New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico DWI Report

2014

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

New Mexico Department of Transportation
Traffic Safety Division
Traffic Records Bureau

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

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Definitions

100M VMT – A measurement of the number of miles traveled annually by motor vehicles. It is reported in units of 100 million vehicle miles traveled (100M VMT).

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

Alcohol-involved Crash – A crash for which the Uniform Crash Report indicated that 1) a DWI citation was issued, 2) alcohol was a contributing factor, or 3) a person in control of a vehicle (including a pedestrian or pedalcyclist) was suspected of being under the influence of alcohol.

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

BAC – Blood alcohol concentration is expressed in units of grams of alcohol per deciliter of blood (g/dL).

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

Driver – A person in control of a motorized vehicle. Pedestrians and pedalcyclists are considered drivers of non-motorized vehicles.

DWI – Driving while intoxicated.

DWI Arrest (Citation) – In this report, a DWI arrest (a.k.a. a DWI citation) is an arrest for either DWI or aggravated DWI. New Mexico's legal limit for presumption of driving while intoxicated (DWI) is 0.08 for non-commercial drivers older than 21 years of age, 0.04 for commercial vehicle drivers, and 0.02 for drivers younger than 21 years of age.

Definitions

DWI Conviction – Conviction of driving under the intoxicating influence of alcohol, narcotics, or pathogenic drugs. These convictions include those of people arrested for aggravated DWI.

Fatal Crash – A crash in which at least one person was killed. Note that more than one person can be killed in a single fatal crash.

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

Geocoding – The process of using the descriptive locational information on the Uniform Crash Reports submitted to NMDOT to assign geographic coordinates to each crash. The data are geocoded using ESRI ArcGIS 10.3 software. Crashes that have incomplete, missing or invalid locational data are not geocoded.

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

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

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

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

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

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

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

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

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

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

Rural – Places not classified as urban are classified as rural.

Severity of Injury – The degree of injury to a person in a crash as describe by the KABCO scale: *K* is Killed, *ABC* indicate injuries (*A*=suspected serious, *B*=suspected minor, *C*=possible), and *O* indicates no apparent injuries (property damage only).

Suspected Minor Injury – A visible but not serious injury, such as abrasions, bruises and minor lacerations, as observed by the officer at the scene of the crash. Also known as a Class B injury or a visible injury.

Suspected Serious Injury – An injury, other than a fatal injury, in which the person was carried from the scene of the crash or in which the injured person was unable to walk, drive or perform normal activities he or she was capable of performing before the injury occurred, as observed by the officer at the scene of the crash. Also known as a Class A injury or an incapacitating injury.

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

Urban – In crashes before 2013, "urban" is defined as a town or city with a population of at least 2,500 people. In 2013, "urban" was redefined to correspond to the 2010 U.S. Census

Urbanized Areas (NMDOT-adjusted) and U.S. Census Urban Clusters. This revised definition, which is based on population density, allows densely settled areas outside of incorporated places to be classified as “urban”, and sparsely settled areas within incorporated boundaries to be classified as “rural”.

Vehicle – A motorized car, truck, bus, van, or motorcycle (mechanically or electrically powered) for carrying or transporting persons or things. Pedestrians and pedalcyclists are counted as non-motorized vehicles when in a crash with a motorized vehicle.

2014 HIGHLIGHTS

DWI

- DWI arrests have decreased every year from 2011 through 2014. (Table 68, Figure 27)
- As of July 2015, 52 percent of DWI arrests in 2014 resulted in convictions, 23 percent resulted in dismissals, and 25 percent were awaiting disposition. (Table 76)
- The portion of BAC tests refused increased in seven of the past nine years. (Figure 33)

Crashes

- There were 7.7 alcohol-involved crashes per 100 million VMT in 2014. (Table 78)
- Alcohol-involved fatal crashes made up 45 percent of all fatal crashes, tied for the most in 10 years. (Figure 1, Table 3)
- Alcohol-involved crashes fell 22.5 percent compared with 2005. (Table 2)

People

- The number of total people in alcohol-involved crashes has decreased by 22.2 percent in the last 10 years. (Figure 3, Table 5)

Age and Sex

- From 2005 to 2014, the number of alcohol-involved teen drivers in crashes decreased 54 percent (267 to 124). (Table 33, Figure 13)
- From 2005 to 2014, the number of alcohol-involved young adult drivers in crashes decreased 26 percent (508 to 378), to its lowest level in 10 years. (Table 37, Figure 15)
- Male drivers were 71 percent of all alcohol-involved drivers in crashes. (Table 58)
- In the last five years, the number of 60-64 year olds in alcohol-involved crashes has increased 21.1 percent and the number of 70-74 year olds in alcohol-involved crashes has increased 28.2 percent. (Table 28)

Motorcyclists, Pedestrians and Pedalcyclists

- Alcohol was involved in 9 percent of motorcycle-involved crashes in 2014. (Table 42)
- In 2014, 25.3 percent of all pedestrian-involved crashes were alcohol-involved, the highest level in the past 10 years. (Table 48, Figure 19)
- The percentage of alcohol-involved pedalcycle crashes among all pedalcycle-involved crashes has risen each of the past two years, to the second-highest level in the past 10 years, 7.4 percent. (Table 54, Figure 21)

2014 Alcohol-involved Crash Summary

Summary of Alcohol-involved Crashes, 2014

Table 1: Alcohol-involved Crashes, 2014

Alcohol Involvement	Crashes	Percent
Alcohol-involved	2,041	5.0%
Not Alcohol-involved	38,650	95.0%
Total Crashes	40,691	100.0%

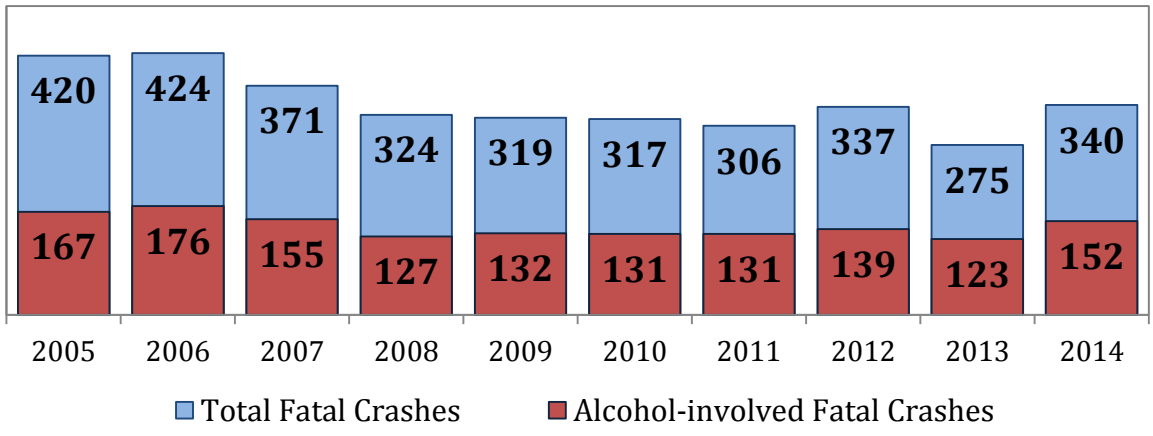
Table 2: Alcohol-involved Crashes, 2005 - 2014

Year	Alcohol-involved Crashes	Total Crashes	Percent of Total Crashes
2005	2,633	49,023	5.4%
2006	2,698	49,318	5.5%
2007	2,471	49,104	5.0%
2008	2,599	46,441	5.6%
2009	2,698	46,156	5.8%
2010	2,162	42,802	5.1%
2011	2,320	43,227	5.4%
2012	2,176	41,083	5.3%
2013	1,958	39,604	4.9%
2014	2,041	40,691	5.0%

Table 3: Alcohol-involved Fatal Crashes, 2005 - 2014

Year	Alcohol-involved Fatal Crashes	Total Fatal Crashes	Percent of Total Fatal Crashes
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%
2012	139	337	41.2%
2013	123	275	44.7%
2014	152	340	44.7%

Figure 1: Total Fatal Crashes and Alcohol-involved Fatal Crashes, 2005 - 2014



2014 Alcohol-involved Crash Summary

- Alcohol-involved crashes in 2014 were at their second-lowest point in the past 10 years. (Table 2)
- Over the last ten years, about 40-45 percent of all fatal crashes involved alcohol. (Table 3, Figure 1)
- Alcohol-involved crashes decreased 22.5 percent (from 2,633 to 2,041) between 2005 and 2014. (Table 2, Figure 2, Table 4)

Figure 2: Alcohol-involved Total and Fatal Crashes, 2005 - 2014

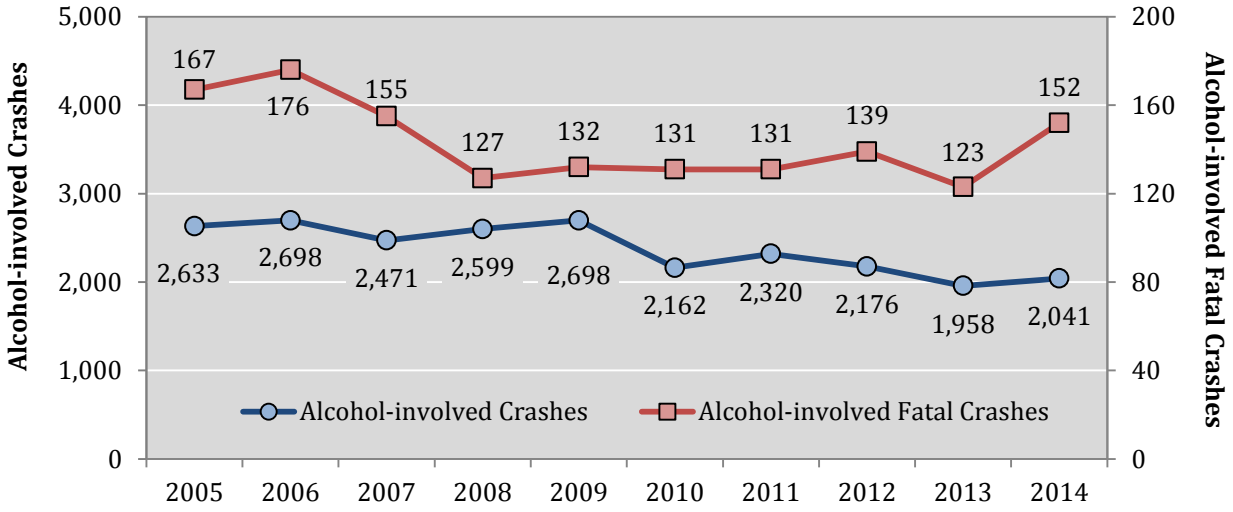


Table 4: Alcohol-involved Crashes by Crash Severity, 2005 - 2014

Year	Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Total Crashes
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
2012	139	874	1,163	2,176
2013	123	823	1,012	1,958
2014	152	896	993	2,041

2014 Alcohol-involved Crash Summary

Summary of Alcohol-involved Fatalities and Injuries, 2014

- The number of people in alcohol-involved crashes decreased 22.2 percent (6,039 to 4,697 people) between 2005 to 2014. The level in 2014 was the second-lowest in the past 10 years. (Table 5, Figure 3)

Table 5: People in Alcohol-involved Crashes by Severity of Injury, 2005 - 2014

Year	People in Alcohol-involved Crashes							
	Fatalities (Class K)		Injuries (Class A,B,C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2012	153	3.12%	1,393	28.4%	3,352	68.4%	4,898	100%
2013	137	3.02%	1,295	28.6%	3,097	68.4%	4,529	100%
2014	170	3.62%	1,348	28.7%	3,179	67.7%	4,697	100%

Figure 3: People in Alcohol-involved Crashes by Severity of Injury, 2005 - 2014

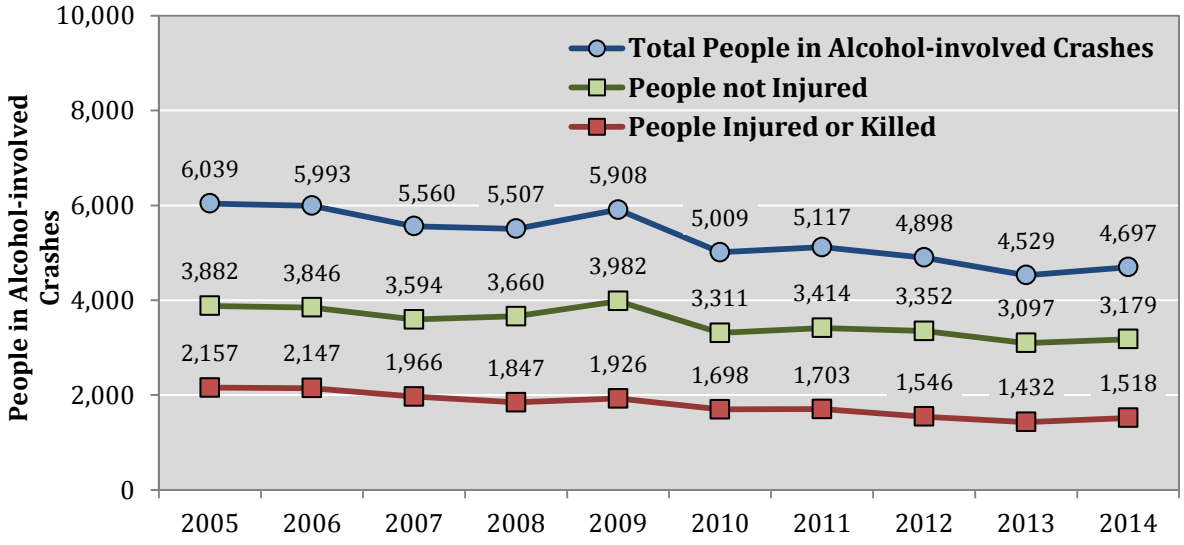
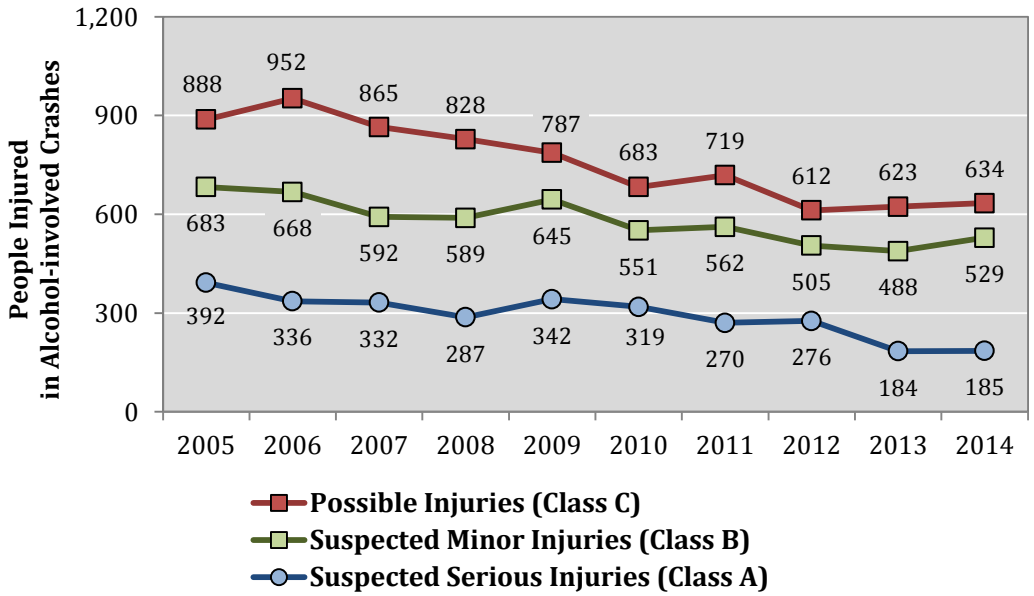


Table 6: People Injured in Alcohol-involved Crashes by Type of Injury, 2005 - 2014

Year	People Injured in Alcohol-involved Crashes by Type of Injury							
	Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		Total Injuries (excluding fatalities)	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
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%
2012	276	19.8%	505	36.3%	612	43.9%	1,393	100%
2013	184	14.2%	488	37.7%	623	48.1%	1,295	100%
2014	185	13.7%	529	39.2%	634	47.0%	1,348	100%

- Suspected serious injuries in alcohol-involved crashes decreased 52.8 percent (392 to 185 people) between 2005 and 2014. (Table 6, Figure 4)

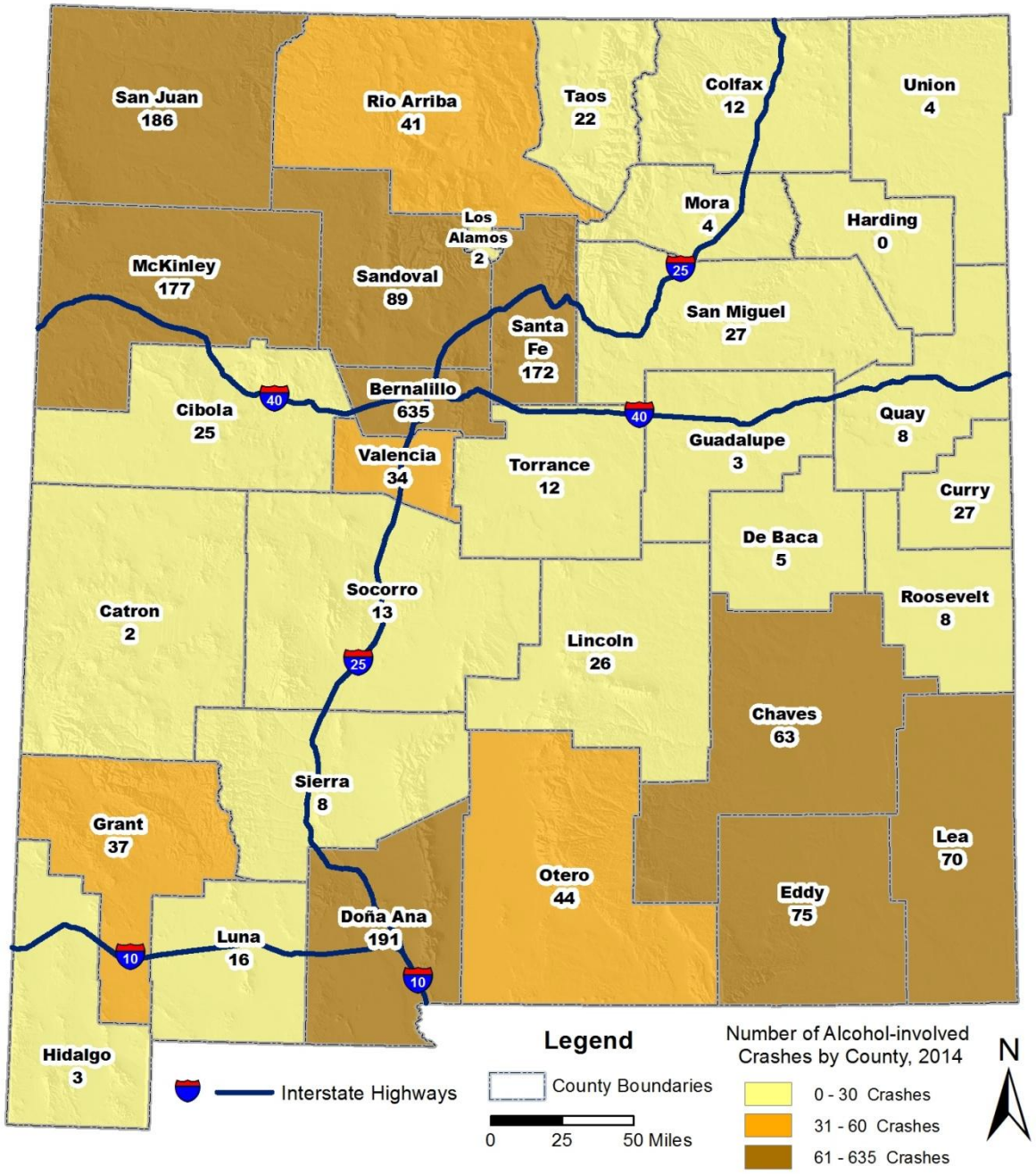
Figure 4: People Injured in Alcohol-involved Crashes by Type of Injury, 2005 - 2014



Alcohol-involved Crash Geography

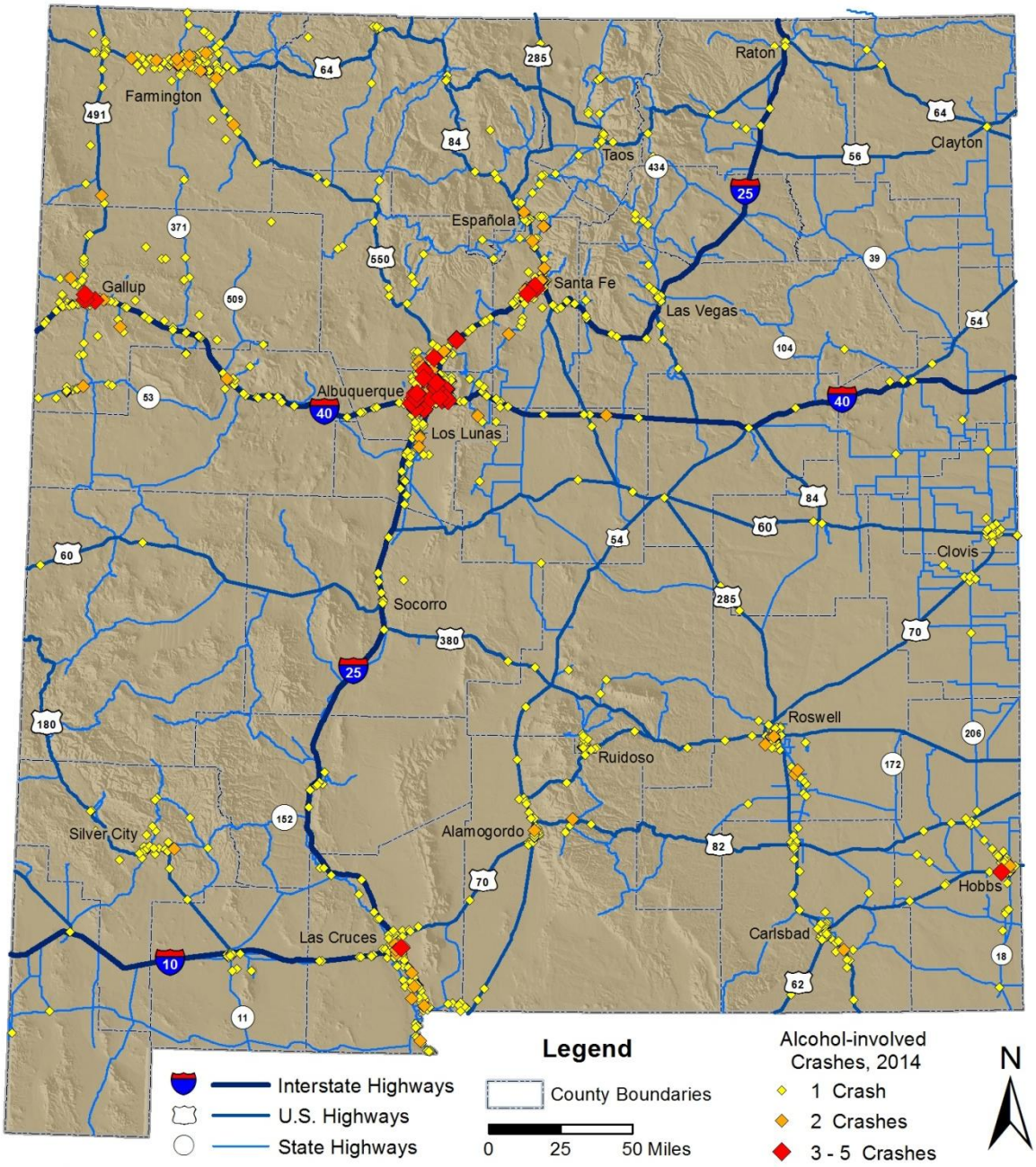
Maps

Map 1: Alcohol-involved Crashes in New Mexico by County, 2014



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

Map 2: Location of Alcohol-involved Crashes, 2014[1]

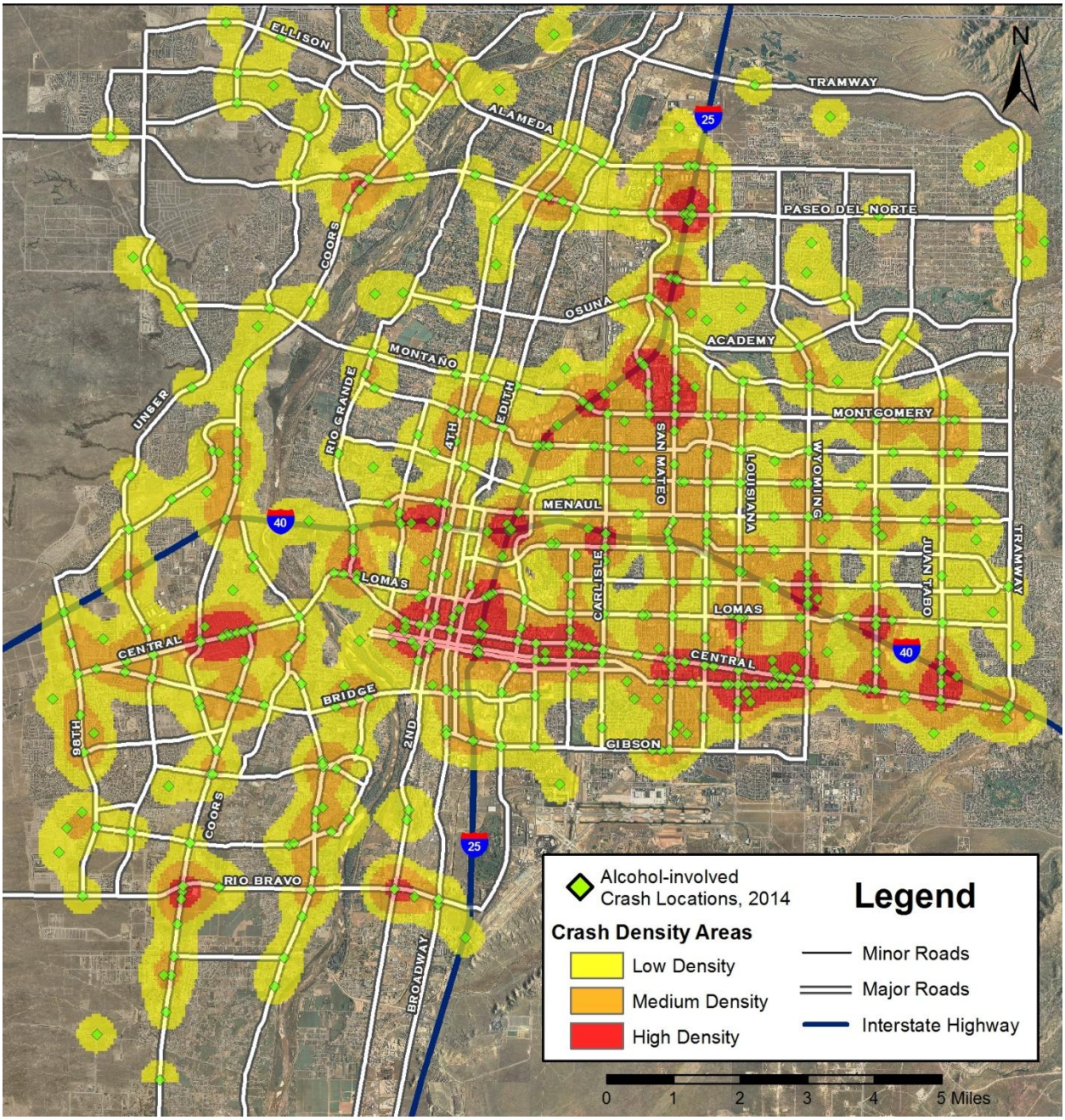


All maps are available in high-resolution color at tru.unm.edu.

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

Crash Geography – Maps

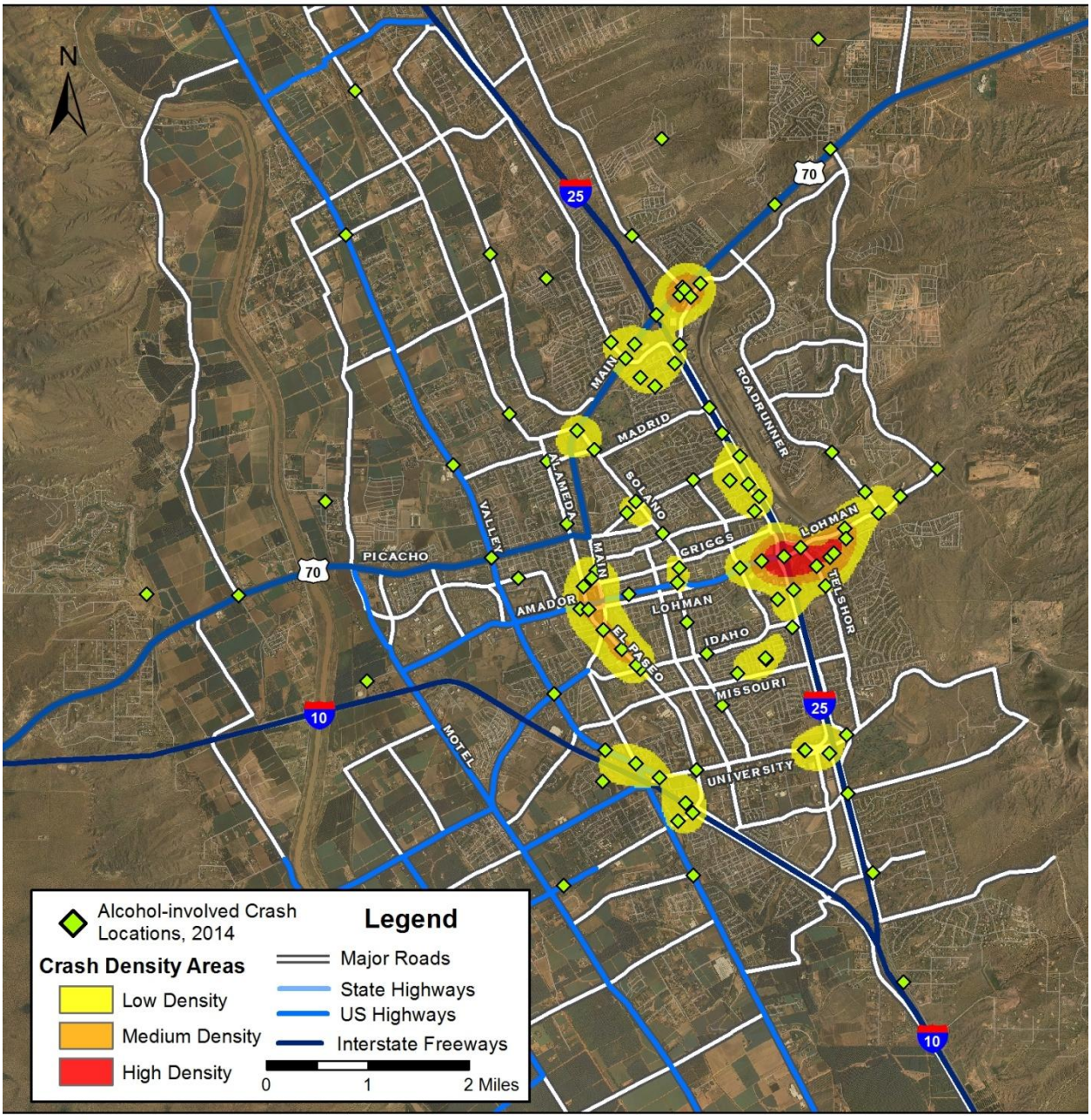
Map 3: Location and Density of Alcohol-involved Crashes in Albuquerque, 2014[2]



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

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

Map 4: Location and Density of Alcohol-involved Crashes in Las Cruces, 2014[3]



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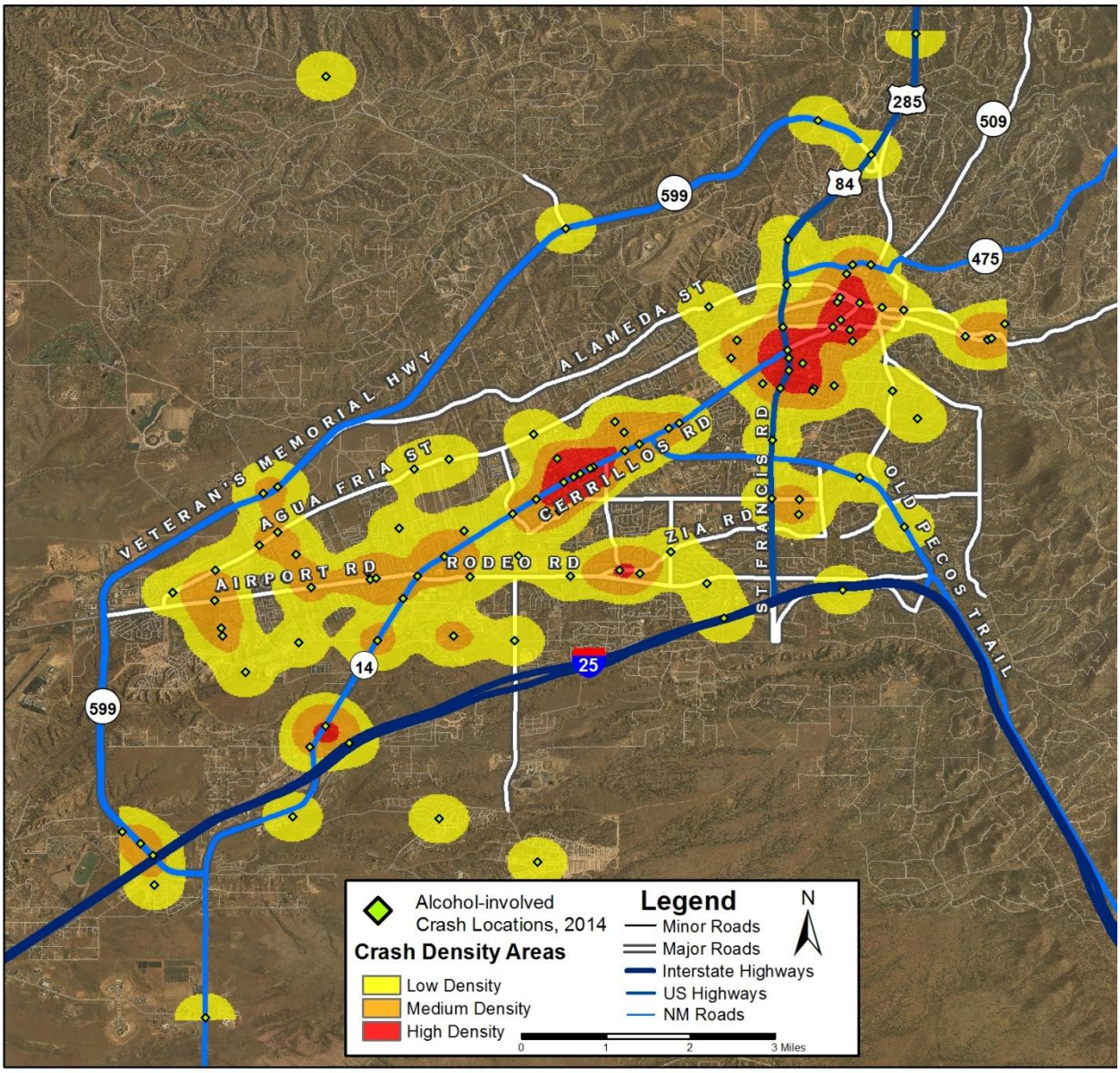
[3] Points on this map represent geocodable alcohol-involved crash locations (see Geocoding, p. xii). Color shading displays where a higher number of crashes occur in close proximity. The points assist in showing the location of crashes, but color shading shows the intensity of crashes in that area.

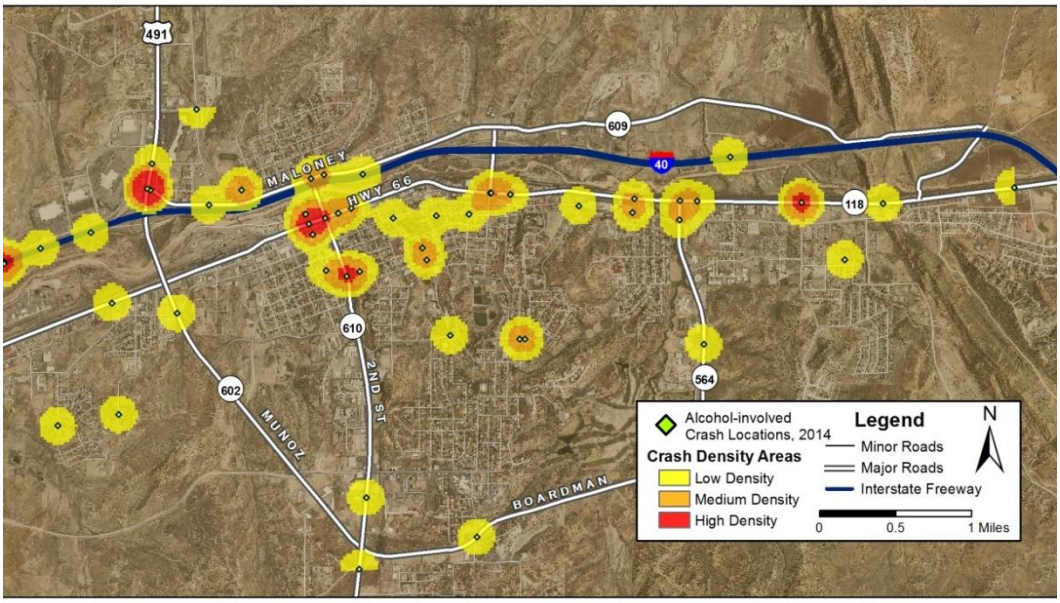
Map 5: Location and Density of Alcohol-involved Crashes in Santa Fe, 2014[4]



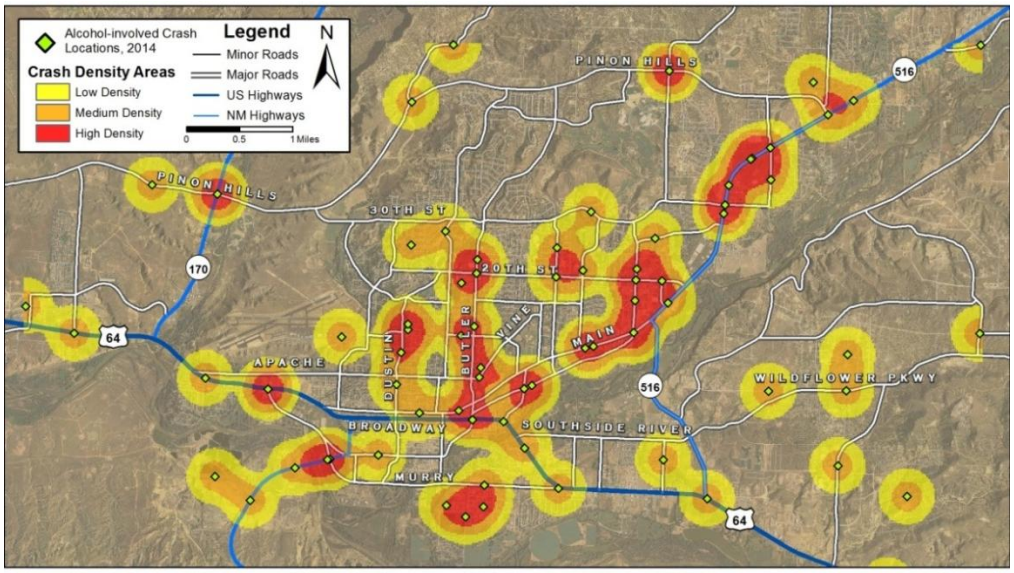
All maps are available in high-resolution color at tru.unm.edu.

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

Map 6: Location and Density of Alcohol-involved Crashes in Gallup, 2014[5]



Map 7: Location and Density of Alcohol-involved Crashes in Farmington, 2014[5]



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

Counties

Table 7: Alcohol-involved Crashes by County, 2010 - 2014

County	Alcohol-involved Crashes					Percent of All 2014 Alcohol-involved Crashes	Percent Change[1] 2010 to 2014	Percent Change[1] 2013 to 2014
	2010	2011	2012	2013	2014			
Bernalillo	598	681	642	605	635	31.1%	6.2%	5.0%
Catron	3	1	4	2	2	0.1%	-33.3%	0.0%
Chaves	68	76	93	49	63	3.1%	-7.4%	28.6%
Cibola	26	32	40	22	25	1.2%	-3.8%	13.6%
Colfax	20	19	17	14	12	0.6%	-40.0%	-14.3%
Curry	43	44	37	30	27	1.3%	-37.2%	-10.0%
De Baca	2	2	0	0	5	0.2%	150.0%	-
Doña Ana	212	235	187	191	191	9.4%	-9.9%	0.0%
Eddy	43	35	49	44	75	3.7%	74.4%	70.5%
Grant	23	32	37	35	37	1.8%	60.9%	5.7%
Guadalupe	11	8	8	2	3	0.1%	-72.7%	50.0%
Harding	0	0	2	0	0	0.0%	-	-
Hidalgo	3	6	2	6	3	0.1%	0.0%	-50.0%
Lea	98	83	72	56	70	3.4%	-28.6%	25.0%
Lincoln	31	24	30	32	26	1.3%	-16.1%	-18.8%
Los Alamos	4	6	2	2	2	0.1%	-50.0%	0.0%
Luna	19	18	5	14	16	0.8%	-15.8%	14.3%
McKinley	128	138	152	153	177	8.7%	38.3%	15.7%
Mora	6	7	4	8	4	0.2%	-33.3%	-50.0%
Otero	54	69	71	52	44	2.2%	-18.5%	-15.4%
Quay	4	7	9	8	8	0.4%	100.0%	0.0%
Rio Arriba	46	50	64	56	41	2.0%	-10.9%	-26.8%
Roosevelt	25	15	18	10	8	0.4%	-68.0%	-20.0%
San Juan	206	213	199	180	186	9.1%	-9.7%	3.3%
San Miguel	41	47	39	39	27	1.3%	-34.1%	-30.8%
Sandoval	99	101	113	107	89	4.4%	-10.1%	-16.8%
Santa Fe	192	214	172	160	172	8.4%	-10.4%	7.5%
Sierra	12	18	12	5	8	0.4%	-33.3%	60.0%
Socorro	17	11	18	18	13	0.6%	-23.5%	-27.8%
Taos	69	64	46	20	22	1.1%	-68.1%	10.0%
Torrance	11	10	6	13	12	0.6%	9.1%	-7.7%
Union	8	6	3	2	4	0.2%	-50.0%	100.0%
Valencia	40	48	23	23	34	1.7%	-15.0%	47.8%
Total	2,162	2,320	2,176	1,958	2,041	100.0%	-5.6%	4.2%

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

Crash Geography – Counties

From 2010 to 2014…

- Many counties saw a decrease in alcohol-involved crashes from five years ago. Counties with significant declines since 2010 include: **Colfax (-40.0 percent), Guadalupe (-72.7 percent), Los Alamos (-50 percent), Roosevelt (-68.0 percent), Taos (-68.1 percent) and Union (-50.0 percent).** (Table 7)

Table 8: Top Ten Counties for Alcohol-involved Crashes, 2010 - 2014

2014 Rank	County	Alcohol-involved Crashes					2014 Population	Alcohol-involved Crashes per 10,000 County Residents[1]
		2010	2011	2012	2013	2014		
1	Bernalillo	598	681	642	605	635	675,647	9.4
2	Doña Ana	212	235	187	192	191	214,059	8.9
3	San Juan	206	213	199	180	186	123,990	**15.0**
4	McKinley	128	138	152	153	177	73,846	**24.0**
5	Santa Fe	192	214	172	159	172	147,977	**11.6**
6	Sandoval	99	101	113	108	89	137,654	6.5
7	Eddy	43	35	49	44	75	56,583	**13.3**
8	Lea	98	83	72	56	70	69,930	**10.0**
9	Chaves	68	76	93	49	63	65,837	9.6
10	Otero	54	69	71	52	44	64,966	6.8
All Other Counties		464	475	426	360	339	455,078	7.4
Statewide Total		2,162	2,320	2,176	1,958	2,041	2,085,567	9.8

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

- Counties with smaller populations tend to exhibit higher rates and percentage fluctuations, but the numbers of crashes are much smaller. (Table 7, Table 8)
- Of the 10 counties with the highest number of alcohol-involved crashes in 2014, the highest alcohol-involved crash *rates* occurred in **Eddy (13.3 crashes per 10,000 residents), Lea (10.0), McKinley (24.0), San Juan (15.0) and Santa Fe (11.6).** (Table 8)

Crash Geography – Counties

Table 9: Alcohol-involved Fatal Crashes by County, 2010 - 2014

County	Alcohol-involved Fatal Crashes					Percent of All 2014 Alcohol-involved Fatal Crashes	Percent Change[1] 2010 to 2014	Percent Change[1] 2013 to 2014
	2010	2011	2012	2013	2014			
Bernalillo	22	15	28	25	33	21.7%	50.0%	32.0%
Catron	1	1	2	2	1	0.7%	0.0%	-50.0%
Chaves	2	5	3	5	4	2.6%	100.0%	-20.0%
Cibola	2	5	1	4	1	0.7%	-50.0%	-75.0%
Colfax	1	0	1	2	2	1.3%	100.0%	0.0%
Curry	0	3	2	1	1	0.7%	-	0.0%
De Baca	0	1	0	0	0	0.0%	-	-
Doña Ana	11	4	6	7	10	6.6%	-9.1%	42.9%
Eddy	3	1	4	2	2	1.3%	-33.3%	0.0%
Grant	3	2	1	1	0	0.0%	-100.0%	-100.0%
Guadalupe	0	1	1	1	1	0.7%	-	0.0%
Harding	0	0	2	0	0	0.0%	-	-
Hidalgo	0	0	0	1	0	0.0%	-	-100.0%
Lea	7	6	6	4	7	4.6%	0.0%	75.0%
Lincoln	0	1	3	4	3	2.0%	-	-25.0%
Los Alamos	0	0	0	0	0	0.0%	-	-
Luna	1	2	0	2	0	0.0%	-100.0%	-100.0%
McKinley	9	17	17	14	25	16.4%	177.8%	78.6%
Mora	1	2	2	0	1	0.7%	0.0%	-
Otero	7	7	6	2	7	4.6%	0.0%	250.0%
Quay	0	1	0	1	2	1.3%	-	100.0%
Rio Arriba	3	6	6	5	3	2.0%	0.0%	-40.0%
Roosevelt	2	2	0	2	1	0.7%	-50.0%	-50.0%
San Juan	14	17	14	13	16	10.5%	14.3%	23.1%
San Miguel	4	4	5	2	2	1.3%	-50.0%	0.0%
Sandoval	5	5	7	6	3	2.0%	-40.0%	-50.0%
Santa Fe	17	8	7	5	7	4.6%	-58.8%	40.0%
Sierra	2	2	1	1	2	1.3%	0.0%	100.0%
Socorro	3	3	2	1	1	0.7%	-66.7%	0.0%
Taos	5	5	4	3	6	3.9%	20.0%	100.0%
Torrance	1	1	4	5	3	2.0%	200.0%	-40.0%
Union	1	2	0	1	1	0.7%	0.0%	0.0%
Valencia	4	2	4	1	7	4.6%	75.0%	600.0%
Total	131	131	139	123	152	100.0%	16.0%	23.6%

[1] Percent changes in red are increasing trends, and percent changes in blue (negative) are decreasing trends. Percent change cannot be calculated when the base year (2010 or 2013) has zero fatalities.

Crash Geography – Counties

- From 2010 to 2014, the number of alcohol-involved fatal crashes jumped 50 percent in Bernalillo. (Table 9, Table 10)
- Bernalillo, McKinley and San Juan accounted for 48.7 percent of all alcohol-involved fatal crashes in 2014. (Table 9)
- In 2014, there was less than one alcohol-involved fatal crash per 10,000 residents statewide. (Table 10)
- Of the 10 counties with the highest number of alcohol-involved fatal crashes in 2014, the highest alcohol-involved fatal crash *rates* occurred in **McKinley (3.4 alcohol-involved fatal crashes per 10,000 residents)** and **Taos (1.8).**

Table 10: Top Ten Counties for Alcohol-involved Fatal Crashes, 2010 - 2014

2014 Rank	County	Alcohol-involved Fatal Crashes					2014 Population	Alcohol-involved Fatal Crashes per 10,000 County Residents[1]
		2010	2011	2012	2013	2014		
1	Bernalillo	22	15	28	25	33	675,647	0.5
2	McKinley	9	17	17	14	25	73,846	**3.4**
3	San Juan	14	17	14	13	16	123,990	**1.3**
4	Doña Ana	11	4	6	7	10	214,059	0.5
5	Santa Fe	17	8	7	5	7	147,977	0.5
5	Valencia	4	2	4	1	7	75,833	**0.9**
5	Lea	7	6	6	4	7	69,930	**1.0**
5	Otero	7	7	6	2	7	64,966	**1.1**
9	Taos	5	5	4	3	6	33,041	**1.8**
10	Chaves	2	5	3	5	4	65,837	0.6
All Other Counties		33	45	44	44	30	540,441	0.6
Statewide Total		131	131	139	123	152	2,085,567	0.7

[1] The numbers in bold red represent counties that exceeded the statewide rate of 0.7.

Crash Geography – Cities

Cities

- Cities showing an overall *decreasing 5-year trend* in the number of alcohol-involved crashes include: **Alamogordo, Clovis, Española, Hobbs, Las Vegas, Rio Rancho, Shiprock, Taos and Zuni Pueblo**. (Table 11)
- **Farmington (22.0), Gallup (38.7), Ruidoso (21.7), Taos (24.3)** and **Zuni Pueblo (28.6)** had rates that were more than double the 2014 statewide rate of 9.8 alcohol-involved crashes per 10,000 city residents. (Table 11)

Table 11: Top Twenty Cities for Alcohol-involved Crashes, 2010 - 2014

2014 Rank[1]	City	Alcohol-involved Crashes					2014 Population[2]	Alcohol-involved Crashes per 10,000 City Residents[3]
		2010	2011	2012	2013	2014		
1	Albuquerque	558	654	592	579	608	557,169	10.9
2	Las Cruces	130	151	113	121	130	101,408	12.8
3	Santa Fe	107	140	131	121	128	70,297	18.2
4	Farmington	79	84	84	116	98	44,445	**22.0**
5	Gallup	55	59	68	88	87	22,469	**38.7**
6	Roswell	49	47	75	29	49	48,608	10.1
6	Carlsbad	31	25	38	17	49	28,103	17.4
8	Hobbs	54	48	38	31	47	37,118	12.7
9	Rio Rancho	55	57	66	63	39	93,820	4.2
10	Alamogordo	28	34	30	33	24	31,060	7.7
11	Clovis	27	33	30	27	23	39,860	5.8
12	Silver City	11	19	19	22	18	10,172	17.7
12	Zuni Pueblo	22	18	13	4	18	6,302	**28.6**
14	Ruidoso	15	17	14	18	17	7,824	**21.7**
14	Las Vegas	20	25	22	28	17	13,518	12.6
16	Española	26	26	34	22	15	10,130	14.8
16	Shiprock	19	23	17	9	15	8,295	18.1
16	Bloomfield	6	7	10	6	15	7,638	19.6
19	Taos	28	25	22	13	14	5,766	**24.3**
20	Anthony	13	8	18	17	13	9,318	14.0
20	Deming	11	14	4	10	13	14,605	8.9
All Other Locations		818	806	738	584	604	-	-
Statewide Total		2,162	2,320	2,176	1,958	2,041	2,085,287	9.8

[1] Cities have the same rank if they have the same number of crashes in 2014.

[2] The populations of Zuni Pueblo and Shiprock are from the 2010 U.S. Census.

[3] Crashes per 10,000 city residents are in red if they are more than twice the statewide rate for 2014. In some cities, nonresident drivers passing through may contribute to a high crash rate in a city with a relatively small population.

- **Belen (4.2), Church Rock (26.6), Gallup (5.3), Shiprock (4.8)** and **Taos (6.9)** had rates that were more than double the 2014 statewide rate of 0.7 alcohol-involved fatal crashes per 10,000 residents. (Table 12)

Table 12: Top-Ranking Cities for Alcohol-involved Fatal Crash Rates, 2010 - 2014

2014 Rank	City	Alcohol-involved Fatal Crashes					2014 Population[1]	Alcohol-involved Fatal Crashes per 10,000 City Residents[2]
		2010	2011	2012	2013	2014		
1	Cedro[1]	0	0	0	0	2	430	**46.5**
2	Church Rock[1]	0	0	2	0	3	1,128	**26.6**
3	Algodones[1]	0	0	1	2	2	814	**24.6**
4	Mescalero Apache[1]	1	0	1	2	2	1,338	**14.9**
5	Taos	0	2	0	1	4	5,766	**6.9**
6	Gallup	1	0	2	4	12	22,469	**5.3**
7	Shiprock[1]	2	6	1	0	4	8,295	**4.8**
8	Belen	1	0	1	0	3	7,175	**4.2**
9	Zuni Pueblo[1]	2	0	1	0	2	6,302	**3.2**
10	Aztec	0	0	0	0	2	6,419	**3.1**
11	Anthony	2	0	0	1	2	9,318	**2.1**
12	Chaparral[1]	0	0	0	0	2	14,631	1.4
13	Farmington	2	0	1	2	4	44,445	0.9
14	Hobbs	2	0	2	1	3	37,118	0.8
15	Santa Fe	3	7	3	4	5	70,297	0.7
16	Alamogordo	1	1	2	0	2	31,060	0.6
17	Albuquerque	17	14	20	23	30	557,169	0.5
18	Las Cruces	4	1	2	2	4	101,408	0.4
All Other Crashes[3]		93	100	100	81	64	-	-
Statewide Total		131	131	139	123	152	2,085,567	0.7

[1] Population figures for Algodones, Cedro, Chaparral, Church Rock, Mescalero Apache, Shiprock and Zuni Pueblo are from the 2010 U.S. Census.

[2] Crashes per 10,000 city residents are in red if they are more than twice the statewide rate for 2014. In some cities, nonresident drivers passing through may contribute to a high crash rate in a city with a relatively small population.

[3] All other crashes were in rural areas or places that had fewer than two alcohol-involved fatal crashes in 2014.

Crash Geography – Rural and Urban

Rural and Urban Alcohol-involved Crashes

- 75.8 percent of all alcohol-involved crashes occurred on urban roadways. (Table 13)
- Alcohol-involved crashes on rural non-Interstate roadways are more likely to be fatal. Rural non-Interstate roadways account for 42.1 percent of alcohol-involved fatal crashes but only 21.4 percent of all alcohol-involved crashes. (Table 15)

Table 13: Alcohol-involved Crashes and Number of People in Alcohol-involved Crashes by Road System, 2014

Road System	Alcohol-involved Crashes		People in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	58	2.8%	112	2.4%
Rural Non-Interstate	436	21.4%	830	17.7%
Urban	1,547	75.8%	3,755	79.9%
Total	2,041	100.0%	4,697	100.0%

Table 14: Alcohol-involved Injury Crashes and Number of People Injured by Road System, 2014

Road System	Alcohol-involved Injury Crashes		People Injured in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	27	3.0%	45	3.3%
Rural Non-Interstate	189	21.1%	292	21.7%
Urban	680	75.9%	1,011	75.0%
Total	896	100.0%	1,348	100.0%

Table 15: Alcohol-involved Fatal Crashes and Number of People Killed by Road System, 2014

Road System	Alcohol-involved Fatal Crashes		People Killed in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	13	8.6%	14	8.2%
Rural Non-Interstate	64	42.1%	77	45.3%
Urban	75	49.3%	79	46.5%
Total	152	100.0%	170	100.0%

Table 16: Alcohol-involved Crashes and Fatalities by Crash Classification and Road System, 2014

Alcohol-involved Crashes and Fatalities by Road System												
Classification	Rural Interstate				Rural Non-Interstate				Urban			
	Crashes		Fatalities		Crashes		Fatalities		Crashes		Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	11	19.0%	3	21.4%	86	19.7%	21	27.3%	668	43.2%	16	20.3%
Fixed Object	19	32.8%	3	21.4%	129	29.6%	11	14.3%	412	26.6%	9	11.4%
Overturn	19	32.8%	6	42.9%	152	34.9%	35	45.5%	103	6.7%	16	20.3%
Pedestrian	5	8.6%	1	7.1%	12	2.8%	7	9.1%	126	8.1%	33	41.8%
Parked Vehicle	2	3.4%	1	7.1%	8	1.8%	0	0.0%	101	6.5%	1	1.3%
Other (Object)	1	1.7%	0	0.0%	18	4.1%	1	1.3%	53	3.4%	0	0.0%
Other (Non-Collision)	1	1.7%	0	0.0%	12	2.8%	0	0.0%	27	1.7%	0	0.0%
Pedalcyclist	0	0.0%	0	0.0%	1	0.2%	1	1.3%	21	1.4%	1	1.3%
Vehicle on Other Road	0	0.0%	0	0.0%	4	0.9%	0	0.0%	13	0.8%	0	0.0%
Animal	0	0.0%	0	0.0%	6	1.4%	0	0.0%	2	0.1%	0	0.0%
Railroad Train	0	0.0%	0	0.0%	3	0.7%	0	0.0%	1	0.1%	0	0.0%
Rollover	0	0.0%	0	0.0%	1	0.2%	0	0.0%	2	0.1%	0	0.0%
Missing Data	0	0.0%	0	0.0%	4	0.9%	1	1.3%	18	1.2%	3	3.8%
Total	58	100.0%	14	100.0%	436	100.0%	77	100.0%	1,547	100.0%	79	100.0%

- Overturn crashes resulted in 45.5 percent of alcohol-involved fatalities on rural non-Interstate roadways. (Table 16)
- 53.4 percent of all alcohol-involved crashes on rural Interstate roadways occurred in dark (not lighted) conditions. (Table 17)

Table 17: Alcohol-involved Crashes by Light Condition and Road System, 2014

Light Condition	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	18	31.0%	157	36.0%	548	35.4%	723	35.4%
Dark-Lighted	3	5.2%	40	9.2%	607	39.2%	650	31.8%
Dark-Not Lighted	31	53.4%	212	48.6%	285	18.4%	528	25.9%
Dusk	3	5.2%	21	4.8%	52	3.4%	76	3.7%
Dawn	3	5.2%	4	0.9%	18	1.2%	25	1.2%
Other/Not Stated	0	0.0%	0	0.0%	5	0.3%	5	0.2%
Missing Data	0	0.0%	2	0.5%	32	2.1%	34	1.7%
Total	58	100%	436	100%	1,547	100%	2,041	100%

Crash Characteristics

Month, Day of Week, and Hour

Table 18: Alcohol-involved Crashes by Month and Crash Severity, 2014

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	7	4.6%	67	7.5%	89	9.0%	163	8.0%
February	8	5.3%	57	6.4%	84	8.5%	149	7.3%
March	13	8.6%	66	7.4%	103	10.4%	182	8.9%
April	10	6.6%	69	7.7%	74	7.5%	153	7.5%
May	16	10.5%	74	8.3%	81	8.2%	171	8.4%
June	12	7.9%	83	9.3%	86	8.7%	181	8.9%
July	19	12.5%	73	8.1%	77	7.8%	169	8.3%
August	8	5.3%	77	8.6%	87	8.8%	172	8.4%
September	15	9.9%	82	9.2%	68	6.8%	165	8.1%
October	17	11.2%	84	9.4%	78	7.9%	179	8.8%
November	16	10.5%	80	8.9%	86	8.7%	182	8.9%
December	11	7.2%	84	9.4%	80	8.1%	175	8.6%
Total	152	100.0%	896	100.0%	993	100.0%	2,041	100.0%

- July had the highest percentage (12.5 percent) of alcohol-involved fatal crashes. (Table 18)

Figure 5: Percentage of Alcohol-involved Crashes by Month, 2014

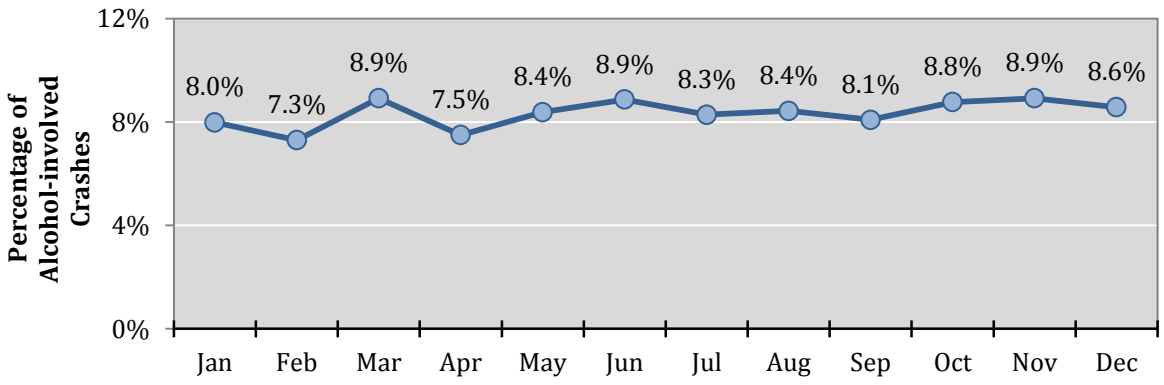


Table 19: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2014

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	26	17.1%	155	17.3%	180	18.1%	361	17.7%
Monday	10	6.6%	96	10.7%	110	11.1%	216	10.6%
Tuesday	19	12.5%	99	11.0%	113	11.4%	231	11.3%
Wednesday	16	10.5%	112	12.5%	113	11.4%	241	11.8%
Thursday	17	11.2%	108	12.1%	111	11.2%	236	11.6%
Friday	27	17.8%	141	15.7%	172	17.3%	340	16.7%
Saturday	37	24.3%	185	20.6%	194	19.5%	416	20.4%
Total	152	100.0%	896	100.0%	993	100.0%	2,041	100.0%

- Saturdays had the highest number of alcohol-involved crashes (416 crashes) and accounted for 20.4 percent of all alcohol-involved crashes in 2014. (Table 19, Figure 6)
- More than half (54.8 percent) of all alcohol-involved crashes occurred on the weekend: Fridays (16.7 percent), Saturdays (20.4 percent) and Sundays (17.7 percent). (Table 19, Figure 6)

Figure 6: Percentage of Alcohol-involved Crashes by Day of the Week, 2014

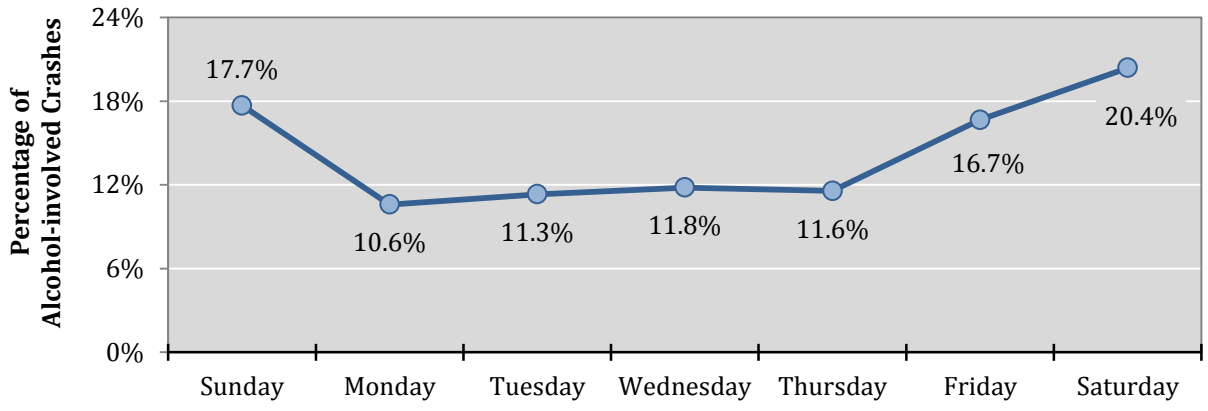


Table 20: Alcohol-involved Crashes by Day of the Week and Three-hour Segments, 2014

Hour[1]	Alcohol-involved Crashes[2]								
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	Percent of Total
12 - 3 a.m.	84	16	32	32	33	37	93	327	16.0%
3 - 6 a.m.	42	7	8	9	7	6	37	116	5.7%
6 - 9 a.m.	24	12	4	14	8	5	23	90	4.4%
9 a.m. - 12 p.m.	20	11	15	13	15	17	19	110	5.4%
12 - 3 p.m.	17	18	25	24	18	33	34	169	8.3%
3 - 6 p.m.	40	46	47	38	42	52	57	322	15.8%
6 - 9 p.m.	50	53	66	58	49	72	82	430	21.1%
9 p.m. - 12 a.m.	81	49	33	51	61	109	67	451	22.1%
Missing Data	3	4	1	2	3	9	4	26	1.3%
Total	361	216	231	241	236	340	416	2,041	100.0%

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

- 43.2 percent of all alcohol-involved crashes occurred from 6 p.m. to midnight (Table 20, Figure 7)
- The hour from 11 p.m. to midnight on Fridays had the highest number of alcohol-involved crashes (38 crashes) in 2014. (Table 21)

Figure 7: Percentage of Alcohol-involved Crashes by Three-hour Segments, 2014

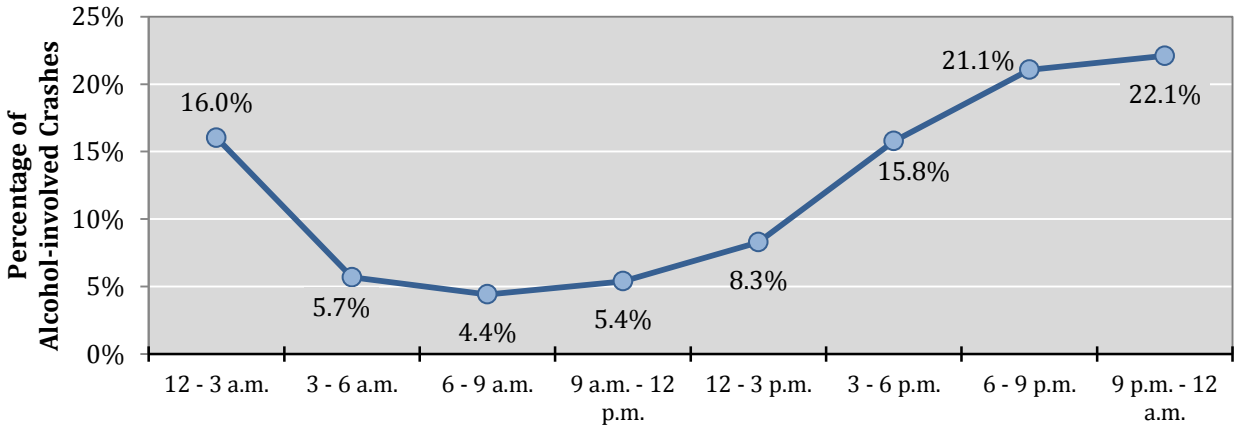
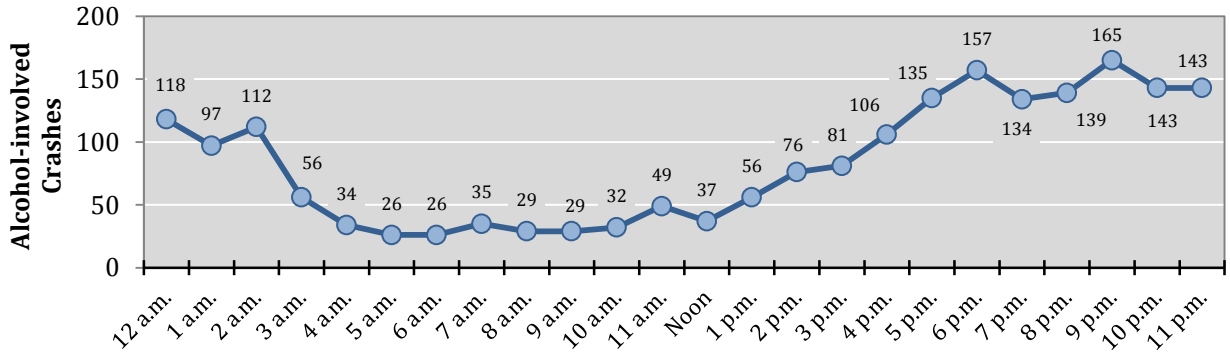


Table 21: Alcohol-involved Crashes by Hour and Day of the Week, 2014

Hour[1]	Alcohol-involved Crashes							Total by Hour	Percent by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat		
12 a.m.	32	6	12	10	16	14	28	118	5.8%
1 a.m.	27	6	10	7	7	12	28	97	4.8%
2 a.m.	25	4	10	15	10	11	37	112	5.5%
3 a.m.	21	3	5	4	1	4	18	56	2.7%
4 a.m.	11	1	2	4	4	1	11	34	1.7%
5 a.m.	10	3	1	1	2	1	8	26	1.3%
6 a.m.	5	3	0	5	2	1	10	26	1.3%
7 a.m.	11	3	2	3	4	3	9	35	1.7%
8 a.m.	8	6	2	6	2	1	4	29	1.4%
9 a.m.	8	4	3	4	4	2	4	29	1.4%
10 a.m.	4	4	3	3	6	5	7	32	1.6%
11 a.m.	8	3	9	6	5	10	8	49	2.4%
Noon	4	4	5	9	2	8	5	37	1.8%
1 p.m.	4	7	7	6	9	10	13	56	2.7%
2 p.m.	9	7	13	9	7	15	16	76	3.7%
3 p.m.	6	12	10	12	11	17	13	81	4.0%
4 p.m.	18	11	14	16	14	20	13	106	5.2%
5 p.m.	16	23	23	10	17	15	31	135	6.6%
6 p.m.	17	20	30	23	15	24	28	157	7.7%
7 p.m.	18	16	20	16	15	22	27	134	6.6%
8 p.m.	15	17	16	19	19	26	27	139	6.8%
9 p.m.	34	17	18	20	14	34	28	165	8.1%
10 p.m.	23	16	10	11	26	37	20	143	7.0%
11 p.m.	24	16	5	20	21	38	19	143	7.0%
Missing Data	3	4	1	2	3	9	4	26	1.3%
Total	361	216	231	241	236	340	416	2,041	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, 2014



Crash Classification

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

Table 22: Alcohol-involved Crashes by Crash Classification, 2010 - 2014

Crash Classification	Alcohol-involved Crashes					
	2010	2011	2012	2013	2014	Percent of 2014 Total
Other Vehicle	819	782	762	756	765	37.5%
Fixed Object	705	872	687	543	560	27.4%
Overturn/Rollover	339	320	313	273	274	13.4%
Pedestrian	61	71	103	106	143	7.0%
Parked Vehicle	161	190	134	125	111	5.4%
Other (Object)	9	15	64	47	72	3.5%
Other (Non-Collision)	42	42	44	42	40	2.0%
Pedalcyclist	19	19	20	21	22	1.1%
Vehicle on Other Road	0	3	10	10	17	0.8%
Animal	5	5	14	6	8	0.4%
Railroad Train	2	1	4	4	4	0.2%
Rollover[1]	0	0	0	0	3	0.1%
Missing Data	0	0	21	25	22	1.1%
Total	2,162	2,320	2,176	1,958	2,041	100.0%

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

- Collisions with other vehicles were the most common classification (37.5 percent) of all alcohol-involved crashes in 2014. (Table 22)
- In 2014, the top three crash classifications in alcohol-involved crashes were (Collision with) Other Vehicle, Fixed Object, and Overturn. (Table 22)

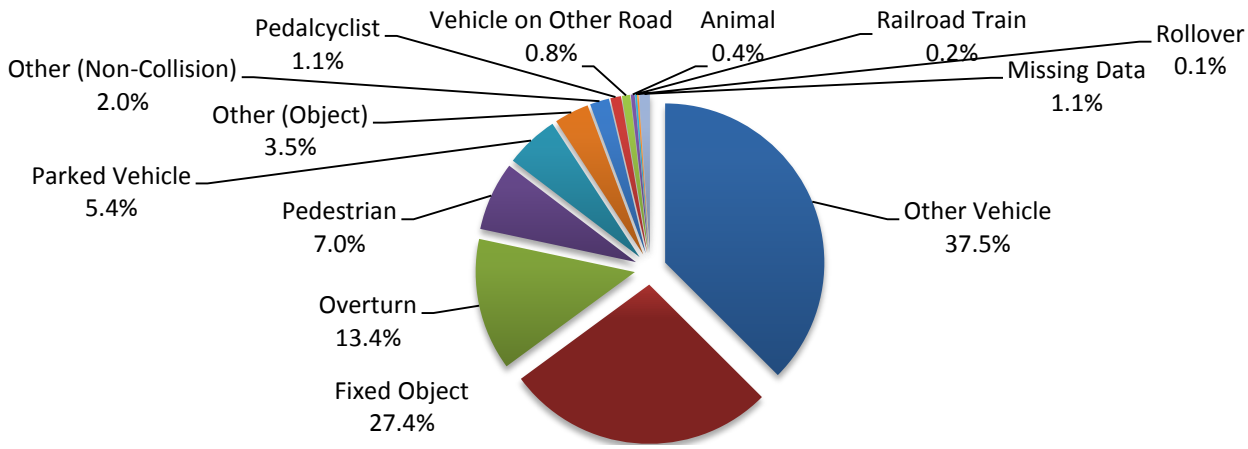
Crash Characteristics – Crash Classification

Table 23: Alcohol-involved Crashes by Crash Classification and Crash Severity, 2014

Crash Classification	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	31	20.4%	359	40.1%	375	37.8%	765	37.5%
Fixed Object	22	14.5%	193	21.5%	345	34.7%	560	27.4%
Overturn	50	32.9%	150	16.7%	74	7.5%	274	13.4%
Pedestrian	41	27.0%	98	10.9%	4	0.4%	143	7.0%
Parked Vehicle	2	1.3%	23	2.6%	86	8.7%	111	5.4%
Other (Object)	1	0.7%	22	2.5%	49	4.9%	72	3.5%
Other (Non-Collision)	0	0.0%	19	2.1%	21	2.1%	40	2.0%
Pedalcyclist	2	1.3%	18	2.0%	2	0.2%	22	1.1%
Vehicle on Other Road	0	0.0%	5	0.6%	12	1.2%	17	0.8%
Animal	0	0.0%	2	0.2%	6	0.6%	8	0.4%
Railroad Train	0	0.0%	2	0.2%	2	0.2%	4	0.2%
Rollover	0	0.0%	2	0.2%	1	0.1%	3	0.1%
Missing Data	3	2.0%	3	0.3%	16	1.6%	22	1.1%
Total	152	100.0%	896	100.0%	993	100.0%	2,041	100.0%

- Pedestrian-classified crashes were 7.0 percent of all alcohol-involved crashes, but accounted for 27.0 percent of alcohol-involved fatal crashes. (Table 23)
- Overturn-classified crashes were 13.4 percent of all alcohol-involved crashes, but accounted for 32.9 percent of alcohol-involved fatal crashes. (Table 23)

Figure 9: Alcohol-involved Crashes by Crash Classification, 2014



Vehicles

- In 2014, 45.1 percent of all alcohol-involved crashes involved **one** vehicle. (Table 24)
- 92.9 percent of all alcohol-involved crashes involved either one or two vehicles. (Table 24)
- Alcohol-involved crashes with only one vehicle accounted for 45.9 percent of fatalities but only 27.3 percent of all people involved in alcohol-involved crashes. (Table 25)

Table 24: Alcohol-involved Crashes by Number of Vehicles Involved and Crash Severity, 2014

Number of Vehicles Involved[1]	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	70	46.1%	370	41.3%	481	48.4%	921	45.1%
2	67	44.1%	447	49.9%	462	46.5%	976	47.8%
3	10	6.6%	57	6.4%	39	3.9%	106	5.2%
4+	5	3.3%	22	2.5%	11	1.1%	38	1.9%
Total Crashes	152	100.0%	896	100.0%	993	100.0%	2,041	100.0%

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

Table 25: People in Alcohol-involved in Crashes by Number of Vehicles Involved, 2014

Number of Vehicles Involved[1]	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	78	45.9%	61	33.0%	257	48.6%	156	24.6%	731	23.0%	1,283	27.3%
2	76	44.7%	95	51.4%	229	43.3%	375	59.1%	1,974	62.1%	2,749	58.5%
3	11	6.5%	23	12.4%	35	6.6%	63	9.9%	319	10.0%	451	9.6%
4+	5	2.9%	6	3.2%	8	1.5%	40	6.3%	155	4.9%	214	4.6%
Total	170	100.0%	185	100.0%	529	100.0%	634	100.0%	3,179	100.0%	4,697	100.0%

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

Table 26: Alcohol-involved Drivers in Crashes by Vehicle Type and Crash Severity, 2014

Vehicle Type	Alcohol-involved Drivers in Fatal Crashes		Alcohol-involved Drivers in Injury Crashes		Alcohol-involved Drivers in Property Damage Only Crashes		Total Alcohol-involved Drivers in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	43	25.4%	394	42.9%	505	50.3%	942	45.1%
Pickup	34	20.1%	201	21.9%	228	22.7%	463	22.1%
Van/SUV/4WD	15	8.9%	104	11.3%	165	16.5%	284	13.6%
Pedestrian	44	26.0%	83	9.0%	4	0.4%	131	6.3%
Motorcycle	25	14.8%	56	6.1%	6	0.6%	87	4.2%
Other	0	0.0%	9	1.0%	13	1.3%	22	1.1%
Semi	4	2.4%	9	1.0%	8	0.8%	21	1.0%
Pedalcyclist	2	1.2%	16	1.7%	2	0.2%	20	1.0%
Missing Data	2	1.2%	47	5.1%	72	7.2%	121	5.8%
Total	169	100.0%	919	100.0%	1,003	100.0%	2,091	100.0%

- Alcohol-involved motorcycle drivers accounted for 4.2 percent of alcohol-involved drivers in crashes but 14.8 percent of alcohol-involved drivers in *fatal* crashes. (Table 26)
- Alcohol-involved pedestrians accounted for 6.3 percent of alcohol-involved drivers (motorized and non-motorized vehicles) in crashes but were 26.0 percent of all alcohol-involved drivers in *fatal* crashes. (Table 26)

Table 27: Alcohol-involved Drivers in Crashes by Vehicle Type and Severity of Injury, 2014

Vehicle Type	Severity of Injury to Alcohol-involved Drivers in Crashes											
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Alcohol-involved Drivers	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	23	18.9%	29	29.0%	140	39.5%	118	49.8%	632	49.5%	942	45%
Pickup	19	15.6%	19	19.0%	71	20.1%	48	20.3%	306	23.9%	463	22%
Van/SUV/4WD	8	6.6%	9	9.0%	38	10.7%	23	9.7%	206	16.1%	284	14%
Pedestrian	42	34.4%	23	23.0%	35	9.9%	25	10.5%	6	0.5%	131	6%
Motorcycle	24	19.7%	10	10.0%	37	10.5%	9	3.8%	7	0.5%	87	4%
Other	0	0.0%	1	1.0%	4	1.1%	2	0.8%	15	1.2%	22	1%
Semi	4	3.3%	1	1.0%	3	0.8%	1	0.4%	12	0.9%	21	1%
Pedalcyclist	2	1.6%	1	1.0%	9	2.5%	6	2.5%	2	0.2%	20	1%
Missing Data	0	0.0%	7	7.0%	17	4.8%	5	2.1%	92	7.2%	121	6%
Total	122	100.0%	100	100.0%	354	100.0%	237	100.0%	1,278	100.0%	2,091	100%

Demographics

Age and Sex

- The number of children in alcohol-involved crashes has decreased in the last five years. For example, those 5-9 years old fell 28.1 percent. (Table 28)
- In the last five years, the number of 60-64 year olds in alcohol-involved crashes has increased 21.1 percent and the number of 70-74 year olds in alcohol-involved crashes has increased 28.2 percent. (Table 28)
- In 2014, there were 1.8 males in alcohol-involved crashes for every female. (Table 29)
- In 2014, 77.6 percent of fatalities in alcohol-involved crashes were male. (Table 30)
- In 2014, people 20 to 29 years old were nearly a third, 29.3 percent, of all people in alcohol-involved crashes. (Table 29, Table 31, Figure 12)

Table 28: People in Alcohol-involved Crashes by Age, 2010 - 2014

Age Group	People in Alcohol-involved Crashes[1]					Percent Change 2010 to 2014
	2010	2011	2012	2013	2014	
1-4	140	115	128	102	110	-21.4%
5-9	135	110	116	113	97	-28.1%
10-14	103	107	103	78	77	-25.2%
15-19	469	495	451	348	410	-12.6%
20-24	891	939	823	779	798	-10.4%
25-29	639	635	601	594	579	-9.4%
30-34	467	485	470	402	456	-2.4%
35-39	367	355	362	357	326	-11.2%
40-44	310	309	342	275	333	7.4%
45-49	306	344	331	256	247	-19.3%
50-54	264	301	267	227	262	-0.8%
55-59	191	182	183	184	191	0.0%
60-64	123	131	136	118	149	21.1%
65-69	77	81	73	85	85	10.4%
70-74	39	43	36	44	50	28.2%
75+	46	22	55	51	48	4.3%
Missing Data	442	463	421	516	479	8.4%
Total	5,009	5,117	4,898	4,529	4,697	-6.2%

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

Table 29: People in Alcohol-involved Crashes by Age and Sex, 2014

Age Group	People in Alcohol-involved Crashes								Ratio Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	67	2.4%	41	2.6%	2	0.5%	110	2.3%	**1.6**
5-9	49	1.8%	46	3.0%	2	0.5%	97	2.1%	**1.1**
10-14	37	1.3%	40	2.6%	0	0.0%	77	1.6%	**0.9**
15-19	249	9.0%	161	10.4%	0	0.0%	410	8.7%	**1.5**
20-24	528	19.2%	267	17.2%	3	0.8%	798	17.0%	**2.0**
25-29	391	14.2%	186	12.0%	2	0.5%	579	12.3%	**2.1**
30-34	288	10.4%	166	10.7%	2	0.5%	456	9.7%	**1.7**
35-39	225	8.2%	100	6.4%	1	0.3%	326	6.9%	**2.3**
40-44	214	7.8%	119	7.7%	0	0.0%	333	7.1%	**1.8**
45-49	157	5.7%	89	5.7%	1	0.3%	247	5.3%	**1.8**
50-54	156	5.7%	104	6.7%	2	0.5%	262	5.6%	**1.5**
55-59	126	4.6%	65	4.2%	0	0.0%	191	4.1%	**1.9**
60-64	91	3.3%	58	3.7%	0	0.0%	149	3.2%	**1.6**
65-69	46	1.7%	39	2.5%	0	0.0%	85	1.8%	**1.2**
70-74	25	0.9%	23	1.5%	2	0.5%	50	1.1%	**1.1**
75+	31	1.1%	16	1.0%	1	0.3%	48	1.0%	**1.9**
Missing Data	76	2.8%	34	2.2%	369	95.3%	479	10.2%	**2.2**
Total	2,756	100.0%	1,554	100.0%	387	100.0%	4,697	100.0%	**1.8**

Figure 10: People in Alcohol-involved Crashes by Age and Sex, 2014

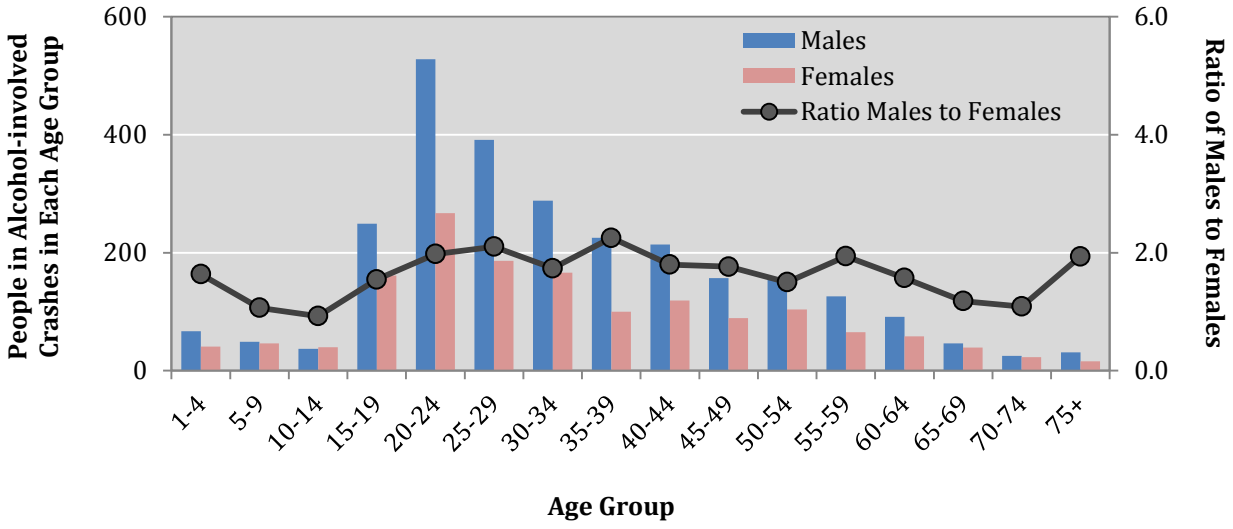


Table 30: Fatalities in Alcohol-involved Crashes by Age and Sex, 2014

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%	1	2.6%	2	1.2%	**1.0**
5-9	0	0.0%	1	2.6%	1	0.6%	**-**
10-14	0	0.0%	0	0.0%	0	0.0%	**-**
15-19	8	6.1%	3	7.9%	11	6.5%	**2.7**
20-24	19	14.4%	8	21.1%	27	15.9%	**2.4**
25-29	20	15.2%	1	2.6%	21	12.4%	**20.0**
30-34	20	15.2%	6	15.8%	26	15.3%	**3.3**
35-39	8	6.1%	2	5.3%	10	5.9%	**4.0**
40-44	12	9.1%	5	13.2%	17	10.0%	**2.4**
45-49	10	7.6%	6	15.8%	16	9.4%	**1.7**
50-54	17	12.9%	1	2.6%	18	10.6%	**17.0**
55-59	11	8.3%	1	2.6%	12	7.1%	**11.0**
60-64	1	0.8%	1	2.6%	2	1.2%	**1.0**
65-69	1	0.8%	2	5.3%	3	1.8%	**0.5**
70-74	0	0.0%	0	0.0%	0	0.0%	**-**
75+	3	2.3%	0	0.0%	3	1.8%	**-**
Missing Data	1	0.8%	0	0.0%	1	0.6%	**-**
Total	132	100.0%	38	100.0%	170	100.0%	**3.5**

Figure 11: Fatalities in Alcohol-involved Crashes by Age and Sex, 2014

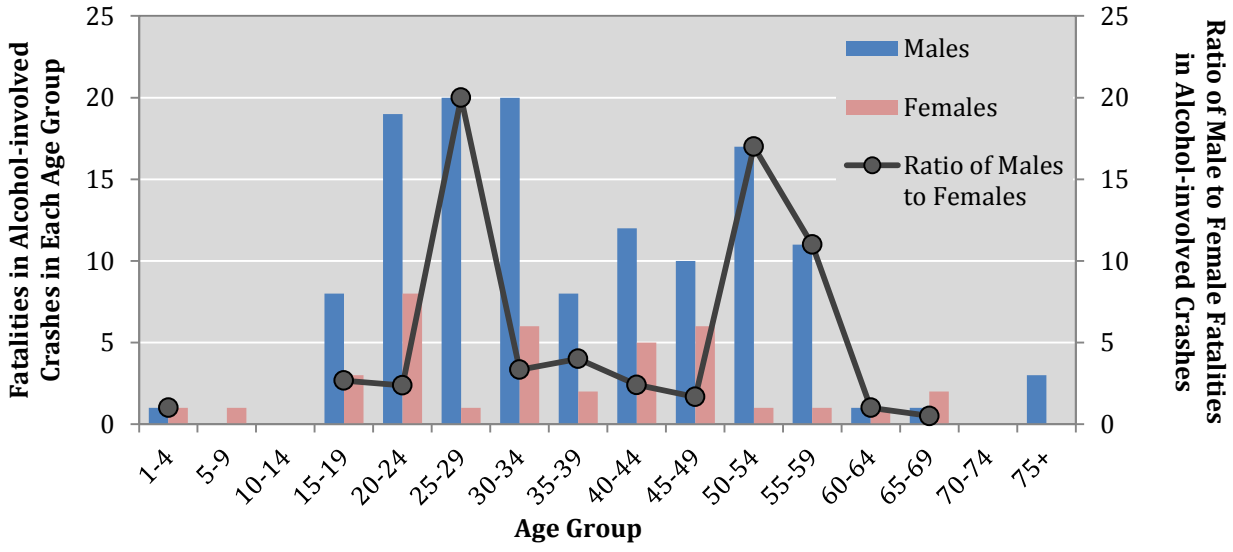
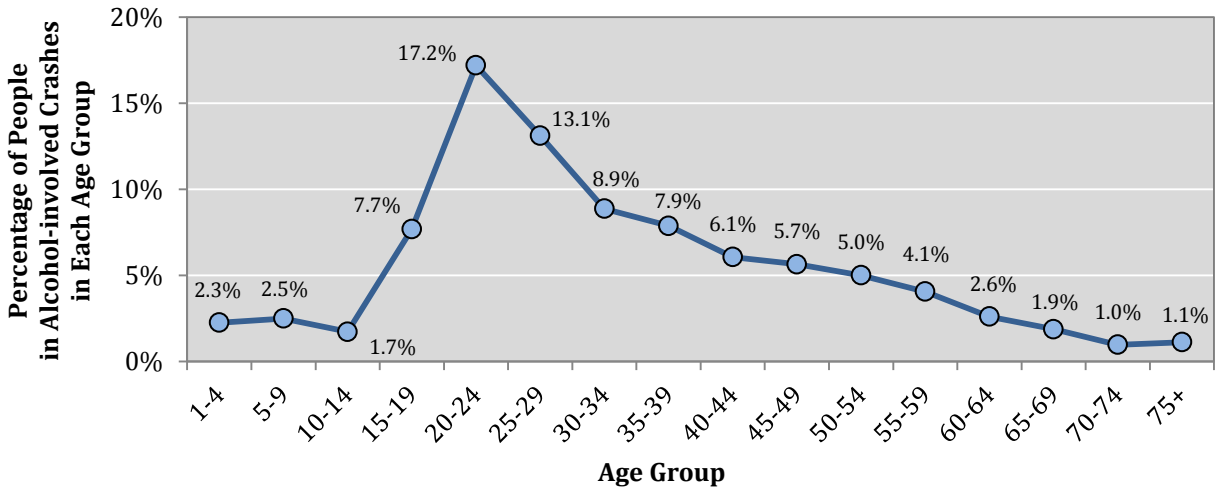


Table 31: People in Alcohol-involved Crashes by Age and Severity of Injury, 2014

Age Group	People in Alcohol-involved Crashes[1]						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total of All Ages
1-4	2	2	11	0	95	110	**2.3%**
5-9	1	2	7	13	74	97	**2.1%**
10-14	0	3	2	18	54	77	**1.6%**
15-19	11	10	47	66	276	410	**8.7%**
20-24	27	34	116	96	525	798	**17.0%**
25-29	21	22	73	93	370	579	**12.3%**
30-34	26	20	57	65	288	456	**9.7%**
35-39	10	15	38	39	224	326	**6.9%**
40-44	17	26	40	63	187	333	**7.1%**
45-49	16	14	26	38	153	247	**5.3%**
50-54	18	11	43	31	159	262	**5.6%**
55-59	12	9	29	30	111	191	**4.1%**
60-64	2	7	18	26	96	149	**3.2%**
65-69	3	1	5	12	64	85	**1.8%**
70-74	0	4	2	11	33	50	**1.1%**
75+	3	2	4	10	29	48	**1.0%**
Missing Data	1	3	11	23	441	479	**10.2%**
Total	170	185	529	634	3,179	4,697	**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, 2014



Teens (15-19)

- In 2014, 11 teens were killed and 123 injured in alcohol-involved crashes. (Table 32)
- From 2005 to 2014, the number of alcohol-involved teen drivers[6] in crashes decreased 53.6 percent (267 to 124). (Table 33, Figure 13)
- The rate of alcohol-involved teen drivers in crashes has decreased 44.7 percent from 2005 to 2014 (from 38.9 to 21.5 drivers per 10,000 licensed teen drivers), to its second-lowest rate in 10 years. (Table 33)
- In 2014, there were 2.35 alcohol-involved teen male drivers in crashes for every one alcohol-involved teen female driver. (Table 34, Figure 14)
- From 2005 to 2014, the number of male alcohol-involved teen drivers has decreased by 59.5 percent (from 215 to 87), to its second-lowest rate in 10 years. (Table 34, Figure 14)
- In 2014, the peak hours of alcohol-involved teen drivers in crashes were 11 p.m. to 4 a.m., with 38.0 percent of crashes. (Table 35)

Table 32: Teens (15-19) in Alcohol-involved Crashes by Severity of Injury, 2014

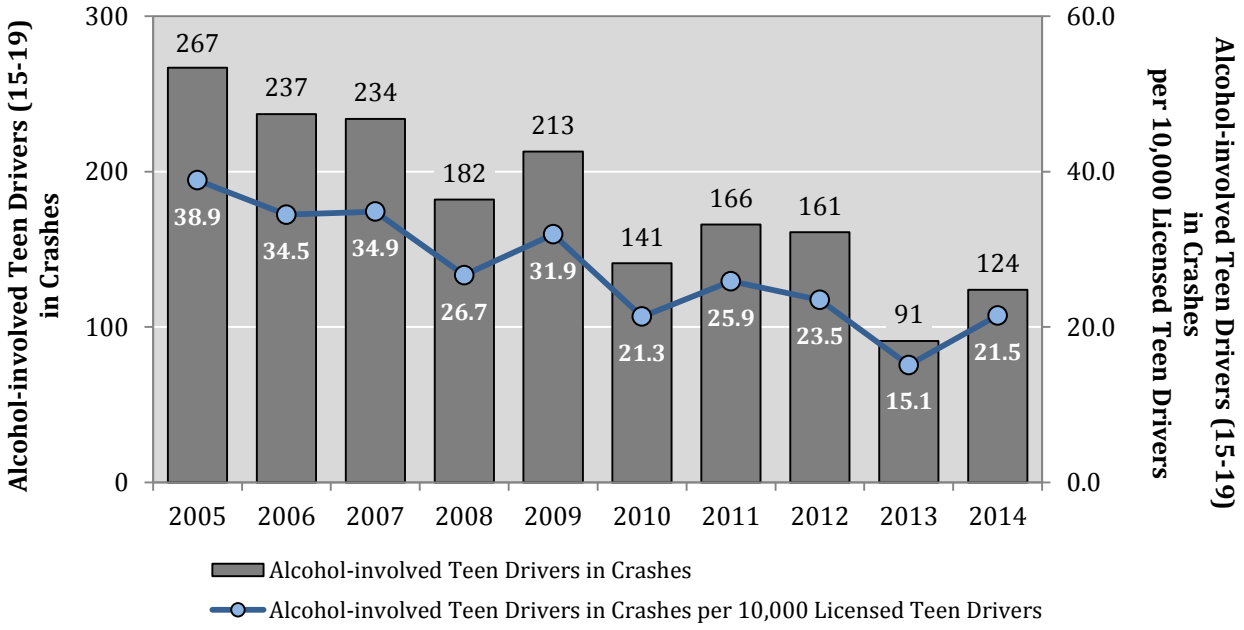
Severity of Injuries	Injury Class	Teens (15-19) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	11	2.7%
Suspected Serious Injuries	A	10	2.4%
Suspected Minor Injuries	B	47	11.5%
Possible Injuries	C	66	16.1%
No Apparent Injuries	O	276	67.3%
Total		410	100.0%

[6] "Alcohol-involved teen drivers" are teen motor vehicle drivers who were cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 33: Alcohol-involved Teen Drivers (15-19) in Crashes by Crash Severity, 2005 - 2014

Year	Alcohol-involved Teen Drivers (15-19) of Vehicles in Crashes				NM Licensed Teen Drivers 15-19	Alcohol-involved Teen Drivers in Crashes per 10,000 Licensed Teen Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Teen Drivers in Crashes		
2005	12	120	135	267	68,667	38.9
2006	20	99	118	237	68,765	34.5
2007	12	105	117	234	67,133	34.9
2008	12	69	101	182	68,229	26.7
2009	12	80	121	213	66,724	31.9
2010	7	51	83	141	66,058	21.3
2011	3	68	95	166	64,091	25.9
2012	9	71	81	161	68,554	23.5
2013	5	31	55	91	60,243	15.1
2014	6	54	64	124	57,678	21.5

Figure 13: Alcohol-involved Teen Drivers[7] (15-19) in Crashes, 2005 - 2014

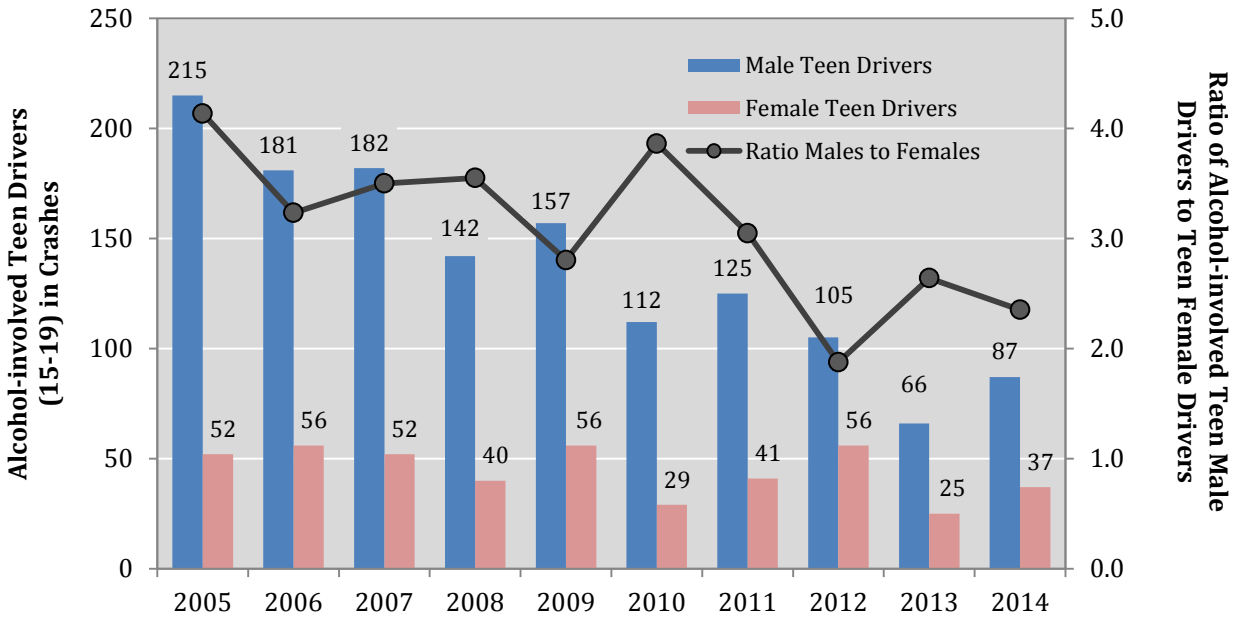


[7] Does not include alcohol-involved teen drivers for which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 34: Alcohol-involved Teen Drivers (15-19) in Crashes by Sex, 2005 - 2014

Year	Alcohol-involved Teen Drivers (15-19) of Vehicles in Crashes			Ratio Males to Females
	Males	Females	Total	
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
2012	105	56	161	1.88
2013	66	25	91	2.64
2014	87	37	124	2.35

Figure 14: Alcohol-involved Teen Drivers[8] (15-19) in Crashes by Sex, 2005 - 2014



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

Table 35: Alcohol-involved Teen Drivers[9] (15-19) in Crashes by Hour, 2014

Hour [1]	Alcohol-involved Teen Drivers (15-19)	
	Count	Percent
Midnight	4	3.2%
1 a.m.	8	6.5%
2 a.m.	11	8.9%
3 a.m.	8	6.5%
4 a.m.	3	2.4%
5 a.m.	6	4.8%
6 a.m.	4	3.2%
7 a.m.	4	3.2%
8 a.m.	4	3.2%
9 a.m.	3	2.4%
10 a.m.	4	3.2%
11 a.m.	2	1.6%
Noon	0	0.0%
1 p.m.	1	0.8%
2 p.m.	6	4.8%
3 p.m.	1	0.8%
4 p.m.	6	4.8%
5 p.m.	4	3.2%
6 p.m.	4	3.2%
7 p.m.	5	4.0%
8 p.m.	7	5.6%
9 p.m.	6	4.8%
10 p.m.	5	4.0%
11 p.m.	16	12.9%
Missing Data	2	1.6%
Total	124	100.0%

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

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

Young Adults (20-24)

- In 2014, 27 young adults were killed and 246 injured in alcohol-involved crashes. (Table 36)
- From 2005 to 2014, the number of alcohol-involved young adult drivers[10] in crashes decreased 25.6 percent (508 to 378). These crashes have fallen three years in a row, to the lowest level in 10 years. (Table 37, Figure 15)
- From 2005 to 2014, the rate of alcohol-involved young adult drivers in crashes decreased from 43.2 to 32.4 alcohol-involved young adult drivers in crashes per 10,000 licensed young adult drivers, the second-lowest level in 10 years. (Table 37)
- The ratio of alcohol-involved young adult male drivers in crashes to alcohol-involved young adult female drivers in crashes was 2.67. (Table 38)
- The number of male alcohol-involved young adult drivers in crashes has decreased by 28.2 percent (from 383 to 275) in the last ten years, to its lowest level in that time. (Table 38)
- In 2014, the time of day with the highest number of alcohol-involved young adult drivers in crashes was from 2 a.m. to 3 a.m., with 10.1 percent. (Table 39)

Table 36: Young Adults (20-24) in Alcohol-involved Crashes by Severity of Injury, 2014

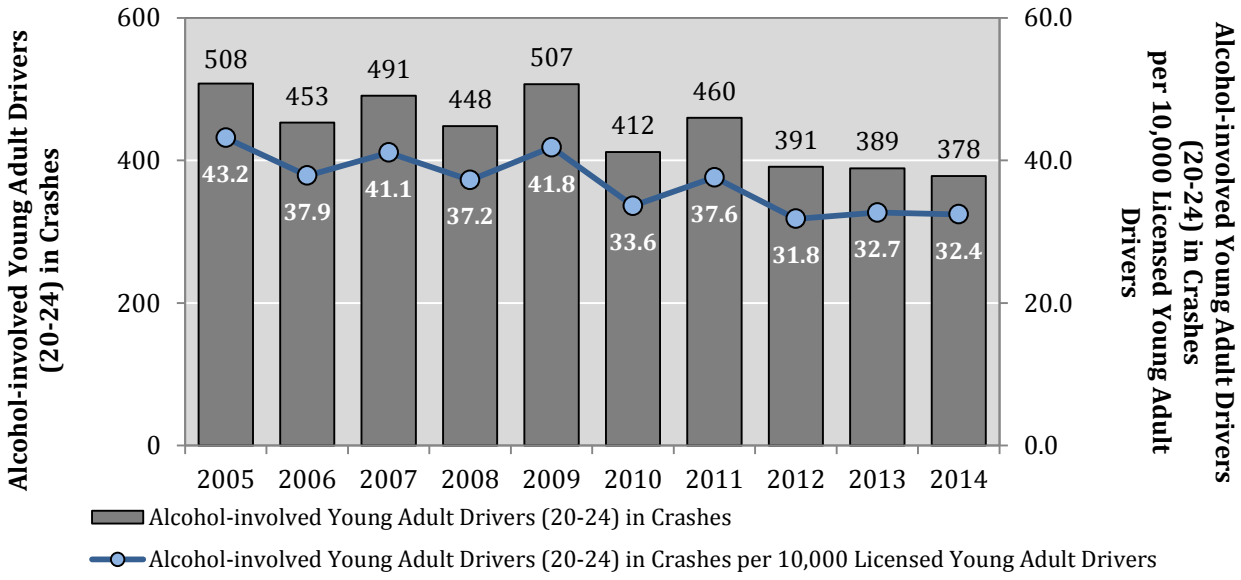
Severity of Injuries	Injury Class	Young Adults (20-24) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	27	3.4%
Suspected Serious Injuries	A	34	4.3%
Suspected Minor Injuries	B	116	14.5%
Possible Injuries	C	96	12.0%
No Apparent Injuries	O	525	65.8%
Total		798	100.0%

[10] "Alcohol-involved young adult drivers" are young adult motor vehicle drivers who were cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 37: Alcohol-involved Young Adult Drivers[11] (20-24) in Crashes by Severity, 2005 - 2014

Year	Alcohol-involved Young Adult Drivers (20-24) of Vehicles in Crashes				Licensed Young Adult Drivers (20-24)	Alcohol-involved Young Adult Drivers (20-24) in Crashes per 10,000 Licensed Young Adult Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Young Adult Drivers in Crashes		
2005	31	236	241	508	117,677	43.2
2006	33	208	212	453	119,628	37.9
2007	26	200	265	491	119,495	41.1
2008	22	196	230	448	120,296	37.2
2009	25	210	272	507	121,192	41.8
2010	22	168	222	412	122,562	33.6
2011	18	206	236	460	122,293	37.6
2012	14	151	226	391	122,911	31.8
2013	20	138	231	389	119,028	32.7
2014	21	163	194	378	116,542	32.4

Figure 15: Alcohol-involved Young Adult Drivers[11] (20-24) in Crashes, 2005 - 2014

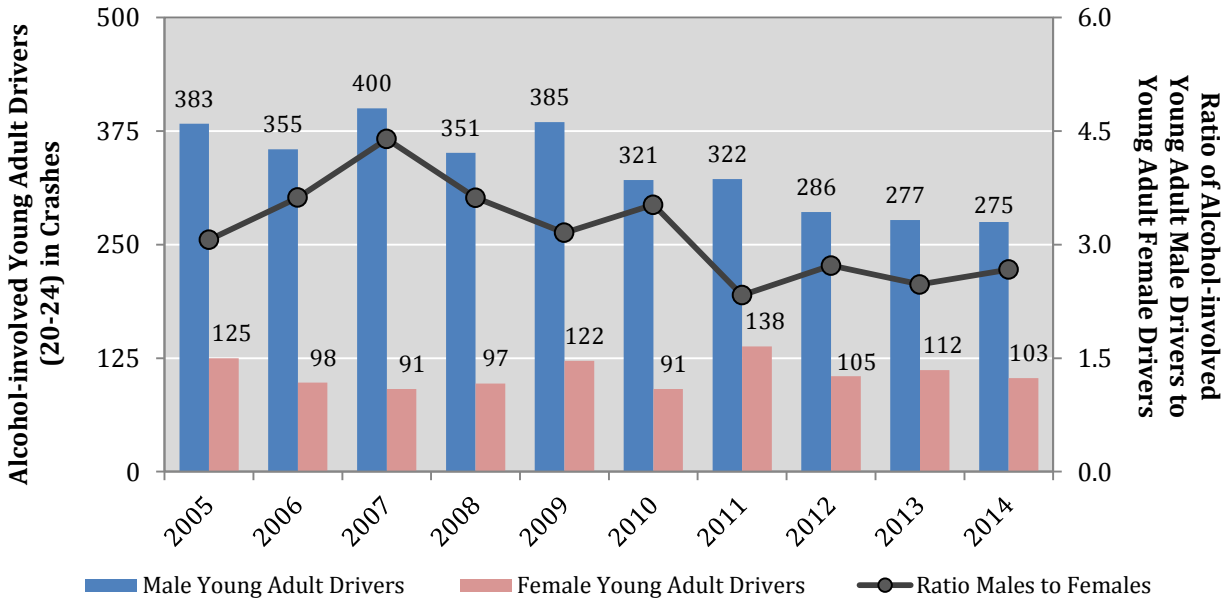


[11] Does not include young adult drivers for which 1) age or sex data are not available, 2) the residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 38: Alcohol-involved Young Adult Drivers[12] (20-24) in Crashes by Sex, 2005 - 2014

Year	Alcohol-involved Young Adult Drivers (20-24) in Crashes			Ratio Males to Females
	Males	Females	Total	
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
2012	286	105	391	2.72
2013	277	112	389	2.47
2014	275	103	378	2.67

Figure 16: Alcohol-involved Young Adult Drivers[12] (20-24) in Crashes by Sex, 2005 - 2014



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

Table 39: Alcohol-involved Young Adult Drivers[13] (20-24) by Hour, 2014

Hour [1]	Alcohol-involved Young Adult Drivers (20-24) in Crashes	
	Count	Percent
Midnight	28	7.4%
1 a.m.	33	8.7%
2 a.m.	38	10.1%
3 a.m.	18	4.8%
4 a.m.	15	4.0%
5 a.m.	7	1.9%
6 a.m.	12	3.2%
7 a.m.	9	2.4%
8 a.m.	5	1.3%
9 a.m.	7	1.9%
10 a.m.	5	1.3%
11 a.m.	8	2.1%
Noon	4	1.1%
1 p.m.	6	1.6%
2 p.m.	10	2.6%
3 p.m.	12	3.2%
4 p.m.	9	2.4%
5 p.m.	18	4.8%
6 p.m.	16	4.2%
7 p.m.	16	4.2%
8 p.m.	21	5.6%
9 p.m.	22	5.8%
10 p.m.	26	6.9%
11 p.m.	30	7.9%
Missing Data	3	0.8%
Total	378	100.0%

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

Motorcyclists

- Motorcycle-involved crashes accounted for 5.0 percent of all alcohol-involved crashes in 2014. (Table 40)
- Of the 103 alcohol-involved motorcycle crashes in 2014, 27.2 percent (28) were fatal crashes, and 64.1 percent (66) were injury crashes. (Table 41)

Table 40: Alcohol-involved Motorcycle Crashes[14], 2014

Motorcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Motorcycle-involved	103	5.0%
Motorcycle Not Involved	1,938	95.0%
Total Alcohol-involved Crashes	2,041	100.0%

Table 41: Alcohol-involved Motorcycle Crashes[14] by Crash Severity, 2014

Crash Severity	Alcohol-involved Motorcycle Crashes	
	Count	Percent
Fatal Crashes	28	27.2%
Injury Crashes	66	64.1%
Property Damage Only Crashes	9	8.7%
Total Motorcycle-involved Crashes	103	100.0%

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

Table 42: Alcohol-involved Motorcycle Crashes[15], 2004 - 2014

Year	Motorcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2005	65	1,119	**5.8%**
2006	100	1,261	**7.9%**
2007	112	1,261	**8.9%**
2008	130	1,485	**8.8%**
2009	109	1,381	**7.9%**
2010	104	1,223	**8.5%**
2011	116	1,319	**8.8%**
2012	120	1,214	**9.9%**
2013	90	1,131	**8.0%**
2014	103	1,135	**9.1%**

- Since 2006, alcohol-involved motorcycle crashes accounted for 8 percent to 10 percent of all motorcycle crashes. (Table 42)
- In 2014, San Juan County had 8.1 alcohol-involved motorcycle crashes per 100,000 residents, 65 percent higher than the statewide rate of 4.9. (Table 43)

Table 43: Top Five Counties for Alcohol-involved Motorcycle Crashes[15], 2010 - 2014

2014 Rank	County	Alcohol-involved Motorcycle Crashes[1]					2014 Population	Alcohol-involved Motorcycle Crashes per 100,000 County Residents
		2010	2011	2012	2013	2014		
1	Bernalillo	17	34	22	23	30	675,647	**4.4**
2	San Juan	11	15	7	6	10	123,990	**8.1**
3	Santa Fe	9	10	12	5	9	147,977	**6.1**
4	Doña Ana	12	10	17	18	7	214,059	**3.3**
5	Sandoval	6	5	7	4	6	137,654	**4.4**
All Other Counties		49	42	55	34	41	786,240	**5.2**
Statewide Total		104	116	120	90	103	2,085,567	**4.9**

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

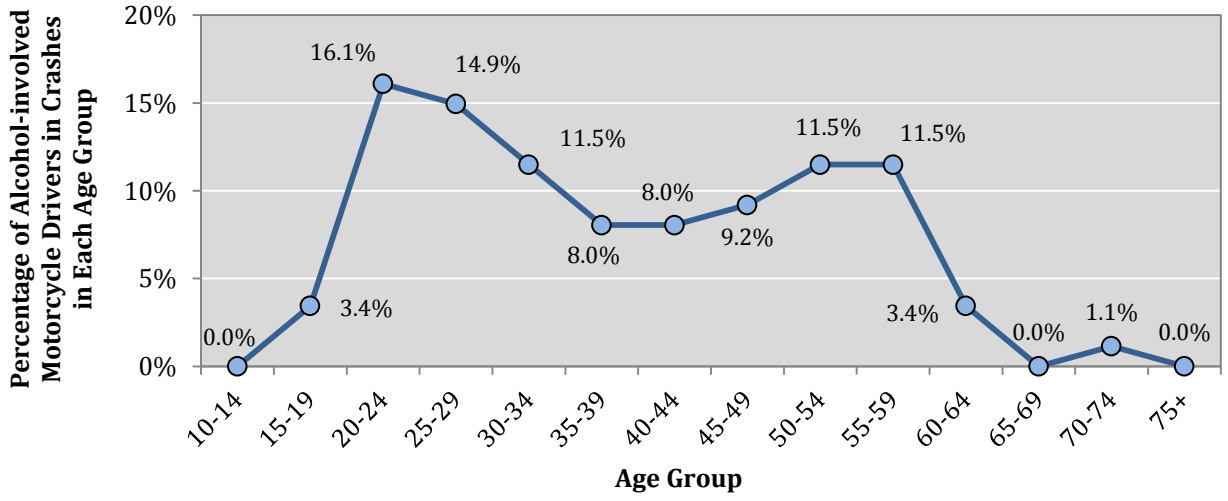
[15] An alcohol-involved motorcycle crash is a crash involving one or more motorcyclists in which any vehicle driver or motorcycle driver in the crash was alcohol-involved.

Table 44: Alcohol-involved Motorcycle Driver[16] Crash Rates, 2010 - 2014

Year	Alcohol-involved Motorcycle Drivers/Vehicles in Crashes	New Mexico Registered Motorcycles	New Mexico Licensed Motorcycle Drivers	Alcohol-involved Motorcycle Driver Rates	
				Rate per 10,000 Registered Motorcycles	Rate per 10,000 Licensed Motorcycle Drivers
2010	92	53,391	106,001	17.2	8.7
2011	103	64,912	108,700	15.9	9.5
2012	105	66,666	113,814	15.8	9.2
2013	80	65,321	114,136	12.2	7.0
2014	87	64,598	116,291	13.5	7.5

- The rates of alcohol-involved motorcycle vehicles in crashes (per 10,000 registered motorcycles and per 10,000 licensed motorcycle drivers) have decreased over the last five years. (Table 44)
- Ages 20-29 made up 31.0 percent of alcohol-involved motorcycle drivers in crashes. (Figure 17, Table 45)
- Almost all alcohol-involved motorcycle drivers in crashes were males. (Table 45)

Figure 17: Percentage of Alcohol-involved Motorcycle Drivers[16] in Crashes by Age Group, 2014

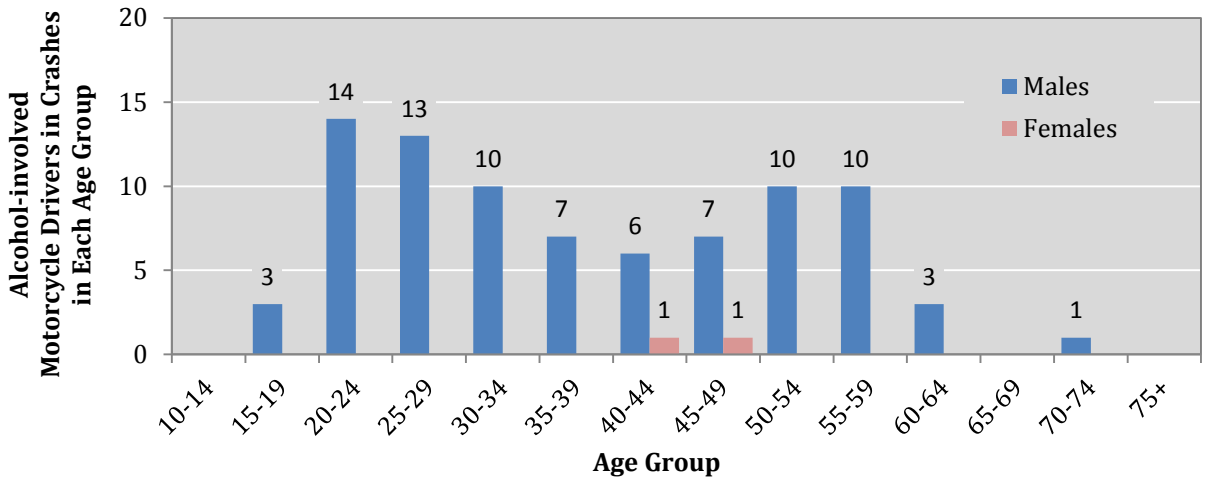


[16] "Alcohol-involved motorcycle drivers" are motorcycle drivers who were cited for DWI or indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 45: Alcohol-involved Motorcycle Drivers[17] in Crashes by Age and Sex, 2014

Age Group	Alcohol-involved Motorcycle Drivers in Crashes								Ratio Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	3	3.6%	0	0.0%	0	0.0%	3	3.4%	-
20-24	14	16.7%	0	0.0%	0	0.0%	14	16.1%	-
25-29	13	15.5%	0	0.0%	0	0.0%	13	14.9%	-
30-34	10	11.9%	0	0.0%	0	0.0%	10	11.5%	-
35-39	7	8.3%	0	0.0%	0	0.0%	7	8.0%	-
40-44	6	7.1%	1	50.0%	0	0.0%	7	8.0%	6
45-49	7	8.3%	1	50.0%	0	0.0%	8	9.2%	7
50-54	10	11.9%	0	0.0%	0	0.0%	10	11.5%	-
55-59	10	11.9%	0	0.0%	0	0.0%	10	11.5%	-
60-64	3	3.6%	0	0.0%	0	0.0%	3	3.4%	-
65-69	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
70-74	1	1.2%	0	0.0%	0	0.0%	1	1.1%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	0	0.0%	0	0.0%	1	100.0%	1	1.1%	-
Total	84	100%	2	100%	1	100%	87	100%	42

Figure 18: Alcohol-involved Motorcycle Drivers[17] in Crashes by Age and Sex, 2014



[17] "Alcohol-involved motorcycle drivers" are motorcycle drivers who were 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 6.9 percent of all alcohol-involved crashes in 2014. (Table 46)
- Of the 141 alcohol-involved pedestrian crashes in 2014, 29.8 percent (42) were fatal crashes, and 67.4 percent (95) were injury crashes. (Table 47)

Table 46: Alcohol-involved Pedestrian Crashes[18], 2014

Pedestrian Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedestrian-involved	141	6.9%
Pedestrian Not Involved	1,900	93.1%
Total Alcohol-involved Crashes	2,041	100.0%

Table 47: Alcohol-involved Pedestrian[18] Crashes by Crash Severity, 2014

Crash Severity	Alcohol-involved Pedestrian Crashes	
	Count	Percent
Fatal Crashes	42	29.8%
Injury Crashes	95	67.4%
Property Damage Only Crashes	4	2.8%
Total Alcohol-involved Pedestrian Crashes	141	100.0%

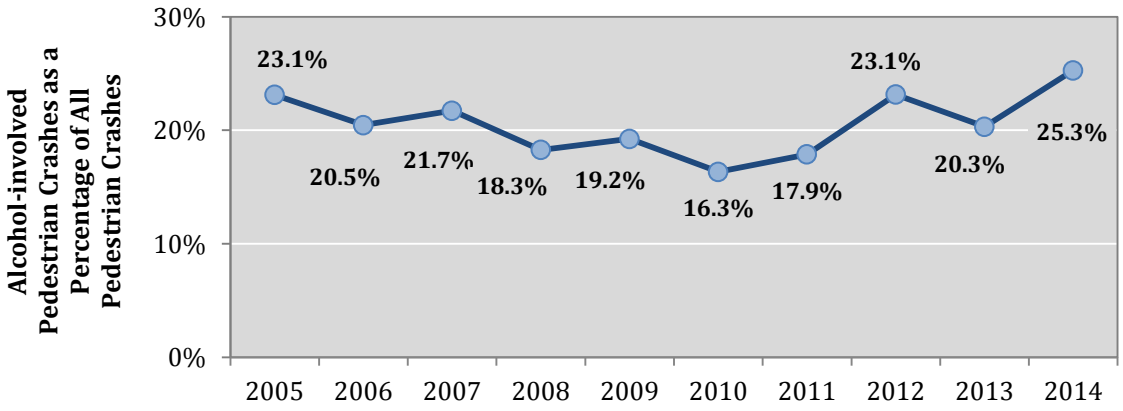
[18] An alcohol-involved pedestrian crash is a crash involving one or more pedestrians in which any driver or pedestrian in the crash was alcohol-involved.

Table 48: Alcohol-involved Pedestrian Crashes[19], 2005 - 2014

Year	Pedestrian-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2005	104	450	23.1%
2006	99	484	20.5%
2007	106	488	21.7%
2008	89	487	18.3%
2009	97	504	19.2%
2010	68	416	16.3%
2011	74	414	17.9%
2012	100	432	23.1%
2013	104	508	20.5%
2014	141	558	25.3%

- In 2014, 25.3 percent of all pedestrian-involved crashes were alcohol-involved, the highest level in the past 10 years. (Table 48, Figure 19)
- Alcohol-involved pedestrian crashes have increased four years in a row, to the highest level in the past 10 years. From 2005 to 2014, the number rose 36 percent. (Table 48)

Figure 19: Alcohol-involved Pedestrian Crashes[19], 2005 - 2014



[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 49: Top Five Counties for Alcohol-involved Pedestrian Crashes, 2010 - 2014

2014 Rank	County	Alcohol-involved Pedestrian Crashes[1]					2014 Population	Alcohol-involved Pedestrian Crashes per 100,000 County Residents
		2010	2011	2012	2013	2014		
1	Bernalillo	31	32	47	45	69	675,647	**10.2**
2	McKinley	6	6	12	19	24	73,846	**32.5**
3	San Juan	8	9	14	14	16	123,990	**12.9**
4	Santa Fe	8	7	7	8	9	147,977	**6.1**
5	Doña Ana	3	3	4	3	6	214,059	**2.8**
All Other Counties		12	17	16	14	17	850,048	**2.0**
Statewide Total		68	74	100	103	141	2,085,567	**6.8**

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

- In 2014, over 75 percent of all alcohol-involved pedestrian crashes occurred in three counties – Bernalillo, McKinley, and San Juan. (Table 49)
- Out of all pedestrians in alcohol-involved crashes, 89.1 percent were under the influence of alcohol. (Table 50)
- In 2014, 41.2 percent of all alcohol-involved pedestrians in crashes were 25 through 39 years old. (Figure 20, Table 51)
- In 2014, 82.4 percent of alcohol-involved pedestrians in crashes were male. (Table 51)

Table 50: Alcohol-involved Pedestrians in Alcohol-involved Crashes, 2010 - 2014

Year	Pedestrians in Alcohol-involved Crashes		
	Pedestrians Under the Influence of Alcohol[1]	All Pedestrians in Alcohol-involved Crashes	Percent of Pedestrians Under the Influence of Alcohol[2]
2010	67	75	89.3%
2011	59	74	79.7%
2012	96	103	93.2%
2013	98	106	92.5%
2014	131	147	89.1%

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

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

Figure 20 : Percentage of Alcohol-involved Pedestrians[20] in Crashes by Age, 2014

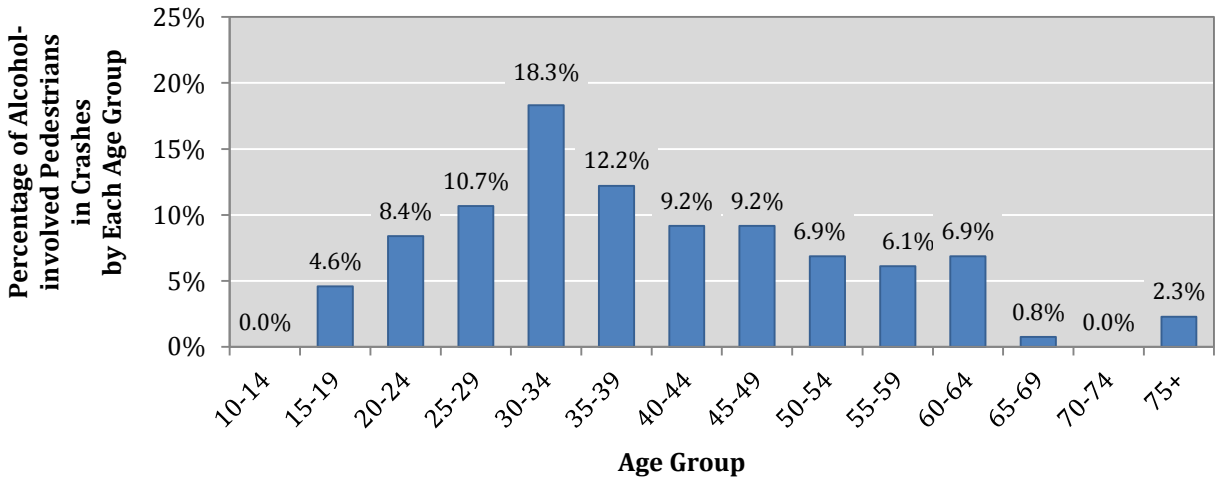


Table 51: Alcohol-involved Pedestrians in Crashes by Age, 2014

Age Group	Alcohol-involved Pedestrians in Crashes								Ratio Males to Females[1]
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	6	5.6%	0	0.0%	0	0.0%	6	4.6%	-
20-24	9	8.3%	2	9.1%	0	0.0%	11	8.4%	4.5
25-29	11	10.2%	3	13.6%	0	0.0%	14	10.7%	3.7
30-34	23	21.3%	1	4.5%	0	0.0%	24	18.3%	23.0
35-39	12	11.1%	4	18.2%	0	0.0%	16	12.2%	3.0
40-44	8	7.4%	4	18.2%	0	0.0%	12	9.2%	2.0
45-49	9	8.3%	3	13.6%	0	0.0%	12	9.2%	3.0
50-54	9	8.3%	0	0.0%	0	0.0%	9	6.9%	-
55-59	8	7.4%	0	0.0%	0	0.0%	8	6.1%	-
60-64	7	6.5%	2	9.1%	0	0.0%	9	6.9%	3.5
65-69	0	0.0%	1	4.5%	0	0.0%	1	0.8%	-
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
75+	3	2.8%	0	0.0%	0	0.0%	3	2.3%	-
Missing Data	3	2.8%	2	9.1%	1	100.0%	6	4.6%	1.5
Total	108	100.0%	22	100.0%	1	100.0%	131	100.0%	4.9

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

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

Pedalcyclists (Bicyclists)

- Alcohol-involved pedalcycle crashes accounted for 1.1 percent of all alcohol-involved crashes in 2014. (Table 52)
- Of the 23 alcohol-involved pedalcycle crashes, 8.7 percent (2) were fatal crashes and 82.6 percent (19) were injury crashes. (Table 53)

Table 52: Alcohol-involved Pedalcycle Crashes[21], 2014

Pedalcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedalcycle-involved	23	1.1%
Pedalcycle Not Involved	2,018	98.9%
Total Alcohol-involved Crashes	2,041	100.0%

Table 53: Alcohol-involved Pedalcycle Crashes[21] by Crash Severity, 2014

Crash Severity	Alcohol-involved Pedalcycle Crashes	
	Count	Percent
Fatal Crashes	2	8.7%
Injury Crashes	19	82.6%
Property Damage Only Crashes	2	8.7%
Total Alcohol-involved Pedalcycle Crashes	23	100.0%

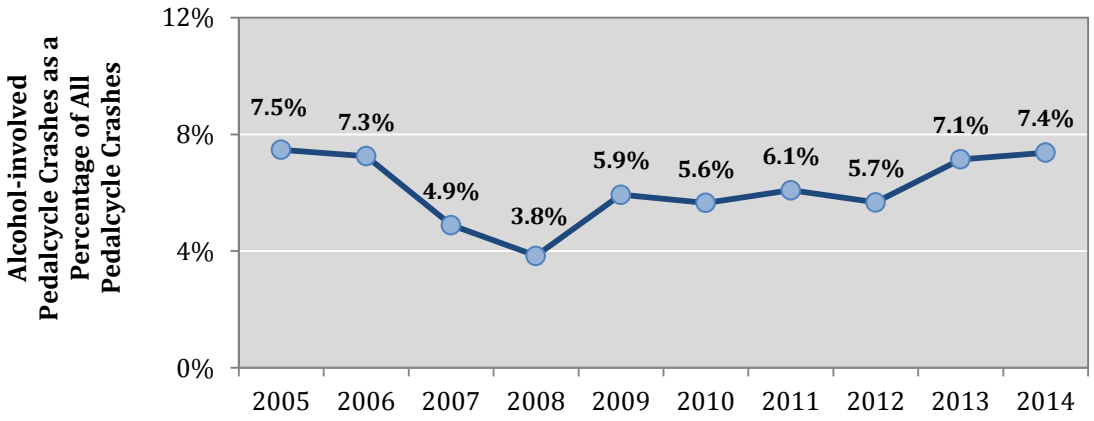
[21] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists in which any vehicle driver or pedalcyclist in the crash was alcohol-involved.

Table 54: Alcohol-involved Pedalcycle Crashes[22], 2005 - 2014

Year	Pedalcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2005	29	388	7.5%
2006	28	386	7.3%
2007	18	368	4.9%
2008	15	391	3.8%
2009	22	371	5.9%
2010	20	354	5.6%
2011	21	345	6.1%
2012	22	388	5.7%
2013	22	308	7.1%
2014	23	312	7.4%

- The percentage of alcohol-involved pedalcycle crashes among all pedalcycle-involved crashes has risen the past two years, to the second-highest level in the past 10 years, 7.4 percent. (Table 54, Figure 21)

Figure 21: Alcohol-involved Pedalcycle Crashes[22], 2005 - 2014



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

Demographics – Pedalcyclists

Table 55: Top-Ranking Counties for Alcohol-involved Pedalcycle Crashes, 2010 - 2014

2014 Rank	County	Alcohol-involved Pedalcycle Crashes[1]					2014 Population	Alcohol-involved Pedalcycle Crashes per 100,000 County Residents
		2010	2011	2012	2013	2014		
1	Bernalillo	7	10	13	7	9	675,647	**1.3**
2	Santa Fe	3	2	0	4	3	147,977	**2.0**
3	Doña Ana	2	2	3	2	3	214,059	**1.4**
4	Grant	0	2	0	0	2	29,002	**6.9**
All Other Counties		8	5	6	9	6	1,018,882	**0.6**
Statewide Total		20	21	22	22	23	2,085,567	**1.1**

[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.

- In 2014, 39.1 percent of all alcohol-involved pedalcycle crashes occurred in Bernalillo County. (Table 55)
- Out of all pedalcyclists in alcohol-involved crashes, 76.9 percent were under the influence of alcohol. (Table 56)
- In 2014, all alcohol-involved pedalcyclists in crashes were male. (Table 57)

Table 56: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2010 - 2014

Year	Pedalcyclists in Alcohol-involved Crashes		
	Pedalcyclists Under the Influence of Alcohol[1]	All Pedalcyclists in Alcohol-involved Crashes	Percent of Pedalcyclists Under the Influence of Alcohol[2]
2010	18	21	85.7%
2011	20	21	95.2%
2012	21	22	95.5%
2013	20	22	90.9%
2014	20	26	76.9%

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

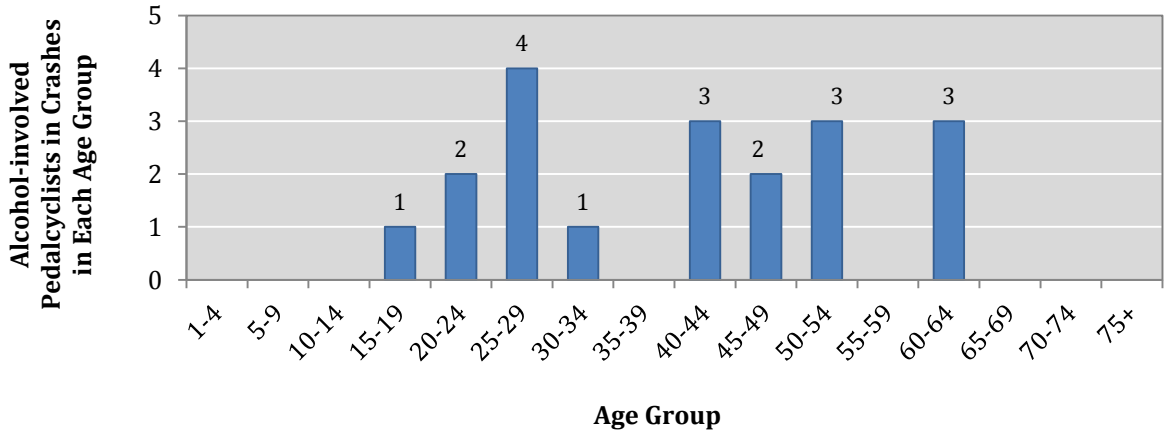
[2] The percentage of pedalcyclists under the influence of alcohol out of all pedalcyclists in alcohol-involved crashes.

Table 57: Alcohol-involved Pedalcyclists[23] in Crashes by Age and Sex, 2014

Age Group	Alcohol-involved Pedalcyclists in Crashes								Ratio[1] Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
5-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	1	5.0%	0	0.0%	0	0.0%	1	5.0%	-
20-24	2	10.0%	0	0.0%	0	0.0%	2	10.0%	-
25-29	4	20.0%	0	0.0%	0	0.0%	4	20.0%	-
30-34	1	5.0%	0	0.0%	0	0.0%	1	5.0%	-
35-39	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
40-44	3	15.0%	0	0.0%	0	0.0%	3	15.0%	-
45-49	2	10.0%	0	0.0%	0	0.0%	2	10.0%	-
50-54	3	15.0%	0	0.0%	0	0.0%	3	15.0%	-
55-59	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
60-64	3	15.0%	0	0.0%	0	0.0%	3	15.0%	-
65-69	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	1	5.0%	0	0.0%	0	0.0%	1	5.0%	-
Total	20	100.0%	0	0.0%	0	0.0%	20	100.0%	-

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

Figure 22: Alcohol-involved Pedalcyclists[23] in Crashes by Age Group, 2014



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

Alcohol-involved Drivers

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

- Male drivers were 71.4 percent of all alcohol-involved drivers in crashes in 2014. (Table 58)
- Out-of-state drivers were 6.8 percent of all alcohol-involved drivers in 2014. (Table 59)

Table 58: Alcohol-involved Drivers[24] in Crashes by Sex, 2014

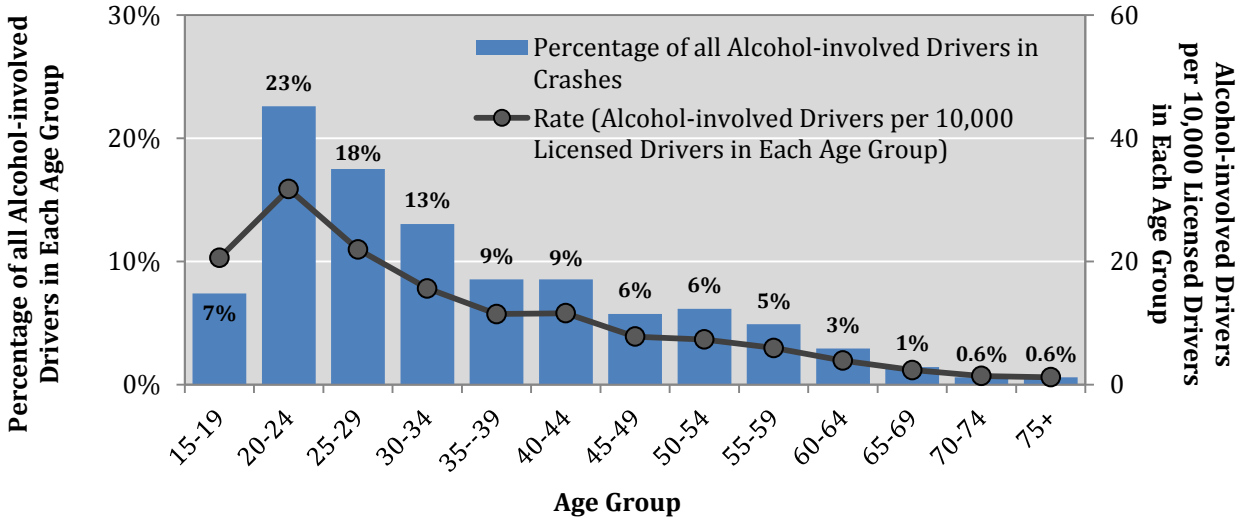
Sex	Alcohol-involved Drivers	
	Count	Percent
Males	1,195	71.4%
Females	478	28.6%
Total Drivers	1,673	100.0%

Table 59: Alcohol-involved Drivers[24] in Crashes by License Type and Residence, 2014

Type of Driver License	Alcohol-involved Drivers (Residents and Non-Residents)							
	New Mexico Resident		Out of State		Missing Data		Total Drivers	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Operator	1,266	94.3%	72	5.4%	4	0.3%	1,342	100%
CDL Class A	37	86.0%	6	14.0%	0	0.0%	43	100%
CDL Class B	17	94.4%	1	5.6%	0	0.0%	18	100%
CDL Class C	12	41.4%	17	58.6%	0	0.0%	29	100%
ID Card	186	93.5%	12	6.0%	1	0.5%	199	100%
Motorcycle Only	3	100.0%	0	0.0%	0	0.0%	3	100%
CDL Non-Commercial	9	81.8%	2	18.2%	0	0.0%	11	100%
Missing Data	143	78.6%	14	7.7%	25	13.7%	182	100%
Total	1,673	91.6%	124	6.8%	30	1.6%	1,827	100%

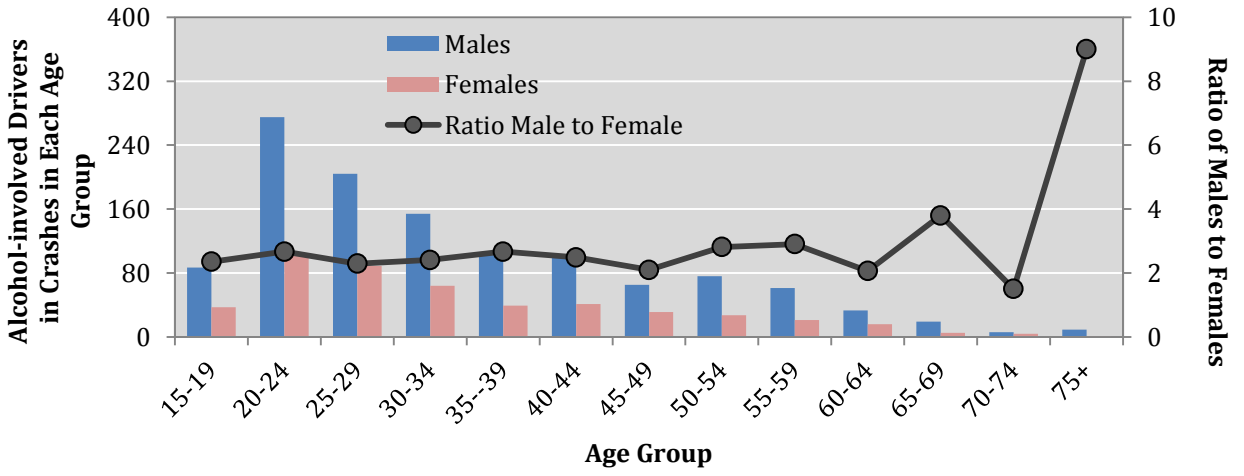
[24] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) residence is not in New Mexico (excepting Table 59), or 4) the person is a pedestrian or pedalcyclist.

Figure 23: Percentage and Rate of Alcohol-involved Drivers[25] in Crashes by Age Group, 2014



- The 20-24 age group had both the highest portion, at 22.6 percent, and the highest rate of alcohol-involved drivers in crashes in 2014. (Table 60, Figure 23, Figure 25)
- The 25-29 age group accounted for 17.5 percent of all alcohol-involved drivers in crashes and had the second-highest alcohol-involved driver crash *rate*. (Table 60, Figure 23)

Figure 24: Alcohol-involved Drivers in Crashes by Age and Sex, 2014



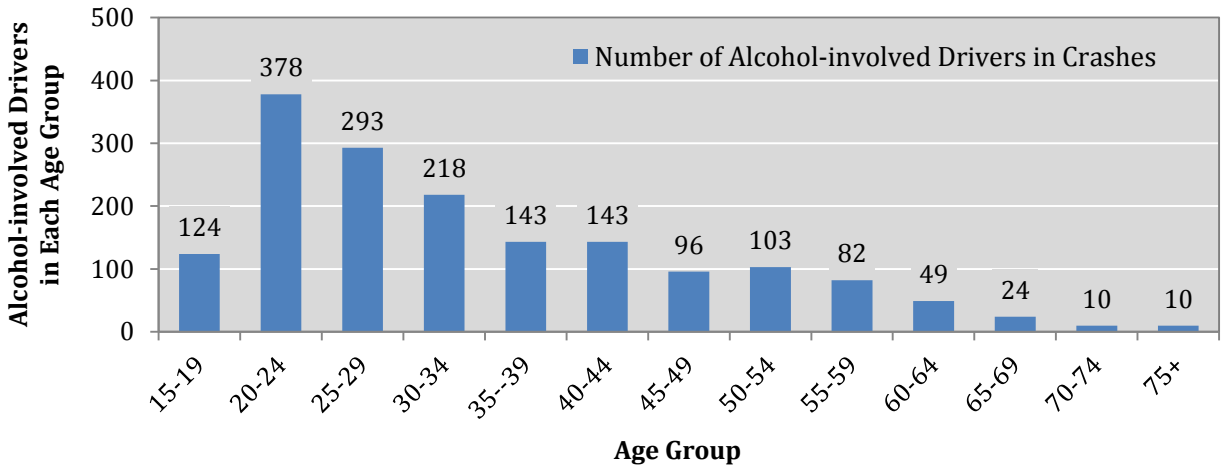
[25] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) the residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Demographics – Alcohol-involved Drivers

Table 60: Alcohol-involved Drivers[26] in Crashes by Age and Sex, 2014

Age Group	Alcohol-involved Drivers in Crashes							2014 Licensed Drivers	Rate (Alcohol-involved Drivers per 10,000 Licensed Drivers in Each Age Group)
	Males		Females		Total		Ratio Male to Female		
	Count	Percent	Count	Percent	Count	Percent			
15-19	87	7.3%	37	7.7%	124	7.4%	2.4	57,678	**21.5**
20-24	275	23.0%	103	21.5%	378	22.6%	2.7	116,542	**32.4**
25-29	204	17.1%	89	18.6%	293	17.5%	2.3	132,789	**22.1**
30-34	154	12.9%	64	13.4%	218	13.0%	2.4	140,280	**15.5**
35--39	104	8.7%	39	8.2%	143	8.5%	2.7	127,228	**11.2**
40-44	102	8.5%	41	8.6%	143	8.5%	2.5	122,733	**11.7**
45-49	65	5.4%	31	6.5%	96	5.7%	2.1	120,724	**8.0**
50-54	76	6.4%	27	5.6%	103	6.2%	2.8	139,086	**7.4**
55-59	61	5.1%	21	4.4%	82	4.9%	2.9	138,052	**5.9**
60-64	33	2.8%	16	3.3%	49	2.9%	2.1	127,562	**3.8**
65-69	19	1.6%	5	1.0%	24	1.4%	3.8	107,405	**2.2**
70-74	6	0.5%	4	0.8%	10	0.6%	1.5	73,593	**1.4**
75+	9	0.8%	1	0.2%	10	0.6%	9.0	83,764	**1.2**
Total	1,195	100%	478	100%	1,673	100%	2.5	1,487,436	**11.2**

Figure 25: Alcohol-involved Drivers[26] in Crashes by Age Group, 2014



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

Table 61: Alcohol-involved Drivers[27] in Crashes by Age Group, 2005 - 2014

Age Group	Alcohol-involved Drivers in Crashes[1]										Percent Change 2004-2013
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	
15-19	267	237	234	182	213	141	166	161	91	124	-53.6%
20-24	508	453	491	448	507	412	460	391	389	378	-25.6%
25-29	314	344	330	320	383	304	344	296	287	293	-6.7%
30-34	209	214	177	199	271	244	240	241	178	218	4.3%
35-39	186	193	176	170	192	163	170	169	175	143	-23.1%
40-44	210	169	174	149	176	159	153	151	124	143	-31.9%
45-49	154	148	168	158	170	140	159	143	113	96	-37.7%
50-54	100	117	103	94	111	122	119	110	100	103	3.0%
55-59	64	58	76	65	73	74	67	63	65	82	28.1%
60-64	41	29	25	36	44	41	50	46	48	49	19.5%
65-69	18	19	13	14	21	25	29	23	23	24	33.3%
70-74	15	10	17	10	8	6	11	10	7	10	-33.3%
75+	6	10	8	8	14	4	5	13	10	10	66.7%
Total	2,092	2,001	1,992	1,853	2,183	1,835	1,973	1,817	1,610	1,673	-20.0%

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

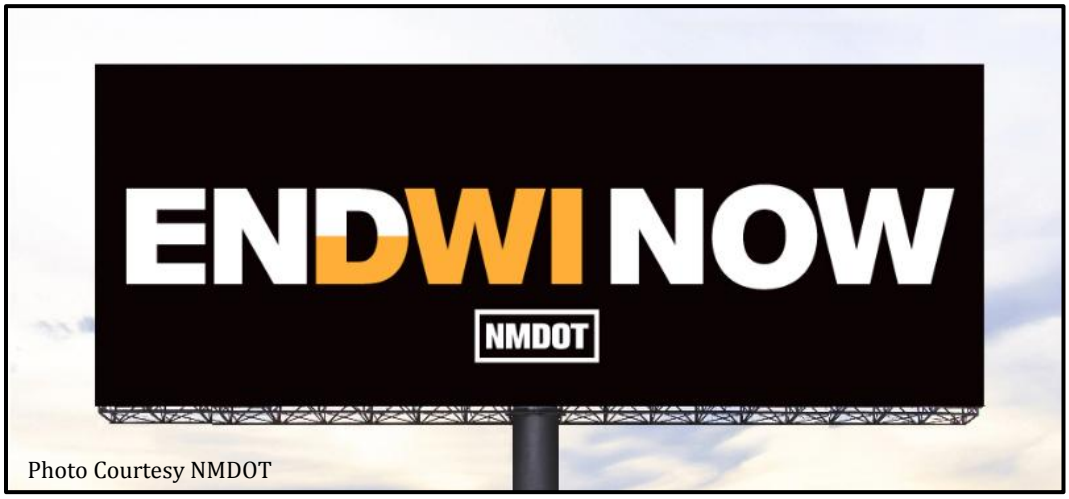


Photo Courtesy NMDOT

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

Seat Position and Victims

Table 62: People in Alcohol-involved Crashes by Sex and Seat Position, 2014

Seat Position	People in Alcohol-involved Crashes				Ratio Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	1,438	740	61	2,239	**1.9**
Front Seat Passengers	367	368	8	743	**1.0**
All Other Passengers	299	211	5	515	**1.4**
Motorcyclists[1]					
Motorcycle Drivers	78	3	0	81	**26.0**
Motorcycle Passengers	2	11	0	13	**0.2**
Nonmotorists					
Pedalcyclists	22	4	0	26	**5.5**
Pedestrians	119	27	1	147	**4.4**
Missing Data	431	190	312	933	**2.3**
Total People	2,756	1,554	387	4,697	**1.8**

[1] Motorcyclists in this table include only people whose seat position was marked as "MD" or "MP" on the UCR form.

- There were 78 male and 3 female motorcycle drivers in alcohol-involved crashes in 2014, resulting in a male-to-female motorcycle driver ratio of 26.0 to 1. (Table 62)
- There were 22 male and 4 female pedalcyclists in alcohol-involved crashes in 2014, resulting in a male-to-female pedalcyclist ratio of 5.5 to 1. (Table 62)
- In 2014, over half of all people in alcohol-involved crashes were victims. (Table 63)

Table 63: Victims of Alcohol-involved Crashes, 2014

Victim Category	People in Alcohol-involved Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total
Victims[1]	48	85	175	397	1,901	2,606	**55.5%**
Non-victims[2]	122	100	354	237	1,278	2,091	**44.5%**
Total People	170	185	529	634	3,179	4,697	**100.0%**

[1] Victims are all passengers and any non-alcohol-involved drivers, pedalcyclists or pedestrians.

[2] Non-victims are any alcohol-involved drivers, pedalcyclists or pedestrians.

Belt Use

- There were 44 male and 19 female unbelted fatalities in alcohol-involved crashes in 2014, for a male-to-female ratio of 2.3 to 1. (Table 64)
- One in four of all unbelted fatalities in alcohol-involved crashes was 20-24 years of age (25.4 percent). (Table 64)

Table 64: Unbelted Fatalities[28] in Alcohol-involved Crashes by Age and Sex, 2014

Age Group	Unbelted Fatalities in Alcohol-involved Crashes						Ratio Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	1	2.3%	0	0.0%	1	1.6%	-
5-9	0	0.0%	1	5.3%	1	1.6%	-
10-14	0	0.0%	0	0.0%	0	0.0%	-
15-19	1	2.3%	2	10.5%	3	4.8%	**0.5**
20-24	10	22.7%	6	31.6%	16	25.4%	**1.7**
25-29	10	22.7%	0	0.0%	10	15.9%	-
30-34	5	11.4%	1	5.3%	6	9.5%	**5.0**
35-39	3	6.8%	0	0.0%	3	4.8%	-
40-44	5	11.4%	4	21.1%	9	14.3%	**1.3**
45-49	3	6.8%	2	10.5%	5	7.9%	**1.5**
50-54	2	4.5%	1	5.3%	3	4.8%	**2.0**
55-59	1	2.3%	1	5.3%	2	3.2%	**1.0**
60-64	0	0.0%	0	0.0%	0	0.0%	-
65-69	1	2.3%	1	5.3%	2	3.2%	**1.0**
70-74	0	0.0%	0	0.0%	0	0.0%	-
75 +	1	2.3%	0	0.0%	1	1.6%	-
Missing Data	1	2.3%	0	0.0%	1	1.6%	-
Total	44	100.0%	19	100.0%	63	100.0%	**2.3**

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

DWI Enforcement

Arrests

Table 65: DWI Arrests by County[29], 2010 - 2014

County	DWI Arrests					Percent of All 2014 DWI Arrests	Percent Change 2010-2014	Percent Change 2013-2014
	2010	2011	2012	2013	2014			
Bernalillo	4,961	4,707	4,538	3,852	3,257	30.1%	-34.3%	-15.4%
Catron	21	18	12	3	6	0.1%	-71.4%	100.0%
Chaves	364	302	289	213	273	2.5%	-25.0%	28.2%
Cibola	432	284	231	196	211	1.9%	-51.2%	7.7%
Colfax	72	82	44	44	39	0.4%	-45.8%	-11.4%
Curry	348	216	209	115	159	1.5%	-54.3%	38.3%
De Baca	8	10	9	8	10	0.1%	25.0%	25.0%
Doña Ana	1,314	1,152	1,128	1,118	831	7.7%	-36.8%	-25.7%
Eddy	314	294	249	187	276	2.5%	-12.1%	47.6%
Grant	212	227	167	180	152	1.4%	-28.3%	-15.6%
Guadalupe	45	37	41	42	22	0.2%	-51.1%	-47.6%
Harding	2	1	1	0	1	0.0%	-50.0%	-
Hidalgo	41	24	36	25	17	0.2%	-58.5%	-32.0%
Lea	363	289	233	263	383	3.5%	5.5%	45.6%
Lincoln	207	134	113	95	83	0.8%	-59.9%	-12.6%
Los Alamos	42	49	56	54	51	0.5%	21.4%	-5.6%
Luna	117	135	111	90	105	1.0%	-10.3%	16.7%
McKinley	859	633	497	647	551	5.1%	-35.9%	-14.8%
Mora	32	19	16	23	30	0.3%	-6.3%	30.4%
Otero	222	200	251	320	304	2.8%	36.9%	-5.0%
Quay	54	45	43	46	39	0.4%	-27.8%	-15.2%
Rio Arriba	366	254	256	384	274	2.5%	-25.1%	-28.6%
Roosevelt	128	122	67	51	38	0.4%	-70.3%	-25.5%
Sandoval	586	519	669	678	654	6.0%	11.6%	-3.5%
San Juan	1,412	1,290	1,066	1,052	1,178	10.9%	-16.6%	12.0%
San Miguel	327	211	175	176	174	1.6%	-46.8%	-1.1%
Santa Fe	1,029	1,003	826	844	929	8.6%	-9.7%	10.1%
Sierra	120	135	112	80	54	0.5%	-55.0%	-32.5%
Socorro	155	193	152	100	118	1.1%	-23.9%	18.0%
Taos	287	199	161	186	185	1.7%	-35.5%	-0.5%
Torrance	83	72	64	65	54	0.5%	-34.9%	-16.9%
Union	13	11	7	7	11	0.1%	-15.4%	57.1%
Valencia	496	303	249	281	315	2.9%	-36.5%	12.1%
Missing Data	32	93	207	247	42	0.4%	31.3%	-83.0%
Total	**15,064**	**13,263**	**12,285**	**11,672**	**10,826**	**100.0%**	**-28.1%**	**-7.2%**

[29] "County" refers to the county where the person was arrested for DWI, not their county of residence. DWI arrests are for either DWI or aggravated DWI.

Table 66: DWI Arrests by City[30], 2010 - 2014

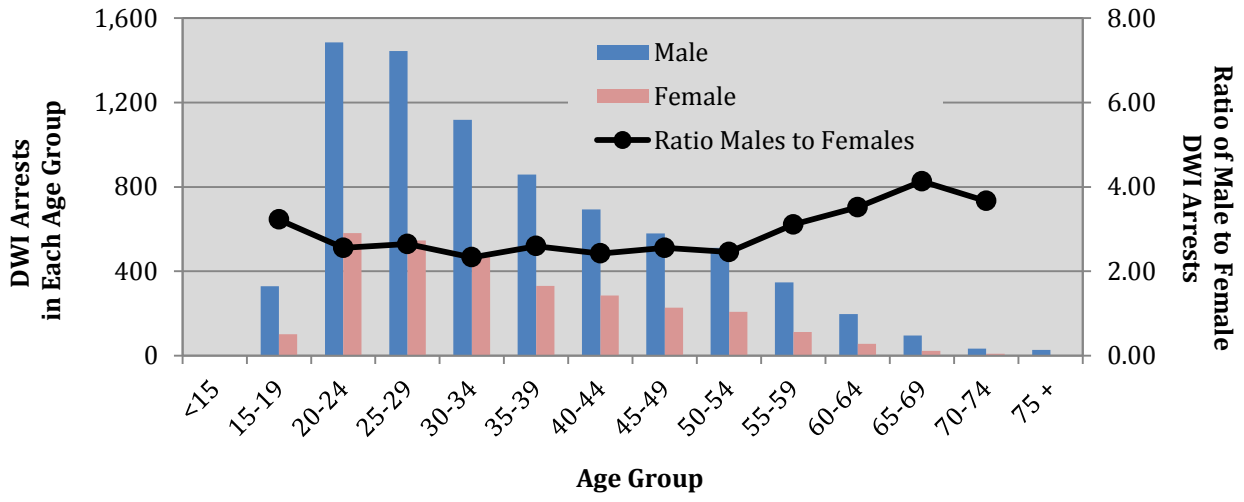
City	DWI Arrests					Percent of All 2014 DWI Arrests	Percent Change 2010-2014	Percent Change 2013-2014
	2010	2011	2012	2013	2014			
Alamogordo	152	158	162	198	191	1.8%	25.7%	-3.5%
Albuquerque	4,263	3,985	3,861	3,374	2,911	26.9%	-31.7%	-13.7%
Anthony	85	62	92	102	66	0.6%	-22.4%	-35.3%
Artesia	111	103	83	45	71	0.7%	-36.0%	57.8%
Aztec	131	105	96	93	118	1.1%	-9.9%	26.9%
Belen	171	117	109	122	103	1.0%	-39.8%	-15.6%
Bernalillo	73	90	87	80	66	0.6%	-9.6%	-17.5%
Bloomfield	131	122	86	93	128	1.2%	-2.3%	37.6%
Carlsbad	205	194	183	148	192	1.8%	-6.3%	29.7%
Clovis	282	204	210	123	150	1.4%	-46.8%	22.0%
Corrales	50	36	45	34	43	0.4%	-14.0%	26.5%
Cuba	64	68	48	46	40	0.4%	-37.5%	-13.0%
Deming	109	131	107	99	99	0.9%	-9.2%	0.0%
Edgewood	63	66	60	48	43	0.4%	-31.7%	-10.4%
Española	246	179	150	189	165	1.5%	-32.9%	-12.7%
Farmington	540	549	483	472	521	4.8%	-3.5%	10.4%
Fruitland	110	91	69	81	78	0.7%	-29.1%	-3.7%
Gallup	291	219	155	183	165	1.5%	-43.3%	-9.8%
Grants	126	89	70	66	70	0.6%	-44.4%	6.1%
Hobbs	254	220	159	194	264	2.4%	3.9%	36.1%
Kirtland	102	91	65	56	64	0.6%	-37.3%	14.3%
Las Cruces	904	826	730	740	562	5.2%	-37.8%	-24.1%
Las Vegas	237	150	128	134	125	1.2%	-47.3%	-6.7%
Los Alamos	47	64	53	46	45	0.4%	-4.3%	-2.2%
Los Lunas	355	249	254	244	246	2.3%	-30.7%	0.8%
Lovington	71	60	60	46	59	0.5%	-16.9%	28.3%
Portales	113	88	57	52	38	0.4%	-66.4%	-26.9%
Raton	32	44	22	26	14	0.1%	-56.3%	-46.2%
Rio Rancho	497	501	536	498	456	4.2%	-8.2%	-8.4%
Roswell	329	303	287	216	248	2.3%	-24.6%	14.8%
Ruidoso	77	47	42	35	40	0.4%	-48.1%	14.3%
Santa Fe	829	836	777	763	749	6.9%	-9.7%	-1.8%
Shiprock	205	140	117	138	112	1.0%	-45.4%	-18.8%
Silver City	124	141	107	110	98	0.9%	-21.0%	-10.9%
Socorro	89	84	80	51	51	0.5%	-42.7%	0.0%
Sunland Park	50	73	69	58	50	0.5%	0.0%	-13.8%
T or C	76	90	86	51	43	0.4%	-43.4%	-15.7%
Taos	193	144	129	123	131	1.2%	-32.1%	6.5%
Thoreau	45	35	31	35	29	0.3%	-35.6%	-17.1%
Tucumcari	38	30	45	38	33	0.3%	-13.2%	-13.2%
Other Cities And Rural	3,194	2,479	2,295	2,422	2,149	19.9%	-32.7%	-11.3%
Total	15,064	13,263	12,285	11,672	10,826	100.0%	-28.1%	-7.2%

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

Table 67: DWI Arrests by Age and Sex[31], 2014

Age Group	DWI Arrests by Age and Sex								Ratio Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	0	0.0%	1	0.0%	0	0.0%	1	0.0%	-
15-19	329	4.3%	102	3.4%	0	0.0%	431	4.0%	**3.23**
20-24	1,485	19.2%	581	19.6%	0	0.0%	2,066	19.1%	**2.56**
25-29	1,444	18.7%	546	18.4%	0	0.0%	1,990	18.4%	**2.64**
30-34	1,118	14.5%	480	16.2%	0	0.0%	1,598	14.8%	**2.33**
35-39	859	11.1%	331	11.2%	0	0.0%	1,190	11.0%	**2.60**
40-44	693	9.0%	286	9.7%	0	0.0%	979	9.0%	**2.42**
45-49	580	7.5%	227	7.7%	0	0.0%	807	7.5%	**2.56**
50-54	511	6.6%	208	7.0%	0	0.0%	719	6.6%	**2.46**
55-59	348	4.5%	112	3.8%	0	0.0%	460	4.2%	**3.11**
60-64	197	2.6%	56	1.9%	0	0.0%	253	2.3%	**3.52**
65-69	95	1.2%	23	0.8%	0	0.0%	118	1.1%	**4.13**
70-74	33	0.4%	9	0.3%	0	0.0%	42	0.4%	**3.67**
75 +	27	0.3%	0	0.0%	0	0.0%	27	0.2%	-
Missing Data	0	0.0%	0	0.0%	145	100.0%	145	1.3%	-
Total	**7,719**	**100.0%**	**2,962**	**100.0%**	**145**	**100.0%**	**10,826**	**100.0%**	**2.61**

Figure 26: DWI Arrests by Age and Sex[31], 2014



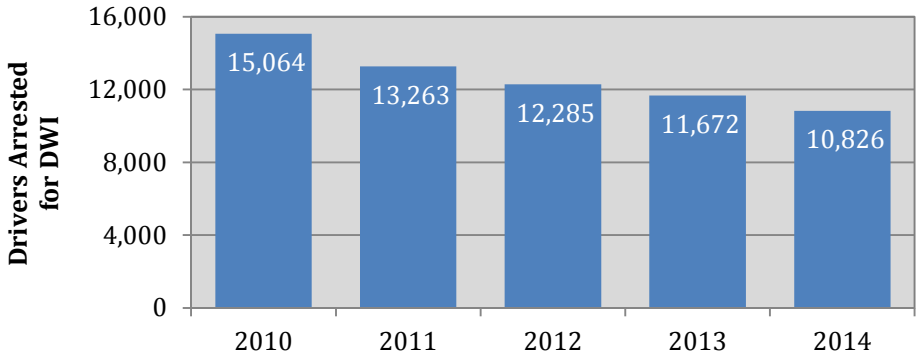
[31] DWI arrests are for either DWI or aggravated DWI.

Table 68: Number of Drivers Arrested for a DWI[32], 2010 - 2014

Age Group	Drivers Arrested for DWI[1]					Percent Change 2010-2014
	2010	2011	2012	2013	2014	
<15	0	0	1	0	1	-
15-19	835	719	623	465	431	**-48.4%**
20-24	2,979	2,793	2,526	2,360	2,066	**-30.6%**
25-29	2,812	2,504	2,183	2,227	1,990	**-29.2%**
30-34	1,931	1,828	1,722	1,694	1,598	**-17.2%**
35-39	1,508	1,279	1,233	1,226	1,190	**-21.1%**
40-44	1,371	1,142	1,124	1,022	979	**-28.6%**
45-49	1,332	1,092	950	864	807	**-39.4%**
50-54	989	787	798	772	719	**-27.3%**
55-59	506	497	487	444	460	**-9.1%**
60-64	285	251	276	243	253	**-11.2%**
65-69	133	106	138	118	118	**-11.3%**
70-74	54	41	34	41	42	**-22.2%**
75 +	25	20	18	24	27	**8.0%**
Missing Data	304	204	172	172	145	**-52.3%**
Total	**15,064**	**13,263**	**12,285**	**11,672**	**10,826**	**-28.1%**

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

Figure 27: Number of Drivers Arrested for DWI[32], 2010 - 2014



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

Convictions

Table 69: DWI Convictions by County[33], 2010 - 2014

County	DWI Convictions					Percent of All 2014 DWI Convictions	Percent Change 2010-2014	Percent Change 2013-2014
	2010	2011	2012	2013	2014			
Bernalillo	3,431	3,074	3,277	2,393	1,821	26.3%	-46.9%	-23.9%
Catron	14	9	9	1	4	0.1%	-71.4%	300.0%
Chaves	274	271	258	169	210	3.0%	-23.4%	24.3%
Cibola	226	166	144	88	70	1.0%	-69.0%	-20.5%
Colfax	42	54	28	24	17	0.2%	-59.5%	-29.2%
Curry	255	204	183	132	102	1.5%	-60.0%	-22.7%
De Baca	8	5	5	7	9	0.1%	12.5%	28.6%
Doña Ana	980	883	870	687	635	9.2%	-35.2%	-7.6%
Eddy	253	282	229	161	205	3.0%	-19.0%	27.3%
Grant	182	161	110	143	117	1.7%	-35.7%	-18.2%
Guadalupe	48	25	27	31	22	0.3%	-54.2%	-29.0%
Harding	0	2	1	0	1	0.0%	-	-
Hidalgo	31	22	25	26	14	0.2%	-54.8%	-46.2%
Lea	279	249	160	206	224	3.2%	-19.7%	8.7%
Lincoln	141	131	109	88	74	1.1%	-47.5%	-15.9%
Los Alamos	36	30	46	37	49	0.7%	36.1%	32.4%
Luna	90	96	100	66	63	0.9%	-30.0%	-4.5%
McKinley	677	471	351	388	332	4.8%	-51.0%	-14.4%
Mora	26	14	5	14	24	0.3%	-7.7%	71.4%
Otero	198	191	170	225	217	3.1%	9.6%	-3.6%
Quay	36	36	28	27	27	0.4%	-25.0%	0.0%
Rio Arriba	220	167	122	162	144	2.1%	-34.5%	-11.1%
Roosevelt	102	92	82	54	37	0.5%	-63.7%	-31.5%
Sandoval	399	355	404	542	469	6.8%	17.5%	-13.5%
San Juan	1,124	1,244	893	817	815	11.8%	-27.5%	-0.2%
San Miguel	230	171	134	123	125	1.8%	-45.7%	1.6%
Santa Fe	606	662	655	512	554	8.0%	-8.6%	8.2%
Sierra	67	108	83	55	35	0.5%	-47.8%	-36.4%
Socorro	89	101	107	92	69	1.0%	-22.5%	-25.0%
Taos	159	124	71	106	122	1.8%	-23.3%	15.1%
Torrance	70	65	48	57	38	0.5%	-45.7%	-33.3%
Union	6	7	6	7	2	0.0%	-66.7%	-71.4%
Valencia	254	216	164	172	161	2.3%	-36.6%	-6.4%
Missing Data	16	35	52	328	103	1.5%	543.8%	-68.6%
Total	**10,569**	**9,723**	**8,956**	**7,940**	**6,911**	**100.0%**	**-34.6%**	**-13.0%**

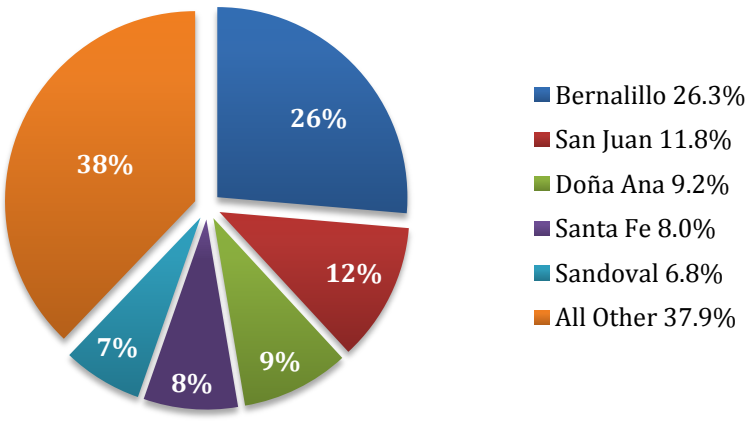
[33] "County" refers to the location where the driver was arrested for DWI, not their county of residence.

Table 70: Top Ten Counties for DWI Convictions[34], 2010 - 2014

2014 Rank	County	DWI Convictions					2014 Population	DWI Convictions per 10,000 County Residents, 2014
		2010	2011	2012	2013	2014		
1	Bernalillo	3,431	3,074	3,277	2,393	1,821	675,647	**27**
2	San Juan	1,124	1,244	893	817	815	123,990	**66**
3	Doña Ana	980	883	870	687	635	214,059	**30**
4	Santa Fe	606	662	655	512	554	147,977	**37**
5	Sandoval	399	355	404	542	469	137,654	**34**
6	McKinley	677	471	351	388	332	73,846	**45**
7	Lea	279	249	160	206	224	69,930	**32**
8	Otero	198	191	170	225	217	64,966	**33**
9	Chaves	274	271	258	169	210	65,837	**32**
10	Eddy	253	282	229	161	205	56,583	**36**
All Other Counties		2,348	2,041	1,689	1,840	1,429	455,078	**31**
Statewide Total		10,569	9,723	8,956	7,940	6,911	2,085,567	**33**

- In New Mexico, there were 33 DWI convictions per 10,000 residents in 2014. **San Juan (66), McKinley (45), Santa Fe (37), Eddy (36)** and **Sandoval (34)** had DWI conviction rates higher than the statewide rate of 33. (Table 70)

Figure 28: Top Five Counties for DWI Convictions[34], 2014



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

DWI Enforcement – Convictions

Table 71: Number of Drivers with a First DWI Conviction[35], 2010 - 2014

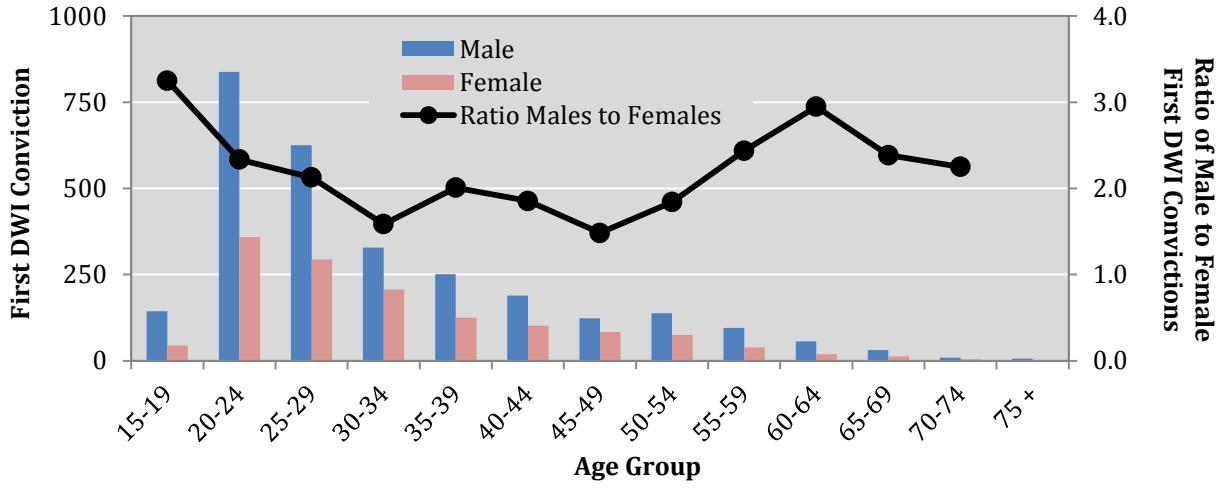
County	First DWI Convictions					Percent of First 2014 Convictions	Percent Change 2010-2014	Percent Change 2013-2014
	2010	2011	2012	2013	2014			
Bernalillo	2,244	2,006	2,216	1,640	1,228	**28.9%**	**-45.3%**	**-25.1%**
Catron	7	1	5	0	3	**0.1%**	**-57.1%**	**-**
Chaves	191	163	144	109	133	**3.1%**	**-30.4%**	**22.0%**
Cibola	112	98	92	51	37	**0.9%**	**-67.0%**	**-27.5%**
Colfax	30	32	17	12	11	**0.3%**	**-63.3%**	**-8.3%**
Curry	174	133	112	75	65	**1.5%**	**-62.6%**	**-13.3%**
De Baca	1	4	3	6	5	**0.1%**	**400.0%**	**-16.7%**
Doña Ana	661	593	594	434	407	**9.6%**	**-38.4%**	**-6.2%**
Eddy	157	162	140	98	132	**3.1%**	**-15.9%**	**34.7%**
Grant	114	89	64	84	69	**1.6%**	**-39.5%**	**-17.9%**
Guadalupe	22	12	14	17	8	**0.2%**	**-63.6%**	**-52.9%**
Harding	0	1	0	0	0	**0.0%**	**-**	**-**
Hidalgo	17	15	21	21	11	**0.3%**	**-35.3%**	**-47.6%**
Lea	182	155	101	131	159	**3.7%**	**-12.6%**	**21.4%**
Lincoln	96	86	65	60	43	**1.0%**	**-55.2%**	**-28.3%**
Los Alamos	22	18	33	20	32	**0.8%**	**45.5%**	**60.0%**
Luna	52	57	68	41	45	**1.1%**	**-13.5%**	**9.8%**
McKinley	335	191	161	190	180	**4.2%**	**-46.3%**	**-5.3%**
Mora	15	5	1	8	8	**0.2%**	**-46.7%**	**0.0%**
Otero	119	121	105	142	151	**3.6%**	**26.9%**	**6.3%**
Quay	22	22	18	15	11	**0.3%**	**-50.0%**	**-26.7%**
Rio Arriba	101	80	67	81	56	**1.3%**	**-44.6%**	**-30.9%**
Roosevelt	59	64	59	40	22	**0.5%**	**-62.7%**	**-45.0%**
Sandoval	247	223	267	356	294	**6.9%**	**19.0%**	**-17.4%**
San Juan	562	638	441	408	413	**9.7%**	**-26.5%**	**1.2%**
San Miguel	115	76	60	52	57	**1.3%**	**-50.4%**	**9.6%**
Santa Fe	349	384	396	315	353	**8.3%**	**1.1%**	**12.1%**
Sierra	43	67	59	35	26	**0.6%**	**-39.5%**	**-25.7%**
Socorro	48	58	61	54	38	**0.9%**	**-20.8%**	**-29.6%**
Taos	91	73	43	69	71	**1.7%**	**-22.0%**	**2.9%**
Torrance	34	32	38	31	18	**0.4%**	**-47.1%**	**-41.9%**
Union	4	5	4	4	0	**0.0%**	**-100.0%**	**-100.0%**
Valencia	146	118	98	109	91	**2.1%**	**-37.7%**	**-16.5%**
Missing Data	8	19	34	214	70	**1.6%**	**775.0%**	**-67.3%**
Total	**6,380**	**5,801**	**5,601**	**4,922**	**4,247**	**100.0%**	**-33.4%**	**-13.7%**

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

Table 72: First DWI Convictions by Age[36] and Sex, 2014

Age Group	First DWI Convictions								Ratio Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	143	5.0%	44	3.2%	0	0.0%	187	4.4%	**3.3**
20-24	838	29.6%	359	26.3%	0	0.0%	1,197	28.2%	**2.3**
25-29	625	22.1%	294	21.6%	0	0.0%	919	21.6%	**2.1**
30-34	328	11.6%	207	15.2%	0	0.0%	535	12.6%	**1.6**
35-39	251	8.9%	125	9.2%	0	0.0%	376	8.9%	**2.0**
40-44	189	6.7%	102	7.5%	0	0.0%	291	6.9%	**1.9**
45-49	123	4.3%	83	6.1%	0	0.0%	206	4.9%	**1.5**
50-54	138	4.9%	75	5.5%	0	0.0%	213	5.0%	**1.8**
55-59	95	3.4%	39	2.9%	0	0.0%	134	3.2%	**2.4**
60-64	56	2.0%	19	1.4%	0	0.0%	75	1.8%	**2.9**
65-69	31	1.1%	13	1.0%	0	0.0%	44	1.0%	**2.4**
70-74	9	0.3%	4	0.3%	0	0.0%	13	0.3%	**2.3**
75 +	6	0.2%	0	0.0%	0	0.0%	6	0.1%	-
Missing Data	0	0.0%	0	0.0%	51	100.0%	51	1.2%	-
Total	**2,832**	**100.0%**	**1,364**	**100.0%**	**51**	**100.0%**	**4,247**	**100.0%**	**2.1**

Figure 29: First DWI Convictions by Age[36] and Sex, 2014



[36] "Age" refers to age on the day of arrest for a conviction handed down in 2014.

DWI Enforcement – Convictions

Table 73: Repeat DWI Convictions by County[37], 2010 - 2014

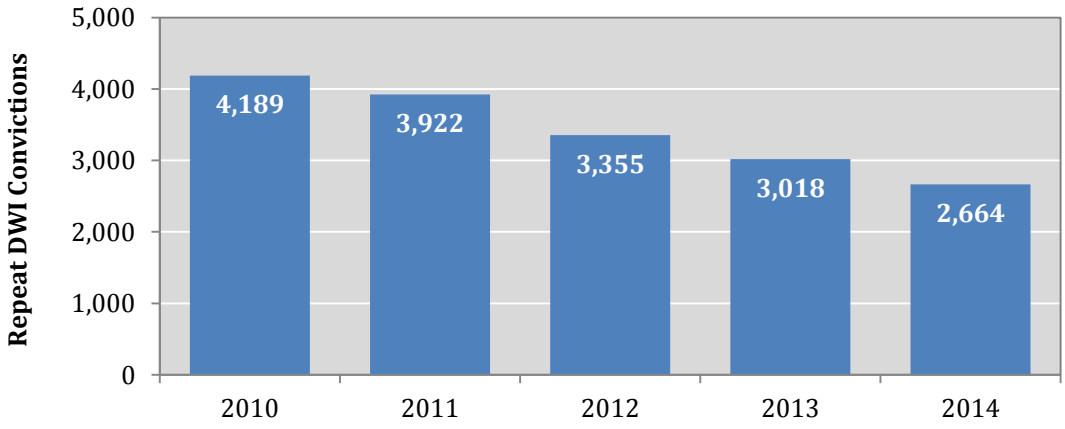
County	Repeat DWI Convictions					Percent of All 2014 DWI Convictions	Percent Change 2010-2014	Percent Change 2013-2014
	2010	2011	2012	2013	2014			
Bernalillo	1,187	1,068	1,061	753	593	22.3%	-50.0%	-21.2%
Catron	7	8	4	1	1	0.0%	-85.7%	0.0%
Chaves	83	108	114	60	77	2.9%	-7.2%	28.3%
Cibola	114	68	52	37	33	1.2%	-71.1%	-10.8%
Colfax	12	22	11	12	6	0.2%	-50.0%	-50.0%
Curry	81	71	71	57	37	1.4%	-54.3%	-35.1%
De Baca	7	1	2	1	4	0.2%	-42.9%	300.0%
Doña Ana	319	290	276	253	228	8.6%	-28.5%	-9.9%
Eddy	96	120	89	63	73	2.7%	-24.0%	15.9%
Grant	68	72	46	59	48	1.8%	-29.4%	-18.6%
Guadalupe	26	13	13	14	14	0.5%	-46.2%	0.0%
Harding	0	1	1	0	1	0.0%	-	-
Hidalgo	14	7	4	5	3	0.1%	-78.6%	-40.0%
Lea	97	94	59	75	65	2.4%	-33.0%	-13.3%
Lincoln	45	45	44	28	31	1.2%	-31.1%	10.7%
Los Alamos	14	12	13	17	17	0.6%	21.4%	0.0%
Luna	38	39	32	25	18	0.7%	-52.6%	-28.0%
McKinley	342	280	190	198	152	5.7%	-55.6%	-23.2%
Mora	11	9	4	6	16	0.6%	45.5%	166.7%
Otero	79	70	65	83	66	2.5%	-16.5%	-20.5%
Quay	14	14	10	12	16	0.6%	14.3%	33.3%
Rio Arriba	119	87	55	81	88	3.3%	-26.1%	8.6%
Roosevelt	43	28	23	14	15	0.6%	-65.1%	7.1%
Sandoval	152	132	137	186	175	6.6%	15.1%	-5.9%
San Juan	562	606	452	409	402	15.1%	-28.5%	-1.7%
San Miguel	115	95	74	71	68	2.6%	-40.9%	-4.2%
Santa Fe	257	278	259	197	201	7.5%	-21.8%	2.0%
Sierra	24	41	24	20	9	0.3%	-62.5%	-55.0%
Socorro	41	43	46	38	31	1.2%	-24.4%	-18.4%
Taos	68	51	28	37	51	1.9%	-25.0%	37.8%
Torrance	36	33	10	26	20	0.8%	-44.4%	-23.1%
Union	2	2	2	3	2	0.1%	0.0%	-33.3%
Valencia	108	98	66	63	70	2.6%	-35.2%	11.1%
Missing Data	8	16	18	114	33	1.2%	312.5%	-71.1%
Total	**4,189**	**3,922**	**3,355**	**3,018**	**2,664**	**100.0%**	**-36.4%**	**-11.7%**

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

Table 74: Drivers Convicted of a Repeat DWI by Age[38], 2010 – 2014

Age Group	Drivers Convicted of a Repeat DWI[1]					Percent Change 2010-2014
	2010	2011	2012	2013	2014	
15-19	32	27	25	12	8	-75.0%
20-24	464	375	281	262	198	-57.3%
25-29	748	685	548	498	442	-40.9%
30-34	614	585	516	471	450	-26.7%
35-39	537	496	443	438	338	-37.1%
40-44	534	476	430	392	333	-37.6%
45-49	500	514	443	334	278	-44.4%
50-54	378	371	305	274	306	-19.0%
55-59	153	177	148	164	139	-9.2%
60-64	78	86	84	70	82	5.1%
65-69	42	38	37	43	31	-26.2%
70-74	16	15	16	7	9	-43.8%
75 +	8	5	2	6	4	-50.0%
Missing Data	85	72	77	47	46	-45.9%
Total	4,189	3,922	3,355	3,018	2,664	-36.4%

Figure 30: Drivers Convicted of a Repeat DWI, 2010 – 2014

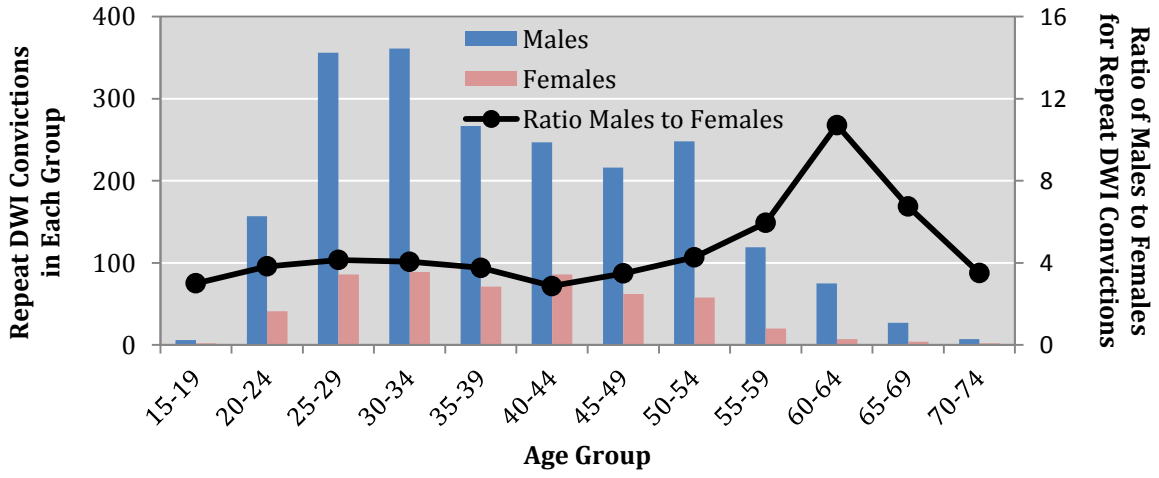


[38] "Age" refers to age on the day of arrest for a conviction handed down in 2014.

Table 75: Repeat DWI Convictions by Age[39] and Sex, 2014

Age Group	Repeat DWI Convictions								Ratio Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	6	0.3%	2	0.4%	0	0.0%	8	0.3%	**3.0**
20-24	157	7.5%	41	7.8%	0	0.0%	198	7.4%	**3.8**
25-29	356	17.0%	86	16.3%	0	0.0%	442	16.6%	**4.1**
30-34	361	17.3%	89	16.9%	0	0.0%	450	16.9%	**4.1**
35-39	267	12.8%	71	13.4%	0	0.0%	338	12.7%	**3.8**
40-44	247	11.8%	86	16.3%	0	0.0%	333	12.5%	**2.9**
45-49	216	10.3%	62	11.7%	0	0.0%	278	10.4%	**3.5**
50-54	248	11.9%	58	11.0%	0	0.0%	306	11.5%	**4.3**
55-59	119	5.7%	20	3.8%	0	0.0%	139	5.2%	**6.0**
60-64	75	3.6%	7	1.3%	0	0.0%	82	3.1%	**10.7**
65-69	27	1.3%	4	0.8%	0	0.0%	31	1.2%	**6.8**
70-74	7	0.3%	2	0.4%	0	0.0%	9	0.3%	**3.5**
75 +	4	0.2%	0	0.0%	0	0.0%	4	0.2%	-
Missing Data	0	0.0%	0	0.0%	46	100.0%	46	1.7%	-
Total	**2,090**	**100.0%**	**528**	**100.0%**	**46**	**100.0%**	**2,664**	**100.0%**	**4.0**

Figure 31: Repeat DWI Convictions by Age[39] and Sex, 2014



[39] "Age" refers to age on the day of arrest for a conviction handed down in 2014.

Court Dispositions

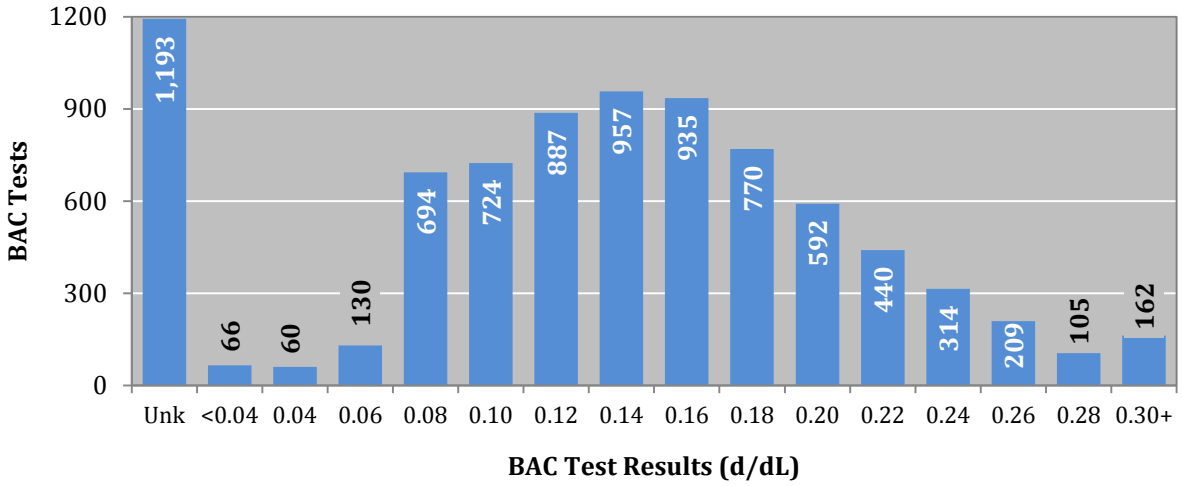
Table 76: Disposition of DWI Arrests by County, as of July 2015[40]

County	Number of DWI Arrests in 2014 Resulting in Convictions		Number of DWI Arrests in 2014 Resulting in Dismissals		Number of DWI Arrests in 2014 Awaiting Disposition		Total Number of DWI Arrests in 2014	Average number of Days to DWI Conviction	Average number of Days to DWI Dismissal
	Count	Percent	Count	Percent	Count	Percent			
Bernalillo	1,182	36%	1,188	36%	887	27%	3,257	180	176
Catron	4	67%	0	0%	2	33%	6	52	-
Chaves	178	65%	25	9%	70	26%	273	126	139
Cibola	66	31%	64	30%	81	38%	211	158	124
Colfax	20	51%	5	13%	14	36%	39	137	139
Curry	92	58%	21	13%	46	29%	159	143	167
De Baca	6	60%	4	40%	0	0%	10	119	88
Doña Ana	464	56%	82	10%	285	34%	831	157	153
Eddy	195	71%	26	9%	55	20%	276	101	132
Grant	105	69%	35	23%	12	8%	152	128	138
Guadalupe	16	73%	5	23%	1	5%	22	126	127
Harding	1	100%	0	0%	0	0%	1	235	-
Hidalgo	14	82%	3	18%	0	0%	17	87	76
Lea	229	60%	63	16%	91	24%	383	110	153
Lincoln	60	72%	4	5%	19	23%	83	97	131
Los Alamos	39	76%	6	12%	6	12%	51	126	154
Luna	68	65%	11	10%	26	25%	105	92	149
McKinley	274	50%	140	25%	137	25%	551	97	123
Mora	21	70%	3	10%	6	20%	30	110	113
Otero	177	58%	53	17%	74	24%	304	91	99
Quay	30	77%	6	15%	3	8%	39	127	188
Rio Arriba	108	39%	76	28%	90	33%	274	158	149
Roosevelt	24	63%	5	13%	9	24%	38	138	175
Sandoval	403	62%	101	15%	150	23%	654	121	151
San Juan	782	66%	148	13%	248	21%	1,178	124	171
San Miguel	90	52%	16	9%	68	39%	174	108	126
Santa Fe	519	56%	206	22%	204	22%	929	138	138
Sierra	32	59%	16	30%	6	11%	54	130	126
Socorro	74	63%	20	17%	24	20%	118	134	151
Taos	120	65%	41	22%	24	13%	185	136	113
Torrance	32	59%	12	22%	10	19%	54	114	182
Union	3	27%	4	36%	4	36%	11	26	105
Valencia	138	44%	86	27%	91	29%	315	147	179
Missing Data	38	90%	4	10%	0	0%	42	65	118
Statewide	**5,604**	**52%**	**2,479**	**23%**	**2,743**	**25%**	**10,826**	**137**	**159**

[40] This table shows the number of DWI arrests in 2014 and whether the case resulted in a conviction or dismissal or is still awaiting court disposition, as reported in the NM MVD Citation Tracking System (CTS) as of July 2015. A very small number of "not guilty" rulings may be included in the category Dismissals.

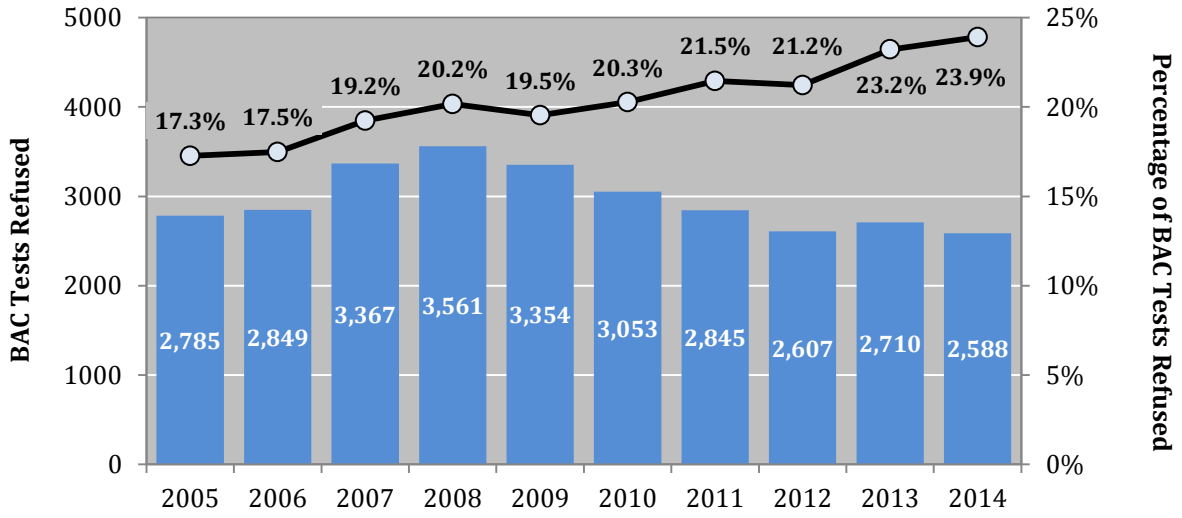
Blood Alcohol Content (BAC)

Figure 32: Range of BAC Test Results from 2014 DWI Arrests[41]



- The percentage of BAC tests refused have increased in seven of the past nine years. (Figure 33)

Figure 33: Number of BAC Test Refusals and Percentage of BAC Test Refusals, 2005 - 2014



[41] For reference, a BAC of <0.04 is a non-zero BAC less than 0.04. A BAC of 0.04 includes 0.04 and ranges up to but not including 0.06. The term 'Unknown' ('Unk') identifies a 0.0 BAC of unspecified BAC test type. Test refusals are excluded.

Rates

Changes in traffic volume, state population, licensed drivers, and registered vehicles affect the number of crashes that occur in any given year or place. Using rates instead of the raw number of crashes enables statistical comparisons across geographies, time periods, and populations. Rates are a way of standardizing measurements to a common base (e.g., per 100 Million VMT or per 100,000 population) so the results can be directly comparable regardless of to whom, where, and when the event occurred. Below is an example equation of how rates are calculated, using data from Table 1 and Table 77. Table 77 presents the denominators used in calculating different traffic crash rates. Depending on the context, crash rates can be expressed in any of the following ways: number of crashes per 100 million vehicle miles traveled (VMT), number of crashes per 100,000 people, number of drivers in crashes per 10,000 licensed drivers, or number of vehicles in crashes per 10,000 registered vehicles.

$$\textbf{\textit{Crash Rate}} = \frac{\textit{Crash Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\text{2,041 alcohol crashes in 2014}}{\text{265.50 100M VMT in 2014}} = \textbf{7.7 alcohol crashes per 100M VMT}$$

Table 77: Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2005 - 2014

Year	New Mexico Population[1,3] (U.S. Census, July 1st Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)[2,3]	New Mexico Licensed Drivers[3]	New Mexico Motor Vehicle Registrations[3]
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	2,064,982	241.77	1,442,737	1,665,882
2011	2,077,919	258.89	1,455,481	1,772,040
2012	2,083,540	257.85	1,493,766	1,805,790
2013	2,085,287	256.82	1,478,868	1,882,466
2014	2,085,567	265.50	1,487,472	1,930,706

[1] Each year, the U.S. Census publishes revisions to previous population estimates. Therefore, rates based on population in this publication are not comparable to rates published in prior years.

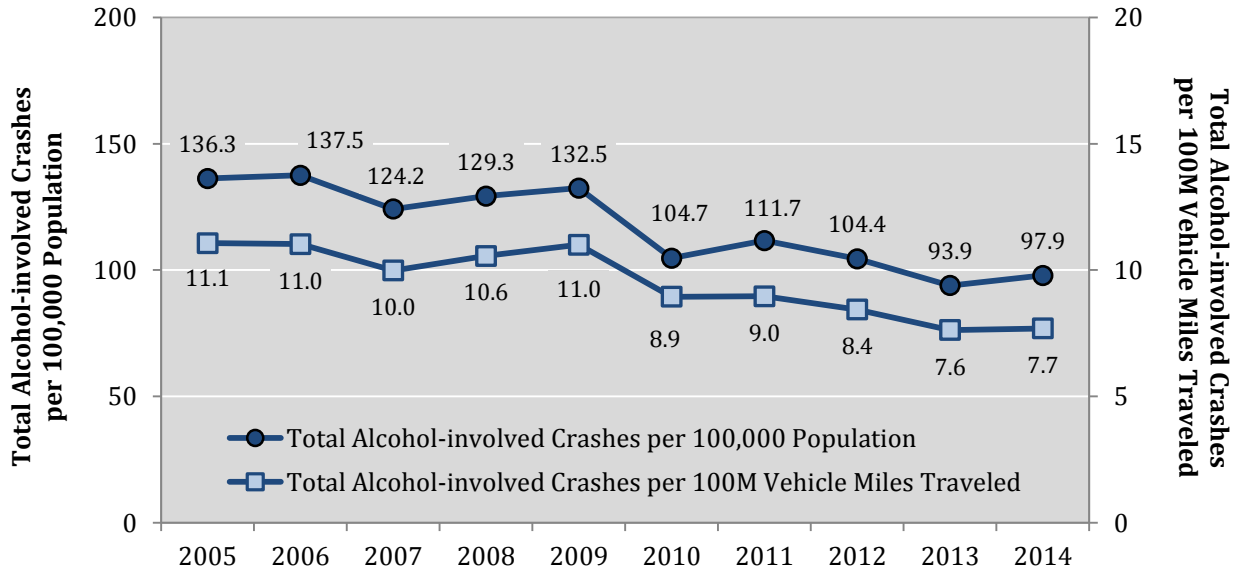
[2] 100M VMT = 100 million vehicle miles traveled. The calculation method for VMT was revised by NMDOT beginning in 2011.

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

Table 78: Alcohol-involved Crash Rates, 2005 - 2014[42]

Year	Alcohol-involved Crash Rates			
	Alcohol-involved Crashes per 100,000 Population	Alcohol-involved Crashes per 100 Million Vehicle Miles Traveled (100M VMT)	Alcohol-involved Crashes per 100,000 Licensed Drivers	Alcohol-involved Crashes per 100,000 Registered Vehicles
2005	136.3	11.1	199.1	166.0
2006	137.5	11.0	198.6	166.1
2007	124.2	10.0	177.8	150.1
2008	129.3	10.6	184.7	160.7
2009	132.5	11.0	189.4	161.1
2010	104.7	8.9	149.9	129.8
2011	111.7	9.0	159.4	130.9
2012	104.4	8.4	145.7	120.5
2013	93.9	7.6	132.4	104.0
2014	**97.9**	**7.7**	**137.2**	**105.7**

Figure 34: Alcohol-involved Crash Rates (Population and VMT), 2005 - 2014[42]

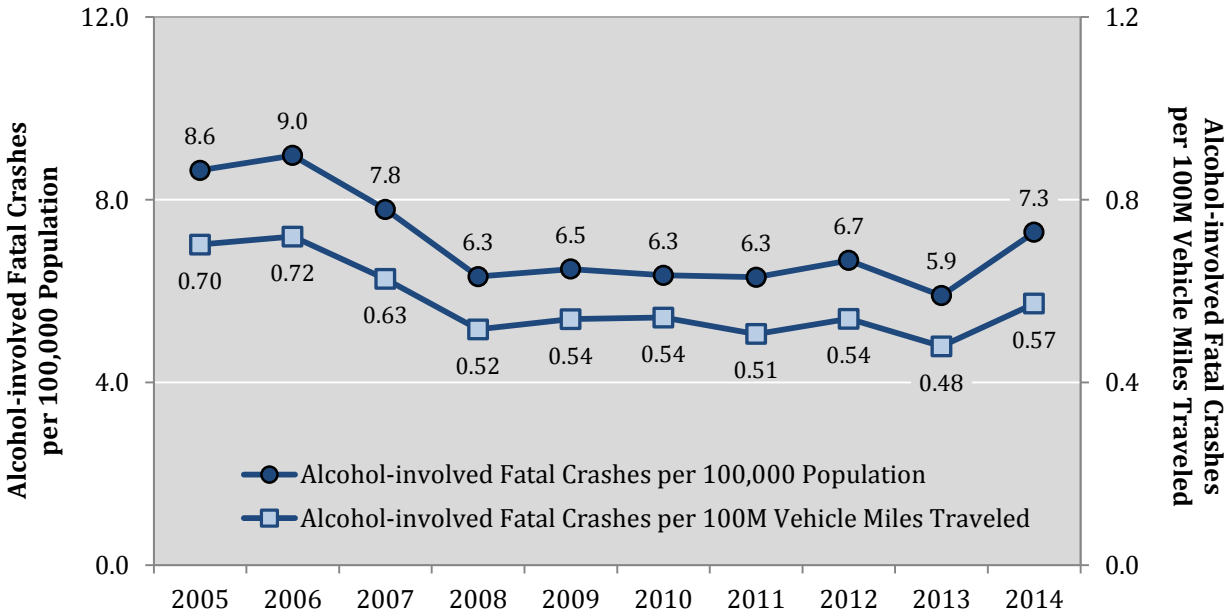


[42] The calculation method for VMT was revised by NMDOT beginning in 2011.

Table 79: Alcohol-involved Fatal Crash Rates, 2005 - 2014[43]

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
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
2012	6.7	0.54	9.3	7.7
2013	5.9	0.48	8.3	6.5
2014	**7.3**	**0.57**	**10.2**	**7.9**

Figure 35: Alcohol-involved Fatal Crash Rates (Population and VMT), 2005 - 2014[43]

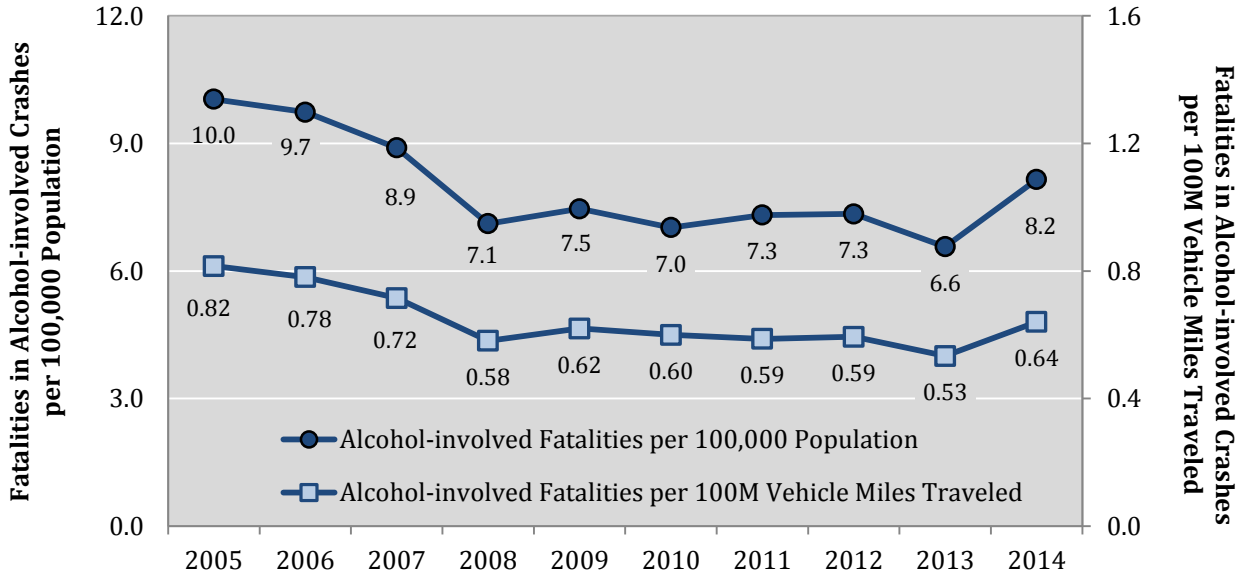


[43] The calculation method for VMT was revised by NMDOT beginning in 2011.

Table 80: Alcohol-involved Fatality Rates, 2005 - 2014[44]

Year	Alcohol-involved Fatality Rates			
	Alcohol-involved Fatalities per 100,000 Population	Alcohol-involved Fatalities per 100 Million Vehicle Miles Traveled (100M VMT)	Alcohol-involved Fatalities per 100,000 Licensed Drivers	Alcohol-involved Fatalities per 100,000 Registered Vehicles
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
2012	7.3	0.59	10.2	8.5
2013	6.6	0.53	9.3	7.3
2014	**8.2**	**0.64**	**11.4**	**8.8**

Figure 36: Alcohol-involved Fatality Rates (Population and VMT), 2005 - 2014[44]



[44] An alcohol-involved fatality is any crash-related fatality in which 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

- Alcohol-involved fatal and suspected serious injury crash costs (Classes K and A) were 86.1 percent of the Total Human Capital Costs Estimate for 2014. (Table 81)
- When intangible costs from loss of life or reduction in quality of life are added to the human costs, the Comprehensive Cost Estimate for 2014 totals $643 million. (Table 82)

Table 81 : Human Capital Cost Estimates for Alcohol-involved Crashes, 2014 Adjusted

Crash Severity	Human Capital[1] Costs per Crash, 2014 CPI-Adjusted ($)	Alcohol-involved Crashes, 2014	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,665,039	152	253,085,889
Suspected Serious Injury Crash (A)	148,912	141	20,996,652
Suspected Minor Injury Crash (B)	56,009	400	22,403,701
Possible Injury Crash (C)	37,963	355	13,476,975
Property Damage Only Crash (O)	8,555	993	8,495,227
Total			**318,458,444**

[1] Human Capital Crash Costs are measurable monetary losses associated with medical care, emergency services, property damage, and lost productivity.

Table 82 : Comprehensive Cost Estimates[45] for Alcohol-involved Crashes, 2014 Adjusted

Crash Severity	Comprehensive[1] Costs per Crash, 2014 CPI- and ECI-Adjusted ($)	Alcohol-involved Crashes, 2014	Total Comprehensive Costs Estimate, 2014 ($)	Loss of Quality of Life Estimate, 2013 ($)[1]
Fatal Crash (K)	5,562,000	152	845,424,043	592,338,154
Suspected Serious Injury Crash (A)	296,425	141	41,795,960	20,799,308
Suspected Minor Injury Crash (B)	108,330	400	43,331,906	20,928,205
Possible Injury Crash (C)	61,233	355	21,737,552	8,260,577
Property Damage Only Crash (O)	9,965	993	9,895,611	1,400,385
Total			**962,185,072**	**643,726,628**

[1] Comprehensive Crash Costs include human capital costs (measurable costs), plus a value for the nonmonetary Loss of Quality of Life, to capture a more accurate level of the burden of injury. Loss of Quality of Life is the difference between Comprehensive Costs and Human Capital Costs.

[45] Crash cost calculation methodology and sources are available in the Sources section (Page 76) under , Consumer Price Index (CPI), Economic Impact Estimates and Employment Cost Index (ECI). Tables display rounded numbers, but the calculation method uses precise values.

Sources

Consumer Price Index (CPI) – Bureau of Labor Statistics (BLS), *Consumer Price Index Detailed Report, Data for January 2014,* Table 1A, Expenditure Category: "All Items", Column: Annual Average CPI 2014. Available at: www.bls.gov/cpi/cpid1401.pdf.

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

Economic Impact Estimates – American Association of State Highway and Transportation Officials 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, July 2014, Table 5, Category: All Workers, 2014, June Index. Accessed June 20, 2016at: www.bls.gov/web/eci/echistrynaics.pdf.

Licensed Drivers – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), 2005 – 2014 July data.

Population – U.S. Census Bureau, Population Division. Annual Estimates of the Resident Population: April 1, 2010, to July 1, 2014 (NST-EST2014-01). Release dates: For counties, March 2016 (CO-EST2015-01-35). For cities and towns (Incorporated Places and Minor Civil Divisions), May 2015 (SUB-EST2014_35). For pre-2010 population only: Annual Estimates of the Resident Population for Counties: April 1, 2010, to July 1,

2014. Release date: March 2014 (CO-EST2012-01-35). Subcounty Resident Population Estimates for Cities and Towns (Incorporated Places and Minor Civil Divisions): April 1, 2010, to July 1, 2014. Release Date: June 2014 (SUB-EST2011-35). Available at: www.census.gov/popest/.

Urban Areas – New Mexico Department of Transportation, Asset Management and Planning. *2010 U.S. Census Urbanized Area Boundaries, NMDOT-Adjusted, and U.S. Census Urban Clusters.* August 21, 2014. In crashes before 2013, "urban" was defined as a town or city with a population of at least 2,500 people.

Registered Motor Vehicles and Motorcycles – U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. *Highway Statistics Series, 2014, Vehicles*. Table MV-1. December 2015. Accessed June 15, 2016. http://www.fhwa.dot.gov/policyinformation/statistics/2014/mv1.cfm

Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation, Planning Division, Traffic Data Reporting Section. *Daily Vehicle Miles Traveled (DVMT in thousands) By County and Functional Classification*. The calculation method for VMT was revised by NMDOT beginning in 2011. VMT (reported in units of 100 million vehicle miles traveled) are based on the daily average vehicle miles traveled and the system mileages by county and functional classification.

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