



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico DWI Report

2011



New Mexico Department of Transportation
Planning and Traffic Safety Division



New Mexico Department of Transportation
Planning and Traffic Safety Division

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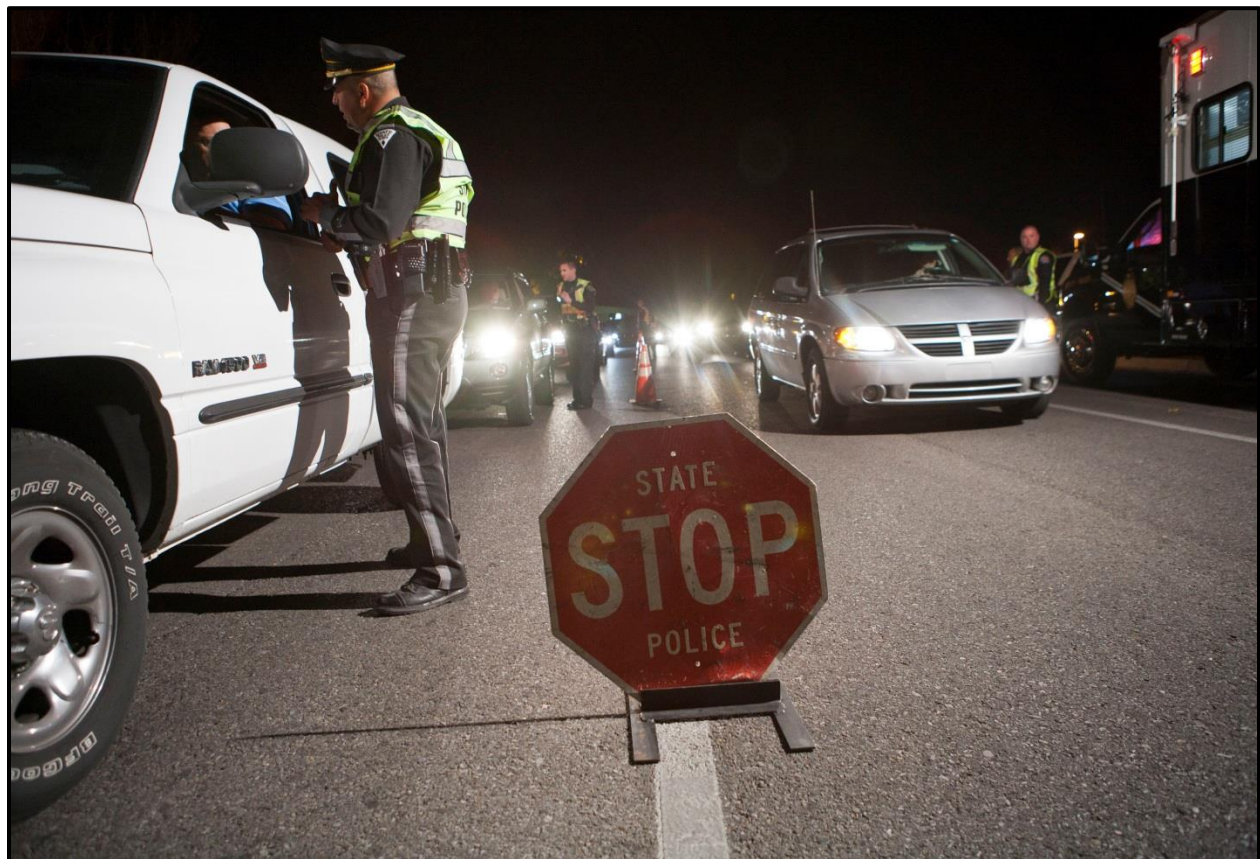
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Definitions

100M VMT – VMT is a measurement of the number of miles traveled annually by motor vehicles. It is reported in units of 100 Million Vehicle Miles Traveled (100M VMT).

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

Alcohol-involved Crash – 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 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 (g/dL). 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 – Driving While Intoxicated.

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

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. Note, 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.

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

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

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

Possible Injury – An injury reported or claimed which was not fatal, incapacitating or visible by the officer at the scene of the crash. This is known as either a Class **C** injury, “Complaint of Injury” or “Non-visible Injury.”

Property Damage Only Crash (PDO) – A reported crash on a public road that did not involve injuries or fatalities but resulted in more than \$500 in **Property Damage Only** (a.k.a. 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 73 for more detail.

Ratio of Males to Females – The number of males for every one female. The ratio of males to females is calculated by dividing the number of males by the number of females. For example, five males and two females have a ratio of 2.5 males for every one female (5 males / 2 females).

Rural – An area with a population of less than 2,500 people. The places not classified as urban are classified as rural. This includes any incorporated place or census designated place with fewer than 2,500 inhabitants.

Severity of Injury – The degree of injury to a person in a crash as described by the **KABCO** scale: K is **Killed**, ABC indicates injuries (**A**=incapacitating, **B**=visible, **C**=possible), and **O** is **Property Damage Only** (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.

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.

2011 HIGHLIGHTS

DWI

- DWI arrests have decreased every year from 2007 to 2011. (Table 70, Figure 27)
- 62% of DWI arrests in 2011 have resulted in convictions. (Table 78)

Crashes

- Both alcohol-involved and total crashes increased slightly from 2010 to 2011. (Table 2)
- There were 9.0 alcohol-involved crashes per 100 million VMT in 2011. (Table 80)
- After steadily decreasing for many years, the number of alcohol-involved fatal crashes generally remained unchanged from 2009 through 2011. (Figure 2)
- Alcohol-involved crashes were 43% of all fatal crashes in 2011. (Figure 1, Table 3)
- Alcohol-involved crashes were 35% lower compared to ten years ago. (Table 2)
- 60% of all alcohol-involved crashes occurred from 6 p.m. to 3 a.m. (Figure 7, Table 22)
- Over half (57%) of all alcohol-involved crashes occurred Friday to Sunday. (Table 21)

People

- Fatalities resulting from alcohol-involved crashes increased slightly from 2010 to 2011, as did total crashes statewide. (Table 5, Table 2)
- The number of total people in alcohol-involved crashes has been reduced by 39% in the last ten years. (Figure 3, Table 5)

Drivers

- From 2002 to 2011, alcohol-involved teen drivers (age 15-19) in crashes decreased 49% (from 323 to 166 drivers). (Table 35, Figure 13)
- From 2002 to 2011, alcohol-involved young adult drivers (age 20-24) in crashes decreased 31% (from 662 to 460 drivers). (Table 39, Figure 15)

Gender Groups

- Male drivers were 72% of all alcohol-involved drivers in crashes in 2011. (Table 61)
- 79% of fatalities in alcohol-involved crashes were male. (Table 32)

Motorcyclists, Pedestrians and Pedalcyclists

- Motorcycles were involved in 5% of all alcohol-involved crashes. (Table 42)
- 80% of all pedestrians in alcohol-involved crashes were alcohol-involved themselves. (Table 52)
- 95% of all pedalcyclists in alcohol-involved crashes were alcohol-involved themselves. (Table 58)

2011 Alcohol-involved Crash Summary

Summary of Alcohol-involved Crashes, 2011

Table 1: Alcohol-involved Crashes, 2011

Alcohol Involvement	Crashes	Percent
Alcohol-involved	2,320	5.4%
Not Alcohol-involved	40,907	94.6%
Total Crashes	43,227	100.0%

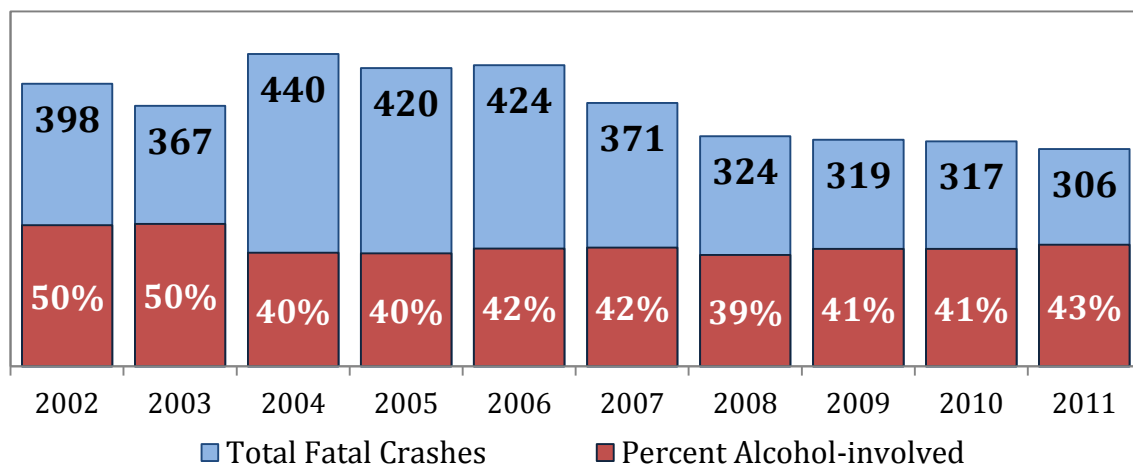
Table 2: Alcohol-involved Crashes, 2002 - 2011

Year	Alcohol-involved Crashes	Total Crashes	Percent of Total Crashes
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%
2011	2,320	43,227	5.4%

Table 3: Alcohol-involved Fatal Crashes, 2002 - 2011

Year	Alcohol-involved Fatal Crashes	Total Fatal Crashes	Percent of Total Fatal Crashes
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%
2011	131	306	42.8%

Figure 1: Total Fatal Crashes and Percent Alcohol-involved Fatal Crashes, 2002 - 2011



2011 Alcohol-involved Crash Summary

- Alcohol-involved crashes increased slightly from 2010 to 2011, but overall were 35% lower compared to ten years ago. (Table 2, Figure 2, Table 4)
- Almost half of all fatal crashes each year are alcohol-involved. (Table 3, Figure 1)

Figure 2: Alcohol-involved Total and Fatal Crashes, 2002 - 2011

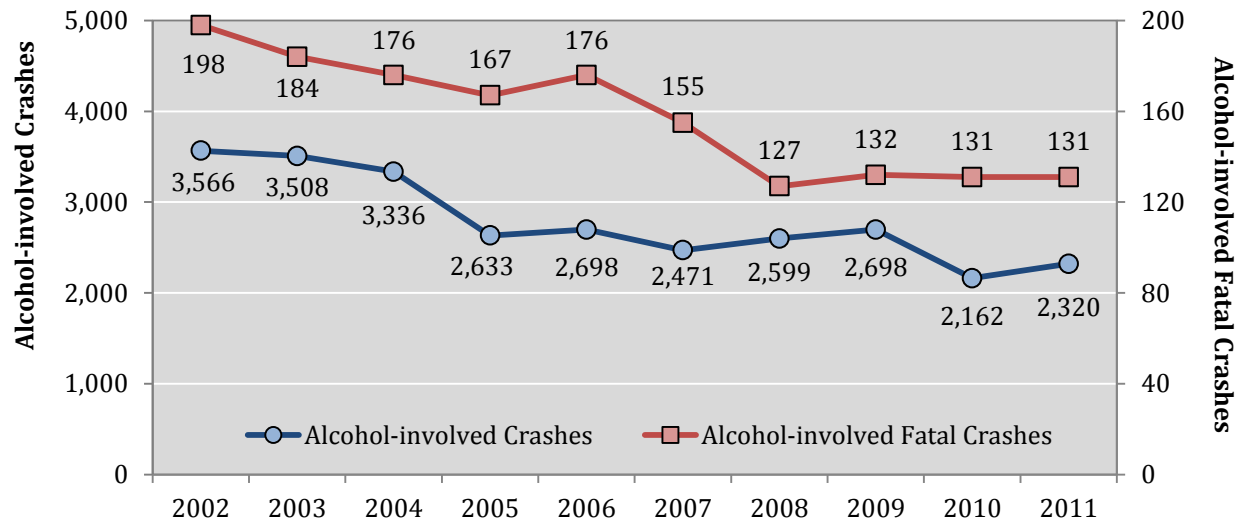


Table 4: Alcohol-involved Crashes by Crash Severity, 2002 - 2011

Year	Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Total Crashes
2002	198	1,774	1,594	3,566
2003	184	1,721	1,603	3,508
2004	176	1,588	1,572	3,336
2005	167	1,222	1,244	2,633
2006	176	1,192	1,330	2,698
2007	155	1,080	1,236	2,471
2008	127	1,106	1,366	2,599
2009	132	1,143	1,423	2,698
2010	131	939	1,092	2,162
2011	131	1,000	1,189	2,320

2011 Alcohol-involved Crash Summary

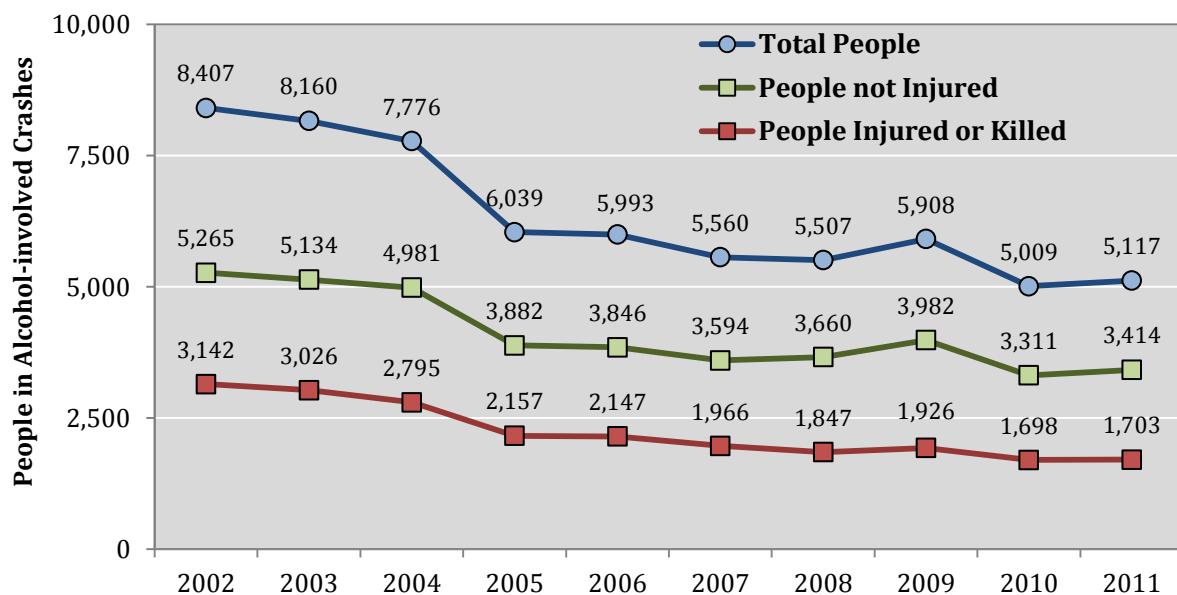
Summary of Alcohol-involved Fatalities and Injuries, 2011

- The number of people in alcohol-involved crashes decreased 39.1% (8,407 to 5,117 people) from 2002 to 2011. (Table 5, Figure 3)

Table 5: People in Alcohol-involved Crashes by Severity of Injury, 2002 - 2011

Year	People in Alcohol-involved Crashes							
	Fatalities (Class K)		Injuries (Class A,B,C)		Not Injured (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2002	221	2.63%	2,921	34.7%	5,265	62.6%	8,407	100%
2003	214	2.62%	2,812	34.5%	5,134	62.9%	8,160	100%
2004	219	2.82%	2,576	33.1%	4,981	64.1%	7,776	100%
2005	194	3.21%	1,963	32.5%	3,882	64.3%	6,039	100%
2006	191	3.19%	1,956	32.6%	3,846	64.2%	5,993	100%
2007	177	3.18%	1,789	32.2%	3,594	64.6%	5,560	100%
2008	143	2.60%	1,704	30.9%	3,660	66.5%	5,507	100%
2009	152	2.57%	1,774	30.0%	3,982	67.4%	5,908	100%
2010	145	2.89%	1,553	31.0%	3,311	66.1%	5,009	100%
2011	152	2.97%	1,551	30.3%	3,414	66.7%	5,117	100%

Figure 3: People in Alcohol-involved Crashes by Severity of Injury, 2002 - 2011



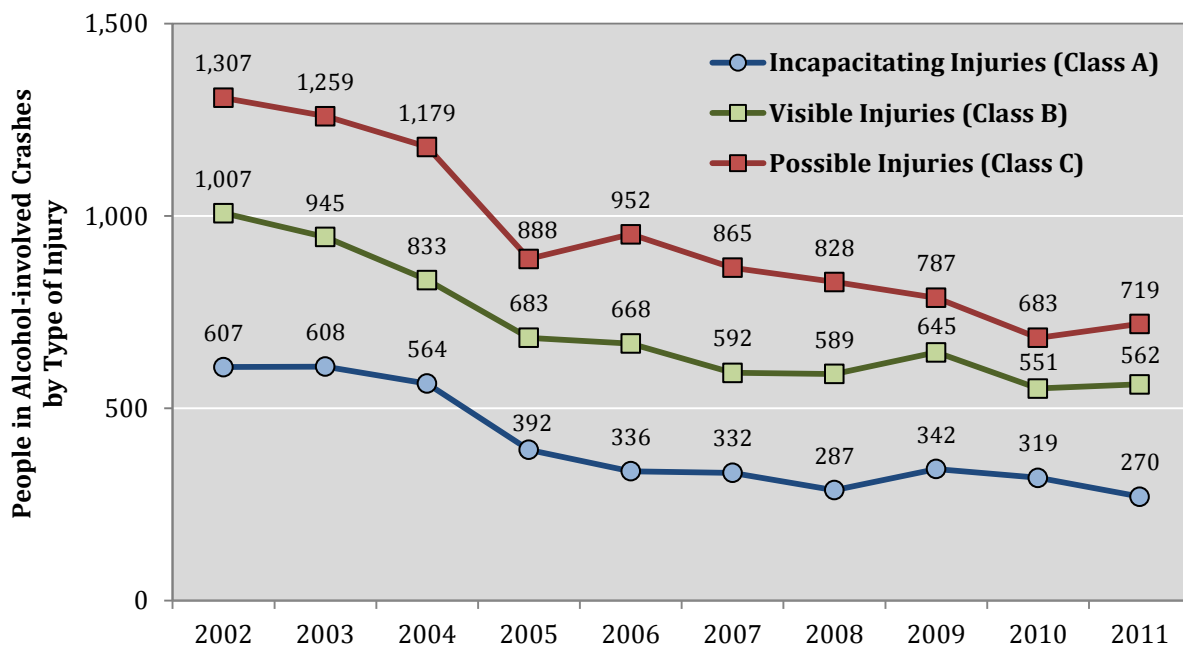
2011 Alcohol-involved Crash Summary

Table 6: People in Alcohol-involved Crashes by Type of Injury, 2002 - 2011

Year	People in Alcohol-involved Crashes by Type of Injury							
	Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Possible Injuries (Class C)		Total Injuries (excluding fatalities)	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2011	270	17.4%	562	36.2%	719	46.4%	1,551	100%

- Incapacitating injuries in alcohol-involved crashes decreased 55.5% (607 to 270 people) from 2002 to 2011. (Table 6, Figure 4)

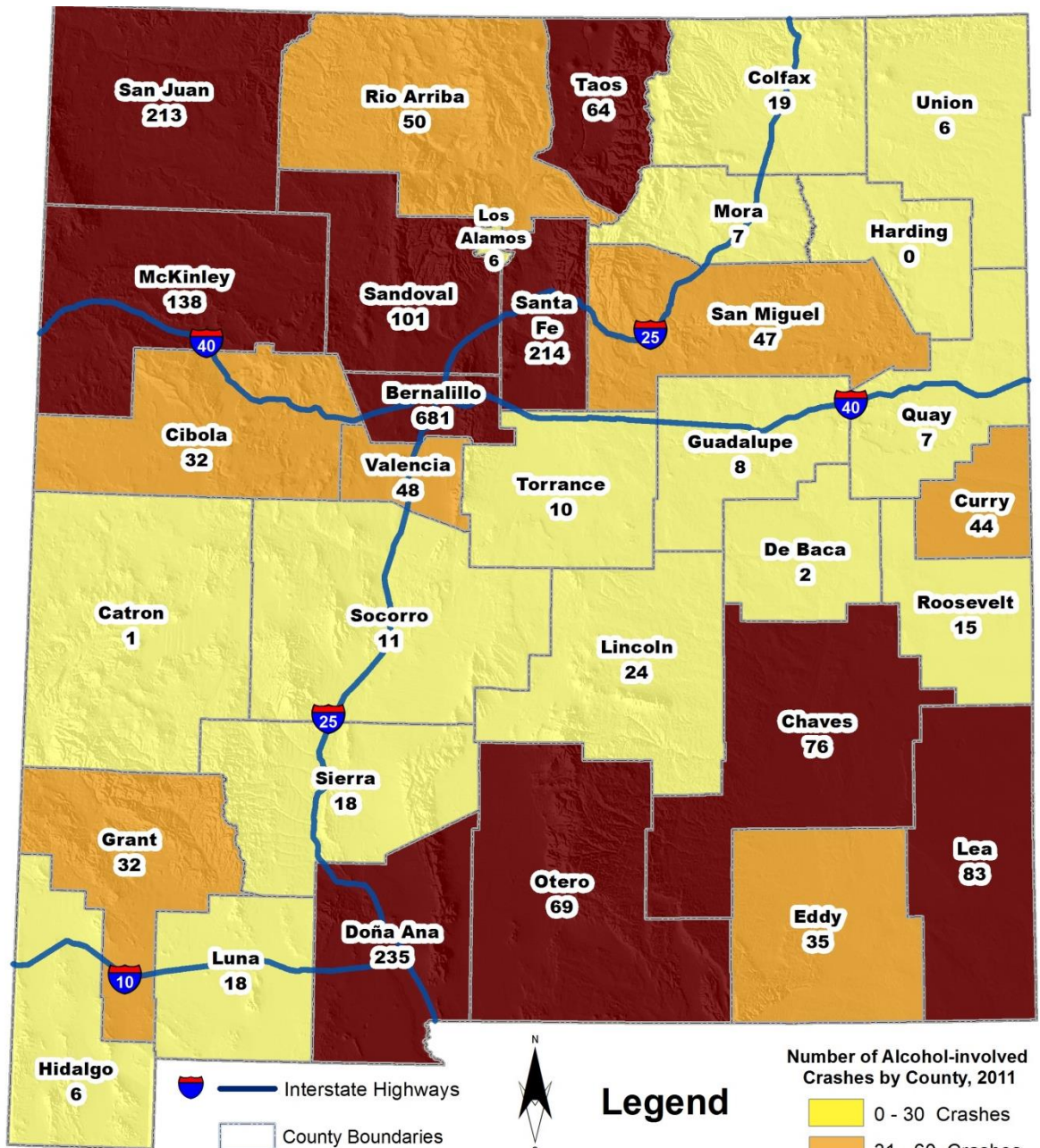
Figure 4: People in Alcohol-involved Crashes by Type of Injury, 2002 - 2011



Alcohol-involved Crash Geography

Maps

Map 1: Alcohol-involved Crashes in New Mexico by County, 2011

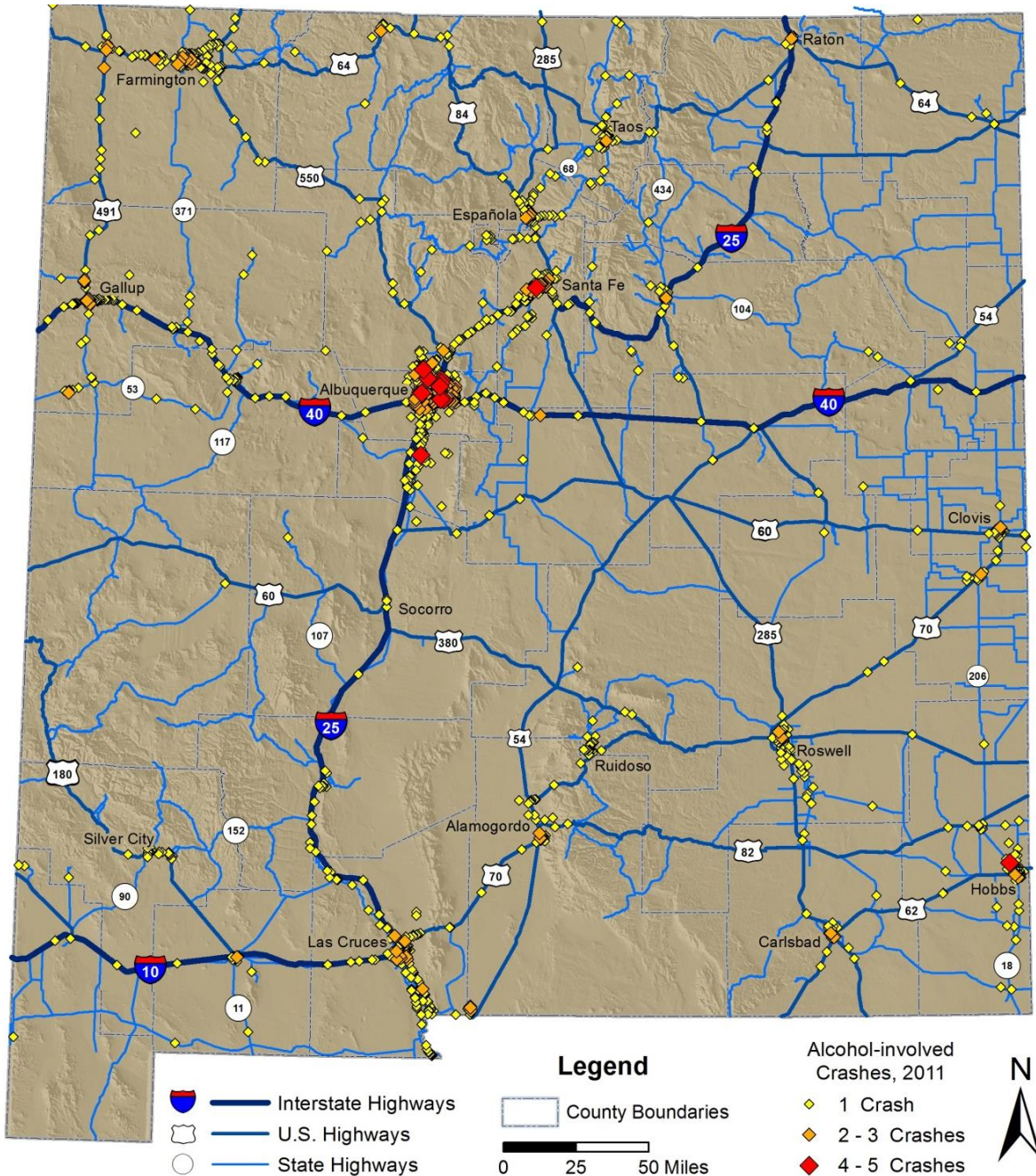


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 Under Contract #C05579 by the University of New Mexico
 Geospatial and Population Studies Traffic Research Unit (TRU)
 tru.unm.edu July, 2013 tru@unm.edu



Alcohol-involved Crash Geography

Map 2: Alcohol-involved Crashes, 2011¹

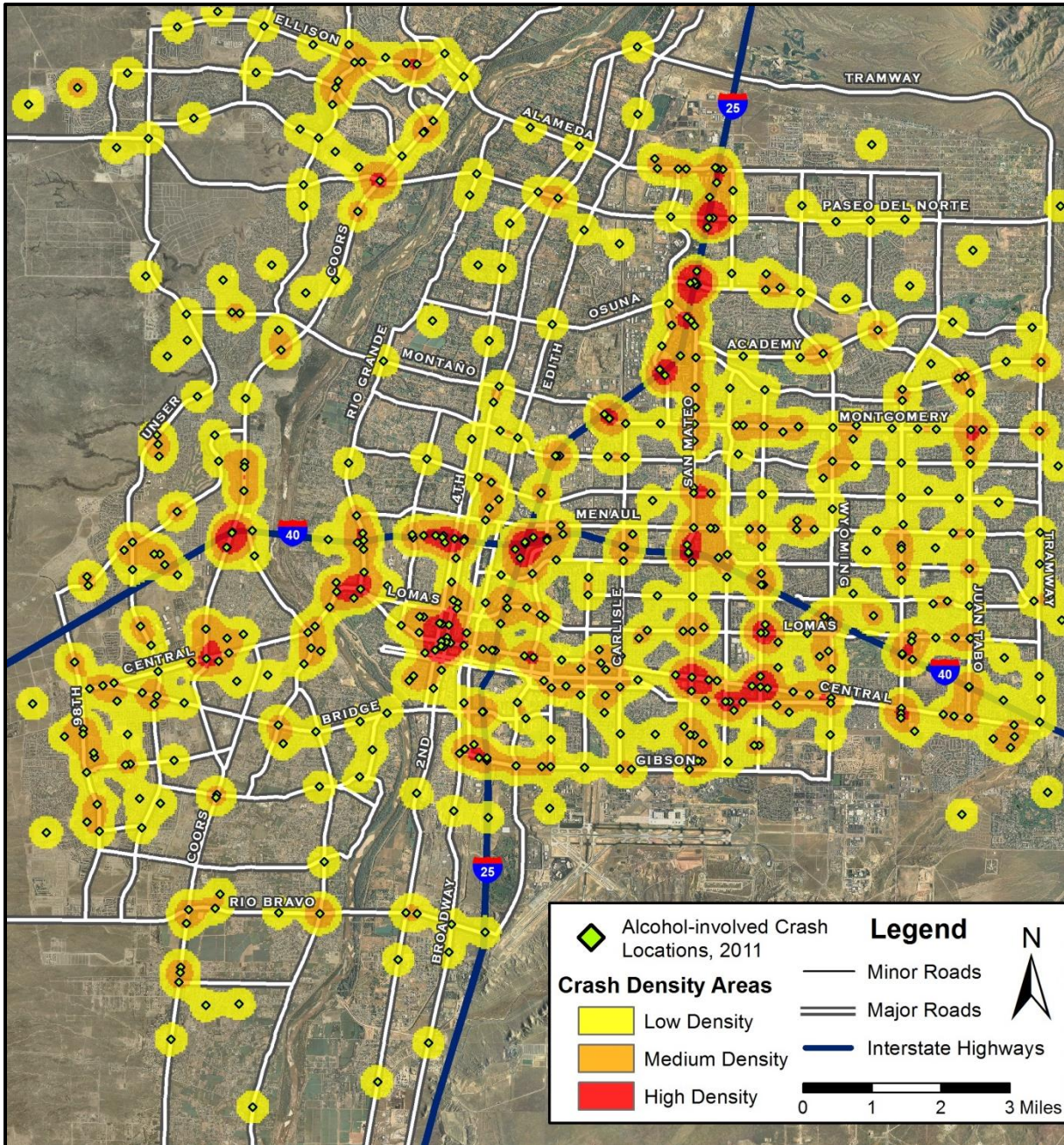


All maps are available in high-resolution color at <http://tru.unm.edu>

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

Alcohol-involved Crash Geography

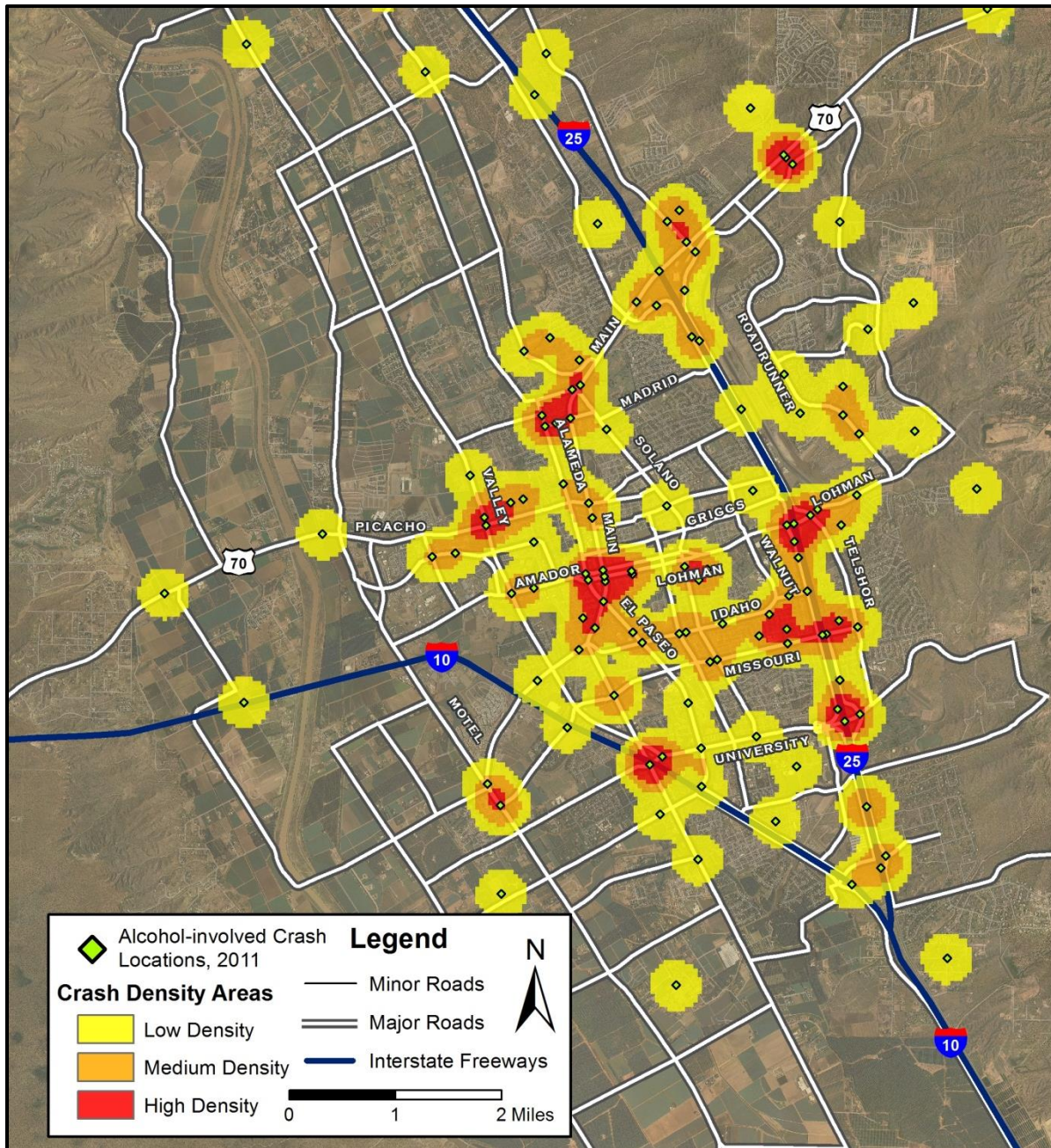
Map 3: Alcohol-involved Crashes in Albuquerque, 2011²



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

² Points on this map represent geocodable alcohol-involved crash locations (see Geocode, p. xi). 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, 2011³

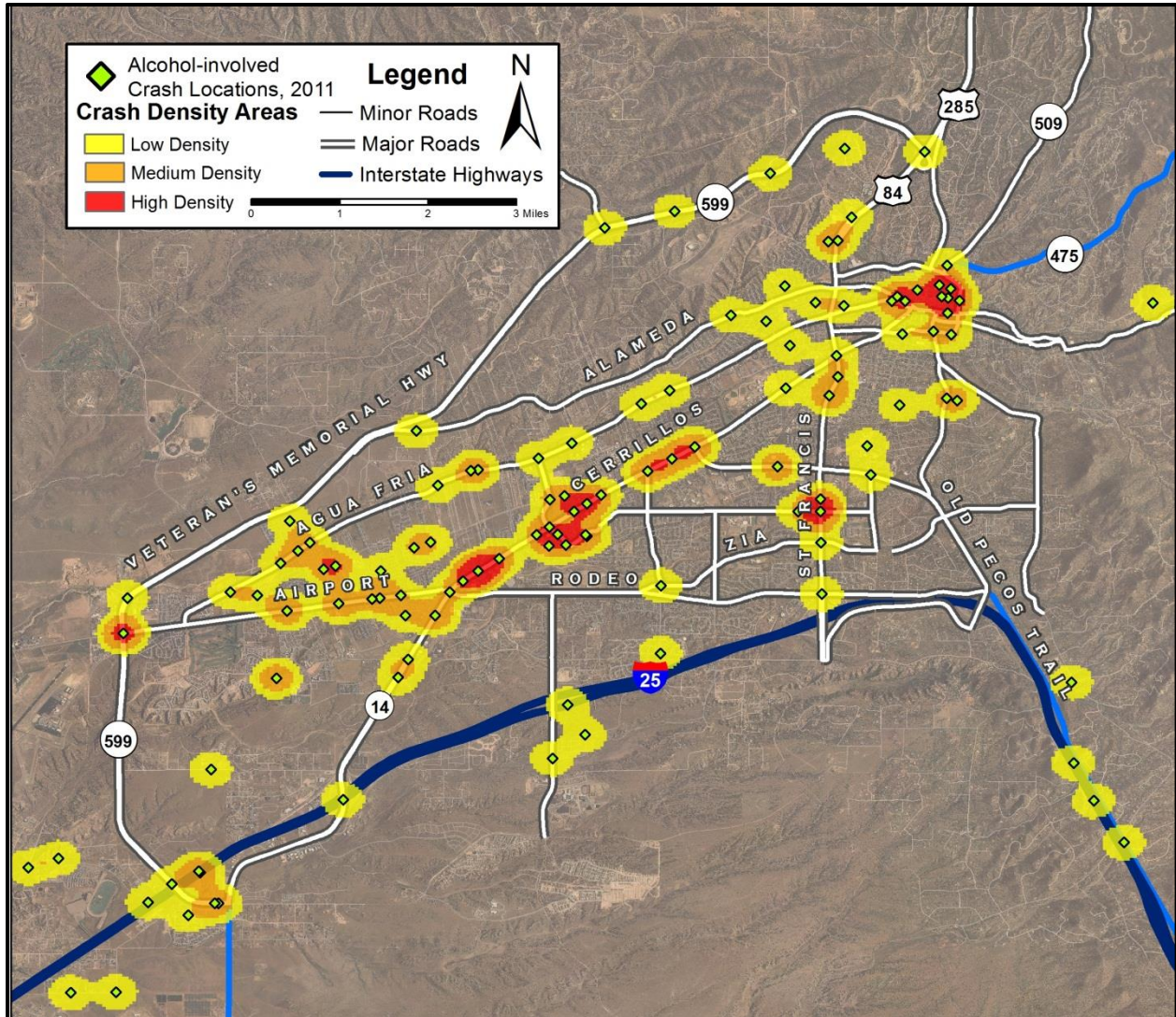


All maps are available in high-resolution color at <http://tru.unm.edu>

³ Points on this map represent geocodable alcohol-involved crash locations (see Geocode, p. xi). 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.

Alcohol-involved Crash Geography

Map 5: Alcohol-involved Crashes in Santa Fe, 2011⁴

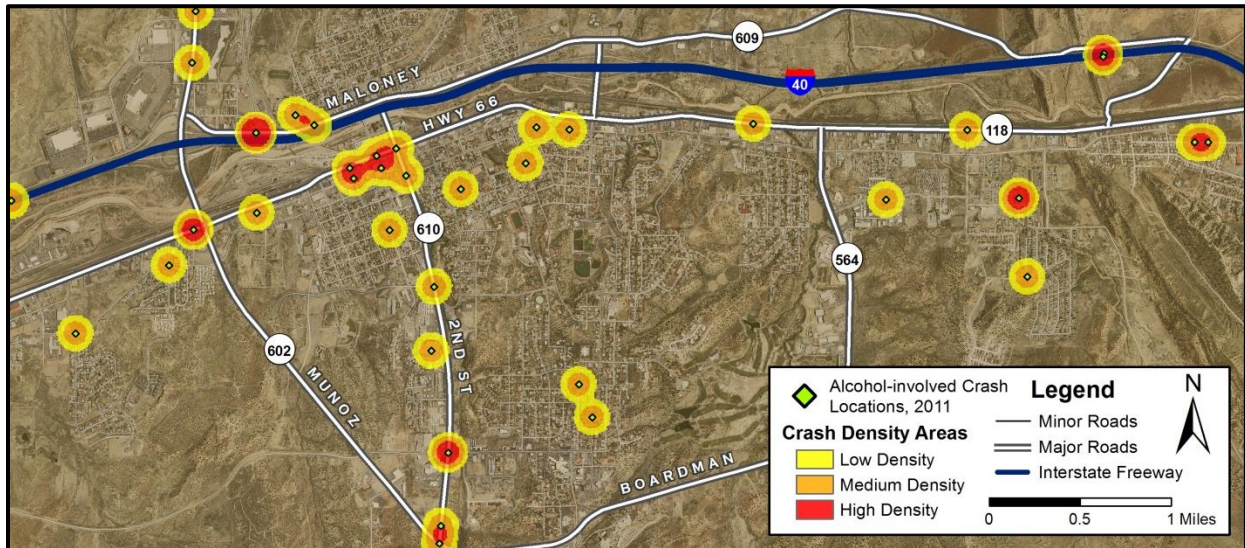


All maps are available in high-resolution color at <http://tru.unm.edu>

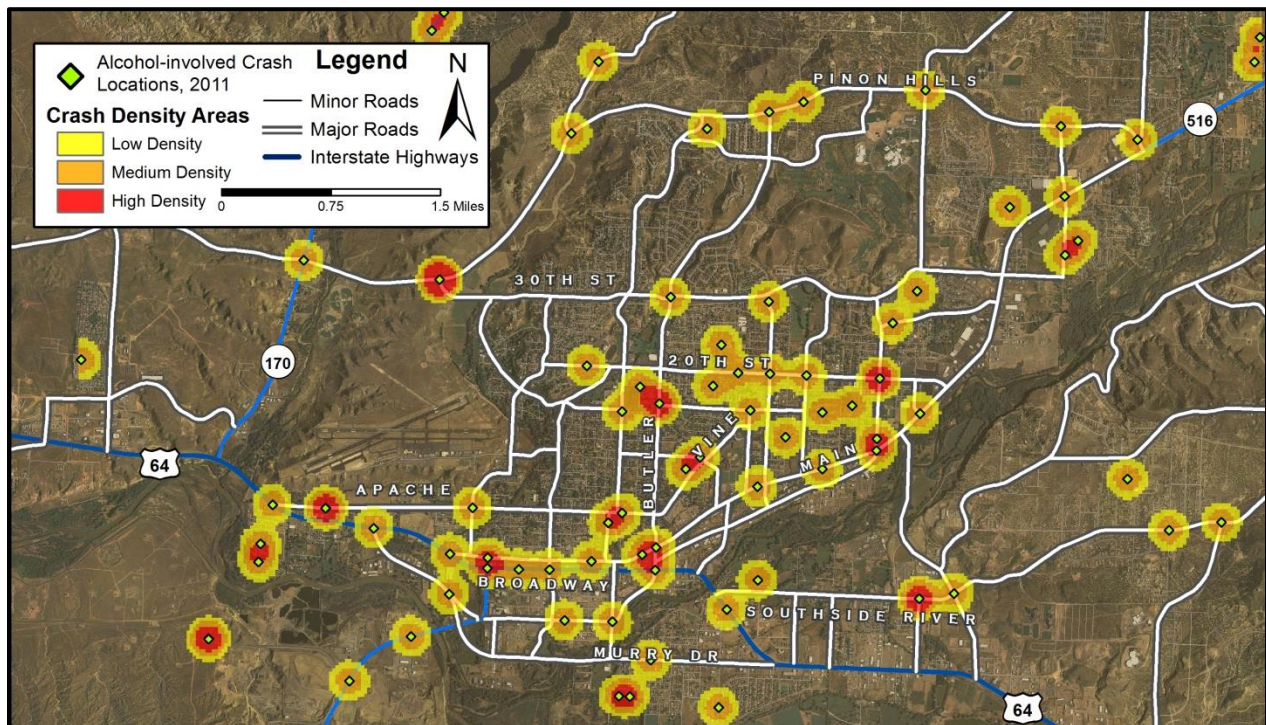
⁴ Points on this map represent geocodable alcohol-involved crash locations (see Geocode, p. xi). Color shading displays where a high number of crashes occur in close proximity to each other. The points assist in showing the location of crashes but color shading shows the intensity of crashes in that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

Alcohol-involved Crash Geography

Map 6: Alcohol-involved Crashes in Gallup, 2011⁵



Map 7: Alcohol-involved Crashes in Farmington, 2011⁵



⁵ Points on this map represent geocodable alcohol-involved crash locations (see Geocode, p. xi). 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.

Alcohol-involved Crash Geography

Counties

Table 7: Alcohol-involved Crashes by County, 2007 - 2011

County	Alcohol-involved Crashes					Percent of All 2011 Alcohol-involved Crashes	Percent Change ¹ 2007 to 2011	Percent Change ¹ 2010 to 2011
	2007	2008	2009	2010	2011			
Bernalillo	783	770	846	598	681	29.4%	-13.0%	13.9%
Catron	1	3	2	3	1	0.0%	0.0%	-66.7%
Chaves	67	109	84	68	76	3.3%	13.4%	11.8%
Cibola	34	53	59	26	32	1.4%	-5.9%	23.1%
Colfax	14	25	16	20	19	0.8%	35.7%	-5.0%
Curry	44	46	51	43	44	1.9%	0.0%	2.3%
De Baca	1	0	2	2	2	0.1%	100.0%	0.0%
Doña Ana	199	215	260	212	235	10.1%	18.1%	10.8%
Eddy	46	81	66	43	35	1.5%	-23.9%	-18.6%
Grant	42	48	33	23	32	1.4%	-23.8%	39.1%
Guadalupe	8	5	11	11	8	0.3%	0.0%	-27.3%
Harding	0	0	1	0	0	0.0%	-	-
Hidalgo	5	5	4	3	6	0.3%	20.0%	100.0%
Lea	71	118	83	98	83	3.6%	16.9%	-15.3%
Lincoln	41	31	26	31	24	1.0%	-41.5%	-22.6%
Los Alamos	12	9	11	4	6	0.3%	-50.0%	50.0%
Luna	20	14	26	19	18	0.8%	-10.0%	-5.3%
McKinley	160	142	170	128	138	5.9%	-13.8%	7.8%
Mora	2	4	6	6	7	0.3%	250.0%	16.7%
Otero	58	54	55	54	69	3.0%	19.0%	27.8%
Quay	19	6	8	4	7	0.3%	-63.2%	75.0%
Rio Arriba	76	51	88	46	50	2.2%	-34.2%	8.7%
Roosevelt	21	24	26	25	15	0.6%	-28.6%	-40.0%
San Juan	239	254	212	206	213	9.2%	-10.9%	3.4%
San Miguel	22	28	30	41	47	2.0%	113.6%	14.6%
Sandoval	99	136	111	99	101	4.4%	2.0%	2.0%
Santa Fe	228	233	208	192	214	9.2%	-6.1%	11.5%
Sierra	20	7	15	12	18	0.8%	-10.0%	50.0%
Socorro	31	25	29	17	11	0.5%	-64.5%	-35.3%
Taos	42	38	64	69	64	2.8%	52.4%	-7.2%
Torrance	14	10	21	11	10	0.4%	-28.6%	-9.1%
Union	1	4	6	8	6	0.3%	500.0%	-25.0%
Valencia	51	51	68	40	48	2.1%	-5.9%	20.0%
Total	2,471	2,599	2,698	2,162	2,320	100.0%	-6.1%	7.3%

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

Alcohol-involved Crash Geography

From 2007 to 2011...

- Counties showing an *increasing 5-year trend* in the number of alcohol-involved crashes: **San Miguel (+114%), Taos (+52%), and Doña Ana (+18%)**. (Table 7)
- Counties showing a *decreasing 5-year trend* in the number of alcohol-involved crashes include: **Eddy (-24%), Socorro (-65%), and Bernalillo (-13%)**. (Table 7)

Table 8: Top Ten Counties for Alcohol-involved Crashes, 2007 - 2011

2011 Rank	County	Alcohol-involved Crashes					2011 Population	Alcohol-involved Crashes per 10,000 County Residents ¹
		2007	2008	2009	2010	2011		
1	Bernalillo	783	770	846	598	681	669,880	10.2
2	Doña Ana	199	215	260	212	235	212,944	11.0
3	Santa Fe	228	233	208	192	214	145,319	14.7
4	San Juan	239	254	212	206	213	128,063	16.6
5	McKinley	160	142	170	128	138	73,622	18.7
6	Sandoval	99	136	111	99	101	134,231	7.5
7	Lea	71	118	83	98	83	65,136	12.7
8	Chaves	67	109	84	68	76	65,673	11.6
9	Otero	58	54	55	54	69	65,558	10.5
10	Taos	42	38	64	69	64	32,927	19.4
All Other Counties		525	530	605	438	446	485,321	9.2
Statewide Total		2,471	2,599	2,698	2,162	2,320	2,078,674	11.2

¹The numbers in red are counties that exceeded the statewide rate of 11.2.

- From 2010 to 2011, alcohol-involved crashes increased in many counties. The statewide 1.0% increase in total crashes from 2010 to 2011 coincided with a 7.3% increase in alcohol-involved crashes. (Table 7, Table 2)
- Out of the top ten counties in number of alcohol-involved crashes, the highest alcohol-involved crash rates in 2011 were in **Taos (19.4), McKinley (18.7), San Juan (16.6), Santa Fe (14.7), and Lea (12.7)**. (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)

Alcohol-involved Crash Geography

Table 9: Alcohol-involved Fatal Crashes, 2007 - 2011

County	Alcohol-involved Fatal Crashes					Percent of All 2011 Alcohol-involved Fatal Crashes	Percent Change ¹ 2007 to 2011	Percent Change ¹ 2010 to 2011
	2007	2008	2009	2010	2011			
Bernalillo	30	21	20	22	15	11.5%	-50.0%	-31.8%
Catron	1	0	0	1	1	0.8%	0.0%	0.0%
Chaves	4	3	4	2	5	3.8%	25.0%	150.0%
Cibola	5	5	3	2	5	3.8%	0.0%	150.0%
Colfax	1	1	0	1	0	0.0%	-100.0%	-100.0%
Curry	2	0	2	0	3	2.3%	50.0%	-
De Baca	0	0	0	0	1	0.8%	-	-
Doña Ana	5	6	13	11	4	3.1%	-20.0%	-63.6%
Eddy	1	6	6	3	1	0.8%	0.0%	-66.7%
Grant	3	4	1	3	2	1.5%	-33.3%	-33.3%
Guadalupe	3	0	0	0	1	0.8%	-66.7%	-
Harding	0	0	0	0	0	0.0%	-	-
Hidalgo	1	0	1	0	0	0.0%	-100.0%	-
Lea	5	3	3	7	6	4.6%	20.0%	-14.3%
Lincoln	3	1	0	0	1	0.8%	-66.7%	-
Los Alamos	1	0	0	0	0	0.0%	-100.0%	-
Luna	2	2	2	1	2	1.5%	0.0%	100.0%
McKinley	19	18	23	9	17	13.0%	-10.5%	88.9%
Mora	0	0	0	1	2	1.5%	-	100.0%
Otero	1	3	3	7	7	5.3%	600.0%	0.0%
Quay	1	1	1	0	1	0.8%	0.0%	-
Rio Arriba	11	7	7	3	6	4.6%	-45.5%	100.0%
Roosevelt	2	3	2	2	2	1.5%	0.0%	0.0%
San Juan	18	13	5	14	17	13.0%	-5.6%	21.4%
San Miguel	2	5	3	4	4	3.1%	100.0%	0.0%
Sandoval	7	6	9	5	5	3.8%	-28.6%	0.0%
Santa Fe	10	6	7	17	8	6.1%	-20.0%	-52.9%
Sierra	1	0	3	2	2	1.5%	100.0%	0.0%
Socorro	5	2	0	3	3	2.3%	-40.0%	0.0%
Taos	5	3	6	5	5	3.8%	0.0%	0.0%
Torrance	1	1	3	1	1	0.8%	0.0%	0.0%
Union	0	1	2	1	2	1.5%	-	100.0%
Valencia	5	6	3	4	2	1.5%	-60.0%	-50.0%
Total	155	127	132	131	131	100.0%	-15.5%	0.0%

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

Alcohol-involved Crash Geography

- Otero County experienced a small but steady increase in alcohol-involved fatal crashes (1 to 7 crashes) from 2002 to 2011. (Table 9, Table 10)
- Bernalillo County had a 50% decrease in alcohol-involved fatal crashes (30 to 15) from 2002 to 2011. (Table 9)
- Bernalillo, McKinley and San Juan account for 37.4% of all alcohol-involved fatal crashes in 2011. (Table 9)
- In 2011, there was approximately **one** alcohol-involved fatal crash per 10,000 residents. (Table 10)
- Among the top ten counties in alcohol-involved fatal crashes in 2011, the highest alcohol-involved fatal crash *rates* occurred in McKinley (2.3), Cibola (1.8) and San Juan (1.3). (Table 10)

Table 10: Top Ten Counties for Alcohol-involved Fatal Crashes, 2007 - 2011

2011 Rank	County	Alcohol-involved Fatal Crashes					2011 Population	Alcohol-involved Fatal Crashes per 10,000 County Residents ¹
		2007	2008	2009	2010	2011		
1	San Juan	18	13	5	14	17	128,063	1.3
1	McKinley	19	18	23	9	17	73,622	2.3
3	Bernalillo	30	21	20	22	15	669,880	0.2
4	Santa Fe	10	6	7	17	8	145,319	0.6
5	Otero	1	3	3	7	7	65,558	1.1
6	Lea	5	3	3	7	6	65,136	0.9
6	Rio Arriba	11	7	7	3	6	40,353	1.5
8	Sandoval	7	6	9	5	5	134,231	0.4
8	Taos	5	3	6	5	5	32,927	1.5
8	Cibola	5	5	3	2	5	27,499	1.8
8	Chaves	4	3	4	2	5	65,673	0.8
All Other Counties		40	39	42	38	35	630,413	0.6
Statewide Total		155	127	132	131	131	2,078,674	0.6

¹The numbers in red are counties that exceeded the statewide rate of 0.6.

Alcohol-involved Crash Geography

Cities

- Cities showing an overall *decreasing 5-year trend* in the number of alcohol-involved crashes include: **Albuquerque, Farmington, and Española.** (Table 11)
- Taos (4.38), Zuni (2.86), Shiprock (2.77), Española (2.52), and Gallup (2.64) had rates that were more than double the 2011 statewide rate of 1.12 alcohol-involved crashes per 1,000 city residents, and are represented in red. (Table 11)

Table 11: Top Twenty Cities in Alcohol-involved Crashes, 2007 - 2011

Rank ¹	City	Alcohol-involved Crashes					2011 Population	Alcohol-involved Crashes per 1,000 City Residents
		2007	2008	2009	2010	2011		
1	Albuquerque	766	730	801	558	654	552,804	1.18
2	Las Cruces	136	139	151	130	151	99,665	1.52
3	Santa Fe	149	143	109	107	140	68,642	2.04
4	Farmington	127	107	93	79	84	45,256	1.86
5	Gallup	70	83	86	55	59	22,329	2.64
6	Rio Rancho	52	69	61	55	57	89,320	0.64
7	Hobbs	37	81	51	54	48	34,488	1.39
8	Roswell	42	75	61	49	47	48,546	0.97
9	Alamogordo	35	24	23	28	34	31,327	1.09
10	Clovis	36	29	37	27	33	38,776	0.85
11	Española	52	43	37	26	26	10,313	2.52
12	Taos	20	22	26	28	25	5,713	4.38
12	Carlsbad	36	41	34	31	25	26,296	0.95
12	Las Vegas	17	25	17	20	25	13,656	1.83
15	Shiprock ²	21	25	21	19	23	8,295	2.77
16	Navajo Nation ²	28	23	28	13	21	10,107	2.08
17	Silver City	21	20	15	11	19	10,269	1.85
18	Zuni Pueblo ²	16	1	18	22	18	6,302	2.86
19	Ruidoso	18	13	13	15	17	8,010	2.12
20	Belen	8	14	19	9	14	7,313	1.91
20	Deming	13	10	19	11	14	14,963	0.94
All Other Locations		771	882	978	815	786	-	-
Statewide Total		2,471	2,599	2,698	2,162	2,320	2,078,674	1.12

¹ Cities have the same rank when they have the same number of crashes in 2011.

² The populations of Shiprock, Zuni Pueblo and the Navajo Nation are 2010 U.S. Census data (see Sources section).

Alcohol-involved Crash Geography

- The cities of Shiprock (0.72), Laguna (0.67), the Navajo Nation (0.30), San Felipe (0.83), Portales (0.16), Tularosa (0.68) and Taos (0.35) had rates that were more than double the 2011 statewide rate of 0.06 alcohol-involved fatal crashes per 1,000 city residents, and are represented in red. (Table 12)

Table 12: Top Ranking Cities in Alcohol-involved Fatal Crashes, 2007 - 2011

Rank ¹	City	Alcohol-involved Fatal Crashes					2011 Population	Alcohol-involved Fatal Crashes per 1,000 City Residents
		2007	2008	2009	2010	2011		
1	Albuquerque	27	18	18	17	14	552,804	0.03
2	Santa Fe	4	3	1	3	7	68,642	0.10
3	Shiprock ²	3	4	0	2	6	8,295	0.72
4	Laguna ²	3	4	1	2	3	4,459	0.67
4	Navajo Nation ²	3	7	7	1	3	10,107	0.30
6	San Felipe Pueblo ²	0	0	0	0	2	2,404	0.83
6	Rio Rancho	0	1	3	2	2	89,320	0.02
6	Clovis	1	0	0	0	2	38,776	0.05
6	Portales	0	1	0	2	2	12,641	0.16
6	Tularosa	0	0	1	0	2	2,930	0.68
6	Taos	3	2	2	0	2	5,713	0.35
All Other Locations		111	87	99	102	86	-	-
Statewide Total		155	127	132	131	131	2,078,674	0.06

¹ Cities have the same rank when they have the same number of crashes in 2011.

² The populations of Shiprock, Laguna, the Navajo Nation, and San Felipe Pueblo are from the 2010 U.S. Census data (see Sources section).

Alcohol-involved Crash Geography

Rural and Urban Alcohol-involved Crashes

- 72.1% of all alcohol-involved crashes occurred on urban roadways. (Table 13)
- 52.7% of all alcohol-involved fatal crashes occurred on a rural non-interstate roadways. (Table 15)
- A crash often involves multiple people. For example, there were 131 alcohol-involved *fatal crashes* that resulted in 152 *fatalities* (people killed) in 2011. (Table 15)

Table 13: Alcohol-involved Crashes and Number of People in Alcohol-involved Crashes by Road System, 2011

Road System	Alcohol-involved Crashes		People in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	92	4.0%	182	3.6%
Rural Non-Interstate	556	24.0%	1,145	22.4%
Urban	1,672	72.1%	3,790	74.1%
Total Crashes/People	2,320	100.0%	5,117	100.0%

Table 14: Alcohol-involved Injury Crashes and Number of People Injured by Road System, 2011

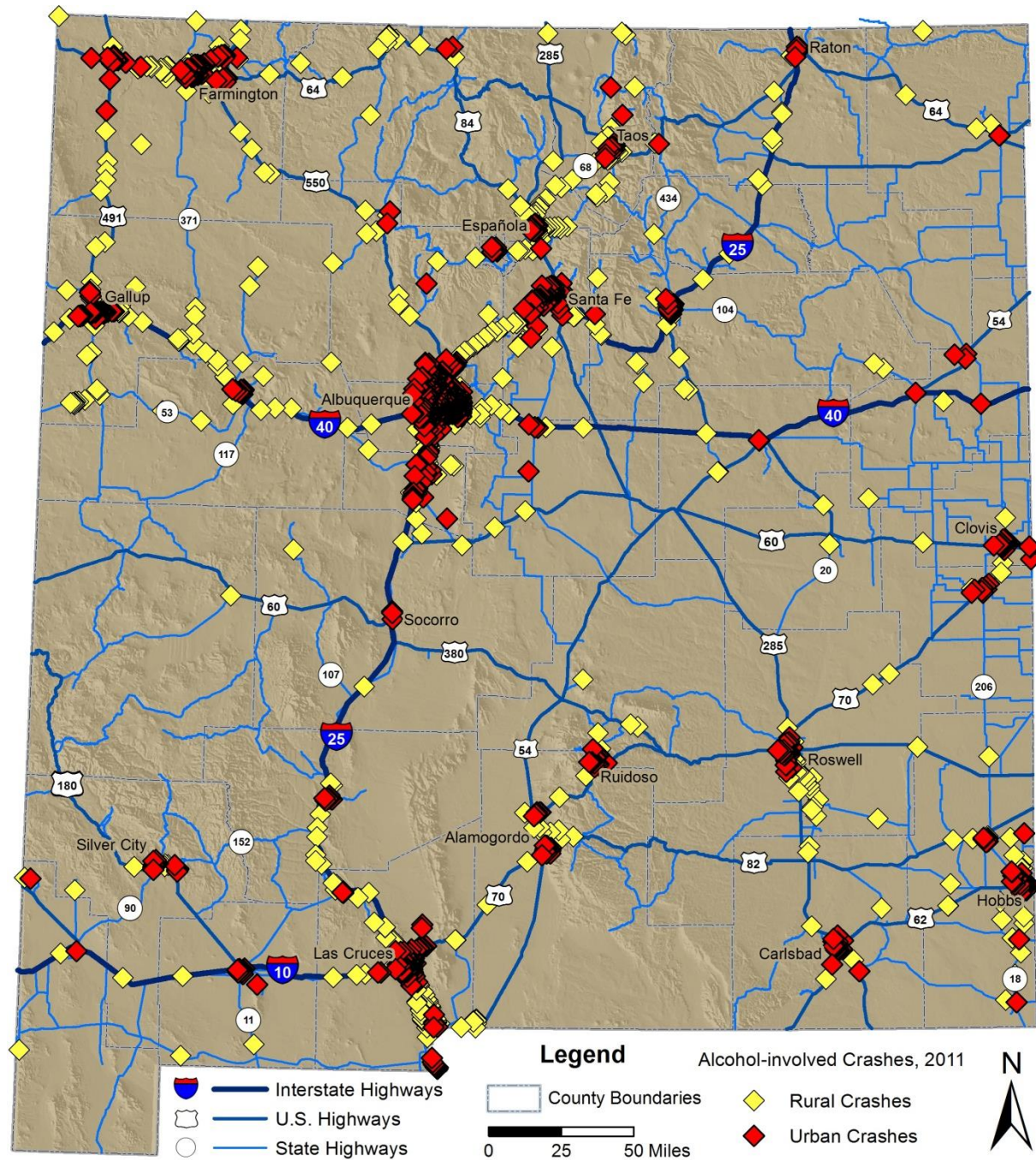
Road System	Alcohol-involved Injury Crashes		People Injured in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	49	4.9%	73	4.7%
Rural Non-Interstate	248	24.8%	438	28.2%
Urban	703	70.3%	1,040	67.1%
Total Crashes/People	1,000	100.0%	1,551	100.0%

Table 15: Alcohol-involved Fatal Crashes and Number of People Killed by Road System, 2011

Road System	Alcohol-involved Fatal Crashes		People Killed in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	17	13.0%	20	13.2%
Rural Non-Interstate	69	52.7%	82	53.9%
Urban	45	34.4%	50	32.9%
Total Crashes/People	131	100.0%	152	100.0%

Alcohol-involved Crash Geography

Map 8: Urban Versus Rural Alcohol-involved Crashes, 2011⁶



⁶ Points on this map represent geocodable alcohol-involved crash locations (see Geocode, p. xi). Each crash point is assigned a color for its urban or rural location and can represent multiple crashes at that location.

Alcohol-involved Crash Geography

Table 16: Alcohol-involved Crashes and Fatalities on Rural Interstate Roads by Crash Classification, 2011

Rural Interstate				
Crash Classification	Alcohol-involved Fatalities		Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Overturn	9	45.0%	33	35.9%
Pedestrian	4	20.0%	4	4.3%
Other Vehicle	3	15.0%	20	21.7%
Fixed Object	2	10.0%	31	33.7%
Vehicle on Other Roadway	1	5.0%	1	1.1%
Other Non-Collision	1	5.0%	3	3.3%
Railroad Train	0	0.0%	0	0.0%
Other Object	0	0.0%	0	0.0%
Pedalcyclist	0	0.0%	0	0.0%
Parked Vehicle	0	0.0%	0	0.0%
Animal	0	0.0%	0	0.0%
Total	20	100.0%	92	100.0%

Table 17: Alcohol-involved Crashes and Fatalities on Urban Roads by Crash Classification, 2011

Urban Roads				
Crash Classification	Alcohol-involved Fatalities		Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Fixed Object	14	28.0%	638	38.2%
Other Vehicle	13	26.0%	635	38.0%
Overturn	11	22.0%	114	6.8%
Pedestrian	9	18.0%	51	3.1%
Other Non-Collision	3	6.0%	27	1.6%
Vehicle on Other Roadway	0	0.0%	2	0.1%
Pedalcyclist	0	0.0%	18	1.1%
Railroad Train	0	0.0%	0	0.0%
Animal	0	0.0%	2	0.1%
Other Object	0	0.0%	12	0.7%
Parked Vehicle	0	0.0%	173	10.3%
Total	50	100.0%	1,672	100.0%

Alcohol-involved Crash Geography

Table 18: Alcohol-involved Crashes and Fatalities on Rural Non-Interstate Roads by Crash Classification, 2011

Rural Non-Interstate				
Crash Classification	Alcohol-involved Fatalities		Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Overturn	43	52.4%	173	31.1%
Fixed Object	17	20.7%	203	36.5%
Other Vehicle	10	12.2%	127	22.8%
Pedestrian	8	9.8%	16	2.9%
Parked Vehicle	1	1.2%	17	3.1%
Railroad Train	1	1.2%	1	0.2%
Other Non-Collision	1	1.2%	12	2.2%
Animal	1	1.2%	3	0.5%
Other Object	0	0.0%	3	0.5%
Vehicle on Other Roadway	0	0.0%	0	0.0%
Pedalcyclist	0	0.0%	1	0.2%
Total	82	100.0%	556	100.0%

- Overturn crashes were 52.4% of alcohol-involved fatalities on rural non-interstate roadways. (Table 18)
- Dark (not lighted) conditions were present in 60.9% of alcohol-involved crashes on rural interstate roadways. (Table 19)

Table 19: Alcohol-involved Crashes by Road System and Light Condition, 2011

Light Condition	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	27	29.3%	217	39.0%	582	34.8%	826	35.6%
Dark-Not Lighted	56	60.9%	269	48.4%	330	19.7%	655	28.2%
Dark-Lighted	4	4.3%	33	5.9%	660	39.5%	697	30.0%
Dusk	2	2.2%	27	4.9%	46	2.8%	75	3.2%
Dawn	1	1.1%	6	1.1%	15	0.9%	22	0.9%
Other/Not Stated	2	2.2%	4	0.7%	39	2.3%	45	1.9%
Total	92	100.0%	556	100.0%	1,672	100.0%	2,320	100.0%

Crash Characteristics

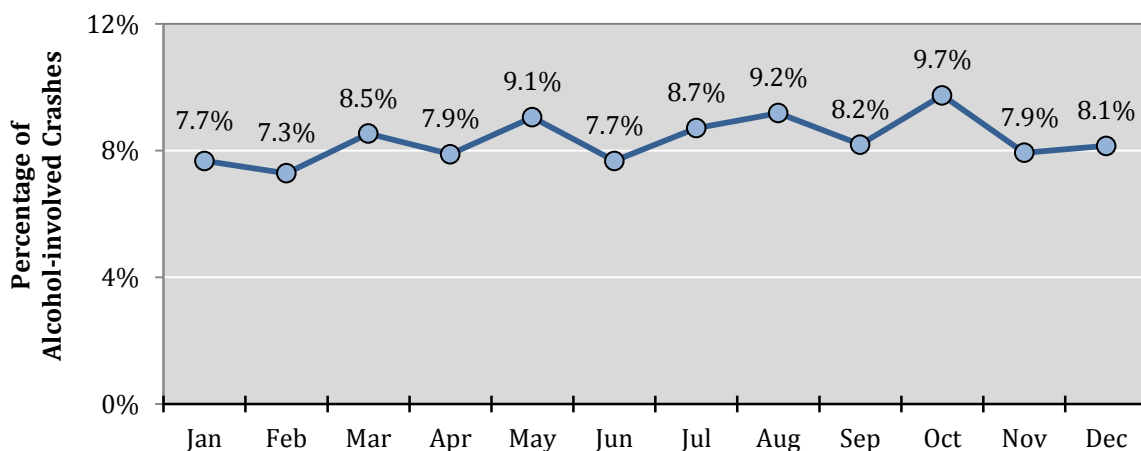
Month, Day of Week, and Hour

Table 20: Alcohol-involved Crashes by Crash Severity and Month, 2011

Month	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
January	8	6.1%	82	8.2%	88	7.4%	178	7.7%
February	8	6.1%	71	7.1%	90	7.6%	169	7.3%
March	7	5.3%	80	8.0%	111	9.3%	198	8.5%
April	11	8.4%	85	8.5%	87	7.3%	183	7.9%
May	14	10.7%	101	10.1%	95	8.0%	210	9.1%
June	5	3.8%	78	7.8%	95	8.0%	178	7.7%
July	16	12.2%	84	8.4%	102	8.6%	202	8.7%
August	8	6.1%	91	9.1%	114	9.6%	213	9.2%
September	8	6.1%	92	9.2%	90	7.6%	190	8.2%
October	23	17.6%	91	9.1%	112	9.4%	226	9.7%
November	13	9.9%	72	7.2%	99	8.3%	184	7.9%
December	10	7.6%	73	7.3%	106	8.9%	189	8.1%
Total	131	100.0%	1,000	100.0%	1,189	100.0%	2,320	100.0%

- October had the highest percentage (9.7%) of alcohol-involved crashes. (Figure 5)

Figure 5: Percentage of Alcohol-involved Crashes by Month, 2011



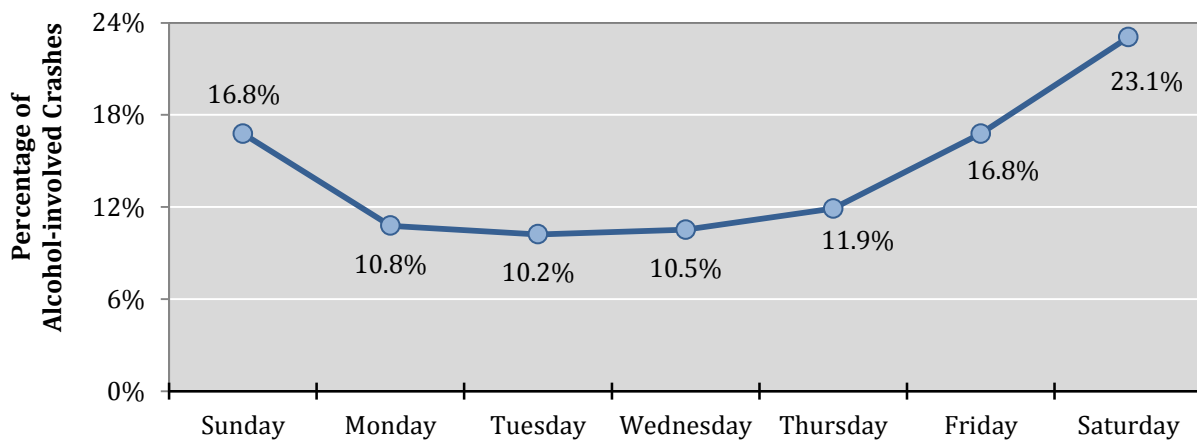
Crash Characteristics – Month, Day, Hour

Table 21: Alcohol-involved Crashes by Crash Severity and Day of the Week, 2011

Day of the Week	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Sunday	18	13.7%	183	18.3%	188	15.8%	389	16.8%
Monday	14	10.7%	117	11.7%	119	10.0%	250	10.8%
Tuesday	14	10.7%	114	11.4%	109	9.2%	237	10.2%
Wednesday	14	10.7%	95	9.5%	135	11.4%	244	10.5%
Thursday	19	14.5%	106	10.6%	151	12.7%	276	11.9%
Friday	21	16.0%	161	16.1%	207	17.4%	389	16.8%
Saturday	31	23.7%	224	22.4%	280	23.5%	535	23.1%
Total	131	100.0%	1,000	100.0%	1,189	100.0%	2,320	100.0%

- Saturday had the highest number of alcohol-involved crashes (535 crashes) and accounted for 23.1% of all alcohol-involved crashes in 2011. (Table 21, Figure 6)
- Over half (56.6%) of all alcohol-involved crashes occurred on the weekend: Friday (16.8%), Saturday, (23.1%) and Sunday (16.8%). (Table 21, Figure 6)

Figure 6: Percentage of Alcohol-involved Crashes by Day of the Week, 2011



Crash Characteristics – Month, Day, Hour

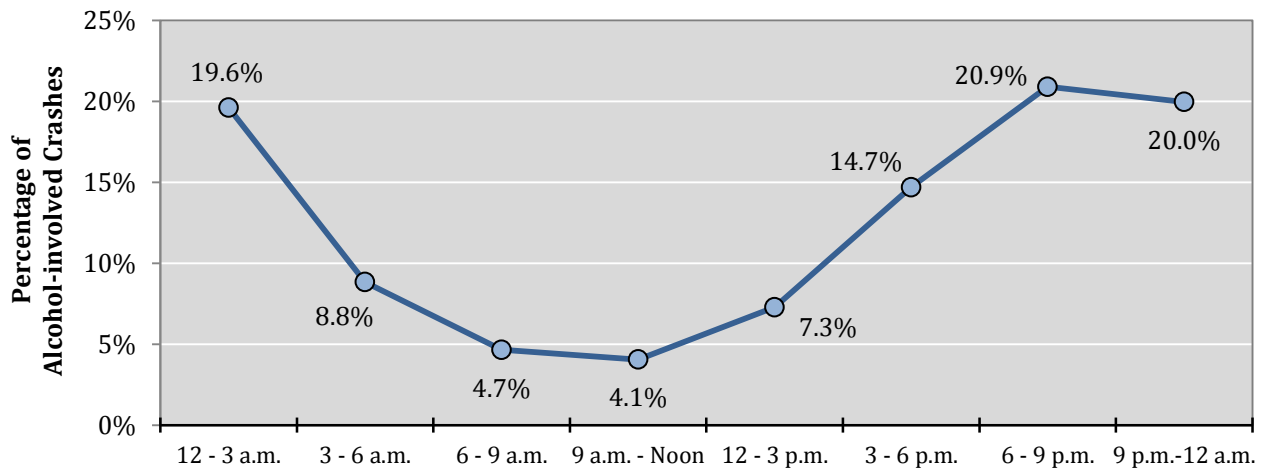
Table 22: Alcohol-involved Crashes by Day of the Week and Three-hour Segments, 2011

Hour ¹	Alcohol-involved Crashes								Total	Percent of Total
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat			
12 - 3 a.m.	102	29	34	40	47	71	132	455	19.6%	
3 - 6 a.m.	59	10	7	11	19	26	73	205	8.8%	
6 - 9 a.m.	24	6	8	9	15	15	31	108	4.7%	
9 a.m. - Noon	15	19	10	13	10	9	18	94	4.1%	
12 - 3 p.m.	13	32	21	25	16	26	36	169	7.3%	
3 - 6 p.m.	46	52	43	46	42	52	60	341	14.7%	
6 - 9 p.m.	75	48	60	51	68	94	89	485	20.9%	
9 p.m.-12 a.m.	55	54	54	49	59	96	96	463	20.0%	
Total	389	250	237	244	276	389	535	2,320	100.0%	

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

- 60.5% of all alcohol-involved crashes occurred from 6 p.m. to 3 a.m. (Table 22, Figure 7)
- Compared to all other hours in the day, 7 p.m. had the highest number of alcohol-involved crashes (183 crashes) in 2011. (Table 23, Figure 8)

Figure 7: Percentage of Alcohol-involved Crashes by Three-hour Segments, 2011



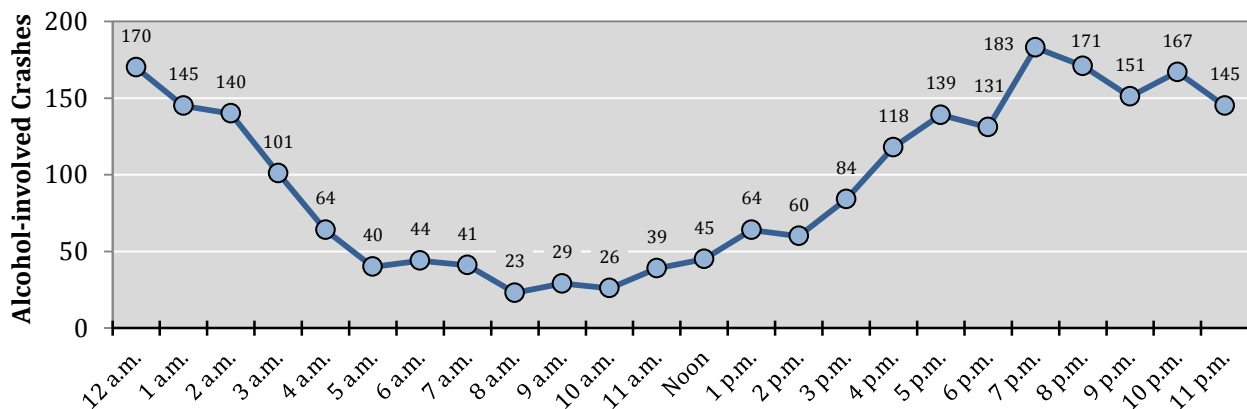
Crash Characteristics – Month, Day, Hour

Table 23: Alcohol-involved Crashes by Hour and Day of the Week, 2011

Hour ¹	Alcohol-involved Crashes							Total by Hour	Percent by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat		
12 a.m.	29	11	13	18	22	32	45	170	7.3%
1 a.m.	28	11	10	15	12	18	51	145	6.3%
2 a.m.	45	7	11	7	13	21	36	140	6.0%
3 a.m.	30	6	3	3	3	14	42	101	4.4%
4 a.m.	17	1	2	4	8	8	24	64	2.8%
5 a.m.	12	3	2	4	8	4	7	40	1.7%
6 a.m.	13	2	4	3	3	8	11	44	1.9%
7 a.m.	8	3	3	2	8	5	12	41	1.8%
8 a.m.	3	1	1	4	4	2	8	23	1.0%
9 a.m.	5	7	1	4	4	5	3	29	1.3%
10 a.m.	5	2	3	3	2	3	8	26	1.1%
11 a.m.	5	10	6	6	4	1	7	39	1.7%
Noon	3	8	3	7	2	9	13	45	1.9%
1 p.m.	5	14	9	8	7	9	12	64	2.8%
2 p.m.	5	10	9	10	7	8	11	60	2.6%
3 p.m.	14	13	13	11	9	11	13	84	3.6%
4 p.m.	16	18	15	13	17	18	21	118	5.1%
5 p.m.	16	21	15	22	16	23	26	139	6.0%
6 p.m.	24	9	12	20	19	25	22	131	5.6%
7 p.m.	25	18	26	14	31	31	38	183	7.9%
8 p.m.	26	21	22	17	18	38	29	171	7.4%
9 p.m.	20	17	16	14	21	25	38	151	6.5%
10 p.m.	20	27	25	19	17	26	33	167	7.2%
11 p.m.	15	10	13	16	21	45	25	145	6.3%
Total	389	250	237	244	276	389	535	2,320	100.0%

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

Figure 8: Alcohol-involved Crashes by Hour, 2011



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 might 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 24: Alcohol-involved Crashes by Crash Classification, 2007 - 2011

Crash Classification	Alcohol-involved Crashes					
	2007	2008	2009	2010	2011	Percent of 2011 Total
Fixed Object	775	897	935	705	872	37.6%
Other Vehicle	974	949	925	819	782	33.7%
Overturn	325	338	385	339	320	13.8%
Parked Vehicle	210	233	226	161	190	8.2%
Pedestrian	104	87	96	61	71	3.1%
Other (Non-Collision)	38	41	64	42	42	1.8%
Pedalcyclist	17	15	21	19	19	0.8%
Other (Object)	12	19	23	9	15	0.6%
Animal	10	15	11	5	5	0.2%
Vehicle on Other Road	4	4	9	0	3	0.1%
Railroad Train	2	1	3	2	1	0.04%
Total Crashes	2,471	2,599	2,698	2,162	2,320	100.0%

- Fixed Object crashes were the most common classification (37.6%) of all alcohol-involved crashes in 2011. (Table 24)
- In 2011, the top three crash classifications in alcohol-involved crashes were Fixed Object, [Collisions with] Other Vehicles, and Overturn. (Table 24)

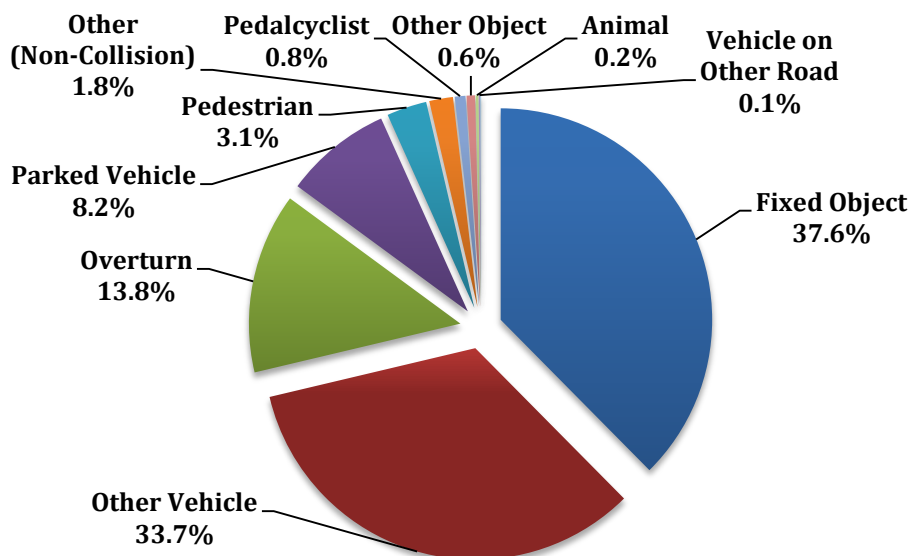
Crash Characteristics – Crash Classification

Table 25: Alcohol-involved Crashes by Crash Severity and Crash Classification, 2011

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
Fixed Object	28	21.4%	281	28.1%	563	47.4%	872	37.6%
Other Vehicle	22	16.8%	388	38.8%	372	31.3%	782	33.7%
Overturn	51	38.9%	193	19.3%	76	6.4%	320	13.8%
Parked Vehicle	1	0.8%	46	4.6%	143	12.0%	190	8.2%
Pedestrian	21	16.0%	44	4.4%	6	0.5%	71	3.1%
Other (Non-Collision)	5	3.8%	22	2.2%	15	1.3%	42	1.8%
Pedalcyclist	0	0.0%	18	1.8%	1	0.1%	19	0.8%
Other Object	0	0.0%	6	0.6%	9	0.8%	15	0.6%
Animal	1	0.8%	2	0.2%	2	0.2%	5	0.2%
Vehicle on Other Road	1	0.8%	0	0.0%	2	0.2%	3	0.1%
Railroad Train	1	0.8%	0	0.0%	0	0.0%	1	0.04%
Total	131	100.0%	1,000	100.0%	1,189	100.0%	2,320	100.0%

- Pedestrian-classified crashes were 3.1% of all alcohol-involved crashes, but accounted for 16.0% of alcohol-involved fatal crashes. (Table 25)
- Overturns accounted for 38.9% of all alcohol-involved fatal crashes. (Table 25)

Figure 9: Alcohol-involved Crashes by Crash Classification, 2011



Vehicles

- Over half of all alcohol-involved crashes involved only **one** vehicle. (Table 26)
- 94% of all alcohol-involved crashes involved either one or two vehicles. (Table 26)
- 18% of alcohol-involved drivers in crashes were uninsured. (Table 27)

Table 26: Alcohol-involved Crashes by Number of Vehicles Involved and Severity, 2011

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	85	64.9%	494	49.4%	653	54.9%	1,232	53.1%
2	35	26.7%	430	43.0%	487	41.0%	952	41.0%
3	9	6.9%	56	5.6%	37	3.1%	102	4.4%
4	2	1.5%	13	1.3%	10	0.8%	25	1.1%
5	0	0.0%	6	0.6%	1	0.1%	7	0.3%
6	0	0.0%	1	0.1%	1	0.1%	2	0.1%
Total Crashes	131	100.0%	1,000	100.0%	1,189	100.0%	2,320	100.0%

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

Table 27: Uninsured and Insured Alcohol-involved Drivers in Crashes by Vehicle Type, 2011

Vehicle Type	Alcohol-involved Drivers ¹ in Crashes							
	Uninsured		Insured		Unknown		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	205	17.8%	734	63.7%	213	18.5%	1,152	100.0%
Pickup (Light Truck)	115	19.5%	376	63.6%	100	16.9%	591	100.0%
Van/4WD	67	17.4%	252	65.5%	66	17.1%	385	100.0%
Motorcycle	20	19.4%	53	51.5%	30	29.1%	103	100.0%
Other	0	0.0%	6	60.0%	4	40.0%	10	100.0%
Unknown	0	0.0%	2	22.2%	7	77.8%	9	100.0%
Semi (Heavy Truck)	0	0.0%	4	100.0%	0	0.0%	4	100.0%
Bus	0	0.0%	2	100.0%	0	0.0%	2	100.0%
Total Drivers	407	18.0%	1,429	63.3%	420	18.6%	2,256	100.0%

¹ The term “alcohol-involved driver” identifies a person in control of a motor vehicle who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol. Excludes pedestrians and pedalcyclists.

Crash Characteristics – Vehicles

Table 28: Vehicles in Alcohol-involved Crashes by Vehicle Type and Severity, 2011

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	59	31.1%	770	47.8%	948	53.0%	1,777	49.5%
Pickup (Light Truck)	40	21.1%	371	23.0%	445	24.9%	856	23.9%
Van/4WD	32	16.8%	277	17.2%	322	18.0%	631	17.6%
Motorcycle	24	12.6%	79	4.9%	18	1.0%	121	3.4%
Pedestrian	22	11.6%	46	2.9%	6	0.3%	74	2.1%
Semi (Heavy Truck)	8	4.2%	18	1.1%	11	0.6%	37	1.0%
Unknown	1	0.5%	10	0.6%	20	1.1%	31	0.9%
Other	4	2.1%	11	0.7%	16	0.9%	31	0.9%
Pedalcyclist	0	0.0%	20	1.2%	1	0.1%	21	0.6%
Bus	0	0.0%	8	0.5%	2	0.1%	10	0.3%
Total Vehicles	190	100.0%	1,610	100.0%	1,789	100.0%	3,589	100.0%

- Motorcycles accounted for 3.4% of all vehicles in alcohol-involved crashes but 12.6% of all vehicles in alcohol-involved *fatal* crashes. (Table 28)
- 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 29)

Table 29: Severity of Injury to People in Alcohol-involved Crashes by Vehicle Type, 2011

Vehicle Type	Fatalities (Class K)		Incapacitating Injuries (Class A)		Visible Injuries (Class B)		Possible 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	52	2.0%	107	4.2%	261	10.3%	376	14.8%	1,748	68.7%	2,544	100%
Pickup (Light Truck)	33	2.8%	64	5.3%	109	9.1%	168	14.0%	826	68.8%	1,200	100%
Van/4WD	24	2.5%	46	4.7%	114	11.8%	131	13.5%	655	67.5%	970	100%
Motorcycle	22	15.2%	28	19.3%	52	35.9%	13	9.0%	30	20.7%	145	100%
Pedestrian	21	28.4%	15	20.3%	15	20.3%	16	21.6%	7	9.5%	74	100%
Bus	0	0.0%	0	0.0%	1	2.2%	7	15.6%	37	82.2%	45	100%
Other	0	0.0%	0	0.0%	1	2.2%	2	4.4%	42	93.3%	45	100%
Semi (Heavy Truck)	0	0.0%	1	2.4%	1	2.4%	1	2.4%	38	92.7%	41	100%
Unknown	0	0.0%	2	6.3%	0	0.0%	1	3.1%	29	90.6%	32	100%
Pedalcyclist	0	0.0%	7	33.3%	8	38.1%	4	19.0%	2	9.5%	21	100%
Total People	152	3.0%	270	5.3%	562	11.0%	719	14.1%	3,414	66.7%	5,117	100%

Demographics

Age and Sex

- The number of 15-19 year olds in alcohol-involved crashes decreased 33.0% in the last five years. (Table 30)
- The number of 20-24 year olds in alcohol-involved crashes decreased 5.8% in the last five years. (Table 30)
- The number of 50-69 year olds in alcohol-involved crashes has steadily increased in the last five years. (Table 30)
- In 2011, there were 1.8 males in alcohol-involved crashes for every female. (Table 31)
- In 2011, 78.9% of fatalities in alcohol-involved crashes were male. (Table 32)
- In 2011, 50% of all people in alcohol-involved crashes were 15 to 34 years of age. (Table 33, Figure 12)

Table 30: People in Alcohol-involved Crashes by Age, 2007 - 2011

Age Group	People in Alcohol-involved Crashes ¹					5 Yr Percent Change
	2007	2008	2009	2010	2011	
1-4	155	122	124	140	115	-25.8%
5-9	133	107	125	135	110	-17.3%
10-14	139	95	142	103	107	-23.0%
15-19	739	612	652	469	495	-33.0%
20-24	997	962	1,031	891	939	-5.8%
25-29	692	721	759	639	635	-8.2%
30-34	425	451	556	467	485	14.1%
35-39	419	412	419	367	355	-15.3%
40-44	417	362	388	310	309	-25.9%
45-49	368	389	397	306	344	-6.5%
50-54	238	251	280	264	301	26.5%
55-59	178	185	201	191	182	2.2%
60-64	113	103	111	123	131	15.9%
65-69	70	73	71	77	81	15.7%
70-74	52	43	39	39	43	-17.3%
75+	46	39	52	46	22	-52.2%
Unknown	379	580	561	442	463	22.2%
Total People	5,560	5,507	5,908	5,009	5,117	-8.0%

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

Demographics – Age and Sex

Table 31: People in Alcohol-involved Crashes by Age and Sex, 2011

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	48	1.6%	65	3.8%	2	0.5%	115	2.2%	0.7
5-9	53	1.7%	56	3.3%	1	0.3%	110	2.1%	0.9
10-14	69	2.3%	38	2.2%	0	0.0%	107	2.1%	1.8
15-19	296	9.7%	198	11.6%	1	0.3%	495	9.7%	1.5
20-24	610	20.0%	325	19.1%	4	1.1%	939	18.4%	1.9
25-29	432	14.2%	200	11.7%	3	0.8%	635	12.4%	2.2
30-34	309	10.1%	175	10.3%	1	0.3%	485	9.5%	1.8
35-39	211	6.9%	143	8.4%	1	0.3%	355	6.9%	1.5
40-44	201	6.6%	106	6.2%	2	0.5%	309	6.0%	1.9
45-49	226	7.4%	118	6.9%	0	0.0%	344	6.7%	1.9
50-54	198	6.5%	102	6.0%	1	0.3%	301	5.9%	1.9
55-59	116	3.8%	62	3.6%	4	1.1%	182	3.6%	1.9
60-64	96	3.2%	34	2.0%	1	0.3%	131	2.6%	2.8
65-69	52	1.7%	29	1.7%	0	0.0%	81	1.6%	1.8
70-74	28	0.9%	15	0.9%	0	0.0%	43	0.8%	1.9
75+	13	0.4%	9	0.5%	0	0.0%	22	0.4%	1.4
Unknown	88	2.9%	30	1.8%	345	94.3%	463	9.0%	2.9
Total	3,046	100.0%	1,705	100.0%	366	100.0%	5,117	100.0%	1.8

Figure 10: People in Alcohol-involved Crashes by Age and Sex, 2011

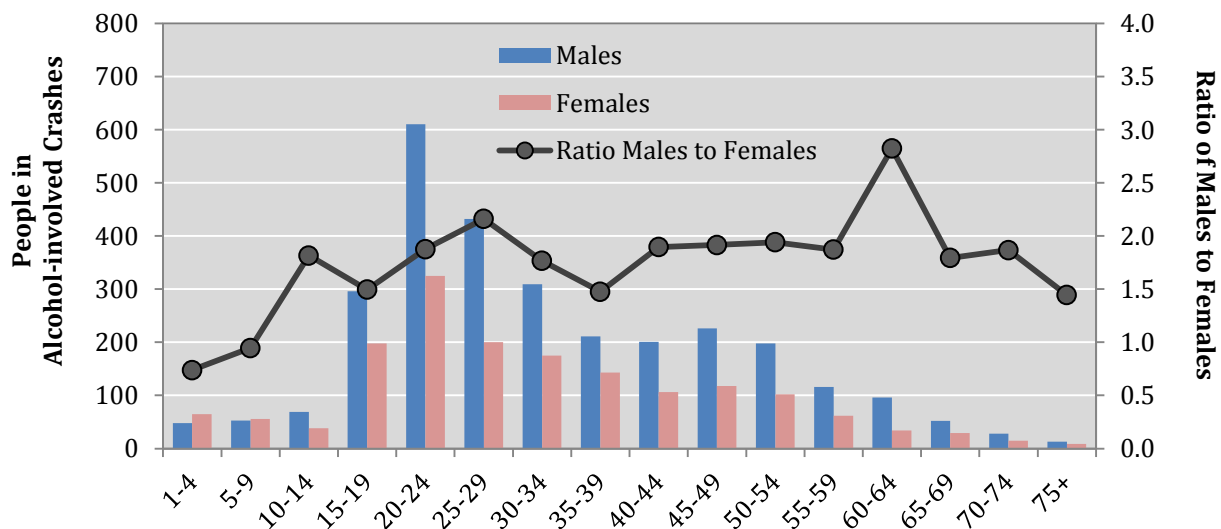


Table 32: Fatalities in Alcohol-involved Crashes by Age and Sex, 2011

Age Group	Fatalities in Alcohol-involved Crashes						Ratio Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	1	0.8%	2	6.3%	3	2.0%	0.5
5-9	1	0.8%	1	3.1%	2	1.3%	1.0
10-14	1	0.8%	0	0.0%	1	0.7%	-
15-19	4	3.3%	1	3.1%	5	3.3%	4.0
20-24	28	23.3%	4	12.5%	32	21.1%	7.0
25-29	17	14.2%	5	15.6%	22	14.5%	3.4
30-34	5	4.2%	4	12.5%	9	5.9%	1.3
35-39	5	4.2%	5	15.6%	10	6.6%	1.0
40-44	12	10.0%	1	3.1%	13	8.6%	12.0
45-49	9	7.5%	4	12.5%	13	8.6%	2.3
50-54	19	15.8%	3	9.4%	22	14.5%	6.3
55-59	5	4.2%	0	0.0%	5	3.3%	-
60-64	7	5.8%	0	0.0%	7	4.6%	-
65-69	3	2.5%	0	0.0%	3	2.0%	-
70-74	1	0.8%	0	0.0%	1	0.7%	-
75+	0	0.0%	1	3.1%	1	0.7%	-
Unknown	2	1.7%	1	3.1%	3	2.0%	2.0
Total	120	100.0%	32	100.0%	152	100.0%	3.8

Figure 11: Fatalities in Alcohol-involved Crashes by Age and Sex, 2011

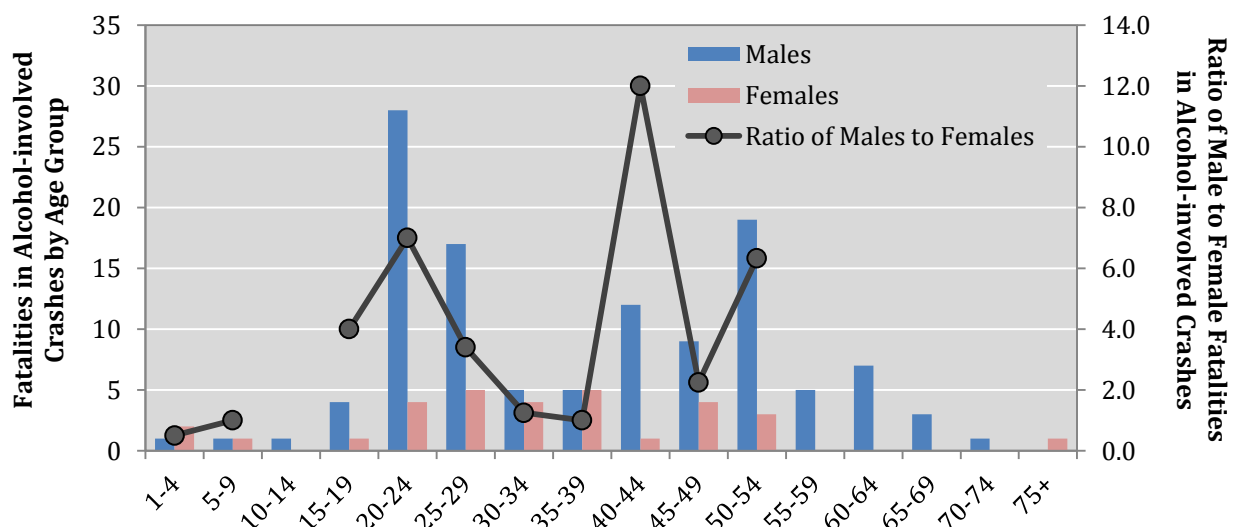
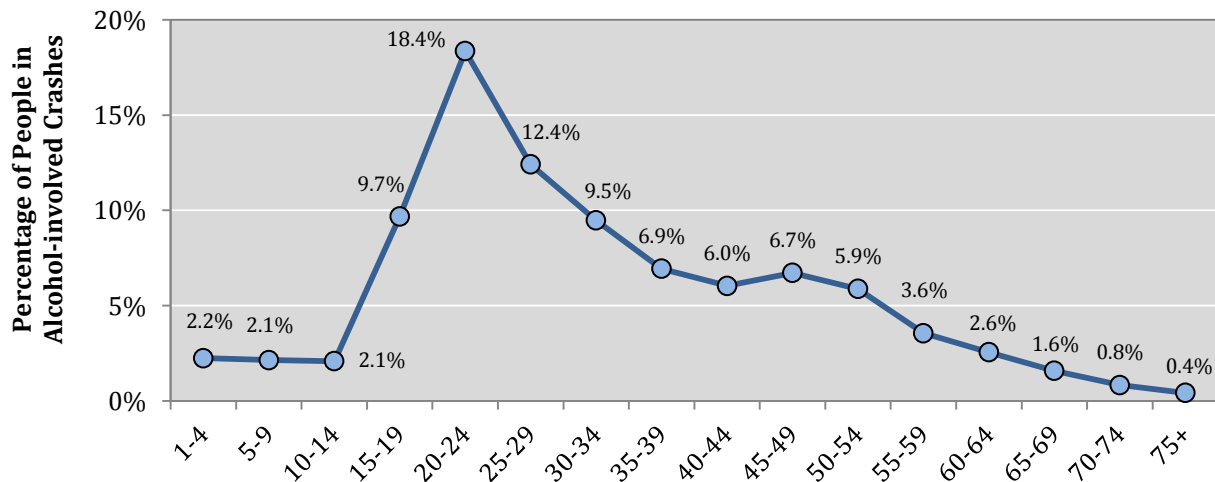


Table 33: Severity of Injury to People in Alcohol-involved Crashes by Age, 2011

Age Group	People in Alcohol-involved Crashes ¹						Percent of Total of All Ages
	Fatalities (Class K)	Incapacitating Injuries (Class A)	Visible Injuries (Class B)	Possible Injuries (Class C)	Not Injured (Class O)	Total	
1-4	3	3	14	11	84	115	2.2%
5-9	2	3	10	13	82	110	2.1%
10-14	1	6	6	12	82	107	2.1%
15-19	5	31	64	77	318	495	9.7%
20-24	32	51	140	118	598	939	18.4%
25-29	22	31	92	95	395	635	12.4%
30-34	9	31	72	74	299	485	9.5%
35-39	10	25	40	63	217	355	6.9%
40-44	13	22	27	45	202	309	6.0%
45-49	13	21	33	63	214	344	6.7%
50-54	22	19	22	53	185	301	5.9%
55-59	5	7	15	30	125	182	3.6%
60-64	7	6	11	25	82	131	2.6%
65-69	3	6	8	12	52	81	1.6%
70-74	1	6	3	5	28	43	0.8%
75+	1	0	0	4	17	22	0.4%
Unknown	3	2	5	19	434	463	9.0%
Total	152	270	562	719	3,414	5,117	100.0%

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

Figure 12: Percentage of People in Alcohol-involved Crashes by Age Group, 2011



Teens (15-19)

- In 2011, 5 teens were killed and 172 injured in alcohol-involved crashes. (Table 34)
- From 2002 to 2011, the number of alcohol-involved teen drivers⁷ in crashes decreased 48.6% (323 to 166). (Table 35, Figure 13)
- From 2002 to 2011, the rate of alcohol-involved teen drivers in crashes decreased from 4.9 to 2.6 alcohol-involved teen drivers in crashes per 1,000 licensed teen drivers. (Table 35)
- Teen male drivers were three times more likely than teen female drivers to be alcohol-involved drivers in a crash. (Table 36, Figure 14)
- The number of male alcohol-involved teen drivers has decreased by 49.6% (from 248 to 125) in the last ten years. (Table 36, Figure 14)
- In 2011, the peak hours of alcohol-involved teen drivers in crashes were from 10 p.m. to 4 a.m., and the hour of 6 a.m. (Table 37)

Table 34: Teens (15-19) in Alcohol-involved Crashes by Severity of Injury, 2011

Severity of Injuries	Injury Class	Teens (15-19) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	5	1.0%
Incapacitating Injuries	A	31	6.3%
Visible Injuries	B	64	12.9%
Possible Injuries	C	77	15.6%
Not Injured	O	318	64.2%
Total		495	100.0%

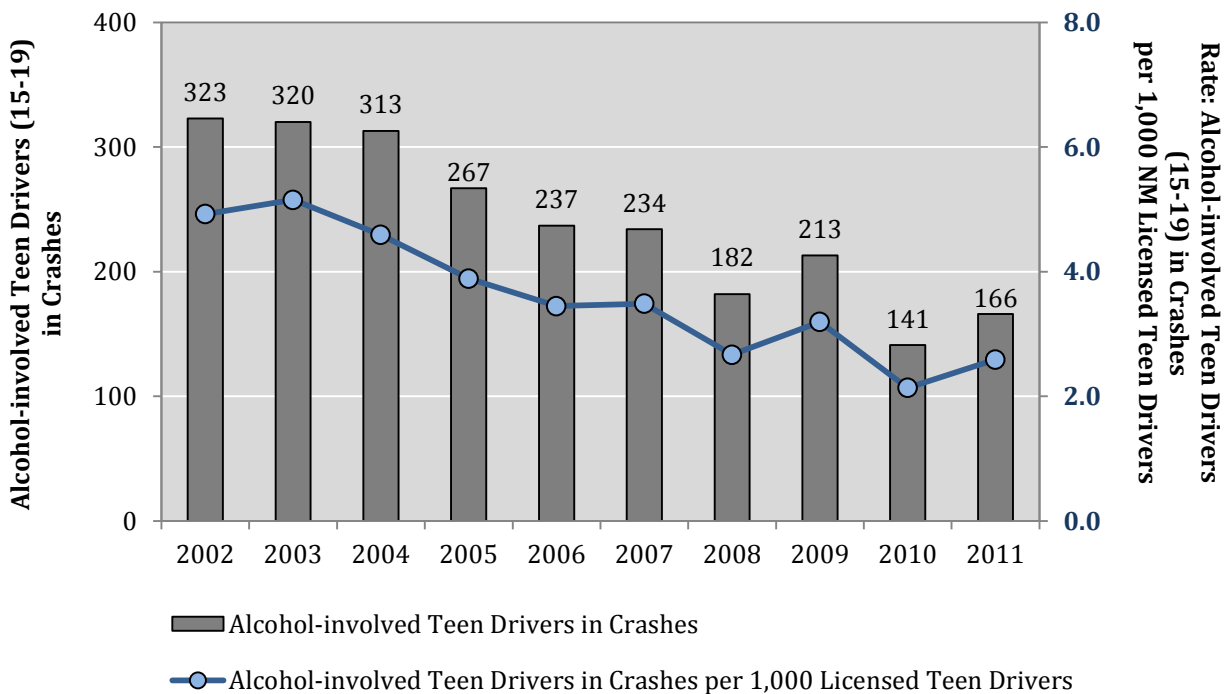
⁷ The term “alcohol-involved driver” identifies a person in control of a motor vehicle who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol.

Demographics – Teens (15-19)

Table 35: Alcohol-involved Teen Drivers⁸ (15-19) in Crashes by Crash Severity, 2002 - 2011

Year	Alcohol-involved Teen Drivers (15-19) of Vehicles in Crashes				NM 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		
2002	23	162	138	323	65,586	4.92
2003	19	151	150	320	62,113	5.15
2004	23	154	136	313	68,186	4.59
2005	12	120	135	267	68,667	3.89
2006	20	99	118	237	68,765	3.45
2007	12	105	117	234	67,133	3.49
2008	12	69	101	182	68,229	2.67
2009	12	80	121	213	66,724	3.19
2010	7	51	83	141	66,058	2.13
2011	3	68	95	166	64,091	2.59

Figure 13: Alcohol-involved Teen Drivers⁸ (15-19) in Crashes, 2002 - 2011

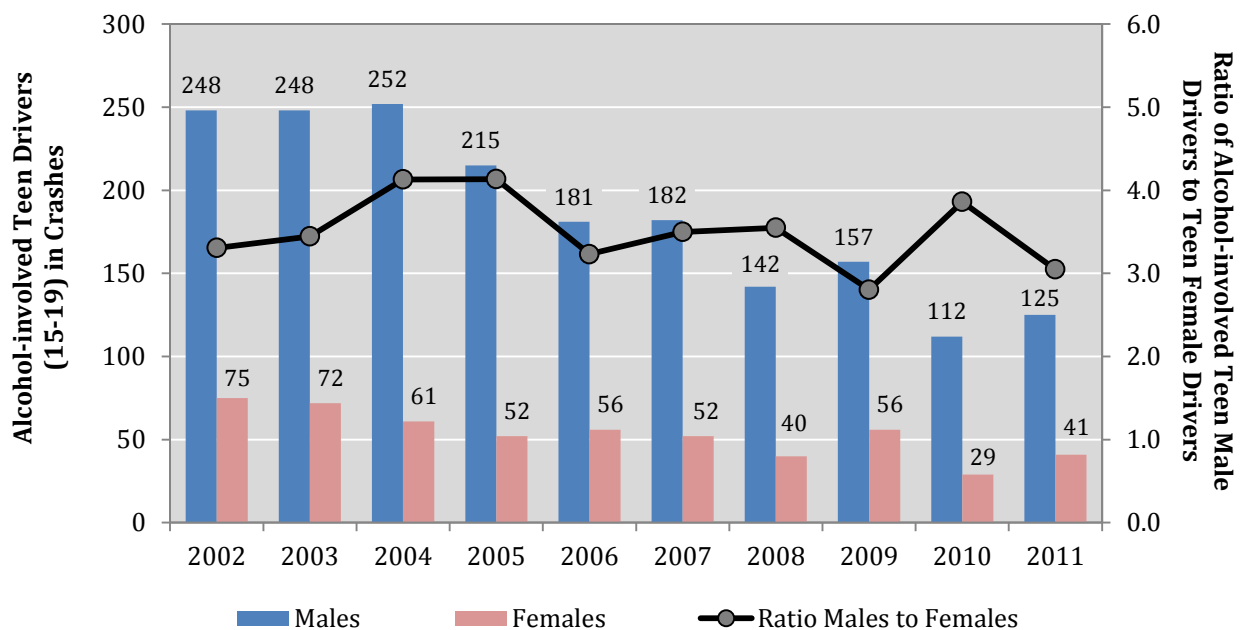


⁸ Does not include alcohol-involved teen drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 36: Alcohol-involved Teen Drivers⁹ (15-19) in Crashes by Sex, 2002 - 2011

Year	Alcohol-involved Teen Drivers (15-19) in Crashes			Ratio Males to Females
	Males	Females	Total	
2002	248	75	323	3.31
2003	248	72	320	3.44
2004	252	61	313	4.13
2005	215	52	267	4.13
2006	181	56	237	3.23
2007	182	52	234	3.50
2008	142	40	182	3.55
2009	157	56	213	2.80
2010	112	29	141	3.86
2011	125	41	166	3.05

Figure 14: Alcohol-involved Teen Drivers⁹ (15-19) in Crashes by Sex, 2002 - 2011



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 person is a pedestrian or pedalcyclist.

Table 37: Alcohol-involved Teen Drivers¹⁰ (15-19) in Crashes by Hour, 2011

Hour ¹	Alcohol-involved Teen (15-19) Drivers	
	Count	Percent
Midnight	21	12.7%
1 a.m.	15	9.0%
2 a.m.	13	7.8%
3 a.m.	12	7.2%
4 a.m.	8	4.8%
5 a.m.	8	4.8%
6 a.m.	13	7.8%
7 a.m.	4	2.4%
8 a.m.	3	1.8%
9 a.m.	4	2.4%
10 a.m.	0	0.0%
11 a.m.	1	0.6%
Noon	3	1.8%
1 p.m.	2	1.2%
2 p.m.	3	1.8%
3 p.m.	2	1.2%
4 p.m.	3	1.8%
5 p.m.	4	2.4%
6 p.m.	5	3.0%
7 p.m.	7	4.2%
8 p.m.	7	4.2%
9 p.m.	7	4.2%
10 p.m.	13	7.8%
11 p.m.	8	4.8%
Total	166	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 person is a pedestrian or pedalcyclist.

Young Adults (20-24)

- In 2011, 32 young adults were killed and 309 injured in alcohol-involved crashes. (Table 38)
- From 2002 to 2011, the number of alcohol-involved young adult drivers¹¹ in crashes decreased 30.5% (662 to 460). (Table 39, Figure 15)
- From 2002 to 2011, the rate of alcohol-involved young adult drivers in crashes decreased from 6.0 to 3.8 alcohol-involved young adult drivers in crashes per 1,000 licensed young adult drivers. (Table 39)
- Young adult male drivers were 2.3 times more likely than young adult female drivers to be alcohol-involved drivers in a crash. (Table 40)
- The number of male alcohol-involved young adult drivers in crashes has decreased by 39.7% (from 534 to 322) in the last ten years. (Table 40)
- In 2011, the time of day with the fewest alcohol-involved young adult drivers in crashes was from 8 a.m. to 2 p.m. (Table 41)

Table 38: Young Adults (20-24) in Alcohol-involved Crashes by Severity of Injury, 2011

Severity of Injuries	Injury Class	Young Adults (20-24) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	32	3.4%
Incapacitating Injuries	A	51	5.4%
Visible Injuries	B	140	14.9%
Possible Injuries	C	118	12.6%
Not Injured	O	598	63.7%
Total		939	100.0%

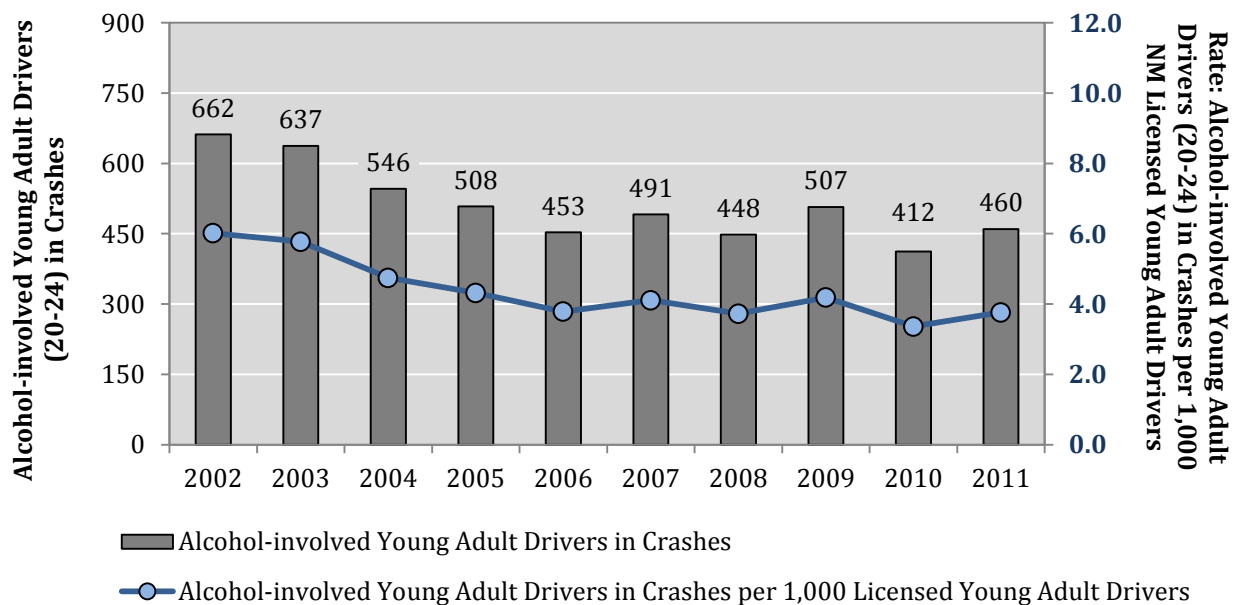
¹¹ The term “alcohol-involved driver” identifies a person in control of a motor vehicle who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol.

Demographics – Young Adults (20-24)

Table 39: Alcohol-involved Young Adult Drivers¹² (20-24) in Crashes by Severity, 2002 - 2011

Year	Alcohol-involved Young Adult Drivers ¹ (20-24) of Vehicles in Crashes				NM Licensed Young Adult Drivers 15-19	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 Drivers in Crashes		
2002	37	319	306	662	110,060	6.01
2003	29	316	292	637	110,348	5.77
2004	31	250	265	546	115,090	4.74
2005	31	236	241	508	117,677	4.32
2006	33	208	212	453	119,628	3.79
2007	26	200	265	491	119,495	4.11
2008	22	196	230	448	120,296	3.72
2009	25	210	272	507	121,192	4.18
2010	22	168	222	412	122,562	3.36
2011	18	206	236	460	122,293	3.76

Figure 15: Alcohol-involved Young Adult Drivers¹² (20-24) in Crashes, 2002 - 2011



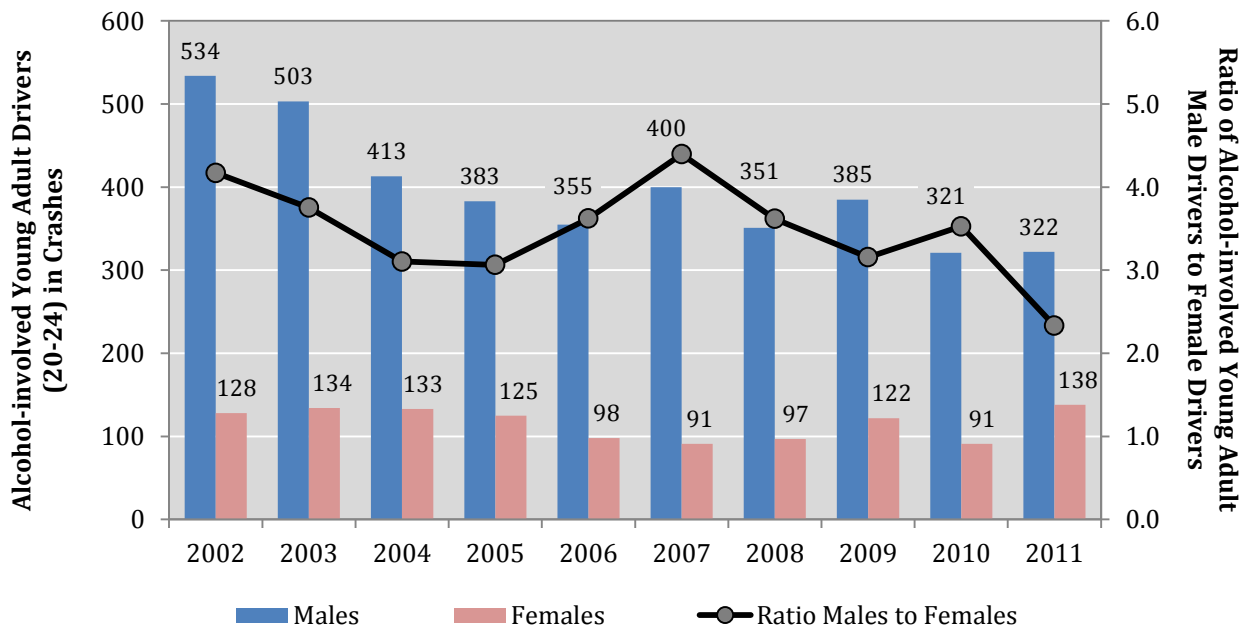
¹² Does not include young adult drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Demographics – Young Adults (20-24)

Table 40: Alcohol-involved Young Adult Drivers¹³ (20-24) in Crashes by Sex, 2002 - 2011

Year	Alcohol-involved Young Adult Drivers (20-24) in Crashes			Ratio Males to Females
	Males	Females	Total	
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
2011	322	138	460	2.33

Figure 16: Alcohol-involved Young Adult Drivers¹³ (20-24) in Crashes by Sex, 2002 - 2011



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 person is a pedestrian or pedalcyclist.

Demographics – Young Adults (20-24)

Table 41: Alcohol-involved Young Adult Drivers¹⁴ (20-24) by Hour, 2011

Hour ¹	Alcohol-involved Young Adult (20-24) Drivers	
	Count	Percent
Midnight	49	10.7%
1 a.m.	46	10.0%
2 a.m.	45	9.8%
3 a.m.	36	7.8%
4 a.m.	23	5.0%
5 a.m.	14	3.0%
6 a.m.	9	2.0%
7 a.m.	12	2.6%
8 a.m.	5	1.1%
9 a.m.	3	0.7%
10 a.m.	4	0.9%
11 a.m.	3	0.7%
Noon	4	0.9%
1 p.m.	5	1.1%
2 p.m.	9	2.0%
3 p.m.	12	2.6%
4 p.m.	16	3.5%
5 p.m.	12	2.6%
6 p.m.	14	3.0%
7 p.m.	23	5.0%
8 p.m.	29	6.3%
9 p.m.	17	3.7%
10 p.m.	30	6.5%
11 p.m.	40	8.7%
Total	460	100.0%

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

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

Motorcyclists

- Motorcycle-involved crashes accounted for 5.0% of all alcohol-involved crashes in 2011. (Table 42)
- Of the 116 alcohol-involved motorcycle crashes, 18.1% (21) were fatal crashes and 66.4% (77) were injury crashes. (Table 43)

Table 42: Alcohol-involved Motorcycle Crashes¹⁵, 2011

Motorcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Motorcycle-involved	116	5.0%
Motorcycle Not Involved	2,204	95.0%
Total Alcohol-involved Crashes	2,320	100.0%

Table 43: Alcohol-involved Motorcycle Crashes¹⁵ by Crash Severity, 2011

Crash Severity	Alcohol-involved Motorcycle Crashes	
	Count	Percent
Fatal Crashes	21	18.1%
Injury Crashes	77	66.4%
Property Damage Only Crashes	18	15.5%
Total Motorcycle-involved Crashes	116	100.0%

¹⁵ 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.

Demographics – Motorcyclists

Table 44: Alcohol-involved Motorcycle Crashes¹⁶, 2002 - 2011

Year	Total Motorcycle-involved Crashes	Alcohol-involved Motorcycle Crashes	Percent Alcohol-involved
2002	977	123	12.6%
2003	966	100	10.4%
2004	1,042	95	9.1%
2005	1,119	65	5.8%
2006	1,261	100	7.9%
2007	1,261	112	8.9%
2008	1,485	130	8.8%
2009	1,381	109	7.9%
2010	1,223	104	8.5%
2011	1,319	116	8.8%

- Since 2006, alcohol-involved motorcycle crashes were 8% to 9% of all motorcycle crashes. (Table 44)
- Over half of all alcohol-involved motorcycle crashes occurred in four counties - Bernalillo, San Juan, Santa Fe, and Doña Ana. (Table 45)

Table 45: Top Five Counties for Alcohol-involved Motorcycle Crashes¹⁶, 2007 - 2011

2011 Rank	County	Alcohol-involved Motorcycle Crashes					2011 Population	Alcohol-involved Motorcycle Crashes per 100,000 County Residents
		2007	2008	2009	2010	2011		
1	Bernalillo	35	40	33	17	34	669,880	5.1
2	San Juan	11	9	11	11	15	128,063	11.7
3	Santa Fe	7	7	4	9	10	145,319	6.9
3	Doña Ana	9	14	16	12	10	212,944	4.7
5	Otero	3	6	2	4	8	65,558	12.2
All Other Counties		47	54	43	51	39	856,910	4.6
Statewide Total		112	130	109	104	116	2,078,674	5.6

¹⁶ 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.

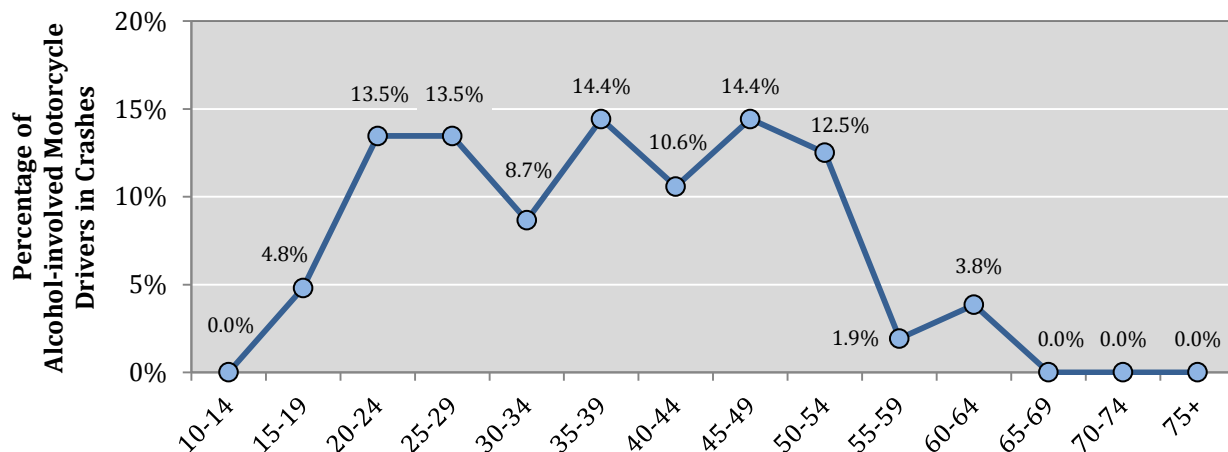
Demographics – Motorcyclists

Table 46: Alcohol-involved Motorcycle Driver¹⁷ Rates, 2007 - 2011

Year	Alcohol-involved Motorcycle Drivers in Crashes	New Mexico Registered Motorcycles	New Mexico Licensed Motorcycle Drivers	Alcohol-involved Motorcycle Driver Rates	
				Rate per 1,000 Registered Motorcycles	Rate per 1,000 Licensed Motorcycle Drivers
2007	99	46,779	95,577	2.12	1.04
2008	120	47,176	99,280	2.54	1.21
2009	95	54,049	103,500	1.76	0.92
2010	93	53,391	106,001	1.74	0.88
2011	104	64,912	108,700	1.60	0.96

- The rate of alcohol-involved motorcycle drivers (per 1,000 registered motorcycles) has been decreasing over the last four years. (Table 46)
- The age of most alcohol-involved motorcycle drivers equally spans from age 20 to age 54. Teens and young adults *are not* more likely to be alcohol-involved motorcycle drivers in crashes, compared to all other age groups. (Figure 17)
- Males were almost all alcohol-involved motorcycle drivers in 2011. (Table 47)

Figure 17: Percentage of Alcohol-involved Motorcycle Drivers¹⁷ in Crashes by Age Group, 2011



¹⁷ The term “alcohol-involved motorcycle driver” identifies a motorcycle driver who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

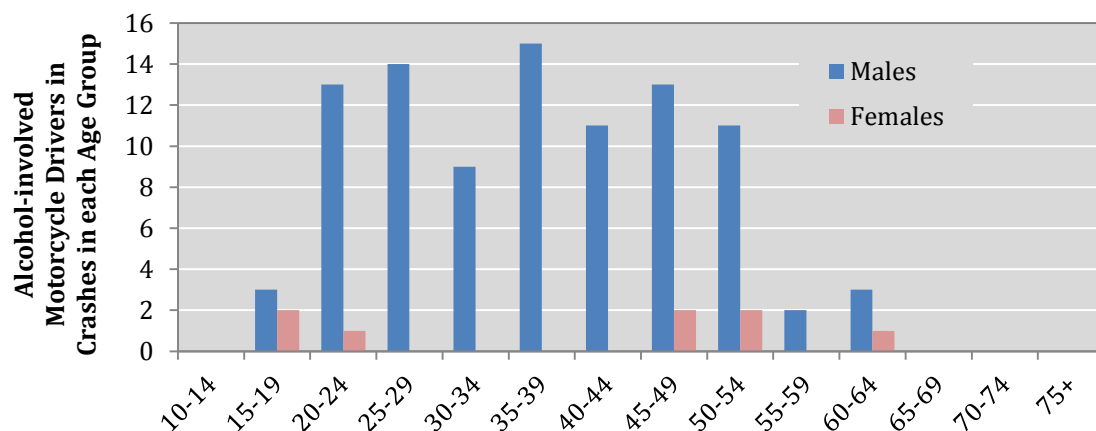
Demographics – Motorcyclists

Table 47: Alcohol-involved Motorcycle Drivers¹⁸ in Crashes by Age and Sex, 2011

Age Group	Alcohol-involved Motorcycle Drivers in Crashes								Ratio ¹ Males to Females
	Males		Females		Unknown		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	3	3.2%	2	25.0%	0	0.0%	5	4.8%	1.5
20-24	13	13.8%	1	12.5%	0	0.0%	14	13.5%	13.0
25-29	14	14.9%	0	0.0%	0	0.0%	14	13.5%	-
30-34	9	9.6%	0	0.0%	0	0.0%	9	8.7%	-
35-39	15	16.0%	0	0.0%	0	0.0%	15	14.4%	-
40-44	11	11.7%	0	0.0%	0	0.0%	11	10.6%	-
45-49	13	13.8%	2	25.0%	0	0.0%	15	14.4%	6.5
50-54	11	11.7%	2	25.0%	0	0.0%	13	12.5%	5.5
55-59	2	2.1%	0	0.0%	0	0.0%	2	1.9%	-
60-64	3	3.2%	1	12.5%	0	0.0%	4	3.8%	3.0
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%	2	100.0%	2	1.9%	-
Total	94	100.0%	8	100.0%	2	100.0%	104	100.0%	11.8

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

Figure 18: Alcohol-involved Motorcycle Drivers¹⁸ in Crashes by Age and Sex, 2011



¹⁸ The term “alcohol-involved motorcycle driver” identifies a motorcycle driver who was cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Pedestrians

- Alcohol-involved pedestrian crashes accounted for 3.2% of all alcohol-involved crashes in 2011. (Table 48)
- Of the 74 alcohol-involved pedestrian crashes in 2011, 29.7% (22) were fatal crashes and 62.2% (46) were injury crashes. (Table 49)

Table 48: Alcohol-involved Pedestrian Crashes¹⁹, 2011

Pedestrian Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedestrian-involved	74	3.2%
Pedestrian Not Involved	2,246	96.8%
Total Alcohol-involved Crashes	2,320	100.0%

Table 49: Alcohol-involved Pedestrian¹⁹ Crashes by Crash Severity, 2011

Crash Severity	Alcohol-involved Pedestrian Crashes	
	Count	Percent
Fatal Crashes	22	29.7%
Injury Crashes	46	62.2%
Property Damage Only Crashes	6	8.1%
Total Pedestrian-involved Crashes	74	100.0%

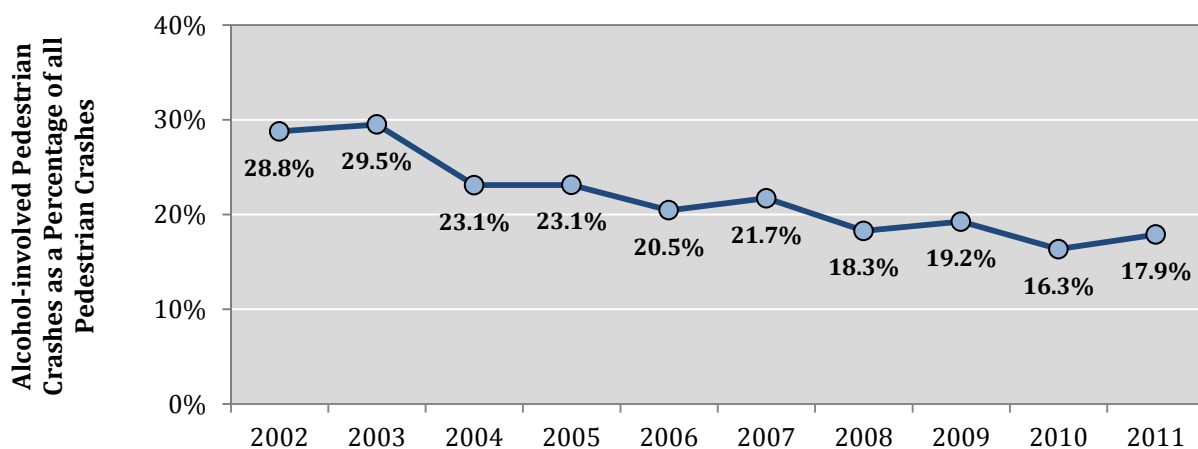
¹⁹ An alcohol-involved pedestrian crash is a crash involving one or more pedestrians where any driver or pedestrian in the crash was alcohol-involved.

Table 50: Alcohol-involved Pedestrian Crashes²⁰, 2002 - 2011

Year	Pedestrian-involved Crashes		
	Total	Alcohol-involved	Percent Alcohol-involved
2002	504	145	28.8%
2003	478	141	29.5%
2004	511	118	23.1%
2005	450	104	23.1%
2006	484	99	20.5%
2007	488	106	21.7%
2008	487	89	18.3%
2009	504	97	19.2%
2010	416	68	16.3%
2011	414	74	17.9%

- In 2011, 17.9% of all pedestrian-involved crashes were alcohol-involved, down from 28.8% in 2002. (Table 50, Figure 19)
- Alcohol-involved pedestrian crashes have been steadily decreasing over the past decade, from 145 crashes in 2002 to 74 in 2011. (Table 50)

Figure 19: Alcohol-involved Pedestrian Crashes²⁰, 2002 - 2011



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

Table 51: Top Five Counties for Alcohol-involved Pedestrian Crashes, 2007 - 2011

2011 Rank	County	Alcohol-involved Pedestrian Crashes ¹					2011 Population	Alcohol-involved Pedestrian Crashes per 100,000 County Residents
		2007	2008	2009	2010	2011		
1	Bernalillo	45	40	43	31	32	669,880	4.8
2	San Juan	10	5	6	8	9	128,063	7.0
3	Santa Fe	12	12	11	8	7	145,319	4.8
4	McKinley	19	8	17	6	6	73,622	8.1
5	Rio Arriba	2	0	2	0	3	40,353	7.4
5	Doña Ana	3	3	1	3	3	212,944	1.4
All Other Counties		15	21	17	12	14	808,493	1.7
Statewide Total		106	89	97	68	74	2,078,674	3.6

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

- Over 70% of all alcohol-involved pedestrian crashes occurred in four counties - Bernalillo, San Juan, Santa Fe, and McKinley. (Table 51)
- 80% of all pedestrians *in alcohol-involved crashes* were alcohol-involved themselves. (Table 52)
- 22% of alcohol-involved pedestrians in crashes were ages 45-49. (Figure 20, Table 53)
- In 2011, 79.7% of alcohol-involved pedestrians in crashes were male. (Table 53)

Table 52: Alcohol-involved Pedestrians in Alcohol-involved Crashes, 2007 - 2011

Year	Pedestrians in Crashes		
	Alcohol-involved Pedestrians ¹	Pedestrians in Alcohol-involved Crashes ²	Percent of Alcohol-involved Pedestrians ³
2007	99	112	88.4%
2008	78	91	85.7%
2009	78	104	75.0%
2010	67	75	89.3%
2011	59	74	79.7%

¹ A pedestrian who was under the influence of alcohol at the time of the crash.

² Either the vehicle driver or pedestrian was under the influence of alcohol.

³ The percentage of alcohol-involved pedestrians out of all pedestrians in alcohol-involved crashes.

Figure 20: Alcohol-involved Pedestrians²¹ in Crashes by Age, 2011

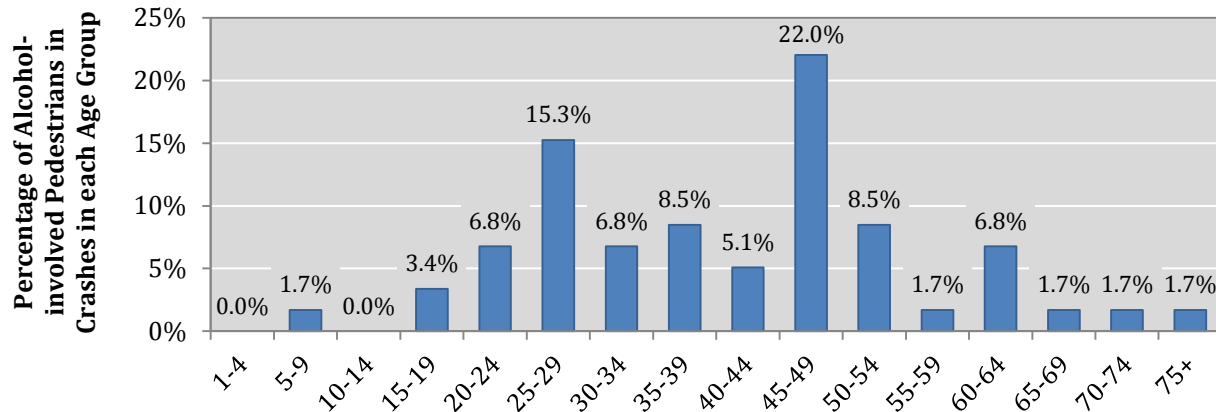


Table 53: Percentage of Alcohol-involved Pedestrians²¹ in Crashes by Age, 2011

Age Group	Alcohol-involved Pedestrians in Crashes								Ratio Males to Females ¹
	Males		Females		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	1	2.1%	0	0.0%	0	0.0%	1	1.7%	-
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	1	2.1%	1	11.1%	0	0.0%	2	3.4%	1.0
20-24	4	8.5%	0	0.0%	0	0.0%	4	6.8%	-
25-29	8	17.0%	1	11.1%	0	0.0%	9	15.3%	8.0
30-34	3	6.4%	1	11.1%	0	0.0%	4	6.8%	3.0
35-39	4	8.5%	1	11.1%	0	0.0%	5	8.5%	4.0
40-44	3	6.4%	0	0.0%	0	0.0%	3	5.1%	-
45-49	10	21.3%	3	33.3%	0	0.0%	13	22.0%	3.3
50-54	4	8.5%	1	11.1%	0	0.0%	5	8.5%	4.0
55-59	1	2.1%	0	0.0%	0	0.0%	1	1.7%	-
60-64	4	8.5%	0	0.0%	0	0.0%	4	6.8%	-
65-69	1	2.1%	0	0.0%	0	0.0%	1	1.7%	-
70-74	1	2.1%	0	0.0%	0	0.0%	1	1.7%	-
75+	0	0.0%	1	11.1%	0	0.0%	1	1.7%	-
Unknown	2	4.3%	0	0.0%	3	100.0%	5	8.5%	-
Total	47	100.0%	9	100.0%	3	100.0%	59	100.0%	5.2

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

²¹ 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.

Pedalcyclists (Bicyclists)

- Alcohol-involved pedalcycle crashes accounted for 0.9% of all alcohol-involved crashes in 2011. (Table 54)
- Of the 21 alcohol-involved pedalcycle crashes, 0% were fatal crashes and 95.2% (20) were injury crashes. (Table 55)

Table 54: Alcohol-involved Pedalcycle Crashes²², 2011

Pedalcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedalcycle-involved	21	0.9%
Pedalcycle Not Involved	2,299	99.1%
Total Alcohol-involved Crashes	2,320	100.0%

Table 55: Alcohol-involved Pedalcycle Crashes²² by Crash Severity, 2011

Crash Severity	Alcohol-involved Pedalcycle Crashes	
	Count	Percent
Fatal Crashes	0	0.0%
Injury Crashes	20	95.2%
Property Damage Only Crashes	1	4.8%
Total Crashes	21	100.0%

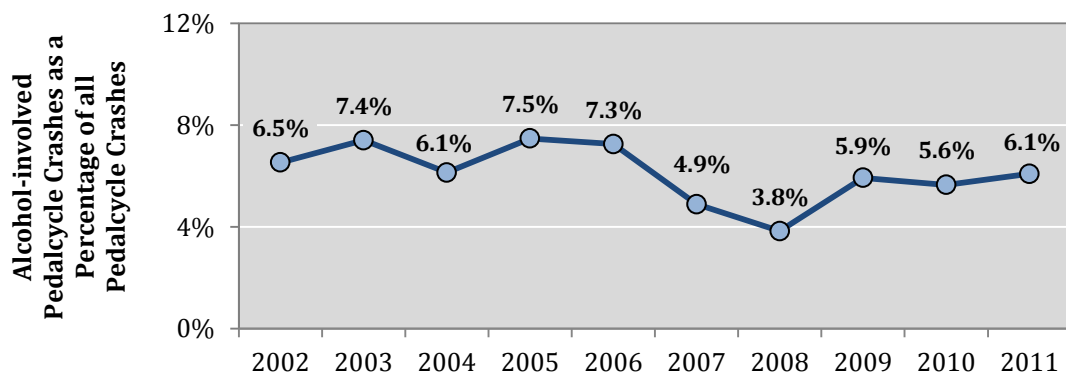
²² An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists where any vehicle driver or pedalcyclist in the crash was alcohol-involved.

Table 56: Alcohol-involved Pedalcycle Crashes²³, 2011

Year	Pedalcycle-involved Crashes		
	Total	Alcohol-involved	Percent Alcohol-involved
2002	352	23	6.5%
2003	270	20	7.4%
2004	391	24	6.1%
2005	388	29	7.5%
2006	386	28	7.3%
2007	368	18	4.9%
2008	391	15	3.8%
2009	371	22	5.9%
2010	354	20	5.6%
2011	345	21	6.1%

- In 2011, 6.1% of all pedalcycle-involved crashes were also alcohol-involved. (Table 56, Figure 21)
- Over the past decade, alcohol-involved pedalcycle crashes decreased in 2007 and 2008 (to 18 and 15 crashes, respectively) but otherwise ranged between 20 and 29 crashes (6% to 7.5% of all pedalcycle crashes). (Table 56, Figure 21)

Figure 21: Alcohol-involved Pedalcycle Crashes²³, 2002 - 2011



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

Table 57: Top Five Counties for Alcohol-involved Pedalcycle Crashes, 2007 - 2011

2011 Rank	County	Alcohol-involved Pedalcycle Crashes ¹					2011 Population	Alcohol-involved Pedalcycle Crashes per 100,000 County Residents
		2007	2008	2009	2010	2011		
1	Bernalillo	7	5	13	7	10	669,880	1.5
2	Santa Fe	2	1	2	3	2	145,319	1.4
2	Taos	0	0	0	2	2	32,927	6.1
2	Grant	1	0	0	0	2	29,430	6.8
2	Doña Ana	2	1	2	2	2	212,944	0.9
All Other Counties		6	8	5	6	3	988,174	0.3
Statewide Total		18	15	22	20	21	2,078,674	1.0

¹ An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists where any driver or pedalcyclist in the crash was alcohol-involved.

- Half of all alcohol-involved pedalcycle crashes occurred in Bernalillo County. (Table 57)
- 95% of all pedalcyclists *in alcohol-involved crashes* were alcohol-involved themselves. (Table 58)
- In 2011, 90% of alcohol-involved pedalcyclists in crashes were male. (Table 59)

Table 58: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2007 - 2011

Year	Pedalcyclists in Crashes		
	Alcohol-involved Pedalcyclists ¹	Pedalcyclists in Alcohol-involved Crashes ²	Percent of Alcohol-involved Pedalcyclists ³
2007	15	18	83.3%
2008	13	15	86.7%
2009	14	23	60.9%
2010	18	21	85.7%
2011	20	21	95.2%

¹ A pedalcyclist who was under the influence of alcohol at the time of the crash.

² Either the vehicle driver or pedalcyclist was under the influence of alcohol.

³ The percentage of alcohol-involved pedalcyclists out of all pedalcyclists in alcohol-involved crashes.

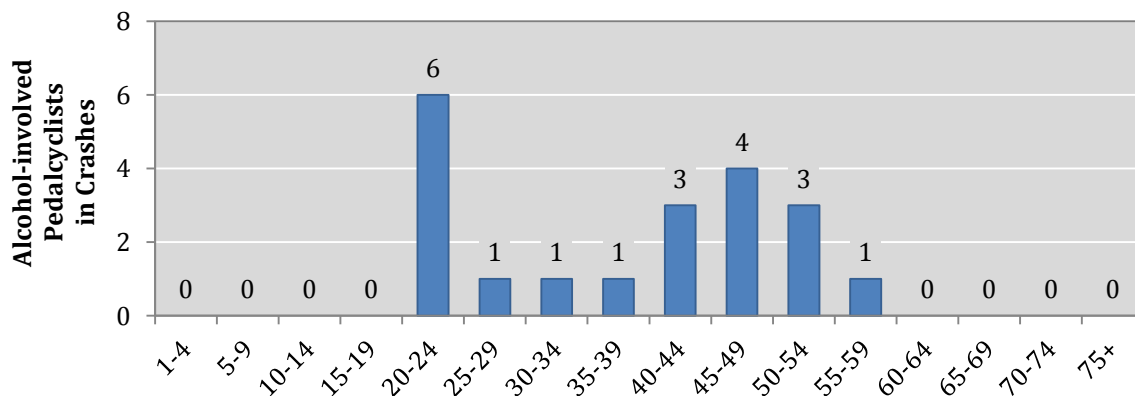
Demographics – Pedalcyclists

Table 59: Alcohol-involved Pedalcyclists²⁴ in Crashes by Age and Sex, 2011

Age Group	Alcohol-involved Pedalcyclists in Crashes								Ratio ¹ Males to Females
	Males		Females		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	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
20-24	5	27.8%	1	100.0%	0	0.0%	6	30.0%	5.0
25-29	1	5.6%	0	0.0%	0	0.0%	1	5.0%	-
30-34	1	5.6%	0	0.0%	0	0.0%	1	5.0%	-
35-39	1	5.6%	0	0.0%	0	0.0%	1	5.0%	-
40-44	3	16.7%	0	0.0%	0	0.0%	3	15.0%	-
45-49	4	22.2%	0	0.0%	0	0.0%	4	20.0%	-
50-54	3	16.7%	0	0.0%	0	0.0%	3	15.0%	-
55-59	0	0.0%	0	0.0%	1	100.0%	1	5.0%	-
60-64	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
65-69	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Unknown	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	18	100.0%	1	100.0%	1	100.0%	20	100.0%	18.0

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

Table 60: Alcohol-involved Pedalcyclists²⁴ in Crashes by Age Group, 2011



²⁴ The term “alcohol-involved pedalcyclists” is a pedalcyclist who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Demographics – Alcohol-involved Drivers

Alcohol-involved Drivers

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

- Male drivers were 72.4% of all alcohol-involved drivers in crashes in 2011. (Table 61)
- Out-of-state drivers were 6.7% of all alcohol-involved drivers in 2011. (Table 62)

Table 61: Alcohol-involved Drivers²⁵ in Crashes by Sex, 2011

Sex	Alcohol-involved Drivers	
	Count	Percent
Males	1,428	72.4%
Females	545	27.6%
Total Drivers	1,973	100.0%

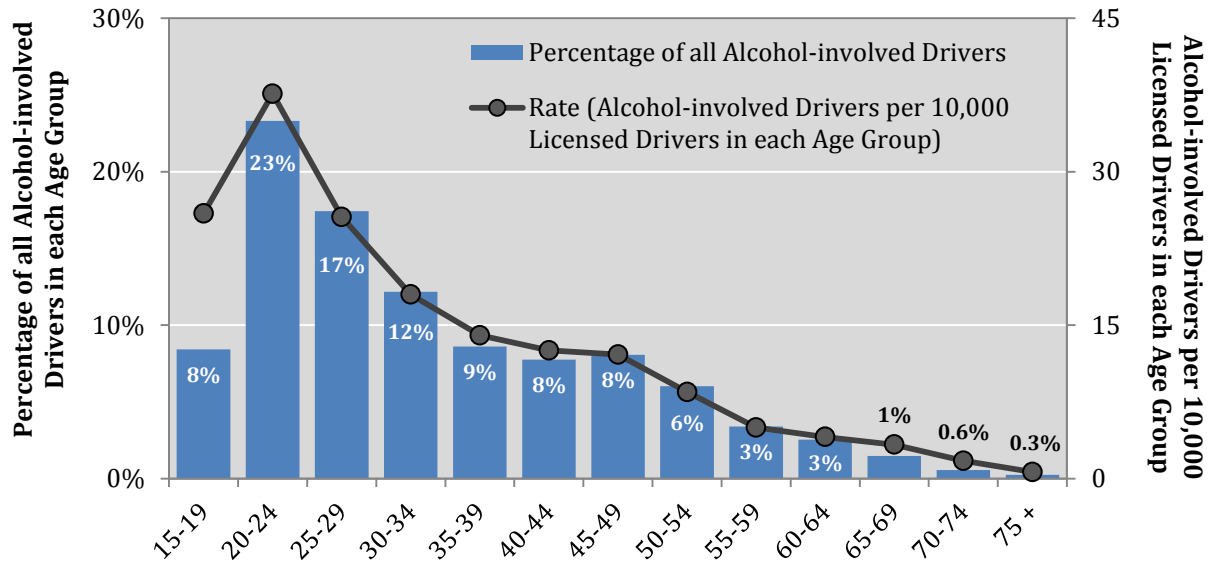
Table 62: Alcohol-involved Drivers²⁵ in Crashes by License Type and Residence, 2011

Driver Type of License	Alcohol-involved Drivers (Residents and Non-Residents)							
	New Mexico Resident		Out of State		Unknown Residence		Total Drivers	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Operator	1,575	96.2%	62	3.8%	1	0.1%	1,638	100%
CDL Class A	35	83.3%	7	16.7%	0	0.0%	42	100%
CDL Class B	9	81.8%	2	18.2%	0	0.0%	11	100%
CDL Class C	24	41.4%	34	58.6%	0	0.0%	58	100%
Learner's Permit	2	66.7%	1	33.3%	0	0.0%	3	100%
ID (Non-license)	171	89.5%	20	10.5%	0	0.0%	191	100%
No License	5	100.0%	0	0.0%	0	0.0%	5	100%
Unknown	152	75.2%	19	9.4%	31	15.3%	202	100%
Total Drivers	1,973	91.8%	145	6.7%	32	1.5%	2,150	100%

²⁵ 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 (excepting Table 62), or 4) the person is a pedestrian or pedalcyclist.

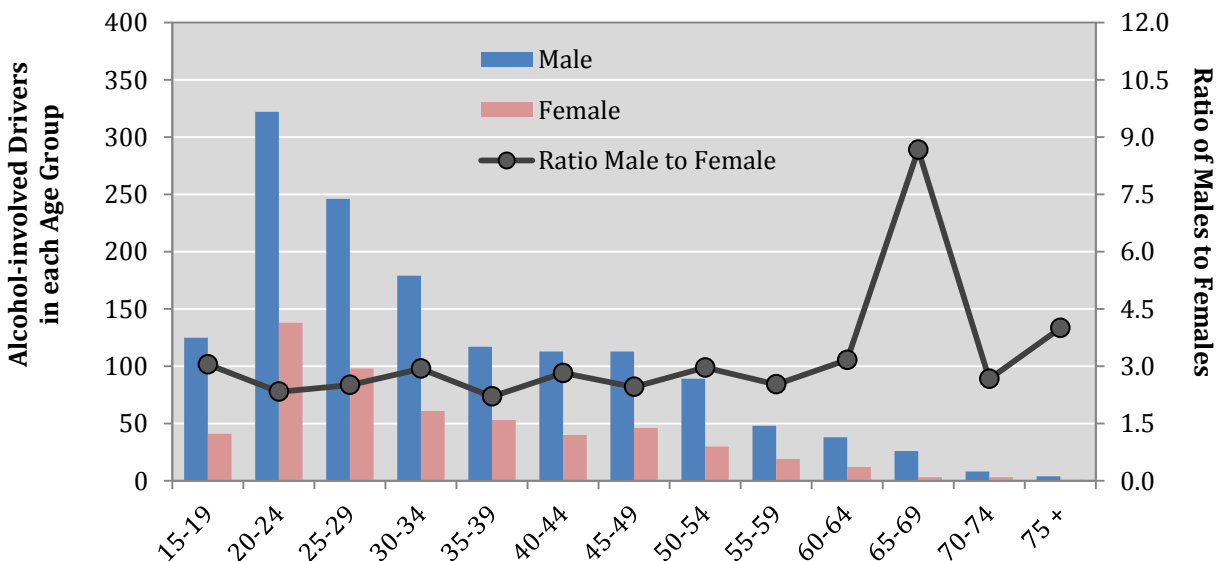
Demographics – Alcohol-involved Drivers

Figure 22: Percentage and Rate of Alcohol-involved Drivers in Crashes by Age Group, 2011



- The 20-24 age group had both the highest number and rate of alcohol-involved drivers in crashes in 2011. (Table 63, Figure 22, Figure 24)
- The 15-19 age group only accounted for 8.4% of all alcohol-involved drivers in crashes, but had one of the highest alcohol-involved driver crash rates. (Table 63, Figure 22)

Figure 23: Alcohol-involved Drivers in Crashes by Age and Sex, 2011



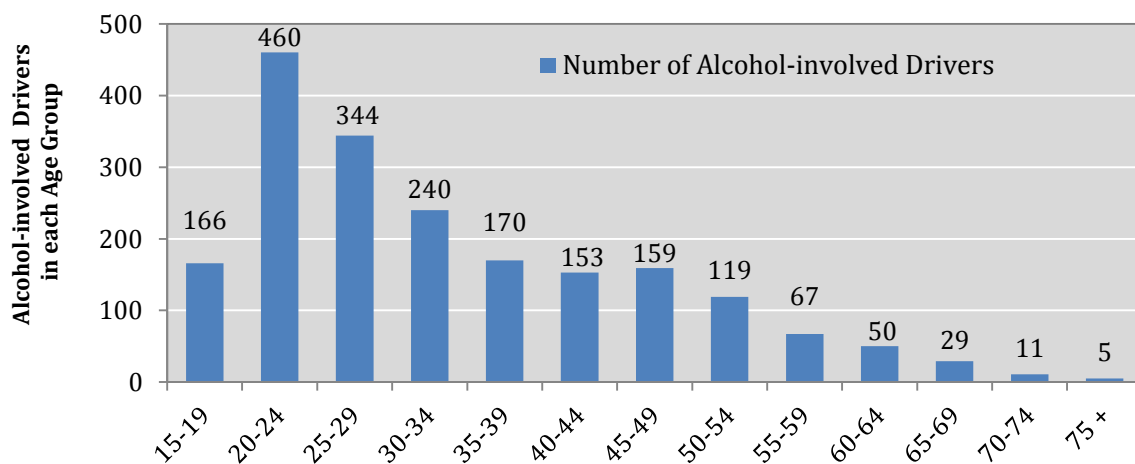
Demographics – Alcohol-involved Drivers

Table 63: Alcohol-involved Drivers²⁶ in Crashes by Age and Sex, 2011

Driver Age Group	Alcohol-involved Drivers in Crashes			Ratio Male to Female	Percentage of Drivers in each Age Group by Sex ¹			2011 Licensed Drivers	Rate (Alcohol-involved Drivers per 10,000 Licensed Drivers in each Age Group)
	Male	Female	Total		Male	Female	Total		
15-19	125	41	166	3.0	8.8%	7.5%	8.4%	64,091	25.9
20-24	322	138	460	2.3	22.5%	25.3%	23.3%	122,293	37.6
25-29	246	98	344	2.5	17.2%	18.0%	17.4%	134,512	25.6
30-34	179	61	240	2.9	12.5%	11.2%	12.2%	133,428	18.0
35-39	117	53	170	2.2	8.2%	9.7%	8.6%	121,500	14.0
40-44	113	40	153	2.8	7.9%	7.3%	7.8%	122,109	12.5
45-49	113	46	159	2.5	7.9%	8.4%	8.1%	131,145	12.1
50-54	89	30	119	3.0	6.2%	5.5%	6.0%	140,645	8.5
55-59	48	19	67	2.5	3.4%	3.5%	3.4%	134,089	5.0
60-64	38	12	50	3.2	2.7%	2.2%	2.5%	122,843	4.1
65-69	26	3	29	8.7	1.8%	0.6%	1.5%	87,550	3.3
70-74	8	3	11	2.7	0.6%	0.6%	0.6%	63,183	1.7
75 +	4	1	5	4.0	0.3%	0.2%	0.3%	78,051	0.6
Total	1,428	545	1,973	2.6	100%	100%	100%	1,455,481	13.6

¹ For reference, 8.8% (125 out of 1,428) of alcohol-involved male drivers were in the 15 to 19 age range.

Figure 24: Alcohol-involved Drivers in Crashes by Age Group, 2011



²⁶ 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 person is a pedestrian or pedalcyclist.

Demographics – Alcohol-involved Drivers

Table 64: Alcohol-involved Drivers in Crashes by Age Group, 2002 - 2011

Driver Age Group	Alcohol-involved Drivers in Crashes										Percent Change 2002-2011
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	
15 - 19	323	320	313	267	237	234	182	213	141	166	-48.6%
20 - 24	662	637	546	508	453	491	448	507	412	460	-30.5%
25 - 29	362	349	365	314	344	330	320	383	304	344	-5.0%
30 - 34	310	301	303	209	214	177	199	271	244	240	-22.6%
35 - 39	291	268	266	186	193	176	170	192	163	170	-41.6%
40 - 44	271	260	256	210	169	174	149	176	159	153	-43.5%
45 - 49	207	188	181	154	148	168	158	170	140	159	-23.2%
50 - 54	125	127	133	100	117	103	94	111	122	119	-4.8%
55 - 59	65	79	78	64	58	76	65	73	74	67	3.1%
60 - 64	43	39	45	41	29	25	36	44	41	50	16.3%
65 - 69	27	31	20	18	19	13	14	21	25	29	7.4%
70 - 74	14	9	17	15	10	17	10	8	6	11	-21.4%
75 +	12	20	14	6	10	8	8	14	4	5	-58.3%
Total	2,712	2,628	2,537	2,092	2,001	1,992	1,853	2,183	1,835	1,973	-27.2%



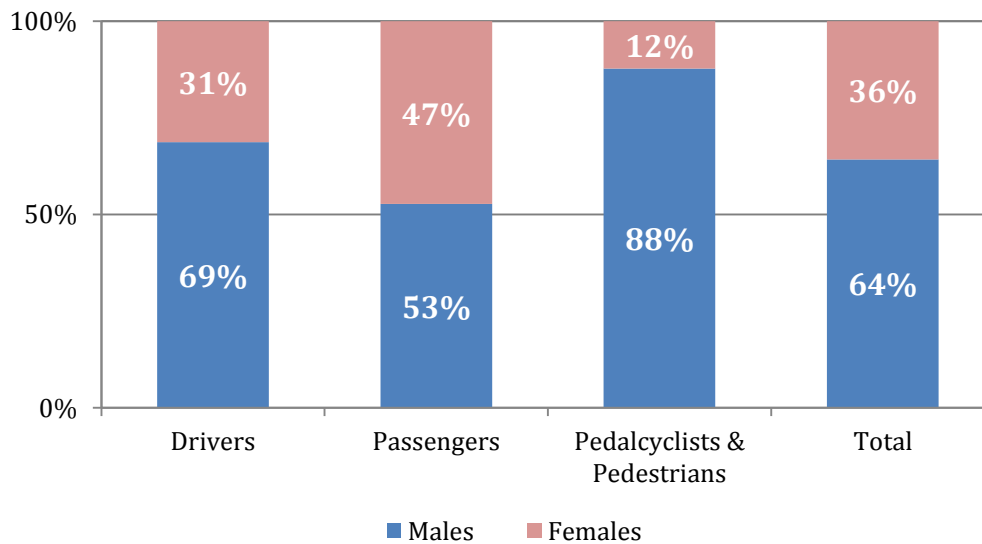
Demographics – Seat Position, Belt Usage

Seat Position and Belt Usage

Table 65: People in Alcohol-involved Crashes by Sex and Seat Position, 2011

Occupant Seat Position	People in Alcohol-involved Crashes				Ratio Males to Females
	Males	Females	Unknown	Total	
Vehicle Occupants					
Drivers	2,068	982	114	3,164	2.1
Front Seat Passengers	459	399	4	862	1.2
All Other Passengers	280	250	31	561	1.1
Motorcyclists					
Motorcycle Drivers	110	9	3	122	12.2
Motorcycle Passengers	5	18	0	23	0.3
Nonmotorists					
Pedalcyclists	18	1	2	21	18.0
Pedestrians	61	10	3	74	6.1
Unknown	45	36	209	290	1.3
Total	3,046	1,705	366	5,117	1.8

Figure 25: Percentage²⁷ of People in Alcohol-involved Crashes by Sex and Seat Position, 2011



²⁷ The percentages displayed in Figure 25 omit the 'Unknown' totals listed in Table 65.

Demographics – Seat Position, Belt Usage

- There were 110 male and 9 female motorcycle drivers in alcohol-involved crashes in 2011 resulting in a male to female motorcycle driver ratio of 12.2 to 1. (Table 65)
- There were 18 male and 1 female pedalcyclists in alcohol-involved crashes in 2011 resulting in a male to female pedalcyclist ratio of 18.0 to 1. (Table 65)
- There were 41 male and 9 female unbelted fatalities in alcohol-involved crashes in 2011, primarily in the 20-29 age group (both sexes) and 50-54 age group (males only). (Table 66)

Table 66: Unbelted Fatalities²⁸ in Alcohol-involved Crashes by Age and Sex, 2011

Age Group	Unbelted Fatalities in Alcohol-involved Crashes						Ratio Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	1	2.4%	1	11.1%	2	4.0%	1.0
5-9	0	0.0%	0	0.0%	0	0.0%	-
10-14	1	2.4%	0	0.0%	1	2.0%	-
15-19	0	0.0%	1	11.1%	1	2.0%	-
20-24	12	29.3%	2	22.2%	14	28.0%	6.0
25-29	9	22.0%	3	33.3%	12	24.0%	3.0
30-34	1	2.4%	0	0.0%	1	2.0%	-
35-39	2	4.9%	1	11.1%	3	6.0%	2.0
40-44	3	7.3%	0	0.0%	3	6.0%	-
45-49	2	4.9%	1	11.1%	3	6.0%	2.0
50-54	7	17.1%	0	0.0%	7	14.0%	-
55-59	1	2.4%	0	0.0%	1	2.0%	-
60-64	1	2.4%	0	0.0%	1	2.0%	-
65-69	1	2.4%	0	0.0%	1	2.0%	-
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	41	100.0%	9	100.0%	50	100.0%	4.6

²⁸ Fatalities of people in passenger cars, pickups, and vans or 4 WDs in alcohol-involved crashes.

DWI Enforcement

Arrests

Table 67: DWI Arrests by County²⁹, 2007 - 2011

County	DWI Arrests					Percent of all 2011 DWI Arrests	Percent Change 2007 - 2011	Percent Change 2010 - 2011
	2007	2008	2009	2010	2011			
Bernalillo	7,582	7,195	6,764	5,309	4,940	34.2%	-34.8%	-7.0%
Catron	30	22	24	21	21	0.1%	-30.0%	0.0%
Chaves	330	463	344	378	315	2.2%	-4.5%	-16.7%
Cibola	452	454	501	472	295	2.0%	-34.7%	-37.5%
Colfax	118	119	73	88	103	0.7%	-12.7%	17.0%
Curry	391	317	454	420	270	1.9%	-30.9%	-35.7%
De Baca	25	8	18	10	10	0.1%	-60.0%	0.0%
Doña Ana	1,665	1,750	1,638	1,523	1,314	9.1%	-21.1%	-13.7%
Eddy	393	364	357	350	334	2.3%	-15.0%	-4.6%
Grant	196	221	276	227	242	1.7%	23.5%	6.6%
Guadalupe	42	59	92	55	47	0.3%	11.9%	-14.5%
Harding	6	9	4	2	1	0.01%	-83.3%	-50.0%
Hidalgo	82	88	97	70	42	0.3%	-48.8%	-40.0%
Lea	484	523	534	447	373	2.6%	-22.9%	-16.6%
Lincoln	186	248	186	255	156	1.1%	-16.1%	-38.8%
Los Alamos	53	40	54	42	56	0.4%	5.7%	33.3%
Luna	221	230	216	131	149	1.0%	-32.6%	13.7%
McKinley	1,228	1,193	1,187	992	752	5.2%	-38.8%	-24.2%
Mora	44	31	36	35	22	0.2%	-50.0%	-37.1%
Otero	372	384	326	278	243	1.7%	-34.7%	-12.6%
Quay	103	89	81	68	65	0.4%	-36.9%	-4.4%
Rio Arriba	634	447	467	390	268	1.9%	-57.7%	-31.3%
Roosevelt	210	148	153	152	145	1.0%	-31.0%	-4.6%
Sandoval	676	674	618	599	522	3.6%	-22.8%	-12.9%
San Juan	1,674	2,022	1,746	1,572	1,417	9.8%	-15.4%	-9.9%
San Miguel	341	323	313	347	219	1.5%	-35.8%	-36.9%
Santa Fe	1,269	1,331	1,256	1,140	1,103	7.6%	-13.1%	-3.2%
Sierra	135	84	92	147	150	1.0%	11.1%	2.0%
Socorro	217	228	239	176	209	1.4%	-3.7%	18.8%
Taos	225	181	236	318	213	1.5%	-5.3%	-33.0%
Torrance	137	103	114	91	78	0.5%	-43.1%	-14.3%
Union	44	31	21	15	14	0.1%	-68.2%	-6.7%
Valencia	327	428	506	512	314	2.2%	-4.0%	-38.7%
Unknown	40	31	18	22	61	0.4%	52.5%	177.3%
Total DWI Arrests	19,932	19,838	19,041	16,654	14,463	100.0%	-27.4%	-13.2%

²⁹ 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.

DWI Enforcement – Arrests

Table 68: DWI Arrests by City³⁰, 2007 - 2011

City	DWI Arrests					Percent of all 2011 DWI Arrests	Percent Change 2007-2011	Percent Change 2010-2011
	2007	2008	2009	2010	2011			
Alamogordo	221	237	183	156	141	1.0%	-36.2%	-9.6%
Albuquerque	5,832	5,523	5,247	4,245	3,889	26.9%	-33.3%	-8.4%
Anthony	92	82	85	92	65	0.4%	-29.3%	-29.3%
Artesia	119	106	100	107	91	0.6%	-23.5%	-15.0%
Aztec	133	140	136	133	95	0.7%	-28.6%	-28.6%
Belen	137	192	176	177	116	0.8%	-15.3%	-34.5%
Bernalillo	111	113	114	81	87	0.6%	-21.6%	7.4%
Bloomfield	133	155	147	127	126	0.9%	-5.3%	-0.8%
Carlsbad	230	211	220	185	183	1.3%	-20.4%	-1.1%
Clovis	304	257	328	284	196	1.4%	-35.5%	-31.0%
Corrales	41	55	51	47	32	0.2%	-22.0%	-31.9%
Cuba	79	80	63	61	61	0.4%	-22.8%	0.0%
Deming	177	200	185	119	124	0.9%	-29.9%	4.2%
Edgewood	74	75	82	64	58	0.4%	-21.6%	-9.4%
Española	238	215	244	244	170	1.2%	-28.6%	-30.3%
Farmington	580	685	642	556	541	3.7%	-6.7%	-2.7%
Fruitland	103	146	109	111	101	0.7%	-1.9%	-9.0%
Gallup	370	363	378	330	222	1.5%	-40.0%	-32.7%
Grants	133	109	144	142	89	0.6%	-33.1%	-37.3%
Hobbs	240	274	288	247	213	1.5%	-11.3%	-13.8%
Kirtland	83	107	89	110	87	0.6%	4.8%	-20.9%
Las Cruces	948	1,058	1,023	900	813	5.6%	-14.2%	-9.7%
Las Vegas	229	240	214	243	160	1.1%	-30.1%	-34.2%
Los Alamos	61	46	55	44	69	0.5%	13.1%	56.8%
Los Lunas	327	365	364	354	242	1.7%	-26.0%	-31.6%
Lovington	98	78	103	78	60	0.4%	-38.8%	-23.1%
Portales	141	102	130	111	87	0.6%	-38.3%	-21.6%
Ranchos de Taos	54	48	49	79	39	0.3%	-27.8%	-50.6%
Raton	36	47	33	33	45	0.3%	25.0%	36.4%
Rio Rancho	582	578	559	477	480	3.3%	-17.5%	0.6%
Roswell	313	399	316	338	298	2.1%	-4.8%	-11.8%
Ruidoso	59	95	77	79	46	0.3%	-22.0%	-41.8%
Santa Fe	937	988	991	821	841	5.8%	-10.2%	2.4%
Shiprock	186	211	215	204	153	1.1%	-17.7%	-25.0%
Silver City	106	125	146	126	137	0.9%	29.2%	8.7%
Socorro	122	104	106	87	88	0.6%	-27.9%	1.1%
Sunland Park	57	78	80	56	72	0.5%	26.3%	28.6%
T or C	57	31	43	66	63	0.4%	10.5%	-4.5%
Taos	101	87	90	119	100	0.7%	-1.0%	-16.0%
Thoreau	62	50	52	53	37	0.3%	-40.3%	-30.2%
Tucumcari	56	48	48	38	30	0.2%	-46.4%	-21.1%
Unknown	2,502	2,225	1,948	1,716	1,478	10.2%	-40.9%	-13.9%
All Other Cities	3,468	3,510	3,388	3,014	2,438	16.9%	-29.7%	-19.1%
Total DWI Arrests	19,932	19,838	19,041	16,654	14,463	100.0%	-27.4%	-13.2%

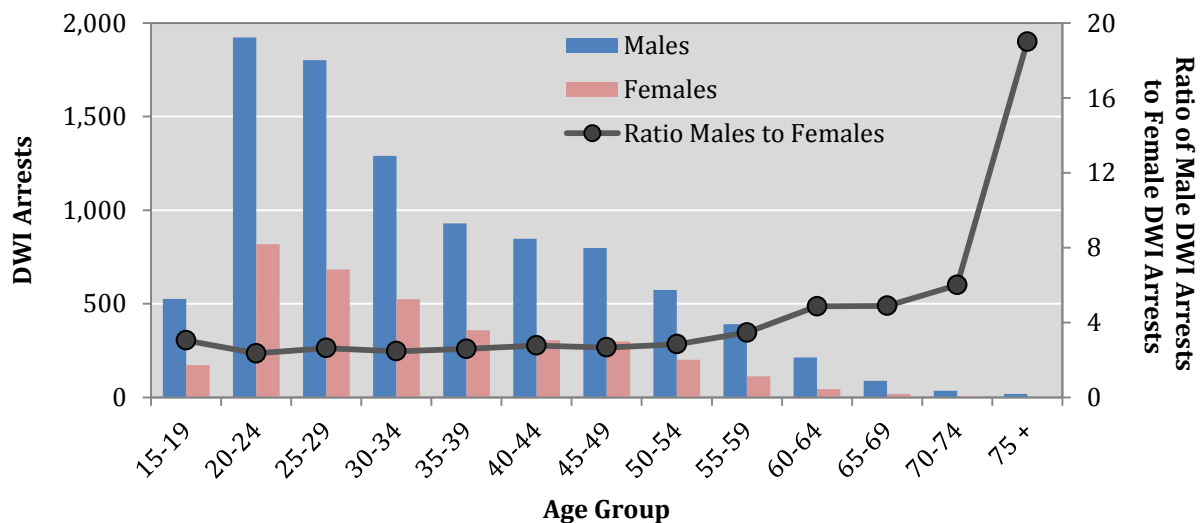
³⁰ DWI Arrest by City, for either DWI or Aggravated DWI, refers to the city residence of the driver, not the city where the driver was arrested for DWI.

DWI Enforcement – Arrests

Table 69: DWI Arrests by Age and Sex³¹, 2011

Age Group	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%	0	0.0%	0	0.0%	
15-19	527	5.6%	173	4.9%	0	0.0%	700	4.8%	3.0
20-24	1,924	20.4%	818	23.1%	1	0.1%	2,743	19.0%	2.4
25-29	1,801	19.1%	683	19.3%	0	0.0%	2,484	17.2%	2.6
30-34	1,290	13.7%	524	14.8%	0	0.0%	1,814	12.5%	2.5
35-39	929	9.8%	359	10.1%	0	0.0%	1,288	8.9%	2.6
40-44	847	9.0%	306	8.6%	0	0.0%	1,153	8.0%	2.8
45-49	798	8.5%	299	8.4%	0	0.0%	1,097	7.6%	2.7
50-54	574	6.1%	202	5.7%	0	0.0%	776	5.4%	2.8
55-59	391	4.1%	113	3.2%	0	0.0%	504	3.5%	3.5
60-64	214	2.3%	44	1.2%	0	0.0%	258	1.8%	4.9
65-69	88	0.9%	18	0.5%	0	0.0%	106	0.7%	4.9
70-74	36	0.4%	6	0.2%	0	0.0%	42	0.3%	6.0
75 +	19	0.2%	1	0.03%	0	0.0%	20	0.1%	19.0
Unknown	0	0.0%	0	0.0%	1,478	99.9%	1,478	10.2%	
Total	9,438	100.0%	3,546	100.0%	1,479	100.0%	14,463	100.0%	2.7

Figure 26: DWI Arrests by Age and Sex³¹, 2011



³¹ DWI Arrests are for either DWI or Aggravated DWI.

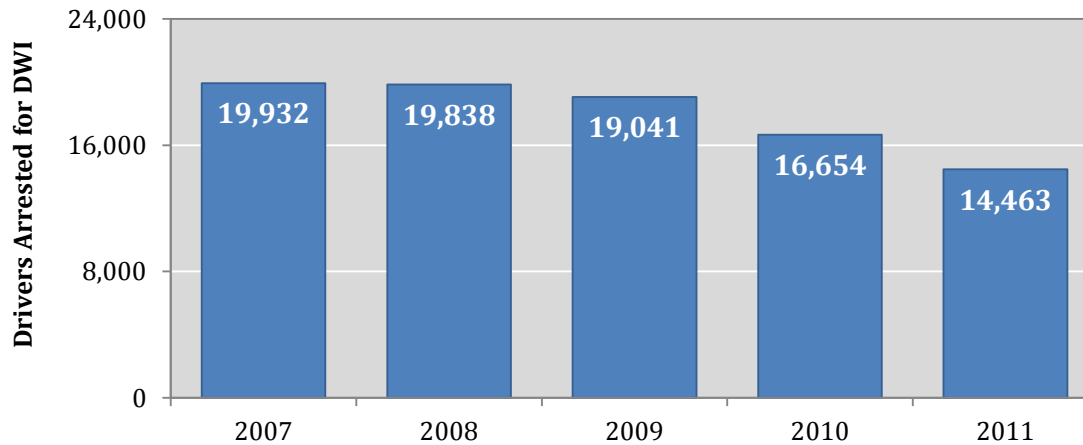
DWI Enforcement – Arrests

Table 70: Number of Drivers Arrested for a DWI³², 2007 - 2011

Age Group	Drivers Arrested for DWI ¹					5 Yr Percent Change
	2007	2008	2009	2010	2011	
< 15	1	4	3	0	0	-100.0%
15-19	1,266	1,178	1,074	826	700	-44.7%
20-24	3,951	3,728	3,537	2,958	2,743	-30.6%
25-29	3,069	3,238	3,131	2,826	2,484	-19.1%
30-34	2,050	2,282	2,222	1,968	1,814	-11.5%
35-39	1,901	1,937	1,901	1,533	1,288	-32.2%
40-44	1,788	1,676	1,633	1,427	1,153	-35.5%
45-49	1,535	1,595	1,556	1,359	1,097	-28.5%
50-54	922	972	1,000	1,012	776	-15.8%
55-59	527	520	541	524	504	-4.4%
60-64	227	280	288	289	258	13.7%
65-69	112	136	135	137	106	-5.4%
70-74	58	44	48	55	42	-27.6%
75 +	24	29	25	27	20	-16.7%
Unknown	2,501	2,219	1,947	1,713	1,478	-40.9%
Total	19,932	19,838	19,041	16,654	14,463	-27.4%

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

Figure 27: Number of Drivers Arrested for DWI³², 2007 - 2011



³² DWI Arrests are for either DWI or Aggravated DWI.

DWI Enforcement – Convictions

Convictions

Table 71: DWI Convictions by County³³, 2007 - 2011

County	DWI Convictions					Percent of all 2011 Convictions	Percent Change 2007-2011	Percent Change 2010-2011
	2007	2008	2009	2010	2011			
Bernalillo	4,767	4,995	5,529	4,452	3,913	30.4%	-17.9%	-12.1%
Catron	28	16	20	16	17	0.1%	-39.3%	6.3%
Chaves	241	350	358	343	339	2.6%	40.7%	-1.2%
Cibola	332	244	327	327	222	1.7%	-33.1%	-32.1%
Colfax	78	84	84	64	76	0.6%	-2.6%	18.8%
Curry	308	250	353	397	277	2.2%	-10.1%	-30.2%
De Baca	10	7	11	9	11	0.1%	10.0%	22.2%
Doña Ana	1,388	1,382	1,464	1,431	1,235	9.6%	-11.0%	-13.7%
Eddy	297	286	342	335	362	2.8%	21.9%	8.1%
Grant	147	150	238	229	199	1.5%	35.4%	-13.1%
Guadalupe	40	48	73	62	38	0.3%	-5.0%	-38.7%
Harding	3	11	3	0	2	0.02%	-33.3%	-
Hidalgo	60	81	98	68	36	0.3%	-40.0%	-47.1%
Lea	345	394	491	457	426	3.3%	23.5%	-6.8%
Lincoln	135	145	210	210	192	1.5%	42.2%	-8.6%
Los Alamos	41	24	55	40	41	0.3%	0.0%	2.5%
Luna	176	155	189	122	128	1.0%	-27.3%	4.9%
McKinley	806	786	916	921	654	5.1%	-18.9%	-29.0%
Mora	42	25	35	31	20	0.2%	-52.4%	-35.5%
Otero	279	284	333	282	255	2.0%	-8.6%	-9.6%
Quay	109	67	80	54	62	0.5%	-43.1%	14.8%
Rio Arriba	394	334	354	311	234	1.8%	-40.6%	-24.8%
Roosevelt	152	110	130	136	133	1.0%	-12.5%	-2.2%
Sandoval	447	476	568	522	432	3.4%	-3.4%	-17.2%
San Juan	1,461	1,514	1,769	1,453	1,561	12.1%	6.8%	7.4%
San Miguel	302	248	296	310	219	1.7%	-27.5%	-29.4%
Santa Fe	926	828	976	878	873	6.8%	-5.7%	-0.6%
Sierra	69	83	97	119	144	1.1%	108.7%	21.0%
Socorro	167	138	198	118	155	1.2%	-7.2%	31.4%
Taos	161	117	175	246	178	1.4%	10.6%	-27.6%
Torrance	108	91	98	90	81	0.6%	-25.0%	-10.0%
Union	26	17	15	10	12	0.1%	-53.8%	20.0%
Valencia	157	119	288	343	289	2.2%	84.1%	-15.7%
Unknown	23	27	19	15	42	0.3%	82.6%	180.0%
Total Convictions	14,025	13,886	16,192	14,401	12,858	100.0%	-8.3%	-10.7%

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

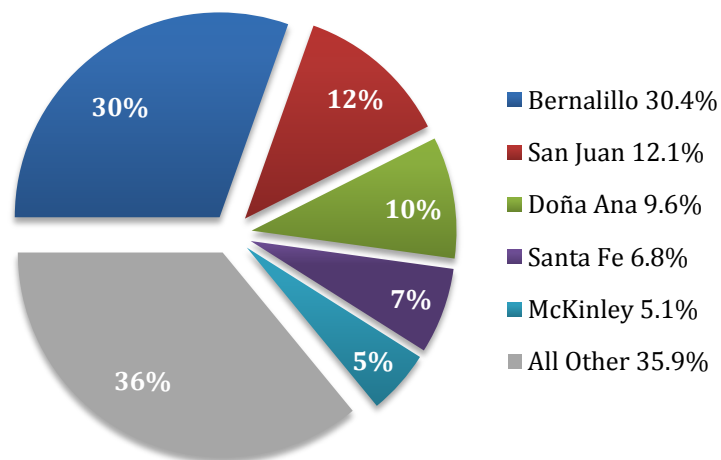
DWI Enforcement – Convictions

Table 72: Top Ten Counties for DWI Convictions³⁴, 2007 - 2011

2011 Rank	County	New Mexico DWI Total Convictions					2011 Population	DWI Convictions per 1,000 County Residents, 2011
		2007	2008	2009	2010	2011		
1	Bernalillo	4,767	4,995	5,529	4,452	3,913	669,880	5.8
2	San Juan	1,461	1,514	1,769	1,453	1,561	128,063	12.2
3	Doña Ana	1,388	1,382	1,464	1,431	1,235	212,944	5.8
4	Santa Fe	926	828	976	878	873	145,319	6.0
5	McKinley	806	786	916	921	654	73,622	8.9
6	Sandoval	447	476	568	522	432	134,231	3.2
7	Lea	345	394	491	457	426	65,136	6.5
8	Eddy	297	286	342	335	362	53,999	6.7
9	Chaves	241	350	358	343	339	65,673	5.2
10	Valencia	157	119	288	343	289	76,842	3.8
All Other Counties		3,190	2,756	3,491	3,266	2,774	452,965	6.1
Statewide Total		14,025	13,886	16,192	14,401	12,858	2,078,674	6.2

- In New Mexico there were 6.2 DWI convictions per 1,000 residents in 2011. The numbers in red, above, are counties with DWI conviction rates higher than the statewide rate of 6.2. (Table 72)

Figure 28: Top Five Counties for DWI Convictions³⁴, 2011



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

DWI Enforcement – Convictions

Table 73: Number of Drivers with a First DWI Conviction³⁵, 2007 - 2011

County	First DWI Convictions					Percent of all 2011 Convictions	Percent Change 2007-2011	Percent Change 2010-2011
	2007	2008	2009	2010	2011			
Bernalillo	3,305	3,308	3,404	2,587	2,331	33.4%	-29.5%	-9.9%
Catron	20	12	7	8	5	0.1%	-75.0%	-37.5%
Chaves	161	224	210	209	184	2.6%	14.3%	-12.0%
Cibola	192	133	162	148	116	1.7%	-39.6%	-21.6%
Colfax	58	53	52	48	41	0.6%	-29.3%	-14.6%
Curry	209	176	236	249	175	2.5%	-16.3%	-29.7%
De Baca	5	3	7	2	5	0.1%	0.0%	150.0%
Doña Ana	996	913	940	830	707	10.1%	-29.0%	-14.8%
Eddy	193	179	214	193	195	2.8%	1.0%	1.0%
Grant	87	92	133	124	102	1.5%	17.2%	-17.7%
Guadalupe	16	31	44	28	19	0.3%	18.8%	-32.1%
Harding	2	6	1	0	1	0.01%	-50.0%	-
Hidalgo	49	66	64	45	29	0.4%	-40.8%	-35.6%
Lea	235	291	307	263	217	3.1%	-7.7%	-17.5%
Lincoln	81	106	126	134	107	1.5%	32.1%	-20.1%
Los Alamos	31	15	39	19	21	0.3%	-32.3%	10.5%
Luna	109	82	108	63	68	1.0%	-37.6%	7.9%
McKinley	410	361	440	437	278	4.0%	-32.2%	-36.4%
Mora	18	11	17	16	8	0.1%	-55.6%	-50.0%
Otero	181	192	193	166	148	2.1%	-18.2%	-10.8%
Quay	73	45	53	34	32	0.5%	-56.2%	-5.9%
Rio Arriba	248	176	157	128	105	1.5%	-57.7%	-18.0%
Roosevelt	112	75	87	83	85	1.2%	-24.1%	2.4%
Sandoval	263	292	311	264	244	3.5%	-7.2%	-7.6%
San Juan	834	827	911	692	752	10.8%	-9.8%	8.7%
San Miguel	145	135	123	133	87	1.2%	-40.0%	-34.6%
Santa Fe	587	495	550	465	458	6.6%	-22.0%	-1.5%
Sierra	45	56	62	68	79	1.1%	75.6%	16.2%
Socorro	98	77	97	61	74	1.1%	-24.5%	21.3%
Taos	102	75	105	131	90	1.3%	-11.8%	-31.3%
Torrance	62	58	46	43	40	0.6%	-35.5%	-7.0%
Union	17	13	10	8	9	0.1%	-47.1%	12.5%
Valencia	89	68	132	158	144	2.1%	61.8%	-8.9%
Unknown	15	11	12	6	19	0.3%	26.7%	216.7%
Total	9,048	8,657	9,360	7,843	6,975	100.0%	-22.9%	-11.1%

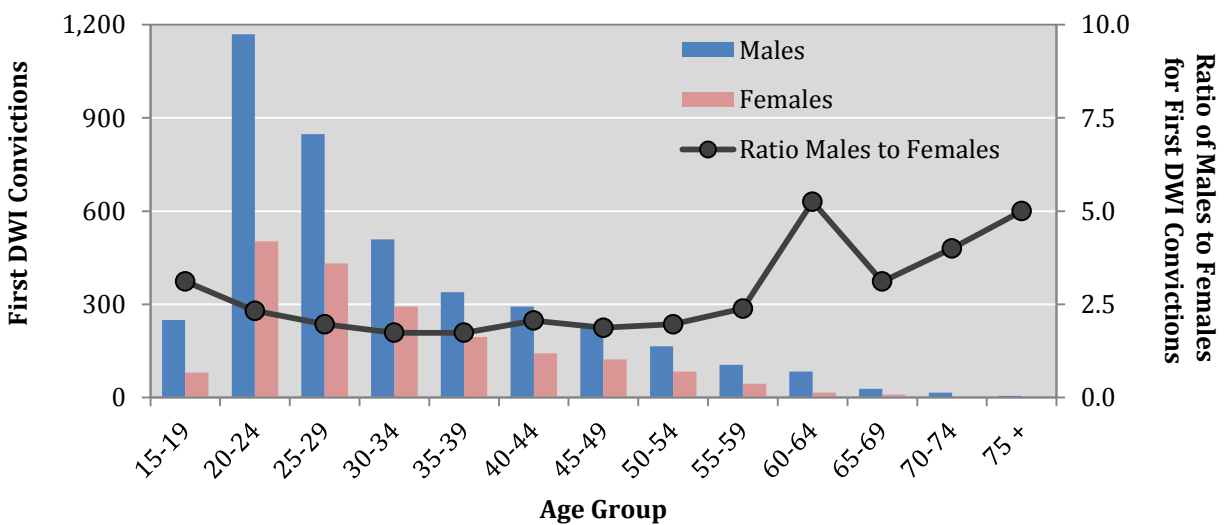
³⁵ County refers to the location where the driver was arrested for DWI, not their county of residence.

DWI Enforcement – Convictions

Table 74: First DWI Convictions by Age³⁶ and Sex, 2011

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%	0	0.0%	0	0.0%	
15-19	249	6.2%	80	4.2%	0	0.0%	329	4.7%	3.1
20-24	1,169	28.9%	503	26.1%	0	0.0%	1,672	24.0%	2.3
25-29	848	21.0%	432	22.4%	0	0.0%	1,280	18.4%	2.0
30-34	509	12.6%	293	15.2%	0	0.0%	802	11.5%	1.7
35-39	339	8.4%	195	10.1%	0	0.0%	534	7.7%	1.7
40-44	293	7.3%	142	7.4%	0	0.0%	435	6.2%	2.1
45-49	230	5.7%	123	6.4%	1	0.1%	354	5.1%	1.9
50-54	165	4.1%	84	4.4%	0	0.0%	249	3.6%	2.0
55-59	105	2.6%	44	2.3%	0	0.0%	149	2.1%	2.4
60-64	84	2.1%	16	0.8%	0	0.0%	100	1.4%	5.3
65-69	28	0.7%	9	0.5%	0	0.0%	37	0.5%	3.1
70-74	16	0.4%	4	0.2%	0	0.0%	20	0.3%	4.0
75 +	5	0.1%	1	0.1%	1	0.1%	7	0.1%	5.0
Unknown	0	0.0%	0	0.0%	1,007	99.8%	1,007	14.4%	-
Total	4,040	100.0%	1,926	100.0%	1,009	100.0%	6,975	100.0%	2.1

Figure 29: First DWI Convictions by Age³⁶ and Sex, 2011



³⁶ Conviction by Age refers to age at the time of conviction (not age at the time of arrest).

DWI Enforcement – Convictions

Table 75: Repeat DWI Convictions by County³⁷, 2007 - 2011

County	Repeat DWI Convictions					Percent of all 2011 Convictions	Percent Change 2007-2011	Percent Change 2010-2011
	2007	2008	2009	2010	2011			
Bernalillo	1,462	1,687	2,125	1,865	1,582	26.9%	8.2%	-15.2%
Catron	8	4	13	8	12	0.2%	50.0%	50.0%
Chaves	80	126	148	134	155	2.6%	93.8%	15.7%
Cibola	140	111	165	179	106	1.8%	-24.3%	-40.8%
Colfax	20	31	32	16	35	0.6%	75.0%	118.8%
Curry	99	74	117	148	102	1.7%	3.0%	-31.1%
De Baca	5	4	4	7	6	0.1%	20.0%	-14.3%
Doña Ana	392	469	524	601	528	9.0%	34.7%	-12.1%
Eddy	104	107	128	142	167	2.8%	60.6%	17.6%
Grant	60	58	105	105	97	1.6%	61.7%	-7.6%
Guadalupe	24	17	29	34	19	0.3%	-20.8%	-44.1%
Harding	1	5	2	0	1	0.0%	0.0%	-
Hidalgo	11	15	34	23	7	0.1%	-36.4%	-69.6%
Lea	110	103	184	194	209	3.6%	90.0%	7.7%
Lincoln	54	39	84	76	85	1.4%	57.4%	11.8%
Los Alamos	10	9	16	21	20	0.3%	100.0%	-4.8%
Luna	67	73	81	59	60	1.0%	-10.4%	1.7%
McKinley	396	425	476	484	376	6.4%	-5.1%	-22.3%
Mora	24	14	18	15	12	0.2%	-50.0%	-20.0%
Otero	98	92	140	116	107	1.8%	9.2%	-7.8%
Quay	36	22	27	20	30	0.5%	-16.7%	50.0%
Rio Arriba	146	158	197	183	129	2.2%	-11.6%	-29.5%
Roosevelt	40	35	43	53	48	0.8%	20.0%	-9.4%
Sandoval	184	184	257	258	188	3.2%	2.2%	-27.1%
San Juan	627	687	858	761	809	13.8%	29.0%	6.3%
San Miguel	157	113	173	177	132	2.2%	-15.9%	-25.4%
Santa Fe	339	333	426	413	415	7.1%	22.4%	0.5%
Sierra	24	27	35	51	65	1.1%	170.8%	27.5%
Socorro	69	61	101	57	81	1.4%	17.4%	42.1%
Taos	59	42	70	115	88	1.5%	49.2%	-23.5%
Torrance	46	33	52	47	41	0.7%	-10.9%	-12.8%
Union	9	4	5	2	3	0.1%	-66.7%	50.0%
Valencia	68	51	156	185	145	2.5%	113.2%	-21.6%
Unknown	8	16	7	9	23	0.4%	187.5%	155.6%
Total	4,977	5,229	6,832	6,558	5,883	100.0%	18.2%	-10.3%

³⁷ 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.

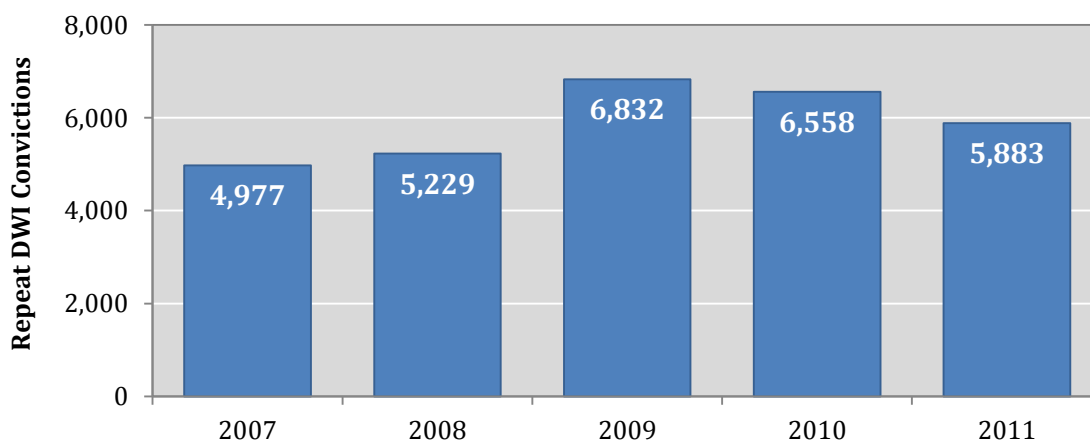
DWI Enforcement – Convictions

Table 76: Drivers Convicted of a Repeat DWI by Age³⁸, 2007 - 2011

Age Group	Drivers Convicted of a Repeat DWI ¹					5 Yr Percent Change
	2007	2008	2009	2010	2011	
15-19	43	40	66	51	55	27.9%
20-24	567	547	655	670	575	1.4%
25-29	799	840	1,154	1,134	998	24.9%
30-34	671	762	1,000	990	893	33.1%
35-39	710	747	947	781	714	0.6%
40-44	722	696	892	821	678	-6.1%
45-49	628	688	857	762	731	16.4%
50-54	361	383	499	587	503	39.3%
55-59	191	219	268	245	275	44.0%
60-64	87	96	112	122	111	27.6%
65-69	45	35	55	56	48	6.7%
70-74	11	22	19	27	21	90.9%
75 +	6	10	9	10	10	66.7%
Unknown	136	144	299	302	271	99.3%
Total Drivers	4,977	5,229	6,832	6,558	5,883	18.2%

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

Figure 30: Drivers Convicted of a Repeat DWI, 2002 - 2011



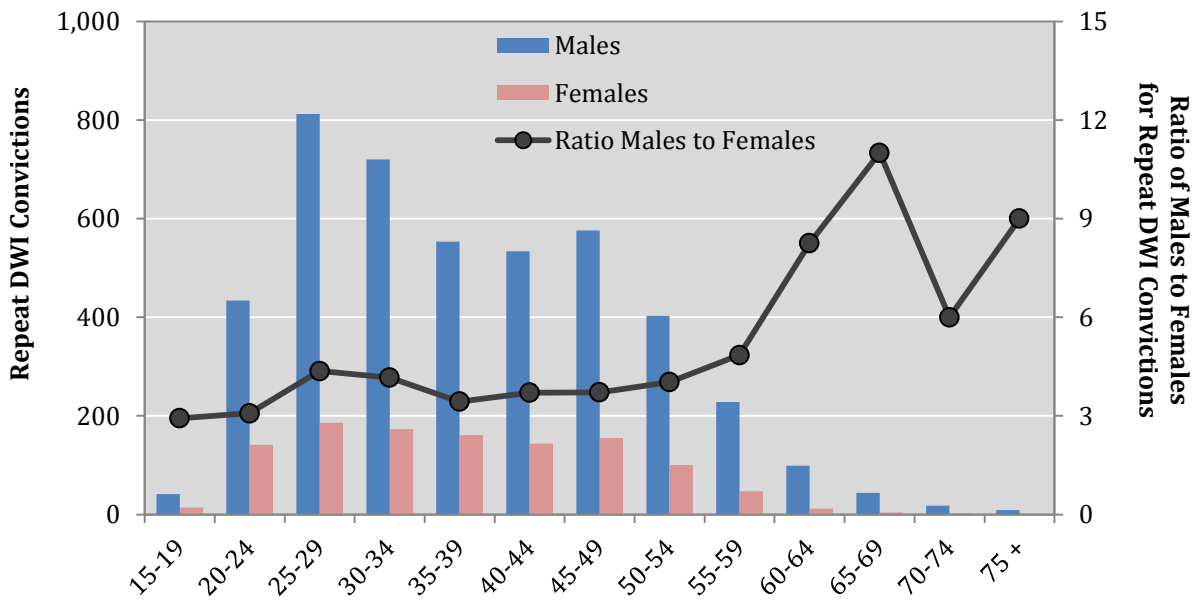
³⁸ Conviction by Age refers to age at the time of conviction (not age at the time of arrest).

DWI Enforcement - Convictions

Table 77: Repeat DWI Convictions by Age and Sex, 2011

Age Group	Repeat DWI Convictions								Ratio Males to Females
	Males		Females		Unknown		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	41	0.9%	14	1.2%	0	0.0%	55	0.9%	2.9
20-24	434	9.7%	141	12.4%	0	0.0%	575	9.8%	3.1
25-29	812	18.2%	186	16.3%	0	0.0%	998	17.0%	4.4
30-34	720	16.1%	173	15.2%	0	0.0%	893	15.2%	4.2
35-39	553	12.4%	161	14.1%	0	0.0%	714	12.1%	3.4
40-44	534	11.9%	144	12.6%	0	0.0%	678	11.5%	3.7
45-49	576	12.9%	155	13.6%	0	0.0%	731	12.4%	3.7
50-54	403	9.0%	100	8.8%	0	0.0%	503	8.6%	4.0
55-59	228	5.1%	47	4.1%	0	0.0%	275	4.7%	4.9
60-64	99	2.2%	12	1.1%	0	0.0%	111	1.9%	8.3
65-69	44	1.0%	4	0.4%	0	0.0%	48	0.8%	11.0
70-74	18	0.4%	3	0.3%	0	0.0%	21	0.4%	6.0
75 +	9	0.2%	1	0.1%	0	0.0%	10	0.2%	9.0
Unknown	0	0.0%	0	0.0%	271	100.0%	271	4.6%	-
Total	4,471	100.0%	1,141	100.0%	271	100.0%	5,883	100.0%	3.9

Figure 31: Repeat DWI Convictions by Age and Sex, 2011



DWI Enforcement – Dispositions

Court Dispositions

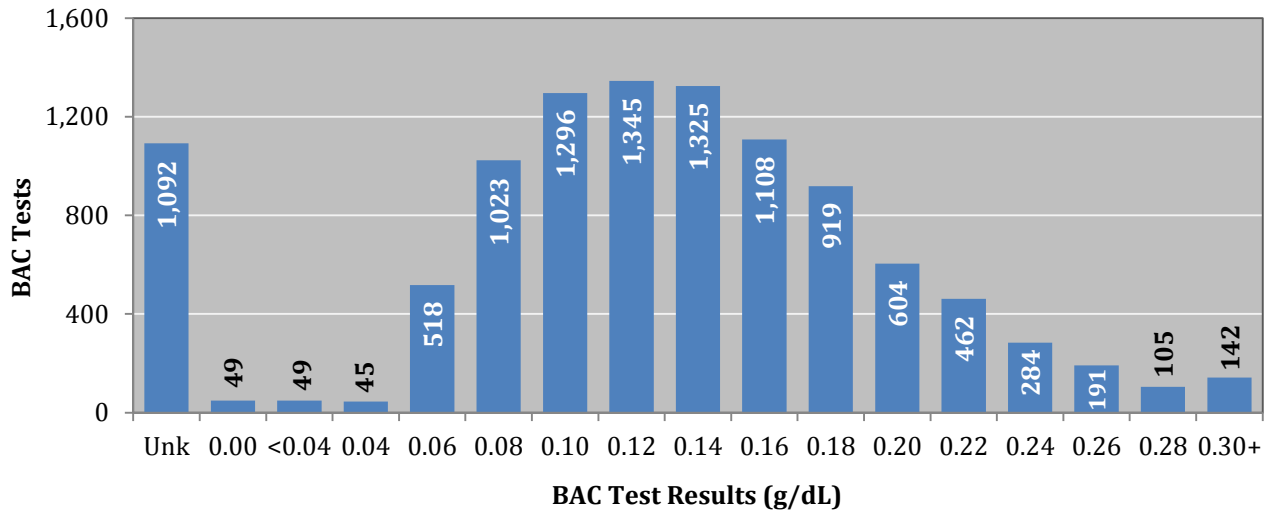
Table 78: Disposition of DWI Arrests by County, as of July 2012³⁹

County	Number of DWI Arrests in 2011	Number of DWI Arrests in 2011 Resulting in Convictions	Number of DWI Arrests in 2011 Resulting in Dismissals	Number of DWI Arrests in 2011 Awaiting Disposition	Average Number of Days to DWI Conviction	Average Number of Days to DWI Dismissal
Bernalillo	4,940	2,807	1,223	910	187	177
Catron	21	9	7	5	109	158
Chaves	315	243	43	29	146	170
Cibola	295	138	42	115	123	124
Colfax	103	57	25	21	116	132
Curry	270	168	47	55	155	139
De Baca	10	6	0	4	150	0
Doña Ana	1,314	879	118	317	137	155
Eddy	334	259	35	40	115	138
Grant	242	162	54	26	98	133
Guadalupe	47	28	16	3	54	179
Harding	1	1	0	0	12	0
Hidalgo	42	31	5	6	58	144
Lea	373	274	31	68	90	174
Lincoln	156	117	16	23	123	140
Los Alamos	56	38	11	7	113	194
Luna	149	108	16	25	77	94
McKinley	752	416	257	79	81	117
Mora	22	13	9	0	108	137
Otero	243	177	30	36	85	92
Quay	65	39	20	6	100	165
Rio Arriba	268	146	60	62	151	151
Roosevelt	145	100	14	31	169	155
Sandoval	522	319	119	84	142	167
San Juan	1,417	1,128	159	130	121	174
San Miguel	219	145	47	27	125	167
Santa Fe	1,103	609	234	260	161	170
Sierra	150	111	30	9	114	155
Socorro	209	103	53	53	148	156
Taos	213	95	69	49	124	73
Torrance	78	56	10	12	88	238
Union	14	8	3	3	43	140
Valencia	314	169	89	56	161	179
Unknown	61	33	10	18	135	122
Statewide	14,463	8,992	2,902	2,569	145	161

³⁹ In this table only, DWI convictions and dismissals are the number of arrests in 2011 that resulted in a conviction or dismissal, as reported in the NM MVD Citation Tracking System (CTS) as of July, 2012.

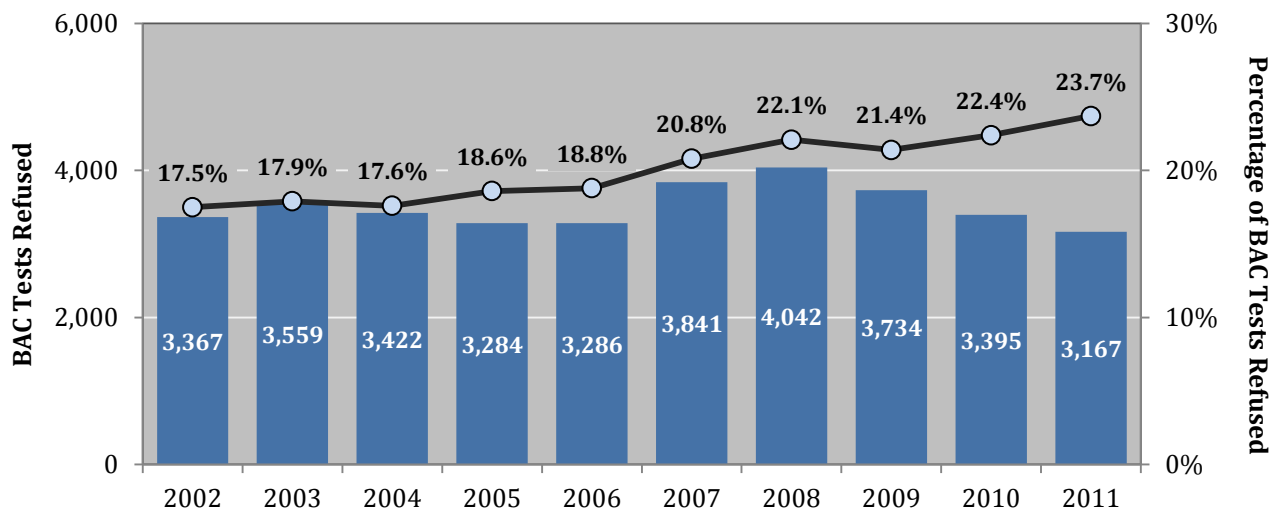
Blood Alcohol Content (BAC)⁴⁰

Figure 32: Range of BAC Test Results from 2011 DWI Arrests



- In 2011, 23.7% of BAC tests were refused (3,167 out of 13,371 known tests). (Figure 33)

Figure 33: Number of BAC Test Refusals and Percentage of BAC Test Refusals, 2002 - 2011



⁴⁰ 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 a 0.0 BAC of unspecified BAC test type. BAC test results rejected, invalid or withdrawn are excluded.

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 79** 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 79: Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2002 - 2011

Year	New Mexico Population ^{1,2} (U.S. Census, July 1 st Estimates)	New Mexico Vehicle Miles Traveled (100M VMT) ³	New Mexico Licensed Drivers ⁴	New Mexico Motor Vehicle Registrations ⁵
2002	1,855,309	202.16	1,250,213	1,572,751
2003	1,877,574	208.51	1,251,012	1,541,894
2004	1,903,808	217.94	1,289,089	1,579,258
2005	1,932,274	237.93	1,322,258	1,586,034
2006	1,962,137	244.67	1,358,638	1,624,315
2007	1,990,070	247.50	1,389,962	1,646,112
2008	2,010,662	246.13	1,407,193	1,616,947
2009	2,036,802	245.21	1,424,231	1,674,753
2010	2,064,767	241.77	1,442,737	1,665,882
2011	2,078,674	258.89	1,455,481	1,772,040

¹ Population estimates for 2001 - 2009 were revised after the 2010 U.S. Census. Therefore rates based on population in this publication are not comparable to rates published prior to 2010.

² Annual Estimates of the Resident Population: April 1, 2000 to July 1, 2012. U.S. Census Bureau, Population Division. Release Date: March 2013. CO-EST2012-01-35.

³ New Mexico Department of Transportation (NMDOT). 100M VMT = 100 Million Vehicle Miles Traveled. Rates based on VMT in 2011 are not comparable to previous years due to a change in the calculation of VMT.

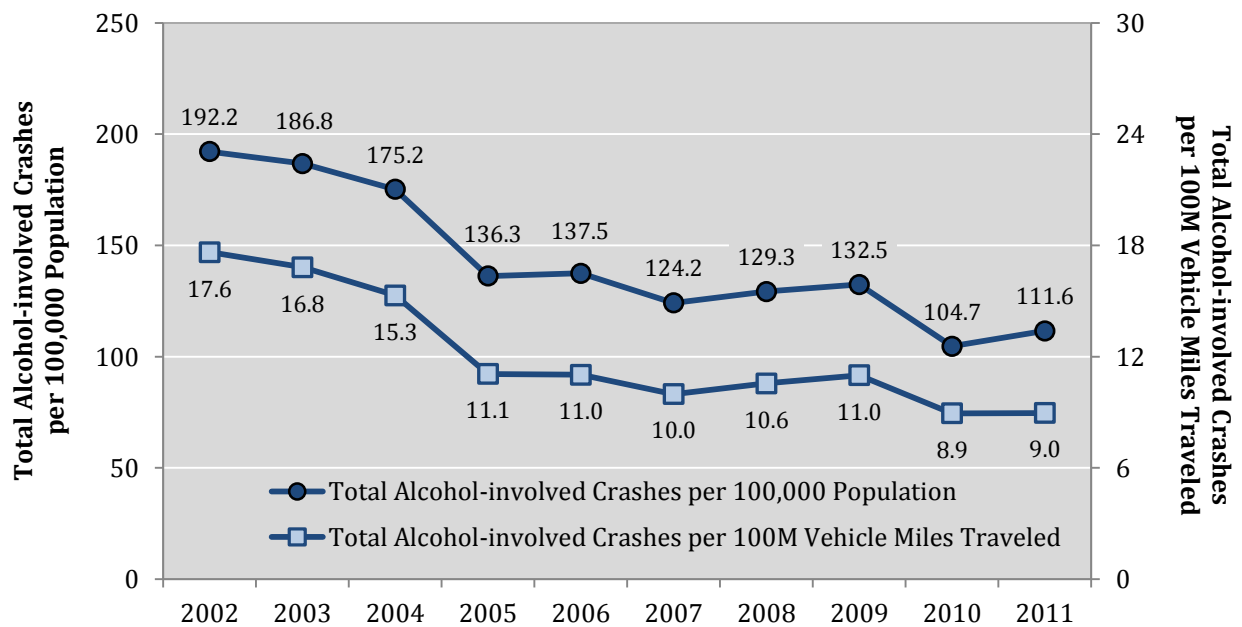
⁴ New Mexico Taxation and Revenue Department, Motor Vehicle Division, July 2002 - July 2011.

⁵ U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. Highway Statistics Series, Vehicles, Table MV-1, 2002 - 2011.

Table 80: Alcohol-involved Crash Rates, 2002 - 2011⁴¹

Year	Alcohol-involved Crash Rates			
	Alcohol-involved Crashes per 100,000 Population	Alcohol-involved Crashes per 100 Million Vehicle Miles Traveled (100M VMT)	Alcohol-involved Crashes per 1,000 Licensed Drivers	Alcohol-involved Crashes per 1,000 Registered Vehicles
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	2.1
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	1.6
2009	132.5	11.0	1.9	1.6
2010	104.7	8.9	1.5	1.3
2011	111.6	9.0	1.6	1.3

Figure 34: Alcohol-involved Crash Rates (Population and VMT), 2002 - 2011⁴¹

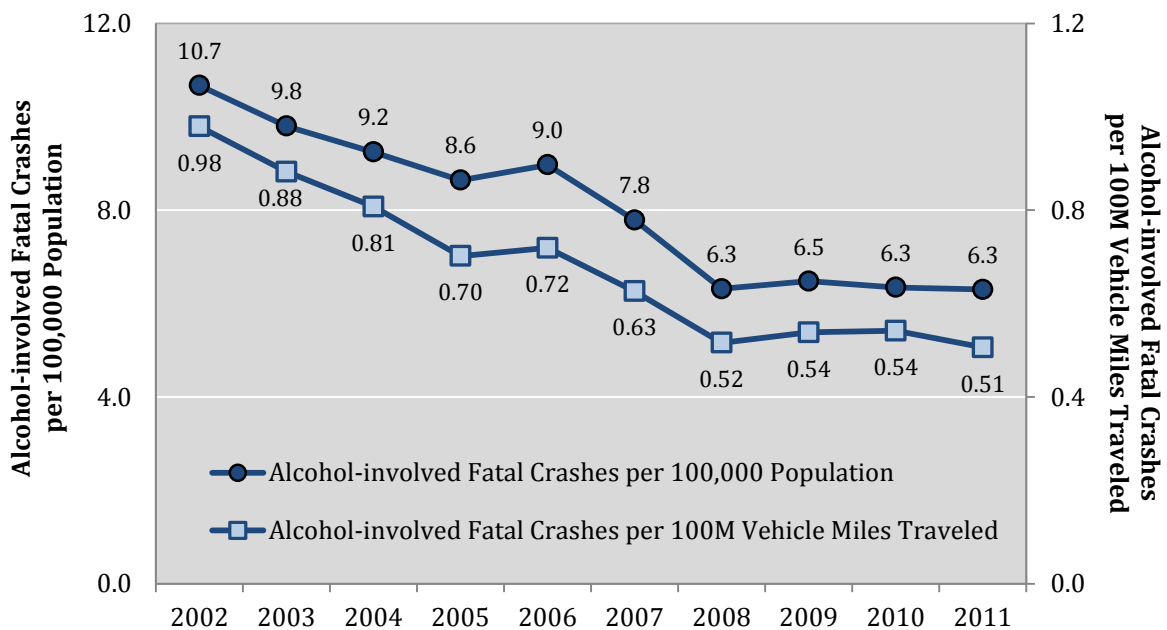


⁴¹ Rates based on 2011 VMT are not comparable to previous years due to a change in the calculation method.

Table 81: Alcohol-involved Fatal Crash Rates, 2002 - 2011⁴²

Year	Alcohol-involved Fatal Crash Rates			
	Alcohol-involved Fatal Crashes per 100,000 Population	Alcohol-involved Fatal Crashes per 100 Million Vehicle Miles Traveled (100M VMT)	Alcohol-involved Fatal Crashes per 100,000 Licensed Drivers	Alcohol-involved Fatal Crashes per 100,000 Registered Vehicles
2002	10.7	0.98	15.8	12.6
2003	9.8	0.88	14.7	11.9
2004	9.2	0.81	13.7	11.1
2005	8.6	0.70	12.6	10.5
2006	9.0	0.72	13.0	10.8
2007	7.8	0.63	11.2	9.4
2008	6.3	0.52	9.0	7.9
2009	6.5	0.54	9.3	7.9
2010	6.3	0.54	9.1	7.9
2011	6.3	0.51	9.0	7.4

Figure 35: Alcohol-involved Fatal Crash Rates (Population and VMT), 2002 - 2011⁴²

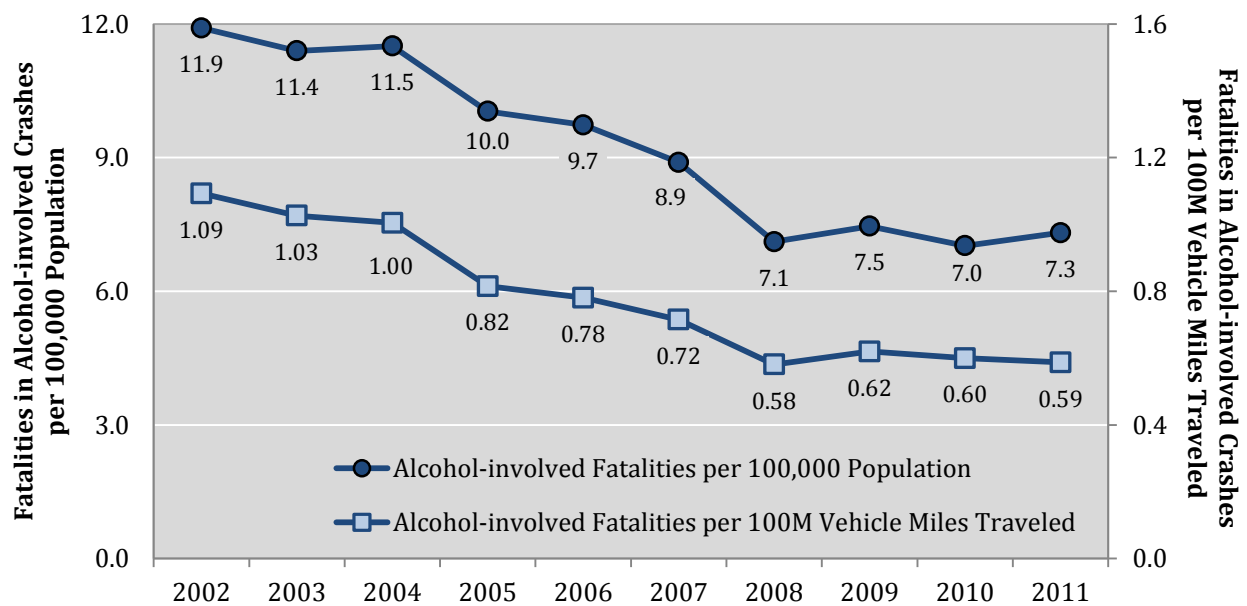


⁴² Rates based on 2011 VMT are not comparable to previous years due to a change in the calculation method.

Table 82: Alcohol-involved Fatality Rates, 2002 - 2011⁴³

Year	Fatality Rates			
	Alcohol-involved Fatalities per 100,000 Population	Alcohol-involved Fatalities per 100 Million Vehicle Miles Traveled (100M VMT)	Alcohol-involved Fatalities per 100,000 Licensed Drivers	Alcohol-involved Fatalities per 100,000 Registered Vehicles
2002	11.9	1.09	17.7	14.1
2003	11.4	1.03	17.1	13.9
2004	11.5	1.00	17.0	13.9
2005	10.0	0.82	14.7	12.2
2006	9.7	0.78	14.1	11.8
2007	8.9	0.72	12.7	10.8
2008	7.1	0.58	10.2	8.8
2009	7.5	0.62	10.7	9.1
2010	7.0	0.60	10.1	8.7
2011	7.3	0.59	10.4	8.6

Figure 36: Alcohol-involved Fatality Rates (Population and VMT), 2002 - 2011⁴³



⁴³ An alcohol-involved fatality is any crash-related fatality where at least one driver in the crash was cited for DWI or indicated by the officer on the crash report as being under the influence of alcohol.

Economic Impact

Human Capital Cost Estimate

- Alcohol-involved fatal and incapacitating injury crash costs (classes K and A) were 83.5% of the Total Human Capital Costs Estimate for 2011. (Table 83)
- Alcohol-involved fatal crashes accounted for \$207,250,742 (74.2%) of the Total Human Capital Costs Estimate for 2011. (Table 83)

Table 83: Human Capital Cost Estimates⁴⁴ for Alcohol-involved Crashes by Crash Severity, 2011 Adjusted

Crash Severity	Human Capital ¹ Costs per Crash, 2011 CPI-Adjusted (\$)	Alcohol-involved Crashes, 2011	Total Human Capital Costs Estimate (\$)
Fatal Crash (K)	1,582,067	131	207,250,742
Incapacitating Injury Crash (A)	141,492	184	26,034,498
Visible Injury Crash (B)	53,218	414	22,032,337
Possible Injury Crash (C)	36,072	402	14,500,754
Property Damage Only Crash (O)	8,129	1,189	9,665,137
Total	1,820,977	2,320	279,483,469

¹ Human Capital Crash Costs are measurable monetary losses associated with medical care, emergency services, property damage, and lost productivity. The Human Capital Costs per Crash are Consumer Price Index-adjusted (CPI) for 2011. Human Capital Costs per Crash are in dollars, and when multiplied by the number of 2011 alcohol-involved crashes equals the Total Human Capital Costs for each crash severity.

⁴⁴ Crash cost calculation methodology and sources are available in the Sources Section (page 79) under Economic Impact Estimates, Consumer Price Index (CPI) and Employment Cost Index (ECI).

Comprehensive Cost Estimate

- Alcohol-involved fatal and incapacitating injury crash costs (classes K and A) were 90.6% of the Total Comprehensive Costs Estimate for 2011. (Table 84)
- Alcohol-involved fatal crashes accounted for \$689,485,240 (84.3%) of the Total Comprehensive Costs Estimate for 2011. (Table 84)
- The Loss of Quality of Life Estimate in an alcohol-involved fatal crash was 69.9% of the fatal crash Comprehensive Costs Estimate. (Table 84)
- The Total Loss of Quality of Life Estimate was 65.8% of the Total Comprehensive Costs Estimate for all 2011 alcohol-related crashes. (Table 84)

Table 84: Comprehensive Cost Estimates⁴⁵ for Alcohol-involved Crashes by Crash Severity, 2011 Adjusted

Crash Severity	Comprehensive ¹ Costs per Crash, 2011 CPI- and ECI- Adjusted (\$)	Alcohol- involved Crashes, 2011	Total Comprehensive Costs Estimate, 2011 (\$)	Loss of Quality of Life Estimate, 2011 (\$)
Fatal Crash (K)	5,263,246	131	689,485,240	482,234,498
Incapacitating Injury Crash (A)	280,837	184	51,673,933	25,639,435
Visible Injury Crash (B)	102,642	414	42,493,635	20,461,299
Possible Injury Crash (C)	58,052	402	23,337,023	8,836,269
Property Damage Only Crash (O)	9,461	1,189	11,249,085	1,583,948
Total	5,714,238	2,320	818,238,917	538,755,448

¹ Comprehensive Crash Costs include both human capital costs (*measurable* costs) plus a value to account for the nonmonetary Loss of Quality of Life component, in order to capture a more accurate level of the burden of injury. It is determined by monetizing the Value of a Statistical Life (VSL) for an “average” U.S. worker. Loss of Quality of Life is the difference between the Comprehensive Costs and the Human Capital Costs.

⁴⁵ Crash cost calculation methodology and sources are available in the Sources Section (page 79) under Economic Impact Estimates, Consumer Price Index (CPI) and Employment Cost Index (ECI).

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 2011. 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 2012. 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 – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), 2002 – 2011 July data.

Population – Annual Estimates of the Resident Population for Counties: April 1, 2000 to July 1, 2012 (CO-EST2012-01-35), U.S. Census Bureau, Population Division. Release Date: March 2013.

Sub-county Resident Population Estimates for Cities and Towns (Incorporated Places and Minor Civil Divisions): April 1, 2000 to July 1, 2011 (SUB-EST2011-35), U.S. Census Bureau, Population Division. Release Date: June 2012. Note: Populations of Shiprock CDP (Census Designated Place), Zuni Pueblo CDP, San Felipe Pueblo CDP, the Navajo

Nation CCD (Census County Division), and Laguna CCD are 2010 U.S. Census data, accessed 5/21/13, at <http://quickfacts.census.gov/qfd/states/35000.html>.

Registered Vehicles – U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. Highway Statistics Series, 2011, Vehicles. Table MV-1. March 2013. Accessed May 10, 2013.

Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation (NMDOT), Planning Division, Traffic Data Reporting Section. *Daily Vehicle Miles Traveled (DVMT in thousands) By County and Functional Classification*. Rates based on 2011 VMT are not comparable to previous years due to a 2011 change in the calculation method for VMT. 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 2002 – 2011 in this report are not comparable to rates in previous publications.

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