



*New Mexico* DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

# New Mexico DWI Report

## 2019



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



New Mexico Department of Transportation  
Traffic Safety Division  
Traffic Records Bureau

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

Published June 7, 2021  
Available online at  
[gps.unm.edu/tru](http://gps.unm.edu/tru)



GEOSPATIAL &  
POPULATION STUDIES

Produced for the New Mexico Department of Transportation,  
Traffic Safety Division, Traffic Records Bureau, under Contract 6093  
Produced by the University of New Mexico,  
Geospatial and Population Studies, Traffic Research Unit

Distributed in compliance with New Mexico Statute 66-7-214  
as a reference source regarding New Mexico traffic crashes

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

## Acknowledgements

The New Mexico Department of Transportation, Traffic Safety Division (NMDOT), would like to thank New Mexico's law enforcement agencies, state and local traffic safety officials, NMDOT Traffic Records Program staff, NMDOT contractors, and other partner organizations for their support of NMDOT programs and initiatives. Their work is central to our success in reducing fatalities and injuries on New Mexico's public roadways.

Special thanks go to New Mexico's law enforcement officers for their work in documenting traffic-related crash data using the NM state Uniform Crash Report (UCR) form, which provides most of the data used in this report. These data are used for federal reporting and to obtain federal grants and funding from the National Highway Transportation Safety Administration (NHTSA) and the Federal Highway Administration (FHWA). Data in this report are also used by traffic safety officials to identify and monitor traffic safety issues and by New Mexico's legislators to decide on funding for traffic-safety programs.

This report was produced for NMDOT under contract 6093 by the University of New Mexico Geospatial and Population Studies (UNM-GPS), Traffic Research Unit (TRU), with Robert Rhatigan, director. The editors were David Jacobs and Jessica Bloom, with maps provided by David Jacobs and additional review by Maureen Skowran. UNM-GPS would like to thank Franklin Garcia, executive manager of the NMDOT Modal Divisions; and all of the NMDOT Traffic Records staff, including Sophia Roybal-Cruz, Traffic Records staff manager.

### Photography credits:

- Cover photo courtesy of Jake Schoellkopf, NMDOT.
- Page v by Thomas Hawk. License: <https://creativecommons.org/licenses/by-nc/2.0/>.
- Page viii courtesy of the DWI Memorial of Perpetual Tears.
- Page x by Julie Manzerova. License: <https://creativecommons.org/licenses/by-nc-sa/2.0/>.
- Page 32 by Jim Legans Jr. License: <https://creativecommons.org/licenses/by/2.0/>.

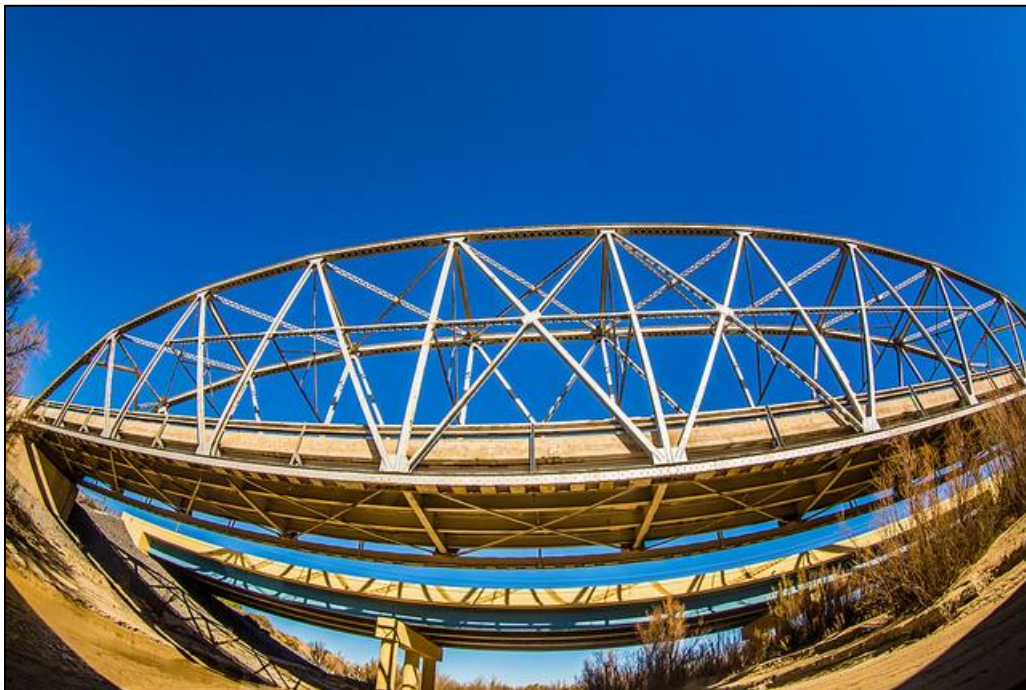
# Table of Contents

## Table of Contents

|  |           |
|--|-----------|
| <b>TABLE OF CONTENTS</b> .....                                 | <b>iv</b> |
| <b>LIST OF TABLES</b> .....                                    | <b>vi</b> |
| <b>LIST OF FIGURES</b> .....                                   | <b>ix</b> |
| <b>LIST OF MAPS</b> .....                                      | <b>x</b>  |
| <b>DEFINITIONS</b> .....                                       | <b>xi</b> |
| <b>2019 HIGHLIGHTS</b> .....                                   | <b>15</b> |
| Summary of Alcohol-involved Crashes, 2019 .....                | <b>16</b> |
| Summary of Alcohol-involved Fatalities and Injuries, 2019..... | <b>18</b> |
| <b>ALCOHOL-INVOLVED CRASH GEOGRAPHY</b> .....                  | <b>20</b> |
| Counties .....   | <b>26</b> |
| Cities .....   | <b>31</b> |
| Rural and Urban Alcohol-involved Crashes.....                  | <b>33</b> |
| <b>CRASH CHARACTERISTICS</b> .....                             | <b>35</b> |
| Month, Day of Week, and Hour .....                             | <b>35</b> |
| Crash Classification .....                                     | <b>39</b> |
| Vehicles .....   | <b>41</b> |
| <b>DEMOGRAPHICS</b> .....                                      | <b>43</b> |
| Age and Sex .....  | <b>43</b> |
| Teens (15-19).....   | <b>47</b> |
| Young Adults (20-24) .....                                     | <b>51</b> |
| Motorcyclists .....  | <b>55</b> |
| Pedestrians.....   | <b>59</b> |
| Pedalcyclists (Bicyclists) .....                               | <b>63</b> |

---

|                                   |           |
|-----------------------------------|-----------|
| Alcohol-involved Drivers .....    | 67        |
| Seat Position and Victims.....    | 71        |
| Belt Use .....                    | 72        |
| <b>DWI ENFORCEMENT .....</b>      | <b>73</b> |
| Arrests.....                      | 73        |
| Convictions.....                  | 77        |
| Court Dispositions .....          | 84        |
| Blood Alcohol Content (BAC) ..... | 85        |
| <b>RATES .....</b>                | <b>86</b> |
| <b>ECONOMIC IMPACT.....</b>       | <b>90</b> |
| <b>SOURCES.....</b>               | <b>91</b> |
| <b>INDEX.....</b>                 | <b>94</b> |



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

# List of Tables

## List of Tables

|  |           |
|--|-----------|
| <b>Table 1: Alcohol-involved Crashes, 2019 .....</b>   | <b>16</b> |
| <b>Table 2: Alcohol-involved Crashes, 2010 - 2019.....</b>   | <b>16</b> |
| <b>Table 3: Alcohol-involved Fatal Crashes, 2010 - 2019.....</b>   | <b>16</b> |
| <b>Table 4: Alcohol-involved Crashes by Crash Severity, 2010 - 2019.....</b>   | <b>17</b> |
| <b>Table 5: People in Alcohol-involved Crashes by Severity of Injury, 2010 - 2019 .....</b>                              | <b>18</b> |
| <b>Table 6: People Injured in Alcohol-involved Crashes by Type of Injury, 2010 - 2019.....</b>                           | <b>19</b> |
| <b>Table 7: Alcohol-involved Crashes by County, 2015 - 2019 .....</b>  | <b>27</b> |
| <b>Table 8: Ranking and Rates of Alcohol-involved Crashes by County, 2015 - 2019 .....</b>                               | <b>28</b> |
| <b>Table 9: Alcohol-involved Fatal Crashes by County, 2015 - 2019.....</b>   | <b>29</b> |
| <b>Table 10: Ranking and Rates of Alcohol-involved Fatal Crashes by County, 2015 - 2019.....</b>                         | <b>30</b> |
| <b>Table 11: Top-Ranking Cities for Alcohol-involved Crashes, 2015 - 2019 .....</b>                                      | <b>31</b> |
| <b>Table 12: Top-Ranking Cities for Alcohol-involved Fatal Crash Rates, 2015 - 2019.....</b>                             | <b>32</b> |
| <b>Table 13: Alcohol-involved Crashes and Number of People in Alcohol-involved Crashes<br/>by Road System, 2019.....</b> | <b>33</b> |
| <b>Table 14: Alcohol-involved Injury Crashes and Number of People Injured by Road System, 2019.....</b>                  | <b>33</b> |
| <b>Table 15: Alcohol-involved Fatal Crashes and Number of People Killed by Road System, 2019 .....</b>                   | <b>33</b> |
| <b>Table 16: Alcohol-involved Crashes and Fatalities by Crash Classification and Road System, 2019.....</b>              | <b>34</b> |
| <b>Table 17: Alcohol-involved Crashes by Light Condition and Road System, 2019 .....</b>                                 | <b>34</b> |
| <b>Table 18: Alcohol-involved Crashes by Month and Crash Severity, 2019.....</b>   | <b>35</b> |
| <b>Table 19: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2019.....</b>                               | <b>36</b> |
| <b>Table 20: Alcohol-involved Crashes by Day of the Week and Three-hour Segments, 2019 .....</b>                         | <b>37</b> |
| <b>Table 21: Alcohol-involved Crashes by Hour and Day of the Week, 2019 .....</b>  | <b>38</b> |
| <b>Table 22: Alcohol-involved Crashes by Crash Classification, 2015 - 2019 .....</b>                                     | <b>39</b> |
| <b>Table 23: Alcohol-involved Crashes by Crash Classification and Crash Severity, 2019 .....</b>                         | <b>40</b> |
| <b>Table 24: Alcohol-involved Crashes by Number of Vehicles Involved and Crash Severity, 2019 .....</b>                  | <b>41</b> |
| <b>Table 25: People in Alcohol-involved in Crashes by Number of Vehicles Involved, 2019.....</b>                         | <b>41</b> |
| <b>Table 26: Alcohol-involved Drivers in Crashes by Vehicle Type and Crash Severity, 2019.....</b>                       | <b>42</b> |
| <b>Table 27: Alcohol-involved Drivers in Crashes by Vehicle Type and Severity of Injury, 2019 .....</b>                  | <b>42</b> |
| <b>Table 28: People in Alcohol-involved Crashes by Age, 2015 - 2019 .....</b>  | <b>43</b> |
| <b>Table 29: People in Alcohol-involved Crashes by Age and Sex, 2019.....</b>  | <b>44</b> |
| <b>Table 30: Fatalities in Alcohol-involved Crashes by Age and Sex, 2019.....</b>  | <b>45</b> |
| <b>Table 31: People in Alcohol-involved Crashes by Age and Severity of Injury, 2019 .....</b>                            | <b>46</b> |
| <b>Table 32: Teens (15-19) in Alcohol-involved Crashes by Severity of Injury, 2019 .....</b>                             | <b>47</b> |
| <b>Table 33: Alcohol-involved Teen Drivers (15-19) in Crashes by Crash Severity, 2010 - 2019.....</b>                    | <b>48</b> |
| <b>Table 34: Alcohol-involved Teen Drivers (15-19) in Crashes by Sex, 2010 - 2019.....</b>                               | <b>49</b> |

---

|  |           |
|--|-----------|
| <b>Table 35: Alcohol-involved Teen Drivers (15-19) in Crashes by Hour, 2019.....</b>                   | <b>50</b> |
| <b>Table 36: Young Adults (20-24) in Alcohol-involved Crashes by Severity of Injury, 2019 .....</b>    | <b>51</b> |
| <b>Table 37: Alcohol-involved Young Adult Drivers (20-24) in Crashes by Severity, 2010 - 2019.....</b> | <b>52</b> |
| <b>Table 38: Alcohol-involved Young Adult Drivers (20-24) in Crashes by Sex, 2010 - 2019 .....</b>     | <b>53</b> |
| <b>Table 39: Alcohol-involved Young Adult Drivers (20-24) by Hour, 2019.....</b>                       | <b>54</b> |
| <b>Table 40: Alcohol-involved Motorcycle Crashes, 2019.....</b>  | <b>55</b> |
| <b>Table 41: Alcohol-involved Motorcycle Crashes by Crash Severity, 2019 .....</b>                     | <b>55</b> |
| <b>Table 42: Alcohol-involved Motorcycle Crashes, 2010 - 2019 .....</b>                                | <b>56</b> |
| <b>Table 43: Top Counties for Alcohol-involved Motorcycle Crashes, 2015 - 2019 .....</b>               | <b>56</b> |
| <b>Table 44: Alcohol-involved Motorcycle Driver Crash Rates, 2015 - 2019 .....</b>                     | <b>57</b> |
| <b>Table 45: Alcohol-involved Motorcycle Drivers in Crashes by Age and Sex, 2019 .....</b>             | <b>58</b> |
| <b>Table 46: Alcohol-involved Pedestrian Crashes, 2019 .....</b>                                       | <b>59</b> |
| <b>Table 47: Alcohol-involved Pedestrian Crashes by Crash Severity, 2019 .....</b>                     | <b>59</b> |
| <b>Table 48: Alcohol-involved Pedestrian Crashes, 2010 - 2019.....</b>                                 | <b>60</b> |
| <b>Table 49: Top-Ranking Counties for Alcohol-involved Pedestrian Crashes, 2015 - 2019.....</b>        | <b>61</b> |
| <b>Table 50: Alcohol-involved Pedestrians in Alcohol-involved Crashes, 2015 - 2019.....</b>            | <b>61</b> |
| <b>Table 51: Alcohol-involved Pedestrians in Crashes by Age, 2019.....</b>                             | <b>62</b> |
| <b>Table 52: Alcohol-involved Pedalcycle Crashes, 2019.....</b>  | <b>63</b> |
| <b>Table 53: Alcohol-involved Pedalcycle Crashes by Crash Severity, 2019.....</b>                      | <b>63</b> |
| <b>Table 54: Alcohol-involved Pedalcycle Crashes, 2010 - 2019 .....</b>                                | <b>64</b> |
| <b>Table 55: Top-Ranking Counties for Alcohol-involved Pedalcycle Crashes, 2015 - 2019 .....</b>       | <b>65</b> |
| <b>Table 56: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2015 - 2019.....</b>          | <b>65</b> |
| <b>Table 57: Alcohol-involved Pedalcyclists in Crashes by Age and Sex, 2019 .....</b>                  | <b>66</b> |
| <b>Table 58: Alcohol-involved Drivers in Crashes by Sex, 2019.....</b>                                 | <b>67</b> |
| <b>Table 59: Alcohol-involved Drivers in Crashes by License Type and Residence, 2019.....</b>          | <b>67</b> |
| <b>Table 60: Alcohol-involved Drivers in Crashes by Age and Sex, 2019 .....</b>                        | <b>69</b> |
| <b>Table 61: Alcohol-involved Drivers in Crashes by Age Group, 2010 - 2019 .....</b>                   | <b>70</b> |
| <b>Table 62: People in Alcohol-involved Crashes by Sex and Seat Position, 2019 .....</b>               | <b>71</b> |
| <b>Table 63: Victims of Alcohol-involved Crashes, 2019 .....</b>                                       | <b>71</b> |
| <b>Table 64: Unbelted Fatalities in Alcohol-involved Crashes by Age and Sex, 2019.....</b>             | <b>72</b> |
| <b>Table 65: DWI Arrests by County, 2015 - 2019 .....</b>  | <b>73</b> |
| <b>Table 66: DWI Arrests by City, 2015 - 2019.....</b>   | <b>74</b> |
| <b>Table 67: DWI Arrests by Age and Sex, 2019 .....</b>  | <b>75</b> |
| <b>Table 68: Number of Drivers Arrested for a DWI, 2015 - 2019.....</b>                                | <b>76</b> |
| <b>Table 69: DWI Convictions by County, 2015 - 2019 .....</b>  | <b>77</b> |
| <b>Table 70: Top-Ranking Counties for DWI Convictions, 2015 - 2019 .....</b>                           | <b>78</b> |
| <b>Table 71: Number of Drivers with a First DWI Conviction, 2015 - 2019.....</b>                       | <b>79</b> |
| <b>Table 72: First DWI Convictions by Age and Sex, 2019.....</b>                                       | <b>80</b> |

# List of Tables

---

|  |           |
|--|-----------|
| <b>Table 73: Repeat DWI Convictions by County, 2015 - 2019 .....</b>   | <b>81</b> |
| <b>Table 74: Drivers Convicted of a Repeat DWI by Age, 2015 - 2019.....</b>  | <b>82</b> |
| <b>Table 75: Repeat DWI Convictions by Age and Sex, 2019 .....</b>   | <b>83</b> |
| <b>Table 76: Disposition of DWI Arrests in 2019 by County, as of October 2020 .....</b>  | <b>84</b> |
| <b>Table 77: Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers,<br/>and Motor Vehicle Registrations, 2010 - 2019 .....</b> | <b>86</b> |
| <b>Table 78: Alcohol-involved Crash Rates, 2010 - 2019.....</b>  | <b>87</b> |
| <b>Table 79: Alcohol-involved Fatal Crash Rates, 2010 - 2019 .....</b>   | <b>88</b> |
| <b>Table 80: Alcohol-involved Fatality Rates, 2010 - 2019 .....</b>  | <b>89</b> |
| <b>Table 81: Human Capital Cost Estimates for Alcohol-involved Crashes, 2019 Adjusted .....</b>  | <b>90</b> |
| <b>Table 82: Comprehensive Cost Estimates for Alcohol-involved Crashes, 2019 Adjusted .....</b>  | <b>90</b> |



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



## List of Figures

|   |    |
|---|----|
| Figure 1: Total Fatal Crashes and Alcohol-involved Fatal Crashes, 2010 - 2019.....              | 16 |
| Figure 2: Alcohol-involved Total and Fatal Crashes, 2010 - 2019.....                            | 17 |
| Figure 3: People in Alcohol-involved Crashes by Severity of Injury, 2010 - 2019 .....           | 18 |
| Figure 4: People Injured in Alcohol-involved Crashes by Type of Injury, 2010 - 2019.....        | 19 |
| Figure 5: Percentage of Alcohol-involved Crashes by Month, 2019.....                            | 35 |
| Figure 6: Percentage of Alcohol-involved Crashes by Day of the Week, 2019 .....                 | 36 |
| Figure 7: Percentage of Alcohol-involved Crashes by Three-hour Segments, 2019.....              | 37 |
| Figure 8: Alcohol-involved Crashes by Hour, 2019.....   | 38 |
| Figure 9: Alcohol-involved Crashes by Crash Classification, 2019.....                           | 40 |
| Figure 10: People in Alcohol-involved Crashes by Age and Sex, 2019.....                         | 44 |
| Figure 11: Fatalities in Alcohol-involved Crashes by Age and Sex, 2019 .....                    | 45 |
| Figure 12: Percentage of People in Alcohol-involved Crashes by Age Group, 2019 .....            | 46 |
| Figure 13: Alcohol-involved Teen Drivers (15-19) in Crashes, 2010 - 2019 .....                  | 48 |
| Figure 14: Alcohol-involved Teen Drivers (15-19) in Crashes by Sex, 2010 - 2019.....            | 49 |
| Figure 15: Alcohol-involved Young Adult Drivers (20-24) in Crashes, 2010 - 2019 .....           | 52 |
| Figure 16: Alcohol-involved Young Adult Drivers (20-24) in Crashes by Sex, 2010 - 2019.....     | 53 |
| Figure 17: Percentage of Alcohol-involved Motorcycle Drivers in Crashes by Age Group, 2019..... | 57 |
| Figure 18: Alcohol-involved Motorcycle Drivers in Crashes by Age and Sex, 2019.....             | 58 |
| Figure 19: Alcohol-involved Pedestrian Crashes, 2010 - 2019 .....                               | 60 |
| Figure 20: Percentage of Alcohol-involved Pedestrians in Crashes by Age, 2019 .....             | 62 |
| Figure 21: Alcohol-involved Pedalcycle Crashes, 2010 - 2019.....                                | 64 |
| Figure 22: Alcohol-involved Pedalcyclists in Crashes by Age Group, 2019.....                    | 66 |
| Figure 23: Percentage and Rate of Alcohol-involved Drivers in Crashes by Age Group, 2019 .....  | 68 |
| Figure 24: Alcohol-involved Drivers in Crashes by Age and Sex, 2019.....                        | 68 |
| Figure 25: Alcohol-involved Drivers in Crashes by Age Group, 2019 .....                         | 69 |
| Figure 26: DWI Arrests by Age and Sex, 2019.....  | 75 |
| Figure 27: Number of Drivers Arrested for DWI, 2015 - 2019 .....                                | 76 |
| Figure 28: Top-Ranking Counties for DWI Convictions, 2019.....                                  | 78 |
| Figure 29: First DWI Convictions by Age and Sex, 2019 .....                                     | 80 |
| Figure 30: Drivers Convicted of a Repeat DWI, 2015 - 2019.....                                  | 82 |
| Figure 31: Repeat DWI Convictions by Age and Sex, 2019.....                                     | 83 |
| Figure 32: Range of BAC Test Results from 2019 DWI Arrests.....                                 | 85 |
| Figure 33: Number of BAC Test Refusals and Percentage of BAC Test Refusals, 2010 - 2019.....    | 85 |
| Figure 34: Alcohol-involved Crash Rates (Population and VMT), 2010 - 2019.....                  | 87 |
| Figure 35: Alcohol-involved Fatal Crash Rates (Population and VMT), 2010 - 2019.....            | 88 |
| Figure 36: Alcohol-involved Fatality Rates (Population and VMT), 2010 - 2019 .....              | 89 |

# List of Maps

## List of Maps

**Map 1: Alcohol-involved Crashes in New Mexico by County, 2019 ..... 20**

**Map 2: Location of Alcohol-involved Crashes, 2019 ..... 21**

**Map 3: Location and Density of Alcohol-involved Crashes in Albuquerque, 2019 ..... 22**

**Map 4: Location and Density of Alcohol-involved Crashes in Las Cruces, 2019 ..... 23**

**Map 5: Location and Density of Alcohol-involved Crashes in Santa Fe, 2019..... 24**

**Map 6: Location and Density of Alcohol-involved Crashes in Gallup, 2019 ..... 25**

**Map 7: Location and Density of Alcohol-involved Crashes in Farmington, 2019 ..... 25**



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.

**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 86 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)

## Definitions

---

- 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.

## 2019 HIGHLIGHTS

### DWI Enforcement

---

- DWI arrests have decreased three of the past four years. (Table 68, Figure 27)
  - The number of drivers refusing BAC testing rose seven years in a row, to 30 percent of DWI arrests in 2019. (Figure 33)
- 

### Crashes

---

- Rates of alcohol-involved crashes were among the highest in the past 10 years. For example, there were 107 such crashes per 100,000 population. (Table 78)
  - In the past five years, the number of alcohol-involved fatal crashes is generally about 40 percent of all fatal crashes, which is lower than in the previous five years. (Table 3)
  - The number of alcohol-involved crashes declined in McKinley County to 146, the lowest level in at least five years. (Table 7)
- 

### Fatalities

---

- The number of fatalities in alcohol-involved crashes rose two years in a row, to 175, the highest number in the past 10 years. (Table 5, Figure 3)
- 

### Age

---

- The rate of alcohol-involved teen drivers in crashes rose to 22 per 10,000 licensed drivers in crashes, a level not seen since 2014. (Table 33, Figure 13)
  - The rate of young-adult drivers in alcohol-involved crashes rose three years in a row, to 37 per 10,000 licensed young-adult drivers, the highest level since 2011. (Table 37)
  - 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 age 60 and older increased from 2015, with the largest increase, 350 percent, among those ages 75+. The number of drivers arrested for DWI age 65 and older also increased from 2015, with the largest increase, 143 percent, among those ages 75+. (Table 61, Table 68)
- 

### Pedalcyclists and Pedestrians

---

- The portion of pedalcyclists in alcohol-involved crashes who were themselves involved with alcohol fell to 71 percent, the lowest level in at least five years. (Table 56)
  - Alcohol was a contributing factor in 22 percent of all pedestrian crashes. (Table 48)
-

# 2019 Alcohol-involved Crash Summary

## Summary of Alcohol-involved Crashes, 2019

Table 1: Alcohol-involved Crashes, 2019

| Alcohol Involvement  | Crashes       | Percent       |
|----------------------|---------------|---------------|
| Alcohol-involved     | 2,237         | 4.6%          |
| Not Alcohol-involved | 45,887        | 95.4%         |
| <b>Total Crashes</b> | <b>48,124</b> | <b>100.0%</b> |

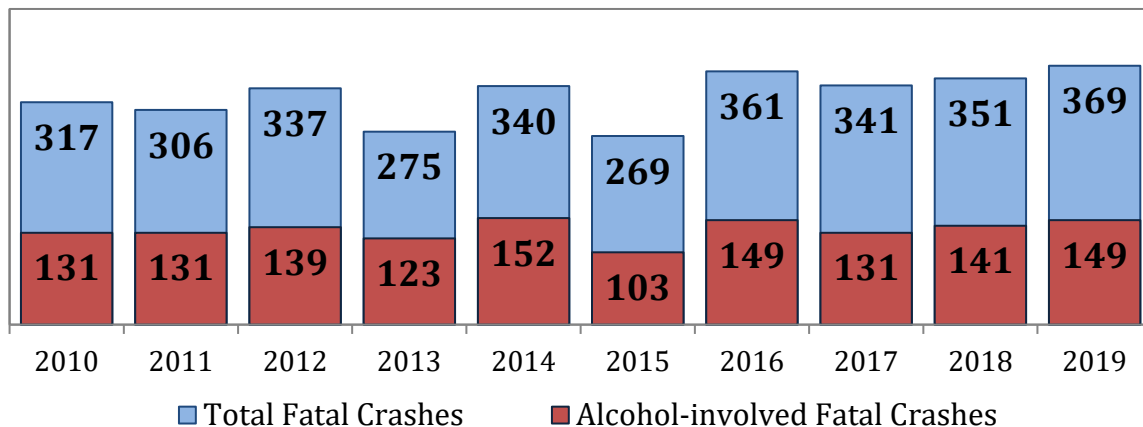
Table 2: Alcohol-involved Crashes, 2010 - 2019

| Year | Alcohol-involved Crashes | Total Crashes | Percent of Total Crashes |
|------|--------------------------|---------------|--------------------------|
| 2010 | 2,162                    | 42,802        | 5.1%                     |
| 2011 | 2,320                    | 43,226        | 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%                     |
| 2019 | 2,237                    | 48,124        | 4.6%                     |

Table 3: Alcohol-involved Fatal Crashes, 2010 - 2019

| Year | Alcohol-involved Fatal Crashes | Total Fatal Crashes | Percent of Total Fatal Crashes |
|------|--------------------------------|---------------------|--------------------------------|
| 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%                          |
| 2019 | 149                            | 369                 | 40.4%                          |

Figure 1: Total Fatal Crashes and Alcohol-involved Fatal Crashes, 2010 - 2019





## 2019 Alcohol-involved Crash Summary

- The number of alcohol-involved crashes rose to 2,237, the highest level since 2011. (Figure 2, Table 4)
- The number of alcohol-involved fatal crashes has increased from an average of 131 in 2010-2013 to an average of 143 in 2016-2019. (Figure 2, Table 4)

Figure 2: Alcohol-involved Total and Fatal Crashes, 2010 - 2019

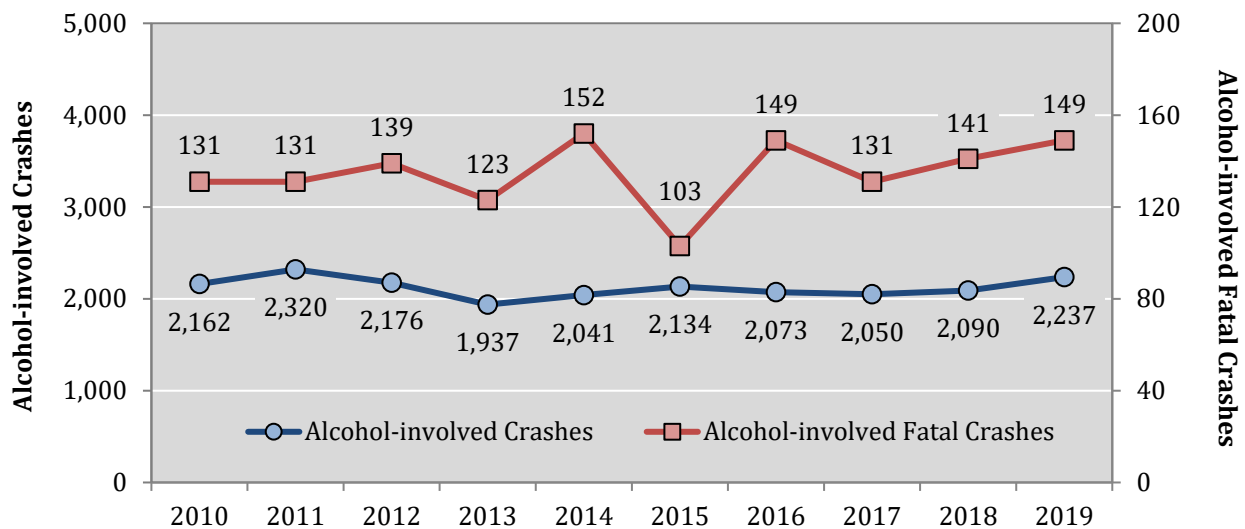


Table 4: Alcohol-involved Crashes by Crash Severity, 2010 - 2019

| Year | Alcohol-involved Crashes |                |                              |               |
|------|--------------------------|----------------|------------------------------|---------------|
|      | Fatal Crashes            | Injury Crashes | Property Damage Only Crashes | Total Crashes |
| 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         |
| 2019 | 149                      | 984            | 1,104                        | 2,237         |

# 2019 Alcohol-involved Crash Summary

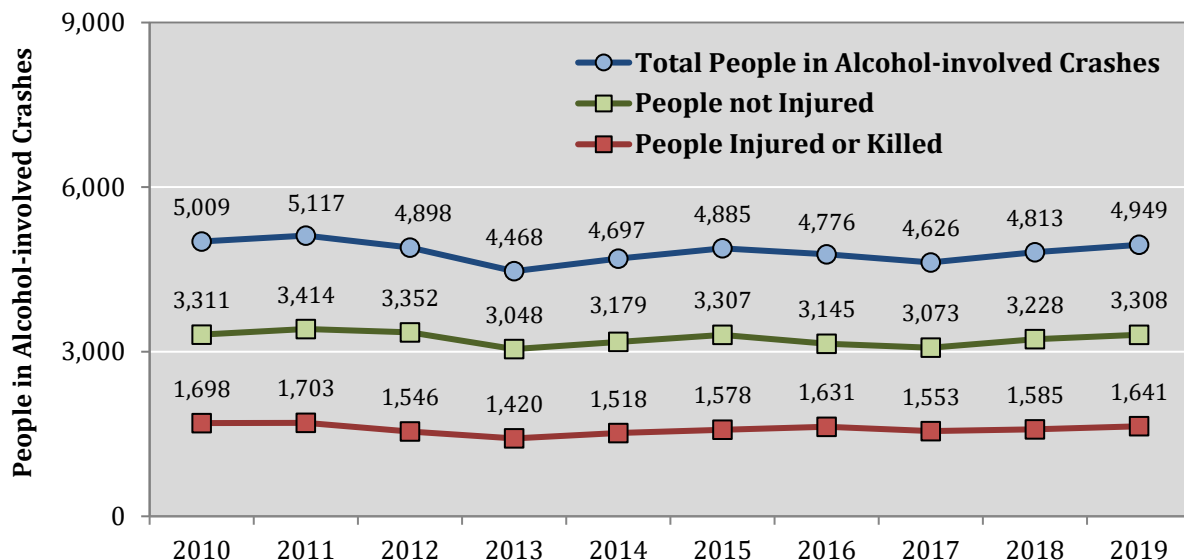
## Summary of Alcohol-involved Fatalities and Injuries, 2019

- The number of fatalities in alcohol-involved crashes has risen to 175, its highest level in the past 10 years. And the total number of people in alcohol-involved crashes has increased to its highest level since 2011. (Table 5, Figure 3)

Table 5: People in Alcohol-involved Crashes by Severity of Injury, 2010 - 2019

| 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 |
| 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%    |
| 2019 | 175                                | 3.54%   | 1,466                  | 29.6%   | 3,308                          | 66.8%   | 4,949        | 100%    |

Figure 3: People in Alcohol-involved Crashes by Severity of Injury, 2010 - 2019



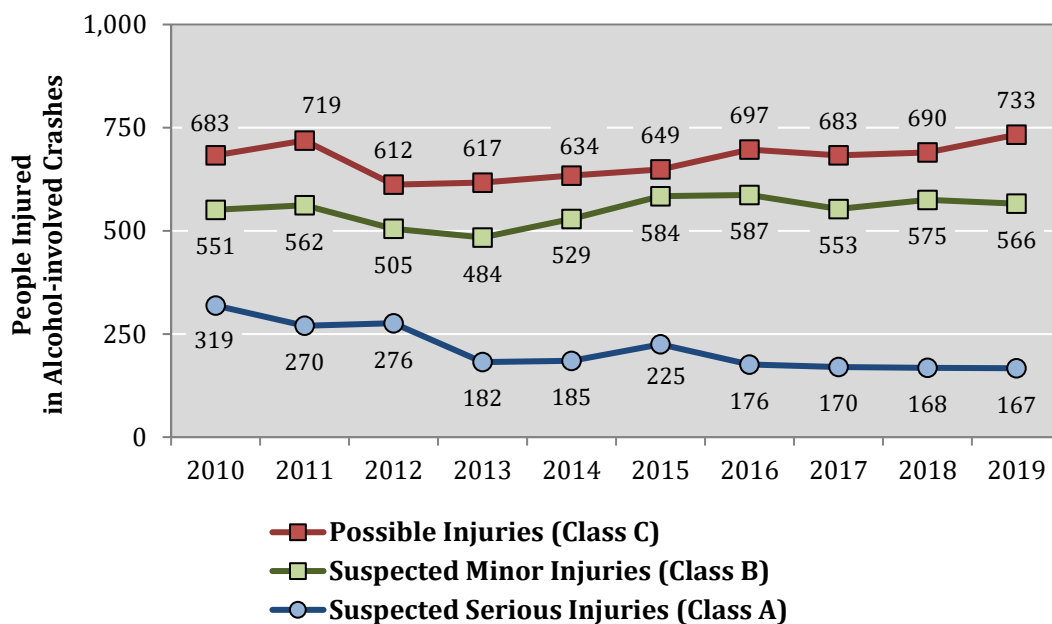
## 2019 Alcohol-involved Crash Summary

Table 6: People Injured in Alcohol-involved Crashes by Type of Injury, 2010 - 2019

| 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 |
| 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%    |
| 2019 | 167  | 11.4%   | 566                                | 38.6%   | 733                         | 50.0%   | 1,466                                 | 100%    |

- The percentage of people injured in alcohol-involved crashes with suspected serious injuries in 2019 is 11.4, its lowest level in at least 10 years. (Table 6)

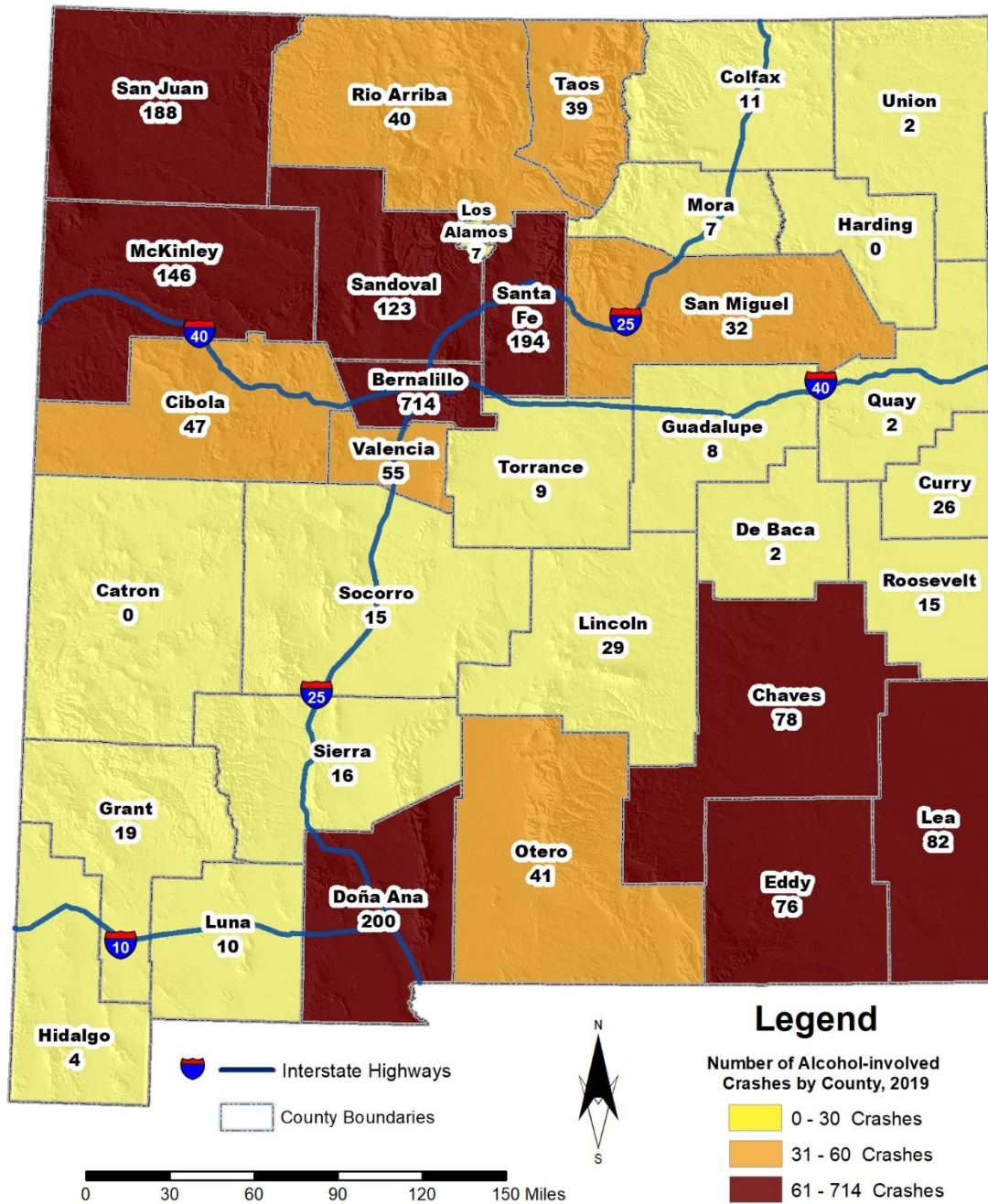
Figure 4: People Injured in Alcohol-involved Crashes by Type of Injury, 2010 - 2019



# Crash Geography – Maps

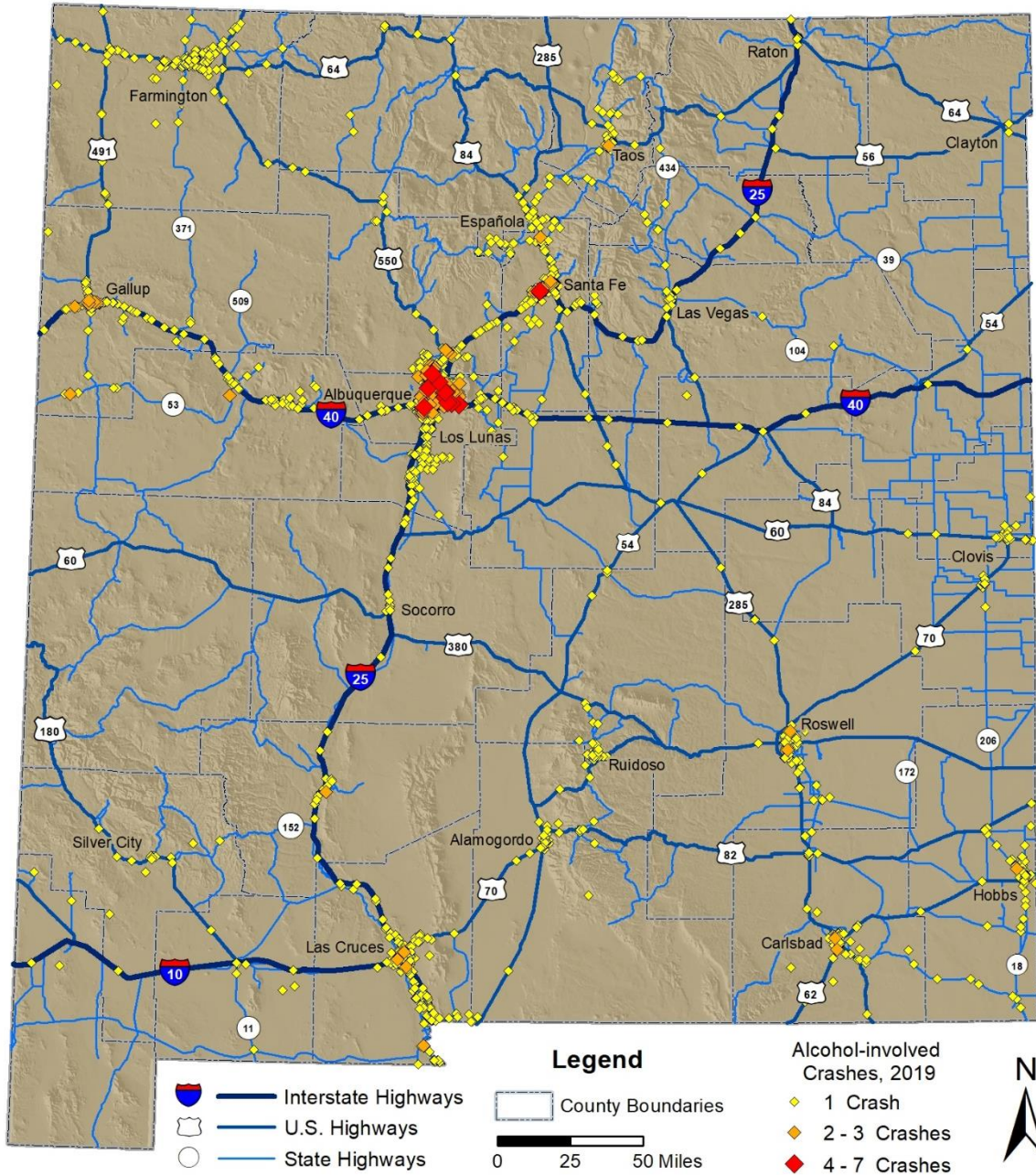
## Alcohol-involved Crash Geography Maps

Map 1: Alcohol-involved Crashes in New Mexico by County, 2019



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

Map 2: Location of Alcohol-involved Crashes, 2019<sup>1</sup>

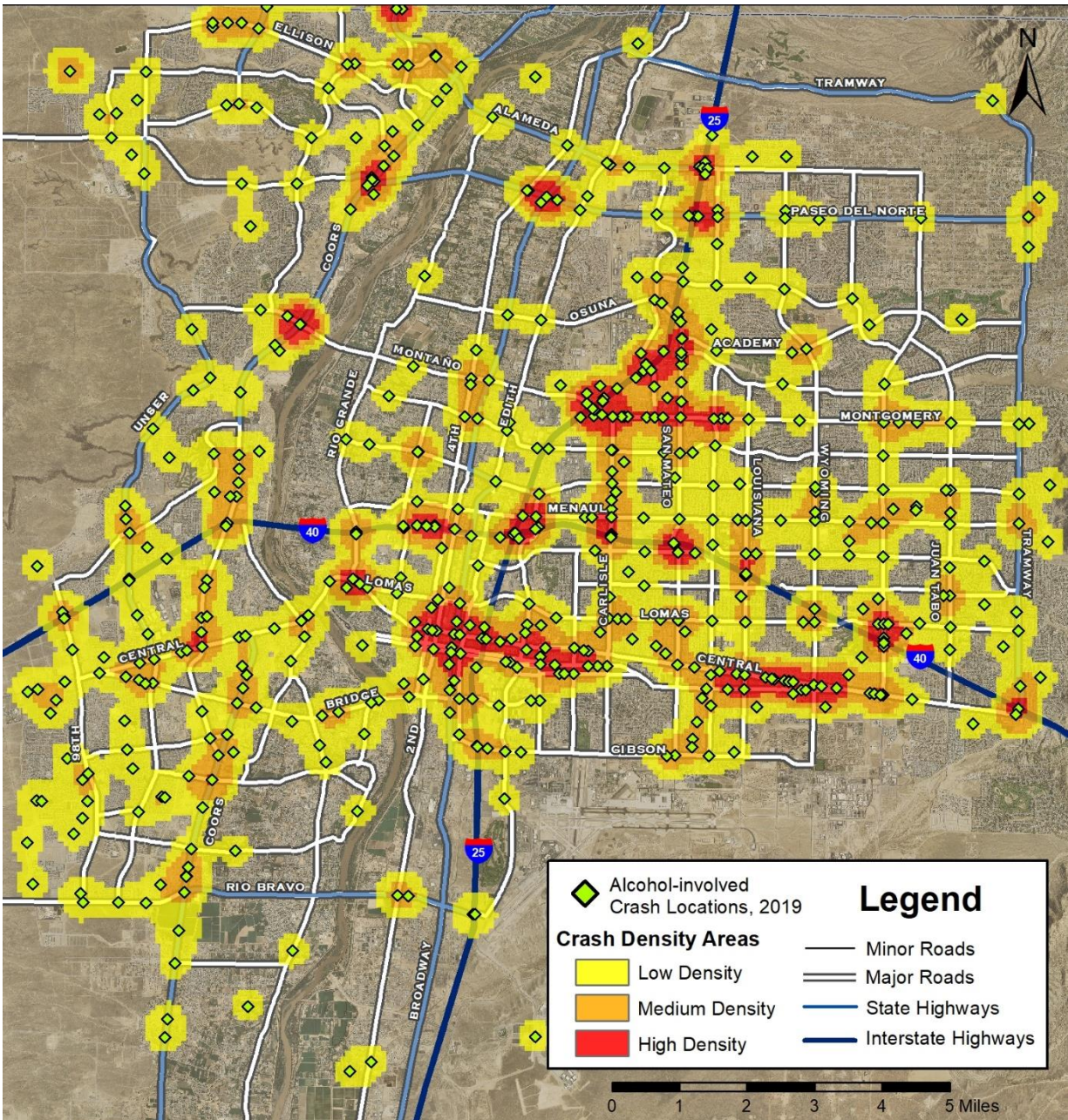


All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

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

# Crash Geography – Maps

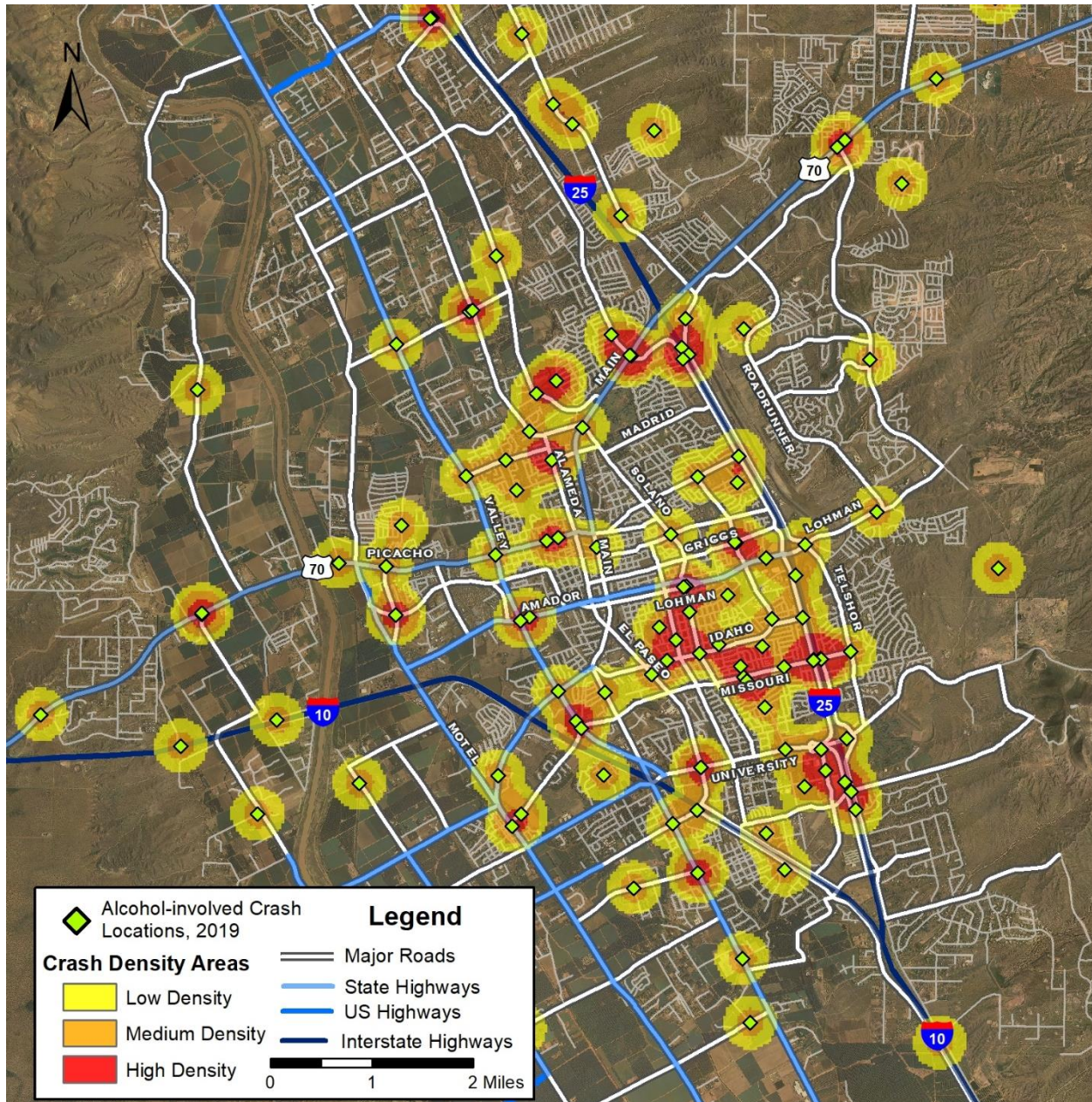
Map 3: Location and Density of Alcohol-involved Crashes in Albuquerque, 2019<sup>2</sup>



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

<sup>2</sup> 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, 2019<sup>3</sup>

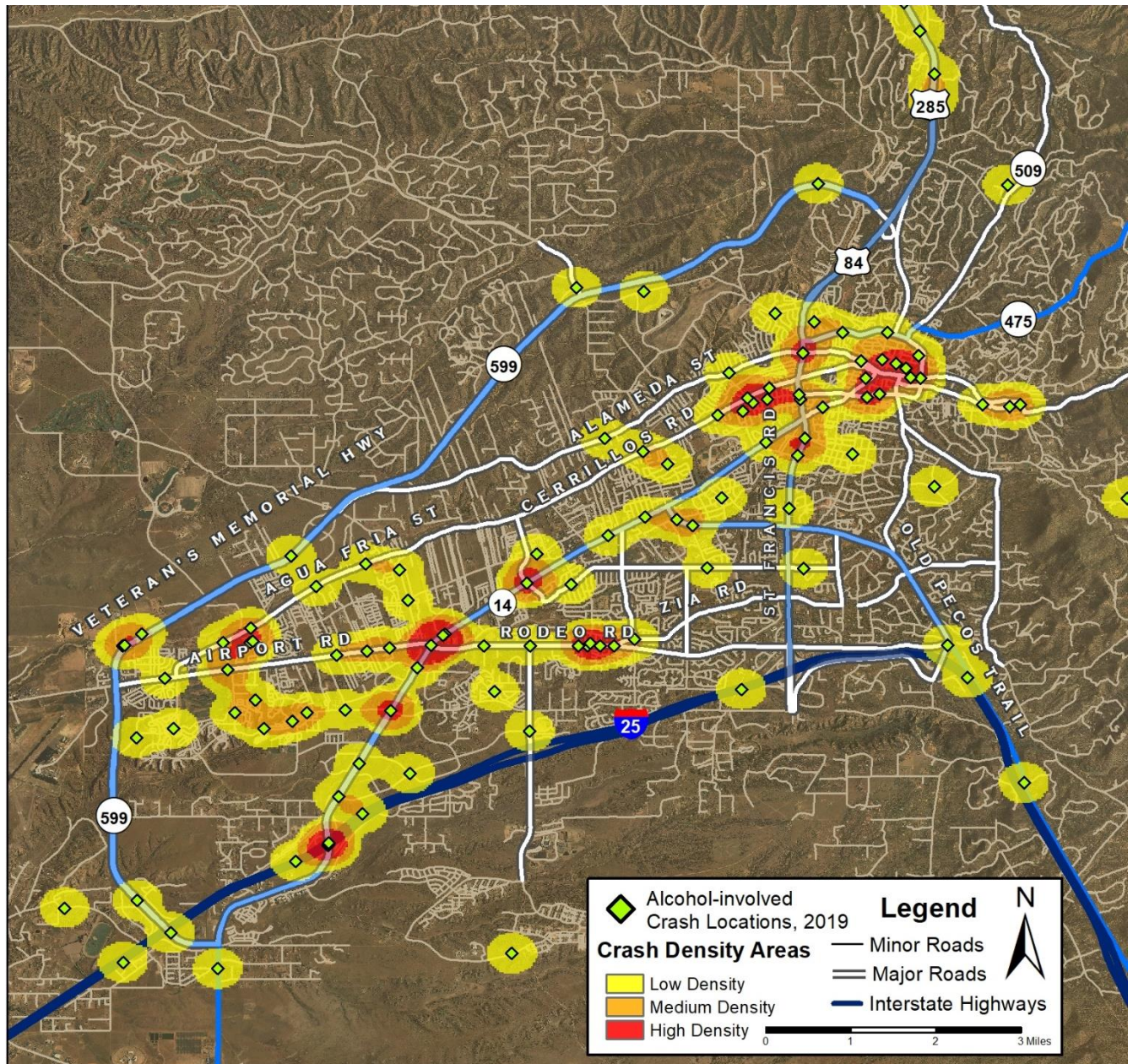


All maps are available in high-resolution color at [tru.unm.edu](http://tru.unm.edu).

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

## Crash Geography – Maps

Map 5: Location and Density of Alcohol-involved Crashes in Santa Fe, 2019<sup>4</sup>



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

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





## Crash Geography – Counties

---

### *Counties*

#### **Alcohol-involved Crashes**

---

- The number of alcohol-involved crashes declined in McKinley County to 146, the lowest level in at least five years. (Table 7)
  - The number of alcohol-involved crashes has declined in each of the past four years in Curry County, for a drop of 30 percent. (Table 7)
  - The number of alcohol-involved crashes has declined in three of the past four years in Otero County, for a decrease of 15 percent. (Table 7)
  - The number of alcohol-involved crashes has risen in three of the past four years in Sandoval County. (Table 7)
  - Of the 10 counties with the highest number of alcohol-involved crashes in 2019, the highest alcohol-involved crash *rates* per 100 million vehicle miles traveled occurred in **Bernalillo (12.5)** and **Chaves (11.6)**. The highest *rates* per 10,000 residents occurred in **McKinley (20.5)** and **San Juan (15.2)**. (Table 8).
- 

#### **Alcohol-involved Fatal Crashes**

---

- San Juan County accounted for 10.7 percent of all alcohol-involved fatal crashes, although it has only 5.9 percent of the population. Similarly, McKinley County accounted for 7.4 percent of all alcohol-involved fatal crashes, although it has only 3.4 percent of the population. Lea County had 6.0 percent of alcohol-involved fatal crashes, although it also has only 3.4 percent of the population. (Table 9, Table 10)
  - Of the 10 counties with the highest number of alcohol-involved fatal crashes in 2019, the highest alcohol-involved fatal crash *rates* per 10,000 residents occurred in **Cibola (1.9)**, **McKinley (1.5)**, **Lea (1.3)**, **Rio Arriba (1.3)**, and **San Juan (1.3)**. The highest *rate* per 100 million vehicle miles traveled occurred in **Rio Arriba (1.1)**. (Table 10)
-

## Crash Geography – Counties

Table 7: Alcohol-involved Crashes by County, 2015 - 2019

| County       | Alcohol-involved Crashes |              |              |              |              | Percent of All 2019 Alcohol-involved Crashes <sup>1</sup> |
|--------------|--------------------------|--------------|--------------|--------------|--------------|---|
|              | 2015                     | 2016         | 2017         | 2018         | 2019         |   |
| Bernalillo   | 675                      | 689          | 664          | 664          | 714          | 31.9%   |
| Catron       | 0                        | 0            | 2            | 5            | 0            | 0.0%  |
| Chaves       | 56                       | 41           | 47           | 56           | 78           | 3.5%  |
| Cibola       | 36                       | 45           | 40           | 31           | 47           | 2.1%  |
| Colfax       | 17                       | 21           | 8            | 14           | 11           | 0.5%  |
| Curry        | 37                       | 36           | 31           | 27           | 26           | 1.2%  |
| De Baca      | 2                        | 4            | 4            | 2            | 2            | 0.1%  |
| Doña Ana     | 195                      | 174          | 196          | 200          | 200          | 8.9%  |
| Eddy         | 64                       | 51           | 54           | 85           | 76           | 3.4%  |
| Grant        | 32                       | 31           | 17           | 19           | 19           | 0.8%  |
| Guadalupe    | 3                        | 8            | 4            | 6            | 8            | 0.4%  |
| Harding      | 1                        | 0            | 1            | 0            | 0            | 0.0%  |
| Hidalgo      | 8                        | 7            | 2            | 3            | 4            | 0.2%  |
| Lea          | 50                       | 39           | 37           | 77           | 82           | 3.7%  |
| Lincoln      | 37                       | 21           | 31           | 30           | 29           | 1.3%  |
| Los Alamos   | 3                        | 6            | 5            | 7            | 7            | 0.3%  |
| Luna         | 12                       | 19           | 16           | 13           | 10           | 0.4%  |
| McKinley     | 180                      | 155          | 169          | 158          | 146          | 6.5%  |
| Mora         | 11                       | 8            | 4            | 9            | 7            | 0.3%  |
| Otero        | 48                       | 47           | 42           | 42           | 41           | 1.8%  |
| Quay         | 7                        | 7            | 7            | 4            | 2            | 0.1%  |
| Rio Arriba   | 58                       | 63           | 49           | 49           | 40           | 1.8%  |
| Roosevelt    | 16                       | 12           | 5            | 7            | 15           | 0.7%  |
| San Juan     | 181                      | 163          | 169          | 161          | 188          | 8.4%  |
| San Miguel   | 32                       | 27           | 30           | 17           | 32           | 1.4%  |
| Sandoval     | 94                       | 109          | 114          | 125          | 123          | 5.5%  |
| Santa Fe     | 161                      | 179          | 172          | 167          | 194          | 8.7%  |
| Sierra       | 13                       | 12           | 18           | 12           | 16           | 0.7%  |
| Socorro      | 17                       | 15           | 15           | 8            | 15           | 0.7%  |
| Taos         | 16                       | 17           | 34           | 45           | 39           | 1.7%  |
| Torrance     | 12                       | 7            | 8            | 5            | 9            | 0.4%  |
| Union        | 2                        | 4            | 2            | 1            | 2            | 0.1%  |
| Valencia     | 58                       | 56           | 53           | 41           | 55           | 2.5%  |
| Missing Data | 0                        | 0            | 0            | 0            | 0            | 0.0%  |
| <b>Total</b> | <b>2,134</b>             | <b>2,073</b> | <b>2,050</b> | <b>2,090</b> | <b>2,237</b> | <b>100%</b>   |

<sup>1</sup> Percentages are shaded such that darker shading identifies higher percentages.

# Crash Geography – Counties

Table 8: Ranking and Rates of Alcohol-involved Crashes by County, 2015 - 2019

| 2019 Rank <sup>1</sup> | County     | Alcohol-involved Crashes |              |              |              |              | 2019 Population  | 2019 Vehicle Miles Traveled (100M VMT) | 2019 Alcohol-involved Crashes per 10,000 County Residents <sup>2</sup> | 2019 Alcohol-involved Crashes per 100M VMT <sup>2</sup> |
|------------------------|------------|--------------------------|--------------|--------------|--------------|--------------|------------------|--|--|---|
|                        |            | 2015                     | 2016         | 2017         | 2018         | 2019         |                  |  |  |   |
| 1                      | Bernalillo | 675                      | 689          | 664          | 664          | 714          | 679,121          | 57.31                                  | 10.5   | <b>12.5</b>   |
| 2                      | Doña Ana   | 195                      | 174          | 196          | 200          | 200          | 218,195          | 21.67                                  | 9.2  | <b>9.2</b>  |
| 3                      | Santa Fe   | 161                      | 179          | 172          | 167          | 194          | 150,358          | 18.94                                  | <b>12.9</b>  | <b>10.2</b>   |
| 4                      | San Juan   | 181                      | 163          | 169          | 161          | 188          | 123,958          | 20.51                                  | <b>15.2</b>  | <b>9.2</b>  |
| 5                      | McKinley   | 180                      | 155          | 169          | 158          | 146          | 71,367           | 14.18                                  | <b>20.5</b>  | <b>10.3</b>   |
| 6                      | Sandoval   | 94                       | 109          | 114          | 125          | 123          | 146,748          | 15.75                                  | 8.4  | 7.8   |
| 7                      | Lea        | 50                       | 39           | 37           | 77           | 82           | 71,070           | 11.62                                  | <b>11.5</b>  | 7.1   |
| 8                      | Chaves     | 56                       | 41           | 47           | 56           | 78           | 64,615           | 6.72                                   | <b>12.1</b>  | <b>11.6</b>   |
| 9                      | Eddy       | 64                       | 51           | 54           | 85           | 76           | 58,460           | 9.94                                   | <b>13.0</b>  | 7.6   |
| 10                     | Valencia   | 58                       | 56           | 53           | 41           | 55           | 76,688           | 6.69                                   | 7.2  | <b>8.2</b>  |
| 11                     | Cibola     | 36                       | 45           | 40           | 31           | 47           | 26,675           | 8.15                                   | <b>17.6</b>  | 5.8   |
| 12                     | Otero      | 48                       | 47           | 42           | 42           | 41           | 67,490           | 8.28                                   | 6.1  | 4.9   |
| 13                     | Rio Arriba | 58                       | 63           | 49           | 49           | 40           | 38,921           | 4.63                                   | 10.3   | <b>8.6</b>  |
| 14                     | Taos       | 16                       | 17           | 34           | 45           | 39           | 32,723           | 4.27                                   | <b>11.9</b>  | <b>9.1</b>  |
| 15                     | San Miguel | 32                       | 27           | 30           | 17           | 32           | 27,277           | 4.91                                   | <b>11.7</b>  | 6.5   |
| 16                     | Lincoln    | 37                       | 21           | 31           | 30           | 29           | 19,572           | 5.36                                   | <b>14.8</b>  | 5.4   |
| 17                     | Curry      | 37                       | 36           | 31           | 27           | 26           | 48,954           | 4.39                                   | 5.3  | 5.9   |
| 18                     | Grant      | 32                       | 31           | 17           | 19           | 19           | 26,998           | 4.33                                   | 7.0  | 4.4   |
| 19                     | Sierra     | 13                       | 12           | 18           | 12           | 16           | 10,791           | 2.34                                   | <b>14.8</b>  | 6.8   |
| 20                     | Socorro    | 17                       | 15           | 15           | 8            | 15           | 16,637           | 6.70                                   | 9.0  | 2.2   |
| 20                     | Roosevelt  | 16                       | 12           | 5            | 7            | 15           | 18,500           | 2.04                                   | 8.1  | 7.4   |
| 22                     | Colfax     | 17                       | 21           | 8            | 14           | 11           | 11,941           | 3.71                                   | 9.2  | 3.0   |
| 23                     | Luna       | 12                       | 19           | 16           | 13           | 10           | 23,709           | 8.53                                   | 4.2  | 1.2   |
| 24                     | Torrance   | 12                       | 7            | 8            | 5            | 9            | 15,461           | 6.02                                   | 5.8  | 1.5   |
| 25                     | Guadalupe  | 3                        | 8            | 4            | 6            | 8            | 4,300            | 5.46                                   | <b>18.6</b>  | 1.5   |
| 26                     | Mora       | 11                       | 8            | 4            | 9            | 7            | 4,521            | 1.68                                   | <b>15.5</b>  | 4.2   |
| 26                     | Los Alamos | 3                        | 6            | 5            | 7            | 7            | 19,369           | 1.58                                   | 3.6  | 4.4   |
| 28                     | Hidalgo    | 8                        | 7            | 2            | 3            | 4            | 4,198            | 3.24                                   | 9.5  | 1.2   |
| 29                     | Quay       | 7                        | 7            | 7            | 4            | 2            | 8,253            | 4.86                                   | 2.4  | 0.4   |
| 29                     | De Baca    | 2                        | 4            | 4            | 2            | 2            | 1,748            | 1.48                                   | <b>11.4</b>  | 1.3   |
| 29                     | Union      | 2                        | 4            | 2            | 1            | 2            | 4,059            | 1.43                                   | 4.9  | 1.4   |
| 32                     | Catron     | 0                        | 0            | 2            | 5            | 0            | 3,527            | 0.93                                   | 0.0  | 0.0   |
| 32                     | Harding    | 1                        | 0            | 1            | 0            | 0            | 625              | 0.19                                   | 0.0  | 0.0   |
| Missing Data           |            | 0                        | 0            | 0            | 0            | 0            | -                | -                                      | -  | -   |
| <b>Total</b>           |            | <b>2,134</b>             | <b>2,073</b> | <b>2,050</b> | <b>2,090</b> | <b>2,237</b> | <b>2,096,829</b> | <b>277.73</b>                          | <b>10.7</b>  | <b>8.1</b>  |

<sup>1</sup> Counties have the same rank if they have the same number of crashes in 2019.

<sup>2</sup> The numbers in bold red represent counties that exceeded the statewide rate.

## Crash Geography – Counties

Table 9: Alcohol-involved Fatal Crashes by County, 2015 - 2019

| County       | Alcohol-involved Fatal Crashes |            |            |            |            | Percent of All 2019 Alcohol-involved Fatal Crashes <sup>1</sup> |
|--------------|--------------------------------|------------|------------|------------|------------|---|
|              | 2015                           | 2016       | 2017       | 2018       | 2019       |   |
| Bernalillo   | 31                             | 49         | 34         | 37         | 47         | 31.5%   |
| Catron       | 0                              | 0          | 0          | 5          | 0          | 0.0%  |
| Chaves       | 3                              | 4          | 2          | 4          | 4          | 2.7%  |
| Cibola       | 5                              | 4          | 5          | 1          | 5          | 3.4%  |
| Colfax       | 2                              | 0          | 0          | 3          | 1          | 0.7%  |
| Curry        | 2                              | 3          | 1          | 1          | 1          | 0.7%  |
| De Baca      | 0                              | 3          | 0          | 0          | 0          | 0.0%  |
| Doña Ana     | 5                              | 7          | 10         | 4          | 12         | 8.1%  |
| Eddy         | 1                              | 1          | 3          | 2          | 5          | 3.4%  |
| Grant        | 1                              | 3          | 3          | 1          | 0          | 0.0%  |
| Guadalupe    | 1                              | 2          | 1          | 0          | 0          | 0.0%  |
| Harding      | 0                              | 0          | 0          | 0          | 0          | 0.0%  |
| Hidalgo      | 0                              | 0          | 0          | 0          | 0          | 0.0%  |
| Lea          | 4                              | 5          | 3          | 11         | 9          | 6.0%  |
| Lincoln      | 1                              | 0          | 2          | 1          | 4          | 2.7%  |
| Los Alamos   | 0                              | 0          | 0          | 0          | 0          | 0.0%  |
| Luna         | 1                              | 4          | 1          | 0          | 2          | 1.3%  |
| McKinley     | 7                              | 11         | 21         | 12         | 11         | 7.4%  |
| Mora         | 1                              | 1          | 0          | 0          | 1          | 0.7%  |
| Otero        | 2                              | 1          | 4          | 1          | 2          | 1.3%  |
| Quay         | 1                              | 1          | 0          | 0          | 0          | 0.0%  |
| Rio Arriba   | 5                              | 8          | 3          | 7          | 5          | 3.4%  |
| Roosevelt    | 3                              | 1          | 1          | 1          | 2          | 1.3%  |
| San Juan     | 14                             | 15         | 15         | 19         | 16         | 10.7%   |
| San Miguel   | 0                              | 4          | 1          | 2          | 2          | 1.3%  |
| Sandoval     | 2                              | 6          | 4          | 10         | 7          | 4.7%  |
| Santa Fe     | 3                              | 8          | 9          | 7          | 6          | 4.0%  |
| Sierra       | 1                              | 0          | 2          | 1          | 1          | 0.7%  |
| Socorro      | 2                              | 1          | 0          | 0          | 0          | 0.0%  |
| Taos         | 2                              | 5          | 3          | 6          | 3          | 2.0%  |
| Torrance     | 0                              | 2          | 0          | 2          | 0          | 0.0%  |
| Union        | 0                              | 0          | 0          | 1          | 0          | 0.0%  |
| Valencia     | 3                              | 0          | 3          | 2          | 3          | 2.0%  |
| Missing Data | 0                              | 0          | 0          | 0          | 0          | 0.0%  |
| <b>Total</b> | <b>103</b>                     | <b>149</b> | <b>131</b> | <b>141</b> | <b>149</b> | <b>100.0%</b>   |

<sup>1</sup> Percentages are shaded such that darker shading identifies higher percentages.

## Crash Geography – Counties

Table 10: Ranking and Rates of Alcohol-involved Fatal Crashes by County, 2015 - 2019

| 2019 Rank <sup>1</sup> | County     | Alcohol-involved Fatal Crashes |            |            |            |            | 2019 Population  | 2019 Vehicle Miles Traveled (100M VMT) | 2019 Alcohol-involved Fatal Crashes per 10,000 County Residents <sup>2</sup> | 2019 Alcohol-involved Fatal Crashes per 100M VMT <sup>2</sup> |
|------------------------|------------|--------------------------------|------------|------------|------------|------------|------------------|--|--|---|
|                        |            | 2015                           | 2016       | 2017       | 2018       | 2019       |                  |  |  |   |
| 1                      | Bernalillo | 31                             | 49         | 34         | 37         | 47         | 679,121          | 57.31                                  | 0.7  | <b>0.8</b>  |
| 2                      | San Juan   | 14                             | 15         | 15         | 19         | 16         | 123,958          | 20.51                                  | <b>1.3</b>   | <b>0.8</b>  |
| 3                      | Doña Ana   | 5                              | 7          | 10         | 4          | 12         | 218,195          | 21.67                                  | 0.5  | <b>0.6</b>  |
| 4                      | McKinley   | 7                              | 11         | 21         | 12         | 11         | 71,367           | 14.18                                  | <b>1.5</b>   | <b>0.8</b>  |
| 5                      | Lea        | 4                              | 5          | 3          | 11         | 9          | 71,070           | 11.62                                  | <b>1.3</b>   | <b>0.8</b>  |
| 6                      | Sandoval   | 2                              | 6          | 4          | 10         | 7          | 146,748          | 15.75                                  | 0.5  | 0.4   |
| 7                      | Santa Fe   | 3                              | 8          | 9          | 7          | 6          | 150,358          | 18.94                                  | 0.4  | 0.3   |
| 8                      | Rio Arriba | 5                              | 8          | 3          | 7          | 5          | 38,921           | 4.63                                   | <b>1.3</b>   | <b>1.1</b>  |
| 8                      | Eddy       | 1                              | 1          | 3          | 2          | 5          | 58,460           | 9.94                                   | <b>0.9</b>   | 0.5   |
| 8                      | Cibola     | 5                              | 4          | 5          | 1          | 5          | 26,675           | 8.15                                   | <b>1.9</b>   | <b>0.6</b>  |
| 11                     | Chaves     | 3                              | 4          | 2          | 4          | 4          | 64,615           | 6.72                                   | 0.6  | <b>0.6</b>  |
| 11                     | Lincoln    | 1                              | 0          | 2          | 1          | 4          | 19,572           | 5.36                                   | <b>2.0</b>   | <b>0.7</b>  |
| 13                     | Taos       | 2                              | 5          | 3          | 6          | 3          | 32,723           | 4.27                                   | <b>0.9</b>   | <b>0.7</b>  |
| 13                     | Valencia   | 3                              | 0          | 3          | 2          | 3          | 76,688           | 6.69                                   | 0.4  | 0.4   |
| 15                     | San Miguel | 0                              | 4          | 1          | 2          | 2          | 27,277           | 4.91                                   | <b>0.7</b>   | 0.4   |
| 15                     | Otero      | 2                              | 1          | 4          | 1          | 2          | 67,490           | 8.28                                   | 0.3  | 0.2   |
| 15                     | Roosevelt  | 3                              | 1          | 1          | 1          | 2          | 18,500           | 2.04                                   | <b>1.1</b>   | <b>1.0</b>  |
| 15                     | Luna       | 1                              | 4          | 1          | 0          | 2          | 23,709           | 8.53                                   | <b>0.8</b>   | 0.2   |
| 19                     | Colfax     | 2                              | 0          | 0          | 3          | 1          | 11,941           | 3.71                                   | <b>0.8</b>   | 0.3   |
| 19                     | Sierra     | 1                              | 0          | 2          | 1          | 1          | 10,791           | 2.34                                   | <b>0.9</b>   | 0.4   |
| 19                     | Curry      | 2                              | 3          | 1          | 1          | 1          | 48,954           | 4.39                                   | 0.2  | 0.2   |
| 19                     | Mora       | 1                              | 1          | 0          | 0          | 1          | 4,521            | 1.68                                   | <b>2.2</b>   | <b>0.6</b>  |
| 23                     | Catron     | 0                              | 0          | 0          | 5          | 0          | 3,527            | 0.93                                   | 0.0  | 0.0   |
| 23                     | Torrance   | 0                              | 2          | 0          | 2          | 0          | 15,461           | 6.02                                   | 0.0  | 0.0   |
| 23                     | Grant      | 1                              | 3          | 3          | 1          | 0          | 26,998           | 4.33                                   | 0.0  | 0.0   |
| 23                     | Union      | 0                              | 0          | 0          | 1          | 0          | 4,059            | 1.43                                   | 0.0  | 0.0   |
| 23                     | Guadalupe  | 1                              | 2          | 1          | 0          | 0          | 4,300            | 5.46                                   | 0.0  | 0.0   |
| 23                     | De Baca    | 0                              | 3          | 0          | 0          | 0          | 1,748            | 1.48                                   | 0.0  | 0.0   |
| 23                     | Harding    | 0                              | 0          | 0          | 0          | 0          | 625              | 0.19                                   | 0.0  | 0.0   |
| 23                     | Hidalgo    | 0                              | 0          | 0          | 0          | 0          | 4,198            | 3.24                                   | 0.0  | 0.0   |
| 23                     | Los Alamos | 0                              | 0          | 0          | 0          | 0          | 19,369           | 1.58                                   | 0.0  | 0.0   |
| 23                     | Quay       | 1                              | 1          | 0          | 0          | 0          | 8,253            | 4.86                                   | 0.0  | 0.0   |
| 23                     | Socorro    | 2                              | 1          | 0          | 0          | 0          | 16,637           | 6.70                                   | 0.0  | 0.0   |
| Missing Data           |            | 0                              | 0          | 0          | 0          | 0          | -                | -                                      | -  | -   |
| <b>Total</b>           |            | <b>103</b>                     | <b>149</b> | <b>131</b> | <b>141</b> | <b>149</b> | <b>2,096,829</b> | <b>277.73</b>                          | <b>0.7</b>   | <b>0.5</b>  |

<sup>1</sup> Counties have the same rank if they have the same number of crashes in 2019.

<sup>2</sup> The numbers in bold red represent counties that exceeded the statewide rate.

### Cities

- In **Rio Rancho**, the number of alcohol-involved crashes has increased by 73 percent in the last five years. In Hobbs, the number has risen 67 percent. (Table 11)
- Of the 20 cities with the highest number of alcohol-involved crashes, the highest alcohol-involved crash *rates* were in **Gallup (43.7 crashes per 10,000 city residents)**, **Taos (23.6)** and **Farmington (22.5)**. (Table 11)

Table 11: Top-Ranking Cities for Alcohol-involved Crashes, 2015 - 2019

| 2019 Rank <sup>1</sup> | City         | Alcohol-involved Crashes |       |       |       |       | 2019 Population <sup>2</sup> | Alcohol-involved Crashes per 10,000 City Residents <sup>3</sup> |
|------------------------|--------------|--------------------------|-------|-------|-------|-------|------------------------------|---|
|                        |              | 2015                     | 2016  | 2017  | 2018  | 2019  |                              |   |
| 1                      | Albuquerque  | 653                      | 671   | 643   | 637   | 675   | 560,513                      | 12.0  |
| 2                      | Santa Fe     | 105                      | 103   | 116   | 123   | 116   | 84,683                       | 13.7  |
| 3                      | Las Cruces   | 125                      | 110   | 132   | 119   | 111   | 103,432                      | 10.7  |
| 4                      | Farmington   | 91                       | 80    | 70    | 74    | 100   | 44,372                       | 22.5  |
| 5                      | Gallup       | 104                      | 88    | 91    | 80    | 94    | 21,493                       | 43.7  |
| 6                      | Rio Rancho   | 41                       | 57    | 68    | 76    | 71    | 99,178                       | 7.2   |
| 7                      | Roswell      | 43                       | 32    | 34    | 42    | 50    | 47,551                       | 10.5  |
| 7                      | Hobbs        | 30                       | 25    | 22    | 42    | 50    | 39,141                       | 12.8  |
| 9                      | Carlsbad     | 38                       | 25    | 32    | 42    | 49    | 29,810                       | 16.4  |
| 10                     | Alamogordo   | 24                       | 26    | 22    | 19    | 19    | 31,980                       | 5.9   |
| 11                     | Clovis       | 30                       | 26    | 28    | 20    | 17    | 38,319                       | 4.4   |
| 11                     | Las Vegas    | 20                       | 15    | 16    | 9     | 17    | 12,919                       | 13.2  |
| 13                     | Española     | 23                       | 25    | 25    | 16    | 16    | 10,044                       | 15.9  |
| 14                     | Ruidoso      | 19                       | 13    | 25    | 17    | 15    | 7,901                        | 19.0  |
| 15                     | Taos         | 12                       | 8     | 12    | 20    | 14    | 5,929                        | 23.6  |
| 16                     | Shiprock     | 17                       | 15    | 23    | 19    | 12    | 8,295                        | 14.5  |
| 17                     | Bernalillo   | 16                       | 10    | 11    | 15    | 11    | 10,477                       | 10.5  |
| 18                     | Grants       | 13                       | 10    | 9     | 7     | 10    | 8,942                        | 11.2  |
| 19                     | Sunland Park | 12                       | 6     | 1     | 17    | 9     | 17,978                       | 5.0   |
| 19                     | Los Lunas    | 13                       | 14    | 13    | 10    | 9     | 16,061                       | 5.6   |
| All Other Locations    |              | 705                      | 714   | 657   | 686   | 772   | -                            | -   |
| Statewide Total        |              | 2,134                    | 2,073 | 2,050 | 2,090 | 2,237 | 2,096,829                    | 10.7  |

<sup>1</sup> Cities have the same rank if they have the same number of crashes in 2019.

<sup>2</sup> The population of Shiprock CDP (Census Designated Place) is from the 2010 U.S. Census.

<sup>3</sup> Crashes per 10,000 city residents are in red if they are more than twice the statewide rate for 2019. 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 **Corona (122.7 alcohol-involved fatal crashes per 10,000 city residents), Grants (2.2) and Gallup (1.9)**. (Table 12)

Table 12: Top-Ranking Cities for Alcohol-involved Fatal Crash Rates, 2015 - 2019

| 2019 Rank <sup>1</sup>           | City        | Alcohol-involved Fatal Crashes |      |      |      |      | 2019 Population | Alcohol-involved Fatal Crashes per 10,000 City Residents <sup>2</sup> |
|----------------------------------|-------------|--------------------------------|------|------|------|------|-----------------|---|
|                                  |             | 2015                           | 2016 | 2017 | 2018 | 2019 |                 |   |
| 1                                | Albuquerque | 30                             | 47   | 32   | 31   | 43   | 560,513         | 0.8   |
| 2                                | Las Cruces  | 4                              | 3    | 4    | 2    | 5    | 103,432         | 0.5   |
| 3                                | Santa Fe    | 3                              | 3    | 7    | 4    | 4    | 84,683          | 0.5   |
| 3                                | Gallup      | 1                              | 4    | 7    | 3    | 4    | 21,493          | <b>1.9</b>  |
| 5                                | Rio Rancho  | 0                              | 0    | 0    | 1    | 3    | 99,178          | 0.3   |
| 6                                | Roswell     | 2                              | 1    | 2    | 1    | 2    | 47,551          | 0.4   |
| 6                                | Carlsbad    | 1                              | 0    | 1    | 1    | 2    | 29,810          | 0.7   |
| 6                                | Corona      | 0                              | 0    | 0    | 0    | 2    | 163             | <b>122.7</b>  |
| 6                                | Farmington  | 1                              | 2    | 0    | 0    | 2    | 44,372          | 0.5   |
| 6                                | Grants      | 0                              | 0    | 0    | 0    | 2    | 8,942           | <b>2.2</b>  |
| All Other Locations <sup>3</sup> |             | 29                             | 50   | 41   | 49   | 22   | -               | -   |
| Statewide Total                  |             | 103                            | 149  | 131  | 141  | 149  | 2,096,829       | 0.7   |

<sup>1</sup> Cities have the same rank if they have the same number of alcohol-involved fatal crashes in 2019.

<sup>2</sup> Crashes per 10,000 city residents are in red if they are more than twice the statewide rate for 2019. In some cities, nonresident drivers passing through may contribute to a high crash rate in a city with a relatively small population.

<sup>3</sup> "All other locations" are rural areas, towns, or places with fewer than two alcohol-involved fatal crashes in 2019.



### Rural and Urban Alcohol-involved Crashes

- 72.8 percent of all alcohol-involved crashes occurred on urban roadways. (Table 13)
- Alcohol-involved crashes are more likely to be fatal on rural roadways. Rural *non-Interstate* roadways account for 36.2 percent of alcohol-involved fatal crashes but only 23.1 percent of all alcohol-involved crashes. Rural *Interstate* roadways account for 8.1 percent of alcohol-involved fatal crashes but only 4.1 percent of all alcohol-involved crashes. (Table 13, Table 15)

Table 13: Alcohol-involved Crashes and Number of People in Alcohol-involved Crashes by Road System, 2019

| Road System          | Alcohol-involved Crashes |         | People in Alcohol-involved Crashes |         |
|----------------------|--------------------------|---------|------------------------------------|---------|
|                      | Count                    | Percent | Count                              | Percent |
| Rural Interstate     | 92                       | 4.1%    | 179                                | 3.6%    |
| Rural Non-Interstate | 516                      | 23.1%   | 1,009                              | 20.4%   |
| Urban                | 1,629                    | 72.8%   | 3,761                              | 76.0%   |
| Total                | 2,237                    | 100.0%  | 4,949                              | 100.0%  |

Table 14: Alcohol-involved Injury Crashes and Number of People Injured by Road System, 2019

| Road System          | Alcohol-involved Injury Crashes |         | People Injured in Alcohol-involved Crashes |         |
|----------------------|---------------------------------|---------|--|---------|
|                      | Count                           | Percent | Count                                      | Percent |
| Rural Interstate     | 48                              | 4.9%    | 67   | 4.6%    |
| Rural Non-Interstate | 243                             | 24.7%   | 376  | 25.6%   |
| Urban                | 693                             | 70.4%   | 1,023                                      | 69.8%   |
| Total                | 984                             | 100.0%  | 1,466                                      | 100.0%  |

Table 15: Alcohol-involved Fatal Crashes and Number of People Killed by Road System, 2019

| Road System          | Alcohol-involved Fatal Crashes |         | People Killed in Alcohol-involved Crashes |         |
|----------------------|--------------------------------|---------|---|---------|
|                      | Count                          | Percent | Count                                     | Percent |
| Rural Interstate     | 12                             | 8.1%    | 16  | 9.1%    |
| Rural Non-Interstate | 54                             | 36.2%   | 71  | 40.6%   |
| Urban                | 83                             | 55.7%   | 88  | 50.3%   |
| Total                | 149                            | 100.0%  | 175                                       | 100.0%  |

## Crash Geography – Rural and Urban

Table 16: Alcohol-involved Crashes and Fatalities by Crash Classification and Road System, 2019

| Alcohol-involved Crashes and Fatalities by Road System |                  |               |            |               |                      |               |            |               |              |               |            |               |
|--|------------------|---------------|------------|---------------|----------------------|---------------|------------|---------------|--------------|---------------|------------|---------------|
| Classification   | Rural Interstate |               |            |               | Rural Non-Interstate |               |            |               | Urban        |               |            |               |
|  | Crashes          |               | Fatalities |               | Crashes              |               | Fatalities |               | Crashes      |               | Fatalities |               |
|  | Count            | Percent       | Count      | Percent       | Count                | Percent       | Count      | Percent       | Count        | Percent       | Count      | Percent       |
| Animal   | 0                | 0.0%          | 0          | 0.0%          | 8                    | 1.6%          | 3          | 4.2%          | 0            | 0.0%          | 0          | 0.0%          |
| Fixed Object   | 24               | 26.1%         | 3          | 18.8%         | 177                  | 34.3%         | 8          | 11.3%         | 478          | 29.3%         | 8          | 9.1%          |
| Other (Non-Collision)                                  | 0                | 0.0%          | 0          | 0.0%          | 15                   | 2.9%          | 0          | 0.0%          | 29           | 1.8%          | 0          | 0.0%          |
| Other (Object)   | 4                | 4.3%          | 0          | 0.0%          | 21                   | 4.1%          | 0          | 0.0%          | 46           | 2.8%          | 0          | 0.0%          |
| Other Vehicle  | 29               | 31.5%         | 0          | 0.0%          | 150                  | 29.1%         | 31         | 43.7%         | 768          | 47.1%         | 27         | 30.7%         |
| Overturn   | 14               | 15.2%         | 4          | 25.0%         | 77                   | 14.9%         | 11         | 15.5%         | 59           | 3.6%          | 6          | 6.8%          |
| Parked Vehicle   | 0                | 0.0%          | 0          | 0.0%          | 7                    | 1.4%          | 0          | 0.0%          | 79           | 4.8%          | 0          | 0.0%          |
| Pedalcyclist   | 0                | 0.0%          | 0          | 0.0%          | 1                    | 0.2%          | 0          | 0.0%          | 13           | 0.8%          | 0          | 0.0%          |
| Pedestrian   | 1                | 1.1%          | 1          | 6.3%          | 15                   | 2.9%          | 8          | 11.3%         | 121          | 7.4%          | 40         | 45.5%         |
| Railroad Train   | 0                | 0.0%          | 0          | 0.0%          | 1                    | 0.2%          | 0          | 0.0%          | 1            | 0.1%          | 0          | 0.0%          |
| Rollover   | 19               | 20.7%         | 7          | 43.8%         | 38                   | 7.4%          | 9          | 12.7%         | 27           | 1.7%          | 7          | 8.0%          |
| Vehicle on Other Road                                  | 1                | 1.1%          | 1          | 6.3%          | 6                    | 1.2%          | 1          | 1.4%          | 4            | 0.2%          | 0          | 0.0%          |
| Missing Data   | 0                | 0.0%          | 0          | 0.0%          | 0                    | 0.0%          | 0          | 0.0%          | 4            | 0.2%          | 0          | 0.0%          |
| <b>Total</b>   | <b>92</b>        | <b>100.0%</b> | <b>16</b>  | <b>100.0%</b> | <b>516</b>           | <b>100.0%</b> | <b>71</b>  | <b>100.0%</b> | <b>1,629</b> | <b>100.0%</b> | <b>88</b>  | <b>100.0%</b> |

- Pedestrian crashes account for a disproportionate amount of fatalities. This is especially true on urban roadways, where pedestrian crashes are 7.4 percent of crashes but result in 45.5 percent of fatalities. (Table 16)

Table 17: Alcohol-involved Crashes by Light Condition and Road System, 2019

| 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     | 6   | 6.5%        | 59                           | 11.4%       | 715           | 43.9%       | 780           | 34.9%       |
| Daylight         | 45  | 48.9%       | 175                          | 33.9%       | 493           | 30.3%       | 713           | 31.9%       |
| Dark-Not Lighted | 40  | 43.5%       | 255                          | 49.4%       | 353           | 21.7%       | 648           | 29.0%       |
| Dusk             | 1   | 1.1%        | 16                           | 3.1%        | 48            | 2.9%        | 65            | 2.9%        |
| Dawn             | 0   | 0.0%        | 6                            | 1.2%        | 10            | 0.6%        | 16            | 0.7%        |
| Other/Not Stated | 0   | 0.0%        | 1                            | 0.2%        | 3             | 0.2%        | 4             | 0.2%        |
| Missing Data     | 0   | 0.0%        | 4                            | 0.8%        | 7             | 0.4%        | 11            | 0.5%        |
| <b>Total</b>     | <b>92</b>   | <b>100%</b> | <b>516</b>                   | <b>100%</b> | <b>1,629</b>  | <b>100%</b> | <b>2,237</b>  | <b>100%</b> |

## Crash Characteristics

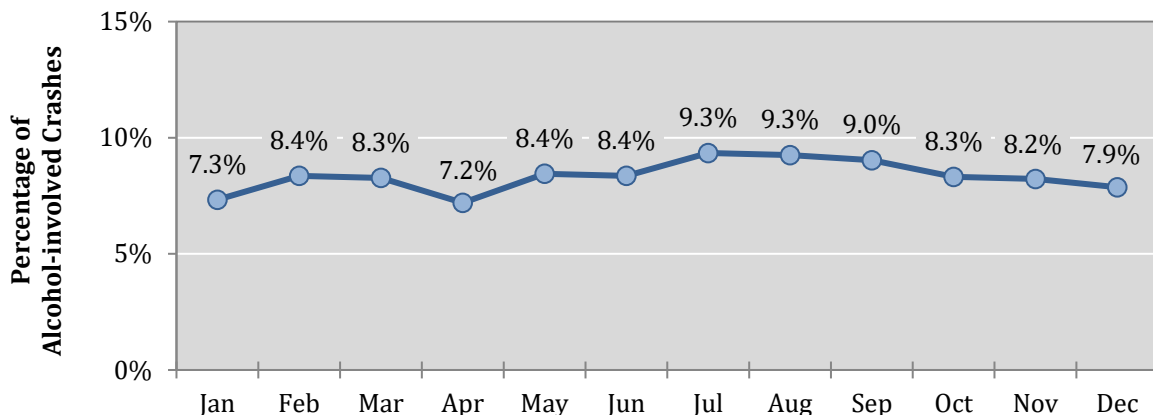
### Month, Day of Week, and Hour

Table 18: Alcohol-involved Crashes by Month and Crash Severity, 2019

| 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   | 16                             | 10.7%   | 64                              | 6.5%    | 84  | 7.6%    | 164                            | 7.3%    |
| February  | 8                              | 5.4%    | 80                              | 8.1%    | 99  | 9.0%    | 187                            | 8.4%    |
| March     | 12                             | 8.1%    | 78                              | 7.9%    | 95  | 8.6%    | 185                            | 8.3%    |
| April     | 8                              | 5.4%    | 73                              | 7.4%    | 80  | 7.2%    | 161                            | 7.2%    |
| May       | 16                             | 10.7%   | 69                              | 7.0%    | 104   | 9.4%    | 189                            | 8.4%    |
| June      | 10                             | 6.7%    | 85                              | 8.6%    | 92  | 8.3%    | 187                            | 8.4%    |
| July      | 17                             | 11.4%   | 108                             | 11.0%   | 84  | 7.6%    | 209                            | 9.3%    |
| August    | 13                             | 8.7%    | 92                              | 9.3%    | 102   | 9.2%    | 207                            | 9.3%    |
| September | 12                             | 8.1%    | 87                              | 8.8%    | 103   | 9.3%    | 202                            | 9.0%    |
| October   | 10                             | 6.7%    | 83                              | 8.4%    | 93  | 8.4%    | 186                            | 8.3%    |
| November  | 10                             | 6.7%    | 86                              | 8.7%    | 88  | 8.0%    | 184                            | 8.2%    |
| December  | 17                             | 11.4%   | 79                              | 8.0%    | 80  | 7.2%    | 176                            | 7.9%    |
| Total     | 149                            | 100.0%  | 984                             | 100.0%  | 1,104   | 100.0%  | 2,237                          | 100.0%  |

- The number of alcohol-involved crashes peaks in July and August, which each have 9.3 percent of the year’s such crashes. (Table 18, Figure 5)

Figure 5: Percentage of Alcohol-involved Crashes by Month, 2019



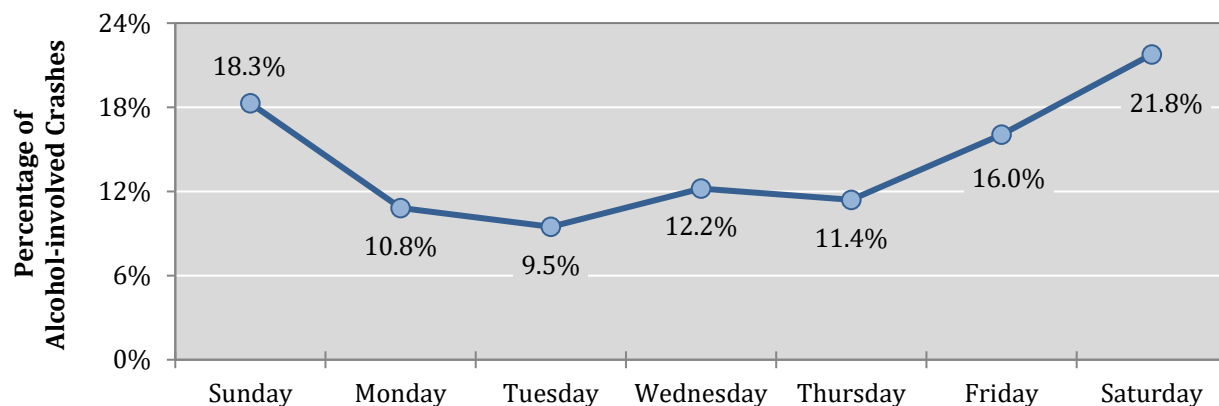
## Crash Characteristics – Month, Day, Hour

Table 19: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2019

| 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          | 31                             | 20.8%   | 177                             | 18.0%   | 201   | 18.2%   | 409                            | 18.3%   |
| Monday          | 17                             | 11.4%   | 95                              | 9.7%    | 130   | 11.8%   | 242                            | 10.8%   |
| Tuesday         | 20                             | 13.4%   | 91                              | 9.2%    | 101   | 9.1%    | 212                            | 9.5%    |
| Wednesday       | 16                             | 10.7%   | 131                             | 13.3%   | 126   | 11.4%   | 273                            | 12.2%   |
| Thursday        | 15                             | 10.1%   | 117                             | 11.9%   | 123   | 11.1%   | 255                            | 11.4%   |
| Friday          | 20                             | 13.4%   | 141                             | 14.3%   | 198   | 17.9%   | 359                            | 16.0%   |
| Saturday        | 30                             | 20.1%   | 232                             | 23.6%   | 225   | 20.4%   | 487                            | 21.8%   |
| Total           | 149                            | 100.0%  | 984                             | 100.0%  | 1,104   | 100.0%  | 2,237                          | 100.0%  |

- Fridays, Saturdays and Sundays had the highest number of alcohol-involved fatal crashes and together accounted for 54.4 percent of all alcohol-involved fatal crashes. (Table 19)
- More than half (55 percent) of all alcohol-involved crashes occurred on weekends: Fridays (16.0 percent), Saturdays (21.8 percent) and Sundays (18.3 percent). (Table 19, Figure 6)

Figure 6: Percentage of Alcohol-involved Crashes by Day of the Week, 2019



## Crash Characteristics – Month, Day, Hour

Table 20: Alcohol-involved Crashes by Day of the Week and Three-hour Segments, 2019

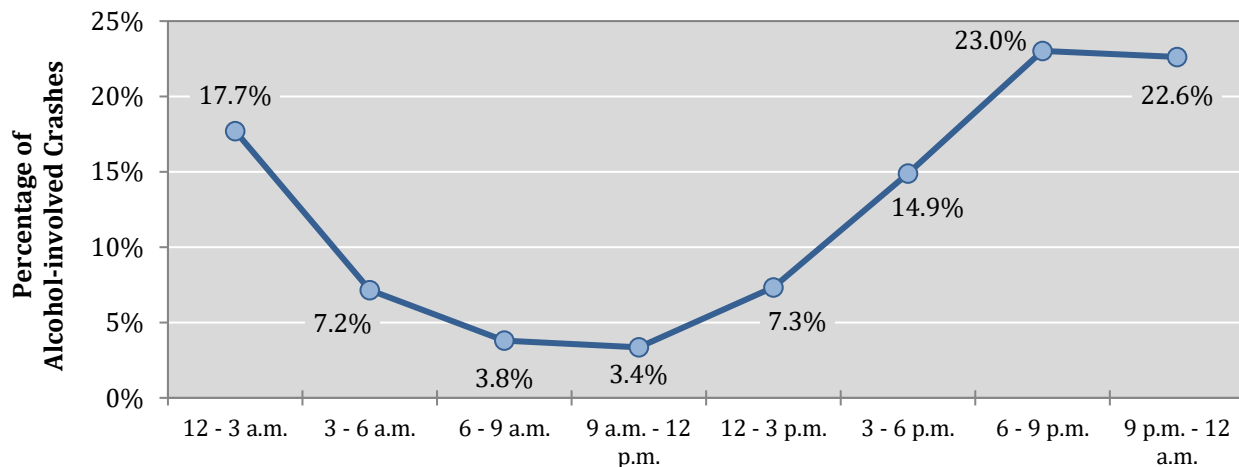
| Hour <sup>1</sup> | Alcohol-involved Crashes <sup>2</sup> |     |      |     |       |     |     |       | Total  | Percent of Total |
|-------------------|---------------------------------------|-----|------|-----|-------|-----|-----|-------|--------|------------------|
|                   | Sun                                   | Mon | Tues | Wed | Thurs | Fri | Sat |       |        |                  |
| 12 - 3 a.m.       | 118                                   | 34  | 31   | 30  | 38    | 53  | 92  | 396   | 17.7%  |                  |
| 3 - 6 a.m.        | 54                                    | 12  | 15   | 13  | 8     | 16  | 42  | 160   | 7.2%   |                  |
| 6 - 9 a.m.        | 25                                    | 8   | 10   | 6   | 7     | 7   | 22  | 85    | 3.8%   |                  |
| 9 a.m. - 12 p.m.  | 8                                     | 16  | 5    | 12  | 4     | 9   | 21  | 75    | 3.4%   |                  |
| 12 - 3 p.m.       | 14                                    | 19  | 13   | 20  | 22    | 35  | 41  | 164   | 7.3%   |                  |
| 3 - 6 p.m.        | 50                                    | 47  | 34   | 50  | 45    | 42  | 65  | 333   | 14.9%  |                  |
| 6 - 9 p.m.        | 75                                    | 59  | 54   | 63  | 69    | 87  | 108 | 515   | 23.0%  |                  |
| 9 p.m. - 12 a.m.  | 65                                    | 47  | 50   | 79  | 62    | 108 | 95  | 506   | 22.6%  |                  |
| Missing Data      | 0                                     | 0   | 0    | 0   | 0     | 2   | 1   | 3     | 0.1%   |                  |
| Total             | 409                                   | 242 | 212  | 273 | 255   | 359 | 487 | 2,237 | 100.0% |                  |

<sup>1</sup> For reference, crashes from 3-6 a.m. are from 3 a.m. to 5:59 a.m.

<sup>2</sup> Numbers are shaded such that darker shading identifies higher numbers.

- Almost half (45.6 percent) of all alcohol-involved crashes occurred from 6 p.m. to midnight. (Table 20, Figure 7)
- Peak hours for alcohol-involved crashes were Friday and Saturday nights from 6 p.m. until about 3 a.m. (Table 20, Table 21)

Figure 7: Percentage of Alcohol-involved Crashes by Three-hour Segments, 2019



# Crash Characteristics – Month, Day, Hour

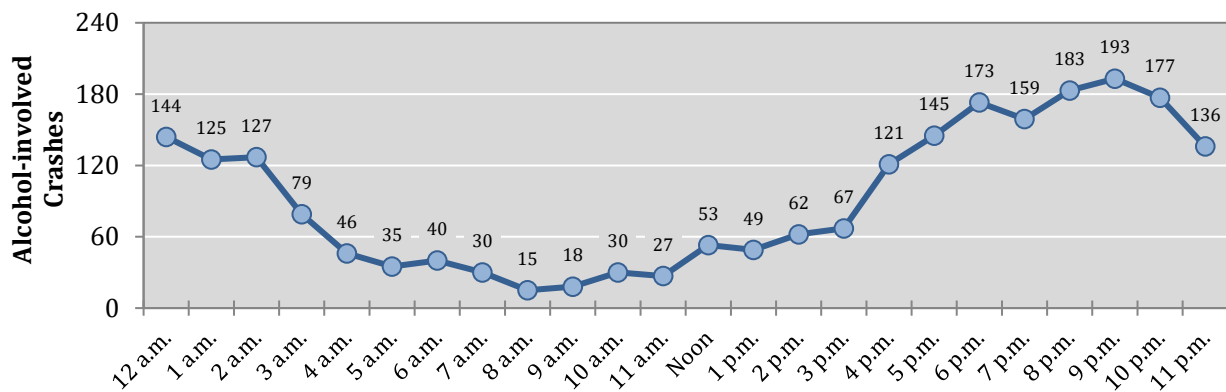
Table 21: Alcohol-involved Crashes by Hour and Day of the Week, 2019

| Hour <sup>1</sup> | Alcohol-involved Crashes <sup>2</sup> |     |      |     |       |     |     | Total by Hour | Percent by Hour |
|-------------------|---------------------------------------|-----|------|-----|-------|-----|-----|---------------|-----------------|
|                   | Sun                                   | Mon | Tues | Wed | Thurs | Fri | Sat |               |                 |
| 12 a.m.           | 31                                    | 13  | 14   | 20  | 18    | 17  | 31  | 144           | 6.4%            |
| 1 a.m.            | 38                                    | 14  | 12   | 4   | 11    | 17  | 29  | 125           | 5.6%            |
| 2 a.m.            | 49                                    | 7   | 5    | 6   | 9     | 19  | 32  | 127           | 5.7%            |
| 3 a.m.            | 24                                    | 5   | 6    | 8   | 7     | 10  | 19  | 79            | 3.5%            |
| 4 a.m.            | 16                                    | 5   | 5    | 2   | 1     | 4   | 13  | 46            | 2.1%            |
| 5 a.m.            | 14                                    | 2   | 4    | 3   | 0     | 2   | 10  | 35            | 1.6%            |
| 6 a.m.            | 12                                    | 1   | 6    | 3   | 3     | 3   | 12  | 40            | 1.8%            |
| 7 a.m.            | 7                                     | 5   | 3    | 2   | 3     | 2   | 8   | 30            | 1.3%            |
| 8 a.m.            | 6                                     | 2   | 1    | 1   | 1     | 2   | 2   | 15            | 0.7%            |
| 9 a.m.            | 4                                     | 4   | 0    | 2   | 2     | 0   | 6   | 18            | 0.8%            |
| 10 a.m.           | 1                                     | 7   | 4    | 6   | 2     | 5   | 5   | 30            | 1.3%            |
| 11 a.m.           | 3                                     | 5   | 1    | 4   | 0     | 4   | 10  | 27            | 1.2%            |
| Noon              | 3                                     | 5   | 4    | 8   | 9     | 12  | 12  | 53            | 2.4%            |
| 1 p.m.            | 2                                     | 4   | 3    | 7   | 5     | 10  | 18  | 49            | 2.2%            |
| 2 p.m.            | 9                                     | 10  | 6    | 5   | 8     | 13  | 11  | 62            | 2.8%            |
| 3 p.m.            | 15                                    | 9   | 5    | 8   | 6     | 11  | 13  | 67            | 3.0%            |
| 4 p.m.            | 19                                    | 15  | 11   | 20  | 15    | 17  | 24  | 121           | 5.4%            |
| 5 p.m.            | 16                                    | 23  | 18   | 22  | 24    | 14  | 28  | 145           | 6.5%            |
| 6 p.m.            | 25                                    | 18  | 14   | 23  | 24    | 31  | 38  | 173           | 7.7%            |
| 7 p.m.            | 25                                    | 19  | 17   | 21  | 23    | 22  | 32  | 159           | 7.1%            |
| 8 p.m.            | 25                                    | 22  | 23   | 19  | 22    | 34  | 38  | 183           | 8.2%            |
| 9 p.m.            | 26                                    | 25  | 21   | 28  | 23    | 38  | 32  | 193           | 8.6%            |
| 10 p.m.           | 21                                    | 11  | 17   | 27  | 26    | 38  | 37  | 177           | 7.9%            |
| 11 p.m.           | 18                                    | 11  | 12   | 24  | 13    | 32  | 26  | 136           | 6.1%            |
| Missing Data      | 0                                     | 0   | 0    | 0   | 0     | 2   | 1   | 3             | 0.1%            |
| Total             | 409                                   | 242 | 212  | 273 | 255   | 359 | 487 | 2,237         | 100.0%          |

<sup>1</sup> For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

<sup>2</sup> Numbers are shaded such that darker shading identifies higher numbers.

Figure 8: Alcohol-involved Crashes by Hour, 2019



### 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, 2015 - 2019

| Crash Classification <sup>1</sup> | Alcohol-involved Crashes |              |              |              |              |                       |
|-----------------------------------|--------------------------|--------------|--------------|--------------|--------------|-----------------------|
|                                   | 2015                     | 2016         | 2017         | 2018         | 2019         | Percent of 2019 Total |
| Other Vehicle                     | 859                      | 852          | 825          | 902          | 947          | 42.3%                 |
| Fixed Object                      | 634                      | 616          | 605          | 572          | 679          | 30.4%                 |
| Overturn                          | 83                       | 142          | 173          | 182          | 150          | 6.7%                  |
| Pedestrian                        | 131                      | 136          | 137          | 121          | 137          | 6.1%                  |
| Parked Vehicle                    | 97                       | 80           | 109          | 89           | 86           | 3.8%                  |
| Rollover                          | 176                      | 107          | 69           | 78           | 84           | 3.8%                  |
| Other (Object)                    | 56                       | 52           | 61           | 77           | 71           | 3.2%                  |
| Other (Non-Collision)             | 33                       | 53           | 36           | 42           | 44           | 2.0%                  |
| Pedalcyclist                      | 23                       | 15           | 19           | 8            | 14           | 0.6%                  |
| Vehicle on Other Road             | 16                       | 8            | 6            | 4            | 11           | 0.5%                  |
| Animal                            | 6                        | 3            | 8            | 6            | 8            | 0.4%                  |
| Railroad Train                    | 1                        | 4            | 2            | 2            | 2            | 0.1%                  |
| Missing Data                      | 19                       | 5            | 0            | 7            | 4            | 0.2%                  |
| <b>Total</b>                      | <b>2,134</b>             | <b>2,073</b> | <b>2,050</b> | <b>2,090</b> | <b>2,237</b> | <b>100.0%</b>         |

<sup>1</sup> Rollover crashes are sometimes reported as Overturn crashes, and vice versa.

- In 2019, the two most common crash classifications in alcohol-involved crashes were (Collision with) Other Vehicle (42.3 percent) and Fixed Object (30.4 percent). (Table 22)

# Crash Characteristics – Crash Classification

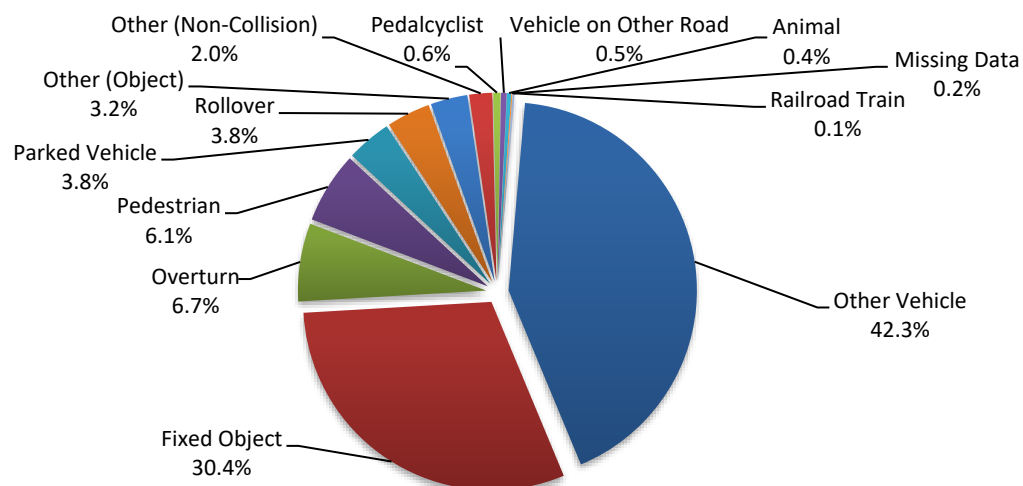
Table 23: Alcohol-involved Crashes by Crash Classification and Crash Severity, 2019

| Crash Classification <sup>1</sup> | 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                     | 42                             | 28.2%       | 428                             | 43.5%       | 477   | 43.2%       | 947                            | 42.3%       |
| Fixed Object                      | 16                             | 10.7%       | 245                             | 24.9%       | 418   | 37.9%       | 679                            | 30.4%       |
| Overturn                          | 18                             | 12.1%       | 93                              | 9.5%        | 39  | 3.5%        | 150                            | 6.7%        |
| Pedestrian                        | 49                             | 32.9%       | 81                              | 8.2%        | 7   | 0.6%        | 137                            | 6.1%        |
| Parked Vehicle                    | 0                              | 0.0%        | 25                              | 2.5%        | 61  | 5.5%        | 86                             | 3.8%        |
| Rollover                          | 20                             | 13.4%       | 49                              | 5.0%        | 15  | 1.4%        | 84                             | 3.8%        |
| Other (Object)                    | 0                              | 0.0%        | 21                              | 2.1%        | 50  | 4.5%        | 71                             | 3.2%        |
| Other (Non-Collision)             | 0                              | 0.0%        | 23                              | 2.3%        | 21  | 1.9%        | 44                             | 2.0%        |
| Pedalcyclist                      | 0                              | 0.0%        | 12                              | 1.2%        | 2   | 0.2%        | 14                             | 0.6%        |
| Vehicle on Other Road             | 2                              | 1.3%        | 5                               | 0.5%        | 4   | 0.4%        | 11                             | 0.5%        |
| Animal                            | 2                              | 1.3%        | 2                               | 0.2%        | 4   | 0.4%        | 8                              | 0.4%        |
| Railroad Train                    | 0                              | 0.0%        | 0                               | 0.0%        | 2   | 0.2%        | 2                              | 0.1%        |
| Missing Data                      | 0                              | 0.0%        | 0                               | 0.0%        | 4   | 0.4%        | 4                              | 0.2%        |
| <b>Total</b>                      | <b>149</b>                     | <b>100%</b> | <b>984</b>                      | <b>100%</b> | <b>1,104</b>                                  | <b>100%</b> | <b>2,237</b>                   | <b>100%</b> |

<sup>1</sup> Rollover crashes are sometimes reported as Overturn crashes, and vice versa.

- Pedestrian-classified crashes were 6.1 percent of all alcohol-involved crashes, but 32.9 percent of alcohol-involved fatal crashes. (Table 23)
- Rollover- and overturn-classified crashes were 10.5 percent of all alcohol-involved crashes but accounted for 25.5 percent of alcohol-involved fatal crashes. (Table 23)

Figure 9: Alcohol-involved Crashes by Crash Classification, 2019





### Vehicles

- Most alcohol-involved crashes involved two vehicles (47.2 percent), followed by those with just one vehicle (46.1 percent). (Table 24)

Table 24: Alcohol-involved Crashes by Number of Vehicles Involved<sup>6</sup> and Crash Severity, 2019

| 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                           | 54                             | 36.2%   | 427                             | 43.4%   | 551   | 49.9%   | 1,032                          | 46.1%   |
| 2                           | 74                             | 49.7%   | 482                             | 49.0%   | 499   | 45.2%   | 1,055                          | 47.2%   |
| 3                           | 14                             | 9.4%    | 59                              | 6.0%    | 45  | 4.1%    | 118                            | 5.3%    |
| 4+                          | 7                              | 4.7%    | 16                              | 1.6%    | 9   | 0.8%    | 32                             | 1.4%    |
| Total Crashes               | 149                            | 100.0%  | 984                             | 100.0%  | 1,104   | 100.0%  | 2,237                          | 100.0%  |

Table 25: People in Alcohol-involved in Crashes by Number of Vehicles Involved<sup>6</sup>, 2019

| 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  | 64                   | 36.6%   | 75                                   | 44.9%   | 279                                | 49.3%   | 190                         | 25.9%   | 767                            | 23.2%   | 1,375        | 27.8%   |
| 2  | 88                   | 50.3%   | 74                                   | 44.3%   | 234                                | 41.3%   | 446                         | 60.8%   | 2,059                          | 62.2%   | 2,901        | 58.6%   |
| 3  | 15                   | 8.6%    | 12                                   | 7.2%    | 38                                 | 6.7%    | 77                          | 10.5%   | 356                            | 10.8%   | 498          | 10.1%   |
| 4+   | 8                    | 4.6%    | 6                                    | 3.6%    | 15                                 | 2.7%    | 20                          | 2.7%    | 126                            | 3.8%    | 175          | 3.5%    |
| Total  | 175                  | 100.0%  | 167                                  | 100.0%  | 566                                | 100.0%  | 733                         | 100.0%  | 3,308                          | 100.0%  | 4,949        | 100.0%  |

<sup>6</sup> Pedestrians and pedalcyclists are considered a type of vehicle: They are drivers of *non-motorized* vehicles.

## Crash Characteristics – Vehicles

Table 26: Alcohol-involved Drivers in Crashes by Vehicle Type<sup>7</sup> and Crash Severity, 2019

| 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        | 41  | 25.8%         | 563  | 56.5%         | 703  | 63.3%         | 1,307                                     | 57.7%         |
| Pickup           | 34  | 21.4%         | 173  | 17.4%         | 232  | 20.9%         | 439                                       | 19.4%         |
| Van/SUV/4WD      | 17  | 10.7%         | 129  | 12.9%         | 146  | 13.2%         | 292                                       | 12.9%         |
| Pedestrian       | 48  | 30.2%         | 75   | 7.5%          | 7  | 0.6%          | 130                                       | 5.7%          |
| Motorcycle/ATV   | 17  | 10.7%         | 45   | 4.5%          | 4  | 0.4%          | 66  | 2.9%          |
| Semi/Heavy Truck | 2   | 1.3%          | 0  | 0.0%          | 8  | 0.7%          | 10  | 0.4%          |
| Pedalcyclist     | 0   | 0.0%          | 9  | 0.9%          | 1  | 0.1%          | 10  | 0.4%          |
| Other            | 0   | 0.0%          | 1  | 0.1%          | 0  | 0.0%          | 1   | 0.0%          |
| Bus              | 0   | 0.0%          | 0  | 0.0%          | 0  | 0.0%          | 0   | 0.0%          |
| Missing Data     | 0   | 0.0%          | 2  | 0.2%          | 9  | 0.8%          | 11  | 0.5%          |
| <b>Total</b>     | <b>159</b>                                | <b>100.0%</b> | <b>997</b>                                 | <b>100.0%</b> | <b>1,110</b>   | <b>100.0%</b> | <b>2,266</b>                              | <b>100.0%</b> |

- Alcohol-involved pedestrians accounted for 5.7 percent of alcohol-involved drivers (motorized and non-motorized vehicles) in crashes but were 38.4 percent of alcohol-involved drivers killed in crashes. (Table 27)

Table 27: Alcohol-involved Drivers in Crashes by Vehicle Type<sup>7</sup> and Severity of Injury, 2019

| 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        | 31  | 24.8%         | 39                                   | 44.3%         | 195                                | 53.0%         | 167                         | 56.0%         | 875                            | 63.1%         | 1,307                          | 57.7%         |
| Pickup           | 16  | 12.8%         | 12                                   | 13.6%         | 65                                 | 17.7%         | 52                          | 17.4%         | 294                            | 21.2%         | 439                            | 19.4%         |
| Van/SUV/4WD      | 11  | 8.8%          | 10                                   | 11.4%         | 42                                 | 11.4%         | 43                          | 14.4%         | 186                            | 13.4%         | 292                            | 12.9%         |
| Pedestrian       | 48  | 38.4%         | 15                                   | 17.0%         | 35                                 | 9.5%          | 25                          | 8.4%          | 7                              | 0.5%          | 130                            | 5.7%          |
| Motorcycle/ATV   | 17  | 13.6%         | 11                                   | 12.5%         | 23                                 | 6.3%          | 9                           | 3.0%          | 6                              | 0.4%          | 66                             | 2.9%          |
| Semi/Heavy Truck | 2   | 1.6%          | 0                                    | 0.0%          | 0                                  | 0.0%          | 0                           | 0.0%          | 8                              | 0.6%          | 10                             | 0.4%          |
| Pedalcyclist     | 0   | 0.0%          | 1                                    | 1.1%          | 6                                  | 1.6%          | 2                           | 0.7%          | 1                              | 0.1%          | 10                             | 0.4%          |
| Other            | 0   | 0.0%          | 0                                    | 0.0%          | 1                                  | 0.3%          | 0                           | 0.0%          | 0                              | 0.0%          | 1                              | 0.0%          |
| Bus              | 0   | 0.0%          | 0                                    | 0.0%          | 0                                  | 0.0%          | 0                           | 0.0%          | 0                              | 0.0%          | 0                              | 0.0%          |
| Missing Data     | 0   | 0.0%          | 0                                    | 0.0%          | 1                                  | 0.3%          | 0                           | 0.0%          | 10                             | 0.7%          | 11                             | 0.5%          |
| <b>Total</b>     | <b>125</b>  | <b>100.0%</b> | <b>88</b>                            | <b>100.0%</b> | <b>368</b>                         | <b>100.0%</b> | <b>298</b>                  | <b>100.0%</b> | <b>1,387</b>                   | <b>100.0%</b> | <b>2,266</b>                   | <b>100.0%</b> |

<sup>7</sup> Pedestrians and pedalcyclists are considered a type of vehicle: They are drivers of *non-motorized* vehicles.

### Demographics

#### Age and Sex

- The number of teens (ages 15-19) and young adults (ages 20-24) in alcohol-involved crashes rose two years in a row, for the highest levels in at least five years. (Table 28)
- The number of people in alcohol-involved crashes age 60 and older increased from 2015, with the largest increase, 34.8 percent, among those ages 65-69. (Table 28)
- There were 1.7 males in alcohol-involved crashes for every female. (Table 29)
- There were 3.1 male fatalities in alcohol-involved crashes for every female fatality. (Table 30)
- People ages 20 to 29 years old were 29.2 percent of all people in alcohol-involved crashes. (Table 29, Table 31, Figure 12)

Table 28: People in Alcohol-involved Crashes by Age, 2015 - 2019

| Age Group           | People in Alcohol-involved Crashes <sup>1</sup> |              |              |              |              | Percent Change<br>2015 - 2019 |
|---------------------|---|--------------|--------------|--------------|--------------|-------------------------------|
|                     | 2015  | 2016         | 2017         | 2018         | 2019         |                               |
| 1-4                 | 99  | 103          | 93           | 107          | 97           | -2.0%                         |
| 5-9                 | 96  | 120          | 114          | 106          | 108          | 12.5%                         |
| 10-14               | 103   | 91           | 94           | 99           | 86           | -16.5%                        |
| 15-19               | 370   | 380          | 339          | 356          | 414          | 11.9%                         |
| 20-24               | 747   | 717          | 698          | 744          | 793          | 6.2%                          |
| 25-29               | 713   | 652          | 655          | 636          | 651          | -8.7%                         |
| 30-34               | 554   | 489          | 517          | 497          | 515          | -7.0%                         |
| 35-39               | 371   | 395          | 376          | 422          | 399          | 7.5%                          |
| 40-44               | 293   | 288          | 286          | 302          | 315          | 7.5%                          |
| 45-49               | 280   | 306          | 254          | 254          | 297          | 6.1%                          |
| 50-54               | 263   | 245          | 224          | 212          | 235          | -10.6%                        |
| 55-59               | 242   | 225          | 247          | 237          | 207          | -14.5%                        |
| 60-64               | 148   | 146          | 132          | 184          | 173          | 16.9%                         |
| 65-69               | 89  | 106          | 101          | 102          | 120          | 34.8%                         |
| 70-74               | 53  | 55           | 58           | 75           | 67           | 26.4%                         |
| 75+                 | 58  | 58           | 42           | 52           | 75           | 29.3%                         |
| Missing Data        | 406   | 400          | 396          | 428          | 397          | -2.2%                         |
| <b>Total People</b> | <b>4,885</b>                                    | <b>4,776</b> | <b>4,626</b> | <b>4,813</b> | <b>4,949</b> | <b>1.3%</b>                   |

<sup>1</sup> Numbers are shaded such that darker shading identifies higher numbers.

## Demographics – Age and Sex

Table 29: People in Alcohol-involved Crashes by Age and Sex, 2019

| Age Group    | People in Alcohol-involved Crashes |             |              |             |              |             |              |             | Ratio of Males to Females |
|--------------|------------------------------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|---------------------------|
|              | Males                              |             | Females      |             | Missing Data |             | Total        |             |                           |
|              | Count                              | Percent     | Count        | Percent     | Count        | Percent     | Count        | Percent     |                           |
| 1-4          | 54                                 | 1.8%        | 42           | 2.5%        | 1            | 0.3%        | 97           | 2.0%        | 1.3                       |
| 5-9          | 50                                 | 1.7%        | 58           | 3.4%        | 0            | 0.0%        | 108          | 2.2%        | 0.9                       |
| 10-14        | 51                                 | 1.7%        | 35           | 2.0%        | 0            | 0.0%        | 86           | 1.7%        | 1.5                       |
| 15-19        | 250                                | 8.5%        | 164          | 9.6%        | 0            | 0.0%        | 414          | 8.4%        | 1.5                       |
| 20-24        | 506                                | 17.2%       | 285          | 16.6%       | 2            | 0.7%        | 793          | 16.0%       | 1.8                       |
| 25-29        | 418                                | 14.2%       | 233          | 13.6%       | 0            | 0.0%        | 651          | 13.2%       | 1.8                       |
| 30-34        | 328                                | 11.1%       | 187          | 10.9%       | 0            | 0.0%        | 515          | 10.4%       | 1.8                       |
| 35-39        | 249                                | 8.4%        | 150          | 8.8%        | 0            | 0.0%        | 399          | 8.1%        | 1.7                       |
| 40-44        | 199                                | 6.8%        | 116          | 6.8%        | 0            | 0.0%        | 315          | 6.4%        | 1.7                       |
| 45-49        | 198                                | 6.7%        | 98           | 5.7%        | 1            | 0.3%        | 297          | 6.0%        | 2.0                       |
| 50-54        | 154                                | 5.2%        | 81           | 4.7%        | 0            | 0.0%        | 235          | 4.7%        | 1.9                       |
| 55-59        | 144                                | 4.9%        | 63           | 3.7%        | 0            | 0.0%        | 207          | 4.2%        | 2.3                       |
| 60-64        | 108                                | 3.7%        | 65           | 3.8%        | 0            | 0.0%        | 173          | 3.5%        | 1.7                       |
| 65-69        | 77                                 | 2.6%        | 43           | 2.5%        | 0            | 0.0%        | 120          | 2.4%        | 1.8                       |
| 70-74        | 47                                 | 1.6%        | 20           | 1.2%        | 0            | 0.0%        | 67           | 1.4%        | 2.4                       |
| 75+          | 42                                 | 1.4%        | 33           | 1.9%        | 0            | 0.0%        | 75           | 1.5%        | 1.3                       |
| Missing Data | 73                                 | 2.5%        | 41           | 2.4%        | 283          | 98.6%       | 397          | 8.0%        | 1.8                       |
| <b>Total</b> | <b>2,948</b>                       | <b>100%</b> | <b>1,714</b> | <b>100%</b> | <b>287</b>   | <b>100%</b> | <b>4,949</b> | <b>100%</b> | <b>1.7</b>                |

Figure 10: People in Alcohol-involved Crashes by Age and Sex, 2019

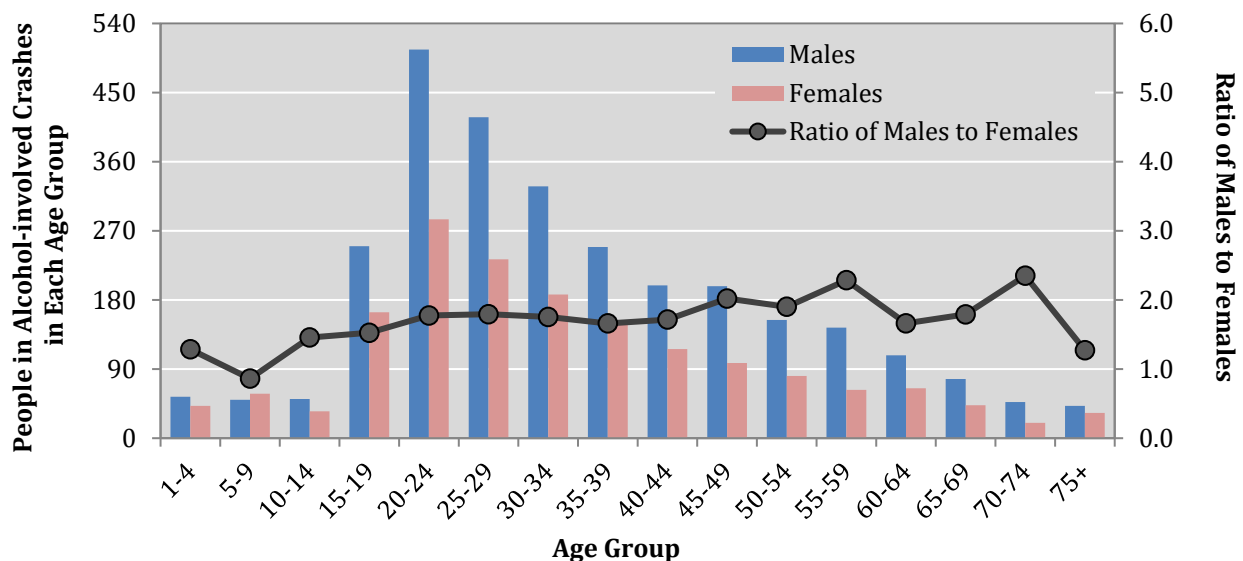
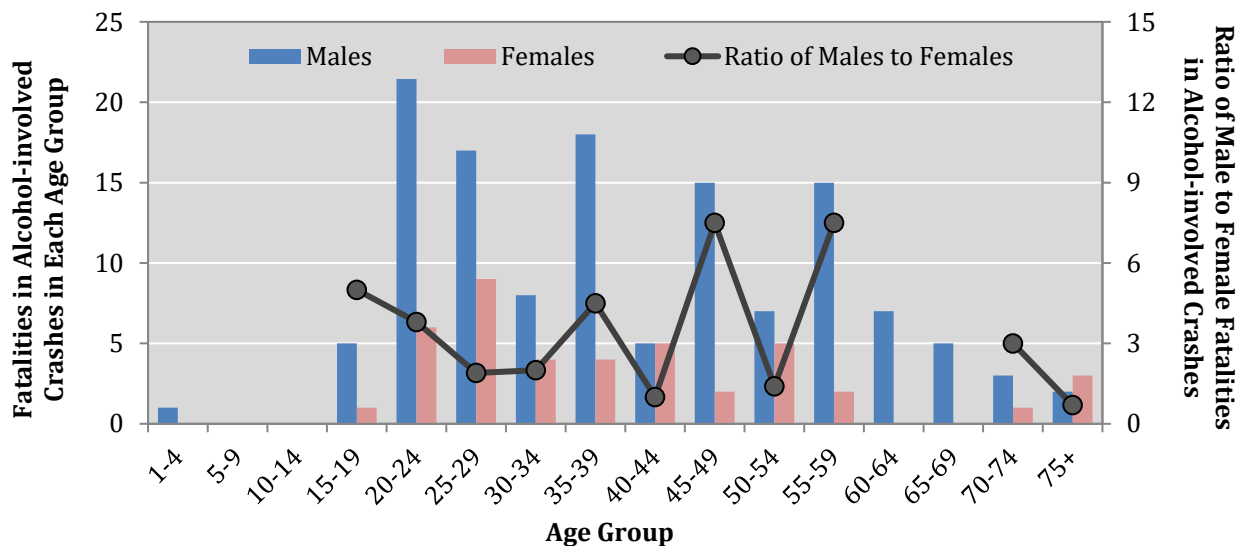


Table 30: Fatalities in Alcohol-involved Crashes by Age and Sex, 2019

| Age Group    | Fatalities in Alcohol-involved Crashes |             |           |             |              |           |            |             | Ratio <sup>1</sup> of Males to Females |
|--------------|--|-------------|-----------|-------------|--------------|-----------|------------|-------------|--|
|              | Males                                  |             | Females   |             | Missing Data |           | Total      |             |  |
|              | Count                                  | Percent     | Count     | Percent     | Count        | Percent   | Count      | Percent     |  |
| 1-4          | 1                                      | 0.8%        | 0         | 0.0%        | 0            | 0.0%      | 1          | 0.6%        | -                                      |
| 5-9          | 0                                      | 0.0%        | 0         | 0.0%        | 0            | 0.0%      | 0          | 0.0%        | -                                      |
| 10-14        | 0                                      | 0.0%        | 0         | 0.0%        | 0            | 0.0%      | 0          | 0.0%        | -                                      |
| 15-19        | 5                                      | 3.8%        | 1         | 2.3%        | 0            | 0.0%      | 6          | 3.4%        | 5.0                                    |
| 20-24        | 23                                     | 17.4%       | 6         | 14.0%       | 0            | 0.0%      | 29         | 16.6%       | 3.8                                    |
| 25-29        | 17                                     | 12.9%       | 9         | 20.9%       | 0            | 0.0%      | 26         | 14.9%       | 1.9                                    |
| 30-34        | 8                                      | 6.1%        | 4         | 9.3%        | 0            | 0.0%      | 12         | 6.9%        | 2.0                                    |
| 35-39        | 18                                     | 13.6%       | 4         | 9.3%        | 0            | 0.0%      | 22         | 12.6%       | 4.5                                    |
| 40-44        | 5                                      | 3.8%        | 5         | 11.6%       | 0            | 0.0%      | 10         | 5.7%        | 1.0                                    |
| 45-49        | 15                                     | 11.4%       | 2         | 4.7%        | 0            | 0.0%      | 17         | 9.7%        | 7.5                                    |
| 50-54        | 7                                      | 5.3%        | 5         | 11.6%       | 0            | 0.0%      | 12         | 6.9%        | 1.4                                    |
| 55-59        | 15                                     | 11.4%       | 2         | 4.7%        | 0            | 0.0%      | 17         | 9.7%        | 7.5                                    |
| 60-64        | 7                                      | 5.3%        | 0         | 0.0%        | 0            | 0.0%      | 7          | 4.0%        | -                                      |
| 65-69        | 5                                      | 3.8%        | 0         | 0.0%        | 0            | 0.0%      | 5          | 2.9%        | -                                      |
| 70-74        | 3                                      | 2.3%        | 1         | 2.3%        | 0            | 0.0%      | 4          | 2.3%        | 3.0                                    |
| 75+          | 2                                      | 1.5%        | 3         | 7.0%        | 0            | 0.0%      | 5          | 2.9%        | 0.7                                    |
| Missing Data | 1                                      | 0.8%        | 1         | 2.3%        | 0            | 0.0%      | 2          | 1.1%        | 1.0                                    |
| <b>Total</b> | <b>132</b>                             | <b>100%</b> | <b>43</b> | <b>100%</b> | <b>0</b>     | <b>0%</b> | <b>175</b> | <b>100%</b> | <b>3.1</b>                             |

<sup>1</sup> 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, 2019



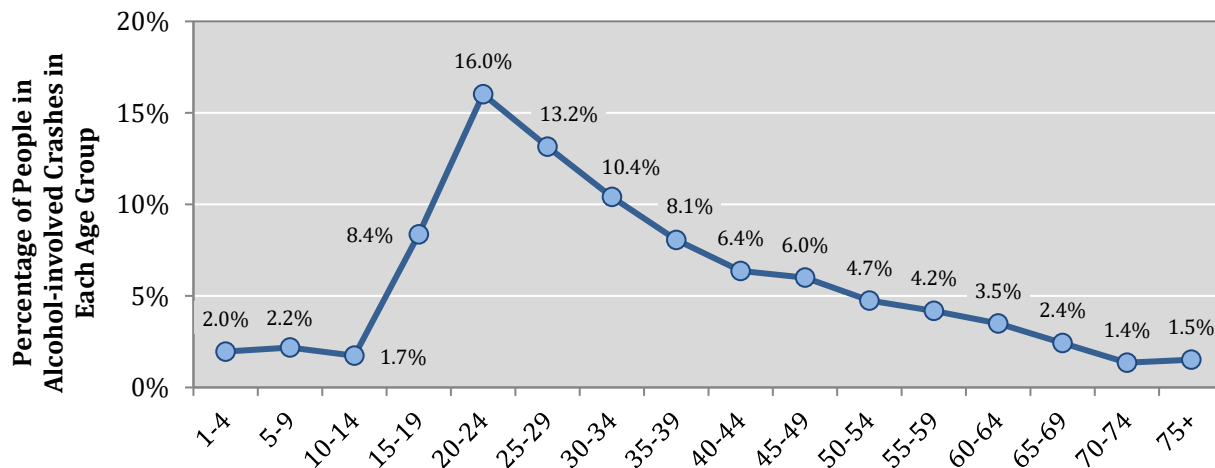
## Demographics – Age and Sex

Table 31: People in Alcohol-involved Crashes by Age and Severity of Injury, 2019

| 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 <sup>1</sup> | Percent Killed <sup>1</sup> |
| 1-4          | 1                                  | 0                                    | 11                                 | 9                           | 76                             | 97           | 2.0%                                 | 1.0%                        |
| 5-9          | 0                                  | 5                                    | 8                                  | 17                          | 78                             | 108          | 2.2%                                 | 0.0%                        |
| 10-14        | 0                                  | 1                                    | 5                                  | 21                          | 59                             | 86           | 1.7%                                 | 0.0%                        |
| 15-19        | 6                                  | 24                                   | 57                                 | 71                          | 256                            | 414          | 8.4%                                 | 1.4%                        |
| 20-24        | 29                                 | 24                                   | 114                                | 95                          | 531                            | 793          | 16.0%                                | 3.7%                        |
| 25-29        | 26                                 | 19                                   | 95                                 | 98                          | 413                            | 651          | 13.2%                                | 4.0%                        |
| 30-34        | 12                                 | 19                                   | 61                                 | 78                          | 345                            | 515          | 10.4%                                | 2.3%                        |
| 35-39        | 22                                 | 12                                   | 44                                 | 57                          | 264                            | 399          | 8.1%                                 | 5.5%                        |
| 40-44        | 10                                 | 9                                    | 36                                 | 67                          | 193                            | 315          | 6.4%                                 | 3.2%                        |
| 45-49        | 17                                 | 10                                   | 31                                 | 52                          | 187                            | 297          | 6.0%                                 | 5.7%                        |
| 50-54        | 12                                 | 19                                   | 31                                 | 40                          | 133                            | 235          | 4.7%                                 | 5.1%                        |
| 55-59        | 17                                 | 8                                    | 29                                 | 32                          | 121                            | 207          | 4.2%                                 | 8.2%                        |
| 60-64        | 7                                  | 3                                    | 23                                 | 31                          | 109                            | 173          | 3.5%                                 | 4.0%                        |
| 65-69        | 5                                  | 5                                    | 5                                  | 25                          | 80                             | 120          | 2.4%                                 | 4.2%                        |
| 70-74        | 4                                  | 1                                    | 5                                  | 16                          | 41                             | 67           | 1.4%                                 | 6.0%                        |
| 75+          | 5                                  | 1                                    | 3                                  | 14                          | 52                             | 75           | 1.5%                                 | 6.7%                        |
| Missing Data | 2                                  | 7                                    | 8                                  | 10                          | 370                            | 397          | 8.0%                                 | 0.5%                        |
| <b>Total</b> | <b>175</b>                         | <b>167</b>                           | <b>566</b>                         | <b>733</b>                  | <b>3,308</b>                   | <b>4,949</b> | <b>100%</b>                          | <b>3.5%</b>                 |

<sup>1</sup> Percentages are shaded such that darker shading identifies higher percentages.

Figure 12: Percentage of People in Alcohol-involved Crashes by Age Group, 2019



### Teens (15-19)

- Six teens were killed and 152 injured in alcohol-involved crashes. (Table 32)
- The number of alcohol-involved teen drivers<sup>8</sup> in crashes has varied widely for several years. (Table 33, Figure 13).
- The rate of alcohol-involved teen drivers in crashes has increased two years in a row, to 21.6 per 10,000 licensed teen drivers. (Table 33)
- There were 2.6 alcohol-involved male teen drivers in crashes for every one alcohol-involved female teen driver. (Table 34)
- The peak hours of alcohol-involved teen drivers in crashes were 10 p.m. through 3 a.m., with 58.7 percent of crashes. (Table 35)

Table 32: Teens (15-19) in Alcohol-involved Crashes by Severity of Injury, 2019

| Severity of Injuries       | Injury Class | Teens (15-19) in Alcohol-involved Crashes |               |
|----------------------------|--------------|---|---------------|
|                            |              | Count                                     | Percent       |
| Fatalities                 | K            | 6   | 1.4%          |
| Suspected Serious Injuries | A            | 24  | 5.8%          |
| Suspected Minor Injuries   | B            | 57  | 13.8%         |
| Possible Injuries          | C            | 71  | 17.1%         |
| No Apparent Injuries       | O            | 256                                       | 61.8%         |
| <b>Total</b>               |              | <b>414</b>                                | <b>100.0%</b> |

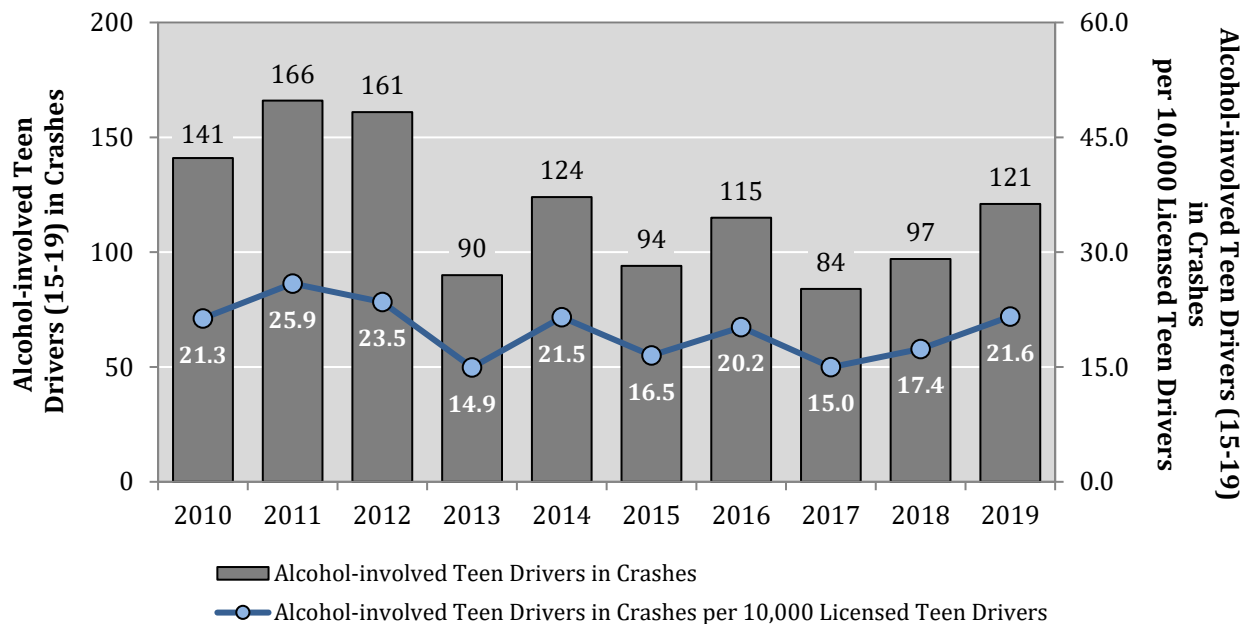
<sup>8</sup> “Alcohol-involved teen drivers” are teen motor vehicle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

## Demographics – Teens (15-19)

Table 33: Alcohol-involved Teen Drivers<sup>9</sup> (15-19) in Crashes by Crash Severity, 2010 - 2019

| 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 |                                |   |
| 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  |
| 2019 | 7  | 56                        | 58                                   | 121                           | 56,017                         | 21.6  |

Figure 13: Alcohol-involved Teen Drivers<sup>9</sup> (15-19) in Crashes, 2010 - 2019



<sup>9</sup> 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.

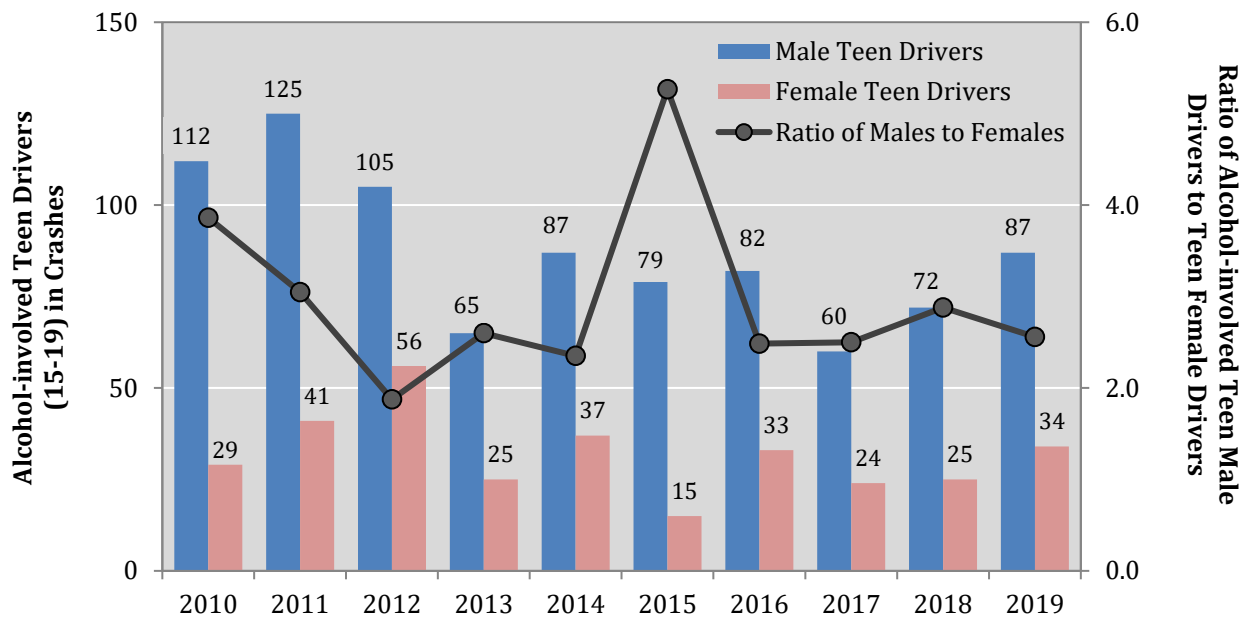


## Demographics – Teens (15-19)

Table 34: Alcohol-involved Teen Drivers<sup>10</sup> (15-19) in Crashes by Sex, 2010 - 2019

| Year | Alcohol-involved Teen Drivers (15-19) of Vehicles in Crashes |         |       | Ratio of Males to Females |
|------|--|---------|-------|---------------------------|
|      | Males  | Females | Total |                           |
| 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                      |
| 2019 | 87   | 34      | 121   | 2.56                      |

Figure 14: Alcohol-involved Teen Drivers<sup>10</sup> (15-19) in Crashes by Sex, 2010 - 2019



<sup>10</sup> 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.

## Demographics – Teens (15-19)

Table 35: Alcohol-involved Teen Drivers<sup>11</sup> (15-19) in Crashes by Hour, 2019

| Hour <sup>1</sup> | Alcohol-involved Teen Drivers (15-19) |               |
|-------------------|---------------------------------------|---------------|
|                   | Count                                 | Percent       |
| 12 a.m.           | 10                                    | 8.3%          |
| 1 a.m.            | 12                                    | 9.9%          |
| 2 a.m.            | 12                                    | 9.9%          |
| 3 a.m.            | 11                                    | 9.1%          |
| 4 a.m.            | 8                                     | 6.6%          |
| 5 a.m.            | 5                                     | 4.1%          |
| 6 a.m.            | 1                                     | 0.8%          |
| 7 a.m.            | 8                                     | 6.6%          |
| 8 a.m.            | 0                                     | 0.0%          |
| 9 a.m.            | 0                                     | 0.0%          |
| 10 a.m.           | 0                                     | 0.0%          |
| 11 a.m.           | 2                                     | 1.7%          |
| 12 p.m.           | 2                                     | 1.7%          |
| 1 p.m.            | 2                                     | 1.7%          |
| 2 p.m.            | 1                                     | 0.8%          |
| 3 p.m.            | 1                                     | 0.8%          |
| 4 p.m.            | 1                                     | 0.8%          |
| 5 p.m.            | 2                                     | 1.7%          |
| 6 p.m.            | 4                                     | 3.3%          |
| 7 p.m.            | 4                                     | 3.3%          |
| 8 p.m.            | 3                                     | 2.5%          |
| 9 p.m.            | 6                                     | 5.0%          |
| 10 p.m.           | 14                                    | 11.6%         |
| 11 p.m.           | 12                                    | 9.9%          |
| Missing Data      | 0                                     | 0.0%          |
| <b>Total</b>      | <b>121</b>                            | <b>100.0%</b> |

<sup>1</sup> For reference, crashes during the hour of 1 a.m. are from 1 a.m. to 1:59 a.m.

<sup>11</sup> 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)

- 29 young adults were killed and 233 injured in alcohol-involved crashes. (Table 36)
- After a decline of five years, the number of alcohol-involved young adult drivers<sup>12</sup> in crashes has risen three years in a row, to 404. (Table 37, Figure 15)
- The rate of alcohol-involved young adult drivers in crashes rose to the highest level since 2011, to 37.1 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 ratio of male alcohol-involved young adult drivers to female alcohol-involved young adult drivers has decreased two years in a row, to 2.21. (Table 38)
- The peak hours of alcohol-involved young adult drivers in crashes were from 9 p.m. through 10 p.m., and 1 a.m. through 3 a.m. (Table 39)

Table 36: Young Adults (20-24) in Alcohol-involved Crashes by Severity of Injury, 2019

| Severity of Injuries       | Injury Class | Young Adults (20-24) in Alcohol-involved Crashes |         |
|----------------------------|--------------|--|---------|
|                            |              | Count  | Percent |
| Fatalities                 | K            | 29   | 3.7%    |
| Suspected Serious Injuries | A            | 24   | 3.0%    |
| Suspected Minor Injuries   | B            | 114  | 14.4%   |
| Possible Injuries          | C            | 95   | 12.0%   |
| No Apparent Injuries       | O            | 531  | 67.0%   |
| Total                      |              | 793  | 100.0%  |

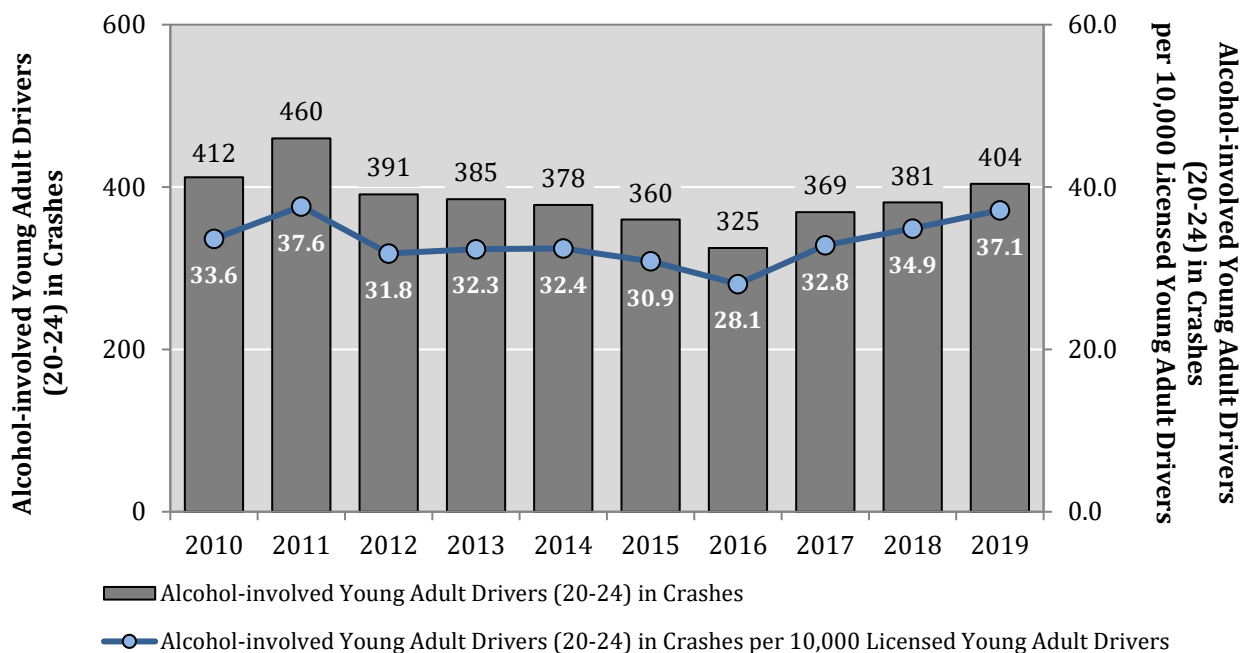
<sup>12</sup> “Alcohol-involved young adult drivers” are young adult motor vehicle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

## Demographics – Young Adults (20-24)

Table 37: Alcohol-involved Young Adult Drivers<sup>13</sup> (20-24) in Crashes by Severity, 2010 - 2019

| 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 |                                      |   |
| 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  |
| 2019 | 20  | 168                       | 216                                  | 404                                  | 108,788                              | 37.1  |

Figure 15: Alcohol-involved Young Adult Drivers<sup>13</sup> (20-24) in Crashes, 2010 - 2019



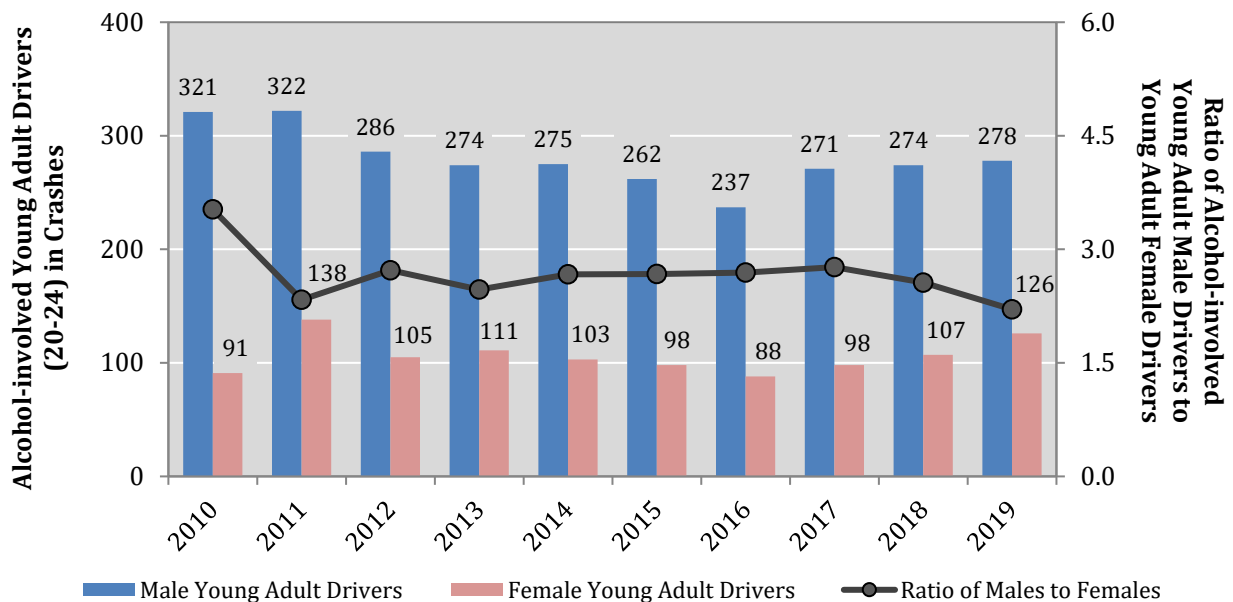
<sup>13</sup> Does not include young adult drivers for which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

## Demographics – Young Adults (20-24)

Table 38: Alcohol-involved Young Adult Drivers<sup>14</sup> (20-24) in Crashes by Sex, 2010 - 2019

| Year | Alcohol-involved Young Adult Drivers (20-24) in Crashes |         |       | Ratio of Males to Females |
|------|---|---------|-------|---------------------------|
|      | Males   | Females | Total |                           |
| 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                      |
| 2019 | 278   | 126     | 404   | 2.21                      |

Figure 16: Alcohol-involved Young Adult Drivers<sup>14</sup> (20-24) in Crashes by Sex, 2010 - 2019



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

## Demographics – Young Adults (20-24)

Table 39: Alcohol-involved Young Adult Drivers<sup>15</sup> (20-24) by Hour, 2019

| Hour <sup>1</sup> | Alcohol-involved Young Adult Drivers (20-24) in Crashes |               |
|-------------------|---|---------------|
|                   | Count   | Percent       |
| Midnight          | 24  | 5.9%          |
| 1 a.m.            | 41  | 10.1%         |
| 2 a.m.            | 35  | 8.7%          |
| 3 a.m.            | 30  | 7.4%          |
| 4 a.m.            | 15  | 3.7%          |
| 5 a.m.            | 13  | 3.2%          |
| 6 a.m.            | 11  | 2.7%          |
| 7 a.m.            | 9   | 2.2%          |
| 8 a.m.            | 0   | 0.0%          |
| 9 a.m.            | 2   | 0.5%          |
| 10 a.m.           | 0   | 0.0%          |
| 11 a.m.           | 1   | 0.2%          |
| Noon              | 7   | 1.7%          |
| 1 p.m.            | 8   | 2.0%          |
| 2 p.m.            | 3   | 0.7%          |
| 3 p.m.            | 6   | 1.5%          |
| 4 p.m.            | 18  | 4.5%          |
| 5 p.m.            | 17  | 4.2%          |
| 6 p.m.            | 26  | 6.4%          |
| 7 p.m.            | 20  | 5.0%          |
| 8 p.m.            | 22  | 5.4%          |
| 9 p.m.            | 35  | 8.7%          |
| 10 p.m.           | 35  | 8.7%          |
| 11 p.m.           | 26  | 6.4%          |
| Missing Data      | 0   | 0.0%          |
| <b>Total</b>      | <b>404</b>  | <b>100.0%</b> |

<sup>1</sup> For reference, crashes during the hour of 1 a.m. are from 1 a.m. to 1:59 a.m.

<sup>15</sup> 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 3.3 percent of all alcohol-involved crashes. (Table 40)
- Of the 73 alcohol-involved motorcycle crashes in 2019, 23.3 percent (17) were fatal crashes, and 68.5 percent (50) were injury crashes. (Table 41)

Table 40: Alcohol-involved Motorcycle Crashes<sup>16</sup>, 2019

| Motorcycle Involvement         | Alcohol-involved Crashes |         |
|--------------------------------|--------------------------|---------|
|                                | Count                    | Percent |
| Motorcycle-involved            | 73                       | 3.3%    |
| Motorcycle Not Involved        | 2,164                    | 96.7%   |
| Total Alcohol-involved Crashes | 2,237                    | 100.0%  |

Table 41: Alcohol-involved Motorcycle Crashes<sup>16</sup> by Crash Severity, 2019

| Crash Severity                    | Alcohol-involved Motorcycle Crashes |         |
|-----------------------------------|-------------------------------------|---------|
|                                   | Count                               | Percent |
| Fatal Crashes                     | 17                                  | 23.3%   |
| Injury Crashes                    | 50                                  | 68.5%   |
| Property Damage Only Crashes      | 6                                   | 8.2%    |
| Total Motorcycle-involved Crashes | 73                                  | 100.0%  |

<sup>16</sup> 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.

## Demographics – Motorcyclists

Table 42: Alcohol-involved Motorcycle Crashes<sup>17</sup>, 2010 - 2019

| Year | Motorcycle-involved Crashes |       |                          |
|------|-----------------------------|-------|--------------------------|
|      | Alcohol-involved            | Total | Percent Alcohol-involved |
| 2010 | 104                         | 1,223 | <b>8.5%</b>              |
| 2011 | 116                         | 1,319 | <b>8.8%</b>              |
| 2012 | 120                         | 1,214 | <b>9.9%</b>              |
| 2013 | 90                          | 1,119 | <b>8.0%</b>              |
| 2014 | 103                         | 1,134 | <b>9.1%</b>              |
| 2015 | 85                          | 1,131 | <b>7.5%</b>              |
| 2016 | 71                          | 1,118 | <b>6.4%</b>              |
| 2017 | 88                          | 1,144 | <b>7.7%</b>              |
| 2018 | 65                          | 1,064 | <b>6.1%</b>              |
| 2019 | 73                          | 1,094 | <b>6.7%</b>              |

- The average number of alcohol-involved motorcycle crashes, and their percentage among all motorcycle crashes, was lower in 2015-2019 than in 2010-2014. (Table 42)

Table 43: Top Counties for Alcohol-involved Motorcycle Crashes<sup>17</sup>, 2015 - 2019

| 2019 Rank <sup>1</sup> | County     | Alcohol-involved Motorcycle Crashes |      |      |      |      | 2019 Population | Alcohol-involved Motorcycle Crashes per 100,000 County Residents |
|------------------------|------------|-------------------------------------|------|------|------|------|-----------------|--|
|                        |            | 2015                                | 2016 | 2017 | 2018 | 2019 |                 |  |
| 1                      | Bernalillo | 31                                  | 16   | 30   | 11   | 21   | 679,121         | <b>3.1</b>   |
| 2                      | Doña Ana   | 8                                   | 8    | 8    | 6    | 12   | 218,195         | <b>5.5</b>   |
| 3                      | Santa Fe   | 4                                   | 2    | 8    | 4    | 6    | 150,358         | <b>4.0</b>   |
| 4                      | Sandoval   | 7                                   | 1    | 2    | 11   | 5    | 146,748         | <b>3.4</b>   |
| 4                      | San Juan   | 4                                   | 9    | 6    | 6    | 5    | 123,958         | <b>4.0</b>   |
| 6                      | Eddy       | 1                                   | 6    | 0    | 3    | 3    | 58,460          | <b>5.1</b>   |
| 6                      | Otero      | 3                                   | 3    | 7    | 2    | 3    | 67,490          | <b>4.4</b>   |
| 6                      | Lea        | 1                                   | 3    | 0    | 1    | 3    | 71,070          | <b>4.2</b>   |
| All Other Counties     |            | 26                                  | 23   | 27   | 21   | 15   | 581,429         | <b>2.6</b>   |
| Statewide Total        |            | 85                                  | 71   | 88   | 65   | 73   | 2,096,829       | <b>3.5</b>   |

<sup>1</sup> Counties have the same rank if they have the same number of crashes in 2019.

<sup>17</sup> An alcohol-involved motorcycle crash is a crash involving one or more motorcycles and in which any motor vehicle driver, pedestrian or pedal cyclist in the crash was alcohol-involved.

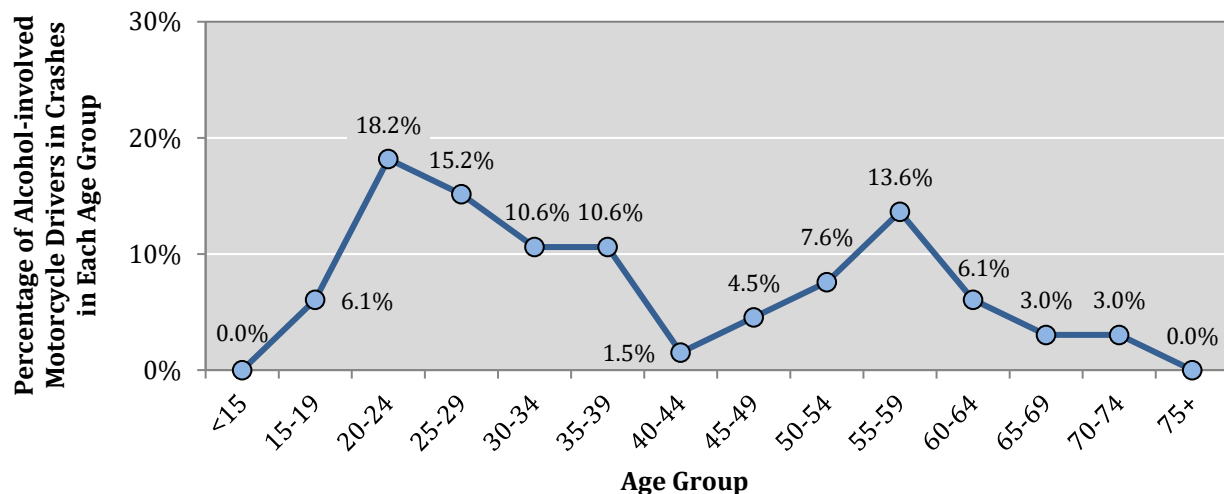


Table 44: Alcohol-involved Motorcycle Driver<sup>18</sup> Crash Rates, 2015 - 2019

| 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 |
| 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   |
| 2019 | 66  | 60,466                            | 118,764                                | 10.9                                     | 5.6   |

- The number and rates of alcohol-involved motorcycle drivers have varied in the past five years. (Table 44)
- Drivers ages 20-29 makes up 33.3 percent of all alcohol-involved motorcycle drivers in crashes. Drivers ages 55-59 make up 13.6 percent. (Table 45)
- Almost all alcohol-involved motorcycle drivers in crashes (90.9 percent) were males. (Table 45)

Figure 17: Percentage of Alcohol-involved Motorcycle Drivers<sup>18</sup> in Crashes by Age Group, 2019



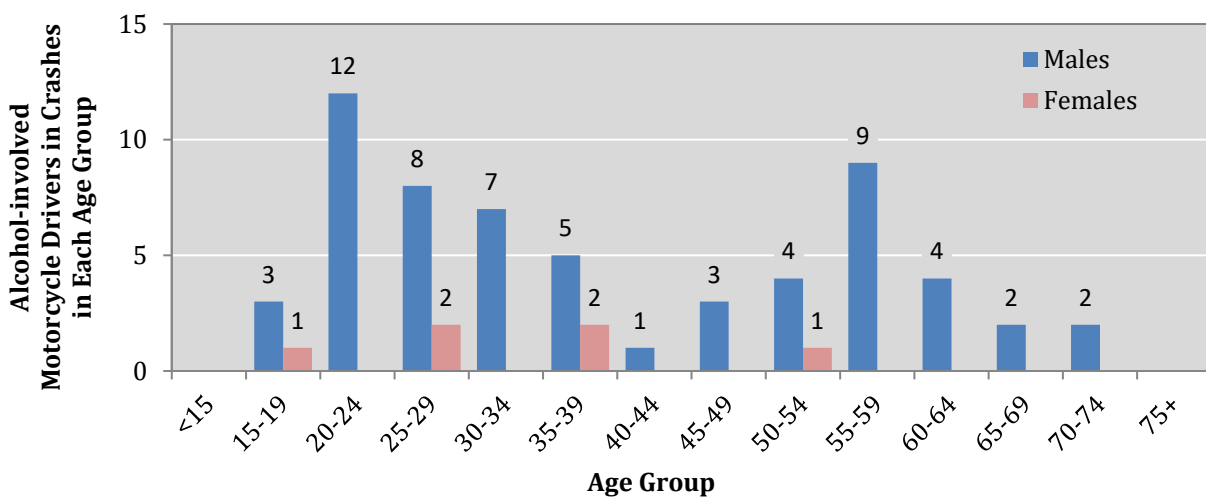
<sup>18</sup> "Alcohol-involved motorcycle drivers" are motorcycle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

## Demographics – Motorcyclists

Table 45: Alcohol-involved Motorcycle Drivers<sup>19</sup> in Crashes by Age and Sex, 2019

| 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 |                           |
| <15          | 0  | 0.0%    | 0       | 0.0%    | 0            | 0.0%    | 0     | 0.0%    | -                         |
| 15-19        | 3  | 5.0%    | 1       | 16.7%   | 0            | 0.0%    | 4     | 6.1%    | 3                         |
| 20-24        | 12   | 20.0%   | 0       | 0.0%    | 0            | 0.0%    | 12    | 18.2%   | -                         |
| 25-29        | 8  | 13.3%   | 2       | 33.3%   | 0            | 0.0%    | 10    | 15.2%   | 4                         |
| 30-34        | 7  | 11.7%   | 0       | 0.0%    | 0            | 0.0%    | 7     | 10.6%   | -                         |
| 35-39        | 5  | 8.3%    | 2       | 33.3%   | 0            | 0.0%    | 7     | 10.6%   | 3                         |
| 40-44        | 1  | 1.7%    | 0       | 0.0%    | 0            | 0.0%    | 1     | 1.5%    | -                         |
| 45-49        | 3  | 5.0%    | 0       | 0.0%    | 0            | 0.0%    | 3     | 4.5%    | -                         |
| 50-54        | 4  | 6.7%    | 1       | 16.7%   | 0            | 0.0%    | 5     | 7.6%    | 4                         |
| 55-59        | 9  | 15.0%   | 0       | 0.0%    | 0            | 0.0%    | 9     | 13.6%   | -                         |
| 60-64        | 4  | 6.7%    | 0       | 0.0%    | 0            | 0.0%    | 4     | 6.1%    | -                         |
| 65-69        | 2  | 3.3%    | 0       | 0.0%    | 0            | 0.0%    | 2     | 3.0%    | -                         |
| 70-74        | 2  | 3.3%    | 0       | 0.0%    | 0            | 0.0%    | 2     | 3.0%    | -                         |
| 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        | 60   | 100%    | 6       | 100%    | 0            | 0%      | 66    | 100%    | 10                        |

Figure 18: Alcohol-involved Motorcycle Drivers<sup>19</sup> in Crashes by Age and Sex, 2019



<sup>19</sup> “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*

- Pedestrian-involved crashes accounted for 6.1 percent of all alcohol-involved crashes. (Table 46)
- Of the 137 alcohol-involved pedestrian crashes, 35.8 percent (49) were fatal crashes, and 59.1 percent (81) were injury crashes. (Table 47)

Table 46: Alcohol-involved Pedestrian Crashes<sup>20</sup>, 2019

| Pedestrian Involvement                | Alcohol-involved Crashes |               |
|---------------------------------------|--------------------------|---------------|
|                                       | Count                    | Percent       |
| Pedestrian-involved                   | 137                      | 6.1%          |
| Pedestrian Not Involved               | 2,100                    | 93.9%         |
| <b>Total Alcohol-involved Crashes</b> | <b>2,237</b>             | <b>100.0%</b> |

Table 47: Alcohol-involved Pedestrian<sup>20</sup> Crashes by Crash Severity, 2019

| Crash Severity                                   | Alcohol-involved Pedestrian Crashes |               |
|--|-------------------------------------|---------------|
|  | Count                               | Percent       |
| Fatal Crashes                                    | 49                                  | 35.8%         |
| Injury Crashes                                   | 81                                  | 59.1%         |
| Property Damage Only Crashes                     | 7                                   | 5.1%          |
| <b>Total Alcohol-involved Pedestrian Crashes</b> | <b>137</b>                          | <b>100.0%</b> |

<sup>20</sup> 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.

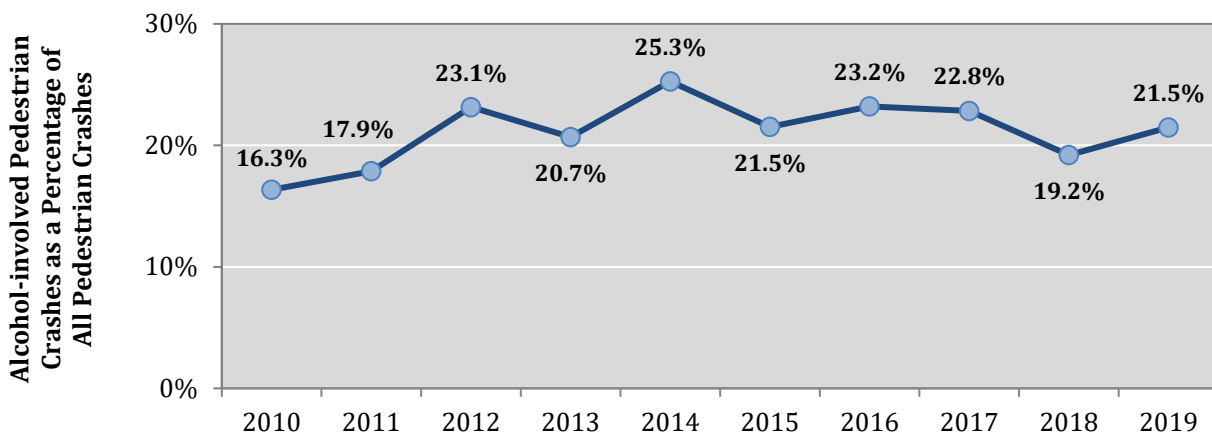
## Demographics – Pedestrians

Table 48: Alcohol-involved Pedestrian Crashes<sup>21</sup>, 2010 - 2019

| Year | Pedestrian-involved Crashes |       |                          |
|------|-----------------------------|-------|--------------------------|
|      | Alcohol-involved            | Total | Percent Alcohol-involved |
| 2010 | 68                          | 416   | <b>16.3%</b>             |
| 2011 | 74                          | 414   | <b>17.9%</b>             |
| 2012 | 100                         | 432   | <b>23.1%</b>             |
| 2013 | 103                         | 498   | <b>20.7%</b>             |
| 2014 | 141                         | 558   | <b>25.3%</b>             |
| 2015 | 130                         | 604   | <b>21.5%</b>             |
| 2016 | 136                         | 586   | <b>23.2%</b>             |
| 2017 | 137                         | 600   | <b>22.8%</b>             |
| 2018 | 120                         | 625   | <b>19.2%</b>             |
| 2019 | 137                         | 638   | <b>21.5%</b>             |

- The average number of alcohol-involved pedestrian crashes in the past five years was 132.0, higher than the average in the previous five years, 97.2. (Table 48)
- In the past three years, an average of 21.2 percent of pedestrian crashes have involved alcohol. (Table 48, Figure 19)

Figure 19: Alcohol-involved Pedestrian Crashes<sup>21</sup>, 2010 - 2019



<sup>21</sup> 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, 2015 - 2019

| 2019 Rank <sup>1</sup> | County     | Alcohol-involved Pedestrian Crashes <sup>2</sup> |      |      |      |      | 2019 Population | Alcohol-involved Pedestrian Crashes per 100,000 County Residents |
|------------------------|------------|--|------|------|------|------|-----------------|--|
|                        |            | 2015   | 2016 | 2017 | 2018 | 2019 |                 |  |
| 1                      | Bernalillo | 59   | 79   | 60   | 52   | 71   | 679,121         | <b>10.5</b>  |
| 2                      | San Juan   | 16   | 10   | 19   | 13   | 21   | 123,958         | <b>16.9</b>  |
| 3                      | McKinley   | 18   | 18   | 19   | 20   | 16   | 71,367          | <b>22.4</b>  |
| 4                      | Santa Fe   | 6  | 5    | 12   | 9    | 5    | 150,358         | <b>3.3</b>   |
| 4                      | Doña Ana   | 4  | 5    | 9    | 4    | 5    | 218,195         | <b>2.3</b>   |
| 6                      | Lea        | 2  | 0    | 2    | 4    | 3    | 71,070          | <b>4.2</b>   |
| 6                      | Rio Arriba | 2  | 4    | 1    | 3    | 3    | 38,921          | <b>7.7</b>   |
| All Other Counties     |            | 23   | 15   | 15   | 15   | 13   | 743,839         | <b>1.7</b>   |
| Statewide Total        |            | 130  | 136  | 137  | 120  | 137  | 2,096,829       | <b>6.5</b>   |

<sup>1</sup> Counties have the same rank if they have the same number of crashes in 2019.

<sup>2</sup> 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 78.8 percent of alcohol-involved pedestrian crashes. (Table 49)
- Among counties with the most alcohol-involved pedestrian crashes, McKinley had the highest rate, at 22.4 per 100,000 county residents. (Table 49)
- Out of all pedestrians in alcohol-involved crashes, 90.9 percent were under the influence of alcohol, the highest level in at least five years. (Table 50)
- 82.3 percent of alcohol-involved pedestrians in crashes were male. (Table 51)

Table 50: Alcohol-involved Pedestrians in Alcohol-involved Crashes, 2015 - 2019

| 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 <sup>1</sup> |
| 2015 | 120  | 135   | <b>88.9%</b>   |
| 2016 | 129  | 144   | <b>89.6%</b>   |
| 2017 | 122  | 137   | <b>89.1%</b>   |
| 2018 | 108  | 125   | <b>86.4%</b>   |
| 2019 | 130  | 143   | <b>90.9%</b>   |

<sup>1</sup> The percentage of pedestrians under the influence of alcohol out of all pedestrians in alcohol-involved crashes.

## Demographics – Pedestrians

Figure 20: Percentage of Alcohol-involved Pedestrians<sup>22</sup> in Crashes by Age, 2019

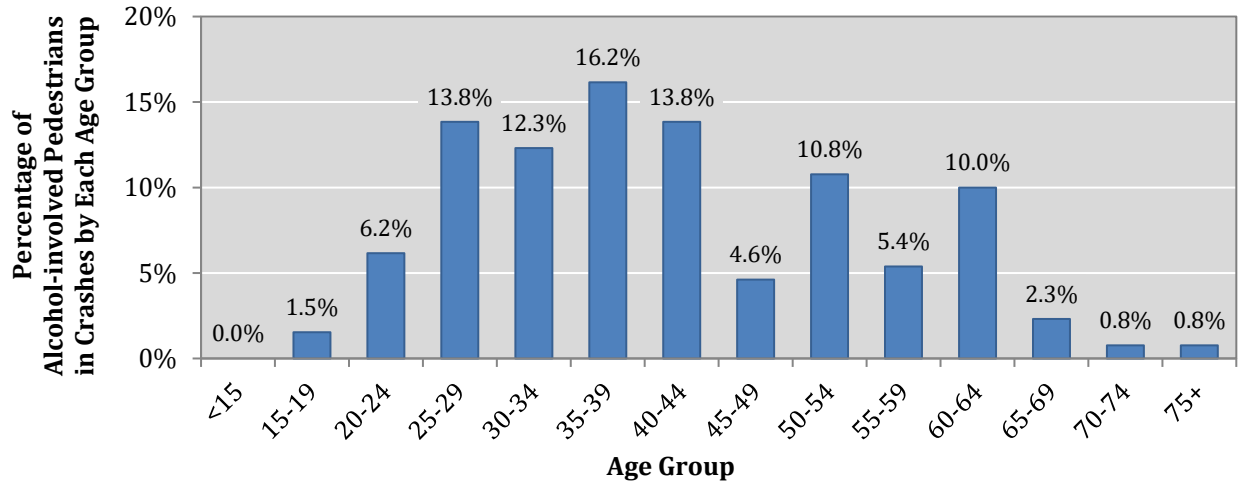


Table 51: Alcohol-involved Pedestrians<sup>22</sup> in Crashes by Age, 2019

| Age Group    | Alcohol-involved Pedestrians in Crashes |             |           |             |              |           |            |             | Ratio <sup>1</sup> of Males to Females |
|--------------|---|-------------|-----------|-------------|--------------|-----------|------------|-------------|--|
|              | Males                                   |             | Females   |             | Missing Data |           | Total      |             |  |
|              | Count                                   | Percent     | Count     | Percent     | Count        | Percent   | Count      | Percent     |  |
| <15          | 0                                       | 0.0%        | 0         | 0.0%        | 0            | 0.0%      | 0          | 0.0%        | -                                      |
| 15-19        | 2                                       | 1.9%        | 0         | 0.0%        | 0            | 0.0%      | 2          | 1.5%        | -                                      |
| 20-24        | 5                                       | 4.7%        | 3         | 13.0%       | 0            | 0.0%      | 8          | 6.2%        | 1.7                                    |
| 25-29        | 13                                      | 12.1%       | 5         | 21.7%       | 0            | 0.0%      | 18         | 13.8%       | 2.6                                    |
| 30-34        | 12                                      | 11.2%       | 4         | 17.4%       | 0            | 0.0%      | 16         | 12.3%       | 3.0                                    |
| 35-39        | 18                                      | 16.8%       | 3         | 13.0%       | 0            | 0.0%      | 21         | 16.2%       | 6.0                                    |
| 40-44        | 13                                      | 12.1%       | 5         | 21.7%       | 0            | 0.0%      | 18         | 13.8%       | 2.6                                    |
| 45-49        | 6                                       | 5.6%        | 0         | 0.0%        | 0            | 0.0%      | 6          | 4.6%        | -                                      |
| 50-54        | 11                                      | 10.3%       | 3         | 13.0%       | 0            | 0.0%      | 14         | 10.8%       | 3.7                                    |
| 55-59        | 7                                       | 6.5%        | 0         | 0.0%        | 0            | 0.0%      | 7          | 5.4%        | -                                      |
| 60-64        | 13                                      | 12.1%       | 0         | 0.0%        | 0            | 0.0%      | 13         | 10.0%       | -                                      |
| 65-69        | 3                                       | 2.8%        | 0         | 0.0%        | 0            | 0.0%      | 3          | 2.3%        | -                                      |
| 70-74        | 1                                       | 0.9%        | 0         | 0.0%        | 0            | 0.0%      | 1          | 0.8%        | -                                      |
| 75+          | 1                                       | 0.9%        | 0         | 0.0%        | 0            | 0.0%      | 1          | 0.8%        | -                                      |
| Missing Data | 2                                       | 1.9%        | 0         | 0.0%        | 0            | 0.0%      | 2          | 1.5%        | -                                      |
| <b>Total</b> | <b>107</b>                              | <b>100%</b> | <b>23</b> | <b>100%</b> | <b>0</b>     | <b>0%</b> | <b>130</b> | <b>100%</b> | <b>4.7</b>                             |

<sup>1</sup> 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.

<sup>22</sup> 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 0.6 percent of all alcohol-involved crashes. (Table 52)
- Of the 14 alcohol-involved pedalcycle crashes, none were fatal crashes, and 85.7 percent (12) were injury crashes. (Table 53)

Table 52: Alcohol-involved Pedalcycle Crashes<sup>23</sup>, 2019

| Pedalcycle Involvement         | Alcohol-involved Crashes |         |
|--------------------------------|--------------------------|---------|
|                                | Count                    | Percent |
| Pedalcycle-involved            | 14                       | 0.6%    |
| Pedalcycle Not Involved        | 2,223                    | 99.4%   |
| Total Alcohol-involved Crashes | 2,237                    | 100.0%  |

Table 53: Alcohol-involved Pedalcycle Crashes<sup>23</sup> by Crash Severity, 2019

| Crash Severity                            | Alcohol-involved Pedalcycle Crashes |         |
|---|-------------------------------------|---------|
|   | Count                               | Percent |
| Fatal Crashes                             | 0                                   | 0.0%    |
| Injury Crashes                            | 12                                  | 85.7%   |
| Property Damage Only Crashes              | 2                                   | 14.3%   |
| Total Alcohol-involved Pedalcycle Crashes | 14                                  | 100.0%  |

<sup>23</sup> An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists in which any vehicle driver or pedalcyclist in the crash was alcohol-involved.

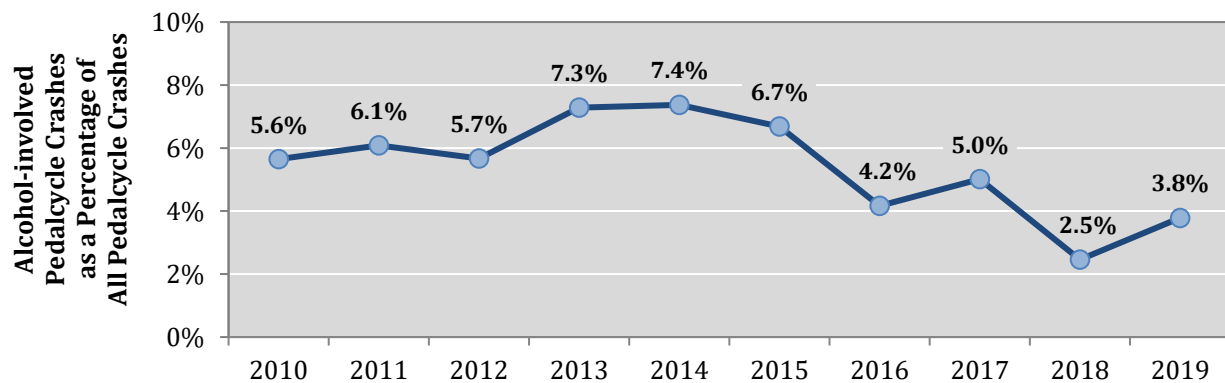
## Demographics – Pedalcyclists

Table 54: Alcohol-involved Pedalcycle Crashes<sup>24</sup>, 2010 - 2019

| Year | Pedalcycle-involved Crashes |       |                          |
|------|-----------------------------|-------|--------------------------|
|      | Alcohol-involved            | Total | Percent Alcohol-involved |
| 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%                     |
| 2019 | 14                          | 370   | 3.8%                     |

- Comparing the period 2010-2014 to 2015-2019, 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<sup>24</sup>, 2010 - 2019



<sup>24</sup> 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, 2015 - 2019

| 2019 Rank <sup>1</sup> | County     | Alcohol-involved Pedalcycle Crashes <sup>2</sup> |      |      |      |      | 2019 Population | Alcohol-involved Pedalcycle Crashes per 100,000 County Residents |
|------------------------|------------|--|------|------|------|------|-----------------|--|
|                        |            | 2015   | 2016 | 2017 | 2018 | 2019 |                 |  |
| 1                      | Santa Fe   | 5  | 0    | 1    | 1    | 5    | 150,358         | 3.3  |
| 2                      | Bernalillo | 11   | 6    | 8    | 3    | 4    | 679,121         | 0.6  |
| 3                      | Lea        | 2  | 0    | 0    | 0    | 2    | 71,070          | 2.8  |
| 4                      | McKinley   | 1  | 0    | 0    | 1    | 1    | 71,367          | 1.4  |
| 4                      | Roosevelt  | 0  | 0    | 1    | 0    | 1    | 18,500          | 5.4  |
| 4                      | Colfax     | 0  | 0    | 0    | 0    | 1    | 11,941          | 8.4  |
| All Other Counties     |            | 5  | 9    | 9    | 4    | 0    | 1,094,472       | 0.0  |
| Statewide Total        |            | 24   | 15   | 19   | 9    | 14   | 2,096,829       | 0.7  |

<sup>1</sup> Counties have the same rank if they have the same number of crashes in 2019.

<sup>2</sup> 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, 71.4 percent were under the influence of alcohol. That is the lowest level in the past five years. (Table 56)
- Of all alcohol-involved pedalcyclists in crashes, 90.0 percent (9 out of 10) were male. (Table 57)

Table 56: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2015 - 2019

| 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 <sup>1</sup> |
| 2015 | 19   | 24  | 79.2%  |
| 2016 | 13   | 15  | 86.7%  |
| 2017 | 15   | 19  | 78.9%  |
| 2018 | 8  | 9   | 88.9%  |
| 2019 | 10   | 14  | 71.4%  |

<sup>1</sup> The percentage of pedalcyclists under the influence of alcohol out of all pedalcyclists in alcohol-involved crashes.

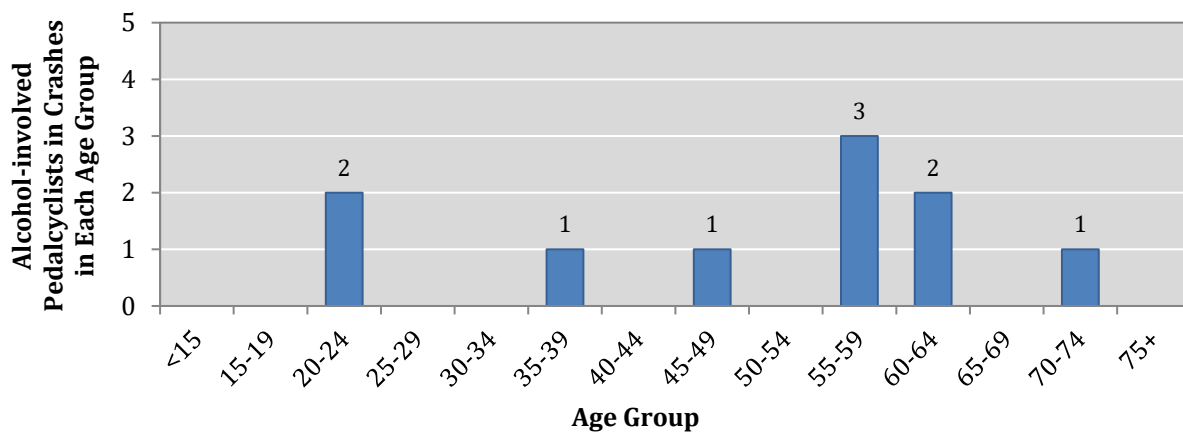
## Demographics – Pedalcyclists

Table 57: Alcohol-involved Pedalcyclists<sup>25</sup> in Crashes by Age and Sex, 2019

| Age Group    | Alcohol-involved Pedalcyclists in Crashes |               |          |               |              |             |           |               | Ratio <sup>1</sup><br>Males to<br>Females |
|--------------|---|---------------|----------|---------------|--------------|-------------|-----------|---------------|---|
|              | Males                                     |               | Females  |               | Missing Data |             | Total     |               |   |
|              | Count                                     | Percent       | Count    | Percent       | Count        | Percent     | Count     | Percent       |   |
| <15          | 0   | 0.0%          | 0        | 0.0%          | 0            | 0.0%        | 0         | 0.0%          | -   |
| 15-19        | 0   | 0.0%          | 0        | 0.0%          | 0            | 0.0%        | 0         | 0.0%          | -   |
| 20-24        | 2   | 22.2%         | 0        | 0.0%          | 0            | 0.0%        | 2         | 20.0%         | -   |
| 25-29        | 0   | 0.0%          | 0        | 0.0%          | 0            | 0.0%        | 0         | 0.0%          | -   |
| 30-34        | 0   | 0.0%          | 0        | 0.0%          | 0            | 0.0%        | 0         | 0.0%          | -   |
| 35-39        | 1   | 11.1%         | 0        | 0.0%          | 0            | 0.0%        | 1         | 10.0%         | -   |
| 40-44        | 0   | 0.0%          | 0        | 0.0%          | 0            | 0.0%        | 0         | 0.0%          | -   |
| 45-49        | 1   | 11.1%         | 0        | 0.0%          | 0            | 0.0%        | 1         | 10.0%         | -   |
| 50-54        | 0   | 0.0%          | 0        | 0.0%          | 0            | 0.0%        | 0         | 0.0%          | -   |
| 55-59        | 2   | 22.2%         | 1        | 100.0%        | 0            | 0.0%        | 3         | 30.0%         | <b>2.0</b>                                |
| 60-64        | 2   | 22.2%         | 0        | 0.0%          | 0            | 0.0%        | 2         | 20.0%         | -   |
| 65-69        | 0   | 0.0%          | 0        | 0.0%          | 0            | 0.0%        | 0         | 0.0%          | -   |
| 70-74        | 1   | 11.1%         | 0        | 0.0%          | 0            | 0.0%        | 1         | 10.0%         | -   |
| 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%          | -   |
| <b>Total</b> | <b>9</b>                                  | <b>100.0%</b> | <b>1</b> | <b>100.0%</b> | <b>0</b>     | <b>0.0%</b> | <b>10</b> | <b>100.0%</b> | <b>9.0</b>                                |

<sup>1</sup> 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<sup>25</sup> in Crashes by Age Group, 2019



<sup>25</sup> Alcohol-involved pedalcyclists are pedalcyclists who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

## Demographics – Alcohol-involved Drivers

### *Alcohol-involved Drivers*

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

- Male drivers were 68.9 percent of all alcohol-involved drivers in crashes. (Table 58)
- Out-of-state drivers were 9.2 percent of all alcohol-involved drivers. (Table 59)
- 11.2 percent of drivers in alcohol-involved crashes had only an ID card and no driver's license. (Table 59)

Table 58: Alcohol-involved Drivers<sup>26</sup> in Crashes by Sex, 2019

| Sex           | Alcohol-involved Drivers |         |
|---------------|--------------------------|---------|
|               | Count                    | Percent |
| Females       | 573                      | 31.1%   |
| Males         | 1,267                    | 68.9%   |
| Total Drivers | 1,840                    | 100.0%  |

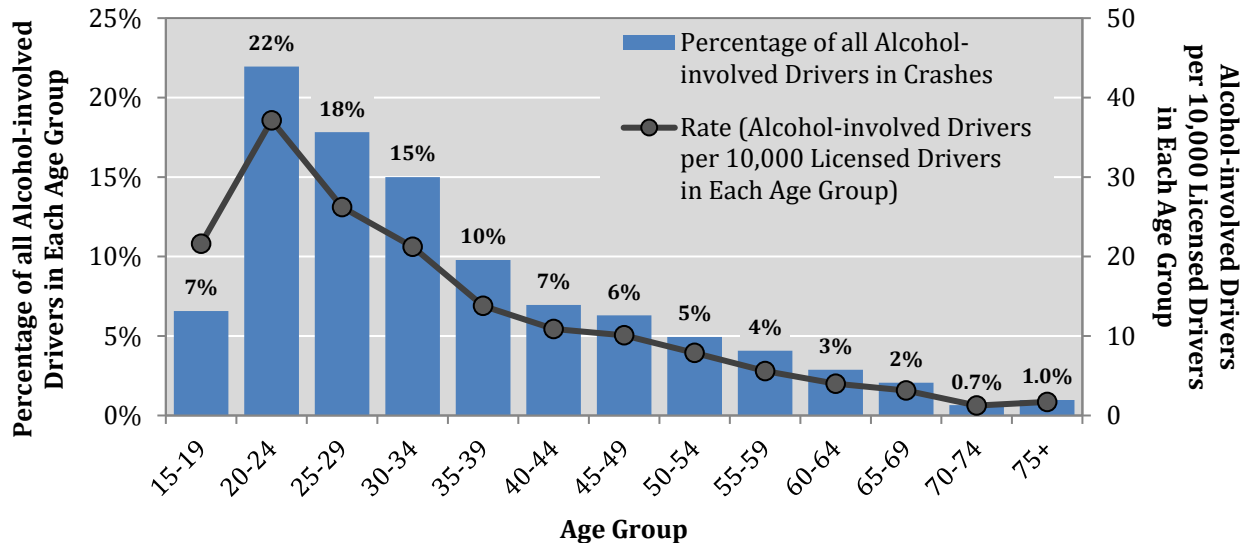
Table 59: Alcohol-involved Drivers<sup>26</sup> in Crashes by License Type and Residence, 2019

| 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            | 1,450  | 94.0%   | 91           | 5.9%    | 2            | 0.1%    | 1,543         | 100%    |
| ID Card             | 206  | 90.0%   | 22           | 9.6%    | 1            | 0.4%    | 229           | 100%    |
| CDL Class C         | 13   | 21.3%   | 48           | 78.7%   | 0            | 0.0%    | 61            | 100%    |
| CDL Class A         | 23   | 76.7%   | 7            | 23.3%   | 0            | 0.0%    | 30            | 100%    |
| CDL Non-Commercial  | 8  | 57.1%   | 6            | 42.9%   | 0            | 0.0%    | 14            | 100%    |
| CDL Class B         | 5  | 71.4%   | 2            | 28.6%   | 0            | 0.0%    | 7             | 100%    |
| Motorcycle Only     | 1  | 100.0%  | 0            | 0.0%    | 0            | 0.0%    | 1             | 100%    |
| Provisional         | 0  | 0.0%    | 0            | 0.0%    | 0            | 0.0%    | 0             | 0%      |
| Missing Data        | 134  | 81.7%   | 12           | 7.3%    | 18           | 11.0%   | 164           | 100%    |
| Total               | 1,840  | 89.8%   | 188          | 9.2%    | 21           | 1.0%    | 2,049         | 100%    |

<sup>26</sup> 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.

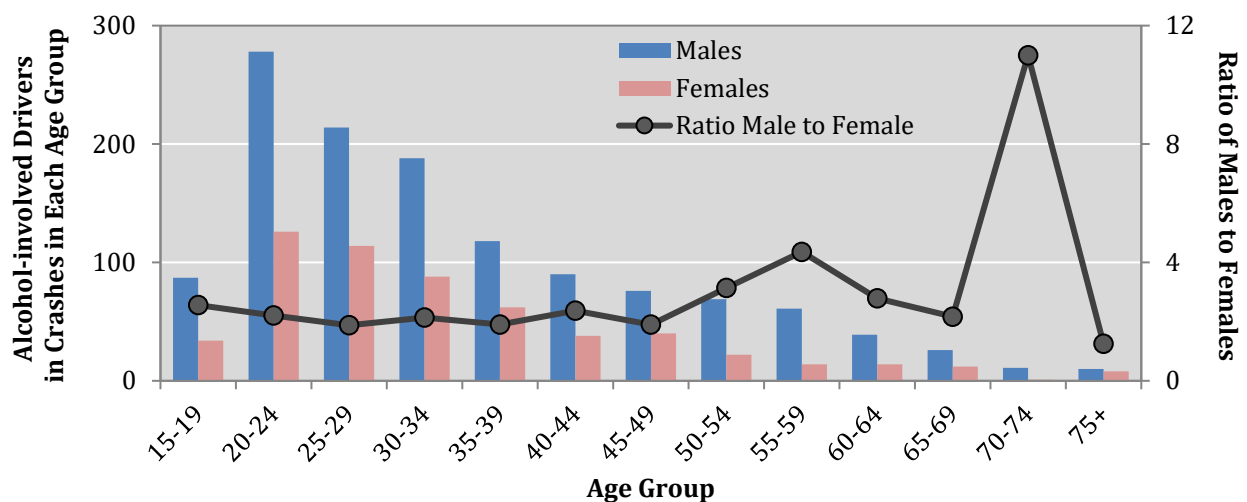
## Demographics – Alcohol-involved Drivers

Figure 23: Percentage and Rate of Alcohol-involved Drivers<sup>27</sup> in Crashes by Age Group, 2019



- 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<sup>27</sup> in Crashes by Age and Sex, 2019



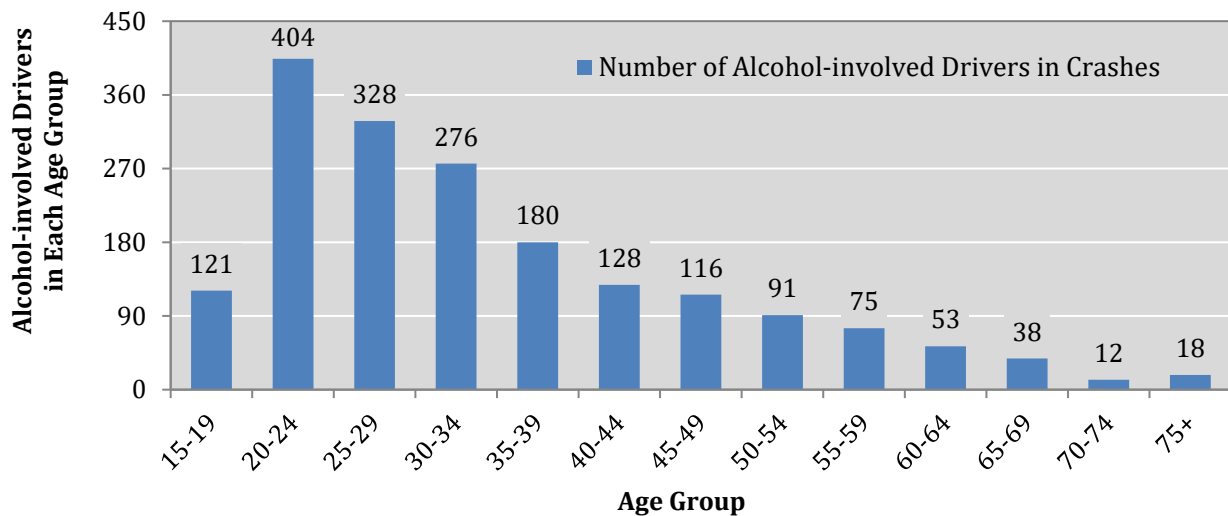
<sup>27</sup> Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) the residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

## Demographics – Alcohol-involved Drivers

Table 60: Alcohol-involved Drivers<sup>28</sup> in Crashes by Age and Sex, 2019

| Age Group    | Alcohol-involved Drivers in Crashes |             |            |             |              |             |                      | 2019 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        | 87                                  | 6.9%        | 34         | 5.9%        | 121          | 6.6%        | 2.6                  | 56,017                | 21.6  |
| 20-24        | 278                                 | 21.9%       | 126        | 22.0%       | 404          | 22.0%       | 2.2                  | 108,788               | 37.1  |
| 25-29        | 214                                 | 16.9%       | 114        | 19.9%       | 328          | 17.8%       | 1.9                  | 125,137               | 26.2  |
| 30-34        | 188                                 | 14.8%       | 88         | 15.4%       | 276          | 15.0%       | 2.1                  | 130,011               | 21.2  |
| 35-39        | 118                                 | 9.3%        | 62         | 10.8%       | 180          | 9.8%        | 1.9                  | 130,516               | 13.8  |
| 40-44        | 90                                  | 7.1%        | 38         | 6.6%        | 128          | 7.0%        | 2.4                  | 117,614               | 10.9  |
| 45-49        | 76                                  | 6.0%        | 40         | 7.0%        | 116          | 6.3%        | 1.9                  | 114,939               | 10.1  |
| 50-54        | 69                                  | 5.4%        | 22         | 3.8%        | 91           | 4.9%        | 3.1                  | 115,576               | 7.9   |
| 55-59        | 61                                  | 4.8%        | 14         | 2.4%        | 75           | 4.1%        | 4.4                  | 134,183               | 5.6   |
| 60-64        | 39                                  | 3.1%        | 14         | 2.4%        | 53           | 2.9%        | 2.8                  | 132,587               | 4.0   |
| 65-69        | 26                                  | 2.1%        | 12         | 2.1%        | 38           | 2.1%        | 2.2                  | 120,758               | 3.1   |
| 70-74        | 11                                  | 0.9%        | 1          | 0.2%        | 12           | 0.7%        | 11.0                 | 96,039                | 1.2   |
| 75+          | 10                                  | 0.8%        | 8          | 1.4%        | 18           | 1.0%        | 1.3                  | 105,305               | 1.7   |
| <b>Total</b> | <b>1,267</b>                        | <b>100%</b> | <b>573</b> | <b>100%</b> | <b>1,840</b> | <b>100%</b> | <b>2.2</b>           | <b>1,487,470</b>      | <b>12.4</b>   |

Figure 25: Alcohol-involved Drivers<sup>28</sup> in Crashes by Age Group, 2019



<sup>28</sup> 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 2010 to 2019, the number of alcohol-involved drivers fell for age groups 40-54 and rose for age groups 55 and older. The decrease was greatest for ages 50-54 (down 25.4 percent), and the increase was greatest for ages 75+ (up 350 percent). (Table 61)
- The number of alcohol-involved drivers rose three years in a row in age group 20-24 (to 404) and four years in a row in age group 65-69 (to 38). (Table 61)

Table 61: Alcohol-involved Drivers<sup>29</sup> in Crashes by Age Group, 2010 - 2019

| Age Group | Alcohol-involved Drivers in Crashes <sup>1</sup> |       |       |       |       |       |       |       |       |       | Percent Change 2010-2019 |
|-----------|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------------------|
|           | 2010   | 2011  | 2012  | 2013  | 2014  | 2015  | 2016  | 2017  | 2018  | 2019  |                          |
| 15-19     | 141  | 166   | 161   | 90    | 124   | 94    | 115   | 84    | 97    | 121   | -14.2%                   |
| 20-24     | 412  | 460   | 391   | 385   | 378   | 360   | 325   | 369   | 381   | 404   | -1.9%                    |
| 25-29     | 304  | 344   | 296   | 281   | 293   | 342   | 332   | 344   | 300   | 328   | 7.9%                     |
| 30-34     | 244  | 240   | 241   | 175   | 218   | 294   | 226   | 253   | 247   | 276   | 13.1%                    |
| 35-39     | 163  | 170   | 169   | 175   | 143   | 165   | 177   | 170   | 171   | 180   | 10.4%                    |
| 40-44     | 159  | 153   | 151   | 121   | 143   | 116   | 132   | 125   | 129   | 128   | -19.5%                   |
| 45-49     | 140  | 159   | 143   | 113   | 96    | 123   | 127   | 98    | 103   | 116   | -17.1%                   |
| 50-54     | 122  | 119   | 110   | 100   | 103   | 110   | 91    | 68    | 98    | 91    | -25.4%                   |
| 55-59     | 74   | 67    | 63    | 63    | 82    | 74    | 85    | 103   | 92    | 75    | 1.4%                     |
| 60-64     | 41   | 50    | 46    | 47    | 49    | 46    | 41    | 44    | 60    | 53    | 29.3%                    |
| 65-69     | 25   | 29    | 23    | 23    | 24    | 25    | 30    | 32    | 35    | 38    | 52.0%                    |
| 70-74     | 6  | 11    | 10    | 7     | 10    | 16    | 14    | 14    | 21    | 12    | 100.0%                   |
| 75+       | 4  | 5     | 13    | 10    | 10    | 10    | 12    | 9     | 7     | 18    | 350.0%                   |
| Total     | 1,835  | 1,973 | 1,817 | 1,590 | 1,673 | 1,775 | 1,707 | 1,713 | 1,741 | 1,840 | 0.3%                     |

<sup>1</sup> Numbers are shaded such that darker shading identifies higher numbers.

<sup>29</sup> Does not include drivers for which 1) age is less than 15, 2) age or sex data are not available, 3) the residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

## Demographics – Seat Position and Victims

### Seat Position and Victims

Table 62: People in Alcohol-involved Crashes by Sex and Seat Position, 2019

| Seat Position                    | People in Alcohol-involved Crashes |              |              |              | Ratio of Males to Females |
|----------------------------------|------------------------------------|--------------|--------------|--------------|---------------------------|
|                                  | Males                              | Females      | Missing Data | Total        |                           |
| <b>Vehicle Occupants</b>         |                                    |              |              |              |                           |
| Drivers                          | 2,077                              | 1,033        | 135          | 3,245        | <b>2.0</b>                |
| Front Seat Passengers            | 365                                | 381          | 2            | 748          | <b>1.0</b>                |
| All Other Passengers             | 268                                | 228          | 4            | 500          | <b>1.2</b>                |
| <b>Motorcyclists<sup>1</sup></b> |                                    |              |              |              |                           |
| Motorcycle Drivers               | 69                                 | 5            | 0            | 74           | <b>13.8</b>               |
| Motorcycle Passengers            | 0                                  | 8            | 0            | 8            | -                         |
| <b>Nonmotorists</b>              |                                    |              |              |              |                           |
| Pedalcyclists                    | 13                                 | 1            | 0            | 14           | <b>13.0</b>               |
| Pedestrians                      | 117                                | 26           | 0            | 143          | <b>4.5</b>                |
| Missing Data                     | 39                                 | 32           | 146          | 217          | <b>1.2</b>                |
| <b>Total People</b>              | <b>2,948</b>                       | <b>1,714</b> | <b>287</b>   | <b>4,949</b> | <b>1.7</b>                |

<sup>1</sup> Motorcyclists in this table include only people whose seat position was marked as "MD" or "MP" on the UCR form.

- There were 69 male and 5 female motorcycle drivers in alcohol-involved crashes, resulting in a male-to-female motorcycle driver ratio of 13.8 to 1. (Table 62)
- There were 13 male and 1 female pedalcyclists in alcohol-involved crashes, resulting in a male-to-female pedalcyclist ratio of 13.0 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, 2019

| Victim Category          | People in Alcohol-involved Crashes |                                      |                                    |                             |                                |              | Percent of Total |
|--------------------------|------------------------------------|--------------------------------------|------------------------------------|-----------------------------|--------------------------------|--------------|------------------|
|                          | Fatalities (Class K)               | Suspected Serious Injuries (Class A) | Suspected Minor Injuries (Class B) | Possible Injuries (Class C) | No Apparent Injuries (Class O) | Total People |                  |
| Victims <sup>1</sup>     | 50                                 | 79                                   | 198                                | 435                         | 1,921                          | 2,683        | <b>54.2%</b>     |
| Non-victims <sup>2</sup> | 125                                | 88                                   | 368                                | 298                         | 1,387                          | 2,266        | <b>45.8%</b>     |
| <b>Total People</b>      | <b>175</b>                         | <b>167</b>                           | <b>566</b>                         | <b>733</b>                  | <b>3,308</b>                   | <b>4,949</b> | <b>100.0%</b>    |

<sup>1</sup> Victims are all passengers and any non-alcohol-involved drivers, pedalcyclists or pedestrians.

<sup>2</sup> Non-victims are any alcohol-involved drivers, pedalcyclists or pedestrians.

## Demographics – Belt Usage

### *Belt Use*

- There were 48 male and 14 female unbelted fatalities in alcohol-involved crashes, for a male-to-female ratio of 3.4 to 1. (Table 64)
- 38.7 percent of all unbelted fatalities in alcohol-involved crashes were 20-29 years old. (Table 64)

Table 64: Unbelted Fatalities<sup>30</sup> in Alcohol-involved Crashes by Age and Sex, 2019

| Age Group    | Unbelted Fatalities in Alcohol-involved Crashes |         |         |         |       |         | Ratio of Males to Females <sup>1</sup> |
|--------------|---|---------|---------|---------|-------|---------|--|
|              | Males   |         | Females |         | Total |         |  |
|              | Count   | Percent | Count   | Percent | Count | Percent |  |
| 1-4          | 1   | 2.1%    | 0       | 0.0%    | 1     | 1.6%    | -                                      |
| 5-9          | 0   | 0.0%    | 0       | 0.0%    | 0     | 0.0%    | -                                      |
| 10-14        | 0   | 0.0%    | 0       | 0.0%    | 0     | 0.0%    | -                                      |
| 15-19        | 3   | 6.3%    | 0       | 0.0%    | 3     | 4.8%    | -                                      |
| 20-24        | 13  | 27.1%   | 1       | 7.1%    | 14    | 22.6%   | 13.0                                   |
| 25-29        | 6   | 12.5%   | 4       | 28.6%   | 10    | 16.1%   | 1.5                                    |
| 30-34        | 2   | 4.2%    | 2       | 14.3%   | 4     | 6.5%    | 1.0                                    |
| 35-39        | 4   | 8.3%    | 2       | 14.3%   | 6     | 9.7%    | 2.0                                    |
| 40-44        | 1   | 2.1%    | 0       | 0.0%    | 1     | 1.6%    | -                                      |
| 45-49        | 7   | 14.6%   | 0       | 0.0%    | 7     | 11.3%   | -                                      |
| 50-54        | 2   | 4.2%    | 2       | 14.3%   | 4     | 6.5%    | 1.0                                    |
| 55-59        | 5   | 10.4%   | 0       | 0.0%    | 5     | 8.1%    | -                                      |
| 60-64        | 1   | 2.1%    | 0       | 0.0%    | 1     | 1.6%    | -                                      |
| 65-69        | 1   | 2.1%    | 0       | 0.0%    | 1     | 1.6%    | -                                      |
| 70-74        | 0   | 0.0%    | 0       | 0.0%    | 0     | 0.0%    | -                                      |
| 75+          | 1   | 2.1%    | 2       | 14.3%   | 3     | 4.8%    | 0.5                                    |
| Missing Data | 1   | 2.1%    | 1       | 7.1%    | 2     | 3.2%    | 1.0                                    |
| Total        | 48  | 100.0%  | 14      | 100.0%  | 62    | 100.0%  | 3.4                                    |

<sup>1</sup> 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.

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



### DWI Enforcement

#### Arrests

Table 65: DWI Arrests by County<sup>31</sup>, 2015 - 2019

| County                   | DWI Arrests   |               |               |               |               | Percent of All 2019 DWI Arrests | Percent Change 2015-2019 | Percent Change 2018-2019 |
|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------------------------|--------------------------|--------------------------|
|                          | 2015          | 2016          | 2017          | 2018          | 2019          |                                 |                          |                          |
| Bernalillo               | 2,650         | 2,423         | 2,626         | 2,771         | 2,849         | 27.5%                           | 7.5%                     | 2.8%                     |
| Catron                   | 6             | 11            | 8             | 4             | 0             | 0.00%                           | -100.0%                  | -100.0%                  |
| Chaves                   | 288           | 259           | 269           | 289           | 322           | 3.1%                            | 11.8%                    | 11.4%                    |
| Cibola                   | 290           | 296           | 264           | 237           | 199           | 1.9%                            | -31.4%                   | -16.0%                   |
| Colfax                   | 66            | 69            | 76            | 74            | 63            | 0.6%                            | -4.5%                    | -14.9%                   |
| Curry                    | 193           | 192           | 200           | 136           | 126           | 1.2%                            | -34.7%                   | -7.4%                    |
| De Baca                  | 8             | 6             | 6             | 4             | 7             | 0.07%                           | -12.5%                   | 75.0%                    |
| Doña Ana                 | 905           | 1,052         | 966           | 946           | 887           | 8.5%                            | -2.0%                    | -6.2%                    |
| Eddy                     | 313           | 278           | 279           | 314           | 304           | 2.9%                            | -2.9%                    | -3.2%                    |
| Grant                    | 145           | 133           | 157           | 130           | 145           | 1.4%                            | 0.0%                     | 11.5%                    |
| Guadalupe                | 22            | 28            | 23            | 26            | 36            | 0.3%                            | 63.6%                    | 38.5%                    |
| Harding                  | 3             | 0             | 1             | 0             | 1             | 0.01%                           | -66.7%                   | -                        |
| Hidalgo                  | 36            | 48            | 44            | 46            | 32            | 0.3%                            | -11.1%                   | -30.4%                   |
| Lea                      | 529           | 430           | 427           | 422           | 437           | 4.2%                            | -17.4%                   | 3.6%                     |
| Lincoln                  | 135           | 144           | 116           | 130           | 106           | 1.0%                            | -21.5%                   | -18.5%                   |
| Los Alamos               | 40            | 78            | 34            | 49            | 18            | 0.2%                            | -55.0%                   | -63.3%                   |
| Luna                     | 107           | 107           | 107           | 85            | 72            | 0.7%                            | -32.7%                   | -15.3%                   |
| McKinley                 | 716           | 753           | 786           | 664           | 696           | 6.7%                            | -2.8%                    | 4.8%                     |
| Mora                     | 30            | 19            | 25            | 18            | 21            | 0.2%                            | -30.0%                   | 16.7%                    |
| Otero                    | 331           | 274           | 249           | 240           | 184           | 1.8%                            | -44.4%                   | -23.3%                   |
| Quay                     | 51            | 59            | 44            | 26            | 25            | 0.2%                            | -51.0%                   | -3.8%                    |
| Rio Arriba               | 264           | 265           | 251           | 167           | 140           | 1.3%                            | -47.0%                   | -16.2%                   |
| Roosevelt                | 38            | 54            | 35            | 71            | 74            | 0.7%                            | 94.7%                    | 4.2%                     |
| Sandoval                 | 681           | 720           | 744           | 663           | 572           | 5.5%                            | -16.0%                   | -13.7%                   |
| San Juan                 | 1,382         | 1,229         | 1,207         | 1,235         | 1,289         | 12.4%                           | -6.7%                    | 4.4%                     |
| San Miguel               | 159           | 162           | 178           | 135           | 135           | 1.3%                            | -15.1%                   | 0.0%                     |
| Santa Fe                 | 914           | 776           | 733           | 803           | 852           | 8.2%                            | -6.8%                    | 6.1%                     |
| Sierra                   | 64            | 65            | 99            | 131           | 115           | 1.1%                            | 79.7%                    | -12.2%                   |
| Socorro                  | 90            | 88            | 99            | 110           | 94            | 0.9%                            | 4.4%                     | -14.5%                   |
| Taos                     | 240           | 189           | 146           | 135           | 115           | 1.1%                            | -52.1%                   | -14.8%                   |
| Torrance                 | 50            | 56            | 41            | 42            | 40            | 0.4%                            | -20.0%                   | -4.8%                    |
| Union                    | 18            | 31            | 9             | 10            | 6             | 0.1%                            | -66.7%                   | -40.0%                   |
| Valencia                 | 378           | 259           | 296           | 254           | 226           | 2.2%                            | -40.2%                   | -11.0%                   |
| Missing Data             | 4             | 16            | 81            | 101           | 188           | 1.8%                            | 4600.0%                  | 86.1%                    |
| <b>Total DWI Arrests</b> | <b>11,146</b> | <b>10,569</b> | <b>10,626</b> | <b>10,468</b> | <b>10,376</b> | <b>100.0%</b>                   | <b>-6.9%</b>             | <b>-0.9%</b>             |

<sup>31</sup> "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.

## DWI Enforcement – Arrests

Table 66: DWI Arrests by City<sup>32</sup>, 2015 - 2019

| City                   | DWI Arrests   |               |               |               |               | Percent of All 2019 DWI Arrests | Percent Change 2015-2019 | Percent Change 2018-2019 |
|------------------------|---------------|---------------|---------------|---------------|---------------|---------------------------------|--------------------------|--------------------------|
|                        | 2015          | 2016          | 2017          | 2018          | 2019          |                                 |                          |                          |
| Alamogordo             | 196           | 160           | 120           | 165           | 119           | 1.1%                            | -39.3%                   | -27.9%                   |
| Albuquerque            | 2,535         | 2,418         | 2,485         | 2,591         | 2,632         | 25.4%                           | 3.8%                     | 1.6%                     |
| Anthony                | 57            | 56            | 59            | 57            | 52            | 0.5%                            | -8.8%                    | -8.8%                    |
| Artesia                | 76            | 53            | 46            | 63            | 55            | 0.5%                            | -27.6%                   | -12.7%                   |
| Aztec                  | 101           | 82            | 101           | 98            | 86            | 0.8%                            | -14.9%                   | -12.2%                   |
| Belen                  | 124           | 96            | 94            | 85            | 74            | 0.7%                            | -40.3%                   | -12.9%                   |
| Bernalillo             | 53            | 47            | 64            | 63            | 68            | 0.7%                            | 28.3%                    | 7.9%                     |
| Bloomfield             | 131           | 107           | 110           | 116           | 94            | 0.9%                            | -28.2%                   | -19.0%                   |
| Carlsbad               | 219           | 174           | 164           | 172           | 180           | 1.7%                            | -17.8%                   | 4.7%                     |
| Clovis                 | 167           | 169           | 166           | 115           | 120           | 1.2%                            | -28.1%                   | 4.3%                     |
| Corrales               | 25            | 22            | 26            | 17            | 22            | 0.2%                            | -12.0%                   | 29.4%                    |
| Cuba                   | 68            | 37            | 42            | 39            | 42            | 0.4%                            | -38.2%                   | 7.7%                     |
| Deming                 | 75            | 93            | 90            | 87            | 68            | 0.7%                            | -9.3%                    | -21.8%                   |
| Edgewood               | 26            | 40            | 39            | 43            | 36            | 0.3%                            | 38.5%                    | -16.3%                   |
| Española               | 178           | 159           | 149           | 127           | 123           | 1.2%                            | -30.9%                   | -3.1%                    |
| Farmington             | 543           | 458           | 444           | 471           | 555           | 5.3%                            | 2.2%                     | 17.8%                    |
| Fruitland              | 80            | 80            | 73            | 73            | 81            | 0.8%                            | 1.3%                     | 11.0%                    |
| Gallup                 | 191           | 190           | 202           | 198           | 164           | 1.6%                            | -14.1%                   | -17.2%                   |
| Grants                 | 91            | 75            | 73            | 55            | 59            | 0.6%                            | -35.2%                   | 7.3%                     |
| Hobbs                  | 298           | 258           | 245           | 219           | 257           | 2.5%                            | -13.8%                   | 17.4%                    |
| Kirtland               | 60            | 67            | 56            | 73            | 99            | 1.0%                            | 65.0%                    | 35.6%                    |
| Las Cruces             | 564           | 677           | 659           | 624           | 583           | 5.6%                            | 3.4%                     | -6.6%                    |
| Las Vegas              | 117           | 95            | 122           | 113           | 108           | 1.0%                            | -7.7%                    | -4.4%                    |
| Los Alamos             | 29            | 57            | 25            | 32            | 22            | 0.2%                            | -24.1%                   | -31.3%                   |
| Los Lunas              | 226           | 183           | 227           | 229           | 186           | 1.8%                            | -17.7%                   | -18.8%                   |
| Lovington              | 94            | 77            | 98            | 56            | 55            | 0.5%                            | -41.5%                   | -1.8%                    |
| Portales               | 36            | 49            | 53            | 61            | 61            | 0.6%                            | 69.4%                    | 0.0%                     |
| Raton                  | 38            | 27            | 40            | 40            | 42            | 0.4%                            | 10.5%                    | 5.0%                     |
| Rio Rancho             | 389           | 361           | 442           | 423           | 409           | 3.9%                            | 5.1%                     | -3.3%                    |
| Roswell                | 214           | 245           | 246           | 252           | 277           | 2.7%                            | 29.4%                    | 9.9%                     |
| Ruidoso                | 65            | 47            | 47            | 50            | 38            | 0.4%                            | -41.5%                   | -24.0%                   |
| Santa Fe               | 689           | 581           | 560           | 651           | 618           | 6.0%                            | -10.3%                   | -5.1%                    |
| Shiprock               | 137           | 140           | 127           | 130           | 116           | 1.1%                            | -15.3%                   | -10.8%                   |
| Silver City            | 91            | 87            | 85            | 74            | 93            | 0.9%                            | 2.2%                     | 25.7%                    |
| Socorro                | 40            | 29            | 47            | 60            | 44            | 0.4%                            | 10.0%                    | -26.7%                   |
| Sunland Park           | 25            | 58            | 30            | 31            | 21            | 0.2%                            | -16.0%                   | -32.3%                   |
| T or C                 | 41            | 33            | 54            | 60            | 54            | 0.5%                            | 31.7%                    | -10.0%                   |
| Taos                   | 152           | 110           | 84            | 91            | 81            | 0.8%                            | -46.7%                   | -11.0%                   |
| Thoreau                | 39            | 34            | 32            | 26            | 21            | 0.2%                            | -46.2%                   | -19.2%                   |
| Tucumcari              | 34            | 27            | 26            | 18            | 20            | 0.2%                            | -41.2%                   | 11.1%                    |
| Other Cities and Rural | 2,832         | 2,811         | 2,774         | 2,520         | 2,541         | 24.5%                           | -10.3%                   | 0.8%                     |
| <b>Total</b>           | <b>11,146</b> | <b>10,569</b> | <b>10,626</b> | <b>10,468</b> | <b>10,376</b> | <b>100.0%</b>                   | <b>-6.9%</b>             | <b>-0.9%</b>             |

<sup>32</sup> “City” refers to the city residence of the driver, not the city where the driver was arrested for DWI. DWI arrests are for either DWI or aggravated DWI.

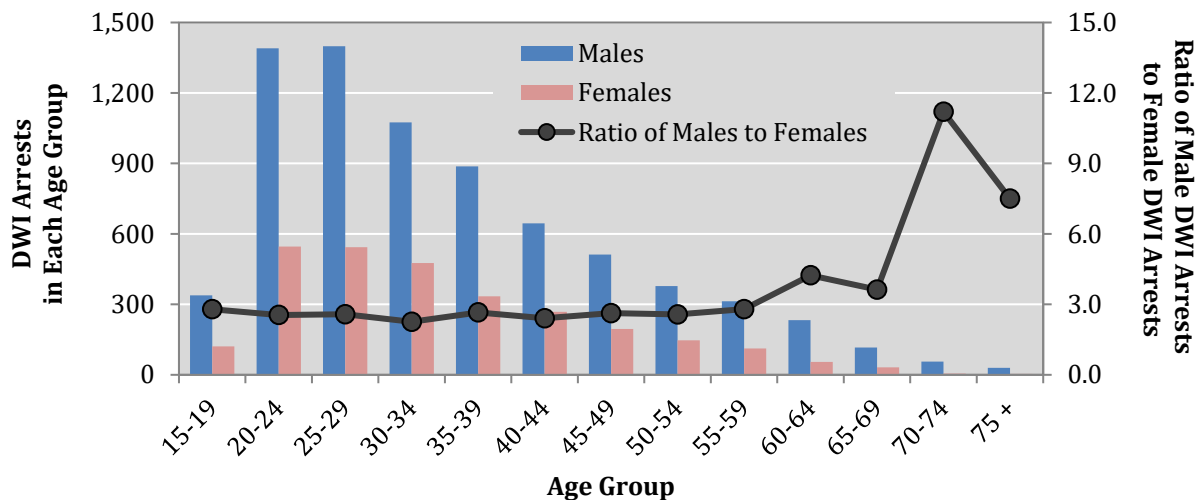
## DWI Enforcement – Arrests

Table 67: DWI Arrests by Age and Sex<sup>33</sup>, 2019

| Age Group    | DWI Arrests by Age and Sex |               |              |               |              |               |               |               | Ratio of Males to Females <sup>1</sup> |
|--------------|----------------------------|---------------|--------------|---------------|--------------|---------------|---------------|---------------|--|
|              | Males                      |               | Females      |               | Missing Data |               | Total         |               |  |
|              | Count                      | Percent       | Count        | Percent       | Count        | Percent       | Count         | Percent       |  |
| 15-19        | 338                        | 4.6%          | 121          | 4.3%          | 7            | 4.3%          | 466           | 4.5%          | 2.8                                    |
| 20-24        | 1,390                      | 18.9%         | 546          | 19.2%         | 32           | 19.6%         | 1,968         | 19.0%         | 2.5                                    |
| 25-29        | 1,399                      | 19.0%         | 543          | 19.1%         | 37           | 22.7%         | 1,979         | 19.1%         | 2.6                                    |
| 30-34        | 1,075                      | 14.6%         | 476          | 16.8%         | 27           | 16.6%         | 1,578         | 15.2%         | 2.3                                    |
| 35-39        | 887                        | 12.0%         | 334          | 11.8%         | 16           | 9.8%          | 1,237         | 11.9%         | 2.7                                    |
| 40-44        | 645                        | 8.7%          | 268          | 9.4%          | 18           | 11.0%         | 931           | 9.0%          | 2.4                                    |
| 45-49        | 512                        | 6.9%          | 195          | 6.9%          | 11           | 6.7%          | 718           | 6.9%          | 2.6                                    |
| 50-54        | 378                        | 5.1%          | 147          | 5.2%          | 6            | 3.7%          | 531           | 5.1%          | 2.6                                    |
| 55-59        | 313                        | 4.2%          | 112          | 3.9%          | 3            | 1.8%          | 428           | 4.1%          | 2.8                                    |
| 60-64        | 233                        | 3.2%          | 55           | 1.9%          | 4            | 2.5%          | 292           | 2.8%          | 4.2                                    |
| 65-69        | 116                        | 1.6%          | 32           | 1.1%          | 2            | 1.2%          | 150           | 1.4%          | 3.6                                    |
| 70-74        | 56                         | 0.8%          | 5            | 0.2%          | 0            | 0.0%          | 61            | 0.6%          | 11.2                                   |
| 75 +         | 30                         | 0.4%          | 4            | 0.1%          | 0            | 0.0%          | 34            | 0.3%          | 7.5                                    |
| Missing Data | 1                          | 0.01%         | 2            | 0.1%          | 0            | 0.0%          | 3             | 0.03%         | 0.5                                    |
| <b>Total</b> | <b>7,373</b>               | <b>100.0%</b> | <b>2,840</b> | <b>100.0%</b> | <b>163</b>   | <b>100.0%</b> | <b>10,376</b> | <b>100.0%</b> | <b>2.6</b>                             |

<sup>1</sup> 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<sup>33</sup>, 2019



<sup>33</sup> DWI arrests are for either DWI or aggravated DWI.

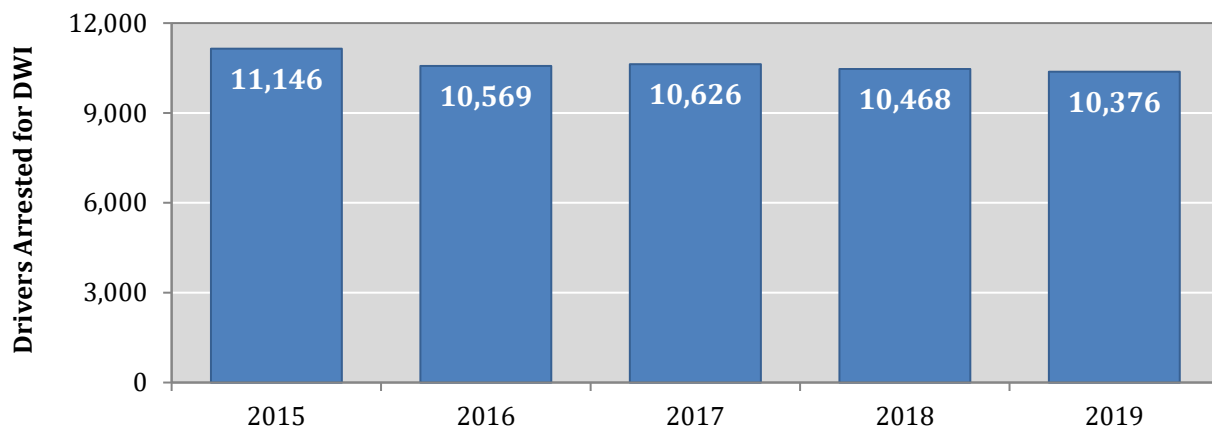
## DWI Enforcement – Arrests

Table 68: Number of Drivers Arrested for a DWI<sup>34</sup>, 2015 - 2019

| Age Group    | Drivers Arrested for DWI <sup>1</sup> |        |        |        |        | Percent Change 2015-2019 |
|--------------|---------------------------------------|--------|--------|--------|--------|--------------------------|
|              | 2015                                  | 2016   | 2017   | 2018   | 2019   |                          |
| 15-19        | 444                                   | 454    | 424    | 412    | 466    | 5.0%                     |
| 20-24        | 2,095                                 | 1,888  | 1,833  | 1,960  | 1,968  | -6.1%                    |
| 25-29        | 2,077                                 | 2,036  | 2,140  | 2,023  | 1,979  | -4.7%                    |
| 30-34        | 1,691                                 | 1,575  | 1,669  | 1,569  | 1,578  | -6.7%                    |
| 35-39        | 1,241                                 | 1,264  | 1,266  | 1,228  | 1,237  | -0.3%                    |
| 40-44        | 991                                   | 920    | 888    | 875    | 931    | -6.1%                    |
| 45-49        | 838                                   | 767    | 738    | 784    | 718    | -14.3%                   |
| 50-54        | 770                                   | 700    | 616    | 590    | 531    | -31.0%                   |
| 55-59        | 506                                   | 499    | 524    | 525    | 428    | -15.4%                   |
| 60-64        | 300                                   | 243    | 280    | 282    | 292    | -2.7%                    |
| 65-69        | 133                                   | 139    | 159    | 136    | 150    | 12.8%                    |
| 70-74        | 44                                    | 52     | 58     | 64     | 61     | 38.6%                    |
| 75 +         | 14                                    | 28     | 29     | 19     | 34     | 142.9%                   |
| Missing Data | 2                                     | 4      | 2      | 1      | 3      | 50.0%                    |
| Total        | 11,146                                | 10,569 | 10,626 | 10,468 | 10,376 | -6.9%                    |

<sup>1</sup> The number of drivers are shaded such that darker shading identifies higher numbers.

Figure 27: Number of Drivers Arrested for DWI<sup>34</sup>, 2015 - 2019



<sup>34</sup> DWI arrests are for either DWI or aggravated DWI.

## DWI Enforcement – Convictions

### Convictions

Table 69: DWI Convictions by County<sup>35</sup>, 2015 - 2019

| County            | DWI Convictions |       |       |       |       | Percent of All 2019 Convictions | Percent Change 2015-2019 | Percent Change 2018-2019 |
|-------------------|-----------------|-------|-------|-------|-------|---------------------------------|--------------------------|--------------------------|
|                   | 2015            | 2016  | 2017  | 2018  | 2019  |                                 |                          |                          |
| Bernalillo        | 1,636           | 1,295 | 1,464 | 1,461 | 1,620 | 28.0%                           | -1.0%                    | 10.9%                    |
| Catron            | 4               | 5     | 6     | 4     | 2     | 0.03%                           | -50.0%                   | -50.0%                   |
| Chaves            | 226             | 240   | 181   | 217   | 214   | 3.7%                            | -5.3%                    | -1.4%                    |
| Cibola            | 144             | 142   | 155   | 108   | 87    | 1.5%                            | -39.6%                   | -19.4%                   |
| Colfax            | 43              | 37    | 33    | 49    | 40    | 0.7%                            | -7.0%                    | -18.4%                   |
| Curry             | 167             | 117   | 135   | 125   | 71    | 1.2%                            | -57.5%                   | -43.2%                   |
| De Baca           | 5               | 8     | 5     | 4     | 4     | 0.1%                            | -20.0%                   | 0.0%                     |
| Doña Ana          | 631             | 661   | 563   | 540   | 438   | 7.6%                            | -30.6%                   | -18.9%                   |
| Eddy              | 250             | 247   | 192   | 184   | 218   | 3.8%                            | -12.8%                   | 18.5%                    |
| Grant             | 104             | 101   | 102   | 99    | 77    | 1.3%                            | -26.0%                   | -22.2%                   |
| Guadalupe         | 14              | 22    | 14    | 25    | 20    | 0.3%                            | 42.9%                    | -20.0%                   |
| Harding           | 3               | 0     | 1     | 2     | 1     | 0.02%                           | -66.7%                   | -50.0%                   |
| Hidalgo           | 36              | 40    | 31    | 35    | 23    | 0.4%                            | -36.1%                   | -34.3%                   |
| Lea               | 376             | 287   | 237   | 154   | 167   | 2.9%                            | -55.6%                   | 8.4%                     |
| Lincoln           | 85              | 125   | 67    | 93    | 77    | 1.3%                            | -9.4%                    | -17.2%                   |
| Los Alamos        | 38              | 51    | 38    | 29    | 23    | 0.4%                            | -39.5%                   | -20.7%                   |
| Luna              | 93              | 76    | 96    | 57    | 58    | 1.0%                            | -37.6%                   | 1.8%                     |
| McKinley          | 380             | 350   | 355   | 316   | 279   | 4.8%                            | -26.6%                   | -11.7%                   |
| Mora              | 24              | 13    | 10    | 7     | 17    | 0.3%                            | -29.2%                   | 142.9%                   |
| Otero             | 247             | 185   | 163   | 126   | 139   | 2.4%                            | -43.7%                   | 10.3%                    |
| Quay              | 45              | 47    | 27    | 22    | 15    | 0.3%                            | -66.7%                   | -31.8%                   |
| Rio Arriba        | 162             | 165   | 138   | 90    | 86    | 1.5%                            | -46.9%                   | -4.4%                    |
| Roosevelt         | 28              | 38    | 38    | 50    | 39    | 0.7%                            | 39.3%                    | -22.0%                   |
| Sandoval          | 458             | 489   | 499   | 480   | 376   | 6.5%                            | -17.9%                   | -21.7%                   |
| San Juan          | 1,105           | 909   | 797   | 842   | 801   | 13.9%                           | -27.5%                   | -4.9%                    |
| San Miguel        | 92              | 90    | 124   | 87    | 111   | 1.9%                            | 20.7%                    | 27.6%                    |
| Santa Fe          | 579             | 473   | 436   | 466   | 418   | 7.2%                            | -27.8%                   | -10.3%                   |
| Sierra            | 42              | 50    | 62    | 82    | 71    | 1.2%                            | 69.0%                    | -13.4%                   |
| Socorro           | 65              | 47    | 47    | 53    | 58    | 1.0%                            | -10.8%                   | 9.4%                     |
| Taos              | 150             | 117   | 102   | 68    | 64    | 1.1%                            | -57.3%                   | -5.9%                    |
| Torrance          | 46              | 45    | 33    | 26    | 25    | 0.4%                            | -45.7%                   | -3.8%                    |
| Union             | 9               | 16    | 12    | 8     | 7     | 0.1%                            | -22.2%                   | -12.5%                   |
| Valencia          | 189             | 181   | 128   | 116   | 134   | 2.3%                            | -29.1%                   | 15.5%                    |
| Missing Data      | 7               | 0     | 0     | 1     | 1     | 0.02%                           | -85.7%                   | 0.0%                     |
| Total Convictions | 7,483           | 6,669 | 6,291 | 6,026 | 5,781 | 100.0%                          | -22.7%                   | -4.1%                    |

<sup>35</sup> “County” refers to the location where the driver was arrested for DWI, not their county of residence.

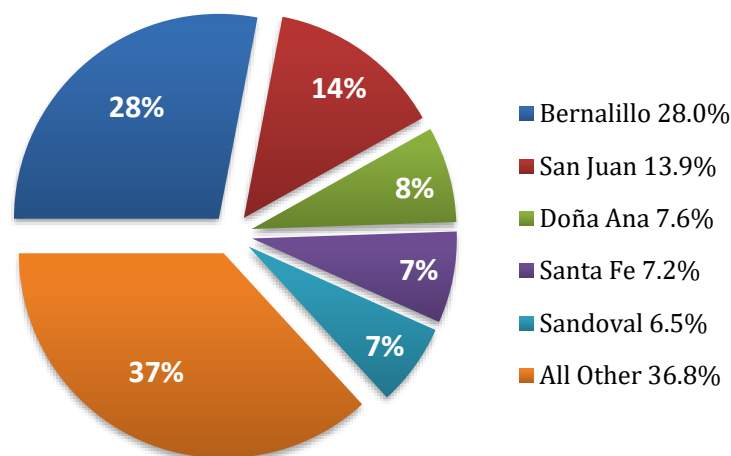
## DWI Enforcement – Convictions

Table 70: Top-Ranking Counties for DWI Convictions<sup>36</sup>, 2015 - 2019

| 2019 Rank          | County     | New Mexico DWI Total Convictions |       |       |       |       | 2019 Population | DWI Convictions per 10,000 County Residents, 2019 |
|--------------------|------------|----------------------------------|-------|-------|-------|-------|-----------------|---|
|                    |            | 2015                             | 2016  | 2017  | 2018  | 2019  |                 |   |
| 1                  | Bernalillo | 1,636                            | 1,295 | 1,464 | 1,461 | 1,620 | 679,121         | 23.9  |
| 2                  | San Juan   | 1,105                            | 909   | 797   | 842   | 801   | 123,958         | 64.6  |
| 3                  | Doña Ana   | 631                              | 661   | 563   | 540   | 438   | 218,195         | 20.1  |
| 4                  | Santa Fe   | 579                              | 473   | 436   | 466   | 418   | 150,358         | 27.8  |
| 5                  | Sandoval   | 458                              | 489   | 499   | 480   | 376   | 146,748         | 25.6  |
| 6                  | McKinley   | 380                              | 350   | 355   | 316   | 279   | 71,367          | 39.1  |
| 7                  | Eddy       | 250                              | 247   | 192   | 184   | 218   | 58,460          | 37.3  |
| 8                  | Chaves     | 226                              | 240   | 181   | 217   | 214   | 64,615          | 33.1  |
| 9                  | Lea        | 376                              | 287   | 237   | 154   | 167   | 71,070          | 23.5  |
| 10                 | Otero      | 247                              | 185   | 163   | 126   | 139   | 67,490          | 20.6  |
| All Other Counties |            | 1,595                            | 1,533 | 1,404 | 1,240 | 1,111 | 445,447         | 24.9  |
| Statewide Total    |            | 7,483                            | 6,669 | 6,291 | 6,026 | 5,781 | 2,096,829       | 27.6  |

- There were 27.6 DWI convictions per 10,000 New Mexico residents. Among the 10 counties with the most convictions, the highest rates were in **San Juan (64.6)**, **McKinley (39.1)**, **Eddy (37.3)** and **Chaves (33.1)**. (Table 70)

Figure 28: Top-Ranking Counties for DWI Convictions<sup>36</sup>, 2019



<sup>36</sup> “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<sup>37</sup>, 2015 - 2019

| County       | First DWI Convictions |              |              |              |              | Percent of First 2019 Convictions | Percent Change 2015-2019 | Percent Change 2018-2019 |
|--------------|-----------------------|--------------|--------------|--------------|--------------|-----------------------------------|--------------------------|--------------------------|
|              | 2015                  | 2016         | 2017         | 2018         | 2019         |                                   |                          |                          |
| Bernalillo   | 1,056                 | 837          | 938          | 1,075        | 1,139        | 28.9%                             | 7.9%                     | 6.0%                     |
| Catron       | 4                     | 2            | 3            | 2            | 1            | 0.03%                             | -75.0%                   | -50.0%                   |
| Chaves       | 148                   | 161          | 126          | 146          | 153          | 3.9%                              | 3.4%                     | 4.8%                     |
| Cibola       | 95                    | 89           | 92           | 67           | 55           | 1.4%                              | -42.1%                   | -17.9%                   |
| Colfax       | 30                    | 25           | 24           | 35           | 28           | 0.7%                              | -6.7%                    | -20.0%                   |
| Curry        | 121                   | 77           | 100          | 83           | 61           | 1.5%                              | -49.6%                   | -26.5%                   |
| De Baca      | 5                     | 4            | 1            | 2            | 2            | 0.1%                              | -60.0%                   | 0.0%                     |
| Doña Ana     | 448                   | 475          | 388          | 401          | 319          | 8.1%                              | -28.8%                   | -20.4%                   |
| Eddy         | 170                   | 167          | 135          | 135          | 168          | 4.3%                              | -1.2%                    | 24.4%                    |
| Grant        | 51                    | 71           | 56           | 62           | 55           | 1.4%                              | 7.8%                     | -11.3%                   |
| Guadalupe    | 8                     | 14           | 13           | 17           | 14           | 0.4%                              | 75.0%                    | -17.6%                   |
| Harding      | 2                     | 0            | 1            | 2            | 1            | 0.03%                             | -50.0%                   | -50.0%                   |
| Hidalgo      | 30                    | 29           | 25           | 27           | 16           | 0.4%                              | -46.7%                   | -40.7%                   |
| Lea          | 288                   | 208          | 173          | 115          | 133          | 3.4%                              | -53.8%                   | 15.7%                    |
| Lincoln      | 60                    | 86           | 49           | 58           | 53           | 1.3%                              | -11.7%                   | -8.6%                    |
| Los Alamos   | 26                    | 36           | 29           | 17           | 16           | 0.4%                              | -38.5%                   | -5.9%                    |
| Luna         | 62                    | 54           | 67           | 36           | 41           | 1.0%                              | -33.9%                   | 13.9%                    |
| McKinley     | 182                   | 203          | 193          | 182          | 158          | 4.0%                              | -13.2%                   | -13.2%                   |
| Mora         | 10                    | 8            | 6            | 3            | 7            | 0.2%                              | -30.0%                   | 133.3%                   |
| Otero        | 182                   | 125          | 120          | 83           | 102          | 2.6%                              | -44.0%                   | 22.9%                    |
| Quay         | 32                    | 32           | 15           | 15           | 9            | 0.2%                              | -71.9%                   | -40.0%                   |
| Rio Arriba   | 69                    | 78           | 67           | 45           | 49           | 1.2%                              | -29.0%                   | 8.9%                     |
| Roosevelt    | 18                    | 29           | 34           | 38           | 31           | 0.8%                              | 72.2%                    | -18.4%                   |
| Sandoval     | 289                   | 335          | 335          | 325          | 252          | 6.4%                              | -12.8%                   | -22.5%                   |
| San Juan     | 630                   | 523          | 472          | 477          | 462          | 11.7%                             | -26.7%                   | -3.1%                    |
| San Miguel   | 28                    | 47           | 65           | 46           | 62           | 1.6%                              | 121.4%                   | 34.8%                    |
| Santa Fe     | 360                   | 314          | 276          | 312          | 311          | 7.9%                              | -13.6%                   | -0.3%                    |
| Sierra       | 33                    | 32           | 35           | 53           | 45           | 1.1%                              | 36.4%                    | -15.1%                   |
| Socorro      | 42                    | 22           | 29           | 29           | 37           | 0.9%                              | -11.9%                   | 27.6%                    |
| Taos         | 95                    | 79           | 72           | 42           | 44           | 1.1%                              | -53.7%                   | 4.8%                     |
| Torrance     | 29                    | 24           | 20           | 20           | 17           | 0.4%                              | -41.4%                   | -15.0%                   |
| Union        | 5                     | 12           | 10           | 7            | 4            | 0.1%                              | -20.0%                   | -42.9%                   |
| Valencia     | 114                   | 109          | 78           | 82           | 102          | 2.6%                              | -10.5%                   | 24.4%                    |
| Missing Data | 6                     | 0            | 0            | 1            | 0            | 0.0%                              | -100.0%                  | -                        |
| <b>Total</b> | <b>4,728</b>          | <b>4,307</b> | <b>4,047</b> | <b>4,040</b> | <b>3,947</b> | <b>100.0%</b>                     | <b>-16.5%</b>            | <b>-2.3%</b>             |

<sup>37</sup> "County" refers to the location where the driver was arrested for DWI, not their county of residence.

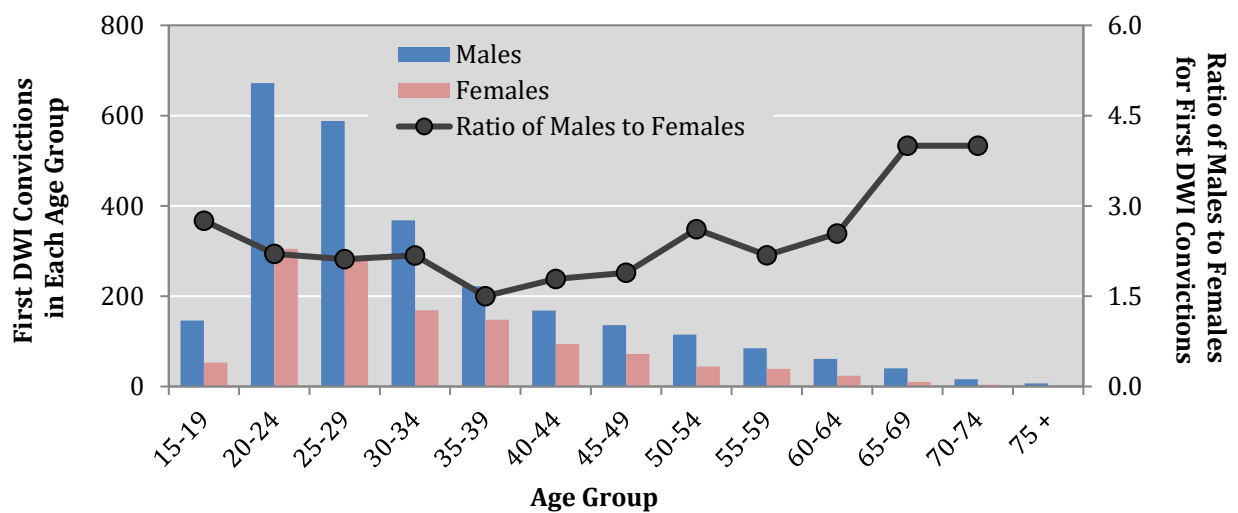
# DWI Enforcement – Convictions

Table 72: First DWI Convictions by Age<sup>38</sup> and Sex, 2019

| Age Group    | First DWI Convictions |         |         |         |              |         |       |         | Ratio of Males to Females <sup>1</sup> |
|--------------|-----------------------|---------|---------|---------|--------------|---------|-------|---------|--|
|              | Males                 |         | Females |         | Missing Data |         | Total |         |  |
|              | Count                 | Percent | Count   | Percent | Count        | Percent | Count | Percent |  |
| 15-19        | 146                   | 5.6%    | 53      | 4.3%    | 3            | 3.6%    | 202   | 5.1%    | 2.8                                    |
| 20-24        | 672                   | 25.6%   | 305     | 24.6%   | 15           | 18.1%   | 992   | 25.1%   | 2.2                                    |
| 25-29        | 588                   | 22.4%   | 278     | 22.4%   | 27           | 32.5%   | 893   | 22.6%   | 2.1                                    |
| 30-34        | 368                   | 14.0%   | 169     | 13.6%   | 15           | 18.1%   | 552   | 14.0%   | 2.2                                    |
| 35-39        | 222                   | 8.5%    | 148     | 11.9%   | 8            | 9.6%    | 378   | 9.6%    | 1.5                                    |
| 40-44        | 168                   | 6.4%    | 94      | 7.6%    | 4            | 4.8%    | 266   | 6.7%    | 1.8                                    |
| 45-49        | 136                   | 5.2%    | 72      | 5.8%    | 3            | 3.6%    | 211   | 5.3%    | 1.9                                    |
| 50-54        | 115                   | 4.4%    | 44      | 3.5%    | 4            | 4.8%    | 163   | 4.1%    | 2.6                                    |
| 55-59        | 85                    | 3.2%    | 39      | 3.1%    | 1            | 1.2%    | 125   | 3.2%    | 2.2                                    |
| 60-64        | 61                    | 2.3%    | 24      | 1.9%    | 1            | 1.2%    | 86    | 2.2%    | 2.5                                    |
| 65-69        | 40                    | 1.5%    | 10      | 0.8%    | 1            | 1.2%    | 51    | 1.3%    | 4.0                                    |
| 70-74        | 16                    | 0.6%    | 4       | 0.3%    | 1            | 1.2%    | 21    | 0.5%    | 4.0                                    |
| 75 +         | 7                     | 0.3%    | 0       | 0.0%    | 0            | 0.0%    | 7     | 0.2%    | -                                      |
| Missing Data | 0                     | 0.0%    | 0       | 0.0%    | 0            | 0.0%    | 0     | 0.0%    | -                                      |
| Total        | 2,624                 | 100.0%  | 1,240   | 100.0%  | 83           | 100.0%  | 3,947 | 100.0%  | 2.1                                    |

<sup>1</sup> 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<sup>38</sup> and Sex, 2019



<sup>38</sup> “Age” refers to age on the day of arrest for a conviction handed down in 2019.



## DWI Enforcement – Convictions

Table 73: Repeat DWI Convictions by County<sup>39</sup>, 2015 - 2019

| County       | Repeat DWI Convictions |              |              |              |              | Percent of Repeat 2019 Convictions | Percent Change 2015-2019 | Percent Change 2018-2019 |
|--------------|------------------------|--------------|--------------|--------------|--------------|------------------------------------|--------------------------|--------------------------|
|              | 2015                   | 2016         | 2017         | 2018         | 2019         |                                    |                          |                          |
| Bernalillo   | 580                    | 458          | 526          | 386          | 481          | 26.2%                              | -17.1%                   | 24.6%                    |
| Catron       | 0                      | 3            | 3            | 2            | 1            | 0.1%                               | -                        | -50.0%                   |
| Chaves       | 78                     | 79           | 55           | 71           | 61           | 3.3%                               | -21.8%                   | -14.1%                   |
| Cibola       | 49                     | 53           | 63           | 41           | 32           | 1.7%                               | -34.7%                   | -22.0%                   |
| Colfax       | 13                     | 12           | 9            | 14           | 12           | 0.7%                               | -7.7%                    | -14.3%                   |
| Curry        | 46                     | 40           | 35           | 42           | 10           | 0.5%                               | -78.3%                   | -76.2%                   |
| De Baca      | 0                      | 4            | 4            | 2            | 2            | 0.1%                               | -                        | 0.0%                     |
| Doña Ana     | 183                    | 186          | 175          | 139          | 119          | 6.5%                               | -35.0%                   | -14.4%                   |
| Eddy         | 80                     | 80           | 57           | 49           | 50           | 2.7%                               | -37.5%                   | 2.0%                     |
| Grant        | 53                     | 30           | 46           | 37           | 22           | 1.2%                               | -58.5%                   | -40.5%                   |
| Guadalupe    | 6                      | 8            | 1            | 8            | 6            | 0.3%                               | 0.0%                     | -25.0%                   |
| Harding      | 1                      | 0            | 0            | 0            | 0            | 0.0%                               | -100.0%                  | -                        |
| Hidalgo      | 6                      | 11           | 6            | 8            | 7            | 0.4%                               | 16.7%                    | -12.5%                   |
| Lea          | 88                     | 79           | 64           | 39           | 34           | 1.9%                               | -61.4%                   | -12.8%                   |
| Lincoln      | 25                     | 39           | 18           | 35           | 24           | 1.3%                               | -4.0%                    | -31.4%                   |
| Los Alamos   | 12                     | 15           | 9            | 12           | 7            | 0.4%                               | -41.7%                   | -41.7%                   |
| Luna         | 31                     | 22           | 29           | 21           | 17           | 0.9%                               | -45.2%                   | -19.0%                   |
| McKinley     | 198                    | 147          | 162          | 134          | 121          | 6.6%                               | -38.9%                   | -9.7%                    |
| Mora         | 14                     | 5            | 4            | 4            | 10           | 0.5%                               | -28.6%                   | 150.0%                   |
| Otero        | 65                     | 60           | 43           | 43           | 37           | 2.0%                               | -43.1%                   | -14.0%                   |
| Quay         | 13                     | 15           | 12           | 7            | 6            | 0.3%                               | -53.8%                   | -14.3%                   |
| Rio Arriba   | 93                     | 87           | 71           | 45           | 37           | 2.0%                               | -60.2%                   | -17.8%                   |
| Roosevelt    | 10                     | 9            | 4            | 12           | 8            | 0.4%                               | -20.0%                   | -33.3%                   |
| Sandoval     | 169                    | 154          | 164          | 155          | 124          | 6.8%                               | -26.6%                   | -20.0%                   |
| San Juan     | 475                    | 386          | 325          | 365          | 339          | 18.5%                              | -28.6%                   | -7.1%                    |
| San Miguel   | 64                     | 43           | 59           | 41           | 49           | 2.7%                               | -23.4%                   | 19.5%                    |
| Santa Fe     | 219                    | 159          | 160          | 154          | 107          | 5.8%                               | -51.1%                   | -30.5%                   |
| Sierra       | 9                      | 18           | 27           | 29           | 26           | 1.4%                               | 188.9%                   | -10.3%                   |
| Socorro      | 23                     | 25           | 18           | 24           | 21           | 1.1%                               | -8.7%                    | -12.5%                   |
| Taos         | 55                     | 38           | 30           | 26           | 20           | 1.1%                               | -63.6%                   | -23.1%                   |
| Torrance     | 17                     | 21           | 13           | 6            | 8            | 0.4%                               | -52.9%                   | 33.3%                    |
| Union        | 4                      | 4            | 2            | 1            | 3            | 0.2%                               | -25.0%                   | 200.0%                   |
| Valencia     | 75                     | 72           | 50           | 34           | 32           | 1.7%                               | -57.3%                   | -5.9%                    |
| Missing Data | 1                      | 0            | 0            | 0            | 1            | 0.1%                               | 0.0%                     | -                        |
| <b>Total</b> | <b>2,755</b>           | <b>2,362</b> | <b>2,244</b> | <b>1,986</b> | <b>1,834</b> | <b>100.0%</b>                      | <b>-33.4%</b>            | <b>-7.7%</b>             |

<sup>39</sup> 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.

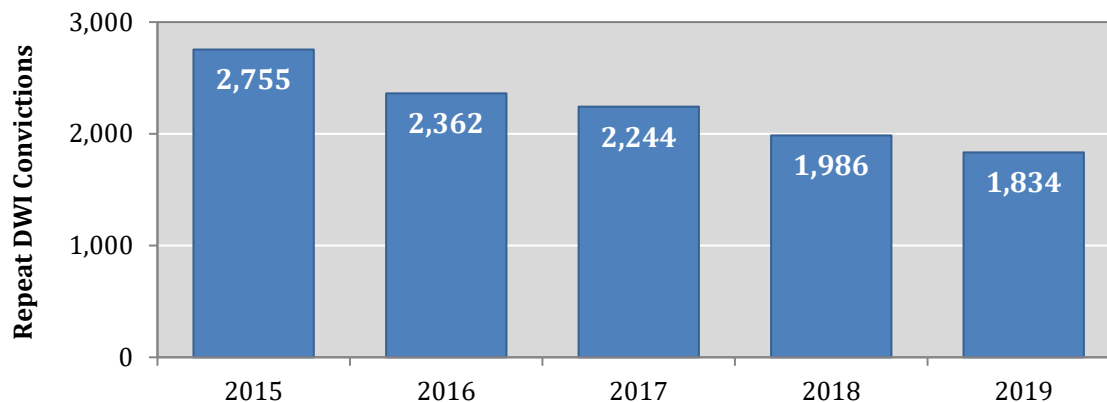
## DWI Enforcement – Convictions

Table 74: Drivers Convicted of a Repeat DWI by Age<sup>40</sup>, 2015 - 2019

| Age Group    | Drivers Convicted of a Repeat DWI <sup>1</sup> |              |              |              |              | Percent Change 2015-2019 |
|--------------|--|--------------|--------------|--------------|--------------|--------------------------|
|              | 2015   | 2016         | 2017         | 2018         | 2019         |                          |
| 15-19        | 15   | 8            | 11           | 11           | 11           | -26.7%                   |
| 20-24        | 223  | 162          | 149          | 137          | 137          | -38.6%                   |
| 25-29        | 419  | 377          | 361          | 337          | 257          | -38.7%                   |
| 30-34        | 485  | 401          | 390          | 364          | 324          | -33.2%                   |
| 35-39        | 377  | 365          | 320          | 286          | 303          | -19.6%                   |
| 40-44        | 345  | 270          | 255          | 241          | 225          | -34.8%                   |
| 45-49        | 309  | 282          | 262          | 176          | 187          | -39.5%                   |
| 50-54        | 281  | 236          | 226          | 164          | 135          | -52.0%                   |
| 55-59        | 174  | 149          | 135          | 145          | 147          | -15.5%                   |
| 60-64        | 72   | 73           | 72           | 77           | 65           | -9.7%                    |
| 65-69        | 39   | 28           | 41           | 33           | 31           | -20.5%                   |
| 70-74        | 11   | 7            | 15           | 11           | 9            | -18.2%                   |
| 75 +         | 3  | 4            | 7            | 4            | 3            | 0.0%                     |
| Missing Data | 2  | 0            | 0            | 0            | 0            | -100.0%                  |
| <b>Total</b> | <b>2,755</b>                                   | <b>2,362</b> | <b>2,244</b> | <b>1,986</b> | <b>1,834</b> | <b>-33.4%</b>            |

<sup>1</sup> The numbers of drivers are shaded such that darker shading identifies higher numbers.

Figure 30: Drivers Convicted of a Repeat DWI, 2015 - 2019



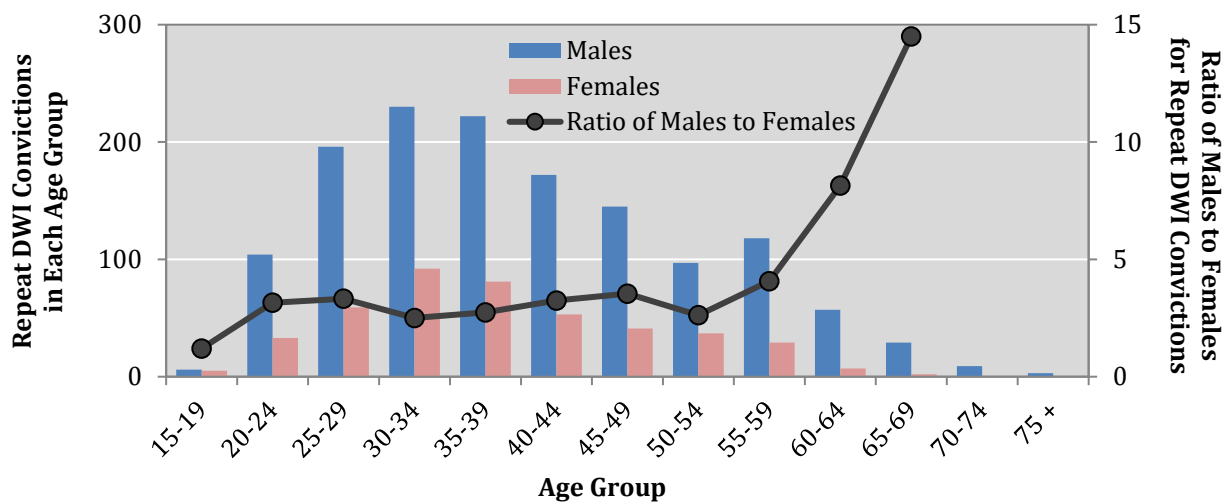
<sup>40</sup> “Age” refers to age on the day of arrest for a conviction handed down in 2019.

## DWI Enforcement – Convictions

Table 75: Repeat DWI Convictions by Age<sup>41</sup> and Sex, 2019

| Age Group    | Repeat DWI Convictions |         |         |         |              |         |       |         | Ratio of Males to Females <sup>1</sup> |
|--------------|------------------------|---------|---------|---------|--------------|---------|-------|---------|--|
|              | Males                  |         | Females |         | Missing Data |         | Total |         |  |
|              | Count                  | Percent | Count   | Percent | Count        | Percent | Count | Percent |  |
| 15-19        | 6                      | 0.4%    | 5       | 1.1%    | 0            | 0.0%    | 11    | 0.6%    | 1.2                                    |
| 20-24        | 104                    | 7.5%    | 33      | 7.5%    | 0            | 0.0%    | 137   | 7.5%    | 3.2                                    |
| 25-29        | 196                    | 14.1%   | 59      | 13.4%   | 2            | 28.6%   | 257   | 14.0%   | 3.3                                    |
| 30-34        | 230                    | 16.6%   | 92      | 21.0%   | 2            | 28.6%   | 324   | 17.7%   | 2.5                                    |
| 35-39        | 222                    | 16.0%   | 81      | 18.5%   | 0            | 0.0%    | 303   | 16.5%   | 2.7                                    |
| 40-44        | 172                    | 12.4%   | 53      | 12.1%   | 0            | 0.0%    | 225   | 12.3%   | 3.2                                    |
| 45-49        | 145                    | 10.4%   | 41      | 9.3%    | 1            | 14.3%   | 187   | 10.2%   | 3.5                                    |
| 50-54        | 97                     | 7.0%    | 37      | 8.4%    | 1            | 14.3%   | 135   | 7.4%    | 2.6                                    |
| 55-59        | 118                    | 8.5%    | 29      | 6.6%    | 0            | 0.0%    | 147   | 8.0%    | 4.1                                    |
| 60-64        | 57                     | 4.1%    | 7       | 1.6%    | 1            | 14.3%   | 65    | 3.5%    | 8.1                                    |
| 65-69        | 29                     | 2.1%    | 2       | 0.5%    | 0            | 0.0%    | 31    | 1.7%    | 14.5                                   |
| 70-74        | 9                      | 0.6%    | 0       | 0.0%    | 0            | 0.0%    | 9     | 0.5%    | -                                      |
| 75 +         | 3                      | 0.2%    | 0       | 0.0%    | 0            | 0.0%    | 3     | 0.2%    | -                                      |
| Missing Data | 0                      | 0.0%    | 0       | 0.0%    | 0            | 0.0%    | 0     | 0.0%    | -                                      |
| Total        | 1,388                  | 100.0%  | 439     | 100.0%  | 7            | 100.0%  | 1,834 | 100.0%  | 3.2                                    |

Figure 31: Repeat DWI Convictions by Age<sup>41</sup> and Sex, 2019



<sup>41</sup> "Age" refers to age on the day of arrest for a conviction handed down in 2019.

## DWI Enforcement – Dispositions

### *Court Dispositions*

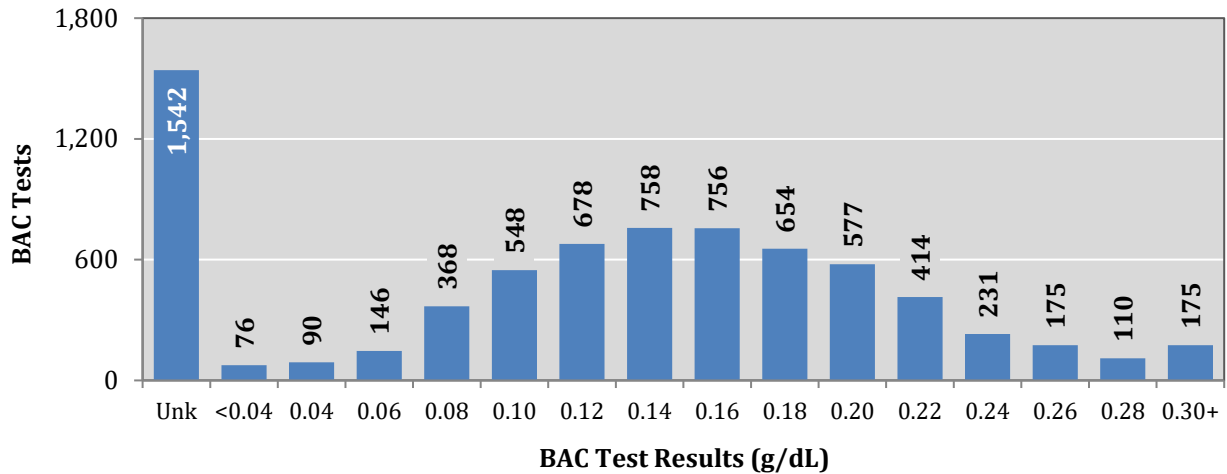
Table 76: Disposition of DWI Arrests in 2019 by County, as of October 2020<sup>42</sup>

| County           | Number of DWI Arrests in 2019 Resulting in Convictions |            | Number of DWI Arrests in 2019 Resulting in Dismissals |           | Number of DWI Arrests in 2019 Awaiting Disposition |            | Total Number of DWI Arrests in 2019 | Average Number of Days to DWI Conviction | Average Number of Days to DWI Dismissal |
|------------------|--|------------|---|-----------|--|------------|-------------------------------------|--|---|
|                  | Count  | Percent    | Count   | Percent   | Count  | Percent    |                                     |  |   |
| Bernalillo       | 1,348  | 47%        | 448   | 16%       | 1,053  | 37%        | 2,849                               | 190                                      | 173                                     |
| Catron           | 0  | 0%         | 0   | 0%        | 0  | 0%         | 0                                   | 0  | 0                                       |
| Chaves           | 209  | 65%        | 8   | 2%        | 105  | 33%        | 322                                 | 143                                      | 135                                     |
| Cibola           | 53   | 27%        | 3   | 2%        | 143  | 72%        | 199                                 | 205                                      | 213                                     |
| Colfax           | 31   | 49%        | 2   | 3%        | 30   | 48%        | 63                                  | 153                                      | 80                                      |
| Curry            | 66   | 52%        | 8   | 6%        | 52   | 41%        | 126                                 | 179                                      | 172                                     |
| De Baca          | 6  | 86%        | 0   | 0%        | 1  | 14%        | 7                                   | 232                                      | 0                                       |
| Doña Ana         | 291  | 33%        | 38  | 4%        | 558  | 63%        | 887                                 | 185                                      | 182                                     |
| Eddy             | 155  | 51%        | 9   | 3%        | 140  | 46%        | 304                                 | 136                                      | 124                                     |
| Grant            | 73   | 50%        | 14  | 10%       | 58   | 40%        | 145                                 | 119                                      | 127                                     |
| Guadalupe        | 19   | 53%        | 0   | 0%        | 17   | 47%        | 36                                  | 97                                       | 0                                       |
| Harding          | 1  | 100%       | 0   | 0%        | 0  | 0%         | 1                                   | 0  | 0                                       |
| Hidalgo          | 19   | 59%        | 1   | 3%        | 12   | 38%        | 32                                  | 55                                       | 214                                     |
| Lea              | 141  | 32%        | 4   | 1%        | 292  | 67%        | 437                                 | 120                                      | 136                                     |
| Lincoln          | 47   | 44%        | 8   | 8%        | 51   | 48%        | 106                                 | 165                                      | 236                                     |
| Los Alamos       | 14   | 78%        | 0   | 0%        | 4  | 22%        | 18                                  | 125                                      | 0                                       |
| Luna             | 42   | 58%        | 3   | 4%        | 27   | 38%        | 72                                  | 97                                       | 96                                      |
| McKinley         | 220  | 32%        | 39  | 6%        | 437  | 63%        | 696                                 | 114                                      | 114                                     |
| Mora             | 14   | 67%        | 1   | 5%        | 6  | 29%        | 21                                  | 168                                      | 205                                     |
| Otero            | 105  | 57%        | 8   | 4%        | 71   | 39%        | 184                                 | 98                                       | 159                                     |
| Quay             | 10   | 40%        | 4   | 16%       | 11   | 44%        | 25                                  | 109                                      | 189                                     |
| Rio Arriba       | 47   | 34%        | 3   | 2%        | 90   | 64%        | 140                                 | 156                                      | 176                                     |
| Roosevelt        | 42   | 57%        | 2   | 3%        | 30   | 41%        | 74                                  | 170                                      | 147                                     |
| Sandoval         | 260  | 45%        | 104   | 18%       | 208  | 36%        | 572                                 | 178                                      | 162                                     |
| San Juan         | 595  | 46%        | 32  | 2%        | 662  | 51%        | 1,289                               | 143                                      | 152                                     |
| San Miguel       | 85   | 63%        | 9   | 7%        | 41   | 30%        | 135                                 | 140                                      | 194                                     |
| Santa Fe         | 441  | 52%        | 86  | 10%       | 325  | 38%        | 852                                 | 146                                      | 118                                     |
| Sierra           | 69   | 60%        | 7   | 6%        | 39   | 34%        | 115                                 | 112                                      | 148                                     |
| Socorro          | 38   | 40%        | 20  | 21%       | 36   | 38%        | 94                                  | 119                                      | 127                                     |
| Taos             | 43   | 37%        | 1   | 1%        | 71   | 62%        | 115                                 | 207                                      | 236                                     |
| Torrance         | 26   | 65%        | 1   | 3%        | 13   | 33%        | 40                                  | 122                                      | 146                                     |
| Union            | 4  | 67%        | 0   | 0%        | 2  | 33%        | 6                                   | 27                                       | 0                                       |
| Valencia         | 83   | 37%        | 23  | 10%       | 120  | 53%        | 226                                 | 148                                      | 151                                     |
| Missing Data     | 0  | 0%         | 1   | 1%        | 187  | 99%        | 188                                 | 0  | 103                                     |
| <b>Statewide</b> | <b>4,597</b>   | <b>44%</b> | <b>887</b>  | <b>9%</b> | <b>4,892</b>                                       | <b>47%</b> | <b>10,376</b>                       | <b>159</b>                               | <b>160</b>                              |

<sup>42</sup> This table shows the number of DWI arrests in 2019 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 October 2020. A very small number of “not guilty” rulings may be included in the category Dismissals.

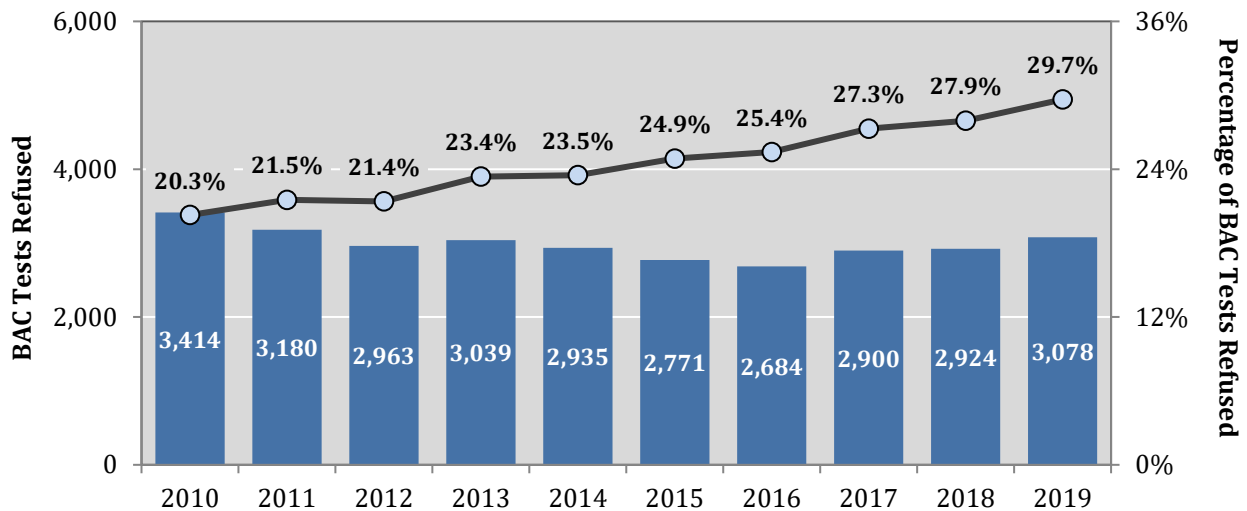
## Blood Alcohol Content (BAC)

Figure 32: Range of BAC Test Results from 2019 DWI Arrests<sup>43</sup>



- The percentage of BAC tests that were refused increased seven years in a row, from 21.4 percent to 29.7 percent. (Figure 33)

Figure 33: Number of BAC Test Refusals and Percentage of BAC Test Refusals, 2010 - 2019



<sup>43</sup> 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

## 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.

$$\text{Crash Rate} = \frac{\text{Crash Frequency in a Period}}{\text{Exposure in Same Period}} = \frac{2,237 \text{ alcohol crashes in 2019}}{277.73 \text{ 100M VMT in 2019}} = 8.1 \text{ alcohol crashes per 100M VMT}$$

Table 77: Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2010 - 2019

| Year | New Mexico Population <sup>1,3</sup><br>(U.S. Census,<br>July 1 Estimates) | New Mexico Vehicle Miles Traveled<br>(100M VMT) <sup>2,3</sup> | New Mexico Licensed Drivers <sup>3</sup> | New Mexico Motor Vehicle Registrations <sup>3</sup> |
|------|--|--|--|---|
| 2010 | 2,064,552  | 241.77   | 1,442,737                                | 1,665,882   |
| 2011 | 2,080,450  | 258.89   | 1,455,481                                | 1,772,040   |
| 2012 | 2,087,309  | 257.85   | 1,493,766                                | 1,805,790   |
| 2013 | 2,092,273  | 256.82   | 1,478,868                                | 1,882,466   |
| 2014 | 2,089,568  | 265.50   | 1,487,472                                | 1,930,706   |
| 2015 | 2,089,291  | 302.92   | 1,502,279                                | 1,823,445   |
| 2016 | 2,091,630  | 278.09   | 1,524,177                                | 1,823,961   |
| 2017 | 2,091,784  | 278.36   | 1,504,433                                | 1,740,002   |
| 2018 | 2,092,741  | 272.88   | 1,482,149                                | 1,824,217   |
| 2019 | 2,096,829  | 277.73   | 1,487,486                                | 1,825,421   |

<sup>1</sup> 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.

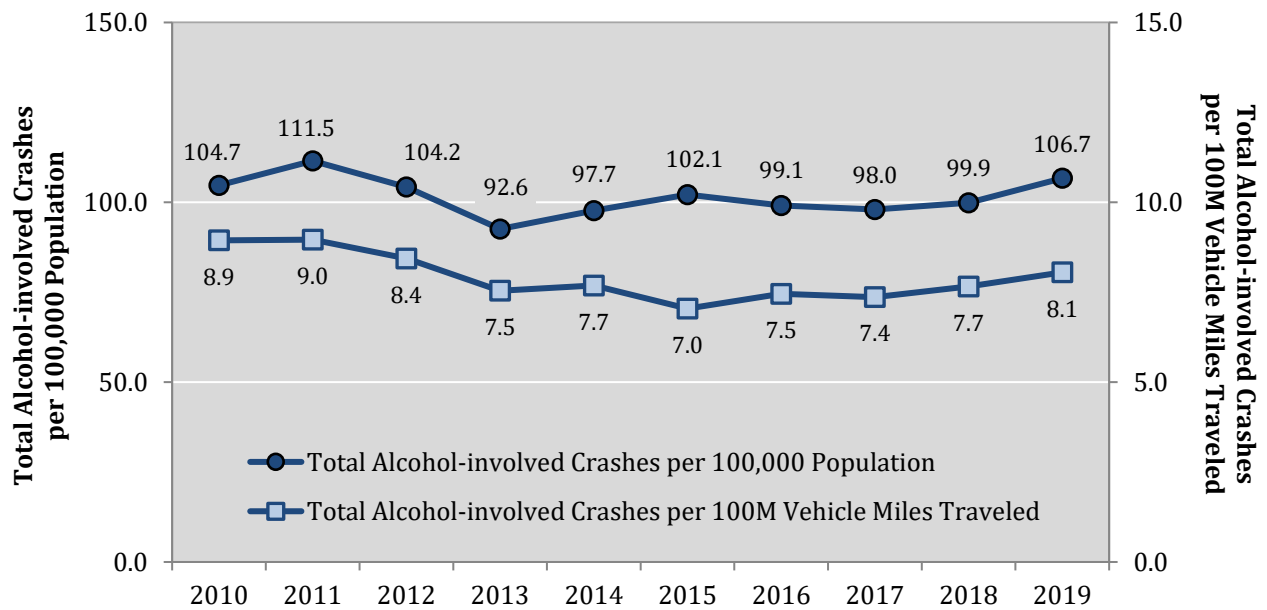
<sup>2</sup> 100M VMT = 100 million vehicle miles traveled. The calculation method for VMT was revised by NMDOT beginning in 2011.

<sup>3</sup> Detailed source information is in the Sources section at the end of this publication.

Table 78: Alcohol-involved Crash Rates, 2010 - 2019<sup>44</sup>

| 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 |
| 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 | 97.7  | 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 | 98.0  | 7.4  | 136.3   | 117.8  |
| 2018 | 99.9  | 7.7  | 141.0   | 114.6  |
| 2019 | 106.7   | 8.1  | 150.4   | 122.5  |

Figure 34: Alcohol-involved Crash Rates (Population and VMT), 2010 - 2019<sup>44</sup>



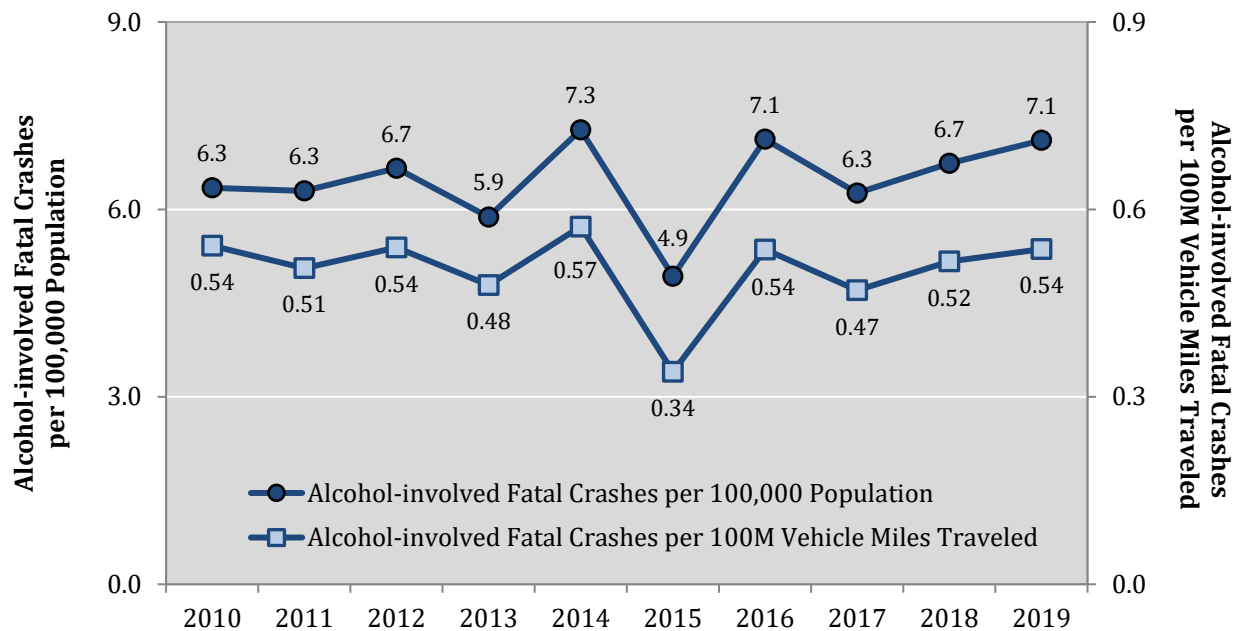
<sup>44</sup> The calculation method for VMT was revised by NMDOT beginning in 2011.

# Rates

Table 79: Alcohol-involved Fatal Crash Rates, 2010 - 2019<sup>45</sup>

| 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 |
| 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   | 0.47   | 8.7   | 7.5  |
| 2018 | 6.7   | 0.52   | 9.5   | 7.7  |
| 2019 | 7.1   | 0.54   | 10.0  | 8.2  |

Figure 35: Alcohol-involved Fatal Crash Rates (Population and VMT), 2010 - 2019<sup>45</sup>



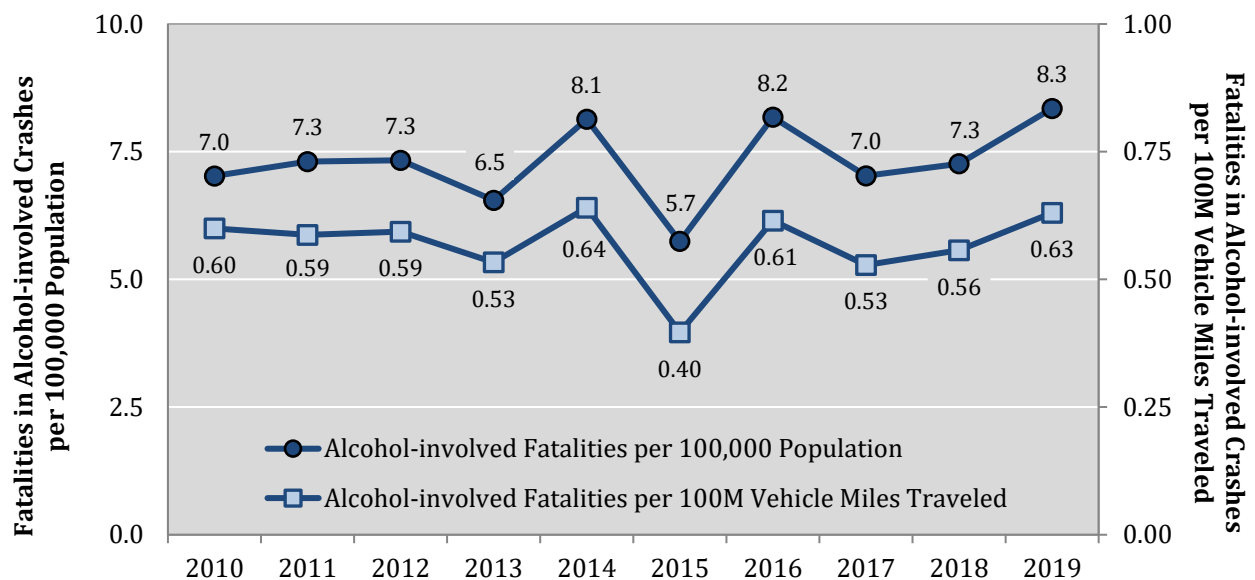
<sup>45</sup> The calculation method for VMT was revised by NMDOT beginning in 2011.



Table 80: Alcohol-involved Fatality Rates, 2010 - 2019<sup>46</sup>

| 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 |
| 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  | 0.53  | 9.8  | 8.4   |
| 2018 | 7.3  | 0.56  | 10.3   | 8.3   |
| 2019 | 8.3  | 0.63  | 11.8   | 9.6   |

Figure 36: Alcohol-involved Fatality Rates (Population and VMT), 2010 - 2019<sup>46</sup>



<sup>46</sup> 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

### Economic Impact

- Alcohol-involved fatal crash costs accounted for 78.6 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 \$1.05 billion. (Table 82)

Table 81: Human Capital Cost Estimates<sup>47</sup> for Alcohol-involved Crashes, 2019 Adjusted

| Crash Severity                     | Human Capital Costs per Crash, 2019 CPI-Adjusted (\$) | Alcohol-involved Crashes, 2019 | Total Human Capital Costs Estimate (\$) |
|------------------------------------|---|--------------------------------|---|
| Fatal Crash (K)                    | 1,790,591   | 149                            | 266,798,045                             |
| Suspected Serious Injury Crash (A) | 160,141   | 118                            | 18,896,657                              |
| Suspected Minor Injury Crash (B)   | 60,233  | 427                            | 25,719,331                              |
| Possible Injury Crash (C)          | 40,826  | 439                            | 17,922,584                              |
| Property Damage Only Crash (O)     | 9,200   | 1,104                          | 10,157,032                              |
| <b>Total</b>                       |   |                                | <b>339,493,649</b>                      |

Table 82: Comprehensive Cost Estimates<sup>47</sup> for Alcohol-involved Crashes, 2019 Adjusted

| Crash Severity                     | Comprehensive Costs per Crash, 2019 Adjusted (\$) | Alcohol-involved Crashes, 2019 | Total Comprehensive Costs Estimate, 2019 (\$) | Loss of Quality of Life Estimate, 2019 (\$) |
|------------------------------------|---|--------------------------------|---|---|
| Fatal Crash (K)                    | 6,183,529   | 149                            | 921,345,875                                   | 654,547,831                                 |
| Suspected Serious Injury Crash (A) | 326,428   | 118                            | 38,518,544                                    | 19,621,887                                  |
| Suspected Minor Injury Crash (B)   | 119,212   | 427                            | 50,903,572                                    | 25,184,241                                  |
| Possible Injury Crash (C)          | 67,057  | 439                            | 29,437,892                                    | 11,515,308                                  |
| Property Damage Only Crash (O)     | 10,790  | 1,104                          | 11,912,109                                    | 1,755,077                                   |
| <b>Total</b>                       |   |                                | <b>1,052,117,993</b>                          | <b>712,624,344</b>                          |

<sup>47</sup> 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 91) 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, January 2021). Data for January 2019, Accessed March 2, 2021: <https://www.bls.gov/cpi/tables/supplemental-files/historical-cpi-u-202101.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 October 2020. 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, January 2021. Table 5: Employment Cost Index for total compensation, for private industry workers, by occupational group and industry, not seasonally adjusted. Section: All workers. June 2019. Accessed March 2, 2021: <http://www.bls.gov/web/eci/echistrynaics.pdf>.

**Licensed Drivers** – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), 2015 – 2019. 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, 2019. Release dates: For counties, March 2020 (CO-EST2019-ANNRES-35). For cities and towns (incorporated places and minor civil divisions), May 2020 (SUB-EST2019\_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 (2015 published Jan. 2017; 2016, Nov. 2017; 2017, Jan. 2019; 2018, Dec. 2019; 2019, Nov. 2020). Accessed March 3, 2021.

<https://www.fhwa.dot.gov/policyinformation/statistics/2019/mv1.cfm>

**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.

**Vehicle Miles Traveled (VMT)** – New Mexico Department of Transportation, Asset Management and Planning Division, Data Management Bureau. Extent and Travel Report, 2019, generated on May 1, 2020. DVMT by County, 2019, personal communication from Sean Noonan, generated on April 15, 2020. VMT (reported in units of 100 million vehicle miles traveled) are based on the daily average vehicle miles traveled.

# Index

---

## Index

- Age (and/or Sex) **43-46**
  - Alcohol-involved Drivers 67-70
  - DWI Arrests 75-76
  - DWI Convictions 80, 82-83
  - Motorcyclists 57-58
  - Pedalcyclists 66
  - Pedestrians 62
  - Seat Position 71
  - Teens 47-50
  - Young Adults 51-54
- Belt Use **72**
- Cities **31-32**, 74
- Classification 34, **39-40**
- Counties 20, **26-30**
  - Court Dispositions 84
  - DWI Arrests 73
  - DWI Convictions 77-79, 81
  - Motorcyclists 56
  - Pedalcyclists 65
  - Pedestrians 61
- Day of the Week **36-38**
- Drivers, Alcohol-involved **67-70**
  - Motorcyclists 57-58
  - Pedalcyclists 65-66
  - Pedestrians 59-62
  - Teens 47-50
  - Young Adults 52-54
- DWI Enforcement **73-85**
- Economic Impact **90**
- Hour of Day **37-38**
  - Teens 50
  - Young Adults 54
- Light **34**
- Maps **20-25**
- Month **35**
- Motorcyclists 42, **55-58**
- Pedalcyclists 42, **63-66**, 71
  - Classification 39-40
- Pedestrians 42, **57-62**, 71
  - Classification 39-40
- Rates **86-89**
  - Age 69
  - Cities 31-32
  - Counties 27-30, 56, 61, 65, 78
    - Crashes 27-28
    - DWI Convictions 78
    - Fatal Crashes 29-30
    - Motorcyclists 56
    - Pedalcyclists 65
    - Pedestrians 61
  - Motorcycle Drivers 57
  - Teens 48
  - Young Adults 52
- Rural Roadways **33-34**
- Seat Position 71
- Sex (Gender), *see Age*
- Teens **47-50**
- Time of Day, *See Hour of Day*
- Urban Roadways **33-34**
- Vehicles **41-42**
- Young Adults **51-54**