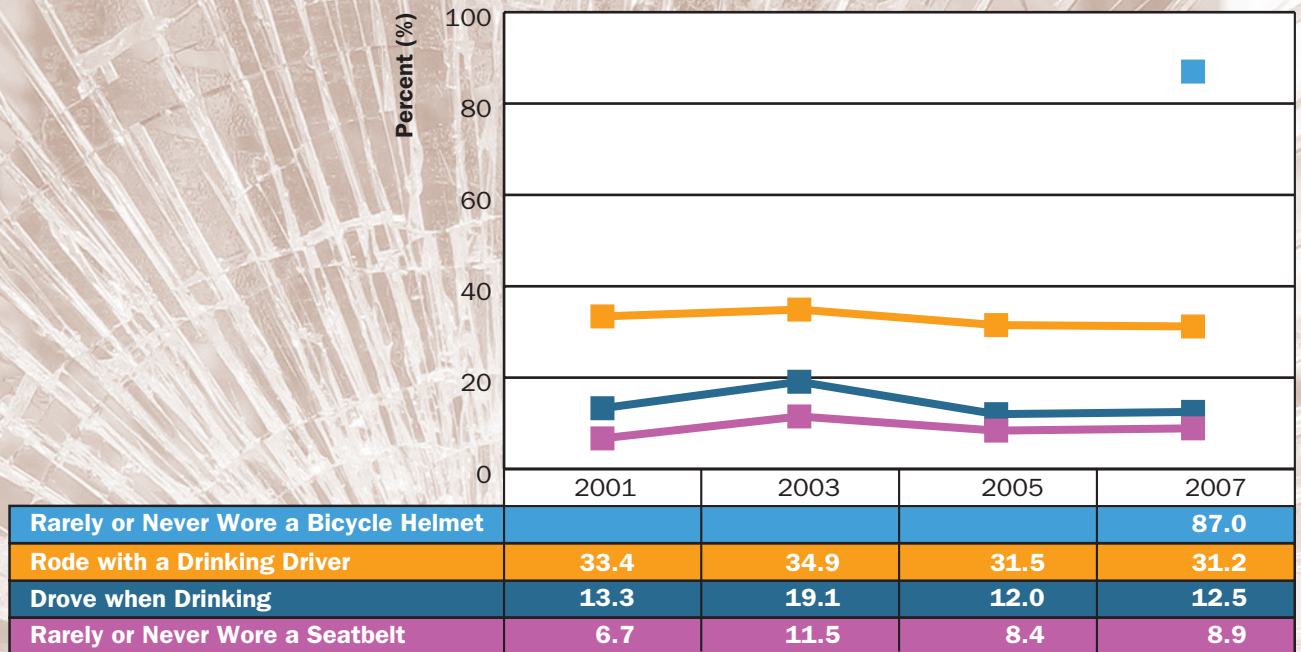


## 2007 NEW MEXICO HIGH SCHOOL RESULTS

### Behaviors that Contribute to Unintentional Injury



**Figure 1**

#### Trends in Behaviors that Contribute to Unintentional Injury, Grades 9–12, 2001–2007

In 2007, 8.9% of high school students said that they rarely or never wore a seatbelt when riding in a car driven by another driver. Of students who had ridden a bicycle in the past year, 87.0% rarely or never wore a bicycle helmet. Close to one third of students (31.2%) rode in a car with a driver who had been drinking alcohol\*, and 12.5% drove after drinking alcohol.\* There were no statistically significant changes in any of these rates from 2005 to 2007. In 2003, the rates of drinking and driving and never or rarely wearing a seatbelt were higher than in 2001, 2005, or 2007.

### KEY FINDINGS

Of New Mexico students grades 9–12:

- 54.2% always wore a seatbelt.
- 8.9% rarely or never wore a seatbelt.
- Nearly one third of students (31.2%) rode with a driver who had been drinking.\*
- 12.5% drove when they had been drinking alcohol.\*
- Of the 64% who rode a bicycle:
  - 5.2% always wore a bicycle helmet.
  - 87.0% rarely or never wore a seatbelt.

In a classroom of 30 students, this represents:

- 16 who always wore a seatbelt
- 3 who rarely or never wore a seatbelt
- 9 who rode with a driver who had been drinking\*
- 4 who drove when they had been drinking alcohol\*
- 1 who always wore a bicycle helmet
- 17 who rarely or never wore a bicycle helmet

Students with high levels of:

- caring relationships with a parent or other adult in the home
- high expectations in the home
- behavioral boundaries in the home
- behavioral boundaries in the school

were far less likely to report never or rarely wearing a seatbelt than students with low levels of these protective factors.

Students with high levels of:

- caring relationships with a parent or other adult in the home
- high expectations in the home
- behavioral boundaries in the home
- behavioral boundaries in the school
- positive peer influence

were far less likely to report drinking and driving than students with low levels of these protective factors.

\* in the past 30 days

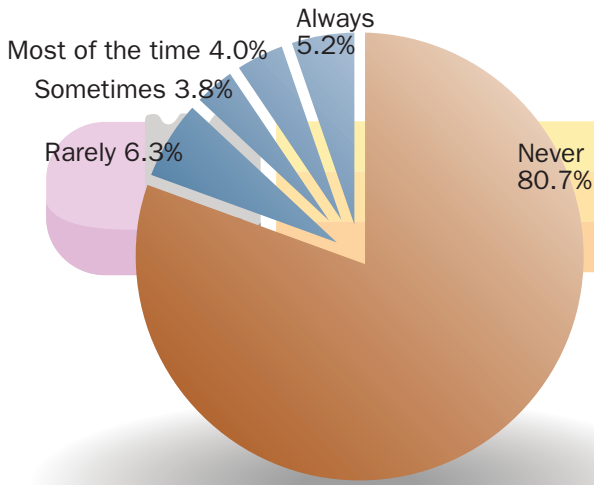
# BICYCLE HELMET USE

**Figure 2**

**Bicycle Helmet Use\* by Gender and Race/Ethnicity, Grades 9–12, 2007**

Most students who had ridden a bicycle within the previous 12 months reported that they did so without wearing a bicycle helmet. Of the 64% who rode a bike, 80.7% never wore a helmet, 6.3% rarely wore a helmet, 3.8% sometimes wore a helmet, 4.0% wore a helmet most of the time, and only 5.2% always wore a helmet.

*\* Among the 64% of students who rode a bicycle in the past 12 months*

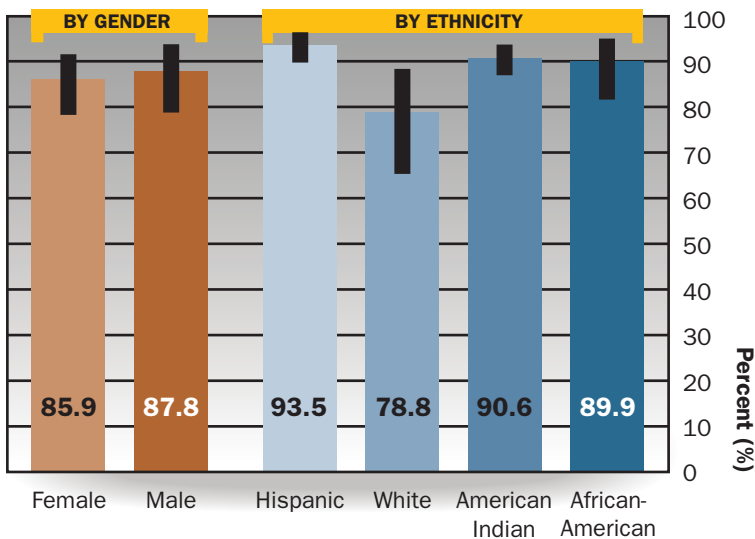


**Figure 3**

**Never or Rarely Wore a Bicycle Helmet\*, Grades 9–12, 2007**

Among the 64% of students who rode a bicycle within the previous 12 months, only 13.0% wore a bicycle helmet sometimes, most of the time, or all of the time, while 87% wore a helmet rarely or never when riding a bicycle. Girls (85.9%) and boys (87.8%) had similar rates of rarely or never wearing a helmet. Hispanics (93.5%) were more likely to rarely or never wear a helmet than White students (78.8%). There was no statistically significant difference in rarely or never wearing a helmet by grade level or by grades received in school.

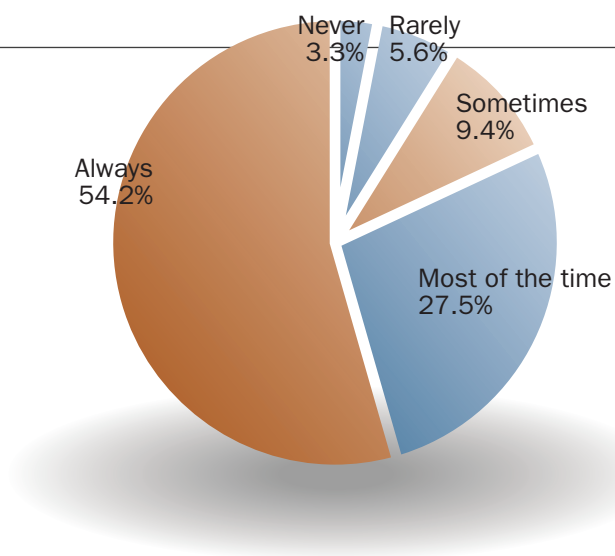
*\* Among the 64% of students who rode a bicycle in the past 12 months*



**Figure 4**

**Seatbelt Use, Grades 9–12, 2007**

More than half (54.2%) of high school students reported that they always wore a seatbelt when riding in a car driven by somebody else. 27.5% wore a seatbelt most of the time, 9.4% wore a seatbelt sometimes, 5.6% rarely wore a seatbelt, and 3.3% never wore a seatbelt.

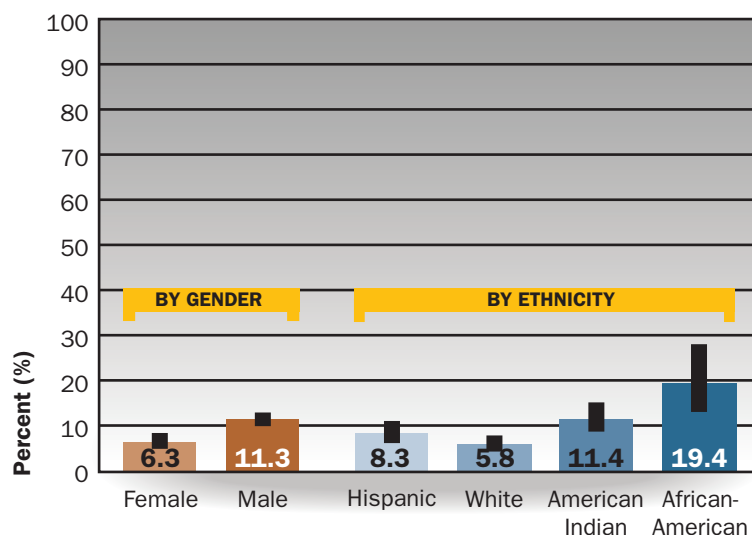


**Figure 5**

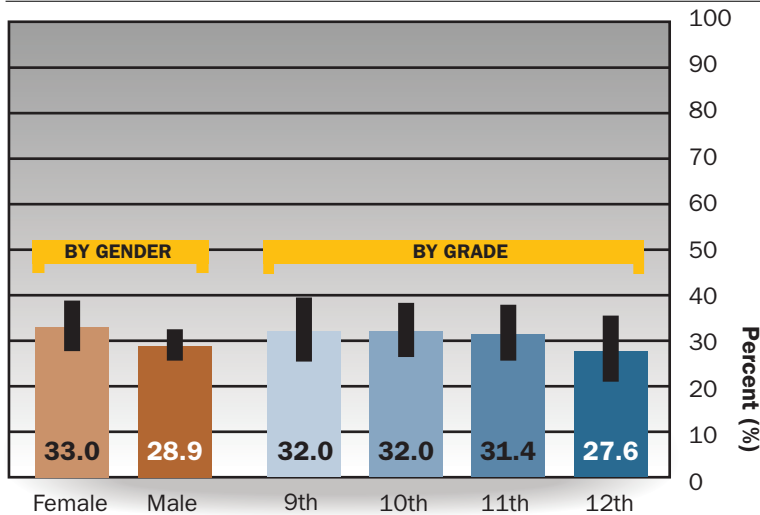
**Never or Rarely Wore a Seatbelt by Gender and Race/Ethnicity\***

Rarely or never wearing a seatbelt was reported by 8.9% of students. Boys (11.3%) were more likely than girls (6.3%) to never or rarely wear a seatbelt. African-American students (19.4%) were more likely than Hispanic (8.3%) or White (5.8%) students to never or rarely wear a seatbelt. Students receiving mostly C's–F's (13.6%) had over two times the rate of rarely or never wearing a seatbelt than those who received mostly A's or B's. There was little variation in seatbelt use by grade level.

\* When riding in a car driven by somebody else



# ALCOHOL RELATED BEHAVIORS

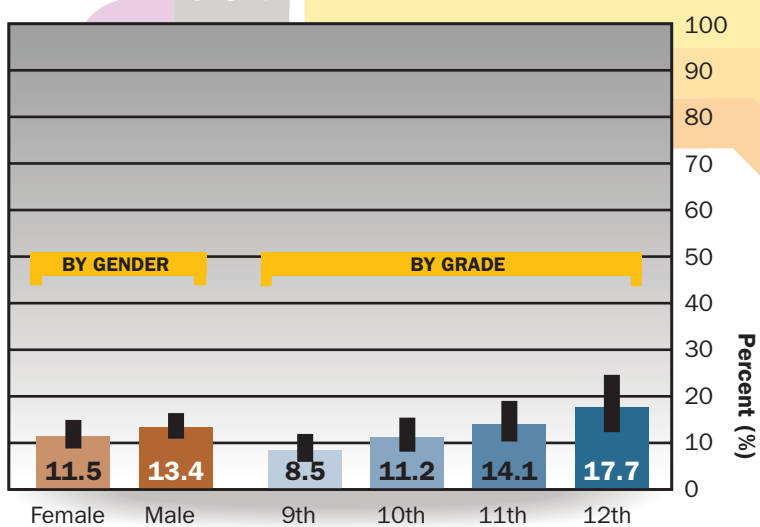


**Figure 6**

## **Rode with a Drinking Driver\***, Grades 9–12, 2007

Within the 30 days preceding the survey, nearly one third of students (31.2%) rode in a car or other vehicle driven by someone who had been drinking alcohol. Students receiving mostly A's and B's were less likely to ride with a drinking driver than those receiving mostly C's, D's, or F's (41.2% vs. 26.5%, respectively). There was no statistically significant difference in riding with a drinking driver by gender, race/ethnicity, or grade level.

\* In the past 30 days



**Figure 7**

## **Drinking and Driving\***, Grades 9–12, 2007

Within the 30 days before the survey, 12.5% of students drove a car when they had been drinking alcohol. There was no significant difference in the rate of drinking and driving by gender (girls, 11.5%; boys, 13.4%). 12th graders (17.7%) were more likely to drink and drive than 9th graders (8.5%). The rate of drinking and driving was similar between Hispanics (10.6%) and Whites (10.4%). The rate among African-Americans (22.4%) was higher than among either Hispanic or White students, and the rate among American Indians (16.4%) was higher than among Hispanic students. The difference between American Indians and Whites was not statistically significant. Students getting high grades in school (mostly A's and B's, 9.6%) were less likely to drink and drive than other students (18.1%).

\* In the past 30 days

**Table 1. Behaviors that contribute to unintentional injury by demographics and academic performance, Grades 9–12, 2007**

Indicator	Total	Sex		Grade in School		
	All Students %[95% CI]	Female %[95% CI]	Male %[95% CI]	9th Grade %[95% CI]	10th Grade %[95% CI]	11th Grade %[95% CI]
Rarely or never wore a bicycle helmet*	87.0 [78.8,92.4]	85.9 [78.0,91.3]	87.8 [78.5,93.5]	87.3 [73.7,94.4]	89.3 [84.5,92.7]	87.1 [74.3,94.0]
Rarely or never wore a seat belt**	8.9 [7.5,10.5]	6.3 [4.8,8.3]	11.3 [9.8,13.0]	8.8 [7.1,10.9]	9.3 [6.7,12.6]	8.8 [5.4,13.8]
Rode with a drinking driver†	31.2 [27.8,34.7]	33.0 [27.7,38.8]	28.9 [25.6,32.5]	32.0 [25.4,39.5]	32 [26.4,38.3]	31.4 [25.6,37.9]
Drove when drinking alcohol†	12.5 [10.5,14.9]	11.5 [8.8,14.9]	13.4 [10.9,16.4]	8.5 [5.9,11.9]	11.2 [8.1,15.4]	14.1 [10.3,19.0]

\* Among students who rode a bicycle within the previous 12 months

\*\* When driving in a car driven by someone else

† Within the past 30 days

## HOW DOES NEW MEXICO COMPARE?

**Table 2. NM indicators compared to US and other state rates**

Behaviors that contribute to unintentional injury	NM	US†	Compared to US, NM rate is...*	NM rank compared to other states **
Rarely or never wore a seatbelt	8.90%	11.1%	- ns -	28
Rarely or never wore a bicycle helmet	87.0%	85.1%	- ns -	17
Rode with a driver who had been drinking alcohol	31.2%	29.1%	- ns -	6
Drove when drinking alcohol	12.5%	10.5%	- ns -	12

† National Youth Risk Behavior Survey (YRBS), CDC, 2007

\* Based on 95% confidence intervals (ns = No statistically significant difference)

\*\* Of the 39 states that participated in the 2007 YRBS, CDC; 1 = Highest rate

### BEHAVIORS THAT CONTRIBUTE TO UNINTENTIONAL INJURY AND OTHER RISK BEHAVIORS



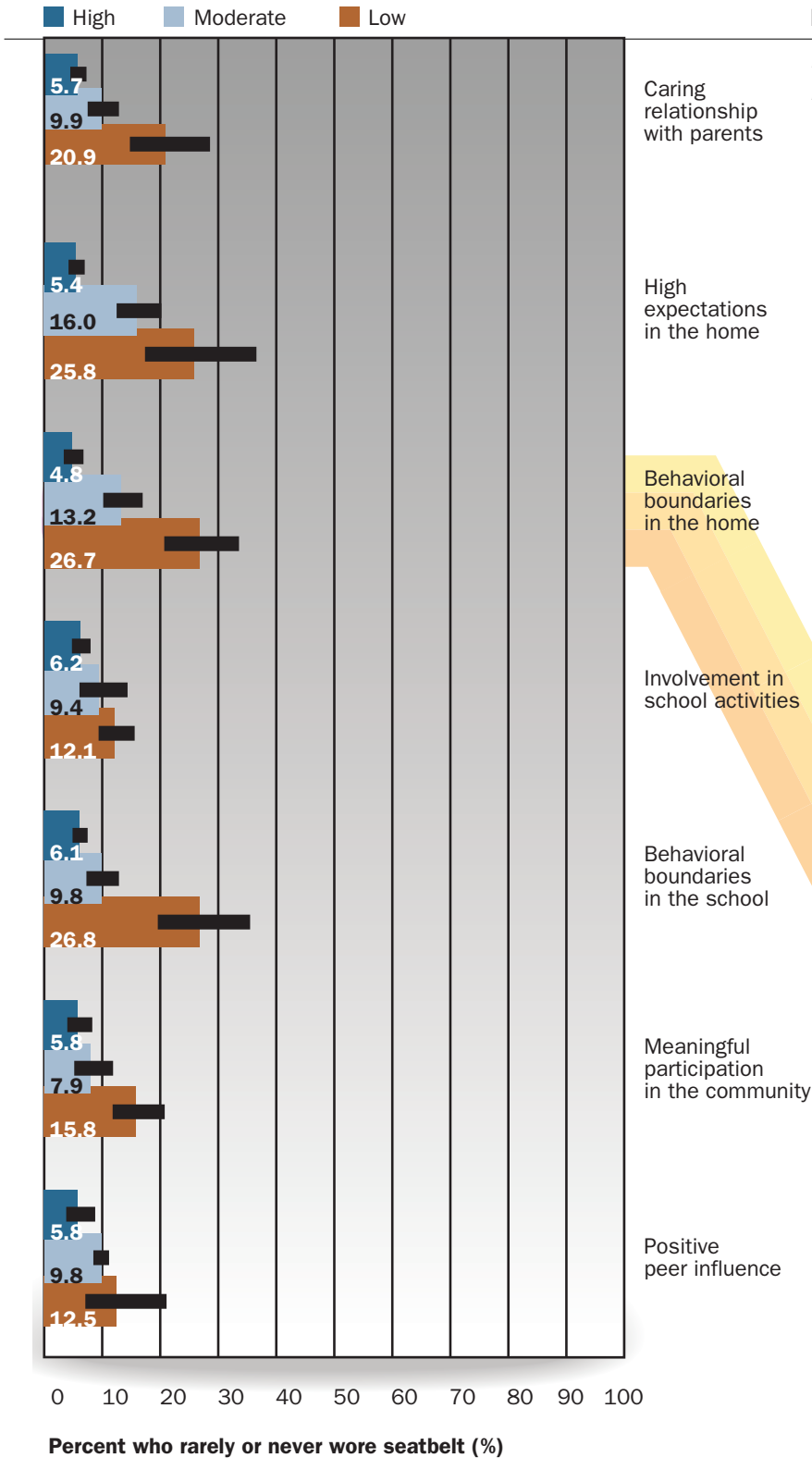
Students who engaged in injury-related risk behaviors were at high risk for other risk behaviors:

- Among those who sometimes, most of the time, or always wore a bicycle helmet, only 3.5% rarely or never wore a seatbelt. Among those who rarely or never wore a helmet, the rate of rarely or never wearing a seatbelt was nearly 3 times as high (10.1%).
- Students who rarely or never wore a seatbelt were far more likely than other students to ride with a drinking driver (55.1% vs. 28.5%) and to drive when they had been drinking (39.9% vs. 9.9%).
- Students who rode with a drinking driver in the past 30 days were almost 8 times as likely to drink and drive than those students who had not ridden with a drinking driver (31.7% vs. 4.1%).
- Students who drove when they had been drinking were more likely than other students to have been involved in a physical fight (67.3% vs. 32.6%), to have been hit by a boy or girlfriend (27.4% vs. 10.2%), to have attempted suicide (46.6% vs. 28.7%), to smoke cigarettes (66.2% vs. 18.6%), to binge drink (86.0% vs. 19.8%), to use marijuana (64.2% vs. 19.7%) and to use cocaine (21.8% vs. 3.0%).

12th Grade %[95% CI]	Ethnicity					Grades	
	Hispanic %[95% CI]	White %[95% CI]	American Indian %[95% CI]	Black %[95% CI]	Other %[95% CI]	Mostly As & Bs %[95% CI]	Mostly Cs or Lower %[95% CI]
83.1 [70.8,90.9]	93.5 [89.5,96.1]	78.8 [65.1,88.1]	90.6 [86.7,93.4]	89.9 [81.4,94.7]	76.8 [65.1,85.5]	83.2 [72.9,90.1]	93.1 [88.8,95.8]
8.1 [6.2,10.4]	8.3 [6.1,11.0]	5.8 [4.2,7.8]	11.4 [8.6,15.1]	19.4 [13.0,28.0]	11.9 [7.4,18.6]	6.3 [5.3,7.5]	13.6 [10.2,18.0]
27.6 [21.0,35.5]	34.7 [29.9,39.7]	25.7 [20.9,31.1]	32.5 [26.7,38.9]	35.1 [26.1,45.2]	33.5 [24.0,44.5]	26.5 [21.8,31.7]	41.2 [37.3,45.2]
17.7 [12.3,24.6]	10.6 [8.8,12.7]	10.4 [7.8,13.9]	16.4 [13.2,20.3]	22.4 [17.0,28.9]	17.0 [7.3,34.7]	9.6 [7.4,12.4]	18.1 [14.5,22.3]

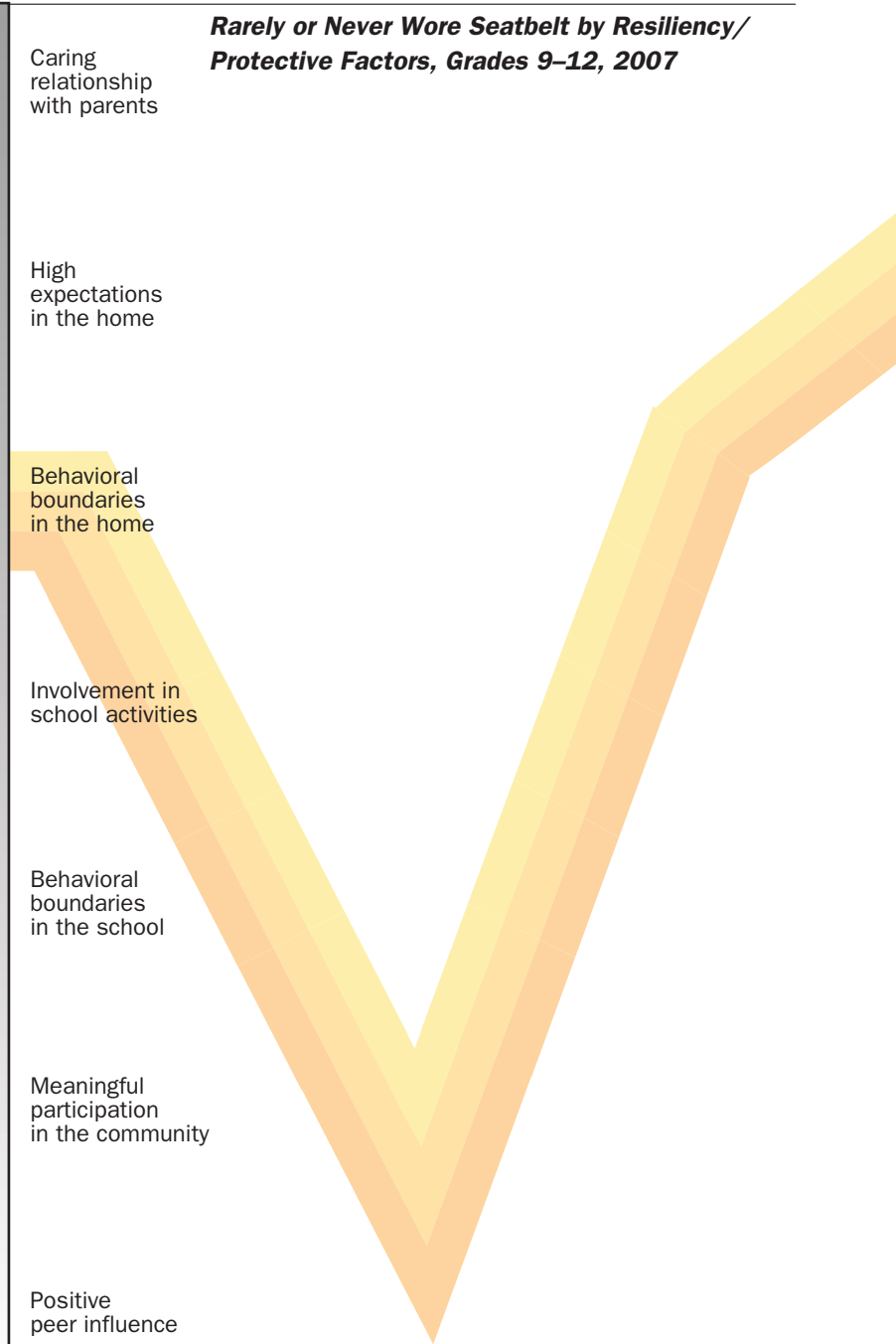
# RESILIENCY/PROTECTIVE FACTORS AND BEHAVIORS CONTRIBUTING TO INJURY

Students with lower levels of many resiliency/protective factors were more likely to report behaviors contributing to injury than those with higher levels.



**Figure 8**

*Rarely or Never Wore Seatbelt by Resiliency/Protective Factors, Grades 9–12, 2007*



**Figure 9**

**Drinking and Driving by Resiliency/Protective Factors, Grades 9–12, 2007**

**Resiliency/Protective Factors**

*Caring relationship with parents:* A parent or other adult who “is interested in my school work,” “talks with me about my problems,” and “listens to me when I have something to say.”

*High expectations in the home:* A parent or other adult “expects me to follow the rules” and believes “I will be a success.”

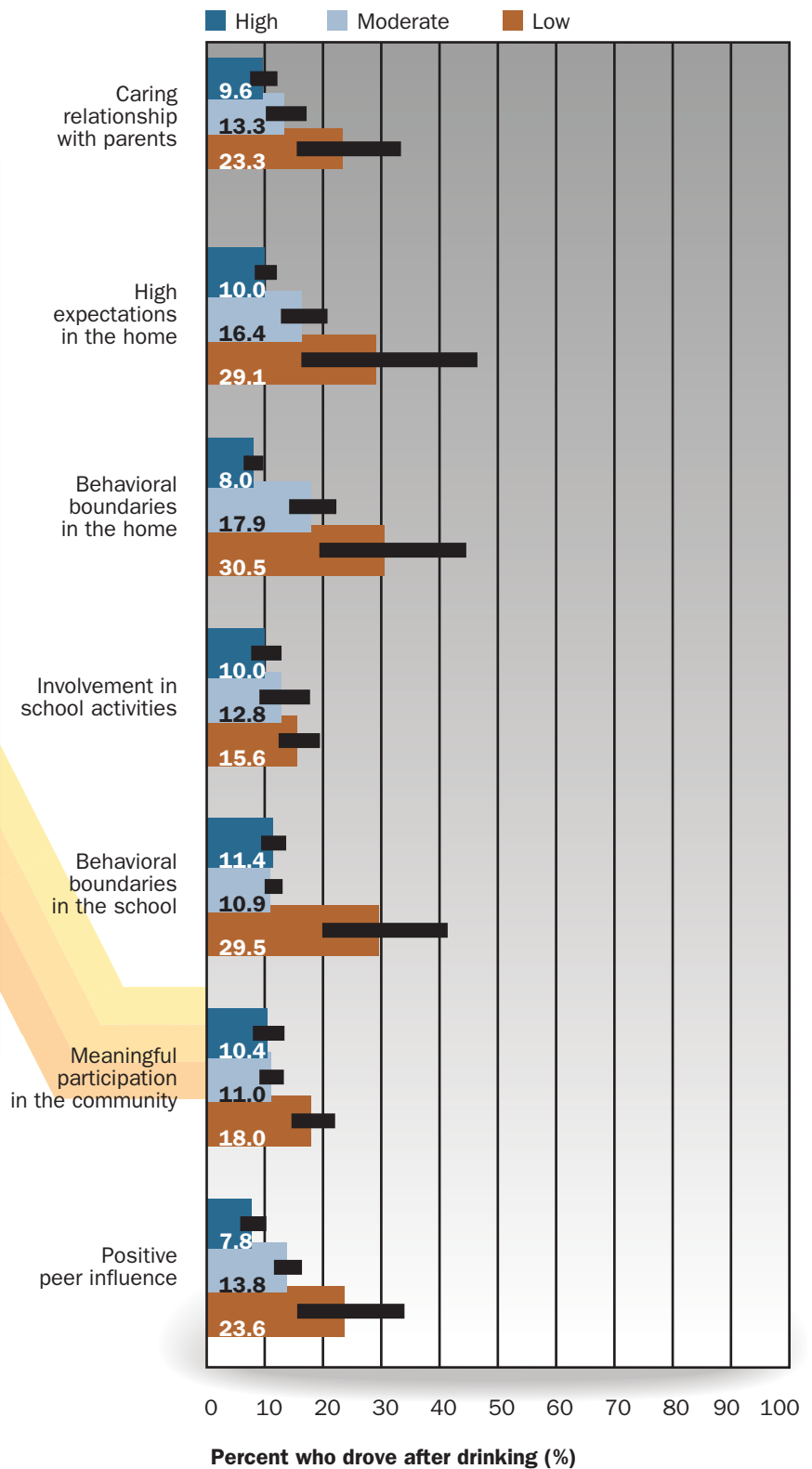
*Behavioral boundaries in the home:* “My family has clear rules about drug and alcohol use,” “My family has clear rules and standards for my behavior, and when not at home, a parent/guardian “knows where I am and who I am with.”

*Involvement in school activities:* Involved in sports, clubs, or other extra-curricular activities at school.

*Behavioral boundaries in the school:* “Clear rules about what students can and cannot do” at school.

*Meaningful participation in the community:* Outside home and school “I am a part of clubs, sports teams, church/temple, or other group activities,” “I help other people,” and “I am involved in music, art, literature, sports, or a hobby.”

*Positive peer influence:* Friends “do well in school” and do not “get into a lot of trouble.”



## UNINTENTIONAL INJURY: WHY ARE WE CONCERNED?

Unintentional (accidental) injuries are the leading cause of death for young people nationwide and in New Mexico.<sup>1</sup> In 2005, 101 youth ages 15–19 died from an injury in New Mexico. The NM unintentional injury death rate among youth (68.8 deaths per 100,000 youth ages 15–19) is nearly 1.5 times the national rate (49.7).<sup>2</sup>

The majority of unintentional injury deaths among New Mexico youth are from traffic accidents.<sup>1</sup> In 2006, a teenager (ages 15–19) was killed in a traffic crash every 8 days, and a teenager was injured about every three hours. In that year, 15–19 year olds had the highest crash involvement rates among all New Mexico drivers and the highest percentage of serious injuries from traffic crashes.<sup>3</sup>

Motor vehicle crash deaths are preventable, and have decreased dramatically in the past 25 years. Safety measures, such as seat belts, have contributed to this decrease.\* When used, safety belts reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and the risk of moderate-to-critical injury by 50 percent.<sup>4</sup> From 1983 to 2005, the New Mexico traffic crash death rate decreased 30%, from 34 to 23 deaths per 100,000, while observed seatbelt use increased from less than 15% to nearly 90% usage.<sup>3</sup>

Alcohol is an important factor in traffic crash deaths and injuries among youth, and the severity of a crash increases with alcohol involvement. In 2005, 4% of the 15- to 20-year-old drivers involved in crashes resulting in injury had been drinking, and 21% of those involved in fatal crashes had been drinking.<sup>5</sup>

In New Mexico, 128 bicyclists ages 15–19 were injured in traffic crashes from 2003–2006.<sup>6</sup> Bicyclists who do not wear helmets are at risk of brain injury that can cause serious problems such as loss of memory, changes in personality, and difficulty learning. Wearing a bicycle helmet can reduce the risk of brain injury by as much as 88%.<sup>7</sup>

### SOURCES

1. New Mexico Department of Transportation, Programs Division, Traffic Safety Bureau. *New Mexico Traffic Crash Information 2006*. Available at: <http://www.unm.edu/~dgrint/dgr.html>. Accessed February 16, 2009.
2. Centers for Disease Control and Prevention. *Web-based Injury Statistics Query and Reporting System (WISQARS)*. (2005) Available at: <http://webappa.cdc.gov/cgi-bin/broker.exe>.
3. New Mexico Department of Health, Epidemiology and Response Division, Office of Injury Prevention. *Injury Hurts New Mexico*. July 2007. Available at: [http://www.health.state.nm.us/pdf/2007-Injury\\_Hurts\\_New\\_Mexico-report.pdf](http://www.health.state.nm.us/pdf/2007-Injury_Hurts_New_Mexico-report.pdf). Accessed February 16, 2009.
4. National Highway Traffic Safety Administration. *Traffic Safety Facts 2004: Occupant protection*. National Highway Traffic Safety Administration Web site. Available at: <http://www-nrd.nhtsa.dot.gov/Pubs/809909.PDF>.
5. National Highway Traffic Safety Administration (NHTSA), Dept. of Transportation (US). *Traffic safety facts 2005: young drivers*. Washington (DC): NHTSA; 2006b Available at: <http://www-nrd.nhtsa.dot.gov/Pubs/810630.PDF>. Accessed February 16, 2009.
6. University of New Mexico, Division of Government of Research. *New Mexico Pedalcyclists in Crashes, 2003-2006*. Available at: <http://www.unm.edu/~dgrint/dgr.html>. Accessed August 12, 2008.
7. Safe Kids WORLDWIDE, Safe KIDS U.S. Summer Safety Ranking Report, May 2007. Available at: [http://www.usa.safekids.org/content\\_documents/Safe\\_Kids\\_U.S.\\_Summer\\_Safety\\_Ranking\\_Report.pdf](http://www.usa.safekids.org/content_documents/Safe_Kids_U.S._Summer_Safety_Ranking_Report.pdf).

---

\* Other safety measures that have decreased NM deaths include minimum drinking age laws, graduated driver licensing programs, air bags, and other mandated safe car design features.

---



## YRRS YOUTH RISK & RESILIENCY SURVEY

The 2007 High School Youth Risk and Resiliency Survey (YRRS) was a survey of 11,328 public school students in grades 9–12 from 105 New Mexico high schools. Topic areas included risk behaviors related to injury, violence, suicidal ideation and attempts, tobacco use, alcohol use, drug use, sexual activity, physical activity and nutrition; resiliency (protective) factors such as relationships in the family, school, community, and with peers; and health status issues such as body weight and asthma. All data were self-reported by students who voluntarily completed the survey.

This report gives results for a subset of 2,638 students selected to provide statewide estimates of behavior. Changes in prevalence over multiple years were analyzed using logistic regression controlling for sex, grade level, and race/ethnicity. The statistical significance of differences in prevalence for the single year 2007 was determined using 95% confidence intervals. Differences outlined in the text of this report are statistically significant unless otherwise noted.

This report and other YRRS reports can be found at:

<http://www.YouthRisk.org>

Data from the national and other state Youth Risk Behavior Surveys can be found at:

<http://www.cdc.gov/HealthyYouth/yrbs/index.htm>

