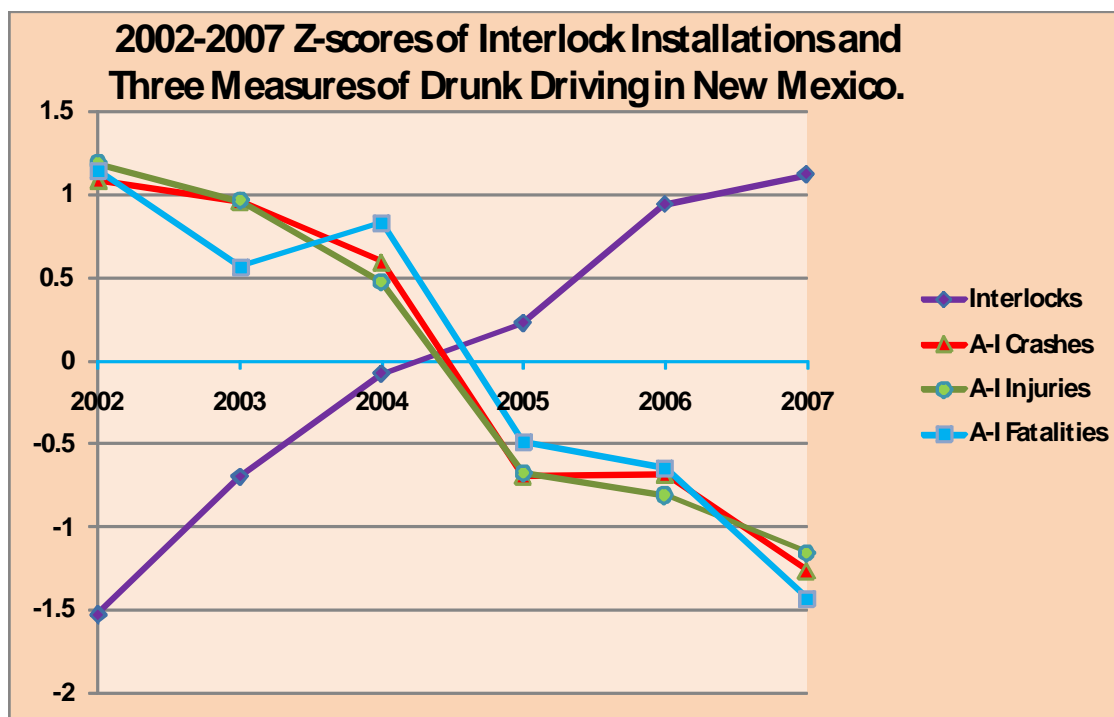


**Interlocks Up, Drunk Driving Down<sup>1</sup>**  
**Correlation Yes..But *Causality* is tough to Prove.**  
**Dr. Richard Roth<sup>2</sup>, 10/27/08**

The next page contains eight figures that show what has been achieved since January 1, 2003 when the first mandatory interlock law went into effect in New Mexico.

- Figure 1 shows that **Interlocks installations have increased** from 191 in 2002 to 6592 in 2007.
- Figure 2 shows that **interlocked offenders have a 69% lower re-arrest rate** than non-interlocked offenders.
- Figure 3 shows that **DWI arrests stayed relatively constant** in spite of increased enforcement<sup>3</sup>.
- Figure 4 shows that **Alcohol-Involved Crashes are down 31%** from 3566 in 2002 to 2471 in 2007.
- Figure 5 shows that **Alcohol-Involved Injury Crashes are down 39%** from 1774 in 2002 to 1080 in 2007.
- Figure 6 shows that **32% Fewer people were injured in DWI crashes, 2921** in 2002 and 1789 in 2007.
- Figure 7 shows that Alcohol-Involved **Fatal Crashes** are down 22% from 198 in 2002 to 155 in 2007.
- Figure 8 shows that **Alcohol-Involved Fatalities are down 35%** from 225 in 2002 to an estimated 146 in 2008.



<sup>1</sup> Other contributors to the decline in drunk driving include: Prevention Programs, Publicity, Increased Enforcement, Drunkbusters Hotline, and Forfeiture Ordinances.

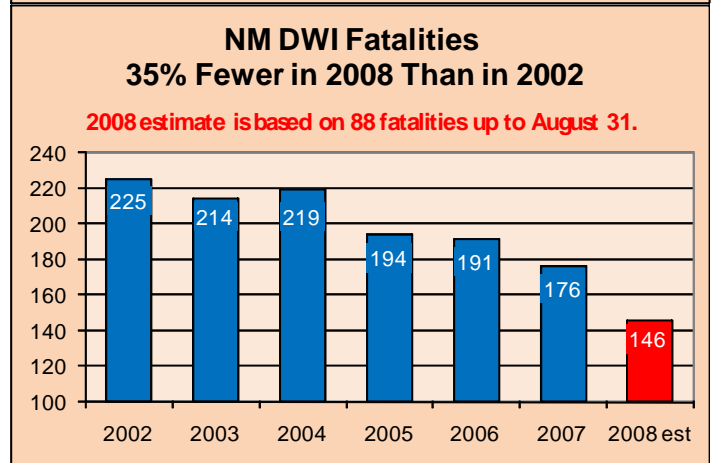
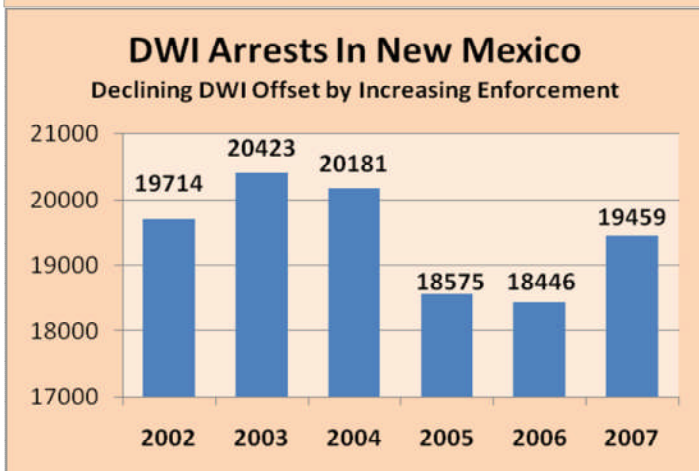
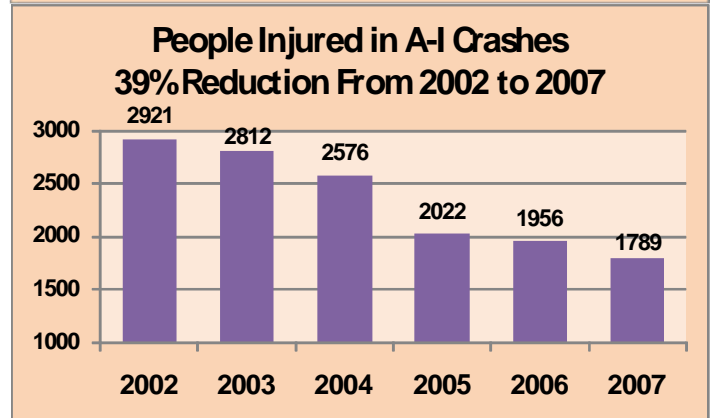
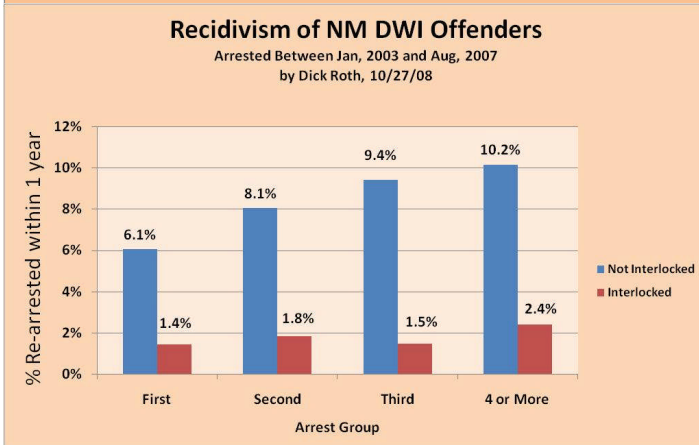
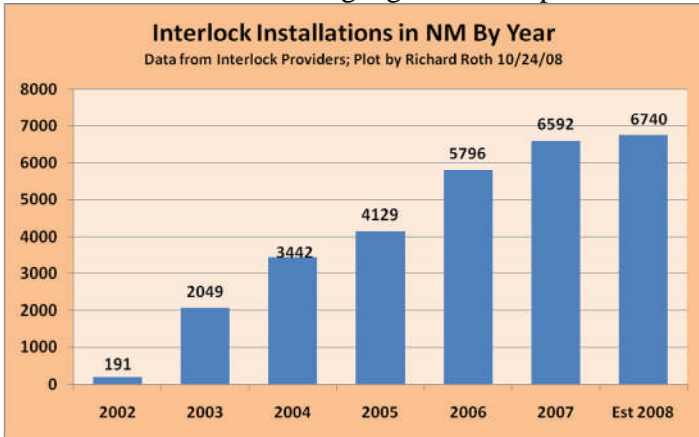
<sup>2</sup> For additional information please contact me at [RichardRoth2300@msn.com](mailto:RichardRoth2300@msn.com) or 471-4764

<sup>3</sup> Data for figures 3-8 is from the yearly NM Traffic Safety Bureau Publications, "DWI New Mexico" and the original NM Crash files. Caution: Two competent researchers, Jim Davis and Steven Flint, think that some A-I crashes are missing from the official 2005 Crash Data, but the 2006 and 2007 crash data substantiates the decline in measures of DWI.

# Interlock Installations Up, Drunk Driving Down

But only 35% of arrested offenders are installing interlocks.

Closing legislative loopholes would get interlocks into more offender vehicles.



Data from TSB, MVD, DGR and Interlock Providers.

Plots by Dr. Richard Roth, For more information, Call 505-471-4764 or [RichardRoth2300@msn.com](mailto:RichardRoth2300@msn.com)