

# 2022 Community Report

## Gallup



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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Sources

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**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).

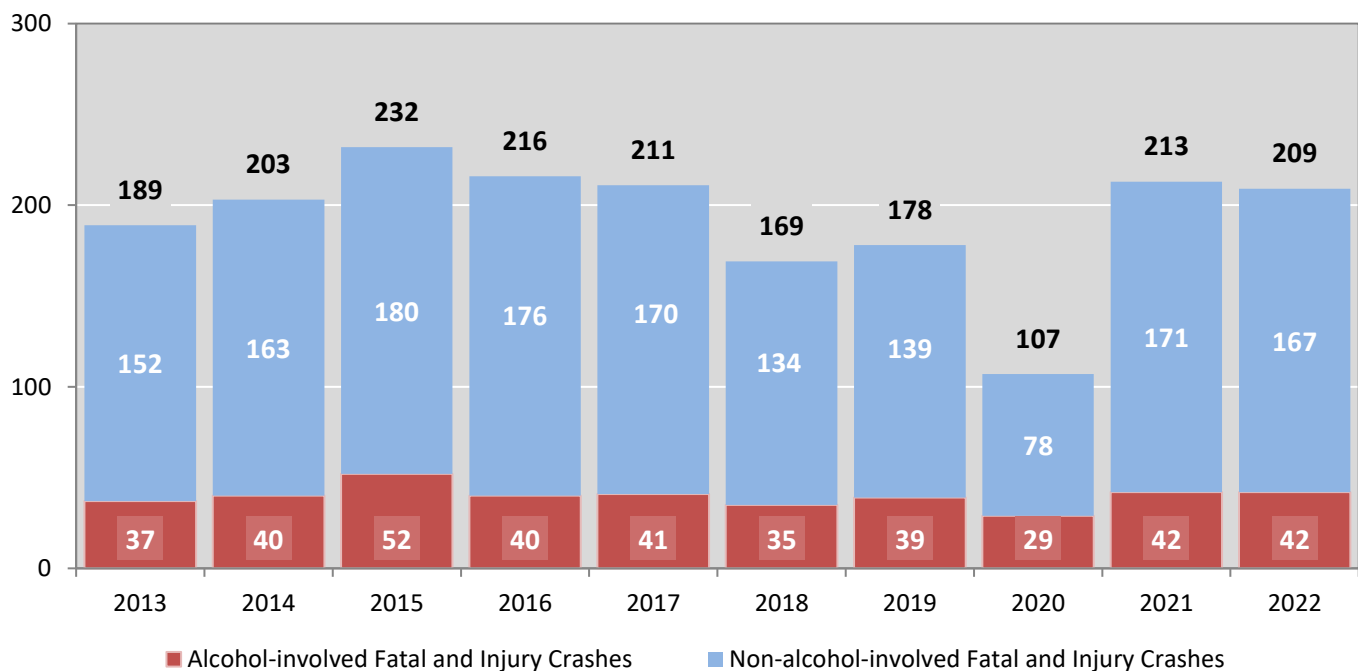
**DWI Arrest Data** – New Mexico Taxation and Revenue Department, Motor Vehicle Division, DWI File, as of the date listed in the footnote of Table 32. Repeat offenders are identified by the combination of account key, arrest date, and citation number. County data are based upon the county where the arrest 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 Gallup, 2013-2022**

Year	Total Crashes				Alcohol-involved Crashes			
	Fatal	Injury	Property Damage Only	Total	Fatal	Injury	Property Damage Only	Total
2013	7	182	606	795	4	33	51	88
2014	14	189	588	791	12	28	47	87
2015	3	229	662	894	1	51	52	104
2016	5	211	611	827	4	36	48	88
2017	11	200	611	822	7	34	50	91
2018	6	163	548	717	3	32	45	80
2019	4	174	584	762	4	35	55	94
2020	7	100	411	518	5	24	36	65
2021	3	210	529	742	2	40	47	89
2022	5	204	388	597	1	41	41	83

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



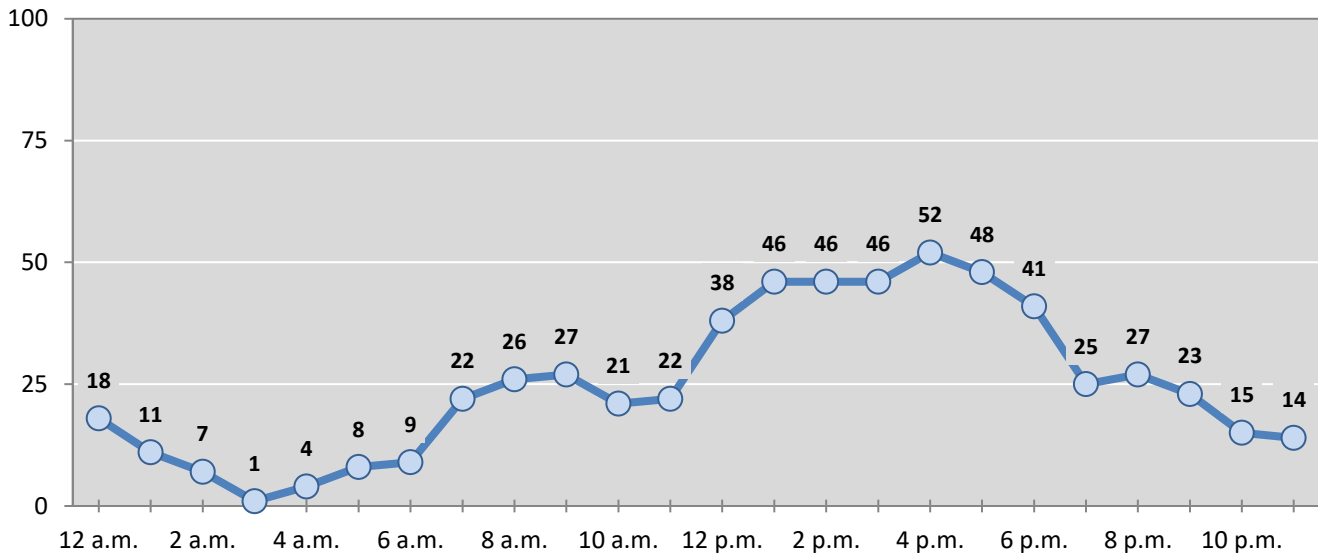
**Table 2: Crashes by Month in Gallup, 2018-2022**

Month	Crashes					5-Year Average
	2018	2019	2020	2021	2022	
January	58	62	53	58	58	<b>58</b>
February	76	72	70	48	45	<b>62</b>
March	49	52	50	65	44	<b>52</b>
April	62	48	14	66	53	<b>49</b>
May	59	63	30	62	43	<b>51</b>
June	59	48	31	65	44	<b>49</b>
July	45	53	38	54	61	<b>50</b>
August	46	67	47	54	55	<b>54</b>
September	53	67	44	76	37	<b>55</b>
October	74	62	47	79	41	<b>61</b>
November	64	85	45	52	52	<b>60</b>
December	72	83	49	63	64	<b>66</b>
<b>Total Crashes</b>	<b>717</b>	<b>762</b>	<b>518</b>	<b>742</b>	<b>597</b>	<b>667</b>

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

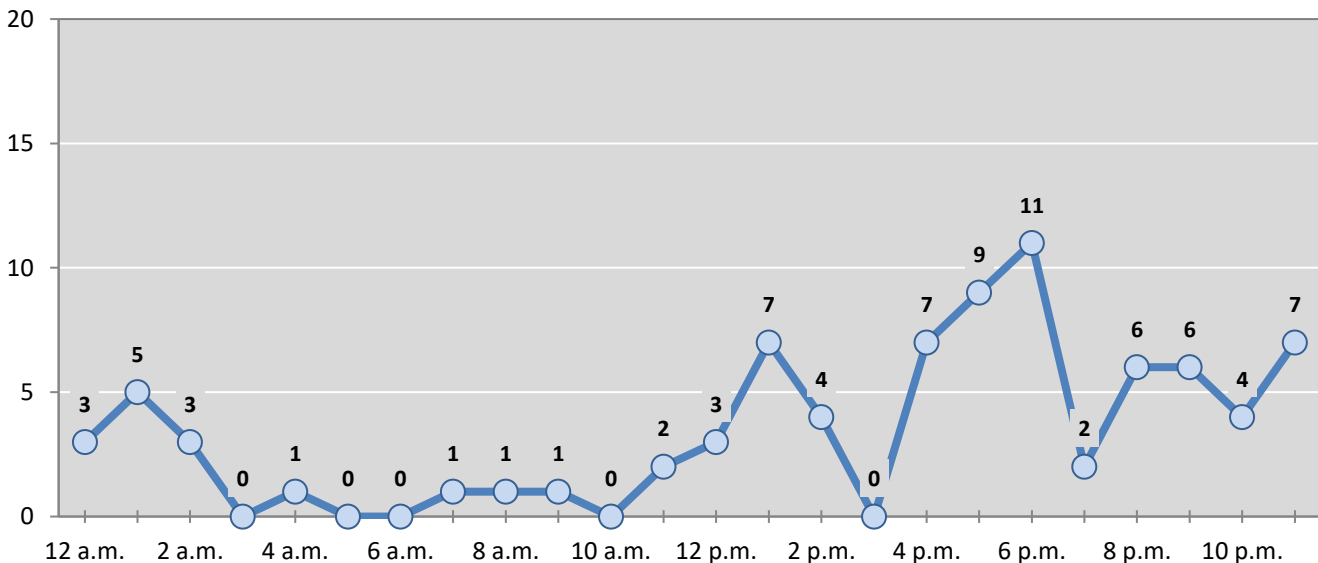
Month	Alcohol-involved Crashes					5-Year Average
	2018	2019	2020	2021	2022	
January	6	7	6	2	8	<b>6</b>
February	9	6	7	8	5	<b>7</b>
March	4	4	5	4	8	<b>5</b>
April	3	5	1	4	6	<b>4</b>
May	7	10	5	5	7	<b>7</b>
June	5	6	5	8	7	<b>6</b>
July	8	8	5	10	11	<b>8</b>
August	2	11	6	10	6	<b>7</b>
September	8	10	8	17	5	<b>10</b>
October	11	11	5	8	2	<b>7</b>
November	6	10	7	5	7	<b>7</b>
December	11	6	5	8	11	<b>8</b>
<b>Total Crashes</b>	<b>80</b>	<b>94</b>	<b>65</b>	<b>89</b>	<b>83</b>	<b>82</b>

**Figure 2: Crashes by Hour in Gallup, 2022**



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

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



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

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

Day of Week	Total Crashes					5-Year Average
	2018	2019	2020	2021	2022	
Sunday	72	69	59	68	70	68
Monday	94	103	73	111	65	89
Tuesday	113	105	74	102	87	96
Wednesday	90	119	71	117	97	99
Thursday	112	91	77	103	93	95
Friday	120	155	83	126	89	115
Saturday	116	120	81	115	96	106
<b>Total Crashes</b>	<b>717</b>	<b>762</b>	<b>518</b>	<b>742</b>	<b>597</b>	<b>667</b>

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

Day of Week	Heavy-truck Crashes					5-Year Average
	2018	2019	2020	2021	2022	
Sunday	8	9	10	9	4	8
Monday	9	6	7	3	7	6
Tuesday	6	12	5	4	3	6
Wednesday	4	7	5	14	8	8
Thursday	7	7	6	9	9	8
Friday	11	8	7	8	6	8
Saturday	8	9	14	12	12	11
<b>Total Crashes</b>	<b>53</b>	<b>58</b>	<b>54</b>	<b>59</b>	<b>49</b>	<b>55</b>

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

Day of Week	Motorcycle Crashes <sup>1</sup>					5-Year Average
	2018	2019	2020	2021	2022	
Sunday	3	3	2	0	1	2
Monday	1	1	1	0	1	1
Tuesday	0	0	0	2	1	1
Wednesday	1	1	3	1	2	2
Thursday	1	0	1	0	0	0
Friday	1	5	1	0	0	1
Saturday	1	0	1	0	1	1
<b>Total Crashes</b>	<b>8</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>7</b>

<sup>1</sup> "Motorcycles" exclude ATVs.

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

Day of Week	Alcohol-involved Crashes					5-Year Average
	2018	2019	2020	2021	2022	
Sunday	11	18	11	16	16	14
Monday	7	9	6	10	4	7
Tuesday	9	11	13	11	6	10
Wednesday	13	14	6	8	9	10
Thursday	13	10	7	16	20	13
Friday	11	14	7	15	12	12
Saturday	16	18	15	13	16	16
<b>Total Crashes</b>	<b>80</b>	<b>94</b>	<b>65</b>	<b>89</b>	<b>83</b>	<b>82</b>

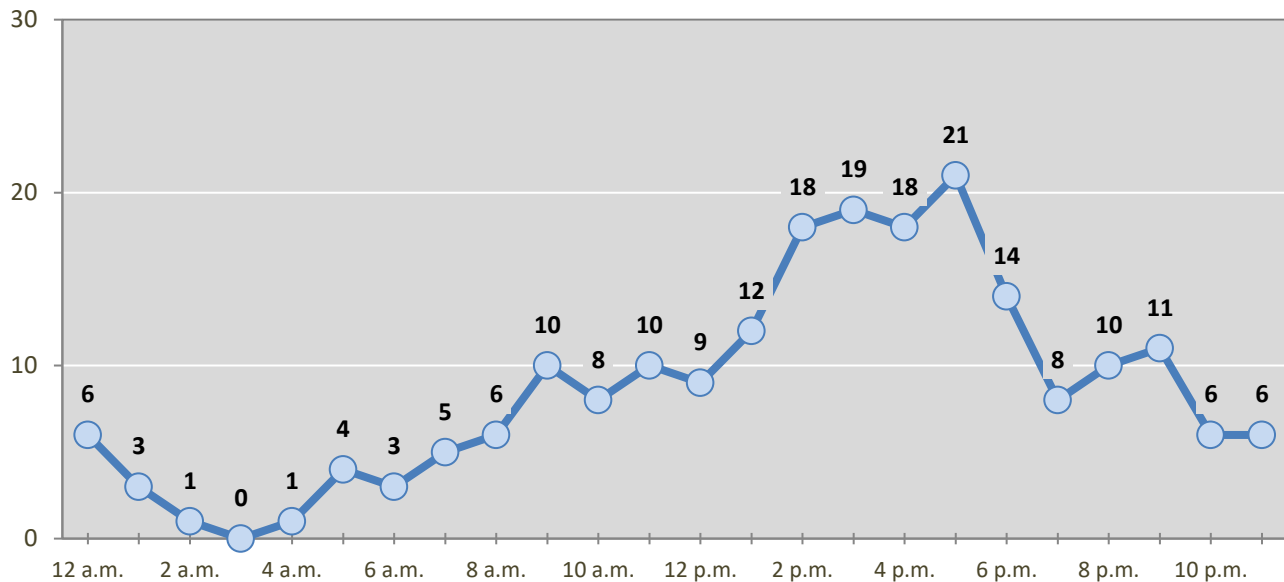
**Table 8: Fatal and Injury Crashes by Day of Week in Gallup, 2018-2022**

Day of Week	Fatal and Injury Crashes					5-Year Average
	2018	2019	2020	2021	2022	
Sunday	13	15	23	16	23	18
Monday	29	22	7	34	26	24
Tuesday	28	27	21	37	34	29
Wednesday	13	25	16	30	35	24
Thursday	24	24	12	25	32	23
Friday	32	31	14	38	29	29
Saturday	30	34	14	33	30	28
<b>Total Crashes</b>	<b>169</b>	<b>178</b>	<b>107</b>	<b>213</b>	<b>209</b>	<b>175</b>

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

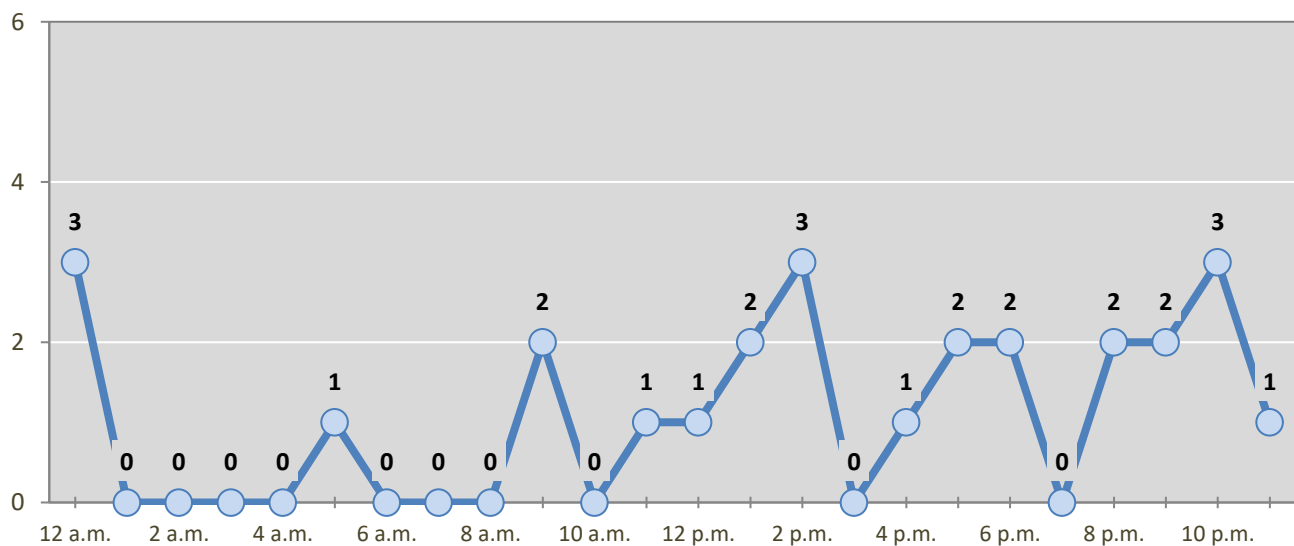
Day of Week	All Pedestrian and Pedalcycle Crashes					5-Year Average
	2018	2019	2020	2021	2022	
Sunday	1	2	1	4	3	2
Monday	3	2	0	2	2	2
Tuesday	4	3	4	1	3	3
Wednesday	1	3	1	1	3	2
Thursday	4	4	2	1	6	3
Friday	5	5	1	2	4	3
Saturday	5	4	3	3	5	4
<b>Total Crashes</b>	<b>23</b>	<b>23</b>	<b>12</b>	<b>14</b>	<b>26</b>	<b>20</b>

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



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

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



\* In 2022, Gallup 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 Gallup, 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)	
<b>People in Alcohol-involved Crashes</b>	<b>1</b>	<b>4</b>	<b>16</b>	<b>38</b>	<b>143</b>	<b>202</b>
Urban	1	4	16	30	123	174
Rural Non-Interstate	0	0	0	8	15	23
Rural Interstate	0	0	0	0	5	5
<b>People in Crashes</b>	<b>5</b>	<b>20</b>	<b>67</b>	<b>211</b>	<b>1,313</b>	<b>1,616</b>
Urban	2	15	56	175	1,164	1,412
Rural Non-Interstate	1	2	3	28	90	124
Rural Interstate	2	3	8	8	59	80
<b>Percent in Alcohol-involved Crashes</b>	<b>20%</b>	<b>20%</b>	<b>24%</b>	<b>18%</b>	<b>11%</b>	<b>13%</b>

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

Crash Severity by Rural and Urban Locations	Crashes by Year					5-Year Average
	2018	2019	2020	2021	2022	
<b>Total Rural Interstate</b>	<b>27</b>	<b>37</b>	<b>38</b>	<b>14</b>	<b>32</b>	<b>29</b>
Fatal Crash	2	0	3	0	2	1
Injury Crash	7	12	5	5	7	7
Property Damage Only Crash	18	25	30	9	23	21
<b>Total Rural Non-Interstate</b>	<b>72</b>	<b>55</b>	<b>49</b>	<b>49</b>	<b>46</b>	<b>55</b>
Fatal Crash	0	1	3	0	1	1
Injury Crash	19	19	12	22	21	19
Property Damage Only Crash	53	35	34	27	24	35
<b>Total Urban</b>	<b>618</b>	<b>670</b>	<b>431</b>	<b>679</b>	<b>519</b>	<b>583</b>
Fatal Crash	4	3	1	3	2	3
Injury Crash	137	143	83	183	176	144
Property Damage Only Crash	477	524	347	493	341	436

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

First Harmful Event <sup>1</sup>	Total Crashes by Year					5-Year Average
	2018	2019	2020	2021	2022	
Collision with Animal	9	8	9	16	15	11
Collision with Fixed Object	58	68	48	76	71	64
Collision with Motor Vehicle	574	629	407	602	438	530
Collision with Other Non-Fixed Object	12	19	9	12	12	13
Collision with Person	23	23	11	14	26	19
Pedalcycle	7	3	3	1	3	3
Pedestrian	16	20	8	12	23	16
Other Non-Motorist	0	0	0	1	0	0
Missing Subanalysis Data	0	0	0	0	0	0
Non-Collision	37	14	25	20	33	26
Overturn/Rollover	18	5	11	10	15	12
All Other Non-Collision	19	9	14	10	18	14
Other	0	0	0	1	1	1
Missing Data	4	1	9	1	1	3
<b>Total Crashes</b>	<b>717</b>	<b>762</b>	<b>518</b>	<b>742</b>	<b>597</b>	<b>667</b>

<sup>1</sup> 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 Gallup, 2018-2022**

Vehicle Type <sup>1</sup>	Vehicles in Crashes by Vehicle Type					5-Year Average
	2018	2019	2020	2021	2022	
Buses	2	1	0	3	4	2
Motorcycles/ATVs	8	11	10	3	6	8
Passenger Cars	572	637	403	593	448	531
Pedalcycles	7	3	3	1	3	3
Pedestrians, All	17	20	10	15	23	17
Pickups	341	348	244	340	266	308
Semis/Heavy Trucks	55	61	64	69	56	61
Vans/SUVs/4WDs	251	293	201	302	281	266
Other Vehicles	9	2	2	6	3	4
Missing Data	99	87	41	76	20	65
<b>Total Vehicles</b>	<b>1,361</b>	<b>1,463</b>	<b>978</b>	<b>1,408</b>	<b>1,110</b>	<b>1,264</b>

<sup>1</sup> 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 Gallup, 2022**

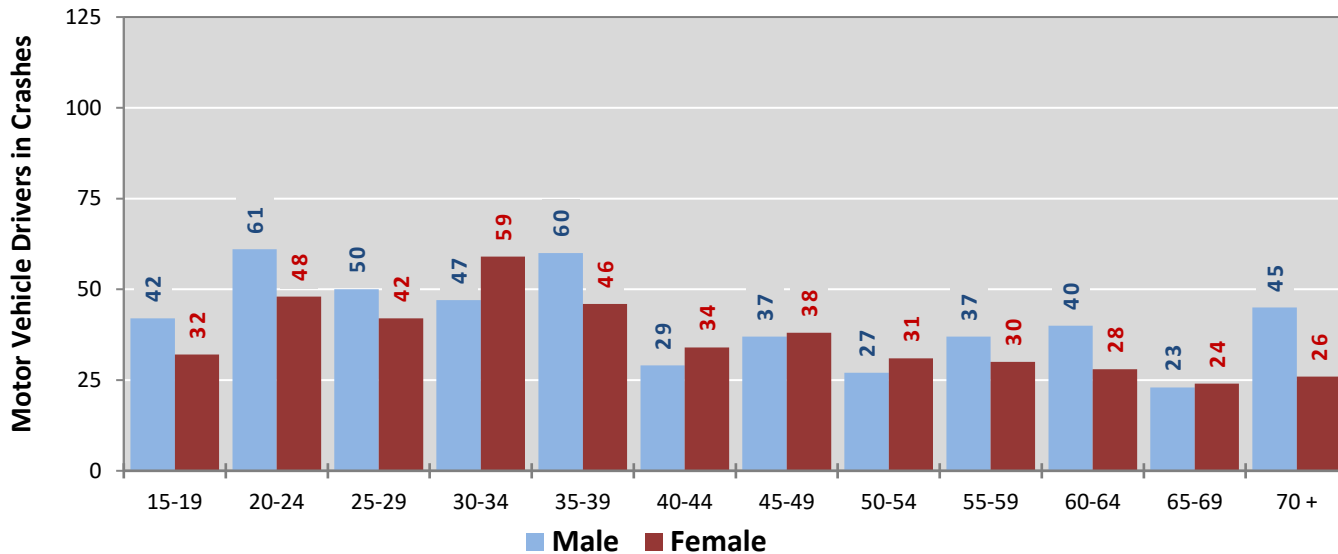
Age Groups	Motor Vehicle <sup>1</sup> Drivers by Vehicle Type and Age Group								Total Drivers
	Bus	Motor-cycle/ATV	Passenger	Pickup	Semi/Heavy Truck	Van 4WD SUV	Other Vehicle	Missing Data	
15-19	0	2	45	11	0	18	0	0	76
20-24	0	0	66	17	4	23	0	0	110
25-29	0	2	39	17	12	22	0	0	92
30-34	0	1	51	18	4	32	0	0	106
35-39	0	1	42	30	5	28	0	0	106
40-44	0	0	20	18	2	23	0	0	63
45-49	0	0	25	17	6	27	0	0	75
50-54	1	0	19	13	6	19	0	0	58
55-59	0	0	25	19	4	19	0	0	67
60-64	2	0	25	21	7	12	1	0	68
65-69	0	0	17	18	1	11	0	0	47
70 +	1	0	22	30	1	16	1	0	71
Missing Data	0	0	52	37	4	31	1	20	145
<b>Total Drivers</b>	<b>4</b>	<b>6</b>	<b>448</b>	<b>266</b>	<b>56</b>	<b>281</b>	<b>3</b>	<b>20</b>	<b>1,084</b>

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

Age Groups	Alcohol-involved Motor Vehicle <sup>1</sup> 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	2	1	0	2	0	0	5
20-24	0	0	10	3	0	4	0	0	17
25-29	0	0	6	2	0	3	0	0	11
30-34	0	0	8	3	0	5	0	0	16
35-39	0	0	2	2	0	2	0	0	6
40-44	0	0	1	6	0	1	0	0	8
45-49	0	0	1	2	0	0	0	0	3
50-54	1	0	1	0	0	0	0	0	2
55-59	0	0	1	1	0	0	0	0	2
60-64	0	0	0	1	0	1	0	0	2
65-69	0	0	1	0	0	2	0	0	3
70 +	0	0	1	0	0	0	0	0	1
Missing Data	0	0	3	1	0	0	0	0	4
<b>Total Drivers</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>22</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>

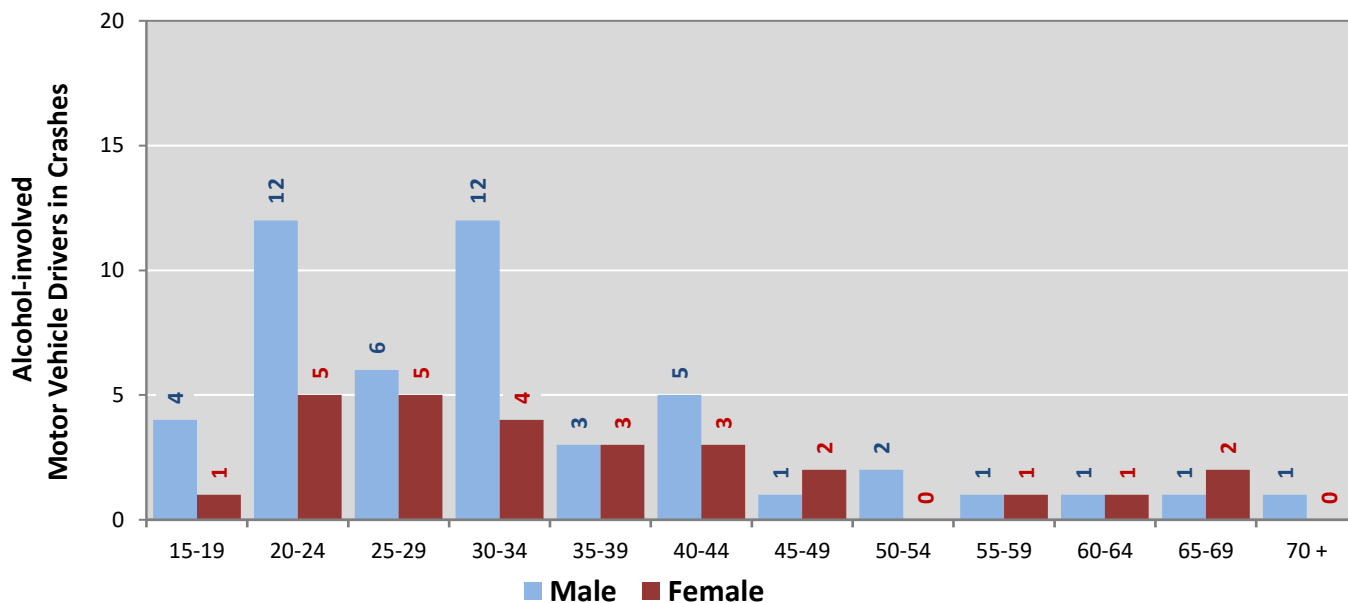
<sup>1</sup> See Page 18 for data on drivers of non-motorized vehicles in crashes (i.e. pedestrians and pedalcyclists).

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



\* In 2022, Gallup had 148 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 Gallup, 2022**



\* In 2022, Gallup had 4 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 Gallup, 2018-2022**

Age <sup>1</sup>	Year					5-Year Total
	2018	2019	2020	2021	2022	
15	0	1	0	0	0	1
16	0	0	0	1	0	1
17	0	1	0	1	2	4
18	0	1	0	2	2	5
19	1	1	3	1	1	7
20	4	0	2	1	2	9
<b>Total Drivers</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>27</b>

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

Age <sup>1</sup>	Total Drivers				Alcohol-involved Drivers			
	Sex		Total Drivers	Percent of Total	Sex		Total Drivers	Percent of Total
	Male	Female			Male	Female		
15	3	1	4	4%	0	0	0	0%
16	2	6	8	9%	0	0	0	0%
17	5	6	11	12%	1	1	2	29%
18	16	10	26	29%	2	0	2	29%
19	16	9	25	27%	1	0	1	14%
20	8	9	17	19%	2	0	2	29%
<b>Total Drivers</b>	<b>50</b>	<b>41</b>	<b>91</b>	<b>100%</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>100%</b>

<sup>1</sup> 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 Gallup, 2022**

Contributing Factors	Frequency of Contributing Factor <sup>1</sup> by Crash Severity			
	Frequency in Fatal Crashes	Frequency in Injury Crashes	Frequency in Property Damage Only Crashes	Frequency in All Crashes
<b>Human</b>	<b>8</b>	<b>347</b>	<b>615</b>	<b>970</b>
Driver Inattention	0	95	190	285
Failed to Yield Right of Way	0	46	67	113
Under the Influence Of Alcohol	1	45	42	88
Excessive Speed	0	25	35	60
Other Improper Driving	2	18	36	56
Following Too Closely	1	16	33	50
Avoid No Contact Vehicle	1	11	37	49
Speed Too Fast For Conditions	0	12	30	42
Made Improper Turn	0	9	28	37
Disregarded Traffic Signal	0	16	20	36
Improper Overtaking	0	8	18	26
Improper Lane Change	0	5	20	25
Drove Left of Center	1	11	12	24
Avoid No Contact Other	0	6	9	15
Improper Backing	0	1	14	15
Passed Stop Sign	0	4	9	13
Under the Influence Of Drugs	0	4	6	10
Pedestrian Error	2	7	0	9
Failed to Yield For Police Vehicle	0	1	3	4
High-Speed Pursuit	0	1	3	4
Cell Phone	0	2	1	3
Driverless Moving Vehicle	0	2	0	2
Vehicle Skidded Before Braking	0	1	1	2
Failed to Yield For Emer. Vehicle	0	0	1	1
Driver Distracted by Talking on Cell Phone	0	1	0	1
Driver Distracted by Other Activity	0	0	0	0
Driver Distracted by Passenger	0	0	0	0
Driver Distracted by Talking on Hands-Free Device	0	0	0	0
Driver Distracted By Texting	0	0	0	0
<b>Vehicle</b>	<b>0</b>	<b>12</b>	<b>18</b>	<b>30</b>
Other Mechanical Defect	0	7	8	15
Defective Tires	0	1	4	5
Inadequate Brakes	0	3	2	5
Defective Steering	0	1	2	3
Wheels	0	0	2	2
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
Windows/Windshield	0	0	0	0
Wipers	0	0	0	0
<b>Environment</b>	<b>0</b>	<b>5</b>	<b>18</b>	<b>23</b>
Traffic Congestion	0	0	6	6
Road Defect	0	1	3	4
Animal(s) In Roadway	0	2	1	3
Weather Conditions	0	1	2	3
Low Visibility Due to Glare	0	1	1	2
Traffic Control Missing	0	0	2	2
Debris	0	0	1	1
Obstruction in Road	0	0	1	1
Road Surface Conditions	0	0	1	1
Backup - Prior Crash	0	0	0	0
Backup - Prior Incident	0	0	0	0
Low Visibility Due to Smoke	0	0	0	0
Other Visual Obstruction(s)	0	0	0	0
<b>Other</b>	<b>6</b>	<b>195</b>	<b>363</b>	<b>564</b>
None	2	101	169	272
Other - No Driver Error	1	69	164	234
Missing Data	3	25	30	58
<b>Total</b>	<b>14</b>	<b>559</b>	<b>1,014</b>	<b>1,587</b>

<sup>1</sup> 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 Gallup, 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)	
<b>Collision with Animal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>16</b>	<b>21</b>
Deer	0	0	0	0	9	9
Cattle/Cow	0	0	0	3	1	4
Other (Bird, Cougar, Sheep, Goat)	0	0	0	0	3	3
Other Large Domestic Animal	0	0	0	2	0	2
Small Domestic Animal	0	0	0	0	2	2
Small Game Animal	0	0	0	0	1	1
Antelope	0	0	0	0	0	0
Bear	0	0	0	0	0	0
Elk	0	0	0	0	0	0
Horse	0	0	0	0	0	0
Other Large Game Animal	0	0	0	0	0	0
Missing Subanalysis Data	0	0	0	0	0	0
<b>Collision with Fixed Object</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>11</b>	<b>75</b>	<b>98</b>
Other Fixed Object	0	0	2	2	10	14
Guardrail, End or Face	0	0	3	1	8	12
Median	0	0	0	2	10	12
Utility Pole/Light Support	0	0	2	2	8	12
Fence	0	0	2	2	2	6
Embankment	0	0	0	0	5	5
Traffic Barrier, Cable	0	0	0	1	4	5
Traffic Sign Support	0	0	0	0	5	5
Bridge Pier, Support, Rail, or Overhead	0	0	1	1	2	4
Curb	0	0	0	0	4	4
Ditch	0	0	0	0	4	4
Other Post, Pole or Support	0	0	0	0	3	3
Tree (standing)	0	0	0	0	2	2
Wall or Building	0	1	0	0	0	1
Culvert	0	0	0	0	0	0
Traffic Barrier, Concrete	0	0	0	0	0	0
Other (incl. hydrant, box, cattle guard, plant)	0	1	0	0	8	9
Missing Subanalysis Data	0	0	0	0	0	0
<b>Collision with Motor Vehicle</b>	<b>2</b>	<b>10</b>	<b>39</b>	<b>173</b>	<b>1,130</b>	<b>1,354</b>
MV in Transport	2	10	36	167	1,060	1,275
Parked MV	0	0	3	3	51	57
Missing Subanalysis Data	0	0	0	3	19	22
<b>Collision with Other Non-Fixed Object</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>24</b>
Struck by falling, shifting cargo	0	0	0	2	17	19
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	0	4	4
Missing Subanalysis Data	0	0	0	0	1	1
<b>Collision with Person</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>14</b>	<b>37</b>	<b>63</b>
Pedestrian	2	5	5	11	34	57
Pedalcycle	0	0	0	3	3	6
Other Non-Motorist	0	0	0	0	0	0
Missing Subanalysis Data	0	0	0	0	0	0
<b>Non-Collision</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>6</b>	<b>31</b>	<b>54</b>
Overturn/Rollover	1	3	13	4	12	33
Jackknife	0	0	0	1	2	3
Thrown or Falling Object	0	0	0	0	3	3
Cargo/Equipment Loss or Shift	0	0	0	0	2	2
Fire/Explosion	0	0	0	0	2	2
Fell/Jumped from MV	0	0	0	0	0	0
Immersion, Full or Partial	0	0	0	0	0	0
Other Non-Collision	0	0	0	1	10	11
Missing Subanalysis Data	0	0	0	0	0	0
<b>Other</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>Missing FHE and Subanalysis Data</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>Total People</b>	<b>5</b>	<b>20</b>	<b>67</b>	<b>211</b>	<b>1,313</b>	<b>1,616</b>

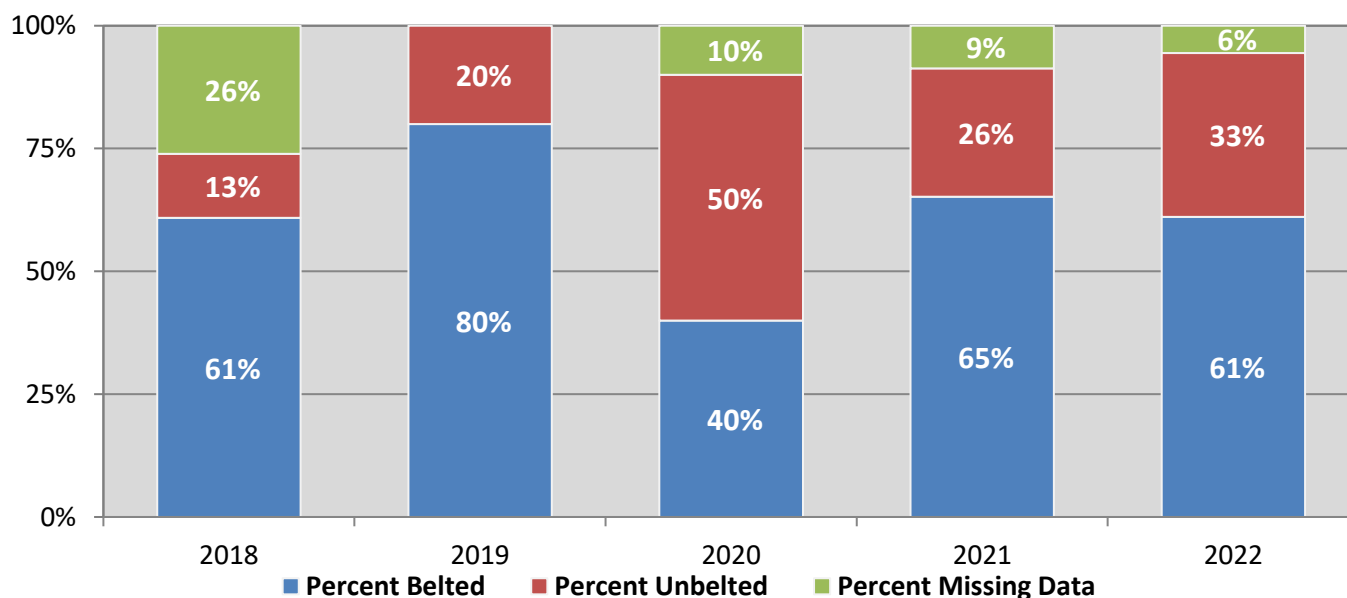
**Table 20: Killed or Injured Unbelted People in Crashes by Sex and Age Group in Gallup, 2022**

Age Groups	Unbelted People Killed or Injured <sup>1,2</sup>				Total People
	Male	Percent of Male	Female	Percent of Female	
0-4	3	16%	0	0%	3
5-9	0	0%	0	0%	0
10-14	0	0%	1	8%	1
15-19	2	11%	1	8%	3
20-24	2	11%	2	17%	4
25-29	0	0%	1	8%	1
30-34	2	11%	1	8%	3
35-39	0	0%	2	17%	2
40-44	0	0%	0	0%	0
45-49	1	5%	0	0%	1
50-54	0	0%	0	0%	0
55-59	1	5%	1	8%	2
60-64	0	0%	0	0%	0
65-69	0	0%	0	0%	0
70 +	0	0%	0	0%	0
Missing Data	8	42%	3	25%	11
<b>Total People</b>	<b>19</b>	<b>100%</b>	<b>12</b>	<b>100%</b>	<b>31</b>

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

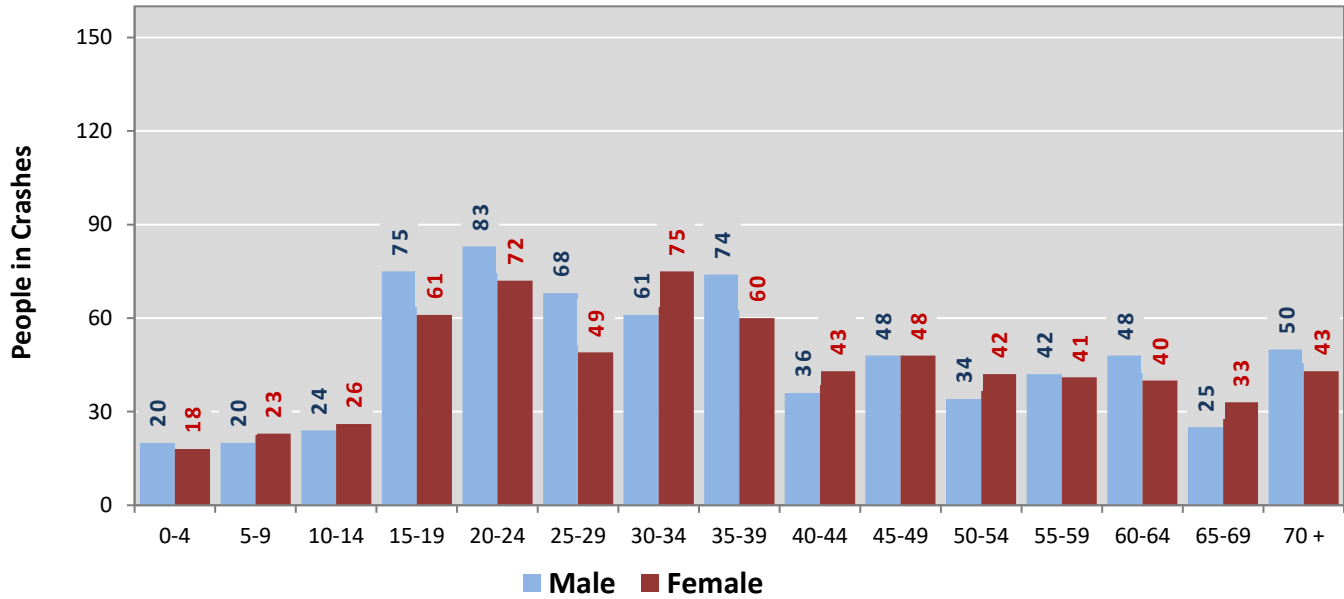
<sup>2</sup> Excludes people in or on buses, heavy trucks, motorcycles, or ATVs.

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



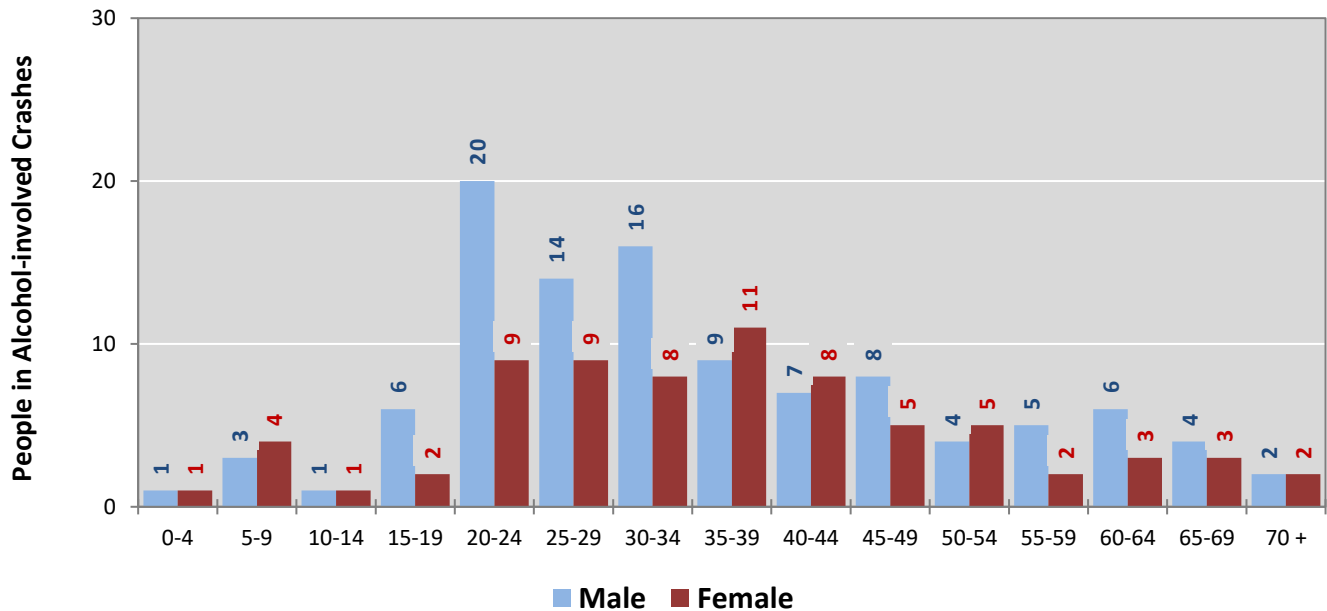


**Figure 9: People in Crashes by Age Group and Sex in Gallup, 2022**



\* In 2022, Gallup had 234 people in crashes for which age or sex data were missing.

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



\* In 2022, Gallup had 23 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 Gallup, 2018-2022**

Age Groups	All Pedestrians and All Pedalcyclists <sup>1</sup> in Crashes					5-Year Total People
	2018	2019	2020	2021	2022	
0-4	0	1	0	0	1	2
5-9	0	1	0	0	1	2
10-14	2	0	0	1	0	3
15-19	0	0	0	0	1	1
20-24	4	1	1	2	2	10
25-29	6	3	2	1	1	13
30-34	1	3	1	2	2	9
35-39	2	3	0	1	6	12
40-44	1	2	2	1	1	7
45-49	3	1	0	1	2	7
50-54	1	3	1	1	3	9
55-59	1	1	4	3	0	9
60-64	0	1	0	0	3	4
65-69	0	1	0	0	1	2
70 +	1	0	1	1	2	5
Missing Data	2	2	1	2	0	7
<b>Total People</b>	<b>24</b>	<b>23</b>	<b>13</b>	<b>16</b>	<b>26</b>	<b>102</b>

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

Alcohol Involvement	All Pedestrians and Pedalcycle Operators <sup>1</sup> 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)	
<b>Pedalcycle Operators</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>
Involved	0	0	0	0	0	0
Not Involved	0	0	0	3	0	3
<b>All Pedestrians</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>23</b>
Involved	1	1	2	4	0	8
Not Involved	1	4	3	7	0	15
<b>Total People</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>26</b>

<sup>1</sup> "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 Gallup, 2022**

Severity of Injuries	Injury Class	Occupants of Passenger Vehicles <sup>1</sup>			
		Belted	Unbelted	Missing Data	Total
Fatalities	K	2	1	0	3
Suspected Serious Injuries	A	9	5	1	15
Suspected Minor Injuries	B	41	11	4	56
Possible Injuries	C	173	15	4	192
No Apparent Injuries	O	1,021	33	169	1,223
<b>Total Occupants of Passenger Vehicles</b>		<b>1,246</b>	<b>65</b>	<b>178</b>	<b>1,489</b>

<sup>1</sup> Occupants of passenger cars, SUVs, 4WDs, vans, and pickup trucks only.

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

Severity of Injuries	Injury Class	Motorcyclists in Crashes <sup>1</sup>			
		Helmeted	Unhelmeted	Missing Data	Total
Fatalities	K	0	0	0	0
Suspected Serious Injuries	A	0	0	0	0
Suspected Minor Injuries	B	1	0	3	4
Possible Injuries	C	1	1	0	2
No Apparent Injuries	O	0	0	0	0
<b>Total Motorcyclists</b>		<b>2</b>	<b>1</b>	<b>3</b>	<b>6</b>

<sup>1</sup> Excludes people on ATVs.

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

Year	Occupant Fatalities of Passenger Vehicles <sup>1</sup>				Total Occupants of Passenger Vehicles <sup>1</sup>				Percent Killed	
	Belted	Unbelted	Missing Data	Total Fatalities	Belted	Unbelted	Missing Data	Total Occupants	Belted	Unbelted
2018	2	1	0	3	1,381	31	280	1,692	0.14%	3.2%
2019	1	1	0	2	1,704	42	221	1,967	0.06%	2.4%
2020	1	4	0	5	1,014	20	195	1,229	0.10%	20.0%
2021	0	3	0	3	1,625	76	217	1,918	0.00%	3.9%
2022	2	1	0	3	1,246	65	178	1,489	0.16%	1.5%
<b>Average</b>	<b>1.2</b>	<b>2.0</b>	<b>0.0</b>	<b>3.2</b>	<b>1,394.0</b>	<b>46.8</b>	<b>218.2</b>	<b>1,659.0</b>	<b>0.09%</b>	<b>4.3%</b>

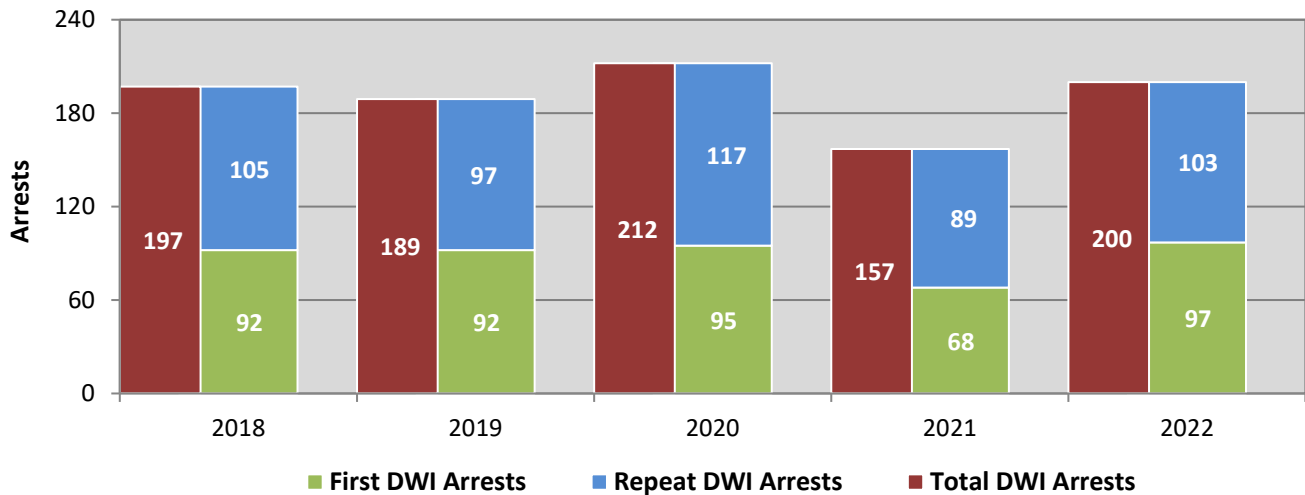
<sup>1</sup> Occupants of passenger cars, SUVs, 4WDs, vans, and pickup trucks only.

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

Year	Motorcyclist Fatalities <sup>1</sup>				Total Motorcyclists <sup>1</sup>				Percent Killed	
	Helmeted	Unhelmeted	Missing Data	Total Fatalities	Helmeted	Unhelmeted	Missing Data	Total Occupants	Helmeted	Unhelmeted
2018	0	0	0	0	3	0	5	8	0.0%	0.0%
2019	0	0	0	0	2	1	9	12	0.0%	0.0%
2020	0	0	0	0	1	0	8	9	0.0%	0.0%
2021	0	0	0	0	2	0	1	3	0.0%	0.0%
2022	0	0	0	0	2	1	3	6	0.0%	0.0%
<b>Average</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.4</b>	<b>5.2</b>	<b>7.6</b>	<b>0.0%</b>	<b>0.0%</b>

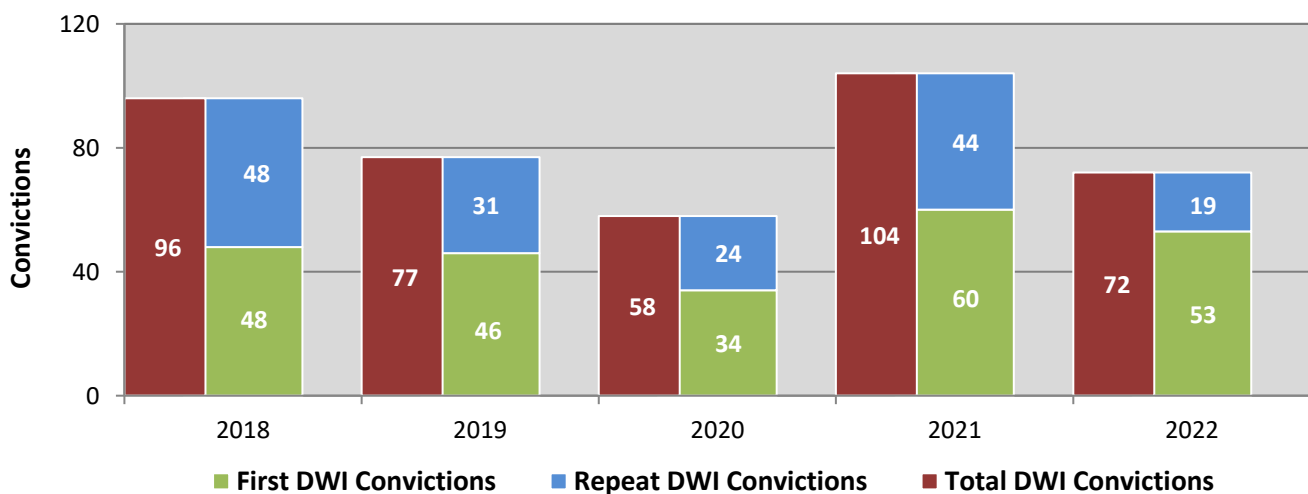
<sup>1</sup> Excludes people on ATVs.

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



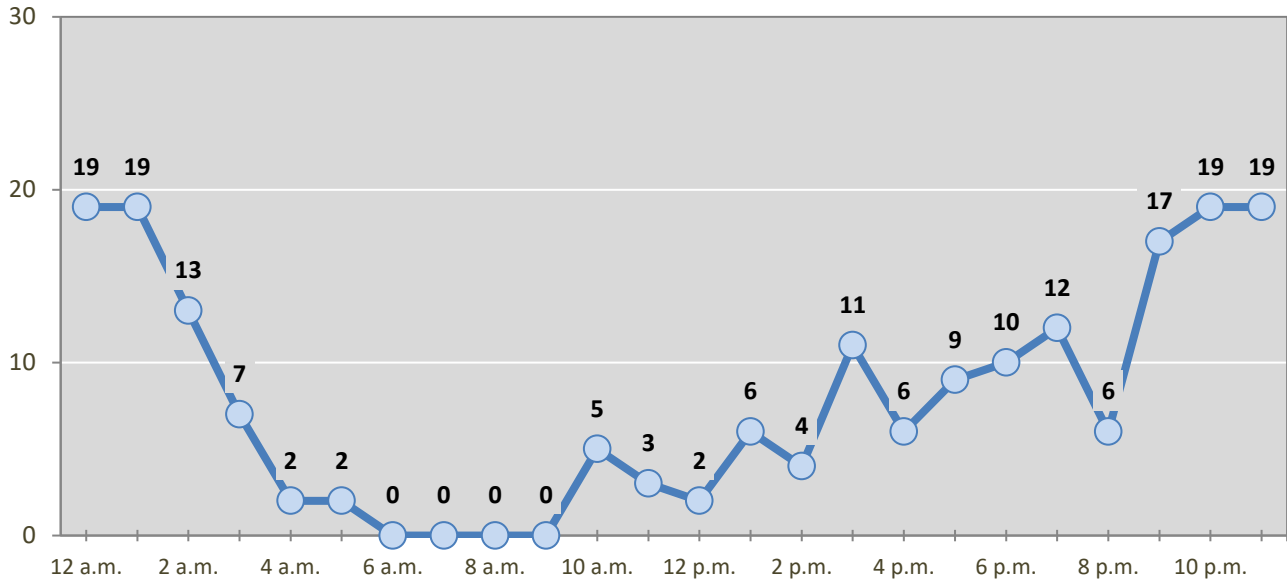
\*Values are based upon the year of the arrest.

**Figure 12: DWI Convictions of Gallup 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 Gallup Residents Throughout the State, 2022**



\* In 2022, Gallup had 9 arrests for which hour data were missing.

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

Day of Week	Year					5-Year Average
	2018	2019	2020	2021	2022	
Sunday	34	34	34	22	39	<b>33</b>
Monday	16	13	34	15	16	<b>19</b>
Tuesday	23	21	21	23	21	<b>22</b>
Wednesday	19	23	19	23	18	<b>20</b>
Thursday	21	22	32	20	31	<b>25</b>
Friday	31	31	35	30	31	<b>32</b>
Saturday	53	45	37	24	44	<b>41</b>
<b>Total Arrests</b>	<b>197</b>	<b>189</b>	<b>212</b>	<b>157</b>	<b>200</b>	<b>191</b>

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

Age Groups	Driver First DWI Arrests <sup>1</sup>				
	2018	2019	2020	2021	2022
15-19	6	2	11	4	9
20-24	21	19	30	15	28
25-29	26	22	23	19	17
30-34	16	20	11	11	20
35-39	10	8	9	7	10
40-44	9	8	6	3	3
45-49	0	5	2	2	5
50-54	2	2	0	2	3
55-59	1	2	0	5	1
60-64	1	1	3	0	0
65-69	0	2	0	0	0
70 +	0	1	0	0	0
Missing Data	0	0	0	0	1
<b>Total Drivers</b>	<b>92</b>	<b>92</b>	<b>95</b>	<b>68</b>	<b>97</b>

<sup>1</sup>Values are based upon the year of the arrest.

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

Age Groups	Driver Repeat DWI Arrests <sup>1</sup>				
	2018	2019	2020	2021	2022
15-19	2	1	1	0	3
20-24	4	4	6	7	9
25-29	16	19	20	13	15
30-34	30	21	27	24	18
35-39	15	17	17	13	20
40-44	11	9	18	12	17
45-49	10	6	8	8	12
50-54	6	12	8	2	1
55-59	7	7	9	6	4
60-64	3	0	2	2	4
65-69	1	0	1	1	0
70 +	0	1	0	1	0
Missing Data	0	0	0	0	0
<b>Total Drivers</b>	<b>105</b>	<b>97</b>	<b>117</b>	<b>89</b>	<b>103</b>

<sup>1</sup>Values are based upon the year of the arrest.

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

Age Groups	Driver First DWI Convictions <sup>1</sup>				
	2018	2019	2020	2021	2022
15-19	2	1	2	2	3
20-24	11	9	5	11	19
25-29	15	12	10	22	6
30-34	4	14	3	12	9
35-39	7	3	7	2	9
40-44	4	3	2	6	2
45-49	0	1	2	2	2
50-54	2	1	2	1	0
55-59	2	1	0	2	3
60-64	0	1	1	0	0
65-69	1	0	0	0	0
70 +	0	0	0	0	0
Missing Data	0	0	0	0	0
<b>Total Drivers</b>	<b>48</b>	<b>46</b>	<b>34</b>	<b>60</b>	<b>53</b>

<sup>1</sup> Values are based upon the year of the conviction.

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

Age Groups	Driver Repeat DWI Convictions <sup>1</sup>				
	2018	2019	2020	2021	2022
15-19	0	2	0	0	0
20-24	2	1	0	0	1
25-29	7	3	4	10	2
30-34	11	6	9	6	4
35-39	5	7	3	5	3
40-44	8	3	2	8	5
45-49	9	3	2	5	2
50-54	2	4	1	6	0
55-59	3	2	2	3	2
60-64	1	0	1	0	0
65-69	0	0	0	1	0
70 +	0	0	0	0	0
Missing Data	0	0	0	0	0
<b>Total Drivers</b>	<b>48</b>	<b>31</b>	<b>24</b>	<b>44</b>	<b>19</b>

<sup>1</sup> Values are based upon the year of the conviction.



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

Court Disposition of DWI Arrest <sup>1</sup>	Gallup	Statewide	Percent of Statewide
Total DWI Arrests	200	8,381	<b>2.4%</b>
DWI Arrests Resulting in Convictions	84	4,102	<b>2.0%</b>
DWI Arrests Resulting in Dismissals <sup>2</sup>	21	989	<b>2.1%</b>
DWI Arrests Awaiting Disposition	95	3,290	<b>2.9%</b>

<sup>1</sup> 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.

<sup>2</sup> 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 Gallup Residents Throughout the State, 2022**

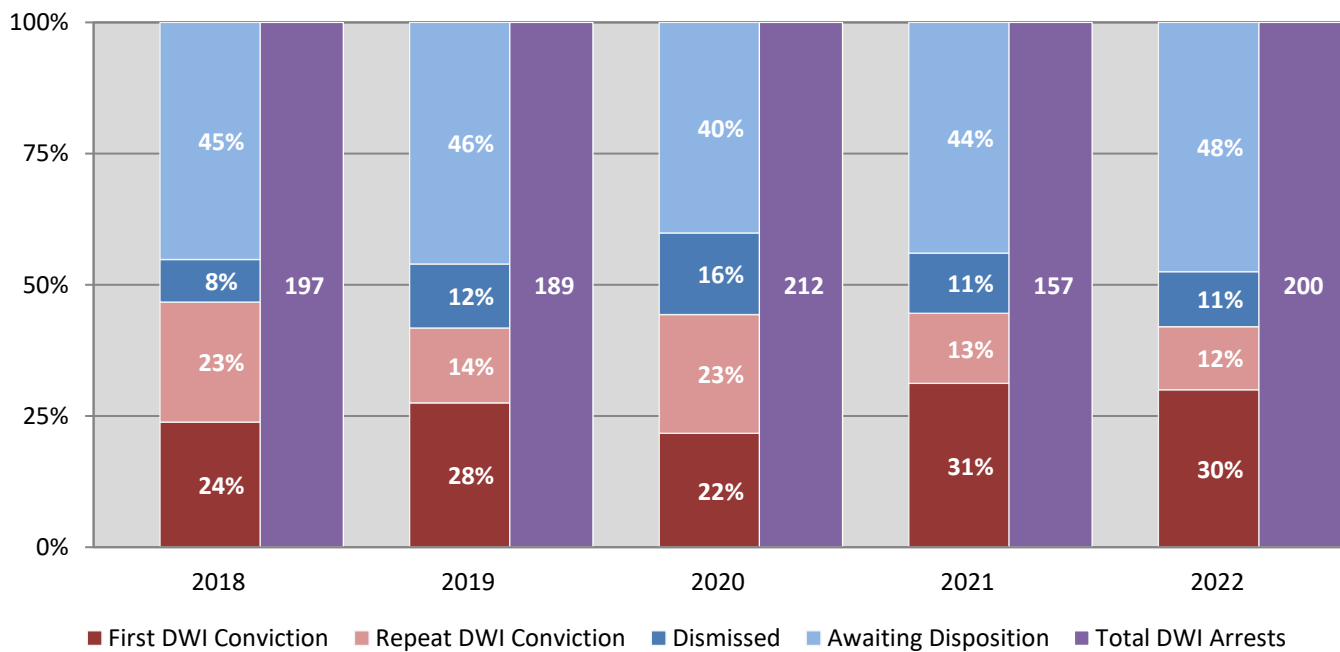
Court Disposition	Average Number of Days		Deviation from Statewide Average
	Gallup	Statewide	
DWI Conviction	197	181	<b>16</b>
DWI Dismissal	181	164	<b>17</b>

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

Year of DWI Arrest <sup>1</sup>	Court Disposition				Total DWI Arrests
	First DWI Conviction	Repeat DWI Conviction	Dismissed	Awaiting Disposition	
2018	47	45	16	89	197
2019	52	27	23	87	189
2020	46	48	33	85	212
2021	49	21	18	69	157
2022	60	24	21	95	200

<sup>1</sup>Values are based upon the year of the arrest.

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



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