New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico DWI Report

2013

New Mexico Department of Transportation
Traffic Safety and Planning Divisions

New Mexico Department of Transportation
Traffic Safety and Planning Divisions

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as a reference source regarding New Mexico traffic crashes

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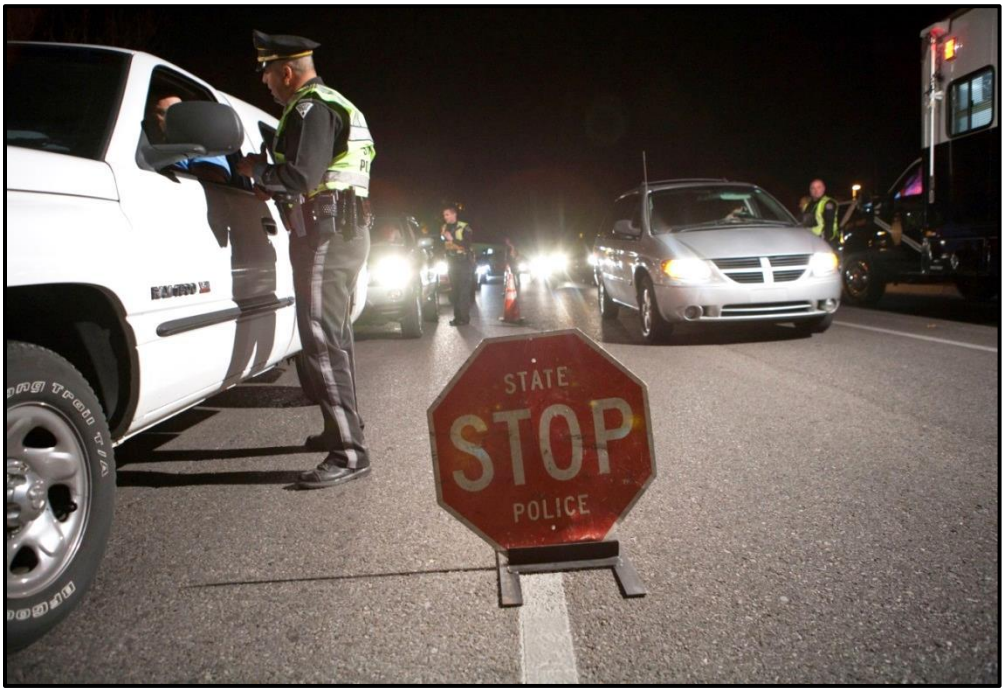

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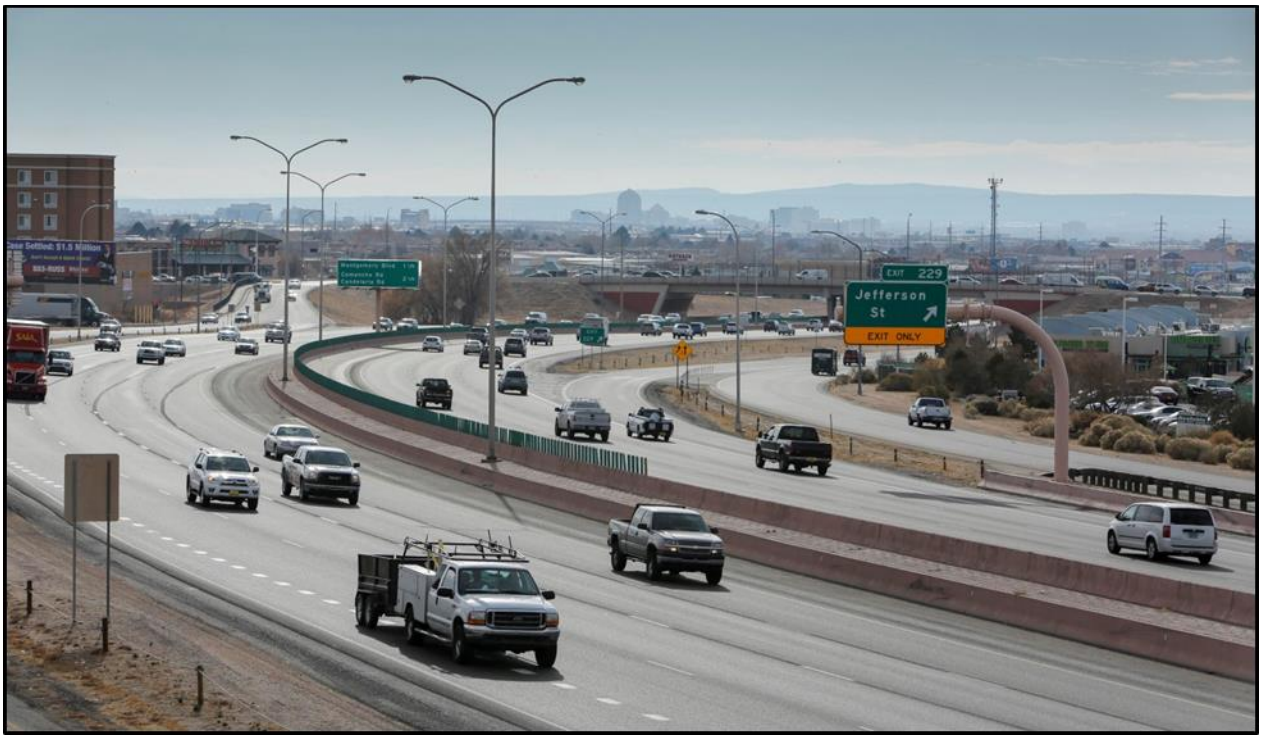


Definitions

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 – A driver arrested 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 vehicle (including a pedestrian or pedalcyclist) was suspected of being under the influence of alcohol.

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

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. Crashes on private property (such as a parking lot) are not included.

Driver – A person in control of a motorized vehicle. Pedestrians and pedalcyclists are not drivers.

DWI – Driving while intoxicated.

DWI Arrest (Citation) – In this report, a DWI arrest (a.k.a. a DWI citation) is a driver arrested for either DWI or aggravated DWI. New Mexico's legal limit for presumption of driving while intoxicated (DWI) is 0.08 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.

Definitions

DWI Conviction – A driver convicted of driving under the intoxicating influence of alcohol, narcotics, or pathogenic drugs (MVD code DI1), sentenced to DWI school (outdated MVD code DI0), or aggravated DWI (MVD code DI3).

Fatal Crash – A crash in which at least one person was killed. Note that 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 the person(s) involved in the crash dies within 30 days.

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

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

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

Missing Data – An indication that the applicable field on the 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.

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.

Pedalcyclist – A person riding a mechanism of transport that is powered solely by pedals.

Pedestrian – A person on foot, walking, running, jogging, hiking, sitting or lying down who is involved in a motor vehicle traffic crash.

Definitions

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/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.

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 – 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 a Class A injury or 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 – In crashes before 2013, "urban" is defined as a town or city with a population of at least 2,500 people. In 2013, "urban" was redefined to correspond to the 2010 U.S. Census

Urbanized Areas (NMDOT-adjusted) and U.S. Census Urban Clusters. This revised 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”.

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

2013 HIGHLIGHTS

DWI

- DWI arrests have decreased every year from 2010 to 2013. (Table 68, Figure 27)
- As of July 2014, 53% of DWI arrests in 2013 resulted in convictions, 20% resulted in dismissals, and 26% were awaiting disposition. (Table 76)

Crashes

- There were 7.6 alcohol-involved crashes per 100 million VMT in 2013. (Table 78)
- Alcohol-involved fatal crashes decreased to their lowest number (123) in the past ten years, but made up 45% of all fatal crashes, the most in ten years. (Figure 1, Table 3)
- Alcohol-involved crashes fell 41% compared with 2004. (Table 2)

People

- The number of total people in alcohol-involved crashes has been reduced by 42% in the last ten years. (Figure 3, Table 5)

Drivers

- From 2004 to 2013, the number of alcohol-involved teen drivers in crashes decreased 71% (313 to 91). (Table 33, Figure 13)
- From 2004 to 2013, the number of alcohol-involved young adult drivers in crashes decreased 29% (546 to 389). (Table 37, Figure 15)
- The 20-24 age group had the highest number of alcohol-involved drivers in crashes in 2013. (Table 60)

Gender Groups

- Male drivers were 71% of all alcohol-involved drivers in crashes in 2013. (Table 58)
- 69% of all fatalities in alcohol-involved crashes were male in 2013. (Table 30)

Motorcyclists, Pedestrians and Pedalcyclists

- Alcohol was involved in 8% of all motorcycle-involved crashes in 2013. (Table 42)
- Out of all pedestrians in alcohol-involved crashes, 92.4% were under the influence of alcohol. (Table 50)
- Out of all pedalcyclists in alcohol-involved crashes, 90.9% were under the influence of alcohol. (Table 56)

2013 Alcohol-involved Crash Summary

Summary of Alcohol-involved Crashes, 2013

Table 1: Alcohol-involved Crashes, 2013

Alcohol Involvement	Crashes	Percent
Alcohol-involved	1,958	4.9%
Not Alcohol-involved	37,646	95.1%
Total Crashes	39,604	100.0%

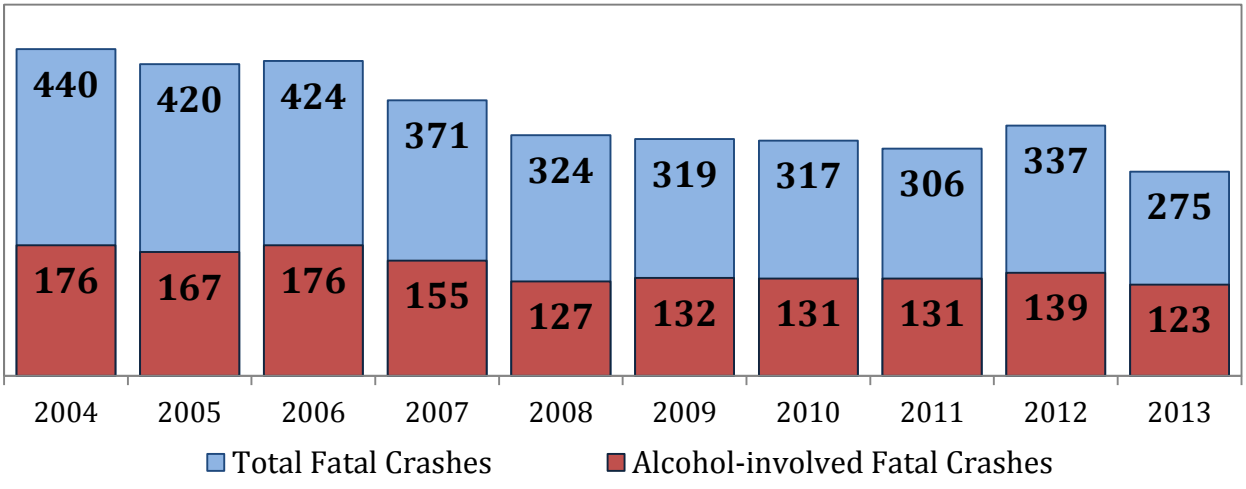
Table 2: Alcohol-involved Crashes, 2004 - 2013

Year	Alcohol-involved Crashes	Total Crashes	Percent of Total Crashes
2004	3,336	52,288	6.4%
2005	2,633	49,023	5.4%
2006	2,698	49,318	5.5%
2007	2,471	49,104	5.0%
2008	2,599	46,441	5.6%
2009	2,698	46,156	5.8%
2010	2,162	42,802	5.1%
2011	2,320	43,227	5.4%
2012	2,176	41,083	5.3%
2013	1,958	39,604	4.9%

Table 3: Alcohol-involved Fatal Crashes, 2004 - 2013

Year	Alcohol-involved Fatal Crashes	Total Fatal Crashes	Percent of Total Fatal Crashes
2004	176	440	40.0%
2005	167	420	39.8%
2006	176	424	41.5%
2007	155	371	41.8%
2008	127	324	39.2%
2009	132	319	41.4%
2010	131	317	41.3%
2011	131	306	42.8%
2012	139	337	41.2%
2013	123	275	44.7%

Figure 1: Total Fatal Crashes and Alcohol-involved Fatal Crashes, 2004 - 2013



2013 Alcohol-involved Crash Summary

- Alcohol-involved crashes in 2013 were less than 5% of all crashes. (Table 2)
- Over the last ten years, approximately 40-45% of all fatal crashes involved alcohol. (Table 3, Figure 1)
- Alcohol-involved crashes decreased 10.0% from 2012 to 2013, and were 41.3% lower compared with 2004. (Table 2, Figure 2, Table 4)

Figure 2: Alcohol-involved Total and Fatal Crashes, 2004 - 2013

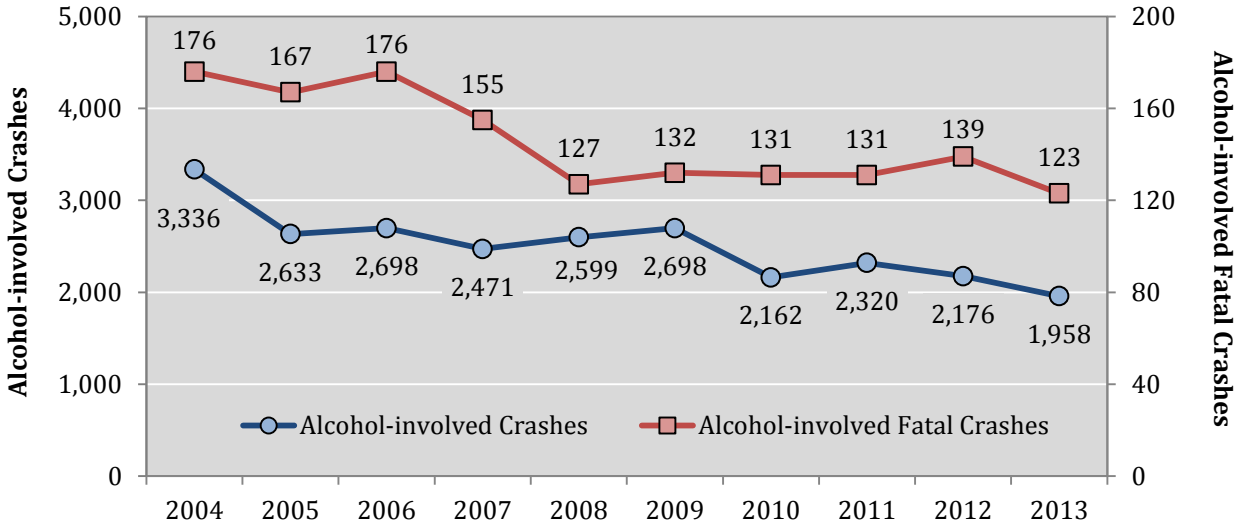


Table 4: Alcohol-involved Crashes by Crash Severity, 2004 - 2013

Year	Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Total Crashes
2004	176	1,588	1,572	3,336
2005	167	1,222	1,244	2,633
2006	176	1,192	1,330	2,698
2007	155	1,080	1,236	2,471
2008	127	1,106	1,366	2,599
2009	132	1,143	1,423	2,698
2010	131	939	1,092	2,162
2011	131	1,000	1,189	2,320
2012	139	874	1,163	2,176
2013	123	823	1,012	1,958

Summary of Alcohol-involved Fatalities and Injuries, 2013

- The number of people in alcohol-involved crashes decreased 41.8% (7,776 to 4,529 people) from 2004 to 2013. (Table 5, Figure 3)

Table 5: People in Alcohol-involved Crashes by Severity of Injury, 2004 - 2013

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
2004	219	2.82%	2,576	33.1%	4,981	64.1%	7,776	100%
2005	194	3.21%	1,963	32.5%	3,882	64.3%	6,039	100%
2006	191	3.19%	1,956	32.6%	3,846	64.2%	5,993	100%
2007	177	3.18%	1,789	32.2%	3,594	64.6%	5,560	100%
2008	143	2.60%	1,704	30.9%	3,660	66.5%	5,507	100%
2009	152	2.57%	1,774	30.0%	3,982	67.4%	5,908	100%
2010	145	2.89%	1,553	31.0%	3,311	66.1%	5,009	100%
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	3.02%	1,295	28.6%	3,097	68.4%	4,529	100%

Figure 3: People in Alcohol-involved Crashes by Severity of Injury, 2004 - 2013

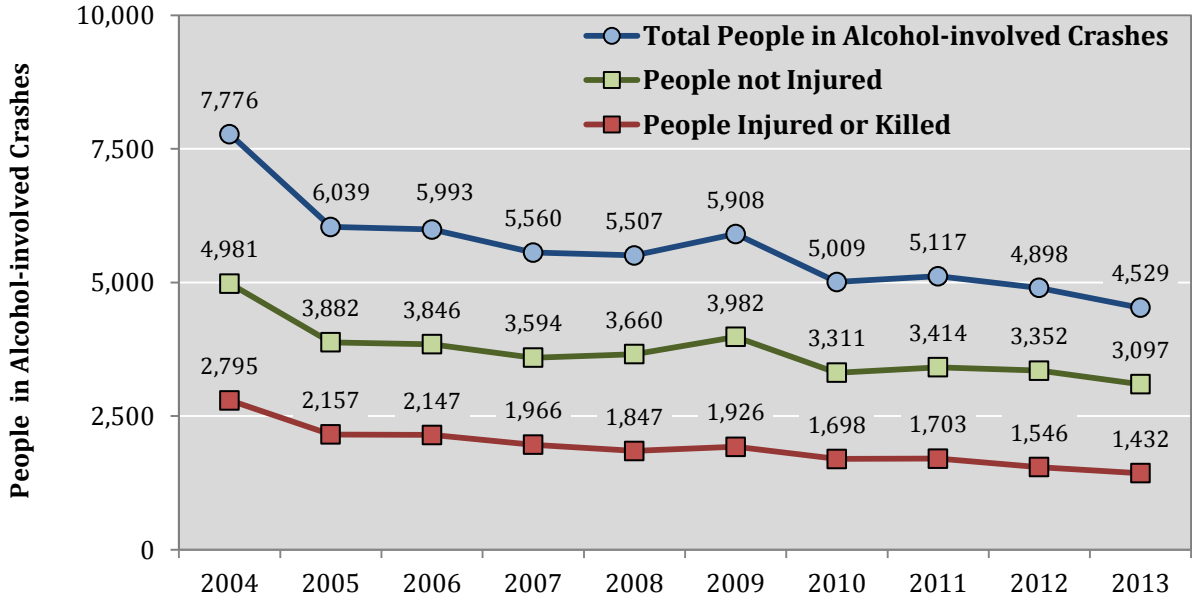
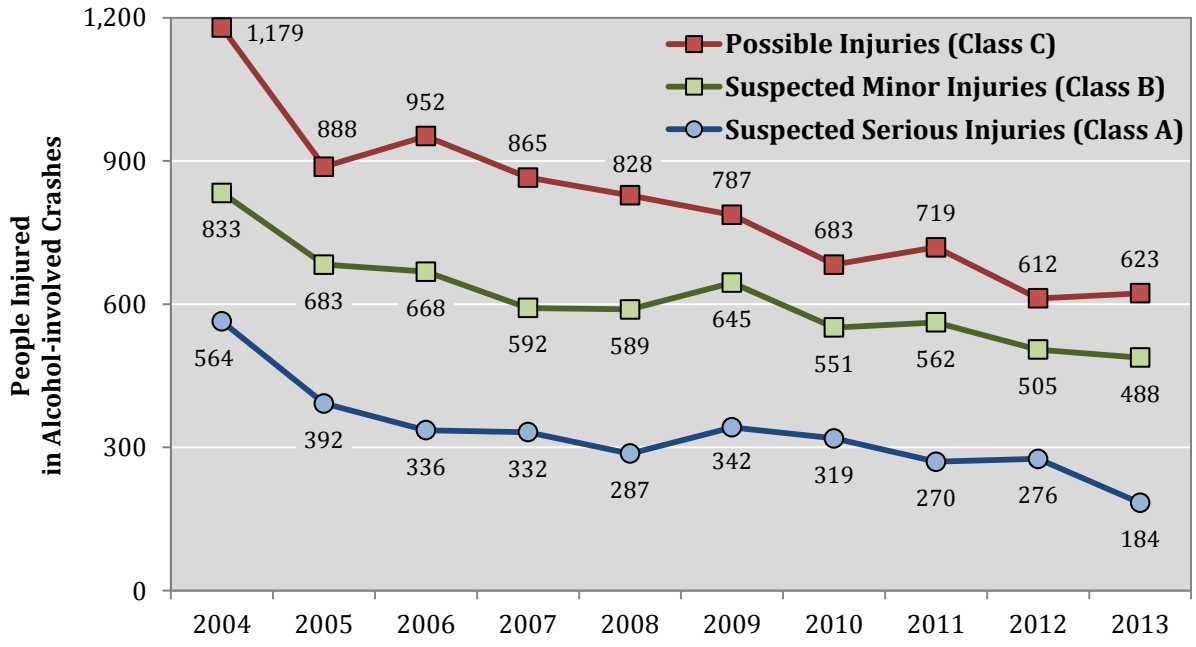


Table 6: People Injured in Alcohol-involved Crashes by Type of Injury, 2004 - 2013

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
2004	564	21.9%	833	32.3%	1,179	45.8%	2,576	100%
2005	392	20.0%	683	34.8%	888	45.2%	1,963	100%
2006	336	17.2%	668	34.2%	952	48.7%	1,956	100%
2007	332	18.6%	592	33.1%	865	48.4%	1,789	100%
2008	287	16.8%	589	34.6%	828	48.6%	1,704	100%
2009	342	19.3%	645	36.4%	787	44.4%	1,774	100%
2010	319	20.5%	551	35.5%	683	44.0%	1,553	100%
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	184	14.2%	488	37.7%	623	48.1%	1,295	100%

- Suspected serious injuries in alcohol-involved crashes decreased 67.4% (564 to 184 people) from 2004 to 2013. (Table 6, Figure 4)

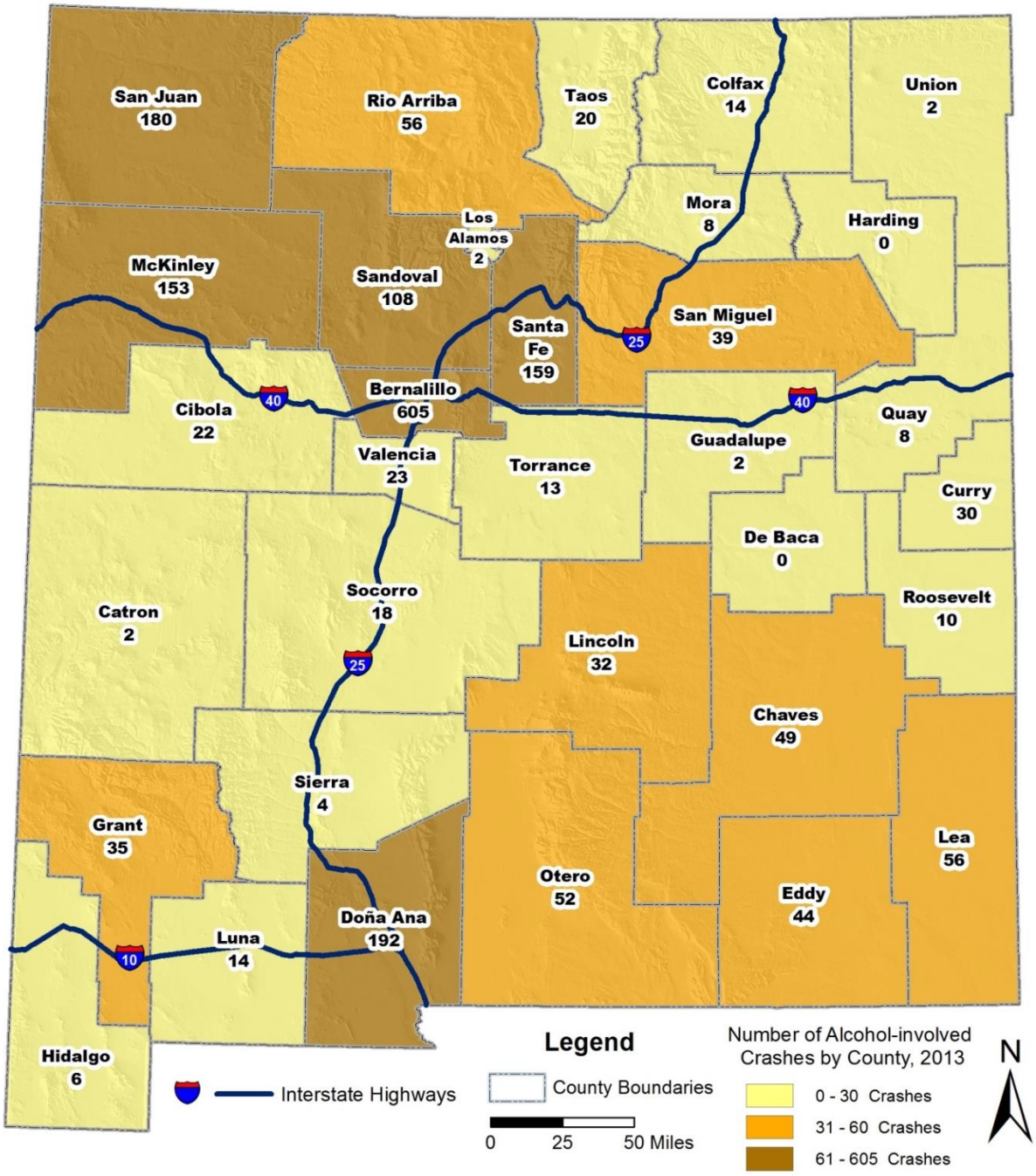
Figure 4: People Injured in Alcohol-involved Crashes by Type of Injury, 2004 - 2013



Alcohol-involved Crash Geography

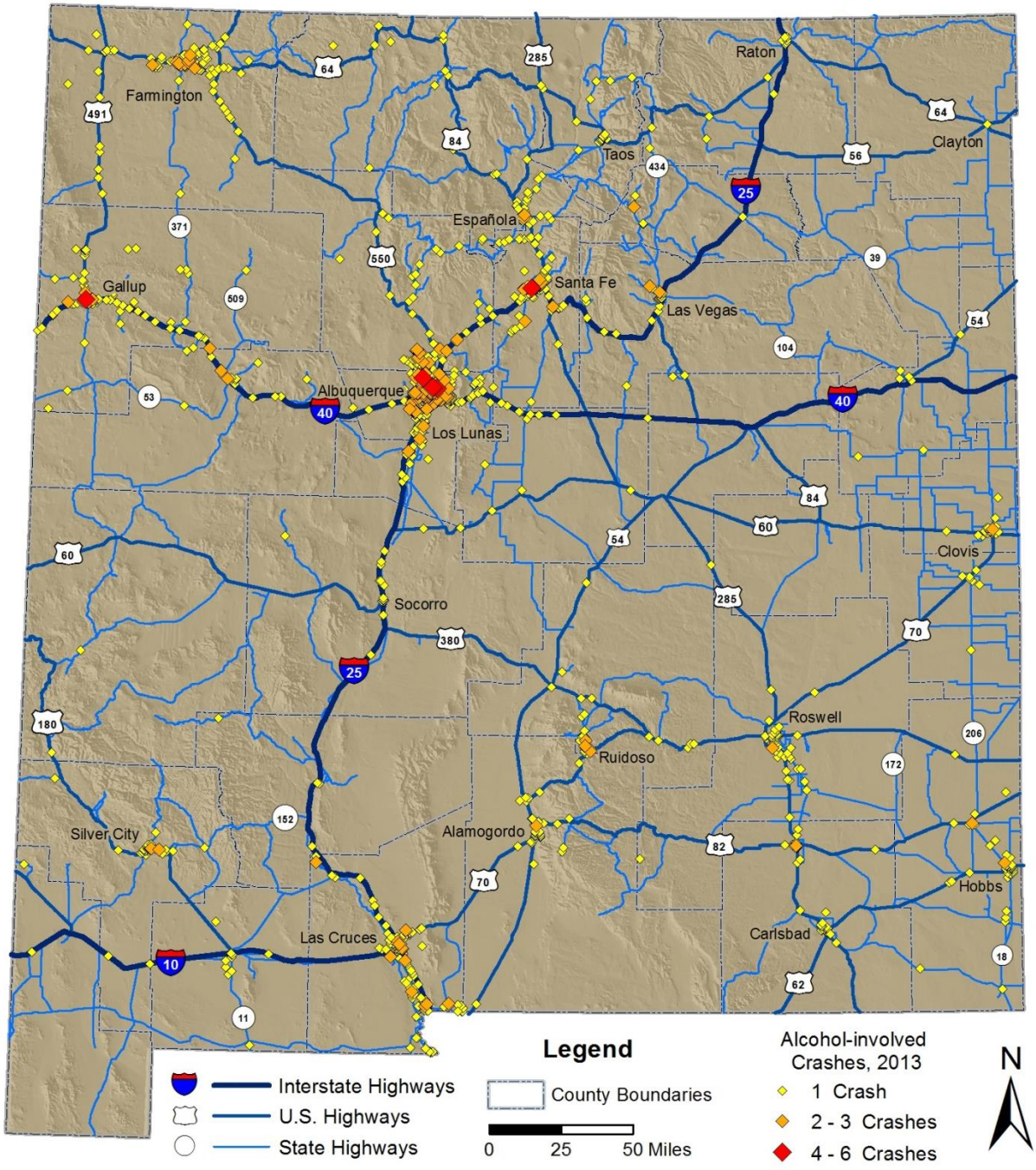
Maps

Map 1: Alcohol-involved Crashes in New Mexico by County, 2013



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

Map 2: Location of Alcohol-involved Crashes, 2013[1]

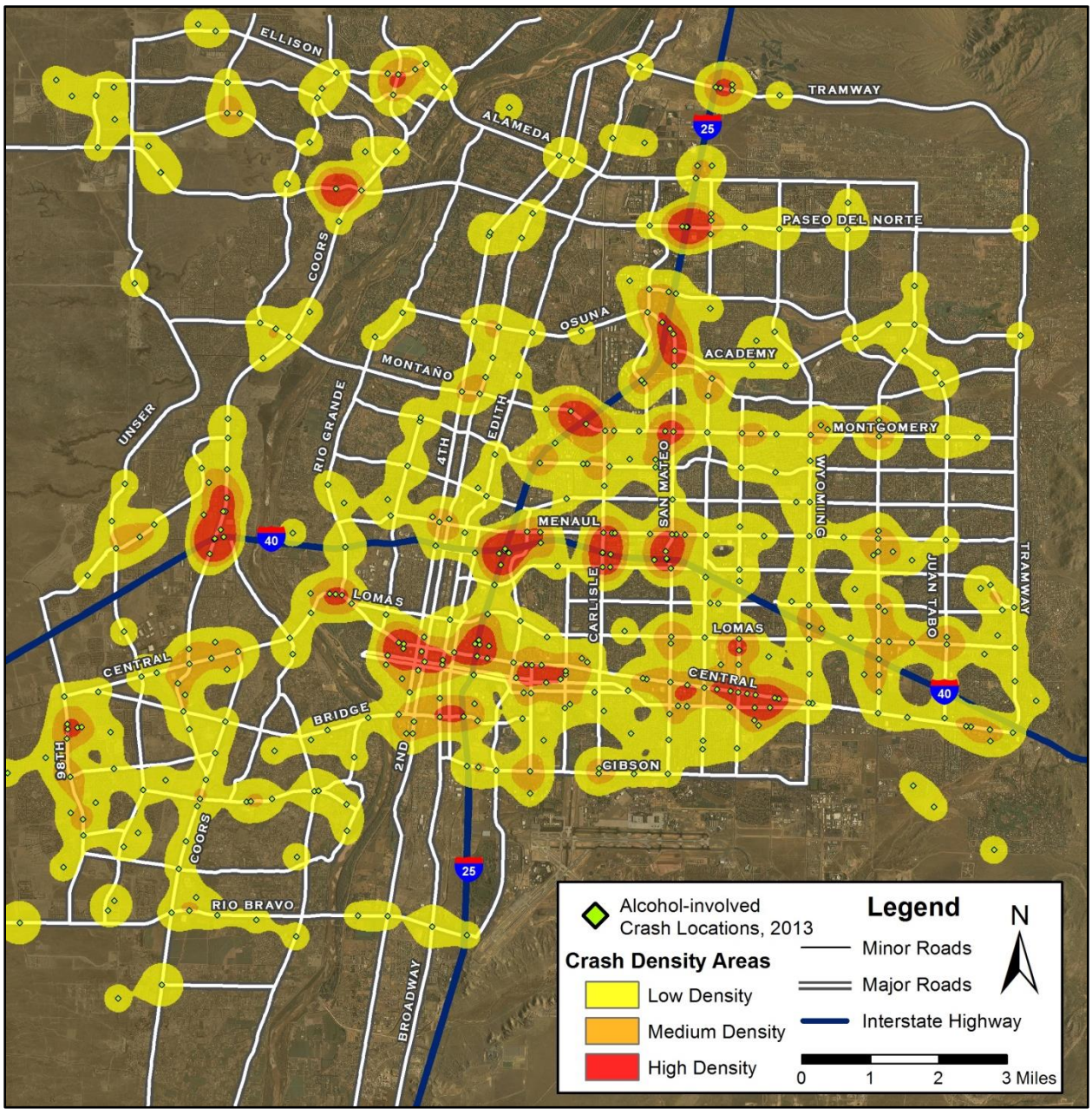


All maps are available in high-resolution color at http://tru.unm.edu.

[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

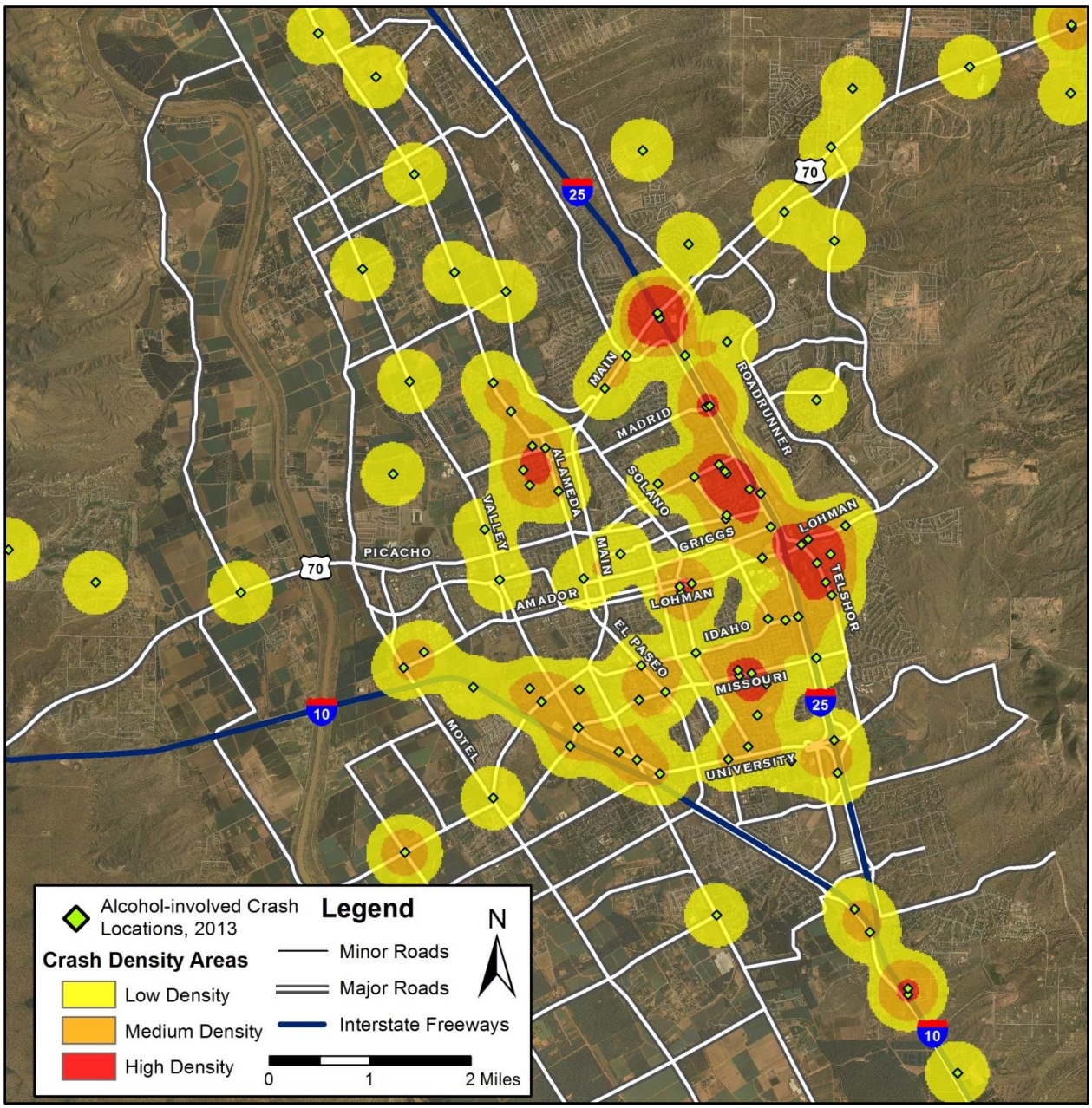
Map 3: Location and Density of Alcohol-involved Crashes in Albuquerque, 2013[2]



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

[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, 2013[3]



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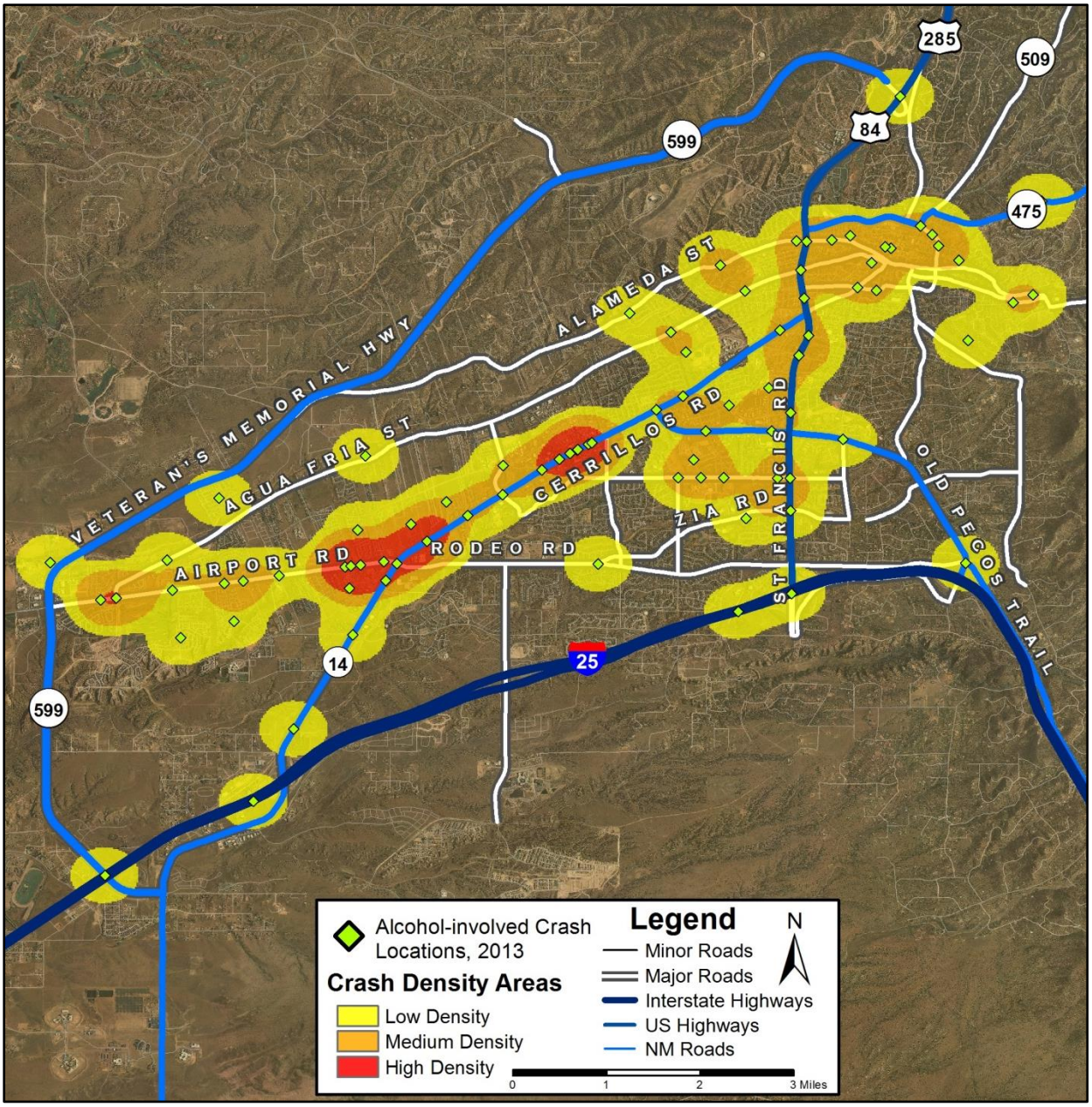
[3] Points on this map represent geocodable alcohol-involved crash locations (see Geocoding, p. xii). Color shading displays where a higher number of crashes occur in close proximity. The points assist in showing the location of crashes, but color shading shows the intensity of crashes in that area.

Crash Geography – Maps

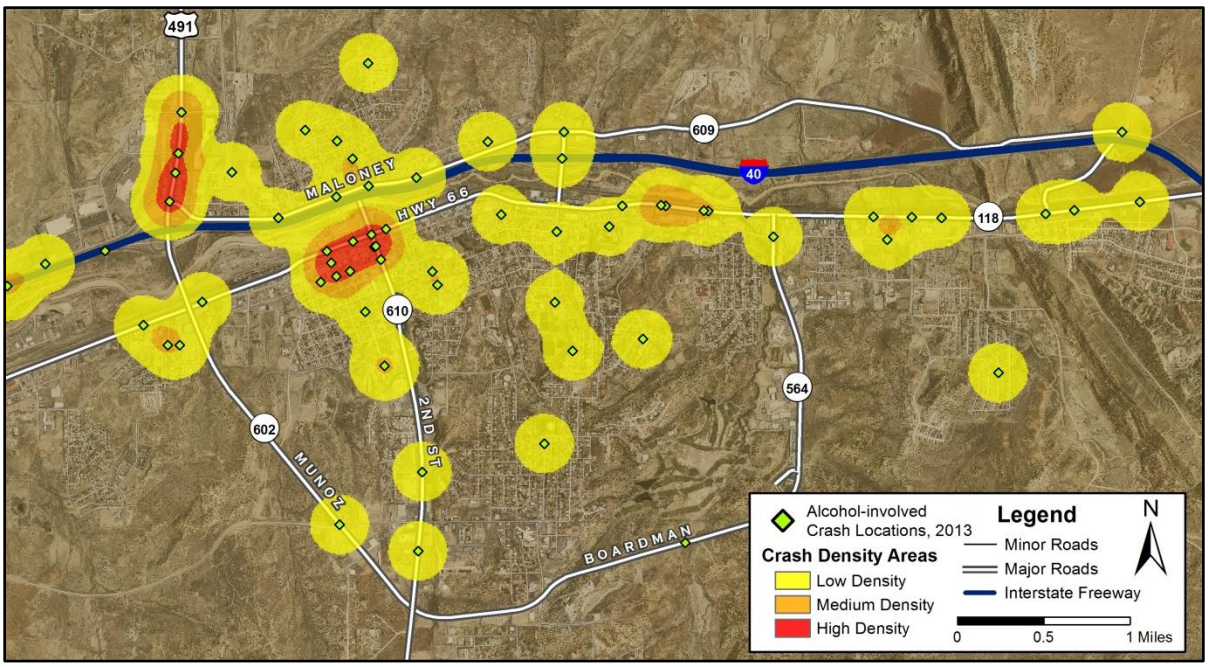
Map 5: Location and Density of Alcohol-involved Crashes in Santa Fe, 2013[4]



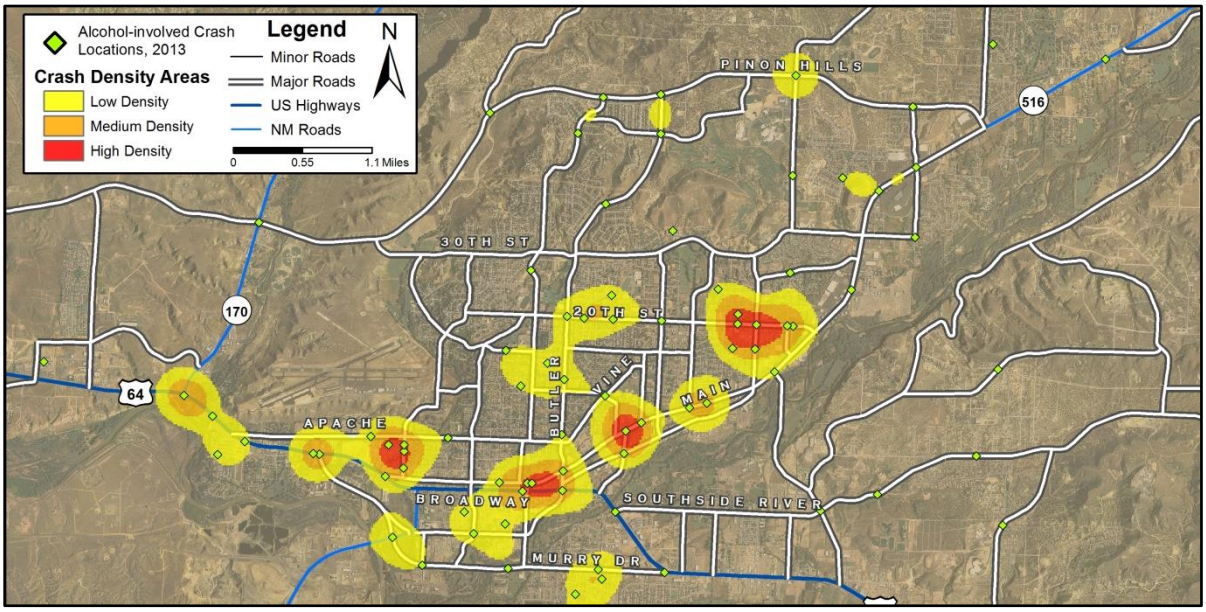
All maps are available in high-resolution color at http://tru.unm.edu.

[4] 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 6: Location and Density of Alcohol-involved Crashes in Gallup, 2013[5]



Map 7: Location and Density of Alcohol-involved Crashes in Farmington, 2013[5]



[5] 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.

Counties

Table 7: Alcohol-involved Crashes by County, 2009 - 2013

County	Alcohol-involved Crashes					Percent of All 2013 Alcohol-involved Crashes	Percent Change[1] 2009 to 2013	Percent Change[1] 2012 to 2013
	2009	2010	2011	2012	2013			
Bernalillo	846	598	681	642	605	30.9%	-28.5%	-5.8%
Catron	2	3	1	4	2	0.1%	0.0%	-50.0%
Chaves	84	68	76	93	49	2.5%	-41.7%	-47.3%
Cibola	59	26	32	40	22	1.1%	-62.7%	-45.0%
Colfax	16	20	19	17	14	0.7%	-12.5%	-17.6%
Curry	51	43	44	37	30	1.5%	-41.2%	-18.9%
De Baca	2	2	2	0	0	0.0%	-100.0%	-
Doña Ana	260	212	235	187	192	9.8%	-26.2%	2.7%
Eddy	66	43	35	49	44	2.2%	-33.3%	-10.2%
Grant	33	23	32	37	35	1.8%	6.1%	-5.4%
Guadalupe	11	11	8	8	2	0.1%	-81.8%	-75.0%
Harding	1	0	0	2	0	0.0%	-100.0%	-100.0%
Hidalgo	4	3	6	2	6	0.3%	50.0%	200.0%
Lea	83	98	83	72	56	2.9%	-32.5%	-22.2%
Lincoln	26	31	24	30	32	1.6%	23.1%	6.7%
Los Alamos	11	4	6	2	2	0.1%	-81.8%	0.0%
Luna	26	19	18	5	14	0.7%	-46.2%	180.0%
McKinley	170	128	138	152	153	7.8%	-10.0%	0.7%
Mora	6	6	7	4	8	0.4%	33.3%	100.0%
Otero	55	54	69	71	52	2.7%	-5.5%	-26.8%
Quay	8	4	7	9	8	0.4%	0.0%	-11.1%
Rio Arriba	88	46	50	64	56	2.9%	-36.4%	-12.5%
Roosevelt	26	25	15	18	10	0.5%	-61.5%	-44.4%
San Juan	212	206	213	199	180	9.2%	-15.1%	-9.5%
San Miguel	30	41	47	39	39	2.0%	30.0%	0.0%
Sandoval	111	99	101	113	108	5.5%	-2.7%	-4.4%
Santa Fe	208	192	214	172	159	8.1%	-23.6%	-7.6%
Sierra	15	12	18	12	4	0.2%	-73.3%	-66.7%
Socorro	29	17	11	18	18	0.9%	-37.9%	0.0%
Taos	64	69	64	46	20	1.0%	-68.8%	-56.5%
Torrance	21	11	10	6	13	0.7%	-38.1%	116.7%
Union	6	8	6	3	2	0.1%	-66.7%	-33.3%
Valencia	68	40	48	23	23	1.2%	-66.2%	0.0%
Total	2,698	2,162	2,320	2,176	1,958	100.0%	-27.4%	-10.0%

[1] Percent changes in red are increasing trends, and percent changes in blue (negative) are decreasing trends.

Crash Geography – Counties

From 2009 to 2013…

- Many counties saw a decrease in alcohol-involved crashes from five years ago. Counties showing a decline almost every year since 2009 include: **Taos (-68.8%)**, **Valencia (-66.2%)**, **Roosevelt (-61.5%)**, **Curry (-41.2%)**, **Lea (-32.5%)**, **Bernalillo (-28.5%)**, **Santa Fe (-23.6%)**, and **San Juan (-15.1%)**. (Table 7)

Table 8: Top Ten Counties for Alcohol-involved Crashes, 2009 - 2013

2013 Rank	County	Alcohol-involved Crashes					2013 Population	Alcohol-involved Crashes per 10,000 County Residents[1]
		2009	2010	2011	2012	2013		
1	Bernalillo	846	598	681	642	605	674,221	9.0
2	Doña Ana	260	212	235	187	192	213,460	9.0
3	San Juan	212	206	213	199	180	126,503	**14.2**
4	Santa Fe	208	192	214	172	159	147,423	**10.8**
5	McKinley	170	128	138	152	153	73,308	**20.9**
6	Sandoval	111	99	101	113	108	136,575	7.9
7	Lea	83	98	83	72	56	68,062	8.2
7	Rio Arriba	88	46	50	64	56	40,072	**14.0**
9	Otero	55	54	69	71	52	65,616	7.9
10	Chaves	84	68	76	93	49	65,823	7.4
All Other Counties		581	461	460	411	348	474,224	7.3
Statewide Total		2,698	2,162	2,320	2,176	1,958	2,085,287	9.4

[1] The numbers in bold red represent counties that exceeded the statewide rate of 9.4.

- Counties with smaller populations tend to exhibit higher rates and percent fluctuations but the numbers of crashes are much smaller. (Table 7, Table 8)
- Of the 10 counties with the highest number of alcohol-involved crashes in 2013, the highest alcohol-involved crash *rates* occurred in **McKinley (20.9)**, **San Juan (14.2)**, **Rio Arriba (14.0)**, and **Santa Fe (10.8)**. (Table 8)

Crash Geography – Counties

Table 9: Alcohol-involved Fatal Crashes by County, 2009 - 2013

County	Alcohol-involved Fatal Crashes					Percent of All 2013 Alcohol-involved Fatal Crashes	Percent Change[1] 2009 to 2013	Percent Change[1] 2012 to 2013
	2009	2010	2011	2012	2013			
Bernalillo	20	22	15	28	25	**20.3%**	25.0%	-10.7%
Catron	0	1	1	2	2	**1.6%**	-	0.0%
Chaves	4	2	5	3	5	**4.1%**	25.0%	66.7%
Cibola	3	2	5	1	4	**3.3%**	33.3%	300.0%
Colfax	0	1	0	1	2	**1.6%**	-	100.0%
Curry	2	0	3	2	1	**0.8%**	-50.0%	-50.0%
De Baca	0	0	1	0	0	**0.0%**	-	-
Doña Ana	13	11	4	6	7	**5.7%**	-46.2%	16.7%
Eddy	6	3	1	4	2	**1.6%**	-66.7%	-50.0%
Grant	1	3	2	1	1	**0.8%**	0.0%	0.0%
Guadalupe	0	0	1	1	1	**0.8%**	-	0.0%
Harding	0	0	0	2	0	**0.0%**	-	-100.0%
Hidalgo	1	0	0	0	1	**0.8%**	0.0%	-
Lea	3	7	6	6	4	**3.3%**	33.3%	-33.3%
Lincoln	0	0	1	3	4	**3.3%**	-	33.3%
Los Alamos	0	0	0	0	0	**0.0%**	-	-
Luna	2	1	2	0	2	**1.6%**	0.0%	-
McKinley	23	9	17	17	14	**11.4%**	-39.1%	-17.6%
Mora	0	1	2	2	0	**0.0%**	-	-100.0%
Otero	3	7	7	6	2	**1.6%**	-33.3%	-66.7%
Quay	1	0	1	0	1	**0.8%**	0.0%	-
Rio Arriba	7	3	6	6	5	**4.1%**	-28.6%	-16.7%
Roosevelt	2	2	2	0	2	**1.6%**	0.0%	-
San Juan	5	14	17	14	13	**10.6%**	160.0%	-7.1%
San Miguel	3	4	4	5	2	**1.6%**	-33.3%	-60.0%
Sandoval	9	5	5	7	6	**4.9%**	-33.3%	-14.3%
Santa Fe	7	17	8	7	5	**4.1%**	-28.6%	-28.6%
Sierra	3	2	2	1	1	**0.8%**	-66.7%	0.0%
Socorro	0	3	3	2	1	**0.8%**	-	-50.0%
Taos	6	5	5	4	3	**2.4%**	-50.0%	-25.0%
Torrance	3	1	1	4	5	**4.1%**	66.7%	25.0%
Union	2	1	2	0	1	**0.8%**	-50.0%	-
Valencia	3	4	2	4	1	**0.8%**	-66.7%	-75.0%
Total	132	131	131	139	123	**100.0%**	**-6.8%**	**-11.5%**

[1] Percent changes in red are increasing trends, and percent changes in blue (negative) are decreasing trends. Percent change cannot be calculated when the base year (2009) has zero fatalities.

Crash Geography – Counties

- In Doña Ana, McKinley, Otero, and Santa Fe Counties, the number of alcohol-involved fatal crashes was much lower in 2013 than in most of the previous four years. (Table 9, Table 10)
- Bernalillo, McKinley and San Juan accounted for 42.3% of all alcohol-involved fatal crashes in 2013. (Table 9)
- In 2013, there was less than one alcohol-involved fatal crash per 10,000 residents. (Table 10)
- Of the 10 counties with the highest number of alcohol-involved fatal crashes in 2013, the highest alcohol-involved fatal crash *rates* occurred in Torrance (3.2), Lincoln (2.0), McKinley (1.9), Cibola (1.5), and Rio Arriba (1.2). (Table 10)

Table 10: Top Ten Counties for Alcohol-involved Fatal Crashes, 2009 - 2013

2013 Rank	County	Alcohol-involved Fatal Crashes					2013 Population	Alcohol-involved Fatal Crashes per 10,000 County Residents[1]
		2009	2010	2011	2012	2013		
1	Bernalillo	20	22	15	28	25	674,221	0.4
2	McKinley	23	9	17	17	14	73,308	**1.9**
3	San Juan	5	14	17	14	13	126,503	**1.0**
4	Doña Ana	13	11	4	6	7	213,460	0.3
5	Sandoval	9	5	5	7	6	136,575	0.4
6	Rio Arriba	7	3	6	6	5	40,072	**1.2**
6	Torrance	3	1	1	4	5	15,717	**3.2**
6	Santa Fe	7	17	8	7	5	147,423	0.3
6	Chaves	4	2	5	3	5	65,823	**0.8**
10	Lea	3	7	6	6	4	68,062	0.6
10	Lincoln	0	0	1	3	4	20,105	**2.0**
10	Cibola	3	2	5	1	4	27,335	**1.5**
All Other Counties		35	38	41	37	26	476,683	0.5
Statewide Total		132	131	131	139	123	2,085,287	0.6

[1] The numbers in bold red represent counties that exceeded the statewide rate of 0.6.

Crash Geography – Cities

Cities

- Cities showing an overall *decreasing 5-year trend* in the number of alcohol-involved crashes include: **Albuquerque**, **Carlsbad**, **Hobbs, Roswell**, **and Taos**. (Table 11)
- **Isleta Pueblo (56.2)**, **Gallup (39.5)**, **Farmington (25.5)**, **Taos (22.7)**, **Ruidoso (22.6)**, **Española (21.6)**, **Silver City (21.4)**, and **Las Vegas (20.5)** had rates that were more than double the 2013 statewide rate of 9.4 alcohol-involved crashes per 10,000 city residents. (Table 11)

Table 11: Top Twenty Cities for Alcohol-involved Crashes, 2009 - 2013

Rank[1]	City	Alcohol-involved Crashes					2013 Population[2]	Alcohol-involved Crashes per 10,000 City Residents[3]
		2009	2010	2011	2012	2013		
1	Albuquerque	801	558	654	592	579	556,495	10.4
2	Las Cruces	151	130	151	113	121	101,324	11.9
2	Santa Fe	109	107	140	131	121	69,976	17.3
4	Farmington	93	79	84	84	116	45,426	**25.5**
5	Gallup	86	55	59	68	88	22,261	**39.5**
6	Rio Rancho	61	55	57	66	63	91,956	6.9
7	Alamogordo	23	28	34	30	33	31,368	10.5
8	Hobbs	51	54	48	38	31	36,041	8.6
9	Roswell	61	49	47	75	29	48,611	6.0
10	Las Vegas	17	20	25	22	28	13,691	**20.5**
11	Clovis	37	27	33	30	27	39,508	6.8
12	Silver City	15	11	19	19	22	10,273	**21.4**
12	Española	37	26	26	34	22	10,190	**21.6**
14	Artesia	14	3	0	3	21	11,484	18.3
15	Ruidoso	13	15	17	14	18	7,965	**22.6**
16	Anthony	14	13	8	18	17	9,378	18.1
16	Carlsbad	34	31	25	38	17	27,653	6.1
18	Isleta Pueblo	15	9	11	11	14	2,489	**56.2**
18	Bernalillo	12	21	10	7	14	8,338	16.8
20	Taos	26	28	25	22	13	5,731	**22.7**
All Other Locations		1,028	843	847	761	564	-	-
Statewide Total		2,698	2,162	2,320	2,176	1,958	2,085,287	9.4

[1] Cities have the same rank if they have the same number of crashes in 2013.

[2] The population of Isleta Pueblo CDP (Census Designated Place) is from the 2010 U.S. Census.

[3] Crashes per 10,000 city residents are in red if they are more than twice the statewide rate for 2013. In some cities, nonresident drivers passing through may contribute to a high crash rate in a city with a relatively small population.

- Nakaibito (42.9), Algodones (24.9), Mescalero Apache (14.9), Upper Fruitland (12.0), Moriarty (10.9), and Gallup (1.8) had rates that were more than double the 2013 statewide rate of 0.6 alcohol-involved fatal crashes per 10,000 residents. (Table 12)

Table 12: Top-Ranking Cities for Alcohol-involved Fatal Crash Rates, 2009 - 2013

Rank[1]	City	Alcohol-involved Fatal Crashes					2013 Population[2]	Alcohol-involved Fatal Crashes per 10,000 City Residents[3]
		2009	2010	2011	2012	2013		
1	Nakaibito	0	0	0	0	2	466	**42.9**
2	Algodones	0	0	0	1	2	802	**24.9**
3	Mescalero Apache	0	1	0	1	2	1,338	**14.9**
4	Upper Fruitland	0	0	0	0	2	1,662	**12.0**
5	Moriarty	1	0	0	1	2	1,836	**10.9**
6	Gallup	5	1	0	2	4	22,261	**1.8**
7	Santa Fe	1	3	7	3	4	69,976	0.6
8	Farmington	1	2	0	1	2	45,426	0.4
8	Albuquerque	18	17	14	20	23	556,495	0.4
8	Roswell	1	0	1	2	2	48,611	0.4
11	Las Cruces	3	4	1	2	2	101,324	0.2
All Other Crashes[4]		102	103	108	106	76	-	-
Statewide Total		132	131	131	139	123	2,085,287	0.6

[1] Cities have the same rank when they have the same alcohol-involved fatal crash rate in 2013.

[2] The populations of Nakaibito, Algodones, Upper Fruitland, and Mescalero Apache are from the 2010 U.S. Census data.

[3] Crashes per 10,000 city residents are in red if they are more than twice the statewide rate for 2013. In some cities, nonresident drivers passing through may contribute to a high crash rate in a city with a relatively small population.

[4] All other crashes were in rural areas or places that had fewer than two alcohol-involved fatal crashes in 2013.

Crash Geography – Rural and Urban

Rural and Urban Alcohol-involved Crashes

- 78.4% of all alcohol-involved crashes occurred on urban roadways. (Table 13)
- 47.2% of all alcohol-involved fatal crashes occurred on a rural non-Interstate roadways. (Table 15)
- A crash often involves multiple people. For example, there were 123 alcohol-involved *fatal crashes* that resulted in 137 *fatalities* (people killed) in 2013. (Table 15)

Table 13: Alcohol-involved Crashes and Number of People in Alcohol-involved Crashes by Road System, 2013

Road System	Alcohol-involved Crashes		People in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	58	3.0%	134	3.0%
Rural Non-Interstate	365	18.6%	727	16.1%
Urban	1,535	78.4%	3,668	81.0%
Total	1,958	100.0%	4,529	100.0%

Table 14: Alcohol-involved Injury Crashes and Number of People Injured by Road System, 2013

Road System	Alcohol-involved Injury Crashes		People Injured in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	21	2.6%	41	3.2%
Rural Non-Interstate	170	20.7%	290	22.4%
Urban	632	76.8%	964	74.4%
Total	823	100.0%	1,295	100.0%

Table 15: Alcohol-involved Fatal Crashes and Number of People Killed by Road System, 2013

Road System	Alcohol-involved Fatal Crashes		People Killed in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	14	11.4%	15	10.9%
Rural Non-Interstate	58	47.2%	64	46.7%
Urban	51	41.5%	58	42.3%
Total	123	100.0%	137	100.0%

Table 16: Alcohol-involved Crashes and Fatalities by Crash Classification and Road System, 2013

Crash Classification	Alcohol-involved Crashes and Fatalities by Road System											
	Rural Interstate				Rural Non-Interstate				Urban			
	Crashes		Fatalities		Crashes		Fatalities		Crashes		Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	14	24.1%	2	13.3%	73	20.0%	12	18.8%	669	43.6%	22	37.9%
Fixed Object	13	22.4%	1	6.7%	91	24.9%	4	6.3%	439	28.6%	5	8.6%
Overturn/Rollover	18	31.0%	6	40.0%	141	38.6%	35	54.7%	114	7.4%	7	12.1%
Parked Vehicle	0	0.0%	0	0.0%	7	1.9%	0	0.0%	118	7.7%	0	0.0%
Pedestrian	5	8.6%	5	33.3%	16	4.4%	10	15.6%	85	5.5%	19	32.8%
Other (Object)	3	5.2%	0	0.0%	8	2.2%	0	0.0%	36	2.3%	0	0.0%
Other (Non-Collision)	2	3.4%	0	0.0%	12	3.3%	2	3.1%	28	1.8%	2	3.4%
Pedalcyclist	0	0.0%	0	0.0%	1	0.3%	0	0.0%	20	1.3%	0	0.0%
Vehicle on Other Road	1	1.7%	0	0.0%	2	0.5%	0	0.0%	7	0.5%	2	3.4%
Animal	0	0.0%	0	0.0%	5	1.4%	1	1.6%	1	0.1%	0	0.0%
Railroad Train	1	1.7%	1	6.7%	2	0.5%	0	0.0%	1	0.1%	0	0.0%
Missing Data	1	1.7%	0	0.0%	7	1.9%	0	0.0%	17	1.1%	1	1.7%
Total	58	100.0%	15	100.0%	365	100.0%	64	100.0%	1,535	100.0%	58	100.0%

- Overturn crashes were 54.7% of alcohol-involved fatalities on rural non-Interstate roadways. (Table 16)
- 70.7% of all alcohol-involved crashes on rural Interstate roadways occurred in dark (not lighted) conditions. (Table 17)

Table 17: Alcohol-involved Crashes by Light Condition and Road System, 2013

Light Condition	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	14	24.1%	148	40.5%	519	33.8%	681	34.8%
Dark-Lighted	1	1.7%	34	9.3%	605	39.4%	640	32.7%
Dark-Not Lighted	41	70.7%	161	44.1%	266	17.3%	468	23.9%
Dusk	0	0.0%	9	2.5%	39	2.5%	48	2.5%
Dawn	2	3.4%	9	2.5%	22	1.4%	33	1.7%
Other/Not Stated	0	0.0%	1	0.3%	3	0.2%	4	0.2%
Missing Data	0	0.0%	3	0.8%	81	5.3%	84	4.3%
Total	58	100.0%	365	100.0%	1,535	100.0%	1,958	100.0%

Crash Characteristics

Table 18: Alcohol-involved Crashes by Month and Crash Severity, 2013

Month, Day of Week, and Hour

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	9	7.3%	55	6.7%	104	10.3%	168	8.6%
February	7	5.7%	69	8.4%	83	8.2%	159	8.1%
March	10	8.1%	68	8.3%	96	9.5%	174	8.9%
April	9	7.3%	65	7.9%	80	7.9%	154	7.9%
May	16	13.0%	60	7.3%	70	6.9%	146	7.5%
June	5	4.1%	77	9.4%	80	7.9%	162	8.3%
July	14	11.4%	84	10.2%	79	7.8%	177	9.0%
August	10	8.1%	73	8.9%	86	8.5%	169	8.6%
September	14	11.4%	64	7.8%	80	7.9%	158	8.1%
October	15	12.2%	68	8.3%	77	7.6%	160	8.2%
November	10	8.1%	72	8.7%	87	8.6%	169	8.6%
December	4	3.3%	68	8.3%	90	8.9%	162	8.3%
Total	123	100.0%	823	100.0%	1,012	100.0%	1,958	100.0%

- July had the highest percentage (9.0%) of alcohol-involved crashes. (Figure 5)

Figure 5: Percentage of Alcohol-involved Crashes by Month, 2013

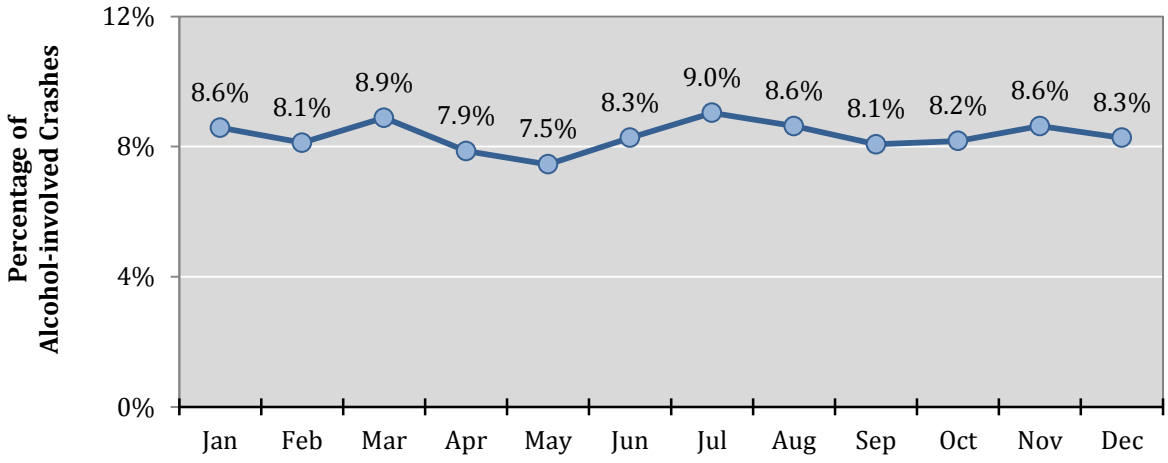


Table 19: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2013

Day of the 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	19	15.4%	139	16.9%	180	17.8%	338	17.3%
Monday	6	4.9%	76	9.2%	104	10.3%	186	9.5%
Tuesday	11	8.9%	94	11.4%	99	9.8%	204	10.4%
Wednesday	18	14.6%	104	12.6%	111	11.0%	233	11.9%
Thursday	18	14.6%	100	12.2%	139	13.7%	257	13.1%
Friday	31	25.2%	133	16.2%	154	15.2%	318	16.2%
Saturday	20	16.3%	177	21.5%	225	22.2%	422	21.6%
Total	123	100.0%	823	100.0%	1,012	100.0%	1,958	100.0%

- Saturday had the highest number of alcohol-involved crashes (422 crashes) and accounted for 21.6% of all alcohol-involved crashes in 2013. (Table 19, Figure 6)
- Over half (55.1%) of all alcohol-involved crashes occurred on the weekend: Friday (16.2%), Saturday (21.6%) and Sunday (17.3%). (Table 19, Figure 6)

Figure 6: Percentage of Alcohol-involved Crashes by Day of the Week, 2013

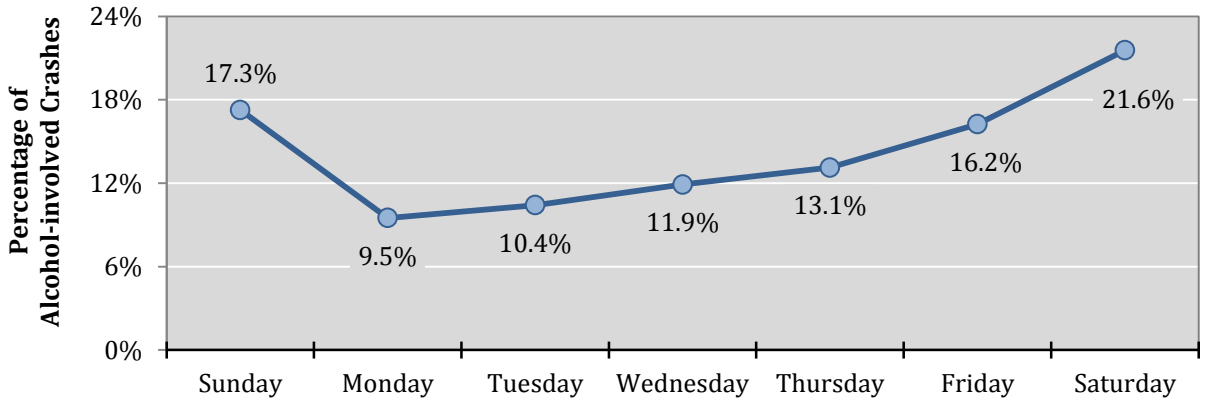


Table 20: Alcohol-involved Crashes by Day of the Week and Three-hour Segments, 2013

Hour[1]	Alcohol-involved Crashes[2]								
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	Percent of Total
12 - 3 a.m.	77	22	20	25	37	52	96	329	16.8%
3 - 6 a.m.	46	9	10	8	19	23	43	158	8.1%
6 - 9 a.m.	31	2	12	10	9	10	24	98	5.0%
9 a.m. - 12 p.m.	8	9	19	17	9	15	14	91	4.6%
12 - 3 p.m.	16	24	32	23	24	22	26	167	8.5%
3 - 6 p.m.	49	31	32	43	38	53	57	303	15.5%
6 - 9 p.m.	66	48	40	51	62	81	86	434	22.2%
9 p.m. - 12 a.m.	44	38	38	55	58	60	73	366	18.7%
Missing Data	1	3	1	1	1	2	3	12	0.6%
Total	338	186	204	233	257	318	422	1,958	100.0%

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

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

- 57.7% of all alcohol-involved crashes occurred from 6 p.m. to 3 a.m. (Table 20, Figure 7)
- The hours from 1 a.m. to 3 a.m. on Saturday had the highest number of alcohol-involved crashes (35 crashes each hour) in 2013. (Table 21)

Figure 7: Percentage of Alcohol-involved Crashes by Three-hour Segments, 2013

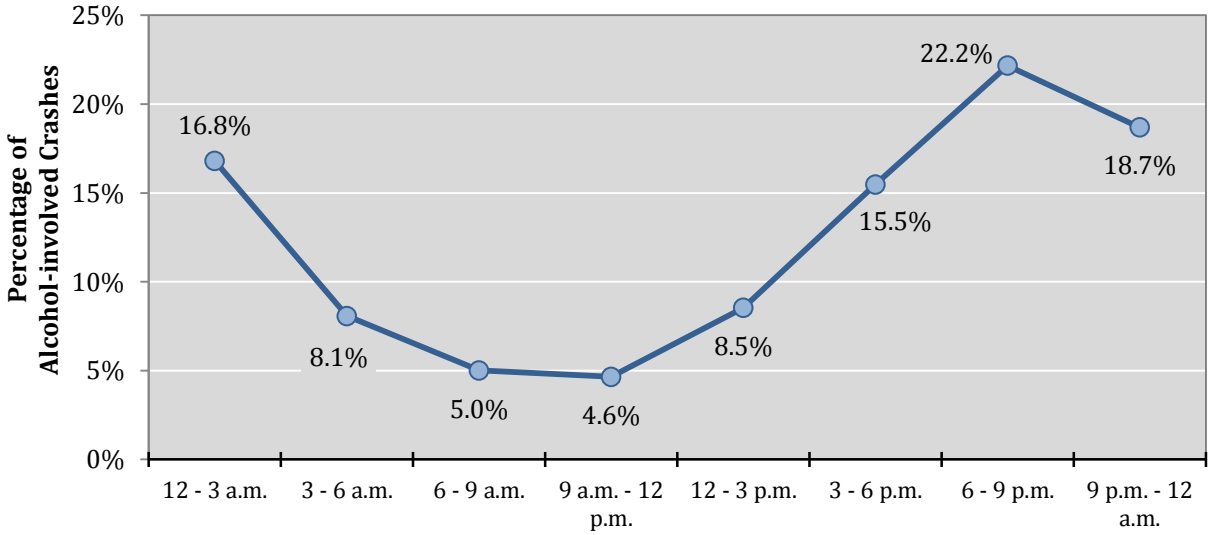
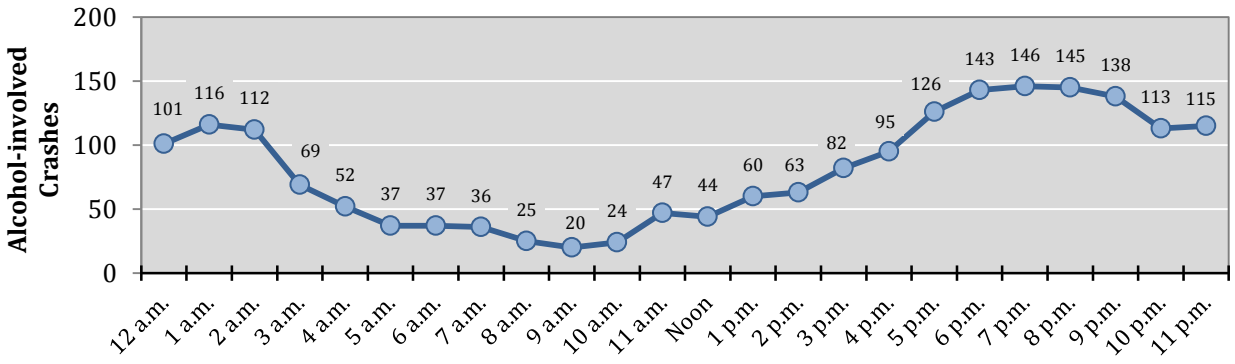


Table 21: Alcohol-involved Crashes by Hour and Day of the Week, 2013

Hour[1]	Alcohol-involved Crashes							Total by Hour	Percent by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat		
12 a.m.	25	10	8	7	10	15	26	101	5.2%
1 a.m.	26	9	8	4	19	15	35	116	5.9%
2 a.m.	26	3	4	14	8	22	35	112	5.7%
3 a.m.	17	2	4	4	12	14	16	69	3.5%
4 a.m.	16	3	3	2	4	7	17	52	2.7%
5 a.m.	13	4	3	2	3	2	10	37	1.9%
6 a.m.	10	0	4	1	5	6	11	37	1.9%
7 a.m.	14	0	4	5	3	2	8	36	1.8%
8 a.m.	7	2	4	4	1	2	5	25	1.3%
9 a.m.	1	2	2	3	4	4	4	20	1.0%
10 a.m.	4	0	7	4	0	4	5	24	1.2%
11 a.m.	3	7	10	10	5	7	5	47	2.4%
Noon	4	13	5	5	6	2	9	44	2.2%
1 p.m.	4	6	10	10	12	11	7	60	3.1%
2 p.m.	8	5	17	8	6	9	10	63	3.2%
3 p.m.	14	11	8	12	9	15	13	82	4.2%
4 p.m.	15	14	7	10	14	23	12	95	4.9%
5 p.m.	20	6	17	21	15	15	32	126	6.4%
6 p.m.	33	14	13	14	18	27	24	143	7.3%
7 p.m.	16	17	19	18	19	25	32	146	7.5%
8 p.m.	17	17	8	19	25	29	30	145	7.4%
9 p.m.	17	12	14	22	27	20	26	138	7.0%
10 p.m.	13	12	10	15	18	24	21	113	5.8%
11 p.m.	14	14	14	18	13	16	26	115	5.9%
Missing Data	1	3	1	1	1	2	3	12	0.6%
Total	338	186	204	233	257	318	422	1,958	100.0%

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

Figure 8: Alcohol-involved Crashes by Hour, 2013



Crash Classification

Crash classification (a.k.a. Class) describes the first harmful event in a crash, such as hitting a fixed object, animal or pedestrian. For example, if a vehicle struck a light pole, the responding officer would classify the crash as "Fixed Object." If a vehicle rear-ended another vehicle, the crash classification would be "Other Vehicle." Crash Classification is a description of the first harmful event in a crash and may not reflect other important events. For example, a crash in which a vehicle overturned and then hit a pedestrian might be classified as "Overturn/Rollover" and not "Pedestrian." As a result, these totals do not always match corresponding totals in other sections of this report.

Table 22: Alcohol-involved Crashes by Crash Classification, 2009 - 2013

Crash Classification	Alcohol-involved Crashes					
	2009	2010	2011	2012	2013	Percent of 2013 Total
Other Vehicle	925	819	782	762	756	38.6%
Fixed Object	935	705	872	687	543	27.7%
Overturn/Rollover	385	339	320	313	273	13.9%
Parked Vehicle	226	161	190	134	125	6.4%
Pedestrian	96	61	71	103	106	5.4%
Other (Object)	23	9	15	64	47	2.4%
Other (Non-Collision)	64	42	42	44	42	2.1%
Pedalcyclist	21	19	19	20	21	1.1%
Vehicle on Other Road	9	0	3	10	10	0.5%
Animal	11	5	5	14	6	0.3%
Railroad Train	3	2	1	4	4	0.2%
Missing Data	0	0	0	21	25	1.3%
Total	2,698	2,162	2,320	2,176	1,958	100.0%

- Collisions with other vehicles were the most common classification (38.6%) of all alcohol-involved crashes in 2013. (Table 22)
- In 2013, the top three crash classifications in alcohol-involved crashes were [Collision with] Other Vehicle, Fixed Object, and Overturn/Rollover. (Table 22)

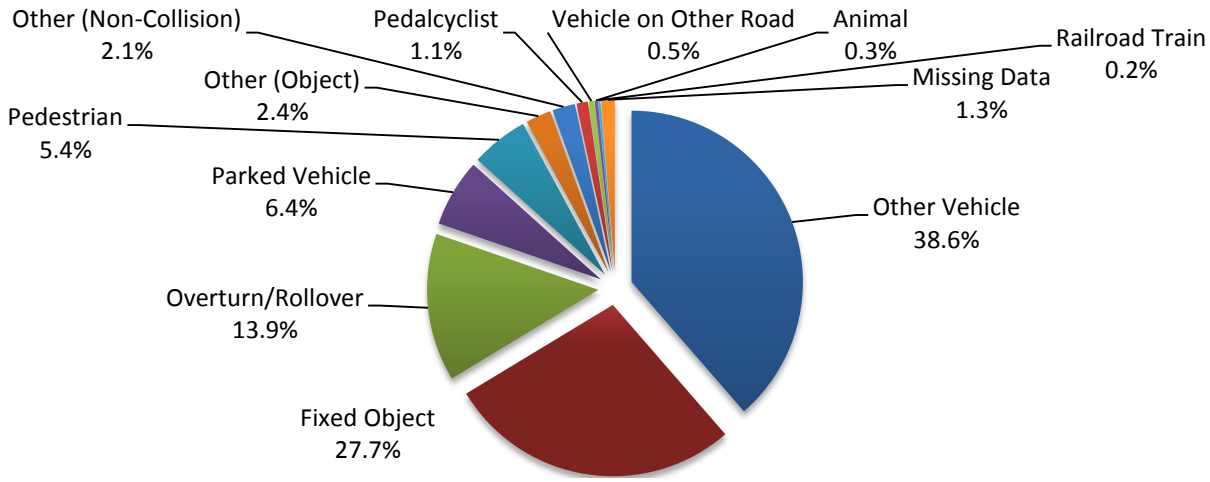
Crash Characteristics – Crash Classification

Table 23: Alcohol-involved Crashes by Crash Classification and Crash Severity, 2013

Crash Classification	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
Other Vehicle	26	21.1%	351	42.6%	379	37.5%	756	38.6%
Fixed Object	10	8.1%	178	21.6%	355	35.1%	543	27.7%
Overturn/Rollover	46	37.4%	143	17.4%	84	8.3%	273	13.9%
Parked Vehicle	0	0.0%	28	3.4%	97	9.6%	125	6.4%
Pedestrian	33	26.8%	61	7.4%	12	1.2%	106	5.4%
Other (Object)	0	0.0%	17	2.1%	30	3.0%	47	2.4%
Other (Non-Collision)	4	3.3%	18	2.2%	20	2.0%	42	2.1%
Pedalcyclist	0	0.0%	15	1.8%	6	0.6%	21	1.1%
Vehicle on Other Road	1	0.8%	5	0.6%	4	0.4%	10	0.5%
Animal	1	0.8%	0	0.0%	5	0.5%	6	0.3%
Railroad Train	1	0.8%	1	0.1%	2	0.2%	4	0.2%
Missing Data	1	0.8%	6	0.7%	18	1.8%	25	1.3%
Total	123	100.0%	823	100.0%	1,012	100.0%	1,958	100.0%

- Pedestrian-classified crashes were 5.4% of all alcohol-involved crashes, but accounted for 26.8% of alcohol-involved fatal crashes. (Table 23)
- Overturn/Rollover-classified crashes were 13.9% of all alcohol-involved crashes, but accounted for 37.4% of alcohol-involved fatal crashes. (Table 23)

Figure 9: Alcohol-involved Crashes by Crash Classification, 2013



Vehicles

- In 2013, 47.8% of all alcohol-involved crashes involved **two** vehicles. (Table 24)
- 93.4% of all alcohol-involved crashes involved either one or two vehicles. (Table 24)
- 13.7% of alcohol-involved drivers in crashes did not have proof of insurance. However, data are missing for 19.7% of motor vehicles drivers. (Table 25)

Table 24: Alcohol-involved Crashes by Number of Vehicles Involved and Crash Severity, 2013

Number of Vehicles Involved[1]	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	59	48.0%	340	41.3%	493	48.7%	892	45.6%
2	54	43.9%	413	50.2%	469	46.3%	936	47.8%
3	8	6.5%	54	6.6%	44	4.3%	106	5.4%
4	1	0.8%	11	1.3%	5	0.5%	17	0.9%
5	1	0.8%	5	0.6%	1	0.1%	7	0.4%
Total Crashes	123	100.0%	823	100.0%	1,012	100.0%	1,958	100.0%

[1] Pedestrians and pedalcycles are counted as a type of vehicle.

Table 25: Uninsured and Insured Alcohol-involved Drivers in Crashes by Vehicle Type, 2013

Vehicle Type	Alcohol-involved Drivers of Motorized Vehicles[1] in Crashes							
	Uninsured		Insured		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	119	13.4%	607	68.3%	163	18.3%	889	100.0%
Pickup (Light Truck)	58	13.9%	274	65.7%	85	20.4%	417	100.0%
Van/SUV/4WD	43	14.7%	196	67.1%	53	18.2%	292	100.0%
Other	12	14.0%	60	69.8%	14	16.3%	86	100.0%
Motorcycle	13	16.3%	46	57.5%	21	26.3%	80	100.0%
Semi (Heavy Truck)	3	17.6%	13	76.5%	1	5.9%	17	100.0%
Missing Data	8	9.9%	43	53.1%	30	37.0%	81	100.0%
Total Drivers	256	13.7%	1,239	66.5%	367	19.7%	1,862	100.0%

[1] A person in control of a motorized vehicle who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol. Excludes drivers of non-motorized vehicles, such as pedestrians and pedalcyclists.

Table 26: Alcohol-involved Drivers in Crashes by Vehicle Type and Crash Severity, 2013

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	33	26.2%	345	41.2%	511	50.3%	889	44.9%
Pickup (Light Truck)	23	18.3%	161	19.2%	233	22.9%	417	21.1%
Van/SUV/4WD	16	12.7%	130	15.5%	146	14.4%	292	14.8%
Pedestrian	31	24.6%	56	6.7%	10	1.0%	97	4.9%
Other	0	0.0%	40	4.8%	46	4.5%	86	4.3%
Motorcycle	21	16.7%	51	6.1%	8	0.8%	80	4.0%
Pedalcyclist	0	0.0%	13	1.6%	7	0.7%	20	1.0%
Semi (Heavy Truck)	2	1.6%	8	1.0%	7	0.7%	17	0.9%
Missing Data	0	0.0%	33	3.9%	48	4.7%	81	4.1%
Total	126	100.0%	837	100.0%	1,016	100.0%	1,979	100.0%

- Alcohol-involved motorcycle drivers accounted for 4.0% of alcohol-involved drivers in crashes but 16.7% of alcohol-involved drivers in *fatal* crashes. (Table 26)
- Alcohol-involved pedestrians accounted for 4.9% of alcohol-involved drivers (motorized and non-motorized vehicles) in crashes but were 24.6% of all alcohol-involved drivers in *fatal* crashes. (Table 26 and Table 29)

Table 27: Alcohol-involved Drivers in Crashes by Vehicle Type and Severity of Injury, 2013

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	22	23.7%	29	27.4%	135	40.5%	92	45.1%	611	49.2%	889	45%
Pickup (Light Truck)	12	12.9%	18	17.0%	69	20.7%	33	16.2%	285	22.9%	417	21%
Van/SUV/4WD	9	9.7%	15	14.2%	48	14.4%	29	14.2%	191	15.4%	292	15%
Pedestrian	30	32.3%	19	17.9%	21	6.3%	16	7.8%	11	0.9%	97	5%
Other	0	0.0%	0	0.0%	13	3.9%	15	7.4%	58	4.7%	86	4%
Motorcycle	19	20.4%	17	16.0%	29	8.7%	3	1.5%	12	1.0%	80	4%
Pedalcyclist	0	0.0%	3	2.8%	4	1.2%	6	2.9%	7	0.6%	20	1%
Semi (Heavy Truck)	1	1.1%	0	0.0%	3	0.9%	3	1.5%	10	0.8%	17	1%
Missing Data	0	0.0%	5	4.7%	11	3.3%	7	3.4%	58	4.7%	81	4%
Total	93	100.0%	106	100.0%	333	100.0%	204	100.0%	1,243	100.0%	1,979	100%

Demographics

Age and Sex

- The number of 15-19 year olds in alcohol-involved crashes decreased 46.6% in the last five years. (Table 28)
- In the last five years, the number of 65-69 year olds in alcohol-involved crashes has increased 19.7% and the number of 70-74 year olds in alcohol-involved crashes has increased 12.8%. (Table 28)
- In 2013, there were 1.8 males in alcohol-involved crashes for every female. (Table 29)
- In 2013, 69.3% of fatalities in alcohol-involved crashes were male. (Table 30)
- In 2013, the largest group of people in alcohol-involved crashes was 20 to 29 years of age (30.3% of all people in alcohol-involved crashes). (Table 31, Figure 12)

Table 28: People in Alcohol-involved Crashes by Age, 2009 - 2013

Age Group	People in Alcohol-involved Crashes[1]					Percent Change 2009 to 2013
	2009	2010	2011	2012	2013	
1-4	124	140	115	128	102	-17.7%
5-9	125	135	110	116	113	-9.6%
10-14	142	103	107	103	78	-45.1%
15-19	652	469	495	451	348	-46.6%
20-24	1,031	891	939	823	779	-24.4%
25-29	759	639	635	601	594	-21.7%
30-34	556	467	485	470	402	-27.7%
35-39	419	367	355	362	357	-14.8%
40-44	388	310	309	342	275	-29.1%
45-49	397	306	344	331	256	-35.5%
50-54	280	264	301	267	227	-18.9%
55-59	201	191	182	183	184	-8.5%
60-64	111	123	131	136	118	6.3%
65-69	71	77	81	73	85	19.7%
70-74	39	39	43	36	44	12.8%
75+	52	46	22	55	51	-1.9%
Missing Data	561	442	463	421	516	-8.0%
Total	5,908	5,009	5,117	4,898	4,529	-23.3%

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

Table 29: People in Alcohol-involved Crashes by Age and Sex, 2013

Age Group	People in Alcohol-involved Crashes								Ratio Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	51	2.0%	49	3.3%	2	0.5%	102	2.3%	**1.0**
5-9	53	2.0%	60	4.0%	0	0.0%	113	2.5%	**0.9**
10-14	33	1.3%	44	3.0%	1	0.2%	78	1.7%	**0.8**
15-19	206	7.9%	141	9.5%	1	0.2%	348	7.7%	**1.5**
20-24	505	19.4%	269	18.1%	5	1.2%	779	17.2%	**1.9**
25-29	404	15.5%	186	12.5%	4	0.9%	594	13.1%	**2.2**
30-34	255	9.8%	144	9.7%	3	0.7%	402	8.9%	**1.8**
35-39	229	8.8%	128	8.6%	0	0.0%	357	7.9%	**1.8**
40-44	164	6.3%	111	7.4%	0	0.0%	275	6.1%	**1.5**
45-49	163	6.2%	89	6.0%	4	0.9%	256	5.7%	**1.8**
50-54	146	5.6%	80	5.4%	1	0.2%	227	5.0%	**1.8**
55-59	129	4.9%	52	3.5%	3	0.7%	184	4.1%	**2.5**
60-64	82	3.1%	36	2.4%	0	0.0%	118	2.6%	**2.3**
65-69	56	2.1%	29	1.9%	0	0.0%	85	1.9%	**1.9**
70-74	25	1.0%	18	1.2%	1	0.2%	44	1.0%	**1.4**
75+	28	1.1%	23	1.5%	0	0.0%	51	1.1%	**1.2**
Missing Data	80	3.1%	31	2.1%	405	94.2%	516	11.4%	**2.6**
Total	2,609	100.0%	1,490	100.0%	430	100.0%	4,529	100.0%	**1.8**

Figure 10: People in Alcohol-involved Crashes by Age and Sex, 2013

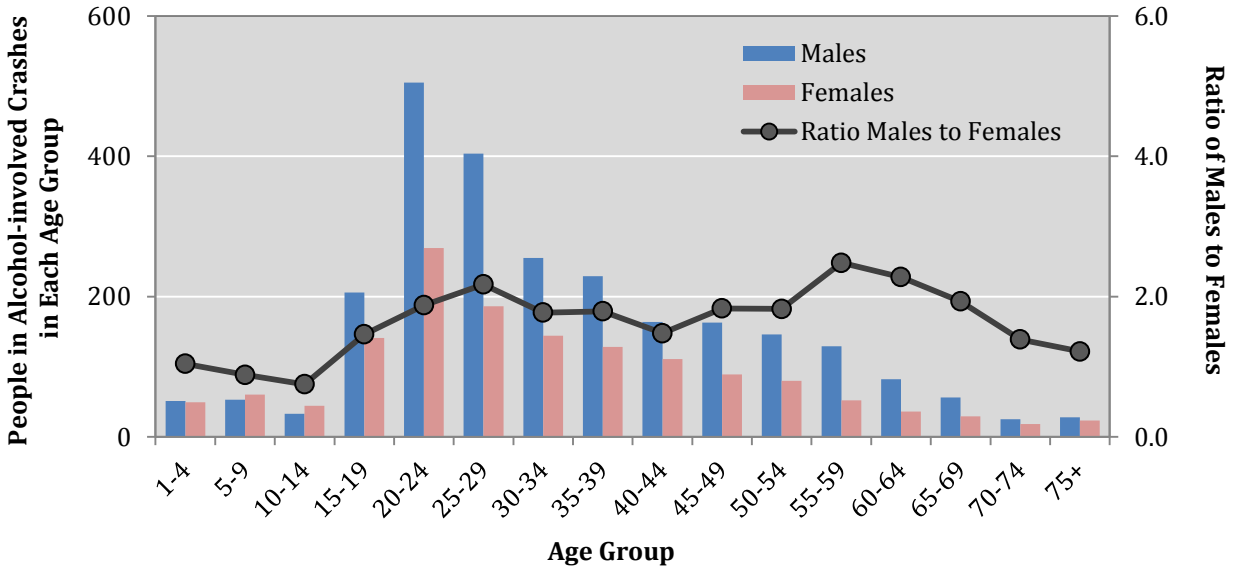


Table 30: Fatalities in Alcohol-involved Crashes by Age and Sex, 2013

Age Group	Fatalities in Alcohol-involved Crashes						Ratio Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	1	1.1%	2	4.8%	3	2.2%	**0.5**
5-9	0	0.0%	0	0.0%	0	0.0%	-
10-14	0	0.0%	2	4.8%	2	1.5%	-
15-19	5	5.3%	2	4.8%	7	5.1%	**2.5**
20-24	13	13.7%	11	26.2%	24	17.5%	**1.2**
25-29	16	16.8%	4	9.5%	20	14.6%	**4.0**
30-34	7	7.4%	6	14.3%	13	9.5%	**1.2**
35-39	11	11.6%	2	4.8%	13	9.5%	**5.5**
40-44	4	4.2%	1	2.4%	5	3.6%	**4.0**
45-49	13	13.7%	1	2.4%	14	10.2%	**13.0**
50-54	7	7.4%	5	11.9%	12	8.8%	**1.4**
55-59	7	7.4%	3	7.1%	10	7.3%	**2.3**
60-64	5	5.3%	1	2.4%	6	4.4%	**5.0**
65-69	4	4.2%	1	2.4%	5	3.6%	**4.0**
70-74	0	0.0%	1	2.4%	1	0.7%	-
75+	1	1.1%	0	0.0%	1	0.7%	-
Missing Data	1	1.1%	0	0.0%	1	0.7%	-
Total	95	100.0%	42	100.0%	137	100.0%	**2.3**

Figure 11: Fatalities in Alcohol-involved Crashes by Age and Sex, 2013

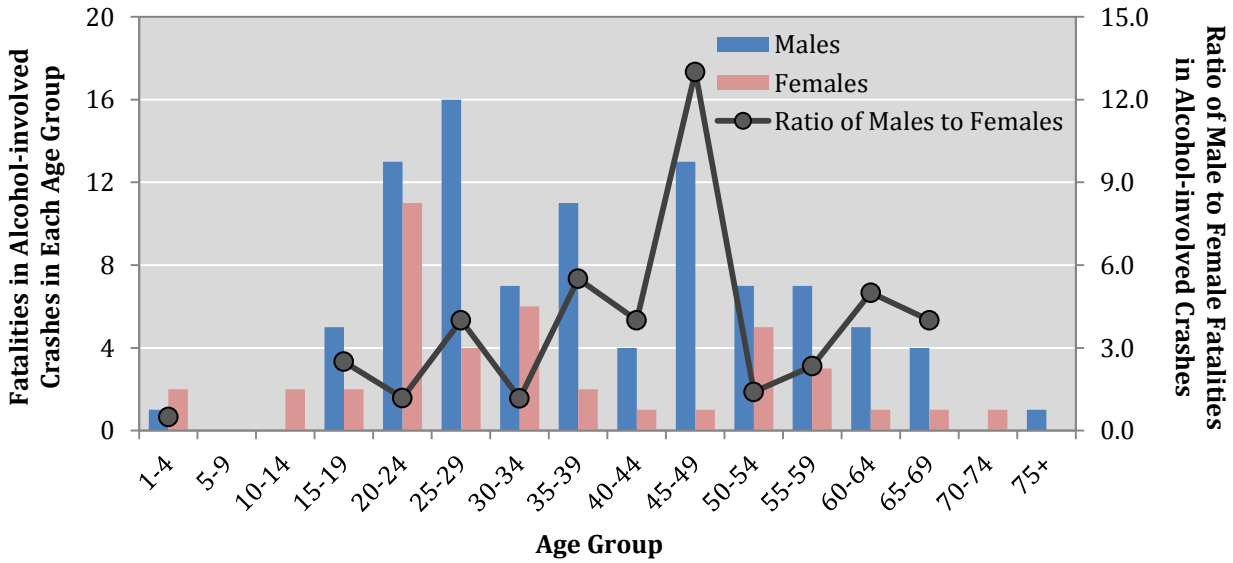
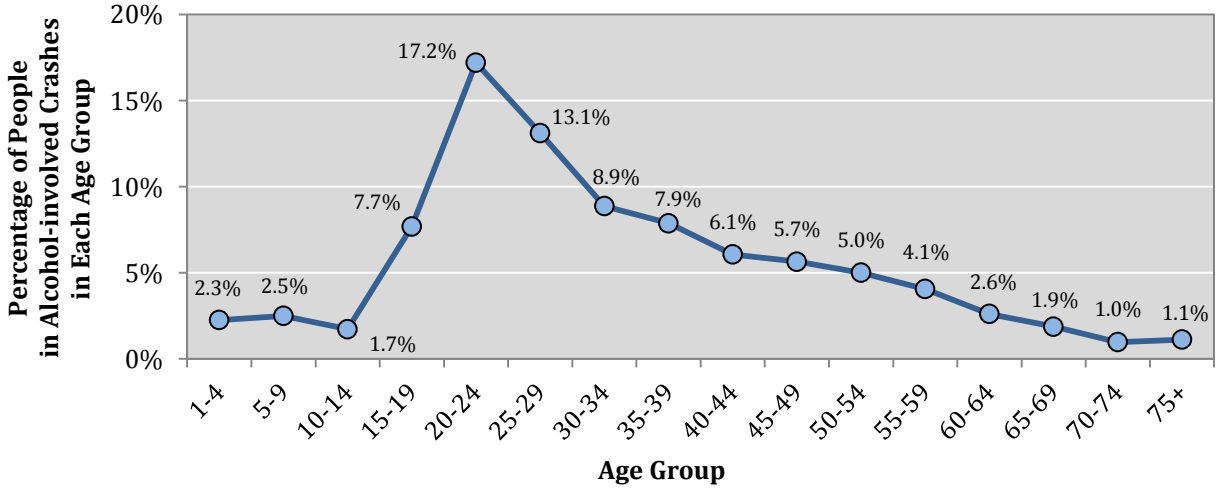


Table 31: People in Alcohol-involved Crashes by Age and Severity of Injury, 2013

Age Group	People in Alcohol-involved Crashes[1]						
	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 of All Ages
1-4	3	1	10	11	77	102	**2.3%**
5-9	0	4	4	8	97	113	**2.5%**
10-14	2	3	4	13	56	78	**1.7%**
15-19	7	12	31	60	238	348	**7.7%**
20-24	24	28	105	105	517	779	**17.2%**
25-29	20	29	93	78	374	594	**13.1%**
30-34	13	15	49	63	262	402	**8.9%**
35-39	13	25	34	56	229	357	**7.9%**
40-44	5	15	40	38	177	275	**6.1%**
45-49	14	15	26	46	155	256	**5.7%**
50-54	12	9	36	43	127	227	**5.0%**
55-59	10	5	16	37	116	184	**4.1%**
60-64	6	7	10	17	78	118	**2.6%**
65-69	5	3	12	17	48	85	**1.9%**
70-74	1	1	3	7	32	44	**1.0%**
75+	1	4	3	13	30	51	**1.1%**
Missing Data	1	8	12	11	484	516	**11.4%**
Total	137	184	488	623	3,097	4,529	**100.0%**

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

Figure 12: Percentage of People in Alcohol-involved Crashes by Age Group, 2013



Teens (15-19)

- In 2013, 7 teens were killed and 103 injured in alcohol-involved crashes. (Table 32)
- From 2004 to 2013, the number of alcohol-involved teen drivers[6] in crashes decreased 70.9% (313 to 91). (Table 33, Table 36, Figure 13)
- The rate of alcohol-involved teen drivers in crashes has decreased 67.1% from 2004 to 2013 (from 45.9 to 15.1 drivers per 10,000 licensed teen drivers). (Table 33)
- In 2013, there were 2.64 alcohol-involved teen male drivers in crashes for every one alcohol-involved teen female driver. (Table 34, Figure 14)
- From 2004 to 2013, the number of male alcohol-involved teen drivers has decreased by 73.8% (from 252 to 66). (Table 34, Figure 14)
- In 2013, the peak hours of alcohol-involved teen drivers in crashes were 10 p.m. to 3 a.m. (Table 35)

Table 32: Teens (15-19) in Alcohol-involved Crashes by Severity of Injury, 2013

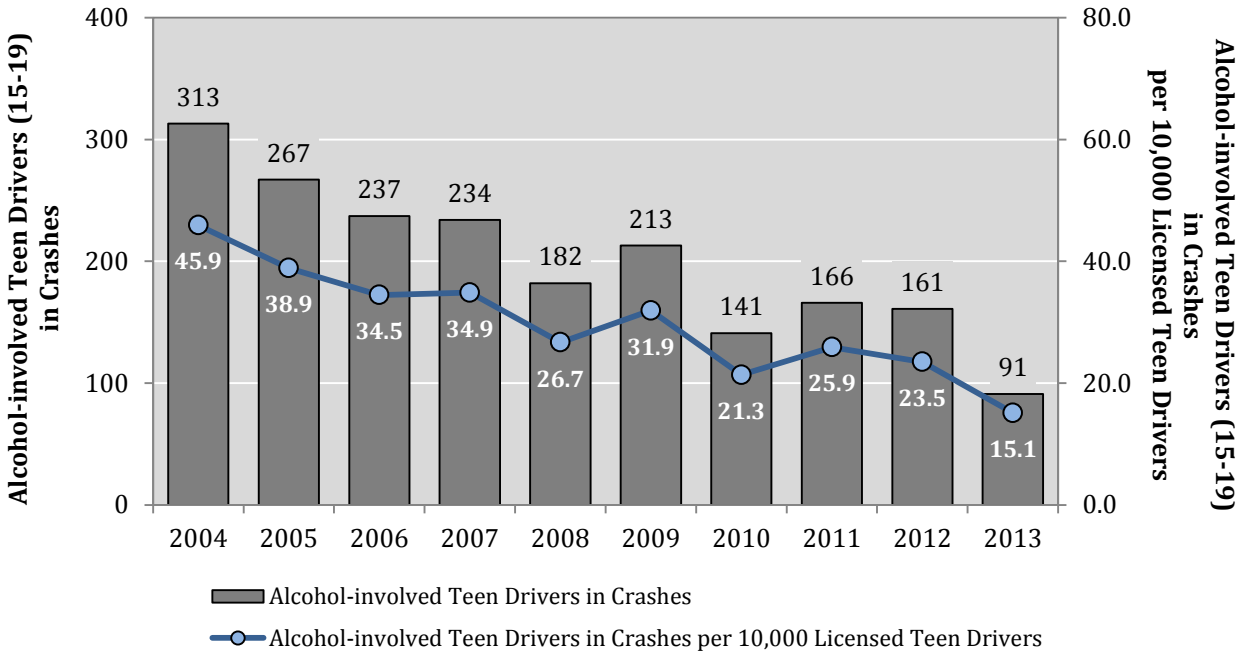
Severity of Injuries	Injury Class	Teens (15-19) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	7	2.0%
Suspected Serious Injuries	A	12	3.4%
Suspected Minor Injuries	B	31	8.9%
Possible Injuries	C	60	17.2%
No Apparent Injuries	O	238	68.4%
Total		348	100.0%

[6] "Alcohol-involved teen drivers" are teen motor vehicle drivers who were cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 33: Alcohol-involved Teen Drivers[7] (15-19) in Crashes by Crash Severity, 2004 - 2013

Year	Alcohol-involved Teen Drivers (15-19) of 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		
2004	23	154	136	313	68,186	45.9
2005	12	120	135	267	68,667	38.9
2006	20	99	118	237	68,765	34.5
2007	12	105	117	234	67,133	34.9
2008	12	69	101	182	68,229	26.7
2009	12	80	121	213	66,724	31.9
2010	7	51	83	141	66,058	21.3
2011	3	68	95	166	64,091	25.9
2012	9	71	81	161	68,554	23.5
2013	5	31	55	91	60,243	15.1

Figure 13: Alcohol-involved Teen Drivers[7] (15-19) in Crashes, 2004 - 2013

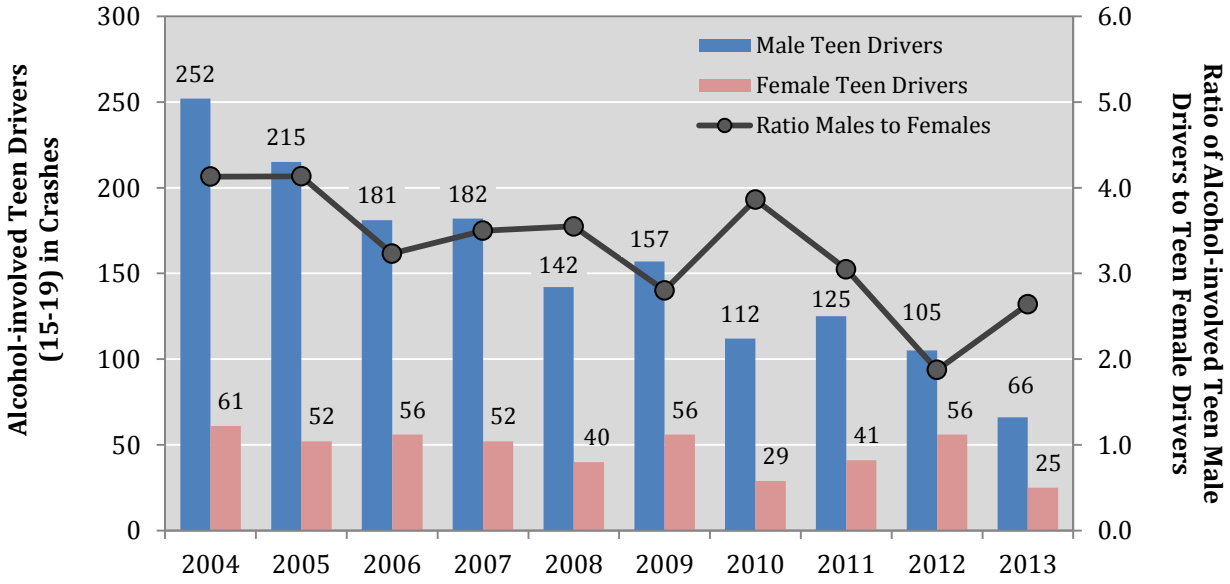


[7] Does not include alcohol-involved teen drivers for which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 34: Alcohol-involved Teen Drivers[8] (15-19) in Crashes by Sex, 2004 - 2013

Year	Alcohol-involved Teen Drivers (15-19) of Vehicles in Crashes			Ratio Males to Females
	Males	Females	Total	
2004	252	61	313	4.13
2005	215	52	267	4.13
2006	181	56	237	3.23
2007	182	52	234	3.50
2008	142	40	182	3.55
2009	157	56	213	2.80
2010	112	29	141	3.86
2011	125	41	166	3.05
2012	105	56	161	1.88
2013	66	25	91	2.64

Figure 14: Alcohol-involved Teen Drivers[8] (15-19) in Crashes by Sex, 2004 - 2013



[8] Does not include alcohol-involved teen 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 pedalcyclist.

Table 35: Alcohol-involved Teen Drivers[9] (15-19) in Crashes by Hour, 2013

Hour [1]	Alcohol-involved Teen Drivers (15-19)	
	Count	Percent
Midnight	9	9.9%
1 a.m.	6	6.6%
2 a.m.	10	11.0%
3 a.m.	6	6.6%
4 a.m.	4	4.4%
5 a.m.	2	2.2%
6 a.m.	1	1.1%
7 a.m.	4	4.4%
8 a.m.	4	4.4%
9 a.m.	0	0.0%
10 a.m.	0	0.0%
11 a.m.	1	1.1%
Noon	0	0.0%
1 p.m.	4	4.4%
2 p.m.	1	1.1%
3 p.m.	3	3.3%
4 p.m.	3	3.3%
5 p.m.	1	1.1%
6 p.m.	2	2.2%
7 p.m.	2	2.2%
8 p.m.	4	4.4%
9 p.m.	5	5.5%
10 p.m.	10	11.0%
11 p.m.	9	9.9%
Missing Data	0	0.0%
Total	91	100.0%

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

[9] Does not include alcohol-involved teen 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 pedalcyclist.

Young Adults (20-24)

- In 2013, 24 young adults were killed and 238 injured in alcohol-involved crashes. (Table 36)
- From 2004 to 2013, the number of alcohol-involved young adult drivers[10] in crashes decreased 28.8% (546 to 389). (Table 37, Figure 15)
- From 2004 to 2013, the rate of alcohol-involved young adult drivers in crashes decreased from 47.4 to 32.7 alcohol-involved young adult drivers in crashes per 10,000 licensed young adult drivers. (Table 37)
- Young adult male drivers were 2.5 times as likely as young adult female drivers to be alcohol-involved drivers in a crash. (Table 38)
- The number of male alcohol-involved young adult drivers in crashes has decreased by 32.9% (from 413 to 277) in the last ten years. (Table 38)
- In 2013, the time of day with the highest number of alcohol-involved young adult drivers in crashes was from 1 a.m. to 2 a.m. (Table 39)

Table 36: Young Adults (20-24) in Alcohol-involved Crashes by Severity of Injury, 2013

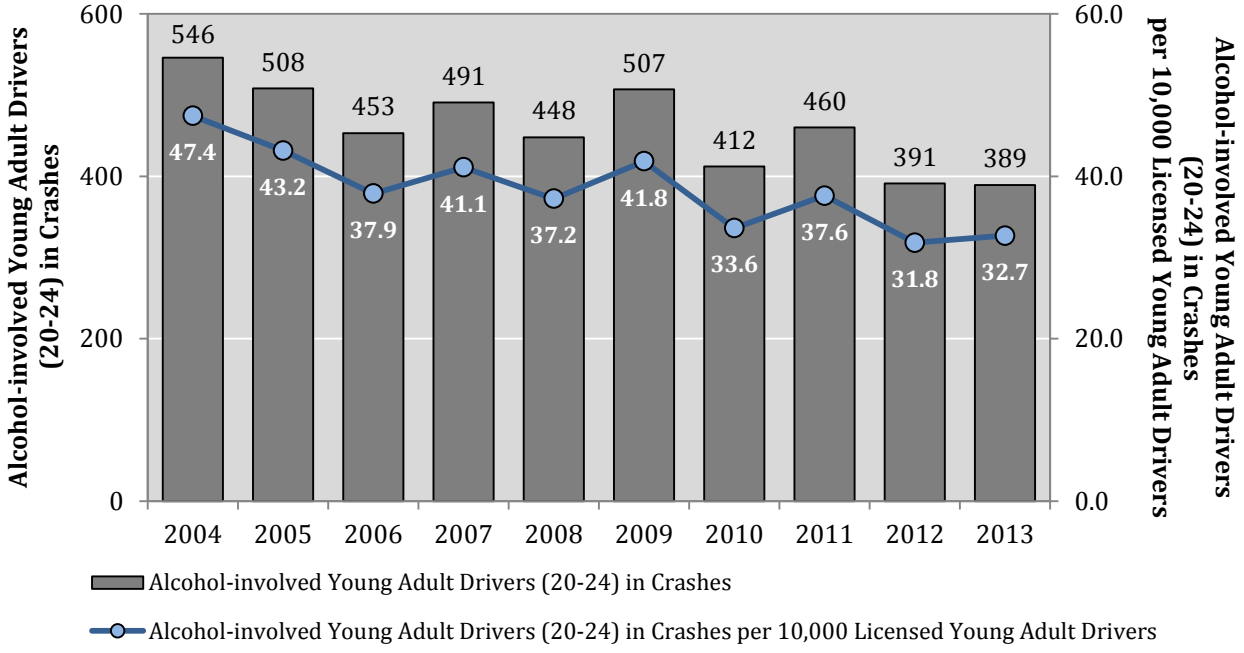
Severity of Injuries	Injury Class	Young Adults (20-24) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	24	3.1%
Suspected Serious Injuries	A	28	3.6%
Suspected Minor Injuries	B	105	13.5%
Possible Injuries	C	105	13.5%
No Apparent Injuries	O	517	66.4%
Total		779	100.0%

[10] "Alcohol-involved young adult drivers" are young adult motor vehicle drivers who were cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 37: Alcohol-involved Young Adult Drivers[11] (20-24) in Crashes by Severity, 2004 - 2013

Year	Alcohol-involved Young Adult Drivers (20-24) of 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		
2004	31	250	265	546	115,090	47.4
2005	31	236	241	508	117,677	43.2
2006	33	208	212	453	119,628	37.9
2007	26	200	265	491	119,495	41.1
2008	22	196	230	448	120,296	37.2
2009	25	210	272	507	121,192	41.8
2010	22	168	222	412	122,562	33.6
2011	18	206	236	460	122,293	37.6
2012	14	151	226	391	122,911	31.8
2013	20	138	231	389	119,028	32.7

Figure 15: Alcohol-involved Young Adult Drivers[11] (20-24) in Crashes, 2004 - 2013

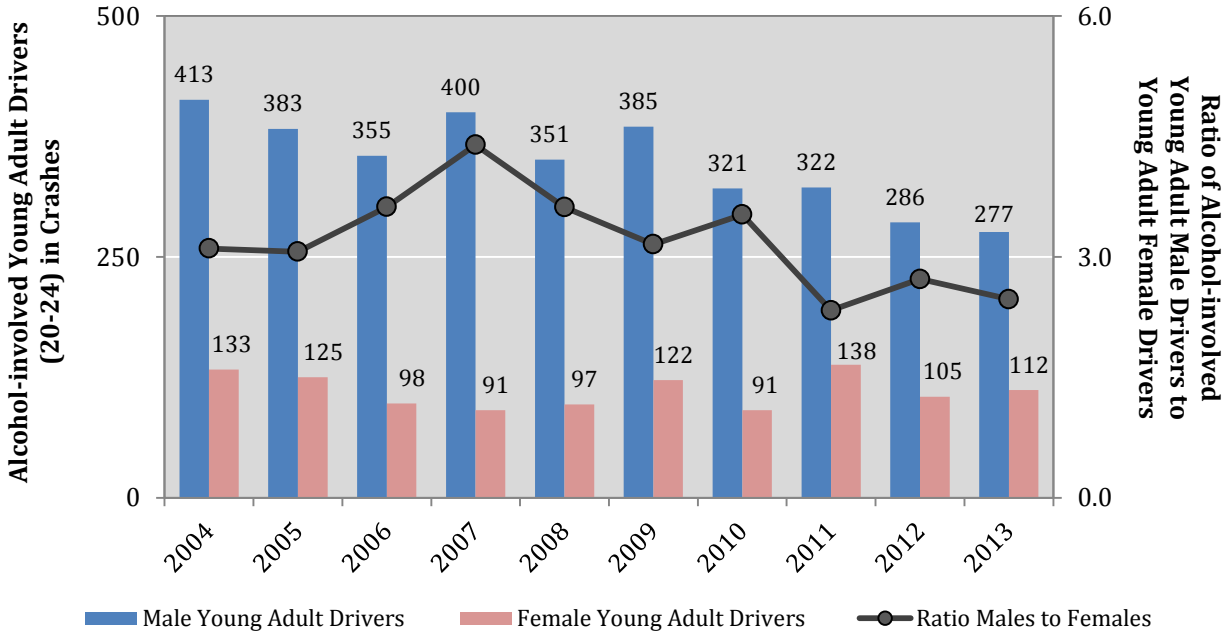


[11] Does not include young adult drivers for which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 38: Alcohol-involved Young Adult Drivers[12] (20-24) in Crashes by Sex, 2004 - 2013

Year	Alcohol-involved Young Adult Drivers (20-24) in Crashes			Ratio Males to Females
	Males	Females	Total	
2004	413	133	546	3.11
2005	383	125	508	3.06
2006	355	98	453	3.62
2007	400	91	491	4.40
2008	351	97	448	3.62
2009	385	122	507	3.16
2010	321	91	412	3.53
2011	322	138	460	2.33
2012	286	105	391	2.72
2013	277	112	389	2.47

Figure 16: Alcohol-involved Young Adult Drivers[12] (20-24) in Crashes by Sex, 2004 - 2013



[12] Does not include young adult 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 pedalcyclist.

Table 39: Alcohol-involved Young Adult Drivers[13] (20-24) by Hour, 2013

Hour [1]	Alcohol-involved Young Adult Drivers (20-24) in Crashes	
	Count	Percent
Midnight	28	7.2%
1 a.m.	39	10.0%
2 a.m.	39	10.0%
3 a.m.	27	6.9%
4 a.m.	21	5.4%
5 a.m.	17	4.4%
6 a.m.	15	3.9%
7 a.m.	9	2.3%
8 a.m.	4	1.0%
9 a.m.	3	0.8%
10 a.m.	3	0.8%
11 a.m.	2	0.5%
Noon	4	1.0%
1 p.m.	3	0.8%
2 p.m.	7	1.8%
3 p.m.	12	3.1%
4 p.m.	8	2.1%
5 p.m.	13	3.3%
6 p.m.	13	3.3%
7 p.m.	21	5.4%
8 p.m.	20	5.1%
9 p.m.	28	7.2%
10 p.m.	24	6.2%
11 p.m.	25	6.4%
Missing Data	4	1.0%
Total	389	100.0%

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

[13] Does not include young adult 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 pedalcyclist.

Motorcyclists

- Motorcycle-involved crashes accounted for 4.6% of all alcohol-involved crashes in 2013. (Table 40)
- Of the 90 alcohol-involved motorcycle crashes in 2013, 23.3% (21) were fatal crashes and 62.2% (56) were injury crashes. (Table 41)

Table 40: Alcohol-involved Motorcycle Crashes[14], 2013

Motorcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Motorcycle-involved	90	4.6%
Motorcycle Not Involved	1,868	95.4%
Total Alcohol-involved Crashes	1,958	100.0%

Table 41: Alcohol-involved Motorcycle Crashes[14] by Crash Severity, 2013

Crash Severity	Alcohol-involved Motorcycle Crashes	
	Count	Percent
Fatal Crashes	21	23.3%
Injury Crashes	56	62.2%
Property Damage Only Crashes	13	14.4%
Total Motorcycle-involved Crashes	90	100.0%

[14] Does not include young adult 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 pedalcyclist.

Table 42: Alcohol-involved Motorcycle Crashes[15], 2004 - 2013

Year	Motorcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2004	95	1,042	**9.1%**
2005	65	1,119	**5.8%**
2006	100	1,261	**7.9%**
2007	112	1,261	**8.9%**
2008	130	1,485	**8.8%**
2009	109	1,381	**7.9%**
2010	104	1,223	**8.5%**
2011	116	1,319	**8.8%**
2012	120	1,214	**9.9%**
2013	90	1,131	**8.0%**

- Since 2006, alcohol-involved motorcycle crashes accounted for 8% to 10% of all motorcycle crashes. (Table 42)
- In 2013, 46% of all alcohol-involved motorcycle crashes occurred in two counties – Bernalillo and Doña Ana. (Table 43)

Table 43: Top Five Counties for Alcohol-involved Motorcycle Crashes[15], 2009 - 2013

2013 Rank	County	Alcohol-involved Motorcycle Crashes					2013 Population	Alcohol-involved Motorcycle Crashes per 100,000 County Residents
		2009	2010	2011	2012	2013		
1	Bernalillo	33	17	34	22	23	674,221	**3.4**
2	Doña Ana	16	12	10	17	18	213,460	**8.4**
3	San Juan	11	11	15	7	6	126,503	**4.7**
4	Lincoln	2	3	1	3	6	20,105	**29.8**
5	Colfax	1	2	1	2	5	13,094	**38.2**
5	Santa Fe	4	9	10	12	5	147,423	**3.4**
5	Otero	2	4	8	3	5	65,616	**7.6**
All Other Counties		40	46	37	54	22	824,865	**2.7**
Statewide Total		109	104	116	120	90	2,085,287	**4.3**

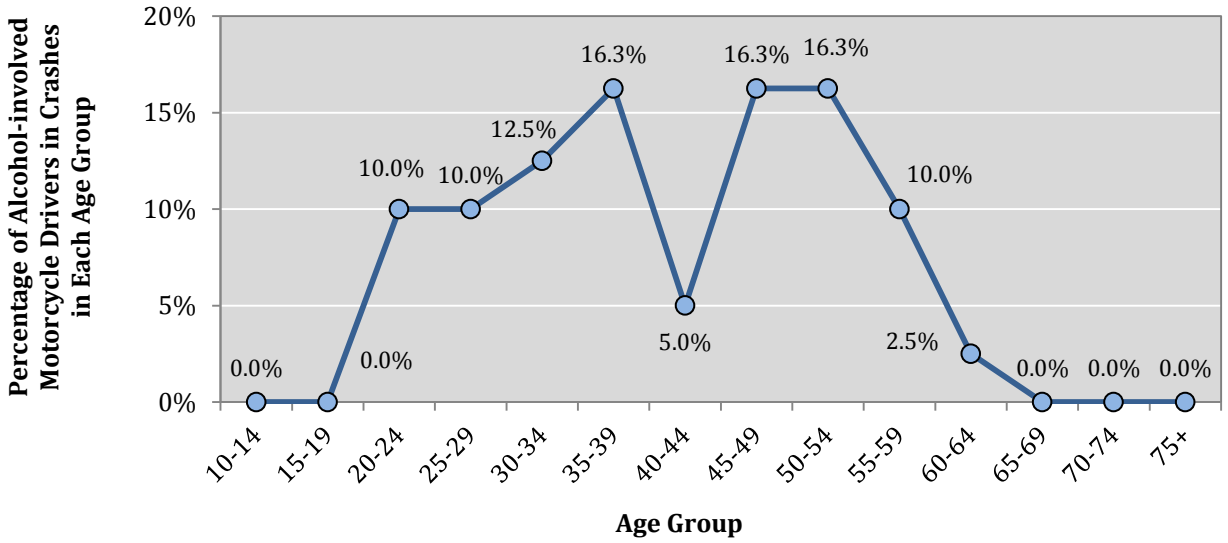
[15] An alcohol-involved motorcycle crash is a crash involving one or more motorcyclists in which any vehicle driver or motorcycle driver in the crash was alcohol-involved.

Table 44: Alcohol-involved Motorcycle Driver[16] Crash Rates, 2009 - 2013

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
2009	96	54,049	103,500	17.8	9.3
2010	92	53,391	106,001	17.2	8.7
2011	103	64,912	108,700	15.9	9.5
2012	105	66,666	113,814	15.8	9.2
2013	80	65,321	114,136	12.2	7.0

- The rate of alcohol-involved motorcycle vehicles in crashes (per 10,000 registered motorcycles) has been decreasing over the last five years. (Table 44)
- Teens and young adults are not more likely to be alcohol-involved motorcycle drivers in crashes, compared with all other age groups. (Figure 17, Table 45)
- In 2013, almost all alcohol-involved motorcycle drivers were males. (Table 45)

Figure 17: Percentage of Alcohol-involved Motorcycle Drivers[16] in Crashes by Age Group, 2013

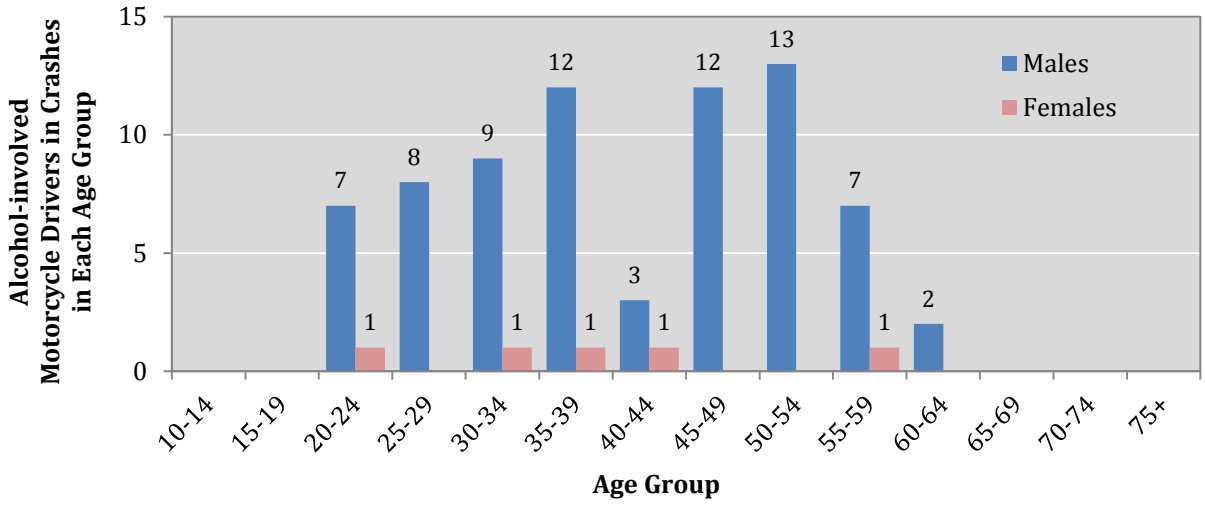


[16] "Alcohol-involved motorcycle drivers" are motorcycle drivers who were cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 45: Alcohol-involved Motorcycle Drivers[17] in Crashes by Age and Sex, 2013

Age Group	Alcohol-involved Motorcycle Drivers in Crashes								Ratio Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
10-14	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	7	9.5%	1	20.0%	0	0.0%	8	10.0%	7
25-29	8	10.8%	0	0.0%	0	0.0%	8	10.0%	-
30-34	9	12.2%	1	20.0%	0	0.0%	10	12.5%	9
35-39	12	16.2%	1	20.0%	0	0.0%	13	16.3%	12
40-44	3	4.1%	1	20.0%	0	0.0%	4	5.0%	3
45-49	12	16.2%	0	0.0%	1	100.0%	13	16.3%	-
50-54	13	17.6%	0	0.0%	0	0.0%	13	16.3%	-
55-59	7	9.5%	1	20.0%	0	0.0%	8	10.0%	7
60-64	2	2.7%	0	0.0%	0	0.0%	2	2.5%	-
65-69	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	1	1.4%	0	0.0%	0	0.0%	1	1.3%	-
Total	74	100%	5	100%	1	100%	80	100%	15

Figure 18: Alcohol-involved Motorcycle Drivers[17] in Crashes by Age and Sex, 2013



[17] "Alcohol-involved motorcycle drivers" are motorcycle drivers who were cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Pedestrians

- Alcohol-involved pedestrian crashes accounted for 5.3% of all alcohol-involved crashes in 2013. (Table 46)
- Of the 103 alcohol-involved pedestrian crashes in 2013, 30.1% (31) were fatal crashes and 59.2% (61) were injury crashes. (Table 47)

Table 46: Alcohol-involved Pedestrian Crashes[18], 2013

Pedestrian Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedestrian-involved	103	5.3%
Pedestrian Not Involved	1,855	94.7%
Total Alcohol-involved Crashes	1,958	100.0%

Table 47: Alcohol-involved Pedestrian[18] Crashes by Crash Severity, 2013

Crash Severity	Alcohol-involved Pedestrian Crashes	
	Count	Percent
Fatal Crashes	31	30.1%
Injury Crashes	61	59.2%
Property Damage Only Crashes	11	10.7%
Total Alcohol-involved Pedestrian Crashes	103	100.0%

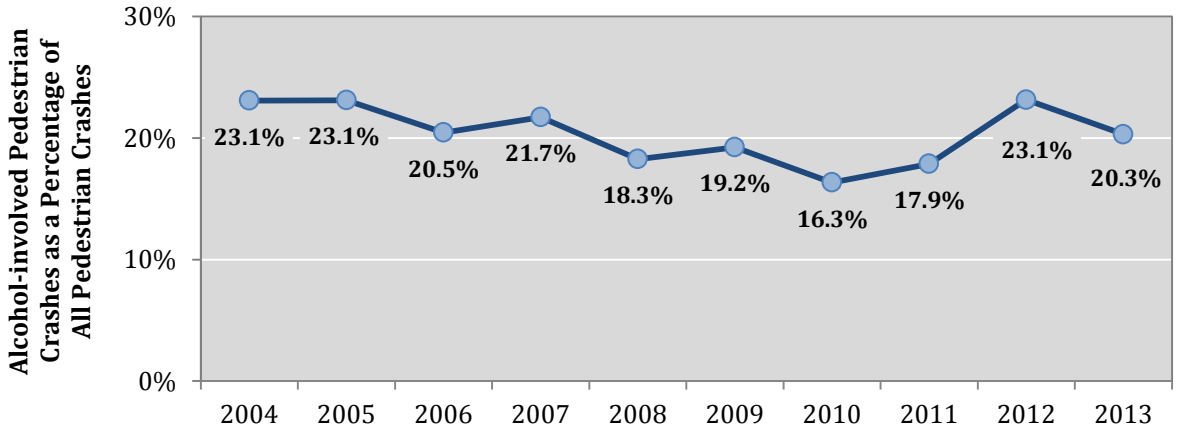
[18] An alcohol-involved pedestrian crash is a crash involving one or more pedestrians in which any driver or pedestrian in the crash was alcohol-involved.

Table 48: Alcohol-involved Pedestrian Crashes[19], 2004 - 2013

Year	Pedestrian-involved Crashes		
	Total	Alcohol-involved	Percent Alcohol-involved
2004	511	118	**23.1%**
2005	450	104	**23.1%**
2006	484	99	**20.5%**
2007	488	106	**21.7%**
2008	487	89	**18.3%**
2009	504	97	**19.2%**
2010	416	68	**16.3%**
2011	414	74	**17.9%**
2012	432	100	**23.1%**
2013	507	103	**20.3%**

- In 2013, 20.3% of all pedestrian-involved crashes were alcohol-involved, down from 23.1% in 2004. (Table 48, Figure 19)
- Alcohol-involved pedestrian crashes have been increasing since 2011. (Table 48)

Figure 19: Alcohol-involved Pedestrian Crashes[19], 2004 - 2013



[19] An alcohol-involved pedestrian crash is a crash involving one or more pedestrians where any driver or pedestrian in the crash was alcohol-involved.

Demographics – Pedestrians

Table 49: Top Five Counties for Alcohol-involved Pedestrian Crashes, 2009 - 2013

2013 Rank	County	Alcohol-involved Pedestrian Crashes[1]					2013 Population	Alcohol-involved Pedestrian Crashes per 100,000 County Residents
		2009	2010	2011	2012	2013		
1	Bernalillo	43	31	32	47	45	674,221	**0.7**
2	McKinley	17	6	6	12	19	73,308	**25.9**
3	San Juan	6	8	9	14	14	126,503	**11.1**
4	Santa Fe	11	8	7	7	8	147,423	**5.4**
5	Doña Ana	1	3	3	4	3	213,460	**1.4**
All Other Counties		19	12	17	16	14	850,372	**1.6**
Statewide Total		97	68	74	100	103	2,085,287	**4.9**

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

- In 2013, over 75% of all alcohol-involved pedestrian crashes occurred in three counties - Bernalillo, McKinley, and San Juan. (Table 49)
- Out of all pedestrians in alcohol-involved crashes, 92.4% were under the influence of alcohol. (Table 50)
- In 2013, 69.1% of all alcohol-involved pedestrians in crashes were between the ages of 20 and 49 years old. (Figure 20, Table 51)
- In 2013, 78.4% of alcohol-involved pedestrians in crashes were male. (Table 51)

Table 50: Alcohol-involved Pedestrians in Alcohol-involved Crashes, 2009 - 2013

Year	Pedestrians in Alcohol-involved Crashes		
	Pedestrians Under the Influence of Alcohol[1]	All Pedestrians in Alcohol-involved Crashes	Percent of Pedestrians Under the Influence of Alcohol[2]
2009	78	104	75.0%
2010	67	75	89.3%
2011	59	74	79.7%
2012	96	103	93.2%
2013	97	105	92.4%

[1] Pedestrians who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

[2] The percentage of pedestrians under the influence of alcohol out of all pedestrians in alcohol-involved crashes.

Figure 20: Percentage of Alcohol-involved Pedestrians[20] in Crashes by Age, 2013

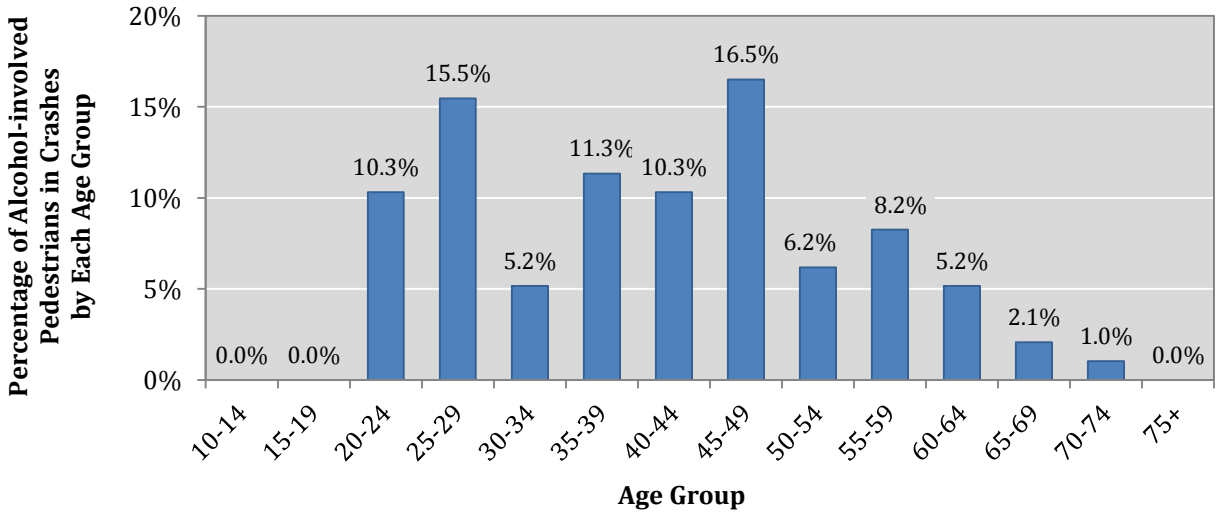


Table 51: Alcohol-involved Pedestrians[20] in Crashes by Age, 2013

Age Group	Alcohol-involved Pedestrians in Crashes								Ratio Males to Females[1]
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
10-14	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	7	9.2%	3	16.7%	0	0.0%	10	10.3%	2.3
25-29	14	18.4%	1	5.6%	0	0.0%	15	15.5%	14.0
30-34	4	5.3%	1	5.6%	0	0.0%	5	5.2%	4.0
35-39	8	10.5%	3	16.7%	0	0.0%	11	11.3%	2.7
40-44	8	10.5%	2	11.1%	0	0.0%	10	10.3%	4.0
45-49	12	15.8%	3	16.7%	1	33.3%	16	16.5%	4.0
50-54	5	6.6%	1	5.6%	0	0.0%	6	6.2%	5.0
55-59	6	7.9%	2	11.1%	0	0.0%	8	8.2%	3.0
60-64	4	5.3%	1	5.6%	0	0.0%	5	5.2%	4.0
65-69	2	2.6%	0	0.0%	0	0.0%	2	2.1%	-
70-74	1	1.3%	0	0.0%	0	0.0%	1	1.0%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	5	6.6%	1	5.6%	2	66.7%	8	8.2%	5.0
Total	76	100.0%	18	100.0%	3	100.0%	97	100.0%	4.2

[1] 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.

[20] "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.

Pedalcyclists (Bicyclists)

- Alcohol-involved pedalcycle crashes accounted for 1.1% of all alcohol-involved crashes in 2013. (Table 52)
- Of the 22 alcohol-involved pedalcycle crashes, none (0) were fatal crashes and 68.2% (15) were injury crashes. (Table 53)

Table 52: Alcohol-involved Pedalcycle Crashes[21], 2013

Pedalcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedalcycle-involved	22	1.1%
Pedalcycle Not Involved	1,936	98.9%
Total Alcohol-involved Crashes	1,958	100.0%

Table 53: Alcohol-involved Pedalcycle Crashes[21] by Crash Severity, 2013

Crash Severity	Alcohol-involved Pedalcycle Crashes	
	Count	Percent
Fatal Crashes	0	0.0%
Injury Crashes	15	68.2%
Property Damage Only Crashes	7	31.8%
Total Alcohol-involved Pedalcycle Crashes	22	100.0%

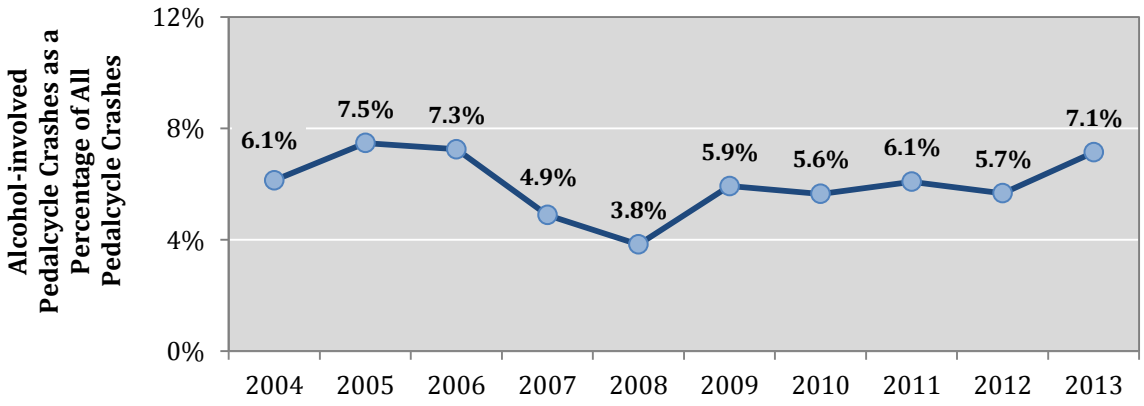
[21] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists in which any vehicle driver or pedalcyclist in the crash was alcohol-involved.

Table 54: Alcohol-involved Pedalcycle Crashes[22], 2004 - 2013

Year	Pedalcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2004	24	391	6.1%
2005	29	388	7.5%
2006	28	386	7.3%
2007	18	368	4.9%
2008	15	391	3.8%
2009	22	371	5.9%
2010	20	354	5.6%
2011	21	345	6.1%
2012	22	388	5.7%
2013	22	308	7.1%

- In the last five years (2009 - 2013) the percent of alcohol-involved pedalcyclist crashes has remained at 6% to 7% of all pedalcycle-involved crashes. (Table 54, Figure 21)
- In 2013, 7.1% of all pedalcycle-involved crashes were alcohol-involved, the highest percentage since 2006. (Table 54, Figure 21)

Figure 21: Alcohol-involved Pedalcycle Crashes[22], 2004 - 2013



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

Table 55: Top-Ranking Counties for Alcohol-involved Pedalcycle Crashes, 2009 - 2013

2013 Rank	County	Alcohol-involved Pedalcycle Crashes[1]					2013 Population	Alcohol-involved Pedalcycle Crashes per 100,000 County Residents
		2009	2010	2011	2012	2013		
1	Bernalillo	13	7	10	13	7	674,221	**1.0**
2	Santa Fe	2	3	2	0	4	147,423	**2.7**
3	Valencia	0	1	1	0	2	76,284	**2.6**
4	Doña Ana	2	2	2	3	2	213,460	**0.9**
All Other Counties		5	7	6	6	7	973,899	**0.7**
Statewide Total		22	20	21	22	22	2,085,287	**1.1**

[1] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists where any driver or pedalcyclist in the crash was alcohol-involved.

- In 2013, 31.8% of all alcohol-involved pedalcycle crashes occurred in Bernalillo County. (Table 55)
- Out of all pedalcyclists in alcohol-involved crashes, 90.9% were under the influence of alcohol. (Table 56)
- In 2013, 80% of alcohol-involved pedalcyclists in crashes were male. (Table 57)

Table 56: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2009 - 2013

Year	Pedalcyclists in Alcohol-involved Crashes		
	Pedalcyclists Under the Influence of Alcohol[1]	All Pedalcyclists in Alcohol-involved Crashes	Percent of Pedalcyclists Under the Influence of Alcohol[2]
2009	14	23	60.9%
2010	18	21	85.7%
2011	20	21	95.2%
2012	21	22	95.5%
2013	20	22	90.9%

[1] Pedalcyclists who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

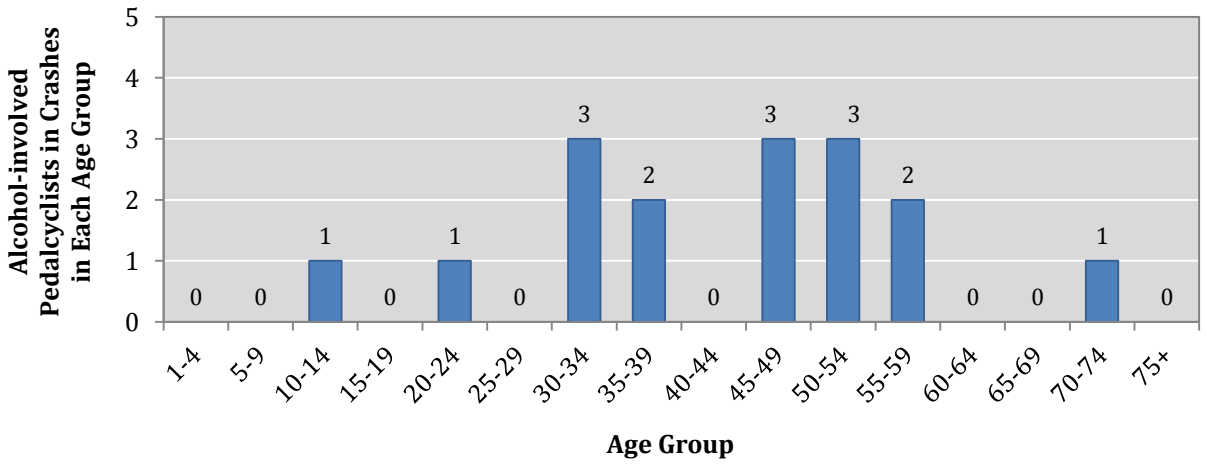
[2] The percentage of pedalcyclists under the influence of alcohol out of all pedalcyclists in alcohol-involved crashes.

Table 57: Alcohol-involved Pedalcyclists[23] in Crashes by Age and Sex, 2013

Age Group	Alcohol-involved Pedalcyclists in Crashes								Ratio[1] 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	1	6.3%	0	0.0%	0	0.0%	1	5.0%	-
15-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
20-24	1	6.3%	0	0.0%	0	0.0%	1	5.0%	-
25-29	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
30-34	2	12.5%	1	50.0%	0	0.0%	3	15.0%	2.0
35-39	2	12.5%	0	0.0%	0	0.0%	2	10.0%	-
40-44	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
45-49	3	18.8%	0	0.0%	0	0.0%	3	15.0%	-
50-54	2	12.5%	1	50.0%	0	0.0%	3	15.0%	2.0
55-59	2	12.5%	0	0.0%	0	0.0%	2	10.0%	-
60-64	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
65-69	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
70-74	1	6.3%	0	0.0%	0	0.0%	1	5.0%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	2	12.5%	0	0.0%	2	100.0%	4	20.0%	-
Total	16	100.0%	2	100.0%	2	100.0%	20	100.0%	8.0

[1] 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.

Figure 22: Alcohol-involved Pedalcyclists[23] in Crashes by Age Group, 2013



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

Alcohol-involved Drivers

This section presents 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 71.3% of all alcohol-involved drivers in crashes in 2013. (Table 58)
- Out-of-state drivers were 5.7% of all alcohol-involved drivers in 2013. (Table 59)

Table 58: Alcohol-involved Drivers[24] in Crashes by Sex, 2013

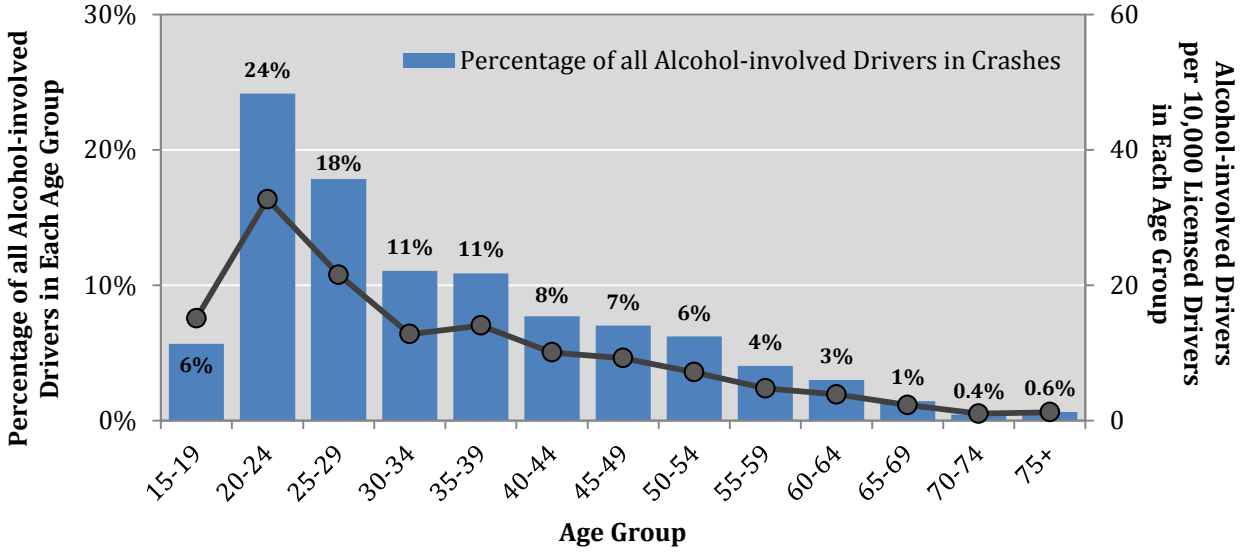
Sex	Alcohol-involved Drivers	
	Count	Percent
Males	1,148	71.3%
Females	462	28.7%
Total Drivers	1,610	100.0%

Table 59: Alcohol-involved Drivers[24] in Crashes by License Type and Residence, 2013

Type of Driver License	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	1,212	96.8%	38	3.0%	2	0.2%	1,252	100%
CDL Class A	29	74.4%	10	25.6%	0	0.0%	39	100%
CDL Class B	12	92.3%	1	7.7%	0	0.0%	13	100%
CDL Class C	18	39.1%	25	54.3%	3	6.5%	46	100%
Learner's Permit	1	100.0%	0	0.0%	0	0.0%	1	100%
ID (Non-license)	180	94.7%	10	5.3%	0	0.0%	190	100%
None	7	100.0%	0	0.0%	0	0.0%	7	100%
CDL Non-Commercial	4	66.7%	2	33.3%	0	0.0%	6	100%
Motorcycle Only	3	100.0%	0	0.0%	0	0.0%	3	100%
Missing Data	144	81.8%	13	7.4%	19	10.8%	176	100%
Total	1,610	92.9%	99	5.7%	24	1.4%	1,733	100%

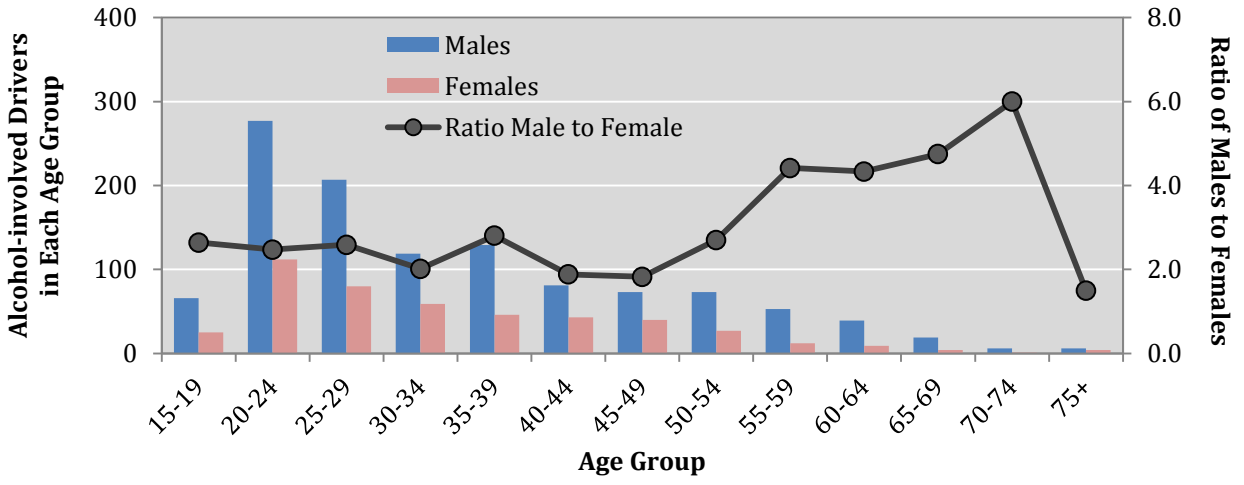
[24] Does not include drivers for which 1) age is less than 15, 2) age or sex data are not available, 3) residence is not in New Mexico (excepting Table 59), or 4) the person is a pedestrian or pedalcyclist.

Figure 23: Percentage and Rate of Alcohol-involved Drivers[25] in Crashes by Age Group, 2013



- The 20-24 age group had both the highest number and rate of alcohol-involved drivers in crashes in 2013. (Table 60, Figure 23, Figure 25)
- The 25-29 age group accounted for 17.8% of all alcohol-involved drivers in crashes and had the second-highest alcohol-involved driver crash *rate*. (Table 60, Figure 23)

Figure 24: Alcohol-involved Drivers in Crashes by Age and Sex, 2013

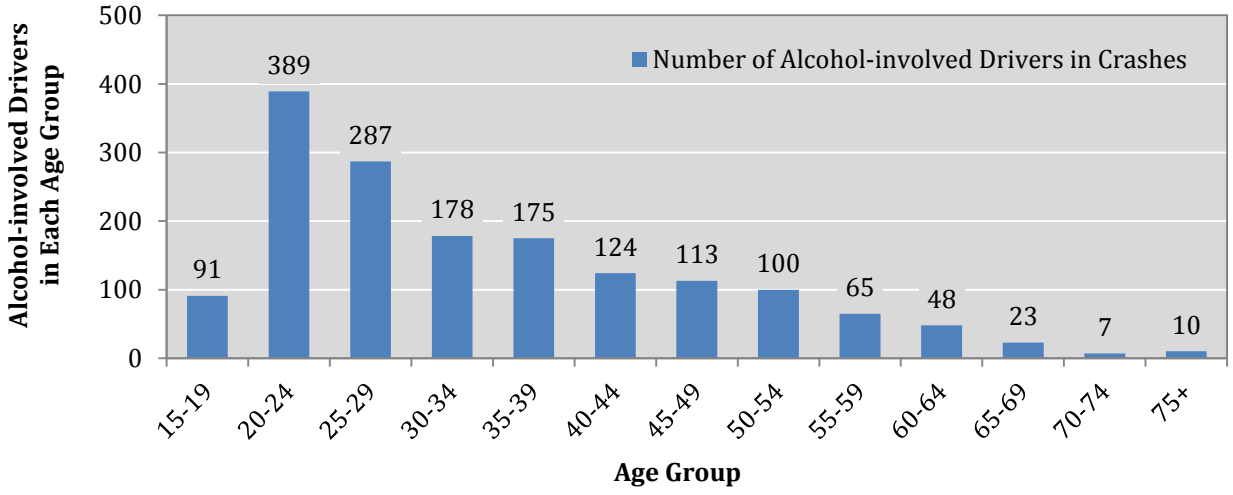


[25] Does not include drivers for which 1) age is less than 15, 2) age or sex data are not available, 3) the residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Table 60: Alcohol-involved Drivers[26] in Crashes by Age and Sex, 2013

Age Group	Alcohol-involved Drivers in Crashes						Ratio Male to Female	2013 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	66	5.7%	25	5.4%	91	5.7%	2.6	60,243	**15.1**
20-24	277	24.1%	112	24.2%	389	24.2%	2.5	119,028	**32.7**
25-29	207	18.0%	80	17.3%	287	17.8%	2.6	133,363	**21.5**
30-34	119	10.4%	59	12.8%	178	11.1%	2.0	139,586	**12.8**
35-39	129	11.2%	46	10.0%	175	10.9%	2.8	124,709	**14.0**
40-44	81	7.1%	43	9.3%	124	7.7%	1.9	123,295	**10.1**
45-49	73	6.4%	40	8.7%	113	7.0%	1.8	122,726	**9.2**
50-54	73	6.4%	27	5.8%	100	6.2%	2.7	140,097	**7.1**
55-59	53	4.6%	12	2.6%	65	4.0%	4.4	137,236	**4.7**
60-64	39	3.4%	9	1.9%	48	3.0%	4.3	125,240	**3.8**
65-69	19	1.7%	4	0.9%	23	1.4%	4.8	101,262	**2.3**
70-74	6	0.5%	1	0.2%	7	0.4%	6.0	69,936	**1.0**
75+	6	0.5%	4	0.9%	10	0.6%	1.5	82,114	**1.2**
Total	1,148	100%	462	100%	1,610	100%	2.5	1,478,835	**10.9**

Figure 25: Alcohol-involved Drivers[26] in Crashes by Age Group, 2013



[26] Does not include drivers for which 1) age is less than 15, 2) age or sex data are not available, 3) the residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Demographics – Alcohol-involved Drivers

Table 61: Alcohol-involved Drivers[27] in Crashes by Age Group, 2004 - 2013

Age Group	Alcohol-involved Drivers in Crashes[1]										Percent Change 2004-2013
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
15 - 19	313	267	237	234	182	213	141	166	161	91	-70.9%
20 - 24	546	508	453	491	448	507	412	460	391	389	-28.8%
25 - 29	365	314	344	330	320	383	304	344	296	287	-21.4%
30 - 34	303	209	214	177	199	271	244	240	241	178	-41.3%
35 - 39	266	186	193	176	170	192	163	170	169	175	-34.2%
40 - 44	256	210	169	174	149	176	159	153	151	124	-51.6%
45 - 49	181	154	148	168	158	170	140	159	143	113	-37.6%
50 - 54	133	100	117	103	94	111	122	119	110	100	-24.8%
55 - 59	78	64	58	76	65	73	74	67	63	65	-16.7%
60 - 64	45	41	29	25	36	44	41	50	46	48	6.7%
65 - 69	20	18	19	13	14	21	25	29	23	23	15.0%
70 - 74	17	15	10	17	10	8	6	11	10	7	-58.8%
75+	14	6	10	8	8	14	4	5	13	10	-28.6%
Total	2,537	2,092	2,001	1,992	1,853	2,183	1,835	1,973	1,817	1,610	-36.5%

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

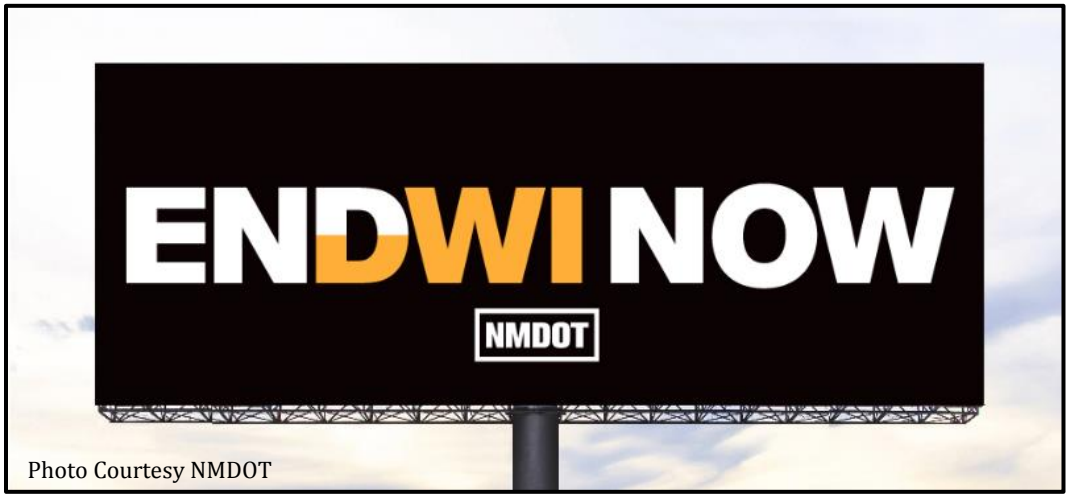


Photo Courtesy NMDOT

[27] Does not include drivers for which 1) age is less than 15, 2) age or sex data are not available, 3) the residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Seat Position and Victims

Table 62: People in Alcohol-involved Crashes by Sex and Seat Position, 2013

Seat Position	People in Alcohol-involved Crashes				Ratio Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	1,381	672	34	2,087	**2.1**
Front Seat Passengers	402	361	9	772	**1.1**
All Other Passengers	248	200	9	457	**1.2**
Motorcyclists					
Motorcycle Drivers	89	5	2	96	**17.8**
Motorcycle Passengers	2	9	3	14	**0.2**
Nonmotorists					
Pedalcyclists	18	2	2	22	**9.0**
Pedestrians	81	19	5	105	**4.3**
Missing Data	388	222	366	976	**1.7**
Total People	2,609	1,490	430	4,529	**1.8**

- There were 89 male and 5 female motorcycle drivers in alcohol-involved crashes in 2013, resulting in a male-to-female motorcycle driver ratio of 17.8 to 1. (Table 62)
- There were 18 male and 2 female pedalcyclists in alcohol-involved crashes in 2013, resulting in a male-to-female pedalcyclist ratio of 9.0 to 1. (Table 62)
- In 2013, over half of all people in alcohol-involved crashes were victims. (Table 63)

Table 63: Victims of Alcohol-involved Crashes, 2013

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
Victims[1]	44	78	155	419	1,854	2,550	**56.3%**
Non-victims[2]	93	106	333	204	1,243	1,979	**43.7%**
Total People	137	184	488	623	3,097	4,529	**100.0%**

[1] Victims are all passengers and any non-alcohol-involved drivers, pedalcyclists or pedestrians.

[2] Non-victims are any alcohol-involved drivers, pedalcyclists or pedestrians.

Belt Usage

- There were 41 male and 25 female unbelted fatalities in alcohol-involved crashes in 2013. (Table 64)
- One in five of all unbelted fatalities in alcohol-involved crashes were 20-24 years of age (22.7%). (Table 64)

Table 64: Unbelted Fatalities[28] in Alcohol-involved Crashes by Age and Sex, 2013

Age Group	Unbelted Fatalities in Alcohol-involved Crashes						Ratio Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	1	2.4%	1	4.0%	2	3.0%	**1.0**
5-9	0	0.0%	0	0.0%	0	0.0%	-
10-14	0	0.0%	2	8.0%	2	3.0%	-
15-19	5	12.2%	1	4.0%	6	9.1%	**5.0**
20-24	7	17.1%	8	32.0%	15	22.7%	**0.9**
25-29	8	19.5%	3	12.0%	11	16.7%	**2.7**
30-34	4	9.8%	4	16.0%	8	12.1%	**1.0**
35-39	4	9.8%	1	4.0%	5	7.6%	**4.0**
40-44	2	4.9%	0	0.0%	2	3.0%	-
45-49	2	4.9%	0	0.0%	2	3.0%	-
50-54	1	2.4%	3	12.0%	4	6.1%	**0.3**
55-59	4	9.8%	1	4.0%	5	7.6%	**4.0**
60-64	2	4.9%	1	4.0%	3	4.5%	**2.0**
65-69	0	0.0%	0	0.0%	0	0.0%	-
70-74	0	0.0%	0	0.0%	0	0.0%	-
75 +	1	2.4%	0	0.0%	1	1.5%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	-
Total	41	100.0%	25	100.0%	66	100.0%	**1.6**

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

DWI Enforcement

Arrests

Table 65: DWI Arrests by County[29], 2009 - 2013

County	DWI Arrests					Percent of all 2013 DWI Arrests	Percent Change 2009-2013	Percent Change 2012-2013
	2009	2010	2011	2012	2013			
Bernalillo	6,776	5,331	5,004	4,808	3,968	31.4%	-41.4%	-17.5%
Catron	24	21	21	14	6	0.0%	-75.0%	-57.1%
Chaves	344	379	326	319	222	1.8%	-35.5%	-30.4%
Cibola	501	472	296	244	205	1.6%	-59.1%	-16.0%
Colfax	73	88	103	56	55	0.4%	-24.7%	-1.8%
Curry	459	434	280	264	133	1.1%	-71.0%	-49.6%
De Baca	18	10	10	10	9	0.1%	-50.0%	-10.0%
Doña Ana	1,638	1,524	1,321	1,329	1,293	10.2%	-21.1%	-2.7%
Eddy	357	350	336	288	220	1.7%	-38.4%	-23.6%
Grant	276	227	242	178	187	1.5%	-32.2%	5.1%
Guadalupe	92	55	48	50	49	0.4%	-46.7%	-2.0%
Harding	4	2	1	1	0	0.0%	-100.0%	-100.0%
Hidalgo	97	70	43	66	41	0.3%	-57.7%	-37.9%
Lea	534	447	373	319	357	2.8%	-33.1%	11.9%
Lincoln	186	255	157	135	108	0.9%	-41.9%	-20.0%
Los Alamos	54	42	56	62	56	0.4%	3.7%	-9.7%
Luna	216	131	150	126	100	0.8%	-53.7%	-20.6%
McKinley	1,187	992	752	615	738	5.8%	-37.8%	20.0%
Mora	36	35	22	16	26	0.2%	-27.8%	62.5%
Otero	326	280	247	302	356	2.8%	9.2%	17.9%
Quay	81	68	65	60	61	0.5%	-24.7%	1.7%
Rio Arriba	468	390	271	265	395	3.1%	-15.6%	49.1%
Roosevelt	155	155	156	84	67	0.5%	-56.8%	-20.2%
Sandoval	618	601	535	702	699	5.5%	13.1%	-0.4%
San Juan	1,747	1,575	1,422	1,210	1,193	9.4%	-31.7%	-1.4%
San Miguel	313	347	222	185	185	1.5%	-40.9%	0.0%
Santa Fe	1,258	1,148	1,111	922	899	7.1%	-28.5%	-2.5%
Sierra	92	147	151	132	88	0.7%	-4.3%	-33.3%
Socorro	239	177	213	174	105	0.8%	-56.1%	-39.7%
Taos	236	318	214	173	198	1.6%	-16.1%	14.5%
Torrance	114	91	80	74	69	0.5%	-39.5%	-6.8%
Union	21	15	15	17	10	0.1%	-52.4%	-41.2%
Valencia	506	512	316	260	290	2.3%	-42.7%	11.5%
Missing Data	28	35	106	223	254	2.0%	807.1%	13.9%
Total DWI Arrests	**19,074**	**16,724**	**14,665**	**13,683**	**12,642**	**100.0%**	**-33.7%**	**-7.6%**

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

Table 66: DWI Arrests by City[30], 2009 - 2013

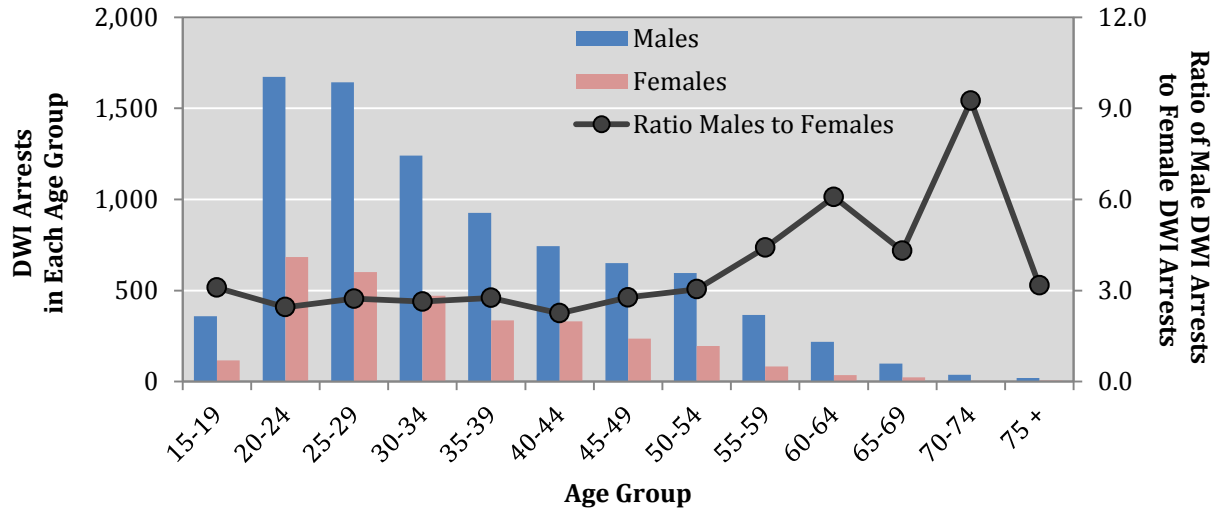
City	DWI Arrests					Percent of all 2013 DWI Arrests	Percent Change 2009-2013	Percent Change 2012-2013
	2009	2010	2011	2012	2013			
Alamogordo	202	175	175	186	209	1.7%	3.5%	12.4%
Albuquerque	5,564	4,479	4,159	3,999	3,422	27.1%	-38.5%	-14.4%
Anthony	98	104	77	107	120	0.9%	22.4%	12.1%
Artesia	112	117	107	85	46	0.4%	-58.9%	-45.9%
Aztec	146	135	109	103	98	0.8%	-32.9%	-4.9%
Belen	183	174	120	109	125	1.0%	-31.7%	14.7%
Bernalillo	118	76	93	84	80	0.6%	-32.2%	-4.8%
Bloomfield	156	139	137	93	98	0.8%	-37.2%	5.4%
Carlsbad	239	211	202	186	157	1.2%	-34.3%	-15.6%
Clovis	375	339	240	242	124	1.0%	-66.9%	-48.8%
Corrales	51	50	35	45	34	0.3%	-33.3%	-24.4%
Cuba	63	59	64	48	46	0.4%	-27.0%	-4.2%
Deming	191	123	142	115	99	0.8%	-48.2%	-13.9%
Edgewood	81	67	63	67	50	0.4%	-38.3%	-25.4%
Española	244	250	176	148	183	1.4%	-25.0%	23.6%
Farmington	664	547	579	498	481	3.8%	-27.6%	-3.4%
Fruitland	106	118	97	74	82	0.6%	-22.6%	10.8%
Gallup	392	330	241	186	208	1.6%	-46.9%	11.8%
Grants	145	145	91	77	68	0.5%	-53.1%	-11.7%
Hobbs	330	284	235	192	233	1.8%	-29.4%	21.4%
Kirtland	89	108	94	70	58	0.5%	-34.8%	-17.1%
Las Cruces	1,064	941	851	739	754	6.0%	-29.1%	2.0%
Las Vegas	223	255	168	140	148	1.2%	-33.6%	5.7%
Los Alamos	61	46	72	55	56	0.4%	-8.2%	1.8%
Los Lunas	394	355	259	257	243	1.9%	-38.3%	-5.4%
Lovington	117	84	64	71	50	0.4%	-57.3%	-29.6%
Portales	134	132	113	67	58	0.5%	-56.7%	-13.4%
Ranchos de Taos	57	82	47	51	56	0.4%	-1.8%	9.8%
Raton	35	37	46	23	27	0.2%	-22.9%	17.4%
Rio Rancho	585	501	504	553	489	3.9%	-16.4%	-11.6%
Roswell	320	348	329	302	226	1.8%	-29.4%	-25.2%
Ruidoso	69	80	50	45	39	0.3%	-43.5%	-13.3%
Santa Fe	1,098	922	920	865	795	6.3%	-27.6%	-8.1%
Shiprock	207	212	149	128	148	1.2%	-28.5%	15.6%
Silver City	149	129	142	111	115	0.9%	-22.8%	3.6%
Socorro	117	99	92	94	55	0.4%	-53.0%	-41.5%
Sunland Park	84	62	76	81	61	0.5%	-27.4%	-24.7%
T or C	50	65	70	63	36	0.3%	-28.0%	-42.9%
Taos	95	124	104	77	73	0.6%	-23.2%	-5.2%
Thoreau	59	50	39	30	34	0.3%	-42.4%	13.3%
Tucumcari	48	41	31	48	39	0.3%	-18.8%	-18.8%
Missing Data	55	35	8	20	13	0.1%	-76.4%	-35.0%
All Other Cities	4,504	4,094	3,295	3,149	3,106	24.6%	-31.0%	-1.4%
Total DWI Arrests	**19,074**	**16,724**	**14,665**	**13,683**	**12,642**	**100.0%**	**-33.7%**	**-7.6%**

[30] "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 67: DWI Arrests by Age and Sex[31], 2013

Age Group	DWI Arrests by Age and Sex								Ratio Males to Females
	Males		Females		Unknown		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	359	4.2%	116	3.7%	58	6.1%	533	4.2%	**3.1**
20-24	1,673	19.5%	683	21.9%	186	19.6%	2,542	20.1%	**2.4**
25-29	1,642	19.2%	602	19.3%	186	19.6%	2,430	19.2%	**2.7**
30-34	1,241	14.5%	471	15.1%	141	14.9%	1,853	14.7%	**2.6**
35-39	926	10.8%	336	10.8%	93	9.8%	1,355	10.7%	**2.8**
40-44	744	8.7%	331	10.6%	81	8.5%	1,156	9.1%	**2.2**
45-49	651	7.6%	235	7.5%	78	8.2%	964	7.6%	**2.8**
50-54	596	7.0%	196	6.3%	49	5.2%	841	6.7%	**3.0**
55-59	366	4.3%	83	2.7%	37	3.9%	486	3.8%	**4.4**
60-64	219	2.6%	36	1.2%	19	2.0%	274	2.2%	**6.1**
65-69	99	1.2%	23	0.7%	11	1.2%	133	1.1%	**4.3**
70-74	37	0.4%	4	0.1%	6	0.6%	47	0.4%	**9.3**
75 +	19	0.2%	6	0.19%	2	0.2%	27	0.2%	**3.2**
Missing Data	0	0.0%	0	0.0%	1	0.1%	1	0.0%	-
Total	8,572	100.0%	3,122	100.0%	948	100.0%	12,642	100.0%	**2.7**

Figure 26: DWI Arrests by Age and Sex[31], 2013



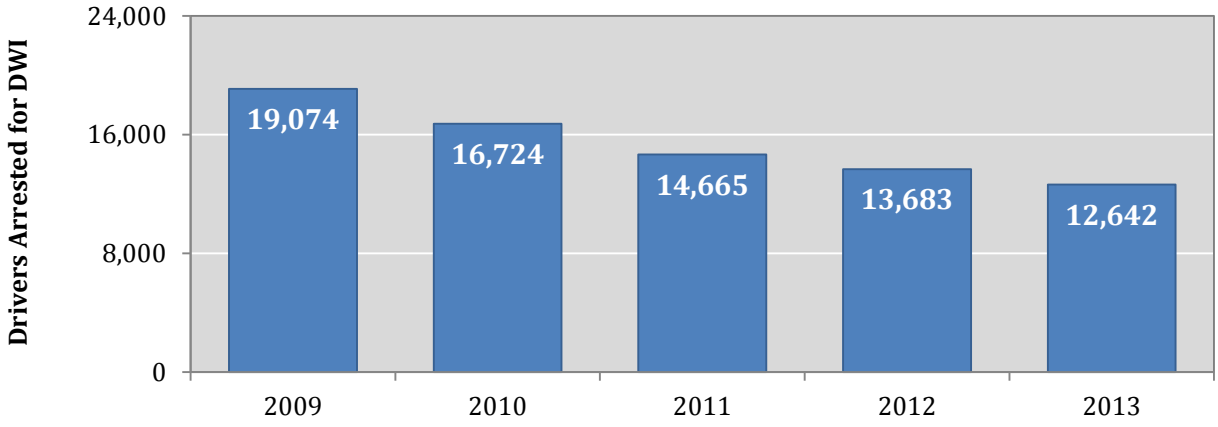
[31] DWI arrests are for either DWI or aggravated DWI.

Table 68: Number of Drivers Arrested for a DWI[32], 2009 - 2013

Age Group	Drivers Arrested for DWI[1]					Percent Change 2009-2013
	2009	2010	2011	2012	2013	
<15	6	2	2	3	0	-100.0%
15-19	1,220	956	826	705	533	-56.3%
20-24	3,914	3,354	3,095	2,839	2,542	-35.1%
25-29	3,490	3,132	2,778	2,410	2,430	-30.4%
30-34	2,470	2,220	2,044	1,985	1,853	-25.0%
35-39	2,143	1,736	1,448	1,416	1,355	-36.8%
40-44	1,841	1,592	1,322	1,287	1,156	-37.2%
45-49	1,726	1,487	1,222	1,082	964	-44.1%
50-54	1,106	1,111	885	894	841	-24.0%
55-59	606	581	567	531	486	-19.8%
60-64	322	317	286	312	274	-14.9%
65-69	150	149	123	158	133	-11.3%
70-74	50	56	46	40	47	-6.0%
75 +	27	30	21	20	27	0.0%
Missing Data	3	1	0	1	1	-66.7%
Total	19,074	16,724	14,665	13,683	12,642	-33.7%

[1] The number of drivers are shaded such that darker shading identifies higher numbers.

Figure 27: Number of Drivers Arrested for DWI[32], 2009 - 2013



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

DWI Enforcement – Convictions

Convictions

Table 69: DWI Convictions by County[33], 2009 - 2013

County	DWI Convictions					Percent of all 2013 Convictions	Percent Change 2009-2013	Percent Change 2012-2013
	2009	2010	2011	2012	2013			
Bernalillo	5,538	4,492	4,132	4,119	3,012	**28.1%**	**-45.6%**	**-26.9%**
Catron	20	16	17	13	7	**0.1%**	**-65.0%**	**-46.2%**
Chaves	357	343	345	331	216	**2.0%**	**-39.5%**	**-34.7%**
Cibola	328	328	227	207	125	**1.2%**	**-61.9%**	**-39.6%**
Colfax	84	63	77	45	44	**0.4%**	**-47.6%**	**-2.2%**
Curry	366	404	291	264	173	**1.6%**	**-52.7%**	**-34.5%**
De Baca	11	9	11	6	11	**0.1%**	**0.0%**	**83.3%**
Doña Ana	1,469	1,437	1,253	1,256	1,037	**9.7%**	**-29.4%**	**-17.4%**
Eddy	341	335	369	311	222	**2.1%**	**-34.9%**	**-28.6%**
Grant	238	229	199	144	184	**1.7%**	**-22.7%**	**27.8%**
Guadalupe	73	62	38	41	47	**0.4%**	**-35.6%**	**14.6%**
Harding	3	0	2	1	0	**0.0%**	**-100.0%**	**-100.0%**
Hidalgo	98	68	38	56	45	**0.4%**	**-54.1%**	**-19.6%**
Lea	495	458	430	286	367	**3.4%**	**-25.9%**	**28.3%**
Lincoln	210	212	196	162	128	**1.2%**	**-39.0%**	**-21.0%**
Los Alamos	55	42	42	62	46	**0.4%**	**-16.4%**	**-25.8%**
Luna	189	122	134	130	95	**0.9%**	**-49.7%**	**-26.9%**
McKinley	916	923	657	526	571	**5.3%**	**-37.7%**	**8.6%**
Mora	35	31	20	8	19	**0.2%**	**-45.7%**	**137.5%**
Otero	333	284	258	248	303	**2.8%**	**-9.0%**	**22.2%**
Quay	81	54	62	50	62	**0.6%**	**-23.5%**	**24.0%**
Rio Arriba	354	311	234	181	256	**2.4%**	**-27.7%**	**41.4%**
Roosevelt	138	142	143	116	80	**0.7%**	**-42.0%**	**-31.0%**
Sandoval	570	524	444	558	702	**6.6%**	**23.2%**	**25.8%**
San Juan	1,769	1,457	1,573	1,171	1,105	**10.3%**	**-37.5%**	**-5.6%**
San Miguel	296	310	220	171	165	**1.5%**	**-44.3%**	**-3.5%**
Santa Fe	979	883	895	892	667	**6.2%**	**-31.9%**	**-25.2%**
Sierra	97	119	145	123	78	**0.7%**	**-19.6%**	**-36.6%**
Socorro	199	120	162	151	119	**1.1%**	**-40.2%**	**-21.2%**
Taos	175	247	183	119	148	**1.4%**	**-15.4%**	**24.4%**
Torrance	98	91	81	59	75	**0.7%**	**-23.5%**	**27.1%**
Union	15	10	12	12	16	**0.1%**	**6.7%**	**33.3%**
Valencia	289	345	292	215	240	**2.2%**	**-17.0%**	**11.6%**
Missing Data	25	19	54	59	337	**3.1%**	**1248.0%**	**471.2%**
Total Convictions	**16,244**	**14,490**	**13,236**	**12,093**	**10,702**	**100.0%**	**-34.1%**	**-11.5%**

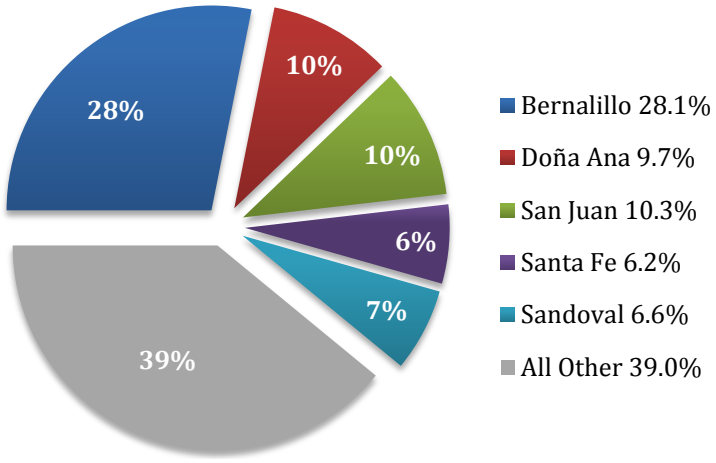
[33] "County" refers to the location where the driver was arrested for DWI, not their county of residence.

Table 70: Top Ten Counties for DWI Convictions[34], 2009 - 2013

2013 Rank	County	New Mexico DWI Total Convictions					2013 Population	DWI Convictions per 10,000 County Residents, 2013
		2009	2010	2011	2012	2013		
1	Bernalillo	5,538	4,492	4,132	4,119	3,012	674,221	**44.7**
2	Doña Ana	1,469	1,437	1,253	1,256	1,037	213,460	**48.6**
3	San Juan	1,769	1,457	1,573	1,171	1,105	126,503	**87.3**
4	Santa Fe	979	883	895	892	667	147,423	**45.2**
5	Sandoval	570	524	444	558	702	136,575	**51.4**
6	McKinley	916	923	657	526	571	73,308	**77.9**
7	Chaves	357	343	345	331	216	65,823	**32.8**
8	Eddy	341	335	369	311	222	55,471	**40.0**
9	Lea	495	458	430	286	367	68,062	**53.9**
10	Curry	366	404	291	264	173	50,598	**34.2**
All Other Counties		3,444	3,234	2,847	2,379	2,630	473,843	**55.5**
Statewide Total		16,244	14,490	13,236	12,093	10,702	2,085,287	**51.3**

- In New Mexico, there were 51.3 DWI convictions per 10,000 residents in 2013. San Juan (87.3), McKinley (77.9), Lea (53.9), and Sandoval (51.4) had DWI conviction rates higher than the statewide rate of 51.3. (Table 70)

Figure 28: Top Five Counties for DWI Convictions[34], 2013



[34] "County" refers to the location where the driver was arrested for DWI, not their county of residence.

DWI Enforcement – Convictions

Table 71: Number of Drivers with a First DWI Conviction[35], 2009 - 2013

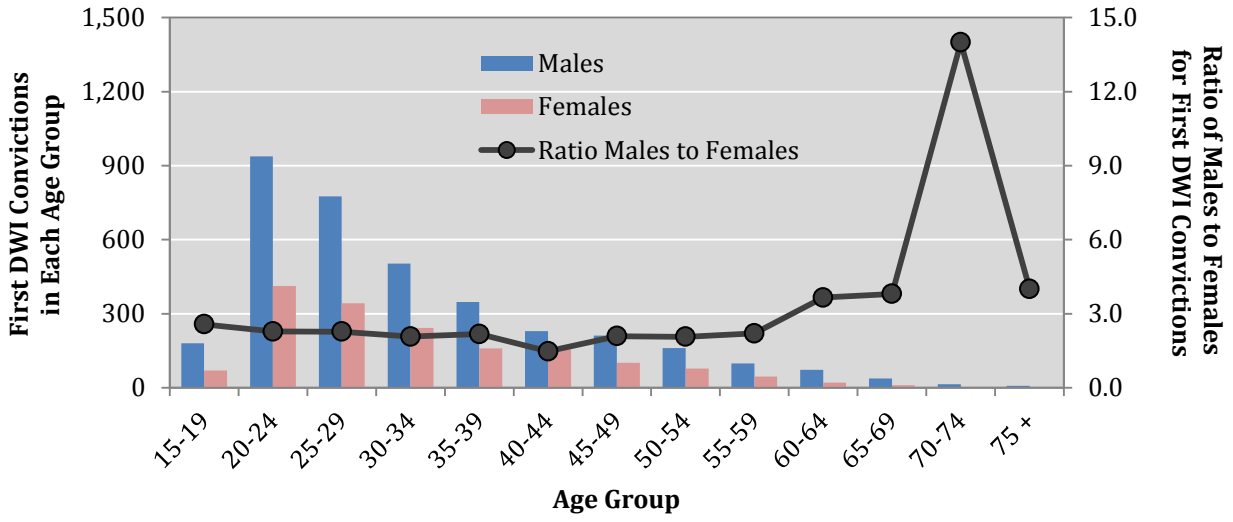
County	First DWI Convictions					Percent of First 2013 Convictions	Percent Change 2009-2013	Percent Change 2012-2013
	2009	2010	2011	2012	2013			
Bernalillo	3,400	2,595	2,367	2,419	1,836	31.2%	-46.0%	-24.1%
Catron	7	8	5	7	3	0.1%	-57.1%	-57.1%
Chaves	210	210	189	172	123	2.1%	-41.4%	-28.5%
Cibola	162	148	118	108	64	1.1%	-60.5%	-40.7%
Colfax	52	47	41	23	23	0.4%	-55.8%	0.0%
Curry	239	250	182	147	87	1.5%	-63.6%	-40.8%
De Baca	7	2	5	3	8	0.1%	14.3%	166.7%
Doña Ana	943	830	713	742	589	10.0%	-37.5%	-20.6%
Eddy	214	191	199	164	134	2.3%	-37.4%	-18.3%
Grant	133	124	101	66	86	1.5%	-35.3%	30.3%
Guadalupe	43	27	19	23	23	0.4%	-46.5%	0.0%
Harding	1	0	1	0	0	0.0%	-100.0%	0.0%
Hidalgo	64	45	29	43	32	0.5%	-50.0%	-25.6%
Lea	311	263	219	168	210	3.6%	-32.5%	25.0%
Lincoln	126	134	109	86	78	1.3%	-38.1%	-9.3%
Los Alamos	39	20	21	40	21	0.4%	-46.2%	-47.5%
Luna	106	64	73	70	50	0.9%	-52.8%	-28.6%
McKinley	438	436	280	235	257	4.4%	-41.3%	9.4%
Mora	17	16	8	2	8	0.1%	-52.9%	300.0%
Otero	193	166	150	151	173	2.9%	-10.4%	14.6%
Quay	53	34	32	29	34	0.6%	-35.8%	17.2%
Rio Arriba	157	128	104	79	94	1.6%	-40.1%	19.0%
Roosevelt	89	84	90	77	53	0.9%	-40.4%	-31.2%
Sandoval	311	265	249	305	382	6.5%	22.8%	25.2%
San Juan	907	694	757	546	524	8.9%	-42.2%	-4.0%
San Miguel	123	133	87	68	66	1.1%	-46.3%	-2.9%
Santa Fe	549	466	462	493	353	6.0%	-35.7%	-28.4%
Sierra	62	68	80	72	43	0.7%	-30.6%	-40.3%
Socorro	98	62	78	71	58	1.0%	-40.8%	-18.3%
Taos	105	132	94	65	82	1.4%	-21.9%	26.2%
Torrance	46	43	41	44	34	0.6%	-26.1%	-22.7%
Union	10	8	9	10	11	0.2%	10.0%	10.0%
Valencia	132	160	146	106	121	2.1%	-8.3%	14.2%
Missing Data	13	9	26	35	218	3.7%	1576.9%	522.9%
Total	**9,360**	**7,862**	**7,084**	**6,669**	**5,878**	**100.0%**	**-37.2%**	**-11.9%**

[35] "County" refers to the location where the driver was arrested for DWI, not their county of residence.

Table 72: First DWI Convictions by Age[36] and Sex, 2013

Age Group	First DWI Convictions								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	180	5.0%	70	4.3%	27	0.0%	277	4.7%	**2.6**
20-24	938	26.2%	412	25.1%	116	0.0%	1,466	24.9%	**2.3**
25-29	776	21.7%	342	20.9%	133	0.0%	1,251	21.3%	**2.3**
30-34	503	14.1%	243	14.8%	101	0.0%	847	14.4%	**2.1**
35-39	348	9.7%	160	9.8%	73	0.0%	581	9.9%	**2.2**
40-44	230	6.4%	156	9.5%	65	0.0%	451	7.7%	**1.5**
45-49	211	5.9%	101	6.2%	55	0.0%	367	6.2%	**2.1**
50-54	161	4.5%	78	4.8%	38	0.0%	277	4.7%	**2.1**
55-59	99	2.8%	45	2.7%	26	0.0%	170	2.9%	**2.2**
60-64	73	2.0%	20	1.2%	11	0.0%	104	1.8%	**3.7**
65-69	38	1.1%	10	0.6%	8	0.0%	56	1.0%	**3.8**
70-74	14	0.4%	0	0.0%	5	0.0%	19	0.3%	**14.0**
75 +	8	0.2%	2	0.1%	1	0.0%	11	0.2%	**4.0**
Missing Data	0	0.0%	0	0.0%	1	0.0%	1	0.0%	-
Total	3,579	100.0%	1,639	100.0%	660	0.0%	5,878	100.0%	**2.2**

Figure 29: First DWI Convictions by Age[36] and Sex, 2013



[36] "Age" refers to age at the time of conviction (not age at the time of arrest).

DWI Enforcement – Convictions

Table 73: Repeat DWI Convictions by County[37], 2009 - 2013

County	Repeat DWI Convictions					Percent of all 2013 Convictions	Percent Change 2009-2013	Percent Change 2012-2013
	2009	2010	2011	2012	2013			
Bernalillo	2,138	1,897	1,765	1,700	1,176	24.4%	-45.0%	-30.8%
Catron	13	8	12	6	4	0.1%	-69.2%	-33.3%
Chaves	147	133	156	159	93	1.9%	-36.7%	-41.5%
Cibola	166	180	109	99	61	1.3%	-63.3%	-38.4%
Colfax	32	16	36	22	21	0.4%	-34.4%	-4.5%
Curry	127	154	109	117	86	1.8%	-32.3%	-26.5%
De Baca	4	7	6	3	3	0.1%	-25.0%	0.0%
Doña Ana	526	607	540	514	448	9.3%	-14.8%	-12.8%
Eddy	127	144	170	147	88	1.8%	-30.7%	-40.1%
Grant	105	105	98	78	98	2.0%	-6.7%	25.6%
Guadalupe	30	35	19	18	24	0.5%	-20.0%	33.3%
Harding	2	0	1	1	0	0.0%	-100.0%	-100.0%
Hidalgo	34	23	9	13	13	0.3%	-61.8%	0.0%
Lea	184	195	211	118	157	3.3%	-14.7%	33.1%
Lincoln	84	78	87	76	50	1.0%	-40.5%	-34.2%
Los Alamos	16	22	21	22	25	0.5%	56.3%	13.6%
Luna	83	58	61	60	45	0.9%	-45.8%	-25.0%
McKinley	478	487	377	291	314	6.5%	-34.3%	7.9%
Mora	18	15	12	6	11	0.2%	-38.9%	83.3%
Otero	140	118	108	97	130	2.7%	-7.1%	34.0%
Quay	28	20	30	21	28	0.6%	0.0%	33.3%
Rio Arriba	197	183	130	102	162	3.4%	-17.8%	58.8%
Roosevelt	49	58	53	39	27	0.6%	-44.9%	-30.8%
Sandoval	259	259	195	253	320	6.6%	23.6%	26.5%
San Juan	862	763	816	625	581	12.0%	-32.6%	-7.0%
San Miguel	173	177	133	103	99	2.1%	-42.8%	-3.9%
Santa Fe	430	417	433	399	314	6.5%	-27.0%	-21.3%
Sierra	35	51	65	51	35	0.7%	0.0%	-31.4%
Socorro	101	58	84	80	61	1.3%	-39.6%	-23.8%
Taos	70	115	89	54	66	1.4%	-5.7%	22.2%
Torrance	52	48	40	15	41	0.8%	-21.2%	173.3%
Union	5	2	3	2	5	0.1%	0.0%	150.0%
Valencia	157	185	146	109	119	2.5%	-24.2%	9.2%
Missing Data	12	10	28	24	119	2.5%	891.7%	395.8%
Total	**6,884**	**6,628**	**6,152**	**5,424**	**4,824**	**100.0%**	**-29.9%**	**-11.1%**

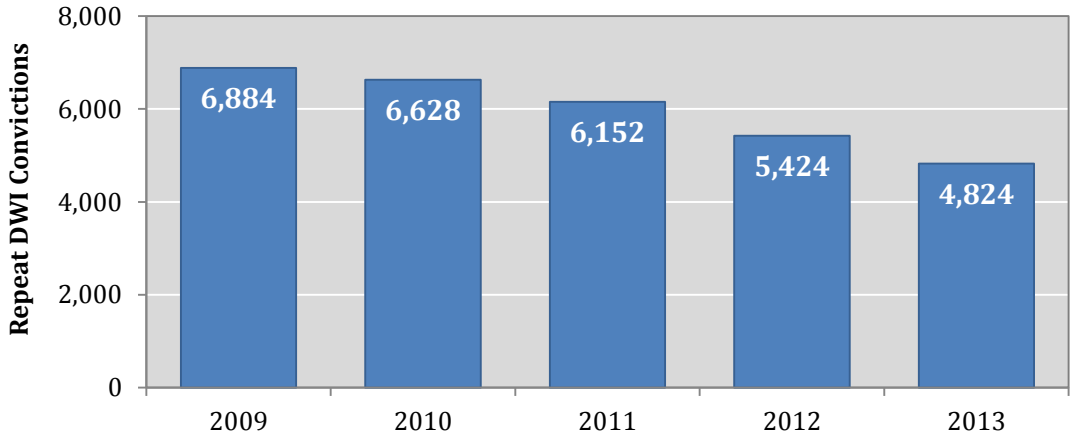
[37] These are the number of drivers repeatedly convicted of either DWI or aggravated DWI.
"County" refers to the location where the driver was arrested for DWI, not their county of residence.

Table 74: Drivers Convicted of a Repeat DWI by Age[38], 2009 - 2013

Age Group	Drivers Convicted of a Repeat DWI[1]					Percent Change 2009-2013
	2009	2010	2011	2012	2013	
15-19	74	61	60	46	31	-58.1%
20-24	697	714	639	492	457	-34.4%
25-29	1,208	1,208	1,095	938	837	-30.7%
30-34	1,039	1,047	977	920	823	-20.8%
35-39	1,016	837	773	714	676	-33.5%
40-44	947	862	751	712	610	-35.6%
45-49	899	810	801	649	525	-41.6%
50-54	523	606	549	460	426	-18.5%
55-59	281	258	294	277	235	-16.4%
60-64	115	127	127	130	118	2.6%
65-69	55	59	54	59	65	18.2%
70-74	21	27	21	22	11	-47.6%
75 +	9	12	11	5	10	11.1%
Total	6,884	6,628	6,152	5,424	4,824	-29.9%

[1] The number of drivers are shaded such that darker shading identifies higher numbers.

Figure 30: Drivers Convicted of a Repeat DWI, 2009 - 2013

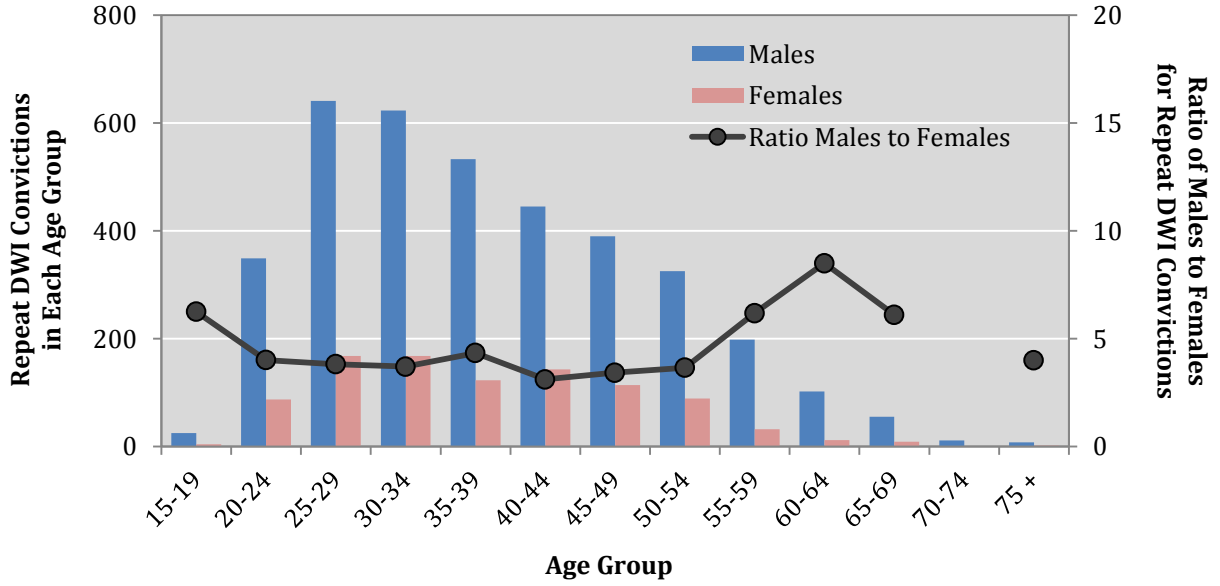


[38] "Age" refers to age at the time of conviction (not age at the time of arrest).

Table 75: Repeat DWI Convictions by Age[39] and Sex, 2013

Age Group	Repeat DWI Convictions								Ratio Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	25	0.7%	4	0.4%	2	1.2%	31	0.6%	**6.3**
20-24	349	9.4%	87	9.1%	21	12.5%	457	9.5%	**4.0**
25-29	641	17.3%	168	17.7%	28	16.7%	837	17.4%	**3.8**
30-34	623	16.8%	168	17.7%	32	19.0%	823	17.1%	**3.7**
35-39	533	14.4%	123	12.9%	20	11.9%	676	14.0%	**4.3**
40-44	445	12.0%	143	15.0%	22	13.1%	610	12.6%	**3.1**
45-49	390	10.5%	114	12.0%	21	12.5%	525	10.9%	**3.4**
50-54	325	8.8%	89	9.4%	12	7.1%	426	8.8%	**3.7**
55-59	198	5.3%	32	3.4%	5	3.0%	235	4.9%	**6.2**
60-64	102	2.8%	12	1.3%	4	2.4%	118	2.4%	**8.5**
65-69	55	1.5%	9	0.9%	1	0.6%	65	1.3%	**6.1**
70-74	11	0.3%	0	0.0%	0	0.0%	11	0.2%	**-**
75 +	8	0.2%	2	0.2%	0	0.0%	10	0.2%	**4.0**
Total	3,705	100.0%	951	100.0%	168	100.0%	4,824	100.0%	**3.9**

Figure 31: Repeat DWI Convictions by Age[39] and Sex, 2013



[39] "Age" refers to age at the time of conviction (not age at the time of arrest).

Court Dispositions

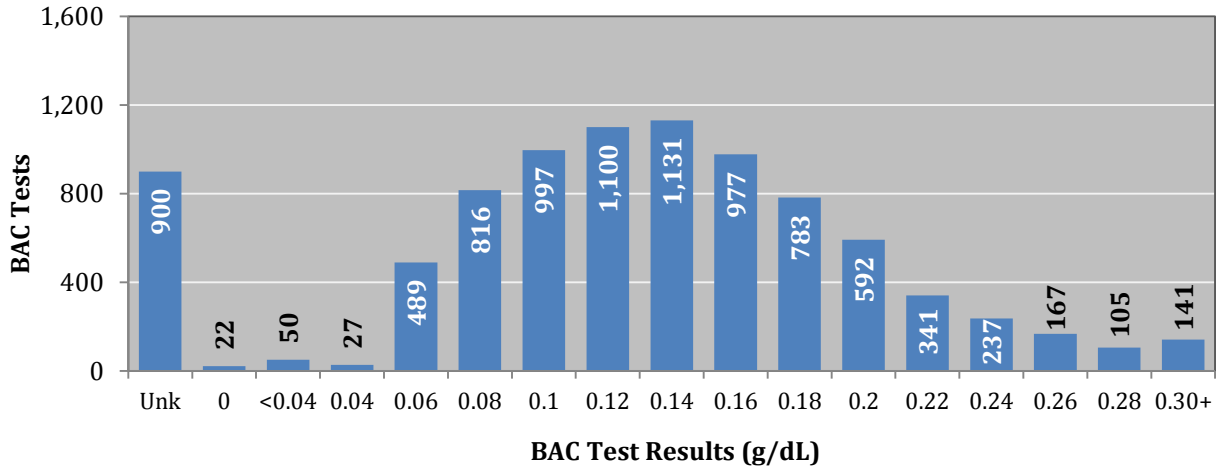
Table 76: Disposition of DWI Arrests by County, as of July 2014[40]

County	Number of DWI Arrests in 2013 Resulting in Convictions		Number of DWI Arrests in 2013 Resulting in Dismissals		Number of DWI Arrests in 2013 Awaiting Disposition		Total Number of DWI Arrests in 2013	Average Number of Days to DWI Conviction	Average Number of Days to DWI Dismissal
	Count	Percent	Count	Percent	Count	Percent			
Bernalillo	1,672	42%	1,111	28%	1,185	30%	3,968	**172**	**176**
Catron	4	67%	2	33%	0	0%	6	**44**	**96**
Chaves	151	68%	20	9%	51	23%	222	**147**	**153**
Cibola	78	38%	27	13%	100	49%	205	**138**	**139**
Colfax	28	51%	9	16%	18	33%	55	**122**	**136**
Curry	89	67%	8	6%	36	27%	133	**137**	**91**
De Baca	6	67%	1	11%	2	22%	9	**55**	**39**
Doña Ana	577	45%	203	16%	513	40%	1,293	**158**	**160**
Eddy	155	70%	20	9%	45	20%	220	**95**	**162**
Grant	128	68%	31	17%	28	15%	187	**125**	**141**
Guadalupe	36	73%	8	16%	5	10%	49	**85**	**149**
Harding	0	-	0	-	0	-	0	**-**	**-**
Hidalgo	29	71%	4	10%	8	20%	41	**53**	**105**
Lea	245	69%	52	15%	60	17%	357	**90**	**141**
Lincoln	84	78%	13	12%	11	10%	108	**84**	**78**
Los Alamos	46	82%	9	16%	1	2%	56	**133**	**110**
Luna	65	65%	14	14%	21	21%	100	**81**	**109**
McKinley	431	58%	174	24%	133	18%	738	**97**	**153**
Mora	15	58%	5	19%	6	23%	26	**153**	**274**
Otero	242	68%	29	8%	85	24%	356	**92**	**96**
Quay	38	62%	14	23%	9	15%	61	**90**	**141**
Rio Arriba	134	34%	151	38%	110	28%	395	**154**	**182**
Roosevelt	47	70%	10	15%	10	15%	67	**172**	**204**
Sandoval	440	63%	87	12%	172	25%	699	**124**	**164**
San Juan	799	67%	159	13%	235	20%	1,193	**114**	**154**
San Miguel	109	59%	21	11%	55	30%	185	**132**	**173**
Santa Fe	467	52%	226	25%	206	23%	899	**138**	**122**
Sierra	50	57%	24	27%	14	16%	88	**85**	**135**
Socorro	61	58%	30	29%	14	13%	105	**145**	**171**
Taos	90	45%	52	26%	56	28%	198	**134**	**84**
Torrance	56	81%	0	0%	13	19%	69	**83**	**-**
Union	9	90%	1	10%	0	0%	10	**38**	**186**
Valencia	152	52%	55	19%	83	29%	290	**164**	**187**
Missing Data	230	91%	17	7%	7	3%	254	**114**	**97**
Statewide	**6,763**	**53%**	**2,587**	**20%**	**3,292**	**26%**	**12,642**	**134**	**160**

[40] In this table only, DWI convictions and dismissals are the number of arrests in 2013 that resulted in a conviction or dismissal, as reported in the NM MVD Citation Tracking System (CTS) as of July, 2014.

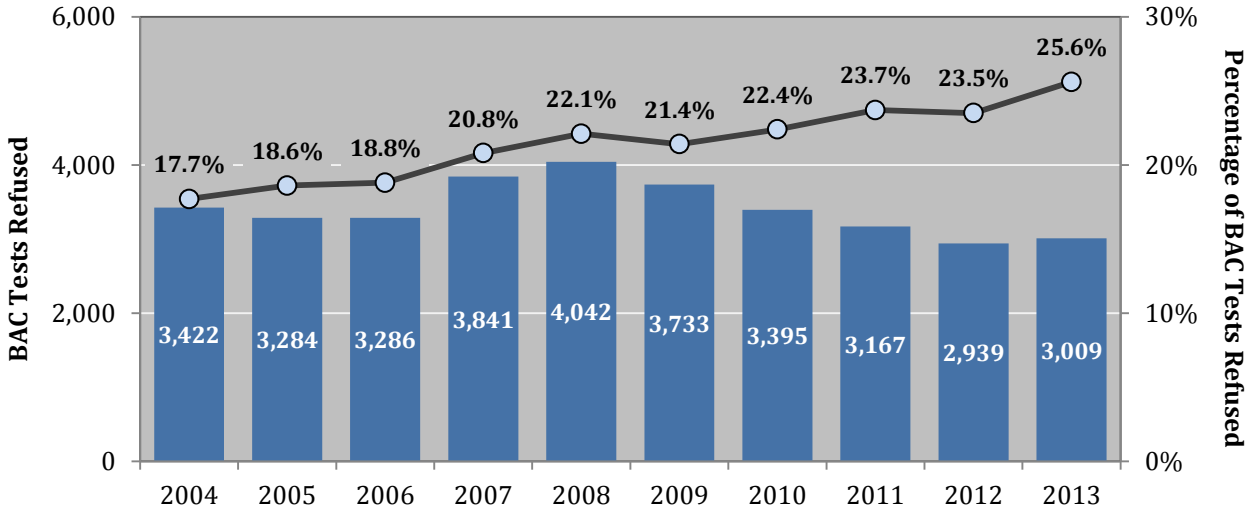
Blood Alcohol Content (BAC)

Figure 32: Range of BAC Test Results from 2013 DWI Arrests[41]



- In 2013, 25.6% of BAC tests were refused (3,009 out of 11,742 known tests). (Figure 33)

Figure 33: Number of BAC Test Refusals and Percentage of BAC Test Refusals, 2004 - 2013



[41] 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') identifies a 0.0 BAC of unspecified BAC test type. Test refusals, and BAC test results rejected, invalid or withdrawn, 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 77. Table 77 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.

$$\textbf{\textit{Crash Rate}} = \frac{\textit{Crash Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\text{1,958 alcohol crashes in 2013}}{\text{256.82 100M VMT in 2013}} = \textbf{7.6 alcohol crashes per 100M VMT}$$

Table 77: Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2004 - 2013

Year	New Mexico Population[1,3] (U.S. Census, July 1st Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)[2,3]	New Mexico Licensed Drivers[3]	New Mexico Motor Vehicle Registrations[3]
2004	1,903,808	217.94	1,289,089	1,579,258
2005	1,932,274	237.93	1,322,258	1,586,034
2006	1,962,137	244.67	1,358,638	1,624,315
2007	1,990,070	247.50	1,389,962	1,646,112
2008	2,010,662	246.13	1,407,193	1,616,947
2009	2,036,802	245.21	1,424,231	1,674,753
2010	2,064,982	241.77	1,442,737	1,665,882
2011	2,077,919	258.89	1,455,481	1,772,040
2012	2,083,540	257.85	1,493,766	1,805,790
2013	2,085,287	256.82	1,478,868	1,882,466

[1] 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.

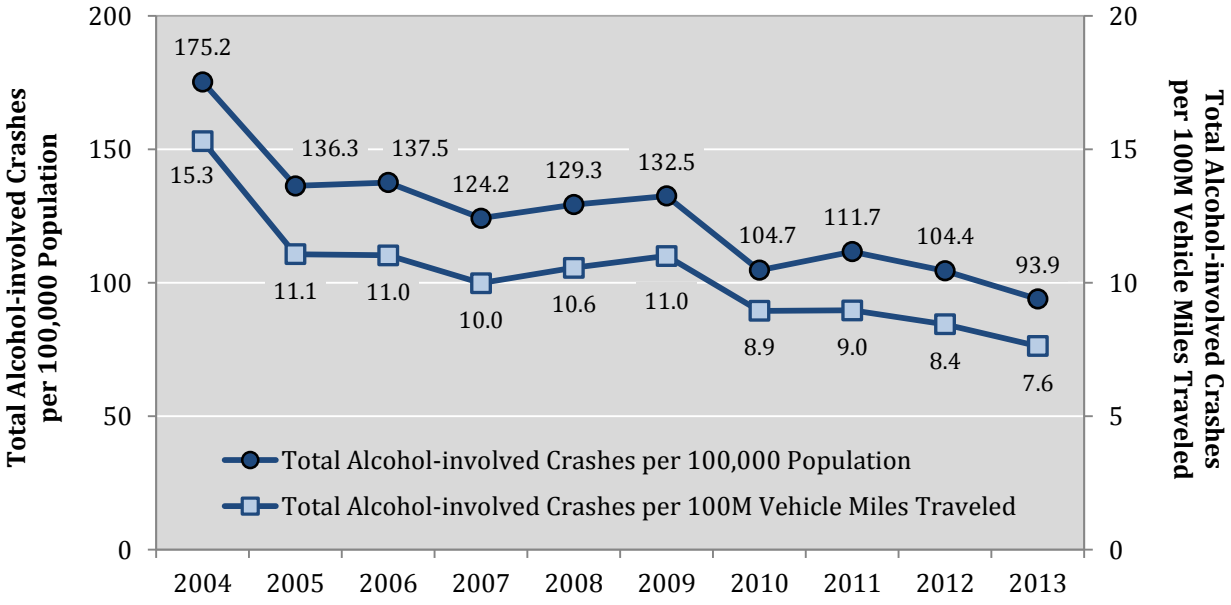
[2] 100M VMT = 100 million vehicle miles traveled. The calculation method for VMT was revised by NMDOT beginning in 2011.

[3] Detailed source information is in the Sources section at the end of this publication.

Table 78: Alcohol-involved Crash Rates, 2004 - 2013[42]

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
2004	175.2	15.3	258.8	211.2
2005	136.3	11.1	199.1	166.0
2006	137.5	11.0	198.6	166.1
2007	124.2	10.0	177.8	150.1
2008	129.3	10.6	184.7	160.7
2009	132.5	11.0	189.4	161.1
2010	104.7	8.9	149.9	129.8
2011	111.7	9.0	159.4	130.9
2012	104.4	8.4	145.7	120.5
2013	**93.9**	**7.6**	**132.4**	**104.0**

Figure 34: Alcohol-involved Crash Rates (Population and VMT), 2004 - 2013[42]

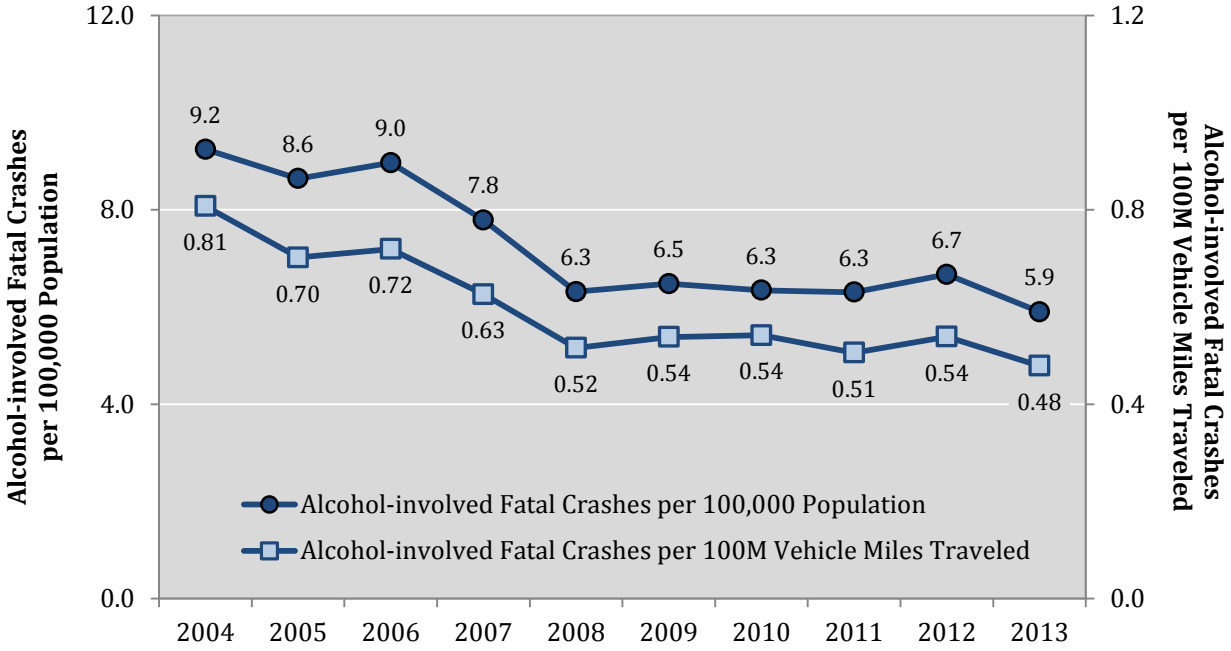


[42] The calculation method for VMT was revised by NMDOT beginning in 2011.

Table 79: Alcohol-involved Fatal Crash Rates, 2004 - 2013[43]

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
2004	9.2	0.81	13.7	11.1
2005	8.6	0.70	12.6	10.5
2006	9.0	0.72	13.0	10.8
2007	7.8	0.63	11.2	9.4
2008	6.3	0.52	9.0	7.9
2009	6.5	0.54	9.3	7.9
2010	6.3	0.54	9.1	7.9
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**

Figure 35: Alcohol-involved Fatal Crash Rates (Population and VMT), 2004 - 2013[43]

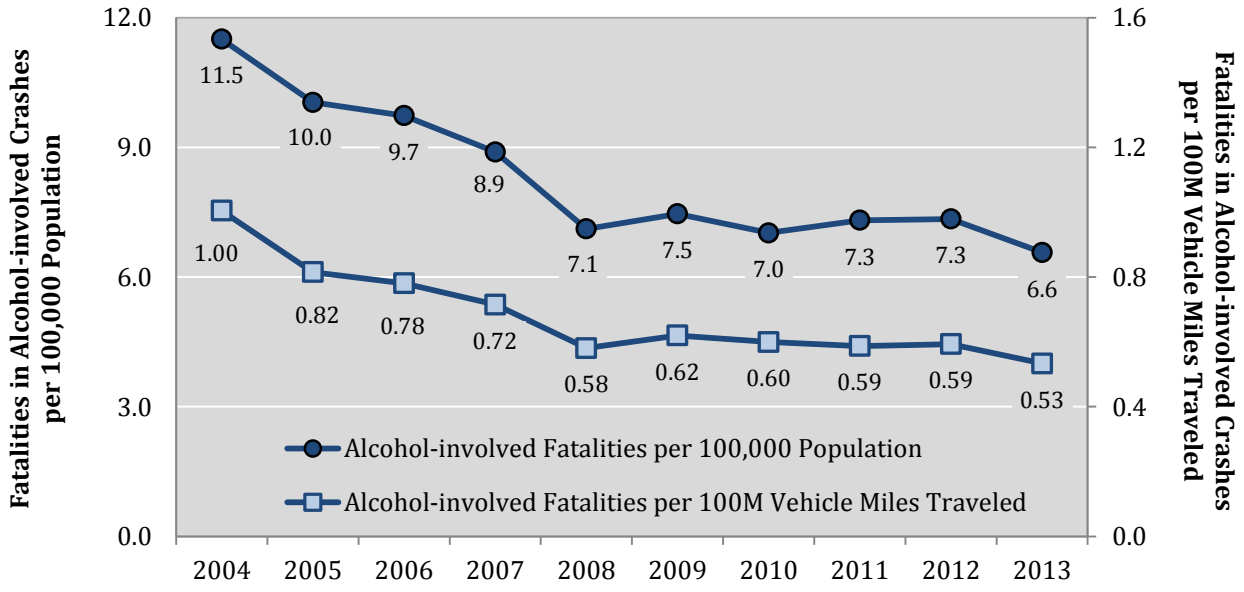


[43] The calculation method for VMT was revised by NMDOT beginning in 2011.

Table 80: Alcohol-involved Fatality Rates, 2004 - 2013[44]

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
2004	11.5	1.00	17.0	13.9
2005	10.0	0.82	14.7	12.2
2006	9.7	0.78	14.1	11.8
2007	8.9	0.72	12.7	10.8
2008	7.1	0.58	10.2	8.8
2009	7.5	0.62	10.7	9.1
2010	7.0	0.60	10.1	8.7
2011	7.3	0.59	10.4	8.6
2012	7.3	0.59	10.2	8.5
2013	**6.6**	**0.53**	**9.3**	**7.3**

Figure 36: Alcohol-involved Fatality Rates (Population and VMT), 2004 - 2013[44]



[44] An alcohol-involved fatality is any crash-related fatality in which at least one driver in the crash was cited for DWI or indicated by the officer on the crash report as being under the influence of alcohol.

Economic Impact

- Alcohol-involved fatal and suspected serious injury crash costs (classes K and A) were 84.5% of the Total Human Capital Costs Estimate for 2013. (Table 81)
- When intangible costs from loss of life or reduction in quality of life are added to the human costs, the Comprehensive Cost Estimate for 2013 totals $0.7`8 billion. (Table 82)

Table 81: Human Capital Cost Estimates[45] for Alcohol-involved Crashes, 2013 Adjusted

Crash Severity	Human Capital[1] Costs per Crash, 2013 CPI-Adjusted ($)	Alcohol-involved Crashes, 2013	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,638,460	123	201,530,561
Suspected Serious Injury Crash (A)	146,535	135	19,782,272
Suspected Minor Injury Crash (B)	55,115	366	20,172,156
Possible Injury Crash (C)	37,357	322	12,029,052
Property Damage Only Crash (O)	8,419	1,012	8,519,570
Total		**1,958**	**262,033,611**

[1] Human Capital Crash Costs are measurable monetary losses associated with medical care, emergency services, property damage, and lost productivity.

Table 82: Comprehensive Cost Estimates[45] for Alcohol-involved Crashes, 2013 Adjusted

Crash Severity	Comprehensive[1] Costs per Crash, 2013 CPI- and ECI-Adjusted ($)	Alcohol-involved Crashes, 2013	Total Comprehensive Costs Estimate, 2013 ($)	Loss of Quality of Life Estimate, 2013 ($)[1]
Fatal Crash (K)	5,458,126	123	671,349,533	469,818,971
Suspected Serious Injury Crash (A)	291,122	135	39,301,509	19,519,238
Suspected Minor Injury Crash (B)	106,398	366	38,941,642	18,769,487
Possible Injury Crash (C)	60,165	322	19,373,129	7,344,077
Property Damage Only Crash (O)	9,801	1,012	9,918,442	1,398,872
Total		**1,958**	**778,884,256**	**516,850,645**

[1] 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.

[45] Crash cost calculation methodology and sources are available in the Sources Section (page 76) under Economic Impact Estimates, Consumer Price Index (CPI) and Employment Cost Index (ECI). Tables display rounded numbers, but calculation method uses precise values.

Sources

Consumer Price Index (CPI) – Bureau of Labor Statistics (BLS), *Consumer Price Index Detailed Report, Data for January 2014,* Table 1A, Expenditure Category: "All Items", Column: Annual Average CPI 2013. Available at: http://www.bls.gov/cpi/cpid1401.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), formerly the Division of Government Research.

DWI Citation Tracking System (CTS) – New Mexico Taxation and Revenue Department (NM TRD) Motor Vehicle Division (MVD), DWI Citation Tracking System (CTS) and Conviction files, as of July 2014. Arrests and convictions include both DWI and aggravated DWI. Except where footnoted, conviction counts are based on the MVD Conviction file. Repeat offenders are identified by license number.

Economic Impact Estimates – American Association of State Highway and Transportation Officials Highway Safety Manual, 1st 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) – Bureau of Labor Statistics (BLS), Employment Cost Index Historical Listing – Volume III, April 2015, Table 5, Category: All Workers, 2013, June Index. Available at: http://www.bls.gov/web/eci/echistrynaics.pdf.

Licensed Drivers – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), 2004 – 2013 July data.

Population – U.S. Census Bureau, Population Division. Annual Estimates of the Resident Population: April 1, 2010, to July 1, 2013 (NST-EST2013-01). Release dates: For counties, March 2014 (CO-EST2013-01-35). For Cities and Towns (Incorporated Places and Minor Civil Divisions), May 2014 (SUB-EST2013). For pre-2010 population only: Annual Estimates of the Resident Population for Counties: April 1, 2010, to July 1, 2013. Release date: March 2013 (CO-EST2012-01-35). Subcounty Resident Population

Estimates for Cities and Towns (Incorporated Places and Minor Civil Divisions): April 1, 2010, to July 1, 2013. Release Date: June 2013 (SUB-EST2011-35). Available at: http://www.census.gov/popest/index.html.

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.* August 21, 2013. In crashes before 2013, "urban" was defined as a town or city with a population of at least 2,500 people.

Registered Motor Vehicles and Motorcycles – U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. *Highway Statistics Series, 2013, Vehicles*. Table MV-1. January 2015. Accessed June 19, 2015. http://www.fhwa.dot.gov/policyinformation/statistics/2013/mv1.cfm.

Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation, Planning Division, Traffic Data Reporting Section. *Daily Vehicle Miles Traveled (DVMT in thousands) By County and Functional Classification*. The calculation method for VMT was revised by NMDOT beginning in 2011. VMT (reported in units of 100 million vehicle miles traveled) are based on the daily average vehicle miles traveled and the system mileages by county and functional classification.

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