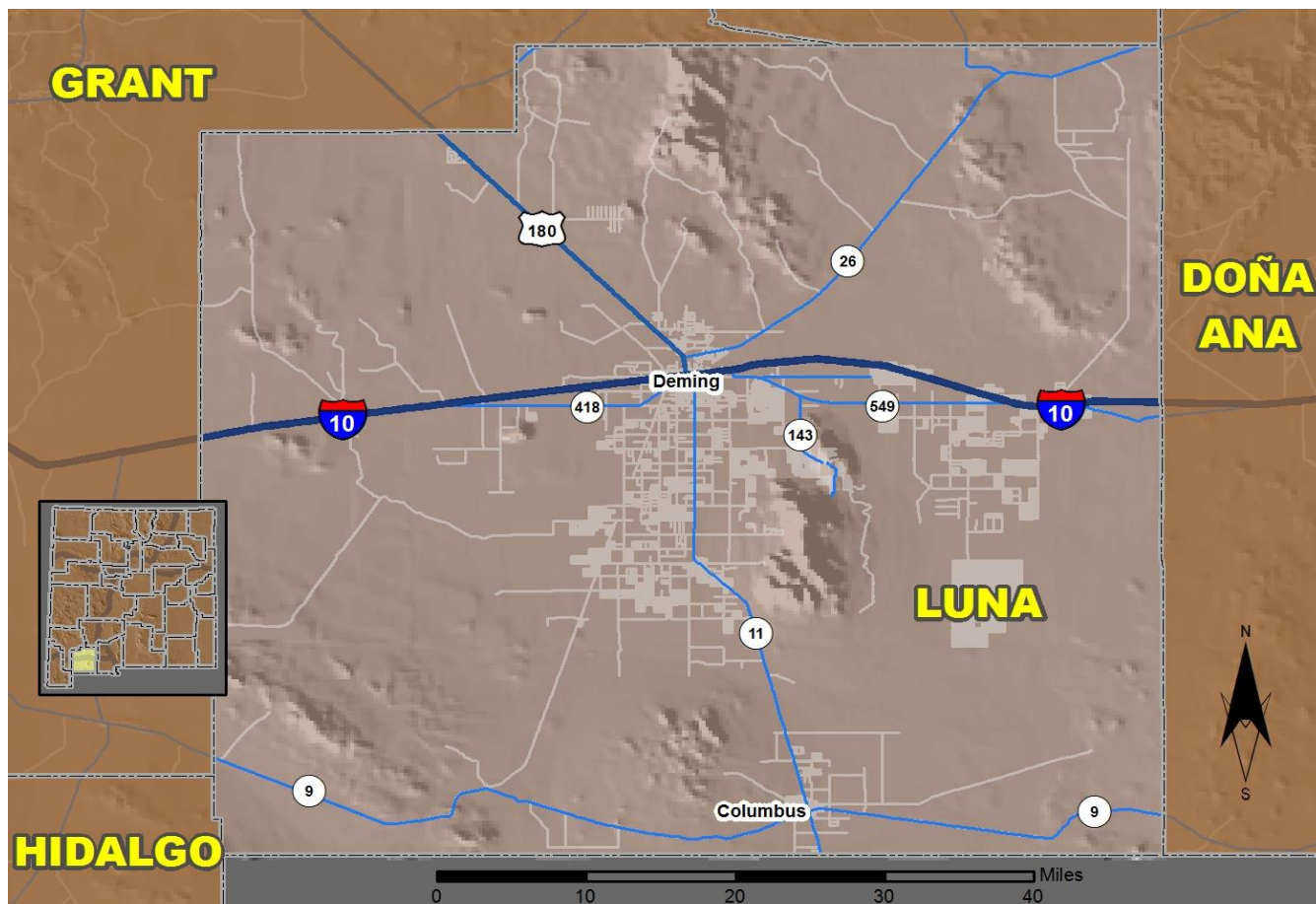


2018 Community Report

Deming



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

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

For the purposes of this report, data are compiled by the University of New Mexico, Geospatial and Population Studies, 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.

<https://gps.unm.edu/tru/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 July 2019. 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 – Areas defined by the 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. Urban areas for crash years 2013-2017 include a 1/2 mile buffer extending out from those urban boundaries. In crashes before 2013, “urban” was defined as a town or city with a population of at least 2,500 people.

**Table 1: Total Crashes and Alcohol-involved Crashes by
Crash Severity in Deming, 2009-2018**

Year	Total Crashes				Alcohol-involved Crashes			
	Fatal	Injury	Property Damage Only	Total	Fatal	Injury	Property Damage Only	Total
2009	3	72	233	308	1	7	11	19
2010	1	72	217	290	1	4	6	11
2011	0	57	213	270	0	7	7	14
2012	1	55	235	291	0	2	2	4
2013	1	77	266	344	0	5	5	10
2014	1	79	254	334	0	7	6	13
2015	0	62	170	232	0	5	1	6
2016	1	51	183	235	1	4	5	10
2017	1	52	169	222	1	3	3	7
2018	0	59	178	237	0	2	3	5

**Figure 1: Alcohol-involved Fatal and Injury Crashes Compared with
Non-alcohol-involved Fatal and Injury Crashes in Deming, 2009-2018**

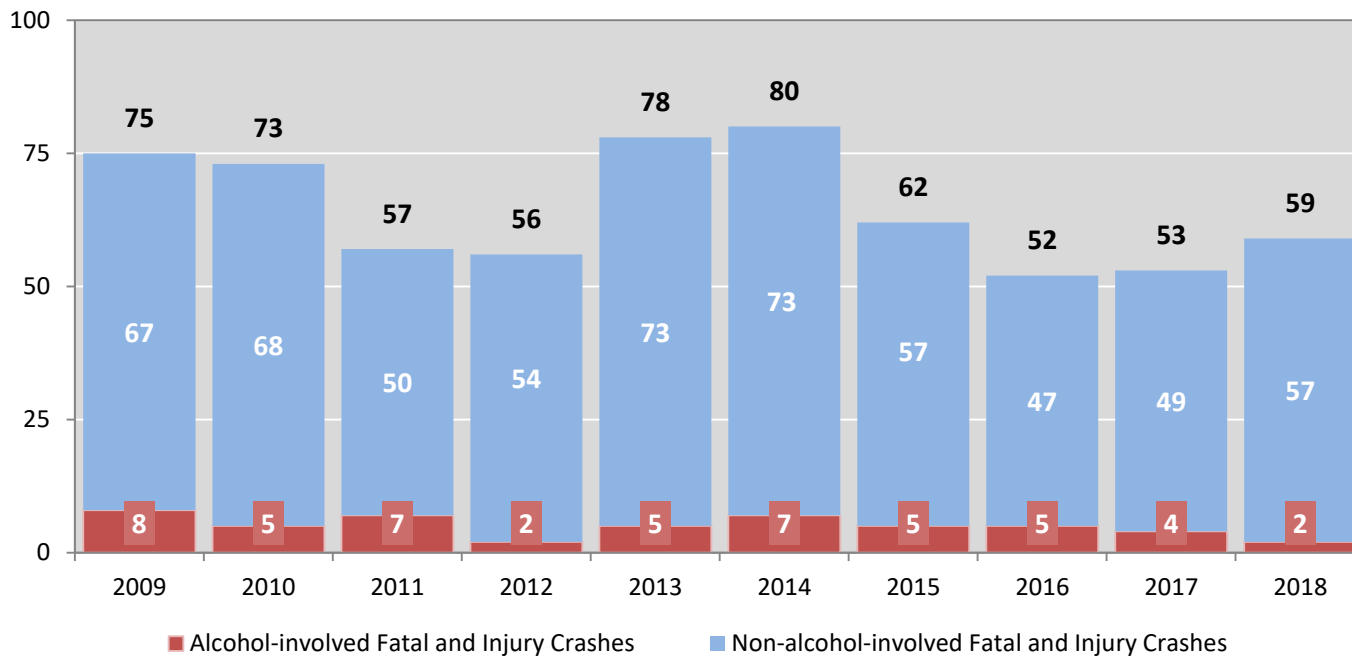


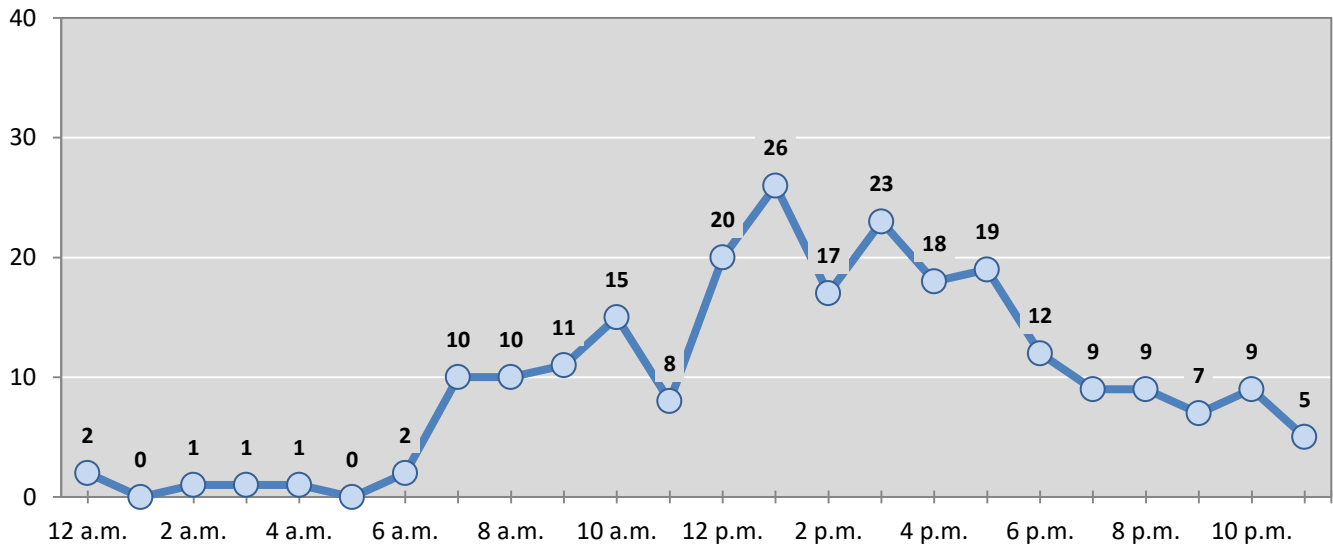
Table 2: Crashes by Month in Deming, 2014-2018

Month	Crashes					5-Year Average
	2014	2015	2016	2017	2018	
January	22	25	10	14	20	18
February	31	13	18	20	20	20
March	28	14	24	24	24	23
April	35	15	16	18	18	20
May	39	29	15	17	18	24
June	30	16	19	18	15	20
July	32	26	20	20	22	24
August	21	21	20	22	17	20
September	25	26	29	9	12	20
October	26	13	19	24	18	20
November	22	16	16	22	19	19
December	23	18	29	14	34	24
Total Crashes	334	232	235	222	237	252

Table 3: Alcohol-involved Crashes by Month in Deming, 2014-2018

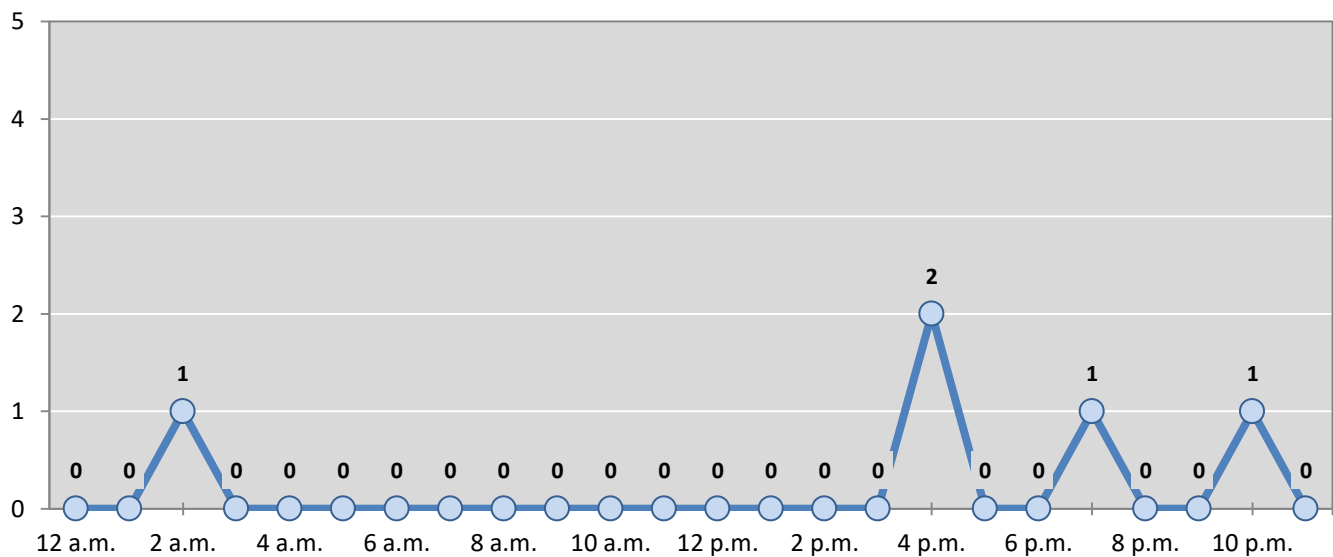
Month	Alcohol-involved Crashes					5-Year Average
	2014	2015	2016	2017	2018	
January	1	0	0	1	1	1
February	1	0	0	0	0	0
March	2	0	1	1	1	1
April	1	0	0	0	0	0
May	1	1	1	1	1	1
June	2	0	0	0	1	1
July	0	1	2	2	0	1
August	2	1	0	0	0	1
September	0	1	2	0	0	1
October	1	0	2	0	0	1
November	1	1	2	2	0	1
December	1	1	0	0	1	1
Total Crashes	13	6	10	7	5	8

Figure 2: Crashes by Hour in Deming, 2018



* In 2018, Deming had 2 crashes for which hour data were missing.

Figure 3: Alcohol-involved Crashes by Hour in Deming, 2018



* In 2018, Deming had 0 alcohol-involved crashes for which hour data were missing.

Table 4: Alcohol-involved Crashes by Day of Week in Deming, 2014-2018

Day of Week	Alcohol-involved Crashes					5-Year Average
	2014	2015	2016	2017	2018	
Sunday	3	1	3	1	0	2
Monday	0	0	0	2	1	1
Tuesday	1	1	1	1	0	1
Wednesday	1	1	1	0	1	1
Thursday	2	1	2	2	0	1
Friday	3	2	0	0	2	1
Saturday	3	0	3	1	1	2
Total Crashes	13	6	10	7	5	8

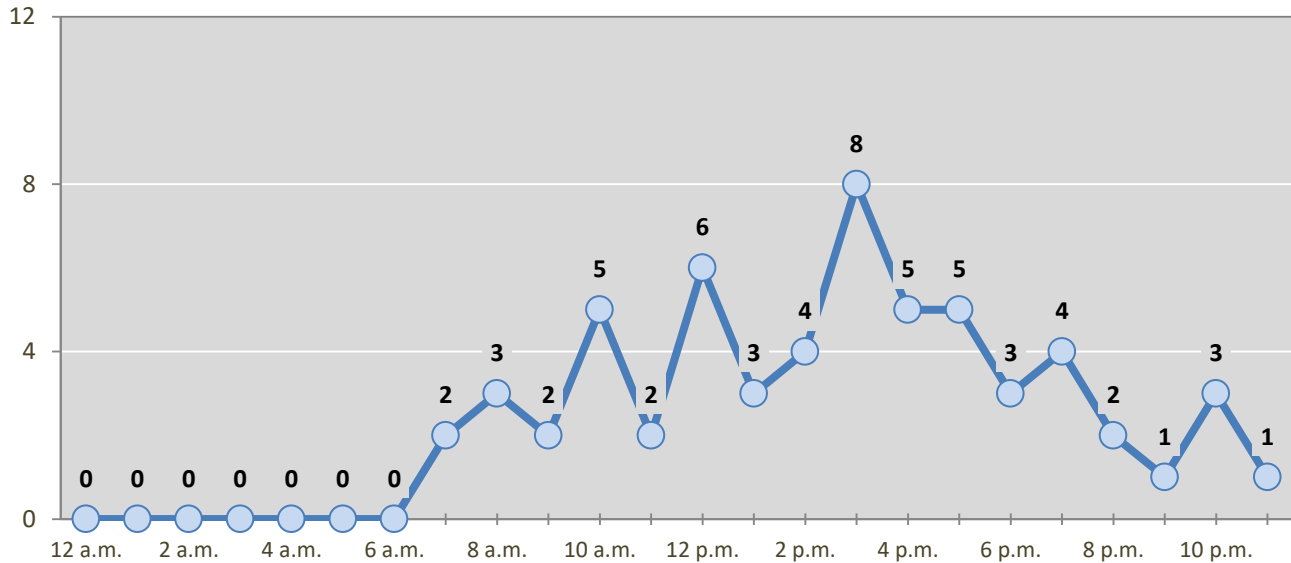
Table 5: Fatal and Injury Crashes by Day of Week in Deming, 2014-2018

Day of Week	Fatal and Injury Crashes					5-Year Average
	2014	2015	2016	2017	2018	
Sunday	8	6	5	5	9	7
Monday	7	11	8	9	8	9
Tuesday	14	6	6	10	9	9
Wednesday	14	10	6	8	10	10
Thursday	10	16	11	7	7	10
Friday	16	10	10	8	12	11
Saturday	11	3	6	6	4	6
Total Crashes	80	62	52	53	59	61

Table 6: Pedestrian and Pedalcyclist Crashes by Day of Week in Deming, 2014-2018

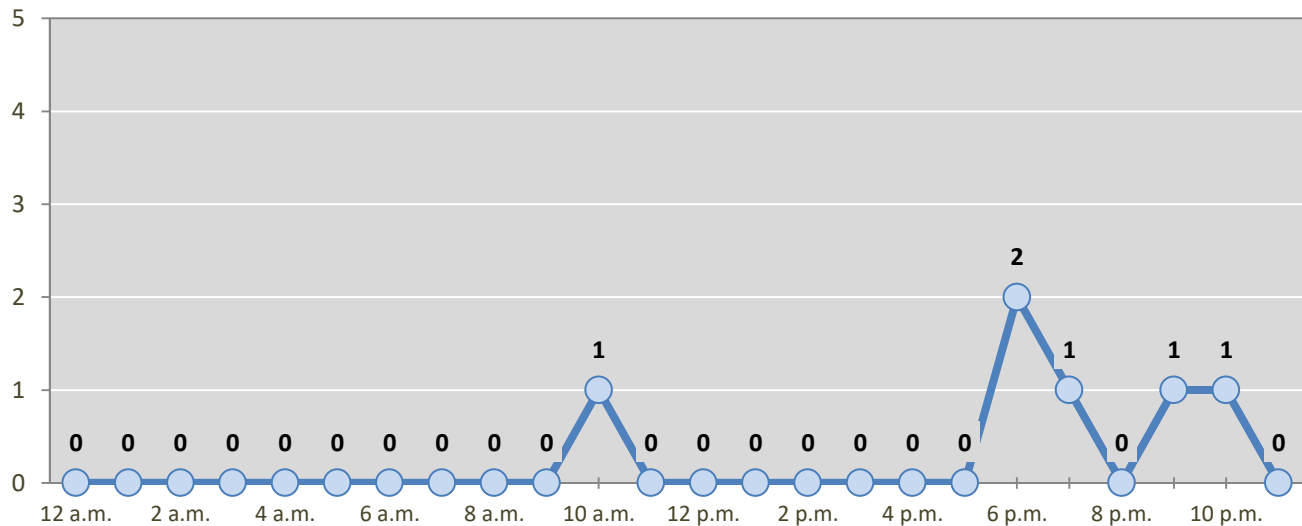
Day of Week	Pedestrian and Pedalcyclist Crashes					5-Year Average
	2014	2015	2016	2017	2018	
Sunday	2	0	0	1	0	1
Monday	0	1	0	4	0	1
Tuesday	1	0	1	2	1	1
Wednesday	1	1	0	0	1	1
Thursday	1	1	2	1	1	1
Friday	0	0	2	1	2	1
Saturday	1	0	0	1	1	1
Total Crashes	6	3	5	10	6	6

Figure 4: Fatal and Injury Crashes by Hour in Deming, 2018



* In 2018, Deming had 0 crashes for which hour data were missing.

Figure 5: Pedestrian and Pedalcyclist Crashes by Hour in Deming, 2018



* In 2018, Deming had 0 crashes for which hour data were missing.

Table 7: Severity of Injuries to People in Crashes by Rural and Urban Location in Deming, 2018

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	1	1	9	11
Urban	0	0	1	1	9	11
Rural Non-Interstate	0	0	0	0	0	0
Rural Interstate	0	0	0	0	0	0
People in Crashes	0	1	18	57	533	609
Urban	0	1	13	48	487	549
Rural Non-Interstate	0	0	5	9	37	51
Rural Interstate	0	0	0	0	9	9
Percent in Alcohol-involved Crashes	0%	0%	6%	2%	2%	2%

Table 8: Total Crashes by Roadway System and Crash Severity in Deming, 2014-2018

Crash Severity by System	Crashes by Year					5-Year Average
	2014	2015	2016	2017	2018	
Total Rural Interstate	15	0	3	2	5	5
Fatal Crash	1	0	0	0	0	0
Injury Crash	7	0	1	1	0	2
Property Damage Only Crash	7	0	2	1	5	3
Total Rural Non-Interstate	66	7	6	5	20	21
Fatal Crash	0	0	0	0	0	0
Injury Crash	23	2	0	2	9	7
Property Damage Only Crash	43	5	6	3	11	14
Total Urban	253	225	226	215	212	226
Fatal Crash	0	0	1	1	0	0
Injury Crash	49	60	50	49	50	52
Property Damage Only Crash	204	165	175	165	162	174

Table 9: Total Crashes by Crash Classification in Deming, 2014-2018

Crash Classification	Total Crashes by Year					5-Year Average
	2014	2015	2016	2017	2018	
Animal	6	1	2	1	3	3
Fixed Object	38	21	25	22	20	25
Other (Non-Collision)	5	4	1	3	5	4
Other (Object)	14	5	2	6	5	6
Other Vehicle	227	176	185	168	188	189
Overturn/Rollover	21	4	2	4	4	7
Parked Vehicle	11	11	7	7	4	8
Pedalcyclist	3	1	3	4	1	2
Pedestrian	3	2	2	6	5	4
Railroad Train	0	1	1	0	0	0
Rollover	0	5	1	1	0	1
Vehicle on Other Road	2	0	4	0	2	2
Missing Data	4	1	0	0	0	1
Total Crashes	334	232	235	222	237	252

Table 10: Vehicles in Crashes by Vehicle Type in Deming, 2014-2018

Vehicle Type ¹	Vehicles in Crashes by Vehicle Type					5-Year Average
	2014	2015	2016	2017	2018	
Bus	2	2	1	0	1	1
Motorcycle	7	2	4	5	6	5
Passenger	245	177	214	214	265	223
Pedalcyclist	4	1	3	4	1	3
Pedestrian	2	2	2	6	7	4
Pickup	131	81	103	97	61	95
Semi	39	16	5	12	15	17
Van/SUV/4WD	85	65	57	60	37	61
Other Vehicle	26	54	34	8	25	29
Missing Data	60	32	20	15	27	31
Total Vehicles	601	432	443	421	445	468

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).

**Table 11: Motor Vehicle Drivers in Crashes by Vehicle Type
and Age Group in Deming, 2018**

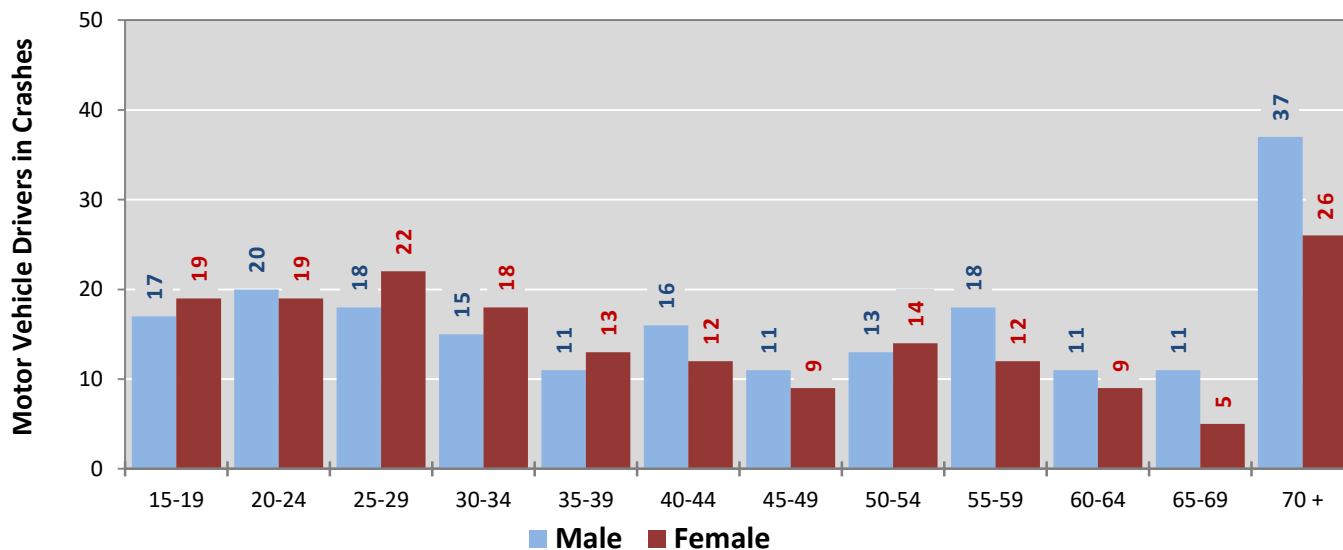
Age Groups	Motor Vehicle ¹ Drivers by Vehicle Type and Age Group								Total Drivers
	Bus	Motor-cycle	Passenger	Pickup	Semi	Van 4WD SUV	Other Vehicle	Missing Data	
15-19	0	0	26	4	0	2	3	1	36
20-24	0	2	29	2	0	3	3	0	39
25-29	0	1	28	6	3	0	2	0	40
30-34	0	0	24	5	0	3	1	0	33
35-39	0	0	16	3	2	4	0	0	25
40-44	0	0	13	6	3	4	2	0	28
45-49	0	0	11	2	1	4	1	1	20
50-54	0	0	20	4	0	1	2	0	27
55-59	0	0	15	7	3	3	2	0	30
60-64	0	1	12	3	2	0	2	0	20
65-69	1	1	8	2	0	2	2	0	16
70 +	0	1	42	8	1	7	4	0	63
Missing Data	0	0	21	9	0	4	1	25	60
Total Drivers	1	6	265	61	15	37	25	27	437

**Table 12: Alcohol-involved Motor Vehicle Drivers in Crashes by Vehicle Type
and Age Group in Deming, 2018**

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	0	0	0	0	0	0	0
20-24	0	0	1	0	0	0	0	0	1
25-29	0	0	0	0	0	0	0	0	0
30-34	0	0	1	0	0	0	0	0	1
35-39	0	0	0	0	0	0	0	0	0
40-44	0	0	0	0	0	0	0	0	0
45-49	0	0	1	0	0	0	0	0	1
50-54	0	0	0	0	0	0	0	0	0
55-59	0	0	0	0	0	0	0	0	0
60-64	0	0	0	0	0	0	0	0	0
65-69	0	0	0	0	0	0	0	0	0
70 +	0	0	0	0	0	0	0	0	0
Missing Data	0	0	0	0	0	0	0	1	1
Total Drivers	0	0	3	0	0	0	0	1	4

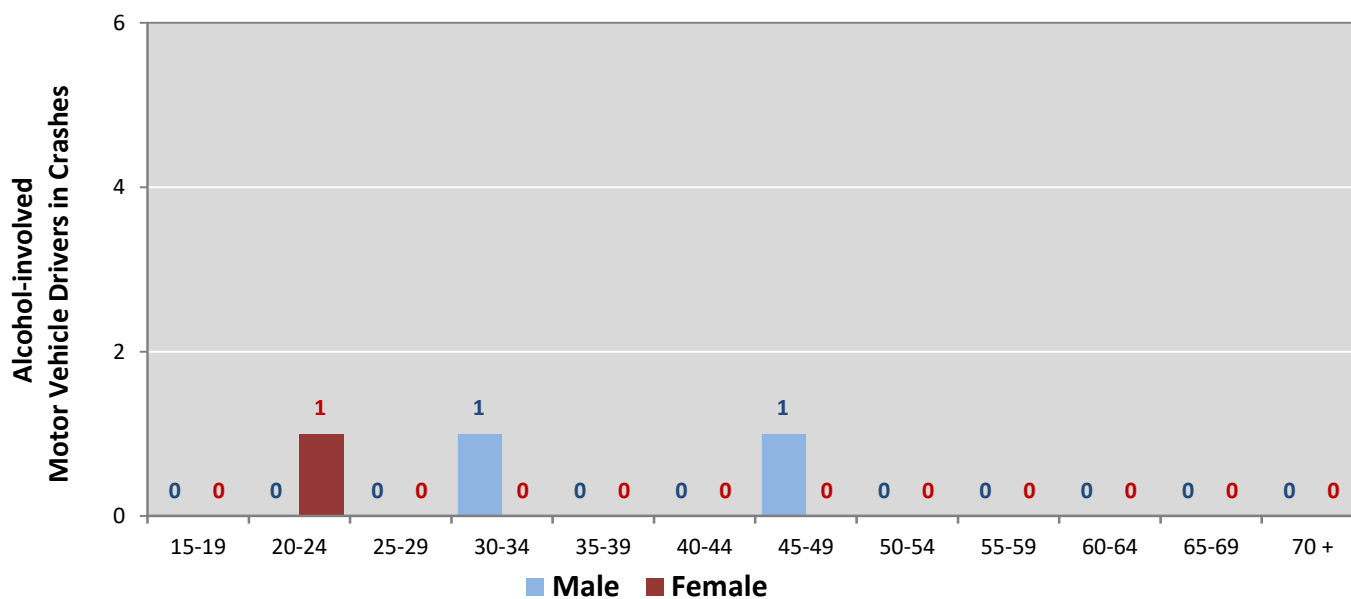
¹ See Page 17 for data on drivers of non-motorized vehicles in crashes (i.e. pedestrians and pedalcyclists).

Figure 6: Motor Vehicle Drivers in Crashes by Age Group and Sex in Deming, 2018



* In 2018, Deming had 61 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 Deming, 2018



* In 2018, Deming had 1 drivers in crashes for which age or sex data were missing.

**Table 13: Alcohol-involved Motor Vehicle Drivers Under 21
(Ages 15-20) in Crashes in Deming, 2014-2018**

Age ¹	Year					5-Year Total
	2014	2015	2016	2017	2018	
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	1	0	1	0	0	2
18	2	0	1	0	0	3
19	0	0	0	1	0	1
20	2	0	0	0	0	2
Total Drivers	5	0	2	1	0	8

**Table 14: Motor Vehicle Drivers Under 21 (Ages 15-20) in Crashes
by Age, Sex and Alcohol-involvement in Deming, 2018**

Age ¹	Total Drivers				Alcohol-involved Drivers			
	Sex		Total Drivers	Percent of Total	Sex		Total Drivers	Percent of Total
	Male	Female			Male	Female		
15	1	1	2	4%	0	0	0	0%
16	5	1	6	13%	0	0	0	0%
17	4	6	10	22%	0	0	0	0%
18	1	5	6	13%	0	0	0	0%
19	6	6	12	26%	0	0	0	0%
20	5	5	10	22%	0	0	0	0%
Total Drivers	22	24	46	100%	0	0	0	0%

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.

**Table 15: Frequency of Contributing Factors in Crashes
by Crash Severity in Deming, 2018**

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	0	109	257	366
Driver Inattention	0	35	79	114
Failed to Yield Right of Way	0	26	50	76
Avoid No Contact - Vehicle	0	9	18	27
Other Improper Driving	0	5	19	24
Following Too Closely	0	4	19	23
Excessive Speed	0	4	15	19
Improper Backing	0	2	14	16
Passed Stop Sign	0	4	5	9
Speed Too Fast for Conditions	0	5	4	9
Disregarded Traffic Signal	0	2	6	8
Made Improper Turn	0	2	6	8
Improper Lane Change	0	1	5	6
Improper Overtaking	0	3	3	6
Avoid No Contact - Other	0	1	3	4
Alcohol Involved	0	1	3	4
Drove Left Of Center	0	0	3	3
High Speed Pursuit	0	1	2	3
Cell Phone	0	1	1	2
Failed to Yield to Police Vehicle	0	1	1	2
Pedestrian Error	0	2	0	2
Vehicle Skidded Before Brake	0	0	1	1
Driverless Moving Vehicle	0	0	0	0
Failed to Yield to Emergency Vehicle	0	0	0	0
Texting	0	0	0	0
Drug Involved	0	0	0	0
Vehicle	0	4	6	10
Inadequate Brakes	0	3	1	4
Other Mechanical Defect	0	1	3	4
Defective Tires	0	0	2	2
Defective Steering	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	0	54	145	199
None	0	28	93	121
Other - No Driver Error	0	26	52	78

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

Table 16: People in Crashes by Crash Classification and Severity of Injuries in Deming, 2018

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	7	7
Fixed Object	0	0	0	2	25	27
Other (Non-Collision)	0	0	3	0	5	8
Other (Object)	0	0	1	0	8	9
Other Vehicle	0	1	5	50	465	521
Overturn/Rollover	0	0	2	3	1	6
Parked Vehicle	0	0	0	0	8	8
Pedalcyclist	0	0	1	0	1	2
Pedestrian	0	0	4	1	7	12
Railroad Train	0	0	0	0	0	0
Rollover	0	0	0	0	0	0
Vehicle on Other Road	0	0	2	1	6	9
Missing Data	0	0	0	0	0	0
Total People	0	1	18	57	533	609

**Table 17: Killed or Injured Unbelted People in Crashes
by Sex and Age Group in Deming, 2018**

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	1	25%	1	33%	2
25-29	0	0%	0	0%	0
30-34	0	0%	1	33%	1
35-39	0	0%	0	0%	0
40-44	1	25%	1	33%	2
45-49	1	25%	0	0%	1
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 +	1	25%	0	0%	1
Missing Data	0	0%	0	0%	0
Total People	4	100%	3	100%	7

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 Deming, 2014-2018**

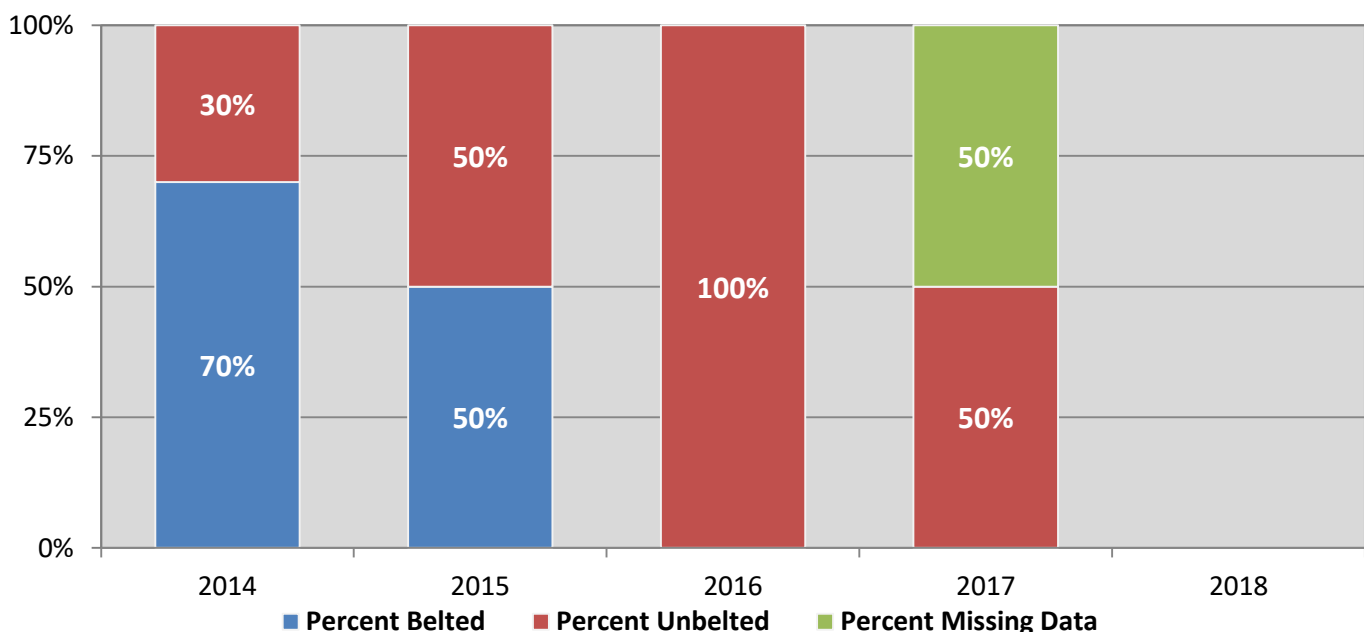
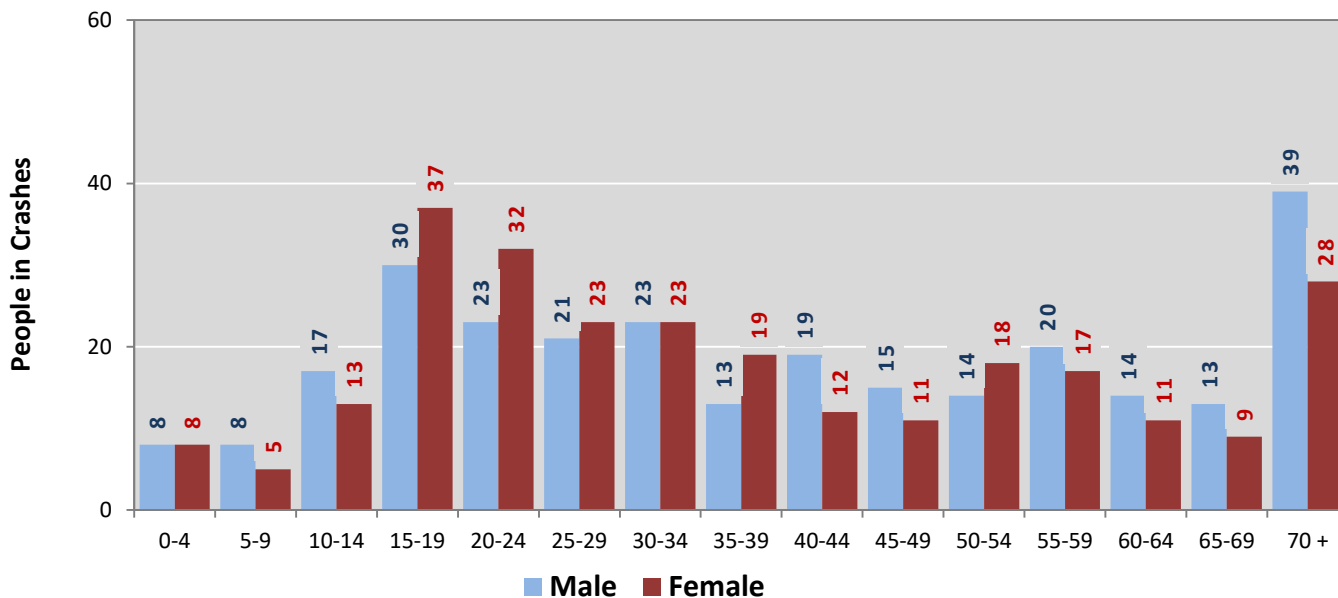
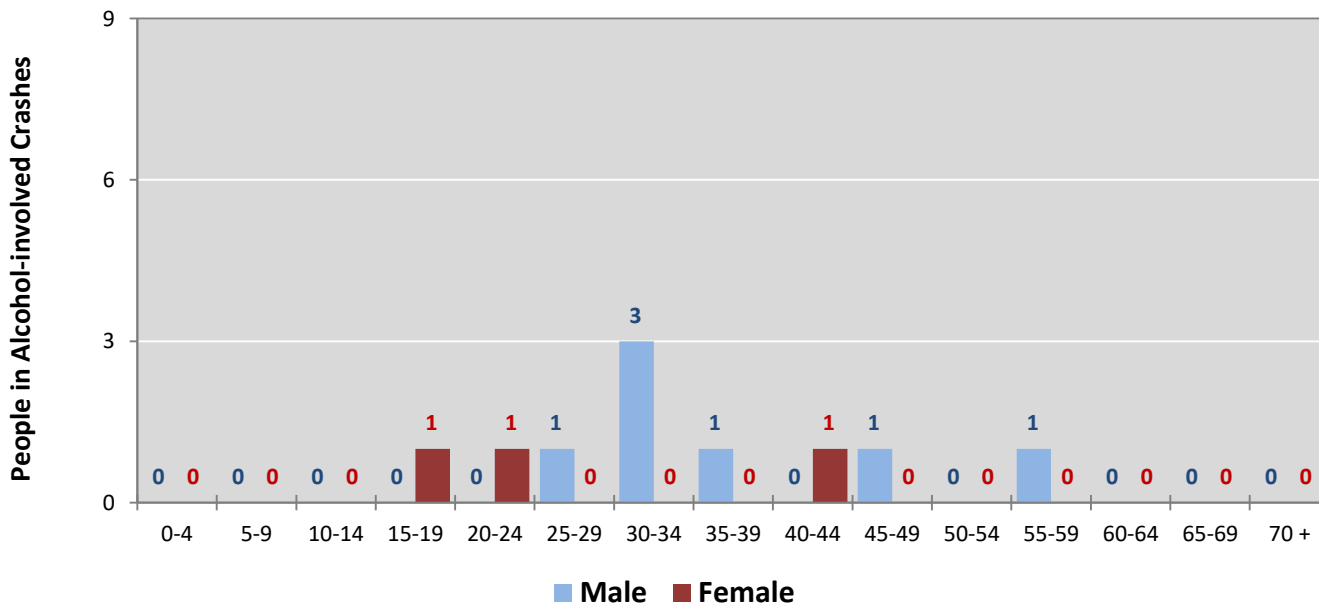


Figure 9: People in Crashes by Age Group and Sex in Deming, 2018



* In 2018, Deming had 66 people in crashes for which age or sex data were missing.

Figure 10: People in Alcohol-involved Crashes by Age Group and Sex in Deming, 2018



* In 2018, Deming had 1 people in alcohol-involved crashes for which age or sex data were missing.

**Table 18: Pedestrians and Pedalcyclists in Crashes
by Age Group in Deming, 2014-2018**

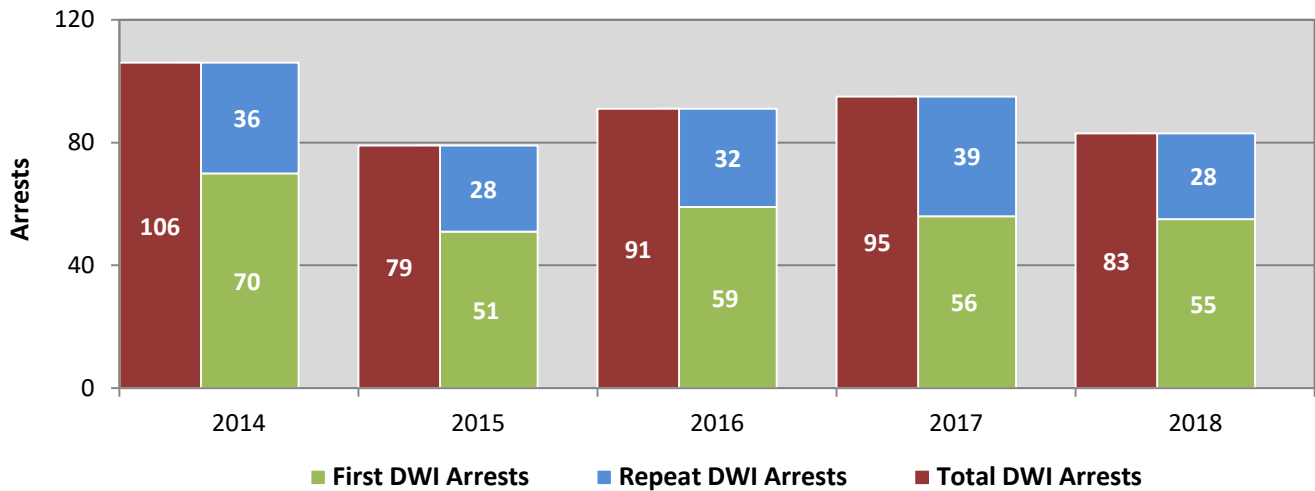
Age Groups	Pedestrians and Pedalcyclists ¹ in Crashes					5-Year Total People
	2014	2015	2016	2017	2018	
0-4	0	0	0	0	0	0
5-9	0	0	0	1	0	1
10-14	2	0	0	0	0	2
15-19	2	0	0	2	0	4
20-24	0	0	0	0	0	0
25-29	0	0	1	0	1	2
30-34	0	0	0	1	1	2
35-39	0	0	1	0	1	2
40-44	0	0	1	0	0	1
45-49	0	0	0	0	2	2
50-54	0	0	0	2	0	2
55-59	0	1	1	0	1	3
60-64	0	0	0	1	0	1
65-69	0	0	1	1	1	3
70 +	0	2	0	2	0	4
Missing Data	2	0	0	0	1	3
Total People	6	3	5	10	8	32

**Table 19: Pedestrians and Pedalcyclists in Crashes by Alcohol Involvement
and Severity of Injuries in Deming, 2018**

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	0	0	1
Involved	0	0	0	0	0	0
Not Involved	0	0	1	0	0	1
Total Pedestrians	0	0	4	1	2	7
Involved	0	0	1	0	0	1
Not Involved	0	0	3	1	2	6
Total People	0	0	5	1	2	8

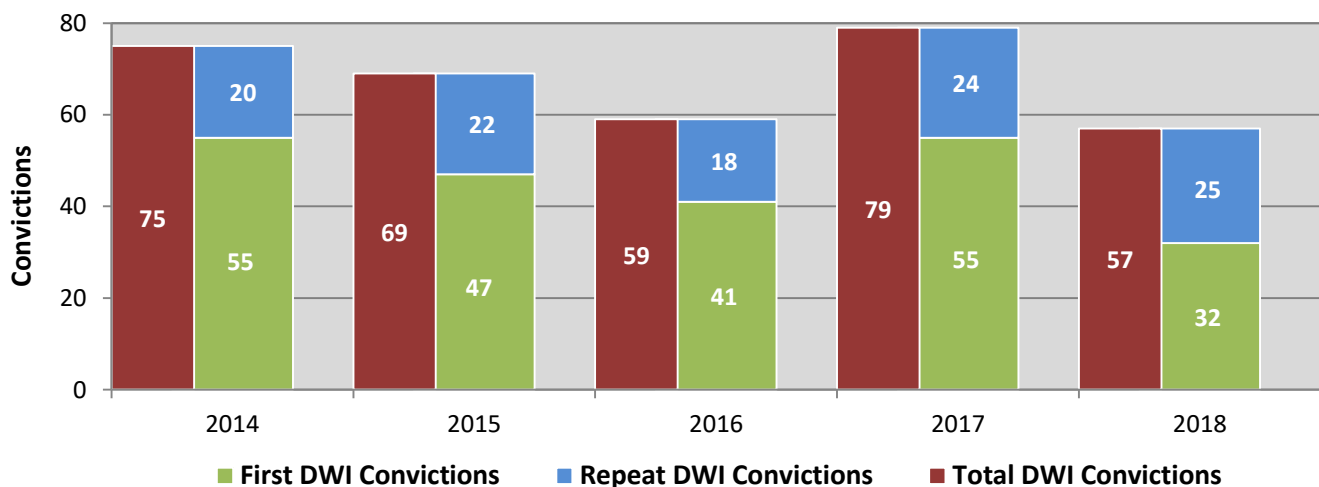
¹ Pedestrians and pedalcyclists are counted as non-motorized vehicles, when involved in a crash with a motor vehicle.

Figure 11: DWI Arrests of Deming Residents Throughout the State, Showing First and Repeat DWI Arrests, 2014-2018



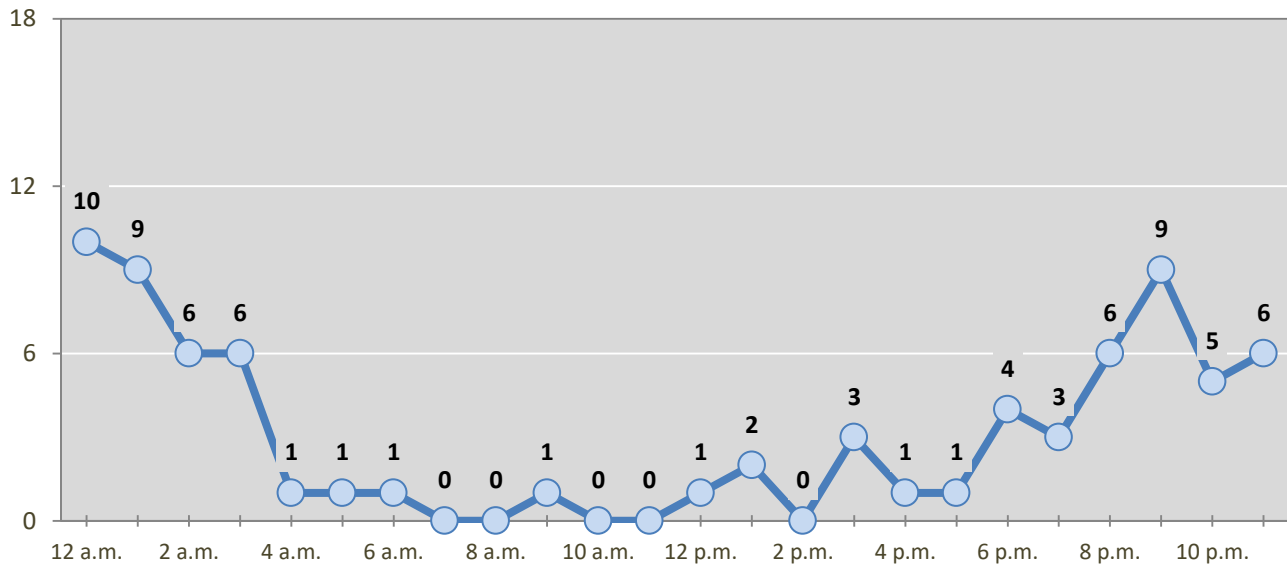
*Values are based upon the year of the arrest.

Figure 12: DWI Convictions of Deming Residents Throughout the State, Showing First and Repeat DWI Convictions, 2014-2018



*Values are based upon the year of the conviction.

Figure 13: DWI Arrests by Hour of Deming Residents Throughout the State, 2018



* In 2018, Deming had 7 arrests for which hour data were missing.

Table 20: DWI Arrests by Day of Week of Deming Residents Throughout the State, 2014-2018

Day of Week	Year					5-Year Average
	2014	2015	2016	2017	2018	
Sunday	24	13	22	21	17	19
Monday	9	10	7	14	7	9
Tuesday	5	8	8	9	7	7
Wednesday	6	9	5	7	7	7
Thursday	9	9	12	10	7	9
Friday	23	12	20	16	12	17
Saturday	30	18	17	18	26	22
Total Arrests	106	79	91	95	83	91

**Table 21: Driver First DWI Arrests by Age Group
of Deming Residents Throughout the State, 2014-2018**

Age Groups	Driver First DWI Arrests ¹				
	2014	2015	2016	2017	2018
15-19	10	4	8	6	7
20-24	14	10	13	18	14
25-29	12	7	10	9	10
30-34	7	10	9	10	10
35-39	6	3	4	3	2
40-44	4	3	3	1	4
45-49	7	5	4	2	1
50-54	4	4	3	2	3
55-59	4	4	3	3	3
60-64	1	1	0	2	0
65-69	1	0	0	0	1
70 +	0	0	2	0	0
Missing Data	0	0	0	0	0
Total Drivers	70	51	59	56	55

¹Values are based upon the year of the arrest.

**Table 22: Driver Repeat DWI Arrests by Age Group
of Deming Residents Throughout the State, 2014-2018**

Age Groups	Driver Repeat DWI Arrests ¹				
	2014	2015	2016	2017	2018
15-19	0	1	2	2	0
20-24	1	4	0	3	3
25-29	8	1	6	6	5
30-34	3	4	7	5	4
35-39	4	2	2	4	2
40-44	4	4	3	5	4
45-49	5	6	0	3	2
50-54	6	5	4	4	4
55-59	0	0	4	2	2
60-64	4	1	2	1	1
65-69	0	0	2	1	1
70 +	1	0	0	3	0
Missing Data	0	0	0	0	0
Total Drivers	36	28	32	39	28

¹Values are based upon the year of the arrest.

**Table 23: Driver First DWI Convictions by Age Group
of Deming Residents Throughout the State, 2014-2018**

Age Groups	Driver First DWI Convictions ¹				
	2014	2015	2016	2017	2018
15-19	4	4	2	4	5
20-24	13	9	9	16	9
25-29	5	9	9	10	8
30-34	5	10	5	8	4
35-39	8	2	5	2	2
40-44	7	1	4	2	1
45-49	4	6	1	4	1
50-54	4	4	2	3	0
55-59	4	0	4	3	1
60-64	0	2	0	2	0
65-69	1	0	0	0	1
70 +	0	0	0	1	0
Missing Data	0	0	0	0	0
Total Drivers	55	47	41	55	32

¹ Values are based upon the year of the conviction.

**Table 24: Driver Repeat DWI Convictions by Age Group
of Deming Residents Throughout the State, 2014-2018**

Age Groups	Driver Repeat DWI Convictions ¹				
	2014	2015	2016	2017	2018
15-19	0	0	1	0	0
20-24	1	3	0	0	3
25-29	4	2	2	4	3
30-34	2	4	3	2	3
35-39	2	2	0	3	3
40-44	1	5	1	4	2
45-49	5	2	3	2	1
50-54	2	3	4	3	5
55-59	0	0	1	2	2
60-64	1	1	3	0	1
65-69	1	0	0	3	1
70 +	1	0	0	1	1
Missing Data	0	0	0	0	0
Total Drivers	20	22	18	24	25

¹ Values are based upon the year of the conviction.

**Table 25: Court Disposition of DWI Arrests for the State
and of Deming Residents Throughout the State, 2018**

Court Disposition of DWI Arrest ¹	Deming	Statewide	Percent of Statewide
Total DWI Arrests	83	10,205	0.8%
DWI Arrests Resulting in Convictions	48	4,641	1.0%
DWI Arrests Resulting in Dismissals ²	5	880	0.6%
DWI Arrests Awaiting Disposition	30	4,684	0.6%

¹ These are the number of DWI arrests in 2018 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 2019.

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 Deming Residents Throughout the State, 2018**

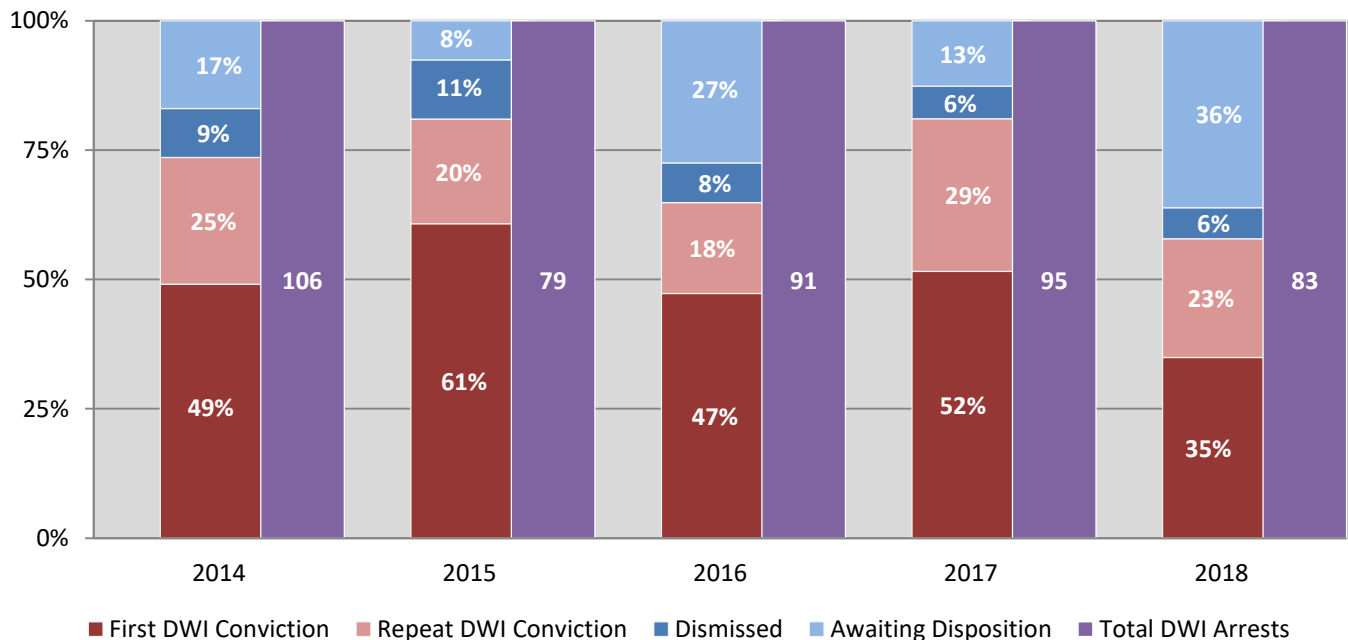
Court Disposition	Average Number of Days		Deviation from Statewide Average
	Deming	Statewide	
DWI Conviction	100	145	-45
DWI Dismissal	199	153	46

**Table 27: Court Disposition of DWI Arrests
of Deming Residents Throughout the State, 2014-2018**

Year of DWI Arrest ¹	Court Disposition				Total DWI Arrests
	First DWI Conviction	Repeat DWI Conviction	Dismissed	Awaiting Disposition	
2014	52	26	10	18	106
2015	48	16	9	6	79
2016	43	16	7	25	91
2017	49	28	6	12	95
2018	29	19	5	30	83

¹ Values are based upon the year of the arrest.

**Figure 14: Court Dispositions by Percentage of DWI Arrests
of Deming Residents Throughout the State, 2014-2018**



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