New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico DWI Report

2012

New Mexico Department of Transportation
Planning and Traffic Safety Division

New Mexico Department of Transportation
Planning and Traffic Safety Division

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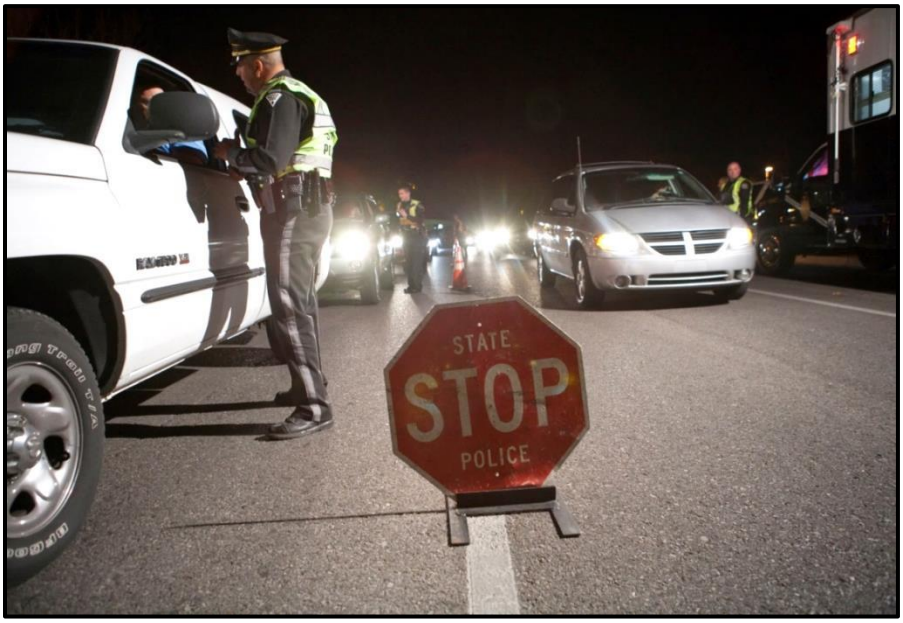

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Definitions

100M VMT – VMT is a measurement of the number of miles traveled annually by motor vehicles. It is reported in units of 100 Million Vehicle Miles Traveled (100M VMT).

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

Alcohol-involved Crash – An indication on the UCR that 1) a DWI citation was issued, 2) alcohol was a contributing factor to the crash, 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 as a percentage of alcohol in grams by blood volume (g/dL). The legal limit for presumption of Driving While Intoxicated (DWI) is .08 for non-commercial drivers over 21 years of age, .02 for drivers under 21 years of age, and .04 for commercial vehicle drivers.

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

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

DWI – Driving While Intoxicated.

DWI Arrest (Citation) – In this report, a DWI arrest (a.k.a. a DWI citation) is a driver arrested for either DWI or aggravated DWI.

Definitions

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driver convicted of DI1 (driving under the intoxicating influence of alcohol, narcotics, or pathogenic drugs), DI0 (an outdated code for sentencing to DWI school), or DI3 (aggravated DWI).

Fatal Crash – A crash in which at least one individual was killed. Note, more than one individual 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 when it occurs at the time of the crash or the person(s) involved in the crash dies within 30 days.

Geocode – Geocoding is the process of taking the descriptive locational information available on the Uniform Crash Report (UCR) forms submitted to NMDOT and assigning it a unique geographic coordinate. The data are geocoded using ESRI ArcGIS 10.2 software. Crashes that have incomplete, missing or invalid locational data are not geocoded.

Injuries – The number of people injured in a crash, as opposed 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 include people injured, but not killed.

Injury Crash – A reported crash in which at least one individual was injured. Injury crashes involved 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.

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 was not a fatal, suspected serious or suspected minor injury. This is known as either a Class **C** injury, "**C**omplaint of Injury" or "Non-visible Injury."

Definitions

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. Class O crash).

Rate – A rate is calculated by dividing a total count (such as total crashes, drivers, or fatalities) by a denominator such as VMT, number of licensed drivers, or population. See page 73 for more detail.

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

Rural – An area with a population of less than 2,500 people. The places not classified as urban are classified as rural. This includes any incorporated place or census designated place with fewer than 2,500 inhabitants.

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, where the person was carried from the scene of the crash or where the injured person was unable to walk, drive or perform normal activities he/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 – A town or a city with a population of 2,500 people or more.

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.

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2012 HIGHLIGHTS

DWI

- DWI arrests have decreased every year from 2008 to 2012. (Table 70, Figure 27)
- As of July 2013, 58% of DWI arrests in 2012 had resulted in convictions, 18% had resulted in dismissals, and 24% were awaiting disposition. (Table 78)

Crashes

- There were 8.4 alcohol-involved crashes per 100 million VMT in 2012. (Table 80)
- Alcohol-involved crashes were 41% of all fatal crashes in 2012. (Figure 1, Table 3)
- Alcohol-involved crashes were 38% lower compared to ten years ago. (Table 2)
- 58% of all alcohol-involved crashes occurred from 6 p.m. to 3 a.m. (Figure 7, Table 22)

People

- The number of total people in alcohol-involved crashes has been reduced by 40% in the last ten years. (Figure 3, Table 5)

Drivers

- From 2003 to 2012, the number of alcohol-involved teen drivers in crashes decreased 50% (320 to 161). (Table 35, Figure 13)
- From 2003 to 2012, the number of alcohol-involved young adult drivers in crashes decreased 39% (637 to 391). (Table 39, Figure 15)
- The 20-24 age group had both the highest number and rate of alcohol-involved drivers in crashes in 2012. (Table 62)

Gender Groups

- Male drivers were 73% of all alcohol-involved drivers in crashes in 2012. (Table 60)
- 75% of all fatalities in alcohol-involved crashes were male in 2012. (Table 32)

Motorcyclists, Pedestrians and Pedalcyclists

- Alcohol was involved in 10% of all motorcycle-involved crashes in 2012. (Table 44)
- In almost all alcohol-involved pedestrian crashes, it was the pedestrian who was alcohol-involved. (Table 52)
- In almost all alcohol-involved pedalcycle crashes, it was the pedalcyclist who was alcohol-involved. (Table 58)

2012 Alcohol-involved Crash Summary

Summary of Alcohol-involved Crashes, 2012

Table 1: Alcohol-involved Crashes, 2012

Alcohol Involvement	Crashes	Percent
Alcohol-involved	2,176	5.3%
Not Alcohol-involved	38,907	94.7%
Total Crashes	41,083	100.0%

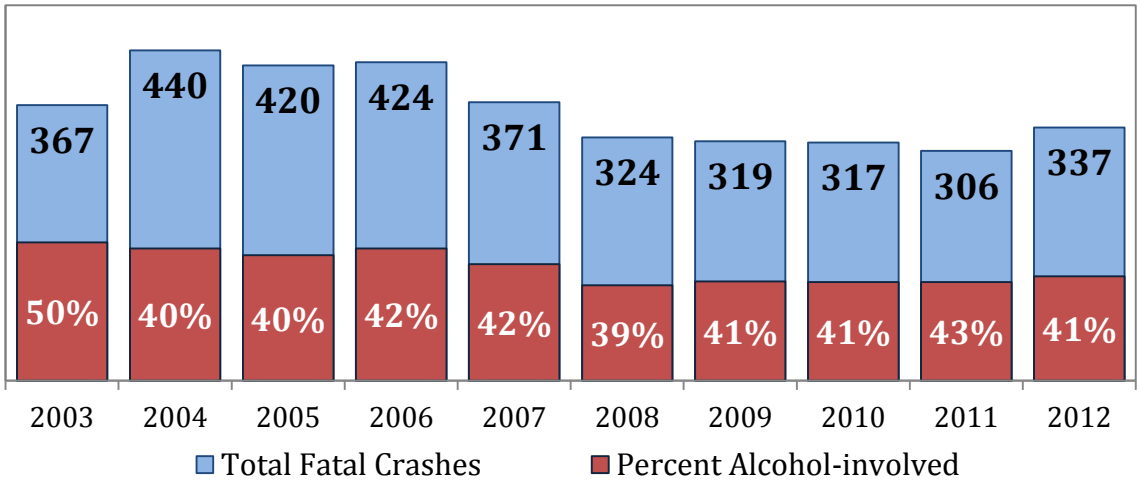
Table 2: Alcohol-involved Crashes, 2003 - 2012

Year	Alcohol-involved Crashes	Total Crashes	Percent of Total Crashes
2003	3,508	48,128	7.3%
2004	3,336	52,288	6.4%
2005	2,633	49,023	5.4%
2006	2,698	49,318	5.5%
2007	2,471	49,104	5.0%
2008	2,599	46,440	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%

Table 3: Alcohol-involved Fatal Crashes, 2003 - 2012

Year	Alcohol-involved Fatal Crashes	Total Fatal Crashes	Percent of Total Fatal Crashes
2003	184	367	50.1%
2004	176	440	40.0%
2005	167	420	39.8%
2006	176	424	41.5%
2007	155	371	41.8%
2008	127	324	39.2%
2009	132	319	41.4%
2010	131	317	41.3%
2011	131	306	42.8%
2012	139	337	41.2%

Figure 1: Total Fatal Crashes and Percent Alcohol-involved Fatal Crashes, 2003 - 2012



2012 Alcohol-involved Crash Summary

- Alcohol-involved crashes comprised less than 6% of all crashes since 2005. (Table 2)
- Less than half of all fatal crashes since 2004 were alcohol-involved. (Table 3, Figure 1)
- Alcohol-involved crashes decreased 6.2% from 2011 to 2012, and overall were 38.0% lower compared to ten years ago. (Table 2, Figure 2, Table 4)

Figure 2: Alcohol-involved Total and Fatal Crashes, 2003 - 2012

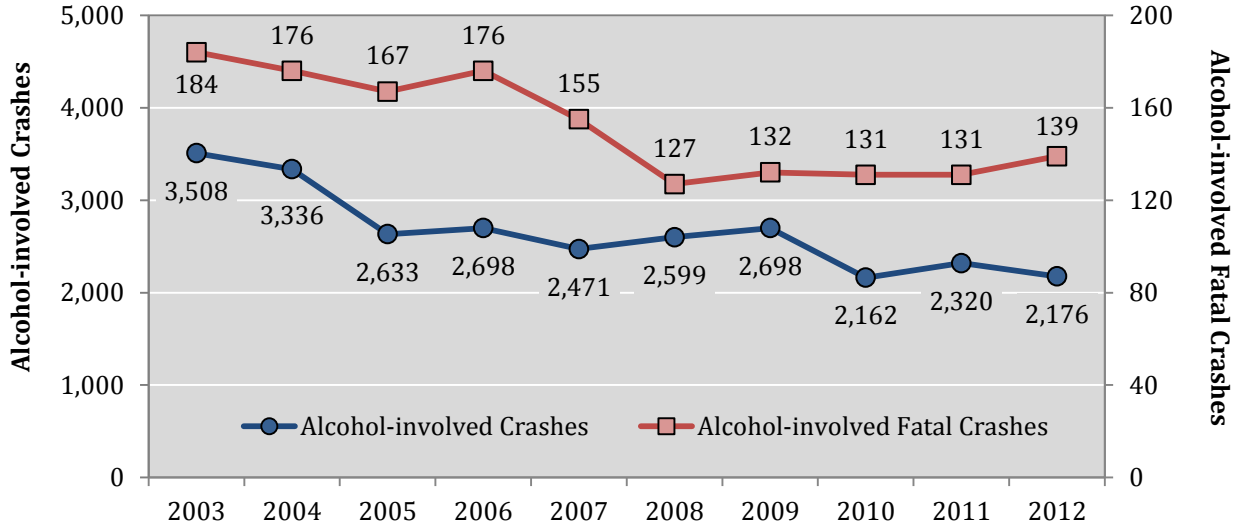


Table 4: Alcohol-involved Crashes by Crash Severity, 2003 - 2012

Year	Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Total Crashes
2003	184	1,721	1,603	3,508
2004	176	1,588	1,572	3,336
2005	167	1,222	1,244	2,633
2006	176	1,192	1,330	2,698
2007	155	1,080	1,236	2,471
2008	127	1,106	1,366	2,599
2009	132	1,143	1,423	2,698
2010	131	939	1,092	2,162
2011	131	1,000	1,189	2,320
2012	139	874	1,163	2,176

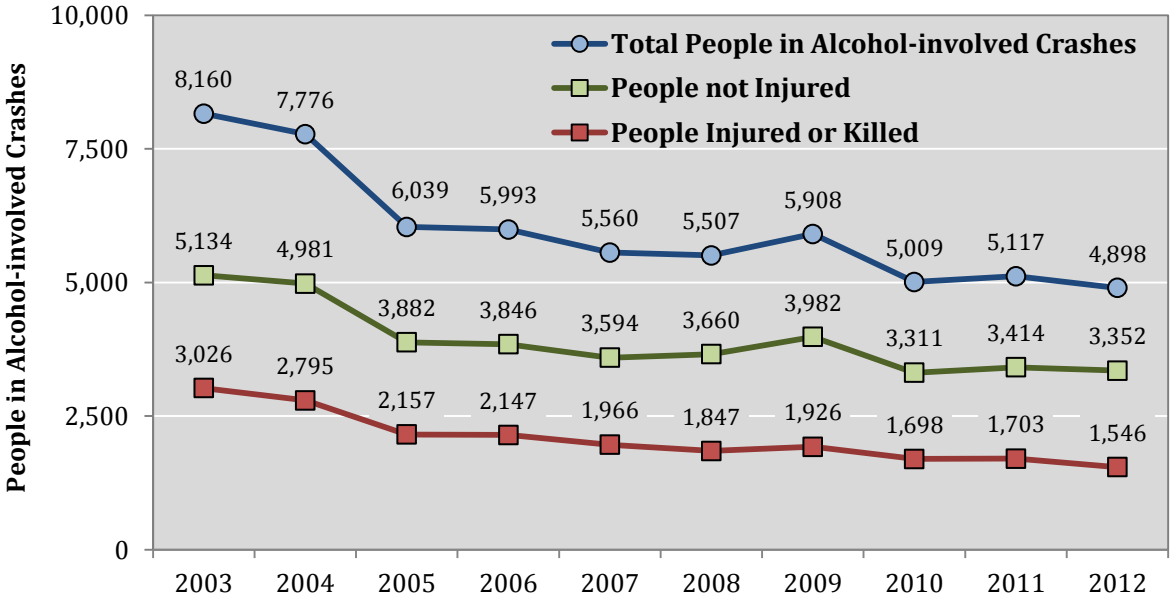
Summary of Alcohol-involved Fatalities and Injuries, 2012

- The number of people in alcohol-involved crashes decreased 40.0% (8,160 to 4,898 people) from 2003 to 2012. (Table 5, Figure 3)

Table 5: People in Alcohol-involved Crashes by Severity of Injury, 2003 - 2012

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
2003	214	2.62%	2,812	34.5%	5,134	62.9%	8,160	100%
2004	219	2.82%	2,576	33.1%	4,981	64.1%	7,776	100%
2005	194	3.21%	1,963	32.5%	3,882	64.3%	6,039	100%
2006	191	3.19%	1,956	32.6%	3,846	64.2%	5,993	100%
2007	177	3.18%	1,789	32.2%	3,594	64.6%	5,560	100%
2008	143	2.60%	1,704	30.9%	3,660	66.5%	5,507	100%
2009	152	2.57%	1,774	30.0%	3,982	67.4%	5,908	100%
2010	145	2.89%	1,553	31.0%	3,311	66.1%	5,009	100%
2011	152	2.97%	1,551	30.3%	3,414	66.7%	5,117	100%
2012	153	3.12%	1,393	28.4%	3,352	68.4%	4,898	100%

Figure 3: People in Alcohol-involved Crashes by Severity of Injury, 2003 - 2012



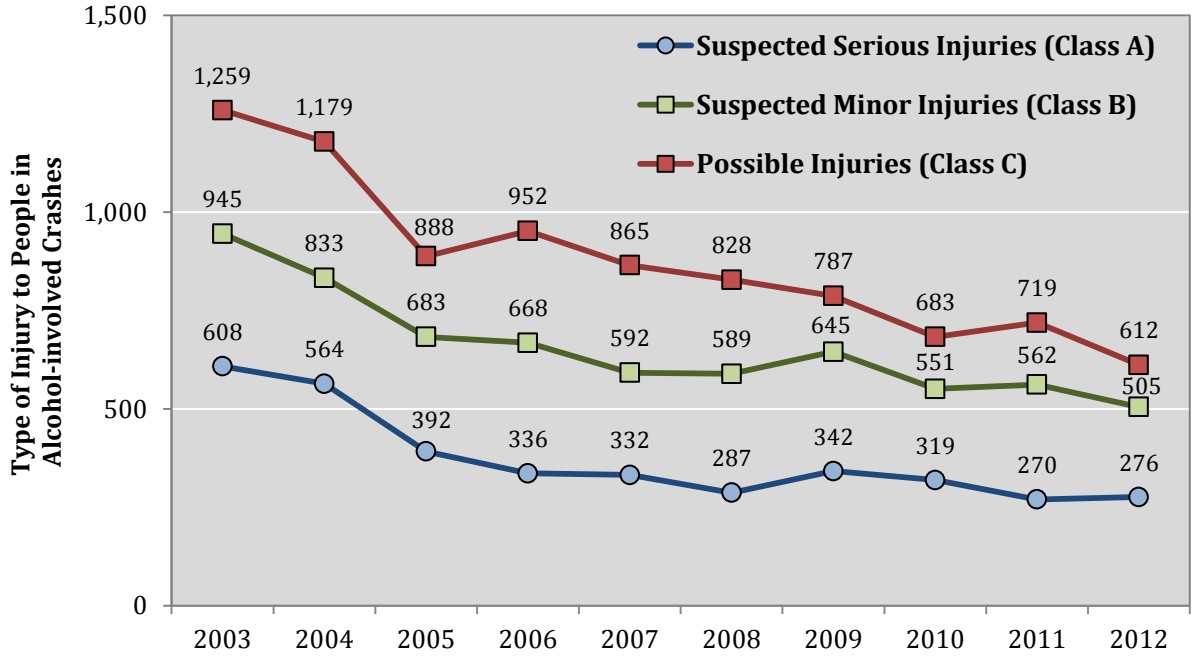
2012 Alcohol-involved Crash Summary

Table 6: People in Alcohol-involved Crashes by Type of Injury, 2003 - 2012

Year	People 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
2003	608	21.6%	945	33.6%	1,259	44.8%	2,812	100%
2004	564	21.9%	833	32.3%	1,179	45.8%	2,576	100%
2005	392	20.0%	683	34.8%	888	45.2%	1,963	100%
2006	336	17.2%	668	34.2%	952	48.7%	1,956	100%
2007	332	18.6%	592	33.1%	865	48.4%	1,789	100%
2008	287	16.8%	589	34.6%	828	48.6%	1,704	100%
2009	342	19.3%	645	36.4%	787	44.4%	1,774	100%
2010	319	20.5%	551	35.5%	683	44.0%	1,553	100%
2011	270	17.4%	562	36.2%	719	46.4%	1,551	100%
2012	276	19.8%	505	36.3%	612	43.9%	1,393	100%

- Suspected serious injuries in alcohol-involved crashes decreased 54.6% (608 to 276 people) from 2003 to 2012. (Table 6, Figure 4)

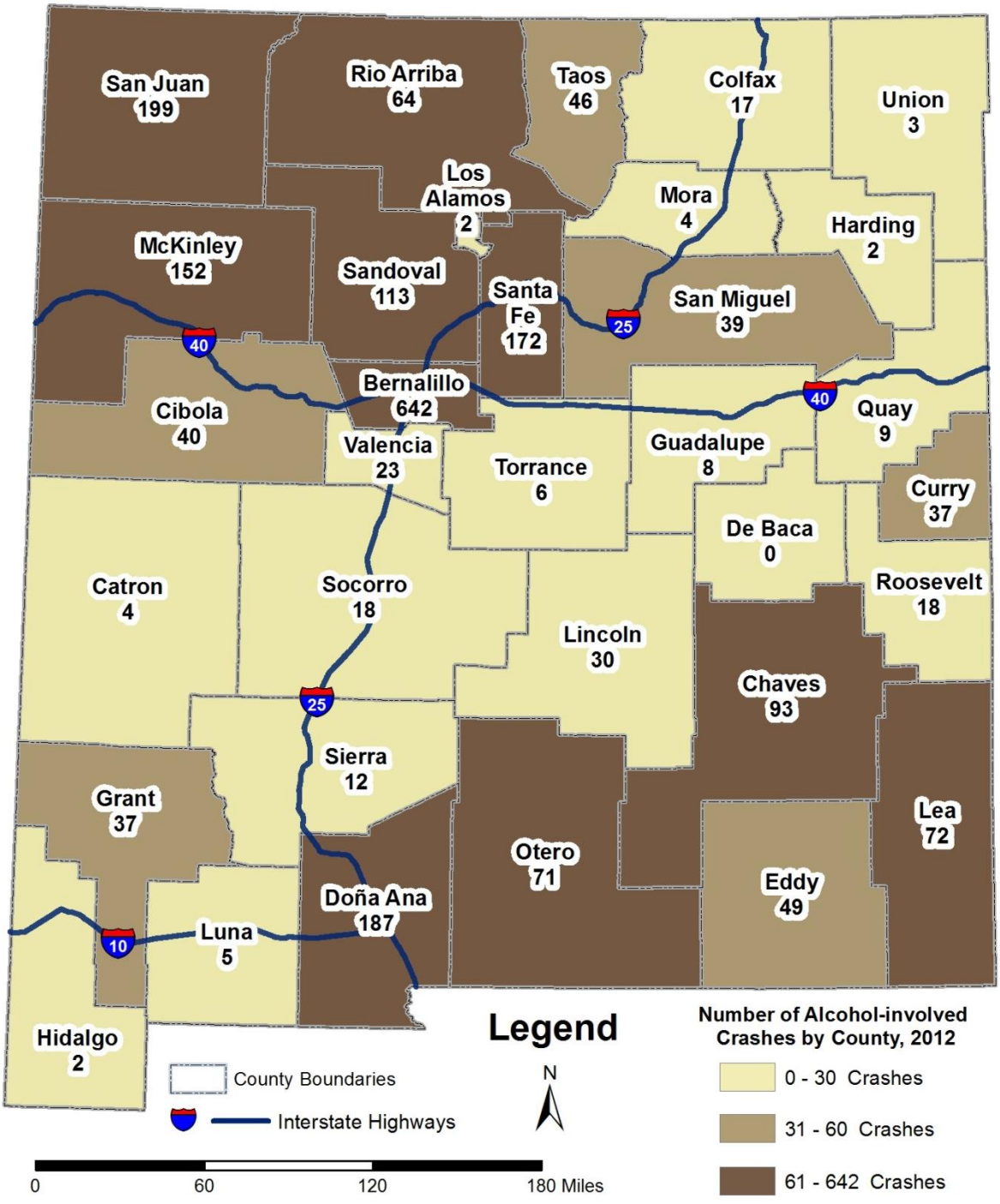
Figure 4: People in Alcohol-involved Crashes by Type of Injury, 2003 - 2012



Alcohol-involved Crash Geography

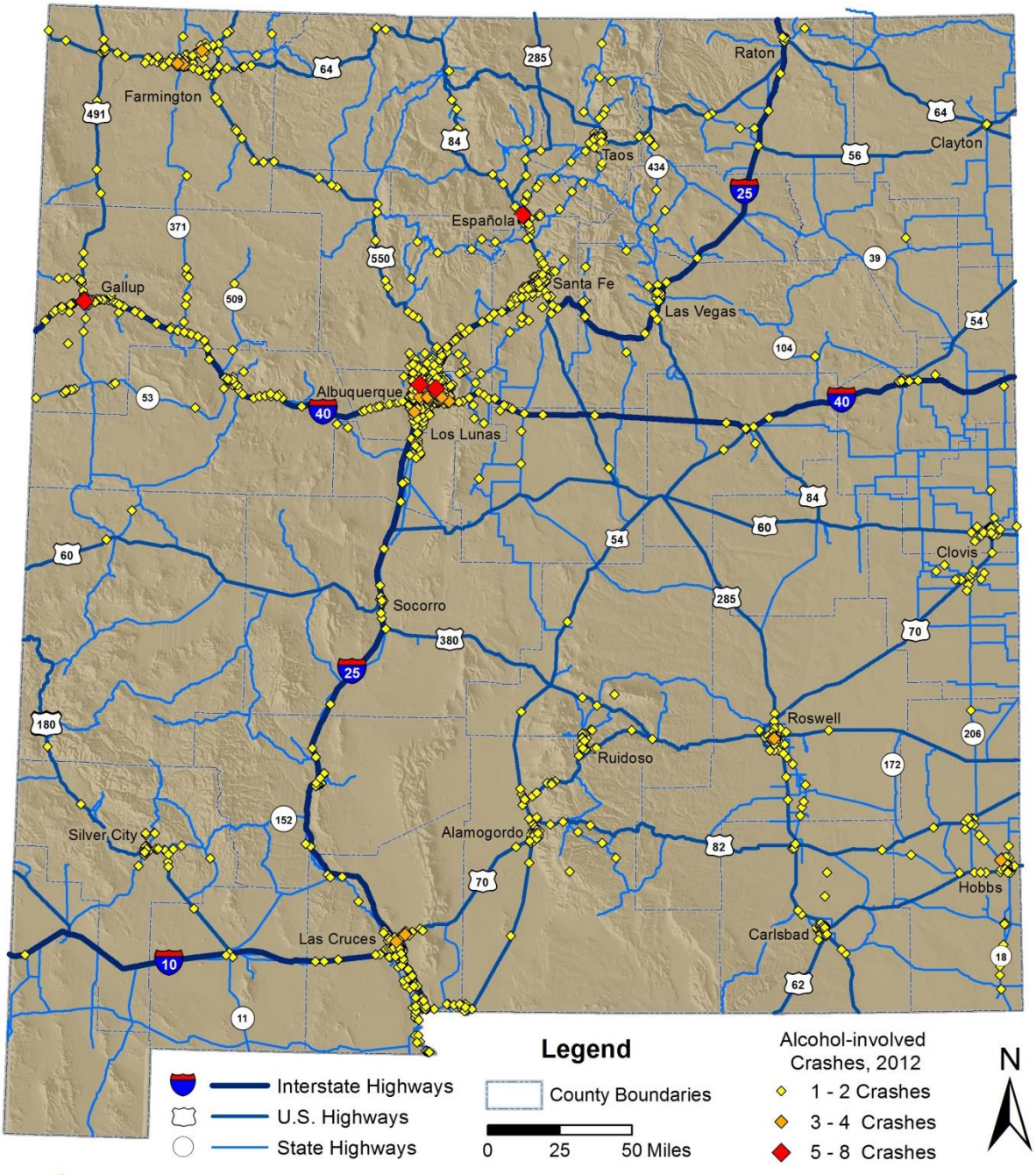
Maps

Map 1: Alcohol-involved Crashes in New Mexico by County, 2012



Alcohol-involved Crash Geography

Map 2: Location of Alcohol-involved Crashes, 2012[1]

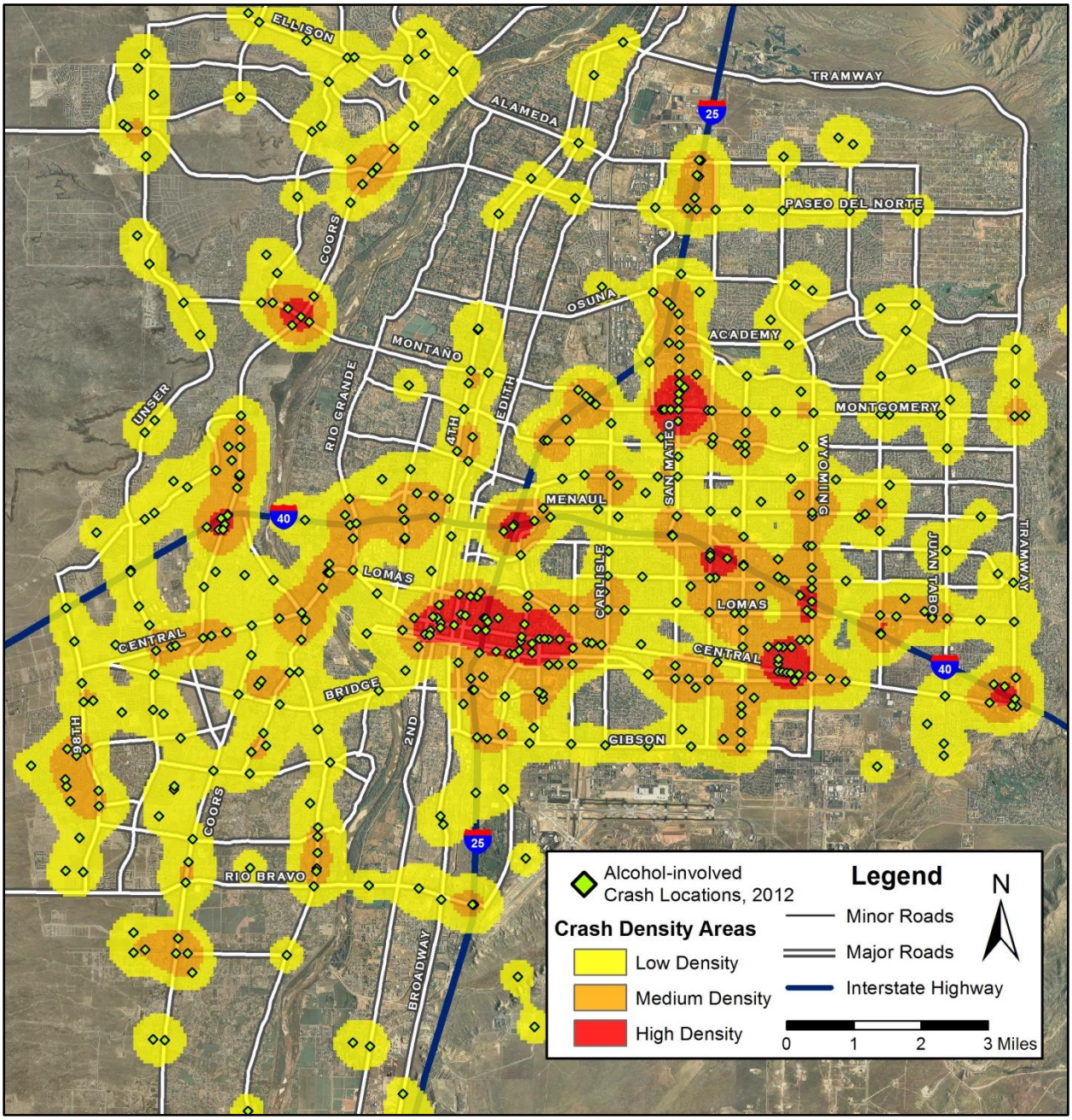


All maps are available in high-resolution color at http://tru.unm.edu

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

Alcohol-involved Crash Geography

Map 3: Location and Density of Alcohol-involved Crashes in Albuquerque, 2012[2]



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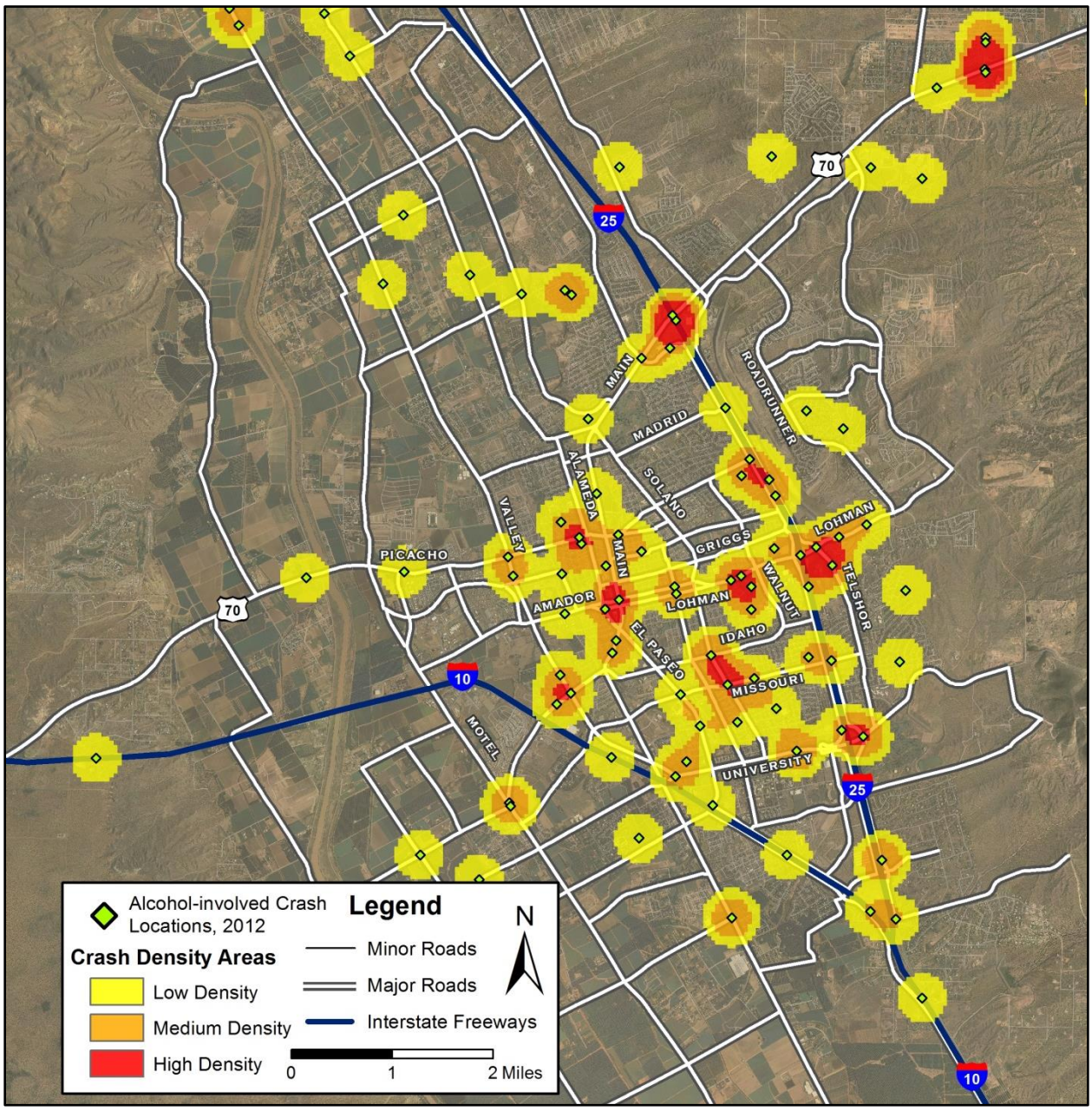
[2] Points on this map represent geocodable alcohol-involved crash locations (see Geocode, p. xii). Color shading displays where a high number of crashes occur in close proximity to each other. The points assist in showing the location of crashes but color shading shows the intensity of crashes in that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

Map 4: Location and Density of Alcohol-involved Crashes in Las Cruces, 2012[3]



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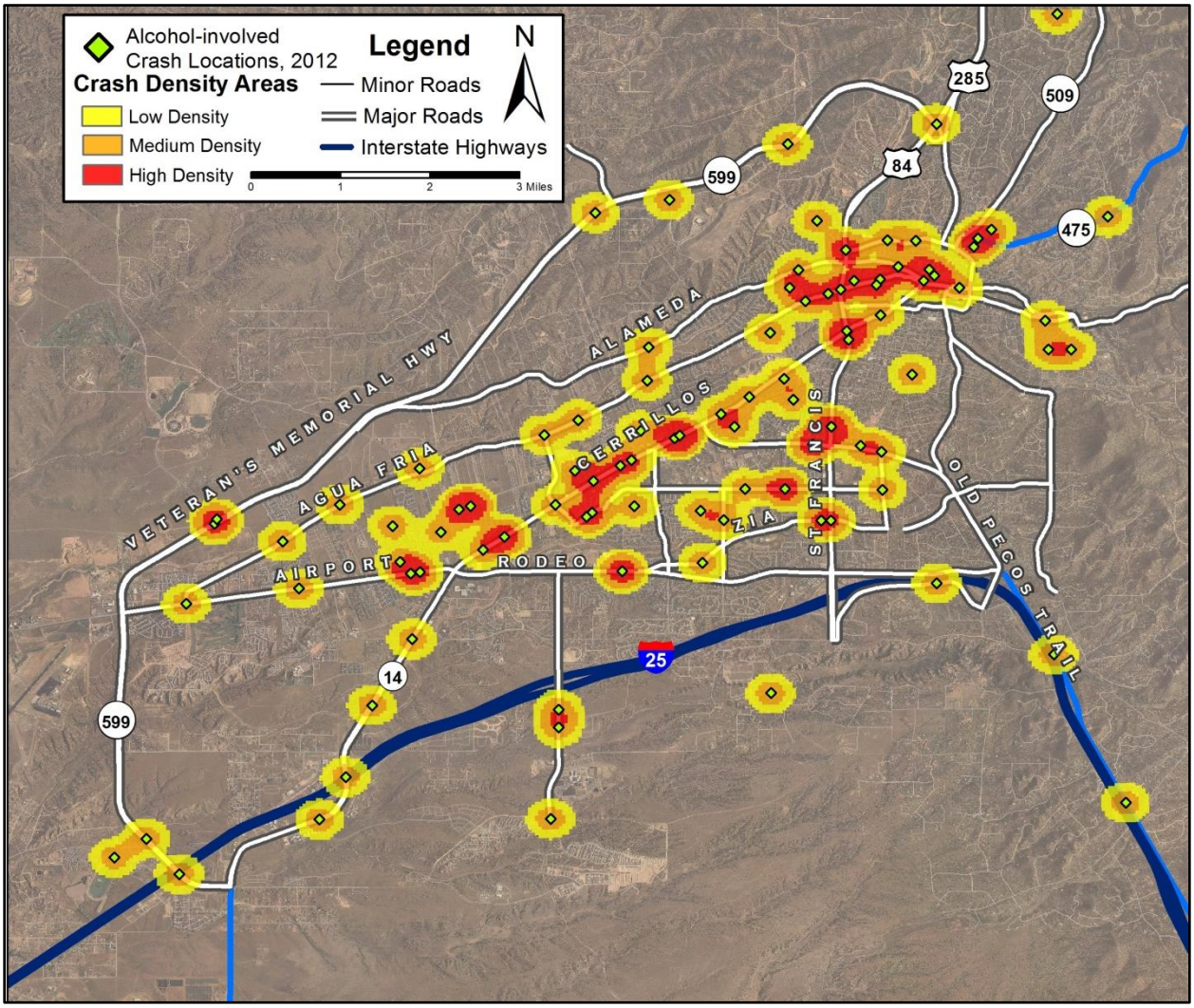
Alcohol-involved Crash Geography

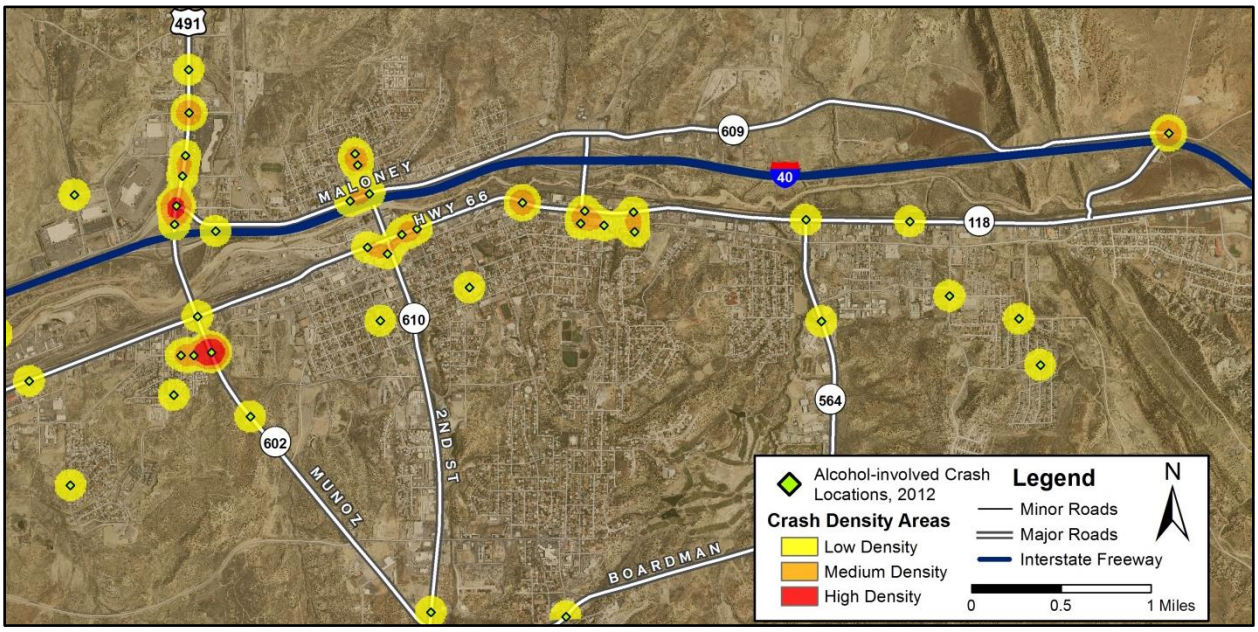
Map 5: Location and Density of Alcohol-involved Crashes in Santa Fe, 2012[4]



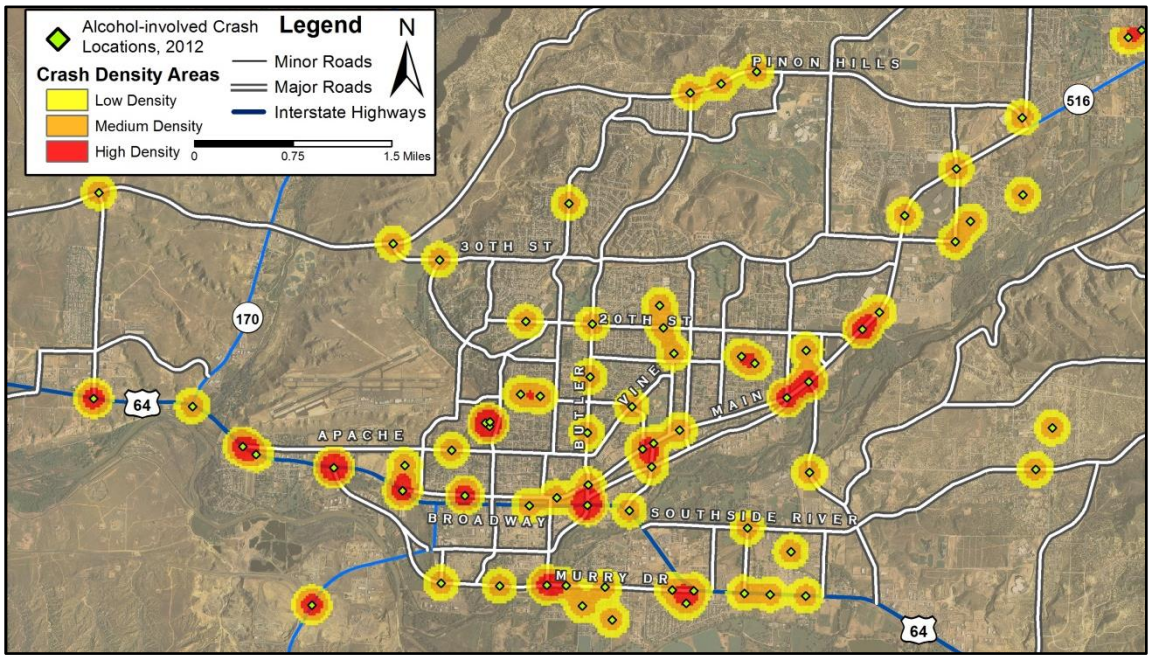
All maps are available in high-resolution color at http://tru.unm.edu

[4] Points on this map represent geocodable alcohol-involved crash locations (see Geocode, p. xii). Color shading displays where a high number of crashes occur in close proximity to each other. 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, 2012[5]



Map 7: Location and Density of Alcohol-involved Crashes in Farmington, 2012[5]



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

Alcohol-involved Crash Geography

Counties

Table 7: Alcohol-involved Crashes by County, 2008 - 2012

County	Alcohol-involved Crashes					Percent of All 2012 Alcohol-involved Crashes	Percent Change[1] 2008 to 2012	Percent Change[1] 2011 to 2012
	2008	2009	2010	2011	2012			
Bernalillo	770	846	598	681	642	29.5%	-16.6%	-5.7%
Catron	3	2	3	1	4	0.2%	33.3%	300.0%
Chaves	109	84	68	76	93	4.3%	-14.7%	22.4%
Cibola	53	59	26	32	40	1.8%	-24.5%	25.0%
Colfax	25	16	20	19	17	0.8%	-32.0%	-10.5%
Curry	46	51	43	44	37	1.7%	-19.6%	-15.9%
De Baca	0	2	2	2	0	0.0%	-	-100.0%
Doña Ana	215	260	212	235	187	8.6%	-13.0%	-20.4%
Eddy	81	66	43	35	49	2.3%	-39.5%	40.0%
Grant	48	33	23	32	37	1.7%	-22.9%	15.6%
Guadalupe	5	11	11	8	8	0.4%	60.0%	0.0%
Harding	0	1	0	0	2	0.1%	-	-
Hidalgo	5	4	3	6	2	0.1%	-60.0%	-66.7%
Lea	118	83	98	83	72	3.3%	-39.0%	-13.3%
Lincoln	31	26	31	24	30	1.4%	-3.2%	25.0%
Los Alamos	9	11	4	6	2	0.1%	-77.8%	-66.7%
Luna	14	26	19	18	5	0.2%	-64.3%	-72.2%
McKinley	142	170	128	138	152	7.0%	7.0%	10.1%
Mora	4	6	6	7	4	0.2%	0.0%	-42.9%
Otero	54	55	54	69	71	3.3%	31.5%	2.9%
Quay	6	8	4	7	9	0.4%	50.0%	28.6%
Rio Arriba	51	88	46	50	64	2.9%	25.5%	28.0%
Roosevelt	24	26	25	15	18	0.8%	-25.0%	20.0%
San Juan	254	212	206	213	199	9.1%	-21.7%	-6.6%
San Miguel	28	30	41	47	39	1.8%	39.3%	-17.0%
Sandoval	136	111	99	101	113	5.2%	-16.9%	11.9%
Santa Fe	233	208	192	214	172	7.9%	-26.2%	-19.6%
Sierra	7	15	12	18	12	0.6%	71.4%	-33.3%
Socorro	25	29	17	11	18	0.8%	-28.0%	63.6%
Taos	38	64	69	64	46	2.1%	21.1%	-28.1%
Torrance	10	21	11	10	6	0.3%	-40.0%	-40.0%
Union	4	6	8	6	3	0.1%	-25.0%	-50.0%
Valencia	51	68	40	48	23	1.1%	-54.9%	-52.1%
Total	2,599	2,698	2,162	2,320	2,176	100.0%	-16.3%	-6.2%

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

Alcohol-involved Crash Geography

From 2008 to 2012…

- Counties showing an *increasing 5-year trend* in the number of alcohol-involved crashes include: **San Miguel (+39.3%)**, **Otero (+31.5%)**, **Rio Arriba (+25.5%)**, and **Taos (+21.1%)**. (Table 7)
- Counties showing a *decreasing 5-year trend* in the number of alcohol-involved crashes include: **Lea (-39.0%)**, **Santa Fe (-26.2%)**, **San Juan (-21.7%)**, **Bernalillo (-16.6%)**, and **Doña Ana (-13.0%)**. (Table 7)

Table 8: Top Ten Counties for Alcohol-involved Crashes, 2008 - 2012

2012 Rank	County	Alcohol-involved Crashes					2012 Population	Alcohol-involved Crashes per 10,000 County Residents[1]
		2008	2009	2010	2011	2012		
1	Bernalillo	770	846	598	681	642	672,444	9.5
2	San Juan	254	212	206	213	199	128,340	**15.5**
3	Doña Ana	215	260	212	235	187	213,952	8.7
4	Santa Fe	233	208	192	214	172	146,456	**11.7**
5	McKinley	142	170	128	138	152	72,726	**20.9**
6	Sandoval	136	111	99	101	113	135,383	8.3
7	Chaves	109	84	68	76	93	65,727	**14.1**
8	Lea	118	83	98	83	72	66,165	**10.9**
9	Otero	54	55	54	69	71	65,922	**10.8**
10	Rio Arriba	51	88	46	50	64	40,302	**15.9**
All Other Counties		517	581	461	460	411	476,123	8.6
Statewide Total		2,599	2,698	2,162	2,320	2,176	2,083,540	10.4

[1] The numbers in red are counties that exceeded the statewide rate of 10.4

- Counties with smaller populations tend to exhibit higher rates and percent fluctuations but the numbers of crashes are much smaller. (Table 7, Table 8)
- Of the 10 counties with the highest number of alcohol-involved crashes in 2012, the highest alcohol-involved crash *rates* occurred in **McKinley (20.9)**, **Rio Arriba (15.9)**, **San Juan (15.5)**, **Chaves (14.1)**, and **Santa Fe (11.7)**. (Table 8)

Alcohol-involved Crash Geography

Table 9: Alcohol-involved Fatal Crashes by County, 2008 - 2012

County	Alcohol-involved Fatal Crashes					Percent of All 2012 Alcohol-involved Fatal Crashes	Percent Change[1] 2008 to 2012	Percent Change[1] 2011 to 2012
	2008	2009	2010	2011	2012			
Bernalillo	21	20	22	15	28	**20.1%**	33.3%	86.7%
Catron	0	0	1	1	2	**1.4%**	-	100.0%
Chaves	3	4	2	5	3	**2.2%**	0.0%	-40.0%
Cibola	5	3	2	5	1	**0.7%**	-80.0%	-80.0%
Colfax	1	0	1	0	1	**0.7%**	0.0%	-
Curry	0	2	0	3	2	**1.4%**	-	-33.3%
De Baca	0	0	0	1	0	**0.0%**	-	-100.0%
Doña Ana	6	13	11	4	6	**4.3%**	0.0%	50.0%
Eddy	6	6	3	1	4	**2.9%**	-33.3%	300.0%
Grant	4	1	3	2	1	**0.7%**	-75.0%	-50.0%
Guadalupe	0	0	0	1	1	**0.7%**	-	0.0%
Harding	0	0	0	0	2	**1.4%**	-	-
Hidalgo	0	1	0	0	0	**0.0%**	-	-
Lea	3	3	7	6	6	**4.3%**	100.0%	0.0%
Lincoln	1	0	0	1	3	**2.2%**	200.0%	200.0%
Los Alamos	0	0	0	0	0	**0.0%**	-	-
Luna	2	2	1	2	0	**0.0%**	-100.0%	-100.0%
McKinley	18	23	9	17	17	**12.2%**	-5.6%	0.0%
Mora	0	0	1	2	2	**1.4%**	-	0.0%
Otero	3	3	7	7	6	**4.3%**	100.0%	-14.3%
Quay	1	1	0	1	0	**0.0%**	-100.0%	-100.0%
Rio Arriba	7	7	3	6	6	**4.3%**	-14.3%	0.0%
Roosevelt	3	2	2	2	0	**0.0%**	-100.0%	-100.0%
San Juan	13	5	14	17	14	**10.1%**	7.7%	-17.6%
San Miguel	5	3	4	4	5	**3.6%**	0.0%	25.0%
Sandoval	6	9	5	5	7	**5.0%**	16.7%	40.0%
Santa Fe	6	7	17	8	7	**5.0%**	16.7%	-12.5%
Sierra	0	3	2	2	1	**0.7%**	-	-50.0%
Socorro	2	0	3	3	2	**1.4%**	0.0%	-33.3%
Taos	3	6	5	5	4	**2.9%**	33.3%	-20.0%
Torrance	1	3	1	1	4	**2.9%**	300.0%	300.0%
Union	1	2	1	2	0	**0.0%**	-100.0%	-100.0%
Valencia	6	3	4	2	4	**2.9%**	-33.3%	100.0%
Total	127	132	131	131	139	**100.0%**	**9.4%**	**6.1%**

[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 (2008) has zero fatalities.

Alcohol-involved Crash Geography

- Otero and Lea experienced a small but steady increase in alcohol-involved fatal crashes from 2008 to 2012. (Table 9, Table 10)
- Bernalillo County had a 33.3% increase in alcohol-involved fatal crashes (21 to 28) from 2008 to 2012. (Table 9)
- Bernalillo, McKinley and San Juan accounted for 42.4% of all alcohol-involved fatal crashes in 2012. (Table 9)
- In 2012, there was approximately **one** alcohol-involved fatal crash per 10,000 residents. (Table 10)
- Of the 10 counties with the highest number of alcohol-involved fatal crashes in 2012, the highest alcohol-involved fatal crash *rates* occurred in McKinley (2.3), San Miguel (1.7), Rio Arriba (1.5), San Juan (1.1), Otero (0.9), and Lea (0.9). (Table 10)

Table 10: Top Ten Counties for Alcohol-involved Fatal Crashes, 2008 - 2012

2012 Rank	County	Alcohol-involved Fatal Crashes					2012 Population	Alcohol-involved Fatal Crashes per 10,000 County Residents[1]
		2008	2009	2010	2011	2012		
1	Bernalillo	21	20	22	15	28	672,444	0.4
2	McKinley	18	23	9	17	17	72,726	**2.3**
3	San Juan	13	5	14	17	14	128,340	**1.1**
4	Sandoval	6	9	5	5	7	135,383	0.5
4	Santa Fe	6	7	17	8	7	146,456	0.5
6	Lea	3	3	7	6	6	66,165	**0.9**
6	Rio Arriba	7	7	3	6	6	40,302	**1.5**
6	Doña Ana	6	13	11	4	6	213,952	0.3
6	Otero	3	3	7	7	6	65,922	**0.9**
10	San Miguel	5	3	4	4	5	28,914	**1.7**
All Other Counties		39	39	32	42	37	512,936	0.7
Statewide Total		127	132	131	131	139	2,083,540	0.7

[1] The numbers in red are counties that exceeded the statewide rate of 0.7.

Alcohol-involved Crash Geography

Cities

- Cities showing an overall *decreasing 5-year trend* in the number of alcohol-involved crashes include: **Albuquerque**, **Farmington**, and **Hobbs**. (Table 11)
- **Grants (33.4)**, **Española (33.2)**, and **Gallup (30.8)** had rates that were more than double the 2012 statewide rate of 10.4 alcohol-involved crashes per 10,000 city residents, and are represented in red. (Table 11)

Table 11: Top Twenty Cities for Alcohol-involved Crashes, 2008 - 2012

2012 Rank[1]	City	Alcohol-involved Crashes					2012 Population[2]	Alcohol-involved Crashes per 10,000 City Residents[3]
		2008	2009	2010	2011	2012		
1	Albuquerque	730	801	558	654	592	554,621	**10.7**
2	Santa Fe	143	109	107	140	131	69,350	**18.9**
3	Las Cruces	139	151	130	151	103	101,060	10.2
4	Farmington	107	93	79	84	81	45,893	**17.6**
5	Roswell	75	61	49	47	75	48,504	**15.5**
6	Gallup	83	86	55	59	68	22,099	**30.8**
7	Rio Rancho	69	61	55	57	66	90,775	7.3
8	Carlsbad	41	34	31	25	38	26,749	**14.2**
8	Hobbs	81	51	54	48	38	34,956	**10.9**
10	Española	43	37	26	26	34	10,236	**33.2**
11	Clovis	29	37	27	33	30	39,495	7.6
12	Alamogordo	24	23	28	34	29	31,485	9.2
13	Las Vegas	25	17	20	25	22	13,855	**15.9**
14	Silver City	20	15	11	19	19	10,278	**18.5**
14	Taos	22	26	28	25	19	9,215	**20.6**
14	Grants	15	18	9	13	19	5,689	**33.4**
17	Anthony	5	14	13	8	18	9,510	**18.9**
18	Shiprock	25	21	19	23	17	8,295	**20.5**
19	Ruidoso	13	13	15	17	14	8,000	**17.5**
20	Zuni	1	18	22	18	13	12,677	10.3
20	Portales	15	17	19	13	13	6,302	**20.6**
All Other Crashes		894	995	807	801	737	-	-
Statewide Total		2,599	2,698	2,162	2,320	2,176	2,083,540	10.4

[1] Cities have the same rank when they have the same number of crashes in 2012.

[2] The populations of Shiprock CDP (Census Designated Place) and Zuni Pueblo CDP are based on the 2010 U.S. Census.

[3] The numbers in red are cities that exceeded the statewide rate of 10.4.

- **Church Rock (17.7)** and **Las Vegas (2.17)** had rates that were more than double the 2012 statewide rate of 0.67 alcohol-involved fatal crashes per 10,000 city residents. (Table 12)

Table 12: Top Ranking Cities for Alcohol-involved Fatal Crash Rates, 2008 - 2012

2012 Rank[1]	City or Place	Alcohol-involved Fatal Crashes					2012 Population[2]	Alcohol-involved Fatal Crashes per 10,000 City Residents[3]
		2008	2009	2010	2011	2012		
1	Church Rock	0	0	0	0	2	1,128	**17.73**
2	Las Vegas	3	1	1	1	3	13,855	**2.17**
3	Gallup	4	5	1	0	2	22,099	**0.91**
4	Carlsbad	1	2	1	0	2	26,749	**0.75**
5	Alamogordo	0	0	1	1	2	31,485	0.64
6	Hobbs	1	2	2	0	2	34,956	0.57
7	Santa Fe	3	1	3	7	3	69,350	0.43
8	Roswell	1	1	0	1	2	48,504	0.41
9	Albuquerque	18	18	17	14	20	554,621	0.36
10	Rio Rancho	1	3	2	2	2	90,775	0.22
All Other Crashes[4]		95	99	103	105	99	-	-
Statewide Total		127	132	131	131	139	2,083,540	0.67

[1] These are cities (or places) that had two or more alcohol-involved fatal crashes in 2012 and are ranked by the alcohol-involved fatal crash rate. Cities have the same rank when they have the same crash rate in 2012.

[2] The population of Church Rock is from 2010 U.S. Census data.

[3] The numbers in red are cities that exceeded the statewide rate of 0.67.

[4] All other fatal crashes were in rural areas or cities/places that had fewer than two alcohol-involved fatal crashes in 2012.

Alcohol-involved Crash Geography

Rural and Urban Alcohol-involved Crashes

- 72.2% of all alcohol-involved crashes occurred on urban roadways. (Table 13)
- 55.4% of all alcohol-involved fatal crashes occurred on a rural non-interstate roadways. (Table 15)
- A crash often involves multiple people. For example, there were 139 alcohol-involved *fatal crashes* that resulted in 153 *fatalities* (people killed) in 2012. (Table 15)

Table 13: Alcohol-involved Crashes and Number of People in Alcohol-involved Crashes by Road System, 2012

Road System	Alcohol-involved Crashes		People in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	87	4.0%	179	3.7%
Rural Non-Interstate	518	23.8%	1,062	21.7%
Urban	1,571	72.2%	3,657	74.7%
Total Crashes/People	2,176	100.0%	4,898	100.0%

Table 14: Alcohol-involved Injury Crashes and Number of People Injured by Road System, 2012

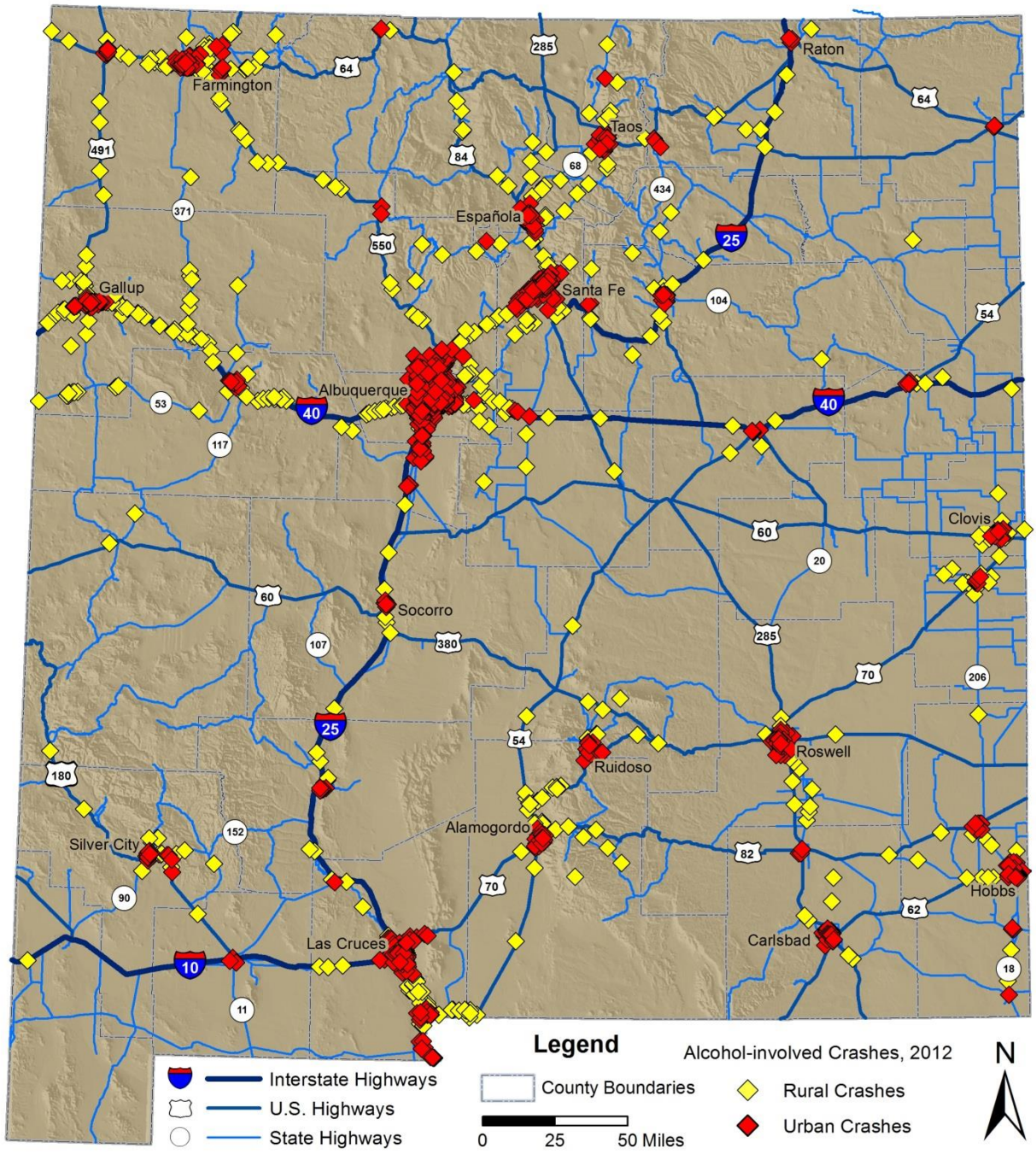
Road System	Alcohol-involved Injury Crashes		People Injured in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	30	3.4%	58	4.2%
Rural Non-Interstate	232	26.5%	414	29.7%
Urban	612	70.0%	921	66.1%
Total Crashes/People	874	100.0%	1,393	100.0%

Table 15: Alcohol-involved Fatal Crashes and Number of People Killed by Road System, 2012

Road System	Alcohol-involved Fatal Crashes		People Killed in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	20	14.4%	20	13.1%
Rural Non-Interstate	77	55.4%	89	58.2%
Urban	42	30.2%	44	28.8%
Total Crashes/People	139	100.0%	153	100.0%

Alcohol-involved Crash Geography

Map 8: Urban Versus Rural Alcohol-involved Crashes, 2012[6]



[6] Points on this map represent geocodable alcohol-involved crash locations (see Geocode, p. xii). Each crash point is assigned a color for its urban or rural location and can represent multiple crashes at that location.

Table 16: Alcohol-involved Crashes and Fatalities on Rural Interstate Roads by Crash Classification, 2012

Rural Interstate				
Crash Classification	Alcohol-involved Fatalities		Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Other Vehicle	6	30.0%	29	33.3%
Overturn	11	55.0%	29	33.3%
Fixed Object	1	5.0%	22	25.3%
Other Object	0	0.0%	3	3.4%
Pedestrian	2	10.0%	2	2.3%
Animal	0	0.0%	1	1.1%
Parked Vehicle	0	0.0%	1	1.1%
Vehicle on Other Roadway	0	0.0%	0	0.0%
Pedalcyclist	0	0.0%	0	0.0%
Other	0	0.0%	0	0.0%
Other (Non-Collision)	0	0.0%	0	0.0%
Railroad Train	0	0.0%	0	0.0%
Total	20	100.0%	87	100.0%

Table 17: Alcohol-involved Crashes and Fatalities on Rural Non-Interstate Roads by Crash Classification, 2012

Rural Non-Interstate				
Crash Classification	Alcohol-involved Fatalities		Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Overturn	44	49.4%	176	34.0%
Fixed Object	7	7.9%	148	28.6%
Other Vehicle	13	14.6%	106	20.5%
Pedestrian	14	15.7%	20	3.9%
Other Object	0	0.0%	17	3.3%
Parked Vehicle	0	0.0%	16	3.1%
Other (Non-Collision)	1	1.1%	14	2.7%
Animal	3	3.4%	8	1.5%
Vehicle on Other Roadway	5	5.6%	5	1.0%
Other	1	1.1%	4	0.8%
Pedalcyclist	1	1.1%	3	0.6%
Railroad Train	0	0.0%	1	0.2%
Total	89	100.0%	518	100.0%

Table 18: Alcohol-involved Crashes and Fatalities on Urban Roads by Crash Classification, 2012

Urban Roads				
Crash Classification	Alcohol-involved Fatalities		Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Other Vehicle	14	31.8%	627	39.9%
Fixed Object	5	11.4%	517	32.9%
Parked Vehicle	0	0.0%	117	7.4%
Overturn	3	6.8%	108	6.9%
Pedestrian	19	43.2%	81	5.2%
Other Object	0	0.0%	44	2.8%
Other (Non-Collision)	0	0.0%	30	1.9%
Other	0	0.0%	17	1.1%
Pedalcyclist	2	4.5%	17	1.1%
Animal	0	0.0%	5	0.3%
Vehicle on Other Roadway	1	2.3%	5	0.3%
Railroad Train	0	0.0%	3	0.2%
Total	44	100.0%	1,571	100.0%

- Overturn crashes were 49.4% of alcohol-involved fatalities on rural non-interstate roadways. (Table 17)
- 56.3% of all alcohol-involved crashes on rural interstate roadways occurred in dark (not lighted) conditions. (Table 19)

Table 19: Alcohol-involved Crashes by Road System and Light Condition, 2012

Light Condition	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	29	33.3%	192	37.1%	526	33.5%	747	34.3%
Dark-Not Lighted	49	56.3%	252	48.6%	289	18.4%	590	27.1%
Dark-Lighted	5	5.7%	46	8.9%	637	40.5%	688	31.6%
Dusk	2	2.3%	13	2.5%	39	2.5%	54	2.5%
Dawn	1	1.1%	6	1.2%	24	1.5%	31	1.4%
Other/Not Stated	1	1.1%	9	1.7%	56	3.6%	66	3.0%
Total	87	100.0%	518	100.0%	1,571	100.0%	2,176	100.0%

Crash Characteristics

Month, Day of Week, and Hour

Table 20: Alcohol-involved Crashes by Crash Severity and Month, 2012

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	14	10.1%	56	6.4%	107	9.2%	177	8.1%
February	13	9.4%	37	4.2%	69	5.9%	119	5.5%
March	18	12.9%	61	7.0%	90	7.7%	169	7.8%
April	11	7.9%	87	10.0%	102	8.8%	200	9.2%
May	11	7.9%	94	10.8%	86	7.4%	191	8.8%
June	16	11.5%	83	9.5%	97	8.3%	196	9.0%
July	8	5.8%	86	9.8%	121	10.4%	215	9.9%
August	11	7.9%	75	8.6%	92	7.9%	178	8.2%
September	9	6.5%	76	8.7%	103	8.9%	188	8.6%
October	11	7.9%	73	8.4%	87	7.5%	171	7.9%
November	5	3.6%	64	7.3%	100	8.6%	169	7.8%
December	12	8.6%	82	9.4%	109	9.4%	203	9.3%
Total	139	100.0%	874	100.0%	1,163	100.0%	2,176	100.0%

- July had the highest percentage (9.9%) of alcohol-involved crashes. (Figure 5)

Figure 5: Percentage of Alcohol-involved Crashes by Month, 2012

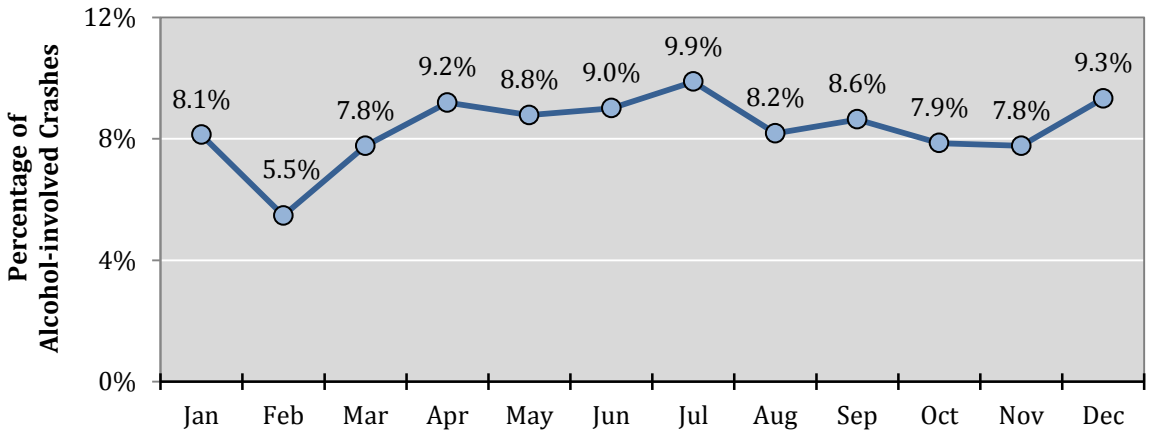


Table 21: Alcohol-involved Crashes by Crash Severity and Day of the Week, 2012

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	26	18.7%	168	19.2%	217	18.7%	411	18.9%
Monday	17	12.2%	82	9.4%	110	9.5%	209	9.6%
Tuesday	12	8.6%	91	10.4%	102	8.8%	205	9.4%
Wednesday	16	11.5%	86	9.8%	122	10.5%	224	10.3%
Thursday	14	10.1%	102	11.7%	149	12.8%	265	12.2%
Friday	22	15.8%	119	13.6%	202	17.4%	343	15.8%
Saturday	32	23.0%	226	25.9%	261	22.4%	519	23.9%
Total	139	100.0%	874	100.0%	1,163	100.0%	2,176	100.0%

- Saturday had the highest number of alcohol-involved crashes (519 crashes) and accounted for 23.9% of all alcohol-involved crashes in 2012. (Table 21, Figure 6)
- Over half (58.6%) of all alcohol-involved crashes occurred on the weekend: Friday (15.8%), Saturday, (23.9%) and Sunday (18.9%). (Table 21, Figure 6)

Figure 6: Percentage of Alcohol-involved Crashes by Day of the Week, 2012

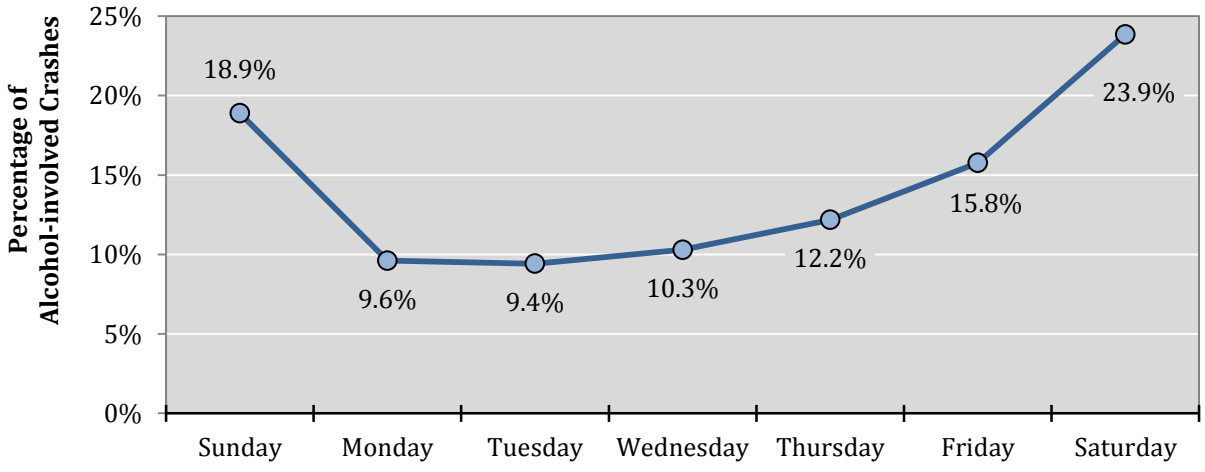


Table 22: Alcohol-involved Crashes by Day of the Week and Three-hour Segments, 2012

Hour[1]	Alcohol-involved Crashes[2]								
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	Percent of Total
12 - 3 a.m.	127	24	28	30	46	42	115	412	18.9%
3 - 6 a.m.	65	6	11	14	17	21	56	190	8.7%
6 - 9 a.m.	22	13	12	6	12	17	26	108	5.0%
9 a.m. - Noon	13	12	16	13	20	22	21	117	5.4%
12 - 3 p.m.	20	14	18	22	18	23	30	145	6.7%
3 - 6 p.m.	50	48	33	40	48	55	66	340	15.6%
6 - 9 p.m.	66	49	48	43	47	73	96	422	19.4%
9 p.m. - 12 a.m.	48	40	37	55	56	88	104	428	19.7%
Unknown	0	3	2	1	1	2	5	14	0.6%
Total	411	209	205	224	265	343	519	2,176	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.

- 58.0% of all alcohol-involved crashes occurred from 6 p.m. to 3 a.m. (Table 22, Figure 7)
- The hour of 2 a.m. on Sunday had the highest number of alcohol-involved crashes (53 crashes) in 2012. (Table 23)

Figure 7: Percentage of Alcohol-involved Crashes by Three-hour Segments, 2012

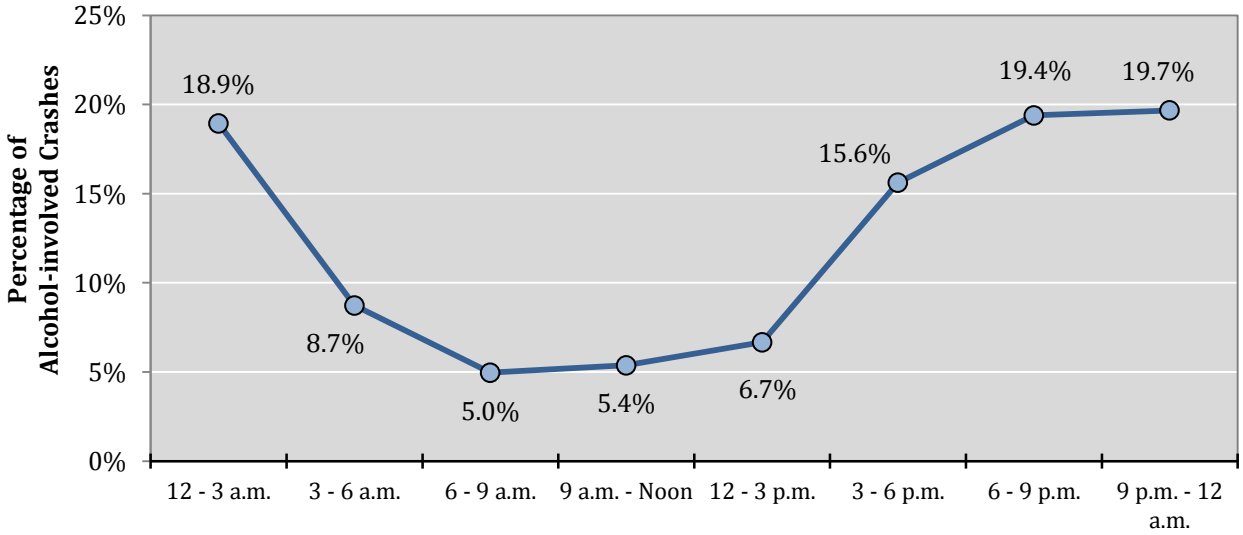
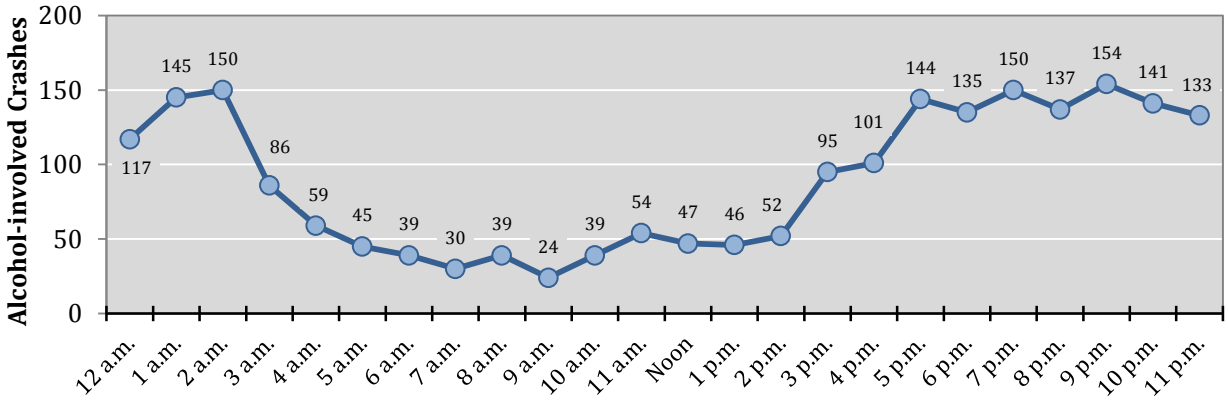


Table 23: Alcohol-involved Crashes by Hour and Day of the Week, 2012

Hour[1]	Alcohol-involved Crashes							Total by Hour	Percent by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat		
12 a.m.	30	12	10	13	17	8	27	117	5.4%
1 a.m.	44	7	10	10	17	18	39	145	6.7%
2 a.m.	53	5	8	7	12	16	49	150	6.9%
3 a.m.	36	3	1	8	8	6	24	86	4.0%
4 a.m.	19	1	6	2	3	10	18	59	2.7%
5 a.m.	10	2	4	4	6	5	14	45	2.1%
6 a.m.	7	5	3	2	5	6	11	39	1.8%
7 a.m.	8	4	3	2	3	3	7	30	1.4%
8 a.m.	7	4	6	2	4	8	8	39	1.8%
9 a.m.	1	2	5	4	5	3	4	24	1.1%
10 a.m.	4	3	6	3	6	7	10	39	1.8%
11 a.m.	8	7	5	6	9	12	7	54	2.5%
Noon	5	2	6	7	9	7	11	47	2.2%
1 p.m.	5	7	6	9	2	13	4	46	2.1%
2 p.m.	10	5	6	6	7	3	15	52	2.4%
3 p.m.	13	10	11	11	13	17	20	95	4.4%
4 p.m.	19	19	7	8	16	13	19	101	4.6%
5 p.m.	18	19	15	21	19	25	27	144	6.6%
6 p.m.	22	18	13	12	13	21	36	135	6.2%
7 p.m.	21	20	15	16	19	29	30	150	6.9%
8 p.m.	23	11	20	15	15	23	30	137	6.3%
9 p.m.	13	18	18	21	22	27	35	154	7.1%
10 p.m.	19	9	16	18	16	35	28	141	6.5%
11 p.m.	16	13	3	16	18	26	41	133	6.1%
Unknown	0	3	2	1	1	2	5	14	0.6%
Total	411	209	205	224	265	343	519	2,176	100.0%

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

Figure 8: Alcohol-involved Crashes by Hour, 2012



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" but if a vehicle rear-ended another vehicle, the crash classification would be "Other Vehicle." Crash Classification is only a description of the first harmful event in a crash and might not always reflect other important events. For example, a crash where a vehicle overturned and then hit a pedestrian might be classified as "Overturn" and not "Pedestrian." As a result, these totals do not always match corresponding totals in other sections of this report.

Table 24: Alcohol-involved Crashes by Crash Classification, 2008 - 2012

Crash Classification	Alcohol-involved Crashes					
	2008	2009	2010	2011	2012	Percent of 2012 Total
Other Vehicle	949	925	819	782	762	35.0%
Fixed Object	897	935	705	872	687	31.6%
Overturn	338	385	339	320	313	14.4%
Parked Vehicle	233	226	161	190	134	6.2%
Pedestrian	87	96	61	71	103	4.7%
Other (Object)	19	23	9	15	64	2.9%
Other (Non-Collision)	41	64	42	42	44	2.0%
Other	0	0	0	0	21	1.0%
Pedalcyclist	15	21	19	19	20	0.9%
Animal	15	11	5	5	14	0.6%
Vehicle on Other Road	4	9	0	3	10	0.5%
Railroad Train	1	3	2	1	4	0.2%
Total Crashes	2,599	2,698	2,162	2,320	2,176	100.0%

- Collisions with other vehicles were the most common classification (35.0%) of all alcohol-involved crashes in 2012. (Table 24)
- In 2012, the top three crash classifications in alcohol-involved crashes were [Collision with] Other Vehicle, Fixed Object, and Overturn. (Table 24)

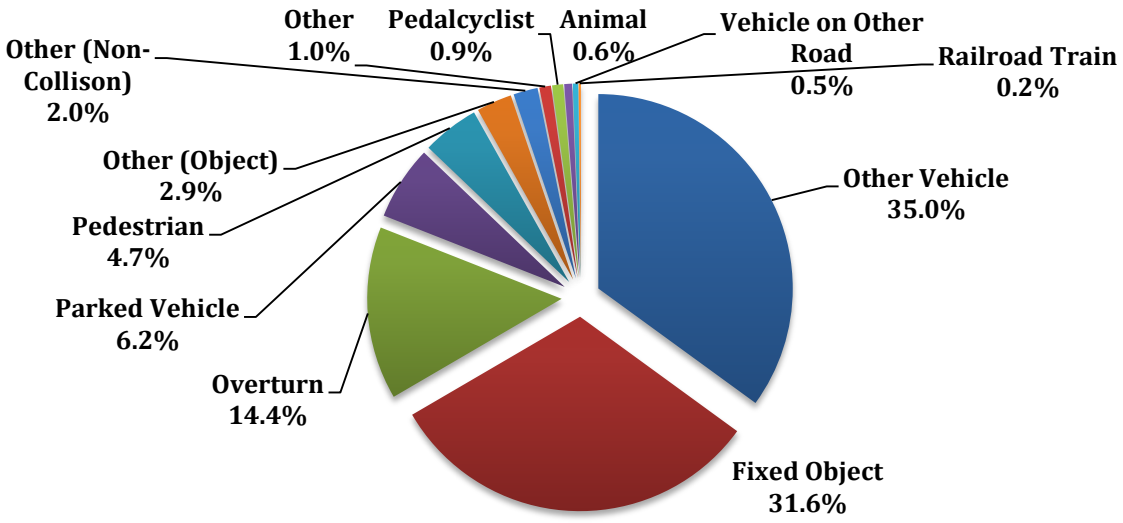
Crash Characteristics – Crash Classification

Table 25: Alcohol-involved Crashes by Crash Severity and Crash Classification, 2012

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	28	20.1%	330	37.8%	404	34.7%	762	35.0%
Fixed Object	12	8.6%	206	23.6%	469	40.3%	687	31.6%
Overturn	53	38.1%	201	23.0%	59	5.1%	313	14.4%
Parked Vehicle	0	0.0%	17	1.9%	117	10.1%	134	6.2%
Pedestrian	35	25.2%	60	6.9%	8	0.7%	103	4.7%
Other (Object)	0	0.0%	18	2.1%	46	4.0%	64	2.9%
Other (Non-Collision)	1	0.7%	17	1.9%	26	2.2%	44	2.0%
Other	1	0.7%	4	0.5%	16	1.4%	21	1.0%
Pedalcyclist	3	2.2%	14	1.6%	3	0.3%	20	0.9%
Animal	3	2.2%	3	0.3%	8	0.7%	14	0.6%
Vehicle on Other Road	3	2.2%	2	0.2%	5	0.4%	10	0.5%
Railroad Train	0	0.0%	2	0.2%	2	0.2%	4	0.2%
Total Crashes	139	100.0%	874	100.0%	1,163	100.0%	2,176	100.0%

- Pedestrian-classified crashes were 4.7% of all alcohol-involved crashes, but accounted for 25.2% of alcohol-involved fatal crashes. (Table 25)
- Overturns accounted for 38.1% of alcohol-involved fatal crashes. (Table 25)

Figure 9: Alcohol-involved Crashes by Crash Classification, 2012



Vehicles

- Half of all alcohol-involved crashes involved only **one** vehicle. (Table 26)
- 93.5% of all alcohol-involved crashes involved either one or two vehicles. (Table 26)
- 17.2% of alcohol-involved drivers in crashes did not have proof of insurance. (Table 27)

Table 26: Alcohol-involved Crashes by Number of Vehicles Involved and Severity, 2012

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	68	48.9%	430	49.2%	590	50.7%	1,088	50.0%
2	63	45.3%	367	42.0%	516	44.4%	946	43.5%
3	6	4.3%	59	6.8%	45	3.9%	110	5.1%
4	2	1.4%	15	1.7%	11	0.9%	28	1.3%
5	0	0.0%	2	0.2%	1	0.1%	3	0.1%
6	0	0.0%	1	0.1%	0	0.0%	1	0.05%
Total Crashes	139	100.0%	874	100.0%	1,163	100.0%	2,176	100.0%

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

Table 27: Uninsured and Insured Alcohol-involved Drivers in Crashes by Vehicle Type, 2012

Vehicle Type	Alcohol-involved Drivers of Motorized Vehicles[1] in Crashes							
	Uninsured		Insured		Unknown		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	171	16.8%	653	64.1%	195	19.1%	1,019	100.0%
Pickup (Light Truck)	74	14.2%	345	66.1%	103	19.7%	522	100.0%
Van/4WD	56	20.4%	148	53.8%	71	25.8%	275	100.0%
Unknown	17	15.9%	52	48.6%	38	35.5%	107	100.0%
Motorcycle	28	26.7%	49	46.7%	28	26.7%	105	100.0%
Other	8	19.0%	21	50.0%	13	31.0%	42	100.0%
Semi (Heavy Truck)	5	33.3%	9	60.0%	1	6.7%	15	100.0%
Total Drivers	359	17.2%	1,277	61.2%	449	21.5%	2,085	100.0%

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

Table 28: Alcohol-involved Drivers in Crashes by Vehicle Type and Crash Severity, 2012

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	38	26.2%	384	43.3%	597	51.0%	1,019	46.3%
Pickup (Light Truck)	32	22.1%	183	20.7%	307	26.2%	522	23.7%
Van/4WD	15	10.3%	117	13.2%	143	12.2%	275	12.5%
Unknown	1	0.7%	41	4.6%	65	5.6%	107	4.9%
Motorcycle	17	11.7%	72	8.1%	16	1.4%	105	4.8%
Pedestrian	37	25.5%	55	6.2%	3	0.3%	95	4.3%
Other	0	0.0%	12	1.4%	30	2.6%	42	1.9%
Pedalcyclist	3	2.1%	15	1.7%	3	0.3%	21	1.0%
Semi (Heavy Truck)	2	1.4%	7	0.8%	6	0.5%	15	0.7%
Total Drivers/Vehicles	145	100.0%	886	100.0%	1,170	100.0%	2,201	100.0%

- Alcohol-involved motorcycle drivers accounted for 4.8% of alcohol-involved drivers in crashes but 11.7% of alcohol-involved drivers in *fatal* crashes. (Table 28)
- Alcohol-involved pedestrians accounted for 4% of alcohol-involved drivers (motorized and non-motorized vehicles) in crashes but were 25.5% of all alcohol-involved drivers in *fatal* crashes. (Table 28)

Table 29: Severity of Injury to Alcohol-involved Drivers in Crashes by Vehicle Type, 2012

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	24	23.1%	44	28.8%	123	39.9%	99	45.6%	729	51.4%	1,019	46%
Pickup (Light Truck)	18	17.3%	35	22.9%	65	21.1%	44	20.3%	360	25.4%	522	24%
Van/4WD	6	5.8%	19	12.4%	43	14.0%	27	12.4%	180	12.7%	275	12%
Unknown	0	0.0%	5	3.3%	13	4.2%	6	2.8%	83	5.8%	107	5%
Motorcycle	14	13.5%	32	20.9%	31	10.1%	9	4.1%	19	1.3%	105	5%
Pedestrian	37	35.6%	14	9.2%	22	7.1%	19	8.8%	3	0.2%	95	4%
Other	0	0.0%	2	1.3%	5	1.6%	3	1.4%	32	2.3%	42	2%
Pedalcyclist	3	2.9%	2	1.3%	5	1.6%	8	3.7%	3	0.2%	21	1%
Semi (Heavy Truck)	2	1.9%	0	0.0%	1	0.3%	2	0.9%	10	0.7%	15	1%
Total Drivers	104	100.0%	153	100.0%	308	100.0%	217	100.0%	1,419	100.0%	2,201	100%

Demographics

Age and Sex

- The number of 15-19 year olds in alcohol-involved crashes decreased 26.3% in the last five years. (Table 30)
- The number of 60-64 year olds in alcohol-involved crashes has steadily increased in the last five years. The highest increase, 41.0%, was among people 75 years of age and older. (Table 30)
- In 2012, there were 1.7 males in alcohol-involved crashes for every female. (Table 31)
- In 2012, 75.2% of fatalities in alcohol-involved crashes were male. (Table 32)
- In 2012, 47.9% of all people in alcohol-involved crashes were 15 to 34 years of age. (Table 33, Figure 12)

Table 30: People in Alcohol-involved Crashes by Age, 2008 - 2012

Age Group	People in Alcohol-involved Crashes[1]					Percent Change 2008 to 2012
	2008	2009	2010	2011	2012	
1-4	122	124	140	115	128	4.9%
5-9	107	125	135	110	116	8.4%
10-14	95	142	103	107	103	8.4%
15-19	612	652	469	495	451	-26.3%
20-24	962	1,031	891	939	823	-14.4%
25-29	721	759	639	635	601	-16.6%
30-34	451	556	467	485	470	4.2%
35-39	412	419	367	355	362	-12.1%
40-44	362	388	310	309	342	-5.5%
45-49	389	397	306	344	331	-14.9%
50-54	251	280	264	301	267	6.4%
55-59	185	201	191	182	183	-1.1%
60-64	103	111	123	131	136	32.0%
65-69	73	71	77	81	73	0.0%
70-74	43	39	39	43	36	-16.3%
75+	39	52	46	22	55	41.0%
Unknown	580	561	442	463	421	-27.4%
Total People	5,507	5,908	5,009	5,117	4,898	-11.1%

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

Table 31: People in Alcohol-involved Crashes by Age and Sex, 2012

Age Group	People in Alcohol-involved Crashes								Ratio Males to Females
	Males		Females		Unknown		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	66	2.3%	59	3.6%	3	0.7%	128	2.6%	**1.1**
5-9	48	1.7%	64	3.9%	4	1.0%	116	2.4%	**0.8**
10-14	45	1.6%	55	3.3%	3	0.7%	103	2.1%	**0.8**
15-19	250	8.8%	194	11.8%	7	1.7%	451	9.2%	**1.3**
20-24	542	19.1%	268	16.3%	13	3.1%	823	16.8%	**2.0**
25-29	387	13.6%	202	12.3%	12	2.9%	601	12.3%	**1.9**
30-34	313	11.0%	150	9.1%	7	1.7%	470	9.6%	**2.1**
35-39	228	8.0%	127	7.7%	7	1.7%	362	7.4%	**1.8**
40-44	218	7.7%	121	7.4%	3	0.7%	342	7.0%	**1.8**
45-49	208	7.3%	117	7.1%	6	1.4%	331	6.8%	**1.8**
50-54	183	6.4%	79	4.8%	5	1.2%	267	5.5%	**2.3**
55-59	112	3.9%	66	4.0%	5	1.2%	183	3.7%	**1.7**
60-64	94	3.3%	36	2.2%	6	1.4%	136	2.8%	**2.6**
65-69	35	1.2%	36	2.2%	2	0.5%	73	1.5%	**1.0**
70-74	22	0.8%	14	0.9%	0	0.0%	36	0.7%	**1.6**
75+	27	1.0%	25	1.5%	3	0.7%	55	1.1%	**1.1**
Unknown	62	2.2%	30	1.8%	329	79.3%	421	8.6%	**2.1**
Total	2,840	100.0%	1,643	100.0%	415	100.0%	4,898	100.0%	**1.7**

Figure 10: People in Alcohol-involved Crashes by Age and Sex, 2012

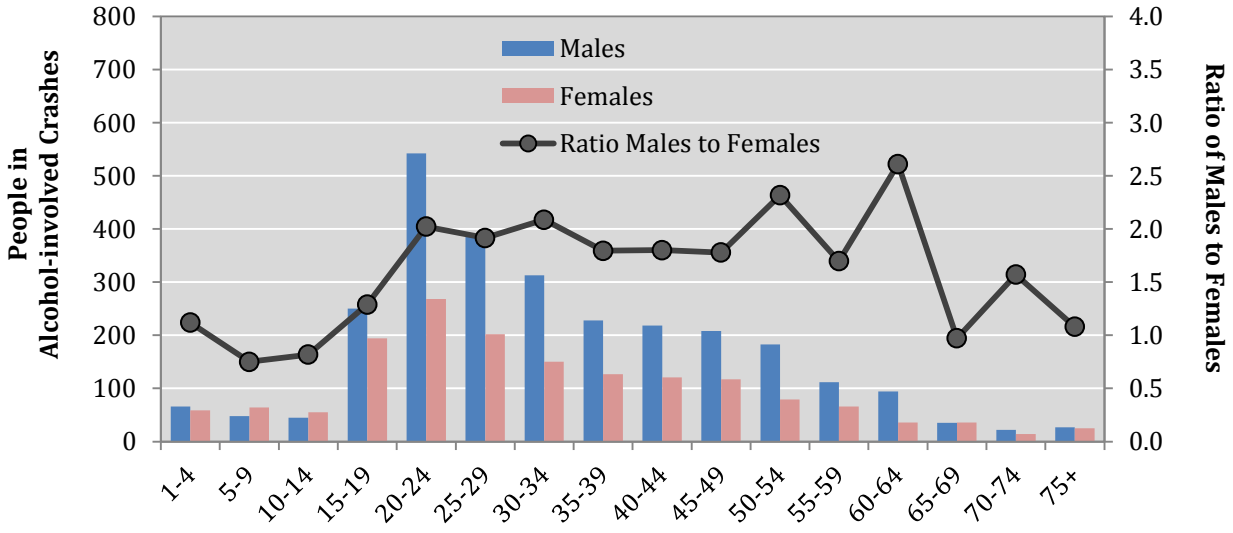


Table 32: Fatalities in Alcohol-involved Crashes by Age and Sex, 2012

Age Group	Fatalities in Alcohol-involved Crashes						Ratio Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	3	2.6%	0	0.0%	3	2.0%	-
5-9	1	0.9%	0	0.0%	1	0.7%	-
10-14	0	0.0%	0	0.0%	0	0.0%	-
15-19	4	3.5%	2	5.3%	6	3.9%	**2.0**
20-24	19	16.5%	5	13.2%	24	15.7%	**3.8**
25-29	12	10.4%	2	5.3%	14	9.2%	**6.0**
30-34	10	8.7%	6	15.8%	16	10.5%	**1.7**
35-39	9	7.8%	5	13.2%	14	9.2%	**1.8**
40-44	12	10.4%	5	13.2%	17	11.1%	**2.4**
45-49	10	8.7%	5	13.2%	15	9.8%	**2.0**
50-54	17	14.8%	5	13.2%	22	14.4%	**3.4**
55-59	8	7.0%	0	0.0%	8	5.2%	-
60-64	4	3.5%	1	2.6%	5	3.3%	**4.0**
65-69	3	2.6%	2	5.3%	5	3.3%	**1.5**
70-74	3	2.6%	0	0.0%	3	2.0%	-
75+	0	0.0%	0	0.0%	0	0.0%	-
Total	115	100.0%	38	100.0%	153	100.0%	**3.0**

Figure 11: Fatalities in Alcohol-involved Crashes by Age and Sex, 2012

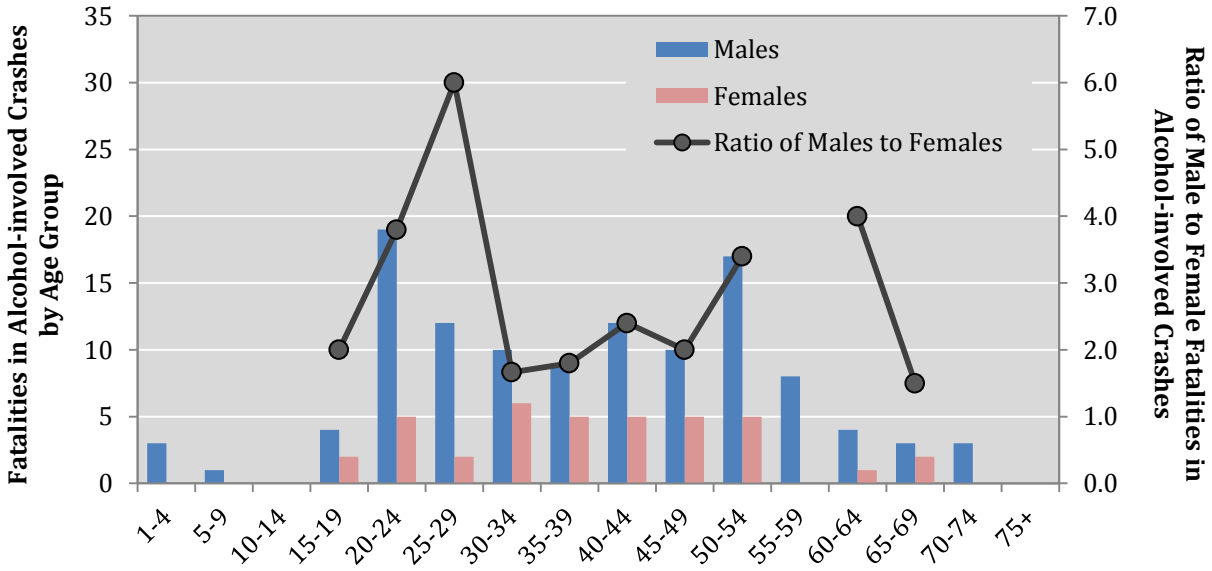
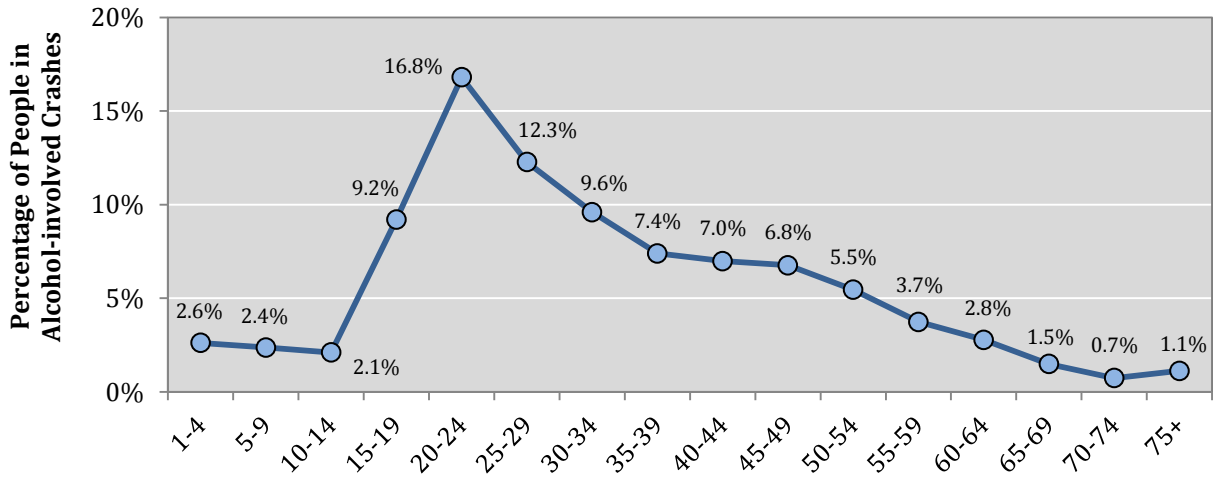


Table 33: Severity of Injury to People in Alcohol-involved Crashes by Age, 2012

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	6	9	12	98	128	**2.6%**
5-9	1	1	11	28	75	116	**2.4%**
10-14	0	5	13	17	68	103	**2.1%**
15-19	6	40	67	58	280	451	**9.2%**
20-24	24	36	102	104	557	823	**16.8%**
25-29	14	39	70	77	401	601	**12.3%**
30-34	16	26	63	63	302	470	**9.6%**
35-39	14	22	35	52	239	362	**7.4%**
40-44	17	24	38	42	221	342	**7.0%**
45-49	15	25	39	42	210	331	**6.8%**
50-54	22	20	20	32	173	267	**5.5%**
55-59	8	13	12	29	121	183	**3.7%**
60-64	5	11	7	22	91	136	**2.8%**
65-69	5	1	5	14	48	73	**1.5%**
70-74	3	2	3	5	23	36	**0.7%**
75+	0	3	4	8	40	55	**1.1%**
Unknown	0	2	7	7	405	421	**8.6%**
Total	153	276	505	612	3,352	4,898	**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, 2012



Teens (15-19)

- In 2012, 6 teens were killed and 165 injured in alcohol-involved crashes. (Table 34)
- From 2003 to 2012, the number of alcohol-involved teen drivers[7] in crashes decreased 49.7% (320 to 161). (Table 35, Figure 13)
- The rate of alcohol-involved teen drivers in crashes has decreased 54.4% (from 51.5 in 2003 to 23.5 drivers in 2012 per 10,000 licensed teen drivers). (Table 35)
- In 2012, there were 1.88 alcohol-involved teen male drivers in crashes for every one alcohol-involved teen female driver. (Table 36, Figure 14)
- From 2003 to 2012, the number of male alcohol-involved teen drivers has decreased by 57.7% (from 248 to 105). (Table 36, Figure 14)
- In 2012, the peak hours of alcohol-involved teen drivers in crashes were 9 p.m. to 11 p.m., 1 a.m. to 3 a.m., and the hour of 4 a.m. (Table 37)

Table 34: Teens (15-19) in Alcohol-involved Crashes by Severity of Injury, 2012

Severity of Injuries	Injury Class	Teens (15-19) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	6	1.3%
Suspected Serious Injuries	A	40	8.9%
Suspected Minor Injuries	B	67	14.9%
Possible Injuries	C	58	12.9%
No Apparent Injuries	O	280	62.1%
Total		451	100.0%

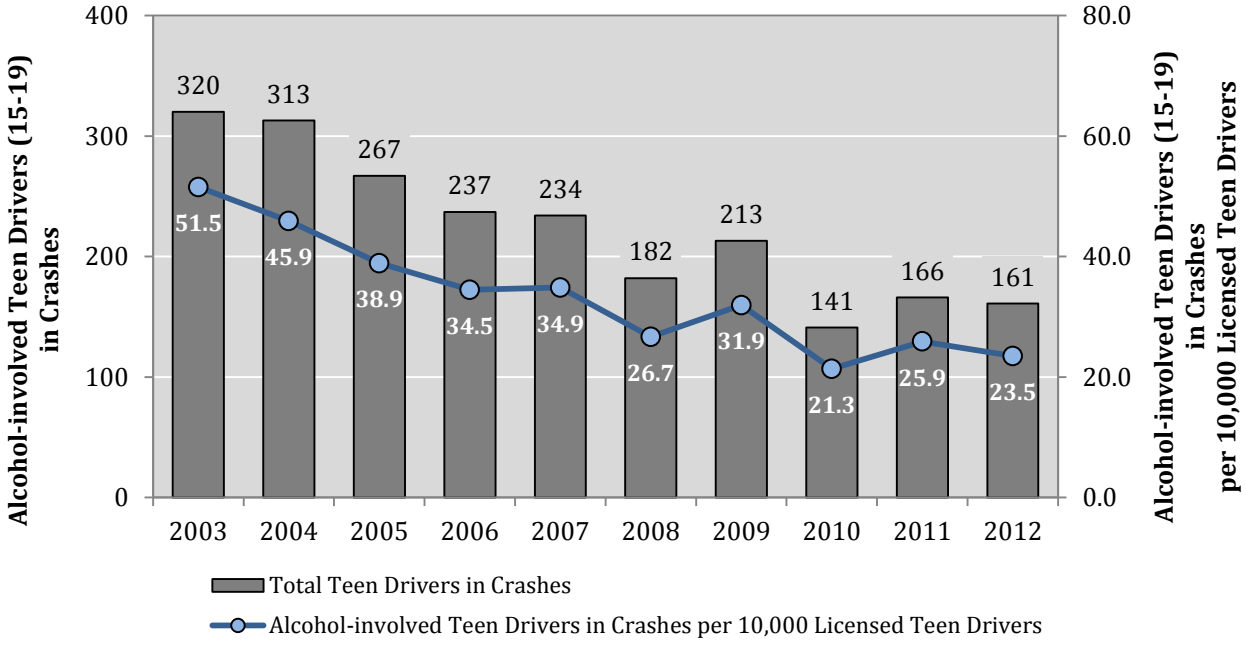
[7] The term "alcohol-involved driver" identifies a person in control of a motor vehicle who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol.

Table 35: Alcohol-involved Teen Drivers[8] (15-19) in Crashes by Crash Severity, 2003 - 2012

Year	Alcohol-involved Teen Drivers[1] (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		
2003	19	151	150	320	62,113	51.5
2004	23	154	136	313	68,186	45.9
2005	12	120	135	267	68,667	38.9
2006	20	99	118	237	68,765	34.5
2007	12	105	117	234	67,133	34.9
2008	12	69	101	182	68,229	26.7
2009	12	80	121	213	66,724	31.9
2010	7	51	83	141	66,058	21.3
2011	3	68	95	166	64,091	25.9
2012	9	71	81	161	68,554	23.5

[1] Does not include teen drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Figure 13: Alcohol-involved Teen Drivers[8] (15-19) in Crashes, 2003 - 2012



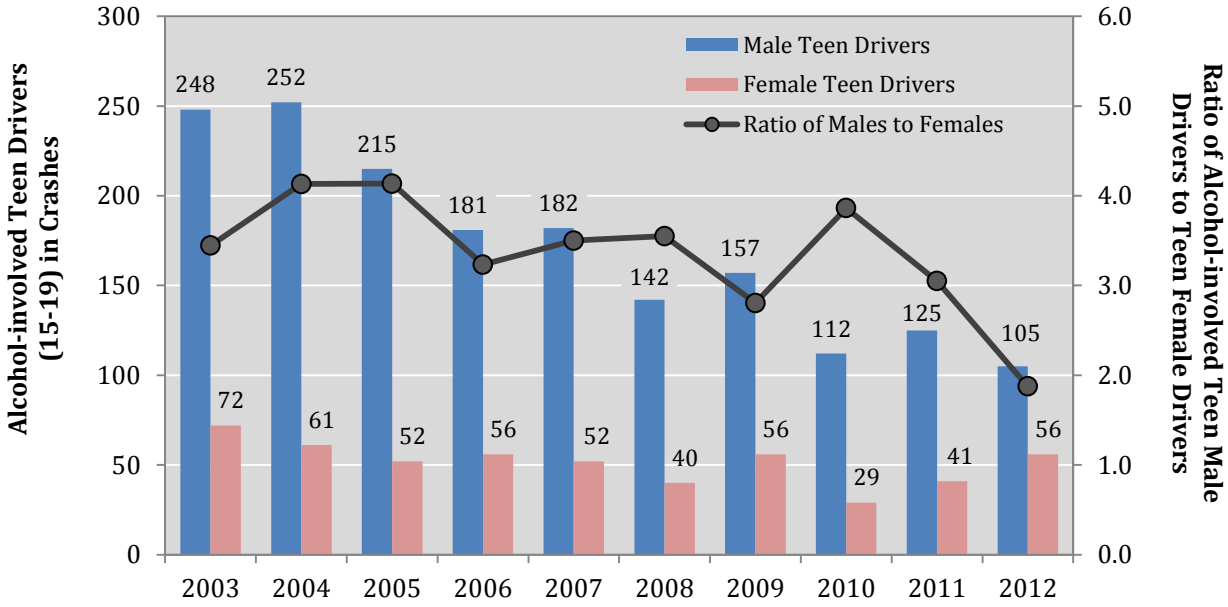
[8] Does not include alcohol-involved teen drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 36: Alcohol-involved Teen Drivers[9] (15-19) in Crashes by Sex, 2003 - 2012

Year	Alcohol-involved Teen Drivers (15-19) of Vehicles in Crashes			Ratio of Males to Females
	Males	Females	Total	
2003	248	72	320	3.44
2004	252	61	313	4.13
2005	215	52	267	4.13
2006	181	56	237	3.23
2007	182	52	234	3.50
2008	142	40	182	3.55
2009	157	56	213	2.80
2010	112	29	141	3.86
2011	125	41	166	3.05
2012	105	56	161	1.88

[1] Does not include teen drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Figure 14: Alcohol-involved Teen Drivers[9] (15-19) in Crashes by Sex, 2003 - 2012



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

Table 37: Alcohol-involved Teen Drivers[10] (15-19) in Crashes by Hour, 2012

Hour [1]	Alcohol-involved Teen (15-19) Drivers	
	Count	Percent
Midnight	9	5.6%
1 a.m.	14	8.7%
2 a.m.	22	13.7%
3 a.m.	8	5.0%
4 a.m.	11	6.8%
5 a.m.	8	5.0%
6 a.m.	9	5.6%
7 a.m.	3	1.9%
8 a.m.	3	1.9%
9 a.m.	2	1.2%
10 a.m.	1	0.6%
11 a.m.	2	1.2%
Noon	3	1.9%
1 p.m.	1	0.6%
2 p.m.	2	1.2%
3 p.m.	8	5.0%
4 p.m.	4	2.5%
5 p.m.	4	2.5%
6 p.m.	3	1.9%
7 p.m.	8	5.0%
8 p.m.	8	5.0%
9 p.m.	11	6.8%
10 p.m.	12	7.5%
11 p.m.	5	3.1%
Total	161	100.0%

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

[10] Does not include teen drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Young Adults (20-24)

- In 2012, 24 young adults were killed and 242 injured in alcohol-involved crashes. (Table 38)
- From 2003 to 2012, the number of alcohol-involved young adult drivers[11] in crashes decreased 38.6% (637 to 391). (Table 39, Figure 15)
- From 2003 to 2012, the rate of alcohol-involved young adult drivers in crashes decreased from 57.7 to 31.8 alcohol-involved young adult drivers in crashes per 10,000 licensed young adult drivers. (Table 39)
- Young adult male drivers were 2.7 times more likely than young adult female drivers to be alcohol-involved drivers in a crash. (Table 40)
- The number of male alcohol-involved young adult drivers in crashes has decreased by 43.1% (from 503 to 286) in the last ten years. (Table 40)
- In 2012, the time of day with the highest number of alcohol-involved young adult drivers in crashes was from 1 a.m. to 3 a.m. (Table 41)

Table 38: Young Adults (20-24) in Alcohol-involved Crashes by Severity of Injury, 2012

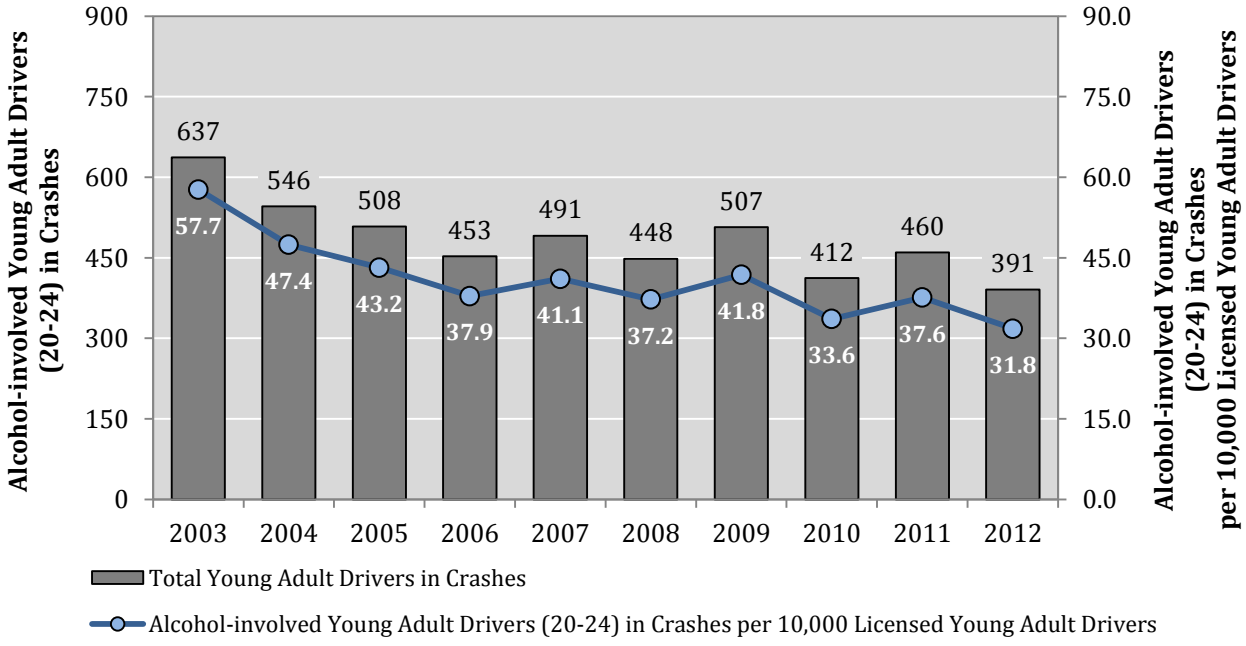
Severity of Injuries	Injury Class	Young Adults (20-24) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	24	2.9%
Suspected Serious Injuries	A	36	4.4%
Suspected Minor Injuries	B	102	12.4%
Possible Injuries	C	104	12.6%
No Apparent Injuries	O	557	67.7%
Total		823	100.0%

[11] The term "alcohol-involved driver" identifies a person in control of a motor vehicle who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol.

Table 39: Alcohol-involved Young Adult Drivers[12] (20-24) in Crashes by Severity, 2003 - 2012

Year	Alcohol-involved Young Adult Drivers[1] (20-24) of Vehicles in Crashes				Licensed Young Adult Drivers (20-24)	Alcohol-involved Young Adult Drivers (20-24) in Crashes per 10,000 Licensed Young Adult Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Young Adult Drivers in Crashes		
2003	29	316	292	637	110,348	57.7
2004	31	250	265	546	115,090	47.4
2005	31	236	241	508	117,677	43.2
2006	33	208	212	453	119,628	37.9
2007	26	200	265	491	119,495	41.1
2008	22	196	230	448	120,296	37.2
2009	25	210	272	507	121,192	41.8
2010	22	168	222	412	122,562	33.6
2011	18	206	236	460	122,293	37.6
2012	14	151	226	391	122,911	31.8

Figure 15: Alcohol-involved Young Adult Drivers[12] (20-24) in Crashes, 2003 - 2012

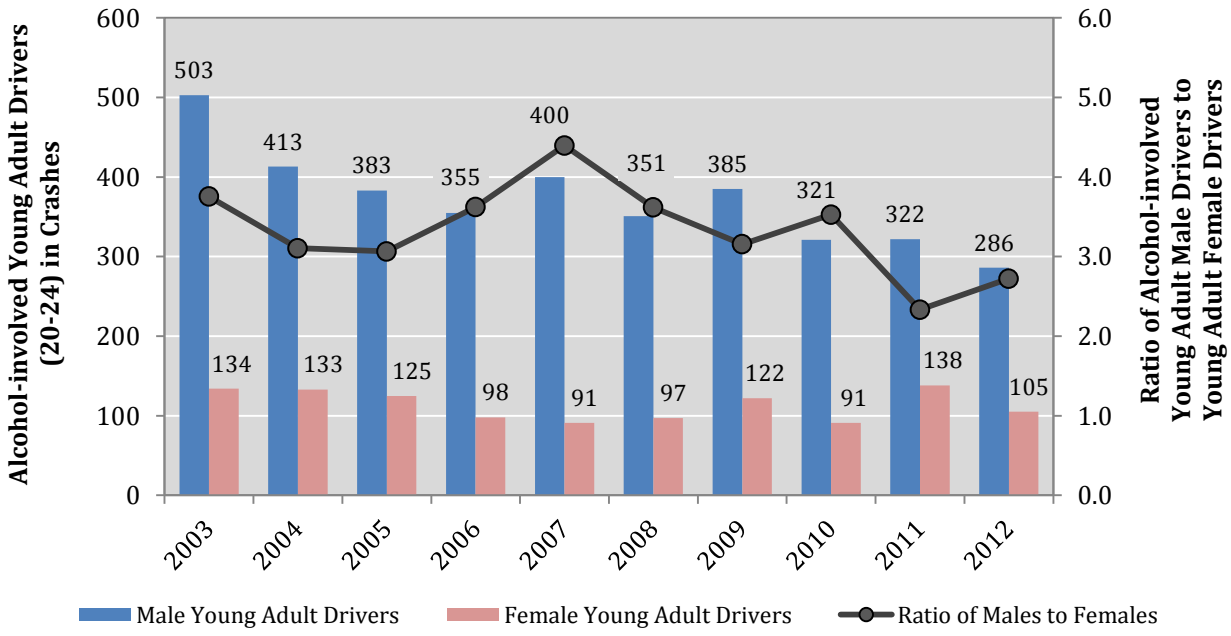


[12] Does not include young adult drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 40: Alcohol-involved Young Adult Drivers[13] (20-24) in Crashes by Sex, 2003 - 2012

Year	Alcohol-involved Young Adult Drivers (20-24) in Crashes			Ratio of Males to Females
	Males	Females	Total	
2003	503	134	637	3.75
2004	413	133	546	3.11
2005	383	125	508	3.06
2006	355	98	453	3.62
2007	400	91	491	4.40
2008	351	97	448	3.62
2009	385	122	507	3.16
2010	321	91	412	3.53
2011	322	138	460	2.33
2012	286	105	391	2.72

Figure 16: Alcohol-involved Young Adult Drivers[13] (20-24) in Crashes by Sex, 2003 - 2012



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

Table 41: Alcohol-involved Young Adult Drivers[14] (20-24) by Hour, 2012

Hour [1]	Alcohol-involved Young Adult (20-24) Drivers	
	Count	Percent
Midnight	35	9.0%
1 a.m.	44	11.3%
2 a.m.	50	12.8%
3 a.m.	28	7.2%
4 a.m.	13	3.3%
5 a.m.	11	2.8%
6 a.m.	15	3.8%
7 a.m.	7	1.8%
8 a.m.	8	2.0%
9 a.m.	3	0.8%
10 a.m.	3	0.8%
11 a.m.	3	0.8%
Noon	3	0.8%
1 p.m.	3	0.8%
2 p.m.	6	1.5%
3 p.m.	14	3.6%
4 p.m.	11	2.8%
5 p.m.	15	3.8%
6 p.m.	12	3.1%
7 p.m.	14	3.6%
8 p.m.	13	3.3%
9 p.m.	27	6.9%
10 p.m.	27	6.9%
11 p.m.	24	6.1%
Unknown	2	0.5%
Total	391	100.0%

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

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

Motorcyclists

- Motorcycle-involved crashes accounted for 5.5% of all alcohol-involved crashes in 2012. (Table 42)
- Of the 120 alcohol-involved motorcycle crashes in 2012, 15.0% (18) were fatal crashes and 69.2% (83) were injury crashes. (Table 43)

Table 42: Alcohol-involved Motorcycle Crashes[15], 2012

Motorcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Motorcycle-involved	120	5.5%
Motorcycle Not Involved	2,056	94.5%
Total Alcohol-involved Crashes	2,176	100.0%

Table 43: Alcohol-involved Motorcycle Crashes[15] by Crash Severity, 2012

Crash Severity	Alcohol-involved Motorcycle Crashes	
	Count	Percent
Fatal Crashes	18	15.0%
Injury Crashes	83	69.2%
Property Damage Only Crashes	19	15.8%
Total Motorcycle-involved Crashes	120	100.0%

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

Table 44: Alcohol-involved Motorcycle Crashes[16], 2003 - 2012

Year	Total Motorcycle-involved Crashes	Alcohol-involved Motorcycle Crashes	Percent Alcohol-involved
2003	966	100	10.4%
2004	1,042	95	9.1%
2005	1,119	65	5.8%
2006	1,261	100	7.9%
2007	1,261	112	8.9%
2008	1,485	130	8.8%
2009	1,381	109	7.9%
2010	1,223	104	8.5%
2011	1,319	116	8.8%
2012	1,214	120	9.9%

- Since 2006, alcohol-involved motorcycle crashes accounted for 8% to 10% of all motorcycle crashes. (Table 44)
- In 2012, over 50% of all alcohol-involved motorcycle crashes occurred in five counties - Bernalillo, Doña Ana, Santa Fe, Chaves, and Eddy. (Table 45)

Table 45: Top Five Counties for Alcohol-involved Motorcycle Crashes[16], 2008 - 2012

2012 Rank	County	Alcohol-involved Motorcycle Crashes					2012 Population	Alcohol-involved Motorcycle Crashes per 100,000 County Residents
		2008	2009	2010	2011	2012		
1	Bernalillo	40	33	17	34	22	672,444	**3.3**
2	Doña Ana	14	16	12	10	17	213,952	**7.9**
3	Santa Fe	7	4	9	10	12	146,456	**8.2**
4	Chaves	6	5	4	1	9	65,727	**13.7**
5	Eddy	2	6	3	0	8	54,435	**14.7**
All Other Counties		61	45	59	61	52	930,526	**5.6**
Statewide Total		130	109	104	116	120	2,083,540	**5.8**

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

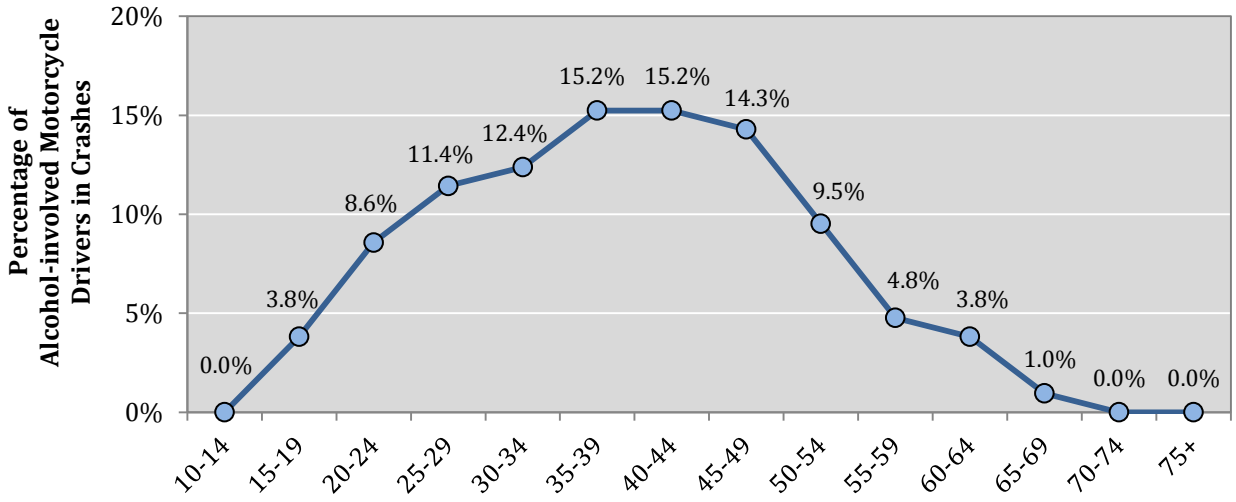
Demographics – Motorcyclists

Table 46: Alcohol-involved Motorcycle Driver[17] Rates, 2008 - 2012

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
2008	120	47,176	99,280	25.4	12.1
2009	96	54,049	103,500	17.8	9.3
2010	92	53,391	106,001	17.2	8.7
2011	103	64,912	108,700	15.9	9.5
2012	105	66,666	113,814	15.8	9.2

- The rate of alcohol-involved motorcycle vehicles (per 10,000 registered motorcycles) has been decreasing over the last five years. (Table 46)
- The age of most alcohol-involved motorcycle drivers equally spans from age 20 to age 54. Teens and young adults *are not* more likely to be alcohol-involved motorcycle drivers in crashes, compared to all other age groups. (Figure 17, Table 47)
- In 2012, almost all alcohol-involved motorcycle drivers were males. (Table 47)

Figure 17: Percentage of Alcohol-involved Motorcycle Drivers[17] in Crashes by Age Group, 2012



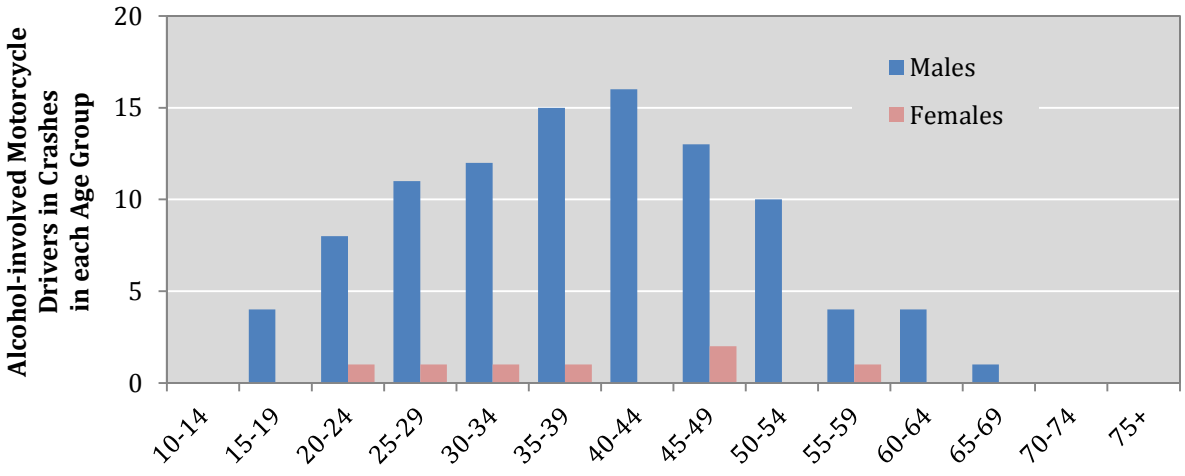
[17] The term "alcohol-involved motorcycle driver" identifies a motorcycle driver who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 47: Alcohol-involved Motorcycle Drivers[18] in Crashes by Age and Sex, 2012

Age Group	Alcohol-involved Motorcycle Drivers in Crashes						Ratio[1] Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
10-14	0	0.0%	0	0.0%	0	0.0%	-
15-19	4	4.1%	0	0.0%	4	3.8%	-
20-24	8	8.2%	1	14.3%	9	8.6%	8.0
25-29	11	11.2%	1	14.3%	12	11.4%	11.0
30-34	12	12.2%	1	14.3%	13	12.4%	12.0
35-39	15	15.3%	1	14.3%	16	15.2%	15.0
40-44	16	16.3%	0	0.0%	16	15.2%	-
45-49	13	13.3%	2	28.6%	15	14.3%	6.5
50-54	10	10.2%	0	0.0%	10	9.5%	-
55-59	4	4.1%	1	14.3%	5	4.8%	4.0
60-64	4	4.1%	0	0.0%	4	3.8%	-
65-69	1	1.0%	0	0.0%	1	1.0%	-
70-74	0	0.0%	0	0.0%	0	0.0%	-
75+	0	0.0%	0	0.0%	0	0.0%	-
Unknown	0	0.0%	0	0.0%	0	0.0%	-
Total	98	100.0%	7	100.0%	105	100.0%	14.0

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

Figure 18: Alcohol-involved Motorcycle Drivers[18] in Crashes by Age and Sex, 2012



[18] The term "alcohol-involved motorcycle driver" identifies a motorcycle driver who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Pedestrians

- Alcohol-involved pedestrian crashes accounted for 4.6% of all alcohol-involved crashes in 2012. (Table 48)
- Of the 100 alcohol-involved pedestrian crashes in 2012, 37.0% (37) were fatal crashes and 59.0% (59) were injury crashes. (Table 49)

Table 48: Alcohol-involved Pedestrian Crashes[19], 2012

Pedestrian Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedestrian-involved	100	4.6%
Pedestrian Not Involved	2,076	95.4%
Total Alcohol-involved Crashes	2,176	100.0%

Table 49: Alcohol-involved Pedestrian[19] Crashes by Crash Severity, 2012

Crash Severity	Alcohol-involved Pedestrian Crashes	
	Count	Percent
Fatal Crashes	37	37.0%
Injury Crashes	59	59.0%
Property Damage Only Crashes	4	4.0%
Total Pedestrian-involved Crashes	100	100.0%

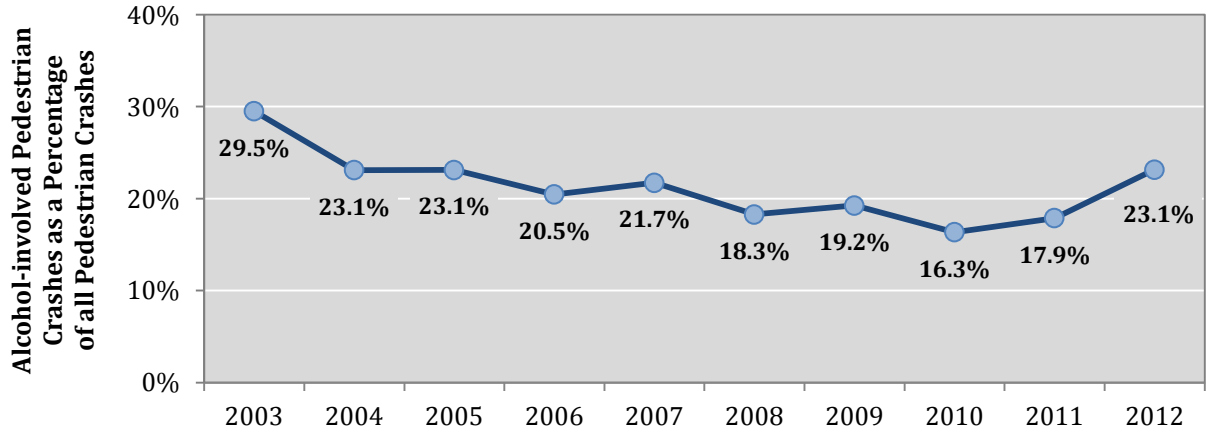
[19] An alcohol-involved pedestrian crash is a crash involving one or more pedestrians where any driver or pedestrian in the crash was alcohol-involved.

Table 50: Alcohol-involved Pedestrian Crashes[20], 2003 - 2012

Year	Pedestrian-involved Crashes		
	Total	Alcohol-involved	Percent Alcohol-involved
2003	478	141	29.5%
2004	511	118	23.1%
2005	450	104	23.1%
2006	484	99	20.5%
2007	488	106	21.7%
2008	487	89	18.3%
2009	504	97	19.2%
2010	416	68	16.3%
2011	414	74	17.9%
2012	432	100	23.1%

- In 2012, 23.1% of all pedestrian-involved crashes were alcohol-involved, down from 29.5% in 2003. (Table 50, Figure 19)
- Alcohol-involved pedestrian crashes increased in 2011 and 2012 in both number and as a percentage of all pedestrian-involved crashes. (Table 50, Figure 19)

Figure 19: Alcohol-involved Pedestrian Crashes[20], 2003 - 2012



[20] 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 51: Top Five Counties for Alcohol-involved Pedestrian Crashes, 2008 - 2012

2012 Rank	County	Alcohol-involved Pedestrian Crashes[1]					2012 Population	Alcohol-involved Pedestrian Crashes per 100,000 County Residents
		2008	2009	2010	2011	2012		
1	Bernalillo	40	43	31	32	47	672,444	**7.0**
2	San Juan	5	6	8	9	14	128,340	**10.9**
3	McKinley	8	17	6	6	12	72,726	**16.5**
4	Santa Fe	12	11	8	7	7	146,456	**4.8**
5	Doña Ana	3	1	3	3	4	213,952	**1.9**
All Other Counties		21	19	12	17	16	849,622	**1.9**
Statewide Total		89	97	68	74	100	2,083,540	**4.8**

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

- In 2012, over 70% of all alcohol-involved pedestrian crashes occurred in three counties - Bernalillo, San Juan, and McKinley. (Table 51)
- In almost all alcohol-involved pedestrian crashes in 2012, it was the pedestrian who was under the influence of alcohol. (Table 52)
- 38% of alcohol-involved pedestrians in crashes were ages 40-49. (Figure 20, Table 53)
- In 2012, 79.2% of alcohol-involved pedestrians in crashes were male. (Table 53)

Table 52: Alcohol-involved Pedestrians in Alcohol-involved Crashes, 2008 - 2012

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]
2008	78	91	85.7%
2009	78	104	75.0%
2010	67	75	89.3%
2011	59	74	79.7%
2012	96	103	93.2%

[1] A pedestrian who was 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[21] in Crashes by Age, 2012

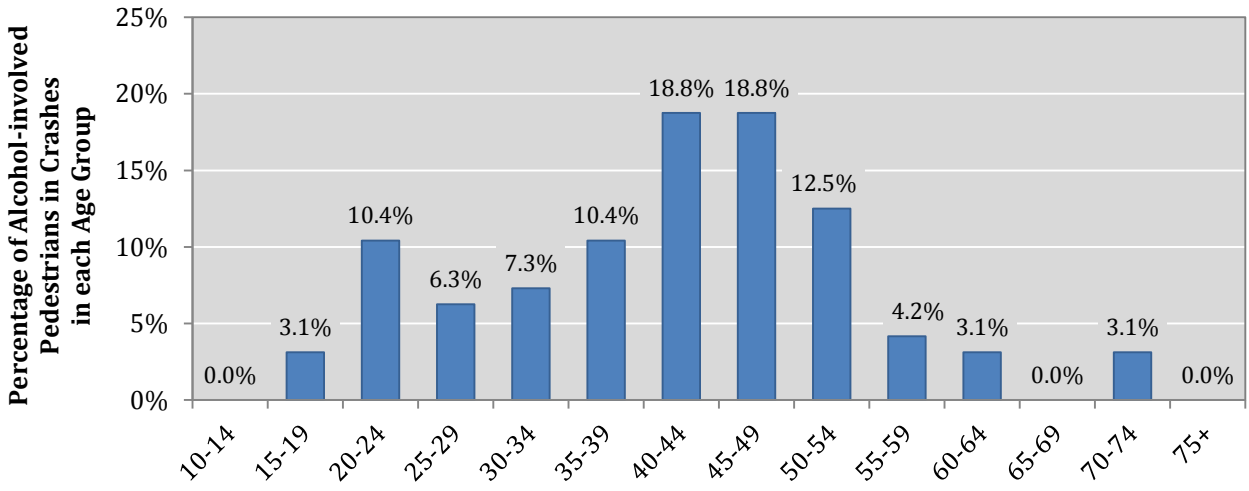


Table 53: Alcohol-involved Pedestrians[21] in Crashes by Age, 2012

Age Group	Alcohol-involved Pedestrians in Crashes								Ratio Males to Females[1]
	Males		Females		Unknown		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	2	2.6%	1	5.6%	0	0.0%	3	3.1%	2.0
20-24	8	10.5%	2	11.1%	0	0.0%	10	10.4%	4.0
25-29	6	7.9%	0	0.0%	0	0.0%	6	6.3%	-
30-34	4	5.3%	3	16.7%	0	0.0%	7	7.3%	1.3
35-39	4	5.3%	5	27.8%	1	50.0%	10	10.4%	0.8
40-44	16	21.1%	2	11.1%	0	0.0%	18	18.8%	8.0
45-49	16	21.1%	2	11.1%	0	0.0%	18	18.8%	8.0
50-54	10	13.2%	2	11.1%	0	0.0%	12	12.5%	5.0
55-59	4	5.3%	0	0.0%	0	0.0%	4	4.2%	-
60-64	3	3.9%	0	0.0%	0	0.0%	3	3.1%	-
65-69	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
70-74	3	3.9%	0	0.0%	0	0.0%	3	3.1%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Unknown	0	0.0%	1	5.6%	1	50.0%	2	2.1%	-
Total	76	100.0%	18	100.0%	2	100.0%	96	100.0%	4.2

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

[21] The term "alcohol-involved pedestrian" is a pedestrian who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Pedalcyclists (Bicyclists)

- Alcohol-involved pedalcycle crashes accounted for 1.0% of all alcohol-involved crashes in 2012. (Table 54)
- Of the 22 alcohol-involved pedalcycle crashes, 13.6% (3) were fatal crashes and 72.7% (16) were injury crashes. (Table 55)

Table 54: Alcohol-involved Pedalcycle Crashes[22], 2012

Pedalcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedalcycle-involved	22	1.0%
Pedalcycle Not Involved	2,154	99.0%
Total Alcohol-involved Crashes	2,176	100.0%

Table 55: Alcohol-involved Pedalcycle Crashes[22] by Crash Severity, 2012

Crash Severity	Alcohol-involved Pedalcycle Crashes	
	Count	Percent
Fatal Crashes	3	13.6%
Injury Crashes	16	72.7%
Property Damage Only Crashes	3	13.6%
Total Crashes	22	100.0%

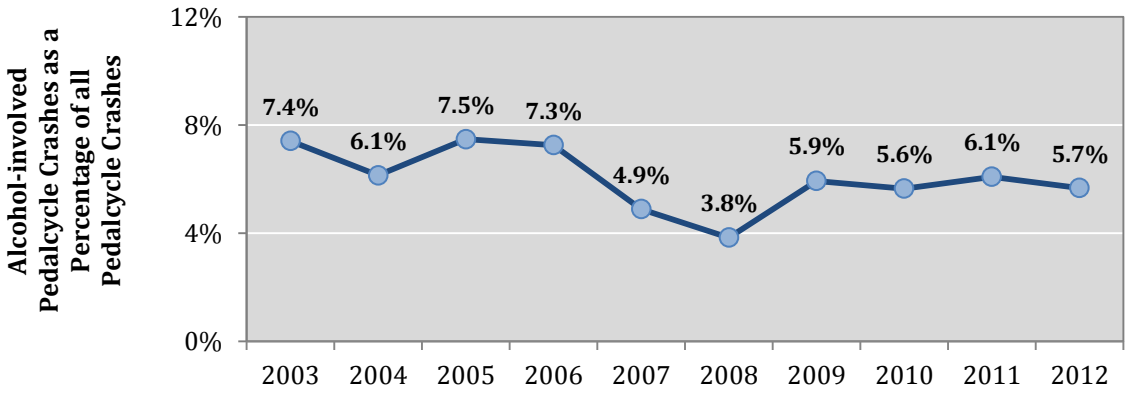
[22] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists where any vehicle driver or pedalcyclist in the crash was alcohol-involved.

Table 56: Alcohol-involved Pedalcycle Crashes[23], 2003 - 2012

Year	Pedalcycle-involved Crashes		
	Total	Alcohol-involved	Percent Alcohol-involved
2003	270	20	7.4%
2004	391	24	6.1%
2005	388	29	7.5%
2006	386	28	7.3%
2007	368	18	4.9%
2008	391	15	3.8%
2009	371	22	5.9%
2010	354	20	5.6%
2011	345	21	6.1%
2012	388	22	5.7%

- In 2012, 5.7% of all pedalcycle-involved crashes were also alcohol-involved. (Table 56, Figure 21)
- Over the past decade, alcohol-involved pedalcycle crashes decreased in 2007 and 2008 (18 and 15 crashes, respectively) but otherwise ranged between 20 and 29 crashes (5.6% to 7.5% of all pedalcycle crashes). (Table 56, Figure 21)

Figure 21: Alcohol-involved Pedalcycle Crashes[23], 2003 - 2012



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

Demographics – Pedalcyclists

Table 57: Top Five Counties for Alcohol-involved Pedalcycle Crashes, 2008 - 2012

2012 Rank	County	Alcohol-involved Pedalcycle Crashes[1]					2012 Population	Alcohol-involved Pedalcycle Crashes per 100,000 County Residents
		2008	2009	2010	2011	2012		
1	Bernalillo	5	13	7	10	13	672,444	**1.9**
2	Otero	2	0	2	0	3	65,922	**4.6**
2	Doña Ana	1	2	2	2	3	213,952	**1.4**
4	Eddy	1	0	1	0	2	54,435	**3.7**
5	San Juan	0	0	1	1	1	28,914	**3.5**
All Other Counties		6	7	7	8	0	1,047,873	**0.0**
Statewide Total		15	22	20	21	22	2,083,540	**1.1**

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

- In 2012, half of all alcohol-involved pedalcycle crashes occurred in Bernalillo County. (Table 57)
- In almost all alcohol-involved pedalcycle crashes in 2012, it was the pedalcyclist who was alcohol-involved. (Table 58)
- In 2012, 95.2% of alcohol-involved pedalcyclists in crashes were male. (Table 59)

Table 58: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2008 - 2012

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]
2008	13	15	86.7%
2009	14	23	60.9%
2010	18	21	85.7%
2011	20	21	95.2%
2012	21	22	95.5%

[1] A pedalcyclist who was under the influence of alcohol at the time of the crash.

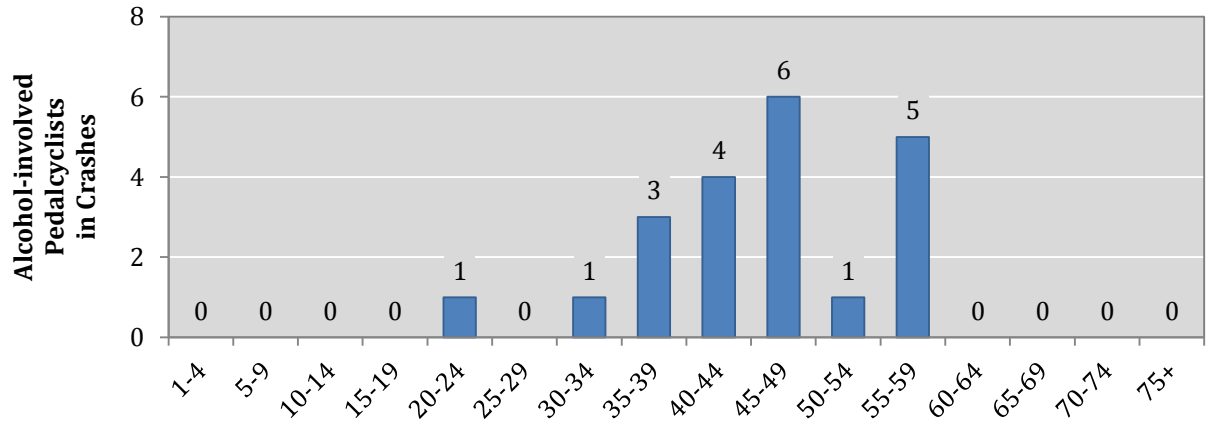
[2] The percentage of pedalcyclists under the influence of alcohol out of all pedalcyclists in alcohol-involved crashes.

Table 59: Alcohol-involved Pedalcyclists[24] in Crashes by Age and Sex, 2012

Age Group	Alcohol-involved Pedalcyclists in Crashes						Ratio[1] Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	-
5-9	0	0.0%	0	0.0%	0	0.0%	-
10-14	0	0.0%	0	0.0%	0	0.0%	-
15-19	0	0.0%	0	0.0%	0	0.0%	-
20-24	1	5.0%	0	0.0%	1	4.8%	-
25-29	0	0.0%	0	0.0%	0	0.0%	-
30-34	1	5.0%	0	0.0%	1	4.8%	-
35-39	3	15.0%	0	0.0%	3	14.3%	-
40-44	4	20.0%	0	0.0%	4	19.0%	-
45-49	6	30.0%	0	0.0%	6	28.6%	-
50-54	1	5.0%	0	0.0%	1	4.8%	-
55-59	4	20.0%	1	100.0%	5	23.8%	4.0
60-64	0	0.0%	0	0.0%	0	0.0%	-
65-69	0	0.0%	0	0.0%	0	0.0%	-
70-74	0	0.0%	0	0.0%	0	0.0%	-
75+	0	0.0%	0	0.0%	0	0.0%	-
Total	20	100.0%	1	100.0%	21	100.0%	20.0

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

Figure 22: Alcohol-involved Pedalcyclists[24] in Crashes by Age Group, 2012



[24] The term "alcohol-involved pedalcyclists" is a pedalcyclist who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Alcohol-involved Drivers

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

- Male drivers were 72.6% of all alcohol-involved drivers in crashes in 2012. (Table 60)
- Out-of-state drivers were 5.8% of all alcohol-involved drivers in 2012. (Table 61)

Table 60: Alcohol-involved Drivers[25] in Crashes by Sex, 2012

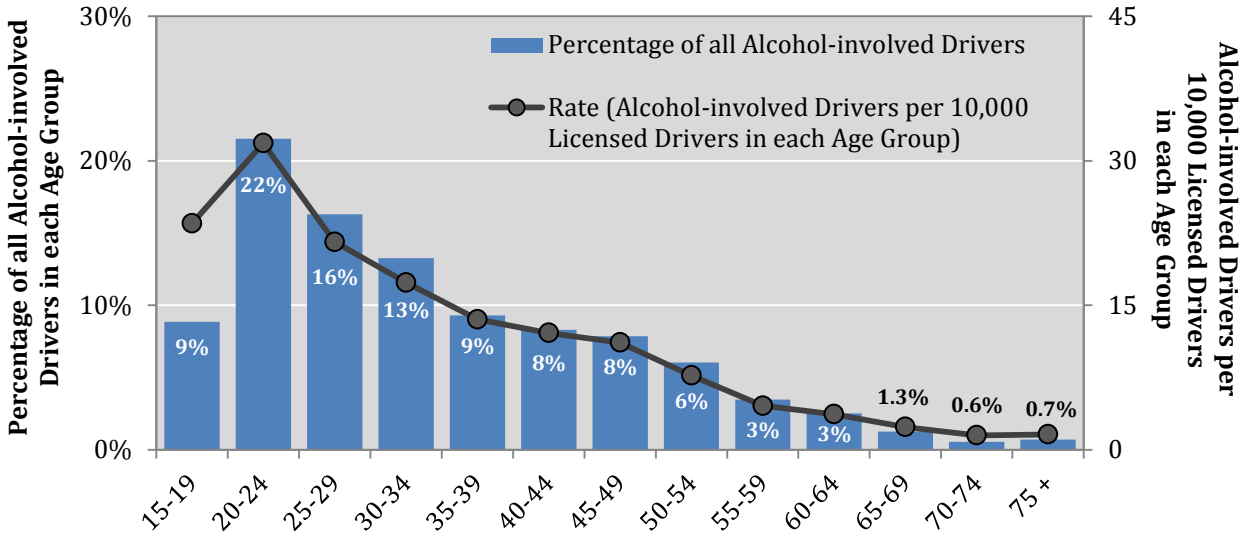
Sex	Alcohol-involved Drivers	
	Count	Percent
Males	1,320	72.6%
Females	497	27.4%
Total Drivers	1,817	100.0%

Table 61: Alcohol-involved Drivers[25] in Crashes by License Type and Residence, 2012

Type of Driver License	Alcohol-involved Drivers (Residents and Non-Residents)							
	New Mexico Resident		Out of State		Unknown Residence		Total Drivers	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Operator	1,335	96.0%	53	3.8%	2	0.1%	1,390	100%
CDL Class A	35	89.7%	3	7.7%	1	2.6%	39	100%
CDL Class B	8	88.9%	1	11.1%	0	0.0%	9	100%
CDL Class C	17	35.4%	29	60.4%	2	4.2%	48	100%
Learner's Permit	2	100.0%	0	0.0%	0	0.0%	2	100%
ID (Non-license)	213	92.2%	15	6.5%	3	1.3%	231	100%
No License	14	100.0%	0	0.0%	0	0.0%	14	100%
Unknown	193	83.5%	12	5.2%	26	11.3%	231	100%
Total Drivers	1,817	92.5%	113	5.8%	34	1.7%	1,964	100%

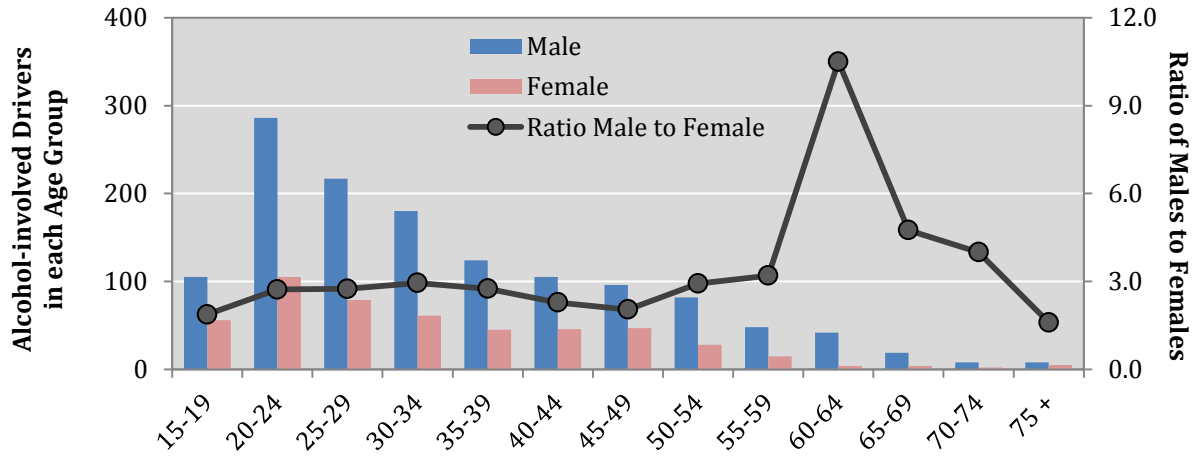
[25] Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico (excepting Table 61), or 4) the person is a pedestrian or pedalcyclist.

Figure 23: Percentage and Rate of Alcohol-involved Drivers[26] in Crashes by Age Group, 2012



- The 20-24 age group had both the highest number and rate of alcohol-involved drivers in crashes in 2012. (Table 62, Figure 23, Figure 25)
- The 15-19 age group accounted for 8.9% of all alcohol-involved drivers in crashes, but had one of the highest alcohol-involved driver crash *rates*. (Table 62, Figure 23)

Figure 24: Alcohol-involved Drivers[26] in Crashes by Age and Sex, 2012



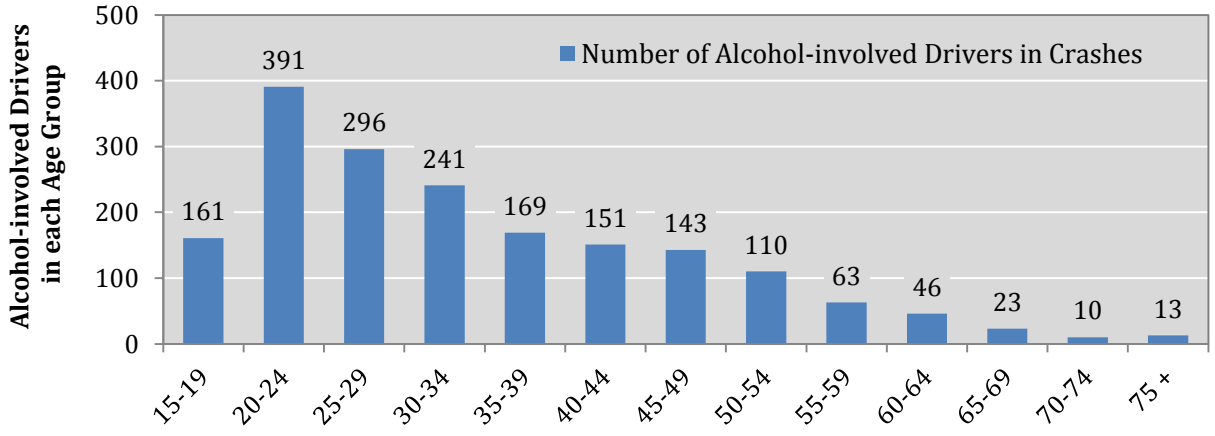
[26] Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Table 62: Alcohol-involved Drivers[27] in Crashes by Age and Sex, 2012

Driver Age Group	Alcohol-involved Drivers in Crashes			Ratio Male to Female	Percentage of Drivers in each Age Group by Sex[1]			2012 Licensed Drivers	Rate (Alcohol-involved Drivers per 10,000 Licensed Drivers in each Age Group)
	Male	Female	Total		Male	Female	Total		
15-19	105	56	161	1.9	8.0%	11.3%	8.9%	68,554	23.5
20-24	286	105	391	2.7	21.7%	21.1%	21.5%	122,911	31.8
25-29	217	79	296	2.7	16.4%	15.9%	16.3%	137,155	21.6
30-34	180	61	241	3.0	13.6%	12.3%	13.3%	138,807	17.4
35-39	124	45	169	2.8	9.4%	9.1%	9.3%	124,869	13.5
40-44	105	46	151	2.3	8.0%	9.3%	8.3%	124,484	12.1
45-49	96	47	143	2.0	7.3%	9.5%	7.9%	128,352	11.1
50-54	82	28	110	2.9	6.2%	5.6%	6.1%	142,430	7.7
55-59	48	15	63	3.2	3.6%	3.0%	3.5%	137,631	4.6
60-64	42	4	46	10.5	3.2%	0.8%	2.5%	124,276	3.7
65-69	19	4	23	4.8	1.4%	0.8%	1.3%	96,823	2.4
70-74	8	2	10	4.0	0.6%	0.4%	0.6%	66,286	1.5
75 +	8	5	13	1.6	0.6%	1.0%	0.7%	81,132	1.6
Total	1,320	497	1,817	2.7	100%	100%	100%	1,493,766	12.2

[1] For reference, 8.0% (105 out of 1,320) of alcohol-involved male drivers were in the 15 to 19 age range.

Figure 25: Alcohol-involved Drivers[27] in Crashes by Age Group, 2012



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

Demographics – Alcohol-involved Drivers

Table 63: Alcohol-involved Drivers in Crashes by Age Group, 2003 - 2012

Driver Age Group	Alcohol-involved Drivers in Crashes[1]										Percent Change 2003-2012
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
15 - 19	320	313	267	237	234	182	213	141	166	161	-49.7%
20 - 24	637	546	508	453	491	448	507	412	460	391	-38.6%
25 - 29	349	365	314	344	330	320	383	304	344	296	-15.2%
30 - 34	301	303	209	214	177	199	271	244	240	241	-19.9%
35 - 39	268	266	186	193	176	170	192	163	170	169	-36.9%
40 - 44	260	256	210	169	174	149	176	159	153	151	-41.9%
45 - 49	188	181	154	148	168	158	170	140	159	143	-23.9%
50 - 54	127	133	100	117	103	94	111	122	119	110	-13.4%
55 - 59	79	78	64	58	76	65	73	74	67	63	-20.3%
60 - 64	39	45	41	29	25	36	44	41	50	46	17.9%
65 - 69	31	20	18	19	13	14	21	25	29	23	-25.8%
70 - 74	9	17	15	10	17	10	8	6	11	10	11.1%
75 +	20	14	6	10	8	8	14	4	5	13	-35.0%
Total	2,628	2,537	2,092	2,001	1,992	1,853	2,183	1,835	1,973	1,817	-30.9%

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

Seat Position and Victims

Table 64: People in Alcohol-involved Crashes by Sex and Seat Position, 2012

Seat Position	People in Alcohol-involved Crashes				Ratio Males to Females
	Males	Females	Unknown	Total	
Vehicle Occupants					
Drivers	1,467	701	75	2,243	**2.1**
Front Seat Passengers	415	398	30	843	**1.0**
All Other Passengers	257	254	14	525	**1.0**
Motorcyclists					
Motorcycle Drivers	113	9	1	123	**12.6**
Motorcycle Passengers	3	16	0	19	**0.2**
Nonmotorists					
Pedalcyclists	21	1	0	22	**21.0**
Pedestrians	78	22	2	102	**3.5**
Unknown	486	242	293	1,021	**2.0**
Total People	2,840	1,643	415	4,898	**1.7**

- There were 113 male and 9 female motorcycle drivers in alcohol-involved crashes in 2012 resulting in a male to female motorcycle driver ratio of 12.6 to 1. (Table 64)
- There were 21 male and 1 female pedalcyclists in alcohol-involved crashes in 2012 resulting in a male to female pedalcyclist ratio of 21.0 to 1. (Table 64)
- In 2012, over half of all people in alcohol-involved crashes were victims. (Table 65)

Table 65: Victims of Alcohol-involved Crashes, 2012

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]	49	123	197	395	1,933	2,697	**55.1%**
Non-victims[2]	104	153	308	217	1,419	2,201	**44.9%**
Total People	153	276	505	612	3,352	4,898	**100.0%**

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

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

Belt usage

- There were 55 male and 20 female unbelted fatalities in alcohol-involved crashes in 2012. (Table 66)
- One in five of all unbelted fatalities was 20-24 years of age. (Table 66)

Table 66: Unbelted Fatalities[28] in Alcohol-involved Crashes by Age and Sex, 2012

Age Group	Unbelted Fatalities in Alcohol-involved Crashes						Ratio Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	1	1.8%	0	0.0%	1	1.3%	-
5-9	1	1.8%	0	0.0%	1	1.3%	-
10-14	0	0.0%	0	0.0%	0	0.0%	-
15-19	4	7.3%	1	5.0%	5	6.7%	**4.0**
20-24	12	21.8%	4	20.0%	16	21.3%	**3.0**
25-29	8	14.5%	2	10.0%	10	13.3%	**4.0**
30-34	4	7.3%	3	15.0%	7	9.3%	**1.3**
35-39	6	10.9%	2	10.0%	8	10.7%	**3.0**
40-44	1	1.8%	1	5.0%	2	2.7%	**1.0**
45-49	4	7.3%	3	15.0%	7	9.3%	**1.3**
50-54	7	12.7%	1	5.0%	8	10.7%	**7.0**
55-59	3	5.5%	0	0.0%	3	4.0%	-
60-64	1	1.8%	1	5.0%	2	2.7%	**1.0**
65-69	3	5.5%	2	10.0%	5	6.7%	**1.5**
70-74	0	0.0%	0	0.0%	0	0.0%	-
75 +	0	0.0%	0	0.0%	0	0.0%	-
Total	55	100.0%	20	100.0%	75	100.0%	**2.8**

[28] Fatalities of people in passenger cars, pickups, and vans or 4 WDs in alcohol-involved crashes.

DWI Enforcement

Arrests

Table 67: DWI Arrests by County[29], 2008 - 2012

County	DWI Arrests					Percent of all 2012 DWI Arrests	Percent Change 2008 - 2012	Percent Change 2011 - 2012
	2008	2009	2010	2011	2012			
Bernalillo	7,197	6,770	5,321	4,985	4,737	35.1%	-34.2%	-5.0%
Catron	22	24	21	21	14	0.1%	-36.4%	-33.3%
Chaves	463	344	379	323	312	2.3%	-32.6%	-3.4%
Cibola	454	501	472	296	243	1.8%	-46.5%	-17.9%
Colfax	119	73	88	103	55	0.4%	-53.8%	-46.6%
Curry	318	454	424	274	255	1.9%	-19.8%	-6.9%
De Baca	8	18	10	10	9	0.1%	12.5%	-10.0%
Doña Ana	1,750	1,638	1,523	1,318	1,325	9.8%	-24.3%	0.5%
Eddy	364	357	350	335	284	2.1%	-22.0%	-15.2%
Grant	221	276	227	242	178	1.3%	-19.5%	-26.4%
Guadalupe	59	92	55	48	50	0.4%	-15.3%	4.2%
Harding	9	4	2	1	1	0.01%	-88.9%	0.0%
Hidalgo	88	97	70	43	66	0.5%	-25.0%	53.5%
Lea	523	534	447	373	319	2.4%	-39.0%	-14.5%
Lincoln	248	186	255	157	133	1.0%	-46.4%	-15.3%
Los Alamos	40	54	42	56	62	0.5%	55.0%	10.7%
Luna	230	216	131	150	126	0.9%	-45.2%	-16.0%
McKinley	1,193	1,187	992	752	613	4.5%	-48.6%	-18.5%
Mora	31	36	35	22	15	0.1%	-51.6%	-31.8%
Otero	384	326	278	246	299	2.2%	-22.1%	21.5%
Quay	89	81	68	65	58	0.4%	-34.8%	-10.8%
Rio Arriba	447	467	390	269	259	1.9%	-42.1%	-3.7%
Roosevelt	148	155	154	153	79	0.6%	-46.6%	-48.4%
Sandoval	674	618	600	531	697	5.2%	3.4%	31.3%
San Juan	2,022	1,746	1,572	1,419	1,200	8.9%	-40.7%	-15.4%
San Miguel	323	313	347	221	181	1.3%	-44.0%	-18.1%
Santa Fe	1,332	1,257	1,146	1,111	915	6.8%	-31.3%	-17.6%
Sierra	84	92	147	151	131	1.0%	56.0%	-13.2%
Socorro	228	239	177	212	171	1.3%	-25.0%	-19.3%
Taos	181	236	318	214	171	1.3%	-5.5%	-20.1%
Torrance	103	114	91	79	74	0.5%	-28.2%	-6.3%
Union	31	21	15	15	15	0.1%	-51.6%	0.0%
Valencia	428	506	512	316	258	1.9%	-39.7%	-18.4%
Unknown	34	25	30	89	173	1.3%	408.8%	94.4%
Total DWI Arrests	**19,845**	**19,057**	**16,689**	**14,600**	**13,478**	**100.0%**	**-32.1%**	**-7.7%**

[29] DWI Arrest by County, for either DWI or Aggravated DWI, refers to the county where the person was arrested for DWI, not their county of residence.

Table 68: DWI Arrests by City[30], 2008 - 2012

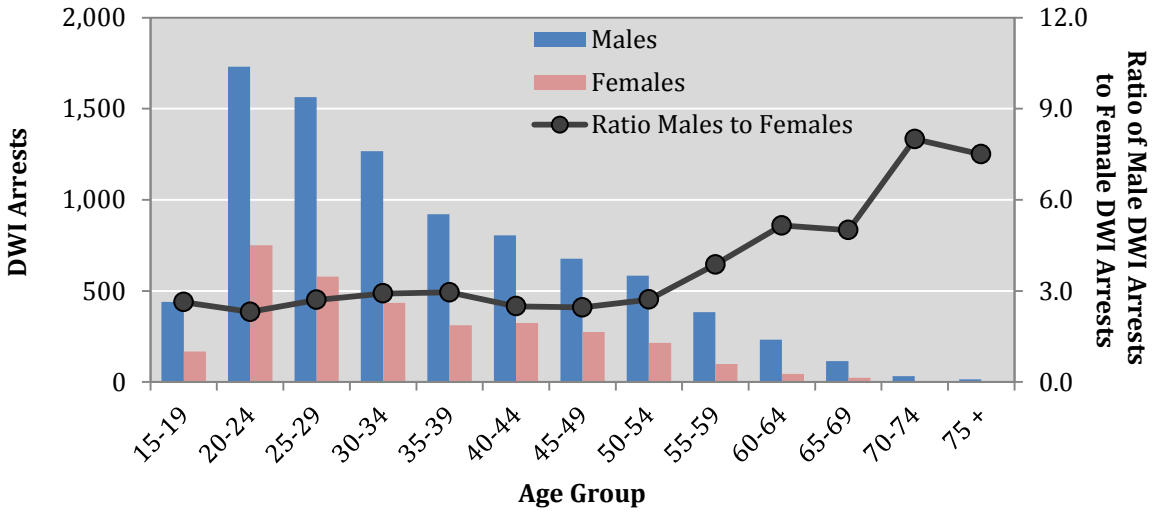
City	DWI Arrests					Percent of all 2012 DWI Arrests	Percent Change 2008-2012	Percent Change 2011-2012
	2008	2009	2010	2011	2012			
Alamogordo	251	206	172	169	183	1.4%	-27.1%	8.3%
Albuquerque	5,881	5,512	4,450	4,124	3,922	29.1%	-33.3%	-4.9%
Anthony	93	94	105	73	104	0.8%	11.8%	42.5%
Artesia	115	112	114	101	83	0.6%	-27.8%	-17.8%
Aztec	148	144	135	106	100	0.7%	-32.4%	-5.7%
Belen	195	171	175	121	104	0.8%	-46.7%	-14.0%
Bernalillo	123	119	82	94	86	0.6%	-30.1%	-8.5%
Bloomfield	167	153	133	140	87	0.6%	-47.9%	-37.9%
Carlsbad	229	237	203	193	179	1.3%	-21.8%	-7.3%
Clovis	283	374	339	235	240	1.8%	-15.2%	2.1%
Corrales	55	52	49	35	47	0.3%	-14.5%	34.3%
Cuba	81	64	60	65	45	0.3%	-44.4%	-30.8%
Deming	207	186	124	137	108	0.8%	-47.8%	-21.2%
Edgewood	78	82	62	62	70	0.5%	-10.3%	12.9%
Española	226	247	252	171	146	1.1%	-35.4%	-14.6%
Farmington	731	670	563	566	491	3.6%	-32.8%	-13.3%
Fruitland	145	107	115	103	78	0.6%	-46.2%	-24.3%
Gallup	375	401	335	241	184	1.4%	-50.9%	-23.7%
Grants	110	146	149	89	76	0.6%	-30.9%	-14.6%
Hobbs	309	329	280	235	188	1.4%	-39.2%	-20.0%
Kirtland	104	90	109	94	75	0.6%	-27.9%	-20.2%
Las Cruces	1,113	1,068	933	849	731	5.4%	-34.3%	-13.9%
Las Vegas	252	226	260	165	139	1.0%	-44.8%	-15.8%
Los Alamos	50	60	45	74	55	0.4%	10.0%	-25.7%
Los Lunas	392	392	357	259	247	1.8%	-37.0%	-4.6%
Lovington	89	115	86	63	65	0.5%	-27.0%	3.2%
Portales	113	142	129	115	62	0.5%	-45.1%	-46.1%
Ranchos de Taos	51	57	85	46	50	0.4%	-2.0%	8.7%
Raton	53	35	37	45	21	0.2%	-60.4%	-53.3%
Rio Rancho	585	593	493	495	542	4.0%	-7.4%	9.5%
Roswell	430	322	351	320	290	2.2%	-32.6%	-9.4%
Ruidoso	98	75	84	49	48	0.4%	-51.0%	-2.0%
Santa Fe	1,153	1,095	914	916	839	6.2%	-27.2%	-8.4%
Shiprock	229	204	208	151	123	0.9%	-46.3%	-18.5%
Silver City	122	157	128	142	115	0.9%	-5.7%	-19.0%
Socorro	108	111	99	94	90	0.7%	-16.7%	-4.3%
Sunland Park	96	88	64	77	79	0.6%	-17.7%	2.6%
T or C	40	45	69	70	62	0.5%	55.0%	-11.4%
Taos	91	94	126	105	76	0.6%	-16.5%	-27.6%
Thoreau	50	52	52	40	36	0.3%	-28.0%	-10.0%
Tucumcari	50	48	38	33	45	0.3%	-10.0%	36.4%
Unknown	71	54	32	8	20	0.1%	-71.8%	150.0%
All Other Cities	4,703	4,528	4,093	3,330	3,147	23.3%	-33.1%	-5.5%
Total DWI Arrests	**19,845**	**19,057**	**16,689**	**14,600**	**13,478**	**100.0%**	**-32.1%**	**-7.7%**

[30] DWI Arrest by City, for either DWI or Aggravated DWI, refers to the city residence of the driver, not the city where the driver was arrested for DWI.

Table 69: DWI Arrests by Age and Sex[31], 2012

Age Group	DWI Arrests by Age and Sex								Ratio Males to Females
	Males		Females		Unknown		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
< 15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
15-19	439	5.0%	167	5.2%	0	0.0%	606	4.5%	**2.6**
20-24	1,730	19.7%	750	23.2%	0	0.0%	2,480	18.4%	**2.3**
25-29	1,564	17.8%	579	17.9%	0	0.0%	2,143	15.9%	**2.7**
30-34	1,267	14.5%	435	13.5%	0	0.0%	1,702	12.6%	**2.9**
35-39	921	10.5%	312	9.7%	0	0.0%	1,233	9.1%	**3.0**
40-44	805	9.2%	323	10.0%	0	0.0%	1,128	8.4%	**2.5**
45-49	676	7.7%	275	8.5%	0	0.0%	951	7.1%	**2.5**
50-54	584	6.7%	215	6.7%	0	0.0%	799	5.9%	**2.7**
55-59	383	4.4%	99	3.1%	0	0.0%	482	3.6%	**3.9**
60-64	232	2.6%	45	1.4%	1	0.1%	278	2.1%	**5.2**
65-69	115	1.3%	23	0.7%	0	0.0%	138	1.0%	**5.0**
70-74	32	0.4%	4	0.1%	0	0.0%	36	0.3%	**8.0**
75 +	15	0.2%	2	0.06%	0	0.0%	17	0.1%	**7.5**
Unknown	0	0.0%	0	0.0%	1,485	99.9%	1,485	11.0%	
Total	8,763	100.0%	3,229	100.0%	1,486	100.0%	13,478	100.0%	**2.7**

Figure 26: DWI Arrests by Age and Sex[31], 2012



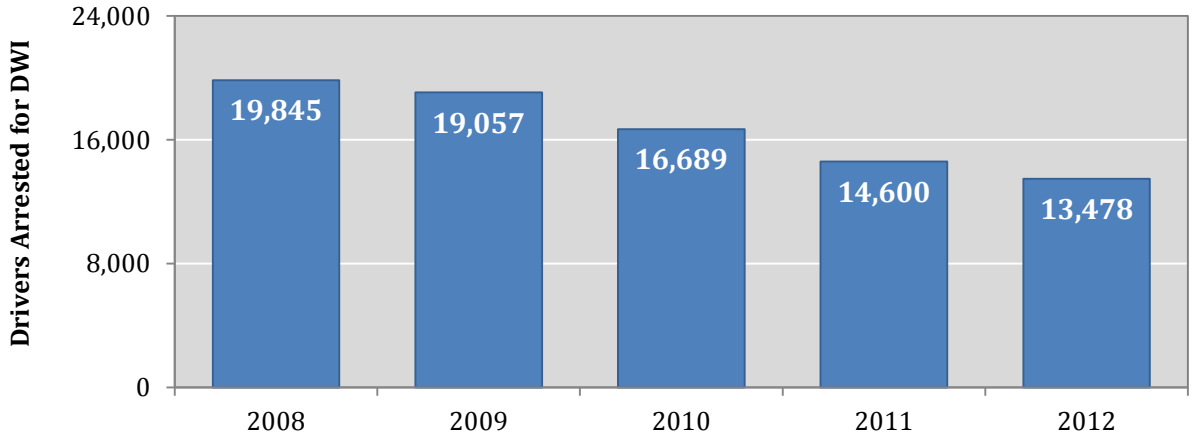
[31] DWI Arrests are for either DWI or Aggravated DWI.

Table 70: Number of Drivers Arrested for a DWI[32], 2008 - 2012

Age Group	Drivers Arrested for DWI[1]					5 Yr Percent Change
	2008	2009	2010	2011	2012	
< 15	6	3	0	0	0	-100.0%
15-19	1,179	1,081	829	710	606	-48.6%
20-24	3,734	3,544	2,969	2,775	2,480	-33.6%
25-29	3,246	3,137	2,838	2,506	2,143	-34.0%
30-34	2,284	2,228	1,969	1,843	1,702	-25.5%
35-39	1,937	1,904	1,537	1,298	1,233	-36.3%
40-44	1,675	1,636	1,430	1,176	1,128	-32.7%
45-49	1,597	1,557	1,365	1,106	951	-40.5%
50-54	972	1,002	1,016	789	799	-17.8%
55-59	519	541	525	508	482	-7.1%
60-64	279	288	292	260	278	-0.4%
65-69	136	135	137	109	138	1.5%
70-74	45	48	55	43	36	-20.0%
75 +	29	25	27	20	17	-41.4%
Unknown	2,207	1,928	1,700	1,457	1,485	-32.7%
Total	19,845	19,057	16,689	14,600	13,478	-32.1%

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

Figure 27: Number of Drivers Arrested for DWI[32], 2008 - 2012



[32] DWI Arrests are for either DWI or Aggravated DWI.

Convictions

Table 71: DWI Convictions by County[33], 2008 - 2012

County	DWI Convictions					Percent of all 2012 Convictions	Percent Change 2008-2012	Percent Change 2011-2012
	2008	2009	2010	2011	2012			
Bernalillo	4,999	5,532	4,476	4,084	3,944	**33.4%**	**-21.1%**	**-3.4%**
Catron	16	20	16	17	13	**0.1%**	**-18.8%**	**-23.5%**
Chaves	349	359	343	345	330	**2.8%**	**-5.4%**	**-4.3%**
Cibola	243	328	328	225	203	**1.7%**	**-16.5%**	**-9.8%**
Colfax	84	84	63	76	45	**0.4%**	**-46.4%**	**-40.8%**
Curry	251	355	400	280	252	**2.1%**	**0.4%**	**-10.0%**
De Baca	7	11	9	11	6	**0.1%**	**-14.3%**	**-45.5%**
Doña Ana	1,382	1,467	1,434	1,249	1,244	**10.5%**	**-10.0%**	**-0.4%**
Eddy	285	341	334	369	307	**2.6%**	**7.7%**	**-16.8%**
Grant	150	238	229	199	142	**1.2%**	**-5.3%**	**-28.6%**
Guadalupe	48	73	62	38	40	**0.3%**	**-16.7%**	**5.3%**
Harding	11	3	0	2	1	**0.01%**	**-90.9%**	**-50.0%**
Hidalgo	82	98	68	38	55	**0.5%**	**-32.9%**	**44.7%**
Lea	394	495	458	429	285	**2.4%**	**-27.7%**	**-33.6%**
Lincoln	145	210	210	196	156	**1.3%**	**7.6%**	**-20.4%**
Los Alamos	24	55	42	42	61	**0.5%**	**154.2%**	**45.2%**
Luna	155	189	122	132	129	**1.1%**	**-16.8%**	**-2.3%**
McKinley	786	916	923	656	525	**4.5%**	**-33.2%**	**-20.0%**
Mora	24	35	31	20	7	**0.1%**	**-70.8%**	**-65.0%**
Otero	284	333	282	257	244	**2.1%**	**-14.1%**	**-5.1%**
Quay	67	80	54	62	50	**0.4%**	**-25.4%**	**-19.4%**
Rio Arriba	334	354	311	233	181	**1.5%**	**-45.8%**	**-22.3%**
Roosevelt	113	136	142	141	116	**1.0%**	**2.7%**	**-17.7%**
Sandoval	476	569	524	443	542	**4.6%**	**13.9%**	**22.3%**
San Juan	1,515	1,769	1,456	1,571	1,165	**9.9%**	**-23.1%**	**-25.8%**
San Miguel	248	296	310	220	167	**1.4%**	**-32.7%**	**-24.1%**
Santa Fe	829	977	879	893	884	**7.5%**	**6.6%**	**-1.0%**
Sierra	83	97	119	145	123	**1.0%**	**48.2%**	**-15.2%**
Socorro	138	198	119	159	143	**1.2%**	**3.6%**	**-10.1%**
Taos	117	175	246	182	111	**0.9%**	**-5.1%**	**-39.0%**
Torrance	91	98	91	81	57	**0.5%**	**-37.4%**	**-29.6%**
Union	17	15	10	12	12	**0.1%**	**-29.4%**	**0.0%**
Valencia	120	288	344	292	213	**1.8%**	**77.5%**	**-27.1%**
Unknown	27	23	16	46	44	**0.4%**	**63.0%**	**-4.3%**
Total Convictions	**13,894**	**16,217**	**14,451**	**13,145**	**11,797**	**100.0%**	**-15.1%**	**-10.3%**

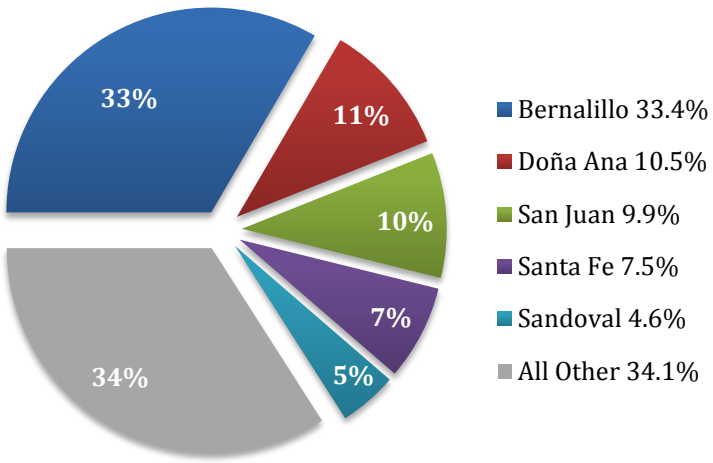
[33] County refers to the location where the driver was arrested for DWI, not their county of residence.

Table 72: Top Ten Counties for DWI Convictions[34], 2008 - 2012

2012 Rank	County	New Mexico DWI Total Convictions					2012 Population	DWI Convictions per 10,000 County Residents, 2012
		2008	2009	2010	2011	2012		
1	Bernalillo	4,999	5,532	4,476	4,084	3,944	672,444	**58.7**
2	Doña Ana	1,382	1,467	1,434	1,249	1,244	213,952	**58.1**
3	San Juan	1,515	1,769	1,456	1,571	1,165	128,340	**90.8**
4	Santa Fe	829	977	879	893	884	146,456	**60.4**
5	Sandoval	476	569	524	443	542	135,383	**40.0**
6	McKinley	786	916	923	656	525	72,726	**72.2**
7	Chaves	349	359	343	345	330	65,727	**50.2**
8	Eddy	285	341	334	369	307	54,435	**56.4**
9	Lea	394	495	458	429	285	66,165	**43.1**
10	Curry	251	355	400	280	252	50,696	**49.7**
All Other Counties		2,628	3,437	3,224	2,826	2,319	477,216	**48.6**
Statewide Total		13,894	16,217	14,451	13,145	11,797	2,083,540	**56.6**

- In New Mexico there were 56.6 DWI convictions per 10,000 residents in 2012. San Juan (90.8), McKinley (72.2), Santa Fe (60.4), Bernalillo (58.7), and Doña Ana (58.1) had DWI conviction rates higher than the statewide rate of 56.6. (Table 72)

Figure 28: Top Five Counties for DWI Convictions[34], 2012



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

DWI Enforcement – Convictions

Table 73: Number of Drivers with a First DWI Conviction[35], 2008 - 2012

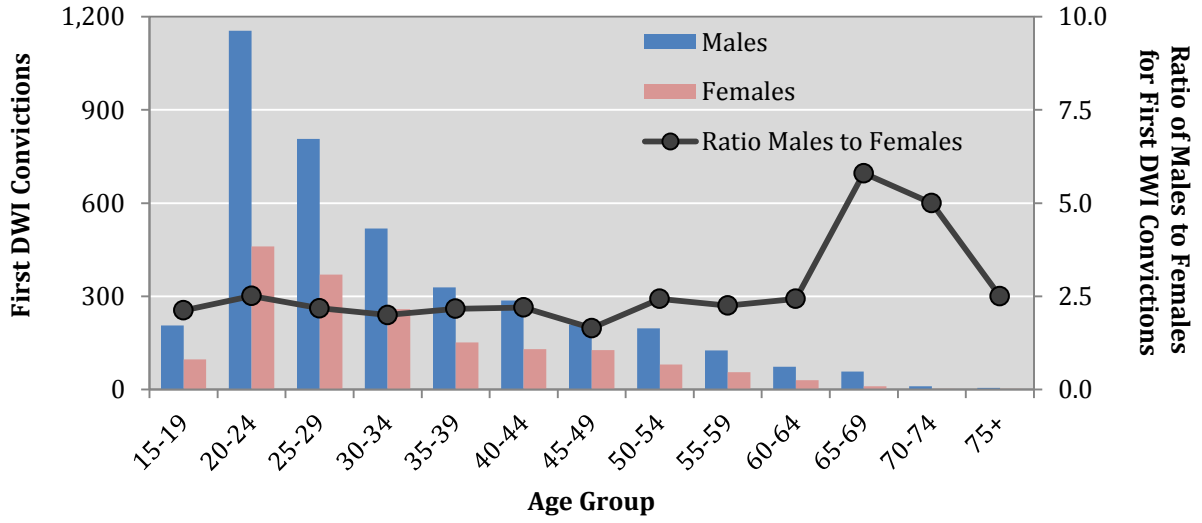
County	First DWI Convictions					Percent of all 2012 Convictions	Percent Change 2008-2012	Percent Change 2011-2012
	2008	2009	2010	2011	2012			
Bernalillo	3,307	3,400	2,592	2,358	2,391	36.3%	-27.7%	1.4%
Catron	12	7	8	5	7	0.1%	-41.7%	40.0%
Chaves	224	211	209	189	171	2.6%	-23.7%	-9.5%
Cibola	132	162	148	117	106	1.6%	-19.7%	-9.4%
Colfax	53	52	47	41	23	0.3%	-56.6%	-43.9%
Curry	176	236	249	176	140	2.1%	-20.5%	-20.5%
De Baca	3	7	2	5	3	0.05%	0.0%	-40.0%
Doña Ana	913	944	831	714	739	11.2%	-19.1%	3.5%
Eddy	177	214	191	199	162	2.5%	-8.5%	-18.6%
Grant	92	133	124	101	65	1.0%	-29.3%	-35.6%
Guadalupe	31	44	28	19	22	0.3%	-29.0%	15.8%
Harding	6	1	0	1	0	0.0%	-100.0%	-100.0%
Hidalgo	67	64	45	29	42	0.6%	-37.3%	44.8%
Lea	292	311	263	219	168	2.6%	-42.5%	-23.3%
Lincoln	105	126	134	109	82	1.2%	-21.9%	-24.8%
Los Alamos	15	39	20	21	39	0.6%	160.0%	85.7%
Luna	82	107	64	72	69	1.0%	-15.9%	-4.2%
McKinley	361	440	437	280	234	3.6%	-35.2%	-16.4%
Mora	11	17	16	8	2	0.03%	-81.8%	-75.0%
Otero	192	193	166	150	148	2.2%	-22.9%	-1.3%
Quay	45	53	34	32	29	0.4%	-35.6%	-9.4%
Rio Arriba	176	157	128	104	80	1.2%	-54.5%	-23.1%
Roosevelt	77	88	84	88	77	1.2%	0.0%	-12.5%
Sandoval	292	312	265	249	296	4.5%	1.4%	18.9%
San Juan	828	908	693	757	544	8.3%	-34.3%	-28.1%
San Miguel	135	123	133	87	67	1.0%	-50.4%	-23.0%
Santa Fe	495	550	465	463	489	7.4%	-1.2%	5.6%
Sierra	56	62	68	80	73	1.1%	30.4%	-8.8%
Socorro	77	97	62	77	68	1.0%	-11.7%	-11.7%
Taos	75	105	131	94	62	0.9%	-17.3%	-34.0%
Torrance	58	46	43	41	43	0.7%	-25.9%	4.9%
Union	13	10	8	9	10	0.2%	-23.1%	11.1%
Valencia	69	132	159	146	104	1.6%	50.7%	-28.8%
Unknown	11	13	7	20	24	0.4%	118.2%	20.0%
Total	**8,658**	**9,364**	**7,854**	**7,060**	**6,579**	**100.0%**	**-24.0%**	**-6.8%**

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

Table 74: First DWI Convictions by Age[36] and Sex, 2012

Age Group	First DWI Convictions								Ratio Males to Females
	Males		Females		Unknown		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
< 15	0	0.0%	0	0.0%	2	0.0%	2	0.0%	-
15-19	206	5.2%	97	5.5%	32	0.0%	335	5.1%	**2.1**
20-24	1,155	29.0%	460	25.9%	192	0.0%	1,807	27.5%	**2.5**
25-29	806	20.3%	370	20.8%	122	0.0%	1,298	19.7%	**2.2**
30-34	518	13.0%	259	14.6%	140	0.0%	917	13.9%	**2.0**
35-39	329	8.3%	152	8.6%	99	0.0%	580	8.8%	**2.2**
40-44	286	7.2%	130	7.3%	86	0.0%	502	7.6%	**2.2**
45-49	209	5.3%	127	7.2%	53	0.0%	389	5.9%	**1.6**
50-54	197	5.0%	81	4.6%	47	0.0%	325	4.9%	**2.4**
55-59	126	3.2%	56	3.2%	25	0.0%	207	3.1%	**2.3**
60-64	73	1.8%	30	1.7%	13	0.0%	116	1.8%	**2.4**
65-69	58	1.5%	10	0.6%	12	0.0%	80	1.2%	**5.8**
70-74	10	0.3%	2	0.1%	1	0.0%	13	0.2%	**5.0**
75+	5	0.1%	2	0.1%	0	0.0%	7	0.1%	**2.5**
Unknown	0	0.0%	0	0.0%	1	0.0%	1	0.0%	-
Total	3,978	100.0%	1,776	100.0%	825	0.0%	6,579	100.0%	**2.2**

Figure 29: First DWI Convictions by Age[36] and Sex, 2012



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

DWI Enforcement – Convictions

Table 75: Repeat DWI Convictions by County[37], 2008 - 2012

County	Repeat DWI Convictions					Percent of all 2012 Convictions	Percent Change 2008-2012	Percent Change 2011-2012
	2008	2009	2010	2011	2012			
Bernalillo	1,692	2,132	1,884	1,726	1,553	29.8%	-8.2%	-10.0%
Catron	4	13	8	12	6	0.1%	50.0%	-50.0%
Chaves	125	148	134	156	159	3.0%	27.2%	1.9%
Cibola	111	166	180	108	97	1.9%	-12.6%	-10.2%
Colfax	31	32	16	35	22	0.4%	-29.0%	-37.1%
Curry	75	119	151	104	112	2.1%	49.3%	7.7%
De Baca	4	4	7	6	3	0.1%	-25.0%	-50.0%
Doña Ana	469	523	603	535	505	9.7%	7.7%	-5.6%
Eddy	108	127	143	170	145	2.8%	34.3%	-14.7%
Grant	58	105	105	98	77	1.5%	32.8%	-21.4%
Guadalupe	17	29	34	19	18	0.3%	5.9%	-5.3%
Harding	5	2	0	1	1	0.02%	-80.0%	0.0%
Hidalgo	15	34	23	9	13	0.2%	-13.3%	44.4%
Lea	102	184	195	210	117	2.2%	14.7%	-44.3%
Lincoln	40	84	76	87	74	1.4%	85.0%	-14.9%
Los Alamos	9	16	22	21	22	0.4%	144.4%	4.8%
Luna	73	82	58	60	60	1.1%	-17.8%	0.0%
McKinley	425	476	486	376	291	5.6%	-31.5%	-22.6%
Mora	13	18	15	12	5	0.1%	-61.5%	-58.3%
Otero	92	140	116	107	96	1.8%	4.3%	-10.3%
Quay	22	27	20	30	21	0.4%	-4.5%	-30.0%
Rio Arriba	158	197	183	129	101	1.9%	-36.1%	-21.7%
Roosevelt	36	48	58	53	39	0.7%	8.3%	-26.4%
Sandoval	184	257	259	194	246	4.7%	33.7%	26.8%
San Juan	687	861	763	814	621	11.9%	-9.6%	-23.7%
San Miguel	113	173	177	133	100	1.9%	-11.5%	-24.8%
Santa Fe	334	427	414	430	395	7.6%	18.3%	-8.1%
Sierra	27	35	51	65	50	1.0%	85.2%	-23.1%
Socorro	61	101	57	82	75	1.4%	23.0%	-8.5%
Taos	42	70	115	88	49	0.9%	16.7%	-44.3%
Torrance	33	52	48	40	14	0.3%	-57.6%	-65.0%
Union	4	5	2	3	2	0.04%	-50.0%	-33.3%
Valencia	51	156	185	146	109	2.1%	113.7%	-25.3%
Unknown	16	10	9	26	20	0.4%	25.0%	-23.1%
Total	5,236	6,853	6,597	6,085	5,218	100.0%	-0.3%	-14.2%

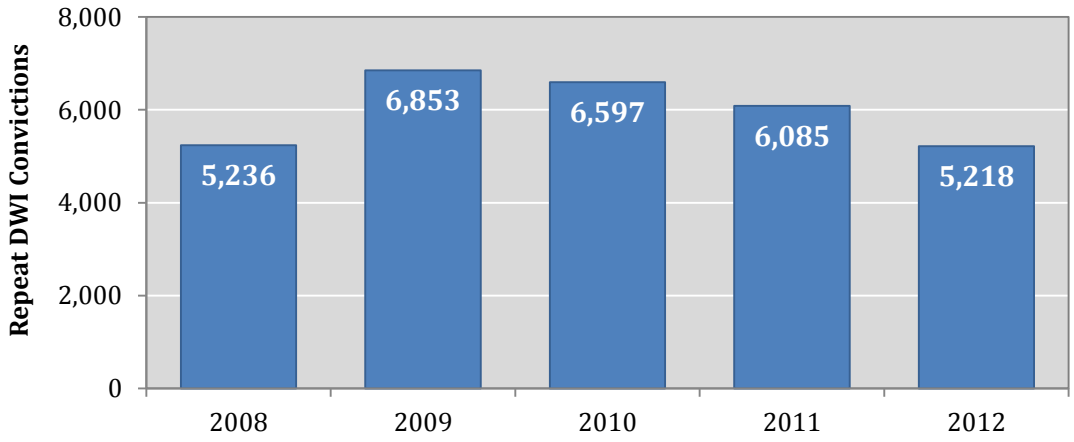
[37] These are the number of drivers repeatedly convicted for either DWI or aggravated DWI.
County refers to the location where the driver was arrested for DWI, not their county of residence.

Table 76: Drivers Convicted of a Repeat DWI by Age[38], 2008 - 2012

Age Group	Drivers Convicted of a Repeat DWI[1]					5 Yr Percent Change
	2008	2009	2010	2011	2012	
15-19	42	74	60	59	45	7.1%
20-24	564	694	712	632	475	-15.8%
25-29	876	1,201	1,200	1,085	902	3.0%
30-34	789	1,035	1,043	973	895	13.4%
35-39	764	1,009	831	765	687	-10.1%
40-44	714	945	857	741	686	-3.9%
45-49	699	893	808	793	618	-11.6%
50-54	392	521	603	539	441	12.5%
55-59	228	281	260	289	263	15.4%
60-64	96	115	126	123	124	29.2%
65-69	37	55	58	54	56	51.4%
70-74	23	21	27	21	22	-4.3%
75+	12	9	12	11	4	-66.7%
Total	5,236	6,853	6,597	6,085	5,218	-0.3%

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

Figure 30: Drivers Convicted of a Repeat DWI, 2008 - 2012

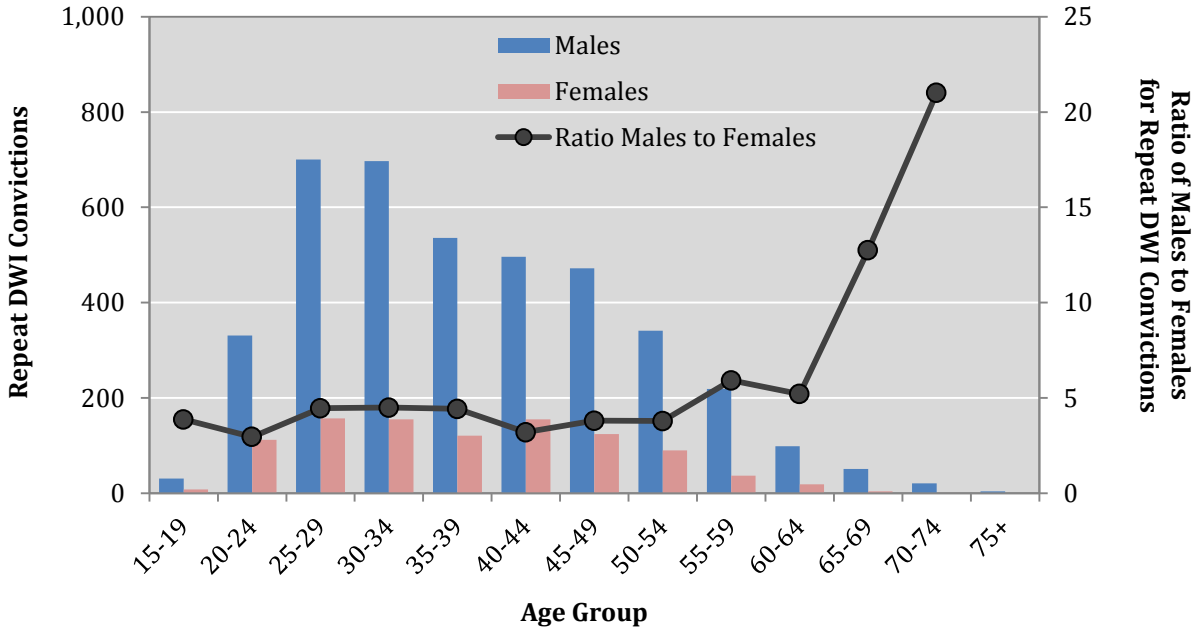


[38] Conviction by Age refers to age at the time of conviction (not age at the time of arrest).

Table 77: Repeat DWI Convictions by Age and Sex, 2012

Age Group	Repeat DWI Convictions								Ratio Males to Females
	Males		Females		Unknown		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	31	0.8%	8	0.8%	6	2.5%	45	0.9%	**3.9**
20-24	331	8.3%	112	11.4%	32	13.5%	475	9.1%	**3.0**
25-29	700	17.5%	157	16.0%	45	19.0%	902	17.3%	**4.5**
30-34	697	17.4%	155	15.8%	43	18.1%	895	17.2%	**4.5**
35-39	536	13.4%	121	12.3%	30	12.7%	687	13.2%	**4.4**
40-44	496	12.4%	155	15.8%	35	14.8%	686	13.1%	**3.2**
45-49	472	11.8%	124	12.6%	22	9.3%	618	11.8%	**3.8**
50-54	341	8.5%	90	9.2%	10	4.2%	441	8.5%	**3.8**
55-59	219	5.5%	37	3.8%	7	3.0%	263	5.0%	**5.9**
60-64	99	2.5%	19	1.9%	6	2.5%	124	2.4%	**5.2**
65-69	51	1.3%	4	0.4%	1	0.4%	56	1.1%	**12.8**
70-74	21	0.5%	1	0.1%	0	0.0%	22	0.4%	**21.0**
75+	4	0.1%	0	0.0%	0	0.0%	4	0.1%	**-**
Total	3,998	100.0%	983	100.0%	237	100.0%	5,218	100.0%	**4.1**

Figure 31: Repeat DWI Convictions by Age and Sex, 2012



Court Dispositions

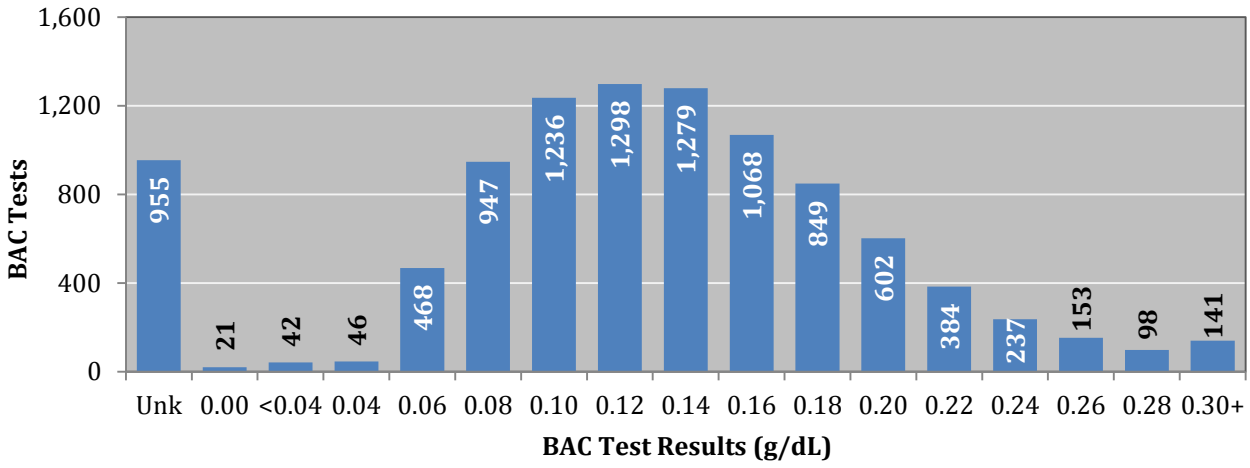
Table 78: Disposition of DWI Arrests by County, as of July 2013[39]

County	Number of DWI Arrests in 2012	Number of DWI Arrests in 2012 Resulting in Convictions	Number of DWI Arrests in 2012 Resulting in Dismissals	Number of DWI Arrests in 2012 Awaiting Disposition	Average Number of Days to DWI Conviction	Average Number of Days to DWI Dismissal
Bernalillo	4,737	2,405	1,107	1,225	**173**	**181**
Catron	14	8	3	3	**60**	**142**
Chaves	312	230	32	50	**129**	**143**
Cibola	243	94	44	105	**117**	**121**
Colfax	55	27	9	19	**141**	**90**
Curry	255	161	28	66	**137**	**131**
De Baca	9	6	1	2	**124**	**165**
Doña Ana	1,325	791	139	395	**122**	**138**
Eddy	284	218	21	45	**97**	**169**
Grant	178	112	39	27	**102**	**100**
Guadalupe	50	33	8	9	**91**	**134**
Harding	1	1	0	0	**107**	**0**
Hidalgo	66	45	9	12	**84**	**160**
Lea	319	199	39	81	**109**	**154**
Lincoln	133	108	5	20	**89**	**111**
Los Alamos	62	43	12	7	**122**	**169**
Luna	126	87	21	18	**75**	**124**
McKinley	613	394	142	77	**89**	**130**
Mora	15	7	4	4	**106**	**131**
Otero	299	204	37	58	**81**	**97**
Quay	58	37	12	9	**86**	**170**
Rio Arriba	259	106	25	128	**150**	**155**
Roosevelt	79	63	7	9	**144**	**159**
Sandoval	697	424	94	179	**131**	**175**
San Juan	1,200	867	152	181	**112**	**151**
San Miguel	181	117	19	45	**128**	**130**
Santa Fe	915	525	181	209	**133**	**137**
Sierra	131	76	36	19	**87**	**132**
Socorro	171	95	23	53	**134**	**157**
Taos	171	60	63	48	**134**	**62**
Torrance	74	51	6	17	**102**	**170**
Union	15	12	2	1	**51**	**54**
Valencia	258	143	51	64	**160**	**170**
Unknown	173	109	51	13	**177**	**225**
Statewide	**13,478**	**7,858**	**2,422**	**3,198**	**134**	**159**

[39] In this table only, DWI convictions and dismissals are the number of arrests in 2012 that resulted in a conviction or dismissal, as reported in the NM MVD Citation Tracking System (CTS) as of July, 2013.

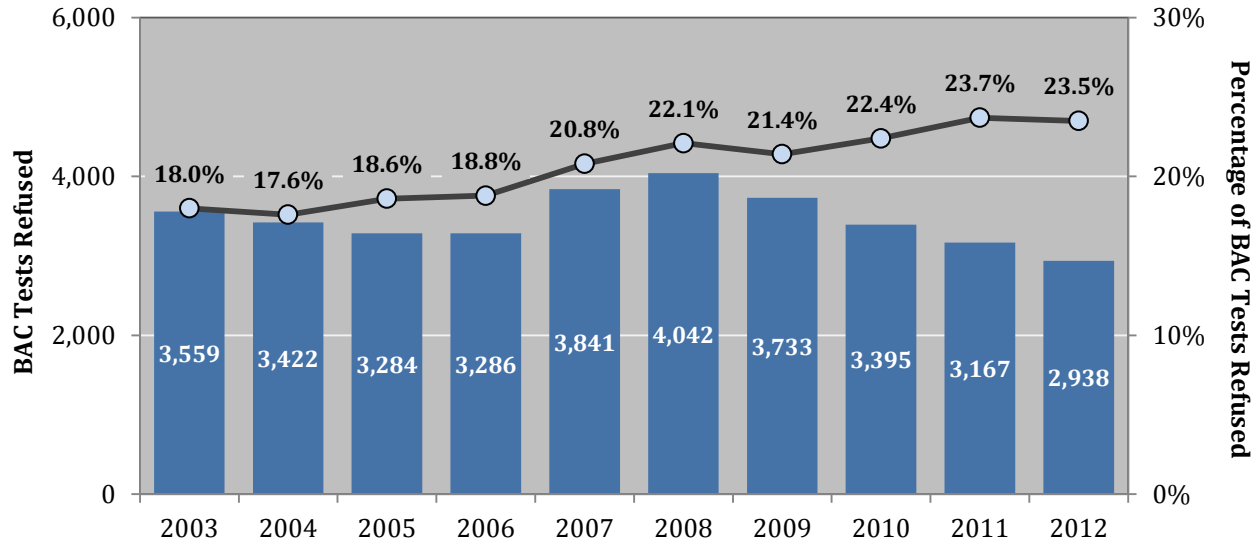
Blood Alcohol Content (BAC)[40]

Figure 32: Range of BAC Test Results from 2012 DWI Arrests



- In 2012, 23.5% of BAC tests were refused (2,938 out of 12,523 known tests). (Figure 33)

Figure 33: Number of BAC Test Refusals and Percentage of BAC Test Refusals, 2003 - 2012



[40] For reference, a BAC of <0.04 is a non-zero BAC less than 0.04. A BAC of 0.04 includes 0.04 up to but not including 0.06. The percentages exclude tests with a result of 0.0 or Unknown BAC. The term 'Unknown' ('Unk') identifies a 0.0 BAC of unspecified BAC test type. Test refusals, and BAC test results rejected, invalid or withdrawn, are excluded.

Rates

Changes in state population, number of licensed drivers, registered vehicles, and traffic volumes measured in 100 Million Vehicle Miles Traveled (VMT) affect important traffic safety measurements. Table 79 represents 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 100,000 people, number of crashes per 100 Million Vehicle Miles Traveled (VMT), number of crashes per 1,000 licensed drivers, or number of crashes per 1,000 registered vehicles. Using **rates** instead of the absolute number of crashes enables statistical comparisons across geographies, time periods, and populations. In other words, **rates are a way of standardizing measurements to a common base (e.g., per 100 Million VMT) so the results can be directly comparable regardless of to whom, where, and when the event occurred.**

Table 79: Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2003 - 2012

Year	New Mexico Population[1,3] (U.S. Census, July 1st Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)[2,3]	New Mexico Licensed Drivers[3]	New Mexico Motor Vehicle Registrations[3]
2003	1,877,574	208.51	1,251,012	1,541,894
2004	1,903,808	217.94	1,289,089	1,579,258
2005	1,932,274	237.93	1,322,258	1,586,034
2006	1,962,137	244.67	1,358,638	1,624,315
2007	1,990,070	247.50	1,389,962	1,646,112
2008	2,010,662	246.13	1,407,193	1,616,947
2009	2,036,802	245.21	1,424,231	1,674,753
2010	2,064,982	241.77	1,442,737	1,665,882
2011	2,077,919	258.89	1,455,481	1,772,040
2012	2,083,540	257.85	1,493,766	1,805,790

[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.

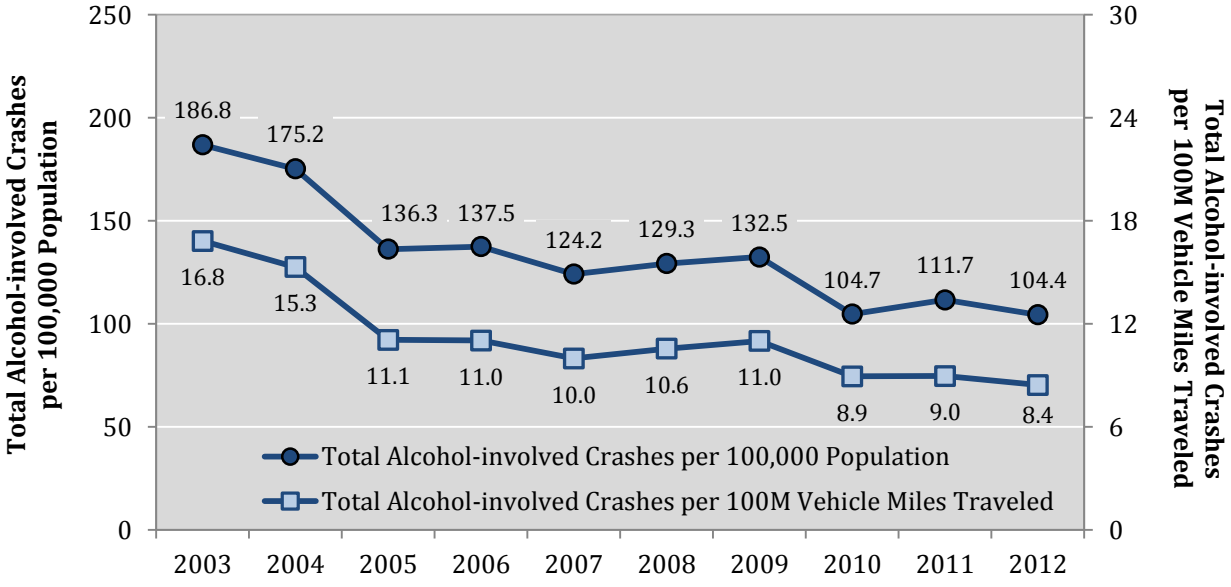
[2] 100M VMT = 100 Million Vehicle Miles Traveled. Rates based on VMT in 2011 and 2012 are not comparable to previous years due to a change in the calculation of VMT.

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

Table 80: Alcohol-involved Crash Rates, 2003 - 2012[41]

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
2003	186.8	16.8	280.4	227.5
2004	175.2	15.3	258.8	211.2
2005	136.3	11.1	199.1	166.0
2006	137.5	11.0	198.6	166.1
2007	124.2	10.0	177.8	150.1
2008	129.3	10.6	184.7	160.7
2009	132.5	11.0	189.4	161.1
2010	104.7	8.9	149.9	129.8
2011	111.7	9.0	159.4	130.9
2012	**104.4**	**8.4**	**145.7**	**120.5**

Figure 34: Alcohol-involved Crash Rates (Population and VMT), 2003 - 2012[41]

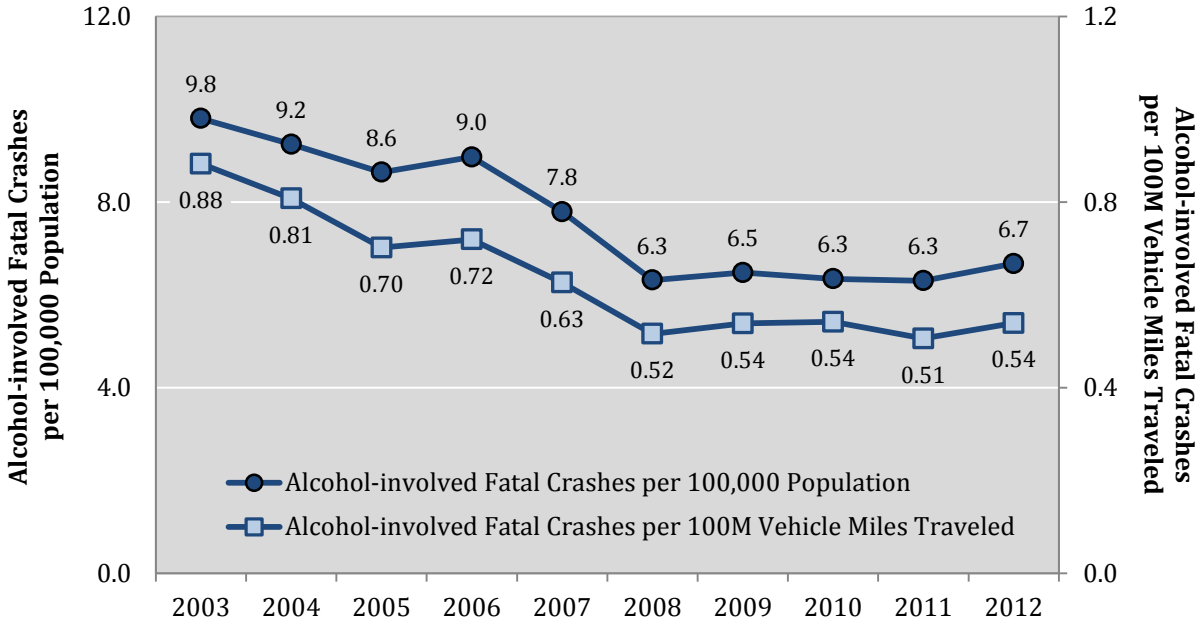


[41] Rates based on 2011 and 2012 VMT are not comparable to previous years due to a change in the calculation method.

Table 81: Alcohol-involved Fatal Crash Rates, 2003 - 2012[42]

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
2003	9.8	0.88	14.7	11.9
2004	9.2	0.81	13.7	11.1
2005	8.6	0.70	12.6	10.5
2006	9.0	0.72	13.0	10.8
2007	7.8	0.63	11.2	9.4
2008	6.3	0.52	9.0	7.9
2009	6.5	0.54	9.3	7.9
2010	6.3	0.54	9.1	7.9
2011	6.3	0.51	9.0	7.4
2012	**6.7**	**0.54**	**9.3**	**7.7**

Figure 35: Alcohol-involved Fatal Crash Rates (Population and VMT), 2003 - 2012[42]

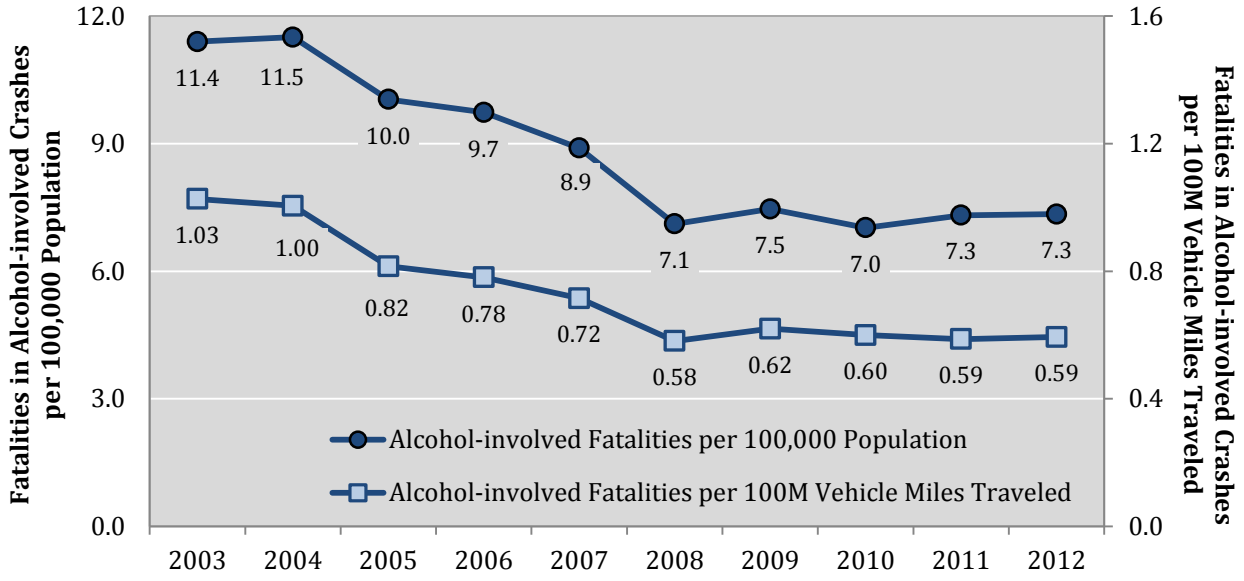


[42] Rates based on 2011 and 2012 VMT are not comparable to previous years due to a change in the calculation method.

Table 82: Alcohol-involved Fatality Rates, 2003 - 2012[43]

Year	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
2003	11.4	1.03	17.1	13.9
2004	11.5	1.00	17.0	13.9
2005	10.0	0.82	14.7	12.2
2006	9.7	0.78	14.1	11.8
2007	8.9	0.72	12.7	10.8
2008	7.1	0.58	10.2	8.8
2009	7.5	0.62	10.7	9.1
2010	7.0	0.60	10.1	8.7
2011	7.3	0.59	10.4	8.6
2012	**7.3**	**0.59**	**10.2**	**8.5**

Figure 36: Alcohol-involved Fatality Rates (Population and VMT), 2003 - 2012[43]



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

Economic Impact

Human Capital Cost Estimate

- Alcohol-involved fatal and suspected serious injury crash costs (classes K and A) were 86.1% of the Total Human Capital Costs Estimate for 2012. (Table 83)
- Alcohol-involved fatal crashes accounted for $224,458,147 (76.6%) of the Total Human Capital Costs Estimate for 2012. (Table 83)

Table 83: Human Capital Cost Estimates[44] for Alcohol-involved Crashes by Crash Severity, 2012 Adjusted

Crash Severity	Human Capital[1] Costs per Crash, 2012 CPI-Adjusted ($)	Total Alcohol-involved Crashes, 2012	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,614,807	139	224,458,147
Suspected Serious Injury Crash (A)	144,420	191	27,584,209
Suspected Minor Injury Crash (B)	54,320	345	18,740,238
Possible Injury Crash (C)	36,818	338	12,444,487
Property Damage Only Crash (O)	8,297	1,163	9,649,430
Total	**1,858,661**	**2,176**	**292,876,511**

[1] Human Capital Crash Costs are measurable monetary losses associated with medical care, emergency services, property damage, and lost productivity. The Human Capital Costs per Crash are Consumer Price Index-adjusted (CPI) for 2012. Human Capital Costs per Crash are in dollars, and when multiplied by the number of 2012 alcohol-involved crashes equals the Total Human Capital Costs for each crash severity.

[44] Crash cost calculation methodology and sources are available in the Sources Section (page 79) under Economic Impact Estimates, Consumer Price Index (CPI) and Employment Cost Index (ECI).

Comprehensive Cost Estimate

- Alcohol-involved fatal and suspected serious injury crash costs (classes K and A) were 92.2% of the Total Comprehensive Costs Estimate for 2012. (Table 84)
- Alcohol-involved fatal crashes accounted for $745,543,097 (85.9%) of the Total Comprehensive Costs Estimate for 2012. (Table 84)
- The Loss of Quality of Life Estimate in an alcohol-involved fatal crash was 69.9% of the fatal crash Comprehensive Costs Estimate. (Table 84)
- The Total Loss of Quality of Life Estimate was 66.2% of the Total Comprehensive Costs Estimate for all 2012 alcohol-related crashes. (Table 84)

Table 84: Comprehensive Cost Estimates[45] for Alcohol-involved Crashes by Crash Severity, 2012 Adjusted

Crash Severity	Comprehensive[1] Costs per Crash, 2012 CPI- and ECI-Adjusted ($)	Alcohol-involved Crashes, 2012	Total Comprehensive Costs Estimate, 2012 ($)	Loss of Quality of Life Estimate, 2012 ($)
Fatal Crash (K)	5,363,619	139	745,543,097	521,084,950
Suspected Serious Injury Crash (A)	286,325	191	54,688,044	27,103,835
Suspected Minor Injury Crash (B)	104,651	345	36,104,594	17,364,357
Possible Injury Crash (C)	59,203	338	20,010,487	7,566,000
Property Damage Only Crash (O)	9,654	1,163	11,227,206	1,577,776
Total	**5,823,452**	**2,176**	**867,573,428**	**574,696,917**

[1] Comprehensive Crash Costs include both human capital costs (*measurable* costs) plus a value to account for the nonmonetary Loss of Quality of Life component, in order to capture a more accurate level of the burden of injury. It is determined by monetizing the Value of a Statistical Life (VSL) for an "average" U.S. worker. Loss of Quality of Life is the difference between the Comprehensive Costs and the Human Capital Costs.

[45] Crash cost calculation methodology and sources are available in the Sources Section (page 79) under Economic Impact Estimates, Consumer Price Index (CPI) and Employment Cost Index (ECI).

Sources

Consumer Price Index (CPI) – Bureau of Labor Statistics (BLS), *Consumer Price Index Detailed Report, Data for January 2014,* Table 1A, Expenditure Category: "All Items", Column: Annual Average CPI 2012. Available at: http://www.bls.gov/cpi/cpid1401.pdf.

Crash Data – Crash data are from the NMDOT Uniform Crash Reports (UCR), submitted by state law enforcement agencies, for any incident on a public roadway involving one or more motor vehicles that resulted in death, injury, or at least $500 in property damage. These reports are processed by the NMDOT Traffic Records Program, and analyzed by the University of New Mexico, Geospatial and Population Studies (GPS), Traffic Research Unit (TRU), formerly the Division of Government Research.

DWI Citation Tracking System (CTS) – New Mexico Taxation and Revenue Department (NM TRD) Motor Vehicle Division (MVD) DWI Citation Tracking System (CTS) and Conviction file, as of July 2013. Arrests and convictions include both DWI and Aggravated DWI. Except where footnoted, conviction counts are based on the MVD Conviction file. Repeat offenders are identified by license number.

Economic Impact Estimates – AASHTO Highway Safety Manual, 1st Edition, Volume 1, 2010, Appendix 4A, pp. 4-84 to 4-88. AASHTO HSM cost estimate calculations are based on the *Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries*, FHWA-HRT-05-051: October 2005.

Employment Cost Index (ECI) – Bureau of Labor Statistics (BLS), Employment Cost Index Historical Listing - Volume III, June 2014, Table 5, Category: All Workers, 2012, June Index. Available at: http://www.bls.gov/web/eci/echistrynaics.pdf.

Licensed Drivers – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), 2003 – 2012 July data.

Population – U.S. Census Bureau, Population Division. Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2013. Release Dates: For counties, March 2014 (CO-EST2013-01-35). For Cities and Towns (Incorporated Places and Minor Civil Divisions), May 2014 (SUB-EST2013). For pre-2010 population only: Annual Estimates of the Resident Population for Counties: April 1, 2000 to July 1, 2012. Release Date: March 2013 (CO-EST2012-01-35). Subcounty Resident Population Estimates for Cities and Towns (Incorporated Places and Minor Civil Divisions): April 1, 2000 to July 1, 2011.

Release Date: June 2012 (SUB-EST2011-35). Available at: http://quickfacts.census.gov/qfd/states/35000.html.

Registered Motor Vehicles and Motorcycles – U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. *Highway Statistics Series, 2012, Vehicles*. Table MV-1. January 2014. Accessed July 18, 2014. http://www.fhwa.dot.gov/policyinformation/statistics/2012/mv1.cfm.

Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation (NMDOT), Planning Division, Traffic Data Reporting Section. *Daily Vehicle Miles Traveled (DVMT in thousands) By County and Functional Classification*. Rates based on 2011 and 2012 VMT are not comparable to previous years due to a 2011 change in the calculation method for VMT. 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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