Traffic Safety Facts
2020 Data

April 2022

DOT HS 813 294

NHTSA

In this fact sheet for 2020 the information is presented as follows.

Alcohol-Impaired Driving

Drivers are considered to be alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. Thus, any fatal crash involving a driver with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired-driving crash, and fatalities occurring in those crashes are considered to be alcohol-impaired-driving fatalities. The term "drunk driving" is used instead of alcohol-impaired driving in some other NHTSA communications and material. The term "driver" refers to the operator of any motor vehicle, including a motorcycle.

Estimates of alcohol-impaired driving are generated using BAC values reported to the Fatality Analysis Reporting System (FARS) and BAC values imputed when they are not reported. In this fact sheet NHTSA uses the term "alcohol-impaired" in evaluating the FARS statistics. **In all cases throughout this fact sheet, use of the term does not indicate that a crash or a fatality was caused by alcohol impairment, only that an alcohol-impaired driver was involved in the crash.** This report also includes BACs of .00 g/dL (no alcohol), .01+ g/dL, and .15+ g/dL solely for comparison purposes.

Key Findings

- In 2020 there were 11,654 fatalities in motor vehicle traffic crashes in which at least one driver was alcohol-impaired. This totaled 30 percent of all traffic fatalities in the United States for the year.
- Fatalities in alcohol-impaired-driving crashes increased by 14.3 percent (10,196 to 11,654 fatalities) from 2019 to 2020.
- One alcohol-impaired-driving fatality occurred every 45 minutes in 2020, on average.
- The 21- to 24-year-old age group and the 25- to 34-year-old age group had the highest percentages (26% each) of alcohol-impaired drivers involved in fatal crashes compared to other age groups in 2020.
- In 2020 there were 4 male alcohol-impaired drivers involved for every female alcohol-impaired driver involved. When compared to all drivers involved in fatal crashes, there were 3 male drivers for every female driver.
- The percentages of alcohol-impaired drivers involved in fatal crashes in 2020 was the highest for motorcycle riders (27%), compared to drivers of passenger cars (23%), light trucks (19%), and large trucks (3%).
- Of the 1,093 traffic fatalities in 2020 among children 14 and younger, 21 percent (229) occurred in alcohol-impaired-driving crashes.
- In 2020, among the 11,654 alcohol-impaired-driving fatalities, 67 percent (7,831) were in crashes in which at least one driver had a BAC of .15 g/dL or higher.
- The rate of alcohol impairment among drivers involved in fatal crashes in 2020 was 3.1 times higher at night than during the day.

U.S. Department of Transportation
National Highway Traffic Safety Administration

1200 New Jersey Avenue SE
Washington, DC 20590

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System. Refer to the end of this publication for more information on FARS.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in transport that originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. The terms "motor vehicle traffic crash" and "traffic crash" are used interchangeably.

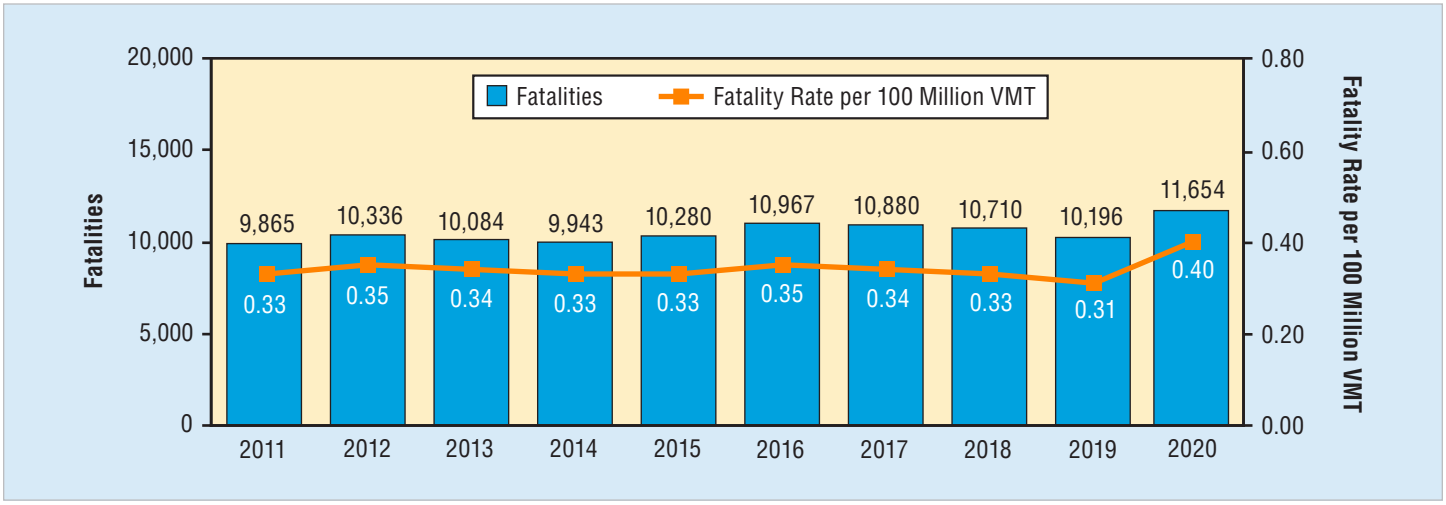
Overview

All 50 States, the District of Columbia, and Puerto Rico have set a threshold making it illegal to drive with a BAC of .08 g/dL or higher. **Note:** Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018. In addition, people under 21 are legally prohibited from drinking alcohol (except in Puerto Rico where the legal drinking age is 18). Operating a commercial vehicle at a BAC of .04 g/dL or above is a violation of Federal regulations and may result in criminal charges.

In 2020 there were 11,654 people killed in alcohol-impaired-driving crashes, an average of 1 alcohol-impaired-driving fatality every 45 minutes. These alcohol-impaired-driving fatalities accounted for 30 percent of all motor vehicle traffic fatalities in the United States in 2020.

Fatalities in alcohol-impaired-driving crashes increased by 14.3 percent (10,196 to 11,654 fatalities) from 2019 to 2020 compared to 6.8-percent increase in overall fatalities between 2019 and 2020. Alcohol-impaired-driving fatalities in the past 10 years increased from 9,865 in 2011 to 11,654 in 2020. The national rate of alcohol-impaired-driving fatalities in motor vehicle crashes in 2020 was 0.40 per 100 million vehicle miles traveled (VMT), up from 0.31 in 2019. The alcohol-impaired-driving fatality rate in the past 10 years has increased by 21 percent, from 0.33 in 2011 to 0.40 in 2020. Figure 1 presents the fatality numbers and rates for the past decade.

Figure 1
Fatalities and Fatality Rate per 100 Million VMT in Alcohol-Impaired-Driving Crashes, 2011–2020



Sources: FARS 2011–2019 Final File, 2020 Annual Report File (ARF); VMT – Federal Highway Administration (FHWA)

Of the 11,654 people who died in alcohol-impaired-driving crashes in 2020, there were 7,281 drivers (62%) who were alcohol-impaired. The remaining fatalities consisted of 1,543 passengers riding with alcohol-impaired drivers (13%), 1,605 occupants of other vehicles (14%), and 1,225 nonoccupants (11%). The distribution of fatalities in these crashes by role is shown in Table 1.

Table 1
Fatalities in Alcohol-Impaired-Driving Crashes, by Role, 2020

Role	Number	Percent
Alcohol-Impaired Drivers	7,281	62%
Passengers Riding With Alcohol-Impaired Drivers	1,543	13%
Subtotal	**8,824**	**76%**
Occupants of Other Vehicles	1,605	14%
Nonoccupants (pedestrians/pedalcyclists/other)	1,225	11%
Total Alcohol-Impaired-Driving Fatalities	**11,654**	**100%**

Source: FARS 2020 ARF
Note: Percentages may not add up to 100 percent due to individual rounding.

Drivers

Table 2 provides information on alcohol-impaired drivers involved (killed or survived) in fatal crashes by the age of the driver as well as sex and vehicle type. In fatal crashes in 2020 the highest percentages of alcohol-impaired drivers were for 21- to 24-year-old and 25- to 34-year-old drivers, respectively (26% each), followed by 35- to 44-year-old drivers (23%). The 10-year comparison of alcohol-impaired drivers involved increased for older drivers when compared to younger drivers.

The percentages of alcohol-impaired drivers involved in fatal crashes in 2020 were 22 percent among males and 16 percent among females. In 2020 there were 4 male alcohol-impaired drivers involved for every female alcohol-impaired driver involved (8,482 versus 2,088). When compared to all drivers involved in fatal crashes, there were 3 male drivers for every female driver.

The percentages of alcohol-impaired drivers involved in fatal crashes in 2020 by vehicle type were 27 percent for motorcycle operators, 23 percent for drivers of passenger cars, and 19 percent for drivers of light-trucks (22% for drivers of pickups, 18% for drivers of SUVs, and 12% for drivers of vans). The percentage of alcohol-impaired drivers in fatal crashes was the lowest for drivers of large trucks (3%).

Table 2

Alcohol-Impaired Drivers Involved in Fatal Crashes, by Age Group, Sex, and Vehicle Type, 2011 and 2020

Drivers Involved in Fatal Crashes	2011			2020			Change in Percentage With BAC=.08+ g/dL 2011 and 2020
		BAC=.08+ g/dL			BAC=.08+ g/dL		
	Total Drivers	Number	Percentage of Total	Total Drivers	Number	Percentage of Total	
Total*	**43,840**	**9,287**	**21%**	**53,890**	**11,022**	**20%**	**-1%**
Age Group							
15–20	4,362	852	20%	4,561	790	17%	-3%
21–24	4,488	1,448	32%	4,884	1,288	26%	-6%
25–34	8,549	2,538	30%	11,933	3,100	26%	-4%
35–44	7,084	1,694	24%	8,896	2,004	23%	-1%
45–54	7,513	1,564	21%	7,731	1,506	19%	-2%
55–64	5,572	763	14%	7,294	1,157	16%	+2%
65–74	2,960	231	8%	4,116	496	12%	+4%
75+	2,528	125	5%	2,810	199	7%	+2%
Sex							
Male	31,918	7,679	24%	39,393	8,482	22%	-2%
Female	11,265	1,553	14%	13,033	2,088	16%	+2%
Vehicle Type							
Passenger Car	17,401	4,103	24%	20,742	4,726	23%	-1%
Light Truck**	16,706	3,551	21%	20,402	3,917	19%	-2%
–Pickup	*7,736*	*1,877*	*24%*	*8,721*	*1,883*	*22%*	*-2%*
–SUV	*6,753*	*1,410*	*21%*	*9,838*	*1,806*	*18%*	*-3%*
–Van	*2,176*	*256*	*12%*	*1,779*	*214*	*12%*	*0%*
Large Truck	3,594	43	1%	4,778	132	3%	+2%
Motorcycle	4,761	1,397	29%	5,711	1,526	27%	-2%

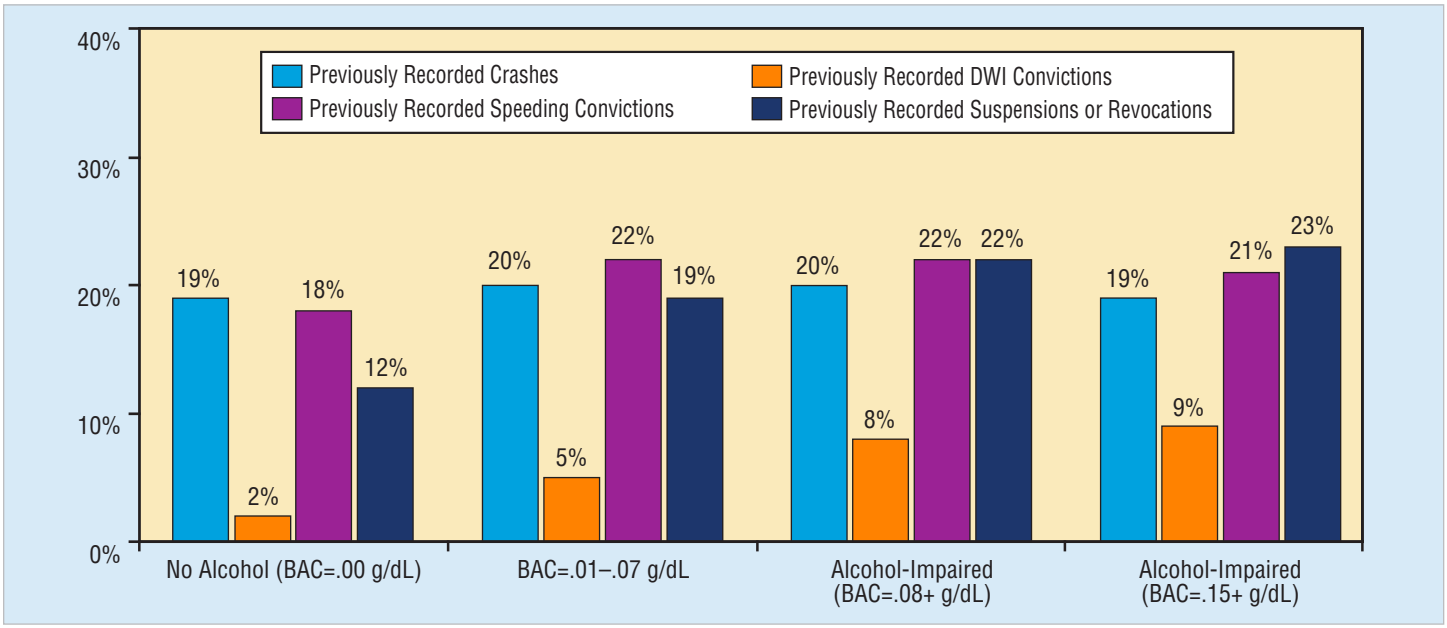
Source: FARS 2011 Final File, 2020 ARF
*Includes unknown age, unknown sex, and other/unknown vehicle type.
**Includes other/unknown light-truck vehicle types.

In 2020 there were 5,508 passenger vehicle drivers killed who were alcohol-impaired (passenger vehicles include passenger cars as well as light trucks such as pickups, SUVs, and vans with gross vehicle weight ratings of 10,000 pounds or less). Of these driver fatalities for whom restraint use was known, 66 percent were unrestrained. Based on known restraint use, 56 percent of passenger vehicle drivers killed who had BACs of .01 to .07 g/dL were unrestrained, 44 percent of passenger vehicle drivers killed who had no alcohol (.00 g/dL) were unrestrained, and 67 percent of passenger vehicle drivers who had BACs of .15 g/dL or higher were unrestrained.

Figure 2 shows information on the driving record of drivers in fatal crashes in 2020 at different BAC levels. There was little difference by BAC level in the percentage of drivers with previously recorded crashes. Alcohol-impaired drivers involved in fatal crashes were 4 times more likely to have prior DWI convictions than were drivers with no alcohol (8% and 2%, respectively).

Figure 2

Percentage of Previous 5-Year Driving Records of Drivers Involved in Fatal Crashes, by BAC, 2020

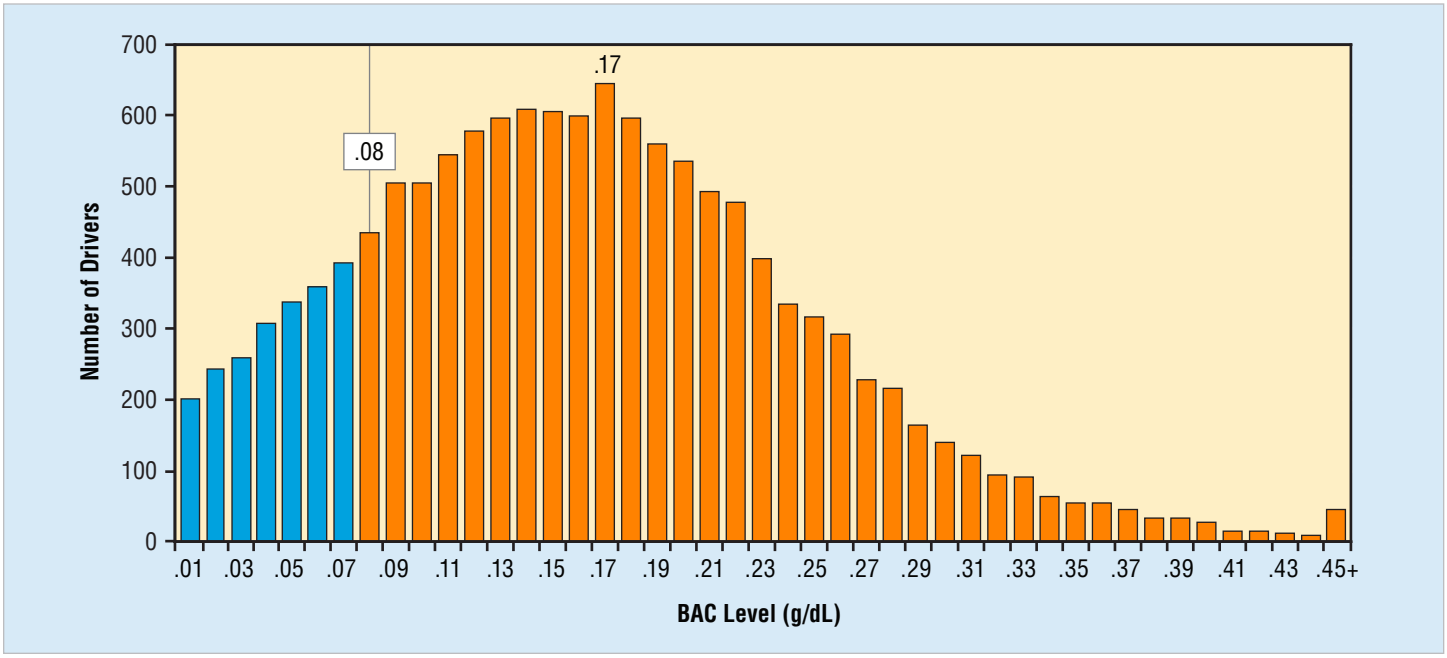


Source: FARS 2020 ARF
Note: Excludes all drivers with previous records that were unknown.

While a BAC of .08 g/dL is considered to be impaired, the large majority of drivers in fatal crashes with any measurable alcohol had levels far higher. Eighty-four percent (11,022) of the 13,105 drivers with BACs of .01 g/dL or higher who were involved in fatal crashes in 2020 had BAC levels at or above .08 g/dL, and 55 percent (7,258) had BAC levels at or above .15 g/dL. In 2020 among the 11,654 alcohol-impaired-driving fatalities, 67 percent (7,831) were in crashes in which at least one driver in the crash had a BAC of .15 g/dL or higher. Figure 3 presents the distribution of BACs for those drivers with any alcohol in their systems. The most frequently recorded BAC among drinking drivers in fatal crashes was at .17 g/dL; the median BAC among drinking drivers was .15 g/dL.

Figure 3

Distribution of BACs for Drivers With BACs of .01 g/dL or Higher Involved in Fatal Crashes, 2020



Source: FARS 2020 ARF

Children

A total of 1,093 children 14 and younger were killed in motor vehicle traffic crashes in 2020. Of these 1,093 fatalities, 229 children (21%) died in alcohol-impaired-driving crashes. Of these 229 child deaths:

- 130 (57%) were passengers of vehicles with alcohol-impaired drivers;
- 65 (28%) were occupants of other vehicles;
- 30 (13%) were nonoccupants (pedestrians, pedalcyclists, or other nonoccupants); and
- 4 (2%) were child drivers.

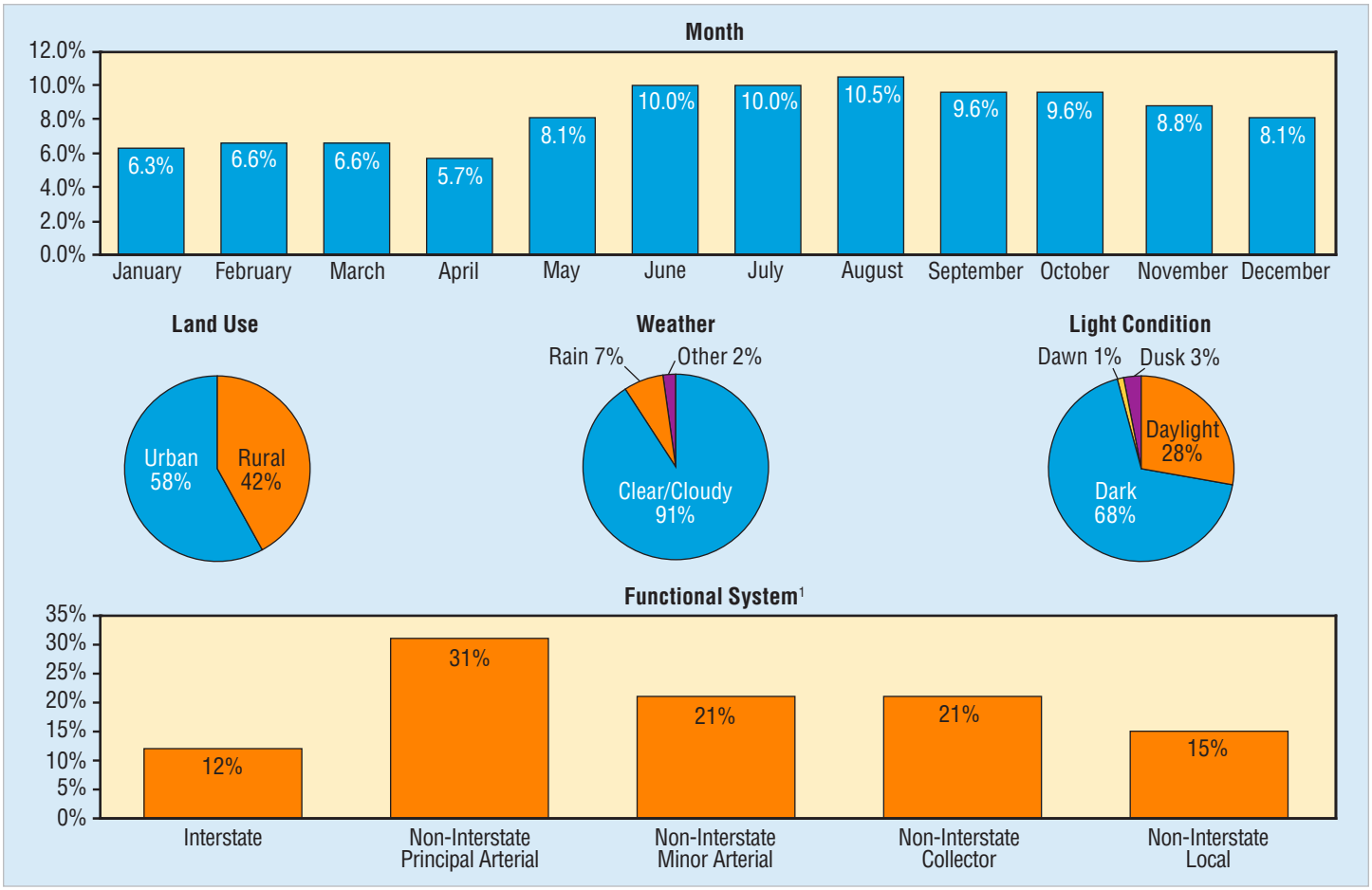
Crash Characteristics

Figure 4 displays information about the setting surrounding alcohol-impaired drivers involved (killed or survived) in fatal crashes in 2020 including month, land use, weather, light condition, and functional system.[1] In 2020 based on known crash characteristic values of alcohol-impaired drivers involved in fatal crashes:

- More occurred in August (10.5%) and June/July, respectively, (10.0% each) than the other months; April had the lowest percentage (5.7%);
- 58 percent occurred in urban areas and 42 percent occurred in rural areas;
- 91 percent occurred in clear/cloudy conditions compared to 7 percent in rainy conditions and 2 percent in other conditions;
- 68 percent occurred in the dark compared to 28 percent in daylight, 3 percent in dusk, and 1 percent in dawn; and
- 88 percent occurred on non-interstate roads compared to 12 percent on interstate roads.

Figure 4

Percentage of Alcohol-Impaired Drivers Involved in Fatal Crashes in 2020, by Month, Land Use, Weather, Light Condition, and Functional System[1]



Source: FARS 2020 ARF
Notes: Unknowns were removed before calculating percentages. Percentages may not add up to 100 percent due to individual rounding.

[1] Definitions for different functional systems can be found at www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

Time of Day and Day of Week

Table 3 presents information on drivers involved (killed or survived) in fatal crashes in 2011 and 2020 by time of day and day of week, as well as single-vehicle and multiple-vehicle crash data. In 2020:

- The rate of alcohol impairment among drivers involved in fatal crashes was 3.1 times higher at night than during the day (31% versus 10%, respectively);
- 32 percent of all drivers involved in single-vehicle fatal crashes were alcohol-impaired, compared to 13 percent in multiple-vehicle fatal crashes; and
- 16 percent of all drivers involved in fatal crashes during the week were alcohol-impaired, compared to 27 percent on weekends.

The biggest drop was for weekend nighttime crashes from 41 percent in 2011 to 34 percent in 2020 (7% difference). The second biggest drop was alcohol-impaired drivers involved in single-vehicle nighttime crashes from 47 percent in 2011 to 41 percent in 2020 (6% difference).

Table 3

Alcohol-Impaired Drivers Involved in Fatal Crashes, by Crash Type, Time of Day, and Day of Week, 2011 and 2020

Drivers Involved in Fatal Crashes	2011			2020			Change in Percentage With BAC=.08+ g/dL 2011 and 2020
		BAC=.08+ g/dL			BAC=.08+ g/dL		
	Total Drivers	Number	Percentage of Total	Total Drivers	Number	Percentage of Total	
Total*	**43,840**	**9,287**	**21%**	**53,890**	**11,022**	**20%**	**-1%**
Crash Type and Time of Day							
Single-Vehicle*	17,976	6,313	35%	20,671	6,706	32%	-3%
Daytime	7,202	1,196	17%	7,819	1,474	19%	+2%
Nighttime	10,593	5,026	47%	12,569	5,103	41%	-6%
Multiple-Vehicle*	25,864	2,974	11%	33,219	4,316	13%	+2%
Daytime	16,258	791	5%	19,101	1,274	7%	+2%
Nighttime	9,585	2,179	23%	14,061	3,035	22%	-1%
Time of Day							
Daytime	23,460	1,987	8%	26,920	2,748	10%	+2%
Nighttime	20,178	7,205	36%	26,630	8,138	31%	-5%
Day of Week and Time of Day							
Weekday*	26,586	3,963	15%	32,672	5,235	16%	+1%
Daytime	17,167	1,150	7%	19,657	1,763	9%	+2%
Nighttime	9,356	2,790	30%	12,893	3,429	27%	-3%
Weekend*	17,199	5,298	31%	21,126	5,753	27%	-4%
Daytime	6,293	837	13%	7,263	985	14%	+1%
Nighttime	10,822	4,416	41%	13,737	4,709	34%	-7%

Source: FARS 2011 Final File, 2020 ARF
*Includes drivers involved in fatal crashes when time of day was unknown.
Daytime – 6 a.m. to 5:59 p.m.
Nighttime – 6 p.m. to 5:59 a.m.
Weekday – Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)
Weekend – Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)

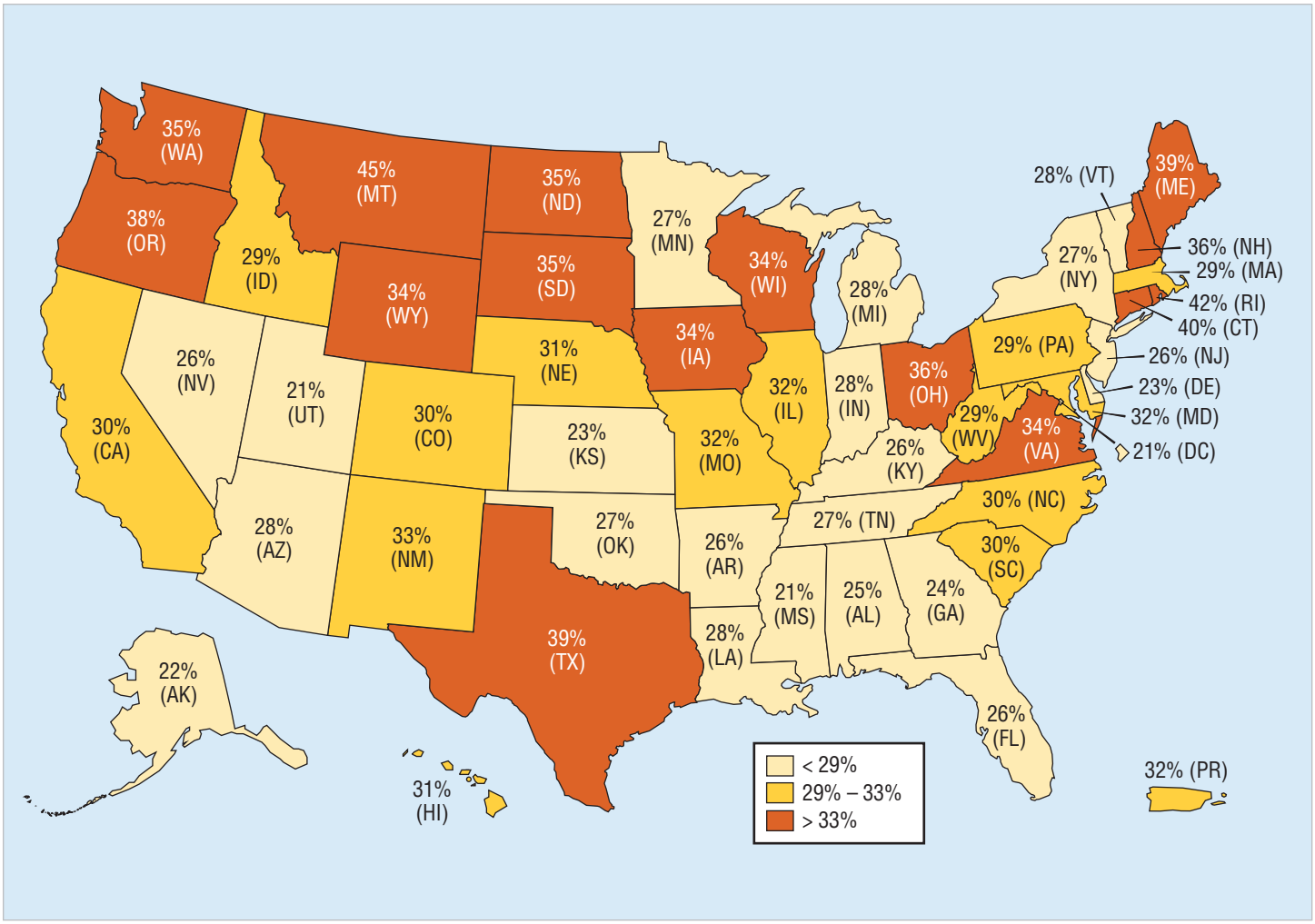
State

Figure 5 contains a color-coded map of the percentage of alcohol-impaired-driving fatalities by State in 2020. Table 4 shows traffic fatalities by State and the highest driver BAC in the crashes in 2020.

- Alcohol-impaired-driving fatalities were highest in Texas (1,495), followed by California (1,159) and Florida (871), and lowest in the District of Columbia (7).
- The percentage of alcohol-impaired-driving fatalities among total traffic fatalities in States ranged from a high of 45 percent (Montana) to a low of 21 percent (the District of Columbia, Mississippi, and Utah), compared to the national average of 30 percent as shown in Figure 5.
- The percentage of fatalities in crashes involving a driver with a BAC of .15 g/dL or higher ranged from a high of 30 percent (Rhode Island) to a low of 12 percent (Utah), compared to the national average of 20 percent.

Figure 5

Percentage of Alcohol-Impaired-Driving Fatalities, by State, 2020



Source: FARS 2020 ARF

Table 4

Traffic Fatalities, by State and Highest Driver BAC in the Crash, 2020

State	Total Fatalities*	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		Alcohol-Impaired			
						BAC=.08+ g/dL		BAC=.15+ g/dL	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
Alabama	934	641	69%	290	31%	236	25%	151	16%
Alaska	64	45	70%	19	30%	14	22%	11	16%
Arizona	1,054	711	67%	341	32%	293	28%	192	18%
Arkansas	638	432	68%	206	32%	166	26%	108	17%
California	3,847	2,474	64%	1,367	36%	1,159	30%	765	20%
Colorado	622	406	65%	214	34%	186	30%	129	21%
Connecticut	295	161	54%	135	46%	118	40%	78	26%
Delaware	116	81	70%	30	26%	27	23%	20	18%
District of Columbia	36	25	69%	11	31%	7	21%	6	16%
Florida	3,331	2,291	69%	1,037	31%	871	26%	571	17%
Georgia	1,664	1,178	71%	481	29%	402	24%	273	16%
Hawaii	85	51	60%	34	40%	27	31%	17	19%
Idaho	214	138	64%	76	36%	61	29%	41	19%
Illinois	1,194	752	63%	441	37%	379	32%	246	21%
Indiana	897	612	68%	285	32%	249	28%	171	19%
Iowa	337	203	60%	134	40%	113	34%	74	22%
Kansas	426	317	74%	108	25%	96	23%	60	14%
Kentucky	780	546	70%	233	30%	199	26%	140	18%
Louisiana	828	536	65%	286	35%	233	28%	171	21%
Maine	164	93	56%	72	44%	64	39%	41	25%
Maryland	567	356	63%	211	37%	183	32%	118	21%
Massachusetts	343	226	66%	115	34%	98	29%	67	19%
Michigan	1,084	719	66%	364	34%	306	28%	205	19%
Minnesota	394	260	66%	132	34%	107	27%	83	21%
Mississippi	752	566	75%	186	25%	162	21%	111	15%
Missouri	987	616	62%	362	37%	312	32%	213	22%
Montana	213	105	49%	108	51%	96	45%	58	27%
Nebraska	233	147	63%	86	37%	73	31%	50	22%
Nevada	317	214	68%	101	32%	83	26%	63	20%
New Hampshire	104	62	59%	43	41%	37	36%	24	23%
New Jersey	584	402	69%	182	31%	151	26%	94	16%
New Mexico	398	253	64%	144	36%	130	33%	89	22%
New York	1,046	695	66%	349	33%	286	27%	195	19%
North Carolina	1,538	1,001	65%	536	35%	454	30%	283	18%
North Dakota	100	59	59%	40	40%	35	35%	27	27%
Ohio	1,230	706	57%	518	42%	448	36%	302	25%
Oklahoma	652	438	67%	209	32%	179	27%	123	19%
Oregon	508	287	56%	221	44%	191	38%	128	25%
Pennsylvania	1,129	750	66%	371	33%	322	29%	219	19%
Rhode Island	67	34	51%	33	49%	28	42%	20	30%
South Carolina	1,064	680	64%	384	36%	315	30%	219	21%
South Dakota	141	84	60%	56	40%	49	35%	36	25%
Tennessee	1,217	838	69%	379	31%	326	27%	211	17%
Texas	3,874	2,138	55%	1,727	45%	1,495	39%	1,018	26%
Utah	276	206	75%	70	25%	58	21%	34	12%
Vermont	62	40	64%	21	34%	18	28%	13	21%
Virginia	850	520	61%	328	39%	286	34%	211	25%
Washington	560	321	57%	238	43%	199	35%	138	25%
West Virginia	267	177	66%	90	34%	76	29%	51	19%
Wisconsin	614	372	61%	242	39%	210	34%	137	22%
Wyoming	127	76	60%	50	39%	44	34%	29	23%
U.S. Total	**38,824**	**25,038**	**64%**	**13,695**	**35%**	**11,654**	**30%**	**7,831**	**20%**
Puerto Rico	242	148	61%	92	38%	77	32%	50	21%

Source: FARS 2020 ARF

*Includes fatalities in crashes in which there was no driver (includes motorcycle riders) present.

Note: Percentages are computed based on unrounded estimates.

Economic Cost for All Traffic Crashes

The estimated economic cost of all motor vehicle traffic crashes in the United States in 2010 (the most recent year for which cost data is available) was $242 billion, of which $44 billion resulted from alcohol-impaired crashes (involving alcohol-impaired drivers or alcohol-impaired nonoccupants). Included in the economic costs are:

- Lost productivity,
- Workplace losses,
- Legal and court expenses,
- Medical costs,
- Emergency medical services,
- Insurance administration,
- Congestion, and
- Property damage.

These costs represent the tangible losses that result from motor vehicle traffic crashes. However, in cases of serious injury or death, such costs fail to capture the relatively intangible value of lost quality-of-life that results from these injuries. When quality-of-life valuations are considered, the total value of societal harm from motor vehicle traffic crashes in the United States in 2010 was an estimated $836 billion, of which $201.1 billion resulted from alcohol-impaired crashes. For further information on cost estimates, see *The Economic and Societal Impact of Motor Vehicle Crashes, 2010 (Revised).*[2]

[2] Blincoe, L. J., Miller, T. R., Zaloshnja, E., & Lawrence, B. A. (2014). *The economic and societal impact of motor vehicle crashes, 2010* (Revised. Report No. DOT HS 812 013). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812013

Important Safety Reminders

The best way to prevent alcohol-impaired driving is to never drive after drinking. When your plans involve drinking alcohol, follow these safety tips. Take a taxi or ride-hailing service to your destination to stop yourself from driving home after drinking.

- Always plan your safe ride home before you go out, choose a non-drinking friend as a designated driver.
- If you do drink, call a taxi, a ride-hailing service, or a sober friend to take you home.

Ways to support your friends and family:

- If you're hosting a party where alcohol is served, ask your guests to plan ahead and designate a sober driver before they arrive; offer alcohol-free beverages, and make sure all guests get home safely.
- If someone you know has been drinking, don't let them drive. Take their keys and arrange a sober ride home for them or have them stay for the night.

Ways to protect yourself and others against impaired drivers:

- Always wear your seat belt — it's your best defense against impaired drivers.
- If you see an impaired driver on the road, pull over and contact local law enforcement. Your actions could help save someone's life.

— NHTSA's Research and Program Development

Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a public trafficway that results in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized the following year to the final version known as the Final File. The additional time between the ARF and the Final File provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. More information on FARS can be found at www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2020 ARF, the 2019 Final File was released to replace the 2019 ARF. The final fatality count in motor vehicle traffic crashes for 2019 was 36,355, which was updated from 36,096 in the 2019 ARF. The number of alcohol-impaired-driving fatalities from the 2019 Final File was 10,196, which was updated from 10,142 from the 2019 ARF.

The 2017 and 2018 Final Files have been amended, but this amendment did not change the overall number of fatal crashes or fatalities.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2022, April). *Alcohol-impaired driving: 2020 data* (Traffic Safety Facts. Report No. DOT HS 813 294). National Highway Traffic Safety Administration.

For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www-odi.nhtsa.dot.gov/VehicleComplaint/.

The following data tools and resources can be found at https://cdan.nhtsa.gov/.

- Fatal Motor Vehicle Crash Data Visualizations
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- Bicyclists and Other Cyclists
- Children
- Large Trucks
- Motorcycles
- Occupant Protection in Passenger Vehicles
- Older Population
- Passenger Vehicles
- Pedestrians
- Rural/Urban Comparison of Traffic Fatalities
- School-Transportation-Related Crashes
- Speeding
- State Alcohol-Impaired-Driving Estimates
- State Traffic Data
- Summary of Motor Vehicle Crashes
- Young Drivers

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data*. The fact sheets and Traffic Safety Facts annual report can be found at https://crashstats.nhtsa.dot.gov/.

U.S. Department of Transportation

National Highway Traffic Safety Administration