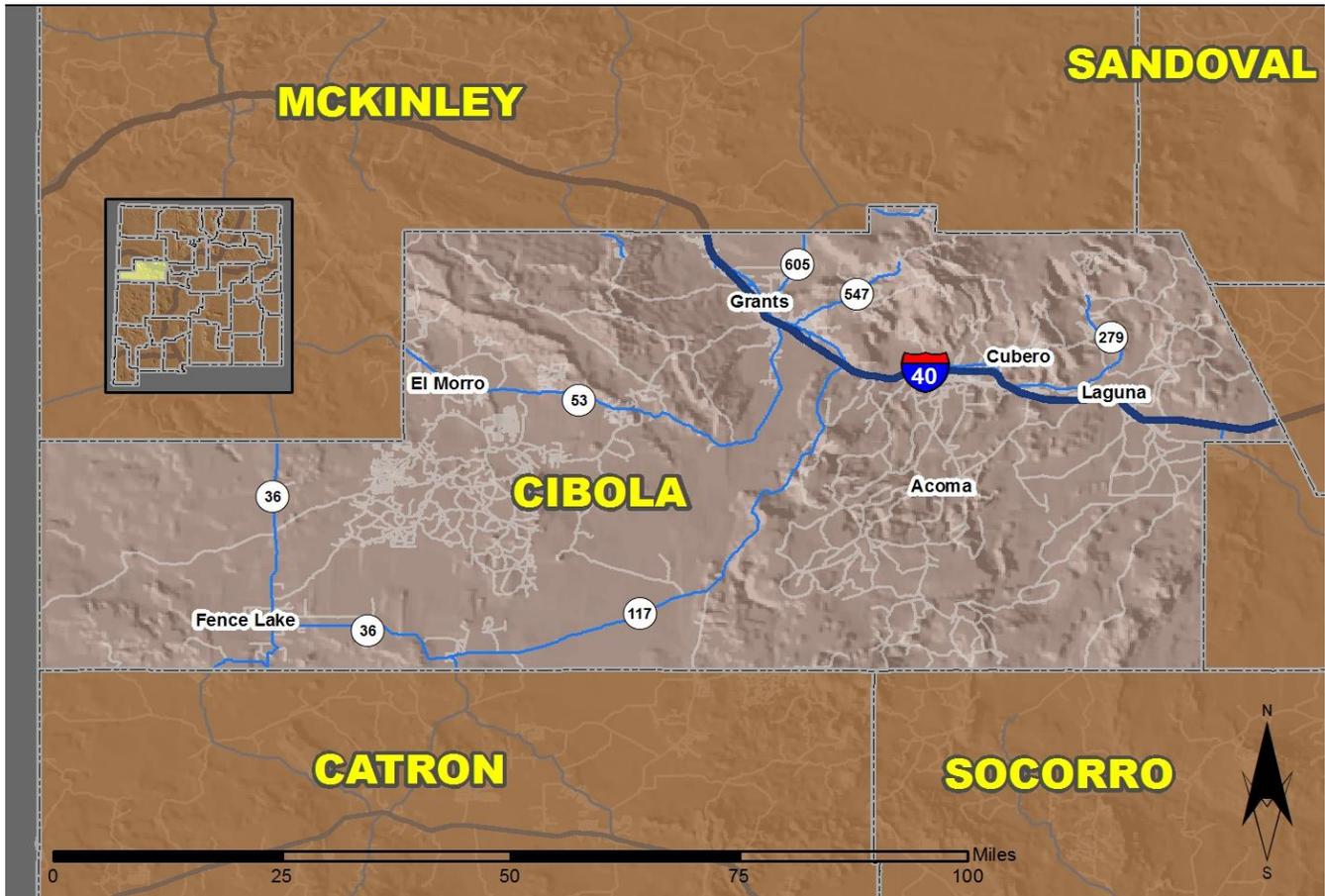# 2016 Community Report
Grants

Produced for the New Mexico Department of Transportation,
Traffic Safety Division, Traffic Records Bureau,
Under Contract 5801 by the University of New Mexico,
Geospatial and Population Studies, Traffic Research Unit

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

http://tru.unm.edu/Crash-Reports/Community-Reports/

Definitions

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

Alcohol-involved Crash – 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.

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.

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

DWI Conviction – A driver convicted of driving under the intoxicating influence of alcohol, narcotics, or pathogenic drugs, including aggravated DWI.

Fatal Crash – A crash in which at least one person was killed. 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.

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.

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.

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

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

Sources

Crash Data – New Mexico Department of Transportation, Traffic Safety Division, Traffic Records Bureau, Traffic Crash Database, as of the report date below. Crash data are compiled using 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 Bureau and analyzed by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit (TRU).

DWI Citation Tracking System (CTS) – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), DWI Citation Tracking System (CTS), as of December 2017. Repeat offenders are identified by the combination of account key, arrest date, and citation number. County data are based upon the county where the arrest took place. City data are based upon the city where the offender resides.

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, 2013. In crashes before 2013, "urban" was defined as a town or city with a population of at least 2,500 people.

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Table 1: Total Crashes and Alcohol-involved Crashes by Crash Severity in Grants, 2007-2016

Year	Total Crashes				Alcohol-involved Crashes			
	Fatal	Injury	Property Damage Only	Total	Fatal	Injury	Property Damage Only	Total
2007	0	50	144	**194**	0	4	8	**12**
2008	1	55	133	**189**	1	7	7	**15**
2009	1	45	155	**201**	0	8	10	**18**
2010	1	46	103	**150**	1	4	4	**9**
2011	1	50	129	**180**	0	5	8	**13**
2012	0	29	122	**151**	0	9	10	**19**
2013	2	44	118	**164**	0	5	7	**12**
2014	2	31	113	**146**	0	2	8	**10**
2015	0	30	130	**160**	0	5	8	**13**
2016	2	28	118	**148**	0	4	6	**10**

Figure 1: Alcohol-involved Fatal and Injury Crashes Compared with Non-alcohol-involved Fatal and Injury Crashes in Grants, 2007-2016

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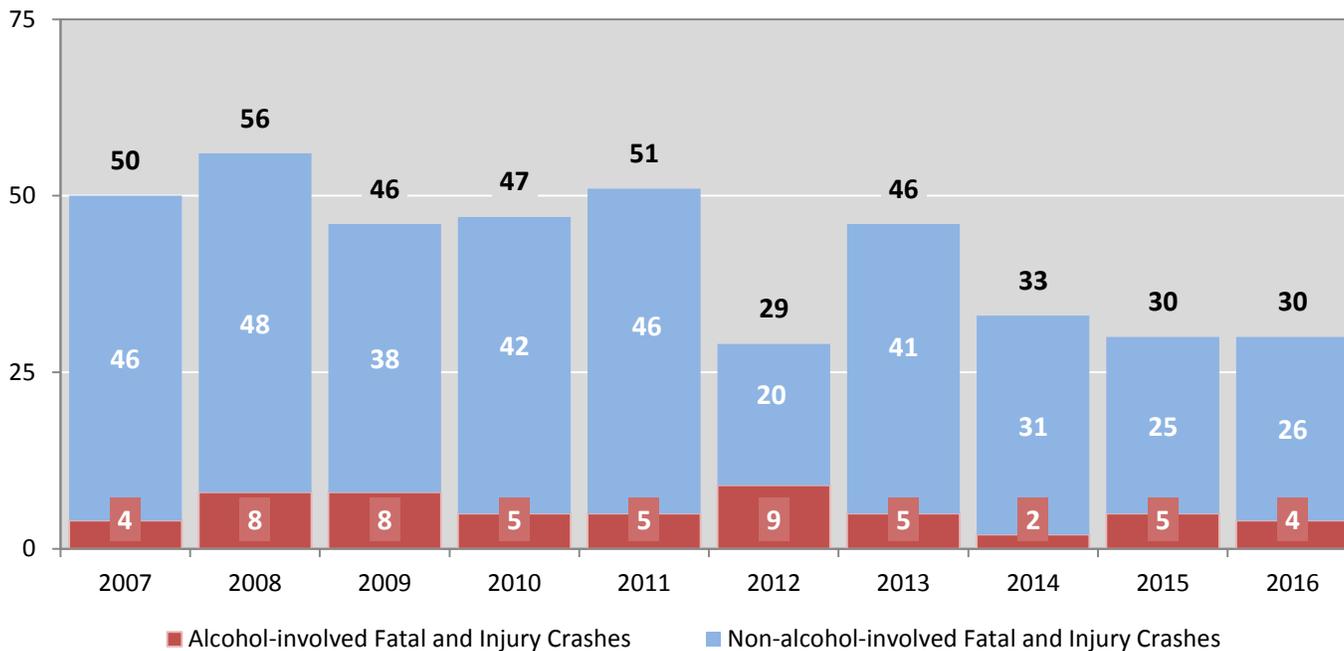
Table 2: Crashes by Month in Grants, 2012-2016

Month	Crashes					5-Year Average
	2012	2013	2014	2015	2016	
January	13	13	7	15	14	12
February	13	15	13	15	11	13
March	10	11	9	3	14	9
April	7	8	10	14	7	9
May	19	18	14	8	10	14
June	8	10	16	8	8	10
July	17	23	13	17	15	17
August	12	13	7	19	6	11
September	12	8	11	19	20	14
October	13	15	18	14	15	15
November	10	15	16	12	14	13
December	17	15	12	16	14	15
Total Crashes	**151**	**164**	**146**	**160**	**148**	**154**

Table 3: Alcohol-involved Crashes by Month in Grants, 2012-2016

Month	Alcohol-involved Crashes					5-Year Average
	2012	2013	2014	2015	2016	
January	0	1	1	1	0	1
February	1	2	1	0	0	1
March	1	1	1	0	1	1
April	2	0	2	3	2	2
May	1	0	1	0	0	0
June	2	1	1	1	1	1
July	3	3	0	2	2	2
August	2	0	0	0	0	0
September	0	0	1	2	2	1
October	1	2	1	2	0	1
November	1	1	1	1	2	1
December	5	1	0	1	0	1
Total Crashes	**19**	**12**	**10**	**13**	**10**	**13**

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Figure 2: Crashes by Hour in Grants, 2016
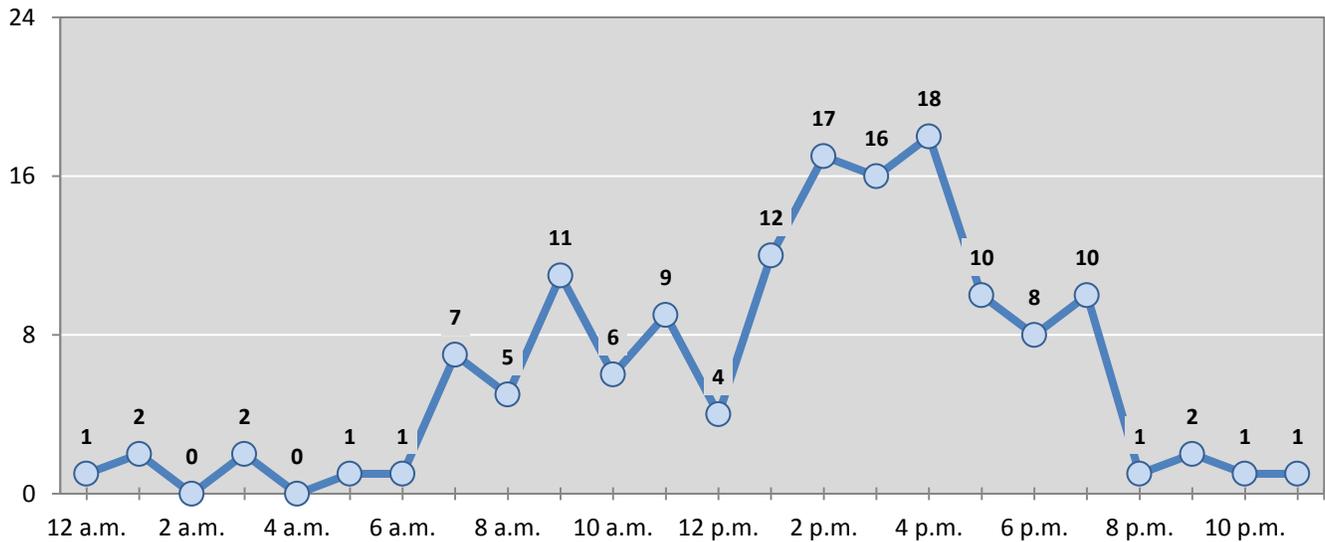
* In 2016, Grants had 3 crashes for which hour data were missing.

Figure 3: Alcohol-involved Crashes by Hour in Grants, 2016
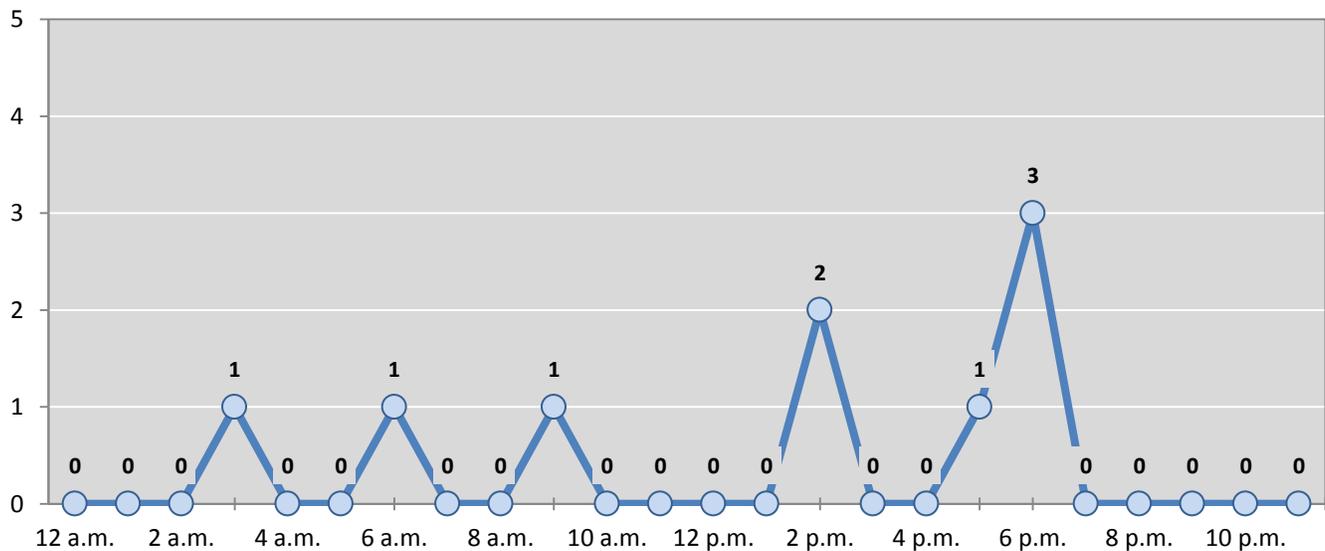
* In 2016, Grants had 1 alcohol-involved crashes for which hour data were missing.

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Table 4: Alcohol-involved Crashes by Day of Week in Grants, 2012-2016

Day of Week	Alcohol-involved Crashes					5-Year Average
	2012	2013	2014	2015	2016	
Sunday	4	3	0	2	2	2
Monday	4	2	2	2	1	2
Tuesday	3	2	2	0	1	2
Wednesday	1	0	0	1	0	0
Thursday	0	1	3	3	0	1
Friday	1	0	2	2	4	2
Saturday	6	4	1	3	2	3
Total Crashes	19	12	10	13	10	13

Table 5: Fatal and Injury Crashes by Day of Week in Grants, 2012-2016

Day of Week	Fatal and Injury Crashes					5-Year Average
	2012	2013	2014	2015	2016	
Sunday	4	4	1	1	5	3
Monday	7	4	5	4	3	5
Tuesday	4	3	3	6	5	4
Wednesday	1	7	7	4	3	4
Thursday	5	10	3	3	5	5
Friday	4	8	8	7	7	7
Saturday	4	10	6	5	2	5
Total Crashes	29	46	33	30	30	34

Table 6: Pedestrian and Pedalcyclist Crashes by Day of Week in Grants, 2012-2016

Day of Week	Pedestrian and Pedalcyclist Crashes					5-Year Average
	2012	2013	2014	2015	2016	
Sunday	0	0	0	0	0	0
Monday	0	0	1	0	0	0
Tuesday	0	2	0	0	0	0
Wednesday	0	0	0	0	2	0
Thursday	0	0	0	0	0	0
Friday	1	0	0	0	0	0
Saturday	0	0	0	0	0	0
Total Crashes	1	2	1	0	2	1

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Figure 4: Fatal and Injury Crashes by Hour in Grants, 2016
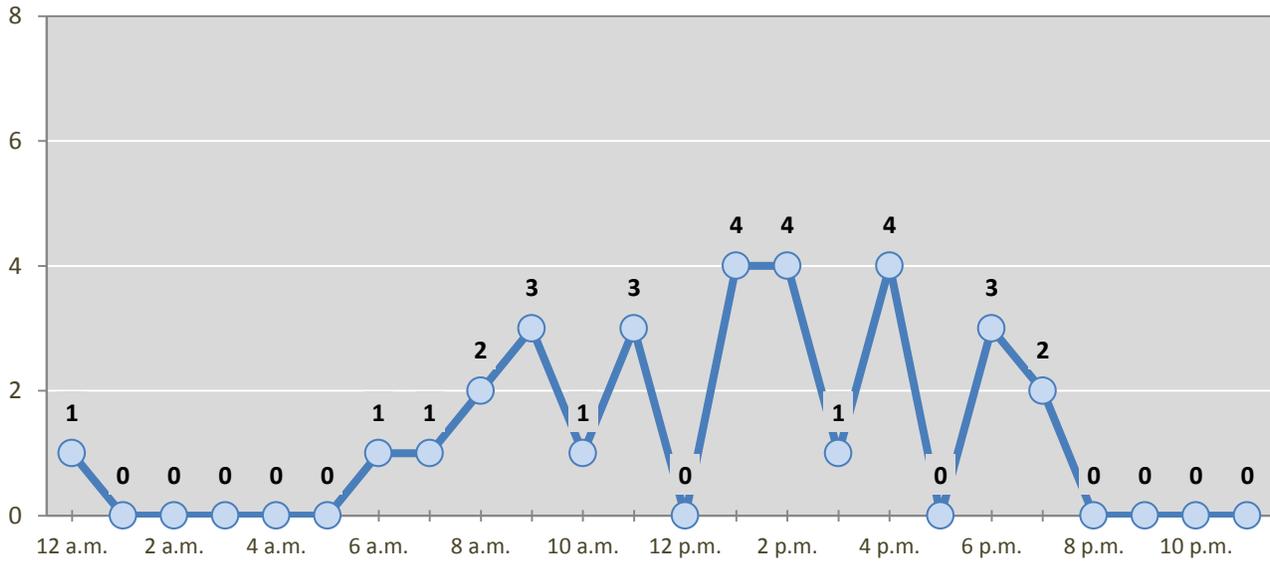
* In 2016, Grants had 0 crashes for which hour data were missing.

Figure 5: Pedestrian and Pedalcyclist Crashes by Hour in Grants, 2016

* In 2016, Grants had 0 crashes for which hour data were missing.

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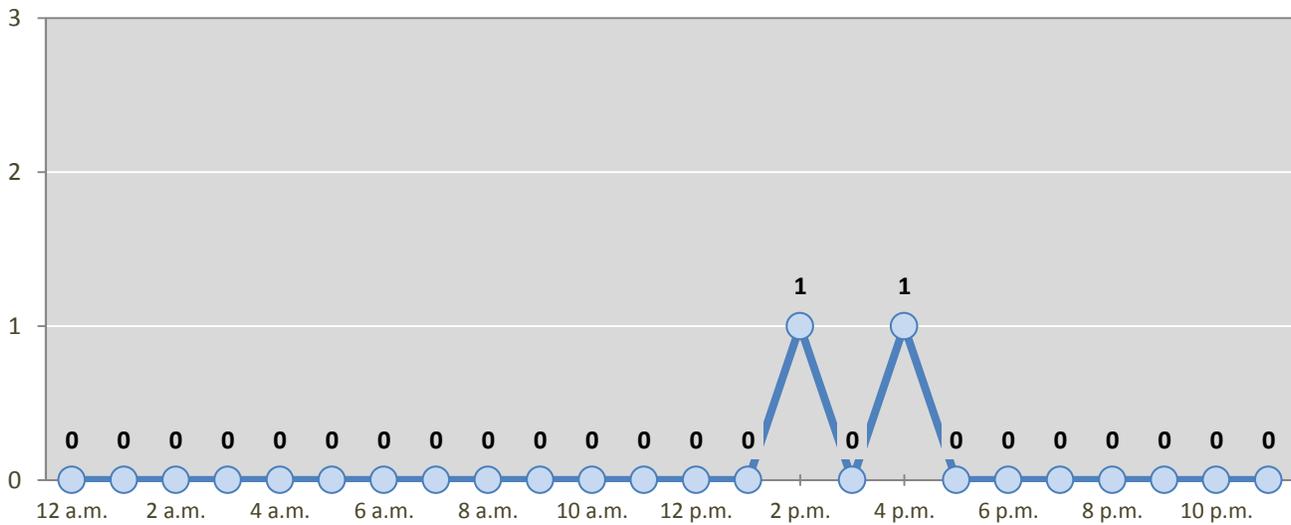
Table 7: Severity of Injuries to People in Crashes by Rural and Urban Location in Grants, 2016

Urban and Rural Locations by Alcohol-involvement	People in Crashes by Severity of Injuries					Total People
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	
People in Alcohol-involved Crashes	**0**	**0**	**2**	**3**	**14**	**19**
Urban	0	0	2	1	12	15
Rural Non-Interstate	0	0	0	1	2	3
Rural Interstate	0	0	0	1	0	1
People in Crashes	**3**	**6**	**10**	**24**	**321**	**364**
Urban	3	5	9	19	298	334
Rural Non-Interstate	0	0	1	3	20	24
Rural Interstate	0	1	0	2	3	6
Percent in Alcohol-involved Crashes	**0%**	**0%**	**20%**	**13%**	**4%**	**5%**

Table 8: Total Crashes by Roadway System and Crash Severity in Grants, 2012-2016

Crash Severity by System	Crashes by Year					5-Year Average
	2012	2013	2014	2015	2016	
Total Rural Interstate	**0**	**9**	**6**	**12**	**3**	**6**
Fatal Crash	0	0	1	0	0	0
Injury Crash	0	4	1	3	2	2
Property Damage Only Crash	0	5	4	9	1	4
Total Rural Non-Interstate	**0**	**11**	**11**	**9**	**11**	**9**
Fatal Crash	0	0	0	0	0	0
Injury Crash	0	3	2	2	2	2
Property Damage Only Crash	0	8	9	7	9	7
Total Urban	**151**	**144**	**129**	**139**	**134**	**140**
Fatal Crash	0	2	1	0	2	1
Injury Crash	29	37	28	25	24	29
Property Damage Only Crash	122	105	100	114	108	110

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Table 9: Total Crashes by Crash Classification in Grants, 2012-2016

Crash Classification	Total Crashes by Year					5-Year Average
	2012	**2013**	**2014**	**2015**	**2016**	
Animal	0	1	1	0	1	**1**
Fixed Object	20	17	14	20	16	**17**
Other (Non-Collision)	1	3	2	2	5	**3**
Other (Object)	3	6	6	8	4	**5**
Other Vehicle	96	106	93	104	104	**101**
Overturn/Rollover	12	8	9	4	5	**8**
Parked Vehicle	12	12	13	15	9	**12**
Pedalcyclist	1	0	0	0	2	**1**
Pedestrian	1	2	1	0	0	**1**
Railroad Train	0	0	0	0	0	**0**
Rollover	0	0	0	4	1	**1**
Vehicle on Other Road	2	3	5	2	1	**3**
Missing Data	3	6	2	1	0	**2**
Total Crashes	**151**	**164**	**146**	**160**	**148**	**154**

Table 10: Vehicles in Crashes by Vehicle Type in Grants, 2012-2016

Vehicle Type[1]	Vehicles in Crashes by Vehicle Type					5-Year Average
	2012	**2013**	**2014**	**2015**	**2016**	
Bus	2	3	0	1	0	**1**
Motorcycle	7	11	3	3	4	**6**
Passenger	113	134	97	137	131	**122**
Pedalcyclist	1	0	0	0	2	**1**
Pedestrian	0	2	1	0	0	**1**
Pickup	59	52	56	62	63	**58**
Semi	7	10	6	8	10	**8**
Van/SUV/4WD	50	38	48	48	48	**46**
Other Vehicle	0	3	1	13	0	**3**
Missing Data	27	38	52	16	16	**30**
Total Vehicles	**266**	**291**	**264**	**288**	**274**	**277**

[1] Pedestrians and pedalcyclists are counted as non-motorized vehicles, when involved in a crash with a motor vehicle. See Page 17 for data on drivers of non-motorized vehicles in crashes (i.e. pedestrians and pedalcyclists).

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Table 11: Motor Vehicle Drivers in Crashes by Vehicle Type and Age Group in Grants, 2016

Age Groups	Motor Vehicle[1] Drivers by Vehicle Type and Age Group								Total Drivers
	Bus	Motor-cycle	Passenger	Pickup	Semi	Van 4WD SUV	Other Vehicle	Missing Data	
15-19	0	0	20	7	1	3	0	0	**31**
20-24	0	0	15	7	0	2	0	0	**24**
25-29	0	0	12	0	0	6	0	0	**18**
30-34	0	1	11	6	1	2	0	0	**21**
35-39	0	0	10	3	1	4	0	0	**18**
40-44	0	1	9	6	1	4	0	0	**21**
45-49	0	1	5	6	2	5	0	0	**19**
50-54	0	0	6	7	3	2	0	1	**19**
55-59	0	0	7	5	1	4	0	0	**17**
60-64	0	0	7	4	0	2	0	0	**13**
65-69	0	0	4	4	0	4	0	0	**12**
70 +	0	1	14	3	0	4	0	0	**22**
Missing Data	0	0	11	5	0	6	0	15	**37**
Total Drivers	**0**	**4**	**131**	**63**	**10**	**48**	**0**	**16**	**272**

Table 12: Alcohol-involved Motor Vehicle Drivers in Crashes by Vehicle Type and Age Group in Grants, 2016

Age Groups	Alcohol-involved Motor Vehicle[1] Drivers by Vehicle Type and Age Group								Total Drivers
	Bus	Motor-cycle	Passenger	Pickup	Semi	Van 4WD SUV	Other Vehicle	Missing Data	
15-19	0	0	1	0	0	0	0	0	**1**
20-24	0	0	0	0	0	0	0	0	**0**
25-29	0	0	0	0	0	0	0	0	**0**
30-34	0	0	1	1	0	0	0	0	**2**
35-39	0	0	2	0	0	0	0	0	**2**
40-44	0	0	0	0	0	0	0	0	**0**
45-49	0	0	0	0	0	1	0	0	**1**
50-54	0	0	0	1	0	0	0	0	**1**
55-59	0	0	0	1	0	1	0	0	**2**
60-64	0	0	0	1	0	0	0	0	**1**
65-69	0	0	0	1	0	0	0	0	**1**
70 +	0	0	0	0	0	0	0	0	**0**
Missing Data	0	0	0	0	0	0	0	0	**0**
Total Drivers	**0**	**0**	**4**	**5**	**0**	**2**	**0**	**0**	**11**

[1] See Page 17 for data on drivers of non-motorized vehicles in crashes (i.e. pedestrians and pedalcyclists).

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**Figure 6: Motor Vehicle Drivers in Crashes by
Age Group and Sex in Grants, 2016**
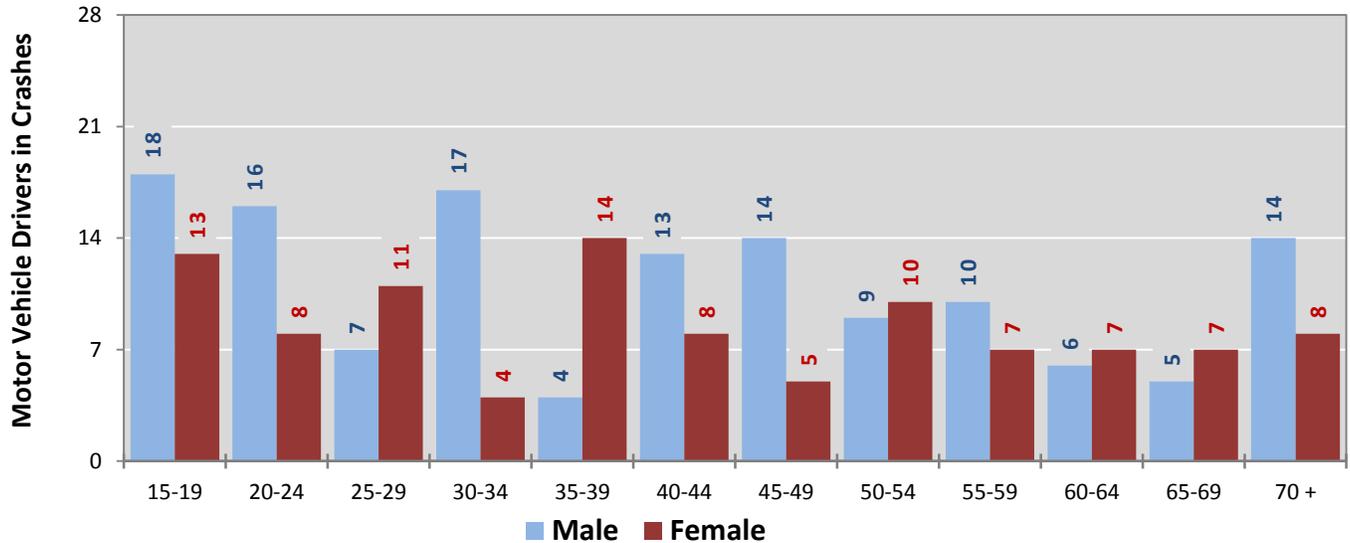
* In 2016, Grants had 37 drivers in crashes for which age or sex data were missing.

**Figure 7: Alcohol-involved Motor Vehicle Drivers in Crashes by
Age Group and Sex in Grants, 2016**
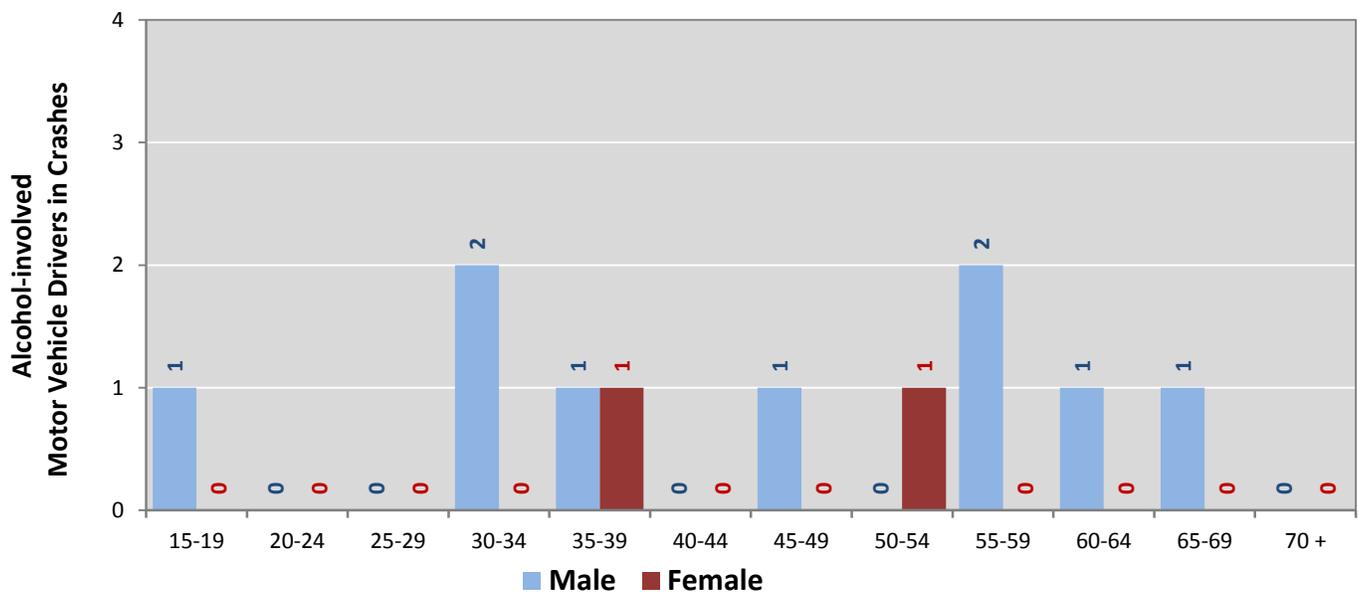
* In 2016, Grants had 0 drivers in crashes for which age or sex data were missing.

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Table 13: Alcohol-involved Motor Vehicle Drivers Under 21 (Ages 15-20) in Crashes in Grants, 2012-2016

Age[1]	Year					5-Year Total
	2012	**2013**	**2014**	**2015**	**2016**	
15	0	0	0	0	0	**0**
16	0	0	1	0	0	**1**
17	1	0	0	1	0	**2**
18	1	0	0	0	0	**1**
19	0	0	0	1	1	**2**
20	0	1	0	0	0	**1**
Total Drivers	**2**	**1**	**1**	**2**	**1**	**7**

Table 14: Motor Vehicle Drivers Under 21 (Ages 15-20) in Crashes by Age, Sex and Alcohol-involvement in Grants, 2016

Age[1]	Total Drivers				Alcohol-involved Drivers			
	Sex		Total Drivers	Percent of Total	Sex		Total Drivers	Percent of Total
	Male	**Female**			**Male**	**Female**		
15	3	0	3	**8%**	0	0	0	**0%**
16	2	3	5	**14%**	0	0	0	**0%**
17	2	4	6	**17%**	0	0	0	**0%**
18	9	2	11	**31%**	0	0	0	**0%**
19	2	4	6	**17%**	1	0	1	**100%**
20	4	1	5	**14%**	0	0	0	**0%**
Total Drivers	**22**	**14**	**36**	**100%**	**1**	**0**	**1**	**100%**

[1] For analysis of drivers under age 21, when the driver age or sex are not identified on the crash report (typically hit-and-run drivers), the driver data are considered unreliable and are excluded from the analysis.

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Table 15: Frequency of Contributing Factors in Crashes by Crash Severity in Grants, 2016

Contributing Factors	Frequency of Contributing Factor[1] by Crash Severity			
	Frequency in Fatal Crashes	Frequency in Injury Crashes	Frequency in Property Damage Only Crashes	Frequency in All Crashes
Human	**3**	**57**	**183**	**243**
Driver Inattention	1	17	75	**93**
Failed to Yield Right of Way	0	12	16	**28**
Excessive Speed	0	3	11	**14**
Improper Backing	0	0	14	**14**
Following Too Closely	0	4	9	**13**
Other Improper Driving	0	5	8	**13**
Avoid No Contact - Vehicle	0	0	11	**11**
Alcohol Involved	0	5	6	**11**
Made Improper Turn	0	3	6	**9**
Drove Left Of Center	1	2	5	**8**
Improper Lane Change	1	0	5	**6**
Improper Overtaking	0	0	6	**6**
Disregarded Traffic Signal	0	0	4	**4**
Passed Stop Sign	0	2	2	**4**
Speed Too Fast for Conditions	0	0	4	**4**
Drug Involved	0	2	0	**2**
High Speed Pursuit	0	1	0	**1**
Pedestrian Error	0	1	0	**1**
Vehicle Skidded Before Brake	0	0	1	**1**
Avoid No Contact - Other	0	0	0	**0**
Cell Phone	0	0	0	**0**
Driverless Moving Vehicle	0	0	0	**0**
Failed to Yield to Emergency Vehicle	0	0	0	**0**
Failed to Yield to Police Vehicle	0	0	0	**0**
Texting	0	0	0	**0**
Vehicle	**0**	**0**	**4**	**4**
Other Mechanical Defect	0	0	3	**3**
Defective Steering	0	0	1	**1**
Defective Tires	0	0	0	**0**
Inadequate Brakes	0	0	0	**0**
Environment	**0**	**0**	**0**	**0**
Low Visibility Due to Smoke	0	0	0	**0**
Road Defect	0	0	0	**0**
Traffic Control Not Functioning	0	0	0	**0**
Other	**2**	**22**	**90**	**114**
None	2	16	76	**94**
Other - No Driver Error	0	6	14	**20**

[1] Multiple contributing factors may be reported for any vehicle in a crash.

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**Table 16: People in Crashes by Crash Classification and
Severity of Injuries in Grants, 2016**

Crash Classification	People in Crashes by Severity of Injuries					Total People
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	
Animal	0	0	0	0	2	**2**
Fixed Object	0	0	0	1	18	**19**
Other (Non-Collision)	0	1	1	0	6	**8**
Other (Object)	0	0	0	1	6	**7**
Other Vehicle	3	4	7	21	256	**291**
Overturn/Rollover	0	0	1	0	5	**6**
Parked Vehicle	0	0	0	0	23	**23**
Pedalcyclist	0	0	1	1	3	**5**
Pedestrian	0	0	0	0	0	**0**
Railroad Train	0	0	0	0	0	**0**
Rollover	0	1	0	0	0	**1**
Vehicle on Other Road	0	0	0	0	2	**2**
Missing Data	0	0	0	0	0	**0**
Total People	**3**	**6**	**10**	**24**	**321**	**364**

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Table 17: Killed or Injured Unbelted People in Crashes by Sex and Age Group in Grants, 2016

Age Groups	Unbelted People Killed or Injured [1,2]				Total People
	Male	Percent of Male	Female	Percent of Female	
0-4	0	0%	0	0%	0
5-9	0	0%	0	0%	0
10-14	0	0%	0	0%	0
15-19	0	0%	0	0%	0
20-24	0	0%	0	0%	0
25-29	0	0%	0	0%	0
30-34	0	0%	0	0%	0
35-39	0	0%	0	0%	0
40-44	0	0%	0	0%	0
45-49	0	0%	0	0%	0
50-54	0	0%	0	0%	0
55-59	0	0%	0	0%	0
60-64	0	0%	0	0%	0
65-69	0	0%	0	0%	0
70 +	0	0%	0	0%	0
Missing Data	0	0%	0	0%	0
Total People	0	0%	0	0%	0

[1] People injured are in one of three categories: suspected serious injury, suspected minor injury, or possible injury.
[2] Excludes people in or on buses, heavy trucks, motorcycles, or ATVs.

Figure 8: Seatbelt Use by People in Crashes with Fatal or Suspected Serious Injuries in Grants, 2012-2016

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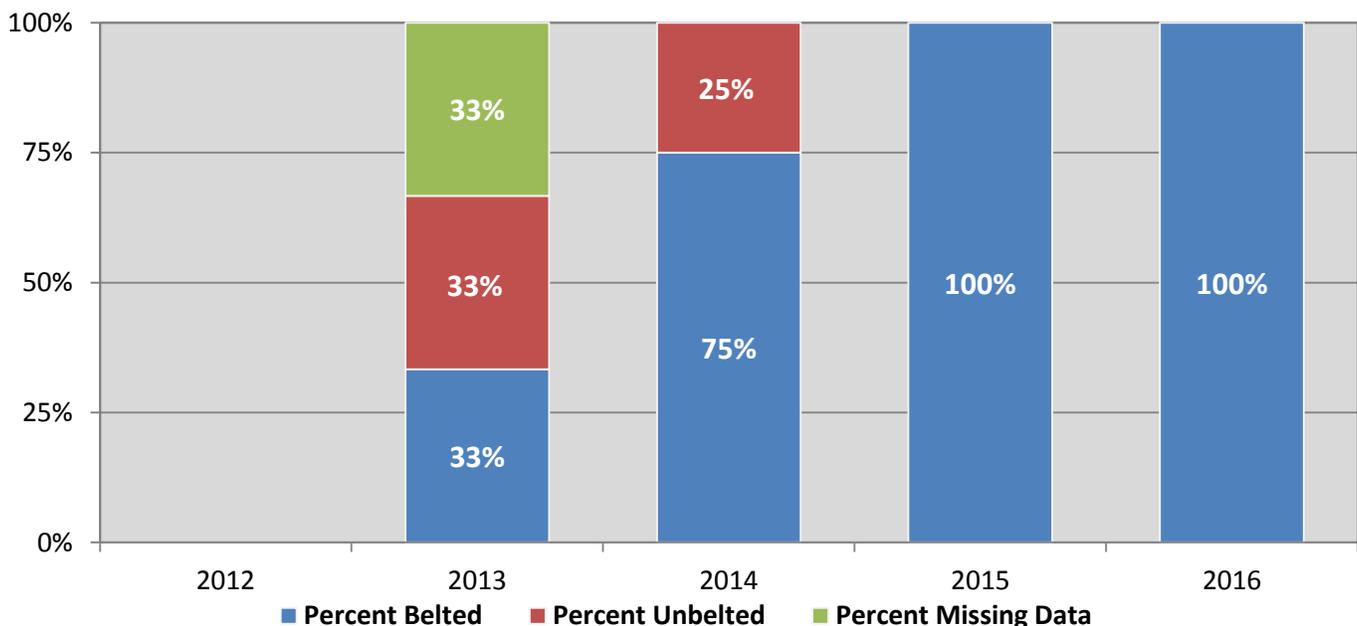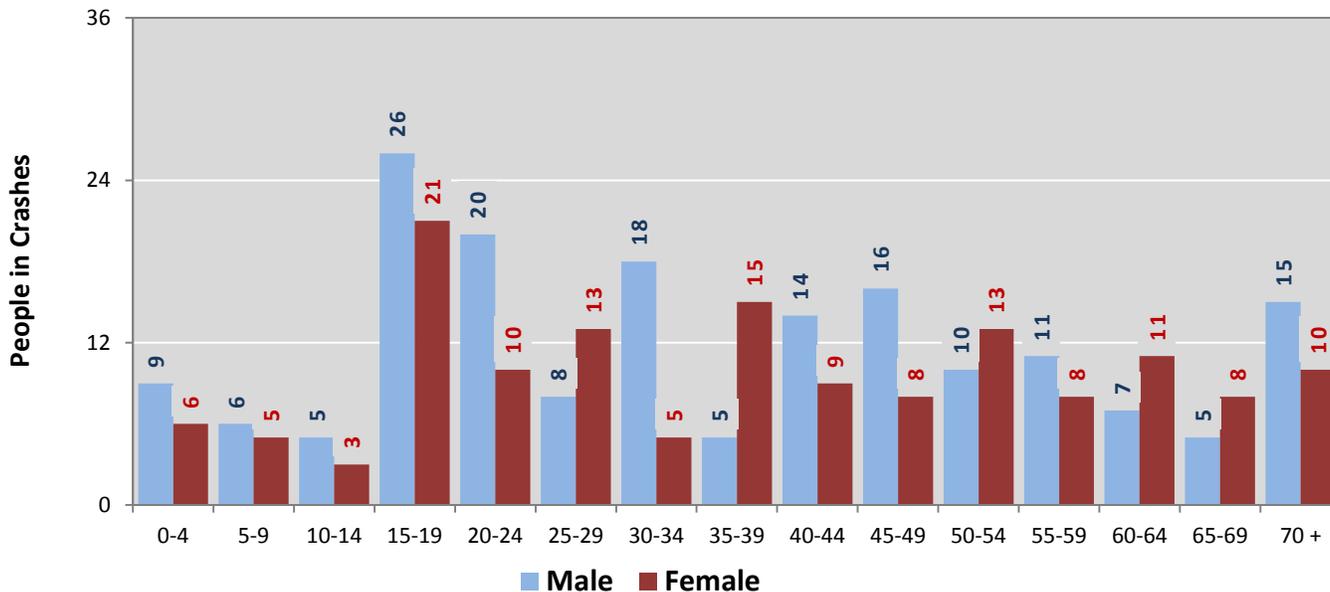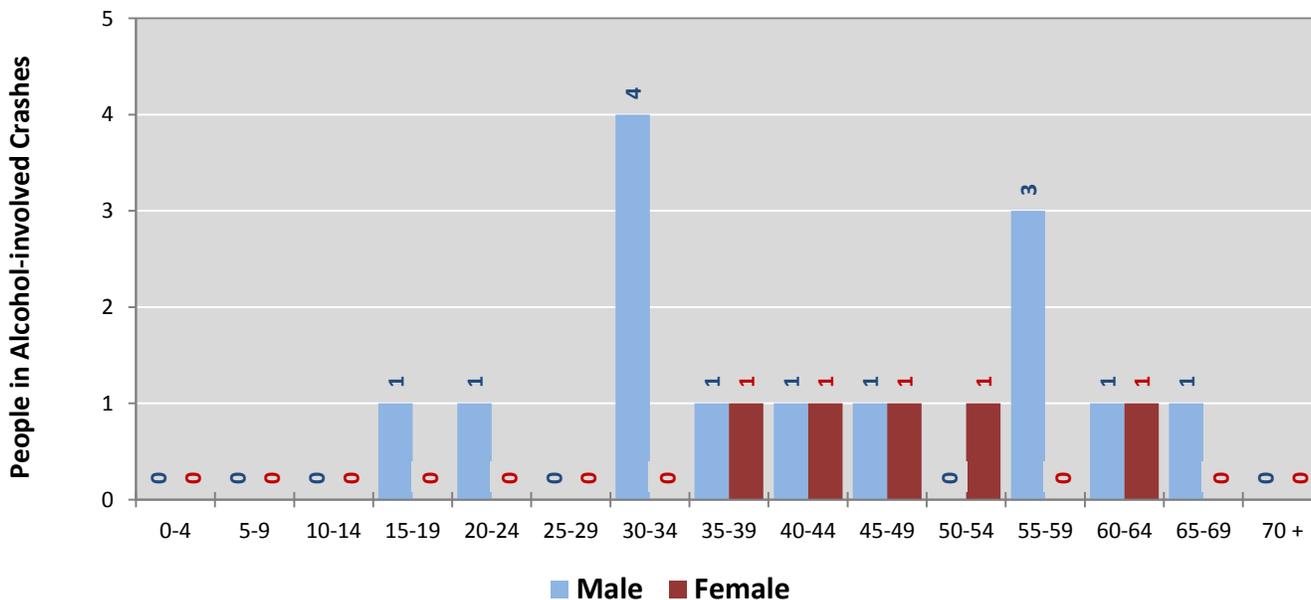12/20/2017
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Figure 9: People in Crashes by Age Group and Sex in Grants, 2016

* In 2016, Grants had 44 people in crashes for which age or sex data were missing.

**Figure 10: People in Alcohol-involved Crashes
by Age Group and Sex in Grants, 2016**

* In 2016, Grants had 0 people in alcohol-involved crashes for which age or sex data were missing.

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Table 18: Pedestrians and Pedalcyclists in Crashes by Age Group in Grants, 2012-2016

Age Groups	Pedestrians and Pedalcyclists[1] in Crashes					5-Year Total People
	2012	2013	2014	2015	2016	
0-4	0	0	0	0	0	0
5-9	0	0	0	0	0	0
10-14	0	0	0	0	2	2
15-19	0	0	0	0	0	0
20-24	0	0	0	0	0	0
25-29	0	0	0	0	0	0
30-34	0	0	0	0	0	0
35-39	0	0	0	0	0	0
40-44	0	1	1	0	0	2
45-49	0	0	0	0	0	0
50-54	0	1	0	0	0	1
55-59	0	0	0	0	0	0
60-64	0	0	0	0	0	0
65-69	0	0	0	0	0	0
70 +	0	0	0	0	0	0
Missing Data	1	0	0	0	0	1
Total People	**1**	**2**	**1**	**0**	**2**	**6**

Table 19: Pedestrians and Pedalcyclists in Crashes by Alcohol Involvement and Severity of Injuries in Grants, 2016

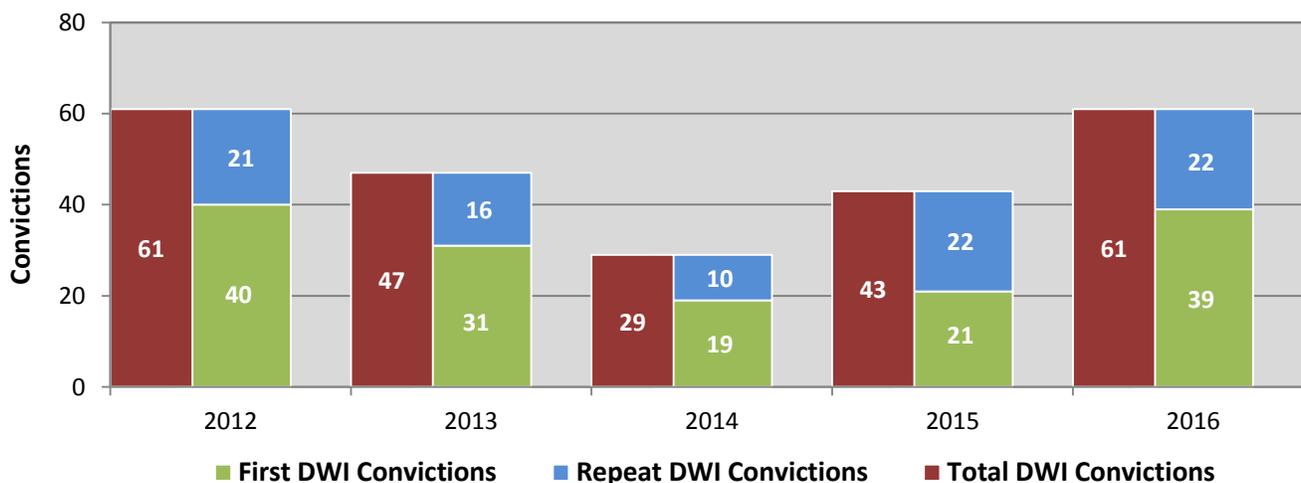| Alcohol Involvement	Pedestrians and Pedalcyclists[1] in Crashes					Total People
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injury (Class O)	
Total Pedalcyclists	**0**	**0**	**1**	**1**	**0**	**2**
Involved	0	0	0	0	0	0
Not Involved	0	0	1	1	0	2
Total Pedestrians	**0**	**0**	**0**	**0**	**0**	**0**
Involved	0	0	0	0	0	0
Not Involved	0	0	0	0	0	0
Total People	**0**	**0**	**1**	**1**	**0**	**2**

[1] Pedestrians and pedalcyclists are counted as non-motorized vehicles, when involved in a crash with a motor vehicle.

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**Figure 11: DWI Arrests of Grants Residents Throughout the State,
Showing First and Repeat DWI Arrests, 2012-2016**
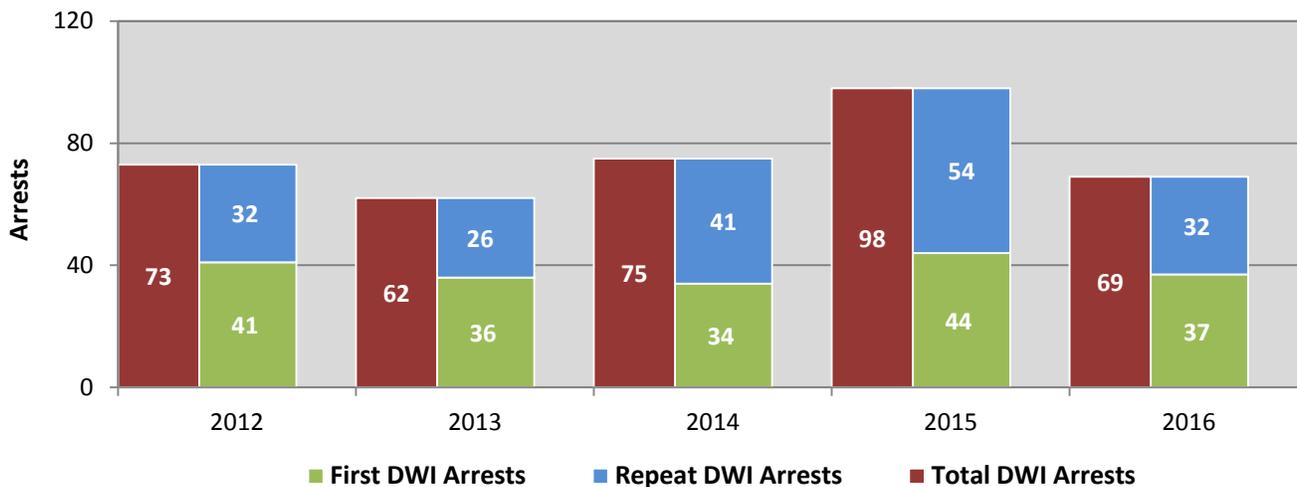
*Values are based upon the year of the arrest.
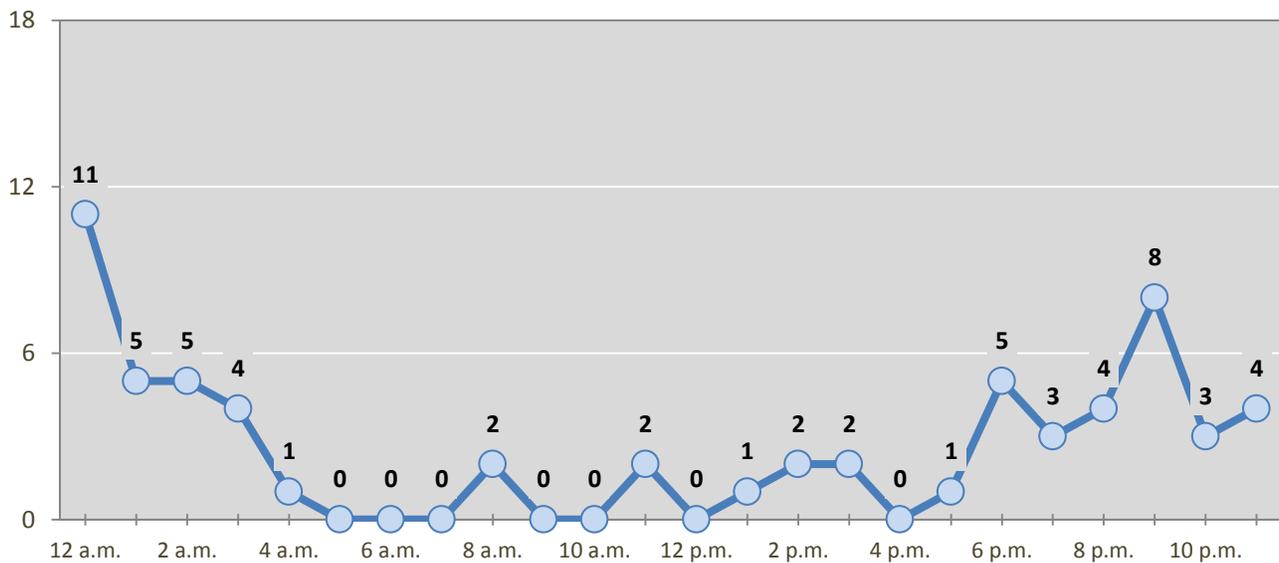
**Figure 12: DWI Convictions of Grants Residents Throughout the State,
Showing First and Repeat DWI Convictions, 2012-2016**

*Values are based upon the year of the conviction.

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Figure 13: DWI Arrests by Hour of Grants Residents Throughout the State, 2016

* In 2016, Grants had 6 arrests for which hour data were missing.

Table 20: DWI Arrests by Day of Week of Grants Residents Throughout the State, 2012-2016

Day of Week	Year					5-Year Average
	2012	2013	2014	2015	2016	
Sunday	23	15	15	26	14	**19**
Monday	7	4	6	8	6	**6**
Tuesday	4	7	8	4	5	**6**
Wednesday	5	7	9	6	7	**7**
Thursday	3	8	8	12	5	**7**
Friday	11	9	13	17	6	**11**
Saturday	20	12	16	25	26	**20**
Total Arrests	**73**	**62**	**75**	**98**	**69**	**75**

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Table 21: Driver First DWI Arrests by Age Group
of Grants Residents Throughout the State, 2012-2016

Age Groups	Driver First DWI Arrests[1]				
	2012	2013	2014	2015	2016
15-19	7	6	3	3	1
20-24	10	12	11	14	12
25-29	12	7	7	8	6
30-34	5	1	7	7	5
35-39	1	1	2	1	2
40-44	0	1	1	3	0
45-49	2	2	0	1	2
50-54	1	1	2	3	4
55-59	1	3	0	0	2
60-64	1	2	0	1	0
65-69	0	0	0	2	0
70 +	0	0	0	0	0
Missing Data	1	0	1	1	3
Total Drivers	**41**	**36**	**34**	**44**	**37**

[1] Values are based upon the year of the arrest.

Table 22: Driver Repeat DWI Arrests by Age Group
of Grants Residents Throughout the State, 2012-2016

Age Groups	Driver Repeat DWI Arrests[1]				
	2012	2013	2014	2015	2016
15-19	0	0	2	2	0
20-24	6	2	3	6	5
25-29	4	6	5	9	7
30-34	6	4	9	6	4
35-39	2	3	7	8	2
40-44	2	0	6	4	2
45-49	3	5	4	5	4
50-54	2	1	1	10	4
55-59	4	4	3	1	3
60-64	2	1	0	3	1
65-69	1	0	1	0	0
70 +	0	0	0	0	0
Missing Data	0	0	0	0	0
Total Drivers	**32**	**26**	**41**	**54**	**32**

[1] Values are based upon the year of the arrest.

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Table 23: Driver First DWI Convictions by Age Group
of Grants Residents Throughout the State, 2012-2016

Age Groups	Driver First DWI Convictions[1]				
	2012	2013	2014	2015	2016
15-19	7	5	2	1	1
20-24	9	11	7	8	17
25-29	7	8	2	5	6
30-34	4	4	5	5	6
35-39	4	1	0	1	1
40-44	2	0	1	0	1
45-49	1	1	0	0	1
50-54	0	0	0	1	3
55-59	3	1	0	0	0
60-64	1	0	1	0	1
65-69	1	0	0	0	0
70 +	0	0	0	0	0
Missing Data	1	0	1	0	2
Total Drivers	**40**	**31**	**19**	**21**	**39**

[1] Values are based upon the year of the conviction.

Table 24: Driver Repeat DWI Convictions by Age Group
of Grants Residents Throughout the State, 2012-2016

Age Groups	Driver Repeat DWI Convictions[1]				
	2012	2013	2014	2015	2016
15-19	0	0	0	1	0
20-24	1	3	0	1	2
25-29	2	4	2	3	3
30-34	3	5	1	2	3
35-39	2	0	0	4	3
40-44	6	1	2	3	2
45-49	2	2	3	1	3
50-54	3	0	2	1	3
55-59	2	1	0	4	1
60-64	0	0	0	1	2
65-69	0	0	0	1	0
70 +	0	0	0	0	0
Missing Data	0	0	0	0	0
Total Drivers	**21**	**16**	**10**	**22**	**22**

[1] Values are based upon the year of the conviction.

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**Table 25: Court Disposition of DWI Arrests for the State
and of Grants Residents Throughout the State, 2016**

Court Disposition of DWI Arrest[1]	Grants	Statewide	Percent of Statewide
Total DWI Arrests	69	10,344	**0.7%**
DWI Arrests Resulting in Convictions	46	5,541	**0.8%**
DWI Arrests Resulting in Dismissals[2]	4	1,512	**0.3%**
DWI Arrests Awaiting Disposition	19	3,291	**0.6%**

1 These are the number of DWI arrests in 2016 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 December 2017.

2 For this table, a very small number of "not guilty" rulings may be included in the category Dismissals.

**Table 26: Average Number of Days from Date of DWI Arrest to Date of Court Disposition
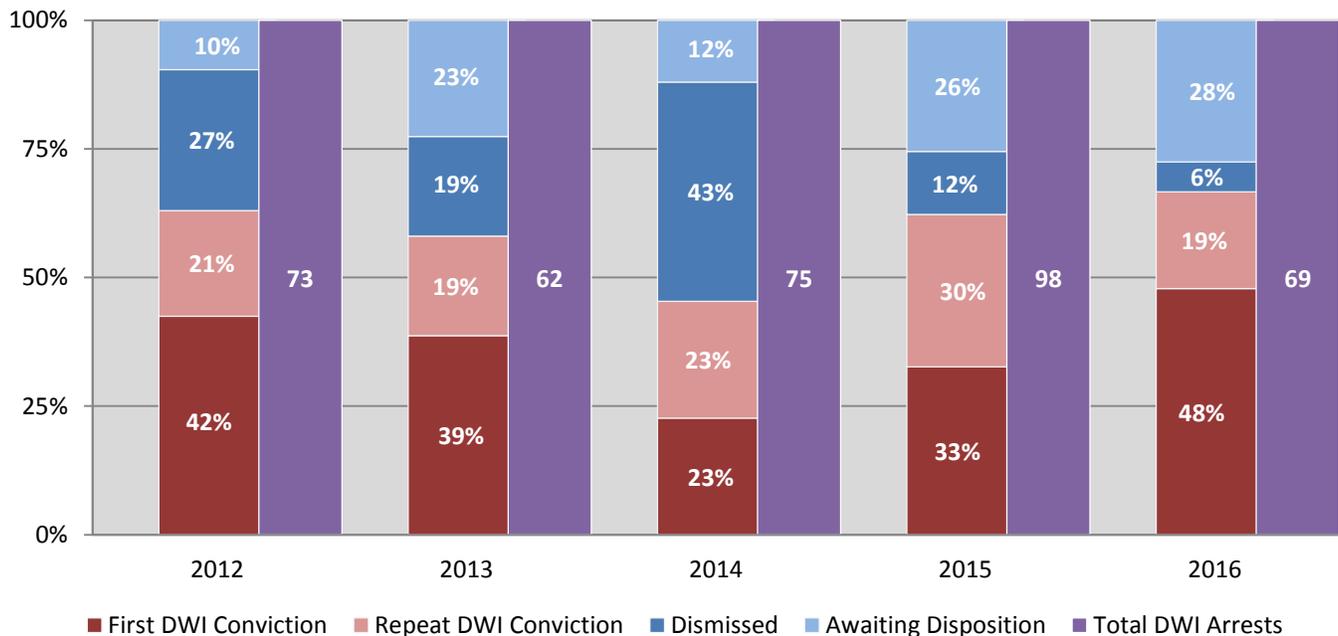for the State and of Grants Residents Throughout the State, 2016**

Court Disposition	Average Number of Days		Deviation from Statewide Average
	Grants	Statewide	
DWI Conviction	171	157	**14**
DWI Dismissal	220	179	**41**

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Table 27: Court Disposition of DWI Arrests
of Grants Residents Throughout the State, 2012-2016

Year of DWI Arrest[1]	Court Disposition				Total DWI Arrests
	First DWI Conviction	Repeat DWI Conviction	Dismissed	Awaiting Disposition	
2012	31	15	20	7	73
2013	24	12	12	14	62
2014	17	17	32	9	75
2015	32	29	12	25	98
2016	33	13	4	19	69

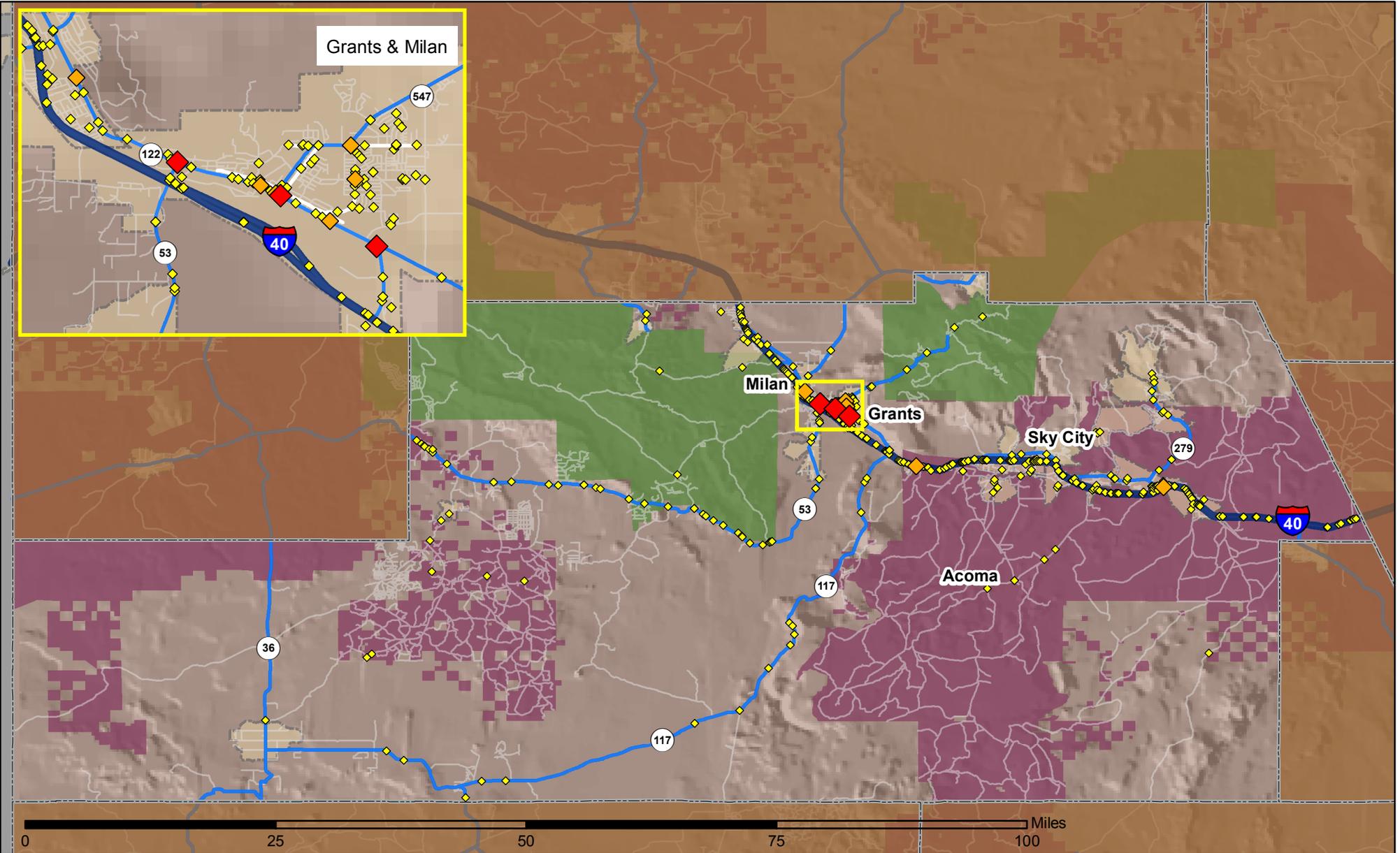[1] Values are based upon the year of the arrest.

Figure 14: Court Dispositions by Percentage of DWI Arrests
of Grants Residents Throughout the State, 2012-2016

*Table 27 contains the values used to calculate percentages shown in Figure 14.

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Crashes in Cibola County, New Mexico, 2016

Map created by the Traffic Research Unit, Geospatial & Population Studies at UNM

UNM

NMDOT

Grants & Milan

547

122

53

40

53

Milan

Grants

Sky City

279

40

117

Acoma

36

117

Miles

0   25   50   75   100

N

S

Legend

Data Source: NMDOT Crash File 2016
http://tru.unm.edu CO#5801   tru@unm.edu

Forest & Wildlife Areas

Reservations & Pueblos

County Boundaries

City Boundaries

Interstate Highways

U.S. Highways

State Highways

Streets & Roadways

Crashes 2016

◆ 1 - 2 Crashes

◆ 3 - 5 Crashes

◆ 6 - 9 Crashes