New Mexico DWI Report 2023

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

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.

Acknowledgements

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

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

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Sign in Socorro.

Definitions

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

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

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

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

ATV (All-Terrain Vehicle) – An off-road recreational vehicle. A traditional ATV is a vehicle with 3 or 4 wheels, a saddle type seat, and handlebars for steering (no steering wheel). ATVs also include side-by-side OHVs (off-highway vehicles), ROVs (recreational off-highway vehicles) or UTVs (utility task vehicles) with bench or bucket seats and a steering wheel. In publications prior to the 2020 DWI Report, statistics on ATV crashes reported ATV drivers as "motorcyclists".

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

Crash – A reported incident on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least $500 in property damage. A crash that occurs within a location not owned by the public is non-reportable (i.e., private property).

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

Definitions

DWI – Driving while intoxicated.

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

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 resulted in death. More than one person may die 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.

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

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

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

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

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

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

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.

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

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

Pedalcycle – A 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 77 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. Beginning 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.

Definitions

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."

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 Sources Section 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. All pedestrians and pedalcycles are non-motorized vehicles when in a crash with a motorized vehicle.

2023 HIGHLIGHTS

DWI Enforcement

- DWI arrests rose in 2023 to 8,928, however pre-COVID levels were above 10,000. (Table 71, Figure 26)
- The number of drivers refusing BAC testing was 30.6 percent of all DWI arrests in 2023. (Figure 31)

Crashes

- The number of alcohol-involved crashes rose from 2,233 to 2,268 in 2023. Alcohol-involved crashes were 5.3 percent of all crashes. (Table 2)
- The number of alcohol-involved fatal crashes decreased from 160 to 149, and represented 37.1 percent of all fatal crashes. (Table 3)
- 75.7 percent of all alcohol-involved crashes occurred on urban roadways. (Table 13)
- Peak hours for alcohol-involved crashes were on Friday, Saturday and Sunday nights from 6 p.m. until 3 a.m. (Table 20, Table 21)

Fatalities

- The number of fatalities in alcohol-involved crashes fell from 176 to 164, marking a significant decrease after two years of higher levels. (Table 5)

Age and Sex

- People 40 and older were more likely to be killed in alcohol-involved crashes than those under 40. (Table 35)
- Crash rates for alcohol-involved teen and young adult drivers rose to their highest level in a decade, marking a concerning trend. (Table 37, Table 41)
- Females are an increasingly larger portion of alcohol-involved teen and young adult drivers. (Table 38, Table 42)

Non-Motorists

- Alcohol was a contributing factor in 18.7 percent of all pedestrian crashes. (Table 52).
- 49.1 percent of pedestrians killed in crashes were under the influence of alcohol, a large increase compared to the previous year but below pre-COVID levels. (Table 55)
- The number of alcohol-involved pedalcycle crashes rose to 14 in 2023, marking a significant increase from the previous two years. (Table 60, Figure 20)

2023 Alcohol-involved Crash Summary

Summary of Alcohol-involved Crashes, 2023

Table 1: Alcohol-involved Crashes, 2023

Alcohol Involvement	Crashes	Percent
Alcohol-involved	2,268	5.3%
Not Alcohol-involved	40,568	94.7%
Total Crashes	42,836	100.0%

Table 2: Alcohol-involved Crashes, 2014 - 2023

Year	Alcohol-involved Crashes	Total Crashes	Percent of Total Crashes
2014	2,041	40,690	5.0%
2015	2,134	45,308	4.7%
2016	2,073	45,071	4.6%
2017	2,050	45,906	4.5%
2018	2,090	46,786	4.5%
2019	2,237	48,124	4.6%
2020	2,020	36,555	5.5%
2021	2,150	40,769	5.3%
2022	2,233	40,884	5.5%
2023	2,268	42,836	5.3%

Table 3: Alcohol-involved Fatal Crashes, 2014 - 2023

Year	Alcohol-involved Fatal Crashes	Total Fatal Crashes	Percent of Total Fatal Crashes
2014	152	340	44.7%
2015	103	269	38.3%
2016	149	361	41.3%
2017	131	341	38.4%
2018	141	351	40.2%
2019	149	369	40.4%
2020	134	365	36.7%
2021	157	429	36.6%
2022	160	419	38.2%
2023	149	402	37.1%

Figure 1: Total Fatal Crashes and Alcohol-involved Fatal Crashes, 2014 - 2023
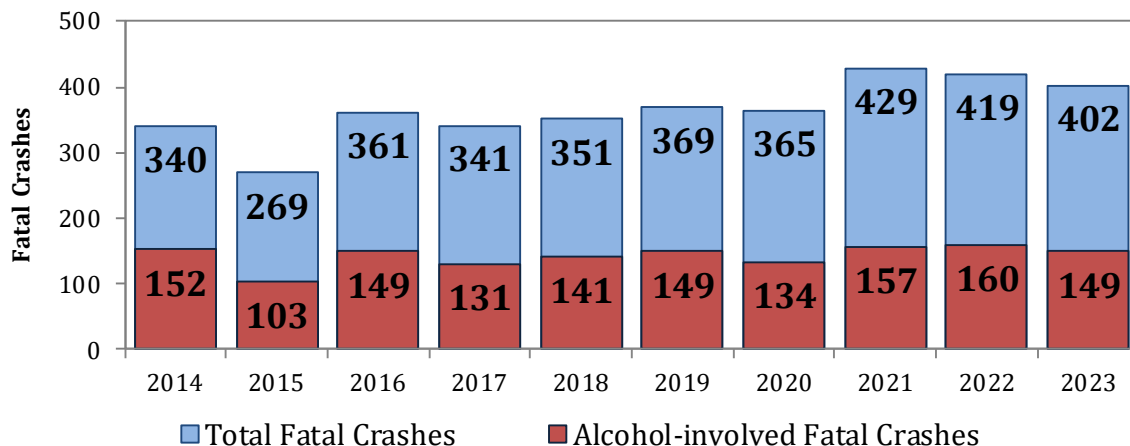
- The number of alcohol-involved crashes rose from 2,233 to 2,268 in 2023. Alcohol-involved crashes as a percentage of total crashes remained elevated at 5.3 percent compared to pre-COVID levels. (Table 2)
- The number of alcohol-involved fatal crashes decreased from 160 to 149, and represented 37.1 percent of all fatal crashes. (Table 3, Figure 2)

Figure 2: Alcohol-involved Total and Fatal Crashes, 2014 - 2023
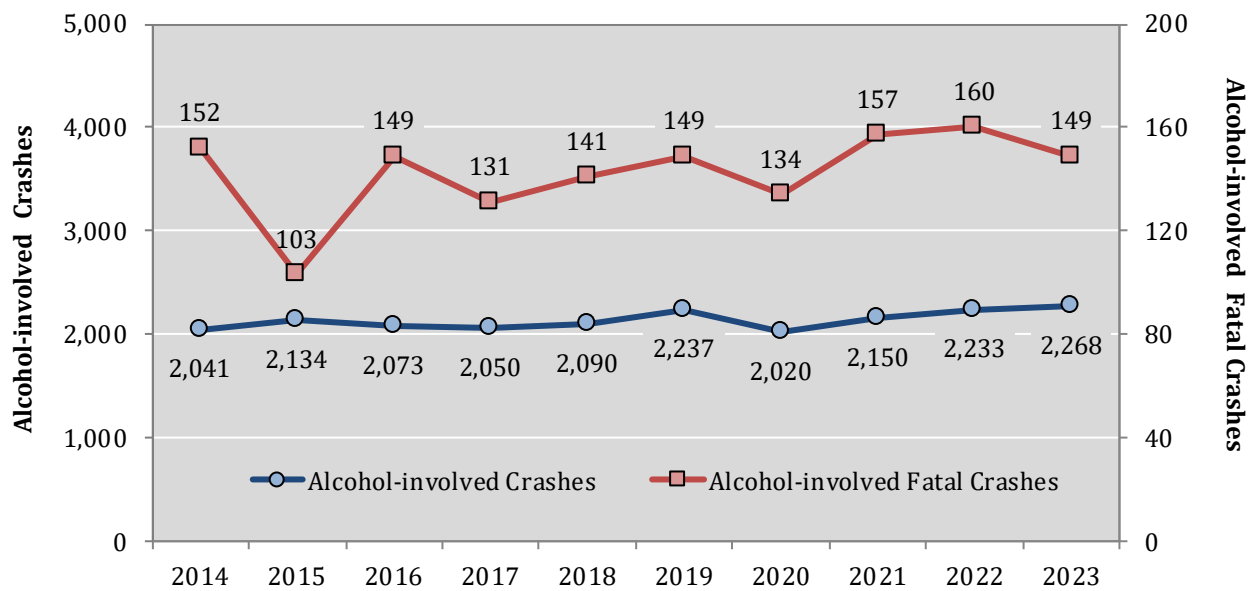
Table 4: Alcohol-involved Crashes by Crash Severity, 2014 - 2023

Year	Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Total Crashes
2014	152	896	993	2,041
2015	103	938	1,093	2,134
2016	149	909	1,015	2,073
2017	131	906	1,013	2,050
2018	141	879	1,070	2,090
2019	149	984	1,104	2,237
2020	134	862	1,024	2,020
2021	157	901	1,092	2,150
2022	160	948	1,125	2,233
2023	149	971	1,148	2,268

2023 Alcohol-involved Crash Summary

New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

Summary of Alcohol-involved Fatalities and Injuries, 2023

- The total number of people in alcohol-involved crashes fell slightly from 4,838 to 4,810 in 2023. (Table 5, Figure 3).
- The number of fatalities in alcohol-involved crashes fell from 176 to 164, marking a significant decrease after two years of higher levels. (Table 5)

Table 5: People in Alcohol-involved Crashes by Severity of Injury, 2014 - 2023

| Year | People in Alcohol-involved Crashes | | | | | | | |
| | Fatalities (Class K) | | Injuries (Class A,B,C) | | No Apparent Injuries (Class O) | | Total People | |
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	170	3.62%	1,348	28.7%	3,179	67.7%	4,697	100%
2015	120	2.46%	1,458	29.8%	3,307	67.7%	4,885	100%
2016	171	3.58%	1,460	30.6%	3,145	65.9%	4,776	100%
2017	147	3.18%	1,406	30.4%	3,073	66.4%	4,626	100%
2018	152	3.16%	1,433	29.8%	3,228	67.1%	4,813	100%
2019	175	3.54%	1,466	29.6%	3,308	66.8%	4,949	100%
2020	145	3.45%	1,293	30.7%	2,769	65.8%	4,207	100%
2021	178	3.77%	1,385	29.3%	3,157	66.9%	4,720	100%
2022	176	3.64%	1,441	29.8%	3,221	66.6%	4,838	100%
2023	164	3.41%	1,433	29.8%	3,213	66.8%	4,810	100%

Figure 3: People in Alcohol-involved Crashes by Severity of Injury, 2014 - 2023
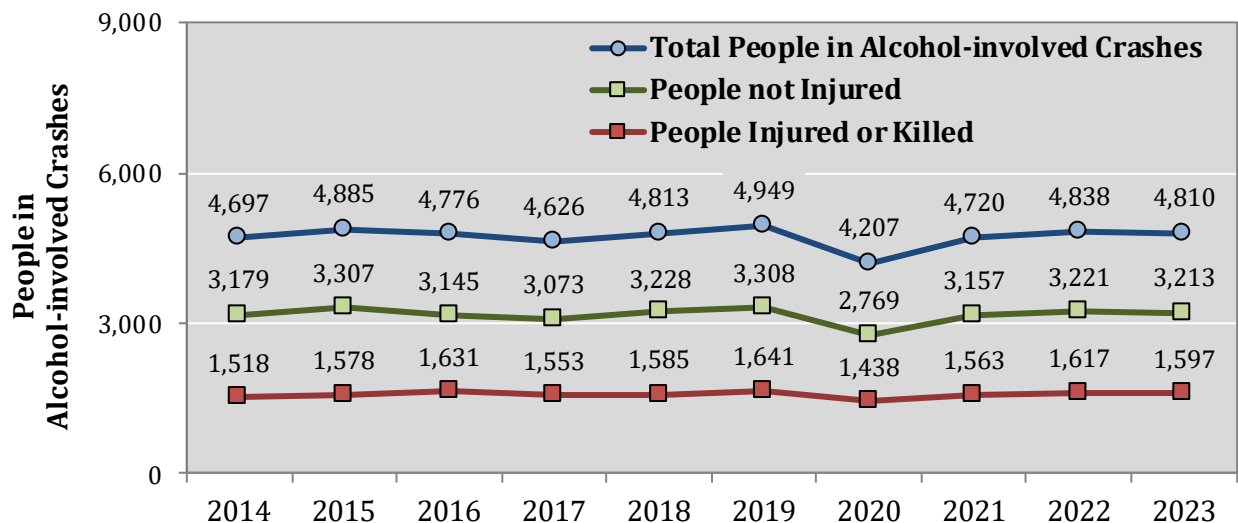
Table 6: People Injured in Alcohol-involved Crashes by Type of Injury, 2014 - 2023

Year	People Injured in Alcohol-involved Crashes by Type of Injury							
	Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		Total Injuries (excluding fatalities)	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2014	185	13.7%	529	39.2%	634	47.0%	1,348	100%
2015	225	15.4%	584	40.1%	649	44.5%	1,458	100%
2016	176	12.1%	587	40.2%	697	47.7%	1,460	100%
2017	170	12.1%	553	39.3%	683	48.6%	1,406	100%
2018	168	11.7%	575	40.1%	690	48.2%	1,433	100%
2019	167	11.4%	566	38.6%	733	50.0%	1,466	100%
2020	158	12.2%	526	40.7%	609	47.1%	1,293	100%
2021	164	11.8%	569	41.1%	652	47.1%	1,385	100%
2022	175	12.1%	572	39.7%	694	48.2%	1,441	100%
2023	202	14.1%	603	42.1%	628	43.8%	1,433	100%

- The number of people in alcohol-involved crashes with suspected serious and suspected minor injuries increased in 2023. (Table 6, Figure 4, Table 83)

Figure 4: People Injured in Alcohol-involved Crashes by Type of Injury, 2014 - 2023
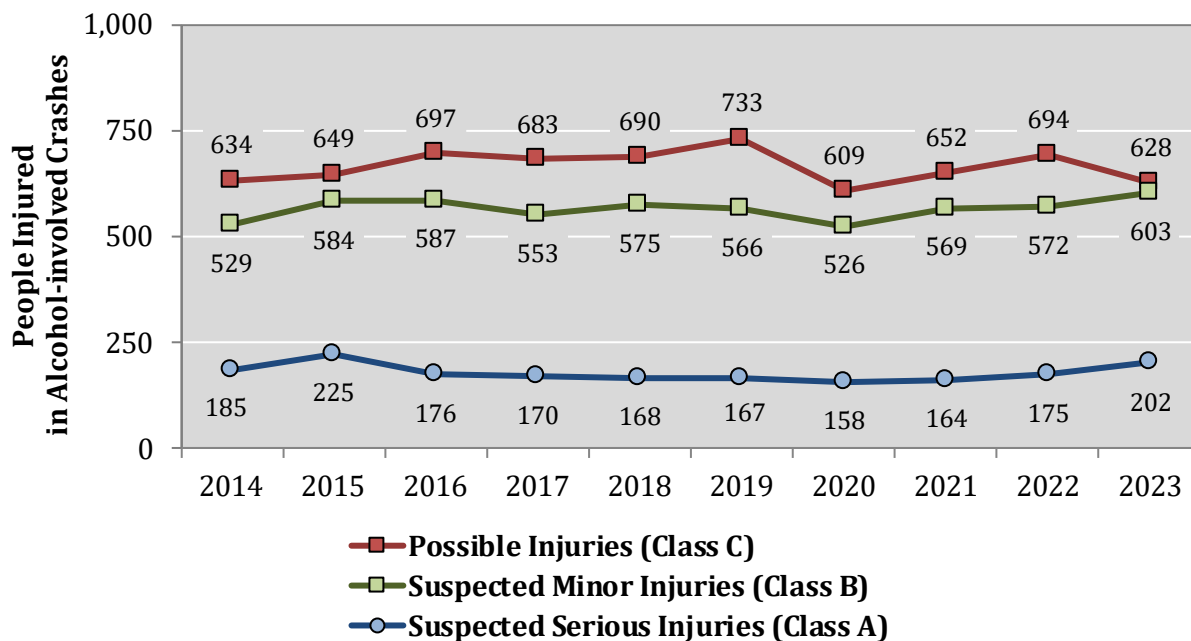
Alcohol-involved Crash Geography
Maps

Map 1: Alcohol-involved Crashes in New Mexico by County, 2023

Legend

Number of Alcohol-involved
Crashes by County, 2023

0 - 30 Crashes
31 - 60 Crashes
61 - 676 Crashes

Interstate Highways
County Boundaries

All maps are available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/.
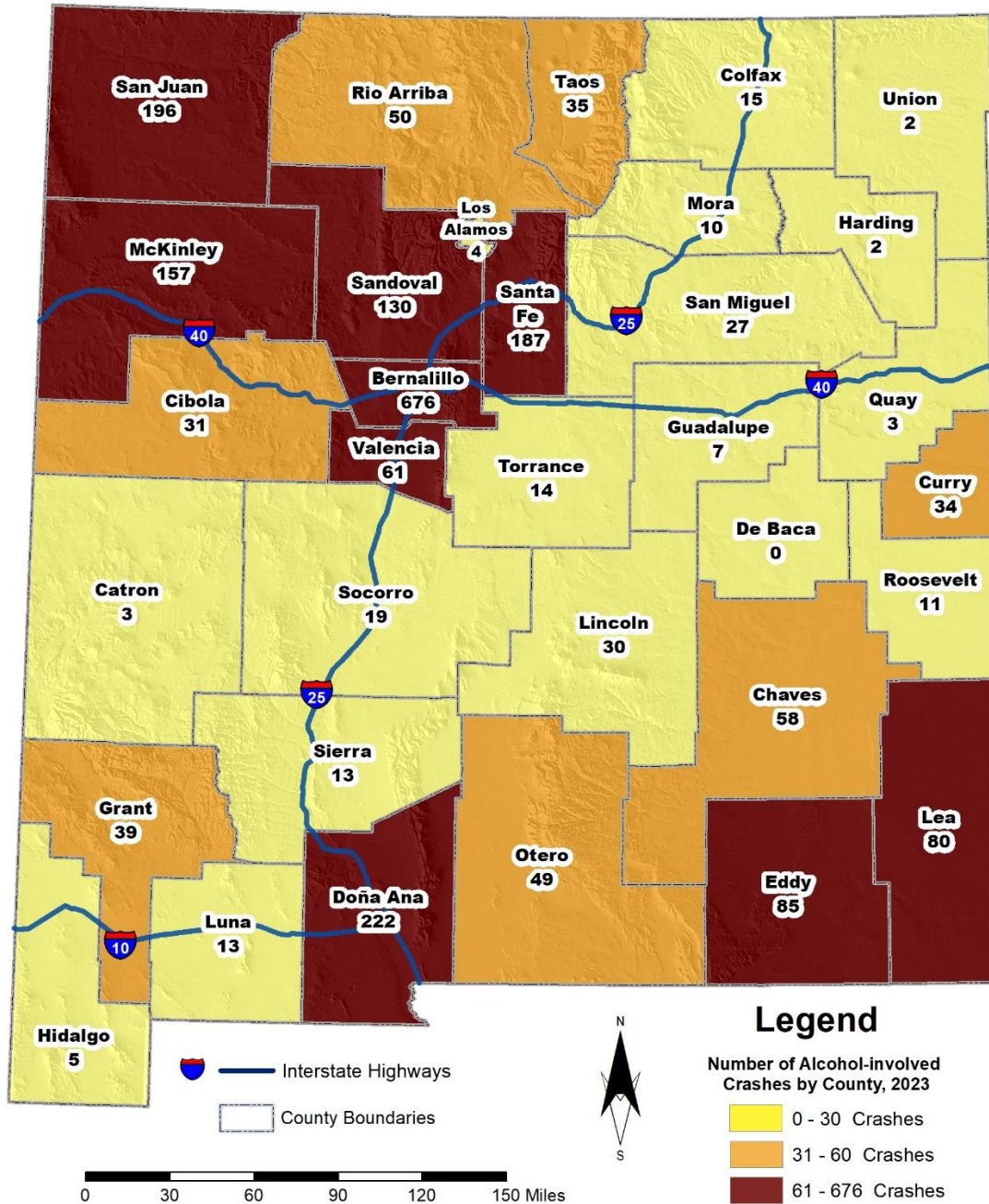
Map 2: Location of Alcohol-involved Crashes, 2023 [1]

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

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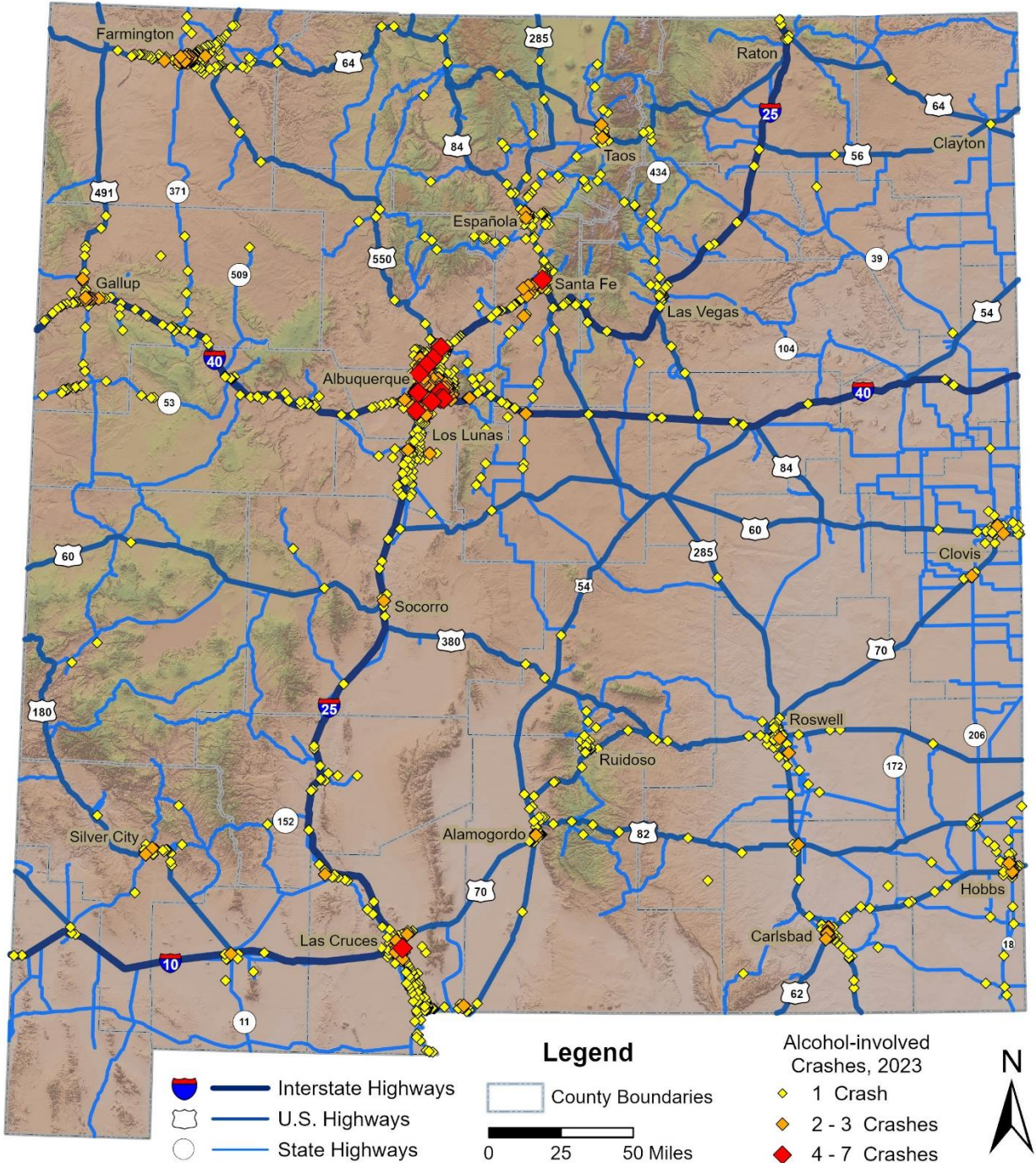
[1] Each crash point is assigned a color and size according to the number of crashes that occurred at that location (see Geocoding, p. xiii).

Crash Geography – Maps

Map 3: Location and Density of Alcohol-involved Crashes in Albuquerque, 2023 [2]

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

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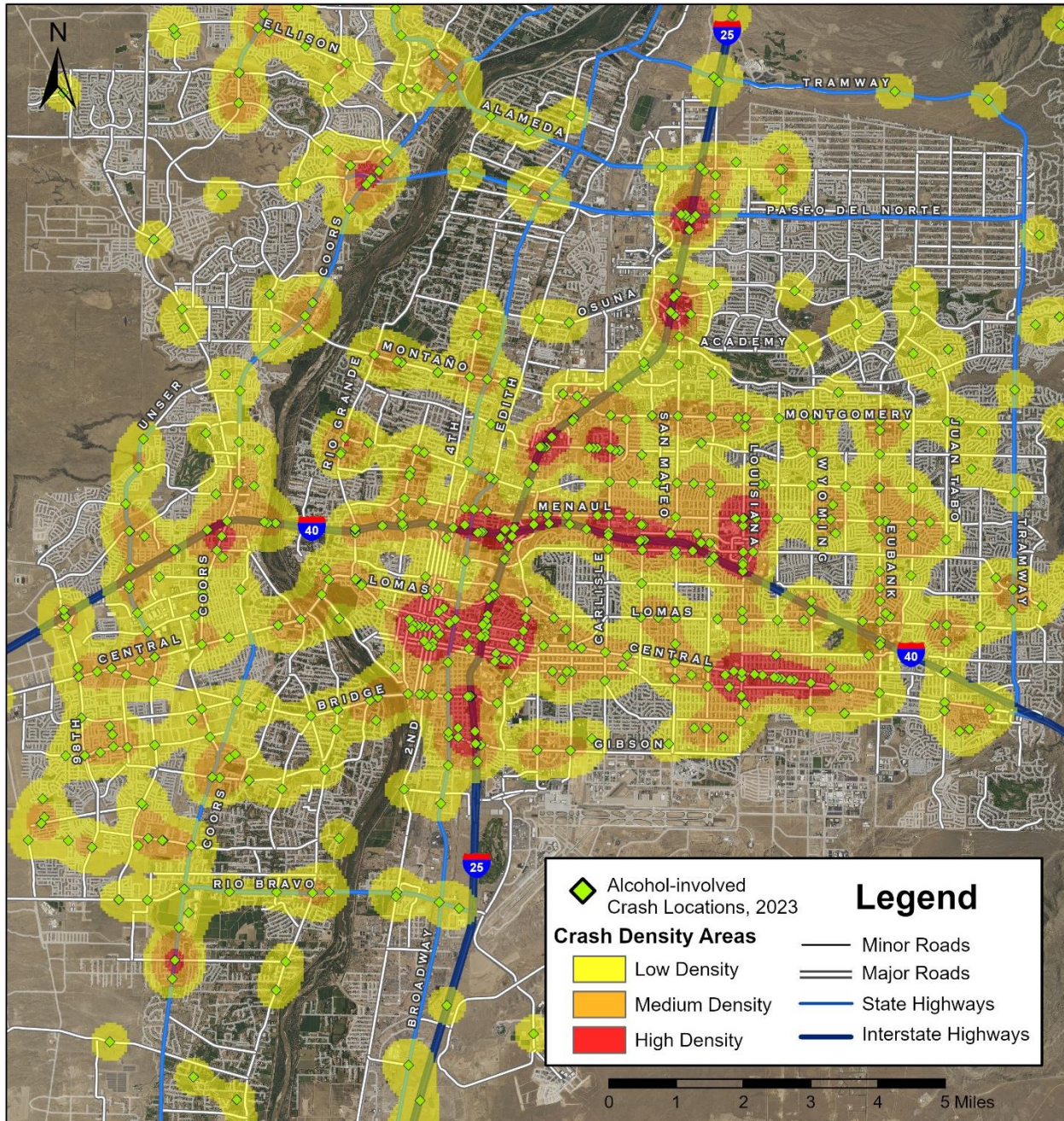
[2] Points show the crash locations, but color shading shows the crash intensity in that area (see Geocoding, p. xiii).

Map 4: Location and Density of Alcohol-involved Crashes in Las Cruces, 2023 [2]

All maps are available in high-resolution color at https://gps.unm.edu/tru/reports/crash-maps/.
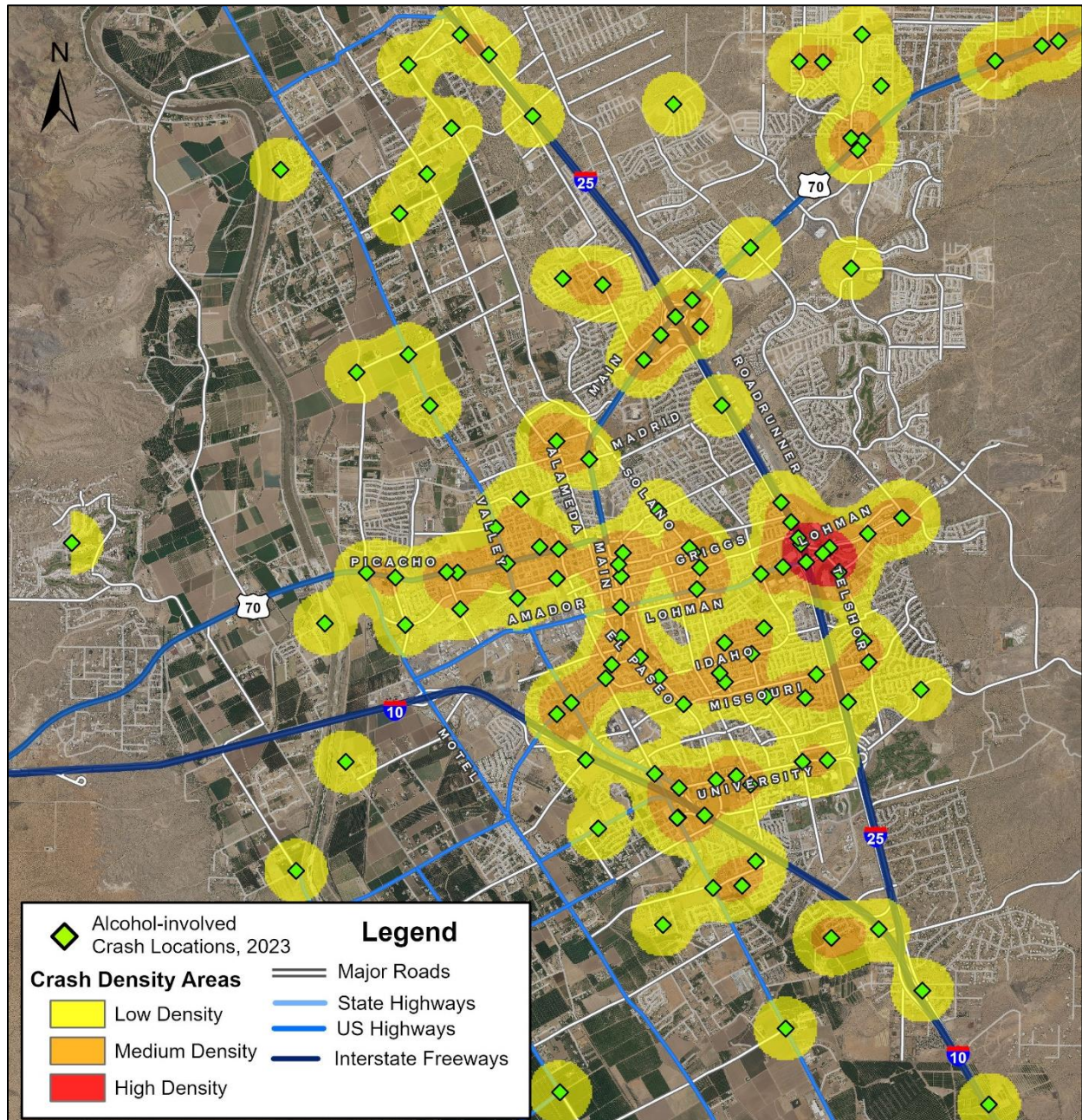
Crash Geography – Maps

Map 5: Location and Density of Alcohol-involved Crashes in Santa Fe, 2023 [2]

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

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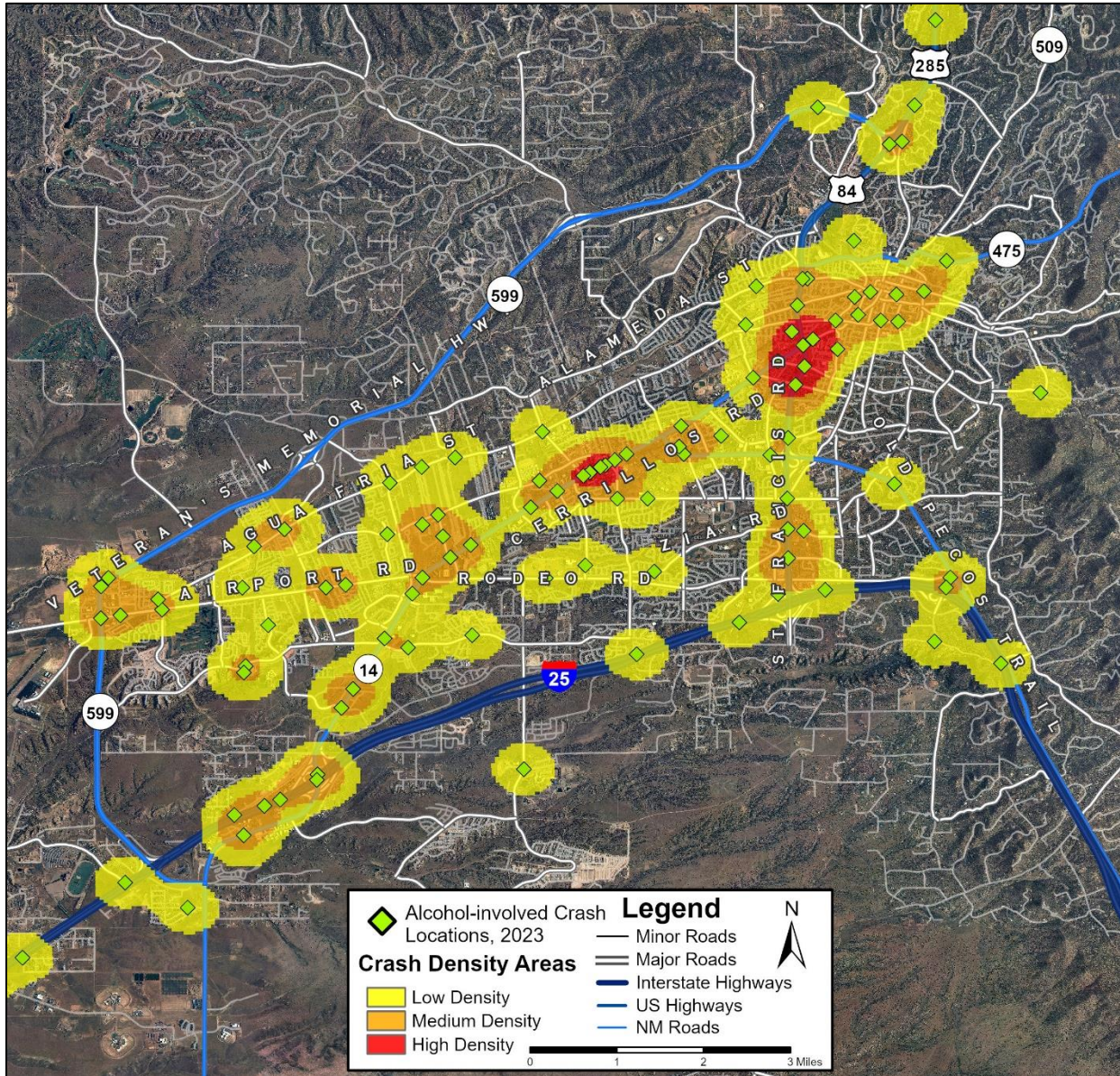
Map 6: Location and Density of Alcohol-involved Crashes in Gallup, 2023 [2]
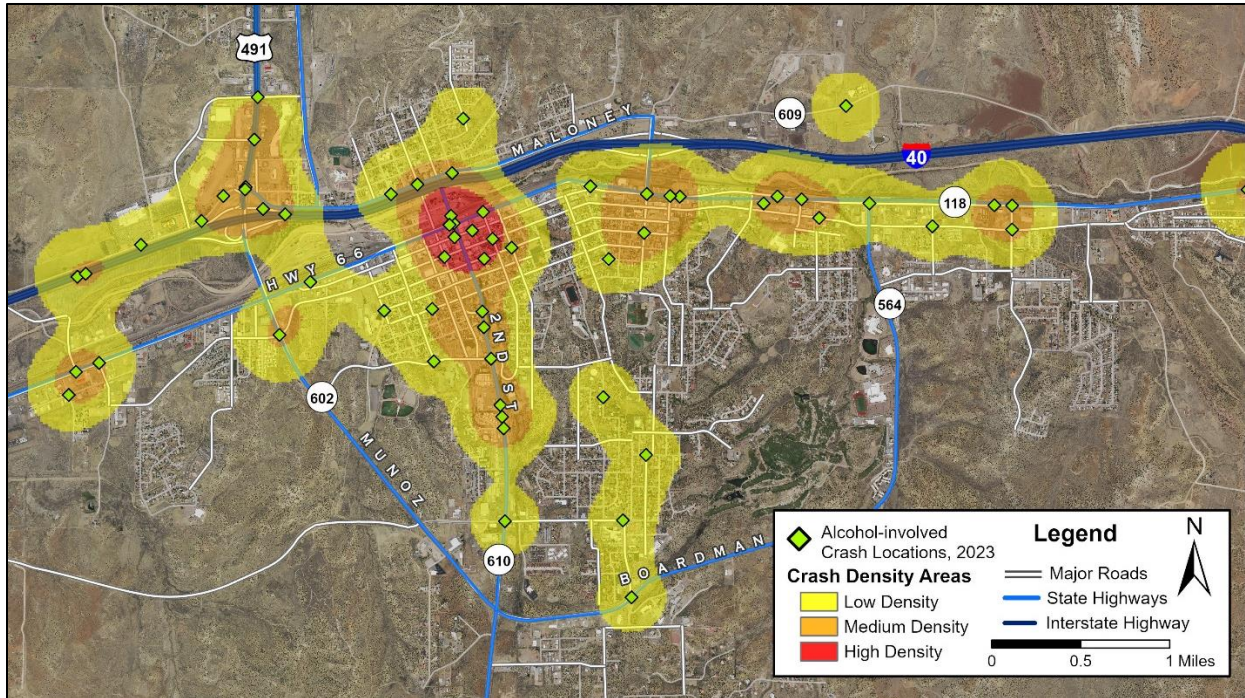
Map 7: Location and Density of Alcohol-involved Crashes in Farmington, 2023 [2]

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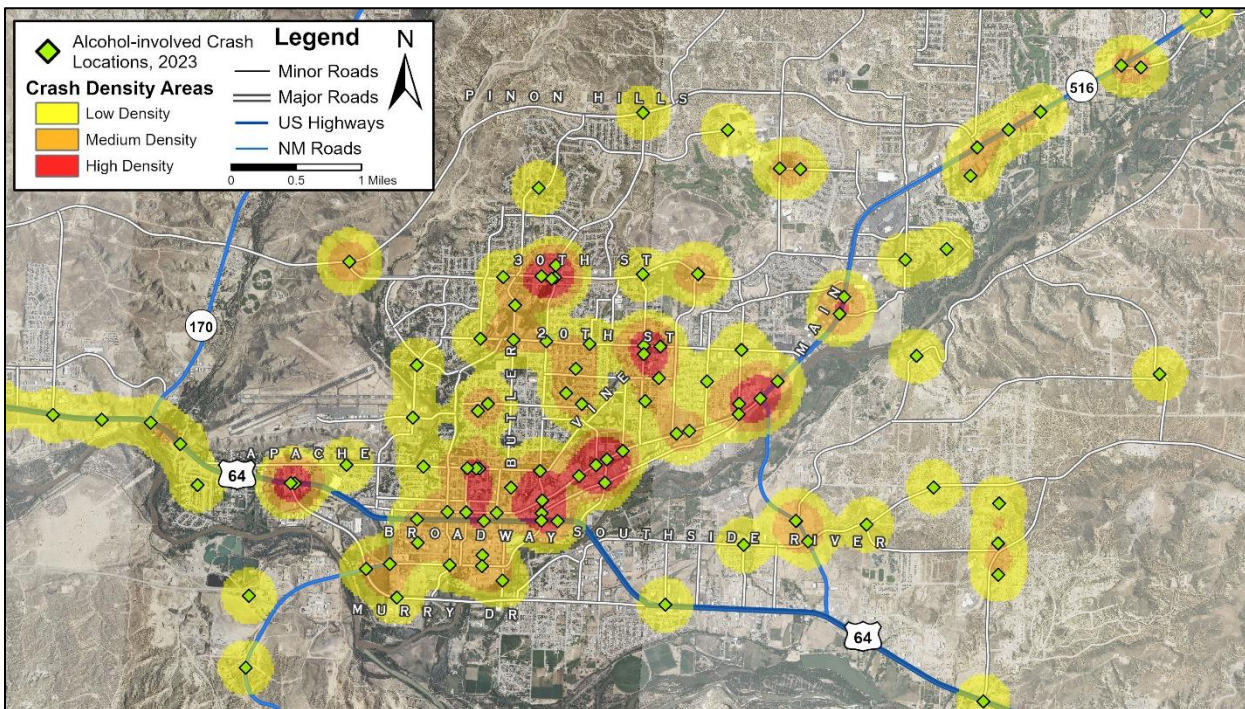
Counties

Alcohol-involved Crashes

- Counties that saw an increase in alcohol-involved crashes in 2023 were Bernalillo, Curry, Doña Ana, Eddy, Grant, Harding, Lea, Otero, Sierra, and Santa Fe. (Table 7)

- Several counties reported the highest number of alcohol-involved crashes in the past five years: Curry, Doña Ana, Eddy, and Grant. (Table 7)

- Bernalillo, Doña Ana, and San Juan counties had the highest number of alcohol-involved crashes.

- The counties with the highest rates of alcohol-involved crashes based on vehicle miles traveled were Bernalillo, McKinley, and Doña Ana, with at least 10 alcohol-involved crashes per 100 million vehicle miles traveled. The highest rates based on population occurred in Harding, Mora, and McKinley, with at least 20 alcohol-involved crashes per 10,000 county residents. (Table 8).

Alcohol-involved Fatal Crashes

- The counties with the highest number of alcohol-involved fatal crashes were Bernalillo (47), McKinley (15), and San Juan (10). (Table 10)

- McKinley County accounted for 10.1 percent of all alcohol-involved fatal crashes, although it represents only 3.3 percent of the state population. (Table 9, Table 10)

- Of the 10 counties with the highest number of alcohol-involved fatal crashes in 2023, the highest alcohol-involved fatal crash rates per 10,000 county residents occurred in McKinley (2.2) and Rio Arriba (1.5). The highest rates per 100 million vehicle miles traveled occurred in Rio Arriba (1.1) and McKinley (1.0). (Table 10)

Table 7: Alcohol-involved Crashes[3] by County, 2019 - 2023

County	Alcohol-involved Crashes					Percent of All 2023 Alcohol-involved Crashes
	2019	2020	2021	2022	2023	
Bernalillo	714	613	692	636	676	29.8%
Catron	0	4	1	4	3	0.1%
Chaves	78	77	54	73	58	2.6%
Cibola	47	43	61	34	31	1.4%
Colfax	11	14	16	16	15	0.7%
Curry	26	22	33	24	34	1.5%
De Baca	2	2	1	1	0	0.0%
Doña Ana	200	199	181	216	222	9.8%
Eddy	76	70	73	63	85	3.7%
Grant	19	23	28	24	39	1.7%
Guadalupe	7	10	9	7	7	0.3%
Harding	0	0	0	0	2	0.1%
Hidalgo	4	3	4	7	5	0.2%
Lea	82	65	60	60	80	3.5%
Lincoln	29	20	25	37	30	1.3%
Los Alamos	7	5	3	6	4	0.2%
Luna	10	20	17	19	13	0.6%
McKinley	146	127	150	162	157	6.9%
Mora	8	6	5	10	10	0.4%
Otero	41	53	41	38	49	2.2%
Quay	2	8	9	12	3	0.1%
Rio Arriba	40	45	42	55	50	2.2%
Roosevelt	15	13	13	15	11	0.5%
San Juan	188	157	216	211	196	8.6%
San Miguel	32	25	36	38	27	1.2%
Sandoval	123	109	119	136	130	5.7%
Santa Fe	194	144	132	158	187	8.2%
Sierra	16	8	13	12	13	0.6%
Socorro	15	14	11	19	19	0.8%
Taos	39	45	37	50	35	1.5%
Torrance	9	9	15	15	14	0.6%
Union	2	7	2	5	2	0.1%
Valencia	55	60	51	70	61	2.7%
Missing Data	0	0	0	0	0	0.0%
Total	**2,237**	**2,020**	**2,150**	**2,233**	**2,268**	**100%**

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[3] Darker shading indicates higher percentages.

Crash Geography – Counties

Table 8: Ranking[4] and Rates[5] of Alcohol-involved Crashes by County, 2019 - 2023

2023 Rank	County	Alcohol-involved Crashes					2023 Population	2023 Vehicle Miles Traveled (100M VMT)	2023 Alcohol-involved Crashes per 10,000 County Residents	2023 Alcohol-involved Crashes per 100M VMT
		2019	2020	2021	2022	2023				
1	Bernalillo	714	613	692	636	676	671,586	55.32	10.1	**12.2**
2	Doña Ana	200	199	181	216	222	225,210	21.74	9.9	**10.2**
3	San Juan	188	157	216	211	196	120,675	20.11	**16.2**	**9.7**
4	Santa Fe	194	144	132	158	187	155,956	18.84	**12.0**	**9.9**
5	McKinley	146	127	150	162	157	68,797	14.81	**22.8**	**10.6**
6	Sandoval	123	109	119	136	130	155,936	17.02	8.3	7.6
7	Eddy	76	70	73	63	85	60,275	11.35	**14.1**	7.5
8	Lea	82	65	60	60	80	72,101	11.63	**11.1**	6.9
9	Valencia	55	60	51	70	61	79,141	6.94	7.7	**8.8**
10	Chaves	78	77	54	73	58	63,561	7.33	9.1	7.9
11	Rio Arriba	40	45	42	55	50	39,876	5.32	**12.5**	**9.4**
12	Otero	41	53	41	38	49	68,835	8.43	7.1	5.8
13	Grant	19	23	28	24	39	27,472	4.25	**14.2**	**9.2**
14	Taos	39	45	37	50	35	34,405	4.21	10.2	**8.3**
15	Curry	26	22	33	24	34	47,222	4.22	7.2	**8.0**
16	Cibola	47	43	61	34	31	26,780	9.17	**11.6**	3.4
17	Lincoln	29	20	25	37	30	20,029	4.46	**15.0**	6.7
18	San Miguel	32	25	36	38	27	26,668	4.58	10.1	5.9
19	Socorro	15	14	11	19	19	15,963	6.03	**11.9**	3.1
20	Colfax	11	14	16	16	15	12,255	3.46	**12.2**	4.3
21	Torrance	9	9	15	15	14	15,633	6.35	9.0	2.2
22	Luna	10	20	17	19	13	25,316	8.69	5.1	1.5
22	Sierra	16	8	13	12	13	11,488	2.09	**11.3**	6.2
24	Roosevelt	15	13	13	15	11	18,787	2.26	5.9	4.9
25	Mora	8	6	5	10	10	4,123	1.50	**24.3**	6.6
26	Guadalupe	7	10	9	7	7	4,292	6.34	**16.3**	1.1
27	Hidalgo	4	3	4	7	5	3,965	3.40	**12.6**	1.5
28	Los Alamos	7	5	3	6	4	19,444	1.07	2.1	3.7
29	Quay	2	8	9	12	3	8,510	6.06	3.5	0.5
29	Catron	0	4	1	4	3	3,825	1.17	7.8	2.6
31	Union	2	7	2	5	2	3,964	1.64	5.0	1.2
31	Harding	0	0	0	0	2	624	0.20	**32.1**	**9.8**
33	De Baca	2	2	1	1	0	1,657	1.56	-	-
Missing Data		0	0	0	0	0	-	-	-	-
Total		2,237	2,020	2,150	2,233	2,268	2,114,371	282.07	10.7	8.0

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[4] Counties share the same rank if they have the same number of crashes in 2023.

[5] Crash rates are in bold red if they are more than the statewide rate for 2023. Roadway volume is expressed in units of 100 million vehicle miles traveled (100M VMT).

Table 9: Alcohol-involved Fatal Crashes by County, 2019 - 2023 [3]

County	Alcohol-involved Fatal Crashes					Percent of All 2023 Alcohol-involved Fatal Crashes
	2019	2020	2021	2022	2023	
Bernalillo	47	35	45	40	47	**31.5%**
Catron	0	0	0	4	1	**0.7%**
Chaves	4	2	1	4	5	**3.4%**
Cibola	5	3	6	6	1	**0.7%**
Colfax	1	2	1	0	2	**1.3%**
Curry	1	3	2	1	2	**1.3%**
De Baca	0	0	0	0	0	**0.0%**
Doña Ana	12	8	7	8	7	**4.7%**
Eddy	5	3	7	3	5	**3.4%**
Grant	0	2	2	1	2	**1.3%**
Guadalupe	0	2	2	2	0	**0.0%**
Harding	0	0	0	0	2	**1.3%**
Hidalgo	0	1	0	1	0	**0.0%**
Lea	9	3	4	5	2	**1.3%**
Lincoln	4	1	2	0	3	**2.0%**
Los Alamos	0	0	1	0	0	**0.0%**
Luna	2	2	7	3	2	**1.3%**
McKinley	11	9	13	16	15	**10.1%**
Mora	1	0	2	2	1	**0.7%**
Otero	2	4	2	4	3	**2.0%**
Quay	0	1	2	2	1	**0.7%**
Rio Arriba	5	6	0	6	6	**4.0%**
Roosevelt	2	0	0	7	1	**0.7%**
San Juan	16	14	17	13	10	**6.7%**
San Miguel	2	4	1	1	4	**2.7%**
Sandoval	7	2	11	8	6	**4.0%**
Santa Fe	6	12	6	10	8	**5.4%**
Sierra	1	0	1	1	1	**0.7%**
Socorro	0	1	2	2	3	**2.0%**
Taos	3	7	8	5	2	**1.3%**
Torrance	0	2	2	1	1	**0.7%**
Union	0	2	0	1	0	**0.0%**
Valencia	3	3	3	3	6	**4.0%**
Missing Data	0	0	0	0	0	**0.0%**
Total	**149**	**134**	**157**	**160**	**149**	**100.0%**

Crash Geography – Counties

Table 10: Ranking[4] and Rates[5] of Alcohol-involved Fatal Crashes by County, 2019 - 2023

2023 Rank	County	Alcohol-involved Fatal Crashes					2023 Population	2023 Vehicle Miles Traveled (100M VMT)	2023 Alcohol-involved Fatal Crashes per 10,000 County Residents	2023 Alcohol-involved Fatal Crashes per 100M VMT
		2019	2020	2021	2022	2023				
1	Bernalillo	47	35	45	40	47	671,586	55.32	0.7	**0.8**
2	McKinley	11	9	13	16	15	68,797	14.81	**2.2**	**1.0**
3	San Juan	16	14	17	13	10	120,675	20.11	**0.8**	0.5
4	Santa Fe	6	12	6	10	8	155,956	18.84	0.5	0.4
5	Doña Ana	12	8	7	8	7	225,210	21.74	0.3	0.3
6	Sandoval	7	2	11	8	6	155,936	17.02	0.4	0.4
6	Rio Arriba	5	6	0	6	6	39,876	5.32	**1.5**	**1.1**
6	Valencia	3	3	3	3	6	79,141	6.94	**0.8**	**0.9**
9	Chaves	4	2	1	4	5	63,561	7.33	**0.8**	**0.7**
9	Eddy	5	3	7	3	5	60,275	11.35	**0.8**	0.4
11	San Miguel	2	4	1	1	4	26,668	4.58	**1.5**	**0.9**
12	Otero	2	4	2	4	3	68,835	8.43	0.4	0.4
12	Socorro	0	1	2	2	3	15,963	6.03	**1.9**	0.5
12	Lincoln	4	1	2	0	3	20,029	4.46	**1.5**	**0.7**
15	Taos	3	7	8	5	2	34,405	4.21	0.6	0.5
15	Lea	9	3	4	5	2	72,101	11.63	0.3	0.2
15	Luna	2	2	7	3	2	25,316	8.69	**0.8**	0.2
15	Curry	1	3	2	1	2	47,222	4.22	0.4	0.5
15	Grant	0	2	2	1	2	27,472	4.25	**0.7**	0.5
15	Colfax	1	2	1	0	2	12,255	3.46	**1.6**	**0.6**
15	Harding	0	0	0	0	2	624	0.20	**32.1**	**9.8**
22	Roosevelt	2	0	0	7	1	18,787	2.26	0.5	0.4
22	Cibola	5	3	6	6	1	26,780	9.17	0.4	0.1
22	Catron	0	0	0	4	1	3,825	1.17	**2.6**	**0.9**
22	Mora	1	0	2	2	1	4,123	1.50	**2.4**	**0.7**
22	Quay	0	1	2	2	1	8,510	6.06	**1.2**	0.2
22	Torrance	0	2	2	1	1	15,633	6.35	0.6	0.2
22	Sierra	1	0	1	1	1	11,488	2.09	**0.9**	0.5
29	Guadalupe	0	2	2	2	0	4,292	6.34	0.0	0.0
29	Hidalgo	0	1	0	1	0	3,965	3.40	0.0	0.0
29	Union	0	2	0	1	0	3,964	1.64	0.0	0.0
29	Los Alamos	0	0	1	0	0	19,444	1.07	0.0	0.0
29	De Baca	0	0	0	0	0	1,657	1.56	0.0	0.0
Missing Data		0	0	0	0	0	-	-	-	-
Total		**149**	**134**	**157**	**160**	**149**	**2,114,371**	**282.07**	**0.7**	**0.5**

Cities

- Of the 20 cities with the highest number of alcohol-involved crashes, the numbers in the following cities rose to their highest levels in five years: Alamogordo, Anthony, Bernalillo, Rio Rancho, and Silver City. (Table 11)
- Of the 20 cities with the highest number of alcohol-involved crashes, the highest alcohol-involved crash rates were in Gallup (40.6 crashes per 10,000 city residents), Farmington (23.8), Silver City (21.3), Ruidoso (19.6), and Española (19.2). (Table 11)

Table 11: Top-Ranking Cities for Alcohol-involved Crashes, 2019 - 2023 [6] [7] [8]

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

[6] Cities share the same rank if they have the same number of crashes in 2023. If multiple cities rank 20th, only the city with the higher number of alcohol-involved crashes in the prior year is shown.

[7] The population of the South Valley CDP (Census Designated Place) is from the 2020 U.S. Census. Crashes in the South Valley were categorized as Albuquerque prior to 2021. See the Definitions section (page xiii for additional details on changes to city boundaries used in geocoding, effective 2021.

[8] Crash rates are in bold red if they are more than the statewide rate for 2023. In some places, nonresident drivers passing through may contribute to a high crash rate in an area with a relatively small population.

- The cities with the highest alcohol-involved fatal crash rates were Gallup (2.4 alcohol-involved fatal crashes per 10,000 city residents), Las Vegas (2.3), Los Lunas (1.6), Carlsbad (1.3), Farmington (0.9), and the South Valley (0.8). (Table 12)

Table 12: Top-Ranking Cities for Alcohol-involved Fatal Crashes, 2019 - 2023 [9] [10] [11]

2023 Rank	City	Alcohol-involved Fatal Crashes					2023 Population	2023 Alcohol-involved Fatal Crashes per 10,000 City Residents
		2019	2020	2021	2022	2023		
1	Albuquerque	43	33	36	35	36	560,274	0.6
2	Santa Fe	4	3	1	3	5	89,167	0.6
2	Gallup	4	5	2	1	5	20,451	**2.4**
4	Farmington	2	4	6	5	4	46,237	**0.9**
4	Carlsbad	2	1	4	1	4	31,499	**1.3**
6	Las Cruces	5	4	4	5	3	114,892	0.3
6	Roswell	2	1	0	3	3	47,109	0.6
6	Los Lunas	0	1	0	2	3	19,079	**1.6**
6	Las Vegas	0	0	0	0	3	12,905	**2.3**
6	South Valley	0	0	0	0	3	38,338	**0.8**
11	Rio Rancho	3	1	1	2	2	110,660	0.2
11	Clovis	0	3	0	0	2	37,612	0.5
All Other Locations		84	78	103	103	76	-	-
Statewide Total		149	134	157	160	149	2,114,371	0.7

[9] Cities share the same rank if they have the same number of crashes in 2023.

[10] "All Other Locations" are rural areas, towns, or places with fewer than two alcohol-involved fatal crashes in 2023.

[11] Crash rates are in bold red if they are more than the statewide rate for 2023. The population of the South Valley CDP (Census Designated Place) is from the 2020 U.S. Census. Crashes in the South Valley were categorized as Albuquerque prior to 2021. In some places, nonresident drivers passing through may contribute to a high crash rate in an area with a relatively small population.

Rural and Urban Alcohol-involved Crashes

- 75.7 percent of all alcohol-involved crashes occurred on urban roadways. (Table 13)
- Alcohol-involved crashes are more likely to be fatal on rural roadways. Rural non-Interstate roadways account for 20.0 percent of alcohol-involved crashes (Table 13), but 32.9 percent of alcohol-involved fatal crashes (Table 15). Further, rural Interstate roadways account for 4.3 percent of alcohol-involved crashes (Table 13), but 5.4 percent of alcohol-involved fatal crashes (Table 15).

Table 13: Alcohol-involved Crashes and Number of People
in Alcohol-involved Crashes by Road System, 2023

Road System	Alcohol-involved Crashes		People in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	98	4.3%	188	3.9%
Rural Non-Interstate	454	20.0%	814	16.9%
Urban	1,716	75.7%	3,808	79.2%
Total	**2,268**	**100.0%**	**4,810**	**100.0%**

Table 14: Alcohol-involved Injury Crashes
and Number of People Injured by Road System, 2023

Road System	Alcohol-involved Injury Crashes		People Injured in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	32	3.3%	56	3.9%
Rural Non-Interstate	226	23.3%	346	24.1%
Urban	713	73.4%	1,031	71.9%
Total	**971**	**100.0%**	**1,433**	**100.0%**

Table 15: Alcohol-involved Fatal Crashes
and Number of People Killed by Road System, 2023

Road System	Alcohol-involved Fatal Crashes		People Killed in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	8	5.4%	8	4.9%
Rural Non-Interstate	49	32.9%	62	37.8%
Urban	92	61.7%	94	57.3%
Total	**149**	**100.0%**	**164**	**100.0%**

Table 16: Alcohol-involved Crashes and Fatalities
by First Harmful Event[12] and Road System, 2023

| First Harmful Event | Rural Interstate | | | | Rural Non-Interstate | | | | Urban | | | |
| | Crashes | | Fatalities | | Crashes | | Fatalities | | Crashes | | Fatalities | |
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	0	0.0%	0	0.0%	6	1.3%	1	1.6%	1	0.1%	0	0.0%
Collision with Fixed Object	46	46.9%	1	12.5%	190	41.9%	11	17.7%	605	35.3%	14	14.9%
Collision with Motor Vehicle	38	38.8%	4	50.0%	115	25.3%	22	35.5%	866	50.5%	20	21.3%
Collision with Other Non-Fixed Object	2	2.0%	0	0.0%	20	4.4%	1	1.6%	43	2.5%	1	1.1%
Collision with Person	1	1.0%	1	12.5%	15	3.3%	5	8.1%	119	6.9%	56	59.6%
Non-Collision	11	11.2%	2	25.0%	106	23.3%	22	35.5%	78	4.5%	3	3.2%
Other	0	0.0%	0	0.0%	2	0.4%	0	0.0%	4	0.2%	0	0.0%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	**98**	**100%**	**8**	**100%**	**454**	**100%**	**62**	**100%**	**1,716**	**100%**	**94**	**100%**

- Crashes where the first harmful event involved a non-motorist (Collision with Person, e.g., a pedestrian or pedalcyclist) accounted for a disproportionate number of fatalities. For example, on urban roadways, non-motorist crashes were 6.9 percent of crashes but 59.6 percent of fatalities. (Table 16)

Table 17: Alcohol-involved Crashes by Light Condition and Road System, 2023

| Light Condition | Alcohol-involved Crashes | | | | | | | |
| | Rural Interstate Crashes | | Rural Non-Interstate Crashes | | Urban Crashes | | Total Crashes | |
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Dark-Lighted	8	8.2%	33	7.3%	708	41.3%	749	33.0%
Daylight	30	30.6%	170	37.4%	517	30.1%	717	31.6%
Dark-Not Lighted	58	59.2%	223	49.1%	389	22.7%	670	29.5%
Dusk	1	1.0%	9	2.0%	58	3.4%	68	3.0%
Dark-Unknown Lighting	0	0.0%	6	1.3%	19	1.1%	25	1.1%
Dawn	0	0.0%	4	0.9%	19	1.1%	23	1.0%
Unknown or Not Reported	1	1.0%	3	0.7%	3	0.2%	7	0.3%
Other	0	0.0%	3	0.7%	1	0.1%	4	0.2%
Missing Data	0	0.0%	3	0.7%	2	0.1%	5	0.2%
Total	**98**	**100%**	**454**	**100%**	**1,716**	**100%**	**2,268**	**100%**

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

Crash Characteristics

Month, Day of Week, and Hour

Table 18: Alcohol-involved Crashes by Month and Crash Severity, 2023

Month	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
January	8	5.4%	55	5.7%	93	8.1%	156	6.9%
February	15	10.1%	70	7.2%	104	9.1%	189	8.3%
March	9	6.0%	77	7.9%	85	7.4%	171	7.5%
April	12	8.1%	104	10.7%	96	8.4%	212	9.3%
May	16	10.7%	94	9.7%	86	7.5%	196	8.6%
June	13	8.7%	80	8.2%	96	8.4%	189	8.3%
July	13	8.7%	82	8.4%	94	8.2%	189	8.3%
August	17	11.4%	94	9.7%	93	8.1%	204	9.0%
September	10	6.7%	73	7.5%	84	7.3%	167	7.4%
October	12	8.1%	74	7.6%	111	9.7%	197	8.7%
November	12	8.1%	75	7.7%	86	7.5%	173	7.6%
December	12	8.1%	93	9.6%	120	10.5%	225	9.9%
Total	**149**	**100%**	**971**	**100%**	**1,148**	**100%**	**2,268**	**100%**

- Alcohol-involved crashes were highest in December. (Table 18, Figure 5)
- Alcohol-involved fatal crashes were highest in February, May, and August, and lowest in January. (Table 18)

Figure 5: Percentage of Alcohol-involved Crashes by Month, 2023

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Table 19: Alcohol-involved Crashes by Day of Week and Crash Severity, 2023

Day of Week	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Monday	18	12.1%	111	11.4%	129	11.2%	258	11.4%
Tuesday	9	6.0%	92	9.5%	130	11.3%	231	10.2%
Wednesday	17	11.4%	117	12.0%	117	10.2%	251	11.1%
Thursday	12	8.1%	129	13.3%	166	14.5%	307	13.5%
Friday	26	17.4%	135	13.9%	150	13.1%	311	13.7%
Saturday	41	27.5%	204	21.0%	231	20.1%	476	21.0%
Sunday	26	17.4%	183	18.8%	225	19.6%	434	19.1%
Total	**149**	**100%**	**971**	**100%**	**1,148**	**100%**	**2,268**	**100%**

- Fridays, Saturdays, and Sundays had the highest number of alcohol-involved fatal crashes, accounting for 62.4 percent of all alcohol-involved fatal crashes. (Table 19)
- More than half (53.8 percent) of all alcohol-involved crashes occurred on weekends: Fridays (13.7 percent), Saturdays (21.0 percent) and Sundays (19.1 percent) combined. (Table 19, Figure 6)

Figure 6: Percentage of Alcohol-involved Crashes by Day of Week, 2023
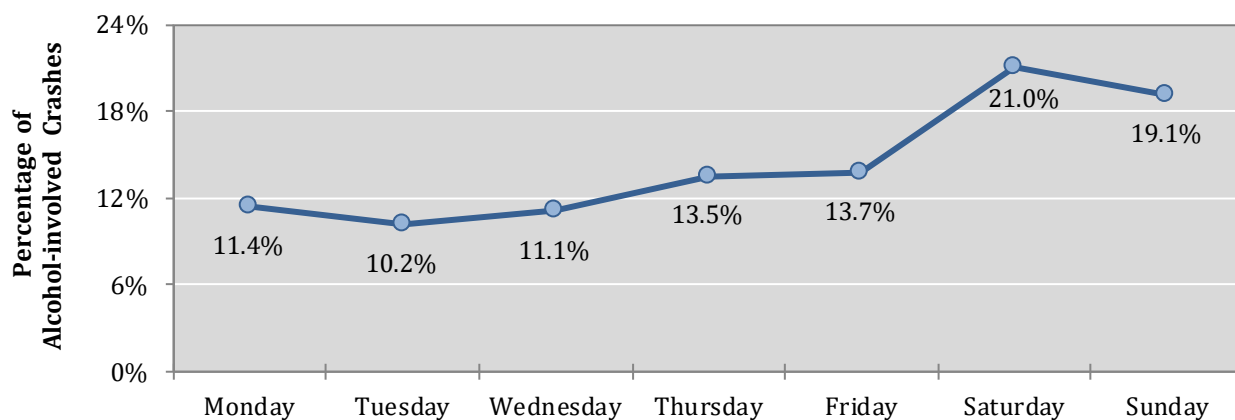
Table 20: Alcohol-involved Crashes[13] by Day of the Week and Three-hour Segments[14], 2023

Hour	Alcohol-involved Crashes							Total	Percent of Total
	Mon	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**		
12 - 3 a.m.	35	25	32	35	29	118	136	410	18.1%
3 - 6 a.m.	15	6	23	15	15	55	42	171	7.5%
6 - 9 a.m.	6	8	5	10	12	16	16	73	3.2%
9 a.m. - 12 p.m.	14	13	8	21	8	18	13	95	4.2%
12 - 3 p.m.	21	21	12	24	10	29	21	138	6.1%
3 - 6 p.m.	48	48	39	57	42	53	42	329	14.5%
6 - 9 p.m.	61	48	62	70	93	85	98	517	22.8%
9 p.m. - 12 a.m	58	61	70	75	102	102	66	534	23.5%
Missing Data	0	1	0	0	0	0	0	1	0.04%
Total	**258**	**231**	**251**	**307**	**311**	**476**	**434**	**2,268**	**100%**

- Almost half (46.3 percent) of all alcohol-involved crashes occurred from 6 p.m. to midnight. (Table 20, Figure 7)
- Peak hours for alcohol-involved crashes were on Friday, Saturday and Sunday nights from 6 p.m. until 3 a.m. (Table 20, Table 21)

Figure 7: Percentage of Alcohol-involved Crashes by Three-hour Segments[14], 2023

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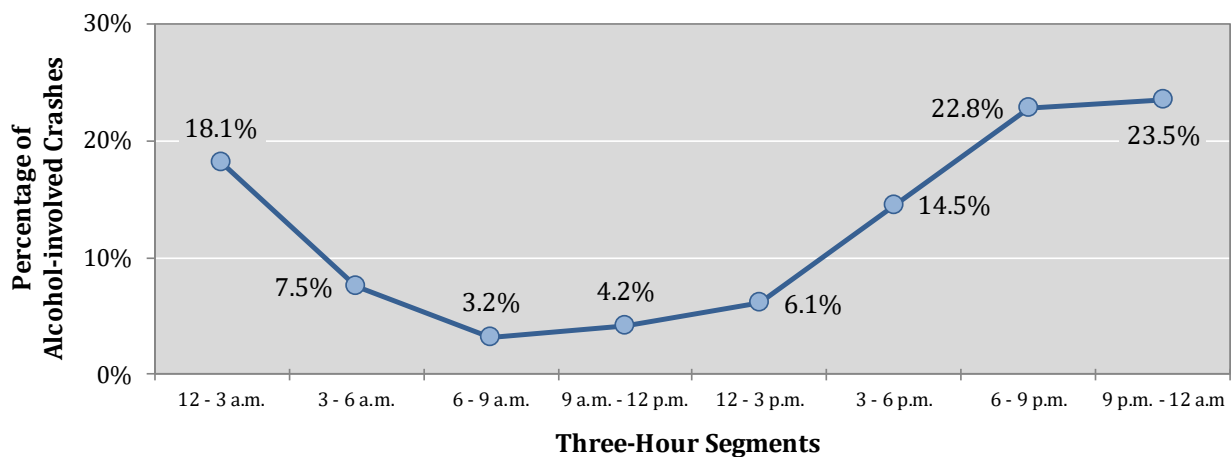
[13] Darker shading indicates higher numbers.
[14] For reference, crashes from 3-6 a.m. are from 3 a.m. to 5:59 a.m.

Table 21: Alcohol-involved Crashes by Hour[15] and Day of the Week[16], 2023

Hour	Alcohol-involved Crashes							Total by Hour	Percent by Hour
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun		
12 a.m.	13	7	15	14	14	47	33	143	6.3%
1 a.m.	13	9	9	9	6	38	57	141	6.2%
2 a.m.	9	9	8	12	9	33	46	126	5.6%
3 a.m.	5	4	16	8	5	21	24	83	3.7%
4 a.m.	4	2	4	1	4	22	10	47	2.1%
5 a.m.	6	0	3	6	6	12	8	41	1.8%
6 a.m.	1	3	0	5	7	10	8	34	1.5%
7 a.m.	4	4	3	2	3	2	4	22	1.0%
8 a.m.	1	1	2	3	2	4	4	17	0.7%
9 a.m.	3	1	2	5	1	3	3	18	0.8%
10 a.m.	6	7	3	9	4	9	6	44	1.9%
11 a.m.	5	5	3	7	3	6	4	33	1.5%
12 p.m.	5	6	4	5	3	11	2	36	1.6%
1 p.m.	10	5	6	11	2	9	7	50	2.2%
2 p.m.	6	10	2	8	5	9	12	52	2.3%
3 p.m.	16	12	12	13	9	15	11	88	3.9%
4 p.m.	13	16	12	23	18	15	15	112	4.9%
5 p.m.	19	20	15	21	15	23	16	129	5.7%
6 p.m.	16	11	20	26	40	24	28	165	7.3%
7 p.m.	27	24	19	19	30	36	33	188	8.3%
8 p.m.	18	13	23	25	23	25	37	164	7.2%
9 p.m.	24	15	27	26	32	27	22	173	7.6%
10 p.m.	22	30	22	20	39	43	24	200	8.8%
11 p.m.	12	16	21	29	31	32	20	161	7.1%
Missing Data	0	1	0	0	0	0	0	1	0.04%
Total	**258**	**231**	**251**	**307**	**311**	**476**	**434**	**2,268**	**100%**

Figure 8: Alcohol-involved Crashes by Hour[15], 2023

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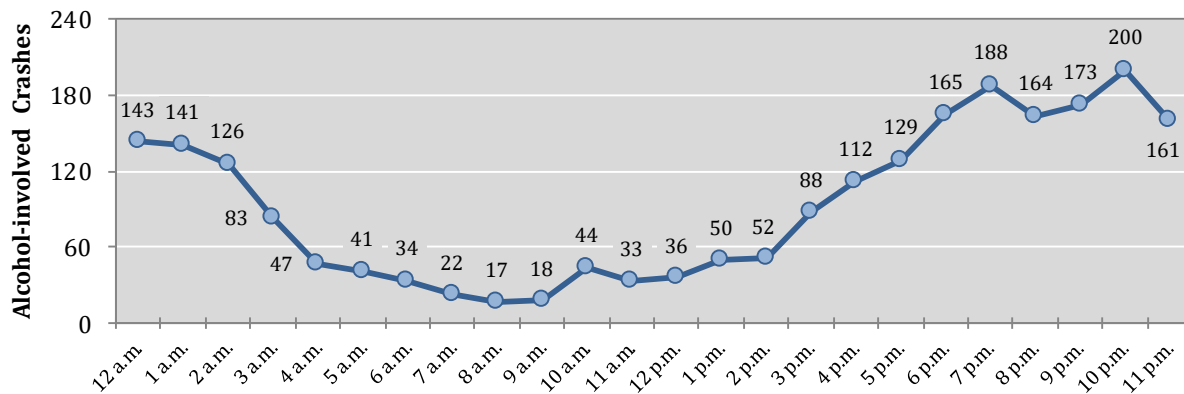
[15] For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

[16] Darker shading indicates higher numbers.

First Harmful Event

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

Table 22: Crashes by First Harmful Event and Crash Severity, 2023

First Harmful Event (FHE)	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	1	0.7%	2	0.2%	4	0.3%	7	0.3%
Collision with Fixed Object	25	16.8%	301	31.0%	515	44.9%	841	37.1%
Collision with Motor Vehicle	36	24.2%	465	47.9%	518	45.1%	1,019	44.9%
Collision with Other Non-Fixed Object	2	1.3%	17	1.8%	46	4.0%	65	2.9%
Collision with Person	61	40.9%	72	7.4%	2	0.2%	135	6.0%
Non-Collision	24	16.1%	110	11.3%	61	5.3%	195	8.6%
Other	0	0.0%	4	0.4%	2	0.2%	6	0.3%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Alcohol-involved Crashes	**149**	**100%**	**971**	**100%**	**1,148**	**100%**	**2,268**	**100%**

- The two most common first harmful events in alcohol-involved crashes were "Collision with [Other] Motor Vehicle" (44.9 percent) and "Collision with Fixed Object" (37.1 percent). (Table 22)
- Crashes where the first harmful event involved a non-motorist (e.g., a pedestrian or pedalcyclist) accounted for 6.0 percent of alcohol-involved crashes, but 40.9 percent of alcohol-involved fatal crashes. (Table 22)
- Rollover/Overturn-classified crashes (the most common type of non-collision event) were 6.3 percent of alcohol-involved crashes but accounted for 15.4 percent alcohol-involved fatal crashes. (Table 23)

Table 23: Alcohol-involved Crashes by First Harmful Event, Subanalysis, and Crash Severity, 2023

First Harmful Event (FHE) and Subanalysis	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved PDO Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	**1**	**0.7%**	**2**	**0.2%**	**4**	**0.3%**	**7**	**0.3%**
Elk	0	-	0	-	2	0.2%	2	0.1%
Deer	0	-	1	0.1%	1	0.1%	2	0.1%
Cattle/Cow	1	0.7%	0	-	0	-	1	0.04%
Antelope	0	-	0	-	0	-	0	-
Bear	0	-	0	-	0	-	0	-
Horse	0	-	0	-	0	-	0	-
Other Large Domestic Animal	0	-	0	-	0	-	0	-
Other Large Game Animal	0	-	0	-	0	-	0	-
Small Domestic Animal	0	-	0	-	0	-	0	-
Small Game Animal	0	-	0	-	0	-	0	-
Other (Bird, Cougar, Sheep, Goat)	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	1	0.1%	1	0.1%	2	0.09%
Collision with Fixed Object	**25**	**16.8%**	**301**	**31.0%**	**515**	**44.9%**	**841**	**37.1%**
Curb	2	1.3%	41	4.2%	86	7.5%	129	5.7%
Fence	2	1.3%	28	2.9%	70	6.1%	100	4.4%
Guardrail, End or Face	3	2.0%	23	2.4%	46	4.0%	72	3.2%
Other Fixed Object	2	1.3%	24	2.5%	40	3.5%	66	2.9%
Utility Pole/Light Support	3	2.0%	24	2.5%	36	3.1%	63	2.8%
Other Post, Pole or Support	1	0.7%	16	1.6%	43	3.7%	60	2.6%
Traffic Barrier, Concrete	1	0.7%	21	2.2%	21	1.8%	43	1.9%
Tree (standing)	1	0.7%	28	2.9%	13	1.1%	42	1.9%
Wall or Building	2	1.3%	21	2.2%	16	1.4%	39	1.7%
Ditch	6	4.0%	12	1.2%	16	1.4%	34	1.5%
Traffic Sign Support	0	-	9	0.9%	24	2.1%	33	1.5%
Median	0	-	8	0.8%	23	2.0%	31	1.4%
Embankment	2	1.3%	12	1.2%	13	1.1%	27	1.2%
Traffic Barrier, Cable	0	-	2	0.2%	11	1.0%	13	0.6%
Bridge Pier, Support, Rail, or Overhead	0	-	4	0.4%	8	0.7%	12	0.5%
Culvert	0	-	4	0.4%	1	0.1%	5	0.2%
Other (incl. hydrant, box, cattle guard, plant)	0	-	21	2.2%	41	3.6%	62	2.7%
Missing Subanalysis Data	0	-	3	0.3%	7	0.6%	10	0.4%
Collision with Motor Vehicle	**36**	**24.2%**	**465**	**47.9%**	**518**	**45.1%**	**1,019**	**44.9%**
MV in Transport	35	23.5%	428	44.1%	420	36.6%	883	38.9%
Parked MV	1	0.7%	32	3.3%	85	7.4%	118	5.2%
Missing Subanalysis Data	0	-	5	0.5%	13	1.1%	18	0.8%
Collision with Other Non-Fixed Object	**2**	**1.3%**	**17**	**1.8%**	**46**	**4.0%**	**65**	**2.9%**
Other Non-fixed Object	2	1.3%	16	1.6%	38	3.3%	56	2.5%
Work Zone/Maintenance Equipment	0	-	0	-	6	0.5%	6	0.3%
Railway Vehicle	0	-	0	-	0	-	0	-
Struck by falling, shifting cargo	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	1	0.1%	2	0.2%	3	0.13%
Collision with Person	**61**	**40.9%**	**72**	**7.4%**	**2**	**0.2%**	**135**	**6.0%**
Pedestrian	54	36.2%	60	6.2%	1	0.1%	115	5.1%
Pedalcycle	6	4.0%	8	0.8%	0	-	14	0.6%
Other Non-Motorist	1	0.7%	3	0.3%	0	-	4	0.2%
Missing Subanalysis Data	0	-	1	0.1%	1	0.1%	2	0.1%
Non-Collision	**24**	**16.1%**	**110**	**11.3%**	**61**	**5.3%**	**195**	**8.6%**
Overturn/Rollover	23	15.4%	88	9.1%	31	2.7%	142	6.3%
All Other Non-Collision	0	-	16	1.6%	27	2.4%	43	1.9%
Thrown or Falling Object	0	-	1	0.1%	2	0.2%	3	0.1%
Fell/Jumped from MV	1	0.7%	0	-	0	-	1	0.04%
Immersion, Full or Partial	0	-	1	0.1%	0	-	1	0.04%
Cargo/Equipment Loss or Shift	0	-	0	-	0	-	0	-
Fire/Explosion	0	-	0	-	0	-	0	-
Jackknife	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	4	0.4%	1	0.09%	5	0.2%
Other	**0**	**0.0%**	**4**	**0.4%**	**2**	**0.2%**	**6**	**0.3%**
Missing FHE and Subanalysis Data	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
Total Alcohol-involved Crashes	**149**	**100%**	**971**	**100%**	**1,148**	**100%**	**2,268**	**100%**

Crash Characteristics – First Harmful Event

Table 24: People in Alcohol-involved Crashes by First Harmful Event, Subanalysis, and Severity of Injury, 2023

First Harmful Event (FHE) and Subanalysis	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	**1**	**0.6%**	**0**	**0.0%**	**0**	**0.0%**	**2**	**0.3%**	**6**	**0.2%**	**9**	**0.2%**
Deer	0	-	0	-	0	-	1	0.16%	2	0.06%	3	0.06%
Elk	0	-	0	-	0	-	0	-	2	0.06%	2	0.04%
Cattle/Cow	1	0.6%	0	-	0	-	0	-	0	-	1	0.02%
Antelope	0	-	0	-	0	-	0	-	0	-	0	-
Bear	0	-	0	-	0	-	0	-	0	-	0	-
Horse	0	-	0	-	0	-	0	-	0	-	0	-
Other Large Domestic Animal	0	-	0	-	0	-	0	-	0	-	0	-
Other Large Game Animal	0	-	0	-	0	-	0	-	0	-	0	-
Small Domestic Animal	0	-	0	-	0	-	0	-	0	-	0	-
Small Game Animal	0	-	0	-	0	-	0	-	0	-	0	-
Other (Bird, Cougar, Sheep, Goat)	0	-	0	-	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	0	-	1	0.16%	2	0.06%	3	0.06%
Collision with Fixed Object	**26**	**15.9%**	**40**	**19.8%**	**225**	**37.3%**	**103**	**16.4%**	**720**	**22.4%**	**1,114**	**23.2%**
Curb	2	1.2%	2	1.0%	31	5.1%	15	2.4%	141	4.4%	191	4.0%
Fence	3	1.8%	5	2.5%	19	3.2%	9	1.4%	98	3.1%	134	2.8%
Other Fixed Object	2	1.2%	4	2.0%	20	3.3%	10	1.6%	60	1.9%	96	2.0%
Guardrail, End or Face	3	1.8%	1	0.5%	16	2.7%	11	1.8%	56	1.7%	87	1.8%
Utility Pole/Light Support	3	1.8%	2	1.0%	24	4.0%	7	1.1%	46	1.4%	82	1.7%
Other Post, Pole or Support	1	0.6%	0	-	13	2.2%	5	0.8%	56	1.7%	75	1.6%
Wall or Building	2	1.2%	3	1.5%	10	1.7%	14	2.2%	28	0.9%	57	1.2%
Traffic Barrier, Concrete	1	0.6%	5	2.5%	17	2.8%	4	0.6%	29	0.9%	56	1.2%
Tree (standing)	1	0.6%	6	3.0%	17	2.8%	8	1.3%	19	0.6%	51	1.1%
Ditch	6	3.7%	0	-	11	1.8%	4	0.6%	24	0.7%	45	0.9%
Traffic Sign Support	0	-	6	3.0%	3	0.5%	1	0.2%	27	0.8%	37	0.8%
Median	0	-	1	0.5%	5	0.8%	2	0.3%	28	0.9%	36	0.7%
Embankment	2	1.2%	2	1.0%	11	1.8%	0	-	18	0.6%	33	0.7%
Traffic Barrier, Cable	0	-	0	-	1	0.2%	2	0.3%	14	0.4%	17	0.4%
Bridge Pier, Support, Rail, or Overhead	0	-	0	-	5	0.8%	2	0.3%	8	0.2%	15	0.3%
Culvert	0	-	2	1.0%	1	0.2%	1	0.2%	1	0.03%	5	0.1%
Other (incl. hydrant, box, cattle guard, plant)	0	-	0	-	18	3.0%	8	1.3%	57	1.8%	83	1.7%
Missing Subanalysis Data	0	-	1	0.5%	3	0.5%	0	-	10	0.3%	14	0.3%
Collision with Motor Vehicle	**46**	**28.0%**	**88**	**43.6%**	**233**	**38.6%**	**458**	**72.9%**	**2,124**	**66.1%**	**2,949**	**61.3%**
MV in Transport	45	27.4%	83	41.1%	211	35.0%	441	70.2%	1,845	57.4%	2,625	54.6%
Parked MV	1	0.6%	3	1.5%	19	3.2%	14	2.2%	243	7.6%	280	5.8%
Missing Subanalysis Data	0	-	2	1.0%	3	0.5%	3	0.5%	36	1.1%	44	0.9%
Collision with Other Non-Fixed Object	**2**	**1.2%**	**3**	**1.5%**	**11**	**1.8%**	**6**	**1.0%**	**77**	**2.4%**	**99**	**2.1%**
Other Non-fixed Object	2	1.2%	3	1.5%	11	1.8%	5	0.8%	63	2.0%	84	1.7%
Work Zone/Maintenance Equipment	0	-	0	-	0	-	0	-	9	0.3%	9	0.2%
Railway Vehicle	0	-	0	-	0	-	0	-	0	-	0	-
Struck by falling, shifting cargo	0	-	0	-	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	0	-	1	0.2%	5	0.2%	6	0.1%
Collision with Person	**62**	**37.8%**	**33**	**16.3%**	**50**	**8.3%**	**23**	**3.7%**	**189**	**5.9%**	**357**	**7.4%**
Pedestrian	55	33.5%	30	14.9%	42	7.0%	20	3.2%	167	5.2%	314	6.5%
Pedalcycle	6	3.7%	1	0.5%	6	1.0%	1	0.2%	16	0.5%	30	0.6%
Other Non-Motorist	1	0.6%	2	1.0%	2	0.3%	1	0.2%	2	0.06%	8	0.17%
Missing Subanalysis Data	0	-	0	-	0	-	1	0.2%	4	0.12%	5	0.10%
Non-Collision	**27**	**16.5%**	**38**	**18.8%**	**81**	**13.4%**	**35**	**5.6%**	**94**	**2.9%**	**275**	**5.7%**
Overturn/Rollover	26	15.9%	29	14.4%	70	11.6%	26	4.1%	54	1.7%	205	4.3%
All Other Non-Collision	0	-	7	3.5%	9	1.5%	4	0.6%	34	1.1%	54	1.1%
Thrown or Falling Object	0	-	0	-	1	0.2%	0	-	3	0.1%	4	0.08%
Fell/Jumped from MV	1	0.6%	0	-	0	-	1	0.2%	0	-	2	0.04%
Immersion, Full or Partial	0	-	1	0.5%	0	-	0	-	0	-	1	0.02%
Cargo/Equipment Loss or Shift	0	-	0	-	0	-	0	-	0	-	0	-
Fire/Explosion	0	-	0	-	0	-	0	-	0	-	0	-
Jackknife	0	-	0	-	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	1	0.5%	1	0.2%	4	0.6%	3	0.09%	9	0.19%
Other	**0**	**0.0%**	**0**	**0.0%**	**3**	**0.5%**	**1**	**0.2%**	**3**	**0.1%**	**7**	**0.1%**
Missing FHE and Subanalysis Data	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
Total People	**164**	**100%**	**202**	**100%**	**603**	**100%**	**628**	**100%**	**3,213**	**100%**	**4,810**	**100%**

Table 25: Alcohol-involved Crashes by First Harmful Event[17] and Subanalysis, 2019 - 2023

First Harmful Event (FHE) and Subanalysis	Alcohol-involved Crashes					Percent of Annual Total				
	2019	2020	2021	2022	2023	2019	2020	2021	2022	2023
Collision with Animal	**11**	**3**	**10**	**8**	**7**	**0.5%**	**0.1%**	**0.5%**	**0.4%**	**0.3%**
Deer	4	0	3	3	2	0.18%	-	0.14%	0.13%	0.09%
Elk	2	0	2	2	2	0.09%	-	0.09%	0.09%	0.09%
Cattle/Cow	1	0	4	2	1	0.04%	-	0.19%	0.09%	0.04%
Horse	1	0	1	1	0	0.04%	-	0.05%	0.04%	-
Antelope	0	1	0	0	0	-	0.05%	-	-	-
Bear	0	0	0	0	0	-	-	-	-	-
Other Large Domestic Animal	0	0	0	0	0	-	-	-	-	-
Other Large Game Animal	0	0	0	0	0	-	-	-	-	-
Small Domestic Animal	0	1	0	0	0	-	0.05%	-	-	-
Small Game Animal	0	0	0	0	0	-	-	-	-	-
Other (Bird, Cougar, Sheep, Goat)	0	0	0	0	0	-	-	-	-	-
Missing Subanalysis Data	3	1	0	0	2	0.13%	0.05%	-	-	0.09%
Collision with Fixed Object	**675**	**697**	**675**	**734**	**841**	**30.2%**	**34.5%**	**31.4%**	**32.9%**	**37.1%**
Curb	0	54	97	92	129	-	2.7%	4.5%	4.1%	5.7%
Fence	92	81	86	96	100	4.1%	4.0%	4.0%	4.3%	4.4%
Guardrail, End or Face	55	62	57	58	72	2.5%	3.1%	2.7%	2.6%	3.2%
Other Fixed Object	66	58	65	56	66	3.0%	2.9%	3.0%	2.5%	2.9%
Utility Pole/Light Support	93	66	41	62	63	4.2%	3.3%	1.9%	2.8%	2.8%
Other Post, Pole or Support	14	34	41	65	60	0.6%	1.7%	1.9%	2.9%	2.6%
Traffic Barrier, Concrete	4	17	21	27	43	0.2%	0.8%	1.0%	1.2%	1.9%
Tree (standing)	39	53	45	49	42	1.7%	2.6%	2.1%	2.2%	1.9%
Wall or Building	8	17	22	29	39	0.4%	0.8%	1.0%	1.3%	1.7%
Ditch	29	23	30	22	34	1.3%	1.1%	1.4%	1.0%	1.5%
Traffic Sign Support	43	37	27	34	33	1.9%	1.8%	1.3%	1.5%	1.5%
Median	93	69	38	36	31	4.2%	3.4%	1.8%	1.6%	1.4%
Embankment	24	30	26	21	27	1.1%	1.5%	1.2%	0.9%	1.2%
Traffic Barrier, Cable	0	1	16	12	13	-	0.05%	0.7%	0.5%	0.6%
Bridge Pier, Support, Rail, or Overhead	14	12	9	12	12	0.6%	0.6%	0.4%	0.5%	0.5%
Culvert	6	6	6	9	5	0.3%	0.3%	0.3%	0.4%	0.2%
Other (incl. hydrant, box, cattle guard, plant)	75	70	47	51	62	3.4%	3.5%	2.2%	2.3%	2.7%
Missing Subanalysis Data	20	7	1	3	10	0.9%	0.3%	0.05%	0.1%	0.4%
Collision with Motor Vehicle	**1,041**	**863**	**1,035**	**1,023**	**1,019**	**46.5%**	**42.7%**	**48.1%**	**45.8%**	**44.9%**
MV in Transport	918	769	899	893	883	41.0%	38.1%	41.8%	40.0%	38.9%
Parked MV	82	90	136	114	118	3.7%	4.5%	6.3%	5.1%	5.2%
Missing Subanalysis Data	41	4	0	16	18	1.8%	0.2%	-	0.7%	0.8%
Collision with Other Non-Fixed Object	**77**	**62**	**51**	**51**	**65**	**3.4%**	**3.1%**	**2.4%**	**2.3%**	**2.9%**
Other Non-fixed Object	62	42	41	47	56	2.8%	2.1%	2%	2.1%	2.5%
Work Zone/Maintenance Equipment	2	6	6	1	6	0.1%	0.3%	0.3%	0.04%	0.3%
Struck by falling, shifting cargo	4	6	1	1	0	0.2%	0.3%	0.05%	0.04%	-
Railway Vehicle	3	1	0	0	0	0.1%	0.05%	-	-	-
Missing Subanalysis Data	6	7	3	2	3	0.3%	0.3%	0.1%	0.1%	0.1%
Collision with Person	**151**	**96**	**98**	**111**	**135**	**6.8%**	**4.8%**	**4.6%**	**5.0%**	**6.0%**
Pedestrian	137	87	91	106	115	6.1%	4.3%	4.2%	4.7%	5.1%
Pedalcycle	14	9	5	4	14	0.6%	0.4%	0.2%	0.2%	0.6%
Other Non-Motorist	0	0	2	1	4	-	-	0.09%	0.04%	0.18%
Missing Subanalysis Data	0	0	0	0	2	-	-	-	-	0.09%
Non-Collision	**278**	**259**	**222**	**203**	**195**	**12.4%**	**12.8%**	**10.3%**	**9.1%**	**8.6%**
Overturn/Rollover	227	201	170	143	142	10.1%	10.0%	7.9%	6.4%	6.3%
All Other Non-Collision	34	46	43	55	43	1.5%	2.3%	2.0%	2.5%	1.9%
Thrown or Falling Object	0	1	0	0	3	-	0.05%	-	-	0.13%
Fell/Jumped from MV	4	1	3	2	1	0.18%	0.05%	0.14%	0.09%	0.04%
Immersion, Full or Partial	3	3	1	1	1	0.13%	0.15%	0.05%	0.04%	0.04%
Fire/Explosion	1	0	0	1	0	0.04%	-	-	0.04%	-
Cargo/Equipment Loss or Shift	0	0	0	0	0	-	-	-	-	-
Jackknife	0	2	0	0	0	-	0.10%	-	-	-
Missing Subanalysis Data	9	5	5	1	5	0.40%	0.25%	0.23%	0.04%	0.22%
Other	**0**	**26**	**55**	**99**	**6**	**-**	**1.3%**	**2.6%**	**4.4%**	**0.3%**
Missing FHE and Subanalysis Data	**4**	**14**	**4**	**4**	**0**	**0.2%**	**0.7%**	**0.2%**	**0.2%**	**0.0%**
Total Alcohol-involved Crashes	**2,237**	**2,020**	**2,150**	**2,233**	**2,268**	**100%**	**100%**	**100%**	**100%**	**100%**

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[17] 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.

Table 26: Alcohol-involved Crashes
by First Harmful Event Relative Direction of Travel[18] and Crash Severity, 2023

First Harmful Event Relative Direction of Travel	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
From Same Direction	44	45.4%	230	42.8%	273	52.5%	547	47.4%
Intersecting Path (T-bone)	31	32.0%	169	31.5%	108	20.8%	308	26.7%
From Opposite Direction	22	22.7%	93	17.3%	80	15.4%	195	16.9%
Missing Data	0	0.0%	45	8.4%	59	11.3%	104	9.0%
Total Crashes	**97**	**100%**	**537**	**100%**	**520**	**100%**	**1,154**	**100%**

- Alcohol-involved crashes were more likely to be fatal when the manner of impact was a head-on collision (a front-to-front impact), which accounted for 30.9 percent of alcohol-involved fatal crashes, but only account for 11.6 percent of all alcohol-involved crashes (Table 27)

Table 27: Alcohol-involved Crashes
by First Harmful Event Manner of Impact[18] and Crash Severity, 2023

First Harmful Event Manner of Impact	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Front-to-Rear	25	25.8%	184	34.3%	187	36.0%	396	34.3%
Front-to-Side	27	27.8%	180	33.5%	140	26.9%	347	30.1%
Front-to-Front	30	30.9%	61	11.4%	43	8.3%	134	11.6%
Sideswipe	2	2.1%	45	8.4%	78	15.0%	125	10.8%
Other	9	9.3%	15	2.8%	4	0.8%	28	2.4%
Unknown	4	4.1%	5	0.9%	3	0.6%	12	1.0%
Rear-to-Side	0	0.0%	2	0.4%	4	0.8%	6	0.52%
Rear-to-Rear	0	0.0%	1	0.2%	4	0.8%	5	0.43%
Missing Data	0	0.0%	44	8.2%	57	11.0%	101	8.8%
Total Crashes	**97**	**100%**	**537**	**100%**	**520**	**100%**	**1,154**	**100%**

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[18] Data on this element are only collected in crashes involving "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.

Vehicles

- Most alcohol-involved crashes involved one vehicle (47.5 percent), followed by those with two vehicles (45.0 percent). (Table 28)

Table 28: Alcohol-involved Crashes by Number of Vehicles Involved[19]
and Crash Severity, 2023

Number of Vehicles Involved	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	52	34.9%	412	42.4%	613	53.4%	1,077	47.5%
2	81	54.4%	465	47.9%	475	41.4%	1,021	45.0%
3	10	6.7%	69	7.1%	55	4.8%	134	5.9%
4+	6	4.0%	25	2.6%	5	0.4%	36	1.6%
Total Crashes	149	100%	971	100%	1,148	100%	2,268	100%

Table 29: People in Alcohol-involved Crashes
by Number of Vehicles Involved[19] and Severity of Injury, 2023

Severity of Injury to People in Alcohol-involved Crashes												
Number of Vehicles Involved	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	56	34.1%	76	37.6%	306	50.7%	136	21.7%	809	25.2%	1,383	28.8%
2	90	54.9%	95	47.0%	228	37.8%	397	63.2%	1,890	58.8%	2,700	56.1%
3	11	6.7%	19	9.4%	43	7.1%	63	10.0%	387	12.0%	523	10.9%
4+	7	4.3%	12	5.9%	26	4.3%	32	5.1%	127	4.0%	204	4.2%
Total	164	100%	202	100%	603	100%	628	100%	3,213	100%	4,810	100%

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

Table 30: Alcohol-involved Drivers in Crashes by Vehicle Type[19] and Crash Severity, 2023

Vehicle Type	Alcohol-involved Drivers in Fatal Crashes		Alcohol-involved Drivers in Injury Crashes		Alcohol-involved Drivers in Property Damage Only Crashes		Total Alcohol-involved Drivers in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger Cars	28	17.7%	516	52.1%	708	61.1%	1,252	54.3%
Pickups	26	16.5%	204	20.6%	247	21.3%	477	20.7%
Vans/SUVs/4WDs	31	19.6%	142	14.3%	181	15.6%	354	15.3%
Pedestrians, All	53	33.5%	56	5.7%	1	0.1%	110	4.8%
Motorcycles/Mopeds	14	8.9%	41	4.1%	5	0.4%	60	2.6%
ATVs	0	0.0%	17	1.7%	1	0.1%	18	0.8%
Semis/Heavy Trucks	0	0.0%	4	0.4%	13	1.1%	17	0.7%
Pedalcycles	5	3.2%	7	0.7%	0	0.0%	12	0.5%
Buses	1	0.6%	0	0.0%	0	0.0%	1	0.0%
Other Vehicles	0	0.0%	0	0.0%	1	0.1%	1	0.0%
Missing Data	0	0.0%	4	0.4%	1	0.1%	5	0.2%
Total	**158**	**100%**	**991**	**100%**	**1,158**	**100%**	**2,307**	**100%**

- Alcohol-involved pedestrians accounted for 4.8 percent of alcohol-involved drivers (motorized and non-motorized vehicles) in crashes but were 39.6 percent of all alcohol-involved drivers killed in crashes. (Table 31)

Table 31: Alcohol-involved Drivers in Crashes by Vehicle Type[19] and Severity of Injury, 2023

Vehicle Type	Severity of Injury to Alcohol-involved Drivers in Crashes											
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Alcohol-involved Drivers	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger Cars	21	15.7%	37	36.6%	206	50.4%	112	51.6%	876	60.6%	1,252	54.3%
Pickups	20	14.9%	17	16.8%	78	19.1%	48	22.1%	314	21.7%	477	20.7%
Vans/SUVs/4WDs	22	16.4%	13	12.9%	56	13.7%	40	18.4%	223	15.4%	354	15.3%
Pedestrians, All	53	39.6%	17	16.8%	25	6.1%	12	5.5%	3	0.2%	110	4.8%
Motorcycles/Mopeds	13	9.7%	10	9.9%	29	7.1%	3	1.4%	5	0.3%	60	2.6%
ATVs	0	0.0%	7	6.9%	7	1.7%	0	0.0%	4	0.3%	18	0.8%
Semis/Heavy Trucks	0	0.0%	0	0.0%	1	0.2%	0	0.0%	16	1.1%	17	0.7%
Pedalcycles	5	3.7%	0	0.0%	6	1.5%	1	0.5%	0	0.0%	12	0.5%
Buses	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.1%	1	0.0%
Other Vehicles	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.1%	1	0.0%
Missing Data	0	0.0%	0	0.0%	1	0.2%	1	0.5%	3	0.2%	5	0.2%
Total	**134**	**100%**	**101**	**100%**	**409**	**100%**	**217**	**100%**	**1,446**	**100%**	**2,307**	**100%**

Demographics

Age and Sex

- The number of people in alcohol-involved crashes ages 15-19 and 35-39 rose to their highest level in five years. (Table 32)
- There were 1.8 males in alcohol-involved crashes for every female. (Table 33)
- For every female killed in an alcohol-involved crash, there were 3.4 males killed. (Table 34)
- People aged 20 to 29 made up 28.3 percent of all those involved in alcohol-involved crashes. (Table 33, Table 35)
- Out of all people in alcohol-involved crashes, 3.4 percent were killed (164 out of 4,810).
- People 40 and older were more likely to be killed in alcohol-involved crashes than those under 40. (Table 35)

Table 32: People in Alcohol-involved Crashes[20] by Age, 2019 - 2023

Age Group	People in Alcohol-involved Crashes					Percent Change 2019 - 2023
	2019	2020	2021	2022	2023	
1-4	97	70	90	113	84	**-13.4%**
5-9	108	71	94	100	84	**-22.2%**
10-14	86	78	51	85	79	**-8.1%**
15-19	414	389	387	424	454	**9.7%**
20-24	793	693	713	716	762	**-3.9%**
25-29	651	564	667	616	601	**-7.7%**
30-34	515	482	554	561	546	**6.0%**
35-39	399	371	411	413	428	**7.3%**
40-44	315	295	295	342	334	**6.0%**
45-49	297	195	242	261	236	**-20.5%**
50-54	235	208	206	215	208	**-11.5%**
55-59	207	172	193	209	187	**-9.7%**
60-64	173	125	146	162	169	**-2.3%**
65-69	120	69	105	103	104	**-13.3%**
70-74	67	36	59	59	62	**-7.5%**
75 +	75	29	47	66	51	**-32.0%**
Missing Data	397	360	460	393	421	**6.0%**
Total People	**4,949**	**4,207**	**4,720**	**4,838**	**4,810**	**-2.8%**

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[20] Darker shading indicates higher numbers.

Table 33: People in Alcohol-involved Crashes by Age and Sex, 2023

| Age Group | People in Alcohol-involved Crashes | | | | | | | | Ratio of Males to Females |
| | Males | | Females | | Missing Data | | Total | | |
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	38	1.3%	44	2.7%	2	0.6%	84	1.7%	0.9
5-9	35	1.2%	49	3.1%	0	0.0%	84	1.7%	0.7
10-14	36	1.3%	43	2.7%	0	0.0%	79	1.6%	0.8
15-19	261	9.1%	190	11.8%	3	0.9%	454	9.4%	1.4
20-24	490	17.2%	268	16.7%	4	1.1%	762	15.8%	1.8
25-29	407	14.3%	192	12.0%	2	0.6%	601	12.5%	2.1
30-34	347	12.2%	197	12.3%	2	0.6%	546	11.4%	1.8
35-39	283	9.9%	145	9.0%	0	0.0%	428	8.9%	2.0
40-44	234	8.2%	99	6.2%	1	0.3%	334	6.9%	2.4
45-49	159	5.6%	76	4.7%	1	0.3%	236	4.9%	2.1
50-54	136	4.8%	72	4.5%	0	0.0%	208	4.3%	1.9
55-59	126	4.4%	61	3.8%	0	0.0%	187	3.9%	2.1
60-64	113	4.0%	56	3.5%	0	0.0%	169	3.5%	2.0
65-69	65	2.3%	39	2.4%	0	0.0%	104	2.2%	1.7
70-74	40	1.4%	22	1.4%	0	0.0%	62	1.3%	1.8
75 +	35	1.2%	16	1.0%	0	0.0%	51	1.1%	2.2
Missing Data	50	1.8%	36	2.2%	335	95.7%	421	8.8%	1.4
Total	**2,855**	**100%**	**1,605**	**100%**	**350**	**100%**	**4,810**	**100%**	**1.8**

Figure 9: People in Alcohol-involved Crashes by Age and Sex, 2023
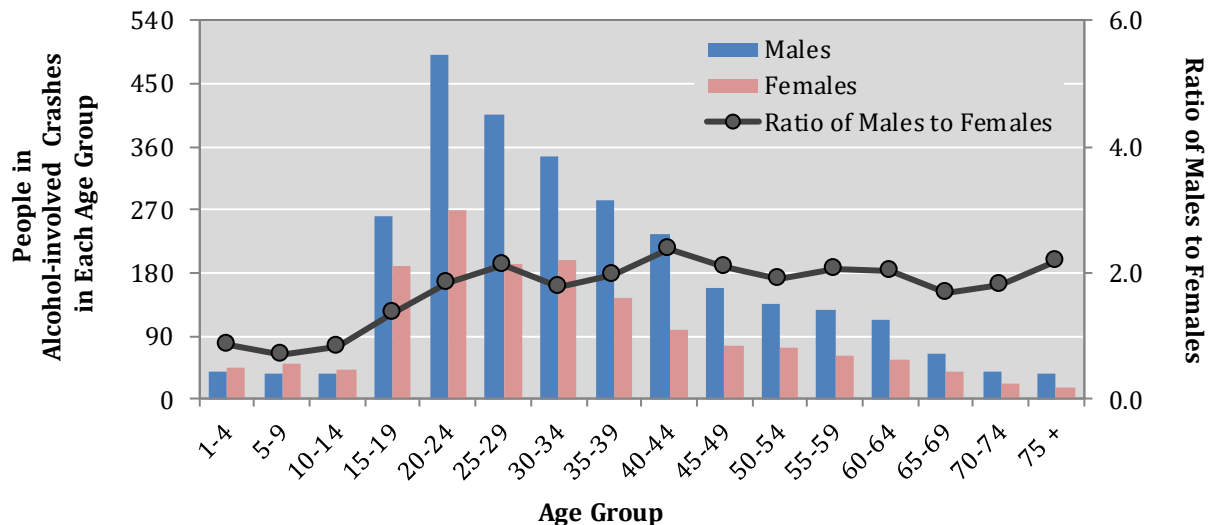
Table 34: Fatalities in Alcohol-involved Crashes by Age and Sex[21], 2023

| Age Group | Fatalities in Alcohol-involved Crashes | | | | | | | | Ratio of Males to Females |
| | Males | | Females | | Missing Data | | Total | | |
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
5-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
10-14	2	1.6%	0	0.0%	0	0.0%	2	1.2%	-
15-19	8	6.3%	3	8.1%	0	0.0%	11	6.7%	2.7
20-24	20	15.7%	2	5.4%	0	0.0%	22	13.4%	10.0
25-29	15	11.8%	4	10.8%	0	0.0%	19	11.6%	3.8
30-34	12	9.4%	9	24.3%	0	0.0%	21	12.8%	1.3
35-39	9	7.1%	2	5.4%	0	0.0%	11	6.7%	4.5
40-44	15	11.8%	5	13.5%	0	0.0%	20	12.2%	3.0
45-49	12	9.4%	3	8.1%	0	0.0%	15	9.1%	4.0
50-54	10	7.9%	2	5.4%	0	0.0%	12	7.3%	5.0
55-59	7	5.5%	1	2.7%	0	0.0%	8	4.9%	7.0
60-64	6	4.7%	2	5.4%	0	0.0%	8	4.9%	3.0
65-69	5	3.9%	3	8.1%	0	0.0%	8	4.9%	1.7
70-74	4	3.1%	0	0.0%	0	0.0%	4	2.4%	-
75+	2	1.6%	1	2.7%	0	0.0%	3	1.8%	2.0
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	127	100%	37	100%	0	0%	164	100%	3.4

Figure 10: Fatalities in Alcohol-involved Crashes by Age and Sex, 2023

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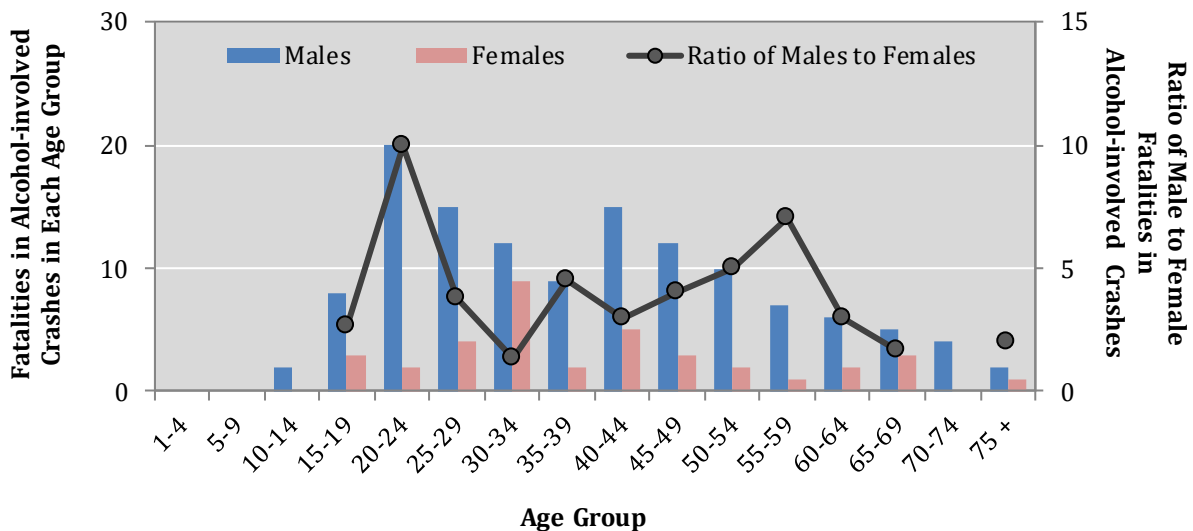
[21] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.

Table 35: People in Alcohol-involved Crashes by Age and Severity of Injury, 2023 [22]

| Age Group | People in Alcohol-involved Crashes | | | | | | | |
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total People	Percent Killed
1-4	0	3	6	10	65	84	**1.7%**	**0.0%**
5-9	0	4	3	11	66	84	**1.7%**	**0.0%**
10-14	2	7	5	16	49	79	**1.6%**	**2.5%**
15-19	11	15	56	81	291	454	**9.4%**	**2.4%**
20-24	22	33	127	77	503	762	**15.8%**	**2.9%**
25-29	19	27	94	72	389	601	**12.5%**	**3.2%**
30-34	21	21	88	61	355	546	**11.4%**	**3.8%**
35-39	11	21	56	69	271	428	**8.9%**	**2.6%**
40-44	20	11	51	42	210	334	**6.9%**	**6.0%**
45-49	15	8	25	37	151	236	**4.9%**	**6.4%**
50-54	12	15	26	36	119	208	**4.3%**	**5.8%**
55-59	8	10	17	35	117	187	**3.9%**	**4.3%**
60-64	8	9	16	36	100	169	**3.5%**	**4.7%**
65-69	8	5	11	13	67	104	**2.2%**	**7.7%**
70-74	4	4	6	11	37	62	**1.3%**	**6.5%**
75 +	3	5	7	6	30	51	**1.1%**	**5.9%**
Missing Data	0	4	9	15	393	421	**8.8%**	**0.0%**
Total	**164**	**202**	**603**	**628**	**3,213**	**4,810**	**100%**	**3.4%**

Figure 11: Percentage of People in Alcohol-involved Crashes by Age Group, 2023

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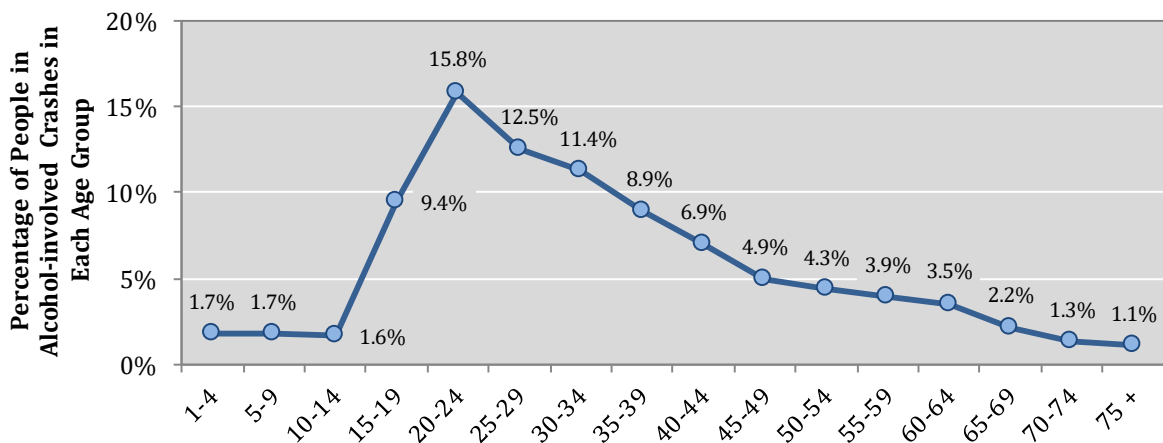
[22] The term "percent killed" is the number of fatalities in a given age group out of the total number of people in alcohol-involved crashes in the same age group. Darker shading indicates higher percentages.

Teens (15-19)

- 11 teens were killed and 152 injured in alcohol-involved crashes. (Table 36)
- The number of alcohol-involved teen drivers[23] in crashes increased to 164, the highest number in the last 10 years. (Table 37, Figure 12)
- In the past four years, the rate of alcohol-involved teen drivers in crashes has been higher than in the previous six years. In 2023, it reached 2.9 per 1,000 licensed teen drivers, the highest rate in a decade. (Table 37)
- An increase in alcohol-involved teen drivers in crashes in recent years is occurring among both male and female teen drivers. The number in 2019 through 2023 was noticably higher compared to 2015 through 2018. (Table 38, Figure 13)
- The peak hours of alcohol-involved teen drivers in crashes were from 9 p.m. through 4 a.m. (Table 39)

Table 36: Teens (15-19) in Alcohol-involved Crashes by Severity of Injury, 2023

Severity of Injury	Injury Class	Teens (15-19) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	11	2.4%
Suspected Serious Injuries	A	15	3.3%
Suspected Minor Injuries	B	56	12.3%
Possible Injuries	C	81	17.8%
No Apparent Injuries	O	291	64.1%
Total		**454**	**100.0%**

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[23] "Alcohol-involved teen drivers" are teen motor vehicle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash. Does not include drivers for 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 pedalcycle operator.

Table 37: Alcohol-involved Teen Drivers[23] (15-19) in Crashes by Crash Severity, 2014 - 2023

Year	Alcohol-involved Teen Drivers (15-19) of Motor Vehicles in Crashes				NM Licensed Teen Drivers 15-19	Alcohol-involved Teen Drivers in Crashes per 1,000 Licensed Teen Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Teen Drivers in Crashes		
2014	6	54	64	124	57,678	2.1
2015	3	41	50	94	56,946	1.7
2016	9	54	52	115	56,894	2.0
2017	7	30	47	84	56,054	1.5
2018	1	41	55	97	55,889	1.7
2019	7	56	58	121	56,017	2.2
2020	10	59	71	140	52,799	2.7
2021	5	43	84	132	51,330	2.6
2022	6	48	80	134	54,027	2.5
2023	6	76	82	164	56,479	2.9

Figure 12: Alcohol-involved Teen Drivers[23] (15-19) in Crashes, 2014 - 2023
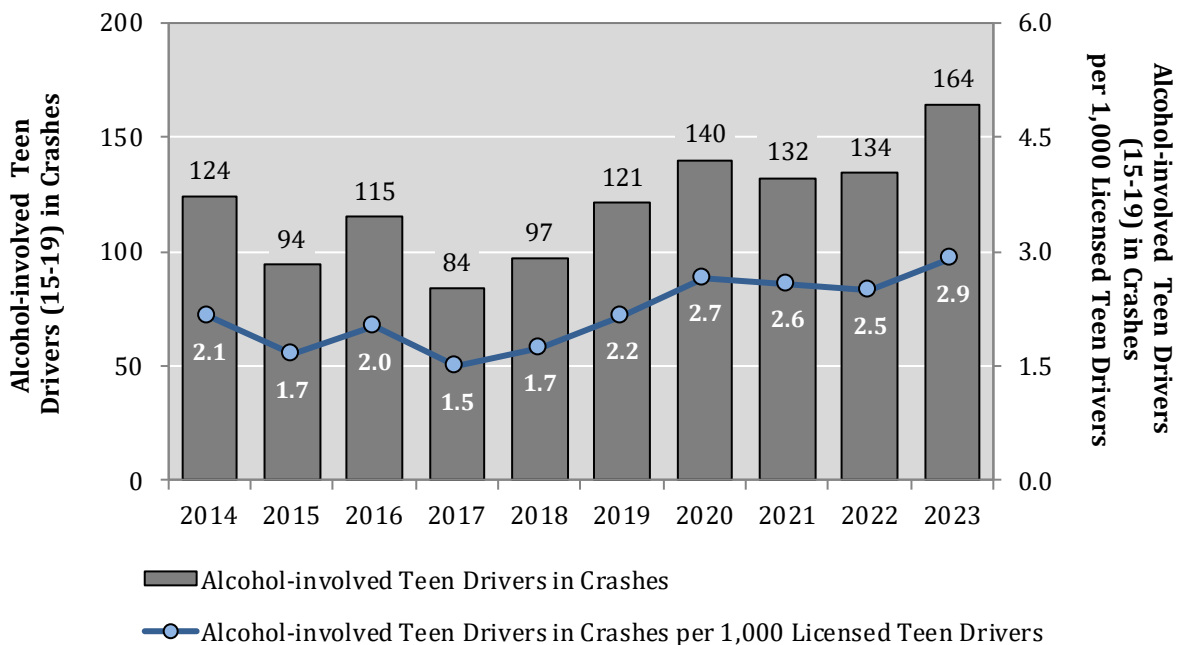
Demographics – Teens (15-19)

Table 38: Alcohol-involved Teen Drivers[23] (15-19) in Crashes by Sex, 2014 - 2023

Year	Alcohol-involved Teen Drivers (15-19) of Motor Vehicles in Crashes			Ratio of Males to Females
	Males	**Females**	**Total**	
2014	87	37	124	2.35
2015	79	15	94	5.27
2016	82	33	115	2.48
2017	60	24	84	2.50
2018	72	25	97	2.88
2019	87	34	121	2.56
2020	106	34	140	3.12
2021	92	40	132	2.30
2022	94	40	134	2.35
2023	118	46	164	2.57

Figure 13: Alcohol-involved Teen Drivers[23] (15-19) in Crashes by Sex, 2014 - 2023
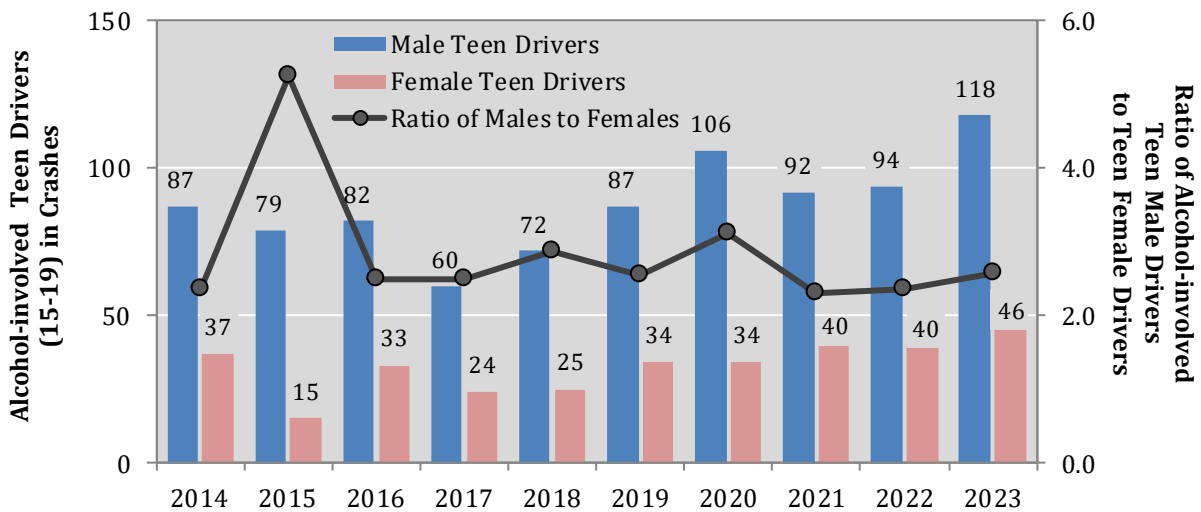
Table 39: Alcohol-involved Teen Drivers[23] (15-19) in Crashes by Hour[24], 2023

Hour	Alcohol-involved Teen Motor Vehicle Drivers (15-19) in Crashes	
	Count	Percent
12 a.m.	26	15.9%
1 a.m.	14	8.5%
2 a.m.	16	9.8%
3 a.m.	11	6.7%
4 a.m.	7	4.3%
5 a.m.	6	3.7%
6 a.m.	4	2.4%
7 a.m.	3	1.8%
8 a.m.	2	1.2%
9 a.m.	1	0.6%
10 a.m.	1	0.6%
11 a.m.	1	0.6%
12 p.m.	2	1.2%
1 p.m.	0	0.0%
2 p.m.	2	1.2%
3 p.m.	3	1.8%
4 p.m.	5	3.0%
5 p.m.	4	2.4%
6 p.m.	6	3.7%
7 p.m.	2	1.2%
8 p.m.	7	4.3%
9 p.m.	15	9.1%
10 p.m.	14	8.5%
11 p.m.	12	7.3%
Missing Data	0	0.0%
Total	**164**	**100.0%**

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

Young Adults (20-24)

- 22 young adults were killed and 237 injured in alcohol-involved crashes. (Table 40)
- The number of alcohol-involved young adult drivers[25] in crashes rose to 407, the highest number in a decade. (Table 41)
- Females make up a growing share of alcohol-involved young adult drivers, with numbers from 2019 to 2023 significantly higher than from 2014 to 2018. (Table 42, Figure 15)
- The peak hours of alcohol-involved young adult drivers in crasheswere from 5 p.m. to 3 a.m. (Table 43)

Table 40: Young Adults (20-24) in Alcohol-involved Crashes by Severity of Injury, 2023

Severity of Injury	Injury Class	Young Adults (20-24) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	22	2.9%
Suspected Serious Injuries	A	33	4.3%
Suspected Minor Injuries	B	127	16.7%
Possible Injuries	C	77	10.1%
No Apparent Injuries	O	503	66.0%
Total		**762**	**100.0%**

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[25] "Alcohol-involved young adult drivers" are young adult motor vehicle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash. Does not include drivers for 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 pedalcycle operator.

Table 41: Alcohol-involved Young Adult Drivers[25] (20-24) in Crashes by Severity, 2014 - 2023

Year	Alcohol-involved Young Adult Drivers (20-24) of Motor Vehicles in Crashes				Licensed Young Adult Drivers (20-24)	Alcohol-involved Young Adult Drivers (20-24) in Crashes per 1,000 Licensed Young Adult Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Young Adult Drivers in Crashes		
2014	21	163	194	378	116,542	3.2
2015	14	144	202	360	116,661	3.1
2016	14	130	181	325	115,853	2.8
2017	17	147	205	369	112,381	3.3
2018	14	158	209	381	109,190	3.5
2019	20	168	216	404	108,788	3.7
2020	19	165	201	385	109,845	3.5
2021	17	166	191	374	110,052	3.4
2022	24	163	204	391	113,485	3.4
2023	16	170	221	407	117,855	3.5

Figure 14: Alcohol-involved Young Adult Drivers[25] (20-24) in Crashes, 2014 - 2023
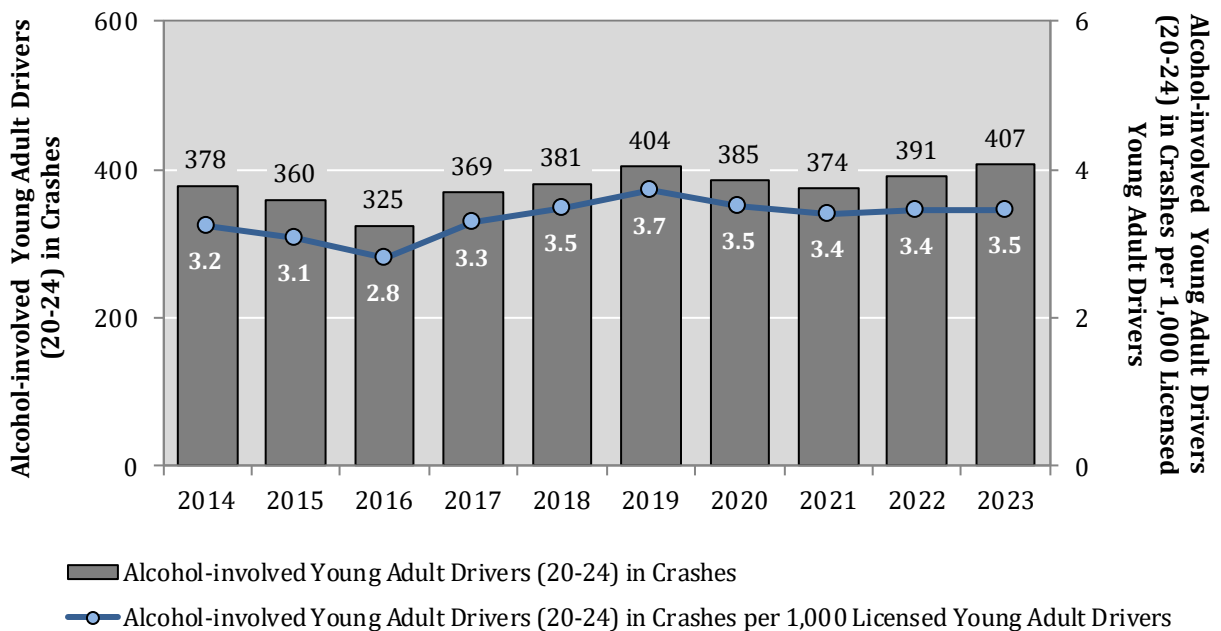
Demographics – Young Adults (20-24)

Table 42: Alcohol-involved Young Adult Drivers[25] (20-24) in Crashes by Sex, 2014 - 2023

Year	Alcohol-involved Young Adult Drivers (20-24) of Motor Vehicles in Crashes			Ratio of Males to Females
	Males	Females	Total	
2014	275	103	378	2.67
2015	262	98	360	2.67
2016	237	88	325	2.69
2017	271	98	369	2.77
2018	274	107	381	2.56
2019	278	126	404	2.21
2020	268	117	385	2.29
2021	249	125	374	1.99
2022	267	124	391	2.15
2023	288	119	407	2.42

Figure 15: Alcohol-involved Young Adult Drivers[25] (20-24) in Crashes by Sex, 2014 - 2023

Table 43: Alcohol-involved Young Adult Drivers[25] (20-24) by Hour[26], 2023

Hour	Alcohol-involved Young Adult Motor Vehicle Drivers (20-24) in Crashes	
	Count	Percent
Midnight	30	7.4%
1 a.m.	45	11.1%
2 a.m.	42	10.3%
3 a.m.	27	6.6%
4 a.m.	11	2.7%
5 a.m.	7	1.7%
6 a.m.	7	1.7%
7 a.m.	5	1.2%
8 a.m.	2	0.5%
9 a.m.	2	0.5%
10 a.m.	4	1.0%
11 a.m.	1	0.2%
Noon	1	0.2%
1 p.m.	3	0.7%
2 p.m.	4	1.0%
3 p.m.	9	2.2%
4 p.m.	14	3.4%
5 p.m.	18	4.4%
6 p.m.	20	4.9%
7 p.m.	35	8.6%
8 p.m.	19	4.7%
9 p.m.	29	7.1%
10 p.m.	39	9.6%
11 p.m.	33	8.1%
Missing Data	0	0.0%
Total	**407**	**100.0%**

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

Demographics – Motorcyclists

Motorcyclists

- Motorcycle-involved crashes accounted for 2.9 percent of all alcohol-involved crashes. (Table 44)
- Of the 66 alcohol-involved motorcycle crashes, 22.7 percent (15) were fatal crashes, and 68.2 percent (45) were injury crashes. (Table 45)

Table 44: Alcohol-involved Motorcycle Crashes[27], 2023

Motorcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Motorcycle Involved	66	2.9%
Motorcycle Not Involved	2,202	97.1%
Total Alcohol-involved Crashes	**2,268**	**100.0%**

Table 45: Alcohol-involved Motorcycle Crashes[27] by Crash Severity, 2023

Crash Severity	Alcohol-involved Motorcycle Crashes	
	Count	Percent
Fatal Crashes	15	22.7%
Injury Crashes	45	68.2%
Property Damage Only Crashes	6	9.1%
Total Motorcycle-involved Crashes	**66**	**100.0%**

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

Table 46: Alcohol-involved Motorcycle Crashes[27], 2014 - 2023

| Year | Motorcycle-involved Crashes | | |
	Alcohol-involved	Total	Percent Alcohol-involved
2014	91	984	**9.2%**
2015	70	992	**7.1%**
2016	64	1,057	**6.1%**
2017	78	1,082	**7.2%**
2018	59	986	**6.0%**
2019	64	1,001	**6.4%**
2020	64	880	**7.3%**
2021	59	936	**6.3%**
2022	59	933	**6.3%**
2023	66	979	**6.7%**

- Alcohol-involved motorcycle crashes reached their highest level in five years in Curry, Eddy, Sandoval, Santa Fe, and Valencia counties. (Table 47)

Table 47: Top-Ranking Counties for Alcohol-involved Motorcycle Crashes, 2019 - 2023 [27] [28] [29]

| 2023 Rank | County | Alcohol-involved Motorcycle Crashes | | | | | 2023 Population | Alcohol-involved Motorcycle Crashes per 100,000 County Residents |
		2019	2020	2021	2022	2023		
1	Bernalillo	20	18	19	16	14	671,586	**2.1**
2	Sandoval	4	3	3	6	7	155,936	**4.5**
2	Santa Fe	6	4	3	4	7	155,956	**4.5**
4	Eddy	2	3	2	1	6	60,275	**10.0**
5	Doña Ana	10	7	1	5	4	225,210	**1.8**
5	San Juan	5	4	5	3	4	120,675	**3.3**
7	Grant	0	2	0	3	3	27,472	**10.9**
7	Valencia	1	2	0	2	3	79,141	**3.8**
7	Curry	0	0	1	1	3	47,222	**6.4**
7	Chaves	2	6	4	0	3	63,561	**4.7**
All Other Counties		14	15	21	18	12	507,337	**2.4**
Statewide Total		**64**	**64**	**59**	**59**	**66**	**2,114,371**	**3.1**

[28] Counties share the same rank if they have the same number of crashes in 2023.
[29] "All Other Counties" are counties with fewer than three alcohol-involved motorcycle crashes in 2023.

Demographics – Motorcyclists

Table 48: Alcohol-involved Motorcycle Driver[31] Crash Rates, 2019 - 2023 [30]

Year	Alcohol-involved Motorcycle Drivers/Vehicles in Crashes	New Mexico Registered Motorcycles	New Mexico Licensed Motorcycle Drivers	Alcohol-involved Motorcycle Driver Rates	
				Rate per 10,000 Registered Motorcycles	Rate per 10,000 Licensed Motorcycle Drivers
2019	56	60,466	118,764	9.3	4.7
2020	51	54,946	118,987	9.3	4.3
2021	48	56,494	119,288	8.5	4.0
2022	51	56,881	120,426	9.0	4.2
2023	60	-	121,403	-	4.9

- The rate of alcohol-involved motorcycle drivers in crashes was 4.9 per 10,000 licensed motorcycle drivers, the highest in five years. (Table 48)
- Drivers ages 20-29 make up 36.7 percent of all alcohol-involved motorcycle drivers in crashes. (Table 49)
- Alcohol-involved motorcycle drivers in crashes are almost always male. (Table 49)

Figure 16: Percentage of Alcohol-involved Motorcycle Drivers[31] in Crashes by Age Group, 2023

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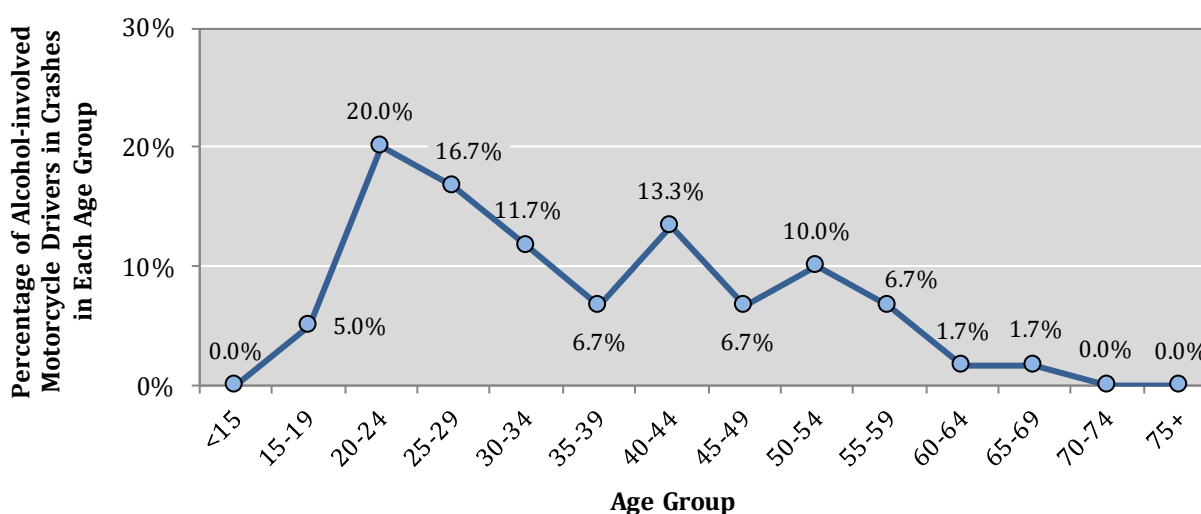
[30] A dash is used when the number of registered motorcycles in NM is not available at time of publication.

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

Table 49: Alcohol-involved Motorcycle Drivers[31] in Crashes by Age and Sex, 2023 [32]

Age Group	Alcohol-involved Motorcycle Drivers in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	3	5.0%	0	0.0%	0	0.0%	3	5.0%	-
20-24	12	20.0%	0	0.0%	0	0.0%	12	20.0%	-
25-29	10	16.7%	0	0.0%	0	0.0%	10	16.7%	-
30-34	7	11.7%	0	0.0%	0	0.0%	7	11.7%	-
35-39	4	6.7%	0	0.0%	0	0.0%	4	6.7%	-
40-44	8	13.3%	0	0.0%	0	0.0%	8	13.3%	-
45-49	4	6.7%	0	0.0%	0	0.0%	4	6.7%	-
50-54	6	10.0%	0	0.0%	0	0.0%	6	10.0%	-
55-59	4	6.7%	0	0.0%	0	0.0%	4	6.7%	-
60-64	1	1.7%	0	0.0%	0	0.0%	1	1.7%	-
65-69	1	1.7%	0	0.0%	0	0.0%	1	1.7%	-
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
75 +	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	**60**	**100%**	**0**	**0%**	**0**	**0%**	**60**	**100%**	**-**

Figure 17: Alcohol-involved Motorcycle Drivers[31] in Crashes by Age and Sex, 2023

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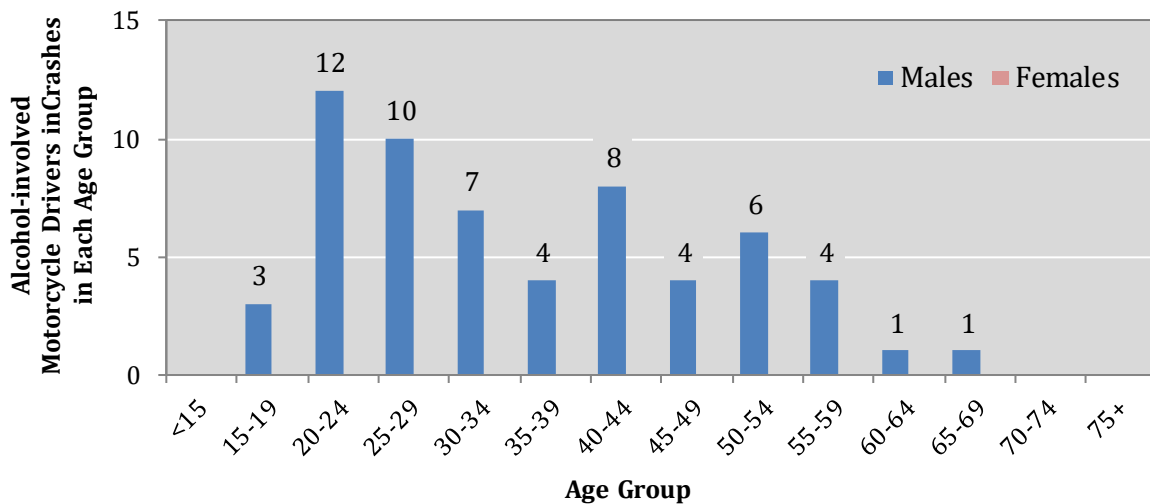
[32] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.

Pedestrians

- Pedestrian-involved crashes accounted for 5.3 percent of all alcohol-involved crashes. (Table 50)
- Of the 120 alcohol-involved pedestrian crashes, 45.8 percent (55) were fatal crashes, and 53.3 percent (64) were injury crashes. (Table 51)
- New crash data dashboards: NMDOT and UNM-GPS have launched map-based query tools for easier access to pedestrian and pedalcyclist crash data. These tools allow users to zoom in on areas and analyze non-motorist crash statistics, supporting safety analysis and planning for neighborhoods and communities. Explore the dashboard at https://gps.unm.edu/tru/reports/crash-dashboards/.

Table 50: Alcohol-involved Pedestrian Crashes[33], 2023

Pedestrian Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedestrian Involved	120	5.3%
Pedestrian Not Involved	2,148	94.7%
Total Alcohol-involved Crashes	**2,268**	**100.0%**

Table 51: Alcohol-involved Pedestrian[33] Crashes by Crash Severity, 2023

Crash Severity	Alcohol-involved Pedestrian Crashes	
	Count	Percent
Fatal Crashes	55	45.8%
Injury Crashes	64	53.3%
Property Damage Only Crashes	1	0.8%
Total Alcohol-involved Pedestrian Crashes	**120**	**100.0%**

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

Table 52: Alcohol-involved Pedestrian Crashes[34], 2014 - 2023

Year	Pedestrian-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2014	141	558	**25.3%**
2015	130	604	**21.5%**
2016	136	586	**23.2%**
2017	137	600	**22.8%**
2018	120	625	**19.2%**
2019	137	638	**21.5%**
2020	88	481	**18.3%**
2021	93	547	**17.0%**
2022	107	612	**17.5%**
2023	120	642	**18.7%**

- Alcohol was a contributing factor in 18.7 percent of all pedestrian crashes, one of the lowest percentages in a decade. (Table 52, Figure 18)
- Among counties with the most alcohol-involved pedestrian crashes, McKinley county had the highest rate, at 21.8 per 100,000 county residents. (Table 53)

Figure 18: Alcohol-involved Pedestrian Crashes[34], 2014 - 2023
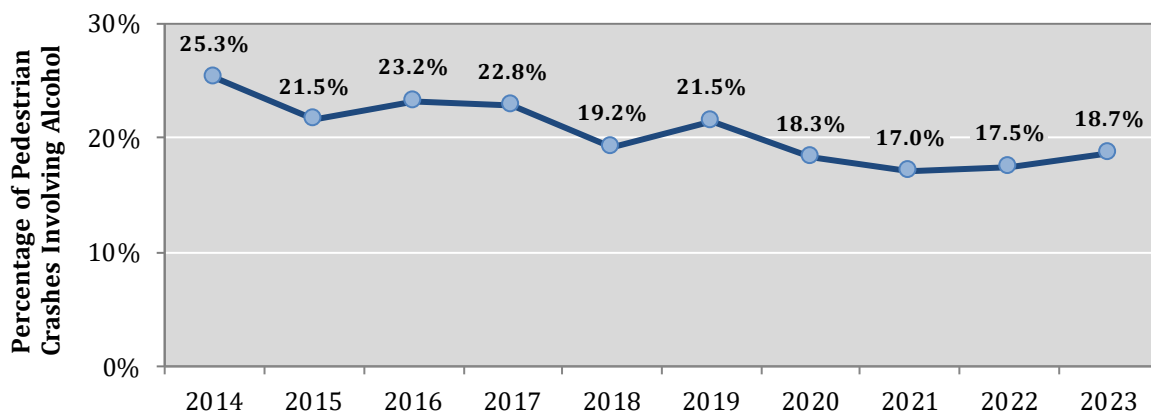
34 An alcohol-involved pedestrian crash is a crash involving one or more pedestrians in which any motor vehicle driver or pedestrian in the crash was alcohol-involved.

Demographics – Pedestrians

Table 53: Ranking and Rates of Alcohol-involved Pedestrian Crashes[34] [35] [36] by County, 2019 - 2023

2023 Rank	County	Alcohol-involved Pedestrian Crashes					2023 Population	Alcohol-involved Pedestrian Crashes per 100,000 County Residents
		2019	2020	2021	2022	2023		
1	Bernalillo	71	33	35	32	54	671,586	**8.0**
2	San Juan	21	12	13	16	17	120,675	**14.1**
3	McKinley	16	10	15	22	15	68,797	**21.8**
4	Sandoval	1	2	3	2	6	155,936	3.8
4	Santa Fe	5	7	7	9	6	155,956	3.8
6	Doña Ana	5	6	3	7	4	225,210	1.8
7	Cibola	2	0	1	1	3	26,780	**11.2**
7	Rio Arriba	3	2	0	2	3	39,876	**7.5**
9	Chaves	0	3	2	0	2	63,561	3.1
9	Eddy	2	2	0	2	2	60,275	3.3
9	Otero	1	1	2	1	2	68,835	2.9
9	Socorro	0	2	1	0	2	15,963	**12.5**
13	San Miguel	1	0	1	2	1	26,668	3.7
13	Sierra	0	0	0	0	1	11,488	**8.7**
13	Taos	1	0	1	3	1	34,405	2.9
13	Valencia	1	3	0	2	1	79,141	1.3
17	Catron	0	0	0	0	0	3,825	-
17	Colfax	1	0	1	0	0	12,255	-
17	Curry	2	1	0	0	0	47,222	-
17	De Baca	0	0	0	0	0	1,657	-
17	Grant	0	0	0	0	0	27,472	-
17	Guadalupe	0	1	0	0	0	4,292	-
17	Harding	0	0	0	0	0	624	-
17	Hidalgo	0	0	0	1	0	3,965	-
17	Lea	3	0	3	2	0	72,101	-
17	Lincoln	0	0	1	1	0	20,029	-
17	Los Alamos	0	0	0	0	0	19,444	-
17	Luna	1	0	4	0	0	25,316	-
17	Mora	0	0	0	0	0	4,123	-
17	Quay	0	0	0	0	0	8,510	-
17	Roosevelt	0	1	0	0	0	18,787	-
17	Torrance	0	1	0	2	0	15,633	-
17	Union	0	1	0	0	0	3,964	-
Missing Data		0	0	0	0	0	-	-
Statewide Total		**137**	**88**	**93**	**107**	**120**	**2,114,371**	**5.7**

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[35] Counties share the same rank if they have the same number of crashes in 2023.

[36] Crash rates are in bold red if they are more than the statewide rate for 2023.

- 16.2 percent of pedestrians in crashes were under the influence of alcohol. (Table 54)
- 49.1 percent of pedestrian fatalities were under the influence of alcohol. (Table 55)
- 48.2 percent of alcohol-involved pedestrians in crashes were killed. (Table 56)

Table 54: Pedestrians in Crashes by Alcohol Involvement[37], 2019 - 2023

| Year | Pedestrians in Crashes | | | | | |
| | Alcohol-involved | | Not Alcohol-involved | | All Pedestrians | |
	Count	Percent	Count	Percent	Count	Percent
2019	130	19.7%	531	80.3%	661	100%
2020	85	17.2%	410	82.8%	495	100%
2021	88	15.4%	485	84.6%	573	100%
2022	97	15.4%	533	84.6%	630	100%
2023	110	16.2%	569	83.8%	679	100%

Table 55: Pedestrian Fatalities in Crashes by Alcohol Involvement[37], 2019 - 2023

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

Table 56: Alcohol-involved Pedestrians[37] in Crashes by Severity of Injury, 2019 - 2023

| Year | Alcohol-involved Pedestrians in Crashes | | | | | | |
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent Killed
2019	48	15	35	25	7	130	36.9%
2020	30	17	25	11	2	85	35.3%
2021	39	12	26	11	0	88	44.3%
2022	36	15	33	13	0	97	37.1%
2023	53	17	25	12	3	110	48.2%

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

Figure 19: Percentage of Alcohol-involved Pedestrians[37] in Crashes by Age, 2023
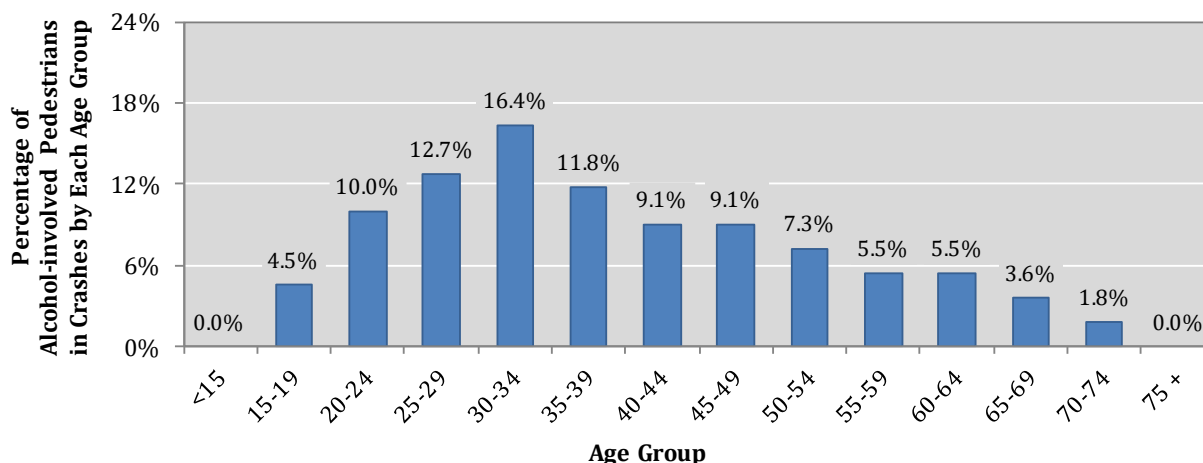
- 80.0 percent of alcohol-involved pedestrians in crashes were male. (Table 57)

Table 57: Alcohol-involved Pedestrians[37] in Crashes by Age[38], 2023

Age Group	Alcohol-involved Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	3	3.4%	2	9.1%	0	0.0%	5	4.5%	1.5
20-24	8	9.1%	3	13.6%	0	0.0%	11	10.0%	2.7
25-29	12	13.6%	2	9.1%	0	0.0%	14	12.7%	6.0
30-34	13	14.8%	5	22.7%	0	0.0%	18	16.4%	2.6
35-39	12	13.6%	1	4.5%	0	0.0%	13	11.8%	12.0
40-44	9	10.2%	1	4.5%	0	0.0%	10	9.1%	9.0
45-49	7	8.0%	3	13.6%	0	0.0%	10	9.1%	2.3
50-54	6	6.8%	2	9.1%	0	0.0%	8	7.3%	3.0
55-59	5	5.7%	1	4.5%	0	0.0%	6	5.5%	5.0
60-64	6	6.8%	0	0.0%	0	0.0%	6	5.5%	-
65-69	3	3.4%	1	4.5%	0	0.0%	4	3.6%	3.0
70-74	2	2.3%	0	0.0%	0	0.0%	2	1.8%	-
75 +	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	2	2.3%	1	4.5%	0	0.0%	3	2.7%	2.0
Total	**88**	**100%**	**22**	**100%**	**0**	**0%**	**110**	**100%**	**4.0**

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

Pedalcyclists (Bicyclists)

- Alcohol-involved pedalcycle crashes accounted for only 0.6 percent of all alcohol-involved crashes. (Table 58)
- Of the 14 alcohol-involved pedalcycle crashes, 6 were fatal crashes, and 8 were injury crashes. (Table 59)
- New crash data dashboards: NMDOT and UNM-GPS have launched map-based query tools for easier access to pedestrian and pedalcyclist crash data. These tools allow users to zoom in on areas and analyze non-motorist crash statistics, supporting safety analysis and planning for neighborhoods and communities. Explore the dashboard at https://gps.unm.edu/tru/reports/crash-dashboards/.

Table 58: Alcohol-involved Crashes by Pedalcycle Involvement[39], 2023

Pedalcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedalcycle Involved	14	0.6%
Pedalcycle Not Involved	2,254	99.4%
Total Alcohol-involved Crashes	**2,268**	**100.0%**

Table 59: Alcohol-involved Pedalcycle Crashes[39] by Crash Severity, 2023

Crash Severity	Alcohol-involved Pedalcycle Crashes	
	Count	Percent
Fatal Crashes	6	42.9%
Injury Crashes	8	57.1%
Property Damage Only Crashes	0	0.0%
Total Alcohol-involved Pedalcycle Crashes	**14**	**100.0%**

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

Demographics – Pedalcyclists

Table 60: Alcohol-involved Pedalcycle Crashes[40], 2014 - 2023

Year	Pedalcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2014	23	312	**7.4%**
2015	24	359	**6.7%**
2016	15	360	**4.2%**
2017	19	379	**5.0%**
2018	9	366	**2.5%**
2019	14	370	**3.8%**
2020	10	261	**3.8%**
2021	5	241	**2.1%**
2022	4	270	**1.5%**
2023	14	302	**4.6%**

- The number of alcohol-involved pedalcycle crashes rose to 14 in 2023, marking a significant increase from the previous two years. (Table 60, Figure 20)

Figure 20: Alcohol-involved Pedalcycle Crashes[40], 2014 - 2023

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

Table 61: Top-Ranking Counties[41] for Alcohol-involved Pedalcycle Crashes[42], 2019 - 2023

2023 Rank	County	Alcohol-involved Pedalcycle Crashes					2023 Population	Alcohol-involved Pedalcycle Crashes per 100,000 County Residents
		2019	2020	2021	2022	2023		
1	Bernalillo	4	4	3	0	6	671,586	**0.9**
2	Doña Ana	0	2	1	1	1	225,210	**0.4**
2	San Juan	0	0	0	1	1	120,675	**0.8**
2	Santa Fe	5	0	0	1	1	155,956	**0.6**
2	Eddy	0	0	0	0	1	60,275	**1.7**
2	Grant	0	0	0	0	1	27,472	**3.6**
2	Rio Arriba	0	0	0	0	1	39,876	**2.5**
2	Sandoval	0	0	0	0	1	155,936	**0.6**
2	San Miguel	0	0	0	0	1	26,668	**3.7**
All Other Counties		5	4	1	1	0	630,717	**0.0**
Statewide Total		**14**	**10**	**5**	**4**	**14**	**2,114,371**	**0.7**

- Bernalillo County reported 6 alcohol-involved pedalcycle crashes, the highest in the last five years. (Table 61)
- Out of all pedalcycle operators in crashes, only 4.0 percent were under the influence of alcohol. (Table 62)
- Of all alcohol-involved pedalcycle operators in crashes, 66.7 percent (8 out of 12) were male. (Table 63)

Table 62: Pedalcycle Operators[43] in Crashes by Alcohol Involvement, 2019 - 2023

Year	Pedalcycle Operators in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total	
	Count	Percent	Count	Percent	Count	Percent
2019	10	2.7%	364	97.3%	374	100%
2020	7	2.6%	259	97.4%	266	100%
2021	4	1.6%	239	98.4%	243	100%
2022	3	1.1%	268	98.9%	271	100%
2023	12	4.0%	291	96.0%	303	100%

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[41] Counties share the same rank if they have the same number of crashes in 2023.

[42] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcycles in which any motor vehicle driver or pedalcycle operator in the crash was alcohol-involved.
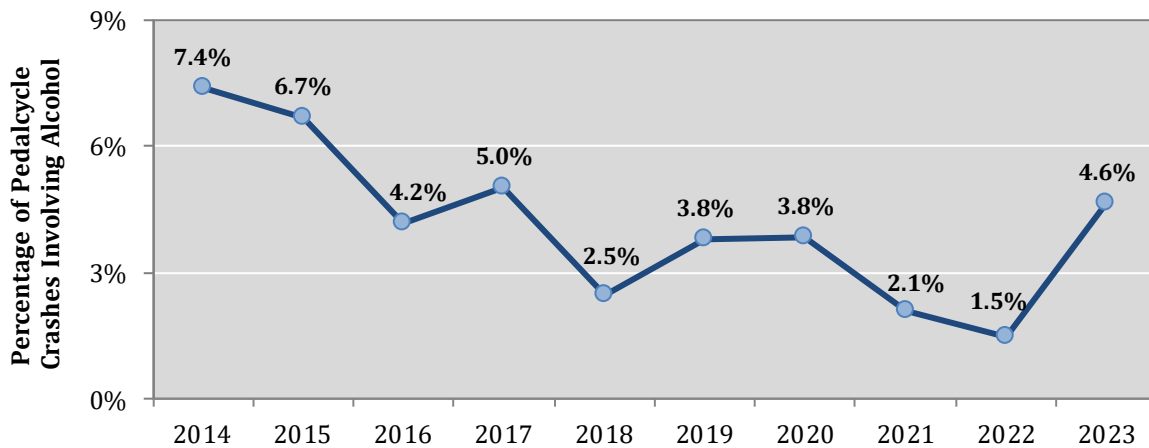
[43] Alcohol-involved pedalcycle operators are pedalcycle operators who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Demographics – Pedalcyclists

Table 63: Alcohol-involved Pedalcycle Operators[44] in Crashes by Age and Sex[45], 2023

| Age Group | Alcohol-involved Pedalcycle Operators in Crashes | | | | | | | | Ratio Males to Females |
| | Males | | Females | | Missing Data | | Total | | |
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
20-24	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
25-29	1	12.5%	0	0.0%	0	0.0%	1	8.3%	-
30-34	1	12.5%	1	25.0%	0	0.0%	2	16.7%	1.0
35-39	0	0.0%	1	25.0%	0	0.0%	1	8.3%	-
40-44	2	25.0%	2	50.0%	0	0.0%	4	33.3%	1.0
45-49	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
50-54	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
55-59	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
60-64	2	25.0%	0	0.0%	0	0.0%	2	16.7%	-
65-69	1	12.5%	0	0.0%	0	0.0%	1	8.3%	-
70-74	1	12.5%	0	0.0%	0	0.0%	1	8.3%	-
75 +	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	**8**	**100%**	**4**	**100%**	**0**	**0.0%**	**12**	**100%**	**2.0**

Figure 21: Alcohol-involved Pedalcycle Operators[44] in Crashes by Age Group, 2023
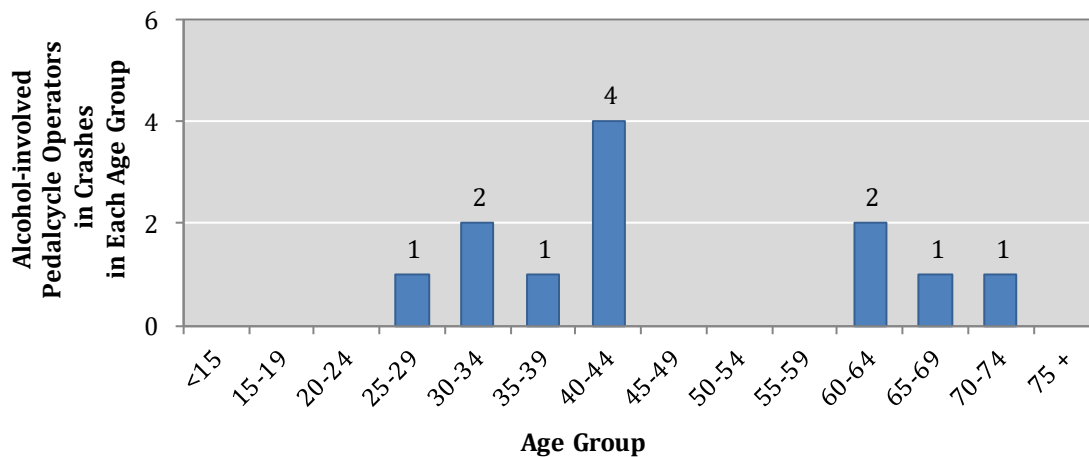
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[44] Alcohol-involved pedalcycle operators are pedalcycle operators who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.
[45] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.

Alcohol-involved Drivers

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

- Male drivers were 72.7 percent of all alcohol-involved drivers in crashes. (Table 64)
- Crash rates of alcohol-involved drivers were highest among drivers ages 15 to 29, more than double the statewide alcohol-involved driver crash rate. (Table 65)

Table 64: Alcohol-involved Drivers[46] in Crashes by Sex, 2023

Sex	Alcohol-involved Drivers	
	Count	Percent
Females	516	27.3%
Males	1,375	72.7%
Total Drivers	**1,891**	**100.0%**

Figure 22: Percentage and Rate of Alcohol-involved Drivers[46] in Crashes by Age Group, 2023

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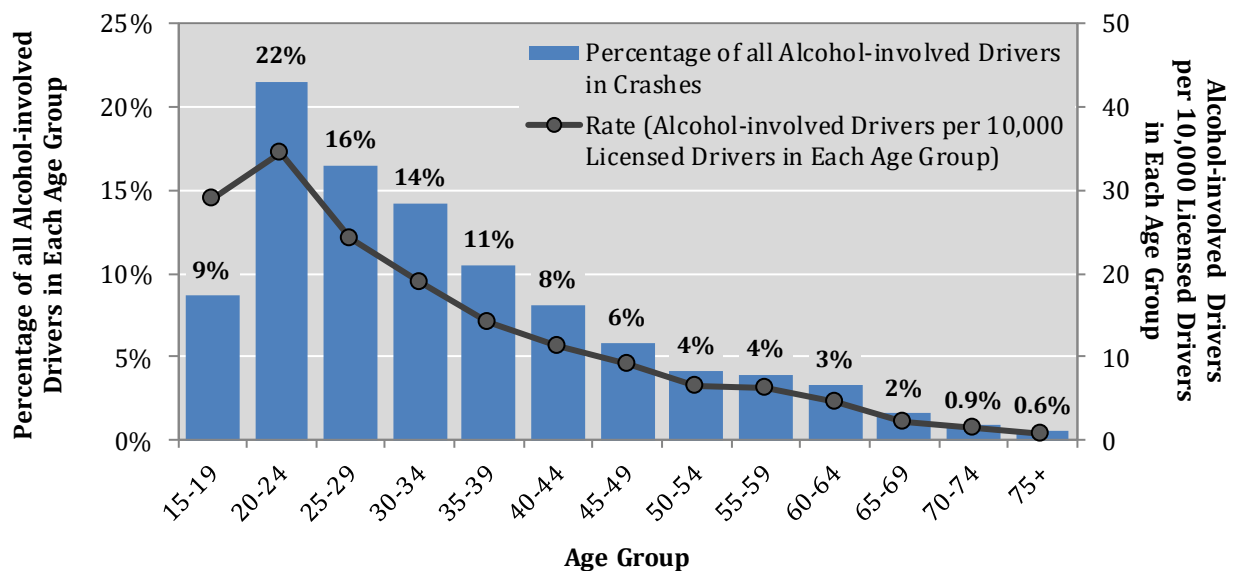
[46] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) their residence is not in New Mexico (except Table 67), or 4) the person is a pedestrian or pedalcycle operator.

Figure 23: Alcohol-involved Drivers[46] in Crashes by Age and Sex[47], 2023
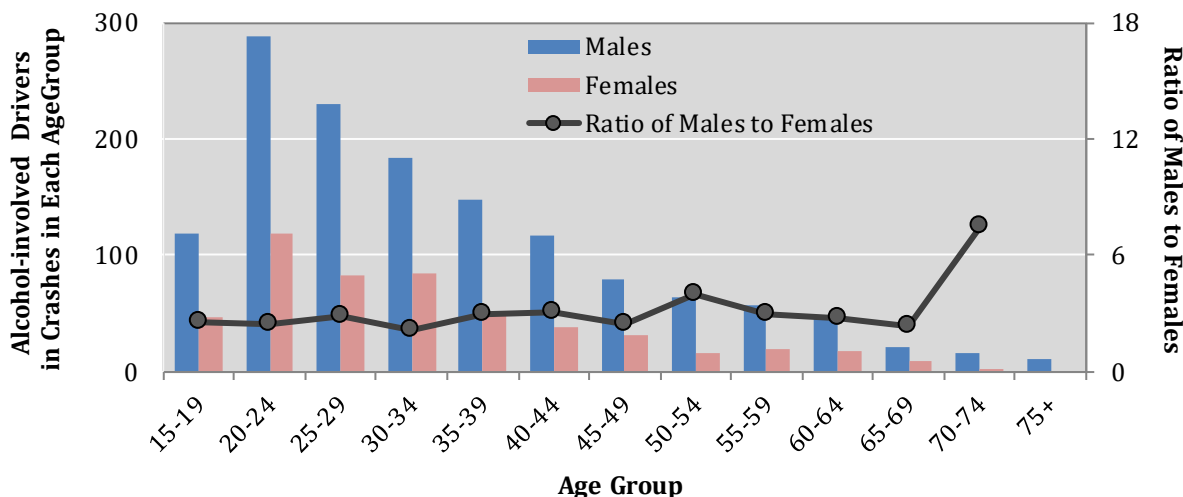
Table 65: Alcohol-involved Drivers in Crashes by Age and Sex, 2023 [46] [47] [48]

Age Group	Alcohol-involved Drivers in Crashes						Ratio Males to Females	2023 Licensed Drivers	Rate (Alcohol-involved Drivers per 10,000 Licensed Drivers in Each Age Group)
	Males		Females		Total				
	Count	Percent	Count	Percent	Count	Percent			
15-19	118	8.6%	46	8.9%	164	8.7%	2.6	56,479	**29.0**
20-24	288	20.9%	119	23.1%	407	21.5%	2.4	117,855	**34.5**
25-29	230	16.7%	82	15.9%	312	16.5%	2.8	128,501	**24.3**
30-34	184	13.4%	85	16.5%	269	14.2%	2.2	141,695	**19.0**
35-39	148	10.8%	51	9.9%	199	10.5%	2.9	140,637	**14.1**
40-44	116	8.4%	38	7.4%	154	8.1%	3.1	136,326	11.3
45-49	79	5.7%	32	6.2%	111	5.9%	2.5	119,918	9.3
50-54	63	4.6%	16	3.1%	79	4.2%	3.9	119,228	6.6
55-59	56	4.1%	19	3.7%	75	4.0%	2.9	120,981	6.2
60-64	46	3.3%	17	3.3%	63	3.3%	2.7	137,701	4.6
65-69	21	1.5%	9	1.7%	30	1.6%	2.3	131,933	2.3
70-74	15	1.1%	2	0.4%	17	0.9%	7.5	114,326	1.5
75 +	11	0.8%	0	0.0%	11	0.6%	-	133,659	0.8
Total	**1,375**	**100%**	**516**	**100%**	**1,891**	**100%**	**2.7**	**1,599,239**	**11.8**

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[47] 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.
[48] Crash rates are in bold red if they are more than the statewide rate for 2023.

Figure 24: Alcohol-involved Drivers[46] in Crashes by Age Group, 2023
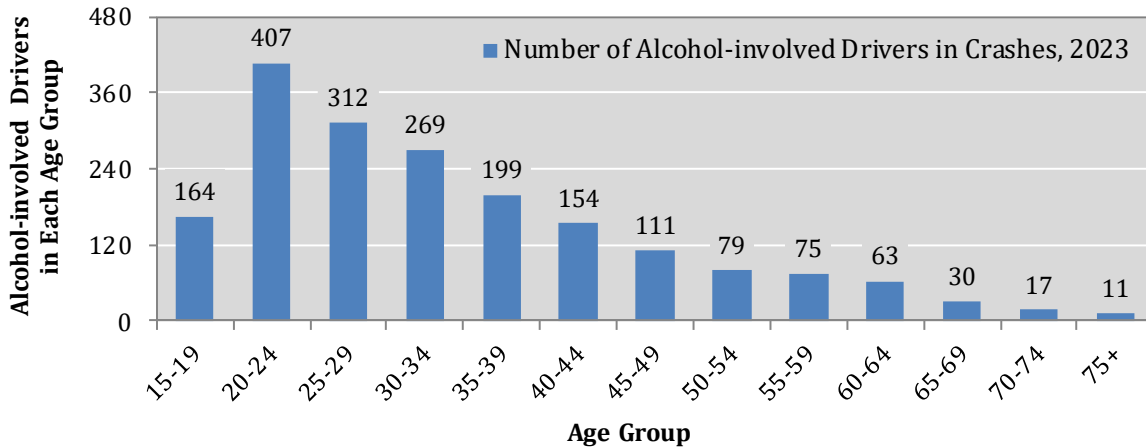
- The most common age group among alcohol-involved drivers in crashes was young adults ages 20-24. (Table 65, Figure 24)
- The number of alcohol-involved drivers in age groups 15-19, 20-24, 35-39, and 60-64 rose to their highest number in at least a decade. (Table 66)

Table 66: Alcohol-involved Drivers[46] in Crashes by Age Group[49], 2014 - 2023

Age Group	Alcohol-involved Drivers in Crashes										Percent Change
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2014 - 2023
15-19	124	94	115	84	97	121	140	132	134	164	32.3%
20-24	378	360	325	369	381	404	385	374	391	407	7.7%
25-29	293	342	332	344	300	328	309	379	338	312	6.5%
30-34	218	294	226	253	247	276	245	276	299	269	23.4%
35-39	143	165	177	170	171	180	178	198	197	199	39.2%
40-44	143	116	132	125	129	128	141	118	155	154	7.7%
45-49	96	123	127	98	103	116	83	86	99	111	15.6%
50-54	103	110	91	68	98	91	96	78	80	79	-23.3%
55-59	82	74	85	103	92	75	67	71	78	75	-8.5%
60-64	49	46	41	44	60	53	50	50	56	63	28.6%
65-69	24	25	30	32	35	38	24	36	42	30	25.0%
70-74	10	16	14	14	21	12	7	14	18	17	70.0%
75 +	10	10	12	9	7	18	8	6	15	11	10.0%
Total	1,673	1,775	1,707	1,713	1,741	1,840	1,733	1,818	1,902	1,891	13.0%

[49] Darker shading indicates higher numbers.

- Out-of-state drivers were 9.0 percent of all alcohol-involved drivers. (Table 67)
- 11.3 percent of all alcohol-involved drivers in crashes had only an ID card (237 out of 2,094). (Table 67)

Table 67: Alcohol-involved Drivers[46] in Crashes by License Type[50] and Residence, 2023

| Driver License Type | Alcohol-involved Drivers (Residents and Non-Residents) | | | | | | | |
| | New Mexico Resident | | Out of State | | Missing Data | | Total Drivers | |
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Operator	1,496	94.4%	89	5.6%	0	0.0%	1,585	100%
ID Card	206	86.9%	31	13.1%	0	0.0%	237	100%
CDL Class C	18	27.3%	48	72.7%	0	0.0%	66	100%
CDL Class A	27	73.0%	10	27.0%	0	0.0%	37	100%
Not Licensed	28	93.3%	1	3.3%	1	3.3%	30	100%
CDL Non-Commercial	10	100.0%	0	0.0%	0	0.0%	10	100%
CDL Class B	6	100.0%	0	0.0%	0	0.0%	6	100%
Motorcycle Only	2	100.0%	0	0.0%	0	0.0%	2	100%
Missing Data	98	81.0%	9	7.4%	14	11.6%	121	100%
Total	**1,891**	**90.3%**	**188**	**9.0%**	**15**	**0.7%**	**2,094**	**100%**

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

Seat Position and Victims

Table 68: People in Alcohol-involved Crashes by Seat Position and Sex[51], 2023

Seat Position	People in Alcohol-involved Crashes				Ratio of Males to Females
	Males	**Females**	**Missing Data**	**Total**	
Vehicle Occupants					
Drivers	2,150	970	333	3,453	**2.2**
Front Seat Passengers	293	348	6	647	**0.8**
All Other Passengers	203	231	7	441	**0.9**
Motorcyclists					
Motorcycle/ATV Drivers	84	1	4	89	**84.0**
Motorcycle/ATV Passengers	10	18	0	28	**0.6**
Nonmotorists					
Pedalcyclists, All	9	5	0	14	**1.8**
Pedestrians, All	106	32	0	138	**3.3**
Missing Data	0	0	0	0	**-**
Total	**2,855**	**1,605**	**350**	**4,810**	**1.8**

- 84 male and 1 female motorcycle drivers were in alcohol-involved crashes, resulting in a male-to-female motorcycle driver sex ratio of 84.0 to 1. (Table 68)
- More than half (52.0 percent) of all people in alcohol-involved crashes were victims. (Table 69)

Table 69: Victims[52] of Alcohol-involved Crashes, 2023

Victim Category	People in Alcohol-involved Crashes						
	Fatalities (Class K)	**Suspected Serious Injuries (Class A)**	**Suspected Minor Injuries (Class B)**	**Possible Injuries (Class C)**	**No Apparent Injuries (Class O)**	**Total People**	**Percent of Total**
Victim	30	101	194	411	1,767	2,503	**52.0%**
Non-victims	134	101	409	217	1,446	2,307	**48.0%**
Total People	**164**	**202**	**603**	**628**	**3,213**	**4,810**	**100%**

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[51] 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.

[52] Victims are all passengers and any non-alcohol-involved drivers, pedalcycle operators or pedestrians. Non-victims are any alcohol-involved drivers, pedalcycle operators or pedestrians.

Belt Use

- 51 male and 13 female unbelted fatalities were in alcohol-involved crashes, for a male-to-female ratio of 3.9 to 1. (Table 70)
- 29.7 percent of all unbelted fatalities in alcohol-involved crashes were 25-34 years old. (Table 70)

Table 70: Unbelted Fatalities[53] in Alcohol-involved Crashes by Age and Sex[54], 2023

Age Group	Unbelted Fatalities in Alcohol-involved Crashes						Ratio of Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	-
5-9	0	0.0%	0	0.0%	0	0.0%	-
10-14	2	3.9%	0	0.0%	2	3.1%	-
15-19	7	13.7%	1	7.7%	8	12.5%	7.0
20-24	5	9.8%	0	0.0%	5	7.81%	-
25-29	6	11.8%	2	15.4%	8	12.50%	3.0
30-34	6	11.8%	5	38.5%	11	17.19%	1.2
35-39	3	5.9%	2	15.4%	5	7.8%	1.5
40-44	9	17.6%	2	15.4%	11	17.2%	4.5
45-49	3	5.9%	0	0.0%	3	4.7%	-
50-54	3	5.9%	0	0.0%	3	4.7%	-
55-59	2	3.9%	0	0.0%	2	3.1%	-
60-64	2	3.9%	0	0.0%	2	3.1%	-
65-69	1	2.0%	1	7.7%	2	3.1%	1.0
70-74	1	2.0%	0	0.0%	1	1.6%	-
75 +	1	2.0%	0	0.0%	1	1.6%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	-
Total	**51**	**100%**	**13**	**100%**	**64**	**100%**	**3.9**

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

DWI Enforcement

The following section on DWI arrests and convictions is not based on crash reporting. The statistics are calculated by UNM-GPS using data from the New Mexico Taxation and Revenue Department, Motor Vehicle Division's DWI database, which contains records of all DWI citations issued by law enforcement agencies in New Mexico.

Arrest statistics are based on the year of the arrest, reflecting when the offense occurred. Conviction statistics are based on the year the conviction was handed down, indicating when the case was processed by the courts. The year of conviction may differ from the year of arrest. Court disposition and blood alcohol level statistics are based on the year of arrest.

The DWI database is regularly updated by MVD, so the numbers for any given year may differ between reports as new data becomes available, making the most recent publication more accurate.

Arrests

Table 71: DWI Arrests by County[55], 2019 - 2023

County	DWI Arrests					Percent of All 2023 DWI Arrests	Percent Change 2019 - 2023	Percent Change 2022 - 2023
	2019	2020	2021	2022	2023			
Bernalillo	3,042	1,912	1,940	1,844	2,138	23.9%	-29.7%	15.9%
Catron	0	7	2	2	0	0.0%	-	-100.0%
Chaves	333	329	304	324	271	3.0%	-18.6%	-16.4%
Cibola	205	221	260	213	183	2.0%	-10.7%	-14.1%
Colfax	67	65	52	42	68	0.8%	1.5%	61.9%
Curry	138	145	117	107	134	1.5%	-2.9%	25.2%
De Baca	8	2	2	2	0	0.0%	-100.0%	-100.0%
Doña Ana	894	725	691	803	767	8.6%	-14.2%	-4.5%
Eddy	315	259	328	232	293	3.3%	-7.0%	26.3%
Grant	151	144	153	144	191	2.1%	26.5%	32.6%
Guadalupe	35	32	36	38	37	0.4%	5.7%	-2.6%
Harding	1	0	0	1	0	0.0%	-100.0%	-100.0%
Hidalgo	33	22	24	26	33	0.4%	0.0%	26.9%
Lea	451	350	278	237	280	3.1%	-37.9%	18.1%
Lincoln	110	86	95	66	101	1.1%	-8.2%	53.0%
Los Alamos	19	27	30	23	23	0.3%	21.1%	0.0%
Luna	74	90	74	72	109	1.2%	47.3%	51.4%
McKinley	705	600	608	675	612	6.9%	-13.2%	-9.3%
Mora	21	27	33	30	29	0.3%	38.1%	-3.3%
Otero	184	155	161	189	257	2.9%	39.7%	36.0%
Quay	31	26	20	20	19	0.2%	-38.7%	-5.0%
Rio Arriba	140	163	164	183	173	1.9%	23.6%	-5.5%
Roosevelt	75	54	52	37	27	0.3%	-64.0%	-27.0%
San Juan	1,317	1,067	1,108	1,146	1,076	12.1%	-18.3%	-6.1%
San Miguel	142	134	142	149	167	1.9%	17.6%	12.1%
Sandoval	577	566	611	623	640	7.2%	10.9%	2.7%
Santa Fe	857	623	656	558	665	7.4%	-22.4%	19.2%
Sierra	116	58	63	60	65	0.7%	-44.0%	8.3%
Socorro	96	59	78	73	57	0.6%	-40.6%	-21.9%
Taos	120	102	103	100	103	1.2%	-14.2%	3.0%
Torrance	41	37	42	31	26	0.3%	-36.6%	-16.1%
Union	6	5	5	8	3	0.03%	-50.0%	-62.5%
Valencia	236	196	253	335	281	3.1%	19.1%	-16.1%
Missing Data	96	77	57	63	100	1.1%	4.2%	58.7%
Total Arrests	**10,636**	**8,365**	**8,542**	**8,456**	**8,928**	**100.0%**	**-16.1%**	**5.6%**

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

Table 72: DWI Arrests by City[56], 2019 - 2023

City	DWI Arrests					Percent of All 2023 DWI Arrests	Percent Change 2019 - 2023	Percent Change 2022 - 2023
	2019	2020	2021	2022	2023			
Alamogordo	109	102	88	136	153	1.7%	40.4%	12.5%
Albuquerque	2,785	1,902	1,893	1,762	2,004	22.4%	-28.0%	13.7%
Anthony	56	49	55	46	33	0.4%	-41.1%	-28.3%
Artesia	57	53	70	50	59	0.7%	3.5%	18.0%
Aztec	77	65	75	86	99	1.1%	28.6%	15.1%
Belen	75	68	75	83	73	0.8%	-2.7%	-12.0%
Bernalillo	67	63	53	41	60	0.7%	-10.4%	46.3%
Bloomfield	108	71	108	100	98	1.1%	-9.3%	-2.0%
Carlsbad	185	158	205	122	161	1.8%	-13.0%	32.0%
Clovis	126	130	102	87	103	1.2%	-18.3%	18.4%
Corrales	23	17	21	18	13	0.1%	-43.5%	-27.8%
Cuba	37	27	33	46	28	0.3%	-24.3%	-39.1%
Deming	70	89	60	66	102	1.1%	45.7%	54.5%
Edgewood	40	29	28	34	31	0.3%	-22.5%	-8.8%
Española	134	118	135	100	118	1.3%	-11.9%	18.0%
Farmington	580	454	424	480	434	4.9%	-25.2%	-9.6%
Fruitland	84	64	58	66	43	0.5%	-48.8%	-34.8%
Gallup	191	210	154	211	149	1.7%	-22.0%	-29.4%
Grants	65	57	74	65	49	0.5%	-24.6%	-24.6%
Hobbs	268	240	181	153	165	1.8%	-38.4%	7.8%
Kirtland	98	73	64	68	59	0.7%	-39.8%	-13.2%
Las Cruces	595	488	456	518	528	5.9%	-11.3%	1.9%
Las Vegas	110	90	102	103	129	1.4%	17.3%	25.2%
Los Alamos	20	20	20	18	20	0.2%	0.0%	11.1%
Los Lunas	198	144	171	213	207	2.3%	4.5%	-2.8%
Lovington	53	54	31	41	48	0.5%	-9.4%	17.1%
Portales	66	56	48	36	33	0.4%	-50.0%	-8.3%
Raton	42	27	25	21	32	0.4%	-23.8%	52.4%
Rio Rancho	418	328	343	343	380	4.3%	-9.1%	10.8%
Roswell	279	298	242	267	222	2.5%	-20.4%	-16.9%
Ruidoso	36	26	29	24	35	0.4%	-2.8%	45.8%
Santa Fe	609	453	483	451	522	5.8%	-14.3%	15.7%
Shiprock	105	88	100	109	118	1.3%	12.4%	8.3%
Silver City	87	81	89	87	104	1.2%	19.5%	19.5%
Socorro	36	26	43	28	32	0.4%	-11.1%	14.3%
Sunland Park	23	20	25	15	30	0.3%	30.4%	100.0%
T or C	49	35	35	29	41	0.5%	-16.3%	41.4%
Taos	81	65	61	57	68	0.8%	-16.0%	19.3%
Thoreau	21	15	23	33	23	0.3%	9.5%	-30.3%
Tucumcari	21	14	11	8	10	0.1%	-52.4%	25.0%
Other Cities and Rural	2,552	1,998	2,249	2,235	2,312	25.9%	-9.4%	3.4%
Total DWI Arrests	**10,636**	**8,365**	**8,542**	**8,456**	**8,928**	**100.0%**	**-16.1%**	**5.6%**

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

Table 73: DWI Arrests[57] by Age and Sex[58], 2023

| Age Group | DWI Arrests by Age and Sex | | | | | | | | Ratio of Males to Females |
| | Males | | Females | | Missing Data | | Total | | |
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	344	5.4%	100	4.3%	9	5.1%	453	5.1%	3.4
20-24	1,162	18.1%	405	17.4%	32	18.1%	1,599	17.9%	2.9
25-29	1,085	16.9%	414	17.8%	30	16.9%	1,529	17.1%	2.6
30-34	1,061	16.5%	395	17.0%	48	27.1%	1,504	16.8%	2.7
35-39	779	12.1%	325	13.9%	20	11.3%	1,124	12.6%	2.4
40-44	574	8.9%	218	9.4%	10	5.6%	802	9.0%	2.6
45-49	440	6.9%	162	7.0%	9	5.1%	611	6.8%	2.7
50-54	339	5.3%	119	5.1%	7	4.0%	465	5.2%	2.8
55-59	271	4.2%	89	3.8%	8	4.5%	368	4.1%	3.0
60-64	187	2.9%	58	2.5%	0	0.0%	245	2.7%	3.2
65-69	108	1.7%	31	1.3%	2	1.1%	141	1.6%	3.5
70-74	49	0.8%	10	0.4%	0	0.0%	59	1.4%	4.9
75 +	21	0.3%	3	0.1%	0	0.0%	24	0.3%	7.0
Missing Data	1	0%	1	0%	2	1%	4	0%	1.0
Total	**6,421**	**100%**	**2,330**	**100%**	**177**	**100%**	**8,928**	**100%**	**2.8**

Figure 25: DWI Arrests[57] by Age and Sex[58], 2023

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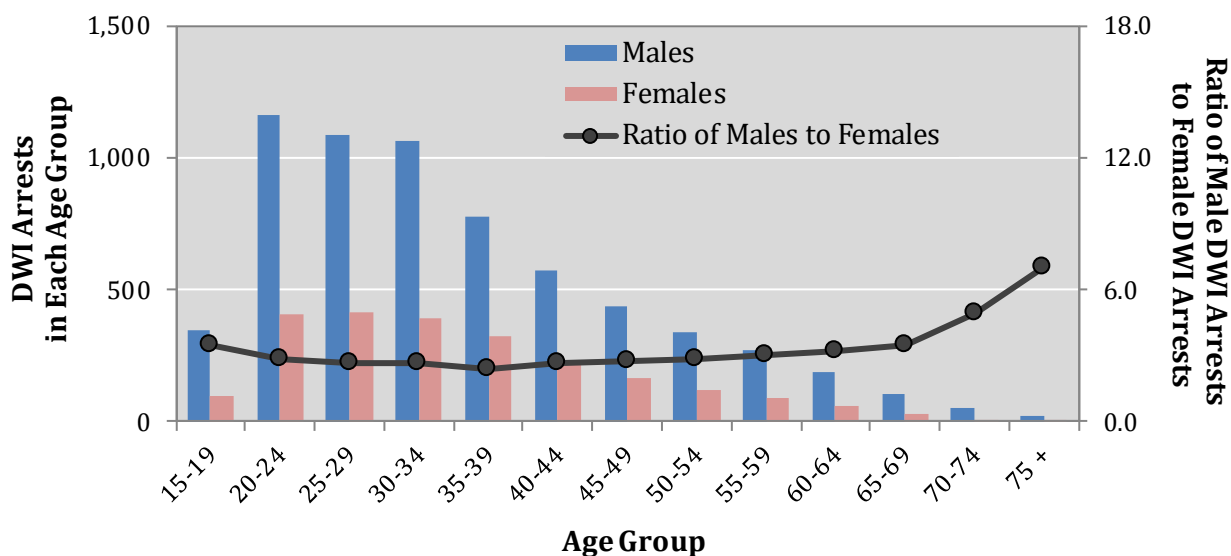
[57] DWI arrests are for either DWI or aggravated DWI.
[58] The ratio of males to females is calculated only when there is at least one DWI arrest of each sex in that age group.

Table 74: Number of Drivers[59] Arrested for a DWI[60] by Age, 2019 - 2023

Age Group	Drivers Arrested for DWI					Percent Change
	2019	**2020**	**2021**	**2022**	**2023**	**2019 - 2023**
15-19	480	454	415	399	453	**-5.6%**
20-24	2,016	1,509	1,520	1,432	1,599	**-20.7%**
25-29	2,046	1,629	1,611	1,488	1,529	**-25.3%**
30-34	1,605	1,294	1,408	1,429	1,504	**-6.3%**
35-39	1,271	999	1,127	1,095	1,124	**-11.6%**
40-44	951	739	775	810	802	**-15.7%**
45-49	730	547	528	541	611	**-16.3%**
50-54	545	458	383	412	465	**-14.7%**
55-59	444	347	347	381	368	**-17.1%**
60-64	299	244	252	255	245	**-18.1%**
65-69	150	86	114	132	141	**-6.0%**
70-74	62	36	42	55	59	**-4.8%**
75 +	34	20	20	26	24	**-**
Missing Data	3	3	0	1	4	**33.3%**
Total	**10,636**	**8,365**	**8,542**	**8,456**	**8,928**	**-16.1%**

Figure 26: Number of Drivers Arrested for DWI[60], 2019 - 2023

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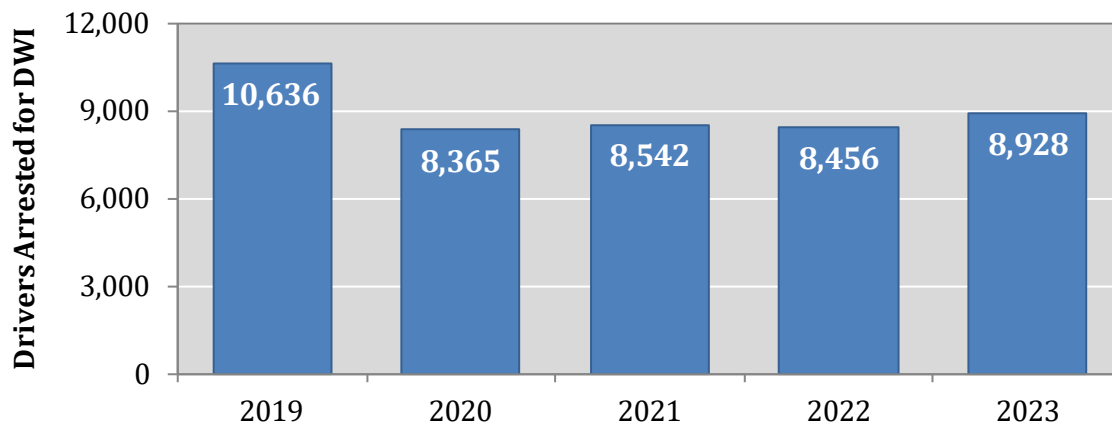
[59] Darker shading indicates higher numbers.
[60] DWI arrests are for either DWI or aggravated DWI.

Convictions

Table 75: DWI Convictions[61] by County[55], 2019 - 2023

County	Total DWI Convictions					Percent of All 2023 Convictions	Percent Change 2019 - 2023	Percent Change 2022 - 2023
	2019	2020	2021	2022	2023			
Bernalillo	1,695	1,592	1,194	1,230	1,496	28.0%	-11.7%	21.6%
Catron	2	1	0	3	0	0.0%	-100.0%	-100.0%
Chaves	218	232	198	207	196	3.7%	-10.1%	-5.3%
Cibola	87	66	147	128	123	2.3%	41.4%	-3.9%
Colfax	43	39	33	34	32	0.6%	-25.6%	-5.9%
Curry	80	114	110	78	77	1.4%	-3.8%	-1.3%
De Baca	4	5	2	2	0	0.0%	-100.0%	-100.0%
Doña Ana	443	300	289	265	271	5.1%	-38.8%	2.3%
Eddy	227	139	175	153	191	3.6%	-15.9%	24.8%
Grant	78	90	103	90	106	2.0%	35.9%	17.8%
Guadalupe	22	22	13	18	26	0.5%	18.2%	44.4%
Harding	1	0	0	1	0	0.0%	-100.0%	-100.0%
Hidalgo	23	13	19	14	24	0.4%	4.3%	71.4%
Lea	189	118	139	135	158	3.0%	-16.4%	17.0%
Lincoln	86	74	76	80	68	1.3%	-20.9%	-15.0%
Los Alamos	23	12	24	20	14	0.3%	-39.1%	-30.0%
Luna	62	59	63	53	72	1.3%	16.1%	35.8%
McKinley	282	192	273	250	329	6.2%	16.7%	31.6%
Mora	16	14	24	15	20	0.4%	25.0%	33.3%
Otero	159	93	112	110	142	2.7%	-10.7%	29.1%
Quay	22	14	19	19	4	0.1%	-81.8%	-78.9%
Rio Arriba	86	64	73	69	71	1.3%	-17.4%	2.9%
Roosevelt	45	47	30	41	22	0.4%	-51.1%	-46.3%
San Juan	826	588	809	869	899	16.8%	8.8%	3.5%
San Miguel	113	81	103	94	100	1.9%	-11.5%	6.4%
Sandoval	383	296	348	311	396	7.4%	3.4%	27.3%
Santa Fe	432	398	175	216	243	4.5%	-43.8%	12.5%
Sierra	72	34	27	20	25	0.5%	-65.3%	25.0%
Socorro	62	35	29	33	28	0.5%	-54.8%	-15.2%
Taos	74	71	66	80	85	1.6%	14.9%	6.3%
Torrance	25	20	30	9	12	0.2%	-52.0%	33.3%
Union	7	3	4	3	0	0.0%	-100.0%	-100.0%
Valencia	151	73	108	127	112	2.1%	-25.8%	-11.8%
Missing Data	1	1	2	2	1	0.02%	0.0%	-50.0%
Total Convictions	**6,039**	**4,900**	**4,817**	**4,779**	**5,343**	**100%**	**-11.5%**	**11.8%**

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[61] Year is the year the conviction, not year of arrest.

Table 76: Ranking and Rates of DWI Convictions by County, 2019 - 2023 [55] [62] [63]

2023 Rank	County	Total DWI Convictions					2023 Population	DWI Convictions per 10,000 County Residents, 2023
		2019	2020	2021	2022	2023		
1	Bernalillo	1,695	1,592	1,194	1,230	1,496	671,586	22.3
2	San Juan	826	588	809	869	899	120,675	**74.5**
3	Sandoval	383	296	348	311	396	155,936	**25.4**
4	McKinley	282	192	273	250	329	68,797	**47.8**
5	Doña Ana	443	300	289	265	271	225,210	12.0
6	Santa Fe	432	398	175	216	243	155,956	15.6
7	Chaves	218	232	198	207	196	63,561	**30.8**
8	Eddy	227	139	175	153	191	60,275	**31.7**
9	Lea	189	118	139	135	158	72,101	21.9
10	Otero	159	93	112	110	142	68,835	20.6
11	Cibola	87	66	147	128	123	26,780	**45.9**
12	Valencia	151	73	108	127	112	79,141	14.2
13	Grant	78	90	103	90	106	27,472	**38.6**
14	San Miguel	113	81	103	94	100	26,668	**37.5**
15	Taos	74	71	66	80	85	34,405	24.7
16	Curry	80	114	110	78	77	47,222	16.3
17	Luna	62	59	63	53	72	25,316	**28.4**
18	Rio Arriba	86	64	73	69	71	39,876	17.8
19	Lincoln	86	74	76	80	68	20,029	**34.0**
20	Colfax	43	39	33	34	32	12,255	**26.1**
21	Socorro	62	35	29	33	28	15,963	17.5
22	Guadalupe	22	22	13	18	26	4,292	**60.6**
23	Sierra	72	34	27	20	25	11,488	21.8
24	Hidalgo	23	13	19	14	24	3,965	**60.5**
25	Roosevelt	45	47	30	41	22	18,787	11.7
26	Mora	16	14	24	15	20	4,123	**48.5**
27	Los Alamos	23	12	24	20	14	19,444	7.2
28	Torrance	25	20	30	9	12	15,633	7.7
29	Quay	22	14	19	19	4	8,510	4.7
30	Union	7	3	4	3	0	3,964	0.0
30	Catron	2	1	0	3	0	3,825	0.0
30	De Baca	4	5	2	2	0	1,657	0.0
30	Harding	1	0	0	1	0	624	0.0
Missing Data		1	1	2	2	1	-	-
Total DWI Convictions		6,039	4,900	4,817	4,779	5,343	2,114,371	25.3

[62] Counties share the same rank if they have the same number of DWI convictions in 2023.

[63] The numbers in bold red represent counties that exceeded the statewide rate in 2023.
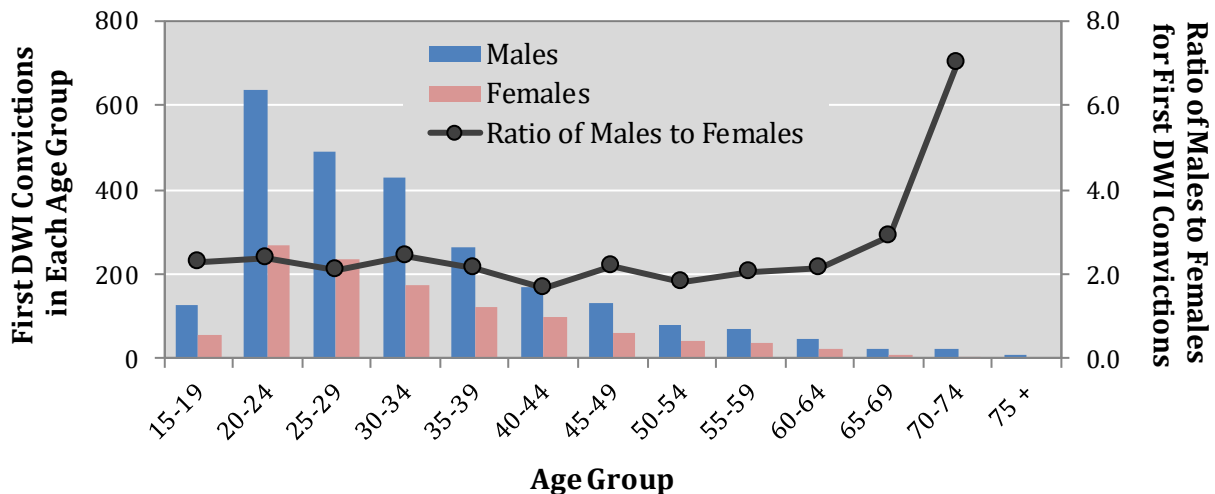
Table 77: Number of Drivers with a First DWI Conviction[55], 2019 - 2023

County	First DWI Convictions					Percent of First 2023 Convictions	Percent Change 2019 - 2023	Percent Change 2022 - 2023
	2019	2020	2021	2022	2023			
Bernalillo	1,152	1,085	876	933	1,123	30.2%	-2.5%	20.4%
Catron	1	0	0	3	0	0.0%	-100.0%	-100.0%
Chaves	157	173	134	144	134	3.6%	-14.6%	-6.9%
Cibola	55	39	86	76	64	1.7%	16.4%	-15.8%
Colfax	29	28	22	25	23	0.6%	-20.7%	-8.0%
Curry	64	88	74	59	65	1.7%	1.6%	10.2%
De Baca	2	2	1	1	0	0.0%	-100.0%	-100.0%
Doña Ana	321	216	198	200	198	5.3%	-38.3%	-1.0%
Eddy	170	111	137	120	150	4.0%	-11.8%	25.0%
Grant	55	62	69	53	62	1.7%	12.7%	17.0%
Guadalupe	13	19	11	15	22	0.6%	69.2%	46.7%
Harding	1	0	0	1	0	0.0%	-100.0%	-100.0%
Hidalgo	16	10	15	13	21	0.6%	31.3%	61.5%
Lea	146	88	99	109	135	3.6%	-7.5%	23.9%
Lincoln	60	53	51	48	52	1.4%	-13.3%	8.3%
Los Alamos	16	10	19	17	10	0.3%	-37.5%	-41.2%
Luna	44	45	36	36	56	1.5%	27.3%	55.6%
McKinley	159	111	181	179	204	5.5%	28.3%	14.0%
Mora	7	10	11	6	11	0.3%	57.1%	83.3%
Otero	114	62	81	82	111	3.0%	-2.6%	35.4%
Quay	15	10	14	18	2	0.1%	-86.7%	-88.9%
Rio Arriba	48	37	44	41	51	1.4%	6.3%	24.4%
Roosevelt	35	34	23	33	18	0.5%	-48.6%	-45.5%
San Juan	470	338	466	496	524	14.1%	11.5%	5.6%
San Miguel	60	45	59	52	56	1.5%	-6.7%	7.7%
Sandoval	256	183	218	203	284	7.6%	10.9%	39.9%
Santa Fe	319	258	124	157	178	4.8%	-44.2%	13.4%
Sierra	45	20	19	16	23	0.6%	-48.9%	43.8%
Socorro	40	20	16	18	16	0.4%	-60.0%	-11.1%
Taos	48	42	46	53	45	1.2%	-6.3%	-15.1%
Torrance	17	16	19	5	10	0.3%	-41.2%	100.0%
Union	4	3	3	3	0	0.0%	-100.0%	-100.0%
Valencia	106	41	66	96	67	1.8%	-36.8%	-30.2%
Missing Data	0	1	2	2	1	0.03%	0.0%	-50.0%
Total	**4,045**	**3,260**	**3,220**	**3,313**	**3,716**	**100.0%**	**-8.1%**	**12.2%**

Table 78: First DWI Convictions by Age[64] and Sex[65], 2023

Age Group	First DWI Convictions								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	126	5.0%	55	4.9%	5	5.4%	186	5.0%	2.3
20-24	639	25.6%	268	23.8%	17	18.5%	924	24.9%	2.4
25-29	489	19.6%	236	20.9%	13	14.1%	738	19.9%	2.1
30-34	431	17.3%	176	15.6%	34	37.0%	641	17.2%	2.4
35-39	263	10.5%	122	10.8%	9	9.8%	394	10.6%	2.2
40-44	168	6.7%	100	8.9%	5	5.4%	273	7.3%	1.7
45-49	130	5.2%	59	5.2%	4	4.3%	193	5.2%	2.2
50-54	78	3.1%	43	3.8%	2	2.2%	123	3.3%	1.8
55-59	71	2.8%	35	3.1%	3	3.3%	109	2.9%	2.0
60-64	47	1.9%	22	2.0%	0	0.0%	69	1.9%	2.1
65-69	23	0.9%	8	0.7%	0	0.0%	31	0.8%	2.9
70-74	21	0.8%	3	0.3%	0	0.0%	24	0.6%	7.0
75 +	11	0.4%	0	0.0%	0	0.0%	11	0.3%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	**2,497**	**100%**	**1,127**	**100%**	**92**	**100%**	**3,716**	**100%**	**2.2**

Figure 27: First DWI Convictions by Age[64] and Sex[65], 2023

[64] "Age" refers to age on the day of arrest for a conviction issued by the court in 2023.
[65] The ratio of males to females is calculated only when there is at least one conviction of each sex in that age group.

DWI Enforcement – Convictions

Table 79: Repeat DWI Convictions[66] by County, 2019 - 2023

County	Repeat DWI Convictions					Percent of Repeat 2023 Convictions	Percent Change 2019 - 2023	Percent Change 2022 - 2023
	2019	2020	2021	2022	2023			
Bernalillo	543	507	318	297	373	22.9%	-31.3%	25.6%
Catron	1	1	0	0	0	0.0%	-100.0%	0.0%
Chaves	61	59	64	63	62	3.8%	1.6%	-1.6%
Cibola	32	27	61	52	59	3.6%	84.4%	13.5%
Colfax	14	11	11	9	9	0.6%	-35.7%	0.0%
Curry	16	26	36	19	12	0.7%	-25.0%	-36.8%
De Baca	2	3	1	1	0	0.0%	-100.0%	-100.0%
Doña Ana	122	84	91	65	73	4.5%	-40.2%	12.3%
Eddy	57	28	38	33	41	2.5%	-28.1%	24.2%
Grant	23	28	34	37	44	2.7%	91.3%	18.9%
Guadalupe	9	3	2	3	4	0.2%	-55.6%	33.3%
Harding	0	0	0	0	0	0.0%	0.0%	0.0%
Hidalgo	7	3	4	1	3	0.2%	-57.1%	200.0%
Lea	43	30	40	26	23	1.4%	-46.5%	-11.5%
Lincoln	26	21	25	32	16	1.0%	-38.5%	-50.0%
Los Alamos	7	2	5	3	4	0.2%	-42.9%	33.3%
Luna	18	14	27	17	16	1.0%	-11.1%	-5.9%
McKinley	123	81	92	71	125	7.7%	1.6%	76.1%
Mora	9	4	13	9	9	0.6%	0.0%	0.0%
Otero	45	31	31	28	31	1.9%	-31.1%	10.7%
Quay	7	4	5	1	2	0.1%	-71.4%	100.0%
Rio Arriba	38	27	29	28	20	1.2%	-47.4%	-28.6%
Roosevelt	10	13	7	8	4	0.2%	-60.0%	-50.0%
San Juan	356	250	343	373	375	23.0%	5.3%	0.5%
San Miguel	53	36	44	42	44	2.7%	-17.0%	4.8%
Sandoval	127	113	130	108	112	6.9%	-11.8%	3.7%
Santa Fe	113	140	51	59	65	4.0%	-42.5%	10.2%
Sierra	27	14	8	4	2	0.1%	-92.6%	-50.0%
Socorro	22	15	13	15	12	0.7%	-45.5%	-20.0%
Taos	26	29	20	27	40	2.5%	53.8%	48.1%
Torrance	8	4	11	4	2	0.1%	-75.0%	-50.0%
Union	3	0	1	0	0	0.0%	-100.0%	0.0%
Valencia	45	32	42	31	45	2.8%	0.0%	45.2%
Missing Data	1	0	0	0	0	0.0%	-100.0%	0.0%
Total	**1,994**	**1,640**	**1,597**	**1,466**	**1,627**	**100.0%**	**-18.4%**	**11.0%**

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

Table 80: Drivers Convicted of a Repeat DWI[67] by Age[68], 2019 - 2023

Age Group	Drivers Convicted of a Repeat DWI					Percent Change 2019 - 2023
	2019	2020	2021	2022	2023	
15-19	11	4	7	8	4	-63.6%
20-24	148	137	109	93	105	-29.1%
25-29	276	261	255	219	227	-17.8%
30-34	354	287	279	300	288	-18.6%
35-39	334	269	244	225	284	-15.0%
40-44	239	182	238	221	201	-15.9%
45-49	203	138	154	119	142	-30.0%
50-54	152	143	115	105	142	-6.6%
55-59	158	127	93	79	109	-31.0%
60-64	69	67	67	51	79	14.5%
65-69	36	15	25	36	34	-5.6%
70-74	11	8	8	8	9	-18.2%
75 +	3	2	3	2	3	0.0%
Missing Data	0	0	0	0	0	0.0%
Total	**1,994**	**1,640**	**1,597**	**1,466**	**1,627**	**-18.4%**

Figure 28: Drivers Convicted of a Repeat DWI, 2019 - 2023
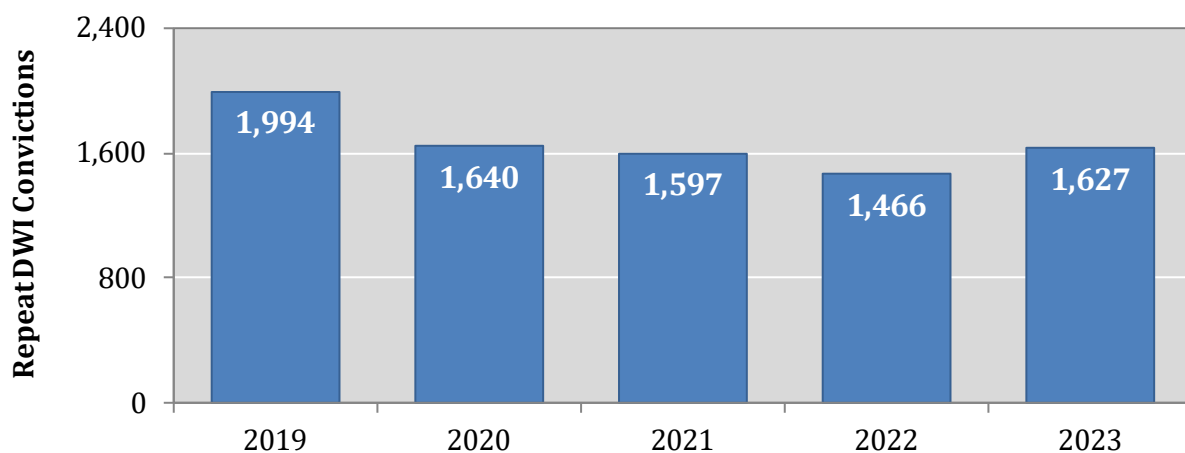
[67] Darker shading indicates higher numbers.

[68] "Age" refers to age on the day of arrest for convictions issued by the court in the specified year.

Table 81: Repeat DWI Convictions by Age[69] and Sex[70], 2023

Age Group	Repeat DWI Convictions								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	4	0.3%	0	0.0%	0	0.0%	4	0.2%	-
20-24	78	6.5%	27	6.5%	0	0.0%	105	6.5%	2.9
25-29	149	12.4%	72	17.4%	6	37.5%	227	14.0%	2.1
30-34	205	17.1%	80	19.4%	3	18.8%	288	17.7%	2.6
35-39	216	18.0%	66	16.0%	2	12.5%	284	17.5%	3.3
40-44	149	12.4%	49	11.9%	3	18.8%	201	12.4%	3.0
45-49	100	8.3%	42	10.2%	0	0.0%	142	8.7%	2.4
50-54	109	9.1%	33	8.0%	0	0.0%	142	8.7%	3.3
55-59	90	7.5%	17	4.1%	2	12.5%	109	6.7%	5.3
60-64	60	5.0%	19	4.6%	0	0.0%	79	4.9%	3.2
65-69	27	2.3%	7	1.7%	0	0.0%	34	2.1%	3.9
70-74	8	0.7%	1	0.2%	0	0.0%	9	0.6%	8.0
75 +	3	0.3%	0	0.0%	0	0.0%	3	0.2%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	1,198	100%	413	100%	16	100%	1,627	100%	2.9

Figure 29: Repeat DWI Convictions by Age[69] and Sex[70], 2023
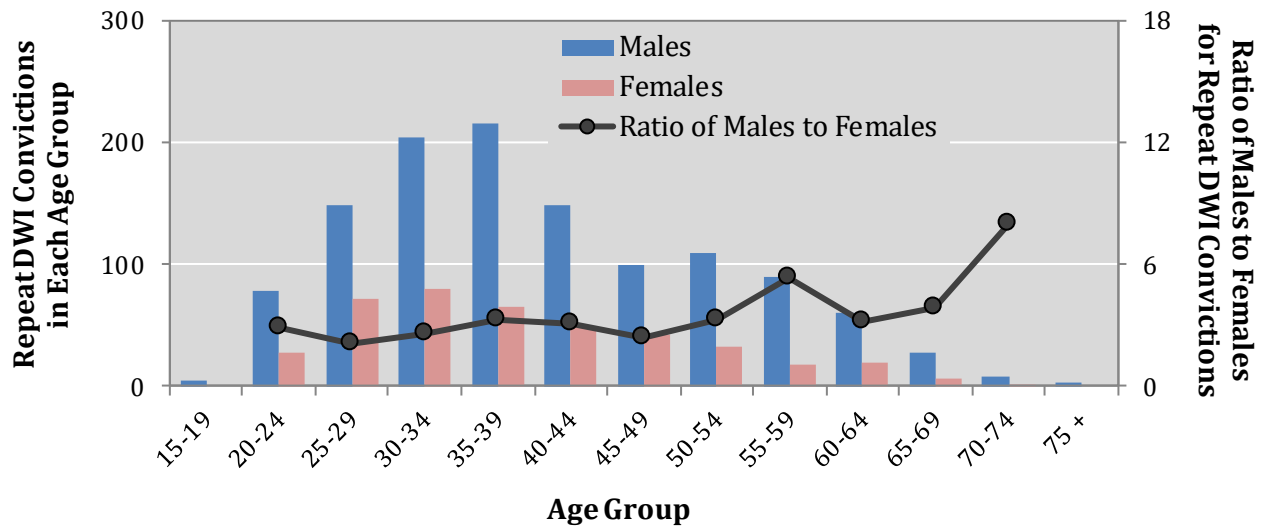
[69] "Age" refers to age on the day of arrest for a conviction issued by the court in 2023.
[70] The ratio of males to females is calculated only when there is at least one conviction of each sex in that age group.

Court Dispositions

Table 82: Disposition[71] of DWI Arrests in 2023 by County, as of December 2024

County	DWI Arrests in 2023								
	Number of DWI Arrests Resulting in Convictions		Number of DWI Arrests Resulting in Dismissals		Number of DWI Arrests Awaiting Disposition		Total DWI Arrests	Average Number of Days to DWI Conviction	Average Number of Days to DWI Dismissal
	Count	Percent	Count	Percent	Count	Percent			
Bernalillo	1,385	65%	121	6%	632	30%	2,138	175	191
Catron	0	0%	0	0%	0	0%	0	-	-
Chaves	170	63%	15	6%	86	32%	271	187	181
Cibola	63	34%	20	11%	100	55%	183	153	102
Colfax	30	44%	3	4%	35	51%	68	181	348
Curry	89	66%	14	10%	31	23%	134	171	182
De Baca	0	0%	0	0%	0	0%	0	-	-
Doña Ana	200	26%	76	10%	491	64%	767	222	170
Eddy	174	59%	16	5%	103	35%	293	168	244
Grant	115	60%	27	14%	49	26%	191	142	163
Guadalupe	23	62%	6	16%	8	22%	37	119	172
Harding	0	0%	0	0%	0	0%	0	-	-
Hidalgo	23	70%	3	9%	7	21%	33	162	146
Lea	164	59%	6	2%	110	39%	280	180	191
Lincoln	70	69%	3	3%	28	28%	101	171	130
Los Alamos	15	65%	0	0%	8	35%	23	137	-
Luna	77	71%	4	4%	28	26%	109	146	73
McKinley	291	48%	49	8%	272	44%	612	174	143
Mora	18	62%	1	3%	10	34%	29	201	166
Otero	149	58%	10	4%	98	38%	257	166	165
Quay	9	47%	0	0%	10	53%	19	185	-
Rio Arriba	54	31%	2	1%	117	68%	173	204	376
Roosevelt	19	70%	1	4%	7	26%	27	147	423
San Juan	723	67%	59	5%	294	27%	1,076	160	207
San Miguel	94	56%	17	10%	56	34%	167	208	153
Sandoval	376	59%	135	21%	129	20%	640	155	173
Santa Fe	224	34%	145	22%	296	45%	665	158	19
Sierra	18	28%	2	3%	45	69%	65	227	143
Socorro	29	51%	10	18%	18	32%	57	215	201
Taos	71	69%	3	3%	29	28%	103	128	175
Torrance	10	38%	0	0%	16	62%	26	210	-
Union	2	67%	0	0%	1	33%	3	199	-
Valencia	96	34%	41	15%	144	51%	281	207	183
Missing Data	1	1%	1	1%	98	98%	100	12	155
Statewide	**4,782**	**54%**	**790**	**9%**	**3,356**	**38%**	**8,928**	**172**	**149**

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[71] This table shows 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 December 2024. A very small number of "not guilty" rulings may be included in the category Dismissals.
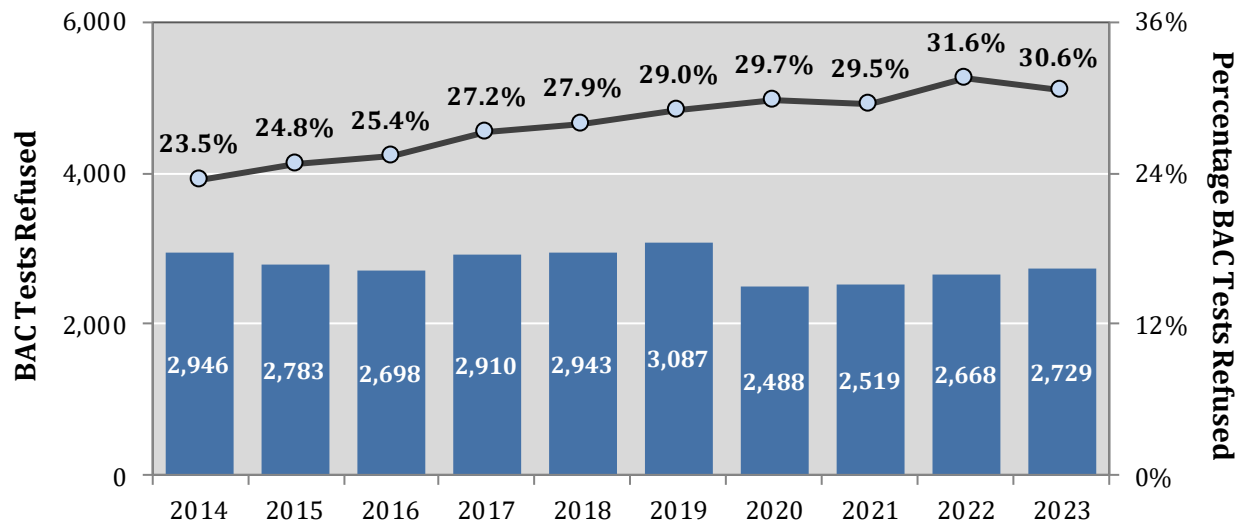
Blood Alcohol Content (BAC)

Figure 30: Range of BAC Test Results from 2023 DWI Arrests[72]
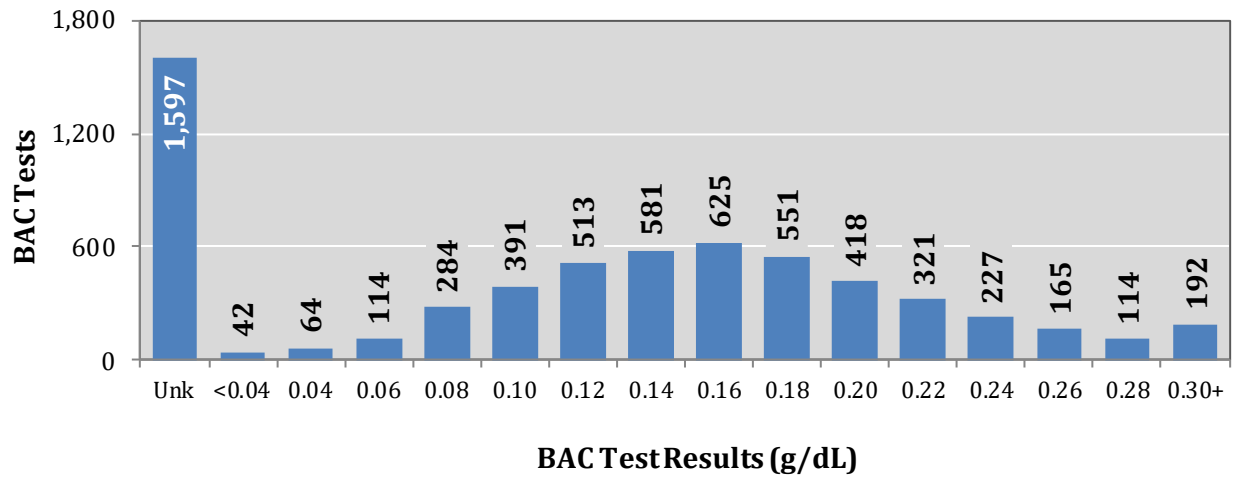
- The percentage of people arrested for DWI who refused BAC testing has increased in seven of the last nine years, rising from 23.5 percent to 30.6 percent. (Figure 31)

Figure 31: Number of BAC Test Refusals and Percentage of BAC Test Refusals, 2014 - 2023

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

Rates

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

$$Crash\ Rate = \frac{Crash\ Frequency\ in\ a\ Period}{Exposure\ in\ Same\ Period} = \frac{2{,}268\ alcohol\ crashes\ in\ 2023}{282.07\ \ 100M\ VMT\ in\ 2023} = 8.0\ \ alcohol\ crashes\ per\ 100M\ VMT$$

Table 83: Rate Denominators: Population[73], Vehicle Miles Traveled[74], Licensed Drivers, and Motor Vehicle Registrations, 2014 - 2023 [75]

Year	New Mexico Population (U.S. Census, July 1 Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)	New Mexico Licensed Drivers	New Mexico Motor Vehicle Registrations
2014	2,090,236	265.50	1,487,472	1,930,706
2015	2,090,071	302.92	1,502,279	1,823,445
2016	2,092,555	278.09	1,524,177	1,823,961
2017	2,092,844	278.36	1,504,433	1,740,002
2018	2,093,754	272.88	1,482,149	1,824,217
2019	2,099,634	277.72	1,487,486	1,825,421
2020	2,118,488	236.92	1,516,653	1,783,151
2021	2,116,950	268.23	1,521,203	1,862,673
2022	2,113,476	269.08	1,556,172	1,870,380
2023	2,114,371	282.07	1,599,274	-

[73] 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.

[74] 100M VMT = 100 million vehicle miles traveled.

[75] Detailed source information is in the Sources section at the end of this publication. A dash is used when the number of motor vehicle registrations in NM is not available at time of publication.

Rates

Table 84: Alcohol-involved Crash Rates, 2014 - 2023

Year	Alcohol-involved Crash Rates			
	Alcohol-involved Crashes per 100,000 Population	Alcohol-involved Crashes per 100 Million Vehicle Miles Traveled (100M VMT)	Alcohol-involved Crashes per 100,000 Licensed Drivers	Alcohol-involved Crashes per 100,000 Registered Vehicles
2014	97.6	7.7	137.2	105.7
2015	102.1	7.0	142.1	117.0
2016	99.1	7.5	136.0	113.7
2017	98.0	7.4	136.3	117.8
2018	99.8	7.7	141.0	114.6
2019	106.5	8.1	150.4	122.5
2020	95.4	8.5	133.2	113.3
2021	101.6	8.0	141.3	115.4
2022	105.7	8.3	143.5	119.4
2023	107.3	8.0	141.8	-

Figure 32: Alcohol-involved Crash Rates (Population and VMT), 2014 - 2023
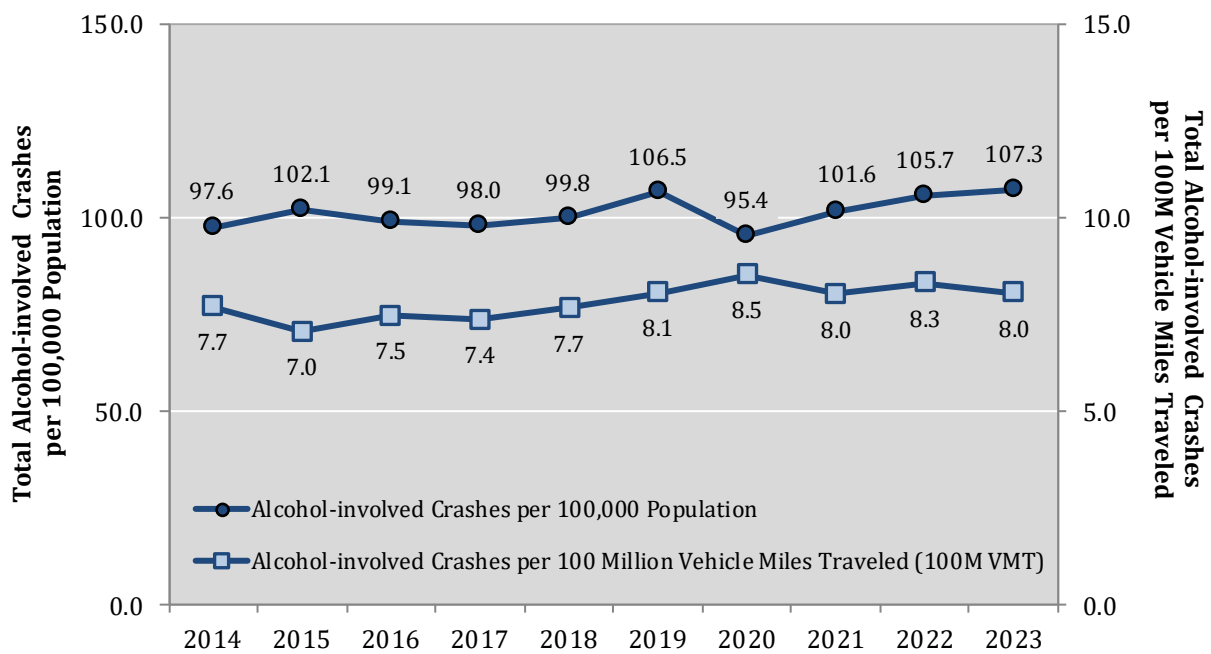
Table 85: Alcohol-involved Fatal Crash Rates, 2014 - 2023

| Year | Alcohol-involved Fatal Crash Rates | | | |
	Alcohol-involved Fatal Crashes per 100,000 Population	Alcohol-involved Fatal Crashes per 100 Million Vehicle Miles Traveled (100M VMT)	Alcohol-involved Fatal Crashes per 100,000 Licensed Drivers	Alcohol-involved Fatal Crashes per 100,000 Registered Vehicles
2014	7.3	0.57	10.2	7.9
2015	4.9	0.34	6.9	5.6
2016	7.1	0.54	9.8	8.2
2017	6.3	0.47	8.7	7.5
2018	6.7	0.52	9.5	7.7
2019	7.1	0.54	10.0	8.2
2020	6.3	0.57	8.8	7.5
2021	7.4	0.59	10.3	8.4
2022	7.6	0.59	10.3	8.6
2023	7.0	0.53	9.3	-

Figure 33: Alcohol-involved Fatal Crash Rates (Population and VMT), 2014 - 2023
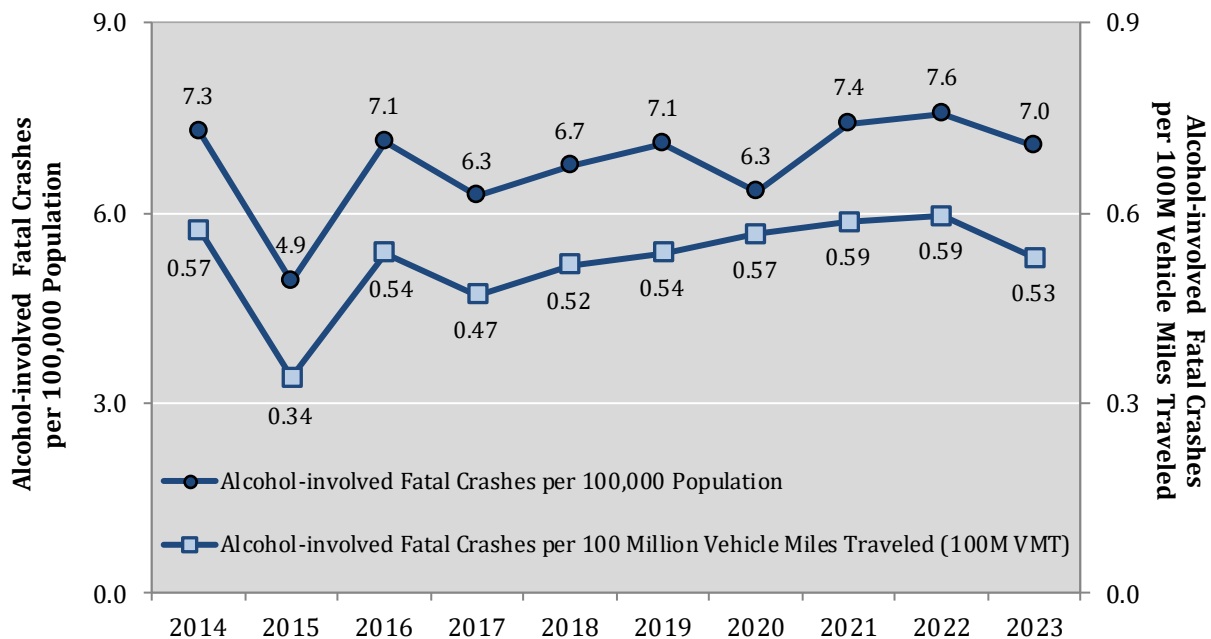
Rates

Table 86: Alcohol-involved Fatality Rates, 2014 - 2023 [76]

Year	Alcohol-involved Fatality Rates			
	Alcohol-involved Fatalities per 100,000 Population	Alcohol-involved Fatalities per 100 Million Vehicle Miles Traveled (100M VMT)	Alcohol-involved Fatalities per 100,000 Licensed Drivers	Alcohol-involved Fatalities per 100,000 Registered Vehicles
2014	8.1	0.64	11.4	8.8
2015	5.7	0.40	8.0	6.6
2016	8.2	0.61	11.2	9.4
2017	7.0	0.53	9.8	8.4
2018	7.3	0.56	10.3	8.3
2019	8.3	0.63	11.8	9.6
2020	6.8	0.61	9.6	8.1
2021	8.4	0.66	11.7	9.6
2022	8.3	0.65	11.3	9.4
2023	7.8	0.58	10.3	-

Figure 34: Alcohol-involved Fatality Rates (Population and VMT), 2014 - 2023 [76]

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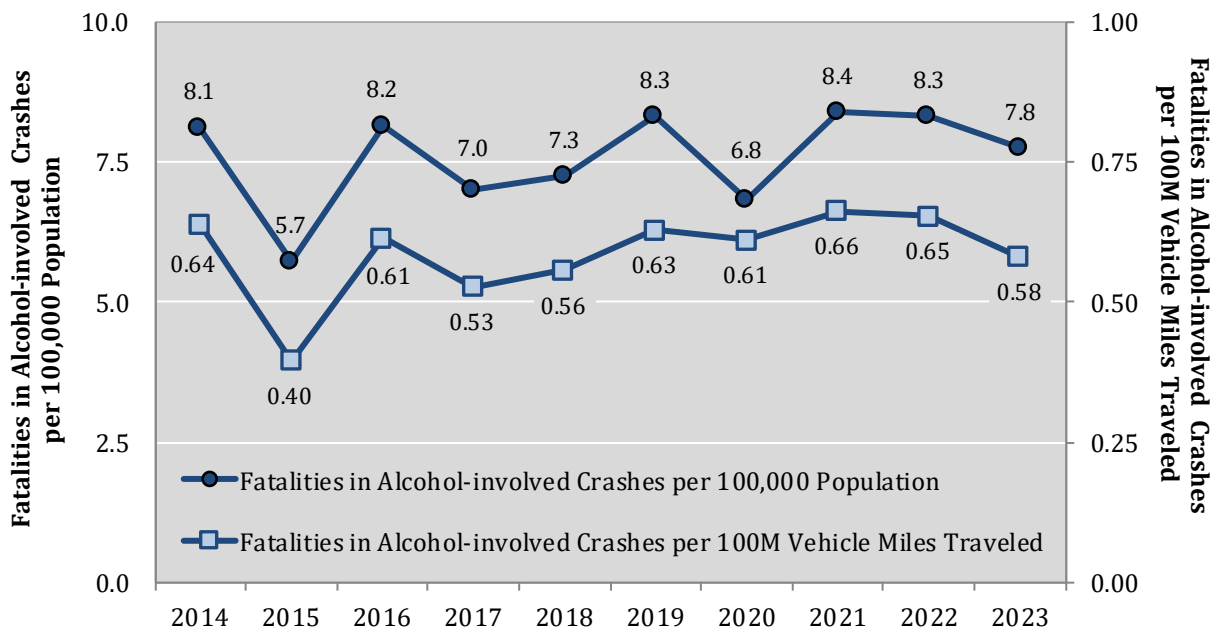
[76] An alcohol-involved fatality is any crash-related fatality in which at least one driver, pedestrian or pedalcycle operator in the crash was indicated by the officer on the crash report as being under the influence of alcohol.

Economic Impact

- Alcohol-involved fatal crash costs accounted for 77.6 percent of the Total Human Capital Costs Estimate of all alcohol-involved crashes. (Table 87)
- When intangible costs from loss of life or reduction in quality of life are added to the human costs, the Total Comprehensive Costs Estimate exceeds $1.2 billion. (Table 88)

Table 87: Human Capital Cost Estimates[77] for Alcohol-involved Crashes, 2023 Adjusted

Crash Severity	Human Capital Costs per Crash, 2023 CPI-Adjusted ($)	Alcohol-involved Crashes, 2023	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	2,128,190	149	317,100,381
Suspected Serious Injury Crash (A)	190,334	149	28,359,812
Suspected Minor Injury Crash (B)	71,589	468	33,503,623
Possible Injury Crash (C)	48,523	354	17,177,245
Property Damage Only Crash (O)	10,935	1,148	12,553,180
Total			**408,694,240**

Table 88: Comprehensive Cost Estimates[77] for Alcohol-involved Crashes, 2023 Adjusted

Crash Severity	Comprehensive Costs per Crash, 2023 Adjusted ($)	Alcohol-involved Crashes, 2023	Total Comprehensive Costs Estimate, 2023 ($)	Loss of Quality of Life Estimate, 2023 ($)
Fatal Crash (K)	7,255,432	149	1,081,059,432	763,959,052
Suspected Serious Injury Crash (A)	384,417	149	57,278,177	28,918,365
Suspected Minor Injury Crash (B)	140,427	468	65,719,914	32,216,291
Possible Injury Crash (C)	79,139	354	28,015,091	10,837,846
Property Damage Only Crash (O)	12,790	1,148	14,683,269	2,130,089
Total			**1,246,755,882**	**838,061,642**

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[77] Human Capital Crash Costs are monetary losses associated with medical care, emergency services, property damage, and lost productivity. Comprehensive Crash Costs include human capital costs (measurable costs), plus a value for the nonmonetary Loss of Quality of Life, to capture a more accurate level of the burden of injury. Loss of Quality of Life is the difference between Comprehensive Costs and Human Capital Costs. Tables display rounded numbers, but the calculation method uses precise values. Crash cost calculation methodology and sources are in the Sources section (Page 82) under Consumer Price Index (CPI), Economic Impact Estimates and Employment Cost Index (ECI) .

Sources

Consumer Price Index (CPI) – U.S. Department of Labor, Bureau of Labor Statistics. Historical Consumer Price Index for All Urban Consumers (CPI-U): U.S. City average, all items, by month (Supplemental File: Historical CPI-U, October 2023). Data for January 2023. Accessed November 26, 2024: https://www.bls.gov/cpi/tables/supplemental-files/historical-cpi-u-202310.pdf

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

Note on crash-related fatalities: Driver, pedestrian and pedalcyclist fatalities are identified as alcohol involved or drug involved if they are identified as such in 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.

DWI Arrest and Conviction Data – New Mexico Taxation and Revenue Department (NM TRD) Motor Vehicle Division (MVD), DWI File, as of December 2024. Arrests and convictions include both DWI and aggravated DWI. Repeat offenders are identified by the combination of account key, arrest date, and citation number. The DWI database is regularly updated by MVD, so the numbers for any given year may differ between reports as new data becomes available, making the most recent publication more accurate.

DWI arrest and conviction statistics are compiled from MVD data by UNM-GPS. Arrest statistics are based on the year of the arrest, reflecting when the offense occurred.

Conviction statistics are based on the year the conviction was handed down, indicating when the case was processed by the courts. The year of conviction may differ from the year of arrest. Court disposition and blood alcohol level statistics are based on the year of arrest.

Economic Impact Estimates – American Association of State Highway and Transportation Officials (AASHTO), Highway Safety Manual (HSM), First Edition (HSM1), Volume 1, Appendix 4A, pp. 4-84 to 4-88. AASHTO HSM cost estimate calculations are based on the Crash Cost Estimates by Maximum Police-Reported Injury Severity Within Selected Crash Geometries, FHWA-HRT-05-051: October 2005.
https://www.highwaysafetymanual.org/Pages/About.aspx

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

Licensed Drivers – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), 2014 - 20232019 - 2023, License File, July data.

Population
- U.S. Census Bureau, Population Division. Subcounty Resident Population Estimates: April 1, 2020 to July 1, 2023. Release date for cities and towns: May 2024 (SUB-EST2023_35). Accessed June 10, 2024:
https://www.census.gov/data/tables/time-series/demo/popest/2020s-total-cities-and-towns.html

- U.S. Census Bureau, Population Division. Annual Estimates of the Resident Population for Counties in New Mexico: April 1, 2020 to July 1, 2023. Release date for counties: March 2023 (CO-EST2023-POP-35). Accessed June 10, 2024:
https://www.census.gov/data/tables/time-series/demo/popest/2020s-counties-total.html

- U.S. Census Bureau, Population Division. Annual Resident Population Estimates for States and Counties: April 1, 2010, to July 1, 2019. Release date for counties: May 2021 (CO-EST2020-[ST-FIPS]). Accessed January 4, 2023:
https://www.census.gov/programs-surveys/popest/technical-documentation/research/evaluation-estimates/2020-evaluation-estimates/2010s-counties-total.html

Sources

- 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

Registered Motor Vehicles and Motorcycles – U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. Highway Statistics Series, Vehicles. Table MV-1 (2019 published Nov. 2020; 2020, Dec. 2021; 2021, Feb. 2023; 2022, Nov. 2023). Accessed March 14, 2023: https://www.fhwa.dot.gov/policyinformation/statistics/2022/pdf/mv1.pdf

Urban Areas
- 2023: U.S. Department of Transportation, Federal Highway Administration, 2023 Adjusted Urban Area Boundaries (NMDOT-modified). Released October 2024. Includes a 10 meter buffer.

- 2020-2022: U.S. Census Bureau, Population Division, 2020 Decennial U.S. Census urban areas definitions. https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural.html

- 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

Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation, Asset Management and Planning Division, Data Management Bureau. New Mexico DVMT and AVMT by County, 2023 Highway Performance Monitoring System (HPMS) Data, generated on October 15, 2024. VMT (reported in units of 100M VMT, or 100 million vehicle miles traveled) are based on the daily average vehicle miles (DVMT) traveled.

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