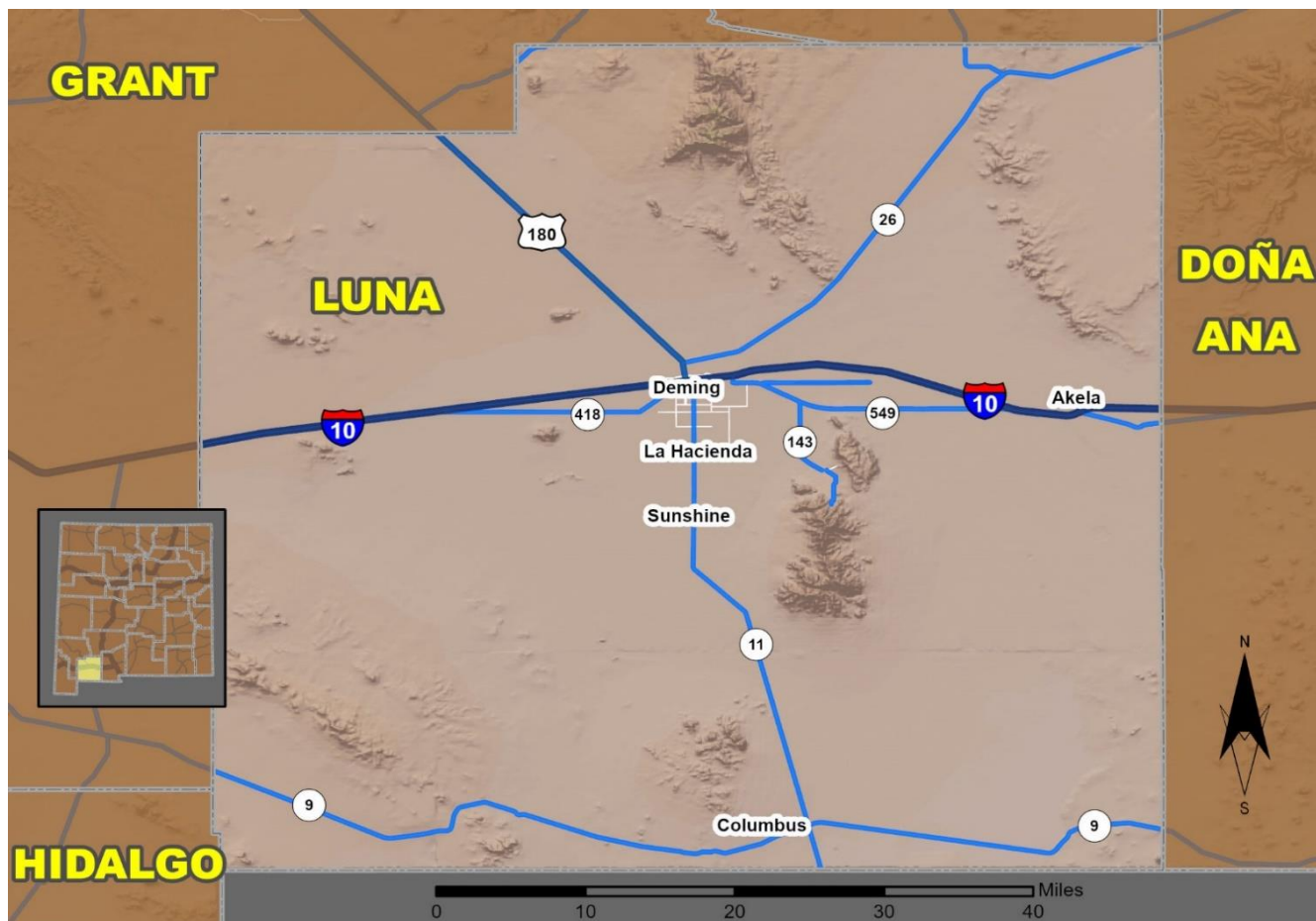


2022 Community Report

Deming



Produced for the New Mexico Department of Transportation,
Traffic Safety Division, Traffic Records Bureau,
Under Contract 6380 by the University of New Mexico,
Geospatial and Population Studies, Traffic Research Unit

Distributed in compliance with New Mexico Statute 66-7-214
as a reference source regarding New Mexico traffic crashes

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

<https://gps.unm.edu/tru/reports/community-reports/index.html>

Definitions

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

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

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

Crash – A reported incident on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least \$500 in property damage. Crashes on private property (such as a parking lot) are not included.

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

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

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

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

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

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

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

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

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

Sources

Crash Data – New Mexico Department of Transportation, Traffic Safety Division, Traffic Records Bureau, Traffic Crash Database, as of the report date below. Crash data are compiled using NMDOT Uniform Crash Reports (UCR), submitted by law enforcement agencies in the state, for any incident on a public roadway involving one or more motor vehicles that resulted in death, injury, or at least \$500 in property damage. These reports are processed by the NMDOT Traffic Records Bureau and analyzed by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit (TRU).

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

Urban Areas – Areas defined by the New Mexico Department of Transportation, Asset Management and Planning, 2010 U.S. Census Urbanized Area Boundaries, NMDOT-Adjusted, and U.S. Census Urban Clusters, August 21, 2013. Urban areas for crash years 2013-2017 include a 1/2 mile buffer extending out from those urban boundaries. In crashes before 2013, “urban” was defined as a town or city with a population of at least 2,500 people.

Table 1: Total Crashes and Alcohol-involved Crashes by Crash Severity in Deming, 2013-2022

Year	Total Crashes				Alcohol-involved Crashes			
	Fatal	Injury	Property Damage Only	Total	Fatal	Injury	Property Damage Only	Total
2013	1	77	266	344	0	5	5	10
2014	1	79	254	334	0	7	6	13
2015	0	62	170	232	0	5	1	6
2016	1	51	183	235	1	4	5	10
2017	1	52	169	222	1	3	3	7
2018	0	59	178	237	0	2	3	5
2019	1	58	152	211	0	1	1	2
2020	1	51	143	195	0	7	7	14
2021	10	57	140	207	5	3	3	11
2022	2	59	146	207	1	3	10	14

Figure 1: Alcohol-involved Fatal and Injury Crashes Compared with Non-alcohol-involved Fatal and Injury Crashes in Deming, 2013-2022

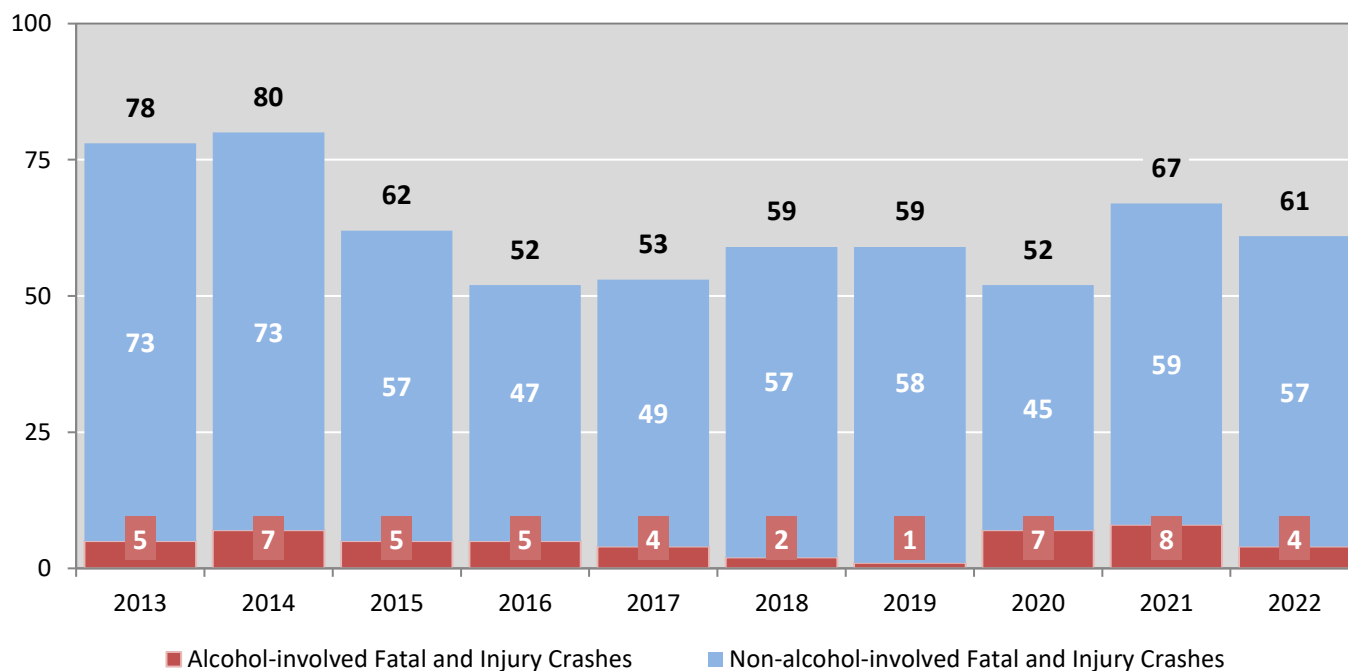


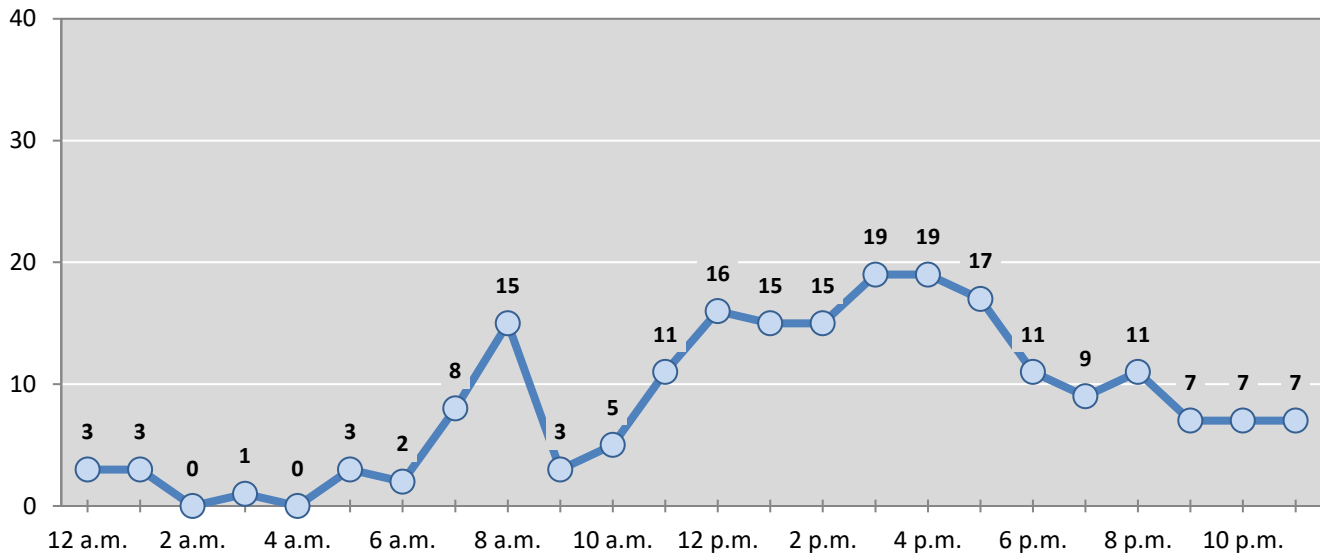
Table 2: Crashes by Month in Deming, 2018-2022

Month	Crashes					5-Year Average
	2018	2019	2020	2021	2022	
January	20	17	13	7	19	15
February	20	16	15	15	9	15
March	24	26	15	17	18	20
April	18	18	4	19	14	15
May	18	23	20	20	17	20
June	15	15	12	19	13	15
July	22	13	22	22	12	18
August	17	18	22	22	28	21
September	12	11	21	18	18	16
October	18	16	18	20	23	19
November	19	19	18	11	18	17
December	34	19	15	17	18	21
Total Crashes	237	211	195	207	207	211

Table 3: Alcohol-involved Crashes by Month in Deming, 2018-2022

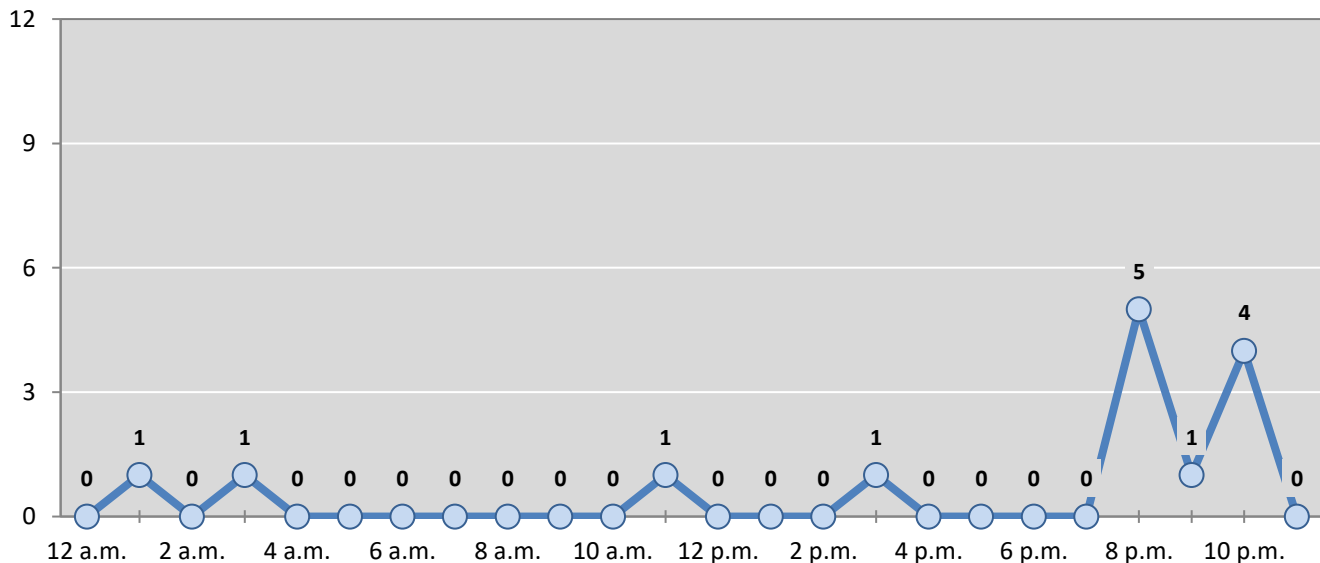
Month	Alcohol-involved Crashes					5-Year Average
	2018	2019	2020	2021	2022	
January	1	0	1	0	0	0
February	0	1	2	1	0	1
March	1	0	2	1	2	1
April	0	0	1	0	0	0
May	1	0	0	0	1	0
June	1	1	0	2	2	1
July	0	0	1	1	0	0
August	0	0	0	1	2	1
September	0	0	3	2	2	1
October	0	0	0	1	1	0
November	0	0	2	0	2	1
December	1	0	2	2	2	1
Total Crashes	5	2	14	11	14	9

Figure 2: Crashes by Hour in Deming, 2022



* In 2022, Deming had 0 crashes for which hour data were missing.

Figure 3: Alcohol-involved Crashes by Hour in Deming, 2022



* In 2022, Deming had 0 alcohol-involved crashes for which hour data were missing.

Table 4: Total Crashes by Day of Week in Deming, 2018-2022

Day of Week	Total Crashes					5-Year Average
	2018	2019	2020	2021	2022	
Sunday	27	18	20	22	20	21
Monday	38	37	29	27	31	32
Tuesday	36	37	27	34	31	33
Wednesday	33	23	34	28	30	30
Thursday	26	30	26	32	31	29
Friday	42	33	36	36	30	35
Saturday	35	33	23	28	34	31
Total Crashes	237	211	195	207	207	211

Table 5: Heavy-truck Crashes by Day of Week in Deming, 2018-2022

Day of Week	Heavy-truck Crashes					5-Year Average
	2018	2019	2020	2021	2022	
Sunday	3	2	1	4	0	2
Monday	3	3	5	1	2	3
Tuesday	2	1	9	2	2	3
Wednesday	0	2	2	1	5	2
Thursday	2	0	3	2	1	2
Friday	1	0	1	5	5	2
Saturday	3	3	1	2	3	2
Total Crashes	14	11	22	17	18	16

Table 6: Motorcycle Crashes by Day of Week in Deming, 2018-2022

Day of Week	Motorcycle Crashes ¹					5-Year Average
	2018	2019	2020	2021	2022	
Sunday	2	0	1	1	1	1
Monday	0	0	0	1	0	0
Tuesday	0	1	0	1	2	1
Wednesday	0	0	0	0	1	0
Thursday	1	1	2	1	1	1
Friday	1	0	0	2	0	1
Saturday	1	1	0	0	2	1
Total Crashes	5	3	3	6	7	5

¹ "Motorcycles" exclude ATVs.

Table 7: Alcohol-involved Crashes by Day of Week in Deming, 2018-2022

Day of Week	Alcohol-involved Crashes					5-Year Average
	2018	2019	2020	2021	2022	
Sunday	0	0	2	0	5	1
Monday	1	0	0	0	0	0
Tuesday	0	0	0	1	2	1
Wednesday	1	0	3	2	1	1
Thursday	0	0	2	4	1	1
Friday	2	1	3	1	1	2
Saturday	1	1	4	3	4	3
Total Crashes	5	2	14	11	14	9

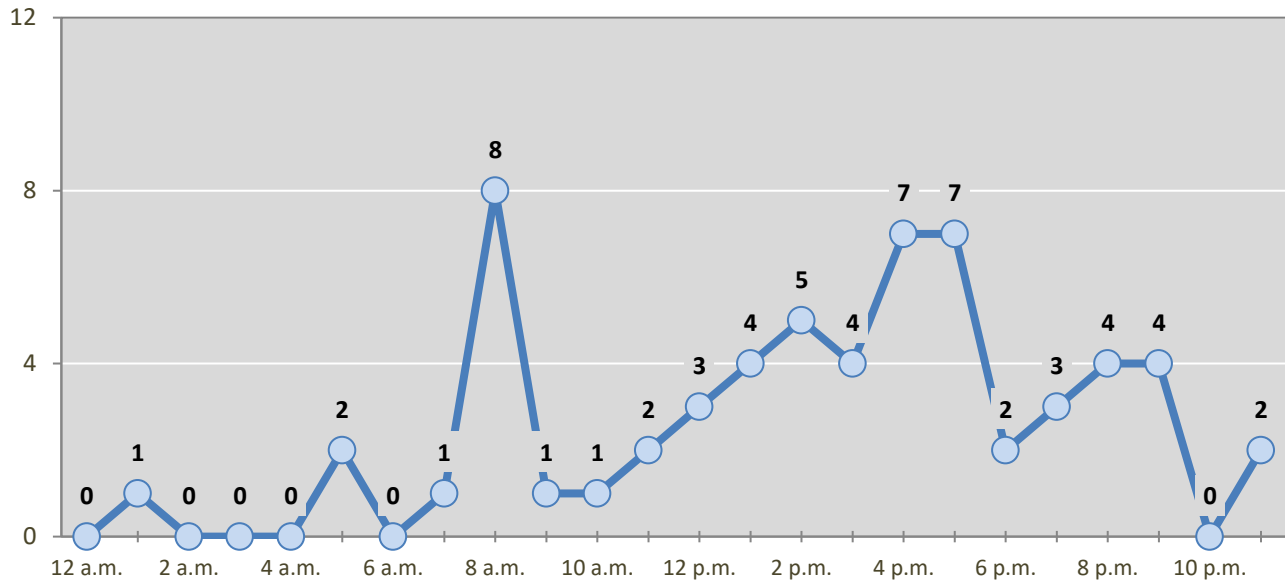
Table 8: Fatal and Injury Crashes by Day of Week in Deming, 2018-2022

Day of Week	Fatal and Injury Crashes					5-Year Average
	2018	2019	2020	2021	2022	
Sunday	9	6	6	6	9	7
Monday	8	9	6	10	8	8
Tuesday	9	12	6	12	12	10
Wednesday	10	5	6	10	5	7
Thursday	7	10	8	10	12	9
Friday	12	7	11	9	10	10
Saturday	4	10	9	10	5	8
Total Crashes	59	59	52	67	61	60

Table 9: All Pedestrian and Pedalcycle Crashes by Day of Week in Deming, 2018-2022

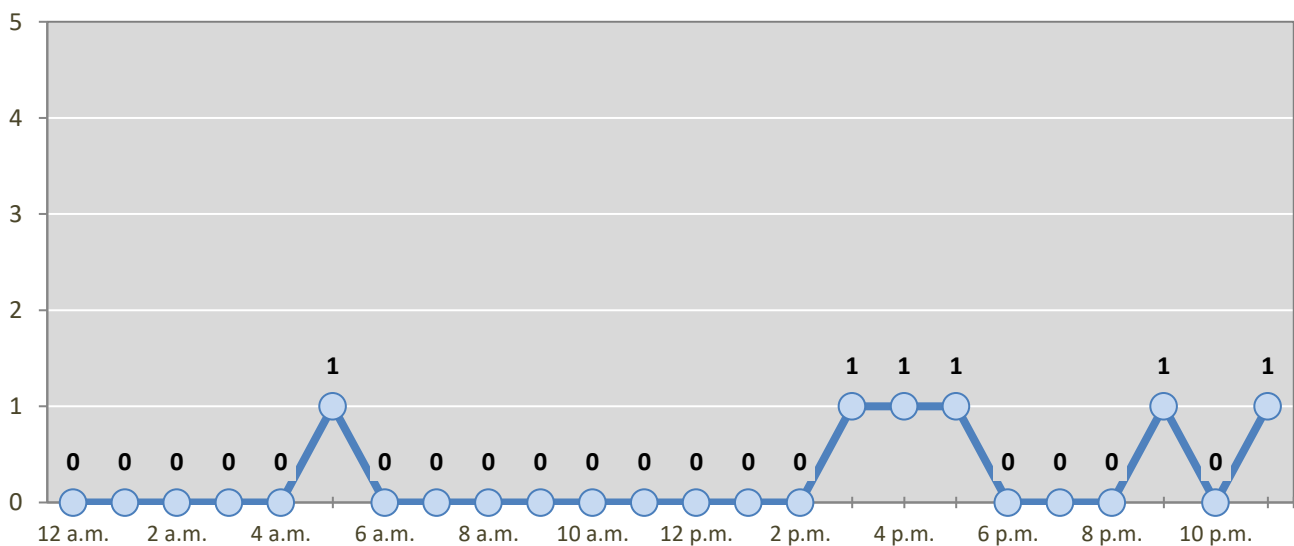
Day of Week	All Pedestrian and Pedalcycle Crashes					5-Year Average
	2018	2019	2020	2021	2022	
Sunday	0	0	0	0	1	0
Monday	0	2	1	2	1	1
Tuesday	1	0	0	1	3	1
Wednesday	1	1	1	1	0	1
Thursday	1	0	0	0	0	0
Friday	2	0	2	3	1	2
Saturday	1	1	1	3	0	1
Total Crashes	6	4	5	10	6	6

Figure 4: Fatal and Injury Crashes by Hour in Deming, 2022



* In 2022, Deming had 0 crashes for which hour data were missing.

Figure 5: All Pedestrian and Pedalcycle Crashes by Hour in Deming, 2022



* In 2022, Deming had 0 crashes for which hour data were missing.

Table 10: Severity of Injuries to People in Crashes by Rural and Urban Locations and Alcohol Involvement in Deming, 2022

Rural and Urban Locations by Alcohol Involvement	People in Crashes by Severity of Injuries					Total People
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	
People in Alcohol-involved Crashes	1	0	1	3	24	29
Urban	0	0	1	2	21	24
Rural Non-Interstate	1	0	0	1	3	5
Rural Interstate	0	0	0	0	0	0
People in Crashes	2	3	32	46	421	504
Urban	1	3	25	36	374	439
Rural Non-Interstate	1	0	7	10	39	57
Rural Interstate	0	0	0	0	8	8
Percent in Alcohol-involved Crashes	50%	0%	3%	7%	6%	6%

Table 11: Total Crashes by Rural and Urban Locations and Crash Severity in Deming, 2018-2022

Crash Severity by Rural and Urban Locations	Crashes by Year					5-Year Average
	2018	2019	2020	2021	2022	
Total Rural Interstate	5	8	4	2	4	5
Fatal Crash	0	0	0	0	0	0
Injury Crash	0	2	2	0	0	1
Property Damage Only Crash	5	6	2	2	4	4
Total Rural Non-Interstate	20	12	19	48	25	25
Fatal Crash	0	0	0	3	1	1
Injury Crash	9	8	5	13	13	10
Property Damage Only Crash	11	4	14	32	11	14
Total Urban	212	191	172	157	178	182
Fatal Crash	0	1	1	7	1	2
Injury Crash	50	48	44	44	46	46
Property Damage Only Crash	162	142	127	106	131	134

Table 12: Total Crashes by First Harmful Event in Deming, 2018-2022

First Harmful Event ¹	Total Crashes by Year					5-Year Average
	2018	2019	2020	2021	2022	
Collision with Animal	3	1	1	0	0	1
Collision with Fixed Object	20	25	37	27	33	28
Collision with Motor Vehicle	194	165	138	160	154	162
Collision with Other Non-Fixed Object	5	9	3	2	4	5
Collision with Person	6	4	4	10	7	6
Pedalcycle	1	2	3	1	1	2
Pedestrian	5	2	1	9	6	5
Other Non-Motorist	0	0	0	0	0	0
Missing Subanalysis Data	0	0	0	0	0	0
Non-Collision	9	7	6	6	5	7
Overturn/Rollover	4	5	4	6	4	5
All Other Non-Collision	5	2	2	0	1	2
Other	0	0	5	2	4	4
Missing Data	0	0	1	0	0	0
Total Crashes	237	211	195	207	207	211

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

Table 13: Vehicles in Crashes by Vehicle Type in Deming, 2018-2022

Vehicle Type ¹	Vehicles in Crashes by Vehicle Type					5-Year Average
	2018	2019	2020	2021	2022	
Buses	1	2	0	1	0	1
Motorcycles/ATVs	6	4	4	6	8	6
Passenger Cars	265	250	202	216	208	228
Pedalcycles	1	2	4	1	1	2
Pedestrians, All	7	2	1	9	6	5
Pickups	61	64	62	73	87	69
Semis/Heavy Trucks	15	11	25	19	20	18
Vans/SUVs/4WDs	37	47	42	44	39	42
Other Vehicles	25	1	1	2	5	7
Missing Data	27	18	9	14	8	15
Total Vehicles	445	401	350	385	382	393

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

Table 14: Motor Vehicle Drivers in Crashes by Vehicle Type and Age Group in Deming, 2022

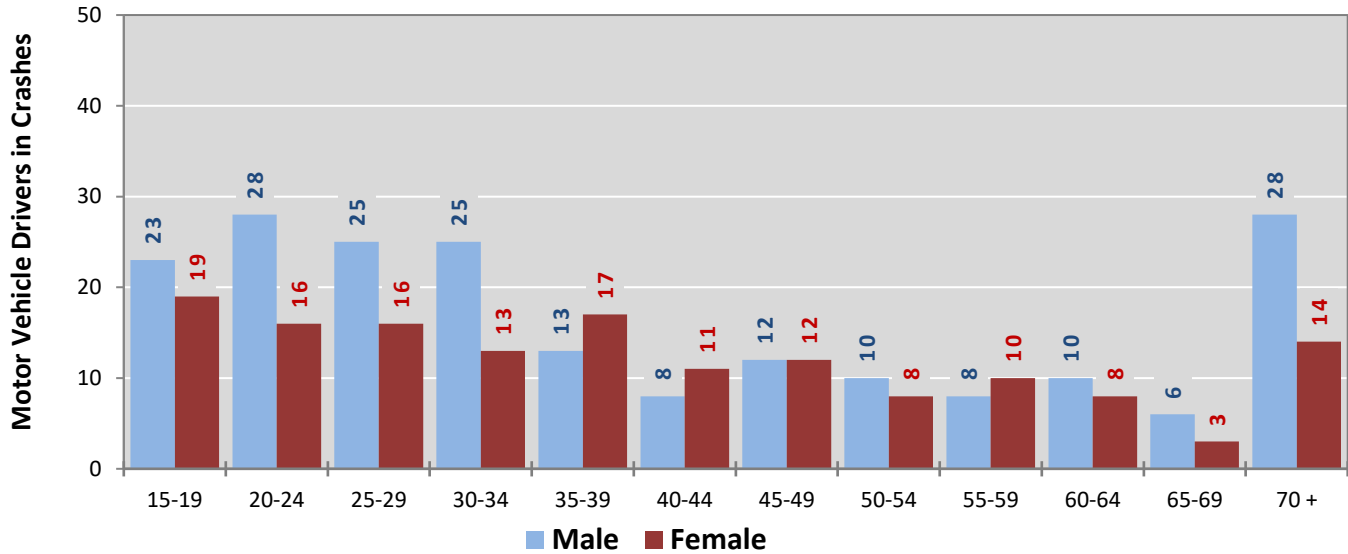
Age Groups	Motor Vehicle ¹ Drivers by Vehicle Type and Age Group								Total Drivers
	Bus	Motor-cycle/ATV	Passenger	Pickup	Semi/Heavy Truck	Van 4WD SUV	Other Vehicle	Missing Data	
15-19	0	2	27	7	1	5	0	0	42
20-24	0	1	25	10	3	5	0	0	44
25-29	0	3	24	5	2	7	0	0	41
30-34	0	1	21	11	3	2	0	0	38
35-39	0	1	18	7	2	2	0	0	30
40-44	0	0	14	3	0	2	0	0	19
45-49	0	0	13	6	1	3	0	1	24
50-54	0	0	6	7	2	1	2	0	18
55-59	0	0	10	4	2	2	0	0	18
60-64	0	0	9	5	2	2	0	0	18
65-69	0	0	5	4	0	0	0	0	9
70 +	0	0	26	9	0	5	2	0	42
Missing Data	0	0	10	9	2	3	1	7	32
Total Drivers	0	8	208	87	20	39	5	8	375

Table 15: Alcohol-involved Motor Vehicle Drivers in Crashes by Vehicle Type and Age Group in Deming, 2022

Age Groups	Alcohol-involved Motor Vehicle ¹ Drivers by Vehicle Type and Age Group								Total Drivers
	Bus	Motor-cycle/ATV	Passenger	Pickup	Semi/Heavy Truck	Van 4WD SUV	Other Vehicle	Missing Data	
15-19	0	0	1	0	0	1	0	0	2
20-24	0	0	2	0	0	1	0	0	3
25-29	0	0	1	1	0	0	0	0	2
30-34	0	0	2	1	0	0	0	0	3
35-39	0	1	1	0	0	0	0	0	2
40-44	0	0	0	0	0	0	0	0	0
45-49	0	0	0	0	0	0	0	0	0
50-54	0	0	0	0	0	0	0	0	0
55-59	0	0	0	0	0	1	0	0	1
60-64	0	0	0	0	0	0	0	0	0
65-69	0	0	0	0	0	0	0	0	0
70 +	0	0	1	0	0	0	0	0	1
Missing Data	0	0	0	0	0	0	0	0	0
Total Drivers	0	1	8	2	0	3	0	0	14

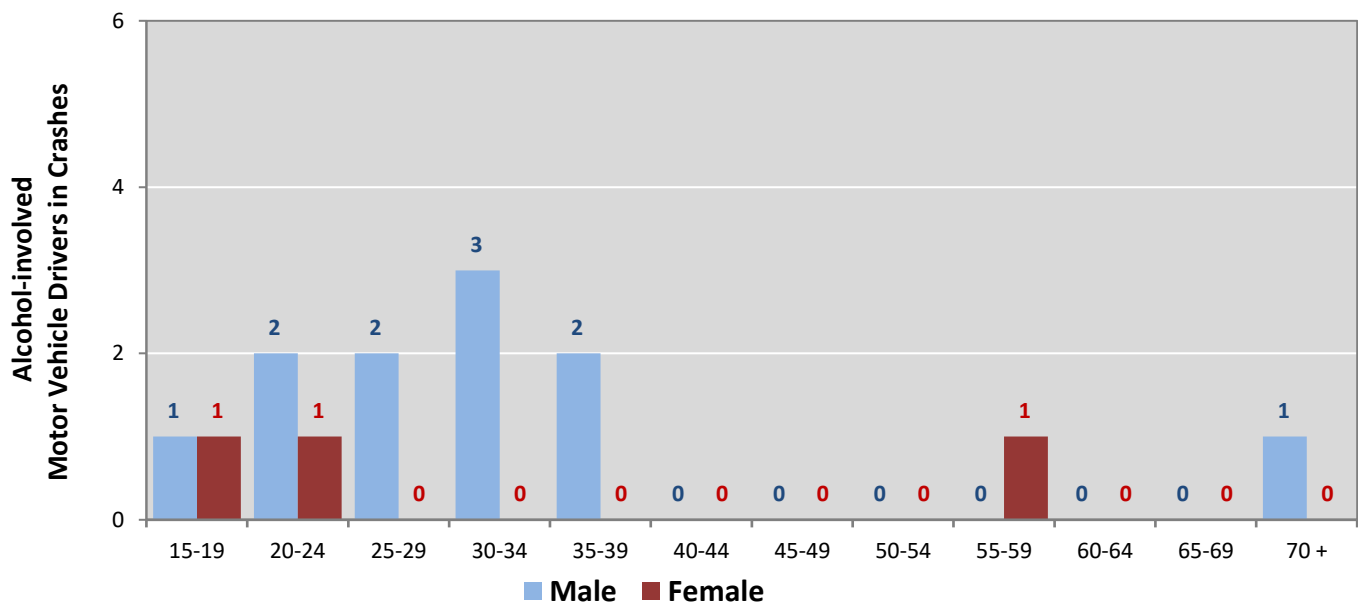
¹ See Page 18 for data on drivers of non-motorized vehicles in crashes (i.e. pedestrians and pedalcyclists).

Figure 6: Motor Vehicle Drivers in Crashes by Age Group and Sex in Deming, 2022



* In 2022, Deming had 32 drivers in crashes for which age or sex data were missing.

Figure 7: Alcohol-involved Motor Vehicle Drivers in Crashes by Age Group and Sex in Deming, 2022



* In 2022, Deming had 0 drivers in crashes for which age or sex data were missing.

**Table 16: Alcohol-involved Motor Vehicle Drivers Under 21
(Ages 15-20) in Crashes in Deming, 2018-2022**

Age ¹	Year					5-Year Total
	2018	2019	2020	2021	2022	
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	1	1
18	0	0	0	1	1	2
19	0	0	1	0	0	1
20	0	1	1	0	0	2
Total Drivers	0	1	2	1	2	6

**Table 17: Motor Vehicle Drivers Under 21 (Ages 15-20) in Crashes
by Age, Sex and Alcohol Involvement in Deming, 2022**

Age ¹	Total Drivers				Alcohol-involved Drivers			
	Sex		Total Drivers	Percent of Total	Sex		Total Drivers	Percent of Total
	Male	Female			Male	Female		
15	0	4	4	7%	0	0	0	0%
16	5	3	8	14%	0	0	0	0%
17	6	6	12	21%	0	1	1	50%
18	7	5	12	21%	1	0	1	50%
19	5	1	6	11%	0	0	0	0%
20	11	4	15	26%	0	0	0	0%
Total Drivers	34	23	57	100%	1	1	2	100%

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

**Table 18: Frequency of Contributing Factors in Crashes
by Crash Severity in Deming, 2022**

Contributing Factors	Frequency of Contributing Factor ¹ by Crash Severity			
	Frequency in Fatal Crashes	Frequency in Injury Crashes	Frequency in Property Damage Only Crashes	Frequency in All Crashes
Human	3	74	189	266
Driver Inattention	1	19	55	75
Failed to Yield Right of Way	0	20	34	54
Other Improper Driving	0	7	21	28
Excessive Speed	0	4	13	17
Under the Influence Of Alcohol	1	3	10	14
Driver Distracted by Other Activity	0	3	7	10
Avoid No Contact Vehicle	0	2	7	9
Following Too Closely	0	3	6	9
Disregarded Traffic Signal	0	1	6	7
Improper Backing	0	0	6	6
Improper Lane Change	0	0	6	6
Made Improper Turn	0	1	5	6
Speed Too Fast For Conditions	0	2	4	6
Drove Left of Center	0	0	4	4
Under the Influence Of Drugs	0	1	2	3
Avoid No Contact Other	1	1	0	2
Cell Phone	0	1	1	2
Passed Stop Sign	0	2	0	2
Pedestrian Error	0	2	0	2
Failed to Yield For Police Vehicle	0	1	0	1
Improper Overtaking	0	0	1	1
Driver Distracted by Passenger	0	0	1	1
Driver Distracted by Talking on Cell Phone	0	1	0	1
Driverless Moving Vehicle	0	0	0	0
Failed to Yield For Emer. Vehicle	0	0	0	0
High-Speed Pursuit	0	0	0	0
Driver Distracted by Talking on Hands-Free Device	0	0	0	0
Driver Distracted By Texting	0	0	0	0
Vehicle Skidded Before Braking	0	0	0	0
Vehicle	0	3	9	12
Other Mechanical Defect	0	1	3	4
Inadequate Brakes	0	1	2	3
Defective Tires	0	0	2	2
Defective Steering	0	0	1	1
Wheels	0	0	1	1
Windows/Windshield	0	1	0	1
Coupling Device (Hitch, Chains)	0	0	0	0
Exhaust System	0	0	0	0
Lights (Head, Signal, Tail)	0	0	0	0
Mirrors	0	0	0	0
Suspension	0	0	0	0
Wipers	0	0	0	0
Environment	0	8	15	23
Traffic Congestion	0	3	4	7
Other Visual Obstruction(s)	0	1	4	5
Debris	0	0	4	4
Weather Conditions	0	2	1	3
Low Visibility Due to Glare	0	1	1	2
Backup - Prior Crash	0	0	1	1
Road Surface Conditions	0	1	0	1
Animal(s) In Roadway	0	0	0	0
Backup - Prior Incident	0	0	0	0
Low Visibility Due to Smoke	0	0	0	0
Road Defect	0	0	0	0
Obstruction in Road	0	0	0	0
Traffic Control Missing	0	0	0	0
Other	1	59	130	190
Other - No Driver Error	0	46	102	148
Missing Data	1	10	21	32
None	0	3	7	10
Total	4	144	343	491

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

Table 19: People in Crashes by First Harmful Event and Severity of Injuries in Deming, 2022

First Harmful Event (FHE) and Subanalysis	People in Crashes by Severity of Injuries					Total People
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	
Collision with Animal	0	0	0	0	0	0
Antelope	0	0	0	0	0	0
Bear	0	0	0	0	0	0
Cattle/Cow	0	0	0	0	0	0
Deer	0	0	0	0	0	0
Elk	0	0	0	0	0	0
Horse	0	0	0	0	0	0
Other (Bird, Cougar, Sheep, Goat)	0	0	0	0	0	0
Other Large Domestic Animal	0	0	0	0	0	0
Other Large Game Animal	0	0	0	0	0	0
Small Domestic Animal	0	0	0	0	0	0
Small Game Animal	0	0	0	0	0	0
Missing Subanalysis Data	0	0	0	0	0	0
Collision with Fixed Object	0	0	3	1	42	46
Other Post, Pole or Support	0	0	0	0	8	8
Utility Pole/Light Support	0	0	0	0	8	8
Fence	0	0	0	0	6	6
Guardrail, End or Face	0	0	0	0	6	6
Other Fixed Object	0	0	1	1	3	5
Curb	0	0	0	0	4	4
Bridge Pier, Support, Rail, or Overhead	0	0	0	0	1	1
Ditch	0	0	1	0	0	1
Traffic Barrier, Concrete	0	0	0	0	1	1
Traffic Sign Support	0	0	0	0	1	1
Culvert	0	0	0	0	0	0
Embankment	0	0	0	0	0	0
Median	0	0	0	0	0	0
Traffic Barrier, Cable	0	0	0	0	0	0
Tree (standing)	0	0	0	0	0	0
Wall or Building	0	0	0	0	0	0
Other (incl. hydrant, box, cattle guard, plant)	0	0	1	0	4	5
Missing Subanalysis Data	0	0	0	0	0	0
Collision with Motor Vehicle	0	1	20	41	352	414
MV in Transport	0	1	19	41	336	397
Parked MV	0	0	1	0	16	17
Missing Subanalysis Data	0	0	0	0	0	0
Collision with Other Non-Fixed Object	0	0	0	1	4	5
Struck by falling, shifting cargo	0	0	0	0	2	2
Railway Vehicle	0	0	0	0	0	0
Work Zone/Maintenance Equipment	0	0	0	0	0	0
Other Non-fixed Object	0	0	0	1	2	3
Missing Subanalysis Data	0	0	0	0	0	0
Collision with Person	1	0	2	2	12	17
Pedestrian	1	0	2	1	11	15
Pedalcycle	0	0	0	1	1	2
Other Non-Motorist	0	0	0	0	0	0
Missing Subanalysis Data	0	0	0	0	0	0
Non-Collision	1	2	5	1	8	17
Overturn/Rollover	1	1	5	1	8	16
Cargo/Equipment Loss or Shift	0	0	0	0	0	0
Fell/Jumped from MV	0	0	0	0	0	0
Fire/Explosion	0	0	0	0	0	0
Immersion, Full or Partial	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0
Other Non-Collision	0	1	0	0	0	1
Missing Subanalysis Data	0	0	0	0	0	0
Other	0	0	2	0	3	5
Missing FHE and Subanalysis Data	0	0	0	0	0	0
Total People	2	3	32	46	421	504

**Table 20: Killed or Injured Unbelted People in Crashes
by Sex and Age Group in Deming, 2022**

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

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

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

**Figure 8: Seatbelt Use by People in Crashes with Fatal or
Suspected Serious Injuries in Deming, 2018-2022**

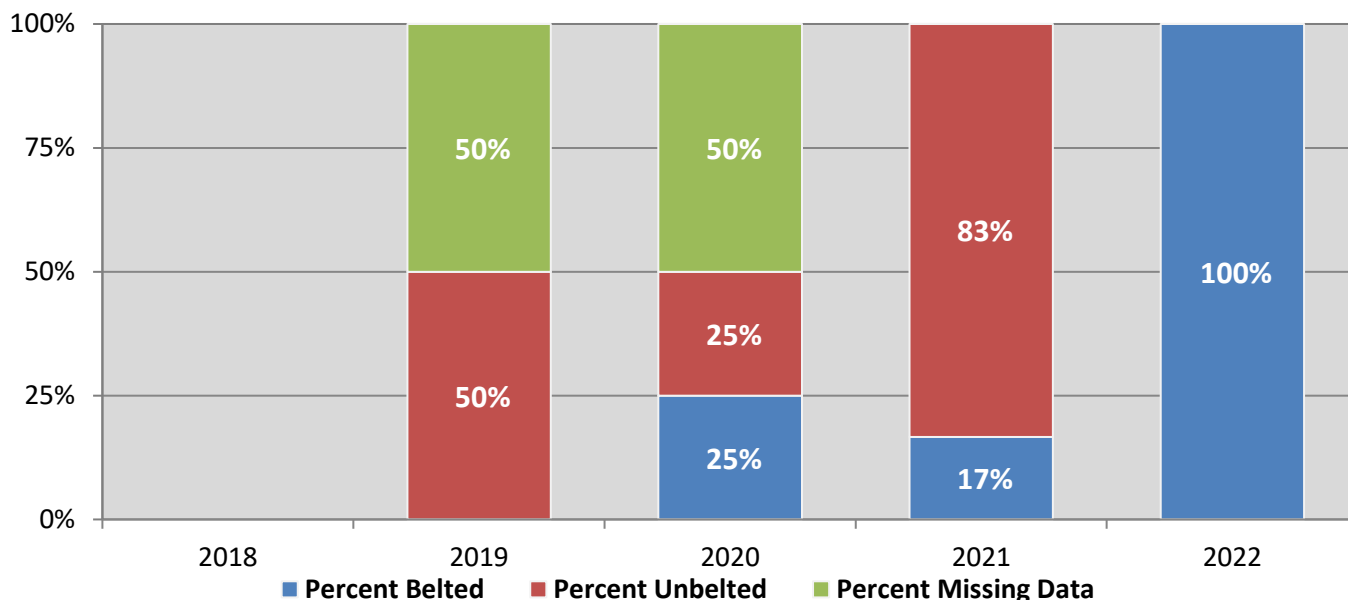
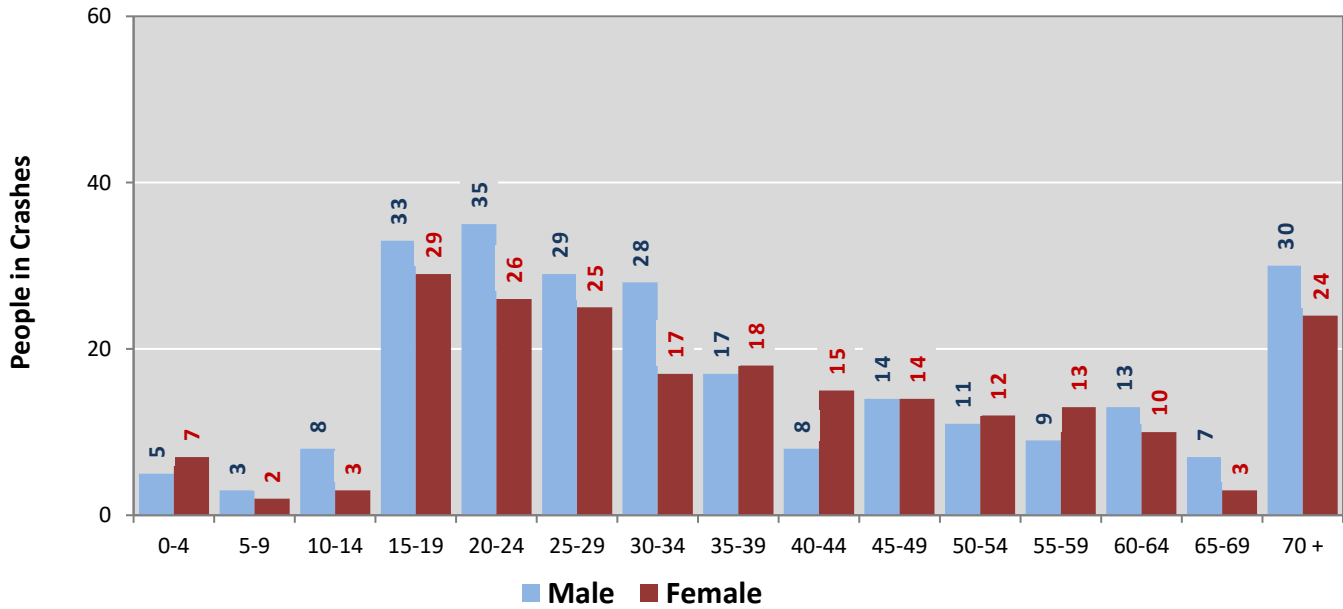
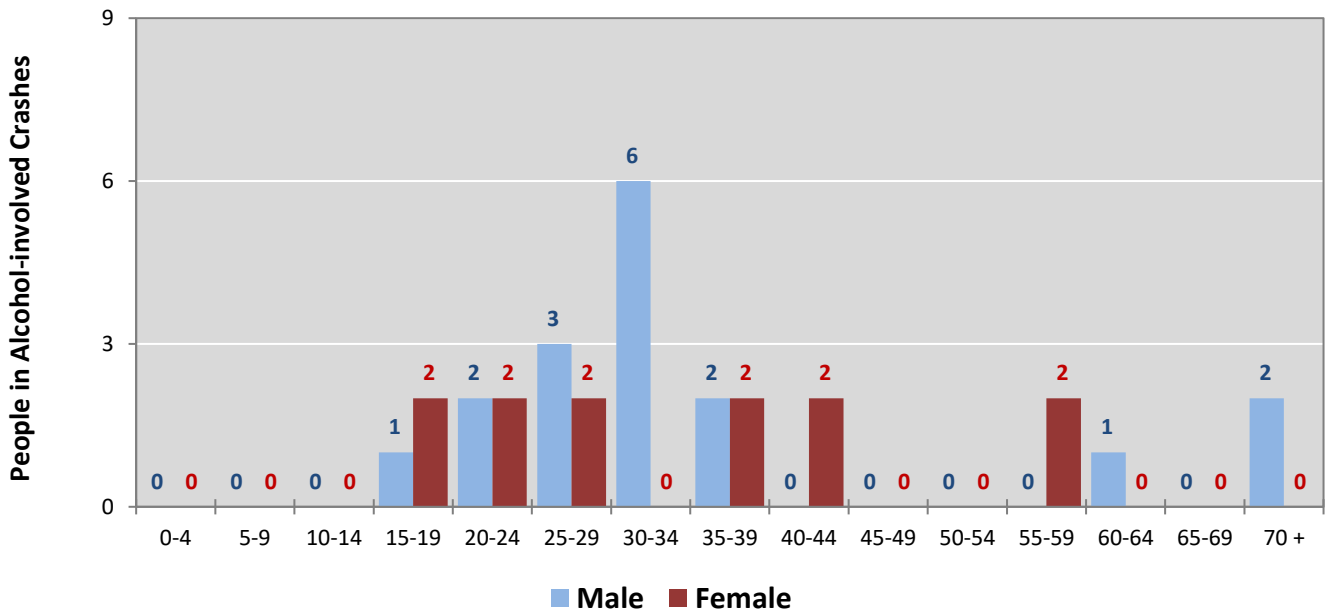


Figure 9: People in Crashes by Age Group and Sex in Deming, 2022



* In 2022, Deming had 36 people in crashes for which age or sex data were missing.

Figure 10: People in Alcohol-involved Crashes by Age Group and Sex in Deming, 2022



* In 2022, Deming had 0 people in alcohol-involved crashes for which age or sex data were missing.

Table 21: All Pedestrians and All Pedalcyclists in Crashes by Age Group in Deming, 2018-2022

Age Groups	All Pedestrians and All Pedalcyclists ¹ in Crashes					5-Year Total People
	2018	2019	2020	2021	2022	
0-4	0	0	0	0	1	1
5-9	0	0	0	0	0	0
10-14	0	0	1	1	0	2
15-19	0	1	1	1	2	5
20-24	0	0	1	0	1	2
25-29	1	0	0	0	1	2
30-34	1	0	0	0	0	1
35-39	1	1	0	0	1	3
40-44	0	0	0	2	0	2
45-49	2	0	0	3	0	5
50-54	0	1	0	0	0	1
55-59	1	0	0	2	0	3
60-64	0	0	1	0	0	1
65-69	1	0	1	1	0	3
70 +	0	1	0	0	1	2
Missing Data	1	0	0	0	0	1
Total People	8	4	5	10	7	34

Table 22: All Pedestrians and Pedalcycle Operators in Crashes by Alcohol Involvement and Severity of Injuries in Deming, 2022

Alcohol Involvement	All Pedestrians and Pedalcycle Operators ¹ in Crashes					Total People
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injury (Class O)	
Pedalcycle Operators	0	0	0	1	0	1
Involved	0	0	0	0	0	0
Not Involved	0	0	0	1	0	1
All Pedestrians	1	0	2	1	2	6
Involved	0	0	0	0	0	0
Not Involved	1	0	2	1	2	6
Total People	1	0	2	2	2	7

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

**Table 23: Occupants of Passenger Vehicles in Crashes
by Severity of Injuries and Belt Usage in Deming, 2022**

Severity of Injuries	Injury Class	Occupants of Passenger Vehicles ¹			
		Belted	Unbelted	Missing Data	Total
Fatalities	K	0	0	0	0
Suspected Serious Injuries	A	2	0	0	2
Suspected Minor Injuries	B	16	2	8	26
Possible Injuries	C	31	0	11	42
No Apparent Injuries	O	269	2	104	375
Total Occupants of Passenger Vehicles		318	4	123	445

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

**Table 24: Motorcyclists in Crashes
by Severity of Injuries and Helmet Usage in Deming, 2022**

Severity of Injuries	Injury Class	Motorcyclists in Crashes ¹			
		Helmeted	Unhelmeted	Missing Data	Total
Fatalities	K	0	1	0	1
Suspected Serious Injuries	A	0	0	1	1
Suspected Minor Injuries	B	0	2	2	4
Possible Injuries	C	1	0	1	2
No Apparent Injuries	O	0	0	0	0
Total Motorcyclists		1	3	4	8

¹ Excludes people on ATVs.

**Table 25: Occupants of Passenger Vehicles in Crashes
by Year, Belt Usage, and Percent Killed in Deming, 2018-2022**

Year	Occupant Fatalities of Passenger Vehicles ¹				Total Occupants of Passenger Vehicles ¹				Percent Killed	
	Belted	Unbelted	Missing Data	Total Fatalities	Belted	Unbelted	Missing Data	Total Occupants	Belted	Unbelted
2018	0	0	0	0	410	10	90	510	0.00%	0.0%
2019	0	1	0	1	424	4	119	547	0.00%	25.0%
2020	0	1	0	1	298	9	112	419	0.00%	11.1%
2021	1	5	0	6	388	12	94	494	0.26%	41.7%
2022	0	0	0	0	318	4	123	445	0.00%	0.0%
Average	0.2	1.4	0.0	1.6	367.6	7.8	107.6	483.0	0.05%	17.9%

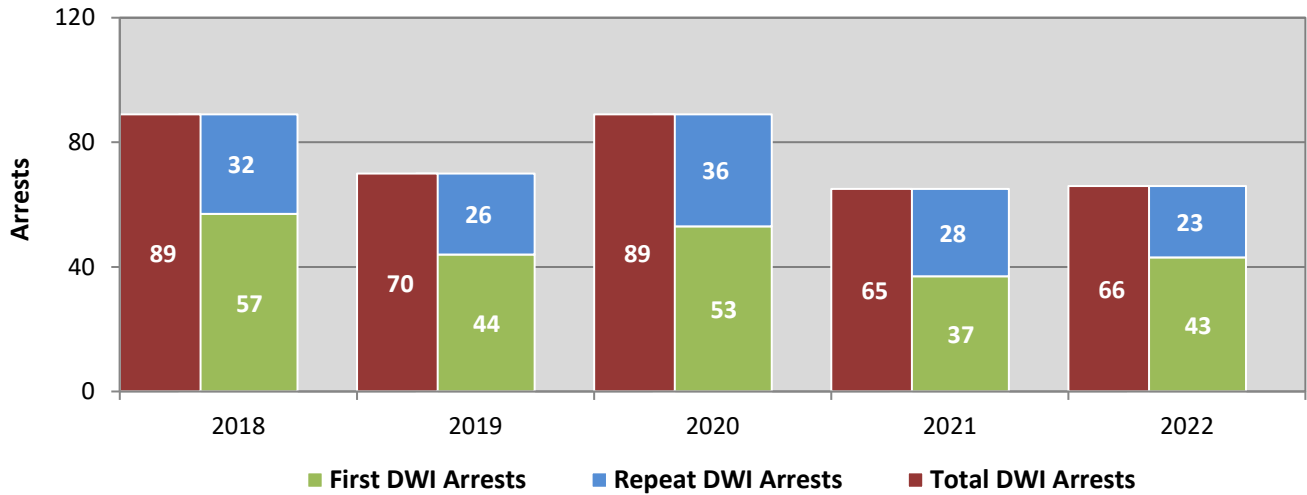
¹ Occupants of passenger cars, SUVs, 4WDs, vans, and pickup trucks only.

**Table 26: Motorcyclists in Crashes
by Year, Helmet Usage, and Percent Killed in Deming, 2018-2022**

Year	Motorcyclist Fatalities ¹				Total Motorcyclists ¹				Percent Killed	
	Helmeted	Unhelmeted	Missing Data	Total Fatalities	Helmeted	Unhelmeted	Missing Data	Total Occupants	Helmeted	Unhelmeted
2018	0	0	0	0	1	3	1	5	0.0%	0.0%
2019	0	0	0	0	2	0	1	3	0.0%	0.0%
2020	0	0	0	0	3	1	0	4	0.0%	0.0%
2021	0	1	0	1	0	2	5	7	0.0%	50.0%
2022	0	1	0	1	1	3	4	8	0.0%	33.3%
Average	0.0	0.4	0.0	0.4	1.4	1.8	2.2	5.4	0.0%	22.2%

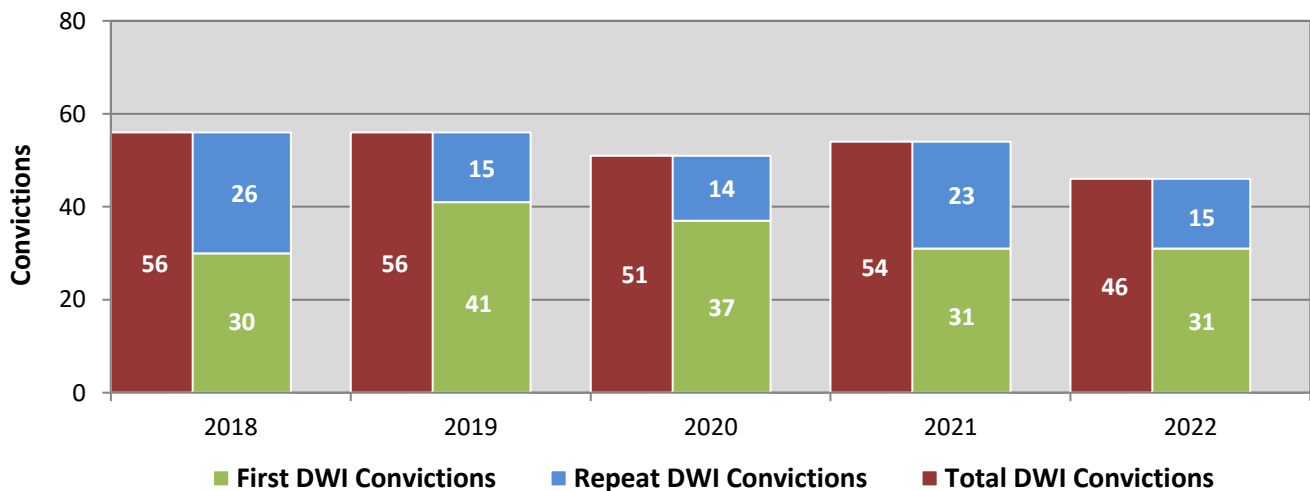
¹ Excludes people on ATVs.

Figure 11: DWI Arrests of Deming Residents Throughout the State, Showing First and Repeat DWI Arrests, 2018-2022



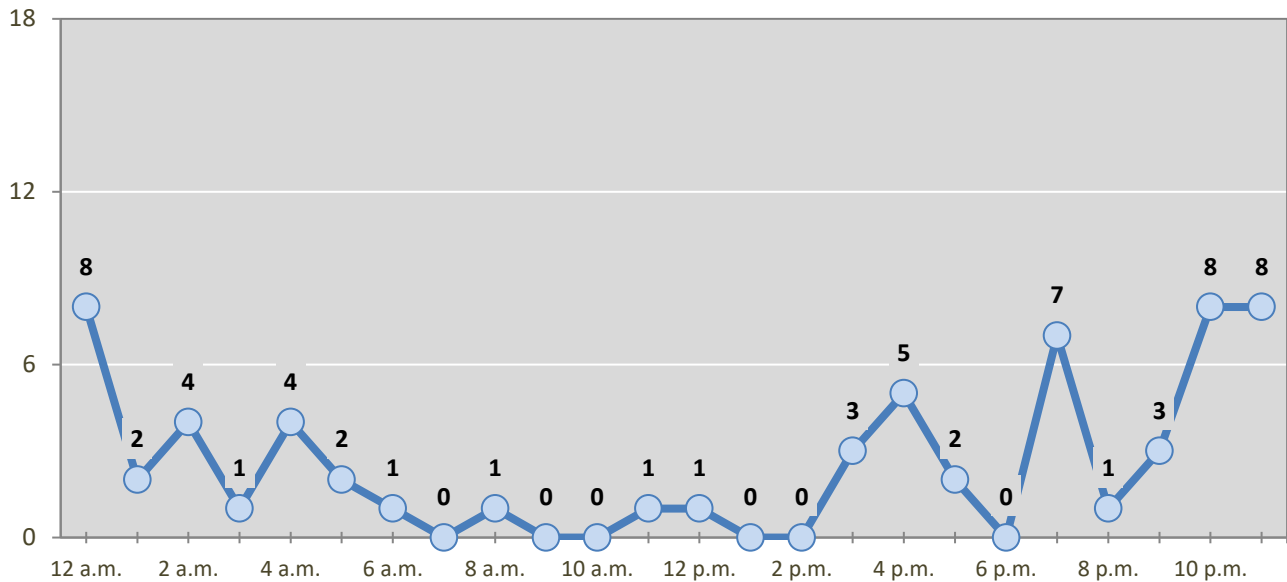
*Values are based upon the year of the arrest.

Figure 12: DWI Convictions of Deming Residents Throughout the State, Showing First and Repeat DWI Convictions, 2018-2022



*Values are based upon the year of the conviction.

Figure 13: DWI Arrests by Hour of Deming Residents Throughout the State, 2022



* In 2022, Deming had 4 arrests for which hour data were missing.

Table 27: DWI Arrests by Day of Week of Deming Residents Throughout the State, 2018-2022

Day of Week	Year					5-Year Average
	2018	2019	2020	2021	2022	
Sunday	19	12	22	12	17	16
Monday	9	8	6	9	2	7
Tuesday	10	7	7	6	8	8
Wednesday	8	5	8	9	4	7
Thursday	4	11	7	5	6	7
Friday	13	12	14	10	11	12
Saturday	26	15	25	14	18	20
Total Arrests	89	70	89	65	66	76

**Table 28: Driver First DWI Arrests by Age Group
of Deming Residents Throughout the State, 2018-2022**

Age Groups	Driver First DWI Arrests ¹				
	2018	2019	2020	2021	2022
15-19	8	2	7	8	7
20-24	14	15	15	3	9
25-29	11	11	9	8	9
30-34	10	3	8	8	8
35-39	2	5	4	2	4
40-44	5	2	3	2	0
45-49	2	1	4	2	0
50-54	1	1	2	1	1
55-59	3	1	1	0	2
60-64	0	1	0	2	2
65-69	1	1	0	1	1
70 +	0	1	0	0	0
Missing Data	0	0	0	0	0
Total Drivers	57	44	53	37	43

¹Values are based upon the year of the arrest.

**Table 29: Driver Repeat DWI Arrests by Age Group
of Deming Residents Throughout the State, 2018-2022**

Age Groups	Driver Repeat DWI Arrests ¹				
	2018	2019	2020	2021	2022
15-19	1	1	1	2	1
20-24	3	3	6	4	3
25-29	7	0	7	2	3
30-34	4	6	4	7	3
35-39	4	2	6	1	4
40-44	2	6	2	7	2
45-49	3	2	1	2	1
50-54	4	1	4	0	4
55-59	2	4	2	3	1
60-64	1	0	0	0	0
65-69	1	0	0	0	0
70 +	0	1	3	0	1
Missing Data	0	0	0	0	0
Total Drivers	32	26	36	28	23

¹Values are based upon the year of the arrest.

**Table 30: Driver First DWI Convictions by Age Group
of Deming Residents Throughout the State, 2018-2022**

Age Groups	Driver First DWI Convictions ¹				
	2018	2019	2020	2021	2022
15-19	4	2	4	7	4
20-24	8	9	11	5	8
25-29	8	10	7	7	4
30-34	4	8	6	4	6
35-39	2	5	1	2	4
40-44	1	1	1	1	0
45-49	1	2	3	1	0
50-54	0	1	1	1	1
55-59	1	2	1	0	1
60-64	0	0	0	2	2
65-69	1	0	1	1	1
70 +	0	1	1	0	0
Missing Data	0	0	0	0	0
Total Drivers	30	41	37	31	31

¹Values are based upon the year of the conviction.

**Table 31: Driver Repeat DWI Convictions by Age Group
of Deming Residents Throughout the State, 2018-2022**

Age Groups	Driver Repeat DWI Convictions ¹				
	2018	2019	2020	2021	2022
15-19	1	0	0	1	0
20-24	3	0	1	4	0
25-29	4	1	3	2	2
30-34	2	5	3	3	2
35-39	3	2	3	3	1
40-44	2	2	0	4	4
45-49	1	4	0	2	1
50-54	5	1	2	1	3
55-59	2	0	2	3	2
60-64	1	0	0	0	0
65-69	1	0	0	0	0
70 +	1	0	0	0	0
Missing Data	0	0	0	0	0
Total Drivers	26	15	14	23	15

¹Values are based upon the year of the conviction.

**Table 32: Court Disposition of DWI Arrests for the State
and of Deming Residents Throughout the State, 2022**

Court Disposition of DWI Arrest ¹	Deming	Statewide	Percent of Statewide
Total DWI Arrests	66	8,381	0.8%
DWI Arrests Resulting in Convictions	48	4,102	1.2%
DWI Arrests Resulting in Dismissals ²	9	989	0.9%
DWI Arrests Awaiting Disposition	9	3,290	0.3%

¹ These are 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.

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

**Table 33: Average Number of Days from Date of DWI Arrest to Date of Court Disposition
for the State and of Deming Residents Throughout the State, 2022**

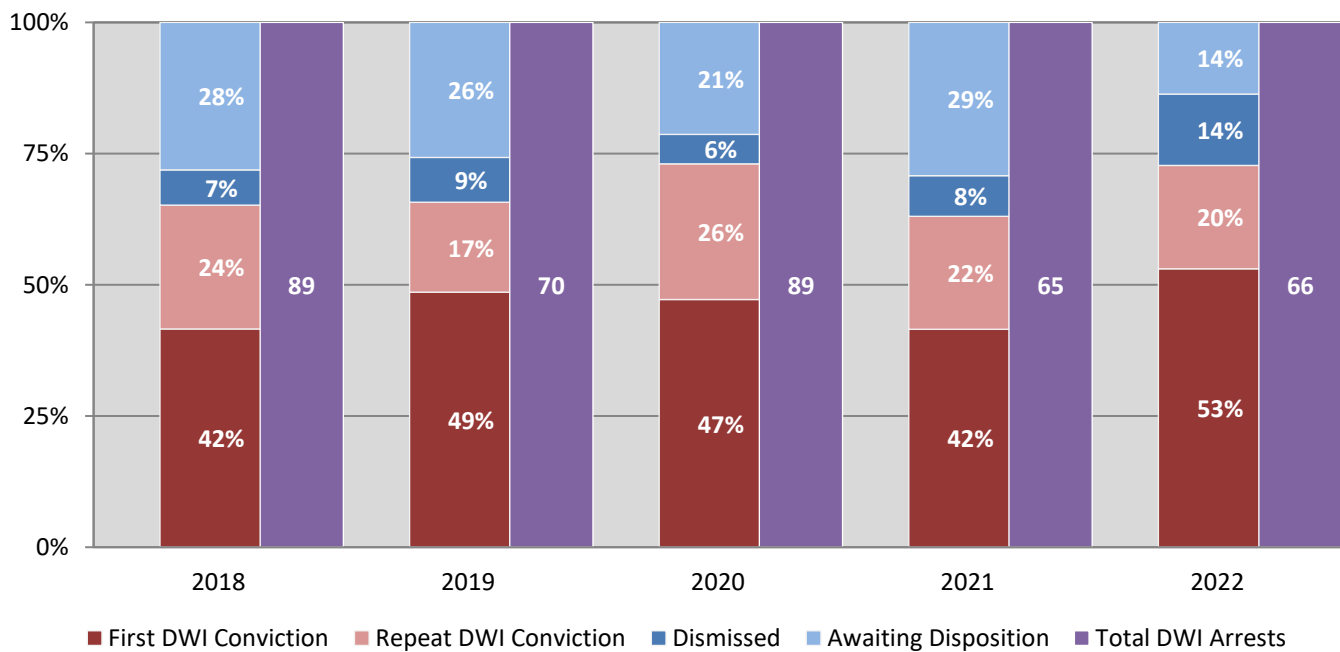
Court Disposition	Average Number of Days		Deviation from Statewide Average
	Deming	Statewide	
DWI Conviction	120	181	-61
DWI Dismissal	152	164	-12

**Table 34: Court Disposition of DWI Arrests
of Deming Residents Throughout the State, 2018-2022**

Year of DWI Arrest ¹	Court Disposition				Total DWI Arrests
	First DWI Conviction	Repeat DWI Conviction	Dismissed	Awaiting Disposition	
2018	37	21	6	25	89
2019	34	12	6	18	70
2020	42	23	5	19	89
2021	27	14	5	19	65
2022	35	13	9	9	66

¹Values are based upon the year of the arrest.

**Figure 14: Court Dispositions by Percentage of DWI Arrests
of Deming Residents Throughout the State, 2018-2022**



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