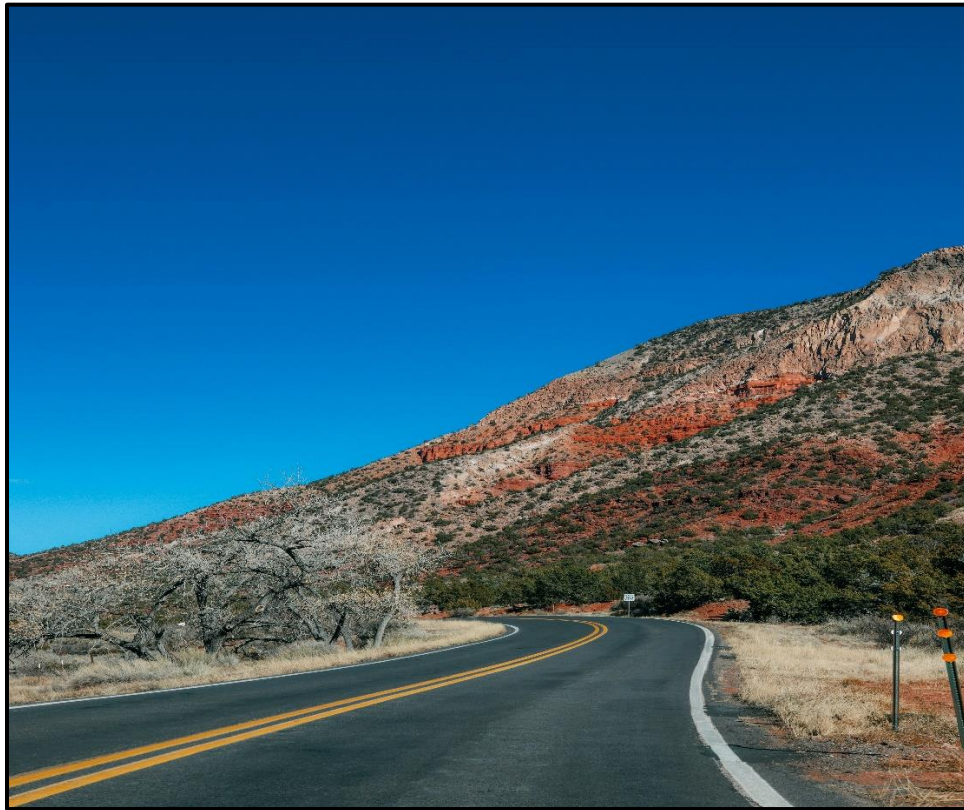




New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico DWI Report

2022



New Mexico Department of Transportation
Traffic Safety Division, Traffic Records Bureau



New Mexico Department of Transportation
Traffic Safety Division
Traffic Records Bureau

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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). But it also includes side-by-side ROVs (recreational off-highway vehicles) or UTV (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.

DWI – Driving while intoxicated.

Definitions

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.

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 a person involved in the crash dies within 30 days.

First Harmful Event (FHE) – The event of the crash that produced the first injury or damage. FHE is in conjunction with a subfield (FHEanalysis) to provide additional detail on the nature of the first harmful event. Beginning in 2020, the first harmful event replaced crash classification, and FHEanalysis replaced Analysis. Prior to 2020, FHE and subanalysis fields came from the crash classification and analysis fields for crashes and agencies not using the E July 2018 Uniform Crash Report.

The first harmful event may not reflect other notable events. For example, a crash, in which a vehicle overturned and then hit a pedestrian, is a “Non-Collision” and not a “Collision with Person.” As a result, the 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 FHEanalysis subcategories “Other Large Domestic Animal”, “Curb” and “Other Non-Motorist” were 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 geocoded as Albuquerque.

Injuries – The number of people injured in a crash, in contrast to the number of crashes with injured people. 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 with at least one injured person. 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 injury crashes.

Missing Data – The applicable field on the UCR form was blank or contained an invalid code. Beginning 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, beginning with the 2020 DWI 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 DWI Reports.

Definitions

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 transport vehicle powered solely by pedals.

Pedalcycle Operator – A person who is in actual physical control of a pedalcycle or, for an out-of-control pedalcycle, a person in control or loses control of a pedalcycle.

Pedalcyclists, All – All people on any pedalcycle or in any pedalcycle trailer and involved in a collision with a motor vehicle. Consists of pedalcycle operators and pedalcycle passengers. Historically, “pedalcyclists” included both pedalcycle operators and passengers.

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 and involved in a collision with a motor vehicle. Historically, “pedestrians” have also included people on personal conveyances (e.g., wheelchair or skateboard).

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.

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 results 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 76 for more detail.

Ratio of Males to Females – The number of males for every one female. The ratio of males to females results 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 places 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 describe by the KABCO scale: *K* is Killed, *ABC* indicate injuries (*A*=suspected serious, *B*=suspected minor, *C*=possible), and *O* indicates no apparent injuries (property damage only).

Suspected Minor Injury – A visible but not serious injury, such as abrasions, bruises, and minor lacerations, as observed by the officer at the scene of the crash. Also known as a Class B injury or a visible injury.

Suspected Serious Injury – Any injury other than fatal that results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
- Significant burns (second- and third-degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

The Federal Highway Administration adopted the above definition in 2014 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.”

Definitions

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

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

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

2022 HIGHLIGHTS

DWI Enforcement

- DWI arrests fell slightly in 2022 to 8,381. Pre-Covid levels were above 10,000. (Table 71, Figure 26)
 - The number of drivers refusing BAC testing was 31.7 percent of all DWI arrests in 2022. (Figure 31)
-

Crashes

- The number of alcohol-involved crashes rose from 2,150 to 2,233. Alcohol-involved crashes as a percentage of total crashes remained elevated at 5.5 percent compared to pre-Covid levels, which were closer to 4.6 percent. (Table 2)
 - The number of alcohol-involved *fatal* crashes rose to 160, the highest number in at least a decade. (Table 3)
 - When calculated using population or vehicle miles traveled, the crash rates for both alcohol-involved crashes and alcohol-involved fatal crashes rose to their second-highest level in at least a decade. (Table 84, Table 85, Figure 33)
-

Fatalities

- The number of people killed in alcohol-involved crashes decreased slightly from 178 to 176 but remained the second-highest number in at least a decade. (Table 5)
-

Age and Sex

- Females are an increasingly larger portion of alcohol-involved teen and young adult drivers. (Table 38, Table 42)
 - Crash rates for alcohol-involved teen drivers fell slightly in 2022 but remained high compared to pre-Covid levels. (Table 37, Figure 12)
-

Non-Motorists

- Alcohol was a contributing factor in 17.5 percent of all pedestrian crashes, the second-lowest percentage in a decade. (Table 52).
 - 38.3 percent of pedestrians killed in crashes were under the influence of alcohol. Pre-Covid, this percentage was typically above 50 percent. (Table 55)
 - The number of alcohol-involved pedalcycle crashes fell to the lowest number in at least a decade. (Table 60, Figure 20)
-

2022 Alcohol-involved Crash Summary

Summary of Alcohol-involved Crashes, 2022

Table 1: Alcohol-involved Crashes, 2022

Alcohol Involvement	Crashes	Percent
Alcohol-involved	2,233	5.5%
Not Alcohol-involved	38,651	94.5%
Total Crashes	40,884	100.0%

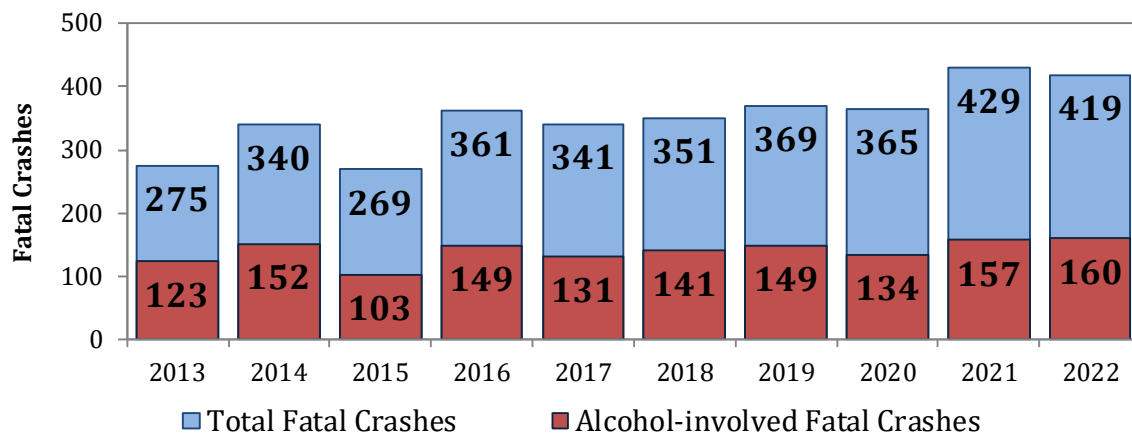
Table 2: Alcohol-involved Crashes, 2013 - 2022

Year	Alcohol-involved Crashes	Total Crashes	Percent of Total Crashes
2013	1,937	39,208	4.9%
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%

Table 3: Alcohol-involved Fatal Crashes, 2013 - 2022

Year	Alcohol-involved Fatal Crashes	Total Fatal Crashes	Percent of Total Fatal Crashes
2013	123	275	44.7%
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%

Figure 1: Total Fatal Crashes and Alcohol-involved Fatal Crashes, 2013 - 2022



2022 Alcohol-involved Crash Summary

- The number of alcohol-involved crashes rose to 2,233. The percentage of alcohol-involved crashes is the second-highest level in ten years at 5.5 percent. (Table 2)
- The number of alcohol-involved fatal crashes rose to 160, the highest number in the last decade. (Table 3, Figure 2)

Figure 2: Alcohol-involved Total and Fatal Crashes, 2013 - 2022

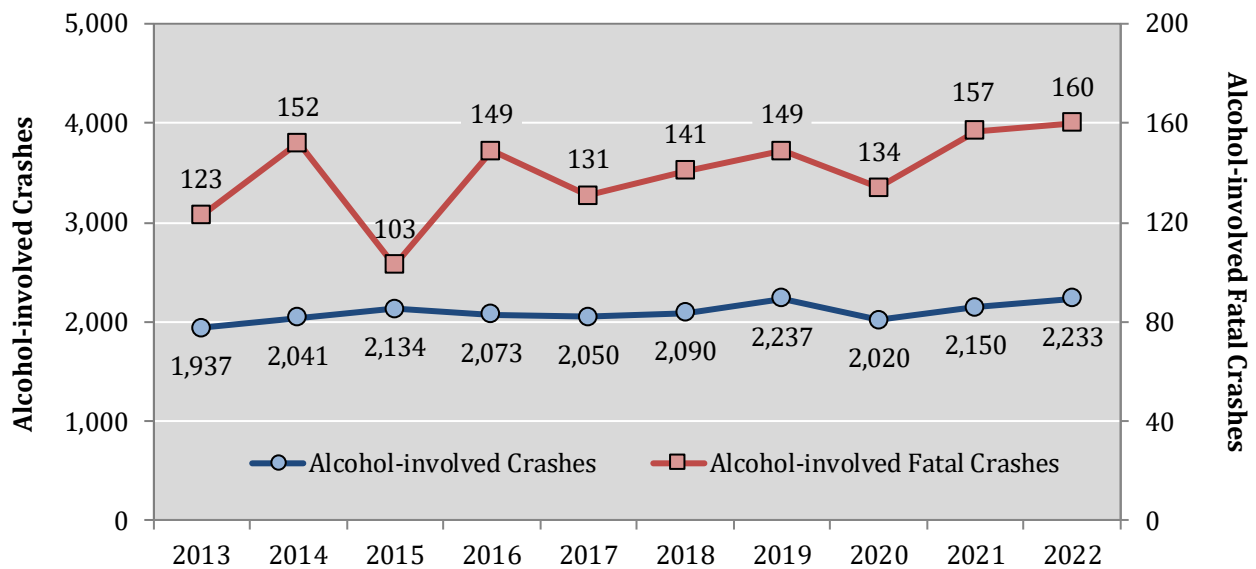


Table 4: Alcohol-involved Crashes by Crash Severity, 2013 - 2022

Year	Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Total Crashes
2013	123	817	997	1,937
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

2022 Alcohol-involved Crash Summary

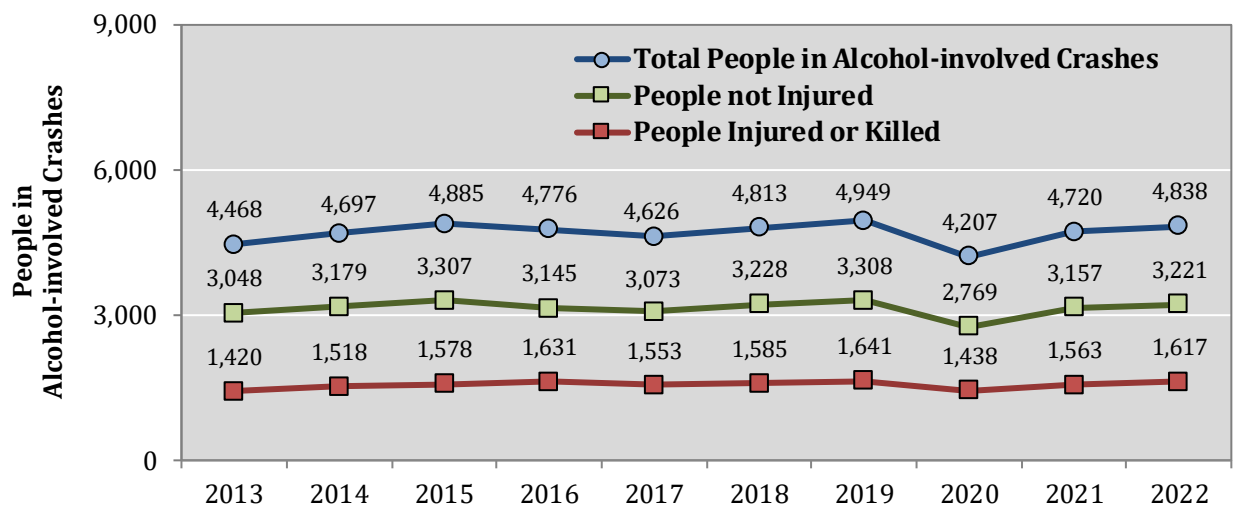
Summary of Alcohol-involved Fatalities and Injuries, 2022

- The total number of people in alcohol-involved crashes rose to 4,838 in 2022. (Table 5, Figure 3).
- The number of fatalities in alcohol-involved crashes decreased slightly from 178 to 176, but remained the second-highest number in the past decade. (Table 5)

Table 5: People in Alcohol-involved Crashes by Severity of Injury, 2013 - 2022

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
2013	137	3.07%	1,283	28.7%	3,048	68.2%	4,468	100%
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%

Figure 3: People in Alcohol-involved Crashes by Severity of Injury, 2013 - 2022



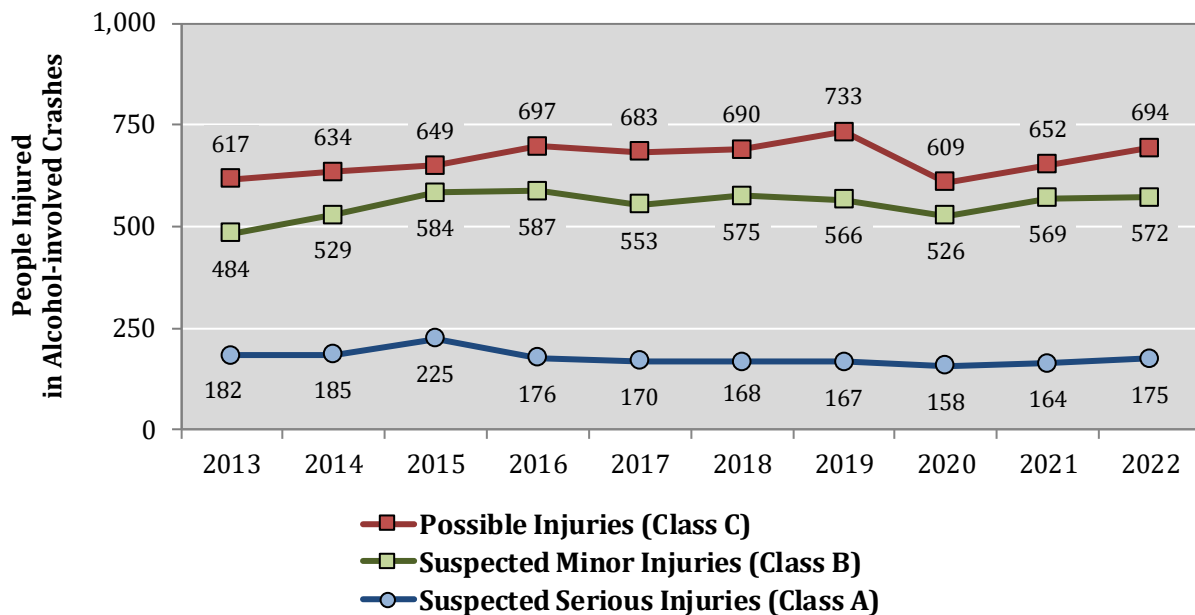
2022 Alcohol-involved Crash Summary

Table 6: People Injured in Alcohol-involved Crashes by Type of Injury, 2013 - 2022

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
2013	182	14.2%	484	37.7%	617	48.1%	1,283	100%
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%

- The number of people with suspected serious, suspected minor, and possible injuries all increased in 2022. (Table 6, Figure 4, Table 83)

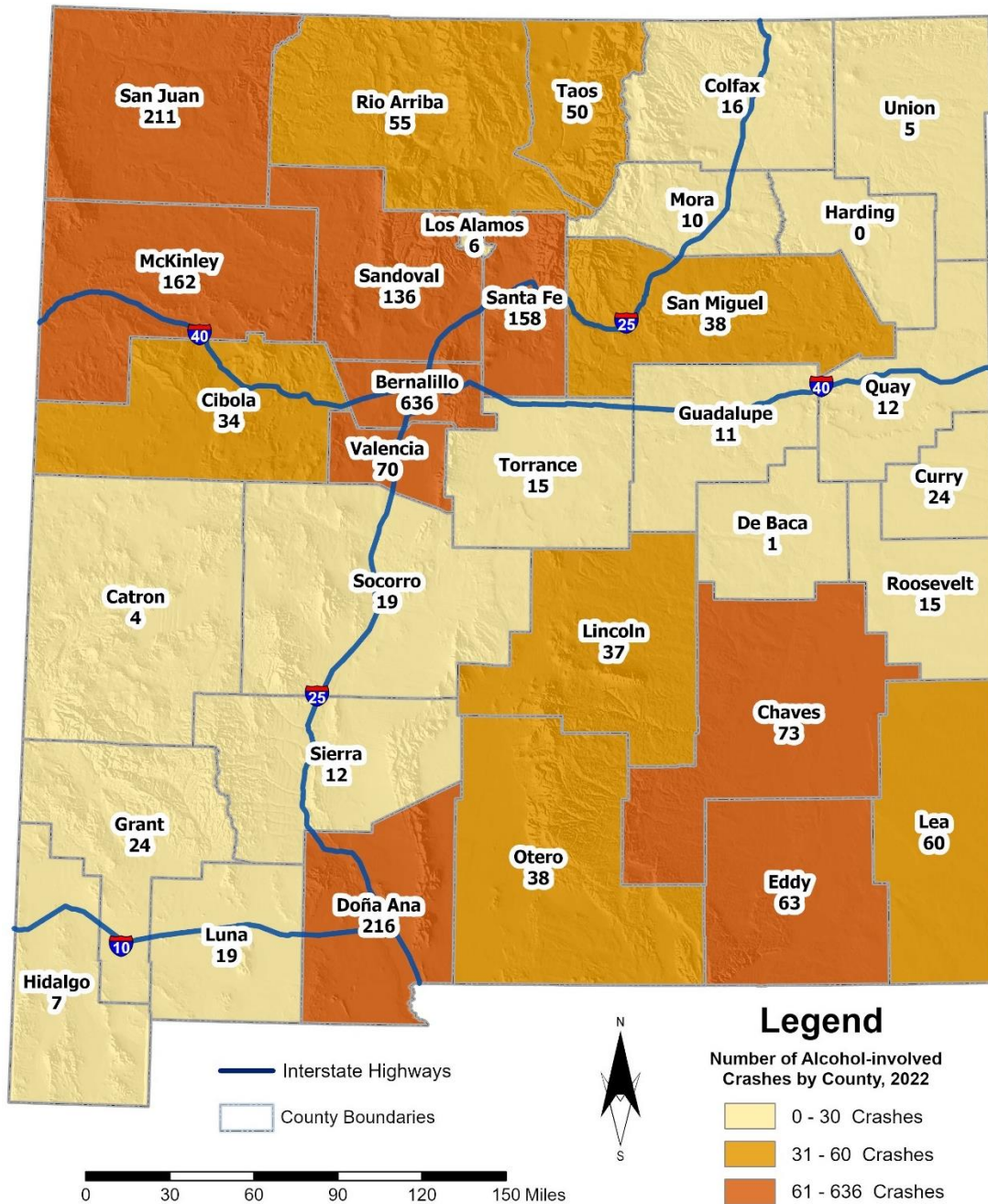
Figure 4: People Injured in Alcohol-involved Crashes by Type of Injury, 2013 - 2022



Crash Geography – Maps

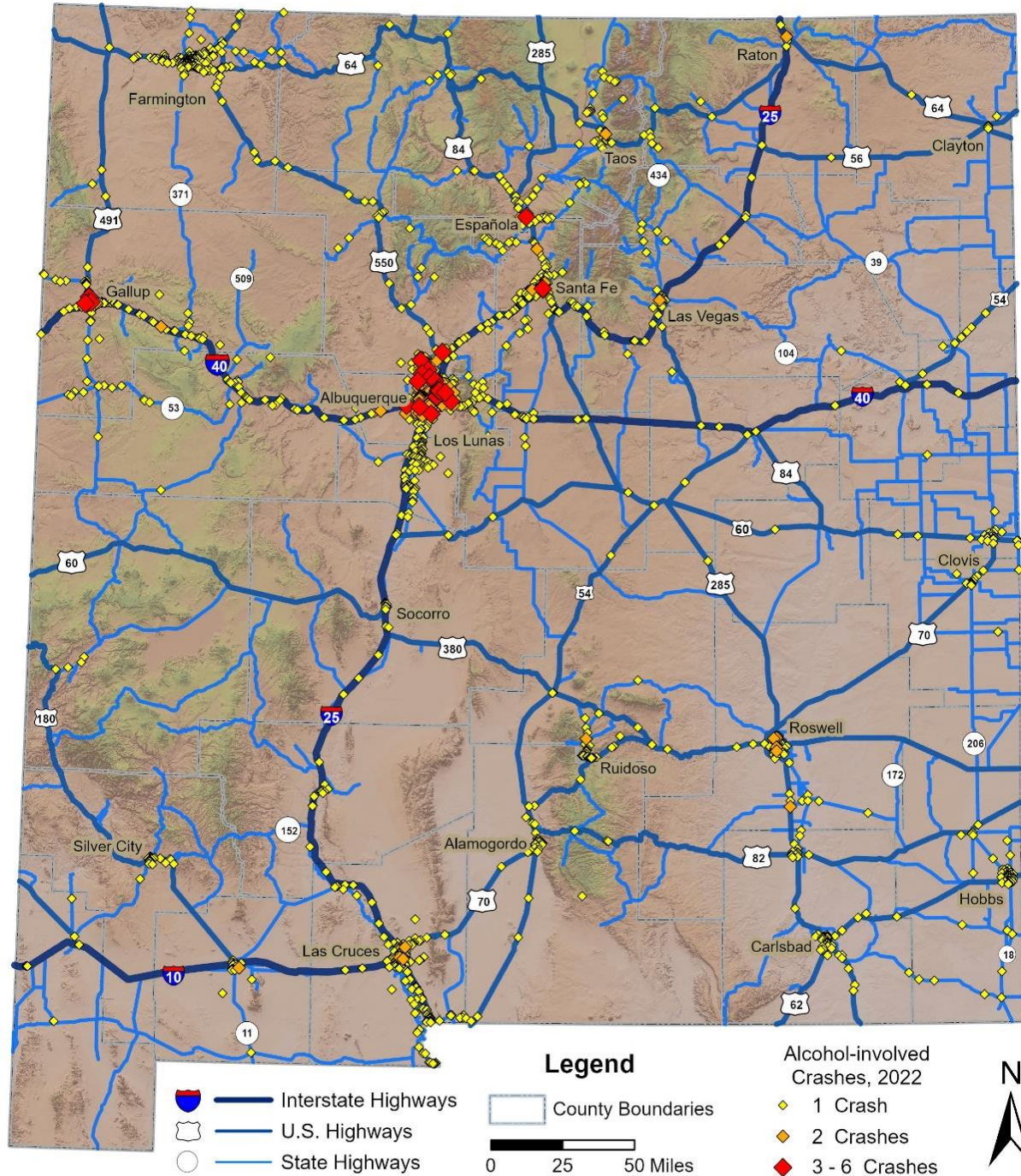
Alcohol-involved Crash Geography Maps

Map 1: Alcohol-involved Crashes in New Mexico by County, 2022



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

Map 2: Location of Alcohol-involved Crashes, 2022¹

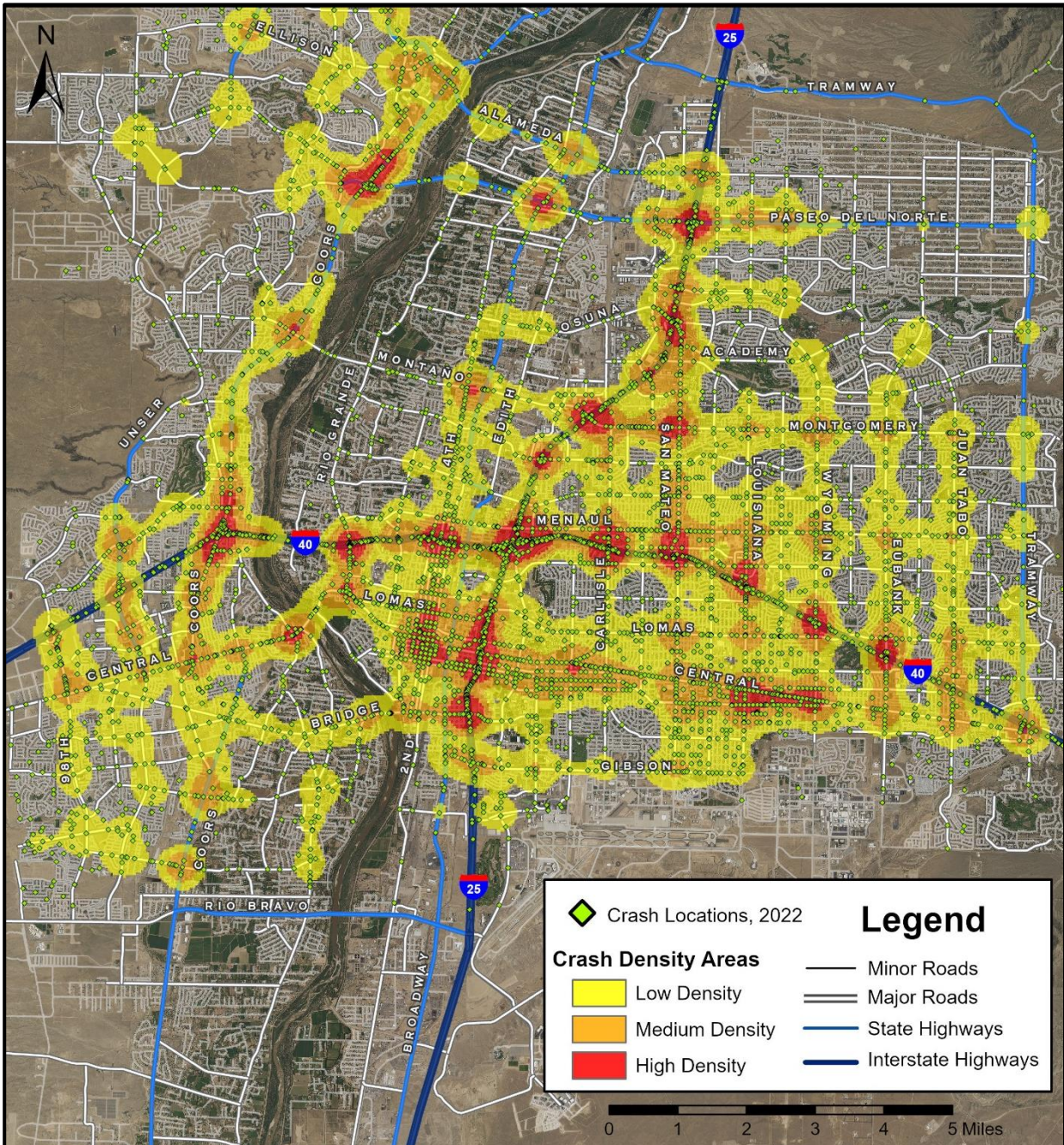


All maps are available in high-resolution color at <https://gps.unm.edu/tru/reports/crash-maps/index.html>.

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

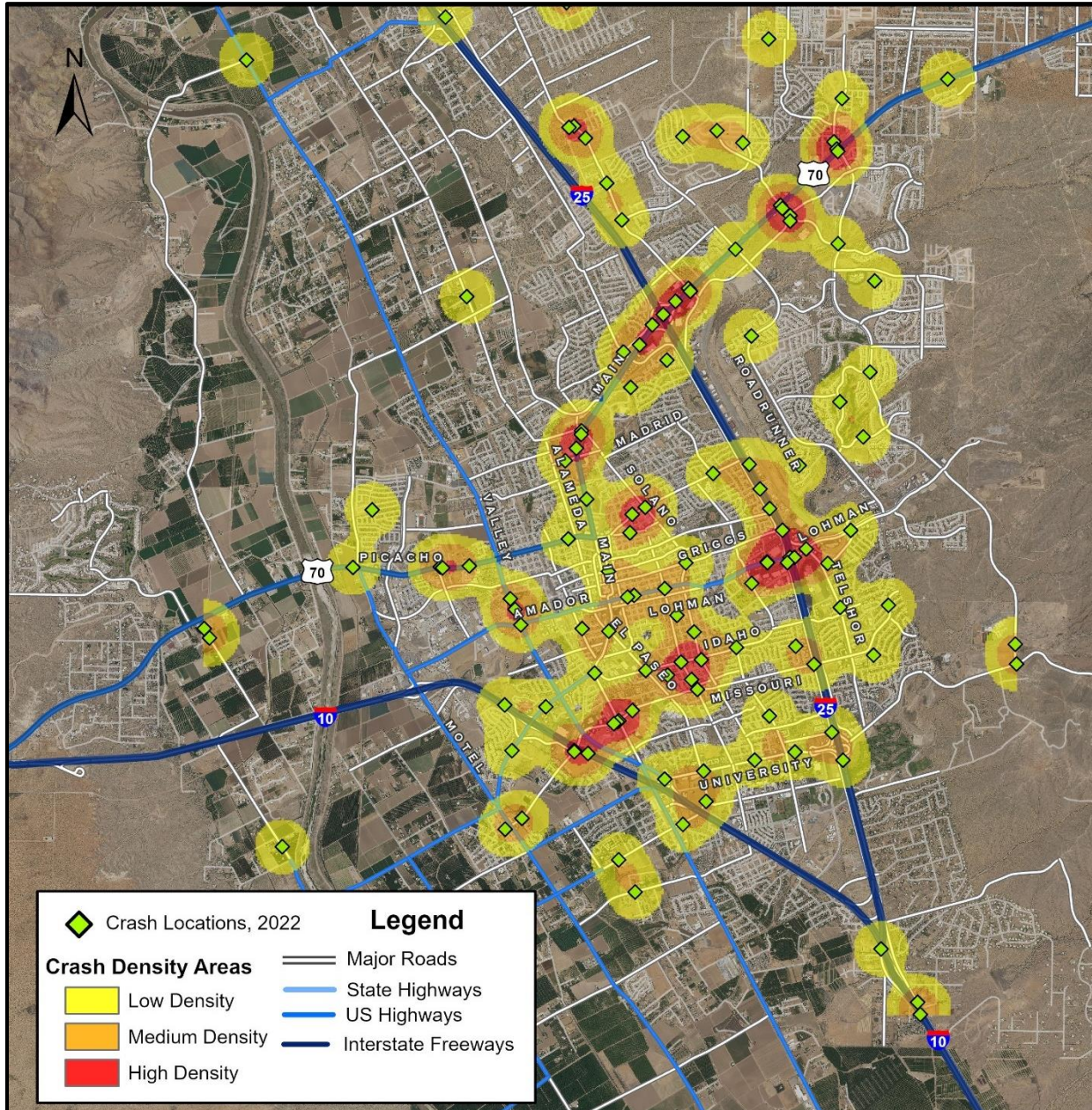
Map 3: Location and Density of Alcohol-involved Crashes in Albuquerque, 2022²



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

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

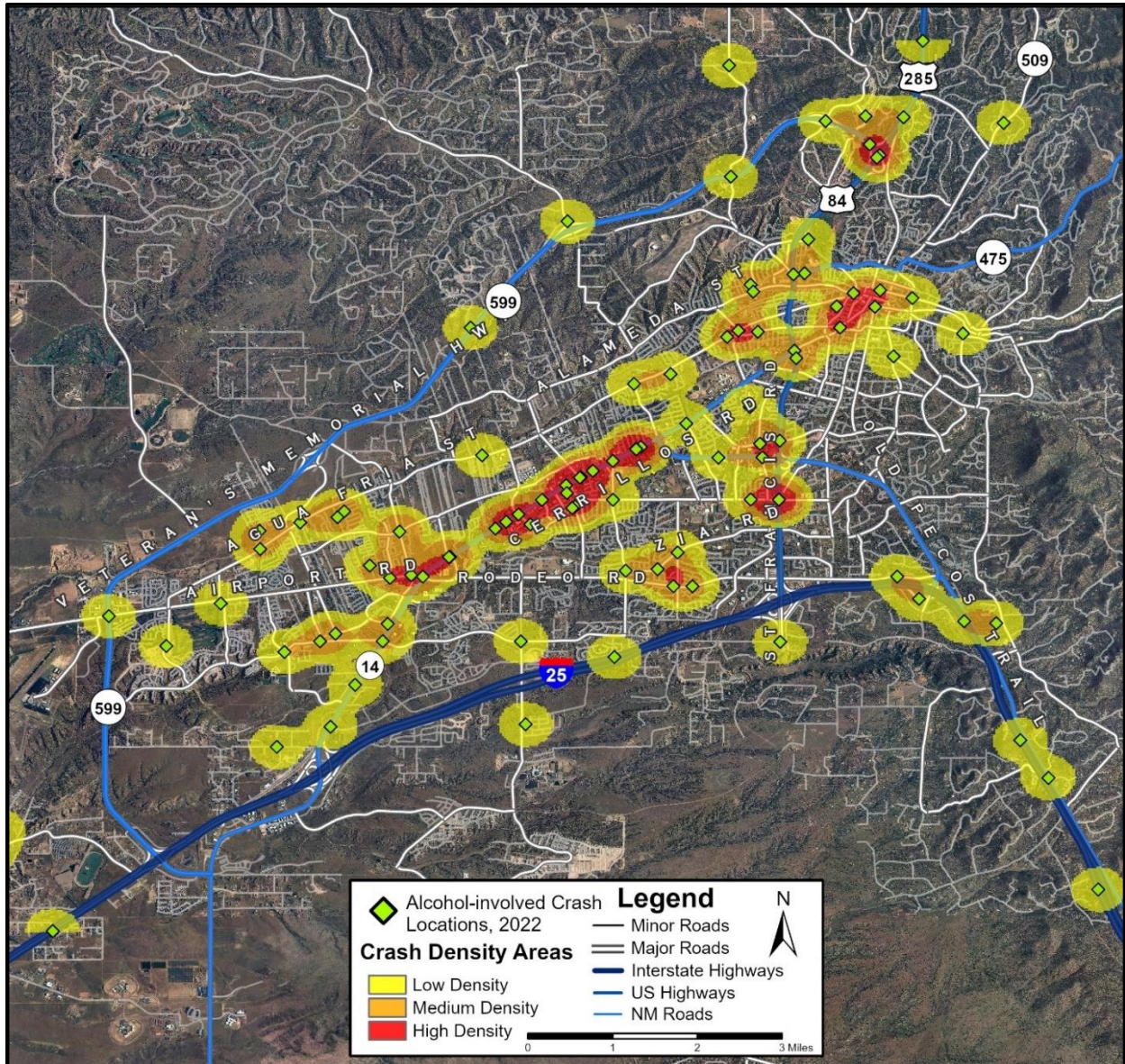
Map 4: Location and Density of Alcohol-involved Crashes in Las Cruces, 2022²



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

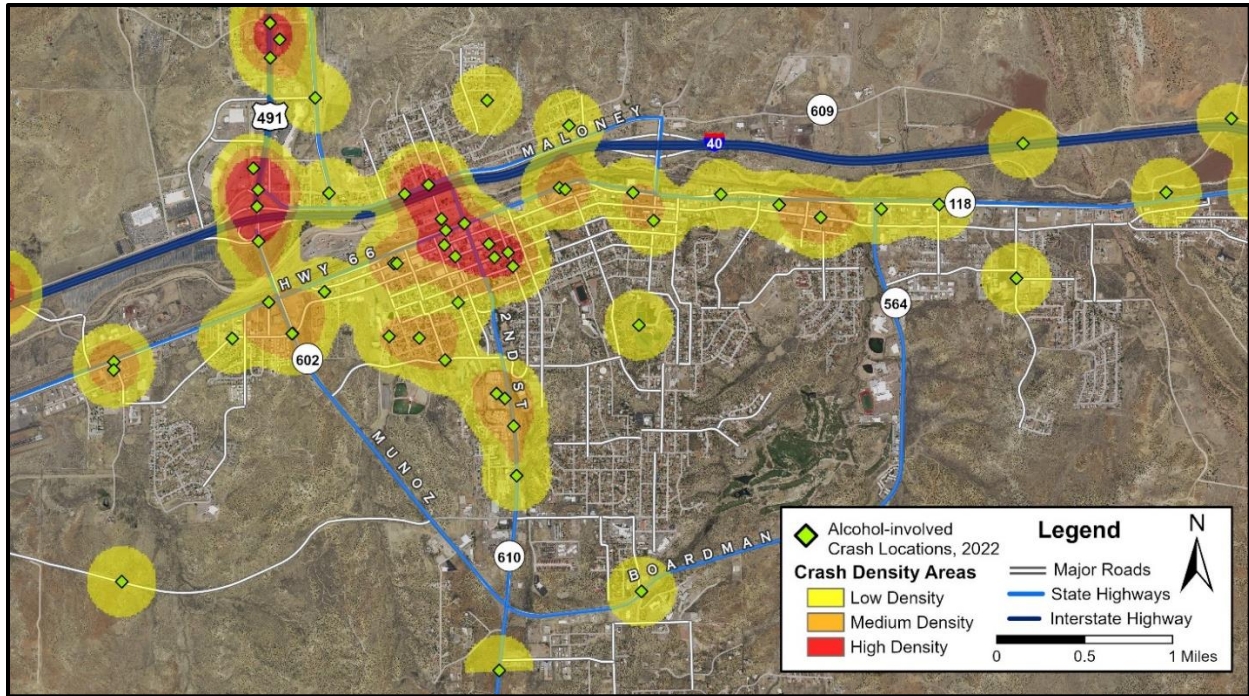
Crash Geography – Maps

Map 5: Location and Density of Alcohol-involved Crashes in Santa Fe, 2022²

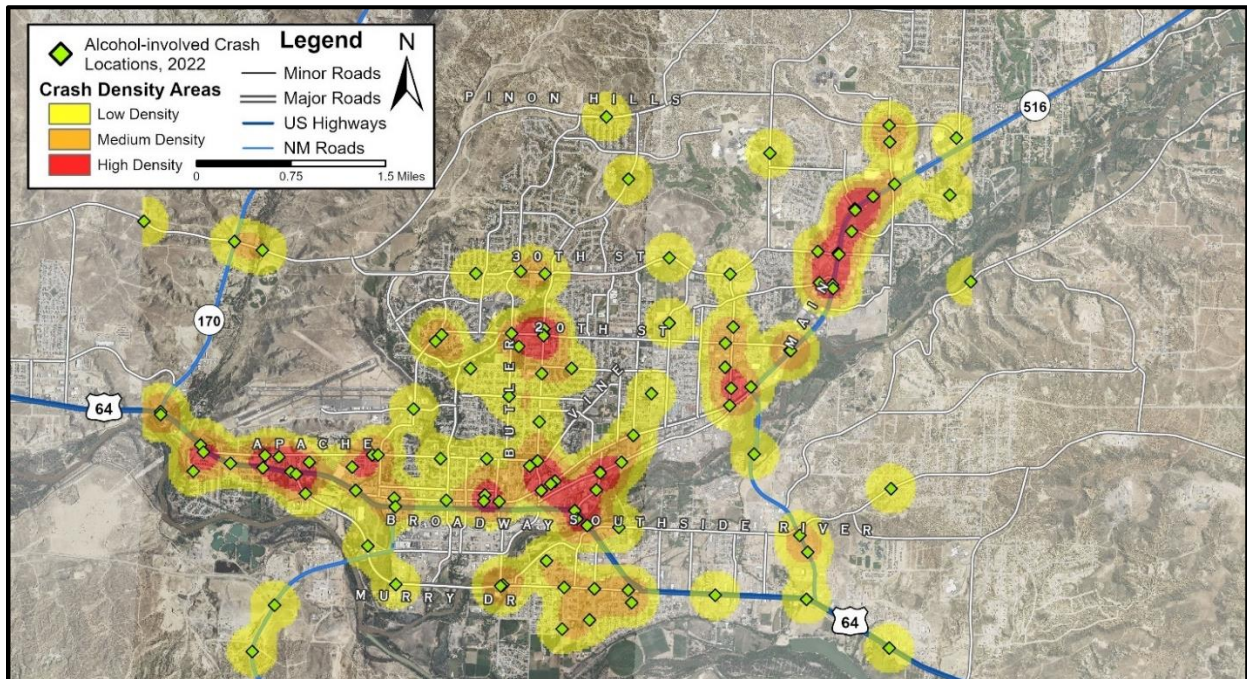


All maps are available in high-resolution color at <https://gps.unm.edu/tru/reports/crash-maps/index.html>.

Map 6: Location and Density of Alcohol-involved Crashes in Gallup, 2022²



Map 7: Location and Density of Alcohol-involved Crashes in Farmington, 2022²



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

Crash Geography – Counties

Counties

Alcohol-involved Crashes

- Counties that saw an *increase* in the number of alcohol-involved crashes were Catron, Chaves, Doña Ana, Hidalgo, Lincoln, Los Alamos, Luna, McKinley, Mora, Quay, Rio Arriba, Roosevelt, San Miguel, Sandoval, Santa Fe, Socorro, Taos, Union, and Valencia. (Table 7)
 - Several counties saw the highest number of alcohol-involved crashes in the last five years: Doña Ana, Hidalgo, Lincoln, McKinley, Mora, Quay, Rio Arriba, San Miguel, Sandoval, Socorro, Taos, and Valencia. (Table 7)
 - Of the 20 counties with the highest number of alcohol-involved crashes in 2022, the highest alcohol-involved crash *rates* per 100 million vehicle miles traveled occurred in Taos (12.5), Bernalillo (11.6), and McKinley (11.3). The highest *rates* per 10,000 county residents occurred in Mora (24.0) and McKinley (23.2). (Table 8).
-

Alcohol-involved Fatal Crashes

- San Juan County accounted for 8.1 percent of all alcohol-involved fatal crashes, although it represents only 5.7 percent of the state population. Similarly, McKinley County accounted for 10.0 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 2022, the highest alcohol-involved fatal crash *rates* per 10,000 county residents occurred in Catron (10.5), Mora (4.8), and Guadalupe (4.6). The highest *rate* per 100 million vehicle miles traveled occurred in Catron (3.6). (Table 10)
-

Crash Geography – Counties

Table 7: Alcohol-involved Crashes³ by County, 2018 - 2022

County	Alcohol-involved Crashes					Percent of All 2022 Alcohol-involved Crashes
	2018	2019	2020	2021	2022	
Bernalillo	664	714	613	692	636	28.5%
Catron	5	0	4	1	4	0.18%
Chaves	56	78	77	54	73	3.3%
Cibola	31	47	43	61	34	1.5%
Colfax	14	11	14	16	16	0.7%
Curry	27	26	22	33	24	1.1%
De Baca	2	2	2	1	1	0.04%
Doña Ana	200	200	199	181	216	9.7%
Eddy	85	76	70	73	63	2.8%
Grant	19	19	23	28	24	1.1%
Guadalupe	6	7	10	9	7	0.3%
Harding	0	0	0	0	0	0.0%
Hidalgo	3	4	3	4	7	0.3%
Lea	77	82	65	60	60	2.7%
Lincoln	30	29	20	25	37	1.7%
Los Alamos	7	7	5	3	6	0.3%
Luna	13	10	20	17	19	0.9%
McKinley	158	146	127	150	162	7.3%
Mora	9	8	6	5	10	0.4%
Otero	42	41	53	41	38	1.7%
Quay	4	2	8	9	12	0.5%
Rio Arriba	49	40	45	42	55	2.5%
Roosevelt	7	15	13	13	15	0.7%
San Juan	161	188	157	216	211	9.4%
San Miguel	17	32	25	36	38	1.7%
Sandoval	125	123	109	119	136	6.1%
Santa Fe	167	194	144	132	158	7.1%
Sierra	12	16	8	13	12	0.5%
Socorro	8	15	14	11	19	0.9%
Taos	45	39	45	37	50	2.2%
Torrance	5	9	9	15	15	0.7%
Union	1	2	7	2	5	0.2%
Valencia	41	55	60	51	70	3.1%
Missing Data	0	0	0	0	0	0.0%
Total	2,090	2,237	2,020	2,150	2,233	100%

³ Darker shading indicates higher percentages.

Crash Geography – Counties

Table 8: Ranking⁴ and Rates⁵ of Alcohol-involved Crashes by County, 2018 - 2022

2022 Rank	County	Alcohol-involved Crashes					2022 Population	2022 Vehicle Miles Traveled (100M VMT)	2022 Alcohol-involved Crashes per 10,000 County Residents	2022 Alcohol-involved Crashes per 100M VMT
		2018	2019	2020	2021	2022				
1	Bernalillo	664	714	613	692	636	672,508	54.83	9.5	11.6
2	Doña Ana	200	200	199	181	216	223,337	20.76	9.7	10.4
3	San Juan	161	188	157	216	211	120,418	19.13	17.5	11.0
4	McKinley	158	146	127	150	162	69,830	14.32	23.2	11.3
5	Santa Fe	167	194	144	132	158	155,664	18.00	10.2	8.8
6	Sandoval	125	123	109	119	136	153,501	14.72	8.9	9.2
7	Chaves	56	78	77	54	73	63,894	6.91	11.4	10.6
8	Valencia	41	55	60	51	70	78,080	6.55	9.0	10.7
9	Eddy	85	76	70	73	63	60,400	11.32	10.4	5.6
10	Lea	77	82	65	60	60	72,452	11.43	8.3	5.2
11	Rio Arriba	49	40	45	42	55	40,048	5.12	13.7	10.7
12	Taos	45	39	45	37	50	34,580	4.00	14.5	12.5
13	Otero	42	41	53	41	38	68,823	8.15	5.5	4.7
13	San Miguel	17	32	25	36	38	26,953	4.55	14.1	8.3
15	Lincoln	30	29	20	25	37	20,411	4.33	18.1	8.5
16	Cibola	31	47	43	61	34	26,950	8.52	12.6	4.0
17	Curry	27	26	22	33	24	47,532	4.00	5.0	6.0
17	Grant	19	19	23	28	24	27,686	4.04	8.7	5.9
19	Luna	13	10	20	17	19	25,749	8.29	7.4	2.3
19	Socorro	8	15	14	11	19	16,115	5.64	11.8	3.4
21	Colfax	14	11	14	16	16	12,246	3.40	13.1	4.7
22	Torrance	5	9	9	15	15	15,454	6.24	9.7	2.4
22	Roosevelt	7	15	13	13	15	18,934	2.14	7.9	7.0
24	Sierra	12	16	8	13	12	11,436	2.00	10.5	6.0
24	Quay	4	2	8	9	12	8,546	5.15	14.0	2.3
26	Mora	9	8	6	5	10	4,169	1.62	24.0	6.2
27	Guadalupe	6	7	10	9	7	4,310	5.37	16.2	1.3
27	Hidalgo	3	4	3	4	7	4,003	3.23	17.5	2.2
29	Los Alamos	7	7	5	3	6	19,187	1.00	3.1	6.0
30	Union	1	2	7	2	5	3,980	1.56	12.6	3.2
31	Catron	5	0	4	1	4	3,827	1.10	10.5	3.6
32	De Baca	2	2	2	1	1	1,693	1.47	5.9	0.7
33	Harding	0	0	0	0	0	628	0.19	-	-
Missing Data		0	0	0	0	0	-	-	-	-
Total		2,090	2,237	2,020	2,150	2,233	2,113,344	269.08	10.6	8.3

⁴ Counties share the same rank if they have the same number of crashes in 2022.

⁵ Crash rates are in bold red if they are more than the statewide rate for 2022.

Crash Geography – Counties

Table 9: Alcohol-involved Fatal Crashes by County, 2018 - 2022 ³

County	Alcohol-involved Fatal Crashes					Percent of All 2022 Alcohol-involved Fatal Crashes
	2018	2019	2020	2021	2022	
Bernalillo	37	47	35	45	40	25.0%
Catron	5	0	0	0	4	2.5%
Chaves	4	4	2	1	4	2.5%
Cibola	1	5	3	6	6	3.8%
Colfax	3	1	2	1	0	0.0%
Curry	1	1	3	2	1	0.6%
De Baca	0	0	0	0	0	0.0%
Doña Ana	4	12	8	7	8	5.0%
Eddy	2	5	3	7	3	1.9%
Grant	1	0	2	2	1	0.6%
Guadalupe	0	0	2	2	2	1.3%
Harding	0	0	0	0	0	0.0%
Hidalgo	0	0	1	0	1	0.6%
Lea	11	9	3	4	5	3.1%
Lincoln	1	4	1	2	0	0.0%
Los Alamos	0	0	0	1	0	0.0%
Luna	0	2	2	7	3	1.9%
McKinley	12	11	9	13	16	10.0%
Mora	0	1	0	2	2	1.3%
Otero	1	2	4	2	4	2.5%
Quay	0	0	1	2	2	1.3%
Rio Arriba	7	5	6	0	6	3.8%
Roosevelt	1	2	0	0	7	4.4%
San Juan	19	16	14	17	13	8.1%
San Miguel	2	2	4	1	1	0.6%
Sandoval	10	7	2	11	8	5.0%
Santa Fe	7	6	12	6	10	6.3%
Sierra	1	1	0	1	1	0.6%
Socorro	0	0	1	2	2	1.3%
Taos	6	3	7	8	5	3.1%
Torrance	2	0	2	2	1	0.6%
Union	1	0	2	0	1	0.6%
Valencia	2	3	3	3	3	1.9%
Missing Data	0	0	0	0	0	0.0%
Total	141	149	134	157	160	100.0%

Crash Geography – Counties

Table 10: Ranking⁴ and Rates⁵ of Alcohol-involved Fatal Crashes by County, 2018 - 2022

2022 Rank	County	Alcohol-involved Fatal Crashes					2022 Population	2022 Vehicle Miles Traveled (100M VMT)	2022 Alcohol-involved Fatal Crashes per 10,000 County Residents	2022 Alcohol-involved Fatal Crashes per 100M VMT
		2018	2019	2020	2021	2022				
1	Bernalillo	37	47	35	45	40	672,508	54.83	0.6	0.7
2	McKinley	12	11	9	13	16	69,830	14.32	2.3	1.1
3	San Juan	19	16	14	17	13	120,418	19.13	1.1	0.7
4	Santa Fe	7	6	12	6	10	155,664	18.00	0.6	0.6
5	Sandoval	10	7	2	11	8	153,501	14.72	0.5	0.5
5	Doña Ana	4	12	8	7	8	223,337	20.76	0.4	0.4
7	Roosevelt	1	2	0	0	7	18,934	2.14	3.7	3.3
8	Cibola	1	5	3	6	6	26,950	8.52	2.2	0.7
8	Rio Arriba	7	5	6	0	6	40,048	5.12	1.5	1.2
10	Taos	6	3	7	8	5	34,580	4.00	1.4	1.3
10	Lea	11	9	3	4	5	72,452	11.43	0.7	0.4
12	Otero	1	2	4	2	4	68,823	8.15	0.6	0.5
12	Chaves	4	4	2	1	4	63,894	6.91	0.6	0.6
12	Catron	5	0	0	0	4	3,827	1.10	10.5	3.6
15	Eddy	2	5	3	7	3	60,400	11.32	0.5	0.3
15	Luna	0	2	2	7	3	25,749	8.29	1.2	0.4
15	Valencia	2	3	3	3	3	78,080	6.55	0.4	0.5
18	Guadalupe	0	0	2	2	2	4,310	5.37	4.6	0.4
18	Quay	0	0	1	2	2	8,546	5.15	2.3	0.4
18	Socorro	0	0	1	2	2	16,115	5.64	1.2	0.4
18	Mora	0	1	0	2	2	4,169	1.62	4.8	1.2
22	Curry	1	1	3	2	1	47,532	4.00	0.2	0.3
22	Grant	1	0	2	2	1	27,686	4.04	0.4	0.2
22	Torrance	2	0	2	2	1	15,454	6.24	0.6	0.2
22	San Miguel	2	2	4	1	1	26,953	4.55	0.4	0.2
22	Sierra	1	1	0	1	1	11,436	2.00	0.9	0.5
22	Union	1	0	2	0	1	3,980	1.56	2.5	0.6
22	Hidalgo	0	0	1	0	1	4,003	3.23	2.5	0.3
29	Lincoln	1	4	1	2	0	20,411	4.33	0.0	0.0
29	Colfax	3	1	2	1	0	12,246	3.40	0.0	0.0
29	Los Alamos	0	0	0	1	0	19,187	1.00	0.0	0.0
29	De Baca	0	0	0	0	0	1,693	1.47	0.0	0.0
29	Harding	0	0	0	0	0	628	0.19	0.0	0.0
Missing Data		0	0	0	0	0	-	-	-	-
Total		141	149	134	157	160	2,113,344	269.08	0.8	0.6

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: Farmington, Rio Rancho, Las Vegas, Ruidoso, and Silver City. Increases may be due to improved reporting. (Table 11)
- Of the 20 cities with the highest number of alcohol-involved crashes, the highest alcohol-involved crash *rates* were in Gallup (39.7 crashes per 10,000 city residents), Taos (26.4), Farmington (25.1), and Ruidoso (23.1). (Table 11)

Table 11: Top-Ranking Cities for Alcohol-involved Crashes, 2018 - 2022 ^{6 7 8}

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

⁶ Cities share the same rank if they have the same number of crashes in 2022. 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 North Valley, the South Valley and Chaparral CDPs (Census Designated Places) are from the 2020 U.S. Census. Crashes in the South Valley and North 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 2022. In some places, nonresident drivers passing through may contribute to a high crash rate in an area with a relatively small population.

Crash Geography – Cities

- The cities with the highest alcohol-involved fatal crash *rates* were San Cristobal (97.1 alcohol-involved fatal crashes per 10,000 city residents), Grants (2.2), Portales (1.7), Farmington (1.1), and Los Lunas (1.1). (Table 12)

Table 12: Top-Ranking Cities for Alcohol-involved Fatal Crashes, 2018 - 2022 ^{9 10 11}

2022 Rank	City	Alcohol-involved Fatal Crashes					2022 Population	2022 Alcohol-involved Fatal Crashes per 10,000 City Residents
		2018	2019	2020	2021	2022		
1	Albuquerque	31	43	33	36	35	561,008	0.6
2	Farmington	0	2	4	6	5	46,127	1.1
2	Las Cruces	2	5	4	4	5	113,888	0.4
4	Santa Fe	4	4	3	1	3	89,008	0.3
4	Roswell	1	2	1	0	3	47,390	0.6
6	Rio Rancho	1	3	1	1	2	108,082	0.2
6	Hobbs	2	1	0	1	2	39,648	0.5
6	Los Lunas	0	0	1	0	2	18,533	1.1
6	Alamogordo	0	0	0	0	2	31,309	0.6
6	Grants	0	2	0	0	2	9,071	2.2
6	Portales	0	0	0	0	2	11,973	1.7
6	San Cristobal	0	0	0	0	2	206	97.1
All Other Locations		100	87	87	108	95	-	-
Statewide Total		141	149	134	157	160	2,113,344	0.8

⁹ Cities share the same rank if they have the same number of crashes in 2022.

¹⁰ "All Other Locations" are rural areas, towns, or places with fewer than two alcohol-involved fatal crashes in 2022.

¹¹ Crash rates are in bold red if they are more than the statewide rate for 2022. The population of San Cristobal CDP (Census Designated Place) in Taos County is from the 2020 U.S. Census. In some places, such as San Cristobal, 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

- 72.0 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 24.2 percent of alcohol-involved crashes (Table 13), but 46.9 percent of alcohol-involved fatal crashes (Table 15). Further, rural Interstate roadways account for 3.8 percent of alcohol-involved crashes (Table 13), but 5.0 percent of alcohol-involved fatal crashes (Table 15).

Table 13: Alcohol-involved Crashes and Number of People in Alcohol-involved Crashes by Road System, 2022

Road System	Alcohol-involved Crashes		People in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	84	3.8%	171	3.5%
Rural Non-Interstate	541	24.2%	1,057	21.8%
Urban	1,608	72.0%	3,610	74.6%
Total	2,233	100.0%	4,838	100.0%

Table 14: Alcohol-involved Injury Crashes and Number of People Injured by Road System, 2022

Road System	Alcohol-involved Injury Crashes		People Injured in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	39	4.1%	59	4.1%
Rural Non-Interstate	256	27.0%	407	28.2%
Urban	653	68.9%	975	67.7%
Total	948	100.0%	1,441	100.0%

Table 15: Alcohol-involved Fatal Crashes and Number of People Killed by Road System, 2022

Road System	Alcohol-involved Fatal Crashes		People Killed in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	8	5.0%	9	5.1%
Rural Non-Interstate	75	46.9%	82	46.6%
Urban	77	48.1%	85	48.3%
Total	160	100.0%	176	100.0%

Crash Geography – Rural and Urban

Table 16: Alcohol-involved Crashes and Fatalities by First Harmful Event¹² and Road System, 2022

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

- Crashes where the first harmful event involved a non-motorist (e.g., a pedestrian or pedalcyclist) accounted for a disproportionate number of fatalities. For example, on urban roadways, non-motorist crashes were 5.0 percent of crashes but 30.6 percent of fatalities. (Table 16)

Table 17: Alcohol-involved Crashes by Light Condition and Road System, 2022

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	5	6.0%	46	8.5%	681	42.4%	732	32.8%
Daylight	25	29.8%	196	36.2%	473	29.4%	694	31.1%
Dark-Not Lighted	48	57.1%	264	48.8%	360	22.4%	672	30.1%
Dusk	4	4.8%	19	3.5%	56	3.5%	79	3.5%
Dark-Unknown Lighting	2	2.4%	4	0.7%	15	0.9%	21	0.9%
Dawn	0	0.0%	9	1.7%	6	0.4%	15	0.7%
Other	0	0.0%	1	0.2%	5	0.3%	6	0.3%
Unknown or Not Reported	0	0.0%	1	0.2%	2	0.1%	3	0.1%
Missing Data	0	0.0%	1	0.2%	10	0.6%	11	0.5%
Total	84	100%	541	100%	1,608	100%	2,233	100%

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

Crash Characteristics

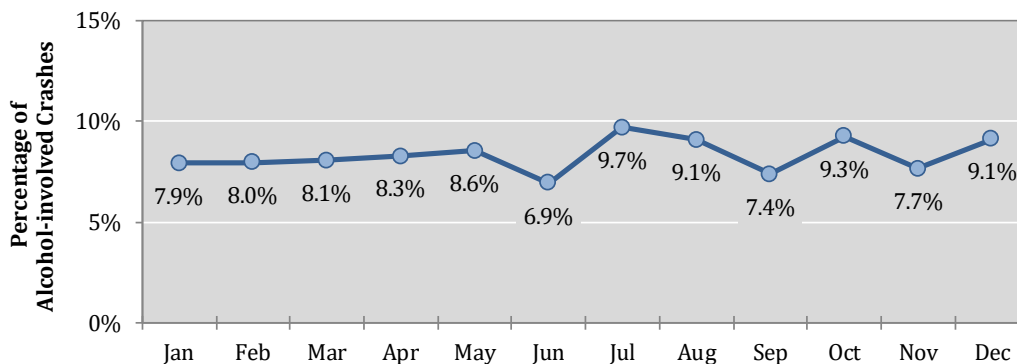
Month, Day of Week, and Hour

Table 18: Alcohol-involved Crashes by Month and Crash Severity, 2022

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	12	7.5%	65	6.9%	100	8.9%	177	7.9%
February	16	10.0%	76	8.0%	86	7.6%	178	8.0%
March	17	10.6%	72	7.6%	91	8.1%	180	8.1%
April	12	7.5%	81	8.5%	92	8.2%	185	8.3%
May	14	8.8%	95	10.0%	82	7.3%	191	8.6%
June	8	5.0%	61	6.4%	86	7.6%	155	6.9%
July	13	8.1%	97	10.2%	107	9.5%	217	9.7%
August	16	10.0%	89	9.4%	98	8.7%	203	9.1%
September	11	6.9%	72	7.6%	82	7.3%	165	7.4%
October	16	10.0%	73	7.7%	118	10.5%	207	9.3%
November	9	5.6%	75	7.9%	87	7.7%	171	7.7%
December	16	10.0%	92	9.7%	96	8.5%	204	9.1%
Total	160	100%	948	100%	1,125	100%	2,233	100%

- Alcohol-involved crashes were lowest in June, and highest in July. (Table 18, Figure 5)
- Alcohol-involved fatal crashes were highest (10.6 percent) in March and were second highest (10.0 percent) in February, August, October, and December. (Table 18)

Figure 5: Percentage of Alcohol-involved Crashes by Month, 2022



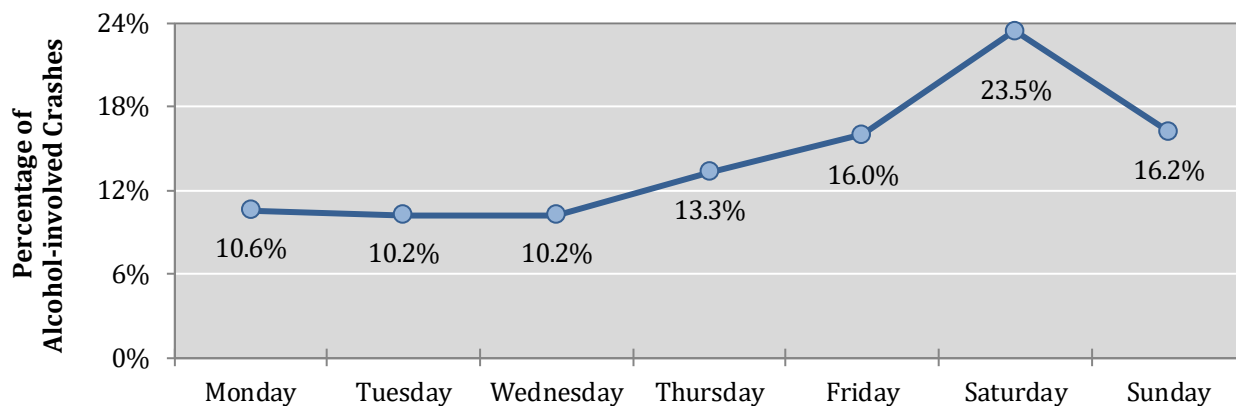
Crash Characteristics – Month, Day, Hour

Table 19: Alcohol-involved Crashes by Day of Week and Crash Severity, 2022

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	20	12.5%	114	12.0%	102	9.1%	236	10.6%
Tuesday	19	11.9%	88	9.3%	121	10.8%	228	10.2%
Wednesday	19	11.9%	82	8.6%	127	11.3%	228	10.2%
Thursday	17	10.6%	133	14.0%	147	13.1%	297	13.3%
Friday	27	16.9%	166	17.5%	165	14.7%	358	16.0%
Saturday	33	20.6%	209	22.0%	282	25.1%	524	23.5%
Sunday	25	15.6%	156	16.5%	181	16.1%	362	16.2%
Total	160	100%	948	100%	1,125	100%	2,233	100%

- Fridays, Saturdays, and Sundays had the highest number of alcohol-involved fatal crashes, accounting for 53.1 percent of all alcohol-involved fatal crashes. (Table 19)
- More than half (55.7 percent) of all alcohol-involved crashes occurred on weekends: Fridays (16.0 percent), Saturdays (23.5 percent) and Sundays (16.2 percent) combined. (Table 19, Figure 6)

Figure 6: Percentage of Alcohol-involved Crashes by Day of Week, 2022



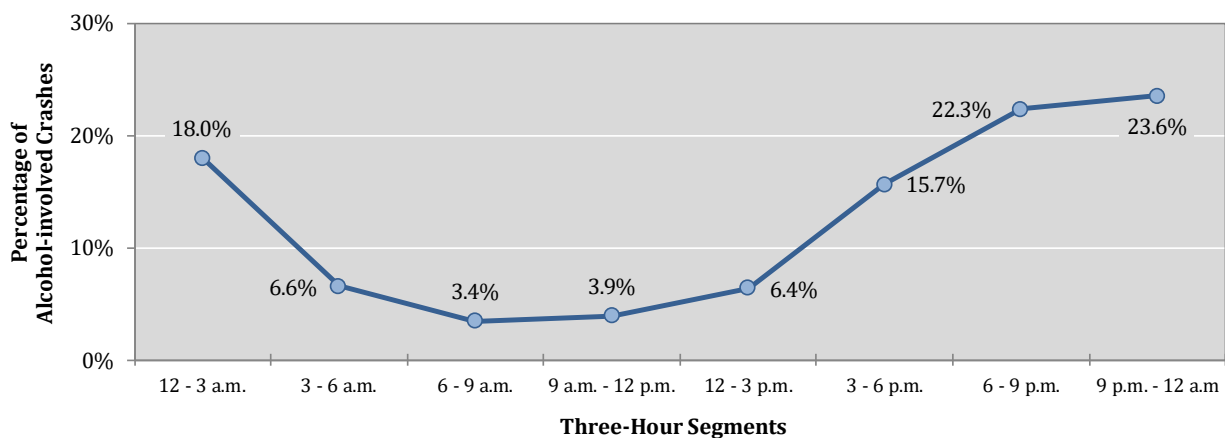
Crash Characteristics – Month, Day, Hour

Table 20: Alcohol-involved Crashes¹³ by Day of the Week and Three-hour Segments¹⁴, 2022

Hour	Alcohol-involved Crashes								Total	Percent of Total
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun			
12 - 3 a.m.	41	29	25	36	59	108	104	402	18.0%	
3 - 6 a.m.	17	11	11	13	16	35	44	147	6.6%	
6 - 9 a.m.	10	8	10	9	6	26	8	77	3.4%	
9 a.m. - 12 p.m.	6	14	11	12	11	20	14	88	3.9%	
12 - 3 p.m.	19	17	18	26	24	23	16	143	6.4%	
3 - 6 p.m.	43	38	36	56	70	73	34	350	15.7%	
6 - 9 p.m.	51	57	51	72	84	116	68	499	22.3%	
9 p.m. - 12 a.m.	49	54	65	73	88	123	74	526	23.6%	
Missing Data	0	0	1	0	0	0	0	1	0.04%	
Total	236	228	228	297	358	524	362	2,233	100%	

- Almost half (45.9 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 and Saturday nights from 6 p.m. until 3 a.m. (Table 20, Table 21)

Figure 7: Percentage of Alcohol-involved Crashes by Three-hour Segments¹⁴, 2022



¹³ Darker shading indicates higher numbers.

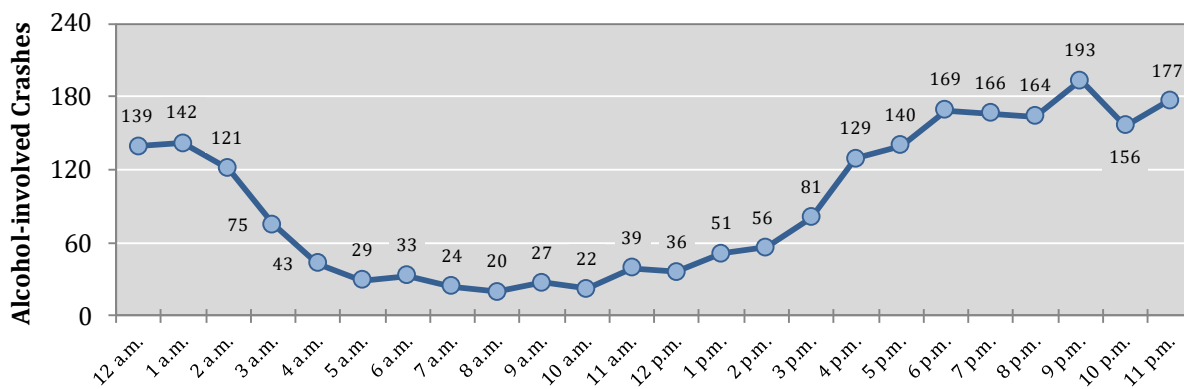
¹⁴ For reference, crashes from 3-6 a.m. are from 3 a.m. to 5:59 a.m.

Crash Characteristics – Month, Day, Hour

Table 21: Alcohol-involved Crashes by Hour¹⁵ and Day of the Week¹⁶, 2022

Hour	Alcohol-involved Crashes							Total by Hour	Percent by Hour
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun		
12 a.m.	22	8	12	10	25	34	28	139	6.2%
1 a.m.	11	11	6	21	18	35	40	142	6.4%
2 a.m.	8	10	7	5	16	39	36	121	5.4%
3 a.m.	11	6	3	10	6	16	23	75	3.4%
4 a.m.	2	2	1	2	9	12	15	43	1.9%
5 a.m.	4	3	7	1	1	7	6	29	1.3%
6 a.m.	1	6	2	3	0	15	6	33	1.5%
7 a.m.	5	1	4	3	5	4	2	24	1.1%
8 a.m.	4	1	4	3	1	7	0	20	0.9%
9 a.m.	1	7	3	2	2	7	5	27	1.2%
10 a.m.	2	3	2	4	3	4	4	22	1.0%
11 a.m.	3	4	6	6	6	9	5	39	1.7%
12 p.m.	9	3	7	4	4	4	5	36	1.6%
1 p.m.	3	9	6	7	9	11	6	51	2.3%
2 p.m.	7	5	5	15	11	8	5	56	2.5%
3 p.m.	10	9	10	9	14	23	6	81	3.6%
4 p.m.	14	14	12	20	33	26	10	129	5.8%
5 p.m.	19	15	14	27	23	24	18	140	6.3%
6 p.m.	14	21	18	25	27	45	19	169	7.6%
7 p.m.	19	16	20	24	29	37	21	166	7.4%
8 p.m.	18	20	13	23	28	34	28	164	7.3%
9 p.m.	19	27	33	27	25	36	26	193	8.6%
10 p.m.	11	15	14	24	26	40	26	156	7.0%
11 p.m.	19	12	18	22	37	47	22	177	7.9%
Missing Data	0	0	1	0	0	0	0	1	0.04%
Total	236	228	228	297	358	524	362	2,233	100%

Figure 8: Alcohol-involved Crashes by Hour¹⁵, 2022



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.

Crash Characteristics – First Harmful Event

First Harmful Event

First harmful event (a.k.a. FHE) describes the event of the crash that produced the first injury or damage. It is used in conjunction with a subfield, FHE Analysis, to provide additional detail on the nature of the first harmful event. Since 2020, 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, 2022

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	0.6%	1	0.1%	6	0.5%	8	0.4%
Collision with Fixed Object	25	15.6%	256	27.0%	453	40.3%	734	32.9%
Collision with Motor Vehicle	55	34.4%	458	48.3%	510	45.3%	1,023	45.8%
Collision with Other Non-Fixed Object	0	0.0%	20	2.1%	31	2.8%	51	2.3%
Collision with Person	40	25.0%	71	7.5%	0	0.0%	111	5.0%
Non-Collision	39	24.4%	94	9.9%	70	6.2%	203	9.1%
Other	0	0.0%	48	5.1%	51	4.5%	99	4.4%
Missing Data	0	0.0%	0	0.0%	4	0.4%	4	0.2%
Total Alcohol-involved Crashes	160	100%	948	100%	1,125	100%	2,233	100%

- The two most common first harmful events in alcohol-involved crashes were “Collision with [Other] Motor Vehicle” (45.8 percent) and “Collision with Fixed Object” (32.9 percent). (Table 22)
- Crashes where the first harmful event involved a non-motorist (e.g., a pedestrian or pedalcyclist) accounted for 5.0 percent of alcohol-involved crashes, but 25.0 percent of alcohol-involved fatal crashes. (Table 22)
- Rollover/Overturn-classified crashes (the most common type of non-collision event) were 6.4 percent of alcohol-involved crashes but accounted for 24.4 percent alcohol-involved fatal crashes. (Table 23)

Crash Characteristics – First Harmful Event

Table 23: Alcohol-involved Crashes by First Harmful Event, Subanalysis, and Crash Severity, 2022

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	0.6%	1	0.1%	6	0.5%	8	0.4%
Deer	0	-	1	0.1%	2	0.2%	3	0.1%
Cattle/Cow	0	-	0	-	2	0.2%	2	0.1%
Elk	1	0.6%	0	-	1	0.1%	2	0.1%
Horse	0	-	0	-	1	0.1%	1	0.04%
Antelope	0	-	0	-	0	-	0	-
Bear	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	-	0	-	0	-	0	-
Collision with Fixed Object	25	15.6%	256	27.0%	453	40.3%	734	32.9%
Fence	4	2.5%	40	4.2%	52	4.6%	96	4.3%
Curb	0	-	19	2.0%	73	6.5%	92	4.1%
Other Post, Pole or Support	2	1.3%	22	2.3%	41	3.6%	65	2.9%
Utility Pole/Light Support	0	-	20	2.1%	42	3.7%	62	2.8%
Guardrail, End or Face	4	2.5%	16	1.7%	38	3.4%	58	2.6%
Other Fixed Object	1	0.6%	22	2.3%	33	2.9%	56	2.5%
Tree (standing)	2	1.3%	27	2.8%	20	1.8%	49	2.2%
Median	0	-	11	1.2%	25	2.2%	36	1.6%
Traffic Sign Support	1	0.6%	7	0.7%	26	2.3%	34	1.5%
Wall or Building	3	1.9%	10	1.1%	16	1.4%	29	1.3%
Traffic Barrier, Concrete	1	0.6%	14	1.5%	12	1.1%	27	1.2%
Ditch	1	0.6%	13	1.4%	8	0.7%	22	1.0%
Embankment	3	1.9%	8	0.8%	10	0.9%	21	0.9%
Traffic Barrier, Cable	0	-	4	0.4%	8	0.7%	12	0.5%
Bridge Pier, Support, Rail, or Overhead	1	0.6%	5	0.5%	6	0.5%	12	0.5%
Culvert	1	0.6%	3	0.3%	5	0.4%	9	0.4%
Other (incl. hydrant, box, cattle guard, plant)	1	0.6%	13	1.4%	37	3.3%	51	2.3%
Missing Subanalysis Data	0	-	2	0.2%	1	0.09%	3	0.13%
Collision with Motor Vehicle	55	34.4%	458	48.3%	510	45.3%	1,023	45.8%
MV in Transport	55	34.4%	416	43.9%	422	37.5%	893	40.0%
Parked MV	0	-	35	3.7%	79	7.0%	114	5.1%
Missing Subanalysis Data	0	-	7	0.7%	9	0.8%	16	0.7%
Collision with Other Non-Fixed Object	0	0.0%	20	2.1%	31	2.8%	51	2.3%
Other Non-fixed Object	0	-	19	2.0%	28	2.5%	47	2.1%
Work Zone/Maintenance Equipment	0	-	0	-	1	0.1%	1	0.04%
Struck by falling, shifting cargo	0	-	1	0.1%	0	-	1	0.04%
Railway Vehicle	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	2	0.2%	2	0.09%
Collision with Person	40	25.0%	71	7.5%	0	0.0%	111	5.0%
Pedestrian	39	24.4%	67	7.1%	0	-	106	4.7%
Pedalcycle	1	0.6%	3	0.3%	0	-	4	0.2%
Other Non-Motorist	0	-	1	0.1%	0	-	1	0.04%
Missing Subanalysis Data	0	-	0	-	0	-	0	-
Non-Collision	39	24.4%	94	9.9%	70	6.2%	203	9.1%
Overturn/Rollover	39	24.4%	70	7.4%	34	3.0%	143	6.4%
All Other Non-Collision	0	-	22	2.3%	33	2.9%	55	2.5%
Fell/Jumped from MV	0	-	2	0.2%	0	-	2	0.09%
Fire/Explosion	0	-	0	-	1	0.09%	1	0.04%
Immersion, Full or Partial	0	-	0	-	1	0.09%	1	0.04%
Cargo/Equipment Loss or Shift	0	-	0	-	0	-	0	-
Jackknife	0	-	0	-	0	-	0	-
Thrown or Falling Object	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	1	0.09%	1	0.04%
Other	0	0.0%	48	5.1%	51	4.5%	99	4.4%
Missing FHE and Subanalysis Data	0	0.0%	0	0.0%	4	0.4%	4	0.2%
Total Alcohol-involved Crashes	160	100%	948	100%	1,125	100%	2,233	100%

Crash Characteristics – First Harmful Event

Table 24: People in Alcohol-involved Crashes by First Harmful Event, Subanalysis, and Severity of Injury, 2022

First Harmful Event (FHE) and Subanalysis	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in 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%	1	0.1%	9	0.3%	11	0.2%
Cattle/Cow	0	-	0	-	0	-	0	-	4	0.12%	4	0.08%
Deer	0	-	0	-	0	-	1	0.1%	2	0.06%	3	0.06%
Elk	1	0.6%	0	-	0	-	0	-	2	0.06%	3	0.06%
Horse	0	-	0	-	0	-	0	-	1	0.03%	1	0.02%
Antelope	0	-	0	-	0	-	0	-	0	-	0	-
Bear	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	-	0	-	0	-	0	-
Collision with Fixed Object	29	16.5%	49	28.0%	170	29.7%	100	14.4%	636	19.7%	984	20.3%
Fence	4	2.3%	9	5.1%	31	5.4%	9	1.3%	86	2.7%	139	2.9%
Curb	0	-	5	2.9%	7	1.2%	8	1.2%	93	2.9%	113	2.3%
Other Post, Pole or Support	2	1.1%	6	3.4%	11	1.9%	11	1.6%	57	1.8%	87	1.8%
Other Fixed Object	1	0.6%	3	1.7%	18	3.1%	10	1.4%	48	1.5%	80	1.7%
Utility Pole/Light Support	0	-	4	2.3%	13	2.3%	5	0.7%	57	1.8%	79	1.6%
Guardrail, End or Face	4	2.3%	3	1.7%	12	2.1%	6	0.9%	49	1.5%	74	1.5%
Tree (standing)	2	1.1%	5	2.9%	17	3.0%	13	1.9%	29	0.9%	66	1.4%
Median	0	-	0	-	10	1.7%	4	0.6%	40	1.2%	54	1.1%
Wall or Building	4	2.3%	5	2.9%	5	0.9%	2	0.3%	27	0.8%	43	0.9%
Traffic Sign Support	1	0.6%	0	-	7	1.2%	3	0.4%	30	0.9%	41	0.8%
Traffic Barrier, Concrete	2	1.1%	0	-	7	1.2%	9	1.3%	23	0.7%	41	0.8%
Embankment	3	1.7%	4	2.3%	6	1.0%	1	0.1%	14	0.4%	28	0.6%
Ditch	1	0.6%	1	0.6%	9	1.6%	5	0.7%	8	0.2%	24	0.5%
Bridge Pier, Support, Rail, or Overhead	3	1.7%	3	1.7%	3	0.5%	5	0.7%	7	0.2%	21	0.4%
Traffic Barrier, Cable	0	-	0	-	2	0.3%	2	0.3%	9	0.3%	13	0.3%
Culvert	1	0.6%	1	0.6%	1	0.2%	1	0.1%	5	0.2%	9	0.2%
Other (incl. hydrant, box, cattle guard, plant)	1	0.6%	0	-	9	1.6%	6	0.9%	53	1.6%	69	1.4%
Missing Subanalysis Data	0	-	0	-	2	0.3%	0	-	1	0.03%	3	0.06%
Collision with Motor Vehicle	64	36.4%	68	38.9%	264	46.2%	494	71.2%	2,171	67.4%	3,061	63.3%
MV in Transport	64	36.4%	66	37.7%	242	42.3%	465	67.0%	1,897	58.9%	2,734	56.5%
Parked MV	0	-	2	1.1%	19	3.3%	21	3.0%	240	7.5%	282	5.8%
Missing Subanalysis Data	0	-	0	-	3	0.5%	8	1.2%	34	1.1%	45	0.9%
Collision with Other Non-Fixed Object	0	0.0%	5	2.9%	10	1.7%	8	1.2%	52	1.6%	75	1.6%
Other Non-fixed Object	0	-	5	2.9%	9	1.6%	8	1.2%	47	1.5%	69	1.4%
Work Zone/Maintenance Equipment	0	-	0	-	0	-	0	-	2	0.06%	2	0.04%
Struck by falling, shifting cargo	0	-	0	-	1	0.2%	0	-	0	-	1	0.02%
Railway Vehicle	0	-	0	-	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	0	-	0	-	3	0.09%	3	0.06%
Collision with Person	41	23.3%	20	11.4%	38	6.6%	25	3.6%	150	4.7%	274	5.7%
Pedestrian	40	22.7%	19	10.9%	36	6.3%	24	3.5%	144	4.5%	263	5.4%
Pedalcycle	1	0.6%	1	0.6%	1	0.2%	1	0.1%	4	0.1%	8	0.2%
Other Non-Motorist	0	-	0	-	1	0.2%	0	-	2	0.06%	3	0.06%
Missing Subanalysis Data	0	-	0	-	0	-	0	-	0	-	0	-
Non-Collision	41	23.3%	33	18.9%	57	10.0%	46	6.6%	121	3.8%	298	6.2%
Overturn/Rollover	41	23.3%	31	17.7%	43	7.5%	36	5.2%	71	2.2%	222	4.6%
All Other Non-Collision	0	-	2	1.1%	12	2.1%	9	1.3%	43	1.3%	66	1.4%
Fell/Jumped from MV	0	-	0	-	2	0.3%	1	0.1%	0	-	3	0.06%
Immersion, Full or Partial	0	-	0	-	0	-	0	-	2	0.06%	2	0.04%
Fire/Explosion	0	-	0	-	0	-	0	-	1	0.03%	1	0.02%
Cargo/Equipment Loss or Shift	0	-	0	-	0	-	0	-	0	-	0	-
Jackknife	0	-	0	-	0	-	0	-	0	-	0	-
Thrown or Falling Object	0	-	0	-	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	0	-	0	-	4	0.12%	4	0.08%
Other	0	0.0%	0	0.0%	33	5.8%	20	2.9%	77	2.4%	130	2.7%
Missing FHE and Subanalysis Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	0.2%	5	0.1%
Total People	176	100%	175	100%	572	100%	694	100%	3,221	100%	4,838	100%

Crash Characteristics – First Harmful Event

Table 25: Alcohol-involved Crashes by First Harmful Event¹⁷ and Subanalysis, 2018 - 2022

First Harmful Event (FHE) and Subanalysis	Alcohol-involved Crashes					Percent of Annual Total				
	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022
Collision with Animal	6	11	3	10	8	0.3%	0.5%	0.1%	0.5%	0.4%
Deer	2	4	0	3	3	0.10%	0.18%	-	0.14%	0.13%
Cattle/Cow	1	1	0	4	2	0.05%	0.04%	-	0.19%	0.09%
Elk	0	2	0	2	2	-	0.09%	-	0.09%	0.09%
Horse	0	1	0	1	1	-	0.04%	-	0.05%	0.04%
Antelope	0	0	1	0	0	-	-	0.05%	-	-
Small Domestic Animal	0	0	1	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 Game Animal	0	0	0	0	0	-	-	-	-	-
Other (Bird, Cougar, Sheep, Goat)	1	0	0	0	0	0.05%	-	-	-	-
Missing Subanalysis Data	2	3	1	0	0	0.10%	0.13%	0.05%	-	-
Collision with Fixed Object	569	675	697	675	734	27.2%	30.2%	34.5%	31.4%	32.9%
Fence	84	92	81	86	96	4.0%	4.1%	4.0%	4.0%	4.3%
Curb	0	0	54	97	92	-	-	2.7%	4.5%	4.1%
Other Post, Pole or Support	9	14	34	41	65	0.4%	0.6%	1.7%	1.9%	2.9%
Utility Pole/Light Support	77	93	66	41	62	3.7%	4.2%	3.3%	1.9%	2.8%
Guardrail, End or Face	38	55	62	57	58	1.8%	2.5%	3.1%	2.7%	2.6%
Other Fixed Object	52	66	58	65	56	2.5%	3.0%	2.9%	3.0%	2.5%
Tree (standing)	37	39	53	45	49	1.8%	1.7%	2.6%	2.1%	2.2%
Median	72	93	69	38	36	3.4%	4.2%	3.4%	1.8%	1.6%
Traffic Sign Support	32	43	37	27	34	1.5%	1.9%	1.8%	1.3%	1.5%
Wall or Building	13	8	17	22	29	0.6%	0.4%	0.8%	1.0%	1.3%
Traffic Barrier, Concrete	8	4	17	21	27	0.4%	0.2%	0.8%	1.0%	1.2%
Ditch	19	29	23	30	22	0.9%	1.3%	1.1%	1.4%	1.0%
Embankment	29	24	30	26	21	1.4%	1.1%	1.5%	1.2%	0.9%
Traffic Barrier, Cable	0	0	1	16	12	-	-	0.05%	0.7%	0.5%
Bridge Pier, Support, Rail, or Overhead	13	14	12	9	12	0.6%	0.6%	0.6%	0.4%	0.5%
Culvert	3	6	6	6	9	0.1%	0.3%	0.3%	0.3%	0.4%
Other (incl. hydrant, box, cattle guard, plant)	63	75	70	47	51	3.0%	3.4%	3.5%	2.2%	2.3%
Missing Subanalysis Data	20	20	7	1	3	1.0%	0.9%	0.3%	0.05%	0.13%
Collision with Motor Vehicle	994	1,041	863	1,035	1,023	47.6%	46.5%	42.7%	48.1%	45.8%
MV in Transport	869	918	769	899	893	41.6%	41.0%	38.1%	41.8%	40.0%
Parked MV	82	82	90	136	114	3.9%	3.7%	4.5%	6.3%	5.1%
Missing Subanalysis Data	43	41	4	0	16	2.1%	1.8%	0.2%	-	0.7%
Collision with Other Non-Fixed Object	83	77	62	51	51	4.0%	3.4%	3.1%	2.4%	2.3%
Other Non-fixed Object	65	62	42	41	47	3.1%	2.8%	2%	1.9%	2.1%
Work Zone/Maintenance Equipment	2	2	6	6	1	0.1%	0.1%	0.3%	0.3%	0.04%
Struck by falling, shifting cargo	3	4	6	1	1	0.1%	0.2%	0.3%	0.05%	0.04%
Railway Vehicle	2	3	1	0	0	0.1%	0.1%	0.05%	-	-
Missing Subanalysis Data	11	6	7	3	2	0.5%	0.3%	0.3%	0.1%	0.1%
Collision with Person	129	151	96	98	111	6.2%	6.8%	4.8%	4.6%	5.0%
Pedestrian	121	137	87	91	106	5.8%	6.1%	4.3%	4.2%	4.7%
Pedalcycle	8	14	9	5	4	0.4%	0.6%	0.4%	0.2%	0.2%
Other Non-Motorist	0	0	0	2	1	-	-	-	0.09%	0.04%
Missing Subanalysis Data	0	0	0	0	0	-	-	-	-	-
Non-Collision	302	278	259	222	203	14.4%	12.4%	12.8%	10.3%	9.1%
Overturn/Rollover	245	227	201	170	143	11.7%	10.1%	10.0%	7.9%	6.4%
All Other Non-Collision	34	34	46	43	55	1.6%	1.5%	2.3%	2.0%	2.5%
Fell/Jumped from MV	1	4	1	3	2	0.05%	0.18%	0.05%	0.14%	0.09%
Immersion, Full or Partial	3	3	3	1	1	0.14%	0.13%	0.15%	0.05%	0.04%
Fire/Explosion	1	1	0	0	1	0.05%	0.04%	-	-	0.04%
Jackknife	0	0	2	0	0	-	-	0.1%	-	-
Thrown or Falling Object	0	0	1	0	0	-	-	0.05%	-	-
Cargo/Equipment Loss or Shift	0	0	0	0	0	-	-	-	-	-
Missing Subanalysis Data	18	9	5	5	1	0.9%	0.4%	0.2%	0.2%	0.04%
Other	0	0	26	55	99	-	-	1.3%	2.6%	4.4%
Missing FHE and Subanalysis Data	7	4	14	4	4	0.3%	0.2%	0.7%	0.2%	0.2%
Total Alcohol-involved Crashes	2,090	2,237	2,020	2,150	2,233	100%	100%	100%	100%	100%

¹⁷ Statistics for the first harmful event category “Other” and FHEanalysis subcategories “Other Large Domestic Animal”, “Curb” and “Other Non-Motorist” are not available prior to 2020.

Crash Characteristics – First Harmful Event

Table 26: Alcohol-involved Crashes
by First Harmful Event Relative Direction of Travel¹⁸ and Crash Severity, 2022

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	34	35.8%	224	42.3%	270	52.9%	528	46.6%
Intersecting Path (T-bone)	30	31.6%	160	30.2%	93	18.2%	283	25.0%
From Opposite Direction	31	32.6%	86	16.3%	83	16.3%	200	17.6%
Missing Data	0	0.0%	59	11.2%	64	12.5%	123	10.8%
Total Crashes	95	100%	529	100%	510	100%	1,134	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 38.9 percent of alcohol-involved fatal crashes, but only account for 12.4 percent of all alcohol-involved crashes (Table 27)

Table 27: Alcohol-involved Crashes
by First Harmful Event Manner of Impact¹⁸ and Crash Severity, 2022

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	19	20.0%	171	32.3%	194	38.0%	384	33.9%
Front-to-Side	29	30.5%	170	32.1%	124	24.3%	323	28.5%
Front-to-Front	37	38.9%	69	13.0%	35	6.9%	141	12.4%
Sideswipe	4	4.2%	35	6.6%	78	15.3%	117	10.3%
Other	4	4.2%	17	3.2%	6	1.2%	27	2.4%
Rear-to-Rear	0	0.0%	2	0.4%	6	1.2%	8	0.7%
Rear-to-Side	0	0.0%	4	0.8%	3	0.6%	7	0.62%
Unknown	2	2.1%	2	0.4%	1	0.2%	5	0.44%
Missing Data	0	0.0%	59	11.2%	63	12.4%	122	10.8%
Total Crashes	95	100%	529	100%	510	100%	1,134	100%

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.

Crash Characteristics – Vehicles

Vehicles

- Most alcohol-involved crashes involved one vehicle (47.5 percent), followed by those with two vehicles (45.4 percent). (Table 28)

Table 28: Alcohol-involved Crashes by Number of Vehicles Involved¹⁹ and Crash Severity, 2022

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	61	38.1%	406	42.8%	594	52.8%	1,061	47.5%
2	81	50.6%	460	48.5%	473	42.0%	1,014	45.4%
3	15	9.4%	66	7.0%	47	4.2%	128	5.7%
4+	3	1.9%	16	1.7%	11	1.0%	30	1.3%
Total Crashes	160	100%	948	100%	1,125	100%	2,233	100%

Table 29: People in Alcohol-involved Crashes by Number of Vehicles Involved¹⁹ and Severity of Injury, 2022

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	66	37.5%	84	48.0%	261	45.6%	167	24.1%	806	25.0%	1,384	28.6%
2	88	50.0%	73	41.7%	273	47.7%	425	61.2%	1,908	59.2%	2,767	57.2%
3	16	9.1%	12	6.9%	30	5.2%	84	12.1%	384	11.9%	526	10.9%
4+	6	3.4%	6	3.4%	8	1.4%	18	2.6%	123	3.8%	161	3.3%
Total	176	100%	175	100%	572	100%	694	100%	3,221	100%	4,838	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.

Crash Characteristics – Vehicles

Table 30: Alcohol-involved Drivers in Crashes by Vehicle Type¹⁹ and Crash Severity, 2022

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	50	29.9%	512	53.3%	711	62.7%	1,273	56.3%
Pickups	30	18.0%	208	21.7%	231	20.4%	469	20.7%
Vans/SUVs/4WDs	32	19.2%	123	12.8%	183	16.1%	338	14.9%
Pedestrians, All	37	22.2%	60	6.3%	0	0.0%	97	4.3%
Motorcycles/Mopeds	16	9.6%	35	3.6%	0	0.0%	51	2.3%
ATVs	1	0.6%	16	1.7%	1	0.1%	18	0.8%
Semis/Heavy Trucks	0	0.0%	3	0.3%	7	0.6%	10	0.4%
Pedalcycles	1	0.6%	2	0.2%	0	0.0%	3	0.1%
Buses	0	0.0%	1	0.1%	0	0.0%	1	0.0%
Other Vehicles	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Missing Data	0	0.0%	0	0.0%	1	0.1%	1	0.0%
Total	167	100%	960	100%	1,134	100%	2,261	100%

- Alcohol-involved pedestrians accounted for 4.3 percent of alcohol-involved drivers (motorized and non-motorized vehicles) in crashes but were 27.1 percent of all alcohol-involved drivers killed in crashes. (Table 31)

Table 31: Alcohol-involved Drivers in Crashes by Vehicle Type¹⁹ and Severity of Injury, 2022

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	35	26.3%	35	36.8%	178	49.9%	160	59.5%	865	61.5%	1,273	56.3%
Pickups	24	18.0%	18	18.9%	68	19.0%	53	19.7%	306	21.7%	469	20.7%
Vans/SUVs/4WDs	20	15.0%	10	10.5%	48	13.4%	36	13.4%	224	15.9%	338	14.9%
Pedestrians, All	36	27.1%	15	15.8%	33	9.2%	13	4.8%	0	0.0%	97	4.3%
Motorcycles/Mopeds	16	12.0%	12	12.6%	21	5.9%	2	0.7%	0	0.0%	51	2.3%
ATVs	1	0.8%	4	4.2%	8	2.2%	4	1.5%	1	0.1%	18	0.8%
Semis/Heavy Trucks	0	0.0%	0	0.0%	0	0.0%	1	0.4%	9	0.6%	10	0.4%
Pedalcycles	1	0.8%	1	1.1%	1	0.3%	0	0.0%	0	0.0%	3	0.1%
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%	0	0.0%	0	0.0%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.1%	1	0.0%
Total	133	100%	95	100%	357	100%	269	100%	1,407	100%	2,261	100%

Demographics – Age and Sex

Demographics

Age and Sex

- The number of people in alcohol-involved crashes ages 1-4, 15-19, 30-34, and 40-44 rose to their highest level in at least five years. (Table 32)
- There were 1.7 males in alcohol-involved crashes for every female. (Table 33)
- There were 2.6 male fatalities in alcohol-involved crashes for every female fatality. (Table 34)
- People ages 20 to 29 years old were 27.5 percent of all people in alcohol-involved crashes. (Table 33, Table 35)
- Out of all people in alcohol-involved crashes, 3.6 percent were killed (176 out of 4,838). The percentage killed was highest for people ages 50-54 in alcohol-involved crashes, at 8.4 percent (18 out of 215). (Table 35)

Table 32: People in Alcohol-involved Crashes²⁰ by Age, 2018 - 2022

Age Group	People in Alcohol-involved Crashes					Percent Change 2018 - 2022
	2018	2019	2020	2021	2022	
1-4	107	97	70	90	113	5.6%
5-9	106	108	71	94	100	-5.7%
10-14	99	86	78	51	85	-14.1%
15-19	356	414	389	387	424	19.1%
20-24	744	793	693	713	716	-3.8%
25-29	636	651	564	667	616	-3.1%
30-34	497	515	482	554	561	12.9%
35-39	422	399	371	411	413	-2.1%
40-44	302	315	295	295	342	13.2%
45-49	254	297	195	242	261	2.8%
50-54	212	235	208	206	215	1.4%
55-59	237	207	172	193	209	-11.8%
60-64	184	173	125	146	162	-12.0%
65-69	102	120	69	105	103	1.0%
70-74	75	67	36	59	59	-21.3%
75 +	52	75	29	47	66	26.9%
Missing Data	428	397	360	460	393	-8.2%
Total People	4,813	4,949	4,207	4,720	4,838	0.5%

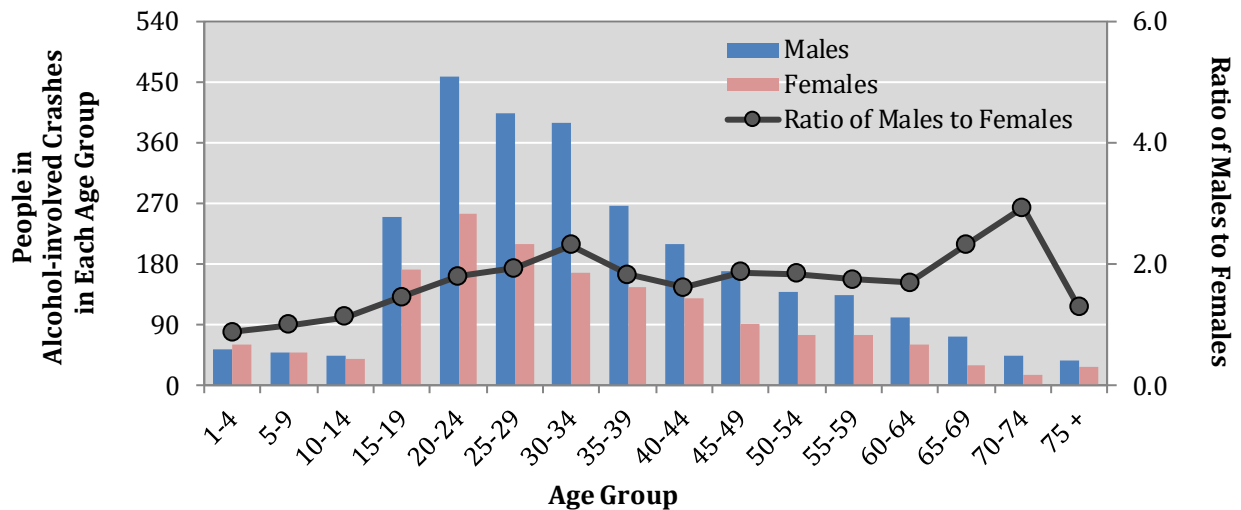
²⁰ Darker shading indicates higher numbers.

Demographics – Age and Sex

Table 33: People in Alcohol-involved Crashes by Age and Sex, 2022

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	53	1.8%	60	3.6%	0	0.0%	113	2.3%	0.9
5-9	49	1.7%	49	3.0%	2	0.6%	100	2.1%	1.0
10-14	45	1.6%	40	2.4%	0	0.0%	85	1.8%	1.1
15-19	251	8.7%	172	10.4%	1	0.3%	424	8.8%	1.5
20-24	458	15.9%	255	15.5%	3	1.0%	716	14.8%	1.8
25-29	405	14.1%	210	12.8%	1	0.3%	616	12.7%	1.9
30-34	389	13.5%	168	10.2%	4	1.3%	561	11.6%	2.3
35-39	266	9.2%	146	8.9%	1	0.3%	413	8.5%	1.8
40-44	210	7.3%	130	7.9%	2	0.6%	342	7.1%	1.6
45-49	170	5.9%	91	5.5%	0	0.0%	261	5.4%	1.9
50-54	138	4.8%	75	4.6%	2	0.6%	215	4.4%	1.8
55-59	133	4.6%	76	4.6%	0	0.0%	209	4.3%	1.8
60-64	102	3.5%	60	3.6%	0	0.0%	162	3.3%	1.7
65-69	72	2.5%	31	1.9%	0	0.0%	103	2.1%	2.3
70-74	44	1.5%	15	0.9%	0	0.0%	59	1.2%	2.9
75 +	36	1.2%	28	1.7%	2	0.6%	66	1.4%	1.3
Missing Data	61	2.1%	41	2.5%	291	94.2%	393	8.1%	1.5
Total	2,882	100%	1,647	100%	309	100%	4,838	100%	1.7

Figure 9: People in Alcohol-involved Crashes by Age and Sex, 2022

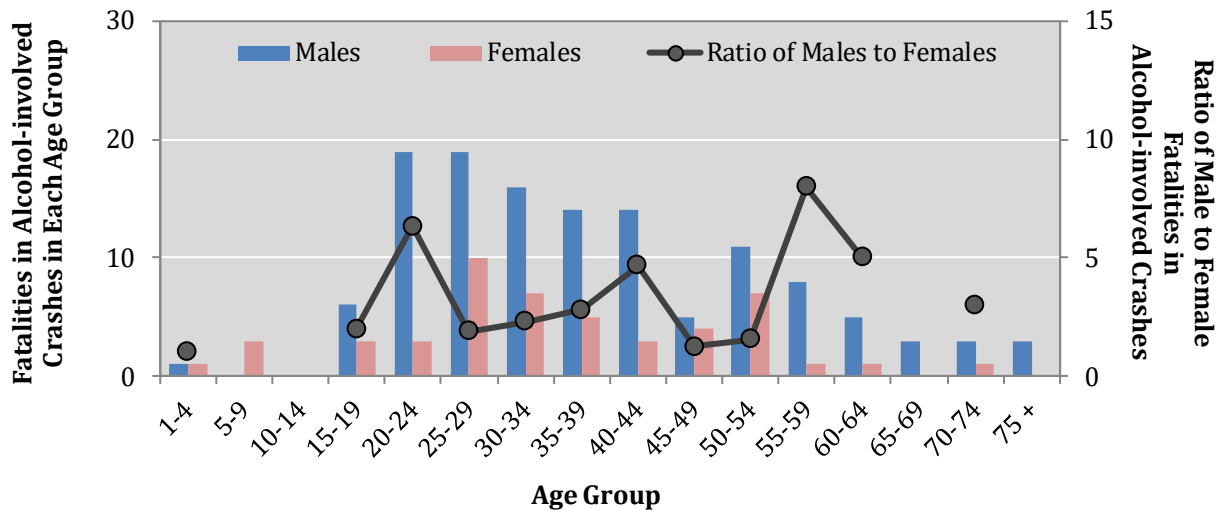


Demographics – Age and Sex

Table 34: Fatalities in Alcohol-involved Crashes by Age and Sex²¹, 2022

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	1	0.8%	1	2.0%	0	0.0%	2	1.1%	1.0
5-9	0	0.0%	3	6.1%	0	0.0%	3	1.7%	-
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	6	4.7%	3	6.1%	0	0.0%	9	5.1%	2.0
20-24	19	15.0%	3	6.1%	0	0.0%	22	12.5%	6.3
25-29	19	15.0%	10	20.4%	0	0.0%	29	16.5%	1.9
30-34	16	12.6%	7	14.3%	0	0.0%	23	13.1%	2.3
35-39	14	11.0%	5	10.2%	0	0.0%	19	10.8%	2.8
40-44	14	11.0%	3	6.1%	0	0.0%	17	9.7%	4.7
45-49	5	3.9%	4	8.2%	0	0.0%	9	5.1%	1.3
50-54	11	8.7%	7	14.3%	0	0.0%	18	10.2%	1.6
55-59	8	6.3%	1	2.0%	0	0.0%	9	5.1%	8.0
60-64	5	3.9%	1	2.0%	0	0.0%	6	3.4%	5.0
65-69	3	2.4%	0	0.0%	0	0.0%	3	1.7%	-
70-74	3	2.4%	1	2.0%	0	0.0%	4	2.3%	3.0
75+	3	2.4%	0	0.0%	0	0.0%	3	1.7%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	127	100%	49	100%	0	0%	176	100%	2.6

Figure 10: Fatalities in Alcohol-involved Crashes by Age and Sex, 2022

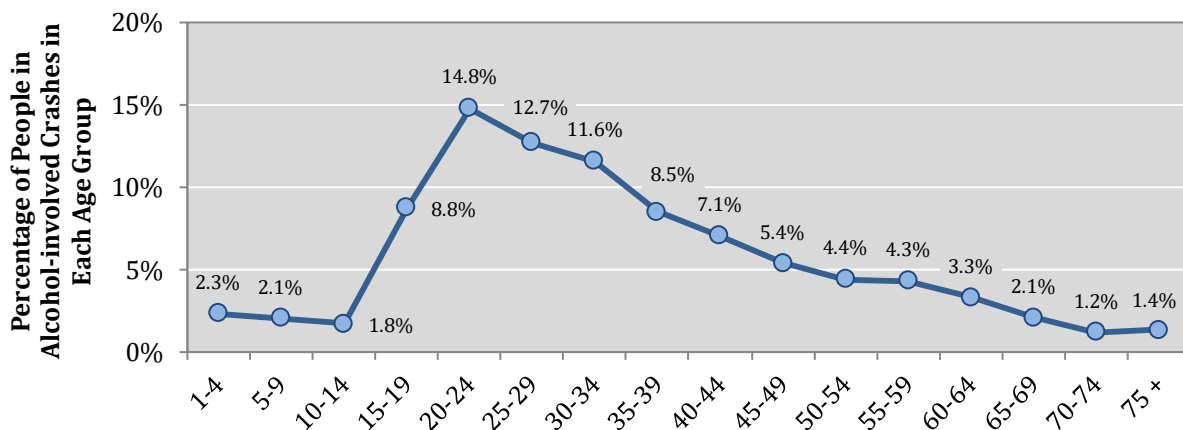


²¹ The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.

Table 35: People in Alcohol-involved Crashes by Age and Severity of Injury, 2022 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	2	3	14	5	89	113	2.3%	1.8%
5-9	3	4	8	13	72	100	2.1%	3.0%
10-14	0	4	10	23	48	85	1.8%	0.0%
15-19	9	17	63	56	279	424	8.8%	2.1%
20-24	22	26	108	92	468	716	14.8%	3.1%
25-29	29	24	100	89	374	616	12.7%	4.7%
30-34	23	28	70	80	360	561	11.6%	4.1%
35-39	19	15	38	70	271	413	8.5%	4.6%
40-44	17	21	43	53	208	342	7.1%	5.0%
45-49	9	7	23	43	179	261	5.4%	3.4%
50-54	18	8	24	30	135	215	4.4%	8.4%
55-59	9	5	23	35	137	209	4.3%	4.3%
60-64	6	4	19	42	91	162	3.3%	3.7%
65-69	3	4	10	22	64	103	2.1%	2.9%
70-74	4	1	4	12	38	59	1.2%	6.8%
75 +	3	2	9	16	36	66	1.4%	4.5%
Missing Data	0	2	6	13	372	393	8.1%	0.0%
Total	176	175	572	694	3,221	4,838	100%	3.6%

Figure 11: Percentage of People in Alcohol-involved Crashes by Age Group, 2022



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.

Demographics – Teens (15-19)

Teens (15-19)

- 9 teens were killed and 136 injured in alcohol-involved crashes. (Table 36)
- The number of alcohol-involved teen drivers²³ in crashes increased to 134, the second highest number in the last 10 years. (Table 37, Figure 12)
- The rate of alcohol-involved teen drivers in crashes has been higher in the last three years. Although the rate fell in 2022, to 24.8 per 10,000 licensed teen drivers, it remained the third highest rate in the last 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 2022 was noticeably higher compared to 2013 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, 2022

Severity of Injury	Injury Class	Teens (15-19) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	9	2.1%
Suspected Serious Injuries	A	17	4.0%
Suspected Minor Injuries	B	63	14.9%
Possible Injuries	C	56	13.2%
No Apparent Injuries	O	279	65.8%
Total		424	100.0%

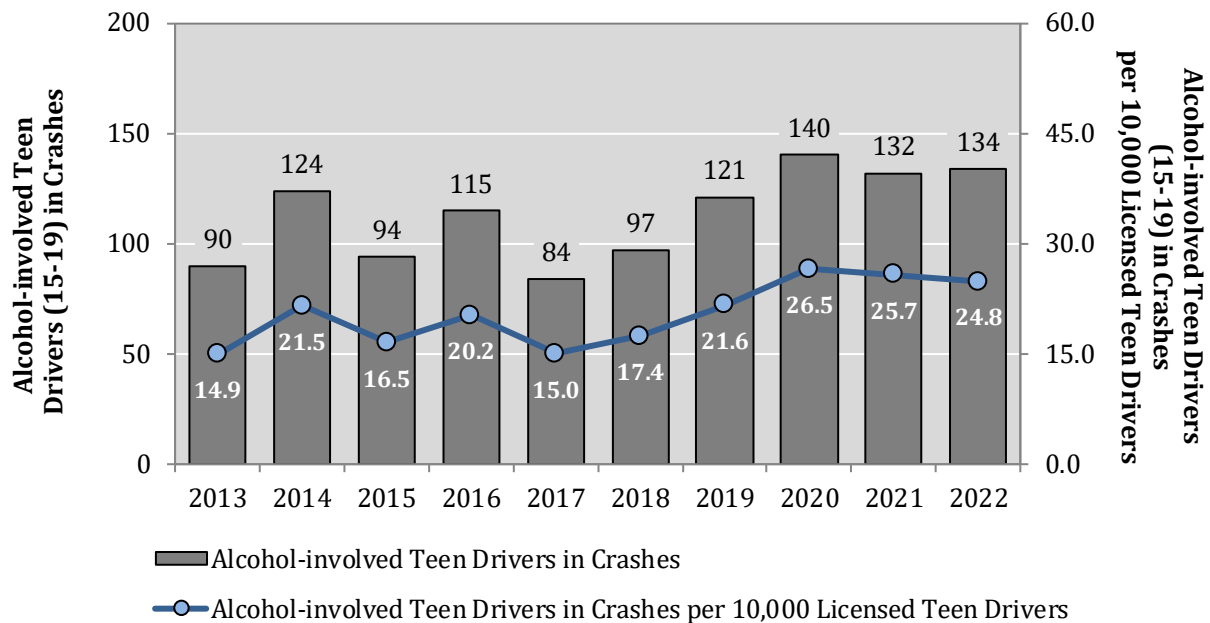
²³ “Alcohol-involved teen drivers” are teen motor vehicle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash. Does not include drivers for whom 1) age or sex data are not available, 2) their residence is not in New Mexico, or 3) the person is a pedestrian or pedalcycle operator.

Demographics – Teens (15-19)

Table 37: Alcohol-involved Teen Drivers²³ (15-19) in Crashes by Crash Severity, 2013 - 2022

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 10,000 Licensed Teen Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Teen Drivers in Crashes		
2013	5	31	54	90	60,243	14.9
2014	6	54	64	124	57,678	21.5
2015	3	41	50	94	56,946	16.5
2016	9	54	52	115	56,894	20.2
2017	7	30	47	84	56,054	15.0
2018	1	41	55	97	55,889	17.4
2019	7	56	58	121	56,017	21.6
2020	10	59	71	140	52,799	26.5
2021	5	43	84	132	51,330	25.7
2022	6	48	80	134	54,027	24.8

Figure 12: Alcohol-involved Teen Drivers²³ (15-19) in Crashes, 2013 - 2022

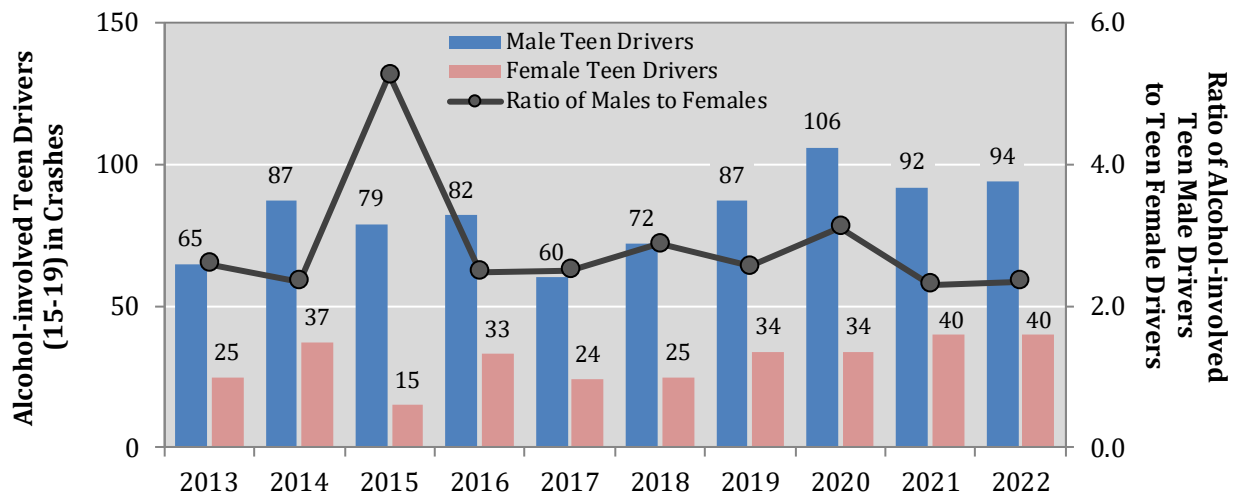


Demographics – Teens (15-19)

Table 38: Alcohol-involved Teen Drivers²³ (15-19) in Crashes by Sex, 2013 - 2022

Year	Alcohol-involved Teen Drivers (15-19) of Motor Vehicles in Crashes			Ratio of Males to Females
	Males	Females	Total	
2013	65	25	90	2.60
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

Figure 13: Alcohol-involved Teen Drivers²³ (15-19) in Crashes by Sex, 2013 - 2022



Demographics – Teens (15-19)

Table 39: Alcohol-involved Teen Drivers²³ (15-19) in Crashes by Hour²⁴, 2022

Hour	Alcohol-involved Teen Motor Vehicle Drivers (15-19) in Crashes	
	Count	Percent
12 a.m.	11	8.2%
1 a.m.	18	13.4%
2 a.m.	14	10.4%
3 a.m.	11	8.2%
4 a.m.	9	6.7%
5 a.m.	4	3.0%
6 a.m.	4	3.0%
7 a.m.	1	0.7%
8 a.m.	3	2.2%
9 a.m.	3	2.2%
10 a.m.	0	0.0%
11 a.m.	1	0.7%
12 p.m.	1	0.7%
1 p.m.	1	0.7%
2 p.m.	2	1.5%
3 p.m.	3	2.2%
4 p.m.	3	2.2%
5 p.m.	5	3.7%
6 p.m.	1	0.7%
7 p.m.	4	3.0%
8 p.m.	5	3.7%
9 p.m.	9	6.7%
10 p.m.	8	6.0%
11 p.m.	13	9.7%
Missing Data	0	0.0%
Total	134	100.0%

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

Demographics – Young Adults (20-24)

Young Adults (20-24)

- 22 young adults were killed and 226 injured in alcohol-involved crashes. (Table 40)
- The number of alcohol-involved young adult drivers²⁵ in fatal crashes rose to 24, the highest number in a decade. (Table 41)
- Females are an increasingly larger portion of alcohol-involved young adult drivers. The number in 2019 through 2022 was noticeably higher compared to 2013 through 2018. (Table 42, Figure 15)
- The peak hours of alcohol-involved young adult drivers in crashes were from 5 p.m. to 3 a.m. (Table 43)

Table 40: Young Adults (20-24) in Alcohol-involved Crashes by Severity of Injury, 2022

Severity of Injury	Injury Class	Young Adults (20-24) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	22	3.1%
Suspected Serious Injuries	A	26	3.6%
Suspected Minor Injuries	B	108	15.1%
Possible Injuries	C	92	12.8%
No Apparent Injuries	O	468	65.4%
Total		716	100.0%

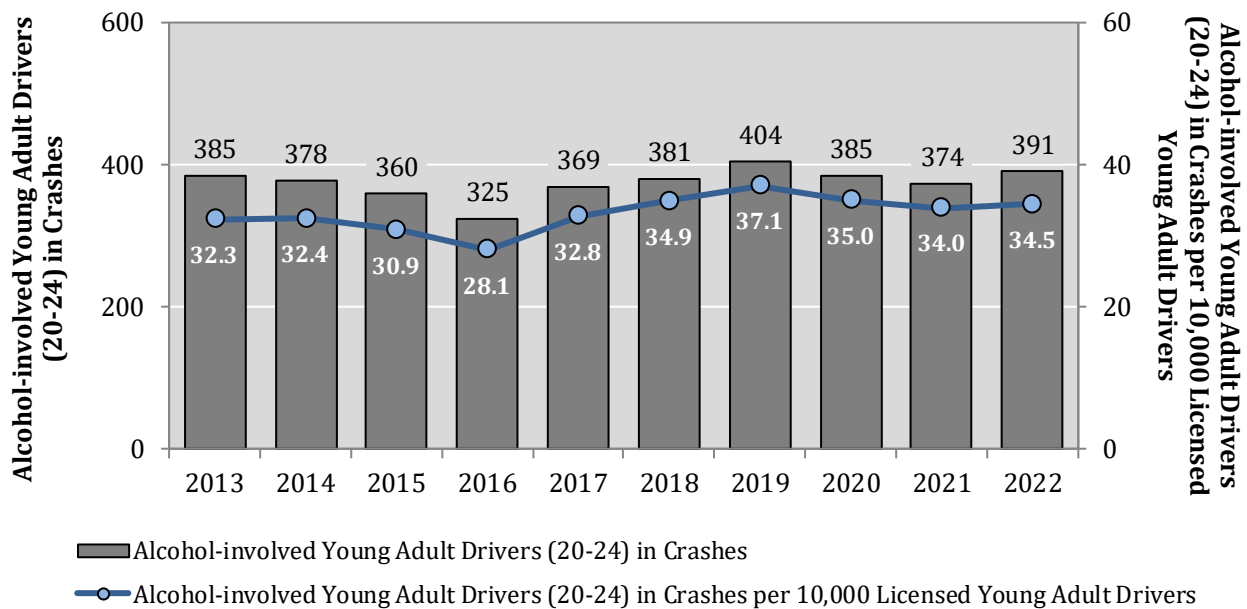
²⁵ “Alcohol-involved young adult drivers” are young adult motor vehicle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash. Does not include drivers for whom 1) age or sex data are not available, 2) their residence is not in New Mexico, or 3) the person is a pedestrian or pedalcycle operator.

Demographics – Young Adults (20-24)

Table 41: Alcohol-involved Young Adult Drivers²⁵ (20-24) in Crashes by Severity, 2013 - 2022

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 10,000 Licensed Young Adult Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Young Adult Drivers in Crashes		
2013	20	137	228	385	119,028	32.3
2014	21	163	194	378	116,542	32.4
2015	14	144	202	360	116,661	30.9
2016	14	130	181	325	115,853	28.1
2017	17	147	205	369	112,381	32.8
2018	14	158	209	381	109,190	34.9
2019	20	168	216	404	108,788	37.1
2020	19	165	201	385	109,845	35.0
2021	17	166	191	374	110,052	34.0
2022	24	163	204	391	113,485	34.5

Figure 14: Alcohol-involved Young Adult Drivers²⁵ (20-24) in Crashes, 2013 - 2022

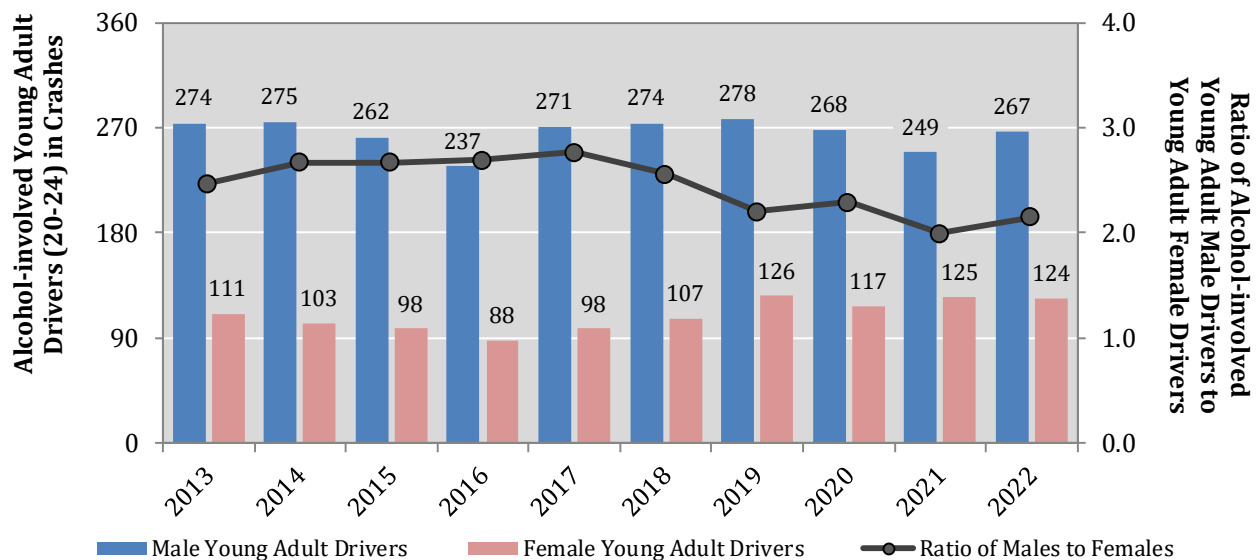


Demographics – Young Adults (20-24)

Table 42: Alcohol-involved Young Adult Drivers²⁵ (20-24) in Crashes by Sex, 2013 - 2022

Year	Alcohol-involved Young Adult Drivers (20-24) of Motor Vehicles in Crashes			Ratio of Males to Females
	Males	Females	Total	
2013	274	111	385	2.47
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

Figure 15: Alcohol-involved Young Adult Drivers²⁵ (20-24) in Crashes by Sex, 2013 - 2022



Demographics – Young Adults (20-24)

Table 43: Alcohol-involved Young Adult Drivers²⁵ (20-24) by Hour²⁶, 2022

Hour	Alcohol-involved Young Adult Motor Vehicle Drivers (20-24) in Crashes	
	Count	Percent
Midnight	39	10.0%
1 a.m.	38	9.7%
2 a.m.	32	8.2%
3 a.m.	22	5.6%
4 a.m.	13	3.3%
5 a.m.	8	2.0%
6 a.m.	6	1.5%
7 a.m.	7	1.8%
8 a.m.	3	0.8%
9 a.m.	5	1.3%
10 a.m.	0	0.0%
11 a.m.	5	1.3%
Noon	0	0.0%
1 p.m.	5	1.3%
2 p.m.	7	1.8%
3 p.m.	7	1.8%
4 p.m.	14	3.6%
5 p.m.	22	5.6%
6 p.m.	24	6.1%
7 p.m.	16	4.1%
8 p.m.	19	4.9%
9 p.m.	25	6.4%
10 p.m.	30	7.7%
11 p.m.	44	11.3%
Missing Data	0	0.0%
Total	391	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 2.6 percent of all alcohol-involved crashes. (Table 44)
- Of the 59 alcohol-involved motorcycle crashes, 28.8 percent (17) were fatal crashes, and 64.4 percent (38) were injury crashes. (Table 45)

Table 44: Alcohol-involved Motorcycle Crashes²⁷, 2022

Motorcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Motorcycle Involved	59	2.6%
Motorcycle Not Involved	2,174	97.4%
Total Alcohol-involved Crashes	2,233	100.0%

Table 45: Alcohol-involved Motorcycle Crashes²⁷ by Crash Severity, 2022

Crash Severity	Alcohol-involved Motorcycle Crashes	
	Count	Percent
Fatal Crashes	17	28.8%
Injury Crashes	38	64.4%
Property Damage Only Crashes	4	6.8%
Total Motorcycle-involved Crashes	59	100.0%

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.

Demographics – Motorcyclists

Table 46: Alcohol-involved Motorcycle Crashes²⁷, 2013 - 2022

Year	Motorcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2013	80	1,002	8.0%
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%

- The number of alcohol-involved motorcycle crashes is among the lowest in the last ten years. (Table 46)

Table 47: Top-Ranking Counties for Alcohol-involved Motorcycle Crashes, 2018 - 2022 ^{27 28 29}

2022 Rank	County	Alcohol-involved Motorcycle Crashes					2022 Population	Alcohol-involved Motorcycle Crashes per 100,000 County Residents
		2018	2019	2020	2021	2022		
1	Bernalillo	11	20	18	19	16	672,508	2.4
2	Sandoval	9	4	3	3	6	153,501	3.9
3	Doña Ana	6	10	7	1	5	223,337	2.2
4	Santa Fe	4	6	4	3	4	155,664	2.6
5	San Juan	5	5	4	5	3	120,418	2.5
5	Lea	1	3	2	3	3	72,452	4.1
5	San Miguel	0	0	0	2	3	26,953	11.1
5	Grant	0	0	2	0	3	27,686	10.8
5	Rio Arriba	0	0	1	0	3	40,048	7.5
All Other Counties		23	16	23	23	13	620,777	2.1
Statewide Total		59	64	64	59	59	2,113,344	2.8

²⁸ Counties share the same rank if they have the same number of crashes in 2022.

²⁹ "All Other Counties" are counties with fewer than three alcohol-involved motorcycle crashes in 2022.

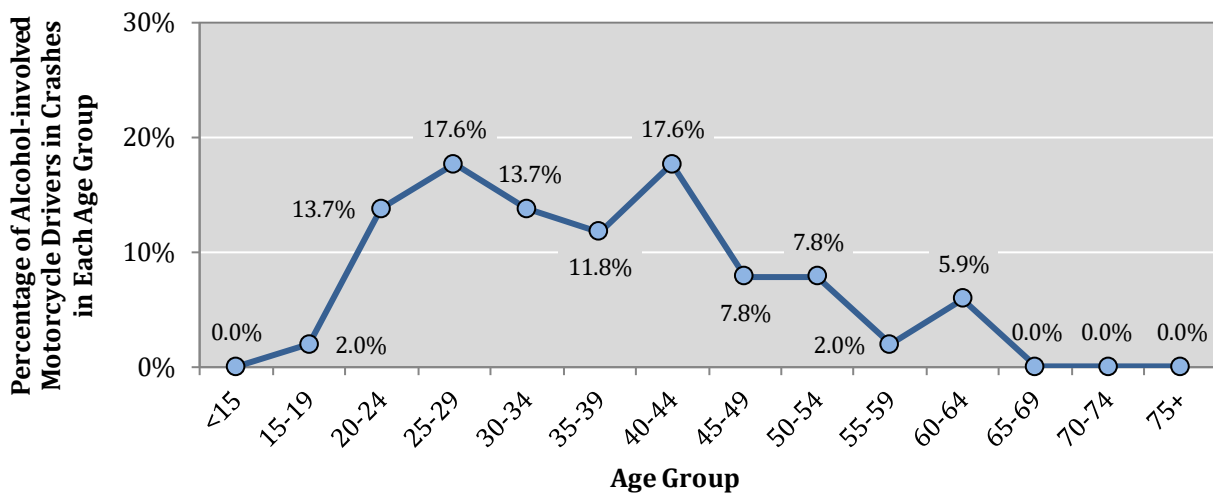
Demographics – Motorcyclists

Table 48: Alcohol-involved Motorcycle Driver³⁰ Crash Rates, 2018 - 2022

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
2018	52	60,348	118,499	8.6	4.4
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

- The rate of alcohol-involved motorcycle drivers in crashes (per 10,000 licensed motorcycle drivers) is the second lowest rate in the past five years, 4.2. (Table 48)
- Drivers ages 20-34 make up 45.1 percent of all alcohol-involved motorcycle drivers in crashes. (Table 49)
- Almost all alcohol-involved motorcycle drivers in crashes (98.0 percent) were males. (Table 49)

Figure 16: Percentage of Alcohol-involved Motorcycle Drivers³⁰ in Crashes by Age Group, 2022



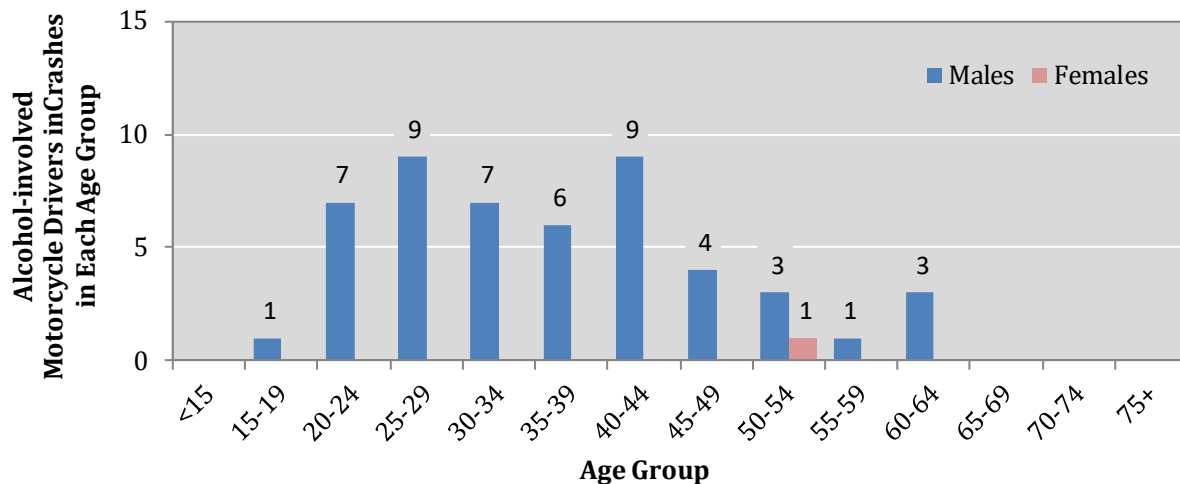
³⁰ “Alcohol-involved motorcycle drivers” are motorcycle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash. Beginning with the 2020 DWI Report, the method for tabulating statistics on motorcycle drivers no longer includes ATV drivers.

Demographics – Motorcyclists

Table 49: Alcohol-involved Motorcycle Drivers³⁰ in Crashes by Age and Sex, 2022 ³¹

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	1	2.0%	0	0.0%	0	0.0%	1	2.0%	-
20-24	7	14.0%	0	0.0%	0	0.0%	7	13.7%	-
25-29	9	18.0%	0	0.0%	0	0.0%	9	17.6%	-
30-34	7	14.0%	0	0.0%	0	0.0%	7	13.7%	-
35-39	6	12.0%	0	0.0%	0	0.0%	6	11.8%	-
40-44	9	18.0%	0	0.0%	0	0.0%	9	17.6%	-
45-49	4	8.0%	0	0.0%	0	0.0%	4	7.8%	-
50-54	3	6.0%	1	100.0%	0	0.0%	4	7.8%	3.0
55-59	1	2.0%	0	0.0%	0	0.0%	1	2.0%	-
60-64	3	6.0%	0	0.0%	0	0.0%	3	5.9%	-
65-69	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
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	50	100%	1	100%	0	0%	51	100%	50.0

Figure 17: Alcohol-involved Motorcycle Drivers³⁰ in Crashes by Age and Sex, 2022



³¹ 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.

Demographics – Pedestrians

Pedestrians

- Pedestrian-involved crashes accounted for 4.8 percent of all alcohol-involved crashes. (Table 50)
- Of the 107 alcohol-involved pedestrian crashes, 36.4 percent (39) were fatal crashes, and 63.6 percent (68) were injury crashes. (Table 51)

Table 50: Alcohol-involved Pedestrian Crashes³², 2022

Pedestrian Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedestrian Involved	107	4.8%
Pedestrian Not Involved	2,126	95.2%
Total Alcohol-involved Crashes	2,233	100.0%

Table 51: Alcohol-involved Pedestrian³² Crashes by Crash Severity, 2022

Crash Severity	Alcohol-involved Pedestrian Crashes	
	Count	Percent
Fatal Crashes	39	36.4%
Injury Crashes	68	63.6%
Property Damage Only Crashes	0	0.0%
Total Alcohol-involved Pedestrian Crashes	107	100.0%

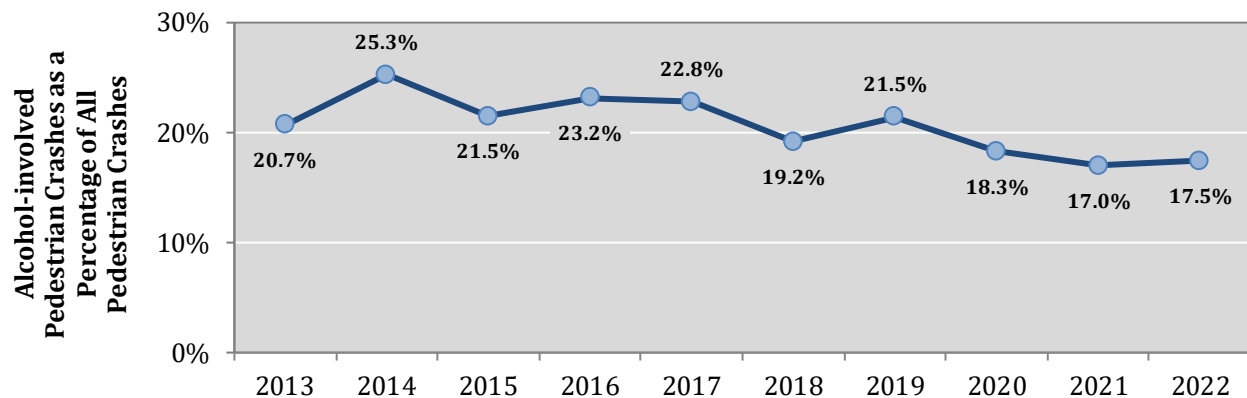
³² An alcohol-involved pedestrian crash is a crash involving one or more pedestrians in which any motor vehicle driver or pedestrian in the crash was alcohol-involved.

Table 52: Alcohol-involved Pedestrian Crashes³³, 2013 - 2022

Year	Pedestrian-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2013	103	498	20.7%
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%

- Alcohol was a contributing factor in 17.5 percent of all pedestrian crashes, the second lowest percentage in a decade. (Table 52, Figure 18)
- Among counties with the most alcohol-involved pedestrian crashes, McKinley county had the highest rate, at 31.5 per 100,000 county residents. (Table 53)

Figure 18: Alcohol-involved Pedestrian Crashes³³, 2013 - 2022



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.

Demographics – Pedestrians

Table 53: Ranking and Rates of Alcohol-involved Pedestrian Crashes^{33 34 35}
by County, 2018 - 2022

2022 Rank	County	Alcohol-involved Pedestrian Crashes					2022 Population	Alcohol-involved Pedestrian Crashes per 100,000 County Residents
		2018	2019	2020	2021	2022		
1	Bernalillo	52	71	33	35	32	672,508	4.8
2	McKinley	20	16	10	15	22	69,830	31.5
3	San Juan	13	21	12	13	16	120,418	13.3
4	Santa Fe	9	5	7	7	9	155,664	5.8
5	Doña Ana	4	5	6	3	7	223,337	3.1
6	Taos	0	1	0	1	3	34,580	8.7
7	Eddy	0	2	2	0	2	60,400	3.3
7	Lea	4	3	0	3	2	72,452	2.8
7	Rio Arriba	3	3	2	0	2	40,048	5.0
7	San Miguel	0	1	0	1	2	26,953	7.4
7	Sandoval	5	1	2	3	2	153,501	1.3
7	Torrance	0	0	1	0	2	15,454	12.9
7	Valencia	1	1	3	0	2	78,080	2.6
14	Cibola	0	2	0	1	1	26,950	3.7
14	Hidalgo	0	0	0	0	1	4,003	25.0
14	Lincoln	0	0	0	1	1	20,411	4.9
14	Otero	1	1	1	2	1	68,823	1.5
18	Catron	1	0	0	0	0	3,827	-
18	Chaves	3	0	3	2	0	63,894	-
18	Colfax	1	1	0	1	0	12,246	-
18	Curry	0	2	1	0	0	47,532	-
18	De Baca	0	0	0	0	0	1,693	-
18	Grant	0	0	0	0	0	27,686	-
18	Guadalupe	0	0	1	0	0	4,310	-
18	Harding	0	0	0	0	0	628	-
18	Los Alamos	0	0	0	0	0	19,187	-
18	Luna	1	1	0	4	0	25,749	-
18	Mora	0	0	0	0	0	4,169	-
18	Quay	0	0	0	0	0	8,546	-
18	Roosevelt	0	0	1	0	0	18,934	-
18	Sierra	2	0	0	0	0	11,436	-
18	Socorro	0	0	2	1	0	16,115	-
18	Union	0	0	1	0	0	3,980	-
Missing Data		0	0	0	0	0	-	-
Statewide Total		120	137	88	93	107	2,113,344	5.1

³⁴ Counties share the same rank if they have the same number of crashes in 2022.

³⁵ Crash rates are in bold red if they are more than the statewide rate for 2022.

Demographics – Pedestrians

- 15.4 percent of pedestrians in crashes were under the influence of alcohol. (Table 54)
- 38.3 percent of pedestrians killed in crashes were under the influence of alcohol. (Table 55)

Table 54: Pedestrians in Crashes by Alcohol Involvement³⁶, 2018 - 2022

Year	Pedestrians in Crashes					
	Alcohol-involved		Not Alcohol-involved		All Pedestrians	
	Count	Percent	Count	Percent	Count	Percent
2018	108	16.6%	543	83.4%	651	100%
2019	130	19.7%	531	80.3%	661	100%
2020	85	17.2%	410	82.8%	495	100%
2021	88	15.4%	485	84.6%	573	100%
2022	97	15.4%	533	84.6%	630	100%

Table 55: Pedestrian Fatalities in Crashes by Alcohol Involvement³⁶, 2018 - 2022

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

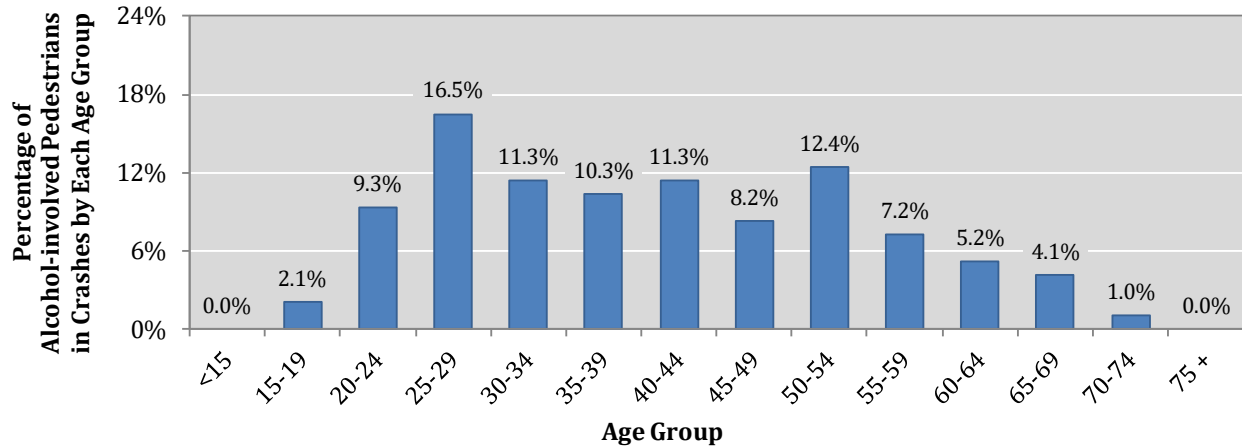
Table 56: Alcohol-involved Pedestrians³⁶ in Crashes by Severity of Injury, 2018 - 2022

Year	Alcohol-involved Pedestrians in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent Killed
2018	42	20	27	16	3	108	38.9%
2019	48	15	35	25	7	130	36.9%
2020	30	17	25	11	2	85	35.3%
2021	39	12	26	11	0	88	44.3%
2022	36	15	33	13	0	97	37.1%

³⁶ 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.

Demographics – Pedestrians

Figure 19: Percentage of Alcohol-involved Pedestrians³⁶ in Crashes by Age, 2022



- 78.4 percent of alcohol-involved pedestrians in crashes were male. (Table 57)

Table 57: Alcohol-involved Pedestrians³⁶ in Crashes by Age³⁷, 2022

Age Group	Alcohol-involved Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	2	2.6%	0	0.0%	0	0.0%	2	2.1%	-
20-24	8	10.5%	1	4.8%	0	0.0%	9	9.3%	8.0
25-29	13	17.1%	3	14.3%	0	0.0%	16	16.5%	4.3
30-34	7	9.2%	4	19.0%	0	0.0%	11	11.3%	1.8
35-39	8	10.5%	2	9.5%	0	0.0%	10	10.3%	4.0
40-44	6	7.9%	5	23.8%	0	0.0%	11	11.3%	1.2
45-49	6	7.9%	2	9.5%	0	0.0%	8	8.2%	3.0
50-54	8	10.5%	4	19.0%	0	0.0%	12	12.4%	2.0
55-59	7	9.2%	0	0.0%	0	0.0%	7	7.2%	-
60-64	5	6.6%	0	0.0%	0	0.0%	5	5.2%	-
65-69	4	5.3%	0	0.0%	0	0.0%	4	4.1%	-
70-74	1	1.3%	0	0.0%	0	0.0%	1	1.0%	-
75 +	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	1	1.3%	0	0.0%	0	0.0%	1	1.0%	-
Total	76	100%	21	100%	0	0%	97	100%	3.6

³⁷ 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 0.2 percent of all alcohol-involved crashes. (Table 58)
- Of the 4 alcohol-involved pedalcycle crashes, 1 was a fatal crash, and 3 were injury crashes. (Table 59)

Table 58: Alcohol-involved Crashes by Pedalcycle Involvement³⁸, 2022

Pedalcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedalcycle Involved	4	0.2%
Pedalcycle Not Involved	2,229	99.8%
Total Alcohol-involved Crashes	2,233	100.0%

Table 59: Alcohol-involved Pedalcycle Crashes³⁸ by Crash Severity, 2022

Crash Severity	Alcohol-involved Pedalcycle Crashes	
	Count	Percent
Fatal Crashes	1	25.0%
Injury Crashes	3	75.0%
Property Damage Only Crashes	0	0.0%
Total Alcohol-involved Pedalcycle Crashes	4	100.0%

³⁸ 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.

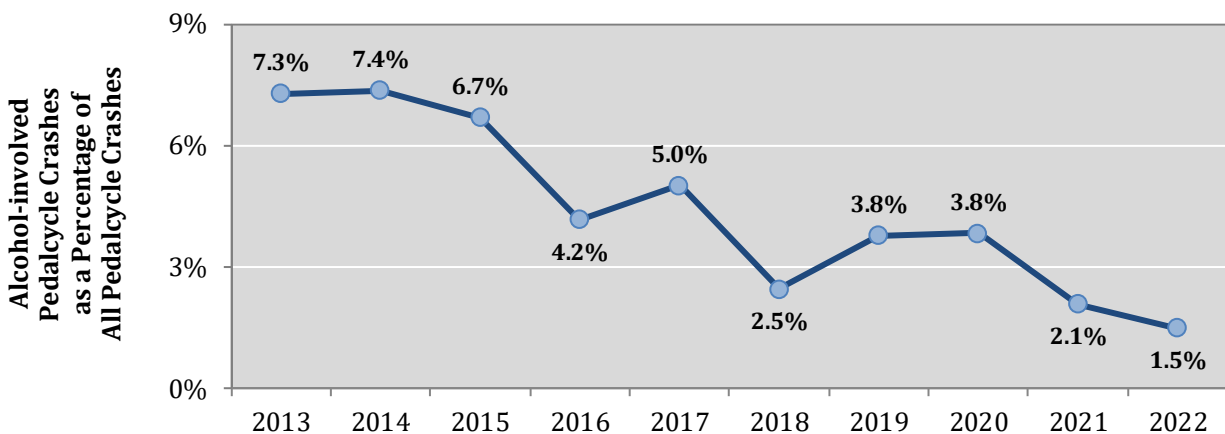
Demographics – Pedalcyclists

Table 60: Alcohol-involved Pedalcycle Crashes³⁹, 2013 - 2022

Year	Pedalcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2013	22	302	7.3%
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%

- The number of alcohol-involved pedalcycle crashes declined in 2022 to 4, the lowest number in the last ten years. (Table 60, Figure 20)

Figure 20: Alcohol-involved Pedalcycle Crashes³⁹, 2013 - 2022



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.

Table 61: Top-Ranking Counties⁴⁰ for Alcohol-involved Pedalcycle Crashes⁴¹, 2018 - 2022

2022 Rank	County	Alcohol-involved Pedalcycle Crashes					2022 Population	Alcohol-involved Pedalcycle Crashes per 100,000 County Residents
		2018	2019	2020	2021	2022		
1	Doña Ana	0	0	2	1	1	223,337	0.4
1	Chaves	1	0	1	0	1	63,894	1.6
1	San Juan	1	0	0	0	1	120,418	0.8
1	Santa Fe	1	5	0	0	1	155,664	0.6
All Other Counties		6	9	7	4	0	1,550,031	0.0
Statewide Total		9	14	10	5	4	2,113,344	0.2

- Bernalillo typically has several alcohol-involved pedalcycle crashes each year, but had none in 2022. (Table 61)
- Out of all pedalcycle operators in crashes, only 1.1 percent were under the influence of alcohol. (Table 62)
- Of all alcohol-involved pedalcycle operators in crashes, 100.0 percent (3 out of 3) were male. (Table 63)

Table 62: Pedalcycle Operators⁴² in Crashes by Alcohol Involvement, 2018 - 2022

Year	Pedalcycle Operators in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total	
	Count	Percent	Count	Percent	Count	Percent
2018	8	2.2%	363	97.8%	371	100%
2019	10	2.7%	364	97.3%	374	100%
2020	7	2.6%	259	97.4%	266	100%
2021	4	1.6%	239	98.4%	243	100%
2022	3	1.1%	268	98.9%	271	100%

⁴⁰ Counties share the same rank if they have the same number of crashes in 2022.

⁴¹ 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.

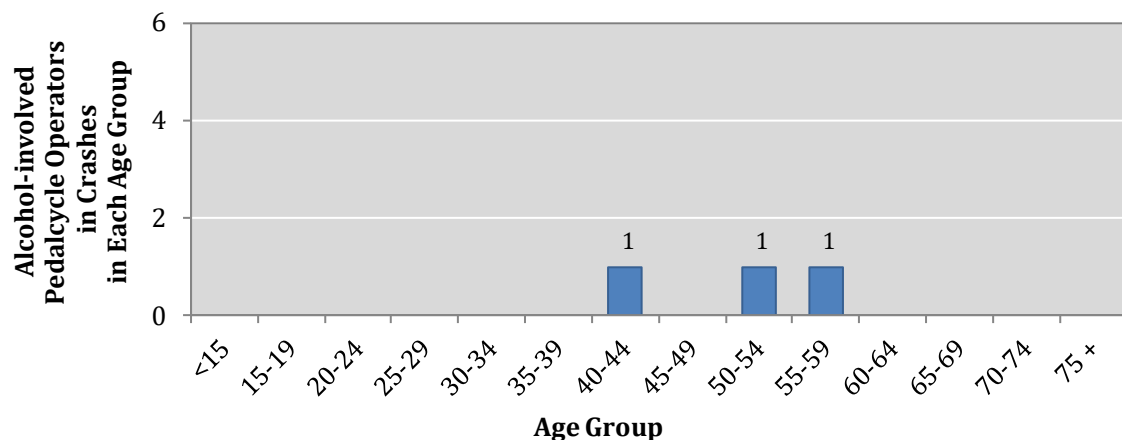
⁴² Alcohol-involved pedalcycle operators are pedalcycle operators who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Demographics – Pedalcyclists

Table 63: Alcohol-involved Pedalcycle Operators⁴³ in Crashes by Age and Sex⁴⁴, 2022

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	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
30-34	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
35-39	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
40-44	1	33.3%	0	0.0%	0	0.0%	1	33.3%	-
45-49	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
50-54	1	33.3%	0	0.0%	0	0.0%	1	33.3%	-
55-59	1	33.3%	0	0.0%	0	0.0%	1	33.3%	-
60-64	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
65-69	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
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	3	100%	0	0.0%	0	0.0%	3	100%	-

Figure 21: Alcohol-involved Pedalcycle Operators⁴³ in Crashes by Age Group, 2022



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.

⁴⁴ 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.

Demographics – Alcohol-involved Drivers

Alcohol-involved Drivers

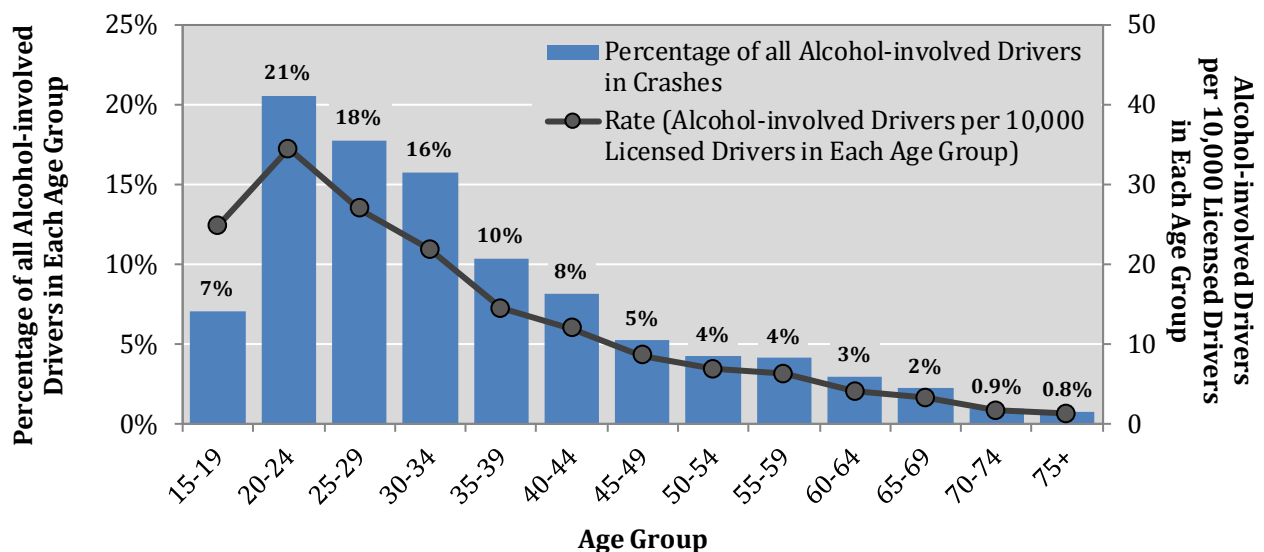
This section reviews motor vehicle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

- Male drivers were 72.2 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 Drivers⁴⁵ in Crashes by Sex, 2022

Sex	Alcohol-involved Drivers	
	Count	Percent
Females	528	27.8%
Males	1,374	72.2%
Total Drivers	1,902	100.0%

Figure 22: Percentage and Rate of Alcohol-involved Drivers⁴⁵ in Crashes by Age Group, 2022



⁴⁵ 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.

Demographics – Alcohol-involved Drivers

Figure 23: Alcohol-involved Drivers⁴⁵ in Crashes by Age and Sex⁴⁶, 2022

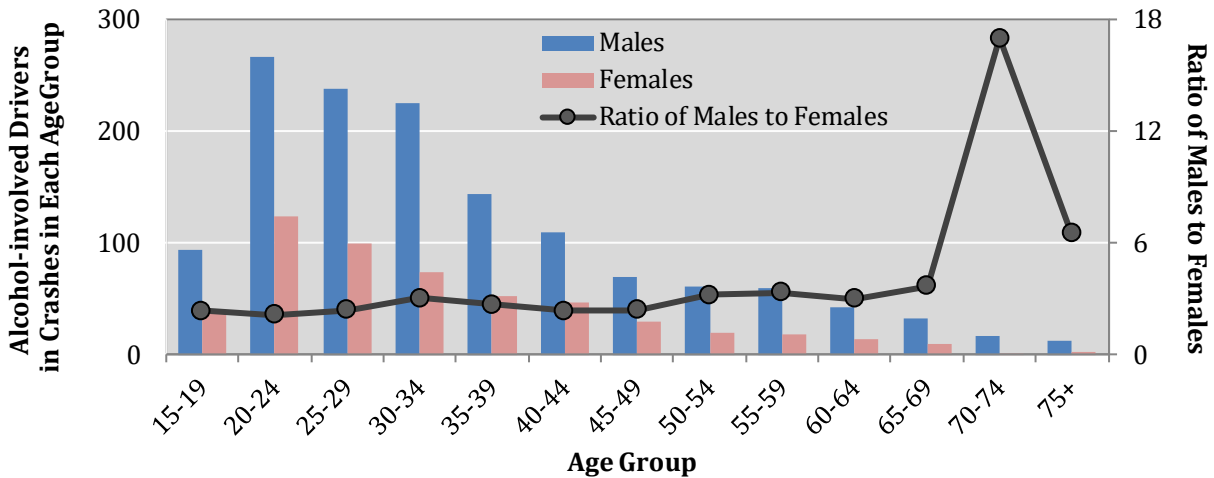


Table 65: Alcohol-involved Drivers in Crashes by Age and Sex, 2022 ^{45 46 47}

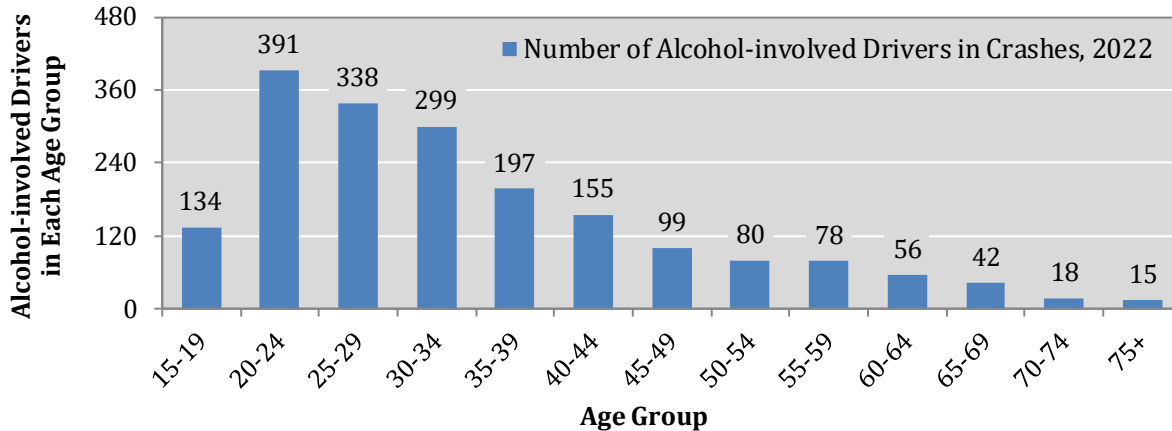
Age Group	Alcohol-involved Drivers in Crashes						Ratio Males to Females	2022 Licensed Drivers	Rate (Alcohol-involved Drivers per 10,000 Licensed Drivers in Each Age Group)
	Males		Females		Total				
	Count	Percent	Count	Percent	Count	Percent			
15-19	94	6.8%	40	7.6%	134	7.0%	2.4	54,027	24.8
20-24	267	19.4%	124	23.5%	391	20.6%	2.2	113,485	34.5
25-29	239	17.4%	99	18.8%	338	17.8%	2.4	125,529	26.9
30-34	225	16.4%	74	14.0%	299	15.7%	3.0	137,104	21.8
35-39	144	10.5%	53	10.0%	197	10.4%	2.7	136,696	14.4
40-44	109	7.9%	46	8.7%	155	8.1%	2.4	129,737	11.9
45-49	70	5.1%	29	5.5%	99	5.2%	2.4	115,718	8.6
50-54	61	4.4%	19	3.6%	80	4.2%	3.2	117,438	6.8
55-59	60	4.4%	18	3.4%	78	4.1%	3.3	124,120	6.3
60-64	42	3.1%	14	2.7%	56	2.9%	3.0	137,285	4.1
65-69	33	2.4%	9	1.7%	42	2.2%	3.7	129,842	3.2
70-74	17	1.2%	1	0.2%	18	0.9%	17.0	110,445	1.6
75 +	13	0.9%	2	0.4%	15	0.8%	6.5	124,713	1.2
Total	1,374	100%	528	100%	1,902	100%	2.6	1,556,139	12.2

⁴⁶ 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.

⁴⁷ Crash rates are in bold red if they are more than the statewide rate for 2022.

Demographics – Alcohol-involved Drivers

Figure 24: Alcohol-involved Drivers⁴⁵ in Crashes by Age Group, 2022



- From 2021 to 2022, the number of alcohol-involved drivers rose in all age groups except in groups, 25-29 and 35-39. (Table 66)
- The number of alcohol-involved drivers in age groups 30-34, 40-44, and 65-69 rose to their highest number in at least a decade. (Table 66)

Table 66: Alcohol-involved Drivers⁴⁵ in Crashes by Age Group⁴⁸, 2013 - 2022

Age Group	Alcohol-involved Drivers in Crashes										Percent Change 2013 - 2022
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
15-19	90	124	94	115	84	97	121	140	132	134	48.9%
20-24	385	378	360	325	369	381	404	385	374	391	1.6%
25-29	281	293	342	332	344	300	328	309	379	338	20.3%
30-34	175	218	294	226	253	247	276	245	276	299	70.9%
35-39	175	143	165	177	170	171	180	178	198	197	12.6%
40-44	121	143	116	132	125	129	128	141	118	155	28.1%
45-49	113	96	123	127	98	103	116	83	86	99	-12.4%
50-54	100	103	110	91	68	98	91	96	78	80	-20.0%
55-59	63	82	74	85	103	92	75	67	71	78	23.8%
60-64	47	49	46	41	44	60	53	50	50	56	19.1%
65-69	23	24	25	30	32	35	38	24	36	42	82.6%
70-74	7	10	16	14	14	21	12	7	14	18	157.1%
75 +	10	10	10	12	9	7	18	8	6	15	50.0%
Total	1,590	1,673	1,775	1,707	1,713	1,741	1,840	1,733	1,818	1,902	19.6%

⁴⁸ Darker shading indicates higher numbers.

Demographics – Alcohol-involved Drivers

- Out-of-state drivers were 8.0 percent of all alcohol-involved drivers. (Table 67)
- 11.0 percent of all alcohol-involved drivers in crashes had only an ID card (228 out of 2,082). (Table 67)

Table 67: Alcohol-involved Drivers⁴⁵ in Crashes by License Type⁴⁹ and Residence, 2022

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	1,480	94.0%	95	6.0%	0	0.0%	1,575	100%
ID Card	207	90.8%	21	9.2%	0	0.0%	228	100%
CDL Class A	33	80.5%	8	19.5%	0	0.0%	41	100%
CDL Class C	11	27.5%	28	70.0%	1	2.5%	40	100%
CDL Non-Commercial	10	71.4%	4	28.6%	0	0.0%	14	100%
Not Licensed	4	100.0%	0	0.0%	0	0.0%	4	100%
CDL Class B	1	50.0%	1	50.0%	0	0.0%	2	100%
Motorcycle Only	1	100.0%	0	0.0%	0	0.0%	1	100%
Missing Data	155	87.6%	10	5.6%	12	6.8%	177	100%
Total	1,902	91.4%	167	8.0%	13	0.6%	2,082	100%

⁴⁹ The category “Missing Data” likely includes statistics on drivers who were not licensed.

Demographics – Seat Position and Victims

Seat Position and Victims

Table 68: People in Alcohol-involved Crashes by Seat Position and Sex⁵⁰, 2022

Seat Position	People in Alcohol-involved Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	2,137	987	282	3,406	2.2
Front Seat Passengers	307	359	5	671	0.9
All Other Passengers	272	261	22	555	1.0
Motorcyclists					
Motorcycle/ATV Drivers	75	4	0	79	18.8
Motorcycle/ATV Passengers	3	10	0	13	0.3
Nonmotorists					
Pedalcyclists, All	4	0	0	4	-
Pedestrians, All	84	26	0	110	3.2
Missing Data	0	0	0	0	-
Total	2,882	1,647	309	4,838	1.7

- 75 male and 4 female motorcycle drivers were in alcohol-involved crashes, resulting in a male-to-female motorcycle driver sex ratio of 18.8 to 1. (Table 68)
- More than half (53.3 percent) of all people in alcohol-involved crashes were victims. (Table 69)

Table 69: Victims⁵¹ of Alcohol-involved Crashes, 2022

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	43	80	215	425	1,814	2,577	53.3%
Non-victims	133	95	357	269	1,407	2,261	46.7%
Total People	176	175	572	694	3,221	4,838	100%

⁵⁰ 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.

⁵¹ 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.

Demographics – Belt Usage

Belt Use

- 56 male and 27 female unbelted fatalities were in alcohol-involved crashes, for a male-to-female ratio of 2.1 to 1. (Table 70)
- 48.2 percent of all unbelted fatalities in alcohol-involved crashes were 20-34 years old. (Table 70)

Table 70: Unbelted Fatalities⁵² in Alcohol-involved Crashes by Age and Sex⁵³, 2022

Age Group	Unbelted Fatalities in Alcohol-involved Crashes						Ratio of Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	1	1.8%	1	3.7%	2	2.4%	1.0
5-9	0	0.0%	2	7.4%	2	2.4%	-
10-14	0	0.0%	0	0.0%	0	0.0%	-
15-19	4	7.1%	2	7.4%	6	7.2%	2.0
20-24	12	21.4%	3	11.1%	15	18.07%	4.0
25-29	10	17.9%	4	14.8%	14	16.87%	2.5
30-34	7	12.5%	4	14.8%	11	13.25%	1.8
35-39	5	8.9%	2	7.4%	7	8.4%	2.5
40-44	6	10.7%	2	7.4%	8	9.6%	3.0
45-49	1	1.8%	3	11.1%	4	4.8%	0.3
50-54	3	5.4%	3	11.1%	6	7.2%	1.0
55-59	2	3.6%	0	0.0%	2	2.4%	-
60-64	1	1.8%	0	0.0%	1	1.2%	-
65-69	1	1.8%	0	0.0%	1	1.2%	-
70-74	1	1.8%	1	3.7%	2	2.4%	1.0
75 +	2	3.6%	0	0.0%	2	2.4%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	-
Total	56	100%	27	100%	83	100%	2.1

⁵² Fatalities of people in passenger cars, pickups, and van/4WD/SUVs in alcohol-involved crashes.

⁵³ 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

Arrests

Table 71: DWI Arrests by County⁵⁴, 2018 - 2022

County	DWI Arrests					Percent of All 2022 DWI Arrests	Percent Change 2018 - 2022	Percent Change 2021 - 2022
	2018	2019	2020	2021	2022			
Bernalillo	2,803	3,059	1,925	1,941	1,808	21.6%	-35.5%	-6.9%
Catron	4	0	7	2	2	0.02%	-50.0%	-
Chaves	292	333	330	304	319	3.8%	9.2%	4.9%
Cibola	237	203	222	261	212	2.5%	-10.5%	-18.8%
Colfax	75	67	64	51	40	0.5%	-46.7%	-21.6%
Curry	146	137	145	118	105	1.3%	-28.1%	-11.0%
De Baca	4	8	2	2	2	0.02%	-50.0%	-
Doña Ana	956	895	735	694	799	9.5%	-16.4%	15.1%
Eddy	316	315	256	323	228	2.7%	-27.8%	-29.4%
Grant	130	152	146	153	146	1.7%	12.3%	-4.6%
Guadalupe	26	37	32	37	38	0.5%	46.2%	2.7%
Harding	0	1	0	0	1	0.01%	-	-
Hidalgo	46	33	22	25	27	0.3%	-41.3%	8.0%
Lea	428	455	353	279	234	2.8%	-45.3%	-16.1%
Lincoln	130	111	86	94	66	0.8%	-49.2%	-29.8%
Los Alamos	50	19	30	29	23	0.3%	-54.0%	-20.7%
Luna	86	74	91	78	71	0.8%	-17.4%	-9.0%
McKinley	668	706	601	600	668	8.0%	-	11.3%
Mora	18	22	30	33	29	0.3%	61.1%	-12.1%
Otero	241	188	154	162	181	2.2%	-24.9%	11.7%
Quay	26	25	20	20	17	0.2%	-34.6%	-15.0%
Rio Arriba	167	142	164	164	180	2.1%	7.8%	9.8%
Roosevelt	72	76	53	52	36	0.4%	-50.0%	-30.8%
San Juan	1,245	1,320	1,075	1,115	1,131	13.5%	-9.2%	1.4%
San Miguel	139	145	135	144	146	1.7%	5.0%	1.4%
Sandoval	668	579	575	613	622	7.4%	-6.9%	1.5%
Santa Fe	809	867	635	665	562	6.7%	-30.5%	-15.5%
Sierra	131	116	58	64	59	0.7%	-55.0%	-7.8%
Socorro	110	96	58	77	71	0.8%	-35.5%	-7.8%
Taos	137	121	102	102	97	1.2%	-29.2%	-4.9%
Torrance	42	41	37	42	31	0.4%	-26.2%	-26.2%
Union	10	6	5	5	7	0.1%	-30.0%	40.0%
Valencia	262	237	197	259	334	4.0%	27.5%	29.0%
Missing Data	91	130	97	93	89	1.1%	-2.2%	-4.3%
Total Arrests	10,565	10,716	8,442	8,601	8,381	100.0%	-20.7%	-2.6%

⁵⁴ "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.

DWI Enforcement – Arrests

Table 72: DWI Arrests by City⁵⁵, 2018 - 2022

City	DWI Arrests					Percent of All 2022 DWI Arrests	Percent Change 2018 - 2022	Percent Change 2021 - 2022
	2018	2019	2020	2021	2022			
Alamogordo	162	108	103	92	129	1.5%	-20.4%	40.2%
Albuquerque	2,623	2,796	1,913	1,902	1,726	20.6%	-34.2%	-9.3%
Anthony	67	56	49	54	43	0.5%	-35.8%	-20.4%
Artesia	63	57	53	69	46	0.5%	-27.0%	-33.3%
Aztec	101	82	70	71	83	1.0%	-17.8%	16.9%
Belen	78	74	65	84	82	1.0%	5.1%	-2.4%
Bernalillo	66	68	61	54	41	0.5%	-37.9%	-24.1%
Bloomfield	122	106	71	110	99	1.2%	-18.9%	-10.0%
Carlsbad	175	185	152	202	121	1.4%	-30.9%	-40.1%
Clovis	121	127	127	102	87	1.0%	-28.1%	-14.7%
Corrales	22	23	17	22	17	0.2%	-22.7%	-22.7%
Cuba	36	39	28	34	48	0.6%	33.3%	41.2%
Deming	89	70	89	65	66	0.8%	-25.8%	1.5%
Edgewood	44	44	29	30	37	0.4%	-15.9%	23.3%
Española	124	133	120	128	100	1.2%	-19.4%	-21.9%
Farmington	467	578	453	429	475	5.7%	1.7%	10.7%
Fruitland	74	84	69	58	65	0.8%	-12.2%	12.1%
Gallup	197	189	212	157	200	2.4%	1.5%	27.4%
Grants	51	61	59	80	66	0.8%	29.4%	-17.5%
Hobbs	225	270	243	187	143	1.7%	-36.4%	-23.5%
Kirtland	71	99	73	61	67	0.8%	-5.6%	9.8%
Las Cruces	636	599	498	454	519	6.2%	-18.4%	14.3%
Las Vegas	118	114	93	97	100	1.2%	-15.3%	3.1%
Los Alamos	26	23	21	21	20	0.2%	-23.1%	-4.8%
Los Lunas	238	198	144	165	216	2.6%	-9.2%	30.9%
Lovington	60	58	54	31	46	0.5%	-23.3%	48.4%
Portales	57	69	51	48	39	0.5%	-31.6%	-18.8%
Raton	39	45	26	24	23	0.3%	-41.0%	-4.2%
Rio Rancho	427	419	341	347	339	4.0%	-20.6%	-2.3%
Roswell	246	278	301	243	267	3.2%	8.5%	9.9%
Ruidoso	46	38	27	29	22	0.3%	-52.2%	-24.1%
Santa Fe	643	618	480	500	453	5.4%	-29.5%	-9.4%
Shiprock	133	105	91	100	105	1.3%	-21.1%	5.0%
Silver City	79	88	81	92	86	1.0%	8.9%	-6.5%
Socorro	56	39	26	45	28	0.3%	-50.0%	-37.8%
Sunland Park	31	22	21	26	15	0.2%	-51.6%	-42.3%
T or C	54	49	35	33	26	0.3%	-51.9%	-21.2%
Taos	93	85	62	57	59	0.7%	-36.6%	3.5%
Thoreau	27	21	19	24	34	0.4%	25.9%	41.7%
Tucumcari	17	20	11	10	7	0.1%	-58.8%	-30.0%
Other Cities and Rural	2,561	2,579	2,004	2,264	2,236	26.7%	-12.7%	-1.2%
Total DWI Arrests	10,565	10,716	8,442	8,601	8,381	100.0%	-20.7%	-2.6%

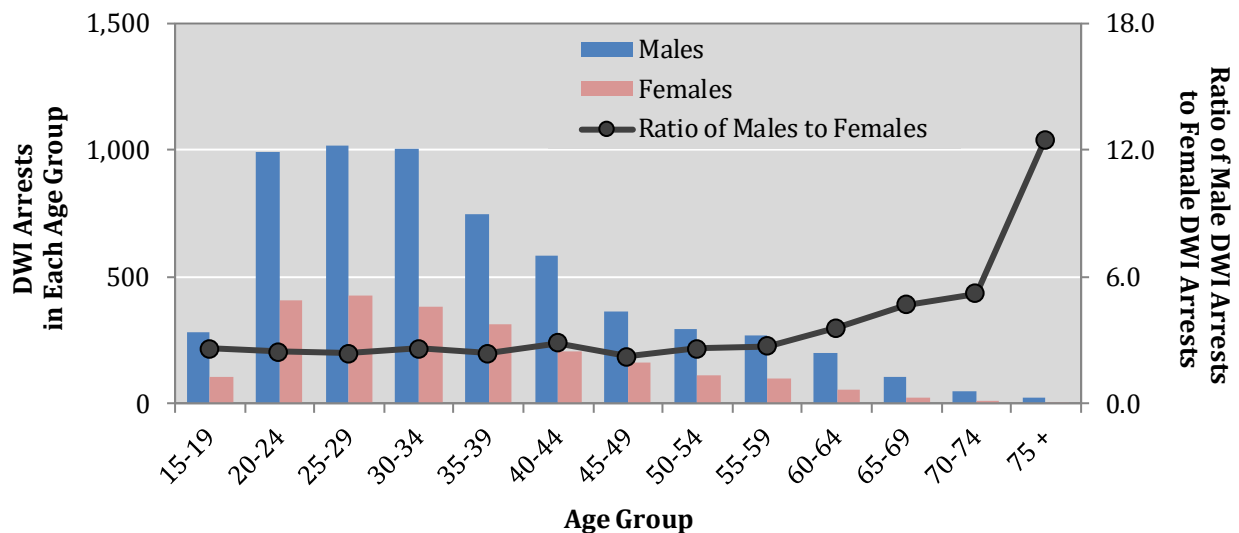
⁵⁵ “City” refers to the city residence of the driver, not the city where the driver was arrested for DWI. DWI arrests are for either DWI or aggravated DWI.

DWI Enforcement – Arrests

Table 73: DWI Arrests⁵⁶ by Age and Sex⁵⁷, 2022

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	281	4.7%	107	4.7%	8	5.3%	396	4.7%	2.6
20-24	990	16.7%	405	17.6%	26	17.1%	1,421	17.0%	2.4
25-29	1,018	17.2%	425	18.5%	27	17.8%	1,470	17.5%	2.4
30-34	1,003	16.9%	382	16.6%	43	28.3%	1,428	17.0%	2.6
35-39	746	12.6%	313	13.6%	22	14.5%	1,081	12.9%	2.4
40-44	585	9.9%	204	8.9%	9	5.9%	798	9.5%	2.9
45-49	363	6.1%	164	7.1%	5	3.3%	532	6.3%	2.2
50-54	292	4.9%	112	4.9%	3	2.0%	407	4.9%	2.6
55-59	272	4.6%	100	4.3%	5	3.3%	377	4.5%	2.7
60-64	197	3.3%	55	2.4%	3	2.0%	255	3.0%	3.6
65-69	108	1.8%	23	1.0%	1	0.7%	132	1.6%	4.7
70-74	47	0.8%	9	0.4%	0	0.0%	56	1.4%	5.2
75 +	25	0.4%	2	0.1%	0	0.0%	27	0.3%	12.5
Missing Data	1	0%	0	0%	0	0%	1	0%	-
Total	5,928	100%	2,301	100%	152	100%	8,381	100%	2.6

Figure 25: DWI Arrests⁵⁶ by Age and Sex⁵⁷, 2022



⁵⁶ DWI arrests are for either DWI or aggravated DWI.

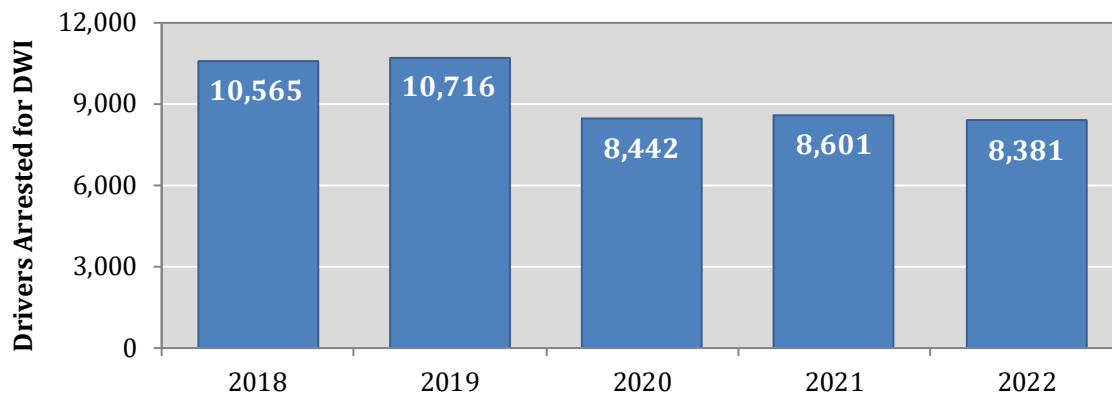
⁵⁷ The ratio of males to females is calculated only when there is at least one DWI arrest of each sex in that age group.

DWI Enforcement – Arrests

Table 74: Number of Drivers⁵⁸ Arrested for a DWI⁵⁹ by Age, 2018 - 2022

Age Group	Drivers Arrested for DWI					Percent Change
	2018	2019	2020	2021	2022	2018 - 2022
15-19	417	482	461	417	396	-5.0%
20-24	1,975	2,034	1,528	1,523	1,421	-28.1%
25-29	2,043	2,050	1,641	1,622	1,470	-28.0%
30-34	1,595	1,619	1,303	1,416	1,428	-10.5%
35-39	1,241	1,286	1,010	1,138	1,081	-12.9%
40-44	879	958	751	784	798	-9.2%
45-49	789	737	551	530	532	-32.6%
50-54	596	548	464	386	407	-31.7%
55-59	527	448	348	352	377	-28.5%
60-64	282	302	242	255	255	-9.6%
65-69	137	153	85	116	132	-3.6%
70-74	64	62	35	42	56	-12.5%
75 +	19	34	20	20	27	-
Missing Data	1	3	3	0	1	0.0%
Total	10,565	10,716	8,442	8,601	8,381	-20.7%

Figure 26: Number of Drivers Arrested for DWI⁵⁹, 2018 - 2022



⁵⁸ Darker shading indicates higher numbers.

⁵⁹ DWI arrests are for either DWI or aggravated DWI.

DWI Enforcement – Convictions

Convictions

Table 75: DWI Convictions by County⁵⁴, 2018 - 2022

County	Total DWI Convictions					Percent of All 2022 Convictions	Percent Change 2018 - 2022	Percent Change 2021 - 2022
	2018	2019	2020	2021	2022			
Bernalillo	1,486	1,692	1,586	1,190	1,204	25.8%	-19.0%	1.2%
Catron	4	2	1	0	3	0.06%	-25.0%	0.0%
Chaves	217	218	229	198	204	4.4%	-6.0%	3.0%
Cibola	109	87	66	145	128	2.7%	17.4%	-11.7%
Colfax	51	43	37	32	31	0.7%	-39.2%	-3.1%
Curry	129	80	113	111	73	1.6%	-43.4%	-34.2%
De Baca	4	4	5	2	2	0.04%	-50.0%	0.0%
Doña Ana	546	440	299	288	264	5.7%	-51.6%	-8.3%
Eddy	192	225	137	170	144	3.1%	-25.0%	-15.3%
Grant	100	78	90	103	90	1.9%	-10.0%	-12.6%
Guadalupe	25	22	22	13	19	0.4%	-24.0%	46.2%
Harding	2	1	0	0	1	0.02%	-50.0%	0.0%
Hidalgo	35	23	13	19	14	0.3%	-60.0%	-26.3%
Lea	160	187	116	139	134	2.9%	-16.3%	-3.6%
Lincoln	95	85	74	75	79	1.7%	-16.8%	5.3%
Los Alamos	30	23	12	25	20	0.4%	-33.3%	-20.0%
Luna	61	62	58	62	53	1.1%	-13.1%	-14.5%
McKinley	318	281	193	268	248	5.3%	-22.0%	-7.5%
Mora	8	17	15	24	15	0.3%	87.5%	-37.5%
Otero	136	150	88	105	97	2.1%	-28.7%	-7.6%
Quay	22	15	9	17	8	0.2%	-63.6%	-52.9%
Rio Arriba	91	86	63	73	68	1.5%	-25.3%	-6.8%
Roosevelt	51	45	47	30	41	0.9%	-19.6%	36.7%
San Juan	853	822	584	795	849	18.2%	-0.5%	6.8%
San Miguel	88	113	81	103	93	2.0%	5.7%	-9.7%
Sandoval	483	384	294	346	309	6.6%	-36.0%	-10.7%
Santa Fe	470	431	396	176	212	4.5%	-54.9%	20.5%
Sierra	84	71	32	25	19	0.4%	-77.4%	-24.0%
Socorro	53	62	35	27	33	0.7%	-37.7%	22.2%
Taos	69	70	71	66	78	1.7%	13.0%	18.2%
Torrance	26	25	20	30	9	0.2%	-65.4%	-70.0%
Union	8	7	3	4	3	0.1%	-62.5%	-25.0%
Valencia	131	150	71	108	118	2.5%	-9.9%	9.3%
Missing Data	1	1	1	2	2	0.04%	100.0%	0.0%
Total Convictions	6,138	6,002	4,861	4,771	4,665	100%	-24.0%	-2.2%

DWI Enforcement – Convictions

Table 76: Ranking and Rates of DWI Convictions by County, 2018 - 2022 ^{54 60 61}

2022 Rank	County	Total DWI Convictions					2022 Population	DWI Convictions per 10,000 County Residents, 2022
		2018	2019	2020	2021	2022		
1	Bernalillo	1,486	1,692	1,586	1,190	1,204	672,508	17.9
2	San Juan	853	822	584	795	849	120,418	70.5
3	Sandoval	483	384	294	346	309	153,501	20.1
4	Doña Ana	546	440	299	288	264	223,337	11.8
5	McKinley	318	281	193	268	248	69,830	35.5
6	Santa Fe	470	431	396	176	212	155,664	13.6
7	Chaves	217	218	229	198	204	63,894	31.9
8	Eddy	192	225	137	170	144	60,400	23.8
9	Lea	160	187	116	139	134	72,452	18.5
10	Cibola	109	87	66	145	128	26,950	47.5
11	Valencia	131	150	71	108	118	78,080	15.1
12	Otero	136	150	88	105	97	68,823	14.1
13	San Miguel	88	113	81	103	93	26,953	34.5
14	Grant	100	78	90	103	90	27,686	32.5
15	Lincoln	95	85	74	75	79	20,411	38.7
16	Taos	69	70	71	66	78	34,580	22.6
17	Curry	129	80	113	111	73	47,532	15.4
18	Rio Arriba	91	86	63	73	68	40,048	17.0
19	Luna	61	62	58	62	53	25,749	20.6
20	Roosevelt	51	45	47	30	41	18,934	21.7
21	Socorro	53	62	35	27	33	16,115	20.5
22	Colfax	51	43	37	32	31	12,246	25.3
23	Los Alamos	30	23	12	25	20	19,187	10.4
24	Sierra	84	71	32	25	19	11,436	16.6
24	Guadalupe	25	22	22	13	19	4,310	44.1
26	Mora	8	17	15	24	15	4,169	36.0
27	Hidalgo	35	23	13	19	14	4,003	35.0
28	Torrance	26	25	20	30	9	15,454	5.8
29	Quay	22	15	9	17	8	8,546	9.4
30	Union	8	7	3	4	3	3,980	7.5
30	Catron	4	2	1	0	3	3,827	7.8
32	De Baca	4	4	5	2	2	1,693	11.8
33	Harding	2	1	0	0	1	628	15.9
Missing Data		1	1	1	2	2	-	-
Total DWI Convictions		6,138	6,002	4,861	4,771	4,665	2,113,344	22.1

⁶⁰ Counties share the same rank if they have the same number of DWI convictions in 2022.

⁶¹ The numbers in bold red represent counties that exceeded the statewide rate in 2022.

DWI Enforcement – Convictions

Table 77: Number of Drivers with a First DWI Conviction⁵⁴, 2018 - 2022

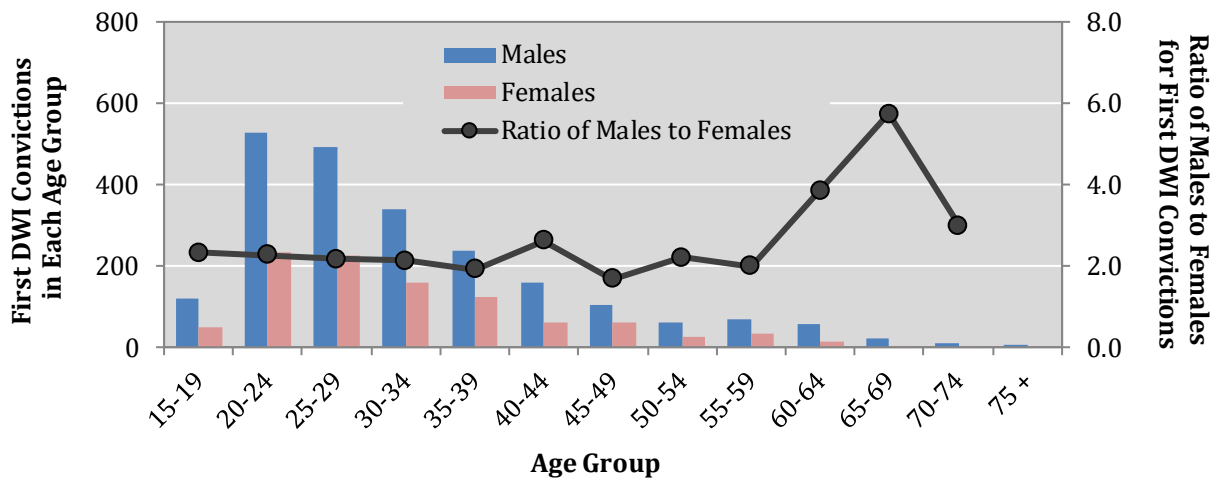
County	First DWI Convictions					Percent of First 2022 Convictions	Percent Change 2018 - 2022	Percent Change 2021 - 2022
	2018	2019	2020	2021	2022			
Bernalillo	1,076	1,152	1,084	875	931	28.5%	-13.5%	6.4%
Catron	2	1	0	0	3	0.1%	50.0%	0.0%
Chaves	146	157	170	134	143	4.4%	-2.1%	6.7%
Cibola	67	55	39	85	76	2.3%	13.4%	-10.6%
Colfax	36	29	26	21	25	0.8%	-30.6%	19.0%
Curry	85	64	87	74	57	1.7%	-32.9%	-23.0%
De Baca	2	2	2	1	1	0.0%	-50.0%	0.0%
Doña Ana	405	319	216	197	202	6.2%	-50.1%	2.5%
Eddy	138	169	109	133	114	3.5%	-17.4%	-14.3%
Grant	63	55	62	69	53	1.6%	-15.9%	-23.2%
Guadalupe	17	14	19	11	16	0.5%	-5.9%	45.5%
Harding	2	1	0	0	1	0.03%	-50.0%	0.0%
Hidalgo	26	16	10	15	13	0.4%	-50.0%	-13.3%
Lea	119	145	87	99	110	3.4%	-7.6%	11.1%
Lincoln	60	59	53	50	49	1.5%	-18.3%	-2.0%
Los Alamos	18	16	10	19	17	0.5%	-5.6%	-10.5%
Luna	38	44	44	35	36	1.1%	-5.3%	2.9%
McKinley	184	159	111	178	177	5.4%	-3.8%	-0.6%
Mora	3	7	10	11	6	0.2%	100.0%	-45.5%
Otero	88	110	61	80	73	2.2%	-17.0%	-8.8%
Quay	15	9	8	12	7	0.2%	-53.3%	-41.7%
Rio Arriba	45	49	36	44	40	1.2%	-11.1%	-9.1%
Roosevelt	39	35	34	23	33	1.0%	-15.4%	43.5%
San Juan	485	471	337	459	486	14.9%	0.2%	5.9%
San Miguel	47	61	45	58	52	1.6%	10.6%	-10.3%
Sandoval	327	256	184	217	203	6.2%	-37.9%	-6.5%
Santa Fe	316	319	257	124	156	4.8%	-50.6%	25.8%
Sierra	54	45	19	18	16	0.5%	-70.4%	-11.1%
Socorro	29	40	20	14	18	0.6%	-37.9%	28.6%
Taos	43	47	42	46	52	1.6%	20.9%	13.0%
Torrance	20	17	16	19	5	0.2%	-75.0%	-73.7%
Union	7	4	3	3	3	0.1%	-57.1%	0.0%
Valencia	91	106	40	66	91	2.8%	0.0%	37.9%
Missing Data	1	0	1	2	2	0.06%	100.0%	0.0%
Total	4,094	4,033	3,242	3,192	3,267	100.0%	-20.2%	2.3%

DWI Enforcement – Convictions

Table 78: First DWI Convictions by Age⁶² and Sex⁶³, 2022

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	119	5.4%	51	5.1%	5	7.9%	175	5.4%	2.3
20-24	528	23.9%	233	23.3%	9	14.3%	770	23.6%	2.3
25-29	493	22.3%	226	22.6%	11	17.5%	730	22.3%	2.2
30-34	341	15.5%	159	15.9%	14	22.2%	514	15.7%	2.1
35-39	237	10.7%	123	12.3%	7	11.1%	367	11.2%	1.9
40-44	158	7.2%	60	6.0%	6	9.5%	224	6.9%	2.6
45-49	104	4.7%	62	6.2%	5	7.9%	171	5.2%	1.7
50-54	62	2.8%	28	2.8%	3	4.8%	93	2.8%	2.2
55-59	68	3.1%	34	3.4%	2	3.2%	104	3.2%	2.0
60-64	58	2.6%	15	1.5%	0	0.0%	73	2.2%	3.9
65-69	23	1.0%	4	0.4%	1	1.6%	28	0.9%	5.8
70-74	9	0.4%	3	0.3%	0	0.0%	12	0.4%	3.0
75 +	6	0.3%	0	0.0%	0	0.0%	6	0.2%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	2,206	100%	998	100%	63	100%	3,267	100%	2.2

Figure 27: First DWI Convictions by Age⁶² and Sex⁶³, 2022



⁶² “Age” refers to age on the day of arrest for a conviction issued by the court in 2022.

⁶³ 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 Convictions⁶⁴ by County, 2018 - 2022

County	Repeat DWI Convictions					Percent of Repeat 2022 Convictions	Percent Change 2018 - 2022	Percent Change 2021 - 2022
	2018	2019	2020	2021	2022			
Bernalillo	410	540	502	315	273	19.5%	-33.4%	-13.3%
Catron	2	1	1	0	0	0.0%	-100.0%	0.0%
Chaves	71	61	59	64	61	4.4%	-14.1%	-4.7%
Cibola	42	32	27	60	52	3.7%	23.8%	-13.3%
Colfax	15	14	11	11	6	0.4%	-60.0%	-45.5%
Curry	44	16	26	37	16	1.1%	-63.6%	-56.8%
De Baca	2	2	3	1	1	0.1%	-50.0%	0.0%
Doña Ana	141	121	83	91	62	4.4%	-56.0%	-31.9%
Eddy	54	56	28	37	30	2.1%	-44.4%	-18.9%
Grant	37	23	28	34	37	2.6%	0.0%	8.8%
Guadalupe	8	8	3	2	3	0.2%	-62.5%	50.0%
Harding	0	0	0	0	0	0.0%	0.0%	0.0%
Hidalgo	9	7	3	4	1	0.1%	-88.9%	-75.0%
Lea	41	42	29	40	24	1.7%	-41.5%	-40.0%
Lincoln	35	26	21	25	30	2.1%	-14.3%	20.0%
Los Alamos	12	7	2	6	3	0.2%	-75.0%	-50.0%
Luna	23	18	14	27	17	1.2%	-26.1%	-37.0%
McKinley	134	122	82	90	71	5.1%	-47.0%	-21.1%
Mora	5	10	5	13	9	0.6%	80.0%	-30.8%
Otero	48	40	27	25	24	1.7%	-50.0%	-4.0%
Quay	7	6	1	5	1	0.1%	-85.7%	-80.0%
Rio Arriba	46	37	27	29	28	2.0%	-39.1%	-3.4%
Roosevelt	12	10	13	7	8	0.6%	-33.3%	14.3%
San Juan	368	351	247	336	363	26.0%	-1.4%	8.0%
San Miguel	41	52	36	45	41	2.9%	0.0%	-8.9%
Sandoval	156	128	110	129	106	7.6%	-32.1%	-17.8%
Santa Fe	154	112	139	52	56	4.0%	-63.6%	7.7%
Sierra	30	26	13	7	3	0.2%	-90.0%	-57.1%
Socorro	24	22	15	13	15	1.1%	-37.5%	15.4%
Taos	26	23	29	20	26	1.9%	0.0%	30.0%
Torrance	6	8	4	11	4	0.3%	-33.3%	-63.6%
Union	1	3	0	1	0	0.0%	-100.0%	-100.0%
Valencia	40	44	31	42	27	1.9%	-32.5%	-35.7%
Missing Data	0	1	0	0	0	0.0%	0.0%	0.0%
Total	2,044	1,969	1,619	1,579	1,398	100.0%	-31.6%	-11.5%

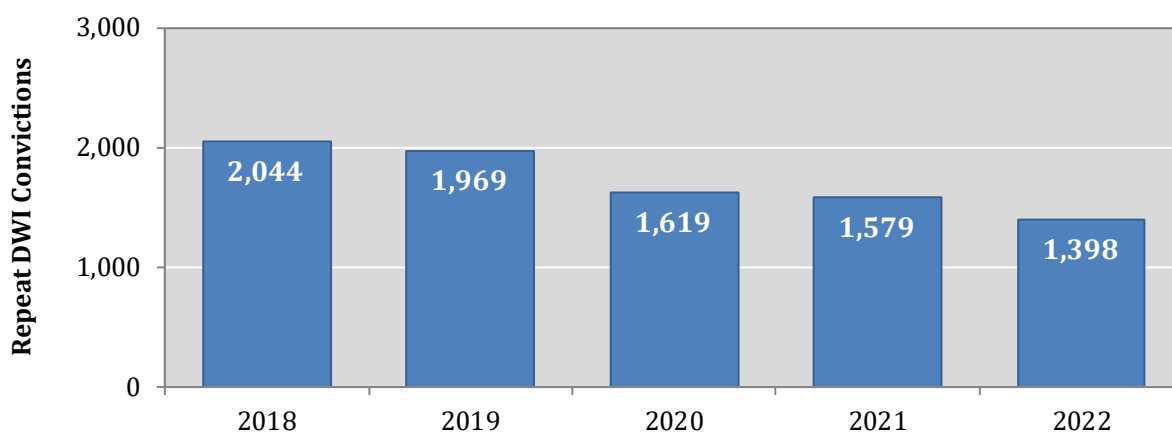
⁶⁴ These are the numbers of drivers repeatedly convicted of either DWI or aggravated DWI. "County" refers to the location where the driver was arrested for DWI, not their county of residence.

DWI Enforcement – Convictions

Table 80: Drivers Convicted of a Repeat DWI⁶⁵ by Age⁶⁶, 2018 - 2022

Age Group	Drivers Convicted of a Repeat DWI					Percent Change 2018 - 2022
	2018	2019	2020	2021	2022	
15-19	12	11	4	8	7	-41.7%
20-24	140	145	134	104	87	-37.9%
25-29	343	270	254	254	208	-39.4%
30-34	378	349	284	275	286	-24.3%
35-39	296	332	266	239	218	-26.4%
40-44	245	237	180	236	207	-15.5%
45-49	180	202	138	153	114	-36.7%
50-54	173	149	142	116	99	-42.8%
55-59	150	157	126	93	77	-48.7%
60-64	79	67	66	66	50	-36.7%
65-69	33	36	15	24	35	6.1%
70-74	11	11	8	8	8	-27.3%
75 +	4	3	2	3	2	-50.0%
Missing Data	0	0	0	0	0	0.0%
Total	2,044	1,969	1,619	1,579	1,398	-31.6%

Figure 28: Drivers Convicted of a Repeat DWI, 2018 - 2022



⁶⁵ Darker shading indicates higher numbers.

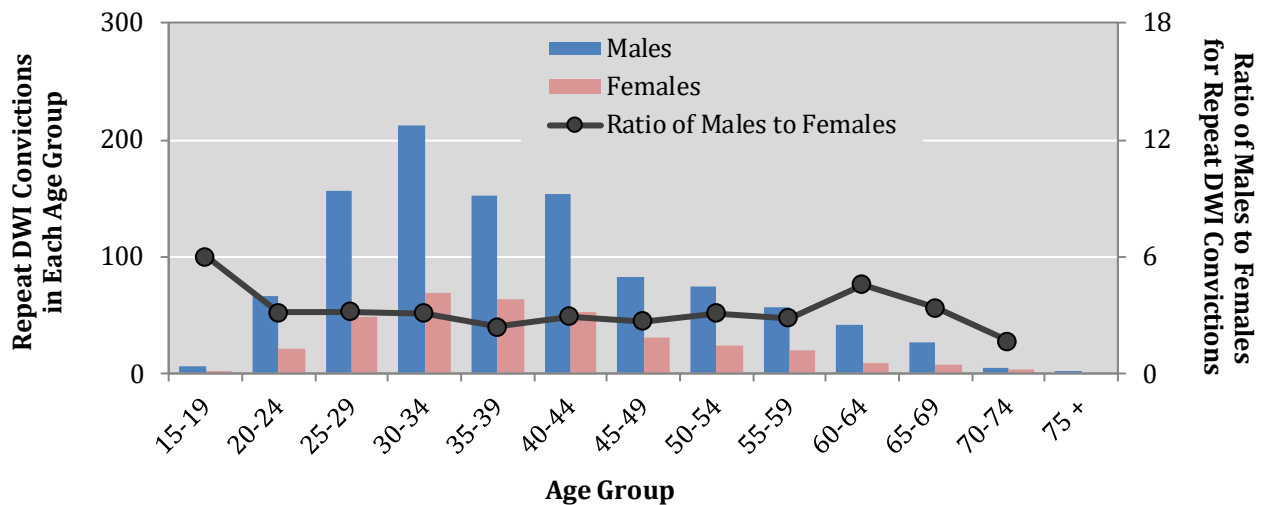
⁶⁶ "Age" refers to age on the day of arrest for a conviction issued by the court in 2022.

DWI Enforcement – Convictions

Table 81: Repeat DWI Convictions by Age⁶⁷ and Sex⁶⁸, 2022

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	6	0.6%	1	0.3%	0	0.0%	7	0.5%	6.0
20-24	66	6.4%	21	6.0%	0	0.0%	87	6.2%	3.1
25-29	156	15.1%	49	13.9%	3	30.0%	208	14.9%	3.2
30-34	213	20.6%	69	19.6%	4	40.0%	286	20.5%	3.1
35-39	152	14.7%	64	18.2%	2	20.0%	218	15.6%	2.4
40-44	154	14.9%	53	15.1%	0	0.0%	207	14.8%	2.9
45-49	83	8.0%	31	8.8%	0	0.0%	114	8.2%	2.7
50-54	74	7.1%	24	6.8%	1	10.0%	99	7.1%	3.1
55-59	57	5.5%	20	5.7%	0	0.0%	77	5.5%	2.9
60-64	41	4.0%	9	2.6%	0	0.0%	50	3.6%	4.6
65-69	27	2.6%	8	2.3%	0	0.0%	35	2.5%	3.4
70-74	5	0.5%	3	0.9%	0	0.0%	8	0.6%	1.7
75 +	2	0.2%	0	0.0%	0	0.0%	2	0.1%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	1,036	100%	352	100%	10	100%	1,398	100%	2.9

Figure 29: Repeat DWI Convictions by Age⁶⁷ and Sex⁶⁸, 2022



⁶⁷ "Age" refers to age on the day of arrest for a conviction issued by the court in 2022.

⁶⁸ 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 – Dispositions

Court Dispositions

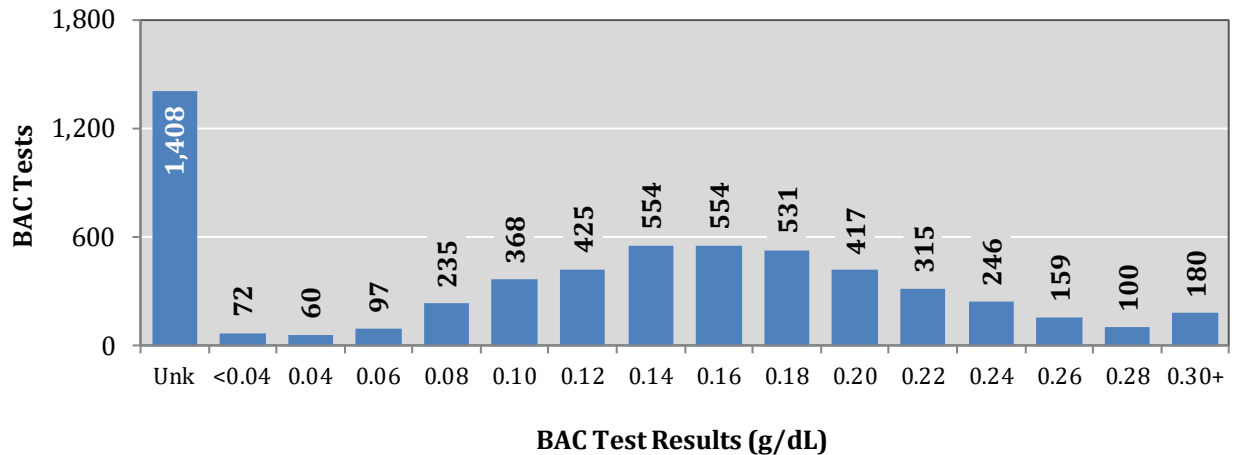
Table 82: Disposition⁶⁹ of DWI Arrests in 2022 by County, as of December 2023

County	DWI Arrests in 2022								
	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	1,053	58%	199	11%	556	31%	1,808	188	182
Catron	1	50%	0	0%	1	50%	2	24	-
Chaves	178	56%	20	6%	121	38%	319	179	145
Cibola	97	46%	23	11%	92	43%	212	199	158
Colfax	27	68%	0	0%	13	33%	40	217	-
Curry	60	57%	19	18%	26	25%	105	181	172
De Baca	2	100%	0	0%	0	0%	2	133	-
Doña Ana	238	30%	158	20%	403	50%	799	227	175
Eddy	126	55%	11	5%	91	40%	228	167	167
Grant	96	66%	13	9%	37	25%	146	141	164
Guadalupe	19	50%	6	16%	13	34%	38	134	174
Harding	1	100%	0	0%	0	0%	1	45	-
Hidalgo	15	56%	3	11%	9	33%	27	104	134
Lea	139	59%	3	1%	92	39%	234	208	175
Lincoln	48	73%	4	6%	14	21%	66	142	140
Los Alamos	14	61%	1	4%	8	35%	23	139	146
Luna	58	82%	4	6%	9	13%	71	112	125
McKinley	231	35%	68	10%	369	55%	668	200	195
Mora	15	52%	5	17%	9	31%	29	297	161
Otero	91	50%	6	3%	84	46%	181	145	158
Quay	5	29%	0	0%	12	71%	17	110	-
Rio Arriba	60	33%	12	7%	108	60%	180	189	177
Roosevelt	24	67%	3	8%	9	25%	36	169	179
San Juan	714	63%	78	7%	339	30%	1,131	170	194
San Miguel	89	61%	21	14%	36	25%	146	203	219
Sandoval	294	47%	208	33%	120	19%	622	168	135
Santa Fe	167	30%	55	10%	340	60%	562	159	44
Sierra	20	34%	1	2%	38	64%	59	203	178
Socorro	19	27%	15	21%	37	52%	71	189	206
Taos	61	63%	3	3%	33	34%	97	148	257
Torrance	10	32%	0	0%	21	68%	31	145	-
Union	3	43%	0	0%	4	57%	7	42	-
Valencia	125	37%	50	15%	159	48%	334	197	182
Missing Data	2	2%	0	0%	87	98%	89	47	-
Statewide	4,102	49%	989	12%	3,290	39%	8,381	181	164

⁶⁹ This table shows the number of DWI arrests in 2022 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 2023. A very small number of “not guilty” rulings may be included in the category Dismissals.

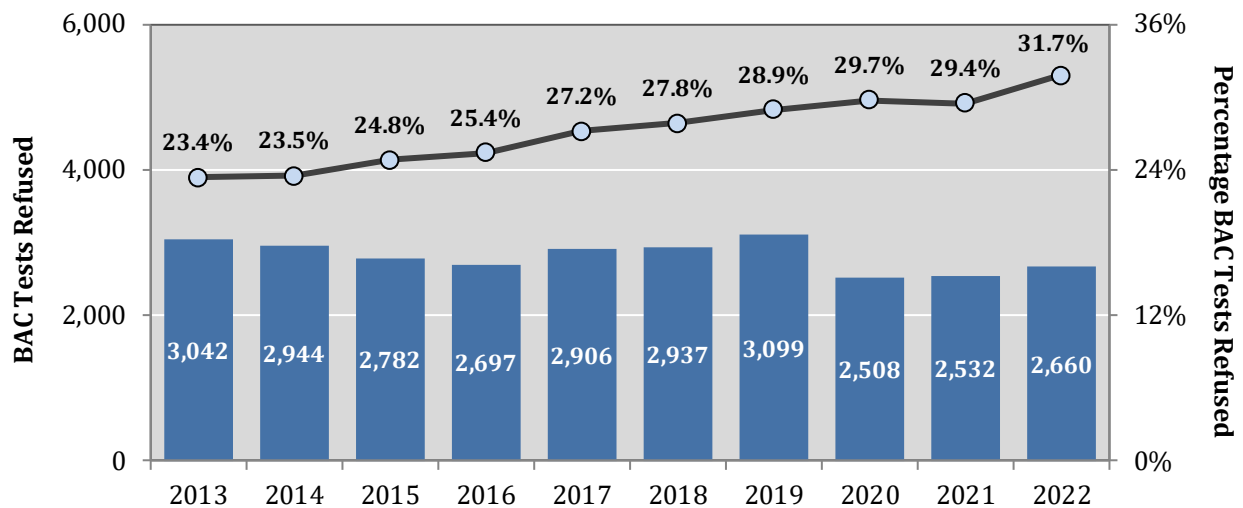
Blood Alcohol Content (BAC)

Figure 30: Range of BAC Test Results from 2022 DWI Arrests⁷⁰



- The percentage of refused BAC tests has increased in eight of the last nine years, from 23.4 percent to 31.7 percent. (Figure 31)

Figure 31: Number of BAC Test Refusals and Percentage of BAC Test Refusals, 2013 - 2022



⁷⁰ 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

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 (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.

$$\text{Crash Rate} = \frac{\text{Crash Frequency in a Period}}{\text{Exposure in Same Period}} = \frac{2,233 \text{ alcohol crashes in 2022}}{269.08 \text{ 100M VMT in 2022}} = 8.3 \text{ alcohol crashes per 100M VMT}$$

Table 83: Rate Denominators: Population⁷¹, Vehicle Miles Traveled⁷², Licensed Drivers, and Motor Vehicle Registrations, 2013 - 2022 ⁷³

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
2013	2,092,833	256.82	1,478,868	1,882,466
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	2,118,390	236.92	1,516,653	1,783,151
2021	2,116,677	268.23	1,521,203	1,862,673
2022	2,113,344	269.08	1,556,172	1,870,380

⁷¹ 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.

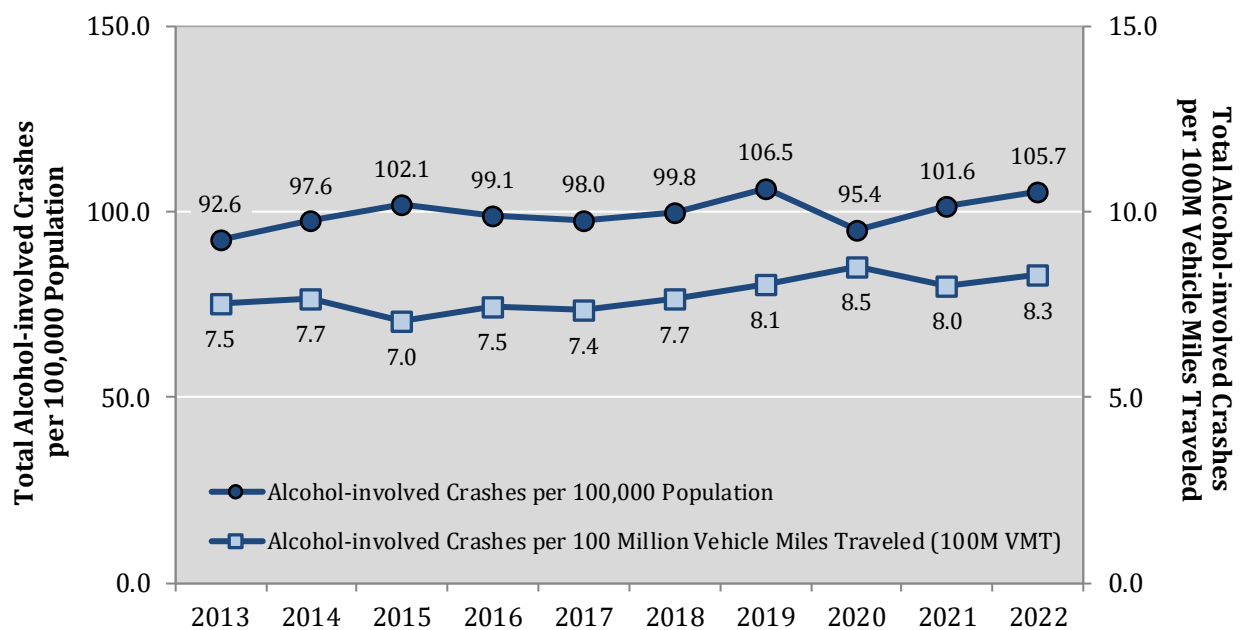
⁷² 100M VMT = 100 million vehicle miles traveled.

⁷³ Detailed source information is in the Sources section at the end of this publication.

Table 84: Alcohol-involved Crash Rates, 2013 - 2022

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
2013	92.6	7.5	131.0	102.9
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

Figure 32: Alcohol-involved Crash Rates (Population and VMT), 2013 - 2022



Rates

Table 85: Alcohol-involved Fatal Crash Rates, 2013 - 2022

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
2013	5.9	0.48	8.3	6.5
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

Figure 33: Alcohol-involved Fatal Crash Rates (Population and VMT), 2013 - 2022

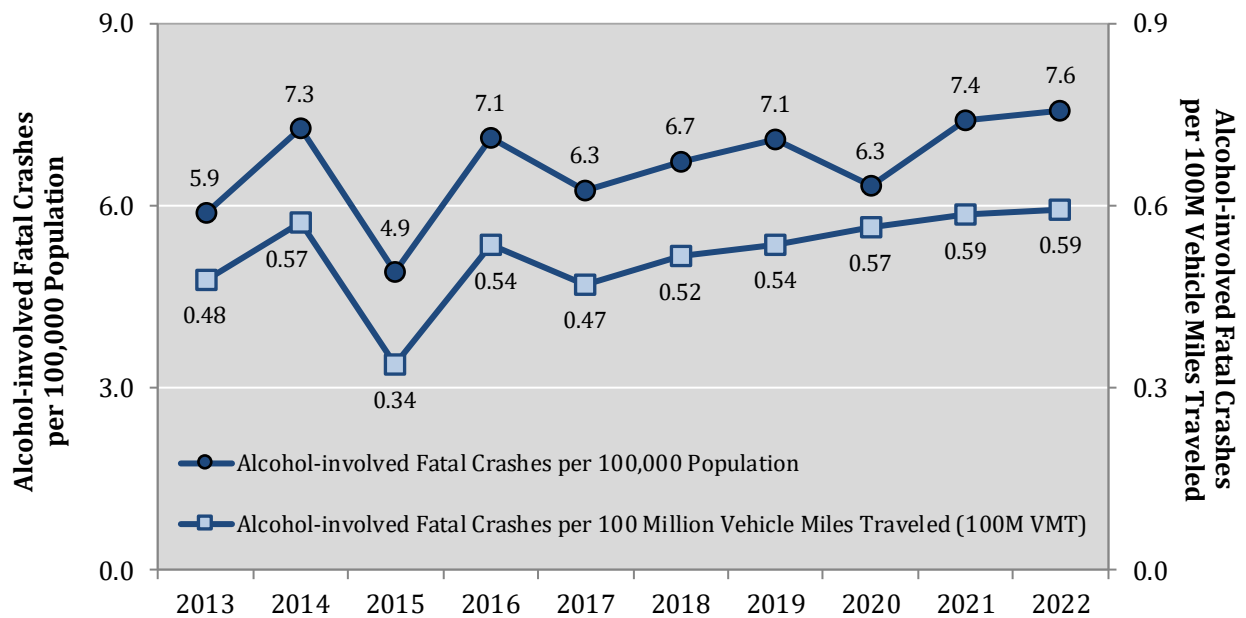
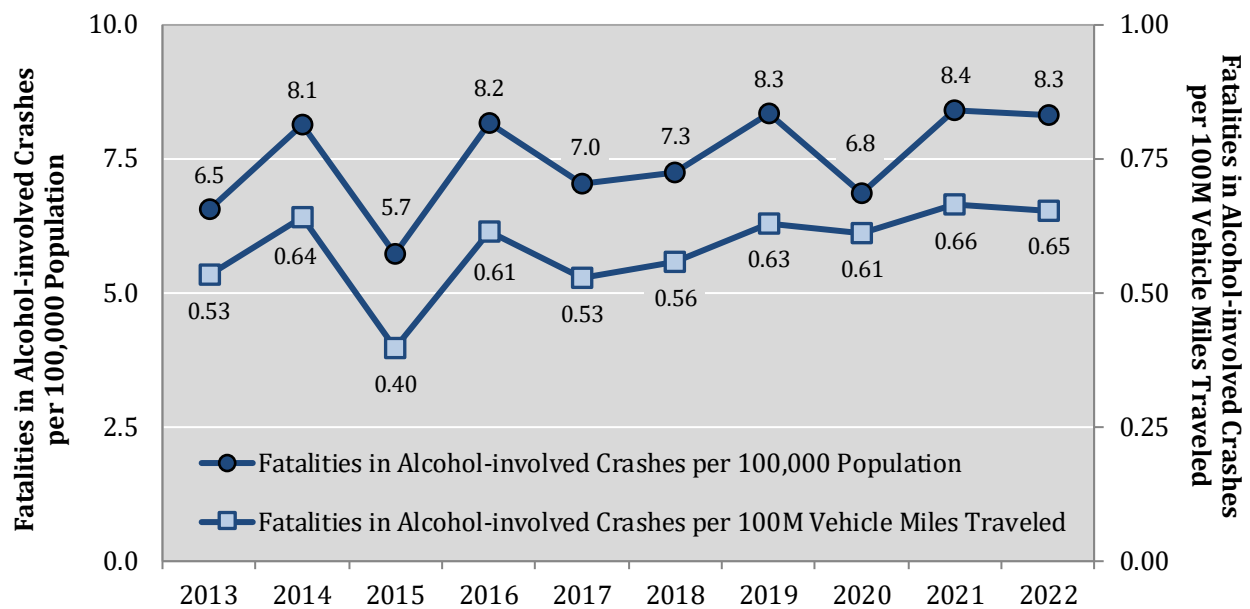


Table 86: Alcohol-involved Fatality Rates, 2013 - 2022⁷⁴

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
2013	6.5	0.53	9.3	7.3
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

Figure 34: Alcohol-involved Fatality Rates (Population and VMT), 2013 - 2022⁷⁴



⁷⁴ 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

Economic Impact

- Alcohol-involved fatal crash costs accounted for 80.2 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 Estimates⁷⁵ for Alcohol-involved Crashes, 2022 Adjusted

Crash Severity	Human Capital Costs per Crash, 2022 CPI-Adjusted (\$)	Alcohol-involved Crashes, 2022	Total Human Capital Costs Estimate (\$)
Fatal Crash (K)	1,999,988	160	319,998,126
Suspected Serious Injury Crash (A)	178,869	113	20,212,149
Suspected Minor Injury Crash (B)	67,276	431	28,996,137
Possible Injury Crash (C)	45,600	404	18,422,500
Property Damage Only Crash (O)	10,276	1,125	11,560,626
Total			399,189,537

Table 88: Comprehensive Cost Estimates⁷⁵ for Alcohol-involved Crashes, 2022 Adjusted

Crash Severity	Comprehensive Costs per Crash, 2022 Adjusted (\$)	Alcohol-involved Crashes, 2022	Total Comprehensive Costs Estimate, 2022 (\$)	Loss of Quality of Life Estimate, 2022 (\$)
Fatal Crash (K)	6,908,227	160	1,105,316,391	785,318,266
Suspected Serious Injury Crash (A)	364,662	113	41,206,759	20,994,610
Suspected Minor Injury Crash (B)	133,174	431	57,398,133	28,401,996
Possible Injury Crash (C)	74,908	404	30,262,807	11,840,308
Property Damage Only Crash (O)	12,052	1,125	13,558,878	1,998,252
Total			1,247,742,968	848,553,431

⁷⁵ 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 81) 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 2021). Data for October 2023, Accessed February 20, 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 Program, and analyzed by the University of New Mexico, Geospatial and Population Studies (UNM-GPS), Traffic Research Unit (TRU).

In addition, during cleaning of crash-related fatalities, any fatally injured drivers, pedestrians and pedalcyclists are identified as alcohol-involved or drug-involved if they are identified as such in the NMDOT Traffic Records Program Fatallog database, which contains data supplied by the Office of the Medical Investigator for crash-related fatalities.

NMDOT crash data is protected by the federal mandate Title 23 U.S.C. Section 409, which forbids the discovery and admission into evidence of reports, data, or other information compiled or collected for activities required pursuant to Federal highway safety programs, or for the purpose of developing any highway safety construction improvement project, which may be implemented utilizing federal-aid highway funds, in tort litigation arising from occurrences at the locations addressed in such documents or data.

DWI Arrest and Conviction Data – New Mexico Taxation and Revenue Department (NM TRD) Motor Vehicle Division (MVD), DWI File, as of December 2023. 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, and numbers in this publication for any given year will be more accurate than numbers in prior publications.

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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 (2018 published Dec. 2019; 2019, Nov. 2020;

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<https://hepgis-usdot.hub.arcgis.com/datasets/usdot::2010-fhwa-adjusted-urban-areas/about>

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

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