

Definitions

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

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

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

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.

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

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

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

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

First Harmful Event – The event of the crash that produced the first injury or damage. First harmful event (FHE) replaced Crash Classification starting in 2020. FHE and its' subanalysis data are derived from Crash Classification and Analysis for crashes that occurred prior to 2020 and for any agencies not using the E July 2018 Uniform Crash Report, which became available in 2020. Statistics for the categories of "Other Non-Motorist" and "Other" are not available prior to 2020.

Injury Crash – A reported crash in which at least one person was injured. Injury crashes each involve at least one suspected serious injury (Class A), suspected minor injury (Class B), or possible injury (Class C). Fatal crashes are not included.

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

Pedalcyclists, All – All people on any pedalcycle or in any pedalcycle trailer, and who are involved in a collision with a motor vehicle. Consists of pedalcycle operators and pedalcycle passengers. Historically, “pedalcyclists” included both pedalcycle operators and passengers. A pedalcycle is a mechanism of transport that is powered solely by pedals.

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

Sources

Crash Data – New Mexico Department of Transportation, Traffic Safety Division, Traffic Records Bureau, Traffic Crash Database, as of the report date below. Crash data are compiled using 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 Bureau and analyzed by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit (TRU).

DWI Arrest Data – New Mexico Taxation and Revenue Department, Motor Vehicle Division, DWI File, as of the date listed in the footnote of Table 32. Repeat offenders are identified by the combination of account key, arrest date, and citation number. County data are based upon the county where the arrest took place. City data are based upon the city where the offender resides.

City, County, and Urban Area Designations – Refer to the crash-level data dictionary entries for "City", "County", and "System" at <https://gps.unm.edu/tru/data-dictionaries.html>.

Table 1: Total Crashes and Alcohol-involved Crashes by Crash Severity in Hobbs, 2014-2023

Year	Total Crashes				Alcohol-involved Crashes			
	Fatal	Injury	Property Damage Only	Total	Fatal	Injury	Property Damage Only	Total
2014	5	308	505	818	3	21	23	47
2015	3	176	365	544	1	17	12	30
2016	2	197	373	572	1	11	13	25
2017	2	223	391	616	0	10	12	22
2018	4	355	767	1,126	2	16	24	42
2019	1	408	806	1,215	1	19	30	50
2020	1	259	607	867	0	22	26	48
2021	3	285	606	894	1	18	19	38
2022	7	349	682	1,038	2	14	21	37
2023	2	387	750	1,139	0	11	27	38

Figure 1: Alcohol-involved Fatal and Injury Crashes Compared with Non-alcohol-involved Fatal and Injury Crashes in Hobbs, 2014-2023

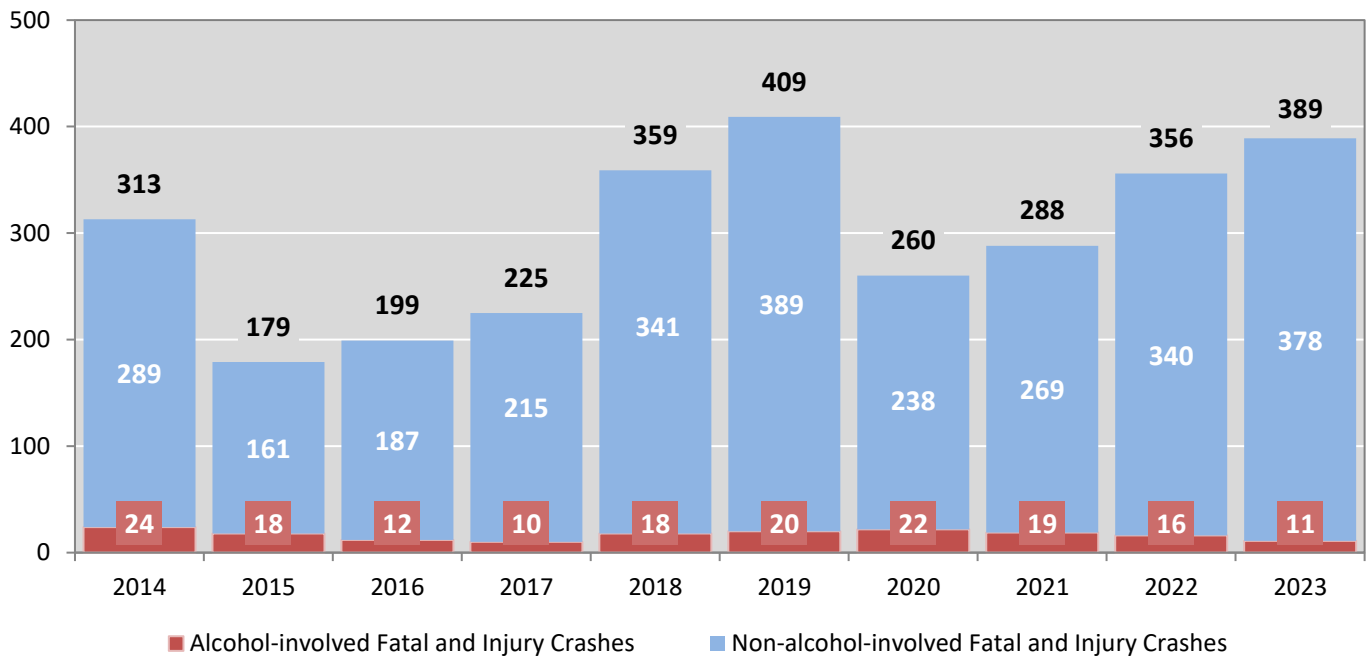


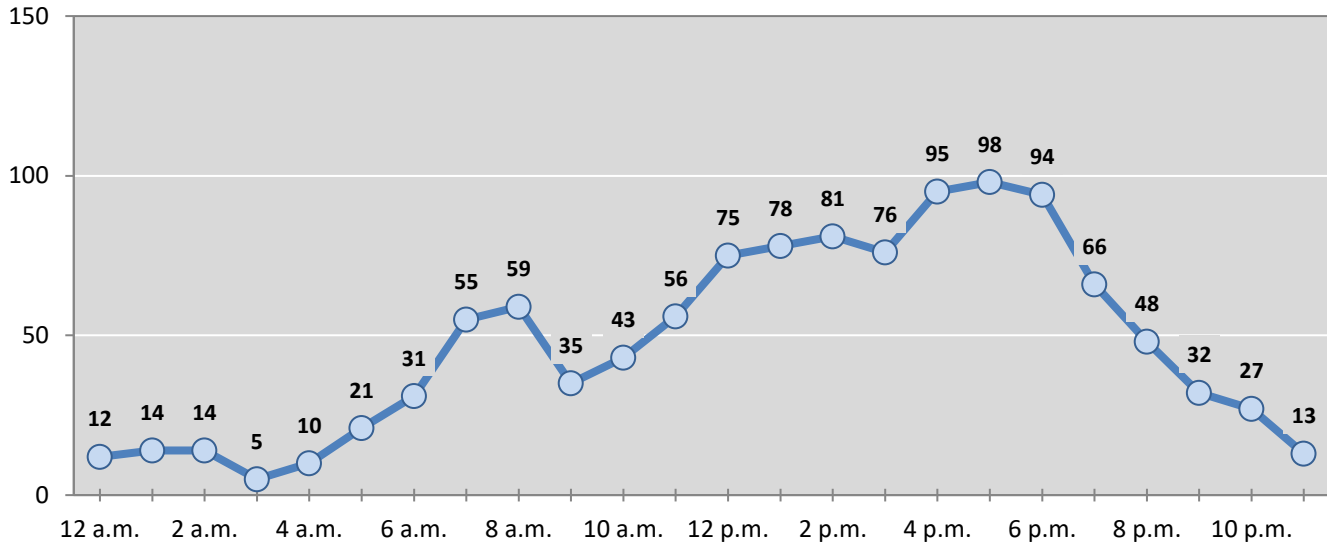
Table 2: Crashes by Month in Hobbs, 2019-2023

Month	Crashes					5-Year Average
	2019	2020	2021	2022	2023	
January	90	111	44	78	82	81
February	83	85	59	70	75	74
March	106	85	87	86	91	91
April	112	49	71	98	103	87
May	105	50	90	97	114	91
June	95	76	83	74	87	83
July	93	66	56	84	81	76
August	96	91	92	84	108	94
September	95	77	84	89	89	87
October	137	58	77	86	103	92
November	108	64	70	106	100	90
December	95	55	81	86	106	85
Total Crashes	1,215	867	894	1,038	1,139	1,031

Table 3: Alcohol-involved Crashes by Month in Hobbs, 2019-2023

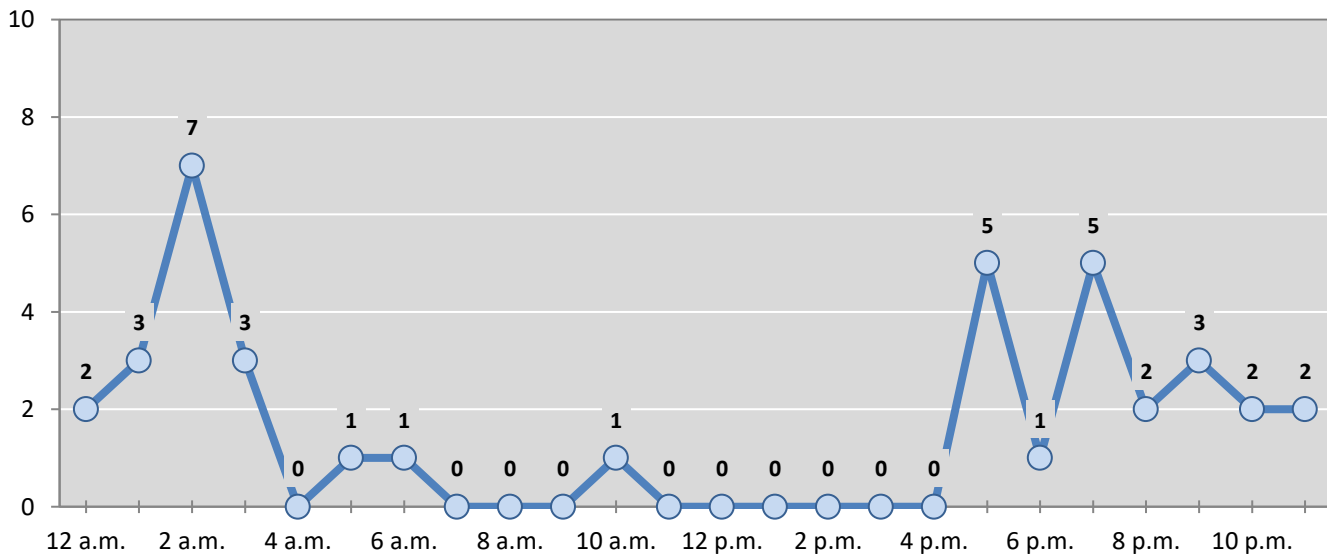
Month	Alcohol-involved Crashes					5-Year Average
	2019	2020	2021	2022	2023	
January	1	5	0	3	1	2
February	5	5	0	2	1	3
March	3	6	4	2	4	4
April	2	2	6	3	3	3
May	3	7	4	2	0	3
June	4	2	3	2	7	4
July	5	4	2	5	3	4
August	6	4	4	4	6	5
September	6	3	3	5	7	5
October	6	2	5	6	3	4
November	2	4	3	2	1	2
December	7	4	4	1	2	4
Total Crashes	50	48	38	37	38	42

Figure 2: Crashes by Hour in Hobbs, 2023



* In 2023, Hobbs had 1 crashes for which hour data were missing.

Figure 3: Alcohol-involved Crashes by Hour in Hobbs, 2023



* In 2023, Hobbs had 0 alcohol-involved crashes for which hour data were missing.

Table 4: Total Crashes by Day of Week in Hobbs, 2019-2023

Day of Week	Total Crashes					5-Year Average
	2019	2020	2021	2022	2023	
Sunday	117	100	97	109	111	107
Monday	187	132	149	132	169	154
Tuesday	192	113	155	134	197	158
Wednesday	199	141	125	181	170	163
Thursday	194	148	140	152	169	161
Friday	189	142	130	185	193	168
Saturday	137	91	98	145	130	120
Total Crashes	1,215	867	894	1,038	1,139	1,031

Table 5: Heavy-truck Crashes by Day of Week in Hobbs, 2019-2023

Day of Week	Heavy-truck Crashes					5-Year Average
	2019	2020	2021	2022	2023	
Sunday	2	4	5	6	6	5
Monday	6	14	10	6	9	9
Tuesday	14	5	8	8	11	9
Wednesday	10	11	7	15	10	11
Thursday	9	16	9	9	11	11
Friday	8	11	4	11	6	8
Saturday	5	7	5	2	7	5
Total Crashes	54	68	48	57	60	57

Table 6: Motorcycle Crashes by Day of Week in Hobbs, 2019-2023

Day of Week	Motorcycle Crashes ¹					5-Year Average
	2019	2020	2021	2022	2023	
Sunday	3	3	5	2	1	3
Monday	2	0	3	1	4	2
Tuesday	3	2	1	1	1	2
Wednesday	2	2	2	0	1	1
Thursday	3	4	2	1	2	2
Friday	3	3	2	4	3	3
Saturday	4	3	2	3	5	3
Total Crashes	20	17	17	12	17	17

¹ "Motorcycles" exclude ATVs.

Table 7: Alcohol-involved Crashes by Day of Week in Hobbs, 2019-2023

Day of Week	Alcohol-involved Crashes					5-Year Average
	2019	2020	2021	2022	2023	
Sunday	9	9	6	5	11	8
Monday	4	8	2	6	3	5
Tuesday	4	4	2	1	1	2
Wednesday	5	5	4	3	2	4
Thursday	10	6	3	5	5	6
Friday	6	8	11	7	3	7
Saturday	12	8	10	10	13	11
Total Crashes	50	48	38	37	38	42

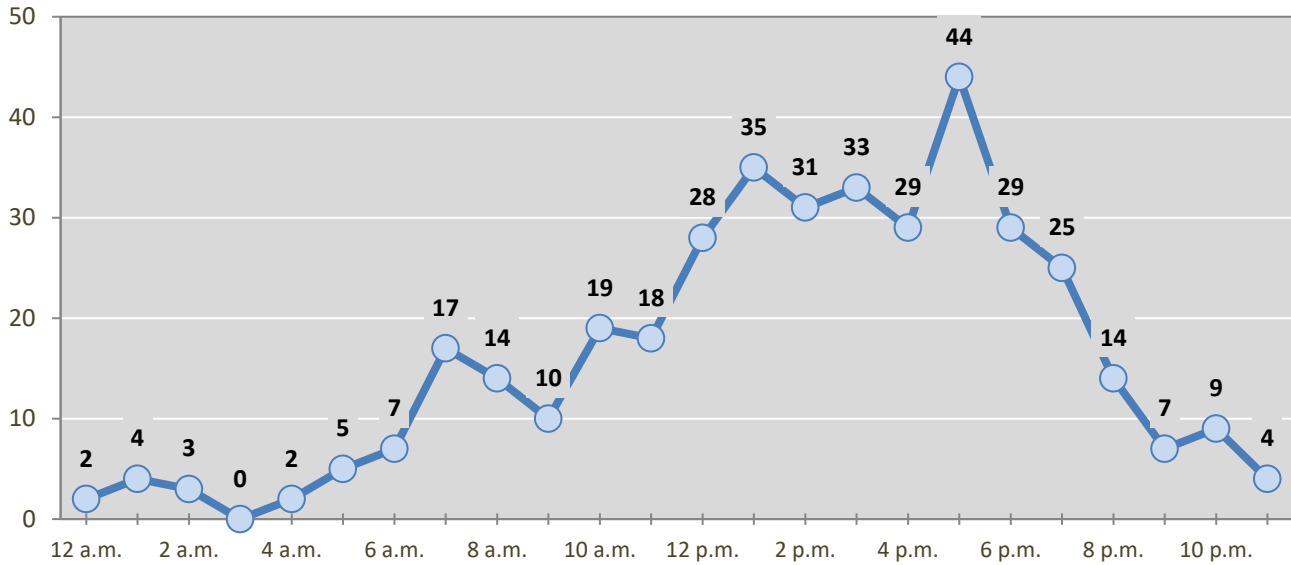
Table 8: Fatal and Injury Crashes by Day of Week in Hobbs, 2019-2023

Day of Week	Fatal and Injury Crashes					5-Year Average
	2019	2020	2021	2022	2023	
Sunday	35	26	27	35	37	32
Monday	69	41	50	51	66	55
Tuesday	54	37	47	47	67	50
Wednesday	65	44	45	62	60	55
Thursday	64	45	43	52	55	52
Friday	68	36	40	58	66	54
Saturday	54	31	36	51	38	42
Total Crashes	409	260	288	356	389	340

Table 9: All Pedestrian and Pedalcycle Crashes by Day of Week in Hobbs, 2019-2023

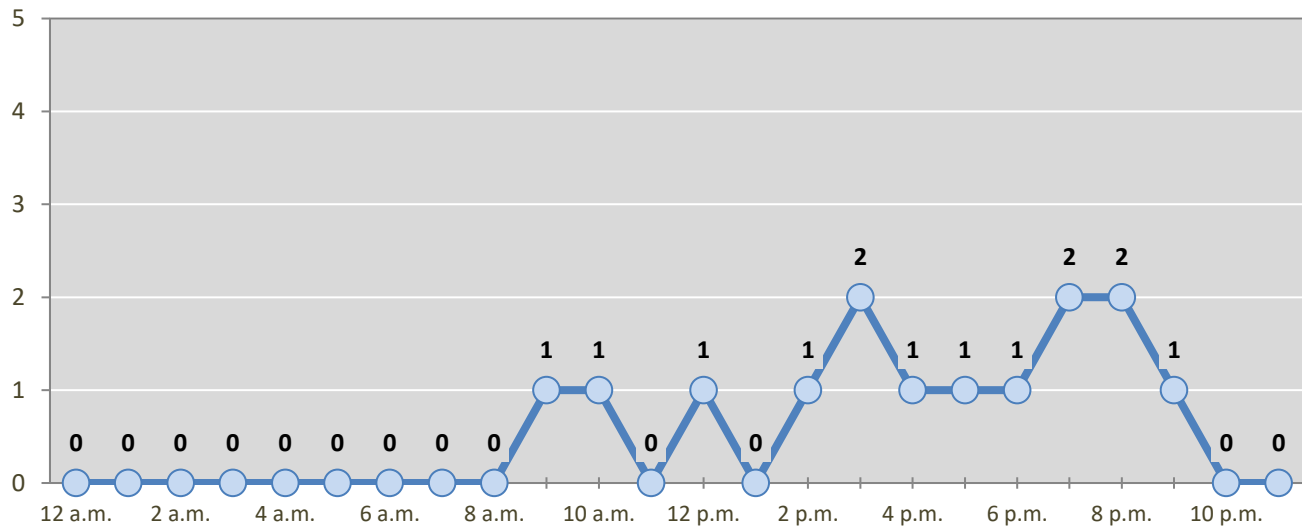
Day of Week	All Pedestrian and Pedalcycle Crashes					5-Year Average
	2019	2020	2021	2022	2023	
Sunday	2	0	0	3	2	1
Monday	4	3	1	2	2	2
Tuesday	2	2	2	4	1	2
Wednesday	4	0	1	4	1	2
Thursday	2	1	3	4	2	2
Friday	2	5	1	2	4	3
Saturday	3	2	1	3	2	2
Total Crashes	19	13	9	22	14	15

Figure 4: Fatal and Injury Crashes by Hour in Hobbs, 2023



* In 2023, Hobbs had 0 crashes for which hour data were missing.

Figure 5: All Pedestrian and Pedalcycle Crashes by Hour in Hobbs, 2023



* In 2023, Hobbs had 0 crashes for which hour data were missing.

Table 10: Severity of Injuries to People in Crashes by Rural and Urban Locations and Alcohol Involvement in Hobbs, 2023

Rural and Urban Locations by Alcohol Involvement	People in Crashes by Severity of Injuries					Total People
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	
People in Alcohol-involved Crashes	0	2	5	5	77	89
Urban	0	2	5	5	77	89
Rural Non-Interstate	0	0	0	0	0	0
Rural Interstate	0	0	0	0	0	0
People in Crashes	3	19	129	459	2,566	3,176
Urban	3	14	127	458	2,550	3,152
Rural Non-Interstate	0	5	2	1	16	24
Rural Interstate	0	0	0	0	0	0
Percent in Alcohol-involved Crashes	0%	11%	4%	1%	3%	3%

Table 11: Total Crashes by Rural and Urban Locations and Crash Severity in Hobbs, 2019-2023

Crash Severity by Rural and Urban Locations	Crashes by Year					5-Year Average
	2019	2020	2021	2022	2023	
Total Rural Interstate	0	0	0	0	0	0
Fatal Crash	0	0	0	0	0	0
Injury Crash	0	0	0	0	0	0
Property Damage Only Crash	0	0	0	0	0	0
Total Rural Non-Interstate	127	67	68	67	9	67
Fatal Crash	0	1	0	4	0	1
Injury Crash	46	20	14	19	3	20
Property Damage Only Crash	81	46	54	44	6	46
Total Urban	1,088	800	826	971	1,130	963
Fatal Crash	1	0	3	3	2	2
Injury Crash	362	239	271	330	384	317
Property Damage Only Crash	725	561	552	638	744	644

Table 12: Total Crashes by First Harmful Event in Hobbs, 2019-2023

First Harmful Event ¹	Total Crashes by Year					5-Year Average
	2019	2020	2021	2022	2023	
Collision with Animal	6	5	1	1	7	4
Collision with Fixed Object	72	92	89	87	65	81
Collision with Motor Vehicle	1,080	726	779	898	1,031	903
Collision with Other Non-Fixed Object	18	13	5	12	8	11
Collision with Person	19	11	9	22	14	15
Pedalcycle	6	4	2	6	7	5
Pedestrian	13	7	5	15	7	9
Other Non-Motorist	0	0	2	1	0	1
Missing Subanalysis Data	0	0	0	0	0	0
Non-Collision	20	14	8	8	7	11
Overturn/Rollover	13	7	3	4	4	6
All Other Non-Collision	7	7	5	4	3	5
Other	0	6	3	10	7	7
Missing Data	0	0	0	0	0	0
Total Crashes	1,215	867	894	1,038	1,139	1,031

¹ The options of "Other Non-Motorist" and "Other" were not available before 2020. The addition of options in 2020 decreases the use of previously available options.

Table 13: Vehicles in Crashes by Vehicle Type in Hobbs, 2019-2023

Vehicle Type ¹	Vehicles in Crashes by Vehicle Type					5-Year Average
	2019	2020	2021	2022	2023	
Buses	5	2	3	0	6	3
Motorcycles/ATVs	22	21	19	15	19	19
Passenger Cars	1,312	852	847	1,026	1,121	1,032
Pedalcycles	6	6	2	6	7	5
Pedestrians, All	13	7	7	16	9	10
Pickups	562	432	469	570	665	540
Semis/Heavy Trucks	55	69	50	60	61	59
Vans/SUVs/4WDs	348	250	287	270	297	290
Other Vehicles	1	1	0	2	1	1
Missing Data	74	12	55	72	97	62
Total Vehicles	2,398	1,652	1,739	2,037	2,283	2,022

¹ Pedestrians and pedalcycles are counted as non-motorized vehicles, when involved in a crash with a motor vehicle. "All pedestrians" encompasses pedestrians with or without personal conveyance (e.g., wheelchair, skateboard). See Page 18 for more data on non-motorized vehicles in crashes.

Table 14: Motor Vehicle Drivers in Crashes by Vehicle Type and Age Group in Hobbs, 2023

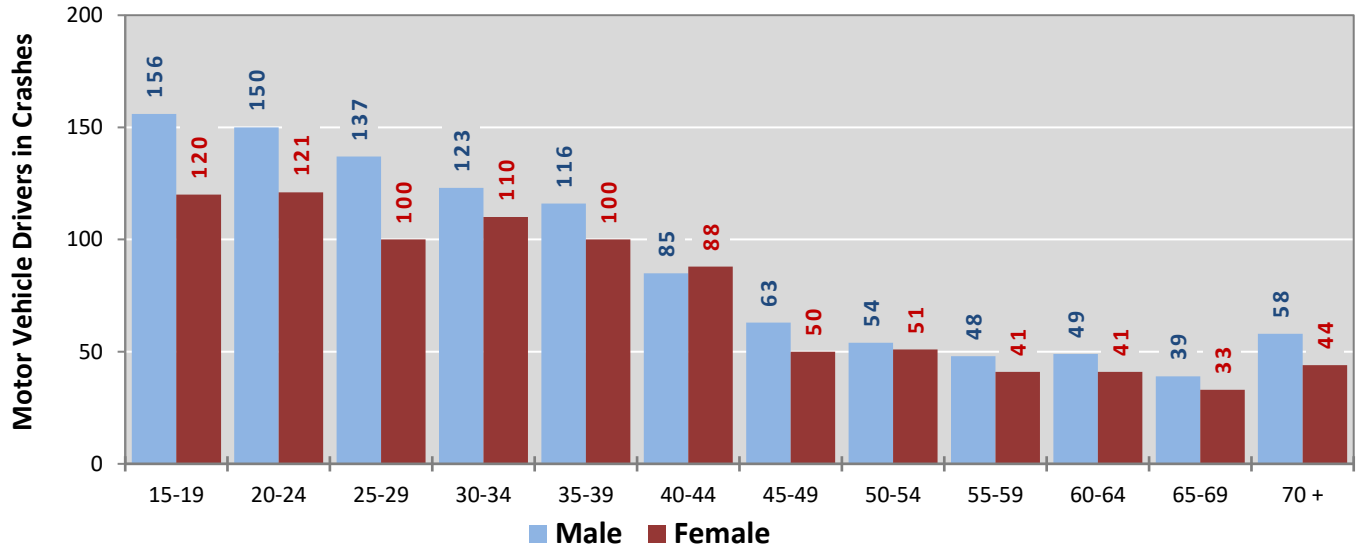
Age Groups	Motor Vehicle ¹ Drivers by Vehicle Type and Age Group								Total Drivers
	Bus	Motor-cycle/ATV	Passenger	Pickup	Semi/Heavy Truck	Van 4WD SUV	Other Vehicle	Missing Data	
15-19	0	1	178	74	0	24	0	0	277
20-24	0	3	172	69	4	24	0	0	272
25-29	0	3	129	74	6	26	0	0	238
30-34	1	5	125	60	6	37	0	0	234
35-39	0	0	91	73	11	42	0	0	217
40-44	1	2	93	52	6	19	0	0	173
45-49	0	1	43	35	9	25	0	0	113
50-54	1	2	49	34	3	16	0	0	105
55-59	0	0	34	36	3	16	0	0	89
60-64	1	1	35	28	6	18	1	0	90
65-69	0	0	36	25	3	8	0	0	72
70 +	2	0	47	34	0	19	0	0	102
Missing Data	0	1	89	71	4	23	0	97	285
Total Drivers	6	19	1,121	665	61	297	1	97	2,267

Table 15: Alcohol-involved Motor Vehicle Drivers in Crashes by Vehicle Type and Age Group in Hobbs, 2023

Age Groups	Alcohol-involved Motor Vehicle ¹ Drivers by Vehicle Type and Age Group								Total Drivers
	Bus	Motor-cycle/ATV	Passenger	Pickup	Semi/Heavy Truck	Van 4WD SUV	Other Vehicle	Missing Data	
15-19	0	0	1	1	0	0	0	0	2
20-24	0	0	5	3	0	1	0	0	9
25-29	0	1	6	4	0	1	0	0	12
30-34	0	0	3	2	0	1	0	0	6
35-39	0	0	0	1	0	0	0	0	1
40-44	0	0	2	1	0	0	0	0	3
45-49	0	0	1	1	0	1	0	0	3
50-54	0	0	0	0	0	0	0	0	0
55-59	0	0	0	0	0	0	0	0	0
60-64	0	0	0	0	0	0	0	0	0
65-69	0	0	0	0	0	1	0	0	1
70 +	0	0	0	0	0	0	0	0	0
Missing Data	0	0	1	0	0	0	0	0	1
Total Drivers	0	1	19	13	0	5	0	0	38

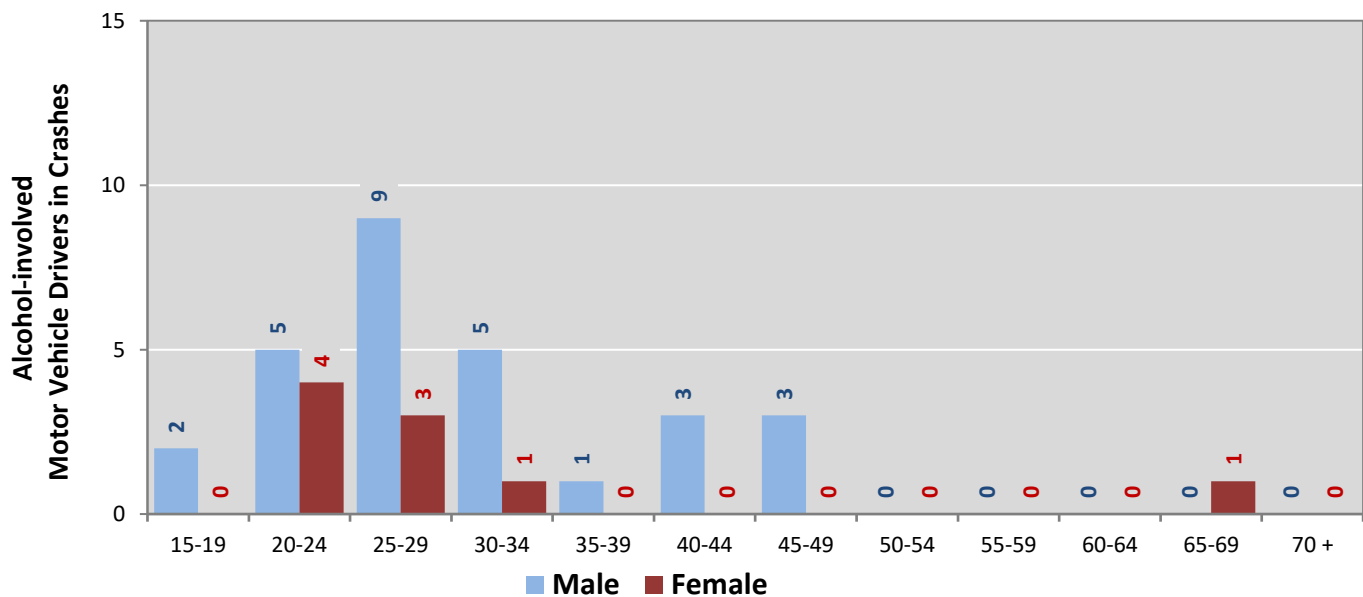
¹ See Page 18 for data on drivers of non-motorized vehicles in crashes (i.e. pedestrians and pedalcyclists).

Figure 6: Motor Vehicle Drivers in Crashes by Age Group and Sex in Hobbs, 2023



* In 2023, Hobbs had 290 drivers in crashes for which age or sex data were missing.

Figure 7: Alcohol-involved Motor Vehicle Drivers in Crashes by Age Group and Sex in Hobbs, 2023



* In 2023, Hobbs had 1 drivers in crashes for which age or sex data were missing.

Table 16: Alcohol-involved Motor Vehicle Drivers Under 21 (Ages 15-20) in Crashes in Hobbs, 2019-2023

Age ¹	Year					5-Year Total
	2019	2020	2021	2022	2023	
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	1	2	0	0	1	4
18	0	1	2	0	0	3
19	1	0	0	1	1	3
20	3	0	0	2	0	5
Total Drivers	5	3	2	3	2	15

Table 17: Motor Vehicle Drivers Under 21 (Ages 15-20) in Crashes by Age, Sex and Alcohol Involvement in Hobbs, 2023

Age ¹	Total Drivers				Alcohol-involved Drivers			
	Sex		Total Drivers	Percent of Total	Sex		Total Drivers	Percent of Total
	Male	Female			Male	Female		
15	11	13	24	7%	0	0	0	0%
16	21	23	44	13%	0	0	0	0%
17	33	34	67	20%	1	0	1	50%
18	37	33	70	21%	0	0	0	0%
19	54	17	71	21%	1	0	1	50%
20	35	27	62	18%	0	0	0	0%
Total Drivers	191	147	338	100%	2	0	2	100%

¹ For analysis of drivers under age 21, when the driver age or sex are not identified on the crash report (typically hit-and-run drivers), the driver data are considered unreliable and are excluded from the analysis.

**Table 18: Frequency of Contributing Factors in Crashes
by Crash Severity in Hobbs, 2023**

Contributing Factors	Frequency of Contributing Factor ¹ by Crash Severity			
	Frequency in Fatal Crashes	Frequency in Injury Crashes	Frequency in Property Damage Only Crashes	Frequency in All Crashes
Human	7	608	964	1,579
Driver Inattention	1	130	238	369
Failed to Yield Right of Way	1	156	139	296
Following Too Closely	0	84	122	206
Made Improper Turn	0	32	58	90
Speed Too Fast For Conditions	1	34	52	87
Other Improper Driving	0	22	61	83
Driver Distracted by Other Activity	1	22	44	67
Improper Lane Change	0	14	50	64
Passed Stop Sign	0	26	19	45
Disregarded Traffic Signal	0	21	23	44
Under the Influence Of Alcohol	0	11	27	38
Improper Backing	0	3	29	32
Drove Left of Center	0	7	22	29
Excessive Speed	0	9	16	25
Avoid No Contact Vehicle	0	5	16	21
Cell Phone	0	10	8	18
Driver Distracted by Passenger	0	7	7	14
Avoid No Contact Other	0	3	8	11
Improper Overtaking	0	2	9	11
Driver Distracted By Texting	0	4	3	7
Driver Distracted by Talking on Cell Phone	0	1	5	6
Failed to Yield For Police Vehicle	0	2	3	5
Under the Influence Of Drugs	3	0	2	5
High-Speed Pursuit	0	1	1	2
Pedestrian Error	0	2	0	2
Failed to Yield For Emer. Vehicle	0	0	1	1
Driver Distracted by Talking on Hands-Free Device	0	0	1	1
Driverless Moving Vehicle	0	0	0	0
Vehicle Skidded Before Braking	0	0	0	0
Vehicle	0	13	25	38
Windows/Windshield	0	5	6	11
Inadequate Brakes	0	4	6	10
Lights (Head, Signal, Tail)	0	3	3	6
Defective Tires	0	1	2	3
Other Mechanical Defect	0	0	3	3
Defective Steering	0	0	2	2
Wheels	0	0	2	2
Suspension	0	0	1	1
Coupling Device (Hitch, Chains)	0	0	0	0
Exhaust System	0	0	0	0
Mirrors	0	0	0	0
Wipers	0	0	0	0
Environment	0	15	55	70
Other Visual Obstruction(s)	0	6	12	18
Backup - Prior Crash	0	2	13	15
Weather Conditions	0	0	12	12
Low Visibility Due to Glare	0	2	4	6
Obstruction in Road	0	2	3	5
Debris	0	1	3	4
Animal(s) In Roadway	0	0	3	3
Traffic Congestion	0	1	2	3
Road Defect	0	0	2	2
Road Surface Conditions	0	1	1	2
Backup - Prior Incident	0	0	0	0
Low Visibility Due to Smoke	0	0	0	0
Traffic Control Missing	0	0	0	0
Other	3	427	771	1,201
Other - No Driver Error	2	412	692	1,106
Missing Data	1	15	79	95
None	0	0	0	0
Total	10	1,063	1,815	2,888

¹ Multiple contributing factors may be reported for any vehicle in a crash.

Table 19: People in Crashes by First Harmful Event and Severity of Injuries in Hobbs, 2023

First Harmful Event (FHE) and Subanalysis	People in Crashes by Severity of Injuries					Total People
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	
Collision with Animal	0	0	0	0	8	8
Small Domestic Animal	0	0	0	0	8	8
Antelope	0	0	0	0	0	0
Bear	0	0	0	0	0	0
Cattle/Cow	0	0	0	0	0	0
Deer	0	0	0	0	0	0
Elk	0	0	0	0	0	0
Horse	0	0	0	0	0	0
Other (Bird, Cougar, Sheep, Goat)	0	0	0	0	0	0
Other Large Domestic Animal	0	0	0	0	0	0
Other Large Game Animal	0	0	0	0	0	0
Small Game Animal	0	0	0	0	0	0
Missing Subanalysis Data	0	0	0	0	0	0
Collision with Fixed Object	0	0	5	3	80	88
Fence	0	0	0	1	17	18
Other Fixed Object	0	0	0	0	18	18
Other Post, Pole or Support	0	0	1	1	12	14
Curb	0	0	1	0	10	11
Utility Pole/Light Support	0	0	1	1	9	11
Wall or Building	0	0	1	0	4	5
Traffic Sign Support	0	0	0	0	1	1
Tree (standing)	0	0	1	0	0	1
Bridge Pier, Support, Rail, or Overhead	0	0	0	0	0	0
Culvert	0	0	0	0	0	0
Ditch	0	0	0	0	0	0
Embankment	0	0	0	0	0	0
Guardrail, End or Face	0	0	0	0	0	0
Median	0	0	0	0	0	0
Traffic Barrier, Cable	0	0	0	0	0	0
Traffic Barrier, Concrete	0	0	0	0	0	0
Other (incl. hydrant, box, cattle guard, plant)	0	0	0	0	9	9
Missing Subanalysis Data	0	0	0	0	0	0
Collision with Motor Vehicle	0	17	114	447	2,425	3,003
MV in Transport	0	14	107	441	2,258	2,820
Parked MV	0	3	7	6	167	183
Missing Subanalysis Data	0	0	0	0	0	0
Collision with Other Non-Fixed Object	0	0	0	1	17	18
Struck by falling, shifting cargo	0	0	0	0	8	8
Railway Vehicle	0	0	0	0	2	2
Work Zone/Maintenance Equipment	0	0	0	0	0	0
Other Non-fixed Object	0	0	0	1	7	8
Missing Subanalysis Data	0	0	0	0	0	0
Collision with Person	3	0	5	7	19	34
Pedestrian	3	0	4	2	9	18
Pedalcycle	0	0	1	5	10	16
Other Non-Motorist	0	0	0	0	0	0
Missing Subanalysis Data	0	0	0	0	0	0
Non-Collision	0	2	3	1	7	13
Overturn/Rollover	0	1	2	0	2	5
Cargo/Equipment Loss or Shift	0	0	0	0	0	0
Fell/Jumped from MV	0	0	0	0	0	0
Fire/Explosion	0	0	0	0	0	0
Immersion, Full or Partial	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0
Other Non-Collision	0	1	0	1	4	6
Missing Subanalysis Data	0	0	1	0	1	2
Other	0	0	2	0	10	12
Missing FHE and Subanalysis Data	0	0	0	0	0	0
Total People	3	19	129	459	2,566	3,176

Table 20: Killed or Injured Unbelted People in Crashes by Sex and Age Group in Hobbs, 2023

Age Groups	Unbelted People Killed or Injured ^{1,2}				Total People
	Male	Percent of Male	Female	Percent of Female	
0-4	0	0%	0	0%	0
5-9	2	17%	1	8%	3
10-14	0	0%	0	0%	0
15-19	0	0%	1	8%	1
20-24	2	17%	2	15%	4
25-29	2	17%	2	15%	4
30-34	0	0%	2	15%	2
35-39	2	17%	1	8%	3
40-44	1	8%	0	0%	1
45-49	1	8%	0	0%	1
50-54	0	0%	0	0%	0
55-59	1	8%	1	8%	2
60-64	0	0%	2	15%	2
65-69	1	8%	0	0%	1
70 +	0	0%	1	8%	1
Missing Data	0	0%	0	0%	0
Total People	12	100%	13	100%	25

¹ People injured are in one of three categories: suspected serious injury, suspected minor injury, or possible injury.

² Excludes people in or on buses, heavy trucks, motorcycles, or ATVs.

Figure 8: Seatbelt Use by People in Crashes with Fatal or Suspected Serious Injuries in Hobbs, 2019-2023

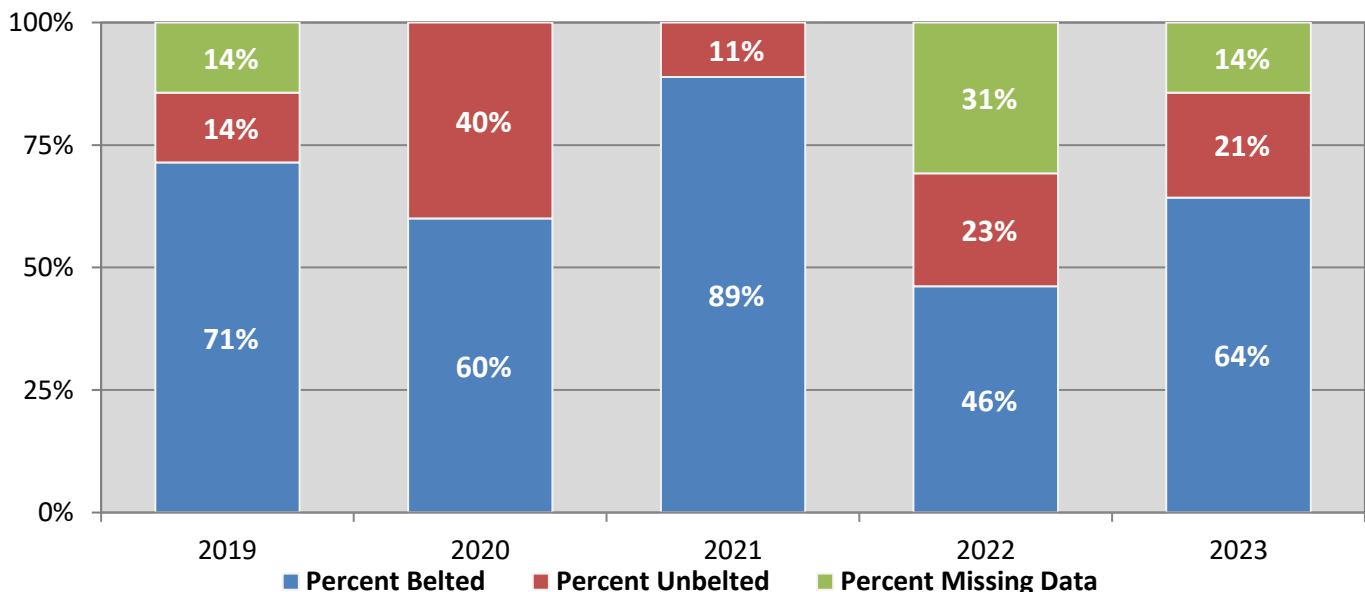
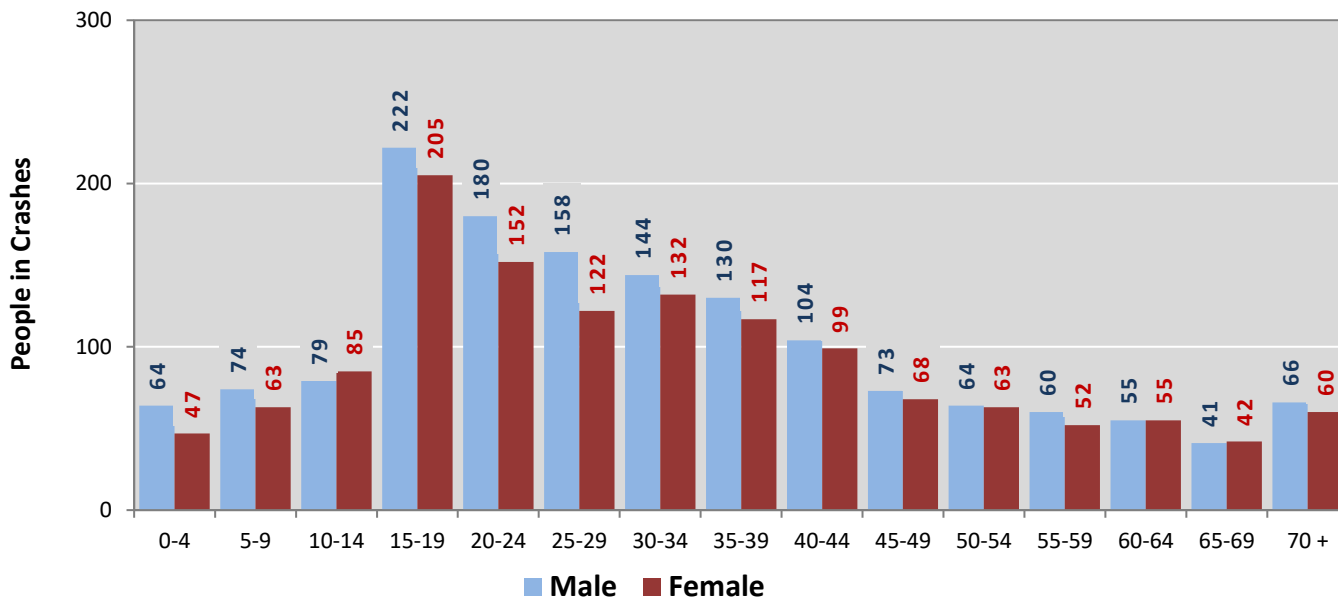
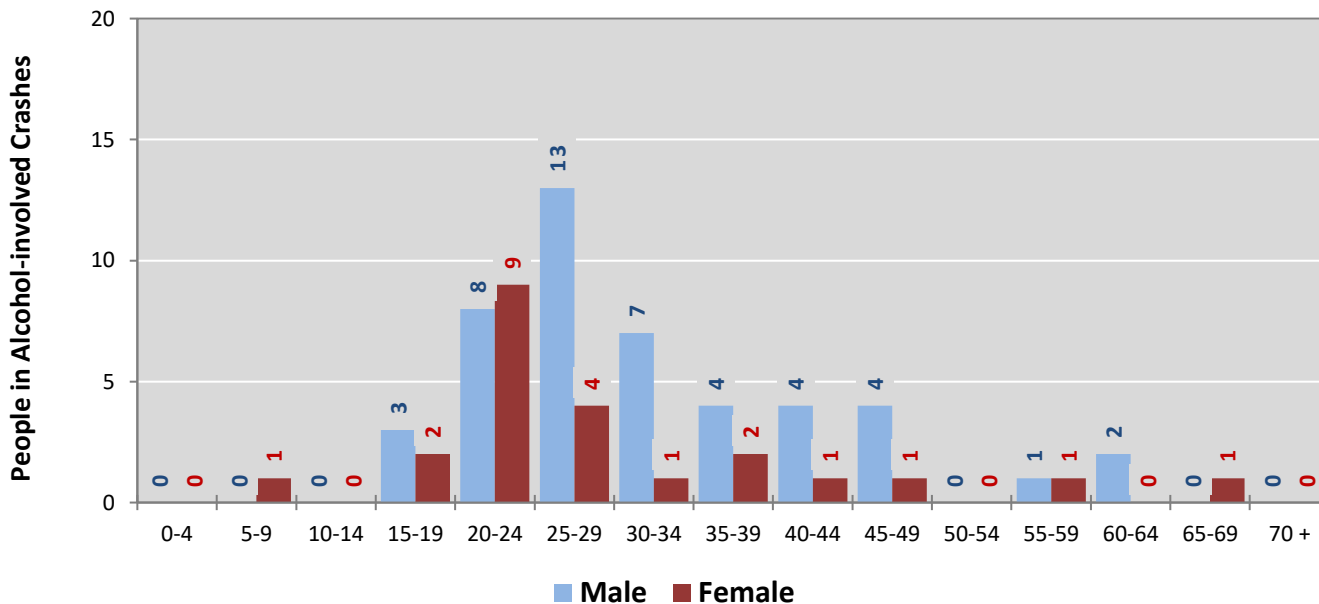


Figure 9: People in Crashes by Age Group and Sex in Hobbs, 2023



* In 2023, Hobbs had 300 people in crashes for which age or sex data were missing.

Figure 10: People in Alcohol-involved Crashes by Age Group and Sex in Hobbs, 2023



* In 2023, Hobbs had 20 people in alcohol-involved crashes for which age or sex data were missing.

Table 21: All Pedestrians and All Pedalcyclists in Crashes by Age Group in Hobbs, 2019-2023

Age Groups	All Pedestrians and All Pedalcyclists ¹ in Crashes					5-Year Total People
	2019	2020	2021	2022	2023	
0-4	1	0	0	0	0	1
5-9	1	0	0	1	0	2
10-14	3	1	1	3	2	10
15-19	3	1	1	2	2	9
20-24	0	2	0	3	1	6
25-29	0	0	0	2	1	3
30-34	0	1	0	2	1	4
35-39	4	1	2	1	0	8
40-44	2	2	0	0	0	4
45-49	0	3	1	1	0	5
50-54	1	0	0	4	5	10
55-59	2	0	1	2	2	7
60-64	1	0	2	0	1	4
65-69	0	1	1	0	1	3
70 +	0	0	0	0	0	0
Missing Data	1	1	0	1	0	3
Total People	19	13	9	22	16	79

Table 22: All Pedestrians and Pedalcycle Operators in Crashes by Alcohol Involvement and Severity of Injuries in Hobbs, 2023

Alcohol Involvement	All Pedestrians and Pedalcycle Operators ¹ in Crashes					Total People
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injury (Class O)	
Pedalcycle Operators	0	0	1	5	1	7
Involved	0	0	0	0	0	0
Not Involved	0	0	1	5	1	7
All Pedestrians	3	0	4	2	0	9
Involved	0	0	0	0	0	0
Not Involved	3	0	4	2	0	9
Total People	3	0	5	7	1	16

¹ "All pedestrians" encompasses pedestrians with and without personal conveyance (e.g., wheelchair, skateboard). "All pedalcyclists" encompasses both pedalcycle operators and pedalcycle passengers. All pedestrians and pedalcycle operators are counted as non-motorized vehicles when involved in a crash with a motor vehicle.

Table 23: Occupants of Passenger Vehicles in Crashes by Severity of Injuries and Belt Usage in Hobbs, 2023

Severity of Injuries	Injury Class	Occupants of Passenger Vehicles ¹			
		Belted	Unbelted	Missing Data	Total
Fatalities	K	0	0	0	0
Suspected Serious Injuries	A	9	3	2	14
Suspected Minor Injuries	B	98	11	5	114
Possible Injuries	C	428	11	6	445
No Apparent Injuries	O	2,069	24	243	2,336
Total Occupants of Passenger Vehicles		2,604	49	256	2,909

¹ Occupants of passenger cars, SUVs, 4WDs, vans, and pickup trucks only.

Table 24: Motorcyclists in Crashes by Severity of Injuries and Helmet Usage in Hobbs, 2023

Severity of Injuries	Injury Class	Motorcyclists in Crashes ¹			
		Helmeted	Unhelmeted	Missing Data	Total
Fatalities	K	0	0	0	0
Suspected Serious Injuries	A	3	2	0	5
Suspected Minor Injuries	B	2	4	3	9
Possible Injuries	C	0	0	0	0
No Apparent Injuries	O	1	0	4	5
Total Motorcyclists		6	6	7	19

¹ Excludes people on ATVs.

**Table 25: Occupants of Passenger Vehicles in Crashes
by Year, Belt Usage, and Percent Killed in Hobbs, 2019-2023**

Year	Occupant Fatalities of Passenger Vehicles ¹				Total Occupants of Passenger Vehicles ¹				Percent Killed	
	Belted	Unbelted	Missing Data	Total Fatalities	Belted	Unbelted	Missing Data	Total Occupants	Belted	Unbelted
2019	1	0	0	1	2,753	34	398	3,185	0.04%	0.0%
2020	0	1	0	1	1,752	38	258	2,048	0.00%	2.6%
2021	1	0	0	1	1,990	42	232	2,264	0.05%	0.0%
2022	2	3	0	5	2,314	54	234	2,602	0.09%	5.6%
2023	0	0	0	0	2,604	49	256	2,909	0.00%	0.0%
Average	0.8	0.8	0.0	1.6	2,282.6	43.4	275.6	2,601.6	0.04%	1.8%

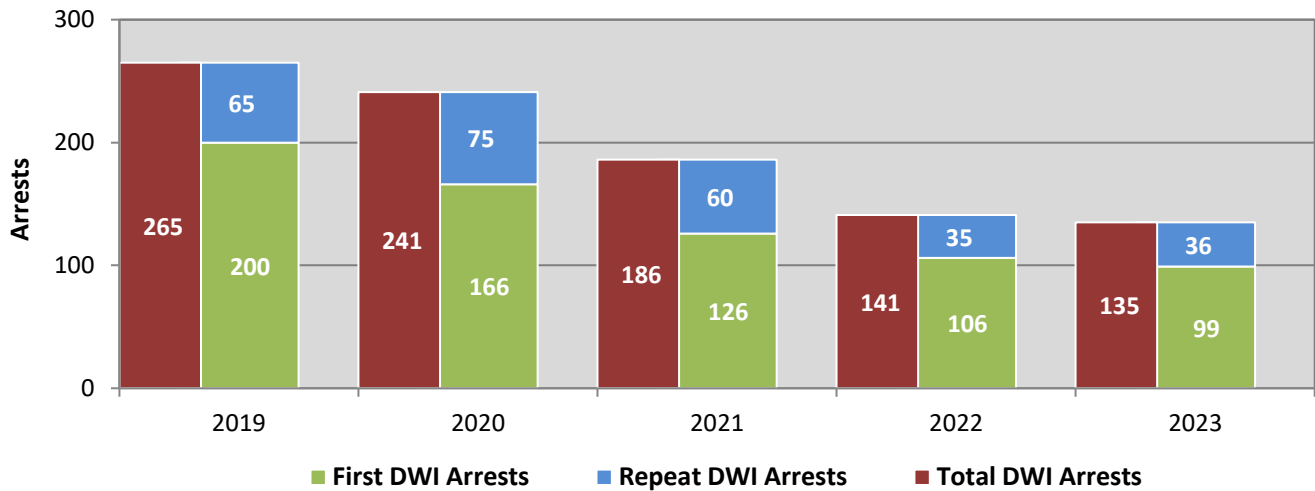
¹ Occupants of passenger cars, SUVs, 4WDs, vans, and pickup trucks only.

**Table 26: Motorcyclists in Crashes
by Year, Helmet Usage, and Percent Killed in Hobbs, 2019-2023**

Year	Motorcyclist Fatalities ¹				Total Motorcyclists ¹				Percent Killed	
	Helmeted	Unhelmeted	Missing Data	Total Fatalities	Helmeted	Unhelmeted	Missing Data	Total Occupants	Helmeted	Unhelmeted
2019	0	0	0	0	4	8	8	20	0.0%	0.0%
2020	0	0	0	0	4	10	4	18	0.0%	0.0%
2021	0	0	0	0	5	7	6	18	0.0%	0.0%
2022	0	2	0	2	4	7	3	14	0.0%	28.6%
2023	0	0	0	0	6	6	7	19	0.0%	0.0%
Average	0.0	0.4	0.0	0.4	4.6	7.6	5.6	17.8	0.0%	5.3%

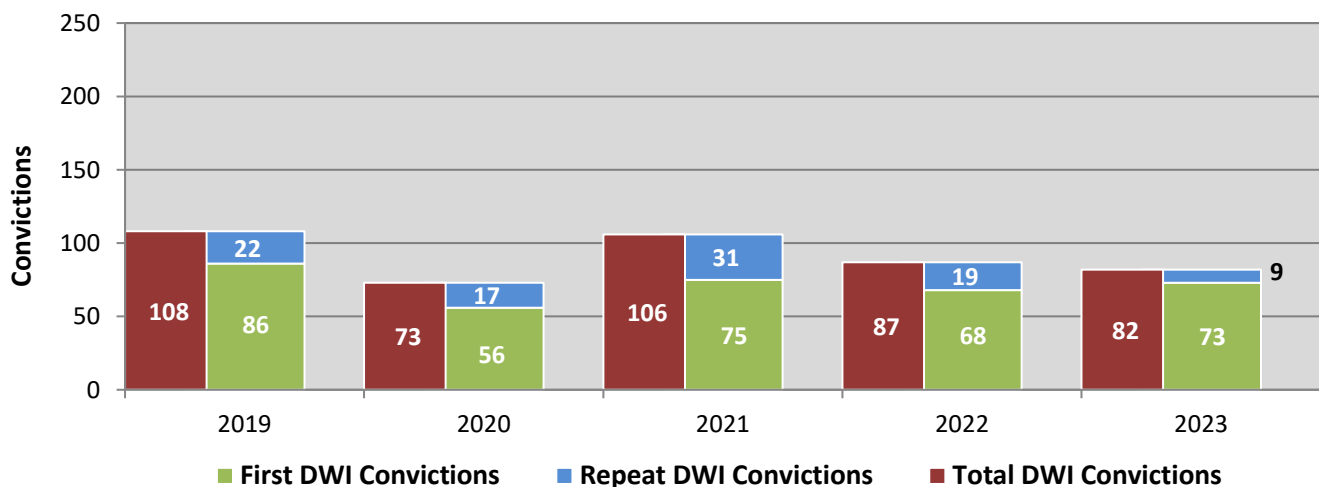
¹ Excludes people on ATVs.

Figure 11: DWI Arrests of Hobbs Residents Throughout the State, Showing First and Repeat DWI Arrests, 2019-2023



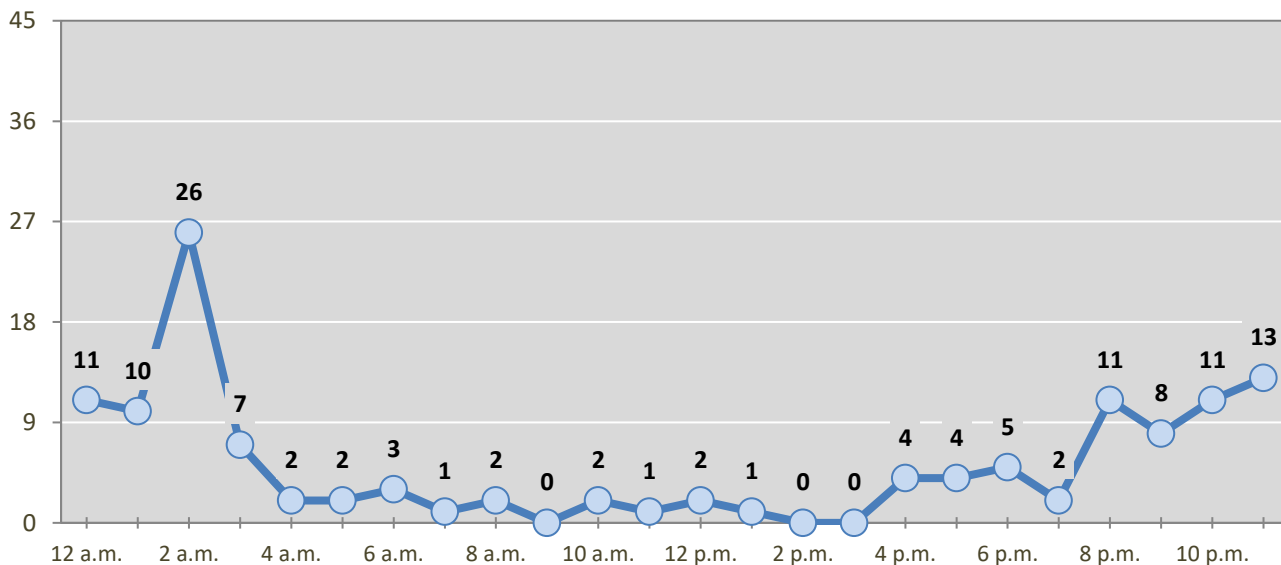
*Values are based upon the year of the arrest.

Figure 12: DWI Convictions of Hobbs Residents Throughout the State, Showing First and Repeat DWI Convictions, 2019-2023



*Values are based upon the year of the conviction.

Figure 13: DWI Arrests by Hour of Hobbs Residents Throughout the State, 2023



* In 2023, Hobbs had 7 arrests for which hour data were missing.

Table 27: DWI Arrests by Day of Week of Hobbs Residents Throughout the State, 2019-2023

Day of Week	Year					5-Year Average
	2019	2020	2021	2022	2023	
Sunday	50	63	45	35	30	45
Monday	18	24	21	16	10	18
Tuesday	30	20	18	10	10	18
Wednesday	32	26	18	11	16	21
Thursday	32	23	19	20	13	21
Friday	44	42	26	20	15	29
Saturday	59	43	39	29	41	42
Total Arrests	265	241	186	141	135	194

**Table 28: Driver First DWI Arrests by Age Group
of Hobbs Residents Throughout the State, 2019-2023**

Age Groups	Driver First DWI Arrests ¹				
	2019	2020	2021	2022	2023
15-19	23	18	12	14	6
20-24	54	39	26	21	28
25-29	36	31	23	27	17
30-34	28	29	21	19	15
35-39	19	16	16	11	14
40-44	15	10	6	3	7
45-49	8	10	8	5	4
50-54	6	6	3	3	5
55-59	7	5	4	1	0
60-64	3	1	6	1	1
65-69	1	1	1	0	1
70 +	0	0	0	1	1
Missing Data	0	0	0	0	0
Total Drivers	200	166	126	106	99

¹ Values are based upon the year of the arrest.

**Table 29: Driver Repeat DWI Arrests by Age Group
of Hobbs Residents Throughout the State, 2019-2023**

Age Groups	Driver Repeat DWI Arrests ¹				
	2019	2020	2021	2022	2023
15-19	1	5	1	1	0
20-24	10	14	4	2	2
25-29	8	13	9	5	10
30-34	6	9	9	5	6
35-39	14	9	6	9	2
40-44	9	7	11	6	6
45-49	5	7	6	1	1
50-54	3	5	4	2	6
55-59	3	4	4	1	1
60-64	5	2	6	1	1
65-69	0	0	0	1	1
70 +	1	0	0	1	0
Missing Data	0	0	0	0	0
Total Drivers	65	75	60	35	36

¹ Values are based upon the year of the arrest.

Table 30: Driver First DWI Convictions by Age Group of Hobbs Residents Throughout the State, 2019-2023

Age Groups	Driver First DWI Convictions ¹				
	2019	2020	2021	2022	2023
15-19	6	4	9	7	5
20-24	22	18	15	13	20
25-29	20	10	18	10	19
30-34	11	9	16	10	14
35-39	9	3	6	11	7
40-44	5	6	2	4	2
45-49	6	0	4	5	4
50-54	0	3	4	2	0
55-59	3	3	0	3	0
60-64	2	0	1	3	0
65-69	1	0	0	0	0
70 +	1	0	0	0	2
Missing Data	0	0	0	0	0
Total Drivers	86	56	75	68	73

¹ Values are based upon the year of the conviction.

Table 31: Driver Repeat DWI Convictions by Age Group of Hobbs Residents Throughout the State, 2019-2023

Age Groups	Driver Repeat DWI Convictions ¹				
	2019	2020	2021	2022	2023
15-19	0	0	0	0	0
20-24	1	4	3	1	0
25-29	1	0	7	5	0
30-34	3	3	7	2	2
35-39	6	3	4	2	5
40-44	3	4	4	5	2
45-49	1	1	1	1	0
50-54	1	0	2	1	0
55-59	5	1	2	0	0
60-64	0	1	1	1	0
65-69	1	0	0	1	0
70 +	0	0	0	0	0
Missing Data	0	0	0	0	0
Total Drivers	22	17	31	19	9

¹ Values are based upon the year of the conviction.

Table 32: Court Disposition of DWI Arrests for the State and of Hobbs Residents Throughout the State, 2023

Court Disposition of DWI Arrest ¹	Hobbs	Statewide	Percent of Statewide
Total DWI Arrests	135	7,751	1.7%
DWI Arrests Resulting in Convictions	36	2,115	1.7%
DWI Arrests Resulting in Dismissals ²	1	361	0.3%
DWI Arrests Awaiting Disposition	98	5,275	1.9%

¹ These are the number of DWI arrests in 2023 and whether the case resulted in a conviction or dismissal, or is still awaiting court disposition, as reported in the NM MVD DWI File, as of October 2024.

² For this table, a very small number of "not guilty" rulings may be included in the category Dismissals.

Table 33: Average Number of Days from Date of DWI Arrest to Date of Court Disposition for the State and of Hobbs Residents Throughout the State, 2023

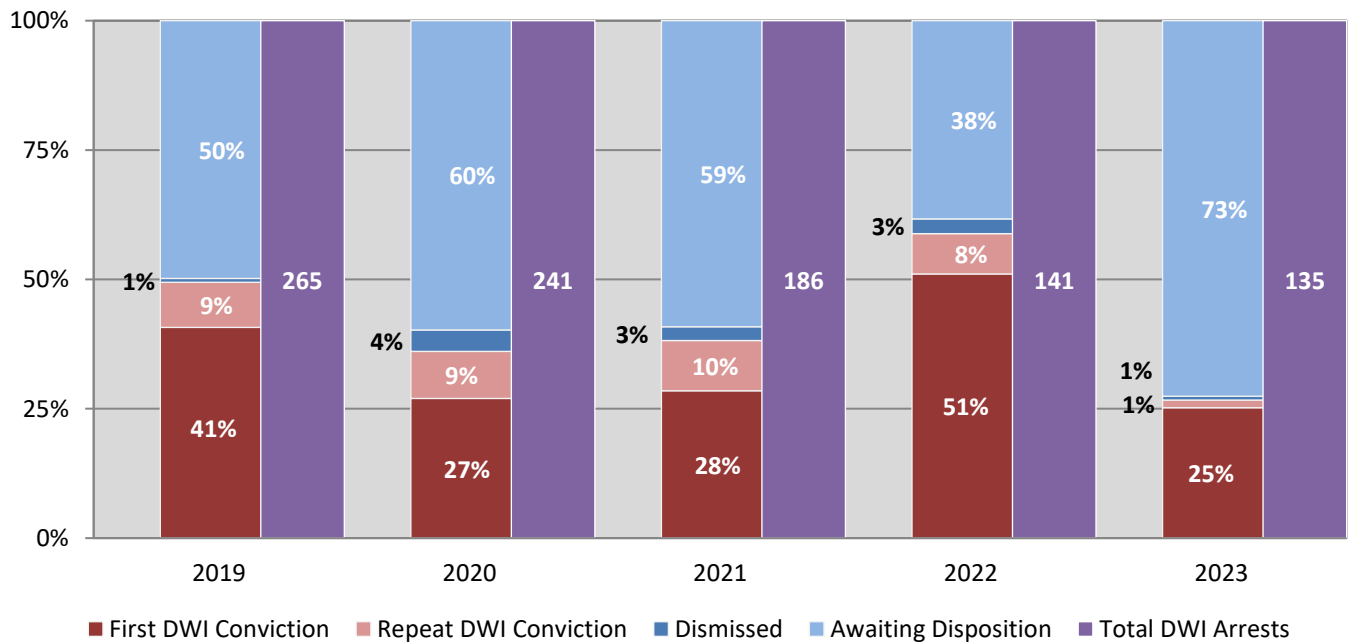
Court Disposition	Average Number of Days		Deviation from Statewide Average
	Hobbs	Statewide	
DWI Conviction	126	128	-2
DWI Dismissal	102	78	24

**Table 34: Court Disposition of DWI Arrests
of Hobbs Residents Throughout the State, 2019-2023**

Year of DWI Arrest ¹	Court Disposition				Total DWI Arrests
	First DWI Conviction	Repeat DWI Conviction	Dismissed	Awaiting Disposition	
2019	108	23	2	132	265
2020	65	22	10	144	241
2021	53	18	5	110	186
2022	72	11	4	54	141
2023	34	2	1	98	135

¹Values are based upon the year of the arrest.

**Figure 14: Court Dispositions by Percentage of DWI Arrests
of Hobbs Residents Throughout the State, 2019-2023**



*Table 34 contains the values used to calculate percentages shown in Figure 14.