New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico DWI Report

2018

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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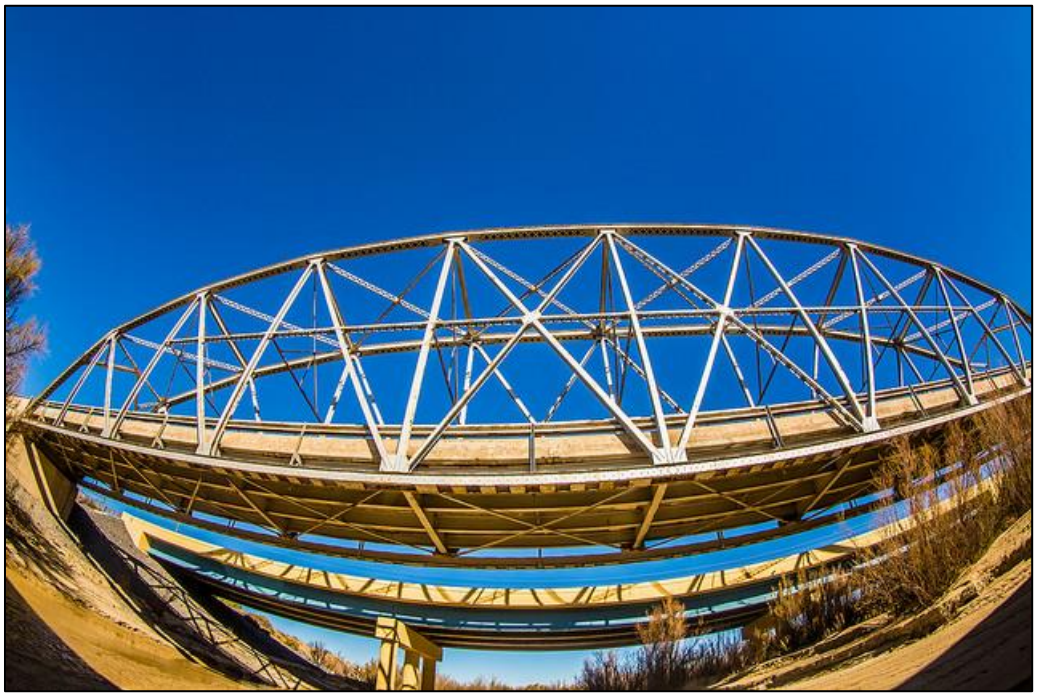

The Rio Puerco Bridge was built in the early 1930s. It is about 20 miles west of Albuquerque, on Route 66.

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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. An alcohol-involved crash can involve one or more alcohol-involved drivers.

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. A single alcohol-involved crash can involve multiple alcohol-involved drivers.

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.

Motorcyclist – A person who is in or upon a motorcycle or all-terrain vehicle (ATV). There can be multiple motorcyclists in a single motorcycle-involved crash.

Non-Motorized Vehicle – A pedalcyclist or pedestrian who is involved in a motor vehicle traffic crash. Includes personal conveyances such as skateboards and wheelchairs.

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.

Definitions

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

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

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

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

Rate – A rate is calculated by dividing a total count (such as total crashes, drivers, or fatalities) by a denominator such as VMT, number of licensed drivers, or population. See page 71 for more detail.

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

Rural – 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 – Areas defined by the 2010 U.S. Census Urbanized Areas (NMDOT-adjusted) and U.S. Census Urban Clusters. This 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." Urban areas for crash years 2013-2017 include a ½-mile buffer extending out from those urban boundaries. Urban areas for crash years 2018 and after do not include a buffer, which decreases the number of crashes classified as urban. In crashes before 2013, "urban" was defined as a town or city with a population of at least 2,500 people.

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.

2018 HIGHLIGHTS

DWI Enforcement

- DWI arrests have decreased three of the past four years. (Table 68, Figure 27)
- As of July 2019, 45 percent of DWI arrests in 2018 resulted in convictions, 9 percent resulted in dismissals, and 46 percent were awaiting disposition. (Table 76)
- Drivers refusing BAC testing increased to 28 percent of DWI arrests in 2018. (Figure 33)

Crashes

- There were 7.7 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, which is a drop from the five years before. (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. (Table 5, Figure 3)

Age and Sex

- Although the rate of alcohol-involved teen drivers in crashes fluctuates, the average of the past five years is lower than in the previous five years. (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 in crashes ages 55 to 74 rose 42 percent in the past 10 years. (Table 61)

Motorcyclists, Pedestrians and Pedalcyclists

- Alcohol was involved in 6.1 percent of motorcycle-involved crashes, the lowest level in 10 years. (Table 42)
- Alcohol was a contributing factor in 19 percent of all pedestrian crashes. (Table 48)
- Three counties – Bernalillo, McKinley and San Juan – accounted for 71 percent of alcohol-involved pedestrian crashes. (Table 49)
- Alcohol-involved pedalcycle crashes fell to their lowest level in at least 10 years, to 9. That is about 3 percent of all pedalcycle-involved crashes. (Table 54, Figure 21)

2018 Alcohol-involved Crash Summary

Summary of Alcohol-involved Crashes, 2018

Table 1: Alcohol-involved Crashes, 2018

Alcohol Involvement	Crashes	Percent
Alcohol-involved	2,090	4.5%
Not Alcohol-involved	44,696	95.5%
Total Crashes	46,786	100.0%

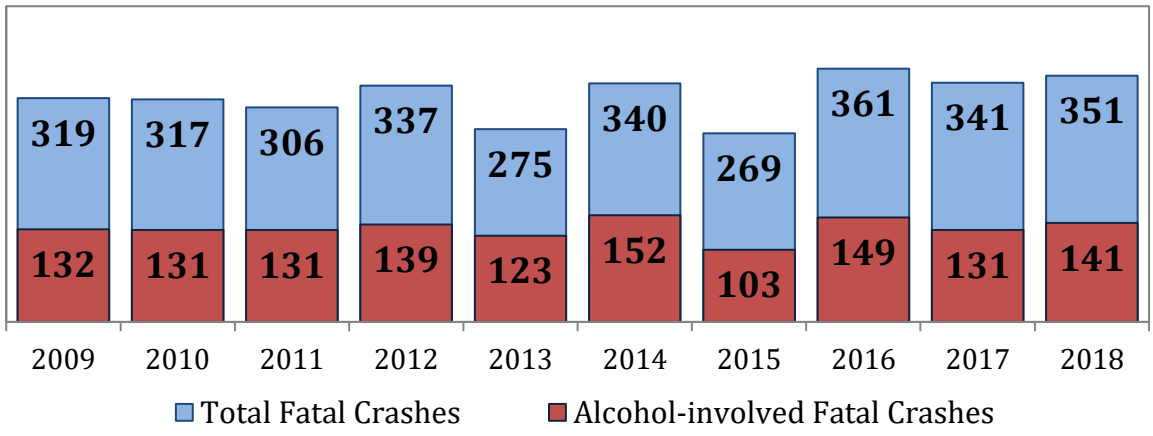
Table 2: Alcohol-involved Crashes, 2009 - 2018

Year	Alcohol-involved Crashes	Total Crashes	Percent of Total Crashes
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%
2018	2,090	46,786	4.5%

Table 3: Alcohol-involved Fatal Crashes, 2009 - 2018

Year	Alcohol-involved Fatal Crashes	Total Fatal Crashes	Percent of Total Fatal Crashes
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%
2018	141	351	40.2%

Figure 1: Total Fatal Crashes and Alcohol-involved Fatal Crashes, 2009 - 2018



2018 Alcohol-involved Crash Summary

- After a drop, total alcohol-involved crashes plateaued in the past six years at about 2,050. (Figure 2, Table 4)
- The number of, alcohol-involved fatal crashes has been creeping up, from a 10-year average of 133, to a three-year average of 140. (Figure 2, Table 4)

Figure 2: Alcohol-involved Total and Fatal Crashes, 2009 - 2018

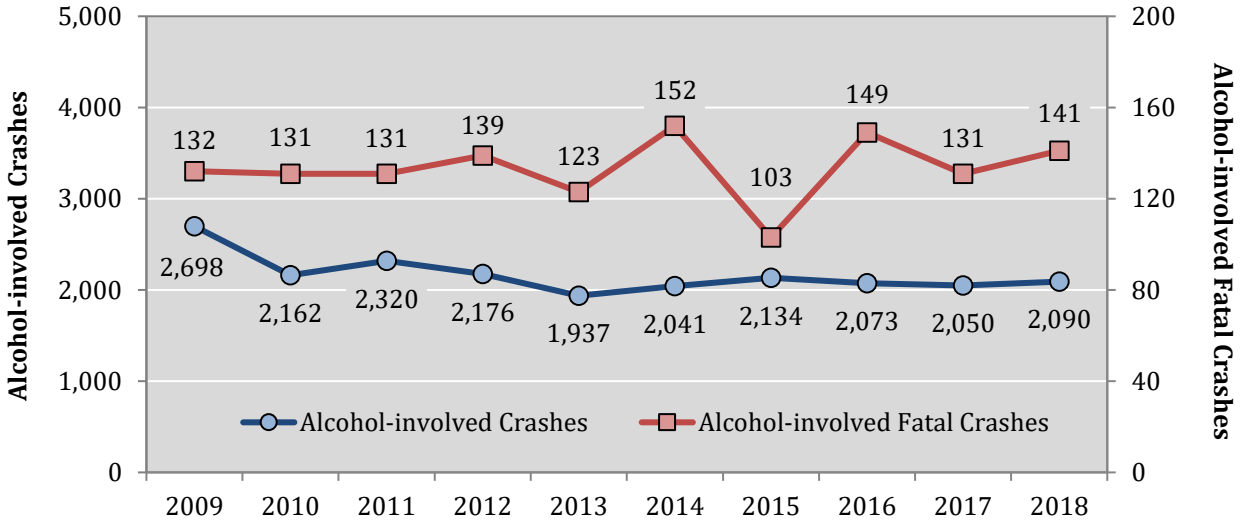


Table 4: Alcohol-involved Crashes by Crash Severity, 2009 - 2018

Year	Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Total Crashes
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
2018	141	879	1,070	2,090

Summary of Alcohol-involved Fatalities and Injuries, 2018

- The number of fatalities in alcohol-involved crashes has varied over the past 10 years. But from 2012 through 2018, 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, 2009 - 2018

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
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%
2018	152	3.16%	1,433	29.8%	3,228	67.1%	4,813	100%

Figure 3: People in Alcohol-involved Crashes by Severity of Injury, 2009 - 2018

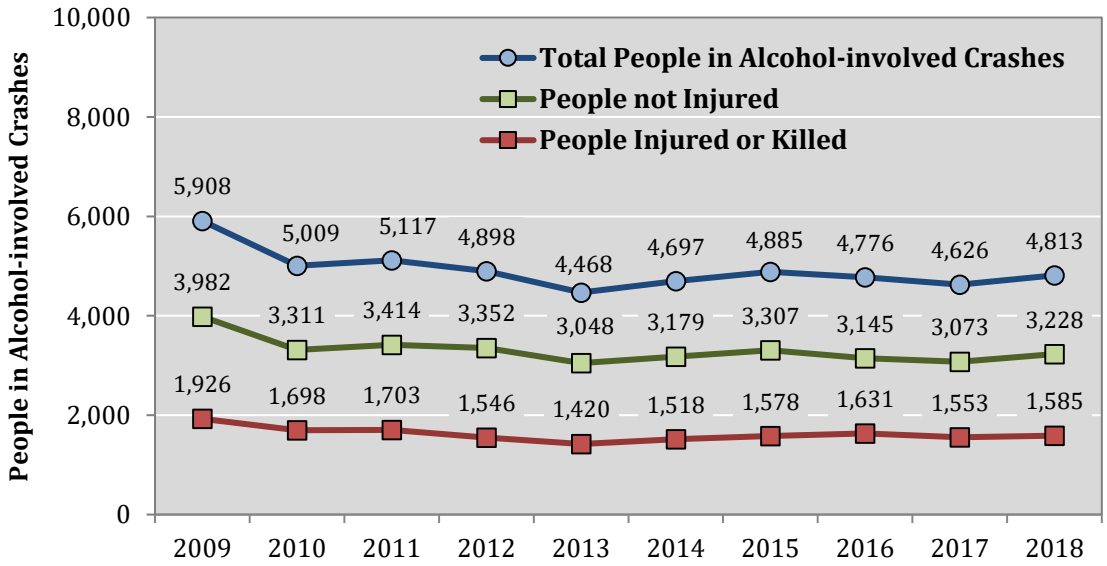
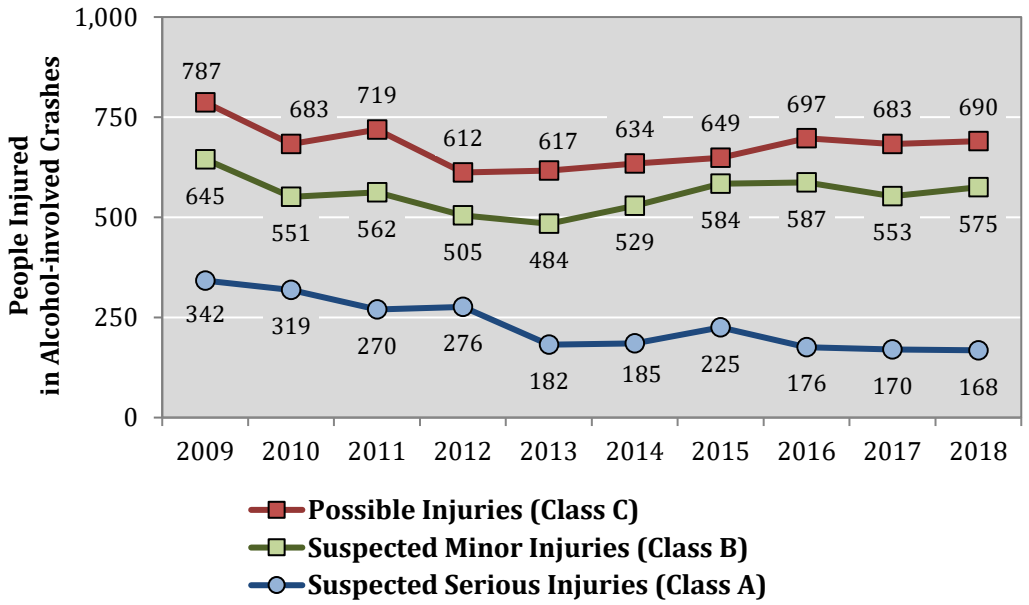


Table 6: People Injured in Alcohol-involved Crashes by Type of Injury, 2009 - 2018

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
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%
2018	168	11.7%	575	40.1%	690	48.2%	1,433	100%

- The percentage of people injured in alcohol-involved crashes with suspected serious injuries in 2018 is 11.7, its lowest level in at least 10 years. (Table 6)

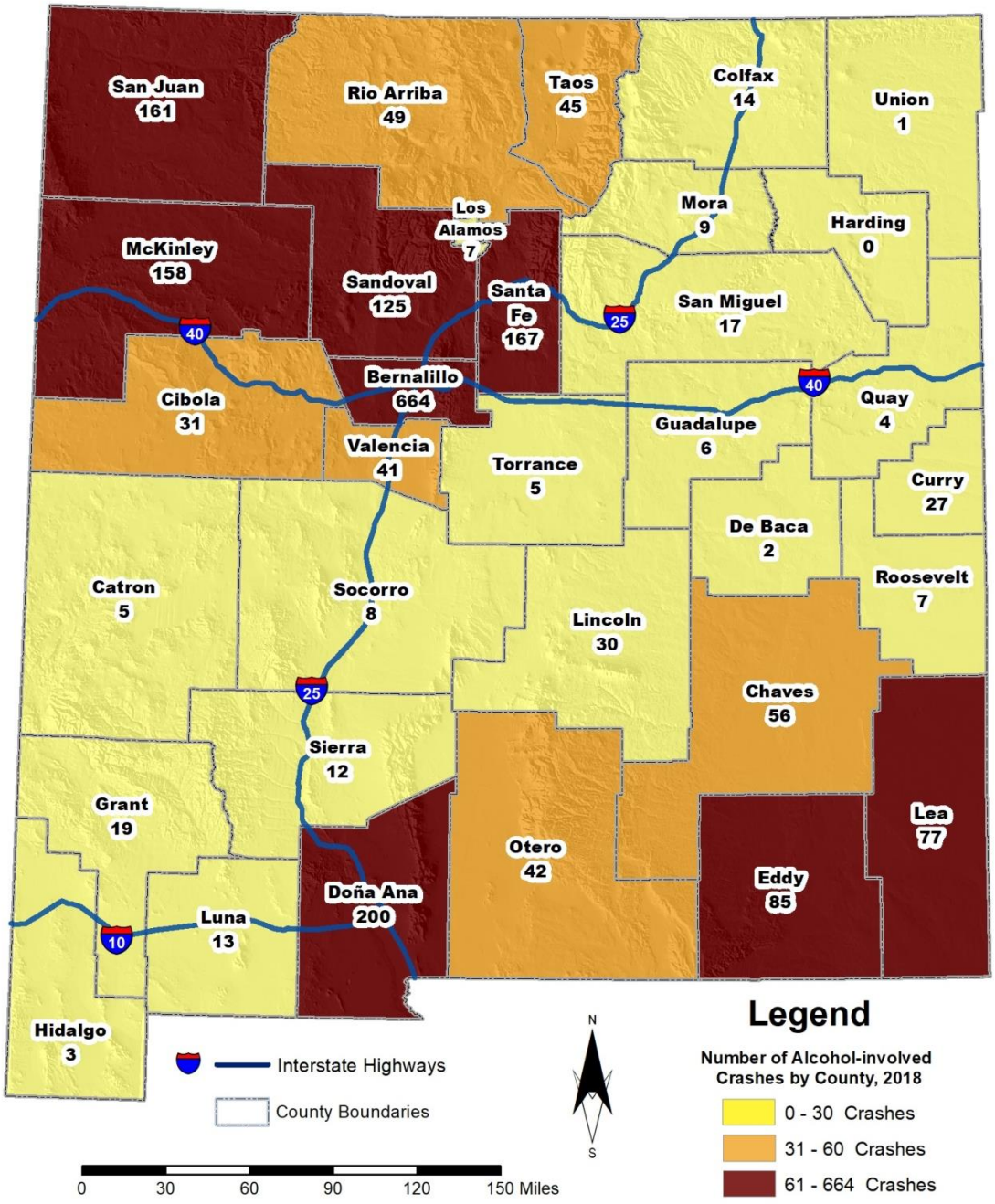
Figure 4: People Injured in Alcohol-involved Crashes by Type of Injury, 2009 - 2018



Alcohol-involved Crash Geography

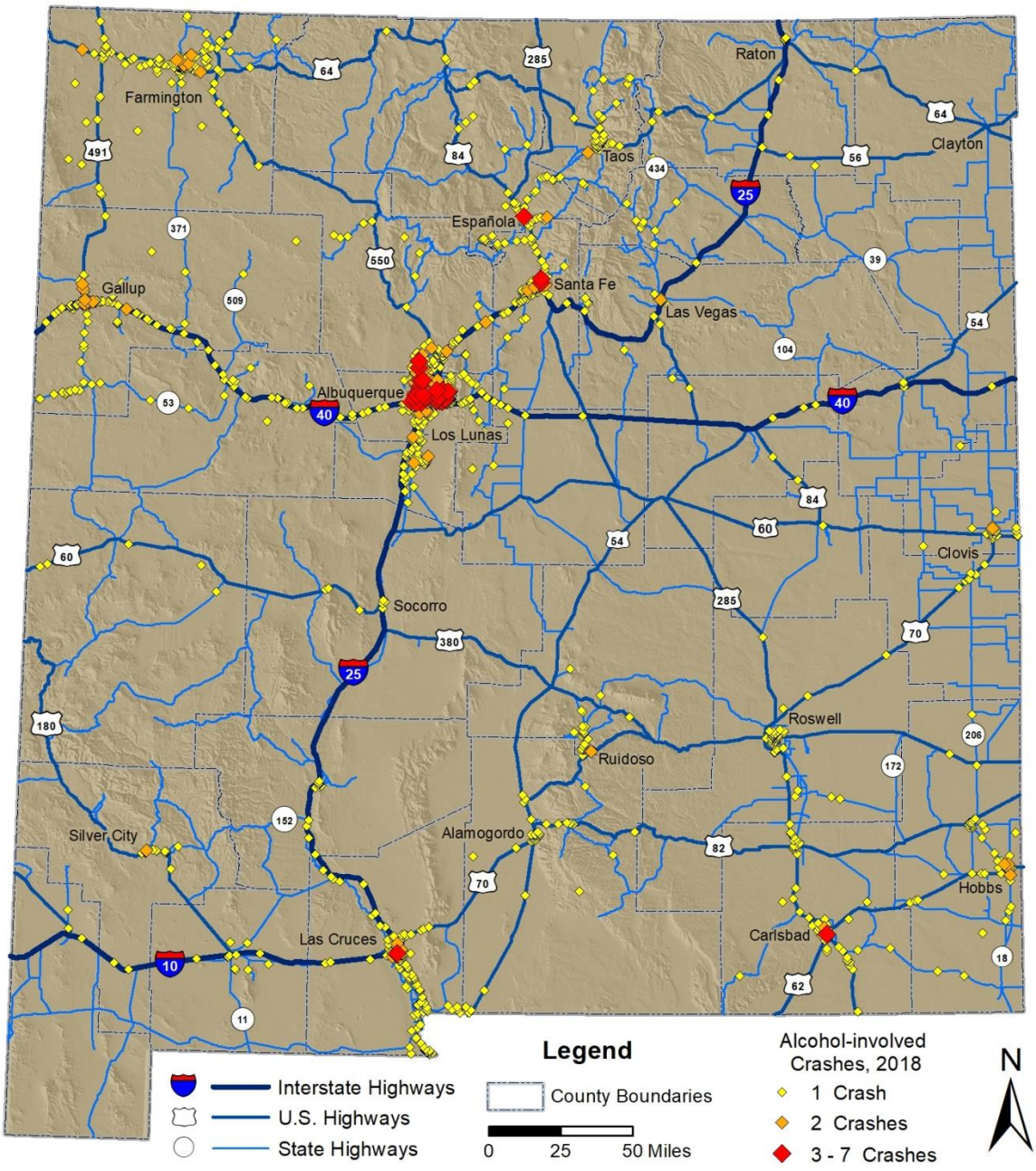
Maps

Map 1: Alcohol-involved Crashes in New Mexico by County, 2018



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

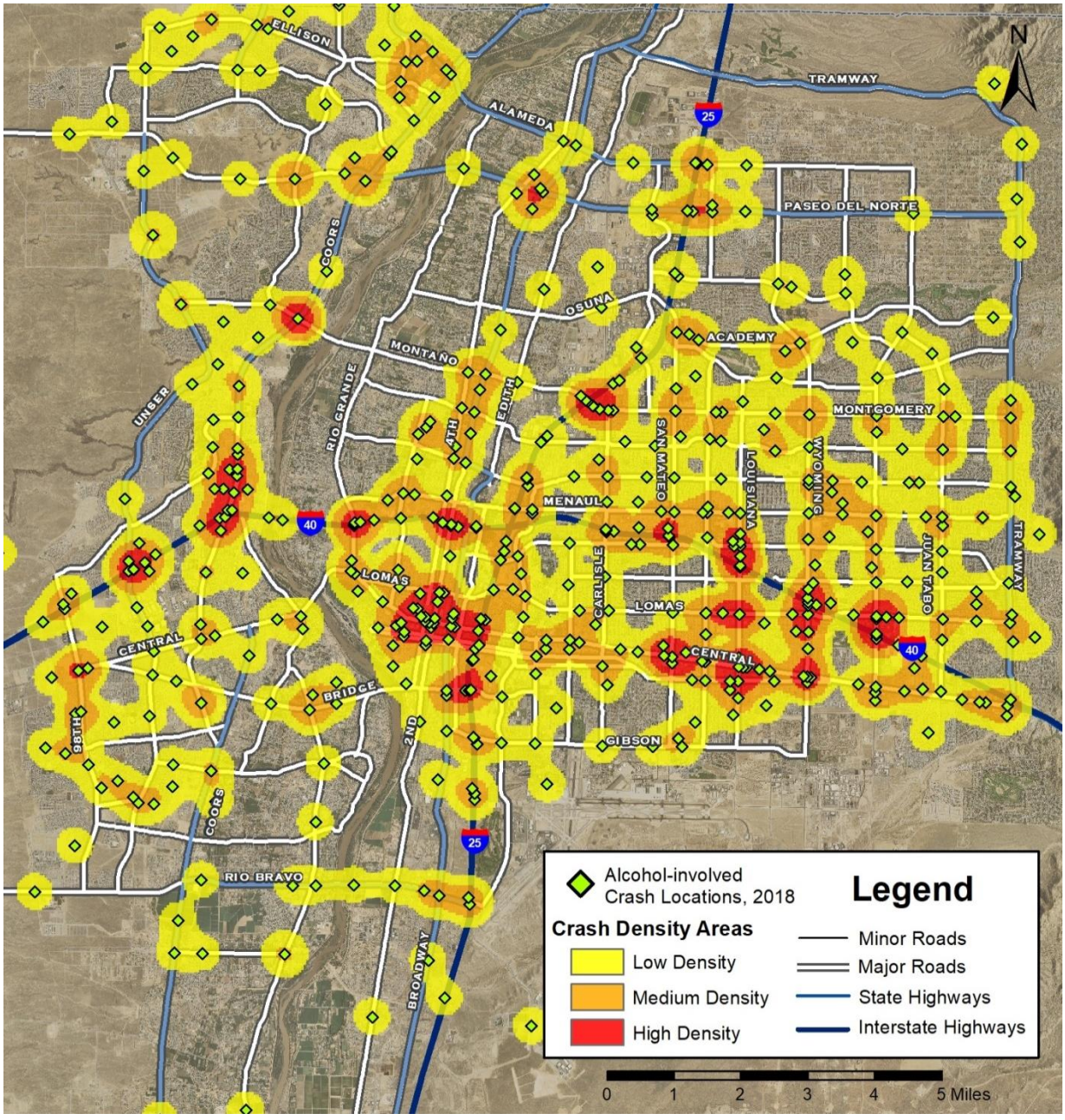
Map 2: Location of Alcohol-involved Crashes, 2018[1]



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

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

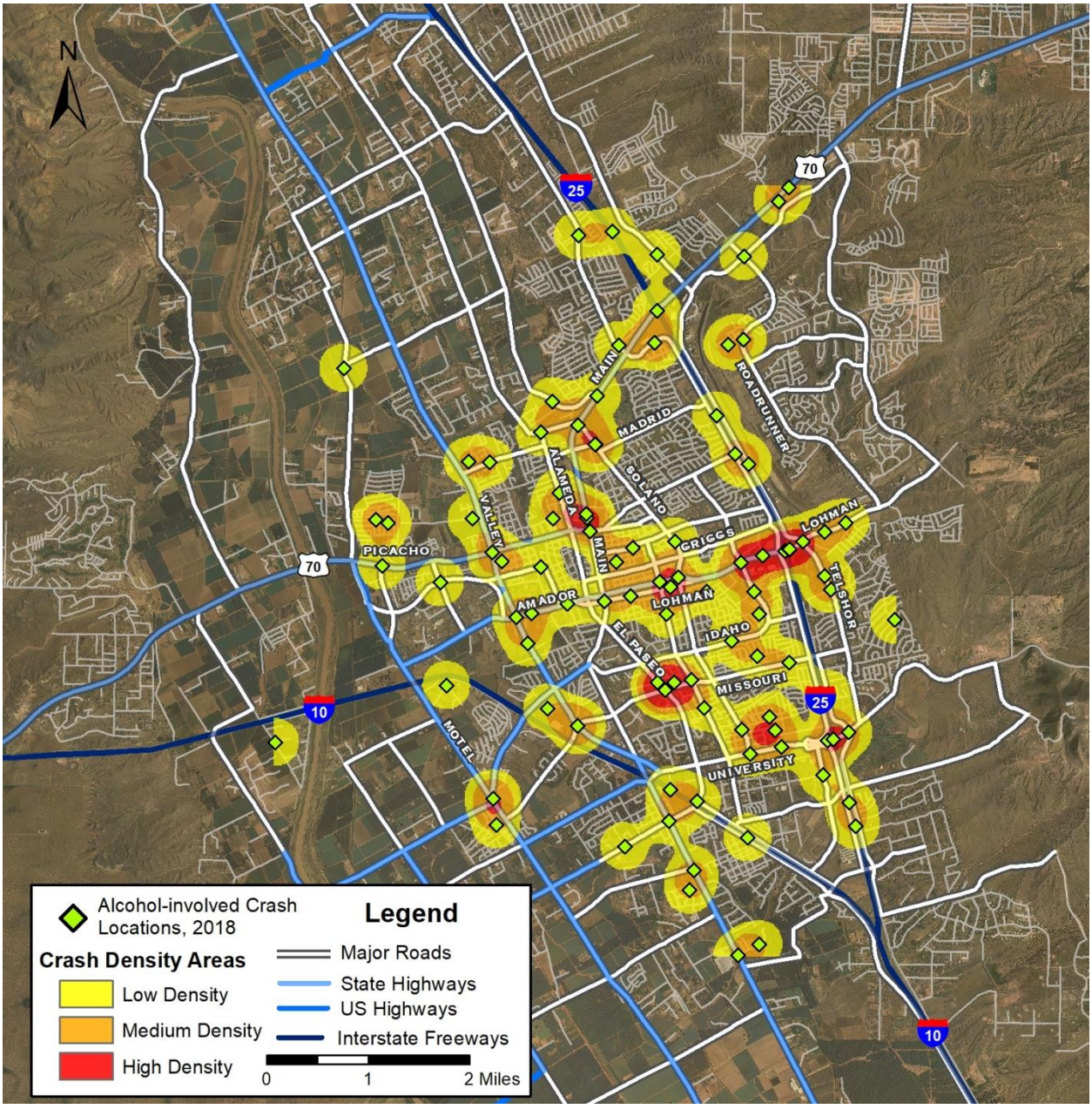
Map 3: Location and Density of Alcohol-involved Crashes in Albuquerque, 2018[2]



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

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

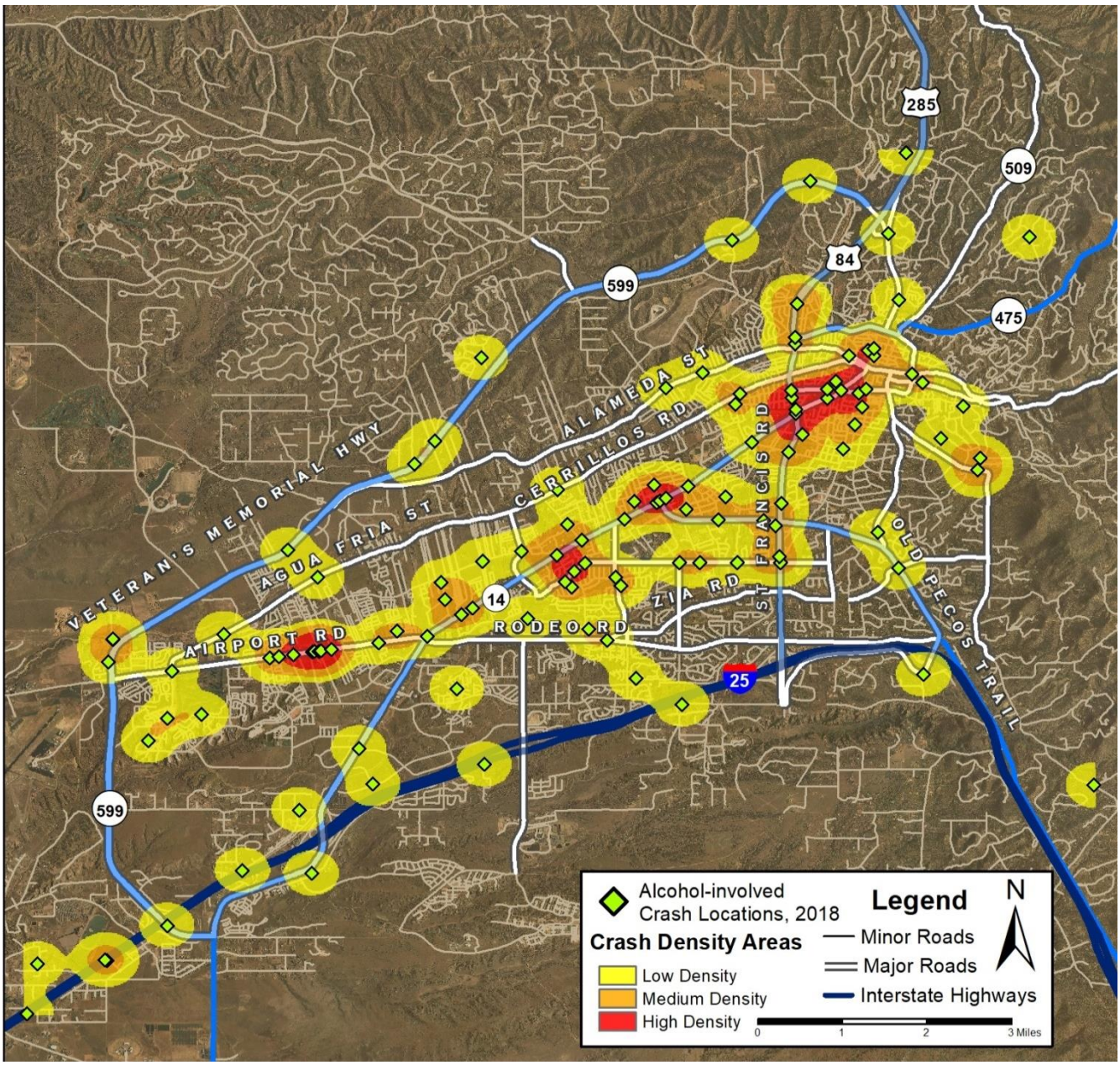
Map 4: Location and Density of Alcohol-involved Crashes in Las Cruces, 2018[3]



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

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

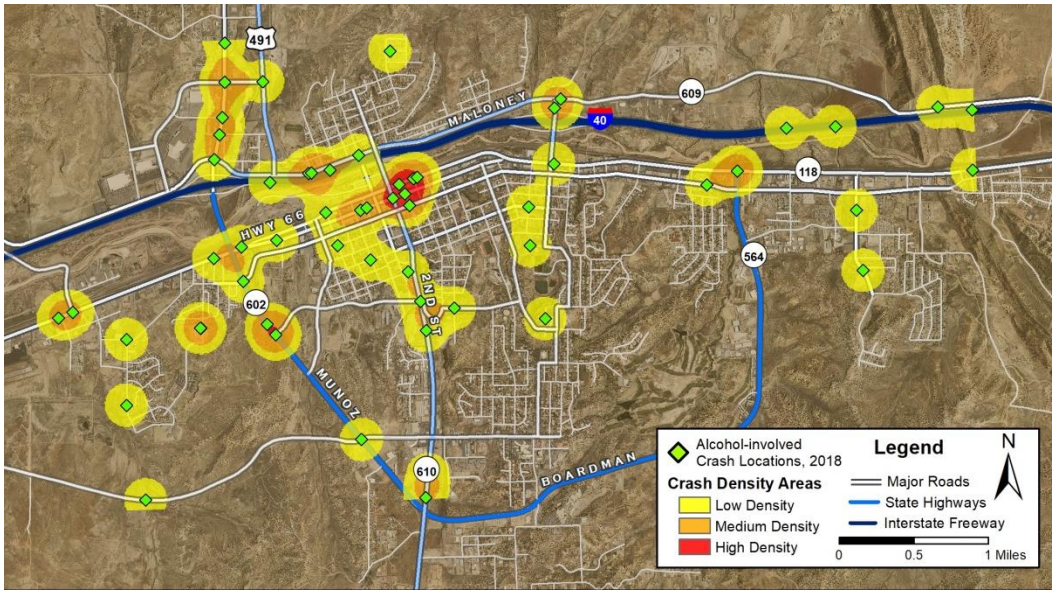
Map 5: Location and Density of Alcohol-involved Crashes in Santa Fe, 2018[4]



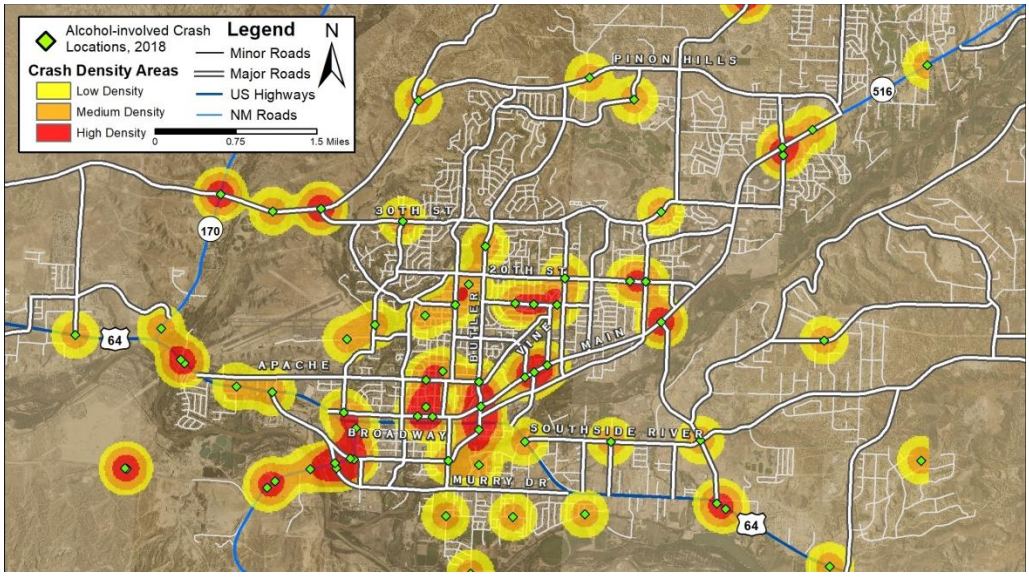
All maps are available in high-resolution color at tru.unm.edu.

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

Map 6: Location and Density of Alcohol-involved Crashes in Gallup, 2018[5]



Map 7: Location and Density of Alcohol-involved Crashes in Farmington, 2018[5]



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

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

Counties

Table 7: Alcohol-involved Crashes by County, 2014 - 2018

County	Alcohol-involved Crashes					Percent of All 2018 Alcohol-involved Crashes	2018 Vehicle Miles Traveled (100M VMT)	2018 Alcohol-involved Crashes per 100M VMT[2]
	2014	2015	2016	2017	2018			
Bernalillo	635	675	689	664	664	**31.8%**	**58.41**	**11.4**
Catron	2	0	0	2	5	**0.2%**	**1.59**	**3.1**
Chaves	63	56	41	47	56	**2.7%**	**6.84**	**8.2**
Cibola	25	36	45	40	31	**1.5%**	**8.11**	**3.8**
Colfax	12	17	21	8	14	**0.7%**	**3.41**	**4.1**
Curry	27	37	36	31	27	**1.3%**	**4.37**	**6.2**
De Baca	5	2	4	4	2	**0.1%**	**1.50**	**1.3**
Doña Ana	191	195	174	196	200	**9.6%**	**21.43**	**9.3**
Eddy	75	64	51	54	85	**4.1%**	**9.52**	**8.9**
Grant	37	32	31	17	19	**0.9%**	**4.18**	**4.5**
Guadalupe	3	3	8	4	6	**0.3%**	**5.33**	**1.1**
Harding	0	1	0	1	0	**0.0%**	**0.20**	**0.0**
Hidalgo	3	8	7	2	3	**0.1%**	**3.12**	**1.0**
Lea	69	50	39	37	77	**3.7%**	**9.94**	**7.7**
Lincoln	26	37	21	31	30	**1.4%**	**5.27**	**5.7**
Los Alamos	2	3	6	5	7	**0.3%**	**1.56**	**4.5**
Luna	16	12	19	16	13	**0.6%**	**8.41**	**1.5**
McKinley	177	180	155	169	158	**7.6%**	**13.85**	**11.4**
Mora	4	11	8	4	9	**0.4%**	**1.70**	**5.3**
Otero	44	48	47	42	42	**2.0%**	**7.99**	**5.3**
Quay	8	7	7	7	4	**0.2%**	**4.76**	**0.8**
Rio Arriba	42	58	63	49	49	**2.3%**	**6.45**	**7.6**
Roosevelt	9	16	12	5	7	**0.3%**	**2.05**	**3.4**
San Juan	185	181	163	169	161	**7.7%**	**19.33**	**8.3**
San Miguel	27	32	27	30	17	**0.8%**	**4.85**	**3.5**
Sandoval	89	94	109	114	125	**6.0%**	**15.43**	**8.1**
Santa Fe	172	161	179	172	167	**8.0%**	**20.17**	**8.3**
Sierra	8	13	12	18	12	**0.6%**	**2.38**	**5.0**
Socorro	13	17	15	15	8	**0.4%**	**6.24**	**1.3**
Taos	22	16	17	34	45	**2.2%**	**4.11**	**10.9**
Torrance	12	12	7	8	5	**0.2%**	**6.21**	**0.8**
Union	4	2	4	2	1	**0.05%**	**1.45**	**0.7**
Valencia	34	58	56	53	41	**2.0%**	**6.67**	**6.1**
Missing Data[1]	0	0	0	0	0	**0.0%**	**-3.96**	**-**
Total	**2,041**	**2,134**	**2,073**	**2,050**	**2,090**	**100%**	**272.88**	**7.7**

[1] VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

[2] Rates are shaded such that darker shading identifies higher rates.

- The number of alcohol-involved crashes in Sandoval County has risen four years in a row, to a change of 40.4 percent over the past five years. (Table 7)
- The number of alcohol-involved crashes reported in Lea County increased from 37 in 2017 to 77 in 2018. This may be attributed to improved crash reporting or the area's economic boom.

Table 8: Top-Ranking Counties for Alcohol-involved Crashes, 2014 - 2018

2018 Rank	County	Alcohol-involved Crashes					2018 Population	2018 Vehicle Miles Traveled (100M VMT)[1]	2018 Alcohol-involved Crashes per 10,000 County Residents[2]	2018 Alcohol-involved Crashes per 100M VMT[2]
		2014	2015	2016	2017	2018				
1	Bernalillo	635	675	689	664	664	678,701	58.41	9.8	**11.4**
2	Doña Ana	191	195	174	196	200	217,522	21.43	9.2	**9.3**
3	Santa Fe	172	161	179	172	167	150,056	20.17	**11.1**	**8.3**
4	San Juan	185	181	163	169	161	125,043	19.33	**12.9**	**8.3**
5	McKinley	177	180	155	169	158	72,290	13.85	**21.9**	**11.4**
6	Sandoval	89	94	109	114	125	145,179	15.43	8.6	**8.1**
7	Eddy	75	64	51	54	85	57,900	9.52	**14.7**	**8.9**
8	Lea	69	50	39	37	77	69,611	9.94	**11.1**	**7.7**
9	Chaves	63	56	41	47	56	64,689	6.84	8.7	**8.2**
10	Rio Arriba	42	58	63	49	49	39,006	6.45	**12.6**	7.6
All Other Counties		343	420	410	379	348	475,431	91.5	7.3	3.8
Statewide Total		2,041	2,134	2,073	2,050	2,090	2,095,428	272.88	10.0	7.7

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

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

- Counties with smaller populations tend to exhibit higher 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 2018, the highest *rates* of alcohol-involved crashes, based on vehicle miles traveled, occurred in **McKinley (11.4 crashes)**, and **Bernalillo (11.4 crashes)**. The highest rates per 10,000 residents occurred in **McKinley (21.9 crashes), Eddy (14.7), San Juan (12.9)** and **Rio Arriba (12.6).** (Table 8)

Crash Geography – Counties

Table 9: Alcohol-involved Fatal Crashes by County, 2014 - 2018

County	Alcohol-involved Fatal Crashes					Percent of All 2018 Alcohol-involved Fatal Crashes	2018 Vehicle Miles Traveled (100M VMT)	2018 Alcohol-involved Fatal Crashes per 100M VMT[2]
	2014	2015	2016	2017	2018			
Bernalillo	33	31	49	34	37	**26.2%**	**58.41**	**0.6**
Catron	1	0	0	0	5	**3.5%**	**1.59**	**3.1**
Chaves	4	3	4	2	4	**2.8%**	**6.84**	**0.6**
Cibola	1	5	4	5	1	**0.7%**	**8.11**	**0.1**
Colfax	2	2	0	0	3	**2.1%**	**3.41**	**0.9**
Curry	1	2	3	1	1	**0.7%**	**4.37**	**0.2**
De Baca	0	0	3	0	0	**0.0%**	**1.50**	**0.0**
Doña Ana	10	5	7	10	4	**2.8%**	**21.43**	**0.2**
Eddy	2	1	1	3	2	**1.4%**	**9.52**	**0.2**
Grant	0	1	3	3	1	**0.7%**	**4.18**	**0.2**
Guadalupe	1	1	2	1	0	**0.0%**	**5.33**	**0.0**
Harding	0	0	0	0	0	**0.0%**	**0.20**	**0.0**
Hidalgo	0	0	0	0	0	**0.0%**	**3.12**	**0.0**
Lea	7	4	5	3	11	**7.8%**	**9.94**	**1.1**
Lincoln	3	1	0	2	1	**0.7%**	**5.27**	**0.2**
Los Alamos	0	0	0	0	0	**0.0%**	**1.56**	**0.0**
Luna	0	1	4	1	0	**0.0%**	**8.41**	**0.0**
McKinley	25	7	11	21	12	**8.5%**	**13.85**	**0.9**
Mora	1	1	1	0	0	**0.0%**	**1.70**	**0.0**
Otero	7	2	1	4	1	**0.7%**	**7.99**	**0.1**
Quay	2	1	1	0	0	**0.0%**	**4.76**	**0.0**
Rio Arriba	3	5	8	3	7	**5.0%**	**6.45**	**1.1**
Roosevelt	1	3	1	1	1	**0.7%**	**2.05**	**0.5**
San Juan	16	14	15	15	19	**13.5%**	**19.33**	**1.0**
San Miguel	2	0	4	1	2	**1.4%**	**4.85**	**0.4**
Sandoval	3	2	6	4	10	**7.1%**	**15.43**	**0.6**
Santa Fe	7	3	8	9	7	**5.0%**	**20.17**	**0.3**
Sierra	2	1	0	2	1	**0.7%**	**2.38**	**0.4**
Socorro	1	2	1	0	0	**0.0%**	**6.24**	**0.0**
Taos	6	2	5	3	6	**4.3%**	**4.11**	**1.5**
Torrance	3	0	2	0	2	**1.4%**	**6.21**	**0.3**
Union	1	0	0	0	1	**0.7%**	**1.45**	**0.7**
Valencia	7	3	0	3	2	**1.4%**	**6.67**	**0.3**
Missing Data[1]	0	0	0	0	0	**0.0%**	**-3.96**	**-**
Total	**152**	**103**	**149**	**131**	**141**	**100.0%**	**272.88**	**0.5**

[1] VMT listed as missing data reflects the difference in VMT calculated for each county compared to the statewide VMT.

[2] Rates are shaded such that darker shading identifies higher rates.

- In 2018, San Juan County accounted 13.5 percent of all alcohol-involved fatal crashes, although it has only 6.0 percent of the population. Similarly, McKinley County accounted for 8.5 percent of all alcohol-involved fatal crashes, although it has only 3.4 percent of the population. (Table 9, Table 10)
- Of the counties with the highest number of alcohol-involved fatal crashes in 2018, the highest alcohol-involved fatal crash *rates* per 10,000 residents occurred in **Catron (14.0)**, **Rio Arriba (1.8)**, **Taos (1.8)**, **McKinley (1.7)**, **Lea (1.6)**, and **San Juan (1.5)**. The highest *rates* per 100 million vehicle miles traveled occurred in **Catron (3.1)** and **Taos (1.5)**. (Table 10)

Table 10: Top-Ranking Counties for Alcohol-involved Fatal Crashes, 2014 - 2018

2018 Rank[1]	County	Alcohol-involved Fatal Crashes					2018 Population	2018 Vehicle Miles Traveled (100M VMT)[2]	2018 Alcohol-involved Fatal Crashes per 10,000 County Residents[2]	2018 Alcohol-involved Fatal Crashes per 100M VMT[3]
		2014	2015	2016	2017	2018				
1	Bernalillo	33	31	49	34	37	678,701	58.41	0.5	**0.6**
2	San Juan	16	14	15	15	19	125,043	19.33	**1.5**	**1.0**
3	McKinley	25	7	11	21	12	72,290	13.85	**1.7**	**0.9**
4	Lea	7	4	5	3	11	69,611	9.94	**1.6**	**1.1**
5	Sandoval	3	2	6	4	10	145,179	15.43	**0.7**	**0.6**
6	Santa Fe	7	3	8	9	7	150,056	20.17	0.5	0.3
6	Rio Arriba	3	5	8	3	7	39,006	6.45	**1.8**	**1.1**
8	Taos	6	2	5	3	6	32,835	4.11	**1.8**	**1.5**
9	Catron	1	0	0	0	5	3,578	1.59	**14.0**	**3.1**
10	Doña Ana	10	5	7	10	4	217,522	21.43	0.2	0.2
All Other Counties		41	30	35	29	23	561,607	106.12	0.4	0.2
Statewide Total		152	103	149	131	141	2,095,428	272.88	0.7	0.5

[1] Counties have the same rank if they have the same number of crashes in 2018.

[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.

Crash Geography – Cities

Cities

- In **Rio Rancho**, the number of alcohol-involved crashes has increased by 94.9 percent in the last five years, from 39 to 76. (Table 11)
- Of the cities with the highest number of alcohol-involved crashes, the highest alcohol-involved crash *rates* were in **Gallup (36.5 crashes per 10,000 city residents)**, **Taos (33.5)**, **Shiprock (22.9)**, **Zuni Pueblo (22.2)**, and **Ruidoso (21.7).** (Table 11)

Table 11: Top-Ranking Cities for Alcohol-involved Crashes, 2014 - 2018

2018 Rank[1]	City	Alcohol-involved Crashes					2018 Population[2]	Alcohol-involved Crashes per 10,000 City Residents[3]
		2014	2015	2016	2017	2018		
1	Albuquerque	608	653	671	643	637	560,218	**11.4**
2	Santa Fe	128	105	103	116	123	84,612	**14.5**
3	Las Cruces	128	125	110	132	119	102,926	**11.6**
4	Gallup	87	104	88	91	80	21,929	**36.5**
5	Rio Rancho	39	41	57	68	76	98,023	**7.8**
6	Farmington	98	91	80	70	74	44,788	**16.5**
7	Roswell	49	43	32	34	42	47,635	**8.8**
7	Hobbs	47	30	25	22	42	38,277	**11.0**
7	Carlsbad	49	38	25	32	42	29,331	**14.3**
10	Taos	14	12	8	12	20	5,971	**33.5**
10	Clovis	23	30	26	28	20	38,680	**5.2**
12	Shiprock	15	17	15	23	19	8,295	**22.9**
12	Alamogordo	24	24	26	22	19	31,701	**6.0**
14	Sunland Park	8	12	6	1	17	17,639	**9.6**
14	Ruidoso	17	19	13	25	17	7,848	**21.7**
16	Española	15	23	25	25	16	10,050	**15.9**
17	Bernalillo	11	16	10	11	15	10,105	**14.8**
18	Zuni Pueblo	18	7	9	18	14	6,302	**22.2**
19	Artesia	11	12	8	6	13	12,268	**10.6**
20	Lovington	3	1	1	5	12	11,288	**10.6**
All Other Locations		649	731	735	666	673	-	**-**
Statewide Total		2,041	2,134	2,073	2,050	2,090	2,095,428	**10.0**

[1] Cities have the same rank if they have the same number of crashes in 2018.

[2] The population of Shiprock and Zuni Pueblo 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 2018. 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* were in **Santa Ana Pueblo (32.8 alcohol-involved fatal crashes per 10,000 city residents), Church Rock (17.7), Zuni Pueblo (4.8)**, **Shiprock (3.6)**, **Corrales (2.3)**, and **Gallup (1.4)**. (Table 12)

Table 12: Top-Ranking Cities for Alcohol-involved Fatal Crash Rates, 2014 - 2018

2018 Rank[1]	City	Alcohol-involved Fatal Crashes					2018 Population[2]	Alcohol-involved Fatal Crashes per 10,000 City Residents[3]
		2014	2015	2016	2017	2018		
1	Albuquerque	30	30	47	32	31	560,218	0.6
2	Santa Fe	5	3	3	7	4	84,612	0.5
3	Shiprock	4	4	3	4	3	8,295	**3.6**
3	Gallup	12	1	4	7	3	21,929	**1.4**
3	Zuni Pueblo	2	0	1	3	3	6,302	**4.8**
6	Hobbs	3	1	1	0	2	38,277	0.5
6	Corrales	1	0	0	1	2	8,678	**2.3**
6	Santa Ana Pueblo	0	0	3	0	2	610	**32.8**
6	Church Rock	3	0	1	1	2	1,128	**17.7**
6	Las Cruces	3	4	3	4	2	102,926	0.2
All Other Locations[4]		89	60	83	72	87	-	-
Statewide Total		152	103	149	131	141	2,095,428	0.7

[1] Cities have the same rank if they have the same number of alcohol-involved fatal crashes in 2018.

[2] The population of Church Rock, Santa Ana Pueblo, Shiprock, and Zuni 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 2018. 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 two alcohol-involved fatal crashes in 2018.

Crash Geography – Rural and Urban

Rural and Urban Alcohol-involved Crashes

- 72.6 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 56.7 percent of alcohol-involved fatal crashes but only 23.9 percent of all alcohol-involved crashes. (Table 13, Table 15)
- See the Definitions section for information on the change in classification of urban and rural areas.

Table 13: Alcohol-involved Crashes and Number of People in Alcohol-involved Crashes by Road System, 2018

Road System	Alcohol-involved Crashes		People in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	73	3.5%	166	3.4%
Rural Non-Interstate	499	23.9%	970	20.2%
Urban	1,518	72.6%	3,677	76.4%
Total	2,090	100.0%	4,813	100.0%

Table 14: Alcohol-involved Injury Crashes and Number of People Injured by Road System, 2018

Road System	Alcohol-involved Injury Crashes		People Injured in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	37	4.2%	57	4.0%
Rural Non-Interstate	222	25.3%	383	26.7%
Urban	620	70.5%	993	69.3%
Total	879	100.0%	1,433	100.0%

Table 15: Alcohol-involved Fatal Crashes and Number of People Killed by Road System, 2018

Road System	Alcohol-involved Fatal Crashes		People Killed in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	5	3.5%	6	3.9%
Rural Non-Interstate	80	56.7%	86	56.6%
Urban	56	39.7%	60	39.5%
Total	141	100.0%	152	100.0%

Table 16: Alcohol-involved Crashes and Fatalities
by Crash Classification and Road System, 2018

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	1	1.4%	0	0.0%	4	0.8%	0	0.0%	1	0.1%	0	0.0%
Fixed Object	23	31.5%	0	0.0%	145	29.1%	13	15.1%	404	26.6%	7	11.7%
Other (Non-Collision)	2	2.7%	0	0.0%	19	3.8%	0	0.0%	21	1.4%	2	3.3%
Other (Object)	3	4.1%	0	0.0%	16	3.2%	0	0.0%	58	3.8%	0	0.0%
Other Vehicle	22	30.1%	1	16.7%	124	24.8%	23	26.7%	756	49.8%	14	23.3%
Overturn	11	15.1%	0	0.0%	106	21.2%	18	20.9%	65	4.3%	1	1.7%
Parked Vehicle	2	2.7%	1	16.7%	7	1.4%	0	0.0%	80	5.3%	0	0.0%
Pedalcyclist	0	0.0%	0	0.0%	0	0.0%	0	0.0%	8	0.5%	2	3.3%
Pedestrian	4	5.5%	4	66.7%	27	5.4%	12	14.0%	90	5.9%	30	50.0%
Railroad Train	0	0.0%	0	0.0%	2	0.4%	0	0.0%	0	0.0%	0	0.0%
Rollover	3	4.1%	0	0.0%	45	9.0%	20	23.3%	30	2.0%	4	6.7%
Vehicle on Other Road	2	2.7%	0	0.0%	2	0.4%	0	0.0%	0	0.0%	0	0.0%
Missing Data	0	0.0%	0	0.0%	2	0.4%	0	0.0%	5	0.3%	0	0.0%
Total	73	100.0%	6	100.0%	499	100.0%	86	100.0%	1,518	100.0%	60	100.0%

- Pedestrian crashes account for 50 percent of fatalities in alcohol-involved crashes on urban roadways, and 66.7 percent of fatalities in alcohol-involved crashes on rural Interstates. (Table 16)
- Most alcohol-involved crashes on rural Interstate roadways (69.9 percent) occurred in dark (not lighted) conditions. (Table 17)

Table 17: Alcohol-involved Crashes by Light Condition and Road System, 2018

Light Condition	Alcohol-involved Crashes by Light Condition and Road System							
	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Dark-Lighted	8	11.0%	48	9.6%	641	42.2%	697	33.3%
Daylight	12	16.4%	191	38.3%	482	31.8%	685	32.8%
Dark-Not Lighted	51	69.9%	232	46.5%	326	21.5%	609	29.1%
Dusk	1	1.4%	18	3.6%	47	3.1%	66	3.2%
Dawn	1	1.4%	5	1.0%	9	0.6%	15	0.7%
Other/Not Stated	0	0.0%	2	0.4%	3	0.2%	5	0.2%
Missing Data	0	0.0%	3	0.6%	10	0.7%	13	0.6%
Total	73	100%	499	100%	1,518	100%	2,090	100%

Crash Characteristics

Month, Day of Week, and Hour

Table 18: Alcohol-involved Crashes by Month and Crash Severity, 2018

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	10	7.1%	72	8.2%	92	8.6%	174	8.3%
February	10	7.1%	79	9.0%	78	7.3%	167	8.0%
March	9	6.4%	76	8.6%	106	9.9%	191	9.1%
April	13	9.2%	71	8.1%	86	8.0%	170	8.1%
May	10	7.1%	55	6.3%	68	6.4%	133	6.4%
June	15	10.6%	62	7.1%	77	7.2%	154	7.4%
July	16	11.3%	62	7.1%	91	8.5%	169	8.1%
August	9	6.4%	73	8.3%	91	8.5%	173	8.3%
September	11	7.8%	81	9.2%	91	8.5%	183	8.8%
October	13	9.2%	69	7.8%	97	9.1%	179	8.6%
November	12	8.5%	77	8.8%	87	8.1%	176	8.4%
December	13	9.2%	102	11.6%	106	9.9%	221	10.6%
Total	141	100.0%	879	100.0%	1,070	100.0%	2,090	100.0%

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

Figure 5: Percentage of Alcohol-involved Crashes by Month, 2018

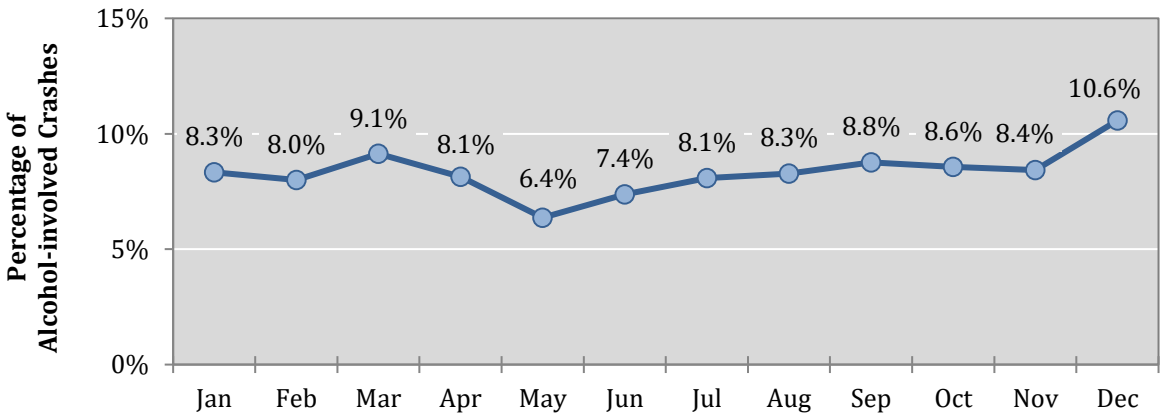


Table 19: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2018

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	25	17.7%	170	19.3%	173	16.2%	368	17.6%
Monday	12	8.5%	92	10.5%	132	12.3%	236	11.3%
Tuesday	13	9.2%	91	10.4%	100	9.3%	204	9.8%
Wednesday	17	12.1%	101	11.5%	122	11.4%	240	11.5%
Thursday	15	10.6%	94	10.7%	151	14.1%	260	12.4%
Friday	26	18.4%	143	16.3%	140	13.1%	309	14.8%
Saturday	33	23.4%	188	21.4%	252	23.6%	473	22.6%
Total	141	100.0%	879	100.0%	1,070	100.0%	2,090	100.0%

- Fridays, Saturdays and Sundays had the highest number of alcohol-involved fatal crashes and together accounted for 59.6 percent of all alcohol-involved fatal crashes. (Table 19)
- More than half (55 percent) of all alcohol-involved crashes occurred on weekends: Fridays (14.8 percent), Saturdays (22.6 percent) and Sundays (17.6 percent). (Table 19, Figure 6)

Figure 6: Percentage of Alcohol-involved Crashes by Day of the Week, 2018

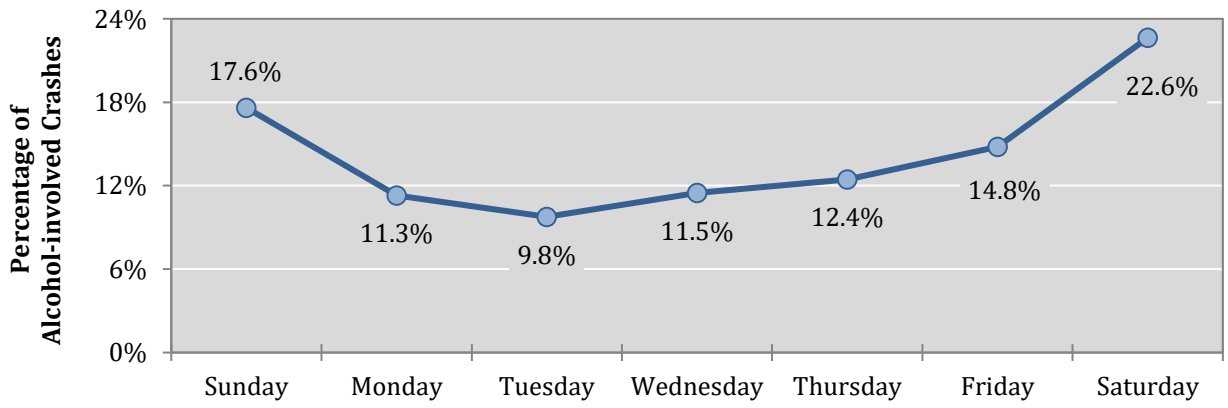


Table 20: Alcohol-involved Crashes by Day of the Week and Three-hour Segments, 2018

Hour[1]	Alcohol-involved Crashes[2]								
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	Percent of Total
12 - 3 a.m.	99	34	21	33	29	43	104	363	17.4%
3 - 6 a.m.	41	10	11	5	20	11	39	137	6.6%
6 - 9 a.m.	15	9	9	11	8	11	13	76	3.6%
9 a.m. - 12 p.m.	7	12	8	11	12	10	25	85	4.1%
12 - 3 p.m.	14	27	25	25	30	18	36	175	8.4%
3 - 6 p.m.	49	48	33	44	45	50	75	344	16.5%
6 - 9 p.m.	79	49	52	51	58	80	95	464	22.2%
9 p.m. - 12 a.m.	64	47	44	60	57	86	86	444	21.2%
Missing Data	0	0	1	0	1	0	0	2	0.1%
Total	368	236	204	240	260	309	473	2,090	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 (43.4 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, 2018

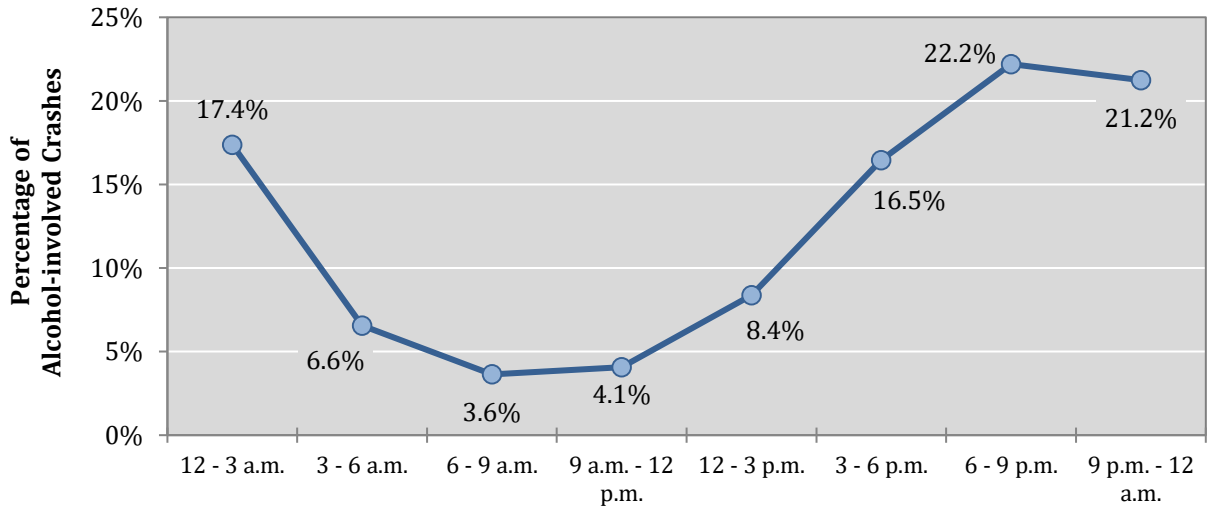


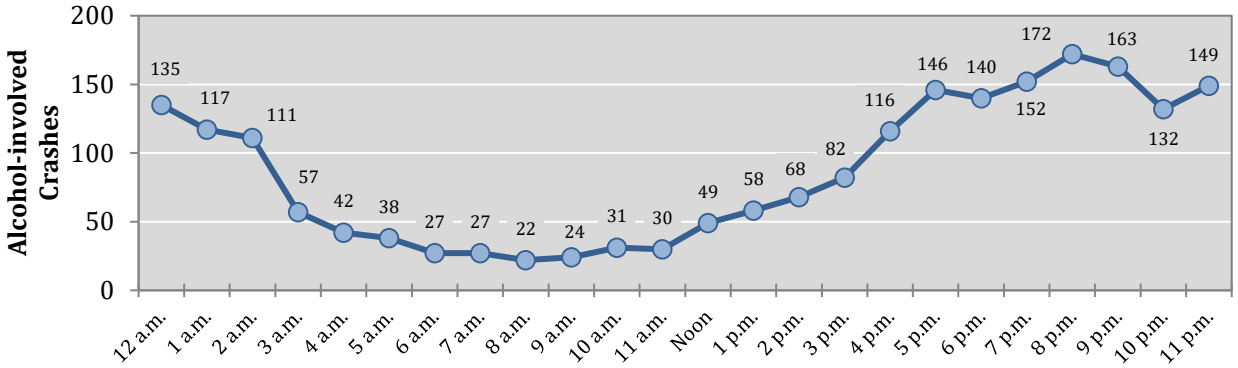
Table 21: Alcohol-involved Crashes by Hour and Day of the Week, 2018

Hour[1]	Alcohol-involved Crashes[2]							Total by Hour	Percent by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat		
12 a.m.	37	11	6	14	11	20	36	135	6.5%
1 a.m.	33	15	10	11	11	10	27	117	5.6%
2 a.m.	29	8	5	8	7	13	41	111	5.3%
3 a.m.	21	2	3	3	9	5	14	57	2.7%
4 a.m.	9	3	3	1	5	3	18	42	2.0%
5 a.m.	11	5	5	1	6	3	7	38	1.8%
6 a.m.	3	2	4	5	3	2	8	27	1.3%
7 a.m.	7	4	3	3	2	4	4	27	1.3%
8 a.m.	5	3	2	3	3	5	1	22	1.1%
9 a.m.	2	2	3	6	5	2	4	24	1.1%
10 a.m.	4	8	2	2	3	3	9	31	1.5%
11 a.m.	1	2	3	3	4	5	12	30	1.4%
Noon	1	8	7	6	9	8	10	49	2.3%
1 p.m.	5	7	6	11	9	7	13	58	2.8%
2 p.m.	8	12	12	8	12	3	13	68	3.3%
3 p.m.	9	13	4	12	10	9	25	82	3.9%
4 p.m.	16	17	13	15	21	17	17	116	5.6%
5 p.m.	24	18	16	17	14	24	33	146	7.0%
6 p.m.	20	16	16	20	16	26	26	140	6.7%
7 p.m.	29	16	16	12	22	22	35	152	7.3%
8 p.m.	30	17	20	19	20	32	34	172	8.2%
9 p.m.	31	19	8	19	20	36	30	163	7.8%
10 p.m.	15	8	18	18	19	28	26	132	6.3%
11 p.m.	18	20	18	23	18	22	30	149	7.1%
Missing Data	0	0	1	0	1	0	0	2	0.1%
Total	368	236	204	240	260	309	473	2,090	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, 2018



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, 2014 - 2018

Crash Classification	Alcohol-involved Crashes					
	2014	2015	2016	2017	2018	Percent of 2018 Total
Other Vehicle	765	859	852	825	902	43.2%
Fixed Object	560	634	616	605	572	27.4%
Overturn/Rollover	274	83	142	173	182	8.7%
Pedestrian	143	131	136	137	121	5.8%
Parked Vehicle	111	97	80	109	89	4.3%
Rollover[1]	3	176	107	69	78	3.7%
Other (Object)	72	56	52	61	77	3.7%
Other (Non-Collision)	40	33	53	36	42	2.0%
Pedalcyclist	22	23	15	19	8	0.4%
Animal	7	6	3	8	6	0.3%
Vehicle on Other Road	17	16	8	6	4	0.2%
Railroad Train	4	1	4	2	2	0.1%
Missing Data	23	19	5	0	7	0.3%
Total	2,041	2,134	2,073	2,050	2,090	100.0%

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

- In 2018, the two most common crash classifications in alcohol-involved crashes were (Collision with) Other Vehicle (43.2 percent) and Fixed Object (27.4 percent). (Table 22)

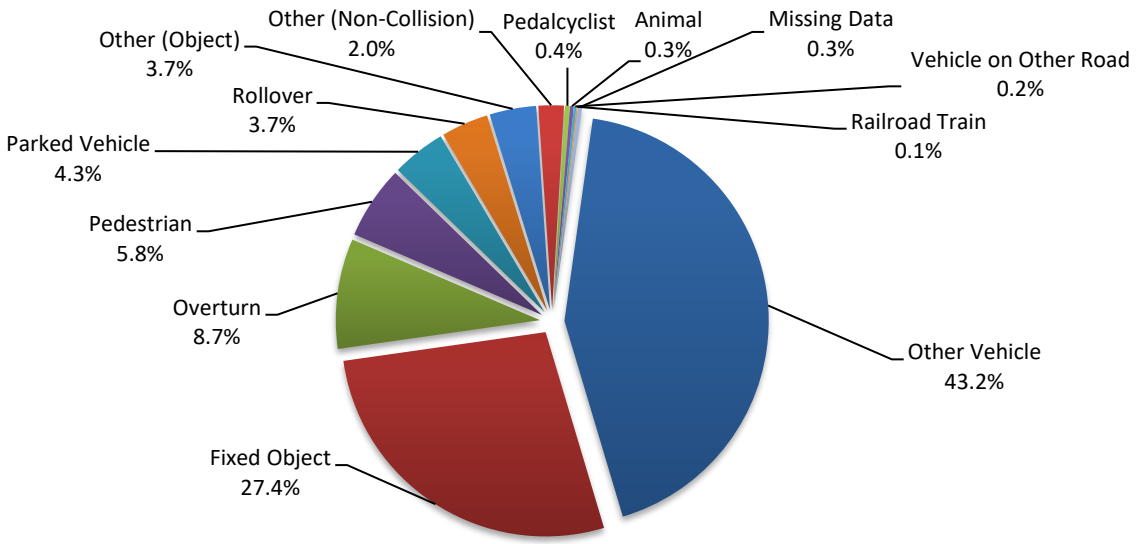
Crash Characteristics – Crash Classification

Table 23: Alcohol-involved Crashes by Crash Classification and Crash Severity, 2018

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	31	22.0%	406	46.2%	465	43.5%	902	43.2%
Fixed Object	19	13.5%	177	20.1%	376	35.1%	572	27.4%
Overturn	18	12.8%	101	11.5%	63	5.9%	182	8.7%
Pedestrian	44	31.2%	73	8.3%	4	0.4%	121	5.8%
Parked Vehicle	1	0.7%	20	2.3%	68	6.4%	89	4.3%
Rollover	24	17.0%	39	4.4%	15	1.4%	78	3.7%
Other (Object)	0	0.0%	31	3.5%	46	4.3%	77	3.7%
Other (Non-Collision)	2	1.4%	16	1.8%	24	2.2%	42	2.0%
Pedalcyclist	2	1.4%	6	0.7%	0	0.0%	8	0.4%
Animal	0	0.0%	3	0.3%	3	0.3%	6	0.3%
Vehicle on Other Road	0	0.0%	4	0.5%	0	0.0%	4	0.2%
Railroad Train	0	0.0%	2	0.2%	0	0.0%	2	0.1%
Missing Data	0	0.0%	1	0.1%	6	0.6%	7	0.3%
Total	**141**	**100%**	**879**	**100%**	**1,070**	**100%**	**2,090**	**100%**

- Pedestrian-classified crashes were 5.8 percent of all alcohol-involved crashes, but accounted for 31.2 percent of alcohol-involved fatal crashes. (Table 23)
- Rollover- and overturn-classified crashes were 12.4 percent of all alcohol-involved crashes but accounted for 29.8 percent of alcohol-involved fatal crashes. (Table 23)

Figure 9: Alcohol-involved Crashes by Crash Classification, 2018



Vehicles

- Most alcohol-involved crashes involved two vehicles (47.0 percent), followed by those with just one vehicle (44.7 percent). (Table 24)
- Alcohol-involved crashes with only one vehicle accounted for 40.8 percent of fatalities but only 26.3 percent of all people involved in alcohol-involved crashes. (Table 25)

Table 24: Alcohol-involved Crashes by Number of Vehicles Involved[6] and Crash Severity, 2018

Number of Vehicles Involved	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	61	43.3%	354	40.3%	519	48.5%	934	44.7%
2	66	46.8%	440	50.1%	476	44.5%	982	47.0%
3	11	7.8%	73	8.3%	59	5.5%	143	6.8%
4+	3	2.1%	12	1.4%	16	1.5%	31	1.5%
Total Crashes	141	100.0%	879	100.0%	1,070	100.0%	2,090	100.0%

Table 25: People in Alcohol-involved in Crashes by Number of Vehicles Involved[6], 2018

Severity of Injury to People in Alcohol-involved Crashes												
Number of Vehicles Involved	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	62	40.8%	69	41.1%	266	46.3%	149	21.6%	721	22.3%	1,267	26.3%
2	72	47.4%	79	47.0%	266	46.3%	399	57.8%	1,905	59.0%	2,721	56.5%
3	12	7.9%	14	8.3%	34	5.9%	137	19.9%	437	13.5%	634	13.2%
4+	6	3.9%	6	3.6%	9	1.6%	5	0.7%	165	5.1%	191	4.0%
Total	152	100.0%	168	100.0%	575	100.0%	690	100.0%	3,228	100.0%	4,813	100.0%

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

Table 26: Alcohol-involved Drivers in Crashes by Vehicle Type[7] and Crash Severity, 2018

Vehicle Type	Alcohol-involved Drivers in Fatal Crashes		Alcohol-involved Drivers in Injury Crashes		Alcohol-involved Drivers in Property Damage Only Crashes		Total Alcohol-involved Drivers in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	33	23.2%	476	53.4%	688	63.7%	1,197	56.6%
Pickup (Light Truck)	21	14.8%	178	20.0%	223	20.6%	422	20.0%
Van/SUV/4WD	27	19.0%	117	13.1%	134	12.4%	278	13.2%
Pedestrian	42	29.6%	64	7.2%	2	0.2%	108	5.1%
Motorcycle/ATV	16	11.3%	40	4.5%	2	0.2%	58	2.7%
Semi (Heavy Truck)	0	0.0%	4	0.4%	8	0.7%	12	0.6%
Pedalcyclist	3	2.1%	5	0.6%	0	0.0%	8	0.4%
Other	0	0.0%	2	0.2%	3	0.3%	5	0.2%
Missing Data	0	0.0%	5	0.6%	20	1.9%	25	1.2%
Total	142	100.0%	891	100.0%	1,080	100.0%	2,113	100.0%

- Alcohol-involved pedestrians accounted for 5.1 percent of alcohol-involved drivers (motorized and non-motorized vehicles) in crashes but were 35.0 percent of alcohol-involved drivers killed in crashes. (Table 27)

Table 27: Alcohol-involved Drivers in Crashes by Vehicle Type[7] and Severity of Injury, 2018

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	25	20.8%	29	34.9%	175	51.3%	121	56.5%	847	62.5%	1,197	56.6%
Pickup (Light Truck)	14	11.7%	19	22.9%	59	17.3%	36	16.8%	294	21.7%	422	20.0%
Van/SUV/4WD	20	16.7%	7	8.4%	47	13.8%	31	14.5%	173	12.8%	278	13.2%
Pedestrian	42	35.0%	20	24.1%	27	7.9%	16	7.5%	3	0.2%	108	5.1%
Motorcycle/ATV	16	13.3%	7	8.4%	28	8.2%	4	1.9%	3	0.2%	58	2.7%
Semi (Heavy Truck)	0	0.0%	0	0.0%	1	0.3%	1	0.5%	10	0.7%	12	0.6%
Pedalcyclist	3	2.5%	0	0.0%	3	0.9%	2	0.9%	0	0.0%	8	0.4%
Other	0	0.0%	0	0.0%	0	0.0%	1	0.5%	4	0.3%	5	0.2%
Missing Data	0	0.0%	1	1.2%	1	0.3%	2	0.9%	21	1.5%	25	1.2%
Total	120	100.0%	83	100.0%	341	100.0%	214	100.0%	1,355	100.0%	2,113	100.0%

[7] 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 reversed a three-year decline (Table 28)
- The number of people in alcohol-involved crashes in every age group from 55 up increased from 2014 (Table 28).
- The number of people ages 70 through 74 in alcohol-involved crashes has increased four years in a row. The rise since 2014 is 50.0 percent. (Table 28)
- There were 1.7 males in alcohol-involved crashes for every female. (Table 29)
- 77.0 percent of fatalities in alcohol-involved crashes were male. (Table 30)
- People 20 to 29 years old were 28.7 percent of all people in alcohol-involved crashes. (Table 29, Table 31, Figure 12)

Table 28: People in Alcohol-involved Crashes by Age, 2014 - 2018

Age Group	People in Alcohol-involved Crashes[1]					Percent Change 2014 - 2018
	2014	2015	2016	2017	2018	
1-4	110	99	103	93	107	-2.7%
5-9	97	96	120	114	106	9.3%
10-14	77	103	91	94	99	28.6%
15-19	410	370	380	339	356	-13.2%
20-24	798	747	717	698	744	-6.8%
25-29	579	713	652	655	636	9.8%
30-34	456	554	489	517	497	9.0%
35-39	326	371	395	376	422	29.4%
40-44	333	293	288	286	302	-9.3%
45-49	247	280	306	254	254	2.8%
50-54	262	263	245	224	212	-19.1%
55-59	191	242	225	247	237	24.1%
60-64	149	148	146	132	184	23.5%
65-69	85	89	106	101	102	20.0%
70-74	50	53	55	58	75	50.0%
75+	48	58	58	42	52	8.3%
Missing Data	479	406	400	396	428	-10.6%
Total People	**4,697**	**4,885**	**4,776**	**4,626**	**4,813**	2.5%

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

Table 29: People in Alcohol-involved Crashes by Age and Sex, 2018

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	62	2.2%	44	2.7%	1	0.3%	107	2.2%	**1.4**
5-9	59	2.1%	46	2.8%	1	0.3%	106	2.2%	**1.3**
10-14	57	2.0%	42	2.6%	0	0.0%	99	2.1%	**1.4**
15-19	197	7.0%	159	9.7%	0	0.0%	356	7.4%	**1.2**
20-24	510	18.1%	231	14.0%	3	0.8%	744	15.5%	**2.2**
25-29	406	14.4%	228	13.8%	2	0.6%	636	13.2%	**1.8**
30-34	308	10.9%	185	11.2%	4	1.1%	497	10.3%	**1.7**
35-39	259	9.2%	162	9.8%	1	0.3%	422	8.8%	**1.6**
40-44	209	7.4%	93	5.6%	0	0.0%	302	6.3%	**2.2**
45-49	166	5.9%	87	5.3%	1	0.3%	254	5.3%	**1.9**
50-54	134	4.8%	78	4.7%	0	0.0%	212	4.4%	**1.7**
55-59	160	5.7%	75	4.6%	2	0.6%	237	4.9%	**2.1**
60-64	109	3.9%	75	4.6%	0	0.0%	184	3.8%	**1.5**
65-69	65	2.3%	37	2.2%	0	0.0%	102	2.1%	**1.8**
70-74	40	1.4%	35	2.1%	0	0.0%	75	1.6%	**1.1**
75+	26	0.9%	26	1.6%	0	0.0%	52	1.1%	**1.0**
Missing Data	46	1.6%	44	2.7%	338	95.8%	428	8.9%	**1.0**
Total	**2,813**	**100%**	**1,647**	**100%**	**353**	**100%**	**4,813**	**100%**	**1.7**

Figure 10: People in Alcohol-involved Crashes by Age and Sex, 2018

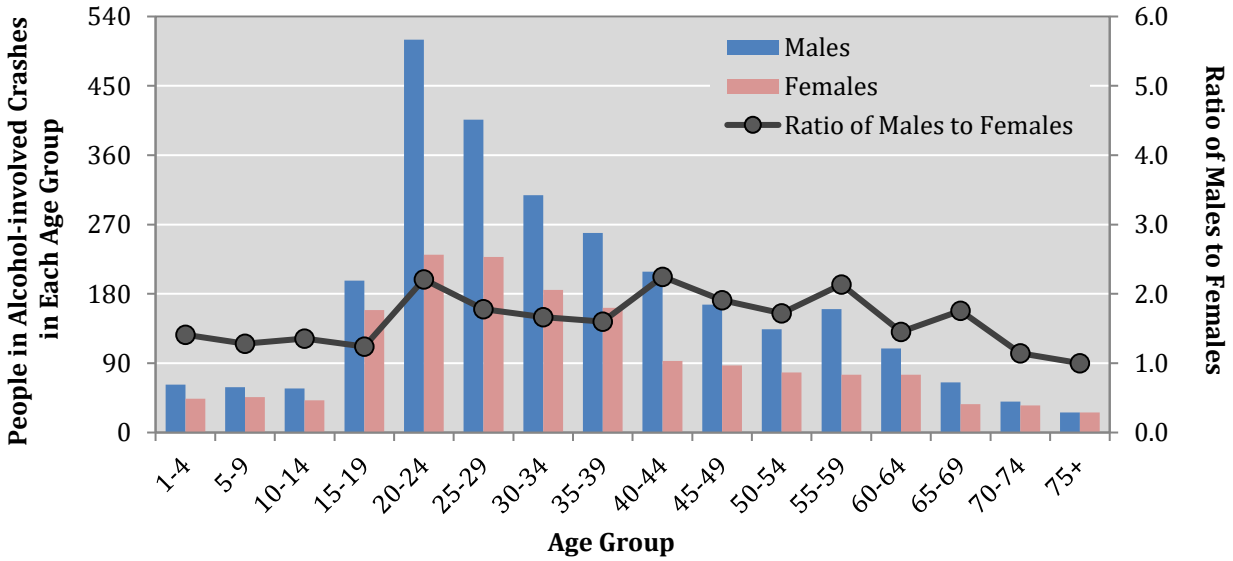


Table 30: Fatalities in Alcohol-involved Crashes by Age and Sex, 2018

Age Group	Fatalities in Alcohol-involved Crashes						Ratio[1] of Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	-
5-9	2	1.7%	0	0.0%	2	1.3%	-
10-14	1	0.9%	0	0.0%	1	0.7%	-
15-19	4	3.4%	2	5.7%	6	3.9%	**2.0**
20-24	17	14.5%	3	8.6%	20	13.2%	**5.7**
25-29	19	16.2%	8	22.9%	27	17.8%	**2.4**
30-34	10	8.5%	1	2.9%	11	7.2%	**10.0**
35-39	13	11.1%	5	14.3%	18	11.8%	**2.6**
40-44	13	11.1%	2	5.7%	15	9.9%	**6.5**
45-49	10	8.5%	3	8.6%	13	8.6%	**3.3**
50-54	7	6.0%	3	8.6%	10	6.6%	**2.3**
55-59	13	11.1%	2	5.7%	15	9.9%	**6.5**
60-64	4	3.4%	3	8.6%	7	4.6%	**1.3**
65-69	2	1.7%	2	5.7%	4	2.6%	**1.0**
70-74	1	0.9%	0	0.0%	1	0.7%	-
75+	1	0.9%	1	2.9%	2	1.3%	**1.0**
Missing Data	0	0.0%	0	0.0%	0	0.0%	-
Total	**117**	**100%**	**35**	**100%**	**152**	**100%**	**3.3**

[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, 2018

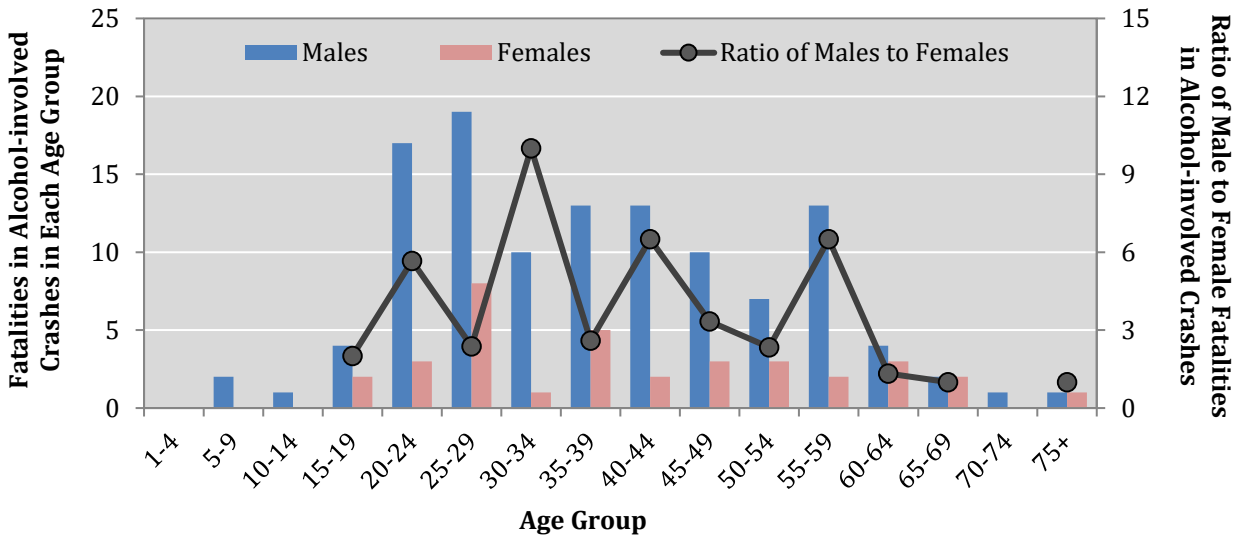
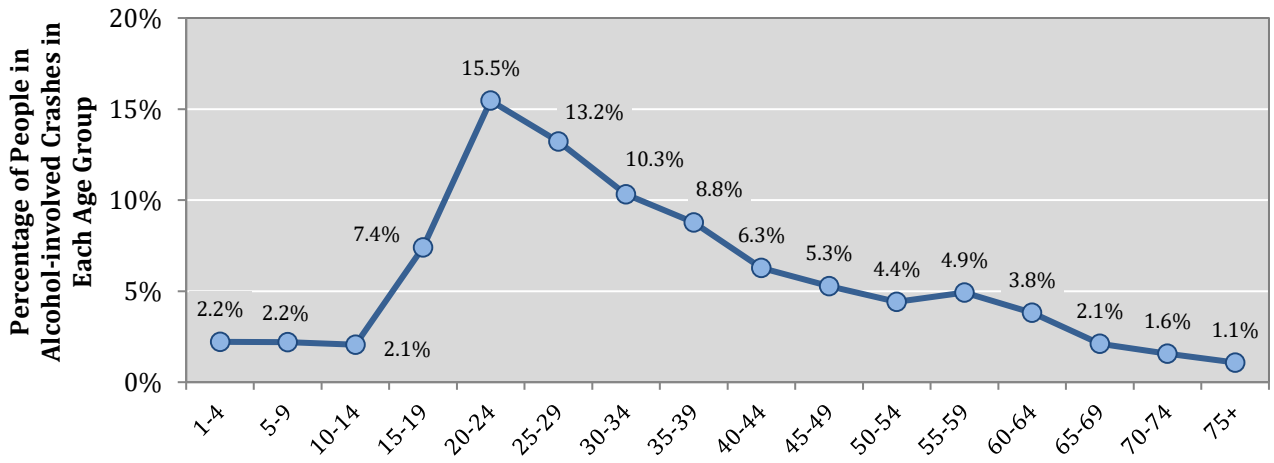


Table 31: People in Alcohol-involved Crashes by Age and Severity of Injury, 2018

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	0	3	7	13	84	107	2.2%	0.0%
5-9	2	3	14	9	78	106	2.2%	1.9%
10-14	1	3	11	15	69	99	2.1%	1.0%
15-19	6	13	39	69	229	356	7.4%	1.7%
20-24	20	29	116	94	485	744	15.5%	2.7%
25-29	27	22	94	95	398	636	13.2%	4.2%
30-34	11	19	62	88	317	497	10.3%	2.2%
35-39	18	15	54	69	266	422	8.8%	4.3%
40-44	15	7	43	42	195	302	6.3%	5.0%
45-49	13	12	27	46	156	254	5.3%	5.1%
50-54	10	13	29	42	118	212	4.4%	4.7%
55-59	15	8	25	33	156	237	4.9%	6.3%
60-64	7	2	18	33	124	184	3.8%	3.8%
65-69	4	4	12	16	66	102	2.1%	3.9%
70-74	1	1	10	9	54	75	1.6%	1.3%
75+	2	6	5	6	33	52	1.1%	3.8%
Missing Data	0	8	9	11	400	428	8.9%	0.0%
Total	**152**	**168**	**575**	**690**	**3,228**	**4,813**	**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, 2018



Teens (15-19)

- 6 teens were killed and 121 injured in alcohol-involved crashes. (Table 32)
- From 2009 to 2018, the number of alcohol-involved teen drivers[8] in crashes fell 54.5 percent, from 213 to 97. (Table 33, Figure 13).
- Although the rate of alcohol-involved teen drivers in crashes fluctuates, the average of the past five years (18.1 per 10,000 licensed teen drivers) is lower than in the previous five years (23.5). (Table 33)
- There were 2.9 alcohol-involved teen male drivers in crashes for every one alcohol-involved teen female driver. (Table 34)
- The peak hours of alcohol-involved teen drivers in crashes were 11 p.m. through 1 a.m., with 25.8 percent of crashes. (Table 35)

Table 32: Teens (15-19) in Alcohol-involved Crashes by Severity of Injury, 2018

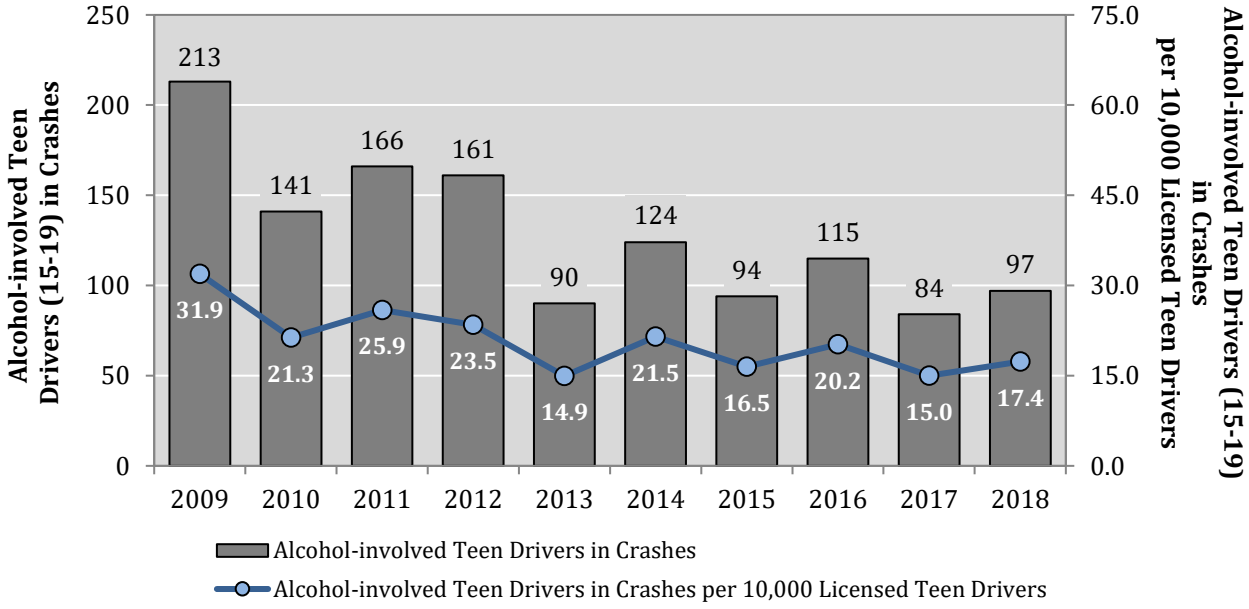
Severity of Injuries	Injury Class	Teens (15-19) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	6	1.7%
Suspected Serious Injuries	A	13	3.7%
Suspected Minor Injuries	B	39	11.0%
Possible Injuries	C	69	19.4%
No Apparent Injuries	O	229	64.3%
Total		356	100.0%

[8] "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[9] (15-19) in Crashes by Crash Severity, 2009 - 2018

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		
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
2018	1	41	55	97	55,889	17.4

Figure 13: Alcohol-involved Teen Drivers[9] (15-19) in Crashes, 2009 - 2018

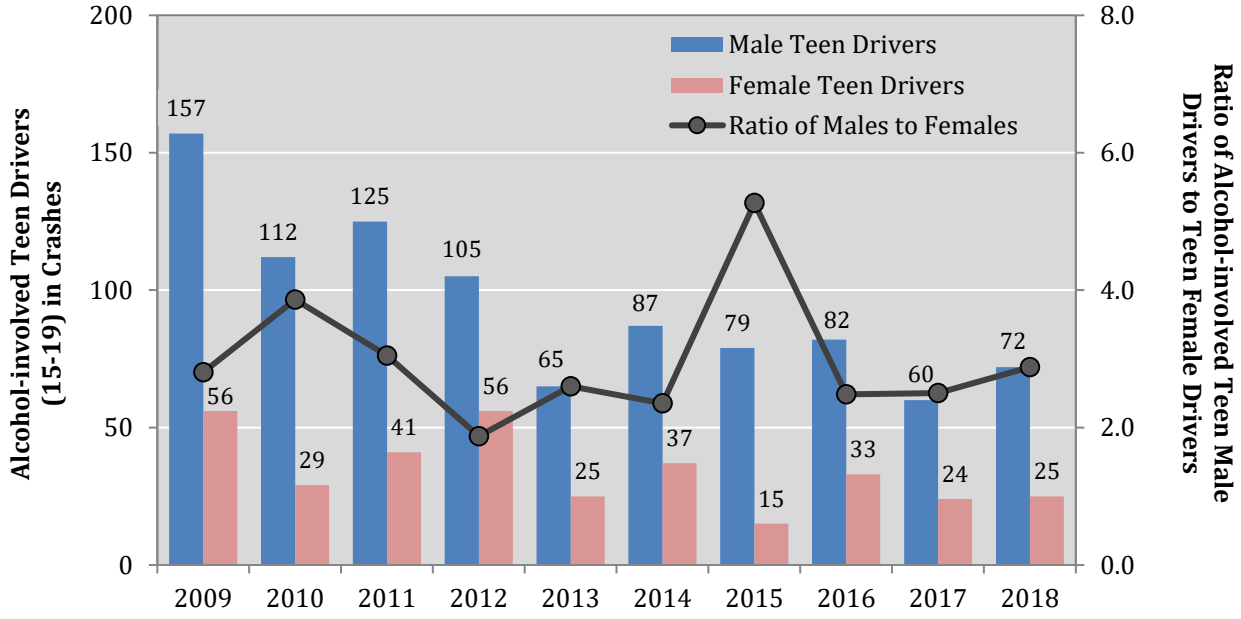


[9] Does not include alcohol-involved teen drivers for which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 34: Alcohol-involved Teen Drivers[10] (15-19) in Crashes by Sex, 2009 - 2018

Year	Alcohol-involved Teen Drivers (15-19) of Vehicles in Crashes			Ratio of Males to Females
	Males	Females	Total	
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
2018	72	25	97	2.88

Figure 14: Alcohol-involved Teen Drivers[10] (15-19) in Crashes by Sex, 2009 - 2018



[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.

Table 35: Alcohol-involved Teen Drivers[11] (15-19) in Crashes by Hour, 2018

Hour [1]	Alcohol-involved Teen Drivers (15-19)	
	Count	Percent
Midnight	9	9.3%
1 a.m.	8	8.2%
2 a.m.	5	5.2%
3 a.m.	6	6.2%
4 a.m.	4	4.1%
5 a.m.	3	3.1%
6 a.m.	4	4.1%
7 a.m.	7	7.2%
8 a.m.	3	3.1%
9 a.m.	2	2.1%
10 a.m.	1	1.0%
11 a.m.	1	1.0%
Noon	3	3.1%
1 p.m.	2	2.1%
2 p.m.	1	1.0%
3 p.m.	2	2.1%
4 p.m.	1	1.0%
5 p.m.	1	1.0%
6 p.m.	6	6.2%
7 p.m.	6	6.2%
8 p.m.	3	3.1%
9 p.m.	5	5.2%
10 p.m.	6	6.2%
11 p.m.	8	8.2%
Missing Data	0	0.0%
Total	97	100.0%

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

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

Young Adults (20-24)

- 20 young adults were killed and 239 injured in alcohol-involved crashes. (Table 36)
- After an overall decline of several years, the number of alcohol-involved young adult drivers[12] in crashes has risen two years in a row, to 381. (Table 37, Figure 15)
- The rate of alcohol-involved young adult drivers in crashes rose to the highest it's been since 2011, to 34.9 per 10,000 licensed young adult drivers. The higher rate resulted from a decrease in the number of licensed young adult drivers in New Mexico combined with an increase in the number of these drivers in crashes. (Table 37)
- The number of male alcohol-involved young adult drivers in crashes has decreased by 28.8 percent (from 385 to 274) in the last ten years. During that span, the number of 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 were from 11 p.m. through 2 a.m., with 36.5 percent of crashes. (Table 39)

Table 36: Young Adults (20-24) in Alcohol-involved Crashes by Severity of Injury, 2018

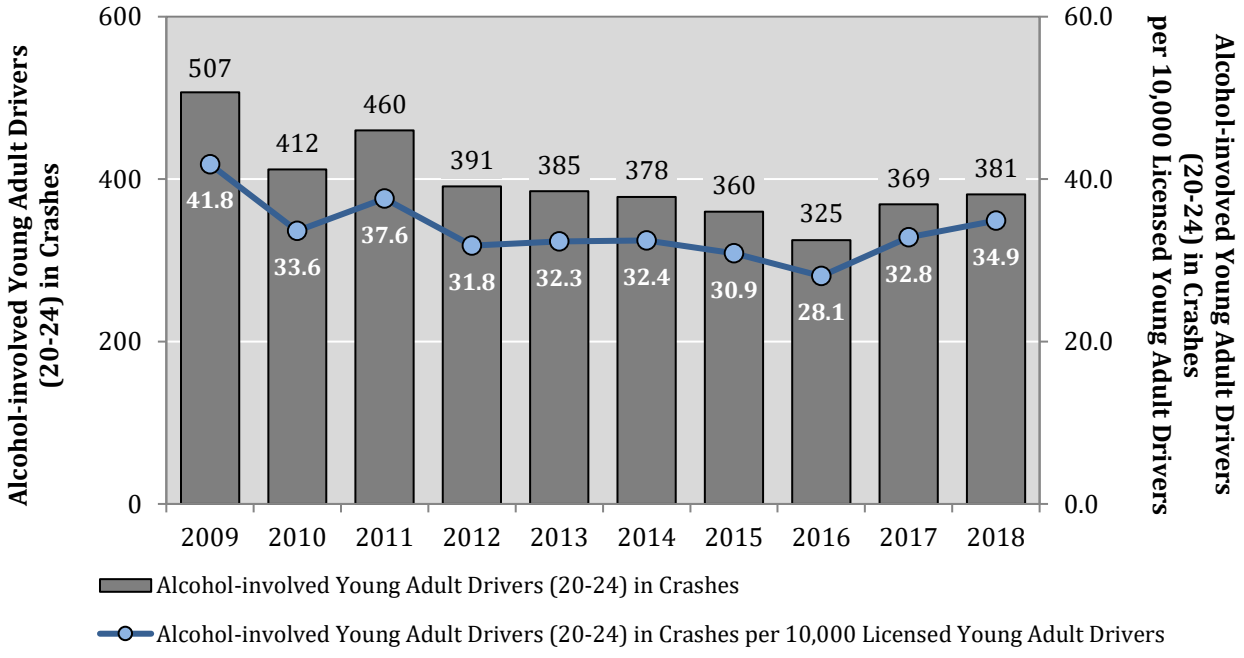
Severity of Injuries	Injury Class	Young Adults (20-24) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	20	2.7%
Suspected Serious Injuries	A	29	3.9%
Suspected Minor Injuries	B	116	15.6%
Possible Injuries	C	94	12.6%
No Apparent Injuries	O	485	65.2%
Total		744	100.0%

[12] "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[13] (20-24) in Crashes by Severity, 2009 - 2018

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		
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
2018	14	158	209	381	109,190	34.9

Figure 15: Alcohol-involved Young Adult Drivers[13] (20-24) in Crashes, 2009 - 2018

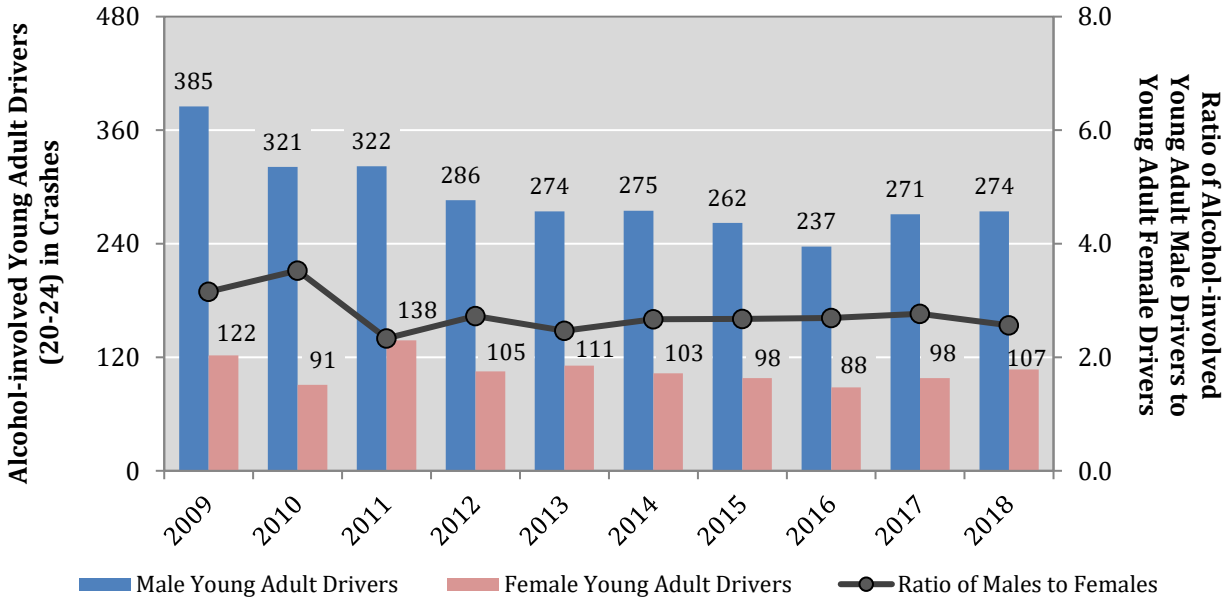


[13] Does not include young adult drivers for which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 38: Alcohol-involved Young Adult Drivers[14] (20-24) in Crashes by Sex, 2009 - 2018

Year	Alcohol-involved Young Adult Drivers (20-24) in Crashes			Ratio of Males to Females
	Males	Females	Total	
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
2018	274	107	381	2.56

Figure 16: Alcohol-involved Young Adult Drivers[14] (20-24) in Crashes by Sex, 2009 - 2018



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

Table 39: Alcohol-involved Young Adult Drivers[15] (20-24) by Hour, 2018

Hour [1]	Alcohol-involved Young Adult Drivers (20-24) in Crashes	
	Count	Percent
Midnight	25	6.6%
1 a.m.	44	11.5%
2 a.m.	40	10.5%
3 a.m.	13	3.4%
4 a.m.	15	3.9%
5 a.m.	12	3.1%
6 a.m.	3	0.8%
7 a.m.	5	1.3%
8 a.m.	4	1.0%
9 a.m.	4	1.0%
10 a.m.	7	1.8%
11 a.m.	0	0.0%
Noon	7	1.8%
1 p.m.	10	2.6%
2 p.m.	5	1.3%
3 p.m.	5	1.3%
4 p.m.	23	6.0%
5 p.m.	21	5.5%
6 p.m.	12	3.1%
7 p.m.	23	6.0%
8 p.m.	25	6.6%
9 p.m.	24	6.3%
10 p.m.	24	6.3%
11 p.m.	30	7.9%
Missing Data	0	0.0%
Total	381	100.0%

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

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

Motorcyclists

- Motorcycle-involved crashes accounted for 3.1 percent of all alcohol-involved crashes. (Table 40)
- Of the 65 alcohol-involved motorcycle crashes in 2018, 27.7 percent (18) were fatal crashes, and 67.7 percent (44) were injury crashes. (Table 41)

Table 40: Alcohol-involved Motorcycle Crashes[16], 2018

Motorcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Motorcycle-involved	65	3.1%
Motorcycle Not Involved	2,025	96.9%
Total Alcohol-involved Crashes	2,090	100.0%

Table 41: Alcohol-involved Motorcycle Crashes[16] by Crash Severity, 2018

Crash Severity	Alcohol-involved Motorcycle Crashes	
	Count	Percent
Fatal Crashes	18	27.7%
Injury Crashes	44	67.7%
Property Damage Only Crashes	3	4.6%
Total Motorcycle-involved Crashes	65	100.0%

[16] 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[17], 2009 - 2018

Year	Motorcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
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%**
2018	65	1,064	**6.1%**

- The number of alcohol-involved motorcycle crashes continued to decline, falling to 65, its lowest number in at least 10 years. (Table 42)

Table 43: Top Counties for Alcohol-involved Motorcycle Crashes[17], 2014 - 2018

2018 Rank[1]	County	Alcohol-involved Motorcycle Crashes					2018 Population	Alcohol-involved Motorcycle Crashes per 100,000 County Residents
		2014	2015	2016	2017	2018		
1	Sandoval	6	7	1	2	11	145,179	**7.6**
1	Bernalillo	30	31	16	30	11	678,701	**1.6**
3	San Juan	10	4	9	6	6	125,043	**4.8**
3	Doña Ana	7	8	8	8	6	217,522	**2.8**
5	Santa Fe	9	4	2	8	4	150,056	**2.7**
5	Taos	1	1	0	0	4	32,835	**12.2**
All Other Counties		40	30	35	34	23	746,092	**3.1**
Statewide Total		103	85	71	88	65	2,095,428	**3.1**

[1] Counties have the same rank if they have the same number of crashes in 2018.

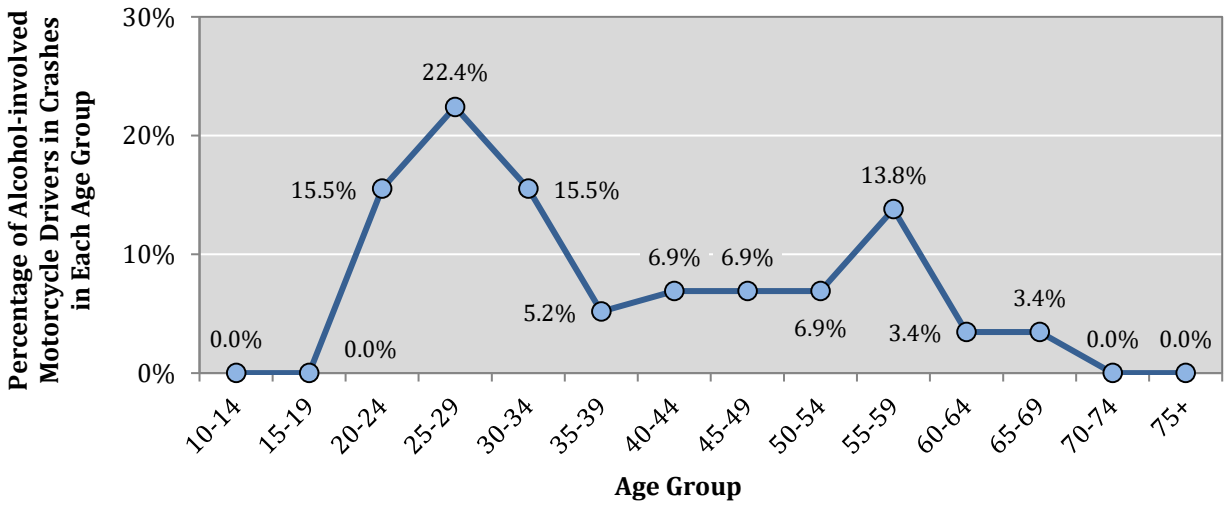
[17] An alcohol-involved motorcycle crash is a crash involving one or more motorcycles and in which any motor vehicle driver, pedestrian or pedalcyclist in the crash was alcohol-involved.

Table 44: Alcohol-involved Motorcycle Driver[18] Crash Rates, 2014 - 2018

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
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
2018	58	61,074	118,499	9.5	4.9

- Alcohol-involved motorcycle driver rates (based on registered motorcycles or licensed motorcycle drivers) fell to their lowest level in five years. (Table 44)
- Drivers ages 20-34 makes up 53.4 percent of all alcohol-involved motorcycle drivers in crashes. Drivers ages 55-59 make up 13.8 percent. (Table 45)
- Almost all alcohol-involved motorcycle drivers in crashes (94.8 percent) were males. (Table 45)

Figure 17: Percentage of Alcohol-involved Motorcycle Drivers[18] in Crashes by Age Group, 2018

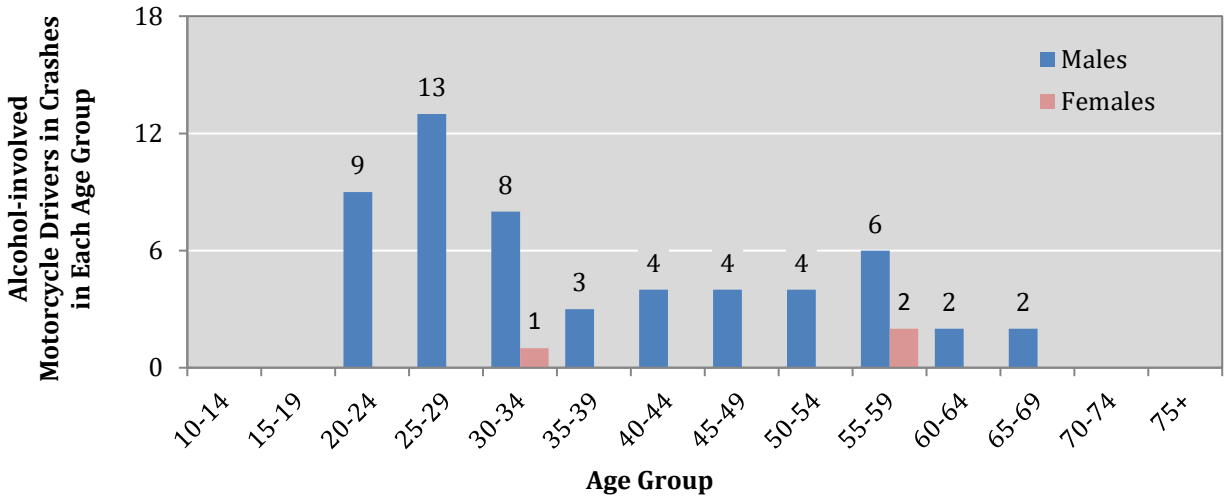


[18] "Alcohol-involved motorcycle drivers" are motorcycle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 45: Alcohol-involved Motorcycle Drivers[19] in Crashes by Age and Sex, 2018

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	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
20-24	9	16.4%	0	0.0%	0	0.0%	9	15.5%	-
25-29	13	23.6%	0	0.0%	0	0.0%	13	22.4%	-
30-34	8	14.5%	1	33.3%	0	0.0%	9	15.5%	8
35-39	3	5.5%	0	0.0%	0	0.0%	3	5.2%	-
40-44	4	7.3%	0	0.0%	0	0.0%	4	6.9%	-
45-49	4	7.3%	0	0.0%	0	0.0%	4	6.9%	-
50-54	4	7.3%	0	0.0%	0	0.0%	4	6.9%	-
55-59	6	10.9%	2	66.7%	0	0.0%	8	13.8%	3
60-64	2	3.6%	0	0.0%	0	0.0%	2	3.4%	-
65-69	2	3.6%	0	0.0%	0	0.0%	2	3.4%	-
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	55	100%	3	100%	0	0%	58	100%	18

Figure 18: Alcohol-involved Motorcycle Drivers[19] in Crashes by Age and Sex, 2018



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

Pedestrians

- Alcohol-involved pedestrian crashes accounted for 5.7 percent of all alcohol-involved crashes. (Table 46)
- Of the 120 alcohol-involved pedestrian crashes, 36.7 percent (44) were fatal crashes, and 60.0 percent (72) were injury crashes. (Table 47)

Table 46: Alcohol-involved Pedestrian Crashes[20], 2018

Pedestrian Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedestrian-involved	120	5.7%
Pedestrian Not Involved	1,970	94.3%
Total Alcohol-involved Crashes	2,090	100.0%

Table 47: Alcohol-involved Pedestrian[20] Crashes by Crash Severity, 2018

Crash Severity	Alcohol-involved Pedestrian Crashes	
	Count	Percent
Fatal Crashes	44	36.7%
Injury Crashes	72	60.0%
Property Damage Only Crashes	4	3.3%
Total Alcohol-involved Pedestrian Crashes	120	100.0%

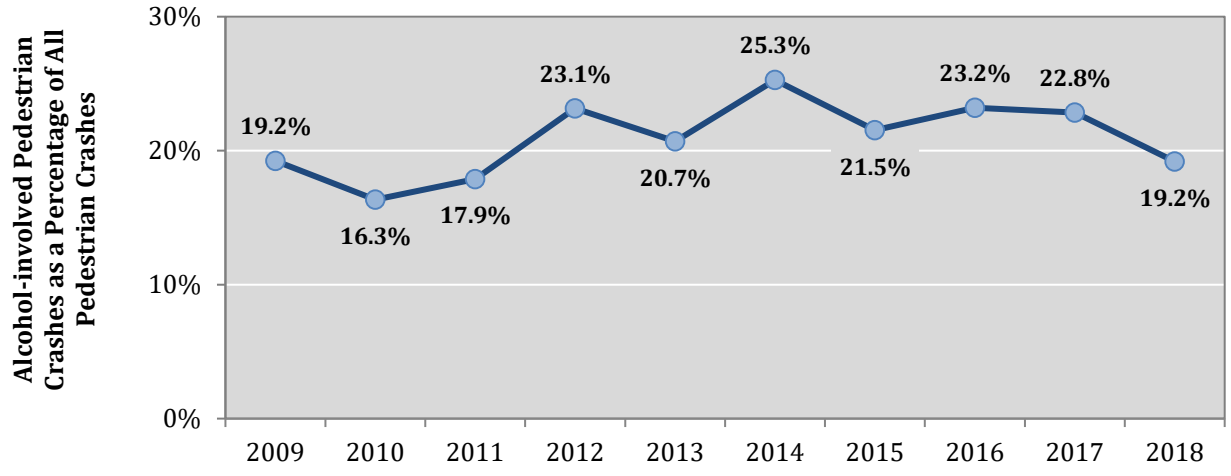
[20] An alcohol-involved pedestrian crash is a crash involving one or more pedestrians in which any driver or pedestrian in the crash was alcohol-involved.

Table 48: Alcohol-involved Pedestrian Crashes[21], 2009 - 2018

Year	Pedestrian-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
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%
2018	120	625	19.2%

- The average number of alcohol-involved pedestrian crashes in the past five years was 132.8, higher than the average in the previous five years, 88.4. (Table 48)
- Alcohol was involved in 19.2 percent of all pedestrian crashes, the lowest percentage in seven years. (Table 48, Figure 19)

Figure 19: Alcohol-involved Pedestrian Crashes[21], 2009 - 2018



[21] 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, 2014 - 2018

2018 Rank	County	Alcohol-involved Pedestrian Crashes[1]					2018 Population	Alcohol-involved Pedestrian Crashes per 100,000 County Residents
		2014	2015	2016	2017	2018		
1	Bernalillo	69	59	79	60	52	678,701	**7.7**
2	McKinley	24	18	18	19	20	72,290	**27.7**
3	San Juan	16	16	10	19	13	125,043	**10.4**
4	Santa Fe	9	6	5	12	9	150,056	**6.0**
5	Sandoval	2	2	2	2	5	145,179	**3.4**
All Other Counties		21	29	22	25	21	924,159	**2.3**
Statewide Total		141	130	136	137	120	2,095,428	**5.7**

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

- Three counties – Bernalillo, San Juan, and McKinley – accounted for 70.8 percent of alcohol-involved pedestrian crashes. (Table 49)
- McKinley County had by far the highest rate of alcohol-involved pedestrian crashes, at 27.7 per 100,000 county residents. (Table 49)
- Out of all pedestrians in alcohol-involved crashes, 86.4 percent were under the influence of alcohol. The percentage has gone down two years in a row. (Table 50)
- 81.4 percent of alcohol-involved pedestrians in crashes were male. (Table 51)

Table 50: Alcohol-involved Pedestrians in Alcohol-involved Crashes, 2014 - 2018

Year	Pedestrians in Alcohol-involved Crashes		
	Pedestrians Under the Influence of Alcohol	All Pedestrians in Alcohol-involved Crashes	Percent of Pedestrians Under the Influence of Alcohol[1]
2014	131	147	**89.1%**
2015	120	135	**88.9%**
2016	129	144	**89.6%**
2017	122	137	**89.1%**
2018	108	125	**86.4%**

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

Figure 20: Percentage of Alcohol-involved Pedestrians[22] in Crashes by Age, 2018

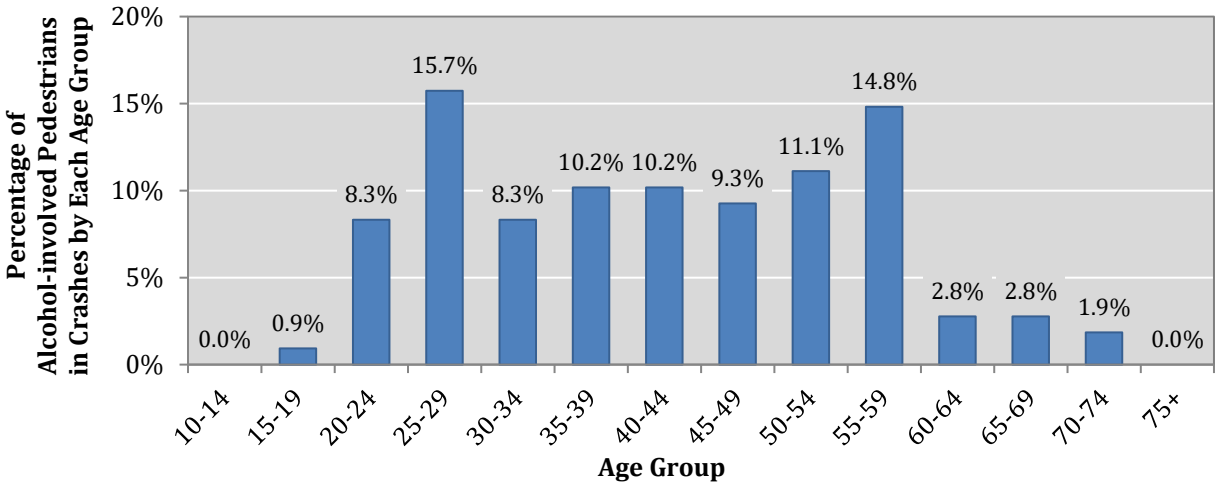


Table 51: Alcohol-involved Pedestrians[22] in Crashes by Age, 2018

Age Group	Alcohol-involved Pedestrians in Crashes								Ratio[1] 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	1.1%	0	0.0%	0	0.0%	1	0.9%	-
20-24	6	6.8%	3	15.0%	0	0.0%	9	8.3%	**2.0**
25-29	15	17.0%	2	10.0%	0	0.0%	17	15.7%	**7.5**
30-34	6	6.8%	3	15.0%	0	0.0%	9	8.3%	**2.0**
35-39	10	11.4%	1	5.0%	0	0.0%	11	10.2%	**10.0**
40-44	9	10.2%	2	10.0%	0	0.0%	11	10.2%	**4.5**
45-49	10	11.4%	0	0.0%	0	0.0%	10	9.3%	-
50-54	9	10.2%	3	15.0%	0	0.0%	12	11.1%	**3.0**
55-59	13	14.8%	3	15.0%	0	0.0%	16	14.8%	**4.3**
60-64	2	2.3%	1	5.0%	0	0.0%	3	2.8%	**2.0**
65-69	2	2.3%	1	5.0%	0	0.0%	3	2.8%	**2.0**
70-74	2	2.3%	0	0.0%	0	0.0%	2	1.9%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	3	3.4%	1	5.0%	0	0.0%	4	3.7%	**3.0**
Total	**88**	**100%**	**20**	**100%**	**0**	**0%**	**108**	**100%**	**4.4**

[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.

[22] 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 0.4 percent of all alcohol-involved crashes. (Table 52)
- Of the nine alcohol-involved pedalcycle crashes, 33.3 percent (three) were fatal crashes and 66.7 percent (six) were injury crashes. (Table 53)

Table 52: Alcohol-involved Pedalcycle Crashes[23], 2018

Pedalcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedalcycle-involved	9	0.4%
Pedalcycle Not Involved	2,081	99.6%
Total Alcohol-involved Crashes	2,090	100.0%

Table 53: Alcohol-involved Pedalcycle Crashes[23] by Crash Severity, 2018

Crash Severity	Alcohol-involved Pedalcycle Crashes	
	Count	Percent
Fatal Crashes	3	33.3%
Injury Crashes	6	66.7%
Property Damage Only Crashes	0	0.0%
Total Alcohol-involved Pedalcycle Crashes	9	100.0%

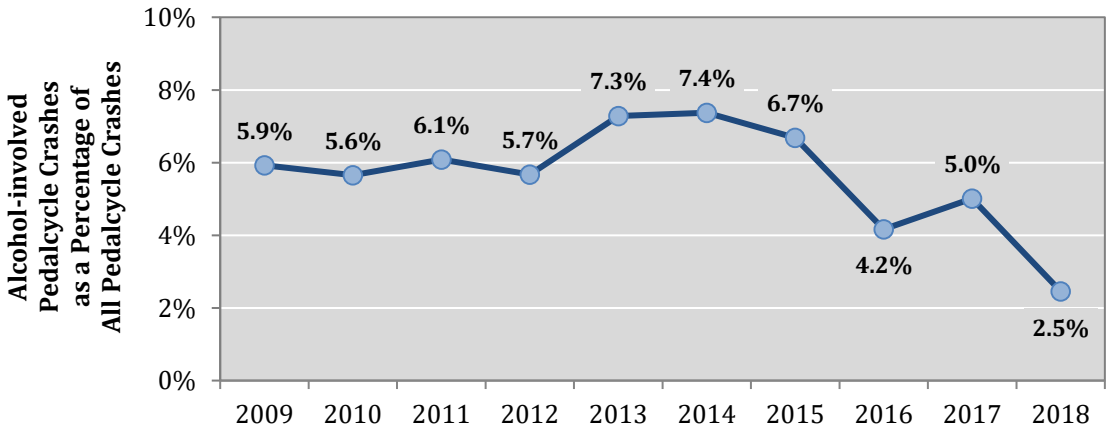
[23] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists in which any vehicle driver or pedalcyclist in the crash was alcohol-involved.

Table 54: Alcohol-involved Pedalcycle Crashes[24], 2009 - 2018

Year	Pedalcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
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%
2018	9	366	2.5%

- In the past three years, there has been a drop in both the number of alcohol-involved pedalcycle crashes, and their percentage of all pedalcycle crashes. (Table 54, Figure 21)

Figure 21: Alcohol-involved Pedalcycle Crashes[24], 2009 - 2018



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

Table 55: Top-Ranking Counties for Alcohol-involved Pedalcycle Crashes, 2014 - 2018

2018 Rank[1]	County	Alcohol-involved Pedalcycle Crashes[2]					2018 Population	Alcohol-involved Pedalcycle Crashes per 100,000 County Residents
		2014	2015	2016	2017	2018		
1	Bernalillo	9	11	6	8	3	678,701	**0.4**
2	Santa Fe	3	5	0	1	1	150,056	**0.7**
2	San Juan	1	1	2	1	1	125,043	**0.8**
2	Chaves	0	1	0	3	1	64,689	**1.5**
2	Taos	0	0	0	1	1	32,835	**3.0**
2	Eddy	0	0	0	0	1	57,900	**1.7**
2	McKinley	1	1	0	0	1	72,290	**1.4**
All Other Counties		9	5	7	5	0	913,914	**0.0**
Statewide Total		23	24	15	19	9	2,095,428	**0.4**

[1] Counties have the same rank if they have the same number of crashes in 2018.

[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.

- Out of all pedalcyclists in alcohol-involved crashes, 88.9 percent were under the influence of alcohol. That is the highest level in the past five years. (Table 56)
- Of all alcohol-involved pedalcyclists in crashes, 87.5 percent (7 out of 8) were male. (Table 57)

Table 56: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2014 - 2018

Year	Pedalcyclists in Alcohol-involved Crashes		
	Pedalcyclists Under the Influence of Alcohol	All Pedalcyclists in Alcohol-involved Crashes	Percent of Pedalcyclists Under the Influence of Alcohol[1]
2014	20	26	**76.9%**
2015	19	24	**79.2%**
2016	13	15	**86.7%**
2017	15	19	**78.9%**
2018	8	9	**88.9%**

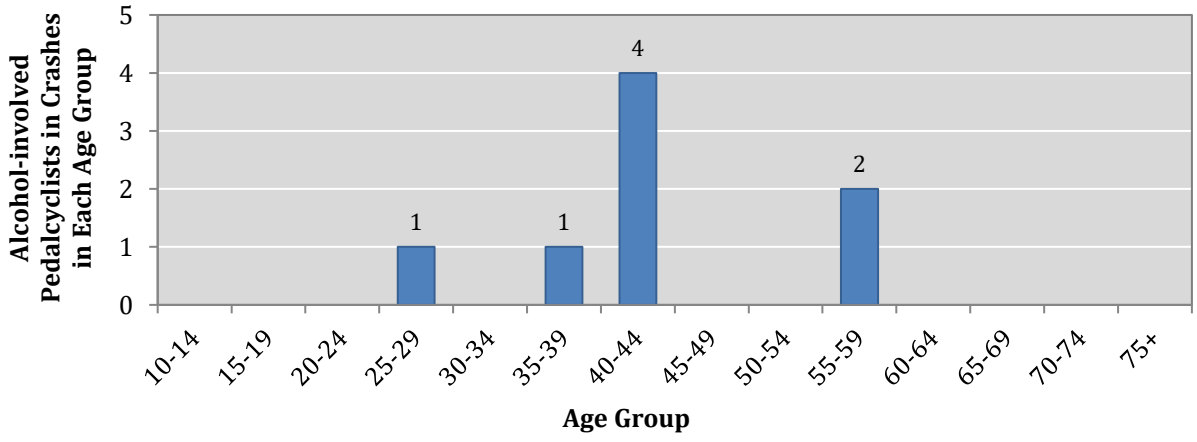
[1] The percentage of pedalcyclists under the influence of alcohol out of all pedalcyclists in alcohol-involved crashes.

Table 57: Alcohol-involved Pedalcyclists[25] in Crashes by Age and Sex, 2018

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	
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
15-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
20-24	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
25-29	0	0.0%	1	100.0%	0	0.0%	1	12.5%	-
30-34	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
35-39	1	14.3%	0	0.0%	0	0.0%	1	12.5%	-
40-44	4	57.1%	0	0.0%	0	0.0%	4	50.0%	-
45-49	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
50-54	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
55-59	2	28.6%	0	0.0%	0	0.0%	2	25.0%	-
60-64	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
65-69	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	7	100.0%	1	100.0%	0	0.0%	8	100.0%	**7.0**

[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[25] in Crashes by Age Group, 2018



[25] 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 69.3 percent of all alcohol-involved drivers in crashes. (Table 58)
- Out-of-state drivers were 8.3 percent of all alcohol-involved drivers. (Table 59)
- 11.6 percent of drivers in alcohol-involved crashes had only an ID card and no driver's license. (Table 59)

Table 58: Alcohol-involved Drivers[26] in Crashes by Sex, 2018

Sex	Alcohol-involved Drivers	
	Count	Percent
Males	1,207	69.3%
Females	534	30.7%
Total Drivers	1,741	100.0%

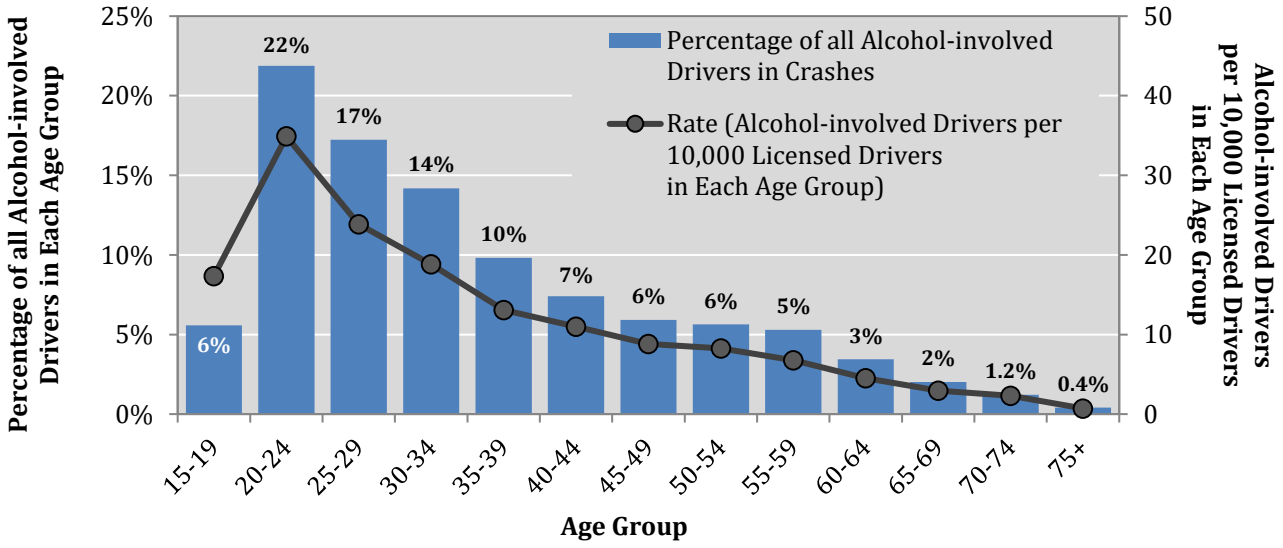
Table 59: Alcohol-involved Drivers[26] in Crashes by License Type and Residence, 2018

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	1,340	94.6%	76	5.4%	0	0.0%	1,416	100%
ID Card	197	88.3%	25	11.2%	1	0.4%	223	100%
CDL Class C	16	29.6%	38	70.4%	0	0.0%	54	100%
CDL Class A	30	83.3%	5	13.9%	1	2.8%	36	100%
CDL Non-Commercial	20	90.9%	2	9.1%	0	0.0%	22	100%
CDL Class B	1	14.3%	6	85.7%	0	0.0%	7	100%
Motorcycle Only	2	100.0%	0	0.0%	0	0.0%	2	100%
Provisional	1	100.0%	0	0.0%	0	0.0%	1	100%
Missing Data	134	84.3%	7	4.4%	18	11.3%	159	100%
Total	1,741	90.7%	159	8.3%	20	1.0%	1,920	100%

[26] 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.

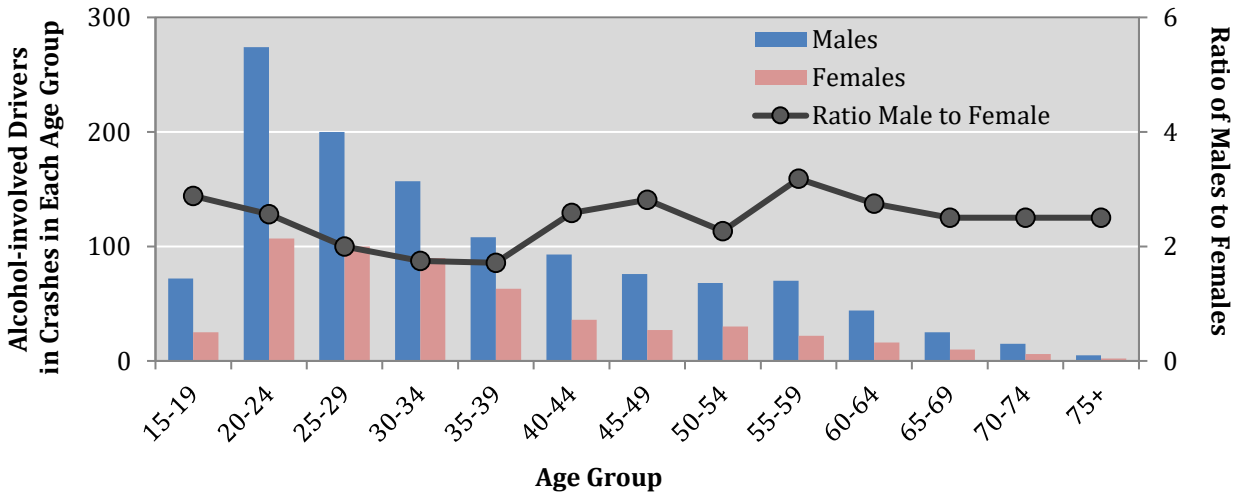
Demographics – Alcohol-involved Drivers

Figure 23: Percentage and Rate of Alcohol-involved Drivers[27] in Crashes by Age Group, 2018



- 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[27] in Crashes by Age and Sex, 2018

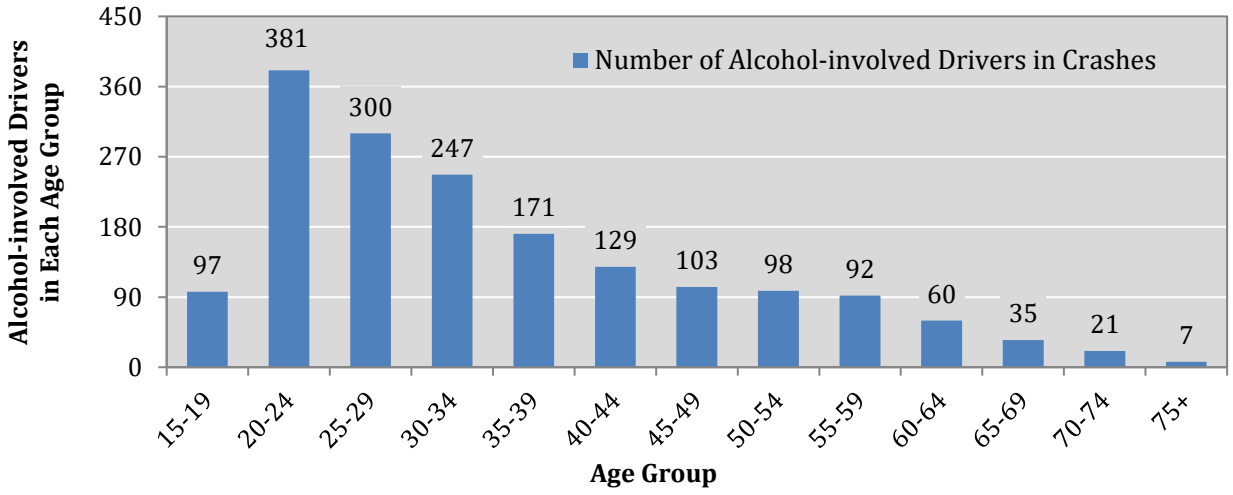


[27] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) the residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Table 60: Alcohol-involved Drivers[28] in Crashes by Age and Sex, 2018

Age Group	Alcohol-involved Drivers in Crashes							2018 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	72	6.0%	25	4.7%	97	5.6%	2.9	55,889	**17.4**
20-24	274	22.7%	107	20.0%	381	21.9%	2.6	109,190	**34.9**
25-29	200	16.6%	100	18.7%	300	17.2%	2.0	125,843	**23.8**
30-34	157	13.0%	90	16.9%	247	14.2%	1.7	131,035	**18.8**
35-39	108	8.9%	63	11.8%	171	9.8%	1.7	130,891	**13.1**
40-44	93	7.7%	36	6.7%	129	7.4%	2.6	117,312	**11.0**
45-49	76	6.3%	27	5.1%	103	5.9%	2.8	117,043	**8.8**
50-54	68	5.6%	30	5.6%	98	5.6%	2.3	118,570	**8.3**
55-59	70	5.8%	22	4.1%	92	5.3%	3.2	136,128	**6.8**
60-64	44	3.6%	16	3.0%	60	3.4%	2.8	132,240	**4.5**
65-69	25	2.1%	10	1.9%	35	2.0%	2.5	118,584	**3.0**
70-74	15	1.2%	6	1.1%	21	1.2%	2.5	90,817	**2.3**
75+	5	0.4%	2	0.4%	7	0.4%	2.5	98,583	**0.7**
Total	1,207	100%	534	100%	1,741	100%	2.3	1,482,125	**11.7**

Figure 25: Alcohol-involved Drivers[28] in Crashes by Age Group, 2018



[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.

Demographics – Alcohol-involved Drivers

- From 2009 to 2018, the number of alcohol-involved drivers fell for age groups 15-54 and rose for age groups 55-74. The changes were greatest for ages 15-19 (down 54.5 percent), 65-69 (up 66.7 percent) and 70-74 (up 162.5 percent). (Table 61)

Table 61: Alcohol-involved Drivers[29] in Crashes by Age Group, 2009 - 2018

Age Group	Alcohol-involved Drivers in Crashes[1]										Percent Change 2009-2018
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
15-19	213	141	166	161	90	124	94	115	84	97	-54.5%
20-24	507	412	460	391	385	378	360	325	369	381	-24.9%
25-29	383	304	344	296	281	293	342	332	344	300	-21.7%
30-34	271	244	240	241	175	218	294	226	253	247	-8.9%
35-39	192	163	170	169	175	143	165	177	170	171	-10.9%
40-44	176	159	153	151	121	143	116	132	125	129	-26.7%
45-49	170	140	159	143	113	96	123	127	98	103	-39.4%
50-54	111	122	119	110	100	103	110	91	68	98	-11.7%
55-59	73	74	67	63	63	82	74	85	103	92	26.0%
60-64	44	41	50	46	47	49	46	41	44	60	36.4%
65-69	21	25	29	23	23	24	25	30	32	35	66.7%
70-74	8	6	11	10	7	10	16	14	14	21	162.5%
75+	14	4	5	13	10	10	10	12	9	7	-50.0%
Total	2,183	1,835	1,973	1,817	1,590	1,673	1,775	1,707	1,713	1,741	-20.2%

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

[29] 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, 2018

Person Type	People in Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	1,939	985	172	3,096	**2.0**
Front Seat Passengers	363	388	4	755	**0.9**
All Other Passengers	295	208	7	510	**1.4**
Motorcyclists[1]					
Motorcycle Drivers	61	3	0	64	**20.3**
Motorcycle Passengers	1	3	0	4	**0.3**
Nonmotorists					
Pedalcyclists	8	1	0	9	**8.0**
Pedestrians	100	25	0	125	**4.0**
Missing Data	46	34	170	250	**1.4**
Total	**2,813**	**1,647**	**353**	**4,813**	**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 61 male and 3 female motorcycle drivers in alcohol-involved crashes, resulting in a male-to-female motorcycle driver ratio of 20 to 1. (Table 62)
- There were 100 male and 25 female pedestrians in alcohol-involved crashes, resulting in a male-to-female pedalcyclist ratio of 4 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, 2018

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]	32	85	234	476	1,873	2,700	**56.1%**
Non-victims[2]	120	83	341	214	1,355	2,113	**43.9%**
Total People	152	168	575	690	3,228	4,813	**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 44 male and 20 female unbelted fatalities in alcohol-involved crashes, for a male-to-female ratio of 2.2 to 1. (Table 64)
- 43.8 percent of all unbelted fatalities in alcohol-involved crashes were 25-39 years old. (Table 64)

Table 64: Unbelted Fatalities[30] in Alcohol-involved Crashes by Age and Sex, 2018

Age Group	Unbelted Fatalities in Alcohol-involved Crashes						Ratio of Males to Females[1]
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	-
5-9	2	4.5%	0	0.0%	2	3.1%	-
10-14	1	2.3%	0	0.0%	1	1.6%	-
15-19	1	2.3%	2	10.0%	3	4.7%	**0.5**
20-24	4	9.1%	2	10.0%	6	9.4%	**2.0**
25-29	9	20.5%	5	25.0%	14	21.9%	**1.8**
30-34	4	9.1%	1	5.0%	5	7.8%	**4.0**
35-39	6	13.6%	3	15.0%	9	14.1%	**2.0**
40-44	5	11.4%	1	5.0%	6	9.4%	**5.0**
45-49	3	6.8%	3	15.0%	6	9.4%	**1.0**
50-54	3	6.8%	0	0.0%	3	4.7%	-
55-59	4	9.1%	1	5.0%	5	7.8%	**4.0**
60-64	1	2.3%	1	5.0%	2	3.1%	**1.0**
65-69	1	2.3%	1	5.0%	2	3.1%	**1.0**
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	44	100.0%	20	100.0%	64	100.0%	**2.2**

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

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

DWI Enforcement

Arrests

Table 65: DWI Arrests by County[31], 2014 - 2018

County	DWI Arrests					Percent of All 2018 DWI Arrests	Percent Change 2014-2018	Percent Change 2017-2018
	2014	2015	2016	2017	2018			
Bernalillo	3,609	2,640	2,413	2,595	2,615	25.6%	-27.5%	0.8%
Catron	6	6	11	8	4	0.04%	-33.3%	-50.0%
Chaves	305	288	258	266	280	2.7%	-8.2%	5.3%
Cibola	239	290	296	264	233	2.3%	-2.5%	-11.7%
Colfax	48	66	69	75	73	0.7%	52.1%	-2.7%
Curry	213	190	192	197	131	1.3%	-38.5%	-33.5%
De Baca	11	8	6	6	4	0.04%	-63.6%	-33.3%
Doña Ana	1,016	905	1,046	965	932	9.1%	-8.3%	-3.4%
Eddy	357	313	277	276	300	2.9%	-16.0%	8.7%
Grant	165	144	133	156	130	1.3%	-21.2%	-16.7%
Guadalupe	29	22	28	23	26	0.3%	-10.3%	13.0%
Harding	2	3	0	1	0	0.0%	-100.0%	-100.0%
Hidalgo	36	36	48	44	44	0.4%	22.2%	0.0%
Lea	502	528	429	425	411	4.0%	-18.1%	-3.3%
Lincoln	99	135	144	115	127	1.2%	28.3%	10.4%
Los Alamos	52	40	78	34	47	0.5%	-9.6%	38.2%
Luna	127	107	107	107	83	0.8%	-34.6%	-22.4%
McKinley	680	716	753	782	654	6.4%	-3.8%	-16.4%
Mora	30	30	19	25	17	0.2%	-43.3%	-32.0%
Otero	370	330	272	246	235	2.3%	-36.5%	-4.5%
Quay	56	51	59	44	25	0.2%	-55.4%	-43.2%
Rio Arriba	299	264	264	249	162	1.6%	-45.8%	-34.9%
Roosevelt	47	38	52	33	70	0.7%	48.9%	112.1%
Sandoval	703	679	720	740	642	6.3%	-8.7%	-13.2%
San Juan	1,385	1,381	1,224	1,204	1,214	11.9%	-12.3%	0.8%
San Miguel	187	159	162	177	131	1.3%	-29.9%	-26.0%
Santa Fe	1,024	912	776	730	795	7.8%	-22.4%	8.9%
Sierra	66	64	65	99	127	1.2%	92.4%	28.3%
Socorro	126	90	88	99	106	1.0%	-15.9%	7.1%
Taos	204	239	189	145	135	1.3%	-33.8%	-6.9%
Torrance	63	50	56	40	39	0.4%	-38.1%	-2.5%
Union	12	18	31	9	10	0.1%	-16.7%	11.1%
Valencia	339	378	257	293	249	2.4%	-26.5%	-15.0%
Missing Data	45	4	15	87	154	1.5%	242.2%	77.0%
Total DWI Arrests	12,452	11,124	10,537	10,559	10,205	100.0%	-18.0%	-3.4%

[31] "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[32], 2014 - 2018

City	DWI Arrests					Percent of All 2018 DWI Arrests	Percent Change 2014-2018	Percent Change 2017-2018
	2014	2015	2016	2017	2018			
Alamogordo	212	200	153	118	159	1.6%	-25.0%	34.7%
Albuquerque	3,254	2,515	2,403	2,434	2,481	24.3%	-23.8%	1.9%
Anthony	82	54	56	60	57	0.6%	-30.5%	-5.0%
Artesia	64	76	58	46	62	0.6%	-3.1%	34.8%
Aztec	127	101	83	99	93	0.9%	-26.8%	-6.1%
Belen	107	125	89	96	84	0.8%	-21.5%	-12.5%
Bernalillo	65	57	47	62	60	0.6%	-7.7%	-3.2%
Bloomfield	118	131	110	109	120	1.2%	1.7%	10.1%
Carlsbad	221	217	171	161	163	1.6%	-26.2%	1.2%
Clovis	191	167	169	167	107	1.0%	-44.0%	-35.9%
Corrales	41	24	22	25	15	0.1%	-63.4%	-40.0%
Cuba	36	72	36	42	38	0.4%	5.6%	-9.5%
Deming	106	79	91	95	83	0.8%	-21.7%	-12.6%
Edgewood	51	26	40	38	43	0.4%	-15.7%	13.2%
Española	175	169	164	148	123	1.2%	-29.7%	-16.9%
Farmington	602	537	450	439	443	4.3%	-26.4%	0.9%
Fruitland	64	86	82	77	73	0.7%	14.1%	-5.2%
Gallup	191	198	187	206	192	1.9%	0.5%	-6.8%
Grants	81	96	70	71	52	0.5%	-35.8%	-26.8%
Hobbs	301	299	253	243	213	2.1%	-29.2%	-12.3%
Kirtland	78	61	70	57	73	0.7%	-6.4%	28.1%
Las Cruces	631	570	687	659	616	6.0%	-2.4%	-6.5%
Las Vegas	119	118	100	122	112	1.1%	-5.9%	-8.2%
Los Alamos	41	31	61	29	35	0.3%	-14.6%	20.7%
Los Lunas	270	229	181	214	217	2.1%	-19.6%	1.4%
Lovington	73	96	80	99	57	0.6%	-21.9%	-42.4%
Portales	46	33	46	48	64	0.6%	39.1%	33.3%
Raton	22	36	26	41	41	0.4%	86.4%	0.0%
Rio Rancho	473	389	368	440	404	4.0%	-14.6%	-8.2%
Roswell	274	207	237	242	243	2.4%	-11.3%	0.4%
Ruidoso	39	66	48	47	45	0.4%	15.4%	-4.3%
Santa Fe	821	678	575	564	640	6.3%	-22.0%	13.5%
Shiprock	122	137	139	132	137	1.3%	12.3%	3.8%
Silver City	98	88	88	86	74	0.7%	-24.5%	-14.0%
Socorro	51	38	31	48	60	0.6%	17.6%	25.0%
Sunland Park	54	23	54	29	31	0.3%	-42.6%	6.9%
T or C	50	43	32	54	58	0.6%	16.0%	7.4%
Taos	131	156	111	84	97	1.0%	-26.0%	15.5%
Thoreau	23	38	35	35	27	0.3%	17.4%	-22.9%
Tucumcari	42	34	29	26	17	0.2%	-59.5%	-34.6%
Other Cities and Rural	2,905	2,824	2,805	2,767	2,496	24.5%	-14.1%	-9.8%
Total	12,452	11,124	10,537	10,559	10,205	100.0%	-18.0%	-3.4%

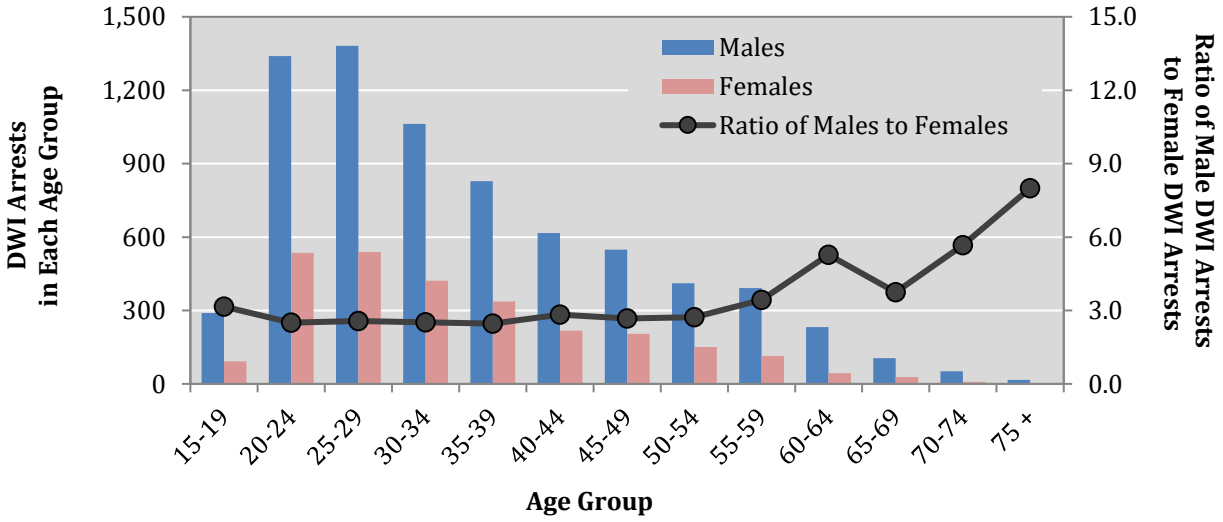
[32] "City" refers to the city residence of the driver, not the city where the driver was arrested for DWI. DWI arrests are for either DWI or aggravated DWI.

Table 67: DWI Arrests by Age and Sex[33], 2018

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	290	4.0%	92	3.4%	16	6.8%	398	3.9%	**3.2**
20-24	1,339	18.4%	535	19.9%	34	14.3%	1,908	18.7%	**2.5**
25-29	1,381	19.0%	539	20.0%	53	22.4%	1,973	19.3%	**2.6**
30-34	1,063	14.6%	422	15.7%	52	21.9%	1,537	15.1%	**2.5**
35-39	828	11.4%	336	12.5%	21	8.9%	1,185	11.6%	**2.5**
40-44	617	8.5%	218	8.1%	18	7.6%	853	8.4%	**2.8**
45-49	548	7.5%	205	7.6%	14	5.9%	767	7.5%	**2.7**
50-54	411	5.7%	151	5.6%	14	5.9%	576	5.6%	**2.7**
55-59	391	5.4%	114	4.2%	8	3.4%	513	5.0%	**3.4**
60-64	232	3.2%	44	1.6%	4	1.7%	280	2.7%	**5.3**
65-69	105	1.4%	28	1.0%	1	0.4%	134	1.3%	**3.8**
70-74	51	0.7%	9	0.3%	2	0.8%	62	0.6%	**5.7**
75 +	16	0.2%	2	0.07%	0	0.0%	18	0.2%	**8.0**
Missing Data	1	0.01%	0	0.0%	0	0.0%	1	0.01%	-
Total	7,273	100.0%	2,695	100.0%	237	100.0%	10,205	100.0%	**2.7**

[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[33], 2018



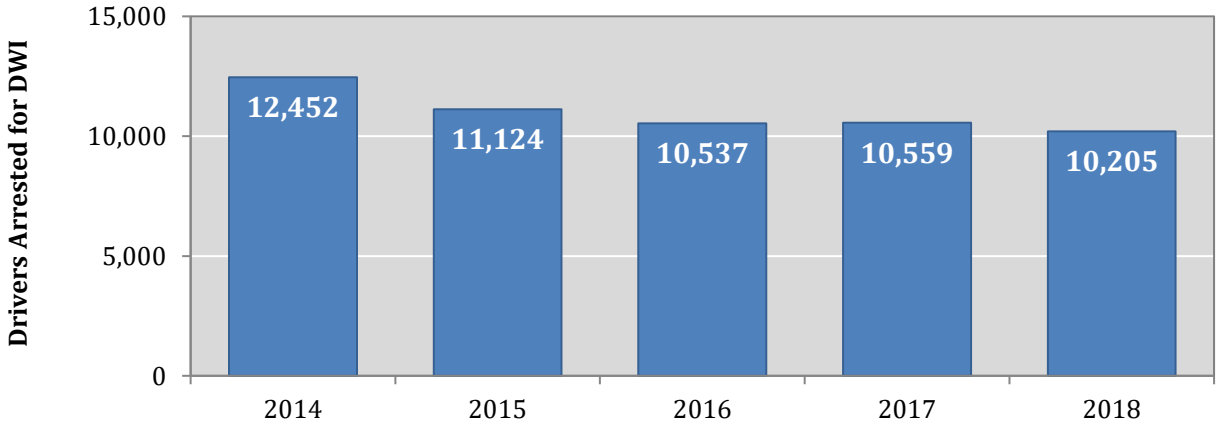
[33] DWI arrests are for either DWI or aggravated DWI.

Table 68: Number of Drivers Arrested for a DWI[34], 2014 - 2018

Age Group	Drivers Arrested for DWI[1]					Percent Change 2014-2018
	2014	2015	2016	2017	2018	
15-19	508	443	452	423	398	-21.7%
20-24	2,383	2,090	1,882	1,828	1,908	-19.9%
25-29	2,300	2,074	2,033	2,127	1,973	-14.2%
30-34	1,875	1,687	1,570	1,657	1,537	-18.0%
35-39	1,399	1,238	1,261	1,250	1,185	-15.3%
40-44	1,140	989	918	884	853	-25.2%
45-49	959	837	764	734	767	-20.0%
50-54	840	770	695	611	576	-31.4%
55-59	534	505	497	519	513	-3.9%
60-64	287	299	242	279	280	-2.4%
65-69	128	133	139	158	134	4.7%
70-74	49	43	52	58	62	26.5%
75 +	35	14	28	29	18	-48.6%
Missing Data	15	2	4	2	1	-93.3%
Total	12,452	11,124	10,537	10,559	10,205	-18.0%

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

Figure 27: Number of Drivers Arrested for DWI[34], 2014 - 2018



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

Convictions

Table 69: DWI Convictions by County[35], 2014 - 2018

County	DWI Convictions					Percent of All 2018 Convictions	Percent Change 2014-2018	Percent Change 2017-2018
	2014	2015	2016	2017	2018			
Bernalillo	2,005	1,629	1,280	1,435	1,366	23.3%	-31.9%	-4.8%
Catron	4	4	5	6	4	0.1%	0.0%	-33.3%
Chaves	224	226	240	181	216	3.7%	-3.6%	19.3%
Cibola	82	143	142	155	107	1.8%	30.5%	-31.0%
Colfax	22	43	36	32	48	0.8%	118.2%	50.0%
Curry	129	152	109	134	120	2.1%	-7.0%	-10.4%
De Baca	10	5	8	5	4	0.1%	-60.0%	-20.0%
Doña Ana	729	631	660	560	538	9.2%	-26.2%	-3.9%
Eddy	258	250	241	185	175	3.0%	-32.2%	-5.4%
Grant	126	104	101	101	99	1.7%	-21.4%	-2.0%
Guadalupe	27	14	22	14	25	0.4%	-7.4%	78.6%
Harding	1	3	0	1	2	0.03%	100.0%	100.0%
Hidalgo	31	36	40	31	35	0.6%	12.9%	12.9%
Lea	308	375	287	236	151	2.6%	-51.0%	-36.0%
Lincoln	85	83	124	67	88	1.5%	3.5%	31.3%
Los Alamos	50	38	51	38	29	0.5%	-42.0%	-23.7%
Luna	88	93	76	96	57	1.0%	-35.2%	-40.6%
McKinley	411	380	349	351	311	5.3%	-24.3%	-11.4%
Mora	24	24	13	10	6	0.1%	-75.0%	-40.0%
Otero	266	245	183	162	121	2.1%	-54.5%	-25.3%
Quay	42	45	47	27	22	0.4%	-47.6%	-18.5%
Rio Arriba	156	162	165	136	85	1.5%	-45.5%	-37.5%
Roosevelt	42	26	35	36	48	0.8%	14.3%	33.3%
Sandoval	499	449	478	498	471	8.0%	-5.6%	-5.4%
San Juan	942	1,103	908	791	826	14.1%	-12.3%	4.4%
San Miguel	134	92	89	124	87	1.5%	-35.1%	-29.8%
Santa Fe	610	577	473	434	463	7.9%	-24.1%	6.7%
Sierra	41	42	50	62	80	1.4%	95.1%	29.0%
Socorro	75	64	47	47	52	0.9%	-30.7%	10.6%
Taos	134	150	117	101	67	1.1%	-50.0%	-33.7%
Torrance	44	46	45	32	24	0.4%	-45.5%	-25.0%
Union	3	9	16	12	8	0.1%	166.7%	-33.3%
Valencia	172	189	181	127	115	2.0%	-33.1%	-9.4%
Missing Data	105	7	0	0	1	0.02%	-99.0%	-
Total Convictions	**7,879**	**7,439**	**6,618**	**6,227**	**5,851**	**100.0%**	**-25.7%**	**-6.0%**

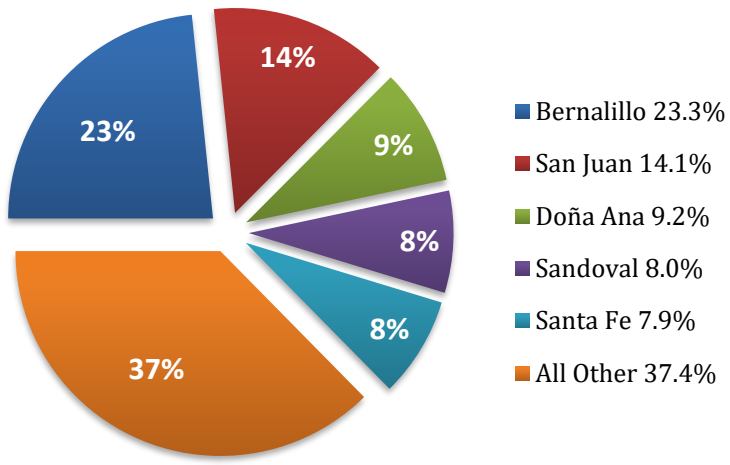
[35] "County" refers to the location where the driver was arrested for DWI, not their county of residence.

Table 70: Top-Ranking Counties for DWI Convictions[36], 2014 - 2018

2018 Rank	County	New Mexico DWI Total Convictions					2018 Population	DWI Convictions per 10,000 County Residents, 2018
		2014	2015	2016	2017	2018		
1	Bernalillo	2,005	1,629	1,280	1,435	1,366	678,701	**20.1**
2	San Juan	942	1,103	908	791	826	125,043	**66.1**
3	Doña Ana	729	631	660	560	538	217,522	**24.7**
4	Sandoval	499	449	478	498	471	145,179	**32.4**
5	Santa Fe	610	577	473	434	463	150,056	**30.9**
6	McKinley	411	380	349	351	311	72,290	**43.0**
7	Chaves	224	226	240	181	216	64,689	**33.4**
8	Eddy	258	250	241	185	175	57,900	**30.2**
9	Lea	308	375	287	236	151	69,611	**21.7**
10	Otero	266	245	183	162	121	66,781	**18.1**
All Other Counties		1,627	1,574	1,519	1,394	1,213	447,656	**27.1**
Statewide Total		7,879	7,439	6,618	6,227	5,851	2,095,428	**27.9**

- There were 27.9 DWI convictions per 10,000 New Mexico residents. The highest rates were in **San Juan (66.1),** and **McKinley (43.0)**. (Table 70)

Figure 28: Top-Ranking Counties for DWI Convictions[36], 2018



[36] "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[37], 2014 - 2018

County	First DWI Convictions					Percent of First 2018 Convictions	Percent Change 2014-2018	Percent Change 2017-2018
	2014	2015	2016	2017	2018			
Bernalillo	1,340	1,055	832	929	1,056	26.6%	-21.2%	13.7%
Catron	3	4	2	3	2	0.1%	-33.3%	-33.3%
Chaves	143	148	161	126	146	3.7%	2.1%	15.9%
Cibola	44	95	89	92	66	1.7%	50.0%	-28.3%
Colfax	16	30	25	23	35	0.9%	118.8%	52.2%
Curry	85	115	72	99	80	2.0%	-5.9%	-19.2%
De Baca	6	5	4	1	2	0.05%	-66.7%	100.0%
Doña Ana	490	448	474	387	400	10.1%	-18.4%	3.4%
Eddy	180	170	164	130	130	3.3%	-27.8%	0.0%
Grant	77	51	71	55	62	1.6%	-19.5%	12.7%
Guadalupe	13	8	14	13	17	0.4%	30.8%	30.8%
Harding	0	2	0	1	2	0.05%	-	100.0%
Hidalgo	28	30	29	25	27	0.7%	-3.6%	8.0%
Lea	241	287	208	172	113	2.8%	-53.1%	-34.3%
Lincoln	52	58	85	49	56	1.4%	7.7%	14.3%
Los Alamos	33	26	36	29	17	0.4%	-48.5%	-41.4%
Luna	66	62	54	67	36	0.9%	-45.5%	-46.3%
McKinley	231	182	202	191	179	4.5%	-22.5%	-6.3%
Mora	8	10	8	6	2	0.1%	-75.0%	-66.7%
Otero	193	181	125	119	80	2.0%	-58.5%	-32.8%
Quay	24	32	32	15	15	0.4%	-37.5%	0.0%
Rio Arriba	59	69	78	66	44	1.1%	-25.4%	-33.3%
Roosevelt	26	16	26	32	37	0.9%	42.3%	15.6%
Sandoval	320	288	332	334	319	8.0%	-0.3%	-4.5%
San Juan	513	628	522	466	469	11.8%	-8.6%	0.6%
San Miguel	63	28	47	65	45	1.1%	-28.6%	-30.8%
Santa Fe	391	359	314	277	309	7.8%	-21.0%	11.6%
Sierra	31	33	32	35	52	1.3%	67.7%	48.6%
Socorro	44	41	22	29	28	0.7%	-36.4%	-3.4%
Taos	82	95	79	71	42	1.1%	-48.8%	-40.8%
Torrance	22	29	24	19	18	0.5%	-18.2%	-5.3%
Union	1	5	12	10	7	0.2%	600.0%	-30.0%
Valencia	95	114	109	77	82	2.1%	-13.7%	6.5%
Missing Data	72	6	0	0	1	0.03%	-98.6%	-
Total	**4,992**	**4,710**	**4,284**	**4,013**	**3,976**	**100.0%**	**-20.4%**	**-0.9%**

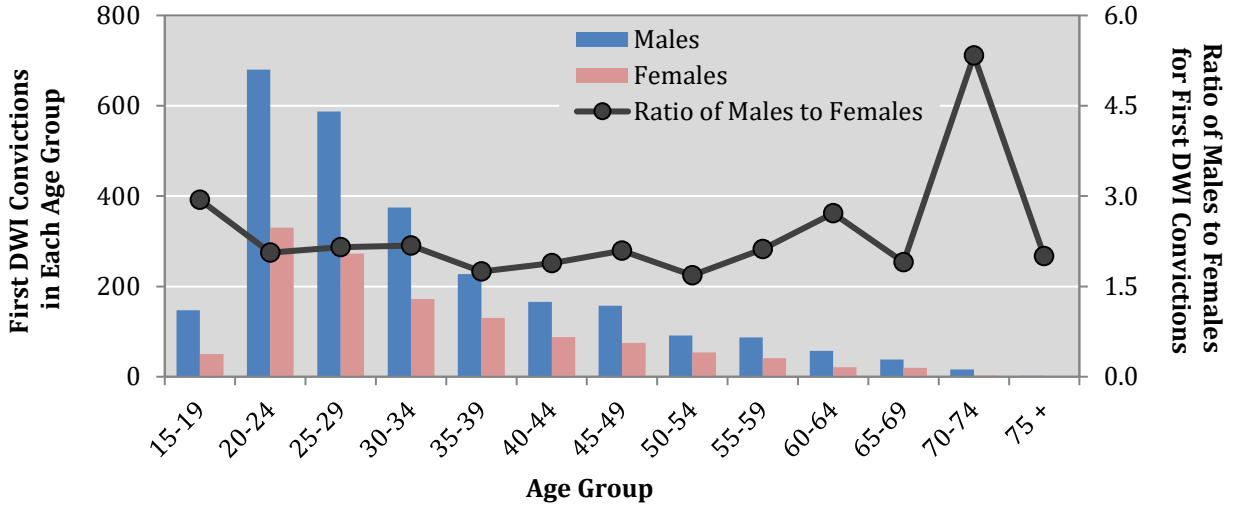
[37] "County" refers to the location where the driver was arrested for DWI, not their county of residence.

Table 72: First DWI Convictions by Age[38] and Sex, 2018

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	147	5.6%	50	4.0%	7	8.0%	204	5.1%	**2.9**
20-24	680	25.8%	330	26.2%	17	19.5%	1,027	25.8%	**2.1**
25-29	587	22.3%	273	21.7%	21	24.1%	881	22.2%	**2.2**
30-34	375	14.3%	172	13.7%	14	16.1%	561	14.1%	**2.2**
35-39	227	8.6%	130	10.3%	2	2.3%	359	9.0%	**1.7**
40-44	166	6.3%	88	7.0%	9	10.3%	263	6.6%	**1.9**
45-49	157	6.0%	75	6.0%	5	5.7%	237	6.0%	**2.1**
50-54	91	3.5%	54	4.3%	6	6.9%	151	3.8%	**1.7**
55-59	87	3.3%	41	3.3%	2	2.3%	130	3.3%	**2.1**
60-64	57	2.2%	21	1.7%	2	2.3%	80	2.0%	**2.7**
65-69	38	1.4%	20	1.6%	1	1.1%	59	1.5%	**1.9**
70-74	16	0.6%	3	0.2%	0	0.0%	19	0.5%	**5.3**
75 +	2	0.1%	1	0.1%	1	1.1%	4	0.1%	**2.0**
Missing Data	1	0.0%	0	0.0%	0	0.0%	1	0.0%	**-**
Total	2,631	100.0%	1,258	100.0%	87	100.0%	3,976	100.0%	**2.1**

[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[38] and Sex, 2018



[38] "Age" refers to age on the day of arrest for a conviction handed down in 2018.

DWI Enforcement – Convictions

Table 73: Repeat DWI Convictions by County[39], 2014 - 2018

County	Repeat DWI Convictions					Percent of Repeat 2018 Convictions	Percent Change 2014-2018	Percent Change 2017-2018
	2014	2015	2016	2017	2018			
Bernalillo	665	574	448	506	310	16.5%	-53.4%	-38.7%
Catron	1	0	3	3	2	0.1%	100.0%	-33.3%
Chaves	81	78	79	55	70	3.7%	-13.6%	27.3%
Cibola	38	48	53	63	41	2.2%	7.9%	-34.9%
Colfax	6	13	11	9	13	0.7%	116.7%	44.4%
Curry	44	37	37	35	40	2.1%	-9.1%	14.3%
De Baca	4	0	4	4	2	0.1%	-50.0%	-50.0%
Doña Ana	239	183	186	173	138	7.4%	-42.3%	-20.2%
Eddy	78	80	77	55	45	2.4%	-42.3%	-18.2%
Grant	49	53	30	46	37	2.0%	-24.5%	-19.6%
Guadalupe	14	6	8	1	8	0.4%	-42.9%	700.0%
Harding	1	1	0	0	0	0.0%	-100.0%	-
Hidalgo	3	6	11	6	8	0.4%	166.7%	33.3%
Lea	67	88	79	64	38	2.0%	-43.3%	-40.6%
Lincoln	33	25	39	18	32	1.7%	-3.0%	77.8%
Los Alamos	17	12	15	9	12	0.6%	-29.4%	33.3%
Luna	22	31	22	29	21	1.1%	-4.5%	-27.6%
McKinley	180	198	147	160	132	7.0%	-26.7%	-17.5%
Mora	16	14	5	4	4	0.2%	-75.0%	0.0%
Otero	73	64	58	43	41	2.2%	-43.8%	-4.7%
Quay	18	13	15	12	7	0.4%	-61.1%	-41.7%
Rio Arriba	97	93	87	70	41	2.2%	-57.7%	-41.4%
Roosevelt	16	10	9	4	11	0.6%	-31.3%	175.0%
Sandoval	179	161	146	164	152	8.1%	-15.1%	-7.3%
San Juan	429	475	386	325	357	19.0%	-16.8%	9.8%
San Miguel	71	64	42	59	42	2.2%	-40.8%	-28.8%
Santa Fe	219	218	159	157	154	8.2%	-29.7%	-1.9%
Sierra	10	9	18	27	28	1.5%	180.0%	3.7%
Socorro	31	23	25	18	24	1.3%	-22.6%	33.3%
Taos	52	55	38	30	25	1.3%	-51.9%	-16.7%
Torrance	22	17	21	13	6	0.3%	-72.7%	-53.8%
Union	2	4	4	2	1	0.1%	-50.0%	-50.0%
Valencia	77	75	72	50	33	1.8%	-57.1%	-34.0%
Missing Data	33	1	0	0	0	0.0%	-100.0%	-
Total	2,887	2,729	2,334	2,214	1,875	100.0%	-35.1%	-15.3%

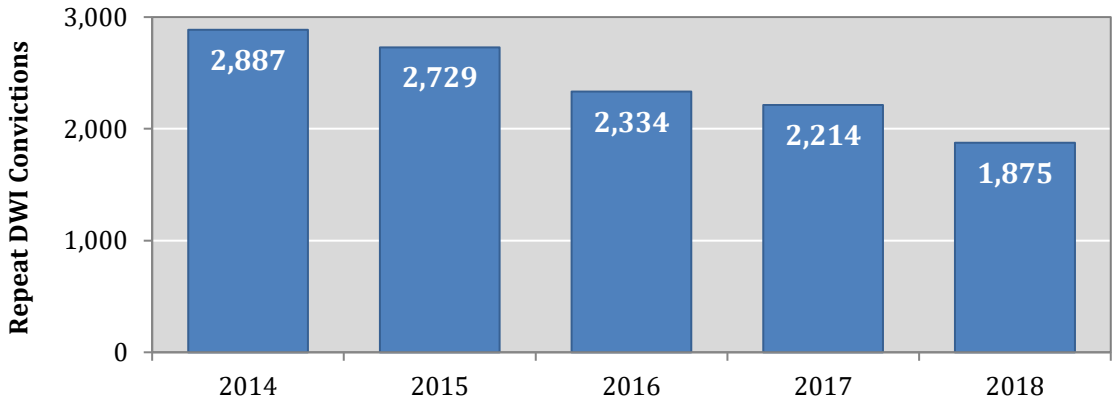
[39] These are the numbers of drivers repeatedly convicted of either DWI or aggravated DWI.
"County" refers to the location where the driver was arrested for DWI, not their county of residence.

Table 74: Drivers Convicted of a Repeat DWI by Age[40], 2014 - 2018

Age Group	Drivers Convicted of a Repeat DWI[1]					Percent Change 2014-2018
	2014	2015	2016	2017	2018	
15-19	10	15	8	11	9	-10.0%
20-24	212	223	162	147	125	-41.0%
25-29	466	416	375	357	319	-31.5%
30-34	497	477	393	387	338	-32.0%
35-39	381	373	359	314	270	-29.1%
40-44	367	342	266	252	227	-38.1%
45-49	314	305	279	254	168	-46.5%
50-54	341	279	235	225	156	-54.3%
55-59	160	173	145	132	139	-13.1%
60-64	91	72	73	72	76	-16.5%
65-69	33	39	28	41	33	0.0%
70-74	9	10	7	15	11	22.2%
75 +	5	3	4	7	4	-20.0%
Missing Data	1	2	0	0	0	-100.0%
Total	2,887	2,729	2,334	2,214	1,875	-35.1%

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

Figure 30: Drivers Convicted of a Repeat DWI, 2014 - 2018



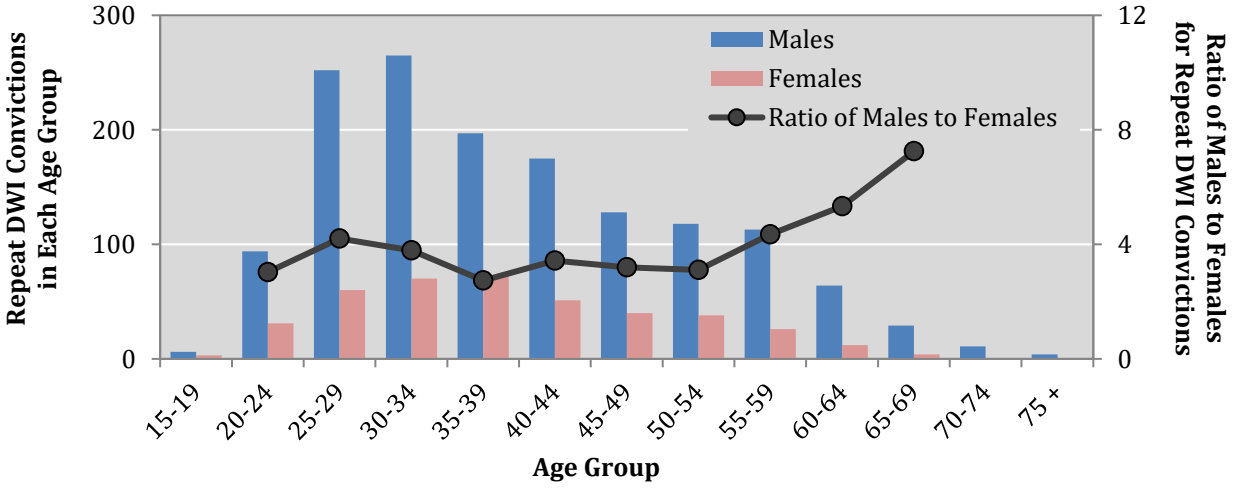
[40] "Age" refers to age on the day of arrest for a conviction handed down in 2018.

Table 75: Repeat DWI Convictions by Age[41] and Sex, 2018

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	6	0.4%	3	0.7%	0	0.0%	9	0.5%	**2.0**
20-24	94	6.5%	31	7.6%	0	0.0%	125	6.7%	**3.0**
25-29	252	17.3%	60	14.7%	7	58.3%	319	17.0%	**4.2**
30-34	265	18.2%	70	17.2%	3	25.0%	338	18.0%	**3.8**
35-39	197	13.5%	72	17.7%	1	8.3%	270	14.4%	**2.7**
40-44	175	12.0%	51	12.5%	1	8.3%	227	12.1%	**3.4**
45-49	128	8.8%	40	9.8%	0	0.0%	168	9.0%	**3.2**
50-54	118	8.1%	38	9.3%	0	0.0%	156	8.3%	**3.1**
55-59	113	7.8%	26	6.4%	0	0.0%	139	7.4%	**4.3**
60-64	64	4.4%	12	2.9%	0	0.0%	76	4.1%	**5.3**
65-69	29	2.0%	4	1.0%	0	0.0%	33	1.8%	**7.3**
70-74	11	0.8%	0	0.0%	0	0.0%	11	0.6%	-
75 +	4	0.3%	0	0.0%	0	0.0%	4	0.2%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	1,456	100.0%	407	100.0%	12	100.0%	1,875	100.0%	**3.6**

[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[41] and Sex, 2018



[41] "Age" refers to age on the day of arrest for a conviction handed down in 2018.

Court Dispositions

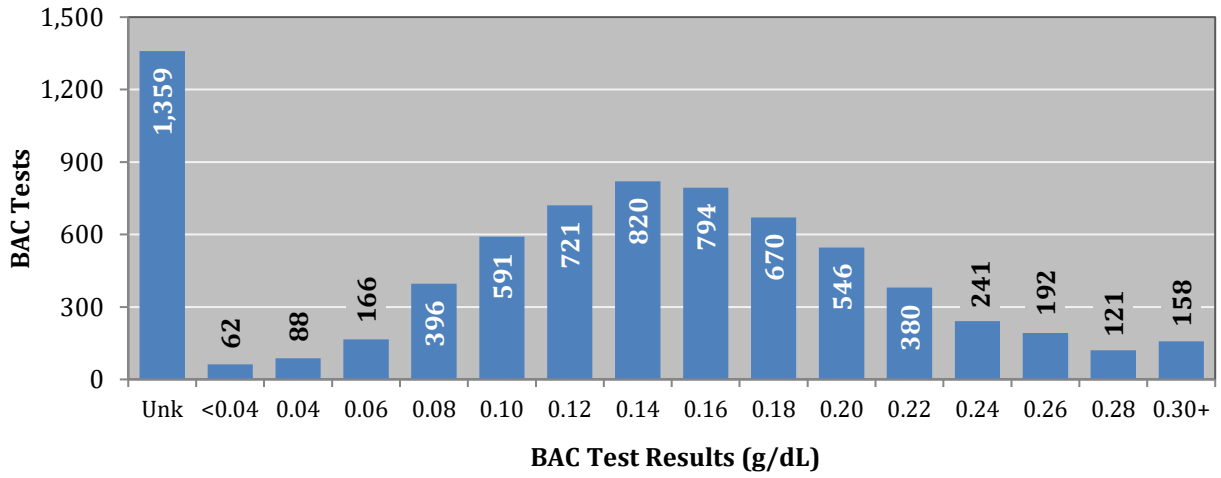
Table 76: Disposition of DWI Arrests in 2018 by County, as of July 2019[42]

County	Number of DWI Arrests in 2018 Resulting in Convictions		Number of DWI Arrests in 2018 Resulting in Dismissals		Number of DWI Arrests in 2018 Awaiting Disposition		Total Number of DWI Arrests in 2018	Average Number of Days to DWI Conviction	Average Number of Days to DWI Dismissal
	Count	Percent	Count	Percent	Count	Percent			
Bernalillo	1,104	42%	382	15%	1,129	43%	2,615	**178**	**167**
Catron	3	75%	1	25%	0	0%	4	**70**	**49**
Chaves	169	60%	10	4%	101	36%	280	**149**	**130**
Cibola	66	28%	4	2%	163	70%	233	**173**	**172**
Colfax	37	51%	2	3%	34	47%	73	**144**	**98**
Curry	63	48%	27	21%	41	31%	131	**134**	**170**
De Baca	2	50%	0	0%	2	50%	4	**7**	**0**
Doña Ana	381	41%	17	2%	534	57%	932	**165**	**188**
Eddy	174	58%	13	4%	113	38%	300	**133**	**161**
Grant	80	62%	8	6%	42	32%	130	**119**	**121**
Guadalupe	21	81%	1	4%	4	15%	26	**123**	**55**
Harding	0	0%	0	0%	0	0%	0	**0**	**0**
Hidalgo	27	61%	2	5%	15	34%	44	**88**	**172**
Lea	127	31%	13	3%	271	66%	411	**126**	**152**
Lincoln	77	61%	6	5%	44	35%	127	**121**	**156**
Los Alamos	29	62%	1	2%	17	36%	47	**77**	**37**
Luna	55	66%	4	5%	24	29%	83	**109**	**152**
McKinley	256	39%	25	4%	373	57%	654	**118**	**160**
Mora	8	47%	0	0%	9	53%	17	**201**	**0**
Otero	120	51%	18	8%	97	41%	235	**72**	**136**
Quay	14	56%	3	12%	8	32%	25	**105**	**113**
Rio Arriba	42	26%	13	8%	107	66%	162	**154**	**150**
Roosevelt	46	66%	1	1%	23	33%	70	**127**	**173**
Sandoval	373	58%	70	11%	199	31%	642	**131**	**152**
San Juan	595	49%	73	6%	546	45%	1,214	**139**	**163**
San Miguel	79	60%	3	2%	49	37%	131	**150**	**154**
Santa Fe	374	47%	125	16%	296	37%	795	**125**	**101**
Sierra	68	54%	8	6%	51	40%	127	**114**	**167**
Socorro	48	45%	14	13%	44	42%	106	**143**	**154**
Taos	54	40%	2	1%	79	59%	135	**175**	**178**
Torrance	22	56%	3	8%	14	36%	39	**111**	**128**
Union	6	60%	1	10%	3	30%	10	**39**	**207**
Valencia	121	49%	26	10%	102	41%	249	**174**	**176**
Missing Data	0	0%	4	3%	150	97%	154	**0**	**135**
Statewide	**4,641**	**45%**	**880**	**9%**	**4,684**	**46%**	**10,205**	**145**	**153**

[42] This table shows the number of DWI arrests in 2018 and whether the case resulted in a conviction or dismissal or is still awaiting court disposition, as reported in the NM MVD DWI Database, as of July 2019. A very small number of "not guilty" rulings may be included in the category Dismissals.

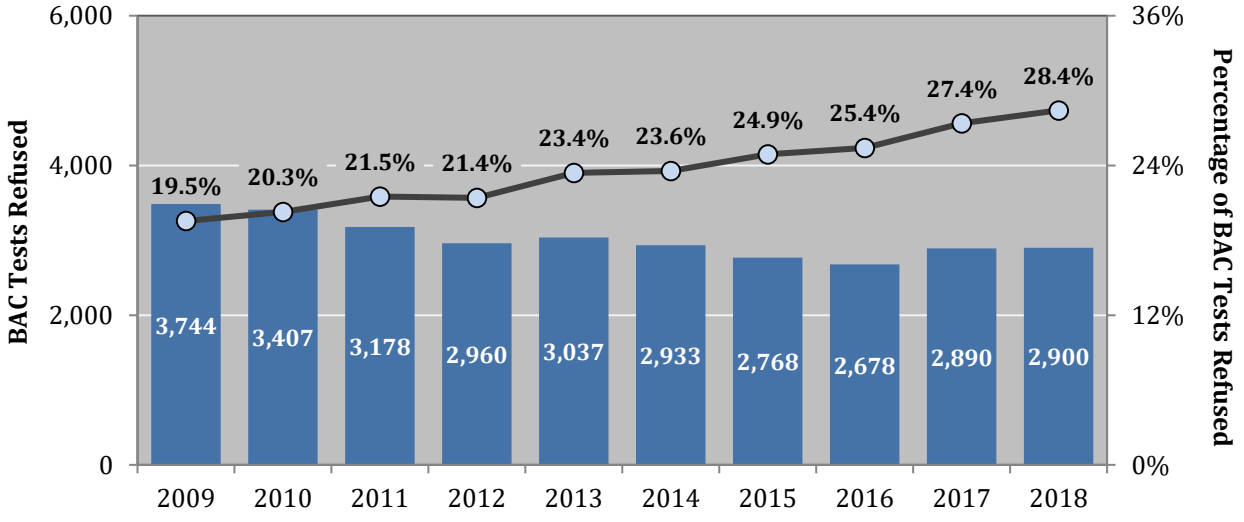
Blood Alcohol Content (BAC)

Figure 32: Range of BAC Test Results from 2018 DWI Arrests[43]



- The percentage of BAC tests that were refused increased 45.6 percent from 2009 to 2018. (Figure 33)

Figure 33: Number of BAC Test Refusals and Percentage of BAC Test Refusals, 2009 - 2018



[43] 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.

$$\textbf{\textit{Crash Rate}} = \frac{\textit{Crash Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\text{2,090 alcohol crashes in 2018}}{\text{272.88 100M VMT in 2018}} = \textbf{7.7 alcohol crashes per 100M VMT}$$

Table 77: Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2009 - 2018

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]
2009	2,036,802	245.21	1,424,231	1,674,753
2010	2,064,588	241.77	1,442,737	1,665,882
2011	2,080,395	258.89	1,455,481	1,772,040
2012	2,087,549	257.85	1,493,766	1,805,790
2013	2,092,792	256.82	1,478,868	1,882,466
2014	2,090,342	265.50	1,487,472	1,930,706
2015	2,090,211	302.92	1,502,279	1,823,445
2016	2,092,789	278.09	1,524,177	1,823,961
2017	2,093,395	296.80	1,504,433	1,740,002
2018	2,095,428	272.88	1,482,149	1,929,291

[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.

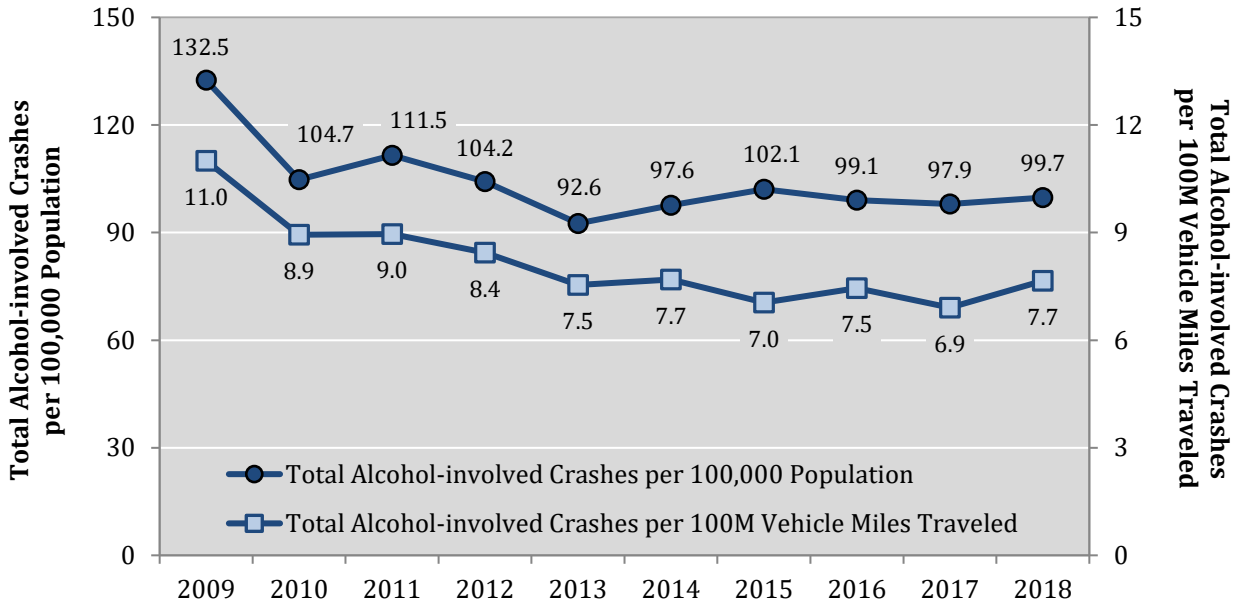
[2] 100M VMT = 100 million vehicle miles traveled. The calculation method for VMT was revised by NMDOT beginning in 2011.

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

Table 78: Alcohol-involved Crash Rates, 2009 - 2018[44]

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
2009	132.5	11.0	189.4	161.1
2010	104.7	8.9	149.9	129.8
2011	111.5	9.0	159.4	130.9
2012	104.2	8.4	145.7	120.5
2013	92.6	7.5	131.0	102.9
2014	97.6	7.7	137.2	105.7
2015	102.1	7.0	142.1	117.0
2016	99.1	7.5	136.0	113.7
2017	97.9	6.9	136.3	117.8
2018	99.7	7.7	141.0	108.3

Figure 34: Alcohol-involved Crash Rates (Population and VMT), 2009 - 2018[44]

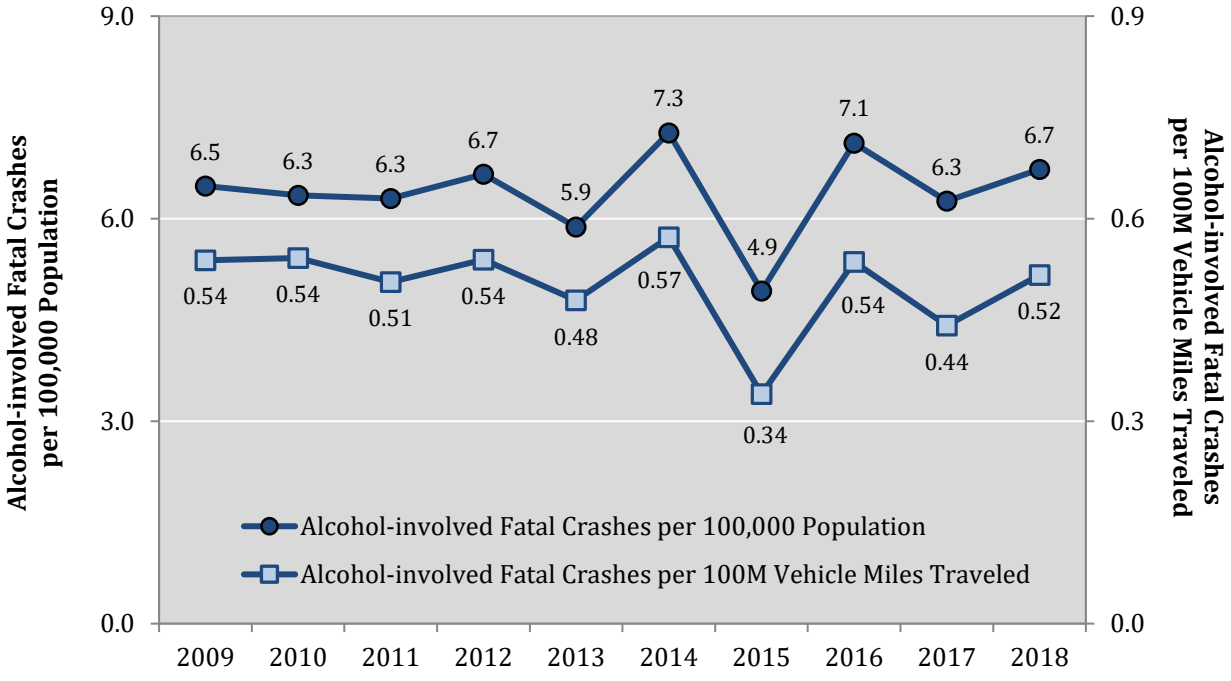


[44] The calculation method for VMT was revised by NMDOT beginning in 2011.

Table 79: Alcohol-involved Fatal Crash Rates, 2009 - 2018[45]

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
2009	6.5	0.54	9.3	7.9
2010	6.3	0.54	9.1	7.9
2011	6.3	0.51	9.0	7.4
2012	6.7	0.54	9.3	7.7
2013	5.9	0.48	8.3	6.5
2014	7.3	0.57	10.2	7.9
2015	4.9	0.34	6.9	5.6
2016	7.1	0.54	9.8	8.2
2017	6.3	0.44	8.7	7.5
2018	6.7	0.52	9.5	7.3

Figure 35: Alcohol-involved Fatal Crash Rates (Population and VMT), 2009 - 2018[45]

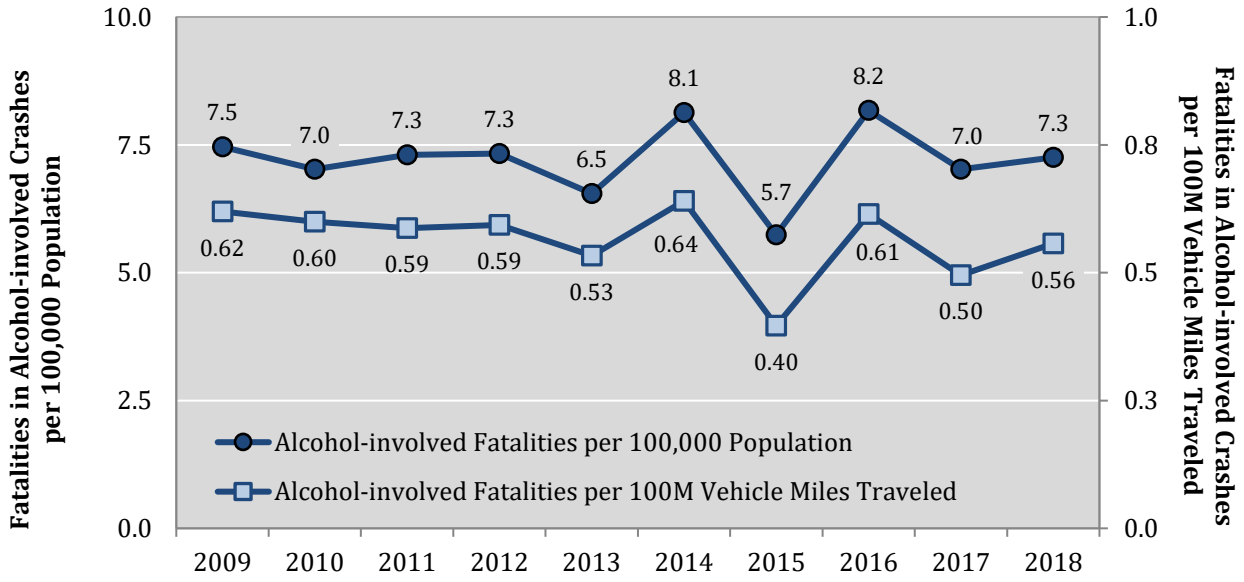


[45] The calculation method for VMT was revised by NMDOT beginning in 2011.

Table 80: Alcohol-involved Fatality Rates, 2009 - 2018[46]

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
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	6.5	0.53	9.3	7.3
2014	8.1	0.64	11.4	8.8
2015	5.7	0.40	8.0	6.6
2016	8.2	0.61	11.2	9.4
2017	7.0	0.50	9.8	8.4
2018	7.3	0.56	10.3	7.9

Figure 36: Alcohol-involved Fatality Rates (Population and VMT), 2009 - 2018[46]



[46] 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 79.0 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 $971 million. (Table 82)

Table 81: Human Capital Cost Estimates[47] for Alcohol-involved Crashes, 2018 Adjusted

Crash Severity	Human Capital Costs per Crash, 2018 CPI-Adjusted ($)	Alcohol-involved Crashes, 2018	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,763,239	141	248,616,688
Suspected Serious Injury Crash (A)	157,695	115	18,134,918
Suspected Minor Injury Crash (B)	59,313	403	23,902,957
Possible Injury Crash (C)	40,202	361	14,513,030
Property Damage Only Crash (O)	9,060	1,070	9,693,850
Total			**314,861,444**

Table 82: Comprehensive Cost Estimates[47] for Alcohol-involved Crashes, 2018 Adjusted

Crash Severity	Comprehensive Costs per Crash, 2018 Adjusted ($)	Alcohol-involved Crashes, 2018	Total Comprehensive Costs Estimate, 2018 ($)	Loss of Quality of Life Estimate, 2018 ($)
Fatal Crash (K)	6,043,455	141	852,127,205	603,510,517
Suspected Serious Injury Crash (A)	319,715	115	36,767,250	18,632,332
Suspected Minor Injury Crash (B)	116,779	403	47,061,789	23,158,832
Possible Injury Crash (C)	65,760	361	23,739,357	9,226,327
Property Damage Only Crash (O)	10,609	1,070	11,351,228	1,657,378
Total			**971,046,830**	**656,185,386**

[47] 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) – U.S. Department of Labor, Bureau of Labor Statistics. Historical Consumer Price Index for All Urban Consumers (CPI-U): U.S. City average, all items, by month (Supplemental File: Historical CPI-U, October 2019). Data for January 2018, Accessed November 20, 2019: https://www.bls.gov/cpi/tables/supplemental-files/historical-cpi-u-201910.pdf.

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

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 Database – New Mexico Taxation and Revenue Department (NM TRD) Motor Vehicle Division (MVD), DWI Database, as of July 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 DWI database is regularly updated by MVD, and numbers in this publication for any given year will be more accurate than numbers in prior publications.

Sources

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

Employment Cost Index (ECI) – U.S. Department of Labor, Bureau of Labor Statistics. Employment Cost Index Historical Listing – Volume III, October 2019. Table 5: Employment Cost Index for total compensation, for private industry workers, by occupational group and industry, not seasonally adjusted. Section: All workers. June 2018. Accessed November 20, 2019: http://www.bls.gov/web/eci/echistrynaics.pdf.

Licensed Drivers – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), 2014 – 2018. 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, 2018. Release dates: For counties, April 2019 (PEP_2018_PEPANNRES). For cities and towns (incorporated places and minor civil divisions), May 2019 (SUB-EST2018_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).

Registered Motor Vehicles and Motorcycles

- U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. Highway Statistics Series, Vehicles. Table MV-1 (2014 published Dec. 2015; 2015, Jan. 2017; 2016, Nov. 2017; 2017, Jan. 2019). Accessed May 23, 2019. https://www.fhwa.dot.gov/policyinformation/statistics/2017/mv1.cfm
- New Mexico Taxation and Revenue Department, Motor Vehicle Division. New Mexico vehicle registrations for 2018. Email communication, generated on Dec. 31, 2019.

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. Urban areas for crash years 2013-2017 include a ½-mile buffer extending out from those urban boundaries. Urban areas for crash years 2018 and after do not include a buffer, which decreases the number of crashes classified as urban. In crashes before 2013, "urban" was defined as a town or city with a population of at least 2,500 people.

Sources

Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation, Asset Management and Planning Division, Data Management Bureau. 2018 DVMT by Functional Classification, personal communication from Sean Noonen, generated on Apr. 9, 2019. 2018 DVMT by County, personal communication from Sean Noonen, generated on Oct. 8, 2019. VMT (reported in units of 100 million vehicle miles traveled) are based on the daily average vehicle miles traveled.

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