New Mexico DWI Report

2016

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

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Traffic Safety Division
Traffic Records Bureau

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

Acknowledgements

The cover shows a word cloud of important words used in the report's bullet points. It gives a rough indication of the relative frequency. Word clouds are descended from tag clouds, which originated around 2000.

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The Rio Puerco Bridge was built in the early 1930s. It is about 20 miles west of Albuquerque, on Route 66.

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

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New Mexico DEPARTMENT OF
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Sign in Socorro.

Definitions

100M VMT – A measurement of the number of miles traveled annually by motor vehicles. It is reported in units of 100 million vehicle miles traveled (100M VMT).

Aggravated DWI Arrest – An arrest for any of the following: 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 considered drivers of non-motorized vehicles.

DWI – Driving while intoxicated.

DWI Arrest (Citation) – In this report, a DWI arrest (a.k.a. a DWI citation) is an arrest 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 – Conviction of driving under the intoxicating influence of alcohol, narcotics, or pathogenic drugs. These convictions include those of people arrested for aggravated DWI.

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 10.5.1 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.

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

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

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

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

Definitions

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.

2016 HIGHLIGHTS

DWI

- DWI arrests have decreased every year from 2013 through 2016. (Table 68, Figure 27)
- As of December 2017, 54 percent of DWI arrests in 2016 resulted in convictions, 15 percent resulted in dismissals, and 32 percent were awaiting disposition. (Table 76)
- The portion of BAC tests refused increased in seven of the past nine years. (Figure 33)

Crashes

- There were 7.5 alcohol-involved crashes per 100 million VMT. (Table 78)
- In the past four years, alcohol-involved crashes have been 5 percent or less of all crashes. (Table 2)
- The number of alcohol-involved fatal crashes is consistently about 40 percent of all fatal crashes. (Table 3)

People

- After a decline, the number of people in alcohol-involved crashes has plateaued at about 4,800 per year. (Figure 3, Table 5)

Age and Sex

- After falling to a low of 14.9 in 2013, the rate of alcohol-involved teen drivers in crashes has risen to 20.2 per 10,000 licensed teen drivers. (Table 33, Figure 13)
- The rate of alcohol-involved young adult drivers in crashes fell to its lowest level in at least 10 years, 28.1 per 10,000 licensed young adult drivers. (Table 37, Figure 15)
- The number of alcohol-involved drivers ages 65 to 69 has risen 131 percent in the past 10 years. (Table 61)

Motorcyclists, Pedestrians and Pedalcyclists

- Alcohol was involved in 6.4 percent of motorcycle-involved crashes. That was the lowest amount in at least 10 years. (Table 42)
- From 2012 through 2016, more than 20 percent of all pedestrian-involved crashes were alcohol-involved. That period contrasts with the years 2008 through 2011, when fewer than 20 percent of all pedestrian-involved crashes were alcohol-involved. (Table 48, Figure 19)
- After reaching a 10-year high of 24 in 2015, the number of alcohol-involved pedalcycle crashes fell to 15, its lowest level since 2008. (Table 54)

2016 Alcohol-involved Crash Summary

Summary of Alcohol-involved Crashes, 2016

Table 1: Alcohol-involved Crashes, 2016

Alcohol Involvement	Crashes	Percent
Alcohol-involved	2,073	4.6%
Not Alcohol-involved	42,998	95.4%
Total Crashes	45,071	100.0%

Table 2: Alcohol-involved Crashes, 2007 - 2016

Year	Alcohol-involved Crashes	Total Crashes	Percent of Total Crashes
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	1,937	39,208	4.9%
2014	2,041	40,691	5.0%
2015	2,134	45,308	4.7%
2016	2,073	45,071	4.6%

Table 3: Alcohol-involved Fatal Crashes, 2007 - 2016

Year	Alcohol-involved Fatal Crashes	Total Fatal Crashes	Percent of Total Fatal Crashes
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%
2014	152	340	44.7%
2015	103	269	38.3%
2016	149	361	41.3%

Figure 1: Total Fatal Crashes and Alcohol-involved Fatal Crashes, 2007 - 2016

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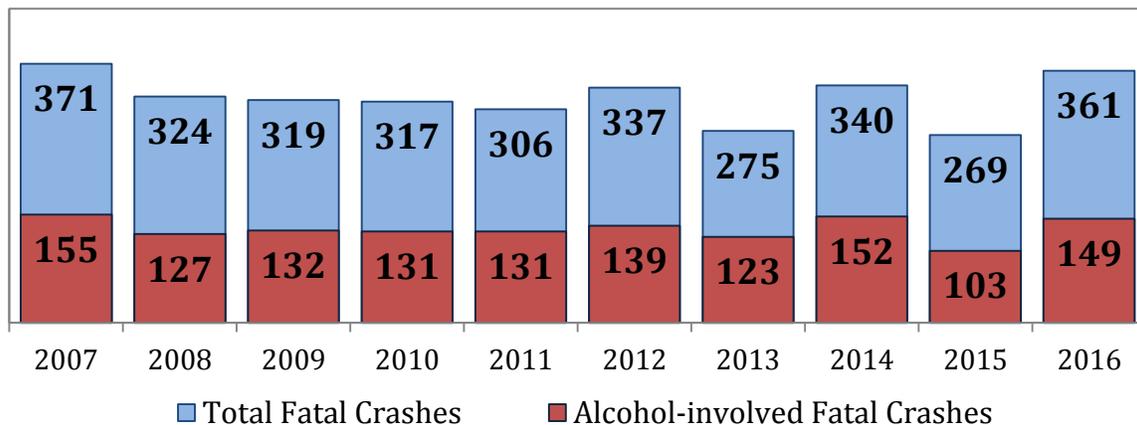
- In the past four years, total alcohol-involved crashes have stabilized at about 2,050, after dropping from 2,698 in 2009. (Figure 2, Table 4)
- In the past three years, alcohol-involved fatal crashes have varied from 152 to 103, after several years of stability around 130. (Figure 2, Table 4)

Figure 2: Alcohol-involved Total and Fatal Crashes, 2007 - 2016
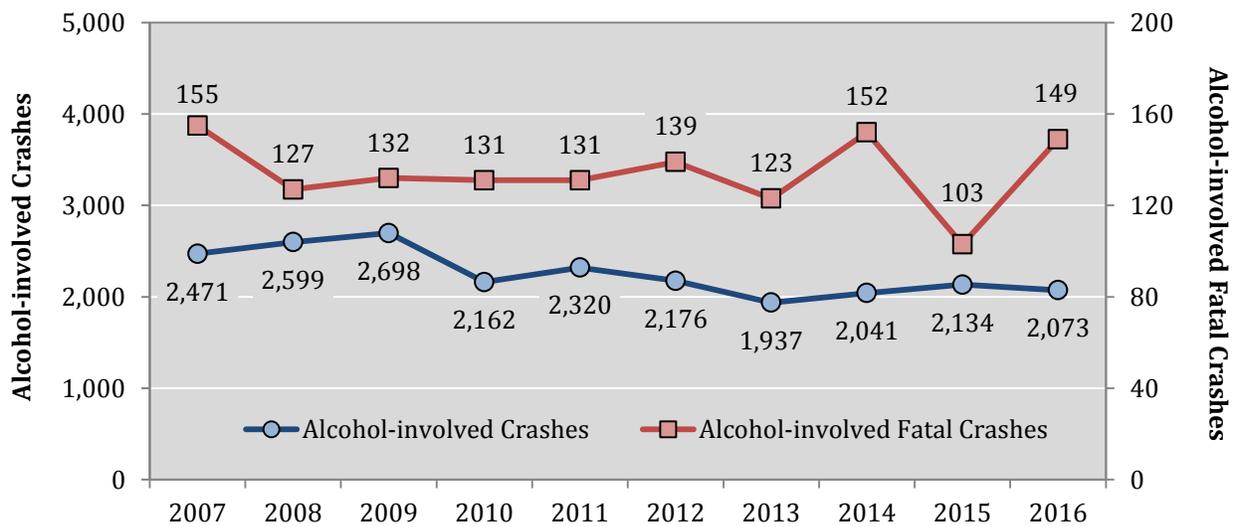
Table 4: Alcohol-involved Crashes by Crash Severity, 2007 - 2016

Year	Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Total Crashes
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	817	997	1,937
2014	152	896	993	2,041
2015	103	938	1,093	2,134
2016	149	909	1,015	2,073

2016 Alcohol-involved Crash Summary

Summary of Alcohol-involved Fatalities and Injuries, 2016

- The number of fatalities in alcohol-involved crashes has varied over the past 10 years. But each year from 2012 through 2016, the total number of people in alcohol-involved crashes has been below 5,000. (Table 5, Figure 3)

Table 5: People in Alcohol-involved Crashes by Severity of Injury, 2007 - 2016

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
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	3.07%	1,283	28.7%	3,048	68.2%	4,468	100%
2014	170	3.62%	1,348	28.7%	3,179	67.7%	4,697	100%
2015	120	2.46%	1,458	29.8%	3,307	67.7%	4,885	100%
2016	171	3.58%	1,460	30.6%	3,145	65.9%	4,776	100%

Figure 3: People in Alcohol-involved Crashes by Severity of Injury, 2007 - 2016
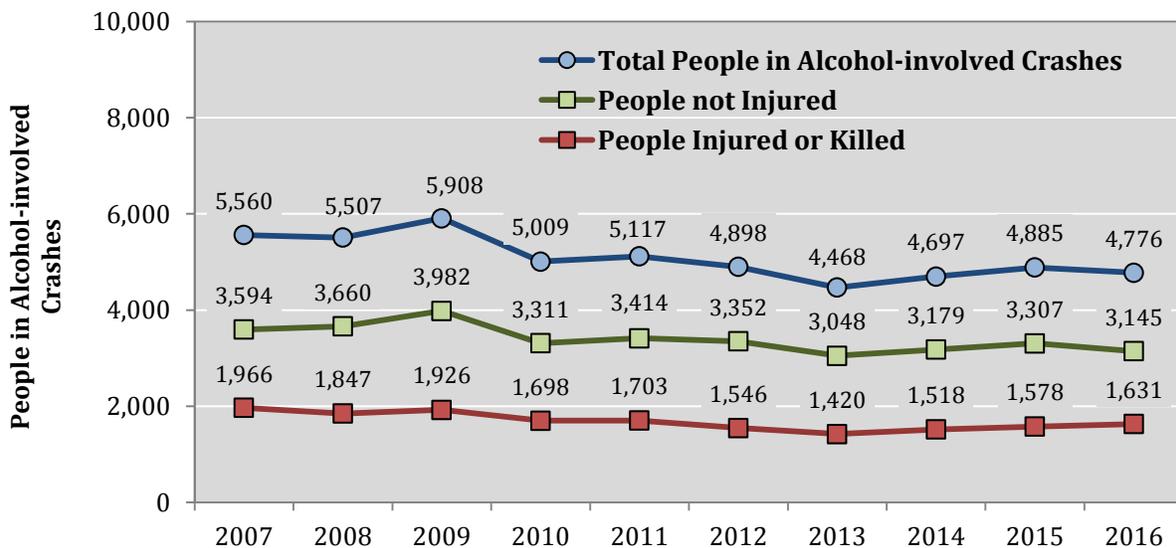
Table 6: People Injured in Alcohol-involved Crashes by Type of Injury, 2007 - 2016

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
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	182	14.2%	484	37.7%	617	48.1%	1,283	100%
2014	185	13.7%	529	39.2%	634	47.0%	1,348	100%
2015	225	15.4%	584	40.1%	649	44.5%	1,458	100%
2016	176	12.1%	587	40.2%	697	47.7%	1,460	100%

- Total injuries in alcohol-involved crashes have increased three years in a row. (Table 6)

Figure 4: People Injured in Alcohol-involved Crashes by Type of Injury, 2007 - 2016
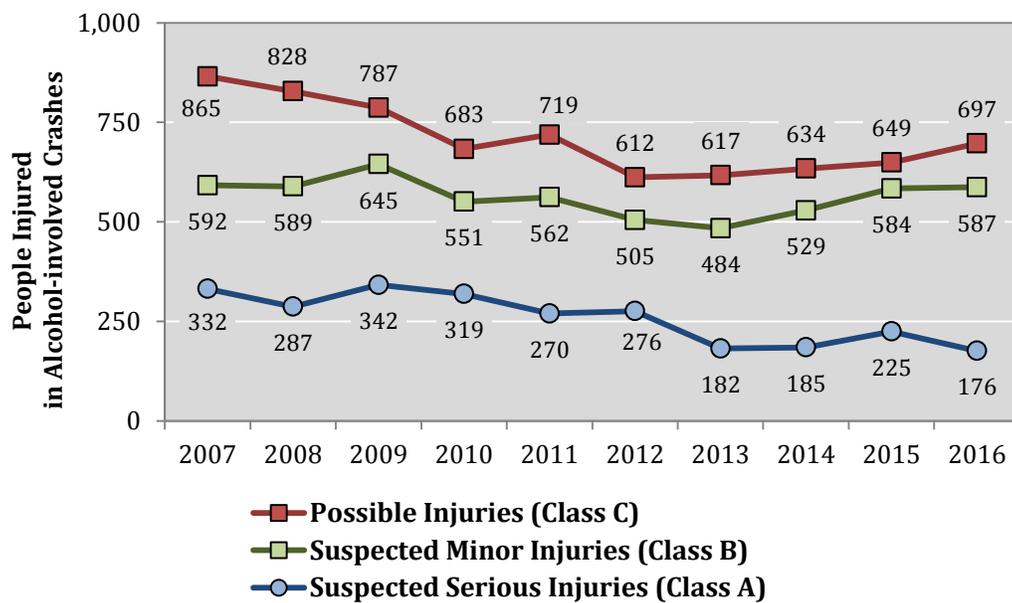
Alcohol-involved Crash Geography
Maps

Map 1: Alcohol-involved Crashes in New Mexico by County, 2016
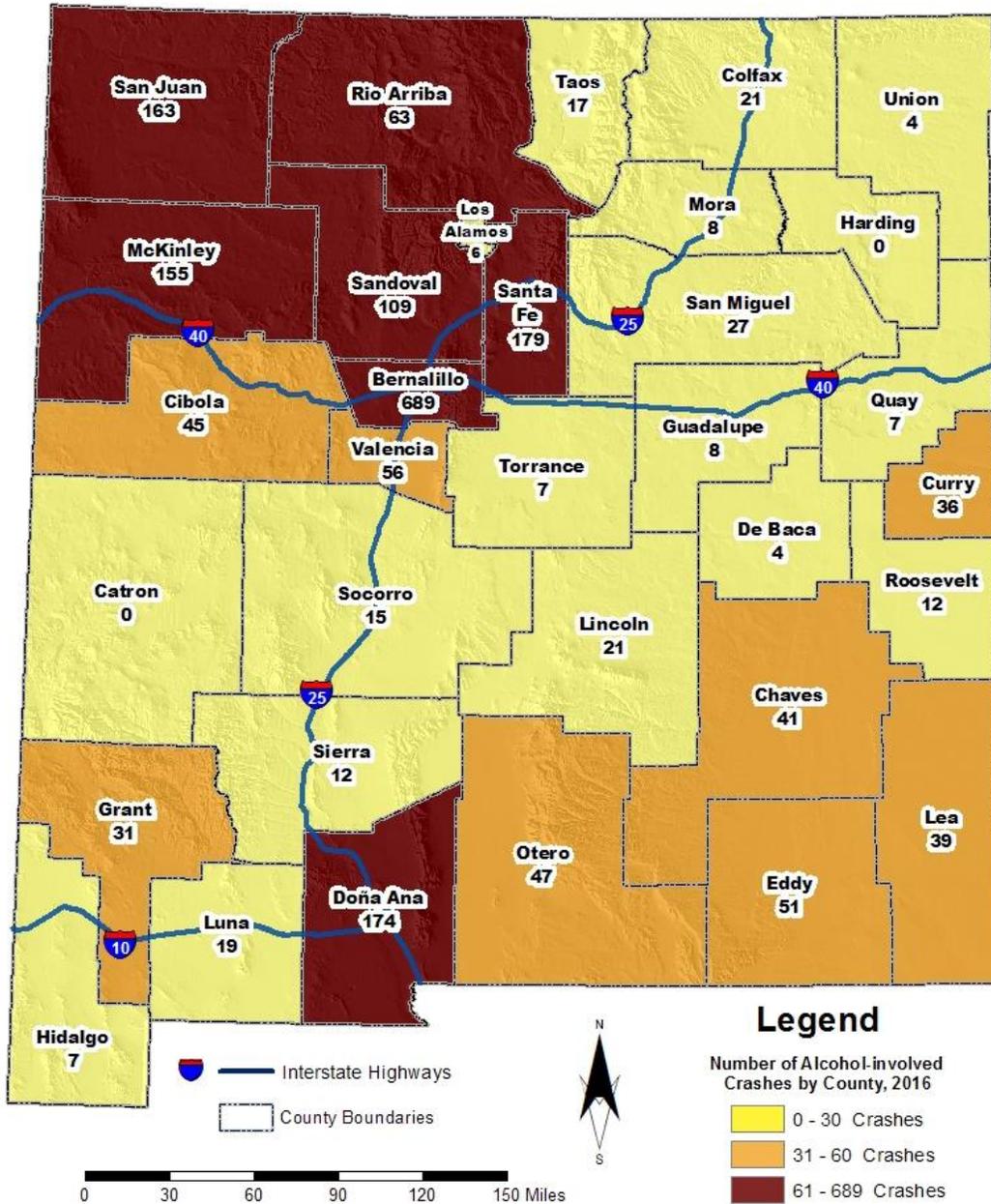
All maps are available in high-resolution color at tru.unm.edu.

Map 2: Location of Alcohol-involved Crashes, 2016[1]
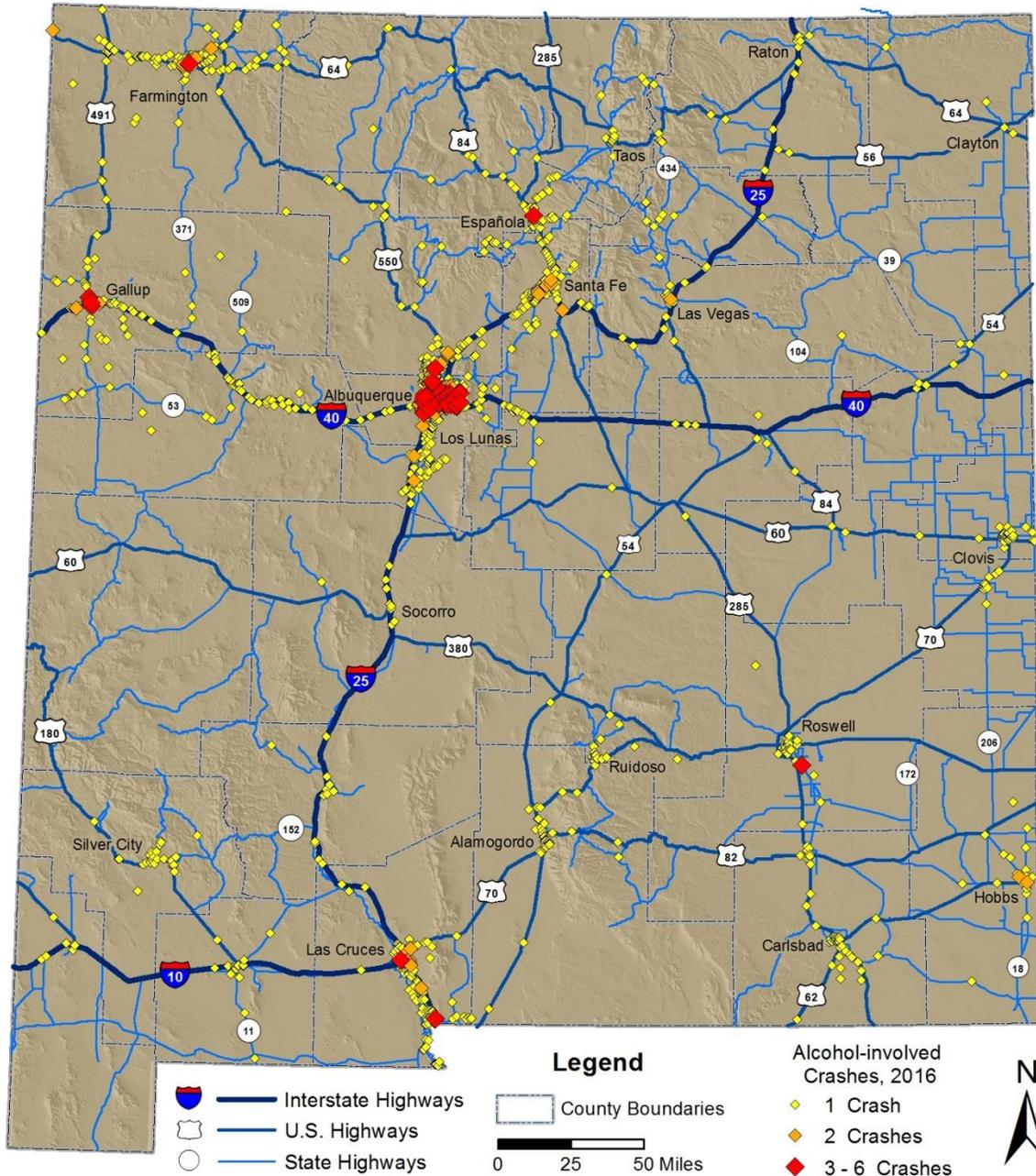
All maps are available in high-resolution color at tru.unm.edu.

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[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, 2016[2]
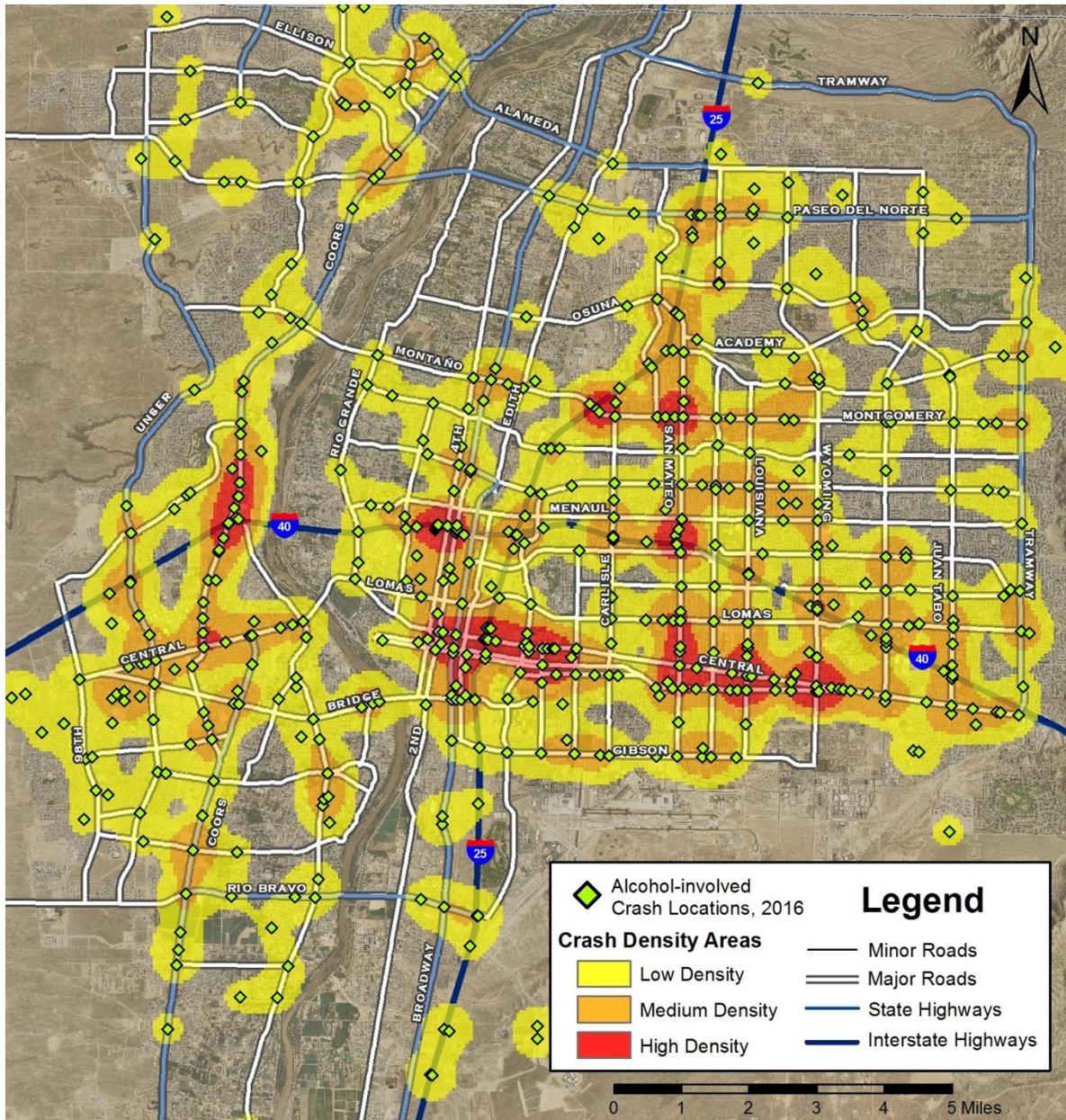
All maps are available in high-resolution color at tru.unm.edu.

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[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, 2016[3]
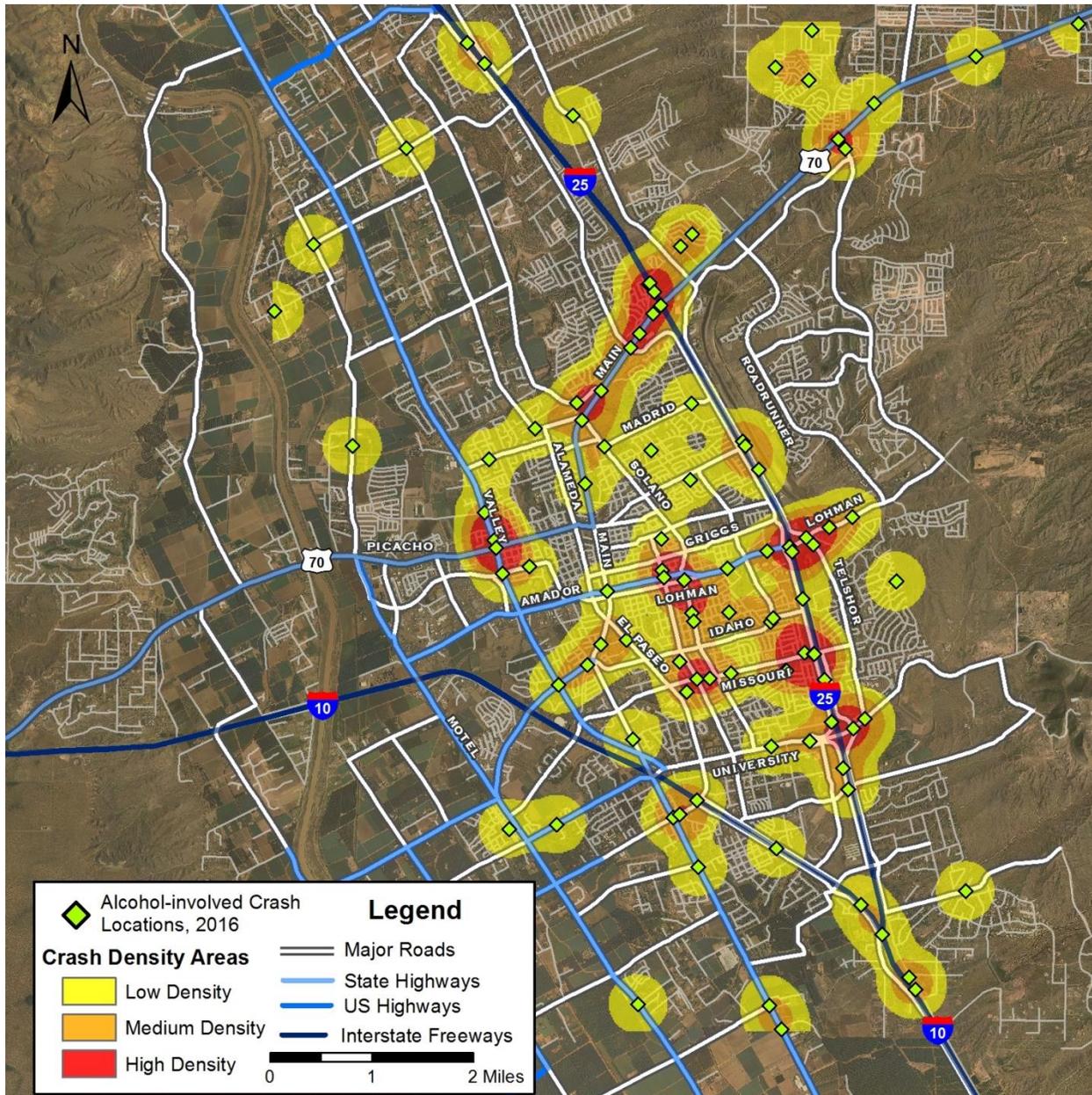
All maps are available in high-resolution color at tru.unm.edu.

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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.

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Crash Geography – Maps

Map 5: Location and Density of Alcohol-involved Crashes in Santa Fe, 2016[4]
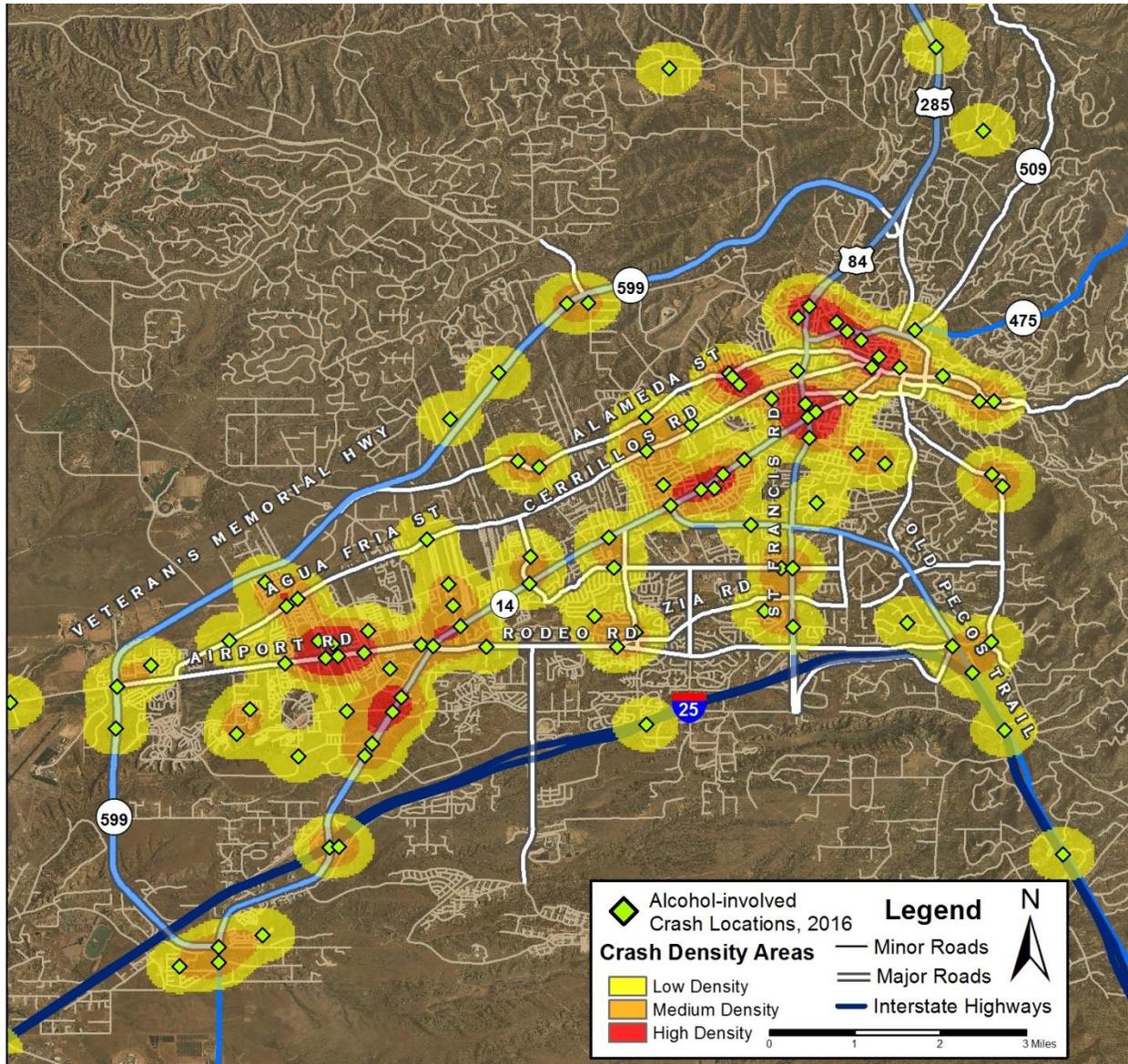
All maps are available in high-resolution color at tru.unm.edu.

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[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, 2016[5]
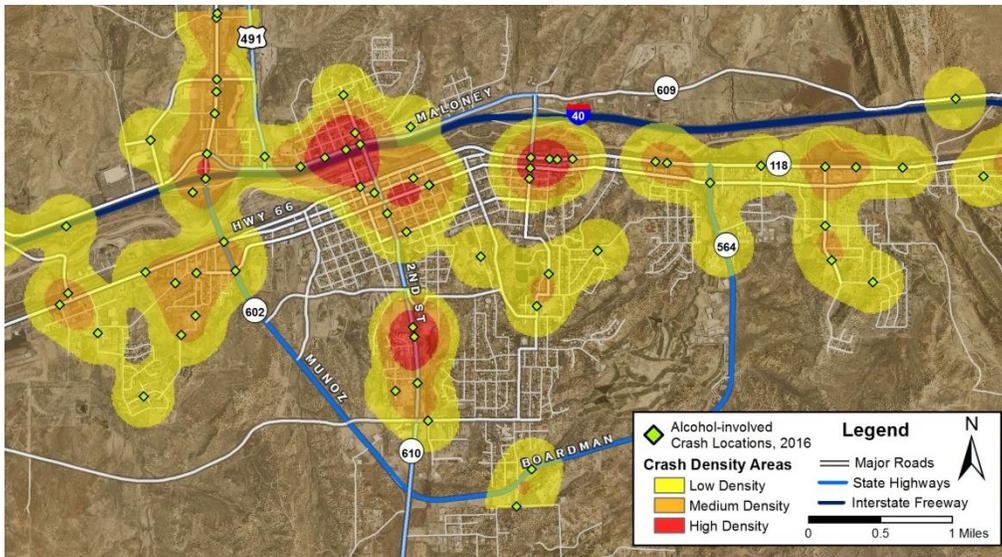
Map 7: Location and Density of Alcohol-involved Crashes in Farmington, 2016[5]
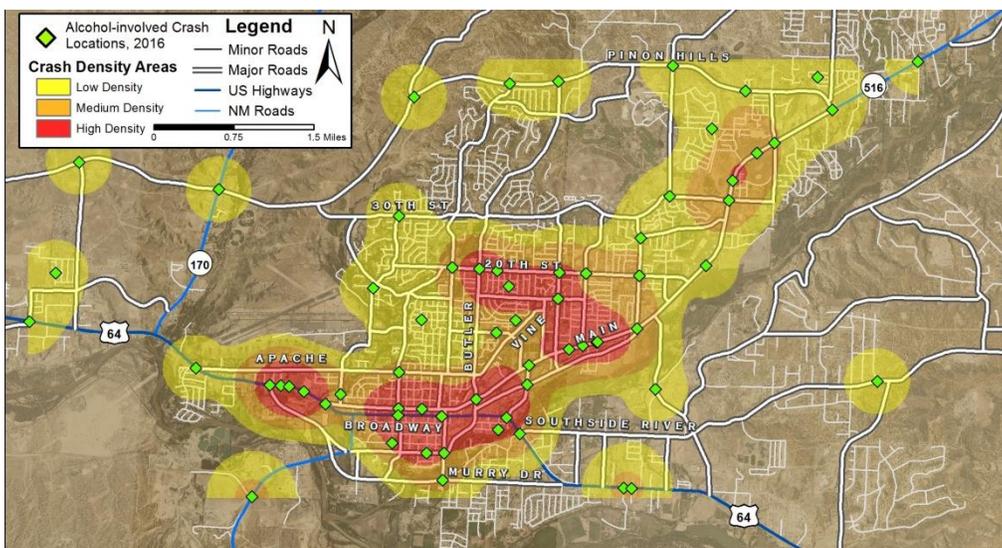
All maps are available in high-resolution color at tru.unm.edu.

[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.

Crash Geography – Counties

Counties

Table 7: Alcohol-involved Crashes by County, 2012 - 2016

County	Alcohol-involved Crashes					Percent of All 2016 Alcohol-involved Crashes	Percent Change[1] 2012 to 2016	Percent Change[1] 2015 to 2016
	2012	2013	2014	2015	2016			
Bernalillo	642	594	635	675	689	33.2%	7.3%	2.1%
Catron	4	2	2	0	0	0.0%	-100.0%	-
Chaves	93	49	63	56	41	2.0%	-55.9%	-26.8%
Cibola	40	22	25	36	45	2.2%	12.5%	25.0%
Colfax	17	14	12	17	21	1.0%	23.5%	23.5%
Curry	37	30	27	37	36	1.7%	-2.7%	-2.7%
De Baca	0	0	5	2	4	0.2%	-	100.0%
Doña Ana	187	187	191	195	174	8.4%	-7.0%	-10.8%
Eddy	49	44	75	64	51	2.5%	4.1%	-20.3%
Grant	37	35	37	32	31	1.5%	-16.2%	-3.1%
Guadalupe	8	2	3	3	8	0.4%	0.0%	166.7%
Harding	2	0	0	1	0	0.0%	-100.0%	-100.0%
Hidalgo	2	6	3	8	7	0.3%	250.0%	-12.5%
Lea	72	56	69	50	39	1.9%	-45.8%	-22.0%
Lincoln	30	32	26	37	21	1.0%	-30.0%	-43.2%
Los Alamos	2	3	2	3	6	0.3%	200.0%	100.0%
Luna	5	14	16	12	19	0.9%	280.0%	58.3%
McKinley	152	153	177	180	155	7.5%	2.0%	-13.9%
Mora	4	8	4	11	8	0.4%	100.0%	-27.3%
Otero	66	52	44	48	47	2.3%	-28.8%	-2.1%
Quay	9	8	8	7	7	0.3%	-22.2%	0.0%
Rio Arriba	64	57	42	58	63	3.0%	-1.6%	8.6%
Roosevelt	18	10	9	16	12	0.6%	-33.3%	-25.0%
San Juan	199	179	185	181	163	7.9%	-18.1%	-9.9%
San Miguel	39	38	27	32	27	1.3%	-30.8%	-15.6%
Sandoval	113	105	89	94	109	5.3%	-3.5%	16.0%
Santa Fe	172	155	172	161	179	8.6%	4.1%	11.2%
Sierra	12	5	8	13	12	0.6%	0.0%	-7.7%
Socorro	18	19	13	17	15	0.7%	-16.7%	-11.8%
Taos	46	20	22	16	17	0.8%	-63.0%	6.3%
Torrance	11	13	12	12	7	0.3%	-36.4%	-41.7%
Union	3	2	4	2	4	0.2%	33.3%	100.0%
Valencia	23	23	34	58	56	2.7%	143.5%	-3.4%
Total	2,176	1,937	2,041	2,134	2,073	100.0%	-4.7%	-2.9%

[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 (2012 or 2015) has zero fatalities.

From 2012 through 2016 …

- In Valencia County, alcohol-involved crashes rose 143.5 percent from 2012 to 2016. Increasing numbers of total crashes in the county might be due to improved reporting by law enforcement agencies. (Table 7)
- Many counties saw a drop in alcohol-involved crashes from five years ago. Counties with significant declines since 2012 include **Taos (63.0 percent), Chaves (55.9 percent)** and **Lea (45.8 percent).** (Table 7)

Table 8: Top-Ranking Counties for Alcohol-involved Crashes, 2012 - 2016

2016 Rank	County	Alcohol-involved Crashes					2016 Population	Alcohol-involved Crashes per 10,000 County Residents[1]
		2012	2013	2014	2015	2016		
1	Bernalillo	642	594	635	675	689	676,953	**10.2**
2	Santa Fe	172	155	172	161	179	148,651	**12.0**
3	Doña Ana	187	187	191	195	174	214,207	8.1
4	San Juan	199	179	185	181	163	115,079	**14.2**
5	McKinley	152	153	177	180	155	74,923	**20.7**
6	Sandoval	113	105	89	94	109	142,025	7.7
7	Rio Arriba	64	57	42	58	63	40,040	**15.7**
8	Valencia	23	23	34	58	56	75,626	7.4
9	Eddy	49	44	75	64	51	57,621	8.9
10	Otero	66	52	44	48	47	65,410	7.2
All Other Counties		509	388	397	420	387	470,480	8.2
Statewide Total		2,176	1,937	2,041	2,134	2,073	2,081,015	10.0

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

- Counties with smaller populations tend to exhibit higher rates and percentage 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 2016, the highest *rates* of alcohol-involved crashes per 10,000 residents occurred in **McKinley (20.7 crashes)** and **Rio Arriba (15.7).** (Table 8)

Crash Geography – Counties

Table 9: Alcohol-involved Fatal Crashes by County, 2012 - 2016

County	Alcohol-involved Fatal Crashes					Percent of All 2016 Alcohol-involved Fatal Crashes	Percent Change[1] 2012 to 2016	Percent Change[1] 2015 to 2016
	2012	2013	2014	2015	2016			
Bernalillo	28	25	33	31	49	32.9%	75.0%	58.1%
Catron	2	2	1	0	0	0.0%	-100.0%	-
Chaves	3	5	4	3	4	2.7%	33.3%	33.3%
Cibola	1	4	1	5	4	2.7%	300.0%	-20.0%
Colfax	1	2	2	2	0	0.0%	-100.0%	-100.0%
Curry	2	1	1	2	3	2.0%	50.0%	50.0%
De Baca	0	0	0	0	3	2.0%	-	-
Doña Ana	6	6	10	5	7	4.7%	16.7%	40.0%
Eddy	4	2	2	1	1	0.7%	-75.0%	0.0%
Grant	1	1	0	1	3	2.0%	200.0%	200.0%
Guadalupe	1	1	1	1	2	1.3%	100.0%	100.0%
Harding	2	0	0	0	0	0.0%	-100.0%	-
Hidalgo	0	1	0	0	0	0.0%	-	-
Lea	6	4	7	4	5	3.4%	-16.7%	25.0%
Lincoln	3	4	3	1	0	0.0%	-100.0%	-100.0%
Los Alamos	0	0	0	0	0	0.0%	-	-
Luna	0	2	0	1	4	2.7%	-	300.0%
McKinley	17	14	25	7	11	7.4%	-35.3%	57.1%
Mora	2	0	1	1	1	0.7%	-50.0%	0.0%
Otero	6	2	7	2	1	0.7%	-83.3%	-50.0%
Quay	0	1	2	1	1	0.7%	-	0.0%
Rio Arriba	6	5	3	5	8	5.4%	33.3%	60.0%
Roosevelt	0	2	1	3	1	0.7%	-	-66.7%
San Juan	14	13	16	14	15	10.1%	7.1%	7.1%
San Miguel	5	2	2	0	4	2.7%	-20.0%	-
Sandoval	7	5	3	2	6	4.0%	-14.3%	200.0%
Santa Fe	7	6	7	3	8	5.4%	14.3%	166.7%
Sierra	1	2	2	1	0	0.0%	-100.0%	-100.0%
Socorro	2	1	1	2	1	0.7%	-50.0%	-50.0%
Taos	4	3	6	2	5	3.4%	25.0%	150.0%
Torrance	4	5	3	0	2	1.3%	-50.0%	-
Union	0	1	1	0	0	0.0%	-	-
Valencia	4	1	7	3	0	0.0%	-100.0%	-100.0%
Total	139	123	152	103	149	100.0%	7.2%	44.7%

[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 (2012 or 2015) has zero fatalities.

- After hovering between 25 and 33 for four years, alcohol-involved fatal crashes in Bernalillo County rose to 49 in 2016. (Table 9, Table 10)
- Bernalillo, McKinley, and San Juan counties together accounted for more than 50 percent of all alcohol-involved fatal crashes in 2016. (Table 9)
- Of the 10 counties with the highest number of alcohol-involved fatal crashes in 2016, the highest alcohol-involved fatal crash *rates* occurred in **Rio Arriba (2 alcohol-involved fatal crashes per 10,000 residents), McKinley (1.5), Taos (1.5),** and **San Juan (1.3) counties.** (Table 10)

Table 10: Top-Ranking Counties for Alcohol-involved Fatal Crashes, 2012 - 2016

2016 Rank[1]	County	Alcohol-involved Fatal Crashes					2016 Population	Alcohol-involved Fatal Crashes per 10,000 County Residents[2]
		2012	2013	2014	2015	2016		
1	Bernalillo	28	25	33	31	49	676,953	0.7
2	San Juan	14	13	16	14	15	115,079	**1.3**
3	McKinley	17	14	25	7	11	74,923	**1.5**
4	Santa Fe	7	6	7	3	8	148,651	0.5
4	Rio Arriba	6	5	3	5	8	40,040	**2.0**
6	Doña Ana	6	6	10	5	7	214,207	0.3
7	Sandoval	7	5	3	2	6	142,025	0.4
8	Lea	6	4	7	4	5	69,749	0.7
8	Taos	4	3	6	2	5	33,065	**1.5**
All Other Counties		44	42	42	30	35	566,323	0.6
Statewide Total		139	123	152	103	149	2,081,015	0.7

[1] Counties have the same rank is they had the same number of alcohol-involved fatal crashes in 2016.

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

Crash Geography – Cities

Cities

- In **Albuquerque**, the number of alcohol-involved crashes has risen three years in a row, from 566 to 671. Albuquerque has also seen an increase in the total number crashes, which might reflect improved reporting. (Table 11)
- The number of alcohol-involved crashes in **Santa Fe** fell from 131 to 103, from 2012 to 2016. The number also fell significantly in **Roswell**, from 75 to 32. (Table 11)
- The highest rates of alcohol-involved crashes, were in **Gallup (39 crashes per 10,000 city residents), Española (25),** and **Laguna (81).** (Table 11)

Table 11: Top-Ranking Cities for Alcohol-involved Crashes, 2012 - 2016

2016 Rank[1]	City	Alcohol-involved Crashes					2016 Population[2]	Alcohol-involved Crashes per 10,000 City Residents[3]
		2012	2013	2014	2015	2016		
1	Albuquerque	592	566	608	653	671	559,277	12.0
2	Las Cruces	102	117	128	125	110	101,759	10.8
3	Santa Fe	131	118	128	105	103	83,875	12.3
4	Gallup	68	88	87	104	88	22,670	**38.8**
5	Farmington	81	116	98	91	80	41,629	19.2
6	Rio Rancho	66	62	39	41	57	96,028	5.9
7	Roswell	75	29	49	43	32	48,184	6.6
8	Alamogordo	29	33	24	24	26	31,283	8.3
8	Clovis	30	27	23	30	26	39,373	6.6
10	Española	34	22	15	23	25	10,138	**24.7**
10	Hobbs	38	31	47	30	25	38,143	6.6
10	Carlsbad	38	17	49	38	25	28,914	8.6
13	Shiprock	17	9	15	17	15	8,295	18.1
13	Las Vegas	22	27	18	20	15	13,285	11.3
15	Los Lunas	4	8	6	13	14	15,454	9.1
16	Ruidoso	14	17	17	19	13	7,770	16.7
17	Silver City	19	22	18	11	10	9,907	10.1
17	Bernalillo	7	14	11	16	10	9,202	10.9
17	Grants	19	12	10	13	10	9,298	10.8
17	Laguna	5	1	0	0	10	1,241	**80.6**
17	Deming	4	10	13	6	10	14,488	6.9
All Other Locations		781	591	638	712	698	-	-
Statewide Total		2,176	1,937	2,041	2,134	2,073	2,081,015	10.0

[1] Cities have the same rank if they have the same number of crashes in 2016.

[2] The population figures for Shiprock and Laguna are 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 2016. In some cities, nonresident drivers passing through may contribute to a high crash rate in a city with a relatively small population.

- In Albuquerque, the number of alcohol-involved fatal crashes increased three of the past four years, jumping from 20 in 2012 to 47 in 2016. (Table 12)

Table 12: Top-Ranking Cities for Alcohol-involved Fatal Crash Rates, 2012 - 2016

2016 Rank[1]	City	Alcohol-involved Fatal Crashes					2016 Population[2]	Alcohol-involved Fatal Crashes per 10,000 City Residents[3]
		2012	2013	2014	2015	2016		
1	Albuquerque	20	23	30	30	47	559,277	0.8
2	Gallup	2	4	12	1	4	22,670	**1.8**
3	Santa Ana Pueblo	0	0	0	0	3	610	**49.2**
3	Santa Fe	3	4	5	3	3	83,875	0.4
3	Shiprock	1	0	4	4	3	8,295	**3.6**
3	Las Cruces	2	2	3	4	3	101,759	0.3
3	Clovis	0	1	1	1	3	39,373	0.8
All Other Crashes[4]		111	89	97	60	83	-	-
Statewide Total		139	123	152	103	149	2,081,015	0.7

[1] Cities have the same rank if they had the same number of alcohol-involved fatal crashes in 2016.

[2] Population figures for Santa Ana Pueblo and Shiprock are 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 2016. 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 three alcohol-involved fatal crashes in 2016.

Eastbound on Interstate 40 in Albuquerque.

Crash Geography – Rural and Urban

Rural and Urban Alcohol-involved Crashes

- 76.8 percent of all alcohol-involved crashes occurred on urban roadways. (Table 13)
- Alcohol-involved crashes on rural non-Interstate roadways are more likely to be fatal. Rural non-Interstate roadways account for 38.9 percent of alcohol-involved fatal crashes but only 19.9 percent of all alcohol-involved crashes. (Table 13, Table 15)

Table 13: Alcohol-involved Crashes and Number of People in Alcohol-involved Crashes
by Road System, 2016

Road System	Alcohol-involved Crashes		People in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	68	3.3%	149	3.1%
Rural Non-Interstate	412	19.9%	849	17.8%
Urban	1,593	76.8%	3,778	79.1%
Total	2,073	100.0%	4,776	100.0%

Table 14: Alcohol-involved Injury Crashes and Number of People Injured
by Road System, 2016

Road System	Alcohol-involved Injury Crashes		People Injured in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	34	3.7%	49	3.4%
Rural Non-Interstate	190	20.9%	319	21.8%
Urban	685	75.4%	1,092	74.8%
Total	909	100.0%	1,460	100.0%

Table 15: Alcohol-involved Fatal Crashes and Number of People Killed
by Road System, 2016

Road System	Alcohol-involved Fatal Crashes		People Killed in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	7	4.7%	8	4.7%
Rural Non-Interstate	58	38.9%	69	40.4%
Urban	84	56.4%	94	55.0%
Total	149	100.0%	171	100.0%

Table 16: Alcohol-involved Crashes and Fatalities by Crash Classification
and Road System, 2016

	Alcohol-involved Crashes and Fatalities by Road System											
Classification	**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	27	39.7%	2	25.0%	90	21.8%	18	26.1%	735	46.1%	28	29.8%
Fixed Object	19	27.9%	0	0.0%	121	29.4%	6	8.7%	476	29.9%	13	13.8%
Overturn	6	8.8%	0	0.0%	73	17.7%	6	8.7%	63	4.0%	5	5.3%
Pedestrian	4	5.9%	3	37.5%	14	3.4%	11	15.9%	118	7.4%	38	40.4%
Rollover	9	13.2%	3	37.5%	60	14.6%	24	34.8%	38	2.4%	8	8.5%
Parked Vehicle	0	0.0%	0	0.0%	6	1.5%	0	0.0%	74	4.6%	0	0.0%
Other (Non-Collision)	1	1.5%	0	0.0%	22	5.3%	2	2.9%	30	1.9%	1	1.1%
Other (Object)	1	1.5%	0	0.0%	16	3.9%	0	0.0%	35	2.2%	0	0.0%
Pedalcyclist	0	0.0%	0	0.0%	1	0.2%	1	1.4%	14	0.9%	1	1.1%
Vehicle on Other Road	0	0.0%	0	0.0%	4	1.0%	0	0.0%	4	0.3%	0	0.0%
Railroad Train	0	0.0%	0	0.0%	2	0.5%	1	1.4%	2	0.1%	0	0.0%
Animal	1	1.5%	0	0.0%	2	0.5%	0	0.0%	0	0.0%	0	0.0%
Missing Data	0	0.0%	0	0.0%	1	0.2%	0	0.0%	4	0.3%	0	0.0%
Total	68	100.0%	8	100.0%	412	100.0%	69	100.0%	1,593	100.0%	94	100.0%

- The most fatalities on rural non-Interstate roads was in rollover crashes (34.8 percent). On urban roads, pedestrian crashes had the most fatalities, at 40.4 percent. (Table 16)
- Most alcohol-involved crashes on rural Interstate roadways (60.3 percent) occurred in dark (not lighted) conditions. (Table 17)

Table 17: Alcohol-involved Crashes by Light Condition and Road System, 2016

	Alcohol-involved Crashes by Light Condition and Road System							
Light Condition	**Rural Interstate Crashes**		**Rural Non-Interstate Crashes**		**Urban Crashes**		**Total Crashes**	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	22	32.4%	152	36.9%	522	32.8%	696	33.6%
Dark-Lighted	4	5.9%	35	8.5%	647	40.6%	686	33.1%
Dark-Not Lighted	41	60.3%	192	46.6%	351	22.0%	584	28.2%
Dusk	1	1.5%	18	4.4%	43	2.7%	62	3.0%
Dawn	0	0.0%	13	3.2%	20	1.3%	33	1.6%
Other/Not Stated	0	0.0%	1	0.2%	3	0.2%	4	0.2%
Missing Data	0	0.0%	1	0.2%	7	0.4%	8	0.4%
Total	68	100%	412	100%	1,593	100%	2,073	100%

Crash Characteristics

Month, Day of Week, and Hour

Table 18: Alcohol-involved Crashes by Month and Crash Severity, 2016

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	11	7.4%	74	8.1%	90	8.9%	175	8.4%
February	11	7.4%	79	8.7%	89	8.8%	179	8.6%
March	6	4.0%	82	9.0%	84	8.3%	172	8.3%
April	14	9.4%	58	6.4%	69	6.8%	141	6.8%
May	12	8.1%	70	7.7%	72	7.1%	154	7.4%
June	16	10.7%	77	8.5%	91	9.0%	184	8.9%
July	15	10.1%	69	7.6%	84	8.3%	168	8.1%
August	9	6.0%	90	9.9%	84	8.3%	183	8.8%
September	10	6.7%	80	8.8%	83	8.2%	173	8.3%
October	19	12.8%	86	9.5%	90	8.9%	195	9.4%
November	12	8.1%	64	7.0%	90	8.9%	166	8.0%
December	14	9.4%	80	8.8%	89	8.8%	183	8.8%
Total	149	100.0%	909	100.0%	1,015	100.0%	2,073	100.0%

- The number of alcohol-involved crashes was highest in October and lowest in April. (Table 18, Figure 5)

Figure 5: Percentage of Alcohol-involved Crashes by Month, 2016

Table 19: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2016

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	22	14.8%	155	17.1%	166	16.4%	343	16.5%
Monday	19	12.8%	106	11.7%	102	10.0%	227	11.0%
Tuesday	16	10.7%	101	11.1%	113	11.1%	230	11.1%
Wednesday	19	12.8%	109	12.0%	106	10.4%	234	11.3%
Thursday	19	12.8%	116	12.8%	129	12.7%	264	12.7%
Friday	22	14.8%	140	15.4%	180	17.7%	342	16.5%
Saturday	32	21.5%	182	20.0%	219	21.6%	433	20.9%
Total	149	100.0%	909	100.0%	1,015	100.0%	2,073	100.0%

- Saturdays had the highest percentage of alcohol-involved crashes (20.9 percent) and alcohol-involved fatal crashes (21.5 percent). (Table 19, Figure 6)
- More than half (53.9 percent) of all alcohol-involved crashes occurred on the weekend: Fridays (16.5 percent), Saturdays (20.9 percent) and Sundays (16.5 percent). (Table 19, Figure 6)

Figure 6: Percentage of Alcohol-involved Crashes by Day of the Week, 2016
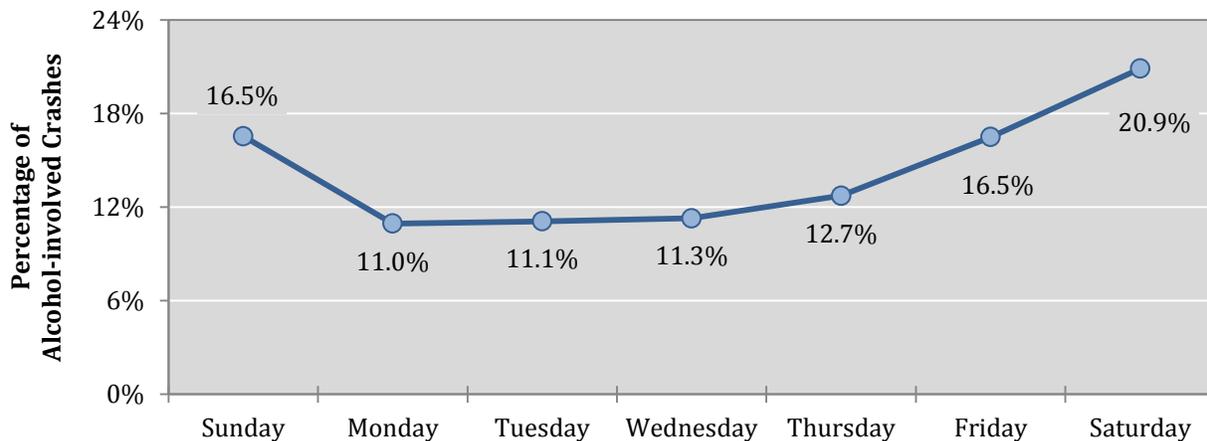
Table 20: Alcohol-involved Crashes by Day of the Week and Three-hour Segments, 2016

Hour[1]	Alcohol-involved Crashes[2]							Total	Percent of Total
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat		
12 - 3 a.m.	86	27	24	30	37	51	82	337	16.3%
3 - 6 a.m.	46	15	7	9	18	16	51	162	7.8%
6 - 9 a.m.	20	12	6	6	8	12	17	81	3.9%
9 a.m. - 12 p.m.	9	12	4	14	11	9	16	75	3.6%
12 - 3 p.m.	23	22	22	11	23	32	28	161	7.8%
3 - 6 p.m.	41	33	48	44	44	59	65	334	16.1%
6 - 9 p.m.	62	52	64	65	56	75	75	449	21.7%
9 p.m. - 12 a.m.	55	53	50	53	67	84	96	458	22.1%
Missing Data	1	1	5	2	0	4	3	16	0.8%
Total	343	227	230	234	264	342	433	2,073	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.

- 43.8 percent of all alcohol-involved crashes occurred from 6 p.m. to midnight. (Table 20, Figure 7)
- Saturday nights had slightly more alcohol-involved crashes than Friday nights, with at least 30 an hour from 9 p.m. through midnight. (Table 21)

Figure 7: Percentage of Alcohol-involved Crashes by Three-hour Segments, 2016
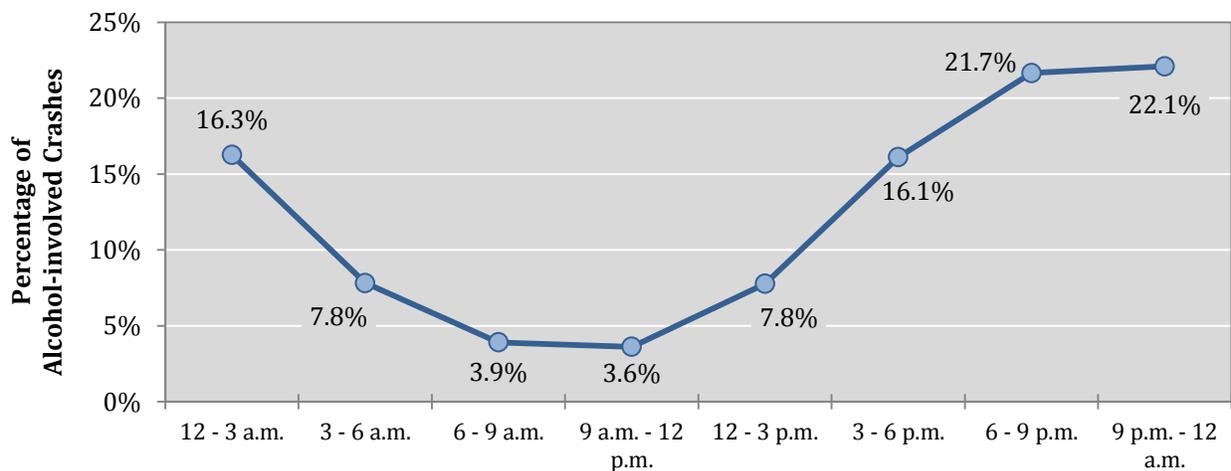
Table 21: Alcohol-involved Crashes by Hour and Day of the Week, 2016

Hour[1]	Alcohol-involved Crashes[2]							Total by Hour	Percent by Hour
	Sun	**Mon**	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**		
12 a.m.	36	9	11	9	10	11	24	110	5.3%
1 a.m.	27	8	6	9	21	17	30	118	5.7%
2 a.m.	23	10	7	12	6	23	28	109	5.3%
3 a.m.	19	6	3	1	12	7	24	72	3.5%
4 a.m.	12	4	0	4	3	4	13	40	1.9%
5 a.m.	15	5	4	4	3	5	14	50	2.4%
6 a.m.	11	2	2	4	1	7	4	31	1.5%
7 a.m.	3	9	1	1	5	4	7	30	1.4%
8 a.m.	6	1	3	1	2	1	6	20	1.0%
9 a.m.	4	1	2	1	1	1	5	15	0.7%
10 a.m.	2	4	1	7	3	7	6	30	1.4%
11 a.m.	3	7	1	6	7	1	5	30	1.4%
Noon	3	7	4	3	12	13	6	48	2.3%
1 p.m.	9	7	8	4	3	6	12	49	2.4%
2 p.m.	11	8	10	4	8	13	10	64	3.1%
3 p.m.	13	10	18	13	16	15	16	101	4.9%
4 p.m.	8	12	10	15	11	19	25	100	4.8%
5 p.m.	20	11	20	16	17	25	24	133	6.4%
6 p.m.	21	14	14	22	17	28	27	143	6.9%
7 p.m.	17	16	28	16	13	21	25	136	6.6%
8 p.m.	24	22	22	27	26	26	23	170	8.2%
9 p.m.	15	21	24	19	23	27	34	163	7.9%
10 p.m.	21	23	10	17	23	29	30	153	7.4%
11 p.m.	19	9	16	17	21	28	32	142	6.8%
Missing Data	1	1	5	2	0	4	3	16	0.8%
Total	343	227	230	234	264	342	433	2,073	100.0%

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

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

Figure 8: Alcohol-involved Crashes by Hour, 2016
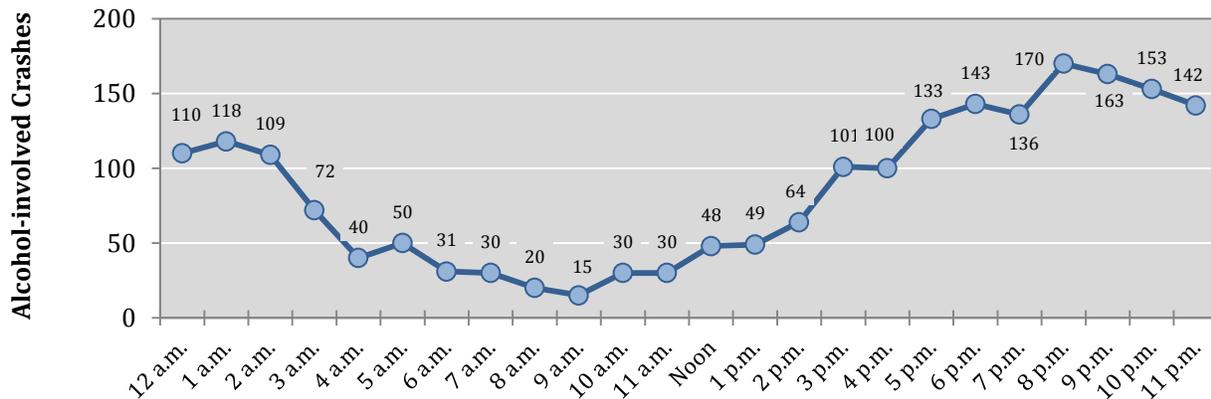
Crash Classification

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, 2012 - 2016

Crash Classification	Alcohol-involved Crashes					
	2012	2013	2014	2015	2016	Percent of 2016 Total
Other Vehicle	762	746	765	859	852	41.1%
Fixed Object	687	537	560	634	616	29.7%
Overturn/Rollover	313	272	274	81	142	6.8%
Pedestrian	103	105	143	131	136	6.6%
Rollover[1]	0	0	3	176	107	5.2%
Parked Vehicle	134	123	111	97	80	3.9%
Other (Non-Collision)	44	41	40	33	53	2.6%
Other (Object)	64	47	72	56	52	2.5%
Pedalcyclist	20	21	22	23	15	0.7%
Vehicle on Other Road	10	10	17	16	8	0.4%
Railroad Train	4	4	4	1	4	0.2%
Animal	14	6	8	9	3	0.1%
Missing Data	21	25	22	18	5	0.2%
Total	2,176	1,937	2,041	2,134	2,073	100.0%

[1] Rollover crashes were separated from Overturn crashes starting in 2014.

- Collisions with other vehicles were the most common classification (41.1 percent) of all alcohol-involved crashes in 2016. (Table 22)
- In 2016, the top two crash classifications in alcohol-involved crashes were (Collision with) Other Vehicle and Fixed Object. (Table 22)

Table 23: Alcohol-involved Crashes by Crash Classification and Crash Severity, 2016

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	34	22.8%	405	44.6%	413	40.7%	852	41.1%
Fixed Object	19	12.8%	190	20.9%	407	40.1%	616	29.7%
Overturn	11	7.4%	88	9.7%	43	4.2%	142	6.8%
Pedestrian	51	34.2%	82	9.0%	3	0.3%	136	6.6%
Rollover	28	18.8%	63	6.9%	16	1.6%	107	5.2%
Parked Vehicle	0	0.0%	21	2.3%	59	5.8%	80	3.9%
Other (Non-Collision)	3	2.0%	25	2.8%	25	2.5%	53	2.6%
Other (Object)	0	0.0%	16	1.8%	36	3.5%	52	2.5%
Pedalcyclist	2	1.3%	12	1.3%	1	0.1%	15	0.7%
Vehicle on Other Road	0	0.0%	4	0.4%	4	0.4%	8	0.4%
Railroad Train	1	0.7%	2	0.2%	1	0.1%	4	0.2%
Animal	0	0.0%	1	0.1%	2	0.2%	3	0.1%
Missing Data	0	0.0%	0	0.0%	5	0.5%	5	0.2%
Total	149	100.0%	909	100.0%	1,015	100.0%	2,073	100.0%

- Pedestrian-classified crashes were 6.6 percent of all alcohol-involved crashes, but accounted for 34.2 percent of alcohol-involved fatal crashes. (Table 23)
- Rollover-classified crashes were 5.2 percent of all alcohol-involved crashes, but accounted for 18.8 percent of alcohol-involved fatal crashes. (Table 23)

Figure 9: Alcohol-involved Crashes by Crash Classification, 2016

25
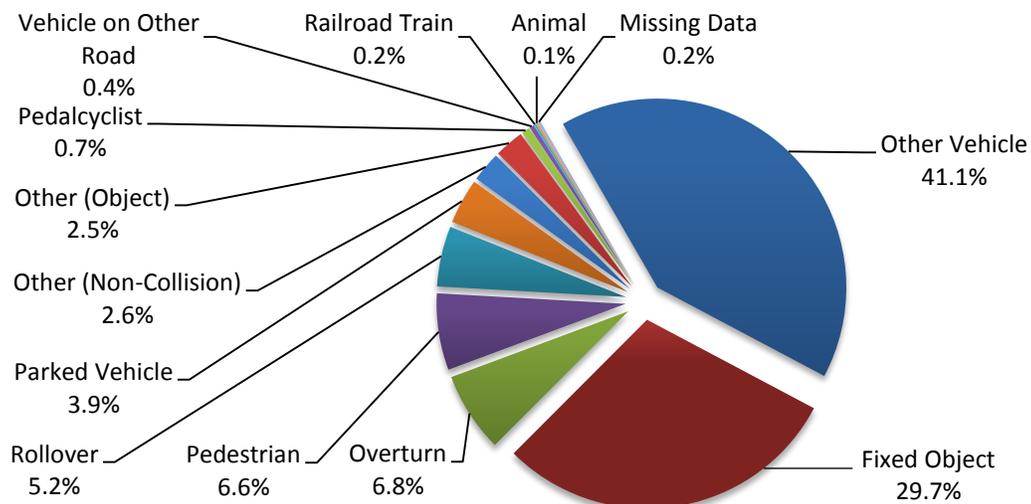
Crash Characteristics – Vehicles

Vehicles

- Most alcohol-involved crashes involved two vehicles (48.0 percent), followed by those with just one vehicle (45.6 percent). (Table 24)
- Alcohol-involved crashes with only one vehicle accounted for 38.6 percent of fatalities but only 26.9 percent of all people involved in alcohol-involved crashes. (Table 25)

Table 24: Alcohol-involved Crashes by Number of Vehicles Involved and Crash Severity, 2016

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	60	40.3%	369	40.6%	517	50.9%	946	45.6%
2	74	49.7%	460	50.6%	462	45.5%	996	48.0%
3	10	6.7%	58	6.4%	33	3.3%	101	4.9%
4+	5	3.4%	22	2.4%	3	0.3%	30	1.4%
Total Crashes	149	100.0%	909	100.0%	1,015	100.0%	2,073	100.0%

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

Table 25: People in Alcohol-involved in Crashes by Number of Vehicles Involved, 2016

	Severity of Injury to People in Alcohol-involved Crashes											
Number of Vehicles Involved[1]	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	66	38.6%	67	38.1%	271	46.2%	154	22.1%	728	23.1%	1,286	26.9%
2	82	48.0%	86	48.9%	264	45.0%	434	62.3%	1,990	63.3%	2,856	59.8%
3	15	8.8%	16	9.1%	38	6.5%	72	10.3%	311	9.9%	452	9.5%
4+	8	4.7%	7	4.0%	14	2.4%	37	5.3%	116	3.7%	182	3.8%
Total	171	100.0%	176	100.0%	587	100.0%	697	100.0%	3,145	100.0%	4,776	100.0%

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

Table 26: Alcohol-involved Drivers in Crashes by Vehicle Type and Crash Severity, 2016

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	35	22.6%	476	51.3%	607	59.3%	1,118	53.1%
Pickup (Light Truck)	30	19.4%	191	20.6%	228	22.3%	449	21.3%
Van/SUV/4WD	24	15.5%	112	12.1%	143	14.0%	279	13.2%
Pedestrian	49	31.6%	77	8.3%	3	0.3%	129	6.1%
Motorcycle	14	9.0%	44	4.7%	8	0.8%	66	3.1%
Semi (Heavy Truck)	1	0.6%	6	0.6%	9	0.9%	16	0.8%
Pedalcyclist	2	1.3%	10	1.1%	1	0.1%	13	0.6%
Other	0	0.0%	6	0.6%	2	0.2%	8	0.4%
Missing Data	0	0.0%	5	0.5%	23	2.2%	28	1.3%
Total	155	100.0%	927	100.0%	1,024	100.0%	2,106	100.0%

- Alcohol-involved pedestrians accounted for 6.1 percent of alcohol-involved drivers (motorized and non-motorized vehicles) in crashes but were 41.0 percent of alcohol-involved drivers killed in crashes. (Table 27, Table 26)

Table 27:4 Alcohol-involved Drivers in Crashes by Vehicle Type and Severity of Injury, 2016

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	21	17.9%	34	36.6%	180	49.2%	130	54.2%	753	58.4%	1,118	53.1%
Pickup (Light Truck)	18	15.4%	19	20.4%	61	16.7%	48	20.0%	303	23.5%	449	21.3%
Van/SUV/4WD	14	12.0%	8	8.6%	47	12.8%	28	11.7%	182	14.1%	279	13.2%
Pedestrian	48	41.0%	20	21.5%	36	9.8%	20	8.3%	5	0.4%	129	6.1%
Motorcycle	13	11.1%	12	12.9%	26	7.1%	5	2.1%	10	0.8%	66	3.1%
Semi (Heavy Truck)	1	0.9%	0	0.0%	3	0.8%	2	0.8%	10	0.8%	16	0.8%
Pedalcyclist	2	1.7%	0	0.0%	7	1.9%	3	1.3%	1	0.1%	13	0.6%
Other	0	0.0%	0	0.0%	4	1.1%	2	0.8%	2	0.2%	8	0.4%
Missing Data	0	0.0%	0	0.0%	2	0.5%	2	0.8%	24	1.9%	28	1.3%
Total	117	100.0%	93	100.0%	366	100.0%	240	100.0%	1,290	100.0%	2,106	100.0%

Demographics

Age and Sex

- The number of young people in alcohol-involved crashes has decreased since 2012. The age groups 10-14, 15-19, and 20-24 each fell at least 11 percent. (Table 28)
- The number of people ages 55 and older in alcohol-involved crashes has increased since 2012. The age groups 65-69 and 70-74 have increased four years in a row, with a difference of about 50 percent. (Table 28)
- There were 1.7 males in alcohol-involved crashes for every female. (Table 29)
- 71.3 percent of fatalities in alcohol-involved crashes were male. (Table 30)
- People 20 to 29 years old were 28.7 percent of all people in alcohol-involved crashes. (Table 29, Table 31, Figure 12)

Table 28: People in Alcohol-involved Crashes by Age, 2012 - 2016

Age Group	People in Alcohol-involved Crashes[1]					Percent Change 2012 to 2016
	2012	2013	2014	2015	2016	
1-4	128	98	110	99	103	**-19.5%**
5-9	116	109	97	96	120	**3.4%**
10-14	103	76	77	103	91	**-11.7%**
15-19	451	343	410	370	380	**-15.7%**
20-24	823	771	798	747	717	**-12.9%**
25-29	601	585	579	713	652	**8.5%**
30-34	470	397	456	554	489	**4.0%**
35-39	362	355	326	371	395	**9.1%**
40-44	342	269	333	293	288	**-15.8%**
45-49	331	256	247	280	306	**-7.6%**
50-54	267	225	262	263	245	**-8.2%**
55-59	183	182	191	242	225	**23.0%**
60-64	136	117	149	148	146	**7.4%**
65-69	73	84	85	89	106	**45.2%**
70-74	36	42	50	53	55	**52.8%**
75+	55	50	48	58	58	**5.5%**
Missing Data	421	509	479	406	400	**-5.0%**
Total	4,898	4,468	4,697	4,885	4,776	**-2.5%**

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

Table 29: People in Alcohol-involved Crashes by Age and Sex, 2016

Age Group	People in Alcohol-involved Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	48	1.7%	55	3.3%	0	0.0%	103	2.2%	0.9
5-9	59	2.1%	60	3.6%	1	0.3%	120	2.5%	1.0
10-14	43	1.5%	48	2.9%	0	0.0%	91	1.9%	0.9
15-19	216	7.7%	164	9.8%	0	0.0%	380	8.0%	1.3
20-24	455	16.2%	257	15.4%	5	1.7%	717	15.0%	1.8
25-29	415	14.8%	233	14.0%	4	1.3%	652	13.7%	1.8
30-34	334	11.9%	154	9.2%	1	0.3%	489	10.2%	2.2
35-39	251	8.9%	142	8.5%	2	0.7%	395	8.3%	1.8
40-44	193	6.9%	95	5.7%	0	0.0%	288	6.0%	2.0
45-49	197	7.0%	107	6.4%	2	0.7%	306	6.4%	1.8
50-54	158	5.6%	87	5.2%	0	0.0%	245	5.1%	1.8
55-59	144	5.1%	80	4.8%	1	0.3%	225	4.7%	1.8
60-64	89	3.2%	57	3.4%	0	0.0%	146	3.1%	1.6
65-69	66	2.4%	40	2.4%	0	0.0%	106	2.2%	1.7
70-74	30	1.1%	24	1.4%	1	0.3%	55	1.2%	1.3
75+	29	1.0%	29	1.7%	0	0.0%	58	1.2%	1.0
Missing Data	78	2.8%	37	2.2%	285	94.4%	400	8.4%	2.1
Total	2,805	100.0%	1,669	100.0%	302	100.0%	4,776	100.0%	1.7

Figure 10: People in Alcohol-involved Crashes by Age and Sex, 2016
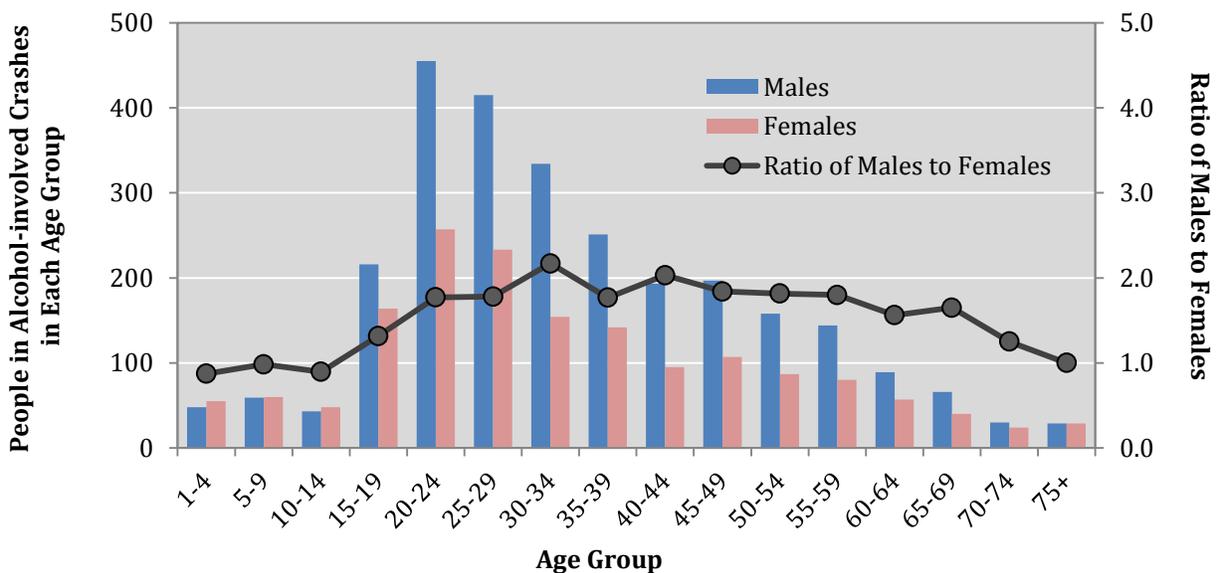
Table 30: Fatalities in Alcohol-involved Crashes by Age and Sex, 2016

Age Group	Fatalities in Alcohol-involved Crashes						Ratio Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	1	0.8%	2	4.1%	3	1.8%	0.5
5-9	0	0.0%	0	0.0%	0	0.0%	-
10-14	1	0.8%	2	4.1%	3	1.8%	0.5
15-19	11	9.0%	2	4.1%	13	7.6%	5.5
20-24	12	9.8%	8	16.3%	20	11.7%	1.5
25-29	13	10.7%	13	26.5%	26	15.2%	1.0
30-34	14	11.5%	3	6.1%	17	9.9%	4.7
35-39	9	7.4%	1	2.0%	10	5.8%	9.0
40-44	10	8.2%	6	12.2%	16	9.4%	1.7
45-49	10	8.2%	5	10.2%	15	8.8%	2.0
50-54	12	9.8%	2	4.1%	14	8.2%	6.0
55-59	10	8.2%	1	2.0%	11	6.4%	10.0
60-64	9	7.4%	2	4.1%	11	6.4%	4.5
65-69	5	4.1%	2	4.1%	7	4.1%	2.5
70-74	1	0.8%	0	0.0%	1	0.6%	-
75+	3	2.5%	0	0.0%	3	1.8%	-
Missing Data	1	0.8%	0	0.0%	1	0.6%	-
Total	122	100.0%	49	100.0%	171	100.0%	2.5

Figure 11: Fatalities in Alcohol-involved Crashes by Age and Sex, 2016
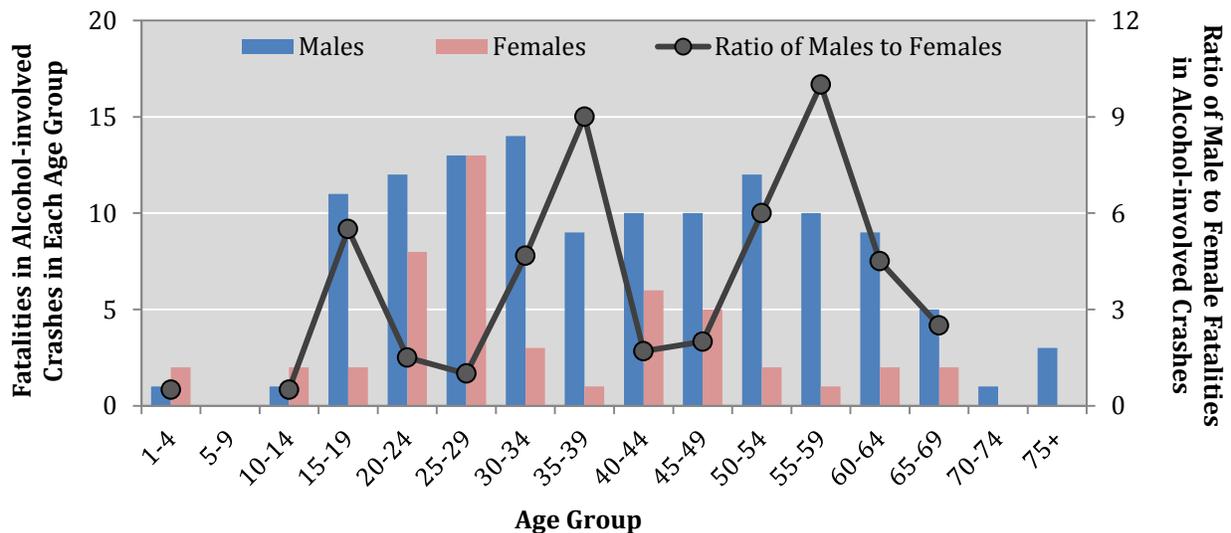
Table 31: People in Alcohol-involved Crashes by Age and Severity of Injury, 2016

| 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	3	14	14	69	103	2.2%
5-9	0	0	15	22	83	120	2.5%
10-14	3	4	14	11	59	91	1.9%
15-19	13	12	48	52	255	380	8.0%
20-24	20	33	93	109	462	717	15.0%
25-29	26	30	91	89	416	652	13.7%
30-34	17	18	73	76	305	489	10.2%
35-39	10	15	63	71	236	395	8.3%
40-44	16	15	28	33	196	288	6.0%
45-49	15	12	40	50	189	306	6.4%
50-54	14	6	37	55	133	245	5.1%
55-59	11	8	26	37	143	225	4.7%
60-64	11	8	13	22	92	146	3.1%
65-69	7	2	18	25	54	106	2.2%
70-74	1	4	2	12	36	55	1.2%
75+	3	4	6	8	37	58	1.2%
Missing Data	1	2	6	11	380	400	8.4%
Total	171	176	587	697	3,145	4,776	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, 2016

31
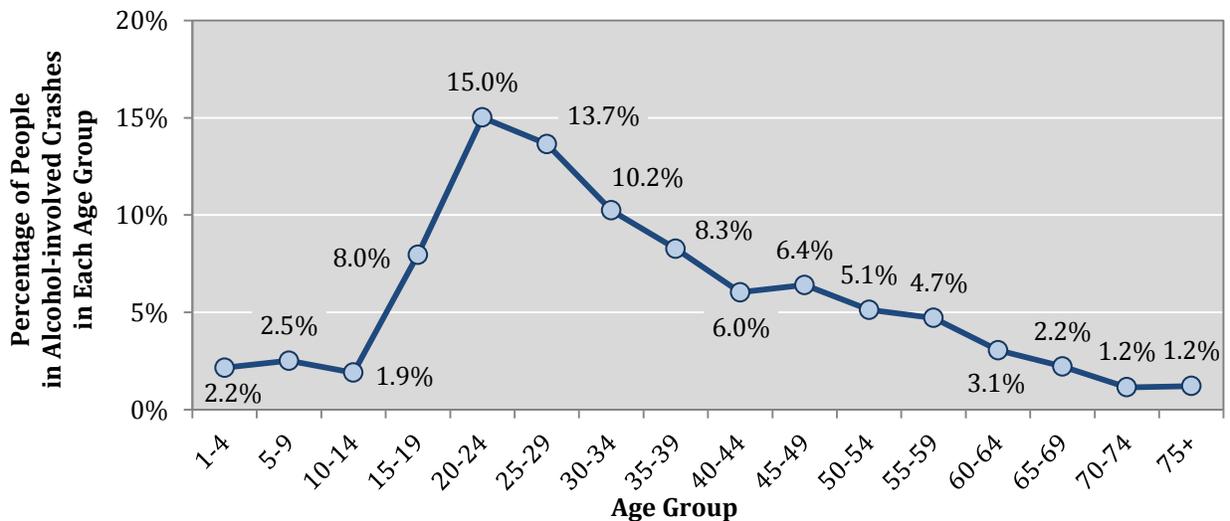
Demographics – Teens (15-19)

Teens (15-19)

- 13 teens were killed and 112 injured in alcohol-involved crashes. (Table 32)
- Since 2013, the total number of alcohol-involved teen drivers[6] in crashes each year has fluctuated between 90 and 124. In the three years before, the number had been around 155. (Table 33)
- From 2007 to 2016, the number of alcohol-involved teen drivers in crashes fell 50.9 percent, from 234 to 115. (Table 33, Figure 13)
- In the past four years, the rate of alcohol-involved teen drivers in crashes has varied between 15 per 10,000 licensed teen drivers to 22 per 10,000 licensed teen drivers. These rates are lower than in four of the previous five years. (Table 33)
- The ratio of male to female alcohol-involved teen drivers in crashes returned to near its previous level of about 2.5. (Table 34, Figure 14)
- The peak hours of alcohol-involved teen drivers in crashes were midnight to 3 a.m., with 29.6 percent of crashes. (Table 35)

Table 32: Teens (15-19) in Alcohol-involved Crashes by Severity of Injury, 2016

Severity of Injuries	Injury Class	Teens (15-19) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	13	3.4%
Suspected Serious Injuries	A	12	3.2%
Suspected Minor Injuries	B	48	12.6%
Possible Injuries	C	52	13.7%
No Apparent Injuries	O	255	67.1%
Total		380	100.0%

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

Table 33: Alcohol-involved Teen Drivers[7] (15-19) in Crashes by Crash Severity, 2007 - 2016

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		
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	54	90	60,243	14.9
2014	6	54	64	124	57,678	21.5
2015	3	41	50	94	56,946	16.5
2016	9	54	52	115	56,894	20.2

Figure 13: Alcohol-involved Teen Drivers[7] (15-19) in Crashes, 2007 - 2016
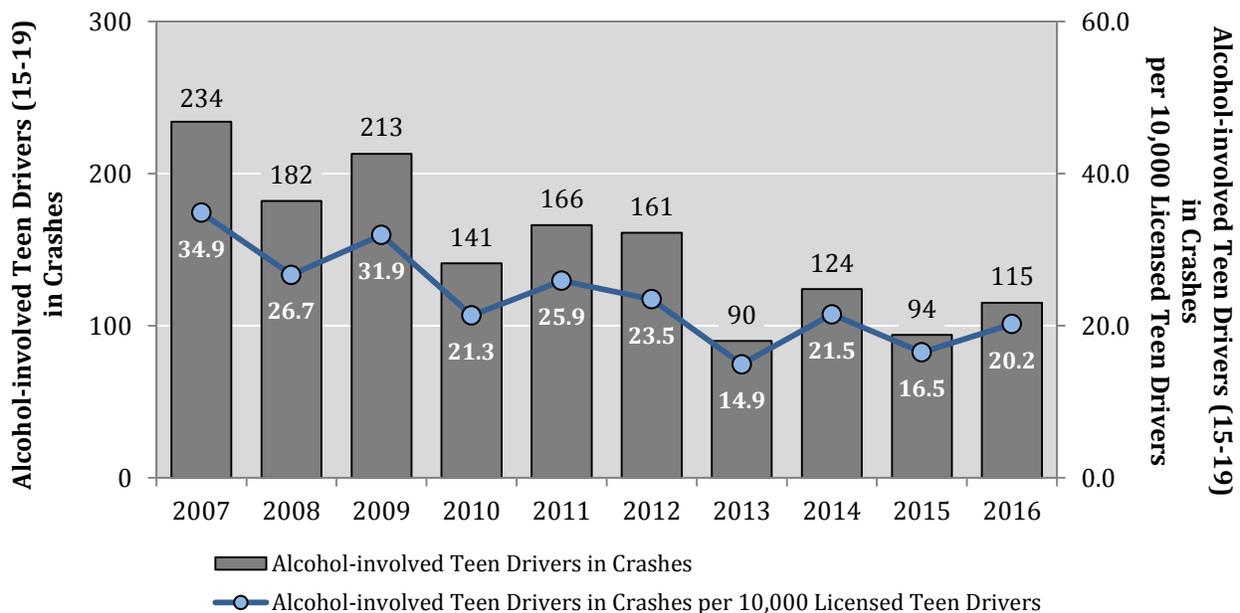
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[7] Does not include alcohol-involved teen drivers for which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 34: Alcohol-involved Teen Drivers[8] (15-19) in Crashes by Sex, 2007 - 2016

Year	Alcohol-involved Teen Drivers (15-19) of Vehicles in Crashes			Ratio of Males to Females
	Males	Females	Total	
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	65	25	90	2.60
2014	87	37	124	2.35
2015	79	15	94	5.27
2016	82	33	115	2.48

Figure 14: Alcohol-involved Teen Drivers[8] (15-19) in Crashes by Sex, 2007 - 2016
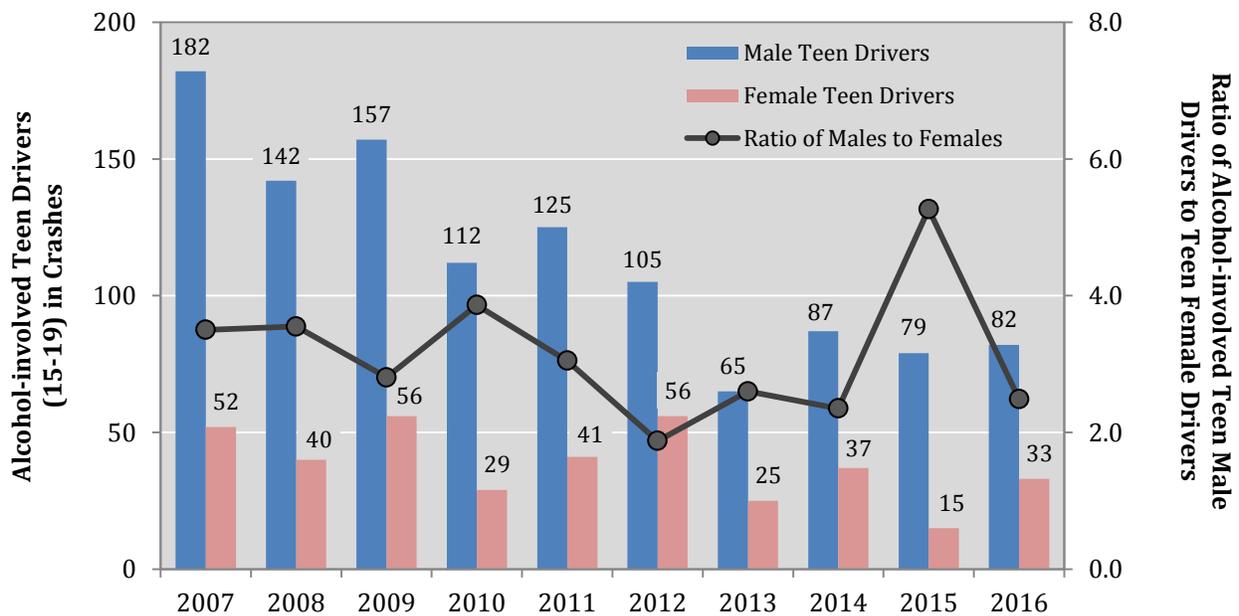
[8] Does not include alcohol-involved teen drivers for which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 35: Alcohol-involved Teen Drivers[9] (15-19) in Crashes by Hour, 2016

Hour [1]	Alcohol-involved Teen Drivers (15-19)	
	Count	Percent
Midnight	10	8.7%
1 a.m.	8	7.0%
2 a.m.	16	13.9%
3 a.m.	6	5.2%
4 a.m.	7	6.1%
5 a.m.	6	5.2%
6 a.m.	7	6.1%
7 a.m.	3	2.6%
8 a.m.	4	3.5%
9 a.m.	0	0.0%
10 a.m.	2	1.7%
11 a.m.	1	0.9%
Noon	1	0.9%
1 p.m.	0	0.0%
2 p.m.	2	1.7%
3 p.m.	4	3.5%
4 p.m.	4	3.5%
5 p.m.	2	1.7%
6 p.m.	2	1.7%
7 p.m.	8	7.0%
8 p.m.	7	6.1%
9 p.m.	5	4.3%
10 p.m.	6	5.2%
11 p.m.	3	2.6%
Missing Data	1	0.9%
Total	115	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)

- 20 young adults were killed and 235 injured in alcohol-involved crashes. (Table 36)
- The number of alcohol-involved young adult drivers[10] in crashes fell for the fifth year in a row, to 325, the lowest level in the past 10 years. From 2007 to 2016, the number of alcohol-involved young adult drivers in crashes has decreased 33.8 percent, from 491 to 325. (Table 37, Figure 15)
- In the past five years, the rate of alcohol-involved young adult drivers in crashes has hovered at around 31 alcohol-involved young adult drivers in crashes per 10,000 licensed young adult drivers, lower than the average rate of 38 in the years 2007 – 2011. (Table 37)
- The number of male alcohol-involved young adult drivers in crashes has decreased by 40.8 percent (from 400 to 237) in the last ten years, to its lowest level in that time. During that span, the number female alcohol-involved young adult drivers in crashes has stayed relatively steady. (Table 38)
- The time of day with the highest number of alcohol-involved young adult drivers in crashes was from 10 p.m. to 3 a.m., with 46.8 percent. (Table 39)

Table 36: Young Adults (20-24) in Alcohol-involved Crashes by Severity of Injury, 2016

Severity of Injuries	Injury Class	Young Adults (20-24) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	20	2.8%
Suspected Serious Injuries	A	33	4.6%
Suspected Minor Injuries	B	93	13.0%
Possible Injuries	C	109	15.2%
No Apparent Injuries	O	462	64.4%
Total		717	100.0%

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

Table 37: Alcohol-involved Young Adult Drivers[11] (20-24) in Crashes by Severity, 2007 - 2016

Year	Alcohol-involved Young Adult Drivers (20-24) of Motor Vehicles in Crashes				Licensed Young Adult Drivers (20-24)	Alcohol-involved Young Adult Drivers (20-24) in Crashes per 10,000 Licensed Young Adult Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Young Adult Drivers in Crashes		
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	137	228	385	119,028	32.3
2014	21	163	194	378	116,542	32.4
2015	14	144	202	360	116,661	30.9
2016	14	130	181	325	115,853	28.1

Figure 15: Alcohol-involved Young Adult Drivers[11] (20-24) in Crashes, 2007 - 2016
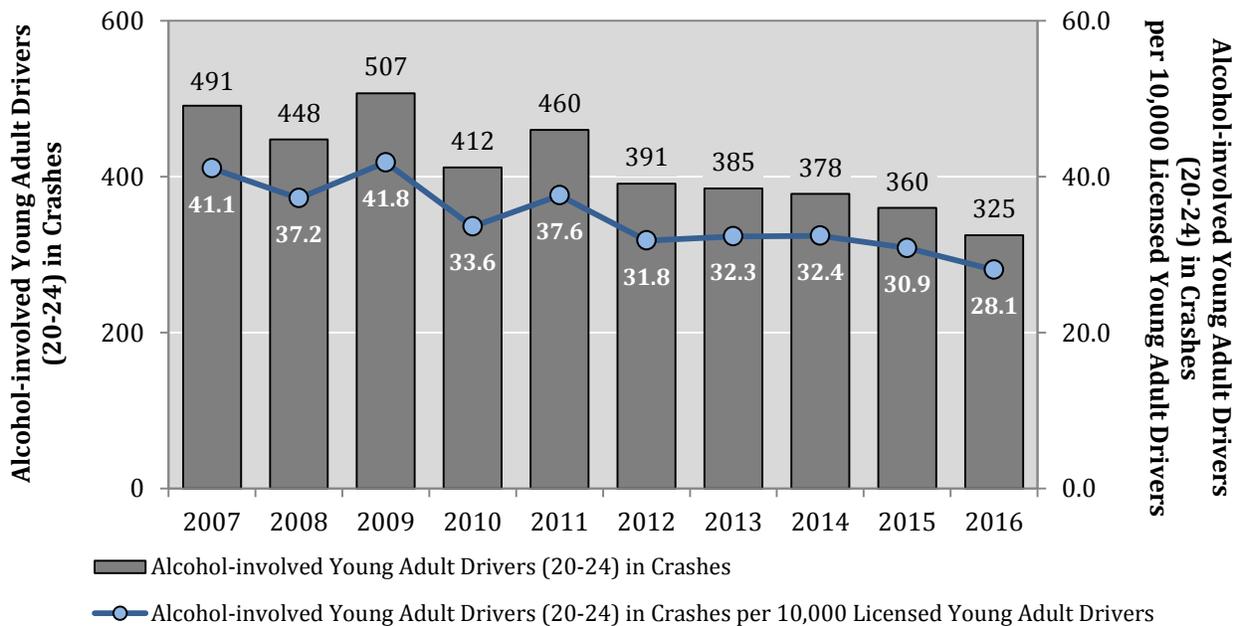
[11] Does not include young adult drivers for which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Demographics – Young Adults (20-24)

Table 38: Alcohol-involved Young Adult Drivers[12] (20-24) in Crashes by Sex, 2007 - 2016

Year	Alcohol-involved Young Adult Drivers (20-24) in Crashes			Ratio of Males to Females
	Males	**Females**	**Total**	
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	274	111	385	2.47
2014	275	103	378	2.67
2015	262	98	360	2.67
2016	237	88	325	2.69

Figure 16: Alcohol-involved Young Adult Drivers[12] (20-24) in Crashes by Sex, 2007 - 2016

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[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, 2016

Hour [1]	Alcohol-involved Young Adult Drivers (20-24) in Crashes	
	Count	Percent
Midnight	24	7.4%
1 a.m.	25	7.7%
2 a.m.	37	11.4%
3 a.m.	22	6.8%
4 a.m.	12	3.7%
5 a.m.	18	5.5%
6 a.m.	6	1.8%
7 a.m.	5	1.5%
8 a.m.	1	0.3%
9 a.m.	2	0.6%
10 a.m.	4	1.2%
11 a.m.	1	0.3%
Noon	4	1.2%
1 p.m.	2	0.6%
2 p.m.	3	0.9%
3 p.m.	5	1.5%
4 p.m.	9	2.8%
5 p.m.	5	1.5%
6 p.m.	14	4.3%
7 p.m.	15	4.6%
8 p.m.	18	5.5%
9 p.m.	22	6.8%
10 p.m.	30	9.2%
11 p.m.	36	11.1%
Missing Data	5	1.5%
Total	325	100.0%

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

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[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 3.4 percent of all alcohol-involved crashes. (Table 40)
- Of the 71 alcohol-involved motorcycle crashes in 2016, 19.7 percent (14) were fatal crashes, and 67.6 percent (48) were injury crashes. (Table 41)

Table 40: Alcohol-involved Motorcycle Crashes[14], 2016

Motorcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Motorcycle-involved	71	3.4%
Motorcycle Not Involved	2,002	96.6%
Total Alcohol-involved Crashes	2,073	100.0%

Table 41: Alcohol-involved Motorcycle Crashes[14] by Crash Severity, 2016

Crash Severity	Alcohol-involved Motorcycle Crashes	
	Count	Percent
Fatal Crashes	14	19.7%
Injury Crashes	48	67.6%
Property Damage Only Crashes	9	12.7%
Total Motorcycle-involved Crashes	71	100.0%

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[14] An alcohol-involved motorcycle crash is a crash involving one or more motorcycles and in which any motor vehicle driver, pedestrian or pedalcyclist in the crash was alcohol-involved.

Table 42: Alcohol-involved Motorcycle Crashes[15], 2007 - 2016

Year	Motorcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
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	1,119	**8.0%**
2014	103	1,135	**9.1%**
2015	85	1,131	**7.5%**
2016	71	1,118	**6.4%**

- The number of alcohol-involved motorcycle crashes fell to a 10-year low of 71. The percent of motorcycle crashes that were alcohol-involved also hit a 10-year low, of 6.4 percent. (Table 42)

Table 43: Top Counties for Alcohol-involved Motorcycle Crashes[15], 2012 - 2016

2016 Rank	County	Alcohol-involved Motorcycle Crashes					2016 Population	Alcohol-involved Motorcycle Crashes per 100,000 County Residents
		2012	2013	2014	2015	2016		
1	Bernalillo	22	23	30	31	16	676,953	**2.4**
2	San Juan	7	6	10	4	9	115,079	**7.8**
3	Doña Ana	17	18	7	8	8	214,207	**3.7**
4	Eddy	8	1	5	1	6	57,621	**10.4**
5	Rio Arriba	3	0	2	4	4	40,040	**10.0**
All Other Counties		63	42	49	37	28	977,115	**2.9**
Statewide Total		120	90	103	85	71	2,081,015	**3.4**

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[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.

Demographics – Motorcyclists

Table 44: Alcohol-involved Motorcycle Driver[16] Crash Rates, 2012 - 2016

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
2012	105	66,666	113,814	15.8	9.2
2013	80	65,321	114,136	12.2	7.0
2014	87	64,598	116,291	13.5	7.5
2015	78	63,248	117,944	12.3	6.6
2016	66	61,877	121,408	10.7	5.4

- The rates of alcohol-involved motorcycle drivers in crashes (both per 10,000 registered motorcycles and per 10,000 licensed motorcycle drivers) has fallen to the lowest level in the past five years. (Table 44)
- Almost all alcohol-involved motorcycle drivers in crashes (90.9 percent) were males. (Table 45)

Figure 17: Percentage of Alcohol-involved Motorcycle Drivers[16] in Crashes by Age Group, 2016

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

Table 45: Alcohol-involved Motorcycle Drivers[17] in Crashes by Age and Sex, 2016

Age Group	Alcohol-involved Motorcycle Drivers in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	1	1.7%	0	0.0%	0	0.0%	1	1.5%	-
20-24	4	6.7%	0	0.0%	0	0.0%	4	6.1%	-
25-29	10	16.7%	1	20.0%	0	0.0%	11	16.7%	10
30-34	8	13.3%	0	0.0%	0	0.0%	8	12.1%	-
35-39	8	13.3%	1	20.0%	0	0.0%	9	13.6%	8
40-44	6	10.0%	0	0.0%	0	0.0%	6	9.1%	-
45-49	7	11.7%	1	20.0%	0	0.0%	8	12.1%	7
50-54	8	13.3%	2	40.0%	0	0.0%	10	15.2%	4
55-59	5	8.3%	0	0.0%	0	0.0%	5	7.6%	-
60-64	3	5.0%	0	0.0%	0	0.0%	3	4.5%	-
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	0	0.0%	0	0.0%	1	100.0%	1	1.5%	-
Total	60	100%	5	100%	1	100%	66	100%	12

Figure 18: Alcohol-involved Motorcycle Drivers[17] in Crashes by Age and Sex, 2016
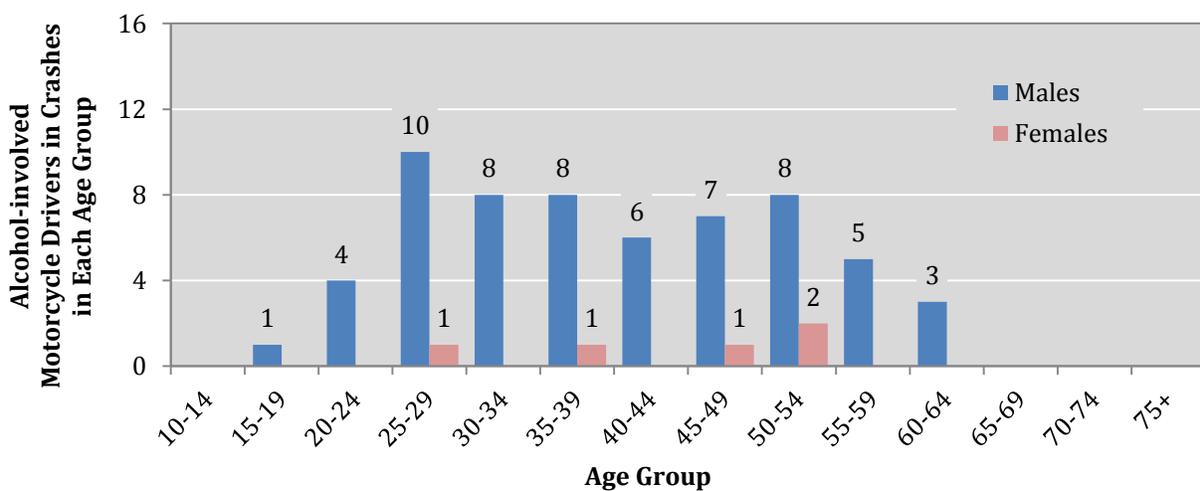
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[17] "Alcohol-involved motorcycle drivers" are motorcycle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Demographics – Pedestrians

Pedestrians

- Alcohol-involved pedestrian crashes accounted for 6.6 percent of all alcohol-involved crashes. (Table 46)
- Of the 136 alcohol-involved pedestrian crashes, 37.5 percent (51) were fatal crashes, and 60.3 percent (82) were injury crashes. (Table 47)

Table 46: Alcohol-involved Pedestrian Crashes[18], 2016

Pedestrian Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedestrian-involved	136	6.6%
Pedestrian Not Involved	1,937	93.4%
Total Alcohol-involved Crashes	2,073	100.0%

Table 47: Alcohol-involved Pedestrian[18] Crashes by Crash Severity, 2016

Crash Severity	Alcohol-involved Pedestrian Crashes	
	Count	Percent
Fatal Crashes	51	37.5%
Injury Crashes	82	60.3%
Property Damage Only Crashes	3	2.2%
Total Alcohol-involved Pedestrian Crashes	136	100.0%

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[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], 2007 - 2016

Year	Pedestrian-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2007	106	488	**21.7%**
2008	89	487	**18.3%**
2009	97	504	**19.2%**
2010	68	416	**16.3%**
2011	74	414	**17.9%**
2012	100	432	**23.1%**
2013	103	498	**20.7%**
2014	141	558	**25.3%**
2015	130	604	**21.5%**
2016	136	586	**23.2%**

- The number of alcohol-involved pedestrian crashes is at its second-highest level in the past 10 years. From 2007 to 2016, the number rose 28.3 percent. (Table 48)
- The portion of alcohol-involved pedestrian crashes as a percentage of all pedestrian crashes has been more than 20 percent each of the past five years. (Figure 19)

Figure 19: Alcohol-involved Pedestrian Crashes[19], 2007 - 2016
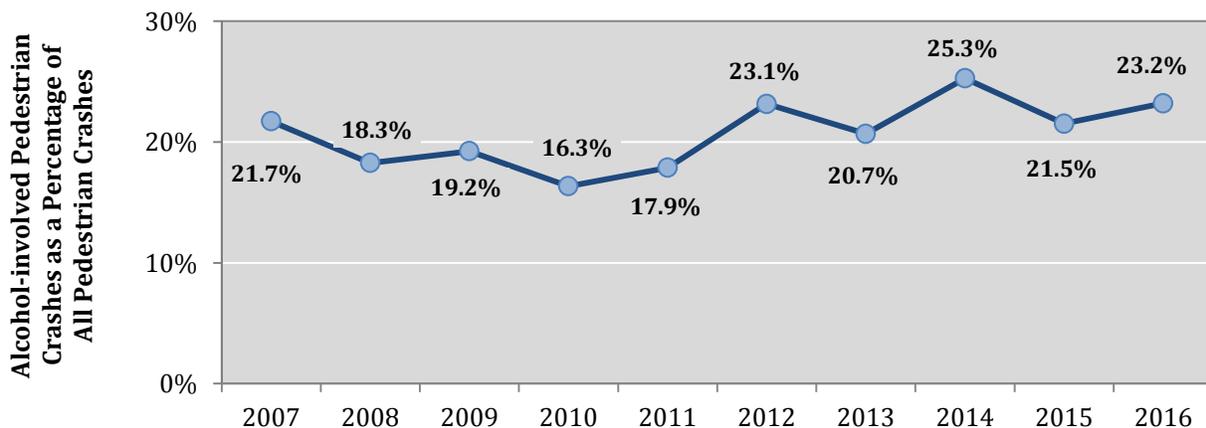
[19] An alcohol-involved pedestrian crash is a crash involving one or more pedestrians where any driver or pedestrian in the crash was alcohol-involved.

Demographics – Pedestrians

Table 49: Top-Ranking Counties for Alcohol-involved Pedestrian Crashes, 2012 - 2016

2016 Rank[1]	County	Alcohol-involved Pedestrian Crashes[2]					2016 Population	Alcohol-involved Pedestrian Crashes per 100,000 County Residents
		2012	2013	2014	2015	2016		
1	Bernalillo	47	45	69	59	79	676,953	**11.7**
2	McKinley	12	19	24	18	18	74,923	**24.0**
3	San Juan	14	14	16	16	10	115,079	**8.7**
4	Santa Fe	7	8	9	6	5	148,651	**3.4**
4	Doña Ana	4	3	6	4	5	214,207	**2.3**
All Other Counties		16	14	17	27	19	851,202	**2.2**
Statewide Total		100	103	141	130	136	2,081,015	**6.5**

[1] Counties have the same rank if they have the same number of crashes in 2016.

[2] 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.

- Three counties – Bernalillo, McKinley, and San Juan – accounted for 78.7 percent of alcohol-involved pedestrian crashes. (Table 49)
- Out of all pedestrians in alcohol-involved crashes, 89.6 percent were under the influence of alcohol. (Table 50)
- 29.4 percent of all alcohol-involved pedestrians in crashes were 45 through 54 years old. (Figure 20, Table 51)
- 79.8 percent of alcohol-involved pedestrians in crashes were male. (Table 51)

Table 50: Alcohol-involved Pedestrians in Alcohol-involved Crashes, 2012 - 2016

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]
2012	96	103	93.2%
2013	97	105	92.4%
2014	131	147	89.1%
2015	120	135	88.9%
2016	129	144	89.6%

[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, 2016
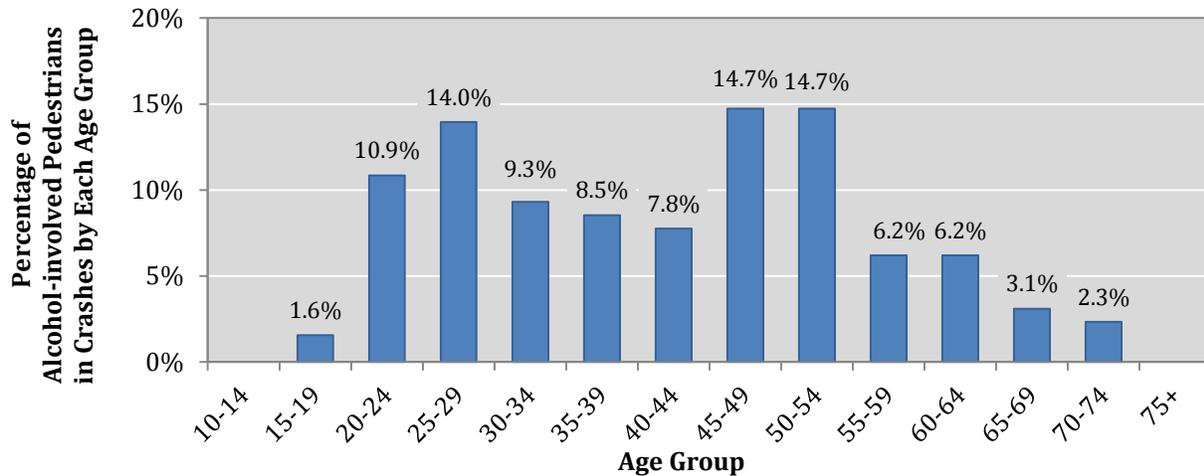
Table 51: Alcohol-involved Pedestrians[20] in Crashes by Age, 2016

| Age Group | Alcohol-involved Pedestrians in Crashes | | | | | | | | Ratio of 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	1	1.0%	1	3.8%	0	0.0%	2	1.6%	1.0
20-24	8	7.8%	6	23.1%	0	0.0%	14	10.9%	1.3
25-29	16	15.5%	2	7.7%	0	0.0%	18	14.0%	8.0
30-34	9	8.7%	3	11.5%	0	0.0%	12	9.3%	3.0
35-39	10	9.7%	1	3.8%	0	0.0%	11	8.5%	10.0
40-44	8	7.8%	2	7.7%	0	0.0%	10	7.8%	4.0
45-49	16	15.5%	3	11.5%	0	0.0%	19	14.7%	5.3
50-54	15	14.6%	4	15.4%	0	0.0%	19	14.7%	3.8
55-59	8	7.8%	0	0.0%	0	0.0%	8	6.2%	-
60-64	6	5.8%	2	7.7%	0	0.0%	8	6.2%	3.0
65-69	2	1.9%	2	7.7%	0	0.0%	4	3.1%	1.0
70-74	3	2.9%	0	0.0%	0	0.0%	3	2.3%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	1	1.0%	0	0.0%	0	0.8%	1	0.8%	-
Total	103	100.0%	26	100.0%	0	100.0%	129	100.0%	4.0

[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.

[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 0.7 percent of all alcohol-involved crashes. (Table 52)
- Of the 15 alcohol-involved pedalcycle crashes, 13.3 percent (2) were fatal crashes and 80.0 percent (12) were injury crashes. (Table 53)

Table 52: Alcohol-involved Pedalcycle Crashes[21], 2016

Pedalcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedalcycle-involved	15	0.7%
Pedalcycle Not Involved	2,058	99.3%
Total Alcohol-involved Crashes	2,073	100.0%

Table 53: Alcohol-involved Pedalcycle Crashes[21] by Crash Severity, 2016

Crash Severity	Alcohol-involved Pedalcycle Crashes	
	Count	Percent
Fatal Crashes	2	13.3%
Injury Crashes	12	80.0%
Property Damage Only Crashes	1	6.7%
Total Alcohol-involved Pedalcycle Crashes	15	100.0%

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[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], 2007 - 2016

Year	Pedalcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
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	302	**7.3%**
2014	23	312	**7.4%**
2015	24	359	**6.7%**
2016	15	360	**4.2%**

- Alcohol-involved pedalcycle crashes fell to 15 in 2016, after spending seven years in the low 20s. That helped push down the percentage of crashes involving both alcohol and any pedalcycles to 4.2 percent of all pedalcycle-involved crashes. (Table 54, Figure 21)

Figure 21: Alcohol-involved Pedalcycle Crashes[22], 2007 - 2016
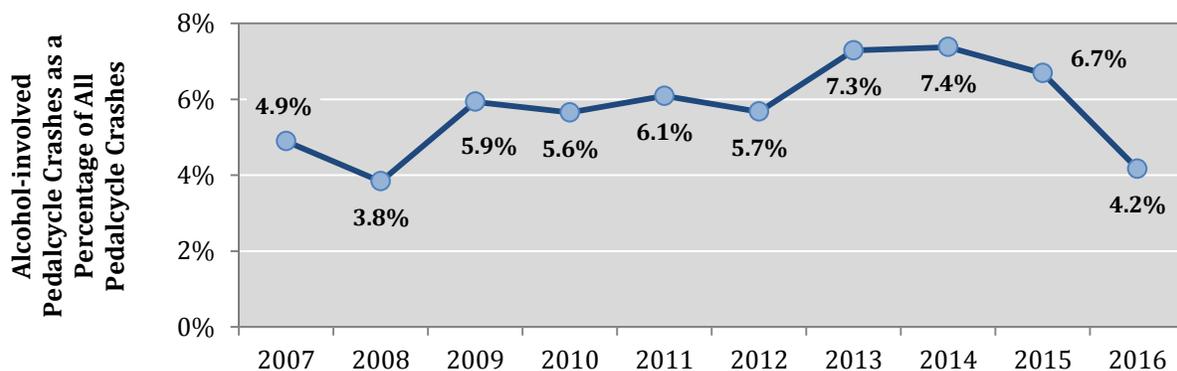
[22] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists in which any vehicle driver or pedalcyclist in the crash was alcohol-involved.

Table 55: Top-Ranking Counties for Alcohol-involved Pedalcycle Crashes, 2012 - 2016

2016 Rank[1]	County	Alcohol-involved Pedalcycle Crashes[2]					2016 Population	Alcohol-involved Pedalcycle Crashes per 100,000 County Residents
		2012	2013	2014	2015	2016		
1	Bernalillo	13	7	9	11	6	676,953	0.9
2	Sandoval	0	1	1	0	2	142,025	1.4
2	San Juan	1	0	1	1	2	115,079	1.7
2	Doña Ana	3	2	3	1	2	214,207	0.9
All Other Counties		5	12	9	11	3	932,751	0.3
Statewide Total		22	22	23	24	15	2,081,015	0.7

[1] Counties have the same rank if they have the same number of crashes in 2016.

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

- 40.0 percent of all alcohol-involved pedalcycle crashes occurred in Bernalillo County. (Table 55)
- Out of all pedalcyclists in alcohol-involved crashes, 86.7 percent were under the influence of alcohol. (Table 56)
- Of all alcohol-involved pedalcyclists in crashes, 84.6 percent (11 out of 13) were male. (Table 57)

Table 56: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2012 - 2016

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]
2012	21	22	95.5%
2013	20	22	90.9%
2014	20	26	76.9%
2015	19	24	79.2%
2016	13	15	86.7%

[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, 2016

Age Group	Males		Females		Missing Data		Total		Ratio[1] Males to Females
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
5-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
20-24	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
25-29	1	9.1%	0	0.0%	0	0.0%	1	7.7%	-
30-34	2	18.2%	1	50.0%	0	0.0%	3	23.1%	2.0
35-39	1	9.1%	1	50.0%	0	0.0%	2	15.4%	1.0
40-44	2	18.2%	0	0.0%	0	0.0%	2	15.4%	-
45-49	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
50-54	1	9.1%	0	0.0%	0	0.0%	1	7.7%	-
55-59	1	9.1%	0	0.0%	0	0.0%	1	7.7%	-
60-64	2	18.2%	0	0.0%	0	0.0%	2	15.4%	-
65-69	1	9.1%	0	0.0%	0	0.0%	1	7.7%	-
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	11	100.0%	2	100.0%	0	0.0%	13	100.0%	5.5

[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, 2016
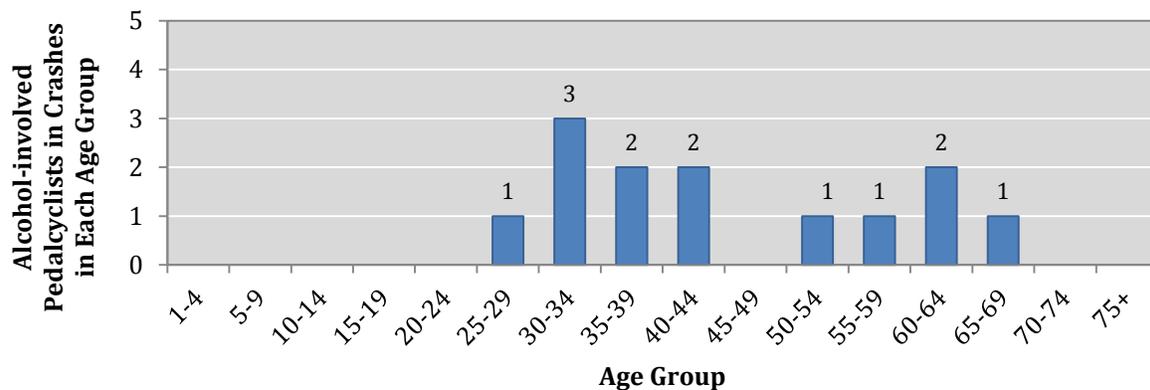
[23] Alcohol-involved pedalcyclists are pedalcyclists who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Demographics – Alcohol-involved Drivers

Alcohol-involved Drivers

This section reviews 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 71.0 percent of all alcohol-involved drivers in crashes. (Table 58)
- Out-of-state drivers were 6.7 percent of all alcohol-involved drivers. (Table 59)
- 9.9 percent of drivers in alcohol-involved crashes had only an ID card and no driver's license. (Table 59)

Table 58: Alcohol-involved Drivers[24] in Crashes by Sex, 2016

Sex	Alcohol-involved Drivers	
	Count	Percent
Males	1,212	71.0%
Females	495	29.0%
Total Drivers	1,707	100.0%

Table 59: Alcohol-involved Drivers[24] in Crashes by License Type and Residence, 2016

Driver License Type	Alcohol-involved Drivers (Residents and Non-Residents)							
	New Mexico Resident		Out of State		Missing Data		Total Drivers	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Operator	1,330	94.9%	67	4.8%	4	0.3%	1,401	100%
CDL Class A	33	82.5%	7	17.5%	0	0.0%	40	100%
CDL Class B	19	82.6%	3	13.0%	1	4.3%	23	100%
CDL Class C	10	29.4%	23	67.6%	1	2.9%	34	100%
ID Card	174	94.6%	10	5.4%	0	0.0%	184	100%
Motorcycle Only	1	50.0%	1	50.0%	0	0.0%	2	100%
CDL Non-Commercial	4	80.0%	1	20.0%	0	0.0%	5	100%
Missing Data	136	80.5%	13	7.7%	20	11.8%	169	100%
Total	1,707	91.9%	125	6.7%	26	1.4%	1,858	100%

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[24] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) residence is not in New Mexico (except Table 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, 2016
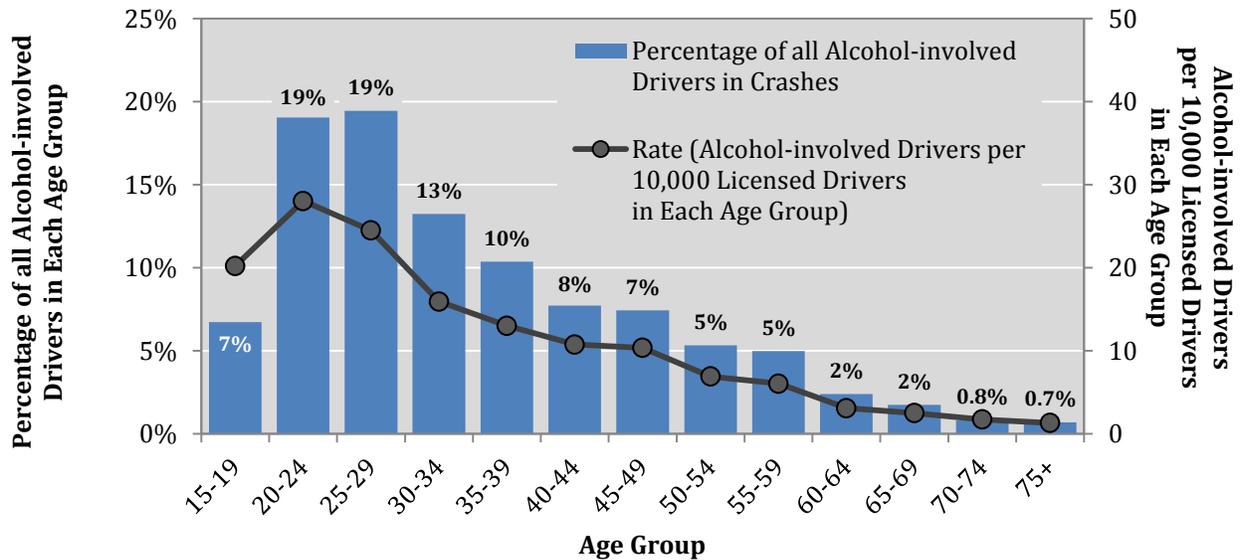
- The 20-24 age group had the highest rate of alcohol-involved drivers in crashes, at 28.1 alcohol-involved drivers per 10,000 licensed drivers. (Table 60)

Figure 24: Alcohol-involved Drivers[25] in Crashes by Age and Sex, 2016

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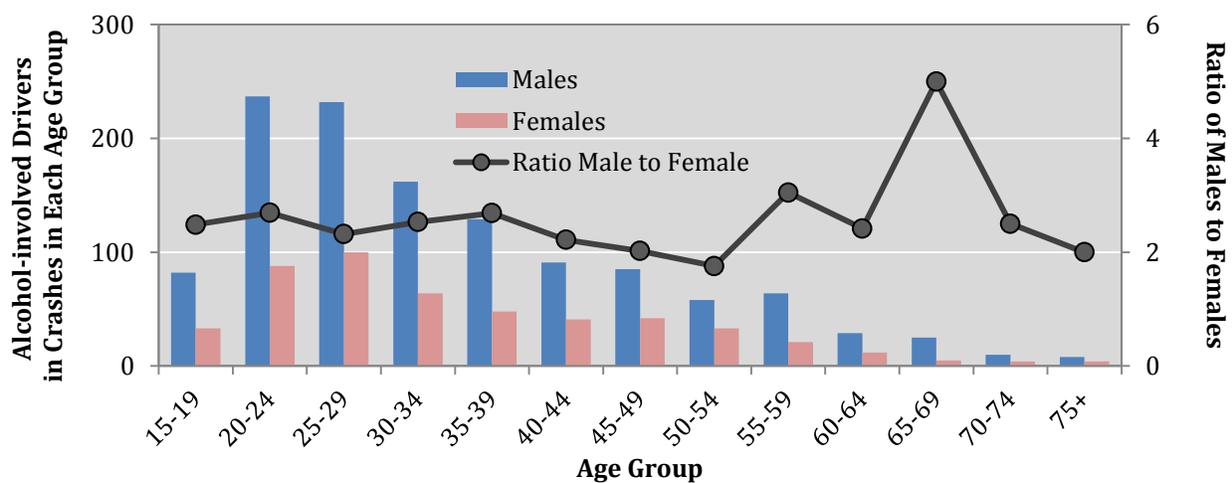
[25] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) the residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Demographics – Alcohol-involved Drivers

Table 60: Alcohol-involved Drivers[26] in Crashes by Age and Sex, 2016

Age Group	Alcohol-involved Drivers in Crashes						Ratio Male to Female	2016 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	82	6.8%	33	6.7%	115	6.7%	2.5	56,894	20.2
20-24	237	19.6%	88	17.8%	325	19.0%	2.7	115,853	28.1
25-29	232	19.1%	100	20.2%	332	19.4%	2.3	135,462	24.5
30-34	162	13.4%	64	12.9%	226	13.2%	2.5	141,727	15.9
35-39	129	10.6%	48	9.7%	177	10.4%	2.7	135,782	13.0
40-44	91	7.5%	41	8.3%	132	7.7%	2.2	122,448	10.8
45-49	85	7.0%	42	8.5%	127	7.4%	2.0	122,524	10.4
50-54	58	4.8%	33	6.7%	91	5.3%	1.8	131,608	6.9
55-59	64	5.3%	21	4.2%	85	5.0%	3.0	140,336	6.1
60-64	29	2.4%	12	2.4%	41	2.4%	2.4	132,030	3.1
65-69	25	2.1%	5	1.0%	30	1.8%	5.0	119,098	2.5
70-74	10	0.8%	4	0.8%	14	0.8%	2.5	79,882	1.8
75+	8	0.7%	4	0.8%	12	0.7%	2.0	90,516	1.3
Total	1,212	100%	495	100%	1,707	100%	2.4	1,524,160	11.2

Figure 25: Alcohol-involved Drivers[26] in Crashes by Age Group, 2016
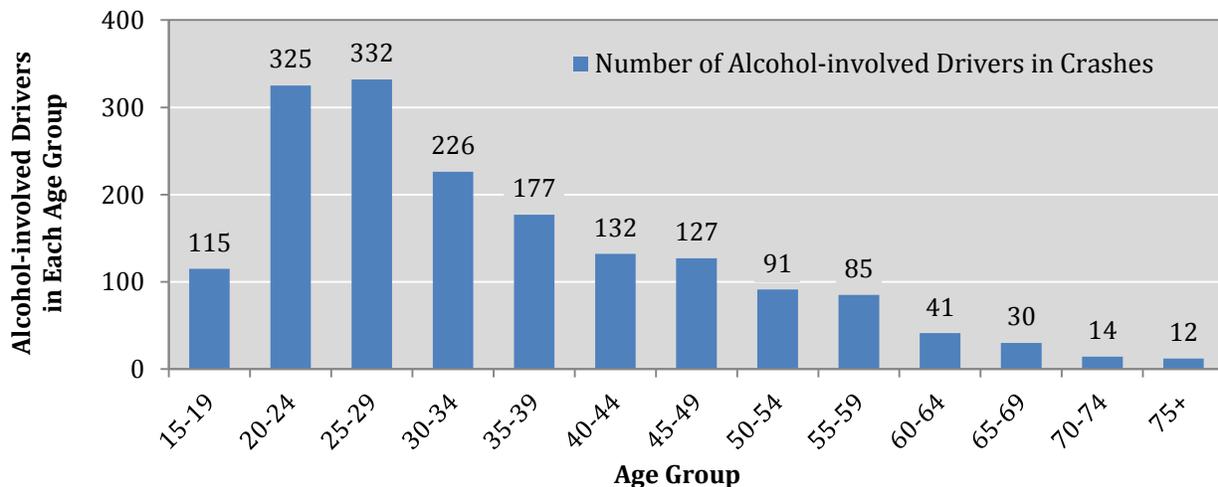
[26] Does not include drivers for which 1) age is less than 15, 2) age or sex data are not available, 3) the residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

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- From 2007 to 2016, the number of alcohol-involved drivers in crashes rose for those 30-34 years old and all age groups 55-69 years old. (Table 61)

Table 61: Alcohol-involved Drivers[27] in Crashes by Age Group, 2007 - 2016

Age Group	Alcohol-involved Drivers in Crashes[1]										Percent Change 2007-2016
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	
15-19	234	182	213	141	166	161	90	124	94	115	**-50.9%**
20-24	491	448	507	412	460	391	385	378	360	325	**-33.8%**
25-29	330	320	383	304	344	296	281	293	342	332	**0.6%**
30-34	177	199	271	244	240	241	175	218	294	226	**27.7%**
35-39	176	170	192	163	170	169	175	143	165	177	**0.6%**
40-44	174	149	176	159	153	151	121	143	116	132	**-24.1%**
45-49	168	158	170	140	159	143	113	96	123	127	**-24.4%**
50-54	103	94	111	122	119	110	100	103	110	91	**-11.7%**
55-59	76	65	73	74	67	63	63	82	74	85	**11.8%**
60-64	25	36	44	41	50	46	47	49	46	41	**64.0%**
65-69	13	14	21	25	29	23	23	24	25	30	**130.8%**
70-74	17	10	8	6	11	10	7	10	16	14	**-17.6%**
75+	8	8	14	4	5	13	10	10	10	12	**50.0%**
Total	1,992	1,853	2,183	1,835	1,973	1,817	1,590	1,673	1,775	1,707	**-14.3%**

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

[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.

# Demographics – Seat Position and Victims

Seat Position and Victims

Table 62: People in Alcohol-involved Crashes by Sex and Seat Position, 2016

Seat Position	People in Alcohol-involved Crashes				Ratio Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	1,921	928	210	3,059	**2.1**
Front Seat Passengers	371	381	10	762	**1.0**
All Other Passengers	285	276	9	570	**1.0**
Motorcyclists[1]					
Motorcycle Drivers	63	4	1	68	**15.8**
Motorcycle Passengers	3	10	0	13	**0.3**
Nonmotorists					
Pedalcyclists	13	2	0	15	**6.5**
Pedestrians	111	32	1	144	**3.5**
Missing Data	38	36	71	145	**1.1**
Total People	2,805	1,669	302	4,776	**1.7**

[1] Motorcyclists in this table include only people whose seat position was marked as "MD" or "MP" on the UCR form.

- There were 63 male and 4 female motorcycle drivers in alcohol-involved crashes, resulting in a male-to-female motorcycle driver ratio of 15.8 to 1. (Table 62)

- There were 13 male and 2 female pedalcyclists in alcohol-involved crashes, resulting in a male-to-female pedalcyclist ratio of 6.5 to 1. (Table 62)

- More than half of all people in alcohol-involved crashes were victims. (Table 63)

Table 63: Victims of Alcohol-involved Crashes, 2016

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]	54	83	221	457	1,855	2,670	**55.9%**
Non-victims[2]	117	93	366	240	1,290	2,106	**44.1%**
Total People	171	176	587	697	3,145	4,776	**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 Use

- There were 42 male and 24 female unbelted fatalities in alcohol-involved crashes, for a male-to-female ratio of 1.8 to 1. (Table 64)
- 42.4 percent of all unbelted fatalities in alcohol-involved crashes were 15-29 years old. (Table 64)

Table 64: Unbelted Fatalities[28] in Alcohol-involved Crashes by Age and Sex, 2016

Age Group	Unbelted Fatalities in Alcohol-involved Crashes						Ratio of Males to Females[1]
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	1	2.4%	1	4.2%	2	3.0%	1.0
5-9	0	0.0%	0	0.0%	0	0.0%	-
10-14	1	2.4%	1	4.2%	2	3.0%	1.0
15-19	7	16.7%	1	4.2%	8	12.1%	7.0
20-24	3	7.1%	6	25.0%	9	13.6%	0.5
25-29	3	7.1%	8	33.3%	11	16.7%	0.4
30-34	6	14.3%	1	4.2%	7	10.6%	6.0
35-39	5	11.9%	1	4.2%	6	9.1%	5.0
40-44	2	4.8%	2	8.3%	4	6.1%	1.0
45-49	3	7.1%	2	8.3%	5	7.6%	1.5
50-54	2	4.8%	0	0.0%	2	3.0%	-
55-59	3	7.1%	1	4.2%	4	6.1%	3.0
60-64	2	4.8%	0	0.0%	2	3.0%	-
65-69	2	4.8%	0	0.0%	2	3.0%	-
70-74	0	0.0%	0	0.0%	0	0.0%	-
75 +	1	2.4%	0	0.0%	1	1.5%	-
Missing Data	1	2.4%	0	0.0%	1	1.5%	-
Total	42	100.0%	24	100.0%	66	100.0%	1.8

[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.

[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], 2012 - 2016

County	DWI Arrests					Percent of all 2016 DWI Arrests	Percent Change 2012-2016	Percent Change 2015-2016
	2012	2013	2014	2015	2016			
Bernalillo	4,843	4,106	3,598	2,614	2,347	22.7%	-51.5%	-10.2%
Catron	14	8	6	6	11	0.1%	-21.4%	83.3%
Chaves	321	229	304	284	254	2.5%	-20.9%	-10.6%
Cibola	245	209	238	289	293	2.8%	19.6%	1.4%
Colfax	57	58	48	66	69	0.7%	21.1%	4.5%
Curry	273	142	213	187	189	1.8%	-30.8%	1.1%
De Baca	10	11	11	8	6	0.1%	-40.0%	-25.0%
Doña Ana	1,336	1,307	1,014	901	1,033	10.0%	-22.7%	14.7%
Eddy	291	223	356	309	269	2.6%	-7.6%	-12.9%
Grant	179	189	164	143	131	1.3%	-26.8%	-8.4%
Guadalupe	50	51	29	22	27	0.3%	-46.0%	22.7%
Harding	1	0	2	3	0	0.0%	-100.0%	-100.0%
Hidalgo	66	43	36	36	46	0.4%	-30.3%	27.8%
Lea	321	362	501	521	423	4.1%	31.8%	-18.8%
Lincoln	138	117	99	135	142	1.4%	2.9%	5.2%
Los Alamos	62	56	52	40	78	0.8%	25.8%	95.0%
Luna	128	106	126	106	105	1.0%	-18.0%	-0.9%
McKinley	628	760	675	715	745	7.2%	18.6%	4.2%
Mora	16	26	30	30	19	0.2%	18.8%	-36.7%
Otero	307	360	369	326	266	2.6%	-13.4%	-18.4%
Quay	60	64	56	51	58	0.6%	-3.3%	13.7%
Rio Arriba	276	400	299	261	255	2.5%	-7.6%	-2.3%
Roosevelt	86	69	46	37	51	0.5%	-40.7%	37.8%
Sandoval	704	706	703	673	710	6.9%	0.9%	5.5%
San Juan	1,227	1,226	1,380	1,371	1,201	11.6%	-2.1%	-12.4%
San Miguel	186	189	187	156	159	1.5%	-14.5%	1.9%
Santa Fe	926	923	1,023	906	764	7.4%	-17.5%	-15.7%
Sierra	133	88	66	63	65	0.6%	-51.1%	3.2%
Socorro	175	106	126	90	86	0.8%	-50.9%	-4.4%
Taos	175	200	203	236	185	1.8%	5.7%	-21.6%
Torrance	74	69	64	50	55	0.5%	-25.7%	10.0%
Union	17	10	12	18	30	0.3%	76.5%	66.7%
Valencia	262	292	339	377	254	2.5%	-3.1%	-32.6%
Missing Data	223	254	45	4	18	0.2%	-91.9%	350.0%
Total DWI Arrests	13,810	12,959	12,420	11,034	10,344	100.0%	-25.1%	-6.3%

[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.

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Table 66: DWI Arrests by City[30], 2012 - 2016

City	DWI Arrests					Percent of All 2016 DWI Arrests	Percent Change 2012-2016	Percent Change 2015-2016
	2012	2013	2014	2015	2016			
Alamogordo	198	225	221	198	147	1.4%	-25.8%	-25.8%
Albuquerque	4,117	3,615	3,209	2,465	2,310	22.3%	-43.9%	-6.3%
Anthony	105	118	82	55	56	0.5%	-46.7%	1.8%
Artesia	83	50	68	74	51	0.5%	-38.6%	-31.1%
Aztec	94	93	125	103	91	0.9%	-3.2%	-11.7%
Belen	108	115	111	135	85	0.8%	-21.3%	-37.0%
Bernalillo	91	93	65	64	46	0.4%	-49.5%	-28.1%
Bloomfield	94	100	122	139	104	1.0%	10.6%	-25.2%
Carlsbad	186	159	221	212	170	1.6%	-8.6%	-19.8%
Clovis	246	145	191	161	160	1.5%	-35.0%	-0.6%
Corrales	46	35	45	23	22	0.2%	-52.2%	-4.3%
Cuba	46	51	39	71	36	0.3%	-21.7%	-49.3%
Deming	109	108	107	82	89	0.9%	-18.3%	8.5%
Edgewood	66	41	49	23	37	0.4%	-43.9%	60.9%
Española	162	205	172	166	165	1.6%	1.9%	-0.6%
Farmington	498	502	591	525	435	4.2%	-12.7%	-17.1%
Fruitland	75	81	73	87	84	0.8%	12.0%	-3.4%
Gallup	190	202	187	187	183	1.8%	-3.7%	-2.1%
Grants	73	62	75	98	69	0.7%	-5.5%	-29.6%
Hobbs	205	246	297	292	253	2.4%	23.4%	-13.4%
Kirtland	68	66	76	68	68	0.7%	0.0%	0.0%
Las Cruces	782	776	620	565	676	6.5%	-13.6%	19.6%
Las Vegas	138	137	124	113	97	0.9%	-29.7%	-14.2%
Los Alamos	54	49	42	32	62	0.6%	14.8%	93.8%
Los Lunas	265	234	260	229	177	1.7%	-33.2%	-22.7%
Lovington	68	52	75	92	79	0.8%	16.2%	-14.1%
Portales	74	57	44	30	49	0.5%	-33.8%	63.3%
Raton	24	28	21	36	30	0.3%	25.0%	-16.7%
Rio Rancho	546	521	472	372	382	3.7%	-30.0%	2.7%
Roswell	302	225	278	218	225	2.2%	-25.5%	3.2%
Ruidoso	51	41	45	58	48	0.5%	-5.9%	-17.2%
Santa Fe	865	819	829	675	561	5.4%	-35.1%	-16.9%
Shiprock	134	159	126	137	132	1.3%	-1.5%	-3.6%
Silver City	104	116	96	88	82	0.8%	-21.2%	-6.8%
Socorro	85	56	54	38	26	0.3%	-69.4%	-31.6%
Sunland Park	80	61	55	22	57	0.6%	-28.8%	159.1%
T or C	94	51	44	41	28	0.3%	-70.2%	-31.7%
Taos	132	130	133	150	109	1.1%	-17.4%	-27.3%
Thoreau	30	38	28	41	35	0.3%	16.7%	-14.6%
Tucumcari	44	42	45	34	27	0.3%	-38.6%	-20.6%
Other Cities and Rural	3,078	3,055	2,903	2,835	2,801	27.1%	-9.0%	-1.2%
Total	13,810	12,959	12,420	11,034	10,344	100.0%	-25.1%	-6.3%

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[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.

DWI Enforcement – Arrests

Table 67: DWI Arrests by Age and Sex[31], 2016

| Age Group | DWI Arrests by Age and Sex | | | | | | | | Ratio of Males to Females[1] |
| | Males | | Females | | Missing Data | | Total | | |
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
< 15	3	0.0%	0	0.0%	0	0.0%	3	0.0%	-
15-19	338	4.5%	95	3.6%	4	1.8%	437	4.2%	3.6
20-24	1,313	17.5%	478	18.2%	44	20.3%	1,835	17.7%	2.7
25-29	1,404	18.7%	511	19.5%	47	21.7%	1,962	19.0%	2.7
30-34	1,100	14.7%	394	15.0%	27	12.4%	1,521	14.7%	2.8
35-39	848	11.3%	344	13.1%	23	10.6%	1,215	11.7%	2.5
40-44	632	8.4%	229	8.7%	20	9.2%	881	8.5%	2.8
45-49	552	7.4%	188	7.2%	9	4.1%	749	7.2%	2.9
50-54	501	6.7%	160	6.1%	9	4.1%	670	6.5%	3.1
55-59	379	5.0%	102	3.9%	3	1.4%	484	4.7%	3.7
60-64	180	2.4%	50	1.9%	4	1.8%	234	2.3%	3.6
65-69	106	1.4%	29	1.1%	1	0.5%	136	1.3%	3.7
70-74	38	0.5%	11	0.4%	1	0.5%	50	0.5%	3.5
75 +	26	0.3%	2	0.08%	0	0.0%	28	0.3%	13.0
Missing Data	87	1.2%	27	1.0%	25	11.5%	139	1.3%	-
Total	7,507	100.0%	2,620	100.0%	217	100.0%	10,344	100.0%	2.9

[1] The ratio of males to females is calculated only when people arrested for DWI include at least one person of each sex in that age group.

Figure 26: DWI Arrests by Age and Sex[31], 2016

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

Table 68: Number of Drivers Arrested for a DWI[32], 2012 - 2016

Age Group	Drivers Arrested for DWI[1]					Percent Change 2012-2016
	2012	**2013**	**2014**	**2015**	**2016**	
<15	3	0	2	1	3	**0.0%**
15-19	714	543	502	429	437	**-38.8%**
20-24	2,844	2,593	2,347	2,031	1,835	**-35.5%**
25-29	2,439	2,473	2,276	2,039	1,962	**-19.6%**
30-34	1,996	1,888	1,859	1,649	1,521	**-23.8%**
35-39	1,418	1,391	1,385	1,200	1,215	**-14.3%**
40-44	1,288	1,181	1,136	980	881	**-31.6%**
45-49	1,090	981	955	824	749	**-31.3%**
50-54	901	864	835	748	670	**-25.6%**
55-59	540	503	530	493	484	**-10.4%**
60-64	313	277	282	288	234	**-25.2%**
65-69	158	136	126	132	136	**-13.9%**
70-74	40	47	49	43	50	**25.0%**
75 +	20	27	34	14	28	**40.0%**
Missing Data	46	55	102	163	139	**202.2%**
Total	13,810	12,959	12,420	11,034	10,344	**-25.1%**

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

Figure 27: Number of Drivers Arrested for DWI[32], 2012 - 2016
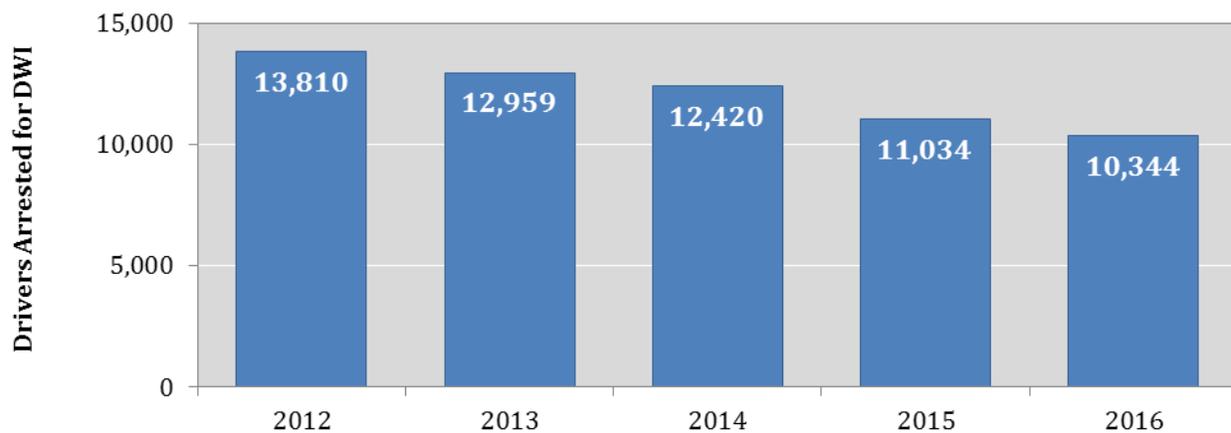
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[32] DWI arrests are for either DWI or aggravated DWI.

Convictions

Table 69: DWI Convictions by County[33], 2012 - 2016

County	DWI Convictions					Percent of All 2016 Convictions	Percent Change 2012-2016	Percent Change 2015-2016
	2012	2013	2014	2015	2016			
Bernalillo	3,463	2,543	1,997	1,621	1,216	18.9%	-64.9%	-25.0%
Catron	10	5	4	4	5	0.1%	-50.0%	25.0%
Chaves	280	184	224	223	230	3.6%	-17.9%	3.1%
Cibola	155	99	82	144	141	2.2%	-9.0%	-2.1%
Colfax	36	32	22	43	36	0.6%	0.0%	-16.3%
Curry	227	157	128	149	107	1.7%	-52.9%	-28.2%
De Baca	5	9	10	5	8	0.1%	60.0%	60.0%
Doña Ana	995	788	729	628	653	10.1%	-34.4%	4.0%
Eddy	259	193	258	248	222	3.4%	-14.3%	-10.5%
Grant	116	147	126	105	100	1.6%	-13.8%	-4.8%
Guadalupe	33	36	27	14	22	0.3%	-33.3%	57.1%
Harding	1	0	1	3	0	0.0%	-100.0%	-100.0%
Hidalgo	48	35	31	36	38	0.6%	-20.8%	5.6%
Lea	221	280	305	368	284	4.4%	28.5%	-22.8%
Lincoln	132	106	85	83	124	1.9%	-6.1%	49.4%
Los Alamos	52	39	50	38	49	0.8%	-5.8%	28.9%
Luna	108	79	87	91	75	1.2%	-30.6%	-17.6%
McKinley	432	448	407	378	328	5.1%	-24.1%	-13.2%
Mora	5	15	24	24	13	0.2%	160.0%	-45.8%
Otero	204	260	259	240	170	2.6%	-16.7%	-29.2%
Quay	41	43	42	45	46	0.7%	12.2%	2.2%
Rio Arriba	132	167	156	162	163	2.5%	23.5%	0.6%
Roosevelt	106	67	42	25	34	0.5%	-67.9%	36.0%
Sandoval	422	565	498	448	475	7.4%	12.6%	6.0%
San Juan	1,024	939	937	1,098	903	14.0%	-11.8%	-17.8%
San Miguel	140	129	134	91	83	1.3%	-40.7%	-8.8%
Santa Fe	742	561	608	578	469	7.3%	-36.8%	-18.9%
Sierra	90	61	41	42	50	0.8%	-44.4%	19.0%
Socorro	122	101	75	63	46	0.7%	-62.3%	-27.0%
Taos	76	112	131	148	114	1.8%	50.0%	-23.0%
Torrance	52	62	44	46	45	0.7%	-13.5%	-2.2%
Union	12	13	3	9	16	0.2%	33.3%	77.8%
Valencia	170	177	172	186	180	2.8%	5.9%	-3.2%
Missing Data	57	337	106	7	0	0.0%	-100.0%	-100.0%
Total Convictions	9,968	8,789	7,845	7,393	6,445	100.0%	-35.3%	-12.8%

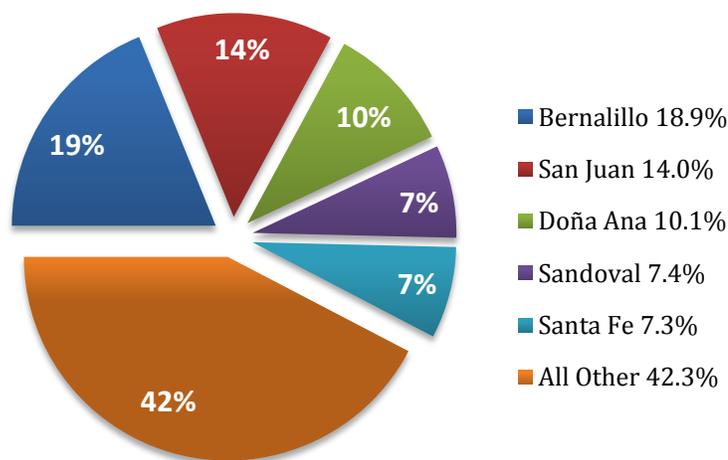[33] "County" refers to the location where the driver was arrested for DWI, not their county of residence.

Table 70: Top-Ranking Counties for DWI Convictions[34], 2012 - 2016

2016 Rank	County	New Mexico DWI Total Convictions					2016 Population	DWI Convictions per 10,000 County Residents, 2016
		2012	2013	2014	2015	2016		
1	Bernalillo	3,463	2,543	1,997	1,621	1,216	676,953	**18.0**
2	San Juan	1,024	939	937	1,098	903	115,079	**78.5**
3	Doña Ana	995	788	729	628	653	214,207	**30.5**
4	Sandoval	422	565	498	448	475	142,025	**33.4**
5	Santa Fe	742	561	608	578	469	148,651	**31.6**
6	McKinley	432	448	407	378	328	74,923	**43.8**
7	Lea	221	280	305	368	284	69,749	**40.7**
8	Chaves	280	184	224	223	230	65,282	**35.2**
9	Eddy	259	193	258	248	222	57,621	**38.5**
10	Valencia	170	177	172	186	180	75,626	**23.8**
All Other Counties		1,960	2,111	1,710	1,617	1,485	440,899	**33.7**
Statewide Total		9,968	8,789	7,845	7,393	6,445	2,081,015	**31.0**

- There were 31.0 DWI convictions per 10,000 New Mexico residents. **San Juan (78.5), McKinley (43.8), Lea (40.7), Eddy (38.5), Chaves (35.2), Sandoval (33.4)** and **Santa Fe (31.6)** counties had DWI conviction rates higher than the statewide rate. (Table 70)

Figure 28: Top-Ranking Counties for DWI Convictions[34], 2016

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

Table 71: Number of Drivers with a First DWI Conviction[35], 2012 - 2016

County	First DWI Convictions					Percent of First 2016 Convictions	Percent Change 2012-2016	Percent Change 2015-2016
	2012	2013	2014	2015	2016			
Bernalillo	2,388	1,760	1,335	1,056	828	19.6%	-65.3%	-21.6%
Catron	6	4	3	4	2	0.0%	-66.7%	-50.0%
Chaves	166	123	143	146	154	3.6%	-7.2%	5.5%
Cibola	102	59	44	96	88	2.1%	-13.7%	-8.3%
Colfax	25	20	16	30	25	0.6%	0.0%	-16.7%
Curry	150	98	83	113	71	1.7%	-52.7%	-37.2%
De Baca	3	8	6	5	4	0.1%	33.3%	-20.0%
Doña Ana	709	525	491	446	471	11.1%	-33.6%	5.6%
Eddy	167	127	180	169	155	3.7%	-7.2%	-8.3%
Grant	70	88	77	53	70	1.7%	0.0%	32.1%
Guadalupe	20	21	13	8	14	0.3%	-30.0%	75.0%
Harding	0	0	0	2	0	0.0%	-	-100.0%
Hidalgo	43	30	28	30	27	0.6%	-37.2%	-10.0%
Lea	158	201	239	281	206	4.9%	30.4%	-26.7%
Lincoln	87	77	52	58	86	2.0%	-1.1%	48.3%
Los Alamos	39	21	33	26	37	0.9%	-5.1%	42.3%
Luna	76	50	65	61	54	1.3%	-28.9%	-11.5%
McKinley	218	237	230	181	191	4.5%	-12.4%	5.5%
Mora	1	9	8	10	8	0.2%	700.0%	-20.0%
Otero	137	177	190	178	122	2.9%	-10.9%	-31.5%
Quay	31	30	24	32	31	0.7%	0.0%	-3.1%
Rio Arriba	76	85	59	69	77	1.8%	1.3%	11.6%
Roosevelt	82	52	26	15	26	0.6%	-68.3%	73.3%
Sandoval	285	377	319	287	330	7.8%	15.8%	15.0%
San Juan	553	509	509	626	521	12.3%	-5.8%	-16.8%
San Miguel	65	57	63	28	47	1.1%	-27.7%	67.9%
Santa Fe	471	357	390	360	313	7.4%	-33.5%	-13.1%
Sierra	66	41	31	33	32	0.8%	-51.5%	-3.0%
Socorro	71	63	44	40	22	0.5%	-69.0%	-45.0%
Taos	48	74	81	95	77	1.8%	60.4%	-18.9%
Torrance	42	36	22	29	24	0.6%	-42.9%	-17.2%
Union	10	10	1	5	12	0.3%	20.0%	140.0%
Valencia	103	114	95	112	109	2.6%	5.8%	-2.7%
Missing Data	39	222	73	6	0	0.0%	-100.0%	-100.0%
Total	**6,507**	**5,662**	**4,973**	**4,690**	**4,234**	**100.0%**	**-34.9%**	**-9.7%**

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[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, 2016

| Age Group | First DWI Convictions | | | | | | | | Ratio of Males to Females[1] |
| | 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	161	5.6%	47	3.8%	0	0.0%	208	4.9%	3.4
20-24	731	25.3%	297	24.3%	27	22.1%	1,055	24.9%	2.5
25-29	622	21.5%	263	21.5%	26	21.3%	911	21.5%	2.4
30-34	392	13.6%	179	14.7%	18	14.8%	589	13.9%	2.2
35-39	266	9.2%	139	11.4%	14	11.5%	419	9.9%	1.9
40-44	165	5.7%	101	8.3%	9	7.4%	275	6.5%	1.6
45-49	157	5.4%	58	4.8%	3	2.5%	218	5.1%	2.7
50-54	131	4.5%	60	4.9%	7	5.7%	198	4.7%	2.2
55-59	111	3.8%	32	2.6%	1	0.8%	144	3.4%	3.5
60-64	54	1.9%	20	1.6%	0	0.0%	74	1.7%	2.7
65-69	34	1.2%	8	0.7%	2	1.6%	44	1.0%	4.3
70-74	12	0.4%	3	0.2%	0	0.0%	15	0.4%	4.0
75 +	7	0.2%	0	0.0%	0	0.0%	7	0.2%	-
Missing Data	48	1.7%	14	1.1%	15	12.3%	77	1.8%	-
Total	2,891	100.0%	1,221	100.0%	122	100.0%	4,234	100.0%	2.4

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

Figure 29: First DWI Convictions by Age[36] and Sex, 2016

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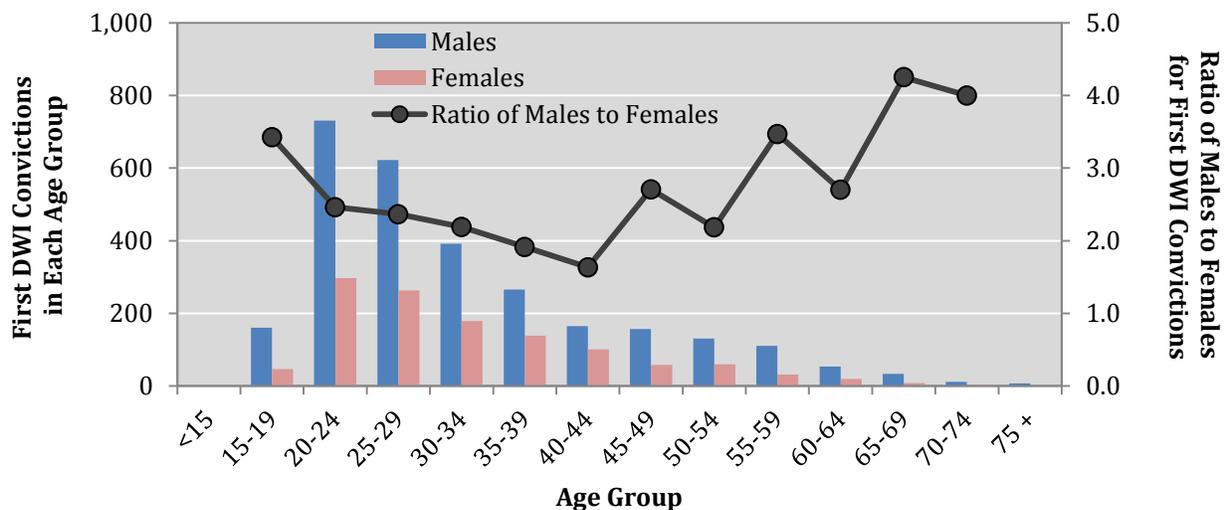
[36] "Age" refers to age on the day of arrest for a conviction handed down in 2016.

DWI Enforcement – Convictions

Table 73: Repeat DWI Convictions by County[37], 2012 - 2016

County	Repeat DWI Convictions					Percent of Repeat 2016 Convictions	Percent Change 2012-2016	Percent Change 2015-2016
	2012	2013	2014	2015	2016			
Bernalillo	1,075	783	662	565	388	17.5%	-63.9%	-31.3%
Catron	4	1	1	0	3	0.1%	-25.0%	-
Chaves	114	61	81	77	76	3.4%	-33.3%	-1.3%
Cibola	53	40	38	48	53	2.4%	0.0%	10.4%
Colfax	11	12	6	13	11	0.5%	0.0%	-15.4%
Curry	77	59	45	36	36	1.6%	-53.2%	0.0%
De Baca	2	1	4	0	4	0.2%	100.0%	-
Doña Ana	286	263	238	182	182	8.2%	-36.4%	0.0%
Eddy	92	66	78	79	67	3.0%	-27.2%	-15.2%
Grant	46	59	49	52	30	1.4%	-34.8%	-42.3%
Guadalupe	13	15	14	6	8	0.4%	-38.5%	33.3%
Harding	1	0	1	1	0	0.0%	-100.0%	-100.0%
Hidalgo	5	5	3	6	11	0.5%	120.0%	83.3%
Lea	63	79	66	87	78	3.5%	23.8%	-10.3%
Lincoln	45	29	33	25	38	1.7%	-15.6%	52.0%
Los Alamos	13	18	17	12	12	0.5%	-7.7%	0.0%
Luna	32	29	22	30	21	0.9%	-34.4%	-30.0%
McKinley	214	211	177	197	137	6.2%	-36.0%	-30.5%
Mora	4	6	16	14	5	0.2%	25.0%	-64.3%
Otero	67	83	69	62	48	2.2%	-28.4%	-22.6%
Quay	10	13	18	13	15	0.7%	50.0%	15.4%
Rio Arriba	56	82	97	93	86	3.9%	53.6%	-7.5%
Roosevelt	24	15	16	10	8	0.4%	-66.7%	-20.0%
Sandoval	137	188	179	161	145	6.6%	5.8%	-9.9%
San Juan	471	430	428	472	382	17.3%	-18.9%	-19.1%
San Miguel	75	72	71	63	36	1.6%	-52.0%	-42.9%
Santa Fe	271	204	218	218	156	7.1%	-42.4%	-28.4%
Sierra	24	20	10	9	18	0.8%	-25.0%	100.0%
Socorro	51	38	31	23	24	1.1%	-52.9%	4.3%
Taos	28	38	50	53	37	1.7%	32.1%	-30.2%
Torrance	10	26	22	17	21	0.9%	110.0%	23.5%
Union	2	3	2	4	4	0.2%	100.0%	0.0%
Valencia	67	63	77	74	71	3.2%	6.0%	-4.1%
Missing Data	18	115	33	1	0	0.0%	-100.0%	-100.0%
Total	3,461	3,127	2,872	2,703	2,211	100.0%	-36.1%	-18.2%

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

Table 74: Drivers Convicted of a Repeat DWI by Age[38], 2012 - 2016

Age Group	Drivers Convicted of a Repeat DWI[1]					Percent Change 2012-2016
	2012	2013	2014	2015	2016	
<15	0	0	0	0	0	-
15-19	27	13	10	15	8	-70.4%
20-24	291	280	209	214	154	-47.1%
25-29	579	513	464	411	345	-40.4%
30-34	550	497	493	471	362	-34.2%
35-39	467	453	378	372	340	-27.2%
40-44	461	415	367	339	255	-44.7%
45-49	463	353	311	300	267	-42.3%
50-54	314	288	338	277	222	-29.3%
55-59	154	168	160	168	140	-9.1%
60-64	92	79	88	72	72	-21.7%
65-69	38	44	33	38	26	-31.6%
70-74	17	7	9	10	6	-64.7%
75 +	2	6	5	3	4	100.0%
Missing Data	6	11	7	13	10	66.7%
Total	3,461	3,127	2,872	2,703	2,211	-36.1%

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

Figure 30: Drivers Convicted of a Repeat DWI, 2012 - 2016
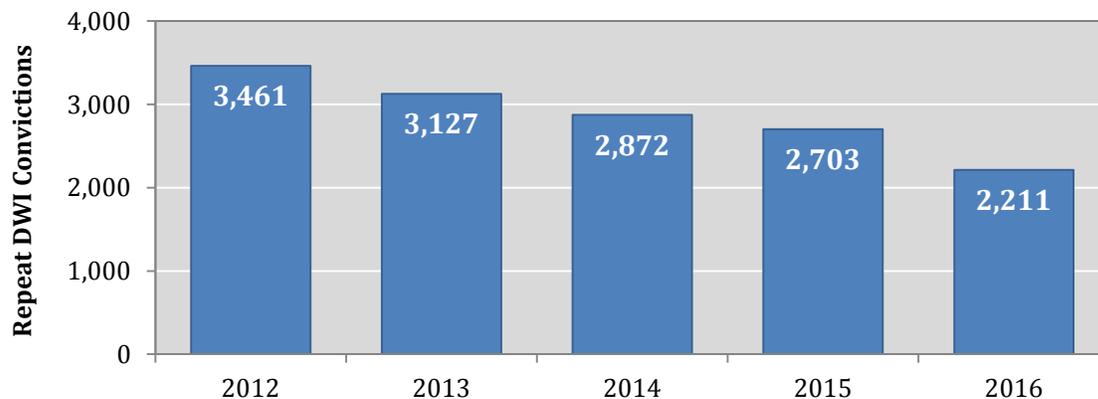
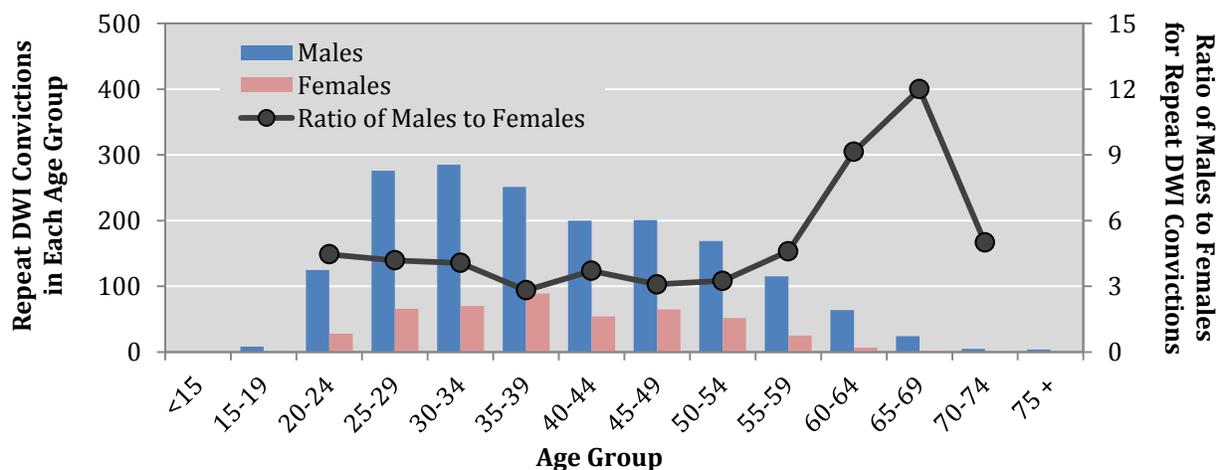[38] "Age" refers to age on the day of arrest for a conviction handed down in 2016.

DWI Enforcement – Convictions

Table 75: Repeat DWI Convictions by Age[39] and Sex, 2016

Age Group	Repeat DWI Convictions								Ratio of Males to Females[1]
	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	8	0.5%	0	0.0%	0	0.0%	8	0.4%	-
20-24	125	7.2%	28	6.1%	1	6.7%	154	7.0%	4.5
25-29	276	15.9%	66	14.3%	3	20.0%	345	15.6%	4.2
30-34	285	16.4%	70	15.2%	7	46.7%	362	16.4%	4.1
35-39	251	14.5%	89	19.3%	0	0.0%	340	15.4%	2.8
40-44	200	11.5%	54	11.7%	1	6.7%	255	11.5%	3.7
45-49	201	11.6%	65	14.1%	1	6.7%	267	12.1%	3.1
50-54	169	9.7%	52	11.3%	1	6.7%	222	10.0%	3.3
55-59	115	6.6%	25	5.4%	0	0.0%	140	6.3%	4.6
60-64	64	3.7%	7	1.5%	1	6.7%	72	3.3%	9.1
65-69	24	1.4%	2	0.4%	0	0.0%	26	1.2%	12.0
70-74	5	0.3%	1	0.2%	0	0.0%	6	0.3%	5.0
75 +	4	0.2%	0	0.0%	0	0.0%	4	0.2%	-
Missing Data	9	0.5%	1	0.2%	0	0.0%	10	0.5%	-
Total	1,736	100.0%	460	100.0%	15	100.0%	2,211	100.0%	3.8

[1] The ratio of males to females is calculated when there is at least one conviction of each sex in that age group.

Figure 31: Repeat DWI Convictions by Age[39] and Sex, 2016

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[39] "Age" refers to age on the day of arrest for a conviction handed down in 2016.

Court Dispositions

Table 76: Disposition of DWI Arrests by County, as of December 2017[40]

County	Number of DWI Arrests in 2016 Resulting in Convictions		Number of DWI Arrests in 2016 Resulting in Dismissals		Number of DWI Arrests in 2016 Awaiting Disposition		Total Number of DWI Arrests in 2016	Average Number of Days to DWI Conviction	Average Number of Days to DWI Dismissal
	Count	Percent	Count	Percent	Count	Percent			
Bernalillo	992	42%	697	30%	658	28%	2,347	211	184
Catron	6	55%	2	18%	3	27%	11	149	85
Chaves	184	72%	13	5%	57	22%	254	122	236
Cibola	139	47%	13	4%	141	48%	293	208	161
Colfax	39	57%	7	10%	23	33%	69	124	153
Curry	120	63%	34	18%	35	19%	189	169	181
De Baca	4	67%	0	0%	2	33%	6	113	-
Doña Ana	564	55%	31	3%	438	42%	1,033	169	194
Eddy	176	65%	16	6%	77	29%	269	125	144
Grant	92	70%	10	8%	29	22%	131	145	154
Guadalupe	20	74%	1	4%	6	22%	27	119	161
Harding	0	-	0	-	0	-	0	-	-
Hidalgo	39	85%	0	0%	7	15%	46	83	-
Lea	234	55%	17	4%	172	41%	423	107	212
Lincoln	91	64%	7	5%	44	31%	142	112	318
Los Alamos	58	74%	5	6%	15	19%	78	110	73
Luna	71	68%	7	7%	27	26%	105	116	135
McKinley	310	42%	75	10%	360	48%	745	123	132
Mora	9	47%	7	37%	3	16%	19	137	163
Otero	143	54%	27	10%	96	36%	266	110	161
Quay	48	83%	6	10%	4	7%	58	108	323
Rio Arriba	121	47%	38	15%	96	38%	255	166	152
Roosevelt	37	73%	0	0%	14	27%	51	190	-
Sandoval	447	63%	127	18%	136	19%	710	157	182
San Juan	777	65%	115	10%	309	26%	1,201	141	213
San Miguel	81	51%	3	2%	75	47%	159	152	205
Santa Fe	372	49%	168	22%	224	29%	764	158	154
Sierra	48	74%	3	5%	14	22%	65	127	165
Socorro	44	51%	16	19%	26	30%	86	151	206
Taos	88	48%	14	8%	83	45%	185	196	105
Torrance	38	69%	1	2%	16	29%	55	109	473
Union	23	77%	3	10%	4	13%	30	77	103
Valencia	126	50%	49	19%	79	31%	254	176	188
Missing Data	0	0%	0	0%	18	100%	18	-	-
Statewide	**5,541**	**54%**	**1,512**	**15%**	**3,291**	**32%**	**10,344**	**157**	**179**

[40] This table shows the number of DWI arrests in 2016 and whether the case resulted in a conviction or dismissal or is still awaiting court disposition, as reported in the NM MVD Citation Tracking System (CTS) as of December 2017. A very small number of "not guilty" rulings may be included in the category Dismissals.
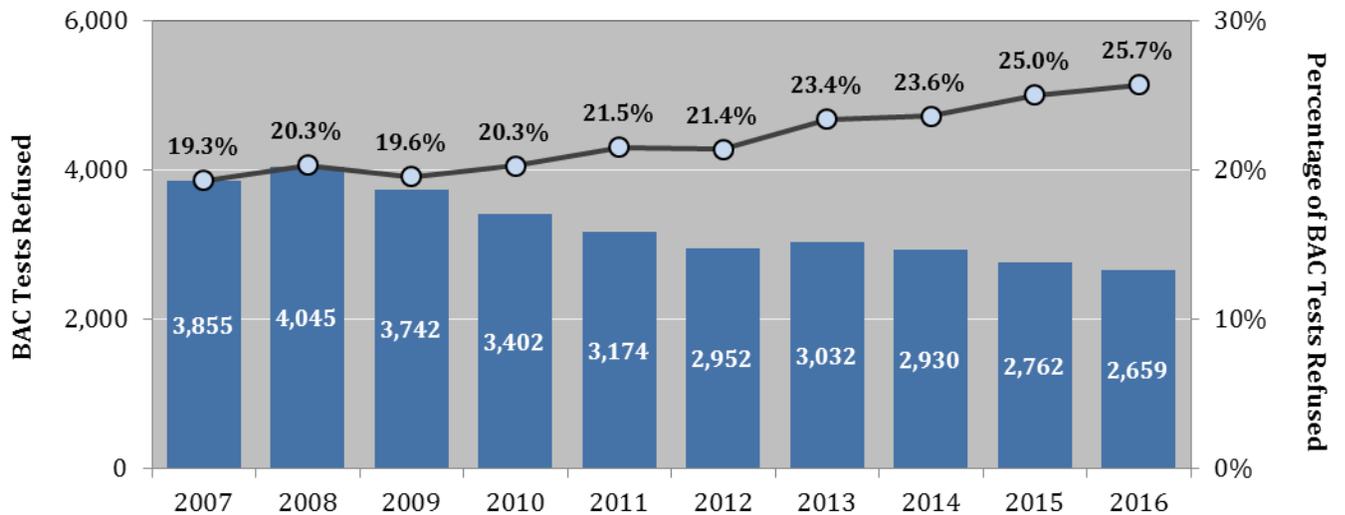
Blood Alcohol Content (BAC)

Figure 32: Range of BAC Test Results from 2016 DWI Arrests[41]
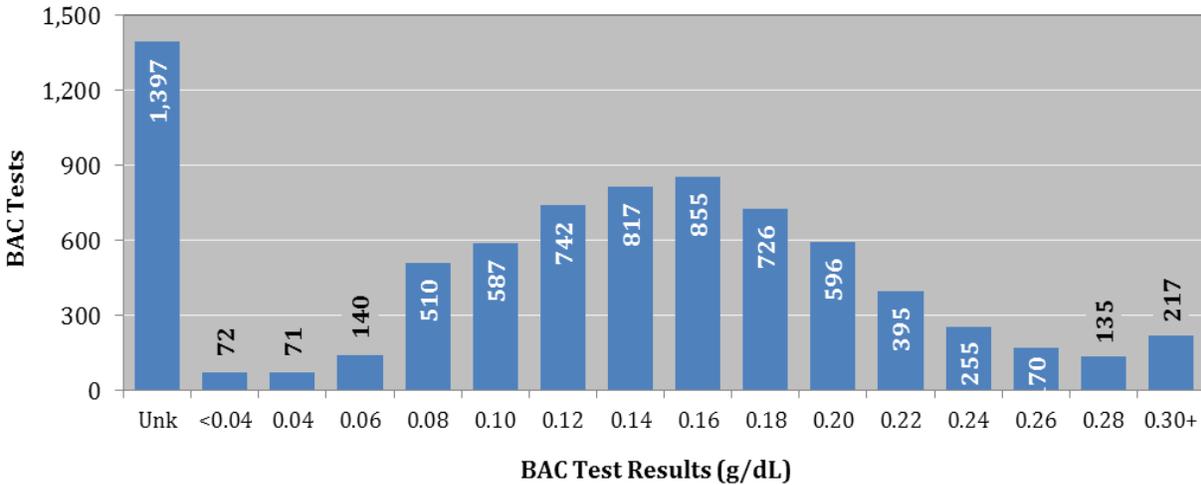
- The percentage of BAC tests that were refused have increased in seven of the past nine years. (Figure 33)

Figure 33: Number of BAC Test Refusals and Percentage of BAC Test Refusals, 2007 - 2016

[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') means the BAC value is unknown. Test refusals are excluded.

Rates

Changes in traffic volume, state population, licensed drivers, and registered vehicles affect the number of crashes that occur in any given year or place. Using rates instead of the raw number of crashes enables statistical comparisons across geographies, time periods, and populations. Rates are a way of standardizing measurements to a common base (e.g., per 100 Million VMT or per 100,000 population) so the results can be directly comparable regardless of to whom, where, and when the event occurred. Below is an example equation of how rates are calculated, using data from Table 1 and Table 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.

$$Crash\ Rate = \frac{Crash\ Frequency\ in\ a\ Period}{Exposure\ in\ Same\ Period} = \frac{2{,}073\ alcohol\ crashes\ in\ 2016}{278.09\ 100M\ VMT\ in\ 2016} = 7.5\ \textbf{alcohol crashes per 100M VMT}$$

Table 77: Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2007 - 2016

Year	New Mexico Population[1,3] (U.S. Census, July 1 Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)[2,3]	New Mexico Licensed Drivers[3]	New Mexico Motor Vehicle Registrations[3]
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	2,064,756	241.77	1,442,737	1,665,882
2011	2,077,756	258.89	1,455,481	1,772,040
2012	2,083,784	257.85	1,493,766	1,805,790
2013	2,085,193	256.82	1,478,868	1,882,466
2014	2,083,024	265.50	1,487,472	1,930,706
2015	2,080,328	302.92	1,502,279	1,823,445
2016	2,081,015	278.09	1,524,177	1,823,961

[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.

Rates

Table 78: Alcohol-involved Crash Rates, 2007 - 2016[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
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	92.9	7.5	131.0	102.9
2014	98.0	7.7	137.2	105.7
2015	102.6	7.0	142.1	117.0
2016	99.6	7.5	136.0	113.7

Figure 34: Alcohol-involved Crash Rates (Population and VMT), 2007 - 2016[42]


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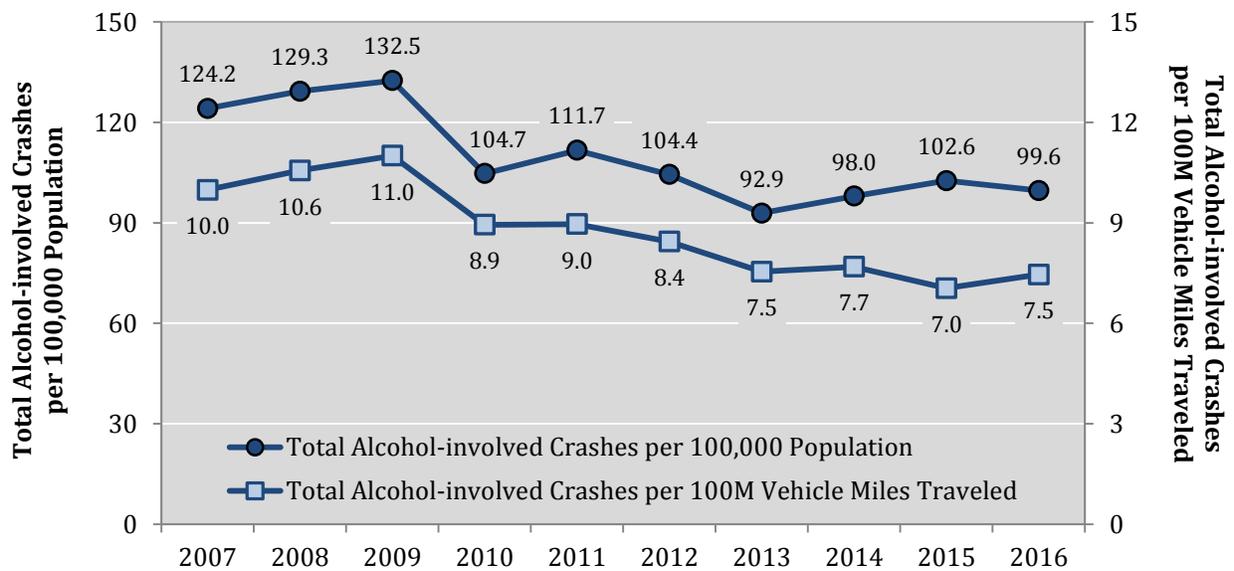
[42] The calculation method for VMT was revised by NMDOT beginning in 2011.

Table 79: Alcohol-involved Fatal Crash Rates, 2007 - 2016[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
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
2014	7.3	0.57	10.2	7.9
2015	5.0	0.34	6.9	5.6
2016	7.2	0.54	9.8	8.2

Figure 35: Alcohol-involved Fatal Crash Rates (Population and VMT), 2007 - 2016[43]

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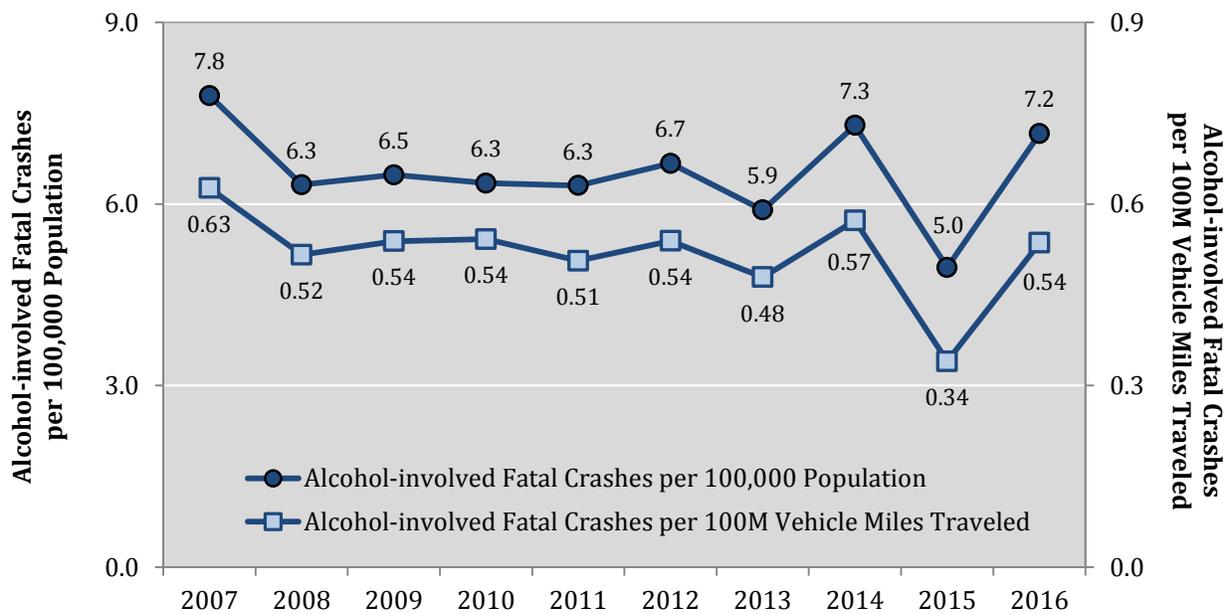
[43] The calculation method for VMT was revised by NMDOT beginning in 2011.

Rates

Table 80: Alcohol-involved Fatality Rates, 2007 - 2016[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
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
2014	8.2	0.64	11.4	8.8
2015	5.8	0.40	8.0	6.6
2016	8.2	0.61	11.2	9.4

Figure 36: Alcohol-involved Fatality Rates (Population and VMT), 2007 - 2016[44]

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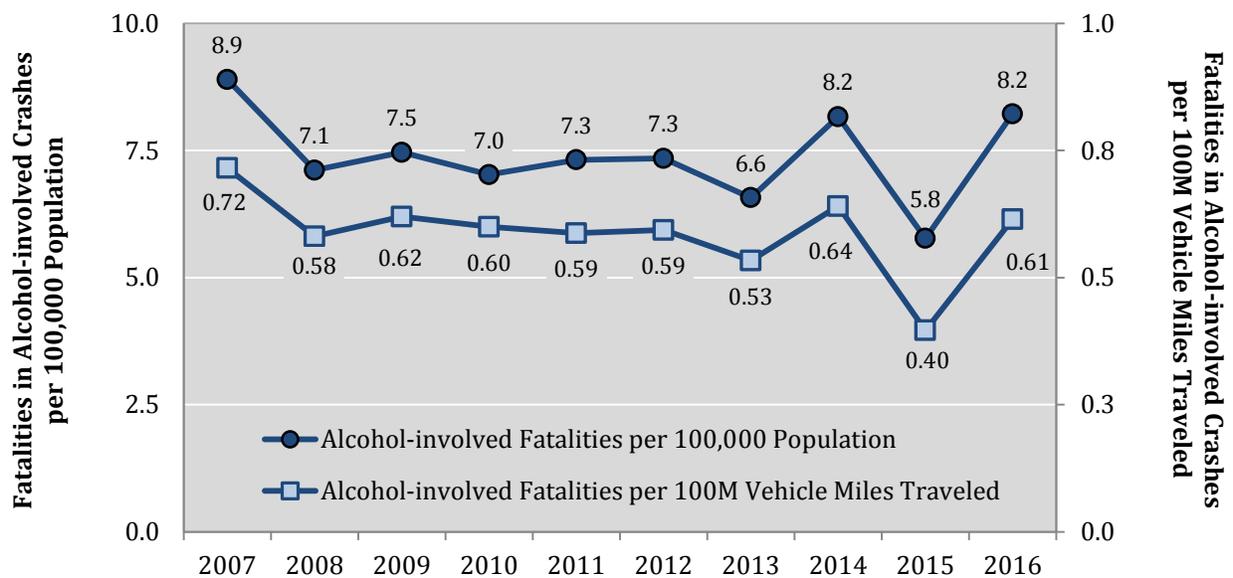
[44] An alcohol-involved fatality is any crash-related fatality in which at least one driver in the crash was indicated by the officer on the crash report as being under the influence of alcohol.

Economic Impact

- Alcohol-involved fatal crash costs (Class K) were 79.5 percent of the Total Human Capital Costs Estimate of all alcohol-involved crashes. (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 totals $974 million. (Table 82)

Table 81: Human Capital Cost Estimates for Alcohol-involved Crashes, 2016 Adjusted

Crash Severity	Human Capital[1] Costs per Crash, 2016 CPI-Adjusted ($)	Alcohol-involved Crashes, 2016	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,688,045	149	251,518,663
Suspected Serious Injury Crash (A)	150,970	120	18,116,395
Suspected Minor Injury Crash (B)	56,783	416	23,621,784
Possible Injury Crash (C)	38,488	373	14,355,969
Property Damage Only Crash (O)	8,673	1,015	8,803,419
Total			316,416,230

[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, 2016 Adjusted

Crash Severity	Comprehensive[1] Costs per Crash, 2016 CPI- and ECI-Adjusted ($)	Alcohol-involved Crashes, 2016	Total Comprehensive Costs Estimate, 2016 ($)	Loss of Quality of Life Estimate, 2016 ($)[1]
Fatal Crash (K)	5,752,479	149	857,119,368	605,600,706
Suspected Serious Injury Crash (A)	304,822	120	36,578,661	18,462,266
Suspected Minor Injury Crash (B)	111,352	416	46,322,487	22,700,703
Possible Injury Crash (C)	62,757	373	23,408,392	9,052,423
Property Damage Only Crash (O)	10,144	1,015	10,296,344	1,492,925
Total			973,725,253	657,309,023

[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 Consumer Price Index (CPI), Economic Impact Estimates and Employment Cost Index (ECI). Tables display rounded numbers, but the calculation method uses precise values.

Sources

Consumer Price Index (CPI) – Bureau of Labor Statistics (BLS), Consumer Price Index Detailed Report, Data for December 2016, Table 1A, Expenditure Category: "All Items", Column: Annual Average CPI 2016. Available at https://www.bls.gov/cpi/tables/detailed-reports/home.htm.

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, Institute for Geospatial and Population Studies (GPS), Traffic Research Unit (TRU), formerly the Division of Government Research.

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

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

DWI Citation Tracking System (CTS) – New Mexico Taxation and Revenue Department (NM TRD) Motor Vehicle Division (MVD), DWI Citation Tracking System (CTS), as of December 2017. Arrests and convictions include both DWI and aggravated DWI. Repeat offenders are identified by the combination of account key, arrest date, and citation number. The MVD database was migrated to a new system in June 2015.

Economic Impact Estimates – American Association of State Highway and Transportation Officials Highway Safety Manual, First Edition, Volume 1, 2010, Appendix 4A, pp. 4-84 to 4-88. AASHTO HSM cost estimate calculations are based on the Crash Cost Estimates

by Maximum Police-Reported Injury Severity Within Selected Crash Geometries, FHWA-HRT-05-051: October 2005.

Employment Cost Index (ECI) – Bureau of Labor Statistics (BLS), Employment Cost Index Historical Listing – Volume III, January 2018, Table 5, Category: All Workers, 2016, June Index. Accessed Feb. 13, 2018, at www.bls.gov/web/eci/echistrynaics.pdf.

Licensed Drivers – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), 2007 – 2016. April data for 2015; July data for all other years.

Population – U.S. Census Bureau, Population Division. Annual Estimates of the Resident Population: April 1, 2010, to July 1, 2016 (NST-EST2016-01). Release dates: For counties, March 2017 (PEP_2016_PEPANNRES_with_ann). For cities and towns, (Incorporated Places and Minor Civil Divisions), May 2017 (SUB-EST2016_35). For 2010 population only: New Mexico: 2010 Population and Housing Counts, Released September 2012 (cph-2-33).

Urban Areas – New Mexico Department of Transportation, Asset Management and Planning. 2010 U.S. Census Urbanized Area Boundaries, NMDOT-Adjusted, and U.S. Census Urban Clusters. Aug. 21, 2013. In crashes before 2013, "urban" areas were defined as towns or cities 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, 2016, Vehicles. Table MV-1. November 2017. Accessed January 8, 2018. https://www.fhwa.dot.gov/policyinformation/statistics/2016/mv1.cfm.

Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation, Planning Division, Traffic Data Reporting Section. Extent and Travel Report, 2016, generated on June 16, 2017. 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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