New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico DWI Report

2017

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

New Mexico Department of Transportation
Traffic Safety Division
Traffic Records Bureau

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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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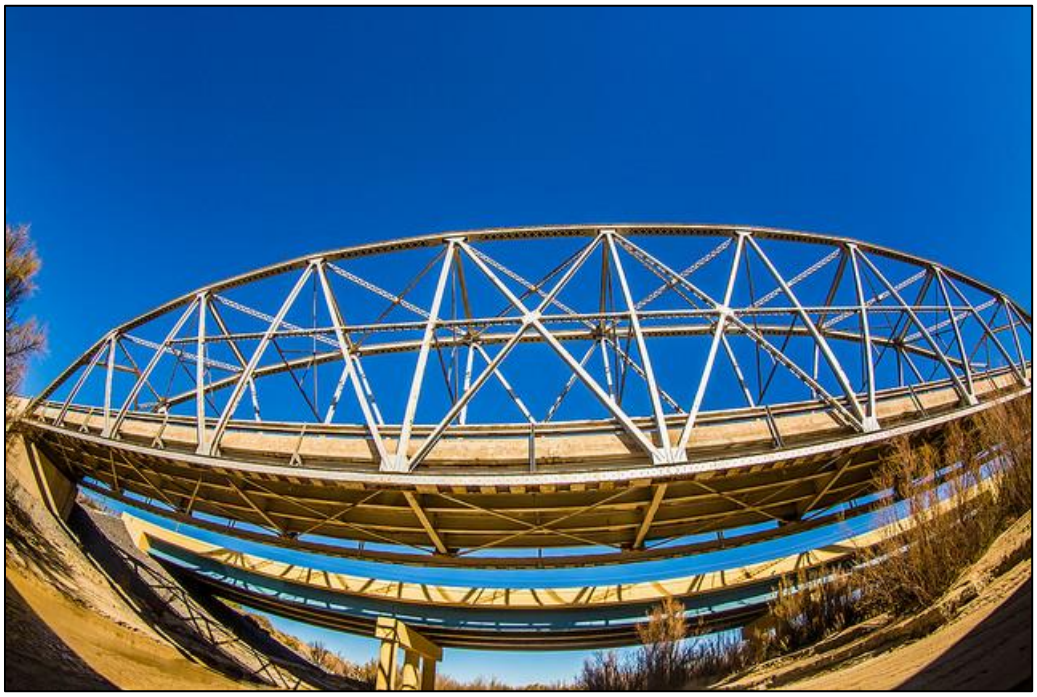

The Rio Puerco Bridge was built in the early 1930s. It is about 20 miles west of Albuquerque, on Route 66.

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

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

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

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

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

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

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

Definitions

Possible Injury – An injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Possible injuries are those which are reported by the person or are indicated by his 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 – Any injury other than fatal that results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

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

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

Urban – 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.

2017 HIGHLIGHTS

DWI Enforcement

- DWI arrests have decreased every year from 2013 through 2017. (Table 68, Figure 27)
- As of February 2019, 53 percent of DWI arrests in 2017 resulted in convictions, 14 percent resulted in dismissals, and 34 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 6.9 alcohol-involved crashes per 100 million VMT. (Table 78)
- In the past five years, alcohol-involved crashes have been 5 percent or less of all crashes. (Table 2)
- The number of alcohol-involved fatal crashes is generally about 40 percent of all fatal crashes. (Table 3)

People

- After a decline, the number of people in alcohol-involved crashes has plateaued at about 4,700 per year. (Figure 3, Table 5)

Age and Sex

- The rate of alcohol-involved teen drivers in crashes fell to its second-lowest level in the past 10 years, 15.0 per 10,000 licensed teen drivers. (Table 33, Figure 13)
- Young adult drivers (ages 20 to 24) had both the highest portion, at 22 percent, and the highest rate of alcohol-involved drivers in crashes. (Figure 23, Table 60)
- The number of alcohol-involved drivers ages 65 to 69 has risen 128.6 percent in the past 10 years. (Table 61)

Motorcyclists, Pedestrians and Pedalcyclists

- Alcohol was involved in 7.7 percent of motorcycle-involved crashes. (Table 42)
- The number of alcohol-involved pedestrian crashes is 137, its second-highest level in the past 10 years. (Table 48)
- Four counties – Bernalillo, San Juan, McKinley, and Santa Fe – accounted for 80.3 percent of alcohol-involved pedestrian crashes. (Table 49)
- Since 2008, alcohol-involved pedalcycle crashes have averaged 20 per year, about 6 percent of all pedalcycle crashes. (Table 54, Figure 21)

2017 Alcohol-involved Crash Summary

Summary of Alcohol-involved Crashes, 2017

Table 1: Alcohol-involved Crashes, 2017

Alcohol Involvement	Crashes	Percent
Alcohol-involved	2,050	4.5%
Not Alcohol-involved	43,856	95.5%
Total Crashes	45,906	100.0%

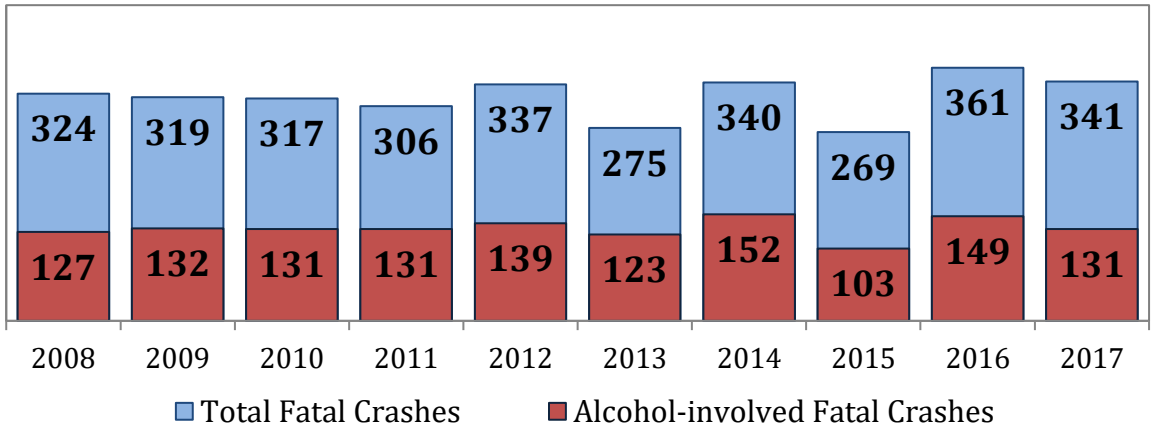
Table 2: Alcohol-involved Crashes, 2008 - 2017

Year	Alcohol-involved Crashes	Total Crashes	Percent of Total Crashes
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	40,690	5.0%
2015	2,134	45,308	4.7%
2016	2,073	45,071	4.6%
2017	2,050	45,906	4.5%

Table 3: Alcohol-involved Fatal Crashes, 2008 - 2017

Year	Alcohol-involved Fatal Crashes	Total Fatal Crashes	Percent of Total Fatal Crashes
2008	127	324	39.2%
2009	132	319	41.4%
2010	131	317	41.3%
2011	131	306	42.8%
2012	139	337	41.2%
2013	123	275	44.7%
2014	152	340	44.7%
2015	103	269	38.3%
2016	149	361	41.3%
2017	131	341	38.4%

Figure 1: Total Fatal Crashes and Alcohol-involved Fatal Crashes, 2008 - 2017



2017 Alcohol-involved Crash Summary

- Total alcohol-involved crashes have stabilized at about 2,050, after dropping from 2,698 in 2009. (Figure 2, Table 4)
- In the past five years, alcohol-involved fatal crashes have varied from 152 to 103, after several years of stability around 132. (Figure 2, Table 4)

Figure 2: Alcohol-involved Total and Fatal Crashes, 2008 - 2017

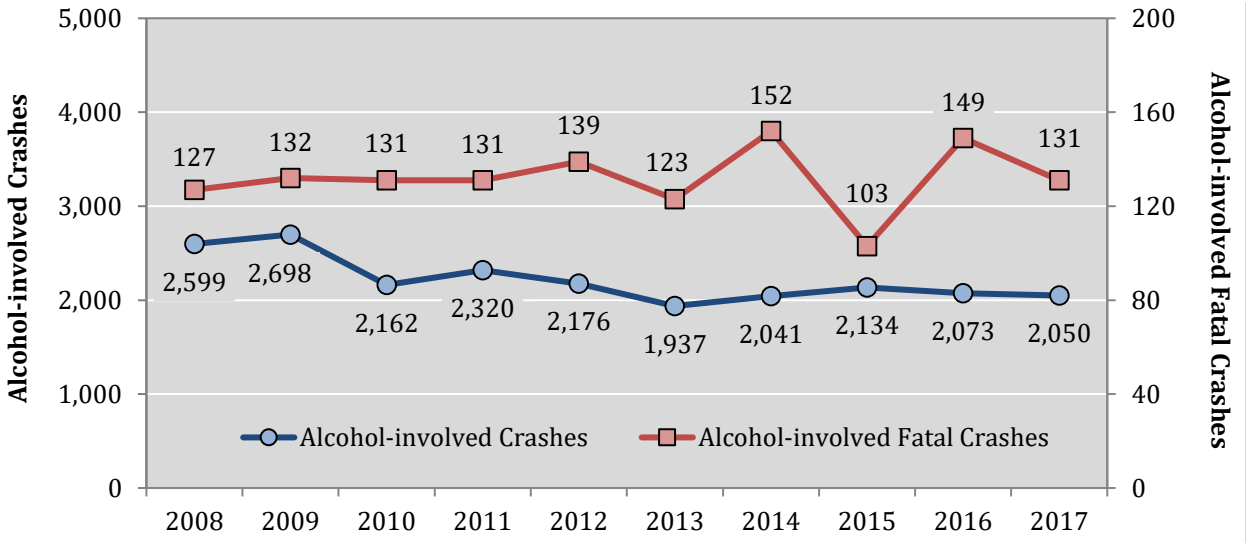


Table 4: Alcohol-involved Crashes by Crash Severity, 2008 - 2017

Year	Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Total Crashes
2008	127	1,106	1,366	2,599
2009	132	1,143	1,423	2,698
2010	131	939	1,092	2,162
2011	131	1,000	1,189	2,320
2012	139	874	1,163	2,176
2013	123	817	997	1,937
2014	152	896	993	2,041
2015	103	938	1,093	2,134
2016	149	909	1,015	2,073
2017	131	906	1,013	2,050

Summary of Alcohol-involved Fatalities and Injuries, 2017

- The number of fatalities in alcohol-involved crashes has varied over the past 10 years. But each year from 2012 through 2017, the total number of people in alcohol-involved crashes has been below 5,000. (Table 5, Figure 3)

Table 5: People in Alcohol-involved Crashes by Severity of Injury, 2008 - 2017

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
2008	143	2.60%	1,704	30.9%	3,660	66.5%	5,507	100%
2009	152	2.57%	1,774	30.0%	3,982	67.4%	5,908	100%
2010	145	2.89%	1,553	31.0%	3,311	66.1%	5,009	100%
2011	152	2.97%	1,551	30.3%	3,414	66.7%	5,117	100%
2012	153	3.12%	1,393	28.4%	3,352	68.4%	4,898	100%
2013	137	3.07%	1,283	28.7%	3,048	68.2%	4,468	100%
2014	170	3.62%	1,348	28.7%	3,179	67.7%	4,697	100%
2015	120	2.46%	1,458	29.8%	3,307	67.7%	4,885	100%
2016	171	3.58%	1,460	30.6%	3,145	65.9%	4,776	100%
2017	147	3.18%	1,406	30.4%	3,073	66.4%	4,626	100%

Figure 3: People in Alcohol-involved Crashes by Severity of Injury, 2008 - 2017

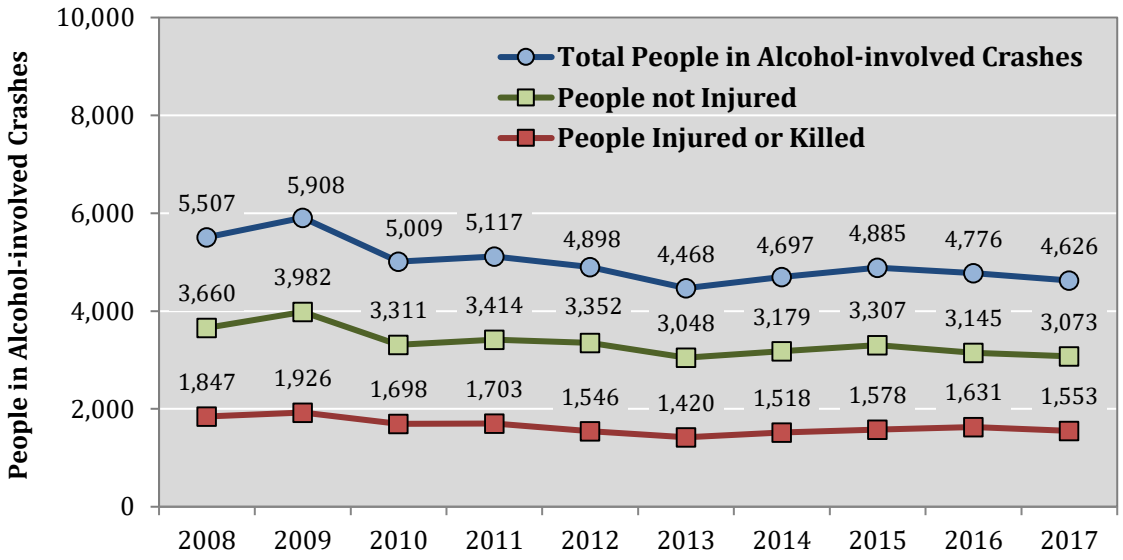
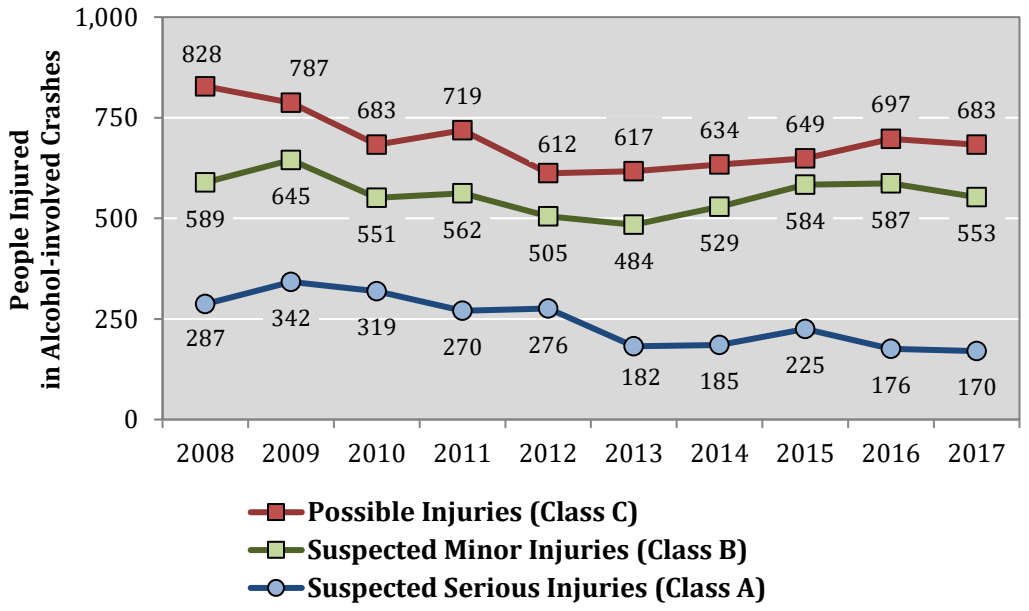


Table 6: People Injured in Alcohol-involved Crashes by Type of Injury, 2008 - 2017

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
2008	287	16.8%	589	34.6%	828	48.6%	1,704	100%
2009	342	19.3%	645	36.4%	787	44.4%	1,774	100%
2010	319	20.5%	551	35.5%	683	44.0%	1,553	100%
2011	270	17.4%	562	36.2%	719	46.4%	1,551	100%
2012	276	19.8%	505	36.3%	612	43.9%	1,393	100%
2013	182	14.2%	484	37.7%	617	48.1%	1,283	100%
2014	185	13.7%	529	39.2%	634	47.0%	1,348	100%
2015	225	15.4%	584	40.1%	649	44.5%	1,458	100%
2016	176	12.1%	587	40.2%	697	47.7%	1,460	100%
2017	170	12.1%	553	39.3%	683	48.6%	1,406	100%

- The percentage of people injured in alcohol-involved crashes with suspected serious injuries was at 12.1 percent for the last two years, its lowest level in at least 10 years. (Table 6)

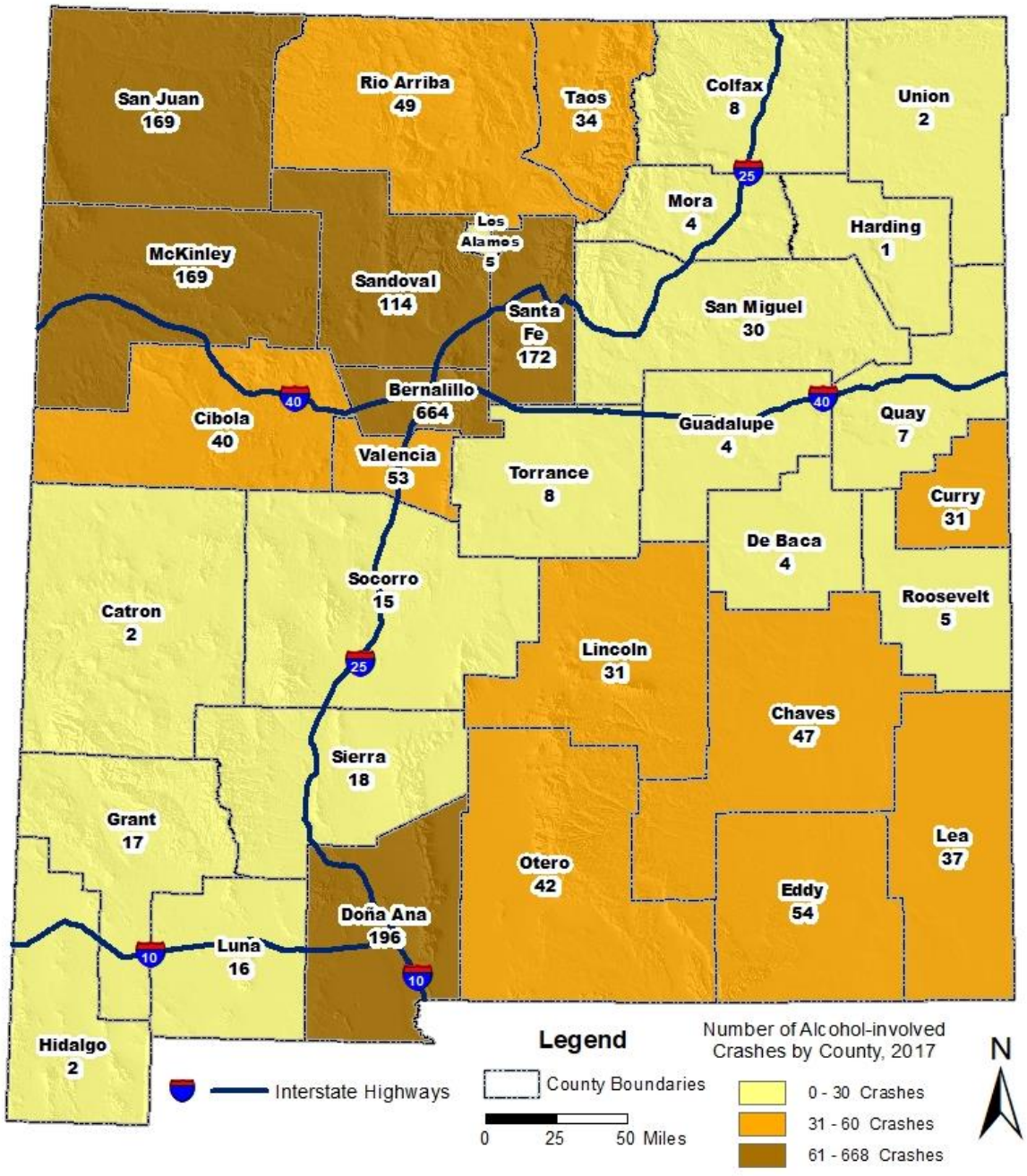
Figure 4: People Injured in Alcohol-involved Crashes by Type of Injury, 2008 - 2017



Alcohol-involved Crash Geography

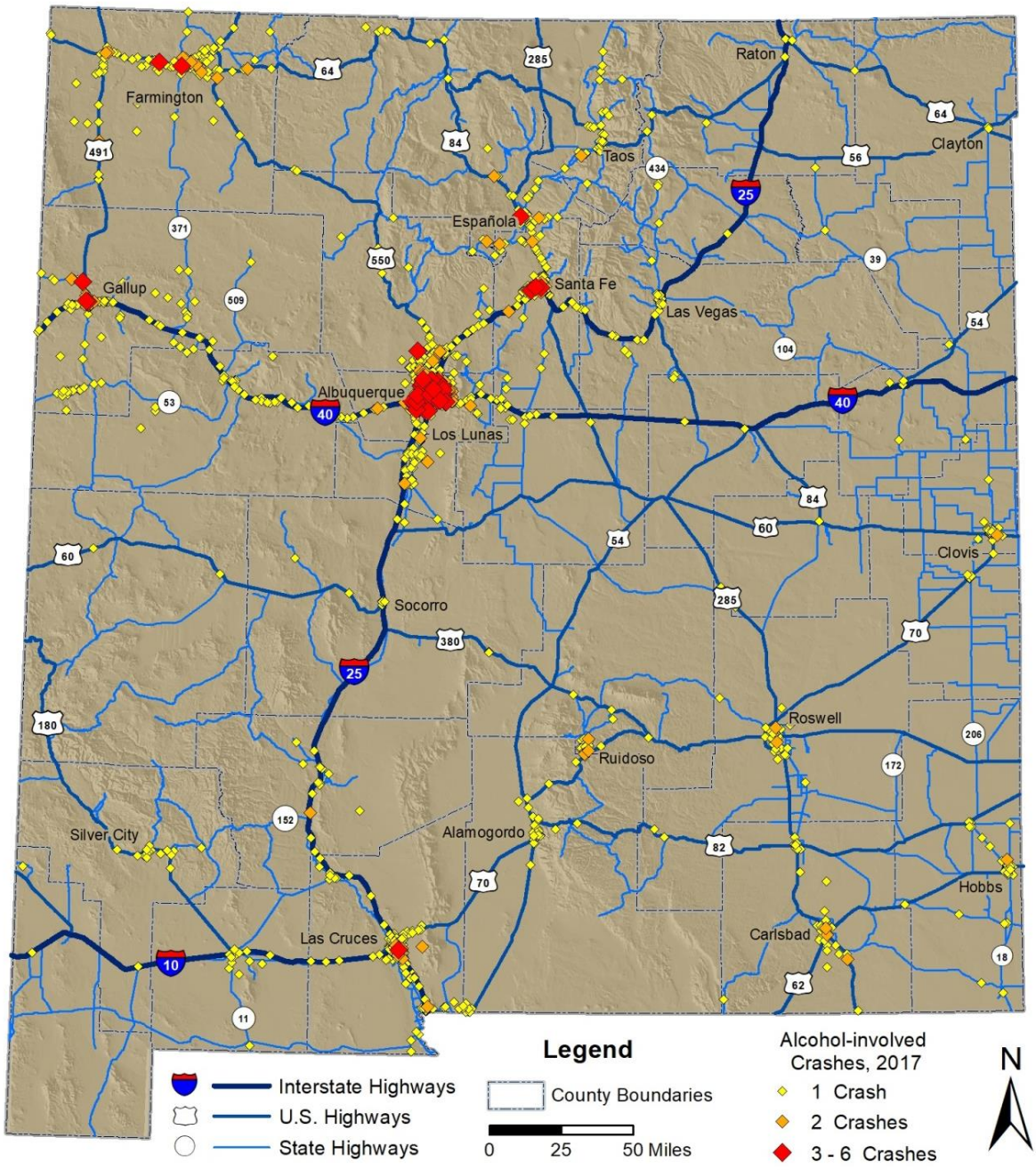
Maps

Map 1: Alcohol-involved Crashes in New Mexico by County, 2017



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

Map 2: Location of Alcohol-involved Crashes, 2017[1]

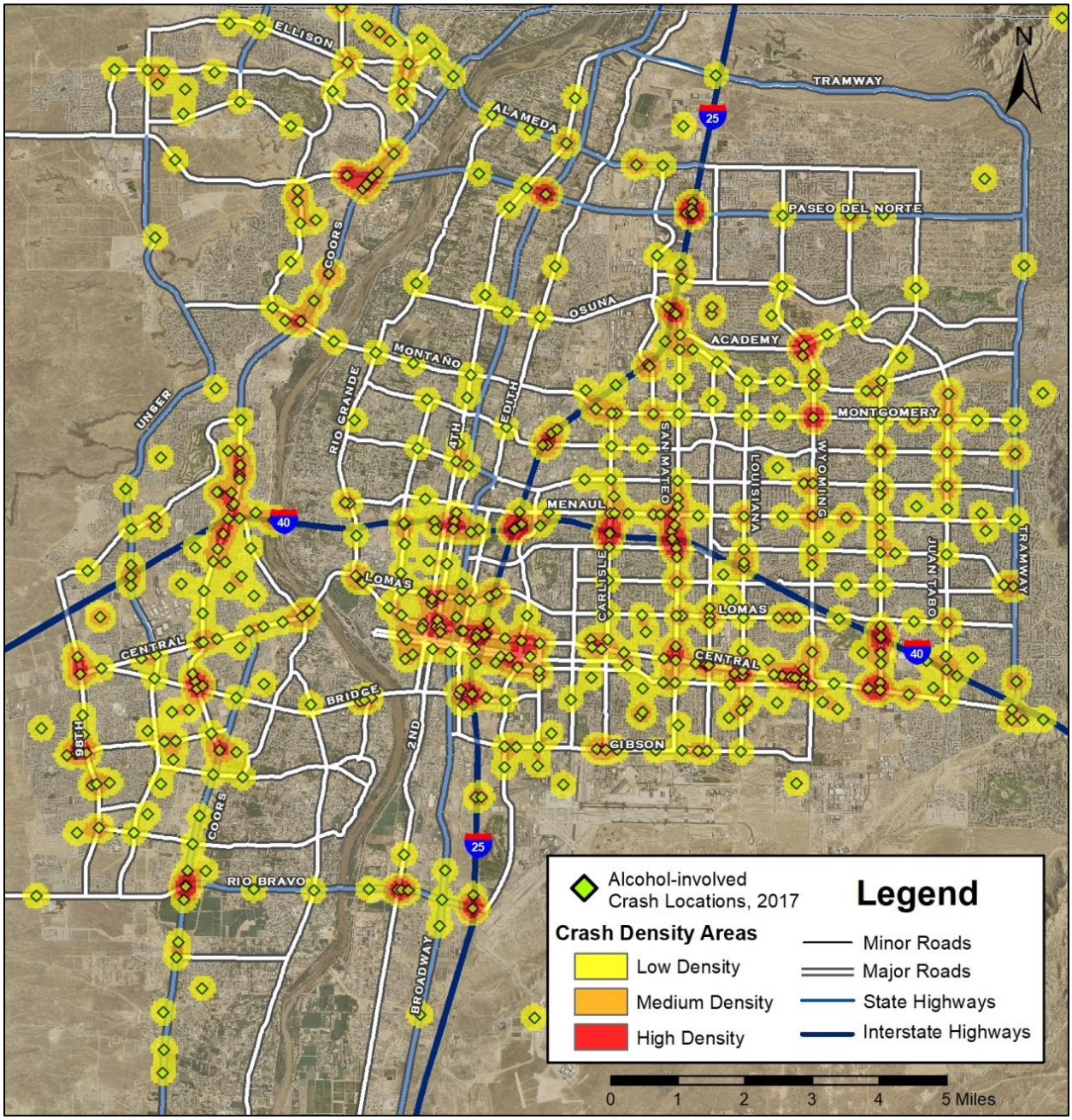


All maps are available in high-resolution color at tru.unm.edu.

[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.

Crash Geography – Maps

Map 3: Location and Density of Alcohol-involved Crashes in Albuquerque, 2017[2]



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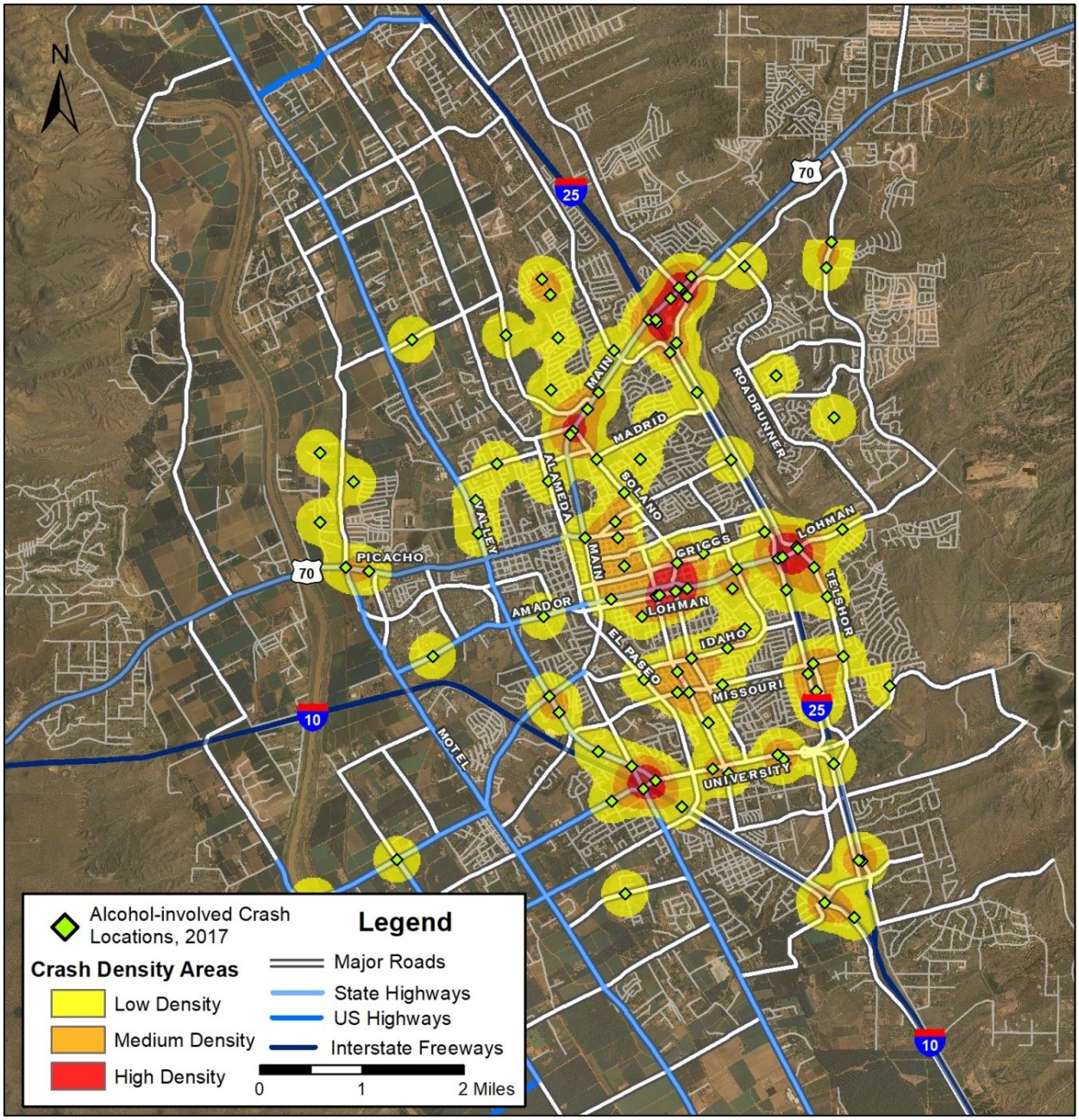
[2] Points on this map represent geocodable alcohol-involved crash locations (see Geocoding, p. xii). Color shading displays where a higher number of crashes occur in close proximity. The points assist in showing the location of crashes, but color shading shows the intensity of crashes in that area.

Map 4: Location and Density of Alcohol-involved Crashes in Las Cruces, 2017[3]



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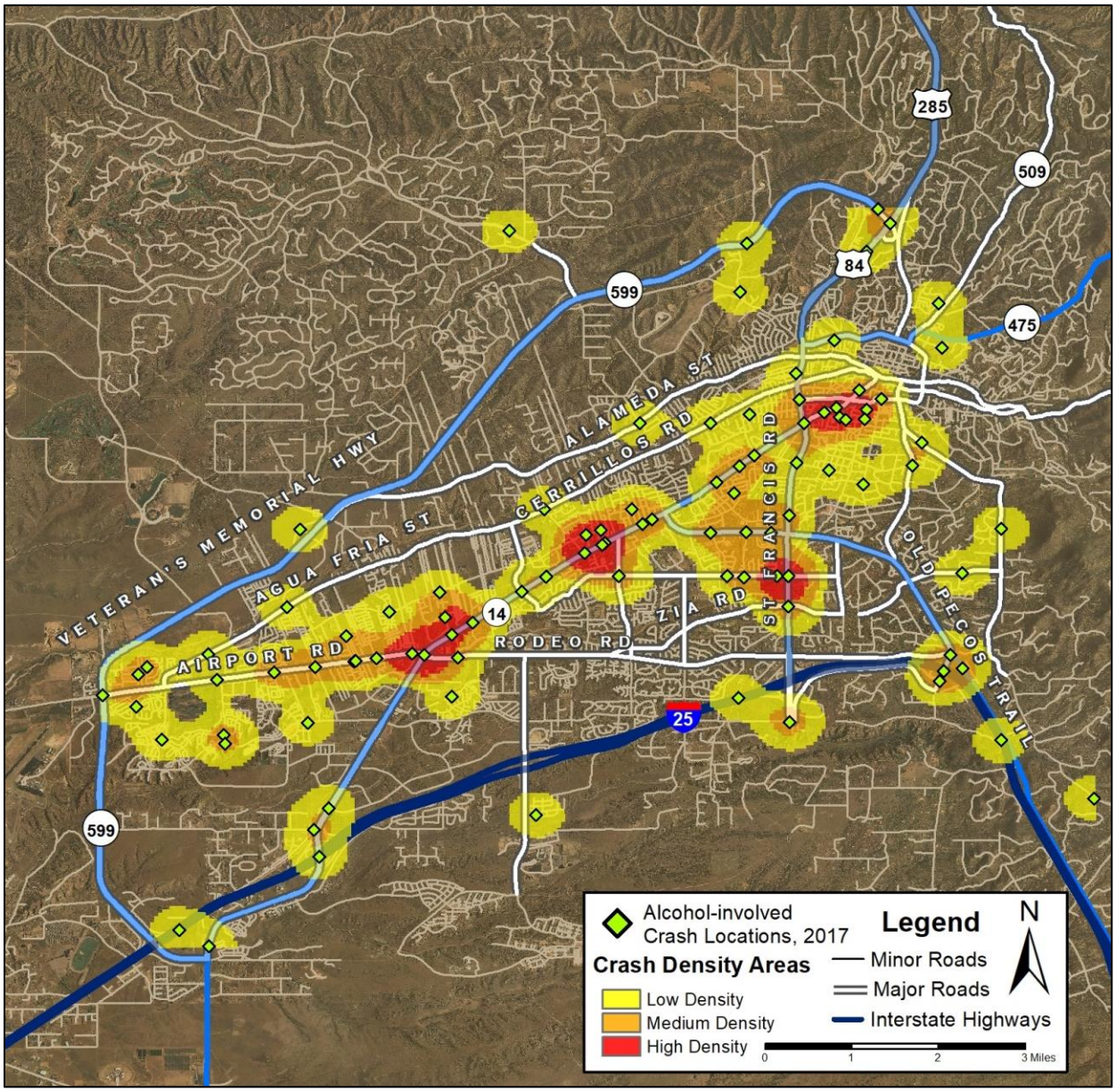
Crash Geography – Maps

Map 5: Location and Density of Alcohol-involved Crashes in Santa Fe, 2017[4]



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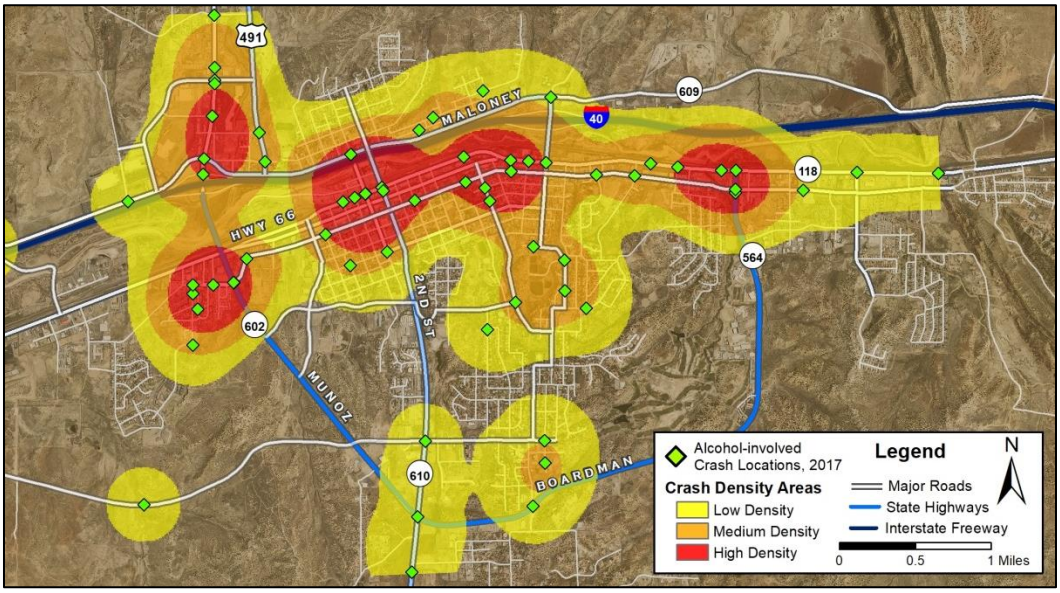
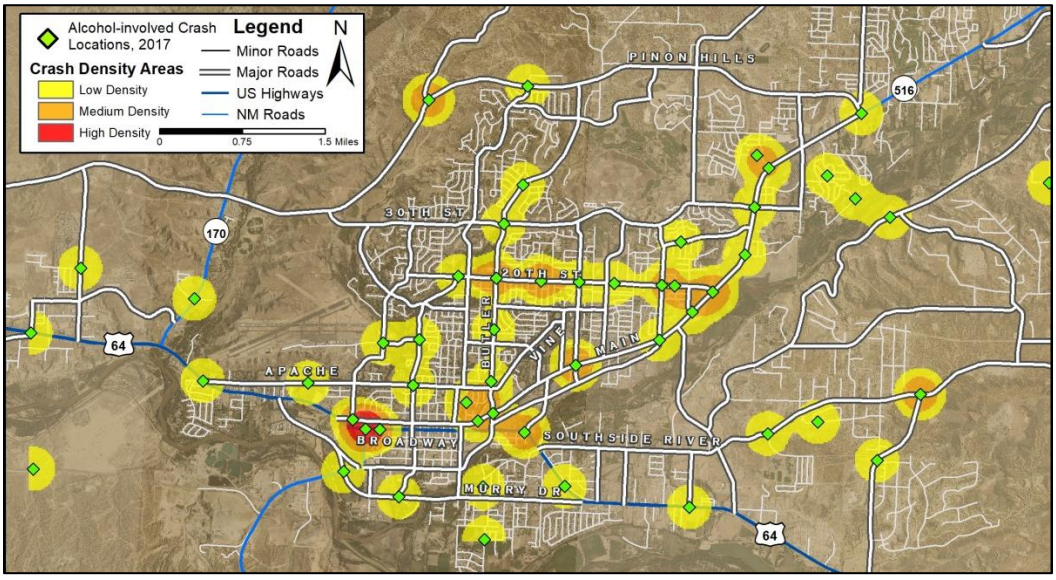
Map 6: Location and Density of Alcohol-involved Crashes in Gallup, 2017[5]



Map 7: Location and Density of Alcohol-involved Crashes in Farmington, 2017[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, 2013 - 2017

County	Alcohol-involved Crashes					Percent of All 2017 Alcohol-involved Crashes	Percent Change[1] 2013 to 2017	Percent Change[1] 2016 to 2017
	2013	2014	2015	2016	2017			
Bernalillo	594	635	675	689	664	32.4%	11.8%	-3.6%
Catron	2	2	0	0	2	0.1%	0.0%	-
Chaves	49	63	56	41	47	2.3%	-4.1%	14.6%
Cibola	22	25	36	45	40	2.0%	81.8%	-11.1%
Colfax	14	12	17	21	8	0.4%	-42.9%	-61.9%
Curry	30	27	37	36	31	1.5%	3.3%	-13.9%
De Baca	0	5	2	4	4	0.2%	-	0.0%
Doña Ana	187	191	195	174	196	9.6%	4.8%	12.6%
Eddy	44	75	64	51	54	2.6%	22.7%	5.9%
Grant	35	37	32	31	17	0.8%	-51.4%	-45.2%
Guadalupe	2	3	3	8	4	0.2%	100.0%	-50.0%
Harding	0	0	1	0	1	0.05%	-	-
Hidalgo	6	3	8	7	2	0.1%	-66.7%	-71.4%
Lea	56	69	50	39	37	1.8%	-33.9%	-5.1%
Lincoln	32	26	37	21	31	1.5%	-3.1%	47.6%
Los Alamos	3	2	3	6	5	0.2%	66.7%	-16.7%
Luna	14	16	12	19	16	0.8%	14.3%	-15.8%
McKinley	153	177	180	155	169	8.2%	10.5%	9.0%
Mora	8	4	11	8	4	0.2%	-50.0%	-50.0%
Otero	52	44	48	47	42	2.0%	-19.2%	-10.6%
Quay	8	8	7	7	7	0.3%	-12.5%	0.0%
Rio Arriba	57	42	58	63	49	2.4%	-14.0%	-22.2%
Roosevelt	10	9	16	12	5	0.2%	-50.0%	-58.3%
San Juan	179	185	181	163	169	8.2%	-5.6%	3.7%
San Miguel	38	27	32	27	30	1.5%	-21.1%	11.1%
Sandoval	105	89	94	109	114	5.6%	8.6%	4.6%
Santa Fe	155	172	161	179	172	8.4%	11.0%	-3.9%
Sierra	5	8	13	12	18	0.9%	260.0%	50.0%
Socorro	19	13	17	15	15	0.7%	-21.1%	0.0%
Taos	20	22	16	17	34	1.7%	70.0%	100.0%
Torrance	13	12	12	7	8	0.4%	-38.5%	14.3%
Union	2	4	2	4	2	0.1%	0.0%	-50.0%
Valencia	23	34	58	56	53	2.6%	130.4%	-5.4%
Total	1,937	2,041	2,134	2,073	2,050	100.0%	5.8%	-1.1%

[1] Percent changes in red are increasing trends, and percent changes in blue (negative) are decreasing trends. Percent change cannot be calculated when the base year (2013 or 2016) has zero alcohol-involved crashes.

Crash Geography – Counties

- The number of alcohol-involved crashes has increased in three of the past four years in **Bernalillo**, **Cibola** and **Sierra** Counties. However, sudden large increases in total crashes in a county might be due to improved reporting by law enforcement agencies. (Table 7)

Table 8: Top-Ranking Counties for Alcohol-involved Crashes, 2013 - 2017

2017 Rank[1]	County	Alcohol-involved Crashes					2017 Population	2017 Vehicle Miles Traveled (100M VMT)[2]	2017 Alcohol-involved Crashes per 10,000 County Residents[3]	2017 Alcohol-involved Crashes per 100M VMT[3]
		2013	2014	2015	2016	2017				
1	Bernalillo	594	635	675	689	664	676,773	58.86	9.8	**11.3**
2	Doña Ana	187	191	195	174	196	215,579	23.31	9.1	**8.4**
3	Santa Fe	155	172	161	179	172	148,750	20.78	**11.6**	**8.3**
4	San Juan	179	185	181	163	169	126,926	20.20	**13.3**	**8.4**
4	McKinley	153	177	180	155	169	72,564	13.45	**23.3**	**12.6**
6	Sandoval	105	89	94	109	114	142,507	15.04	8.0	**7.6**
7	Eddy	44	75	64	51	54	56,997	9.62	9.5	5.6
8	Valencia	23	34	58	56	53	75,940	6.42	7.0	**8.3**
9	Rio Arriba	57	42	58	63	49	39,159	7.00	**12.5**	**7.0**
10	Chaves	49	63	56	41	47	64,866	6.95	7.2	6.8
All Other Counties		391	378	412	393	363	468,009	96.64	7.8	3.8
Statewide Total		1,937	2,041	2,134	2,073	2,050	2,088,070	296.80	9.8	6.9

[1] Counties have the same rank if they have the same number of crashes in 2017.

[2] Statewide VMT is greater than the sum of all county VMTs, because it includes VMTs measured from roadways that cross county boundaries.

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

- Counties with smaller populations tend to exhibit higher rates and percentage fluctuations, but the numbers of crashes are much smaller. (Table 7, Table 8)
- Of the 10 counties with the highest number of alcohol-involved crashes in 2017, the counties with the highest *rates* of alcohol-involved crashes based on 100 million vehicle miles traveled occurred in **McKinley (12.6 crashes)** and **Bernalillo (11.3 crashes)**. The highest rates per 10,000 residents occurred in **McKinley (23.3 crashes), San Juan (13.3), Rio Arriba (12.5), and Santa Fe (11.6).** (Table 8)

Crash Geography – Counties

Table 9: Alcohol-involved Fatal Crashes by County, 2013 - 2017

County	Alcohol-involved Fatal Crashes					Percent of All 2017 Alcohol-involved Fatal Crashes	Percent Change[1] 2013 to 2017	Percent Change[1] 2016 to 2017
	2013	2014	2015	2016	2017			
Bernalillo	25	33	31	49	34	26.0%	36.0%	-30.6%
Catron	2	1	0	0	0	0.0%	-100.0%	-
Chaves	5	4	3	4	2	1.5%	-60.0%	-50.0%
Cibola	4	1	5	4	5	3.8%	25.0%	25.0%
Colfax	2	2	2	0	0	0.0%	-100.0%	-
Curry	1	1	2	3	1	0.8%	0.0%	-66.7%
De Baca	0	0	0	3	0	0.0%	-	-100.0%
Doña Ana	6	10	5	7	10	7.6%	66.7%	42.9%
Eddy	2	2	1	1	3	2.3%	50.0%	200.0%
Grant	1	0	1	3	3	2.3%	200.0%	0.0%
Guadalupe	1	1	1	2	1	0.8%	0.0%	-50.0%
Harding	0	0	0	0	0	0.0%	-	-
Hidalgo	1	0	0	0	0	0.0%	-100.0%	-
Lea	4	7	4	5	3	2.3%	-25.0%	-40.0%
Lincoln	4	3	1	0	2	1.5%	-50.0%	-
Los Alamos	0	0	0	0	0	0.0%	-	-
Luna	2	0	1	4	1	0.8%	-50.0%	-75.0%
McKinley	14	25	7	11	21	16.0%	50.0%	90.9%
Mora	0	1	1	1	0	0.0%	-	-100.0%
Otero	2	7	2	1	4	3.1%	100.0%	300.0%
Quay	1	2	1	1	0	0.0%	-100.0%	-100.0%
Rio Arriba	5	3	5	8	3	2.3%	-40.0%	-62.5%
Roosevelt	2	1	3	1	1	0.8%	-50.0%	0.0%
San Juan	13	16	14	15	15	11.5%	15.4%	0.0%
San Miguel	2	2	0	4	1	0.8%	-50.0%	-75.0%
Sandoval	5	3	2	6	4	3.1%	-20.0%	-33.3%
Santa Fe	6	7	3	8	9	6.9%	50.0%	12.5%
Sierra	2	2	1	0	2	1.5%	0.0%	-
Socorro	1	1	2	1	0	0.0%	-100.0%	-100.0%
Taos	3	6	2	5	3	2.3%	0.0%	-40.0%
Torrance	5	3	0	2	0	0.0%	-100.0%	-100.0%
Union	1	1	0	0	0	0.0%	-100.0%	-
Valencia	1	7	3	0	3	2.3%	200.0%	-
Total	123	152	103	149	131	100.0%	6.5%	-12.1%

[1] Percent changes in red are increasing trends, and percent changes in blue (negative) are decreasing trends. Percent change cannot be calculated when the base year (2013 or 2016) has zero fatalities.

- Alcohol-involved fatal crashes in Bernalillo County saw a 30.6 percent decrease from 2016 to 2017. (Table 9)
- Bernalillo, McKinley, and San Juan counties together accounted for just over half (53.4 percent) of all alcohol-involved fatal crashes in 2017. (Table 9)
- Of the counties with the highest number of alcohol-involved fatal crashes in 2017, the highest alcohol-involved fatal crash *rates* per 10,000 residents occurred in **McKinley (2.9 crashes), Cibola (1.9), San Juan (1.2),** and **Grant (1.1)**. The highest rate per 100 million vehicle miles traveled occurred in **McKinley (1.6 fatal crashes)**. (Table 10)

Table 10: Top-Ranking Counties for Alcohol-involved Fatal Crashes, 2013 - 2017

2017 Rank[1]	County	Alcohol-involved Fatal Crashes					2017 Population	2017 Vehicle Miles Traveled (100M VMT)[2]	2017 Alcohol-involved Fatal Crashes per 10,000 County Residents[2]	2017 Alcohol-involved Fatal Crashes per 100M VMT[3]
		2013	2014	2015	2016	2017				
1	Bernalillo	25	33	31	49	34	676,773	58.86	0.5	**0.6**
2	McKinley	14	25	7	11	21	72,564	13.45	**2.9**	**1.6**
3	San Juan	13	16	14	15	15	126,926	20.20	**1.2**	**0.7**
4	Doña Ana	6	10	5	7	10	215,579	23.31	0.5	0.4
5	Santa Fe	6	7	3	8	9	148,750	20.78	0.6	0.4
6	Cibola	4	1	5	4	5	26,853	8.54	**1.9**	**0.6**
7	Sandoval	5	3	2	6	4	142,507	15.04	0.3	0.3
7	Otero	2	7	2	1	4	65,817	7.68	0.6	**0.5**
9	Eddy	2	2	1	1	3	56,997	9.62	0.5	0.3
9	Valencia	1	7	3	0	3	75,940	6.42	0.4	**0.5**
9	Taos	3	6	2	5	3	32,795	4.08	**0.9**	**0.7**
9	Rio Arriba	5	3	5	8	3	39,159	7.00	**0.8**	0.4
9	Grant	1	0	1	3	3	27,687	4.13	**1.1**	**0.7**
9	Lea	4	7	4	5	3	68,759	9.58	0.4	0.3
All Other Counties		32	25	18	26	11	310,964	69.58	0.4	0.2
Statewide Total		123	152	103	149	131	2,088,070	296.80	0.6	0.4

[1] Counties have the same rank if they have the same number of crashes in 2017.

[2] Statewide VMT is greater than the sum of all county VMTs, because it includes VMTs measured from roadways that cross county boundaries.

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

Cities

- In **Farmington**, the number of alcohol-involved crashes has decreased by 40 percent in the last five years, from 116 to 70. (Table 11)
- Of the cities with the highest number of alcohol-involved crashes, the highest alcohol-involved crash *rates* were in **Gallup (41.4 crashes per 10,000 city residents)**, **Ruidoso (32.2)**, **Zuni Pueblo (28.6)**, and **Shiprock (27.7).** (Table 11)

Table 11: Top-Ranking Cities for Alcohol-involved Crashes, 2013 - 2017

2017 Rank[1]	City	Alcohol-involved Crashes					2017 Population[2]	Alcohol-involved Crashes per 10,000 City Residents[3]
		2013	2014	2015	2016	2017		
1	Albuquerque	566	608	653	671	643	558,545	**11.5**
2	Las Cruces	117	128	125	110	132	101,712	**13.0**
3	Santa Fe	118	128	105	103	116	83,776	**13.8**
4	Gallup	88	87	104	88	91	21,960	**41.4**
5	Farmington	116	98	91	80	70	45,450	**15.4**
6	Rio Rancho	62	39	41	57	68	96,159	**7.1**
7	Roswell	29	49	43	32	34	47,775	**7.1**
8	Carlsbad	17	49	38	25	32	28,774	**11.1**
9	Clovis	27	23	30	26	28	38,962	**7.2**
10	Ruidoso	17	17	19	13	25	7,756	**32.2**
10	Española	22	15	23	25	25	10,029	**24.9**
12	Shiprock	9	15	17	15	23	8,295	**27.7**
13	Hobbs	31	47	30	25	22	37,764	**5.8**
13	Alamogordo	33	24	24	26	22	31,248	**7.0**
15	Zuni Pueblo	4	18	7	9	18	6,302	**28.6**
16	Kirtland	5	8	7	5	17	7,875	**21.6**
17	Las Vegas	27	18	20	15	16	13,201	**12.1**
18	Anthony	17	13	10	7	13	9,339	**13.9**
18	Los Lunas	8	6	13	14	13	15,501	**8.4**
20	Taos	13	14	12	8	12	5,668	**21.2**
All Other Locations		611	637	722	719	630	-	**-**
Statewide Total		1,937	2,041	2,134	2,073	2,050	2,088,070	**9.8**

[1] Cities have the same rank if they have the same number of crashes in 2017.

[2] The population of Shiprock, Zuni, and Kirtland CDPs (Census Designated Places) are from the 2010 U.S. Census.

[3] Crashes per 10,000 city residents are in red if they are more than twice the statewide rate for 2017. In some cities, nonresident drivers passing through may contribute to a high crash rate in a city with a relatively small population.

Crash Geography – Cities

- Of the cities with the highest number of alcohol-involved fatal crashes, the highest alcohol-involved fatal crash *rates* (alcohol-involved fatal crashes per 10,000 city residents) were in **Zuni (4.8)**, **Shiprock (4.8)**, **Kirtland (3.8)**, and **Gallup (3.2)**. (Table 12)

Table 12: Top-Ranking Cities for Alcohol-involved Fatal Crash Rates, 2013 - 2017

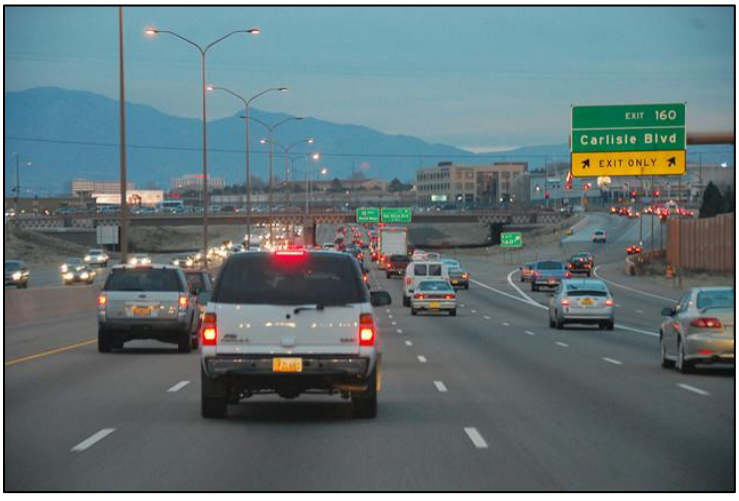
2017 Rank[1]	City	Alcohol-involved Fatal Crashes					2017 Population[2]	Alcohol-involved Fatal Crashes per 10,000 City Residents[3]
		2013	2014	2015	2016	2017		
1	Albuquerque	23	30	30	47	32	558,545	0.6
2	Santa Fe	4	5	3	3	7	83,776	0.8
2	Gallup	4	12	1	4	7	21,960	**3.2**
4	Shiprock	0	4	4	3	4	8,295	**4.8**
4	Las Cruces	2	3	4	3	4	101,712	0.4
6	Zuni Pueblo	0	2	0	1	3	6,302	**4.8**
6	Kirtland	0	0	1	0	3	7,875	**3.8**
All Other Locations[4]		90	96	60	88	71	-	-
Statewide Total		123	152	103	149	131	2,088,070	0.6

[1] Cities have the same rank if they have the same number of alcohol-involved fatal crashes in 2017.

[2] The population of Shiprock, Zuni, and Kirtland CDPs (Census Designated Places) are from the 2010 U.S. Census.

[3] Crashes per 10,000 city residents are in red if they are more than twice the statewide rate for 2017. In some cities, nonresident drivers passing through may contribute to a high crash rate in a city with a relatively small population.

[4] "All other locations" are rural areas, towns, or places with fewer than three alcohol-involved fatal crashes in 2017.



Interstate 40 in Albuquerque.

Rural and Urban Alcohol-involved Crashes

- 77.2 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 40.5 percent of alcohol-involved fatal crashes but only 19.1 percent of all alcohol-involved crashes. (Table 13, Table 15)

Table 13: Alcohol-involved Crashes and Number of People in Alcohol-involved Crashes by Road System, 2017

Road System	Alcohol-involved Crashes		People in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	75	3.7%	147	3.2%
Rural Non-Interstate	392	19.1%	790	17.1%
Urban	1,583	77.2%	3,689	79.7%
Total	2,050	100.0%	4,626	100.0%

Table 14: Alcohol-involved Injury Crashes and Number of People Injured by Road System, 2017

Road System	Alcohol-involved Injury Crashes		People Injured in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	34	3.8%	54	3.8%
Rural Non-Interstate	184	20.3%	296	21.1%
Urban	688	75.9%	1,056	75.1%
Total	906	100.0%	1,406	100.0%

Table 15: Alcohol-involved Fatal Crashes and Number of People Killed by Road System, 2017

Road System	Alcohol-involved Fatal Crashes		People Killed in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	9	6.9%	9	6.1%
Rural Non-Interstate	53	40.5%	64	43.5%
Urban	69	52.7%	74	50.3%
Total	131	100.0%	147	100.0%

Table 16: Alcohol-involved Crashes and Fatalities
by Crash Classification and Road System, 2017

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
Animal	0	0.0%	0	0.0%	6	1.5%	2	3.1%	2	0.1%	0	0.0%
Fixed Object	23	30.7%	1	11.1%	116	29.6%	6	9.4%	466	29.4%	9	12.2%
Other (Non-Collision)	3	4.0%	0	0.0%	9	2.3%	2	3.1%	24	1.5%	1	1.4%
Other (Object)	2	2.7%	0	0.0%	15	3.8%	0	0.0%	44	2.8%	1	1.4%
Other Vehicle	28	37.3%	5	55.6%	90	23.0%	18	28.1%	707	44.7%	23	31.1%
Overturn	10	13.3%	1	11.1%	89	22.7%	12	18.8%	74	4.7%	3	4.1%
Parked Vehicle	2	2.7%	0	0.0%	9	2.3%	1	1.6%	98	6.2%	1	1.4%
Pedalcyclist	0	0.0%	0	0.0%	0	0.0%	0	0.0%	19	1.2%	0	0.0%
Pedestrian	1	1.3%	1	11.1%	18	4.6%	9	14.1%	118	7.5%	32	43.2%
Railroad Train	0	0.0%	0	0.0%	1	0.3%	1	1.6%	1	0.1%	0	0.0%
Rollover	5	6.7%	1	11.1%	37	9.4%	13	20.3%	27	1.7%	4	5.4%
Vehicle on Other Road	1	1.3%	0	0.0%	2	0.5%	0	0.0%	3	0.2%	0	0.0%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	75	100.0%	9	100.0%	392	100.0%	64	100.0%	1,583	100.0%	74	100.0%

- Pedestrian crashes account for 43.2 percent of fatalities in alcohol-involved crashes on urban roadways. (Table 16)
- Most alcohol-involved crashes on rural Interstate roadways (64.0 percent) occurred in dark (not lighted) conditions. (Table 17)

Table 17: Alcohol-involved Crashes by Light Condition and Road System, 2017

Light Condition	Alcohol-involved Crashes by Light Condition and Road System							
	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	22	29.3%	147	37.5%	517	32.7%	686	33.5%
Dark-Lighted	3	4.0%	30	7.7%	635	40.1%	668	32.6%
Dark-Not Lighted	48	64.0%	194	49.5%	356	22.5%	598	29.2%
Dusk	1	1.3%	12	3.1%	49	3.1%	62	3.0%
Dawn	1	1.3%	6	1.5%	16	1.0%	23	1.1%
Other/Not Stated	0	0.0%	1	0.3%	4	0.3%	5	0.2%
Missing Data	0	0.0%	2	0.5%	6	0.4%	8	0.4%
Total	75	100%	392	100%	1,583	100%	2,050	100%

Crash Characteristics

Month, Day of Week, and Hour

Table 18: Alcohol-involved Crashes by Month and Crash Severity, 2017

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	9.2%	59	6.5%	83	8.2%	154	7.5%
February	13	9.9%	67	7.4%	81	8.0%	161	7.9%
March	11	8.4%	89	9.8%	75	7.4%	175	8.5%
April	13	9.9%	86	9.5%	81	8.0%	180	8.8%
May	8	6.1%	77	8.5%	82	8.1%	167	8.1%
June	6	4.6%	70	7.7%	84	8.3%	160	7.8%
July	8	6.1%	80	8.8%	79	7.8%	167	8.1%
August	9	6.9%	62	6.8%	95	9.4%	166	8.1%
September	11	8.4%	68	7.5%	100	9.9%	179	8.7%
October	20	15.3%	81	8.9%	84	8.3%	185	9.0%
November	9	6.9%	81	8.9%	84	8.3%	174	8.5%
December	11	8.4%	86	9.5%	85	8.4%	182	8.9%
Total	131	100.0%	906	100.0%	1,013	100.0%	2,050	100.0%

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

Figure 5: Percentage of Alcohol-involved Crashes by Month, 2017

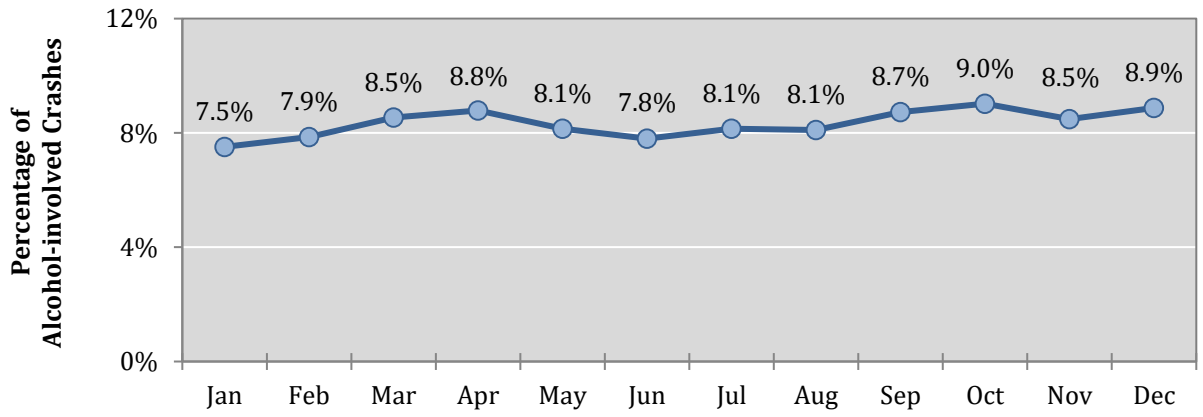


Table 19: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2017

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	29	22.1%	156	17.2%	161	15.9%	346	16.9%
Monday	15	11.5%	85	9.4%	100	9.9%	200	9.8%
Tuesday	16	12.2%	116	12.8%	94	9.3%	226	11.0%
Wednesday	14	10.7%	103	11.4%	135	13.3%	252	12.3%
Thursday	9	6.9%	118	13.0%	127	12.5%	254	12.4%
Friday	19	14.5%	135	14.9%	184	18.2%	338	16.5%
Saturday	29	22.1%	193	21.3%	212	20.9%	434	21.2%
Total	131	100.0%	906	100.0%	1,013	100.0%	2,050	100.0%

- Saturdays and Sundays had the highest number of alcohol-involved fatal crashes (29 crashes each) and together accounted for 44.3 percent of all alcohol-involved fatal crashes. (Table 19)
- More than half (54.5 percent) of all alcohol-involved crashes occurred on the weekend: Fridays (16.5 percent), Saturdays (21.2 percent) and Sundays (16.9 percent). (Table 19, Figure 6)

Figure 6: Percentage of Alcohol-involved Crashes by Day of the Week, 2017

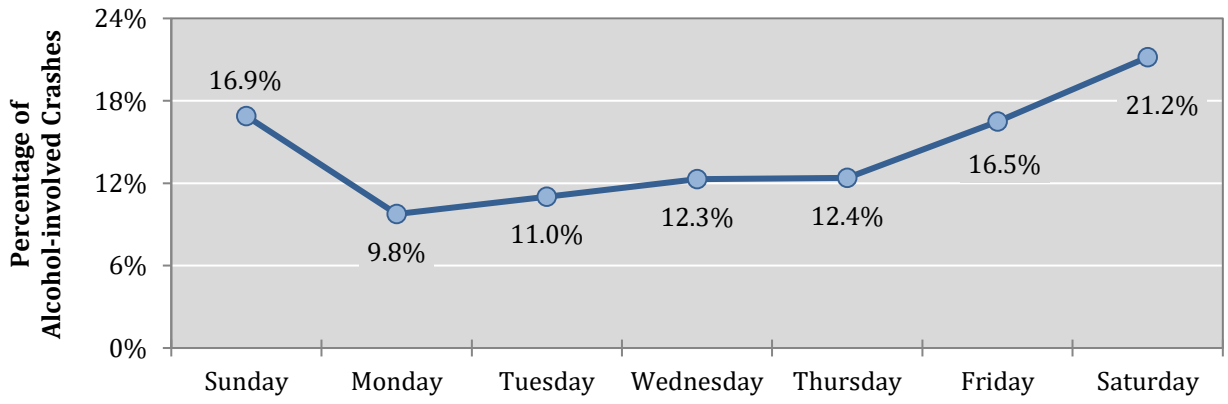


Table 20: Alcohol-involved Crashes by Day of the Week and Three-hour Segments, 2017

Hour[1]	Alcohol-involved Crashes[2]								
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	Percent of Total
12 - 3 a.m.	89	26	25	37	33	41	89	340	16.6%
3 - 6 a.m.	47	6	8	12	8	22	48	151	7.4%
6 - 9 a.m.	16	4	3	11	7	11	18	70	3.4%
9 a.m. - 12 p.m.	11	10	11	9	11	10	16	78	3.8%
12 - 3 p.m.	13	18	21	28	27	22	32	161	7.9%
3 - 6 p.m.	50	39	44	44	39	57	54	327	16.0%
6 - 9 p.m.	58	58	64	68	63	75	83	469	22.9%
9 p.m. - 12 a.m.	59	39	49	41	66	99	93	446	21.8%
Missing Data	3	0	1	2	0	1	1	8	0.4%
Total	346	200	226	252	254	338	434	2,050	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.

- Almost half (44.6 percent) of all alcohol-involved crashes occurred from 6 p.m. to midnight. (Table 20, Figure 7)
- Peak hours for alcohol-involved crashes were Friday and Saturday nights until about 3 a.m. in the morning. (Table 20, Table 21)

Figure 7: Percentage of Alcohol-involved Crashes by Three-hour Segments, 2017

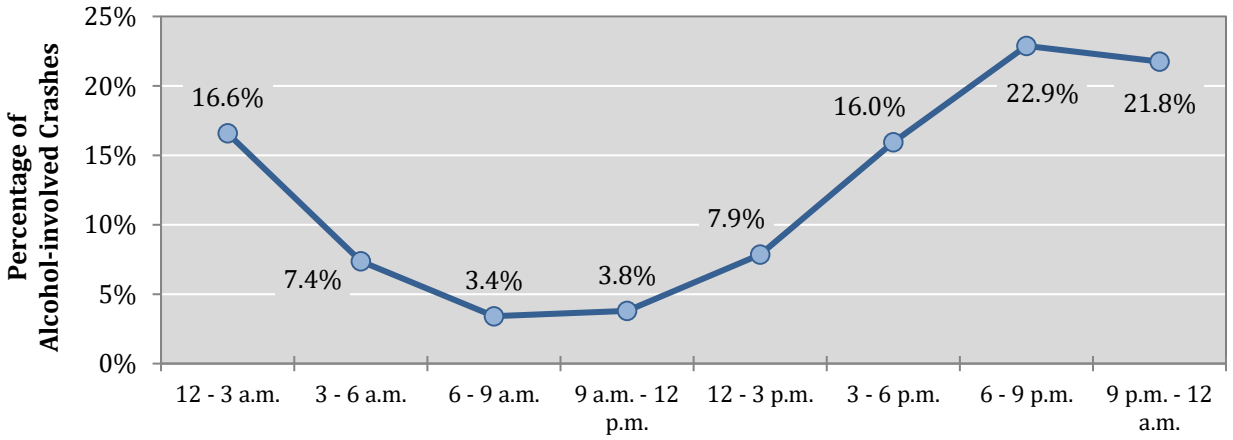


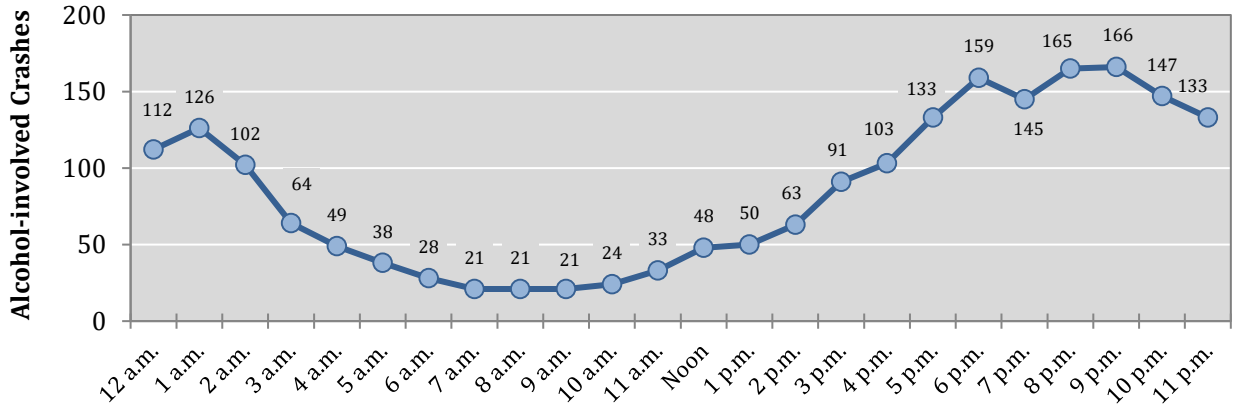
Table 21: Alcohol-involved Crashes by Hour and Day of the Week, 2017

Hour[1]	Alcohol-involved Crashes[2]							Total by Hour	Percent by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat		
12 a.m.	30	10	10	9	12	9	32	112	5.5%
1 a.m.	28	11	10	16	10	18	33	126	6.1%
2 a.m.	31	5	5	12	11	14	24	102	5.0%
3 a.m.	16	3	5	5	5	8	22	64	3.1%
4 a.m.	18	3	1	4	1	8	14	49	2.4%
5 a.m.	13	0	2	3	2	6	12	38	1.9%
6 a.m.	8	1	0	4	3	4	8	28	1.4%
7 a.m.	4	2	0	5	2	4	4	21	1.0%
8 a.m.	4	1	3	2	2	3	6	21	1.0%
9 a.m.	3	3	2	3	2	5	3	21	1.0%
10 a.m.	5	4	2	1	3	3	6	24	1.2%
11 a.m.	3	3	7	5	6	2	7	33	1.6%
Noon	3	8	6	3	10	8	10	48	2.3%
1 p.m.	4	6	6	11	7	6	10	50	2.4%
2 p.m.	6	4	9	14	10	8	12	63	3.1%
3 p.m.	18	9	15	7	10	15	17	91	4.4%
4 p.m.	14	12	10	15	14	18	20	103	5.0%
5 p.m.	18	18	19	22	15	24	17	133	6.5%
6 p.m.	12	27	22	22	15	27	34	159	7.8%
7 p.m.	21	20	13	20	22	23	26	145	7.1%
8 p.m.	25	11	29	26	26	25	23	165	8.0%
9 p.m.	26	15	20	12	35	30	28	166	8.1%
10 p.m.	17	11	19	18	16	39	27	147	7.2%
11 p.m.	16	13	10	11	15	30	38	133	6.5%
Missing Data	3	0	1	2	0	1	1	8	0.4%
Total	346	200	226	252	254	338	434	2,050	100.0%

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

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

Figure 8: Alcohol-involved Crashes by Hour, 2017



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, 2013 - 2017

Crash Classification	Alcohol-involved Crashes					
	2013	2014	2015	2016	2017	Percent of 2017 Total
Other Vehicle	746	765	859	852	825	40.2%
Fixed Object	537	560	634	616	605	29.5%
Overturn/Rollover	272	274	83	142	173	8.4%
Pedestrian	105	143	131	136	137	6.7%
Parked Vehicle	123	111	97	80	109	5.3%
Rollover[1]	0	3	176	107	69	3.4%
Other (Object)	47	72	56	52	61	3.0%
Other (Non-Collision)	41	40	33	53	36	1.8%
Pedalcyclist	21	22	23	15	19	0.9%
Animal	6	7	6	3	8	0.4%
Vehicle on Other Road	10	17	16	8	6	0.3%
Railroad Train	4	4	1	4	2	0.1%
Missing Data	25	23	19	5	0	0.0%
Total	1,937	2,041	2,134	2,073	2,050	100.0%

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

- In 2017, the two most common crash classifications in alcohol-involved crashes were (Collision with) Other Vehicle (40.2 percent) and Fixed Object (29.5 percent). (Table 22)

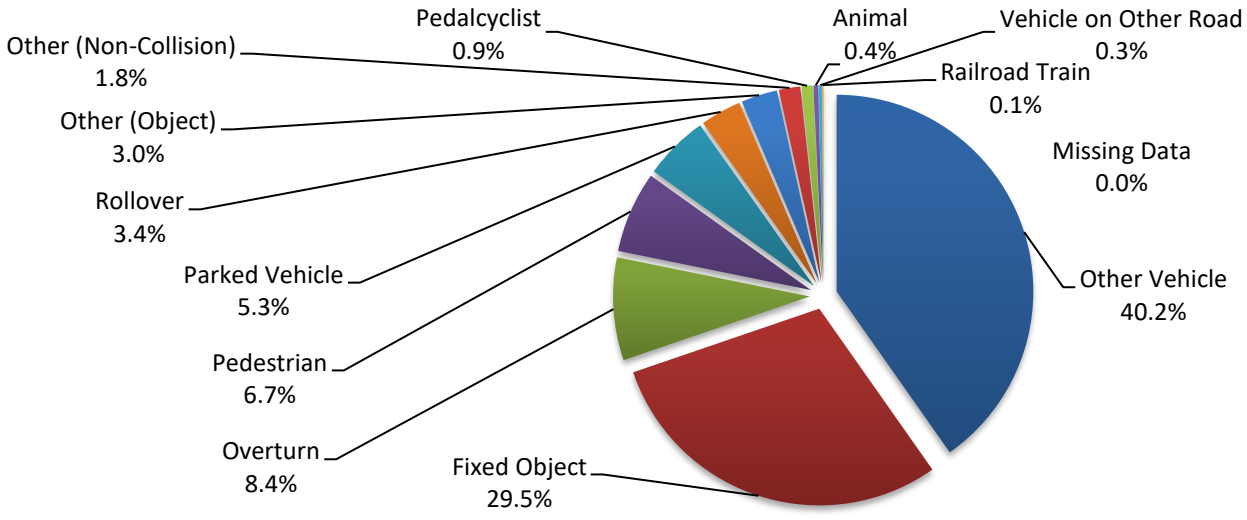
Crash Characteristics – Crash Classification

Table 23: Alcohol-involved Crashes by Crash Classification and Crash Severity, 2017

Crash Classification	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	34	26.0%	393	43.4%	398	39.3%	825	40.2%
Fixed Object	16	12.2%	178	19.6%	411	40.6%	605	29.5%
Overturn	15	11.5%	121	13.4%	37	3.7%	173	8.4%
Pedestrian	42	32.1%	92	10.2%	3	0.3%	137	6.7%
Parked Vehicle	2	1.5%	24	2.6%	83	8.2%	109	5.3%
Rollover	15	11.5%	44	4.9%	10	1.0%	69	3.4%
Other (Object)	1	0.8%	22	2.4%	38	3.8%	61	3.0%
Other (Non-Collision)	3	2.3%	14	1.5%	19	1.9%	36	1.8%
Pedalcyclist	0	0.0%	16	1.8%	3	0.3%	19	0.9%
Animal	2	1.5%	1	0.1%	5	0.5%	8	0.4%
Vehicle on Other Road	0	0.0%	1	0.1%	5	0.5%	6	0.3%
Railroad Train	1	0.8%	0	0.0%	1	0.1%	2	0.1%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	131	100.0%	906	100.0%	1,013	100.0%	2,050	100.0%

- Pedestrian-classified crashes were 6.7 percent of all alcohol-involved crashes, but accounted for 32.1 percent of alcohol-involved fatal crashes. (Table 23)
- Rollover-classified crashes were 3.4 percent of all alcohol-involved crashes, but accounted for 11.5 percent of alcohol-involved fatal crashes. (Table 23)

Figure 9: Alcohol-involved Crashes by Crash Classification, 2017



Vehicles

- Most alcohol-involved crashes involved two vehicles (46.6 percent), followed by those with just one vehicle (45.9 percent). (Table 24)
- Alcohol-involved crashes with only one vehicle accounted for 39.5 percent of fatalities but only 26.9 percent of all people involved in alcohol-involved crashes. (Table 25)

Table 24: Alcohol-involved Crashes by Number of Vehicles Involved and Crash Severity, 2017

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	54	41.2%	372	41.1%	514	50.7%	940	45.9%
2	68	51.9%	441	48.7%	446	44.0%	955	46.6%
3	7	5.3%	63	7.0%	41	4.0%	111	5.4%
4+	2	1.5%	30	3.3%	12	1.2%	44	2.1%
Total Crashes	131	100.0%	906	100.0%	1,013	100.0%	2,050	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, 2017

Severity of Injury to People in Alcohol-involved Crashes												
Number of Vehicles Involved[1]	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	58	39.5%	64	37.6%	260	47.0%	150	22.0%	713	23.2%	1,245	26.9%
2	80	54.4%	87	51.2%	232	42.0%	401	58.7%	1,853	60.3%	2,653	57.3%
3	7	4.8%	12	7.1%	42	7.6%	85	12.4%	302	9.8%	448	9.7%
4+	2	1.4%	7	4.1%	19	3.4%	47	6.9%	205	6.7%	280	6.1%
Total	147	100.0%	170	100.0%	553	100.0%	683	100.0%	3,073	100.0%	4,626	100.0%

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

Table 26: Alcohol-involved Drivers in Crashes by Vehicle Type[6] and Crash Severity, 2017

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	31	21.8%	467	50.7%	612	59.8%	1,110	53.2%
Pickup (Light Truck)	29	20.4%	168	18.2%	219	21.4%	416	19.9%
Van/SUV/4WD	22	15.5%	131	14.2%	152	14.8%	305	14.6%
Pedestrian	41	28.9%	79	8.6%	2	0.2%	122	5.8%
Motorcycle	17	12.0%	55	6.0%	9	0.9%	81	3.9%
Pedalcyclist	0	0.0%	12	1.3%	3	0.3%	15	0.7%
Semi (Heavy Truck)	2	1.4%	5	0.5%	3	0.3%	10	0.5%
Other	0	0.0%	1	0.1%	2	0.2%	3	0.1%
Missing Data	0	0.0%	3	0.3%	22	2.1%	25	1.2%
Total	142	100.0%	921	100.0%	1,024	100.0%	2,087	100.0%

- Alcohol-involved pedestrians accounted for 5.8 percent of alcohol-involved drivers (motorized and non-motorized vehicles) in crashes but were 38.3 percent of alcohol-involved drivers killed in crashes. (Table 27)

Table 27: Alcohol-involved Drivers in Crashes by Vehicle Type[6] and Severity of Injury, 2017

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	16	15.0%	30	32.3%	167	46.4%	133	53.6%	764	59.7%	1,110	53.2%
Pickup (Light Truck)	19	17.8%	15	16.1%	62	17.2%	41	16.5%	279	21.8%	416	19.9%
Van/SUV/4WD	13	12.1%	9	9.7%	57	15.8%	35	14.1%	191	14.9%	305	14.6%
Pedestrian	41	38.3%	24	25.8%	32	8.9%	23	9.3%	2	0.2%	122	5.8%
Motorcycle	17	15.9%	14	15.1%	35	9.7%	6	2.4%	9	0.7%	81	3.9%
Pedalcyclist	0	0.0%	1	1.1%	4	1.1%	7	2.8%	3	0.2%	15	0.7%
Semi (Heavy Truck)	1	0.9%	0	0.0%	2	0.6%	2	0.8%	5	0.4%	10	0.5%
Other	0	0.0%	0	0.0%	0	0.0%	1	0.4%	2	0.2%	3	0.1%
Missing Data	0	0.0%	0	0.0%	1	0.3%	0	0.0%	24	1.9%	25	1.2%
Total	107	100.0%	93	100.0%	360	100.0%	248	100.0%	1,279	100.0%	2,087	100.0%

[6] Pedestrians and pedalcyclists are considered a type of vehicle: They are drivers of *non-motorized* vehicles.

Demographics

Age and Sex

- The number of young adults (ages 20 – 24) in alcohol-involved crashes continued to decline, falling to 698, its lowest number in at least five years. (Table 28)
- The number of people ages 55 through 59 in alcohol-involved crashes rose to 247, its highest level in at least five years. (Table 28)
- There were 1.7 males in alcohol-involved crashes for every female. (Table 29)
- 74.8 percent of fatalities in alcohol-involved crashes were male. (Table 30)
- People 20 to 29 years old were 29.2 percent of all people in alcohol-involved crashes. (Table 29, Table 31, Figure 12)

Table 28: People in Alcohol-involved Crashes by Age, 2013 - 2017

Age Group	People in Alcohol-involved Crashes[1]					Percent Change 2013 to 2017
	2013	2014	2015	2016	2017	
1-4	98	110	99	103	93	-5.1%
5-9	109	97	96	120	114	4.6%
10-14	76	77	103	91	94	23.7%
15-19	343	410	370	380	339	-1.2%
20-24	771	798	747	717	698	-9.5%
25-29	585	579	713	652	655	12.0%
30-34	397	456	554	489	517	30.2%
35-39	355	326	371	395	376	5.9%
40-44	269	333	293	288	286	6.3%
45-49	256	247	280	306	254	-0.8%
50-54	225	262	263	245	224	-0.4%
55-59	182	191	242	225	247	35.7%
60-64	117	149	148	146	132	12.8%
65-69	84	85	89	106	101	20.2%
70-74	42	50	53	55	58	38.1%
75+	50	48	58	58	42	-16.0%
Missing Data	509	479	406	400	396	-22.2%
Total	4,468	4,697	4,885	4,776	4,626	3.5%

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

Table 29: People in Alcohol-involved Crashes by Age and Sex, 2017

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	2.0%	39	2.4%	0	0.0%	93	2.0%	**1.4**
5-9	53	1.9%	61	3.8%	0	0.0%	114	2.5%	**0.9**
10-14	32	1.2%	61	3.8%	1	0.3%	94	2.0%	**0.5**
15-19	209	7.7%	129	8.0%	1	0.3%	339	7.3%	**1.6**
20-24	471	17.3%	224	13.9%	3	1.0%	698	15.1%	**2.1**
25-29	413	15.2%	240	14.9%	2	0.7%	655	14.2%	**1.7**
30-34	329	12.1%	188	11.7%	0	0.0%	517	11.2%	**1.8**
35-39	228	8.4%	146	9.1%	2	0.7%	376	8.1%	**1.6**
40-44	178	6.5%	107	6.7%	1	0.3%	286	6.2%	**1.7**
45-49	165	6.1%	89	5.5%	0	0.0%	254	5.5%	**1.9**
50-54	149	5.5%	75	4.7%	0	0.0%	224	4.8%	**2.0**
55-59	167	6.1%	80	5.0%	0	0.0%	247	5.3%	**2.1**
60-64	80	2.9%	52	3.2%	0	0.0%	132	2.9%	**1.5**
65-69	64	2.4%	36	2.2%	1	0.3%	101	2.2%	**1.8**
70-74	35	1.3%	23	1.4%	0	0.0%	58	1.3%	**1.5**
75+	25	0.9%	17	1.1%	0	0.0%	42	0.9%	**1.5**
Missing Data	69	2.5%	39	2.4%	288	96.3%	396	8.6%	**1.8**
Total	2,721	100.0%	1,606	100.0%	299	100.0%	4,626	100.0%	**1.7**

Figure 10: People in Alcohol-involved Crashes by Age and Sex, 2017

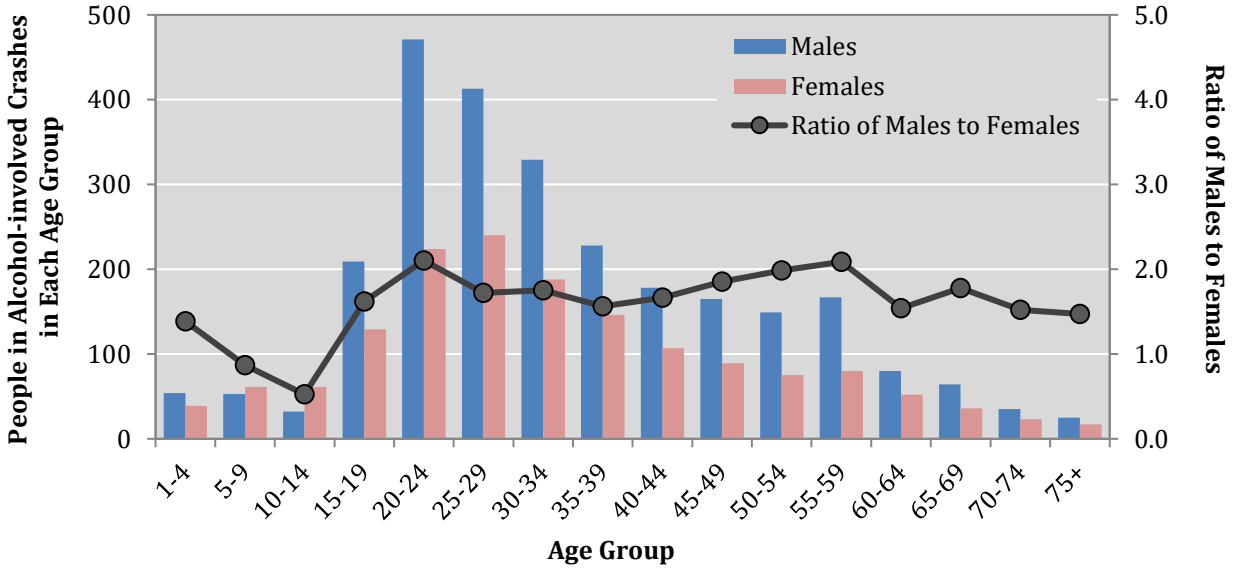


Table 30: Fatalities in Alcohol-involved Crashes by Age and Sex, 2017

Age Group	Fatalities in Alcohol-involved Crashes						Ratio Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	2	1.8%	1	2.7%	3	2.0%	**2.0**
5-9	0	0.0%	0	0.0%	0	0.0%	-
10-14	0	0.0%	1	2.7%	1	0.7%	-
15-19	2	1.8%	2	5.4%	4	2.7%	**1.0**
20-24	13	11.8%	3	8.1%	16	10.9%	**4.3**
25-29	18	16.4%	8	21.6%	26	17.7%	**2.3**
30-34	15	13.6%	10	27.0%	25	17.0%	**1.5**
35-39	5	4.5%	6	16.2%	11	7.5%	**0.8**
40-44	8	7.3%	2	5.4%	10	6.8%	**4.0**
45-49	11	10.0%	1	2.7%	12	8.2%	**11.0**
50-54	11	10.0%	2	5.4%	13	8.8%	**5.5**
55-59	12	10.9%	0	0.0%	12	8.2%	-
60-64	7	6.4%	0	0.0%	7	4.8%	-
65-69	2	1.8%	0	0.0%	2	1.4%	-
70-74	1	0.9%	1	2.7%	2	1.4%	**1.0**
75+	2	1.8%	0	0.0%	2	1.4%	-
Missing Data	1	0.9%	0	0.0%	1	0.7%	-
Total	110	100.0%	37	100.0%	147	100.0%	**3.0**

[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 11: Fatalities in Alcohol-involved Crashes by Age and Sex, 2017

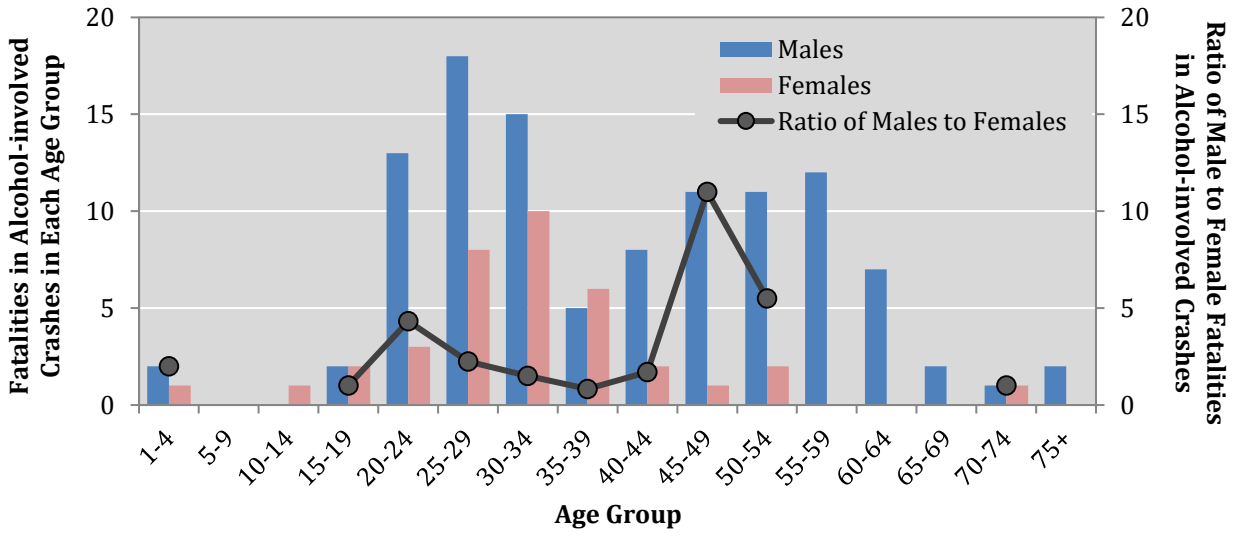
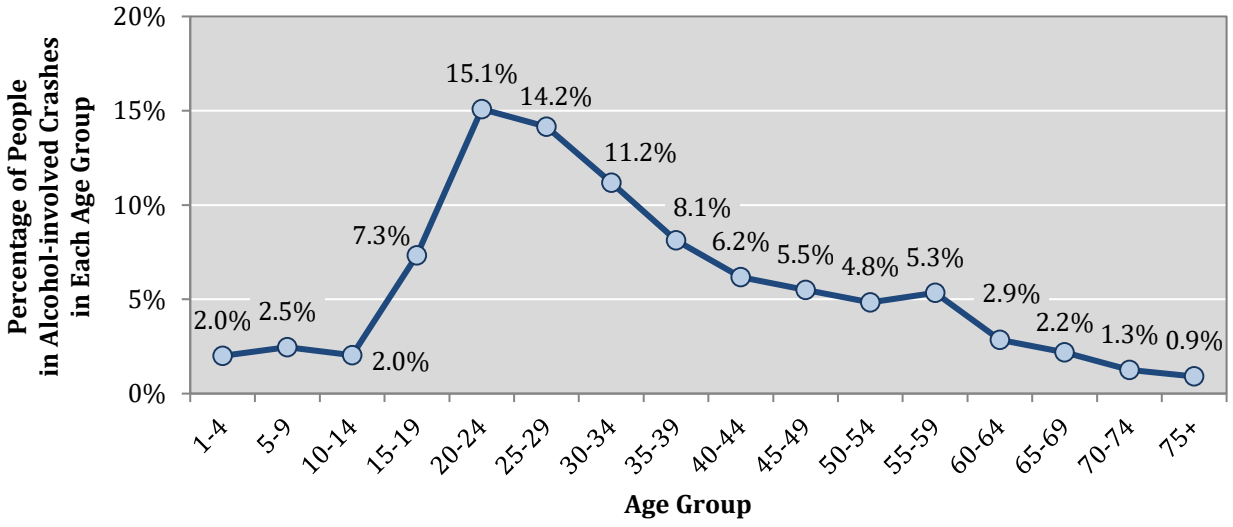


Table 31: People in Alcohol-involved Crashes by Age and Severity of Injury, 2017

Age Group	People in Alcohol-involved Crashes							
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total People[1]	Percent Killed[1]
1-4	3	3	10	14	63	93	2.0%	3.2%
5-9	0	1	19	18	76	114	2.5%	0.0%
10-14	1	0	7	22	64	94	2.0%	1.1%
15-19	4	9	39	46	241	339	7.3%	1.2%
20-24	16	23	96	100	463	698	15.1%	2.3%
25-29	26	33	80	75	441	655	14.2%	4.0%
30-34	25	18	79	90	305	517	11.2%	4.8%
35-39	11	20	50	59	236	376	8.1%	2.9%
40-44	10	14	36	58	168	286	6.2%	3.5%
45-49	12	17	22	41	162	254	5.5%	4.7%
50-54	13	9	24	49	129	224	4.8%	5.8%
55-59	12	9	37	38	151	247	5.3%	4.9%
60-64	7	5	20	28	72	132	2.9%	5.3%
65-69	2	2	14	22	61	101	2.2%	2.0%
70-74	2	2	9	8	37	58	1.3%	3.4%
75+	2	1	5	6	28	42	0.9%	4.8%
Missing Data	1	4	6	9	376	396	8.6%	0.25%
Total	**147**	**170**	**553**	**683**	**3,073**	**4,626**	**100%**	**3.2%**

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

Figure 12: Percentage of People in Alcohol-involved Crashes by Age Group, 2017



Teens (15-19)

- 4 teens were killed and 94 injured in alcohol-involved crashes. (Table 32)
- From 2008 to 2017, the number of alcohol-involved teen drivers[7] in crashes fell 53.8 percent, from 182 to 84, to its lowest level in at least 10 years. In comparison, from 2008 to 2012, the number averaged 173. (Table 33, Figure 13).
- The rate of alcohol-involved teen drivers in crashes fell to its second-lowest level in at least 10 years, 15.0 per 10,000 licensed teen drivers. (Table 33)
- There were 2.5 alcohol-involved teen male drivers in crashes for every one alcohol-involved teen female driver. (Table 34, Figure 14)
- The peak hours of alcohol-involved teen drivers in crashes were 9 p.m. to 5 a.m., with 76.2 percent of crashes. (Table 35)

Table 32: Teens (15-19) in Alcohol-involved Crashes by Severity of Injury, 2017

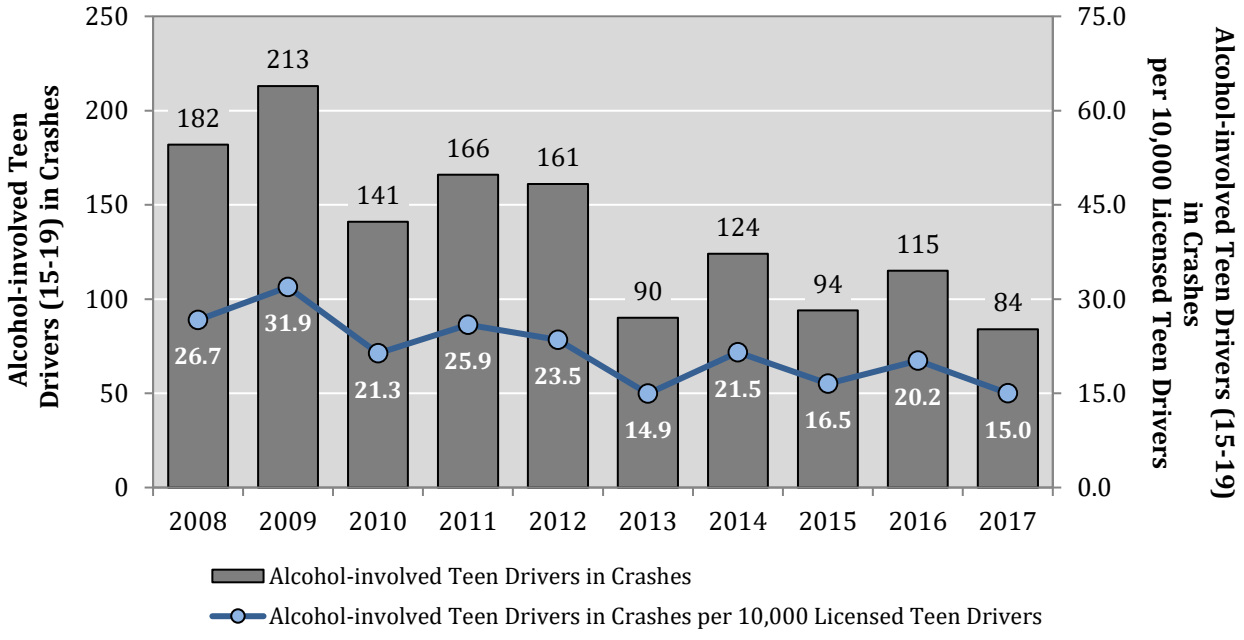
Severity of Injuries	Injury Class	Teens (15-19) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	4	1.2%
Suspected Serious Injuries	A	9	2.7%
Suspected Minor Injuries	B	39	11.5%
Possible Injuries	C	46	13.6%
No Apparent Injuries	O	241	71.1%
Total		339	100.0%

[7] "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[8] (15-19) in Crashes by Crash Severity, 2008 - 2017

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		
2008	12	69	101	182	68,229	26.7
2009	12	80	121	213	66,724	31.9
2010	7	51	83	141	66,058	21.3
2011	3	68	95	166	64,091	25.9
2012	9	71	81	161	68,554	23.5
2013	5	31	54	90	60,243	14.9
2014	6	54	64	124	57,678	21.5
2015	3	41	50	94	56,946	16.5
2016	9	54	52	115	56,894	20.2
2017	7	30	47	84	56,054	15.0

Figure 13: Alcohol-involved Teen Drivers[8] (15-19) in Crashes, 2008 - 2017

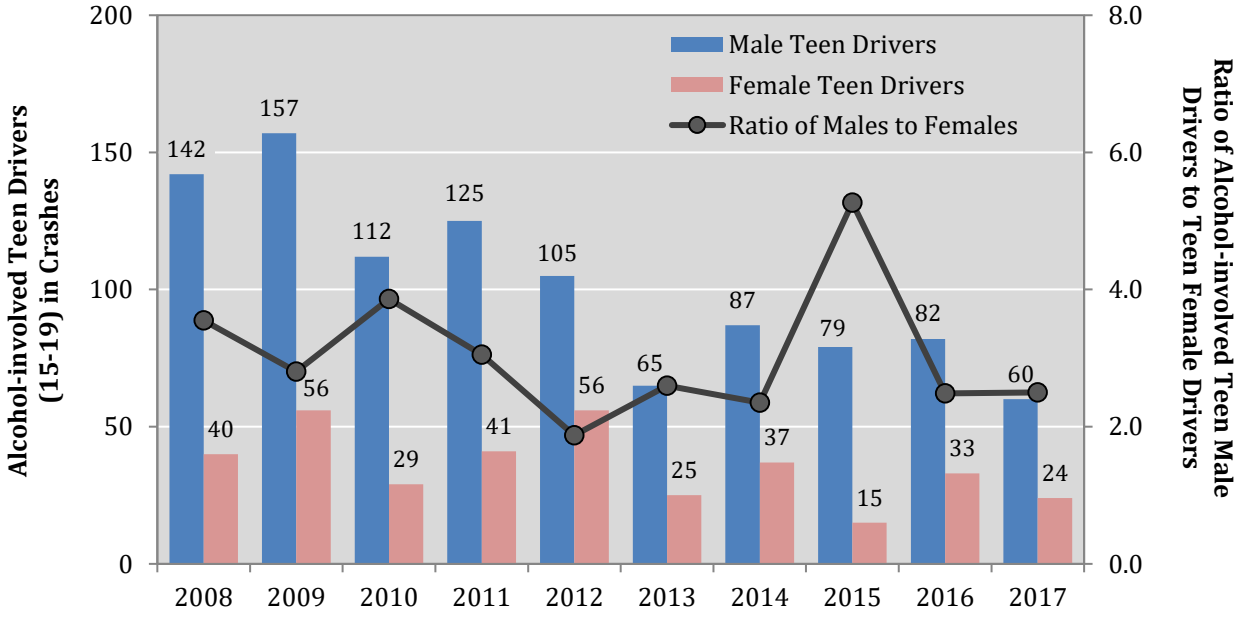


[8] Does not include alcohol-involved teen drivers for which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 34: Alcohol-involved Teen Drivers[9] (15-19) in Crashes by Sex, 2008 - 2017

Year	Alcohol-involved Teen Drivers (15-19) of Vehicles in Crashes			Ratio of Males to Females
	Males	Females	Total	
2008	142	40	182	3.55
2009	157	56	213	2.80
2010	112	29	141	3.86
2011	125	41	166	3.05
2012	105	56	161	1.88
2013	65	25	90	2.60
2014	87	37	124	2.35
2015	79	15	94	5.27
2016	82	33	115	2.48
2017	60	24	84	2.50

Figure 14: Alcohol-involved Teen Drivers[9] (15-19) in Crashes by Sex, 2008 - 2017



[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.

Table 35: Alcohol-involved Teen Drivers[10] (15-19) in Crashes by Hour, 2017

Hour [1]	Alcohol-involved Teen Drivers (15-19)	
	Count	Percent
Midnight	8	9.5%
1 a.m.	13	15.5%
2 a.m.	2	2.4%
3 a.m.	8	9.5%
4 a.m.	5	6.0%
5 a.m.	8	9.5%
6 a.m.	1	1.2%
7 a.m.	2	2.4%
8 a.m.	0	0.0%
9 a.m.	0	0.0%
10 a.m.	1	1.2%
11 a.m.	1	1.2%
Noon	1	1.2%
1 p.m.	1	1.2%
2 p.m.	1	1.2%
3 p.m.	0	0.0%
4 p.m.	2	2.4%
5 p.m.	3	3.6%
6 p.m.	4	4.8%
7 p.m.	0	0.0%
8 p.m.	3	3.6%
9 p.m.	9	10.7%
10 p.m.	4	4.8%
11 p.m.	7	8.3%
Missing Data	0	0.0%
Total	84	100.0%

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

[10] Does not include 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)

- 16 young adults were killed and 219 injured in alcohol-involved crashes. (Table 36)
- The number of alcohol-involved young adult drivers[11] in crashes has been decreasing. From 2008 to 2017, the number of alcohol-involved young adult drivers in crashes has decreased 17.6 percent, from 448 to 369. (Table 37, Figure 15)
- In the past five years, the rate of alcohol-involved young adult drivers in crashes has hovered at around 31 alcohol-involved young adult drivers in crashes per 10,000 licensed young adult drivers, lower than the average rate of 36 in the years 2008 – 2012. (Table 37)
- The number of male alcohol-involved young adult drivers in crashes has decreased by 22.8 percent (from 351 to 271) in the last ten years. During that span, the number female alcohol-involved young adult drivers in crashes has stayed relatively steady. (Table 38)
- The peak hours of alcohol-involved young adult drivers in crashes was from 11 p.m. to 2 a.m., with 34.7 percent of crashes. (Table 39)

Table 36: Young Adults (20-24) in Alcohol-involved Crashes by Severity of Injury, 2017

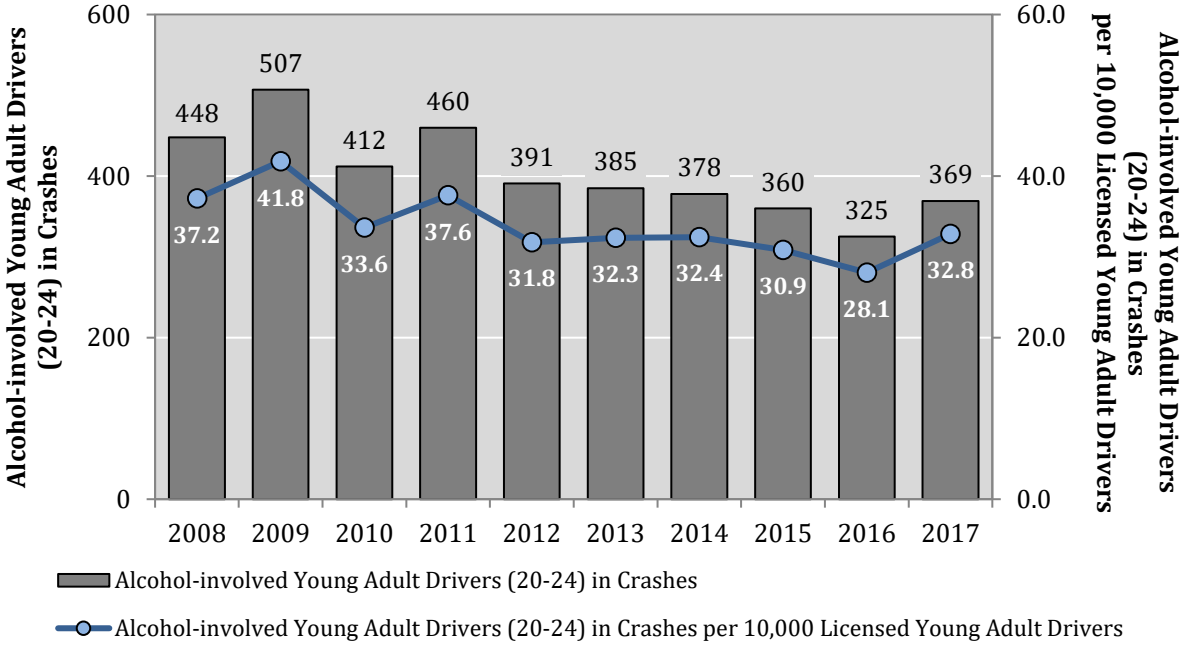
Severity of Injuries	Injury Class	Young Adults (20-24) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	16	2.3%
Suspected Serious Injuries	A	23	3.3%
Suspected Minor Injuries	B	96	13.8%
Possible Injuries	C	100	14.3%
No Apparent Injuries	O	463	66.3%
Total		698	100.0%

[11] "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[12] (20-24) in Crashes by Severity, 2008 - 2017

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		
2008	22	196	230	448	120,296	37.2
2009	25	210	272	507	121,192	41.8
2010	22	168	222	412	122,562	33.6
2011	18	206	236	460	122,293	37.6
2012	14	151	226	391	122,911	31.8
2013	20	137	228	385	119,028	32.3
2014	21	163	194	378	116,542	32.4
2015	14	144	202	360	116,661	30.9
2016	14	130	181	325	115,853	28.1
2017	17	147	205	369	112,381	32.8

Figure 15: Alcohol-involved Young Adult Drivers[12] (20-24) in Crashes, 2008 - 2017

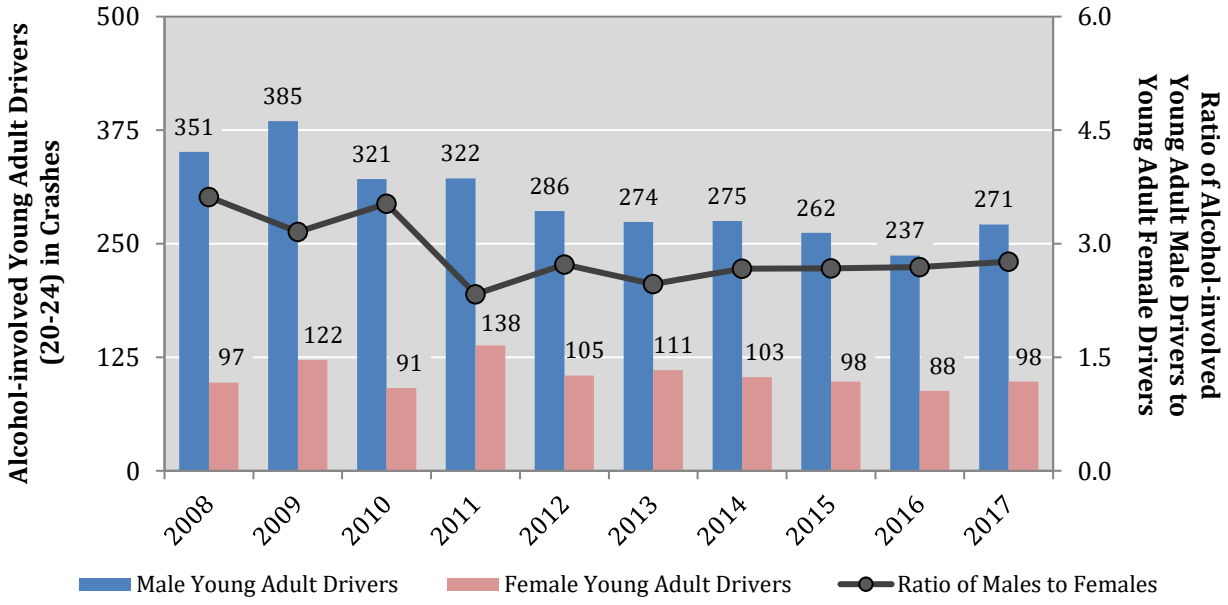


[12] Does not include young adult drivers for which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 38: Alcohol-involved Young Adult Drivers[13] (20-24) in Crashes by Sex, 2008 - 2017

Year	Alcohol-involved Young Adult Drivers (20-24) in Crashes			Ratio of Males to Females
	Males	Females	Total	
2008	351	97	448	3.62
2009	385	122	507	3.16
2010	321	91	412	3.53
2011	322	138	460	2.33
2012	286	105	391	2.72
2013	274	111	385	2.47
2014	275	103	378	2.67
2015	262	98	360	2.67
2016	237	88	325	2.69
2017	271	98	369	2.77

Figure 16: Alcohol-involved Young Adult Drivers[13] (20-24) in Crashes by Sex, 2008 - 2017



[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.

Table 39: Alcohol-involved Young Adult Drivers[14] (20-24) by Hour, 2017

Hour [1]	Alcohol-involved Young Adult Drivers (20-24) in Crashes	
	Count	Percent
Midnight	30	8.1%
1 a.m.	36	9.8%
2 a.m.	31	8.4%
3 a.m.	26	7.0%
4 a.m.	18	4.9%
5 a.m.	7	1.9%
6 a.m.	10	2.7%
7 a.m.	5	1.4%
8 a.m.	5	1.4%
9 a.m.	5	1.4%
10 a.m.	6	1.6%
11 a.m.	2	0.5%
Noon	9	2.4%
1 p.m.	2	0.5%
2 p.m.	7	1.9%
3 p.m.	8	2.2%
4 p.m.	14	3.8%
5 p.m.	11	3.0%
6 p.m.	25	6.8%
7 p.m.	13	3.5%
8 p.m.	24	6.5%
9 p.m.	20	5.4%
10 p.m.	24	6.5%
11 p.m.	31	8.4%
Missing Data	0	0.0%
Total	369	100.0%

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

[14] Does not include young adult drivers 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 4.3 percent of all alcohol-involved crashes. (Table 40)
- Of the 88 alcohol-involved motorcycle crashes in 2017, 20.5 percent (18) were fatal crashes, and 69.3 percent (61) were injury crashes. (Table 41)

Table 40: Alcohol-involved Motorcycle Crashes[15], 2017

Motorcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Motorcycle-involved	88	4.3%
Motorcycle Not Involved	1,962	95.7%
Total Alcohol-involved Crashes	2,050	100.0%

Table 41: Alcohol-involved Motorcycle Crashes[15] by Crash Severity, 2017

Crash Severity	Alcohol-involved Motorcycle Crashes	
	Count	Percent
Fatal Crashes	18	20.5%
Injury Crashes	61	69.3%
Property Damage Only Crashes	9	10.2%
Total Motorcycle-involved Crashes	88	100.0%

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

Table 42: Alcohol-involved Motorcycle Crashes[16], 2008 - 2017

Year	Motorcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
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	1,134	**9.1%**
2015	85	1,131	**7.5%**
2016	71	1,118	**6.4%**
2017	88	1,144	**7.7%**

- Since 2008, alcohol-involved motorcycle crashes accounted for about 6 percent to 10 percent of all motorcycle crashes. (Table 42)

Table 43: Top Counties for Alcohol-involved Motorcycle Crashes[16], 2013 - 2017

2017 Rank[1]	County	Alcohol-involved Motorcycle Crashes[2]					2017 Population	Alcohol-involved Motorcycle Crashes per 100,000 County Residents
		2013	2014	2015	2016	2017		
1	Bernalillo	23	30	31	16	30	676,773	**4.4**
2	Doña Ana	18	7	8	8	8	215,579	**3.7**
2	Santa Fe	5	9	4	2	8	148,750	**5.4**
4	Otero	5	1	3	3	7	65,817	**10.6**
5	San Juan	6	10	4	9	6	126,926	**4.7**
All Other Counties		33	46	35	33	29	854,225	**3.4**
Statewide Total		90	103	85	71	88	2,088,070	**4.2**

[1] Counties have the same rank if they have the same number of crashes in 2017.

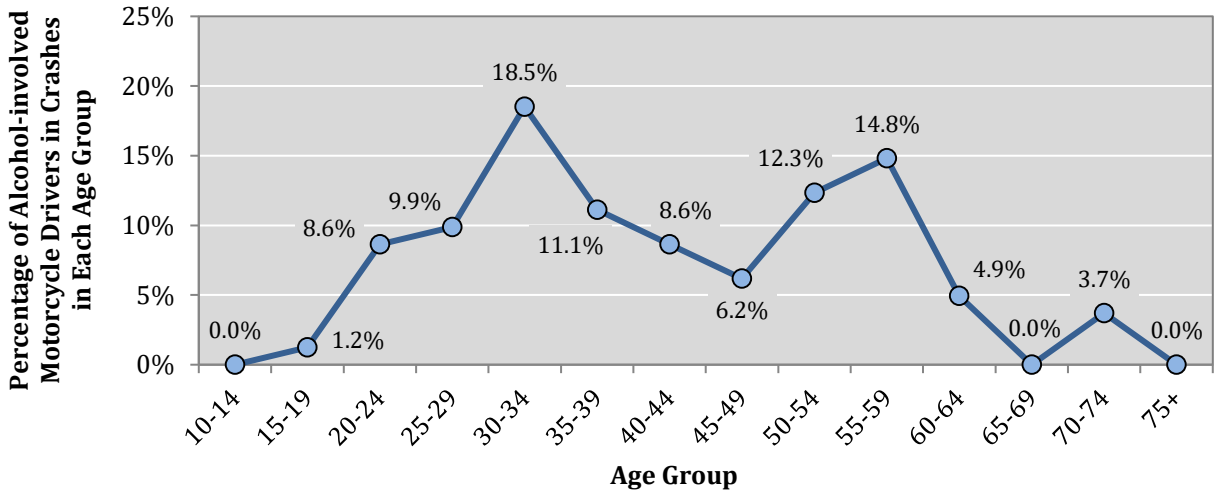
[16] An alcohol-involved motorcycle crash is a crash involving one or more motorcyclists in which any vehicle driver or motorcycle driver in the crash was alcohol-involved.

Table 44: Alcohol-involved Motorcycle Driver[17] Crash Rates, 2013 - 2017

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
2013	80	65,321	114,136	12.2	7.0
2014	87	64,598	116,291	13.5	7.5
2015	78	63,248	117,944	12.3	6.6
2016	66	61,877	121,408	10.7	5.4
2017	81	57,718	120,120	14.0	6.7

- The rate of alcohol-involved motorcycle drivers in crashes (per 10,000 registered motorcycles) rose to its highest level in the past five years, 14.0. (Table 44)
- Drivers ages 30-34 makes up 18.5 percent of all alcohol-involved motorcycle drivers in crashes. Drivers ages 50-59 make up 27.2 percent. (Table 45)
- Almost all alcohol-involved motorcycle drivers in crashes (96.3 percent) were males. (Table 45)

Figure 17: Percentage of Alcohol-involved Motorcycle Drivers[17] in Crashes by Age Group, 2017

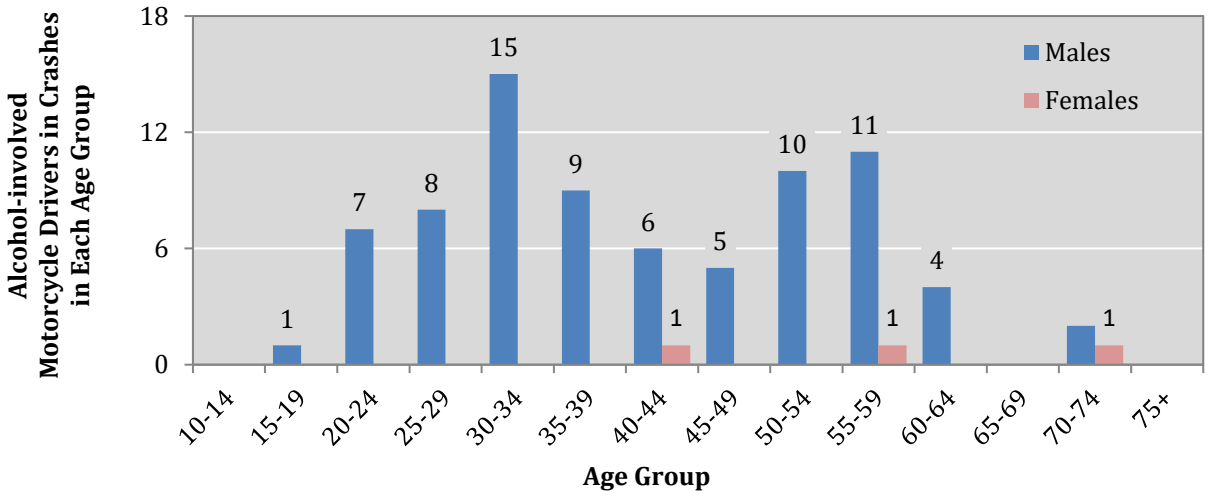


[17] "Alcohol-involved motorcycle drivers" are motorcycle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 45: Alcohol-involved Motorcycle Drivers[18] in Crashes by Age and Sex, 2017

Age Group	Alcohol-involved Motorcycle Drivers in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	1	1.3%	0	0.0%	0	0.0%	1	1.2%	-
20-24	7	9.0%	0	0.0%	0	0.0%	7	8.6%	-
25-29	8	10.3%	0	0.0%	0	0.0%	8	9.9%	-
30-34	15	19.2%	0	0.0%	0	0.0%	15	18.5%	-
35-39	9	11.5%	0	0.0%	0	0.0%	9	11.1%	-
40-44	6	7.7%	1	33.3%	0	0.0%	7	8.6%	6
45-49	5	6.4%	0	0.0%	0	0.0%	5	6.2%	-
50-54	10	12.8%	0	0.0%	0	0.0%	10	12.3%	-
55-59	11	14.1%	1	33.3%	0	0.0%	12	14.8%	11
60-64	4	5.1%	0	0.0%	0	0.0%	4	4.9%	-
65-69	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
70-74	2	2.6%	1	33.3%	0	0.0%	3	3.7%	2
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	78	100%	3	100%	0	0%	81	100%	26

Figure 18: Alcohol-involved Motorcycle Drivers[18] in Crashes by Age and Sex, 2017



[18] "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 6.7 percent of all alcohol-involved crashes. (Table 46)
- Of the 137 alcohol-involved pedestrian crashes, 30.7 percent (42) were fatal crashes, and 67.2 percent (92) were injury crashes. (Table 47)

Table 46: Alcohol-involved Pedestrian Crashes[19], 2017

Pedestrian Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedestrian-involved	137	6.7%
Pedestrian Not Involved	1,913	93.3%
Total Alcohol-involved Crashes	2,050	100.0%

Table 47: Alcohol-involved Pedestrian[19] Crashes by Crash Severity, 2017

Crash Severity	Alcohol-involved Pedestrian Crashes	
	Count	Percent
Fatal Crashes	42	30.7%
Injury Crashes	92	67.2%
Property Damage Only Crashes	3	2.2%
Total Alcohol-involved Pedestrian Crashes	137	100.0%

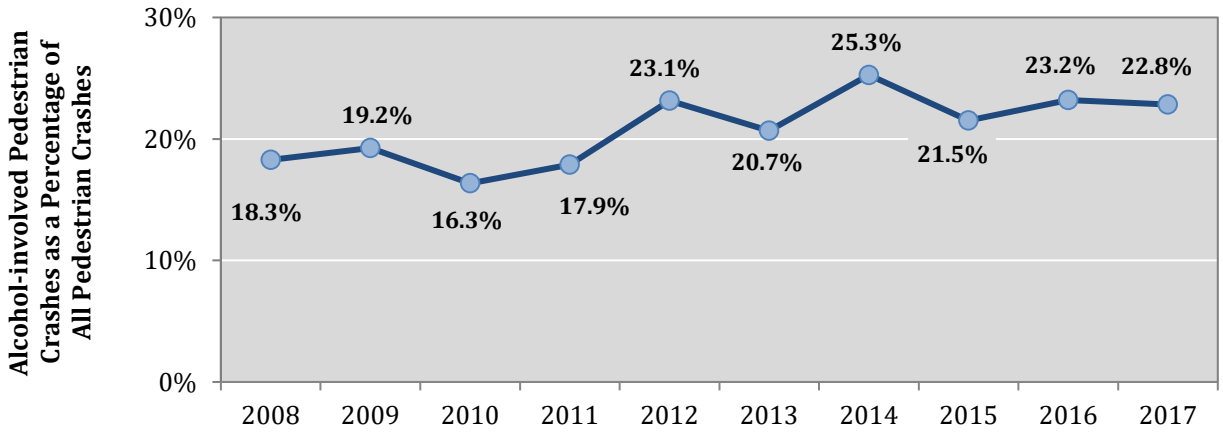
[19] An alcohol-involved pedestrian crash is a crash involving one or more pedestrians in which any driver or pedestrian in the crash was alcohol-involved.

Table 48: Alcohol-involved Pedestrian Crashes[20], 2008 - 2017

Year	Pedestrian-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2008	89	487	18.3%
2009	97	504	19.2%
2010	68	416	16.3%
2011	74	414	17.9%
2012	100	432	23.1%
2013	103	498	20.7%
2014	141	558	25.3%
2015	130	604	21.5%
2016	136	586	23.2%
2017	137	600	22.8%

- The number of alcohol-involved pedestrian crashes is at its second-highest level in the past 10 years. From 2008 to 2017, the number rose 53.9 percent. (Table 48)
- The portion of alcohol-involved pedestrian crashes as a percentage of all pedestrian crashes has been more than 20 percent each of the past five years. (Table 48, Figure 19)

Figure 19: Alcohol-involved Pedestrian Crashes[20], 2008 - 2017



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

Demographics – Pedestrians

Table 49: Top-Ranking Counties for Alcohol-involved Pedestrian Crashes, 2013 - 2017

2017 Rank[1]	County	Alcohol-involved Pedestrian Crashes[2]					2017 Population	Alcohol-involved Pedestrian Crashes per 100,000 County Residents
		2013	2014	2015	2016	2017		
1	Bernalillo	45	69	59	79	60	676,773	**8.9**
2	San Juan	14	16	16	10	19	126,926	**15.0**
2	McKinley	19	24	18	18	19	72,564	**26.2**
4	Santa Fe	8	9	6	5	12	148,750	**8.1**
5	Doña Ana	3	6	4	5	9	215,579	**4.2**
6	Valencia	0	1	1	0	3	75,940	**4.0**
All Other Counties		14	16	26	19	15	771,538	**1.9**
Statewide Total		103	141	130	136	137	2,088,070	**6.6**

[1] Counties have the same rank if they have the same number of crashes in 2017.

[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.

- Four counties – Bernalillo, San Juan, McKinley, and Santa Fe – accounted for 80.3 percent of alcohol-involved pedestrian crashes. (Table 49)
- Out of all pedestrians in alcohol-involved crashes, 89.1 percent were under the influence of alcohol. (Table 50)
- Alcohol-involved pedestrians ages 25-39 account for 39.3 percent of alcohol-involved pedestrians in crashes. (Figure 20, Table 51)
- 79.5 percent of alcohol-involved pedestrians in crashes were male. (Table 51)

Table 50: Alcohol-involved Pedestrians in Alcohol-involved Crashes, 2013 - 2017

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]
2013	97	105	**92.4%**
2014	131	147	**89.1%**
2015	120	135	**88.9%**
2016	129	144	**89.6%**
2017	122	137	**89.1%**

[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[21] in Crashes by Age, 2017

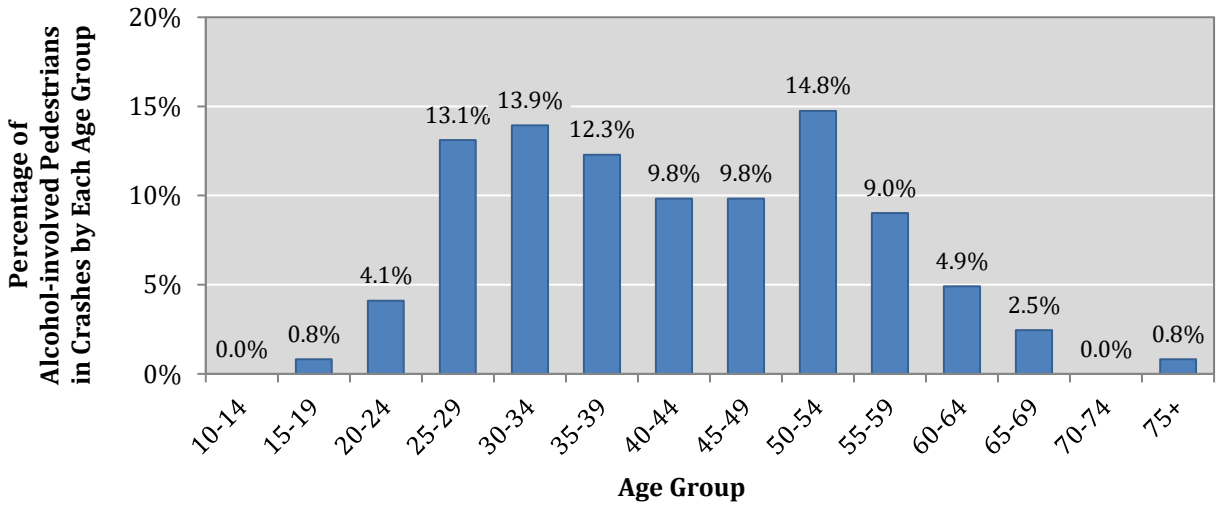


Table 51: Alcohol-involved Pedestrians[21] in Crashes by Age, 2017

Age Group	Alcohol-involved Pedestrians in Crashes								Ratio of Males to Females[1]
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	1	1.0%	0	0.0%	0	0.0%	1	0.8%	-
20-24	4	4.1%	1	4.0%	0	0.0%	5	4.1%	**4.0**
25-29	13	13.4%	3	12.0%	0	0.0%	16	13.1%	**4.3**
30-34	10	10.3%	7	28.0%	0	0.0%	17	13.9%	**1.4**
35-39	9	9.3%	6	24.0%	0	0.0%	15	12.3%	**1.5**
40-44	10	10.3%	2	8.0%	0	0.0%	12	9.8%	**5.0**
45-49	8	8.2%	4	16.0%	0	0.0%	12	9.8%	**2.0**
50-54	16	16.5%	2	8.0%	0	0.0%	18	14.8%	**8.0**
55-59	11	11.3%	0	0.0%	0	0.0%	11	9.0%	-
60-64	6	6.2%	0	0.0%	0	0.0%	6	4.9%	-
65-69	3	3.1%	0	0.0%	0	0.0%	3	2.5%	-
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
75+	1	1.0%	0	0.0%	1	0.0%	1	0.8%	-
Missing Data	5	5.2%	0	0.0%	0	4.1%	5	4.1%	-
Total	97	100.0%	25	100.0%	0	0.0%	122	100.0%	**3.9**

[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.

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

Pedalcyclists (Bicyclists)

- Alcohol-involved pedalcycle crashes accounted for 0.9 percent of all alcohol-involved crashes. (Table 52)
- Of the 19 alcohol-involved pedalcycle crashes, none were fatal crashes and 84.2 percent (16) were injury crashes. (Table 53)

Table 52: Alcohol-involved Pedalcycle Crashes[22], 2017

Pedalcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedalcycle-involved	19	0.9%
Pedalcycle Not Involved	2,031	99.1%
Total Alcohol-involved Crashes	2,050	100.0%

Table 53: Alcohol-involved Pedalcycle Crashes[22] by Crash Severity, 2017

Crash Severity	Alcohol-involved Pedalcycle Crashes	
	Count	Percent
Fatal Crashes	0	0.0%
Injury Crashes	16	84.2%
Property Damage Only Crashes	3	15.8%
Total Alcohol-involved Pedalcycle Crashes	19	100.0%

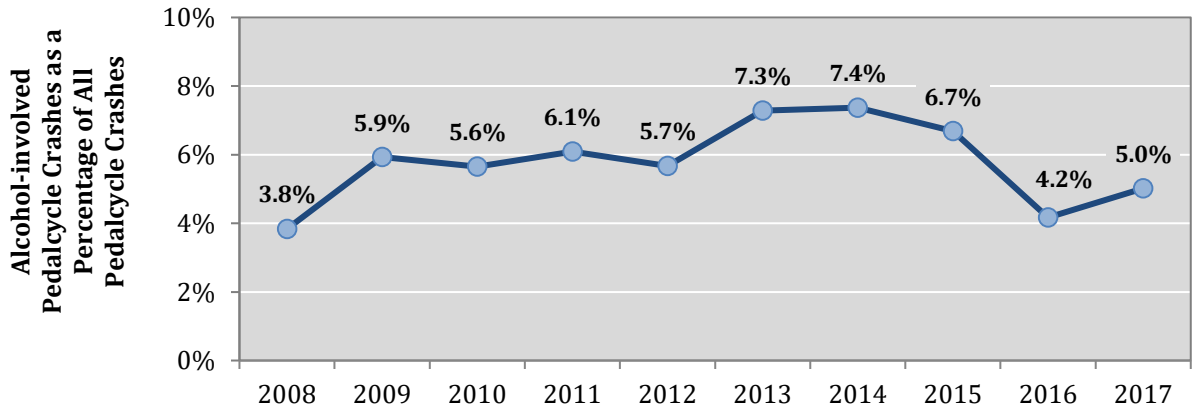
[22] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists in which any vehicle driver or pedalcyclist in the crash was alcohol-involved.

Table 54: Alcohol-involved Pedalcycle Crashes[23], 2008 - 2017

Year	Pedalcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2008	15	391	3.8%
2009	22	371	5.9%
2010	20	354	5.6%
2011	21	345	6.1%
2012	22	388	5.7%
2013	22	302	7.3%
2014	23	312	7.4%
2015	24	359	6.7%
2016	15	360	4.2%
2017	19	379	5.0%

- Since 2008, alcohol-involved pedalcycle crashes have averaged 20 per year , about 6 percent of all pedalcycle crashes. (Table 54, Figure 21)

Figure 21: Alcohol-involved Pedalcycle Crashes[23], 2008 - 2017



[23] 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, 2013 - 2017

2017 Rank[1]	County	Alcohol-involved Pedalcycle Crashes[2]					2017 Population	Alcohol-involved Pedalcycle Crashes per 100,000 County Residents
		2013	2014	2015	2016	2017		
1	Bernalillo	7	9	11	6	8	676,773	**1.2**
2	Chaves	0	0	1	0	3	64,866	**4.6**
3	Sandoval	1	1	0	2	2	142,507	**1.4**
All Other Counties		14	13	12	7	6	1,203,924	**0.5**
Statewide Total		22	23	24	15	19	2,088,070	**0.9**

[1] Counties have the same rank if they have the same number of crashes in 2017.

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

- 42.1 percent of all alcohol-involved pedalcycle crashes occurred in Bernalillo County. (Table 55)
- Out of all pedalcyclists in alcohol-involved crashes, 78.9 percent were under the influence of alcohol. (Table 56)
- Of all alcohol-involved pedalcyclists in crashes, 93.3 percent (14 out of 15) were male. (Table 57)

Table 56: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2013 - 2017

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]
2013	20	22	90.9%
2014	20	26	76.9%
2015	19	24	79.2%
2016	13	15	86.7%
2017	15	19	78.9%

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

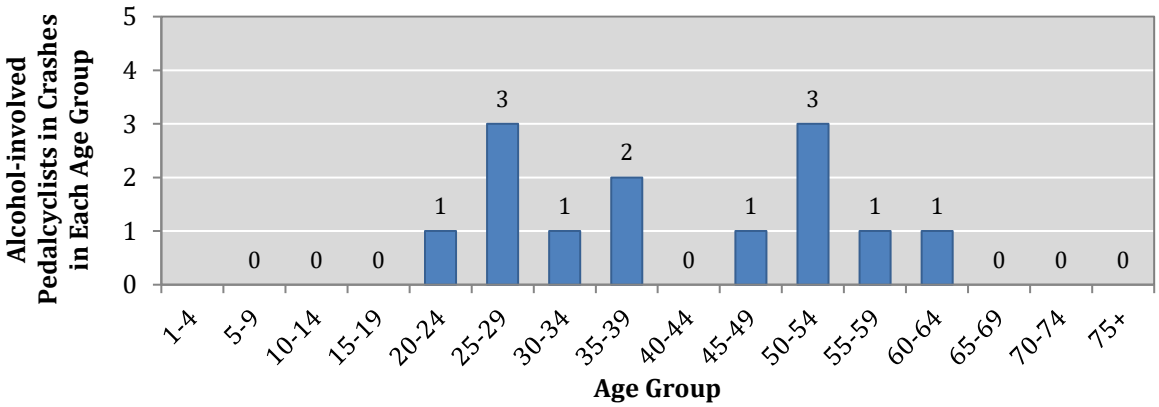
[2] The percentage of pedalcyclists under the influence of alcohol out of all pedalcyclists in alcohol-involved crashes.

Table 57: Alcohol-involved Pedalcyclists[24] in Crashes by Age and Sex, 2017

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	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
20-24	0	0.0%	1	100.0%	0	0.0%	1	6.7%	-
25-29	3	21.4%	0	0.0%	0	0.0%	3	20.0%	-
30-34	1	7.1%	0	0.0%	0	0.0%	1	6.7%	-
35-39	2	14.3%	0	0.0%	0	0.0%	2	13.3%	-
40-44	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
45-49	1	7.1%	0	0.0%	0	0.0%	1	6.7%	-
50-54	3	21.4%	0	0.0%	0	0.0%	3	20.0%	-
55-59	1	7.1%	0	0.0%	0	0.0%	1	6.7%	-
60-64	1	7.1%	0	0.0%	0	0.0%	1	6.7%	-
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	2	14.3%	0	0.0%	0	0.0%	2	13.3%	-
Total	14	100.0%	1	100.0%	0	0.0%	15	100.0%	**14.0**

[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[24] in Crashes by Age Group, 2017



[24] 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 69.2 percent of all alcohol-involved drivers in crashes. (Table 58)
- Out-of-state drivers were 7.4 percent of all alcohol-involved drivers. (Table 59)
- 11.4 percent of drivers in alcohol-involved crashes had only an ID card and no driver's license. (Table 59)

Table 58: Alcohol-involved Drivers[25] in Crashes by Sex, 2017

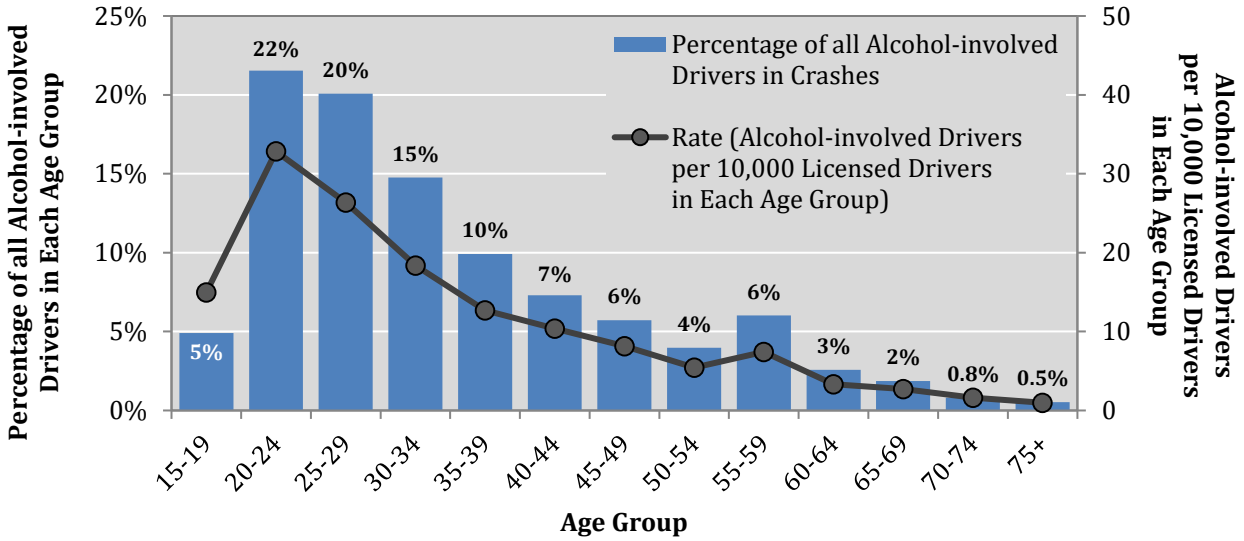
Sex	Alcohol-involved Drivers	
	Count	Percent
Males	1,185	69.2%
Females	528	30.8%
Total Drivers	1,713	100.0%

Table 59: Alcohol-involved Drivers[25] in Crashes by License Type and Residence, 2017

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	1,319	94.5%	76	5.4%	1	0.1%	1,396	100%
CDL Class A	26	78.8%	7	21.2%	0	0.0%	33	100%
CDL Class B	4	80.0%	1	20.0%	0	0.0%	5	100%
CDL Class C	11	52.4%	9	42.9%	1	4.8%	21	100%
ID Card	191	89.3%	23	10.7%	0	0.0%	214	100%
Motorcycle Only	3	100.0%	0	0.0%	0	0.0%	3	100%
CDL Non-Commercial	11	78.6%	3	21.4%	0	0.0%	14	100%
Missing Data	148	80.0%	19	10.3%	18	9.7%	185	100%
Total	1,713	91.6%	138	7.4%	20	1.1%	1,871	100%

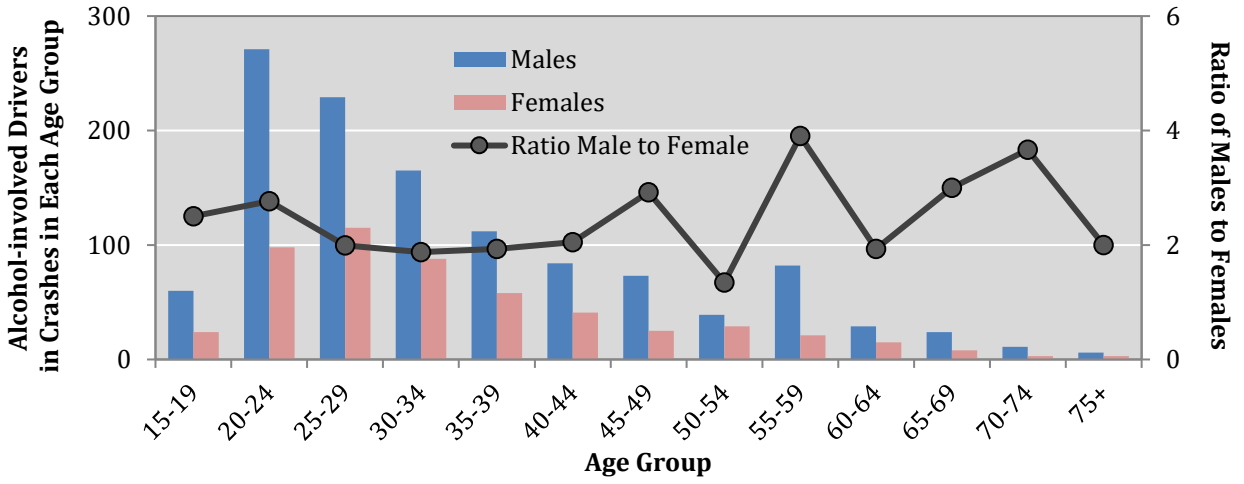
[25] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) residence is not in New Mexico (except Table 59), or 4) the person is a pedestrian or pedalcyclist.

Figure 23: Percentage and Rate of Alcohol-involved Drivers[26] in Crashes by Age Group, 2017



- The 20-24 age group had both the highest portion, at 22 percent, and the highest rate of alcohol-involved drivers in crashes. (Figure 23, Table 60)

Figure 24: Alcohol-involved Drivers[26] in Crashes by Age and Sex, 2017



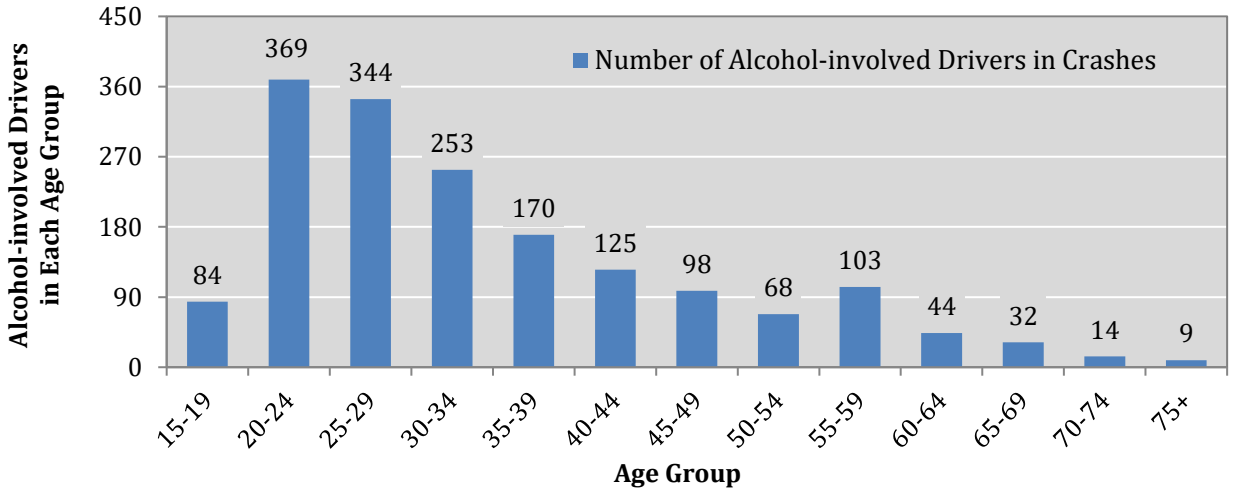
[26] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) the residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Demographics – Alcohol-involved Drivers

Table 60: Alcohol-involved Drivers[27] in Crashes by Age and Sex, 2017

Age Group	Alcohol-involved Drivers in Crashes							2017 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	60	5.1%	24	4.5%	84	4.9%	2.5	56,054	**15.0**
20-24	271	22.9%	98	18.6%	369	21.5%	2.8	112,381	**32.8**
25-29	229	19.3%	115	21.8%	344	20.1%	2.0	130,422	**26.4**
30-34	165	13.9%	88	16.7%	253	14.8%	1.9	137,625	**18.4**
35-39	112	9.5%	58	11.0%	170	9.9%	1.9	133,838	**12.7**
40-44	84	7.1%	41	7.8%	125	7.3%	2.0	120,299	**10.4**
45-49	73	6.2%	25	4.7%	98	5.7%	2.9	120,133	**8.2**
50-54	39	3.3%	29	5.5%	68	4.0%	1.3	125,162	**5.4**
55-59	82	6.9%	21	4.0%	103	6.0%	3.9	138,937	**7.4**
60-64	29	2.4%	15	2.8%	44	2.6%	1.9	132,874	**3.3**
65-69	24	2.0%	8	1.5%	32	1.9%	3.0	117,763	**2.7**
70-74	11	0.9%	3	0.6%	14	0.8%	3.7	86,910	**1.6**
75+	6	0.5%	3	0.6%	9	0.5%	2.0	92,013	**1.0**
Total	1,185	100%	528	100%	1,713	100%	2.2	1,504,411	**11.4**

Figure 25: Alcohol-involved Drivers[27] in Crashes by Age Group, 2017



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

Demographics – Alcohol-involved Drivers

- From 2008 to 2017, the number of alcohol-involved drivers age 65-69 years old in crashes increased 128.6 percent, whereas alcohol-involved drivers age 15-19 years old decreased by 53.8 percent in the same time frame. (Table 61)

Table 61: Alcohol-involved Drivers[28] in Crashes by Age Group, 2008 - 2017

Age Group	Alcohol-involved Drivers in Crashes[1]										Percent Change 2008-2017
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	
15-19	182	213	141	166	161	90	124	94	115	84	-53.8%
20-24	448	507	412	460	391	385	378	360	325	369	-17.6%
25-29	320	383	304	344	296	281	293	342	332	344	7.5%
30-34	199	271	244	240	241	175	218	294	226	253	27.1%
35-39	170	192	163	170	169	175	143	165	177	170	0.0%
40-44	149	176	159	153	151	121	143	116	132	125	-16.1%
45-49	158	170	140	159	143	113	96	123	127	98	-38.0%
50-54	94	111	122	119	110	100	103	110	91	68	-27.7%
55-59	65	73	74	67	63	63	82	74	85	103	58.5%
60-64	36	44	41	50	46	47	49	46	41	44	22.2%
65-69	14	21	25	29	23	23	24	25	30	32	128.6%
70-74	10	8	6	11	10	7	10	16	14	14	40.0%
75+	8	14	4	5	13	10	10	10	12	9	12.5%
Total	1,853	2,183	1,835	1,973	1,817	1,590	1,673	1,775	1,707	1,713	-7.6%

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

[28] 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, 2017

Person Type	People in Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	1,862	969	164	2,995	**1.9**
Front Seat Passengers	354	348	3	705	**1.0**
All Other Passengers	244	231	5	480	**1.1**
Motorcyclists[1]					
Motorcycle Drivers	81	3	0	84	**27.0**
Motorcycle Passengers	3	4	0	7	**0.8**
Nonmotorists					
Pedalcyclists	18	1	0	19	**18.0**
Pedestrians	109	28	0	137	**3.9**
Missing Data	50	22	127	199	**2.3**
Total	**2,721**	**1,606**	**299**	**4,626**	**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 81 male and 3 female motorcycle drivers in alcohol-involved crashes, resulting in a male-to-female motorcycle driver ratio of 27 to 1. (Table 62)
- There were 18 male and 1 female pedalcyclists in alcohol-involved crashes, resulting in a male-to-female pedalcyclist ratio of 18 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, 2017

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]	40	77	193	435	1,794	2,539	**54.9%**
Non-victims[2]	107	93	360	248	1,279	2,087	**45.1%**
Total People	147	170	553	683	3,073	4,626	**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 40 male and 16 female unbelted fatalities in alcohol-involved crashes, for a male-to-female ratio of 2.5 to 1. (Table 64)
- 55.4 percent of all unbelted fatalities in alcohol-involved crashes were 20-34 years old. (Table 64)

Table 64: Unbelted Fatalities[29] in Alcohol-involved Crashes by Age and Sex, 2017

Age Group	Unbelted Fatalities in Alcohol-involved Crashes						Ratio of Males to Females[1]
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	1	2.5%	0	0.0%	1	1.8%	-
5-9	0	0.0%	0	0.0%	0	0.0%	-
10-14	0	0.0%	0	0.0%	0	0.0%	-
15-19	1	2.5%	2	12.5%	3	5.4%	**0.5**
20-24	9	22.5%	1	6.3%	10	17.9%	**9.0**
25-29	8	20.0%	4	25.0%	12	21.4%	**2.0**
30-34	5	12.5%	4	25.0%	9	16.1%	**1.3**
35-39	3	7.5%	3	18.8%	6	10.7%	**1.0**
40-44	2	5.0%	1	6.3%	3	5.4%	**2.0**
45-49	6	15.0%	0	0.0%	6	10.7%	-
50-54	3	7.5%	1	6.3%	4	7.1%	**3.0**
55-59	2	5.0%	0	0.0%	2	3.6%	-
60-64	0	0.0%	0	0.0%	0	0.0%	-
65-69	0	0.0%	0	0.0%	0	0.0%	-
70-74	0	0.0%	0	0.0%	0	0.0%	-
75 +	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	-
Total	**40**	**100%**	**16**	**100%**	**56**	**100%**	**2.5**

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

DWI Enforcement

Arrests

Table 65: DWI Arrests by County[30], 2013 - 2017

County	DWI Arrests					Percent of All 2017 DWI Arrests	Percent Change 2013-2017	Percent Change 2016-2017
	2013	2014	2015	2016	2017			
Bernalillo	4,108	3,607	2,637	2,407	2,568	24.5%	-37.5%	6.7%
Catron	8	6	6	11	8	0.1%	0.0%	-27.3%
Chaves	230	305	288	257	262	2.5%	13.9%	1.9%
Cibola	209	239	290	296	263	2.5%	25.8%	-11.1%
Colfax	58	48	66	69	74	0.7%	27.6%	7.2%
Curry	143	213	189	192	196	1.9%	37.1%	2.1%
De Baca	11	11	8	6	6	0.1%	-45.5%	0.0%
Doña Ana	1,308	1,016	904	1,044	963	9.2%	-26.4%	-7.8%
Eddy	223	357	313	277	271	2.6%	21.5%	-2.2%
Grant	190	165	144	133	156	1.5%	-17.9%	17.3%
Guadalupe	51	29	22	28	23	0.2%	-54.9%	-17.9%
Harding	0	2	3	0	1	0.01%	-	-
Hidalgo	43	36	36	48	44	0.4%	2.3%	-8.3%
Lea	363	502	527	429	423	4.0%	16.5%	-1.4%
Lincoln	117	99	135	144	115	1.1%	-1.7%	-20.1%
Los Alamos	56	52	40	78	34	0.3%	-39.3%	-56.4%
Luna	106	127	107	106	107	1.0%	0.9%	0.9%
McKinley	762	680	716	752	781	7.4%	2.5%	3.9%
Mora	26	30	30	19	24	0.2%	-7.7%	26.3%
Otero	361	370	329	271	245	2.3%	-32.1%	-9.6%
Quay	64	56	51	59	43	0.4%	-32.8%	-27.1%
Rio Arriba	401	299	264	264	248	2.4%	-38.2%	-6.1%
Roosevelt	69	47	38	51	33	0.3%	-52.2%	-35.3%
Sandoval	707	703	677	720	738	7.0%	4.4%	2.5%
San Juan	1,227	1,384	1,378	1,220	1,195	11.4%	-2.6%	-2.0%
San Miguel	189	187	159	162	176	1.7%	-6.9%	8.6%
Santa Fe	923	1,024	912	772	729	6.9%	-21.0%	-5.6%
Sierra	88	66	64	65	98	0.9%	11.4%	50.8%
Socorro	106	126	90	88	99	0.9%	-6.6%	12.5%
Taos	201	204	239	189	144	1.4%	-28.4%	-23.8%
Torrance	69	63	50	56	40	0.4%	-42.0%	-28.6%
Union	10	12	18	31	9	0.1%	-10.0%	-71.0%
Valencia	292	339	378	257	292	2.8%	0.0%	13.6%
Missing Data	255	45	4	15	93	0.9%	-63.5%	520.0%
Total DWI Arrests	12,974	12,449	11,112	10,516	10,501	100.0%	-19.1%	-0.1%

[30] "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[31], 2013 - 2017

City	DWI Arrests					Percent of All 2017 DWI Arrests	Percent Change 2013-2017	Percent Change 2016-2017
	2013	2014	2015	2016	2017			
Alamogordo	217	214	196	152	116	1.1%	-46.5%	-23.7%
Albuquerque	3,652	3,244	2,525	2,405	2,409	22.9%	-34.0%	0.2%
Anthony	120	80	52	58	60	0.6%	-50.0%	3.4%
Artesia	50	64	76	56	48	0.5%	-4.0%	-14.3%
Aztec	92	120	101	83	96	0.9%	4.3%	15.7%
Belen	110	111	127	87	97	0.9%	-11.8%	11.5%
Bernalillo	93	62	60	47	61	0.6%	-34.4%	29.8%
Bloomfield	97	120	134	109	106	1.0%	9.3%	-2.8%
Carlsbad	166	222	218	169	156	1.5%	-6.0%	-7.7%
Clovis	146	192	160	165	169	1.6%	15.8%	2.4%
Corrales	34	42	21	22	25	0.2%	-26.5%	13.6%
Cuba	50	36	71	37	43	0.4%	-14.0%	16.2%
Deming	109	105	80	90	99	0.9%	-9.2%	10.0%
Edgewood	42	53	25	39	38	0.4%	-9.5%	-2.6%
Española	202	176	167	162	147	1.4%	-27.2%	-9.3%
Farmington	496	603	530	440	441	4.2%	-11.1%	0.2%
Fruitland	84	69	89	83	80	0.8%	-4.8%	-3.6%
Gallup	213	188	201	185	207	2.0%	-2.8%	11.9%
Grants	64	78	98	72	68	0.6%	6.3%	-5.6%
Hobbs	249	302	298	253	242	2.3%	-2.8%	-4.3%
Kirtland	65	77	61	71	51	0.5%	-21.5%	-28.2%
Las Cruces	771	626	570	681	656	6.2%	-14.9%	-3.7%
Las Vegas	135	120	119	100	118	1.1%	-12.6%	18.0%
Los Alamos	49	42	32	64	30	0.3%	-38.8%	-53.1%
Los Lunas	234	270	230	179	206	2.0%	-12.0%	15.1%
Lovington	51	75	94	80	100	1.0%	96.1%	25.0%
Portales	58	47	33	47	47	0.4%	-19.0%	0.0%
Raton	29	21	36	27	42	0.4%	44.8%	55.6%
Rio Rancho	532	470	382	366	432	4.1%	-18.8%	18.0%
Roswell	224	276	208	234	235	2.2%	4.9%	0.4%
Ruidoso	44	39	61	48	48	0.5%	9.1%	0.0%
Santa Fe	807	824	675	570	558	5.3%	-30.9%	-2.1%
Shiprock	160	124	136	137	128	1.2%	-20.0%	-6.6%
Silver City	119	99	87	86	90	0.9%	-24.4%	4.7%
Socorro	59	51	38	31	47	0.4%	-20.3%	51.6%
Sunland Park	60	54	23	55	29	0.3%	-51.7%	-47.3%
T or C	51	50	44	32	56	0.5%	9.8%	75.0%
Taos	130	131	157	110	83	0.8%	-36.2%	-24.5%
Thoreau	36	27	41	37	39	0.4%	8.3%	5.4%
Tucumcari	43	42	35	29	26	0.2%	-39.5%	-10.3%
Other Cities and Rural	3,031	2,903	2,821	2,818	2,772	26.4%	-8.5%	-1.6%
Total	12,974	12,449	11,112	10,516	10,501	100.0%	-19.1%	-0.1%

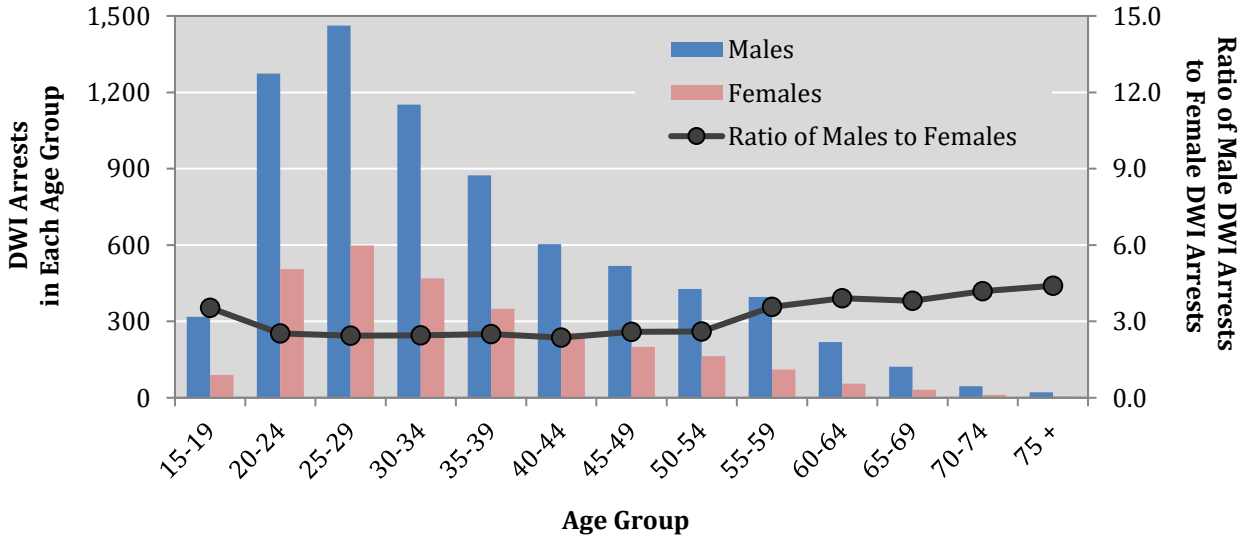
[31] "City" refers to the city residence of the driver, not the city where the driver was arrested for DWI. DWI arrests are for either DWI or aggravated DWI.

Table 67: DWI Arrests by Age and Sex[32], 2017

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	
15-19	318	4.3%	90	3.2%	13	5.9%	421	4.0%	**3.5**
20-24	1,274	17.1%	505	17.8%	37	16.7%	1,816	17.3%	**2.5**
25-29	1,462	19.7%	598	21.0%	61	27.6%	2,121	20.2%	**2.4**
30-34	1,151	15.5%	469	16.5%	29	13.1%	1,649	15.7%	**2.5**
35-39	874	11.8%	349	12.3%	23	10.4%	1,246	11.9%	**2.5**
40-44	603	8.1%	255	9.0%	23	10.4%	881	8.4%	**2.4**
45-49	518	7.0%	200	7.0%	10	4.5%	728	6.9%	**2.6**
50-54	428	5.8%	164	5.8%	15	6.8%	607	5.8%	**2.6**
55-59	396	5.3%	111	3.9%	1	0.5%	508	4.8%	**3.6**
60-64	219	2.9%	56	2.0%	4	1.8%	279	2.7%	**3.9**
65-69	122	1.6%	32	1.1%	2	0.9%	156	1.5%	**3.8**
70-74	46	0.6%	11	0.4%	1	0.5%	58	0.6%	**4.2**
75 +	22	0.3%	5	0.18%	2	0.9%	29	0.3%	**4.4**
Missing Data	2	0.03%	0	0.0%	0	0.0%	2	0.02%	-
Total	7,435	100.0%	2,845	100.0%	221	100.0%	10,501	100.0%	**2.6**

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

Figure 26: DWI Arrests by Age and Sex[32], 2017



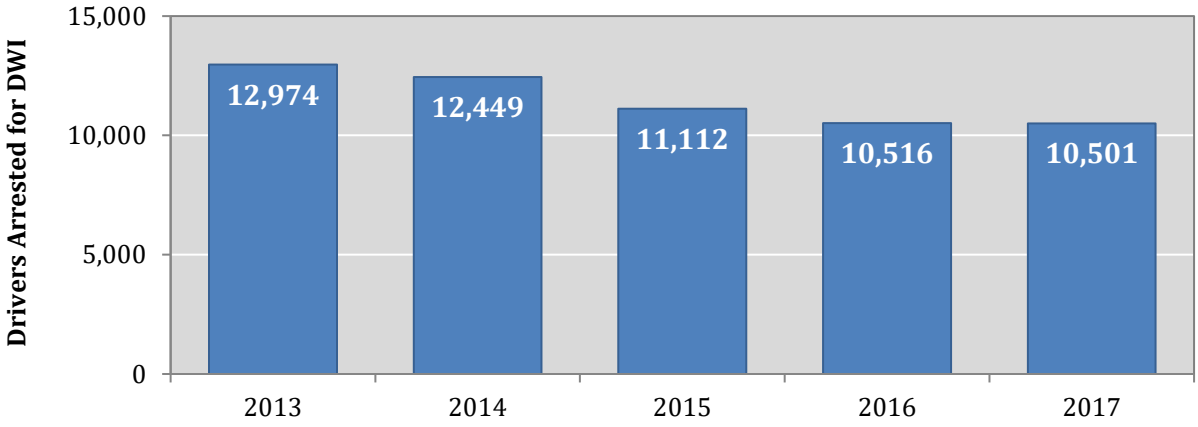
[32] DWI arrests are for either DWI or aggravated DWI.

Table 68: Number of Drivers Arrested for a DWI[33], 2013 - 2017

Age Group	Drivers Arrested for DWI[1]					Percent Change 2013-2017
	2013	2014	2015	2016	2017	
15-19	548	508	442	452	421	-23.2%
20-24	2,604	2,383	2,089	1,880	1,816	-30.3%
25-29	2,486	2,298	2,070	2,027	2,121	-14.7%
30-34	1,901	1,874	1,686	1,563	1,649	-13.3%
35-39	1,395	1,399	1,235	1,259	1,246	-10.7%
40-44	1,183	1,140	989	917	881	-25.5%
45-49	992	959	837	764	728	-26.6%
50-54	866	840	768	695	607	-29.9%
55-59	504	534	505	497	508	0.8%
60-64	278	287	299	240	279	0.4%
65-69	135	128	133	138	156	15.6%
70-74	47	49	43	52	58	23.4%
75 +	27	35	14	28	29	7.4%
Missing Data	8	15	2	4	2	-75.0%
Total	12,974	12,449	11,112	10,516	10,501	-19.1%

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

Figure 27: Number of Drivers Arrested for DWI[33], 2013 - 2017



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

Convictions

Table 69: DWI Convictions by County[34], 2013 - 2017

County	DWI Convictions					Percent of All 2017 Convictions	Percent Change 2013-2017	Percent Change 2016-2017
	2013	2014	2015	2016	2017			
Bernalillo	2,548	2,003	1,627	1,273	1,394	22.6%	-45.3%	9.5%
Catron	5	4	4	5	6	0.1%	20.0%	20.0%
Chaves	184	224	226	239	181	2.9%	-1.6%	-24.3%
Cibola	99	82	143	142	155	2.5%	56.6%	9.2%
Colfax	32	22	43	36	31	0.5%	-3.1%	-13.9%
Curry	157	129	151	109	132	2.1%	-15.9%	21.1%
De Baca	9	10	5	8	5	0.1%	-44.4%	-37.5%
Doña Ana	792	729	630	658	559	9.1%	-29.4%	-15.0%
Eddy	193	258	249	240	184	3.0%	-4.7%	-23.3%
Grant	147	126	104	101	101	1.6%	-31.3%	0.0%
Guadalupe	36	27	14	22	14	0.2%	-61.1%	-36.4%
Harding	0	1	3	0	1	0.02%	-	-
Hidalgo	35	31	36	40	31	0.5%	-11.4%	-22.5%
Lea	282	308	375	287	235	3.8%	-16.7%	-18.1%
Lincoln	106	85	83	124	67	1.1%	-36.8%	-46.0%
Los Alamos	39	50	38	51	37	0.6%	-5.1%	-27.5%
Luna	79	88	93	75	96	1.6%	21.5%	28.0%
McKinley	450	411	380	348	350	5.7%	-22.2%	0.6%
Mora	15	24	24	13	10	0.2%	-33.3%	-23.1%
Otero	261	266	245	183	160	2.6%	-38.7%	-12.6%
Quay	43	42	45	47	27	0.4%	-37.2%	-42.6%
Rio Arriba	167	156	162	165	136	2.2%	-18.6%	-17.6%
Roosevelt	68	42	26	35	36	0.6%	-47.1%	2.9%
Sandoval	565	499	448	478	497	8.1%	-12.0%	4.0%
San Juan	940	941	1,102	907	787	12.8%	-16.3%	-13.2%
San Miguel	129	134	91	89	124	2.0%	-3.9%	39.3%
Santa Fe	561	610	577	473	430	7.0%	-23.4%	-9.1%
Sierra	61	41	42	50	62	1.0%	1.6%	24.0%
Socorro	101	75	64	47	47	0.8%	-53.5%	0.0%
Taos	112	134	150	117	101	1.6%	-9.8%	-13.7%
Torrance	62	44	46	45	32	0.5%	-48.4%	-28.9%
Union	13	3	9	16	12	0.2%	-7.7%	-25.0%
Valencia	178	172	189	181	127	2.1%	-28.7%	-29.8%
Missing Data	338	106	7	0	0	0.0%	-100.0%	-
Total Convictions	**8,807**	**7,877**	**7,431**	**6,604**	**6,167**	**100.0%**	**-30.0%**	**-6.6%**

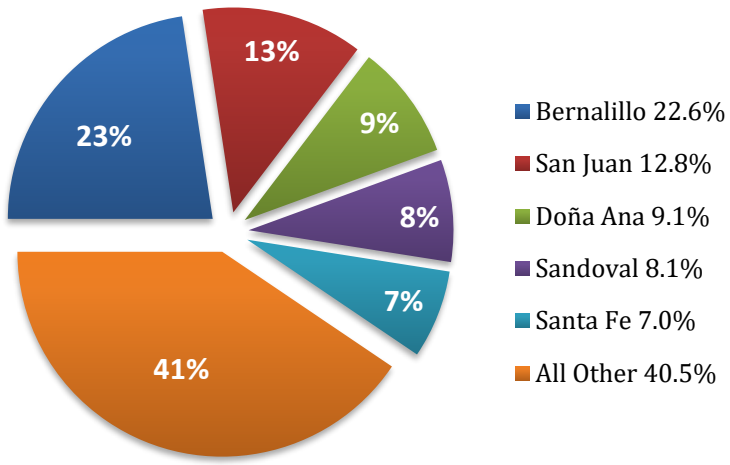
[34] "County" refers to the location where the driver was arrested for DWI, not their county of residence.

Table 70: Top-Ranking Counties for DWI Convictions[35], 2013 - 2017

2017 Rank	County	New Mexico DWI Total Convictions					2017 Population	DWI Convictions per 10,000 County Residents, 2017
		2013	2014	2015	2016	2017		
1	Bernalillo	2,548	2,003	1,627	1,273	1,394	676,773	**20.6**
2	San Juan	940	941	1,102	907	787	126,926	**62.0**
3	Doña Ana	792	729	630	658	559	215,579	**25.9**
4	Sandoval	565	499	448	478	497	142,507	**34.9**
5	Santa Fe	561	610	577	473	430	148,750	**28.9**
6	McKinley	450	411	380	348	350	72,564	**48.2**
7	Lea	282	308	375	287	235	68,759	**34.2**
8	Eddy	193	258	249	240	184	56,997	**32.3**
9	Chaves	184	224	226	239	181	64,866	**27.9**
10	Otero	261	266	245	183	160	65,817	**24.3**
All Other Counties		2,031	1,628	1,572	1,518	1,390	448,532	**31.0**
Statewide Total		8,807	7,877	7,431	6,604	6,167	2,088,070	**29.5**

- There were 29.5 DWI convictions per 10,000 New Mexico residents. **San Juan (62.0), McKinley (48.2), Sandoval (34.9), Lea (34.2), and Eddy (32.3)** counties had DWI conviction rates higher than the statewide rate. (Table 70)

Figure 28: Top-Ranking Counties for DWI Convictions[35], 2017



[35] "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[36], 2013 - 2017

County	First DWI Convictions					Percent of First 2017 Convictions	Percent Change 2013-2017	Percent Change 2016-2017
	2013	2014	2015	2016	2017			
Bernalillo	1,761	1,339	1,055	832	923	23.1%	-47.6%	10.9%
Catron	4	3	4	2	3	0.1%	-25.0%	50.0%
Chaves	123	143	148	160	126	3.2%	2.4%	-21.3%
Cibola	59	44	95	89	92	2.3%	55.9%	3.4%
Colfax	20	16	30	25	22	0.6%	10.0%	-12.0%
Curry	98	85	114	72	99	2.5%	1.0%	37.5%
De Baca	8	6	5	4	1	0.03%	-87.5%	-75.0%
Doña Ana	527	490	448	473	386	9.7%	-26.8%	-18.4%
Eddy	127	180	170	163	129	3.2%	1.6%	-20.9%
Grant	88	77	51	71	55	1.4%	-37.5%	-22.5%
Guadalupe	21	13	8	14	13	0.3%	-38.1%	-7.1%
Harding	0	0	2	0	1	0.03%	-	-
Hidalgo	30	28	30	29	25	0.6%	-16.7%	-13.8%
Lea	202	241	287	208	171	4.3%	-15.3%	-17.8%
Lincoln	77	52	58	85	49	1.2%	-36.4%	-42.4%
Los Alamos	21	33	26	36	29	0.7%	38.1%	-19.4%
Luna	50	66	62	54	67	1.7%	34.0%	24.1%
McKinley	238	231	182	202	191	4.8%	-19.7%	-5.4%
Mora	9	8	10	8	6	0.2%	-33.3%	-25.0%
Otero	178	194	181	125	117	2.9%	-34.3%	-6.4%
Quay	30	24	32	32	15	0.4%	-50.0%	-53.1%
Rio Arriba	85	59	69	78	66	1.7%	-22.4%	-15.4%
Roosevelt	53	26	16	26	32	0.8%	-39.6%	23.1%
Sandoval	377	320	287	332	334	8.4%	-11.4%	0.6%
San Juan	510	512	627	522	464	11.6%	-9.0%	-11.1%
San Miguel	57	63	28	47	65	1.6%	14.0%	38.3%
Santa Fe	356	391	359	314	276	6.9%	-22.5%	-12.1%
Sierra	41	31	33	32	35	0.9%	-14.6%	9.4%
Socorro	63	44	41	22	29	0.7%	-54.0%	31.8%
Taos	74	82	95	79	71	1.8%	-4.1%	-10.1%
Torrance	36	22	29	24	19	0.5%	-47.2%	-20.8%
Union	10	1	5	12	10	0.3%	0.0%	-16.7%
Valencia	114	95	114	109	77	1.9%	-32.5%	-29.4%
Missing Data	223	73	6	0	0	0.0%	-100.0%	-
Total	**5,670**	**4,992**	**4,707**	**4,281**	**3,998**	**100.0%**	**-29.5%**	**-6.6%**

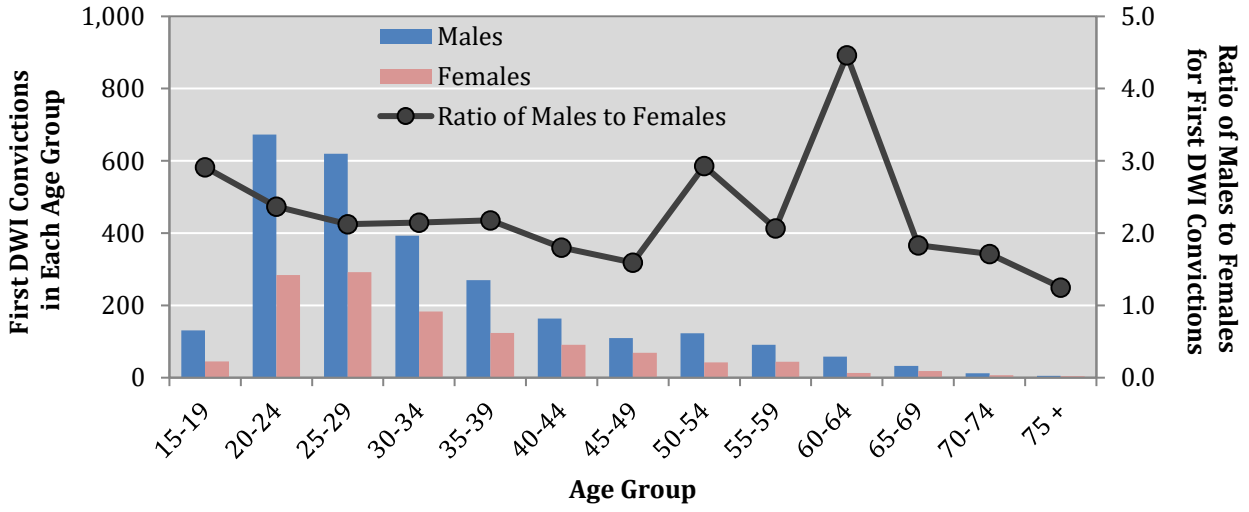
[36] "County" refers to the location where the driver was arrested for DWI, not their county of residence.

Table 72: First DWI Convictions by Age[37] and Sex, 2017

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	131	4.9%	45	3.7%	3	3.0%	179	4.5%	**2.9**
20-24	673	25.1%	284	23.4%	23	23.2%	980	24.5%	**2.4**
25-29	620	23.1%	292	24.0%	28	28.3%	940	23.5%	**2.1**
30-34	393	14.6%	183	15.0%	12	12.1%	588	14.7%	**2.1**
35-39	270	10.1%	124	10.2%	13	13.1%	407	10.2%	**2.2**
40-44	164	6.1%	91	7.5%	9	9.1%	264	6.6%	**1.8**
45-49	110	4.1%	69	5.7%	1	1.0%	180	4.5%	**1.6**
50-54	123	4.6%	42	3.5%	8	8.1%	173	4.3%	**2.9**
55-59	91	3.4%	44	3.6%	0	0.0%	135	3.4%	**2.1**
60-64	58	2.2%	13	1.1%	2	2.0%	73	1.8%	**4.5**
65-69	33	1.2%	18	1.5%	0	0.0%	51	1.3%	**1.8**
70-74	12	0.4%	7	0.6%	0	0.0%	19	0.5%	**1.7**
75 +	5	0.2%	4	0.3%	0	0.0%	9	0.2%	**1.3**
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	**-**
Total	2,683	100.0%	1,216	100.0%	99	100.0%	3,998	100.0%	**2.2**

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

Figure 29: First DWI Convictions by Age[37] and Sex, 2017



[37] "Age" refers to age on the day of arrest for a conviction handed down in 2017.

DWI Enforcement – Convictions

Table 73: Repeat DWI Convictions by County[38], 2013 - 2017

County	Repeat DWI Convictions					Percent of Repeat 2017 Convictions	Percent Change 2013-2017	Percent Change 2016-2017
	2013	2014	2015	2016	2017			
Bernalillo	787	664	572	441	471	21.7%	-40.2%	6.8%
Catron	1	1	0	3	3	0.1%	200.0%	0.0%
Chaves	61	81	78	79	55	2.5%	-9.8%	-30.4%
Cibola	40	38	48	53	63	2.9%	57.5%	18.9%
Colfax	12	6	13	11	9	0.4%	-25.0%	-18.2%
Curry	59	44	37	37	33	1.5%	-44.1%	-10.8%
De Baca	1	4	0	4	4	0.2%	300.0%	0.0%
Doña Ana	265	239	182	185	173	8.0%	-34.7%	-6.5%
Eddy	66	78	79	77	55	2.5%	-16.7%	-28.6%
Grant	59	49	53	30	46	2.1%	-22.0%	53.3%
Guadalupe	15	14	6	8	1	0.05%	-93.3%	-87.5%
Harding	0	1	1	0	0	0.0%	-	-
Hidalgo	5	3	6	11	6	0.3%	20.0%	-45.5%
Lea	80	67	88	79	64	3.0%	-20.0%	-19.0%
Lincoln	29	33	25	39	18	0.8%	-37.9%	-53.8%
Los Alamos	18	17	12	15	8	0.4%	-55.6%	-46.7%
Luna	29	22	31	21	29	1.3%	0.0%	38.1%
McKinley	212	180	198	146	159	7.3%	-25.0%	8.9%
Mora	6	16	14	5	4	0.2%	-33.3%	-20.0%
Otero	83	72	64	58	43	2.0%	-48.2%	-25.9%
Quay	13	18	13	15	12	0.6%	-7.7%	-20.0%
Rio Arriba	82	97	93	87	70	3.2%	-14.6%	-19.5%
Roosevelt	15	16	10	9	4	0.2%	-73.3%	-55.6%
Sandoval	188	179	161	146	163	7.5%	-13.3%	11.6%
San Juan	430	429	475	385	323	14.9%	-24.9%	-16.1%
San Miguel	72	71	63	42	59	2.7%	-18.1%	40.5%
Santa Fe	205	219	218	159	154	7.1%	-24.9%	-3.1%
Sierra	20	10	9	18	27	1.2%	35.0%	50.0%
Socorro	38	31	23	25	18	0.8%	-52.6%	-28.0%
Taos	38	52	55	38	30	1.4%	-21.1%	-21.1%
Torrance	26	22	17	21	13	0.6%	-50.0%	-38.1%
Union	3	2	4	4	2	0.1%	-33.3%	-50.0%
Valencia	64	77	75	72	50	2.3%	-21.9%	-30.6%
Missing Data	115	33	1	0	0	0.0%	-100.0%	-
Total	**3,137**	**2,885**	**2,724**	**2,323**	**2,169**	**100.0%**	**-30.9%**	**-6.6%**

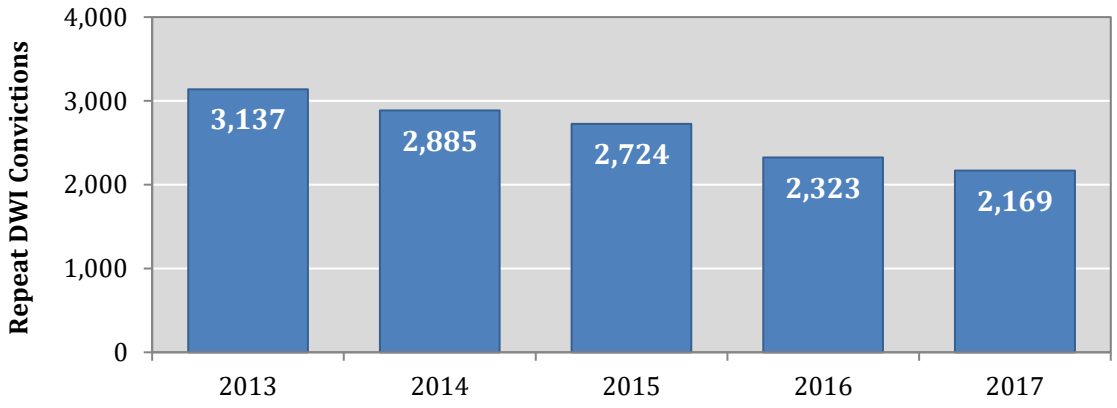
[38] These are the numbers of drivers repeatedly convicted of either DWI or aggravated DWI.
"County" refers to the location where the driver was arrested for DWI, not their county of residence.

Table 74: Drivers Convicted of a Repeat DWI by Age[39], 2013 - 2017

Age Group	Drivers Convicted of a Repeat DWI[1]					Percent Change 2013-2017
	2013	2014	2015	2016	2017	
15-19	13	10	15	8	11	-15.4%
20-24	281	212	222	162	147	-47.7%
25-29	515	466	416	374	350	-32.0%
30-34	498	497	477	390	379	-23.9%
35-39	453	380	373	356	308	-32.0%
40-44	419	367	342	265	248	-40.8%
45-49	356	314	304	278	247	-30.6%
50-54	292	340	279	233	218	-25.3%
55-59	169	160	171	145	130	-23.1%
60-64	79	91	72	73	69	-12.7%
65-69	44	33	38	28	41	-6.8%
70-74	7	9	10	7	14	100.0%
75 +	6	5	3	4	7	16.7%
Missing Data	5	1	2	0	0	-100.0%
Total	3,137	2,885	2,724	2,323	2,169	-30.9%

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

Figure 30: Drivers Convicted of a Repeat DWI, 2013 - 2017



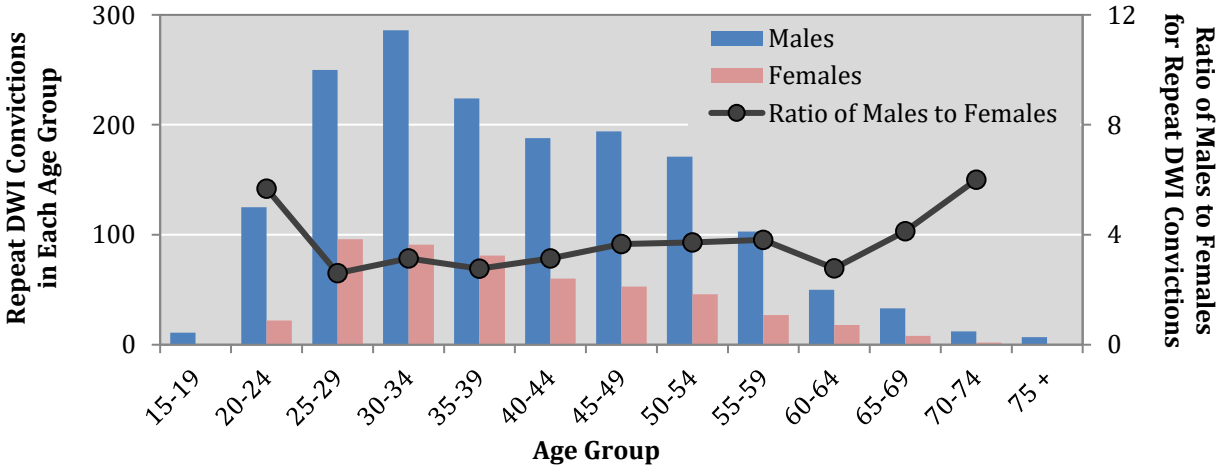
[39] "Age" refers to age on the day of arrest for a conviction handed down in 2017.

Table 75: Repeat DWI Convictions by Age[40] and Sex, 2017

Age Group	Repeat DWI Convictions								Ratio of Males to Females[1]
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	11	0.7%	0	0.0%	0	0.0%	11	0.5%	-
20-24	125	7.6%	22	4.4%	0	0.0%	147	6.8%	**5.7**
25-29	250	15.1%	96	19.0%	4	36.4%	350	16.1%	**2.6**
30-34	286	17.3%	91	18.1%	2	18.2%	379	17.5%	**3.1**
35-39	224	13.5%	81	16.1%	3	27.3%	308	14.2%	**2.8**
40-44	188	11.4%	60	11.9%	0	0.0%	248	11.4%	**3.1**
45-49	194	11.7%	53	10.5%	0	0.0%	247	11.4%	**3.7**
50-54	171	10.3%	46	9.1%	1	9.1%	218	10.1%	**3.7**
55-59	103	6.2%	27	5.4%	0	0.0%	130	6.0%	**3.8**
60-64	50	3.0%	18	3.6%	1	9.1%	69	3.2%	**2.8**
65-69	33	2.0%	8	1.6%	0	0.0%	41	1.9%	**4.1**
70-74	12	0.7%	2	0.4%	0	0.0%	14	0.6%	**6.0**
75 +	7	0.4%	0	0.0%	0	0.0%	7	0.3%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	1,654	100.0%	504	100.0%	11	100.0%	2,169	100.0%	**3.3**

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

Figure 31: Repeat DWI Convictions by Age[40] and Sex, 2017



[40] "Age" refers to age on the day of arrest for a conviction handed down in 2017.

Court Dispositions

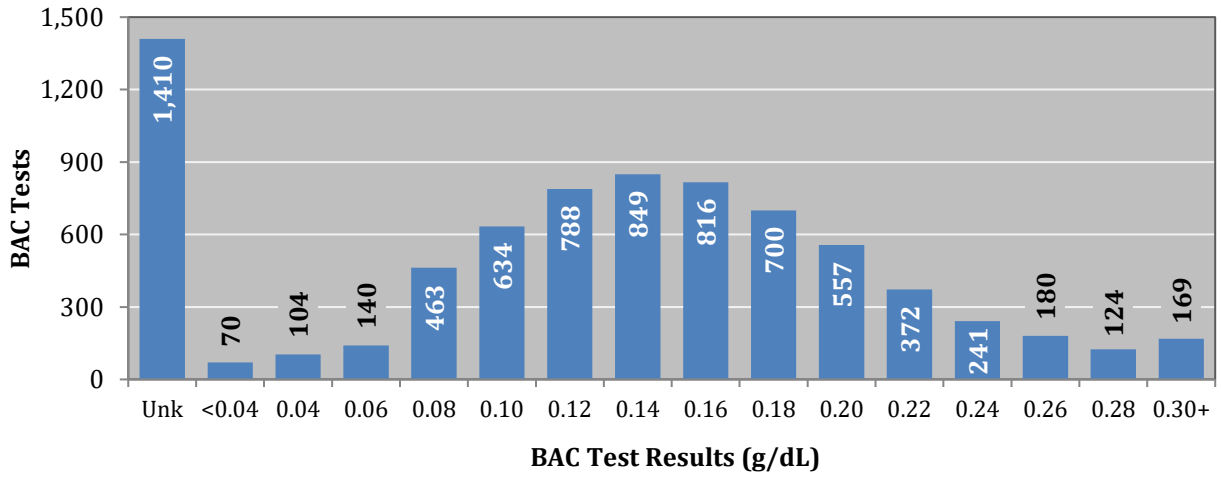
Table 76: Disposition of DWI Arrests by County, as of February 2019[41]

County	Number of DWI Arrests in 2017 Resulting in Convictions		Number of DWI Arrests in 2017 Resulting in Dismissals		Number of DWI Arrests in 2017 Awaiting Disposition		Total Number of DWI Arrests in 2017	Average Number of Days to DWI Conviction	Average Number of Days to DWI Dismissal
	Count	Percent	Count	Percent	Count	Percent			
Bernalillo	1,175	46%	652	25%	741	29%	2,568	**200**	**168**
Catron	4	50%	1	13%	3	38%	8	**105**	**116**
Chaves	183	70%	14	5%	65	25%	262	**152**	**182**
Cibola	114	43%	6	2%	143	54%	263	**188**	**163**
Colfax	42	57%	10	14%	22	30%	74	**170**	**167**
Curry	115	59%	30	15%	51	26%	196	**180**	**184**
De Baca	6	100%	0	0%	0	0%	6	**99**	**-**
Doña Ana	536	56%	18	2%	409	42%	963	**185**	**168**
Eddy	170	63%	13	5%	88	32%	271	**122**	**184**
Grant	104	67%	18	12%	34	22%	156	**140**	**189**
Guadalupe	17	74%	3	13%	3	13%	23	**126**	**167**
Harding	1	100%	0	0%	0	0%	1	**187**	**-**
Hidalgo	37	84%	0	0%	7	16%	44	**99**	**-**
Lea	205	48%	37	9%	181	43%	423	**125**	**221**
Lincoln	69	60%	14	12%	32	28%	115	**189**	**254**
Los Alamos	24	71%	2	6%	8	24%	34	**85**	**102**
Luna	83	78%	9	8%	15	14%	107	**91**	**210**
McKinley	300	38%	74	9%	407	52%	781	**137**	**144**
Mora	13	54%	0	0%	11	46%	24	**153**	**-**
Otero	116	47%	9	4%	120	49%	245	**94**	**202**
Quay	24	56%	9	21%	10	23%	43	**124**	**156**
Rio Arriba	100	40%	34	14%	114	46%	248	**157**	**209**
Roosevelt	29	88%	0	0%	4	12%	33	**225**	**-**
Sandoval	498	67%	123	17%	117	16%	738	**161**	**195**
San Juan	729	61%	90	8%	376	31%	1,195	**179**	**236**
San Miguel	112	64%	14	8%	50	28%	176	**140**	**231**
Santa Fe	380	52%	170	23%	179	25%	729	**153**	**126**
Sierra	69	70%	6	6%	23	23%	98	**140**	**148**
Socorro	50	51%	19	19%	30	30%	99	**138**	**246**
Taos	73	51%	6	4%	65	45%	144	**166**	**143**
Torrance	29	73%	1	3%	10	25%	40	**87**	**343**
Union	6	67%	2	22%	1	11%	9	**96**	**103**
Valencia	119	41%	40	14%	133	46%	292	**178**	**189**
Missing Data	1	1%	2	2%	90	97%	93	**175**	**227**
Statewide	**5,533**	**53%**	**1,426**	**14%**	**3,542**	**34%**	**10,501**	**166**	**175**

[41] This table shows the number of DWI arrests in 2017 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 February 2019. A very small number of "not guilty" rulings may be included in the category Dismissals.

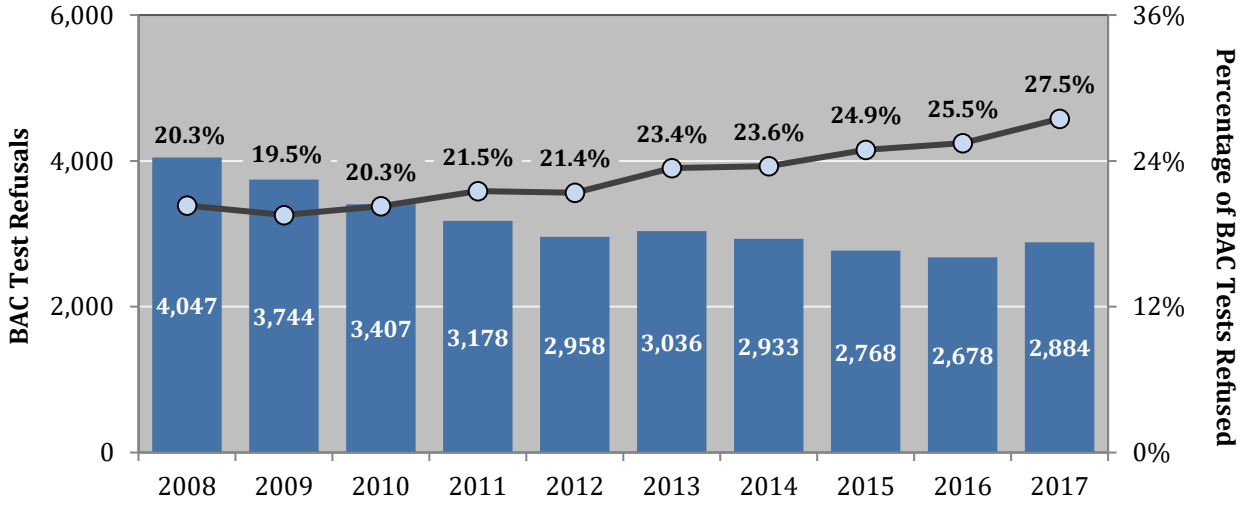
Blood Alcohol Content (BAC)

Figure 32: Range of BAC Test Results from 2017 DWI Arrests[42]



- The percentage of BAC tests that were refused increased 35.5 percent from 2008 to 2017. (Figure 33)

Figure 33: Number of BAC Test Refusals and Percentage of BAC Test Refusals, 2008 - 2017



[42] 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.

$$\textbf{\textit{Crash Rate}} = \frac{\textit{Crash Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\text{2,050 alcohol crashes in 2017}}{\text{296.80 100M VMT in 2017}} = \textbf{6.9 alcohol crashes per 100M VMT}$$

Table 77: Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2008 - 2017

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]
2008	2,010,662	246.13	1,407,193	1,616,947
2009	2,036,802	245.21	1,424,231	1,674,753
2010	2,064,756	241.77	1,442,737	1,665,882
2011	2,077,756	258.89	1,455,481	1,772,040
2012	2,083,784	257.85	1,493,766	1,805,790
2013	2,085,193	256.82	1,478,868	1,882,466
2014	2,083,024	265.50	1,487,472	1,930,706
2015	2,080,328	302.92	1,502,279	1,823,445
2016	2,081,015	278.09	1,524,177	1,823,961
2017	2,088,070	296.80	1,504,433	1,740,002

[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.

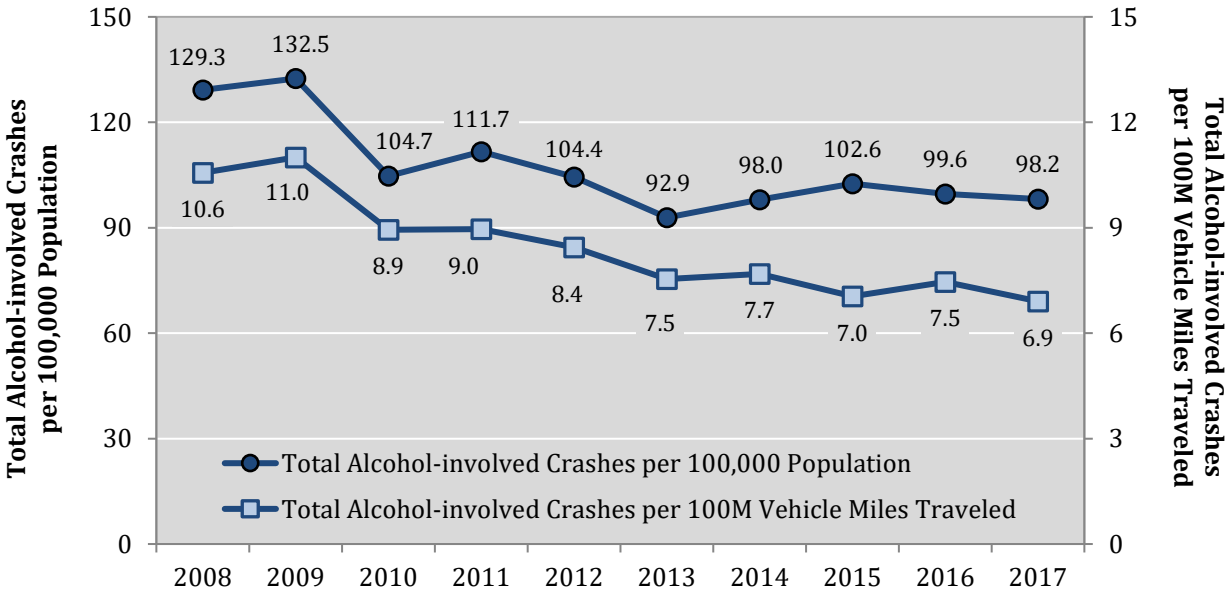
[2] 100M VMT = 100 million vehicle miles traveled. The calculation method for VMT was revised by NMDOT beginning in 2011.

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

Table 78: Alcohol-involved Crash Rates, 2008 - 2017[43]

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
2008	129.3	10.6	184.7	160.7
2009	132.5	11.0	189.4	161.1
2010	104.7	8.9	149.9	129.8
2011	111.7	9.0	159.4	130.9
2012	104.4	8.4	145.7	120.5
2013	92.9	7.5	131.0	102.9
2014	98.0	7.7	137.2	105.7
2015	102.6	7.0	142.1	117.0
2016	99.6	7.5	136.0	113.7
2017	98.2	6.9	136.3	117.8

Figure 34: Alcohol-involved Crash Rates (Population and VMT), 2008 - 2017[43]

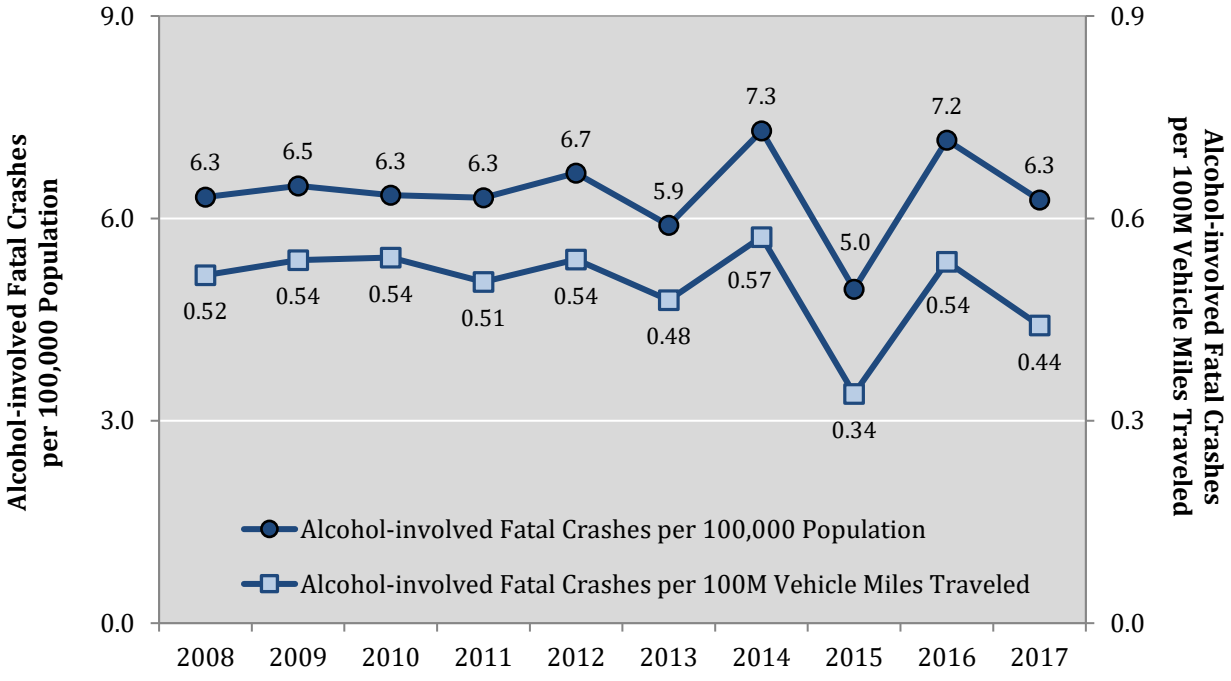


[43] The calculation method for VMT was revised by NMDOT beginning in 2011.

Table 79: Alcohol-involved Fatal Crash Rates, 2008 - 2017[44]

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
2008	6.3	0.52	9.0	7.9
2009	6.5	0.54	9.3	7.9
2010	6.3	0.54	9.1	7.9
2011	6.3	0.51	9.0	7.4
2012	6.7	0.54	9.3	7.7
2013	5.9	0.48	8.3	6.5
2014	7.3	0.57	10.2	7.9
2015	5.0	0.34	6.9	5.6
2016	7.2	0.54	9.8	8.2
2017	6.3	0.44	8.7	7.5

Figure 35: Alcohol-involved Fatal Crash Rates (Population and VMT), 2008 - 2017[44]

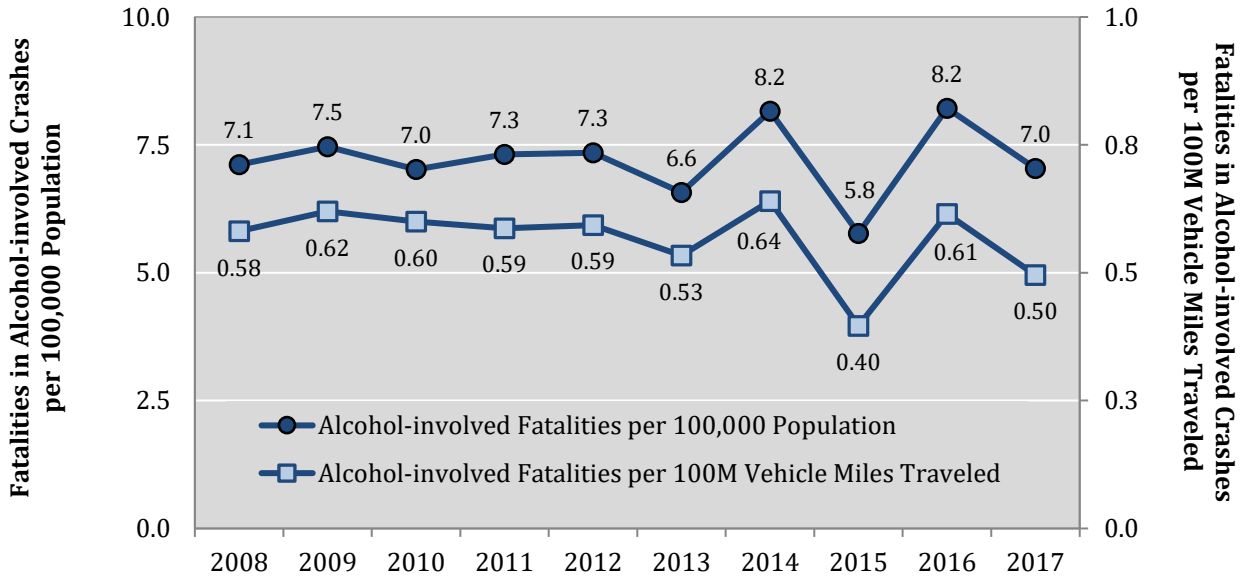


[44] The calculation method for VMT was revised by NMDOT beginning in 2011.

Table 80: Alcohol-involved Fatality Rates, 2008 - 2017[45]

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
2008	7.1	0.58	10.2	8.8
2009	7.5	0.62	10.7	9.1
2010	7.0	0.60	10.1	8.7
2011	7.3	0.59	10.4	8.6
2012	7.3	0.59	10.2	8.5
2013	6.6	0.53	9.3	7.3
2014	8.2	0.64	11.4	8.8
2015	5.8	0.40	8.0	6.6
2016	8.2	0.61	11.2	9.4
2017	7.0	0.50	9.8	8.4

Figure 36: Alcohol-involved Fatality Rates (Population and VMT), 2008 - 2017[45]



[45] 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 were 77.2 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 $888 million. (Table 82)

Table 81: Human Capital Cost Estimates[46] for Alcohol-involved Crashes, 2017 Adjusted

Crash Severity	Human Capital Costs per Crash, 2017 CPI-Adjusted ($)	Alcohol-involved Crashes, 2017	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,707,963	131	223,743,161
Suspected Serious Injury Crash (A)	152,751	123	18,788,416
Suspected Minor Injury Crash (B)	57,453	418	24,015,420
Possible Injury Crash (C)	38,942	365	14,213,829
Property Damage Only Crash (O)	8,776	1,013	8,889,745
Total			**289,650,571**

Table 82: Comprehensive Cost Estimates[46] for Alcohol-involved Crashes, 2017 Adjusted

Crash Severity	Comprehensive Costs per Crash, 2017 Adjusted ($)	Alcohol-involved Crashes, 2017	Total Comprehensive Costs Estimate, 2017 ($)	Loss of Quality of Life Estimate, 2017 ($)
Fatal Crash (K)	5,869,016	131	768,841,123	545,097,962
Suspected Serious Injury Crash (A)	310,261	123	38,162,092	19,373,676
Suspected Minor Injury Crash (B)	113,319	418	47,367,491	23,352,072
Possible Injury Crash (C)	63,788	365	23,282,675	9,068,846
Property Damage Only Crash (O)	10,281	1,013	10,415,148	1,525,403
Total			**888,068,530**	**598,417,959**

[46] Human Capital Crash Costs are monetary losses associated with medical care, emergency services, property damage, and lost productivity. Comprehensive Crash Costs include human capital costs (measurable costs), plus a value for the nonmonetary Loss of Quality of Life, to capture a more accurate level of the burden of injury. Loss of Quality of Life is the difference between Comprehensive Costs and Human Capital Costs. Tables display rounded numbers, but the calculation method uses precise values. Crash cost calculation methodology and sources are in the Sources section (Page 76) under Consumer Price Index (CPI), Economic Impact Estimates and Employment Cost Index (ECI).

Sources

Consumer Price Index (CPI) – Bureau of Labor Statistics (BLS), Consumer Price Index Detailed Report, Data for January 2017, Table 24, Annual Average column. Accessed April 19, 2019, at https://www.bls.gov/cpi/tables/detailed-reports/home.htm.

Crash Data – Crash data are from the NMDOT Uniform Crash Reports (UCR), submitted by law enforcement agencies in the state, for any incident on a public roadway involving one or more motor vehicles that resulted in death, injury, or at least $500 in property damage. These reports are processed by the NMDOT Traffic Records Program, and analyzed by the University of New Mexico, 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 February 2019. Arrests and convictions include both DWI and aggravated DWI. Repeat offenders are identified by the combination of account key, arrest date, and citation number. The MVD database was migrated to a new system in June 2015.

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

Sources

Employment Cost Index (ECI) – Bureau of Labor Statistics (BLS), Employment Cost Index Historical Listing – Volume III, January 2018, Table 5, Category: All Workers, 2017, June Index. Accessed April 19, 2019, at www.bls.gov/web/eci/echistrynaics.pdf.

Licensed Drivers – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), 2008 – 2017. April data for 2015; July data for all other years.

Population – U.S. Census Bureau, Population Division. Annual Estimates of the Resident Population: April 1, 2010, to July 1, 2017 (NST-EST2017-01). Release dates: For counties, March 2018 (PEP_2017_PEPANNRES). For cities and towns, (Incorporated Places and Minor Civil Divisions), May 2018 (SUB-EST2017_35). For 2010 population only: New Mexico: 2010 Population and Housing Counts, Released September 2012. https://www2.census.gov/library/publications/decennial/2010/cph-2/cph-2-33.pdf.

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, 2017, Vehicles. Table MV-1. January 2019. Accessed May 23, 2019. https://www.fhwa.dot.gov/policyinformation/statistics/2017/mv1.cfm.

Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation, Planning Division, Traffic Data Reporting Section. Extent and Travel Report, 2017, generated on June 1, 2018. 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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