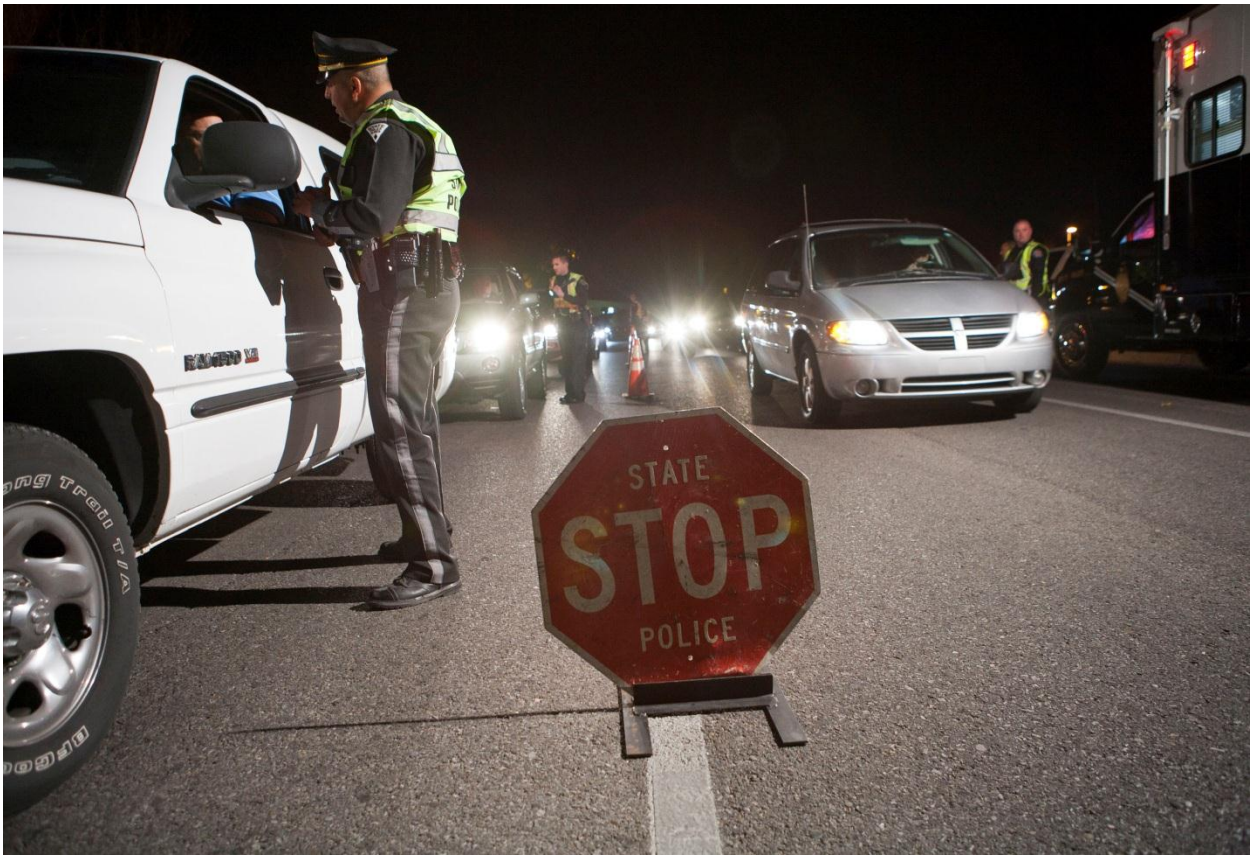
New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

# New Mexico DWI Report

# 2010

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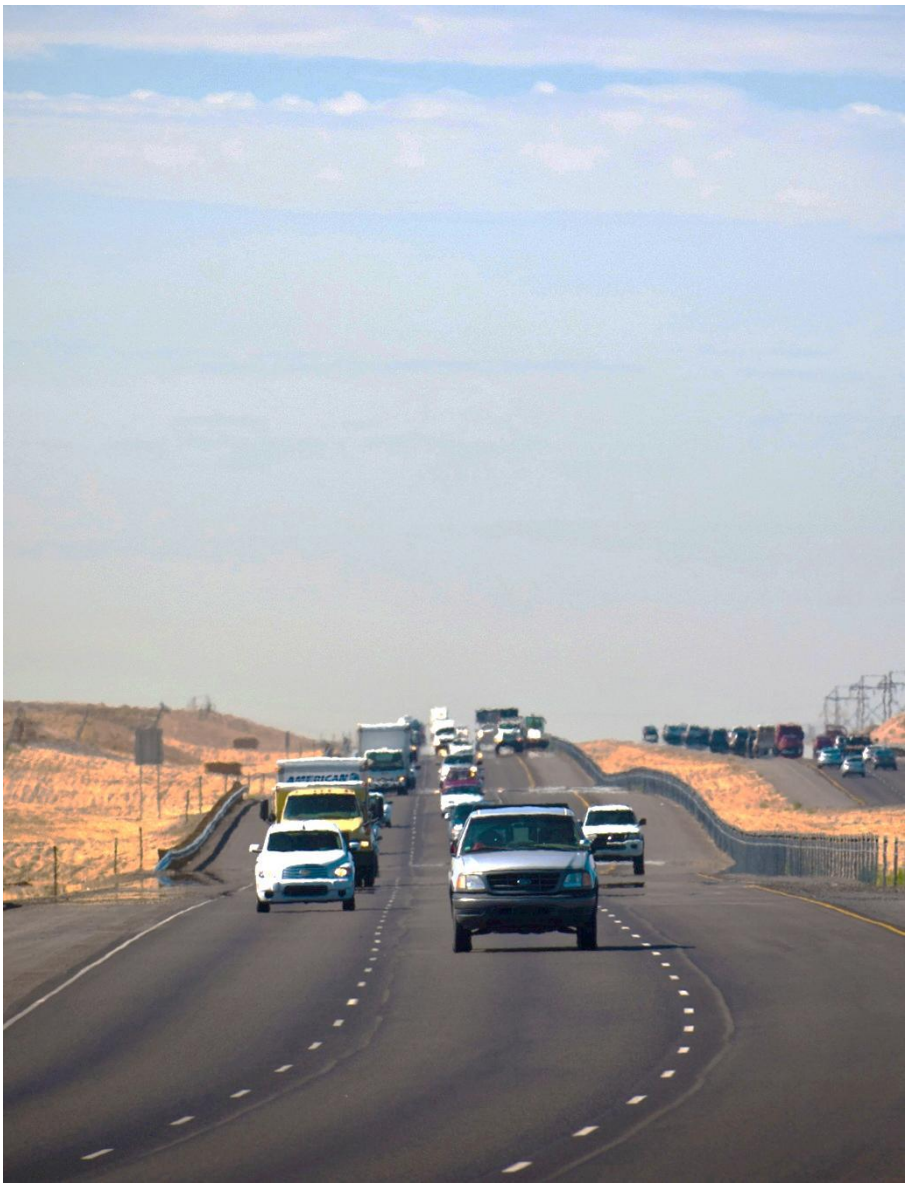


# Definitions

**100M VMT** – Vehicle Miles Traveled measures the number of miles traveled annually by motor vehicles. It is commonly reported in units of 100M VMT.

**Aggravated DWI** – Driving with a BAC of 0.16 or higher, or driving under the influence of alcohol or drugs and causing bodily injury to a human being as a result, or driving under the influence of alcohol or drugs and refusing to submit to a BAC test at the time of arrest for DWI.

**Alcohol-involved Crash** – An indication on the UCR that: 1) a DWI citation was issued, 2) alcohol was a contributing factor to the crash, or 3) a person in control of a vehicle (including a pedestrian or pedalcyclist) was suspected of being under the influence of alcohol.

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

**BAC** – Blood Alcohol Concentration is expressed as a percentage of alcohol in grams by blood volume in liters. The legal limit for presumption of Driving While Intoxicated (DWI) is .08 for non-commercial drivers over 21 years of age, .02 for drivers under 21 years of age, and .04 for commercial vehicle drivers.

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

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

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

# Definitions

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

**Fatal Crash** – A crash in which at least one individual was killed. It is important to note that more than one individual can be killed in a single fatal crash.

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

**Geocode** – Geocoding is the process of taking the descriptive locational information available on the Uniform Crash Report (UCR) forms submitted to NMDOT and assigning it a unique geographic coordinate. The data are geocoded using ESRI ArcGIS 10.1 software. Crashes that have incomplete, missing or invalid locational data are not geocoded.

**Incapacitating Injury** – An injury, other than a fatal injury, where the person was carried from the scene of the crash or where the injured person was unable to walk, drive or perform normal activities that he/she was capable of performing before the injury occurred, as observed by the officer at the scene of the crash. This is also known as a Class **A** injury.

**Injuries** – The number of people injured in a crash, as opposed to the number of crashes in which people were injured. This includes incapacitating injuries, visible injuries and non-visible injuries. Counts include people injured, but not killed.

**Injury Crash** – A reported crash in which at least one individual was injured. Injury crashes include incapacitating injuries (Class **A**), visible injuries (Class **B**) and non-visible injuries (Class **C**). Fatal crashes are not included in this category.

**Non-Visible Injury** – An injury that was not fatal, incapacitating or visible as reported by the officer at the scene of the crash. This is known and commonly referred to as either a Class **C** injury, "**C**omplaint of Injury" or "Possible Injury."

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

# Definitions

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

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

**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 **P**roperty **D**amage **O**nly (a.k.a. Class **O** crash).

**Rate** – A rate is calculated by dividing a total count (such as total crashes, drivers, or fatalities) by a denominator such as VMT, number of licensed drivers, or population. See page 84 for more detail.

**Ratio of Males to Females -** The ratio of male to female 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 (5 males / 2 females).

**Rural** – An area with a population of less than 2,500 people. According to the Census Bureau, the places not classified as urban are classified as rural; any incorporated place or census designated place with fewer than 2,500 inhabitants.

**Serious Injuries** – This refers to 1) an incapacitating injury or 2) a visible, but non-incapacitating, injury. Serious injuries are comprised of both Class **A** and Class **B** injuries. A Class **C** injury, characterized as a "non-visible, complaint of injury", is excluded.

**Severity of Injury** – The degree of injury to a person in a crash as described by the **KABCO** scale: K is ***K***illed, ABC indicates injuries (**A**=incapacitating, **B**=visible, **C**=non-visible), and **O** is Property Damage **O**nly (Not Injured).

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

**Urban** – A town or a city with a population of 2,500 people or more. The 2000 Census Bureau's urban-rural classification delineates geographic areas and defines urban as "comprising all territory, population, and housing units located in urbanized areas and

in places of 2,500 or more inhabitants". For the 2010 census, the bureau redefined the classification of urban areas to "a densely settled core of census tracts and/or census blocks that meet minimum population density requirements, along with adjacent territory, containing non-residential urban land uses as well as territory with low population density included to link outlying densely settled territory with the densely settled core. To qualify as an urban area, the territory identified according to criteria must encompass at least 2,500 people, at least 1,500 of which reside outside institutional group quarters."

**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.

**Visible Injury** – A visible but non-incapacitating injury, is reported as observed by the officer at the scene of the crash. This is also known as a Class **B** injury.

# HIGHLIGHTS

## DWI

- In the last five years, DWI arrests decreased by 12%. (Table 78)
- In the last five years, repeat DWI convictions increased by 34%. (Table 84)

## Fatal Crashes

- Although alcohol-involved fatal crashes have been decreasing over the last ten years, the percentage of fatal crashes due to alcohol involvement has generally remained the same (approximately 40% or greater each year). (Table 4, Figure 2)
- 40% of all alcohol-involved fatal crashes occurred between 9 p.m. and 3 a.m. (Table 24)
- 61% of all alcohol-involved fatal crashes occurred on a rural roadway. (Table 18)

## People

- The number of people in alcohol-involved crashes has been reduced by approximately 42% in the last ten years. (Table 5)
- Overall, injuries resulting from alcohol-involved crashes have dropped by approximately half (48.5%) in the last ten years. (Table 6)

## Age Groups

- Teens (15-19 year olds) in alcohol-involved crashes decreased 34% in the last five years. (Table 35)
- Young Adults (20-24 year olds) in alcohol-involved crashes accounted for 18% of all people in alcohol-involved crashes in 2010. (Table 36)
- Adults, aged 30 to 34 years, were just as likely to be involved in an alcohol-involved crash as Teens (15-19 year olds) in 2010, since both groups were 9.3% and 9.4%, respectively, of the total alcohol-involved crashes. (Table 36)
- The largest increase in alcohol-involved crashes in the last five years was among older individuals aged 65-69 (12%), and 70-74 (18%) year olds. (Table 35)

## Gender Groups

- Males account for 75% of all alcohol-involved drivers in crashes. (Table 66)

## Motorcyclists, Pedestrians and Pedalcyclists

- Motorcycles were involved in 5% of all alcohol-involved crashes. (Table 54)
- Pedestrians were involved in 3% of all alcohol-involved crashes. (Table 48)
- Pedalcyclists were involved in less than 1% of all alcohol-involved crashes. (Table 60)

# 2010 Alcohol-involved Crash Summary

## *Summary of Alcohol-involved Crashes, 2010*

Table 1: Alcohol-involved Crashes, 2010

| Alcohol involvement | Crashes | Percent |
|---|---|---|
| Alcohol-involved | 2,162 | 5.1% |
| Not Alcohol-involved | 40,640 | 94.9% |
| Total Crashes | 42,802 | 100.0% |

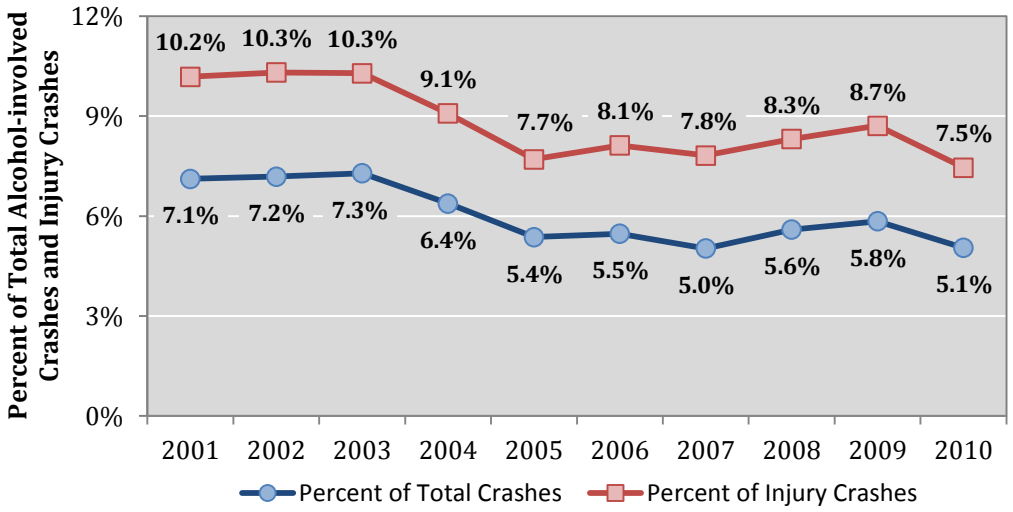
Table 2: Alcohol-involved Crashes, 2001 - 2010

| Year | Alcohol-involved Crashes | Total Crashes | Percent Alcohol-involved Crashes |
|---|---|---|---|
| 2001 | 3,577 | 50,236 | 7.1% |
| 2002 | 3,566 | 49,613 | 7.2% |
| 2003 | 3,508 | 48,128 | 7.3% |
| 2004 | 3,336 | 52,288 | 6.4% |
| 2005 | 2,633 | 49,023 | 5.4% |
| 2006 | 2,698 | 49,318 | 5.5% |
| 2007 | 2,471 | 49,104 | 5.0% |
| 2008 | 2,599 | 46,440 | 5.6% |
| 2009 | 2,698 | 46,156 | 5.8% |
| 2010 | 2,162 | 42,802 | 5.1% |

Table 3: Alcohol-involved Injury Crashes, 2001 - 2010

| Year | Alcohol-involved Injury Crashes | Total Injury Crashes | Percent Alcohol-involved Injury Crashes |
|---|---|---|---|
| 2001 | 1,821 | 17,879 | 10.2% |
| 2002 | 1,774 | 17,198 | 10.3% |
| 2003 | 1,721 | 16,729 | 10.3% |
| 2004 | 1,588 | 17,480 | 9.1% |
| 2005 | 1,222 | 15,862 | 7.7% |
| 2006 | 1,192 | 14,673 | 8.1% |
| 2007 | 1,080 | 13,808 | 7.8% |
| 2008 | 1,106 | 13,303 | 8.3% |
| 2009 | 1,143 | 13,120 | 8.7% |
| 2010 | 939 | 12,593 | 7.5% |

Figure 1: Percent of Total Alcohol-involved and Injury Crashes, 2001 - 2010



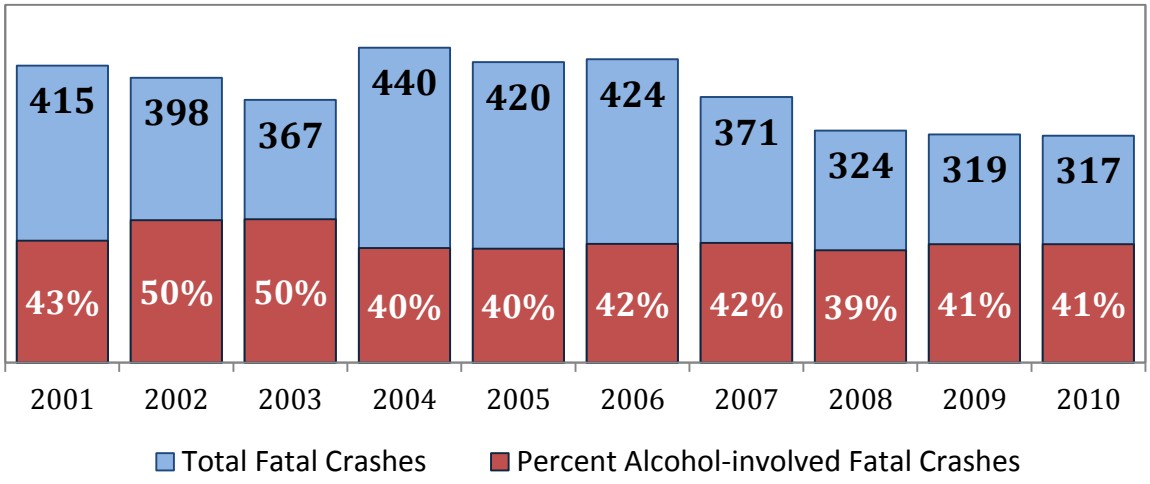
# 2010 Alcohol-involved Crash Summary

- In the last ten years, alcohol-involved crashes have decreased by 40% and alcohol-involved injury crashes have decreased by 48%. ( Table 2)
- Although fatal crashes have been decreasing over the last ten years, the percentage of fatal crashes due to alcohol involvement has generally remained the same (approximately 40% or greater each year). (Table 4, Figure 2)

Table 4: Alcohol-involved Fatal Crashes, 2001 - 2010

| Year | Alcohol-involved Fatal Crashes | Total Fatal Crashes | Percent Alcohol-involved Fatal Crashes |
|---|---|---|---|
| 2001 | 177 | 415 | 42.7% |
| 2002 | 198 | 398 | 49.7% |
| 2003 | 184 | 367 | 50.1% |
| 2004 | 176 | 440 | 40.0% |
| 2005 | 167 | 420 | 39.8% |
| 2006 | 176 | 424 | 41.5% |
| 2007 | 155 | 371 | 41.8% |
| 2008 | 127 | 324 | 39.2% |
| 2009 | 132 | 319 | 41.4% |
| 2010 | 131 | 317 | 41.3% |

Figure 2: Total Fatal Crashes and Percent of Alcohol-involved Fatal Crashes, 2001 - 2010



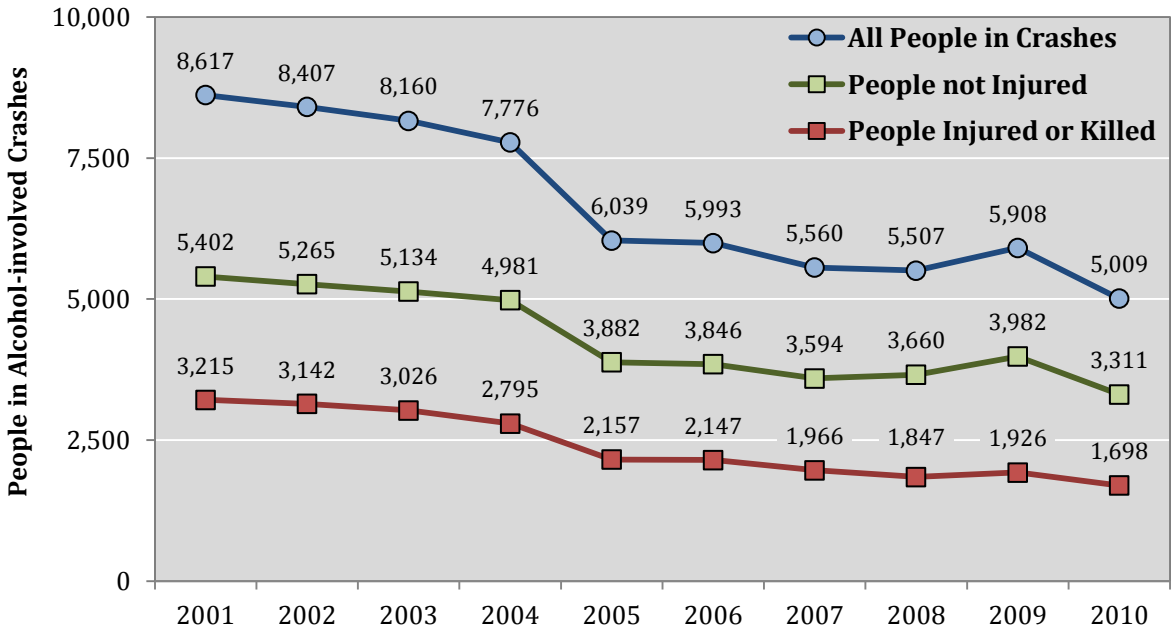
## *Summary of Alcohol-involved Fatalities and Injuries, 2010*

- The number of people who were in an alcohol-involved crash declined by approximately 42% in the last ten years. (Table 5)

Table 5: People in Alcohol-involved Crashes by Severity of Injury, 2001 - 2010

| People in Alcohol-involved Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Year | Fatalities (Class K) | | Injuries (Class A,B,C) | | Not Injured (Class O) | | Total People | |
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| 2001 | 200 | 2.3% | 3,015 | 35.0% | 5,402 | 62.7% | 8,617 | 100% |
| 2002 | 221 | 2.6% | 2,921 | 34.7% | 5,265 | 62.6% | 8,407 | 100% |
| 2003 | 214 | 2.6% | 2,812 | 34.5% | 5,134 | 62.9% | 8,160 | 100% |
| 2004 | 219 | 2.8% | 2,576 | 33.1% | 4,981 | 64.1% | 7,776 | 100% |
| 2005 | 194 | 3.2% | 1,963 | 32.5% | 3,882 | 64.3% | 6,039 | 100% |
| 2006 | 191 | 3.2% | 1,956 | 32.6% | 3,846 | 64.2% | 5,993 | 100% |
| 2007 | 177 | 3.2% | 1,789 | 32.2% | 3,594 | 64.6% | 5,560 | 100% |
| 2008 | 143 | 2.6% | 1,704 | 30.9% | 3,660 | 66.5% | 5,507 | 100% |
| 2009 | 152 | 2.6% | 1,774 | 30.0% | 3,982 | 67.4% | 5,908 | 100% |
| 2010 | 145 | 2.9% | 1,553 | 31.0% | 3,311 | 66.1% | 5,009 | 100% |

Figure 3: People in Alcohol-involved Crashes by Severity of Injury, 2001 - 2010

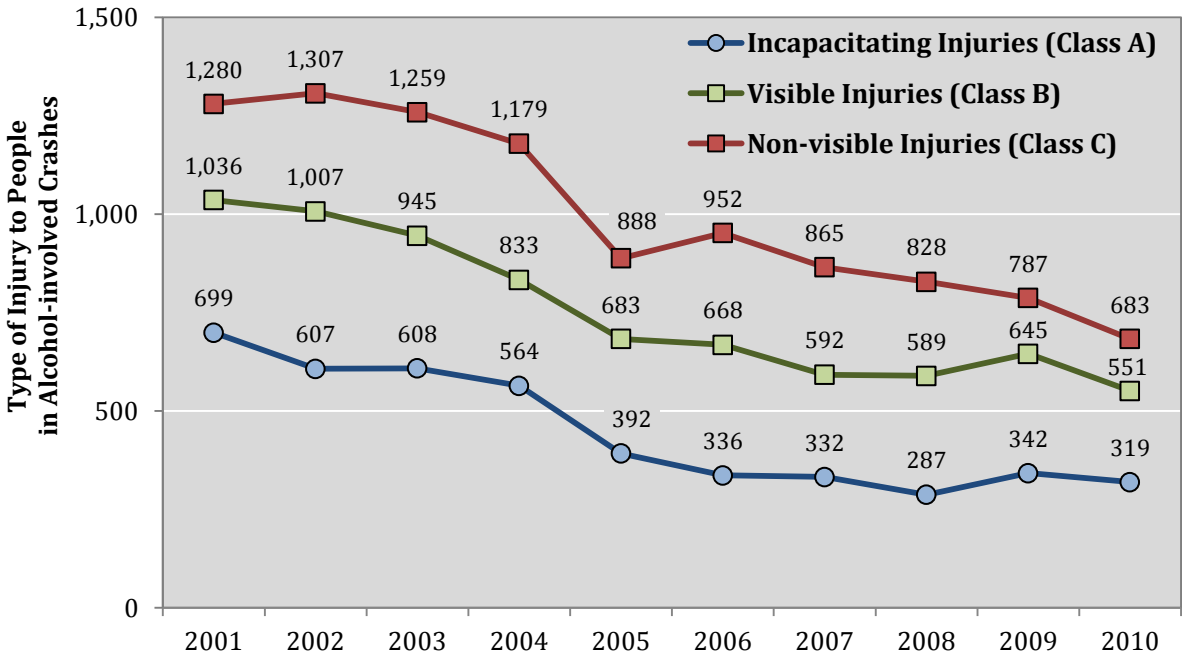


- Overall, injuries resulting from an alcohol-involved crash have dropped by almost half (48.5%) in the last ten years. (Table 6, Figure 4)

Table 6: People in Alcohol-involved Crashes by Type of Injury, 2001 - 2010

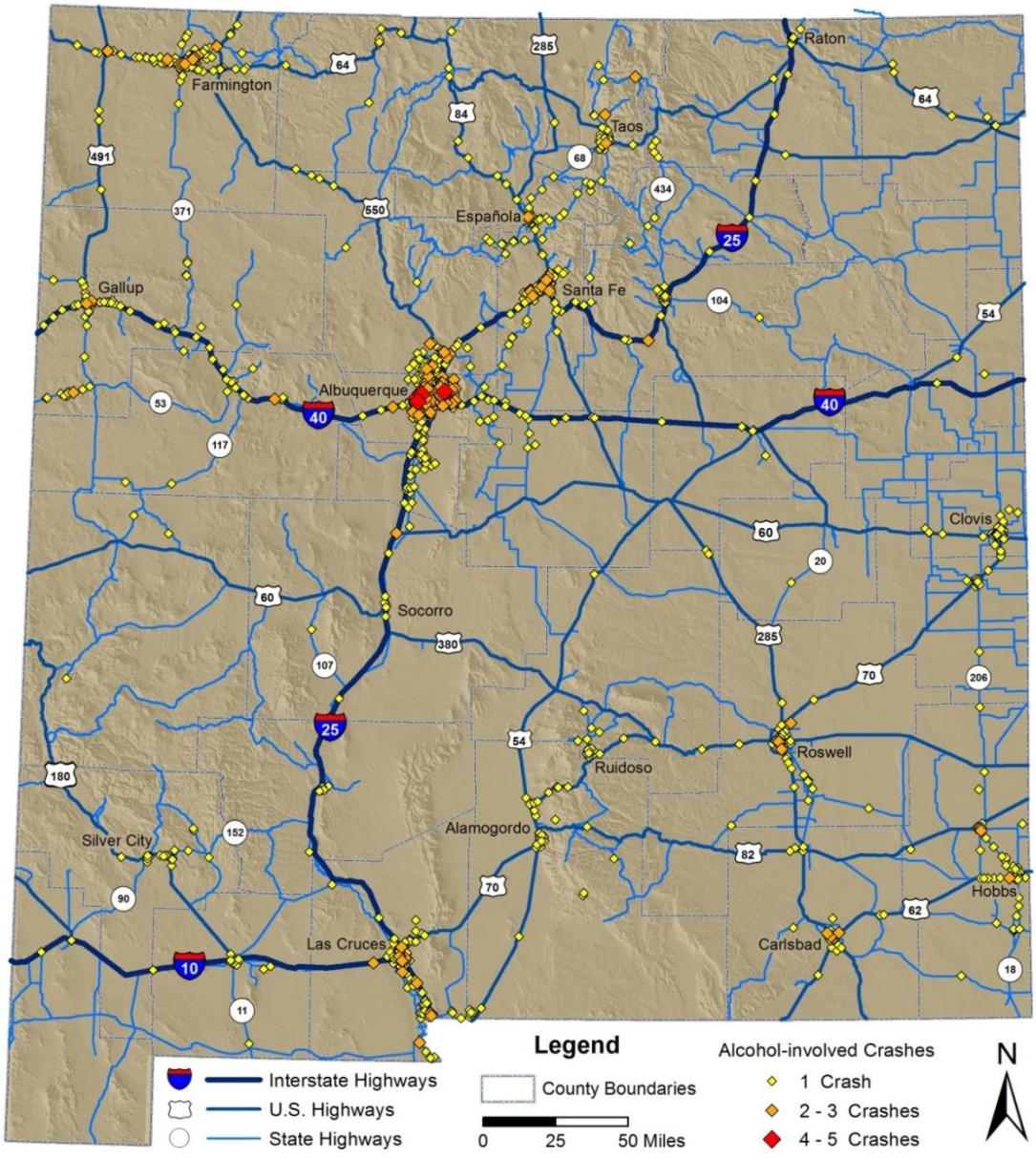
| Type of Injury to People in Alcohol-involved Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Year | Incapacitating Injuries (Class A) | | Visible Injuries (Class B) | | Non-visible Injuries (Class C) | | Total Injuries (excluding fatalities) | |
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| 2001 | 699 | 23.2% | 1,036 | 34.4% | 1,280 | 42.5% | 3,015 | 100% |
| 2002 | 607 | 20.8% | 1,007 | 34.5% | 1,307 | 44.7% | 2,921 | 100% |
| 2003 | 608 | 21.6% | 945 | 33.6% | 1,259 | 44.8% | 2,812 | 100% |
| 2004 | 564 | 21.9% | 833 | 32.3% | 1,179 | 45.8% | 2,576 | 100% |
| 2005 | 392 | 20.0% | 683 | 34.8% | 888 | 45.2% | 1,963 | 100% |
| 2006 | 336 | 17.2% | 668 | 34.2% | 952 | 48.7% | 1,956 | 100% |
| 2007 | 332 | 18.6% | 592 | 33.1% | 865 | 48.4% | 1,789 | 100% |
| 2008 | 287 | 16.8% | 589 | 34.6% | 828 | 48.6% | 1,704 | 100% |
| 2009 | 342 | 19.3% | 645 | 36.4% | 787 | 44.4% | 1,774 | 100% |
| 2010 | 319 | 20.5% | 551 | 35.5% | 683 | 44.0% | 1,553 | 100% |

Figure 4: People in Alcohol-involved Crashes by Type of Injury, 2001 - 2010



# Alcohol-involved Crash Geography

Map 1: Alcohol-involved Crashes, 2010[1]

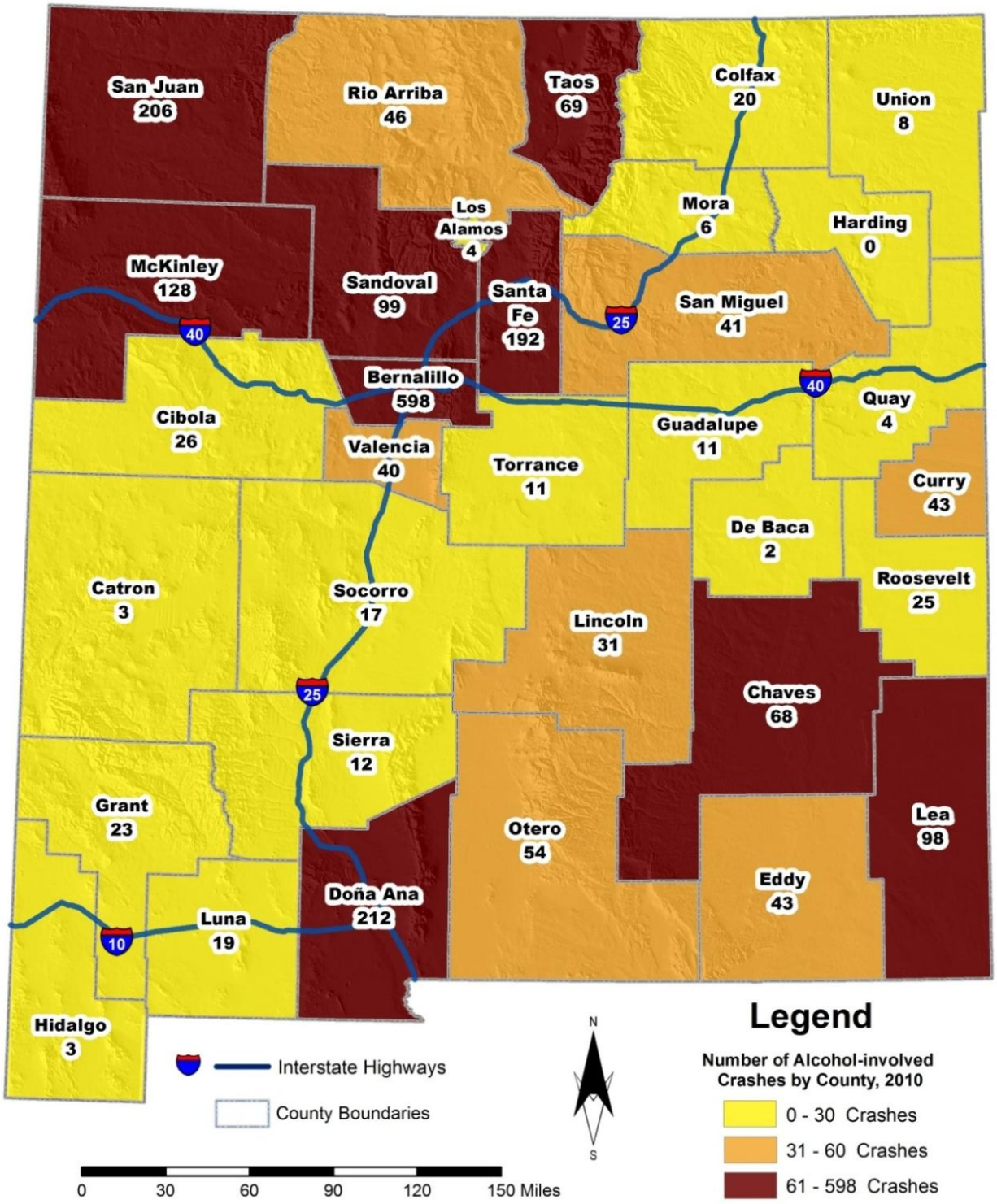



All maps are available in high-resolution color at http://dgr.unm.edu

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

# Alcohol-involved Crash Geography

Map 2: Alcohol-involved Crashes in New Mexico by County, 2010




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

## *Counties*

Table 7: Alcohol-involved Crashes by County, 2006 - 2010

| County | Alcohol-involved Crashes | | | | | Percent of All 2010 Alcohol-involved Crashes | Percent Change 2006 to 2010 | Percent Change 2009 to 2010 |
|---|---|---|---|---|---|---|---|---|
| | 2006 | 2007 | 2008 | 2009 | 2010 | | | |
| Bernalillo | 940 | 783 | 770 | 846 | 598 | **27.7%** | -36% | -29% |
| Catron | 1 | 1 | 3 | 2 | 3 | **0.1%** | 200% | 50% |
| Chaves | 82 | 67 | 109 | 84 | 68 | **3.1%** | -17% | -19% |
| Cibola | 36 | 34 | 53 | 59 | 26 | **1.2%** | -28% | -56% |
| Colfax | 21 | 14 | 25 | 16 | 20 | **0.9%** | -5% | 25% |
| Curry | 35 | 44 | 46 | 51 | 43 | **2.0%** | 23% | -16% |
| De Baca | 0 | 1 | 0 | 2 | 2 | **0.1%** | - | 0% |
| Doña Ana | 213 | 199 | 215 | 260 | 212 | **9.8%** | -0% | -18% |
| Eddy | 55 | 46 | 81 | 66 | 43 | **2.0%** | -22% | -35% |
| Grant | 31 | 42 | 48 | 33 | 23 | **1.1%** | -26% | -30% |
| Guadalupe | 12 | 8 | 5 | 11 | 11 | **0.5%** | -8% | 0% |
| Harding | 1 | 0 | 0 | 1 | 0 | **0.0%** | -100% | -100% |
| Hidalgo | 5 | 5 | 5 | 4 | 3 | **0.1%** | -40% | -25% |
| Lea | 64 | 71 | 118 | 83 | 98 | **4.5%** | 53% | 18% |
| Lincoln | 28 | 41 | 31 | 26 | 31 | **1.4%** | 11% | 19% |
| Los Alamos | 5 | 12 | 9 | 11 | 4 | **0.2%** | -20% | -64% |
| Luna | 18 | 20 | 14 | 26 | 19 | **0.9%** | 6% | -27% |
| McKinley | 167 | 160 | 142 | 170 | 128 | **5.9%** | -23% | -25% |
| Mora | 1 | 2 | 4 | 6 | 6 | **0.3%** | 500% | 0% |
| Otero | 57 | 58 | 54 | 55 | 54 | **2.5%** | -5% | -2% |
| Quay | 10 | 19 | 6 | 8 | 4 | **0.2%** | -60% | -50% |
| Rio Arriba | 81 | 76 | 51 | 88 | 46 | **2.1%** | -43% | -48% |
| Roosevelt | 26 | 21 | 24 | 26 | 25 | **1.2%** | -4% | -4% |
| San Juan | 279 | 239 | 253 | 212 | 206 | **9.5%** | -26% | -3% |
| San Miguel | 19 | 22 | 28 | 30 | 41 | **1.9%** | 116% | 37% |
| Sandoval | 104 | 99 | 136 | 111 | 99 | **4.6%** | -5% | -11% |
| Santa Fe | 251 | 228 | 233 | 208 | 192 | **8.9%** | -24% | -8% |
| Sierra | 10 | 20 | 7 | 15 | 12 | **0.6%** | 20% | -20% |
| Socorro | 14 | 31 | 25 | 29 | 17 | **0.8%** | 21% | -41% |
| Taos | 42 | 42 | 38 | 64 | 69 | **3.2%** | 64% | 8% |
| Torrance | 14 | 14 | 10 | 21 | 11 | **0.5%** | -21% | -48% |
| Union | 5 | 1 | 4 | 6 | 8 | **0.4%** | 60% | 33% |
| Valencia | 71 | 51 | 51 | 68 | 40 | **1.9%** | -44% | -41% |
| Total Crashes | 2,698 | 2,471 | 2,598 | 2,698 | 2,162 | **100.0%** | -20% | -20% |

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

# Alcohol-involved Crash Geography

**From 2006 to 2010…**

- Counties showing an *increasing 5-year trend* in the number of alcohol-involved crashes: **San Miguel (+116%)**, **Taos (+64%)**, and **Lea (+53%).** (Table 7)
- Counties showing a *decreasing 5-year trend* in the number of alcohol-involved crashes: **Valencia (-44%)**, **Rio Arriba (-43%)**, and **Bernalillo (-36%).** (Table 7)

Table 8: Top Ten Counties for Alcohol-involved Crashes, 2006 - 2010

| Rank | County | Alcohol-involved Crashes | | | | | 2010 Population | Alcohol-involved Crashes per 10,000 County Residents |
|---|---|---|---|---|---|---|---|---|
| | | 2006 | 2007 | 2008 | 2009 | 2010 | | |
| 1 | Bernalillo | 940 | 783 | 771 | 846 | 598 | 664,639 | 9.0 |
| 2 | Doña Ana | 213 | 199 | 215 | 260 | 212 | 210,538 | 10.1 |
| 3 | San Juan | 279 | 239 | 254 | 212 | 206 | 130,145 | **15.8** |
| 4 | Santa Fe | 251 | 228 | 233 | 208 | 192 | 144,606 | **13.3** |
| 5 | McKinley | 167 | 160 | 142 | 170 | 128 | 71,797 | **17.8** |
| 6 | Sandoval | 104 | 99 | 136 | 111 | 99 | 132,330 | 7.5 |
| 7 | Lea | 64 | 71 | 118 | 83 | 98 | 64,698 | **15.1** |
| 8 | Taos | 42 | 42 | 38 | 64 | 69 | 32,957 | **20.9** |
| 9 | Chaves | 82 | 67 | 109 | 84 | 68 | 65,779 | 10.3 |
| 10 | Otero | 57 | 58 | 54 | 55 | 54 | 64,284 | 8.4 |
| All Other Counties | | 499 | 525 | 530 | 605 | 438 | 484,159 | 9.0 |
| Statewide Total | | 2,698 | 2,471 | 2,600 | 2,698 | 2,162 | 2,065,932 | 10.5 |

The numbers in red are counties that exceeded the statewide rate of 10.5.

- In New Mexico during 2010, there were approximately 10.5 alcohol-involved crashes per 10,000 residents. (Table 8)
- In descending order, the five counties with the highest alcohol-involved crash rates were **Taos (20.9**), **McKinley (17.8)**, **San Juan (15.8)**, **Lea (15.1)** and **Santa Fe (13.3)**. (Table 8)
- The rate of alcohol-involved crashes by New Mexico's county populations can assist lawmakers in locating where alcohol-involved crashes are having the biggest impact on the state's county populations **(Taos**, **McKinley** and **San Juan)**. (Table 8)

Table 9: Alcohol-involved Injury Crashes by County, 2006 - 2010

| County | Alcohol-involved Injury Crashes | | | | | Percent of All 2010 Alcohol-involved Injury Crashes | Percent Change 2006 to 2010 | Percent Change 2009 to 2010 |
|---|---|---|---|---|---|---|---|---|
| | 2006 | 2007 | 2008 | 2009 | 2010 | | | |
| Bernalillo | 383 | 334 | 301 | 325 | 244 | **26.0%** | -36% | -25% |
| Catron | 0 | 0 | 1 | 2 | 2 | **0.2%** | - | 0% |
| Chaves | 45 | 22 | 47 | 44 | 27 | **2.9%** | -40% | -39% |
| Cibola | 14 | 12 | 28 | 26 | 13 | **1.4%** | -7% | -50% |
| Colfax | 12 | 5 | 13 | 7 | 10 | **1.1%** | -17% | 43% |
| Curry | 17 | 18 | 22 | 29 | 21 | **2.2%** | 24% | -28% |
| De Baca | 0 | 1 | 0 | 1 | 2 | **0.2%** | - | 100% |
| Doña Ana | 99 | 89 | 99 | 118 | 96 | **10.2%** | -3% | -19% |
| Eddy | 19 | 20 | 39 | 30 | 18 | **1.9%** | -5% | -40% |
| Grant | 14 | 18 | 23 | 17 | 12 | **1.3%** | -14% | -29% |
| Guadalupe | 5 | 4 | 4 | 6 | 7 | **0.7%** | 40% | 17% |
| Harding | 1 | 0 | 0 | 0 | 0 | **0.0%** | -100% | - |
| Hidalgo | 2 | 4 | 2 | 1 | 1 | **0.1%** | -50% | 0% |
| Lea | 27 | 32 | 46 | 35 | 38 | **4.0%** | 41% | 9% |
| Lincoln | 10 | 21 | 13 | 13 | 17 | **1.8%** | 70% | 31% |
| Los Alamos | 3 | 8 | 2 | 4 | 1 | **0.1%** | -67% | -75% |
| Luna | 6 | 10 | 3 | 11 | 9 | **1.0%** | 50% | -18% |
| McKinley | 63 | 65 | 52 | 64 | 54 | **5.8%** | -14% | -16% |
| Mora | 1 | 0 | 3 | 3 | 3 | **0.3%** | 200% | 0% |
| Otero | 30 | 24 | 24 | 21 | 25 | **2.7%** | -17% | 19% |
| Quay | 8 | 11 | 3 | 5 | 3 | **0.3%** | -63% | -40% |
| Rio Arriba | 39 | 43 | 23 | 39 | 23 | **2.4%** | -41% | -41% |
| Roosevelt | 10 | 11 | 10 | 11 | 10 | **1.1%** | 0% | -9% |
| San Juan | 124 | 103 | 115 | 93 | 88 | **9.4%** | -29% | -5% |
| San Miguel | 9 | 12 | 12 | 12 | 15 | **1.6%** | 67% | 25% |
| Sandoval | 45 | 45 | 65 | 35 | 40 | **4.3%** | -11% | 14% |
| Santa Fe | 133 | 104 | 99 | 99 | 79 | **8.4%** | -41% | -20% |
| Sierra | 5 | 6 | 3 | 7 | 4 | **0.4%** | -20% | -43% |
| Socorro | 6 | 11 | 11 | 15 | 9 | **1.0%** | 50% | -40% |
| Taos | 24 | 23 | 18 | 30 | 36 | **3.8%** | 50% | 20% |
| Torrance | 7 | 7 | 4 | 14 | 8 | **0.9%** | 14% | -43% |
| Union | 1 | 1 | 2 | 2 | 5 | **0.5%** | 400% | 150% |
| Valencia | 30 | 16 | 19 | 24 | 19 | **2.0%** | -37% | -21% |
| Total Crashes | 1,192 | 1,080 | 1,106 | 1,143 | 939 | **100.0%** | -21% | -18% |

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

# Alcohol-involved Crash Geography

**From 2006 to 2010…**

- Counties showing a significant *increasing 5-year trend* in the number of injury alcohol-involved crashes: **Lincoln (+70%)**, **San Miguel (+67%**), and **Taos (+50%)**. (Table 9)
- Counties showing a significant *decreasing 5-year trend* in the number of injury alcohol-involved crashes: **Santa Fe (-41%)**, **Chaves (-40%)**, and **Bernalillo (-36%)**. (Table 9)

Table 10: Top Ten Counties for Alcohol-involved Injury Crashes, 2006 - 2010

| Rank | County | Alcohol-involved Injury Crashes | | | | | 2010 Population | Alcohol-involved Injury Crashes per 10,000 County Residents |
|---|---|---|---|---|---|---|---|---|
| | | 2006 | 2007 | 2008 | 2009 | 2010 | | |
| 1 | Bernalillo | 383 | 334 | 302 | 325 | 244 | 664,639 | 3.7 |
| 2 | Doña Ana | 99 | 89 | 99 | 118 | 96 | 210,538 | **4.6** |
| 3 | San Juan | 124 | 103 | 115 | 93 | 88 | 130,145 | **6.8** |
| 4 | Santa Fe | 133 | 104 | 99 | 99 | 79 | 144,606 | **5.5** |
| 5 | McKinley | 63 | 65 | 52 | 64 | 54 | 71,797 | **7.5** |
| 6 | Sandoval | 45 | 45 | 65 | 35 | 40 | 132,330 | 3.0 |
| 7 | Lea | 27 | 32 | 46 | 35 | 38 | 64,698 | **5.9** |
| 8 | Taos | 24 | 23 | 18 | 30 | 36 | 32,957 | **10.9** |
| 9 | Chaves | 45 | 22 | 47 | 44 | 27 | 65,779 | 4.1 |
| 10 | Otero | 30 | 24 | 24 | 21 | 25 | 64,284 | 3.9 |
| All Other Counties | | 219 | 239 | 240 | 279 | 212 | 484,159 | 4.4 |
| Statewide Total | | 1,192 | 1,080 | 1,107 | 1,143 | 939 | 2,065,932 | 4.5 |

The numbers in red are counties that exceeded the New Mexico statewide rate.

- In New Mexico during 2010, there were approximately 4.5 alcohol-involved injury crashes per 10,000 residents. (Table 10)
- Taos County (10.9) was more than twice the statewide rate of 4.5 alcohol-involved injury crashes per 10,000 residents. (Table 10)

# Alcohol-involved Crash Geography

Table 11: Alcohol-involved Fatal Crashes, 2006 - 2010

| County | Alcohol-involved Fatal Crashes | | | | | Percent of All 2010 Alcohol-involved Fatal Crashes | Percent Change 2006 to 2010 | Percent Change 2009 to 2010 |
|---|---|---|---|---|---|---|---|---|
| | 2006 | 2007 | 2008 | 2009 | 2010 | | | |
| Bernalillo | 31 | 30 | 21 | 20 | 22 | **16.8%** | -29% | 10% |
| Catron | 0 | 1 | 0 | 0 | 1 | **0.8%** | - | - |
| Chaves | 4 | 4 | 3 | 4 | 2 | **1.5%** | -50% | -50% |
| Cibola | 5 | 5 | 5 | 3 | 2 | **1.5%** | -60% | -33% |
| Colfax | 3 | 1 | 1 | 0 | 1 | **0.8%** | -67% | - |
| Curry | 3 | 2 | 0 | 2 | 0 | **0.0%** | -100% | -100% |
| De Baca | 0 | 0 | 0 | 0 | 0 | **0.0%** | - | - |
| Doña Ana | 9 | 5 | 6 | 13 | 11 | **8.4%** | 22% | -15% |
| Eddy | 5 | 1 | 6 | 6 | 3 | **2.3%** | -40% | -50% |
| Grant | 3 | 3 | 4 | 1 | 3 | **2.3%** | 0% | 200% |
| Guadalupe | 3 | 3 | 0 | 0 | 0 | **0.0%** | -100% | - |
| Harding | 0 | 0 | 0 | 0 | 0 | **0.0%** | - | - |
| Hidalgo | 0 | 1 | 0 | 1 | 0 | **0.0%** | - | -100% |
| Lea | 5 | 5 | 3 | 3 | 7 | **5.3%** | 40% | 133% |
| Lincoln | 2 | 3 | 1 | 0 | 0 | **0.0%** | -100% | - |
| Los Alamos | 0 | 1 | 0 | 0 | 0 | **0.0%** | - | - |
| Luna | 2 | 2 | 2 | 2 | 1 | **0.8%** | -50% | -50% |
| McKinley | 26 | 19 | 18 | 23 | 9 | **6.9%** | -65% | -61% |
| Mora | 0 | 0 | 0 | 0 | 1 | **0.8%** | - | - |
| Otero | 7 | 1 | 3 | 3 | 7 | **5.3%** | 0% | 133% |
| Quay | 0 | 1 | 1 | 1 | 0 | **0.0%** | - | -100% |
| Rio Arriba | 6 | 11 | 7 | 7 | 3 | **2.3%** | -50% | -57% |
| Roosevelt | 2 | 2 | 3 | 2 | 2 | **1.5%** | 0% | 0% |
| San Juan | 23 | 18 | 12 | 5 | 14 | **10.7%** | -39% | 180% |
| San Miguel | 1 | 2 | 5 | 3 | 4 | **3.1%** | 300% | 33% |
| Sandoval | 8 | 7 | 6 | 9 | 5 | **3.8%** | -38% | -44% |
| Santa Fe | 9 | 10 | 6 | 7 | 17 | **13.0%** | 89% | 143% |
| Sierra | 1 | 1 | 0 | 3 | 2 | **1.5%** | 100% | -33% |
| Socorro | 0 | 5 | 2 | 0 | 3 | **2.3%** | - | - |
| Taos | 5 | 5 | 3 | 6 | 5 | **3.8%** | 0% | -17% |
| Torrance | 3 | 1 | 1 | 3 | 1 | **0.8%** | -67% | -67% |
| Union | 2 | 0 | 1 | 2 | 1 | **0.8%** | -50% | -50% |
| Valencia | 8 | 5 | 6 | 3 | 4 | **3.1%** | -50% | 33% |
| Total Crashes | 176 | 155 | 126 | 132 | 131 | **100.0%** | -26% | -1% |

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

# Alcohol-involved Crash Geography

**From 2006 to 2010…**

- Counties showing a significant *increasing 5-year trend* in the number of alcohol-involved fatal crashes: **Santa Fe (+89%)**, **Lea (+40%)**, **Doña Ana (+22%)**. (Table 11)
- Counties showing a significant *decreasing 5-year trend* in the number of alcohol-involved fatal crashes: **McKinley (-65%)**, **Valencia (-50%)**, **San Juan (-39%)**, and **Bernalillo (-29%)**. (Table 11)
- In New Mexico during 2010, there was approximately **one** alcohol-involved fatal crash per 10,000 residents. Bernalillo County (0.3), Doña Ana County (0.5) and Sandoval County (0.4) had lower 2010 alcohol-involved fatal crash rates than the statewide rate. (Table 12)

Table 12: Top Ten Counties for Alcohol-involved Fatal Crashes, 2006 - 2010

| Rank[1] | County | Alcohol-involved Fatal Crashes | | | | | 2010 Population | Alcohol-involved Fatal Crashes per 10,000 County Residents |
|---|---|---|---|---|---|---|---|---|
| | | 2006 | 2007 | 2008 | 2009 | 2010 | | |
| 1 | Bernalillo | 31 | 30 | 21 | 20 | 22 | 664,639 | 0.3 |
| 2 | Santa Fe | 9 | 10 | 6 | 7 | 17 | 144,606 | **1.2** |
| 3 | San Juan | 23 | 18 | 13 | 5 | 14 | 130,145 | **1.1** |
| 4 | Doña Ana | 9 | 5 | 6 | 13 | 11 | 210,538 | 0.5 |
| 5 | McKinley | 26 | 19 | 18 | 23 | 9 | 71,797 | **1.3** |
| 6 | Otero | 7 | 1 | 3 | 3 | 7 | 64,284 | **1.1** |
| 6 | Lea | 5 | 5 | 3 | 3 | 7 | 64,698 | **1.1** |
| 8 | Sandoval | 8 | 7 | 6 | 9 | 5 | 132,330 | 0.4 |
| 8 | Taos | 5 | 5 | 3 | 6 | 5 | 32,957 | **1.5** |
| 10 | San Miguel | 1 | 2 | 5 | 3 | 4 | 29,387 | **1.4** |
| All Other Counties | | 52 | 53 | 43 | 40 | 30 | 520,551 | 0.6 |
| Statewide Total | | 176 | 155 | 127 | 132 | 131 | 2,065,932 | 0.6 |

[1] Several counties had the same number of alcohol-involved fatal crashes in 2010 and therefore they have the same rank.

# Alcohol-involved Crash Geography

## *Cities*

- Cities showing a significant *increasing 5-year trend* in the number of alcohol-involved crashes: **Zuni Pueblo, Lovington**, and **Taos**. (Table 13)
- Cities showing a significant *decreasing 5-year trend* in the number of alcohol-involved crashes: **Española, Albuquerque**, and **Santa Fe**. (Table 13)
- Six cities, namely: Shiprock (22.9), Bernalillo (25.2), Española (25.4), Gallup (25.4), Zuni (34.9), and Taos (49.0) had rates that were more than double the 2010 statewide rate of 10.5 per 10,000 city residents, and are represented in red. (Table 13)

Table 13: Top Twenty Cities in Alcohol-involved Crashes, 2006 - 2010

| Rank[1] | City | Alcohol-involved Crashes | | | | | 2010 Population | Alcohol-involved Crashes per 10,000 City Residents |
|---|---|---|---|---|---|---|---|---|
| | | 2006 | 2007 | 2008 | 2009 | 2010 | | |
| 1 | Albuquerque | 911 | 766 | 731 | 801 | 558 | 545,852 | 10.2 |
| 2 | Las Cruces | 148 | 136 | 139 | 151 | 130 | 97,618 | 13.3 |
| 3 | Santa Fe | 164 | 149 | 143 | 109 | 107 | 67,947 | 15.7 |
| 4 | Farmington | 118 | 127 | 107 | 93 | 79 | 45,877 | 17.2 |
| 5 | Rio Rancho | 54 | 52 | 69 | 61 | 55 | 87,521 | 6.3 |
| 5 | Gallup | 79 | 70 | 83 | 86 | 55 | 21,678 | **25.4** |
| 7 | Hobbs | 43 | 37 | 81 | 51 | 54 | 34,122 | 15.8 |
| 8 | Roswell | 59 | 42 | 75 | 61 | 49 | 48,366 | 10.1 |
| 9 | Carlsbad | 33 | 36 | 41 | 34 | 31 | 26,138 | 11.9 |
| 10 | Taos | 18 | 20 | 22 | 26 | 28 | 5,716 | **49.0** |
| 10 | Alamogordo | 30 | 35 | 24 | 23 | 28 | 30,403 | 9.2 |
| 12 | Clovis | 27 | 36 | 29 | 37 | 27 | 37,775 | 7.1 |
| 13 | Española | 45 | 52 | 43 | 37 | 26 | 10,224 | **25.4** |
| 14 | Zuni | 5 | 16 | 1 | 18 | 22 | 6,302 | **34.9** |
| 15 | Bernalillo | 21 | 23 | 19 | 12 | 21 | 8,320 | **25.2** |
| 16 | Las Vegas | 16 | 17 | 25 | 17 | 20 | 13,753 | 14.5 |
| 17 | Portales | 17 | 14 | 15 | 17 | 19 | 12,280 | 15.5 |
| 17 | Shiprock | 24 | 21 | 25 | 21 | 19 | 8,295 | **22.9** |
| 19 | Lovington | 4 | 9 | 12 | 10 | 17 | 11,009 | 15.4 |
| 20 | Ruidoso | 19 | 18 | 13 | 13 | 15 | 8,029 | 18.7 |
| Statewide Total | | 2,698 | 2,471 | 2,600 | 2,698 | 2,162 | 2,065,932 | 10.5 |

[1] Several cities had the same number of alcohol-involved crashes in 2010 and therefore they have the same rank.

# Alcohol-involved Crash Geography

- Cities showing a significant *increasing 5-year trend* in the number of alcohol-involved injury crashes: **Zuni Pueblo, Taos**, and **Carlsbad**. (Table 14)
- Cities showing a significant *decreasing 5-year trend* in the number of alcohol-involved injury crashes: **Española, the Navajo Natio**n, S**anta Fe,** and **Farmington**. (Table 14)
- On average, there were approximately **four** alcohol-involved injury crashes per 10,000 residents in 2010. Five cities, namely: Bernalillo (9.6), Española (9.8), Gallup (11.5), Zuni (14.3), and Taos (24.5) had rates that were more than double the 2010 statewide rate of 4.5 per 10,000 city residents, and are represented in red. (Table 14)

Table 14: Top Twenty Cities in Alcohol-involved Injury Crashes, 2006 - 2010

| Rank[1] | City | Alcohol-involved Injury Crashes | | | | | 2010 Population | Alcohol-involved Injury Crashes per 10,000 City Residents |
|---|---|---|---|---|---|---|---|---|
| | | 2006 | 2007 | 2008 | 2009 | 2010 | | |
| 1 | Albuquerque | 366 | 328 | 290 | 308 | 229 | 545,852 | 4.2 |
| 2 | Las Cruces | 68 | 55 | 67 | 73 | 56 | 97,618 | 5.7 |
| 3 | Santa Fe | 89 | 62 | 59 | 49 | 43 | 67,947 | 6.3 |
| 4 | Farmington | 59 | 50 | 40 | 40 | 32 | 45,877 | 7.0 |
| 5 | Gallup | 29 | 33 | 32 | 30 | 25 | 21,678 | **11.5** |
| 6 | Rio Rancho | 22 | 21 | 28 | 14 | 22 | 87,521 | 2.5 |
| 7 | Hobbs | 17 | 18 | 30 | 21 | 21 | 34,122 | 6.2 |
| 8 | Roswell | 30 | 7 | 27 | 29 | 18 | 48,366 | 3.7 |
| 9 | Taos | 10 | 11 | 11 | 14 | 14 | 5,716 | **24.5** |
| 10 | Alamogordo | 16 | 14 | 7 | 7 | 13 | 30,403 | 4.3 |
| 10 | Carlsbad | 10 | 12 | 22 | 15 | 13 | 26,138 | 5.0 |
| 12 | Clovis | 12 | 13 | 13 | 22 | 12 | 37,775 | 3.2 |
| 13 | Española | 22 | 28 | 14 | 18 | 10 | 10,224 | **9.8** |
| 14 | Los Lunas | 17 | 8 | 3 | 12 | 9 | 14,835 | 6.1 |
| 14 | Zuni | 2 | 4 | 0 | 6 | 9 | 6,302 | **14.3** |
| 16 | Bernalillo | 10 | 11 | 8 | 5 | 8 | 8,320 | **9.6** |
| 17 | Silver City | 6 | 9 | 8 | 6 | 7 | 10,315 | 6.8 |
| 17 | Navajo | 15 | 15 | 9 | 12 | 7 | 1,645 | **42.6** |
| 17 | Portales | 6 | 6 | 6 | 7 | 7 | 12,280 | 5.7 |
| 20 | Las Vegas | 8 | 9 | 11 | 5 | 6 | 97,618 | 0.6 |
| Statewide Total | | 1,192 | 1,080 | 1,107 | 1,143 | 939 | 2,065,932 | 4.5 |

[1] Several cities had the same number of alcohol-involved injury crashes in 2010 and therefore they have the same rank.

# Alcohol-involved Crash Geography

- Cities showing a significant *increasing 5-year trend* to the number of alcohol-involved fatal crashes: **Española** and **Las Cruces**. (Table 15)
- Cities showing a significant *decreasing 5-year trend* to the number of alcohol-involved fatal crashes: **Albuquerque** and **Shiprock**. (Table 15)
- In New Mexico during 2010, there was approximately **one** alcohol-involved fatal crash (0.6) per 10,000 residents. The numbers in red are cities that are double the New Mexico statewide rate. (Table 15)

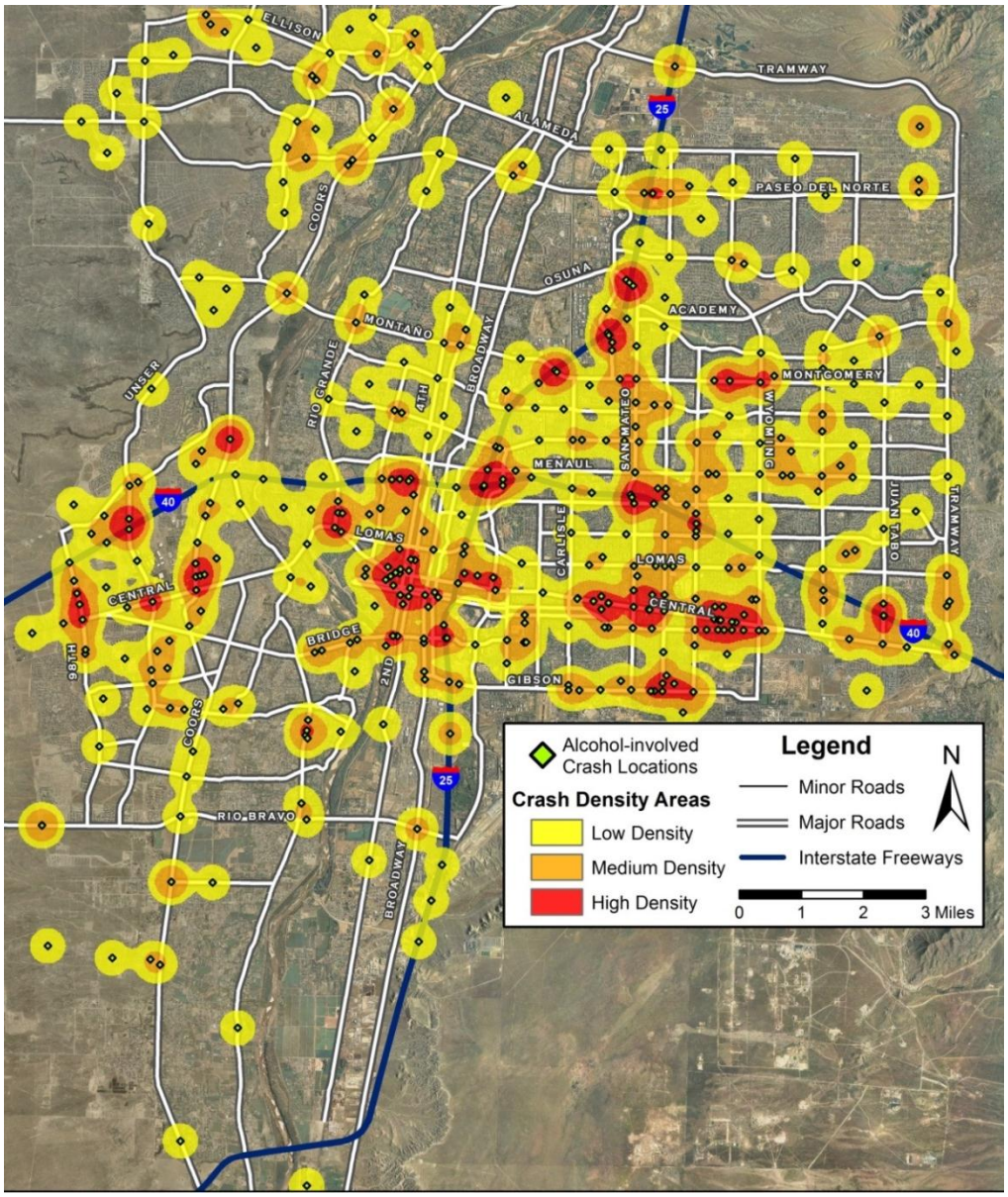
Table 15: Top Ranking Cities in Alcohol-involved Fatal Crashes, 2006 - 2010

| Rank[1] | City | Alcohol-involved Fatal Crashes | | | | | 2010 Population | Alcohol-involved Fatal Crashes per 10,000 City Residents |
|---|---|---|---|---|---|---|---|---|
| | | 2006 | 2007 | 2008 | 2009 | 2010 | | |
| 1 | Albuquerque | 28 | 27 | 18 | 18 | 17 | 545,852 | 0.3 |
| 2 | Española | 1 | 2 | 3 | 1 | 4 | 10,224 | **3.9** |
| 2 | Las Cruces | 1 | 2 | 2 | 3 | 4 | 97,618 | 0.4 |
| 4 | Santa Fe | 4 | 4 | 3 | 1 | 3 | 67,947 | 0.4 |
| 5 | Shiprock | 3 | 3 | 4 | 0 | 2 | 8,295 | **2.4** |
| 5 | Portales | 0 | 0 | 1 | 0 | 2 | 12,280 | **1.6** |
| 5 | Los Lunas | 3 | 2 | 0 | 0 | 2 | 14,835 | **1.3** |
| 5 | Hobbs | 2 | 1 | 1 | 2 | 2 | 34,122 | 0.6 |
| 5 | Farmington | 1 | 2 | 0 | 1 | 2 | 45,877 | 0.4 |
| 5 | Rio Rancho | 2 | 0 | 1 | 3 | 2 | 87,521 | 0.2 |
| 5 | Laguna | 2 | 3 | 4 | 1 | 2 | 1,241 | **16.1** |
| 5 | Zuni | 1 | 1 | 0 | 0 | 2 | 6,302 | **3.2** |
| 5 | Anthony | 1 | 0 | 2 | 0 | 2 | 9,509 | **2.1** |
| All Other Cities | | 127 | 108 | 88 | 102 | 85 | - | - |
| Statewide Total | | 176 | 155 | 127 | 132 | 131 | 2,065,932 | 0.6 |

[1] Severity cities had the same number of alcohol-involved fatal crashes in 2010 and therefore the same rank. Only cities with more than a single alcohol-involved fatal crash are listed.

## *Maps*

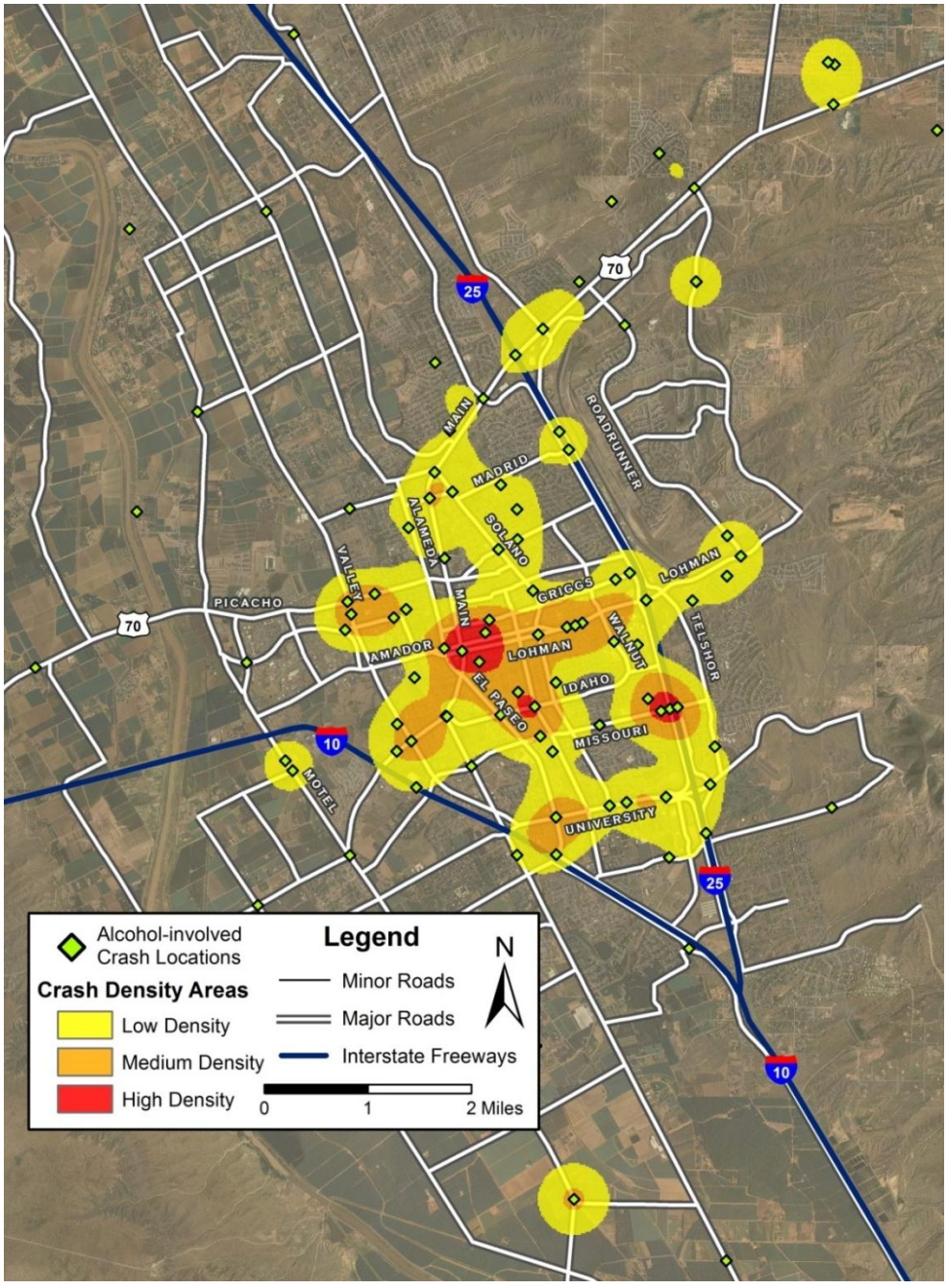
Map 3: Alcohol-involved Crashes in Albuquerque, 2010[2]




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

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

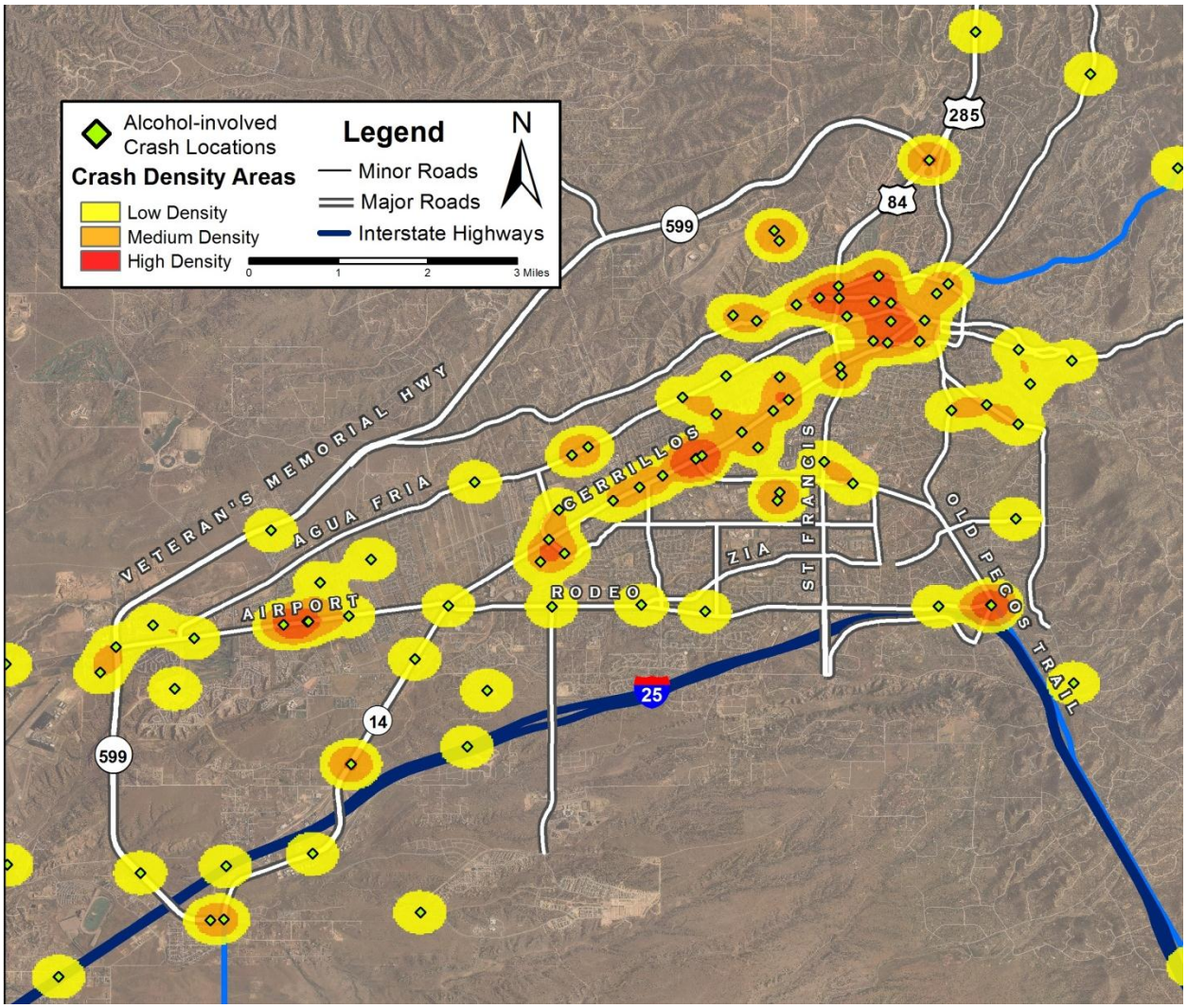
Map 4: Alcohol-involved Crashes in Las Cruces, 2010[3]




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

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

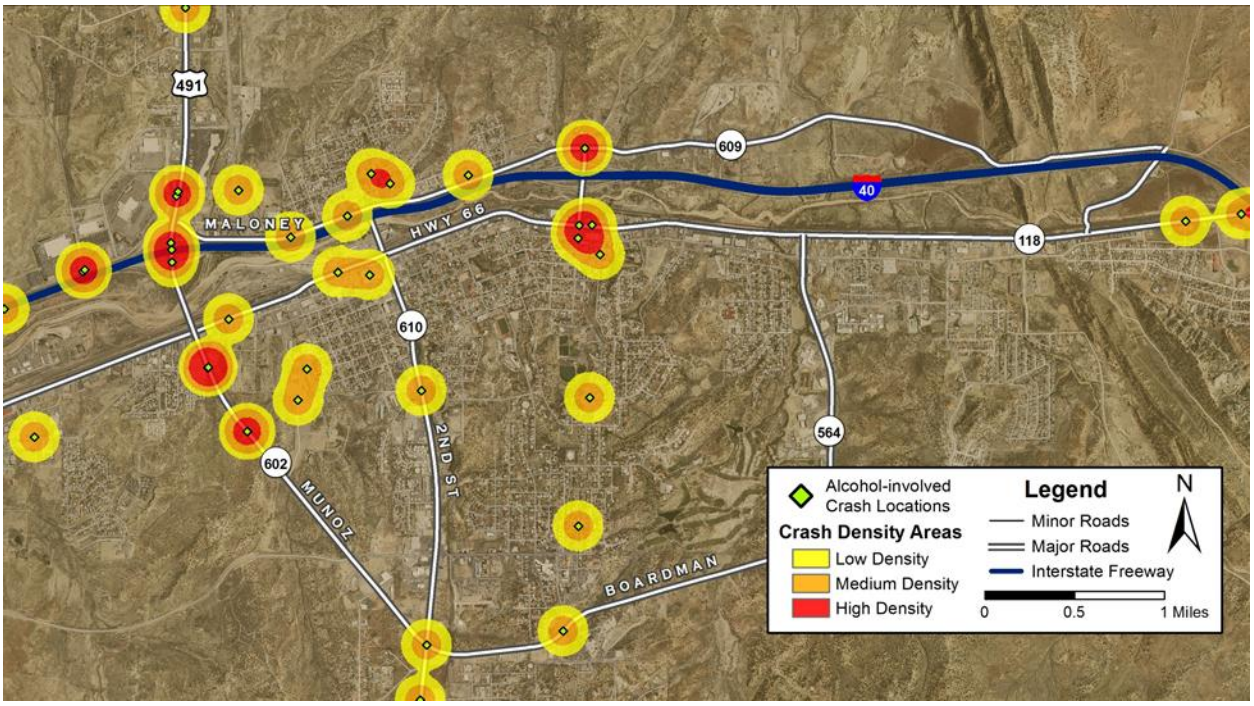
Map 5: Alcohol-involved Crashes in Santa Fe, 2010[4]




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

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

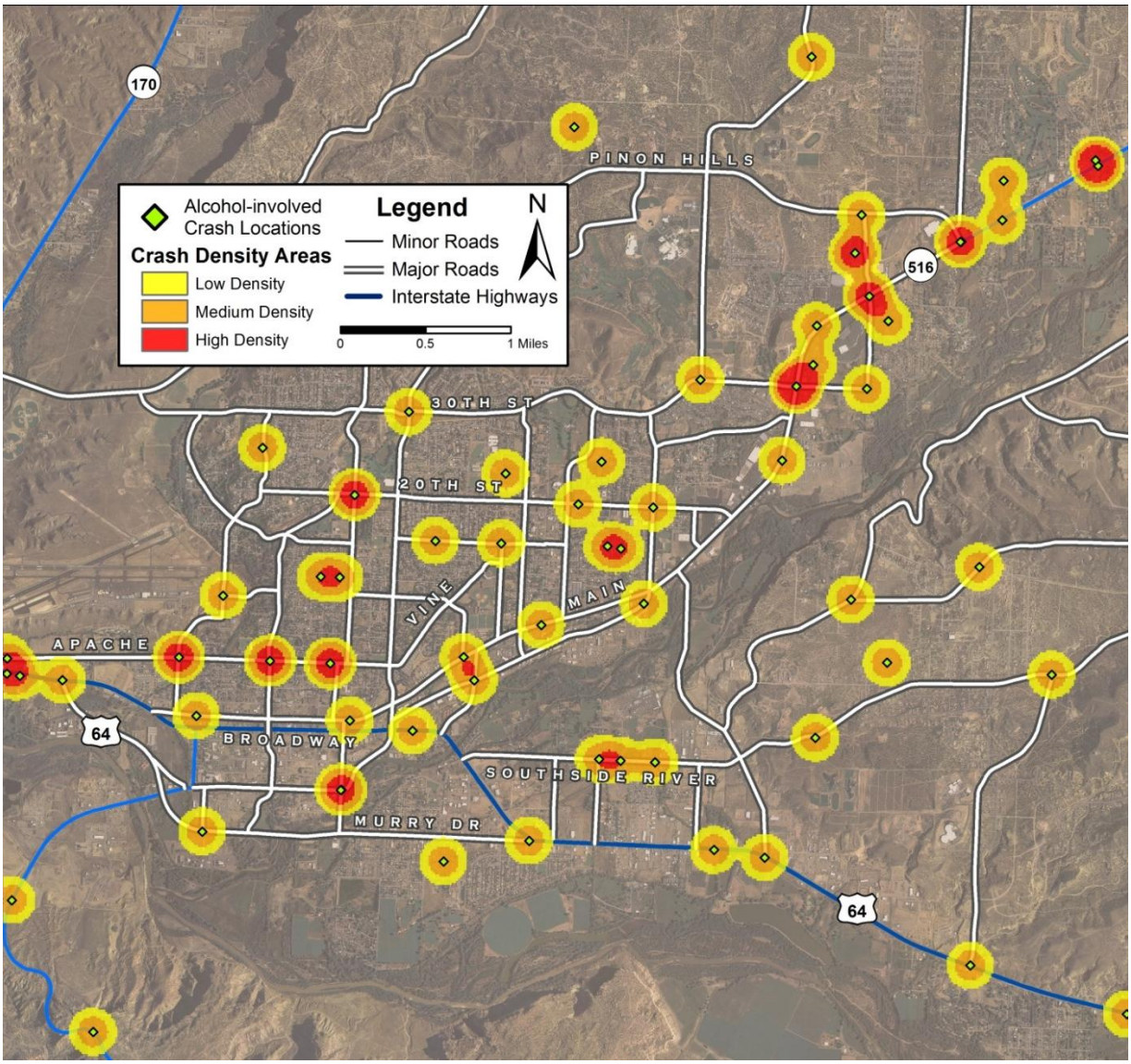
Map 6: Alcohol-involved Crashes in Gallup, 2010[5]




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

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

Map 7: Alcohol-involved Crashes in Farmington, 2010[6]




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

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

## *Rural and Urban Alcohol-involved Crashes*

- 61% of all alcohol-involved fatal crashes occurred on a rural roadway. (Table 18)
- A crash often involves multiple people. There were 131 alcohol-involved *fatal crashes* that resulted in 145 *fatalities* (people killed) in 2010. (Table 18)

Table 16: Alcohol-involved Crashes and Number of People in Alcohol-involved Crashes by Road System, 2010

| Road System | Alcohol-involved Crashes | | People in Alcohol-involved Crashes | |
|---|---|---|---|---|
| | Count | Percent | Count | Percent |
| Rural Interstate | 85 | 3.9% | 187 | 3.7% |
| Rural Non-Interstate | 579 | 26.8% | 1,134 | 22.6% |
| Urban | 1,498 | 69.3% | 3,688 | 73.6% |
| Total Crashes/People | 2,162 | 100.0% | 5,009 | 100.0% |

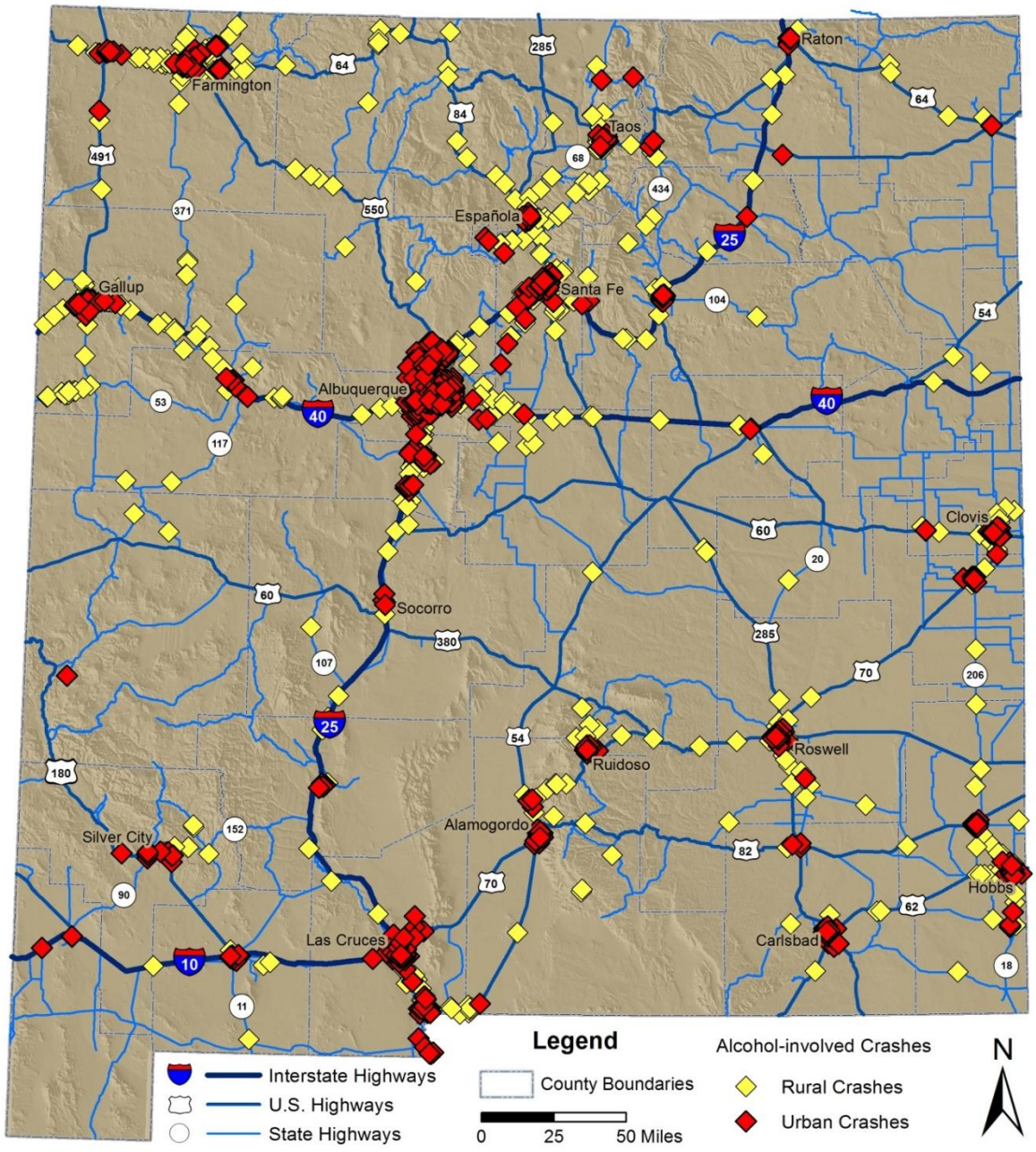
Table 17: Alcohol-involved Injury Crashes and Number of People Injured by Road System, 2010

| Road System | Alcohol-involved Injury Crashes | | People Injured in Alcohol-involved Crashes | |
|---|---|---|---|---|
| | Count | Percent | Count | Percent |
| Rural Interstate | 40 | 4.3% | 69 | 4.4% |
| Rural Non-Interstate | 290 | 30.9% | 494 | 31.8% |
| Urban | 609 | 64.9% | 990 | 63.7% |
| Total Crashes/People | 939 | 100.0% | 1,553 | 100.0% |

Table 18: Alcohol-involved Fatal Crashes and Number of People Killed by Road System, 2010

| Road System | Alcohol-involved Fatal Crashes | | People Killed in Alcohol-involved Crashes | |
|---|---|---|---|---|
| | Count | Percent | Count | Percent |
| Rural Interstate | 15 | 11.5% | 18 | 12.4% |
| Rural Non-Interstate | 65 | 49.6% | 71 | 49.0% |
| Urban | 51 | 38.9% | 56 | 38.6% |
| Total Crashes/People | 131 | 100.0% | 145 | 100.0% |

Map 8: Urban Versus Rural Alcohol-involved Crashes, 2010[7]




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

[7] Points on this map represent geocodable alcohol-involved crash locations (See Geocode in Definitions). Each crash point is assigned a color according to the urban or rural location and can represent multiple crashes at that location.

# Alcohol-involved Crash Geography

- Many rural alcohol-involved crashes occurred just outside the urban boundaries. (Map 8, yellow symbols)
- Approximately 77% of all urban alcohol-involved crashes involved either hitting another vehicle (44%) or a fixed object (33%). (Table 19)

Table 19: Alcohol-involved Crashes and Fatalities on Urban Roads by Crash Classification, 2010

| Urban Roads | | | | |
|---|---|---|---|---|
| Crash Classification | Alcohol-involved Crashes | | Alcohol-involved Fatalities | |
| | Count | Percent | Count | Percent |
| Other Vehicle | 659 | 44.0% | 18 | 32.1% |
| Fixed Object | 488 | 32.6% | 11 | 19.6% |
| Parked Vehicle | 149 | 9.9% | 1 | 1.8% |
| Overturn | 108 | 7.2% | 13 | 23.2% |
| Pedestrian | 49 | 3.3% | 9 | 16.1% |
| Other Non-Collision | 21 | 1.4% | 1 | 1.8% |
| Pedalcyclist | 16 | 1.1% | 3 | 5.4% |
| Other Object | 6 | 0.4% | 0 | 0.0% |
| Railroad Train | 2 | 0.1% | 0 | 0.0% |
| Vehicle on Other Roadway | 0 | 0.0% | 0 | 0.0% |
| Animal | 0 | 0.0% | 0 | 0.0% |
| Total | 1,498 | 100.0% | 56 | 100.0% |

Figure 5: Top Five Classifications for Alcohol-involved Fatalities on Urban Roads, 2010

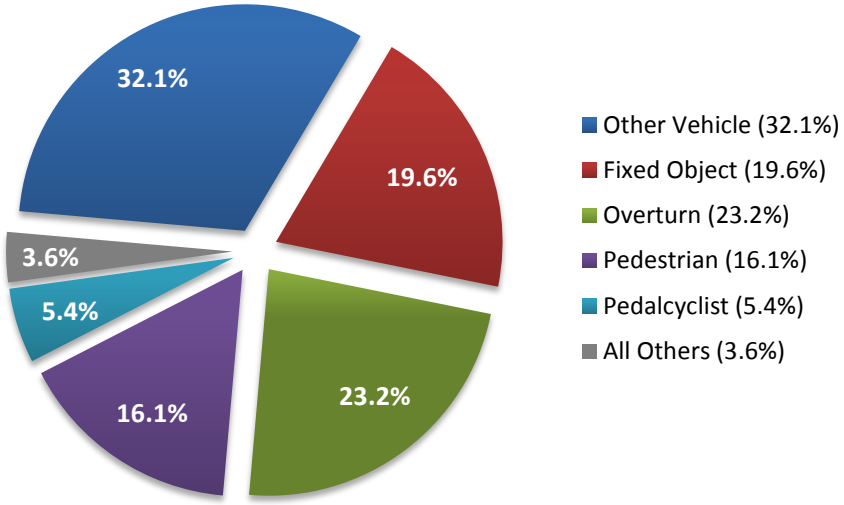


Table 20: Alcohol-involved Crashes and Fatalities on Rural Non-Interstate Roads by Crash Classification, 2010

| Rural Non-Interstate | | | | |
|---|---|---|---|---|
| Crash Classification | Alcohol-involved Crashes | | Alcohol-involved Fatalities | |
| | Count | Percent | Count | Percent |
| Overturn | 204 | 35.2% | 36 | 50.7% |
| Fixed Object | 195 | 33.7% | 12 | 16.9% |
| Other Vehicle | 133 | 23.0% | 13 | 18.3% |
| Other Non-Collision | 18 | 3.1% | 3 | 4.2% |
| Parked Vehicle | 10 | 1.7% | 0 | 0.0% |
| Pedestrian | 8 | 1.4% | 5 | 7.0% |
| Animal | 5 | 0.9% | 1 | 1.4% |
| Pedalcyclist | 3 | 0.5% | 1 | 1.4% |
| Other Object | 3 | 0.5% | 0 | 0.0% |
| Vehicle on Other Roadway | 0 | 0.0% | 0 | 0.0% |
| Railroad Train | 0 | 0.0% | 0 | 0.0% |
| Total | 579 | 100.0% | 71 | 100.0% |

Table 21: Alcohol-involved Crashes and Fatalities on Rural Interstate Roads by Crash Classification, 2010

| Rural Interstate | | | | |
|---|---|---|---|---|
| Crash Classification | Alcohol-involved Crashes | | Alcohol-involved Fatalities | |
| | Count | Percent | Count | Percent |
| Other Vehicle | 27 | 31.8% | 7 | 38.9% |
| Overturn | 27 | 31.8% | 7 | 38.9% |
| Fixed Object | 22 | 25.9% | 2 | 11.1% |
| Pedestrian | 4 | 4.7% | 2 | 11.1% |
| Other Non-Collision | 3 | 3.5% | 0 | 0.0% |
| Parked Vehicle | 2 | 2.4% | 0 | 0.0% |
| Railroad Train | 0 | 0.0% | 0 | 0.0% |
| Other Object | 0 | 0.0% | 0 | 0.0% |
| Vehicle on Other Roadway | 0 | 0.0% | 0 | 0.0% |
| Pedalcyclist | 0 | 0.0% | 0 | 0.0% |
| Animal | 0 | 0.0% | 0 | 0.0% |
| Total | 85 | 100.0% | 18 | 100.0% |

# Crash Characteristics

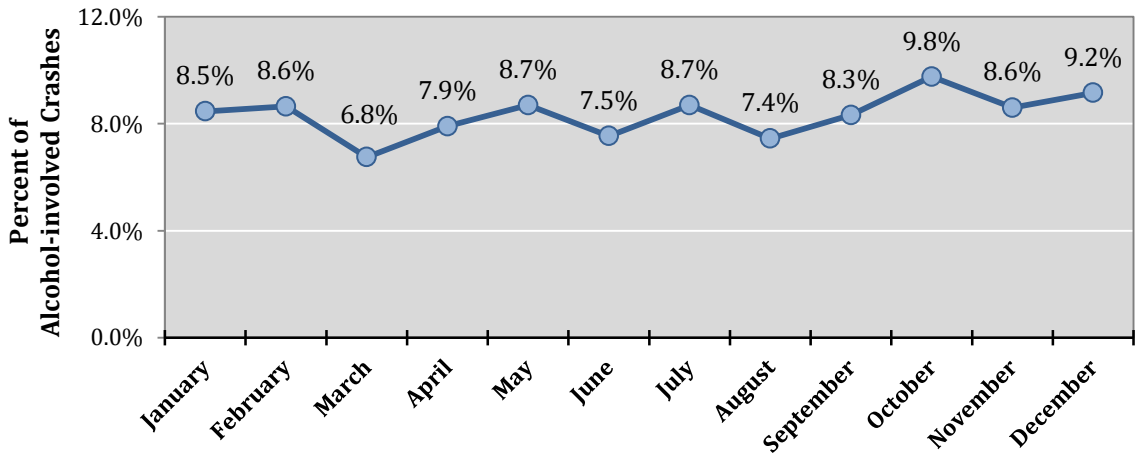
## *Month, Day of Week, and Hour*

- October had the highest percentage (9.8%) of alcohol-involved crashes in 2010

Table 22: Alcohol-involved Crashes by Severity and Month, 2010

| Month | Alcohol-involved Fatal Crashes | | Alcohol-involved Injury Crashes | | Alcohol-involved Property Damage Only Crashes | | Alcohol-involved Total Crashes | |
|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| January | 14 | 10.7% | 66 | 7.0% | 103 | 9.4% | 183 | 8.5% |
| February | 7 | 5.3% | 61 | 6.5% | 119 | 10.9% | 187 | 8.6% |
| March | 11 | 8.4% | 51 | 5.4% | 84 | 7.7% | 146 | 6.8% |
| April | 6 | 4.6% | 83 | 8.8% | 82 | 7.5% | 171 | 7.9% |
| May | 20 | 15.3% | 88 | 9.4% | 80 | 7.3% | 188 | 8.7% |
| June | 16 | 12.2% | 73 | 7.8% | 74 | 6.8% | 163 | 7.5% |
| July | 10 | 7.6% | 90 | 9.6% | 88 | 8.1% | 188 | 8.7% |
| August | 9 | 6.9% | 73 | 7.8% | 79 | 7.2% | 161 | 7.4% |
| September | 13 | 9.9% | 79 | 8.4% | 88 | 8.1% | 180 | 8.3% |
| October | 8 | 6.1% | 112 | 11.9% | 91 | 8.3% | 211 | 9.8% |
| November | 9 | 6.9% | 88 | 9.4% | 89 | 8.2% | 186 | 8.6% |
| December | 8 | 6.1% | 75 | 8.0% | 115 | 10.5% | 198 | 9.2% |
| Total | 131 | 100.0% | 939 | 100.0% | 1,092 | 100.0% | 2,162 | 100.0% |

Figure 6: Percent of Alcohol-involved Crashes by Month, 2010

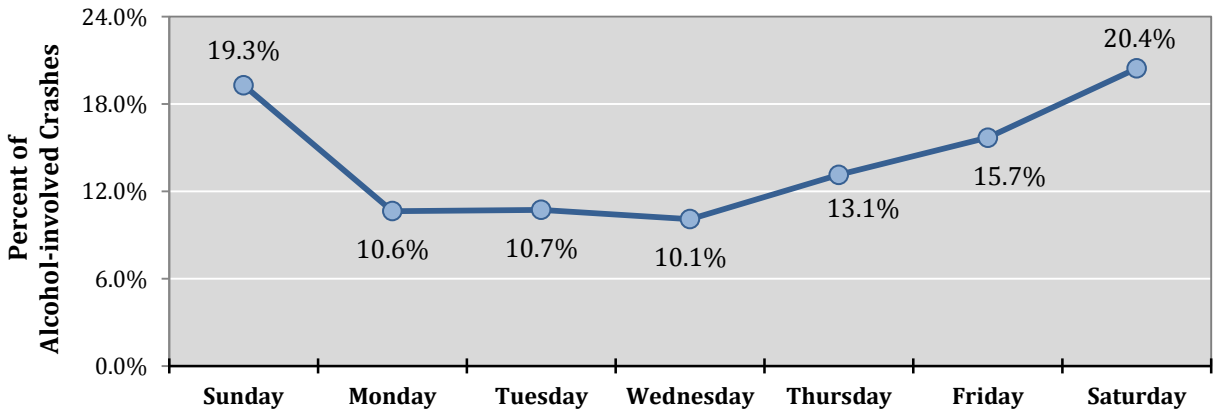


- Wednesday had the lowest percentage (10.1%) of alcohol-involved crashes, and Saturday had the highest (20.4%). (Table 23, Figure 7)
- Over half (55.4%) of all alcohol-involved crashes occurred on the weekend: Friday (15.7%), Saturday, (20.4%) and Sunday (19.3%). (Table 23, Figure 7)

Table 23: Alcohol-involved Crashes by Severity and Day of Week, 2010

| Day of the Week | Alcohol-involved Fatal Crashes | | Alcohol-involved Injury Crashes | | Alcohol-involved Property Damage Only Crashes | | Alcohol-involved Total Crashes | |
|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| Sunday | 28 | 21.4% | 168 | 17.9% | 221 | 20.2% | 417 | 19.3% |
| Monday | 11 | 8.4% | 108 | 11.5% | 111 | 10.2% | 230 | 10.6% |
| Tuesday | 15 | 11.5% | 106 | 11.3% | 111 | 10.2% | 232 | 10.7% |
| Wednesday | 15 | 11.5% | 100 | 10.6% | 103 | 9.4% | 218 | 10.1% |
| Thursday | 17 | 13.0% | 111 | 11.8% | 156 | 14.3% | 284 | 13.1% |
| Friday | 21 | 16.0% | 143 | 15.2% | 175 | 16.0% | 339 | 15.7% |
| Saturday | 24 | 18.3% | 203 | 21.6% | 215 | 19.7% | 442 | 20.4% |
| Total | 131 | 100.0% | 939 | 100.0% | 1,092 | 100.0% | 2,162 | 100.0% |

Figure 7: Percentage of Alcohol-involved Crashes by Day of Week, 2010



# Crash Characteristics – Month, Day, Hour

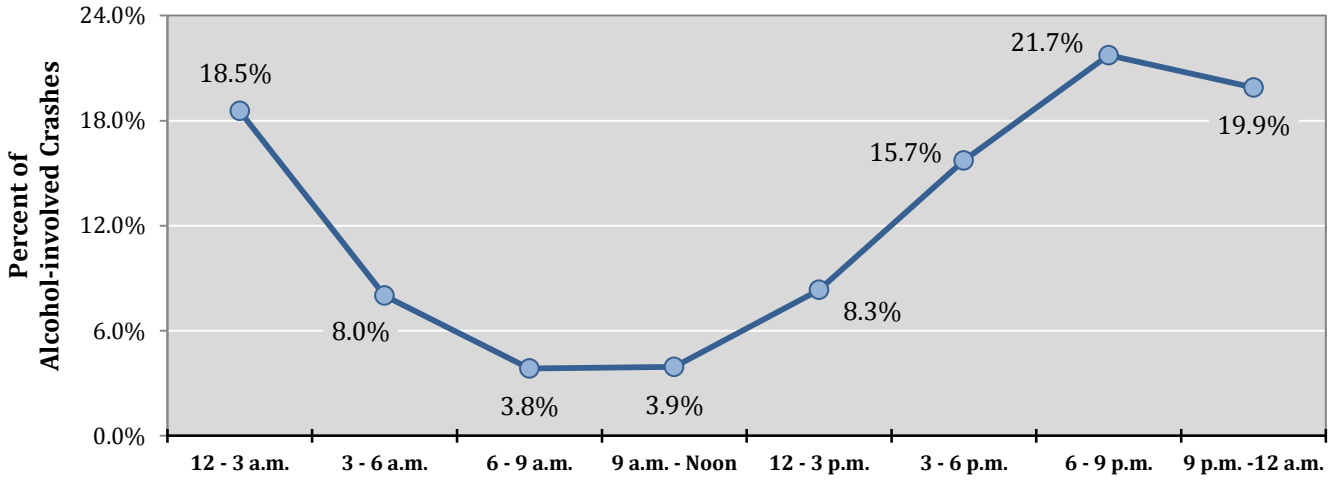
- Approximately the same number of alcohol-involved crashes occurred from 3 a.m. to 6 a.m. (173) as from 12 p.m. to 3 p.m. (180). (Table 24, Figure 8)
- 40% of all alcohol-involved fatal crashes occurred at night between 9 p.m. and 3 a.m. (Table 24)

Table 24: Alcohol-involved Crashes by Severity and Three-hour Segments, 2010

| Hour | Alcohol-involved Fatal Crashes | | Alcohol-involved Injury Crashes | | Alcohol-involved Property Damage Only Crashes | | Alcohol-involved Total Crashes | |
|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| 12 - 3 a.m. | 24 | 18.3% | 152 | 16.2% | 225 | 20.6% | 401 | 18.5% |
| 3 - 6 a.m. | 10 | 7.6% | 72 | 7.7% | 91 | 8.3% | 173 | 8.0% |
| 6 - 9 a.m. | 6 | 4.6% | 44 | 4.7% | 33 | 3.0% | 83 | 3.8% |
| 9 a.m. - Noon | 10 | 7.6% | 41 | 4.4% | 34 | 3.1% | 85 | 3.9% |
| 12 - 3 p.m. | 8 | 6.1% | 88 | 9.4% | 84 | 7.7% | 180 | 8.3% |
| 3 - 6 p.m. | 16 | 12.2% | 150 | 16.0% | 174 | 15.9% | 340 | 15.7% |
| 6 - 9 p.m. | 28 | 21.4% | 230 | 24.5% | 212 | 19.4% | 470 | 21.7% |
| 9 p.m. -12 a.m. | 29 | 22.1% | 162 | 17.3% | 239 | 21.9% | 430 | 19.9% |
| Total | 131 | 100.0% | 939 | 100.0% | 1,092 | 100.0% | 2,162 | 100.0% |

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

Figure 8: Percent of Alcohol-involved Crashes by Three-hour Segments, 2010



- Sundays at 2 a.m. had the highest number of alcohol-involved crashes. (Table 25)

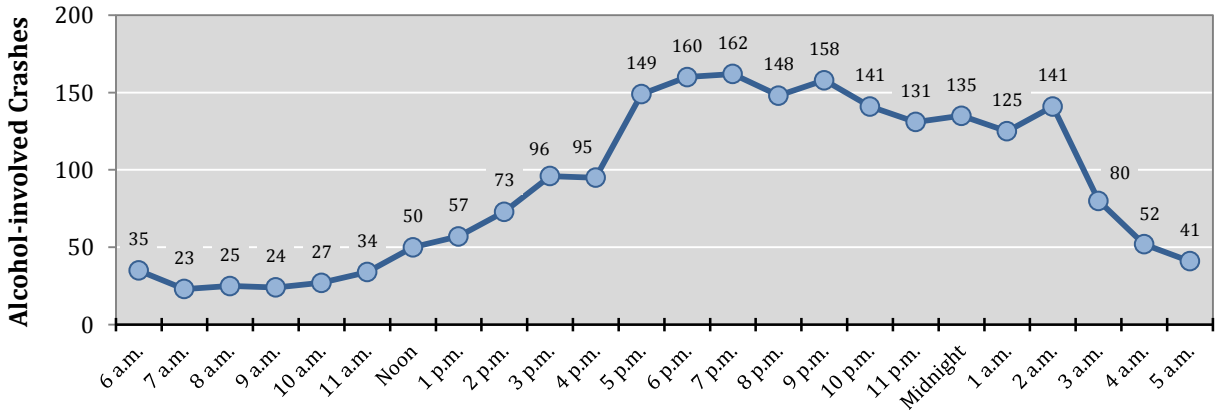
Table 25: Alcohol-involved Crashes by Hour and Day of Week, 2010

| Hour[1] | Alcohol-involved Crashes | | | | | | | Total by Hour |
|---|---|---|---|---|---|---|---|---|
| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | |
| 6 a.m. | 2 | 5 | 1 | 6 | 3 | 9 | 9 | 35 |
| 7 a.m. | 2 | 3 | 1 | 4 | 3 | 7 | 3 | 23 |
| 8 a.m. | 4 | 2 | 3 | 0 | 6 | 5 | 5 | 25 |
| 9 a.m. | 5 | 2 | 1 | 2 | 5 | 3 | 6 | 24 |
| 10 a.m. | 3 | 4 | 3 | 2 | 5 | 6 | 4 | 27 |
| 11 a.m. | 4 | 4 | 2 | 7 | 7 | 6 | 4 | 34 |
| Noon | 8 | 8 | 2 | 8 | 8 | 11 | 5 | 50 |
| 1 p.m. | 8 | 9 | 7 | 10 | 3 | 16 | 4 | 57 |
| 2 p.m. | 7 | 6 | 6 | 12 | 16 | 15 | 11 | 73 |
| 3 p.m. | 14 | 14 | 8 | 13 | 18 | 17 | 12 | 96 |
| 4 p.m. | 18 | 10 | 14 | 8 | 19 | 8 | 18 | 95 |
| 5 p.m. | 24 | 17 | 22 | 21 | 20 | 25 | 20 | 149 |
| 6 p.m. | 17 | 24 | 13 | 13 | 31 | 33 | 29 | 160 |
| 7 p.m. | 20 | 19 | 18 | 21 | 22 | 38 | 24 | 162 |
| 8 p.m. | 17 | 13 | 11 | 29 | 25 | 26 | 27 | 148 |
| 9 p.m. | 12 | 17 | 26 | 23 | 27 | 27 | 26 | 158 |
| 10 p.m. | 12 | 16 | 15 | 24 | 30 | 25 | 19 | 141 |
| 11 p.m. | 9 | 17 | 21 | 22 | 20 | 27 | 15 | 131 |
| Midnight | 15 | 13 | 12 | 15 | 15 | 30 | 35 | 135 |
| 1 a.m. | 5 | 13 | 14 | 11 | 18 | 32 | 32 | 125 |
| 2 a.m. | 10 | 5 | 6 | 18 | 16 | 38 | 48 | 141 |
| 3 a.m. | 10 | 6 | 3 | 3 | 9 | 21 | 28 | 80 |
| 4 a.m. | 3 | 4 | 5 | 6 | 5 | 9 | 20 | 52 |
| 5 a.m. | 1 | 1 | 4 | 6 | 8 | 8 | 13 | 41 |
| Total | 230 | 232 | 218 | 284 | 339 | 442 | 417 | 2,162 |

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

Numbers are shaded such that darker shading identifies higher numbers.

Figure 9: Alcohol-involved Crashes by Hour, 2010



## *Crash Classification*

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

Table 26: Alcohol-involved Crashes by Crash Classification, 2006 - 2010

| Crash Classification | Alcohol-involved Crashes | | | | | Percentage of Total Alcohol-involved Crashes by Year | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2006 | 2007 | 2008 | 2009 | 2010 | 2006 | 2007 | 2008 | 2009 | 2010 |
| Other Vehicle | 1,101 | 974 | 949 | 925 | 819 | 40.8% | 39.4% | 36.5% | 34.3% | 37.9% |
| Fixed Object | 858 | 775 | 897 | 935 | 705 | 31.8% | 31.4% | 34.5% | 34.7% | 32.6% |
| Overturn | 339 | 325 | 338 | 385 | 339 | 12.6% | 13.2% | 13.0% | 14.3% | 15.7% |
| Parked Vehicle | 202 | 210 | 233 | 226 | 161 | 7.5% | 8.5% | 9.0% | 8.4% | 7.4% |
| Pedestrian | 99 | 104 | 87 | 96 | 61 | 3.7% | 4.2% | 3.3% | 3.6% | 2.8% |
| Other (Non-Collision) | 50 | 38 | 41 | 64 | 42 | 1.9% | 1.5% | 1.6% | 2.4% | 1.9% |
| Pedalcyclist | 26 | 17 | 15 | 21 | 19 | 1.0% | 0.7% | 0.6% | 0.8% | 0.9% |
| Other (Object) | 9 | 12 | 19 | 23 | 9 | 0.3% | 0.5% | 0.7% | 0.9% | 0.4% |
| Animal | 13 | 10 | 15 | 11 | 5 | 0.5% | 0.4% | 0.6% | 0.4% | 0.2% |
| Railroad Train | 0 | 2 | 1 | 3 | 2 | 0.0% | 0.1% | 0.0% | 0.1% | 0.1% |
| Vehicle on Other Road | 1 | 4 | 4 | 9 | 0 | 0.04% | 0.16% | 0.15% | 0.33% | 0.00% |
| Total Crashes | 2,698 | 2,471 | 2,599 | 2,698 | 2,162 | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

- Even though alcohol-involved crashes have shown a slight decrease in the last five years, the percentage distributions of crash classifications have remained fairly constant. (Table 26)
- Alcohol-involved crashes with pedalcyclists have decreased by 27% in the last five years. (Table 26)

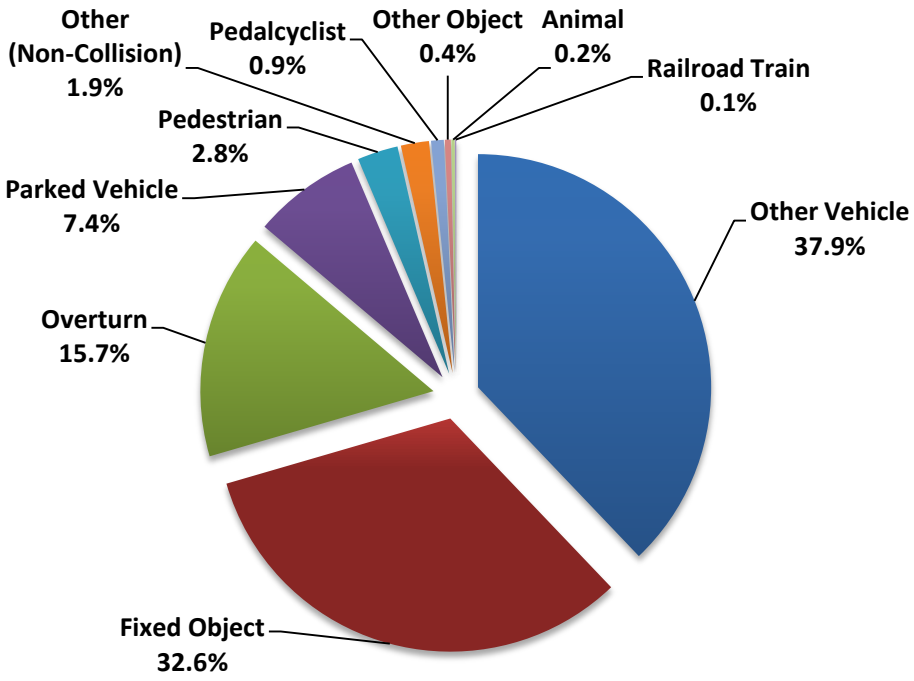
# Crash Characteristics – Crash Classification

- Pedestrian-classified crashes were 2.8% of all alcohol-involved crashes, but comprised 12.2% of all alcohol-involved fatal crashes. (Table 27)
- Overturns were responsible for 40.5% of all alcohol-involved fatal crashes. (Table 27)

Table 27: Alcohol-involved Crashes by Severity and Crash Classification, 2010

| Crash Classification | Alcohol-involved Fatal Crashes | | Alcohol-involved Injury Crashes | | Alcohol-involved Property Damage Only Crashes | | Total Alcohol-involved Crashes | |
|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| Other Vehicle | 28 | 21.4% | 397 | 42.3% | 394 | 36.1% | 819 | 37.9% |
| Fixed Object | 24 | 18.3% | 214 | 22.8% | 467 | 42.8% | 705 | 32.6% |
| Overturn | 53 | 40.5% | 213 | 22.7% | 73 | 6.7% | 339 | 15.7% |
| Parked Vehicle | 1 | 0.8% | 35 | 3.7% | 125 | 11.4% | 161 | 7.4% |
| Pedestrian | 16 | 12.2% | 42 | 4.5% | 3 | 0.3% | 61 | 2.8% |
| Other (Non-Collision) | 4 | 3.1% | 16 | 1.7% | 22 | 2.0% | 42 | 1.9% |
| Pedalcyclist | 4 | 3.1% | 13 | 1.4% | 2 | 0.2% | 19 | 0.9% |
| Other Object | 0 | 0.0% | 6 | 0.6% | 3 | 0.3% | 9 | 0.4% |
| Animal | 1 | 0.8% | 2 | 0.2% | 2 | 0.2% | 5 | 0.2% |
| Railroad Train | 0 | 0.0% | 1 | 0.1% | 1 | 0.1% | 2 | 0.1% |
| Vehicle on Other Road | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Total | 131 | 100.0% | 939 | 100.0% | 1,092 | 100.0% | 2,162 | 100.0% |

Figure 10: Alcohol-involved Crashes by Crash Classification, 2010



## *Roadway Types*

- Non-intersection crashes account for 78% of all road elements in alcohol-involved crashes. (Table 28)

Table 28: Alcohol-involved Crashes by Severity and Road Element, 2010

| Road Element | 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 |
| Non-Intersection | 123 | 94% | 699 | 74% | 861 | 79% | 1,683 | 78% |
| Intersection Related | 1 | 0.8% | 109 | 12% | 127 | 12% | 237 | 11% |
| Intersection | 6 | 5% | 123 | 13% | 91 | 8% | 220 | 10% |
| Driveway Access | 1 | 0.8% | 8 | 1% | 11 | 1% | 20 | 1% |
| Railroad Crossing | 0 | 0% | 0 | 0% | 1 | 0% | 1 | 0% |
| Alley | 0 | 0.0% | 0 | 0% | 1 | 0% | 1 | 0% |
| Total | 131 | 100% | 939 | 100% | 1,092 | 100% | 2,162 | 100% |

Table 29: Alcohol-involved Crashes by Severity and Road Character, 2010

| Road Character | 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 |
| Straight | 102 | 78% | 761 | 81% | 905 | 83% | 1,768 | 82% |
| Curve | 29 | 22.1% | 175 | 19% | 173 | 16% | 377 | 17% |
| Not Stated | 0 | 0.0% | 3 | 0% | 14 | 1% | 17 | 1% |
| Grand Total | 131 | 100% | 939 | 100% | 1,092 | 100% | 2,162 | 100% |

Table 30: Alcohol-involved Rollover/Overturn Crashes by Severity, 2010

| Rollover/ Overturn Crash Location | 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 |
| Right Side of Road | 26 | 49.1% | 104 | 48.8% | 31 | 42.5% | 161 | 47.5% |
| Left Side of Road | 14 | 26.4% | 56 | 26.3% | 28 | 38.4% | 98 | 28.9% |
| Not Stated[1] | 9 | 17.0% | 28 | 13.1% | 6 | 8.2% | 43 | 12.7% |
| On Road | 4 | 7.5% | 25 | 11.7% | 8 | 11.0% | 37 | 10.9% |
| Total | 53 | 100.0% | 213 | 100.0% | 73 | 100.0% | 339 | 100.0% |

[1] Not Stated describes that there was no specification of right side, left side, or on road for the crash location.

## *Vehicles*

- Over half of the alcohol-involved crashes only involved **one** vehicle. (Table 31)
- 94% of all alcohol-involved crashes involved either 1 or 2 vehicles. (Table 31)

Table 31: Alcohol-involved Crashes by Number of Vehicles Involved and Severity, 2010

| Number of Vehicles[1] 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 | 79 | 60.3% | 440 | 46.9% | 562 | 51.5% | 1,081 | 50.0% |
| 2 | 43 | 32.8% | 420 | 44.7% | 490 | 44.9% | 953 | 44.1% |
| 3 | 6 | 4.6% | 65 | 6.9% | 28 | 2.6% | 99 | 4.6% |
| 4 | 2 | 1.5% | 9 | 1.0% | 9 | 0.8% | 20 | 0.9% |
| 5 | 1 | 0.8% | 4 | 0.4% | 2 | 0.2% | 7 | 0.3% |
| 6 | 0 | 0.0% | 1 | 0.1% | 1 | 0.09% | 2 | 0.093% |
| Total Crashes | 131 | 100.0% | 939 | 100.0% | 1,092 | 100.0% | 2,162 | 100.0% |

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

Table 32: Vehicles in Alcohol-involved Crashes by Vehicle Type and Severity, 2010

| Vehicle Type | Vehicles in Alcohol-involved Fatal Crashes | | Vehicles in Alcohol-involved Injury Crashes | | Vehicles in Alcohol-involved Property Damage Only Crashes | | Total Vehicles in Alcohol-involved Crashes | |
|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| Passenger | 69 | 35.2% | 676 | 44.0% | 835 | 49.8% | 1,580 | 46.3% |
| Pickup (Light Truck) | 47 | 24.0% | 374 | 24.3% | 415 | 24.7% | 836 | 24.5% |
| Van/4 WD | 31 | 15.8% | 273 | 17.8% | 284 | 16.9% | 588 | 17.2% |
| Motorcycle | 17 | 8.7% | 73 | 4.7% | 19 | 1.1% | 109 | 3.2% |
| Unknown | 4 | 2.0% | 31 | 2.0% | 62 | 3.7% | 97 | 2.8% |
| Other | 1 | 0.5% | 30 | 2.0% | 42 | 2.5% | 73 | 2.1% |
| Pedestrian | 20 | 10.2% | 46 | 3.0% | 4 | 0.2% | 70 | 2.1% |
| Semi (Heavy Truck) | 3 | 1.5% | 16 | 1.0% | 14 | 0.8% | 33 | 1.0% |
| Pedalcyclist | 4 | 2.0% | 15 | 1.0% | 2 | 0.1% | 21 | 0.6% |
| Bus | 0 | 0.0% | 3 | 0.2% | 1 | 0.1% | 4 | 0.1% |
| Total Vehicles | 196 | 100.0% | 1,537 | 100.0% | 1,678 | 100.0% | 3,411 | 100.0% |

- 70% of all people on a motorcycle in an alcohol-involved crash sustained either a serious injury (Class A or B) or were killed (Class K). (Table 33)
- 77% of all pedestrians in an alcohol-involved crash sustained either a serious injury (Class A or B) or were killed (Class K). (Table 33)

Table 33: Severity of Injuries to People in Alcohol-involved Crashes by Vehicle Type, 2010

| Vehicle Type | Severity of Injuries to People in Alcohol-involved Crashes | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fatalities (Class K) | | Incapacitating Injuries (Class A) | | Visible Injuries (Class B) | | Non-Visible Injuries (Class C) | | Not Injured (Class O) | | Total People in Alcohol-involved Crashes | |
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| Passenger | 50 | 2.1% | 127 | 5.3% | 246 | 10.2% | 339 | 14.1% | 1,640 | 68.3% | 2,402 | 100% |
| Pickup (Light Truck) | 32 | 2.7% | 60 | 5.0% | 130 | 10.9% | 163 | 13.6% | 813 | 67.9% | 1,198 | 100% |
| Van/4 Wd | 22 | 2.4% | 55 | 6.0% | 105 | 11.4% | 133 | 14.5% | 605 | 65.8% | 920 | 100% |
| Motorcycle | 18 | 13.7% | 38 | 29.0% | 36 | 27.5% | 10 | 7.6% | 29 | 22.1% | 131 | 100% |
| Unknown | 0 | 0.0% | 4 | 3.3% | 7 | 5.8% | 9 | 7.4% | 101 | 83.5% | 121 | 100% |
| Other | 0 | 0.0% | 5 | 5.5% | 6 | 6.6% | 12 | 13.2% | 68 | 74.7% | 91 | 100% |
| Pedestrian | 19 | 25.3% | 22 | 29.3% | 17 | 22.7% | 8 | 10.7% | 9 | 12.0% | 75 | 100% |
| Semi (Heavy Truck) | 0 | 0.0% | 1 | 2.7% | 0 | 0.0% | 5 | 13.5% | 31 | 83.8% | 37 | 100% |
| Pedalcyclist | 4 | 19.0% | 7 | 33.3% | 4 | 19.0% | 4 | 19.0% | 2 | 9.5% | 21 | 100% |
| Bus | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 13 | 100.0% | 13 | 100% |
| Total People | 145 | 2.9% | 319 | 6.4% | 551 | 11.0% | 683 | 13.6% | 3,311 | 66.1% | 5,009 | 100% |

Table 34: Vehicles in Alcohol-involved Crashes by Vehicle Type and Insurance, 2010

| Vehicle[1] Type | Vehicles in Alcohol-involved Crashes | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Uninsured | | Insured | | Unknown | | Total | |
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| Passenger | 262 | 16.6% | 1,041 | 65.9% | 277 | 17.5% | 1,580 | 100% |
| Pickup (Light Truck) | 131 | 15.7% | 544 | 65.1% | 161 | 19.3% | 836 | 100% |
| Van / 4WD | 85 | 14.5% | 391 | 66.5% | 112 | 19.0% | 588 | 100% |
| Motorcycle | 33 | 30.3% | 43 | 39.4% | 33 | 30.3% | 109 | 100% |
| Unknown | 13 | 13.4% | 40 | 41.2% | 44 | 45.4% | 97 | 100% |
| Other | 11 | 15.1% | 51 | 69.9% | 11 | 15.1% | 73 | 100% |
| Semi (Heavy Truck) | 0 | 0.0% | 4 | 100.0% | 0 | 0.0% | 4 | 100% |
| Semi | 0 | 0.0% | 28 | 84.8% | 5 | 15.2% | 33 | 100% |
| Total Vehicles | 535 | 16.1% | 2,142 | 64.5% | 643 | 19.4% | 3,320 | 100% |

[1] Excludes pedestrians and pedalcyclists in crashes.

# Demographics

## *Age and Sex*

- The number of 15-19 year olds who were in an alcohol-involved crash decreased by 34% in the last five years. (Table 35)
- In 2010, there were as many 30-34 year olds as 15-19 year olds who were in an alcohol-involved crash. (Table 35)
- Males aged 20-24, 50-54, 60-64, and 65-69 years of age, were twice as likely to be in an alcohol-involved crash as females in the same age groups. (Table 36)
- The largest increase of people in alcohol-involved crashes in the last five years was among those aged 70-74 (18%), followed by those aged 65-69 (12%). (Table 35)
- The 20-24 year old age group (17.8%) was the most likely to be in an alcohol-involved crash in 2010. (Table 39)

Table 35: People in Alcohol-involved Crashes by Age, 2006 - 2010

| Age Group | People in Alcohol-involved Crashes | | | | | 5 Yr Percent Change |
|---|---|---|---|---|---|---|
| | 2006 | 2007 | 2008 | 2009 | 2010 | |
| 1-4 | 135 | 155 | 122 | 124 | 140 | 4% |
| 5-9 | 128 | 133 | 107 | 125 | 135 | 5% |
| 10-14 | 146 | 139 | 95 | 142 | 103 | -29% |
| 15-19 | 715 | 739 | 612 | 652 | 469 | -34% |
| 20-24 | 1,156 | 997 | 962 | 1,031 | 891 | -23% |
| 25-29 | 752 | 692 | 721 | 759 | 639 | -15% |
| 30-34 | 497 | 425 | 451 | 556 | 467 | -6% |
| 35-39 | 483 | 419 | 412 | 419 | 367 | -24% |
| 40-44 | 431 | 417 | 362 | 388 | 310 | -28% |
| 45-49 | 367 | 368 | 389 | 397 | 306 | -17% |
| 50-54 | 284 | 238 | 251 | 280 | 264 | -7% |
| 55-59 | 184 | 178 | 185 | 201 | 191 | 4% |
| 60-64 | 117 | 113 | 103 | 111 | 122 | 4% |
| 65-69 | 69 | 70 | 73 | 71 | 77 | 12% |
| 70-74 | 33 | 52 | 43 | 39 | 39 | 18% |
| 75+ | 47 | 46 | 39 | 52 | 46 | -2% |
| Unknown | 449 | 379 | 580 | 561 | 443 | -1% |
| Total People | 5,993 | 5,560 | 5,507 | 5,908 | 5,009 | -16% |

Numbers are shaded such that darker shading identifies higher numbers.

Table 36: People in Alcohol-involved Crashes by Age and Sex, 2010

| Age Group | People in Alcohol-involved Crashes | | | | | | | | Ratio Males to Females |
|---|---|---|---|---|---|---|---|---|---|
| | Males | | Females | | Unknown | | Total | | |
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | |
| 1-4 | 68 | 2.3% | 70 | 4.2% | 2 | 0.5% | 140 | 2.8% | **1.0** |
| 5-9 | 68 | 2.3% | 64 | 3.8% | 3 | 0.8% | 135 | 2.7% | **1.1** |
| 10-14 | 57 | 1.9% | 45 | 2.7% | 1 | 0.3% | 103 | 2.1% | **1.3** |
| 15-19 | 285 | 9.6% | 180 | 10.7% | 4 | 1.1% | 469 | 9.4% | **1.6** |
| 20-24 | 595 | 20.1% | 293 | 17.4% | 3 | 0.8% | 891 | 17.8% | **2.0** |
| 25-29 | 422 | 14.3% | 217 | 12.9% | 0 | 0.0% | 639 | 12.8% | **1.9** |
| 30-34 | 302 | 10.2% | 164 | 9.8% | 1 | 0.3% | 467 | 9.3% | **1.8** |
| 35-39 | 224 | 7.6% | 137 | 8.1% | 6 | 1.6% | 367 | 7.3% | **1.6** |
| 40-44 | 201 | 6.8% | 109 | 6.5% | 0 | 0.0% | 310 | 6.2% | **1.8** |
| 45-49 | 197 | 6.7% | 107 | 6.4% | 2 | 0.5% | 306 | 6.1% | **1.8** |
| 50-54 | 177 | 6.0% | 85 | 5.1% | 2 | 0.5% | 264 | 5.3% | **2.1** |
| 55-59 | 118 | 4.0% | 73 | 4.3% | 0 | 0.0% | 191 | 3.8% | **1.6** |
| 60-64 | 87 | 2.9% | 35 | 2.1% | 0 | 0.0% | 122 | 2.4% | **2.5** |
| 65-69 | 55 | 1.9% | 21 | 1.2% | 1 | 0.3% | 77 | 1.5% | **2.6** |
| 70-74 | 21 | 0.7% | 18 | 1.1% | 0 | 0.0% | 39 | 0.8% | **1.2** |
| 75+ | 25 | 0.8% | 21 | 1.2% | 0 | 0.0% | 46 | 0.9% | **1.2** |
| Unknown | 57 | 1.9% | 43 | 2.6% | 343 | 93.2% | 443 | 8.8% | **1.3** |
| Total | 2,959 | 100.0% | 1,682 | 100.0% | 368 | 100.0% | 5,009 | 100.0% | **1.8** |

Figure 11: People in Alcohol-involved Crashes by Age and Sex, 2010

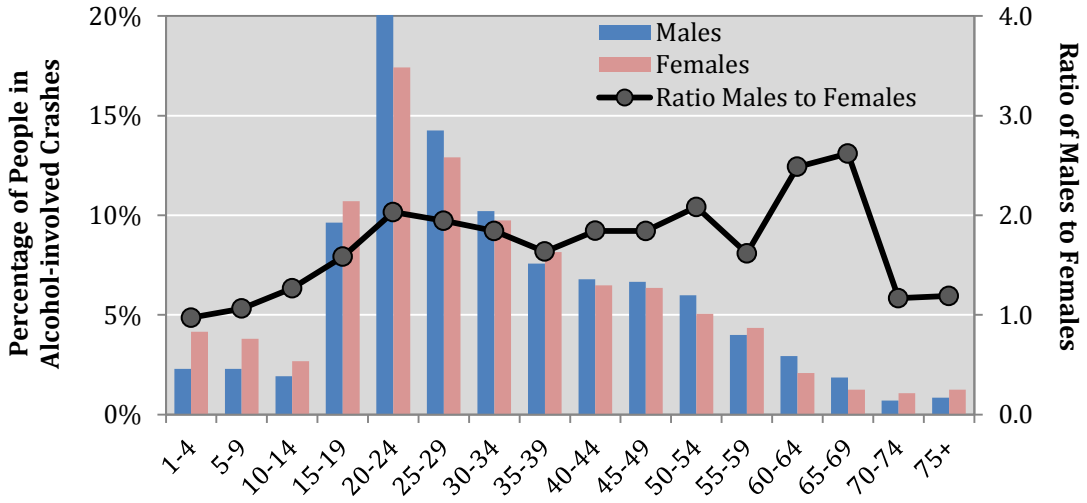
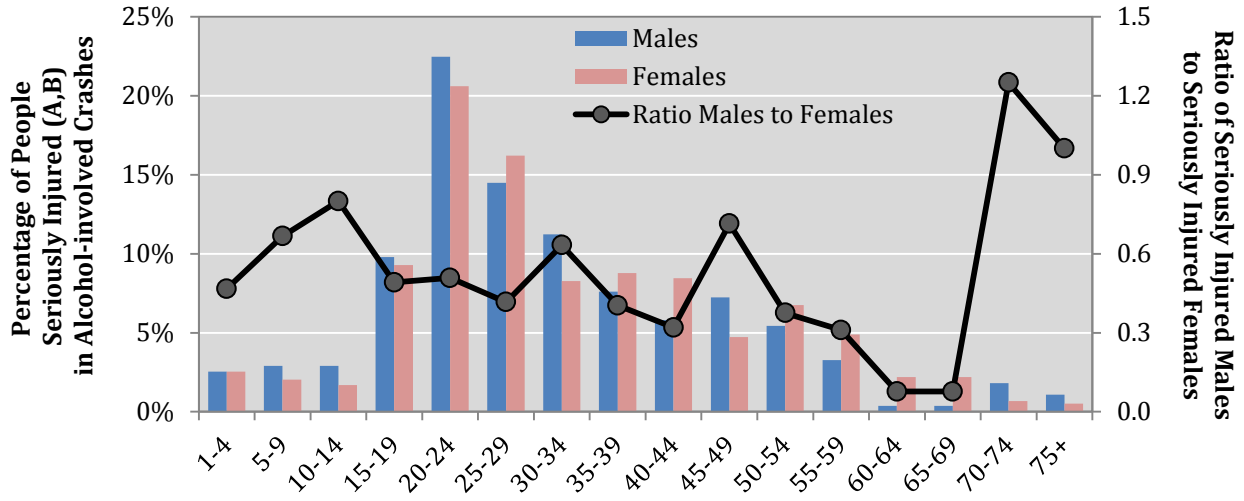


Table 37: People Seriously Injured in Alcohol-involved Crashes by Age and Sex, 2010

| Age Group | People Seriously Injured[1] in Alcohol-involved Crashes | | | | | | | | Ratio Males to Females |
|---|---|---|---|---|---|---|---|---|---|
| | Males | | Females | | Unknown | | Total | | |
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | |
| 1-4 | 7 | 2.5% | 15 | 2.5% | 0 | 0.0% | 22 | 2.5% | **0.5** |
| 5-9 | 8 | 2.9% | 12 | 2.0% | 0 | 0.0% | 20 | 2.3% | **0.7** |
| 10-14 | 8 | 2.9% | 10 | 1.7% | 0 | 0.0% | 18 | 2.1% | **0.8** |
| 15-19 | 27 | 9.8% | 55 | 9.3% | 0 | 0.0% | 82 | 9.4% | **0.5** |
| 20-24 | 62 | 22.5% | 122 | 20.6% | 0 | 0.0% | 184 | 21.1% | **0.5** |
| 25-29 | 40 | 14.5% | 96 | 16.2% | 0 | 0.0% | 136 | 15.6% | **0.4** |
| 30-34 | 31 | 11.2% | 49 | 8.3% | 0 | 0.0% | 80 | 9.2% | **0.6** |
| 35-39 | 21 | 7.6% | 52 | 8.8% | 1 | 50.0% | 74 | 8.5% | **0.4** |
| 40-44 | 16 | 5.8% | 50 | 8.4% | 0 | 0.0% | 66 | 7.6% | **0.3** |
| 45-49 | 20 | 7.2% | 28 | 4.7% | 0 | 0.0% | 48 | 5.5% | **0.7** |
| 50-54 | 15 | 5.4% | 40 | 6.8% | 0 | 0.0% | 55 | 6.3% | **0.4** |
| 55-59 | 9 | 3.3% | 29 | 4.9% | 0 | 0.0% | 38 | 4.4% | **0.3** |
| 60-64 | 1 | 0.4% | 13 | 2.2% | 0 | 0.0% | 14 | 1.6% | **0.1** |
| 65-69 | 1 | 0.4% | 13 | 2.2% | 0 | 0.0% | 14 | 1.6% | **0.1** |
| 70-74 | 5 | 1.8% | 4 | 0.7% | 0 | 0.0% | 9 | 1.0% | **1.3** |
| 75+ | 3 | 1.1% | 3 | 0.5% | 0 | 0.0% | 6 | 0.7% | **1.0** |
| Unknown | 2 | 0.7% | 1 | 0.2% | 1 | 50.0% | 4 | 0.5% | **2.0** |
| Total | 276 | 100.0% | 592 | 100.0% | 2 | 100.0% | 870 | 100.0% | **0.5** |

[1] Serious injuries includes incapacitating (Class A) and visible (Class B) injuries.

Figure 12: People Seriously Injured[1] in Alcohol-involved Crashes by Age and Sex, 2010




[1] Serious injuries includes incapacitaing (Class A) and visible (Class B) injuries.

Table 38: People Killed in Alcohol-involved Crashes by Age and Sex, 2010

| Age Group | People Killed in Alcohol-involved Crashes (Fatalities) | | | | | | Ratio Males to Females |
|---|---|---|---|---|---|---|---|
| | Males | | Females | | Total | | |
| | Count | Percent | Count | Percent | Count | Percent | |
| 1-4 | 2 | 1.9% | 0 | 0.0% | 2 | 1.4% | - |
| 5-9 | 0 | 0.0% | 1 | 2.5% | 1 | 0.7% | - |
| 10-14 | 2 | 1.9% | 0 | 0.0% | 2 | 1.4% | - |
| 15-19 | 10 | 9.5% | 4 | 10.0% | 14 | 9.7% | **2.5** |
| 20-24 | 19 | 18.1% | 6 | 15.0% | 25 | 17.2% | **3.2** |
| 25-29 | 12 | 11.4% | 6 | 15.0% | 18 | 12.4% | **2.0** |
| 30-34 | 14 | 13.3% | 6 | 15.0% | 20 | 13.8% | **2.3** |
| 35-39 | 14 | 13.3% | 5 | 12.5% | 19 | 13.1% | **2.8** |
| 40-44 | 7 | 6.7% | 2 | 5.0% | 9 | 6.2% | **3.5** |
| 45-49 | 7 | 6.7% | 2 | 5.0% | 9 | 6.2% | **3.5** |
| 50-54 | 7 | 6.7% | 1 | 2.5% | 8 | 5.5% | **7.0** |
| 55-59 | 5 | 4.8% | 2 | 5.0% | 7 | 4.8% | **2.5** |
| 60-64 | 4 | 3.8% | 2 | 5.0% | 6 | 4.1% | **2.0** |
| 65-69 | 1 | 1.0% | 0 | 0.0% | 1 | 0.7% | - |
| 70-74 | 0 | 0.0% | 2 | 5.0% | 2 | 1.4% | - |
| 75+ | 1 | 1.0% | 1 | 2.5% | 2 | 1.4% | **1.0** |
| Unknown | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | - |
| Total | 105 | 100.0% | 40 | 100.0% | 145 | 100.0% | **2.6** |

Figure 13: People Killed in Alcohol-involved Crashes by Age and Sex, 2010

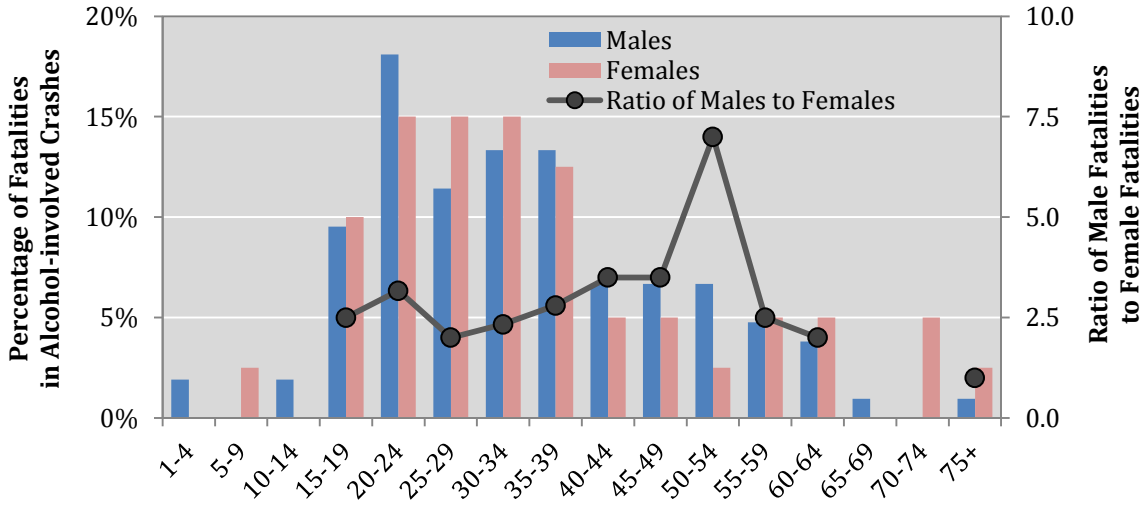
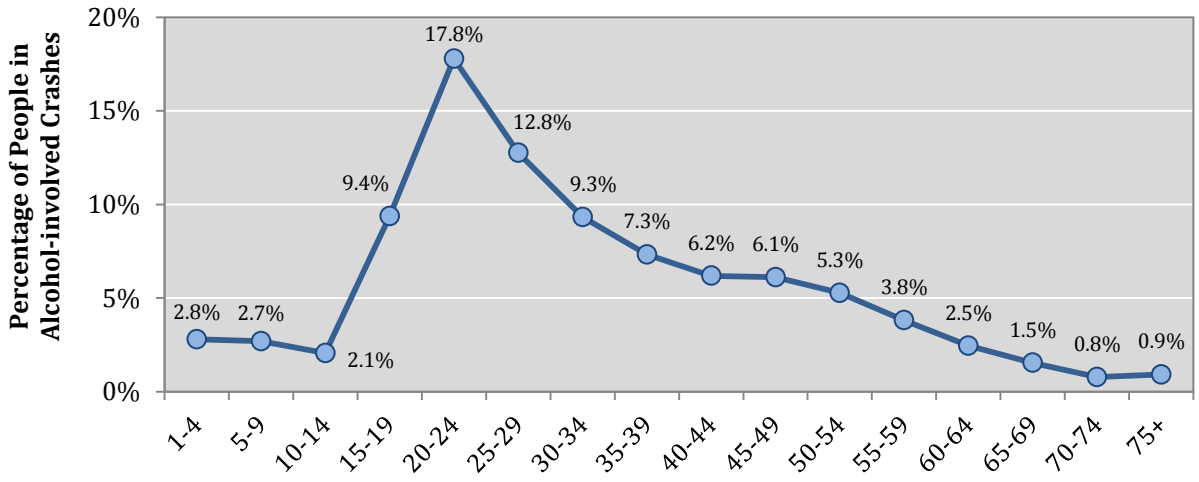


Table 39: Severity of Injuries to People in Alcohol-involved Crashes by Age, 2010

| Age Group | People in Alcohol-involved Crashes | | | | | | Percent of Total of All Ages |
|---|---|---|---|---|---|---|---|
| | Fatalities (Class K) | Incapacitating Injuries (Class A) | Visible Injuries (Class B) | Non-Visible Injuries (Class C) | Not Injured (Class O) | Total | |
| 1-4 | 2 | 3 | 19 | 13 | 103 | 140 | **2.8%** |
| 5-9 | 1 | 5 | 15 | 19 | 95 | 135 | **2.7%** |
| 10-14 | 2 | 6 | 12 | 15 | 68 | 103 | **2.1%** |
| 15-19 | 14 | 24 | 58 | 59 | 314 | 469 | **9.4%** |
| 20-24 | 25 | 59 | 125 | 129 | 553 | 891 | **17.8%** |
| 25-29 | 18 | 53 | 83 | 87 | 398 | 639 | **12.8%** |
| 30-34 | 20 | 36 | 44 | 69 | 298 | 467 | **9.3%** |
| 35-39 | 19 | 37 | 37 | 47 | 227 | 367 | **7.3%** |
| 40-44 | 9 | 19 | 47 | 55 | 180 | 310 | **6.2%** |
| 45-49 | 9 | 17 | 31 | 51 | 198 | 306 | **6.1%** |
| 50-54 | 8 | 24 | 31 | 45 | 156 | 264 | **5.3%** |
| 55-59 | 7 | 16 | 22 | 22 | 124 | 191 | **3.8%** |
| 60-64 | 6 | 6 | 8 | 17 | 86 | 123 | **2.5%** |
| 65-69 | 1 | 6 | 8 | 17 | 45 | 77 | **1.5%** |
| 70-74 | 2 | 5 | 4 | 6 | 22 | 39 | **0.8%** |
| 75+ | 2 | 3 | 3 | 11 | 27 | 46 | **0.9%** |
| Unknown | 0 | 0 | 4 | 21 | 417 | 442 | **8.8%** |
| Total | 145 | 319 | 551 | 683 | 3,311 | 5,009 | **100.0%** |

Numbers are shaded such that darker shading identifies higher numbers.crashes.

Figure 14: Percentage of People in Alcohol-involved Crashes by Age Group, 2010



## *Teens (15-19)*

- 14 teens were killed and 141 were injured from alcohol-involved crashes in 2010. (Table 40)
- From 2001 to 2010, the rate of alcohol-involved teen drivers in crashes decreased from 5.3 to 2.1 alcohol-involved teen drivers in crashes per 1,000 licensed teen drivers. (Table 41)
- Male teen drivers were almost four times more likely than female teen drivers to be alcohol-involved drivers in a crash. (Table 42)
- The number of female alcohol-involved teen drivers has decreased by 64% in the last ten years. (Table 42)
- In 2001, there were 390 alcohol-involved teen drivers in crashes. By 2010, that number had decreased to 141, a 64 percent reduction. (Table 41, Table 42)

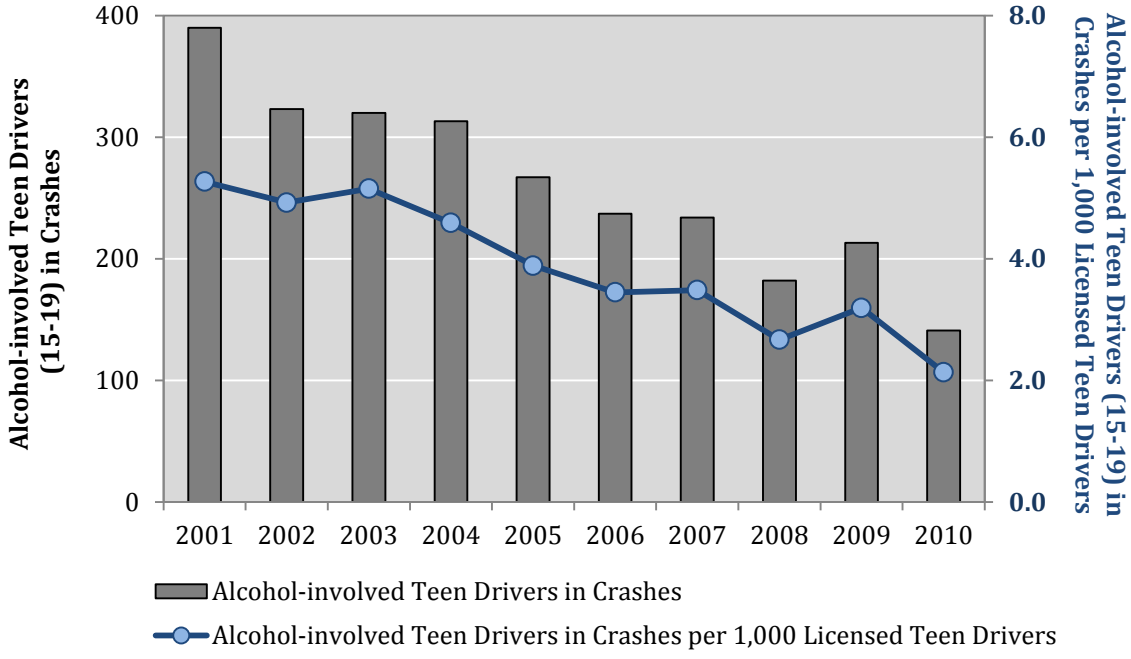
Table 40: Teens (15-19) in Alcohol-involved Crashes by Severity of Injury, 2010

| Severity of Injuries | Injury Class | Teens (15-19) in Alcohol-involved Crashes | |
|---|---|---|---|
| | | Count | Percent |
| Fatalities | K | 14 | 3.0% |
| Incapacitating Injuries | A | 24 | 5.1% |
| Visible Injuries | B | 58 | 12.4% |
| Non-visible Injuries | C | 59 | 12.6% |
| Not Injured | O | 314 | 67.0% |
| Total | | 469 | 100.0% |

Table 41: Alcohol-involved Teen Drivers[8] (15-19) in Crashes by Crash Severity, 2001 - 2010

| Year | Alcohol-involved Teen Drivers (15-19) of Vehicles in Crashes | | | | Licensed Teen Drivers 15-19 | Alcohol-involved Teen Drivers in Crashes per 1,000 Licensed Teen Drivers |
|---|---|---|---|---|---|---|
| | Drivers in Fatal Crashes | Drivers in Injury Crashes | Drivers in Prop. Damage Only Crashes | Total Teen Drivers in Crashes | | |
| 2001 | 12 | 204 | 174 | 390 | 74,015 | **5.3** |
| 2002 | 23 | 162 | 138 | 323 | 65,586 | **4.9** |
| 2003 | 19 | 151 | 150 | 320 | 62,113 | **5.2** |
| 2004 | 23 | 154 | 136 | 313 | 68,186 | **4.6** |
| 2005 | 12 | 120 | 135 | 267 | 68,667 | **3.9** |
| 2006 | 20 | 99 | 118 | 237 | 68,765 | **3.4** |
| 2007 | 12 | 105 | 117 | 234 | 67,133 | **3.5** |
| 2008 | 12 | 69 | 101 | 182 | 68,229 | **2.7** |
| 2009 | 12 | 80 | 121 | 213 | 66,724 | **3.2** |
| 2010 | 7 | 51 | 83 | 141 | 66,058 | **2.1** |

Figure 15: Alcohol-involved Teen Drivers[8] (15-19) in Crashes, 2001 - 2010

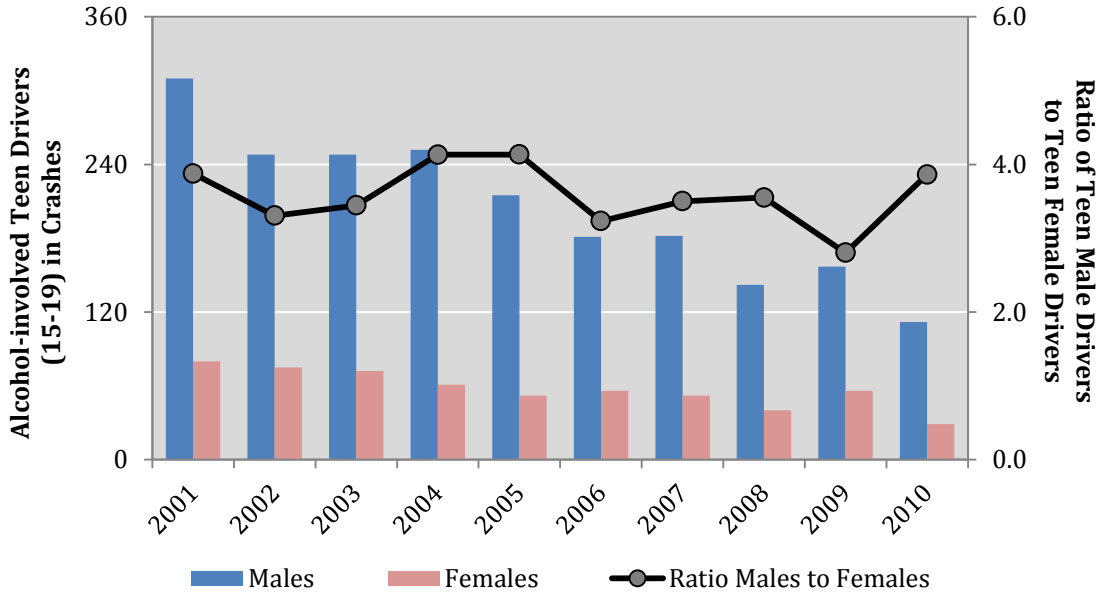



[8] Does not include alcohol-involved teen drivers where 1) age or sex data are not available, 2) the drive residence is not in New Mexico, or 3) the driver is a pedestrian or pedalcyclist.

Table 42: Alcohol-involved Teen Drivers[9] (15-19) in Crashes by Sex, 2001 - 2010

| Year | Alcohol-involved Teen Drivers [1] (15-19) in Crashes | | | Ratio Males to Females |
|---|---|---|---|---|
| | Males | Females | Total | |
| 2001 | 310 | 80 | 390 | **3.9** |
| 2002 | 248 | 75 | 323 | **3.3** |
| 2003 | 248 | 72 | 320 | **3.4** |
| 2004 | 252 | 61 | 313 | **4.1** |
| 2005 | 215 | 52 | 267 | **4.1** |
| 2006 | 181 | 56 | 237 | **3.2** |
| 2007 | 182 | 52 | 234 | **3.5** |
| 2008 | 142 | 40 | 182 | **3.6** |
| 2009 | 157 | 56 | 213 | **2.8** |
| 2010 | 112 | 29 | 141 | **3.9** |

Figure 16: Alcohol-involved Teen Drivers[9] (15-19) in Crashes by Sex, 2001 - 2010




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

Table 43: Alcohol-involved Teen Drivers[10] (15-19) in Crashes by Hour, 2010

| Hour [1] | Alcohol-involved Teen (15-19) Drivers | |
|---|---|---|
| | Count | Percent |
| Midnight | 16 | 11.3% |
| 1 a.m. | 14 | 9.9% |
| 2 a.m. | 17 | 12.1% |
| 3 a.m. | 15 | 10.6% |
| 4 a.m. | 5 | 3.5% |
| 5 a.m. | 6 | 4.3% |
| 6 a.m. | 3 | 2.1% |
| 7 a.m. | 3 | 2.1% |
| 8 a.m. | 5 | 3.5% |
| 9 a.m. | 0 | 0.0% |
| 10 a.m. | 1 | 0.7% |
| 11 a.m. | 1 | 0.7% |
| Noon | 1 | 0.7% |
| 1 p.m. | 4 | 2.8% |
| 2 p.m. | 3 | 2.1% |
| 3 p.m. | 5 | 3.5% |
| 4 p.m. | 2 | 1.4% |
| 5 p.m. | 4 | 2.8% |
| 6 p.m. | 6 | 4.3% |
| 7 p.m. | 8 | 5.7% |
| 8 p.m. | 1 | 0.7% |
| 9 p.m. | 7 | 5.0% |
| 10 p.m. | 9 | 6.4% |
| 11 p.m. | 5 | 3.5% |
| Total | 141 | 100.0% |

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

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

## *Young Adults (20-24)*

- 25 young adults were killed and another 313 were injured from alcohol-involved crashes in 2010. (Table 44)
- There were 412 young adult drivers who were alcohol-involved at the time of the crash in 2010. (Table 45)
- Young adult males were more than 3 times as likely to be alcohol-involved drivers compared to females. (Table 46)
- The number of young adult, male alcohol-involved drivers has decreased by 35% in the last ten years. (Table 46, Figure 18)
- In 2001 there were 612 alcohol-involved young adult drivers. By 2010, that number decreased by 33%. (Table 45, Table 46)

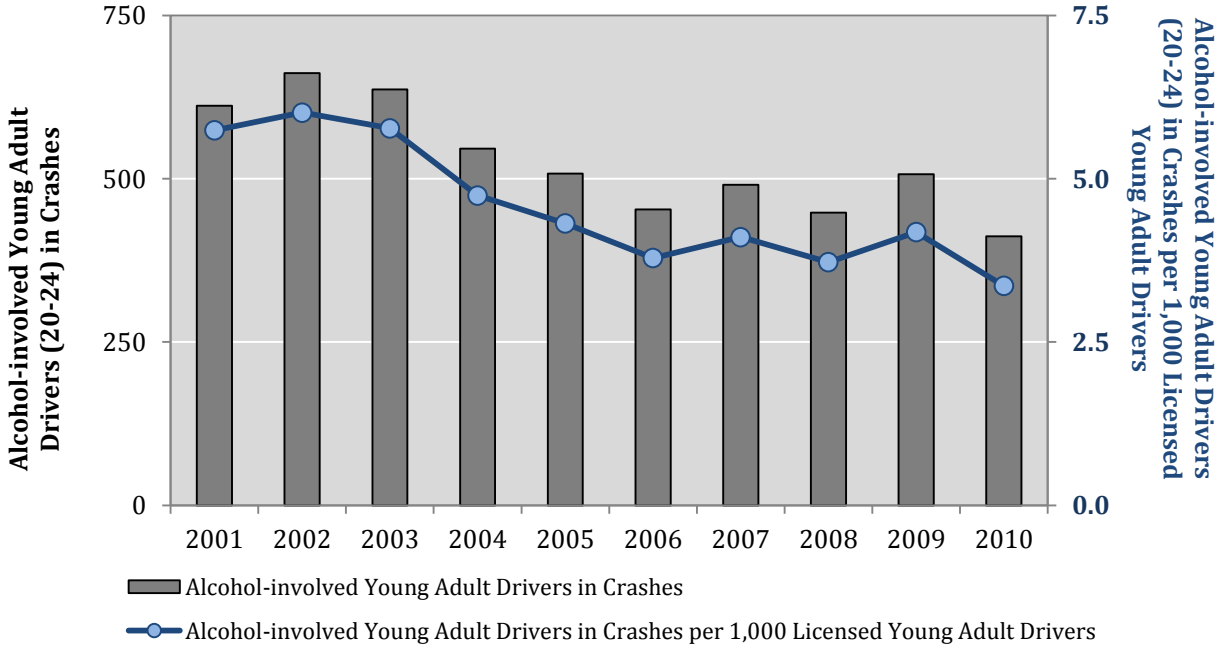
Table 44: Young Adults (20-24) in Alcohol-involved Crashes by Severity of Injuries, 2010

| Severity of Injuries | Injury Class | Young Adults (20-24) in Alcohol-involved Crashes | |
|---|---|---|---|
| | | Count | Percent |
| Fatalities | K | 25 | 2.8% |
| Incapacitating Injuries | A | 59 | 6.6% |
| Visible Injuries | B | 125 | 14.0% |
| Non-visible Injuries | C | 129 | 14.5% |
| Not Injured | O | 553 | 62.1% |
| Total | | 891 | 100.0% |

Table 45: Alcohol-involved Young Adult Drivers[11] (20-24) in Crashes by Severity, 2001 - 2010

| Year | Alcohol-involved Young Adult Drivers (20-24) of Vehicles in Crashes | | | | Licensed Young Adult Drivers 20-24 | Alcohol-involved Young Adult Drivers in Crashes per 1,000 Licensed Young Adult Drivers |
|---|---|---|---|---|---|---|
| | Drivers in Fatal Crashes | Drivers in Injury Crashes | Drivers in Prop. Damage Only Crashes | Total Young Adult Drivers in Crashes | | |
| 2001 | 21 | 307 | 284 | 612 | 106,600 | **5.7** |
| 2002 | 37 | 319 | 306 | 662 | 110,060 | **6.0** |
| 2003 | 29 | 316 | 292 | 637 | 110,348 | **5.8** |
| 2004 | 31 | 250 | 265 | 546 | 115,090 | **4.7** |
| 2005 | 31 | 236 | 241 | 508 | 117,677 | **4.3** |
| 2006 | 33 | 208 | 212 | 453 | 119,628 | **3.8** |
| 2007 | 26 | 200 | 265 | 491 | 119,495 | **4.1** |
| 2008 | 22 | 196 | 230 | 448 | 120,296 | **3.7** |
| 2009 | 25 | 210 | 272 | 507 | 121,192 | **4.2** |
| 2010 | 22 | 168 | 222 | 412 | 122,562 | **3.4** |

Figure 17: Alcohol-involved Young Adult Drivers[11] (20-24) in Crashes, 2001 - 2010

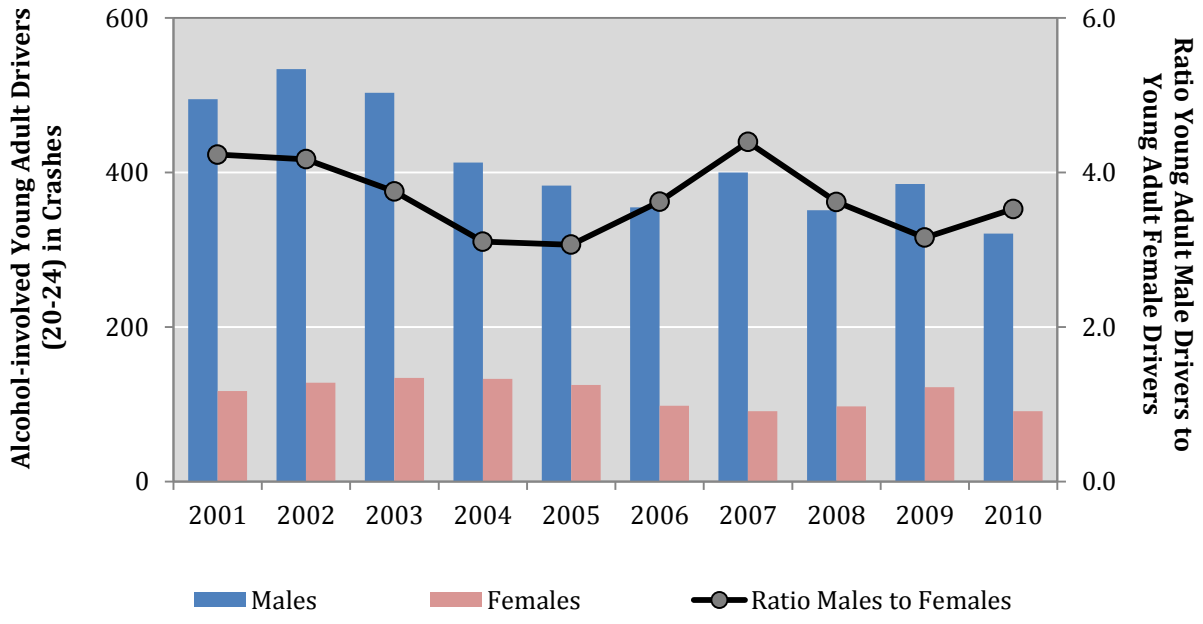



[11] Does not include young adult drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the driver is a pedestrian or pedalcyclist.

Table 46: Alcohol-involved Young Adult Drivers[12] (20-24) in Crashes by Sex, 2001 - 2010

| Year | Alcohol-involved Young Adult Drivers (20-24) in Crashes | | | Ratio Males to Females |
|---|---|---|---|---|
| | Males | Females | Total | |
| 2001 | 495 | 117 | 612 | **4.23** |
| 2002 | 534 | 128 | 662 | **4.17** |
| 2003 | 503 | 134 | 637 | **3.75** |
| 2004 | 413 | 133 | 546 | **3.11** |
| 2005 | 383 | 125 | 508 | **3.06** |
| 2006 | 355 | 98 | 453 | **3.62** |
| 2007 | 400 | 91 | 491 | **4.40** |
| 2008 | 351 | 97 | 448 | **3.62** |
| 2009 | 385 | 122 | 507 | **3.16** |
| 2010 | 321 | 91 | 412 | **3.53** |

Figure 18: Alcohol-involved Young Adult Drivers[12] (20-24) in Crashes by Sex, 2001 - 2010




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

Table 47: Alcohol-involved Young Adult Drivers[13] (20-24) by Hour, 2010

| Hour [1] | Alcohol-involved Young Adult (20-24) Drivers | |
|---|---|---|
| | Count | Percent |
| Midnight | 41 | 10.0% |
| 1 a.m. | 36 | 8.7% |
| 2 a.m. | 53 | 12.9% |
| 3 a.m. | 27 | 6.6% |
| 4 a.m. | 15 | 3.6% |
| 5 a.m. | 12 | 2.9% |
| 6 a.m. | 6 | 1.5% |
| 7 a.m. | 7 | 1.7% |
| 8 a.m. | 3 | 0.7% |
| 9 a.m. | 3 | 0.7% |
| 10 a.m. | 4 | 1.0% |
| 11 a.m. | 3 | 0.7% |
| Noon | 7 | 1.7% |
| 1 p.m. | 4 | 1.0% |
| 2 p.m. | 9 | 2.2% |
| 3 p.m. | 19 | 4.6% |
| 4 p.m. | 19 | 4.6% |
| 5 p.m. | 21 | 5.1% |
| 6 p.m. | 16 | 3.9% |
| 7 p.m. | 22 | 5.3% |
| 8 p.m. | 21 | 5.1% |
| 9 p.m. | 17 | 4.1% |
| 10 p.m. | 21 | 5.1% |
| 11 p.m. | 26 | 6.3% |
| Total | 412 | 100.0% |

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

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

## *Pedestrians*

- The number of alcohol-involved pedestrian crashes decreased by 59% since 2001. (Table 51, Figure 20)
- Alcohol-involved pedestrian crashes accounted for 3% of the total number of alcohol-involved crashes in 2010. (Table 48)
- Of the 68 alcohol-involved pedestrian crashes, almost all crashes (94%) resulted in an injury or fatality. (Table 49)
- 21% of all alcohol-involved pedestrians in crashes were 45-49 year olds. (Table 52)

Table 48: Alcohol-involved Pedestrian Crashes[14], 2010

| Pedestrian Involvement | Alcohol-involved Crashes | |
|---|---|---|
| | Count | Percent |
| Involved | 68 | 3.1% |
| Not Involved | 2,094 | 96.9% |
| Total Crashes | 2,162 | 100.0% |

Table 49: Alcohol-involved Pedestrian Crashes[14] by Severity, 2010

| Crash Severity | Alcohol-involved Pedestrian Crashes | |
|---|---|---|
| | Count | Percent |
| Fatal Crashes | 19 | 27.9% |
| Injury Crashes | 45 | 66.2% |
| Property Damage Only Crashes | 4 | 5.9% |
| Total Crashes | 68 | 100.0% |

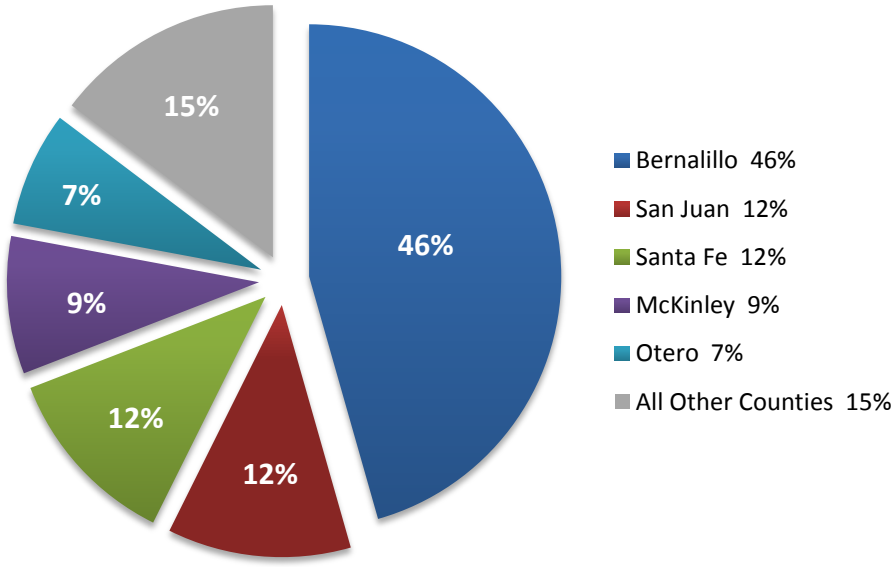
[14] An alcohol-involved pedestrian crash is a crash involving one or more pedestrians where any driver or pedestrian in the crash was alcohol-involved.

- Of the top five counties, Bernalillo County had highest number of alcohol-involved pedestrian crashes (31 crashes) but the lowest alcohol-involved pedestrian crash rate (4.7 pedestrians per 100,000 residents). (Table 50)

Table 50: Top Five Counties for Alcohol-involved Pedestrian Crashes[15], 2006 - 2010

| 2010 Rank | County | Alcohol-involved Pedestrian Crashes | | | | | Percent in 2010 | Percent Change 2006 to 2010 | Alcohol-involved Pedestrian Crashes per 100,000 County Residents, 2010 |
|---|---|---|---|---|---|---|---|---|---|
| | | 2006 | 2007 | 2008 | 2009 | 2010 | | | |
| 1 | Bernalillo | 29 | 45 | 40 | 43 | 31 | **46%** | **7%** | **4.7** |
| 2 | San Juan | 22 | 10 | 5 | 6 | 8 | **12%** | **-63.6%** | **6.1** |
| 2 | Santa Fe | 13 | 12 | 12 | 11 | 8 | **12%** | **-38%** | **5.5** |
| 4 | McKinley | 12 | 19 | 8 | 17 | 6 | **9%** | **-50%** | **8.4** |
| 5 | Otero | 2 | 1 | 2 | 0 | 5 | **7%** | **150%** | **7.8** |
| All Other Counties | | 21 | 19 | 22 | 20 | 10 | **15%** | **-52%** | **1.0** |
| Total | | 99 | 106 | 89 | 97 | 68 | **100%** | **-31%** | **3.3** |

Figure 19: Top Five Counties for Alcohol-involved Pedestrian Crashes[15], 2010

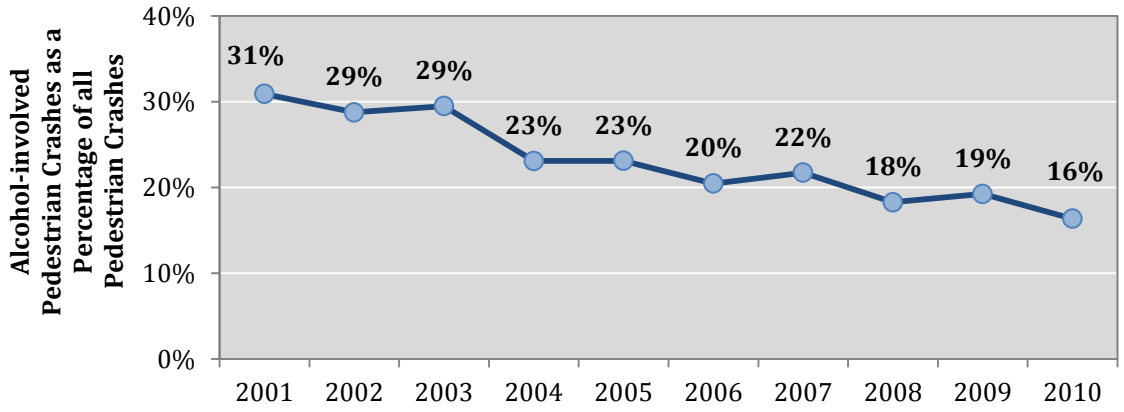



[15] An alcohol-involved pedestrian crash is a crash involving one or more pedestrians where any driver or pedestrian in the crash was alcohol-involved.

Table 51: Alcohol-involved Pedestrian Crashes[16], 2001 - 2010

| Year | Pedestrian-involved Crashes | Alcohol-involved Pedestrian Crashes | Percentage of Alcohol-involved Pedestrian Crashes |
|---|---|---|---|
| 2001 | 534 | 165 | 31% |
| 2002 | 504 | 145 | 29% |
| 2003 | 478 | 141 | 29% |
| 2004 | 511 | 118 | 23% |
| 2005 | 450 | 104 | 23% |
| 2006 | 484 | 99 | 20% |
| 2007 | 488 | 106 | 22% |
| 2008 | 487 | 89 | 18% |
| 2009 | 504 | 97 | 19% |
| 2010 | 416 | 68 | 16% |

Figure 20: Alcohol-involved Pedestrian Crashes[16], 2001 - 2010

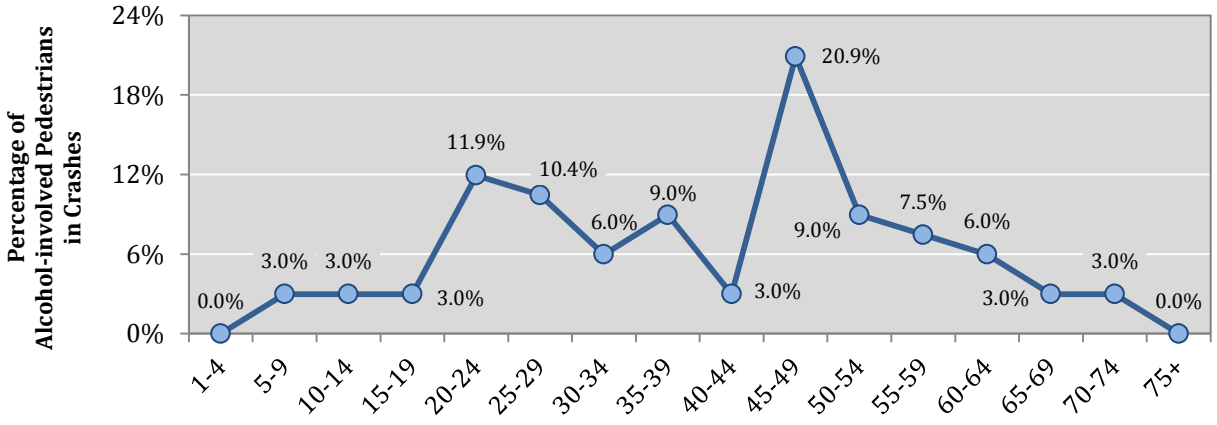



[16] An alcohol-involved pedestrian crash is a crash involving one or more pedestrians where any driver or pedestrian in the crash was alcohol-involved.

Table 52: Alcohol-involved Pedestrians[17] in Crashes by Age and Injury Severity, 2010

| Age Group | Alcohol-involved Pedestrians in Crashes | | | | | | |
|---|---|---|---|---|---|---|---|
| | Fatalities (Class K) | Incapacitating Injuries (Class A) | Visible Injuries (Class B) | Non-Visible Injuries (Class C) | Not Injured (Class O) | Total | Percent of Total |
| 1-4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5-9 | 1 | 0 | 0 | 0 | 1 | 2 | 3.0% |
| 10-14 | 2 | 0 | 0 | 0 | 0 | 2 | 3.0% |
| 15-19 | 1 | 1 | 0 | 0 | 0 | 2 | 3.0% |
| 20-24 | 0 | 4 | 1 | 1 | 2 | 8 | 11.9% |
| 25-29 | 2 | 2 | 2 | 1 | 0 | 7 | 10.4% |
| 30-34 | 1 | 2 | 1 | 0 | 0 | 4 | 6.0% |
| 35-39 | 1 | 2 | 2 | 0 | 1 | 6 | 9.0% |
| 40-44 | 1 | 0 | 1 | 0 | 0 | 2 | 3.0% |
| 45-49 | 4 | 4 | 2 | 1 | 3 | 14 | 20.9% |
| 50-54 | 2 | 1 | 2 | 1 | 0 | 6 | 9.0% |
| 55-59 | 1 | 0 | 3 | 0 | 1 | 5 | 7.5% |
| 60-64 | 3 | 1 | 0 | 0 | 0 | 4 | 6.0% |
| 65-69 | 0 | 0 | 0 | 2 | 0 | 2 | 3.0% |
| 70-74 | 0 | 2 | 0 | 0 | 0 | 2 | 3.0% |
| 75+ | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Unknown | 0 | 0 | 0 | 0 | 1 | 1 | 1.5% |
| Total | 19 | 19 | 14 | 6 | 9 | 67 | 100.0% |

Figure 21: Alcohol-involved Pedestrians[17] in Crashes by Age, 2010

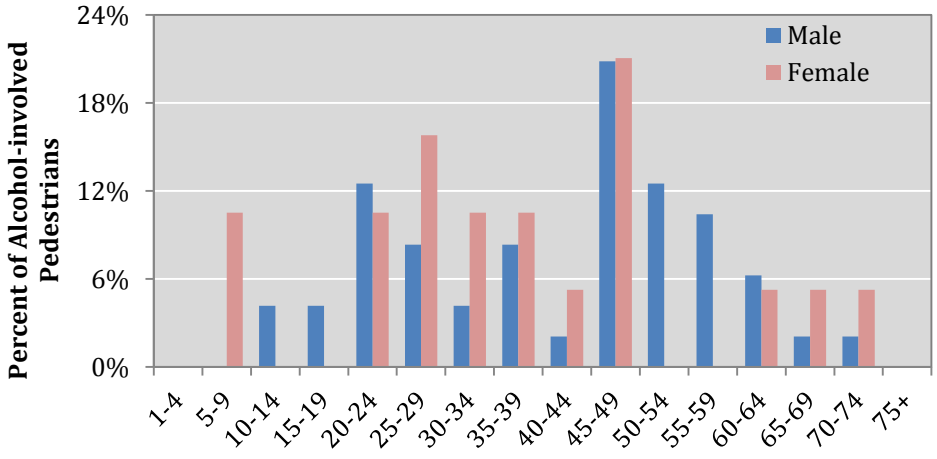



[17] The term "alcohol-involved pedestrian" is a pedestrian who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 53: Percentage of Alcohol-involved Pedestrians[18] in Crashes by Age, 2010

| Age | Alcohol-involved Pedestrians in Crashes | | | | | |
|---|---|---|---|---|---|---|
| | Male | | Female | | Total | |
| | Count | Percent | Count | Percent | Count | Percent |
| 1-4 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 5-9 | 0 | 0.0% | 2 | 10.5% | 2 | 3.0% |
| 10-14 | 2 | 4.2% | 0 | 0.0% | 2 | 3.0% |
| 15-19 | 2 | 4.2% | 0 | 0.0% | 2 | 3.0% |
| 20-24 | 6 | 12.5% | 2 | 10.5% | 8 | 11.9% |
| 25-29 | 4 | 8.3% | 3 | 15.8% | 7 | 10.4% |
| 30-34 | 2 | 4.2% | 2 | 10.5% | 4 | 6.0% |
| 35-39 | 4 | 8.3% | 2 | 10.5% | 6 | 9.0% |
| 40-44 | 1 | 2.1% | 1 | 5.3% | 2 | 3.0% |
| 45-49 | 10 | 20.8% | 4 | 21.1% | 14 | 20.9% |
| 50-54 | 6 | 12.5% | 0 | 0.0% | 6 | 9.0% |
| 55-59 | 5 | 10.4% | 0 | 0.0% | 5 | 7.5% |
| 60-64 | 3 | 6.3% | 1 | 5.3% | 4 | 6.0% |
| 65-69 | 1 | 2.1% | 1 | 5.3% | 2 | 3.0% |
| 70-74 | 1 | 2.1% | 1 | 5.3% | 2 | 3.0% |
| 75+ | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unknown | 1 | 2.1% | 0 | 0.0% | 1 | 1.5% |
| Total | 48 | 100.0% | 19 | 100.0% | 67 | 100.0% |

Figure 22: Alcohol-involved Pedestrians[18] in Crashes by Age and Sex, 2010




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

## *Motorcyclists*

- The number of alcohol-involved motorcycle crashes increased by 4% in the last 10 years. (Table 57)
- Motorcycle-involved crashes account for 5% of the total number of alcohol-involved crashes in 2010. (Table 54)
- Of the 104 alcohol-involved motorcycle crashes, most of them (82%) resulted in an injury or fatality. (Table 55)
- 28% of all alcohol-involved motorcycle drivers were either 35-39 or 50-54 year olds. (Table 58, Table 59).

Table 54: Alcohol-involved Motorcycle Crashes[19], 2010

| Motorcycle Involvement | Alcohol-involved Crashes | |
|---|---|---|
| | Count | Percent |
| Involved | 104 | 5% |
| Not Involved | 2,058 | 95% |
| Total Crashes | 2,162 | 100% |

Table 55: Alcohol-involved Motorcycle Crashes[19] by Severity, 2010

| Crash Severity | Alcohol-involved Motorcycle Crashes | |
|---|---|---|
| | Count | Percent |
| Fatal Crashes | 17 | 16% |
| Injury Crashes | 68 | 65% |
| Property Damage Only Crashes | 19 | 18% |
| Total Crashes | 104 | 100% |

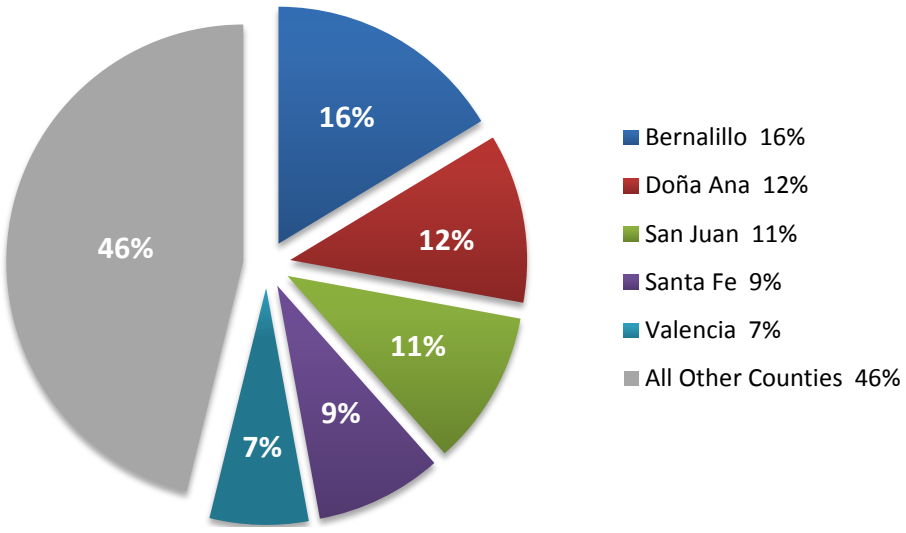
[19] An alcohol-involved motorcycle crash is a crash involving one or more motorcyclists where any vehicle driver or motorcycle driver in the crash was alcohol-involved.

- Over half of all alcohol-involved motorcycle crashes occurred in five counties - Bernalillo, Doña Ana, San Juan, Santa Fe, and Valencia. (Table 56)
- Bernalillo County has seen a 50% decrease in the number of alcohol-involved motorcycle crashes in the last five years. (Table 56)

Table 56: Top Five Counties for Alcohol-involved Motorcycle Crashes [20], 2006 - 2010

| 2010 Rank | County | Alcohol-involved Motorcycle Crashes | | | | | Percent in 2010 | Percent Change 2006 to 2010 | Alcohol-involved Motorcycle Crashes per 100,000 County Residents, 2010 |
|---|---|---|---|---|---|---|---|---|---|
| | | 2006 | 2007 | 2008 | 2009 | 2010 | | | |
| 1 | Bernalillo | 34 | 35 | 40 | 33 | 17 | **16%** | **-50%** | **2.6** |
| 2 | Doña Ana | 11 | 9 | 14 | 16 | 12 | **12%** | **9.1%** | **5.7** |
| 3 | San Juan | 6 | 11 | 9 | 11 | 11 | **11%** | **83%** | **8.5** |
| 4 | Santa Fe | 12 | 7 | 7 | 4 | 9 | **9%** | **-25%** | **6.2** |
| 5 | Valencia | 5 | 1 | 5 | 1 | 7 | **7%** | **40%** | **9.1** |
| All Other Counties | | 32 | 49 | 55 | 44 | 48 | **46%** | **50%** | **5.7** |
| Total | | 100 | 112 | 130 | 109 | 104 | **100%** | **4%** | **5.0** |

Figure 23: Top Five Counties for Alcohol-involved Motorcycle Crashes[20], 2010

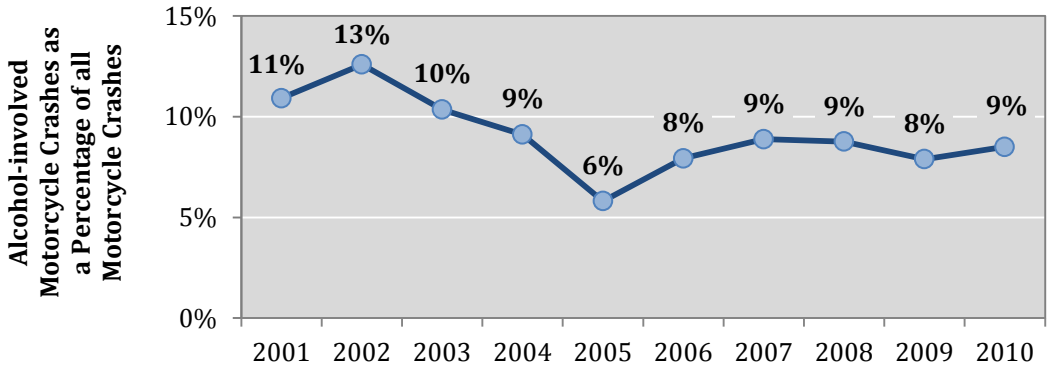



[20] An alcohol-involved motorcycle crash is a crash involving one or more motorcyclists where any vehicle driver or motorcycle driver in the crash was alcohol-involved.

Table 57: Alcohol-involved Motorcycle Crashes[21], 2001 - 2010

| Year | Motorcyle-involved Crashes | Alcohol-involved Motorcycle Crashes | Percentage of Alcohol-involved Motorcycle Crashes |
|---|---|---|---|
| 2001 | 916 | 100 | 11% |
| 2002 | 977 | 123 | 13% |
| 2003 | 966 | 100 | 10% |
| 2004 | 1,042 | 95 | 9% |
| 2005 | 1,119 | 65 | 6% |
| 2006 | 1,261 | 100 | 8% |
| 2007 | 1,261 | 112 | 9% |
| 2008 | 1,484 | 130 | 9% |
| 2009 | 1,381 | 109 | 8% |
| 2010 | 1,223 | 104 | 9% |

Figure 24: Alcohol-involved Motorcycle Crashes[21], 2001 - 2010

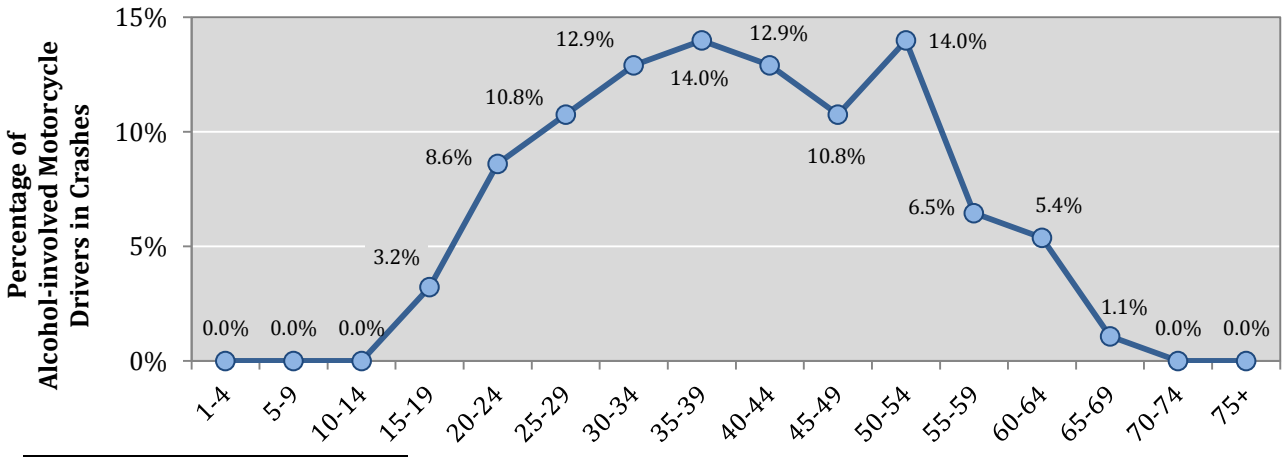



[21] An alcohol-involved motorcycle crash is a crash involving one or more motorcyclists where any vehicle driver or motorcycle driver in the crash was alcohol-involved.

Table 58: Alcohol-involved Motorcycle Drivers[22] in Crashes by Age and Injury Severity, 2010

| Age Group | Alcohol-involved Motorcycle Drivers in Crashes | | | | | | |
|---|---|---|---|---|---|---|---|
| | Fatalities (Class K) | Incapacitating Injuries (Class A) | Visible Injuries (Class B) | Non-Visible Injuries (Class C) | Not Injured (Class O) | Total | Percent of Total |
| 1-4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5-9 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 10-14 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 15-19 | 1 | 0 | 1 | 0 | 1 | 3 | 3.2% |
| 20-24 | 1 | 2 | 3 | 0 | 2 | 8 | 8.6% |
| 25-29 | 2 | 5 | 3 | 0 | 0 | 10 | 10.8% |
| 30-34 | 4 | 4 | 2 | 0 | 2 | 12 | 12.9% |
| 35-39 | 4 | 3 | 5 | 0 | 1 | 13 | 14.0% |
| 40-44 | 0 | 3 | 6 | 0 | 3 | 12 | 12.9% |
| 45-49 | 1 | 0 | 2 | 4 | 3 | 10 | 10.8% |
| 50-54 | 1 | 4 | 4 | 2 | 2 | 13 | 14.0% |
| 55-59 | 1 | 3 | 0 | 0 | 2 | 6 | 6.5% |
| 60-64 | 0 | 2 | 2 | 0 | 1 | 5 | 5.4% |
| 65-69 | 0 | 1 | 0 | 0 | 0 | 1 | 1.1% |
| 70-74 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 75+ | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Total | 15 | 27 | 28 | 6 | 17 | 93 | 100.0% |

Figure 25: Percentage of Alcohol-involved Motorcycle Drivers[22] in Crashes by Age, 2010

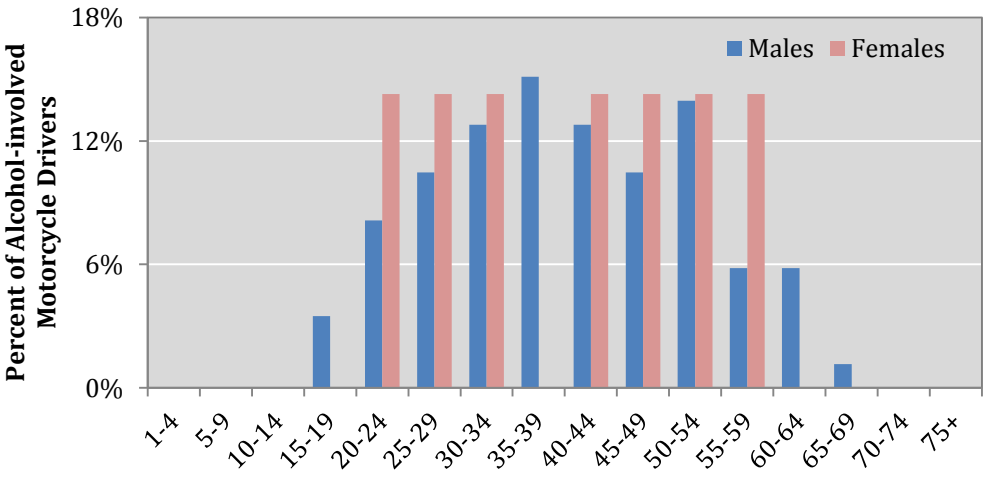



[22] The term "alcohol-involved motorcycle drivers" is a motorcycle driver who, on the Uniform Crash Report, was noted as being under the influence of alcohol at the time of the crash.

Table 59: Alcohol-involved Motorcycle Drivers[23] in Crashes by Age and Sex, 2010

| Age Group | Alcohol-involved Motorcycle Drivers in Crashes | | | | | |
|---|---|---|---|---|---|---|
| | Males | | Females | | Total | |
| | Count | Percent | Count | Percent | Count | Percent |
| 1-4 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 5-9 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 10-14 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 15-19 | 3 | 3.5% | 0 | 0.0% | 3 | 3.2% |
| 20-24 | 7 | 8.1% | 1 | 14.3% | 8 | 8.6% |
| 25-29 | 9 | 10.5% | 1 | 14.3% | 10 | 10.8% |
| 30-34 | 11 | 12.8% | 1 | 14.3% | 12 | 12.9% |
| 35-39 | 13 | 15.1% | 0 | 0.0% | 13 | 14.0% |
| 40-44 | 11 | 12.8% | 1 | 14.3% | 12 | 12.9% |
| 45-49 | 9 | 10.5% | 1 | 14.3% | 10 | 10.8% |
| 50-54 | 12 | 14.0% | 1 | 14.3% | 13 | 14.0% |
| 55-59 | 5 | 5.8% | 1 | 14.3% | 6 | 6.5% |
| 60-64 | 5 | 5.8% | 0 | 0.0% | 5 | 5.4% |
| 65-69 | 1 | 1.2% | 0 | 0.0% | 1 | 1.1% |
| 70-74 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 75+ | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unknown | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Total | 86 | 100.0% | 7 | 100.0% | 93 | 100.0% |

Figure 26: Alcohol-involved Motorcycle Drivers[23] in Crashes by Age and Sex, 2010




[23] The term "alcohol-involved motorcycle drivers" is a motorcycle driver who, on the Uniform Crash Report, was noted as being under the influence of alcohol at the time of the crash.

## *Pedalcyclists (Bicyclists)*

- The number of pedalcyclists in alcohol-involved crashes has decreased by 29% since 2001. (Table 63, Figure 28)
- A pedalcycle crash accounted for less than 1% of the total number of alcohol-involved crashes in 2010. (Table 60)
- Of the 20 pedalcycle alcohol-involved crashes, almost all (90%) resulted in an injury or fatality. (Table 61)
- In 2010, no reported alcohol-involved crashes occurred with a female pedalcyclist. (Table 64)

Table 60: Alcohol-involved Pedalcycle Crashes[24], 2010

| Pedalcycle Involvement | Alcohol-involved Crashes | |
|---|---|---|
| | Count | Percent |
| Involved | 20 | 0.9% |
| Not Involved | 2,142 | 99.1% |
| Total Crashes | 2,162 | 100.0% |

Table 61: Alcohol-involved Pedalcycle Crashes[24] by Severity of Injury, 2010

| Crash Severity | Alcohol-involved Pedalcycle Crashes | |
|---|---|---|
| | Count | Percent |
| Fatal Crashes | 4 | 20.0% |
| Injury Crashes | 14 | 70.0% |
| Property Damage Only Crashes | 2 | 19.5% |
| Total Crashes | 20 | 100.0% |

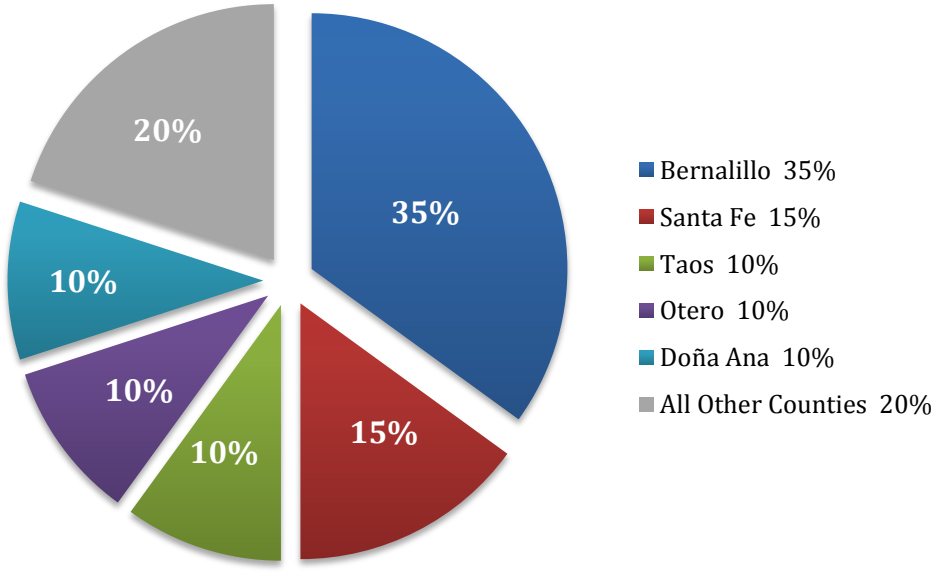
[24] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists where any vehicle driver or pedalcycle driver in the crash was alcohol-involved.

- Bernalillo County has seen a significant reduction in the number of pedalcyclists in alcohol-involved crashes (59%) in the last five years. (Table 62)
- Even though Taos County only had two alcohol-involved crashes involving a pedalcyclist, it had the highest rate (6.1) per 100,000 residents. (Table 62)

Table 62: Top Five Counties for Alcohol-involved Pedalcycle Crashes[25], 2006 - 2010

| 2010 Rank | County | Alcohol-involved Pedalcycle Crashes | | | | | Percent in 2010 | Percent Change 2006 to 2010 | Alcohol-involved Pedalcycle Crashes per 100,000 County Residents, 2010 |
|---|---|---|---|---|---|---|---|---|---|
| | | 2006 | 2007 | 2008 | 2009 | 2010 | | | |
| 1 | Bernalillo | 17 | 7 | 5 | 13 | 7 | **35%** | -59% | **1.1** |
| 2 | Santa Fe | 0 | 2 | 1 | 2 | 3 | **15%** | - | **2.1** |
| 3 | Taos | 0 | 0 | 0 | 0 | 2 | **10%** | - | **6.1** |
| 3 | Otero | 1 | 0 | 2 | 0 | 2 | **10%** | 100% | **3.1** |
| 3 | Doña Ana | 3 | 2 | 1 | 2 | 2 | **10%** | -33% | **0.9** |
| All Other Counties | | 7 | 7 | 6 | 5 | 4 | **20%** | -43% | **0.4** |
| Total | | 28 | 18 | 15 | 22 | 20 | **100%** | -29% | **1.0** |

Figure 27: Top Five Counties for Alcohol-involved Pedalcycle Crashes[25], 2010

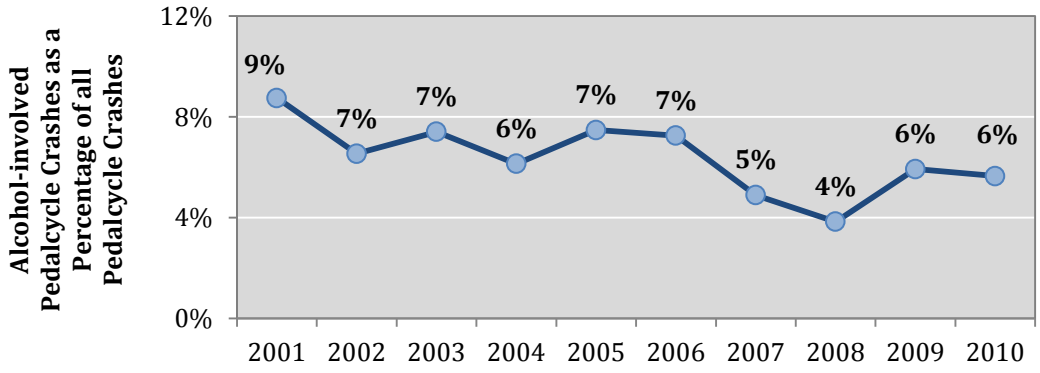



[25] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists where any vehicle driver or pedalcycle driver in the crash was alcohol-involved.

Table 63: Alcohol-involved Pedalcycle Crashes[26], 2010

| Year | Pedalcycle-involved Crashes | Alcohol-involved Pedalcycle Crashes | Percentage of Alcohol-involved Pedalcycle Crashes |
|---|---|---|---|
| 2001 | 320 | 28 | 9% |
| 2002 | 352 | 23 | 7% |
| 2003 | 270 | 20 | 7% |
| 2004 | 391 | 24 | 6% |
| 2005 | 388 | 29 | 7% |
| 2006 | 386 | 28 | 7% |
| 2007 | 368 | 18 | 5% |
| 2008 | 391 | 15 | 4% |
| 2009 | 371 | 22 | 6% |
| 2010 | 354 | 20 | 6% |

Figure 28: Alcohol-involved Pedalcycle Crashes[26], 2001 - 2010

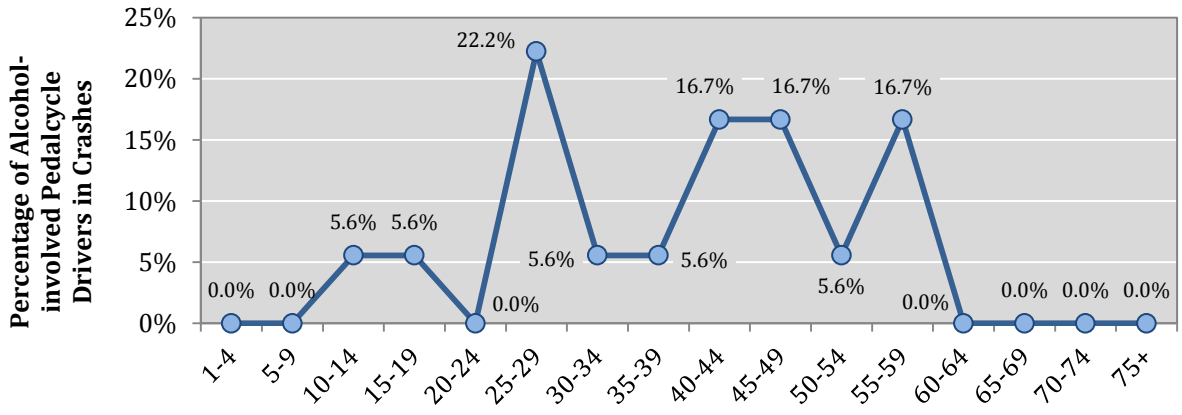



[26] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists where any vehicle driver or pedalcycle driver in the crash was alcohol-involved.

Table 64: Alcohol-involved Pedalcycle Drivers[27] in Crashes by Age and Severity of Injury, 2010

| Age Group | Alcohol-involved Pedalcycle Drivers in Crashes | | | | | | |
|---|---|---|---|---|---|---|---|
| | Fatalities (Class K) | Incapacitating Injuries (Class A) | Visible Injuries (Class B) | Non-Visible Injuries (Class C) | Not Injured (Class O) | Total | Percent of Total |
| 1-4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5-9 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 10-14 | 0 | 1 | 0 | 0 | 0 | 1 | 5.6% |
| 15-19 | 1 | 0 | 0 | 0 | 0 | 1 | 5.6% |
| 20-24 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 25-29 | 1 | 1 | 0 | 1 | 1 | 4 | 22.2% |
| 30-34 | 1 | 0 | 0 | 0 | 0 | 1 | 5.6% |
| 35-39 | 0 | 0 | 1 | 0 | 0 | 1 | 5.6% |
| 40-44 | 0 | 1 | 1 | 0 | 1 | 3 | 16.7% |
| 45-49 | 0 | 0 | 1 | 2 | 0 | 3 | 16.7% |
| 50-54 | 0 | 0 | 0 | 1 | 0 | 1 | 5.6% |
| 55-59 | 1 | 2 | 0 | 0 | 0 | 3 | 16.7% |
| 60-64 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 65-69 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 70-74 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 75+ | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Total | 4 | 5 | 3 | 4 | 2 | 18 | 100.0% |

Figure 29: Alcohol-involved Pedalcycle Drivers[27] in Crashes by Age Group, 2010

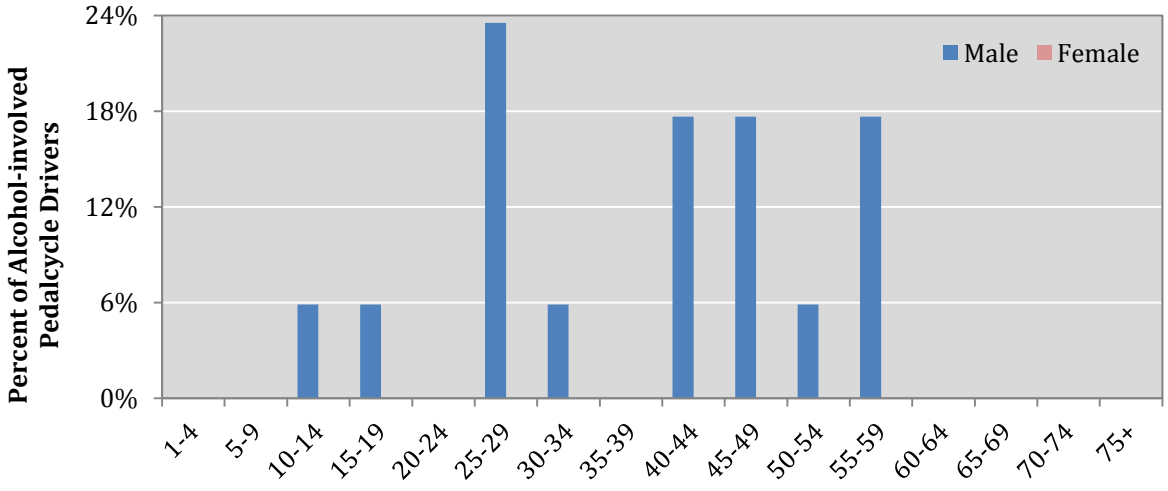



[27] The term "alcohol-involved pedalcycle driver" is a pedalcycle driver who, on the Uniform Crash Report, was noted as being under the influence of alcohol at the time of the crash.

Table 65: Alcohol-involved Pedalcycle Drivers[28] in Crashes by Age and Sex, 2010

| Age | Alcohol-involved Pedalcycle Drivers in Crashes | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Male | | Female | | Unknown | | Total | |
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| 1-4 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 5-9 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 10-14 | 1 | 5.9% | 0 | 0.0% | 0 | 0.0% | 1 | 5.6% |
| 15-19 | 1 | 5.9% | 0 | 0.0% | 0 | 0.0% | 1 | 5.6% |
| 20-24 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 25-29 | 4 | 23.5% | 0 | 0.0% | 0 | 0.0% | 4 | 22.2% |
| 30-34 | 1 | 5.9% | 0 | 0.0% | 0 | 0.0% | 1 | 5.6% |
| 35-39 | 0 | 0.0% | 0 | 0.0% | 1 | 100.0% | 1 | 5.6% |
| 40-44 | 3 | 17.6% | 0 | 0.0% | 0 | 0.0% | 3 | 16.7% |
| 45-49 | 3 | 17.6% | 0 | 0.0% | 0 | 0.0% | 3 | 16.7% |
| 50-54 | 1 | 5.9% | 0 | 0.0% | 0 | 0.0% | 1 | 5.6% |
| 55-59 | 3 | 17.6% | 0 | 0.0% | 0 | 0.0% | 3 | 16.7% |
| 60-64 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 65-69 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 70-74 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 75+ | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unknown | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Total | 17 | 100.0% | 0 | 0.0% | 1 | 100.0% | 18 | 100.0% |

Figure 30: Alcohol-involved Pedalcycle Drivers[28] in Crashes by Age and Sex, 2010




[28] The term "alcohol-involved pedalcycle driver" is a pedalcycle driver who, on the Uniform Crash Report, was noted as being under the influence of alcohol at the time of the crash. Female pedalcycle crashes are zero.

## *Alcohol-involved Drivers*

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

Table 66: Alcohol-involved Drivers[29] by Sex, 2010

| Sex | Alcohol-involved Drivers | |
|---|---|---|
| | Count | Percent |
| Males | 1,384 | 75.4% |
| Females | 451 | 24.6% |
| Total Drivers | 1,835 | 100.0% |

Table 67: Alcohol-involved Drivers by Residence of Driver and Severity of Injuries, 2010

| Residence of Drivers | Severity of Injuries to Driver | | | Total Drivers | Percent of Total |
|---|---|---|---|---|---|
| | Fatalities | Injuries | Not Injured | | |
| New Mexico Resident | 80 | 619 | 1,136 | 1,835 | 91.9% |
| Out Of State | 5 | 47 | 85 | 137 | 6.9% |
| Unknown Residence | 1 | 4 | 20 | 25 | 1.3% |
| Total Drivers | 86 | 670 | 1,241 | 1,997 | 100.0% |

Table 68: Alcohol-involved Drivers[29] by License Type and Severity, 2010

| Driver Type of License | 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 |
| Operator | 83 | 5.8% | 633 | 45% | 706 | 50% | 1,422 | 100% |
| CDL Class A | 2 | 7.1% | 16 | 57% | 10 | 36% | 28 | 100% |
| CDL Class B | 2 | 20.0% | 4 | 40% | 4 | 40% | 10 | 100% |
| CDL Class C | 0 | 0.0% | 6 | 40% | 9 | 60% | 15 | 100% |
| Learner's Permit | 0 | 0.0% | 2 | 40% | 3 | 60% | 5 | 100% |
| ID Card (Non-license) | 15 | 8.1% | 76 | 41% | 94 | 51% | 185 | 100% |
| No License | 0 | 0.0% | 1 | 33% | 2 | 67% | 3 | 100% |
| Unknown | 6 | 3.6% | 58 | 35% | 103 | 62% | 167 | 100% |
| Total Drivers | 108 | 5.9% | 796 | 43% | 931 | 51% | 1,835 | 100% |

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

Table 69: Alcohol-involved Drivers in Crashes by Age and Sex, 2010

| Driver[1] Age Group | Alcohol-involved Drivers[1] in Crashes | | | Ratio Male to Female | Percentage of Drivers in each Age Group by Sex[2] | | | 2010 Licensed Drivers | Rate (Alcohol-involved Drivers per 10,000 Licensed Drivers in each Age Group) |
|---|---|---|---|---|---|---|---|---|---|
| | Male | Female | Total | | Male | Female | Total | | |
| 15-19 | 112 | 29 | 141 | 3.9 | 8.1% | 6.4% | 7.7% | 66,058 | 21.3 |
| 20-24 | 321 | 91 | 412 | 3.5 | 23.2% | 20.2% | 22.5% | 122,562 | 33.6 |
| 25-29 | 226 | 78 | 304 | 2.9 | 16.3% | 17.3% | 16.6% | 134,860 | 22.5 |
| 30-34 | 179 | 65 | 244 | 2.8 | 12.9% | 14.4% | 13.3% | 129,240 | 18.9 |
| 35-39 | 112 | 51 | 163 | 2.2 | 8.1% | 11.3% | 8.9% | 121,617 | 13.4 |
| 40-44 | 115 | 44 | 159 | 2.6 | 8.3% | 9.8% | 8.7% | 119,889 | 13.3 |
| 45-49 | 97 | 43 | 140 | 2.3 | 7.0% | 9.5% | 7.6% | 136,056 | 10.3 |
| 50-54 | 101 | 21 | 122 | 4.8 | 7.3% | 4.7% | 6.6% | 140,075 | 8.7 |
| 55-59 | 53 | 21 | 74 | 2.5 | 3.8% | 4.7% | 4.0% | 132,169 | 5.6 |
| 60-64 | 36 | 5 | 41 | 7.2 | 2.6% | 1.1% | 2.2% | 117,163 | 3.5 |
| 65-69 | 25 | 0 | 25 | | 1.8% | 0.0% | 1.4% | 85,059 | 2.9 |
| 70-74 | 4 | 2 | 6 | 2.0 | 0.3% | 0.4% | 0.3% | 61,261 | 1.0 |
| 75 + | 3 | 1 | 4 | 3.0 | 0.2% | 0.2% | 0.2% | 76,698 | 0.5 |
| Total | 1,384 | 451 | 1,835 | 3.1 | 100% | 100% | 100% | 1,442,737 | 12.7 |

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

[2] For reference, 8.1% (112 out of 1,384) of alcohol-involved male drivers were in the 15 to 19 age range.

Figure 31: Alcohol-involved Drivers in Crashes by Age and Sex, 2010

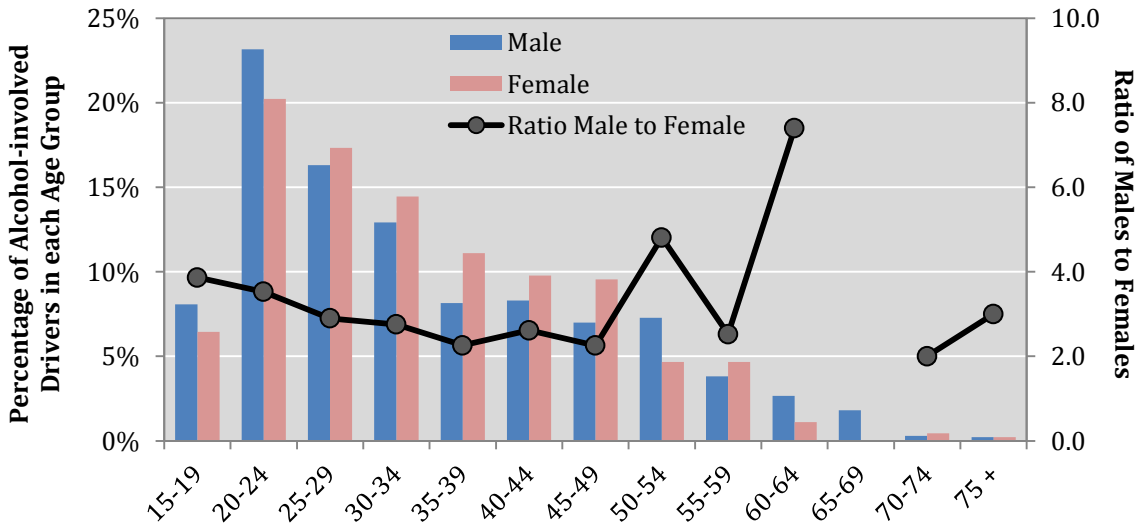


Figure 32: Percentage of Alcohol-involved New Mexican Drivers in Crashes by Age Group, 2010

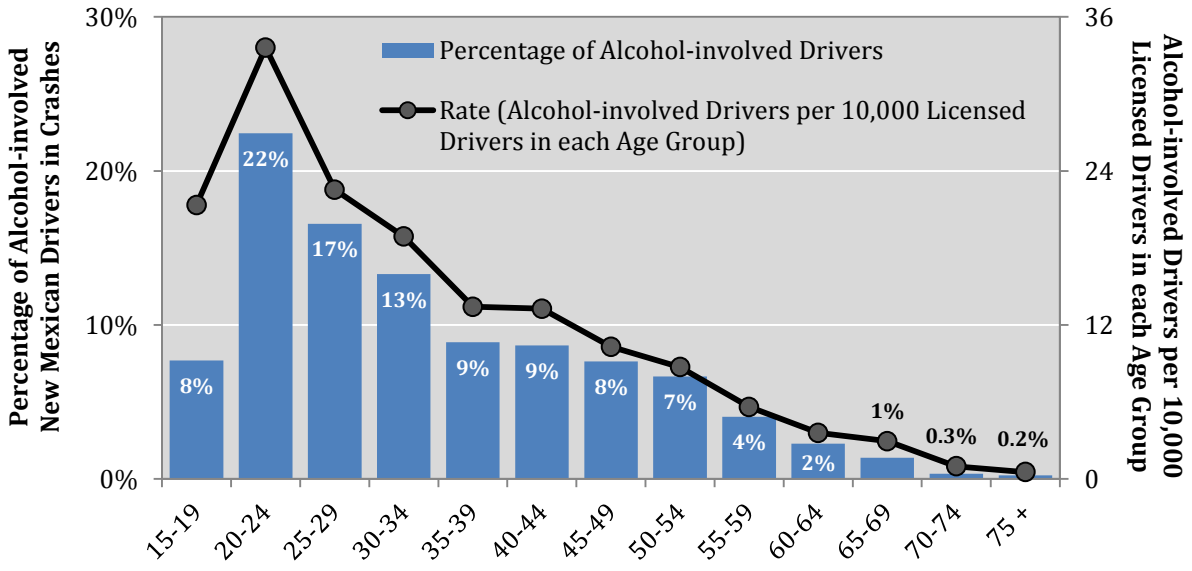
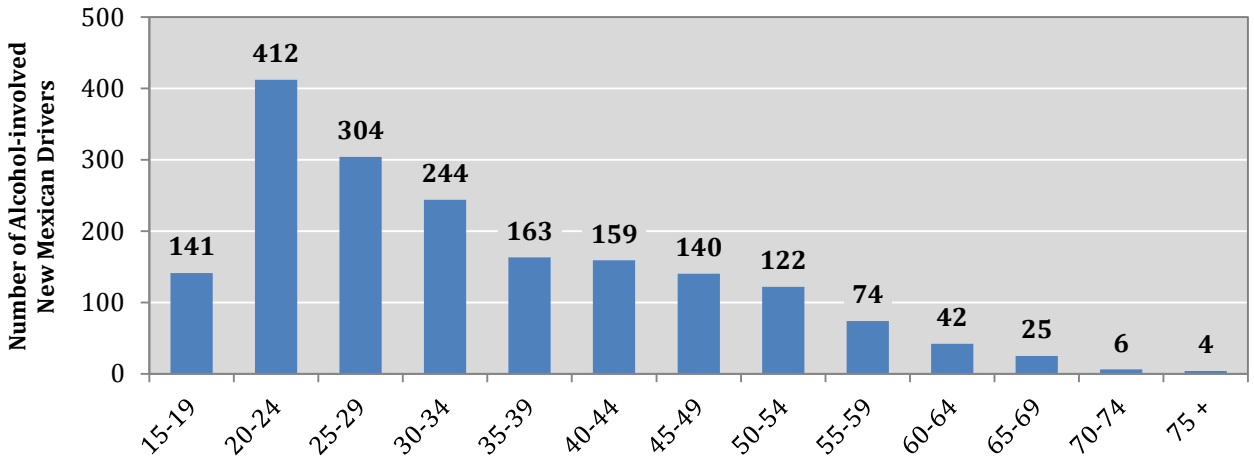



Figure 33: Number of Alcohol-involved New Mexican Drivers in Crashes by Age Group, 2010



# Demographics – Alcohol-involved Drivers

Table 70: Alcohol-involved Drivers in Crashes by Age, 2010

| Driver Age Group | Alcohol-involved Drivers[1] in Crashes (NM Residents) | | 2010 Licensed Drivers | Rate (NM Alcohol-involved Drivers in Crashes per 10,000 Licensed Drivers in each Age Group) |
|---|---|---|---|---|
| | Count | Percent | | |
| 15-19 | 141 | 7.7% | 66,058 | **21.3** |
| 20-24 | 412 | 22.5% | 122,562 | **33.6** |
| 25-29 | 304 | 16.6% | 134,860 | **22.5** |
| 30-34 | 244 | 13.3% | 129,240 | **18.9** |
| 35-39 | 163 | 8.9% | 121,617 | **13.4** |
| 40-44 | 159 | 8.7% | 119,889 | **13.3** |
| 45-49 | 140 | 7.6% | 136,056 | **10.3** |
| 50-54 | 122 | 6.6% | 140,075 | **8.7** |
| 55-59 | 74 | 4.0% | 132,169 | **5.6** |
| 60-64 | 41 | 2.2% | 117,163 | **3.5** |
| 65-69 | 25 | 1.4% | 85,059 | **2.9** |
| 70-74 | 6 | 0.3% | 61,261 | **1.0** |
| 75+ | 4 | 0.2% | 76,698 | **0.5** |
| Total | 1,835 | 100.0% | 1,442,737 | **12.7** |

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

Figure 34: Alcohol-involved Drivers in Crashes by Age, 2010

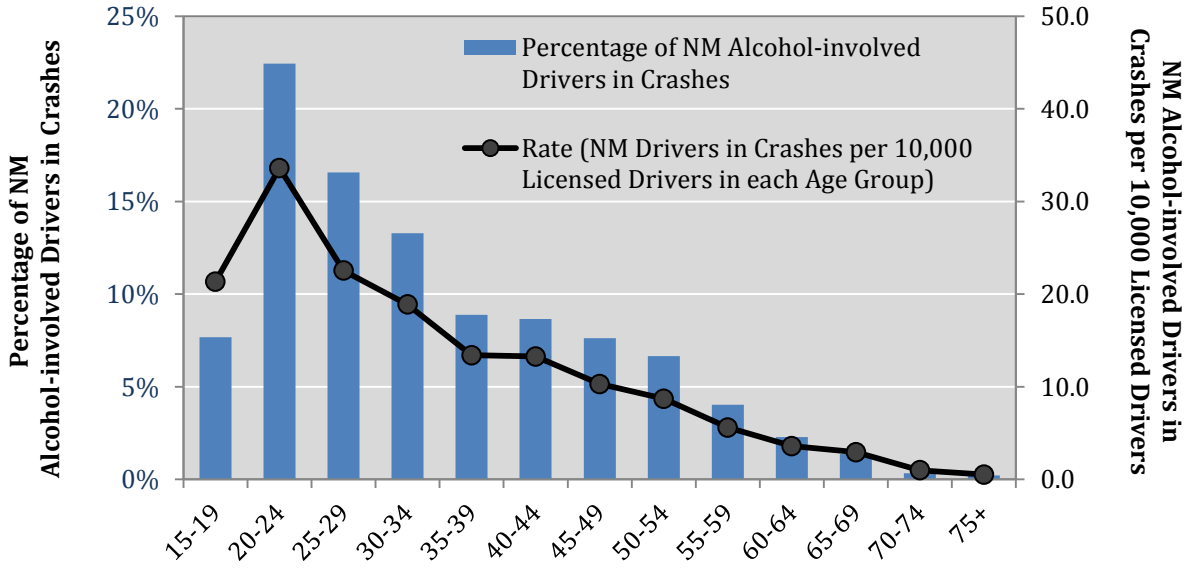


Table 71: Alcohol-involved Driver's Action at Time of Crash by Severity, 2010

| Vehicle Action [1] (First Category) | Alcohol-involved Vehicles in Fatal Crashes | | Alcohol-involved Vehicles in Injury Crashes | | Alcohol-involved Vehicles in Prop. Damage Only Crashes | | Total Alcohol-involved Vehicles in Crashes | |
|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| Going Straight | 115 | 7.3% | 688 | 44% | 762 | 49% | 1,565 | 100% |
| Does Not Apply | 21 | 10.4% | 92 | 46% | 88 | 44% | 201 | 100% |
| Left Turn | 2 | 1.0% | 90 | 47% | 101 | 52% | 193 | 100% |
| Right Turn | 0 | 0.0% | 37 | 34% | 72 | 66% | 109 | 100% |
| Overtaking-Pass. | 5 | 7.5% | 30 | 45% | 32 | 48% | 67 | 100% |
| Backing | 0 | 0.0% | 4 | 10% | 36 | 90% | 40 | 100% |
| U-Turn | 0 | 0.0% | 4 | 33% | 8 | 67% | 12 | 100% |
| Slowing | 0 | 0.0% | 3 | 38% | 5 | 63% | 8 | 100% |
| Total | 143 | 6.5% | 948 | 43% | 1,104 | 50% | 2,195 | 100% |

| Vehicle Action [1] (Second Category) | Alcohol-involved Vehicles in Fatal Crashes | | Alcohol-involved Vehicles in Injury Crashes | | Alcohol-involved Vehicles in Prop. Damage Only Crashes | | Total Alcohol-involved Vehicles in Crashes | |
|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| Does Not Apply | 132 | 6.6% | 871 | 43% | 1,002 | 50% | 2,005 | 100% |
| Other | 9 | 6.7% | 54 | 40% | 71 | 53% | 134 | 100% |
| Start In Traffic | 1 | 5.0% | 10 | 50% | 9 | 45% | 20 | 100% |
| Stopped-Traffic | 0 | 0.0% | 8 | 57% | 6 | 43% | 14 | 100% |
| Stopped-Signal | 1 | 11.1% | 4 | 44% | 4 | 44% | 9 | 100% |
| Start From Park | 0 | 0.0% | 1 | 11% | 8 | 89% | 9 | 100% |
| Parked | 0 | 0.0% | 0 | 0% | 4 | 100% | 4 | 100% |
| Total | 143 | 6.5% | 948 | 43% | 1,104 | 50% | 2,195 | 100% |

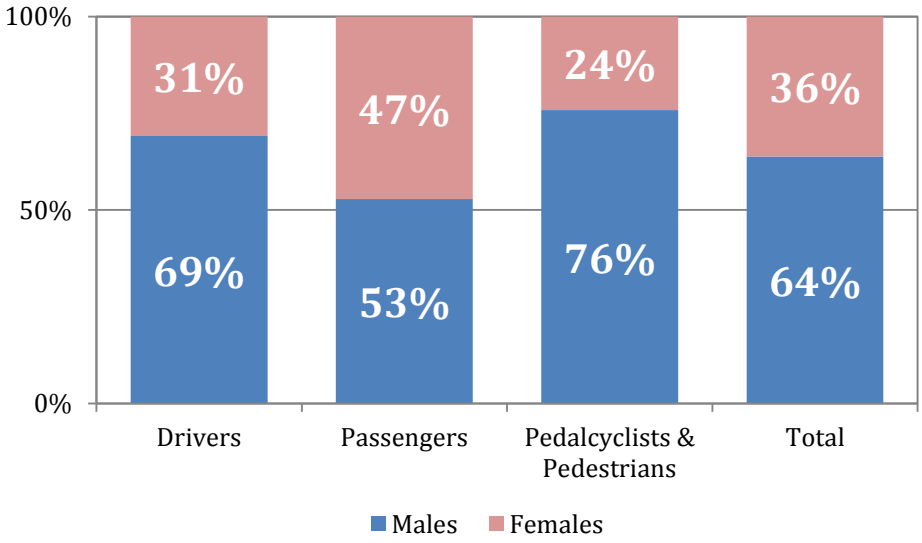
[1] There are two categories used to describe vehicle/driver actions. The action 'Does Not Apply' indicates no option in that category was indicated on the UCR to describe the vehicle's action.

## *Seat Position and Belt Usage*

Table 72: People in Alcohol-involved Crashes by Sex and Seat Position, 2010

| Occupant Seat Position | People in Alcohol-involved Crashes | | | | Ratio Males to Females |
|---|---|---|---|---|---|
| | Males | Females | Unknown | Total | |
| **Vehicle Occupants** | | | | | |
| Drivers | 1,951 | 910 | 78 | 2,939 | **2.14** |
| Front Seat Passengers | 451 | 416 | 8 | 875 | **1.08** |
| All Other Passengers | 342 | 277 | 10 | 629 | **1.23** |
| **Motorcyclists** | | | | | |
| Motorcycle Drivers | 99 | 7 | 1 | 107 | **14.14** |
| Motorcycle Passengers | 3 | 18 | 3 | 24 | **0.17** |
| **Nonmotorists** | | | | | |
| Pedalcyclists | 20 | 0 | 1 | 21 | **-** |
| Pedestrians | 52 | 23 | 0 | 75 | **2.26** |
| Unknown | 41 | 31 | 267 | 339 | **1.32** |
| Total | 2,959 | 1,682 | 368 | 5,009 | **1.76** |

Figure 35: Percentage[30] of People in Alcohol-involved Crashes by Sex and Seat Position, 2010




[30] The percentages displayed in Figure 35 omit the 'Unknown' totals listed in Table 72.

# Demographics – Seat Position, Belt Usage

Table 73: People in Alcohol-involved Crashes by Seat Position, 2010

| Seat Position | Severity of Injuries to People in Alcohol-involved Crashes | | | | | Total People in Alcohol-involved Crashes | Percent of Total People |
|---|---|---|---|---|---|---|---|
| | Fatalities | Incapacitating Injuries | Visible Injuries | Non-Visible Injuries | Not Injured | | |
| Left Front | 77 | 156 | 336 | 406 | 1,964 | 2,939 | 58.67% |
| Right Front | 14 | 48 | 87 | 149 | 555 | 853 | 17.03% |
| Unknown Seat Position | 1 | 3 | 3 | 11 | 321 | 339 | 6.77% |
| Right Rear | 9 | 20 | 31 | 39 | 167 | 266 | 5.31% |
| Left Rear | 3 | 16 | 15 | 31 | 150 | 215 | 4.29% |
| Motorcycle Driver | 17 | 29 | 31 | 10 | 20 | 107 | 2.14% |
| Center Rear | 0 | 4 | 14 | 11 | 66 | 95 | 1.90% |
| Pedestrian | 19 | 22 | 17 | 8 | 9 | 75 | 1.50% |
| Motorcycle Passenger | 1 | 9 | 5 | 0 | 9 | 24 | 0.48% |
| Center Front | 0 | 0 | 3 | 5 | 14 | 22 | 0.44% |
| Pedalcyclist | 4 | 7 | 4 | 4 | 2 | 21 | 0.42% |
| Truck Bed | 0 | 4 | 1 | 6 | 3 | 14 | 0.28% |
| Bus Passenger | 0 | 0 | 3 | 0 | 9 | 12 | 0.24% |
| All Other | 0 | 0 | 0 | 1 | 8 | 9 | 0.18% |
| Right 3rd Seat | 0 | 1 | 0 | 0 | 4 | 5 | 0.10% |
| Left 3rd Seat | 0 | 0 | 0 | 1 | 4 | 5 | 0.10% |
| Center 3rd Seat | 0 | 0 | 1 | 0 | 2 | 3 | 0.06% |
| Semi Sleeper | 0 | 0 | 0 | 1 | 2 | 3 | 0.06% |
| Lap | 0 | 0 | 0 | 0 | 2 | 2 | 0.04% |
| Total People | 145 | 319 | 551 | 683 | 3,311 | 5,009 | 100.0% |

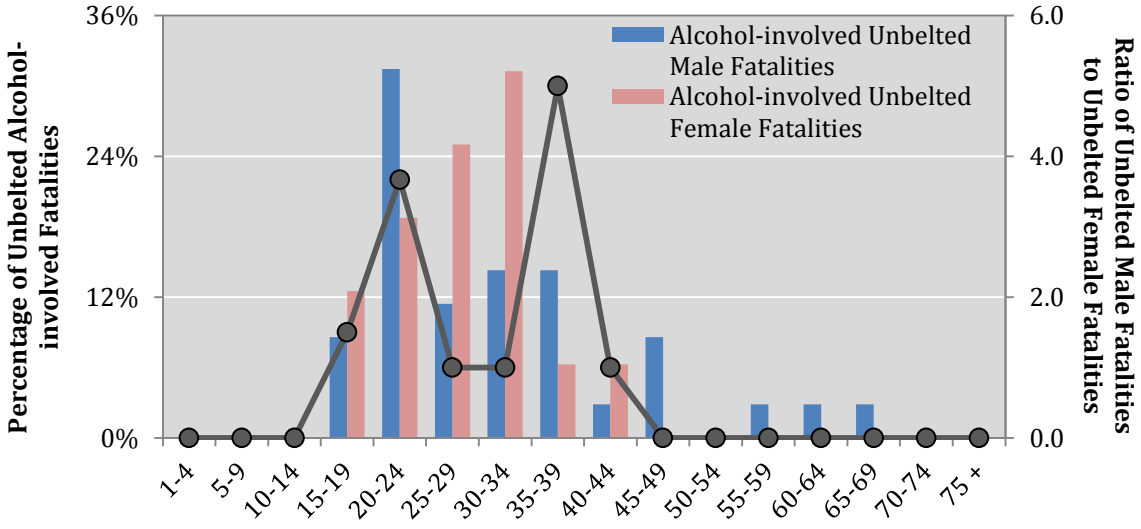
- The number of Left Front (Driver) seat positions is 59% of Total Occupants regardless of severity of injury, in alcohol-involved crashes. (Table 73)
- The Left Front (Driver) seat position number (2,939) appears high because this seat position is almost always occupied. (Table 73)
- Male drivers are 69% of all known-gender drivers, which include: vehicle and motorcycle drivers, and pedalcyclists and pedestrians, in alcohol-involved crashes. (Table 72, Figure 35)
- Female passengers are 53% of all known-gender passengers, which include: vehicle and motorcycle passengers, and pedalcyclists and pedestrians, in alcohol-involved crashes. (Table 72, Figure 35)

Table 74: Unbelted Alcohol-involved Fatalities by Age and Sex, 2010

| Age Group | Unbelted Alcohol-involved Fatalities [1] | | | | | | Ratio Males to Females |
|---|---|---|---|---|---|---|---|
| | Male | | Female | | Total | | |
| | Count | Percent | Count | Percent | Count | Percent | |
| 1-4 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | - |
| 5-9 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | - |
| 10-14 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | - |
| 15-19 | 3 | 8.6% | 2 | 11.8% | 5 | 9.6% | **1.5** |
| 20-24 | 11 | 31.4% | 3 | 17.6% | 14 | 26.9% | **3.7** |
| 25-29 | 4 | 11.4% | 4 | 23.5% | 8 | 15.4% | **1.0** |
| 30-34 | 5 | 14.3% | 5 | 29.4% | 10 | 19.2% | **1.0** |
| 35-39 | 5 | 14.3% | 1 | 5.9% | 6 | 11.5% | **5.0** |
| 40-44 | 1 | 2.9% | 1 | 5.9% | 2 | 3.8% | **1.0** |
| 45-49 | 3 | 8.6% | 0 | 0.0% | 3 | 5.8% | - |
| 50-54 | 0 | 0.0% | 1 | 5.9% | 1 | 1.9% | **0.0** |
| 55-59 | 1 | 2.9% | 0 | 0.0% | 1 | 1.9% | - |
| 60-64 | 1 | 2.9% | 0 | 0.0% | 1 | 1.9% | - |
| 65-69 | 1 | 2.9% | 0 | 0.0% | 1 | 1.9% | - |
| 70-74 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | - |
| 75 + | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | - |
| Unknown | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | - |
| Total | 35 | 100.0% | 17 | 100.0% | 52 | 100.0% | **2.1** |

[1] Fatalities of people in passenger cars, pickups, and vans or 4 WDs.

Figure 36: Unbelted Alcohol-involved Fatalities by Age and Sex, 2010



# DWI Enforcement

## *Arrests*

Table 75: DWI Arrests by County[31], 2006 - 2010

| County | Number of DWI Arrests | | | | | Percent of all 2010 DWI Arrests | Percent Change 2006 - 2010 | Percent Change 2009 - 2010 |
|---|---|---|---|---|---|---|---|---|
| | 2006 | 2007 | 2008 | 2009 | 2010 | | | |
| Bernalillo | 6,657 | 7,580 | 7,189 | 6,744 | 5,195 | **31.71%** | **-22.0%** | **-23.0%** |
| Catron | 35 | 30 | 22 | 24 | 21 | **0.13%** | **-40.0%** | **-12.5%** |
| Chaves | 247 | 330 | 461 | 343 | 364 | **2.22%** | **47.4%** | **6.1%** |
| Cibola | 379 | 452 | 454 | 501 | 471 | **2.87%** | **24.3%** | **-6.0%** |
| Colfax | 100 | 118 | 119 | 72 | 88 | **0.54%** | **-12.0%** | **22.2%** |
| Curry | 414 | 390 | 317 | 449 | 404 | **2.47%** | **-2.4%** | **-10.0%** |
| De Baca | 9 | 25 | 8 | 18 | 9 | **0.05%** | **0.0%** | **-50.0%** |
| Doña Ana | 1,855 | 1,665 | 1,750 | 1,637 | 1,513 | **9.23%** | **-18.4%** | **-7.6%** |
| Eddy | 283 | 393 | 364 | 356 | 348 | **2.12%** | **23.0%** | **-2.2%** |
| Grant | 212 | 196 | 221 | 276 | 228 | **1.39%** | **7.5%** | **-17.4%** |
| Guadalupe | 52 | 42 | 59 | 92 | 54 | **0.33%** | **3.8%** | **-41.3%** |
| Harding | 7 | 6 | 9 | 4 | 2 | **0.01%** | **-71.4%** | **-50.0%** |
| Hidalgo | 68 | 82 | 87 | 97 | 69 | **0.42%** | **1.5%** | **-28.9%** |
| Lea | 357 | 483 | 523 | 532 | 443 | **2.70%** | **24.1%** | **-16.7%** |
| Lincoln | 206 | 186 | 248 | 185 | 255 | **1.56%** | **23.8%** | **37.8%** |
| Los Alamos | 57 | 53 | 40 | 54 | 41 | **0.25%** | **-28.1%** | **-24.1%** |
| Luna | 164 | 221 | 230 | 216 | 131 | **0.80%** | **-20.1%** | **-39.4%** |
| McKinley | 1,011 | 1,228 | 1,193 | 1,187 | 984 | **6.01%** | **-2.7%** | **-17.1%** |
| Mora | 42 | 44 | 31 | 36 | 35 | **0.21%** | **-16.7%** | **-2.8%** |
| Otero | 409 | 372 | 384 | 326 | 277 | **1.69%** | **-32.3%** | **-15.0%** |
| Quay | 82 | 103 | 89 | 81 | 66 | **0.40%** | **-19.5%** | **-18.5%** |
| Rio Arriba | 550 | 634 | 447 | 467 | 386 | **2.36%** | **-29.8%** | **-17.3%** |
| Roosevelt | 175 | 210 | 148 | 151 | 146 | **0.89%** | **-16.6%** | **-3.3%** |
| Sandoval | 652 | 676 | 673 | 617 | 580 | **3.54%** | **-11.0%** | **-6.0%** |
| San Juan | 1,575 | 1,675 | 2,019 | 1,744 | 1,555 | **9.49%** | **-1.3%** | **-10.8%** |
| San Miguel | 362 | 341 | 323 | 313 | 341 | **2.08%** | **-5.8%** | **8.9%** |
| Santa Fe | 1,378 | 1,267 | 1,328 | 1,250 | 1,117 | **6.82%** | **-18.9%** | **-10.6%** |
| Sierra | 76 | 135 | 84 | 92 | 145 | **0.89%** | **90.8%** | **57.6%** |
| Socorro | 239 | 217 | 228 | 239 | 172 | **1.05%** | **-28.0%** | **-28.0%** |
| Taos | 222 | 225 | 181 | 236 | 315 | **1.92%** | **41.9%** | **33.5%** |
| Torrance | 146 | 137 | 103 | 113 | 89 | **0.54%** | **-39.0%** | **-21.2%** |
| Union | 49 | 44 | 31 | 21 | 15 | **0.09%** | **-69.4%** | **-28.6%** |
| Valencia | 361 | 327 | 428 | 506 | 506 | **3.09%** | **40.2%** | **0.0%** |
| Unknown | 217 | 40 | 31 | 18 | 19 | **0.12%** | **-91.2%** | **5.6%** |
| Total DWI Arrests | **18,648** | **19,927** | **19,822** | **18,997** | **16,384** | **100.00%** | **-12.1%** | **-13.8%** |

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

Table 76: DWI Arrests by City[32], 2006 - 2010

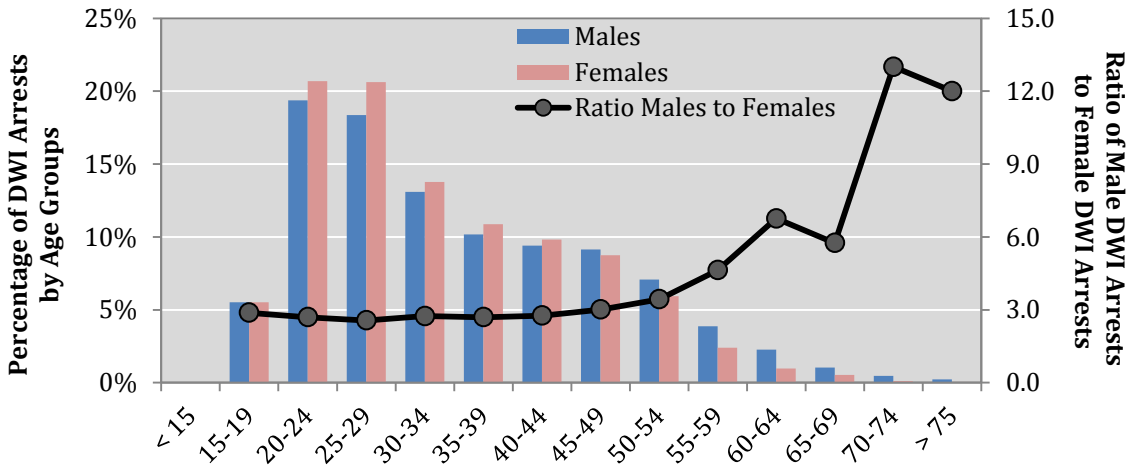
| City | Number of DWI Arrests | | | | | Percent of all 2010 DWI Arrests | Percent Change 2006-2010 | Percent Change 2009-2010 |
|---|---|---|---|---|---|---|---|---|
| | 2006 | 2007 | 2008 | 2009 | 2010 | | | |
| Alamogordo | 222 | 238 | 245 | 198 | 162 | 0.99% | -27.0% | -18.2% |
| Albuquerque | 5,564 | 6,324 | 5,894 | 5,537 | 4,342 | 26.50% | -22.0% | -21.6% |
| Anthony | 114 | 110 | 94 | 94 | 98 | 0.60% | -14.0% | 4.3% |
| Artesia | 85 | 127 | 112 | 115 | 118 | 0.72% | 38.8% | 2.6% |
| Aztec | 109 | 138 | 135 | 136 | 118 | 0.72% | 8.3% | -13.2% |
| Belen | 153 | 143 | 188 | 174 | 167 | 1.02% | 9.2% | -4.0% |
| Bernalillo | 124 | 119 | 124 | 115 | 85 | 0.52% | -31.5% | -26.1% |
| Bloomfield | 122 | 140 | 167 | 149 | 134 | 0.82% | 9.8% | -10.1% |
| Carlsbad | 190 | 238 | 226 | 229 | 197 | 1.20% | 3.7% | -14.0% |
| Clovis | 337 | 337 | 291 | 366 | 335 | 2.04% | -0.6% | -8.5% |
| Corrales | 50 | 42 | 54 | 52 | 42 | 0.26% | -16.0% | -19.2% |
| Cuba | 98 | 80 | 74 | 66 | 61 | 0.37% | -37.8% | -7.6% |
| Deming | 143 | 192 | 213 | 194 | 122 | 0.74% | -14.7% | -37.1% |
| Edgewood | 82 | 79 | 76 | 87 | 59 | 0.36% | -28.0% | -32.2% |
| Española | 300 | 260 | 238 | 239 | 260 | 1.59% | -13.3% | 8.8% |
| Farmington | 591 | 625 | 751 | 662 | 556 | 3.39% | -5.9% | -16.0% |
| Fruitland | 118 | 99 | 139 | 105 | 113 | 0.69% | -4.2% | 7.6% |
| Gallup | 373 | 398 | 389 | 410 | 344 | 2.10% | -7.8% | -16.1% |
| Grants | 130 | 131 | 120 | 145 | 148 | 0.90% | 13.8% | 2.1% |
| Hobbs | 231 | 269 | 300 | 315 | 273 | 1.67% | 18.2% | -13.3% |
| Kirtland | 84 | 95 | 121 | 101 | 111 | 0.68% | 32.1% | 9.9% |
| Las Cruces | 1,185 | 1,012 | 1,093 | 1,052 | 926 | 5.65% | -21.9% | -12.0% |
| Las Vegas | 261 | 251 | 259 | 223 | 247 | 1.51% | -5.4% | 10.8% |
| Los Alamos | 71 | 62 | 48 | 58 | 46 | 0.28% | -35.2% | -20.7% |
| Los Lunas | 311 | 340 | 384 | 393 | 354 | 2.16% | 13.8% | -9.9% |
| Lovington | 66 | 108 | 91 | 123 | 81 | 0.49% | 22.7% | -34.1% |
| Portales | 147 | 164 | 112 | 137 | 126 | 0.77% | -14.3% | -8.0% |
| Ranchos de Taos | 54 | 53 | 46 | 51 | 75 | 0.46% | 38.9% | 47.1% |
| Raton | 57 | 42 | 54 | 36 | 34 | 0.21% | -40.4% | -5.6% |
| Rio Rancho | 489 | 599 | 601 | 568 | 467 | 2.85% | -4.5% | -17.8% |
| Roswell | 252 | 330 | 422 | 326 | 339 | 2.07% | 34.5% | 4.0% |
| Ruidoso | 77 | 65 | 98 | 67 | 83 | 0.51% | 7.8% | 23.9% |
| Santa Fe | 1,157 | 1,092 | 1,154 | 1,086 | 879 | 5.36% | -24.0% | -19.1% |
| Shiprock | 219 | 193 | 223 | 227 | 208 | 1.27% | -5.0% | -8.4% |
| Silver City | 130 | 111 | 130 | 150 | 126 | 0.77% | -3.1% | -16.0% |
| Socorro | 122 | 131 | 111 | 117 | 99 | 0.60% | -18.9% | -15.4% |
| Sunland Park | 73 | 66 | 96 | 89 | 62 | 0.38% | -15.1% | -30.3% |
| T or C | 36 | 58 | 38 | 47 | 74 | 0.45% | 105.6% | 57.4% |
| Taos | 94 | 107 | 95 | 98 | 131 | 0.80% | 39.4% | 33.7% |
| Thoreau | 56 | 64 | 56 | 53 | 56 | 0.34% | 0.0% | 5.7% |
| Tucumcari | 63 | 59 | 53 | 53 | 36 | 0.22% | -42.9% | -32.1% |
| Unknown | 132 | 176 | 71 | 53 | 33 | 0.20% | -75.0% | -37.7% |
| All Other Cities | 4,376 | 4,660 | 4,636 | 4,501 | 4,057 | 24.76% | -7.3% | -9.9% |
| Total DWI Arrests | **18,648** | **19,927** | **19,822** | **18,997** | **16,384** | **100.00%** | **-12.1%** | **-13.8%** |

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

Table 77: DWI Arrests by Age and Sex[33], 2010

| Age Groups | DWI Arrests by Age and Sex | | | | | | | | Ratio Males to Females |
|---|---|---|---|---|---|---|---|---|---|
| | Males | | Females | | Unknown | | Total | | |
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | |
| < 15 | 0 | 0.0% | 0 | 0.0% | 2 | 0.1% | 2 | 0.0% | |
| 15-19 | 608 | 5.5% | 211 | 5.5% | 114 | 7.4% | 933 | 5.7% | **2.9** |
| 20-24 | 2,134 | 19.4% | 792 | 20.7% | 354 | 23.0% | 3,280 | 20.0% | **2.7** |
| 25-29 | 2,024 | 18.4% | 789 | 20.6% | 262 | 17.1% | 3,075 | 18.8% | **2.6** |
| 30-34 | 1,443 | 13.1% | 527 | 13.8% | 215 | 14.0% | 2,185 | 13.3% | **2.7** |
| 35-39 | 1,120 | 10.2% | 416 | 10.9% | 168 | 10.9% | 1,704 | 10.4% | **2.7** |
| 40-44 | 1,037 | 9.4% | 376 | 9.8% | 147 | 9.6% | 1,560 | 9.5% | **2.8** |
| 45-49 | 1,008 | 9.1% | 335 | 8.8% | 109 | 7.1% | 1,452 | 8.9% | **3.0** |
| 50-54 | 779 | 7.1% | 227 | 5.9% | 80 | 5.2% | 1,086 | 6.6% | **3.4** |
| 55-59 | 426 | 3.9% | 92 | 2.4% | 47 | 3.1% | 565 | 3.4% | **4.6** |
| 60-64 | 250 | 2.3% | 37 | 1.0% | 20 | 1.3% | 307 | 1.9% | **6.8** |
| 65-69 | 115 | 1.0% | 20 | 0.5% | 12 | 0.8% | 147 | 0.9% | **5.8** |
| 70-74 | 52 | 0.5% | 4 | 0.1% | 0 | 0.0% | 56 | 0.3% | **13.0** |
| > 75 | 24 | 0.2% | 2 | 0.1% | 4 | 0.3% | 30 | 0.2% | **12.0** |
| Unknown | 0 | 0.0% | 0 | 0.0% | 2 | 0.1% | 2 | 0.0% | |
| Total | 11,020 | 100.0% | 3,828 | 100.0% | 1,536 | 100.0% | 16,384 | 100.0% | **2.88** |

Figure 37: DWI Arrests by Age and Sex[33], 2010



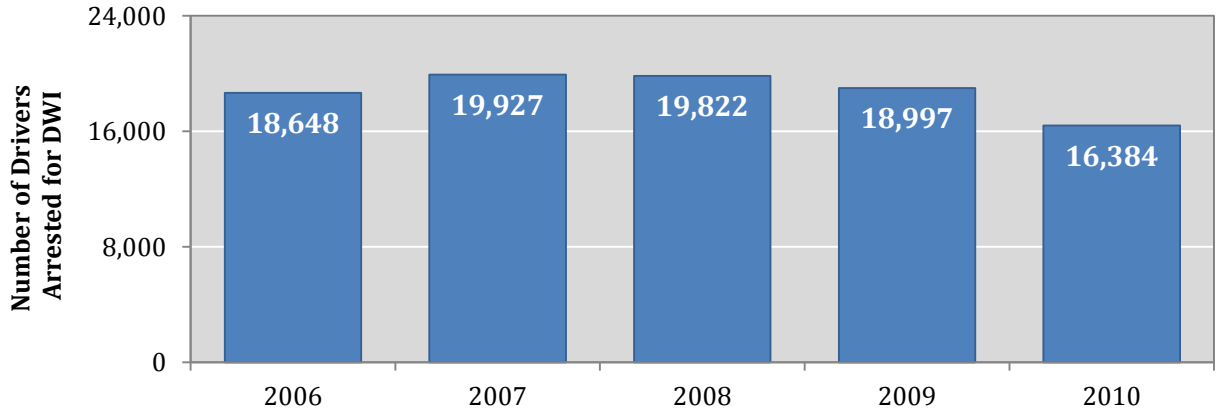

[33] DWI Arrests are for either DWI or Aggravated DWI.

Table 78: Number of Drivers Arrested for a DWI[34], 2006 - 2010

| Age Groups | Drivers Arrested for DWI | | | | | 5 Yr Percent Change |
|---|---|---|---|---|---|---|
| | 2006 | 2007 | 2008 | 2009 | 2010 | |
| < 15 | 5 | 5 | 5 | 3 | 2 | -60% |
| 15-19 | 1,425 | 1,442 | 1,341 | 1,216 | 933 | -35% |
| 20-24 | 4,209 | 4,505 | 4,197 | 3,901 | 3,280 | -22% |
| 25-29 | 3,250 | 3,577 | 3,625 | 3,473 | 3,075 | -5% |
| 30-34 | 2,259 | 2,416 | 2,593 | 2,455 | 2,185 | -3% |
| 35-39 | 2,039 | 2,159 | 2,202 | 2,135 | 1,704 | -16% |
| 40-44 | 1,974 | 2,012 | 1,902 | 1,834 | 1,560 | -21% |
| 45-49 | 1,567 | 1,699 | 1,759 | 1,719 | 1,452 | -7% |
| 50-54 | 954 | 1,049 | 1,082 | 1,105 | 1,086 | 14% |
| 55-59 | 555 | 586 | 574 | 603 | 565 | 2% |
| 60-64 | 219 | 257 | 309 | 321 | 307 | 40% |
| 65-69 | 116 | 126 | 148 | 150 | 147 | 27% |
| 70-74 | 39 | 63 | 49 | 50 | 56 | 44% |
| > 75 | 29 | 27 | 31 | 27 | 30 | 3% |
| Unknown | 8 | 4 | 5 | 5 | 2 | -75% |
| Total Drivers | 18,648 | 19,927 | 19,822 | 18,997 | 16,384 | -12% |

Numbers are shaded such that darker shading identifies higher numbers.

Figure 38: Number of Drivers Arrested for DWI[34], 2006 - 2010




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

## *Convictions*

Table 79: DWI Convictions by County[35], 2006 - 2010

| County | Number of DWI Convictions | | | | | Percent of all 2010 Convictions | Percent Change 2006 - 2010 | Percent Change 2009 - 2010 |
|---|---|---|---|---|---|---|---|---|
| | 2006 | 2007 | 2008 | 2009 | 2010 | | | |
| Bernalillo | 4,098 | 4,767 | 4,992 | 5,512 | 4,327 | 30.55% | 5.6% | -21.5% |
| Catron | 26 | 28 | 16 | 20 | 16 | 0.11% | -38.5% | -20.0% |
| Chaves | 193 | 240 | 350 | 357 | 341 | 2.41% | 76.7% | -4.5% |
| Cibola | 266 | 332 | 244 | 327 | 322 | 2.27% | 21.1% | -1.5% |
| Colfax | 73 | 79 | 84 | 84 | 63 | 0.44% | -13.7% | -25.0% |
| Curry | 324 | 306 | 250 | 352 | 392 | 2.77% | 21.0% | 11.4% |
| De Baca | 8 | 10 | 7 | 11 | 9 | 0.06% | 12.5% | -18.2% |
| Doña Ana | 1,435 | 1,388 | 1,380 | 1,453 | 1,412 | 9.97% | -1.6% | -2.8% |
| Eddy | 252 | 297 | 287 | 342 | 330 | 2.33% | 31.0% | -3.5% |
| Grant | 151 | 149 | 149 | 237 | 231 | 1.63% | 53.0% | -2.5% |
| Guadalupe | 38 | 40 | 48 | 73 | 62 | 0.44% | 63.2% | -15.1% |
| Harding | 3 | 3 | 11 | 3 | 0 | 0.00% | -100.0% | -100.0% |
| Hidalgo | 68 | 60 | 83 | 98 | 67 | 0.47% | -1.5% | -31.6% |
| Lea | 279 | 345 | 390 | 491 | 454 | 3.21% | 62.7% | -7.5% |
| Lincoln | 174 | 135 | 143 | 205 | 205 | 1.45% | 17.8% | 0.0% |
| Los Alamos | 19 | 41 | 24 | 55 | 39 | 0.28% | 105.3% | -29.1% |
| Luna | 121 | 176 | 155 | 189 | 122 | 0.86% | 0.8% | -35.4% |
| McKinley | 712 | 806 | 785 | 916 | 920 | 6.50% | 29.2% | 0.4% |
| Mora | 17 | 42 | 25 | 35 | 31 | 0.22% | 82.4% | -11.4% |
| Otero | 308 | 279 | 284 | 332 | 280 | 1.98% | -9.1% | -15.7% |
| Quay | 58 | 109 | 67 | 79 | 54 | 0.38% | -6.9% | -31.6% |
| Rio Arriba | 326 | 393 | 334 | 353 | 312 | 2.20% | -4.3% | -11.6% |
| Roosevelt | 133 | 147 | 110 | 129 | 129 | 0.91% | -3.0% | 0.0% |
| Sandoval | 429 | 447 | 476 | 567 | 502 | 3.54% | 17.0% | -11.5% |
| San Juan | 1,329 | 1,460 | 1,513 | 1,770 | 1,441 | 10.17% | 8.4% | -18.6% |
| San Miguel | 268 | 301 | 248 | 296 | 305 | 2.15% | 13.8% | 3.0% |
| Santa Fe | 901 | 925 | 823 | 970 | 868 | 6.13% | -3.7% | -10.5% |
| Sierra | 77 | 69 | 83 | 97 | 115 | 0.81% | 49.4% | 18.6% |
| Socorro | 177 | 167 | 139 | 198 | 112 | 0.79% | -36.7% | -43.4% |
| Taos | 111 | 161 | 117 | 174 | 245 | 1.73% | 120.7% | 40.8% |
| Torrance | 122 | 108 | 92 | 98 | 89 | 0.63% | -27.0% | -9.2% |
| Union | 22 | 26 | 17 | 15 | 10 | 0.07% | -54.5% | -33.3% |
| Valencia | 170 | 157 | 117 | 288 | 342 | 2.41% | 101.2% | 18.8% |
| Unknown | 154 | 23 | 27 | 19 | 16 | 0.11% | -89.6% | -15.8% |
| Total Convictions | 12,842 | 14,016 | 13,870 | 16,145 | 14,163 | 100.00% | 10.3% | -12.3% |

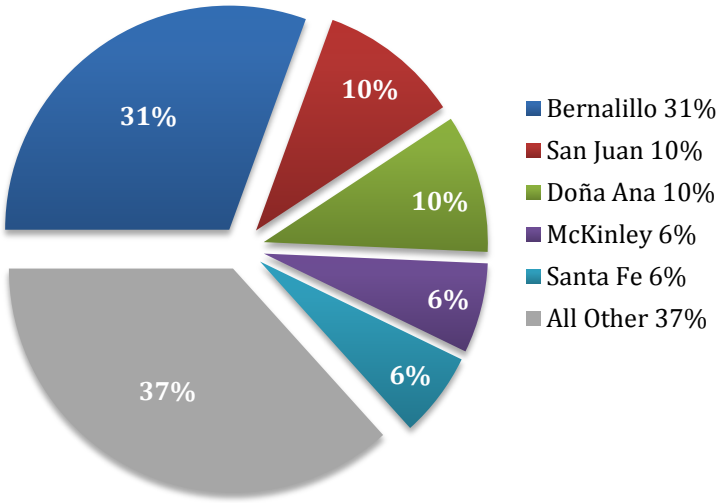
[35] County refers to the location where the driver was arrested for DWI, not their county of residence.

Table 80: Top Ten Counties for DWI Convictions[36], 2006 - 2010

| Rank | County | New Mexico DWI Total Convictions | | | | | 2010 Population | DWI Convictions per 1,000 County Residents, 2010 |
|---|---|---|---|---|---|---|---|---|
| | | 2006 | 2007 | 2008 | 2009 | 2010 | | |
| 1 | Bernalillo | 4,098 | 4,767 | 4,992 | 5,512 | 4,327 | 664,639 | **6.5** |
| 2 | San Juan | 1,329 | 1,460 | 1,513 | 1,770 | 1,441 | 130,145 | **11.1** |
| 3 | Doña Ana | 1,435 | 1,388 | 1,380 | 1,453 | 1,412 | 210,538 | **6.7** |
| 4 | McKinley | 712 | 806 | 785 | 916 | 920 | 71,797 | **12.8** |
| 5 | Santa Fe | 901 | 925 | 823 | 970 | 868 | 144,606 | **6.0** |
| 6 | Sandoval | 429 | 447 | 476 | 567 | 502 | 132,330 | **3.8** |
| 7 | Lea | 279 | 345 | 390 | 491 | 454 | 64,698 | **7.0** |
| 8 | Curry | 324 | 306 | 250 | 352 | 392 | 48,949 | **8.0** |
| 9 | Valencia | 170 | 157 | 117 | 288 | 342 | 76,759 | **4.5** |
| 10 | Chaves | 193 | 240 | 350 | 357 | 341 | 65,779 | **5.2** |
| All Other Counties | | 2,972 | 3,175 | 2,794 | 3,469 | 3,164 | 455,692 | **6.9** |
| Statewide Total | | 12,842 | 14,016 | 13,870 | 16,145 | 14,163 | 2,065,932 | **6.9** |

- In New Mexico there were about seven DWI convictions per 1,000 residents in 2010. The numbers in red are those counties whose DWI conviction rates were higher than the statewide rate of 6.9. (Table 80)

Figure 39: Top Five Counties for DWI Convictions[36], 2010




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

Table 81: Number of Drivers with a First DWI Conviction[37], 2006 - 2010

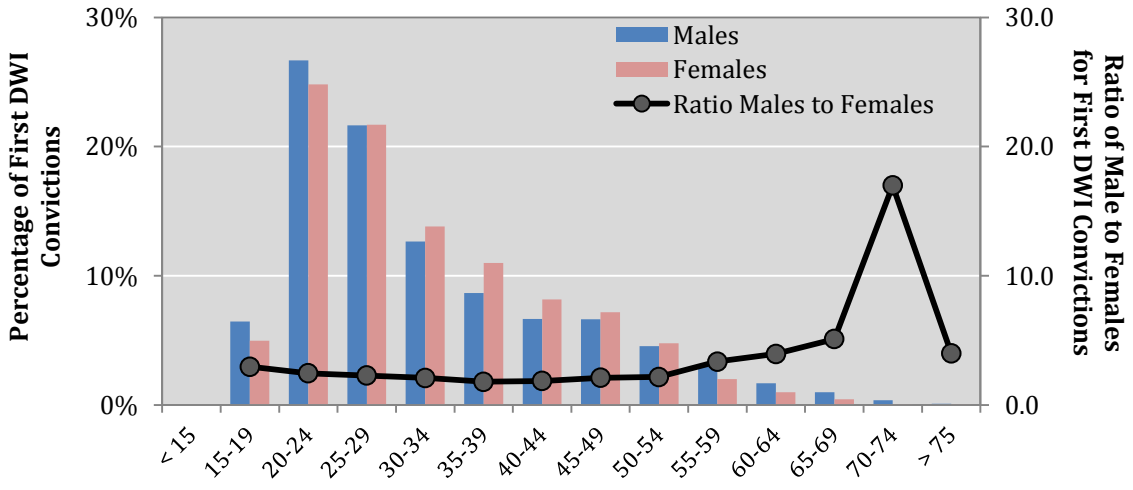
| County | First DWI Convictions | | | | | Percent of all 2010 Convictions | Percent Change 2006 - 2010 | Percent Change 2009 - 2010 |
|---|---|---|---|---|---|---|---|---|
| | 2006 | 2007 | 2008 | 2009 | 2010 | | | |
| Bernalillo | 2,734 | 3,308 | 3,307 | 3,407 | 2,575 | 33.1% | -5.8% | -24.4% |
| Catron | 16 | 20 | 12 | 7 | 8 | 0.1% | -50.0% | 14.3% |
| Chaves | 115 | 160 | 224 | 210 | 208 | 2.7% | 80.9% | -1.0% |
| Cibola | 146 | 192 | 133 | 162 | 145 | 1.9% | -0.7% | -10.5% |
| Colfax | 41 | 60 | 53 | 52 | 48 | 0.6% | 17.1% | -7.7% |
| Curry | 247 | 209 | 176 | 235 | 245 | 3.1% | -0.8% | 4.3% |
| De Baca | 4 | 5 | 3 | 7 | 2 | 0.0% | -50.0% | -71.4% |
| Doña Ana | 993 | 997 | 911 | 932 | 825 | 10.6% | -16.9% | -11.5% |
| Eddy | 170 | 193 | 180 | 214 | 191 | 2.5% | 12.4% | -10.7% |
| Grant | 95 | 88 | 91 | 132 | 125 | 1.6% | 31.6% | -5.3% |
| Guadalupe | 24 | 16 | 31 | 44 | 28 | 0.4% | 16.7% | -36.4% |
| Harding | 2 | 2 | 6 | 1 | 0 | 0.0% | -100.0% | -100.0% |
| Hidalgo | 45 | 49 | 68 | 65 | 44 | 0.6% | -2.2% | -32.3% |
| Lea | 194 | 235 | 288 | 307 | 260 | 3.3% | 34.0% | -15.3% |
| Lincoln | 131 | 82 | 108 | 125 | 132 | 1.7% | 0.8% | 5.6% |
| Los Alamos | 13 | 31 | 15 | 39 | 18 | 0.2% | 38.5% | -53.8% |
| Luna | 75 | 109 | 82 | 108 | 63 | 0.8% | -16.0% | -41.7% |
| McKinley | 391 | 412 | 362 | 441 | 439 | 5.6% | 12.3% | -0.5% |
| Mora | 9 | 18 | 11 | 17 | 16 | 0.2% | 77.8% | -5.9% |
| Otero | 204 | 181 | 192 | 193 | 166 | 2.1% | -18.6% | -14.0% |
| Quay | 40 | 73 | 46 | 52 | 34 | 0.4% | -15.0% | -34.6% |
| Rio Arriba | 181 | 248 | 176 | 157 | 128 | 1.6% | -29.3% | -18.5% |
| Roosevelt | 99 | 112 | 75 | 87 | 82 | 1.1% | -17.2% | -5.7% |
| Sandoval | 231 | 263 | 292 | 310 | 253 | 3.2% | 9.5% | -18.4% |
| San Juan | 708 | 833 | 827 | 913 | 685 | 8.8% | -3.2% | -25.0% |
| San Miguel | 116 | 145 | 136 | 123 | 133 | 1.7% | 14.7% | 8.1% |
| Santa Fe | 583 | 587 | 495 | 546 | 463 | 5.9% | -20.6% | -15.2% |
| Sierra | 46 | 46 | 56 | 62 | 68 | 0.9% | 47.8% | 9.7% |
| Socorro | 105 | 98 | 77 | 97 | 56 | 0.7% | -46.7% | -42.3% |
| Taos | 70 | 102 | 75 | 104 | 133 | 1.7% | 90.0% | 27.9% |
| Torrance | 70 | 62 | 58 | 46 | 43 | 0.6% | -38.6% | -6.5% |
| Union | 17 | 17 | 13 | 10 | 8 | 0.1% | -52.9% | -20.0% |
| Valencia | 91 | 89 | 68 | 132 | 158 | 2.0% | 73.6% | 19.7% |
| Unknown | 86 | 15 | 11 | 12 | 6 | 0.1% | -93.0% | -50.0% |
| Total First Convictions | 8,092 | 9,057 | 8,658 | 9,349 | 7,788 | 100% | -3.8% | -16.7% |

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

Table 82: First DWI Convictions by Age[38] and Sex, 2010

| Age Group | First DWI Convictions | | | | | | | | Ratio Males to Females |
|---|---|---|---|---|---|---|---|---|---|
| | Males | | Females | | Unknown | | Total | | |
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | |
| < 15 | 0 | 0.0% | 0 | 0.0% | 1 | 0.1% | 1 | 0.0% | - |
| 15-19 | 303 | 6.5% | 102 | 5.0% | 44 | 4.2% | 449 | 5.8% | **3.0** |
| 20-24 | 1,250 | 26.7% | 508 | 24.8% | 238 | 22.5% | 1,996 | 25.6% | **2.5** |
| 25-29 | 1,014 | 21.6% | 444 | 21.7% | 213 | 20.2% | 1,671 | 21.5% | **2.3** |
| 30-34 | 593 | 12.7% | 283 | 13.8% | 137 | 13.0% | 1,013 | 13.0% | **2.1** |
| 35-39 | 406 | 8.7% | 225 | 11.0% | 125 | 11.8% | 756 | 9.7% | **1.8** |
| 40-44 | 312 | 6.7% | 167 | 8.2% | 94 | 8.9% | 573 | 7.4% | **1.9** |
| 45-49 | 311 | 6.6% | 147 | 7.2% | 87 | 8.2% | 545 | 7.0% | **2.1** |
| 50-54 | 213 | 4.5% | 98 | 4.8% | 55 | 5.2% | 366 | 4.7% | **2.2** |
| 55-59 | 138 | 2.9% | 41 | 2.0% | 32 | 3.0% | 211 | 2.7% | **3.4** |
| 60-64 | 79 | 1.7% | 20 | 1.0% | 17 | 1.6% | 116 | 1.5% | **4.0** |
| 65-69 | 46 | 1.0% | 9 | 0.4% | 10 | 0.9% | 65 | 0.8% | **5.1** |
| 70-74 | 17 | 0.4% | 1 | 0.0% | 0 | 0.0% | 18 | 0.2% | **17.0** |
| > 75 | 4 | 0.1% | 1 | 0.0% | 1 | 0.1% | 6 | 0.1% | **4.0** |
| Unknown | 0 | 0.0% | 0 | 0.0% | 2 | 0.2% | 2 | 0.0% | - |
| Total | 4,686 | 100.0% | 2,046 | 100.0% | 1,056 | 100.0% | 7,788 | 100.0% | **2.29** |

Figure 40: First DWI Convictions by Age[38] and Sex, 2010




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

Table 83: Repeat DWI Convictions by County[39], 2006 - 2010

| County | Number of Repeat DWI Convictions | | | | | Percent of all 2010 Convictions | Percent Change 2006 - 2010 | Percent Change 2009 - 2010 |
|---|---|---|---|---|---|---|---|---|
| | 2006 | 2007 | 2008 | 2009 | 2010 | | | |
| Bernalillo | 1,364 | 1,459 | 1,685 | 2,105 | 1,752 | 27.5% | 28.4% | -16.8% |
| Catron | 10 | 8 | 4 | 13 | 8 | 0.1% | -20.0% | -38.5% |
| Chaves | 78 | 80 | 126 | 147 | 133 | 2.1% | 70.5% | -9.5% |
| Cibola | 120 | 140 | 111 | 165 | 177 | 2.8% | 47.5% | 7.3% |
| Colfax | 32 | 19 | 31 | 32 | 15 | 0.2% | -53.1% | -53.1% |
| Curry | 77 | 97 | 74 | 117 | 147 | 2.3% | 90.9% | 25.6% |
| De Baca | 4 | 5 | 4 | 4 | 7 | 0.1% | 75.0% | 75.0% |
| Doña Ana | 442 | 391 | 469 | 521 | 587 | 9.2% | 32.8% | 12.7% |
| Eddy | 82 | 104 | 107 | 128 | 139 | 2.2% | 69.5% | 8.6% |
| Grant | 56 | 61 | 58 | 105 | 106 | 1.7% | 89.3% | 1.0% |
| Guadalupe | 14 | 24 | 17 | 29 | 34 | 0.5% | 142.9% | 17.2% |
| Harding | 1 | 1 | 5 | 2 | 0 | 0.0% | -100.0% | -100.0% |
| Hidalgo | 23 | 11 | 15 | 33 | 23 | 0.4% | 0.0% | -30.3% |
| Lea | 85 | 110 | 102 | 184 | 194 | 3.0% | 128.2% | 5.4% |
| Lincoln | 43 | 53 | 35 | 80 | 73 | 1.1% | 69.8% | -8.8% |
| Los Alamos | 6 | 10 | 9 | 16 | 21 | 0.3% | 250.0% | 31.3% |
| Luna | 46 | 67 | 73 | 81 | 59 | 0.9% | 28.3% | -27.2% |
| McKinley | 321 | 394 | 423 | 475 | 481 | 7.5% | 49.8% | 1.3% |
| Mora | 8 | 24 | 14 | 18 | 15 | 0.2% | 87.5% | -16.7% |
| Otero | 104 | 98 | 92 | 139 | 114 | 1.8% | 9.6% | -18.0% |
| Quay | 18 | 36 | 21 | 27 | 20 | 0.3% | 11.1% | -25.9% |
| Rio Arriba | 145 | 145 | 158 | 196 | 184 | 2.9% | 26.9% | -6.1% |
| Roosevelt | 34 | 35 | 35 | 42 | 47 | 0.7% | 38.2% | 11.9% |
| Sandoval | 198 | 184 | 184 | 257 | 249 | 3.9% | 25.8% | -3.1% |
| San Juan | 621 | 627 | 686 | 857 | 756 | 11.9% | 21.7% | -11.8% |
| San Miguel | 152 | 156 | 112 | 173 | 172 | 2.7% | 13.2% | -0.6% |
| Santa Fe | 318 | 338 | 328 | 424 | 405 | 6.4% | 27.4% | -4.5% |
| Sierra | 31 | 23 | 27 | 35 | 47 | 0.7% | 51.6% | 34.3% |
| Socorro | 72 | 69 | 62 | 101 | 56 | 0.9% | -22.2% | -44.6% |
| Taos | 41 | 59 | 42 | 70 | 112 | 1.8% | 173.2% | 60.0% |
| Torrance | 52 | 46 | 34 | 52 | 46 | 0.7% | -11.5% | -11.5% |
| Union | 5 | 9 | 4 | 5 | 2 | 0.0% | -60.0% | -60.0% |
| Valencia | 79 | 68 | 49 | 156 | 184 | 2.9% | 132.9% | 17.9% |
| Unknown | 68 | 8 | 16 | 7 | 10 | 0.2% | -85.3% | 42.9% |
| Total Repeat Convictions | **4,750** | **4,959** | **5,212** | **6,796** | **6,375** | **100.0%** | **34.2%** | **-6.2%** |

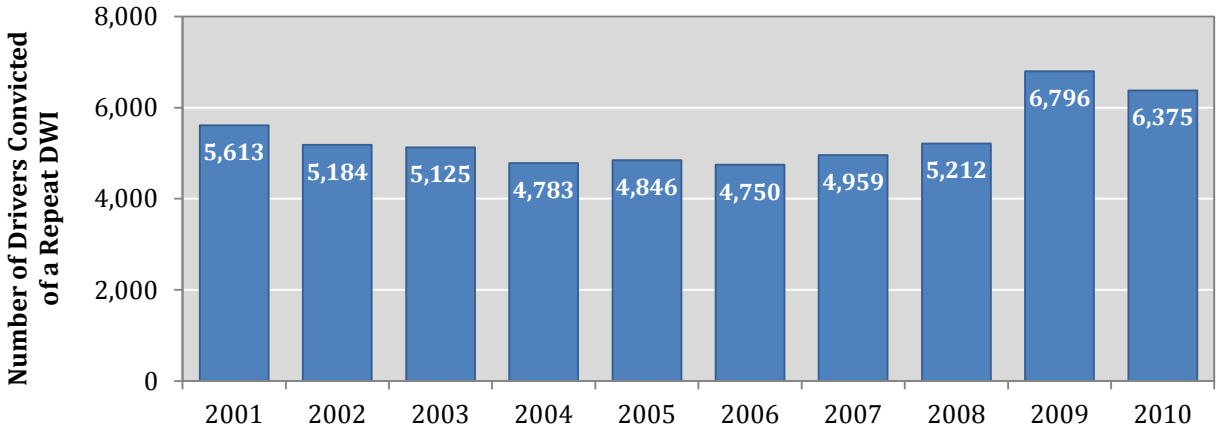
[39] These are the number of drivers repeatedly convicted for either DWI or aggravated DWI.
County refers to the location where the driver was arrested for DWI, not their county of residence.

Table 84: Drivers Convicted of a Repeat DWI by Age[40], 2006 - 2010

| Age Group | Drivers Convicted of a Repeat DWI | | | | | 5 Yr Percent Change |
|---|---|---|---|---|---|---|
| | 2006 | 2007 | 2008 | 2009 | 2010 | |
| 15-19 | 34 | 47 | 43 | 73 | 60 | 76% |
| 20-24 | 572 | 593 | 561 | 688 | 692 | 21% |
| 25-29 | 780 | 824 | 872 | 1,194 | 1,148 | 47% |
| 30-34 | 723 | 688 | 786 | 1,027 | 1,004 | 39% |
| 35-39 | 703 | 722 | 758 | 1,003 | 815 | 16% |
| 40-44 | 726 | 731 | 714 | 938 | 824 | 13% |
| 45-49 | 559 | 641 | 697 | 882 | 785 | 40% |
| 50-54 | 318 | 368 | 390 | 518 | 584 | 84% |
| 55-59 | 191 | 192 | 225 | 274 | 246 | 29% |
| 60-64 | 85 | 88 | 96 | 114 | 122 | 44% |
| 65-69 | 35 | 45 | 36 | 55 | 56 | 60% |
| 70-74 | 14 | 11 | 23 | 21 | 27 | 93% |
| > 75 | 5 | 6 | 10 | 9 | 10 | 100% |
| Unknown | 5 | 3 | 1 | 0 | 2 | -60% |
| Total Drivers | 4,750 | 4,959 | 5,212 | 6,796 | 6,375 | 34% |

Numbers are shaded such that darker shading identifies higher numbers.

Figure 41: Drivers Convicted of a Repeat DWI, 2001 - 2010

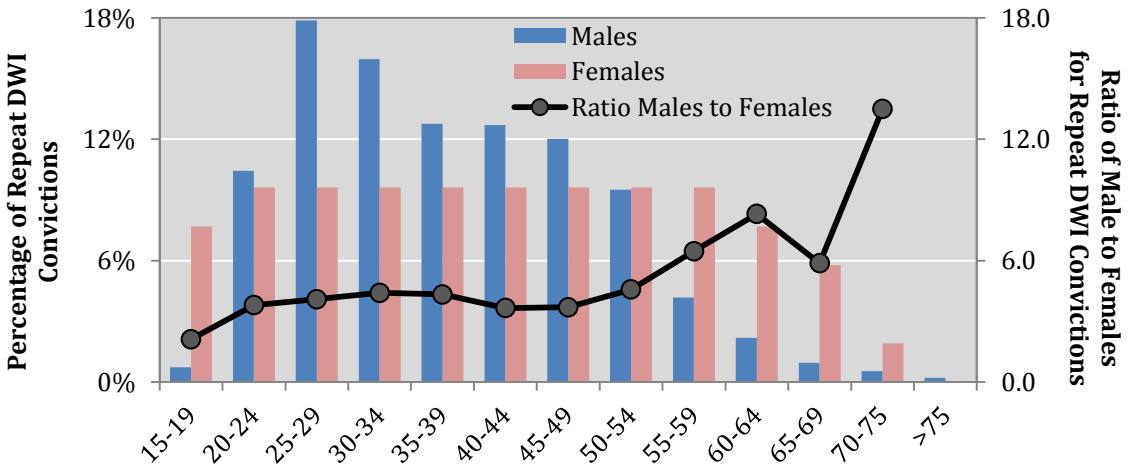



[40] Conviction by Age refers to age at the time of conviction (not age at the time of arrest).

Table 85: Repeat DWI Convictions by Age and Sex, 2010

| Age Group | Repeat DWI Convictions by Age and Sex | | | | | | | | Ratio Males to Females |
|---|---|---|---|---|---|---|---|---|---|
| | Males | | Females | | Unknown | | Total | | |
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | |
| 15-19 | 36 | 0.7% | 17 | 7.7% | 7 | 3.0% | 60 | 0.9% | **2.1** |
| 20-24 | 517 | 10.4% | 136 | 9.6% | 39 | 16.5% | 692 | 10.9% | **3.8** |
| 25-29 | 885 | 17.9% | 216 | 9.6% | 47 | 19.9% | 1,148 | 18.0% | **4.1** |
| 30-34 | 790 | 15.9% | 179 | 9.6% | 35 | 14.8% | 1,004 | 15.7% | **4.4** |
| 35-39 | 632 | 12.8% | 146 | 9.6% | 37 | 15.7% | 815 | 12.8% | **4.3** |
| 40-44 | 629 | 12.7% | 172 | 9.6% | 23 | 9.7% | 824 | 12.9% | **3.7** |
| 45-49 | 595 | 12.0% | 161 | 9.6% | 29 | 12.3% | 785 | 12.3% | **3.7** |
| 50-54 | 471 | 9.5% | 103 | 9.6% | 10 | 4.2% | 584 | 9.2% | **4.6** |
| 55-59 | 207 | 4.2% | 32 | 9.6% | 7 | 3.0% | 246 | 3.9% | **6.5** |
| 60-64 | 108 | 2.2% | 13 | 7.7% | 1 | 0.4% | 122 | 1.9% | **8.3** |
| 65-69 | 47 | 0.9% | 8 | 5.8% | 1 | 0.4% | 56 | 0.9% | **5.9** |
| 70-75 | 27 | 0.5% | 2 | 1.9% | 0 | 0.0% | 29 | 0.5% | **13.5** |
| >75 | 10 | 0.2% | 0 | 0.0% | 0 | 0.0% | 10 | 0.2% | **-** |
| Total | 4,954 | 100.0% | 1,185 | 100.0% | 236 | 100.0% | 6,375 | 100.0% | **4.18** |

Figure 42: Repeat DWI Convictions by Age and Sex, 2010



## *Court Dispositions*

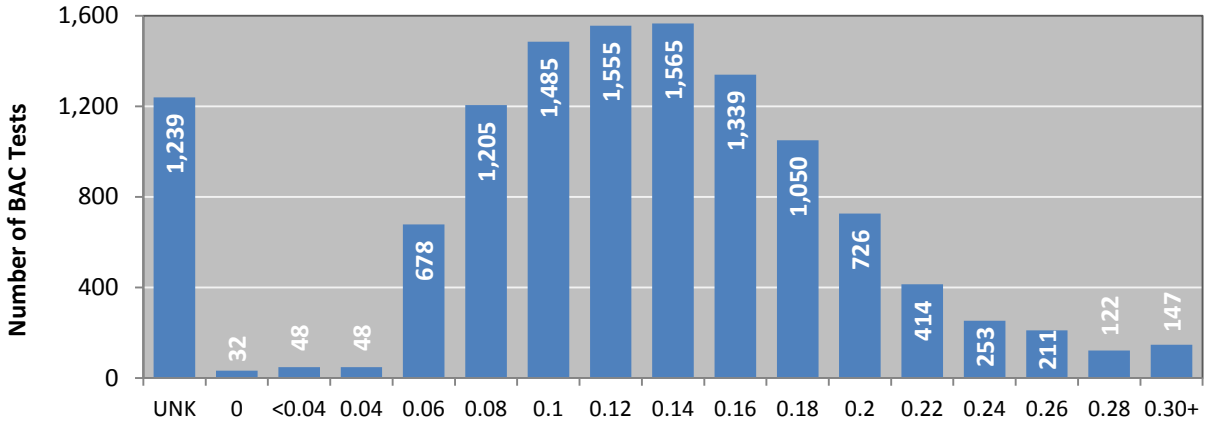
Table 86: Disposition of DWI Arrests by County, as of July 2011[41]

| County | Number of DWI Arrests in 2010 | Number of DWI Arrests in 2010 Resulting in Convictions | Number of DWI Arrests in 2010 that Resulted in Dismissals | Number of DWI Arrests in 2010 that are Awaiting Disposition | Mean Number of Days to DWI Conviction | Mean Number of Days to DWI Dismissal |
|---|---|---|---|---|---|---|
| Bernalillo | 5,195 | 2,448 | 1,412 | 1,335 | **169** | **144** |
| Catron | 21 | 11 | 3 | 7 | **49** | **162** |
| Chaves | 364 | 274 | 41 | 49 | **132** | **145** |
| Cibola | 471 | 200 | 125 | 146 | **124** | **121** |
| Colfax | 88 | 49 | 11 | 28 | **120** | **142** |
| Curry | 404 | 260 | 40 | 104 | **134** | **157** |
| De Baca | 9 | 7 | 2 | 0 | **61** | **73** |
| Doña Ana | 1,513 | 927 | 140 | 446 | **117** | **124** |
| Eddy | 348 | 266 | 28 | 54 | **105** | **113** |
| Grant | 228 | 170 | 39 | 19 | **94** | **111** |
| Guadalupe | 54 | 35 | 9 | 10 | **80** | **164** |
| Harding | 2 | 1 | 0 | 1 | **156** | **-** |
| Hidalgo | 69 | 54 | 6 | 9 | **58** | **68** |
| Lea | 443 | 296 | 36 | 111 | **74** | **129** |
| Lincoln | 255 | 164 | 34 | 57 | **133** | **166** |
| Los Alamos | 41 | 27 | 8 | 6 | **113** | **194** |
| Luna | 131 | 93 | 26 | 12 | **83** | **103** |
| McKinley | 984 | 647 | 209 | 128 | **86** | **142** |
| Mora | 35 | 22 | 10 | 3 | **79** | **213** |
| Otero | 277 | 210 | 36 | 31 | **107** | **112** |
| Quay | 66 | 39 | 15 | 12 | **98** | **146** |
| Rio Arriba | 386 | 192 | 100 | 94 | **134** | **162** |
| Roosevelt | 146 | 91 | 16 | 39 | **121** | **105** |
| Sandoval | 580 | 327 | 116 | 137 | **145** | **157** |
| San Juan | 1,555 | 1,159 | 132 | 264 | **124** | **153** |
| San Miguel | 341 | 224 | 54 | 63 | **114** | **160** |
| Santa Fe | 1,117 | 582 | 223 | 312 | **157** | **163** |
| Sierra | 145 | 94 | 31 | 20 | **103** | **131** |
| Socorro | 172 | 83 | 38 | 51 | **118** | **163** |
| Taos | 315 | 148 | 111 | 56 | **135** | **125** |
| Torrance | 89 | 63 | 9 | 17 | **115** | **123** |
| Union | 15 | 10 | 2 | 3 | **75** | **97** |
| Valencia | 506 | 235 | 174 | 97 | **158** | **180** |
| Unknown | 19 | 9 | 1 | 9 | **90** | **365** |

[41] In this table only, DWI convictions and dismissals are the number of arrests in 2010 that resulted in a conviction or dismissal, as reported in the NM MVD Citation Tracking System (CTS) as of July, 2011.

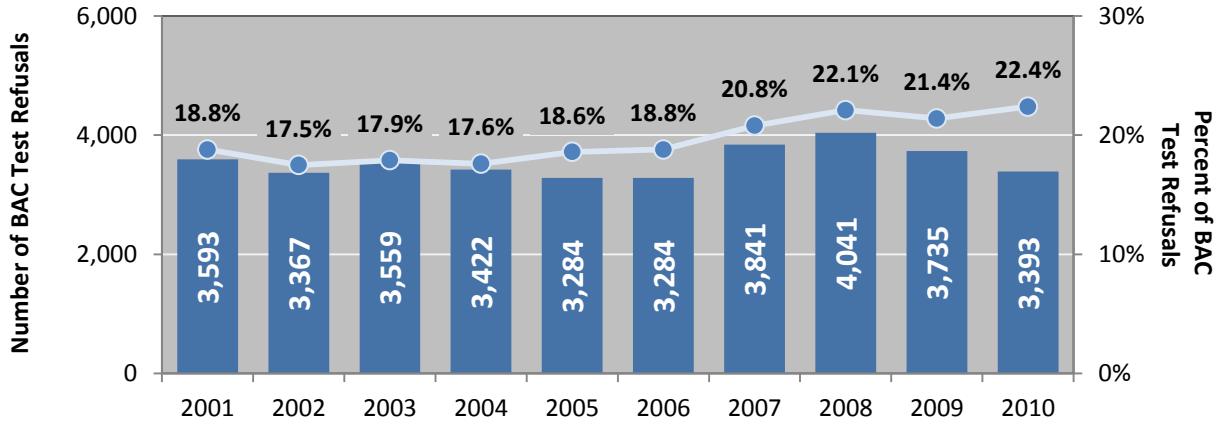
## *Blood Alcohol Content (BAC)*[42]

Figure 43: Range of BAC Test Results from 2010 DWI Arrests




- The number of BAC tests refused has decreased 16% in the last three years. (Figure 46)

Figure 44: Number of BAC Test Refusals and Percentage of BAC Test Refusals, 2001 - 2010




[42] For reference, a BAC of <0.04 is a non-zero BAC less than 0.04. A BAC of 0.04 includes 0.04 up to but not including 0.06. The percentages exclude tests with a result of 0.0 or Unknown BAC. The term 'Unknown' identifies people who refused BAC testing, or had BAC test results that were rejected, invalid or withdrawn.

# Rates

Changes in state population, number of licensed drivers, registered vehicles, and traffic volumes measured in 100 Million Vehicle Miles Traveled (VMT) affect important traffic safety measurements. **Table 87** represents the denominators used in calculating different traffic safety rates. Depending on the context, crash rates can be expressed in any of the following ways: number of crashes per 100,000 people, number of crashes per 100 Million Vehicle Miles Traveled (VMT), number of crashes per 1,000 licensed drivers, or number of crashes per 1,000 registered vehicles. Using **rates** instead of the absolute number of crashes enables statistical comparisons across geographies, time periods, and populations. In other words, **rates are a way of standardizing measurements to a common base (e.g., per 100 Million VMT) so the results can be directly comparable regardless of to whom, where, and when the event occurred.**

Table 87: Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2001 - 2010

| Year | New Mexico Population[1,2] (US Census, July 1st Estimates) | New Mexico Vehicle Miles Traveled (100M VMT)[3] | New Mexico Licensed Drivers[4] | New Mexico Motor Vehicle Registrations[5] |
|---|---|---|---|---|
| 2001 | 1,831,690 | 202.35 | 1,225,793 | 1,428,460 |
| 2002 | 1,855,309 | 202.16 | 1,250,213 | 1,538,284 |
| 2003 | 1,877,574 | 208.51 | 1,251,012 | 1,509,350 |
| 2004 | 1,903,808 | 217.94 | 1,289,089 | 1,542,964 |
| 2005 | 1,932,274 | 237.93 | 1,322,258 | 1,548,371 |
| 2006 | 1,962,137 | 244.67 | 1,358,638 | 1,580,820 |
| 2007 | 1,990,070 | 247.50 | 1,389,962 | 1,599,333 |
| 2008 | 2,010,662 | 246.13 | 1,407,193 | 1,569,771 |
| 2009 | 2,036,802 | 245.21 | 1,424,231 | 1,620,704 |
| 2010 | 2,065,932 | 241.77 | 1,442,737 | 1,612,491 |

[1] All population estimates from 2001 to 2010 have been revised based on data from the 2010 US Census. Therefore population-based rates in this publication are not comparable to rates in previous UNM-DGR publications. To compare years, use the 2001 - 2010 rates reported in this publication, which are all based on the US Census revised dataset.

[2] Intercensal Estimates of the Resident Population for Counties in New Mexico, April 1, 2000 to July 1, 2010. US Census Bureau, Population Division. Release Date: September 2011. CO-EST00INT-01-35.

[3] New Mexico Department of Transportation (NMDOT). 100M VMT = 100 Million Vehicle Miles Traveled.

[4] New Mexico Taxation and Revenue Department, Motor Vehicle Division (MVD), July 2001 - July 2010.

[5] Highway Statistics Series, 2010 Vehicles. US Department of Transportation, Federal Highway Administration, Office of Highway Policy Information, Table MV-1.

Table 88: Alcohol-involved Crash Rates, 2001 - 2010

| Year | Alcohol-involved Crash Rates | | | |
|---|---|---|---|---|
| | Alcohol-involved Crashes per 100,000 Population | Alcohol-involved Crashes per 100 Million Vehicle Miles Traveled (100M VMT)[1] | Alcohol-involved Crashes per 1,000 Licensed Drivers | Alcohol-involved Crashes per 1,000 Registered Vehicles |
| 2001 | 195.3 | 17.7 | 2.9 | 2.5 |
| 2002 | 192.2 | 17.6 | 2.9 | 2.3 |
| 2003 | 186.8 | 16.8 | 2.8 | 2.3 |
| 2004 | 175.2 | 15.3 | 2.6 | 2.2 |
| 2005 | 136.3 | 11.1 | 2.0 | 1.7 |
| 2006 | 137.5 | 11.0 | 2.0 | 1.7 |
| 2007 | 124.2 | 10.0 | 1.8 | 1.5 |
| 2008 | 129.3 | 10.6 | 1.8 | 1.7 |
| 2009 | 132.5 | 11.0 | 1.9 | 1.7 |
| 2010 | 104.7 | 8.9 | 1.5 | 1.3 |

[1] 100M VMT = 100 Million Vehicle Miles Traveled

Figure 45: Alcohol-involved Crash Rates (Population and VMT), 2001 - 2010

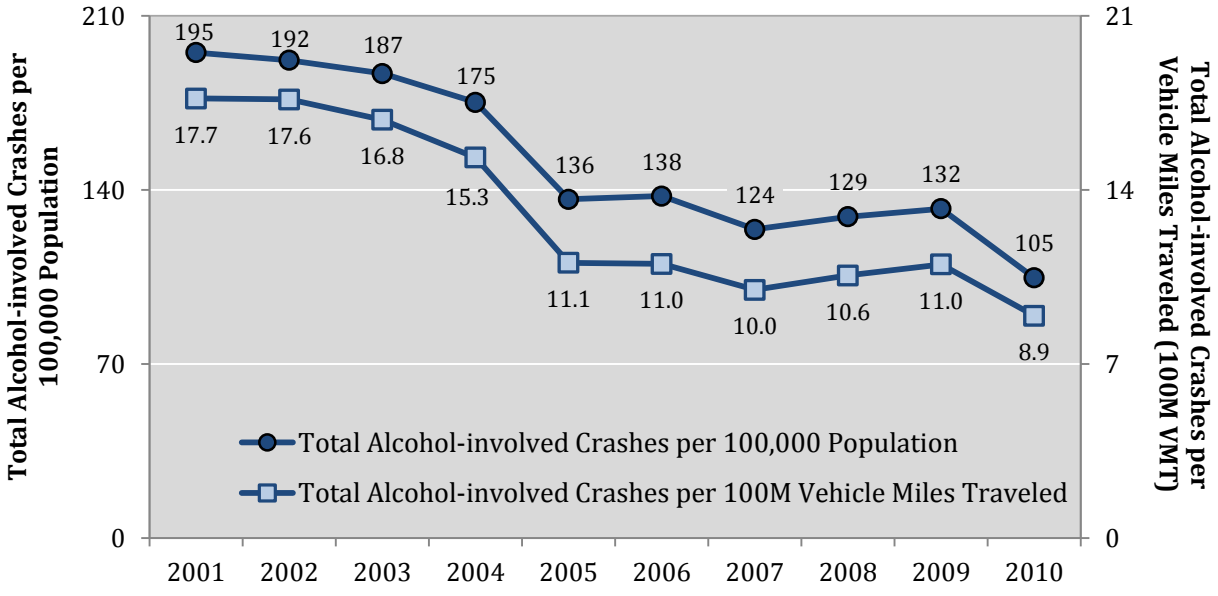


Table 89: Alcohol-involved Fatal Crash Rates, 2001 - 2010

| Year | Alcohol-involved Fatal Crash Rates | | | |
|---|---|---|---|---|
| | Alcohol-involved Fatal Crashes per 100,000 Population | Alcohol-involved Fatal Crashes per Vehicle Miles Traveled (100M VMT)[1] | Alcohol-involved Fatal Crashes per 100,000 Licensed Drivers | Alcohol-involved Fatal Crashes per 100,000 Registered Vehicles |
| 2001 | 9.7 | 0.87 | 14.4 | 12.4 |
| 2002 | 10.7 | 0.98 | 15.8 | 12.9 |
| 2003 | 9.8 | 0.88 | 14.7 | 12.2 |
| 2004 | 9.2 | 0.81 | 13.7 | 11.4 |
| 2005 | 8.6 | 0.70 | 12.6 | 10.8 |
| 2006 | 9.0 | 0.72 | 13.0 | 11.1 |
| 2007 | 7.8 | 0.63 | 11.2 | 9.7 |
| 2008 | 6.3 | 0.52 | 9.0 | 8.1 |
| 2009 | 6.5 | 0.54 | 9.3 | 8.1 |
| 2010 | 6.3 | 0.54 | 9.1 | 8.1 |

[1] 100M VMT = 100 Million Vehicle Miles Traveled

Figure 46: Alcohol-involved Fatal Crash Rates (Population and VMT), 2001 - 2010

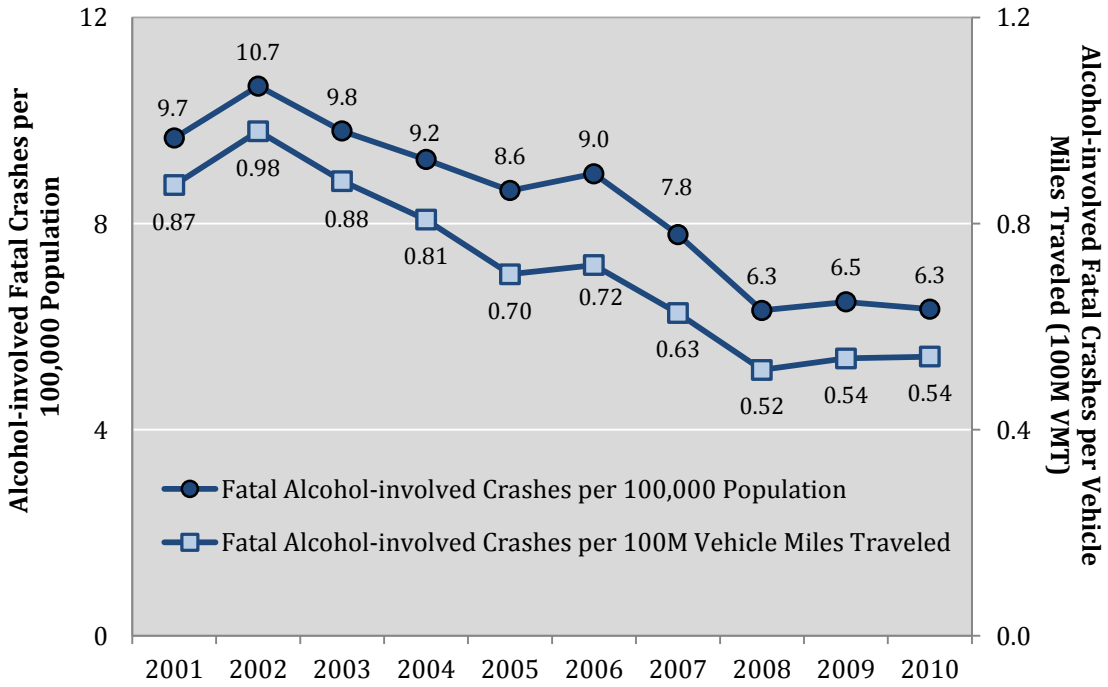
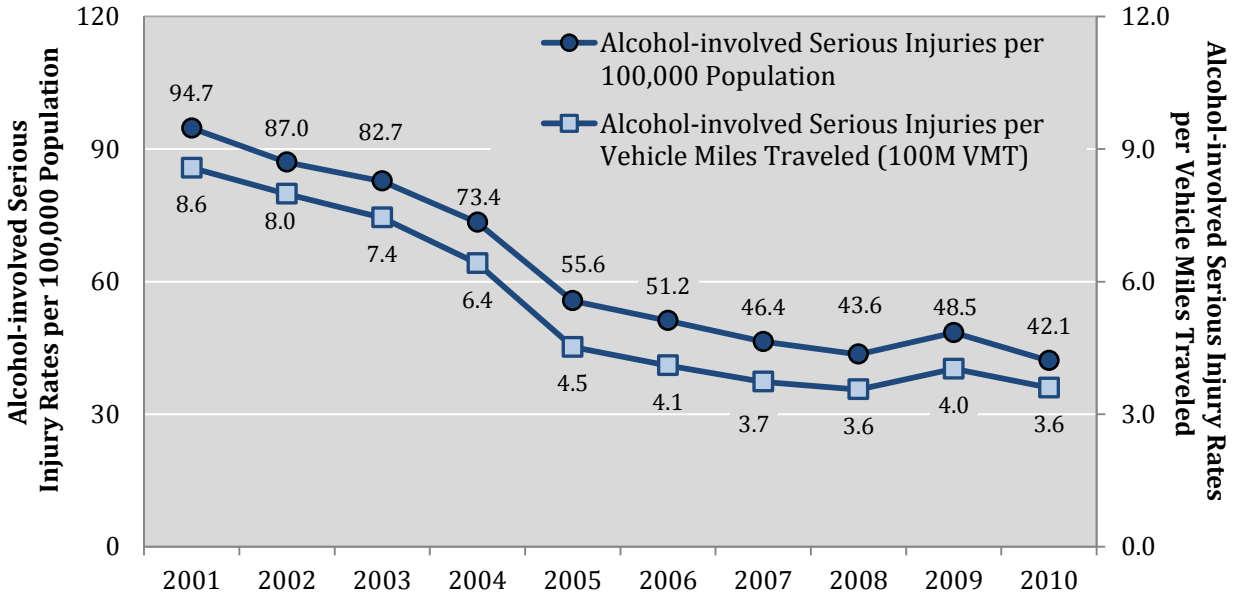


Table 90: Alcohol-involved Serious Injury Rates, 2001 - 2010

| Year | Alcohol-involved Serious Injury Rates (People with a Class A or B Injury) | | | |
|---|---|---|---|---|
| | Alcohol-involved Serious Injuries per 100,000 Population | Alcohol-involved Serious Injuries per Vehicle Miles Traveled (100M VMT)[1] | Alcohol-involved Serious Injuries per 100,000 Licensed Drivers | Alcohol-involved Serious Injuries per 100,000 Registered Vehicles |
| 2001 | 94.7 | 8.6 | 141.5 | 121.5 |
| 2002 | 87.0 | 8.0 | 129.1 | 104.9 |
| 2003 | 82.7 | 7.4 | 124.1 | 102.9 |
| 2004 | 73.4 | 6.4 | 108.4 | 90.5 |
| 2005 | 55.6 | 4.5 | 81.3 | 69.4 |
| 2006 | 51.2 | 4.1 | 73.9 | 63.5 |
| 2007 | 46.4 | 3.7 | 66.5 | 57.8 |
| 2008 | 43.6 | 3.6 | 62.3 | 55.8 |
| 2009 | 48.5 | 4.0 | 69.3 | 60.9 |
| 2010 | 42.1 | 3.6 | 60.3 | 54.0 |

[1] 100M VMT = 100 Million Vehicle Miles Traveled

Figure 47: Alcohol-involved Serious Injury Rates (Population and VMT), 2001 - 2010



# Economic Impact

## *Human Capital Cost Estimate*

- Fatal and serious injury (Class K and A) costs due to alcohol-related crashes were 85% of the Total KABCO Human Capital Costs for 2010. (Table 91)
- The fatal (Class K) Human Capital Cost for 2010 due to alcohol-related crashes was $200,908,992, or 74% of the Total KABCO Human Capital Cost. (Table 91)

Table 91: Human Capital Cost Estimates[43], for Alcohol-involved Crashes by Crash Severity, 2010 Adjusted

| Crash Severity | Human Capital[1] Costs per Crash, 2010 CPI-Adjusted ($) | Total Alcohol-involved Crashes 2010 | Total Human Capital Costs Estimate ($) |
|---|---|---|---|
| Fatal Crash (K) | 1,533,656 | 131 | 200,908,992 |
| Incapacitating Injury Crash (A) | 137,162 | 218 | 29,901,375 |
| Visible Injury Crash (B) | 51,590 | 365 | 18,830,262 |
| Possible Injury Crash (C ) | 34,968 | 356 | 12,448,523 |
| Property Damage Only Crash (O) | 7,880 | 1,092 | 8,605,024 |
| **Total** | **1,765,256** | **2,162** | **270,694,177** |

[1] Human Capital Crash Costs are monetary losses associated with medical care, emergency services, property damage, and lost productivity. The estimated Human Capital Costs per Crash are Consumer Price Index-adjusted (CPI) for 2010. Estimated Human Capital Costs per Crash are in dollars only, and when multiplied by the 2010 KABCO crash severity totals under "Total Alcohol-involved Crashes 2010", equal the Total Human Capital Costs for each crash severity.

[43] The Consumer Price Index (CPI) used for 2010 adjustment is: The Average Annual CPI from the "All Items" Expenditure Category, in the Average Annual Indexes, 2011 (Tables 1A-23A). Bureau of Labor Statistics (BLS) *Consumer Price Index Detailed Report*, Table A1. Available at: http://www.bls.gov/cpi/cpid11av.pdf
Human Capital and Comprehensive cost estimate calculations were made using instructions provided by the AASHTO Highway Safety Manual, 1st Edition, Volume 1, 2010, Appendix 4A, pp. 4-84 to 4-88. AASHTO HSM cost estimate calculations are based on the *Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries*, FHWA-HRT-05-051: October, 2005.

## *Comprehensive Cost Estimate*

- Fatality and serious injury (Class K and A) Comprehensive costs due to alcohol-related crashes were 92% of the Total KABCO Comprehensive Costs for 2010. (Table 92)
- The fatal (Class K) Comprehensive Costs for 2010 due to alcohol-related crashes were 84% of the Total KABCO Comprehensive Cost. (Table 92)
- The Loss of Quality of Life component in an alcohol-involved fatal crash is 70% of its Comprehensive Crash Cost, the highest percentage for all severities. (Table 92)
- The Loss of Quality of Life Total is 66% of all KABCO Comprehensive Costs for 2010 alcohol-related crashes. (Table 92)

Table 92: Comprehensive Cost Estimates[44], for Alcohol-involved Crashes by Crash Severity, 2010 Adjusted

| Crash Severity | Comprehensive[1] Costs per Crash, 2010 CPI-Adjusted, and ECI-Adjusted ($) | Total Alcohol-involved Crashes 2010 | Total Comprehensive Costs Estimate ($) | Loss of Quality of Life Estimate ($) |
|---|---|---|---|---|
| Fatal Crash (K) | 5,131,099 | 131 | 672,174,026 | 471,265,034 |
| Incapacitating Injury Crash (A) | 273,337 | 218 | 59,587,538 | 29,686,163 |
| Visible Injury Crash (B) | 99,889 | 365 | 36,459,464 | 17,629,202 |
| Possible Injury Crash (C ) | 56,449 | 356 | 20,095,677 | 7,647,154 |
| Property Damage Only Crash (O) | 9,182 | 1,092 | 10,026,660 | 1,421,636 |
| **Total** | **5,569,956** | **2,162** | **798,343,366** | **527,649,189** |

[1] Comprehensive Crash Costs include human capital costs and nonmonetary costs, related to the Loss of Quality of Life component, in order to capture a more accurate level of the burden of injury. Loss of Quality of Life is the difference between the Comprehensive Costs and the Human Capital Costs. Since monetary losses associated with medical care and lost work don't fully capture the burden of death or injury, an estimate of the good health lost when someone suffers an injury or dies is accounted for in this measure. It is determined by monetizing the Value of a Statistical Life (VSL) for an "average" U.S. worker.

[44] The Employment Cost Index (ECI) used in the Comprehensive Costs per Crash table is from the Bureau of Labor Statistics (BLS), Employment Cost Index Historical Listing - Volume III, June 2013, Table 5.

# Sources

**Consumer Price Index (CPI)** – Bureau of Labor Statistics (BLS), *Consumer Price Index Detailed Report*, Table A1, Expenditure Category: "All Items", Column: Annual Average CPI 2010. Available at: http://www.bls.gov/cpi/cpid11av.pdf

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

**DWI Citation Tracking System (CTS)** – New Mexico Taxation and Revenue Department (NM TRD) Motor Vehicle Division (MVD) DWI Citation Tracking System (CTS) and Conviction file, as of July 2011. Arrests and convictions include both DWI and Aggravated DWI. Except where footnoted, conviction counts are based on the MVD Conviction file. Repeat offenders are identified by license number.

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

**Employment Cost Index (ECI)** – Bureau of Labor Statistics (BLS), Employment Cost Index Historical Listing - Volume III, June 2013, Table 5.

**Licensed Drivers** – Driver's license data maintained by the Motor Vehicle Division (MVD), New Mexico Taxation and Revenue Department. Counts are current as of July 2010.

**Population** – Intercensal Estimates of the Resident Population for Counties in New Mexico: April 1, 2000 to July 1, 2010 (CO-EST00INT-01-35), U.S. Census Bureau, Population Division. Release Date: September 2011. The 2010 US Census resulted in a national revision of all annual population estimates from 2001 through 2010.

**Registered Vehicles** – Data for registered motor vehicles and motorcycles are from the Highway Statistics Series, 2010, Vehicles, U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information, Table MV-1.

# Sources

**Vehicle Miles Traveled (VMT)** – VMT is calculated annually by the Highway Planning and Research Division, New Mexico Department of Transportation (NMDOT). VMT (reported in units of 100 million vehicle miles traveled) are based on the daily average vehicle miles traveled and the system mileages by county and functional classification. Please note rates based on VMT for 2001 – 2010 in this report are not comparable to rates in previous publications.

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