	-	1	0.02%	1	0.01%
Driverless Moving Vehicle	0	-	0	-	0	-	0	-
Pedestrian Error	0	-	0	-	0	-	0	-
Vehicle	1	1.3%	32	1.0%	71	1.2%	104	1.1%
Other Mechanical Defect	1	1.3%	11	0.3%	16	0.3%	28	0.3%
Inadequate Brakes	0	-	8	0.2%	13	0.2%	21	0.2%
Lights (Head, Signal, Tail)	0	-	6	0.2%	8	0.1%	14	0.2%
Defective Tires	0	-	2	0.06%	8	0.1%	10	0.1%
Defective Steering	0	-	1	0.03%	8	0.1%	9	0.1%
Coupling Device (Hitch, Chains)	0	-	1	0.03%	5	0.1%	6	0.06%
Mirrors	0	-	1	0.03%	4	0.07%	5	0.05%
Wipers	0	-	0	-	5	0.08%	5	0.05%
Windows/Windshield	0	-	2	0.06%	2	0.03%	4	0.04%
Wheels	0	-	0	-	2	0.03%	2	0.02%
Exhaust System	0	-	0	-	0	-	0	-
Suspension	0	-	0	-	0	-	0	-
Environment	5	6.3%	128	4.0%	344	5.8%	477	5.2%
Animal(s) In Roadway	1	1.3%	13	0.4%	112	1.9%	126	1.4%
Traffic Congestion	0	-	28	0.9%	48	0.8%	76	0.8%
Weather Conditions	0	-	22	0.7%	34	0.6%	56	0.6%
Low Visibility Due to Glare	0	-	23	0.7%	25	0.4%	48	0.5%
Road Surface Conditions	2	2.5%	12	0.4%	26	0.4%	40	0.4%
Backup - Prior Crash	0	-	2	0.1%	35	0.6%	37	0.4%
Other Visual Obstruction(s)	0	-	14	0.4%	20	0.3%	34	0.4%
Obstruction in Road	1	1.3%	5	0.2%	16	0.3%	22	0.2%
Debris	1	1.3%	4	0.1%	15	0.3%	20	0.2%
Traffic Control Missing	0	-	4	0.12%	3	0.05%	7	0.08%
Backup - Prior Incident	0	-	0	-	5	0.08%	5	0.05%
Road Defect	0	-	1	0.03%	4	0.07%	5	0.05%
Low Visibility Due to Smoke	0	-	0	-	1	0.02%	1	0.01%
Other	27	33.8%	1,234	38.5%	2,537	42.4%	3,798	41.0%
Other - No Driver Error	26	32.5%	1,134	35.4%	1,911	32.0%	3,071	33.2%
Missing Data	1	1.3%	51	1.6%	514	8.6%	566	6.1%
None	0	-	49	1.5%	112	1.9%	161	1.7%
Total Contributing Factors of Senior Drivers	80	100%	3,203	100%	5,979	100%	9,262	100%

⁶² 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 (8.7 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 20-24 (55 fatalities) and 30-34 (47 fatalities). (Table 86)
- The age group with the highest proportion of people killed in crashes were ages 70-74 (0.84 percent killed). (Table 86)
- In each of the past five years, more than 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 11.7 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, 2023

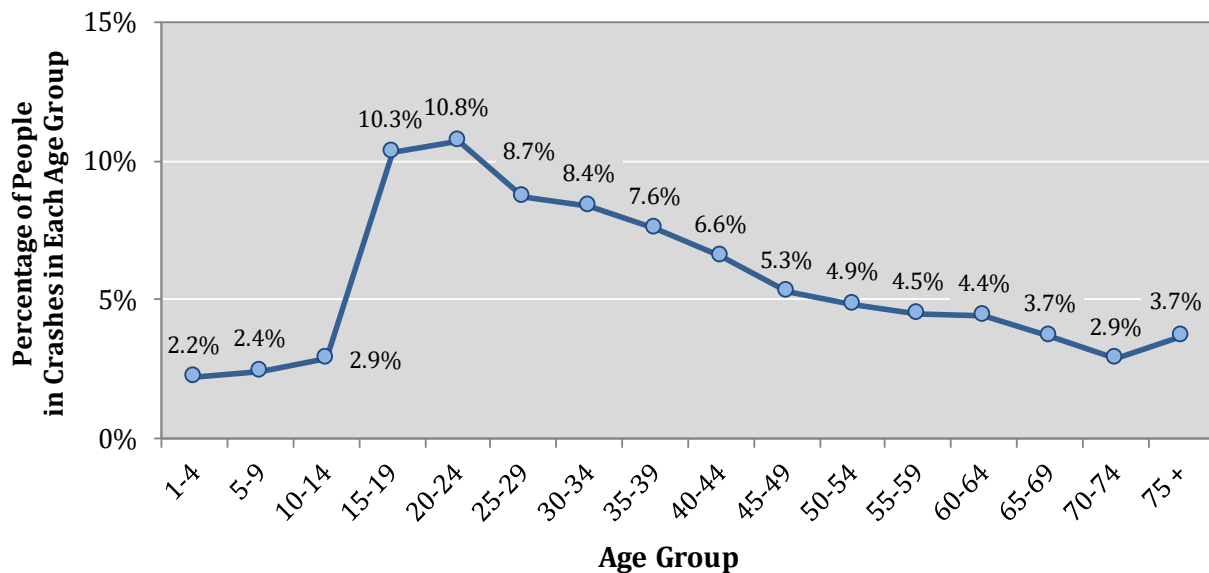


Table 86: People in Crashes by Age Group and Severity of Injury, 2023 ⁶³

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	4	11	64	120	2,075	2,274	2.2%	0.18%
5-9	1	22	115	277	2,126	2,541	2.4%	0.04%
10-14	2	39	177	401	2,393	3,012	2.9%	0.07%
15-19	23	120	770	1,274	8,538	10,725	10.3%	0.21%
20-24	55	149	828	1,409	8,716	11,157	10.8%	0.49%
25-29	36	123	550	1,094	7,250	9,053	8.7%	0.40%
30-34	47	129	563	1,079	6,906	8,724	8.4%	0.54%
35-39	38	106	434	1,000	6,288	7,866	7.6%	0.48%
40-44	42	68	390	915	5,400	6,815	6.6%	0.62%
45-49	35	58	263	796	4,326	5,478	5.3%	0.64%
50-54	25	74	268	751	3,928	5,046	4.9%	0.50%
55-59	24	71	254	706	3,640	4,695	4.5%	0.51%
60-64	29	66	254	688	3,572	4,609	4.4%	0.63%
65-69	26	56	205	490	3,065	3,842	3.7%	0.68%
70-74	25	31	177	405	2,332	2,970	2.9%	0.84%
75 +	23	58	298	495	2,987	3,861	3.7%	0.60%
Missing Data	1	46	90	196	10,775	11,108	10.7%	0.01%
Total	436	1,227	5,700	12,096	84,317	103,776	100%	0.42%

Table 87: People in Crashes and People Killed in Crashes by Sex, 2019 - 2023

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
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
2023	52,967	41,828	8,981	103,776	1.3	325	111	436	2.9

⁶³ 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, 2023 ⁶⁴

Person Type	People in Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	40,112	28,560	8,341	77,013	1.4
Front Seat Passengers	5,494	7,415	77	12,986	0.7
All Other Passengers	5,549	5,367	466	11,382	1.0
Motorcyclists/ATV Riders¹					
Motorcycle/ATV Drivers	1,009	86	43	1,138	11.7
Motorcycle/ATV Passengers	57	102	1	160	0.6
Nonmotorists					
Pedalcyclists, All	247	51	5	303	4.8
Pedestrians, All	470	205	4	679	2.3
Missing Data	29	42	44	115	0.7
Total	52,967	41,828	8,981	103,776	1.3

Table 89: People in Crashes by Age Group, 2019 - 2023 ⁶⁵

Age Group	People in Crashes				
	2019	2020	2021	2022	2023
1-4	3,150	1,833	2,294	2,466	2,274
5-9	3,253	1,860	2,504	2,485	2,541
10-14	3,414	2,132	2,750	3,041	3,012
15-19	11,962	8,455	10,200	10,295	10,725
20-24	12,608	9,617	10,934	10,838	11,157
25-29	10,977	8,099	9,294	9,009	9,053
30-34	9,743	7,357	8,402	8,348	8,724
35-39	8,672	6,214	7,250	7,334	7,866
40-44	7,114	5,238	6,072	6,471	6,815
45-49	6,252	4,572	4,994	5,231	5,478
50-54	5,942	4,275	4,874	4,768	5,046
55-59	6,085	4,499	4,688	4,675	4,695
60-64	5,514	3,815	4,245	4,409	4,609
65-69	4,250	2,898	3,491	3,563	3,842
70-74	3,075	2,102	2,651	2,691	2,970
75 +	4,140	2,598	3,142	3,569	3,861
Missing Data	12,967	10,178	11,685	10,729	11,108
Total People	119,118	85,742	99,470	99,922	103,776

⁶⁴ The number of motorcyclists/ATV riders is not comparable to values published prior to 2020 due to changes in tabulation method.

⁶⁵ 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/>. Additional data tables on counties are available in Appendix F (Page 120). 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, Doña Ana, and Curry counties had the highest crash rates based on vehicle miles traveled, with at least 195 crashes per 100 million vehicle miles traveled (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 Bernalillo, McKinley, 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, 189, and San Juan County, 159. The highest animal-involved crash rates occurred in Grant, Harding, Lincoln, Colfax, and Mora, 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 was lower in 2023, at 114, and included declines in motorcyclist and speeding-involved fatalities. However, pedestrian fatalities in Bernalillo County remain at the highest level seen in over a decade. (Table 93, Table 94, Table 95, Appendix Table F-10, 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 Doña Ana, Harding, Lincoln, Mora, San Miguel, Torrance, and Valencia counties, to their highest levels in five years. (Appendix Table F-1)
-

Crash Geography – Counties



Table 90: Top 10 Counties in Total Crashes, 2019 - 2023 ⁶⁶

2023 Rank	County	Total Crashes					Percent of All 2023 Crashes	2023 Total Crashes per 100M VMT
		2019	2020	2021	2022	2023		
1	Bernalillo	19,738	14,038	15,864	14,774	15,554	36.3%	281.2
2	Doña Ana	4,597	3,642	4,272	4,538	4,845	11.3%	222.8
3	Santa Fe	3,406	2,428	2,534	2,807	3,230	7.5%	171.4
4	San Juan	2,264	1,671	2,078	2,067	2,100	4.9%	104.4
5	Sandoval	2,138	1,683	1,936	2,065	2,042	4.8%	119.9
6	Lea	1,937	1,402	1,496	1,740	1,974	4.6%	169.7
7	Eddy	1,888	1,295	1,338	1,532	1,918	4.5%	169.0
8	McKinley	1,403	1,025	1,343	1,213	1,195	2.8%	80.7
9	Chaves	1,372	1,103	1,173	1,125	1,175	2.7%	160.4
10	Valencia	1,121	1,018	960	1,078	1,074	2.5%	154.7
All Other Counties		8,260	7,250	7,775	7,945	7,729	18.0%	-
Total		48,124	36,555	40,769	40,884	42,836	100%	151.9

Table 91: Top 10 Counties in Alcohol-involved Crashes, 2019 - 2023 ⁶⁷

2023 Rank	County	Alcohol-involved Crashes					Percent of All 2023 Alcohol-involved Crashes	2023 Alcohol-involved Crashes per 100M VMT
		2019	2020	2021	2022	2023		
1	Bernalillo	714	613	692	636	676	29.8%	12.2
2	Doña Ana	200	199	181	216	222	9.8%	10.2
3	San Juan	188	157	216	211	196	8.6%	9.7
4	Santa Fe	194	144	132	158	187	8.2%	9.9
5	McKinley	146	127	150	162	157	6.9%	10.6
6	Sandoval	123	109	119	136	130	5.7%	7.6
7	Eddy	76	70	73	63	85	3.7%	7.5
8	Lea	82	65	60	60	80	3.5%	6.9
9	Valencia	55	60	51	70	61	2.7%	8.8
10	Chaves	78	77	54	73	58	2.6%	7.9
All Other Counties		381	399	422	448	416	18.3%	-
Total		2,237	2,020	2,150	2,233	2,268	100%	8.0

⁶⁶ See Page 68 for total crashes in all counties, and Pages 125-126 for crash rates using county population.

⁶⁷ See Page 70 for alcohol-involved crashes in all counties, and Page 127 for alcohol-involved crash rates using county population.

Table 92: Top 10 Counties⁶⁸ in Animal-involved¹⁰ Crashes, 2019 - 2023 ⁶⁹

2023 Rank	County	Animal-involved Crashes					Percent of All 2023 Animal-involved Crashes	2023 Animal-involved Crashes per 100M VMT
		2019	2020	2021	2022	2023		
1	Grant	176	162	143	165	189	9.9%	44.5
2	San Juan	163	152	197	141	159	8.3%	7.9
3	Lincoln	119	122	123	110	149	7.8%	33.4
4	Rio Arriba	125	118	128	128	128	6.7%	24.0
5	Eddy	120	87	64	83	120	6.3%	10.6
6	Colfax	88	114	86	109	102	5.3%	29.5
7	Bernalillo	74	52	49	54	78	4.1%	1.4
8	Otero	101	82	83	71	77	4.0%	9.1
9	Santa Fe	90	68	60	89	76	4.0%	4.0
10	Sandoval	90	65	74	66	75	3.9%	4.4
All Other Counties		818	819	751	747	755	39.6%	-
Total		1,964	1,841	1,758	1,763	1,908	100%	6.8

Table 93: Top 10 Counties⁶⁸ in Fatalities, 2019 - 2023 ⁷⁰

2023 Rank	County	Fatalities in Crashes					Percent of All 2023 Fatalities	2023 Fatalities per 100M VMT
		2019	2020	2021	2022	2023		
1	Bernalillo	104	109	143	109	114	26.1%	2.1
2	Doña Ana	31	20	16	29	32	7.3%	1.5
3	McKinley	26	24	32	34	29	6.7%	2.0
4	San Juan	37	24	34	19	20	4.6%	1.0
5	Lea	26	14	14	21	18	4.1%	1.5
5	Eddy	16	10	14	18	18	4.1%	1.6
7	Cibola	16	15	23	16	16	3.7%	1.7
8	Santa Fe	16	31	22	25	15	3.4%	0.8
8	Rio Arriba	12	16	6	14	15	3.4%	2.8
8	Torrance	9	6	9	9	15	3.4%	2.4
All Other Counties		132	129	170	172	144	33.0%	-
Total		425	398	483	466	436	100%	1.5

⁶⁸ Counties with the same number of crashes (or fatalities) in 2023 share the same rank.

⁶⁹ See Page 123 for animal-involved crashes in all counties.

⁷⁰ See Page 120 for crash-related fatalities in all counties, and Page 126 for fatality rates using county population.

Crash Geography – Counties



Table 94: Top Counties⁷¹ in Motorcyclist²⁹ (Driver and Passenger) Fatalities, 2019 - 2023 ⁷²

2023 Rank	County	Motorcyclist Fatalities in Crashes					Percent of All 2023 Motorcyclist Fatalities	2023 Total Fatalities	Motorcyclist Fatalities as a Percent of All 2023 County Fatalities
		2019	2020	2021	2022	2023			
1	Bernalillo	17	13	27	21	14	25.5%	114	12.3%
2	Valencia	3	3	2	1	7	12.7%	14	50.0%
3	Doña Ana	4	5	0	5	4	7.3%	32	12.5%
3	San Juan	7	4	3	2	4	7.3%	20	20.0%
3	Otero	2	2	3	1	4	7.3%	13	30.8%
3	Eddy	2	0	2	1	4	7.3%	18	22.2%
7	Santa Fe	3	4	2	5	2	3.6%	15	13.3%
7	Sandoval	4	4	2	2	2	3.6%	13	15.4%
7	Rio Arriba	1	3	1	1	2	3.6%	15	13.3%
7	Lincoln	0	1	1	1	2	3.6%	10	20.0%
7	San Miguel	0	0	0	1	2	3.6%	9	22.2%
All Other Counties		12	7	12	13	8	14.5%	163	4.9%
Total		55	46	55	54	55	100%	436	12.6%

Table 95: Top Counties⁷¹ in Pedestrian Fatalities, 2019 - 2023 ⁷³

2023 Rank	County	Pedestrian Fatalities in Crashes					Percent of All 2023 Pedestrian Fatalities	2023 Total Fatalities	Pedestrian Fatalities as a Percent of All 2023 County Fatalities
		2019	2020	2021	2022	2023			
1	Bernalillo	42	32	50	38	53	49.1%	114	46.5%
2	McKinley	9	5	9	9	6	5.6%	29	20.7%
2	Doña Ana	8	4	5	9	6	5.6%	32	18.8%
2	San Juan	8	10	6	8	6	5.6%	20	30.0%
5	Santa Fe	1	6	5	6	5	4.6%	15	33.3%
5	Sandoval	1	1	1	0	5	4.6%	13	38.5%
7	Lea	2	1	3	4	4	3.7%	18	22.2%
8	Torrance	1	2	2	1	3	2.8%	15	20.0%
8	Chaves	0	5	0	1	3	2.8%	8	37.5%
8	Rio Arriba	3	2	1	0	3	2.8%	15	20.0%
All Other Counties		8	13	23	18	14	13.0%	157	8.9%
Total		83	81	105	94	108	100%	436	24.8%

⁷¹ Counties with the same number of fatalities in 2023 share the same rank.

⁷² See Page 121 for motorcyclist fatalities in all counties.

⁷³ See Page 122 for pedestrian fatalities in all counties.

Table 96: Severity of Crashes by County, 2023

County	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Bernalillo	111	27.6%	4,971	37.8%	10,472	35.8%	15,554	36.3%
Catron	2	0.5%	20	0.2%	20	0.1%	42	0.1%
Chaves	8	2.0%	445	3.4%	722	2.5%	1,175	2.7%
Cibola	14	3.5%	107	0.8%	232	0.8%	353	0.8%
Colfax	5	1.2%	74	0.6%	296	1.0%	375	0.9%
Curry	7	1.7%	243	1.8%	574	2.0%	824	1.9%
De Baca	0	0.0%	9	0.1%	28	0.1%	37	0.1%
Doña Ana	30	7.5%	1,404	10.7%	3,411	11.6%	4,845	11.3%
Eddy	15	3.7%	536	4.1%	1,367	4.7%	1,918	4.5%
Grant	5	1.2%	131	1.0%	491	1.7%	627	1.5%
Guadalupe	7	1.7%	63	0.5%	178	0.6%	248	0.6%
Harding	2	0.5%	2	0.02%	10	0.03%	14	0.03%
Hidalgo	2	0.5%	22	0.2%	107	0.4%	131	0.3%
Lea	14	3.5%	670	5.1%	1,290	4.4%	1,974	4.6%
Lincoln	10	2.5%	155	1.2%	347	1.2%	512	1.2%
Los Alamos	0	0.0%	40	0.3%	88	0.3%	128	0.3%
Luna	10	2.5%	104	0.8%	281	1.0%	395	0.9%
McKinley	26	6.5%	379	2.9%	790	2.7%	1,195	2.8%
Mora	5	1.2%	24	0.2%	96	0.3%	125	0.3%
Otero	12	3.0%	301	2.3%	570	1.9%	883	2.1%
Quay	5	1.2%	64	0.5%	174	0.6%	243	0.6%
Rio Arriba	11	2.7%	168	1.3%	453	1.5%	632	1.5%
Roosevelt	2	0.5%	93	0.7%	219	0.7%	314	0.7%
San Juan	19	4.7%	600	4.6%	1,481	5.1%	2,100	4.9%
San Miguel	8	2.0%	110	0.8%	312	1.1%	430	1.0%
Sandoval	13	3.2%	565	4.3%	1,464	5.0%	2,042	4.8%
Santa Fe	15	3.7%	1,099	8.4%	2,116	7.2%	3,230	7.5%
Sierra	3	0.7%	56	0.4%	165	0.6%	224	0.5%
Socorro	9	2.2%	58	0.4%	182	0.6%	249	0.6%
Taos	4	1.0%	136	1.0%	391	1.3%	531	1.2%
Torrance	13	3.2%	107	0.8%	221	0.8%	341	0.8%
Union	1	0.2%	20	0.2%	50	0.2%	71	0.2%
Valencia	14	3.5%	374	2.8%	686	2.3%	1,074	2.5%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Crashes	402	100%	13,150	100%	29,284	100%	42,836	100%

Crash Geography – Counties



Table 97: Total Crashes by County, 2019 - 2023 ^{74 75}

County	Total Crashes					Percent of All 2023 Crashes	2023 Vehicle Miles Traveled (100M VMT)	2023 Crashes per 100M VMT
	2019	2020	2021	2022	2023			
Bernalillo	19,738	14,038	15,864	14,774	15,554	36.3%	55.32	281.2
Catron	35	51	54	49	42	0.1%	1.17	35.9
Chaves	1,372	1,103	1,173	1,125	1,175	2.7%	7.33	160.4
Cibola	522	502	540	417	353	0.8%	9.17	38.5
Colfax	365	335	320	357	375	0.9%	3.46	108.5
Curry	901	752	818	863	824	1.9%	4.22	195.1
De Baca	39	32	41	20	37	0.09%	1.56	23.7
Doña Ana	4,597	3,642	4,272	4,538	4,845	11.3%	21.74	222.8
Eddy	1,888	1,295	1,338	1,532	1,918	4.5%	11.35	169.0
Grant	605	533	597	581	627	1.5%	4.25	147.7
Guadalupe	267	244	281	295	248	0.6%	6.34	39.1
Harding	9	6	4	8	14	0.03%	0.20	68.5
Hidalgo	112	98	141	146	131	0.3%	3.40	38.5
Lea	1,937	1,402	1,496	1,740	1,974	4.6%	11.63	169.7
Lincoln	501	457	483	564	512	1.2%	4.46	114.7
Los Alamos	136	112	95	139	128	0.3%	1.07	120.0
Luna	398	402	417	416	395	0.9%	8.69	45.4
McKinley	1,403	1,025	1,343	1,213	1,195	2.8%	14.81	80.7
Mora	143	122	99	148	125	0.3%	1.50	83.1
Otero	875	793	913	900	883	2.1%	8.43	104.7
Quay	219	254	247	260	243	0.6%	6.06	40.1
Rio Arriba	804	667	681	633	632	1.5%	5.32	118.7
Roosevelt	312	291	249	342	314	0.7%	2.26	139.1
San Juan	2,264	1,671	2,078	2,067	2,100	4.9%	20.11	104.4
San Miguel	564	449	451	449	430	1.0%	4.58	93.9
Sandoval	2,138	1,683	1,936	2,065	2,042	4.8%	17.02	119.9
Santa Fe	3,406	2,428	2,534	2,807	3,230	7.5%	18.84	171.4
Sierra	219	166	212	199	224	0.5%	2.09	107.3
Socorro	287	226	226	234	249	0.6%	6.03	41.3
Taos	629	487	511	633	531	1.2%	4.21	126.1
Torrance	229	197	320	228	341	0.8%	6.35	53.7
Union	88	72	72	63	71	0.2%	1.64	43.2
Valencia	1,121	1,018	960	1,078	1,074	2.5%	6.94	154.7
Missing Data	1	2	3	1	0	0.0%	0.48	-
Total	48,124	36,555	40,769	40,884	42,836	100%	282.07	151.9

⁷⁴ See Pages 125-126 for crash rates using county population.

⁷⁵ Darker shading indicates higher rates. Roadway volume is expressed in units of 100 million vehicle miles traveled (100M VMT). 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, 2023 ⁷⁶

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	114	361	1,916	5,005	31,400	38,796	37.4%	2.06	701
Catron	2	8	11	4	34	59	0.1%	1.71	50
Chaves	8	23	203	385	2,241	2,860	2.8%	1.09	390
Cibola	16	32	48	83	586	765	0.7%	1.75	83
Colfax	5	6	38	50	680	779	0.8%	1.45	225
Curry	7	22	98	251	1,737	2,115	2.0%	1.66	501
De Baca	0	1	3	7	68	79	0.1%	0.00	51
Doña Ana	32	79	631	1,299	9,986	12,027	11.6%	1.47	553
Eddy	18	45	252	465	3,730	4,510	4.3%	1.59	397
Grant	6	16	53	107	1,115	1,297	1.2%	1.41	306
Guadalupe	7	24	45	42	484	602	0.6%	1.10	95
Harding	2	0	4	0	14	20	0.02%	9.79	98
Hidalgo	2	7	22	23	233	287	0.3%	0.59	84
Lea	18	64	312	623	4,033	5,050	4.9%	1.55	434
Lincoln	10	25	92	92	869	1,088	1.0%	2.24	244
Los Alamos	0	1	25	27	228	281	0.3%	0.00	263
Luna	11	15	56	76	766	924	0.9%	1.27	106
McKinley	29	86	169	311	2,295	2,890	2.8%	1.96	195
Mora	6	5	15	17	195	238	0.2%	3.99	158
Otero	13	34	163	246	1,644	2,100	2.0%	1.54	249
Quay	5	8	44	36	416	509	0.5%	0.82	84
Rio Arriba	15	28	85	137	1,025	1,290	1.2%	2.82	242
Roosevelt	2	6	59	73	588	728	0.7%	0.89	323
San Juan	20	49	289	532	4,287	5,177	5.0%	0.99	257
San Miguel	9	23	68	61	684	845	0.8%	1.97	185
Sandoval	13	62	244	502	4,180	5,001	4.8%	0.76	294
Santa Fe	15	91	433	998	6,281	7,818	7.5%	0.80	415
Sierra	5	20	26	38	372	461	0.4%	2.39	221
Socorro	12	6	42	34	384	478	0.5%	1.99	79
Taos	4	12	57	120	971	1,164	1.1%	0.95	276
Torrance	15	28	52	91	583	769	0.7%	2.36	121
Union	1	3	6	17	108	135	0.1%	0.61	82
Valencia	14	37	139	344	2,100	2,634	2.5%	2.02	379
Missing Data	0	0	0	0	0	0	0.0%	-	-
Total People	436	1,227	5,700	12,096	84,317	103,776	100%	1.55	368

⁷⁶ Darker shading indicates higher rates.

Crash Geography – Counties



Table 99: Alcohol-involved Crashes by County, 2019 - 2023 ⁷⁷

County	Alcohol-involved Crashes					Percent of All 2023 Alcohol-involved Crashes	2023 Vehicle Miles Traveled (100M VMT)	2023 Alcohol-involved Crashes per 100M VMT
	2019	2020	2021	2022	2023			
Bernalillo	714	613	692	636	676	29.8%	55.32	12.2
Catron	0	4	1	4	3	0.1%	1.17	2.6
Chaves	78	77	54	73	58	2.6%	7.33	7.9
Cibola	47	43	61	34	31	1.4%	9.17	3.4
Colfax	11	14	16	16	15	0.7%	3.46	4.3
Curry	26	22	33	24	34	1.5%	4.22	8.0
De Baca	2	2	1	1	0	0.0%	1.56	0.0
Doña Ana	200	199	181	216	222	9.8%	21.74	10.2
Eddy	76	70	73	63	85	3.7%	11.35	7.5
Grant	19	23	28	24	39	1.7%	4.25	9.2
Guadalupe	7	10	9	7	7	0.3%	6.34	1.1
Harding	0	0	0	0	2	0.1%	0.20	9.8
Hidalgo	4	3	4	7	5	0.2%	3.40	1.5
Lea	82	65	60	60	80	3.5%	11.63	6.9
Lincoln	29	20	25	37	30	1.3%	4.46	6.7
Los Alamos	7	5	3	6	4	0.2%	1.07	3.7
Luna	10	20	17	19	13	0.6%	8.69	1.5
McKinley	146	127	150	162	157	6.9%	14.81	10.6
Mora	8	6	5	10	10	0.4%	1.50	6.6
Otero	41	53	41	38	49	2.2%	8.43	5.8
Quay	2	8	9	12	3	0.1%	6.06	0.5
Rio Arriba	40	45	42	55	50	2.2%	5.32	9.4
Roosevelt	15	13	13	15	11	0.5%	2.26	4.9
San Juan	188	157	216	211	196	8.6%	20.11	9.7
San Miguel	32	25	36	38	27	1.2%	4.58	5.9
Sandoval	123	109	119	136	130	5.7%	17.02	7.6
Santa Fe	194	144	132	158	187	8.2%	18.84	9.9
Sierra	16	8	13	12	13	0.6%	2.09	6.2
Socorro	15	14	11	19	19	0.8%	6.03	3.1
Taos	39	45	37	50	35	1.5%	4.21	8.3
Torrance	9	9	15	15	14	0.6%	6.35	2.2
Union	2	7	2	5	2	0.1%	1.64	1.2
Valencia	55	60	51	70	61	2.7%	6.94	8.8
Missing Data	0	0	0	0	0	0.0%	0.48	-
Total	2,237	2,020	2,150	2,233	2,268	100%	282.07	8.0

⁷⁷ 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, 2023 ⁷⁸

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	48	44	189	244	1,032	1,557	32.4%	0.87	28.1
Catron	1	2	0	0	0	3	0.1%	0.85	2.6
Chaves	5	5	28	13	52	103	2.1%	0.68	14.1
Cibola	1	7	9	6	35	58	1.2%	0.11	6.3
Colfax	2	2	2	0	23	29	0.6%	0.58	8.4
Curry	2	4	7	7	50	70	1.5%	0.47	16.6
De Baca	0	0	0	0	0	0	0.0%	0.00	0.0
Doña Ana	7	12	54	50	314	437	9.1%	0.32	20.1
Eddy	7	6	25	26	108	172	3.6%	0.62	15.2
Grant	3	2	6	8	45	64	1.3%	0.71	15.1
Guadalupe	0	1	1	0	9	11	0.2%	0.00	1.7
Harding	2	0	2	0	3	7	0.1%	9.79	34.3
Hidalgo	0	1	1	1	4	7	0.1%	0.00	2.1
Lea	3	11	15	10	131	170	3.5%	0.26	14.6
Lincoln	3	1	11	9	31	55	1.1%	0.67	12.3
Los Alamos	0	0	2	0	2	4	0.1%	0.00	3.7
Luna	2	1	3	2	27	35	0.7%	0.23	4.0
McKinley	16	27	49	52	239	383	8.0%	1.08	25.9
Mora	1	0	2	3	9	15	0.3%	0.66	10.0
Otero	3	3	16	13	58	93	1.9%	0.36	11.0
Quay	1	0	2	0	2	5	0.1%	0.16	0.8
Rio Arriba	10	6	10	9	66	101	2.1%	1.88	19.0
Roosevelt	1	0	1	2	16	20	0.4%	0.44	8.9
San Juan	11	18	55	48	293	425	8.8%	0.55	21.1
San Miguel	5	5	6	5	27	48	1.0%	1.09	10.5
Sandoval	6	12	29	43	213	303	6.3%	0.35	17.8
Santa Fe	8	10	48	47	248	361	7.5%	0.42	19.2
Sierra	1	6	6	0	9	22	0.5%	0.48	10.5
Socorro	5	0	3	2	21	31	0.6%	0.83	5.1
Taos	2	1	5	5	50	63	1.3%	0.48	15.0
Torrance	2	7	6	3	18	36	0.7%	0.32	5.7
Union	0	0	0	0	2	2	0.04%	0.00	1.2
Valencia	6	8	10	20	76	120	2.5%	0.86	17.3
Missing Data	0	0	0	0	0	0	0.0%	-	-
Total People	164	202	603	628	3,213	4,810	100%	0.58	17.1

⁷⁸ Darker shading indicates higher rates.

Crash Geography – Cities



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>. 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 Taos (38.7), Carlsbad (30.7), Las Cruces (30.1), and Gallup (29.2). (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 (40.6), Farmington (23.8), and Silver City (21.3). (Table 102)

Table 101: Top Fifteen Cities in Total Crashes, 2019 - 2023 ⁷⁹

2023 Rank	City	Total Crashes					2023 Population	2023 Crashes per 1,000 City Residents
		2019	2020	2021	2022	2023		
1	Albuquerque	19,034	13,421	13,955	12,577	13,547	560,274	24.2
2	Las Cruces	3,547	2,729	3,169	3,261	3,463	114,892	30.1
3	Santa Fe	2,335	1,553	1,773	1,978	2,287	89,167	25.6
4	Farmington	1,403	1,013	1,143	1,286	1,300	46,237	28.1
5	Rio Rancho	1,270	941	1,152	1,293	1,277	110,660	11.5
6	Hobbs	1,215	867	894	1,038	1,139	39,386	28.9
7	Carlsbad	1,056	722	766	805	966	31,499	30.7
8	Roswell	1,000	767	911	873	907	47,109	19.3
9	South Valley	-	-	747	825	790	38,338	20.6
10	Clovis	748	611	673	711	666	37,612	17.7
11	Gallup	762	518	742	597	598	20,451	29.2
12	Alamogordo	505	465	551	517	488	31,284	15.6
13	Los Lunas	408	403	336	372	349	19,079	18.3
14	Silver City	295	210	297	269	270	9,377	28.8
15	Taos	318	217	193	262	249	6,427	38.7
	All Other Locations	14,228	12,118	13,467	14,220	14,540	-	-
	Statewide Total	48,124	36,555	40,769	40,884	42,836	2,114,371	20.3

⁷⁹ Statistics for crashes in the South Valley are not available prior to 2021.

Table 102: Top Cities⁸⁰ in Alcohol-involved Crashes, 2023 ⁸¹

2023 Rank	City	Alcohol-involved Crashes					2023 Population	2023 Alcohol-involved Crashes per 10,000 City Residents
		2019	2020	2021	2022	2023		
1	Albuquerque	675	575	585	518	582	560,274	10.4
2	Santa Fe	116	81	74	91	111	89,167	12.4
3	Las Cruces	111	112	88	118	110	114,892	9.6
3	Farmington	100	73	112	116	110	46,237	23.8
5	Rio Rancho	71	64	54	79	88	110,660	8.0
6	Gallup	94	65	89	83	83	20,451	40.6
7	Carlsbad	49	46	40	31	47	31,499	14.9
8	South Valley	-	-	36	32	39	38,338	10.2
9	Hobbs	50	48	38	37	38	39,386	9.6
10	Roswell	50	54	33	53	34	47,109	7.2
11	Alamogordo	19	29	19	20	24	31,284	7.7
12	Española	16	12	22	18	20	10,431	19.2
12	Clovis	17	19	22	16	20	37,612	5.3
12	Silver City	8	8	15	16	20	9,377	21.3
15	Los Lunas	9	23	8	10	18	19,079	9.4
16	Las Vegas	17	8	14	21	15	12,905	11.6
16	Ruidoso	15	10	9	18	15	7,663	19.6
18	Bernalillo	11	9	13	10	14	9,114	15.4
19	Anthony	5	4	12	10	13	8,726	14.9
20	Taos	14	12	10	17	12	6,427	18.7
All Other Locations		790	768	857	919	855	-	-
Statewide Total		2,237	2,020	2,150	2,233	2,268	2,114,371	10.7

⁸⁰ Cities share the same rank if they have the same number of crashes in 2023. If multiple cities rank 20th, the city with the higher number of alcohol-involved crashes in the prior year is displayed. Statistics for crashes in the South Valley are not available prior to 2021.

⁸¹ The population of the South Valley CDP (Census Designated Place) is 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, 2023 ⁸²

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Agua Fria	0	13	12	25	0	16	36	52
Alamogordo	3	153	332	488	3	225	1,035	1,263
Albuquerque	91	4,324	9,132	13,547	93	6,397	27,405	33,895
Algodones	0	8	20	28	0	11	47	58
Angel Fire	0	5	19	24	0	5	46	51
Anthony	0	37	81	118	0	62	243	305
Arenas Valley	0	5	34	39	0	8	59	67
Artesia	1	46	196	243	1	68	540	609
Atoka	0	7	16	23	0	12	32	44
Aztec	1	32	86	119	1	43	249	293
Bayard	0	1	18	19	0	1	34	35
Belen	3	48	85	136	3	71	275	349
Bernalillo	1	73	151	225	1	102	480	583
Bloomfield	0	27	84	111	0	32	232	264
Bosque Farms	0	19	32	51	0	29	114	143
Carlsbad	4	272	690	966	5	364	2,167	2,536
Carnuel	0	19	31	50	0	21	70	91
Cañoncito	0	7	18	25	0	11	33	44
Cedar Crest	0	9	11	20	0	11	24	35
Cedar Hill	1	5	28	34	1	5	42	48
Center Point	0	9	25	34	0	9	49	58
Chaparral	1	63	62	126	2	102	228	332
Chimayo	0	10	23	33	0	15	35	50
Clayton	1	4	13	18	1	8	25	34
Cloudcroft	0	5	11	16	0	5	21	26
Clovis	5	197	464	666	5	285	1,483	1,773
Continental Divide	0	11	40	51	0	15	104	119
Corrales	0	15	20	35	0	21	52	73
Crouch Mesa	1	15	20	36	1	22	42	65
Deming	2	59	142	203	2	80	442	524
Edgewood	3	30	67	100	3	39	180	222
Edith Endave	0	7	24	31	0	13	72	85
El Cerro	0	33	67	100	0	52	205	257
El Cerro Mission	0	18	24	42	0	23	104	127
El Valle de Arroyo Seco	0	10	17	27	0	15	51	66
Eldorado at Santa Fe	0	11	9	20	0	14	29	43
Española	1	76	136	213	1	110	431	542
Eunice	1	7	35	43	1	8	96	105
Farmington	5	392	903	1,300	6	571	2,830	3,407
Flora Vista	0	11	30	41	0	16	96	112

Table 103 continued ⁸²

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Gallup	8	211	379	598	9	297	1,262	1,568
Glorieta	0	6	18	24	0	7	26	33
Grants	1	24	52	77	1	35	172	208
Hatch	1	6	16	23	1	7	52	60
Hobbs	2	387	750	1,139	3	607	2,566	3,176
Jal	0	18	45	63	0	22	109	131
Jamestown	0	3	14	17	0	3	38	41
Kirtland	1	9	33	43	1	10	85	96
La Cienega	0	22	27	49	0	32	69	101
La Luz	1	19	26	46	1	30	75	106
La Plata	2	3	26	31	2	3	44	49
Laguna	0	5	11	16	0	7	25	32
Las Cruces	15	987	2,461	3,463	15	1,394	7,599	9,008
Las Vegas	3	62	120	185	4	76	333	413
Lee Acres	1	23	53	77	1	40	160	201
Lordsburg	0	4	29	33	0	4	58	62
Los Alamos	0	26	62	88	0	35	167	202
Los Chaves	2	14	28	44	2	24	69	95
Los Lunas	4	120	225	349	4	154	790	948
Los Ranchos de ABQ	0	30	67	97	0	35	222	257
Loving	0	8	8	16	0	9	38	47
Lovington	1	81	120	202	1	107	452	560
Meadow Lake	1	19	31	51	1	30	108	139
Mesilla	0	8	10	18	0	13	34	47
Midway	0	11	6	17	0	17	59	76
Milan	0	1	22	23	0	1	41	42
Moriarty	1	25	46	72	2	41	131	174
North Hobbs	0	21	39	60	0	26	112	138
North Valley	0	68	154	222	0	86	463	549
Paradise Hills	0	2	23	25	0	5	66	71
Peralta	1	14	21	36	1	17	57	75
Pojoaque	0	14	25	39	0	22	84	106
Portales	1	53	142	196	1	75	415	491
Prewitt	1	11	36	48	1	15	97	113
Pueblitos	0	8	11	19	0	11	32	43
Ranchos de Taos	0	8	26	34	0	14	63	77
Raton	1	17	85	103	1	21	205	227
Rio Communities	0	11	32	43	0	16	84	100
Rio Rancho	7	328	942	1,277	7	459	2,827	3,293
Rio Rancho Estates	0	9	15	24	0	14	32	46

Crash Geography – Cities



Table 103 continued ⁸²

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Roswell	4	335	568	907	4	458	1,853	2,315
Ruidoso	0	64	138	202	0	79	418	497
Ruidoso Downs	0	3	20	23	0	4	47	51
San Felipe Pueblo	0	3	14	17	0	4	37	41
San Ysidro (Doña Ana)	0	14	26	40	0	19	74	93
Sandia Heights	0	8	21	29	0	12	60	72
Santa Ana Pueblo	0	7	15	22	0	9	36	45
Santa Clara (Central)	0	6	17	23	0	6	38	44
Santa Fe	9	754	1,524	2,287	9	1,048	4,796	5,853
Santa Fe Foothills	0	4	12	16	0	5	27	32
Santa Rosa	0	10	30	40	0	11	72	83
Santa Teresa	1	6	16	23	2	15	45	62
Sedillo	0	11	11	22	0	16	32	48
Silver City	1	68	201	270	2	90	554	646
Socorro	2	16	64	82	2	21	157	180
Sombrillo	0	6	12	18	0	10	38	48
South River	0	6	14	20	0	12	26	38
South Valley	3	253	534	790	3	344	1,741	2,088
Sunland Park	1	35	122	158	1	57	338	396
Taos	0	64	185	249	0	91	551	642
Tesuque	1	13	17	31	1	18	38	57
Texico	0	2	17	19	0	4	49	53
Thoreau	0	19	26	45	0	30	84	114
Tijeras	1	18	23	42	1	23	70	94
Tome	0	5	15	20	0	6	28	34
Truth or Consequences	0	25	62	87	0	41	164	205
Tucumcari	0	18	35	53	0	23	109	132
Tularosa	0	3	19	22	0	5	45	50
University Park	0	8	46	54	0	11	112	123
Vado	0	7	38	45	0	8	92	100
Waterflow	1	10	17	28	1	14	42	57
West Hammond	0	3	20	23	0	3	43	46
White Signal	1	5	10	16	1	6	20	27
Yah-ta-hey	0	2	15	17	0	3	25	28
Zuni Pueblo	0	13	17	30	0	15	53	68
Rural and Other	197	2,537	5,919	8,653	220	3,764	13,344	17,328
Statewide Total	402	13,150	29,284	42,836	436	19,023	84,317	103,776

⁸² The term "other" refers to towns or places with fewer than 16 crashes in 2023.

Table 104: Severity of Alcohol-involved Crashes and Injuries by City, 2023 ⁸³

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Agua Fria	0	2	1	3	0	4	2	6
Alamogordo	0	8	16	24	0	8	40	48
Albuquerque	36	258	288	582	36	403	896	1,335
Algodones	0	3	1	4	0	6	4	10
Angel Fire	0	0	3	3	0	0	4	4
Anthony	0	4	9	13	0	9	24	33
Arenas Valley	0	0	3	3	0	0	4	4
Artesia	0	4	5	9	0	6	15	21
Aztec	0	3	5	8	0	4	10	14
Belen	0	3	2	5	0	5	11	16
Bernalillo	1	4	9	14	1	7	30	38
Black Rock	0	2	2	4	0	2	5	7
Blanco	0	1	1	2	0	1	1	2
Bloomfield	0	4	5	9	0	5	24	29
Bluewater Village	0	2	0	2	0	2	3	5
Carlsbad	4	21	22	47	5	27	61	93
Cañoncito	0	1	1	2	0	1	1	2
Cedar Crest	0	2	1	3	0	3	3	6
Cedar Hill	1	1	0	2	1	1	0	2
Center Point	0	2	2	4	0	2	7	9
Chama	0	2	1	3	0	2	6	8
Chaparral	0	7	4	11	0	13	11	24
Chimayo	0	1	5	6	0	1	9	10
Clovis	2	5	13	20	2	5	34	41
Conejo	0	2	0	2	0	2	0	2
Corrales	0	1	1	2	0	1	1	2
Crouch Mesa	0	4	4	8	0	6	5	11
Cuaratez	0	0	2	2	0	0	2	2
Deming	1	2	5	8	1	3	22	26
Dixon	1	1	0	2	1	1	0	2
Edgewood	1	1	1	3	1	2	3	6
El Cerro	0	2	2	4	0	3	7	10
El Morro Valley	0	1	1	2	0	1	1	2
El Rito	0	2	0	2	0	2	0	2
El Valle de Arroyo Seco	0	1	1	2	0	1	2	3
Española	0	8	12	20	0	11	35	46
Farmington	4	46	60	110	5	67	186	258
Flora Vista	0	4	1	5	0	5	6	11
Fruitland	0	1	2	3	0	1	5	6
Gallup	5	36	42	83	5	51	154	210

Crash Geography – Cities



Table 104 continued ⁸³

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Gamercio	0	1	1	2	0	1	2	3
Glorieta	0	1	1	2	0	2	1	3
Grants	0	4	2	6	0	6	10	16
Hatch	0	2	0	2	0	2	5	7
Hobbs	0	11	27	38	0	12	77	89
Isleta Pueblo	0	3	0	3	0	6	2	8
Kirtland	1	0	3	4	1	0	4	5
La Cienega	0	3	3	6	0	3	5	8
La Luz	1	3	1	5	1	7	2	10
La Mesa	0	0	2	2	0	0	2	2
La Mesilla	0	0	2	2	0	0	2	2
La Plata	1	0	1	2	1	0	1	2
La Villita	1	0	1	2	1	0	2	3
Laguna	0	1	3	4	0	3	5	8
Las Cruces	3	42	65	110	3	53	176	232
Las Vegas	3	6	6	15	4	8	14	26
Lee Acres	1	2	3	6	1	2	11	14
Livingston Wheeler	0	0	2	2	0	0	3	3
Lordsburg	0	0	2	2	0	0	3	3
Los Alamos	0	1	1	2	0	1	1	2
Los Chaves	1	2	3	6	1	2	7	10
Los Lunas	3	4	11	18	3	4	19	26
Los Ranchos de ABQ	0	3	0	3	0	3	2	5
Lovington	0	3	5	8	0	3	15	18
McCartys Village	0	1	1	2	0	1	1	2
Meadow Lake	1	2	0	3	1	4	4	9
Mesquite	1	0	1	2	1	1	1	3
Moriarty	0	3	2	5	0	5	13	18
North Hobbs	0	5	5	10	0	6	12	18
North Valley	0	4	1	5	0	5	11	16
Peralta	0	1	1	2	0	1	3	4
Peñasco	0	0	2	2	0	0	2	2
Pojoaque	0	1	1	2	0	1	2	3
Portales	1	3	7	11	1	3	16	20
Ranchos de Taos	0	1	3	4	0	1	3	4
Raton	0	1	5	6	0	1	13	14
Rio Communities	0	1	1	2	0	2	2	4
Rio Rancho	2	31	55	88	2	53	157	212
Rosedale	0	2	2	4	0	3	3	6
Roswell	3	16	15	34	3	22	36	61

Table 104 continued ⁸³

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Ruidoso	0	7	8	15	0	9	23	32
San Ysidro (Doña Ana)	0	1	2	3	0	1	2	3
Santa Ana Pueblo	0	1	1	2	0	1	2	3
Santa Clara (Central)	0	2	3	5	0	2	6	8
Santa Cruz	0	1	2	3	0	1	3	4
Santa Fe	5	45	61	111	5	61	175	241
Silver City	1	6	13	20	2	8	28	38
Socorro	1	3	5	9	1	4	11	16
Sombrillo	0	1	2	3	0	1	4	5
South River	0	1	1	2	0	1	1	2
South Valley	3	18	18	39	3	28	74	105
Spencerville	0	2	1	3	0	3	2	5
Stanley	0	0	2	2	0	0	2	2
Sunland Park	0	2	5	7	0	2	12	14
Taos	0	4	8	12	0	4	27	31
Tesuque	1	1	2	4	1	1	5	7
Texico	0	0	2	2	0	0	7	7
Thoreau	0	5	3	8	0	11	12	23
Tortugas	0	1	1	2	0	1	2	3
Truth or Consequences	0	3	1	4	0	6	5	11
Turley	0	2	0	2	0	2	0	2
Vado	0	1	4	5	0	1	5	6
Waterflow	0	5	3	8	0	6	8	14
West Hammond	0	1	2	3	0	1	3	4
Yah-ta-hey	0	1	3	4	0	1	5	6
Zuni Pueblo	0	7	3	10	0	8	10	18
Rural and Other	59	234	212	505	70	368	495	933
Statewide Total	149	971	1,148	2,268	164	1,433	3,213	4,810

⁸³ The term "other" refers to towns or places with fewer than 2 alcohol-involved crashes in 2023.

Rural and Urban Locations

The implementation of new guidelines for urban and rural designations in 2013, 2018, and 2023 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 132 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 20.2 percent of crashes and 24.3 percent of alcohol-involved crashes, but rural roadways have 51.1 percent of crash-related fatalities and 42.7 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 59.6 percent of fatalities but only 6.9 percent of crashes. (Table 110)

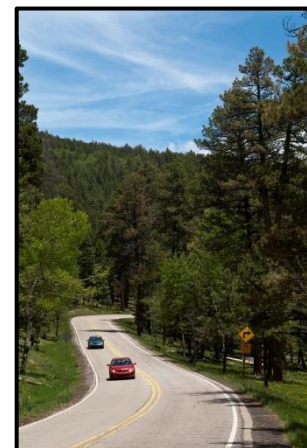


Table 105: Crashes by Rural and Urban Location, 2019 - 2023

Year	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2023	2,290	5.3%	6,378	14.9%	34,168	79.8%	42,836	100%

Crash Geography – Rural and Urban

Table 106: Fatalities by Rural and Urban Location, 2019 - 2023

Year	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2023	69	15.8%	154	35.3%	213	48.9%	436	100%

Table 107: Alcohol-involved Crashes by Rural and Urban Location, 2019 - 2023

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
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%
2023	98	4.3%	454	20.0%	1,716	75.7%	2,268	100%

Table 108: Fatalities in Alcohol-involved Crashes by Rural and Urban Location, 2019 - 2023

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
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%
2023	8	4.9%	62	37.8%	94	57.3%	164	100%

Crash Geography – Rural and Urban



Table 109: Fatalities and Crashes by Rural and Urban Location and First Harmful Event, 2023

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	175	7.6%	1	1.4%	1,352	21.2%	2	1.3%	381	1.1%	0	0.0%
Collision with Fixed Object	494	21.6%	5	7.2%	1,255	19.7%	26	16.9%	3,258	9.5%	22	10.3%
Collision with Motor Vehicle	995	43.4%	30	43.5%	2,302	36.1%	73	47.4%	27,733	81.2%	77	36.2%
Collision with Other Non-Fixed Object	157	6.9%	0	0.0%	252	4.0%	3	1.9%	487	1.4%	2	0.9%
Collision with Person	14	0.6%	9	13.0%	51	0.8%	9	5.8%	883	2.6%	103	48.4%
Non-Collision	387	16.9%	24	34.8%	1,005	15.8%	41	26.6%	639	1.9%	9	4.2%
Other	68	3.0%	0	0.0%	160	2.5%	0	0.0%	209	0.6%	0	0.0%
Missing Data	0	0.0%	0	0.0%	1	0.0%	0	0.0%	578	1.7%	0	0.0%
Total	2,290	100%	69	100%	6,378	100%	154	100%	34,168	100%	213	100%

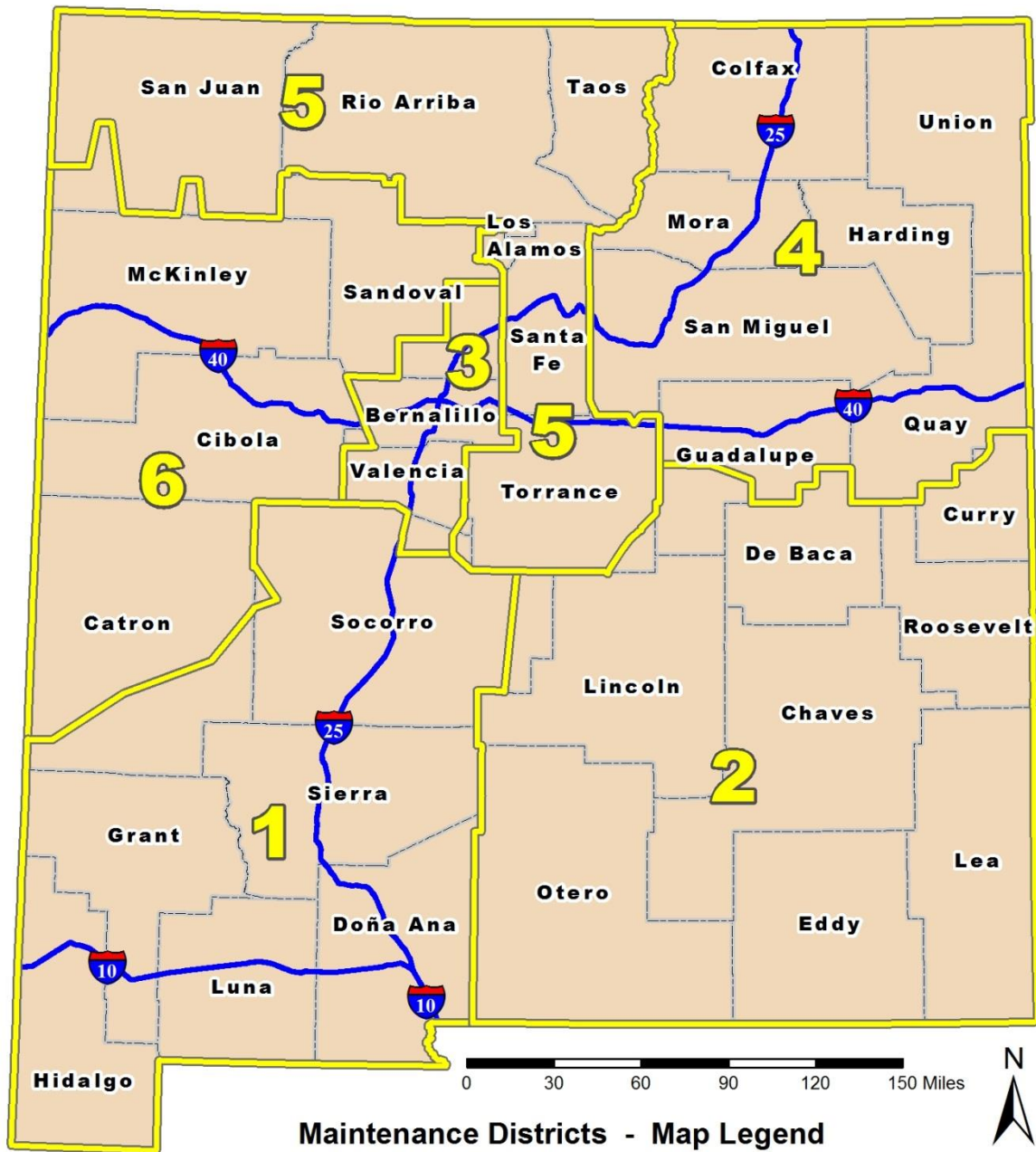
Table 110: Alcohol-involved Fatalities⁸⁴ and Crashes by Rural and Urban Location and First Harmful Event, 2023

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	1.3%	1	1.6%	1	0.1%	0	0.0%
Collision with Fixed Object	46	46.9%	1	12.5%	190	41.9%	11	17.7%	605	35.3%	14	14.9%
Collision with Motor Vehicle	38	38.8%	4	50.0%	115	25.3%	22	35.5%	866	50.5%	20	21.3%
Collision with Other Non-Fixed Object	2	2.0%	0	0.0%	20	4.4%	1	1.6%	43	2.5%	1	1.1%
Collision with Person	1	1.0%	1	12.5%	15	3.3%	5	8.1%	119	6.9%	56	59.6%
Non-Collision	11	11.2%	2	25.0%	106	23.3%	22	35.5%	78	4.5%	3	3.2%
Other	0	0.0%	0	0.0%	2	0.4%	0	0.0%	4	0.2%	0	0.0%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	98	100%	8	100%	454	100%	62	100%	1,716	100%	94	100%

⁸⁴ Any fatality in an alcohol-involved crash.

Highway Maintenance Districts

Map 1: New Mexico Highway Maintenance Districts



Maintenance Districts - Map Legend

-  Maintenance District Boundaries
-  New Mexico County Boundaries

Crash Geography – Maintenance Districts



Table 111: Crashes by Highway Maintenance District and Crash Severity, 2023

Highway Maintenance District	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	57	14.2%	1,775	13.5%	4,613	15.8%	6,445	15.0%
District 2	71	17.7%	2,458	18.7%	5,143	17.6%	7,672	17.9%
District 3	135	33.6%	5,858	44.5%	12,480	42.6%	18,473	43.1%
District 4	29	7.2%	346	2.6%	1,096	3.7%	1,471	3.4%
District 5	63	15.7%	2,147	16.3%	4,731	16.2%	6,941	16.2%
District 6	47	11.7%	561	4.3%	1,194	4.1%	1,802	4.2%
Missing Data	0	0.0%	5	0.0%	27	0.1%	32	0.1%
Total Crashes	402	100%	13,150	100%	29,284	100%	42,836	100%

Table 112: Severity of Injuries to People in Crashes by Highway Maintenance District, 2023

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	65	14.9%	142	11.6%	825	14.5%	1,579	13.1%	12,826	15.2%	15,437	15%
District 2	79	18.1%	225	18.3%	1,188	20.8%	2,146	17.7%	14,967	17.8%	18,605	18%
District 3	139	31.9%	452	36.8%	2,282	40.0%	5,798	47.9%	37,375	44.3%	46,046	44%
District 4	31	7.1%	65	5.3%	210	3.7%	214	1.8%	2,531	3.0%	3,051	3%
District 5	70	16.1%	207	16.9%	938	16.5%	1,903	15.7%	13,333	15.8%	16,451	16%
District 6	52	11.9%	135	11.0%	255	4.5%	454	3.8%	3,224	3.8%	4,120	4%
Missing Data	0	0.00%	1	0.08%	2	0.04%	2	0.02%	61	0.07%	66	0.06%
Total People	436	100%	1,227	100%	5,700	100%	12,096	100%	84,317	100%	103,776	100%

Table 113: Crashes by Highway Maintenance District and Rural and Urban Location, 2023

Highway Maintenance District	Rural Interstate		Rural Non-Interstate		Urban		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	577	9.0%	1,057	16.4%	4,811	74.6%	6,445	100%
District 2	0	0.0%	2,363	30.8%	5,309	69.2%	7,672	100%
District 3	262	1.4%	292	1.6%	17,919	97.0%	18,473	100%
District 4	521	35.4%	600	40.8%	350	23.8%	1,471	100%
District 5	464	6.7%	1,456	21.0%	5,021	72.3%	6,941	100%
District 6	464	25.7%	608	33.7%	730	40.5%	1,802	100%
Missing Data	2	6.3%	2	6.3%	28	87.5%	32	100%
Total Crashes	2,290	5.3%	6,378	14.9%	34,168	79.8%	42,836	100%

Appendix

Appendix A – Hour and Day of the Week

Appendix Table A-1: Severity of Injuries by Hour, 2023 ⁸⁵ ⁸⁶

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	12	34	136	142	991	1,315
1 a.m.	15	26	135	96	801	1,073
2 a.m.	15	29	91	85	724	944
3 a.m.	19	24	56	61	611	771
4 a.m.	13	23	79	70	567	752
5 a.m.	27	23	97	160	1,038	1,345
6 a.m.	20	39	150	303	1,997	2,509
7 a.m.	8	46	286	663	4,563	5,566
8 a.m.	11	40	238	650	4,371	5,310
9 a.m.	12	38	222	514	3,526	4,312
10 a.m.	10	45	215	528	3,757	4,555
11 a.m.	15	60	244	594	4,296	5,209
Noon	15	59	332	742	5,335	6,483
1 p.m.	18	59	312	823	5,337	6,549
2 p.m.	26	66	368	854	6,041	7,355
3 p.m.	16	73	366	1,028	7,003	8,486
4 p.m.	15	70	475	996	7,294	8,850
5 p.m.	17	86	438	1,057	7,269	8,867
6 p.m.	26	78	357	834	5,297	6,592
7 p.m.	25	76	293	599	3,698	4,691
8 p.m.	29	76	240	480	3,137	3,962
9 p.m.	31	66	206	374	2,615	3,292
10 p.m.	26	49	215	279	1,898	2,467
11 p.m.	15	39	144	155	1,367	1,720
Missing Data	0	3	5	9	784	801
Total	436	1,227	5,700	12,096	84,317	103,776

⁸⁵ For reference, crashes during the hour of 1 a.m. are crashes from 1:00 a.m. to 1:59 a.m.

⁸⁶ Darker shading indicates higher counts.

Appendix – Hour and Day of the Week



Appendix Table A-2: Severity of Injuries to People in Alcohol-involved Crashes by Hour, 2023 ⁸⁵ ⁸⁶

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	5	8	50	39	178	280
1 a.m.	12	13	45	36	161	267
2 a.m.	6	12	39	28	137	222
3 a.m.	11	5	21	14	92	143
4 a.m.	6	4	22	3	48	83
5 a.m.	8	3	10	8	57	86
6 a.m.	9	4	3	7	31	54
7 a.m.	3	4	3	7	31	48
8 a.m.	0	2	1	7	20	30
9 a.m.	1	0	5	6	32	44
10 a.m.	1	8	12	9	69	99
11 a.m.	1	4	6	4	47	62
Noon	2	9	16	8	56	91
1 p.m.	6	6	13	22	80	127
2 p.m.	2	2	11	16	86	117
3 p.m.	7	5	23	20	151	206
4 p.m.	6	11	28	43	191	279
5 p.m.	5	11	38	43	206	303
6 p.m.	8	12	42	71	243	376
7 p.m.	9	12	49	55	294	419
8 p.m.	16	18	33	43	261	371
9 p.m.	18	15	35	49	249	366
10 p.m.	12	22	53	47	277	411
11 p.m.	10	12	45	43	213	323
Missing Data	0	0	0	0	3	3
Total	164	202	603	628	3,213	4,810

Appendix – Hour and Day of the Week

Appendix Table A-3: Severity of Injuries to People in Crashes by Day of the Week, 2023 ⁸⁶

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	51	182	722	1,661	11,590	14,206
Tuesday	50	172	788	1,878	12,710	15,598
Wednesday	54	146	812	1,915	12,740	15,667
Thursday	48	144	789	1,828	12,934	15,743
Friday	72	203	939	2,125	14,612	17,951
Saturday	93	192	846	1,584	11,074	13,789
Sunday	68	188	804	1,105	8,657	10,822
Total	436	1,227	5,700	12,096	84,317	103,776

Appendix Table A-4: Severity of Injuries to People in Alcohol-involved Crashes by Day of the Week, 2023 ⁸⁶

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	18	24	74	66	348	530
Tuesday	9	27	53	46	360	495
Wednesday	18	25	68	74	326	511
Thursday	13	17	77	82	450	639
Friday	29	31	91	103	442	696
Saturday	47	36	135	154	665	1,037
Sunday	30	42	105	103	622	902
Total	164	202	603	628	3,213	4,810

Appendix – Hour and Day of the Week



Appendix Table A-5: Pedestrian-involved Crashes by Hour, 2019 - 2023 ^{85 86}

Hour	Pedestrian-involved Crashes				
	2019	2020	2021	2022	2023
Midnight	14	9	15	15	15
1 a.m.	11	8	9	10	10
2 a.m.	6	6	8	11	10
3 a.m.	2	5	9	3	7
4 a.m.	3	8	6	4	8
5 a.m.	7	5	9	17	14
6 a.m.	18	7	11	17	21
7 a.m.	32	17	17	21	26
8 a.m.	23	8	14	12	14
9 a.m.	8	7	18	20	13
10 a.m.	23	18	16	15	13
11 a.m.	29	13	17	13	26
Noon	32	20	14	27	30
1 p.m.	22	18	19	24	10
2 p.m.	38	23	20	22	24
3 p.m.	48	30	26	36	34
4 p.m.	35	23	31	33	50
5 p.m.	39	34	41	42	40
6 p.m.	62	46	56	42	48
7 p.m.	45	50	41	63	52
8 p.m.	43	51	43	56	56
9 p.m.	46	39	48	57	48
10 p.m.	29	18	38	28	38
11 p.m.	23	18	21	24	33
Missing Data	0	0	0	0	2
Total	638	481	547	612	642

Appendix Table A-6: Pedalcycle-involved Crashes by Hour, 2019 - 2023 ^{85 86}

Hour	Pedalcycle-involved Crashes				
	2019	2020	2021	2022	2023
Midnight	2	1	2	2	5
1 a.m.	3	1	2	0	0
2 a.m.	2	0	1	0	0
3 a.m.	1	3	2	2	2
4 a.m.	0	0	1	0	2
5 a.m.	0	2	3	1	2
6 a.m.	5	10	4	13	11
7 a.m.	28	12	7	21	13
8 a.m.	22	13	14	17	18
9 a.m.	13	13	15	13	20
10 a.m.	13	9	6	6	12
11 a.m.	16	18	19	18	9
Noon	25	15	13	16	19
1 p.m.	25	17	16	18	19
2 p.m.	32	18	27	14	16
3 p.m.	29	18	16	14	18
4 p.m.	32	26	21	25	32
5 p.m.	30	21	18	27	26
6 p.m.	24	25	18	12	23
7 p.m.	15	9	10	17	14
8 p.m.	21	12	12	13	15
9 p.m.	16	12	7	10	17
10 p.m.	10	5	3	7	7
11 p.m.	4	1	4	3	1
Missing Data	2	0	0	1	1
Total	370	261	241	270	302

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 2023

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
2023	299.170	1.71	159.2	1.86

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 2023. Accessed November 26, 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, 2023, 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 ⁸⁷

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, 2023 ⁸⁸

Crash Severity	Human Capital Crash Costs (2001 Dollars)	CPI Ratio (2023/2001)	CPI-Adjusted Human Capital Costs (2023 Dollars)
Fatal Crash (K)	1,245,600	1.708567	2,128,190
Suspected Serious Injury Crash (A)	111,400	1.708567	190,334
Suspected Minor Injury Crash (B)	41,900	1.708567	71,589
Possible Injury Crash (C)	28,400	1.708567	48,523
Property Damage Only Crash (O)	6,400	1.708567	10,935

Appendix Table B-4: FHWA Calculation of Comprehensive Cost Estimates per Crash, 2023 ⁸⁹

Crash Severity	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)	ECI Ratio (2023/2001)	ECI-Adjusted Cost Difference (2023 Dollars)	ECI-Adjusted Comprehensive Costs per Crash (2023 Dollars)
Fatal Crash (K)	4,008,900	2,763,300	1.8554779	5,127,242	7,255,432
Suspected Serious Injury Crash (A)	216,000	104,600	1.8554779	194,083	384,417
Suspected Minor Injury Crash (B)	79,000	37,100	1.8554779	68,838	140,427
Possible Injury Crash (C)	44,900	16,500	1.8554779	30,615	79,139
Property Damage Only Crash (O)	7,400	1,000	1.8554779	1,855	12,790

⁸⁷ Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries, FHWAHRT-05-051, October 2005.

⁸⁸ Human capital costs come from multiplying the human capital crash cost in 2001 dollars by the CPI ratio for 2023.

⁸⁹ The cost difference, in 2001 dollars, is the 2001 comprehensive crash costs minus 2001 human capital costs. The cost difference, in 2023 dollars, comes from multiplying the 2001 cost difference by the ECI ratio for 2023. Comprehensive crash costs are the sum of 2023 CPI-adjusted human capital costs and the 2023 ECI-adjusted cost difference.

Appendix – Economic Impact



- The total human capital cost of the 42,836 crashes in New Mexico was **\$2.1 billion**. This represents the 2023 value of human capital costs for 402 fatal crashes and 42,434 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 2023 totals **\$4.9 billion**. About 59 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, 2023 Adjusted ⁹⁰

Crash Severity	Human Capital Costs per Crash, 2023 CPI-Adjusted (\$)	Total Crashes, 2023	Total Human Capital Costs Estimate (\$)
Fatal Crash (K)	2,128,190	402	855,532,571
Suspected Serious Injury Crash (A)	190,334	974	185,385,620
Suspected Minor Injury Crash (B)	71,589	4,529	324,226,299
Possible Injury Crash (C)	48,523	7,647	371,057,595
Property Damage Only Crash (O)	10,935	29,284	320,215,439
Total			2,056,417,524

Appendix Table B-6: Calculation of Comprehensive Crash Cost Estimates, 2023 Adjusted ⁹¹

Crash Severity	Comprehensive Costs per Crash, 2023 Adjusted (\$)	Total Crashes, 2023	Total Comprehensive Costs Estimate (\$)
Fatal Crash (K)	7,255,432	402	2,916,683,838
Suspected Serious Injury Crash (A)	384,417	974	374,422,446
Suspected Minor Injury Crash (B)	140,427	4,529	635,994,636
Possible Injury Crash (C)	79,139	7,647	605,173,441
Property Damage Only Crash (O)	12,790	29,284	374,551,253
Total			4,906,825,613

⁹⁰ Human capital crash costs are monetary losses associated with medical care, emergency services, property damage, and lost productivity. Costs displayed in table are rounded.

⁹¹ 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, 2023 ⁹²

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	2	1.9%	0	0.0%	0	0.0%	2	1.3%	-
5-9	0	0.0%	1	2.3%	0	0.0%	1	0.7%	-
10-14	2	1.9%	0	0.0%	0	0.0%	2	1.3%	-
15-19	11	10.3%	3	6.8%	0	0.0%	14	9.3%	3.7
20-24	14	13.1%	3	6.8%	0	0.0%	17	11.3%	4.7
25-29	11	10.3%	5	11.4%	0	0.0%	16	10.6%	2.2
30-34	11	10.3%	11	25.0%	0	0.0%	22	14.6%	1.0
35-39	9	8.4%	5	11.4%	0	0.0%	14	9.3%	1.8
40-44	13	12.1%	4	9.1%	0	0.0%	17	11.3%	3.3
45-49	7	6.5%	1	2.3%	0	0.0%	8	5.3%	7.0
50-54	4	3.7%	1	2.3%	0	0.0%	5	3.3%	4.0
55-59	6	5.6%	0	0.0%	0	0.0%	6	4.0%	-
60-64	4	3.7%	4	9.1%	0	0.0%	8	5.3%	1.0
65-69	1	0.9%	5	11.4%	0	0.0%	6	4.0%	0.2
70-74	6	5.6%	1	2.3%	0	0.0%	7	4.6%	6.0
75 +	6	5.6%	0	0.0%	0	0.0%	6	4.0%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	107	100%	44	100%	0	0%	151	100%	2.4

Appendix Table C-2: Unbelted Passenger Vehicle Occupants with Fatal or Suspected Serious Injuries by Age Group and Sex, 2023 ⁹²

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	3	1.5%	2	1.8%	0	0.0%	5	1.6%	1.5
5-9	6	3.0%	1	0.9%	0	0.0%	7	2.3%	6.0
10-14	7	3.6%	5	4.6%	0	0.0%	12	3.9%	1.4
15-19	27	13.7%	12	11.0%	0	0.0%	39	12.7%	2.3
20-24	23	11.7%	19	17.4%	0	0.0%	42	13.7%	1.2
25-29	23	11.7%	8	7.3%	0	0.0%	31	10.1%	2.9
30-34	22	11.2%	17	15.6%	0	0.0%	39	12.7%	1.3
35-39	13	6.6%	6	5.5%	0	0.0%	19	6.2%	2.2
40-44	18	9.1%	6	5.5%	0	0.0%	24	7.8%	3.0
45-49	10	5.1%	5	4.6%	0	0.0%	15	4.9%	2.0
50-54	11	5.6%	5	4.6%	0	0.0%	16	5.2%	2.2
55-59	9	4.6%	3	2.8%	0	0.0%	12	3.9%	3.0
60-64	6	3.0%	7	6.4%	0	0.0%	13	4.2%	0.9
65-69	5	2.5%	7	6.4%	0	0.0%	12	3.9%	0.7
70-74	6	3.0%	3	2.8%	0	0.0%	9	2.9%	2.0
75 +	8	4.1%	2	1.8%	0	0.0%	10	3.3%	4.0
Missing Data	0	0.0%	1	0.9%	1	100.0%	2	0.7%	-
Total	197	100%	109	100%	1	100%	307	100%	1.8

⁹² People in passenger cars, pickups, and vans/4WD/SUVs.

Appendix – Belt Use



Appendix Table C-3: Unbelted Passenger Vehicle Occupants by County and Severity of Injury, 2023 ⁹³

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	27	19	53	49	91	239	19.1%	0.49	4.32
Catron	1	0	0	0	0	1	0.1%	0.85	0.85
Chaves	4	8	11	14	13	50	4.0%	0.55	6.82
Cibola	1	4	3	3	8	19	1.5%	0.11	2.07
Colfax	3	3	4	0	4	14	1.1%	0.87	4.05
Curry	1	1	5	3	3	13	1.0%	0.24	3.08
De Baca	0	0	0	0	0	0	0.0%	0.00	0.00
Doña Ana	11	6	56	25	64	162	12.9%	0.51	7.45
Eddy	8	6	14	10	22	60	4.8%	0.70	5.29
Grant	2	2	6	4	4	18	1.4%	0.47	4.24
Guadalupe	2	1	4	2	1	10	0.8%	0.32	1.58
Harding	2	0	0	0	0	2	0.2%	9.79	9.79
Hidalgo	1	1	5	0	4	11	0.9%	0.29	3.23
Lea	5	11	26	16	36	94	7.5%	0.43	8.08
Lincoln	7	4	5	4	7	27	2.2%	1.57	6.05
Los Alamos	0	0	1	1	1	3	0.2%	0.00	2.81
Luna	4	4	8	2	1	19	1.5%	0.46	2.19
McKinley	12	21	15	9	31	88	7.0%	0.81	5.94
Mora	4	0	1	0	2	7	0.6%	2.66	4.65
Otero	3	0	7	7	6	23	1.8%	0.36	2.73
Quay	2	2	2	2	3	11	0.9%	0.33	1.81
Rio Arriba	7	6	4	10	19	46	3.7%	1.31	8.64
Roosevelt	0	0	5	5	1	11	0.9%	0.00	4.87
San Juan	6	12	13	4	22	57	4.6%	0.30	2.83
San Miguel	5	3	5	2	7	22	1.8%	1.09	4.81
Sandoval	4	8	13	13	16	54	4.3%	0.23	3.17
Santa Fe	4	13	16	10	14	57	4.6%	0.21	3.03
Sierra	5	9	5	1	2	22	1.8%	2.39	10.54
Socorro	6	2	4	1	6	19	1.5%	0.99	3.15
Taos	3	1	3	2	4	13	1.0%	0.71	3.09
Torrance	5	6	3	4	8	26	2.1%	0.79	4.10
Union	1	0	0	0	0	1	0.1%	0.61	0.61
Valencia	5	3	13	10	21	52	4.2%	0.72	7.49
Missing Data	0	0	0	0	0	0	0.0%	0	0
Total People	151	156	310	213	421	1,251	100%	0.54	4.44

⁹³ 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, 2023

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	1,185	2.2%	1,070	2.6%	19	0.2%	2,274	2.2%	1.1
5-9	1,305	2.5%	1,218	2.9%	18	0.2%	2,541	2.4%	1.1
10-14	1,478	2.8%	1,500	3.6%	34	0.4%	3,012	2.9%	1.0
15-19	5,714	10.8%	4,903	11.7%	108	1.2%	10,725	10.3%	1.2
20-24	6,206	11.7%	4,747	11.3%	204	2.3%	11,157	10.8%	1.3
25-29	5,106	9.6%	3,774	9.0%	173	1.9%	9,053	8.7%	1.4
30-34	4,929	9.3%	3,674	8.8%	121	1.3%	8,724	8.4%	1.3
35-39	4,407	8.3%	3,347	8.0%	112	1.2%	7,866	7.6%	1.3
40-44	3,861	7.3%	2,858	6.8%	96	1.1%	6,815	6.6%	1.4
45-49	3,118	5.9%	2,279	5.4%	81	0.9%	5,478	5.3%	1.4
50-54	2,796	5.3%	2,183	5.2%	67	0.7%	5,046	4.9%	1.3
55-59	2,677	5.1%	1,958	4.7%	60	0.7%	4,695	4.5%	1.4
60-64	2,538	4.8%	2,024	4.8%	47	0.5%	4,609	4.4%	1.3
65-69	2,047	3.9%	1,752	4.2%	43	0.5%	3,842	3.7%	1.2
70-74	1,542	2.9%	1,392	3.3%	36	0.4%	2,970	2.9%	1.1
75 +	2,046	3.9%	1,780	4.3%	35	0.4%	3,861	3.7%	1.1
Missing Data	2,012	3.8%	1,369	3.3%	7,727	86.0%	11,108	10.7%	1.5
Total	52,967	100%	41,828	100%	8,981	100%	103,776	100%	1.3

Appendix – Age and Sex



Appendix Table D-2: People Killed in Crashes by Age Group and Sex, 2023 ⁹⁴

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	3	0.9%	1	0.9%	0	0.0%	4	0.9%	3.0
5-9	0	0.0%	1	0.9%	0	0.0%	1	0.2%	-
10-14	2	0.6%	0	0.0%	0	0.0%	2	0.5%	-
15-19	17	5.2%	6	5.4%	0	0.0%	23	5.3%	2.8
20-24	45	13.8%	10	9.0%	0	0.0%	55	12.6%	4.5
25-29	27	8.3%	9	8.1%	0	0.0%	36	8.3%	3.0
30-34	29	8.9%	18	16.2%	0	0.0%	47	10.8%	1.6
35-39	28	8.6%	10	9.0%	0	0.0%	38	8.7%	2.8
40-44	33	10.2%	9	8.1%	0	0.0%	42	9.6%	3.7
45-49	28	8.6%	7	6.3%	0	0.0%	35	8.0%	4.0
50-54	20	6.2%	5	4.5%	0	0.0%	25	5.7%	4.0
55-59	20	6.2%	4	3.6%	0	0.0%	24	5.5%	5.0
60-64	21	6.5%	8	7.2%	0	0.0%	29	6.7%	2.6
65-69	15	4.6%	11	9.9%	0	0.0%	26	6.0%	1.4
70-74	21	6.5%	4	3.6%	0	0.0%	25	5.7%	5.3
75 +	15	4.6%	8	7.2%	0	0.0%	23	5.3%	1.9
Missing Data	1	0.3%	0	0.0%	0	0.0%	1	0.2%	-
Total	325	100%	111	100%	0	0%	436	100%	2.9

Appendix Table D-3: People Seriously Injured in Crashes by Age Group and Sex, 2023 ^{94 95}

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	4	0.6%	7	1.4%	0	0.0%	11	0.9%	0.6
5-9	14	2.0%	7	1.4%	1	4.3%	22	1.8%	2.0
10-14	17	2.4%	22	4.5%	0	0.0%	39	3.2%	0.8
15-19	77	10.8%	43	8.8%	0	0.0%	120	9.8%	1.8
20-24	93	13.0%	55	11.3%	1	4.3%	149	12.1%	1.7
25-29	80	11.2%	40	8.2%	3	13.0%	123	10.0%	2.0
30-34	77	10.8%	51	10.5%	1	4.3%	129	10.5%	1.5
35-39	61	8.5%	45	9.2%	0	0.0%	106	8.6%	1.4
40-44	50	7.0%	18	3.7%	0	0.0%	68	5.5%	2.8
45-49	37	5.2%	21	4.3%	0	0.0%	58	4.7%	1.8
50-54	37	5.2%	37	7.6%	0	0.0%	74	6.0%	1.0
55-59	41	5.7%	30	6.1%	0	0.0%	71	5.8%	1.4
60-64	39	5.4%	27	5.5%	0	0.0%	66	5.4%	1.4
65-69	31	4.3%	25	5.1%	0	0.0%	56	4.6%	1.2
70-74	16	2.2%	15	3.1%	0	0.0%	31	2.5%	1.1
75 +	27	3.8%	31	6.4%	0	0.0%	58	4.7%	0.9
Missing Data	15	2.1%	14	2.9%	17	73.9%	46	3.7%	1.1
Total	716	100%	488	100%	23	100%	1,227	100%	1.5

⁹⁴ 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.

⁹⁵ These are suspected serious injuries (Class A) only.

Appendix Table D-4: Rates of Senior New Mexico-resident Drivers in Crashes, 2019 - 2023 ⁹⁶

Age	Senior Drivers in Crashes per 1,000 Licensed Drivers of the Same Age				
	2019	2020	2021	2022	2023
65	26.5	19.6	21.1	20.6	21.8
66	24.4	17.6	20.7	18.7	20.4
67	24.8	16.0	20.1	20.9	21.9
68	25.1	16.5	19.1	18.6	20.3
69	25.6	16.7	18.1	17.9	18.9
70	23.8	16.0	18.6	17.6	19.4
71	23.0	17.0	18.0	19.1	19.0
72	20.4	13.2	15.0	17.2	18.1
73	23.8	14.6	17.8	16.8	19.2
74	26.2	15.3	18.3	17.9	18.0
75	27.8	17.7	18.6	16.4	18.5
76	25.8	16.3	17.6	18.7	17.5
77	26.7	14.7	20.4	17.7	20.5
78	26.3	14.3	17.6	18.4	19.1
79	27.0	14.6	19.1	21.8	23.6
80	25.1	16.8	20.8	24.9	21.2
81	27.5	17.7	20.1	21.9	25.1
82	31.5	14.4	19.1	20.1	23.9
83	31.7	16.9	20.3	23.4	25.6
84	32.7	17.2	17.7	24.1	19.8
85	26.0	18.4	18.7	24.7	23.2
86	25.0	18.6	21.8	18.5	26.9
87	26.1	21.4	20.8	27.1	22.3
88	31.5	16.6	25.8	24.9	20.0
89	33.7	16.9	18.9	22.9	27.9
90+	35.7	17.8	25.5	23.6	22.4
Drivers Age 65+	25.5	16.4	19.0	19.2	20.2

⁹⁶ 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 – Age and Sex



Appendix Table D-5: Senior New Mexico-resident Drivers⁹⁷ in Crashes and Licensed Senior Drivers by Age, 2019 - 2023 ⁹⁸

Age	Senior Drivers in Crashes					New Mexico-resident Senior Licensed Drivers				
	2019	2020	2021	2022	2023	2019	2020	2021	2022	2023
65	676	508	560	557	591	25,527	25,929	26,482	27,030	27,083
66	609	449	533	497	554	25,004	25,578	25,756	26,515	27,108
67	599	403	510	539	580	24,118	25,135	25,423	25,808	26,486
68	596	400	477	476	524	23,717	24,187	25,006	25,564	25,832
69	573	394	431	447	481	22,392	23,533	23,837	24,925	25,424
70	526	357	432	421	482	22,087	22,370	23,235	23,892	24,801
71	494	372	396	441	451	21,445	21,860	22,014	23,145	23,780
72	451	279	320	378	416	22,071	21,195	21,378	21,953	23,036
73	367	317	364	358	415	15,394	21,689	20,412	21,247	21,639
74	394	231	384	361	379	15,042	15,118	20,981	20,208	21,070
75	369	256	272	341	368	13,294	14,493	14,593	20,796	19,901
76	345	220	245	265	354	13,396	13,503	13,935	14,173	20,226
77	308	199	267	238	280	11,545	13,518	13,112	13,474	13,668
78	273	166	231	232	249	10,382	11,603	13,145	12,583	13,029
79	226	140	183	235	247	8,379	9,593	9,589	10,763	10,480
80	192	134	172	215	209	7,649	7,961	8,256	8,644	9,869
81	190	130	143	165	202	6,901	7,361	7,122	7,519	8,047
82	185	95	123	130	166	5,877	6,605	6,450	6,476	6,955
83	167	94	116	136	151	5,263	5,554	5,705	5,810	5,902
84	149	85	85	123	104	4,560	4,942	4,792	5,101	5,246
85	96	78	78	102	104	3,694	4,235	4,165	4,124	4,481
86	81	64	75	66	97	3,237	3,435	3,440	3,562	3,604
87	71	63	57	80	68	2,725	2,948	2,734	2,948	3,051
88	70	41	59	56	50	2,225	2,472	2,283	2,250	2,506
89	61	33	35	42	51	1,811	1,952	1,853	1,832	1,826
90+	156	91	119	110	109	4,367	5,119	4,670	4,658	4,868
Total	8,224	5,599	6,667	7,011	7,682	322,102	341,888	350,368	365,000	379,918

⁹⁷ 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.

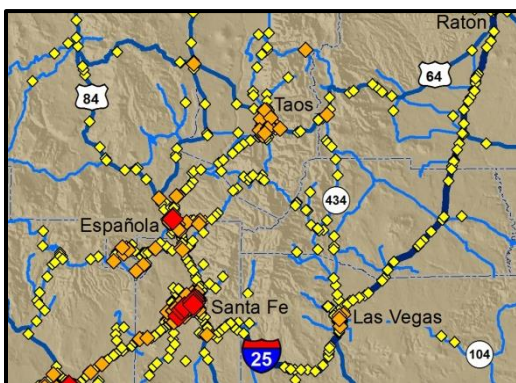
⁹⁸ Darker shading indicates higher counts.

Appendix E – Maps

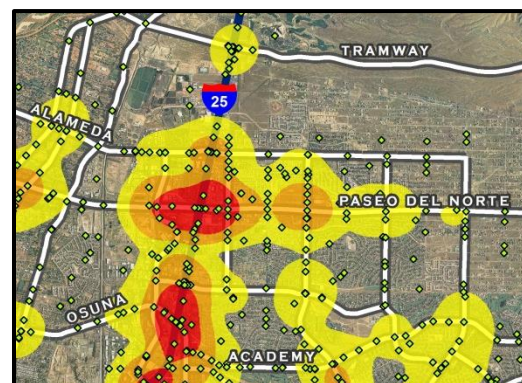
Of the 42,836 crashes in 2023 that were reported, 42,804 crashes (99.9% percent) were mappable. Only crashes with valid coordinates or complete descriptive locational information are mappable. Officers have the option to record crash coordinates on the Uniform Crash Report (UCR). When no valid coordinates 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

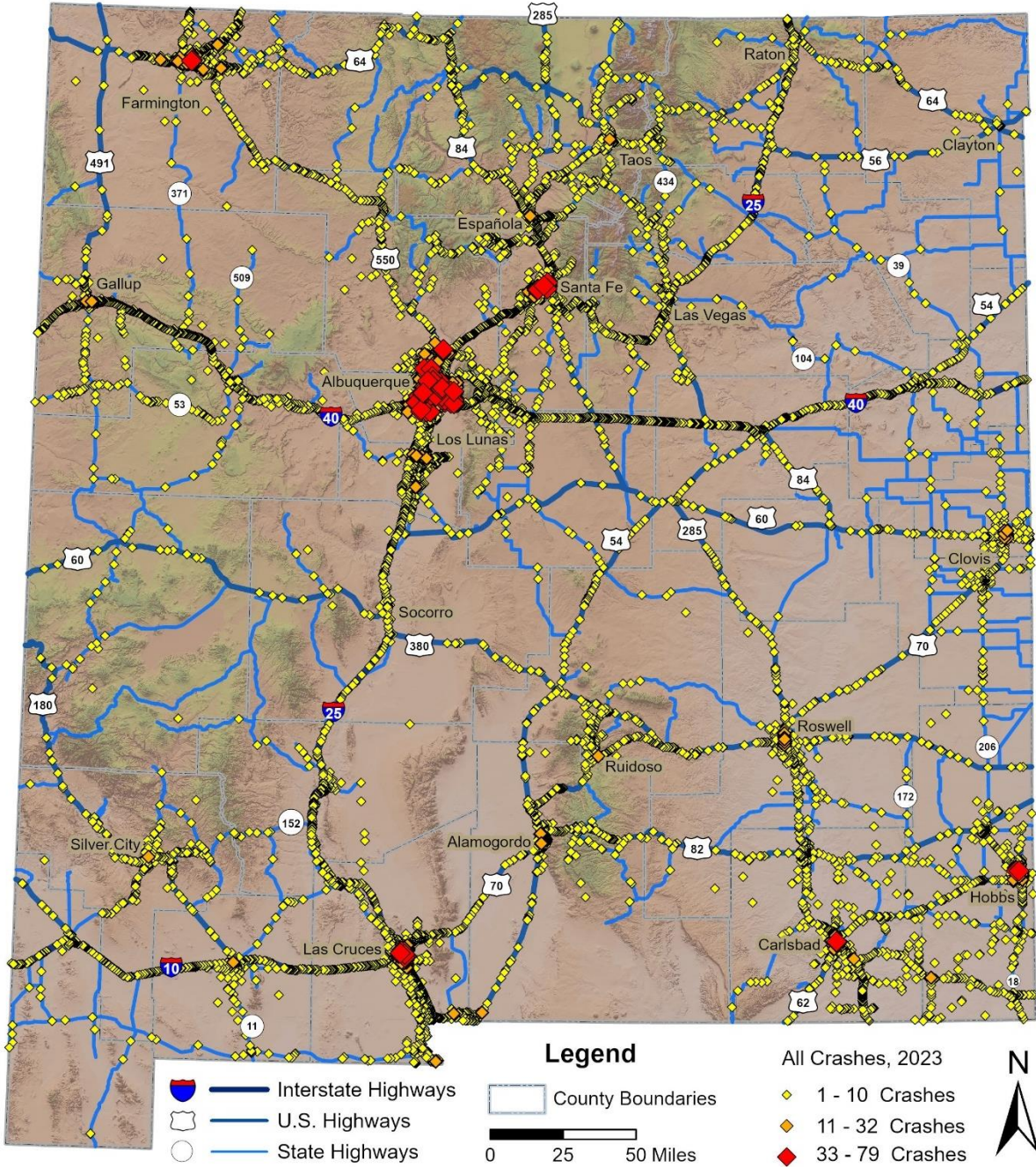


Density Map



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

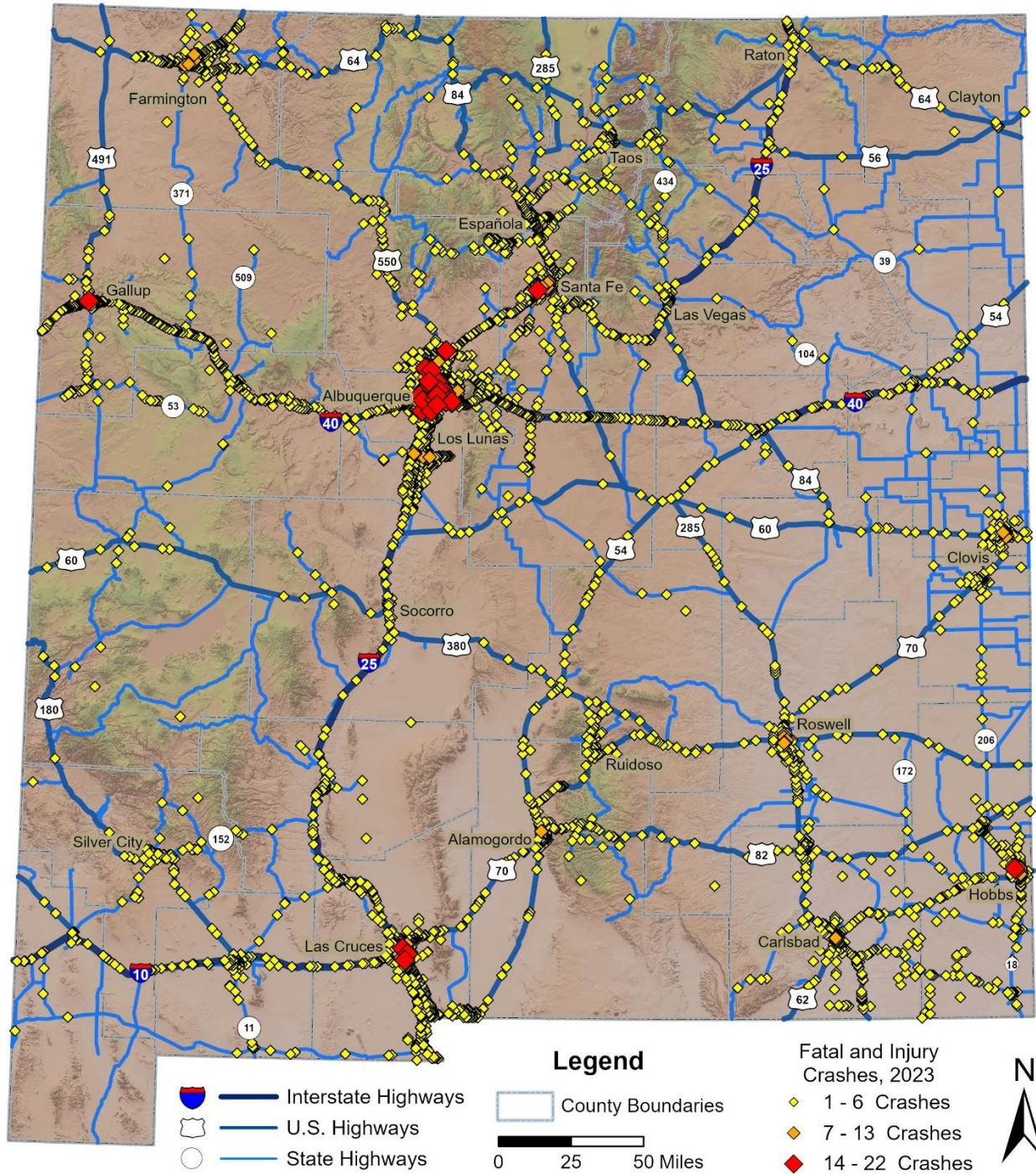
Map 2: All Crashes⁹⁹ in New Mexico, 2023



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

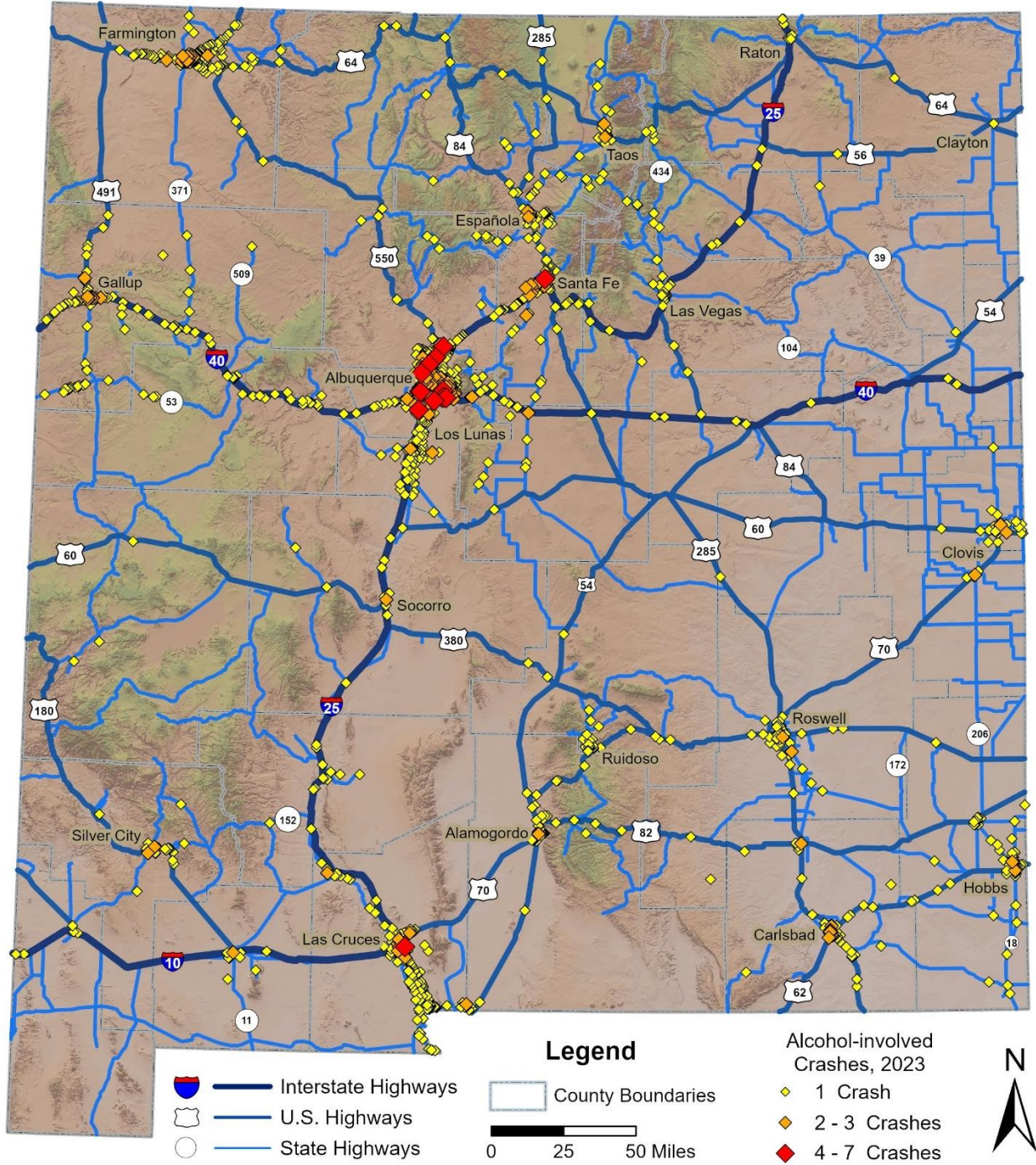
⁹⁹ Each crash point is assigned a color and size according to the number of crashes that occurred at that location.

Map 3: Fatal and Injury Crashes in New Mexico, 2023



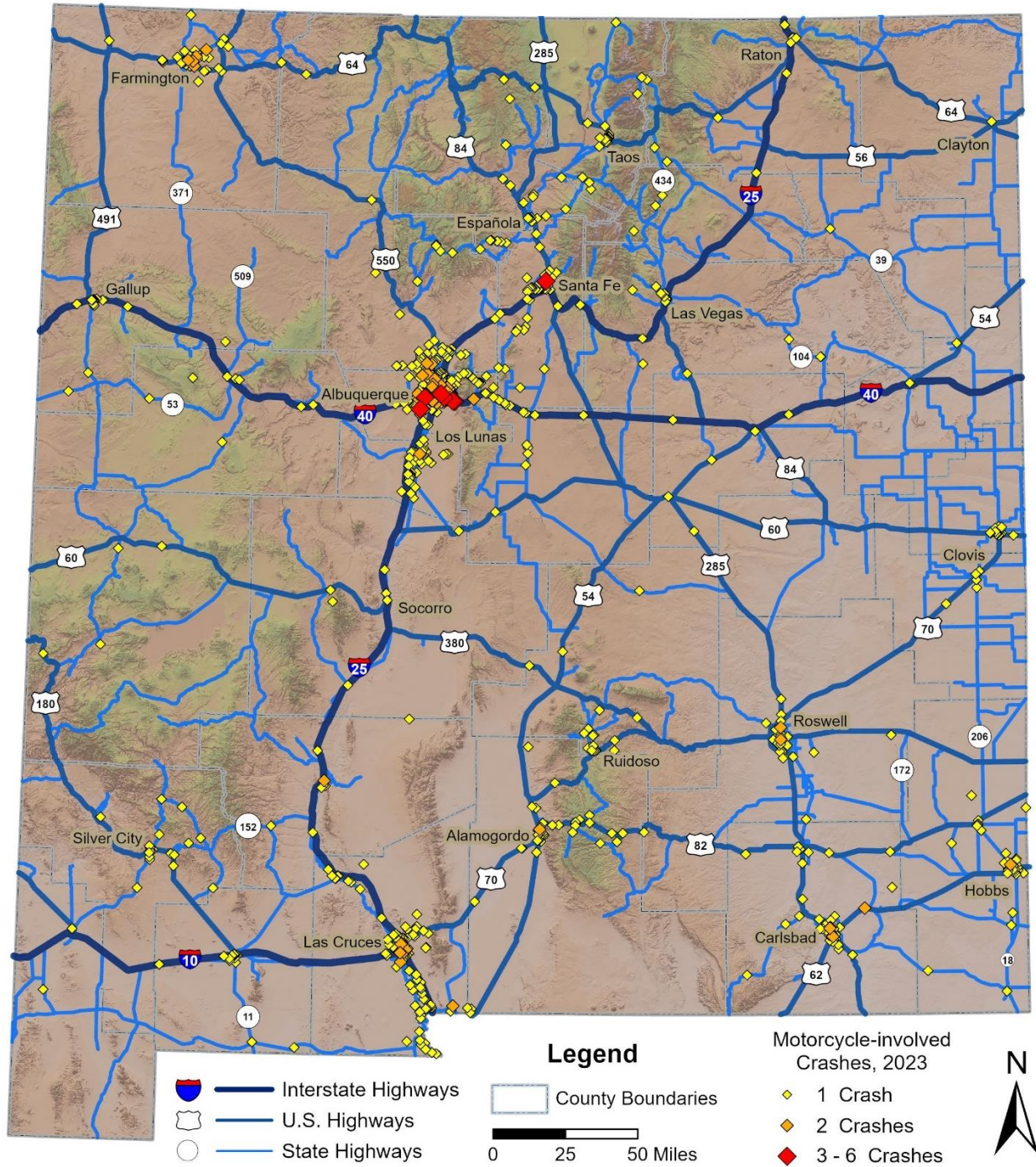
All maps are available in high-resolution color at <https://gps.unm.edu/tru/reports/crash-maps/>.

Map 4: Alcohol-involved Crashes, 2023



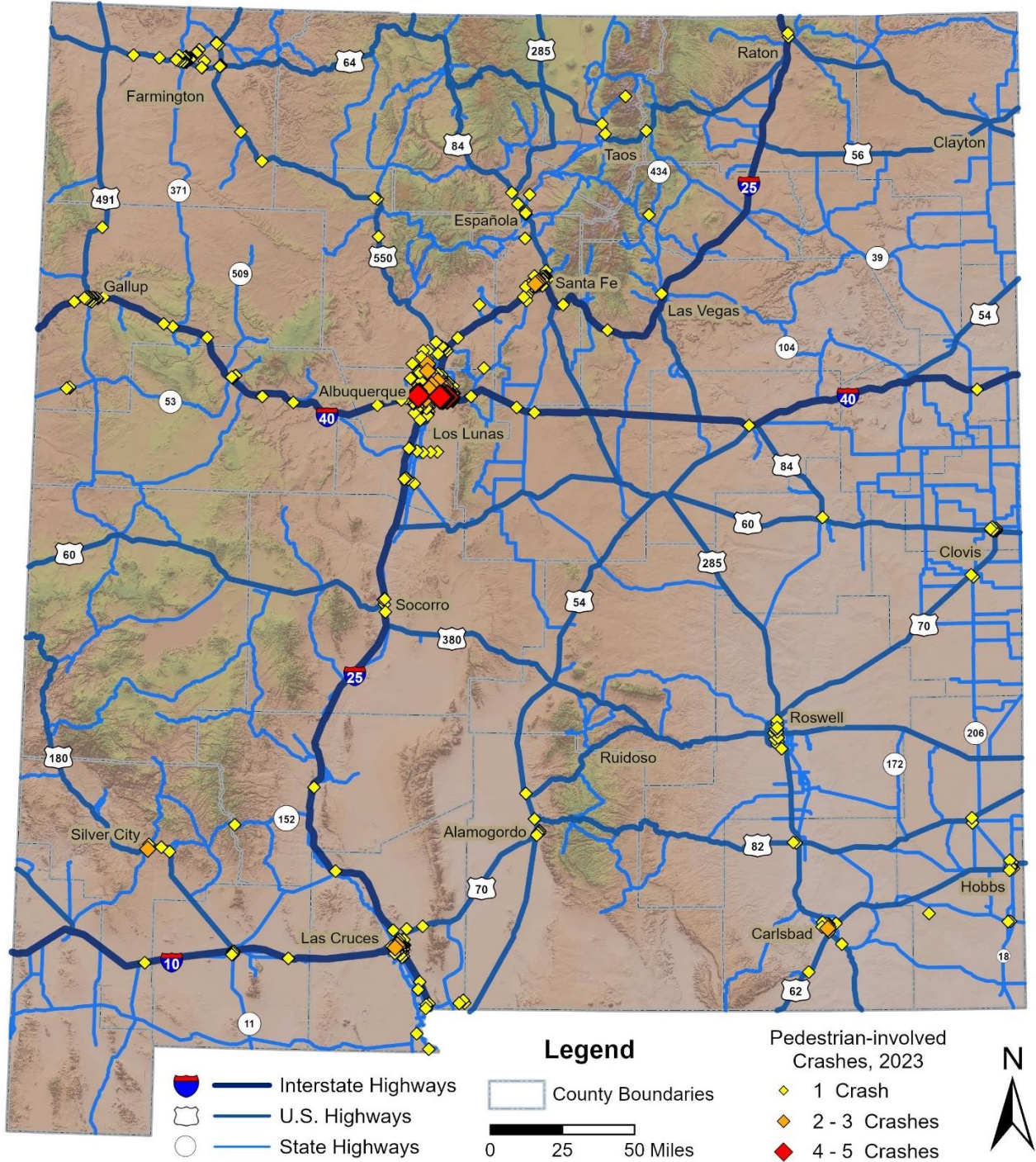
A map of alcohol-involved crashes by county is provided on the last page of this report. All maps are available in high-resolution color at <https://gps.unm.edu/tru/reports/crash-maps/>.

Map 5: Motorcycle-involved Crashes, 2023 ²⁹



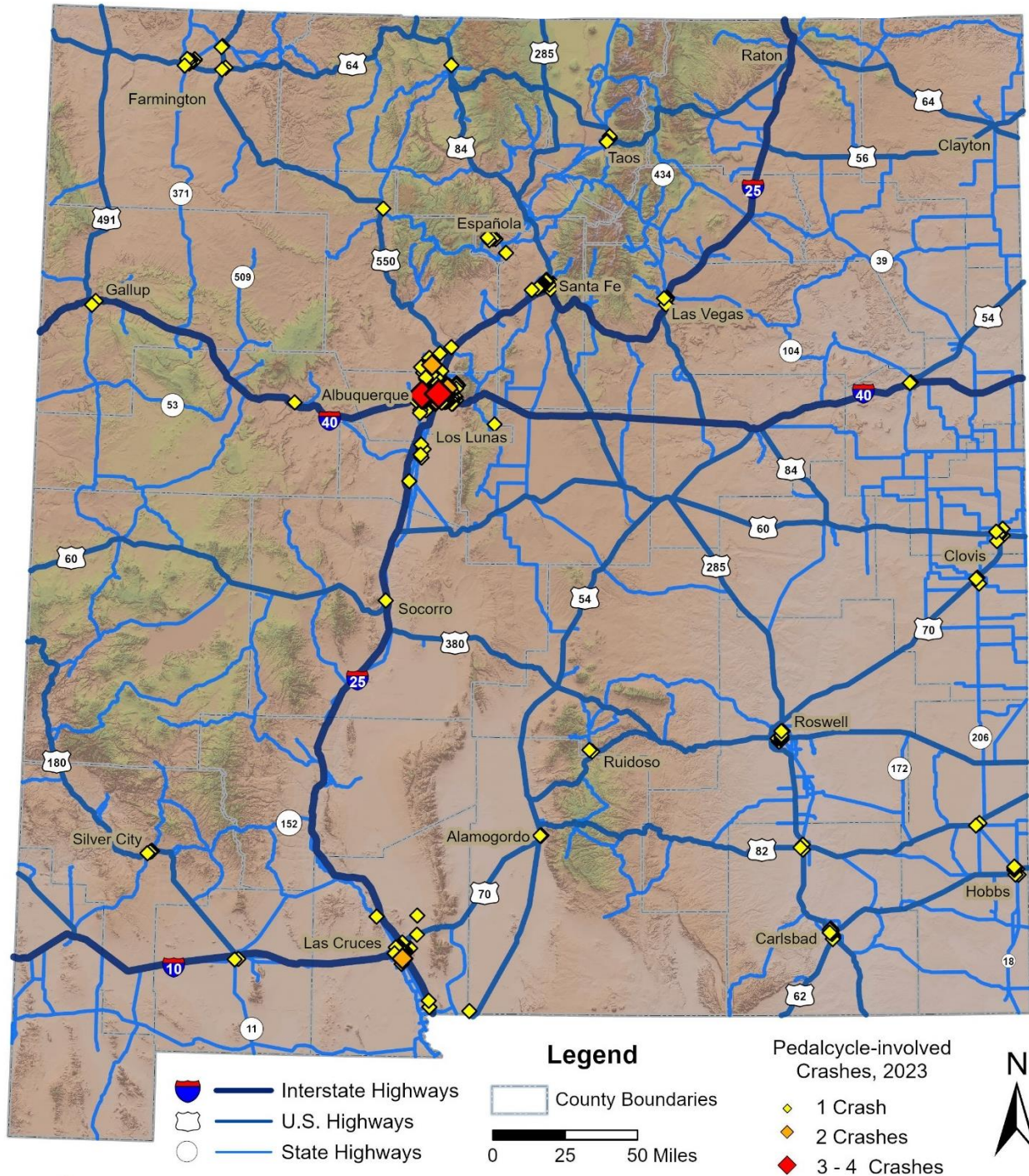
All maps are available in high-resolution color at <https://gps.unm.edu/tru/reports/crash-maps/>.

Map 6: Pedestrian-involved Crashes, 2023



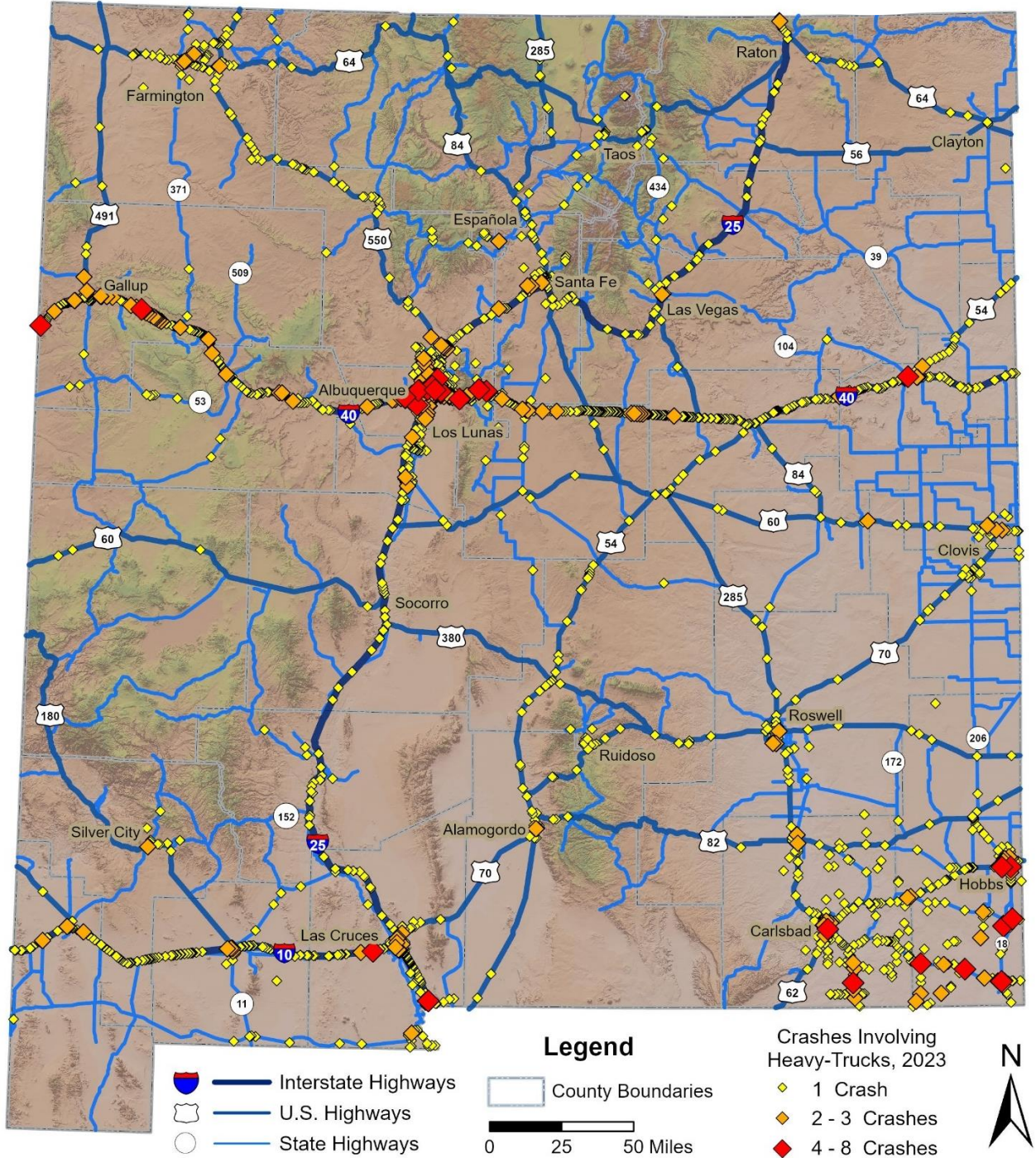
All maps are available in high-resolution color at <https://gps.unm.edu/tru/reports/crash-maps/>.
 Pedestrian crash data dashboards are available at <https://gps.unm.edu/tru/reports/crash-dashboards/>.

Map 7: Pedalcycle-involved Crashes, 2023



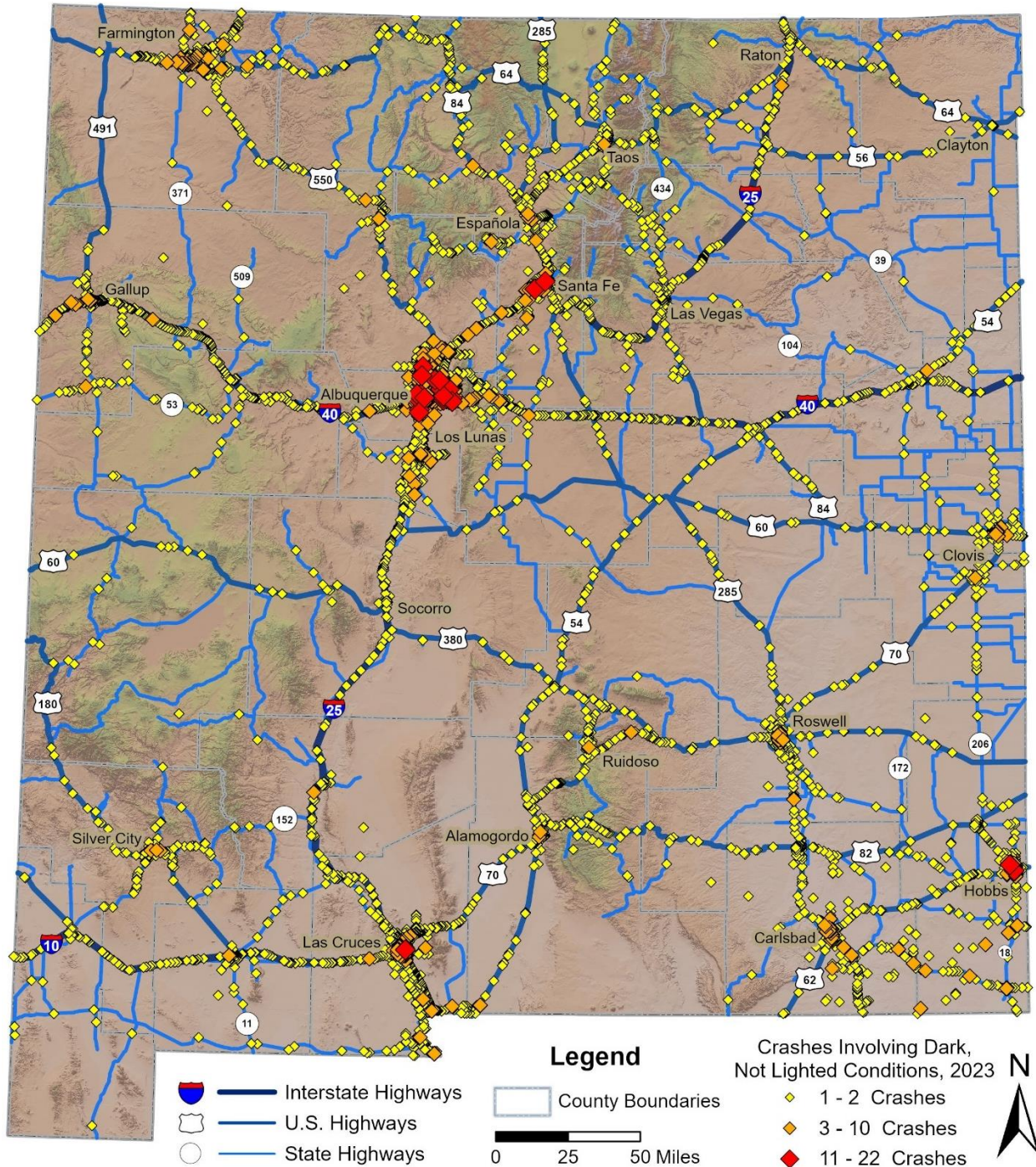
All maps are available in high-resolution color at <https://gps.unm.edu/tru/reports/crash-maps/>.
Pedalcyclist crash data dashboards are available at <https://gps.unm.edu/tru/reports/crash-dashboards/>.

Map 8: Crashes Involving Heavy Trucks, 2023



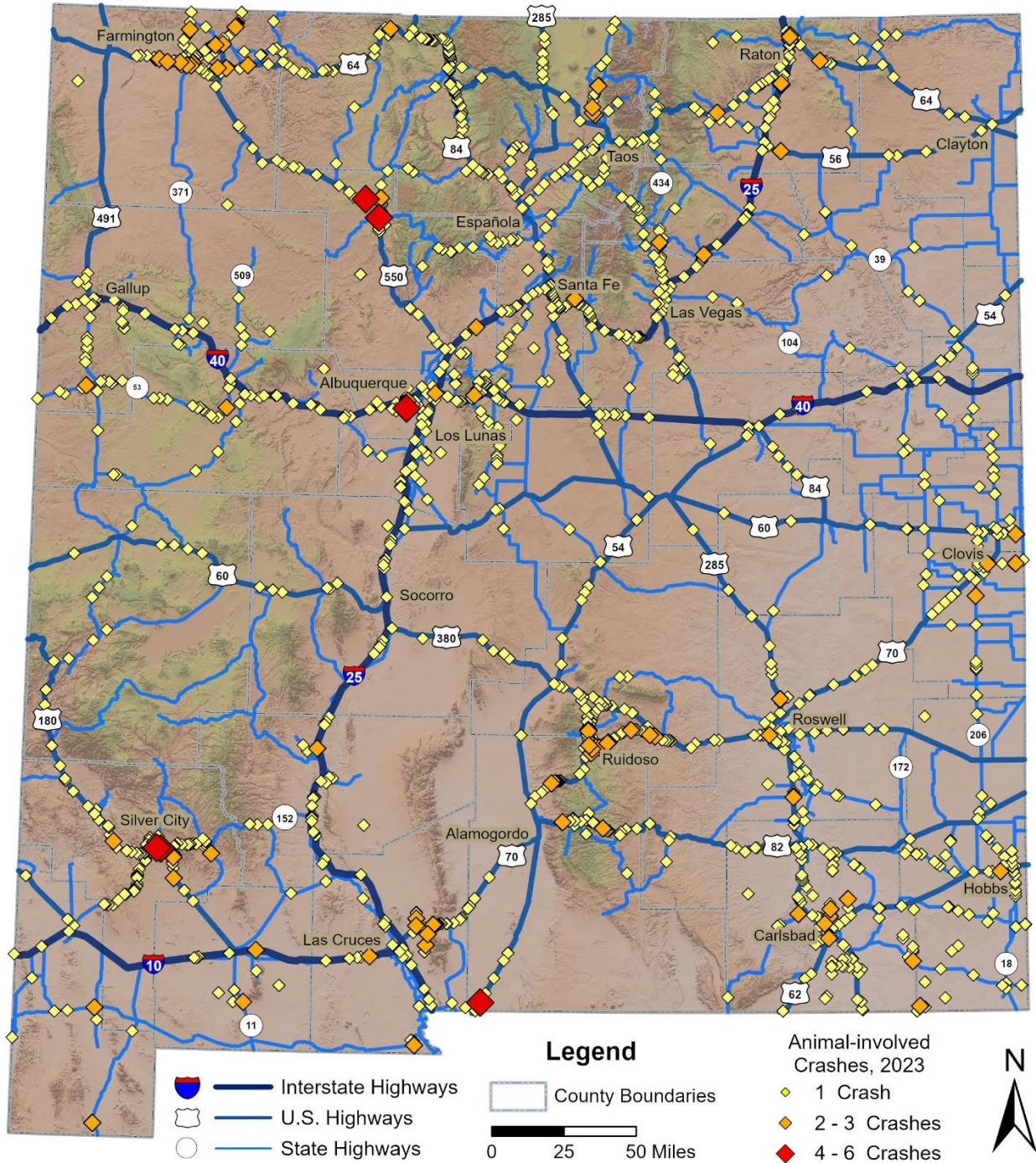
All maps are available in high-resolution color at <https://gps.unm.edu/tru/reports/crash-maps/>.

Map 9: Crashes in Dark Conditions (Excluding Lighted Areas), 2023



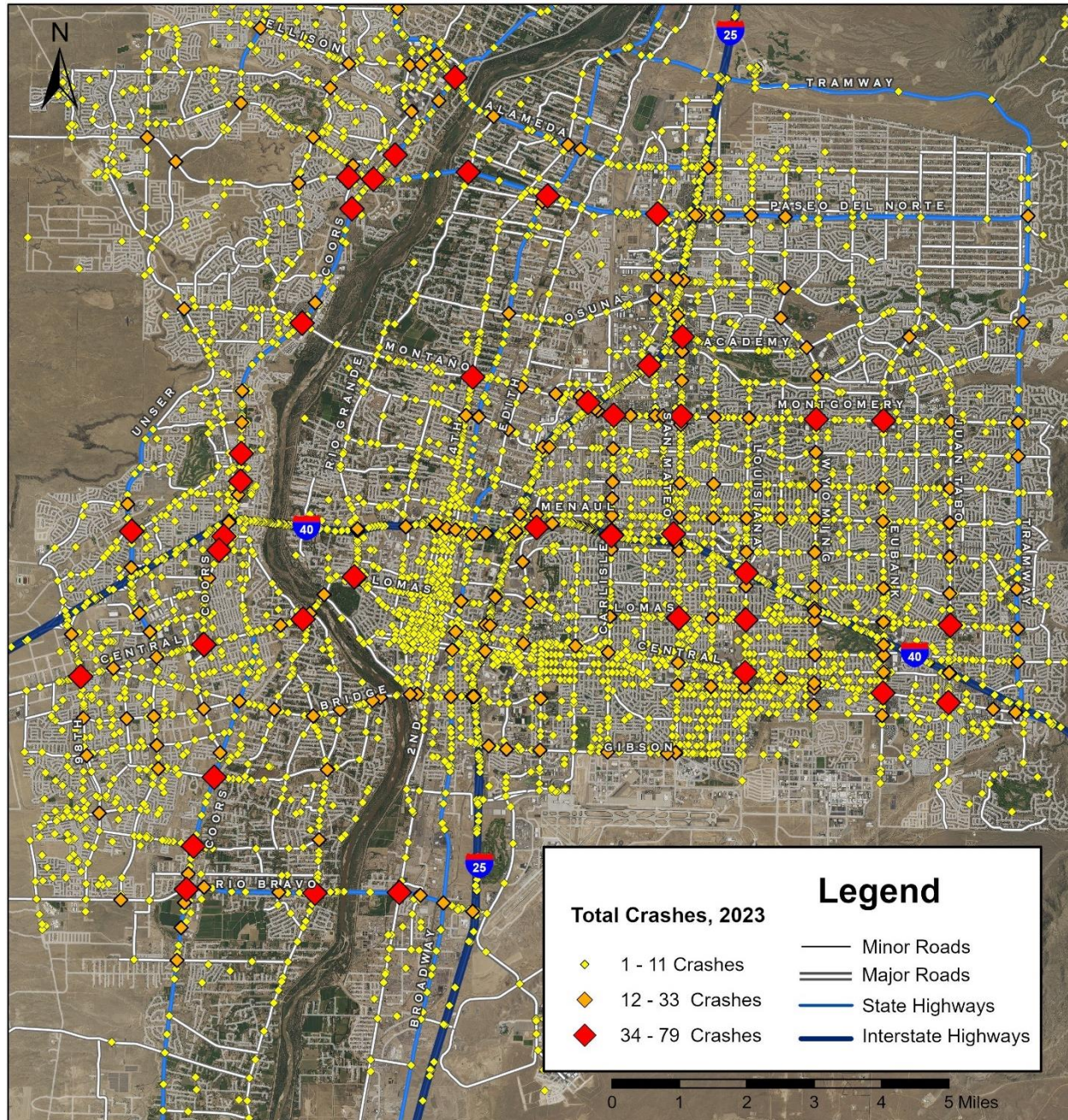
All maps are available in high-resolution color at <https://gps.unm.edu/tru/reports/crash-maps/>.

Map 10: Animal-involved Crashes, 2023



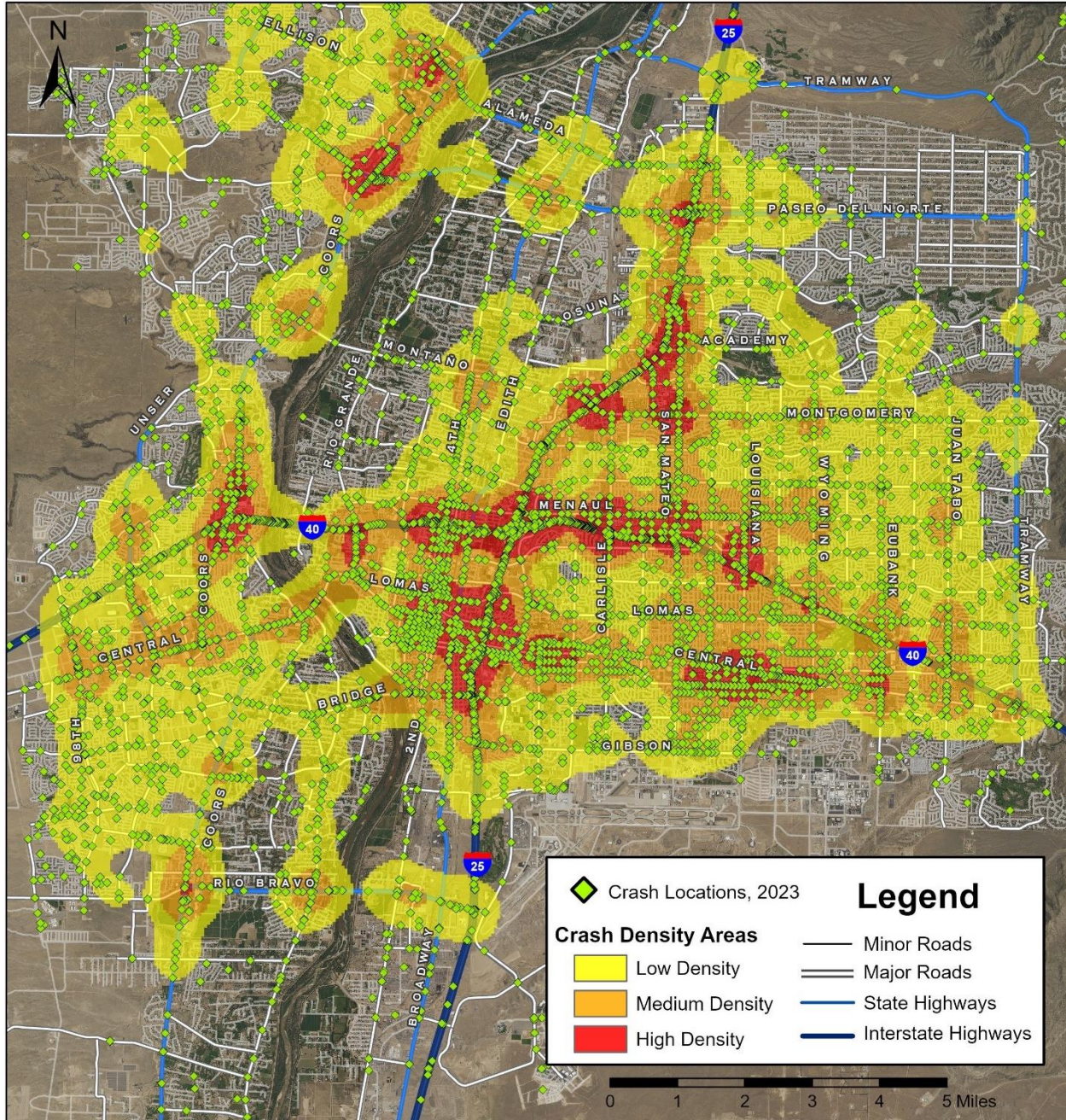
All maps are available in high-resolution color at <https://gps.unm.edu/tru/reports/crash-maps/>.

Map 11: All Crashes in Albuquerque, New Mexico, 2023



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

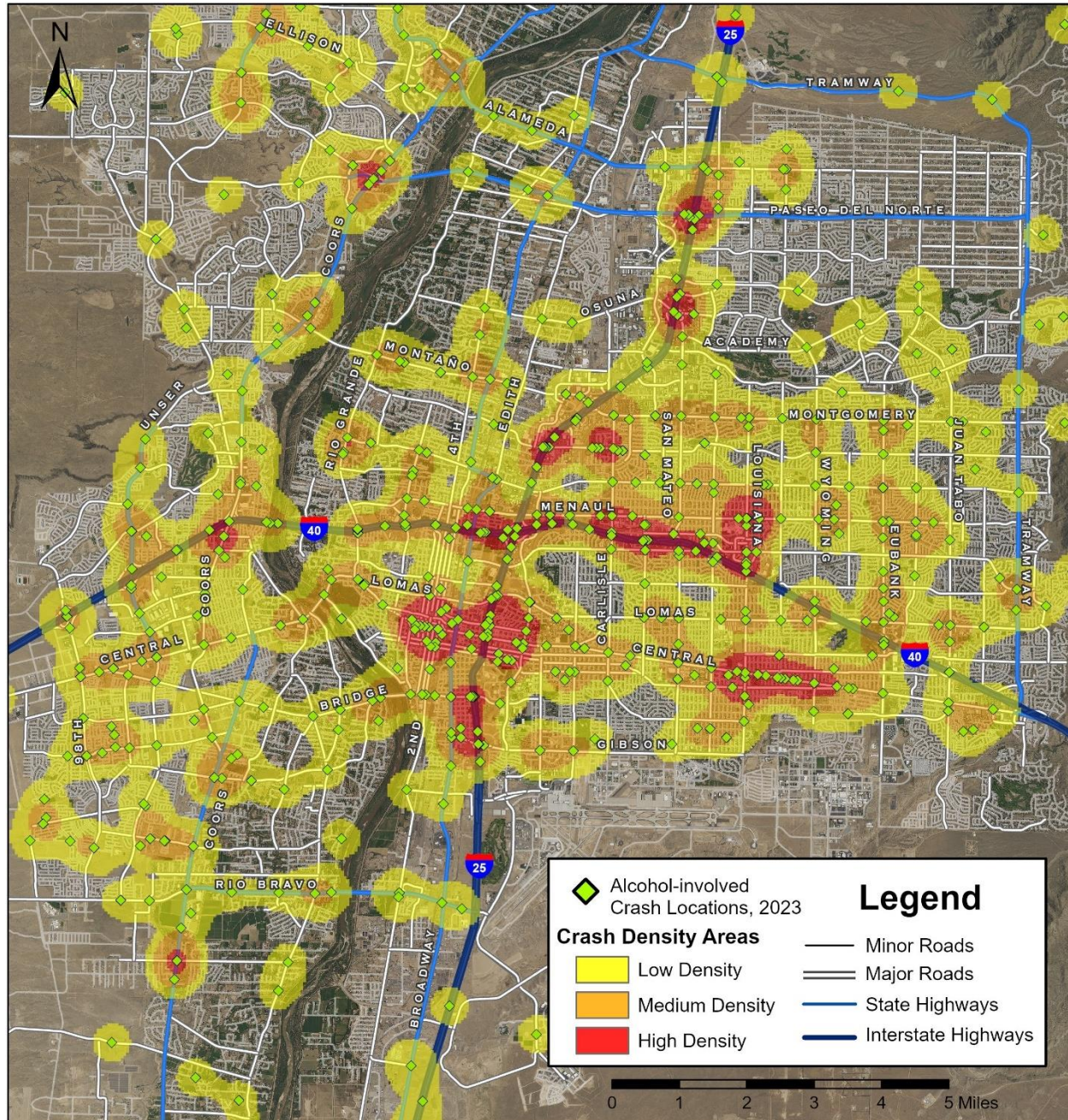
Map 12: Density¹⁰⁰ of All Crashes in Albuquerque, New Mexico, 2023



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

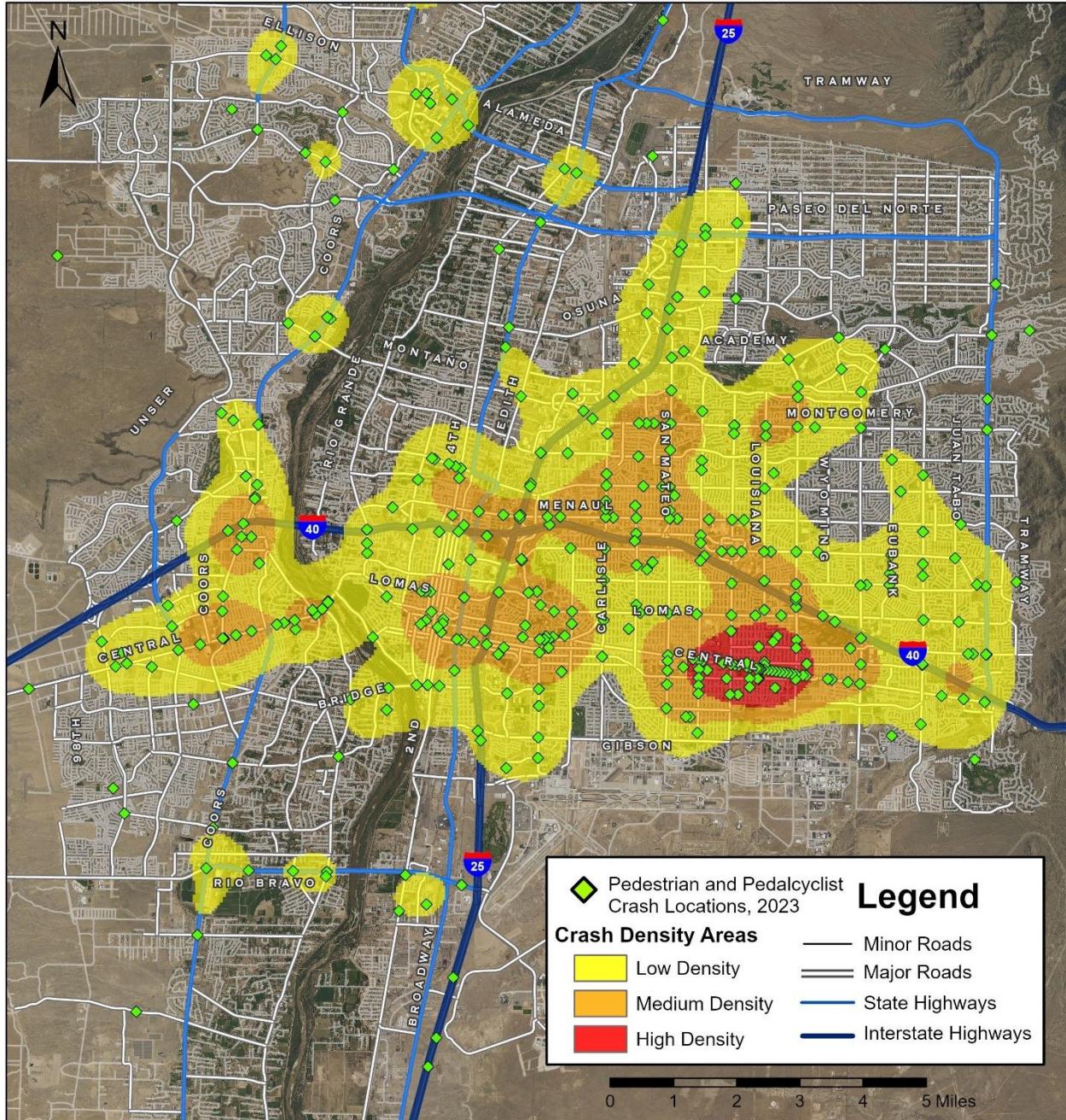
¹⁰⁰ All density maps in this report use a green dot to identify a location with one or more crashes in 2023. Crash density color is calculated using both the number of crashes at that location and the proximity of each location to other crashes.

Map 13: Density of Alcohol-involved Crashes in Albuquerque, New Mexico, 2023



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

Map 14: Density of Pedestrian- and Pedalcycle-involved Crashes in Albuquerque, New Mexico, 2023

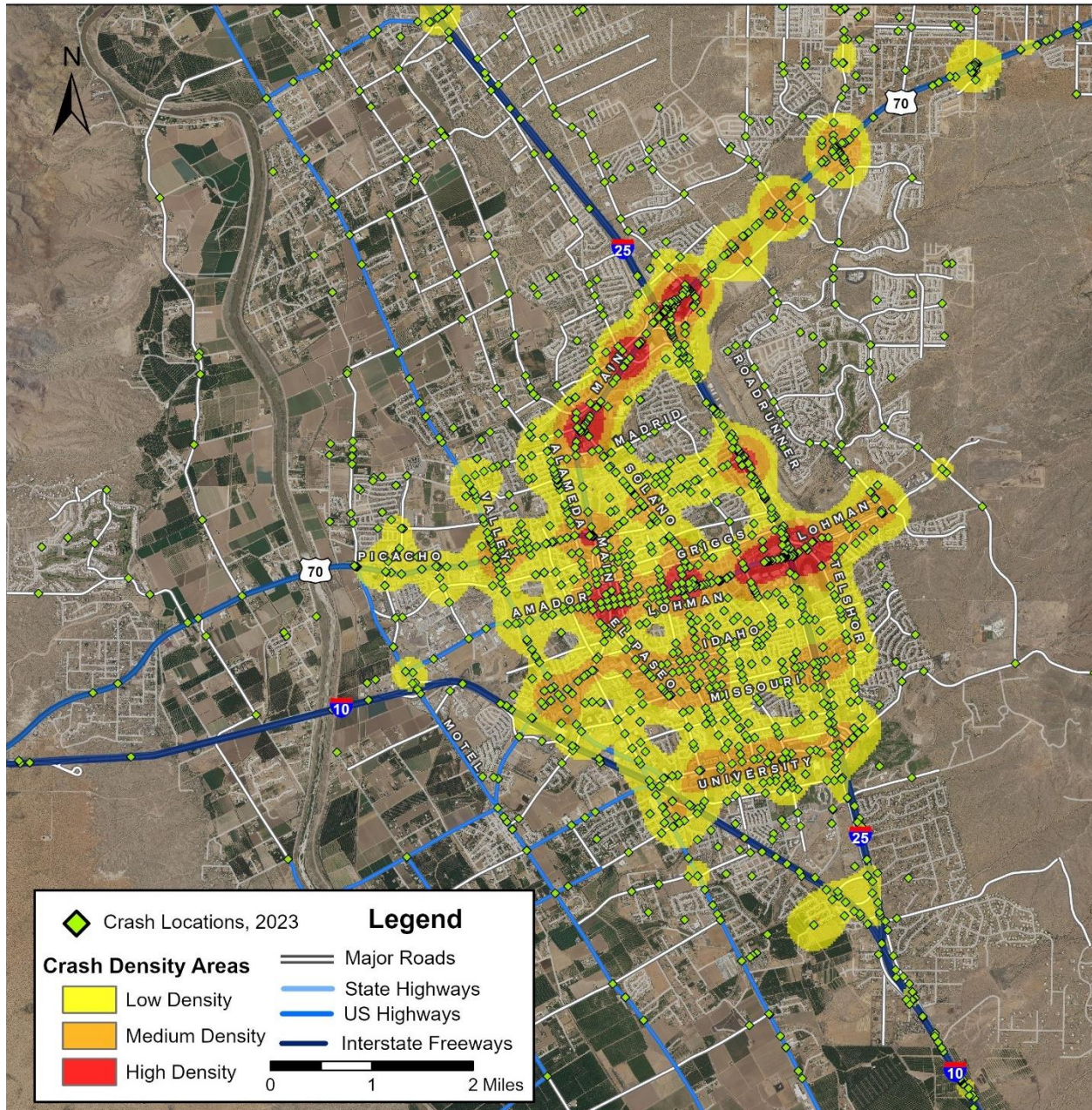


All maps are available in high-resolution color at <https://gps.unm.edu/tru/reports/crash-maps/>.

New crash data dashboards: NMDOT and UNM-GPS have launched map-based query tools for easier access to pedestrian and pedalcyclist crash data. These tools allow users to zoom in on areas and analyze non-motorist crash statistics, supporting safety analysis and planning for neighborhoods and communities.

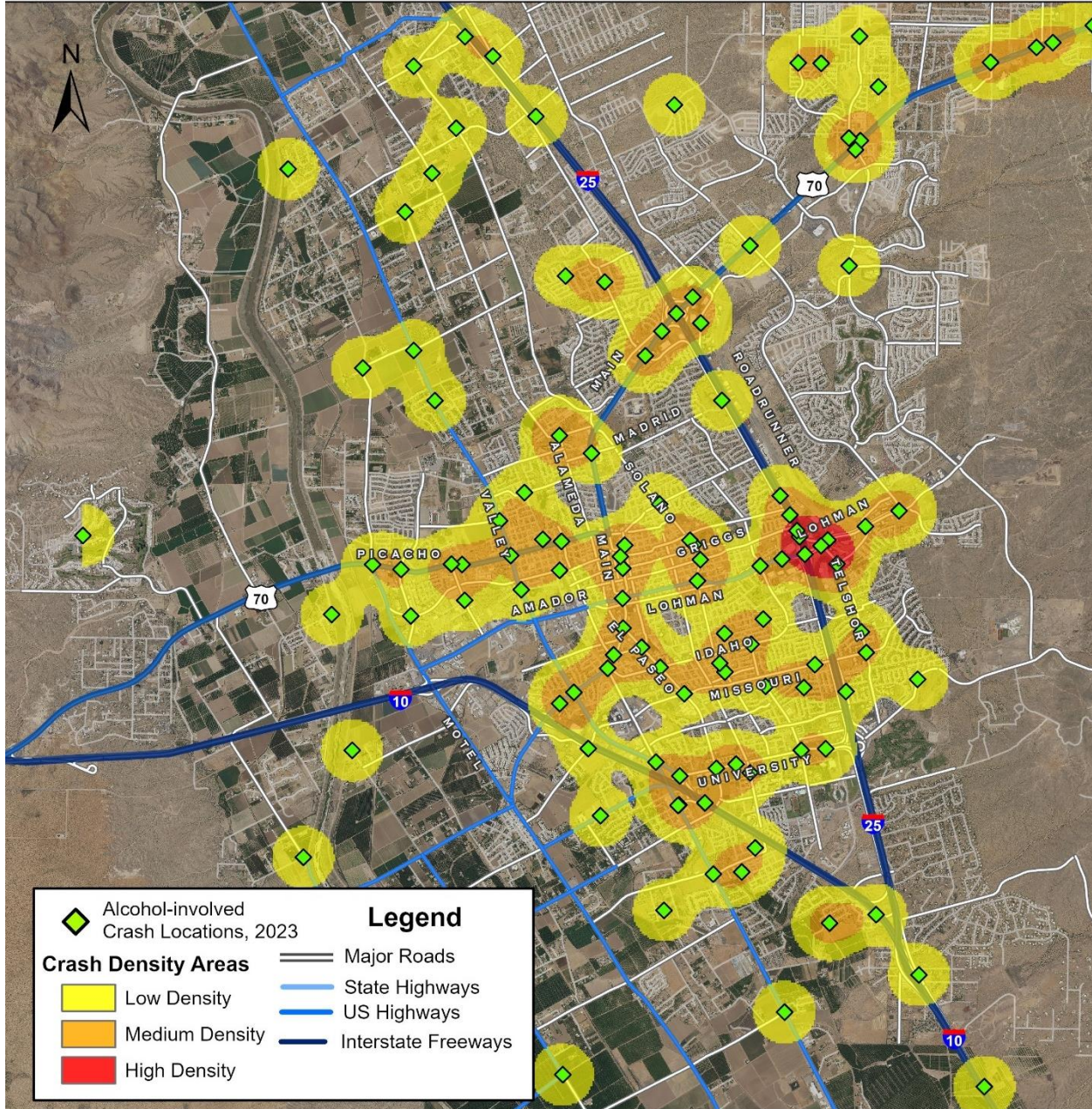
Explore the dashboards at <https://gps.unm.edu/tru/reports/crash-dashboards/>.

Map 15: Density of All Crashes in Las Cruces, New Mexico, 2023



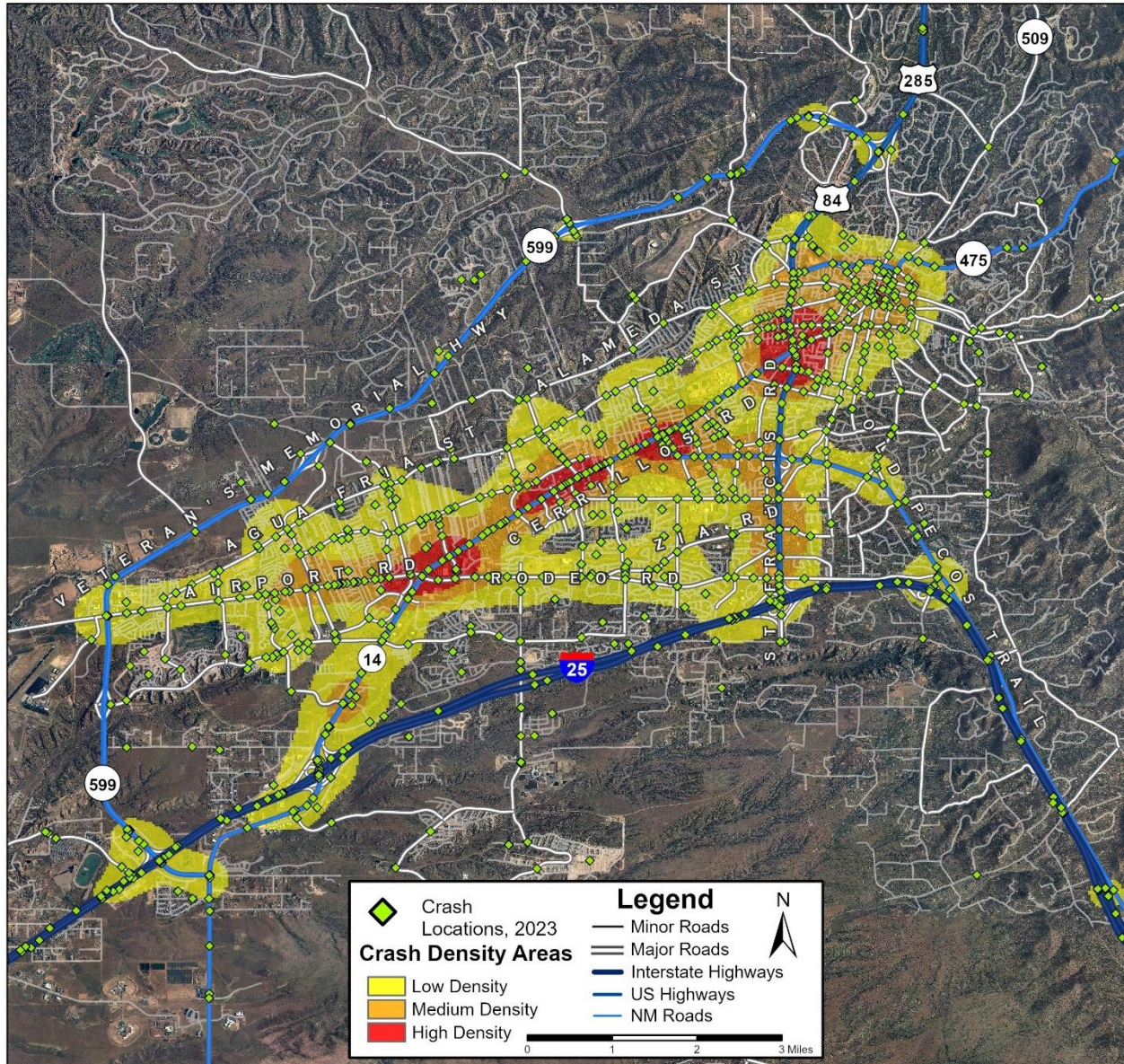
All maps are available in high-resolution color at <https://gps.unm.edu/tru/reports/crash-maps/>.

Map 16: Density of Alcohol-involved Crashes in Las Cruces, New Mexico, 2023



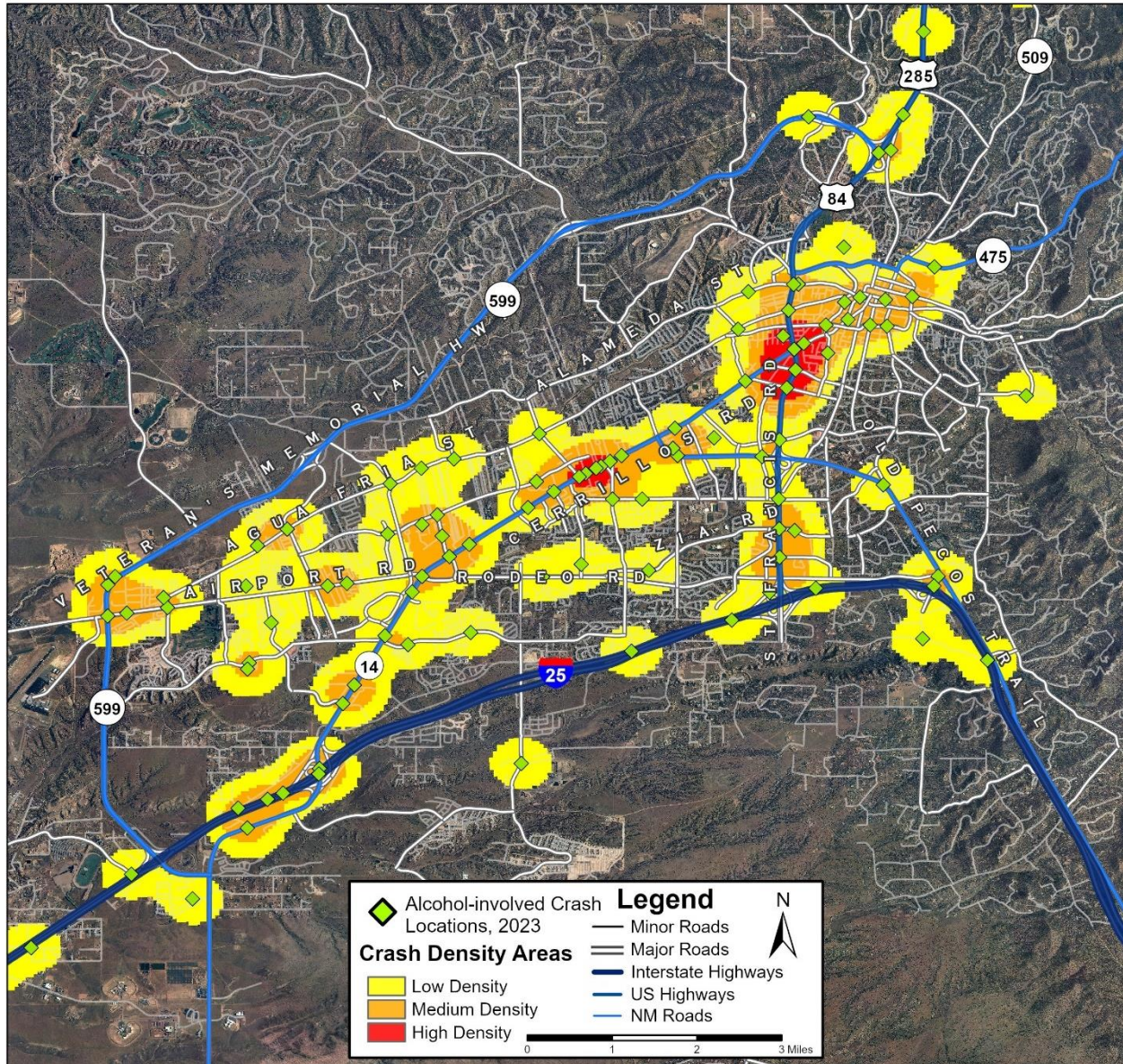
All maps are available in high-resolution color at <https://gps.unm.edu/tru/reports/crash-maps/>.

Map 17: Density of All Crashes in Santa Fe, New Mexico, 2023



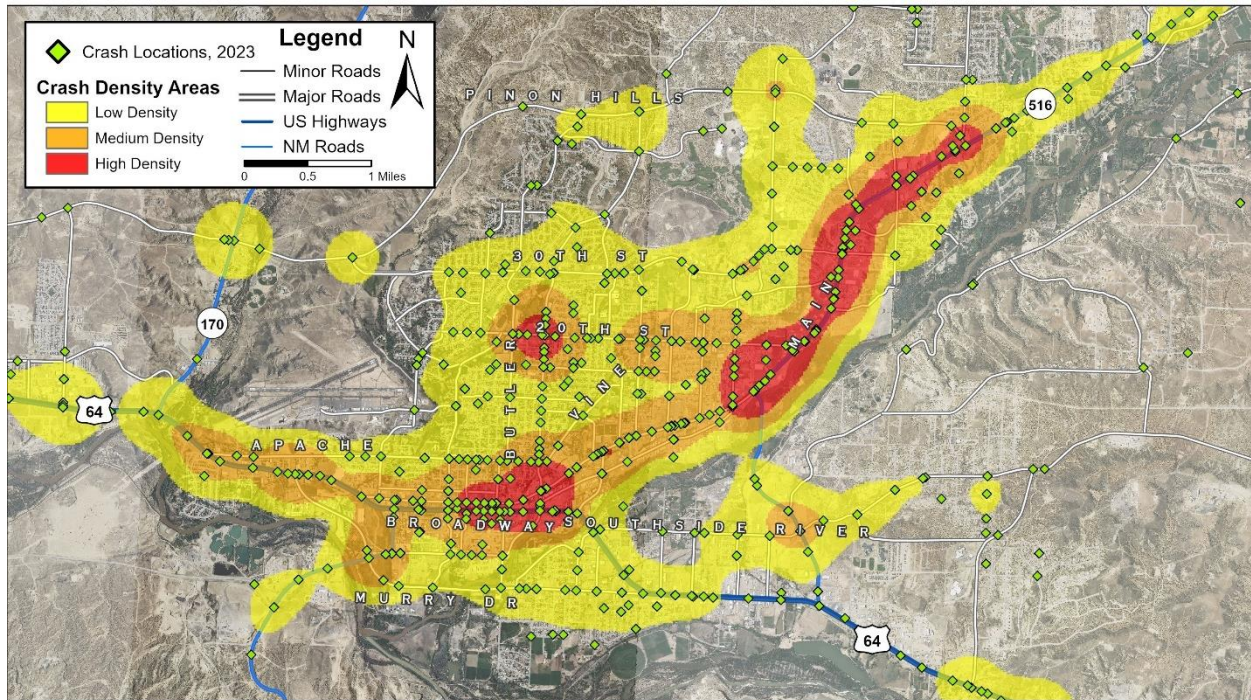
All maps are available in high-resolution color at <https://gps.unm.edu/tru/reports/crash-maps/>.

Map 18: Density of Alcohol-involved Crashes in Santa Fe, New Mexico, 2023

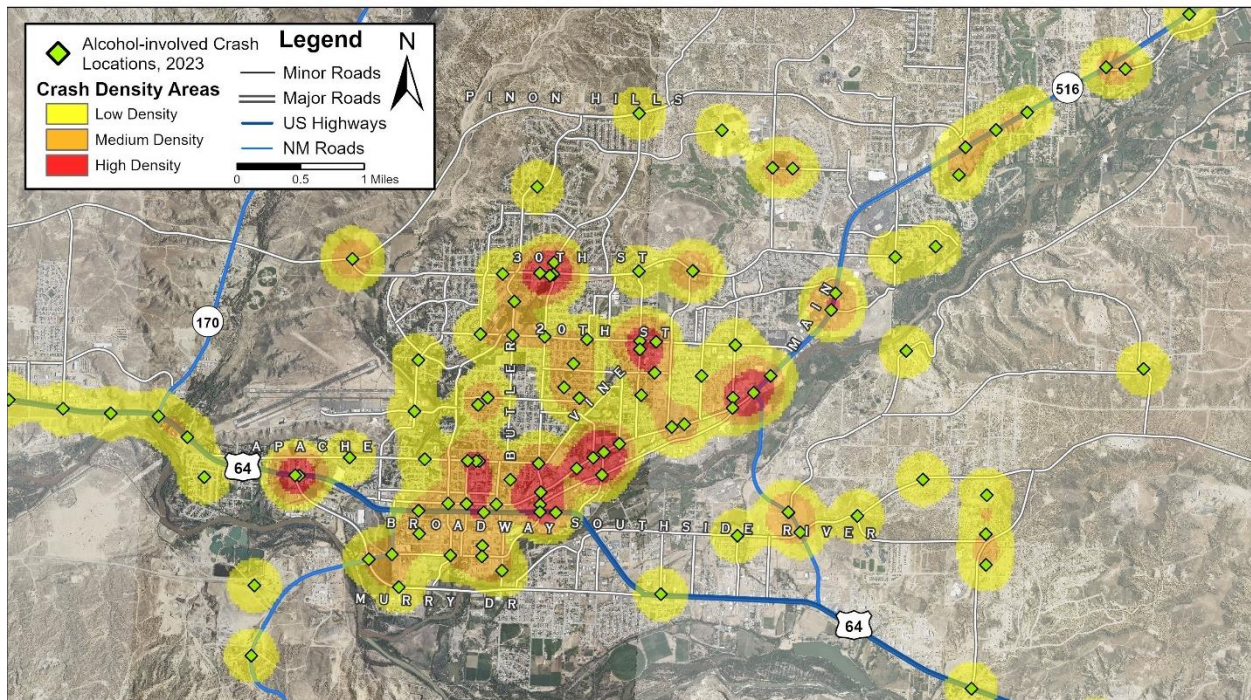


All maps are available in high-resolution color at <https://gps.unm.edu/tru/reports/crash-maps/>.

Map 19: Density of All Crashes in Farmington, New Mexico, 2023



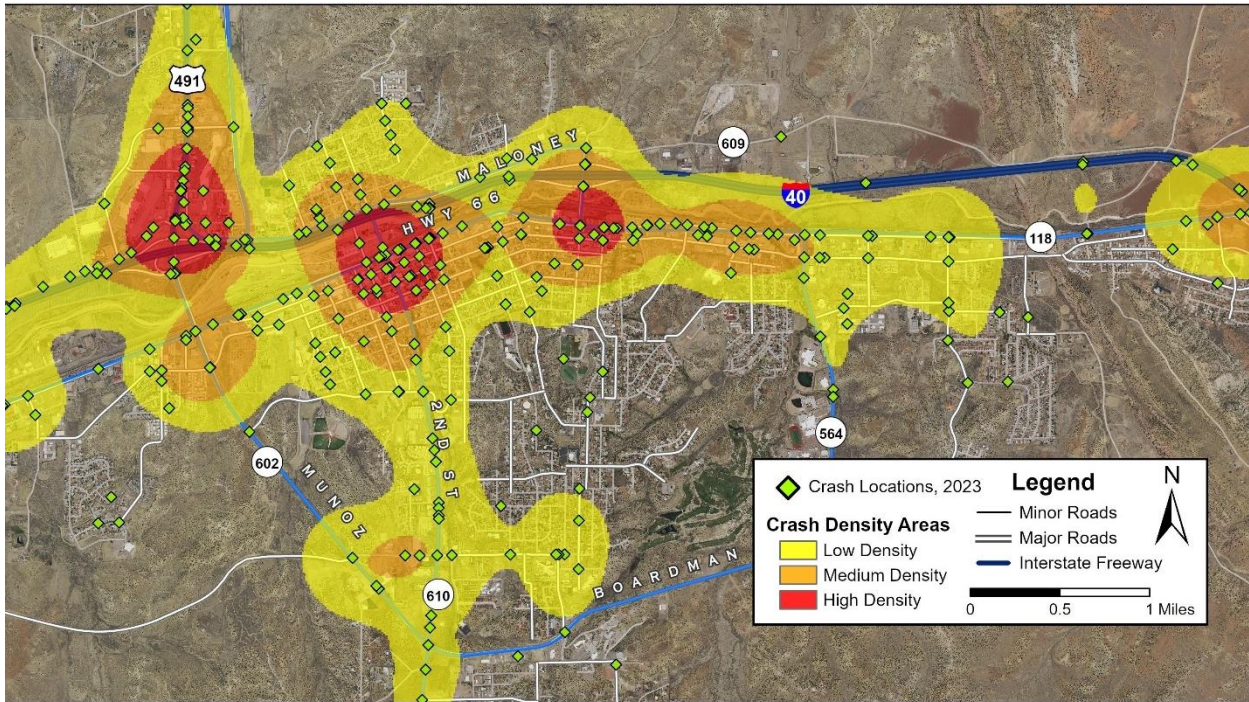
Map 20: Density of Alcohol-involved Crashes in Farmington, New Mexico, 2023



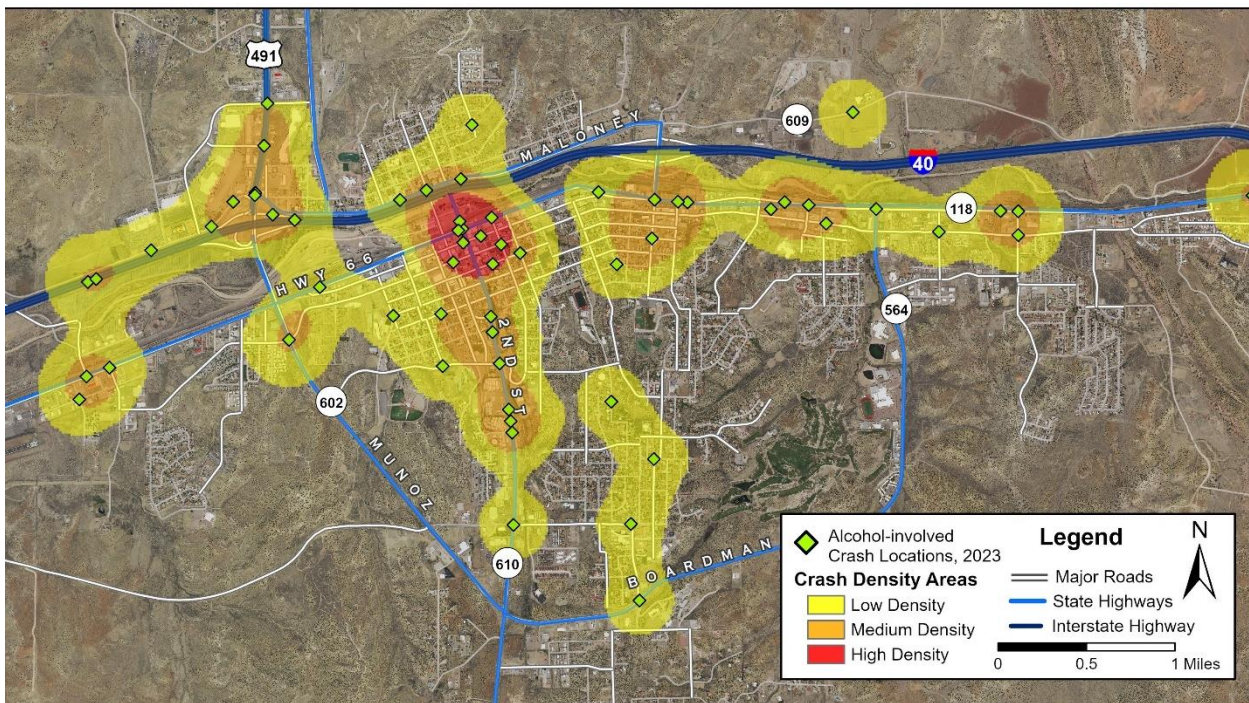
All maps are available in high-resolution color at <https://gps.unm.edu/tru/reports/crash-maps/>.

Appendix – Maps

Map 21: Density of All Crashes in Gallup, New Mexico, 2023

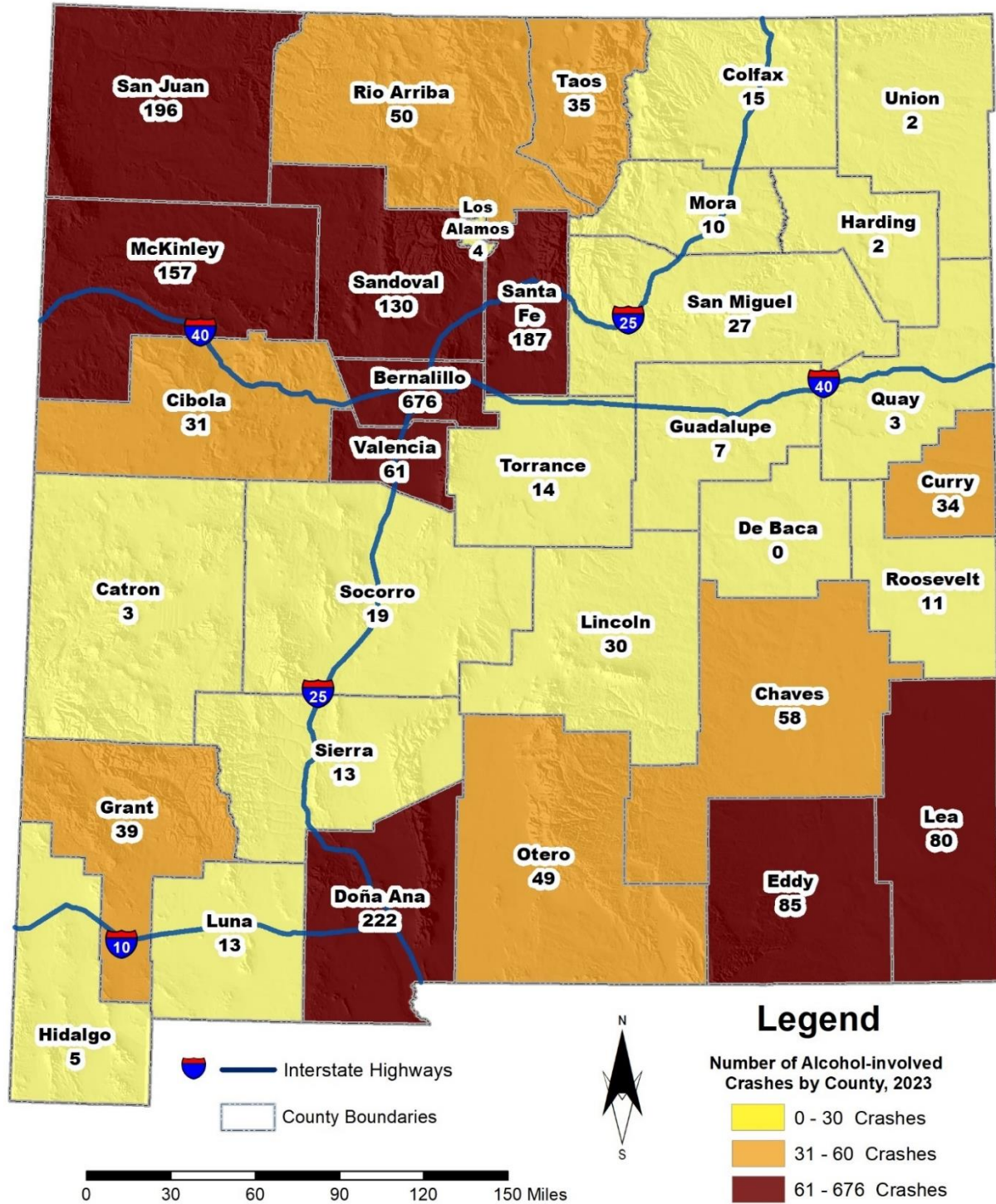


Map 22: Density of Alcohol-involved Crashes in Gallup, New Mexico, 2023



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

Map 23: Alcohol-involved Crashes by County, 2023



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

Appendix – Counties



Appendix F – Counties

Appendix Table F-1: Fatalities by County, 2019 - 2023 ¹⁰¹

County	Fatalities					Percent of All 2023 Fatalities	2023 Fatalities per 100M VMT
	2019	2020	2021	2022	2023		
Bernalillo	104	109	143	109	114	26.1%	2.1
Catron	0	1	0	4	2	0.5%	1.7
Chaves	10	12	7	15	8	1.8%	1.1
Cibola	16	15	23	16	16	3.7%	1.7
Colfax	5	3	5	3	5	1.1%	1.4
Curry	8	7	9	6	7	1.6%	1.7
De Baca	2	0	1	0	0	0.0%	0.0
Doña Ana	31	20	16	29	32	7.3%	1.5
Eddy	16	10	14	18	18	4.1%	1.6
Grant	3	9	10	3	6	1.4%	1.4
Guadalupe	10	7	7	12	7	1.6%	1.1
Harding	0	0	0	0	2	0.5%	9.8
Hidalgo	9	3	3	2	2	0.5%	0.6
Lea	26	14	14	21	18	4.1%	1.5
Lincoln	7	4	3	2	10	2.3%	2.2
Los Alamos	1	2	3	0	0	0.0%	0.0
Luna	11	8	22	15	11	2.5%	1.3
McKinley	26	24	32	34	29	6.7%	2.0
Mora	5	1	4	10	6	1.4%	4.0
Otero	11	6	15	11	13	3.0%	1.5
Quay	2	3	8	11	5	1.1%	0.8
Rio Arriba	12	16	6	14	15	3.4%	2.8
Roosevelt	3	2	4	12	2	0.5%	0.9
San Juan	37	24	34	19	20	4.6%	1.0
San Miguel	4	8	2	7	9	2.1%	2.0
Sandoval	17	14	19	21	13	3.0%	0.8
Santa Fe	16	31	22	25	15	3.4%	0.8
Sierra	1	2	9	2	5	1.1%	2.4
Socorro	6	11	13	14	12	2.8%	2.0
Taos	5	15	13	8	4	0.9%	1.0
Torrance	9	6	9	9	15	3.4%	2.4
Union	1	2	2	2	1	0.2%	0.6
Valencia	11	9	11	12	14	3.2%	2.0
Missing Data	0	0	0	0	0	0.0%	-
Total Fatalities	425	398	483	466	436	100.0%	1.5

¹⁰¹ Darker shading indicates higher rates.

Appendix Table F-2: Motorcyclists²⁹ (Drivers and Passengers) in Crashes, 2023

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	14	62	175	59	68	378	35.7%
Catron	1	2	0	0	0	3	0.3%
Chaves	0	6	21	3	2	32	3.0%
Cibola	1	2	2	0	1	6	0.6%
Colfax	0	2	4	4	3	13	1.2%
Curry	1	3	7	5	2	18	1.7%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	4	13	61	12	17	107	10.1%
Eddy	4	3	26	7	10	50	4.7%
Grant	0	2	6	2	4	14	1.3%
Guadalupe	1	2	3	2	0	8	0.8%
Harding	0	0	1	0	0	1	0.1%
Hidalgo	0	0	1	0	0	1	0.1%
Lea	1	6	14	1	9	31	2.9%
Lincoln	2	1	10	1	4	18	1.7%
Los Alamos	0	0	4	0	0	4	0.4%
Luna	0	3	5	2	2	12	1.1%
McKinley	0	4	5	1	3	13	1.2%
Mora	1	0	1	0	0	2	0.2%
Otero	4	6	25	8	5	48	4.5%
Quay	0	0	1	0	0	1	0.1%
Rio Arriba	2	1	4	1	3	11	1.0%
Roosevelt	0	1	3	1	2	7	0.7%
San Juan	4	5	30	6	8	53	5.0%
San Miguel	2	7	7	2	2	20	1.9%
Sandoval	2	9	23	6	12	52	4.9%
Santa Fe	2	13	35	12	11	73	6.9%
Sierra	0	3	1	2	3	9	0.9%
Socorro	1	1	2	0	1	5	0.5%
Taos	1	3	6	1	7	18	1.7%
Torrance	0	2	1	3	2	8	0.8%
Union	0	0	0	1	0	1	0.1%
Valencia	7	8	16	3	7	41	3.9%
Missing Data	0	0	0	0	0	0	0.0%
Total People	55	170	500	145	188	1,058	100%

Appendix – Counties



Appendix Table F-3: Severity of Injuries to All Pedestrians in Crashes by County, 2023

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	53	57	144	80	17	351	51.7%
Catron	0	0	0	0	0	0	0.0%
Chaves	3	1	5	2	1	12	1.8%
Cibola	1	2	2	0	1	6	0.9%
Colfax	1	0	1	1	0	3	0.4%
Curry	2	2	3	3	0	10	1.5%
De Baca	0	0	0	1	0	1	0.1%
Doña Ana	6	14	18	14	5	57	8.4%
Eddy	1	4	11	6	0	22	3.2%
Grant	1	2	1	3	1	8	1.2%
Guadalupe	0	0	0	1	0	1	0.1%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	0	0	0	0	0	0.0%
Lea	4	1	8	2	0	15	2.2%
Lincoln	0	0	0	0	0	0	0.0%
Los Alamos	0	0	0	0	0	0	0.0%
Luna	1	2	3	1	0	7	1.0%
McKinley	6	7	10	9	1	33	4.9%
Mora	0	0	1	0	0	1	0.1%
Otero	2	1	4	2	0	9	1.3%
Quay	0	0	1	0	0	1	0.1%
Rio Arriba	3	2	0	0	0	5	0.7%
Roosevelt	0	0	1	1	0	2	0.3%
San Juan	6	7	18	7	0	38	5.6%
San Miguel	1	1	0	0	0	2	0.3%
Sandoval	5	7	6	7	0	25	3.7%
Santa Fe	5	7	23	9	1	45	6.6%
Sierra	0	1	0	1	0	2	0.3%
Socorro	2	0	1	2	1	6	0.9%
Taos	0	0	1	2	0	3	0.4%
Torrance	3	0	0	0	0	3	0.4%
Union	0	0	0	0	0	0	0.0%
Valencia	2	4	0	3	2	11	1.6%
Missing Data	0	0	0	0	0	0	0.0%
Total People	108	122	262	157	30	679	100%

Appendix Table F-4: Animal-involved¹⁰ Crashes by County, 2019 - 2023 ¹⁰²

County	Animal-involved Crashes					Percent of All 2023 Animal-involved Crashes	2023 Vehicle Miles Traveled (100M VMT)	2023 Animal-involved Crashes per 100M VMT
	2019	2020	2021	2022	2023			
Bernalillo	74	52	49	54	78	4.1%	55.32	1.4
Catron	17	18	17	27	16	0.8%	1.17	13.7
Chaves	87	78	69	56	69	3.6%	7.33	9.4
Cibola	43	44	51	27	42	2.2%	9.17	4.6
Colfax	88	114	86	109	102	5.3%	3.46	29.5
Curry	32	36	21	24	24	1.3%	4.22	5.7
De Baca	8	5	9	3	5	0.3%	1.56	3.2
Doña Ana	55	53	59	53	73	3.8%	21.74	3.4
Eddy	120	87	64	83	120	6.3%	11.35	10.6
Grant	176	162	143	165	189	9.9%	4.25	44.5
Guadalupe	20	20	31	26	16	0.8%	6.34	2.5
Harding	5	2	0	4	8	0.4%	0.20	39.1
Hidalgo	22	20	15	18	18	0.9%	3.40	5.3
Lea	75	72	54	55	70	3.7%	11.63	6.0
Lincoln	119	122	123	110	149	7.8%	4.46	33.4
Los Alamos	8	3	6	7	3	0.2%	1.07	2.8
Luna	27	25	20	19	17	0.9%	8.69	2.0
McKinley	60	58	77	73	57	3.0%	14.81	3.8
Mora	40	44	39	48	40	2.1%	1.50	26.6
Otero	101	82	83	71	77	4.0%	8.43	9.1
Quay	37	52	20	30	22	1.2%	6.06	3.6
Rio Arriba	125	118	128	128	128	6.7%	5.32	24.0
Roosevelt	39	55	36	57	41	2.1%	2.26	18.2
San Juan	163	152	197	141	159	8.3%	20.11	7.9
San Miguel	67	61	65	67	58	3.0%	4.58	12.7
Sandoval	90	65	74	66	75	3.9%	17.02	4.4
Santa Fe	90	68	60	89	76	4.0%	18.84	4.0
Sierra	29	24	26	22	28	1.5%	2.09	13.4
Socorro	27	37	32	26	32	1.7%	6.03	5.3
Taos	65	62	66	60	55	2.9%	4.21	13.1
Torrance	19	12	15	19	25	1.3%	6.35	3.9
Union	22	23	13	13	15	0.8%	1.64	9.1
Valencia	14	15	9	13	21	1.1%	6.94	3.0
Missing Data	0	0	1	0	0	0.0%	0.48	-
Total	1,964	1,841	1,758	1,763	1,908	100%	282.07	6.8

¹⁰² Darker shading indicates higher rates.

Appendix – Counties



Appendix Table F-5: New Mexico Population¹⁰³ by County, 2019 - 2023

County	New Mexico Population (Revised U.S. Census)				
	2019	2020	2021	2022	2023
Bernalillo	679,425	676,853	675,286	672,957	671,586
Catron	3,507	3,606	3,710	3,793	3,825
Chaves	64,586	65,149	64,650	63,892	63,561
Cibola	26,681	27,101	27,185	26,871	26,780
Colfax	12,068	12,352	12,346	12,272	12,255
Curry	49,083	48,370	47,936	47,430	47,222
De Baca	1,741	1,681	1,679	1,692	1,657
Doña Ana	218,864	220,060	221,732	223,530	225,210
Eddy	58,394	62,333	60,855	60,203	60,275
Grant	26,941	28,205	27,893	27,693	27,472
Guadalupe	4,278	4,439	4,423	4,316	4,292
Harding	636	653	631	621	624
Hidalgo	4,203	4,164	4,086	4,011	3,965
Lea	71,123	74,642	73,062	72,343	72,101
Lincoln	19,730	20,307	20,400	20,343	20,029
Los Alamos	19,383	19,418	19,390	19,273	19,444
Luna	23,775	25,458	25,471	25,693	25,316
McKinley	71,478	72,590	71,464	69,931	68,797
Mora	4,490	4,191	4,189	4,147	4,123
Otero	67,572	67,862	68,486	68,517	68,835
Quay	8,243	8,712	8,620	8,529	8,510
Rio Arriba	38,883	40,271	40,216	39,991	39,876
Roosevelt	18,501	19,148	18,992	18,858	18,787
San Juan	124,027	121,376	120,996	120,569	120,675
San Miguel	27,337	27,131	27,155	26,902	26,668
Sandoval	147,045	149,290	151,478	153,597	155,936
Santa Fe	150,951	155,043	155,400	155,761	155,956
Sierra	10,886	11,562	11,519	11,474	11,488
Socorro	16,613	16,551	16,291	16,111	15,963
Taos	32,752	34,463	34,685	34,590	34,405
Torrance	15,442	15,062	15,313	15,383	15,633
Union	4,043	4,071	4,096	3,982	3,964
Valencia	76,953	76,374	77,315	78,201	79,141
Statewide	2,099,634	2,118,488	2,116,950	2,113,476	2,114,371

¹⁰³ 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 132.

Appendix Table F-6: Crash Rates by County, 2019 - 2023 ¹⁰⁴

County	Crashes per 10,000 Population				
	2019	2020	2021	2022	2023
Guadalupe	624	550	635	684	578
Hidalgo	266	235	345	364	330
Eddy	323	208	220	254	318
Colfax	302	271	259	291	306
Mora	318	291	236	357	303
Quay	266	292	287	305	286
Lea	272	188	205	241	274
Lincoln	254	225	237	277	256
Bernalillo	291	207	235	220	232
Grant	225	189	214	210	228
Harding	142	92	63	129	224
De Baca	224	190	244	118	223
Torrance	148	131	209	148	218
Doña Ana	210	166	193	203	215
Santa Fe	226	157	163	180	207
Statewide	229	173	193	193	203
Sierra	201	144	184	173	195
Chaves	212	169	181	176	185
Union	218	177	176	158	179
Curry	184	155	171	182	174
San Juan	183	138	172	171	174
McKinley	196	141	188	173	174
Roosevelt	169	152	131	181	167
San Miguel	206	165	166	167	161
Rio Arriba	207	166	169	158	158
Luna	167	158	164	162	156
Socorro	173	137	139	145	156
Taos	192	141	147	183	154
Valencia	146	133	124	138	136
Cibola	196	185	199	155	132
Sandoval	145	113	128	134	131
Otero	129	117	133	131	128
Catron	100	141	146	129	110
Los Alamos	70	58	49	72	66

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

Appendix – Counties



Appendix Table F-7: Fatality Rates by County, 2019 - 2023 ¹⁰⁵

County	Fatalities per 10,000 Population				
	2019	2020	2021	2022	2023
Harding	0.00	0.00	0.00	0.00	32.05
Guadalupe	23.38	15.77	15.83	27.80	16.31
Mora	11.14	2.39	9.55	24.11	14.55
Torrance	5.83	3.98	5.88	5.85	9.60
Socorro	3.61	6.65	7.98	8.69	7.52
Cibola	6.00	5.53	8.46	5.95	5.97
Quay	2.43	3.44	9.28	12.90	5.88
Catron	0.00	2.77	0.00	10.55	5.23
Hidalgo	21.41	7.20	7.34	4.99	5.04
Lincoln	3.55	1.97	1.47	0.98	4.99
Sierra	0.92	1.73	7.81	1.74	4.35
Luna	4.63	3.14	8.64	5.84	4.35
McKinley	3.64	3.31	4.48	4.86	4.22
Colfax	4.14	2.43	4.05	2.44	4.08
Rio Arriba	3.09	3.97	1.49	3.50	3.76
San Miguel	1.46	2.95	0.74	2.60	3.37
Eddy	2.74	1.60	2.30	2.99	2.99
Union	2.47	4.91	4.88	5.02	2.52
Lea	3.66	1.88	1.92	2.90	2.50
Grant	1.11	3.19	3.59	1.08	2.18
Statewide	2.02	1.88	2.28	2.20	2.06
Otero	1.63	0.88	2.19	1.61	1.89
Valencia	1.43	1.18	1.42	1.53	1.77
Bernalillo	1.53	1.61	2.12	1.62	1.70
San Juan	2.98	1.98	2.81	1.58	1.66
Curry	1.63	1.45	1.88	1.27	1.48
Doña Ana	1.42	0.91	0.72	1.30	1.42
Chaves	1.55	1.84	1.08	2.35	1.26
Taos	1.53	4.35	3.75	2.31	1.16
Roosevelt	1.62	1.04	2.11	6.36	1.06
Santa Fe	1.06	2.00	1.42	1.61	0.96
Sandoval	1.16	0.94	1.25	1.37	0.83
De Baca	11.49	0.00	5.96	0.00	0.00
Los Alamos	0.52	1.03	1.55	0.00	0.00

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

Appendix Table F-8: Alcohol-involved Crash Rates by County, 2019 - 2023 ¹⁰⁶

County	Alcohol-involved Crashes per 10,000 Population				
	2019	2020	2021	2022	2023
Harding	0.0	0.0	0.0	0.0	32.1
Mora	17.8	14.3	11.9	24.1	24.3
McKinley	20.4	17.5	21.0	23.2	22.8
Guadalupe	16.4	22.5	20.3	16.2	16.3
San Juan	15.2	12.9	17.9	17.5	16.2
Lincoln	14.7	9.8	12.3	18.2	15.0
Grant	7.1	8.2	10.0	8.7	14.2
Eddy	13.0	11.2	12.0	10.5	14.1
Hidalgo	9.5	7.2	9.8	17.5	12.6
Rio Arriba	10.3	11.2	10.4	13.8	12.5
Colfax	9.1	11.3	13.0	13.0	12.2
Santa Fe	12.9	9.3	8.5	10.1	12.0
Socorro	9.0	8.5	6.8	11.8	11.9
Cibola	17.6	15.9	22.4	12.7	11.6
Sierra	14.7	6.9	11.3	10.5	11.3
Lea	11.5	8.7	8.2	8.3	11.1
Statewide	10.7	9.5	10.2	10.6	10.7
Taos	11.9	13.1	10.7	14.5	10.2
San Miguel	11.7	9.2	13.3	14.1	10.1
Bernalillo	10.5	9.1	10.2	9.5	10.1
Doña Ana	9.1	9.0	8.2	9.7	9.9
Chaves	12.1	11.8	8.4	11.4	9.1
Torrance	5.8	6.0	9.8	9.8	9.0
Sandoval	8.4	7.3	7.9	8.9	8.3
Catron	0.0	11.1	2.7	10.5	7.8
Valencia	7.1	7.9	6.6	9.0	7.7
Curry	5.3	4.5	6.9	5.1	7.2
Otero	6.1	7.8	6.0	5.5	7.1
Roosevelt	8.1	6.8	6.8	8.0	5.9
Luna	4.2	7.9	6.7	7.4	5.1
Union	4.9	17.2	4.9	12.6	5.0
Quay	2.4	9.2	10.4	14.1	3.5
Los Alamos	3.6	2.6	1.5	3.1	2.1
De Baca	11.5	11.9	6.0	5.9	0.0

¹⁰⁶ Rates are calculated by dividing the number of crashes (or fatalities) by the county's population, and then multiplying by 10,000. Darker shading indicates higher rates.

Appendix – Counties



Appendix Table F-9: Unbelted Passenger Vehicle Occupants by County with Fatal or Suspected Serious Injuries, 2023 ¹⁰⁷

County	Unbelted Passenger Vehicle Occupants		
	Fatalities	Suspected Serious Injuries	Total
Bernalillo	27	19	46
Catron	1	0	1
Chaves	4	8	12
Cibola	1	4	5
Colfax	3	3	6
Curry	1	1	2
De Baca	0	0	0
Doña Ana	11	6	17
Eddy	8	6	14
Grant	2	2	4
Guadalupe	2	1	3
Harding	2	0	2
Hidalgo	1	1	2
Lea	5	11	16
Lincoln	7	4	11
Los Alamos	0	0	0
Luna	4	4	8
McKinley	12	21	33
Mora	4	0	4
Otero	3	0	3
Quay	2	2	4
Rio Arriba	7	6	13
Roosevelt	0	0	0
San Juan	6	12	18
San Miguel	5	3	8
Sandoval	4	8	12
Santa Fe	4	13	17
Sierra	5	9	14
Socorro	6	2	8
Taos	3	1	4
Torrance	5	6	11
Union	1	0	1
Valencia	5	3	8
Missing Data	0	0	0
Total	151	156	307

¹⁰⁷ Belt usage of people in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs).

Appendix Table F-10: Fatalities in Speeding-involved Crashes¹⁰⁸ by County, 2019 - 2023

County	Fatalities in Speeding-involved Crashes					Percent of All 2023 Fatalities in Speeding-involved Crashes	2023 Vehicle Miles Traveled (100M VMT)	2023 Fatalities in Speeding-involved Crashes per 100M VMT
	2019	2020	2021	2022	2023			
Bernalillo	32	41	45	32	26	20.8%	55.32	0.5
Catron	0	1	0	4	0	0.0%	1.17	0.0
Chaves	5	4	1	6	6	4.8%	7.33	0.8
Cibola	5	9	7	7	2	1.6%	9.17	0.2
Colfax	2	1	3	2	1	0.8%	3.46	0.3
Curry	0	2	4	3	2	1.6%	4.22	0.5
De Baca	0	0	0	0	0	0.0%	1.56	0.0
Doña Ana	12	7	5	10	8	6.4%	21.74	0.4
Eddy	4	4	6	7	8	6.4%	11.35	0.7
Grant	1	4	2	1	3	2.4%	4.25	0.7
Guadalupe	2	2	1	6	1	0.8%	6.34	0.2
Harding	0	0	0	0	1	0.8%	0.20	4.9
Hidalgo	0	0	2	1	1	0.8%	3.40	0.3
Lea	3	3	3	9	5	4.0%	11.63	0.4
Lincoln	3	2	2	0	2	1.6%	4.46	0.4
Los Alamos	0	0	1	0	0	0.0%	1.07	0.0
Luna	2	2	11	3	3	2.4%	8.69	0.3
McKinley	16	9	15	11	10	8.0%	14.81	0.7
Mora	1	0	1	4	0	0.0%	1.50	0.0
Otero	7	4	7	5	5	4.0%	8.43	0.6
Quay	0	1	1	1	2	1.6%	6.06	0.3
Rio Arriba	3	5	1	5	4	3.2%	5.32	0.8
Roosevelt	0	0	1	4	0	0.0%	2.26	0.0
San Juan	15	6	9	2	6	4.8%	20.11	0.3
San Miguel	0	3	0	0	7	5.6%	4.58	1.5
Sandoval	6	4	7	10	1	0.8%	17.02	0.1
Santa Fe	7	12	9	11	4	3.2%	18.84	0.2
Sierra	1	0	2	1	2	1.6%	2.09	1.0
Socorro	1	2	1	2	1	0.8%	6.03	0.2
Taos	2	10	9	4	2	1.6%	4.21	0.5
Torrance	4	4	5	4	3	2.4%	6.35	0.5
Union	0	1	0	1	1	0.8%	1.64	0.6
Valencia	3	6	6	5	8	6.4%	6.94	1.2
Missing Data	0	0	0	0	0	0.0%	-	-
Total	137	149	167	161	125	100%	282.07	0.4

¹⁰⁸ Crashes for which a contributing factor was either Excessive Speed, Too Fast for Conditions or High-Speed Pursuit.

Appendix – Crash Characteristics



Appendix G – First Harmful Event

Appendix Table G-1: People in Crashes by First Harmful Event, Subanalysis, and Severity of Injury, 2023

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	3	0.7%	8	0.7%	94	1.6%	124	1.0%	2,624	3.1%	2,853	2.7%
Deer	0	-	4	0.3%	34	0.6%	48	0.40%	1,352	1.60%	1,438	1.39%
Elk	2	0.5%	1	0.1%	24	0.4%	36	0.30%	516	0.61%	579	0.56%
Cattle/Cow	1	0.2%	1	0.1%	19	0.3%	23	0.19%	317	0.38%	361	0.35%
Small Domestic Animal	0	-	1	0.1%	6	0.1%	3	0.02%	146	0.17%	156	0.15%
Small Game Animal	0	-	0	-	0	-	2	0.02%	69	0.08%	71	0.07%
Horse	0	-	1	0.1%	2	0.04%	4	0.03%	37	0.04%	44	0.04%
Other Large Game Animal	0	-	0	-	4	0.07%	2	0.02%	37	0.04%	43	0.04%
Antelope	0	-	0	-	0	-	1	0.01%	32	0.04%	33	0.03%
Bear	0	-	0	-	2	0.04%	0	-	16	0.02%	18	0.02%
Other Large Domestic Animal	0	-	0	-	0	-	0	-	5	0.006%	5	0.005%
Other (Bird, Cougar, Sheep, Goat)	0	-	0	-	1	0.02%	0	-	15	0.02%	16	0.02%
Missing Subanalysis Data	0	-	0	-	2	0.04%	5	0.04%	82	0.10%	89	0.09%
Collision with Fixed Object	53	12.2%	172	14.0%	865	15.2%	708	5.9%	4,894	5.8%	6,692	6.4%
Guardrail, End or Face	9	2.1%	17	1.4%	90	1.6%	103	0.9%	650	0.8%	869	0.8%
Curb	5	1.1%	18	1.5%	94	1.6%	82	0.7%	660	0.8%	859	0.8%
Fence	4	0.9%	20	1.6%	87	1.5%	59	0.5%	517	0.6%	687	0.7%
Other Fixed Object	5	1.1%	15	1.2%	67	1.2%	58	0.5%	457	0.5%	602	0.6%
Other Post, Pole or Support	1	0.2%	8	0.7%	45	0.8%	45	0.4%	393	0.5%	492	0.5%
Utility Pole/Light Support	3	0.7%	5	0.4%	64	1.1%	37	0.3%	301	0.4%	410	0.4%
Traffic Barrier, Concrete	3	0.7%	10	0.8%	70	1.2%	56	0.5%	239	0.3%	378	0.4%
Tree (standing)	7	1.6%	23	1.9%	76	1.3%	49	0.4%	200	0.2%	355	0.3%
Wall or Building	2	0.5%	9	0.7%	42	0.7%	40	0.3%	168	0.2%	261	0.3%
Traffic Sign Support	1	0.2%	8	0.7%	20	0.4%	13	0.1%	200	0.2%	242	0.2%
Median	0	-	5	0.4%	25	0.4%	26	0.2%	185	0.2%	241	0.2%
Embankment	6	1.4%	7	0.6%	45	0.8%	16	0.1%	123	0.1%	197	0.2%
Ditch	6	1.4%	6	0.5%	29	0.5%	35	0.3%	115	0.1%	191	0.2%
Traffic Barrier, Cable	0	-	2	0.2%	8	0.1%	10	0.1%	113	0.1%	133	0.1%
Bridge Pier, Support, Rail, or Overhead	1	0.2%	2	0.2%	16	0.3%	13	0.1%	75	0.1%	107	0.1%
Culvert	0	-	6	0.5%	10	0.2%	15	0.1%	27	0.03%	58	0.06%
Other (incl. hydrant, box, cattle guard, plant)	0	-	7	0.6%	66	1.2%	47	0.4%	382	0.5%	502	0.5%
Missing Subanalysis Data	0	-	4	0.3%	11	0.2%	4	0.03%	89	0.1%	108	0.1%
Collision with Motor Vehicle	180	41.3%	682	55.6%	3,555	62.4%	10,526	87.0%	70,590	83.7%	85,533	82.4%
MV in Transport	176	40.4%	641	52.2%	3,444	60.4%	10,288	85.1%	63,191	74.9%	77,740	74.9%
Parked MV	4	0.9%	19	1.5%	77	1.4%	107	0.9%	3,254	3.9%	3,461	3.3%
Missing Subanalysis Data	0	-	22	1.8%	34	0.6%	131	1.1%	4,145	4.9%	4,332	4.2%
Collision with Other Non-Fixed Object	5	1.1%	19	1.5%	87	1.5%	77	0.6%	1,320	1.6%	1,508	1.5%
Other Non-fixed Object	4	0.9%	16	1.3%	78	1.4%	65	0.5%	909	1.1%	1,072	1.0%
Struck by falling, shifting cargo	0	-	1	0.1%	4	0.1%	4	0.0%	244	0.3%	253	0.2%
Work Zone/Maintenance Equipment	1	0.2%	0	-	1	0.02%	3	0.02%	42	0.05%	47	0.05%
Railway Vehicle	0	-	1	0.1%	0	-	0	-	14	0.02%	15	0.01%
Missing Subanalysis Data	0	-	1	0.1%	4	0.07%	5	0.04%	111	0.1%	121	0.1%
Collision with Person	121	27.8%	161	13.1%	437	7.7%	253	2.1%	1,264	1.5%	2,236	2.2%
Pedestrian	107	24.5%	129	10.5%	256	4.5%	165	1.4%	827	1.0%	1,484	1.4%
Pedalcycle	12	2.8%	27	2.2%	162	2.8%	77	0.6%	385	0.5%	663	0.6%
Other Non-Motorist	2	0.5%	5	0.4%	17	0.3%	9	0.07%	45	0.05%	78	0.08%
Missing Subanalysis Data	0	-	0	-	2	0.04%	2	0.02%	7	0.01%	11	0.01%
Non-Collision	74	17.0%	185	15.1%	647	11.4%	400	3.3%	1,763	2.1%	3,069	3.0%
Overtum/Rollover	73	16.7%	143	11.7%	474	8.3%	295	2.4%	746	0.9%	1,731	1.7%
All Other Non-Collision	0	-	33	2.7%	112	2.0%	80	0.7%	628	0.7%	853	0.8%
Jackknife	0	-	1	0.1%	1	0.02%	5	0.04%	111	0.1%	118	0.1%
Cargo/Equipment Loss or Shift	0	-	0	-	5	0.09%	2	0.02%	76	0.1%	83	0.1%
Fell/Jumped from MV	1	0.2%	5	0.4%	40	0.7%	8	0.07%	26	0.03%	80	0.08%
Thrown or Falling Object	0	-	0	-	5	0.09%	1	0.01%	61	0.07%	67	0.06%
Fire/Explosion	0	-	0	-	1	0.02%	0	-	46	0.05%	47	0.05%
Immersion, Full or Partial	0	-	2	0.2%	1	0.02%	3	0.02%	5	0.01%	11	0.01%
Missing Subanalysis Data	0	-	1	0.1%	8	0.1%	6	0.05%	64	0.1%	79	0.1%
Other	0	0.0%	0	0.0%	15	0.3%	7	0.1%	601	0.7%	623	0.6%
Missing FHE and Subanalysis Data	0	0.0%	0	0.0%	0	0.0%	1	0.01%	1,261	1.5%	1,262	1.2%
Total People	436	100%	1,227	100%	5,700	100%	12,096	100%	84,317	100%	103,776	100%

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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 toxicology data supplied by the New Mexico 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.

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