New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico DWI Report

2020

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

New Mexico Department of Transportation
Traffic Safety Division
Traffic Records Bureau

P.O. Box 1149
Santa Fe, New Mexico 87504-1149
(505) 827-0427
dot.state.nm.us

Published April 18, 2022
Available online at
http://tru.unm.edu/

GEOSPATIAL & POPULATION STUDIES

Produced for the New Mexico Department of Transportation,
Traffic Safety Division, Traffic Records Bureau, under Contract 6093
Produced 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 (UNM-GPS), Traffic Research Unit, on behalf of the New Mexico Department of Transportation (NMDOT). Data in this report may differ from that in other data sources, such as the Federal Fatality Analysis Reporting System (FARS), due to the timing of publications and rules for how data are compiled and maintained in Federal versus State databases. If you have questions regarding this report, please contact the Traffic Safety Division at (505) 827-0427.

Acknowledgements

The New Mexico Department of Transportation, Traffic Safety Division (NMDOT), would like to thank New Mexico's law enforcement agencies, state, and local traffic safety officials, NMDOT Traffic Records Program staff, NMDOT contractors, and other partner organizations for their support of NMDOT programs and initiatives. Their work is central to our success in reducing fatalities and injuries on New Mexico's public roadways.

Special thanks go to New Mexico's law enforcement officers for their work in documenting traffic-related crash data using the NM state Uniform Crash Report (UCR) form, which provides most of the data used in this report. These data are used for federal reporting and to obtain federal grants and funding from the National Highway Transportation Safety Administration (NHTSA) and the Federal Highway Administration (FHWA). Data in this report are also used by traffic safety officials to identify and monitor traffic safety issues and by New Mexico's legislators to decide on funding for traffic-safety programs.

This report was produced for NMDOT under contract 6093 by the University of New Mexico Geospatial and Population Studies (UNM-GPS), Traffic Research Unit (TRU), with Robert Rhatigan, director. The editor was Jessica Bloom, with support from Mary Spey, Scott Daniel Hughes, and maps provided by David Jacobs. UNM-GPS would like to thank Franklin Garcia, executive manager of the NMDOT Modal Divisions; and all of the NMDOT Traffic Records staff, including Roberta Vasquez, traffic records supervisor, with special thanks to Sophia Roybal-Cruz.

Photography credits:
- Cover photo by Judd Bradley Photography: https://creativecommons.org/licenses/by-nc/2.0/
- Page v by Dennis Adams. License: https://creativecommons.org/licenses/by-nc/2.0/.
- Page viii courtesy of the DWI Memorial of Perpetual Tears.
- Page x by Julie Manzerova. License: https://creativecommons.org/licenses/by-nc-sa/2.0/.

Table of Contents

Table of Contents

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

List of Tables

List of Tables

List of Tables

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

List of Figures

List of Maps

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 driver.

Alcohol-involved Driver – A person in control of a motor vehicle, a pedalcycle operator, 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. 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 handle bars for steering (no steering wheel). But it also includes side-by-side OHVs (off-highway vehicles) with automobile type seats and a steering wheel. In publications prior to the 2020 DWI Report, statistics on people in ATV crashes were reported in the category of "motorcyclist".

BAC – Blood alcohol concentration is expressed in 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 and is entirely contained within a location that is not owned by the public is excluded (i.e. private property).

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

Definitions

DWI – Driving while intoxicated.

DWI Arrest (Citation) – An arrest for either DWI or aggravated DWI. New Mexico's legal limit for presumption of driving while intoxicated (DWI) is 0.08 BAC for non-commercial drivers 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 (FHE) – The event of the crash that produced the first injury or damage. It is used in conjunction with a subfield (FHEanalysis) to provide addition detail on the nature of the first harmful event. Starting in 2020, first harmful event replaced crash classification, and FHEanalysis replaced Analysis. FHE and its' subanalysis data are derived from the crash classification and analysis fields for crashes that occurred prior to 2020 and for any agencies not using the E July 2018 Uniform Crash Report.

First harmful event may not reflect other important events. For example, a crash in which a vehicle overturned and then hit a pedestrian should be classified as "Non-Collision" and not "Collision with Person." As a result, first harmful event totals do not always match corresponding totals in other sections of this report.

Statistics for the first harmful event category "Other" and FHE analysis subcategories "Other Large Domestic Animal", "Curb" and "Other Non-Motorist" are not available prior to 2020. The addition of options in 2020 decreases the use of previously available options.

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 10.7 software. Crashes that have incomplete, missing or invalid locational data are not geocoded.

Definitions

Injuries – The number of people injured in a crash, in contrast to the number of crashes in which people were injured. This includes suspected serious injuries (Class A), suspected minor injuries (Class B) and possible injuries (Class C). Counts consist of people injured but not killed.

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

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.

Motorcyclist – A person who is in or upon a motorcycle or moped. There can be multiple motorcyclists in a single motorcycle-involved crash. Traditionally, the term "motorcyclist" included people on ATVs. However, starting with the 2020 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.

Non-Motorized Vehicle – A pedalcycle operator or pedestrian who is 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 mechanism of transport that is 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 who was in control until control was lost.

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.

Definitions

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).

Possible Injury – An injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Possible injuries are those which are reported by the person or are indicated by his or her behavior, but no wounds or injuries are readily evident (a.k.a. Class C injury, "Complaint of Injury", or "Non-visible Injury"). Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea.

Property Damage Only Crash (PDO) – A reported crash on a public road that did not involve injuries or fatalities but resulted in more than $500 in property damage only (a.k.a. a Class O crash).

Rate – A rate is calculated by dividing a total count (such as total crashes, drivers, or fatalities) by a denominator such as VMT, number of licensed drivers, or population. See page 76 for more detail.

Ratio of Males to Females – The number of males for every one female. The ratio of males to females is calculated by dividing the number of males by the number of females. For example, five males and two females have a ratio of 2.5 males for every one female.

Rural – Places not classified as urban are classified as rural.

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 definition above was adopted in 2014 by the Federal Highway Administration for suspected serious injuries (Class A injuries). Before this revision, a Class A injury was defined as "an injury, other than a fatal injury, in which the person was carried from the scene of the crash or in which the injured person was unable to walk, drive or perform normal activities he or she was capable of performing before the injury occurred, as observed by the officer at the scene of the crash. Also known as an incapacitating injury."

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.

Urban – Areas defined by the 2010 U.S. Census Urbanized Areas (NMDOT-adjusted) and U.S. Census Urban Clusters. This definition, which is based on population density, allows densely settled areas outside of incorporated places to be classified as "urban," and sparsely settled areas within incorporated boundaries to be classified as "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, "urban" was defined as a town or city with 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 counted as non-motorized vehicles when in a crash with a motorized vehicle.

This page intentionally left blank.

New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

2020 Alcohol-involved Crash Summary

2020 HIGHLIGHTS

DWI Enforcement

- DWI arrests decreased sharply in 2020 compared to previous years. (Table 74, Figure 26)
- The number of drivers refusing BAC testing rose eight years in a row, to 30 percent of DWI arrests in 2020. (Figure 31)

Crashes

- Total crashes declined abruptly in 2020. However alcohol-involved crashes only experienced a slight decrease. As a result, alcohol-involved crashes as a percentage of total crashes rose to 5.5 percent, the highest percentage in at least a decade. (Table 2)
- The percentage of *fatal* crashes involving alcohol fell from 40 percent to 37 percent, the lowest percentage in a least a decade. (Table 3)
- Due to the decrease in the volume of vehicles on roadways in 2020, the rates of total and fatal alcohol-involved crashes based on vehicle miles travelled increased. Rates based on population decreased due to both an increase in U.S Census population and a decrease in alcohol-involved crashes. (Table 83 - Table 85, Figure 32, Figure 33)

People and Fatalities

- The number of fatalities in alcohol-involved crashes decreased from 175 to 145. (Table 5)
- The number of people in alcohol-involved crashes fell in all age groups, to 4,207, the lowest number in at least five years. (Table 32)

Age

- The rate of alcohol-involved teen drivers in crashes has increased three years in a row, to 26.5 per 10,000 licensed teen drivers, the highest rate in at least a decade. The higher rate resulted from a decrease in the number of licensed teen drivers in New Mexico combined with an increase in the number of these drivers in crashes. (Table 37, Figure 12)
- Young adult drivers (ages 20 to 24) had both the highest portion, at 22 percent, and the highest rate of alcohol-involved drivers in crashes. (Figure 22, Table 65)

Non-Motorists

- Alcohol was a contributing factor in 18 percent of all pedestrian crashes. (Table 52)
- Alcohol was a contributing factor in 37 percent of all pedestrian fatalities in crashes, the lowest percentage in at least five years. (Table 55)

2020 Alcohol-involved Crash Summary

Summary of Alcohol-involved Crashes, 2020

Table 1: Alcohol-involved Crashes, 2020

Alcohol Involvement	Crashes	Percent
Alcohol-involved	2,020	5.5%
Not Alcohol-involved	34,535	94.5%
Total Crashes	36,555	100.0%

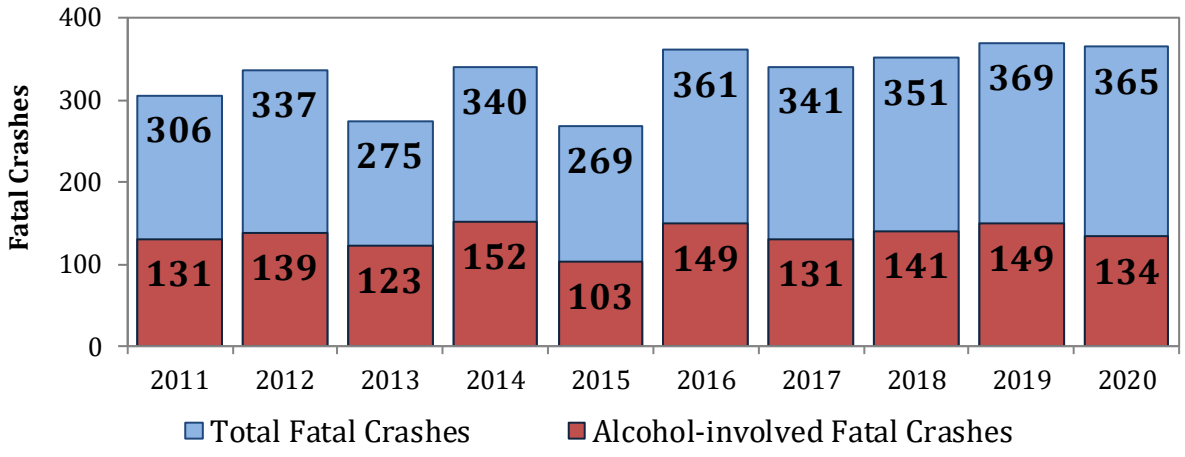
Table 2: Alcohol-involved Crashes, 2011 - 2020

Year	Alcohol-involved Crashes	Total Crashes	Percent of Total Crashes
2011	2,320	43,226	5.4%
2012	2,176	41,083	5.3%
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%

Table 3: Alcohol-involved Fatal Crashes, 2011 - 2020

Year	Alcohol-involved Fatal Crashes	Total Fatal Crashes	Percent of Total Fatal Crashes
2011	131	306	42.8%
2012	139	337	41.2%
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%

Figure 1: Total Fatal Crashes and Alcohol-involved Fatal Crashes, 2011 - 2020



2020 Alcohol-involved Crash Summary

- The number of alcohol-involved crashes declined to 2,020. But alcohol-involved crashes as a percentage of total crashes rose to 5.5 percent, the highest percentage of total crashes in at least a decade. (Table 2)
- 36.7 percent of all fatal crashes involved alcohol, the lowest percentage in at least a decade. (Table 3)

Figure 2: Alcohol-involved Total and Fatal Crashes, 2011 - 2020

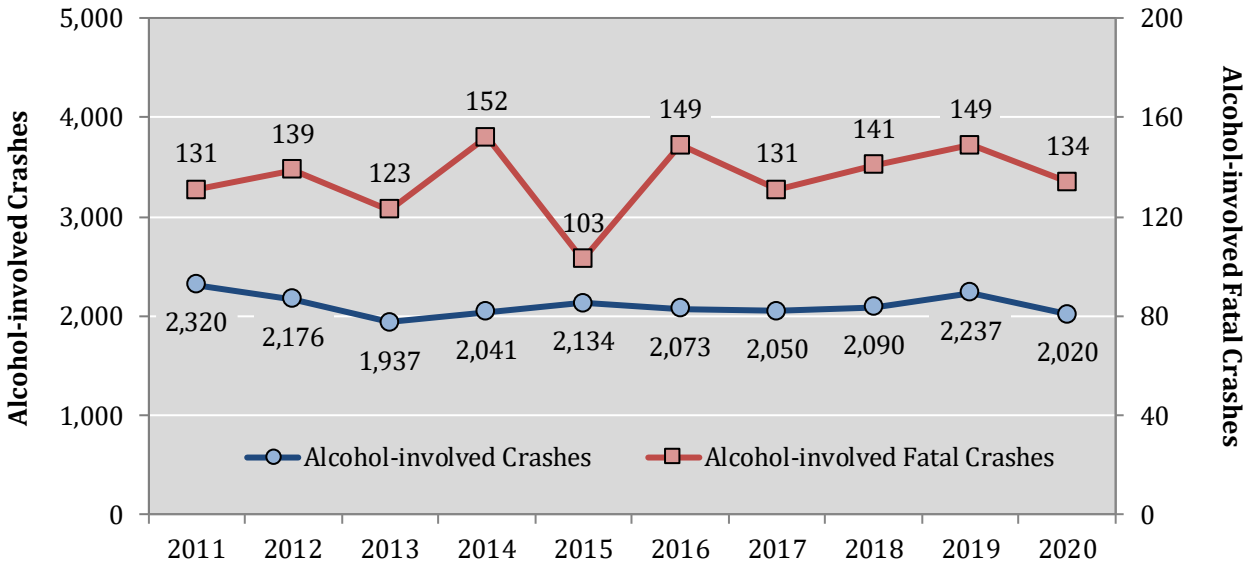


Table 4: Alcohol-involved Crashes by Crash Severity, 2011 - 2020

Year	Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Total Crashes
2011	131	1,000	1,189	2,320
2012	139	874	1,163	2,176
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

2020 Alcohol-involved Crash Summary

Summary of Alcohol-involved Fatalities and Injuries, 2020

- The total number of people in alcohol-involved crashes decreased to its lowest level in at least a decade. The number of fatalities in alcohol-involved crashes decreased from 175 to 145, but their percentage out of all people in alcohol-involved crashes remained generally the same, at 3.45 percent. (Table 5, Figure 3)

Table 5: People in Alcohol-involved Crashes by Severity of Injury, 2011 - 2020

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
2011	152	2.97%	1,551	30.3%	3,414	66.7%	5,117	100%
2012	153	3.12%	1,393	28.4%	3,352	68.4%	4,898	100%
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%

Figure 3: People in Alcohol-involved Crashes by Severity of Injury, 2011 - 2020

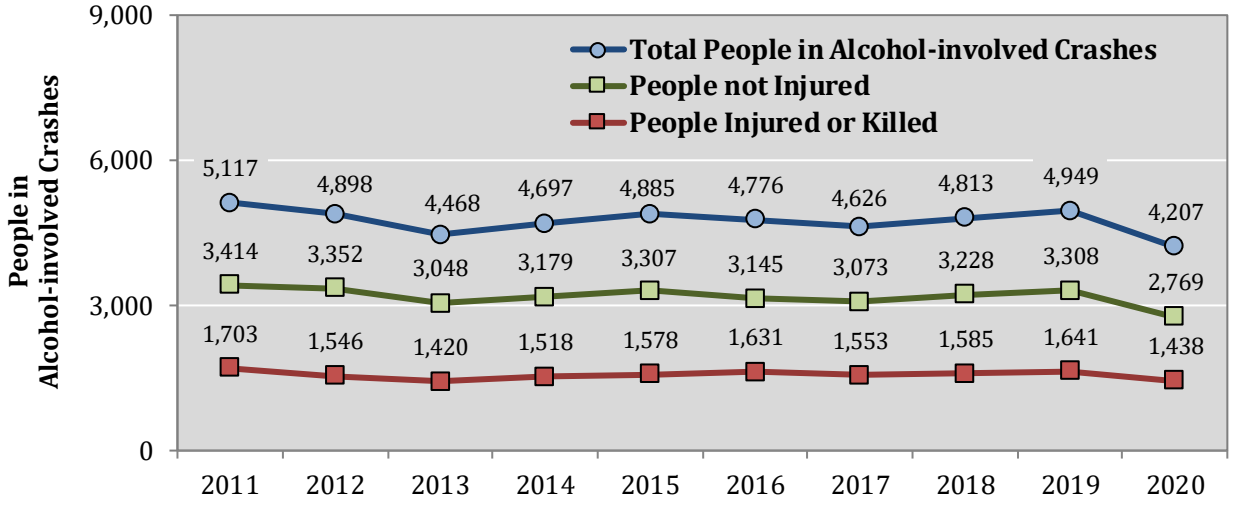
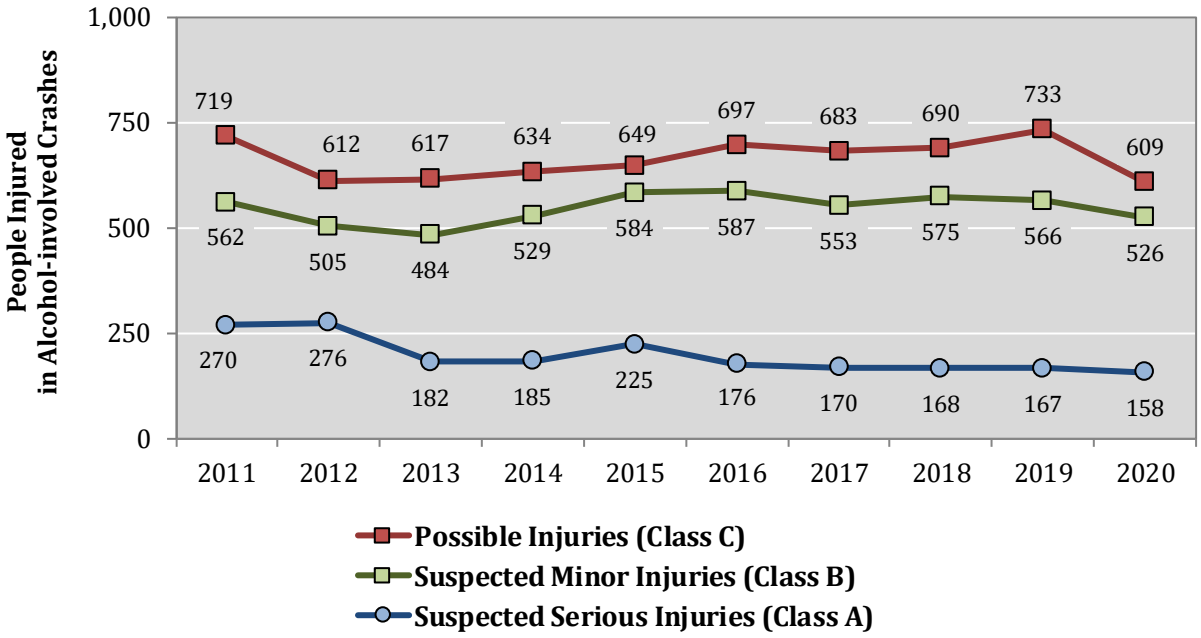


Table 6: People Injured in Alcohol-involved Crashes by Type of Injury, 2011 - 2020

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
2011	270	17.4%	562	36.2%	719	46.4%	1,551	100%
2012	276	19.8%	505	36.3%	612	43.9%	1,393	100%
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%

- Although the number of people with suspected serious injuries, suspected minor injures, and possible injuries all decreased in 2020, their relative percentages, out of all injuries, remained generally the same. (Table 6, Figure 4)

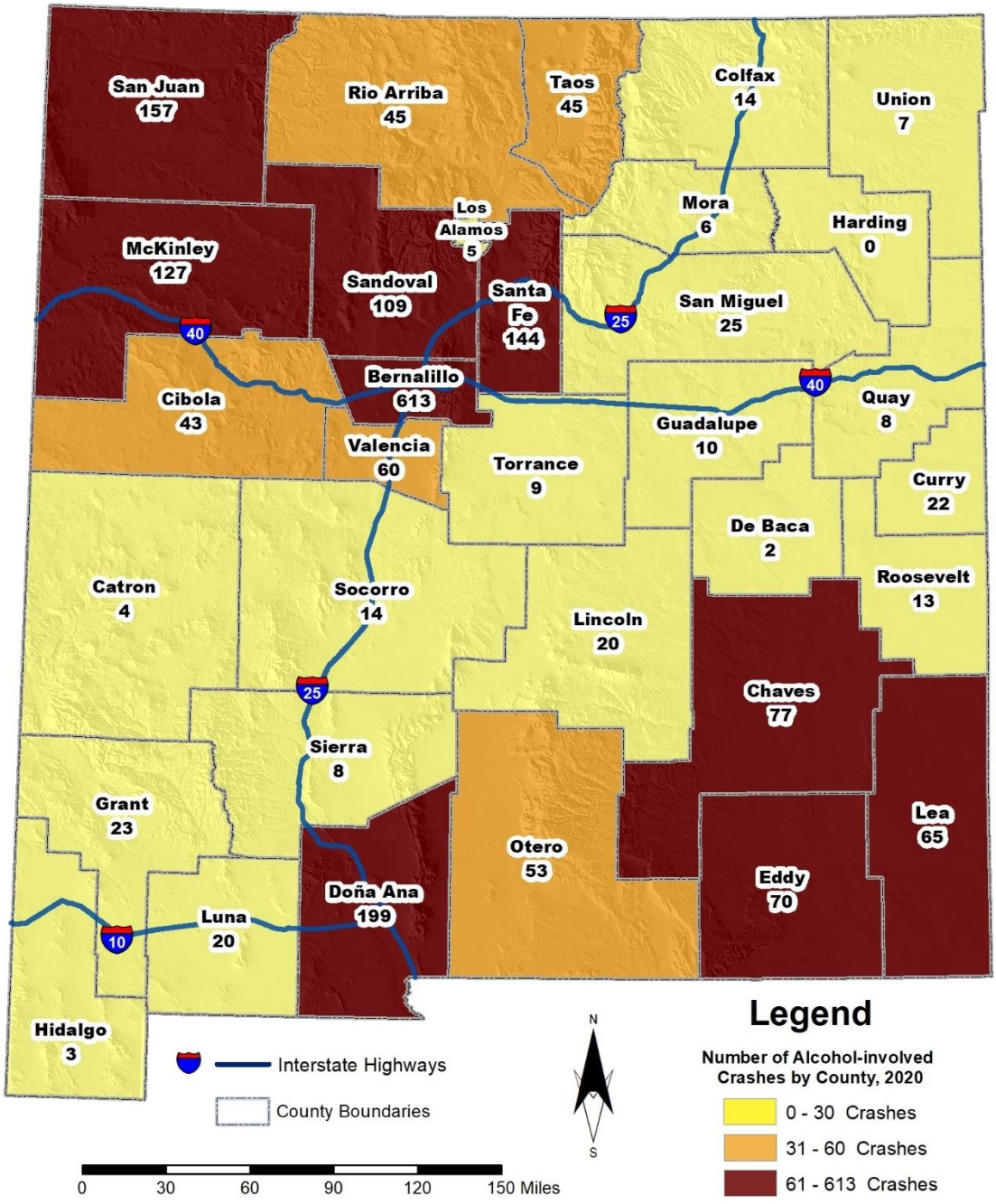
Figure 4: People Injured in Alcohol-involved Crashes by Type of Injury, 2011 - 2020



Alcohol-involved Crash Geography

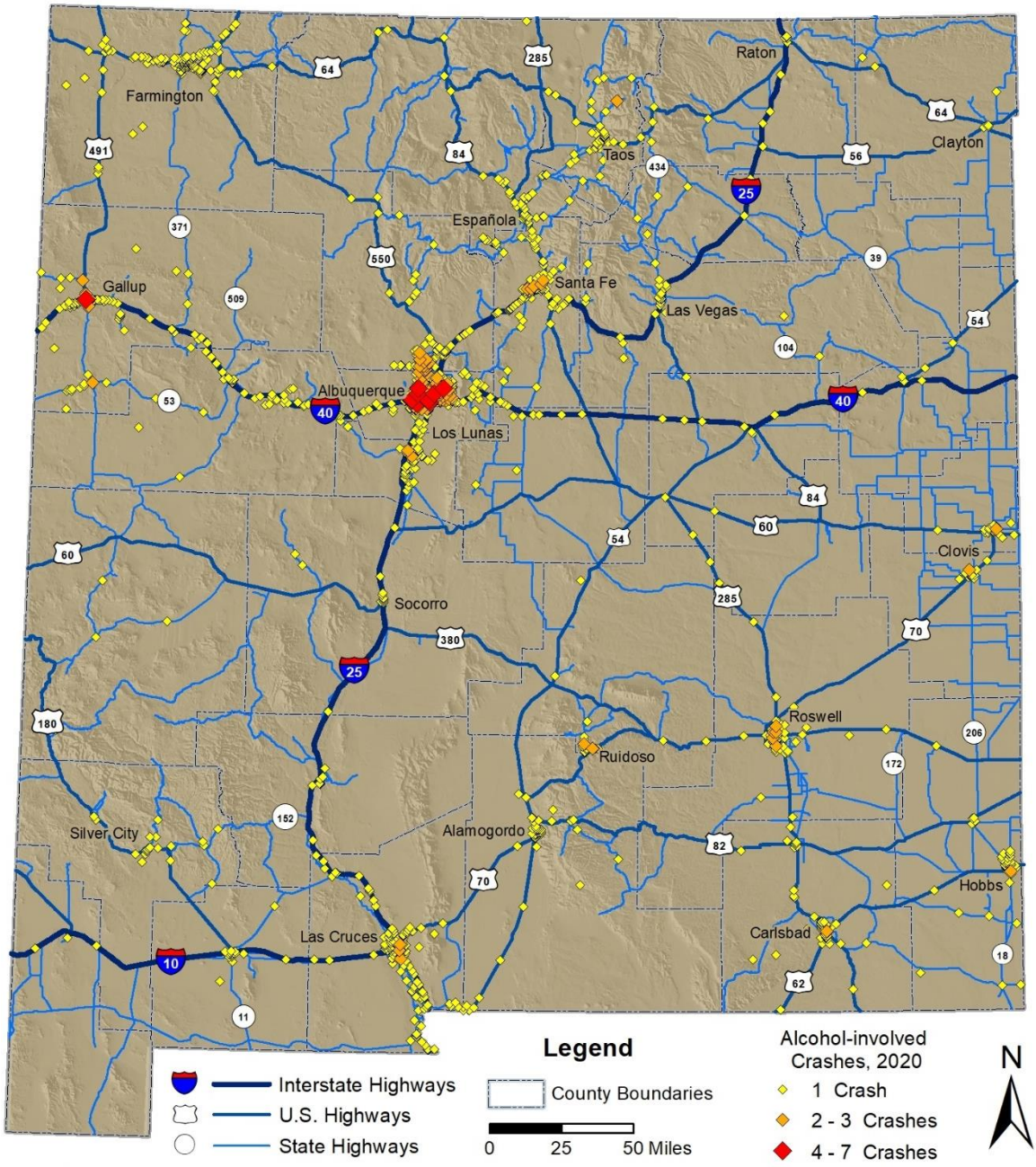
Maps

Map 1: Alcohol-involved Crashes in New Mexico by County, 2020



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

Map 2: Location of Alcohol-involved Crashes, 2020[1]

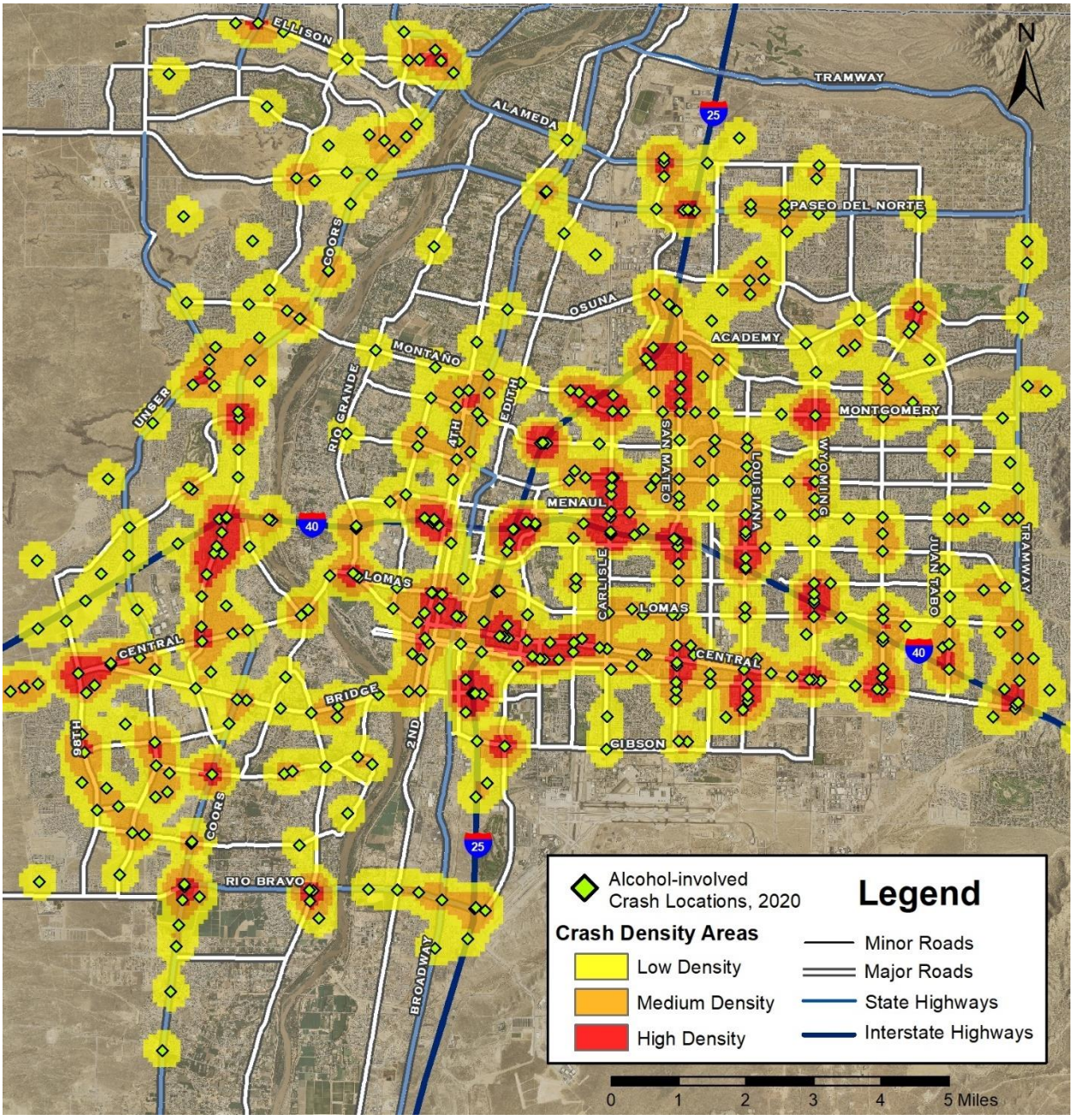


All maps are available in high-resolution color at https://gps.unm.edu/tru/crash-maps.

[1] Points on this map represent geocodable alcohol-involved crash locations (see Geocoding, p. xii). Each crash point is assigned a color and size according to the number of crashes that occurred at that location.

Crash Geography – Maps

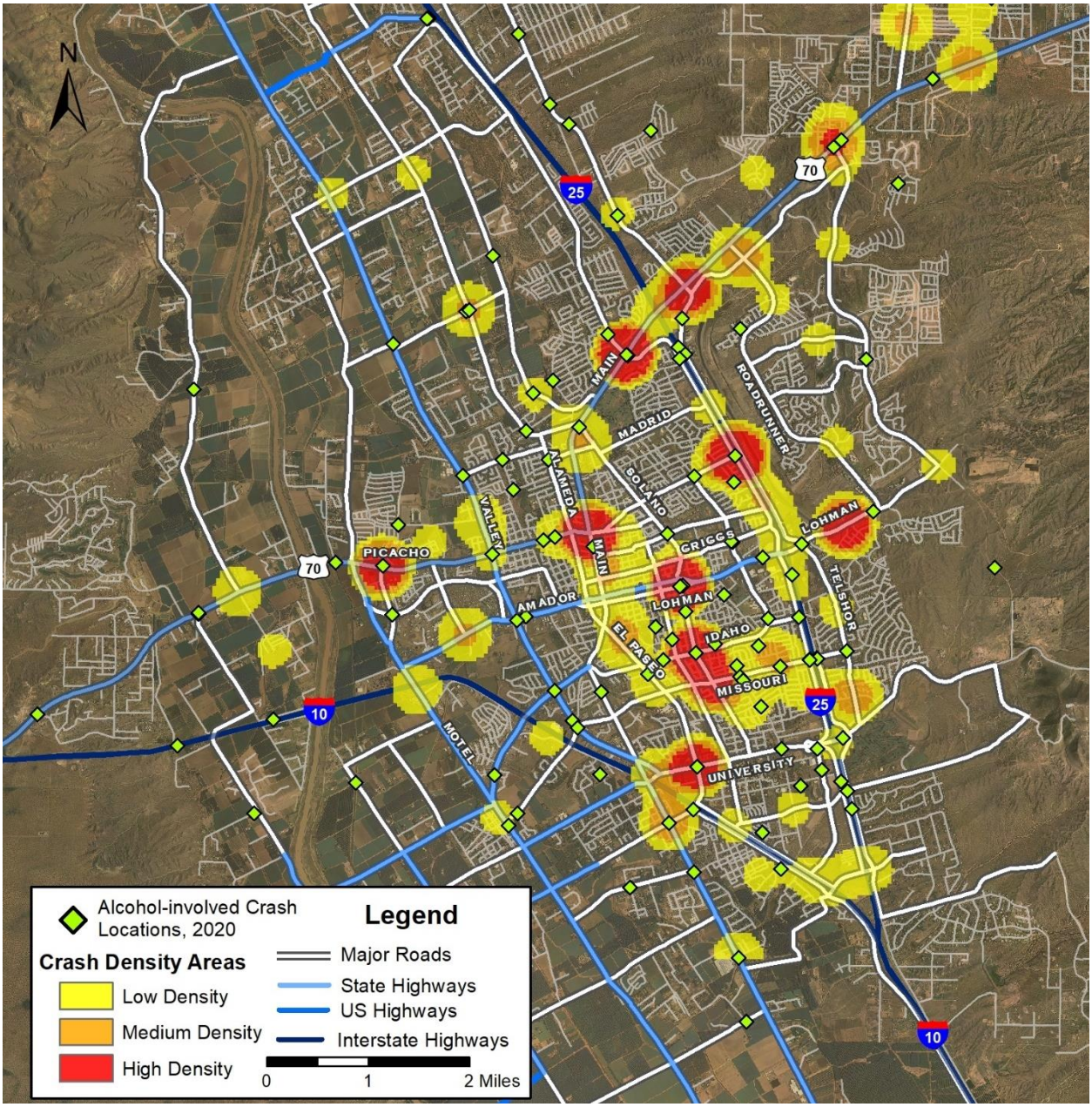
Map 3: Location and Density of Alcohol-involved Crashes in Albuquerque, 2020[2]



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

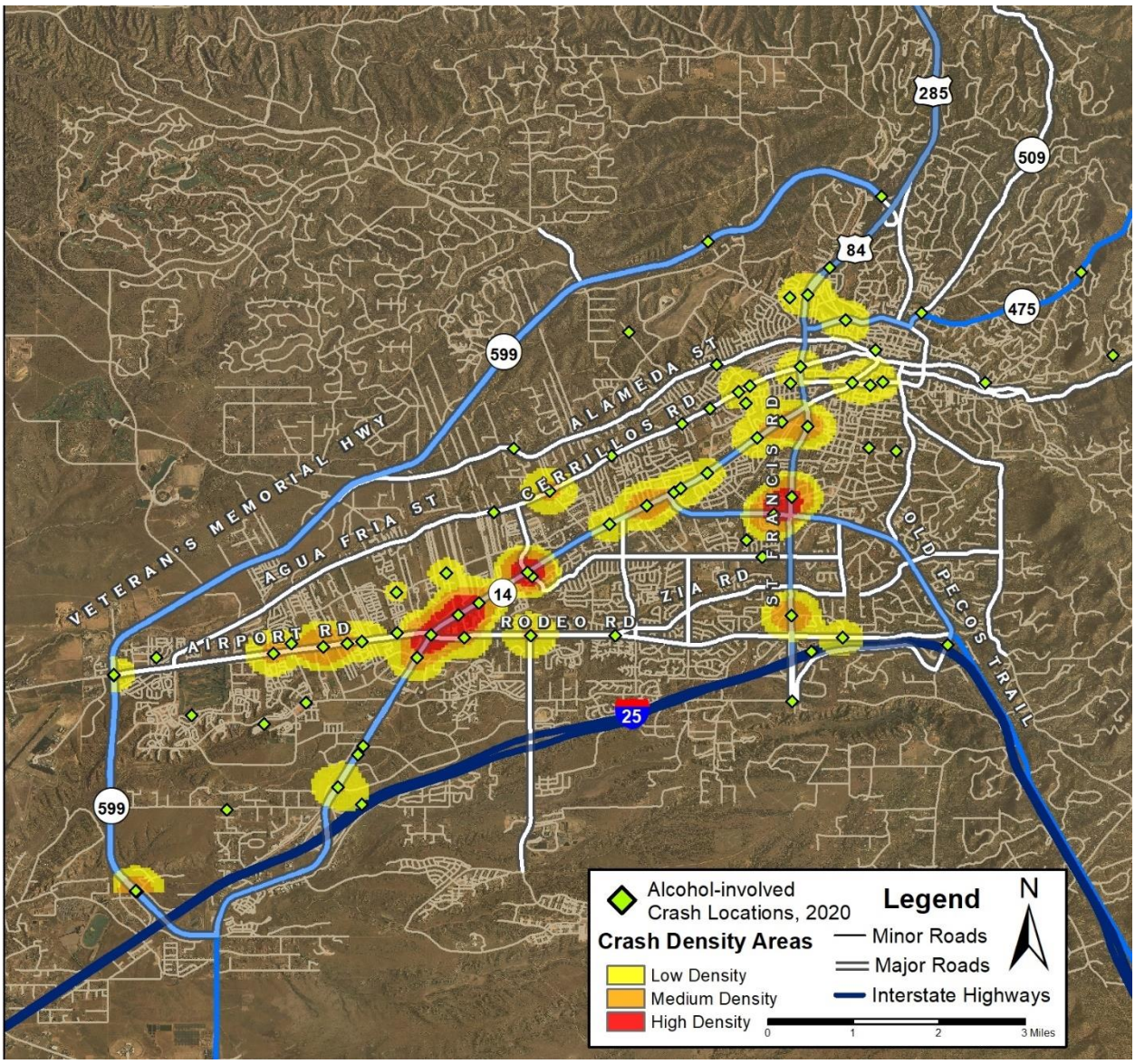
[2] Points on this map represent geocodable alcohol-involved crash locations (see Geocoding, p. xii). Color shading displays where a higher number of crashes occur in close proximity. The points assist in showing the location of crashes, but color shading shows the intensity of crashes in that area.

Map 4: Location and Density of Alcohol-involved Crashes in Las Cruces, 2020[2]



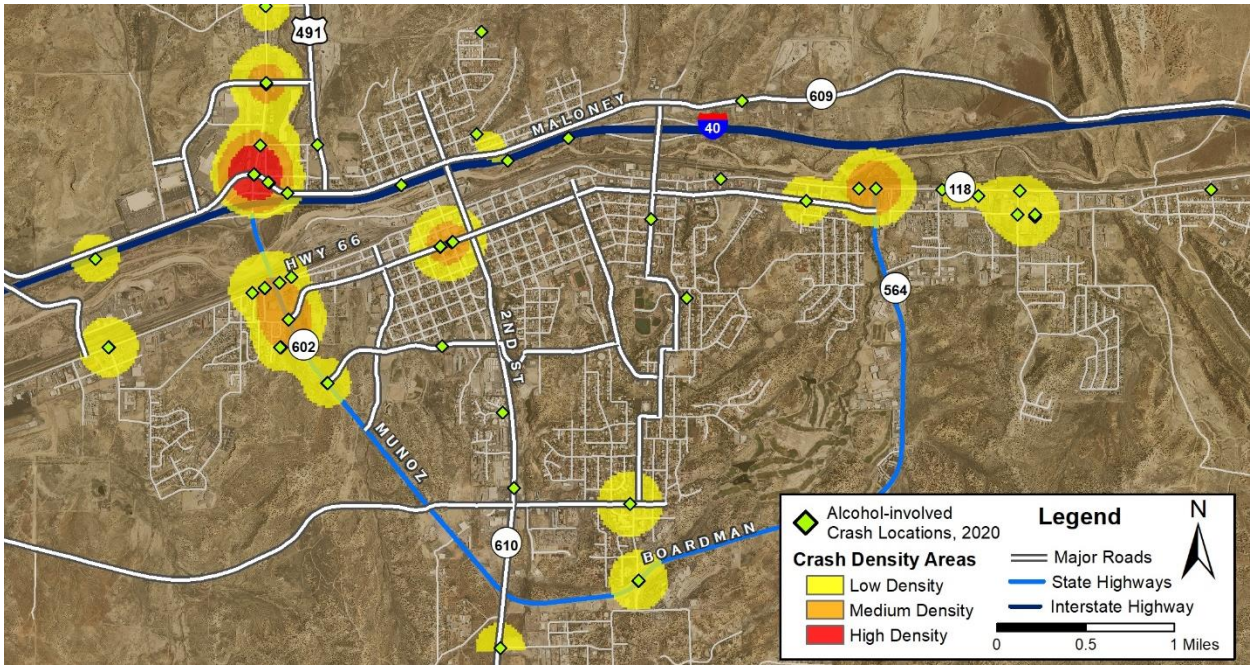
All maps are available in high-resolution color at https://gps.unm.edu/tru/crash-maps.

Map 5: Location and Density of Alcohol-involved Crashes in Santa Fe, 2020[2]

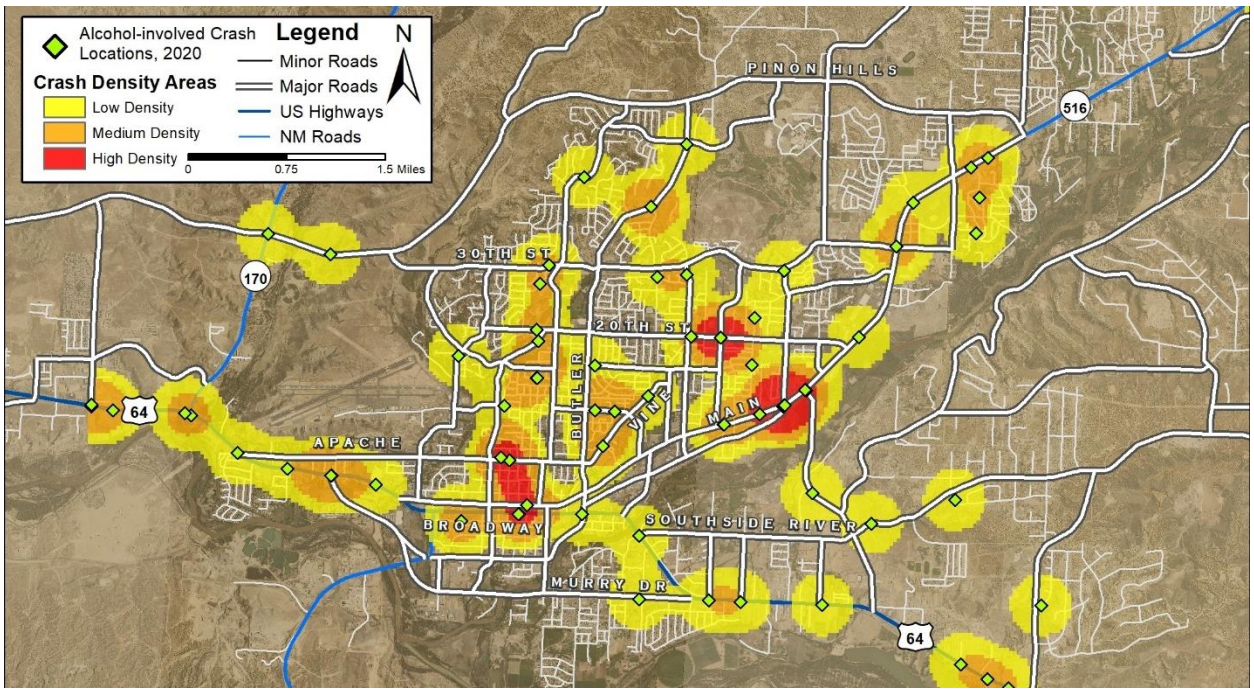


All maps are available in high-resolution color at https://gps.unm.edu/tru/crash-maps.

Map 6: Location and Density of Alcohol-involved Crashes in Gallup, 2020[2]



Map 7: Location and Density of Alcohol-involved Crashes in Farmington, 2020[2]



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

Crash Geography – Counties

Counties

Alcohol-involved Crashes

- Many counties saw a decrease in alcohol-involved crashes in 2020 that may be Covid-related. Counties that saw an *increase* in the number of alcohol-involved crashes were Catron, Colfax, Grant, Guadalupe, Luna, Otero, Quay, Rio Arriba, Taos, Union, and Valencia. In some places, the increase may be due to improved reporting by law enforcement agencies. (Table 7)
- Several counties saw the highest number of alcohol-involved crashes in at least five years: Guadalupe, Luna, Otero, Quay, Union and Valencia. (Table 7)
- Of the 20 counties with the highest number of alcohol-involved crashes in 2020, the highest alcohol-involved crash *rates* per 100 million vehicle miles traveled occurred in **Chaves (13.6)**, **Bernalillo (12.3)**, and **Taos (12.1)**. The highest *rates* per 10,000 residents occurred in **McKinley (17.9)** and **Cibola (16.3)**. (Table 8).

Alcohol-involved Fatal Crashes

- San Juan County accounted for 10.4 percent of all alcohol-involved fatal crashes, although it has only 5.9 percent of the population. Similarly, McKinley County accounted for 6.7 percent of all alcohol-involved fatal crashes, although it has only 3.4 percent of the population. (Table 9, Table 10)
- Of the 10 counties with the highest number of alcohol-involved fatal crashes in 2020, the highest alcohol-involved fatal crash *rates* per 10,000 residents occurred in **Taos (2.1)**, **Rio Arriba (1.6)**, **San Miguel (1.5)**, **and McKinley (1.3)**. The highest *rate* per 100 million vehicle miles traveled occurred in **Taos (1.9)** and **Rio Arriba (1.4)**. (Table 10)

Table 7: Alcohol-involved Crashes[3] by County, 2016 - 2020

County	Alcohol-involved Crashes					Percent of All 2020 Alcohol-involved Crashes
	2016	2017	2018	2019	2020	
Bernalillo	689	664	664	714	613	**30.3%**
Catron	0	2	5	0	4	**0.2%**
Chaves	41	47	56	78	77	**3.8%**
Cibola	45	40	31	47	43	**2.1%**
Colfax	21	8	14	11	14	**0.7%**
Curry	36	31	27	26	22	**1.1%**
De Baca	4	4	2	2	2	**0.1%**
Doña Ana	174	196	200	200	199	**9.9%**
Eddy	51	54	85	76	70	**3.5%**
Grant	31	17	19	19	23	**1.1%**
Guadalupe	8	4	6	7	10	**0.5%**
Harding	0	1	0	0	0	**0.0%**
Hidalgo	7	2	3	4	3	**0.1%**
Lea	39	37	77	82	65	**3.2%**
Lincoln	21	31	30	29	20	**1.0%**
Los Alamos	6	5	7	7	5	**0.2%**
Luna	19	16	13	10	20	**1.0%**
McKinley	155	169	158	146	127	**6.3%**
Mora	8	4	9	8	6	**0.3%**
Otero	47	42	42	41	53	**2.6%**
Quay	7	7	4	2	8	**0.4%**
Rio Arriba	63	49	49	40	45	**2.2%**
Roosevelt	12	5	7	15	13	**0.6%**
San Juan	163	169	161	188	157	**7.8%**
San Miguel	27	30	17	32	25	**1.2%**
Sandoval	109	114	125	123	109	**5.4%**
Santa Fe	179	172	167	194	144	**7.1%**
Sierra	12	18	12	16	8	**0.4%**
Socorro	15	15	8	15	14	**0.7%**
Taos	17	34	45	39	45	**2.2%**
Torrance	7	8	5	9	9	**0.4%**
Union	4	2	1	2	7	**0.3%**
Valencia	56	53	41	55	60	**3.0%**
Missing Data	0	0	0	0	0	**0.0%**
Total	**2,073**	**2,050**	**2,090**	**2,237**	**2,020**	**100%**

[3] Percentages are shaded such that darker shading identifies higher percentages.

Crash Geography – Counties

Table 8: Ranking[4] and Rates[5] of Alcohol-involved Crashes by County, 2016 - 2020

2020 Rank	County	Alcohol-involved Crashes					2020 Population	2020 Vehicle Miles Traveled (100M VMT)	2020 Alcohol-involved Crashes per 10,000 County Residents	2020 Alcohol-involved Crashes per 100M VMT
		2016	2017	2018	2019	2020				
1	Bernalillo	689	664	664	714	613	681,666	49.83	9.0	**12.3**
2	Doña Ana	174	196	200	200	199	221,262	18.72	9.0	**10.6**
3	San Juan	163	169	161	188	157	123,312	16.79	**12.7**	**9.3**
4	Santa Fe	179	172	167	194	144	151,946	15.78	9.5	**9.1**
5	McKinley	155	169	158	146	127	70,824	12.27	**17.9**	**10.4**
6	Sandoval	109	114	125	123	109	148,904	14.18	7.3	7.7
7	Chaves	41	47	56	78	77	64,711	5.65	**11.9**	**13.6**
8	Eddy	51	54	85	76	70	58,418	10.17	**12.0**	6.9
9	Lea	39	37	77	82	65	71,830	10.79	9.0	6.0
10	Valencia	56	53	41	55	60	77,574	5.57	7.7	**10.8**
11	Otero	47	42	42	41	53	67,967	7.09	7.8	7.5
12	Rio Arriba	63	49	49	40	45	38,521	4.21	**11.7**	**10.7**
12	Taos	17	34	45	39	45	32,593	3.71	**13.8**	**12.1**
14	Cibola	45	40	31	47	43	26,354	7.02	**16.3**	6.1
15	San Miguel	27	30	17	32	25	27,144	4.09	9.2	6.1
16	Grant	31	17	19	19	23	27,007	3.61	8.5	6.4
17	Curry	36	31	27	26	22	48,793	3.64	4.5	6.0
18	Lincoln	21	31	30	29	20	19,939	4.16	**10.0**	4.8
18	Luna	19	16	13	10	20	23,905	7.26	8.4	2.8
20	Socorro	15	15	8	15	14	16,541	5.34	8.5	2.6
20	Colfax	21	8	14	11	14	11,927	3.18	**11.7**	4.4
22	Roosevelt	12	5	7	15	13	18,350	1.76	7.1	7.4
23	Guadalupe	8	4	6	7	10	4,275	4.73	**23.4**	2.1
24	Torrance	7	8	5	9	9	15,486	5.29	5.8	1.7
25	Sierra	12	18	12	16	8	10,867	2.02	7.4	4.0
25	Quay	7	7	4	2	8	8,197	4.17	**9.8**	1.9
27	Union	4	2	1	2	7	4,026	1.25	**17.4**	5.6
28	Mora	8	4	9	8	6	4,478	1.44	**13.4**	4.2
29	Los Alamos	6	5	7	7	5	19,462	1.31	2.6	3.8
30	Catron	0	2	5	0	4	3,623	0.92	**11.0**	4.3
31	Hidalgo	7	2	3	4	3	4,106	2.86	7.3	1.1
32	De Baca	4	4	2	2	2	1,673	1.22	**12.0**	1.6
33	Harding	0	1	0	0	0	638	0.16	-	-
Missing Data		0	0	0	0	0	-	-	-	-
Total		**2,073**	**2,050**	**2,090**	**2,237**	**2,020**	**2,106,319**	**236.92**	**9.6**	**8.5**

[4] Counties have the same rank if they have the same number of crashes in 2020.

[5] The numbers in bold red represent counties that exceeded the statewide rate in 2020.

Table 9: Alcohol-involved Fatal Crashes by County, 2016 - 2020 [3]

County	Alcohol-involved Fatal Crashes					Percent of All 2020 Alcohol-involved Fatal Crashes
	2016	2017	2018	2019	2020	
Bernalillo	49	34	37	47	35	**26.1%**
Catron	0	0	5	0	0	**0.0%**
Chaves	4	2	4	4	2	**1.5%**
Cibola	4	5	1	5	3	**2.2%**
Colfax	0	0	3	1	2	**1.5%**
Curry	3	1	1	1	3	**2.2%**
De Baca	3	0	0	0	0	**0.0%**
Doña Ana	7	10	4	12	8	**6.0%**
Eddy	1	3	2	5	3	**2.2%**
Grant	3	3	1	0	2	**1.5%**
Guadalupe	2	1	0	0	2	**1.5%**
Harding	0	0	0	0	0	**0.0%**
Hidalgo	0	0	0	0	1	**0.7%**
Lea	5	3	11	9	3	**2.2%**
Lincoln	0	2	1	4	1	**0.7%**
Los Alamos	0	0	0	0	0	**0.0%**
Luna	4	1	0	2	2	**1.5%**
McKinley	11	21	12	11	9	**6.7%**
Mora	1	0	0	1	0	**0.0%**
Otero	1	4	1	2	4	**3.0%**
Quay	1	0	0	0	1	**0.7%**
Rio Arriba	8	3	7	5	6	**4.5%**
Roosevelt	1	1	1	2	0	**0.0%**
San Juan	15	15	19	16	14	**10.4%**
San Miguel	4	1	2	2	4	**3.0%**
Sandoval	6	4	10	7	2	**1.5%**
Santa Fe	8	9	7	6	12	**9.0%**
Sierra	0	2	1	1	0	**0.0%**
Socorro	1	0	0	0	1	**0.7%**
Taos	5	3	6	3	7	**5.2%**
Torrance	2	0	2	0	2	**1.5%**
Union	0	0	1	0	2	**1.5%**
Valencia	0	3	2	3	3	**2.2%**
Missing Data	0	0	0	0	0	**0.0%**
Total	**149**	**131**	**141**	**149**	**134**	**100.0%**

Crash Geography – Counties

Table 10: Ranking[4] and Rates[5] of Alcohol-involved Fatal Crashes by County, 2016 - 2020

2020 Rank	County	Alcohol-involved Fatal Crashes					2020 Population	2020 Vehicle Miles Traveled (100M VMT)	2020 Alcohol-involved Fatal Crashes per 10,000 County Residents	2020 Alcohol-involved Fatal Crashes per 100M VMT
		2016	2017	2018	2019	2020				
1	Bernalillo	49	34	37	47	35	681,666	49.83	0.5	**0.7**
2	San Juan	15	15	19	16	14	123,312	16.79	**1.1**	**0.8**
3	Santa Fe	8	9	7	6	12	151,946	15.78	**0.8**	**0.8**
4	McKinley	11	21	12	11	9	70,824	12.27	**1.3**	**0.7**
5	Doña Ana	7	10	4	12	8	221,262	18.72	0.4	0.4
6	Taos	5	3	6	3	7	32,593	3.71	**2.1**	**1.9**
7	Rio Arriba	8	3	7	5	6	38,521	4.21	**1.6**	**1.4**
8	San Miguel	4	1	2	2	4	27,144	4.09	**1.5**	**1.0**
8	Otero	1	4	1	2	4	67,967	7.09	0.6	0.6
10	Lea	5	3	11	9	3	71,830	10.79	0.4	0.3
10	Eddy	1	3	2	5	3	58,418	10.17	0.5	0.3
10	Cibola	4	5	1	5	3	26,354	7.02	**1.1**	0.4
10	Valencia	0	3	2	3	3	77,574	5.57	0.4	0.5
10	Curry	3	1	1	1	3	48,793	3.64	0.6	**0.8**
15	Sandoval	6	4	10	7	2	148,904	14.18	0.1	0.1
15	Chaves	4	2	4	4	2	64,711	5.65	0.3	0.4
15	Luna	4	1	0	2	2	23,905	7.26	**0.8**	0.3
15	Colfax	0	0	3	1	2	11,927	3.18	**1.7**	**0.6**
15	Torrance	2	0	2	0	2	15,486	5.29	**1.3**	0.4
15	Grant	3	3	1	0	2	27,007	3.61	**0.7**	0.6
15	Union	0	0	1	0	2	4,026	1.25	**5.0**	**1.6**
15	Guadalupe	2	1	0	0	2	4,275	4.73	**4.7**	0.4
23	Lincoln	0	2	1	4	1	19,939	4.16	0.5	0.2
23	Hidalgo	0	0	0	0	1	4,106	2.86	**2.4**	0.4
23	Quay	1	0	0	0	1	8,197	4.17	**1.2**	0.2
23	Socorro	1	0	0	0	1	16,541	5.34	0.6	0.2
27	Roosevelt	1	1	1	2	0	18,350	1.76	0.0	0.0
27	Sierra	0	2	1	1	0	10,867	2.02	0.0	0.0
27	Mora	1	0	0	1	0	4,478	1.44	0.0	0.0
27	Catron	0	0	5	0	0	3,623	0.92	0.0	0.0
27	De Baca	3	0	0	0	0	1,673	1.22	0.0	0.0
27	Harding	0	0	0	0	0	638	0.16	0.0	0.0
27	Los Alamos	0	0	0	0	0	19,462	1.31	0.0	0.0
Missing Data		0	0	0	0	0	-	-	-	-
Total		**149**	**131**	**141**	**149**	**134**	**2,106,319**	**236.92**	**0.6**	**0.6**

Cities

- Of the 20 cities with the highest number of alcohol-involved crashes, the number in the following cities either remained the same or increased in 2020: Alamogordo, Chaparral, Clovis, Deming, Kirtland, Las Cruces, Los Lunas, and Roswell. In some places, such as Alamogordo and Deming, the increase 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 **Kirtland** (**183.9 crashes per 10,000 city residents)**[6], **Gallup (30.6)**, and **Taos (20.4)**. (Table 11)

Table 11: Top-Ranking Cities for Alcohol-involved Crashes, 2016 - 2020 [6] [7] [8]

2020 Rank	City	Alcohol-involved Crashes					2020 Population	Alcohol-involved Crashes per 10,000 City Residents
		2016	2017	2018	2019	2020		
1	Albuquerque	671	643	637	675	575	562,540	**10.2**
2	Las Cruces	110	132	119	111	112	105,096	**10.7**
3	Santa Fe	103	116	123	116	81	84,996	9.5
4	Farmington	80	70	74	100	73	44,156	**16.5**
5	Gallup	88	91	80	94	65	21,253	**30.6**
6	Rio Rancho	57	68	76	71	64	99,885	6.4
7	Roswell	32	34	42	50	54	47,596	**11.3**
8	Hobbs	25	22	42	50	48	39,339	**12.2**
9	Carlsbad	25	32	42	49	46	29,664	**15.5**
10	Alamogordo	26	22	19	19	29	32,126	9.0
11	Los Lunas	14	13	10	9	23	16,282	**14.1**
12	Clovis	26	28	20	17	19	38,091	5.0
13	Deming	10	7	5	2	14	13,983	**10.0**
14	Española	25	25	16	16	12	9,981	**12.0**
14	Taos	8	12	20	14	12	5,872	**20.4**
16	Kirtland	5	17	8	6	11	598	**183.9**
17	Ruidoso	13	25	17	15	10	8,061	**12.4**
18	Bernalillo	10	11	15	11	9	10,865	8.3
18	Chaparral	7	10	8	6	9	16,551	5.4
20	Las Vegas	15	16	9	17	8	12,826	6.2
All Other Locations		723	656	708	789	746	-	-
Statewide Total		**2,073**	**2,050**	**2,090**	**2,237**	**2,020**	**2,106,319**	**9.6**

[6] Cities have the same rank if they have the same number of crashes in 2020. If mulitple cities rank 20th, only the city with the higher number of alcohol-involved crashes in the prior year is shown.
[7] The population of Chaparral CDP (Census Designated Place) is from the 2020 U.S. Census.
[8] Crash rates are in bold red if they are more than the statewide rate for 2020. In some places, such as Kirtland, nonresident drivers passing through may contribute to a high crash rate in an area with a relatively small population.

Crash Geography – Cities

- Of the cities with the highest number of alcohol-involved fatal crashes, the highest alcohol-involved fatal crash *rates* were in **Gallup (2.4 alcohol-involved fatal crashes per 10,000 city residents)** and **Española (2.0).** (Table 12)

Table 12: Top-Ranking Cities for Alcohol-involved Fatal Crashes, 2016 - 2020 [6] [9] [10]

2020 Rank	City	Alcohol-involved Fatal Crashes					2020 Population	Alcohol-involved Fatal Crashes per 10,000 City Residents
		2016	2017	2018	2019	2020		
1	Albuquerque	47	32	31	43	33	562,540	0.6
2	Gallup	4	7	3	4	5	21,253	**2.4**
3	Las Cruces	3	4	2	5	4	105,096	0.4
3	Farmington	2	0	0	2	4	44,156	**0.9**
5	Santa Fe	3	7	4	4	3	84,996	0.4
5	Clovis	3	1	0	0	3	38,091	**0.8**
7	Española	0	0	0	1	2	9,981	**2.0**
7	Pilar	0	0	0	0	2	-	-
All Other Locations		87	80	101	90	78	-	-
Statewide Total		**149**	**131**	**141**	**149**	**134**	**2,106,319**	**0.6**

[9] Cities have the same rank if they have the same number of crashes in 2020.

[10] "All Other Locations" are rural areas, towns, or places with fewer than two alcohol-involved fatal crashes in 2020. The population of Pilar is not estimated by the U.S. Census.

Rural and Urban Alcohol-involved Crashes

- 70.8 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 25.0 percent of all alcohol-involved crashes (Table 13), but 46.3 percent of alcohol-involved fatal crashes (Table 15). Further, rural Interstate roadways account for 4.2 percent of all alcohol-involved crashes (Table 13) but 9.7 percent of alcohol-involved fatal crashes (Table 15).

Table 13: Alcohol-involved Crashes and Number of People in Alcohol-involved Crashes by Road System, 2020

Road System	Alcohol-involved Crashes		People in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	85	4.2%	148	3.5%
Rural Non-Interstate	504	25.0%	959	22.8%
Urban	1,431	70.8%	3,100	73.7%
Total	**2,020**	**100.0%**	**4,207**	**100.0%**

Table 14: Alcohol-involved Injury Crashes and Number of People Injured by Road System, 2020

Road System	Alcohol-involved Injury Crashes		People Injured in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	33	3.8%	51	3.9%
Rural Non-Interstate	228	26.5%	355	27.5%
Urban	601	69.7%	887	68.6%
Total	**862**	**100.0%**	**1,293**	**100.0%**

Table 15: Alcohol-involved Fatal Crashes and Number of People Killed by Road System, 2020

Road System	Alcohol-involved Fatal Crashes		People Killed in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	13	9.7%	14	9.7%
Rural Non-Interstate	62	46.3%	66	45.5%
Urban	59	44.0%	65	44.8%
Total	**134**	**100.0%**	**145**	**100.0%**

Table 16: Alcohol-involved Crashes and Fatalities
by First Harmful Event[11] and Road System, 2020

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%	2	0.4%	0	0.0%	1	0.1%	0	0.0%
Collision with Fixed Object	33	38.8%	3	21.4%	176	34.9%	13	19.7%	488	34.1%	11	16.9%
Collision with Motor Vehicle	17	20.0%	2	14.3%	121	24.0%	15	22.7%	725	50.7%	22	33.8%
Collision with Other Non-Fixed Object	2	2.4%	0	0.0%	25	5.0%	1	1.5%	35	2.4%	1	1.5%
Collision with Person	2	2.4%	2	14.3%	15	3.0%	6	9.1%	79	5.5%	24	36.9%
Non-Collision	28	32.9%	7	50.0%	148	29.4%	31	47.0%	83	5.8%	7	10.8%
Other	2	2.4%	0	0.0%	14	2.8%	0	0.0%	10	0.7%	0	0.0%
Missing Data	1	1.2%	0	0.0%	3	0.6%	0	0.0%	10	0.7%	0	0.0%
Total	**85**	**100%**	**14**	**100%**	**504**	**100%**	**66**	**100%**	**1,431**	**100%**	**65**	**100%**

- First harmful events classified as Collision with Person account for a disproportionate amount of fatalities. This is especially true on urban roadways, where such crashes are 5.5 percent of crashes but result in 36.9 percent of fatalities. (Table 16)

Table 17: Alcohol-involved Crashes by Light Condition and Road System, 2020

Light Condition	Alcohol-involved Crashes by Light Condition and Road System							
	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	28	32.9%	196	38.9%	453	31.7%	677	33.5%
Dark-Lighted	5	5.9%	38	7.5%	613	42.8%	656	32.5%
Dark-Not Lighted	48	56.5%	232	46.0%	276	19.3%	556	27.5%
Dusk	2	2.4%	23	4.6%	50	3.5%	75	3.7%
Dawn	1	1.2%	10	2.0%	10	0.7%	21	1.0%
Dark-Unknown Lighting	0	0.0%	0	0.0%	18	1.3%	18	0.9%
Other	1	1.2%	0	0.0%	1	0.1%	2	0.1%
Unknown or Not Reported	0	0.0%	1	0.2%	1	0.1%	2	0.1%
Missing Data	0	0.0%	4	0.8%	9	0.6%	13	0.6%
Total	**85**	**100%**	**504**	**100%**	**1,431**	**100%**	**2,020**	**100%**

[11] 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, 2020

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	16	11.9%	74	8.6%	88	8.6%	178	8.8%
February	9	6.7%	74	8.6%	101	9.9%	184	9.1%
March	12	9.0%	69	8.0%	82	8.0%	163	8.1%
April	7	5.2%	61	7.1%	69	6.7%	137	6.8%
May	14	10.4%	87	10.1%	92	9.0%	193	9.6%
June	13	9.7%	61	7.1%	82	8.0%	156	7.7%
July	9	6.7%	88	10.2%	85	8.3%	182	9.0%
August	11	8.2%	78	9.0%	82	8.0%	171	8.5%
September	16	11.9%	75	8.7%	81	7.9%	172	8.5%
October	11	8.2%	66	7.7%	95	9.3%	172	8.5%
November	11	8.2%	71	8.2%	73	7.1%	155	7.7%
December	5	3.7%	58	6.7%	94	9.2%	157	7.8%
Total	**134**	**100%**	**862**	**100%**	**1,024**	**100%**	**2,020**	**100%**

- Alcohol-involved crashes were lowest in April, and highest in May. (Table 18, Figure 5)
- Fatal alcohol-involved crashes were highest in January, May and September. (Table 18)

Figure 5: Percentage of Alcohol-involved Crashes by Month, 2020

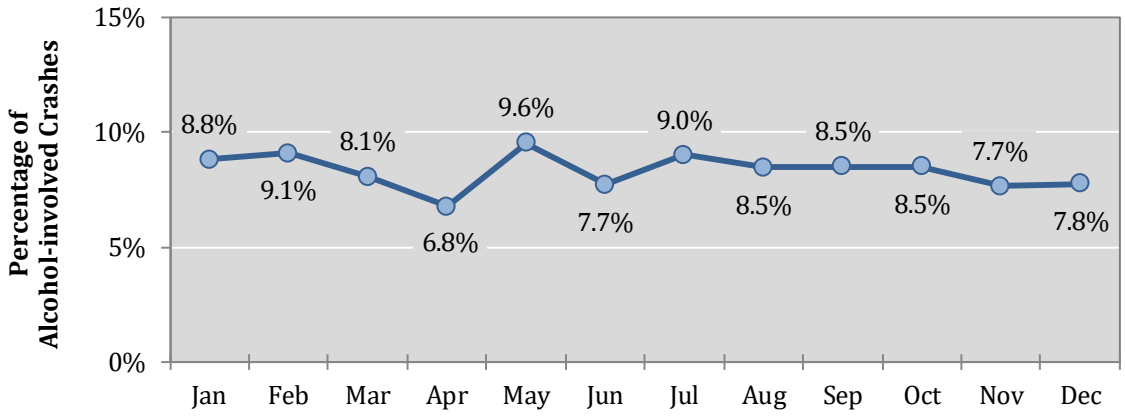
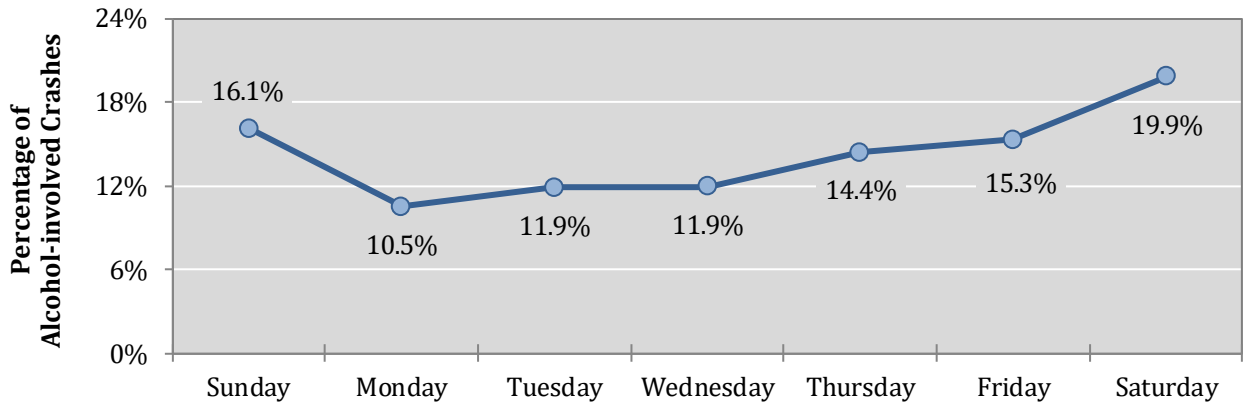


Table 19: Alcohol-involved Crashes by Day of Week and Crash Severity, 2020

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
Sunday	20	14.9%	140	16.2%	166	16.2%	326	16.1%
Monday	13	9.7%	90	10.4%	109	10.6%	212	10.5%
Tuesday	19	14.2%	101	11.7%	120	11.7%	240	11.9%
Wednesday	15	11.2%	109	12.6%	117	11.4%	241	11.9%
Thursday	20	14.9%	116	13.5%	155	15.1%	291	14.4%
Friday	21	15.7%	127	14.7%	161	15.7%	309	15.3%
Saturday	26	19.4%	179	20.8%	196	19.1%	401	19.9%
Total	**134**	**100%**	**862**	**100%**	**1,024**	**100%**	**2,020**	**100%**

- Compared to previous years[12], fatal crashes were more evenly spread throughout the week in 2020. (Table 19)
- More than half (51.3 percent) of all alcohol-involved crashes occurred on weekends: Fridays (15.3 percent), Saturdays (19.9 percent) and Sundays (16.1 percent). (Table 19, Figure 6)

Figure 6: Percentage of Alcohol-involved Crashes by Day of Week, 2020



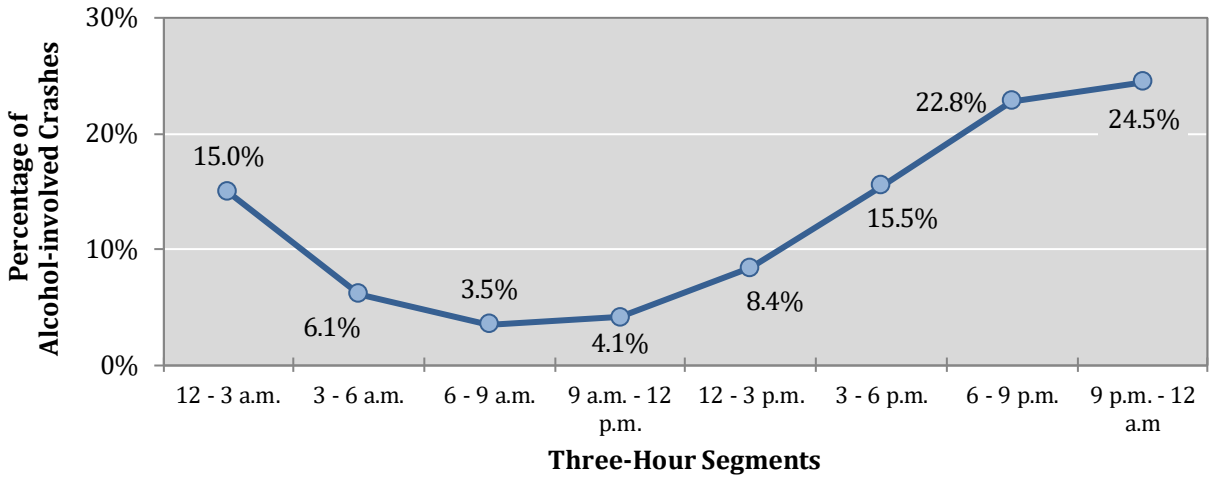
[12] DWI Reports from previous years are at https://gps.unm.edu/tru/crash-reports/annual-dwi-reports.

Table 20: Alcohol-involved Crashes[13] by Day of the Week and Three-hour Segments[14], 2020

Hour	Alcohol-involved Crashes								
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	Percent of Total
12 - 3 a.m.	91	24	33	22	30	35	67	302	15.0%
3 - 6 a.m.	27	10	9	17	13	12	35	123	6.1%
6 - 9 a.m.	14	10	3	7	7	10	20	71	3.5%
9 a.m. - 12 p.m.	9	11	12	11	8	9	23	83	4.1%
12 - 3 p.m.	21	23	26	17	21	37	24	169	8.4%
3 - 6 p.m.	34	40	41	55	51	44	48	313	15.5%
6 - 9 p.m.	76	42	56	49	74	83	81	461	22.8%
9 p.m. - 12 a.m	54	52	60	62	85	79	103	495	24.5%
Missing Data	0	0	0	1	2	0	0	3	0.1%
Total	**326**	**212**	**240**	**241**	**291**	**309**	**401**	**2,020**	**100%**

- Almost half (47.3 percent) of all alcohol-involved crashes occurred from 6 p.m. to midnight. (Table 20, Figure 7)
- Peak hours for alcohol-involved crashes were Friday and Saturday nights from 6 p.m. until about 3 a.m. (Table 20, Table 21)

Figure 7: Percentage of Alcohol-involved Crashes by Three-hour Segments[14], 2020



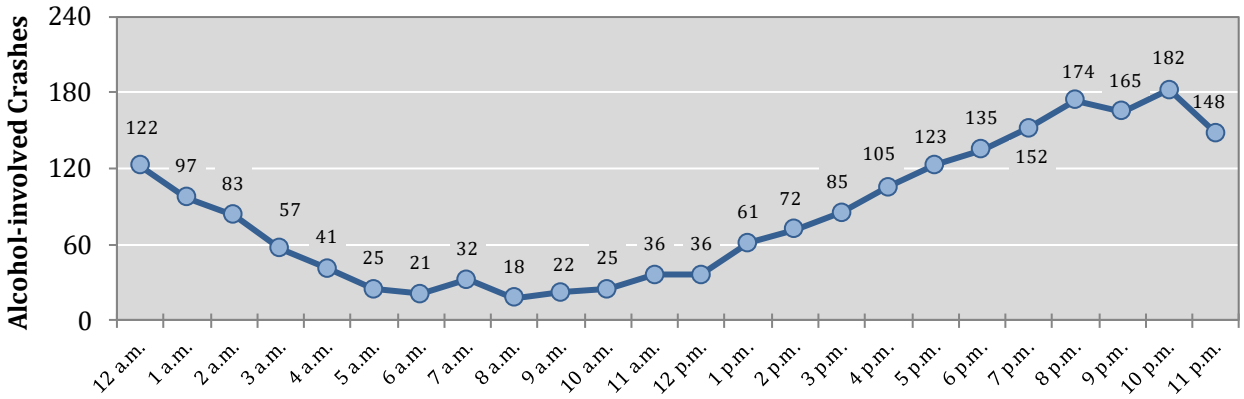
[13] Numbers are shaded such that darker shading identifies higher numbers.

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

Table 21: Alcohol-involved Crashes by Hour[15] and Day of the Week[16], 2020

Hour	Alcohol-involved Crashes							Total by Hour	Percent by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat		
12 a.m.	40	11	13	9	8	16	25	122	6.0%
1 a.m.	28	6	16	5	10	11	21	97	4.8%
2 a.m.	23	7	4	8	12	8	21	83	4.1%
3 a.m.	12	4	3	8	4	4	22	57	2.8%
4 a.m.	10	3	2	4	8	4	10	41	2.0%
5 a.m.	5	3	4	5	1	4	3	25	1.2%
6 a.m.	4	2	2	3	3	1	6	21	1.0%
7 a.m.	8	4	1	3	1	3	12	32	1.6%
8 a.m.	2	4	0	1	3	6	2	18	0.9%
9 a.m.	1	2	2	3	3	4	7	22	1.1%
10 a.m.	3	4	5	2	3	4	4	25	1.2%
11 a.m.	5	5	5	6	2	1	12	36	1.8%
12 p.m.	9	3	3	2	7	8	4	36	1.8%
1 p.m.	7	10	7	6	8	14	9	61	3.0%
2 p.m.	5	10	16	9	6	15	11	72	3.6%
3 p.m.	5	18	10	14	12	9	17	85	4.2%
4 p.m.	7	9	20	22	19	16	12	105	5.2%
5 p.m.	22	13	11	19	20	19	19	123	6.1%
6 p.m.	23	13	13	16	22	25	23	135	6.7%
7 p.m.	23	13	22	17	23	28	26	152	7.5%
8 p.m.	30	16	21	16	29	30	32	174	8.6%
9 p.m.	20	14	27	29	28	23	24	165	8.2%
10 p.m.	14	20	20	20	41	29	38	182	9.0%
11 p.m.	20	18	13	13	16	27	41	148	7.3%
Missing Data	0	0	0	1	2	0	0	3	0.1%
Total	**326**	**212**	**240**	**241**	**291**	**309**	**401**	**2,020**	**100%**

Figure 8: Alcohol-involved Crashes by Hour[15], 2020



[15] For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.
[16] Numbers are shaded such that darker shading identifies higher numbers.

First Harmful Event

First harmful event (a.k.a. FHE) describes the event of the crash that produced the first injury or damage. It is used in conjunction with a subfield (FHEanalysis) to provide addition detail on the nature of the first harmful event. Starting in 2020, 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[17] and Crash Severity, 2020

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	0	0.0%	1	0.1%	2	0.2%	3	0.1%
Collision with Fixed Object	27	20.1%	221	25.6%	449	43.8%	697	34.5%
Collision with Motor Vehicle	31	23.1%	402	46.6%	430	42.0%	863	42.7%
Collision with Other Non-Fixed Object	2	1.5%	22	2.6%	38	3.7%	62	3.1%
Collision with Person	31	23.1%	64	7.4%	1	0.1%	96	4.8%
Non-Collision	43	32.1%	129	15.0%	87	8.5%	259	12.8%
Other	0	0.0%	19	2.2%	7	0.7%	26	1.3%
Missing Data	0	0.0%	4	0.5%	10	1.0%	14	0.7%
Total Alcohol-involved Crashes	**134**	**100%**	**862**	**100%**	**1,024**	**100%**	**2,020**	**100%**

- In 2020, the two most common first harmful events in alcohol-involved crashes were Collision with Motor Vehicle (42.7 percent) and Collision with Fixed Object (34.5 percent). (Table 22)
- First harmful events classified as Collision with Person were 4.8 percent of all alcohol-involved crashes, but 23.1 percent of alcohol-involved fatal crashes. (Table 22)
- Rollover/Overturn-classified crashes were 10.0 percent of all alcohol-involved crashes but accounted for 30.6 percent of alcohol-involved fatal crashes. (Table 23)

[17] Statistics for the first harmful event category "Other" and FHE analysis subcategories "Other Large Domestic Animal", "Curb" and "Other Non-Motorist" are not available prior to 2020.

Table 23: Alcohol-involved Crashes by First Harmful Event[17], Subanalysis, and Crash Severity, 2020

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	**0**	**0.0%**	**1**	**0.1%**	**2**	**0.2%**	**3**	**0.1%**
Antelope	0	-	0	-	1	0.1%	1	0.05%
Small Domestic Animal	0	-	1	0.1%	0	-	1	0.05%
Bear	0	-	0	-	0	-	0	-
Cattle/Cow	0	-	0	-	0	-	0	-
Deer	0	-	0	-	0	-	0	-
Elk	0	-	0	-	0	-	0	-
Horse	0	-	0	-	0	-	0	-
Other Large Domestic Animal	0	-	0	-	0	-	0	-
Other Large Game Animal	0	-	0	-	0	-	0	-
Small Game Animal	0	-	0	-	0	-	0	-
Other (Bird, Cougar, Sheep, Goat)	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	1	0.1%	1	0.05%
Collision with Fixed Object	**27**	**20.1%**	**221**	**25.6%**	**449**	**43.8%**	**697**	**34.5%**
Fence	3	2.2%	25	2.9%	53	5.2%	81	4.0%
Median	0	-	13	1.5%	56	5.5%	69	3.4%
Utility Pole/Light Support	2	1.5%	19	2.2%	45	4.4%	66	3.3%
Guardrail, End or Face	5	3.7%	26	3.0%	31	3.0%	62	3.1%
Other Fixed Object	1	0.7%	17	2.0%	40	3.9%	58	2.9%
Curb	1	0.7%	15	1.7%	38	3.7%	54	2.7%
Tree (standing)	4	3.0%	26	3.0%	23	2.2%	53	2.6%
Traffic Sign Support	1	0.7%	5	0.6%	31	3.0%	37	1.8%
Other Post, Pole or Support	0	-	15	1.7%	19	1.9%	34	1.7%
Embankment	0	-	14	1.6%	16	1.6%	30	1.5%
Ditch	2	1.5%	6	0.7%	15	1.5%	23	1.1%
Traffic Barrier, Concrete	2	1.5%	4	0.5%	11	1.1%	17	0.8%
Wall or Building	2	1.5%	6	0.7%	9	0.9%	17	0.8%
Bridge Pier, Support, Rail, or Overhead	1	0.7%	5	0.6%	6	0.6%	12	0.6%
Culvert	1	0.7%	2	0.2%	3	0.3%	6	0.3%
Traffic Barrier, Cable	0	-	0	-	1	0.1%	1	0.05%
Other (incl. hydrant, box, cattle guard, plant)	2	1.5%	21	2.4%	47	4.6%	70	3.5%
Missing Subanalysis Data	0	-	2	0.2%	5	0.5%	7	0.3%
Collision with Motor Vehicle	**31**	**23.1%**	**402**	**46.6%**	**430**	**42.0%**	**863**	**42.7%**
MV in Transport	31	23.1%	371	43.0%	367	35.8%	769	38.1%
Parked MV	0	-	30	3.5%	60	5.9%	90	4.5%
Missing Subanalysis Data	0	-	1	0.1%	3	0.3%	4	0.2%
Collision with Other Non-Fixed Object	**2**	**1.5%**	**22**	**2.6%**	**38**	**3.7%**	**62**	**3.1%**
Other Non-fixed Object	2	1.5%	14	1.6%	26	2.5%	42	2.1%
Work Zone/Maintenance Equipment	0	-	2	0.2%	4	0.4%	6	0.3%
Struck by falling, shifting cargo	0	-	3	0.3%	3	0.3%	6	0.3%
Railway Vehicle	0	-	1	0.1%	0	-	1	0.05%
Missing Subanalysis Data	0	-	2	0.2%	5	0.5%	7	0.3%
Collision with Person	**31**	**23.1%**	**64**	**7.4%**	**1**	**0.1%**	**96**	**4.8%**
Pedestrian	29	21.6%	57	6.6%	1	0.1%	87	4.3%
Pedalcycle	2	1.5%	7	0.8%	0	-	9	0.4%
Other Non-Motorist	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	0	-	0	-
Non-Collision	**43**	**32.1%**	**129**	**15.0%**	**87**	**8.5%**	**259**	**12.8%**
Overturn/Rollover	41	30.6%	105	12.2%	55	5.4%	201	10.0%
All Other Non-Collision	2	1.5%	20	2.3%	24	2.3%	46	2.3%
Immersion, Full or Partial	0	-	1	0.1%	2	0.2%	3	0.1%
Jackknife	0	-	0	-	2	0.2%	2	0.1%
Thrown or Falling Object	0	-	0	-	1	0.1%	1	0.05%
Fell/Jumped from MV	0	-	1	0.1%	0	-	1	0.05%
Cargo/Equipment Loss or Shift	0	-	0	-	0	-	0	-
Fire/Explosion	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	2	0.2%	3	0.3%	5	0.2%
Other	**0**	**0.0%**	**19**	**2.2%**	**7**	**0.7%**	**26**	**1.3%**
Missing FHE and Subanalysis Data	**0**	**0.0%**	**4**	**0.5%**	**10**	**1.0%**	**14**	**0.7%**
Total Alcohol-involved Crashes	**134**	**100%**	**862**	**100%**	**1,024**	**100%**	**2,020**	**100%**

Table 24: People in Alcohol-involved Crashes
by First Harmful Event[17], Subanalysis, and Severity of Injury, 2020

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	**0**	**0.0%**	**0**	**0.0%**	**2**	**0.4%**	**0**	**0.0%**	**2**	**0.1%**	**4**	**0.1%**
Small Domestic Animal	0	-	0	-	2	0.4%	0	-	0	-	2	0.05%
Antelope	0	-	0	-	0	-	0	-	1	0.04%	1	0.02%
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 Large Domestic Animal	0	-	0	-	0	-	0	-	0	-	0	-
Other Large Game Animal	0	-	0	-	0	-	0	-	0	-	0	-
Small Game Animal	0	-	0	-	0	-	0	-	0	-	0	-
Other (Bird, Cougar, Sheep, Goat)	0	-	0	-	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	0	-	0	-	1	0.04%	1	0.02%
Collision with Fixed Object	**27**	**18.6%**	**32**	**20.3%**	**146**	**27.8%**	**89**	**14.6%**	**602**	**21.7%**	**896**	**21.3%**
Fence	3	2.1%	1	0.6%	17	3.2%	9	1.5%	77	2.8%	107	2.5%
Median	0	-	1	0.6%	12	2.3%	5	0.8%	73	2.6%	91	2.2%
Guardrail, End or Face	5	3.4%	6	3.8%	21	4.0%	9	1.5%	47	1.7%	88	2.1%
Utility Pole/Light Support	2	1.4%	0	-	10	1.9%	11	1.8%	59	2.1%	82	1.9%
Other Fixed Object	1	0.7%	4	2.5%	8	1.5%	8	1.3%	51	1.8%	72	1.7%
Curb	1	0.7%	3	1.9%	9	1.7%	5	0.8%	50	1.8%	68	1.6%
Tree (standing)	4	2.8%	6	3.8%	21	4.0%	6	1.0%	26	0.9%	63	1.5%
Traffic Sign Support	1	0.7%	0	-	2	0.4%	5	0.8%	41	1.5%	49	1.2%
Other Post, Pole or Support	0	-	0	-	8	1.5%	7	1.1%	26	0.9%	41	1.0%
Embankment	0	-	3	1.9%	3	0.6%	9	1.5%	21	0.8%	36	0.9%
Ditch	2	1.4%	0	-	3	0.6%	4	0.7%	17	0.6%	26	0.6%
Wall or Building	2	1.4%	2	1.3%	5	1.0%	1	0.2%	13	0.5%	23	0.5%
Traffic Barrier, Concrete	2	1.4%	1	0.6%	2	0.4%	3	0.5%	14	0.5%	22	0.5%
Bridge Pier, Support, Rail, or Overhead	1	0.7%	0	-	5	1.0%	2	0.3%	8	0.3%	16	0.4%
Culvert	1	0.7%	1	0.6%	1	0.2%	0	-	5	0.2%	8	0.2%
Traffic Barrier, Cable	0	-	0	-	0	-	0	-	1	0.04%	1	0.02%
Other (incl. hydrant, box, cattle guard, plant)	2	1.4%	4	2.5%	16	3.0%	5	0.8%	67	2.4%	94	2.2%
Missing Subanalysis Data	0	-	0	-	3	0.6%	0	-	6	0.2%	9	0.2%
Collision with Motor Vehicle	**39**	**26.9%**	**74**	**46.8%**	**217**	**41.3%**	**414**	**68.0%**	**1,751**	**63.2%**	**2,495**	**59.3%**
MV in Transport	39	26.9%	72	45.6%	198	37.6%	399	65.5%	1,548	55.9%	2,256	53.6%
Parked MV	0	-	2	1.3%	19	3.6%	13	2.1%	197	7.1%	231	5.5%
Missing Subanalysis Data	0	-	0	-	0	-	2	0.3%	6	0.2%	8	0.2%
Collision with Other Non-Fixed Object	**2**	**1.4%**	**2**	**1.3%**	**13**	**2.5%**	**14**	**2.3%**	**60**	**2.2%**	**91**	**2.2%**
Other Non-fixed Object	2	1.4%	2	1.3%	8	1.5%	7	1.1%	42	1.5%	61	1.4%
Struck by falling, shifting cargo	0	-	0	-	2	0.4%	4	0.7%	9	0.3%	15	0.4%
Work Zone/Maintenance Equipment	0	-	0	-	1	0.2%	1	0.2%	4	0.1%	6	0.1%
Railway Vehicle	0	-	0	-	1	0.2%	0	-	0	-	1	0.02%
Missing Subanalysis Data	0	-	0	-	1	0.2%	2	0.3%	5	0.2%	8	0.2%
Collision with Person	**32**	**22.1%**	**22**	**13.9%**	**31**	**5.9%**	**15**	**2.5%**	**131**	**4.7%**	**231**	**5.5%**
Pedestrian	30	20.7%	19	12.0%	28	5.3%	13	2.1%	121	4.4%	211	5.0%
Pedalcycle	2	1.4%	3	1.9%	3	0.6%	2	0.3%	10	0.4%	20	0.5%
Other Non-Motorist	0	-	0	-	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	0	-	0	-	0	-	0	-
Non-Collision	**45**	**31.0%**	**24**	**15.2%**	**103**	**19.6%**	**69**	**11.3%**	**172**	**6.2%**	**413**	**9.8%**
Overturn/Rollover	42	29.0%	21	13.3%	85	16.2%	60	9.9%	113	4.1%	321	7.6%
All Other Non-Collision	3	2.1%	2	1.3%	16	3.0%	8	1.3%	42	1.5%	71	1.7%
Immersion, Full or Partial	0	-	1	0.6%	0	-	0	-	5	0.2%	6	0.1%
Jackknife	0	-	0	-	0	-	0	-	5	0.2%	5	0.1%
Thrown or Falling Object	0	-	0	-	0	-	0	-	1	0.04%	1	0.02%
Fell/Jumped from MV	0	-	0	-	1	0.2%	0	-	0	-	1	0.02%
Cargo/Equipment Loss or Shift	0	-	0	-	0	-	0	-	0	-	0	-
Fire/Explosion	0	-	0	-	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	1	0.2%	1	0.2%	6	0.2%	8	0.2%
Other	**0**	**0.0%**	**3**	**1.9%**	**14**	**2.7%**	**4**	**0.7%**	**16**	**0.6%**	**37**	**0.9%**
Missing FHE and Subanalysis Data	**0**	**0.0%**	**1**	**0.6%**	**0**	**0.0%**	**4**	**0.7%**	**35**	**1.3%**	**40**	**1.0%**
Total People	**145**	**100%**	**158**	**100%**	**526**	**100%**	**609**	**100%**	**2,769**	**100%**	**4,207**	**100%**

Crash Characteristics – First Harmful Event

Table 25: Alcohol-involved Crashes by First Harmful Event[17] and Subanalysis, 2016 - 2020

First Harmful Event (FHE) and Subanalysis	Alcohol-involved Crashes					Percent of Annual Total				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
Collision with Animal	**6**	**9**	**6**	**11**	**3**	**0.3%**	**0.4%**	**0.3%**	**0.5%**	**0.1%**
Antelope	0	0	0	0	1	-	-	-	-	0.05%
Small Domestic Animal	0	0	0	0	1	-	-	-	-	0.05%
Deer	0	4	2	4	0	-	0.20%	0.10%	0.18%	-
Elk	1	1	0	2	0	0.05%	0.05%	-	0.09%	-
Cattle/Cow	0	1	1	1	0	-	0.05%	0.05%	0.04%	-
Horse	1	1	0	1	0	0.05%	0.05%	-	0.04%	-
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)	0	0	1	0	0	-	-	0.05%	-	-
Missing Subanalysis Data	4	2	2	3	1	0.19%	0.10%	0.10%	0.13%	0.05%
Collision with Fixed Object	**613**	**603**	**569**	**675**	**697**	**29.6%**	**29.4%**	**27.2%**	**30.2%**	**34.5%**
Fence	104	79	84	92	81	5.0%	3.9%	4.0%	4.1%	4.0%
Median	85	83	72	93	69	4.1%	4.0%	3.4%	4.2%	3.4%
Utility Pole/Light Support	73	81	77	93	66	3.5%	4.0%	3.7%	4.2%	3.3%
Guardrail, End or Face	45	50	38	55	62	2.2%	2.4%	1.8%	2.5%	3.1%
Other Fixed Object	56	54	52	66	58	2.7%	2.6%	2.5%	3.0%	2.9%
Curb	0	0	0	0	54	-	-	-	-	2.7%
Tree (standing)	49	42	37	39	53	2.4%	2.0%	1.8%	1.7%	2.6%
Traffic Sign Support	29	21	32	43	37	1.4%	1.0%	1.5%	1.9%	1.8%
Other Post, Pole or Support	10	11	9	14	34	0.5%	0.5%	0.4%	0.6%	1.7%
Embankment	26	23	29	24	30	1.3%	1.1%	1.4%	1.1%	1.5%
Ditch	24	20	19	29	23	1.2%	1.0%	0.9%	1.3%	1.1%
Wall or Building	19	9	13	8	17	0.9%	0.4%	0.6%	0.4%	0.8%
Traffic Barrier, Concrete	13	5	8	4	17	0.6%	0.2%	0.4%	0.2%	0.8%
Bridge Pier, Support, Rail, or Overhead	16	19	13	14	12	0.8%	0.9%	0.6%	0.6%	0.6%
Culvert	7	4	3	6	6	0.3%	0.2%	0.1%	0.3%	0.3%
Traffic Barrier, Cable	0	0	0	0	1	-	-	-	-	0.05%
Other (incl. hydrant, box, cattle guard, plant)	47	70	63	75	70	2.3%	3.4%	3.0%	3.4%	3.5%
Missing Subanalysis Data	10	32	20	20	7	0.5%	1.6%	1.0%	0.9%	0.3%
Collision with Motor Vehicle	**940**	**939**	**994**	**1,041**	**863**	**45.3%**	**45.8%**	**47.6%**	**46.5%**	**42.7%**
MV in Transport	805	789	869	918	769	38.8%	38.5%	41.6%	41.0%	38.1%
Parked MV	69	97	82	82	90	3.3%	4.7%	3.9%	3.7%	4.5%
Missing Subanalysis Data	66	53	43	41	4	3.2%	2.6%	2.1%	1.8%	0.2%
Collision with Other Non-Fixed Object	**56**	**65**	**83**	**77**	**62**	**2.7%**	**3.2%**	**4.0%**	**3.4%**	**3.1%**
Other Non-fixed Object	35	48	65	62	42	1.7%	2.3%	3.1%	2.8%	2.1%
Struck by falling, shifting cargo	5	6	3	4	6	0.2%	0.3%	0.1%	0.2%	0.3%
Work Zone/Maintenance Equipment	3	0	2	2	6	0.1%	-	0.1%	0.1%	0.3%
Railway Vehicle	4	3	2	3	1	0.2%	0.1%	0.1%	0.1%	0.05%
Missing Subanalysis Data	9	8	11	6	7	0.4%	0.4%	0.5%	0.3%	0.3%
Collision with Person	**151**	**156**	**129**	**151**	**96**	**7.3%**	**7.6%**	**6.2%**	**6.8%**	**4.8%**
Pedestrian	133	135	121	137	87	6.4%	6.6%	5.8%	6.1%	4.3%
Pedalcycle	15	18	8	14	9	0.7%	0.9%	0.4%	0.6%	0.4%
Other Non-Motorist	0	0	0	0	0	-	-	-	-	-
Missing Subanalysis Data	3	3	0	0	0	0.1%	0.1%	-	-	-
Non-Collision	**302**	**278**	**302**	**278**	**259**	**14.6%**	**13.6%**	**14.4%**	**12.4%**	**12.8%**
Overturn/Rollover	242	226	245	227	201	11.7%	11.0%	11.7%	10.1%	10.0%
All Other Non-Collision	30	20	34	34	46	1.4%	1.0%	1.6%	1.5%	2.3%
Immersion, Full or Partial	7	4	3	3	3	0.3%	0.2%	0.1%	0.1%	0.1%
Jackknife	0	1	0	0	2	-	0.05%	-	-	0.10%
Fell/Jumped from MV	6	4	1	4	1	0.3%	0.2%	0.05%	0.2%	0.05%
Thrown or Falling Object	0	1	0	0	1	-	0.05%	-	-	0.05%
Fire/Explosion	1	0	1	1	0	0.05%	-	0.05%	0.04%	-
Cargo/Equipment Loss or Shift	0	0	0	0	0	-	-	-	-	-
Missing Subanalysis Data	16	22	18	9	5	0.8%	1.1%	0.9%	0.4%	0.2%
Other	**0**	**0**	**0**	**0**	**26**	**-**	**-**	**-**	**-**	**1.3%**
Missing FHE and Subanalysis Data	**5**	**0**	**7**	**4**	**14**	**0.2%**	**0.0%**	**0.3%**	**0.2%**	**0.7%**
Total Alcohol-involved Crashes	**2,073**	**2,050**	**2,090**	**2,237**	**2,020**	**100%**	**100%**	**100%**	**100%**	**100%**

Crash Characteristics – First Harmful Event

Table 26: Alcohol-involved Crashes
by First Harmful Event Relative Direction of Travel[18] and Crash Severity, 2020

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	8	6.0%	162	18.8%	181	17.7%	351	17.4%
From Opposite Direction	21	15.7%	70	8.1%	47	4.6%	138	6.8%
Intersecting Path (T-bone)	15	11.2%	59	6.8%	19	1.9%	93	4.6%
Missing Data	90	67.2%	571	66.2%	777	75.9%	1,438	71.2%
Total Crashes	**134**	**100%**	**862**	**100%**	**1,024**	**100%**	**2,020**	**100%**

- Alcohol-involved crashes are more likely to be fatal when the relative direction of travel prior to collision was from opposite directions, which accounted for 15.7 percent of alcohol-involved fatal crashes but only 6.8 percent of all alcohol-involved crashes. However, data are missing for a large portion of crashes. (Table 26)

Table 27: Alcohol-involved Crashes
by First Harmful Event Manner of Impact[18] and Crash Severity, 2020

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	5	3.7%	137	15.9%	154	15.0%	296	14.7%
Front-to-Front	19	14.2%	57	6.6%	33	3.2%	109	5.4%
Front-to-Side	13	9.7%	59	6.8%	22	2.1%	94	4.7%
Sideswipe	4	3.0%	23	2.7%	37	3.6%	64	3.2%
Other	1	0.7%	11	1.3%	0	0.0%	12	0.6%
Unknown	0	0.0%	2	0.2%	1	0.1%	3	0.1%
Rear-to-Side	0	0.0%	1	0.1%	0	0.0%	1	0.05%
Rear-to-Rear	0	0.0%	0	0.0%	0	0.0%	0	0.00%
Missing Data	92	68.7%	572	66.4%	777	75.9%	1,441	71.3%
Total Crashes	**134**	**100%**	**862**	**100%**	**1,024**	**100%**	**2,020**	**100%**

[18] Collection of data on this element began during 2020. Missing data are expected to decrease in future years.

Vehicles

- Most alcohol-involved crashes involved just one vehicle (50.3 percent), followed by those with two vehicles (43.3 percent). (Table 28)

Table 28: Alcohol-involved Crashes by Number of Vehicles Involved[19] and Crash Severity, 2020

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	71	53.0%	381	44.2%	564	55.1%	1,016	50.3%
2	54	40.3%	407	47.2%	413	40.3%	874	43.3%
3	7	5.2%	59	6.8%	38	3.7%	104	5.1%
4+	2	1.5%	15	1.7%	9	0.9%	26	1.3%
Total Crashes	**134**	**100%**	**862**	**100%**	**1,024**	**100%**	**2,020**	**100%**

Table 29: People in Alcohol-involved Crashes
by Number of Vehicles Involved[19] and Severity of Injury, 2020

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	73	50.3%	56	35.4%	264	50.2%	168	27.6%	783	28.3%	1,344	31.9%
2	61	42.1%	88	55.7%	214	40.7%	362	59.4%	1,594	57.6%	2,319	55.1%
3	8	5.5%	11	7.0%	35	6.7%	56	9.2%	301	10.9%	411	9.8%
4+	3	2.1%	3	1.9%	13	2.5%	23	3.8%	91	3.3%	133	3.2%
Total	**145**	**100%**	**158**	**100%**	**526**	**100%**	**609**	**100%**	**2,769**	**100%**	**4,207**	**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 xiii) for additional details on non-motorists.

Table 30: Alcohol-involved Drivers in Crashes by Vehicle Type[19] and Crash Severity, 2020

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	39	27.9%	479	54.7%	645	62.6%	1,163	56.8%
Pickups	23	16.4%	169	19.3%	227	22.0%	419	20.5%
Vans/SUVs/4WDs	26	18.6%	122	13.9%	134	13.0%	282	13.8%
Pedestrians, All	30	21.4%	54	6.2%	1	0.1%	85	4.2%
Motorcycles/Mopeds	15	10.7%	31	3.5%	5	0.5%	51	2.5%
ATVs	5	3.6%	10	1.1%	2	0.2%	17	0.8%
Semis/Heavy Trucks	0	0.0%	4	0.5%	6	0.6%	10	0.5%
Pedalcycles	2	1.4%	5	0.6%	0	0.0%	7	0.3%
Other Vehicles	0	0.0%	1	0.1%	0	0.0%	1	0.0%
Buses	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Missing Data	0	0.0%	0	0.0%	11	1.1%	11	0.5%
Total	**140**	**100%**	**875**	**100%**	**1,031**	**100%**	**2,046**	**100%**

- Alcohol-involved pedestrians accounted for 4.2 percent of alcohol-involved drivers (motorized and non-motorized vehicles) in crashes but were 24.6 percent of alcohol-involved drivers killed in crashes. (Table 31)

Table 31: Alcohol-involved Drivers in Crashes by Vehicle Type[19] and Severity of Injury, 2020

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	29	23.8%	29	37.2%	175	50.9%	163	64.7%	767	61.4%	1,163	56.8%
Pickups	20	16.4%	8	10.3%	71	20.6%	35	13.9%	285	22.8%	419	20.5%
Vans/SUVs/4WDs	21	17.2%	12	15.4%	45	13.1%	38	15.1%	166	13.3%	282	13.8%
Pedestrians, All	30	24.6%	17	21.8%	25	7.3%	11	4.4%	2	0.2%	85	4.2%
Motorcycles/Mopeds	15	12.3%	11	14.1%	16	4.7%	3	1.2%	6	0.5%	51	2.5%
ATVs	5	4.1%	1	1.3%	6	1.7%	0	0.0%	5	0.4%	17	0.8%
Semis/Heavy Trucks	0	0.0%	0	0.0%	2	0.6%	1	0.4%	7	0.6%	10	0.5%
Pedalcycles	2	1.6%	0	0.0%	3	0.9%	1	0.4%	1	0.1%	7	0.3%
Other Vehicles	0	0.0%	0	0.0%	1	0.3%	0	0.0%	0	0.0%	1	0.0%
Buses	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%	11	0.9%	11	0.5%
Total	**122**	**100%**	**78**	**100%**	**344**	**100%**	**252**	**100%**	**1,250**	**100%**	**2,046**	**100%**

Demographics

Age and Sex

- The number of people in alcohol-involved crashes fell in all age groups, to 4,207, the lowest number in at least five years. (Table 32)
- There were 1.7 males in alcohol-involved crashes for every female. (Table 33)
- There were 2.4 male fatalities in alcohol-involved crashes for every female fatality. (Table 34)
- People ages 20 to 29 years old were 29.9 percent of all people in alcohol-involved crashes. (Table 33, Table 35)
- Out of all people in alcohol-involved crashes, 3.4 percent were killed (145 out of 4,207). The percentage killed was highest for people ages 75+ in alcohol-involved crashes, at 13.8 percent (4 out of 29). (Table 35)

Table 32: People in Alcohol-involved Crashes[20] by Age, 2016 - 2020

Age Group	People in Alcohol-involved Crashes					Percent Change 2016 - 2020
	2016	2017	2018	2019	2020	
1-4	103	93	107	97	70	-32.0%
5-9	120	114	106	108	71	-40.8%
10-14	91	94	99	86	78	-14.3%
15-19	380	339	356	414	389	2.4%
20-24	717	698	744	793	693	-3.3%
25-29	652	655	636	651	564	-13.5%
30-34	489	517	497	515	482	-1.4%
35-39	395	376	422	399	371	-6.1%
40-44	288	286	302	315	295	2.4%
45-49	306	254	254	297	195	-36.3%
50-54	245	224	212	235	208	-15.1%
55-59	225	247	237	207	172	-23.6%
60-64	146	132	184	173	125	-14.4%
65-69	106	101	102	120	69	-34.9%
70-74	55	58	75	67	36	-34.5%
75 +	58	42	52	75	29	-50.0%
Missing Data	400	396	428	397	360	-10.0%
Total People	**4,776**	**4,626**	**4,813**	**4,949**	**4,207**	-11.9%

[20] Numbers are shaded such that darker shading identifies higher numbers.

Table 33: People in Alcohol-involved Crashes by Age and Sex, 2020

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	40	1.6%	29	2.0%	1	0.3%	70	1.7%	**1.4**
5-9	38	1.5%	33	2.3%	0	0.0%	71	1.7%	**1.2**
10-14	27	1.1%	51	3.6%	0	0.0%	78	1.9%	**0.5**
15-19	236	9.5%	152	10.6%	1	0.3%	389	9.2%	**1.6**
20-24	434	17.6%	257	17.9%	2	0.7%	693	16.5%	**1.7**
25-29	371	15.0%	192	13.4%	1	0.3%	564	13.4%	**1.9**
30-34	302	12.2%	178	12.4%	2	0.7%	482	11.5%	**1.7**
35-39	241	9.7%	127	8.9%	3	1.0%	371	8.8%	**1.9**
40-44	186	7.5%	109	7.6%	0	0.0%	295	7.0%	**1.7**
45-49	115	4.7%	79	5.5%	1	0.3%	195	4.6%	**1.5**
50-54	132	5.3%	76	5.3%	0	0.0%	208	4.9%	**1.7**
55-59	125	5.1%	47	3.3%	0	0.0%	172	4.1%	**2.7**
60-64	89	3.6%	36	2.5%	0	0.0%	125	3.0%	**2.5**
65-69	47	1.9%	21	1.5%	1	0.3%	69	1.6%	**2.2**
70-74	23	0.9%	11	0.8%	2	0.7%	36	0.9%	**2.1**
75 +	18	0.7%	11	0.8%	0	0.0%	29	0.7%	**1.6**
Missing Data	48	1.9%	26	1.8%	286	95.3%	360	8.6%	**1.8**
Total	**2,472**	**100%**	**1,435**	**100%**	**300**	**100%**	**4,207**	**100%**	**1.7**

Figure 9: People in Alcohol-involved Crashes by Age and Sex, 2020

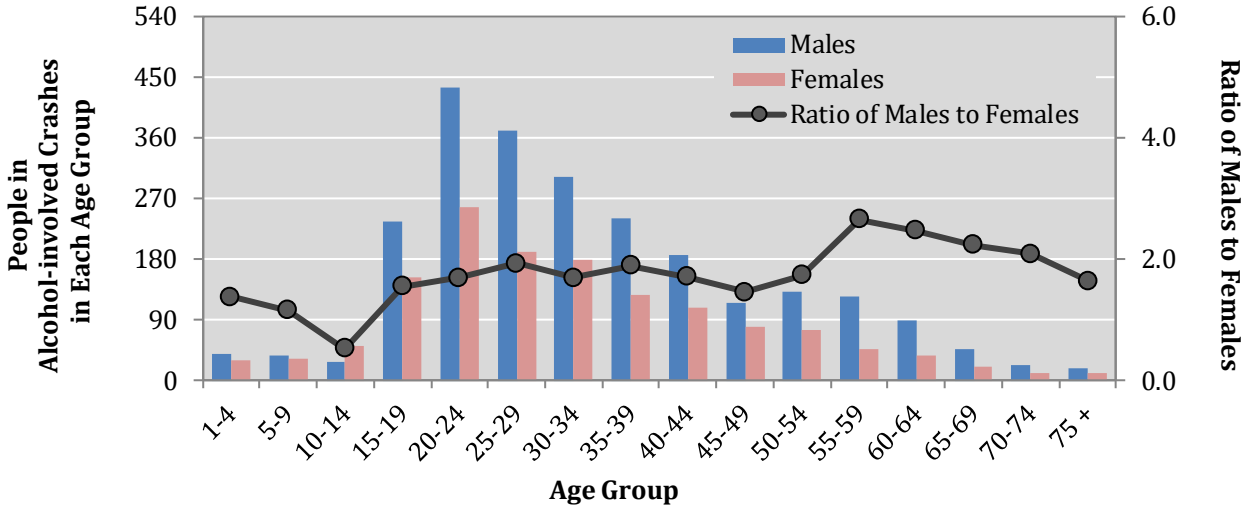
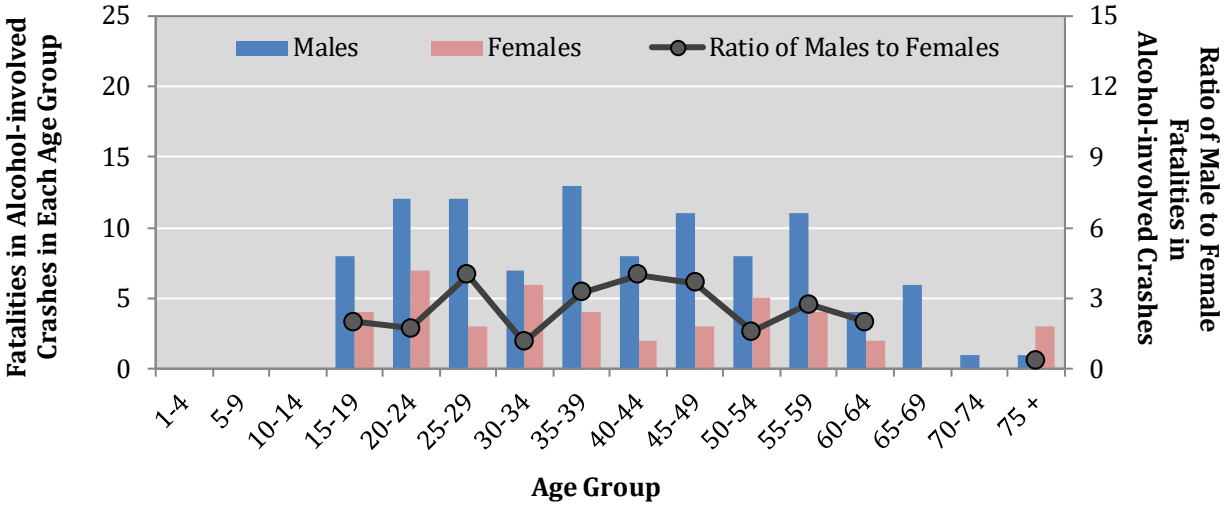


Table 34: Fatalities in Alcohol-involved Crashes by Age and Sex[21], 2020

Age Group	Fatalities in Alcohol-involved Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
5-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	8	7.8%	4	9.3%	0	0.0%	12	8.3%	**2.0**
20-24	12	11.8%	7	16.3%	0	0.0%	19	13.1%	**1.7**
25-29	12	11.8%	3	7.0%	0	0.0%	15	10.3%	**4.0**
30-34	7	6.9%	6	14.0%	0	0.0%	13	9.0%	**1.2**
35-39	13	12.7%	4	9.3%	0	0.0%	17	11.7%	**3.3**
40-44	8	7.8%	2	4.7%	0	0.0%	10	6.9%	**4.0**
45-49	11	10.8%	3	7.0%	0	0.0%	14	9.7%	**3.7**
50-54	8	7.8%	5	11.6%	0	0.0%	13	9.0%	**1.6**
55-59	11	10.8%	4	9.3%	0	0.0%	15	10.3%	**2.8**
60-64	4	3.9%	2	4.7%	0	0.0%	6	4.1%	**2.0**
65-69	6	5.9%	0	0.0%	0	0.0%	6	4.1%	-
70-74	1	1.0%	0	0.0%	0	0.0%	1	0.7%	-
75+	1	1.0%	3	7.0%	0	0.0%	4	2.8%	**0.3**
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	**102**	**100%**	**43**	**100%**	**0**	**0%**	**145**	**100%**	**2.4**

Figure 10: Fatalities in Alcohol-involved Crashes by Age and Sex, 2020

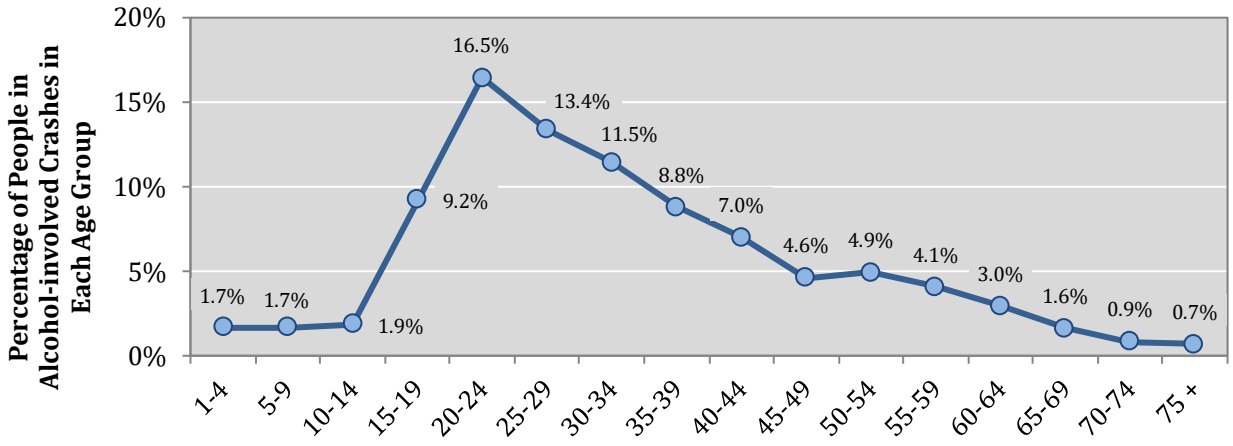


[21] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.

Table 35: People in Alcohol-involved Crashes by Age and Severity of Injury, 2020 [22]

Age Group	People in Alcohol-involved Crashes							
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total People	Percent Killed
1-4	0	1	6	5	58	70	1.7%	0.0%
5-9	0	4	11	7	49	71	1.7%	0.0%
10-14	0	1	4	20	53	78	1.9%	0.0%
15-19	12	16	50	58	253	389	9.2%	3.1%
20-24	19	21	111	112	430	693	16.5%	2.7%
25-29	15	21	71	87	370	564	13.4%	2.7%
30-34	13	20	71	60	318	482	11.5%	2.7%
35-39	17	18	51	55	230	371	8.8%	4.6%
40-44	10	11	34	46	194	295	7.0%	3.4%
45-49	14	3	24	37	117	195	4.6%	7.2%
50-54	13	10	36	42	107	208	4.9%	6.3%
55-59	15	11	26	28	92	172	4.1%	8.7%
60-64	6	8	16	17	78	125	3.0%	4.8%
65-69	6	4	3	13	43	69	1.6%	8.7%
70-74	1	2	1	10	22	36	0.9%	2.8%
75 +	4	2	4	4	15	29	0.7%	13.8%
Missing Data	0	5	7	8	340	360	8.6%	0.0%
Total	**145**	**158**	**526**	**609**	**2,769**	**4,207**	**100%**	**3.4%**

Figure 11: Percentage of People in Alcohol-involved Crashes by Age Group, 2020



[22] Percentages are shaded such that darker shading identifies higher percentages.

Teens (15-19)

- Twelve teens were killed and 124 injured in alcohol-involved crashes. (Table 36)
- The number of alcohol-involved teen drivers[23] in crashes has increased three years in a row, to 140, the highest number since 2012. (Table 37)
- The rate of alcohol-involved teen drivers in crashes has increased three years in a row, to 26.5 per 10,000 licensed teen drivers, the highest rate in at least a decade. The higher rate resulted from a decrease in the number of licensed teen drivers in New Mexico combined with an increase in the number of these drivers in crashes. (Table 37)
- The number of male alcohol-involved teen drivers in crashes rose 106, the highest number since 2011. (Table 38)
- There were 106 male and 34 female alcohol-involved teen drivers in crashes, resulting in a male-to-female driver ratio of 3.12 to 1. (Table 38)
- The peak hours of alcohol-involved teen drivers in crashes were from 9 p.m. through 12 p.m., and the hour of 3 a.m. (Table 39)

Table 36: Teens (15-19) in Alcohol-involved Crashes by Severity of Injury, 2020

Severity of Injury	Injury Class	Teens (15-19) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	12	3.1%
Suspected Serious Injuries	A	16	4.1%
Suspected Minor Injuries	B	50	12.9%
Possible Injuries	C	58	14.9%
No Apparent Injuries	O	253	65.0%
Total		**389**	**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 which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcycle operator.

Table 37: Alcohol-involved Teen Drivers[23] (15-19) in Crashes by Crash Severity, 2011 - 2020

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		
2011	3	68	95	166	64,091	25.9
2012	9	71	81	161	68,554	23.5
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

Figure 12: Alcohol-involved Teen Drivers[23] (15-19) in Crashes, 2011 - 2020

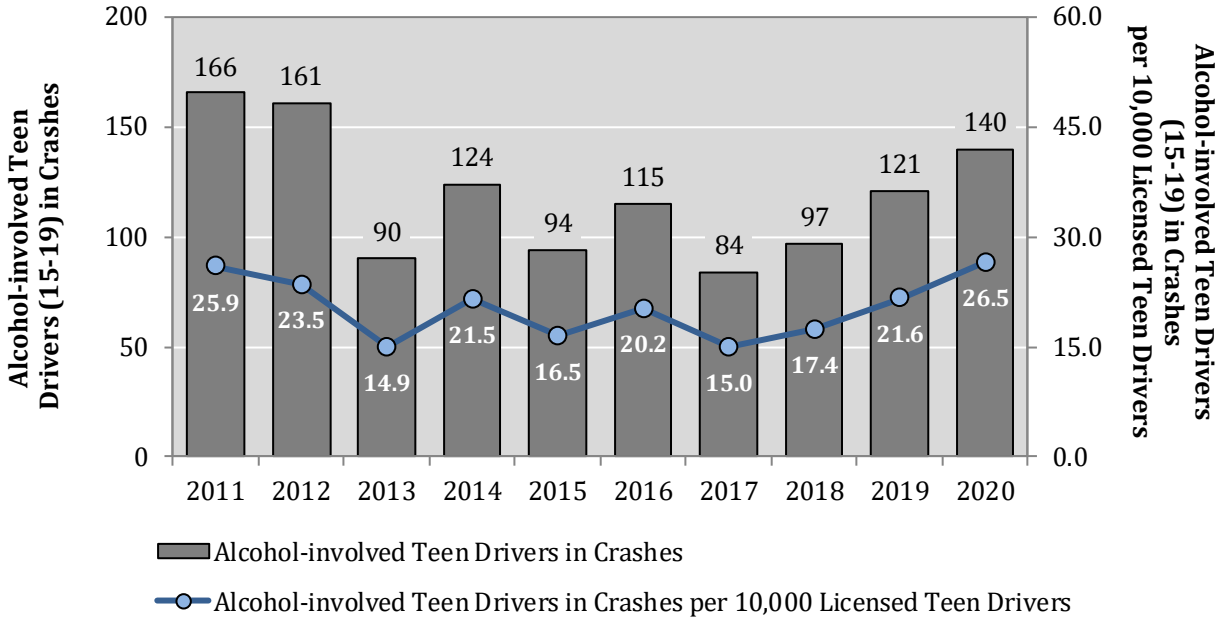


Table 38: Alcohol-involved Teen Drivers[23] (15-19) in Crashes by Sex, 2011 - 2020

Year	Alcohol-involved Teen Drivers (15-19) of Motor Vehicles in Crashes			Ratio of Males to Females
	Males	Females	Total	
2011	125	41	166	3.05
2012	105	56	161	1.88
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

Figure 13: Alcohol-involved Teen Drivers[23] (15-19) in Crashes by Sex, 2011 - 2020

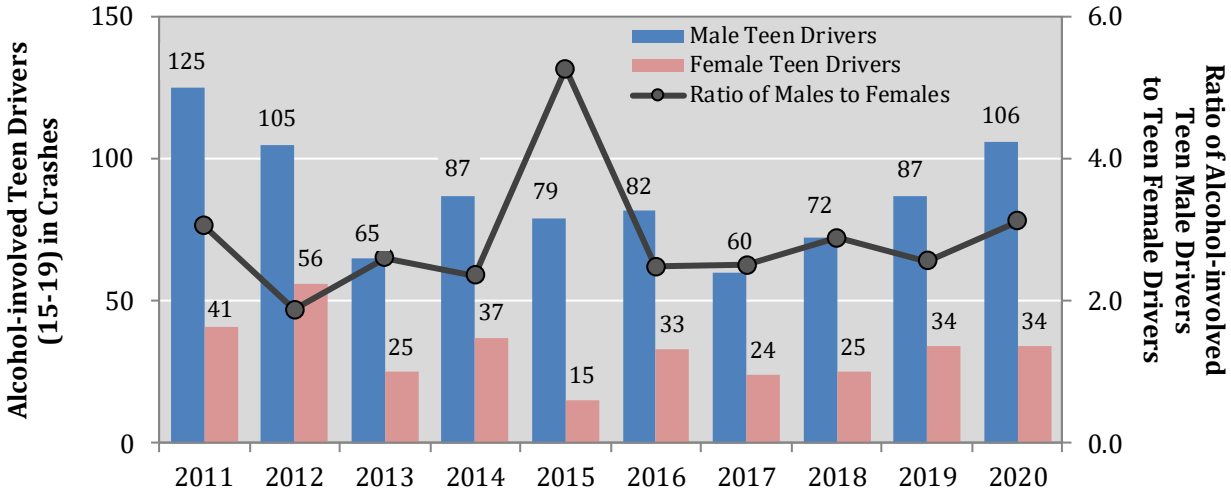


Table 39: Alcohol-involved Teen Drivers[23] (15-19) in Crashes by Hour[24], 2020

Hour	Alcohol-involved Teen Motor Vehicle Drivers (15-19) in Crashes	
	Count	Percent
12 a.m.	19	13.6%
1 a.m.	8	5.7%
2 a.m.	4	2.9%
3 a.m.	11	7.9%
4 a.m.	8	5.7%
5 a.m.	3	2.1%
6 a.m.	3	2.1%
7 a.m.	3	2.1%
8 a.m.	1	0.7%
9 a.m.	1	0.7%
10 a.m.	2	1.4%
11 a.m.	1	0.7%
12 p.m.	0	0.0%
1 p.m.	2	1.4%
2 p.m.	5	3.6%
3 p.m.	1	0.7%
4 p.m.	5	3.6%
5 p.m.	6	4.3%
6 p.m.	4	2.9%
7 p.m.	9	6.4%
8 p.m.	8	5.7%
9 p.m.	14	10.0%
10 p.m.	10	7.1%
11 p.m.	12	8.6%
Missing Data	0	0.0%
Total	**140**	**100.0%**

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

Young Adults (20-24)

- 19 young adults were killed and 244 injured in alcohol-involved crashes. (Table 40)
- After rising three years in a row, the rate of alcohol-involved young adult drivers[25] in crashes fell, to 35.0 per 10,000 licensed young adult drivers. (Table 41)
- There were 268 male and 117 female alcohol-involved young adult drivers in crashes, resulting in a male-to-female driver ratio of 2.29 to 1. (Table 42)
- The peak hours of alcohol-involved young adult drivers in crashes were from 7 p.m. through 3 a.m. (Table 43)

Table 40: Young Adults (20-24) in Alcohol-involved Crashes by Severity of Injury, 2020

Severity of Injury	Injury Class	Young Adults (20-24) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	19	2.7%
Suspected Serious Injuries	A	21	3.0%
Suspected Minor Injuries	B	111	16.0%
Possible Injuries	C	112	16.2%
No Apparent Injuries	O	430	62.0%
Total		**693**	**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 which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcycle operator.

Table 41: Alcohol-involved Young Adult Drivers[25] (20-24) in Crashes by Severity, 2011 - 2020

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		
2011	18	206	236	460	122,293	37.6
2012	14	151	226	391	122,911	31.8
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

Figure 14: Alcohol-involved Young Adult Drivers[25] (20-24) in Crashes, 2011 - 2020

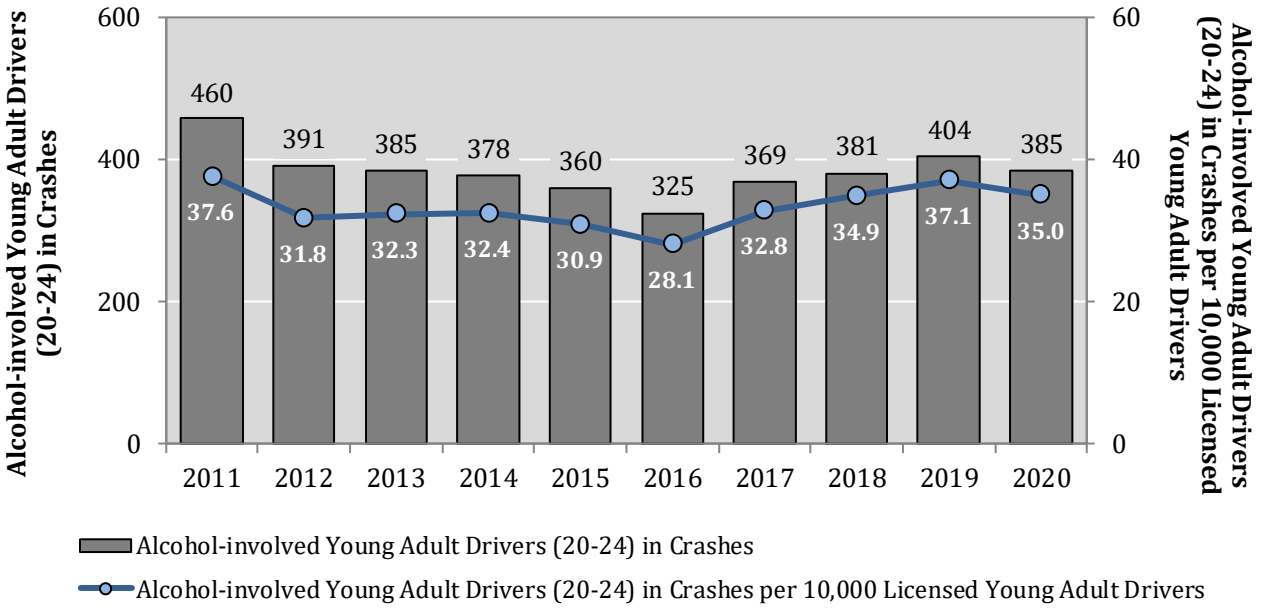


Table 42: Alcohol-involved Young Adult Drivers[25] (20-24) in Crashes by Sex, 2011 - 2020

Year	Alcohol-involved Young Adult Drivers (20-24) of Motor Vehicles in Crashes			Ratio of Males to Females
	Males	Females	Total	
2011	322	138	460	2.33
2012	286	105	391	2.72
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

Figure 15: Alcohol-involved Young Adult Drivers[25] (20-24) in Crashes by Sex, 2011 - 2020

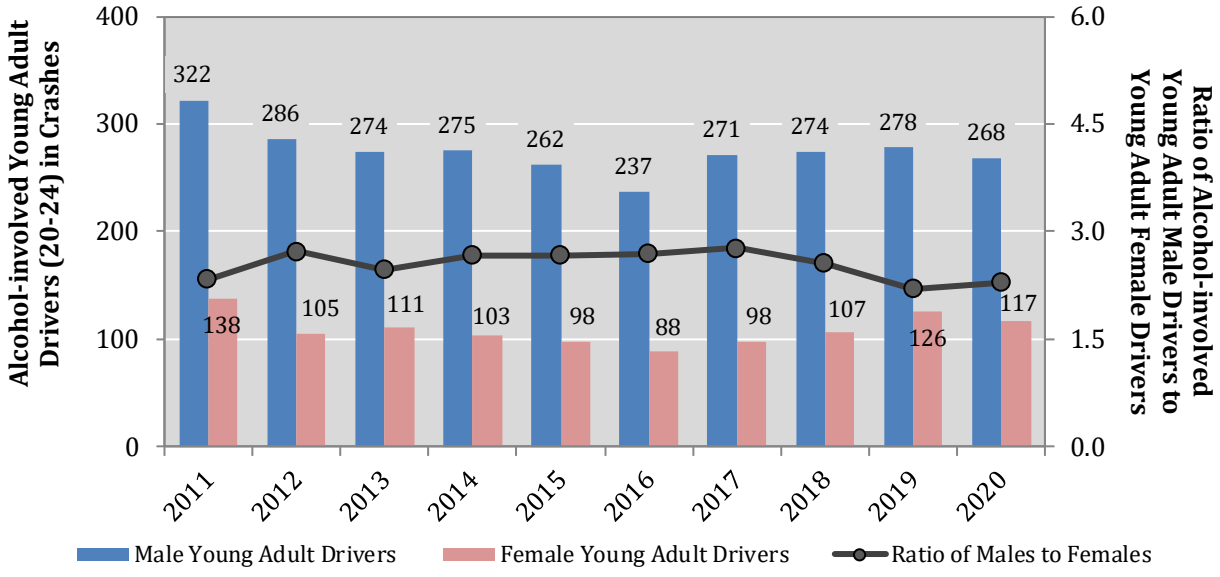


Table 43: Alcohol-involved Young Adult Drivers[25] (20-24) by Hour[26], 2020

Hour	Alcohol-involved Young Adult Motor Vehicle Drivers (20-24) in Crashes	
	Count	Percent
Midnight	29	7.5%
1 a.m.	32	8.3%
2 a.m.	28	7.3%
3 a.m.	20	5.2%
4 a.m.	11	2.9%
5 a.m.	6	1.6%
6 a.m.	7	1.8%
7 a.m.	8	2.1%
8 a.m.	3	0.8%
9 a.m.	3	0.8%
10 a.m.	2	0.5%
11 a.m.	4	1.0%
Noon	5	1.3%
1 p.m.	4	1.0%
2 p.m.	4	1.0%
3 p.m.	7	1.8%
4 p.m.	16	4.2%
5 p.m.	13	3.4%
6 p.m.	14	3.6%
7 p.m.	20	5.2%
8 p.m.	29	7.5%
9 p.m.	35	9.1%
10 p.m.	41	10.6%
11 p.m.	43	11.2%
Missing Data	1	0.3%
Total	**385**	**100.0%**

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

Motorcyclists

- Motorcycle-involved crashes accounted for 3.2 percent of all alcohol-involved crashes. (Table 44)
- Of the 64 alcohol-involved motorcycle crashes in 2020, 25.0 percent (16) were fatal crashes, and 64.1 percent (41) were injury crashes. (Table 45)

Table 44: Alcohol-involved Motorcycle Crashes[27], 2020

Motorcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Motorcycle Involved	64	3.2%
Motorcycle Not Involved	1,956	96.8%
Total Alcohol-involved Crashes	**2,020**	**100.0%**

Table 45: Alcohol-involved Motorcycle Crashes[27] by Crash Severity, 2020

Crash Severity	Alcohol-involved Motorcycle Crashes	
	Count	Percent
Fatal Crashes	16	25.0%
Injury Crashes	41	64.1%
Property Damage Only Crashes	7	10.9%
Total Motorcycle-involved Crashes	**64**	**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. Starting with the 2020 DWI Report, the method for tabulating statistics on motorcycle crashes no longer includes ATVs.

Table 46: Alcohol-involved Motorcycle Crashes[27], 2011 - 2020

Year	Motorcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2011	104	1,240	**8.4%**
2012	108	1,123	**9.6%**
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%**

- The average number of alcohol-involved motorcycle crashes, and their percentage among all motorcycle crashes, was lower in 2016-2020 than in 2011-2015. (Table 46)

Table 47: Top-Ranking Counties for Alcohol-involved Motorcycle Crashes, 2016 - 2020 [27] [28] [29]

2020 Rank	County	Alcohol-involved Motorcycle Crashes					2020 Population	Alcohol-involved Motorcycle Crashes per 100,000 County Residents
		2016	2017	2018	2019	2020		
1	Bernalillo	16	28	11	20	18	681,666	**2.6**
2	Doña Ana	6	7	6	10	7	221,262	**3.2**
3	Chaves	0	4	3	2	6	64,711	**9.3**
3	Otero	3	7	2	2	6	67,967	**8.8**
5	Santa Fe	2	7	4	6	4	151,946	**2.6**
5	San Juan	9	5	5	5	4	123,312	**3.2**
7	Sandoval	1	2	9	4	3	148,904	**2.0**
7	Eddy	6	0	2	2	3	58,418	**5.1**
All Other Counties		21	18	17	13	13	588,133	**2.2**
Statewide Total		**64**	**78**	**59**	**64**	**64**	**2,106,319**	**3.0**

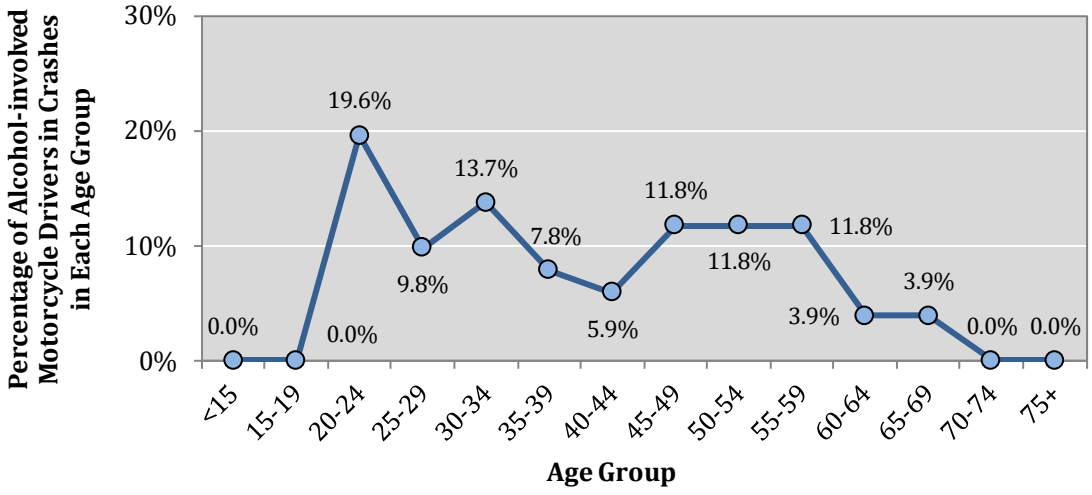
[28] Counties have the same rank if they have the same number of crashes in 2020.
[29] "All Other Counties" are counties with fewer than two alcohol-involved motorcycle crashes in 2020.

Table 48: Alcohol-involved Motorcycle Driver[30] Crash Rates, 2016 - 2020

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
2016	59	61,877	121,408	9.5	4.9
2017	71	57,718	120,120	12.3	5.9
2018	52	61,074	118,499	8.5	4.4
2019	56	60,466	118,764	9.3	4.7
2020	51	54,946	118,987	9.3	4.3

- The rate of alcohol-involved motorcycle drivers in crashes (per 10,000 licensed motorcycle drivers) fell to its lowest level in the past five years, 4.3. (Table 48)
- Drivers ages 20-24 makes up 19.6 percent of all alcohol-involved motorcycle drivers in crashes. Drivers ages 45-59 make up 35.3 percent. (Table 49)
- Almost all alcohol-involved motorcycle drivers in crashes (92.2 percent) were males. (Table 49)

Figure 16: Percentage of Alcohol-involved Motorcycle Drivers[30] in Crashes by Age Group, 2020

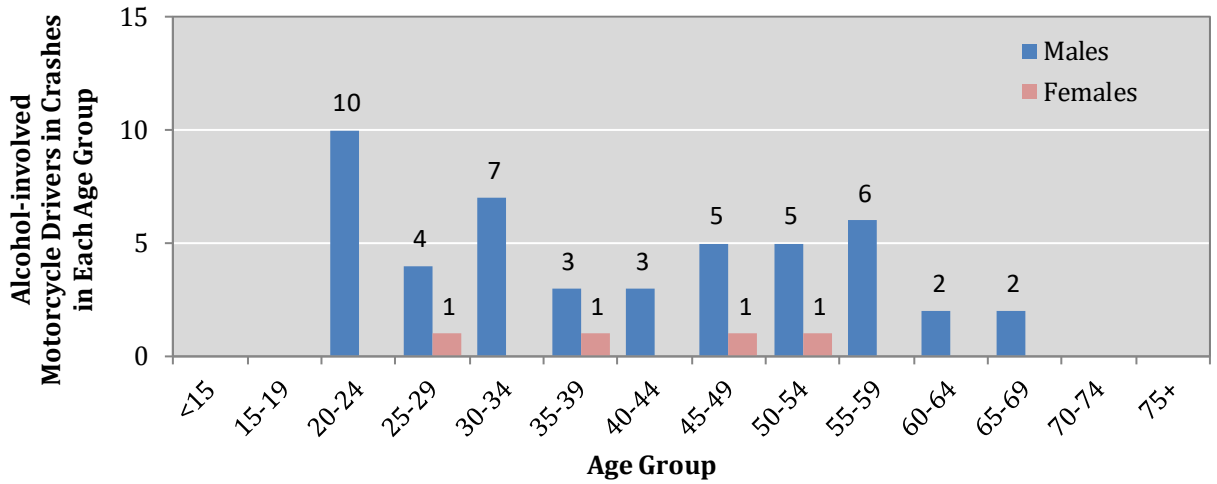


[30] "Alcohol-involved motorcycle drivers" are motorcycle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash. Starting with the 2020 DWI Report, the method for tabulating statistics on motorcycle drivers no longer includes ATV drivers.

Table 49: Alcohol-involved Motorcycle Drivers in Crashes by Age and Sex, 2020 [30] [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	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
20-24	10	21.3%	0	0.0%	0	0.0%	10	19.6%	-
25-29	4	8.5%	1	25.0%	0	0.0%	5	9.8%	4.0
30-34	7	14.9%	0	0.0%	0	0.0%	7	13.7%	-
35-39	3	6.4%	1	25.0%	0	0.0%	4	7.8%	3.0
40-44	3	6.4%	0	0.0%	0	0.0%	3	5.9%	-
45-49	5	10.6%	1	25.0%	0	0.0%	6	11.8%	5.0
50-54	5	10.6%	1	25.0%	0	0.0%	6	11.8%	5.0
55-59	6	12.8%	0	0.0%	0	0.0%	6	11.8%	-
60-64	2	4.3%	0	0.0%	0	0.0%	2	3.9%	-
65-69	2	4.3%	0	0.0%	0	0.0%	2	3.9%	-
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	**47**	**100%**	**4**	**100%**	**0**	**0%**	**51**	**100%**	**11.8**

Figure 17: Alcohol-involved Motorcycle Drivers[30] in Crashes by Age and Sex, 2020



[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.

Pedestrians

- Pedestrian-involved crashes accounted for 4.4 percent of all alcohol-involved crashes. (Table 50)
- Of the 88 alcohol-involved pedestrian crashes, 33.0 percent (29) were fatal crashes, and 65.9 percent (58) were injury crashes. (Table 51)

Table 50: Alcohol-involved Pedestrian Crashes[32], 2020

Pedestrian Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedestrian Involved	88	4.4%
Pedestrian Not Involved	1,932	95.6%
Total Alcohol-involved Crashes	**2,020**	**100.0%**

Table 51: Alcohol-involved Pedestrian[32] Crashes by Crash Severity, 2020

Crash Severity	Alcohol-involved Pedestrian Crashes	
	Count	Percent
Fatal Crashes	29	33.0%
Injury Crashes	58	65.9%
Property Damage Only Crashes	1	1.1%
Total Alcohol-involved Pedestrian Crashes	**88**	**100.0%**

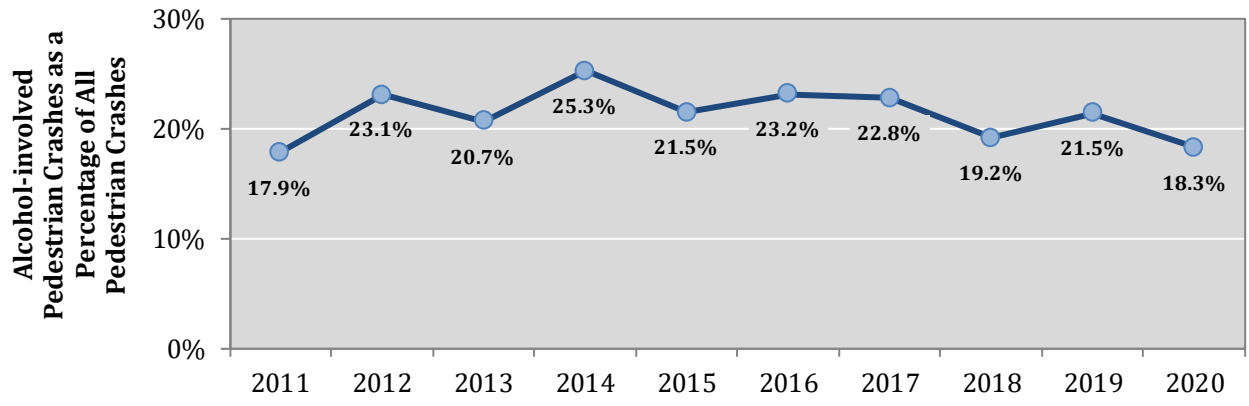
[32] An alcohol-involved pedestrian crash is a crash involving one or more pedestrians in which any motor vehicle driver or pedestrian in the crash was alcohol-involved.

Table 52: Alcohol-involved Pedestrian Crashes[33], 2011 - 2020

Year	Pedestrian-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2011	74	414	17.9%
2012	100	432	23.1%
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%

- Alcohol was a contributing factor in 18.3 percent of all pedestrian crashes. (Table 52)
- The number of alcohol-involved pedestrian crashes fell from 137 to 88, the lowest since 2011. (Table 52)
- Among counties with the most alcohol-involved pedestrian crashes, McKinley had the highest rate, at 14.1 per 100,000 county residents. (Table 53)

Figure 18: Alcohol-involved Pedestrian Crashes[33], 2011 - 2020



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

Table 53: Ranking and Rates of Alcohol-involved Pedestrian Crashes[33] [34] [35] by County, 2016 - 2020

2020 Rank	County	Alcohol-involved Pedestrian Crashes					2020 Population	Alcohol-involved Pedestrian Crashes per 100,000 County Residents
		2016	2017	2018	2019	2020		
1	Bernalillo	79	60	52	71	33	681,666	**4.8**
2	San Juan	10	19	13	21	12	123,312	**9.7**
3	McKinley	18	19	20	16	10	70,824	**14.1**
4	Santa Fe	5	12	9	5	7	151,946	**4.6**
5	Doña Ana	5	9	4	5	6	221,262	2.7
6	Chaves	0	0	3	0	3	64,711	**4.6**
6	Valencia	0	3	1	1	3	77,574	3.9
8	Eddy	1	1	0	2	2	58,418	3.4
8	Rio Arriba	4	1	3	3	2	38,521	**5.2**
8	Sandoval	2	2	5	1	2	148,904	1.3
8	Socorro	1	2	0	0	2	16,541	**12.1**
12	Curry	1	0	0	2	1	48,793	2.0
12	Guadalupe	0	0	0	0	1	4,275	**23.4**
12	Otero	1	2	1	1	1	67,967	1.5
12	Roosevelt	0	0	0	0	1	18,350	**5.4**
12	Torrance	0	0	0	0	1	15,486	**6.5**
12	Union	0	0	0	0	1	4,026	**24.8**
18	Catron	0	0	1	0	0	3,623	-
18	Cibola	1	1	0	2	0	26,354	-
18	Colfax	0	0	1	1	0	11,927	-
18	De Baca	0	0	0	0	0	1,673	-
18	Grant	3	1	0	0	0	27,007	-
18	Harding	0	0	0	0	0	638	-
18	Hidalgo	0	0	0	0	0	4,106	-
18	Lea	0	2	4	3	0	71,830	-
18	Lincoln	0	0	0	0	0	19,939	-
18	Los Alamos	0	0	0	0	0	19,462	-
18	Luna	2	1	1	1	0	23,905	-
18	Mora	0	0	0	0	0	4,478	-
18	Quay	0	0	0	0	0	8,197	-
18	San Miguel	1	1	0	1	0	27,144	-
18	Sierra	0	1	2	0	0	10,867	-
18	Taos	2	0	0	1	0	32,593	-
Missing Data		0	0	0	0	0	-	-
Statewide Total		**136**	**137**	**120**	**137**	**88**	**2,106,319**	**4.2**

[34] Counties have the same rank if they have the same number of crashes in 2020.

[35] The numbers in bold red represent counties that exceeded the statewide rate in 2020.

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

Table 54: Pedestrians in Crashes by Alcohol Involvement[36], 2016 - 2020

Year	Pedestrians in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total Pedestrians	
	Count	Percent	Count	Percent	Count	Percent
2016	129	20.6%	496	79.4%	625	100%
2017	122	19.7%	498	80.3%	620	100%
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%

Table 55: Pedestrian Fatalities in Crashes by Alcohol Involvement[36], 2016 - 2020

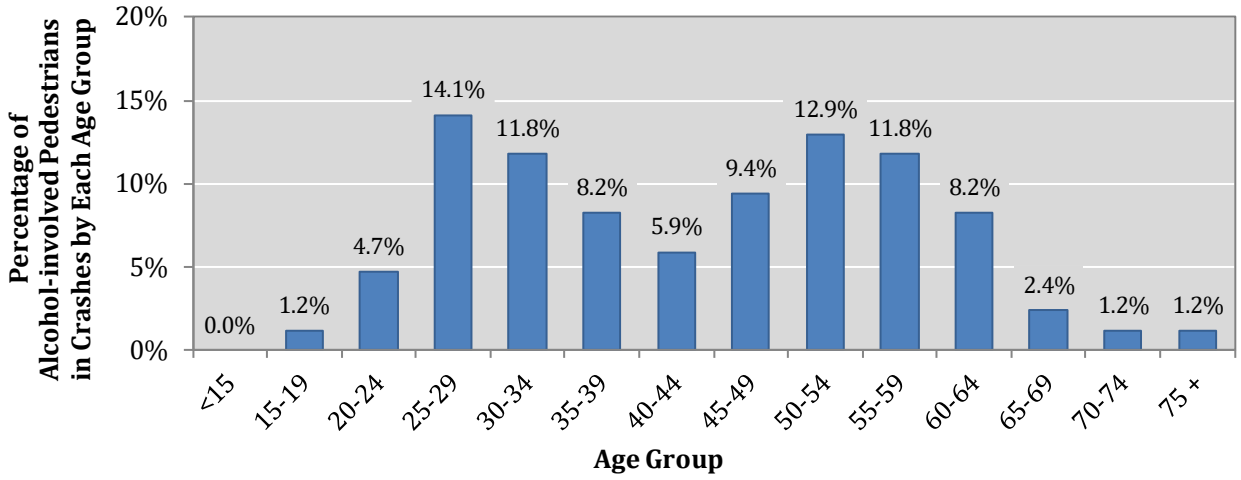
Year	Pedestrian Fatalities in Crashes		
	Alcohol-involved Pedestrian Fatalities	Total Pedestrian Fatalities	Percent Alcohol-involved
2016	48	77	62.3%
2017	41	79	51.9%
2018	42	84	50.0%
2019	48	83	57.8%
2020	30	81	37.0%

Table 56: Alcohol-involved Pedestrians[36] in Crashes by Severity of Injury, 2011 - 2020

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
2016	48	20	36	20	5	129	37.2%
2017	41	24	32	23	2	122	33.6%
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%

[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.

Figure 19: Percentage of Alcohol-involved Pedestrians[36] in Crashes by Age, 2020



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

Table 57: Alcohol-involved Pedestrians[36] in Crashes by Age[37], 2020

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	0	0.0%	1	5.6%	0	0.0%	1	1.2%	-
20-24	1	1.5%	3	16.7%	0	0.0%	4	4.7%	**0.3**
25-29	11	16.4%	1	5.6%	0	0.0%	12	14.1%	**11.0**
30-34	8	11.9%	2	11.1%	0	0.0%	10	11.8%	**4.0**
35-39	6	9.0%	1	5.6%	0	0.0%	7	8.2%	**6.0**
40-44	5	7.5%	0	0.0%	0	0.0%	5	5.9%	-
45-49	7	10.4%	1	5.6%	0	0.0%	8	9.4%	**7.0**
50-54	7	10.4%	4	22.2%	0	0.0%	11	12.9%	**1.8**
55-59	9	13.4%	1	5.6%	0	0.0%	10	11.8%	**9.0**
60-64	5	7.5%	2	11.1%	0	0.0%	7	8.2%	**2.5**
65-69	2	3.0%	0	0.0%	0	0.0%	2	2.4%	-
70-74	1	1.5%	0	0.0%	0	0.0%	1	1.2%	-
75 +	1	1.5%	0	0.0%	0	0.0%	1	1.2%	-
Missing Data	4	6.0%	2	11.1%	0	0.0%	6	7.1%	**2.0**
Total	**67**	**100%**	**18**	**100%**	**0**	**0%**	**85**	**100%**	**3.7**

[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 0.5 percent of all alcohol-involved crashes. (Table 58)
- Of the 10 alcohol-involved pedalcycle crashes, 20.0 percent (2) were fatal crashes, and 80.0 percent (8) were injury crashes. (Table 59)

Table 58: Alcohol-involved Pedalcycle Crashes[38], 2020

Pedalcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedalcycle Involved	10	0.5%
Pedalcycle Not Involved	2,010	99.5%
Total Alcohol-involved Crashes	**2,020**	**100.0%**

Table 59: Alcohol-involved Pedalcycle Crashes[38] by Crash Severity, 2020

Crash Severity	Alcohol-involved Pedalcycle Crashes	
	Count	Percent
Fatal Crashes	2	20.0%
Injury Crashes	8	80.0%
Property Damage Only Crashes	0	0.0%
Total Alcohol-involved Pedalcycle Crashes	**10**	**100.0%**

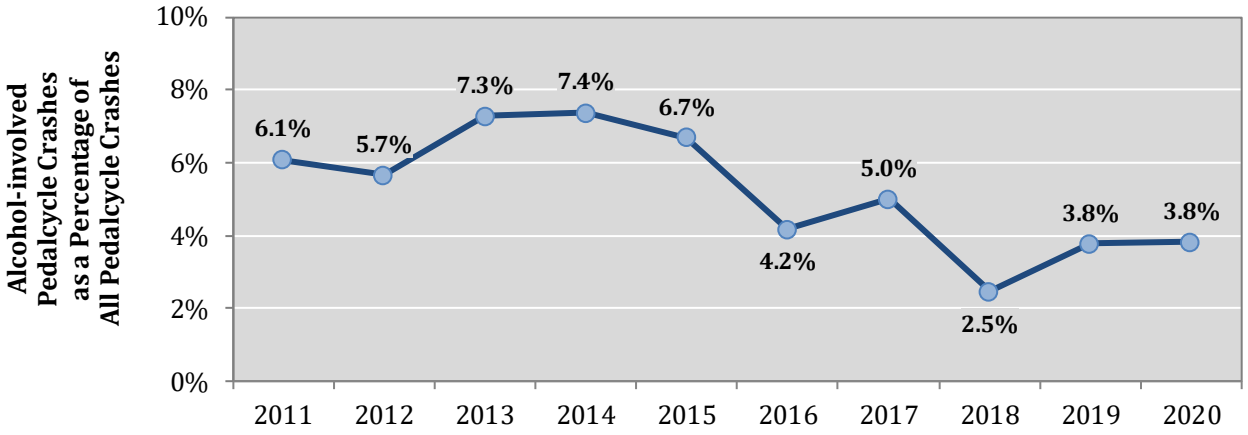
[38] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists in which any motor vehicle driver or pedalcycle operator in the crash was alcohol-involved.

Table 60: Alcohol-involved Pedalcycle Crashes[39], 2011 - 2020

Year	Pedalcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2011	21	345	6.1%
2012	22	388	5.7%
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%

- Comparing the period 2011-2015 to 2016-2020, there has been a drop in both the number of alcohol-involved pedalcycle crashes, and their percentage of all pedalcycle crashes. (Table 60, Figure 20)

Figure 20: Alcohol-involved Pedalcycle Crashes[39], 2011 - 2020



[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 Counties[40] for Alcohol-involved Pedalcycle Crashes[41], 2016 - 2020

2020 Rank	County	Alcohol-involved Pedalcycle Crashes					2020 Population	Alcohol-involved Pedalcycle Crashes per 100,000 County Residents
		2016	2017	2018	2019	2020		
1	Bernalillo	6	8	3	4	4	681,666	**0.6**
2	Doña Ana	2	0	0	0	2	221,262	**0.9**
3	McKinley	0	0	1	1	1	70,824	**1.4**
3	Roosevelt	0	1	0	1	1	18,350	**5.4**
3	Chaves	0	3	1	0	1	64,711	**1.5**
3	Quay	0	0	0	0	1	8,197	**12.2**
All Other Counties		7	7	4	8	0	1,041,309	**0.0**
Statewide Total		**15**	**19**	**9**	**14**	**10**	**2,106,319**	**0.5**

- Out of all pedalcycle operators in crashes, only 2.6 percent were under the influence of alcohol. (Table 62)
- Of all alcohol-involved pedalcycle operators in crashes, 100 percent (7 out of 7) were male. (Table 63)

Table 62: Pedalcycle Operators[42] in Crashes by Alcohol Involvement, 2016 - 2020

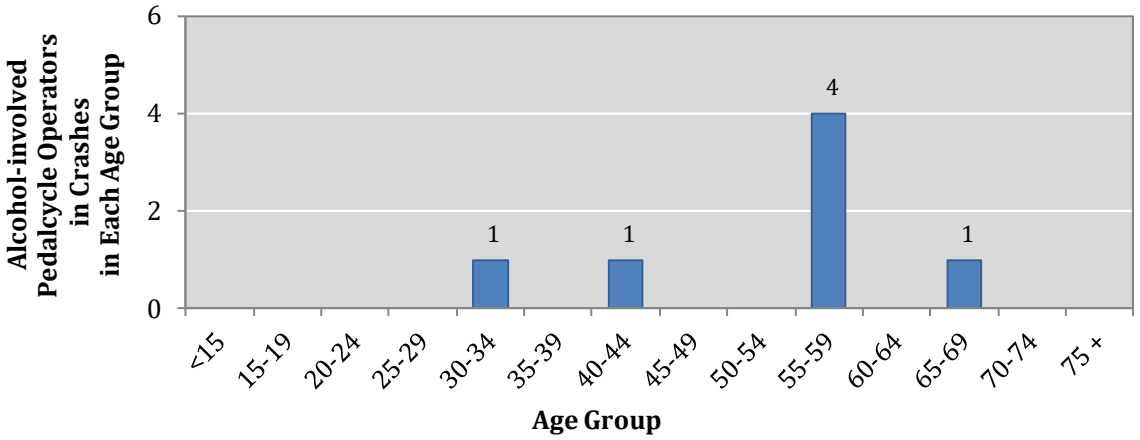
Year	Pedalcycle Operators in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total	
	Count	Percent	Count	Percent	Count	Percent
2016	13	3.5%	358	96.5%	371	100%
2017	15	3.9%	370	96.1%	385	100%
2018	8	2.2%	363	97.8%	371	100%
2019	10	2.7%	364	97.3%	374	100%
2020	7	2.6%	259	97.4%	266	100%

[40] Counties have the same rank if they have the same number of crashes in 2020.
[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.

Table 63: Alcohol-involved Pedalcycle Operators[43] in Crashes by Age and Sex[44], 2020

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	1	14.3%	0	0.0%	0	0.0%	1	14.3%	-
35-39	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
40-44	1	14.3%	0	0.0%	0	0.0%	1	14.3%	-
45-49	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
50-54	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
55-59	4	57.1%	0	0.0%	0	0.0%	4	57.1%	-
60-64	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
65-69	1	14.3%	0	0.0%	0	0.0%	1	14.3%	-
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	**7**	**100%**	**0**	**0.0%**	**0**	**0.0%**	**7**	**100%**	-

Figure 21: Alcohol-involved Pedalcycle Operators[43] in Crashes by Age Group, 2020



[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.

Alcohol-involved Drivers

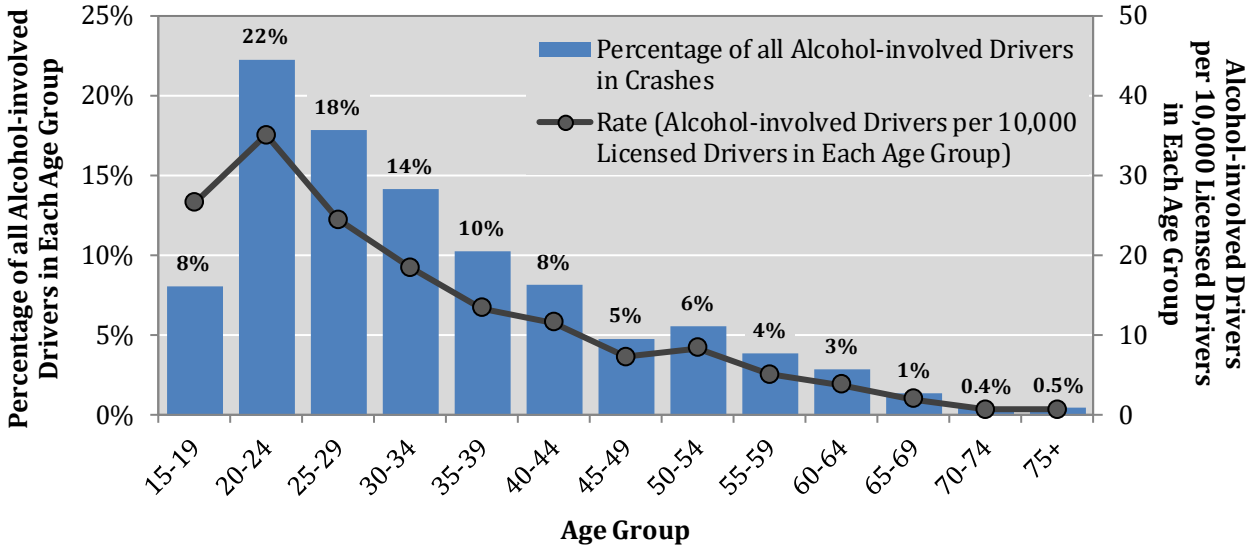
This section reviews motor vehicle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

- Male drivers were 70.6 percent of all alcohol-involved drivers in crashes. (Table 64)
- Young adult drivers (ages 20-24) had both the highest portion, at 22 percent, and the highest rate of alcohol-involved drivers in crashes. (Figure 22, Table 65)

Table 64: Alcohol-involved Drivers[45] in Crashes by Sex, 2020

Sex	Alcohol-involved Drivers	
	Count	Percent
Females	510	29.4%
Males	1,223	70.6%
Total Drivers	**1,733**	**100.0%**

Figure 22: Percentage and Rate of Alcohol-involved Drivers[45] in Crashes by Age Group, 2020



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

Figure 23: Alcohol-involved Drivers[45] in Crashes by Age and Sex[46], 2020

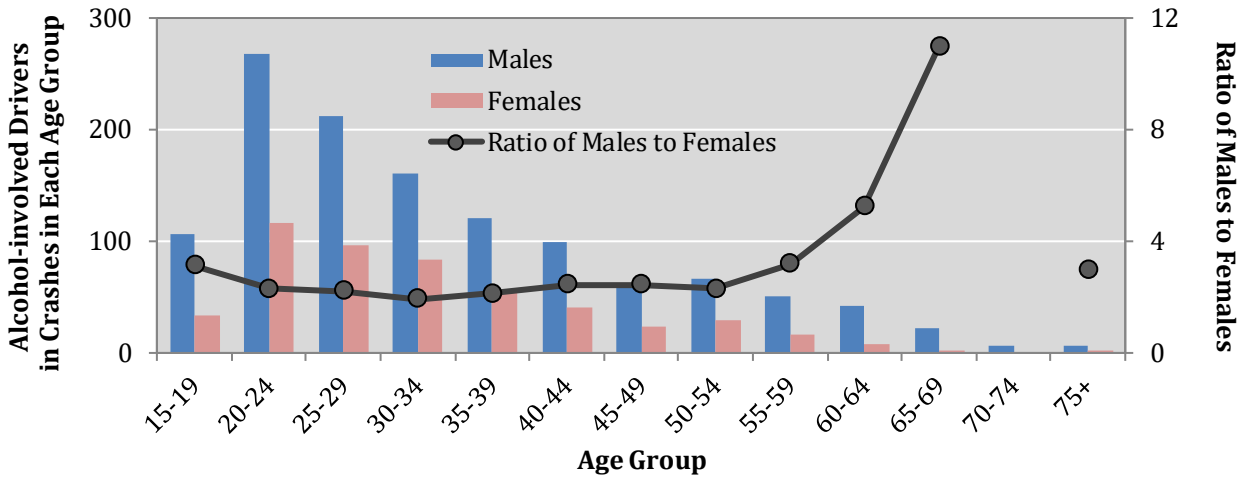


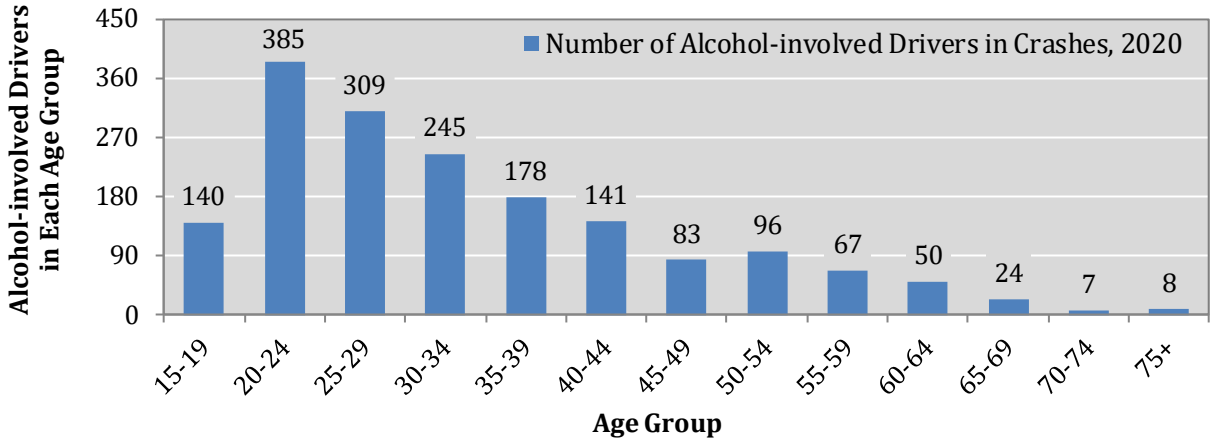
Table 65: Alcohol-involved Drivers in Crashes by Age and Sex, 2020 [45] [46] [47]

Age Group	Alcohol-involved Drivers in Crashes						Ratio Males to Females	2020 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	106	8.7%	34	6.7%	140	8.1%	3.1	52,799	**26.5**
20-24	268	21.9%	117	22.9%	385	22.2%	2.3	109,845	**35.0**
25-29	213	17.4%	96	18.8%	309	17.8%	2.2	126,631	**24.4**
30-34	161	13.2%	84	16.5%	245	14.1%	1.9	132,894	**18.4**
35-39	121	9.9%	57	11.2%	178	10.3%	2.1	133,113	**13.4**
40-44	100	8.2%	41	8.0%	141	8.1%	2.4	121,636	**11.6**
45-49	59	4.8%	24	4.7%	83	4.8%	2.5	115,224	7.2
50-54	67	5.5%	29	5.7%	96	5.5%	2.3	115,396	8.3
55-59	51	4.2%	16	3.1%	67	3.9%	3.2	132,491	5.1
60-64	42	3.4%	8	1.6%	50	2.9%	5.3	134,708	3.7
65-69	22	1.8%	2	0.4%	24	1.4%	11.0	124,362	1.9
70-74	7	0.6%	0	0.0%	7	0.4%	-	102,232	0.7
75 +	6	0.5%	2	0.4%	8	0.5%	3.0	115,294	0.7
Total	**1,223**	**100%**	**510**	**100%**	**1,733**	**100%**	**2.4**	**1,516,625**	**11.4**

[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 2020.

Demographics – Alcohol-involved Drivers

Figure 24: Alcohol-involved Drivers[45] in Crashes by Age Group, 2020



- From 2019 to 2020, the number of alcohol-involved drivers rose for age groups 15-19, 40-44 and 50-54. (Table 66)
- The number of alcohol-involved drivers rose three years in a row in age group 15-19 to 140, the highest level since 2012. (Table 66)

Table 66: Alcohol-involved Drivers[45] in Crashes by Age Group[48], 2011 - 2020

Age Group	Alcohol-involved Drivers in Crashes										Percent Change
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2011 - 2020
15-19	166	161	90	124	94	115	84	97	121	140	-15.7%
20-24	460	391	385	378	360	325	369	381	404	385	-16.3%
25-29	344	296	281	293	342	332	344	300	328	309	-10.2%
30-34	240	241	175	218	294	226	253	247	276	245	2.1%
35-39	170	169	175	143	165	177	170	171	180	178	4.7%
40-44	153	151	121	143	116	132	125	129	128	141	-7.8%
45-49	159	143	113	96	123	127	98	103	116	83	-47.8%
50-54	119	110	100	103	110	91	68	98	91	96	-19.3%
55-59	67	63	63	82	74	85	103	92	75	67	0.0%
60-64	50	46	47	49	46	41	44	60	53	50	0.0%
65-69	29	23	23	24	25	30	32	35	38	24	-17.2%
70-74	11	10	7	10	16	14	14	21	12	7	-36.4%
75 +	5	13	10	10	10	12	9	7	18	8	60.0%
Total	1,973	1,817	1,590	1,673	1,775	1,707	1,713	1,741	1,840	1,733	-12.2%

[48] Numbers are shaded such that darker shading identifies higher numbers.

- Out-of-state drivers were 7.5 percent of all alcohol-involved drivers. (Table 67)
- 12.4 percent of all alcohol-involved drivers in crashes had only an ID card. (Table 67)

Table 67: Alcohol-involved Drivers[45] in Crashes by License Type[49] and Residence, 2020

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	1,329	94.4%	79	5.6%	0	0.0%	1,408	100%
ID Card	219	93.6%	15	6.4%	0	0.0%	234	100%
CDL Class C	18	46.2%	21	53.8%	0	0.0%	39	100%
CDL Class A	20	80.0%	5	20.0%	0	0.0%	25	100%
CDL Non-Commercial	15	71.4%	6	28.6%	0	0.0%	21	100%
CDL Class B	9	81.8%	2	18.2%	0	0.0%	11	100%
Motorcycle Only	1	100.0%	0	0.0%	0	0.0%	1	100%
Not Licensed	0	0.0%	0	0.0%	0	0.0%	0	-
Missing Data	122	84.7%	13	9.0%	9	6.3%	144	100%
Total	**1,733**	**92.0%**	**141**	**7.5%**	**9**	**0.5%**	**1,883**	**100%**

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

Seat Position and Victims

Table 68: People in Alcohol-involved Crashes by Sex[50] and Seat Position, 2020

Seat Position	People in Alcohol-involved Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	1,830	893	282	3,005	**2.0**
Front Seat Passengers	274	302	5	581	**0.9**
All Other Passengers	198	197	12	407	**1.0**
Motorcyclists					
Motorcycle/ATV Drivers	75	8	0	83	**9.4**
Motorcycle/ATV Passengers	14	14	0	28	**1.0**
Nonmotorists					
Pedalcyclists, All	9	2	0	11	**4.5**
Pedestrians, All	70	19	0	89	**3.7**
Missing Data	2	0	1	3	-
Total	**2,472**	**1,435**	**300**	**4,207**	**1.7**

- There were 75 male and 8 female motorcycle drivers in alcohol-involved crashes, resulting in a male-to-female motorcycle driver ratio of 9.4 to 1. (Table 68)
- There were 9 male and 2 female pedalcyclists in alcohol-involved crashes, resulting in a male-to-female pedalcyclist ratio of 4.5 to 1. (Table 68)
- More than half of all people in alcohol-involved crashes were victims. (Table 69)

Table 69: Victims[51] of Alcohol-involved Crashes, 2020

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	23	80	182	357	1,519	2,161	**51.4%**
Non-victims	122	78	344	252	1,250	2,046	**48.6%**
Total People	**145**	**158**	**526**	**609**	**2,769**	**4,207**	**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.

Belt Use

- There were 48 male and 22 female unbelted fatalities in alcohol-involved crashes, for a male-to-female ratio of 2.2 to 1. (Table 70)
- 55.7 percent of all unbelted fatalities in alcohol-involved crashes were 20-39 years old. (Table 70)

Table 70: Unbelted Fatalities[52] in Alcohol-involved Crashes by Age and Sex[53], 2020

Age Group	Unbelted Fatalities in Alcohol-involved Crashes						Ratio of Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	-
5-9	0	0.0%	0	0.0%	0	0.0%	-
10-14	0	0.0%	0	0.0%	0	0.0%	-
15-19	5	10.4%	2	9.1%	7	10.0%	**2.5**
20-24	8	16.7%	3	13.6%	11	15.7%	**2.7**
25-29	6	12.5%	2	9.1%	8	11.4%	**3.0**
30-34	5	10.4%	5	22.7%	10	14.3%	**1.0**
35-39	9	18.8%	1	4.5%	10	14.3%	**9.0**
40-44	4	8.3%	2	9.1%	6	8.6%	**2.0**
45-49	4	8.3%	0	0.0%	4	5.7%	-
50-54	2	4.2%	2	9.1%	4	5.7%	**1.0**
55-59	2	4.2%	2	9.1%	4	5.7%	**1.0**
60-64	0	0.0%	0	0.0%	0	0.0%	-
65-69	2	4.2%	0	0.0%	2	2.9%	-
70-74	0	0.0%	0	0.0%	0	0.0%	-
75 +	1	2.1%	3	13.6%	4	5.7%	**0.3**
Missing Data	0	0.0%	0	0.0%	0	0.0%	-
Total	**48**	**100%**	**22**	**100%**	**70**	**100%**	**2.2**

[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 County[54], 2016 - 2020

County	DWI Arrests					Percent of All 2020 DWI Arrests	Percent Change 2016 - 2020	Percent Change 2019 - 2020
	2016	2017	2018	2019	2020			
Bernalillo	2,428	2,638	2,794	3,022	1,847	22.4%	-23.9%	-38.9%
Catron	11	8	4	0	7	0.09%	-36.4%	-
Chaves	259	270	292	328	318	3.9%	22.8%	-3.0%
Cibola	296	266	237	203	214	2.6%	-27.7%	5.4%
Colfax	69	76	74	65	61	0.7%	-11.6%	-6.2%
Curry	197	205	145	135	139	1.7%	-29.4%	3.0%
De Baca	6	6	4	8	2	0.02%	-66.7%	-75.0%
Doña Ana	1,053	966	949	891	727	8.8%	-31.0%	-18.4%
Eddy	278	279	316	309	243	3.0%	-12.6%	-21.4%
Grant	133	157	130	150	143	1.7%	7.5%	-4.7%
Guadalupe	29	23	26	37	31	0.4%	6.9%	-16.2%
Harding	0	1	0	1	0	0.0%	-	-100.0%
Hidalgo	48	44	46	33	21	0.3%	-56.3%	-36.4%
Lea	434	429	425	446	349	4.2%	-19.6%	-21.7%
Lincoln	147	117	130	110	80	1.0%	-45.6%	-27.3%
Los Alamos	78	34	49	19	29	0.4%	-62.8%	52.6%
Luna	108	109	85	74	89	1.1%	-17.6%	20.3%
McKinley	753	788	666	705	590	7.2%	-21.6%	-16.3%
Mora	19	25	18	22	29	0.4%	52.6%	31.8%
Otero	275	252	240	187	142	1.7%	-48.4%	-24.1%
Quay	59	44	26	25	19	0.2%	-67.8%	-24.0%
Rio Arriba	265	252	167	141	155	1.9%	-41.5%	9.9%
Roosevelt	54	35	71	76	52	0.6%	-3.7%	-31.6%
San Juan	1,235	1,210	1,240	1,304	1,058	12.9%	-14.3%	-18.9%
San Miguel	163	178	137	144	132	1.6%	-19.0%	-8.3%
Sandoval	722	749	665	577	570	6.9%	-21.1%	-1.2%
Santa Fe	776	734	808	861	623	7.6%	-19.7%	-27.6%
Sierra	65	99	131	116	57	0.7%	-12.3%	-50.9%
Socorro	88	99	110	94	57	0.7%	-35.2%	-39.4%
Taos	189	146	136	120	98	1.2%	-48.1%	-18.3%
Torrance	56	41	42	41	36	0.4%	-35.7%	-12.2%
Union	31	9	10	6	5	0.1%	-83.9%	-16.7%
Valencia	261	301	261	235	195	2.4%	-25.3%	-17.0%
Missing Data	15	76	96	140	115	1.4%	666.7%	-17.9%
Total Arrests	**10,600**	**10,666**	**10,530**	**10,625**	**8,233**	**100.0%**	**-22.3%**	**-22.5%**

[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 City[55], 2016 - 2020

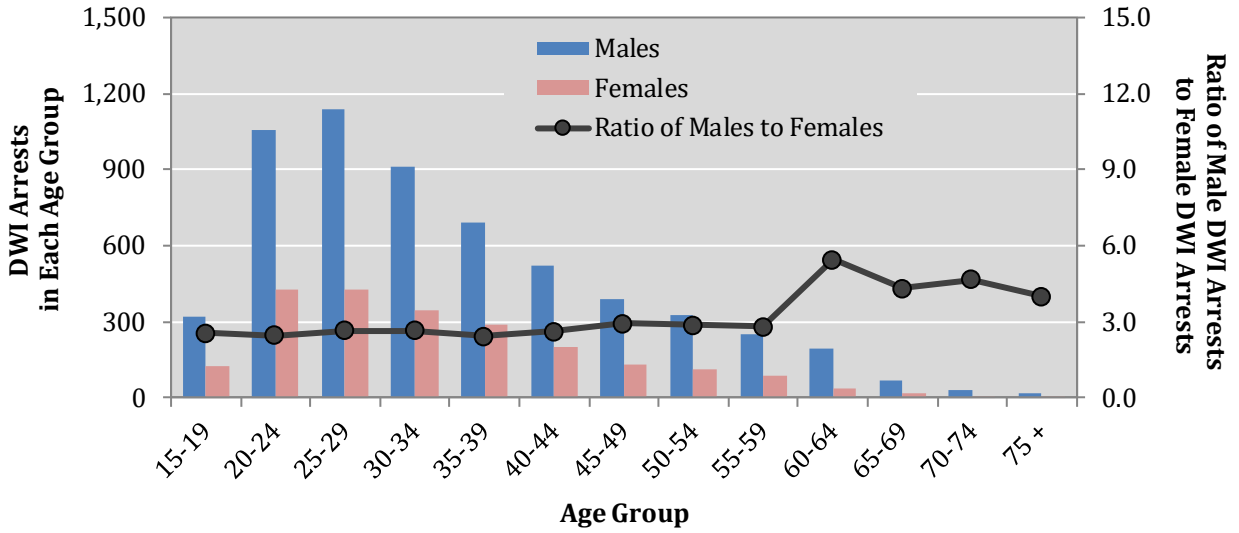
City	DWI Arrests					Percent of All 2020 DWI Arrests	Percent Change 2016 - 2020	Percent Change 2019 - 2020
	2016	2017	2018	2019	2020			
Alamogordo	161	125	158	111	93	1.1%	-42.2%	-16.2%
Albuquerque	2,445	2,510	2,622	2,753	1,861	22.6%	-23.9%	-32.4%
Anthony	56	59	60	52	47	0.6%	-16.1%	-9.6%
Artesia	54	47	66	54	55	0.7%	1.9%	1.9%
Aztec	82	103	97	83	70	0.9%	-14.6%	-15.7%
Belen	95	95	83	75	68	0.8%	-28.4%	-9.3%
Bernalillo	46	68	62	70	61	0.7%	32.6%	-12.9%
Bloomfield	109	106	113	99	76	0.9%	-30.3%	-23.2%
Carlsbad	179	163	168	184	141	1.7%	-21.2%	-23.4%
Clovis	171	173	122	130	130	1.6%	-24.0%	0.0%
Corrales	25	29	20	23	13	0.2%	-48.0%	-43.5%
Cuba	41	41	38	40	27	0.3%	-34.1%	-32.5%
Deming	98	90	87	70	88	1.1%	-10.2%	25.7%
Edgewood	40	41	42	40	26	0.3%	-35.0%	-35.0%
Española	161	158	127	133	113	1.4%	-29.8%	-15.0%
Farmington	459	449	471	569	417	5.1%	-9.2%	-26.7%
Fruitland	76	71	71	83	70	0.9%	-7.9%	-15.7%
Gallup	188	205	201	178	202	2.5%	7.4%	13.5%
Grants	82	76	54	61	43	0.5%	-47.6%	-29.5%
Hobbs	264	242	225	260	233	2.8%	-11.7%	-10.4%
Kirtland	66	50	71	100	73	0.9%	10.6%	-27.0%
Las Cruces	670	661	631	596	473	5.7%	-29.4%	-20.6%
Las Vegas	91	120	116	111	91	1.1%	0.0%	-18.0%
Los Alamos	52	24	32	21	19	0.2%	-63.5%	-9.5%
Los Lunas	178	218	230	198	153	1.9%	-14.0%	-22.7%
Lovington	78	103	57	58	52	0.6%	-33.3%	-10.3%
Portales	48	56	61	66	45	0.5%	-6.3%	-31.8%
Raton	26	40	39	46	24	0.3%	-7.7%	-47.8%
Rio Rancho	379	450	419	417	340	4.1%	-10.3%	-18.5%
Roswell	246	251	251	277	289	3.5%	17.5%	4.3%
Ruidoso	43	41	47	41	25	0.3%	-41.9%	-39.0%
Santa Fe	570	549	649	614	461	5.6%	-19.1%	-24.9%
Shiprock	141	127	133	108	102	1.2%	-27.7%	-5.6%
Silver City	91	84	77	85	85	1.0%	-6.6%	0.0%
Socorro	27	47	57	40	26	0.3%	-3.7%	-35.0%
Sunland Park	56	30	31	22	23	0.3%	-58.9%	4.5%
T or C	33	55	57	53	32	0.4%	-3.0%	-39.6%
Taos	113	88	93	89	61	0.7%	-46.0%	-31.5%
Thoreau	35	28	24	22	20	0.2%	-42.9%	-9.1%
Tucumcari	29	28	17	21	14	0.2%	-51.7%	-33.3%
Other Cities and Rural	2,796	2,765	2,551	2,572	1,991	24.2%	-28.8%	-22.6%
Total DWI Arrests	**10,600**	**10,666**	**10,530**	**10,625**	**8,233**	**100.0%**	**-22.3%**	**-22.5%**

[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.

Table 73: DWI Arrests[56] by Age and Sex[57], 2020

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	319	5.4%	125	5.7%	4	3.4%	448	5.4%	**2.6**
20-24	1,056	17.9%	427	19.4%	20	17.2%	1,503	18.3%	**2.5**
25-29	1,137	19.2%	428	19.4%	33	28.4%	1,598	19.4%	**2.7**
30-34	909	15.4%	343	15.6%	17	14.7%	1,269	15.4%	**2.7**
35-39	691	11.7%	286	13.0%	13	11.2%	990	12.0%	**2.4**
40-44	521	8.8%	199	9.0%	11	9.5%	731	8.9%	**2.6**
45-49	391	6.6%	133	6.0%	8	6.9%	532	6.5%	**2.9**
50-54	328	5.5%	114	5.2%	6	5.2%	448	5.4%	**2.9**
55-59	248	4.2%	88	4.0%	3	2.6%	339	4.1%	**2.8**
60-64	196	3.3%	36	1.6%	1	0.9%	233	2.8%	**5.4**
65-69	69	1.2%	16	0.7%	0	0.0%	85	1.0%	**4.3**
70-74	28	0.5%	6	0.3%	0	0.0%	34	0.4%	**4.7**
75 +	16	0.3%	4	0.2%	0	0.0%	20	0.2%	**4.0**
Missing Data	3	0.05%	0	0.0%	0	0.0%	3	0.04%	-
Total	**5,912**	**100%**	**2,205**	**100%**	**116**	**100%**	**8,233**	**100%**	**2.7**

Figure 25: DWI Arrests[56] by Age and Sex[57], 2020



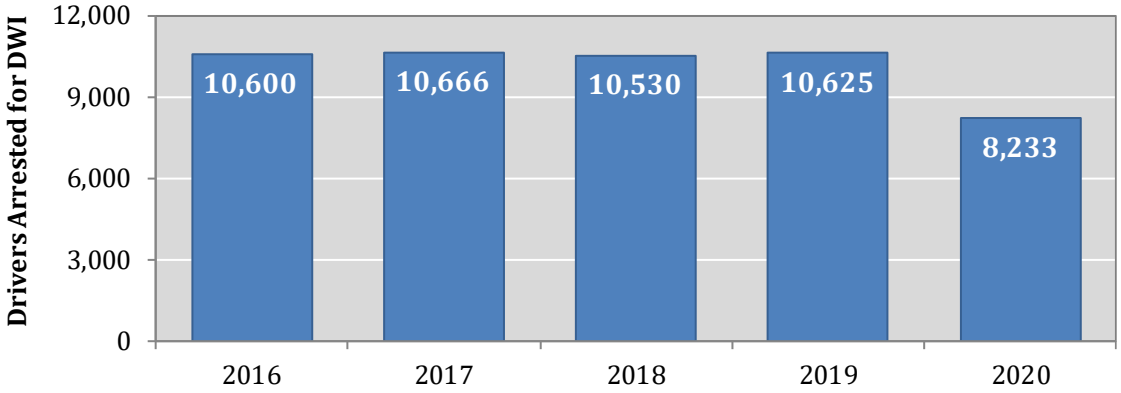
[56] DWI arrests are for either DWI or aggravated DWI.

[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.

Table 74: Number of Drivers[58] Arrested for a DWI[59] by Age, 2016 - 2020

Age Group	Drivers Arrested for DWI					Percent Change
	2016	2017	2018	2019	2020	2016 - 2020
15-19	455	425	415	476	448	-1.5%
20-24	1,892	1,839	1,969	2,011	1,503	-20.6%
25-29	2,041	2,148	2,036	2,031	1,598	-21.7%
30-34	1,579	1,675	1,585	1,614	1,269	-19.6%
35-39	1,267	1,271	1,240	1,269	990	-21.9%
40-44	922	890	876	952	731	-20.7%
45-49	768	745	789	734	532	-30.7%
50-54	707	619	592	546	448	-36.6%
55-59	501	525	525	441	339	-32.3%
60-64	244	280	283	299	233	-4.5%
65-69	139	160	136	153	85	-38.8%
70-74	52	58	64	62	34	-34.6%
75 +	28	29	19	34	20	-28.6%
Missing Data	5	2	1	3	3	-40.0%
Total	**10,600**	**10,666**	**10,530**	**10,625**	**8,233**	-22.3%

Figure 26: Number of Drivers Arrested for DWI[59], 2016 - 2020



[58] Numbers are shaded such that darker shading identifies higher numbers.
[59] DWI arrests are for either DWI or aggravated DWI.

Convictions

Table 75: DWI Convictions by County[54], 2016 - 2020

County	Total DWI Convictions					Percent of All 2020 Convictions	Percent Change 2016 - 2020	Percent Change 2019 - 2020
	2016	2017	2018	2019	2020			
Bernalillo	1,301	1,473	1,473	1,674	1,561	32.9%	20.0%	-6.8%
Catron	5	6	4	2	1	0.02%	-80.0%	-50.0%
Chaves	243	181	217	218	227	4.8%	-6.6%	4.1%
Cibola	142	155	109	87	65	1.4%	-54.2%	-25.3%
Colfax	37	33	49	41	34	0.7%	-8.1%	-17.1%
Curry	120	142	128	78	108	2.3%	-10.0%	38.5%
De Baca	8	5	4	4	5	0.1%	-37.5%	25.0%
Doña Ana	661	564	542	440	295	6.2%	-55.4%	-33.0%
Eddy	249	194	186	220	133	2.8%	-46.6%	-39.5%
Grant	101	102	99	78	86	1.8%	-14.9%	10.3%
Guadalupe	22	14	25	22	21	0.4%	-4.5%	-4.5%
Harding	0	1	2	1	0	0.00%	0.0%	-100.0%
Hidalgo	40	31	35	23	13	0.3%	-67.5%	-43.5%
Lea	289	239	158	182	113	2.4%	-60.9%	-37.9%
Lincoln	126	68	93	83	68	1.4%	-46.0%	-18.1%
Los Alamos	52	38	29	23	11	0.2%	-78.8%	-52.2%
Luna	79	107	61	61	58	1.2%	-26.6%	-4.9%
McKinley	351	356	318	280	189	4.0%	-46.2%	-32.5%
Mora	13	10	7	17	15	0.3%	15.4%	-11.8%
Otero	185	163	129	143	81	1.7%	-56.2%	-43.4%
Quay	47	27	22	15	9	0.2%	-80.9%	-40.0%
Rio Arriba	165	138	91	86	60	1.3%	-63.6%	-30.2%
Roosevelt	39	38	50	44	47	1.0%	20.5%	6.8%
San Juan	912	802	847	811	564	11.9%	-38.2%	-30.5%
San Miguel	93	124	87	113	80	1.7%	-14.0%	-29.2%
Sandoval	489	502	482	379	291	6.1%	-40.5%	-23.2%
Santa Fe	473	436	467	428	388	8.2%	-18.0%	-9.3%
Sierra	50	62	83	71	31	0.7%	-38.0%	-56.3%
Socorro	47	47	53	61	33	0.7%	-29.8%	-45.9%
Taos	117	102	69	67	69	1.5%	-41.0%	3.0%
Torrance	45	33	26	25	20	0.4%	-55.6%	-20.0%
Union	16	12	8	7	3	0.1%	-81.3%	-57.1%
Valencia	201	139	129	148	68	1.4%	-66.2%	-54.1%
Missing Data	0	0	1	1	1	0.02%	0.0%	0.0%
Total Convictions	6,718	6,344	6,083	5,933	4,748	100%	-29.3%	-20.0%

DWI Enforcement – Convictions

Table 76: Ranking and Rates of DWI Convictions by County, 2016 - 2020 [54] [60] [61]

2020 Rank	County	Total DWI Convictions					2020 Population	DWI Convictions per 10,000 County Residents, 2020
		2016	2017	2018	2019	2020		
1	Bernalillo	1,301	1,473	1,473	1,674	1,561	681,666	**22.9**
2	San Juan	912	802	847	811	564	123,312	**45.7**
3	Santa Fe	473	436	467	428	388	151,946	**25.5**
4	Doña Ana	661	564	542	440	295	221,262	13.3
5	Sandoval	489	502	482	379	291	148,904	19.5
6	Chaves	243	181	217	218	227	64,711	**35.1**
7	McKinley	351	356	318	280	189	70,824	**26.7**
8	Eddy	249	194	186	220	133	58,418	**22.8**
9	Lea	289	239	158	182	113	71,830	15.7
10	Curry	120	142	128	78	108	48,793	22.1
11	Grant	101	102	99	78	86	27,007	**31.8**
12	Otero	185	163	129	143	81	67,967	11.9
13	San Miguel	93	124	87	113	80	27,144	**29.5**
14	Taos	117	102	69	67	69	32,593	21.2
15	Valencia	201	139	129	148	68	77,574	8.8
15	Lincoln	126	68	93	83	68	19,939	**34.1**
17	Cibola	142	155	109	87	65	26,354	**24.7**
18	Rio Arriba	165	138	91	86	60	38,521	15.6
19	Luna	79	107	61	61	58	23,905	**24.3**
20	Roosevelt	39	38	50	44	47	18,350	**25.6**
21	Colfax	37	33	49	41	34	11,927	**28.5**
22	Socorro	47	47	53	61	33	16,541	20.0
23	Sierra	50	62	83	71	31	10,867	**28.5**
24	Guadalupe	22	14	25	22	21	4,275	**49.1**
25	Torrance	45	33	26	25	20	15,486	12.9
26	Mora	13	10	7	17	15	4,478	**33.5**
27	Hidalgo	40	31	35	23	13	4,106	**31.7**
28	Los Alamos	52	38	29	23	11	19,462	5.7
29	Quay	47	27	22	15	9	8,197	11.0
30	De Baca	8	5	4	4	5	1,673	**29.9**
31	Union	16	12	8	7	3	4,026	7.5
32	Catron	5	6	4	2	1	3,623	2.8
33	Harding	0	1	2	1	0	638	0.0
Missing Data		0	0	1	1	1	-	-
Total DWI Convictions		**6,718**	**6,344**	**6,083**	**5,933**	**4,748**	**2,106,319**	**22.5**

[60] Counties have the same rank if they have the same number of crashes in 2020.

[61] The numbers in bold red represent counties that exceeded the statewide rate in 2020.

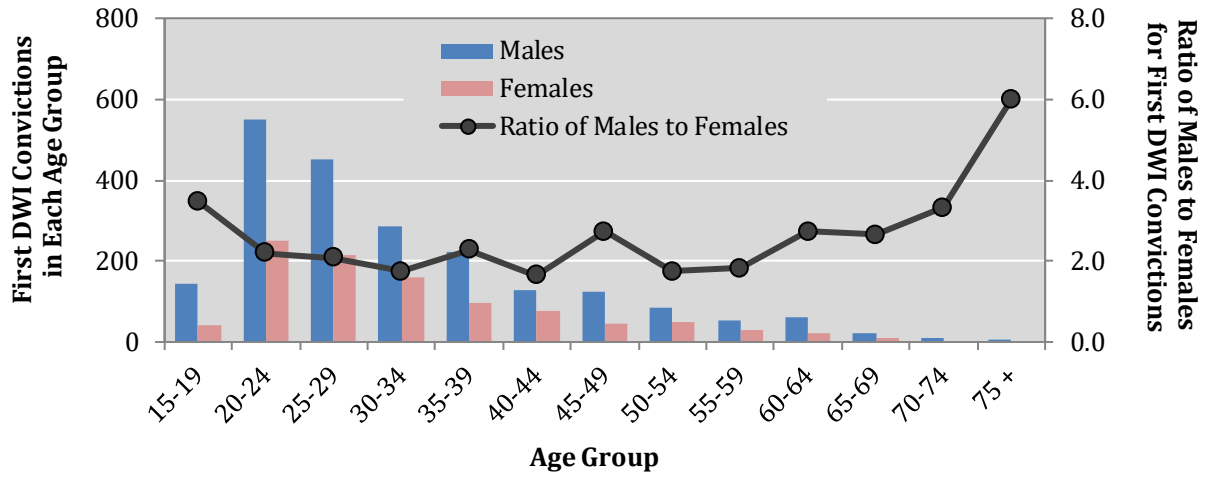
Table 77: Number of Drivers with a First DWI Conviction[54], 2016 - 2020

County	First DWI Convictions					Percent of First 2020 Convictions	Percent Change 2016 - 2020	Percent Change 2019 - 2020
	2016	2017	2018	2019	2020			
Bernalillo	838	940	1,074	1,152	1,076	33.7%	28.4%	-6.6%
Catron	2	3	2	1	0	0.00%	-100.0%	-100.0%
Chaves	162	126	146	157	169	5.3%	4.3%	7.6%
Cibola	89	92	68	55	39	1.2%	-56.2%	-29.1%
Colfax	25	24	35	29	25	0.8%	0.0%	-13.8%
Curry	78	105	84	63	85	2.7%	9.0%	34.9%
De Baca	4	1	2	2	2	0.1%	-50.0%	0.0%
Doña Ana	475	389	403	319	215	6.7%	-54.7%	-32.6%
Eddy	168	136	135	168	105	3.3%	-37.5%	-37.5%
Grant	71	56	62	55	59	1.8%	-16.9%	7.3%
Guadalupe	14	13	17	15	19	0.6%	35.7%	26.7%
Harding	0	1	2	1	0	0.00%	0.0%	-100.0%
Hidalgo	29	25	26	16	10	0.3%	-65.5%	-37.5%
Lea	210	173	117	142	85	2.7%	-59.5%	-40.1%
Lincoln	87	49	58	59	48	1.5%	-44.8%	-18.6%
Los Alamos	37	29	17	16	9	0.3%	-75.7%	-43.8%
Luna	56	73	38	43	44	1.4%	-21.4%	2.3%
McKinley	204	192	184	159	109	3.4%	-46.6%	-31.4%
Mora	8	6	3	7	10	0.3%	25.0%	42.9%
Otero	125	120	85	104	60	1.9%	-52.0%	-42.3%
Quay	32	15	15	9	8	0.3%	-75.0%	-11.1%
Rio Arriba	79	67	45	49	34	1.1%	-57.0%	-30.6%
Roosevelt	30	34	38	34	34	1.1%	13.3%	0.0%
San Juan	525	475	480	466	328	10.3%	-37.5%	-29.6%
San Miguel	48	65	46	62	45	1.4%	-6.3%	-27.4%
Sandoval	335	337	327	254	185	5.8%	-44.8%	-27.2%
Santa Fe	314	276	313	318	255	8.0%	-18.8%	-19.8%
Sierra	32	35	53	45	18	0.6%	-43.8%	-60.0%
Socorro	22	29	29	39	20	0.6%	-9.1%	-48.7%
Taos	79	72	43	46	41	1.3%	-48.1%	-10.9%
Torrance	24	20	20	17	16	0.5%	-33.3%	-5.9%
Union	12	10	7	4	3	0.1%	-75.0%	-25.0%
Valencia	118	83	89	105	40	1.3%	-66.1%	-61.9%
Missing Data	0	0	1	0	1	0.03%	0.0%	0.0%
Total	**4,332**	**4,071**	**4,064**	**4,011**	**3,197**	**100.0%**	**-26.2%**	**-20.3%**

Table 78: First DWI Convictions by Age[62] and Sex[63], 2020

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	143	6.7%	41	4.1%	1	1.8%	185	5.8%	**3.5**
20-24	549	25.7%	250	25.0%	13	23.2%	812	25.4%	**2.2**
25-29	451	21.1%	217	21.7%	9	16.1%	677	21.2%	**2.1**
30-34	285	13.3%	162	16.2%	12	21.4%	459	14.4%	**1.8**
35-39	222	10.4%	97	9.7%	4	7.1%	323	10.1%	**2.3**
40-44	127	5.9%	77	7.7%	8	14.3%	212	6.6%	**1.6**
45-49	123	5.8%	45	4.5%	5	8.9%	173	5.4%	**2.7**
50-54	86	4.0%	49	4.9%	2	3.6%	137	4.3%	**1.8**
55-59	53	2.5%	29	2.9%	1	1.8%	83	2.6%	**1.8**
60-64	60	2.8%	22	2.2%	1	1.8%	83	2.6%	**2.7**
65-69	24	1.1%	9	0.9%	0	0.0%	33	1.0%	**2.7**
70-74	10	0.5%	3	0.3%	0	0.0%	13	0.4%	**3.3**
75 +	6	0.3%	1	0.1%	0	0.0%	7	0.2%	**6.0**
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	**2,139**	**100%**	**1,002**	**100%**	**56**	**100%**	**3,197**	**100%**	**2.1**

Figure 27: First DWI Convictions by Age[62] and Sex[63], 2020



[62] "Age" refers to age on the day of arrest for a conviction handed down in 2020.
[63] The ratio of males to females is calculated only when there is at least one conviction of each sex in that age group.

Table 79: Repeat DWI Convictions[64] by County, 2016 - 2020

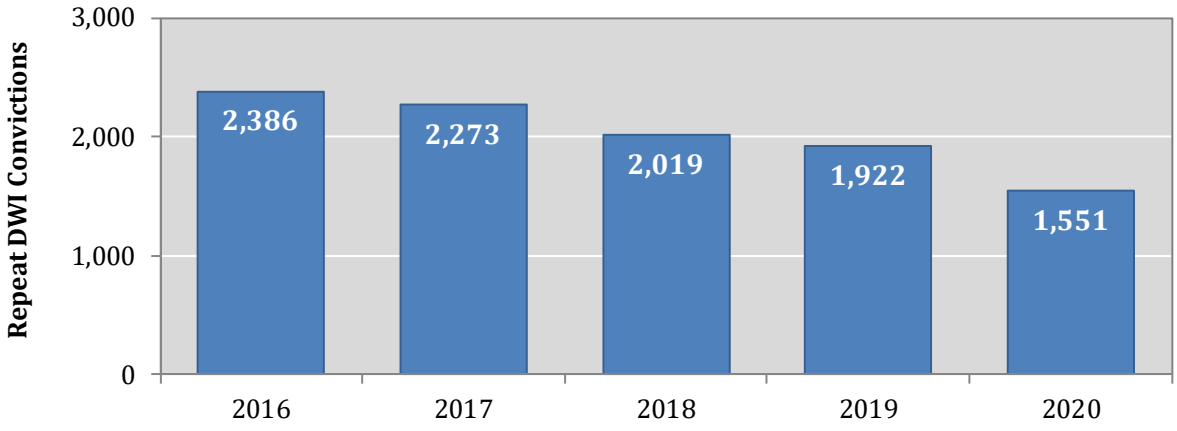
County	Repeat DWI Convictions					Percent of Repeat 2020 Convictions	Percent Change 2016 - 2020	Percent Change 2019 - 2020
	2016	2017	2018	2019	2020			
Bernalillo	463	533	399	522	485	31.3%	4.8%	-7.1%
Catron	3	3	2	1	1	0.1%	-66.7%	0.0%
Chaves	81	55	71	61	58	3.7%	-28.4%	-4.9%
Cibola	53	63	41	32	26	1.7%	-50.9%	-18.8%
Colfax	12	9	14	12	9	0.6%	-25.0%	-25.0%
Curry	42	37	44	15	23	1.5%	-45.2%	53.3%
De Baca	4	4	2	2	3	0.2%	-25.0%	50.0%
Doña Ana	186	175	139	121	80	5.2%	-57.0%	-33.9%
Eddy	81	58	51	52	28	1.8%	-65.4%	-46.2%
Grant	30	46	37	23	27	1.7%	-10.0%	17.4%
Guadalupe	8	1	8	7	2	0.1%	-75.0%	-71.4%
Harding	0	0	0	0	0	0.0%	0.0%	0.0%
Hidalgo	11	6	9	7	3	0.2%	-72.7%	-57.1%
Lea	79	66	41	40	28	1.8%	-64.6%	-30.0%
Lincoln	39	19	35	24	20	1.3%	-48.7%	-16.7%
Los Alamos	15	9	12	7	2	0.1%	-86.7%	-71.4%
Luna	23	34	23	18	14	0.9%	-39.1%	-22.2%
McKinley	147	164	134	121	80	5.2%	-45.6%	-33.9%
Mora	5	4	4	10	5	0.3%	0.0%	-50.0%
Otero	60	43	44	39	21	1.4%	-65.0%	-46.2%
Quay	15	12	7	6	1	0.1%	-93.3%	-83.3%
Rio Arriba	86	71	46	37	26	1.7%	-69.8%	-29.7%
Roosevelt	9	4	12	10	13	0.8%	44.4%	30.0%
San Juan	387	327	367	345	236	15.2%	-39.0%	-31.6%
San Miguel	45	59	41	51	35	2.3%	-22.2%	-31.4%
Sandoval	154	165	155	125	106	6.8%	-31.2%	-15.2%
Santa Fe	159	160	154	110	133	8.6%	-16.4%	20.9%
Sierra	18	27	30	26	13	0.8%	-27.8%	-50.0%
Socorro	25	18	24	22	13	0.8%	-48.0%	-40.9%
Taos	38	30	26	21	28	1.8%	-26.3%	33.3%
Torrance	21	13	6	8	4	0.3%	-81.0%	-50.0%
Union	4	2	1	3	0	0.0%	-100.0%	-100.0%
Valencia	83	56	40	43	28	1.8%	-66.3%	-34.9%
Missing Data	0	0	0	1	0	0.0%	0.0%	-100.0%
Total	**2,386**	**2,273**	**2,019**	**1,922**	**1,551**	**100.0%**	**-35.0%**	**-19.3%**

[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.

Table 80: Drivers Convicted of a Repeat DWI[65] by Age[66], 2016 - 2020

Age Group	Drivers Convicted of a Repeat DWI					Percent Change 2016 - 2020
	2016	2017	2018	2019	2020	
15-19	8	11	12	11	4	-50.0%
20-24	166	149	139	144	128	-22.9%
25-29	378	363	342	268	237	-37.3%
30-34	404	395	373	341	278	-31.2%
35-39	373	325	293	322	250	-33.0%
40-44	272	259	243	234	177	-34.9%
45-49	284	268	177	196	132	-53.5%
50-54	237	229	168	141	138	-41.8%
55-59	151	138	146	151	117	-22.5%
60-64	74	73	78	66	66	-10.8%
65-69	28	41	33	34	14	-50.0%
70-74	7	15	11	11	8	14.3%
75 +	4	7	4	3	2	-50.0%
Missing Data	0	0	0	0	0	0.0%
Total	**2,386**	**2,273**	**2,019**	**1,922**	**1,551**	**-35.0%**

Figure 28: Drivers Convicted of a Repeat DWI, 2016 - 2020

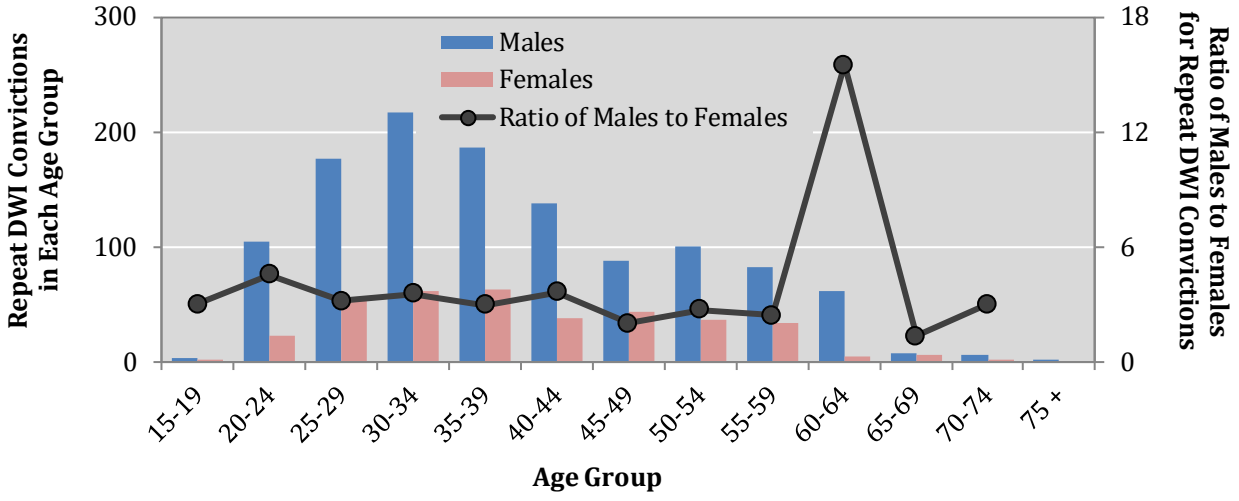


[65] Numbers are shaded such that darker shading identifies higher numbers.
[66] "Age" refers to age on the day of arrest for a conviction handed down in 2020.

Table 81: Repeat DWI Convictions by Age[67] and Sex[68], 2020

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	3	0.3%	1	0.3%	0	0.0%	4	0.3%	**3.0**
20-24	105	8.9%	23	6.2%	0	0.0%	128	8.3%	**4.6**
25-29	177	15.0%	56	15.2%	4	80.0%	237	15.3%	**3.2**
30-34	217	18.4%	61	16.5%	0	0.0%	278	17.9%	**3.6**
35-39	187	15.9%	63	17.1%	0	0.0%	250	16.1%	**3.0**
40-44	138	11.7%	38	10.3%	1	20.0%	177	11.4%	**3.6**
45-49	88	7.5%	44	11.9%	0	0.0%	132	8.5%	**2.0**
50-54	101	8.6%	37	10.0%	0	0.0%	138	8.9%	**2.7**
55-59	83	7.1%	34	9.2%	0	0.0%	117	7.5%	**2.4**
60-64	62	5.3%	4	1.1%	0	0.0%	66	4.3%	**15.5**
65-69	8	0.7%	6	1.6%	0	0.0%	14	0.9%	**1.3**
70-74	6	0.5%	2	0.5%	0	0.0%	8	0.5%	**3.0**
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	**1,177**	**100%**	**369**	**100%**	**5**	**100%**	**1,551**	**100%**	**3.2**

Figure 29: Repeat DWI Convictions by Age[67] and Sex[68], 2020



[67] "Age" refers to age on the day of arrest for a conviction handed down in 2020.

[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

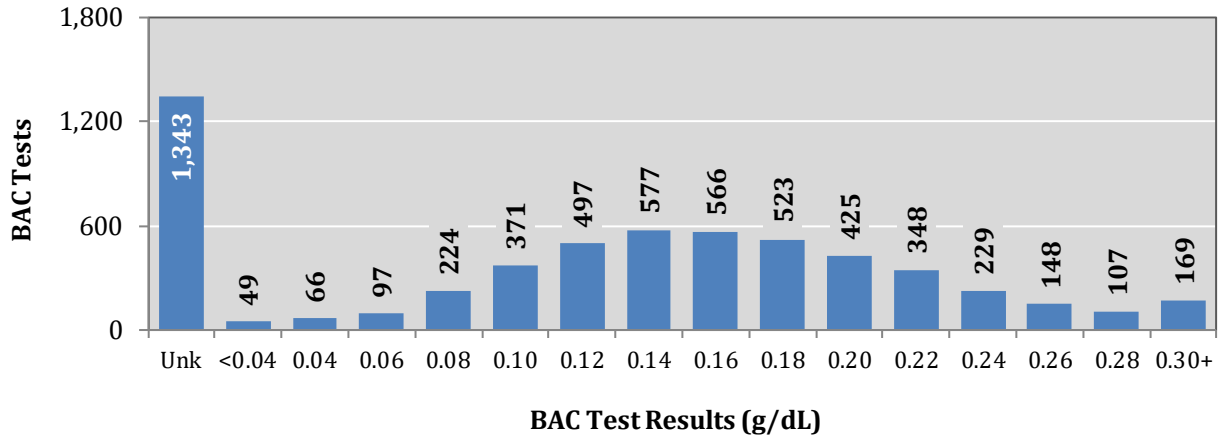
Table 82: Disposition[69] of DWI Arrests in 2020 by County, as of December 2021

County	DWI Arrests in 2020								
	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	1,130	61%	162	9%	555	30%	1,847	**199**	**213**
Catron	1	14%	0	0%	6	86%	7	**72**	**-**
Chaves	205	64%	5	2%	108	34%	318	**182**	**294**
Cibola	72	34%	4	2%	138	64%	214	**289**	**205**
Colfax	27	44%	3	5%	31	51%	61	**184**	**215**
Curry	98	71%	13	9%	28	20%	139	**219**	**230**
De Baca	2	100%	0	0%	0	0%	2	**59**	**-**
Doña Ana	226	31%	30	4%	471	65%	727	**222**	**272**
Eddy	122	50%	11	5%	110	45%	243	**182**	**212**
Grant	76	53%	17	12%	50	35%	143	**177**	**179**
Guadalupe	17	55%	2	6%	12	39%	31	**100**	**151**
Harding	0	0%	0	0%	0	0%	0	**-**	**-**
Hidalgo	12	57%	1	5%	8	38%	21	**114**	**65**
Lea	104	30%	7	2%	238	68%	349	**233**	**213**
Lincoln	50	63%	4	5%	26	33%	80	**185**	**250**
Los Alamos	19	66%	0	0%	10	34%	29	**89**	**-**
Luna	64	72%	6	7%	19	21%	89	**120**	**116**
McKinley	212	36%	60	10%	318	54%	590	**257**	**339**
Mora	15	52%	1	3%	13	45%	29	**219**	**355**
Otero	77	54%	4	3%	61	43%	142	**133**	**220**
Quay	13	68%	0	0%	6	32%	19	**222**	**-**
Rio Arriba	55	35%	8	5%	92	59%	155	**173**	**191**
Roosevelt	38	73%	3	6%	11	21%	52	**168**	**133**
San Juan	526	50%	30	3%	502	47%	1,058	**206**	**246**
San Miguel	72	55%	6	5%	54	41%	132	**204**	**236**
Sandoval	301	53%	69	12%	200	35%	570	**206**	**175**
Santa Fe	241	39%	105	17%	277	44%	623	**167**	**55**
Sierra	21	37%	1	2%	35	61%	57	**173**	**123**
Socorro	28	49%	9	16%	20	35%	57	**211**	**176**
Taos	58	59%	0	0%	40	41%	98	**201**	**-**
Torrance	19	53%	1	3%	16	44%	36	**180**	**474**
Union	3	60%	0	0%	2	40%	5	**47**	**-**
Valencia	69	35%	24	12%	102	52%	195	**230**	**203**
Missing Data	2	2%	1	1%	112	97%	115	**83**	**201**
Statewide	**3,975**	**48%**	**587**	**7%**	**3,671**	**45%**	**8,233**	**200**	**196**

[69] This table shows the number of DWI arrests in 2020 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 2021. A very small number of "not guilty" rulings may be included in the category Dismissals.

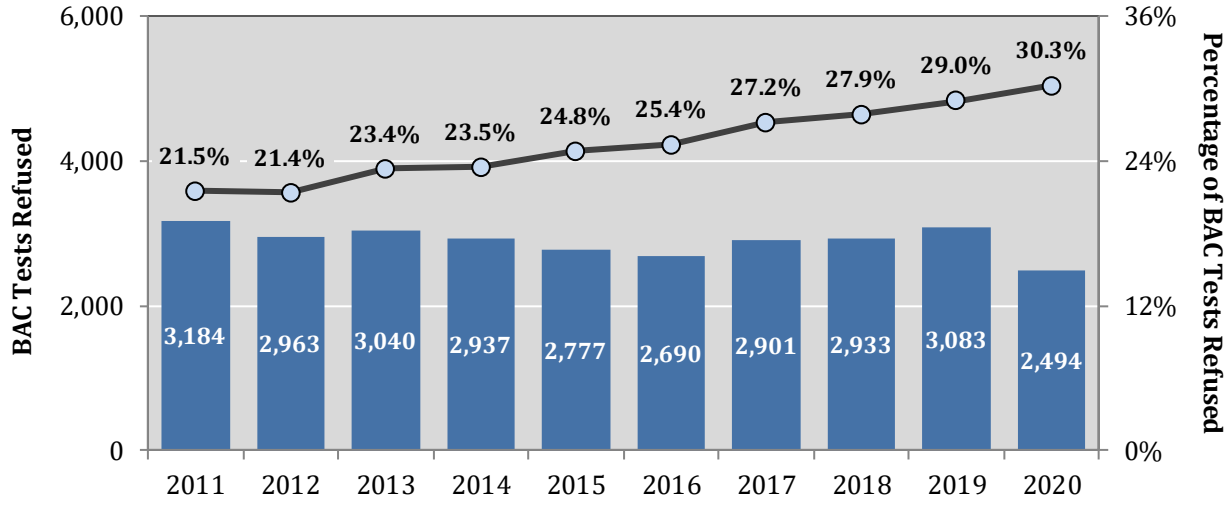
Blood Alcohol Content (BAC)

Figure 30: Range of BAC Test Results from 2020 DWI Arrests[70]



- The percentage of BAC tests that were refused increased eight years in a row, from 21.5 percent to 30.3 percent. (Figure 31)

Figure 31: Number of BAC Test Refusals and Percentage of BAC Test Refusals, 2011 - 2020



[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

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.

$$\textbf{\textit{Crash Rate}} = \frac{\textbf{\textit{Crash Frequency in a Period}}}{\textbf{\textit{Exposure in Same Period}}} = \frac{\text{2,020 alcohol crashes in 2020}}{\text{236.92 100M VMT in 2020}} = \text{8.5 alcohol crashes per 100M VMT}$$

Table 83: Rate Denominators: Population[71], Vehicle Miles Traveled[72], Licensed Drivers, and Motor Vehicle Registrations, 2011 - 2020 [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
2011	2,080,707	258.89	1,455,481	1,772,040
2012	2,087,715	257.85	1,493,766	1,805,790
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	2,106,319	236.92	1,516,653	1,783,151

[71] Each year, the U.S. Census 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, 2011 - 2020

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
2011	111.5	9.0	159.4	130.9
2012	104.2	8.4	145.7	120.5
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	95.9	8.5	133.2	113.3

Figure 32: Alcohol-involved Crash Rates (Population and VMT), 2011 - 2020

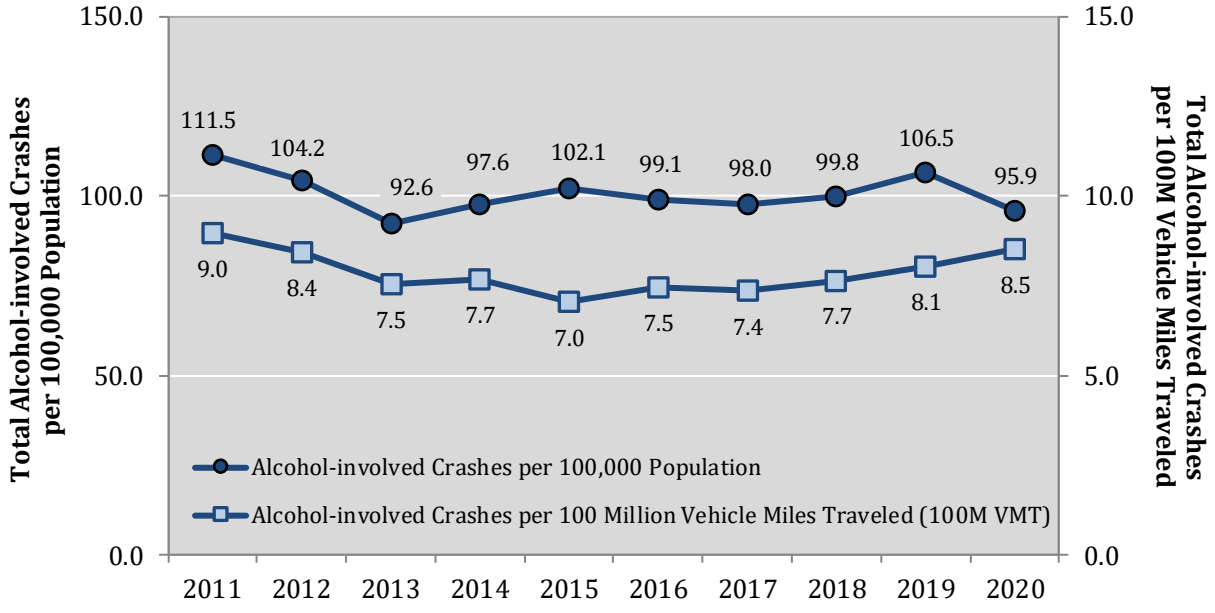


Table 85: Alcohol-involved Fatal Crash Rates, 2011 - 2020

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
2011	6.3	0.51	9.0	7.4
2012	6.7	0.54	9.3	7.7
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	6.4	0.57	8.8	7.5

Figure 33: Alcohol-involved Fatal Crash Rates (Population and VMT), 2011 - 2020

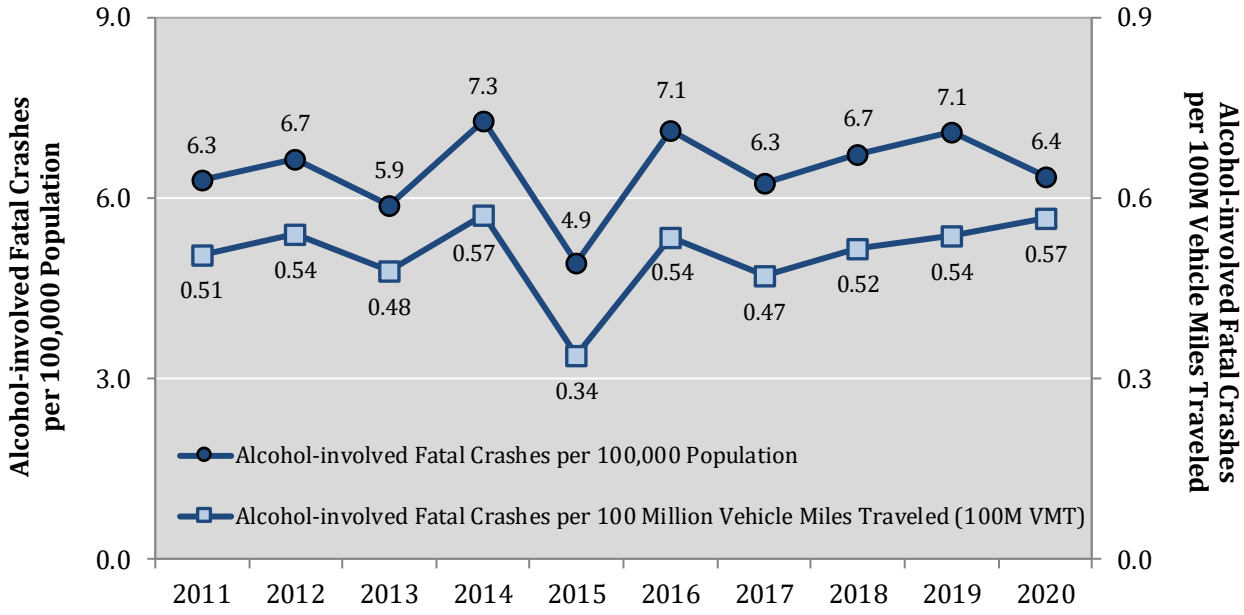
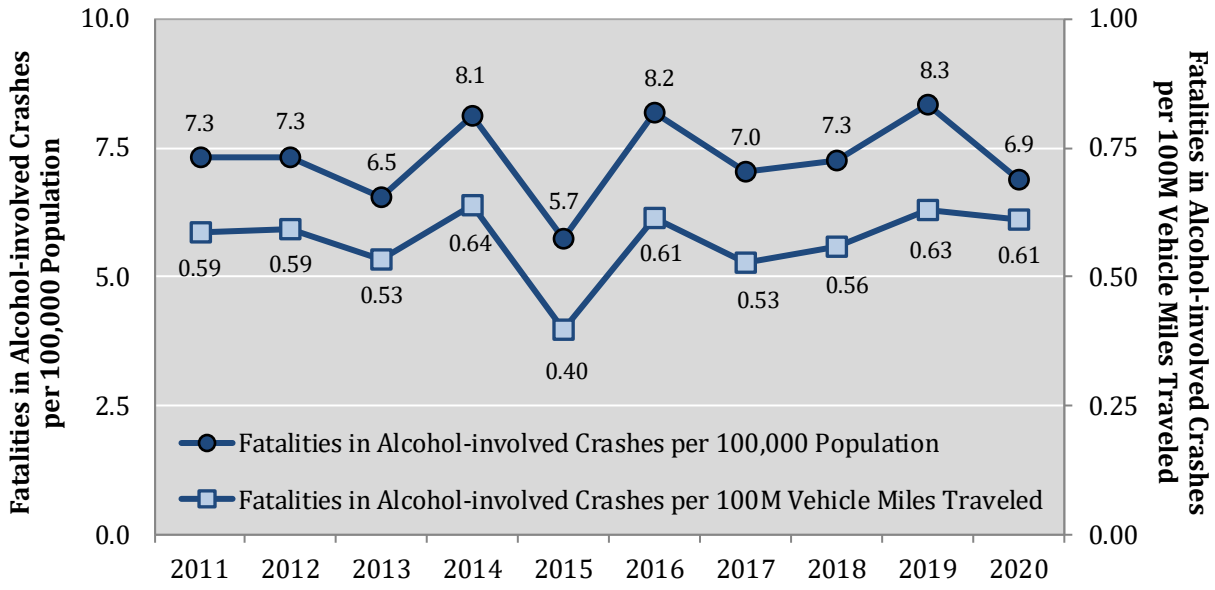


Table 86: Alcohol-involved Fatality Rates, 2011 - 2020[74]

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
2011	7.3	0.59	10.4	8.6
2012	7.3	0.59	10.2	8.5
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	6.9	0.61	9.6	8.1

Figure 34: Alcohol-involved Fatality Rates (Population and VMT), 2011 - 2020[74]



[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

- Alcohol-involved fatal crash costs accounted for 78.4 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 Comprehensive Cost Estimate totals $1.0 billion. (Table 88)

Table 87: Human Capital Cost Estimates[75] for Alcohol-involved Crashes, 2020 Adjusted

Crash Severity	Human Capital Costs per Crash, 2020 CPI-Adjusted ($)	Alcohol-involved Crashes, 2020	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,835,115	134	245,905,441
Suspected Serious Injury Crash (A)	164,123	118	19,366,536
Suspected Minor Injury Crash (B)	61,730	392	24,198,299
Possible Injury Crash (C)	41,841	352	14,728,067
Property Damage Only Crash (O)	9,429	1,024	9,655,276
Total			**313,853,618**

Table 88: Comprehensive Cost Estimates[75] for Alcohol-involved Crashes, 2020 Adjusted

Crash Severity	Comprehensive Costs per Crash, 2020 Adjusted ($)	Alcohol-involved Crashes, 2020	Total Comprehensive Costs Estimate, 2020 ($)	Loss of Quality of Life Estimate, 2020 ($)
Fatal Crash (K)	6,347,217	134	850,527,076	604,621,634
Suspected Serious Injury Crash (A)	334,921	118	39,520,688	20,154,152
Suspected Minor Injury Crash (B)	122,310	392	47,945,412	23,747,113
Possible Injury Crash (C)	68,783	352	24,211,759	9,483,692
Property Damage Only Crash (O)	11,062	1,024	11,327,331	1,672,056
Total			**973,532,266**	**659,678,648**

[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 January 2020, Accessed November 23, 2021: https://www.bls.gov/cpi/tables/supplemental-files/historical-cpi-u-202110.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 (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 2021. 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.

Sources

Economic Impact Estimates – American Association of State Highway and Transportation Officials Highway Safety Manual, First Edition, Volume 1, 2010, Appendix 4A, pp. 4-84 to 4-88. AASHTO HSM cost estimate calculations are based on the Crash Cost Estimates by Maximum Police-Reported Injury Severity Within Selected Crash Geometries, FHWA-HRT-05-051: October 2005.

Employment Cost Index (ECI) – U.S. Department of Labor, Bureau of Labor Statistics. Employment Cost Index Historical Listing – Volume III, April 2021. Table 5: Employment Cost Index for total compensation, for private industry workers, by occupational group and industry, not seasonally adjusted. Section: All workers. June 2020. Accessed November 23, 2021: http://www.bls.gov/web/eci/echistrynaics.pdf.

Licensed Drivers – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), 2016 – 2020. April data for 2015; July data for all other years.

Population

- U.S. Census Bureau, Population Division. Annual Resident Population Estimates: April 1, 2010, to July 1, 2019; April 1, 2020; and July 1, 2020. Release dates: For counties, July 2021 (CO-EST2020-[ST-FIPS]). For cities and towns (incorporated places and minor civil divisions), July 2021 (SUB-EST2020). Accessed October 18, 2021: https://www.census.gov/programs-surveys/popest/technical-documentation/research/evaluation-estimates/2020-evaluation-estimates.html
- Resident populations not tabulated in annual resident population estimates: U.S. Census Bureau, Population Division. 2020 Census of Population and Housing, April 1, 2020.

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 (2016 published Nov. 2017; 2017, Jan. 2019; 2018, Dec. 2019; 2019, Nov. 2020; 2020, Dec. 2021). Accessed March 8, 2022. https://www.fhwa.dot.gov/policyinformation/statistics/2020/mv1.cfm

Urban Areas – New Mexico Department of Transportation, Asset Management and Planning. 2010 U.S. Census Urbanized Area Boundaries, NMDOT-Adjusted, and U.S. Census Urban Clusters. Aug. 21, 2013. 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, "urban" was defined as a town or city with a population of at least 2,500 people.

Sources

Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation, Asset Management and Planning Division, Data Management Bureau. Extent and Travel Report, 2020, generated on April 28, 2021. DVMT by County, 2020, personal communication from Sean Noonen, generated on September 16, 2021. VMT (reported in units of 100 million vehicle miles traveled) are based on the daily average vehicle miles traveled.

Index