New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico DWI Report

2015

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

New Mexico Department of Transportation
Traffic Safety Division
Traffic Records Bureau

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

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as a reference source regarding New Mexico traffic crashes

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

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This report was produced for the NMDOT Traffic Safety Division under contract CO5801 by the University of New Mexico Geospatial and Population Studies (GPS) Traffic Research Unit (TRU), with Dr. Adélamar N. Alcántara, director. The editors were Maurreen Skowran and Jessica Bloom, with maps provided by David Jacobs. Mary Spey also helped review this report. GPS-TRU would like to thank Michael Sandoval, director of the NMDOT Traffic Safety Divisions, and all of the NMDOT Traffic Records Program staff, with Santiago J. Montoya, Traffic Records staff manager.

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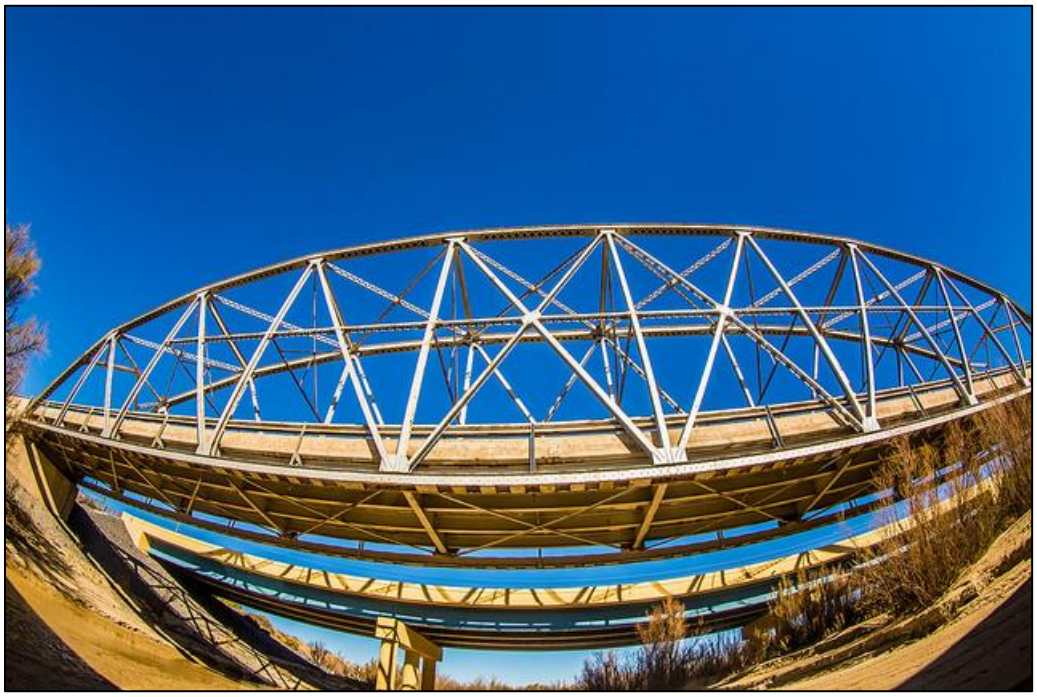

The Rio Puerco Bridge was built in the early 1930s. It is about 20 miles west of Albuquerque, on Route 66.

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

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Sign in Socorro.

Definitions

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

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

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

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

BAC – Blood alcohol concentration is expressed in units of grams of alcohol per deciliter of blood (g/dL).

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

Driver – A person in control of a motorized vehicle. Pedestrians and pedalcyclists are considered drivers of non-motorized vehicles.

DWI – Driving while intoxicated.

DWI Arrest (Citation) – In this report, a DWI arrest (a.k.a. a DWI citation) is an arrest for either DWI or aggravated DWI. New Mexico's legal limit for presumption of driving while intoxicated (DWI) is 0.08 for non-commercial drivers older than 21 years of age, 0.04 for commercial vehicle drivers, and 0.02 for drivers younger than 21 years of age.

Definitions

DWI Conviction – Conviction of driving under the intoxicating influence of alcohol, narcotics, or pathogenic drugs. These convictions include those of people arrested for aggravated DWI.

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

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

Geocoding – The process of using the descriptive locational information on the Uniform Crash Reports submitted to NMDOT to assign geographic coordinates to each crash. The data are geocoded using ESRI ArcGIS 10.3 software. Crashes that have incomplete, missing or invalid locational data are not geocoded.

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

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

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

Occupant – A person who is in or upon a motor vehicle in transport. This includes the driver, passengers, and persons riding on the exterior of a motor vehicle.

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

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

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

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

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

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

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

Severity of Injury – The degree of injury to a person in a crash as describe by the KABCO scale: *K* is Killed, *ABC* indicate injuries (*A*=suspected serious, *B*=suspected minor, *C*=possible), and *O* indicates no apparent injuries (property damage only).

Suspected Minor Injury – A visible but not serious injury, such as abrasions, bruises and minor lacerations, as observed by the officer at the scene of the crash. Also known as a Class B injury or a visible injury.

Suspected Serious Injury – An injury, other than a fatal injury, in which the person was carried from the scene of the crash or in which the injured person was unable to walk, drive or perform normal activities he or she was capable of performing before the injury occurred, as observed by the officer at the scene of the crash. Also known as a Class A injury or an incapacitating injury.

Uniform Crash Report (UCR) – A statewide form, submitted by law enforcement agencies in the state to the NMDOT, for any crash on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least $500 in property damage.

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

Urbanized Areas (NMDOT-adjusted) and U.S. Census Urban Clusters. This revised definition, which is based on population density, allows densely settled areas outside of incorporated places to be classified as “urban”, and sparsely settled areas within incorporated boundaries to be classified as “rural”.

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

2015 HIGHLIGHTS

DWI

- DWI arrests have decreased every year from 2012 through 2015. (Table 68, Figure 27)
- As of December 2016, 58 percent of DWI arrests in 2015 resulted in convictions, 17 percent resulted in dismissals, and 24 percent were awaiting disposition. (Table 76)
- The portion of BAC tests refused increased in seven of the past nine years. (Figure 33)

Crashes

- There were 7.0 alcohol-involved crashes per 100 million VMT. (Table 78)
- The number of alcohol-involved fatal crashes fell to 103, the lowest in 10 years. (Figure 1, Table 3)
- Alcohol-involved crashes fell 21.2 percent, compared with 2006. (Table 2)

People

- The number of people in alcohol-involved crashes has decreased by 18.9 percent in the last 10 years. (Figure 3, Table 5)

Age and Sex

- From 2006 to 2015, the number of alcohol-involved teen drivers in crashes decreased 60.3 percent (237 to 94). (Table 33, Figure 13)
- From 2006 to 2015, the number of alcohol-involved young adult drivers in crashes decreased 21.0 percent (453 to 358), to its lowest level in 10 years. (Table 37, Figure 15)
- The number of alcohol-involved drivers ages 55 through 74 has risen in the past 10 years. One of the largest percentage increases was for those 60-64 years old, which rose 58.6 percent from 2006 through 2015. (Table 61)

Motorcyclists, Pedestrians and Pedalcyclists

- Alcohol was involved in 7.6 percent of motorcycle-involved crashes in 2015. That was the lowest amount in at least 10 years. (Table 42)
- In each of the past four years, more than 20 percent of all pedestrian-involved crashes were alcohol-involved. (Table 48, Figure 19)
- The number of alcohol-involved pedalcycle crashes has stabilized at 22 or 23 in the past four years. (Table 54)

2015 Alcohol-involved Crash Summary

Summary of Alcohol-involved Crashes, 2015

Table 1: Alcohol-involved Crashes, 2015

Alcohol Involvement	Crashes	Percent
Alcohol-involved	2,125	4.7%
Not Alcohol-involved	43,184	95.3%
Total Crashes	45,309	100.0%

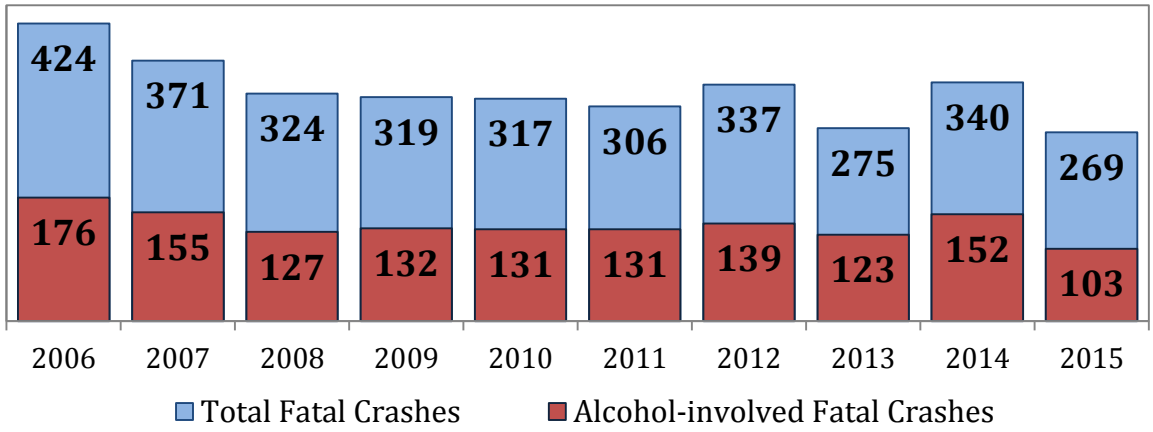
Table 2: Alcohol-involved Crashes, 2006 - 2015

Year	Alcohol-involved Crashes	Total Crashes	Percent of Total Crashes
2006	2,698	49,318	5.5%
2007	2,471	49,104	5.0%
2008	2,599	46,441	5.6%
2009	2,698	46,156	5.8%
2010	2,162	42,802	5.1%
2011	2,320	43,227	5.4%
2012	2,176	41,083	5.3%
2013	1,937	39,208	4.9%
2014	2,041	40,691	5.0%
2015	2,125	45,309	4.7%

Table 3: Alcohol-involved Fatal Crashes, 2006 - 2015

Year	Alcohol-involved Fatal Crashes	Total Fatal Crashes	Percent of Total Fatal Crashes
2006	176	424	41.5%
2007	155	371	41.8%
2008	127	324	39.2%
2009	132	319	41.4%
2010	131	317	41.3%
2011	131	306	42.8%
2012	139	337	41.2%
2013	123	275	44.7%
2014	152	340	44.7%
2015	103	269	38.3%

Figure 1: Total Fatal Crashes and Alcohol-involved Fatal Crashes, 2006 - 2015



2015 Alcohol-involved Crash Summary

- The year 2015 saw levels that were the lowest in at least 10 years for: alcohol-involved crashes as a percentage of total crashes (4.7 percent), raw number of alcohol-involved fatal crashes, and alcohol-involved fatal crashes as a percentage of total fatal crashes (38.3 percent). (Table 1, Table 2)
- Over the past 10 years, 38 percent to 45 percent of all fatal crashes involved alcohol. (Table 3)
- Alcohol-involved crashes increased two years in a row and are now up to 2,125. (Table 2, Figure 2, Table 4)

Figure 2: Alcohol-involved Total and Fatal Crashes, 2006 - 2015

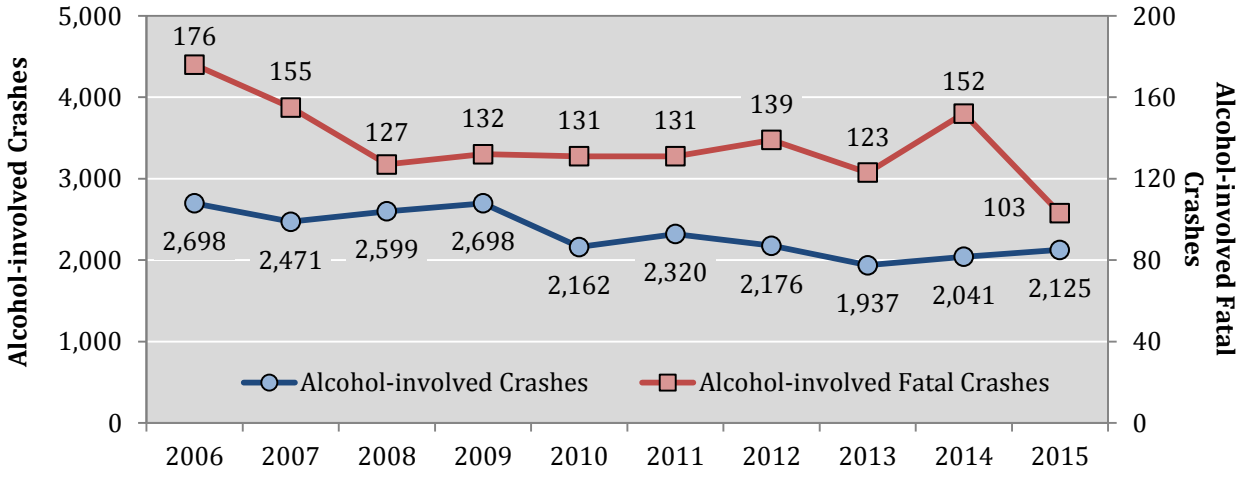


Table 4: Alcohol-involved Crashes by Crash Severity, 2006 - 2015

Year	Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Total Crashes
2006	176	1,192	1,330	2,698
2007	155	1,080	1,236	2,471
2008	127	1,106	1,366	2,599
2009	132	1,143	1,423	2,698
2010	131	939	1,092	2,162
2011	131	1,000	1,189	2,320
2012	139	874	1,163	2,176
2013	123	817	997	1,937
2014	152	896	993	2,041
2015	103	934	1,088	2,125

2015 Alcohol-involved Crash Summary

Summary of Alcohol-involved Fatalities and Injuries, 2015

- The number of fatalities in alcohol-involved crashes fell to its lowest level in at least 10 years. But the total number of people in alcohol-involved crashes has risen two years in a row. (Table 5, Figure 3)

Table 5: People in Alcohol-involved Crashes by Severity of Injury, 2006 - 2015

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
2006	191	3.19%	1,956	32.6%	3,846	64.2%	5,993	100%
2007	177	3.18%	1,789	32.2%	3,594	64.6%	5,560	100%
2008	143	2.60%	1,704	30.9%	3,660	66.5%	5,507	100%
2009	152	2.57%	1,774	30.0%	3,982	67.4%	5,908	100%
2010	145	2.89%	1,553	31.0%	3,311	66.1%	5,009	100%
2011	152	2.97%	1,551	30.3%	3,414	66.7%	5,117	100%
2012	153	3.12%	1,393	28.4%	3,352	68.4%	4,898	100%
2013	137	3.06%	1,286	28.8%	3,048	68.2%	4,471	100%
2014	170	3.62%	1,348	28.7%	3,179	67.7%	4,697	100%
2015	120	2.47%	1,454	29.9%	3,289	67.6%	4,863	100%

Figure 3: People in Alcohol-involved Crashes by Severity of Injury, 2006 - 2015

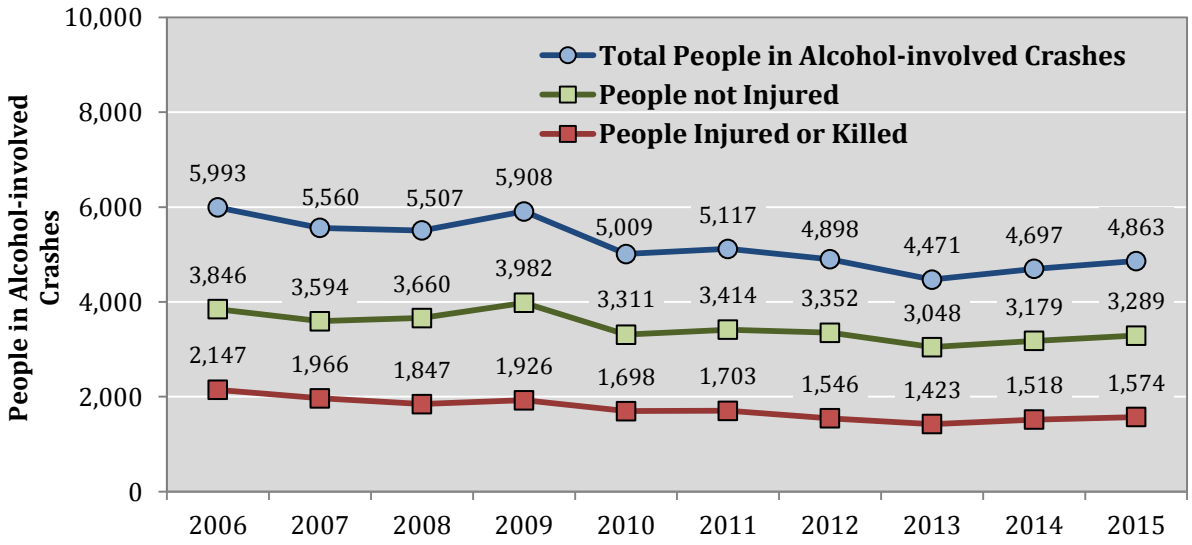
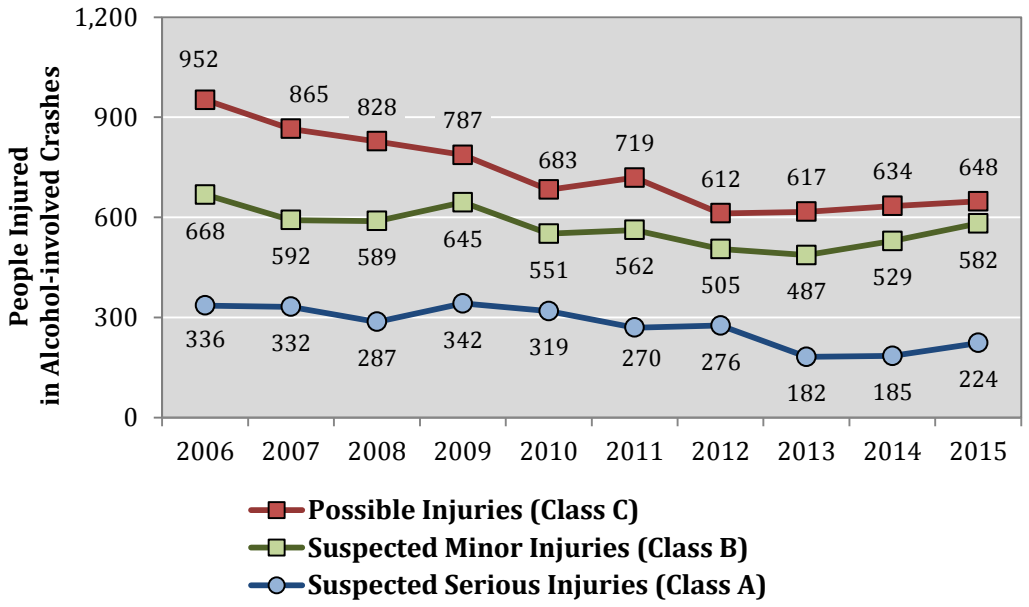


Table 6: People Injured in Alcohol-involved Crashes by Type of Injury, 2006 - 2015

Year	People Injured in Alcohol-involved Crashes by Type of Injury							
	Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		Total Injuries (excluding fatalities)	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2006	336	17.2%	668	34.2%	952	48.7%	1,956	100%
2007	332	18.6%	592	33.1%	865	48.4%	1,789	100%
2008	287	16.8%	589	34.6%	828	48.6%	1,704	100%
2009	342	19.3%	645	36.4%	787	44.4%	1,774	100%
2010	319	20.5%	551	35.5%	683	44.0%	1,553	100%
2011	270	17.4%	562	36.2%	719	46.4%	1,551	100%
2012	276	19.8%	505	36.3%	612	43.9%	1,393	100%
2013	182	14.2%	487	37.9%	617	48.0%	1,286	100%
2014	185	13.7%	529	39.2%	634	47.0%	1,348	100%
2015	224	15.41%	582	40.0%	648	44.6%	1,454	100%

- All three classes of injuries (Class A, Class B and Class C) have increased two years in a row. (Table 6, Figure 4)

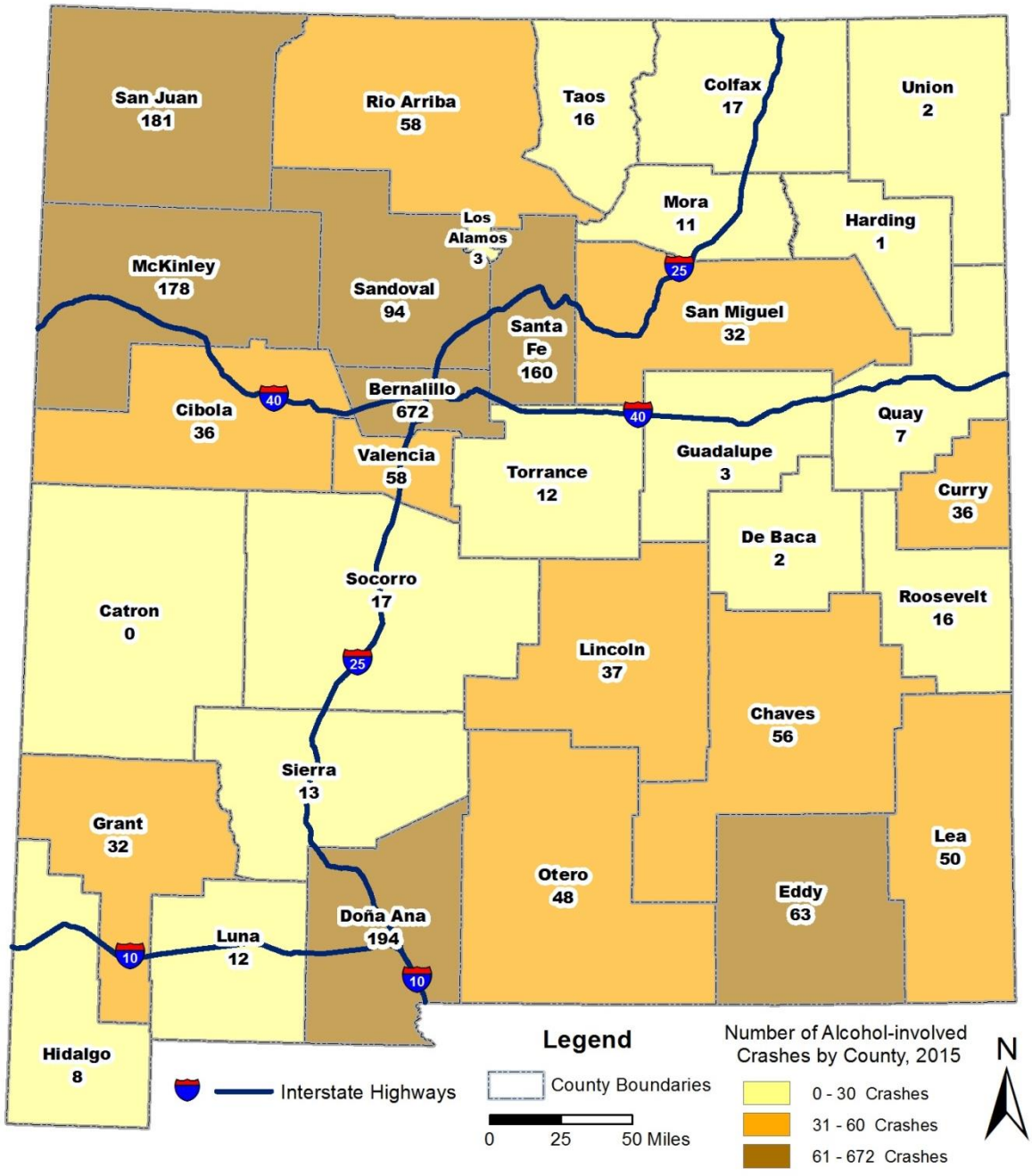
Figure 4: People Injured in Alcohol-involved Crashes by Type of Injury, 2006 - 2015



Alcohol-involved Crash Geography

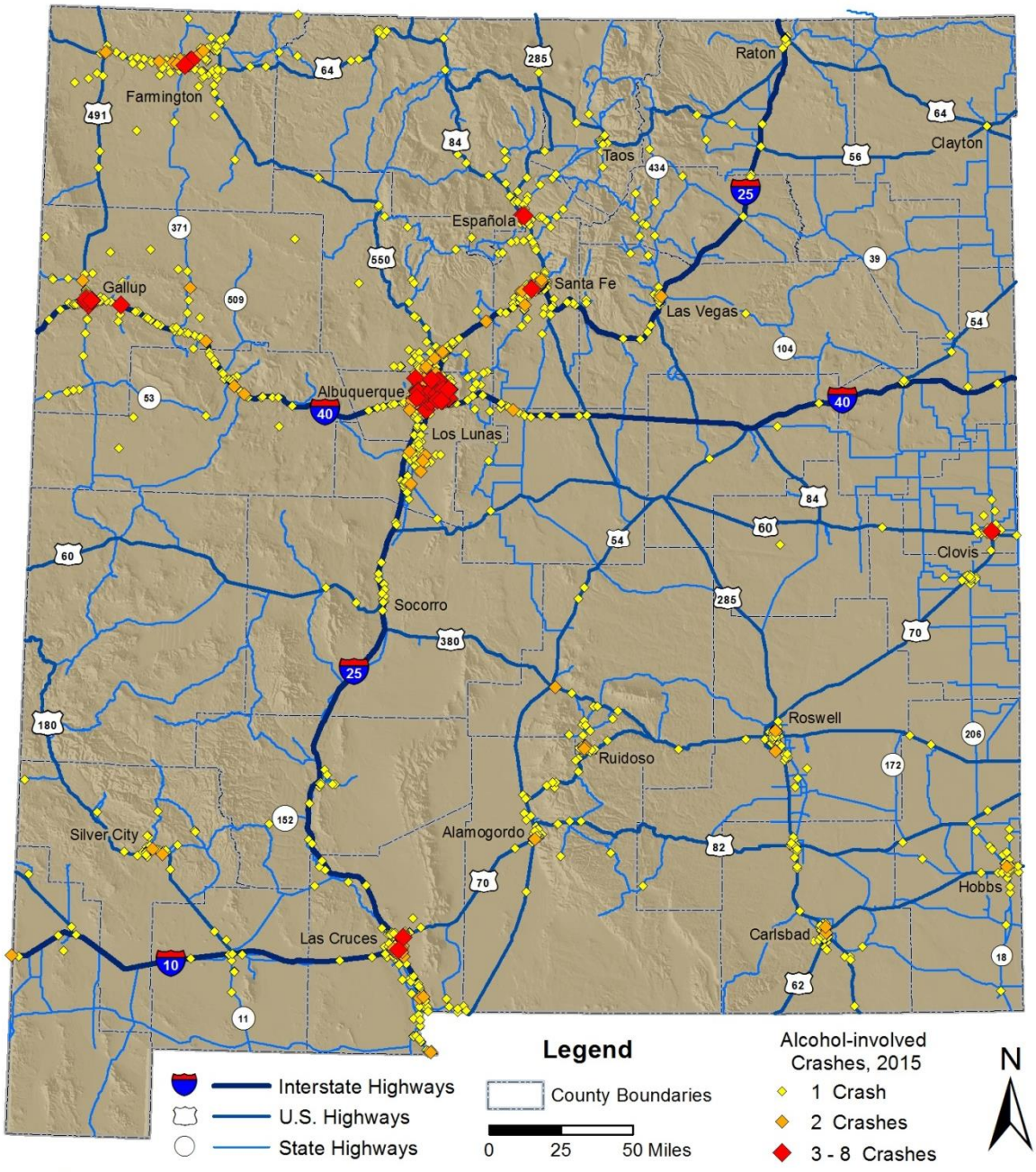
Maps

Map 1: Alcohol-involved Crashes in New Mexico by County, 2015



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

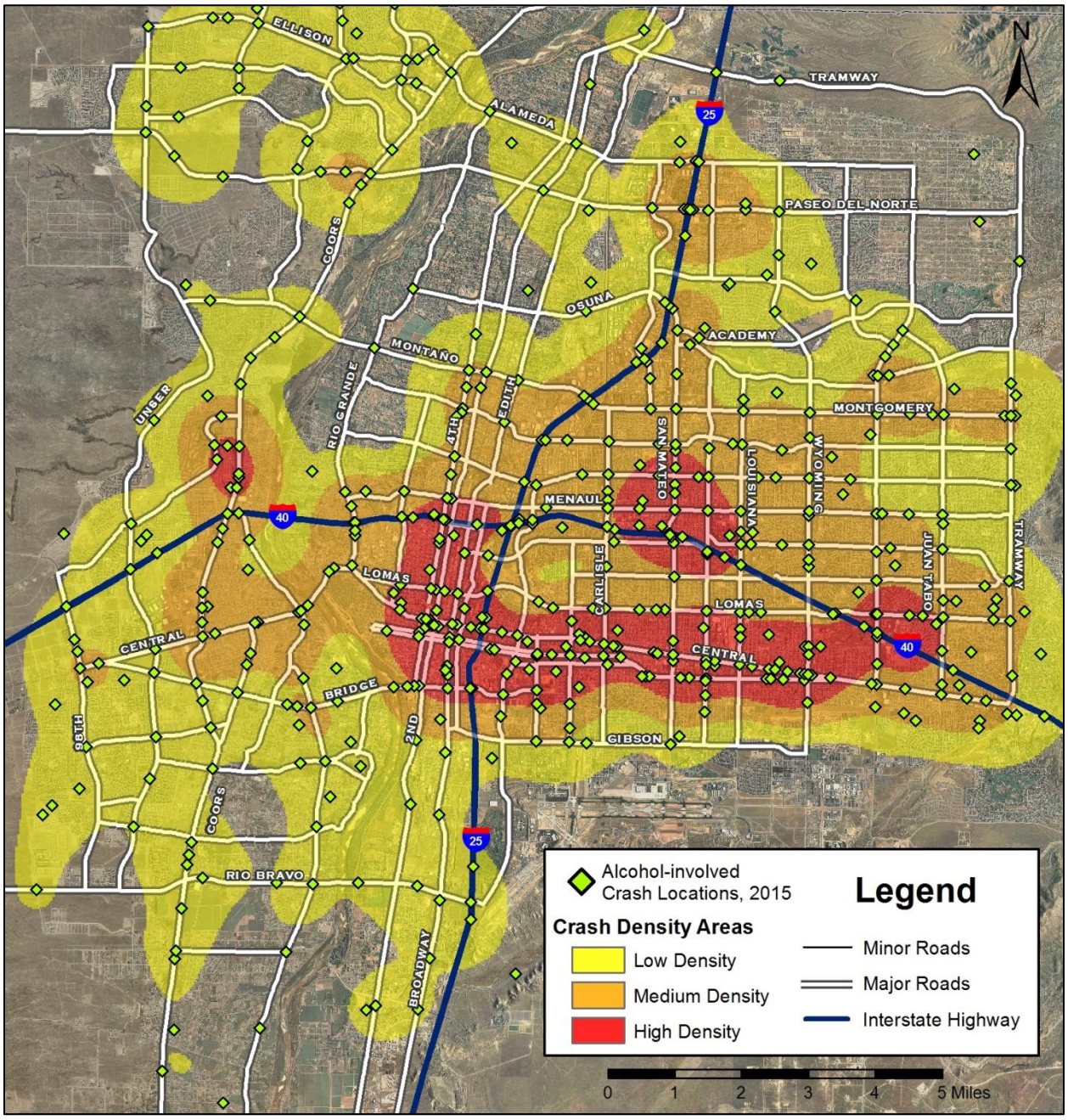
Map 2: Location of Alcohol-involved Crashes, 2015[1]



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

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

Map 3: Location and Density of Alcohol-involved Crashes in Albuquerque, 2015[2]



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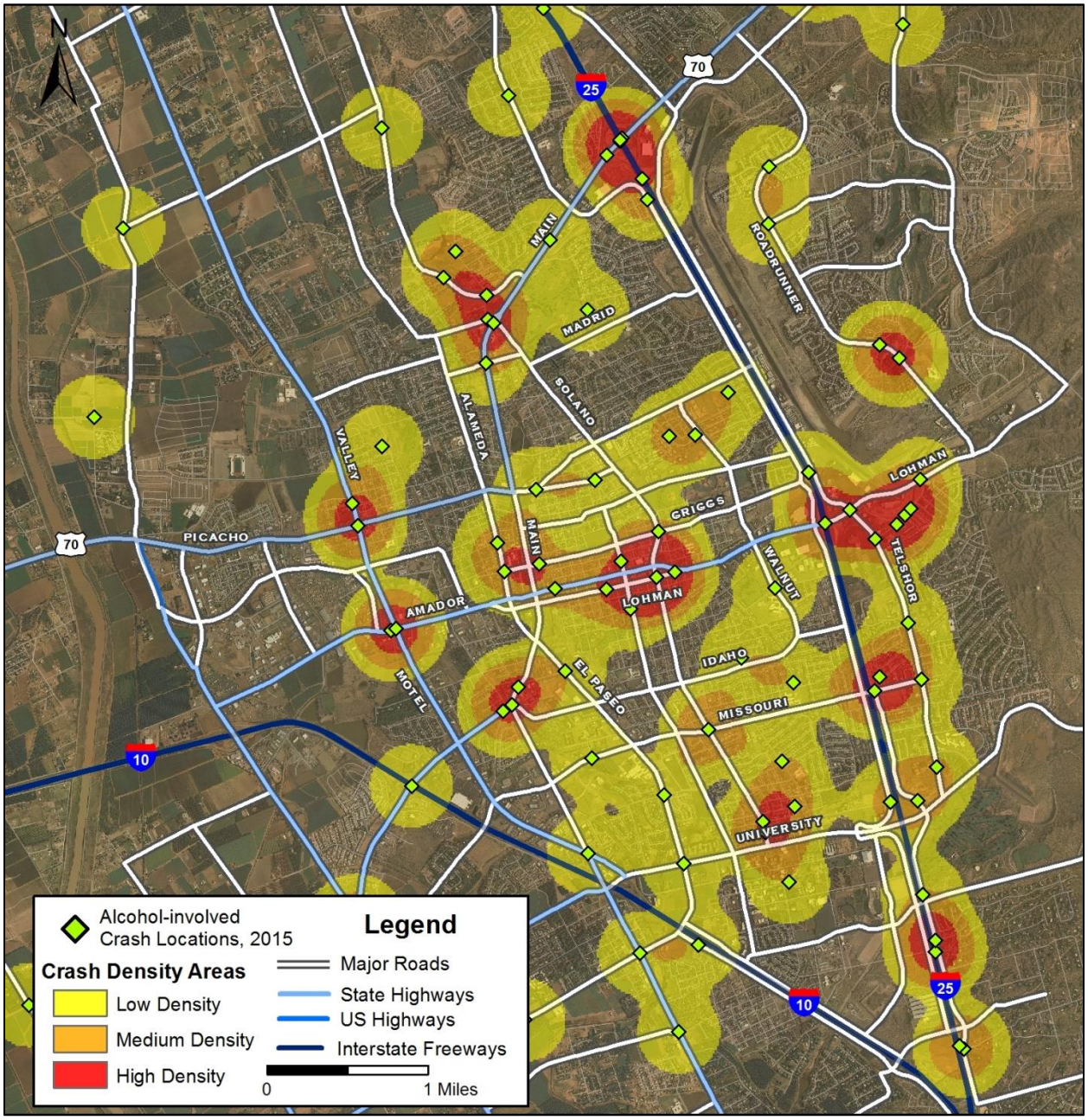
[2] Points on this map represent geocodable alcohol-involved crash locations (see Geocoding, p. xii). Color shading displays where a higher number of crashes occur in close proximity. The points assist in showing the location of crashes, but color shading shows the intensity of crashes in that area.

Map 4: Location and Density of Alcohol-involved Crashes in Las Cruces, 2015[3]



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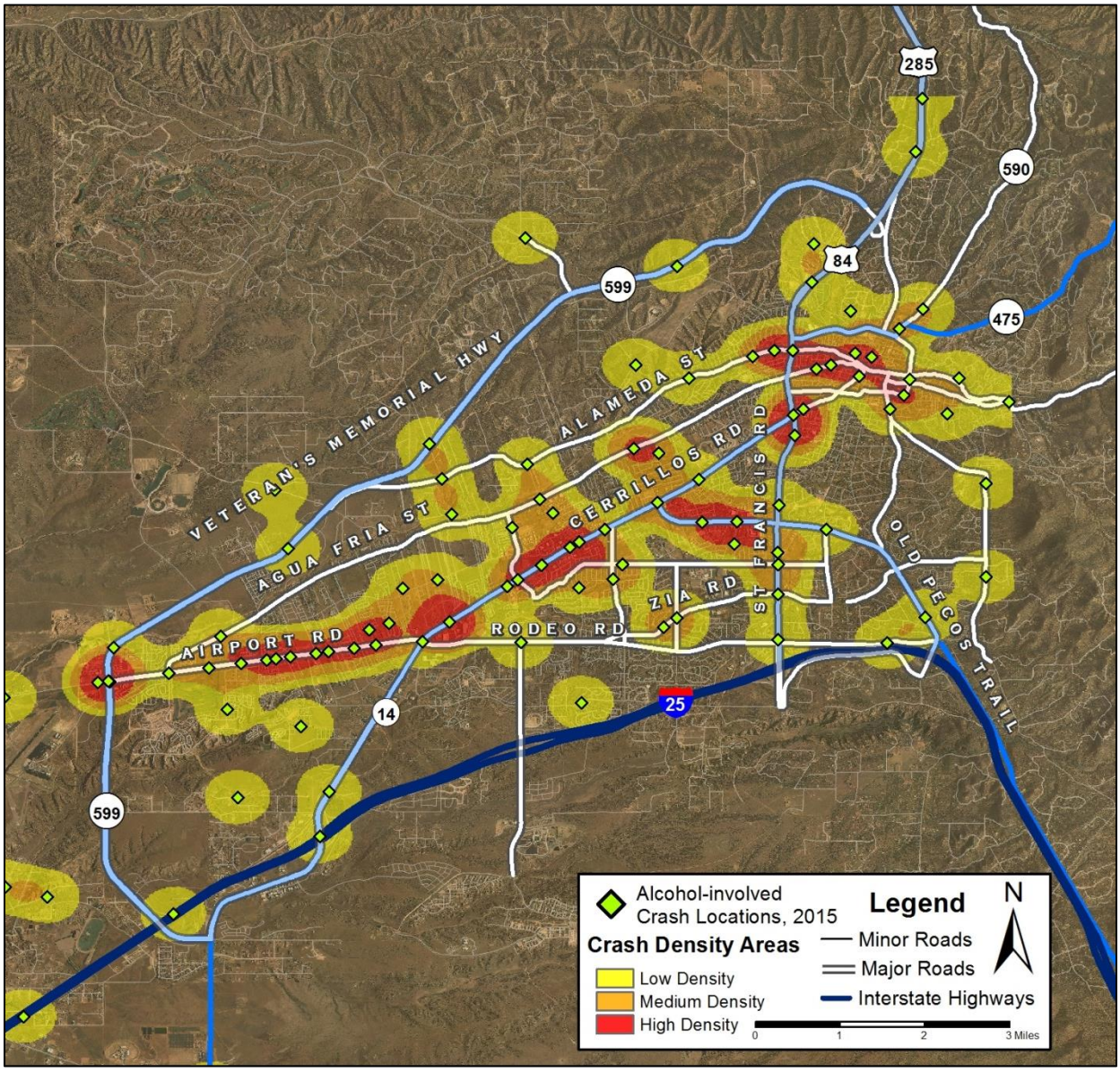
[3] Points on this map represent geocodable alcohol-involved crash locations (see Geocoding, p. xii). Color shading displays where a higher number of crashes occur in close proximity. The points assist in showing the location of crashes, but color shading shows the intensity of crashes in that area.

Crash Geography – Maps

Map 5: Location and Density of Alcohol-involved Crashes in Santa Fe, 2015[4]



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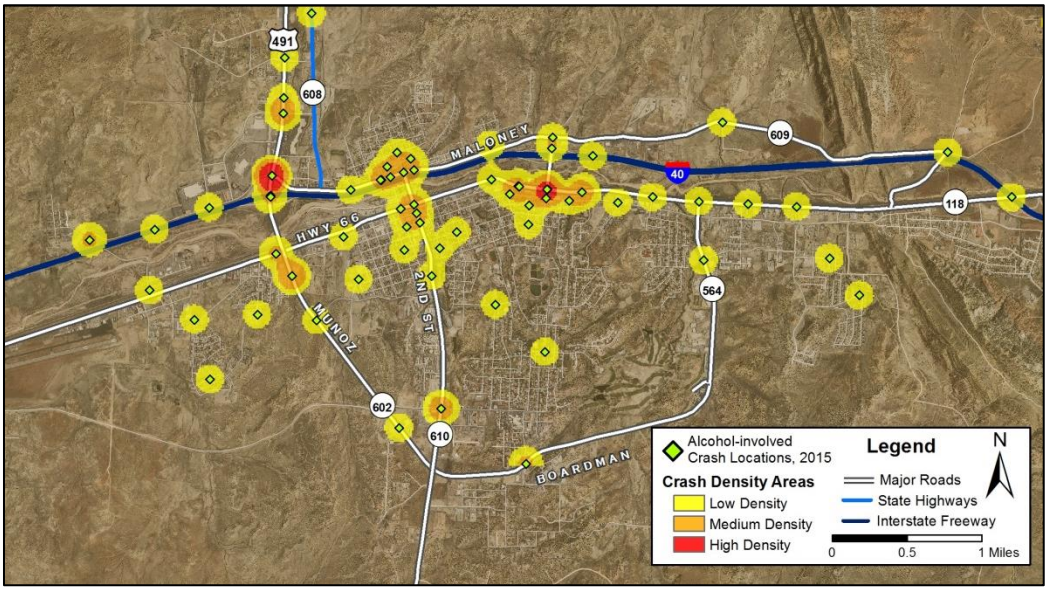
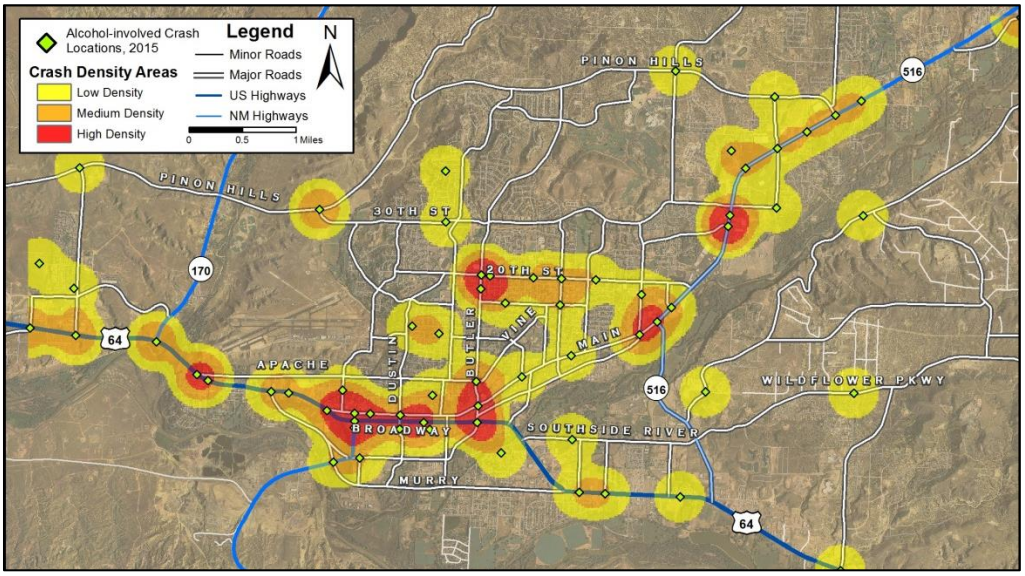
[4] Points on this map represent geocodable alcohol-involved crash locations (see Geocoding, p. xii). Color shading displays where a higher number of crashes occur in close proximity. The points assist in showing the location of crashes, but color shading shows the intensity of crashes in that area.

Map 6: Location and Density of Alcohol-involved Crashes in Gallup, 2015[5]



Map 7: Location and Density of Alcohol-involved Crashes in Farmington, 2015[5]



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

Counties

Table 7: Alcohol-involved Crashes by County, 2011 - 2015

County	Alcohol-involved Crashes					Percent of All 2015 Alcohol-involved Crashes	Percent Change[1] 2011 to 2015	Percent Change[1] 2014 to 2015
	2011	2012	2013	2014	2015			
Bernalillo	681	642	593	635	672	31.6%	-1.3%	5.8%
Catron	1	4	2	2	0	0.0%	-100.0%	-100.0%
Chaves	76	93	49	63	56	2.6%	-26.3%	-11.1%
Cibola	32	40	22	25	36	1.7%	12.5%	44.0%
Colfax	19	17	14	12	17	0.8%	-10.5%	41.7%
Curry	44	37	30	27	36	1.7%	-18.2%	33.3%
De Baca	2	0	0	5	2	0.1%	0.0%	-60.0%
Doña Ana	235	187	187	191	194	9.1%	-17.4%	1.6%
Eddy	35	49	44	75	63	3.0%	80.0%	-16.0%
Grant	32	37	35	37	32	1.5%	0.0%	-13.5%
Guadalupe	8	8	2	3	3	0.1%	-62.5%	0.0%
Harding	0	2	0	0	1	0.0%	-	-
Hidalgo	6	2	6	3	8	0.4%	33.3%	166.7%
Lea	83	72	56	70	50	2.4%	-39.8%	-28.6%
Lincoln	24	30	32	26	37	1.7%	54.2%	42.3%
Los Alamos	6	2	2	2	3	0.1%	-50.0%	50.0%
Luna	18	5	14	16	12	0.6%	-33.3%	-25.0%
McKinley	138	152	153	177	178	8.4%	29.0%	0.6%
Mora	7	4	8	4	11	0.5%	57.1%	175.0%
Otero	69	71	52	44	48	2.3%	-30.4%	9.1%
Quay	7	9	8	8	7	0.3%	0.0%	-12.5%
Rio Arriba	50	64	56	41	58	2.7%	16.0%	41.5%
Roosevelt	15	18	10	8	16	0.8%	6.7%	100.0%
San Juan	213	199	180	186	181	8.5%	-15.0%	-2.7%
San Miguel	47	39	39	27	32	1.5%	-31.9%	18.5%
Sandoval	101	113	106	89	94	4.4%	-6.9%	5.6%
Santa Fe	214	172	156	172	160	7.5%	-25.2%	-7.0%
Sierra	18	12	5	8	13	0.6%	-27.8%	62.5%
Socorro	11	18	18	13	17	0.8%	54.5%	30.8%
Taos	64	46	20	22	16	0.8%	-75.0%	-27.3%
Torrance	10	6	13	12	12	0.6%	20.0%	0.0%
Union	6	3	2	4	2	0.1%	-66.7%	-50.0%
Valencia	48	23	23	34	58	2.7%	20.8%	70.6%
Total	2,320	2,176	1,937	2,041	2,125	100.0%	-8.4%	4.1%

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

Crash Geography – Counties

From 2011 through 2015…

- Many counties saw a decrease in alcohol-involved crashes from five years ago. Counties with significant declines since 2011 include **Otero (30.4 percent), San Miguel (31.9 percent), Santa Fe (25.2 percent)** and **Taos (73.4 percent).** (Table 7)
- In Eddy County, alcohol-involved crashes rose 80 percent from 2011 to 2015. (Table 7)

Table 8: Top-Ranking Counties for Alcohol-involved Crashes, 2011 - 2015

2015 Rank[1]	County	Alcohol-involved Crashes					2015 Population	Alcohol-involved Crashes per 10,000 County Residents[2]
		2011	2012	2013	2014	2015		
1	Bernalillo	681	642	593	635	672	676,685	9.9
2	Doña Ana	235	187	187	191	194	214,295	9.1
3	San Juan	213	199	180	186	181	118,737	**15.2**
4	McKinley	138	152	153	177	178	76,708	**23.2**
5	Santa Fe	214	172	156	172	160	148,686	**10.8**
6	Sandoval	101	113	106	89	94	139,394	6.7
7	Eddy	35	49	44	75	63	57,578	**10.9**
8	Valencia	48	23	23	34	58	75,737	7.7
8	Rio Arriba	50	64	56	41	58	39,465	**14.7**
10	Chaves	76	93	49	63	56	65,764	8.5
All Other Counties		529	482	390	378	411	472,060	8.7
Statewide Total		2,320	2,176	1,937	2,041	2,125	2,085,109	10.2

[1] Counties have the same rank if they have the same number of crashes in 2015.

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

- Counties with smaller populations tend to exhibit higher rates and percentage fluctuations, but the numbers of crashes are much smaller. (Table 7)
- Of the 10 counties with the highest number of alcohol-involved crashes in 2015, the highest *rates* of alcohol-involved crashes per 10,000 residents occurred in **Eddy (10.9 crashes), McKinley (23.2), Rio Arriba (14.7), San Juan (15.2) and Santa Fe (10.8).** (Table 8)

Crash Geography – Counties

Table 9: Alcohol-involved Fatal Crashes by County, 2011 - 2015

County	Alcohol-involved Fatal Crashes					Percent of All 2015 Alcohol-involved Fatal Crashes	Percent Change[1] 2011 to 2015	Percent Change[1] 2014 to 2015
	2011	2012	2013	2014	2015			
Bernalillo	15	28	25	33	31	30.1%	106.7%	-6.1%
Catron	1	2	2	1	0	0.0%	-100.0%	-100.0%
Chaves	5	3	5	4	3	2.9%	-40.0%	-25.0%
Cibola	5	1	4	1	5	4.9%	0.0%	400.0%
Colfax	0	1	2	2	2	1.9%	-	0.0%
Curry	3	2	1	1	2	1.9%	-33.3%	100.0%
De Baca	1	0	0	0	0	0.0%	-100.0%	-
Doña Ana	4	6	6	10	5	4.9%	25.0%	-50.0%
Eddy	1	4	2	2	1	1.0%	0.0%	-50.0%
Grant	2	1	1	0	1	1.0%	-50.0%	-
Guadalupe	1	1	1	1	1	1.0%	0.0%	0.0%
Harding	0	2	0	0	0	0.0%	-	-
Hidalgo	0	0	1	0	0	0.0%	-	-
Lea	6	6	4	7	4	3.9%	-33.3%	-42.9%
Lincoln	1	3	4	3	1	1.0%	0.0%	-66.7%
Los Alamos	0	0	0	0	0	0.0%	-	-
Luna	2	0	2	0	1	1.0%	-50.0%	-
McKinley	17	17	14	25	7	6.8%	-58.8%	-72.0%
Mora	2	2	0	1	1	1.0%	-50.0%	0.0%
Otero	7	6	2	7	2	1.9%	-71.4%	-71.4%
Quay	1	0	1	2	1	1.0%	0.0%	-50.0%
Rio Arriba	6	6	5	3	5	4.9%	-16.7%	66.7%
Roosevelt	2	0	2	1	3	2.9%	50.0%	200.0%
San Juan	17	14	13	16	14	13.6%	-17.6%	-12.5%
San Miguel	4	5	2	2	0	0.0%	-100.0%	-100.0%
Sandoval	5	7	5	3	2	1.9%	-60.0%	-33.3%
Santa Fe	8	7	6	7	3	2.9%	-62.5%	-57.1%
Sierra	2	1	2	2	1	1.0%	-50.0%	-50.0%
Socorro	3	2	1	1	2	1.9%	-33.3%	100.0%
Taos	5	4	3	6	2	1.9%	-60.0%	-66.7%
Torrance	1	4	5	3	0	0.0%	-100.0%	-100.0%
Union	2	0	1	1	0	0.0%	-100.0%	-100.0%
Valencia	2	4	1	7	3	2.9%	50.0%	-57.1%
Total	131	139	123	152	103	100.0%	-21.4%	-32.2%

[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 (2011 or 2014) has zero fatalities.

- From 2011 to 2015, the number of alcohol-involved fatal crashes fell 58.8 percent in McKinley County. (Table 9, Table 10)
- Bernalillo and San Juan counties accounted for more than 40 percent of all alcohol-involved fatal crashes in 2015. (Table 9)
- Of the 10 counties with the highest number of alcohol-involved fatal crashes in 2015, the highest alcohol-involved fatal crash *rates* occurred in **Cibola (1.8 alcohol-involved fatal crashes per 10,000 residents), Roosevelt (1.6), Rio Arriba (1.3),** and **San Juan (1.2) counties.**

Table 10: Top-Ranking Counties for Alcohol-involved Fatal Crashes, 2011 - 2015

2015 Rank[1]	County	Alcohol-involved Fatal Crashes					2015 Population	Alcohol-involved Fatal Crashes per 10,000 County Residents[2]
		2011	2012	2013	2014	2015		
1	Bernalillo	15	28	25	33	31	676,685	0.5
2	San Juan	17	14	13	16	14	118,737	**1.2**
3	McKinley	17	17	14	25	7	76,708	**0.9**
4	Cibola	5	1	4	1	5	27,329	**1.8**
4	Doña Ana	4	6	6	10	5	214,295	0.2
4	Rio Arriba	6	6	5	3	5	39,465	**1.3**
7	Lea	6	6	4	7	4	71,180	**0.6**
8	Valencia	2	4	1	7	3	75,737	0.4
8	Santa Fe	8	7	6	7	3	148,686	0.2
8	Chaves	5	3	5	4	3	65,764	0.5
8	Roosevelt	2	0	2	1	3	19,120	**1.6**
All Other Counties		44	47	38	38	20	551,403	0.4
Statewide Total		131	139	123	152	103	2,085,109	0.5

[1] Counties have the same rank is they had the same number of alcohol-involved fatal crashes in 2015.

[2] The numbers in bold red represent counties that exceeded the statewide rate of 0.5.

Cities

- From 2011 to 2015, the number of alcohol-involved crashes fell by more than half in **Taos**, from 25 to 12. (Table 11)
- The number of alcohol-involved crashes in **Gallup** jumped from 59 to 103, from 2011 to 2015. (Table 11)
- In 2015, **Gallup** had the highest rate of alcohol-involved crashes per 10,000 city residents, at 44.3. (Table 11)

Table 11: Top-Ranking Cities for Alcohol-involved Crashes, 2011 - 2015

2015 Rank[1]	City	Alcohol-involved Crashes					2015 Population[2]	Alcohol-involved Crashes per 10,000 City Residents[3]
		2011	2012	2013	2014	2015		
1	Albuquerque	654	592	567	608	651	559,121	11.6
2	Las Cruces	151	113	118	130	124	101,643	12.2
3	Santa Fe	140	131	118	128	105	84,099	12.5
4	Gallup	59	68	88	87	103	23,240	**44.3**
5	Farmington	84	84	116	98	91	42,871	**21.2**
6	Roswell	47	75	29	49	43	48,544	8.9
7	Rio Rancho	57	66	62	39	41	94,171	4.4
8	Carlsbad	25	38	17	49	38	28,957	13.1
9	Hobbs	48	38	31	47	30	38,416	7.8
10	Clovis	33	30	27	23	29	39,480	7.3
11	Alamogordo	34	30	33	24	24	30,753	7.8
12	Española	26	34	22	15	23	10,066	**22.8**
13	Las Vegas	25	22	28	17	20	13,386	14.9
14	Ruidoso	17	14	18	17	19	7,739	**24.6**
15	Shiprock	23	17	9	15	17	8,295	**20.5**
16	Bernalillo	10	7	14	11	16	8,843	18.1
17	Grants	13	19	12	10	13	9,239	14.1
17	Los Lunas	13	4	8	6	13	15,336	8.5
19	Taos	25	22	13	14	12	5,740	**20.9**
19	Sunland Park	10	8	6	8	12	15,940	7.5
19	Artesia	0	3	21	11	12	12,036	10.0
All Other Locations		826	761	580	635	689	-	-
Statewide Total		2,320	2,176	1,937	2,041	2,125	2,085,109	10.2

[1] Cities have the same rank if they have the same number of crashes in 2015.

[2] The population figure for Shiprock is from the 2010 U.S. Census.

[3] Crashes per 10,000 city residents are in red if they are more than twice the statewide rate for 2015. In some cities, nonresident drivers passing through may contribute to a high crash rate in a city with a relatively small population.

- In 2015, **Shiprock** (4.8) and **Bernalillo** (2.3) had rates that were more than double the statewide rate of 0.5 alcohol-involved fatal crashes per 10,000 residents. (Table 12)

Table 12: Top-Ranking Cities for Alcohol-involved Fatal Crash Rates, 2011 - 2015

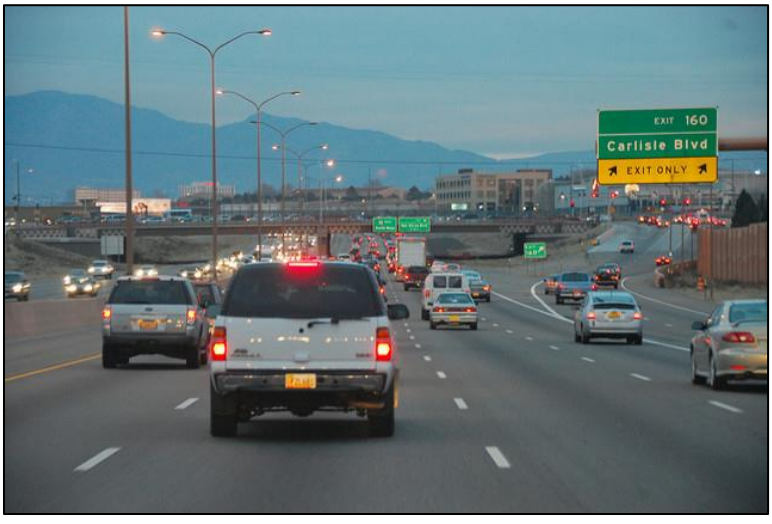
2015 Rank[1]	City	Alcohol-involved Fatal Crashes					2015 Population[2]	Alcohol-involved Fatal Crashes per 10,000 City Residents[3]
		2011	2012	2013	2014	2015		
1	Albuquerque	14	20	23	30	30	559,121	0.5
2	Shiprock	6	1	0	4	4	8,295	**4.8**
2	Las Cruces	1	2	2	4	4	101,643	0.4
4	Santa Fe	7	3	4	5	3	84,099	0.4
5	Roswell	1	2	2	1	2	48,544	0.4
5	Bernalillo	0	0	0	0	2	8,843	**2.3**
All Other Crashes[4]		102	111	92	108	58	-	-
Statewide Total		131	139	123	152	103	2,085,109	0.5

[1] Cities have the same rank if they had the same number of alcohol-involved fatal crashes in 2015.

[2] Population figure for Shiprock is from the 2010 U.S. Census.

[3] Crashes per 10,000 city residents are in red if they are more than twice the statewide rate for 2015. In some cities,

[4] All other crashes were in rural areas or places that had fewer than two alcohol-involved fatal crashes in 2015.



Eastbound on Interstate 40 in Albuquerque.

Rural and Urban Alcohol-involved Crashes

- 78.2 percent of all alcohol-involved crashes occurred on urban roadways. (Table 13)
- Alcohol-involved crashes on rural non-Interstate roadways are more likely to be fatal. Rural non-Interstate roadways account for 35.0 percent of alcohol-involved fatal crashes but only 18.4 percent of all alcohol-involved crashes. (Table 15)

Table 13: Alcohol-involved Crashes and Number of People in Alcohol-involved Crashes by Road System, 2015

Road System	Alcohol-involved Crashes		People in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	74	3.5%	159	3.3%
Rural Non-Interstate	390	18.4%	755	15.5%
Urban	1,661	78.2%	3,949	81.2%
Total	2,125	100.0%	4,863	100.0%

Table 14: Alcohol-involved Injury Crashes and Number of People Injured by Road System, 2015

Road System	Alcohol-involved Injury Crashes		People Injured in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	34	3.6%	48	3.3%
Rural Non-Interstate	192	20.6%	308	21.2%
Urban	708	75.8%	1,098	75.5%
Total	934	100.0%	1,454	100.0%

Table 15: Alcohol-involved Fatal Crashes and Number of People Killed by Road System, 2015

Road System	Alcohol-involved Fatal Crashes		People Killed in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	5	4.9%	6	5.0%
Rural Non-Interstate	36	35.0%	45	37.5%
Urban	62	60.2%	69	57.5%
Total	103	100.0%	120	100.0%

Table 16: Alcohol-involved Crashes and Fatalities by Crash Classification and Road System, 2015

Alcohol-involved Crashes and Fatalities by Road System												
Classification	Rural Interstate				Rural Non-Interstate				Urban			
	Crashes		Fatalities		Crashes		Fatalities		Crashes		Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	25	33.8%	0	0.0%	89	22.8%	10	22.2%	741	44.6%	22	31.9%
Fixed Object	20	27.0%	1	16.7%	124	31.8%	7	15.6%	490	29.5%	9	13.0%
Overturn	21	28.4%	4	66.7%	113	29.0%	17	37.8%	107	6.4%	9	13.0%
Pedestrian	1	1.4%	1	16.7%	15	3.8%	8	17.8%	109	6.6%	21	30.4%
Parked Vehicle	1	1.4%	0	0.0%	2	0.5%	0	0.0%	92	5.5%	0	0.0%
Other (Object)	1	1.4%	0	0.0%	17	4.4%	0	0.0%	38	2.3%	1	1.4%
Other (Non-Collision)	3	4.1%	0	0.0%	9	2.3%	2	4.4%	21	1.3%	0	0.0%
Pedalcyclist	0	0.0%	0	0.0%	1	0.3%	0	0.0%	22	1.3%	5	7.2%
Vehicle on Other Road	1	1.4%	0	0.0%	4	1.0%	0	0.0%	11	0.7%	2	2.9%
Rollover	0	0.0%	0	0.0%	5	1.3%	1	2.2%	8	0.5%	0	0.0%
Animal	0	0.0%	0	0.0%	6	1.5%	0	0.0%	3	0.2%	0	0.0%
Railroad Train	1	1.4%	0	0.0%	1	0.3%	0	0.0%	2	0.1%	0	0.0%
Missing Data	0	0.0%	0	0.0%	4	1.0%	0	0.0%	17	1.0%	0	0.0%
Total	74	100.0%	6	100.0%	390	100.0%	45	100.0%	1,661	100.0%	69	100.0%

- Overturn crashes resulted in 41.2 percent of alcohol-involved fatalities on all rural roadways, both Interstate and non-Interstate. (Table 16)
- Most alcohol-involved crashes on rural non-Interstate roadways (51.8 percent) occurred in dark (not lighted) conditions. (Table 17)

Table 17: Alcohol-involved Crashes by Light Condition and Road System, 2015

Light Condition	Alcohol-involved Crashes by Light Condition and Road System							
	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Dark-Lighted	12	16.2%	25	6.4%	695	41.8%	732	34.4%
Daylight	25	33.8%	146	37.4%	548	33.0%	719	33.8%
Dark-Not Lighted	32	43.2%	202	51.8%	325	19.6%	559	26.3%
Dusk	1	1.4%	7	1.8%	59	3.6%	67	3.2%
Dawn	2	2.7%	6	1.5%	14	0.8%	22	1.0%
Other/Not Stated	0	0.0%	1	0.3%	2	0.1%	3	0.1%
Missing Data	2	2.7%	3	0.8%	18	1.1%	23	1.1%
Total	74	100%	390	100%	1,661	100%	2,125	100%

Crash Characteristics

Month, Day of Week, and Hour

Table 18: Alcohol-involved Crashes by Month and Crash Severity, 2015

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	12	11.7%	82	8.8%	106	9.7%	200	9.4%
February	5	4.9%	68	7.3%	90	8.3%	163	7.7%
March	11	10.7%	73	7.8%	80	7.4%	164	7.7%
April	8	7.8%	73	7.8%	85	7.8%	166	7.8%
May	5	4.9%	91	9.7%	87	8.0%	183	8.6%
June	11	10.7%	69	7.4%	95	8.7%	175	8.2%
July	8	7.8%	82	8.8%	89	8.2%	179	8.4%
August	9	8.7%	79	8.5%	77	7.1%	165	7.8%
September	9	8.7%	88	9.4%	84	7.7%	181	8.5%
October	7	6.8%	84	9.0%	118	10.8%	209	9.8%
November	13	12.6%	70	7.5%	83	7.6%	166	7.8%
December	5	4.9%	75	8.0%	94	8.6%	174	8.2%
Total	103	100.0%	934	100.0%	1,088	100.0%	2,125	100.0%

- The number of alcohol-involved crashes were spread fairly evenly through the months of the year. (Table 18)

Figure 5: Percentage of Alcohol-involved Crashes by Month, 2015

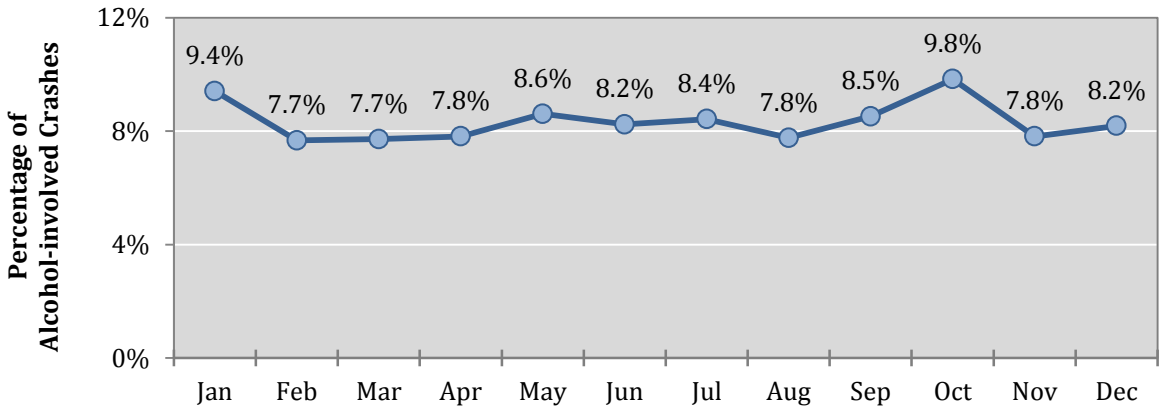


Table 19: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2015

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	25.2%	151	16.2%	160	14.7%	337	15.9%
Monday	9	8.7%	116	12.4%	118	10.8%	243	11.4%
Tuesday	8	7.8%	105	11.2%	117	10.8%	230	10.8%
Wednesday	8	7.8%	96	10.3%	139	12.8%	243	11.4%
Thursday	12	11.7%	115	12.3%	130	11.9%	257	12.1%
Friday	18	17.5%	163	17.5%	182	16.7%	363	17.1%
Saturday	22	21.4%	188	20.1%	242	22.2%	452	21.3%
Total	103	100.0%	934	100.0%	1,088	100.0%	2,125	100.0%

- Saturdays had the highest number of alcohol-involved crashes (452 crashes) and accounted for 21.3 percent of all alcohol-involved crashes. (Table 19, Figure 6)
- More than half (54.3 percent) of all alcohol-involved crashes occurred on the weekend: Fridays (17.1 percent), Saturdays (21.3 percent) and Sundays (15.9 percent). (Table 19, Figure 6)

Figure 6: Percentage of Alcohol-involved Crashes by Day of the Week, 2015

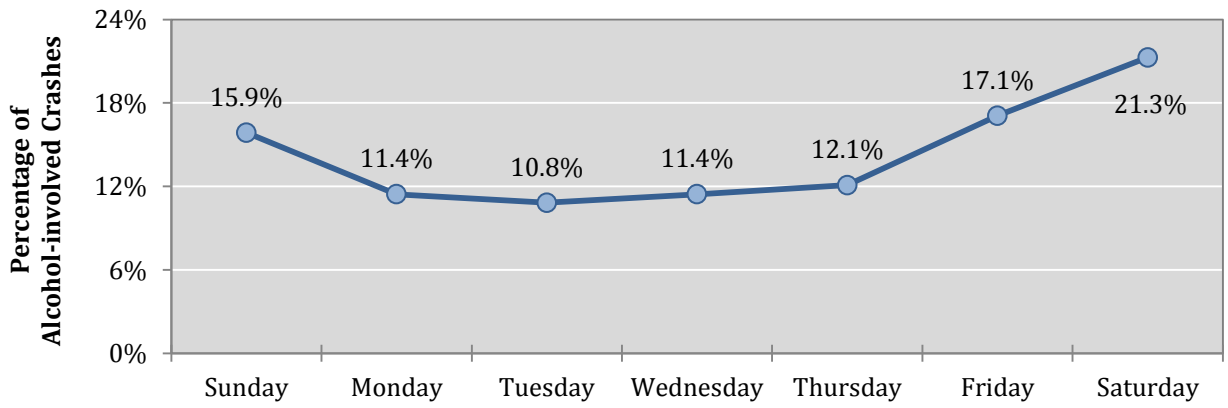


Table 20: Alcohol-involved Crashes by Day of the Week and Three-hour Segments, 2015

Hour[1]	Alcohol-involved Crashes[2]								
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	Percent of Total
12 - 3 a.m.	84	16	23	25	34	42	93	317	14.9%
3 - 6 a.m.	48	16	9	12	14	22	41	162	7.6%
6 - 9 a.m.	18	11	4	7	13	10	25	88	4.1%
9 a.m. - 12 p.m.	17	9	11	14	7	16	15	89	4.2%
12 - 3 p.m.	19	15	30	22	22	30	32	170	8.0%
3 - 6 p.m.	39	56	43	43	53	59	57	350	16.5%
6 - 9 p.m.	57	65	57	66	54	83	85	467	22.0%
9 p.m. - 12 a.m.	53	51	51	49	59	97	100	460	21.6%
Missing Data	2	4	2	5	1	4	4	22	1.0%
Total	337	243	230	243	257	363	452	2,125	100.0%

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

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

- 43.6 percent of all alcohol-involved crashes occurred from 6 p.m. to midnight. (Table 20, Figure 7)
- The hour from 10 p.m. to 11 p.m. on Fridays had the highest number of alcohol-involved crashes (41 crashes) in 2015. (Table 21)

Figure 7: Percentage of Alcohol-involved Crashes by Three-hour Segments, 2015

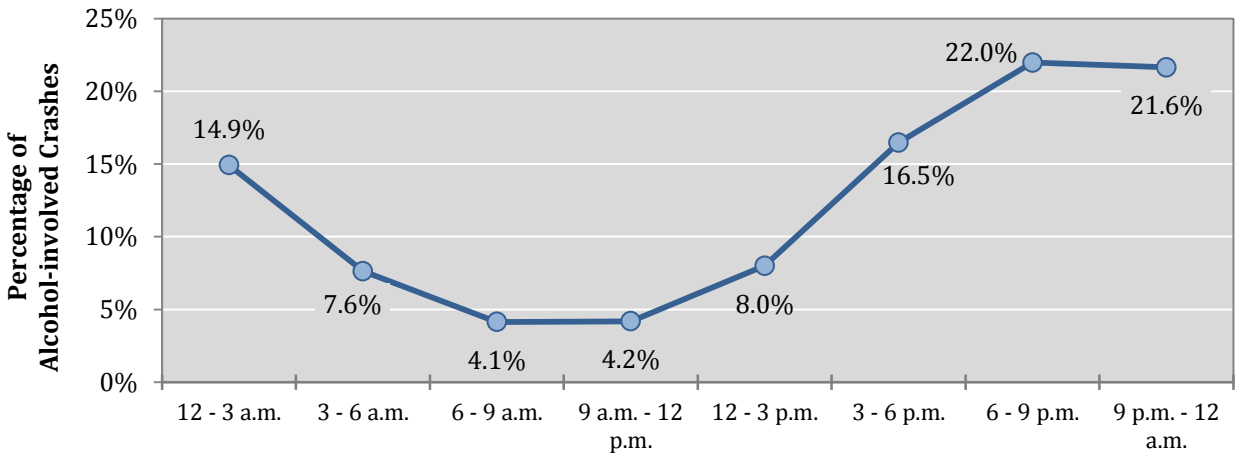
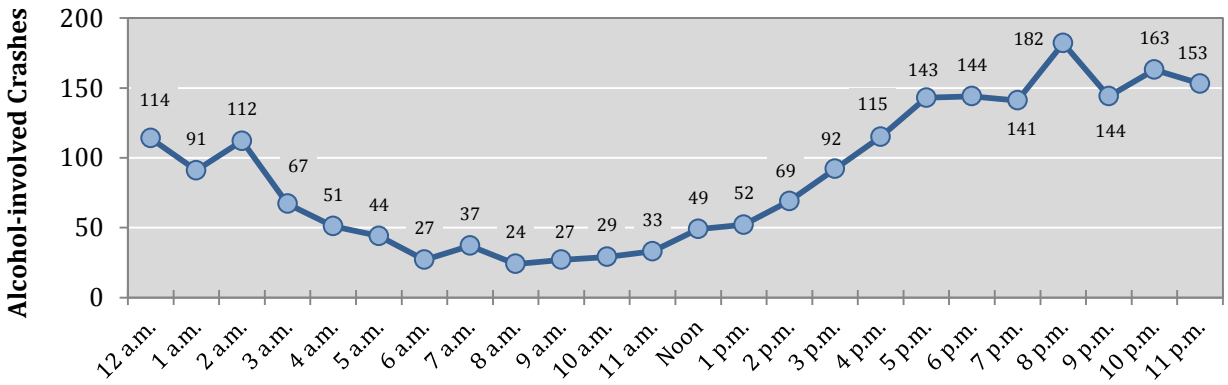


Table 21: Alcohol-involved Crashes by Hour and Day of the Week, 2015

Hour[1]	Alcohol-involved Crashes							Total by Hour	Percent by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat		
12 a.m.	28	6	12	11	16	19	22	114	5.4%
1 a.m.	23	7	3	7	9	10	32	91	4.3%
2 a.m.	33	3	8	7	9	13	39	112	5.3%
3 a.m.	22	7	5	4	6	9	14	67	3.2%
4 a.m.	16	6	2	3	4	6	14	51	2.4%
5 a.m.	10	3	2	5	4	7	13	44	2.1%
6 a.m.	6	3	1	2	1	4	10	27	1.3%
7 a.m.	6	3	2	4	9	4	9	37	1.7%
8 a.m.	6	5	1	1	3	2	6	24	1.1%
9 a.m.	5	1	4	5	1	4	7	27	1.3%
10 a.m.	5	6	0	2	4	6	6	29	1.4%
11 a.m.	7	2	7	7	2	6	2	33	1.6%
Noon	3	4	13	4	4	10	11	49	2.3%
1 p.m.	8	4	9	4	8	8	11	52	2.4%
2 p.m.	8	7	8	14	10	12	10	69	3.2%
3 p.m.	10	9	15	12	19	15	12	92	4.3%
4 p.m.	11	18	11	16	18	21	20	115	5.4%
5 p.m.	18	29	17	15	16	23	25	143	6.7%
6 p.m.	19	20	15	17	17	32	24	144	6.8%
7 p.m.	17	21	22	22	17	19	23	141	6.6%
8 p.m.	21	24	20	27	20	32	38	182	8.6%
9 p.m.	18	21	20	14	22	22	27	144	6.8%
10 p.m.	17	12	17	21	19	41	36	163	7.7%
11 p.m.	18	18	14	14	18	34	37	153	7.2%
Missing Data	2	4	2	5	1	4	4	22	1.0%
Total	337	243	230	243	257	363	452	2,125	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, 2015



Crash Classification

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

Table 22: Alcohol-involved Crashes by Crash Classification, 2011 - 2015

Crash Classification	Alcohol-involved Crashes					
	2011	2012	2013	2014	2015	Percent of 2015 Total
Other Vehicle	782	762	746	765	855	40.2%
Fixed Object	872	687	537	560	634	29.8%
Overturn/Rollover	320	313	272	274	241	11.3%
Pedestrian	71	103	105	143	125	5.9%
Parked Vehicle	190	134	123	111	95	4.5%
Other (Object)	15	64	47	72	56	2.6%
Other (Non-Collision)	42	44	41	40	33	1.6%
Pedalcyclist	19	20	21	22	23	1.1%
Vehicle on Other Road	3	10	10	17	16	0.8%
Rollover[1]	0	0	0	3	13	0.6%
Animal	5	14	6	8	9	0.4%
Railroad Train	1	4	4	4	4	0.2%
Missing Data	0	21	25	22	21	1.0%
Total	2,320	2,176	1,937	2,041	2,125	100.0%

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

- Collisions with other vehicles were the most common classification (40.2 percent) of all alcohol-involved crashes in 2015. (Table 22)
- In 2015, the top three crash classifications in alcohol-involved crashes were (Collision with) Other Vehicle, Fixed Object, and Overturn. (Table 22)

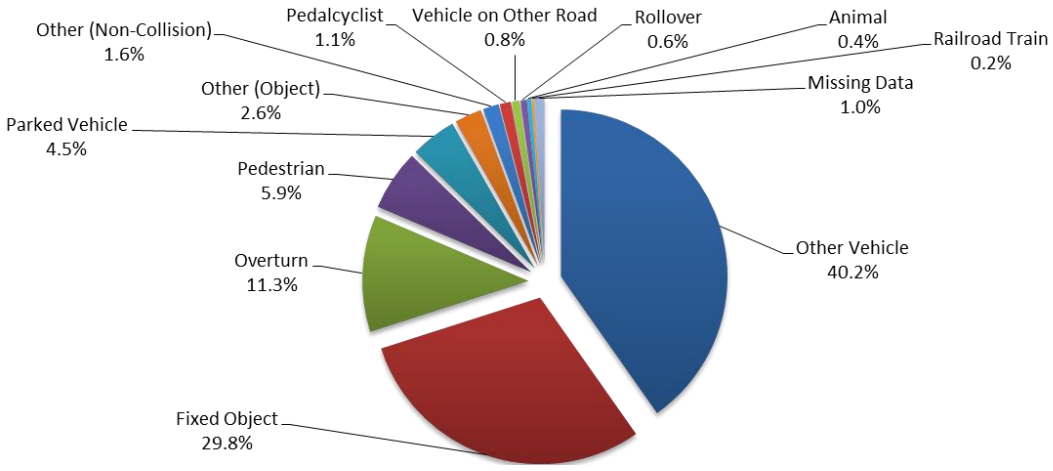
Crash Characteristics – Crash Classification

Table 23: Alcohol-involved Crashes by Crash Classification and Crash Severity, 2015

Crash Classification	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	26	25.2%	374	40.0%	455	41.8%	855	40.2%
Fixed Object	13	12.6%	214	22.9%	407	37.4%	634	29.8%
Overturn	27	26.2%	157	16.8%	57	5.2%	241	11.3%
Pedestrian	27	26.2%	93	10.0%	5	0.5%	125	5.9%
Parked Vehicle	0	0.0%	25	2.7%	70	6.4%	95	4.5%
Other (Object)	1	1.0%	17	1.8%	38	3.5%	56	2.6%
Other (Non-Collision)	1	1.0%	14	1.5%	18	1.7%	33	1.6%
Pedalcyclist	5	4.9%	15	1.6%	3	0.3%	23	1.1%
Vehicle on Other Road	2	1.9%	9	1.0%	5	0.5%	16	0.8%
Rollover	1	1.0%	8	0.9%	4	0.4%	13	0.6%
Animal	0	0.0%	2	0.2%	7	0.6%	9	0.4%
Railroad Train	0	0.0%	3	0.3%	1	0.1%	4	0.2%
Missing Data	0	0.0%	3	0.3%	18	1.7%	21	1.0%
Total	103	100.0%	934	100.0%	1,088	100.0%	2,125	100.0%

- Pedestrian-classified crashes were 5.9 percent of all alcohol-involved crashes, but accounted for 26.2 percent of alcohol-involved fatal crashes. (Table 23)
- Overturn-classified crashes were 11.3 percent of all alcohol-involved crashes, but accounted for 26.2 percent of alcohol-involved fatal crashes. (Table 23)

Figure 9: Alcohol-involved Crashes by Crash Classification, 2015



Crash Characteristics – Vehicles

Vehicles

- In 2015, 45.3 percent of all alcohol-involved crashes involved a **single** vehicle. (Table 24)
- 92.8 percent of all alcohol-involved crashes involved either one or two vehicles. (Table 24)
- Alcohol-involved crashes with only one vehicle accounted for 40.0 percent of fatalities but only 27.1 percent of all people involved in alcohol-involved crashes. (Table 25)

Table 24: Alcohol-involved Crashes by Number of Vehicles Involved and Crash Severity, 2015

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	41	39.8%	402	43.0%	520	47.8%	963	45.3%
2	54	52.4%	455	48.7%	501	46.0%	1,010	47.5%
3	7	6.8%	59	6.3%	50	4.6%	116	5.5%
4+	1	1.0%	18	1.9%	17	1.6%	36	1.7%
Total Crashes	103	100.0%	934	100.0%	1,088	100.0%	2,125	100.0%

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

Table 25: People in Alcohol-involved in Crashes by Number of Vehicles Involved, 2015

Severity of Injury to People in Alcohol-ivolved Crashes												
Number of Vehicles Involved[1]	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	48	40.0%	96	42.9%	291	50.0%	147	22.7%	738	22.4%	1,320	27.1%
2	60	50.0%	102	45.5%	239	41.1%	407	62.8%	2,034	61.8%	2,842	58.4%
3	11	9.2%	22	9.8%	34	5.8%	69	10.6%	360	10.9%	496	10.2%
4+	1	0.8%	4	1.8%	18	3.1%	25	3.9%	157	4.8%	205	4.2%
Total	120	100.0%	224	100.0%	582	100.0%	648	100.0%	3,289	100.0%	4,863	100.0%

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

Table 26: Alcohol-involved Drivers in Crashes by Vehicle Type and Crash Severity, 2015

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	33.6%	404	42.7%	604	54.5%	1,046	48.3%
Pickup	22	19.5%	184	19.5%	231	20.8%	437	20.2%
Van/SUV/4WD	14	12.4%	145	15.3%	166	15.0%	325	15.0%
Pedestrian	28	24.8%	83	8.8%	4	0.4%	115	5.3%
Motorcycle	7	6.2%	67	7.1%	4	0.4%	78	3.6%
Other	1	0.9%	19	2.0%	31	2.8%	51	2.4%
Pedalcyclist	3	2.7%	13	1.4%	2	0.2%	18	0.8%
Semi	0	0.0%	5	0.5%	10	0.9%	15	0.7%
Missing Data	0	0.0%	26	2.7%	56	5.1%	82	3.8%
Total	113	100.0%	946	100.0%	1,108	100.0%	2,167	100.0%

- Alcohol-involved pedestrians accounted for 5.3 percent of alcohol-involved drivers (motorized and non-motorized vehicles) in crashes but were 32.2 percent of alcohol-involved drivers killed in crashes. (Table 27)

Table 27: Alcohol-involved Drivers in Crashes by Vehicle Type and Severity of Injury, 2015

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	23	26.4%	38	29.0%	152	41.6%	105	49.3%	728	53.1%	1,046	48.3%
Pickup	16	18.4%	19	14.5%	72	19.7%	27	12.7%	303	22.1%	437	20.2%
Van/SUV/4WD	10	11.5%	20	15.3%	46	12.6%	40	18.8%	209	15.2%	325	15.0%
Pedestrian	28	32.2%	30	22.9%	35	9.6%	18	8.5%	4	0.3%	115	5.3%
Motorcycle	7	8.0%	18	13.7%	36	9.9%	10	4.7%	7	0.5%	78	3.6%
Other	0	0.0%	3	2.3%	9	2.5%	3	1.4%	36	2.6%	51	2.4%
Pedalcyclist	3	3.4%	1	0.8%	7	1.9%	5	2.3%	2	0.1%	18	0.8%
Semi	0	0.0%	0	0.0%	2	0.5%	1	0.5%	12	0.9%	15	0.7%
Missing Data	0	0.0%	2	1.5%	6	1.6%	4	1.9%	70	5.1%	82	3.8%
Total	87	100.0%	131	100.0%	365	100.0%	213	100.0%	1,371	100.0%	2,167	100.0%

Demographics

Age and Sex

- The number of young people in alcohol-involved crashes has decreased in the last five years. For example, those 15-19 years old fell 25.3 percent. (Table 28)
- More people ages 55 and older are in alcohol-involved crashes. For example, the number of people ages 55 through 59 in alcohol-involved crashes rose to its highest level in five years. (Table 28)
- There were 1.7 males in alcohol-involved crashes for every female. (Table 29)
- In 2015, 72.5 percent of fatalities in alcohol-involved crashes were male. (Table 30)
- People 20 to 29 years old were nearly a third, 29.9 percent, of all people in alcohol-involved crashes. (Table 29, Table 31, Figure 12)

Table 28: People in Alcohol-involved Crashes by Age, 2011 - 2015

Age Group	People in Alcohol-involved Crashes[1]					Percent Change 2011 to 2015
	2011	2012	2013	2014	2015	
1-4	115	128	100	110	99	-13.9%
5-9	110	116	109	97	96	-12.7%
10-14	107	103	76	77	103	-3.7%
15-19	495	451	343	410	370	-25.3%
20-24	939	823	771	798	743	-20.9%
25-29	635	601	585	579	710	11.8%
30-34	485	470	398	456	553	14.0%
35-39	355	362	355	326	369	3.9%
40-44	309	342	269	333	293	-5.2%
45-49	344	331	256	247	279	-18.9%
50-54	301	267	225	262	263	-12.6%
55-59	182	183	182	191	242	33.0%
60-64	131	136	117	149	146	11.5%
65-69	81	73	84	85	88	8.6%
70-74	43	36	42	50	49	14.0%
75+	22	55	50	48	58	163.6%
Missing Data	463	421	509	479	402	-13.2%
Total	5,117	4,898	4,471	4,697	4,863	-5.0%

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

Table 29: People in Alcohol-involved Crashes by Age and Sex, 2015

Age Group	People in Alcohol-involved Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	54	1.9%	45	2.7%	0	0.0%	99	2.0%	**1.2**
5-9	39	1.4%	57	3.4%	0	0.0%	96	2.0%	**0.7**
10-14	42	1.5%	61	3.7%	0	0.0%	103	2.1%	**0.7**
15-19	229	8.0%	138	8.3%	3	0.8%	370	7.6%	**1.7**
20-24	493	17.3%	242	14.6%	8	2.2%	743	15.3%	**2.0**
25-29	448	15.7%	256	15.4%	6	1.7%	710	14.6%	**1.8**
30-34	347	12.2%	205	12.4%	1	0.3%	553	11.4%	**1.7**
35-39	240	8.4%	125	7.5%	4	1.1%	369	7.6%	**1.9**
40-44	180	6.3%	109	6.6%	4	1.1%	293	6.0%	**1.7**
45-49	184	6.5%	93	5.6%	2	0.6%	279	5.7%	**2.0**
50-54	183	6.4%	76	4.6%	4	1.1%	263	5.4%	**2.4**
55-59	150	5.3%	89	5.4%	3	0.8%	242	5.0%	**1.7**
60-64	100	3.5%	44	2.7%	2	0.6%	146	3.0%	**2.3**
65-69	50	1.8%	37	2.2%	1	0.3%	88	1.8%	**1.4**
70-74	30	1.1%	19	1.1%	0	0.0%	49	1.0%	**1.6**
75+	35	1.2%	22	1.3%	1	0.3%	58	1.2%	**1.6**
Missing Data	44	1.5%	41	2.5%	317	89.0%	402	8.3%	**1.1**
Total	2,848	100.0%	1,659	100.0%	356	100.0%	4,863	100.0%	**1.7**

Figure 10: People in Alcohol-involved Crashes by Age and Sex, 2015

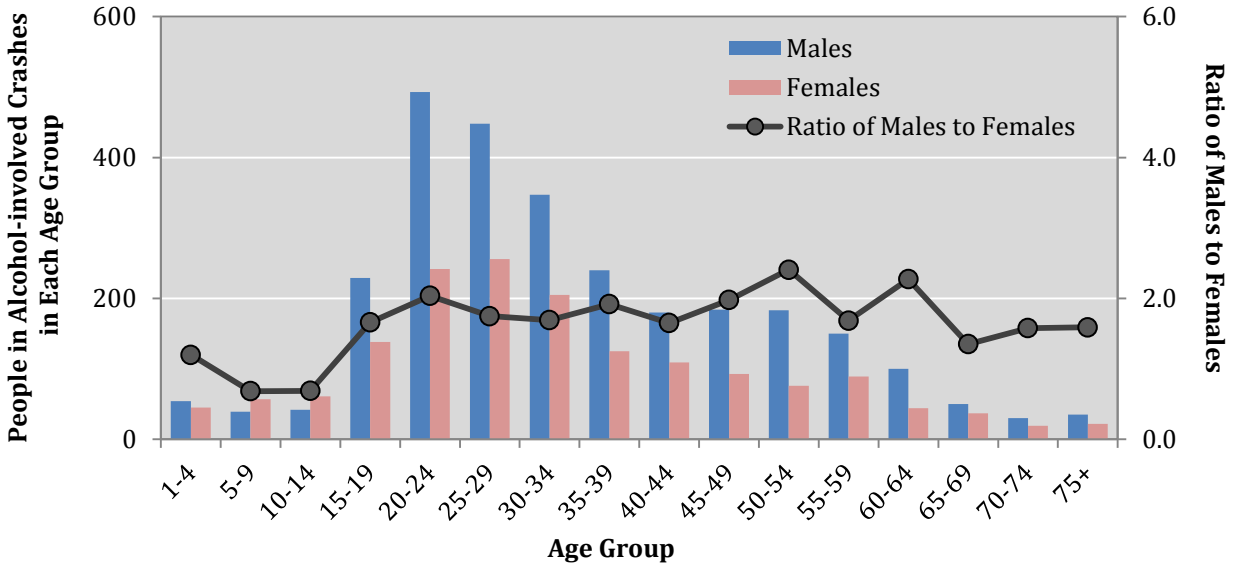


Table 30: Fatalities in Alcohol-involved Crashes by Age and Sex, 2015

Age Group	Fatalities in Alcohol-involved Crashes						Ratio 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	1	1.1%	0	0.0%	1	0.8%	-
15-19	2	2.3%	2	6.1%	4	3.3%	**1.0**
20-24	12	13.8%	7	21.2%	19	15.8%	**1.7**
25-29	13	14.9%	4	12.1%	17	14.2%	**3.3**
30-34	14	16.1%	7	21.2%	21	17.5%	**2.0**
35-39	9	10.3%	6	18.2%	15	12.5%	**1.5**
40-44	3	3.4%	0	0.0%	3	2.5%	-
45-49	5	5.7%	1	3.0%	6	5.0%	**5.0**
50-54	4	4.6%	1	3.0%	5	4.2%	**4.0**
55-59	11	12.6%	3	9.1%	14	11.7%	**3.7**
60-64	7	8.0%	2	6.1%	9	7.5%	**3.5**
65-69	3	3.4%	0	0.0%	3	2.5%	-
70-74	0	0.0%	0	0.0%	0	0.0%	-
75+	3	3.4%	0	0.0%	3	2.5%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	-
Total	87	100.0%	33	100.0%	120	100.0%	**2.6**

Figure 11: Fatalities in Alcohol-involved Crashes by Age and Sex, 2015

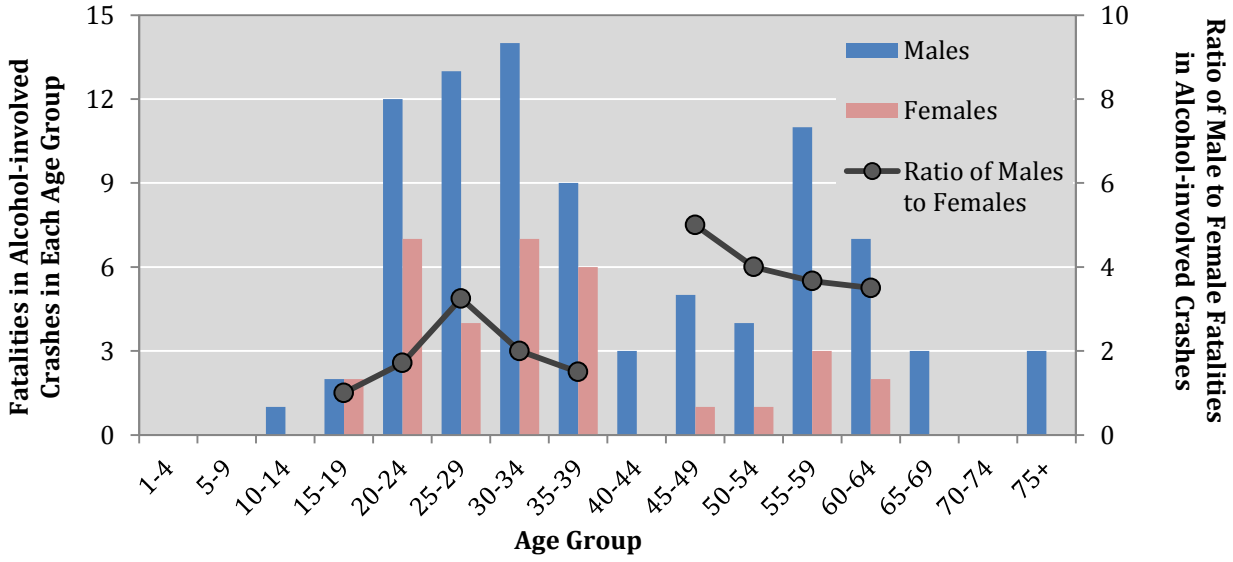
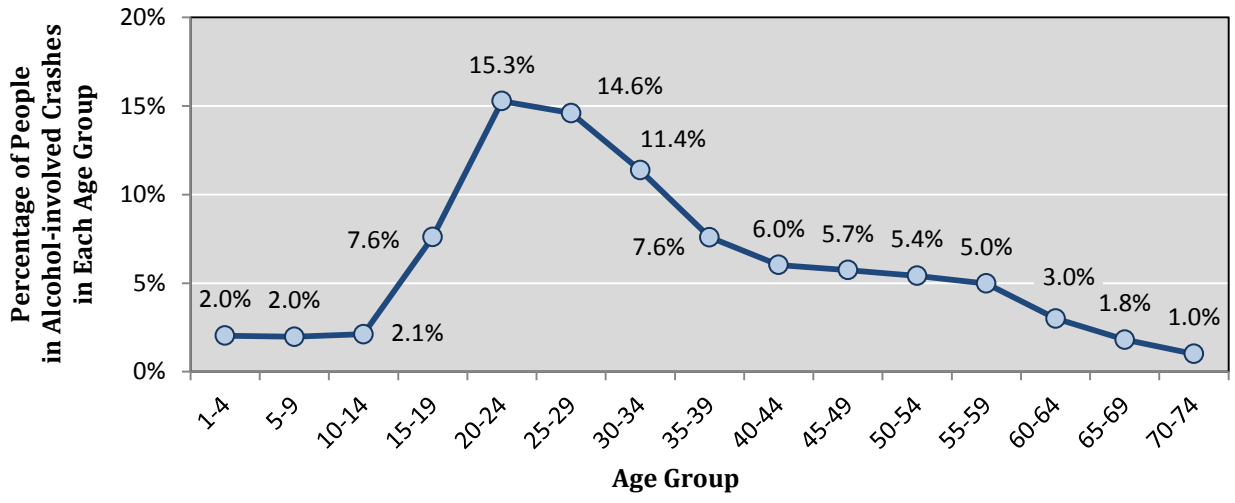


Table 31: People in Alcohol-involved Crashes by Age and Severity of Injury, 2015

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	0	3	7	9	80	99	**2.0%**
5-9	0	3	6	13	74	96	**2.0%**
10-14	1	6	9	23	64	103	**2.1%**
15-19	4	16	46	64	240	370	**7.6%**
20-24	19	35	118	81	490	743	**15.3%**
25-29	17	43	104	85	461	710	**14.6%**
30-34	21	26	68	78	360	553	**11.4%**
35-39	15	20	48	48	238	369	**7.6%**
40-44	3	20	36	53	181	293	**6.0%**
45-49	6	15	24	50	184	279	**5.7%**
50-54	5	13	45	38	162	263	**5.4%**
55-59	14	12	29	34	153	242	**5.0%**
60-64	9	2	19	29	87	146	**3.0%**
65-69	3	5	7	14	59	88	**1.8%**
70-74	0	2	5	9	33	49	**1.0%**
75+	3	0	6	6	43	58	**1.2%**
Missing Data	0	3	5	14	380	402	**8.3%**
Total	120	224	582	648	3,289	4,863	**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, 2015



Teens (15-19)

- Four teens were killed and 126 injured in alcohol-involved crashes. (Table 32)
- The number of alcohol-involved teen drivers[6] in fatal crashes has fallen 85 percent (20 to 3) from 2006 to 2015. That level is tied for the lowest in at least the past 10 years.
- From 2006 to 2015, the number of alcohol-involved teen drivers[6] in crashes decreased 60.3 percent (237 to 94). (Table 33, Figure 13)
- The rate of alcohol-involved teen drivers in crashes has decreased 52.2 percent from 2006 to 2015 (from 34.5 to 16.5 drivers per 10,000 licensed teen drivers). (Table 33)
- The ratio of male to female alcohol-involved teen drivers in crashes rose to 5.27, its highest level in 10 years. This is due to a larger drop in female alcohol-involved teen drivers in crashes, to 15, in contrast to 79 for male alcohol-involved teen drivers in crashes. The number of female alcohol-involved teen drivers in crashes fell to its lowest level in at least 10 years. (Table 34, Figure 14)
- The peak hours of alcohol-involved teen drivers in crashes were 10 p.m to 1 a.m., with 25.5 percent of crashes. (Table 35)

Table 32: Teens (15-19) in Alcohol-involved Crashes by Severity of Injury, 2015

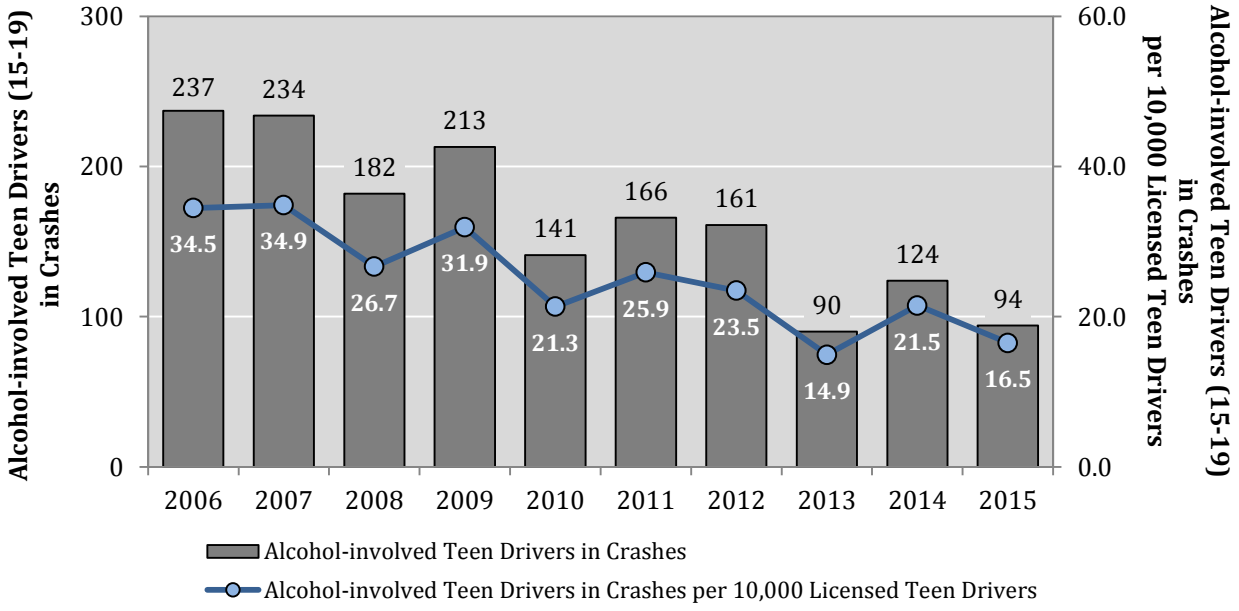
Severity of Injuries	Injury Class	Teens (15-19) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	4	1.1%
Suspected Serious Injuries	A	16	4.3%
Suspected Minor Injuries	B	46	12.4%
Possible Injuries	C	64	17.3%
No Apparent Injuries	O	240	64.9%
Total		370	100.0%

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

Table 33: Alcohol-involved Teen Drivers[7] (15-19) in Crashes by Crash Severity, 2006 - 2015

Year	Alcohol-involved Teen Drivers (15-19) of Vehicles in Crashes				NM Licensed Teen Drivers 15-19	Alcohol-involved Teen Drivers in Crashes per 10,000 Licensed Teen Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Teen Drivers in Crashes		
2006	20	99	118	237	68,765	34.5
2007	12	105	117	234	67,133	34.9
2008	12	69	101	182	68,229	26.7
2009	12	80	121	213	66,724	31.9
2010	7	51	83	141	66,058	21.3
2011	3	68	95	166	64,091	25.9
2012	9	71	81	161	68,554	23.5
2013	5	31	54	90	60,243	14.9
2014	6	54	64	124	57,678	21.5
2015	3	41	50	94	56,946	16.5

Figure 13: Alcohol-involved Teen Drivers[7] (15-19) in Crashes, 2006 - 2015

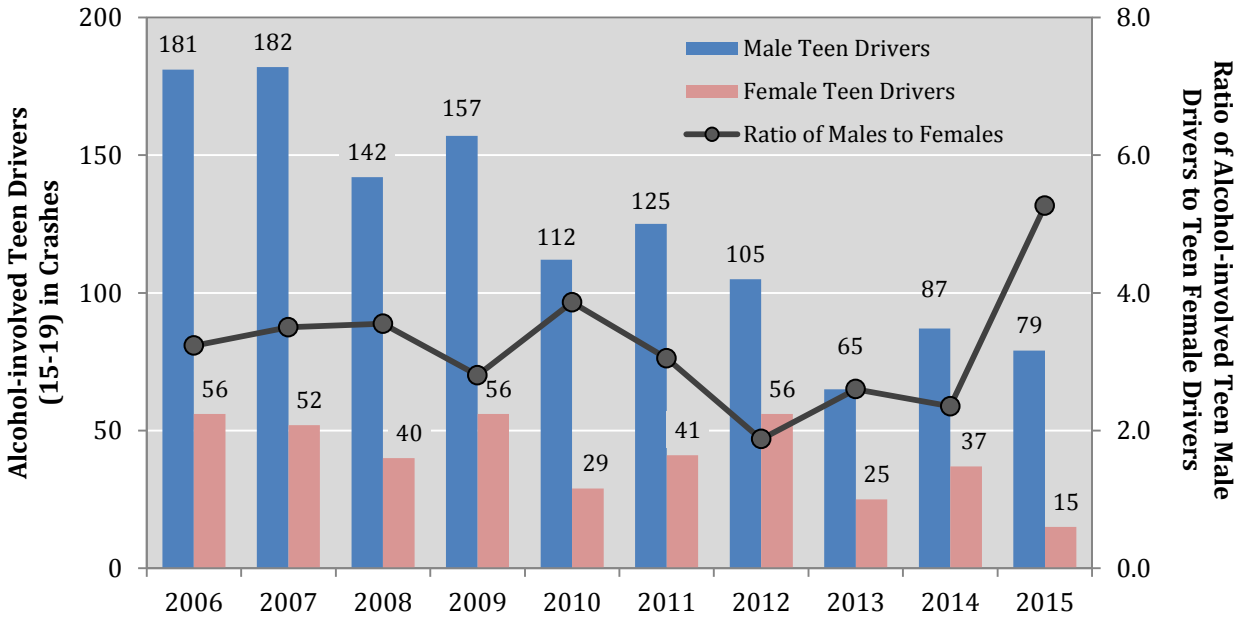


[7] Does not include alcohol-involved teen drivers for which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 34: Alcohol-involved Teen Drivers[8] (15-19) in Crashes by Sex, 2006 - 2015

Year	Alcohol-involved Teen Drivers (15-19) of Vehicles in Crashes			Ratio of Males to Females
	Males	Females	Total	
2006	181	56	237	3.23
2007	182	52	234	3.50
2008	142	40	182	3.55
2009	157	56	213	2.80
2010	112	29	141	3.86
2011	125	41	166	3.05
2012	105	56	161	1.88
2013	65	25	90	2.60
2014	87	37	124	2.35
2015	79	15	94	5.27

Figure 14: Alcohol-involved Teen Drivers[8] (15-19) in Crashes by Sex, 2006 - 2015



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

Table 35: Alcohol-involved Teen Drivers[9] (15-19) in Crashes by Hour, 2015

Hour [1]	Alcohol-involved Teen Drivers (15-19)	
	Count	Percent
Midnight	10	10.6%
1 a.m.	5	5.3%
2 a.m.	6	6.4%
3 a.m.	4	4.3%
4 a.m.	7	7.4%
5 a.m.	4	4.3%
6 a.m.	3	3.2%
7 a.m.	5	5.3%
8 a.m.	1	1.1%
9 a.m.	1	1.1%
10 a.m.	2	2.1%
11 a.m.	1	1.1%
Noon	2	2.1%
1 p.m.	0	0.0%
2 p.m.	0	0.0%
3 p.m.	6	6.4%
4 p.m.	3	3.2%
5 p.m.	2	2.1%
6 p.m.	5	5.3%
7 p.m.	4	4.3%
8 p.m.	4	4.3%
9 p.m.	5	5.3%
10 p.m.	7	7.4%
11 p.m.	7	7.4%
Missing Data	0	0.0%
Total	94	100.0%

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

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

Young Adults (20-24)

- In 2015, 19 young adults were killed and 234 injured in alcohol-involved crashes. (Table 36)
- The number of alcohol-involved young adult drivers[10] in crashes fell for the fourth year in a row, to 358, the lowest level in 10 years. From 2006 to 2015, the number of alcohol-involved young adult drivers in crashes has decreased 21.0 percent, from 453 to 358. (Table 37, Figure 15)
- From 2006 to 2015, the rate of alcohol-involved young adult drivers in crashes fell from 37.9 to 30.7 alcohol-involved young adult drivers in crashes per 10,000 licensed young adult drivers, the lowest level in 10 years. (Table 37)
- The number of male alcohol-involved young adult drivers in crashes has decreased by 26.5 percent (from 355 to 261) in the last ten years, to its lowest level in that time. During that span, the number female alcohol-involved young adult has stayed relatively steady. (Table 38)
- The time of day with the highest number of alcohol-involved young adult drivers in crashes was from 10 p.m. to 5 a.m., with 54.1 percent. (Table 39)

Table 36: Young Adults (20-24) in Alcohol-involved Crashes by Severity of Injury, 2015

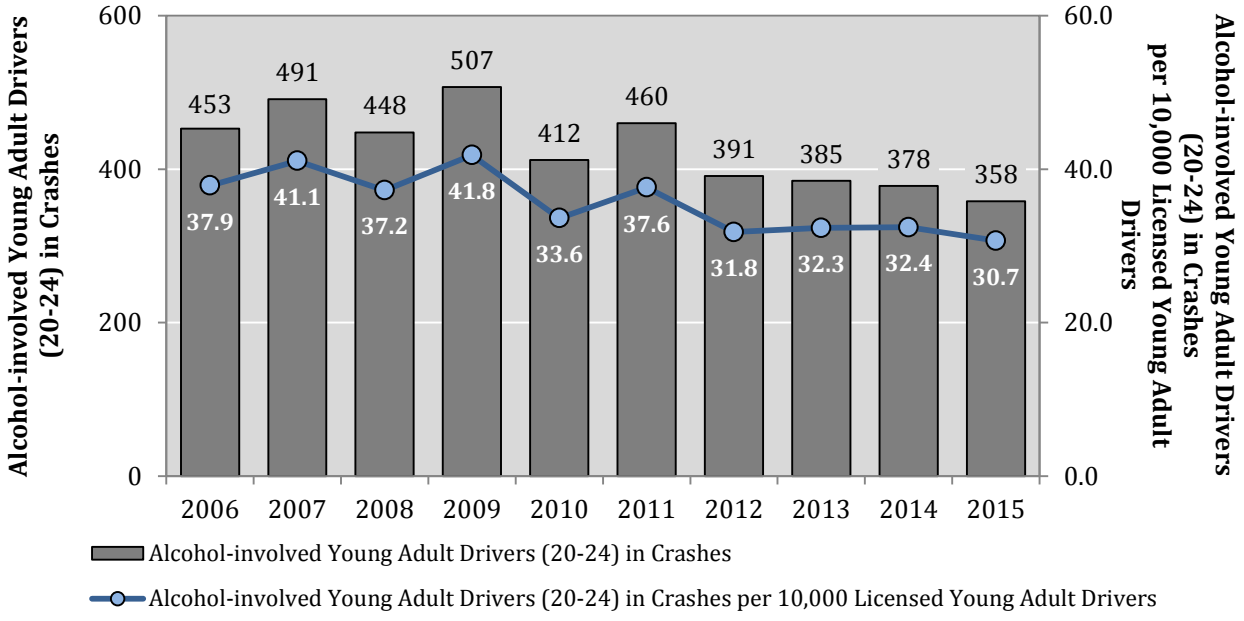
Severity of Injuries	Injury Class	Young Adults (20-24) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	19	2.6%
Suspected Serious Injuries	A	35	4.7%
Suspected Minor Injuries	B	118	15.9%
Possible Injuries	C	81	10.9%
No Apparent Injuries	O	490	65.9%
Total		743	100.0%

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

Table 37: Alcohol-involved Young Adult Drivers[11] (20-24) in Crashes by Severity, 2006 - 2015

Year	Alcohol-involved Young Adult Drivers (20-24) of Motor Vehicles in Crashes				Licensed Young Adult Drivers (20-24)	Alcohol-involved Young Adult Drivers (20-24) in Crashes per 10,000 Licensed Young Adult Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Young Adult Drivers in Crashes		
2006	33	208	212	453	119,628	37.9
2007	26	200	265	491	119,495	41.1
2008	22	196	230	448	120,296	37.2
2009	25	210	272	507	121,192	41.8
2010	22	168	222	412	122,562	33.6
2011	18	206	236	460	122,293	37.6
2012	14	151	226	391	122,911	31.8
2013	20	137	228	385	119,028	32.3
2014	21	163	194	378	116,542	32.4
2015	14	144	200	358	116,661	30.7

Figure 15: Alcohol-involved Young Adult Drivers[11] (20-24) in Crashes, 2006 - 2015

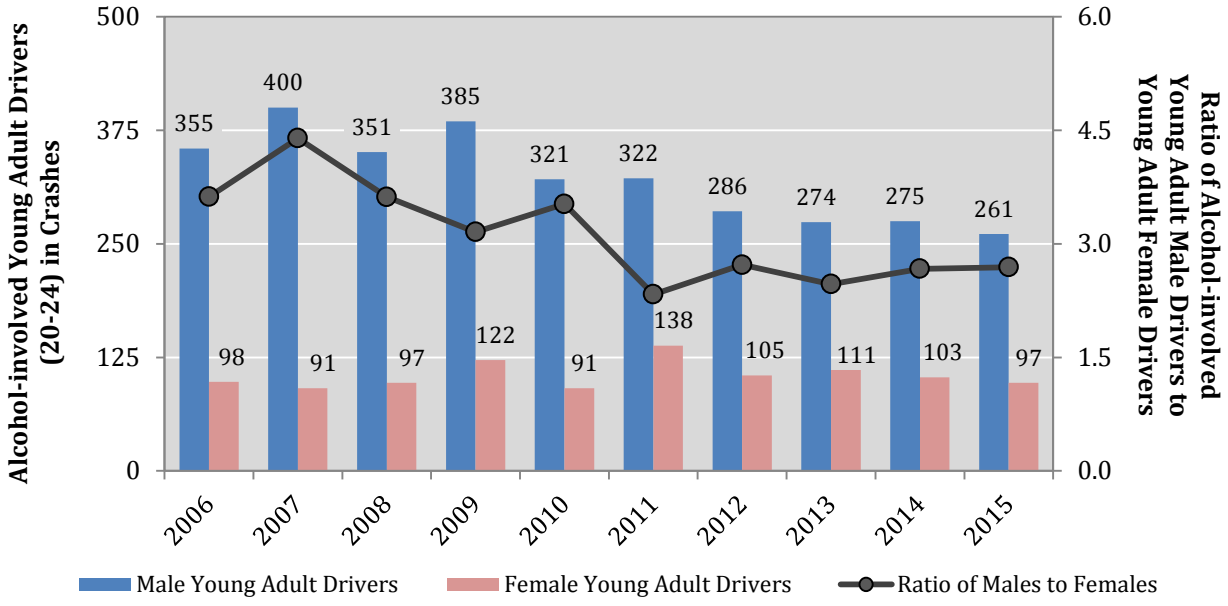


[11] Does not include young adult drivers for which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 38: Alcohol-involved Young Adult Drivers[12] (20-24) in Crashes by Sex, 2006 - 2015

Year	Alcohol-involved Young Adult Drivers (20-24) in Crashes			Ratio of Males to Females
	Males	Females	Total	
2006	355	98	453	3.62
2007	400	91	491	4.40
2008	351	97	448	3.62
2009	385	122	507	3.16
2010	321	91	412	3.53
2011	322	138	460	2.33
2012	286	105	391	2.72
2013	274	111	385	2.47
2014	275	103	378	2.67
2015	261	97	358	2.69

Figure 16: Alcohol-involved Young Adult Drivers[12] (20-24) in Crashes by Sex, 2006 - 2015



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

Table 39: Alcohol-involved Young Adult Drivers[13] (20-24) by Hour, 2015

Hour [1]	Alcohol-involved Young Adult Drivers (20-24) in Crashes	
	Count	Percent
Midnight	24	6.7%
1 a.m.	20	5.6%
2 a.m.	32	8.9%
3 a.m.	28	7.8%
4 a.m.	25	7.0%
5 a.m.	15	4.2%
6 a.m.	3	0.8%
7 a.m.	9	2.5%
8 a.m.	4	1.1%
9 a.m.	6	1.7%
10 a.m.	1	0.3%
11 a.m.	2	0.6%
Noon	3	0.8%
1 p.m.	3	0.8%
2 p.m.	8	2.2%
3 p.m.	6	1.7%
4 p.m.	13	3.6%
5 p.m.	14	3.9%
6 p.m.	19	5.3%
7 p.m.	17	4.7%
8 p.m.	20	5.6%
9 p.m.	18	5.0%
10 p.m.	28	7.8%
11 p.m.	37	10.3%
Missing Data	3	0.8%
Total	358	100.0%

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

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

Motorcyclists

- Motorcycle-involved crashes accounted for 4.0 percent of all alcohol-involved crashes. (Table 40)
- Of the 85 alcohol-involved motorcycle crashes in 2015, 8.2 percent (7) were fatal crashes, and 83.5 percent (71) were injury crashes. (Table 41)

Table 40: Alcohol-involved Motorcycle Crashes[14], 2015

Motorcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Motorcycle-involved	85	4.0%
Motorcycle Not Involved	2,040	96.0%
Total Alcohol-involved Crashes	2,125	100.0%

Table 41: Alcohol-involved Motorcycle Crashes[14] by Crash Severity, 2015

Crash Severity	Alcohol-involved Motorcycle Crashes	
	Count	Percent
Fatal Crashes	7	8.2%
Injury Crashes	71	83.5%
Property Damage Only Crashes	7	8.2%
Total Motorcycle-involved Crashes	85	100.0%

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

Table 42: Alcohol-involved Motorcycle Crashes[15], 2006 - 2015

Year	Motorcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2006	100	1,261	7.9%
2007	112	1,261	8.9%
2008	130	1,485	8.8%
2009	109	1,381	7.9%
2010	104	1,223	8.5%
2011	116	1,319	8.8%
2012	120	1,214	9.9%
2013	90	1,119	8.0%
2014	103	1,135	9.1%
2015	85	1,125	7.6%

- Since 2006, alcohol-involved motorcycle crashes accounted for about 8 percent to 10 percent of all motorcycle crashes. (Table 42)
- In 2015, Rio Arriba County had 10.1 alcohol-involved motorcycle crashes per 100,000 residents, more than twice as much as the statewide rate of 4.1. (Table 43)

Table 43: Top Counties for Alcohol-involved Motorcycle Crashes[15], 2011 - 2015

2015 Rank[1]	County	Alcohol-involved Motorcycle Crashes					2015 Population	Alcohol-involved Motorcycle Crashes per 100,000 County Residents
		2011	2012	2013	2014	2015		
1	Bernalillo	34	22	23	30	31	676,685	**4.6**
2	Doña Ana	10	17	18	7	8	214,295	**3.7**
3	Sandoval	5	7	3	6	7	139,394	**5.0**
4	San Juan	15	7	6	10	4	118,737	**3.4**
4	Santa Fe	10	12	6	9	4	148,686	**2.7**
4	Rio Arriba	3	3	0	2	4	39,465	**10.1**
All Other Counties		39	52	34	39	27	747,847	**3.6**
Statewide Total		116	120	90	103	85	2,085,109	**4.1**

[1] Counties have the same rank if they have the same number of crashes in 2015.

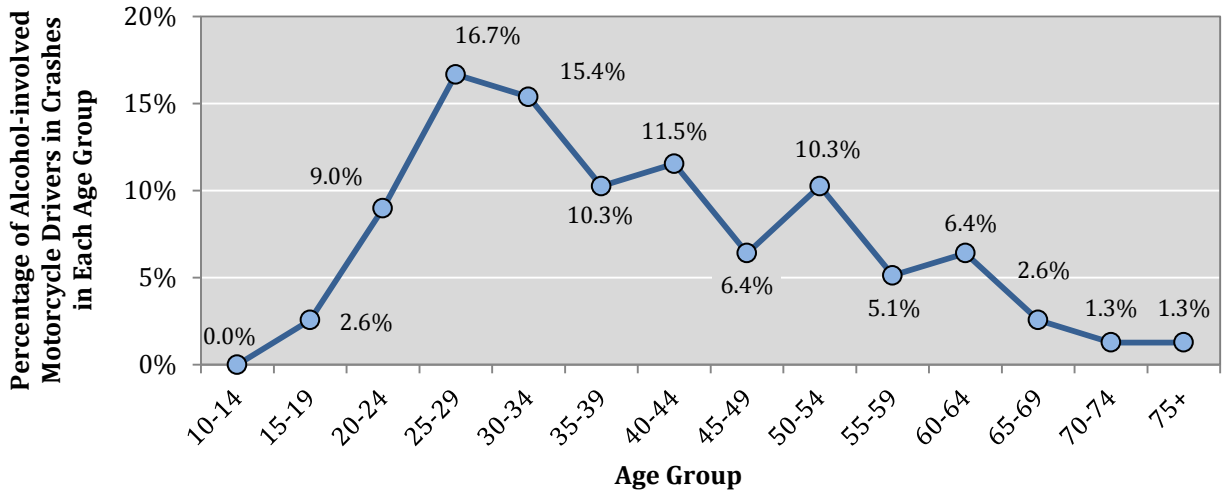
[15] An alcohol-involved motorcycle crash is a crash involving one or more motorcyclists in which any vehicle driver or motorcycle driver in the crash was alcohol-involved.

Table 44: Alcohol-involved Motorcycle Driver[16] Crash Rates, 2011 - 2015

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
2011	103	64,912	108,700	15.9	9.5
2012	105	66,666	113,814	15.8	9.2
2013	80	65,321	114,136	12.2	7.0
2014	87	64,598	116,291	13.5	7.5
2015	78	63,248	117,944	12.3	6.6

- The rate of alcohol-involved motorcycle drivers in crashes (per 10,000 licensed motorcycle drivers) has fallen to the lowest level in the past five years, 6.6. (Table 44)
- Ages 25-34 made up 32.1 percent of alcohol-involved motorcycle drivers in crashes. (Figure 17, Table 45)
- Almost all alcohol-involved motorcycle drivers in crashes (92.3 percent) were males. (Table 45)

Figure 17: Percentage of Alcohol-involved Motorcycle Drivers[16] in Crashes by Age Group, 2015

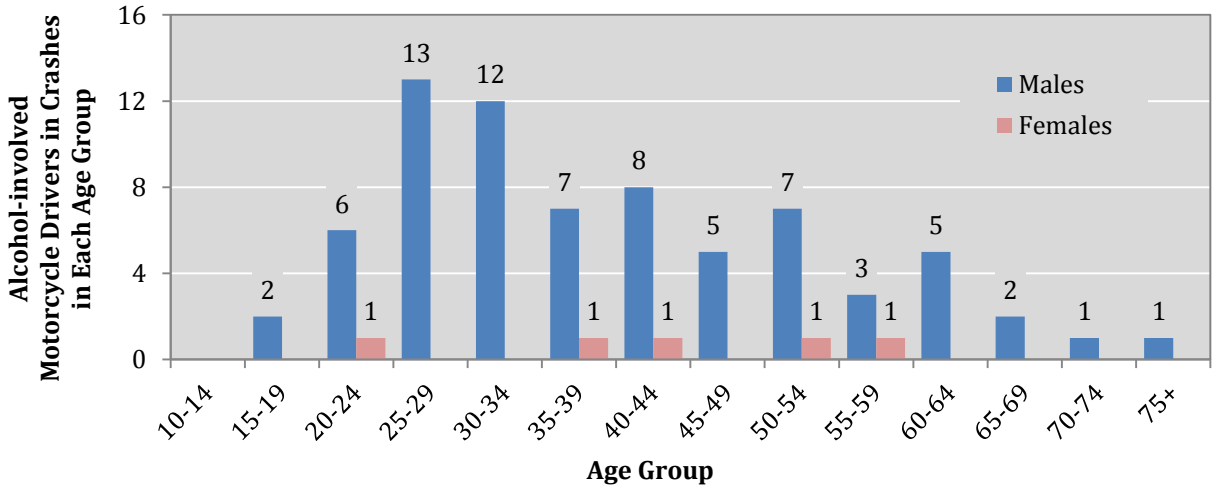


[16] "Alcohol-involved motorcycle drivers" are motorcycle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 45: Alcohol-involved Motorcycle Drivers[17] in Crashes by Age and Sex, 2015

Age Group	Alcohol-involved Motorcycle Drivers in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	2	2.8%	0	0.0%	0	0.0%	2	2.6%	-
20-24	6	8.3%	1	20.0%	0	0.0%	7	9.0%	6
25-29	13	18.1%	0	0.0%	0	0.0%	13	16.7%	-
30-34	12	16.7%	0	0.0%	0	0.0%	12	15.4%	-
35-39	7	9.7%	1	20.0%	0	0.0%	8	10.3%	7
40-44	8	11.1%	1	20.0%	0	0.0%	9	11.5%	8
45-49	5	6.9%	0	0.0%	0	0.0%	5	6.4%	-
50-54	7	9.7%	1	20.0%	0	0.0%	8	10.3%	7
55-59	3	4.2%	1	20.0%	0	0.0%	4	5.1%	3
60-64	5	6.9%	0	0.0%	0	0.0%	5	6.4%	-
65-69	2	2.8%	0	0.0%	0	0.0%	2	2.6%	-
70-74	1	1.4%	0	0.0%	0	0.0%	1	1.3%	-
75+	1	1.4%	0	0.0%	0	0.0%	1	1.3%	-
Missing Data	0	0.0%	0	0.0%	1	100.0%	1	1.3%	-
Total	72	100%	5	100%	1	100%	78	100%	14

Figure 18: Alcohol-involved Motorcycle Drivers[17] in Crashes by Age and Sex, 2015



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

Pedestrians

- Alcohol-involved pedestrian crashes accounted for 5.9 percent of all alcohol-involved crashes. (Table 46)
- Of the 125 alcohol-involved pedestrian crashes, 21.6 percent (27) were fatal crashes, and 73.6 percent (92) were injury crashes. (Table 47)

Table 46: Alcohol-involved Pedestrian Crashes[18], 2015

Pedestrian Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedestrian-involved	125	5.9%
Pedestrian Not Involved	2,000	94.1%
Total Alcohol-involved Crashes	2,125	100.0%

Table 47: Alcohol-involved Pedestrian[18] Crashes by Crash Severity, 2015

Crash Severity	Alcohol-involved Pedestrian Crashes	
	Count	Percent
Fatal Crashes	27	21.6%
Injury Crashes	92	73.6%
Property Damage Only Crashes	6	4.8%
Total Alcohol-involved Pedestrian Crashes	125	100.0%

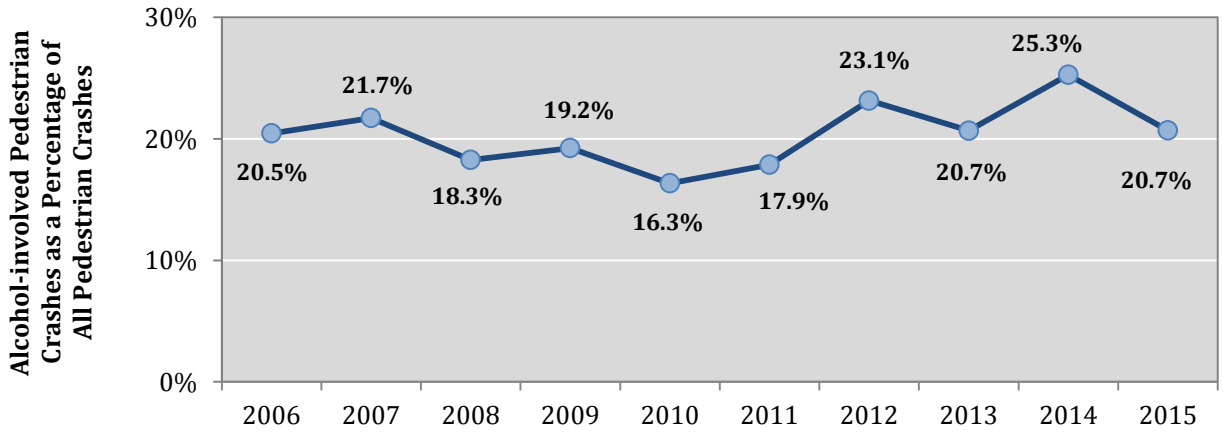
[18] An alcohol-involved pedestrian crash is a crash involving one or more pedestrians in which any driver or pedestrian in the crash was alcohol-involved.

Table 48: Alcohol-involved Pedestrian Crashes[19], 2006 - 2015

Year	Pedestrian-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2006	99	484	20.5%
2007	106	488	21.7%
2008	89	487	18.3%
2009	97	504	19.2%
2010	68	416	16.3%
2011	74	414	17.9%
2012	100	432	23.1%
2013	103	498	20.7%
2014	141	558	25.3%
2015	125	604	20.7%

- The number of alcohol-involved pedestrian crashes is at its second-highest level in the past 10 years. From 2006 to 2015, the number rose 26.3 percent. (Table 48)

Figure 19: Alcohol-involved Pedestrian Crashes[19], 2006 - 2015



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

Demographics – Pedestrians

Table 49: Top-Ranking Counties for Alcohol-involved Pedestrian Crashes, 2011 - 2015

2015 Rank[1]	County	Alcohol-involved Pedestrian Crashes[2]					2015 Population	Alcohol-involved Pedestrian Crashes per 100,000 County Residents
		2011	2012	2013	2014	2015		
1	Bernalillo	32	47	45	69	57	676,685	**8.4**
2	San Juan	9	14	14	16	16	118,737	**13.5**
2	McKinley	6	12	19	24	16	76,708	**20.9**
4	Santa Fe	7	7	8	9	6	148,686	**4.0**
5	Chaves	1	1	2	2	4	65,764	**6.1**
5	Doña Ana	3	4	3	6	4	214,295	**1.9**
All Other Counties		16	15	12	15	22	784,234	**2.8**
Statewide Total		74	100	103	141	125	2,085,109	**6.0**

[1] Counties have the same rank if they have the same number of crashes in 2015.

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

- Three counties – Bernalillo, McKinley, and San Juan – accounted for 71.2 percent of alcohol-involved pedestrian crashes. (Table 49)
- Out of all pedestrians in alcohol-involved crashes, 88.5 percent were under the influence of alcohol. That rate has fallen four years in a row. (Table 50)
- In 2015, 41.7 percent of all alcohol-involved pedestrians in crashes were 45 through 59 years old. (Figure 20, Table 51)
- In 2015, 81.7 percent of alcohol-involved pedestrians in crashes were male. (Table 51)

Table 50: Alcohol-involved Pedestrians in Alcohol-involved Crashes, 2011 - 2015

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]
2011	59	74	79.7%
2012	96	103	93.2%
2013	97	105	92.4%
2014	131	147	89.1%
2015	115	130	88.5%

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

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

Figure 20: Percentage of Alcohol-involved Pedestrians[20] in Crashes by Age, 2015

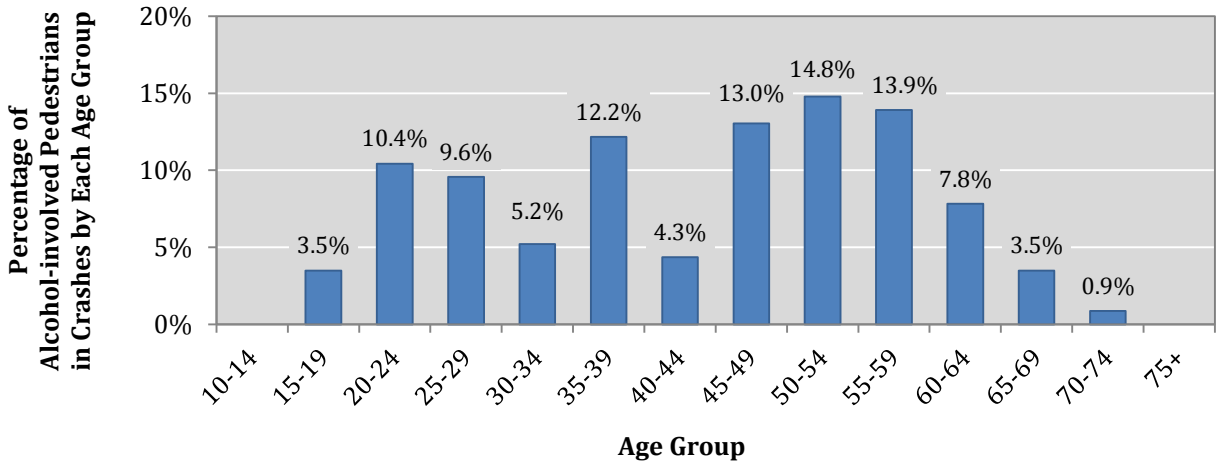


Table 51: Alcohol-involved Pedestrians[20] in Crashes by Age, 2015

Age Group	Alcohol-involved Pedestrians in Crashes								Ratio of Males to Females[1]
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	4	4.3%	0	0.0%	0	0.0%	4	3.5%	-
20-24	9	9.6%	2	10.5%	1	50.0%	12	10.4%	**4.5**
25-29	10	10.6%	1	5.3%	0	0.0%	11	9.6%	**10.0**
30-34	5	5.3%	1	5.3%	0	0.0%	6	5.2%	**5.0**
35-39	9	9.6%	4	21.1%	1	50.0%	14	12.2%	**2.3**
40-44	5	5.3%	0	0.0%	0	0.0%	5	4.3%	-
45-49	9	9.6%	6	31.6%	0	0.0%	15	13.0%	**1.5**
50-54	15	16.0%	2	10.5%	0	0.0%	17	14.8%	**7.5**
55-59	14	14.9%	2	10.5%	0	0.0%	16	13.9%	**7.0**
60-64	8	8.5%	1	5.3%	0	0.0%	9	7.8%	**8.0**
65-69	4	4.3%	0	0.0%	0	0.0%	4	3.5%	-
70-74	1	1.1%	0	0.0%	0	0.0%	1	0.9%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	1	1.1%	0	0.0%	0	0.0%	1	0.9%	-
Total	94	100.0%	19	100.0%	2	100.0%	115	100.0%	**4.9**

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

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

Pedalcyclists (Bicyclists)

- Alcohol-involved pedalcycle crashes accounted for 1.1 percent of all alcohol-involved crashes in 2015. (Table 52)
- Of the 23 alcohol-involved pedalcycle crashes, 21.7 percent (5) were fatal crashes and 65.2 percent (15) were injury crashes. (Table 53)

Table 52: Alcohol-involved Pedalcycle Crashes[21], 2015

Pedalcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedalcycle-involved	23	1.1%
Pedalcycle Not Involved	2,102	98.9%
Total Alcohol-involved Crashes	2,125	100.0%

Table 53: Alcohol-involved Pedalcycle Crashes[21] by Crash Severity, 2015

Crash Severity	Alcohol-involved Pedalcycle Crashes	
	Count	Percent
Fatal Crashes	5	21.7%
Injury Crashes	15	65.2%
Property Damage Only Crashes	3	13.0%
Total Alcohol-involved Pedalcycle Crashes	23	100.0%

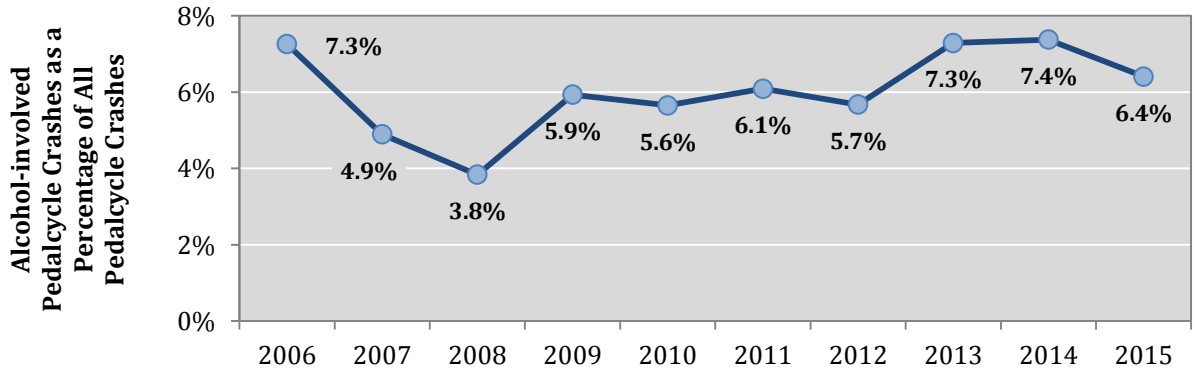
[21] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists in which any vehicle driver or pedalcyclist in the crash was alcohol-involved.

Table 54: Alcohol-involved Pedalcycle Crashes[22], 2006 - 2015

Year	Pedalcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2006	28	386	7.3%
2007	18	368	4.9%
2008	15	391	3.8%
2009	22	371	5.9%
2010	20	354	5.6%
2011	21	345	6.1%
2012	22	388	5.7%
2013	22	302	7.3%
2014	23	312	7.4%
2015	23	359	6.4%

- From 2014 to 2015, the total number of pedalcycle-involved crashes jumped from 312 to 359, leading the percentage of alcohol-involved pedalcycle crashes among all pedalcycle-involved crashes to slip from 7.4 percent to 6.4 percent. (Table 54, Figure 21)

Figure 21: Alcohol-involved Pedalcycle Crashes[22], 2006 - 2015



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

Demographics – Pedalcyclists

Table 55: Top-Ranking Counties for Alcohol-involved Pedalcycle Crashes, 2011 - 2015

2015 Rank	County	Alcohol-involved Pedalcycle Crashes[1]					2015 Population	Alcohol-involved Pedalcycle Crashes per 100,000 County Residents
		2011	2012	2013	2014	2015		
1	Bernalillo	10	13	7	9	11	676,685	**1.6**
2	Santa Fe	2	0	4	3	5	148,686	**3.4**
3	Lea	0	0	1	0	2	71,180	**2.8**
All Other Counties		9	9	10	11	5	1,188,558	**0.4**
Statewide Total		21	22	22	23	23	2,085,109	**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 2015, 47.8 percent of all alcohol-involved pedalcycle crashes occurred in Bernalillo County. (Table 55)
- Out of all pedalcyclists in alcohol-involved crashes, 78.3 percent were under the influence of alcohol. (Table 56)
- In 2015, 88.9 percent of alcohol-involved pedalcyclists in crashes (16 out of 18) were male. (Table 57)

Table 56: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2011 - 2015

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]
2011	20	21	95.2%
2012	21	22	95.5%
2013	20	22	90.9%
2014	20	26	76.9%
2015	18	23	78.3%

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

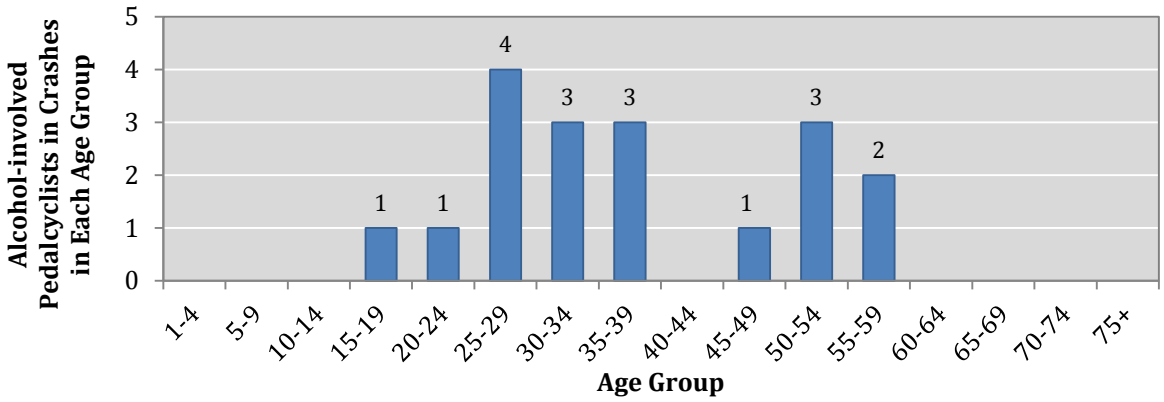
[2] The percentage of pedalcyclists under the influence of alcohol out of all pedalcyclists in alcohol-involved crashes.

Table 57: Alcohol-involved Pedalcyclists[23] in Crashes by Age and Sex, 2015

Age Group	Alcohol-involved Pedalcyclists in Crashes								Ratio[1] Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
5-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	1	6.3%	0	0.0%	0	0.0%	1	5.6%	-
20-24	1	6.3%	0	0.0%	0	0.0%	1	5.6%	-
25-29	2	12.5%	2	100.0%	0	0.0%	4	22.2%	1.0
30-34	3	18.8%	0	0.0%	0	0.0%	3	16.7%	-
35-39	3	18.8%	0	0.0%	0	0.0%	3	16.7%	-
40-44	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
45-49	1	6.3%	0	0.0%	0	0.0%	1	5.6%	-
50-54	3	18.8%	0	0.0%	0	0.0%	3	16.7%	-
55-59	2	12.5%	0	0.0%	0	0.0%	2	11.1%	-
60-64	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
65-69	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	16	100.0%	2	100.0%	0	0.0%	18	100.0%	8.0

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

Figure 22: Alcohol-involved Pedalcyclists[23] in Crashes by Age Group, 2015



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

Alcohol-involved Drivers

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

- Male drivers were 72.0 percent of all alcohol-involved drivers in crashes. (Table 58)
- Out-of-state drivers were 6.7 percent of all alcohol-involved drivers. (Table 59)

Table 58: Alcohol-involved Drivers[24] in Crashes by Sex, 2015

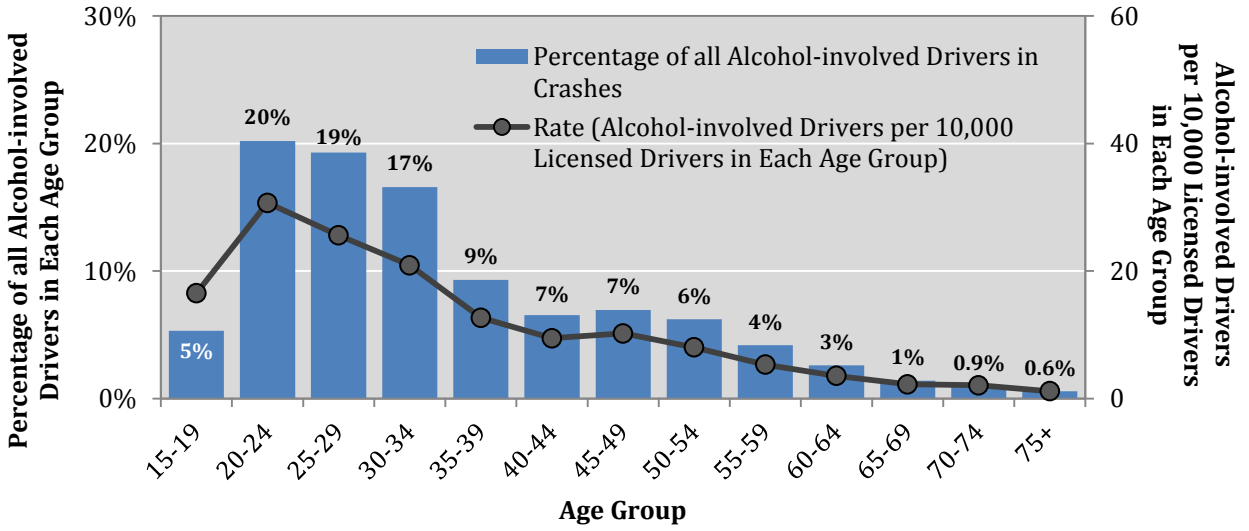
Sex	Alcohol-involved Drivers	
	Count	Percent
Males	1,276	72.0%
Females	497	28.0%
Total Drivers	1,773	100.0%

Table 59: Alcohol-involved Drivers[24] in Crashes by License Type and Residence, 2015

Driver License Type	Alcohol-involved Drivers (Residents and Non-Residents)							
	New Mexico Resident		Out of State		Missing Data		Total Drivers	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Operator	1,378	95.3%	68	4.7%	0	0.0%	1,446	100%
CDL Class A	24	88.9%	2	7.4%	1	3.7%	27	100%
CDL Class B	10	90.9%	0	0.0%	1	9.1%	11	100%
CDL Class C	16	42.1%	21	55.3%	1	2.6%	38	100%
ID Card	190	89.6%	22	10.4%	0	0.0%	212	100%
Motorcycle Only	4	100.0%	0	0.0%	0	0.0%	4	100%
CDL Non-Commercial	12	92.3%	1	7.7%	0	0.0%	13	100%
Missing Data	139	76.8%	16	8.8%	26	14.4%	181	100%
Total	1,773	91.8%	130	6.7%	29	1.5%	1,932	100%

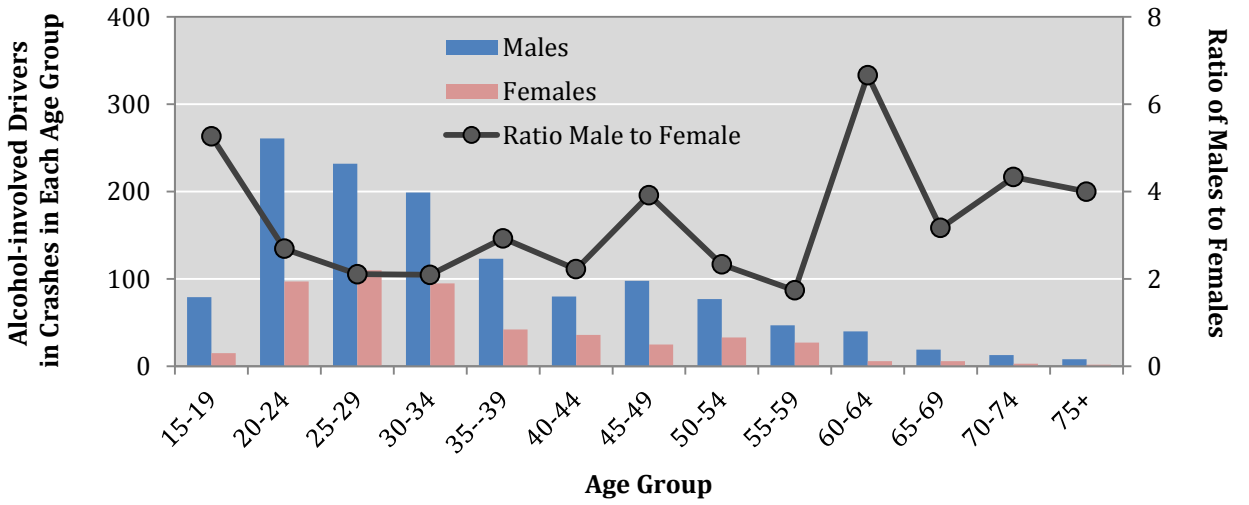
[24] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) residence is not in New Mexico (except Table 59), or 4) the person is a pedestrian or pedalcyclist.

Figure 23: Percentage and Rate of Alcohol-involved Drivers[25] in Crashes by Age Group, 2015



- The 20-24 age group had both the highest portion, at 20.2 percent, and the highest rate of alcohol-involved drivers in crashes. (Table 60, Figure 23, Figure 25)

Figure 24: Alcohol-involved Drivers[25] in Crashes by Age and Sex, 2015



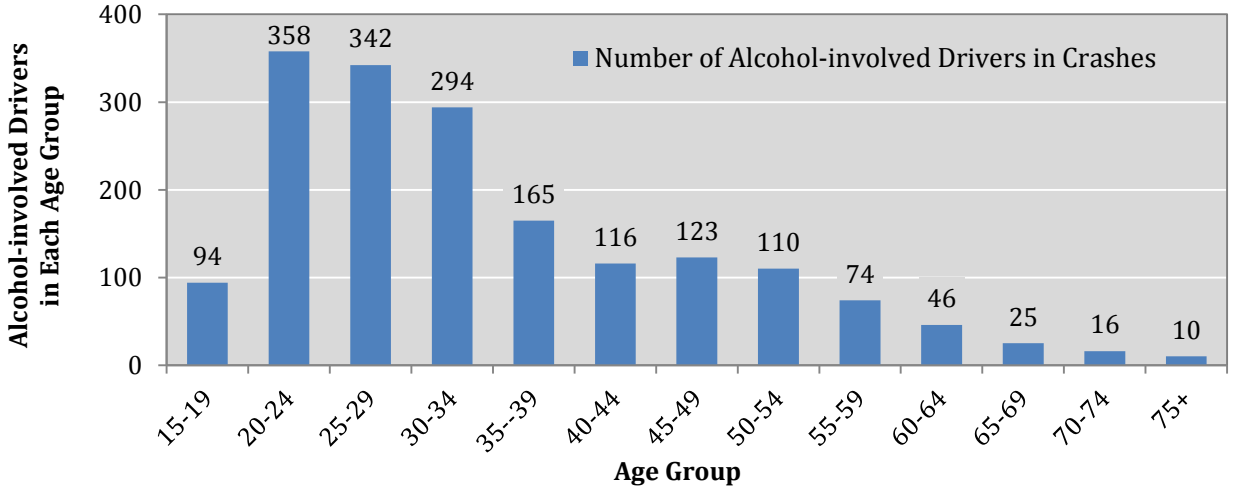
[25] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) the residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Demographics – Alcohol-involved Drivers

Table 60: Alcohol-involved Drivers[26] in Crashes by Age and Sex, 2015

Age Group	Alcohol-involved Drivers in Crashes							2015 Licensed Drivers	Rate (Alcohol-involved Drivers per 10,000 Licensed Drivers in Each Age Group)
	Males		Females		Total		Ratio Male to Female		
	Count	Percent	Count	Percent	Count	Percent			
15-19	79	6.2%	15	3.0%	94	5.3%	5.3	56,946	**16.5**
20-24	261	20.5%	97	19.5%	358	20.2%	2.7	116,661	**30.7**
25-29	232	18.2%	110	22.1%	342	19.3%	2.1	133,633	**25.6**
30-34	199	15.6%	95	19.1%	294	16.6%	2.1	140,710	**20.9**
35-39	123	9.6%	42	8.5%	165	9.3%	2.9	130,260	**12.7**
40-44	80	6.3%	36	7.2%	116	6.5%	2.2	122,727	**9.5**
45-49	98	7.7%	25	5.0%	123	6.9%	3.9	120,481	**10.2**
50-54	77	6.0%	33	6.6%	110	6.2%	2.3	137,205	**8.0**
55-59	47	3.7%	27	5.4%	74	4.2%	1.7	139,260	**5.3**
60-64	40	3.1%	6	1.2%	46	2.6%	6.7	129,524	**3.6**
65-69	19	1.5%	6	1.2%	25	1.4%	3.2	111,724	**2.2**
70-74	13	1.0%	3	0.6%	16	0.9%	4.3	76,575	**2.1**
75+	8	0.6%	2	0.4%	10	0.6%	4.0	86,551	**1.2**
Total	1,276	100%	497	100%	1,773	100%	2.6	1,502,257	**11.8**

Figure 25: Alcohol-involved Drivers[26] in Crashes by Age Group, 2015



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

Demographics – Alcohol-involved Drivers

- From 2006 to 2015, the number of alcohol-involved drivers in crashes rose for those 30-34 years old (up 37.4 percent) and all age groups 55-74 years old. (Table 61)

Table 61: Alcohol-involved Drivers[27] in Crashes by Age Group, 2006 - 2015

Age Group	Alcohol-involved Drivers in Crashes[1]										Percent Change 2006-2015
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
15-19	237	234	182	213	141	166	161	90	124	94	-60.3%
20-24	453	491	448	507	412	460	391	385	378	358	-21.0%
25-29	344	330	320	383	304	344	296	281	293	342	-0.6%
30-34	214	177	199	271	244	240	241	176	218	294	37.4%
35-39	193	176	170	192	163	170	169	175	143	165	-14.5%
40-44	169	174	149	176	159	153	151	121	143	116	-31.4%
45-49	148	168	158	170	140	159	143	113	96	123	-16.9%
50-54	117	103	94	111	122	119	110	100	103	110	-6.0%
55-59	58	76	65	73	74	67	63	63	82	74	27.6%
60-64	29	25	36	44	41	50	46	47	49	46	58.6%
65-69	19	13	14	21	25	29	23	23	24	25	31.6%
70-74	10	17	10	8	6	11	10	7	10	16	60.0%
75+	10	8	8	14	4	5	13	10	10	10	0.0%
Total	2,001	1,992	1,853	2,183	1,835	1,973	1,817	1,591	1,673	1,773	-11.4%

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

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

Seat Position and Victims

Table 62: People in Alcohol-involved Crashes by Sex and Seat Position, 2015

Seat Position	People in Alcohol-involved Crashes				Ratio Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	1,968	940	293	3,201	**2.1**
Front Seat Passengers	375	389	6	770	**1.0**
All Other Passengers	258	250	5	513	**1.0**
Motorcyclists[1]					
Motorcycle Drivers	75	4	1	80	**18.8**
Motorcycle Passengers	1	9	0	10	**0.1**
Nonmotorists					
Pedalcyclists	20	2	1	23	**10.0**
Pedestrians	101	25	4	130	**4.0**
Missing Data	50	40	46	136	**1.3**
Total People	2,848	1,659	356	4,863	**1.7**

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

- There were 75 male and 4 female motorcycle drivers in alcohol-involved crashes, resulting in a male-to-female motorcycle driver ratio of 18.8 to 1. (Table 62)
- There were 20 male and 2 female pedalcyclists in alcohol-involved crashes, resulting in a male-to-female pedalcyclist ratio of 10 to 1. (Table 62)
- More than half of all people in alcohol-involved crashes were victims. (Table 63)

Table 63: Victims of Alcohol-involved Crashes, 2015

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]	33	93	217	435	1,918	2,696	**55.4%**
Non-victims[2]	87	131	365	213	1,371	2,167	**44.6%**
Total People	120	224	582	648	3,289	4,863	**100.0%**

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

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

Belt Use

- There were 37 male and 21 female unbelted fatalities in alcohol-involved crashes, for a male-to-female ratio of 1.8 to 1. (Table 64)
- More than half of all unbelted fatalities in alcohol-involved crashes were 20-34 years old (53.4 percent). (Table 64)

Table 64: Unbelted Fatalities[28] in Alcohol-involved Crashes by Age and Sex, 2015

Age Group	Unbelted Fatalities in Alcohol-involved Crashes						Ratio of Males to Females[1]
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	-
5-9	0	0.0%	0	0.0%	0	0.0%	-
10-14	1	2.7%	0	0.0%	1	1.7%	-
15-19	1	2.7%	2	9.5%	3	5.2%	**0.5**
20-24	7	18.9%	3	14.3%	10	17.2%	**2.3**
25-29	6	16.2%	4	19.0%	10	17.2%	**1.5**
30-34	7	18.9%	4	19.0%	11	19.0%	**1.8**
35-39	4	10.8%	3	14.3%	7	12.1%	**1.3**
40-44	3	8.1%	0	0.0%	3	5.2%	-
45-49	3	8.1%	1	4.8%	4	6.9%	**3.0**
50-54	1	2.7%	1	4.8%	2	3.4%	**1.0**
55-59	3	8.1%	2	9.5%	5	8.6%	**1.5**
60-64	1	2.7%	1	4.8%	2	3.4%	**1.0**
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%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	-
Total	37	100.0%	21	100.0%	58	100.0%	**1.8**

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

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

DWI Enforcement

Arrests

Table 65: DWI Arrests by County[29], 2011 - 2015

County	DWI Arrests					Percent of all 2015 DWI Arrests	Percent Change 2011-2015	Percent Change 2014-2015
	2011	2012	2013	2014	2015			
Bernalillo	4,713	4,533	3,859	3,330	2,363	24.7%	-49.9%	-29.0%
Catron	18	12	4	6	5	0.1%	-72.2%	-16.7%
Chaves	306	289	216	278	251	2.6%	-18.0%	-9.7%
Cibola	284	231	196	220	265	2.8%	-6.7%	20.5%
Colfax	82	44	43	40	51	0.5%	-37.8%	27.5%
Curry	217	208	117	167	143	1.5%	-34.1%	-14.4%
De Baca	10	9	8	10	8	0.1%	-20.0%	-20.0%
Doña Ana	1,148	1,125	1,118	841	749	7.8%	-34.8%	-10.9%
Eddy	292	251	186	277	260	2.7%	-11.0%	-6.1%
Grant	227	168	180	151	132	1.4%	-41.9%	-12.6%
Guadalupe	37	41	42	22	15	0.2%	-59.5%	-31.8%
Harding	1	1	0	1	3	0.0%	200.0%	200.0%
Hidalgo	24	36	25	18	21	0.2%	-12.5%	16.7%
Lea	288	233	263	386	397	4.1%	37.8%	2.8%
Lincoln	134	113	96	83	107	1.1%	-20.1%	28.9%
Los Alamos	49	56	53	51	37	0.4%	-24.5%	-27.5%
Luna	135	112	93	104	85	0.9%	-37.0%	-18.3%
McKinley	634	497	647	554	582	6.1%	-8.2%	5.1%
Mora	19	16	23	30	25	0.3%	31.6%	-16.7%
Otero	200	252	319	311	263	2.7%	31.5%	-15.4%
Quay	44	43	47	42	40	0.4%	-9.1%	-4.8%
Rio Arriba	255	264	386	283	239	2.5%	-6.3%	-15.5%
Roosevelt	122	67	52	38	29	0.3%	-76.2%	-23.7%
Sandoval	516	667	677	663	626	6.5%	21.3%	-5.6%
San Juan	1,288	1,065	1,054	1,190	1,158	12.1%	-10.1%	-2.7%
San Miguel	211	175	176	174	146	1.5%	-30.8%	-16.1%
Santa Fe	1,003	825	845	938	808	8.4%	-19.4%	-13.9%
Sierra	135	113	80	55	52	0.5%	-61.5%	-5.5%
Socorro	193	153	100	119	81	0.8%	-58.0%	-31.9%
Taos	199	162	184	186	208	2.2%	4.5%	11.8%
Torrance	72	64	65	56	43	0.4%	-40.3%	-23.2%
Union	11	7	7	11	13	0.1%	18.2%	18.2%
Valencia	303	249	280	322	357	3.7%	17.8%	10.9%
Missing Data	92	206	246	42	6	0.1%	-93.5%	-85.7%
Total DWI Arrests	13,262	12,287	11,687	10,999	9,568	100.0%	-27.9%	-13.0%

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

Table 66: DWI Arrests by City[30], 2011 - 2015

City	DWI Arrests					Percent of all 2015 DWI Arrests	Percent Change 2011-2015	Percent Change 2014-2015
	2011	2012	2013	2014	2015			
Alamogordo	160	163	204	199	172	1.8%	7.5%	-13.6%
Albuquerque	3,944	3,892	3,387	2,992	2,236	23.4%	-43.3%	-25.3%
Anthony	59	97	98	72	49	0.5%	-16.9%	-31.9%
Artesia	101	77	48	65	70	0.7%	-30.7%	7.7%
Aztec	106	87	94	122	94	1.0%	-11.3%	-23.0%
Belen	118	104	114	111	132	1.4%	11.9%	18.9%
Bernalillo	85	86	89	60	56	0.6%	-34.1%	-6.7%
Bloomfield	121	87	93	122	135	1.4%	11.6%	10.7%
Carlsbad	193	178	148	199	204	2.1%	5.7%	2.5%
Clovis	205	205	125	152	131	1.4%	-36.1%	-13.8%
Corrales	37	46	35	45	22	0.2%	-40.5%	-51.1%
Cuba	68	46	47	41	67	0.7%	-1.5%	63.4%
Deming	128	106	103	97	75	0.8%	-41.4%	-22.7%
Edgewood	67	60	43	45	22	0.2%	-67.2%	-51.1%
Española	185	150	193	175	162	1.7%	-12.4%	-7.4%
Farmington	535	478	471	526	463	4.8%	-13.5%	-12.0%
Fruitland	88	74	74	76	93	1.0%	5.7%	22.4%
Gallup	221	152	179	167	168	1.8%	-24.0%	0.6%
Grants	95	74	63	70	95	1.0%	0.0%	35.7%
Hobbs	219	169	198	259	259	2.7%	18.3%	0.0%
Kirtland	89	63	61	70	69	0.7%	-22.5%	-1.4%
Las Cruces	831	739	736	578	537	5.6%	-35.4%	-7.1%
Las Vegas	153	130	137	121	110	1.1%	-28.1%	-9.1%
Los Alamos	61	51	47	44	35	0.4%	-42.6%	-20.5%
Los Lunas	256	250	235	253	220	2.3%	-14.1%	-13.0%
Lovington	55	59	45	61	82	0.9%	49.1%	34.4%
Portales	87	59	54	38	25	0.3%	-71.3%	-34.2%
Raton	44	22	27	16	27	0.3%	-38.6%	68.8%
Rio Rancho	487	534	503	450	343	3.6%	-29.6%	-23.8%
Roswell	309	289	216	258	205	2.1%	-33.7%	-20.5%
Ruidoso	46	42	37	38	52	0.5%	13.0%	36.8%
Santa Fe	838	765	768	752	630	6.6%	-24.8%	-16.2%
Shiprock	151	117	139	117	123	1.3%	-18.5%	5.1%
Silver City	141	105	110	98	86	0.9%	-39.0%	-12.2%
Socorro	91	79	52	52	36	0.4%	-60.4%	-30.8%
Sunland Park	73	68	55	50	23	0.2%	-68.5%	-54.0%
T or C	86	83	50	44	36	0.4%	-58.1%	-18.2%
Taos	143	135	124	136	134	1.4%	-6.3%	-1.5%
Thoreau	30	28	35	27	38	0.4%	26.7%	40.7%
Tucumcari	32	44	39	33	34	0.4%	6.3%	3.0%
Other Cities and Rural	2,524	2,294	2,411	2,168	2,018	21.1%	-20.0%	-6.9%
Total	13,262	12,287	11,687	10,999	9,568	100.0%	-27.9%	-13.0%

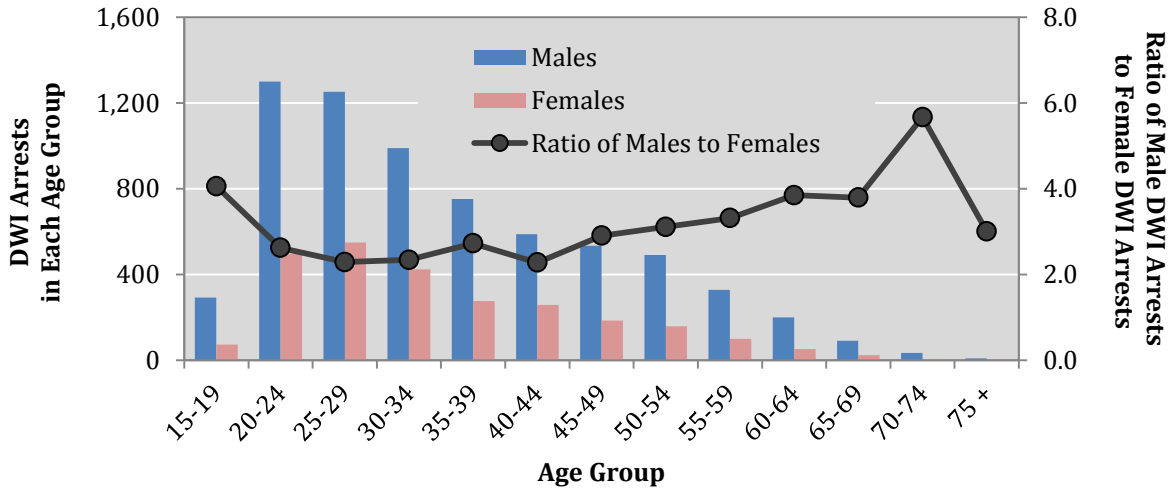
[30] "City" refers to the city residence of the driver, not the city where the driver was arrested for DWI. DWI arrests are for either DWI or aggravated DWI.

Table 67: DWI Arrests by Age and Sex[31], 2015

Age Group	DWI Arrests by Age and Sex								Ratio of Males to Females[1]
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
< 15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	292	4.3%	72	2.8%	0	0.0%	364	3.8%	**4.1**
20-24	1,299	18.9%	496	19.1%	0	0.0%	1,795	18.8%	**2.6**
25-29	1,252	18.3%	548	21.1%	0	0.0%	1,800	18.8%	**2.3**
30-34	989	14.4%	423	16.3%	0	0.0%	1,412	14.8%	**2.3**
35-39	751	11.0%	276	10.6%	0	0.0%	1,027	10.7%	**2.7**
40-44	587	8.6%	258	9.9%	0	0.0%	845	8.8%	**2.3**
45-49	534	7.8%	184	7.1%	0	0.0%	718	7.5%	**2.9**
50-54	491	7.2%	158	6.1%	0	0.0%	649	6.8%	**3.1**
55-59	328	4.8%	99	3.8%	0	0.0%	427	4.5%	**3.3**
60-64	200	2.9%	52	2.0%	0	0.0%	252	2.6%	**3.8**
65-69	91	1.3%	24	0.9%	0	0.0%	115	1.2%	**3.8**
70-74	34	0.5%	6	0.2%	0	0.0%	40	0.4%	**5.7**
75 +	9	0.1%	3	0.12%	0	0.0%	12	0.1%	**3.0**
Missing Data	0	0.0%	0	0.0%	112	100.0%	112	1.2%	-
Total	6,857	100.0%	2,599	100.0%	112	100.0%	9,568	100.0%	**2.6**

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

Figure 26: DWI Arrests by Age and Sex[31], 2015



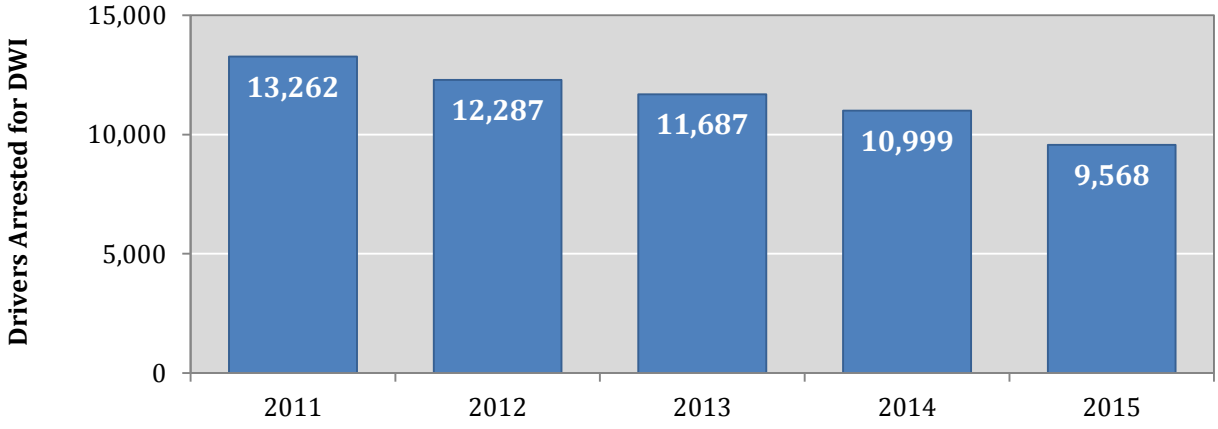
[31] DWI arrests are for either DWI or aggravated DWI.

Table 68: Number of Drivers Arrested for a DWI[32], 2011 - 2015

Age Group	Drivers Arrested for DWI[1]					Percent Change 2011-2015
	2011	2012	2013	2014	2015	
<15	0	1	0	1	0	-
15-19	719	619	469	447	364	-49.4%
20-24	2,782	2,524	2,360	2,101	1,795	-35.5%
25-29	2,500	2,180	2,222	2,018	1,800	-28.0%
30-34	1,814	1,718	1,690	1,618	1,412	-22.2%
35-39	1,276	1,226	1,226	1,213	1,027	-19.5%
40-44	1,144	1,117	1,022	993	845	-26.1%
45-49	1,089	949	866	819	718	-34.1%
50-54	784	802	772	733	649	-17.2%
55-59	496	487	449	470	427	-13.9%
60-64	251	275	243	256	252	0.4%
65-69	105	138	119	119	115	9.5%
70-74	42	34	41	44	40	-4.8%
75 +	20	18	24	30	12	-40.0%
Missing Data	240	199	184	137	112	-53.3%
Total	13,262	12,287	11,687	10,999	9,568	-27.9%

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

Figure 27: Number of Drivers Arrested for DWI[32], 2011 - 2015



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

Convictions

Table 69: DWI Convictions by County[33], 2011 - 2015

County	DWI Convictions					Percent of all 2015 Convictions	Percent Change 2011-2015	Percent Change 2014-2015
	2011	2012	2013	2014	2015			
Bernalillo	3,078	3,275	2,413	1,880	1,492	22.9%	-51.5%	-20.6%
Catron	9	9	1	4	3	0.0%	-66.7%	-25.0%
Chaves	268	258	170	210	203	3.1%	-24.3%	-3.3%
Cibola	166	145	91	77	130	2.0%	-21.7%	68.8%
Colfax	55	28	24	17	34	0.5%	-38.2%	100.0%
Curry	202	181	132	106	122	1.9%	-39.6%	15.1%
De Baca	5	5	7	9	5	0.1%	0.0%	-44.4%
Doña Ana	881	872	688	652	534	8.2%	-39.4%	-18.1%
Eddy	281	227	162	209	202	3.1%	-28.1%	-3.3%
Grant	161	110	144	117	101	1.5%	-37.3%	-13.7%
Guadalupe	25	27	31	22	12	0.2%	-52.0%	-45.5%
Harding	2	1	0	1	1	0.0%	-50.0%	0.0%
Hidalgo	22	25	26	14	18	0.3%	-18.2%	28.6%
Lea	249	161	205	228	284	4.4%	14.1%	24.6%
Lincoln	131	109	89	74	68	1.0%	-48.1%	-8.1%
Los Alamos	30	46	36	49	35	0.5%	16.7%	-28.6%
Luna	96	101	71	67	81	1.2%	-15.6%	20.9%
McKinley	471	351	388	337	308	4.7%	-34.6%	-8.6%
Mora	14	5	14	24	22	0.3%	57.1%	-8.3%
Otero	190	169	227	220	202	3.1%	6.3%	-8.2%
Quay	36	28	27	28	36	0.6%	0.0%	28.6%
Rio Arriba	167	122	163	152	152	2.3%	-9.0%	0.0%
Roosevelt	92	82	54	39	19	0.3%	-79.3%	-51.3%
Sandoval	352	401	542	474	432	6.6%	22.7%	-8.9%
San Juan	1,243	893	818	820	950	14.6%	-23.6%	15.9%
San Miguel	172	134	123	125	83	1.3%	-51.7%	-33.6%
Santa Fe	664	657	512	563	529	8.1%	-20.3%	-6.0%
Sierra	108	83	55	35	36	0.6%	-66.7%	2.9%
Socorro	102	107	93	71	60	0.9%	-41.2%	-15.5%
Taos	125	72	105	121	138	2.1%	10.4%	14.0%
Torrance	65	48	57	39	40	0.6%	-38.5%	2.6%
Union	7	6	7	2	8	0.1%	14.3%	300.0%
Valencia	215	165	172	166	181	2.8%	-15.8%	9.0%
Missing Data	34	52	326	101	6	0.1%	-82.4%	-94.1%
Total Convictions	**9,718**	**8,955**	**7,973**	**7,053**	**6,527**	**100.0%**	**-32.8%**	**-7.5%**

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

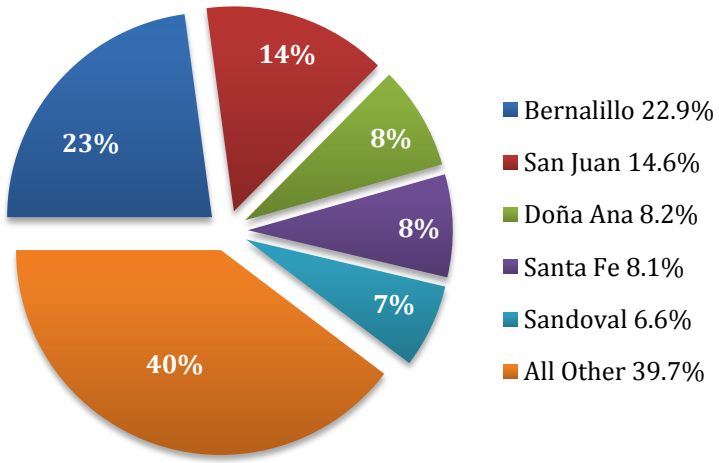
Table 70: Top-Ranking Counties for DWI Convictions[34], 2011 - 2015

2015 Rank[1]	County	New Mexico DWI Total Convictions					2015 Population	DWI Convictions per 10,000 County Residents, 2015
		2011	2012	2013	2014	2015		
1	Bernalillo	3,078	3,275	2,413	1,880	1,492	676,685	**22.0**
2	San Juan	1,243	893	818	820	950	118,737	**80.0**
3	Doña Ana	881	872	688	652	534	214,295	**24.9**
4	Santa Fe	664	657	512	563	529	148,686	**35.6**
5	Sandoval	352	401	542	474	432	139,394	**31.0**
6	McKinley	471	351	388	337	308	76,708	**40.2**
7	Lea	249	161	205	228	284	71,180	**39.9**
8	Chaves	268	258	170	210	203	65,764	**30.9**
9	Eddy	281	227	162	209	202	57,578	**35.1**
9	Otero	190	169	227	220	202	64,362	**31.4**
All Other Counties		2,041	1,691	1,848	1,460	1,391	451,720	**30.8**
Statewide Total		9,718	8,955	7,973	7,053	6,527	2,085,109	**31.3**

[1] Counties have the same rank if they had the same number of convictions in 2015.

- In New Mexico, there were 31.3 DWI convictions per 10,000 New Mexico residents. **San Juan (80.0), McKinley (40.2), Lea (39.9), Santa Fe (35.6)** and **Eddy (35.1)** counties had DWI conviction rates higher than the statewide rate. (Table 70)

Figure 28: Top-Ranking Counties for DWI Convictions[34], 2015



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

DWI Enforcement – Convictions

Table 71: Number of Drivers with a First DWI Conviction[35], 2011 - 2015

County	First DWI Convictions					Percent of First 2015 Convictions	Percent Change 2011-2015	Percent Change 2014-2015
	2011	2012	2013	2014	2015			
Bernalillo	2,007	2,211	1,641	1,236	962	24.4%	-52.1%	-22.2%
Catron	1	5	0	3	3	0.1%	200.0%	0.0%
Chaves	161	144	110	132	128	3.2%	-20.5%	-3.0%
Cibola	98	92	52	39	84	2.1%	-14.3%	115.4%
Colfax	32	17	12	11	21	0.5%	-34.4%	90.9%
Curry	132	110	75	66	87	2.2%	-34.1%	31.8%
De Baca	4	3	6	5	5	0.1%	25.0%	0.0%
Doña Ana	590	595	434	417	355	9.0%	-39.8%	-14.9%
Eddy	162	139	97	134	128	3.2%	-21.0%	-4.5%
Grant	89	64	85	69	49	1.2%	-44.9%	-29.0%
Guadalupe	12	14	17	8	6	0.2%	-50.0%	-25.0%
Harding	1	0	0	0	1	0.0%	0.0%	100.0%
Hidalgo	15	21	21	11	12	0.3%	-20.0%	9.1%
Lea	155	102	130	163	203	5.2%	31.0%	24.5%
Lincoln	86	65	61	42	43	1.1%	-50.0%	2.4%
Los Alamos	18	33	19	32	23	0.6%	27.8%	-28.1%
Luna	57	69	43	46	49	1.2%	-14.0%	6.5%
McKinley	191	161	190	180	132	3.4%	-30.9%	-26.7%
Mora	5	1	8	8	9	0.2%	80.0%	12.5%
Otero	121	104	144	151	141	3.6%	16.5%	-6.6%
Quay	22	18	15	12	23	0.6%	4.5%	91.7%
Rio Arriba	80	67	82	57	60	1.5%	-25.0%	5.3%
Roosevelt	64	59	40	23	9	0.2%	-85.9%	-60.9%
Sandoval	221	264	357	298	274	7.0%	24.0%	-8.1%
San Juan	638	442	409	416	500	12.7%	-21.6%	20.2%
San Miguel	77	60	52	57	21	0.5%	-72.7%	-63.2%
Santa Fe	384	397	314	356	320	8.1%	-16.7%	-10.1%
Sierra	67	59	35	26	27	0.7%	-59.7%	3.8%
Socorro	59	61	55	40	38	1.0%	-35.6%	-5.0%
Taos	74	44	68	71	87	2.2%	17.6%	22.5%
Torrance	32	38	31	18	23	0.6%	-28.1%	27.8%
Union	5	4	4	0	4	0.1%	-20.0%	400.0%
Valencia	118	98	109	91	107	2.7%	-9.3%	17.6%
Missing Data	18	34	213	68	5	0.1%	-72.2%	-92.6%
Total	**5,796**	**5,595**	**4,929**	**4,286**	**3,939**	**100.0%**	**-32.0%**	**-8.1%**

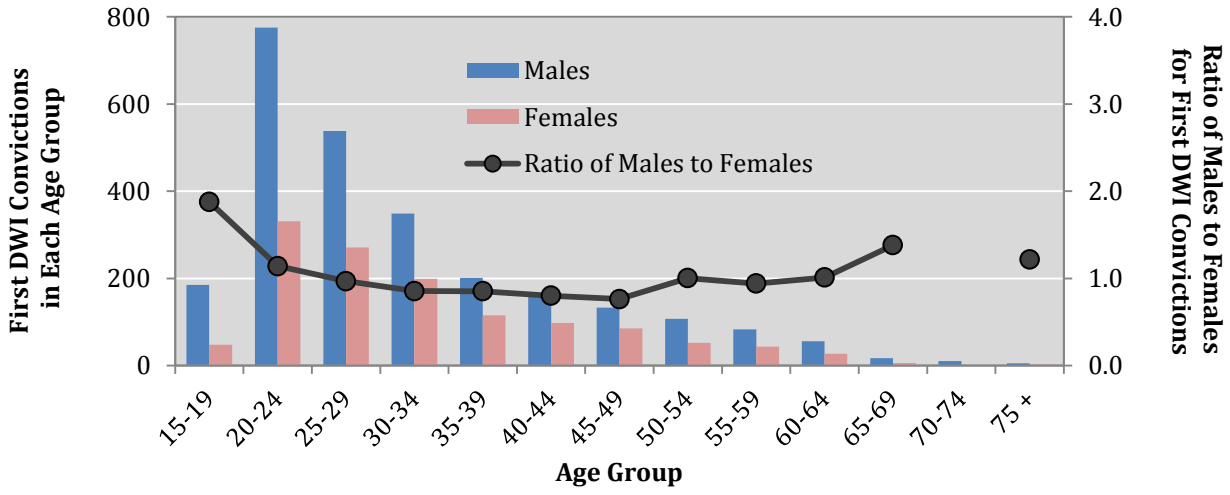
[35] "County" refers to the location where the driver was arrested for DWI, not their county of residence.

Table 72: First DWI Convictions by Age[36] and Sex, 2015

Age Group	First DWI Convictions								Ratio of Males to Females[1]
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	185	7.1%	48	3.8%	0	0.0%	233	5.9%	**3.9**
20-24	775	29.6%	331	25.9%	0	0.0%	1,106	28.1%	**2.3**
25-29	538	20.5%	271	21.2%	0	0.0%	809	20.5%	**2.0**
30-34	349	13.3%	199	15.6%	0	0.0%	548	13.9%	**1.8**
35-39	201	7.7%	115	9.0%	0	0.0%	316	8.0%	**1.7**
40-44	161	6.1%	98	7.7%	0	0.0%	259	6.6%	**1.6**
45-49	133	5.1%	85	6.7%	0	0.0%	218	5.5%	**1.6**
50-54	107	4.1%	52	4.1%	0	0.0%	159	4.0%	**2.1**
55-59	83	3.2%	43	3.4%	0	0.0%	126	3.2%	**1.9**
60-64	56	2.1%	27	2.1%	0	0.0%	83	2.1%	**2.1**
65-69	17	0.6%	6	0.5%	0	0.0%	23	0.6%	**2.8**
70-74	10	0.4%	0	0.0%	0	0.0%	10	0.3%	-
75 +	5	0.2%	2	0.2%	0	0.0%	7	0.2%	**2.5**
Missing Data	0	0.0%	0	0.0%	42	0.0%	42	1.1%	-
Total	2,620	100.0%	1,277	100.0%	42	0.0%	3,939	100.0%	**2.1**

[1] The ratio of males to females is caculated only for years in which there is at least one conviction of each sex in that age group.

Figure 29: First DWI Convictions by Age[36] and Sex, 2015



[36] "Age" refers to age on the day of arrest for a conviction handed down in 2015.

DWI Enforcement – Convictions

Table 73: Repeat DWI Convictions by County[37], 2011 - 2015

County	Repeat DWI Convictions					Percent of Repeat 2015 Convictions	Percent Change 2011-2015	Percent Change 2014-2015
	2011	2012	2013	2014	2015			
Bernalillo	1,071	1,064	772	644	530	20.5%	-50.5%	-17.7%
Catron	8	4	1	1	0	0.0%	-100.0%	-100.0%
Chaves	107	114	60	78	75	2.9%	-29.9%	-3.8%
Cibola	68	53	39	38	46	1.8%	-32.4%	21.1%
Colfax	23	11	12	6	13	0.5%	-43.5%	116.7%
Curry	70	71	57	40	35	1.4%	-50.0%	-12.5%
De Baca	1	2	1	4	0	0.0%	-100.0%	-100.0%
Doña Ana	291	277	254	235	179	6.9%	-38.5%	-23.8%
Eddy	119	88	65	75	74	2.9%	-37.8%	-1.3%
Grant	72	46	59	48	52	2.0%	-27.8%	8.3%
Guadalupe	13	13	14	14	6	0.2%	-53.8%	-57.1%
Harding	1	1	0	1	0	0.0%	-100.0%	-100.0%
Hidalgo	7	4	5	3	6	0.2%	-14.3%	100.0%
Lea	94	59	75	65	81	3.1%	-13.8%	24.6%
Lincoln	45	44	28	32	25	1.0%	-44.4%	-21.9%
Los Alamos	12	13	17	17	12	0.5%	0.0%	-29.4%
Luna	39	32	28	21	32	1.2%	-17.9%	52.4%
McKinley	280	190	198	157	176	6.8%	-37.1%	12.1%
Mora	9	4	6	16	13	0.5%	44.4%	-18.8%
Otero	69	65	83	69	61	2.4%	-11.6%	-11.6%
Quay	14	10	12	16	13	0.5%	-7.1%	-18.8%
Rio Arriba	87	55	81	95	92	3.6%	5.7%	-3.2%
Roosevelt	28	23	14	16	10	0.4%	-64.3%	-37.5%
Sandoval	131	137	185	176	158	6.1%	20.6%	-10.2%
San Juan	605	451	409	404	450	17.4%	-25.6%	11.4%
San Miguel	95	74	71	68	62	2.4%	-34.7%	-8.8%
Santa Fe	280	260	198	207	209	8.1%	-25.4%	1.0%
Sierra	41	24	20	9	9	0.3%	-78.0%	0.0%
Socorro	43	46	38	31	22	0.9%	-48.8%	-29.0%
Taos	51	28	37	50	51	2.0%	0.0%	2.0%
Torrance	33	10	26	21	17	0.7%	-48.5%	-19.0%
Union	2	2	3	2	4	0.2%	100.0%	100.0%
Valencia	97	67	63	75	74	2.9%	-23.7%	-1.3%
Missing Data	16	18	113	33	1	0.0%	-93.8%	-97.0%
Total	**3,922**	**3,360**	**3,044**	**2,767**	**2,588**	**100.0%**	**-34.0%**	**-6.5%**

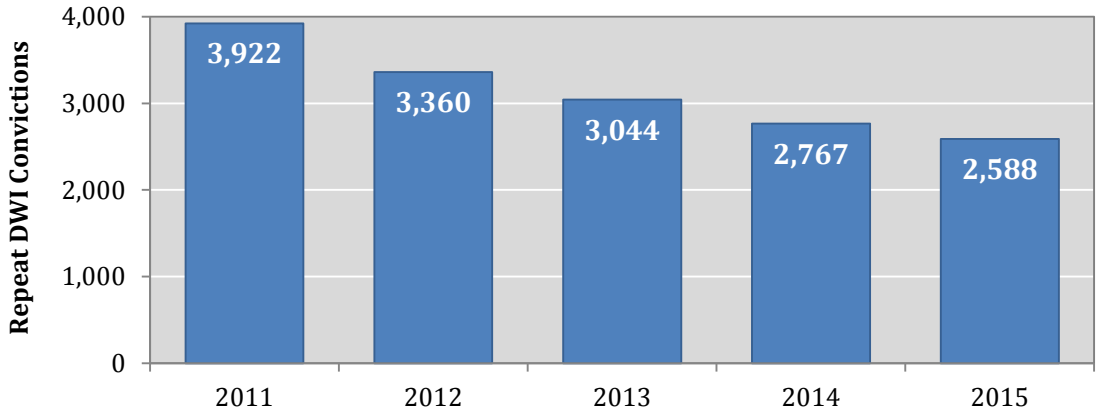
[37] These are the numbers of drivers repeatedly convicted of either DWI or aggravated DWI.
"County" refers to the location where the driver was arrested for DWI, not their county of residence.

Table 74: Drivers Convicted of a Repeat DWI by Age[38], 2011 – 2015

Age Group	Drivers Convicted of a Repeat DWI[1]					Percent Change 2011-2015
	2011	2012	2013	2014	2015	
<15	0	0	0	0	0	-
15-19	27	25	12	10	13	-51.9%
20-24	376	280	265	199	204	-45.7%
25-29	684	550	497	447	391	-42.8%
30-34	583	514	476	466	443	-24.0%
35-39	494	441	438	355	357	-27.7%
40-44	475	426	396	346	321	-32.4%
45-49	508	444	337	292	284	-44.1%
50-54	368	302	279	322	260	-29.3%
55-59	177	148	165	151	159	-10.2%
60-64	86	85	72	83	70	-18.6%
65-69	38	37	43	33	35	-7.9%
70-74	16	16	7	9	10	-37.5%
75 +	5	2	6	5	3	-40.0%
Missing Data	85	90	51	49	38	-55.3%
Total	3,922	3,360	3,044	2,767	2,588	-34.0%

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

Figure 30: Drivers Convicted of a Repeat DWI, 2011 – 2015



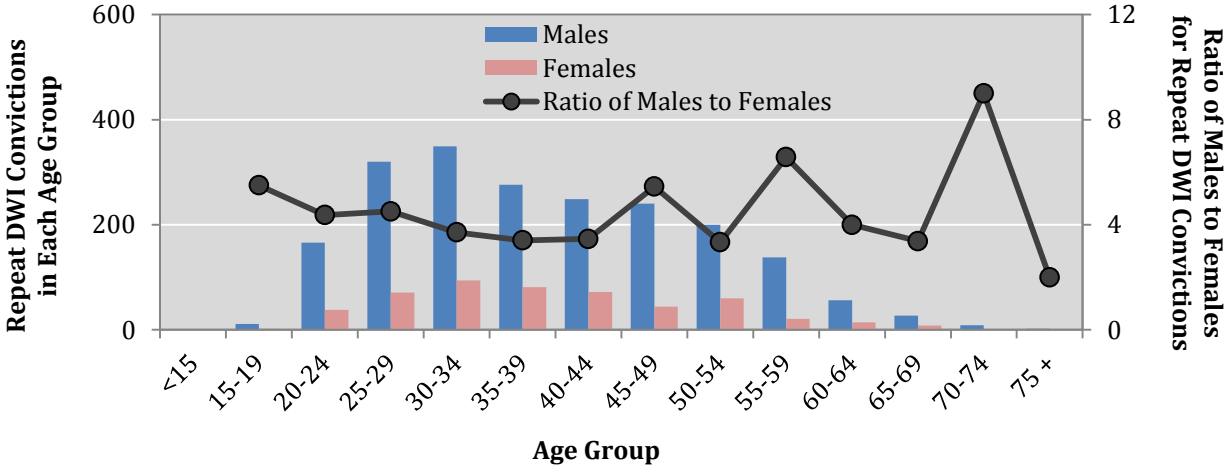
[38] "Age" refers to age on the day of arrest for a conviction handed down in 2015.

Table 75: Repeat DWI Convictions by Age[39] and Sex, 2015

Age Group	Repeat DWI Convictions								Ratio of Males to Females[1]
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	11	0.5%	2	0.4%	0	0.0%	13	0.5%	**5.5**
20-24	166	8.1%	38	7.5%	0	0.0%	204	7.9%	**4.4**
25-29	320	15.7%	71	14.0%	0	0.0%	391	15.1%	**4.5**
30-34	349	17.1%	94	18.5%	0	0.0%	443	17.1%	**3.7**
35-39	276	13.5%	81	16.0%	0	0.0%	357	13.8%	**3.4**
40-44	249	12.2%	72	14.2%	0	0.0%	321	12.4%	**3.5**
45-49	240	11.7%	44	8.7%	0	0.0%	284	11.0%	**5.5**
50-54	200	9.8%	60	11.8%	0	0.0%	260	10.0%	**3.3**
55-59	138	6.8%	21	4.1%	0	0.0%	159	6.1%	**6.6**
60-64	56	2.7%	14	2.8%	0	0.0%	70	2.7%	**4.0**
65-69	27	1.3%	8	1.6%	0	0.0%	35	1.4%	**3.4**
70-74	9	0.4%	1	0.2%	0	0.0%	10	0.4%	**9.0**
75 +	2	0.1%	1	0.2%	0	0.0%	3	0.1%	**2.0**
Missing Data	0	0.0%	0	0.0%	38	100.0%	38	1.5%	-
Total	2,043	100.0%	507	100.0%	38	100.0%	2,588	100.0%	**4.0**

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

Figure 31: Repeat DWI Convictions by Age[39] and Sex, 2015



[39] "Age" refers to age on the day of arrest for a conviction handed down in 2015.

Court Dispositions

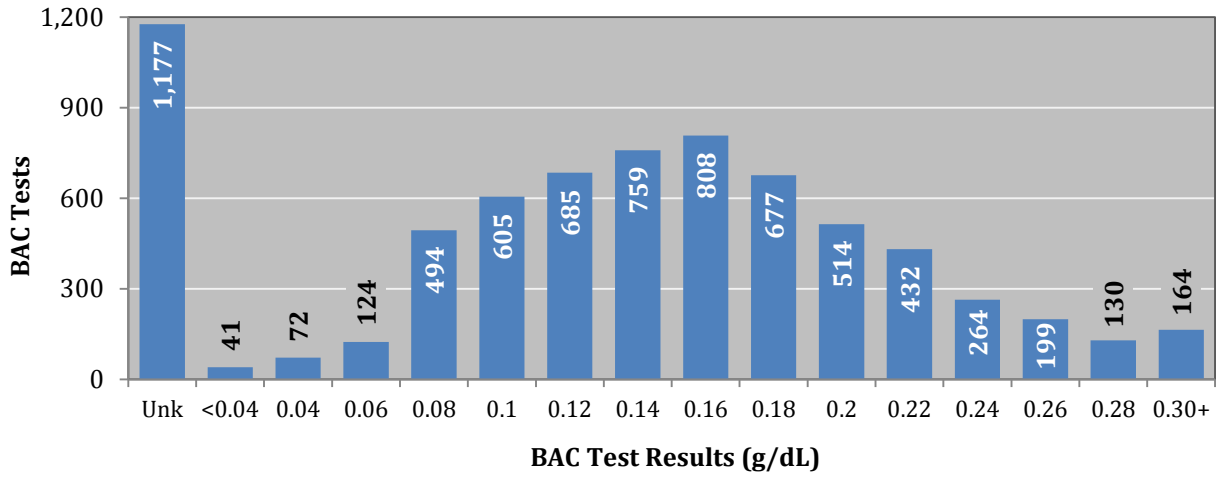
Table 76: Disposition of DWI Arrests by County, as of December 2016[40]

County	Number of DWI Arrests in 2015 Resulting in Convictions		Number of DWI Arrests in 2015 Resulting in Dismissals		Number of DWI Arrests in 2015 Awaiting Disposition		Total Number of DWI Arrests in 2015	Average Number of Days to DWI Conviction	Average Number of Days to DWI Dismissal
	Count	Percent	Count	Percent	Count	Percent			
Bernalillo	1,010	43%	827	35%	526	22%	2,363	**204**	**188**
Catron	3	60%	0	0%	2	40%	5	**93**	**-**
Chaves	179	71%	11	4%	61	24%	251	**165**	**228**
Cibola	130	49%	19	7%	116	44%	265	**173**	**117**
Colfax	29	57%	1	2%	21	41%	51	**99**	**29**
Curry	89	62%	27	19%	27	19%	143	**168**	**175**
De Baca	7	88%	0	0%	1	13%	8	**121**	**-**
Doña Ana	475	63%	47	6%	227	30%	749	**172**	**191**
Eddy	194	75%	22	8%	44	17%	260	**140**	**150**
Grant	100	76%	12	9%	20	15%	132	**147**	**136**
Guadalupe	11	73%	1	7%	3	20%	15	**89**	**168**
Harding	1	-	0	-	2	-	3	**58**	**-**
Hidalgo	20	95%	1	5%	0	0%	21	**102**	**204**
Lea	258	65%	18	5%	121	30%	397	**118**	**145**
Lincoln	86	80%	2	2%	19	18%	107	**119**	**88**
Los Alamos	28	76%	9	24%	0	0%	37	**97**	**103**
Luna	69	81%	10	12%	6	7%	85	**105**	**173**
McKinley	304	52%	105	18%	173	30%	582	**113**	**129**
Mora	20	80%	2	8%	3	12%	25	**165**	**177**
Otero	165	63%	41	16%	57	22%	263	**106**	**145**
Quay	29	73%	4	10%	7	18%	40	**125**	**259**
Rio Arriba	113	47%	39	16%	87	36%	239	**176**	**163**
Roosevelt	20	69%	0	0%	9	31%	29	**182**	**-**
Sandoval	414	66%	98	16%	114	18%	626	**156**	**201**
San Juan	815	70%	127	11%	216	19%	1,158	**143**	**184**
San Miguel	91	62%	7	5%	48	33%	146	**132**	**188**
Santa Fe	449	56%	107	13%	252	31%	808	**160**	**168**
Sierra	37	71%	4	8%	11	21%	52	**137**	**196**
Socorro	41	51%	13	16%	27	33%	81	**131**	**186**
Taos	147	71%	22	11%	39	19%	208	**149**	**141**
Torrance	36	84%	2	5%	5	12%	43	**138**	**394**
Union	6	46%	5	38%	2	15%	13	**27**	**88**
Valencia	192	54%	80	22%	85	24%	357	**185**	**182**
Missing Data	3	50%	0	0%	3	50%	6	**86**	**0**
Statewide	**5,571**	**58%**	**1,663**	**17%**	**2,334**	**24%**	**9,568**	**157**	**178**

[40] This table shows the number of DWI arrests in 2015 and whether the case resulted in a conviction or dismissal or is still awaiting court disposition, as reported in the NM MVD Citation Tracking System (CTS) as of December 2016. A very small number of "not guilty" rulings may be included in the category Dismissals.

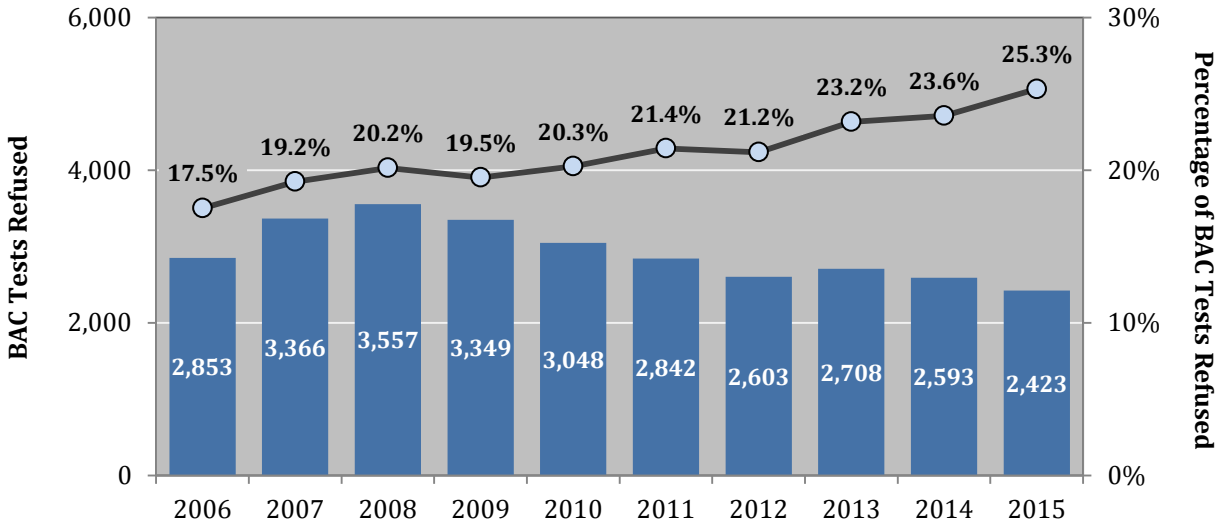
Blood Alcohol Content (BAC)

Figure 32: Range of BAC Test Results from 2015 DWI Arrests[41]



- The percentage of BAC tests that were refused have increased in seven of the past nine years. (Figure 33)

Figure 33: Number of BAC Test Refusals and Percentage of BAC Test Refusals, 2006 - 2015



[41] For reference, a BAC of <0.04 is a non-zero BAC less than 0.04. A BAC of 0.04 includes 0.04 and ranges up to but not including 0.06. The term 'Unknown' ('Unk') means the BAC value is unknown. Test refusals are excluded.

Rates

Changes in traffic volume, state population, licensed drivers, and registered vehicles affect the number of crashes that occur in any given year or place. Using rates instead of the raw number of crashes enables statistical comparisons across geographies, time periods, and populations. Rates are a way of standardizing measurements to a common base (e.g., per 100 Million VMT or per 100,000 population) so the results can be directly comparable regardless of to whom, where, and when the event occurred. Below is an example equation of how rates are calculated, using data from Table 1 and Table 77. Table 77 presents the denominators used in calculating different traffic crash rates. Depending on the context, crash rates can be expressed in any of the following ways: number of crashes per 100 million vehicle miles traveled (VMT), number of crashes per 100,000 people, number of drivers in crashes per 10,000 licensed drivers, or number of vehicles in crashes per 10,000 registered vehicles.

$$\textbf{\textit{Crash Rate}} = \frac{\textit{Crash Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\text{2,125 alcohol crashes in 2015}}{\text{302.92 100M VMT in 2015}} = \textbf{7.0 alcohol crashes per 100M VMT}$$

Table 77: Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2006 - 2015

Year	New Mexico Population[1,3] (U.S. Census, July 1 Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)[2,3]	New Mexico Licensed Drivers[3]	New Mexico Motor Vehicle Registrations[3]
2006	1,962,137	244.67	1,358,638	1,624,315
2007	1,990,070	247.50	1,389,962	1,646,112
2008	2,010,662	246.13	1,407,193	1,616,947
2009	2,036,802	245.21	1,424,231	1,674,753
2010	2,064,982	241.77	1,442,737	1,665,882
2011	2,077,919	258.89	1,455,481	1,772,040
2012	2,083,540	257.85	1,493,766	1,805,790
2013	2,085,287	256.82	1,478,868	1,882,466
2014	2,085,567	265.50	1,487,472	1,930,706
2015	2,085,109	302.92	1,502,279	1,823,445

[1] Each year, the U.S. Census publishes revisions to previous population estimates. Therefore, rates based on population in this publication are not comparable to rates published in prior years.

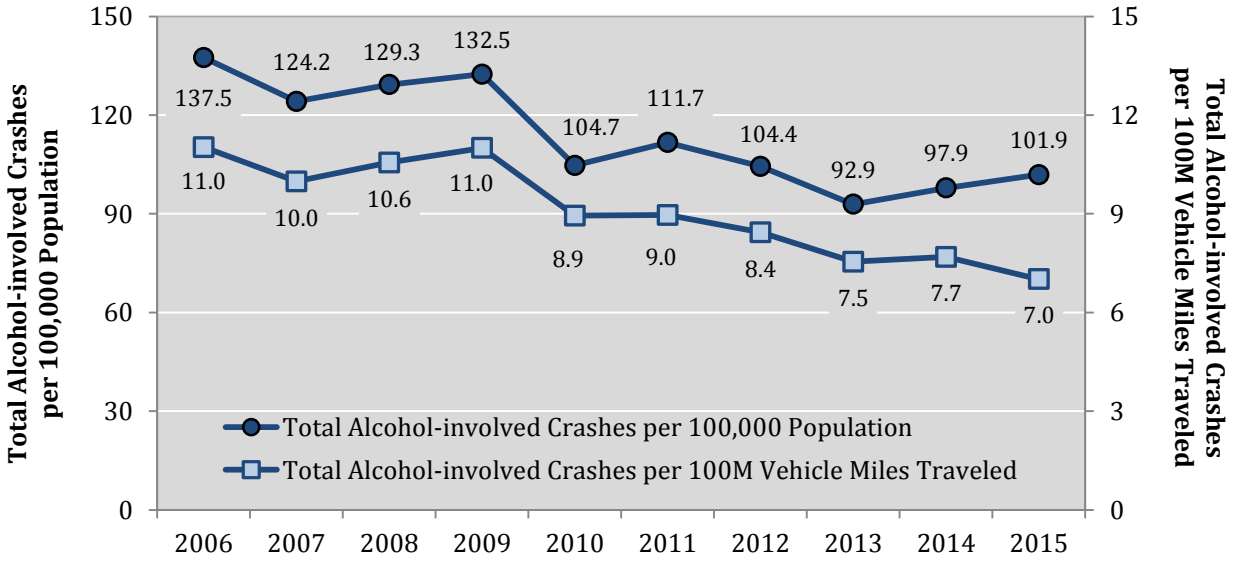
[2] 100M VMT = 100 million vehicle miles traveled. The calculation method for VMT was revised by NMDOT beginning in 2011.

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

Table 78: Alcohol-involved Crash Rates, 2006 - 2015[42]

Year	Alcohol-involved Crash Rates			
	Alcohol-involved Crashes per 100,000 Population	Alcohol-involved Crashes per 100 Million Vehicle Miles Traveled (100M VMT)	Alcohol-involved Crashes per 100,000 Licensed Drivers	Alcohol-involved Crashes per 100,000 Registered Vehicles
2006	137.5	11.0	198.6	166.1
2007	124.2	10.0	177.8	150.1
2008	129.3	10.6	184.7	160.7
2009	132.5	11.0	189.4	161.1
2010	104.7	8.9	149.9	129.8
2011	111.7	9.0	159.4	130.9
2012	104.4	8.4	145.7	120.5
2013	92.9	7.5	131.0	102.9
2014	97.9	7.7	137.2	105.7
2015	101.9	7.0	141.5	116.5

Figure 34: Alcohol-involved Crash Rates (Population and VMT), 2006 - 2015[42]

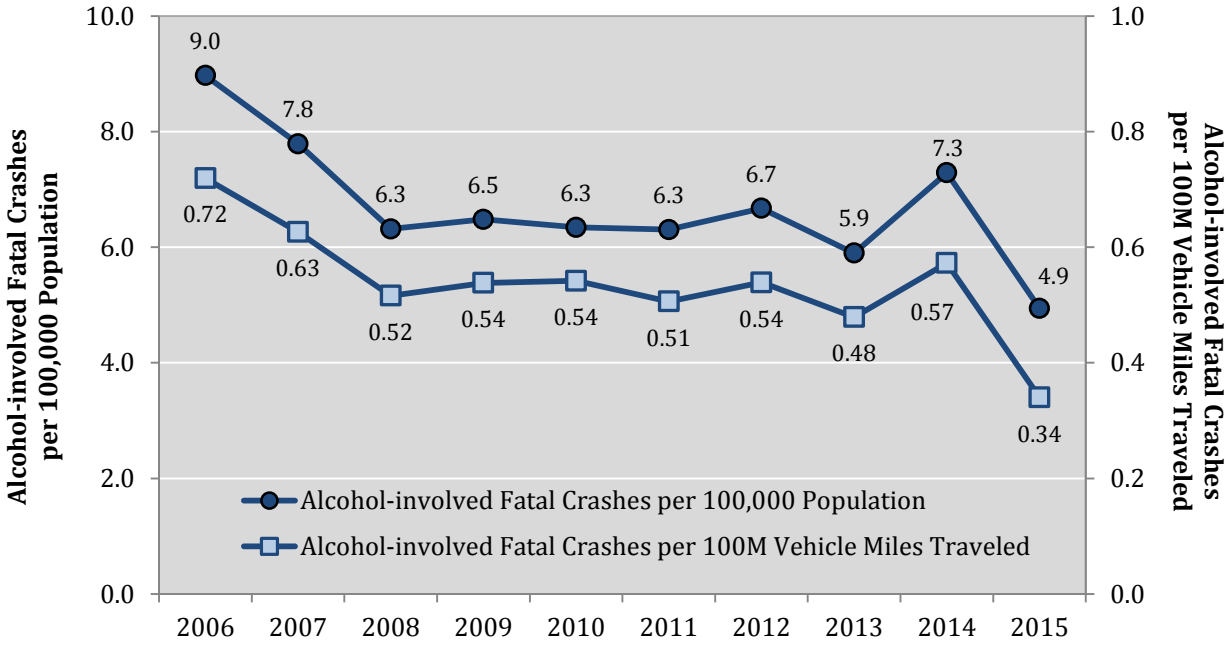


[42] The calculation method for VMT was revised by NMDOT beginning in 2011.

Table 79: Alcohol-involved Fatal Crash Rates, 2006 - 2015[43]

Year	Alcohol-involved Fatal Crash Rates			
	Alcohol-involved Fatal Crashes per 100,000 Population	Alcohol-involved Fatal Crashes per 100 Million Vehicle Miles Traveled (100M VMT)	Alcohol-involved Fatal Crashes per 100,000 Licensed Drivers	Alcohol-involved Fatal Crashes per 100,000 Registered Vehicles
2006	9.0	0.72	13.0	10.8
2007	7.8	0.63	11.2	9.4
2008	6.3	0.52	9.0	7.9
2009	6.5	0.54	9.3	7.9
2010	6.3	0.54	9.1	7.9
2011	6.3	0.51	9.0	7.4
2012	6.7	0.54	9.3	7.7
2013	5.9	0.48	8.3	6.5
2014	7.3	0.57	10.2	7.9
2015	4.9	0.34	6.9	5.6

Figure 35: Alcohol-involved Fatal Crash Rates (Population and VMT), 2006 - 2015[43]

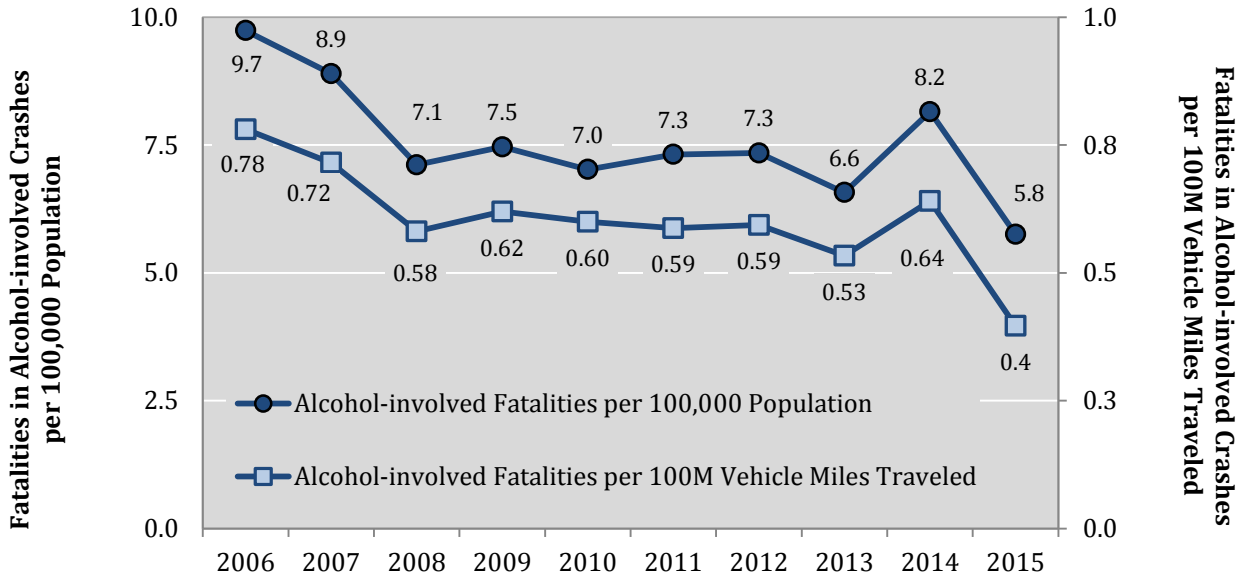


[43] The calculation method for VMT was revised by NMDOT beginning in 2011.

Table 80: Alcohol-involved Fatality Rates, 2006 - 2015[44]

Year	Alcohol-involved Fatality Rates			
	Alcohol-involved Fatalities per 100,000 Population	Alcohol-involved Fatalities per 100 Million Vehicle Miles Traveled (100M VMT)	Alcohol-involved Fatalities per 100,000 Licensed Drivers	Alcohol-involved Fatalities per 100,000 Registered Vehicles
2006	9.7	0.78	14.1	11.8
2007	8.9	0.72	12.7	10.8
2008	7.1	0.58	10.2	8.8
2009	7.5	0.62	10.7	9.1
2010	7.0	0.60	10.1	8.7
2011	7.3	0.59	10.4	8.6
2012	7.3	0.59	10.2	8.5
2013	6.6	0.53	9.3	7.3
2014	8.2	0.64	11.4	8.8
2015	5.8	0.4	8.0	6.6

Figure 36: Alcohol-involved Fatality Rates (Population and VMT), 2006 - 2015[44]



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

Economic Impact

- Alcohol-involved fatal crash costs (Class K) were 71.1 percent of the Total Human Capital Costs Estimate of all alcohol-involved crashes. (Table 81)
- When intangible costs from loss of life or reduction in quality of life are added to the human costs, the Comprehensive Cost Estimate totals $707 million. (Table 82)

Table 81: Human Capital Cost Estimates for Alcohol-involved Crashes, 2015 Adjusted

Crash Severity	Human Capital[1] Costs per Crash, 2015 CPI-Adjusted ($)	Alcohol-involved Crashes, 2015	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,667,015	103	171,702,556
Suspected Serious Injury Crash (A)	149,089	155	23,108,823
Suspected Minor Injury Crash (B)	56,076	429	24,056,489
Possible Injury Crash (C)	38,008	350	13,302,930
Property Damage Only Crash (O)	8,565	1,088	9,319,011
Total			**241,489,809**

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

Table 82: Comprehensive Cost Estimates[45] for Alcohol-involved Crashes, 2015 Adjusted

Crash Severity	Comprehensive[1] Costs per Crash, 2015 CPI- and ECI-Adjusted ($)	Alcohol-involved Crashes, 2015	Total Comprehensive Costs Estimate, 2015 ($)	Loss of Quality of Life Estimate, 2015 ($)[1]
Fatal Crash (K)	5,638,051	103	580,719,265	409,016,709
Suspected Serious Injury Crash (A)	299,406	155	46,407,924	23,299,101
Suspected Minor Injury Crash (B)	109,391	429	46,928,639	22,872,150
Possible Injury Crash (C)	61,720	350	21,601,969	8,299,038
Property Damage Only Crash (O)	10,002	1,088	10,882,535	1,563,524
Total			**706,540,333**	**465,050,524**

[1] Comprehensive Crash Costs include human capital costs (measurable costs), plus a value for the nonmonetary Loss of Quality of Life, to capture a more accurate level of the burden of injury. Loss of Quality of Life is the difference between Comprehensive Costs and Human Capital Costs.

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

Sources

Consumer Price Index (CPI) – Bureau of Labor Statistics (BLS), Consumer Price Index Detailed Report, Data for December 2015, Table 1A, Expenditure Category: "All Items", Column: Annual Average CPI 2015. Available at: www.bls.gov/cpi/cpid1512.pdf.

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

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

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

DWI Citation Tracking System (CTS) – New Mexico Taxation and Revenue Department (NM TRD) Motor Vehicle Division (MVD), DWI Citation Tracking System (CTS), as of December 2016. Arrests and convictions include both DWI and aggravated DWI. Repeat offenders are identified by the combination of account key, arrest date, and citation number. The MVD database was migrated to a new system in June 2015. This resulted in a reduction in the MVD database in the number of DWI arrests and convictions for any given year.

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

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

Employment Cost Index (ECI) – Bureau of Labor Statistics (BLS), Employment Cost Index Historical Listing – Volume III, January 2017, Table 5, Category: All Workers, 2015, June Index. Accessed Feb. 17, 2017, at www.bls.gov/web/eci/echistrynaics.pdf.

Licensed Drivers – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), 2006 – 2014 July data, and 2015 April data.

Population – U.S. Census Bureau, Population Division. Annual Estimates of the Resident Population: April 1, 2010, to July 1, 2015 (NST-EST2014-01). Release dates: For counties, March 2016 (CO-EST2015-01-35). For cities and towns (Incorporated Places and Minor Civil Divisions), May 2016 (SUB-EST2015_35). For pre-2010 population only: Annual Estimates of the Resident Population for Counties: April 1, 2010, to July 1, 2014. Release date: March 2014 (CO-EST2012-01-35). Subcounty Resident Population Estimates for Cities and Towns (Incorporated Places and Minor Civil Divisions): April 1, 2010, to July 1, 2014. Release Date: June 2014 (SUB-EST2011-35). Available at: www.census.gov/popest/.

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

Registered Motor Vehicles and Motorcycles – U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. Highway Statistics Series, 2015, Vehicles. Table MV-1. January 2017. Accessed March 3, 2017. https://www.fhwa.dot.gov/policyinformation/statistics/2015/mv1.cfm.

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

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