New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico Traffic Crash Annual Report 2024

New Mexico Department of Transportation,
Strategic Infrastructure Development Division,
Traffic Safety Division, Traffic Records Section

New Mexico Department of Transportation,
Strategic Infrastructure Development Division,
Traffic Safety Division, Traffic Records Section
P.O. Box 1149
Santa Fe, New Mexico 87504-1149
(505) 827-0427
www.dot.nm.gov

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

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

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All other photographs featured in this report are by Jake Schoellkopf, NMDOT photographer.

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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.

Distracted-driving Crash – A crash in which any of the following apparent contributing factors were reported for a driver or non-motorist:

- Driver inattention (ACFDriverInattention)
- Driver distracted by passenger (ACFPassengerDistraction)
- Driver distracted by talking on hands-free device (ACFTalkingHandsFree)
- Driver distracted by talking on cell phone (ACFTalkingOnCell)
- Driver distracted by texting (ACFTexting)
- Driver distracted by other activity (ACFOtherDistraction)

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

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

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

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

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

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

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

Missing Data – An indication that the applicable field on the Uniform Crash Report form was left blank or contained an invalid code. Starting with crashes that occurred in 2012, improvements in

the identification of missing data in the NMDOT crash database led to an increase in the reported amount of missing data.

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

New Mexico Resident 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 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 134 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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2024 New Mexico Crash Highlights

- 1 percent of crashes resulted in a **fatality**. (Table 1)
- 29 percent of crashes resulted in an **injury**. (Table 1)
- 19 percent of crashes were **hit-and-run** crashes. (Table 6)
- 45 percent of **pedestrians** killed in crashes were involved with alcohol. (Table 46)
- 5 percent of crashes and 40 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)

The Daily Toll: New Mexico Traffic Crashes in 2024

On an average day in New Mexico, 123 crashes occurred, putting 301 people in crashes, injuring 53 people, and killing at least 1 person.

- **Every 12 Minutes**: A motor vehicle crash occurred
- **Every 27 Minutes**: A person was injured in a crash
- **Every 29 Minutes**: A distracted-driving crash occurred
- **Every 30 Minutes**: A crash occurred in Bernalillo County
- **Every 3 Hours**: A semi/large-truck crash occurred
- **Every 4 Hours**: An alcohol-involved crash occurred
- **Every 9 Hours**: A motorcycle-involved crash occurred
- **Every 12 Hours**: A pedestrian was hit by a motor vehicle
- **Every 20 Hours**: A person was killed in a crash
- **Every 24 Hours**: A bicyclist was hit by a motor vehicle

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)

2024 New Mexico Crash Highlights

In 2024, New Mexico reported 45,042 traffic crashes on public roadways, involving 109,761 people. Of these, 19,244 people were injured and 444 were killed.

Total crashes rose steadily from 2020 to 2024, returning to levels similar to those before COVID. Many five-year crash trends follow this pattern of steady increase.

NMDOT and UNM-GPS offer interactive map tools to analyze local DWI, pedestrian, and pedalcyclist crash data. Zoom into specific neighborhoods to support Safe System planning to reduce fatalities and serious injuries. Visit https://gps.unm.edu/tru/traffic-crash-dashboards/.

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

- Fatalities rose from 436 in 2023 to 444 in 2024, still the third-highest in a decade but notably below the 2021 peak of 483. (Table 2 and previous Annual Crash Reports). Fatalities in alcohol-involved crashes rose sharply in 2024 on rural Interstate roads. (Table 108)
- Pedestrian fatalities fell to 102 but remained at the third highest level recorded since 1987. (Table 44, previous Annual Crash Reports, New Mexico Crash Database, 1986-2024)
- Driver inattention was the most commonly reported contributing factor in crashes. (Table 4)
- Crashes in dark, not lighted, conditions made up 11.1 percent of all crashes but 35.3 percent of fatal crashes. (Table 25)
- Heavy truck-involved crashes rose to 3,388, the highest level in a decade. (Table 42)
- Drivers aged 15-24 have the highest crash rates of any age group. (Figure 15, Table 78)
- Teen and under-21 alcohol-involved drivers in crashes reached a decade high, for both males and females. (Table 82, Table 83, and previous Annual Crash Reports).
- Dust storm crashes reached a five-year high of 43. (Table 28)

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 number of alcohol-involved crashes fell from 2,268 to 2,209. Alcohol-involved crashes as a percentage of total crashes fell to 4.9 percent, the lowest percentage in five years. (Table 62)
- Helmet use among motorcyclists in crashes reached 47.1 percent, the highest percentage in five years. However, helmet data were missing for 28.8 percent of motorcyclists. (Table 38)
- Crashes involving drugs but not alcohol fell from 282 to 204. (Table 73)
- As of 2024, 74.6 percent of reportable crashes in New Mexico were reported electronically using TraCS software. 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 2024, returning to levels similar to those before COVID. Fatal crashes rose from 402 to 408, reversing a two-year decline from the 2021 peak of 429. (Table 1)
- Fatalities rose from 436 in 2023 to 444 in 2024, still the third-highest in a decade but notably below the 2021 peak of 483. (Table 2, previous Annual Crash Reports)
- Severe injuries (fatalities and suspected serious injuries) accounted for 1.5% of all people in crashes. Approximately 18% of people in crashes sustained some level of injury. Injury distribution remains consistent: about 82% no apparent injury, 11% possible injury, 5% suspected minor injury, 1% suspected serious injury, and <1% fatal injury. (Table 2)

Table 1: Crashes by Year and Severity of Crash, 2020 - 2024 [1]

Year	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2024	408	0.91%	13,244	29.4%	31,390	69.7%	45,042	100%

Table 2: People in Crashes by Year and Severity of Injury, 2020 - 2024 [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
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%
2024	444	0.40%	1,216	1.1%	5,738	5.2%	12,290	11.2%	90,073	82.1%	109,761	100%

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

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

Rates

Changes in traffic volume, state population, licensed drivers, and registered vehicles affect the number of crashes that occur in any given year or place. Using rates instead of the raw number of crashes enables statistical comparisons across geographies, time periods, and populations. Rates are a way of standardizing measurements to a common base (e.g., per 100 million vehicle miles traveled [100M VMT] or per 100,000 population) so the results can be directly comparable regardless of to whom, where, and when the event occurred. Below are examples of how rates are calculated using data from Table 1 and Table 2. Table 3 presents the denominators used in calculating different traffic crash rates. Depending on the context, crash rates can be expressed in any of the following ways: number of crashes per 100M VMT, number of crashes per 100,000 people, number of drivers in crashes per 1,000 licensed drivers, or number of vehicles in crashes per 1,000 registered vehicles.

$$\textbf{\textit{Crash Rate}} = \frac{\textbf{\textit{Crash Frequency in a Period}}}{\textbf{\textit{Exposure in Same Period}}} = \frac{\text{45,042 crashes in 2024}}{\text{285.66 100M VMT in 2024}} = 158 \text{ crashes per 100M VMT}$$

$$\textbf{\textit{Fatality Rate}} = \frac{\textbf{\textit{Fatality Frequency in a Period}}}{\textbf{\textit{Exposure in Same Period}}} = \frac{\text{444 fatalities in 2024}}{\text{285.66 100M VMT in 2024}} = 1.6 \text{ fatalities per 100M VMT}$$

Table 3: New Mexico Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2020 - 2024 [3] [4] [5]

Year	New Mexico Population (U.S. Census, July 1st Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)	New Mexico Licensed Drivers	New Mexico Motor Vehicle Registrations
2020	2,118,606	236.92	1,516,653	1,783,151
2021	2,117,333	268.23	1,521,203	1,862,673
2022	2,113,868	269.08	1,556,172	1,870,380
2023	2,121,164	282.07	1,599,274	1,909,072
2024	2,130,256	285.66	1,647,259	-

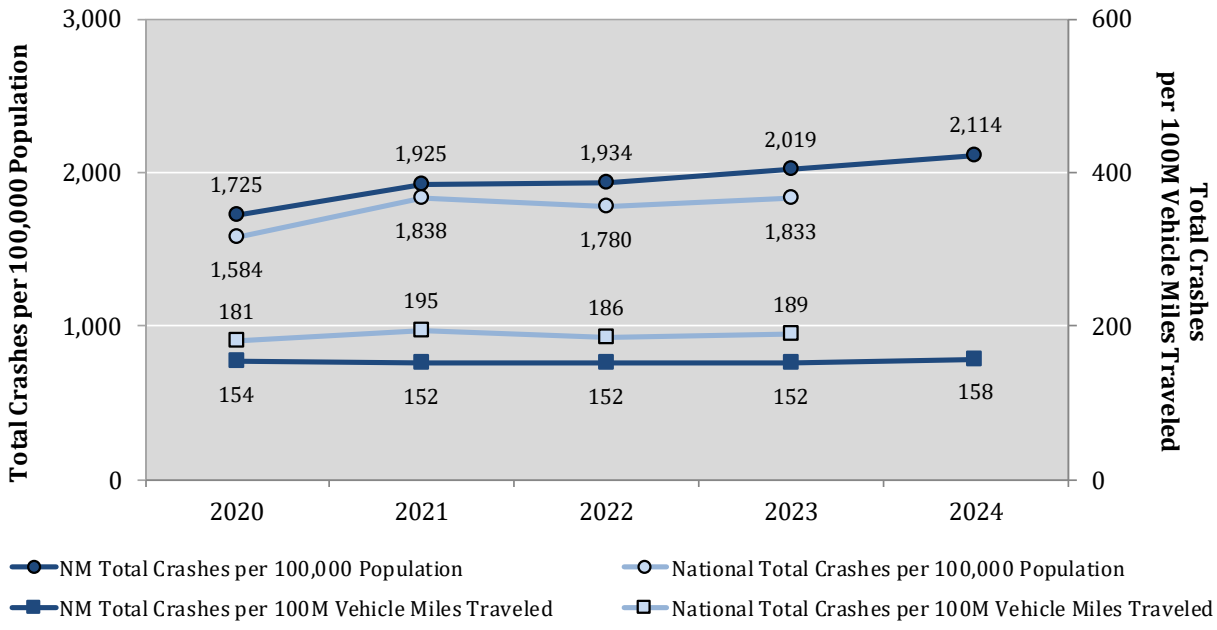
[3] See Page 134 for source information on population, VMT, licensed drivers, and motor vehicle registrations. Occasionally, vehicle registration data for the most recent year are not available at time of publication.

[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.

- New Mexico's crash rate per capita was higher than the national rate during 2020-2023, with rates ranging from 1,725 to 2,019 crashes per 100,000 population compared to national rates of 1,584 to 1,838, and rose further in 2024 to 2,114. (Figure 1)
- When calculated using vehicle miles traveled, New Mexico's crash rate remained below the national rate during 2020-2023, ranging from 152 to 154 crashes per 100M VMT compared to national rates of 181 to 195, and rose to 158 in 2024. (Figure 1)
- New Mexico's fatality rate per capita was consistently higher than the national rate during 2020-2024, ranging from 1.6 to 1.9 times the national average. (Figure 3)
- New Mexico's fatality rate per 100M VMT decreased from a 2021 peak of 1.80 to 1.55 in 2024, mirroring the national downward trend, though consistently remaining higher than national rates. (Figure 3)
- New Mexico's motorcyclist fatality rate exceeded the national rate during 2020-2023, with New Mexico's rates approximately 30 points higher. Data for 2024 were not available.

Figure 1: Comparison of New Mexico and National Crash Rates, 2020 - 2024 [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 133. Occasionally, national rates for the most recent year are not available at time of publication.

Figure 2: Comparison of New Mexico and National Fatal Crash Rates, 2020 - 2024 [6]

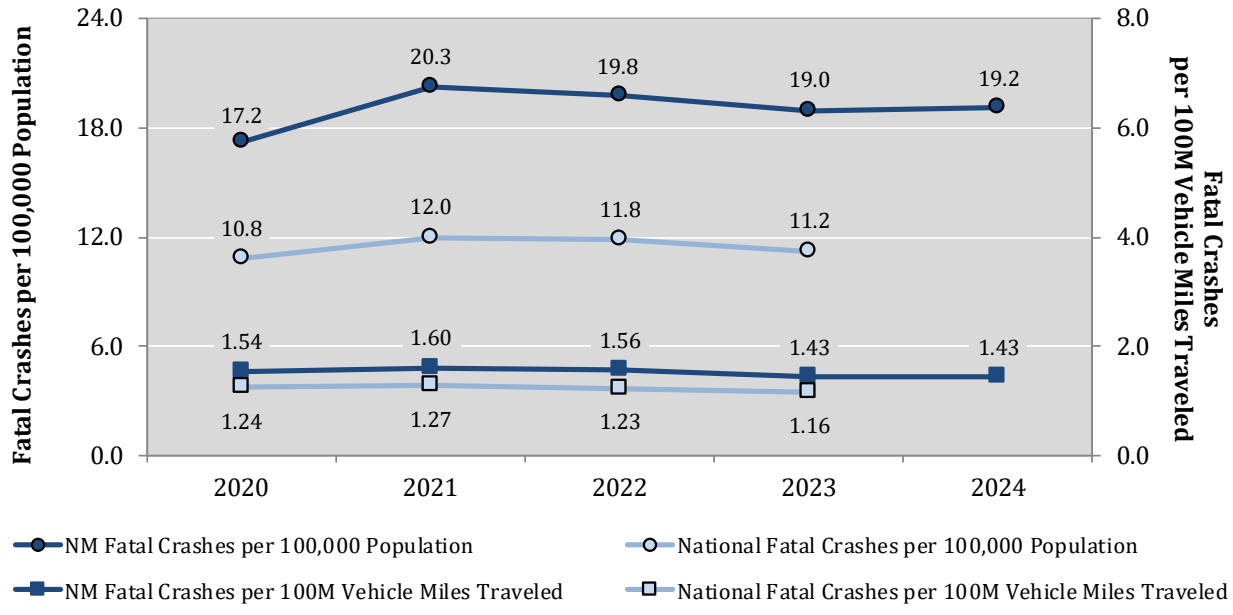


Figure 3: Comparison of New Mexico and National Fatality Rates, 2020 - 2024 [6]

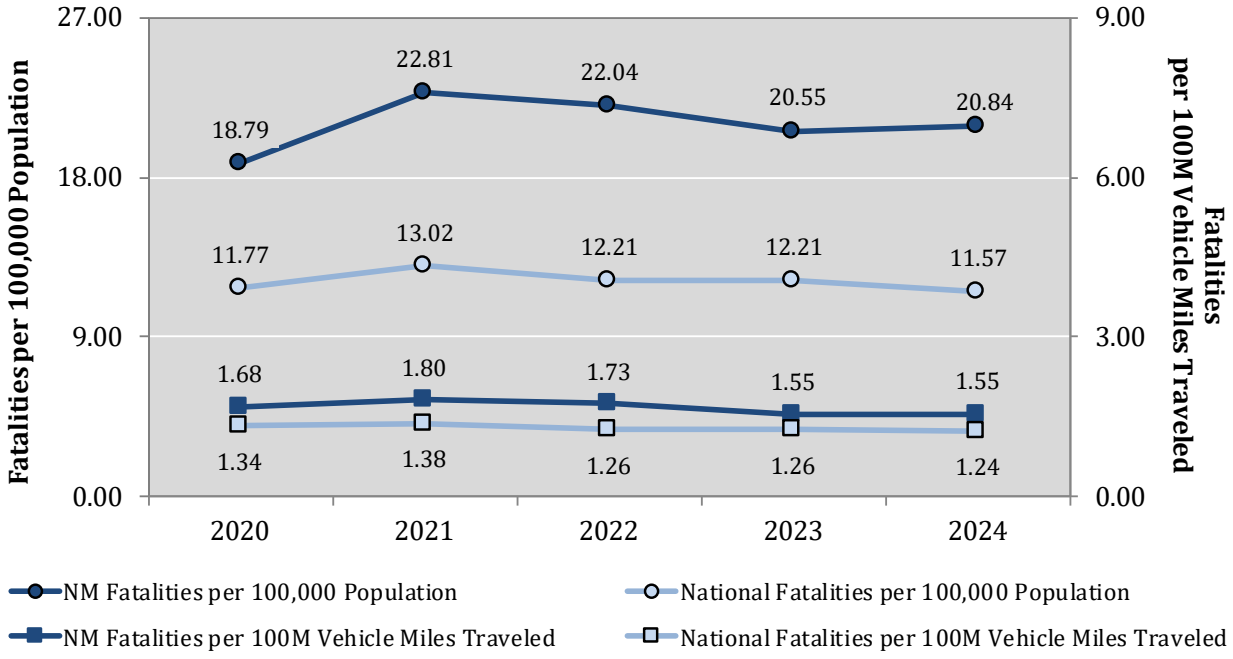


Figure 4: Comparison of New Mexico and National Injury Rates, 2020 - 2024 [6]

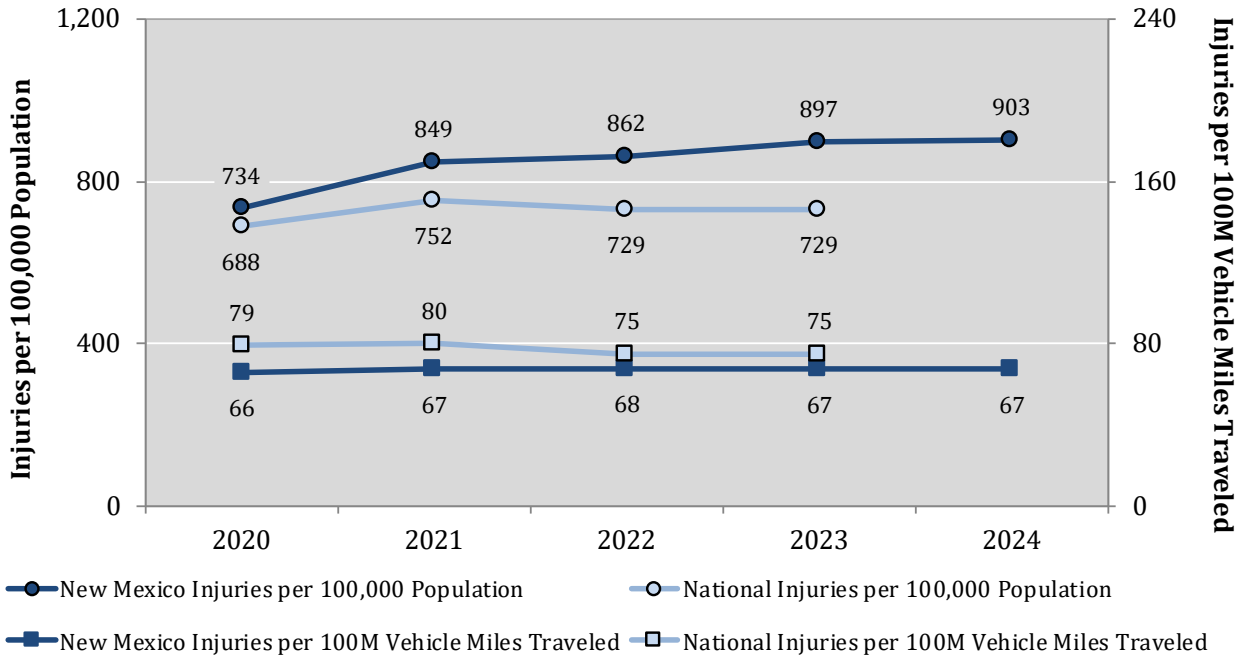
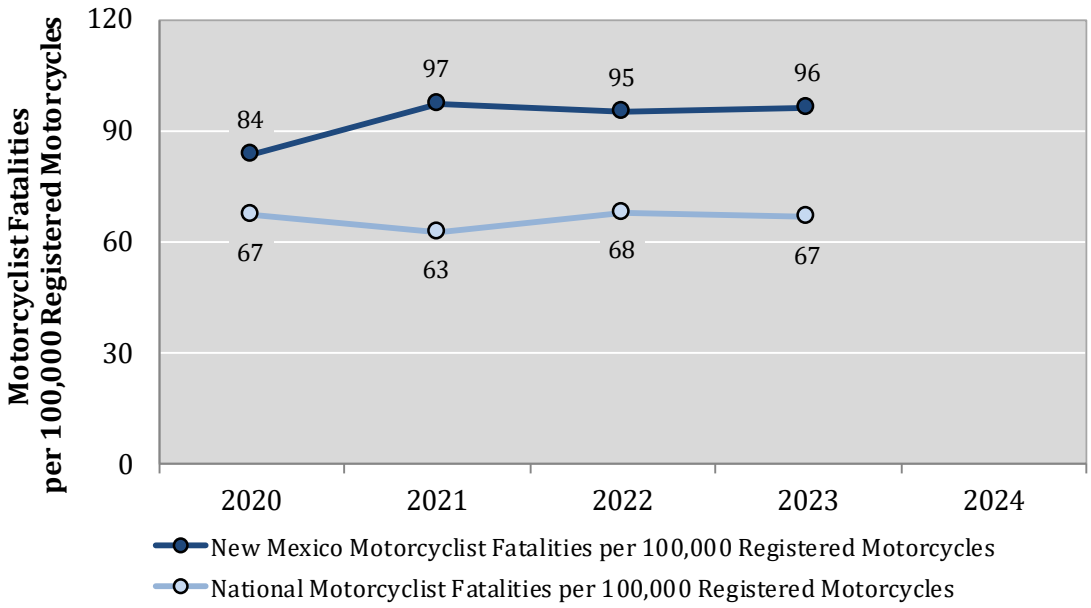


Figure 5: Comparison of New Mexico and National Motorcyclist Fatality Rates, 2020 - 2024 [7]



[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 133. 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 of all contributing factors, not crashes)
- Failed to Yield Right of Way (6.0 percent)
- Other Improper Driving (4.9 percent)
- Following Too Closely (4.2 percent)

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

- Under the Influence of Alcohol (12.8 percent of all contributing factors)
- Under the Influence of Drugs (12.6 percent)
- Driver Inattention (12.6 percent)
- Excessive Speed (9.1 percent)

Crash Characteristics – Contributing Factors

Table 4: Contributing Factors of Vehicles in Crashes by Crash Severity, 2024 [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	**1,043**	**71.2%**	**20,010**	**58.3%**	**35,194**	**49.0%**	**56,247**	**52.3%**
Driver Inattention	172	11.7%	6,326	18.4%	11,605	16.2%	18,103	16.8%
Failed to Yield Right of Way	42	2.9%	2,688	7.8%	3,765	5.2%	6,495	6.0%
Other Improper Driving	75	5.1%	1,686	4.9%	3,491	4.9%	5,252	4.9%
Following Too Closely	9	0.6%	1,475	4.3%	3,049	4.2%	4,533	4.2%
Excessive Speed	116	7.9%	1,177	3.4%	1,345	1.9%	2,638	2.5%
Under the Influence Of Alcohol	168	11.5%	961	2.8%	1,100	1.5%	2,229	2.1%
Improper Lane Change	15	1.0%	429	1.3%	1,763	2.5%	2,207	2.1%
Driver Distracted by Other Activity	12	0.8%	675	2.0%	1,213	1.7%	1,900	1.8%
Disregarded Traffic Signal	20	1.4%	962	2.8%	908	1.3%	1,890	1.8%
Avoid No Contact Vehicle	31	2.1%	611	1.8%	1,124	1.6%	1,766	1.6%
Made Improper Turn	7	0.5%	475	1.4%	1,251	1.7%	1,733	1.6%
Speed Too Fast For Conditions	64	4.4%	533	1.6%	868	1.2%	1,465	1.4%
Drove Left of Center	47	3.2%	355	1.0%	642	0.9%	1,044	1.0%
Improper Overtaking	11	0.8%	192	0.6%	601	0.8%	804	0.7%
Passed Stop Sign	13	0.9%	378	1.1%	406	0.6%	797	0.7%
Improper Backing	1	0.1%	67	0.2%	676	0.9%	744	0.7%
Avoid No Contact Other	4	0.3%	197	0.6%	427	0.6%	628	0.6%
Cell Phone	2	0.1%	191	0.6%	333	0.5%	526	0.5%
Under the Influence Of Drugs	166	11.3%	113	0.3%	128	0.2%	407	0.4%
Pedestrian Error	62	4.2%	244	0.7%	14	0.0%	320	0.3%
Driver Distracted by Passenger	0	-	82	0.2%	119	0.2%	201	0.2%
Driver Distracted By Texting	0	-	36	0.1%	89	0.1%	125	0.1%
Failed to Yield For Police Vehicle	1	0.1%	53	0.2%	70	0.1%	124	0.1%
High-Speed Pursuit	2	0.1%	32	0.1%	78	0.1%	112	0.1%
Driver Distracted by Talking on Cell Phone	1	0.1%	35	0.1%	65	0.1%	101	0.1%
Failed to Yield For Emer. Vehicle	0	-	21	0.06%	29	0.04%	50	0.05%
Driver Distracted by Talking on Hands-Free Device	1	0.1%	7	0.02%	14	0.02%	22	0.02%
Vehicle Skidded Before Braking	1	0.1%	3	0.01%	13	0.02%	17	0.02%
Driverless Moving Vehicle	0	-	6	0.02%	8	0.011%	14	0.013%
Vehicle	**11**	**0.8%**	**655**	**1.9%**	**1,289**	**1.8%**	**1,955**	**1.8%**
Other Mechanical Defect	1	0.1%	158	0.5%	370	0.5%	529	0.5%
Inadequate Brakes	0	-	223	0.6%	290	0.4%	513	0.5%
Defective Tires	6	0.4%	96	0.3%	235	0.3%	337	0.3%
Defective Steering	1	0.1%	54	0.2%	141	0.2%	196	0.2%
Lights (Head, Signal, Tail)	2	0.1%	68	0.2%	80	0.11%	150	0.14%
Wheels	1	0.1%	19	0.06%	66	0.09%	86	0.08%
Mirrors	0	-	8	0.02%	35	0.05%	43	0.04%
Coupling Device (Hitch, Chains)	0	-	5	0.01%	36	0.05%	41	0.04%
Windows/Windshield	0	-	11	0.03%	12	0.02%	23	0.02%
Suspension	0	-	8	0.02%	14	0.02%	22	0.02%
Wipers	0	-	2	0.006%	6	0.008%	8	0.007%
Exhaust System	0	-	3	0.009%	4	0.006%	7	0.007%
Environment	**109**	**7.4%**	**1,987**	**5.8%**	**5,634**	**7.8%**	**7,730**	**7.2%**
Animal(s) In Roadway	2	0.1%	302	0.9%	1,815	2.5%	2,119	2.0%
Weather Conditions	68	4.6%	426	1.2%	883	1.2%	1,377	1.3%
Traffic Congestion	6	0.4%	432	1.3%	725	1.0%	1,163	1.1%
Road Surface Conditions	8	0.5%	305	0.9%	802	1.1%	1,115	1.0%
Other Visual Obstruction(s)	13	0.9%	164	0.5%	299	0.4%	476	0.4%
Obstruction in Road	7	0.5%	118	0.3%	245	0.3%	370	0.3%
Backup - Prior Crash	0	-	42	0.1%	278	0.4%	320	0.3%
Low Visibility Due to Glare	1	0.1%	95	0.3%	194	0.3%	290	0.3%
Debris	3	0.2%	47	0.1%	234	0.3%	284	0.3%
Road Defect	0	-	23	0.1%	68	0.1%	91	0.1%
Backup - Prior Incident	0	-	12	0.03%	58	0.08%	70	0.07%
Traffic Control Missing	0	-	20	0.06%	28	0.04%	48	0.04%
Low Visibility Due to Smoke	1	0.1%	1	0.003%	5	0.01%	7	0.007%
Other	**302**	**20.6%**	**11,664**	**34.0%**	**29,666**	**41.3%**	**41,632**	**38.7%**
Other - No Driver Error	289	19.7%	11,112	32.4%	22,411	31.2%	33,812	31.4%
Missing Data	12	0.8%	280	0.8%	6,466	9.0%	6,758	6.3%
None	1	0.1%	272	0.8%	789	1.1%	1,062	1.0%
Total Contributing Factors	**1,465**	**100.0%**	**34,316**	**100.0%**	**71,783**	**100.0%**	**107,564**	**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 18,103 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, 2024 [9]

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	**1,076**	**77.6%**	**2,203**	**68.4%**	**8,882**	**64.4%**	**17,838**	**59.1%**	**108,688**	**53.7%**	**138,687**	**55.3%**
Driver Inattention	175	12.6%	562	17.4%	2,509	18.2%	5,638	18.7%	34,727	17.2%	43,611	17.4%
Failed to Yield Right of Way	44	3.2%	179	5.6%	1,157	8.4%	2,817	9.3%	13,762	6.8%	17,959	7.2%
Following Too Closely	8	0.6%	41	1.3%	318	2.3%	1,637	5.4%	10,733	5.3%	12,737	5.1%
Other Improper Driving	82	5.9%	233	7.2%	783	5.7%	1,286	4.3%	9,180	4.5%	11,564	4.6%
Excessive Speed	126	9.1%	290	9.0%	749	5.4%	804	2.7%	4,079	2.0%	6,048	2.4%
Improper Lane Change	16	1.2%	40	1.2%	168	1.2%	372	1.2%	5,299	2.6%	5,895	2.3%
Disregarded Traffic Signal	21	1.5%	68	2.1%	448	3.2%	1,053	3.5%	3,637	1.8%	5,227	2.1%
Under the Influence Of Alcohol	177	12.8%	196	6.1%	592	4.3%	658	2.2%	3,172	1.6%	4,795	1.9%
Driver Distracted by Other Activity	14	1.0%	60	1.9%	292	2.1%	614	2.0%	3,649	1.8%	4,629	1.8%
Made Improper Turn	11	0.8%	45	1.4%	222	1.6%	429	1.4%	3,684	1.8%	4,391	1.7%
Avoid No Contact Vehicle	28	2.0%	51	1.6%	282	2.0%	429	1.4%	3,292	1.6%	4,082	1.6%
Speed Too Fast For Conditions	42	3.0%	98	3.0%	326	2.4%	435	1.4%	2,340	1.2%	3,241	1.3%
Drove Left of Center	53	3.8%	81	2.5%	229	1.7%	271	0.9%	1,737	0.9%	2,371	0.9%
Passed Stop Sign	14	1.0%	47	1.5%	200	1.4%	374	1.2%	1,523	0.8%	2,158	0.9%
Improper Overtaking	13	0.9%	34	1.1%	91	0.7%	150	0.5%	1,704	0.8%	1,992	0.8%
Improper Backing	1	0.1%	2	0.1%	10	0.1%	68	0.2%	1,648	0.8%	1,729	0.7%
Cell Phone	2	0.1%	8	0.2%	53	0.4%	215	0.7%	1,043	0.5%	1,321	0.5%
Avoid No Contact Other	5	0.4%	24	0.7%	85	0.6%	136	0.5%	1,025	0.5%	1,275	0.5%
Under the Influence Of Drugs	175	12.6%	49	1.5%	94	0.7%	122	0.4%	484	0.2%	924	0.4%
Pedestrian Error	61	4.4%	62	1.9%	139	1.0%	67	0.2%	422	0.2%	751	0.3%
Driver Distracted by Passenger	0	-	9	0.3%	47	0.3%	95	0.3%	558	0.3%	709	0.3%
Failed to Yield For Police Vehicle	1	0.1%	11	0.3%	22	0.2%	49	0.2%	213	0.1%	296	0.1%
Driver Distracted By Texting	0	-	2	0.1%	14	0.1%	30	0.1%	226	0.1%	272	0.1%
Driver Distracted by Talking on Cell Phone	1	0.1%	4	0.12%	16	0.1%	32	0.1%	177	0.1%	230	0.1%
High-Speed Pursuit	2	0.1%	5	0.16%	10	0.1%	27	0.1%	162	0.1%	206	0.1%
Failed to Yield For Emer. Vehicle	0	-	2	0.06%	10	0.1%	17	0.06%	114	0.06%	143	0.06%
Driver Distracted by Talking on Hands-Free Device	1	0.1%	0	-	4	0.03%	10	0.03%	42	0.02%	57	0.02%
Vehicle Skidded Before Braking	3	0.2%	0	-	5	0.04%	2	0.01%	31	0.02%	41	0.02%
Driverless Moving Vehicle	0	-	0	-	7	0.051%	1	0.003%	25	0.012%	33	0.013%
Vehicle	**12**	**0.9%**	**78**	**2.4%**	**302**	**2.2%**	**609**	**2.0%**	**3,499**	**1.7%**	**4,500**	**1.8%**
Inadequate Brakes	0	-	15	0.5%	83	0.6%	247	0.8%	1,112	0.5%	1,457	0.6%
Other Mechanical Defect	1	0.1%	15	0.5%	86	0.6%	146	0.5%	942	0.5%	1,190	0.5%
Defective Tires	6	0.4%	19	0.6%	54	0.4%	72	0.2%	474	0.2%	625	0.2%
Lights (Head, Signal, Tail)	2	0.1%	11	0.3%	28	0.2%	53	0.2%	293	0.1%	387	0.2%
Defective Steering	1	0.1%	11	0.3%	29	0.2%	33	0.1%	276	0.1%	350	0.1%
Wheels	2	0.1%	3	0.1%	8	0.1%	15	0.05%	130	0.1%	158	0.1%
Mirrors	0	-	0	-	5	0.04%	9	0.03%	106	0.05%	120	0.05%
Coupling Device (Hitch, Chains)	0	-	0	-	2	0.01%	5	0.02%	69	0.03%	76	0.03%
Suspension	0	-	2	0.06%	3	0.02%	12	0.04%	36	0.02%	53	0.02%
Windows/Windshield	0	-	2	0.06%	3	0.02%	7	0.02%	34	0.017%	46	0.018%
Exhaust System	0	-	0	-	1	0.01%	7	0.02%	11	0.005%	19	0.008%
Wipers	0	-	0	-	0	-	3	0.01%	16	0.008%	19	0.008%
Environment	**46**	**3.3%**	**186**	**5.8%**	**708**	**5.1%**	**1,398**	**4.6%**	**11,752**	**5.8%**	**14,090**	**5.6%**
Animal(s) In Roadway	3	0.2%	20	0.6%	122	0.9%	210	0.7%	2,859	1.4%	3,214	1.3%
Weather Conditions	10	0.7%	52	1.6%	162	1.2%	271	0.9%	1,929	1.0%	2,424	1.0%
Traffic Congestion	5	0.4%	22	0.7%	95	0.7%	296	1.0%	1,834	0.9%	2,252	0.9%
Road Surface Conditions	8	0.6%	37	1.1%	119	0.9%	221	0.7%	1,661	0.8%	2,046	0.8%
Other Visual Obstruction(s)	8	0.6%	27	0.8%	63	0.5%	116	0.4%	893	0.4%	1,107	0.4%
Obstruction in Road	6	0.4%	14	0.4%	47	0.3%	97	0.3%	624	0.3%	788	0.3%
Low Visibility Due to Glare	1	0.1%	6	0.2%	42	0.3%	94	0.3%	547	0.3%	690	0.3%
Backup - Prior Crash	0	-	2	0.1%	9	0.1%	24	0.1%	612	0.3%	647	0.3%
Debris	4	0.3%	3	0.1%	30	0.2%	31	0.1%	457	0.2%	525	0.2%
Road Defect	0	-	2	0.1%	13	0.1%	10	0.03%	136	0.07%	161	0.06%
Backup - Prior Incident	0	-	0	-	2	0.01%	6	0.02%	127	0.06%	135	0.05%
Traffic Control Missing	0	-	1	0.03%	4	0.03%	17	0.06%	59	0.03%	81	0.03%
Low Visibility Due to Smoke	1	0.1%	0	-	0	-	5	0.02%	14	0.007%	20	0.008%
Other	**252**	**18.2%**	**755**	**23.4%**	**3,906**	**28.3%**	**10,317**	**34.2%**	**78,437**	**38.8%**	**93,667**	**37.3%**
Other - No Driver Error	236	17.0%	705	21.9%	3,724	27.0%	9,849	32.7%	66,643	32.9%	81,157	32.3%
Missing Data	13	0.9%	41	1.3%	101	0.7%	204	0.7%	9,580	4.7%	9,939	4.0%
None	3	0.2%	9	0.3%	81	0.6%	264	0.9%	2,214	1.1%	2,571	1.0%
Total Contributing Factors	**1,386**	**100%**	**3,222**	**100%**	**13,798**	**100%**	**30,162**	**100%**	**202,376**	**100%**	**250,944**	**100%**

[9] Number of times a contributing factor was reported for a given injury. For example, there were 175 fatalities where Driver Inattention was a contributing factors in the crash, and this was 12.6% 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)
- Though the number of fatal hit-and-run crashes fell to 46, this remained the second highest number recorded in a decade. (Table 6 and previous Annual Crash Reports)
- Though suspected serious injuries in hit-and-run crashes fell to 124, this remained the second highest number in a decade. (Table 7 and previous Annual Crash Reports)

Table 6: Hit-and-Run Crashes by Crash Severity, 2020 - 2024

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		
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%**
2024	46	0.55%	1,600	19.1%	6,725	80.3%	8,371	100%	45,042	**18.6%**

Table 7: Severity of Injuries to People in Hit-and-Run Crashes, 2020 - 2024

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		
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%**
2024	46	124	583	1,340	17,174	19,267	109,761	**17.6%**

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 "Non-collision – Overturn/Rollover" and not "Collision with Person."

- The most common first harmful event in a crash was "Collision with [Other] Motor Vehicle," representing 75.3 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 but 24.5 percent of fatal crashes. Non-collision events involving overturn/rollovers were 2.6 percent of all crashes but 14.5 percent of fatal crashes. (Table 9)
- Deer account for 53.3 percent of collisions with animals (970 out of 1,820). (Table 9)

Table 8: Crashes by First Harmful Event and Crash Severity, 2024

First Harmful Event (FHE)	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	2	0.5%	196	1.5%	1,622	5.2%	1,820	4.0%
Collision with Fixed Object	49	12.0%	1,380	10.4%	3,524	11.2%	4,953	11.0%
Collision with Motor Vehicle	166	40.7%	9,730	73.5%	24,013	76.5%	33,909	75.3%
Collision with Other Non-Fixed Object	11	2.7%	152	1.1%	714	2.3%	877	1.9%
Collision with Person	109	26.7%	867	6.5%	78	0.2%	1,054	2.3%
Non-Collision	71	17.4%	917	6.9%	1,094	3.5%	2,082	4.6%
Other	0	0.0%	2	0.02%	60	0.2%	62	0.1%
Missing Data	0	0.0%	0	0.0%	285	0.9%	285	0.6%
Total Crashes	**408**	**100.0%**	**13,244**	**100.0%**	**31,390**	**100.0%**	**45,042**	**100.0%**

Crash Characteristics – First Harmful Event

Table 9: Crashes by First Harmful Event, Analysis, and Crash Severity, 2024

First Harmful Event (FHE) and Subanalysis	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	**2**	**0.5%**	**196**	**1.5%**	**1,622**	**5.2%**	**1,820**	**4.0%**
Deer	1	0.2%	83	0.6%	886	2.8%	970	2.2%
Elk	1	0.2%	50	0.4%	290	0.9%	341	0.8%
Cattle/Cow	0	-	34	0.3%	149	0.5%	183	0.4%
Small Domestic Animal	0	-	7	0.1%	104	0.3%	111	0.2%
Horse	0	-	7	0.05%	32	0.1%	39	0.1%
Small Game Animal	0	-	1	0.01%	36	0.1%	37	0.1%
Other Large Game Animal	0	-	4	0.03%	20	0.1%	24	0.1%
Other Large Domestic Animal	0	-	2	0.02%	20	0.1%	22	0.0%
Antelope	0	-	0	-	15	0.05%	15	0.03%
Bear	0	-	0	-	7	0.02%	7	0.02%
Other (Bird, Cougar, Sheep, Goat)	0	-	2	0.02%	8	0.03%	10	0.02%
Missing Subanalysis Data	0	-	6	0.05%	55	0.2%	61	0.1%
Collision with Fixed Object	**49**	**12.0%**	**1,380**	**10.4%**	**3,524**	**11.2%**	**4,953**	**11.0%**
Curb	4	1.0%	168	1.3%	497	1.6%	669	1.5%
Guardrail, End or Face	8	2.0%	165	1.2%	391	1.2%	564	1.3%
Fence	2	0.5%	143	1.1%	360	1.1%	505	1.1%
Other Fixed Object	5	1.2%	93	0.7%	302	1.0%	400	0.9%
Other Post, Pole or Support	4	1.0%	89	0.7%	271	0.9%	364	0.8%
Utility Pole/Light Support	3	0.7%	64	0.5%	206	0.7%	273	0.6%
Tree (standing)	4	1.0%	110	0.8%	135	0.4%	249	0.6%
Traffic Barrier, Concrete	4	1.0%	90	0.7%	152	0.5%	246	0.5%
Median	2	0.5%	62	0.5%	162	0.5%	226	0.5%
Wall or Building	1	0.2%	68	0.5%	148	0.5%	217	0.5%
Traffic Sign Support	1	0.2%	23	0.2%	152	0.5%	176	0.4%
Ditch	2	0.5%	73	0.6%	99	0.3%	174	0.4%
Embankment	2	0.5%	57	0.4%	89	0.3%	148	0.3%
Traffic Barrier, Cable	1	0.2%	19	0.1%	93	0.3%	113	0.3%
Bridge Pier, Support, Rail, or Overhead	4	1.0%	26	0.2%	62	0.2%	92	0.2%
Culvert	1	0.2%	25	0.2%	19	0.1%	45	0.1%
Other (incl. hydrant, box, cattle guard, plant)	1	0.2%	83	0.6%	330	1.1%	414	0.9%
Missing Subanalysis Data	0	-	22	0.2%	56	0.2%	78	0.2%
Collision with Motor Vehicle	**166**	**40.7%**	**9,730**	**73.5%**	**24,013**	**76.5%**	**33,909**	**75.3%**
MV in Transport	163	40.0%	9,464	71.5%	21,503	68.5%	31,130	69.1%
Parked MV	3	0.7%	149	1.1%	1,634	5.2%	1,786	4.0%
Missing Subanalysis Data	0	-	117	0.9%	876	2.8%	993	2.2%
Collision with Other Non-Fixed Object	**11**	**2.7%**	**152**	**1.1%**	**714**	**2.3%**	**877**	**1.9%**
Other Non-fixed Object	7	1.7%	122	0.9%	513	1.6%	642	1.4%
Struck by falling, shifting cargo	1	0.2%	6	0.0%	111	0.4%	118	0.3%
Work Zone/Maintenance Equipment	0	-	6	0.05%	32	0.1%	38	0.1%
Railway Vehicle	3	0.7%	2	0.02%	3	0.01%	8	0.02%
Missing Subanalysis Data	0	-	16	0.12%	55	0.18%	71	0.16%
Collision with Person	**109**	**26.7%**	**867**	**6.5%**	**78**	**0.2%**	**1,054**	**2.3%**
Pedestrian	100	24.5%	515	3.9%	22	0.1%	637	1.4%
Pedalcycle	7	1.7%	300	2.3%	48	0.2%	355	0.8%
Other Non-Motorist	2	0.5%	52	0.4%	8	0.03%	62	0.14%
Missing Subanalysis Data	0	-	0	-	0	-	0	-
Non-Collision	**71**	**17.4%**	**917**	**6.9%**	**1,094**	**3.5%**	**2,082**	**4.6%**
Overturn/Rollover	59	14.5%	610	4.6%	515	1.6%	1,184	2.6%
All Other Non-Collision	5	1.2%	215	1.6%	344	1.1%	564	1.3%
Jackknife	1	0.2%	9	0.07%	94	0.3%	104	0.2%
Cargo/Equipment Loss or Shift	0	-	8	0.06%	61	0.19%	69	0.2%
Fell/Jumped from MV	3	0.7%	44	0.33%	4	0.01%	51	0.11%
Fire/Explosion	1	0.2%	3	0.02%	34	0.11%	38	0.08%
Immersion, Full or Partial	2	0.5%	14	0.11%	4	0.01%	20	0.04%
Thrown or Falling Object	0	-	3	0.02%	16	0.05%	19	0.04%
Missing Subanalysis Data	0	-	11	0.08%	22	0.07%	33	0.07%
Other	**0**	**0.0%**	**2**	**0.02%**	**60**	**0.2%**	**62**	**0.1%**
Missing FHE and Subanalysis Data	**0**	**0.0%**	**0**	**0.0%**	**285**	**0.9%**	**285**	**0.6%**
Total Crashes	**408**	**100.0%**	**13,244**	**100.0%**	**31,390**	**100.0%**	**45,042**	**100.0%**

Crash Characteristics – First Harmful Event

Table 10: Crashes by First Harmful Event and Subanalysis, 2020 - 2024

First Harmful Event (FHE) and Subanalysis	Crashes					Percent of Annual Total Crashes				
	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
Collision with Animal	**1,841**	**1,758**	**1,763**	**1,908**	**1,820**	**5.0%**	**4.3%**	**4.3%**	**4.5%**	**4.0%**
Deer	994	977	925	969	970	2.72%	2.40%	2.26%	2.26%	2.15%
Elk	305	293	331	353	341	0.83%	0.72%	0.81%	0.82%	0.76%
Cattle/Cow	225	179	228	268	183	0.62%	0.44%	0.56%	0.63%	0.41%
Small Domestic Animal	95	112	95	116	111	0.26%	0.27%	0.23%	0.27%	0.25%
Horse	41	32	39	32	39	0.11%	0.08%	0.10%	0.07%	0.09%
Small Game Animal	52	50	47	50	37	0.14%	0.12%	0.11%	0.12%	0.08%
Other Large Game Animal	26	24	19	22	24	0.07%	0.06%	0.05%	0.05%	0.05%
Other Large Domestic Animal	3	5	8	4	22	0.01%	0.01%	0.02%	0.01%	0.05%
Antelope	23	32	18	16	15	0.06%	0.08%	0.04%	0.04%	0.03%
Bear	15	9	12	13	7	0.04%	0.02%	0.03%	0.03%	0.02%
Other (Bird, Cougar, Sheep, Goat)	14	14	8	8	10	0.04%	0.03%	0.02%	0.02%	0.02%
Missing Subanalysis Data	48	31	33	57	61	0.13%	0.08%	0.08%	0.13%	0.14%
Collision with Fixed Object	**4,425**	**4,666**	**5,002**	**5,007**	**4,953**	**12.1%**	**11.4%**	**12.2%**	**11.7%**	**11.0%**
Curb	245	587	623	627	669	0.7%	1.4%	1.5%	1.5%	1.5%
Guardrail, End or Face	485	500	610	643	564	1.3%	1.2%	1.5%	1.5%	1.3%
Fence	512	468	522	528	505	1.4%	1.1%	1.3%	1.2%	1.1%
Other Fixed Object	467	410	422	423	400	1.3%	1.0%	1.0%	1.0%	0.9%
Other Post, Pole or Support	180	338	372	382	364	0.5%	0.8%	0.9%	0.9%	0.8%
Utility Pole/Light Support	439	355	373	310	273	1.2%	0.9%	0.9%	0.7%	0.6%
Tree (standing)	270	208	264	262	249	0.7%	0.5%	0.6%	0.6%	0.6%
Traffic Barrier, Concrete	156	217	223	276	246	0.4%	0.5%	0.5%	0.6%	0.5%
Median	340	226	225	184	226	0.9%	0.6%	0.6%	0.4%	0.5%
Wall or Building	98	134	169	185	217	0.3%	0.3%	0.4%	0.4%	0.5%
Traffic Sign Support	232	183	201	179	176	0.6%	0.4%	0.5%	0.4%	0.4%
Ditch	121	141	134	156	174	0.3%	0.3%	0.3%	0.4%	0.4%
Embankment	182	177	147	159	148	0.5%	0.4%	0.4%	0.4%	0.3%
Traffic Barrier, Cable	45	119	117	105	113	0.1%	0.3%	0.3%	0.2%	0.3%
Bridge Pier, Support, Rail, or Overhead	97	89	87	82	92	0.3%	0.2%	0.2%	0.2%	0.2%
Culvert	31	37	39	48	45	0.1%	0.1%	0.1%	0.1%	0.1%
Other (incl. hydrant, box, cattle guard, plant)	496	456	429	391	414	1.4%	1.1%	1.0%	0.9%	0.9%
Missing Subanalysis Data	29	21	45	67	78	0.1%	0.1%	0.1%	0.2%	0.2%
Collision with Motor Vehicle	**25,176**	**30,050**	**29,283**	**31,030**	**33,909**	**68.9%**	**73.7%**	**71.6%**	**72.4%**	**75.3%**
MV in Transport	23,348	28,260	26,300	27,675	31,130	63.9%	69.3%	64.3%	64.6%	69.1%
Parked MV	1,536	1,781	1,556	1,559	1,786	4.2%	4.4%	3.8%	3.6%	4.0%
Missing Subanalysis Data	292	9	1,427	1,796	993	0.8%	0.02%	3.49%	4.2%	2.2%
Collision with Other Non-Fixed Object	**849**	**769**	**814**	**896**	**877**	**2.3%**	**1.9%**	**2.0%**	**2.1%**	**1.9%**
Other Non-fixed Object	569	597	585	680	642	1.6%	1.5%	1.4%	1.6%	1.4%
Struck by falling, shifting cargo	219	124	135	110	118	0.6%	0.3%	0.3%	0.3%	0.3%
Work Zone/Maintenance Equipment	32	29	43	30	38	0.09%	0.07%	0.11%	0.07%	0.08%
Railway Vehicle	7	2	7	6	8	0.02%	0.005%	0.017%	0.014%	0.018%
Missing Subanalysis Data	22	17	44	70	71	0.1%	0.04%	0.11%	0.16%	0.16%
Collision with Person	**700**	**788**	**886**	**948**	**1,054**	**1.9%**	**1.9%**	**2.2%**	**2.2%**	**2.3%**
Pedestrian	462	518	585	607	637	1.3%	1.3%	1.4%	1.4%	1.4%
Pedalcycle	228	241	272	301	355	0.6%	0.6%	0.7%	0.7%	0.8%
Other Non-Motorist	7	29	29	35	62	0.02%	0.07%	0.07%	0.08%	0.14%
Missing Subanalysis Data	3	0	0	5	0	0.01%	-	-	0.01%	-
Non-Collision	**2,246**	**2,059**	**1,833**	**2,031**	**2,082**	**6.1%**	**5.1%**	**4.5%**	**4.7%**	**4.6%**
Overturn/Rollover	1,564	1,292	1,088	1,191	1,184	4.3%	3.2%	2.7%	2.8%	2.6%
All Other Non-Collision	423	495	492	545	564	1.2%	1.2%	1.2%	1.3%	1.3%
Jackknife	71	71	74	80	104	0.2%	0.2%	0.2%	0.2%	0.2%
Cargo/Equipment Loss or Shift	23	23	44	40	69	0.1%	0.1%	0.1%	0.1%	0.2%
Fell/Jumped from MV	29	35	34	56	51	0.08%	0.09%	0.08%	0.13%	0.11%
Fire/Explosion	36	29	26	34	38	0.10%	0.07%	0.06%	0.08%	0.08%
Immersion, Full or Partial	19	14	6	7	20	0.05%	0.03%	0.01%	0.02%	0.04%
Thrown or Falling Object	11	9	18	35	19	0.03%	0.02%	0.04%	0.08%	0.04%
Missing Subanalysis Data	70	91	51	43	33	0.2%	0.2%	0.1%	0.1%	0.1%
Other	**494**	**616**	**897**	**437**	**62**	**1.4%**	**1.5%**	**2.2%**	**1.0%**	**0.1%**
Missing FHE and Subanalysis Data	**824**	**63**	**406**	**579**	**285**	**2.3%**	**0.2%**	**1.0%**	**1.4%**	**0.6%**
Total Crashes	**36,555**	**40,769**	**40,884**	**42,836**	**45,042**	**100%**	**100%**	**100%**	**100%**	**100%**

Crash Characteristics – First Harmful Event

Table 11: Crashes by First Harmful Event Relative Direction of Travel and Crash Severity, 2024 [10]

First Harmful Event Relative Direction of Travel	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
From Same Direction	89	32.4%	4,471	42.2%	14,171	58.8%	18,731	53.6%
Intersecting Path (T-bone)	102	37.1%	4,538	42.8%	5,915	24.6%	10,555	30.2%
From Opposite Direction	79	28.7%	1,107	10.4%	1,938	8.0%	3,124	8.9%
Missing Data	5	1.8%	481	4.5%	2,067	8.6%	2,553	7.3%
Total Crashes	**275**	**100.0%**	**10,597**	**100.0%**	**24,091**	**100.0%**	**34,963**	**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 28.7 percent of fatal crashes but only 8.9 percent of all crashes. (Table 11)

Table 12: Crashes by First Harmful Event Manner of Impact and Crash Severity, 2024 [10]

First Harmful Event Manner of Impact	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Front-to-Rear	51	18.5%	3,536	33.4%	8,900	36.9%	12,487	35.7%
Front-to-Side	103	37.5%	4,901	46.2%	6,898	28.6%	11,902	34.0%
Sideswipe	9	3.3%	661	6.2%	4,308	17.9%	4,978	14.2%
Front-to-Front	78	28.4%	729	6.9%	755	3.1%	1,562	4.5%
Rear-to-Side	0	0.0%	61	0.6%	523	2.2%	584	1.7%
Other	22	8.0%	187	1.8%	249	1.0%	458	1.3%
Unknown	7	2.5%	45	0.4%	279	1.2%	331	0.9%
Rear-to-Rear	0	0.0%	20	0.2%	189	0.8%	209	0.6%
Missing Data	5	1.8%	457	4.3%	1,990	8.3%	2,452	7.0%
Total Crashes	**275**	**100.0%**	**10,597**	**100.0%**	**24,091**	**100.0%**	**34,963**	**100.0%**

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

Speeding

The Uniform Crash Report (UCR) allows the officer at the scene of the crash to record three types of speed-related contributing factors – Excessive Speed, Too Fast for Conditions, and High-Speed Pursuit (together known as speeding). Too Fast for Conditions occurs when a vehicle is traveling at or below the speed limit but above a safe speed due to road conditions (e.g. ice or night driving). Additional data on fatalities in speeding-involved crashes are available in Appendix F (Page 131).

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 pedalcyclists are excluded.

- Speeding-involved crashes fell to 3,620 (8.0 percent of all crashes in 2024), the lowest level in five years. (Table 13)
- Fatal speeding-involved crashes increased, to 131. (Table 14)

Table 13: Speeding-involved Crashes, 2020 - 2024 [11]

Year	Speeding-involved Crashes	Total Crashes	Percent of Total Crashes
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%**
2024	3,620	45,042	**8.0%**

Table 14: Speeding-involved Crashes by Crash Severity, 2024 [11]

Year	Speeding-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2024	131	3.62%	1,513	41.8%	1,976	54.6%	3,620	100%

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

- The percentage of motor vehicle drivers in crashes who were speeding fell to 4.5 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 45.3 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, 2020 - 2024 [12]

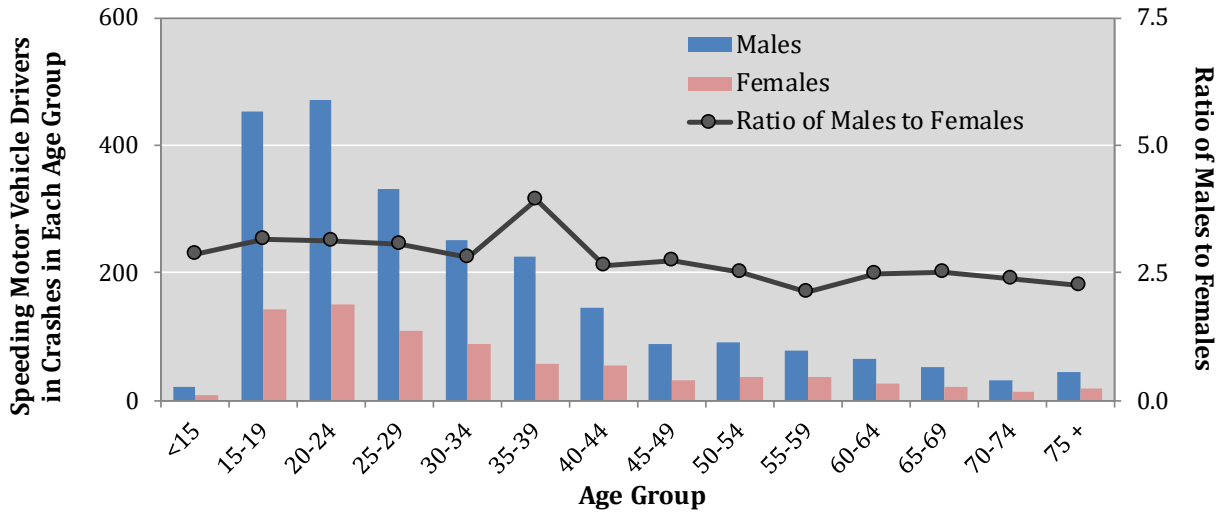
Year	Speeding Motor Vehicle Drivers in Crashes	Total Motor Vehicle Drivers in Crashes	Percent of Total Motor Vehicle Drivers in Crashes
2020	4,573	65,264	**7.0%**
2021	4,618	74,404	**6.2%**
2022	4,560	74,376	**6.1%**
2023	4,286	78,151	**5.5%**
2024	3,746	83,001	**4.5%**

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

Table 16: Speeding Motor Vehicle Drivers in Crashes by Age Group and Sex, 2024 [12] [13]

Age Group	Speeding Motor Vehicle Drivers in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	20	0.8%	7	0.9%	0	0.0%	27	0.7%	**2.9**
15-19	453	18.4%	143	17.4%	2	0.4%	598	16.0%	**3.2**
20-24	471	19.1%	150	18.3%	11	2.4%	632	16.9%	**3.1**
25-29	332	13.5%	108	13.2%	1	0.2%	441	11.8%	**3.1**
30-34	250	10.1%	89	10.9%	1	0.2%	340	9.1%	**2.8**
35-39	225	9.1%	57	7.0%	1	0.2%	283	7.6%	**3.9**
40-44	146	5.9%	55	6.7%	3	0.6%	204	5.4%	**2.7**
45-49	88	3.6%	32	3.9%	2	0.4%	122	3.3%	**2.8**
50-54	90	3.7%	36	4.4%	2	0.4%	128	3.4%	**2.5**
55-59	78	3.2%	37	4.5%	1	0.2%	116	3.1%	**2.1**
60-64	64	2.6%	26	3.2%	0	0.0%	90	2.4%	**2.5**
65-69	53	2.2%	21	2.6%	0	0.0%	74	2.0%	**2.5**
70-74	31	1.3%	13	1.6%	0	0.0%	44	1.2%	**2.4**
75 +	43	1.7%	19	2.3%	0	0.0%	62	1.7%	**2.3**
Missing Data	120	4.9%	27	3.3%	438	94.8%	585	15.6%	**4.4**
Total	**2,464**	**100%**	**820**	**100%**	**462**	**100%**	**3,746**	**100%**	**3.0**

Figure 6: Speeding Motor Vehicle Drivers in Crashes by Age Group and Sex, 2024 [12]



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

Distracted Driving

- Distracted driving occurred in 40.7 percent of all crashes in 2024. (Figure 7)
- Fatalities in distracted-driving crashes remained elevated at 181, below the 2021 record high of 195 but above pre-COVID levels. (Figure 8)

Figure 7: Distracted-Driving Crashes, 2015 - 2024

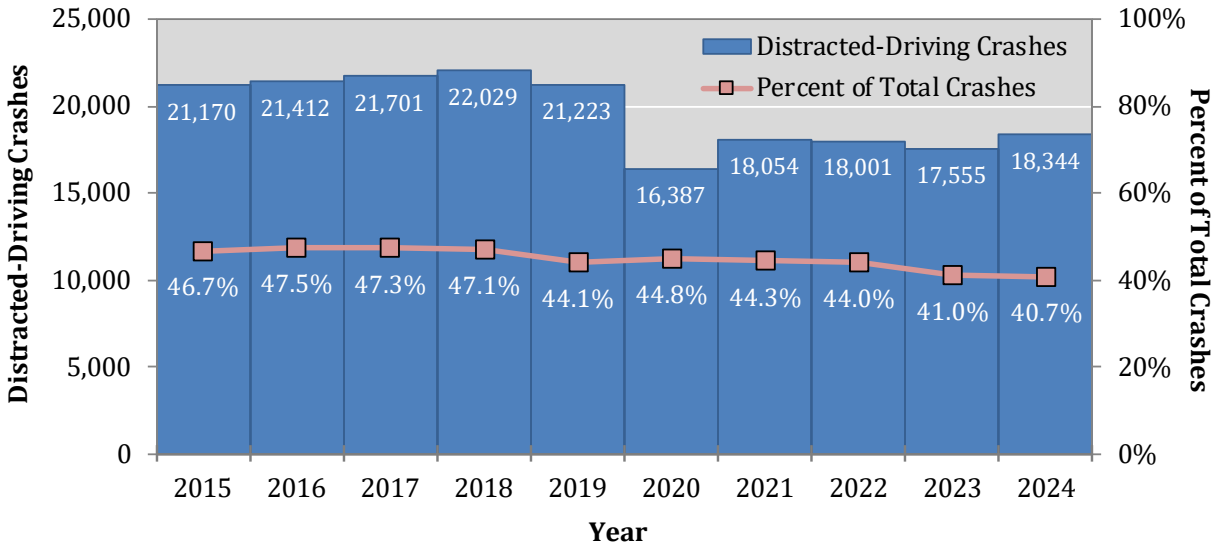
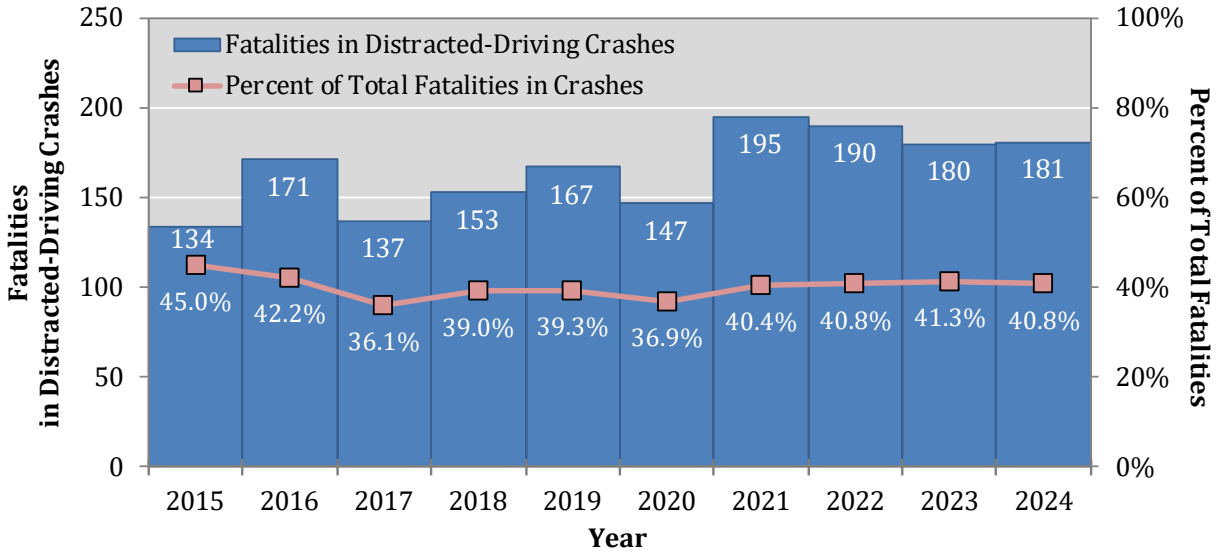


Figure 8: Fatalities in Distracted-Driving Crashes, 2015 - 2024



Hour and Day of the Week

Additional data on Hour and Day of the Week are also available in Appendix A (Page 87).

- The number of total crashes was highest on Fridays. (Table 17, Table 19)
- In 2024, fatal alcohol-involved crashes deviated from the typical weekend pattern, with Wednesday through Sunday showing nearly identical numbers (24-27 per day). (Table 17)
- In 2024, there were more alcohol-involved crashes and fatal alcohol-involved crashes on Fridays, Saturdays and Sundays. The number of alcohol-involved crashes was highest on Saturdays. (Table 18)
- No matter the day of the week, the highest number of crashes occurred from 3 p.m. to 6 p.m., with 24.2 percent in 2024. (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 5 p.m. each day that was sustained at high levels until 3 a.m. (Figure 10, Table 21)
- In 2024, the highest daily one-hour periods for alcohol-involved crashes were Saturdays, 11 p.m. to midnight (47 crashes), and Saturdays, 10 p.m. to 11 p.m. (43 crashes). (Table 21)

Table 17: Crashes by Day of the Week and Crash Severity, 2024

Day of the Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Monday	51	12.5%	1,795	13.6%	4,496	14.3%	6,342	14.1%
Tuesday	55	13.5%	1,941	14.7%	4,833	15.4%	6,829	15.2%
Wednesday	68	16.7%	2,072	15.6%	4,873	15.5%	7,013	15.6%
Thursday	58	14.2%	1,988	15.0%	4,819	15.4%	6,865	15.2%
Friday	72	17.6%	2,214	16.7%	5,238	16.7%	7,524	16.7%
Saturday	48	11.8%	1,790	13.5%	4,007	12.8%	5,845	13.0%
Sunday	56	13.7%	1,444	10.9%	3,124	10.0%	4,624	10.3%
Total	**408**	**100%**	**13,244**	**100%**	**31,390**	**100%**	**45,042**	**100%**

Table 18: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2024

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	16	9.8%	121	12.7%	118	10.8%	255	11.5%
Tuesday	19	11.6%	82	8.6%	98	9.0%	199	9.0%
Wednesday	25	15.2%	101	10.6%	127	11.6%	253	11.5%
Thursday	24	14.6%	109	11.4%	126	11.5%	259	11.7%
Friday	26	15.9%	156	16.4%	165	15.1%	347	15.7%
Saturday	27	16.5%	203	21.3%	247	22.6%	477	21.6%
Sunday	27	16.5%	180	18.9%	212	19.4%	419	19.0%
Total	**164**	**100%**	**952**	**100%**	**1,093**	**100%**	**2,209**	**100%**

Figure 9: Crashes by Hour of the Day, 2024

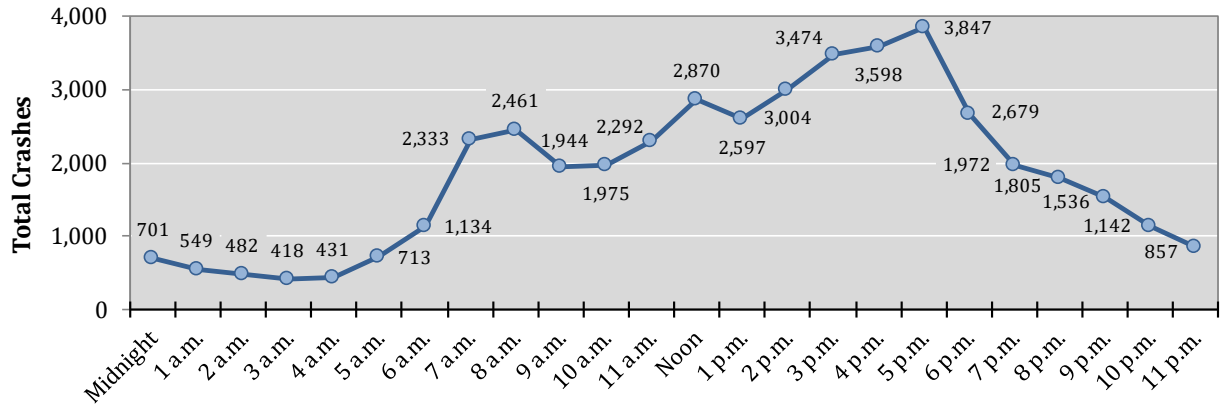
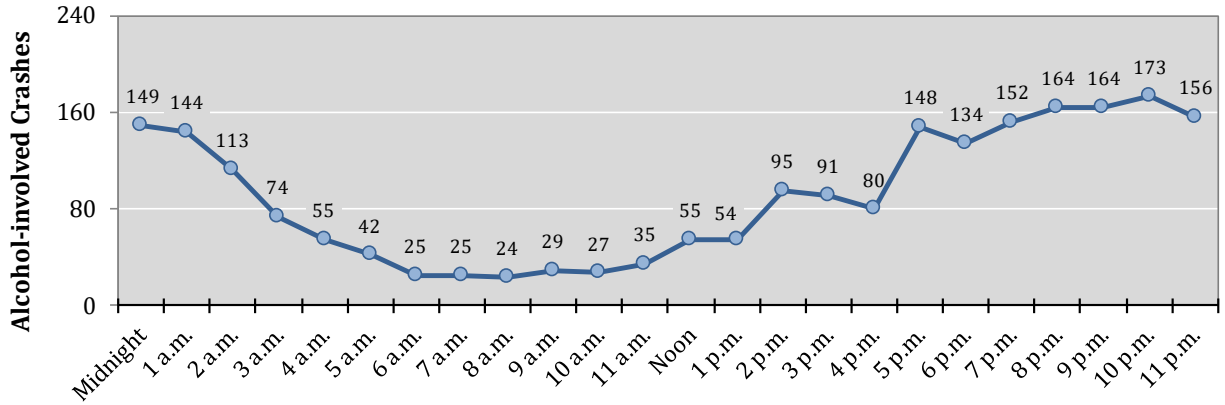


Figure 10: Alcohol-involved Crashes by Hour of the Day, 2024



Crash Characteristics – Hour and Day

Table 19: Crashes by Hour and Day of the Week, 2024 [14] [15]

Hour	Crashes							Total by Hour
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	
Midnight	95	67	66	75	93	147	158	701
1 a.m.	70	58	45	55	80	106	135	549
2 a.m.	59	38	36	48	52	117	132	482
3 a.m.	44	43	35	44	68	101	83	418
4 a.m.	47	51	48	55	59	90	81	431
5 a.m.	113	108	104	104	131	80	73	713
6 a.m.	193	185	209	183	183	89	92	1,134
7 a.m.	390	450	441	430	372	151	99	2,333
8 a.m.	406	462	461	422	386	184	140	2,461
9 a.m.	289	316	301	334	285	245	174	1,944
10 a.m.	259	285	312	317	337	280	185	1,975
11 a.m.	333	337	362	327	398	309	226	2,292
Noon	404	408	405	437	533	400	283	2,870
1 p.m.	354	390	381	372	472	353	275	2,597
2 p.m.	469	432	469	427	540	371	296	3,004
3 p.m.	494	594	585	539	590	374	298	3,474
4 p.m.	560	632	618	583	569	342	294	3,598
5 p.m.	548	689	679	644	575	392	320	3,847
6 p.m.	362	359	442	405	465	367	279	2,679
7 p.m.	243	257	280	312	322	304	254	1,972
8 p.m.	219	213	263	250	308	304	248	1,805
9 p.m.	164	215	194	189	274	284	216	1,536
10 p.m.	112	110	146	161	232	224	157	1,142
11 p.m.	85	92	96	110	166	206	102	857
Missing Data	30	38	35	42	34	25	24	228
Total	**6,342**	**6,829**	**7,013**	**6,865**	**7,524**	**5,845**	**4,624**	**45,042**

Table 20: Crashes by Crash Severity and Three-hour Segments, 2024 [16]

Hour	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	56	13.7%	519	3.9%	1,157	3.7%	1,732	3.8%
3 - 6 a.m.	44	10.8%	412	3.1%	1,106	3.5%	1,562	3.5%
6 - 9 a.m.	30	7.4%	1,650	12.5%	4,248	13.5%	5,928	13.2%
9 a.m. - Noon	30	7.4%	1,766	13.3%	4,415	14.1%	6,211	13.8%
12 - 3 p.m.	37	9.1%	2,490	18.8%	5,944	18.9%	8,471	18.8%
3 - 6 p.m.	67	16.4%	3,283	24.8%	7,569	24.1%	10,919	24.2%
6 - 9 p.m.	69	16.9%	2,006	15.1%	4,381	14.0%	6,456	14.3%
9 p.m. - 12 a.m	75	18.4%	1,112	8.4%	2,348	7.5%	3,535	7.8%
Missing Data	0	0.0%	6	0.05%	222	0.7%	228	0.5%
Total	**408**	**100%**	**13,244**	**100%**	**31,390**	**100%**	**45,042**	**100%**

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

[15] Darker shading indicates higher counts.

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

Table 21: Alcohol-involved Crashes by Hour and Day of the Week, 2024 [17] [18]

Hour	Alcohol-involved Crashes							Total by Hour
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	
Midnight	16	11	17	17	19	36	33	149
1 a.m.	18	11	9	12	25	30	39	144
2 a.m.	13	3	9	3	15	28	42	113
3 a.m.	9	2	5	5	14	18	21	74
4 a.m.	3	3	1	6	9	15	18	55
5 a.m.	5	2	2	6	8	9	10	42
6 a.m.	3	2	4	1	1	5	9	25
7 a.m.	2	3	0	3	1	7	9	25
8 a.m.	5	2	1	3	4	3	6	24
9 a.m.	3	4	2	5	1	7	7	29
10 a.m.	3	4	4	4	5	3	4	27
11 a.m.	6	1	5	6	3	6	8	35
Noon	9	7	5	6	8	11	9	55
1 p.m.	2	9	4	11	7	9	12	54
2 p.m.	10	10	14	9	19	18	15	95
3 p.m.	14	13	13	13	11	11	16	91
4 p.m.	10	5	13	8	14	16	14	80
5 p.m.	23	16	20	20	24	26	19	148
6 p.m.	12	11	24	22	17	28	20	134
7 p.m.	18	16	15	28	22	30	23	152
8 p.m.	19	20	26	18	29	33	19	164
9 p.m.	20	16	19	18	24	38	29	164
10 p.m.	18	13	25	18	35	43	21	173
11 p.m.	14	15	16	17	32	47	15	156
Missing Data	0	0	0	0	0	0	1	1
Total	**255**	**199**	**253**	**259**	**347**	**477**	**419**	**2,209**

Table 22: Alcohol-involved Crashes by Crash Severity and Three-hour Segments, 2024 [19]

Hour	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	34	20.7%	164	17.2%	208	19.0%	406	18.4%
3 - 6 a.m.	16	9.8%	59	6.2%	96	8.8%	171	7.7%
6 - 9 a.m.	7	4.3%	29	3.0%	38	3.5%	74	3.3%
9 a.m. - Noon	4	2.4%	44	4.6%	43	3.9%	91	4.1%
12 - 3 p.m.	10	6.1%	94	9.9%	100	9.1%	204	9.2%
3 - 6 p.m.	19	11.6%	134	14.1%	166	15.2%	319	14.4%
6 - 9 p.m.	34	20.7%	216	22.7%	200	18.3%	450	20.4%
9 p.m. - 12 a.m	40	24.4%	211	22.2%	242	22.1%	493	22.3%
Missing Data	0	0.0%	1	0.1%	0	0.0%	1	0.05%
Total	**164**	**100%**	**952**	**100%**	**1,093**	**100%**	**2,209**	**100%**

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

[18] Darker shading indicates higher counts.

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

Table 23: Alcohol-involved Crashes by Hour, 2020 - 2024 [20] [21]

Hour	Alcohol-involved Crashes				
	2020	2021	2022	2023	2024
Midnight	122	131	139	143	149
1 a.m.	97	122	142	141	144
2 a.m.	83	97	121	126	113
3 a.m.	57	61	75	83	74
4 a.m.	41	37	43	47	55
5 a.m.	25	37	29	41	42
6 a.m.	21	34	33	34	25
7 a.m.	32	27	24	22	25
8 a.m.	18	27	20	17	24
9 a.m.	22	35	27	18	29
10 a.m.	25	27	22	44	27
11 a.m.	36	33	39	33	35
Noon	36	44	36	36	55
1 p.m.	61	42	51	50	54
2 p.m.	72	81	56	52	95
3 p.m.	85	91	81	88	91
4 p.m.	105	119	129	112	80
5 p.m.	123	143	140	129	148
6 p.m.	135	128	169	165	134
7 p.m.	152	152	166	188	152
8 p.m.	174	168	164	164	164
9 p.m.	165	177	193	173	164
10 p.m.	182	178	156	200	173
11 p.m.	148	158	177	161	156
Missing Data	3	1	1	1	1
Total	**2,020**	**2,150**	**2,233**	**2,268**	**2,209**

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

[21] Darker shading indicates higher counts.

Holidays

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

Compared with other holiday periods in 2024…

- The Halloween holiday period had the highest rate of crashes per day, at 153.0. (Table 24)
- The New Year's 2023-2024 holiday period had the highest rate of alcohol-involved crashes per day, at 11.4. (Table 24)

Table 24: Holiday Crashes and Fatalities, 2024 [22]

Holiday	Holiday Period Length			Crashes				Fatalities			
	Days	Start Date (6 PM)	End Date (6 AM)	Total Crashes	Crashes per day	Alcohol-involved		Total Fatalities	Fatalities per day	Alcohol-involved	
						Crashes	per day			Fatalities	per day
New Year's 2023-2024	3.5	Sat, 12-30-23	Tue, 01-02-24	268	**76.6**	40	**11.4**	4	**1.1**	1	**0.3**
MLK Day	3.5	Fri, 01-12-24	Tue, 01-16-24	300	**85.7**	29	**8.3**	2	**0.6**	1	**0.3**
Super Bowl Sunday	1.0	Sun, 02-11-24	Mon, 02-12-24	105	**105.0**	5	**5.0**	0	**0.0**	0	**0.0**
Presidents' Day	3.5	Fri, 02-16-24	Tue, 02-20-24	326	**93.1**	18	**5.1**	2	**0.6**	0	**0.0**
Cinco de Mayo	1.0	Tue, 03-05-24	Wed, 03-06-24	136	**136.0**	1	**1.0**	4	**4.0**	0	**0.0**
St. Patrick's Day	1.0	Sun, 03-17-24	Mon, 03-18-24	100	**100.0**	5	**5.0**	0	**0.0**	0	**0.0**
Easter	2.5	Fri, 03-29-24	Mon, 04-01-24	200	**80.0**	26	**10.4**	3	**1.2**	3	**1.2**
Memorial Day	3.5	Fri, 05-24-24	Tue, 05-28-24	301	**86.0**	26	**7.4**	1	**0.3**	0	**0.0**
Juneteenth	1.5	Tue, 06-18-24	Thu, 06-20-24	157	**104.7**	8	**5.3**	2	**1.3**	2	**1.3**
Independence Day	4.5	Wed, 07-03-24	Mon, 07-08-24	444	**98.7**	31	**6.9**	8	**1.8**	5	**1.1**
Labor Day	3.5	Fri, 08-30-24	Tue, 09-03-24	318	**90.9**	33	**9.4**	5	**1.4**	5	**1.4**
Balloon Fiesta	9.5	Fri, 10-04-24	Mon, 10-14-24	814	**85.7**	48	**5.1**	8	**0.8**	4	**0.4**
Indigenous Peoples' Day	3.5	Fri, 10-11-24	Tue, 10-15-24	385	**110.0**	28	**8.0**	1	**0.3**	1	**0.3**
Halloween	1.0	Thu, 10-31-24	Fri, 11-01-24	153	**153.0**	5	**5.0**	0	**0.0**	0	**0.0**
Veterans' Day	3.5	Fri, 11-08-24	Tue, 11-12-24	367	**104.9**	30	**8.6**	3	**0.9**	1	**0.3**
Thanksgiving	4.5	Wed, 11-27-24	Mon, 12-02-24	400	**88.9**	40	**8.9**	2	**0.4**	1	**0.2**
Christmas	1.5	Tue, 12-24-24	Thu, 12-26-24	104	**69.3**	9	**6.0**	2	**1.3**	0	**0.0**
2024 Entire Year	366	Mon, 01-01-24	Tue, 12-31-24	45,042	**123.1**	2,209	**6.0**	444	**1.2**	177	**0.5**

[22] Based on NHTSA guidelines, the length of the holiday depends on the day on which the legal observed holiday falls:
If the holiday falls on Monday, the holiday period is from 6:00 p.m. Friday to 5:59 a.m. Tuesday.
If the holiday falls on Tuesday, the holiday period is from 6:00 p.m. Friday to 5:59 a.m. Wednesday.
If the holiday falls on Wednesday, the holiday period is from 6:00 p.m. Tuesday to 5:59 a.m. Thursday.
If the holiday falls on Thursday, the holiday period is from 6:00 p.m. Wednesday to 5:59 a.m. Monday.
If the holiday falls on Friday, the holiday period is from 6:00 p.m. Thursday to 5:59 a.m. Monday.
Number of days and hours: 1.5 days (36 hours), 2.5 days (60 hours), 3.5 days (84 hours), 4.5 days (108 hours).
The start date for Super Bowl Sunday, Cinco 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 11.1 percent of all crashes but 35.3 percent of fatal crashes. (Table 25)

Table 25: Crashes by Crash Severity and Light Condition, 2024

Light Condition	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	153	37.5%	9,250	69.8%	21,577	68.7%	30,980	68.8%
Dark-Lighted	82	20.1%	1,919	14.5%	3,657	11.7%	5,658	12.6%
Dark-Not Lighted	144	35.3%	1,400	10.6%	3,461	11.0%	5,005	11.1%
Dusk	12	2.9%	362	2.7%	789	2.5%	1,163	2.6%
Dark-Unknown Lighting	5	1.2%	112	0.8%	569	1.8%	686	1.5%
Dawn	9	2.2%	168	1.27%	498	1.6%	675	1.5%
Unknown or Not Reported	1	0.2%	6	0.0%	198	0.6%	205	0.5%
Other	1	0.2%	13	0.1%	52	0.2%	66	0.1%
Missing Data	1	0.2%	14	0.1%	589	1.9%	604	1.3%
Total Crashes	**408**	**100%**	**13,244**	**100%**	**31,390**	**100%**	**45,042**	**100%**

Table 26: Severity of Injuries to People in Crashes by Light Condition, 2024

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	173	39.0%	709	58.3%	3,819	66.6%	8,994	73.2%	64,684	71.8%	78,379	71.4%
Dark-Lighted	85	19.1%	196	16.1%	803	14.0%	1,746	14.2%	11,115	12.3%	13,945	12.7%
Dark-Not Lighted	152	34.2%	243	20.0%	801	14.0%	979	8.0%	7,732	8.6%	9,907	9.0%
Dusk	15	3.4%	32	2.6%	162	2.8%	329	2.7%	2,350	2.6%	2,888	2.6%
Dark-Unknown Lighting	5	1.1%	14	1.2%	53	0.9%	89	0.7%	1,308	1.5%	1,469	1.3%
Dawn	11	2.5%	17	1.4%	81	1.4%	134	1.1%	1,157	1.3%	1,400	1.3%
Unknown or Not Reported	1	0.2%	1	0.1%	4	0.1%	2	0.0%	344	0.4%	352	0.3%
Other	1	0.2%	3	0.2%	6	0.1%	9	0.1%	123	0.1%	142	0.1%
Missing Data	1	0.2%	1	0.1%	9	0.2%	8	0.1%	1,260	1.4%	1,279	1.2%
Total People	**444**	**100%**	**1,216**	**100%**	**5,738**	**100%**	**12,290**	**100%**	**90,073**	**100%**	**109,761**	**100%**

Weather

Table 27: Crashes and Crash Fatalities by Weather Condition, 2024 [23]

Weather	Frequency in Crashes		Frequency in Fatalities	
	Count	Percent	Count	Percent
Clear	37,899	81.9%	389	84.2%
Inclement	5,826	12.6%	62	13.4%
Cloudy	2,345	5.1%	26	5.6%
Raining	1,276	2.8%	14	3.0%
Wind	733	1.6%	8	1.7%
Snowing	668	1.4%	5	1.1%
Blowing Snow	253	0.5%	3	0.6%
Other	208	0.4%	2	0.4%
Freezing Rain or Freezing Drizzle	91	0.2%	0	0.0%
Fog, Smog, Smoke	81	0.2%	1	0.2%
Sleet or Hail	70	0.2%	1	0.2%
Severe Crosswind	58	0.1%	1	0.2%
Blowing Sand, Soil, Dirt	43	0.09%	1	0.2%
Missing Data	2,561	5.5%	11	2.4%
Total	**46,286**	**100%**	**462**	**100%**

Table 28: Crashes by Weather Condition, 2020 - 2024 [23]

Weather	Crashes									
	2020		2021		2022		2023		2024	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Clear	31,953	86.8%	34,791	83.8%	35,026	83.9%	35,823	81.6%	37,899	81.9%
Inclement	3,293	8.9%	4,533	10.9%	4,973	11.9%	5,536	12.6%	5,826	12.6%
Cloudy	380	1.0%	1,397	3.4%	1,652	4.0%	2,050	4.7%	2,345	5.1%
Raining	1,027	2.8%	1,333	3.2%	1,376	3.3%	1,298	3.0%	1,276	2.8%
Wind	285	0.8%	606	1.5%	598	1.4%	674	1.5%	733	1.6%
Snowing	1,061	2.9%	629	1.5%	715	1.7%	725	1.7%	668	1.4%
Blowing Snow	176	0.5%	179	0.4%	209	0.5%	263	0.6%	253	0.5%
Other	151	0.4%	145	0.3%	176	0.4%	142	0.3%	208	0.4%
Freezing Rain or Freezing Drizzle	31	0.1%	47	0.1%	67	0.2%	113	0.3%	91	0.2%
Fog, Smog, Smoke	100	0.3%	64	0.2%	83	0.2%	95	0.2%	81	0.2%
Sleet or Hail	54	0.1%	74	0.2%	39	0.1%	98	0.2%	70	0.2%
Severe Crosswind	13	0.0%	25	0.06%	30	0.1%	52	0.12%	58	0.13%
Blowing Sand, Soil, Dirt	15	0.04%	34	0.08%	28	0.1%	26	0.06%	43	0.09%
Missing Data	1,551	4.2%	2,216	5.3%	1,750	4.2%	2,545	5.8%	2,561	5.5%
Total	**36,797**	**100%**	**41,540**	**100%**	**41,749**	**100%**	**43,904**	**100%**	**46,286**	**100%**

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

Hazardous Material

- The number of crashes involving hazardous materials fell slightly, to 94. (Table 29)
- 17.0 percent of vehicles containing hazardous materials involved in crashes had a spill (16 divided by 94). (Table 30)

Table 29: Hazardous Material Crashes, 2020 - 2024 [24]

Year	Hazardous Material Crashes	Total Crashes	Percent Hazardous Crashes
2020	60	36,555	**0.16%**
2021	73	40,769	**0.18%**
2022	83	40,884	**0.20%**
2023	96	42,836	**0.22%**
2024	94	45,042	**0.21%**

Table 30: Vehicles with Hazardous Materials in Crashes by Hazardous Material Type, 2024 [24]

Hazardous Material Type	Vehicles with Hazardous Materials in Crashes			
	No Spill	Spill	Missing Data	Total
1 - Explosives	2	-	-	2
2 - Gases	9	4	-	13
3 - Flammable Liquid or Combustible Liquid	46	11	-	57
4 - Flammable Solids	2	-	-	2
5 - Oxidizer or Organic Peroxide	-	-	-	-
6 - Poisonous (Toxic) or Infectious Substances	1	-	-	1
7 - Radioactive	-	-	-	-
8 - Corrosive	8	-	-	8
9 - Miscellaneous	3	1	-	4
10 - Dangerous	-	-	-	-
Missing Data	6	-	1	7
Total	**77**	**16**	**1**	**94**

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

Vehicles

Vehicle Type

- The vehicles most often in crashes were passenger vehicles (51.5 percent), pickup trucks (19.7 percent) and van/SUV/4WD (4-wheel drive) vehicles (18.0 percent). (Table 31)
- Three vehicle types (heavy trucks, motorcycles, and pedestrians) are much more likely to result in a fatal crash. Heavy trucks were only 4.6 percent of all vehicle types in crashes but 13.9 percent of vehicle types in fatal crashes. Motorcycles were only 1.2 percent of all vehicle types in crashes but 7.1 percent of vehicles in fatal crashes. Pedestrians were only 0.9 percent of all vehicles in crashes but 13.9 percent of vehicle types in fatal crashes. (Table 31)
- 21.8 percent of motorcyclists in crashes were either seriously injured or killed. (Table 32)
- 29.0 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, 2024 [25]

Vehicle Type	Vehicles in Fatal Crashes		Vehicles in Injury Crashes		Vehicles in Property Damage Only Crashes		Total Vehicles in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Motorized Vehicles	**704**	**85.1%**	**24,666**	**95.5%**	**55,253**	**96.2%**	**80,623**	**95.9%**
Passenger Cars	205	24.8%	13,703	53.1%	29,390	51.2%	43,298	51.5%
Pickups	170	20.6%	4,659	18.0%	11,763	20.5%	16,592	19.7%
Vans/SUVs/4WDs	144	17.4%	4,394	17.0%	10,618	18.5%	15,156	18.0%
Semis/Heavy Trucks	115	13.9%	916	3.5%	2,841	4.9%	3,872	4.6%
Motorcycles/Mopeds	59	7.1%	779	3.0%	150	0.3%	988	1.2%
Buses	1	0.1%	83	0.3%	351	0.6%	435	0.5%
Other Vehicles	6	0.7%	30	0.1%	112	0.2%	148	0.2%
ATVs	4	0.5%	102	0.4%	28	0.05%	134	0.2%
Non-Motorized Vehicles	**122**	**14.8%**	**892**	**3.5%**	**79**	**0.1%**	**1,093**	**1.3%**
Pedestrians, All	115	13.9%	591	2.3%	31	0.1%	737	0.9%
Pedalcycles	7	0.8%	301	1.2%	48	0.1%	356	0.4%
Missing Data	1	0.1%	264	1.0%	2,113	3.7%	2,378	2.8%
Total Vehicles	**827**	**100%**	**25,822**	**100%**	**57,445**	**100%**	**84,094**	**100%**

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

Vehicles – Vehicle Type

Table 32: Severity of Injuries to People in Crashes by Vehicle Type, 2024 [26]

Vehicle Type	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Motorized Vehicles	**335**	**0.3%**	**1,077**	**1.0%**	**5,255**	**4.9%**	**12,007**	**11.3%**	**87,589**	**82.4%**	**106,263**	**100%**
Passenger Cars	104	0.2%	459	0.8%	2,857	5.1%	7,308	12.9%	45,742	81.0%	56,470	100%
Vans/SUVs/4WDs	79	0.4%	182	0.8%	855	4.0%	2,364	11.0%	18,015	83.8%	21,495	100%
Pickups	68	0.3%	167	0.8%	824	3.9%	1,879	8.8%	18,354	86.2%	21,292	100%
Semis/Heavy Trucks	21	0.5%	53	1.2%	150	3.4%	196	4.4%	3,993	90.5%	4,413	100%
Buses	0	0.0%	0	0.0%	7	0.6%	59	5.3%	1,046	94.1%	1,112	100%
Motorcycles/Mopeds	57	5.4%	174	16.4%	486	45.9%	168	15.9%	174	16.4%	1,059	100%
ATVs	4	1.9%	40	18.5%	64	29.6%	25	11.6%	83	38.4%	216	100%
Other Vehicles	2	1.0%	2	1.0%	12	5.8%	8	3.9%	182	88.3%	206	100%
Non-Motorized Vehicles	**109**	**9.9%**	**136**	**12.4%**	**480**	**43.8%**	**278**	**25.3%**	**94**	**8.6%**	**1,097**	**100%**
Pedestrians, All	102	13.8%	112	15.2%	293	39.8%	186	25.2%	44	6.0%	737	100%
Pedalcycles	7	1.9%	24	6.7%	187	51.9%	92	25.6%	50	13.9%	360	100%
Missing Data	0	0.0%	3	0.1%	3	0.1%	5	0.2%	2,390	99.5%	2,401	100%
Total Vehicles	**444**	**0.4%**	**1,216**	**1.1%**	**5,738**	**5.2%**	**12,290**	**11.2%**	**90,073**	**82.1%**	**109,761**	**100%**

Table 33: Crashes by Number of Vehicles Involved and Crash Severity, 2024 [26]

Number of Vehicles Involved	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	126	30.9%	2,526	19.1%	6,895	22.0%	9,547	21.2%
2	235	57.6%	9,273	70.0%	23,180	73.8%	32,688	72.6%
3	31	7.6%	1,164	8.8%	1,127	3.6%	2,322	5.2%
4+	16	3.9%	281	2.1%	188	0.6%	485	1.1%
Total Crashes	**408**	**100%**	**13,244**	**100%**	**31,390**	**100%**	**45,042**	**100%**

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

Vehicle Actions

- The most common vehicle action in a crash was going straight (50.9 percent). (Table 34)
- Left-turn vehicle actions in crashes (8,510) were more than twice as common as right-turn actions (3,453). In fatal crashes, left-turn actions were nearly 10 times more common than right-turn actions. (Table 34)

Table 34: Vehicle Actions in Crashes by Crash Severity, 2024 [27]

Vehicle Actions	Vehicle Actions in Fatal Crashes		Vehicle Actions in Injury Crashes		Vehicle Actions in Prop. Damage Only Crashes		Total Vehicle Actions in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Going Straight	554	55.6%	16,997	57.0%	31,286	48.0%	48,837	50.9%
Left Turn	38	3.8%	3,184	10.7%	5,288	8.1%	8,510	8.9%
Stopped for Sign or Signal	14	1.4%	1,267	4.2%	2,551	3.9%	3,832	4.0%
Right Turn	4	0.4%	841	2.8%	2,608	4.0%	3,453	3.6%
Parked	29	2.9%	433	1.5%	2,505	3.8%	2,967	3.1%
Stopped for Traffic	11	1.1%	898	3.0%	1,830	2.8%	2,739	2.9%
Other	71	7.1%	772	2.6%	1,731	2.7%	2,574	2.7%
Slowing	17	1.7%	942	3.2%	1,490	2.3%	2,449	2.6%
Changing Lanes	19	1.9%	531	1.8%	1,845	2.8%	2,395	2.5%
Entering Traffic Lane	17	1.7%	584	2.0%	1,449	2.2%	2,050	2.1%
Backing	1	0.1%	120	0.4%	1,328	2.0%	1,449	1.5%
Stopped in Traffic	8	0.8%	470	1.6%	743	1.1%	1,221	1.3%
Negotiating a Curve	33	3.3%	421	1.4%	753	1.2%	1,207	1.3%
Unknown	28	2.8%	194	0.7%	677	1.0%	899	0.9%
Leaving Traffic Lane	25	2.5%	263	0.9%	525	0.8%	813	0.8%
Overtaking or Passing	12	1.2%	156	0.5%	630	1.0%	798	0.8%
Reckless/Aggressive Manner	30	3.0%	248	0.8%	331	0.5%	609	0.6%
Overcorrecting/Oversteering	15	1.5%	234	0.8%	305	0.5%	554	0.6%
U-Turn	5	0.5%	164	0.5%	339	0.5%	508	0.5%
Ran Red Light	5	0.5%	266	0.9%	216	0.3%	487	0.5%
Start in Traffic Lane	5	0.5%	134	0.4%	304	0.5%	443	0.5%
Start From Park	0	0.0%	67	0.2%	139	0.2%	206	0.2%
Wrong Way	21	2.1%	104	0.3%	81	0.1%	206	0.2%
Missing Data	34	3.4%	543	1.8%	6,204	9.5%	6,781	7.1%
Total Vehicle Actions	**996**	**100%**	**29,833**	**100%**	**65,158**	**100%**	**95,987**	**100%**

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

Motorcycles

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

- Motorcycles were involved in 2.2 percent of all crashes and 14.2 percent of all fatal crashes. (Table 35)
- The number of motorcyclist fatalities in crashes rose to 57 in 2024, a five-year high. Motorcyclists sustaining suspected serious injuries rose to 174, also a five-year high. Only 16.4 percent of motorcyclists in crashes were not injured. (Table 36)
- The percentage of motorcyclists in crashes who were killed was 5.4 percent, whereas the percentage of all people in crashes who were killed was 0.4 percent. (Table 36, Table 2)
- 13.3 percent of all unhelmeted motorcyclists in crashes were killed, compared with 4.6 percent of helmeted motorcyclists. This difference may reflect both the protective effect of helmets and other risk-taking behaviors among unhelmeted riders. (Table 37)
- Helmet use among motorcyclists in crashes reached 47.1 percent, the highest percentage in five years. However, helmet data were missing for 28.8 percent of motorcyclists. (Table 38)
- Among motorcycles in fatal crashes, Under the Influence of Alcohol or Drugs were the most prevalent contributing factors, with 29.0 percent combined, followed by Excessive Speeding, with 15.4 percent. (Table 39)
- Despite steady growth in licensed motorcycle drivers, motorcycle crash rates remained stable, ranging from 7.6 to 8.2 per 1,000 licensed drivers over the last five years. (Table 40)
- Male motorcyclists in crashes outnumbered females at a ratio of 6.7 to 1. (Table 41)

Table 35: Crashes by Motorcycle Involvement and Crash Severity, 2024 [28]

Motorcycle Involvement	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Involved	58	14.2%	765	5.8%	146	0.5%	969	2.2%
Not Involved	350	85.8%	12,479	94.2%	31,244	99.5%	44,073	97.8%
Total Crashes	**408**	**100%**	**13,244**	**100%**	**31,390**	**100%**	**45,042**	**100%**

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

Table 36: Severity of Injuries to Motorcyclists in Crashes, 2020 - 2024 [28] [29]

Year	Severity of Injuries to Motorcyclists (Drivers & Passengers) in Crashes										Total Motorcyclists	
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2024	57	5.4%	174	16.4%	486	45.9%	168	15.9%	174	16.4%	1,059	100%

Table 37: Motorcyclist (Driver & Passenger) Helmet Use by Severity of Injury, 2024 [28]

Severity of Injury	Injury Class	Helmet Worn?						Total Motorcyclists	
		No		Yes		Missing Data			
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Fatalties	K	34	13.3%	23	4.6%	0	0.0%	57	5%
Suspected Serious Injuries	A	58	22.7%	79	15.8%	37	12.1%	174	16%
Suspected Minor Injuries	B	121	47.5%	253	50.7%	112	36.7%	486	46%
Possible Injuries	C	27	10.6%	84	16.8%	57	18.7%	168	16%
No Apparent Injuries	O	15	5.9%	60	12.0%	99	32.5%	174	16%
Total Motorcyclists		**255**	**100%**	**499**	**100%**	**305**	**100%**	**1,059**	**100%**

Table 38: Motorcyclist (Driver & Passenger) Helmet Use, 2020 - 2024 [28]

Year	Helmet Worn?						Total Motorcyclists in Crashes	
	No		Yes		Missing Data			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2024	255	24.1%	499	47.1%	305	28.8%	1,059	100%

[29] See Page 123 for severity of injuries to motorcyclists in crashes by county.

Table 39: Contributing Factors of Motorcycle Vehicles in Crashes by Crash Severity, 2024 [28] [30]

Contributing Factors of Motorcycle Vehicles in Crashes	Motorcycle Vehicles in Fatal Crashes		Motorcycle Vehicles in Injury Crashes		Motorcycle Vehicles in PDO Crashes		Motorcycle Vehicles in All Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**111**	**85.4%**	**673**	**61.1%**	**129**	**63.9%**	**913**	**63.7%**
Driver Inattention	17	13.1%	160	14.5%	40	19.8%	217	15.1%
Excessive Speed	20	15.4%	112	10.2%	14	6.9%	146	10.2%
Other Improper Driving	8	6.2%	103	9.4%	14	6.9%	125	8.7%
Avoid No Contact Vehicle	2	1.5%	49	4.5%	6	3.0%	57	4.0%
Under the Influence Of Alcohol	17	13.1%	30	2.7%	5	2.5%	52	3.6%
Speed Too Fast For Conditions	8	6.2%	35	3.2%	4	2.0%	47	3.3%
Following Too Closely	0	-	32	2.9%	14	6.9%	46	3.2%
Improper Lane Change	2	1.5%	27	2.5%	6	3.0%	35	2.4%
Improper Overtaking	2	1.5%	28	2.5%	4	2.0%	34	2.4%
Failed to Yield Right of Way	3	2.3%	21	1.9%	8	4.0%	32	2.2%
Disregarded Traffic Signal	4	3.1%	13	1.2%	6	3.0%	23	1.6%
Under the Influence Of Drugs	21	16.2%	1	0.1%	0	-	22	1.5%
Made Improper Turn	1	0.8%	15	1.4%	2	1.0%	18	1.3%
Drove Left of Center	3	2.3%	12	1.1%	1	0.5%	16	1.1%
Passed Stop Sign	3	2.3%	9	0.8%	1	0.5%	13	0.9%
Avoid No Contact Other	0	-	11	1.0%	0	-	11	0.8%
Driver Distracted by Other Activity	0	-	8	0.7%	1	0.5%	9	0.6%
Failed to Yield For Police Vehicle	0	-	3	0.3%	1	0.5%	4	0.3%
Driver Distracted by Passenger	0	-	2	0.2%	0	-	2	0.1%
High-Speed Pursuit	0	-	0	-	2	1.0%	2	0.1%
Driver Distracted By Texting	0	-	1	0.1%	0	-	1	0.1%
Driver Distracted by Talking on Cell Phone	0	-	1	0.1%	0	-	1	0.1%
Cell Phone	0	-	0	-	0	-	0	-
Driver Distracted by Talking on Hands-Free Device	0	-	0	-	0	-	0	-
Driverless Moving Vehicle	0	-	0	-	0	-	0	-
Failed to Yield For Emer. Vehicle	0	-	0	-	0	-	0	-
Improper Backing	0	-	0	-	0	-	0	-
Pedestrian Error	0	-	0	-	0	-	0	-
Vehicle Skidded Before Braking	0	-	0	-	0	-	0	-
Vehicle	**3**	**2.3%**	**67**	**6.1%**	**6**	**3.0%**	**76**	**5.3%**
Other Mechanical Defect	0	-	21	1.9%	1	0.5%	22	1.5%
Lights (Head, Signal, Tail)	1	0.8%	11	1.0%	2	1.0%	14	1.0%
Defective Tires	2	1.5%	9	0.8%	1	0.5%	12	0.8%
Inadequate Brakes	0	-	11	1.0%	1	0.5%	12	0.8%
Defective Steering	0	-	11	1.0%	0	-	11	0.8%
Wheels	0	-	2	0.2%	0	-	2	0.1%
Exhaust System	0	-	1	0.1%	0	-	1	0.1%
Mirrors	0	-	0	-	1	0.5%	1	0.1%
Suspension	0	-	1	0.1%	0	-	1	0.1%
Coupling Device (Hitch, Chains)	0	-	0	-	0	-	0	-
Windows/Windshield	0	-	0	-	0	-	0	-
Wipers	0	-	0	-	0	-	0	-
Environment	**3**	**2.3%**	**92**	**8.4%**	**17**	**8.4%**	**112**	**7.8%**
Animal(s) In Roadway	1	0.8%	22	2.0%	4	2.0%	27	1.9%
Weather Conditions	1	0.8%	15	1.4%	2	1.0%	18	1.3%
Road Surface Conditions	0	-	15	1.4%	2	1.0%	17	1.2%
Obstruction in Road	1	0.8%	11	1.0%	1	0.5%	13	0.9%
Debris	0	-	11	1.0%	1	0.5%	12	0.8%
Traffic Congestion	0	-	7	0.6%	4	2.0%	11	0.8%
Road Defect	0	-	7	0.6%	1	0.5%	8	0.6%
Other Visual Obstruction(s)	0	-	3	0.3%	1	0.5%	4	0.3%
Backup - Prior Crash	0	-	0	-	1	0.5%	1	0.1%
Low Visibility Due to Glare	0	-	1	0.1%	0	-	1	0.1%
Backup - Prior Incident	0	-	0	-	0	-	0	-
Low Visibility Due to Smoke	0	-	0	-	0	-	0	-
Traffic Control Missing	0	-	0	-	0	-	0	-
Other	**13**	**10.0%**	**269**	**24.4%**	**50**	**24.8%**	**332**	**23.2%**
Other - No Driver Error	13	10.0%	262	23.8%	43	21.3%	318	22.2%
Missing Data	0	-	2	0.2%	7	3.5%	9	0.6%
None	0	-	5	0.5%	0	-	5	0.3%
Total Contributing Factors	**130**	**100.0%**	**1,101**	**100.0%**	**202**	**100.0%**	**1,433**	**100.0%**

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

Table 40: Motorcycle Driver Crash Rates, 2020 - 2024 [28] [31]

Year	Total Motorcycles in Crashes	New Mexico Registered Motorcycle Vehicles	New Mexico Licensed Motorcycle Drivers	Rate (Motorcycles in Crashes per 1,000 Registered Motorcycles)	Rate (Motorcycle Drivers in Crashes per 1,000 Licensed Motorcycle Drivers)
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	57,093	121,403	17.5	8.2
2024	988	-	122,238	-	8.1

Table 41: Motorcyclists in Crashes by Age Group and Sex, 2024 [28] [32]

Age Group	Motorcyclists (Drivers and Passengers) in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
5-9	2	0.2%	1	0.8%	0	0.0%	3	0.3%	**2.0**
10-14	8	0.9%	3	2.3%	0	0.0%	11	1.0%	**2.7**
15-19	103	11.6%	11	8.3%	0	0.0%	114	10.8%	**9.4**
20-24	156	17.5%	13	9.8%	1	2.6%	170	16.1%	**12.0**
25-29	93	10.5%	17	12.9%	0	0.0%	110	10.4%	**5.5**
30-34	91	10.2%	11	8.3%	0	0.0%	102	9.6%	**8.3**
35-39	80	9.0%	12	9.1%	1	2.6%	93	8.8%	**6.7**
40-44	56	6.3%	7	5.3%	0	0.0%	63	5.9%	**8.0**
45-49	56	6.3%	9	6.8%	0	0.0%	65	6.1%	**6.2**
50-54	56	6.3%	16	12.1%	0	0.0%	72	6.8%	**3.5**
55-59	57	6.4%	11	8.3%	1	2.6%	69	6.5%	**5.2**
60-64	51	5.7%	5	3.8%	0	0.0%	56	5.3%	**10.2**
65-69	38	4.3%	7	5.3%	0	0.0%	45	4.2%	**5.4**
70-74	16	1.8%	4	3.0%	0	0.0%	20	1.9%	**4.0**
75 +	12	1.3%	1	0.8%	0	0.0%	13	1.2%	**12.0**
Missing Data	14	1.6%	4	3.0%	35	92%	53	5.0%	**3.5**
Total	**889**	**100%**	**132**	**100%**	**38**	**100%**	**1,059**	**100%**	**6.7**

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

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

Heavy Trucks

- Heavy trucks were involved in 7.5 percent of crashes but 17.8 percent of fatalities. (Table 42)
- The number of heavy truck-involved crashes was 3,388, the highest level in over a decade. The number of fatalities in heavy truck-involved crashes fell to 79. (Table 42 and previous Annual Crash Reports)
- Heavy-truck crashes, as a percentage of all crashes, remains high, at 7.5 percent, compared to pre-COVID levels. (Table 42)

Table 42: Crashes and Fatalities by Heavy Truck Involvement, 2020 - 2024

Year	Heavy Truck-involved Crashes		Heavy Truck-involved Fatalities		Total Crashes	Total Fatalities
	Crashes	Percent of Total Crashes	Fatalities	Percent of Total Fatalities		
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
2024	3,388	7.5%	79	17.8%	45,042	444

Table 43: People in Heavy Truck-involved Crashes by Severity of Injury, 2024

Severity of Injury	Injury Class	People in Heavy Truck-involved Crashes	
		Count	Percent
Fatalities	K	79	1.0%
Suspected Serious Injuries	A	138	1.8%
Suspected Minor Injuries	B	403	5.1%
Possible Injuries	C	623	7.9%
No Apparent Injuries	O	6,639	84.2%
Total People		**7,882**	**100%**

Vulnerable Road Users

NMDOT and UNM-GPS now offer interactive map tools to analyze local pedestrian and pedalcyclist crash data. Visit https://gps.unm.edu/tru/traffic-crash-dashboards/.

Pedestrians

- Pedestrian fatalities fell to 102 but remained the third highest level recorded since 1987. (Table 44, previous Annual Crash Reports, New Mexico Crash Database, 1986-2024)
- Pedestrian crashes reached a five-year high in number and percentage. (Table 44)
- Pedestrian-involved crashes represented only 1.6 percent of all crashes but pedestrian fatal crashes were 25.0 percent of all fatal crashes and pedestrian fatalities were 23.0 percent of all fatalities. (Table 44)
- 13.6 percent of all pedestrians in crashes were under the influence of alcohol. (Table 45)
- 45.1 percent of pedestrians killed in crashes were under the influence of alcohol, a decrease compared to the previous year. (Table 46)
- Although only 19.0 percent of pedestrian crashes occurred in dark, not lighted, conditions, these crashes ` in 45.1 percent of pedestrian fatalities. (Table 48)
- In 2024, 13.8 percent of all pedestrians in crashes were killed. (Table 51)
- Although males outnumber female pedestrians in crashes, 2.0 to 1, female pedestrians in crashes reached a 20-year high in 2024. (Table 52, previous Annual Crash Reports)
- In 2024, 47.1 percent of all pedestrian fatalities were in Bernalillo County. (Table 95)

Table 44: Crashes, Fatal Crashes, and Fatalities by Pedestrian Involvement, 2020 - 2024 [33]

Year	Crashes			Fatal Crashes			Fatalities		
	Pedestrian-involved	Total Crashes	Percent of Total Crashes	Pedestrian-involved	Total Fatal Crashes	Percent of Fatal Crashes	Pedestrian Fatalities	Total Fatalities	Percent of Total Fatalities
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%
2024	699	45,042	1.6%	102	408	25.0%	102	444	23.0%

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

Table 45: Pedestrians in Crashes by Alcohol Involvement, 2020 - 2024 [34]

Year	All Pedestrians in Crashes					
	Alcohol-involved		Not Alcohol-involved		All Pedestrians	
	Count	Percent	Count	Percent	Count	Percent
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%
2024	100	13.6%	637	86.4%	737	100%

Table 46: Pedestrian Fatalities in Crashes by Alcohol Involvement, 2020 - 2024 [34]

Year	Pedestrian Fatalities in Crashes		
	Alcohol-involved Pedestrian Fatalities	All Pedestrian Fatalities	Percent Alcohol-involved
2020	30	81	37.0%
2021	39	105	37.1%
2022	36	94	38.3%
2023	53	108	49.1%
2024	46	102	45.1%

Table 47: Alcohol-involved Pedestrians in Crashes by Severity of Injury, 2020 - 2024 [34]

Year	Alcohol-involved Pedestrians in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent Killed
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%
2024	46	15	26	9	4	100	46.0%

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

Table 48: Pedestrian-involved Crashes by Light Condition, 2024 [35]

Light Condition	Pedestrian Fatalities		Total Fatalities		Pedestrian-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent
Daylight	14	13.7%	173	39.0%	326	46.6%
Dark-Lighted	38	37.3%	85	19.1%	193	27.6%
Dark-Not Lighted	46	45.1%	152	34.2%	133	19.0%
Dusk	2	2.0%	15	3.4%	21	3.0%
Dark-Unknown Lighting	1	1.0%	5	1.1%	16	2.3%
Dawn	1	1.0%	11	2.5%	8	1.1%
Unknown or Not Reported	0	0.0%	1	0.2%	1	0.1%
Other	0	0.0%	1	0.2%	0	0.0%
Missing Data	0	0.0%	1	0.2%	1	0.1%
Total	**102**	**100%**	**444**	**100%**	**699**	**100%**

Table 49: Pedestrians in Crashes by Age Group and Severity of Injury, 2024 [36]

Age Group	All Pedestrians in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total
1-4	1	1	3	2	2	9	**1.2%**
5-9	0	1	4	0	0	5	**0.7%**
10-14	0	2	13	4	0	19	**2.6%**
15-19	3	10	14	11	2	40	**5.4%**
20-24	10	6	27	19	3	65	**8.8%**
25-29	5	10	19	17	4	55	**7.5%**
30-34	11	16	34	13	2	76	**10.3%**
35-39	13	14	29	20	2	78	**10.6%**
40-44	9	14	23	13	1	60	**8.1%**
45-49	11	10	20	18	6	65	**8.8%**
50-54	11	6	15	15	1	48	**6.5%**
55-59	9	4	19	7	3	42	**5.7%**
60-64	9	3	21	7	0	40	**5.4%**
65-69	4	5	9	14	0	32	**4.3%**
70-74	2	2	11	4	0	19	**2.6%**
75 +	4	0	14	7	0	25	**3.4%**
Missing Data	0	8	18	15	18	59	**8.0%**
Total People	**102**	**112**	**293**	**186**	**44**	**737**	**100%**

[35] See Page 90 for pedestrian-involved crashes by each hour of the day.

[36] Darker shading indicates higher percentages. See Page 124 for severity of injury to pedestrians in crashes by county.

Table 50: Contributing Factors in Pedestrian-involved Crashes by Crash Severity, 2024 [37]

Contributing Factors in Pedestrian-involved Crashes	Frequency in Fatal Crashes		Frequency in Injury Crashes		Frequency in PDO Crashes		Frequency in All Pedestrian Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**250**	**68.9%**	**864**	**59.3%**	**40**	**54.8%**	**1,154**	**60.9%**
Pedestrian Error	61	16.8%	223	15.3%	9	12.3%	293	15.5%
Driver Inattention	28	7.7%	245	16.8%	17	23.3%	290	15.3%
Failed to Yield Right of Way	9	2.5%	109	7.5%	6	8.2%	124	6.5%
Under the Influence Of Alcohol	51	14.0%	63	4.3%	3	4.1%	117	6.2%
Under the Influence Of Drugs	61	16.8%	8	0.5%	0	-	69	3.6%
Other Improper Driving	8	2.2%	57	3.9%	0	-	65	3.4%
Disregarded Traffic Signal	2	0.6%	31	2.1%	0	-	33	1.7%
Excessive Speed	10	2.8%	22	1.5%	0	-	32	1.7%
Driver Distracted by Other Activity	2	0.6%	20	1.4%	1	1.4%	23	1.2%
Avoid No Contact Other	3	0.8%	19	1.3%	0	-	22	1.2%
Avoid No Contact Vehicle	7	1.9%	9	0.6%	0	-	16	0.8%
Made Improper Turn	1	0.3%	10	0.7%	2	2.7%	13	0.7%
Speed Too Fast For Conditions	5	1.4%	4	0.3%	0	-	9	0.5%
Passed Stop Sign	1	0.3%	7	0.5%	0	-	8	0.4%
Improper Lane Change	0	-	7	0.5%	0	-	7	0.4%
Driverless Moving Vehicle	0	-	6	0.4%	0	-	6	0.3%
Drove Left of Center	1	0.3%	5	0.3%	0	-	6	0.3%
Improper Backing	0	-	4	0.3%	0	-	4	0.2%
Cell Phone	0	-	2	0.1%	1	1.4%	3	0.2%
Driver Distracted by Passenger	0	-	3	0.2%	0	-	3	0.2%
Failed to Yield For Emer. Vehicle	0	-	3	0.2%	0	-	3	0.2%
Driver Distracted by Talking on Hands-Free Device	0	-	2	0.1%	0	-	2	0.1%
Improper Overtaking	0	-	2	0.1%	0	-	2	0.1%
Driver Distracted By Texting	0	-	0	-	1	1.4%	1	0.1%
Failed to Yield For Police Vehicle	0	-	1	0.1%	0	-	1	0.1%
Following Too Closely	0	-	1	0.1%	0	-	1	0.1%
High-Speed Pursuit	0	-	1	0.1%	0	-	1	0.1%
Driver Distracted by Talking on Cell Phone	0	-	0	-	0	-	0	-
Vehicle Skidded Before Braking	0	-	0	-	0	-	0	-
Vehicle	**0**	**0.0%**	**14**	**1.0%**	**0**	**0.0%**	**14**	**0.7%**
Other Mechanical Defect	0	-	5	0.3%	0	-	5	0.3%
Inadequate Brakes	0	-	3	0.2%	0	-	3	0.2%
Lights (Head, Signal, Tail)	0	-	2	0.1%	0	-	2	0.1%
Mirrors	0	-	2	0.1%	0	-	2	0.1%
Wheels	0	-	1	0.1%	0	-	1	0.1%
Windows/Windshield	0	-	1	0.1%	0	-	1	0.1%
Coupling Device (Hitch, Chains)	0	-	0	-	0	-	0	-
Defective Steering	0	-	0	-	0	-	0	-
Defective Tires	0	-	0	-	0	-	0	-
Exhaust System	0	-	0	-	0	-	0	-
Suspension	0	-	0	-	0	-	0	-
Wipers	0	-	0	-	0	-	0	-
Environment	**9**	**2.5%**	**54**	**3.7%**	**1**	**1.4%**	**64**	**3.4%**
Other Visual Obstruction(s)	2	0.6%	20	1.4%	0	-	22	1.2%
Obstruction in Road	4	1.1%	8	0.5%	0	-	12	0.6%
Low Visibility Due to Glare	0	-	10	0.7%	0	-	10	0.5%
Weather Conditions	2	0.6%	4	0.3%	0	-	6	0.3%
Traffic Congestion	0	-	5	0.3%	0	-	5	0.3%
Road Surface Conditions	0	-	3	0.2%	0	-	3	0.2%
Animal(s) In Roadway	0	-	2	0.1%	0	-	2	0.1%
Backup - Prior Incident	0	-	1	0.1%	1	1.4%	2	0.1%
Backup - Prior Crash	0	-	1	0.1%	0	-	1	0.1%
Debris	1	0.3%	0	-	0	-	1	0.1%
Low Visibility Due to Smoke	0	-	0	-	0	-	0	-
Road Defect	0	-	0	-	0	-	0	-
Traffic Control Missing	0	-	0	-	0	-	0	-
Other	**104**	**28.7%**	**526**	**36.1%**	**32**	**43.8%**	**662**	**35.0%**
Other - No Driver Error	95	26.2%	469	32.2%	24	32.9%	588	31.0%
Missing Data	9	2.5%	50	3.4%	8	11.0%	67	3.5%
None	0	-	7	0.5%	0	-	7	0.4%
Total Contributing Factors	**363**	**100%**	**1,458**	**100%**	**73**	**100%**	**1,894**	**100%**

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

Table 51: Severity of Injuries to Pedestrians in Crashes, 2020 - 2024

Severity of Injuries	Injury Class	All Pedestrians in Crashes					Percent of 2024 All Pedestrians
		2020	2021	2022	2023	2024	
Fatalities	K	81	105	94	108	102	13.8%
Suspected Serious Injuries	A	66	89	105	122	112	15.2%
Suspected Minor Injuries	B	187	213	238	262	293	39.8%
Possible Injuries	C	121	133	177	157	186	25.2%
No Apparent Injuries	O	40	33	16	30	44	6.0%
Total Pedestrians		**495**	**573**	**630**	**679**	**737**	**100%**

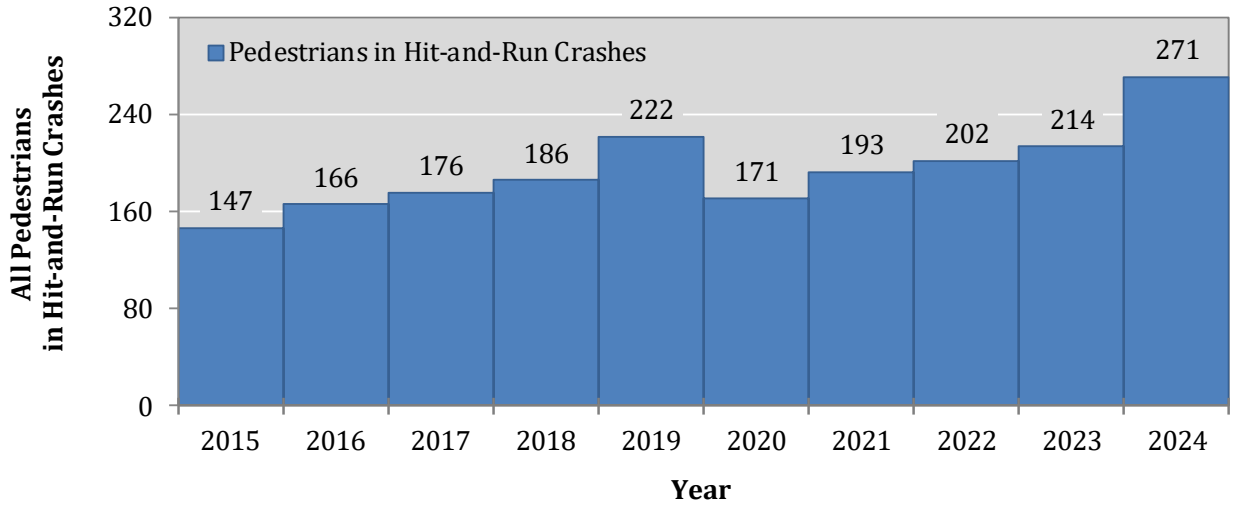
Table 52: Pedestrians in Crashes by Sex, 2020 - 2024

Year	All Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
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**
2024	482	65.4%	245	33.2%	10	1.4%	737	100%	**2.0**

Table 53: Alcohol-involved Pedestrians in Crashes by Age Group and Sex, 2024 [32] [34]

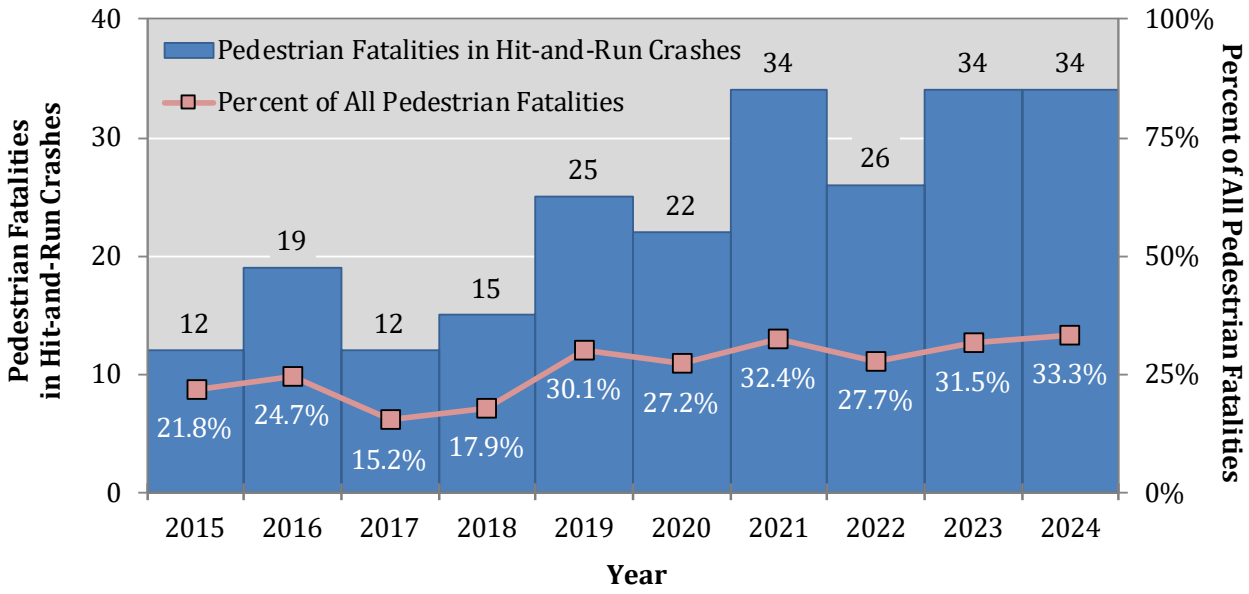
Age Group	Alcohol-involved Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	3	4.2%	1	3.6%	0	0.0%	4	4.0%	**3.0**
20-24	9	12.5%	5	17.9%	0	0.0%	14	14.0%	**1.8**
25-29	6	8.3%	0	0.0%	0	0.0%	6	6.0%	-
30-34	10	13.9%	4	14.3%	0	0.0%	14	14.0%	**2.5**
35-39	7	9.7%	3	10.7%	0	0.0%	10	10.0%	**2.3**
40-44	6	8.3%	2	7.1%	0	0.0%	8	8.0%	**3.0**
45-49	5	6.9%	6	21.4%	0	0.0%	11	11.0%	**0.8**
50-54	9	12.5%	2	7.1%	0	0.0%	11	11.0%	**4.5**
55-59	6	8.3%	3	10.7%	0	0.0%	9	9.0%	**2.0**
60-64	7	9.7%	1	3.6%	0	0.0%	8	8.0%	**7.0**
65-69	0	0.0%	1	3.6%	0	0.0%	1	1.0%	-
70-74	2	2.8%	0	0.0%	0	0.0%	2	2.0%	-
75 +	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	2	2.8%	0	0.0%	0	0.0%	2	2.0%	-
Total	**72**	**100%**	**28**	**100%**	**0**	**0%**	**100**	**100%**	**2.6**

Figure 11: Pedestrians in Hit-and-Run Crashes, 2015 - 2024



- Pedestrians in hit-and-run crashes rose to 271, the highest in a decade. (Figure 11)
- The number of pedestrian fatalities in hit-and-run crashes remained at 34, a decade high, accounting for 33.3 percent of all pedestrians killed in crashes. (Figure 12)

Figure 12: Pedestrian Fatalities in Hit-and-Run Crashes, 2015 - 2024



Pedalcyclists (Bicyclists)

- In 2024, less than 1 percent of all crashes involved a pedalcycle. (Table 54)
- The total number of pedalcyclists in crashes rose, to 360, but remains below pre-COVID levels of over 370. (Table 55 and previous Annual Crash Reports)
- Pedalcyclist fatalities dropped from 12 in 2023 to 7 in 2024. (Table 55)
- The vast majority of pedalcyclists in crashes (98.0 percent in 2024) were not alcohol-involved. (Table 58)
- For pedalcyclists in crashes, males outnumbered females at a ratio of 4.0 to 1. (Table 59)
- Child pedalcyclists (under age 15) accounted for 29 people or 8.1 percent of all pedalcyclists in crashes, with most injuries being minor. (Table 60)
- Contributing factors Driver Inattention and Failed to Yield Right of Way together account for 31.6 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, 2024 [38]

Pedalcycle Involvement	Crashes	
	Count	Percent
Pedalcycle Involved	355	0.8%
Pedalcycle Not Involved	44,687	99.2%
Total Crashes	**45,042**	**100%**

Table 55: Severity of Injuries to Pedalcyclists in Crashes, 2020 - 2024

Severity of Injuries	Injury Class	All Pedalcyclists in Crashes					Percent of All 2024 Pedalcyclists in Crashes
		2020	2021	2022	2023	2024	
Fatalities	K	8	6	4	12	7	1.9%
Suspected Serious Injuries	A	26	22	20	25	24	6.7%
Suspected Minor Injuries	B	105	114	139	162	187	51.9%
Possible Injuries	C	90	77	81	74	92	25.6%
No Apparent Injuries	O	37	25	27	30	50	13.9%
Total Pedalcyclists		**266**	**244**	**271**	**303**	**360**	**100%**

[38] A pedalcycle-involved crash can involve one or more pedalcyclists. See Page 91 for pedalcycle-involved crashes by each hour of the day.

Table 56: Pedalcycle-involved Crashes by Light Condition, 2024 [38]

Light Condition	Pedalcycle-involved Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	2	28.6%	266	74.9%
Dark-Lighted	3	42.9%	40	11.3%
Dark-Not Lighted	1	14.3%	28	7.9%
Dusk	1	14.3%	15	4.2%
Dawn	0	0.0%	4	1.1%
Unknown or Not Reported	0	0.0%	1	0.3%
Other	0	0.0%	0	0.0%
Dark-Unknown Lighting	0	0.0%	0	0.0%
Missing Data	0	0.0%	1	0.3%
Total Crashes	**7**	**100%**	**355**	**100%**

Table 57: Pedalcycle Crashes by Alcohol Involvement, 2020 - 2024 [38] [39]

Year	Alcohol-involved Pedalcycle Crashes	Total Pedalcycle Crashes	Percent Alcohol-involved
2020	10	261	3.8%
2021	5	241	2.1%
2022	4	270	1.5%
2023	14	302	4.6%
2024	9	355	2.5%

Table 58: Pedalcycle Operators in Crashes by Alcohol Involvement, 2020 - 2024 [40]

Year	Pedalcycle Operators in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total	
	Count	Percent	Count	Percent	Count	Percent
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%
2024	7	2.0%	349	98.0%	356	100%

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

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

Table 59: Pedalcyclists in Crashes by Sex, 2020 - 2024

Year	All Pedalcyclists in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
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**
2024	286	79.4%	71	19.7%	3	0.8%	360	100%	**4.0**

Table 60: Pedalcyclists in Crashes by Age Group and Severity of Injury, 2024 [41]

Age Group	All Pedalcyclists in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total
1-4	0	0	2	0	0	2	**0.6%**
5-9	0	0	4	0	1	5	**1.4%**
10-14	0	1	14	6	1	22	**6.1%**
15-19	0	1	10	3	0	14	**3.9%**
20-24	0	3	12	8	4	27	**7.5%**
25-29	0	1	9	9	2	21	**5.8%**
30-34	1	1	20	12	3	37	**10.3%**
35-39	1	1	20	8	3	33	**9.2%**
40-44	0	3	15	9	1	28	**7.8%**
45-49	3	4	13	7	1	28	**7.8%**
50-54	0	0	17	9	6	32	**8.9%**
55-59	0	2	13	5	2	22	**6.1%**
60-64	1	3	10	4	4	22	**6.1%**
65-69	1	1	8	3	0	13	**3.6%**
70-74	0	2	7	0	2	11	**3.1%**
75 +	0	1	7	3	0	11	**3.1%**
Missing Data	0	0	6	6	20	32	**8.9%**
Total People	**7**	**24**	**187**	**92**	**50**	**360**	**100%**

[41] Darker shading indicates higher percentages.

Table 61: Contributing Factors in Pedalcycle-involved Crashes by Crash Severity, 2024 [42]

Contributing Factors in Pedalcycle-involved Crashes	Frequency in Fatal Crashes		Frequency in Injury Crashes		Frequency in PDO Crashes		Frequency in All Pedalcycle Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**12**	**57.1%**	**442**	**60.7%**	**63**	**56.3%**	**517**	**60.0%**
Driver Inattention	2	9.5%	161	22.1%	22	19.6%	185	21.5%
Failed to Yield Right of Way	1	4.8%	74	10.2%	12	10.7%	87	10.1%
Other Improper Driving	2	9.5%	59	8.1%	6	5.4%	67	7.8%
Pedestrian Error	1	4.8%	20	2.7%	5	4.5%	26	3.0%
Disregarded Traffic Signal	0	-	21	2.9%	3	2.7%	24	2.8%
Passed Stop Sign	0	-	18	2.5%	5	4.5%	23	2.7%
Avoid No Contact Other	0	-	13	1.8%	2	1.8%	15	1.7%
Made Improper Turn	0	-	15	2.1%	0	-	15	1.7%
Avoid No Contact Vehicle	0	-	8	1.1%	3	2.7%	11	1.3%
Driver Distracted by Other Activity	0	-	9	1.2%	1	0.9%	10	1.2%
Excessive Speed	0	-	8	1.1%	1	0.9%	9	1.0%
Under the Influence Of Alcohol	2	9.5%	7	1.0%	0	-	9	1.0%
Under the Influence Of Drugs	4	19.0%	4	0.5%	0	-	8	0.9%
Improper Lane Change	0	-	7	1.0%	0	-	7	0.8%
Drove Left of Center	0	-	6	0.8%	0	-	6	0.7%
Following Too Closely	0	-	3	0.4%	2	1.8%	5	0.6%
Improper Overtaking	0	-	2	0.3%	1	0.9%	3	0.3%
Speed Too Fast For Conditions	0	-	3	0.4%	0	-	3	0.3%
Cell Phone	0	-	1	0.1%	0	-	1	0.1%
Driver Distracted by Talking on Cell Phone	0	-	1	0.1%	0	-	1	0.1%
Failed to Yield For Police Vehicle	0	-	1	0.1%	0	-	1	0.1%
Improper Backing	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 Hands-Free Device	0	-	0	-	0	-	0	-
Driverless Moving Vehicle	0	-	0	-	0	-	0	-
Failed to Yield For Emer. Vehicle	0	-	0	-	0	-	0	-
High-Speed Pursuit	0	-	0	-	0	-	0	-
Vehicle Skidded Before Braking	0	-	0	-	0	-	0	-
Vehicle	**0**	**0.0%**	**19**	**2.6%**	**1**	**0.9%**	**20**	**2.3%**
Inadequate Brakes	0	-	9	1.2%	1	0.9%	10	1.2%
Lights (Head, Signal, Tail)	0	-	9	1.2%	0	-	9	1.0%
Other Mechanical Defect	0	-	1	0.1%	0	-	1	0.1%
Coupling Device (Hitch, Chains)	0	-	0	-	0	-	0	-
Defective Steering	0	-	0	-	0	-	0	-
Defective Tires	0	-	0	-	0	-	0	-
Exhaust System	0	-	0	-	0	-	0	-
Mirrors	0	-	0	-	0	-	0	-
Suspension	0	-	0	-	0	-	0	-
Wheels	0	-	0	-	0	-	0	-
Windows/Windshield	0	-	0	-	0	-	0	-
Wipers	0	-	0	-	0	-	0	-
Environment	**2**	**9.5%**	**15**	**2.1%**	**2**	**1.8%**	**19**	**2.2%**
Low Visibility Due to Glare	1	4.8%	5	0.7%	2	1.8%	8	0.9%
Other Visual Obstruction(s)	0	-	5	0.7%	0	-	5	0.6%
Weather Conditions	0	-	4	0.5%	0	-	4	0.5%
Obstruction in Road	1	4.8%	0	-	0	-	1	0.1%
Road Surface Conditions	0	-	1	0.1%	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 Congestion	0	-	0	-	0	-	0	-
Traffic Control Missing	0	-	0	-	0	-	0	-
Other	**7**	**33.3%**	**252**	**34.6%**	**46**	**41.1%**	**305**	**35.4%**
Other - No Driver Error	7	33.3%	223	30.6%	45	40.2%	275	31.9%
Missing Data	0	-	18	2.5%	1	0.9%	19	2.2%
None	0	-	11	1.5%	0	-	11	1.3%
Total Contributing Factors	**21**	**100%**	**728**	**100%**	**112**	**100%**	**861**	**100%**

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

Behavior and Demographics

Alcohol

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

- The number of alcohol-involved crashes fell from 2,268 to 2,209. Alcohol-involved crashes as a percentage of total crashes fell to 4.9 percent, the lowest level in five years. (Table 62)
- The percentage of alcohol-involved crashes that were fatal rose to 7.4 percent. (Table 63)
- Fatalities, suspected serious injuries, and suspected minor injuries in alcohol-involved crashes were at their second highest level in five years. (Table 64)
- The fatality rate in alcohol-involved crashes increased from the previous year both per capita and per vehicle miles traveled. (Table 66)
- New Mexico resident drivers aged 20-24 have an alcohol-involved driver crash rate nearly three times the statewide average, based on the number of licensed drivers. (Table 67)
- Male drivers account for 71.8 percent of all alcohol-involved New Mexico resident drivers in crashes (1,328 out of 1,849). (Table 67)

Table 62: Alcohol-involved Crashes, 2020 - 2024

Year	Alcohol-involved Crashes	Total Crashes	Percent Alcohol-involved Crashes
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%**
2024	2,209	45,042	**4.9%**

Table 63: Alcohol-involved Crashes by Crash Severity, 2020 - 2024

Year	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2024	164	7.4%	952	43.1%	1,093	49.5%	2,209	100%

Table 64: People in Alcohol-involved Crashes by Severity of Injury, 2020 - 2024

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
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%
2024	177	3.7%	196	4.1%	593	12.4%	658	13.7%	3,173	66.1%	4,797	100%

Table 65: Number and Percentage of Fatalities by Alcohol Involvement, 2020 - 2024

Year	Fatalities in Alcohol-involved Crashes		Fatalities in Non-alcohol-involved Crashes		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent
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%
2024	177	39.9%	267	60.1%	444	100%

Table 66: Rates of Fatalities in Alcohol-involved Crashes, 2020 - 2024

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
2020	145	2,118,606	236.92	**6.84**	**0.61**
2021	178	2,117,333	268.23	**8.41**	**0.66**
2022	176	2,113,868	269.08	**8.33**	**0.65**
2023	164	2,121,164	282.07	**7.73**	**0.58**
2024	177	2,130,256	285.66	**8.31**	**0.62**

Table 67: Alcohol-involved New Mexico Resident Drivers in Crashes by Age Group and Sex, 2024 [43]

Age Groups	Alcohol-involved Drivers in Crashes						Ratio of Males to Females	2024 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	123	9.3%	49	9.4%	172	9.3%	2.5	59,129	**2.9**
20-24	269	20.3%	126	24.2%	395	21.4%	2.1	121,808	**3.2**
25-29	213	16.0%	108	20.7%	321	17.4%	2.0	133,983	**2.4**
30-34	184	13.9%	68	13.1%	252	13.6%	2.7	146,561	**1.7**
35-39	147	11.1%	47	9.0%	194	10.5%	3.1	146,739	**1.3**
40-44	115	8.7%	32	6.1%	147	8.0%	3.6	143,086	**1.0**
45-49	49	3.7%	31	6.0%	80	4.3%	1.6	125,632	**0.6**
50-54	69	5.2%	20	3.8%	89	4.8%	3.5	120,578	**0.7**
55-59	42	3.2%	12	2.3%	54	2.9%	3.5	119,980	**0.5**
60-64	49	3.7%	12	2.3%	61	3.3%	4.1	137,059	**0.4**
65-69	36	2.7%	9	1.7%	45	2.4%	4.0	133,319	**0.3**
70-74	17	1.3%	4	0.8%	21	1.1%	4.3	117,279	**0.2**
75 +	15	1.1%	3	0.6%	18	1.0%	5.0	142,072	**0.1**
Total	**1,328**	**100%**	**521**	**100%**	**1,849**	**100%**	**2.5**	**1,647,225**	**1.1**

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

Belt Use

- 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)
- In 2024, 81.0 percent of passenger vehicle occupants who were belted at the time of the crash were uninjured, compared with 35.1 percent who were unbelted. (Table 68)
- Seat belt usage data was missing for 27.8 percent of occupants of passenger vehicles in crashes (27,580 out of 99,257), primarily among uninjured occupants. (Table 68)
- 46.5 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 rose to 159. The number of unbelted male fatalities was 107, the third highest level in a decade. (Table 70, previous Annual Reports)

Table 68: Severity of Injuries by Reported Belt Use, 2024 [44]

Belt Usage	Severity of Injuries to Occupants in Passenger Vehicles										Total Occupants of Passenger Vehicles	
	Fatalities		Suspected Serious Injuries		Suspected Minor Injuries		Possible Injuries		No Apparent Injuries			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belted	92	0.1%	471	0.7%	3,407	4.8%	9,422	13.4%	56,973	81.0%	70,365	100%
Unbelted	159	12.1%	140	10.7%	310	23.6%	243	18.5%	460	35.1%	1,312	100%
Missing Data	0	0.0%	197	0.7%	819	3.0%	1,886	6.8%	24,678	89.5%	27,580	100%
Total	**251**	**0.3%**	**808**	**0.8%**	**4,536**	**4.6%**	**11,551**	**11.6%**	**82,111**	**82.7%**	**99,257**	**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 (70,365 out of 71,677) in 2024 reported using a seatbelt (Table 68). According to the 2024 New Mexico Occupant Seat Belt Observation Study[45], daytime belt use among vehicle occupants was actually 93.6 percent.

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

[45] 2024 New Mexico Occupant Seat Belt Observation Study. New Mexico Department of Transportation. Prepared by Preusser Research Group, Inc. November 2024.

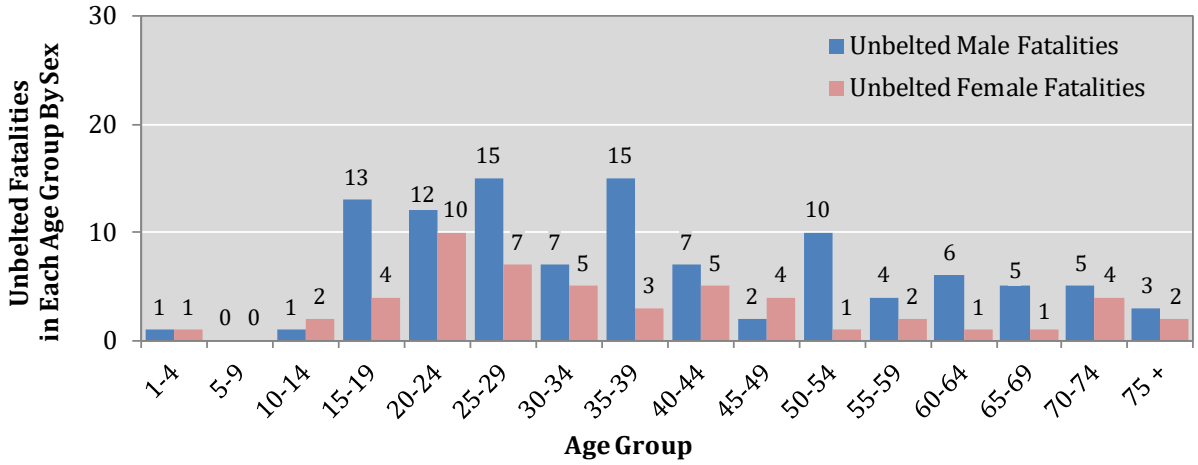
Table 69: Unbelted Fatalities and Suspected Serious Injuries by Rural and Urban Location, 2024 [46]

Road System	Unbelted Fatalities and Suspected Serious Injuries					
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Total Unbelted Fatalities and Serious Injuries	
	Count	Percent	Count	Percent	Count	Percent
Rural Interstate	28	17.6%	12	8.6%	40	13.4%
Rural Non-Interstate	68	42.8%	71	50.7%	139	46.5%
Urban	63	39.6%	57	40.7%	120	40.1%
Total	**159**	**100%**	**140**	**100%**	**299**	**100%**

Table 70: Unbelted Fatalities by Sex, 2020 - 2024 [46]

Year	Unbelted Fatalities			Ratio of Males to Females
	Males	Females	Total	
2020	97	62	159	**1.6**
2021	117	67	184	**1.7**
2022	123	57	180	**2.2**
2023	107	44	151	**2.4**
2024	107	52	159	**2.1**

Figure 13: Unbelted Fatalities by Age Group and Sex, 2024 [46]



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

Belt Use by Children under Age 13

- In 2024, 0.11 percent of children in crashes under age 13 who were belted at the time of the crash were killed, compared with 1.4 percent of children in crashes who were unbelted. (Table 71)
- In 2024, 85.6 percent of children in crashes under age 13 who were belted at the time of the crash were uninjured, compared with 52.9 percent of children in crashes who were unbelted. (Table 71)
- Among children under 13 with fatal or suspected serious injuries in passenger vehicles in crashes, 18.8 percent were unbelted, the second-lowest percentage in five years, while 79.2 percent were belted, a five-year high. (Table 72)

Table 71: Severity of Injuries to Children in Passenger Vehicles by Belt Usage, 2024 [47]

Belt Usage	Severity of Injuries to Children Under 13 in Passenger Vehicles										Children (<13) in Passenger Vehicles in Crashes	
	Fatalities		Suspected Serious Injuries		Suspected Minor Injuries		Possible Injuries		No Apparent Injuries			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belted	6	0.11%	32	0.6%	192	3.5%	564	10.2%	4,727	85.6%	5,521	100%
Unbelted	2	1.4%	7	5.0%	29	20.7%	28	20.0%	74	52.9%	140	100%
Missing Data	0	0.0%	1	0.1%	32	4.3%	70	9.4%	642	86.2%	745	100%
Total	**8**	**0.1%**	**40**	**0.6%**	**253**	**3.9%**	**662**	**10.3%**	**5,443**	**85.0%**	**6,406**	**100%**

Table 72: Belt Use by Children with Fatal or Suspected Serious Injuries, 2020 - 2024 [47]

Belt Use of Children Under Age 13 with Fatal or Suspected Serious Injuries								
Year	Unbelted		Belted		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2024	9	18.8%	38	79.2%	1	2.1%	48	100%

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

Drugs

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

- Crashes involving drugs but not alcohol fell from 282 to 204. (Table 73)

Table 73: Drug-involved Crashes by Crash Severity, 2020 - 2024 [48]

Year	Drug-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Drug-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2024	82	40.2%	51	25.0%	71	34.8%	204	100%

Table 74: People in Drug-involved Crashes by Severity of Injury, 2020 - 2024 [48]

Year	People in Drug-involved Crashes											
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2024	84	18.1%	20	4.3%	40	8.6%	64	13.8%	257	55.3%	465	100%

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

Drivers

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

- New Mexico residents were 88.3 percent of drivers in crashes. (Table 75)
- New Mexico resident drivers aged 15-19 have the highest crash rate, with 116.1 drivers in crashes per 1,000 New Mexico licensed drivers in this age group. (Figure 14, Table 77)
- New Mexico resident drivers aged 15-19 have the highest fatal crash rate, at 7.1 drivers in fatal crashes per 10,000 New Mexico licensed drivers in this age group. (Figure 15,Table 78)

Table 75: Drivers in Crashes by Residence, 2024 [49]

Residence of Drivers	Severity of Injuries to Driver			Total Drivers	Percent of Total
	Fatalities	Injuries	Not Injured		
New Mexico Resident	188	12,082	50,828	63,098	**88.3%**
Out Of State	60	1,249	6,751	8,060	**11.3%**
Missing Data	7	51	276	334	**0.5%**
Total Drivers	**255**	**13,382**	**57,855**	**71,492**	**100%**

Table 76: New Mexico Resident Drivers in Crashes by License Type and Crash Severity, 2024 [49] [50]

Driver Type of License	NM Drivers in Fatal Crashes		NM Drivers in Injury Crashes		NM Drivers in Property Damage Only Crashes		Total NM Drivers in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Operator	384	0.7%	18,587	34.0%	35,678	65.3%	54,649	100%
CDL Class A	14	0.9%	447	27.9%	1,142	71.2%	1,603	100%
CDL Class B	5	1.1%	124	26.5%	339	72.4%	468	100%
CDL Class C	7	1.3%	192	34.6%	356	64.1%	555	100%
CDL Non-Commercial	4	1.0%	108	27.8%	277	71.2%	389	100%
ID Card	27	1.7%	682	41.7%	926	56.6%	1,635	100%
Motorcycle Only	0	0.0%	17	54.8%	14	45.2%	31	100%
Not Licensed	4	1.2%	135	41.5%	186	57.2%	325	100%
Missing Data	20	0.6%	681	19.8%	2,742	79.6%	3,443	100%
Total Drivers	**465**	**0.7%**	**20,973**	**33.2%**	**41,660**	**66.0%**	**63,098**	**100%**

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

Figure 14: Percentage and Rate of New Mexico Resident Drivers in Crashes by Age Group, 2024 [51]

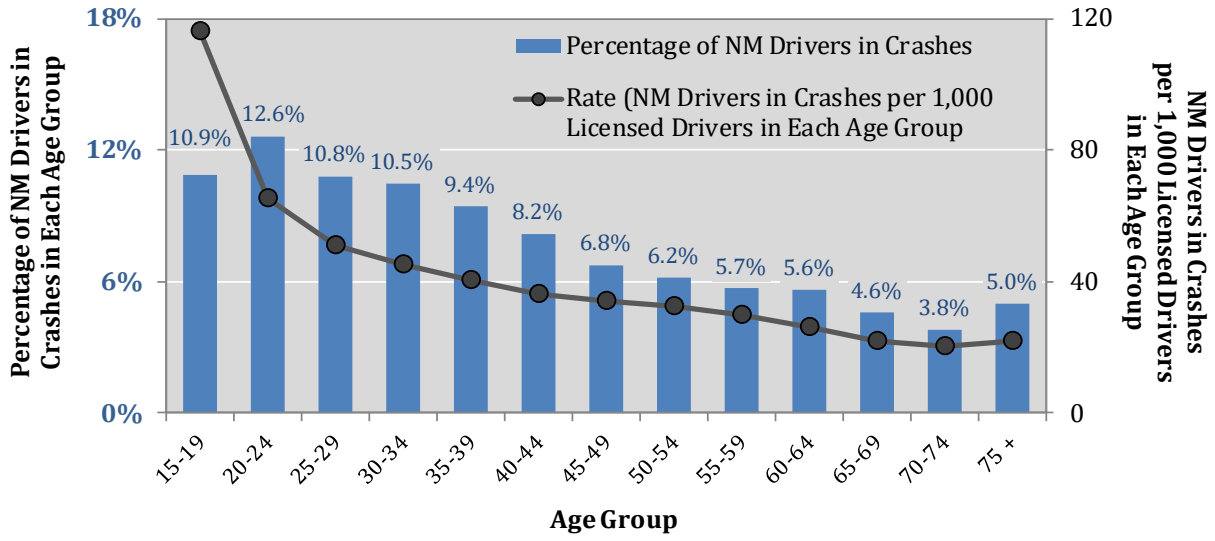


Table 77: Number, Sex, and Rate of New Mexico Resident Drivers in Crashes by Age Group, 2024 [51]

Driver Age Group	Drivers in Crashes (NM Residents)			Percent of Total Drivers in Crashes	Ratio of Males to Females	2024 Licensed Drivers	Rate (NM Drivers in Crashes per 1,000 Licensed Drivers in Each Age Group)
	Males	Females	Total				
15-19	3,941	2,925	6,866	10.9%	1.35	59,129	**116.1**
20-24	4,539	3,418	7,957	12.6%	1.33	121,808	**65.3**
25-29	3,786	3,029	6,815	10.8%	1.25	133,983	**50.9**
30-34	3,631	2,965	6,596	10.5%	1.22	146,561	**45.0**
35-39	3,269	2,668	5,937	9.4%	1.23	146,739	**40.5**
40-44	2,887	2,282	5,169	8.2%	1.27	143,086	**36.1**
45-49	2,420	1,858	4,278	6.8%	1.30	125,632	**34.1**
50-54	2,180	1,713	3,893	6.2%	1.27	120,578	**32.3**
55-59	2,040	1,545	3,585	5.7%	1.32	119,980	**29.9**
60-64	2,079	1,476	3,555	5.6%	1.41	137,059	**25.9**
65-69	1,585	1,316	2,901	4.6%	1.20	133,319	**21.8**
70-74	1,331	1,074	2,405	3.8%	1.24	117,279	**20.5**
75 +	1,782	1,359	3,141	5.0%	1.31	142,072	**22.1**
Total	**35,470**	**27,628**	**63,098**	**100%**	**1.28**	**1,647,225**	**38.3**

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

Figure 15: Number and Rate of New Mexico Resident Drivers in Fatal Crashes by Age Group, 2024 [52]

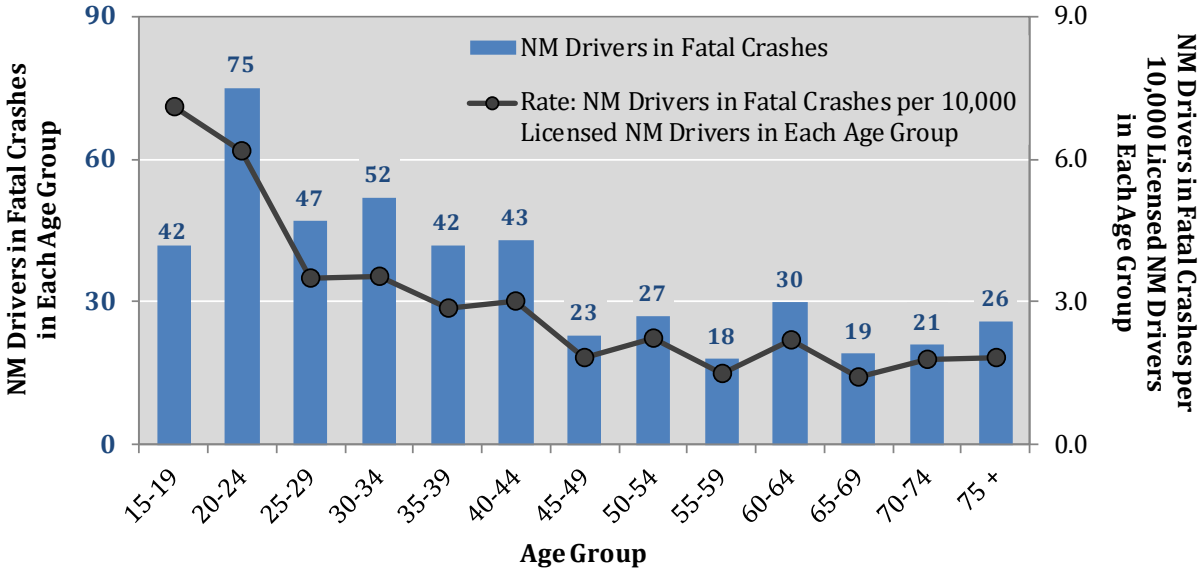


Table 78: Number and Rate of New Mexico Resident Drivers in Fatal Crashes by Age Group, 2024 [52]

Driver Age	NM Drivers in Fatal Crashes		All Drivers in Fatal Crashes		2024 Licensed Drivers	Rate: NM Drivers in Fatal Crashes per 10,000 NM Licensed Drivers in Each Age Group
	Count	Percent	Count	Percent		
15-19	42	9.0%	46	7.0%	59,129	**7.1**
20-24	75	16.1%	90	13.7%	121,808	**6.2**
25-29	47	10.1%	76	11.6%	133,983	**3.5**
30-34	52	11.2%	73	11.1%	146,561	**3.5**
35-39	42	9.0%	66	10.0%	146,739	**2.9**
40-44	43	9.2%	58	8.8%	143,086	**3.0**
45-49	23	4.9%	37	5.6%	125,632	**1.8**
50-54	27	5.8%	39	5.9%	120,578	**2.2**
55-59	18	3.9%	32	4.9%	119,980	**1.5**
60-64	30	6.5%	45	6.8%	137,059	**2.2**
65-69	19	4.1%	36	5.5%	133,319	**1.4**
70-74	21	4.5%	26	4.0%	117,279	**1.8**
75 +	26	5.6%	34	5.2%	142,072	**1.8**
Total	**465**	**100%**	**658**	**100%**	**1,647,225**	**2.8**

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

Young Drivers

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

- The teen (ages 15-19) driver crash rate (per 1,000 NM licensed teen drivers) was 116.1, a decrease from the previous year. (Table 79)
- The young adult (ages 20-24) driver crash rate (per 1,000 NM licensed young adult drivers) was 65.3, a small increase from the previous year. (Table 79)
- Teen and under-21 alcohol-involved drivers in crashes both rose to their highest levels in a decade. (Table 82 and previous Annual Crash Reports)
- Alcohol-involved teen driver crash rates rose again to the highest level in a decade (to 2.91 per 1,000 licensed teen drivers). (Table 82 and previous Annual Crash Reports)
- Male and female teen and under-21 alcohol-involved drivers both reached decade highs. (Table 83 and previous Annual Crash Reports)

Table 79: New Mexico Resident Young Driver Crash Rates, 2020 - 2024 [53] [54]

Year	Teen Drivers (15-19)			Young Adult Drivers (20-24)		
	Drivers in Crashes	NM Licensed Drivers	Crash Rate	Drivers in Crashes	NM Licensed Drivers	Crash Rate
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**
2024	6,866	59,129	**116.1**	7,957	121,808	**65.3**

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

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

Table 80: Percentage of New Mexico Resident Young Drivers Out of All Drivers in Crashes, 2020 - 2024 [55]

Year	Teen Drivers in Crashes	Teen Drivers in Crashes as a Percent of All Drivers	Young Adult Drivers in Crashes	Young Adult Drivers in Crashes as a Percent of All Drivers	All Drivers in Crashes
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
2024	6,866	**10.9%**	7,957	**12.6%**	63,098

Table 81: New Mexico Resident Young Drivers in Crashes by Hour, 2024 [55] [56]

Hour	Teen (15-19) Drivers		Young Adult (20-24) Drivers	
	Count	Percent	Count	Percent
Midnight	113	1.6%	133	1.7%
1 a.m.	78	1.1%	117	1.5%
2 a.m.	49	0.7%	112	1.4%
3 a.m.	47	0.7%	58	0.7%
4 a.m.	38	0.6%	79	1.0%
5 a.m.	40	0.6%	110	1.4%
6 a.m.	93	1.4%	174	2.2%
7 a.m.	339	4.9%	425	5.3%
8 a.m.	382	5.6%	410	5.2%
9 a.m.	219	3.2%	298	3.7%
10 a.m.	220	3.2%	281	3.5%
11 a.m.	294	4.3%	306	3.8%
Noon	410	6.0%	491	6.2%
1 p.m.	406	5.9%	426	5.4%
2 p.m.	455	6.6%	477	6.0%
3 p.m.	637	9.3%	629	7.9%
4 p.m.	586	8.5%	652	8.2%
5 p.m.	608	8.9%	739	9.3%
6 p.m.	445	6.5%	527	6.6%
7 p.m.	372	5.4%	377	4.7%
8 p.m.	330	4.8%	378	4.8%
9 p.m.	302	4.4%	298	3.7%
10 p.m.	229	3.3%	230	2.9%
11 p.m.	166	2.4%	210	2.6%
Missing Data	8	0.1%	20	0.3%
Total	**6,866**	**100%**	**7,957**	**100%**

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

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

Table 82: Alcohol-involved New Mexico Resident Young Driver Crash Rates, 2020 - 2024 [57] [58]

Year	Teen Drivers (15-19)			Under-21 Drivers			Young Adult Drivers (20-24)		
	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate
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**
2024	172	59,129	**2.91**	240	81,984	**2.93**	395	121,808	**3.24**

Table 83: Alcohol-involved New Mexico Resident Young Drivers in Crashes by Sex, 2020 - 2024 [57]

Year	Alcohol-involved Teen Drivers (15-19)			Alcohol-involved Under-21 Drivers			Alcohol-involved Young Adult Drivers (20-24)		
	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females
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**
2024	123	49	**2.5**	175	65	**2.7**	269	126	**2.1**

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

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

Seniors (65+)

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

- The number of seniors in crashes reached a decade high in 2024. Seniors killed in crashes remained elevated at 73 (second highest in a decade). (Table 84, previous Annual Reports)
- Among senior drivers in crashes, No Driver Error was the most prevalent contributing factor, with 34.0 percent, followed by Driver Inattention, with 17.6 percent. (Table 85)

Figure 16: Rate of New Mexico Resident Senior Drivers[59] in Crashes by Age, 2024 [60]

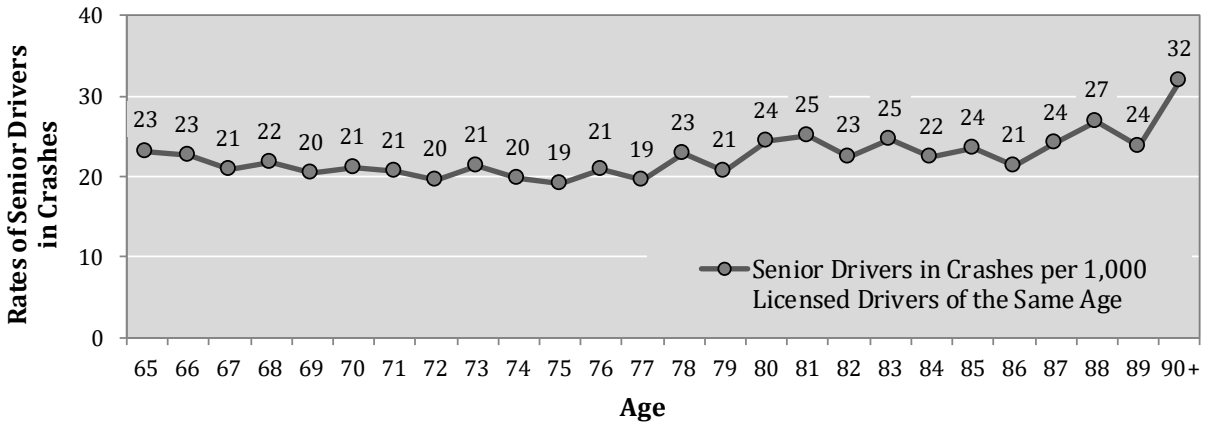


Table 84: Severity of Injuries to Seniors (65+) in Crashes, 2020 - 2024

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
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%
2024	73	0.6%	136	1.2%	698	6.0%	1,534	13.2%	9,223	79.1%	11,664	100%

[59] Detailed data are on Pages 99 and 100.

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

Table 85: Contributing Factors of Senior (65+) New Mexico Resident Drivers[60] in Crashes, 2024 [61]

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	**52**	**58.4%**	**1,863**	**55.7%**	**3,436**	**50.4%**	**5,351**	**52.2%**
Driver Inattention	11	12.4%	658	19.7%	1,140	16.7%	1,809	17.6%
Failed to Yield Right of Way	4	4.5%	412	12.3%	640	9.4%	1,056	10.3%
Other Improper Driving	8	9.0%	150	4.5%	321	4.7%	479	4.7%
Following Too Closely	0	-	107	3.2%	216	3.2%	323	3.1%
Improper Lane Change	0	-	37	1.1%	216	3.2%	253	2.5%
Made Improper Turn	3	3.4%	57	1.7%	165	2.4%	225	2.2%
Disregarded Traffic Signal	2	2.2%	103	3.1%	111	1.6%	216	2.1%
Avoid No Contact Vehicle	3	3.4%	51	1.5%	91	1.3%	145	1.4%
Driver Distracted by Other Activity	0	-	47	1.4%	92	1.3%	139	1.4%
Improper Backing	0	-	9	0.3%	91	1.3%	100	1.0%
Passed Stop Sign	3	3.4%	45	1.3%	46	0.7%	94	0.9%
Drove Left of Center	3	3.4%	28	0.8%	54	0.8%	85	0.8%
Under the Influence Of Alcohol	6	6.7%	39	1.2%	39	0.6%	84	0.8%
Excessive Speed	3	3.4%	38	1.1%	40	0.6%	81	0.8%
Avoid No Contact Other	0	-	17	0.5%	52	0.8%	69	0.7%
Improper Overtaking	0	-	14	0.4%	50	0.7%	64	0.6%
Speed Too Fast For Conditions	1	1.1%	22	0.7%	31	0.5%	54	0.5%
Cell Phone	0	-	8	0.2%	15	0.2%	23	0.2%
Under the Influence Of Drugs	5	5.6%	4	0.1%	6	0.1%	15	0.1%
Failed to Yield For Police Vehicle	0	-	5	0.1%	8	0.1%	13	0.1%
Driver Distracted by Talking on Cell Phone	0	-	2	0.06%	4	0.1%	6	0.1%
Driver Distracted By Texting	0	-	2	0.06%	3	0.04%	5	0.05%
Driver Distracted by Passenger	0	-	3	0.09%	2	0.03%	5	0.05%
Failed to Yield For Emer. Vehicle	0	-	2	0.06%	3	0.04%	5	0.05%
Driver Distracted by Talking on Hands-Free Device	0	-	3	0.09%	0	-	3	0.03%
Driverless Moving Vehicle	0	-	0	-	0	-	0	-
High-Speed Pursuit	0	-	0	-	0	-	0	-
Pedestrian Error	0	-	0	-	0	-	0	-
Vehicle Skidded Before Braking	0	-	0	-	0	-	0	-
Vehicle	**2**	**2.2%**	**51**	**1.5%**	**82**	**1.2%**	**135**	**1.3%**
Other Mechanical Defect	0	-	11	0.3%	24	0.4%	35	0.3%
Inadequate Brakes	0	-	13	0.4%	19	0.3%	32	0.3%
Defective Tires	2	2.2%	7	0.2%	11	0.2%	20	0.2%
Lights (Head, Signal, Tail)	0	-	8	0.2%	8	0.1%	16	0.2%
Defective Steering	0	-	6	0.2%	9	0.1%	15	0.1%
Coupling Device (Hitch, Chains)	0	-	0	-	5	0.1%	5	0.05%
Mirrors	0	-	0	-	4	0.06%	4	0.04%
Wheels	0	-	3	0.09%	1	0.01%	4	0.04%
Exhaust System	0	-	1	0.03%	1	0.01%	2	0.02%
Suspension	0	-	1	0.03%	0	-	1	0.01%
Windows/Windshield	0	-	1	0.03%	0	-	1	0.01%
Wipers	0	-	0	-	0	-	0	-
Environment	**2**	**2.2%**	**175**	**5.2%**	**483**	**7.1%**	**660**	**6.4%**
Animal(s) In Roadway	0	-	20	0.6%	175	2.6%	195	1.9%
Traffic Congestion	0	-	28	0.8%	62	0.9%	90	0.9%
Weather Conditions	0	-	38	1.1%	48	0.7%	86	0.8%
Road Surface Conditions	0	-	17	0.5%	48	0.7%	65	0.6%
Other Visual Obstruction(s)	0	-	22	0.7%	38	0.6%	60	0.6%
Low Visibility Due to Glare	1	1.1%	20	0.6%	35	0.5%	56	0.5%
Obstruction in Road	0	-	13	0.4%	21	0.3%	34	0.3%
Backup - Prior Crash	0	-	5	0.1%	28	0.4%	33	0.3%
Debris	0	-	4	0.1%	12	0.2%	16	0.2%
Backup - Prior Incident	0	-	1	0.03%	8	0.12%	9	0.09%
Traffic Control Missing	0	-	4	0.12%	4	0.06%	8	0.08%
Road Defect	0	-	2	0.06%	4	0.06%	6	0.06%
Low Visibility Due to Smoke	1	1.1%	1	0.03%	0	-	2	0.02%
Other	**33**	**37.1%**	**1,254**	**37.5%**	**2,823**	**41.4%**	**4,110**	**40.1%**
Other - No Driver Error	31	34.8%	1,198	35.8%	2,254	33.0%	3,483	34.0%
Missing Data	2	2.2%	19	0.6%	465	6.8%	486	4.7%
None	0	-	37	1.1%	104	1.5%	141	1.4%
Total Contributing Factors of Senior Drivers	**89**	**100%**	**3,343**	**100%**	**6,824**	**100%**	**10,256**	**100%**

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

Age and Sex

- Of all people in crashes, the age groups with the highest reported percentage of people in crashes were ages 15-19 (9.9 percent), ages 20-24 (10.5 percent) and ages 25-29 (8.8 percent). However, the age was unknown for 11.3 percent of people in crashes. (Figure 17, Table 86)
- The age groups with the highest number of fatalities in crashes were ages 20-24 (56 fatalities) and 35-39 (44 fatalities). (Table 86)
- Crash fatality risk increases steadily with age. The age group with the highest proportion of people killed in crashes were ages 75+ (0.65 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 10.1 to 1. (Table 88)
- Among all pedalcyclists in crashes, males outnumbered females with a ratio of 4.0 to 1. (Table 88)

Figure 17: Percentage of All People in Crashes by Age Group, 2024

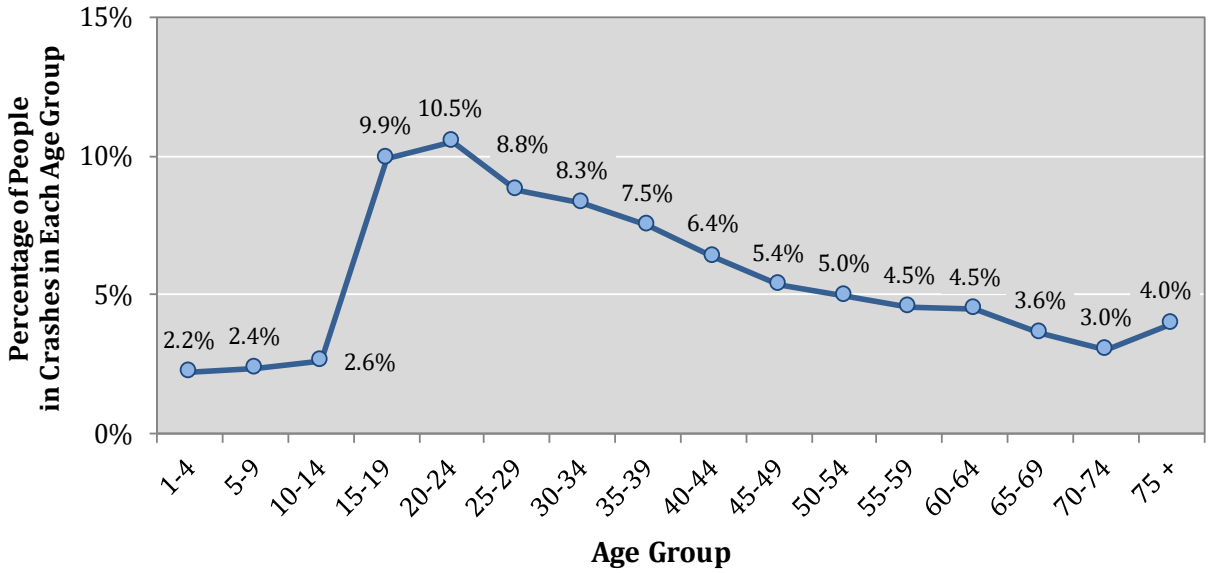


Table 86: People in Crashes by Age Group and Severity of Injury, 2024 [62]

Age Group	People in Crashes							
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total People	Percent Killed
1-4	6	21	83	150	2,157	2,417	**2.2%**	**0.25%**
5-9	3	12	122	304	2,147	2,588	**2.4%**	**0.12%**
10-14	4	32	172	381	2,319	2,908	**2.6%**	**0.14%**
15-19	29	136	696	1,209	8,841	10,911	**9.9%**	**0.27%**
20-24	56	144	784	1,372	9,212	11,568	**10.5%**	**0.48%**
25-29	41	109	594	1,150	7,789	9,683	**8.8%**	**0.42%**
30-34	41	124	520	1,088	7,378	9,151	**8.3%**	**0.45%**
35-39	44	91	474	1,060	6,550	8,219	**7.5%**	**0.54%**
40-44	30	87	347	932	5,629	7,025	**6.4%**	**0.43%**
45-49	33	72	308	761	4,702	5,876	**5.4%**	**0.56%**
50-54	31	79	311	751	4,285	5,457	**5.0%**	**0.57%**
55-59	23	55	252	715	3,931	4,976	**4.5%**	**0.46%**
60-64	29	59	268	665	3,894	4,915	**4.5%**	**0.59%**
65-69	24	52	215	534	3,175	4,000	**3.6%**	**0.60%**
70-74	21	32	182	436	2,652	3,323	**3.0%**	**0.63%**
75 +	28	52	301	564	3,396	4,341	**4.0%**	**0.65%**
Missing Data	1	59	109	218	12,016	12,403	**11.3%**	**0.01%**
Total	**444**	**1,216**	**5,738**	**12,290**	**90,073**	**109,761**	**100%**	**0.40%**

Table 87: People in Crashes and People Killed in Crashes by Sex, 2020 - 2024

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
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**
2024	55,671	44,530	9,560	109,761	**1.3**	326	118	444	**2.8**

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

Table 88: People in Crashes by Person Type and Sex, 2024 [63]

Person Type	People in Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	42,403	30,402	9,074	81,879	**1.4**
Front Seat Passengers	5,810	8,002	97	13,909	**0.7**
All Other Passengers	5,652	5,614	321	11,587	**1.0**
Motorcyclists/ATV Riders[1]					
Motorcycle/ATV Drivers	978	97	47	1,122	**10.1**
Motorcycle/ATV Passengers	55	98	0	153	**0.6**
Nonmotorists					
Pedalcyclists, All	286	71	3	360	**4.0**
Pedestrians, All	482	245	10	737	**2.0**
Missing Data	5	1	8	14	**5.0**
Total	**55,671**	**44,530**	**9,560**	**109,761**	**1.3**

Table 89: People in Crashes by Age Group, 2020 - 2024 [64]

Age Group	People in Crashes				
	2020	2021	2022	2023	2024
1-4	1,833	2,294	2,466	2,274	2,417
5-9	1,860	2,504	2,485	2,541	2,588
10-14	2,132	2,750	3,041	3,012	2,908
15-19	8,455	10,200	10,295	10,725	10,911
20-24	9,617	10,934	10,838	11,157	11,568
25-29	8,099	9,294	9,009	9,053	9,683
30-34	7,357	8,402	8,348	8,724	9,151
35-39	6,214	7,250	7,334	7,866	8,219
40-44	5,238	6,072	6,471	6,815	7,025
45-49	4,572	4,994	5,231	5,478	5,876
50-54	4,275	4,874	4,768	5,046	5,457
55-59	4,499	4,688	4,675	4,695	4,976
60-64	3,815	4,245	4,409	4,609	4,915
65-69	2,898	3,491	3,563	3,842	4,000
70-74	2,102	2,651	2,691	2,970	3,323
75 +	2,598	3,142	3,569	3,861	4,341
Missing Data	10,178	11,685	10,729	11,108	12,403
Total People	**85,742**	**99,470**	**99,922**	**103,776**	**109,761**

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

[64] Darker shading indicates higher counts.

Crash Geography

Counties

An analysis of crashes and fatalities by county helps identify traffic safety issues across geographic areas of New Mexico. In support of this, a selection of maps displaying a variety of traffic crash data across New Mexico is presented in Appendix E (Page 101) and digitally available in high-resolution color at https://gps.unm.edu/tru/traffic-crash-maps. Additional data tables on counties are available in Appendix F (Page 122). 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, Curry, Lea, and Santa Fe counties had the highest crash rates based on vehicle miles traveled, with at least 170 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 Taos, Bernalillo, San Juan, 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, 170, and San Juan County, 160. The highest animal-involved crash rates occurred in Grant, Roosevelt, Lincoln, Rio Arriba, Mora, Catron, and Colfax, with rates of at least 20 animal-involved crashes per 100 million vehicle miles traveled. (Table 92, Appendix Table F-4)

Fatalities

- Fatalities in Bernalillo County rose, including speeding and motorcyclist fatalities, but remain below 2021's decade-high levels. Pedestrian fatalities decreased but remain near decade highs. (Table 93 - Table 95, Appendix Table F-10, and previous Annual Reports)
- Lea and Eddy Counties saw crash-related fatalities rise to five-year highs, while McKinley County fell to a five-year low. (Table 95)
- Of the counties with the highest number of motorcyclist fatalities, motorcyclists often accounted for a large percentage of the total fatalities in each county. (Table 94)
- Of the counties with the highest number of pedestrian fatalities, pedestrians often accounted for a large percentage of the total fatalities in each county. (Table 95)
- Crash-related fatalities rose in Eddy, De Baca, Lea, and Socorro to their highest levels in five years. (Appendix Table F-1)

Table 90: Top 10 Counties in Total Crashes, 2020 - 2024 [65]

2024 Rank	County	Total Crashes					Percent of All 2024 Crashes	2024 Total Crashes per 100M VMT
		2020	2021	2022	2023	2024		
1	Bernalillo	14,038	15,864	14,774	15,554	17,733	39.4%	316.3
2	Doña Ana	3,642	4,272	4,538	4,845	4,456	9.9%	200.6
3	Santa Fe	2,428	2,534	2,807	3,230	3,314	7.4%	170.1
4	Sandoval	1,683	1,936	2,065	2,042	2,327	5.2%	134.1
5	San Juan	1,671	2,078	2,067	2,100	2,178	4.8%	107.8
6	Lea	1,402	1,496	1,740	1,974	2,064	4.6%	172.5
7	Eddy	1,295	1,338	1,532	1,918	1,767	3.9%	151.7
8	McKinley	1,025	1,343	1,213	1,195	1,213	2.7%	82.0
9	Valencia	1,018	960	1,078	1,074	1,087	2.4%	152.2
10	Chaves	1,103	1,173	1,125	1,175	1,043	2.3%	141.4
All Other Counties		7,250	7,775	7,945	7,729	7,860	17.5%	-
Total		**36,555**	**40,769**	**40,884**	**42,836**	**45,042**	100%	**157.7**

Table 91: Top 10 Counties in Alcohol-involved Crashes, 2020 - 2024 [66]

2024 Rank	County	Alcohol-involved Crashes					Percent of All 2024 Alcohol-involved Crashes	2024 Alcohol-involved Crashes per 100M VMT
		2020	2021	2022	2023	2024		
1	Bernalillo	613	692	636	676	618	28.0%	11.0
2	Doña Ana	199	181	216	222	229	10.4%	10.3
3	San Juan	157	216	211	196	213	9.6%	10.5
4	Santa Fe	144	132	158	187	181	8.2%	9.3
5	Sandoval	109	119	136	130	156	7.1%	9.0
6	McKinley	127	150	162	157	120	5.4%	8.1
7	Eddy	70	73	63	85	73	3.3%	6.3
8	Lea	65	60	60	80	72	3.3%	6.0
9	Chaves	77	54	73	58	64	2.9%	8.7
10	Otero	53	41	38	49	56	2.5%	6.9
All Other Counties		406	432	480	428	427	19.3%	-
Total		**2,020**	**2,150**	**2,233**	**2,268**	**2,209**	100%	**7.7**

[65] See Page 70 for total crashes in all counties, and Pages 127-128 for crash rates using county population.

[66] See Page 72 for alcohol-involved crashes in all counties, and Page 129 for alcohol-involved crash rates per capita.

Table 92: Top 10 Counties[67] in Animal-involved Crashes, 2020 - 2024 [68]

2024 Rank	County	Animal-involved Crashes					Percent of All 2024 Animal-involved Crashes	2024 Animal-involved Crashes per 100M VMT
		2020	2021	2022	2023	2024		
1	Grant	162	143	165	189	170	9.3%	38.9
2	San Juan	152	197	141	159	160	8.8%	7.9
3	Eddy	87	64	83	120	120	6.6%	10.3
4	Rio Arriba	118	128	128	128	118	6.5%	21.9
5	Lincoln	122	123	110	149	115	6.3%	25.6
6	Otero	82	83	71	77	81	4.5%	10.0
7	Sandoval	65	74	66	75	80	4.4%	4.6
8	Colfax	114	86	109	102	74	4.1%	21.0
9	Santa Fe	68	60	89	76	70	3.8%	3.6
10	McKinley	58	77	73	57	69	3.8%	4.7
All Other Counties		813	723	728	776	763	41.9%	-
Total		**1,841**	**1,758**	**1,763**	**1,908**	**1,820**	100%	**6.4**

Table 93: Top 10 Counties[67] in Fatalities, 2020 - 2024 [69]

2024 Rank	County	Fatalities in Crashes					Percent of All 2024 Fatalities	2024 Fatalities per 100M VMT
		2020	2021	2022	2023	2024		
1	Bernalillo	109	143	109	114	122	27.5%	2.2
2	Lea	14	14	21	18	31	7.0%	2.6
3	Doña Ana	20	16	29	32	25	5.6%	1.1
4	San Juan	24	34	19	20	24	5.4%	1.2
5	Eddy	10	14	18	18	21	4.7%	1.8
6	McKinley	24	32	34	29	20	4.5%	1.4
6	Sandoval	14	19	21	13	20	4.5%	1.2
8	Santa Fe	31	22	25	15	18	4.1%	0.9
9	Socorro	11	13	14	12	15	3.4%	2.4
10	Torrance	6	9	9	15	14	3.2%	2.1
All Other Counties		135	167	167	150	134	30.2%	-
Total		**398**	**483**	**466**	**436**	**444**	100%	**1.6**

[67] Counties with the same number of crashes (or fatalities) in 2024 share the same rank.

[68] See Page 125 for animal-involved crashes in all counties.

[69] See Page 122 for crash-related fatalities in all counties, and Page 128 for fatality rates using county population.

Table 94: Top Counties[70] in Motorcyclist[28] (Driver and Passenger) Fatalities, 2020 - 2024 [71]

2024 Rank	County	Motorcyclist Fatalities in Crashes					Percent of All 2024 Motorcyclist Fatalities	2024 Total Fatalities	Motorcyclist Fatalities as a Percent of All 2024 County Fatalities
		2020	2021	2022	2023	2024			
1	Bernalillo	13	27	21	14	17	29.8%	122	13.9%
2	Lea	0	0	3	1	7	12.3%	31	22.6%
3	Valencia	3	2	1	7	4	7.0%	11	36.4%
3	Doña Ana	5	0	5	4	4	7.0%	25	16.0%
3	San Juan	4	3	2	4	4	7.0%	24	16.7%
3	Eddy	0	2	1	4	4	7.0%	21	19.0%
7	Sandoval	4	2	2	2	3	5.3%	20	15.0%
8	Rio Arriba	3	1	1	2	2	3.5%	11	18.2%
8	Socorro	1	1	1	1	2	3.5%	15	13.3%
All Other Counties		13	17	17	16	10	17.5%	164	6.1%
Total		**46**	**55**	**54**	**55**	**57**	100%	444	12.8%

Table 95: Top Counties[70] in Pedestrian Fatalities, 2020 - 2024 [72]

2024 Rank	County	Pedestrian Fatalities in Crashes					Percent of All 2024 Pedestrian Fatalities	2024 Total Fatalities	Pedestrian Fatalities as a Percent of All 2024 County Fatalities
		2020	2021	2022	2023	2024			
1	Bernalillo	32	50	38	53	48	47.1%	122	39.3%
2	Santa Fe	6	5	6	5	7	6.9%	18	38.9%
3	Doña Ana	4	5	9	6	6	5.9%	25	24.0%
3	San Juan	10	6	8	6	6	5.9%	24	25.0%
5	McKinley	5	9	9	6	5	4.9%	20	25.0%
6	Sandoval	1	1	0	5	4	3.9%	20	20.0%
6	Chaves	5	0	1	3	4	3.9%	14	28.6%
8	Rio Arriba	2	1	0	3	3	2.9%	11	27.3%
8	Curry	1	3	0	2	3	2.9%	3	100.0%
All Other Counties		15	25	23	19	16	15.7%	187	8.6%
Total		**81**	**105**	**94**	**108**	**102**	100%	444	23.0%

[70] Counties with the same number of fatalities in 2024 share the same rank.

[71] See Page 123 for motorcyclist fatalities in all counties.

[72] See Page 124 for pedestrian fatalities in all counties.

Table 96: Severity of Crashes by County, 2024

County	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Bernalillo	116	28.4%	5,210	39.3%	12,407	39.5%	17,733	39.4%
Catron	1	0.2%	17	0.1%	36	0.1%	54	0.1%
Chaves	14	3.4%	332	2.5%	697	2.2%	1,043	2.3%
Cibola	7	1.7%	134	1.0%	335	1.1%	476	1.1%
Colfax	5	1.2%	53	0.4%	213	0.7%	271	0.6%
Curry	3	0.7%	282	2.1%	554	1.8%	839	1.9%
De Baca	2	0.5%	8	0.1%	14	0.04%	24	0.1%
Doña Ana	22	5.4%	1,364	10.3%	3,070	9.8%	4,456	9.9%
Eddy	18	4.4%	429	3.2%	1,320	4.2%	1,767	3.9%
Grant	6	1.5%	142	1.1%	462	1.5%	610	1.4%
Guadalupe	9	2.2%	59	0.4%	184	0.6%	252	0.6%
Harding	0	0.0%	0	0.0%	4	0.01%	4	0.01%
Hidalgo	3	0.7%	26	0.2%	92	0.3%	121	0.3%
Lea	30	7.4%	674	5.1%	1,360	4.3%	2,064	4.6%
Lincoln	6	1.5%	125	0.9%	351	1.1%	482	1.1%
Los Alamos	2	0.5%	35	0.3%	128	0.4%	165	0.4%
Luna	3	0.7%	116	0.9%	304	1.0%	423	0.9%
McKinley	17	4.2%	352	2.7%	844	2.7%	1,213	2.7%
Mora	2	0.5%	33	0.2%	75	0.2%	110	0.2%
Otero	13	3.2%	279	2.1%	626	2.0%	918	2.0%
Quay	4	1.0%	53	0.4%	205	0.7%	262	0.6%
Rio Arriba	11	2.7%	168	1.3%	453	1.4%	632	1.4%
Roosevelt	4	1.0%	85	0.6%	218	0.7%	307	0.7%
San Juan	21	5.1%	669	5.1%	1,488	4.7%	2,178	4.8%
San Miguel	9	2.2%	115	0.9%	327	1.0%	451	1.0%
Sandoval	16	3.9%	638	4.8%	1,673	5.3%	2,327	5.2%
Santa Fe	17	4.2%	1,056	8.0%	2,241	7.1%	3,314	7.4%
Sierra	3	0.7%	64	0.5%	183	0.6%	250	0.6%
Socorro	11	2.7%	81	0.6%	190	0.6%	282	0.6%
Taos	9	2.2%	164	1.2%	347	1.1%	520	1.2%
Torrance	12	2.9%	82	0.6%	212	0.7%	306	0.7%
Union	1	0.2%	23	0.2%	77	0.2%	101	0.2%
Valencia	11	2.7%	376	2.8%	700	2.2%	1,087	2.4%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Crashes	**408**	**100%**	**13,244**	**100%**	**31,390**	**100%**	**45,042**	**100%**

Crash Geography – Counties

Table 97: Total Crashes by County, 2020 - 2024 [73] [74]

County	Total Crashes					Percent of All 2024 Crashes	2024 Vehicle Miles Traveled (100M VMT)	2024 Crashes per 100M VMT
	2020	2021	2022	2023	2024			
Bernalillo	14,038	15,864	14,774	15,554	17,733	39.4%	56.07	316.3
Catron	51	54	49	42	54	0.1%	1.21	44.6
Chaves	1,103	1,173	1,125	1,175	1,043	2.3%	7.37	141.4
Cibola	502	540	417	353	476	1.1%	9.34	51.0
Colfax	335	320	357	375	271	0.6%	3.53	76.8
Curry	752	818	863	824	839	1.9%	4.27	196.6
De Baca	32	41	20	37	24	0.05%	1.54	15.6
Doña Ana	3,642	4,272	4,538	4,845	4,456	9.9%	22.21	200.6
Eddy	1,295	1,338	1,532	1,918	1,767	3.9%	11.65	151.7
Grant	533	597	581	627	610	1.4%	4.37	139.7
Guadalupe	244	281	295	248	252	0.6%	6.97	36.2
Harding	6	4	8	14	4	0.01%	0.20	20.0
Hidalgo	98	141	146	131	121	0.3%	3.58	33.8
Lea	1,402	1,496	1,740	1,974	2,064	4.6%	11.96	172.5
Lincoln	457	483	564	512	482	1.1%	4.49	107.4
Los Alamos	112	95	139	128	165	0.4%	1.11	148.6
Luna	402	417	416	395	423	0.9%	8.87	47.7
McKinley	1,025	1,343	1,213	1,195	1,213	2.7%	14.79	82.0
Mora	122	99	148	125	110	0.2%	1.53	72.0
Otero	793	913	900	883	918	2.0%	8.07	113.7
Quay	254	247	260	243	262	0.6%	6.30	41.6
Rio Arriba	667	681	633	632	632	1.4%	5.40	117.1
Roosevelt	291	249	342	314	307	0.7%	2.16	142.4
San Juan	1,671	2,078	2,067	2,100	2,178	4.8%	20.21	107.8
San Miguel	449	451	449	430	451	1.0%	4.62	97.7
Sandoval	1,683	1,936	2,065	2,042	2,327	5.2%	17.36	134.1
Santa Fe	2,428	2,534	2,807	3,230	3,314	7.4%	19.49	170.1
Sierra	166	212	199	224	250	0.6%	2.25	111.1
Socorro	226	226	234	249	282	0.6%	6.13	46.0
Taos	487	511	633	531	520	1.2%	4.23	122.8
Torrance	197	320	228	341	306	0.7%	6.56	46.6
Union	72	72	63	71	101	0.2%	1.63	62.0
Valencia	1,018	960	1,078	1,074	1,087	2.4%	7.14	152.2
Missing Data	2	3	1	0	0	0.0%	-0.94	-
Total	**36,555**	**40,769**	**40,884**	**42,836**	**45,042**	**100%**	**285.66**	**157.7**

[73] See Pages 127-128 for crash rates using county population.

[74] 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, 2024 [75]

County	People in Crashes							Fatalities per 100M VMT	Total People in Crashes per 100M VMT
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People		
Bernalillo	122	324	2,102	5,045	35,877	43,470	39.6%	2.18	775
Catron	1	7	5	10	66	89	0.1%	0.83	74
Chaves	14	38	137	301	2,056	2,546	2.3%	1.90	345
Cibola	8	22	65	107	861	1,063	1.0%	0.86	114
Colfax	5	10	33	37	495	580	0.5%	1.42	164
Curry	3	30	110	302	1,720	2,165	2.0%	0.70	507
De Baca	2	0	6	3	28	39	0.04%	1.30	25
Doña Ana	25	78	566	1,332	9,252	11,253	10.3%	1.13	507
Eddy	21	29	212	391	3,568	4,221	3.8%	1.80	362
Grant	7	20	68	107	995	1,197	1.1%	1.60	274
Guadalupe	11	17	43	49	451	571	0.5%	1.58	82
Harding	0	0	0	0	6	6	0.01%	0.00	30
Hidalgo	3	4	13	15	197	232	0.2%	0.84	65
Lea	31	78	316	625	4,211	5,261	4.8%	2.59	440
Lincoln	7	27	76	77	836	1,023	0.9%	1.56	228
Los Alamos	2	5	13	32	317	369	0.3%	1.80	332
Luna	3	19	64	90	820	996	0.9%	0.34	112
McKinley	20	64	176	288	2,633	3,181	2.9%	1.35	215
Mora	2	7	24	15	127	175	0.2%	1.31	114
Otero	13	40	160	199	1,793	2,205	2.0%	1.61	273
Quay	4	13	42	40	484	583	0.5%	0.63	92
Rio Arriba	11	16	85	135	1,088	1,335	1.2%	2.04	247
Roosevelt	4	8	51	46	591	700	0.6%	1.86	325
San Juan	24	66	253	714	4,512	5,569	5.1%	1.19	276
San Miguel	9	19	78	89	735	930	0.8%	1.95	201
Sandoval	20	78	288	551	4,896	5,833	5.3%	1.15	336
Santa Fe	18	70	372	1,045	6,753	8,258	7.5%	0.92	424
Sierra	4	8	50	33	396	491	0.4%	1.78	218
Socorro	15	7	45	55	429	551	0.5%	2.45	90
Taos	9	36	88	104	906	1,143	1.0%	2.13	270
Torrance	14	30	20	100	551	715	0.7%	2.13	109
Union	1	8	9	20	144	182	0.2%	0.61	112
Valencia	11	38	168	333	2,279	2,829	2.6%	1.54	396
Missing Data	0	0	0	0	0	0	0.0%	-	-
Total People	**444**	**1,216**	**5,738**	**12,290**	**90,073**	**109,761**	**100%**	**1.55**	**384**

[75] Darker shading indicates higher rates.

Table 99: Alcohol-involved Crashes by County, 2020 - 2024 [76]

County	Alcohol-involved Crashes					Percent of All 2024 Alcohol-involved Crashes	2024 Vehicle Miles Traveled (100M VMT)	2024 Alcohol-involved Crashes per 100M VMT
	2020	2021	2022	2023	2024			
Bernalillo	613	692	636	676	618	28.0%	56.07	11.0
Catron	4	1	4	3	2	0.1%	1.21	1.7
Chaves	77	54	73	58	64	2.9%	7.37	8.7
Cibola	43	61	34	31	36	1.6%	9.34	3.9
Colfax	14	16	16	15	14	0.6%	3.53	4.0
Curry	22	33	24	34	39	1.8%	4.27	9.1
De Baca	2	1	1	0	2	0.1%	1.54	1.3
Doña Ana	199	181	216	222	229	10.4%	22.21	10.3
Eddy	70	73	63	85	73	3.3%	11.65	6.3
Grant	23	28	24	39	30	1.4%	4.37	6.9
Guadalupe	10	9	7	7	7	0.3%	6.97	1.0
Harding	0	0	0	2	0	0.0%	0.20	0.0
Hidalgo	3	4	7	5	5	0.2%	3.58	1.4
Lea	65	60	60	80	72	3.3%	11.96	6.0
Lincoln	20	25	37	30	32	1.4%	4.49	7.1
Los Alamos	5	3	6	4	3	0.1%	1.11	2.7
Luna	20	17	19	13	15	0.7%	8.87	1.7
McKinley	127	150	162	157	120	5.4%	14.79	8.1
Mora	6	5	10	10	5	0.2%	1.53	3.3
Otero	53	41	38	49	56	2.5%	8.07	6.9
Quay	8	9	12	3	7	0.3%	6.30	1.1
Rio Arriba	45	42	55	50	42	1.9%	5.40	7.8
Roosevelt	13	13	15	11	9	0.4%	2.16	4.2
San Juan	157	216	211	196	213	9.6%	20.21	10.5
San Miguel	25	36	38	27	25	1.1%	4.62	5.4
Sandoval	109	119	136	130	156	7.1%	17.36	9.0
Santa Fe	144	132	158	187	181	8.2%	19.49	9.3
Sierra	8	13	12	13	16	0.7%	2.25	7.1
Socorro	14	11	19	19	23	1.0%	6.13	3.8
Taos	45	37	50	35	49	2.2%	4.23	11.6
Torrance	9	15	15	14	14	0.6%	6.56	2.1
Union	7	2	5	2	1	0.05%	1.63	0.6
Valencia	60	51	70	61	51	2.3%	7.14	7.1
Missing Data	0	0	0	0	0	0.0%	-0.94	-
Total	**2,020**	**2,150**	**2,233**	**2,268**	**2,209**	**100%**	**285.66**	**7.7**

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

Table 100: Severity of Injuries to People in Alcohol-involved Crashes by County, 2024 [77]

County	People in Alcohol-involved Crashes							Fatalities in Alcohol-involved Crashes per 100M VMT	Total People in Alcohol-involved Crashes per 100M VMT
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total People		
Bernalillo	50	33	165	195	971	1,414	29.5%	0.89	25.2
Catron	0	1	1	0	0	2	0.04%	0.00	1.7
Chaves	6	10	18	10	85	129	2.7%	0.81	17.5
Cibola	4	4	12	17	40	77	1.6%	0.43	8.2
Colfax	1	2	3	4	18	28	0.6%	0.28	7.9
Curry	2	3	10	25	56	96	2.0%	0.47	22.5
De Baca	2	0	0	0	1	3	0.1%	1.30	2.0
Doña Ana	10	11	66	64	309	460	9.6%	0.45	20.7
Eddy	7	5	18	13	103	146	3.0%	0.60	12.5
Grant	1	4	4	5	29	43	0.9%	0.23	9.9
Guadalupe	1	2	1	3	4	11	0.2%	0.14	1.6
Harding	0	0	0	0	0	0	0.0%	0.00	0.0
Hidalgo	0	2	0	0	6	8	0.2%	0.00	2.2
Lea	8	9	22	34	88	161	3.4%	0.67	13.5
Lincoln	3	5	11	7	28	54	1.1%	0.67	12.0
Los Alamos	0	0	0	0	3	3	0.1%	0.00	2.7
Luna	0	2	6	5	27	40	0.8%	0.00	4.5
McKinley	10	19	34	35	211	309	6.4%	0.68	20.9
Mora	1	0	3	1	1	6	0.1%	0.65	3.9
Otero	3	5	18	13	58	97	2.0%	0.37	12.0
Quay	2	1	4	1	6	14	0.3%	0.32	2.2
Rio Arriba	6	2	15	8	52	83	1.7%	1.11	15.4
Roosevelt	1	0	2	3	12	18	0.4%	0.46	8.3
San Juan	14	17	49	86	334	500	10.4%	0.69	24.7
San Miguel	4	3	14	6	26	53	1.1%	0.87	11.5
Sandoval	5	10	30	43	280	368	7.7%	0.29	21.2
Santa Fe	11	13	45	44	256	369	7.7%	0.56	18.9
Sierra	4	0	4	4	9	21	0.4%	1.78	9.3
Socorro	7	2	9	6	15	39	0.8%	1.14	6.4
Taos	6	17	16	14	47	100	2.1%	1.42	23.6
Torrance	6	6	3	2	16	33	0.7%	0.91	5.0
Union	0	0	0	0	1	1	0.02%	0.00	0.6
Valencia	2	8	10	10	81	111	2.3%	0.28	15.5
Missing Data	0	0	0	0	0	0	0.0%	-	-
Total People	**177**	**196**	**593**	**658**	**3,173**	**4,797**	**100%**	**0.62**	**16.8**

[77] Darker shading indicates higher rates.

Cities

An analysis of crashes by city helps identify traffic safety issues across geographic areas of New Mexico. A selection of city crash maps is also available in Appendix E (Page 101) and digitally available at https://gps.unm.edu/tru/traffic-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 Gallup (32.2), Silver City (31.4), and Farmington (30.1). (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 Taos (31.0), Gallup (29.0), Ruidoso (27.5), and Farmington (27.2). (Table 102)

Table 101: Top Fifteen Cities in Total Crashes, 2020 - 2024 [78]

2024 Rank	City	Total Crashes					2024 Population	2024 Crashes per 1,000 City Residents
		2020	2021	2022	2023	2024		
1	Albuquerque	13,421	13,955	12,577	13,547	15,529	560,326	**27.7**
2	Las Cruces	2,729	3,169	3,261	3,463	3,185	116,998	**27.2**
3	Santa Fe	1,553	1,773	1,978	2,287	2,411	90,551	**26.6**
4	Rio Rancho	941	1,152	1,293	1,277	1,494	112,524	**13.3**
5	Farmington	1,013	1,143	1,286	1,300	1,391	46,262	**30.1**
6	Hobbs	867	894	1,038	1,139	1,226	41,061	**29.9**
7	Carlsbad	722	766	805	966	942	31,999	**29.4**
8	South Valley	-	747	825	790	850	38,338	**22.2**
9	Roswell	767	911	873	907	784	47,176	**16.6**
10	Clovis	611	673	711	666	689	37,555	**18.3**
11	Gallup	518	742	597	598	654	20,339	**32.2**
12	Alamogordo	465	551	517	488	507	31,667	**16.0**
13	Los Lunas	403	336	372	349	412	19,907	**20.7**
14	North Valley	-	267	296	222	309	11,149	**27.7**
15	Silver City	210	297	269	270	295	9,399	**31.4**
All Other Locations		12,335	13,393	14,186	14,567	14,364	-	-
Statewide Total		**36,555**	**40,769**	**40,884**	**42,836**	**45,042**	**2,130,256**	**21.1**

[78] Statistics for crashes in the North Valley and South Valley are not available prior to 2021. The populations of the North Valley and South Valley CDPs (Census Designated Places) are based on the 2020 U.S. Census.

Table 102: Top Cities[79] in Alcohol-involved Crashes, 2024 [80]

2024 Rank	City	Alcohol-involved Crashes					2024 Population	2024 Alcohol-involved Crashes per 10,000 City Residents
		2020	2021	2022	2023	2024		
1	Albuquerque	575	585	518	582	497	560,326	**8.9**
2	Farmington	73	112	116	110	126	46,262	**27.2**
3	Santa Fe	81	74	91	111	122	90,551	**13.5**
4	Las Cruces	112	88	118	110	118	116,998	**10.1**
5	Rio Rancho	64	54	79	88	97	112,524	**8.6**
6	Gallup	65	89	83	83	59	20,339	**29.0**
7	South Valley	-	36	32	39	46	38,338	**12.0**
8	Carlsbad	46	40	31	47	45	31,999	**14.1**
9	Hobbs	48	38	37	38	44	41,061	**10.7**
10	Roswell	54	33	53	34	42	47,176	**8.9**
11	Clovis	19	22	16	20	31	37,555	**8.3**
12	Alamogordo	29	19	20	24	27	31,667	**8.5**
13	Ruidoso	10	9	18	15	21	7,640	**27.5**
14	Taos	12	10	17	12	20	6,453	**31.0**
15	North Valley	-	16	14	5	14	11,149	**12.6**
16	Bernalillo	9	13	10	14	13	9,159	**14.2**
17	Silver City	8	15	16	20	12	9,399	**12.8**
18	Chaparral	9	12	12	11	11	16,551	**6.6**
18	Lovington	5	3	4	8	11	11,693	**9.4**
18	Grants	7	9	8	6	11	8,880	**12.4**
All Other Locations		794	873	940	891	842	-	-
Statewide Total		**2,020**	**2,150**	**2,233**	**2,268**	**2,209**	**2,130,256**	**10.4**

[79] Cities share the same rank if they have the same number of crashes in 2024. 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 North Valley and South Valley are not available prior to 2021.

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

Table 103: Severity of Crashes and Severity of Injury in Crashes by City, 2024 [81]

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Agua Fria	0	6	17	23	0	7	38	45
Alamogordo	5	154	348	507	5	212	1,105	1,322
Albuquerque	95	4,447	10,987	15,529	99	6,428	31,522	38,049
Algodones	1	11	19	31	1	13	52	66
Anthony	0	39	81	120	0	60	262	322
Arenas Valley	1	6	26	33	1	10	45	56
Artesia	2	39	191	232	3	62	509	574
Aztec	0	33	81	114	0	45	252	297
Barton	0	8	10	18	0	9	33	42
Bayard	0	2	27	29	0	2	53	55
Belen	0	57	95	152	0	81	308	389
Bernalillo	3	87	171	261	3	136	548	687
Bloomfield	2	24	82	108	2	31	200	233
Bosque Farms	0	18	39	57	0	25	119	144
Carlsbad	7	215	720	942	7	308	2,122	2,437
Carnuel	0	20	45	65	0	26	105	131
Cedar Hill	0	11	32	43	0	15	56	71
Center Point	2	4	18	24	2	13	40	55
Chaparral	2	44	71	117	2	63	214	279
Chimayo	0	7	15	22	0	10	25	35
Clayton	0	5	17	22	0	8	43	51
Clovis	2	228	459	689	2	354	1,455	1,811
Continental Divide	1	12	35	48	1	18	86	105
Corrales	0	16	23	39	0	19	76	95
Crouch Mesa	0	13	25	38	0	15	50	65
Deming	0	62	160	222	0	86	500	586
Edgewood	2	40	94	136	2	67	260	329
Edith Endave	0	10	26	36	0	14	68	82
El Cerro	1	27	56	84	1	43	193	237
El Cerro Mission	0	10	29	39	0	11	70	81
El Valle de Arroyo Seco	0	8	12	20	0	11	41	52
Eldorado at Santa Fe	1	10	11	22	1	13	29	43
Española	1	81	187	269	1	109	568	678
Eunice	1	13	28	42	1	16	87	104
Farmington	6	456	929	1,391	8	706	3,129	3,843
Flora Vista	2	10	28	40	2	20	85	107
Fruitland	0	6	18	24	0	12	54	66
Gallup	4	201	449	654	4	297	1,598	1,899
Glorieta	0	7	15	22	0	8	34	42
Grants	0	41	96	137	0	59	307	366

Table 103 continued [81]

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Hatch	0	9	24	33	0	18	116	134
Hobbs	7	411	808	1,226	7	631	2,724	3,362
Isleta Pueblo	0	7	16	23	0	11	34	45
Jal	0	18	71	89	0	25	170	195
Kirtland	1	9	22	32	1	15	74	90
La Cienega	0	12	24	36	0	16	62	78
La Luz	0	9	24	33	0	14	70	84
La Plata	1	7	21	29	1	10	32	43
Laguna	1	7	13	21	1	10	39	50
Las Cruces	6	997	2,182	3,185	6	1,413	6,878	8,297
Las Vegas	1	68	147	216	1	106	414	521
Lee Acres	1	23	59	83	1	41	150	192
Lordsburg	1	7	24	32	1	7	56	64
Los Alamos	1	24	90	115	1	34	234	269
Los Chaves	2	15	21	38	2	21	53	76
Los Lunas	3	137	272	412	3	191	988	1,182
Los Ranchos de ABQ	1	21	64	86	1	26	191	218
Lovington	0	64	147	211	0	81	438	519
Meadow Lake	2	10	27	39	2	19	73	94
Mesilla	0	13	21	34	0	16	80	96
Mesita	0	3	13	16	0	3	24	27
Milan	0	6	22	28	0	10	50	60
Moriarty	1	17	55	73	1	30	157	188
North Hobbs	3	19	25	47	3	32	97	132
North Valley	5	94	210	309	5	117	651	773
Paradise Hills	0	6	18	24	0	9	65	74
Paraje	2	6	13	21	3	13	44	60
Peralta	0	8	22	30	0	12	58	70
Pojoaque	0	12	29	41	0	18	93	111
Portales	1	43	123	167	1	54	374	429
Prewitt	0	11	31	42	0	17	73	90
Pueblo of Sandia Village	0	7	17	24	0	11	51	62
Ranchos de Taos	1	17	15	33	1	24	50	75
Raton	0	14	49	63	0	19	131	150
Rio Communities	0	16	16	32	0	25	64	89
Rio Rancho	4	370	1,120	1,494	5	522	3,356	3,883
Rio Rancho Estates	1	11	20	32	4	15	54	73
Roswell	8	234	542	784	8	333	1,669	2,010
Ruidoso	3	59	150	212	3	87	420	510
Ruidoso Downs	0	2	29	31	0	2	71	73

Table 103 continued [81]

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
San Antonito	0	6	11	17	0	10	24	34
San Felipe Pueblo	1	2	16	19	1	2	36	39
San Ysidro (Doña Ana)	0	10	15	25	0	12	35	47
Sandia Heights	1	14	31	46	1	17	93	111
Santa Ana Pueblo	0	4	13	17	0	7	34	41
Santa Clara (Central)	0	6	17	23	0	13	28	41
Santa Fe	4	772	1,635	2,411	4	1,067	5,146	6,217
Santa Fe Foothills	0	8	20	28	0	10	39	49
Santa Rosa	0	6	44	50	0	6	77	83
Santa Teresa	0	6	16	22	0	9	37	46
Sedillo	0	15	18	33	0	16	52	68
Silver City	1	73	221	295	1	93	583	677
Socorro	1	35	74	110	2	42	192	236
South River	1	5	21	27	1	6	40	47
South Valley	7	311	532	850	7	436	1,763	2,206
Spencerville	0	3	15	18	0	3	36	39
Sunland Park	2	40	105	147	2	70	351	423
Taos	1	58	171	230	1	77	492	570
Tesuque	0	9	14	23	0	13	30	43
Texico	0	4	13	17	0	8	44	52
Thoreau	1	6	35	42	1	8	89	98
Tijeras	1	10	23	34	2	15	58	75
Tome	0	8	13	21	0	11	36	47
Truth or Consequences	0	19	63	82	0	29	161	190
Tucumcari	1	13	51	65	1	18	127	146
Tularosa	1	16	26	43	1	18	93	112
University Park	0	15	80	95	0	22	181	203
Vado	0	9	23	32	0	16	74	90
Waterflow	0	4	16	20	0	5	38	43
West Hammond	0	7	18	25	0	10	45	55
Williamsburg	1	8	7	16	1	10	19	30
Zuni Pueblo	0	7	18	25	0	8	50	58
Rural and Other	186	2,424	5,647	8,257	208	3,657	13,201	17,066
Statewide Total	**408**	**13,244**	**31,390**	**45,042**	**444**	**19,244**	**90,073**	**109,761**

[81] The term "other" refers to towns or places with fewer than 16 crashes in 2024.

Table 104: Severity of Alcohol-involved Crashes and Injuries by City, 2024 [82]

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Acomita Lake	0	2	0	2	0	2	2	4
Agua Fria	0	0	2	2	0	0	3	3
Alamogordo	2	13	12	27	2	19	28	49
Albuquerque	40	207	250	497	41	309	788	1,138
Algodones	1	5	3	9	1	7	10	18
Angel Fire	0	2	0	2	0	2	4	6
Anthony	0	3	2	5	0	3	12	15
Arenas Valley	0	2	3	5	0	2	3	5
Arroyo Hondo	0	2	0	2	0	3	1	4
Artesia	2	4	3	9	3	10	11	24
Aztec	0	4	4	8	0	6	13	19
Belen	0	7	2	9	0	8	10	18
Bernalillo	1	5	7	13	1	6	33	40
Black Rock	0	2	0	2	0	6	0	6
Bloomfield	1	4	1	6	1	5	7	13
Bosque Farms	0	1	1	2	0	1	4	5
Carlsbad	2	11	32	45	2	13	75	90
Carnuel	0	1	1	2	0	1	2	3
Carrizozo	1	1	0	2	1	1	4	6
Cedar Crest	1	1	0	2	1	1	1	3
Cedar Hill	0	1	2	3	0	1	3	4
Chaparral	0	6	5	11	0	6	13	19
Chimayo	0	1	1	2	0	2	2	4
Clovis	2	16	13	31	2	31	49	82
Continental Divide	1	3	1	5	1	7	9	17
Crouch Mesa	0	6	1	7	0	7	2	9
Deming	0	4	5	9	0	7	18	25
Doña Ana	0	0	2	2	0	0	2	2
Edgewood	1	1	2	4	1	1	3	5
El Cerro	0	1	3	4	0	1	14	15
El Cerro Mission	0	2	2	4	0	2	6	8
El Valle de Arroyo Seco	0	3	0	3	0	4	0	4
Eldorado at Santa Fe	1	1	1	3	1	2	1	4
Encinal	0	2	0	2	0	2	0	2
Española	0	2	8	10	0	3	21	24
Farmington	5	62	59	126	7	90	222	319
Flora Vista	1	1	2	4	1	4	7	12
Fruitland	0	3	1	4	0	7	5	12
Gallup	1	22	36	59	1	29	129	159
Gamerco	0	0	2	2	0	0	5	5

Table 104 continued [82]

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Grants	0	4	7	11	0	8	21	29
Hatch	0	2	1	3	0	7	3	10
Hobbs	3	23	18	44	3	41	57	101
Isleta Pueblo	0	0	2	2	0	0	3	3
Jal	0	2	0	2	0	4	3	7
Keeler Farm	0	1	1	2	0	1	4	5
Kirtland	0	0	2	2	0	0	7	7
La Cienega	0	2	2	4	0	3	2	5
La Luz	0	1	2	3	0	1	3	4
La Plata	1	1	1	3	1	1	1	3
Laguna	0	3	0	3	0	4	3	7
Las Cruces	1	52	65	118	1	74	167	242
Las Vegas	0	5	4	9	0	6	12	18
Lee Acres	0	6	4	10	0	7	12	19
Logan	0	1	1	2	0	1	3	4
Los Alamos	0	0	2	2	0	0	2	2
Los Chaves	0	4	1	5	0	6	5	11
Los Lunas	1	3	6	10	1	5	17	23
Los Ranchos de ABQ	1	0	3	4	1	0	6	7
Lovington	0	4	7	11	0	4	18	22
Lyden	0	1	1	2	0	1	3	4
Mesilla	0	2	0	2	0	3	3	6
Midway	1	0	1	2	1	0	2	3
Moriarty	1	0	4	5	1	0	9	10
North Hobbs	2	1	1	4	2	3	4	9
North Valley	0	9	5	14	0	11	20	31
Paradise Hills	0	0	2	2	0	0	5	5
Paraje	1	1	1	3	2	2	3	7
Peralta	0	0	4	4	0	0	7	7
Placitas	1	0	1	2	1	0	1	2
Pojoaque	0	1	1	2	0	1	1	2
Portales	0	1	3	4	0	1	6	7
Prewitt	0	1	2	3	0	1	4	5
Pueblo of Sandia Village	0	3	3	6	0	6	8	14
Radium Springs	0	2	0	2	0	2	1	3
Ranchos de Taos	1	5	0	6	1	7	5	13
Raton	0	0	4	4	0	0	10	10
Rio Rancho	0	30	67	97	0	42	177	219
Roswell	4	17	21	42	4	22	72	98
Rowe	1	0	1	2	1	0	2	3

Table 104 continued [82]

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Ruidoso	2	10	9	21	2	13	20	35
San Jose	0	1	1	2	0	2	1	3
San Ysidro (Doña Ana)	0	1	1	2	0	1	2	3
Sandia Heights	1	1	1	3	1	2	3	6
Santa Fe	1	53	68	122	1	73	190	264
Santa Rosa	0	1	3	4	0	1	4	5
Sedillo	0	1	1	2	0	2	4	6
Silver City	0	3	9	12	0	3	17	20
Socorro	1	3	3	7	2	5	4	11
South River	1	2	1	4	1	3	1	5
South Valley	3	27	16	46	3	39	74	116
Springer	0	2	0	2	0	3	1	4
Sunland Park	2	3	2	7	2	5	11	18
Taos	1	9	10	20	1	19	25	45
Tesuque	0	1	1	2	0	1	2	3
Tesuque Pueblo	0	0	2	2	0	0	3	3
Thoreau	1	1	1	3	1	2	3	6
Truth or Consequences	0	1	3	4	0	3	4	7
Tse Bonito	1	0	2	3	1	2	8	11
Tucumcari	0	2	1	3	0	2	3	5
Tularosa	0	4	2	6	0	4	8	12
University Park	0	0	3	3	0	0	6	6
Vado	0	2	4	6	0	4	9	13
Valencia (Santa Fe)	1	0	1	2	1	0	2	3
Waterflow	0	2	2	4	0	2	5	7
West Hammond	0	1	2	3	0	1	4	5
Williamsburg	1	1	0	2	1	1	1	3
Yah-ta-hey	0	2	1	3	0	3	3	6
Zuni Pueblo	0	3	4	7	0	4	6	10
Rural and Other	66	213	219	498	73	361	535	969
Statewide Total	**164**	**952**	**1,093**	**2,209**	**177**	**1,447**	**3,173**	**4,797**

[82] The term "other" refers to towns or places with fewer than 2 alcohol-involved crashes in 2024.

Rural and Urban Locations

The implementation of new guidelines for urban and rural designations in 2013, 2018, and 2023 contributed to some of the changes 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 134 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 18.5 percent of crashes and 24.0 percent of alcohol-involved crashes, but rural roadways have 50.7 percent of crash-related fatalities and 48.0 percent of alcohol-involved crash-related fatalities. (Table 105, Table 106, Table 107, Table 108)
- The 2024 rise in fatalities in alcohol-involved crashes occurred on rural Interstate roads. (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 43.5 percent of fatalities but only 5.8 percent of crashes. (Table 110)

Table 105: Crashes by Rural and Urban Location, 2020 - 2024

Year	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2024	2,127	4.7%	6,186	13.7%	36,729	81.5%	45,042	100%

Crash Geography – Rural and Urban

Table 106: Fatalities by Rural and Urban Location, 2020 - 2024

Year	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2024	69	15.5%	156	35.1%	219	49.3%	444	100%

Table 107: Alcohol-involved Crashes by Rural and Urban Location, 2020 - 2024

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
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%
2024	102	4.6%	428	19.4%	1,679	76.0%	2,209	100%

Table 108: Fatalities in Alcohol-involved Crashes by Rural and Urban Location, 2020 - 2024

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
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%
2024	27	15.3%	58	32.8%	92	52.0%	177	100%

Table 109: Fatalities and Crashes by Rural and Urban Location and First Harmful Event, 2024

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	152	7.1%	2	2.9%	1,289	20.8%	1	0.6%	379	1.0%	0	0.0%
Collision with Fixed Object	462	21.7%	8	11.6%	1,204	19.5%	16	10.3%	3,287	8.9%	26	11.9%
Collision with Motor Vehicle	874	41.1%	28	40.6%	2,376	38.4%	75	48.1%	30,659	83.5%	90	41.1%
Collision with Other Non-Fixed Object	169	7.9%	2	2.9%	227	3.7%	3	1.9%	481	1.3%	7	3.2%
Collision with Person	15	0.7%	10	14.5%	58	0.9%	15	9.6%	981	2.7%	85	38.8%
Non-Collision	447	21.0%	19	27.5%	1,008	16.3%	46	29.5%	627	1.7%	11	5.0%
Other	8	0.4%	0	0.0%	22	0.4%	0	0.0%	32	0.1%	0	0.0%
Missing Data	0	0.0%	0	0.0%	2	0.03%	0	0.0%	283	0.8%	0	0.0%
Total	**2,127**	**100%**	**69**	**100%**	**6,186**	**100%**	**156**	**100%**	**36,729**	**100%**	**219**	**100%**

Table 110: Alcohol-involved Fatalities[83] and Crashes
by Rural and Urban Location and First Harmful Event, 2024

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	1	1.0%	2	7.4%	5	1.2%	1	1.7%	2	0.1%	0	0.0%
Collision with Fixed Object	30	29.4%	4	14.8%	175	40.9%	8	13.8%	554	33.0%	13	14.1%
Collision with Motor Vehicle	37	36.3%	4	14.8%	111	25.9%	21	36.2%	908	54.1%	28	30.4%
Collision with Other Non-Fixed Object	2	2.0%	1	3.7%	17	4.0%	1	1.7%	45	2.7%	4	4.3%
Collision with Person	6	5.9%	6	22.2%	16	3.7%	6	10.3%	98	5.8%	40	43.5%
Non-Collision	24	23.5%	10	37.0%	103	24.1%	21	36.2%	68	4.1%	7	7.6%
Other	2	2.0%	0	0.0%	1	0.2%	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	**102**	**100%**	**27**	**100%**	**428**	**100%**	**58**	**100%**	**1,679**	**100%**	**92**	**100%**

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

Highway Maintenance Districts

Map 1: New Mexico Highway Maintenance Districts

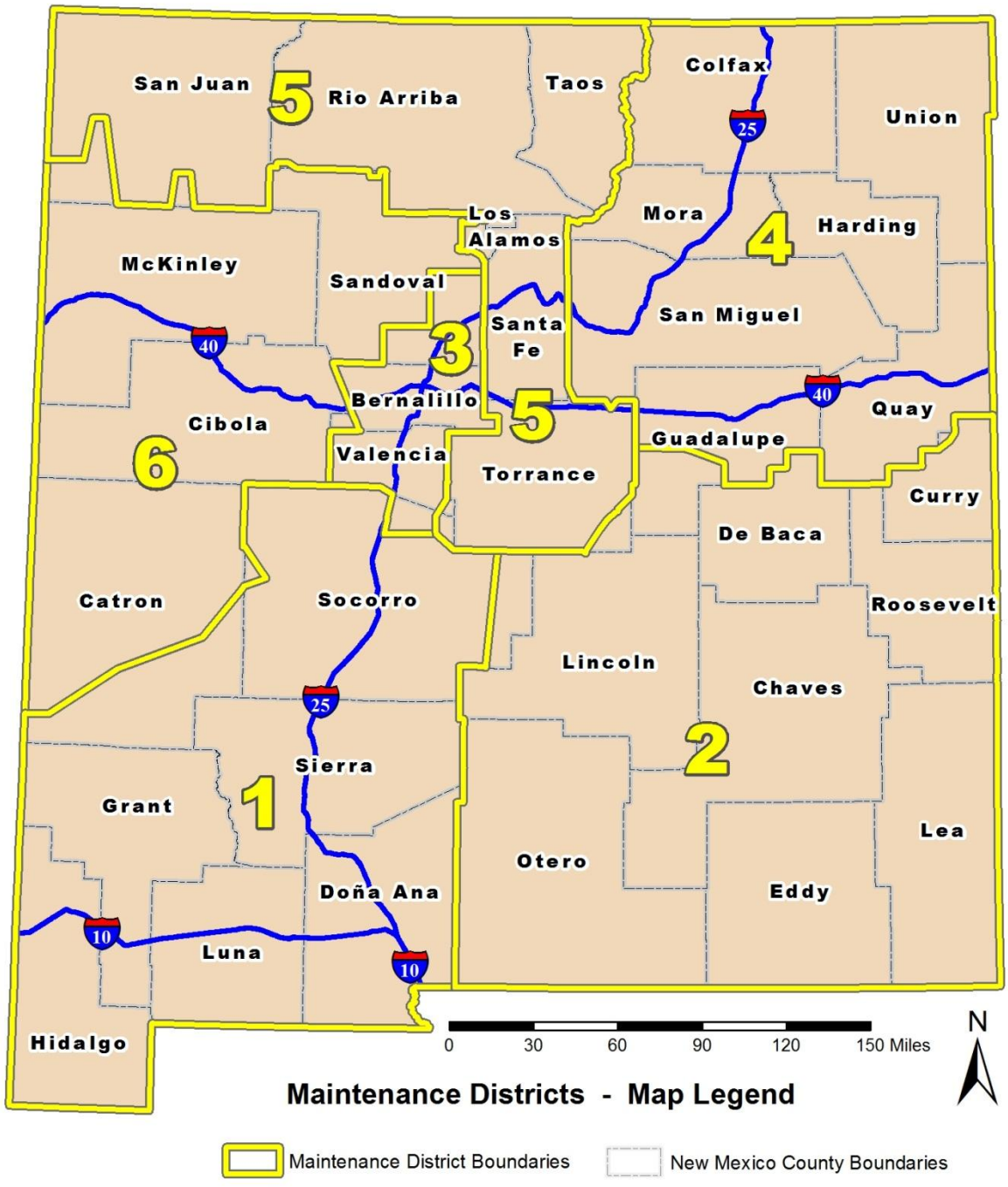


Table 111: Crashes by Highway Maintenance District and Crash Severity, 2024

Highway Maintenance District	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	46	11.3%	1,791	13.5%	4,282	13.6%	6,119	13.6%
District 2	93	22.8%	2,216	16.7%	5,147	16.4%	7,456	16.6%
District 3	142	34.8%	6,169	46.6%	14,629	46.6%	20,940	46.5%
District 4	25	6.1%	329	2.5%	1,074	3.4%	1,428	3.2%
District 5	73	17.9%	2,174	16.4%	4,861	15.5%	7,108	15.8%
District 6	29	7.1%	563	4.3%	1,377	4.4%	1,969	4.4%
Missing Data	0	0.0%	2	0.02%	20	0.1%	22	0.05%
Total Crashes	**408**	**100%**	**13,244**	**100%**	**31,390**	**100%**	**45,042**	**100%**

Table 112: Severity of Injuries to People in Crashes by Highway Maintenance District, 2024

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	53	11.9%	136	11.2%	806	14.0%	1,633	13.3%	12,070	13.4%	14,698	13%
District 2	98	22.1%	253	20.8%	1,072	18.7%	1,944	15.8%	14,814	16.4%	18,181	17%
District 3	154	34.7%	434	35.7%	2,527	44.0%	5,896	48.0%	42,739	47.4%	51,750	47%
District 4	27	6.1%	71	5.8%	218	3.8%	246	2.0%	2,414	2.7%	2,976	3%
District 5	79	17.8%	224	18.4%	832	14.5%	2,128	17.3%	14,116	15.7%	17,379	16%
District 6	33	7.4%	98	8.1%	283	4.9%	441	3.6%	3,880	4.3%	4,735	4%
Missing Data	0	0.00%	0	0.00%	0	0.00%	2	0.02%	40	0.04%	42	0.04%
Total People	**444**	**100%**	**1,216**	**100%**	**5,738**	**100%**	**12,290**	**100%**	**90,073**	**100%**	**109,761**	**100%**

Table 113: Crashes by Highway Maintenance District and Rural and Urban Location, 2024

Highway Maintenance District	Rural Interstate		Rural Non-Interstate		Urban		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	552	9.0%	961	15.7%	4,606	75.3%	6,119	100%
District 2	0	0.0%	2,229	29.9%	5,227	70.1%	7,456	100%
District 3	260	1.2%	311	1.5%	20,369	97.3%	20,940	100%
District 4	502	35.2%	570	39.9%	356	24.9%	1,428	100%
District 5	355	5.0%	1,478	20.8%	5,275	74.2%	7,108	100%
District 6	458	23.3%	634	32.2%	877	44.5%	1,969	100%
Missing Data	0	0.0%	3	13.6%	19	86.4%	22	100%
Total Crashes	**2,127**	**4.7%**	**6,186**	**13.7%**	**36,729**	**81.5%**	**45,042**	**100%**

Appendix

Appendix A – Hour and Day of the Week

Appendix Table A-1: Severity of Injuries by Hour, 2024 [84] [85]

Hour	Severity of Injuries to People in Crashes					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Midnight	21	36	122	134	1,057	**1,370**
1 a.m.	14	34	103	105	777	**1,033**
2 a.m.	22	22	81	88	647	**860**
3 a.m.	9	20	63	65	558	**715**
4 a.m.	13	23	72	83	604	**795**
5 a.m.	24	30	93	122	1,101	**1,370**
6 a.m.	14	34	131	263	1,871	**2,313**
7 a.m.	15	29	238	658	4,684	**5,624**
8 a.m.	6	38	246	690	4,902	**5,882**
9 a.m.	14	57	228	490	3,811	**4,600**
10 a.m.	11	37	230	533	3,929	**4,740**
11 a.m.	11	54	281	662	4,582	**5,590**
Noon	9	66	316	848	6,087	**7,326**
1 p.m.	12	47	368	719	5,547	**6,693**
2 p.m.	18	74	341	833	6,427	**7,693**
3 p.m.	22	90	492	1,034	7,602	**9,240**
4 p.m.	22	70	413	1,054	7,863	**9,422**
5 p.m.	35	88	487	1,129	8,249	**9,988**
6 p.m.	23	71	320	842	5,586	**6,842**
7 p.m.	20	60	296	528	3,908	**4,812**
8 p.m.	29	67	280	503	3,497	**4,376**
9 p.m.	21	58	239	411	2,941	**3,670**
10 p.m.	33	53	173	304	1,983	**2,546**
11 p.m.	26	57	122	189	1,374	**1,768**
Missing Data	0	1	3	3	486	**493**
Total	**444**	**1,216**	**5,738**	**12,290**	**90,073**	**109,761**

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

[85] Darker shading indicates higher counts.

Appendix Table A-2: Severity of Injuries to People in Alcohol-involved Crashes by Hour, 2024 [84] [85]

Hour	Severity of Injuries to People in Alcohol-involved Crashes					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Midnight	14	16	39	37	170	**276**
1 a.m.	9	7	38	27	190	**271**
2 a.m.	11	4	34	32	121	**202**
3 a.m.	4	12	13	17	82	**128**
4 a.m.	7	8	11	9	54	**89**
5 a.m.	5	0	4	7	49	**65**
6 a.m.	5	0	6	8	29	**48**
7 a.m.	2	3	10	2	30	**47**
8 a.m.	1	0	10	4	32	**47**
9 a.m.	1	2	13	6	43	**65**
10 a.m.	2	2	15	11	33	**63**
11 a.m.	4	1	5	11	57	**78**
Noon	2	8	17	26	87	**140**
1 p.m.	2	2	18	20	84	**126**
2 p.m.	7	13	23	26	163	**232**
3 p.m.	4	6	22	30	160	**222**
4 p.m.	4	5	26	25	130	**190**
5 p.m.	13	20	31	50	251	**365**
6 p.m.	11	15	37	53	237	**353**
7 p.m.	11	11	47	50	223	**342**
8 p.m.	14	15	50	54	255	**388**
9 p.m.	14	10	45	54	255	**378**
10 p.m.	17	14	36	57	243	**367**
11 p.m.	13	22	43	41	193	**312**
Missing Data	0	0	0	1	2	**3**
Total	**177**	**196**	**593**	**658**	**3,173**	**4,797**

Appendix Table A-3: Severity of Injuries to People in Crashes by Day of the Week, 2024 [85]

Day of Week	Severity of Injuries to People in Crashes					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Monday	56	147	762	1,678	12,400	**15,043**
Tuesday	59	146	740	1,924	13,716	**16,585**
Wednesday	75	169	842	2,012	14,052	**17,150**
Thursday	67	177	818	1,842	13,660	**16,564**
Friday	76	178	959	2,049	15,403	**18,665**
Saturday	52	217	884	1,523	11,754	**14,430**
Sunday	59	182	733	1,262	9,088	**11,324**
Total	**444**	**1,216**	**5,738**	**12,290**	**90,073**	**109,761**

Appendix Table A-4: Severity of Injuries to People
in Alcohol-involved Crashes by Day of the Week, 2024 [85]

Day of Week	Severity of Injuries to People in Alcohol-involved Crashes					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Monday	17	21	78	86	327	**529**
Tuesday	21	16	47	67	292	**443**
Wednesday	25	24	45	79	373	**546**
Thursday	30	27	72	66	393	**588**
Friday	28	31	92	110	487	**748**
Saturday	28	44	124	145	702	**1,043**
Sunday	28	33	135	105	599	**900**
Total	**177**	**196**	**593**	**658**	**3,173**	**4,797**

Appendix Table A-5: Pedestrian-involved Crashes by Hour, 2020 - 2024 [84] [85]

Hour	Pedestrian-involved Crashes				
	2020	2021	2022	2023	2024
Midnight	9	15	15	15	21
1 a.m.	8	9	10	10	11
2 a.m.	6	8	11	10	7
3 a.m.	5	9	3	7	8
4 a.m.	8	6	4	8	12
5 a.m.	5	9	17	14	16
6 a.m.	7	11	17	21	12
7 a.m.	17	17	21	26	11
8 a.m.	8	14	12	14	22
9 a.m.	7	18	20	13	20
10 a.m.	18	16	15	13	22
11 a.m.	13	17	13	26	26
Noon	20	14	27	30	26
1 p.m.	18	19	24	10	26
2 p.m.	23	20	22	24	30
3 p.m.	30	26	36	34	41
4 p.m.	23	31	33	50	38
5 p.m.	34	41	42	40	59
6 p.m.	46	56	42	48	59
7 p.m.	50	41	63	52	67
8 p.m.	51	43	56	56	54
9 p.m.	39	48	57	48	44
10 p.m.	18	38	28	38	42
11 p.m.	18	21	24	33	25
Missing Data	0	0	0	2	0
Total	**481**	**547**	**612**	**642**	**699**

Appendix Table A-6: Pedalcycle-involved Crashes by Hour, 2020 - 2024 [84] [85]

Hour	Pedalcycle-involved Crashes				
	2020	2021	2022	2023	2024
Midnight	1	2	2	5	4
1 a.m.	1	2	0	0	3
2 a.m.	0	1	0	0	1
3 a.m.	3	2	2	2	1
4 a.m.	0	1	0	2	1
5 a.m.	2	3	1	2	5
6 a.m.	10	4	13	11	5
7 a.m.	12	7	21	13	18
8 a.m.	13	14	17	18	23
9 a.m.	13	15	13	20	15
10 a.m.	9	6	6	12	18
11 a.m.	18	19	18	9	20
Noon	15	13	16	19	20
1 p.m.	17	16	18	19	29
2 p.m.	18	27	14	16	21
3 p.m.	18	16	14	18	25
4 p.m.	26	21	25	32	28
5 p.m.	21	18	27	26	41
6 p.m.	25	18	12	23	25
7 p.m.	9	10	17	14	17
8 p.m.	12	12	13	15	14
9 p.m.	12	7	10	17	10
10 p.m.	5	3	7	7	5
11 p.m.	1	4	3	1	6
Missing Data	0	0	1	1	0
Total	**261**	**241**	**270**	**302**	**355**

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 2024

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
2024	308.417	1.76	165.4	1.93

[1] U.S. Department of Labor, Bureau of Labor Statistics. *Consumer Price Index Archived News Releases – January 2024* (USDL-24-0265). Table 1 – Consumer Price Index for All Urban Customers (CPI-U): U.S. City Average, by Expenditure Category, January 2024, All Items. Data for January 2024. Accessed December 2, 2025: https://www.bls.gov/bls/news-release/cpi.htm

[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. *Employment Cost Index Archived News Releases – June 2024* (USDL-24-1569). Table 5 - Employment Cost Index for Total Compensation, for Private Industry Workers, by Occupational Group and Industry, not seasonally adjusted, All Workers. 2024, June. Release date: July 31, 2024. Accessed December 2, 2025: https://www.bls.gov/bls/news-release/eci.htm

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

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

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

Appendix Table B-3: FHWA Calculation of Human Capital Cost Estimates per Crash, 2024 [87]

Crash Severity	Human Capital Crash Costs (2001 Dollars)	CPI Ratio (2024/2001)	CPI-Adjusted Human Capital Costs (2024 Dollars)
Fatal Crash (K)	1,245,600	1.761376	2,193,970
Suspected Serious Injury Crash (A)	111,400	1.761376	196,217
Suspected Minor Injury Crash (B)	41,900	1.761376	73,802
Possible Injury Crash (C)	28,400	1.761376	50,023
Property Damage Only Crash (O)	6,400	1.761376	11,273

Appendix Table B-4: FHWA Calculation of Comprehensive Cost Estimates per Crash, 2024 [88]

Crash Severity	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)	ECI Ratio (2024/2001)	ECI-Adjusted Cost Difference (2024 Dollars)	ECI-Adjusted Comprehensive Costs per Crash (2024 Dollars)
Fatal Crash (K)	4,008,900	2,763,300	1.9277389	5,326,921	7,520,891
Suspected Serious Injury Crash (A)	216,000	104,600	1.9277389	201,641	397,859
Suspected Minor Injury Crash (B)	79,000	37,100	1.9277389	71,519	145,321
Possible Injury Crash (C)	44,900	16,500	1.9277389	31,808	81,831
Property Damage Only Crash (O)	7,400	1,000	1.9277389	1,928	13,201

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

[87] Human capital costs come from multiplying the human capital crash cost in 2001 dollars by the CPI ratio for 2024.

[88] The cost difference, in 2001 dollars, is the 2001 comprehensive crash costs minus 2001 human capital costs. The cost difference, in 2024 dollars, comes from multiplying the 2001 cost difference by the ECI ratio for 2024. Comprehensive crash costs are the sum of 2024 CPI-adjusted human capital costs and the 2024 ECI-adjusted cost difference.

- The total human capital cost of the 45,042 crashes in New Mexico was **$2.2 billion**. This represents the 2024 value of human capital costs for 408 fatal crashes and 44,634 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 2024 totals **$5.2 billion**. About 59 percent of this amount is the cost of fatal crashes ($3.1 billion). (Table B-6)

Appendix Table B-5: Calculation of Human Capital Crash Cost Estimates, 2024 Adjusted [89]

Crash Severity	Human Capital Costs per Crash, 2024 CPI-Adjusted ($)	Total Crashes, 2024	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	2,193,970	408	895,139,919
Suspected Serious Injury Crash (A)	196,217	972	190,723,241
Suspected Minor Injury Crash (B)	73,802	4,519	333,509,744
Possible Injury Crash (C)	50,023	7,753	387,829,005
Property Damage Only Crash (O)	11,273	31,390	353,853,464
Total			**2,161,055,373**

Appendix Table B-6: Calculation of Comprehensive Crash Cost Estimates, 2024 Adjusted [90]

Crash Severity	Comprehensive Costs per Crash, 2024 Adjusted ($)	Total Crashes, 2024	Total Comprehensive Costs Estimate ($)
Fatal Crash (K)	7,520,891	408	3,068,523,678
Suspected Serious Injury Crash (A)	397,859	972	386,718,771
Suspected Minor Injury Crash (B)	145,321	4,519	656,704,621
Possible Injury Crash (C)	81,831	7,753	634,434,044
Property Damage Only Crash (O)	13,201	31,390	414,365,189
Total			**5,160,746,303**

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

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

Appendix C – Belt Use

Appendix Table C-1: Unbelted Fatalities by Age Group and Sex, 2024 [91]

Age Group	Unbelted Passenger Vehicle Occupant Fatalities								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	1	0.9%	1	1.9%	0	0.0%	2	1.3%	1.0
5-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
10-14	1	0.9%	2	3.8%	0	0.0%	3	1.9%	0.5
15-19	13	12.1%	4	7.7%	0	0.0%	17	10.7%	3.3
20-24	12	11.2%	10	19.2%	0	0.0%	22	13.8%	1.2
25-29	15	14.0%	7	13.5%	0	0.0%	22	13.8%	2.1
30-34	7	6.5%	5	9.6%	0	0.0%	12	7.5%	1.4
35-39	15	14.0%	3	5.8%	0	0.0%	18	11.3%	5.0
40-44	7	6.5%	5	9.6%	0	0.0%	12	7.5%	1.4
45-49	2	1.9%	4	7.7%	0	0.0%	6	3.8%	0.5
50-54	10	9.3%	1	1.9%	0	0.0%	11	6.9%	10.0
55-59	4	3.7%	2	3.8%	0	0.0%	6	3.8%	2.0
60-64	6	5.6%	1	1.9%	0	0.0%	7	4.4%	6.0
65-69	5	4.7%	1	1.9%	0	0.0%	6	3.8%	5.0
70-74	5	4.7%	4	7.7%	0	0.0%	9	5.7%	1.3
75 +	3	2.8%	2	3.8%	0	0.0%	5	3.1%	1.5
Missing Data	1	0.9%	0	0.0%	0	0.0%	1	0.6%	-
Total	**107**	**100%**	**52**	**100%**	**0**	**0%**	**159**	**100%**	**2.1**

Appendix Table C-2: Unbelted Passenger Vehicle Occupants with Fatal or Suspected Serious Injuries by Age Group and Sex, 2024 [91]

Age Group	Unbelted Occupants with Fatal or Suspected Serious Injuries								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	2	1.0%	4	3.7%	0	0.0%	6	2.0%	0.5
5-9	0	0.0%	1	0.9%	0	0.0%	1	0.3%	-
10-14	2	1.0%	6	5.6%	0	0.0%	8	2.7%	0.3
15-19	30	15.7%	13	12.0%	0	0.0%	43	14.4%	2.3
20-24	23	12.0%	19	17.6%	0	0.0%	42	14.0%	1.2
25-29	24	12.6%	11	10.2%	0	0.0%	35	11.7%	2.2
30-34	20	10.5%	9	8.3%	0	0.0%	29	9.7%	2.2
35-39	17	8.9%	6	5.6%	0	0.0%	23	7.7%	2.8
40-44	11	5.8%	9	8.3%	0	0.0%	20	6.7%	1.2
45-49	9	4.7%	8	7.4%	0	0.0%	17	5.7%	1.1
50-54	14	7.3%	4	3.7%	0	0.0%	18	6.0%	3.5
55-59	7	3.7%	4	3.7%	0	0.0%	11	3.7%	1.8
60-64	7	3.7%	2	1.9%	0	0.0%	9	3.0%	3.5
65-69	6	3.1%	2	1.9%	0	0.0%	8	2.7%	3.0
70-74	7	3.7%	4	3.7%	0	0.0%	11	3.7%	1.8
75 +	6	3.1%	4	3.7%	0	0.0%	10	3.3%	1.5
Missing Data	6	3.1%	2	1.9%	0	0.0%	8	2.7%	3.0
Total	**191**	**100%**	**108**	**100%**	**0**	**0%**	**299**	**100%**	**1.8**

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

Appendix Table C-3: Unbelted Passenger Vehicle Occupants by County and Severity of Injury, 2024 [92]

County	Unbelted Passenger Vehicle Occupants in Crashes							Unbelted Fatalities per 100M VMT	Total Unbelted People in Crashes per 100M VMT
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total Unbelted People	Percent of Total Unbelted People		
Bernalillo	33	14	52	36	53	188	14.3%	0.59	3.35
Catron	1	2	1	1	2	7	0.5%	0.83	5.78
Chaves	6	10	14	4	12	46	3.5%	0.81	6.24
Cibola	7	3	2	3	5	20	1.5%	0.75	2.14
Colfax	3	2	2	2	7	16	1.2%	0.85	4.53
Curry	0	2	4	7	20	33	2.5%	0.00	7.73
De Baca	1	0	0	0	0	1	0.1%	0.65	0.65
Doña Ana	8	4	37	28	60	137	10.4%	0.36	6.17
Eddy	10	8	13	19	16	66	5.0%	0.86	5.67
Grant	2	2	12	7	10	33	2.5%	0.46	7.56
Guadalupe	2	0	2	1	4	9	0.7%	0.29	1.29
Harding	0	0	0	0	0	0	0.0%	0.00	0.00
Hidalgo	0	1	1	0	2	4	0.3%	0.00	1.12
Lea	12	8	29	30	52	131	10.0%	1.00	10.95
Lincoln	3	2	4	2	3	14	1.1%	0.67	3.12
Los Alamos	0	1	1	1	1	4	0.3%	0.00	3.60
Luna	1	3	4	0	7	15	1.1%	0.11	1.69
McKinley	10	11	9	11	17	58	4.4%	0.68	3.92
Mora	2	1	3	1	2	9	0.7%	1.31	5.89
Otero	5	4	15	9	17	50	3.8%	0.62	6.19
Quay	1	5	8	0	2	16	1.2%	0.16	2.54
Rio Arriba	4	2	11	6	20	43	3.3%	0.74	7.97
Roosevelt	1	3	4	1	6	15	1.1%	0.46	6.96
San Juan	12	8	18	13	21	72	5.5%	0.59	3.56
San Miguel	3	3	7	0	8	21	1.6%	0.65	4.55
Sandoval	7	5	9	11	38	70	5.3%	0.40	4.03
Santa Fe	5	9	20	22	37	93	7.1%	0.26	4.77
Sierra	2	3	6	3	2	16	1.2%	0.89	7.11
Socorro	6	1	3	1	5	16	1.2%	0.98	2.61
Taos	4	7	6	3	4	24	1.8%	0.94	5.67
Torrance	5	4	0	4	7	20	1.5%	0.76	3.05
Union	1	6	4	2	1	14	1.1%	0.61	8.60
Valencia	2	6	9	15	19	51	3.9%	0.28	7.14
Missing Data	0	0	0	0	0	0	0.0%	0	0
Total People	**159**	**140**	**310**	**243**	**460**	**1,312**	**100%**	**0.56**	**4.59**

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

Appendix D – Age and Sex

Appendix Table D-1: People in Crashes by Age Group and Sex, 2024

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	1,234	2.2%	1,162	2.6%	21	0.2%	2,417	2.2%	**1.1**
5-9	1,328	2.4%	1,234	2.8%	26	0.3%	2,588	2.4%	**1.1**
10-14	1,449	2.6%	1,439	3.2%	20	0.2%	2,908	2.6%	**1.0**
15-19	5,797	10.4%	5,015	11.3%	99	1.0%	10,911	9.9%	**1.2**
20-24	6,405	11.5%	4,948	11.1%	215	2.2%	11,568	10.5%	**1.3**
25-29	5,458	9.8%	4,111	9.2%	114	1.2%	9,683	8.8%	**1.3**
30-34	5,141	9.2%	3,918	8.8%	92	1.0%	9,151	8.3%	**1.3**
35-39	4,651	8.4%	3,478	7.8%	90	0.9%	8,219	7.5%	**1.3**
40-44	3,925	7.1%	3,016	6.8%	84	0.9%	7,025	6.4%	**1.3**
45-49	3,283	5.9%	2,518	5.7%	75	0.8%	5,876	5.4%	**1.3**
50-54	3,074	5.5%	2,313	5.2%	70	0.7%	5,457	5.0%	**1.3**
55-59	2,776	5.0%	2,146	4.8%	54	0.6%	4,976	4.5%	**1.3**
60-64	2,767	5.0%	2,099	4.7%	49	0.5%	4,915	4.5%	**1.3**
65-69	2,093	3.8%	1,874	4.2%	33	0.3%	4,000	3.6%	**1.1**
70-74	1,713	3.1%	1,585	3.6%	25	0.3%	3,323	3.0%	**1.1**
75 +	2,263	4.1%	2,041	4.6%	37	0.4%	4,341	4.0%	**1.1**
Missing Data	2,314	4.2%	1,633	3.7%	8,456	88.5%	12,403	11.3%	**1.4**
Total	**55,671**	**100%**	**44,530**	**100%**	**9,560**	**100%**	**109,761**	**100%**	**1.3**

Appendix Table D-2: People Killed in Crashes by Age Group and Sex, 2024 [93]

Age Group	Fatalities in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	3	0.9%	3	2.5%	0	0.0%	6	1.4%	**1.0**
5-9	3	0.9%	0	0.0%	0	0.0%	3	0.7%	**-**
10-14	2	0.6%	2	1.7%	0	0.0%	4	0.9%	**1.0**
15-19	20	6.1%	9	7.6%	0	0.0%	29	6.5%	**2.2**
20-24	39	12.0%	17	14.4%	0	0.0%	56	12.6%	**2.3**
25-29	33	10.1%	8	6.8%	0	0.0%	41	9.2%	**4.1**
30-34	33	10.1%	8	6.8%	0	0.0%	41	9.2%	**4.1**
35-39	34	10.4%	10	8.5%	0	0.0%	44	9.9%	**3.4**
40-44	21	6.4%	9	7.6%	0	0.0%	30	6.8%	**2.3**
45-49	23	7.1%	10	8.5%	0	0.0%	33	7.4%	**2.3**
50-54	23	7.1%	8	6.8%	0	0.0%	31	7.0%	**2.9**
55-59	16	4.9%	7	5.9%	0	0.0%	23	5.2%	**2.3**
60-64	24	7.4%	5	4.2%	0	0.0%	29	6.5%	**4.8**
65-69	19	5.8%	5	4.2%	0	0.0%	24	5.4%	**3.8**
70-74	13	4.0%	8	6.8%	0	0.0%	21	4.7%	**1.6**
75 +	19	5.8%	9	7.6%	0	0.0%	28	6.3%	**2.1**
Missing Data	1	0.3%	0	0.0%	0	0.0%	1	0.2%	**-**
Total	**326**	**100%**	**118**	**100%**	**0**	**0%**	**444**	**100%**	**2.8**

Appendix Table D-3: People Seriously Injured in Crashes by Age Group and Sex, 2024 [93] [94]

Age Group	People Seriously Injured in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	12	1.6%	9	2.0%	0	0.0%	21	1.7%	**1.3**
5-9	3	0.4%	9	2.0%	0	0.0%	12	1.0%	**0.3**
10-14	21	2.8%	11	2.5%	0	0.0%	32	2.6%	**1.9**
15-19	86	11.5%	49	11.0%	1	4.3%	136	11.2%	**1.8**
20-24	99	13.2%	45	10.1%	0	0.0%	144	11.8%	**2.2**
25-29	69	9.2%	40	9.0%	0	0.0%	109	9.0%	**1.7**
30-34	85	11.4%	39	8.8%	0	0.0%	124	10.2%	**2.2**
35-39	56	7.5%	35	7.9%	0	0.0%	91	7.5%	**1.6**
40-44	52	7.0%	35	7.9%	0	0.0%	87	7.2%	**1.5**
45-49	45	6.0%	27	6.1%	0	0.0%	72	5.9%	**1.7**
50-54	49	6.6%	30	6.7%	0	0.0%	79	6.5%	**1.6**
55-59	37	4.9%	18	4.0%	0	0.0%	55	4.5%	**2.1**
60-64	33	4.4%	25	5.6%	1	4.3%	59	4.9%	**1.3**
65-69	29	3.9%	23	5.2%	0	0.0%	52	4.3%	**1.3**
70-74	17	2.3%	15	3.4%	0	0.0%	32	2.6%	**1.1**
75 +	30	4.0%	22	4.9%	0	0.0%	52	4.3%	**1.4**
Missing Data	25	3.3%	13	2.9%	21	91.3%	59	4.9%	**1.9**
Total	**748**	**100%**	**445**	**100%**	**23**	**100%**	**1,216**	**100%**	**1.7**

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

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

Appendix Table D-4: Rates of Senior New Mexico Resident Drivers in Crashes, 2020 - 2024 [95]

Age	Senior Drivers in Crashes per 1,000 Licensed Drivers of the Same Age				
	2020	2021	2022	2023	2024
65	19.6	21.1	20.6	21.8	23.1
66	17.6	20.7	18.7	20.4	22.6
67	16.0	20.1	20.9	21.9	20.9
68	16.5	19.1	18.6	20.3	21.7
69	16.7	18.1	17.9	18.9	20.4
70	16.0	18.6	17.6	19.4	21.1
71	17.0	18.0	19.1	19.0	20.7
72	13.2	15.0	17.2	18.1	19.7
73	14.6	17.8	16.8	19.2	21.3
74	15.3	18.3	17.9	18.0	19.7
75	17.7	18.6	16.4	18.5	19.1
76	16.3	17.6	18.7	17.5	20.8
77	14.7	20.4	17.7	20.5	19.5
78	14.3	17.6	18.4	19.1	22.8
79	14.6	19.1	21.8	23.6	20.8
80	16.8	20.8	24.9	21.2	24.3
81	17.7	20.1	21.9	25.1	25.1
82	14.4	19.1	20.1	23.9	22.5
83	16.9	20.3	23.4	25.6	24.6
84	17.2	17.7	24.1	19.8	22.4
85	18.4	18.7	24.7	23.2	23.5
86	18.6	21.8	18.5	26.9	21.3
87	21.4	20.8	27.1	22.3	24.1
88	16.6	25.8	24.9	20.0	26.9
89	16.9	18.9	22.9	27.9	23.8
90+	17.8	25.5	23.6	22.4	32.0
Drivers Age 65+	**16.4**	**19.0**	**19.2**	**20.2**	**21.5**

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

Appendix Table D-5: Senior New Mexico Resident Drivers[96] in Crashes and Licensed Senior Drivers by Age, 2020 - 2024 [97]

Age	Senior Drivers in Crashes					New Mexico Resident Senior Licensed Drivers				
	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
65	508	560	557	591	629	25,929	26,482	27,030	27,083	27,171
66	449	533	497	554	613	25,578	25,756	26,515	27,108	27,087
67	403	510	539	580	564	25,135	25,423	25,808	26,486	27,044
68	400	477	476	524	574	24,187	25,006	25,564	25,832	26,469
69	394	431	447	481	521	23,533	23,837	24,925	25,424	25,548
70	357	432	421	482	533	22,370	23,235	23,892	24,801	25,249
71	372	396	441	451	508	21,860	22,014	23,145	23,780	24,595
72	279	320	378	416	463	21,195	21,378	21,953	23,036	23,552
73	317	364	358	415	482	21,689	20,412	21,247	21,639	22,617
74	231	384	361	379	419	15,118	20,981	20,208	21,070	21,266
75	256	272	341	368	392	14,493	14,593	20,796	19,901	20,518
76	220	245	265	354	399	13,503	13,935	14,173	20,226	19,169
77	199	267	238	280	378	13,518	13,112	13,474	13,668	19,428
78	166	231	232	249	297	11,603	13,145	12,583	13,029	13,042
79	140	183	235	247	225	9,593	9,589	10,763	10,480	10,840
80	134	172	215	209	237	7,961	8,256	8,644	9,869	9,743
81	130	143	165	202	230	7,361	7,122	7,519	8,047	9,159
82	95	123	130	166	166	6,605	6,450	6,476	6,955	7,363
83	94	116	136	151	155	5,554	5,705	5,810	5,902	6,297
84	85	85	123	104	119	4,942	4,792	5,101	5,246	5,324
85	78	78	102	104	109	4,235	4,165	4,124	4,481	4,637
86	64	75	66	97	83	3,435	3,440	3,562	3,604	3,892
87	63	57	80	68	75	2,948	2,734	2,948	3,051	3,111
88	41	59	56	50	69	2,472	2,283	2,250	2,506	2,563
89	33	35	42	51	49	1,952	1,853	1,832	1,826	2,055
90+	91	119	110	109	158	5,119	4,670	4,658	4,868	4,931
Total	**5,599**	**6,667**	**7,011**	**7,682**	**8,447**	**341,888**	**350,368**	**365,000**	**379,918**	**392,670**

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

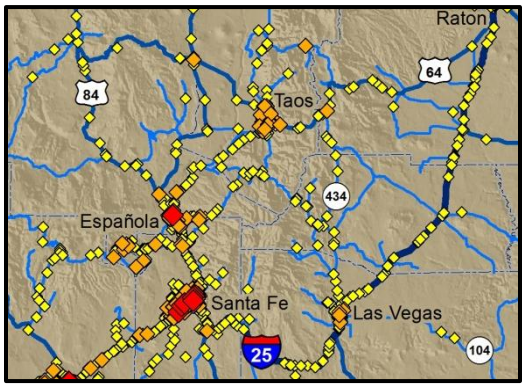
[97] Darker shading indicates higher counts.

Appendix E – Maps

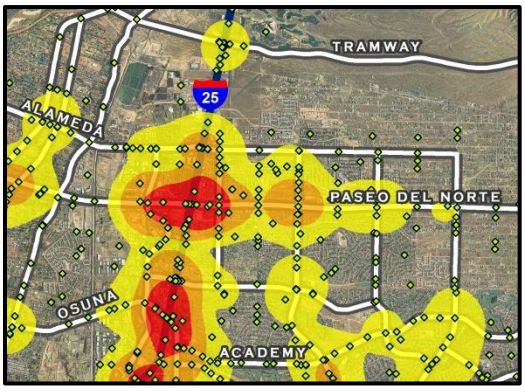
Of the 45,042 crashes in 2024 that were reported, 45,020 crashes (99.95%) were mappable. Only crashes with valid coordinates or complete descriptive locational information are mappable. Officers have the option to record crash coordinates on the Uniform Crash Report (UCR). When no valid coordinates are 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

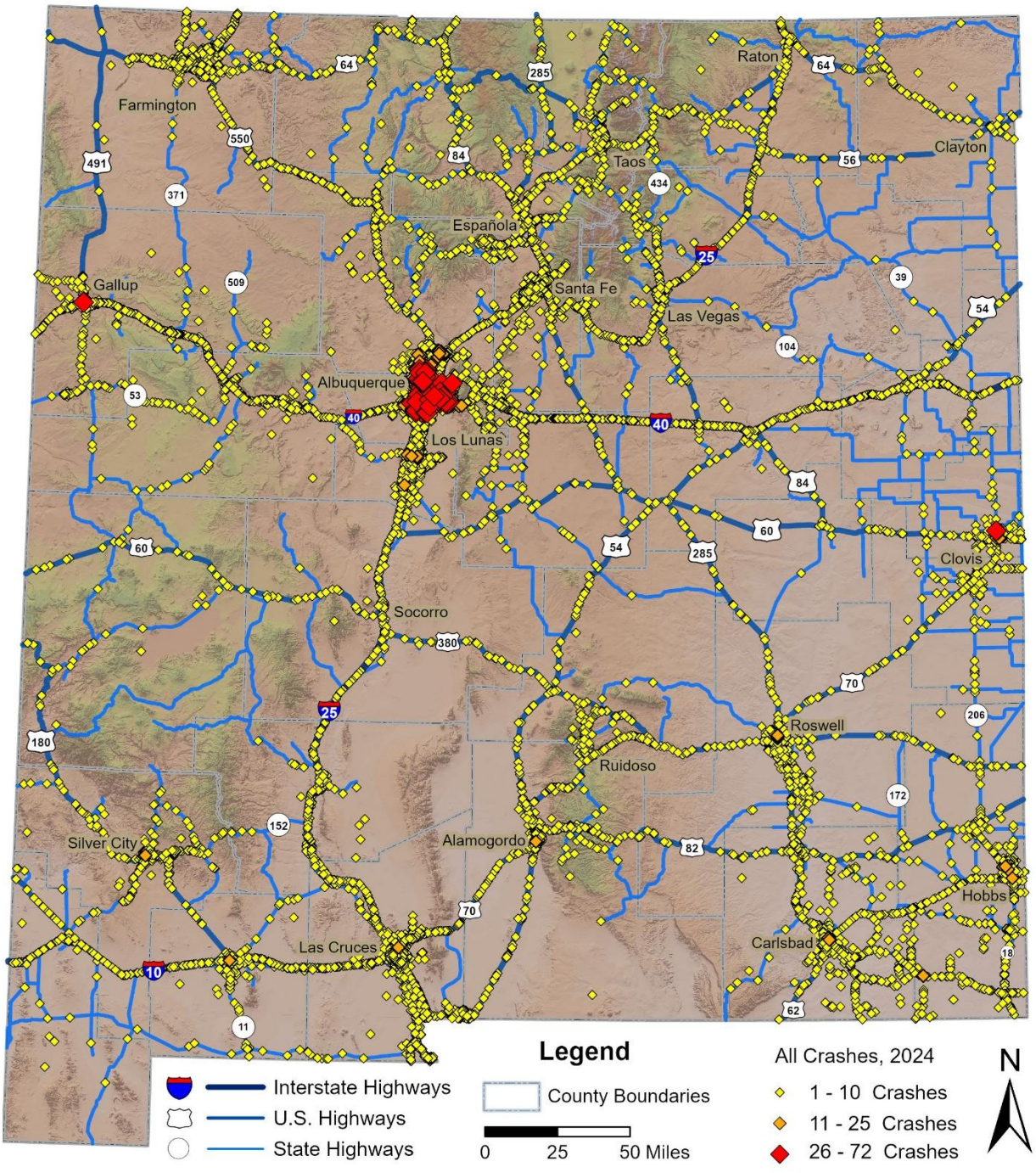


Density Map



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

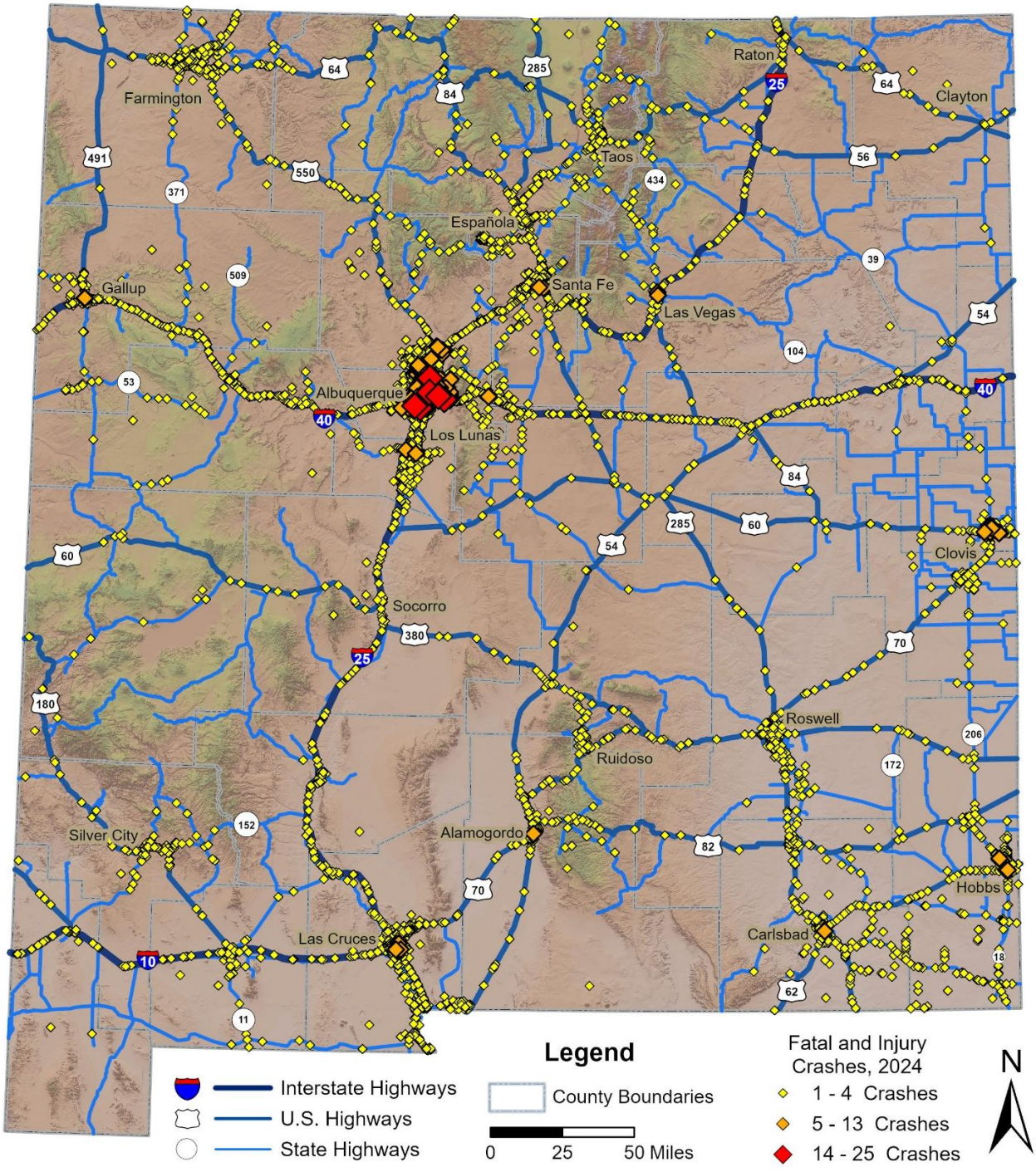
Map 2: All Crashes[98] in New Mexico, 2024



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

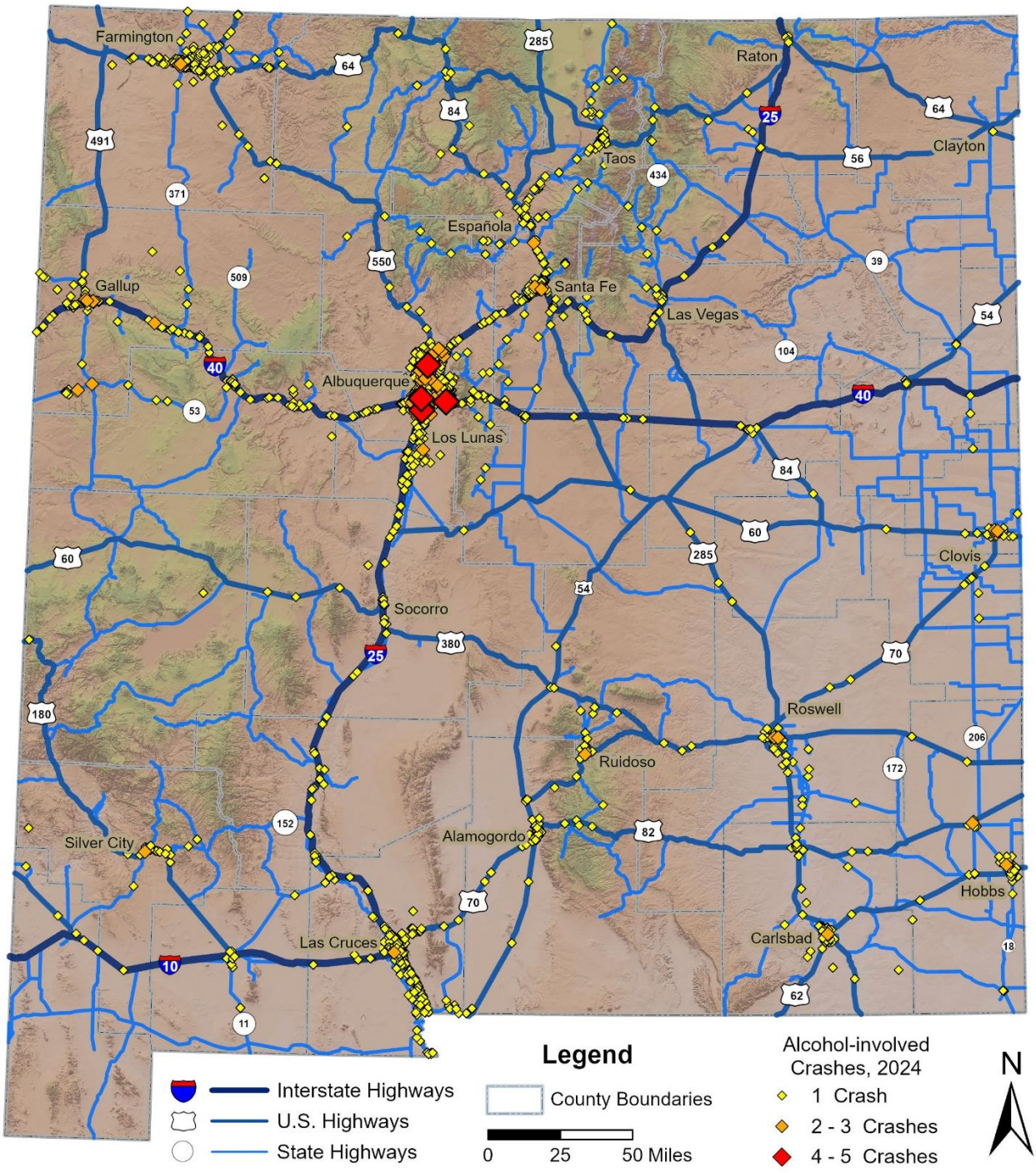
[98] Each crash point is assigned a color and size according to the number of crashes that occurred at that location.

Map 3: Fatal and Injury Crashes in New Mexico, 2024



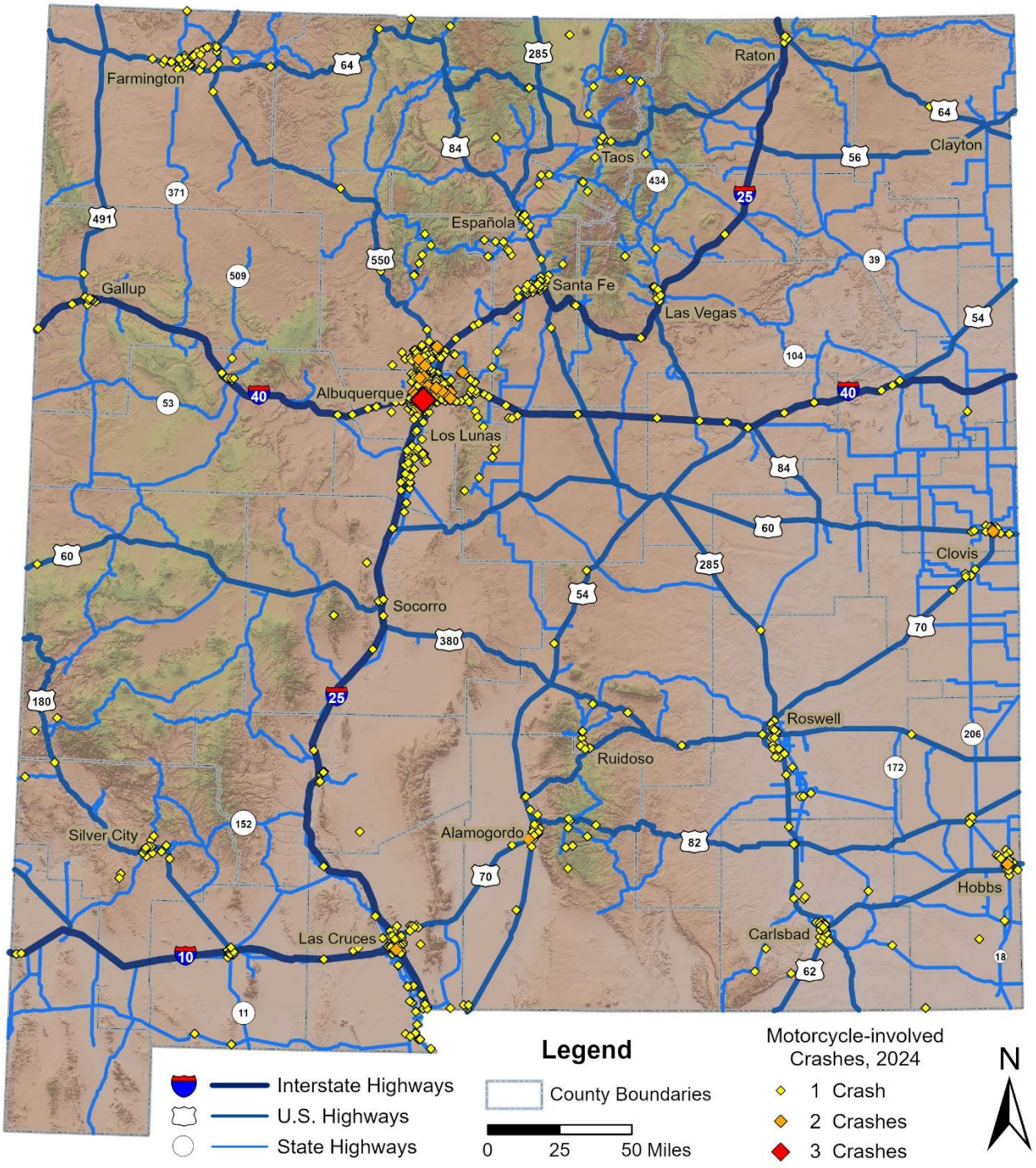
All maps are available in high-resolution color at https://gps.unm.edu/tru/traffic-crash-maps/.

Map 4: Alcohol-involved Crashes, 2024



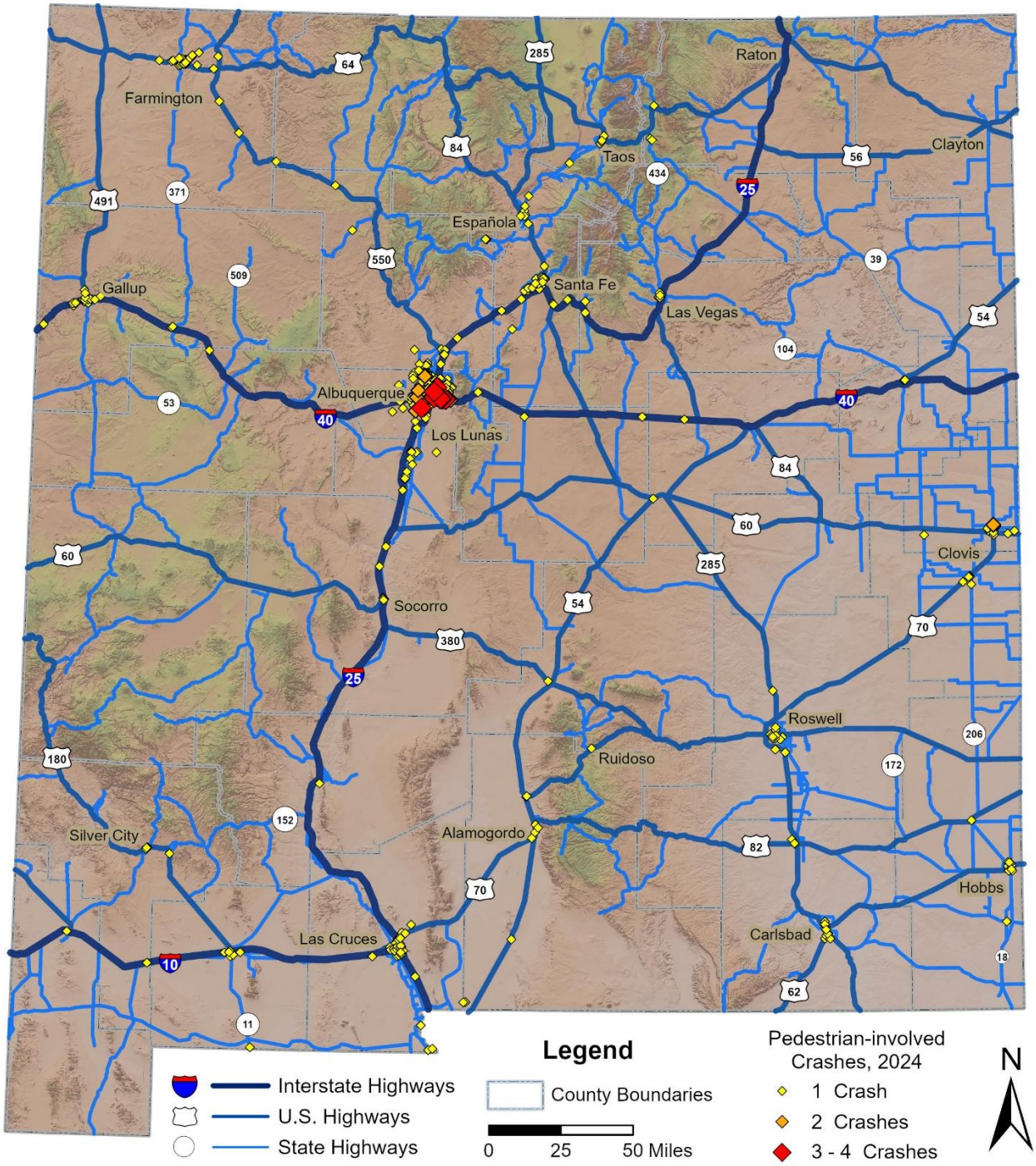
All maps are available in high-resolution color at https://gps.unm.edu/tru/traffic-crash-maps/.

Map 5: Motorcycle-involved Crashes, 2024 [28]



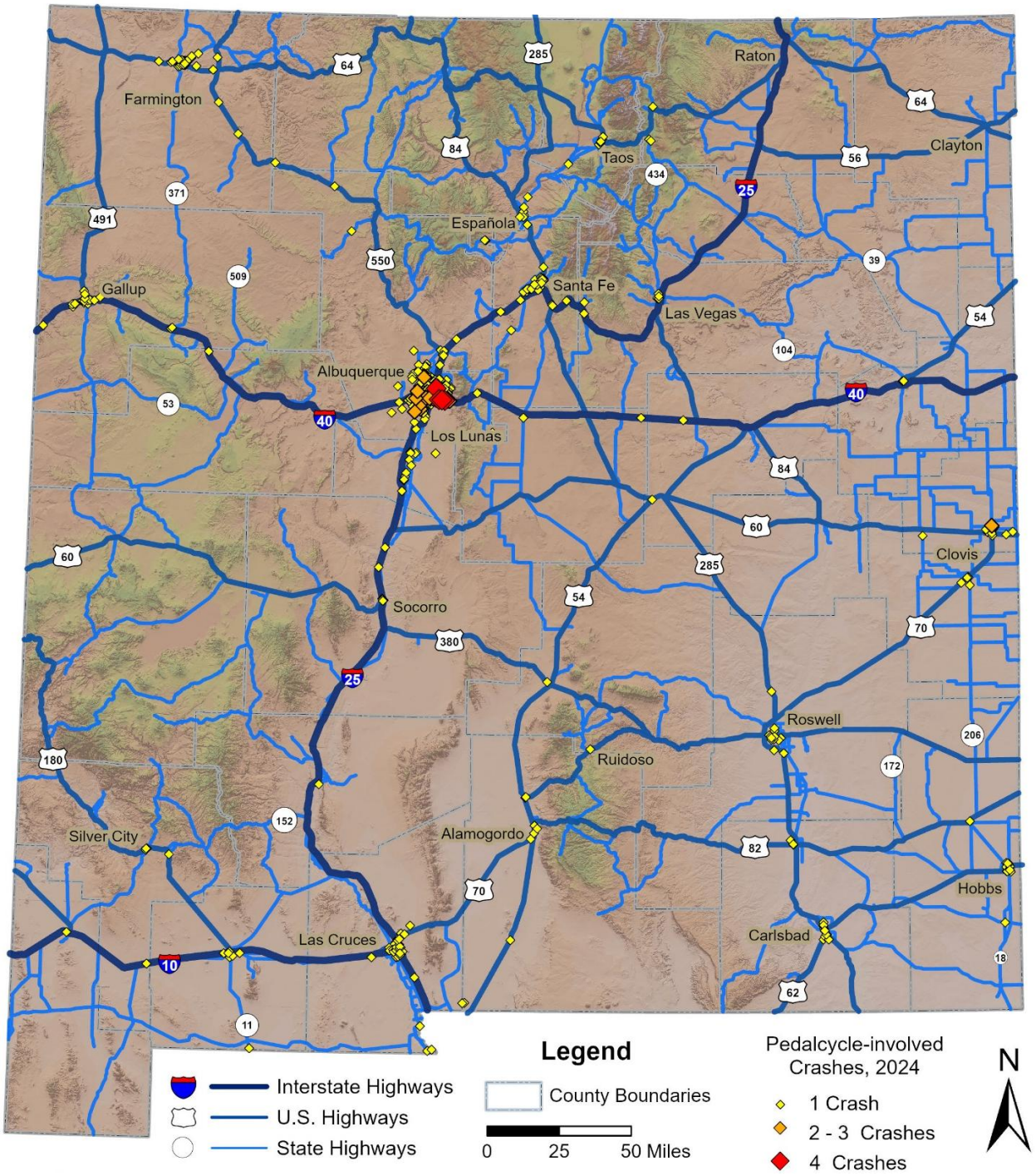
All maps are available in high-resolution color at https://gps.unm.edu/tru/traffic-crash-maps/.

Map 6: Pedestrian-involved Crashes, 2024



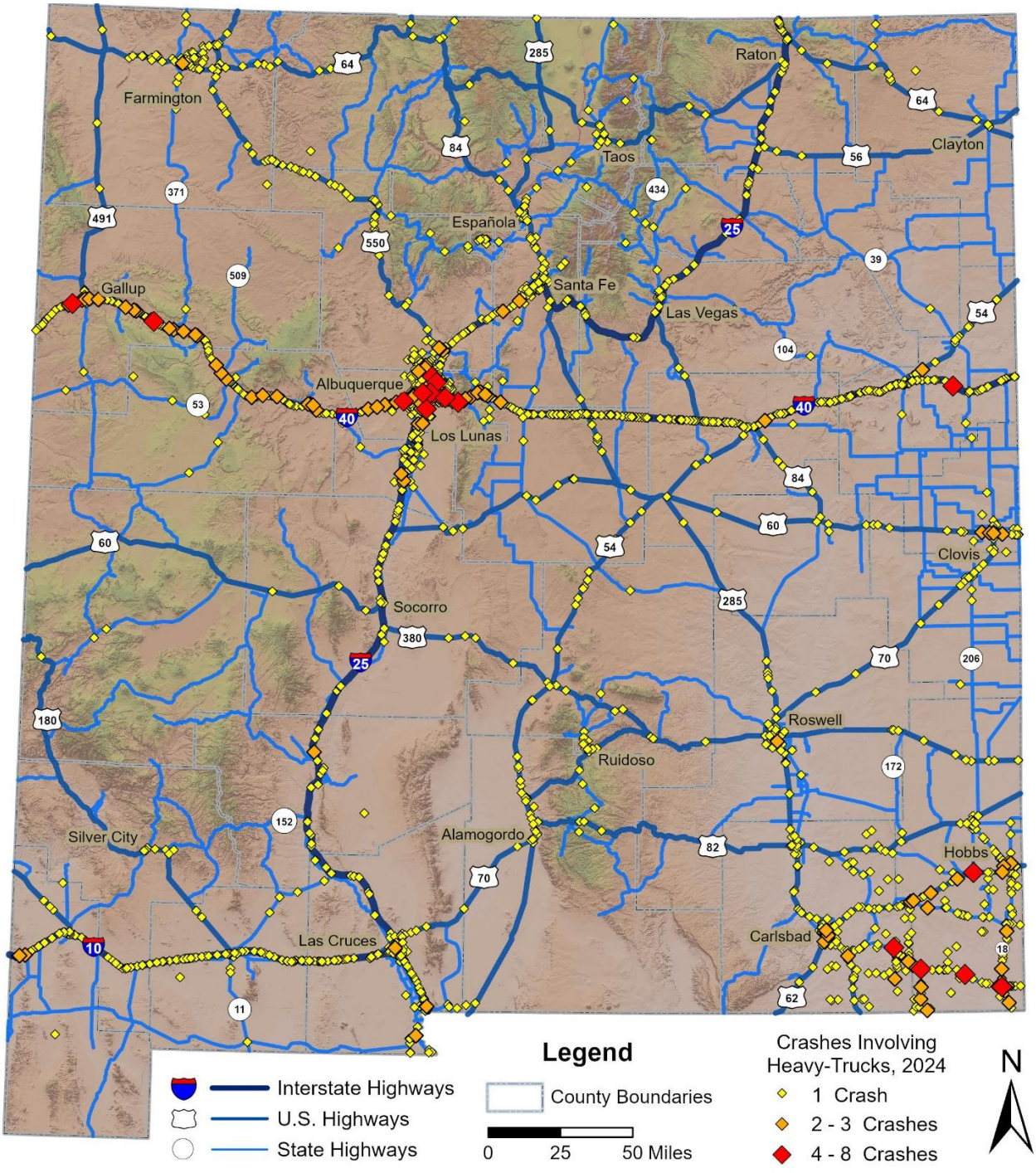
All maps are available in high-resolution color at https://gps.unm.edu/tru/traffic-crash-maps/.
Pedestrian crash data dashboards are available at https://gps.unm.edu/tru/traffic-crash-dashboards/.

Map 7: Pedalcycle-involved Crashes, 2024



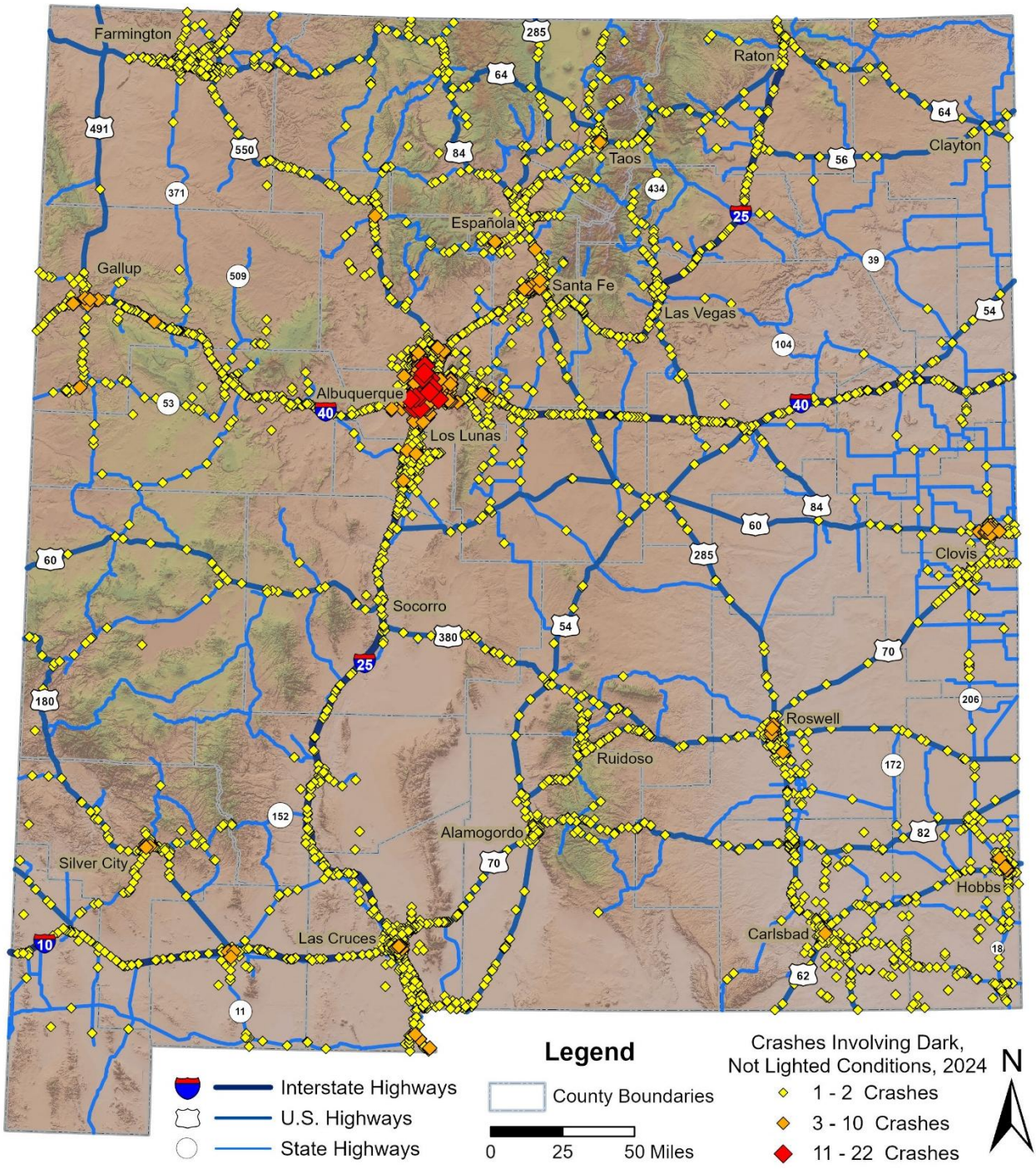
All maps are available in high-resolution color at https://gps.unm.edu/tru/traffic-crash-maps/.
Pedalcyclist crash data dashboards are available at https://gps.unm.edu/tru/traffic-crash-dashboards/.

Map 8: Crashes Involving Heavy Trucks, 2024



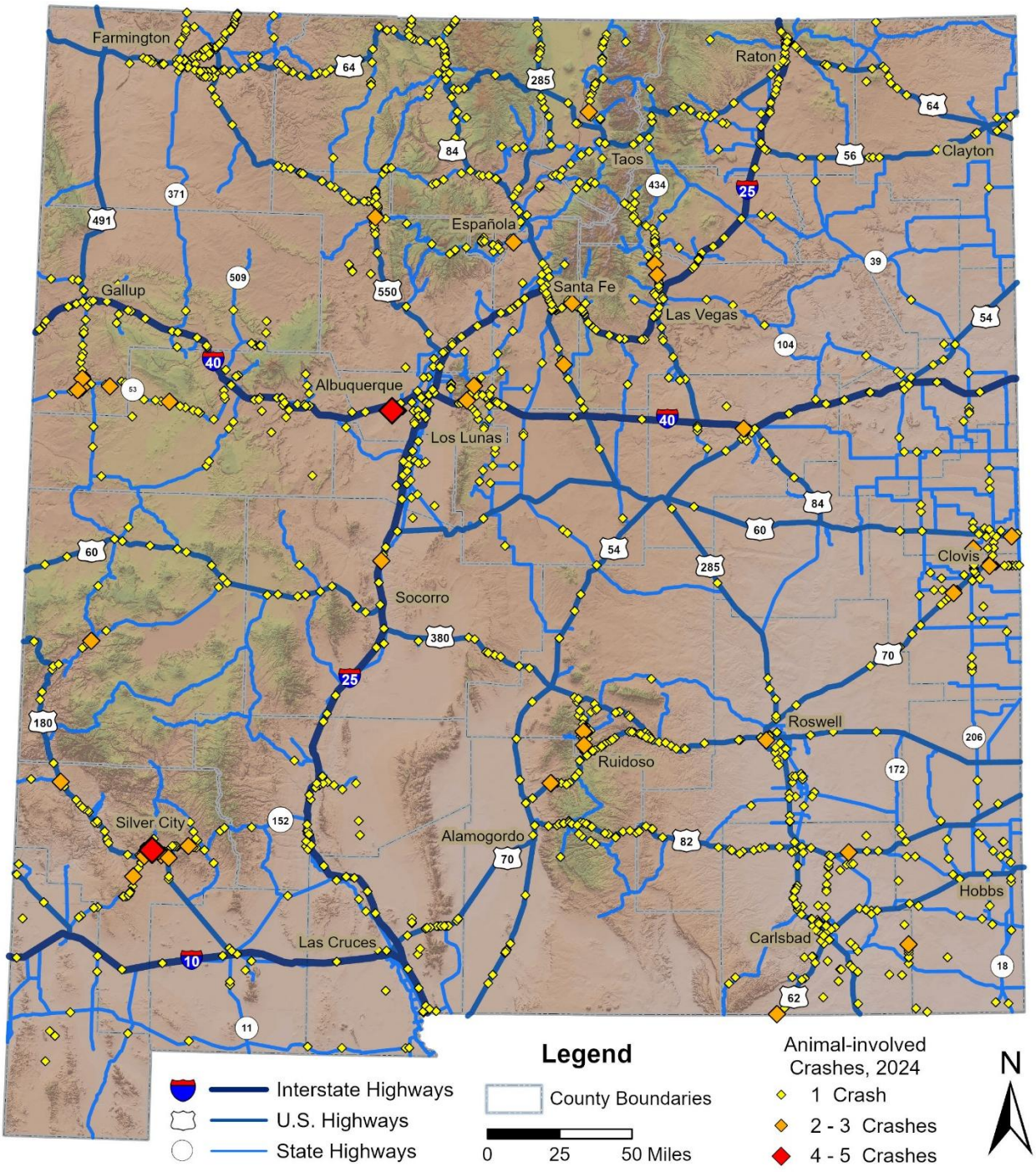
All maps are available in high-resolution color at https://gps.unm.edu/tru/traffic-crash-maps/.

Map 9: Crashes in Dark Conditions (Excluding Lighted Areas), 2024



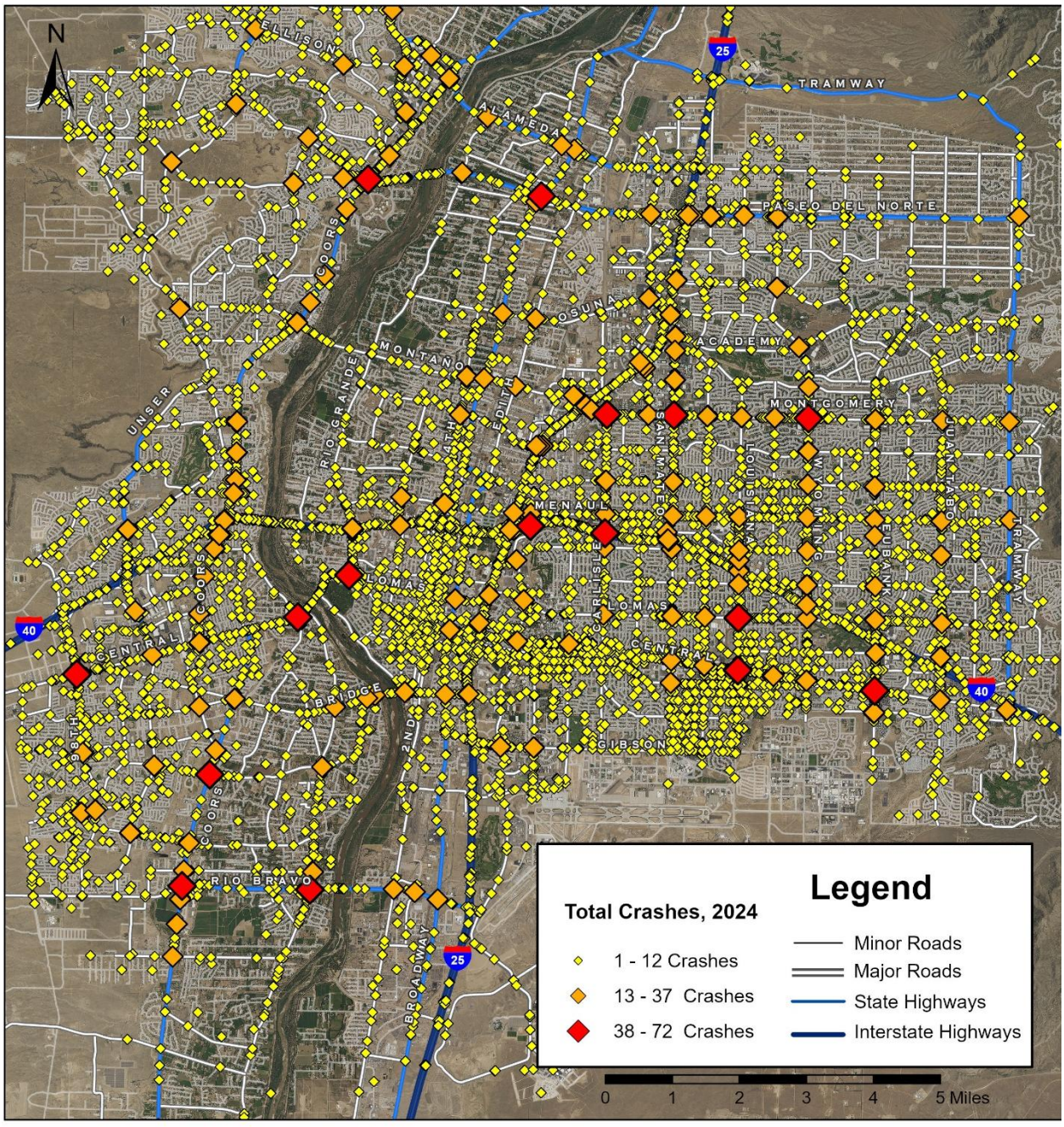
All maps are available in high-resolution color at https://gps.unm.edu/tru/traffic-crash-maps/.

Map 10: Animal-involved Crashes, 2024



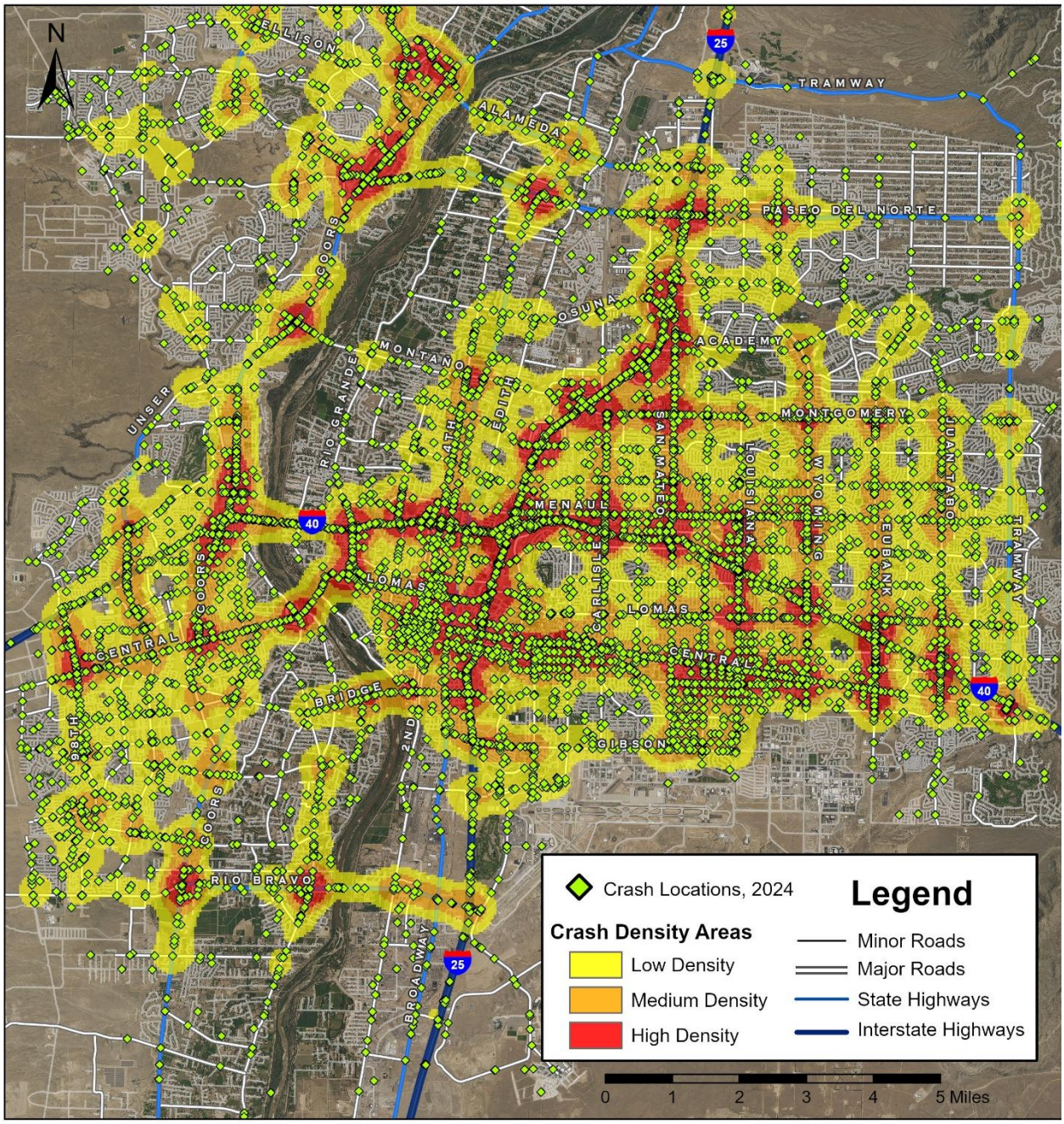
All maps are available in high-resolution color at https://gps.unm.edu/tru/traffic-crash-maps/.

Map 11: All Crashes in Albuquerque, New Mexico, 2024



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

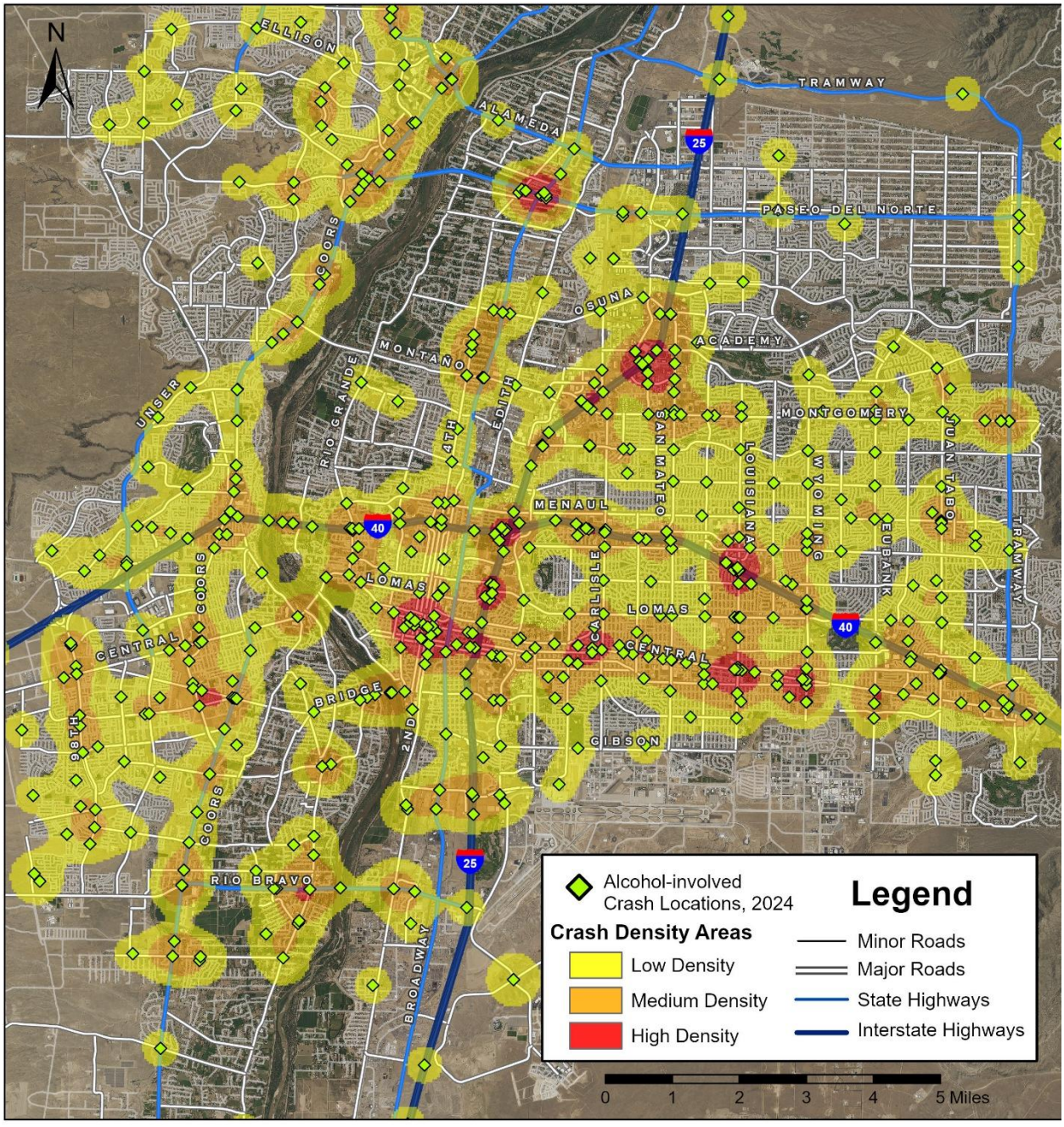
Map 12: Density[99] of All Crashes in Albuquerque, New Mexico, 2024



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

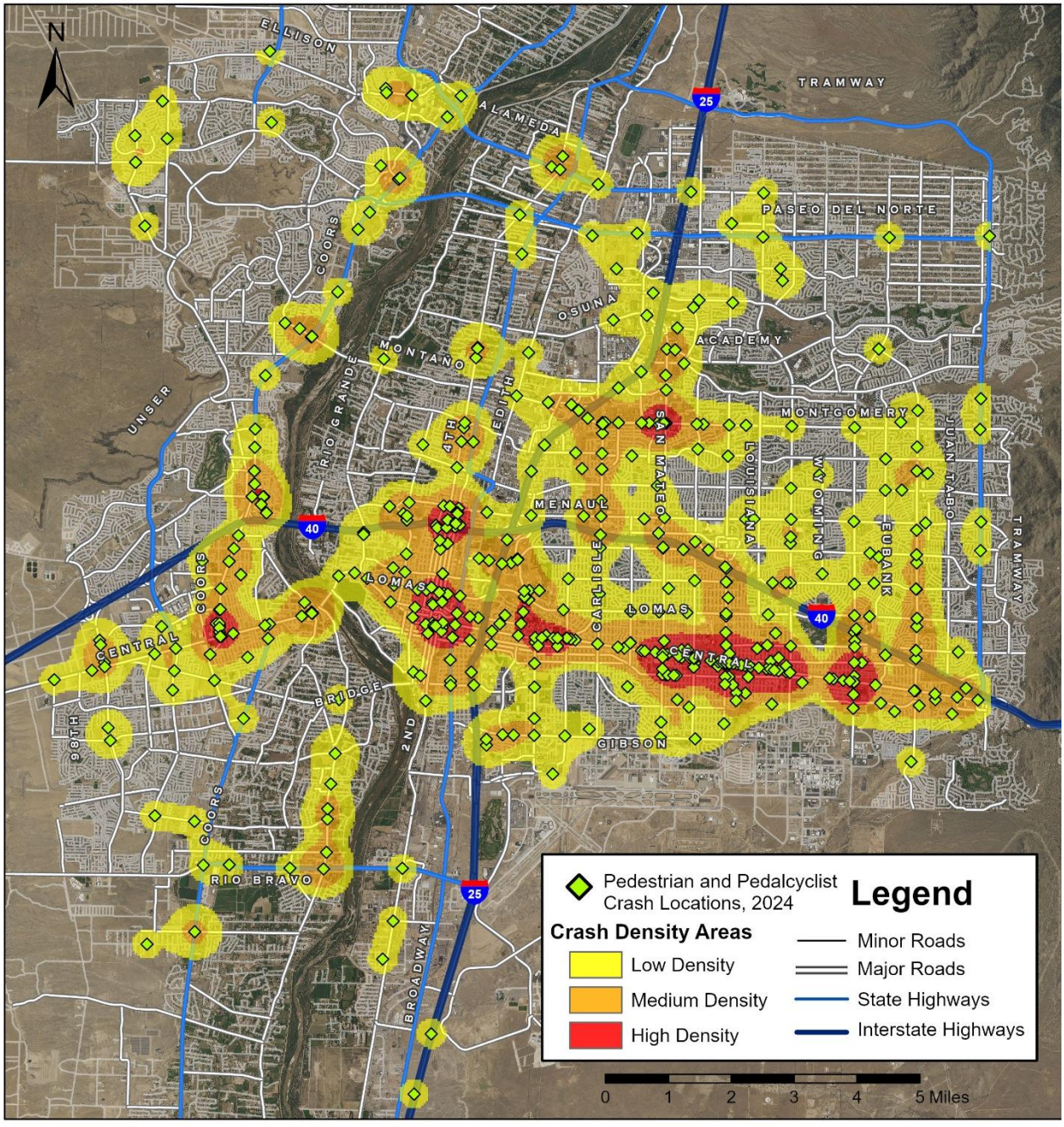
[99] All density maps in this report use a green dot to identify a location with one or more crashes in 2024. Crash density color is calculated using both the number of crashes at that location and the proximity of each location to other crashes.

Map 13: Density of Alcohol-involved Crashes in Albuquerque, New Mexico, 2024



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

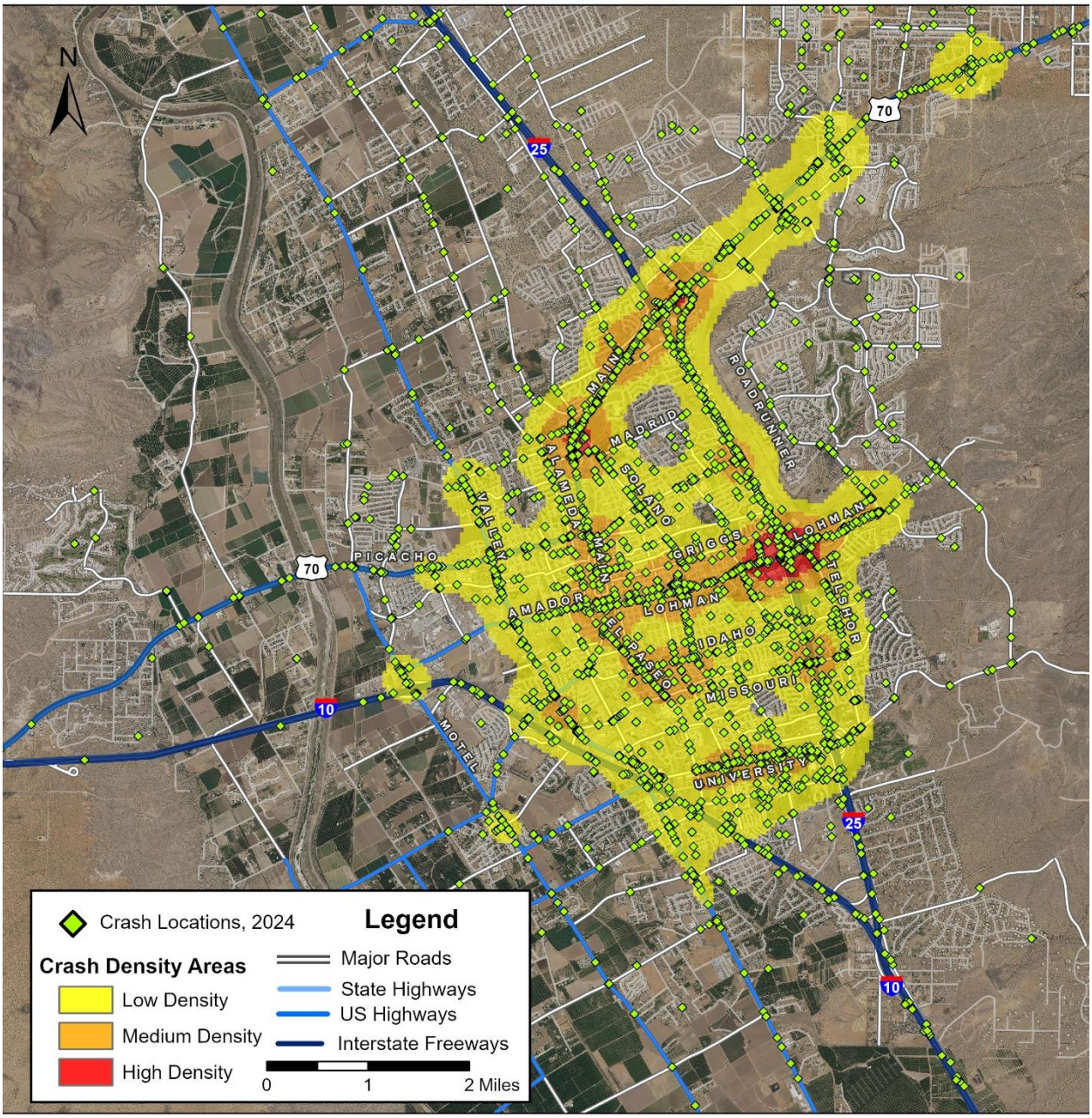
Map 14: Density of Pedestrian- and Pedalcycle-involved Crashes
in Albuquerque, New Mexico, 2024



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

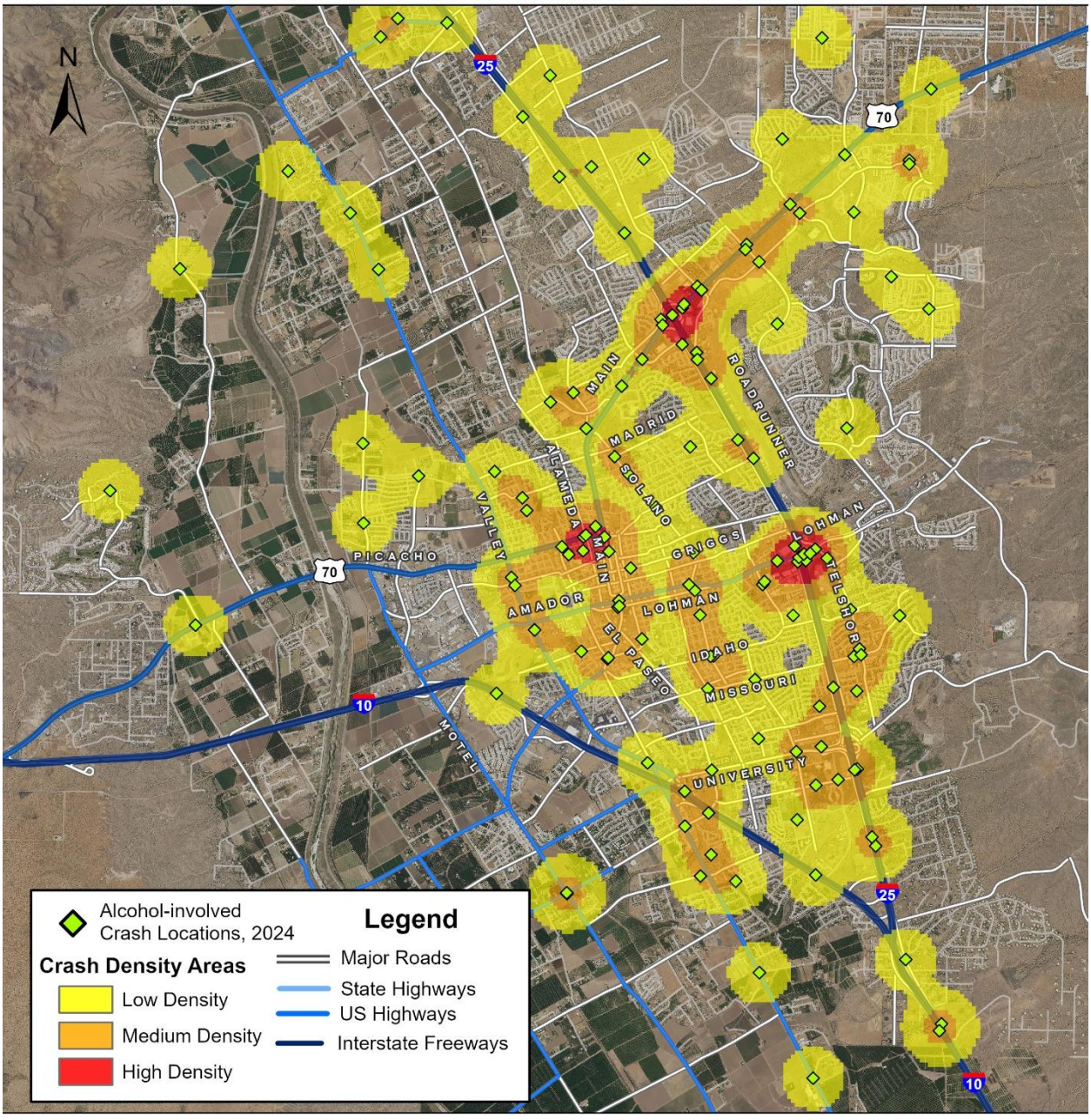
NMDOT and UNM-GPS now offer interactive map tools to analyze local pedestrian and pedalcyclist crash data. Zoom into specific neighborhoods to support Safe System planning to reduce fatalities and serious injuries among vulnerable roadway users. Visit https://gps.unm.edu/tru/traffic-crash-dashboards/.

Map 15: Density of All Crashes in Las Cruces, New Mexico, 2024



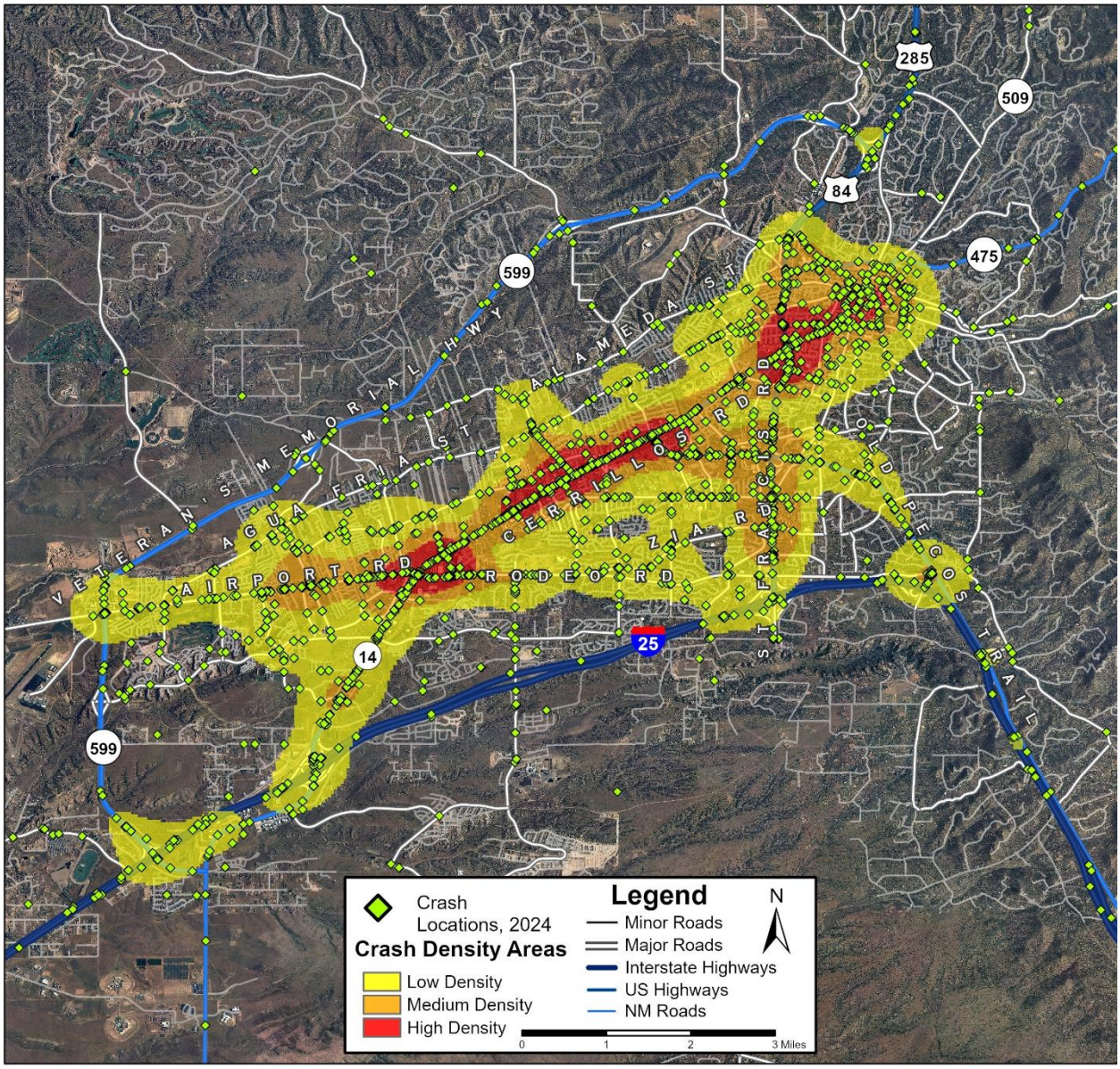
All maps are available in high-resolution color at https://gps.unm.edu/tru/traffic-crash-maps/.

Map 16: Density of Alcohol-involved Crashes in Las Cruces, New Mexico, 2024



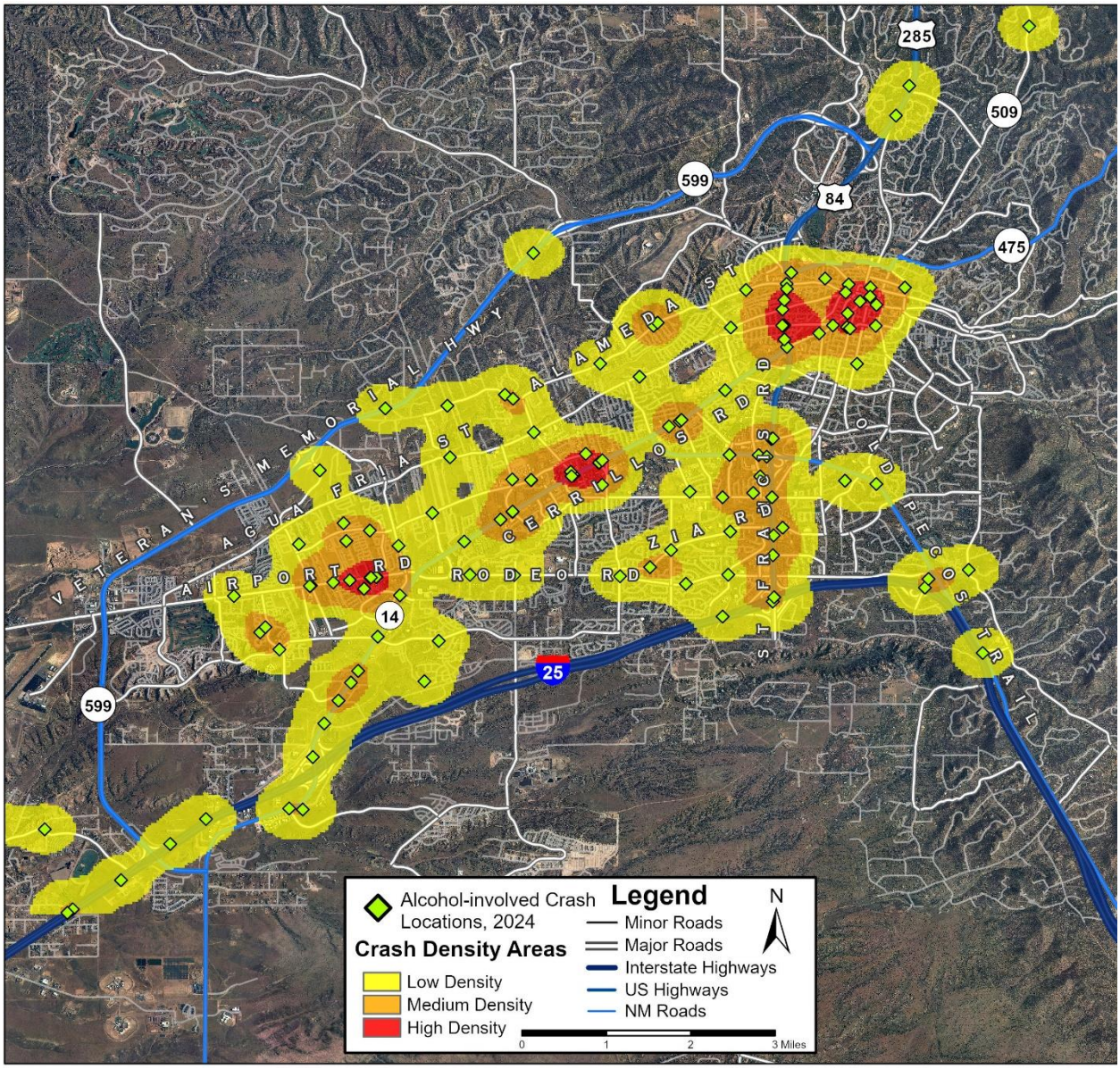
All maps are available in high-resolution color at https://gps.unm.edu/tru/traffic-crash-maps/.

Map 17: Density of All Crashes in Santa Fe, New Mexico, 2024



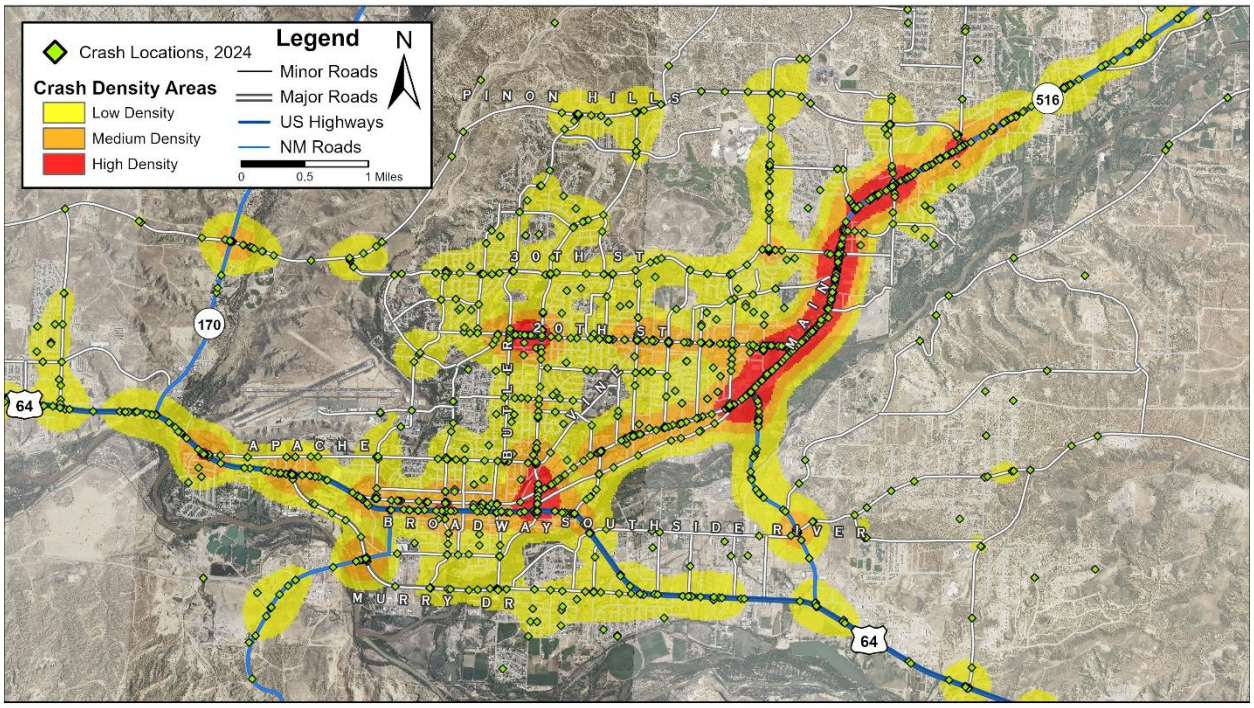
All maps are available in high-resolution color at https://gps.unm.edu/tru/traffic-crash-maps/.

Map 18: Density of Alcohol-involved Crashes in Santa Fe, New Mexico, 2024

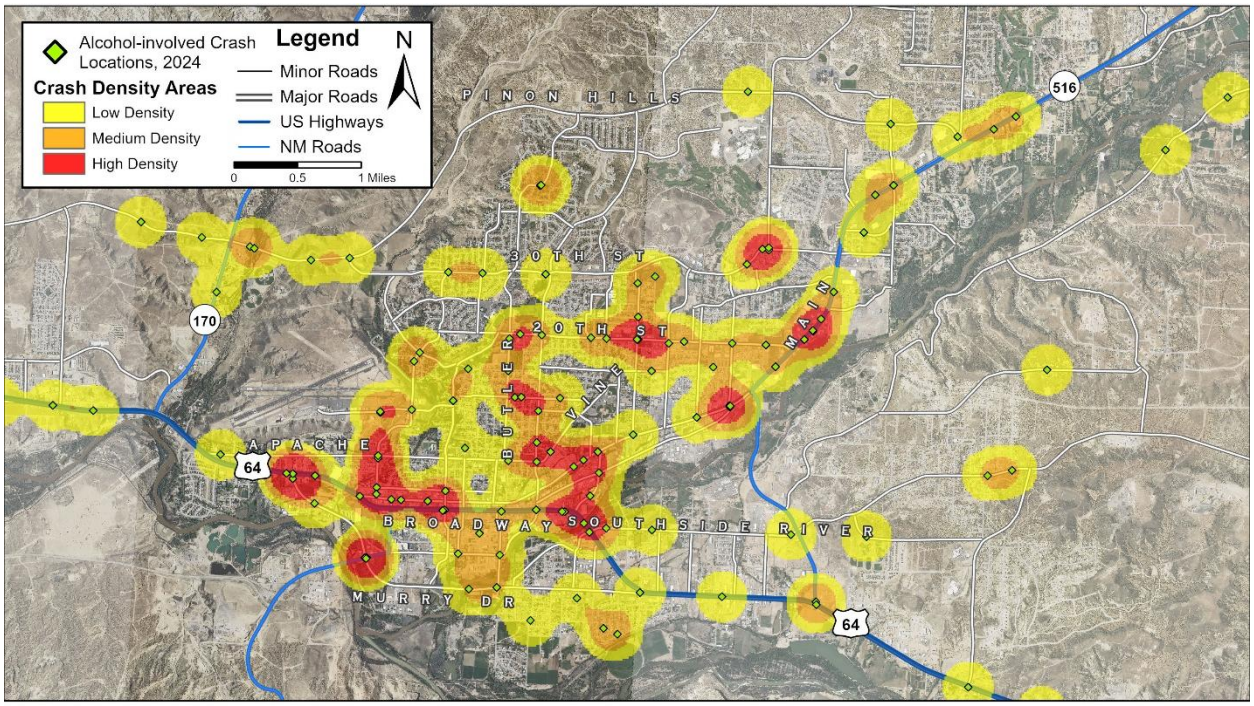


All maps are available in high-resolution color at https://gps.unm.edu/tru/traffic-crash-maps/.

Map 19: Density of All Crashes in Farmington, New Mexico, 2024

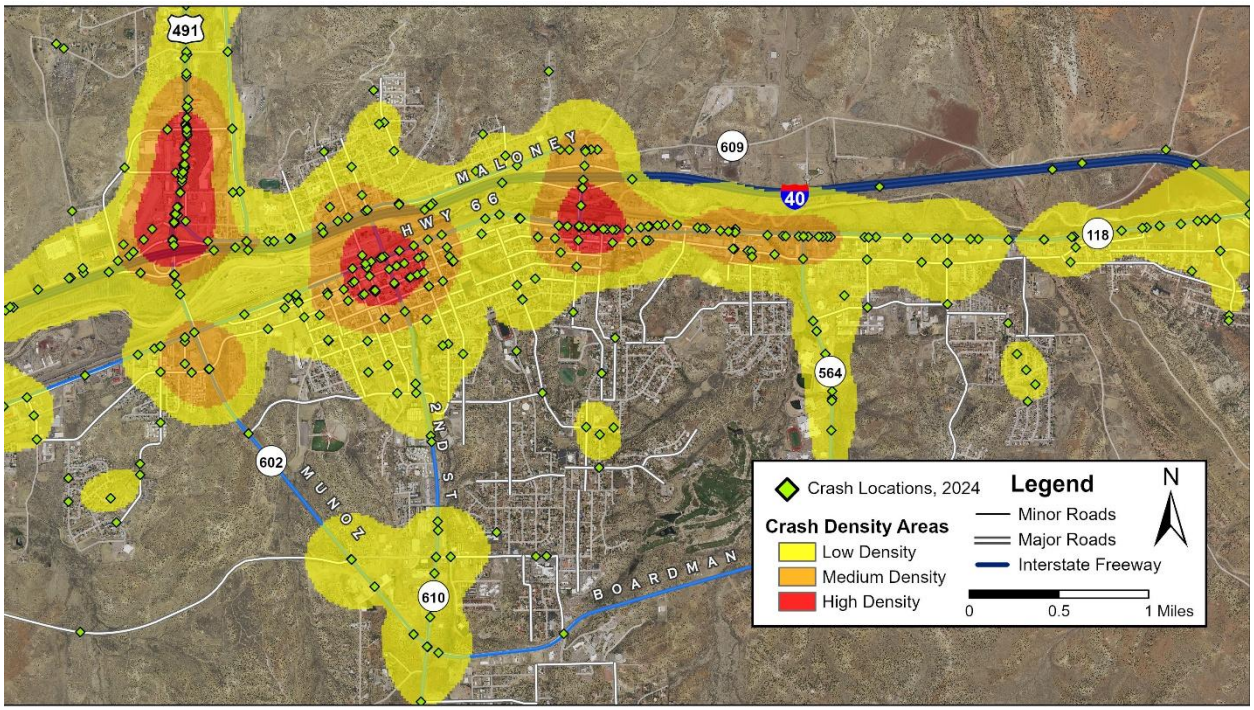


Map 20: Density of Alcohol-involved Crashes in Farmington, New Mexico, 2024

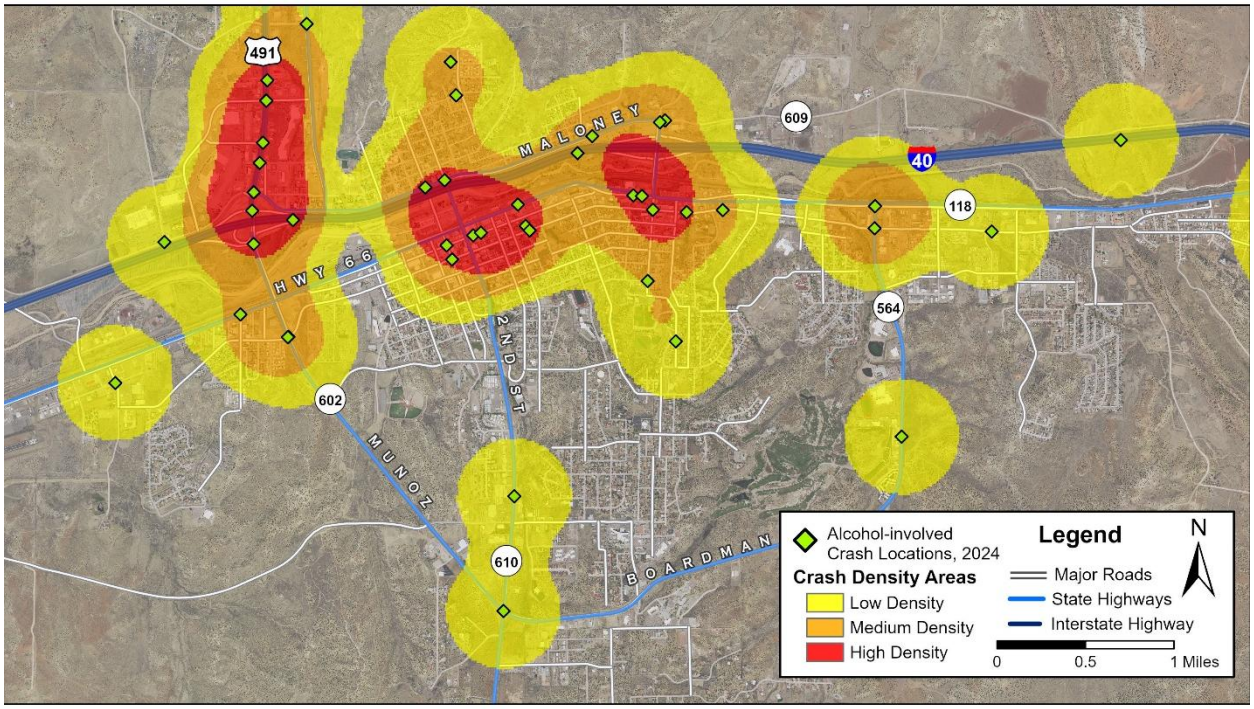


All maps are available in high-resolution color at https://gps.unm.edu/tru/traffic-crash-maps/.

Map 21: Density of All Crashes in Gallup, New Mexico, 2024

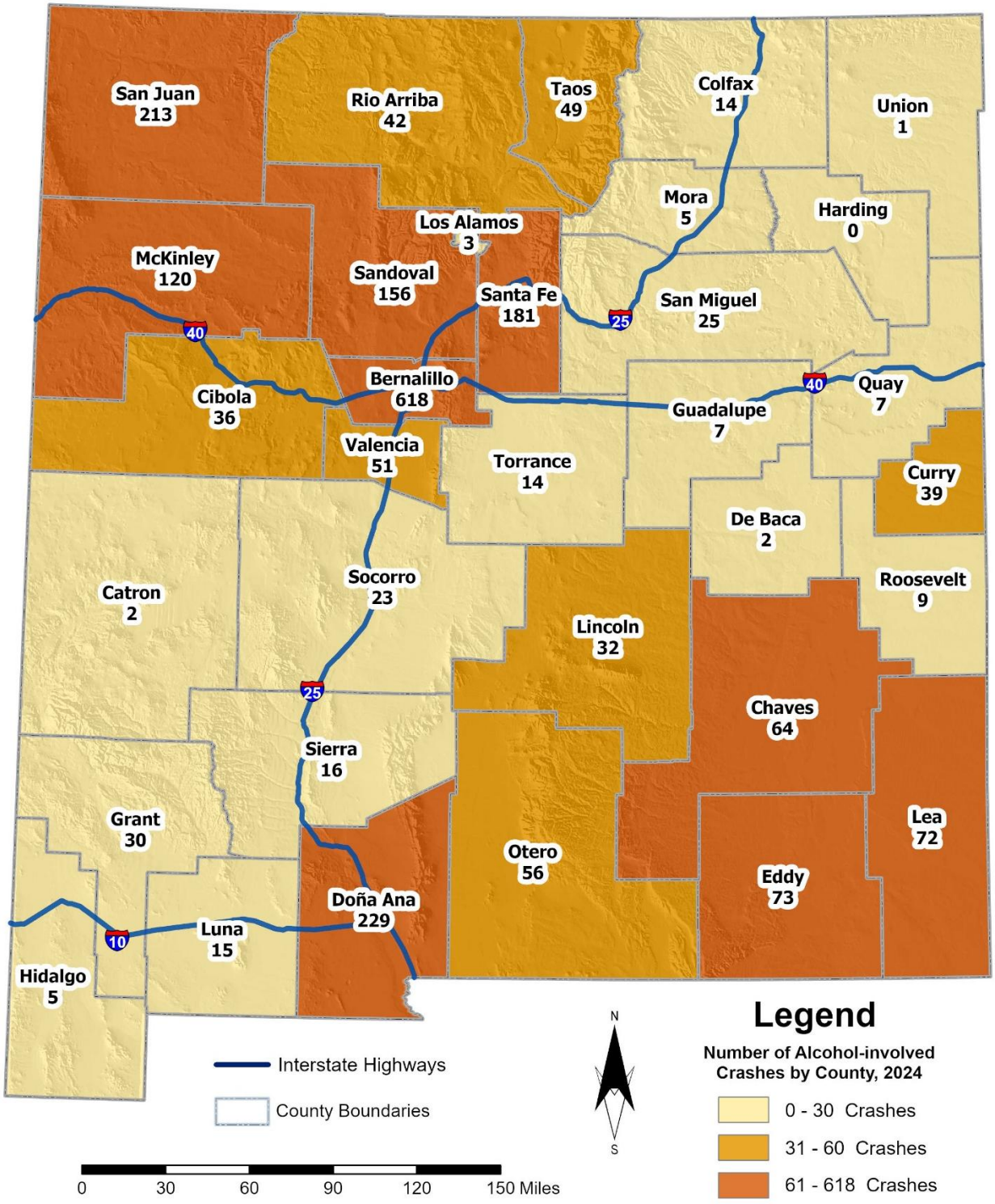


Map 22: Density of Alcohol-involved Crashes in Gallup, New Mexico, 2024



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

Map 23: Alcohol-involved Crashes by County, 2024



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

Appendix F – Counties

Appendix Table F-1: Fatalities by County, 2020 - 2024 [100]

County	Fatalities					Percent of All 2024 Fatalities	2024 Fatalities per 100M VMT
	2020	2021	2022	2023	2024		
Bernalillo	109	143	109	114	122	27.5%	2.2
Catron	1	0	4	2	1	0.2%	0.8
Chaves	12	7	15	8	14	3.2%	1.9
Cibola	15	23	16	16	8	1.8%	0.9
Colfax	3	5	3	5	5	1.1%	1.4
Curry	7	9	6	7	3	0.7%	0.7
De Baca	0	1	0	0	2	0.5%	1.3
Doña Ana	20	16	29	32	25	5.6%	1.1
Eddy	10	14	18	18	21	4.7%	1.8
Grant	9	10	3	6	7	1.6%	1.6
Guadalupe	7	7	12	7	11	2.5%	1.6
Harding	0	0	0	2	0	0.0%	0.0
Hidalgo	3	3	2	2	3	0.7%	0.8
Lea	14	14	21	18	31	7.0%	2.6
Lincoln	4	3	2	10	7	1.6%	1.6
Los Alamos	2	3	0	0	2	0.5%	1.8
Luna	8	22	15	11	3	0.7%	0.3
McKinley	24	32	34	29	20	4.5%	1.4
Mora	1	4	10	6	2	0.5%	1.3
Otero	6	15	11	13	13	2.9%	1.6
Quay	3	8	11	5	4	0.9%	0.6
Rio Arriba	16	6	14	15	11	2.5%	2.0
Roosevelt	2	4	12	2	4	0.9%	1.9
San Juan	24	34	19	20	24	5.4%	1.2
San Miguel	8	2	7	9	9	2.0%	1.9
Sandoval	14	19	21	13	20	4.5%	1.2
Santa Fe	31	22	25	15	18	4.1%	0.9
Sierra	2	9	2	5	4	0.9%	1.8
Socorro	11	13	14	12	15	3.4%	2.4
Taos	15	13	8	4	9	2.0%	2.1
Torrance	6	9	9	15	14	3.2%	2.1
Union	2	2	2	1	1	0.2%	0.6
Valencia	9	11	12	14	11	2.5%	1.5
Missing Data	0	0	0	0	0	0.0%	-
Total Fatalities	**398**	**483**	**466**	**436**	**444**	**100.0%**	**1.6**

[100] Darker shading indicates higher rates.

Appendix Table F-2: Motorcyclists[28] (Drivers and Passengers) in Crashes, 2024

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	17	56	202	71	76	422	39.8%
Catron	0	1	0	0	2	3	0.3%
Chaves	1	4	9	5	3	22	2.1%
Cibola	0	4	1	1	0	6	0.6%
Colfax	0	0	5	1	1	7	0.7%
Curry	0	6	8	5	4	23	2.2%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	4	12	47	19	14	96	9.1%
Eddy	4	1	22	4	7	38	3.6%
Grant	1	2	6	1	4	14	1.3%
Guadalupe	1	1	3	2	0	7	0.7%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	1	1	0	0	2	0.2%
Lea	7	8	19	2	5	41	3.9%
Lincoln	0	3	3	1	0	7	0.7%
Los Alamos	0	1	1	0	0	2	0.2%
Luna	0	3	6	2	1	12	1.1%
McKinley	1	3	4	1	3	12	1.1%
Mora	0	2	1	0	0	3	0.3%
Otero	1	10	26	3	3	43	4.1%
Quay	1	1	1	0	1	4	0.4%
Rio Arriba	2	3	6	2	2	15	1.4%
Roosevelt	1	0	4	1	0	6	0.6%
San Juan	4	10	24	10	10	58	5.5%
San Miguel	1	4	5	3	1	14	1.3%
Sandoval	3	19	33	9	16	80	7.6%
Santa Fe	0	7	19	12	13	51	4.8%
Sierra	0	1	5	0	4	10	0.9%
Socorro	2	0	4	5	1	12	1.1%
Taos	1	5	4	0	1	11	1.0%
Torrance	1	1	1	2	0	5	0.5%
Union	0	0	0	1	0	1	0.1%
Valencia	4	5	16	5	2	32	3.0%
Missing Data	0	0	0	0	0	0	0.0%
Total People	**57**	**174**	**486**	**168**	**174**	**1,059**	**100%**

Appendix Table F-3: Severity of Injuries to All Pedestrians in Crashes by County, 2024

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	48	48	155	102	36	389	52.8%
Catron	0	0	0	0	0	0	0.0%
Chaves	4	3	4	2	1	14	1.9%
Cibola	0	0	1	0	0	1	0.1%
Colfax	0	2	1	0	0	3	0.4%
Curry	3	5	2	4	0	14	1.9%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	6	5	27	18	2	58	7.9%
Eddy	1	4	7	1	1	14	1.9%
Grant	0	0	4	2	0	6	0.8%
Guadalupe	1	0	1	0	0	2	0.3%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	1	0	0	0	0	1	0.1%
Lea	1	3	5	5	0	14	1.9%
Lincoln	0	1	1	0	0	2	0.3%
Los Alamos	0	0	1	1	0	2	0.3%
Luna	0	2	6	1	0	9	1.2%
McKinley	5	11	9	3	2	30	4.1%
Mora	0	0	0	0	0	0	0.0%
Otero	2	2	4	1	0	9	1.2%
Quay	1	0	1	0	0	2	0.3%
Rio Arriba	3	1	1	1	0	6	0.8%
Roosevelt	1	0	5	0	0	6	0.8%
San Juan	6	7	16	12	1	42	5.7%
San Miguel	2	0	4	2	0	8	1.1%
Sandoval	4	5	4	3	0	16	2.2%
Santa Fe	7	8	27	19	1	62	8.4%
Sierra	0	0	0	1	0	1	0.1%
Socorro	1	2	1	2	0	6	0.8%
Taos	1	1	2	2	0	6	0.8%
Torrance	2	0	0	0	0	2	0.3%
Union	0	0	0	0	0	0	0.0%
Valencia	2	2	4	4	0	12	1.6%
Missing Data	0	0	0	0	0	0	0.0%
Total People	**102**	**112**	**293**	**186**	**44**	**737**	**100%**

Appendix Table F-4: Animal-involved Crashes by County, 2020 - 2024 [101]

County	Animal-involved Crashes					Percent of All 2024 Animal-involved Crashes	2024 Vehicle Miles Traveled (100M VMT)	2024 Animal-involved Crashes per 100M VMT
	2020	2021	2022	2023	2024			
Bernalillo	52	49	54	78	66	3.6%	56.07	1.2
Catron	18	17	27	16	26	1.4%	1.21	21.5
Chaves	78	69	56	69	54	3.0%	7.37	7.3
Cibola	44	51	27	42	59	3.2%	9.34	6.3
Colfax	114	86	109	102	74	4.1%	3.53	21.0
Curry	36	21	24	24	28	1.5%	4.27	6.6
De Baca	5	9	3	5	2	0.1%	1.54	1.3
Doña Ana	53	59	53	73	50	2.7%	22.21	2.3
Eddy	87	64	83	120	120	6.6%	11.65	10.3
Grant	162	143	165	189	170	9.3%	4.37	38.9
Guadalupe	20	31	26	16	34	1.9%	6.97	4.9
Harding	2	0	4	8	3	0.2%	0.20	15.0
Hidalgo	20	15	18	18	14	0.8%	3.58	3.9
Lea	72	54	55	70	44	2.4%	11.96	3.7
Lincoln	122	123	110	149	115	6.3%	4.49	25.6
Los Alamos	3	6	7	3	8	0.4%	1.11	7.2
Luna	25	20	19	17	12	0.7%	8.87	1.4
McKinley	58	77	73	57	69	3.8%	14.79	4.7
Mora	44	39	48	40	33	1.8%	1.53	21.6
Otero	82	83	71	77	81	4.5%	8.07	10.0
Quay	52	20	30	22	26	1.4%	6.30	4.1
Rio Arriba	118	128	128	128	118	6.5%	5.40	21.9
Roosevelt	55	36	57	41	57	3.1%	2.16	26.4
San Juan	152	197	141	159	160	8.8%	20.21	7.9
San Miguel	61	65	67	58	64	3.5%	4.62	13.9
Sandoval	65	74	66	75	80	4.4%	17.36	4.6
Santa Fe	68	60	89	76	70	3.8%	19.49	3.6
Sierra	24	26	22	28	31	1.7%	2.25	13.8
Socorro	37	32	26	32	36	2.0%	6.13	5.9
Taos	62	66	60	55	58	3.2%	4.23	13.7
Torrance	12	15	19	25	17	0.9%	6.56	2.6
Union	23	13	13	15	21	1.2%	1.63	12.9
Valencia	15	9	13	21	20	1.1%	7.14	2.8
Missing Data	0	1	0	0	0	0.0%	-0.94	-
Total	**1,841**	**1,758**	**1,763**	**1,908**	**1,820**	**100%**	**285.66**	**6.4**

[101] Darker shading indicates higher rates.

Appendix Table F-5: New Mexico Population[102] by County, 2020 - 2024

County	New Mexico Population (Revised U.S. Census)				
	2020	2021	2022	2023	2024
Bernalillo	676,882	675,410	673,039	672,572	671,747
Catron	3,609	3,716	3,793	3,803	3,795
Chaves	65,153	64,660	63,907	63,668	63,697
Cibola	26,969	27,060	26,771	26,741	26,686
Colfax	12,353	12,348	12,289	12,312	12,307
Curry	48,374	47,950	47,391	47,321	47,156
De Baca	1,683	1,682	1,697	1,672	1,657
Doña Ana	220,069	221,756	223,604	226,534	229,366
Eddy	62,342	60,870	60,221	60,654	61,436
Grant	28,214	27,907	27,699	27,512	27,541
Guadalupe	4,442	4,424	4,324	4,334	4,385
Harding	654	633	627	643	635
Hidalgo	4,163	4,085	4,012	3,979	3,966
Lea	74,643	73,070	72,300	73,503	75,151
Lincoln	20,304	20,403	20,339	20,047	20,025
Los Alamos	19,422	19,397	19,259	19,420	19,675
Luna	25,457	25,471	25,677	25,573	25,878
McKinley	72,586	71,468	70,084	69,073	68,945
Mora	4,192	4,190	4,142	4,125	4,096
Otero	67,866	68,499	68,650	69,354	69,711
Quay	8,710	8,620	8,536	8,553	8,403
Rio Arriba	40,268	40,219	39,986	39,921	39,955
Roosevelt	19,153	18,998	18,896	18,879	18,713
San Juan	121,387	121,019	120,580	120,907	120,817
San Miguel	27,128	27,162	26,899	26,633	26,428
Sandoval	149,301	151,509	153,509	155,943	157,757
Santa Fe	155,056	155,429	155,768	156,507	157,765
Sierra	11,565	11,524	11,485	11,535	11,389
Socorro	16,559	16,304	16,142	16,028	15,967
Taos	34,465	34,688	34,594	34,484	34,482
Torrance	15,057	15,311	15,398	15,699	15,986
Union	4,073	4,099	3,996	3,972	3,926
Valencia	76,507	77,452	78,254	79,263	80,813
Statewide	**2,118,606**	**2,117,333**	**2,113,868**	**2,121,164**	**2,130,256**

[102] Each year, the U.S. Census publishes revisions to previous population estimates. Therefore, rates based on population in this publication are not comparable to rates published in prior years. See Sources section on Page 134.

Appendix Table F-6: Crash Rates by County, 2020 - 2024 [103]

County	Crashes per 10,000 Population				
	2020	2021	2022	2023	2024
Guadalupe	549	635	682	572	575
Quay	292	287	305	284	312
Hidalgo	235	345	364	329	305
Eddy	208	220	254	316	288
Lea	188	205	241	269	275
Mora	291	236	357	303	269
Bernalillo	207	235	220	231	264
Union	177	176	158	179	257
Lincoln	225	237	277	255	241
Grant	189	214	210	228	221
Colfax	271	259	291	305	220
Sierra	144	184	173	194	220
Statewide	**173**	**193**	**193**	**202**	**211**
Santa Fe	157	163	180	206	210
Doña Ana	165	193	203	214	194
Torrance	131	209	148	217	191
San Juan	138	172	171	174	180
Cibola	186	200	156	132	178
Curry	155	171	182	174	178
Socorro	136	139	145	155	177
McKinley	141	188	173	173	176
San Miguel	166	166	167	161	171
Roosevelt	152	131	181	166	164
Chaves	169	181	176	185	164
Luna	158	164	162	154	163
Rio Arriba	166	169	158	158	158
Taos	141	147	183	154	151
Sandoval	113	128	135	131	148
De Baca	190	244	118	221	145
Catron	141	145	129	110	142
Valencia	133	124	138	135	135
Otero	117	133	131	127	132
Los Alamos	58	49	72	66	84
Harding	92	63	128	218	63

[103] 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-7: Fatality Rates by County, 2020 - 2024 [104]

County	Fatalities per 10,000 Population				
	2020	2021	2022	2023	2024
Guadalupe	15.76	15.82	27.75	16.15	25.09
De Baca	0.00	5.95	0.00	0.00	12.07
Socorro	6.64	7.97	8.67	7.49	9.39
Torrance	3.98	5.88	5.84	9.55	8.76
Hidalgo	7.21	7.34	4.99	5.03	7.56
Mora	2.39	9.55	24.14	14.55	4.88
Quay	3.44	9.28	12.89	5.85	4.76
Lea	1.88	1.92	2.90	2.45	4.13
Colfax	2.43	4.05	2.44	4.06	4.06
Sierra	1.73	7.81	1.74	4.33	3.51
Lincoln	1.97	1.47	0.98	4.99	3.50
Eddy	1.60	2.30	2.99	2.97	3.42
San Miguel	2.95	0.74	2.60	3.38	3.41
Cibola	5.56	8.50	5.98	5.98	3.00
McKinley	3.31	4.48	4.85	4.20	2.90
Rio Arriba	3.97	1.49	3.50	3.76	2.75
Catron	2.77	0.00	10.55	5.26	2.64
Taos	4.35	3.75	2.31	1.16	2.61
Union	4.91	4.88	5.01	2.52	2.55
Grant	3.19	3.58	1.08	2.18	2.54
Chaves	1.84	1.08	2.35	1.26	2.20
Roosevelt	1.04	2.11	6.35	1.06	2.14
Statewide	**1.88**	**2.28**	**2.20**	**2.06**	**2.08**
San Juan	1.98	2.81	1.58	1.65	1.99
Otero	0.88	2.19	1.60	1.87	1.86
Bernalillo	1.61	2.12	1.62	1.69	1.82
Valencia	1.18	1.42	1.53	1.77	1.36
Sandoval	0.94	1.25	1.37	0.83	1.27
Luna	3.14	8.64	5.84	4.30	1.16
Santa Fe	2.00	1.42	1.60	0.96	1.14
Doña Ana	0.91	0.72	1.30	1.41	1.09
Los Alamos	1.03	1.55	0.00	0.00	1.02
Curry	1.45	1.88	1.27	1.48	0.64
Harding	0.00	0.00	0.00	31.10	0.00

[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 Table F-8: Alcohol-involved Crash Rates by County, 2020 - 2024 [105]

County	Alcohol-involved Crashes per 10,000 Population				
	2020	2021	2022	2023	2024
San Juan	12.9	17.8	17.5	16.2	17.6
McKinley	17.5	21.0	23.1	22.7	17.4
Lincoln	9.9	12.3	18.2	15.0	16.0
Guadalupe	22.5	20.3	16.2	16.2	16.0
Socorro	8.5	6.7	11.8	11.9	14.4
Taos	13.1	10.7	14.5	10.1	14.2
Sierra	6.9	11.3	10.4	11.3	14.0
Cibola	15.9	22.5	12.7	11.6	13.5
Hidalgo	7.2	9.8	17.4	12.6	12.6
Mora	14.3	11.9	24.1	24.2	12.2
De Baca	11.9	5.9	5.9	0.0	12.1
Eddy	11.2	12.0	10.5	14.0	11.9
Santa Fe	9.3	8.5	10.1	11.9	11.5
Colfax	11.3	13.0	13.0	12.2	11.4
Grant	8.2	10.0	8.7	14.2	10.9
Rio Arriba	11.2	10.4	13.8	12.5	10.5
Statewide	**9.5**	**10.2**	**10.6**	**10.7**	**10.4**
Chaves	11.8	8.4	11.4	9.1	10.0
Doña Ana	9.0	8.2	9.7	9.8	10.0
Sandoval	7.3	7.9	8.9	8.3	9.9
Lea	8.7	8.2	8.3	10.9	9.6
San Miguel	9.2	13.3	14.1	10.1	9.5
Bernalillo	9.1	10.2	9.4	10.1	9.2
Torrance	6.0	9.8	9.7	8.9	8.8
Quay	9.2	10.4	14.1	3.5	8.3
Curry	4.5	6.9	5.1	7.2	8.3
Otero	7.8	6.0	5.5	7.1	8.0
Valencia	7.8	6.6	8.9	7.7	6.3
Luna	7.9	6.7	7.4	5.1	5.8
Catron	11.1	2.7	10.5	7.9	5.3
Roosevelt	6.8	6.8	7.9	5.8	4.8
Union	17.2	4.9	12.5	5.0	2.5
Los Alamos	2.6	1.5	3.1	2.1	1.5
Harding	0.0	0.0	0.0	31.1	0.0

[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-9: Unbelted Passenger Vehicle Occupants by County with Fatal or Suspected Serious Injuries, 2024 [106]

County	Unbelted Passenger Vehicle Occupants		
	Fatalities	Suspected Serious Injuries	Total
Bernalillo	33	14	47
Catron	1	2	3
Chaves	6	10	16
Cibola	7	3	10
Colfax	3	2	5
Curry	0	2	2
De Baca	1	0	1
Doña Ana	8	4	12
Eddy	10	8	18
Grant	2	2	4
Guadalupe	2	0	2
Harding	0	0	0
Hidalgo	0	1	1
Lea	12	8	20
Lincoln	3	2	5
Los Alamos	0	1	1
Luna	1	3	4
McKinley	10	11	21
Mora	2	1	3
Otero	5	4	9
Quay	1	5	6
Rio Arriba	4	2	6
Roosevelt	1	3	4
San Juan	12	8	20
San Miguel	3	3	6
Sandoval	7	5	12
Santa Fe	5	9	14
Sierra	2	3	5
Socorro	6	1	7
Taos	4	7	11
Torrance	5	4	9
Union	1	6	7
Valencia	2	6	8
Missing Data	0	0	0
Total	**159**	**140**	**299**

[106] 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 Crashes[107] by County, 2020 - 2024

County	Fatalities in Speeding-involved Crashes					Percent of All 2024 Fatalities in Speeding-involved Crashes	2024 Vehicle Miles Traveled (100M VMT)	2024 Fatalities in Speeding-involved Crashes per 100M VMT
	2020	2021	2022	2023	2024			
Bernalillo	41	45	32	26	37	25.2%	56.07	0.7
Catron	1	0	4	0	0	0.0%	1.21	0.0
Chaves	4	1	6	6	6	4.1%	7.37	0.8
Cibola	9	7	7	2	2	1.4%	9.34	0.2
Colfax	1	3	2	1	0	0.0%	3.53	0.0
Curry	2	4	3	2	0	0.0%	4.27	0.0
De Baca	0	0	0	0	1	0.7%	1.54	0.7
Doña Ana	7	5	10	8	6	4.1%	22.21	0.3
Eddy	4	6	7	8	9	6.1%	11.65	0.8
Grant	4	2	1	3	3	2.0%	4.37	0.7
Guadalupe	2	1	6	1	4	2.7%	6.97	0.6
Harding	0	0	0	1	0	0.0%	0.20	0.0
Hidalgo	0	2	1	1	0	0.0%	3.58	0.0
Lea	3	3	9	5	12	8.2%	11.96	1.0
Lincoln	2	2	0	2	2	1.4%	4.49	0.4
Los Alamos	0	1	0	0	0	0.0%	1.11	0.0
Luna	2	11	3	3	0	0.0%	8.87	0.0
McKinley	9	15	11	10	10	6.8%	14.79	0.7
Mora	0	1	4	0	0	0.0%	1.53	0.0
Otero	4	7	5	5	8	5.4%	8.07	1.0
Quay	1	1	1	2	1	0.7%	6.30	0.2
Rio Arriba	5	1	5	4	3	2.0%	5.40	0.6
Roosevelt	0	1	4	0	1	0.7%	2.16	0.5
San Juan	6	9	2	6	10	6.8%	20.21	0.5
San Miguel	3	0	0	7	1	0.7%	4.62	0.2
Sandoval	4	7	10	1	8	5.4%	17.36	0.5
Santa Fe	12	9	11	4	4	2.7%	19.49	0.2
Sierra	0	2	1	2	1	0.7%	2.25	0.4
Socorro	2	1	2	1	4	2.7%	6.13	0.7
Taos	10	9	4	2	5	3.4%	4.23	1.2
Torrance	4	5	4	3	5	3.4%	6.56	0.8
Union	1	0	1	1	0	0.0%	1.63	0.0
Valencia	6	6	5	8	4	2.7%	7.14	0.6
Missing Data	0	0	0	0	0	0.0%	-	-
Total	**149**	**167**	**161**	**125**	**147**	**100%**	**285.66**	**0.5**

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

Appendix G – First Harmful Event

Appendix Table G-1: People in Crashes by First Harmful Event, Subanalysis, and Severity of Injury, 2024

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%**	**83**	**1.4%**	**158**	**1.3%**	**2,577**	**2.9%**	**2,829**	**2.6%**
Deer	1	0.2%	4	0.3%	34	0.6%	61	0.50%	1,384	1.54%	1,484	1.35%
Elk	2	0.5%	1	0.1%	23	0.4%	40	0.33%	511	0.57%	577	0.53%
Cattle/Cow	0	-	0	-	12	0.2%	40	0.33%	217	0.24%	269	0.25%
Small Domestic Animal	0	-	1	0.1%	4	0.1%	2	0.02%	172	0.19%	179	0.16%
Small Game Animal	0	-	0	-	0	-	1	0.01%	56	0.06%	57	0.05%
Horse	0	-	0	-	4	0.07%	4	0.03%	47	0.05%	55	0.05%
Other Large Game Animal	0	-	1	0.1%	2	0.03%	3	0.02%	35	0.04%	41	0.04%
Other Large Domestic Animal	0	-	0	-	0	-	2	0.02%	31	0.03%	33	0.03%
Antelope	0	-	0	-	0	-	0	-	27	0.03%	27	0.02%
Bear	0	-	0	-	0	-	0	-	12	0.01%	12	0.01%
Other (Bird, Cougar, Sheep, Goat)	0	-	0	-	1	0.02%	3	0.02%	12	0.01%	16	0.01%
Missing Subanalysis Data	0	-	1	0.1%	3	0.05%	2	0.02%	73	0.08%	79	0.07%
Collision with Fixed Object	**50**	**11.3%**	**213**	**17.5%**	**808**	**14.1%**	**644**	**5.2%**	**4,933**	**5.5%**	**6,648**	**6.1%**
Curb	5	1.1%	25	2.1%	106	1.8%	79	0.6%	695	0.8%	910	0.8%
Guardrail, End or Face	8	1.8%	17	1.4%	100	1.7%	84	0.7%	588	0.7%	797	0.7%
Fence	2	0.5%	22	1.8%	84	1.5%	55	0.4%	510	0.6%	673	0.6%
Other Fixed Object	5	1.1%	16	1.3%	50	0.9%	52	0.4%	390	0.4%	513	0.5%
Other Post, Pole or Support	4	0.9%	13	1.1%	47	0.8%	41	0.3%	358	0.4%	463	0.4%
Utility Pole/Light Support	3	0.7%	13	1.1%	42	0.7%	24	0.2%	284	0.3%	366	0.3%
Tree (standing)	4	0.9%	25	2.1%	65	1.1%	50	0.4%	200	0.2%	344	0.3%
Traffic Barrier, Concrete	4	0.9%	7	0.6%	45	0.8%	49	0.4%	236	0.3%	341	0.3%
Median	2	0.5%	10	0.8%	36	0.6%	32	0.3%	237	0.3%	317	0.3%
Wall or Building	1	0.2%	6	0.5%	43	0.7%	37	0.3%	228	0.3%	315	0.3%
Ditch	2	0.5%	10	0.8%	50	0.9%	27	0.2%	146	0.2%	235	0.2%
Traffic Sign Support	1	0.2%	3	0.2%	17	0.3%	5	0.04%	187	0.2%	213	0.2%
Embankment	2	0.5%	14	1.2%	30	0.5%	28	0.2%	136	0.2%	210	0.2%
Traffic Barrier, Cable	1	0.2%	1	0.1%	11	0.2%	10	0.1%	128	0.1%	151	0.1%
Bridge Pier, Support, Rail, or Overhead	4	0.9%	7	0.6%	15	0.3%	12	0.1%	83	0.1%	121	0.1%
Culvert	1	0.2%	5	0.4%	11	0.2%	12	0.1%	28	0.03%	57	0.05%
Other (incl. hydrant, box, cattle guard, plant)	1	0.2%	14	1.2%	42	0.7%	41	0.3%	416	0.5%	514	0.5%
Missing Subanalysis Data	0	-	5	0.4%	14	0.2%	6	0.05%	83	0.1%	108	0.1%
Collision with Motor Vehicle	**193**	**43.5%**	**652**	**53.6%**	**3,645**	**63.5%**	**10,675**	**86.9%**	**77,339**	**85.9%**	**92,504**	**84.3%**
MV in Transport	188	42.3%	625	51.4%	3,509	61.2%	10,473	85.2%	71,318	79.2%	86,113	78.5%
Parked MV	5	1.1%	16	1.3%	80	1.4%	91	0.7%	3,707	4.1%	3,899	3.6%
Missing Subanalysis Data	0	-	11	0.9%	56	1.0%	111	0.9%	2,314	2.6%	2,492	2.3%
Collision with Other Non-Fixed Object	**12**	**2.7%**	**29**	**2.4%**	**95**	**1.7%**	**86**	**0.7%**	**1,298**	**1.4%**	**1,520**	**1.4%**
Other Non-fixed Object	8	1.8%	26	2.1%	74	1.3%	64	0.5%	877	1.0%	1,049	1.0%
Struck by falling, shifting cargo	1	0.2%	0	-	9	0.2%	2	0.02%	248	0.3%	260	0.2%
Work Zone/Maintenance Equipment	0	-	0	-	3	0.05%	3	0.02%	46	0.05%	52	0.05%
Railway Vehicle	3	0.7%	1	0.1%	3	0.05%	3	0.02%	13	0.01%	23	0.02%
Missing Subanalysis Data	0	-	2	0.2%	6	0.1%	14	0.1%	114	0.1%	136	0.1%
Collision with Person	**110**	**24.8%**	**139**	**11.4%**	**508**	**8.9%**	**308**	**2.5%**	**1,365**	**1.5%**	**2,430**	**2.2%**
Pedestrian	101	22.7%	106	8.7%	290	5.1%	191	1.6%	818	0.9%	1,506	1.4%
Pedalcycle	7	1.6%	24	2.0%	190	3.3%	98	0.8%	466	0.5%	785	0.7%
Other Non-Motorist	2	0.5%	9	0.7%	28	0.5%	19	0.15%	81	0.09%	139	0.13%
Missing Subanalysis Data	0	-	0	-	0	-	0	-	0	-	0	-
Non-Collision	**76**	**17.1%**	**175**	**14.4%**	**594**	**10.4%**	**419**	**3.4%**	**1,845**	**2.0%**	**3,109**	**2.8%**
Overturn/Rollover	61	13.7%	126	10.4%	411	7.2%	275	2.2%	872	1.0%	1,745	1.6%
All Other Non-Collision	6	1.4%	32	2.6%	116	2.0%	112	0.9%	558	0.6%	824	0.8%
Jackknife	3	0.7%	1	0.1%	4	0.07%	8	0.07%	148	0.2%	164	0.1%
Cargo/Equipment Loss or Shift	0	-	1	0.1%	3	0.05%	6	0.05%	98	0.1%	108	0.1%
Fell/Jumped from MV	3	0.7%	6	0.5%	39	0.7%	4	0.03%	26	0.03%	78	0.07%
Thrown or Falling Object	0	-	2	0.2%	1	0.02%	0	-	44	0.05%	47	0.04%
Fire/Explosion	1	0.2%	1	0.1%	1	0.02%	1	0.01%	42	0.05%	46	0.04%
Immersion, Full or Partial	2	0.5%	4	0.3%	11	0.2%	6	0.05%	12	0.01%	35	0.03%
Missing Subanalysis Data	0	-	2	0.2%	8	0.1%	7	0.06%	45	0.05%	62	0.1%
Other	**0**	**0.0%**	**0**	**0.0%**	**5**	**0.1%**	**0**	**0.0%**	**93**	**0.1%**	**98**	**0.1%**
Missing FHE and Subanalysis Data	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**623**	**0.7%**	**623**	**0.6%**
Total People	**444**	**100%**	**1,216**	**100%**	**5,738**	**100%**	**12,290**	**100%**	**90,073**	**100%**	**109,761**	**100%**

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- U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA), National Center for Statistics and Analysis (NCSA). Traffic Safety Facts 2023 Data: Motorcycles (DOT HS 813 732). July 2025. Accessed December 2, 2025: https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813732

New Mexico Crash Database – New Mexico Department of Transportation, Traffic Safety Division, Traffic Records Section, 2020 - 2024. Accessed December 3, 2025.

The crash database is compiled from the NMDOT Uniform Crash Reports (UCR), submitted by law enforcement agencies in the state, for any incident on a public roadway involving one or more motor vehicles that resulted in death, injury, or at least $500 in property damage. These reports are processed by the NMDOT Traffic Records Section, and analyzed by the University of New Mexico, Geospatial and Population Studies (UNM-GPS).

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.

New Mexico Population

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- U.S. Census Bureau, Population Division. 2020 Census of Population and Housing, April 1, 2020. Used for resident populations in cities and towns not tabulated in subcounty resident population estimates. https://www.census.gov/quickfacts/fact/table/NM/PST045223

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- 2013-2019: U.S. Department of Transportation, Federal Highway Administration. 2010 urban area (UZ) and urbanized area (UZA) boundaries (NMDOT-modified). Released August 21, 2013. Note: A buffer of ½ mile was put in place beginning in 2013 and was reduced to 10 meters in 2018. https://hepgis-usdot.hub.arcgis.com/datasets/usdot::2010-fhwa-adjusted-urban-areas/about

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