



Time of Day and Demographic Perspective Of Fatal Alcohol-Impaired-Driving Crashes

Alcohol-impaired driving continues to be one of the major problems on our Nation's highways. Drivers are considered to be alcohol-impaired when their blood alcohol concentration (BAC) is .08 grams per deciliter (g/dL) or higher. Thus, any crash involving a driver with a BAC of .08 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. This research note reviews characteristics of fatal alcohol-impaired-driving crashes using data from the Fatality Analysis Reporting System (FARS).

The *number* of overall motor vehicle crash fatalities has decreased over the past several years. From 2008 to 2009, there was a 9.7 percent decrease in fatalities, from 37,423 to 33,808. In the same year, alcohol-impaired-driving fatalities decreased from 11,711 to 10,839, a decrease of 7.4 percent. The *percentage* of motor vehicle crash fatalities that are alcohol-impaired driving related, however,

has changed little over the years. In 2008, it was 31 percent of all fatalities, and 32 percent in 2009.

Time of Day

Overall, about one-third of all fatal crashes involve alcohol-impaired drivers. However, during certain hours of the day, these crashes occur more frequently (see Table 1). In 2009, from midnight to 3 a.m., two-thirds of fatal crashes involved an alcohol-impaired driver—twice the overall average. Two-thirds of all motor vehicle fatalities between the hours of midnight and 3 a.m. occurred in alcohol-impaired-driving crashes, and more than half (55%) of drivers involved in fatal crashes at those hours, were alcohol-impaired. Other times of day with especially high percentages of alcohol-impaired-driving were 6 p.m. to midnight, and 3 a.m. to 6 a.m. The numbers and percents across fatal crashes, fatalities, and drivers involved are relatively consistent.

Table 1
Fatal Crashes, Fatalities and Drivers Involved in Alcohol-Impaired-Driving (AID) Crashes by Time of Day, 2009

Time of Day	Fatal Crashes			Fatalities			Drivers Involved		
	Total	AID	% AID	Total	AID	% AID	Total	AID	% AID
9 a.m. to Noon	2,934	253	9%	3,236	294	9%	4,797	254	5%
Noon to 3 p.m.	3,981	452	11%	4,404	506	11%	6,526	458	7%
3 p.m. to 6 p.m.	4,944	957	19%	5,468	1,047	19%	7,963	977	12%
6 p.m. to 9 p.m.	4,988	1,629	33%	5,420	1,786	33%	7,229	1,672	23%
9 p.m. to Midnight	4,359	2,024	46%	4,767	2,227	47%	5,849	2,088	36%
Midnight to 3 a.m.	3,957	2,599	66%	4,378	2,896	66%	4,920	2,706	55%
3 a.m. to 6 a.m.	2,587	1,345	52%	2,824	1,487	53%	3,315	1,388	42%
6 a.m. to 9 a.m.	2,798	429	15%	3,041	463	15%	4,339	434	10%
Total*	30,797	9,813	32%	33,808	10,839	32%	45,230	10,102	22%

Source: FARS 2009 Annual Report File (ARF)

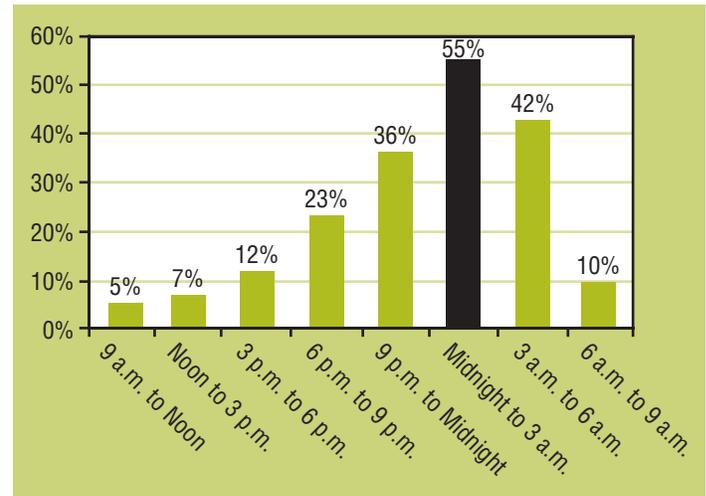
*Total includes fatalities during unknown time of day.

Overall, an average of one alcohol-impaired-driving fatality occurred every 48 minutes in 2009. However, these fatalities did not occur evenly throughout the day. Table 2 shows, for each three-hour increment of the day, the total number of traffic fatalities, the number of alcohol-impaired-driving fatalities, and the percentage of fatalities that were in alcohol-impaired crashes. Table 2 also shows the average number of total and alcohol-impaired-driving traffic fatalities per hour for each timeframe. During midnight to 3 a.m., there was an average of four fatalities per hour, with three of those occurring in alcohol-impaired-driving crashes. From 3 p.m. to 6 p.m., on the other hand, there were more traffic fatalities—an average of five per hour—but only one involved in an alcohol-impaired-driving crash. Table 2 also shows that, from midnight to 3 a.m., there was an average of one traffic fatality every 15 minutes, while from 3 p.m. to 6 p.m. there was an average of one every 12 minutes. This result was simply due to a larger number of fatalities during the latter time frame. Looking only at alcohol-impaired-driving fatalities, however, there was an average of one every 23 minutes (nearly 3 per hour) from midnight to 3 a.m., compared to one every 63 minutes (less than 1 per hour) from 3 p.m. to 6 p.m.

The percentage of alcohol-impaired drivers involved in fatal crashes by time of day also remains consistent from year to year. Figure 1 shows the percentage of alcohol-impaired drivers by time of day within 3-hour groupings. Midnight to 3 a.m. has, by far, the highest percentage of alcohol-impaired drivers involved in fatal crashes, more than 10 percentage points higher than

the next highest time frame. Recall for comparison that overall, 22 percent of drivers involved in fatal crashes were alcohol-impaired. Since the primary interest is on impaired driving, the remainder of this research note will focus primarily on the drivers involved.

Figure 1
Percentage of Impaired Drivers Involved in Fatal Motor Vehicle Traffic Crashes by Time of Day, 2009



Source: FARS 2009 (ARF)

Table 3 exhibits this information for the last 10 years. The same data is shown graphically in Figure 2, illustrating the hours most likely to involve alcohol-impaired driving, as well as the consistency from year to year. While the *number* of fatalities in alcohol-impaired-driving crashes decreased by nearly 20 percent over these 10 years, from 13,324 in 2000 to 10,839 in 2009, the *percentages* by time of day changed very little.

Table 2

Average Fatalities per Hour in Fatal and AID Fatal Motor Vehicle Traffic Crashes, by Time of Day in 3-Hour Periods, 2009

Time of Day	Fatalities			**Fatalities/Hour		**One Fatality Every ___ Minutes	
	Total	AID	% AID	Total	AID	Total	AID
9 a.m. to noon	3,236	294	9%	3	< 1	20	223
Noon to 3 p.m.	4,404	506	11%	4	< 1	15	130
3 p.m. to 6 p.m.	5,468	1,047	19%	5	1	12	63
6 p.m. to 9 p.m.	5,420	1,786	33%	5	2	12	37
9 p.m. to midnight	4,767	2,227	47%	4	2	14	30
Midnight to 3 a.m.	4,378	2,896	66%	4	3	15	23
3 a.m. to 6 a.m.	2,824	1,487	53%	3	1	23	44
6 a.m. to 9 a.m.	3,041	463	15%	3	< 1	22	142
Total*	33,808	10,839	32%	4	1	16	48

Source: FARS 2009 (ARF)

*Total includes fatalities during unknown time of day.

**Fatalities per hour and by number of minutes have been rounded to the nearest whole number.

Table 3

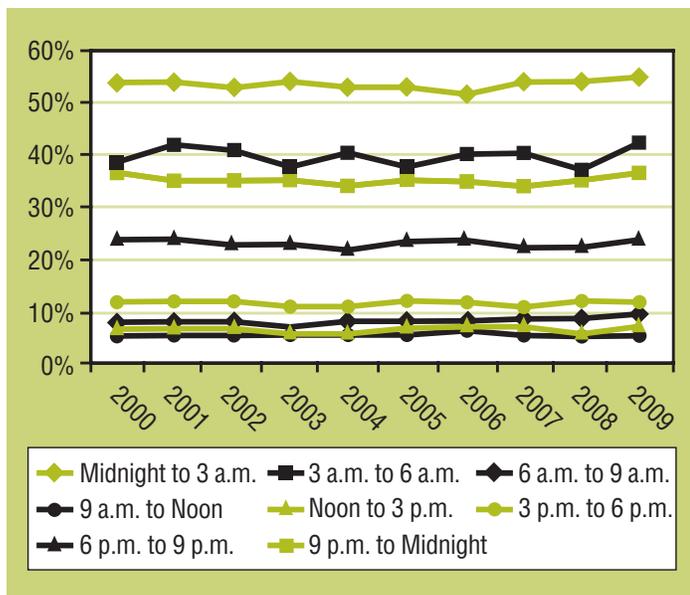
Percentage of Alcohol-Impaired Drivers (BAC .08+) Involved in Fatal Motor Vehicle Traffic Crashes, by Year and Time of Day

Time of Day	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
9 a.m. to noon	5%	5%	5%	5%	5%	5%	6%	5%	5%	5%
Noon to 3 p.m.	7%	7%	7%	6%	6%	7%	7%	7%	6%	7%
3 p.m. to 6 p.m.	12%	12%	12%	11%	11%	12%	12%	11%	12%	12%
6 p.m. to 9 p.m.	24%	24%	23%	23%	22%	23%	23%	22%	22%	23%
9 p.m. to midnight	37%	35%	35%	35%	34%	35%	35%	34%	35%	36%
Midnight to 3 a.m.	54%	54%	53%	54%	53%	53%	52%	54%	54%	55%
3 a.m. to 6 a.m.	39%	42%	41%	38%	40%	38%	40%	40%	38%	42%
6 a.m. to 9 a.m.	8%	8%	8%	7%	8%	8%	8%	9%	9%	10%
Unknown	58%	54%	57%	51%	52%	52%	50%	51%	45%	43%
Total	21%	21%	21%	21%	21%	21%	22%	22%	22%	22%

Source: FARS 2000 to 2008 (Final) and 2009 (ARF)

Figure 2

Percentage of Alcohol-Impaired Drivers in Fatal Crashes, By Time of Day, 2000-2009



Source: FARS 2009 (ARF)

Table 4

Percentage of Alcohol-Impaired Drivers (BAC .08+) Involved in Fatal Motor Vehicle Traffic Crashes, by Age Group and Year

Year	15-20	21-24	25-29	30-34	35-44	44-54	55-64	65-74	75+
2005	17%	33%	30%	27%	24%	19%	13%	7%	4%
2006	19%	33%	30%	28%	25%	19%	13%	8%	5%
2007	18%	34%	30%	27%	25%	20%	12%	7%	4%
2008	17%	34%	32%	28%	25%	20%	12%	6%	4%
2009	19%	35%	33%	29%	26%	22%	13%	7%	3%

Source: FARS 2005 to 2008 (Final) and 2009 (ARF)

Weekends and nighttime present much higher percentages of alcohol-impaired drivers involved in fatal crashes than do weekdays. The rate of alcohol-impaired drivers involved in fatal crashes in 2009 was four times higher at nighttime (37%), defined as 6 p.m. to 5:59 a.m., than during the day (9%) in 2009. Drivers involved in fatal crashes were twice as likely to be alcohol-impaired on weekends (31%), defined as Friday 6 p.m. to Monday 5:59 a.m., than during the week (16%).

Driver Demographics

Fatal crash data has consistently shown that drivers 21 to 24 years old have the highest level of involvement in alcohol-impaired fatal crashes, compared to drivers of other age groups (see Table 4). In 2009, more than one-third (35%) of 21- to 24-year-old drivers involved in fatal crashes were alcohol-impaired. In contrast, less than one-fourth (22%) of the total drivers involved in fatal crashes were alcohol-impaired (Table 1). While drivers 21 to 24 constituted 10 percent of all drivers involved

in fatal crashes in 2009, they constituted 16 percent of all alcohol-impaired drivers involved in fatal crashes, making them the most over-involved age group for alcohol-impaired drivers. Although minimum-age drinking laws exist in all 50 States, the District of Columbia, and Puerto Rico, nearly 20 percent of drivers in the under-21 age group involved in fatal crashes had BACs of .08 or more.

Table 5 looks at the data subdivided by gender. Note that across age groups, male drivers involved in fatal crashes were far more likely to have been alcohol-impaired than were female drivers. In addition, this pattern shows very little variation across the years.

Motorcycle riders had the highest rate of alcohol impairment (29% in 2009) among drivers of all vehicle types. Large-truck drivers (2%) had by far the lowest rates of alcohol impairment. From 2000 to 2009, the percent of alcohol-impaired passenger vehicle (passenger cars, pickups, vans and Sport Utility Vehicles [SUVs]) drivers involved in fatal crashes was about 23%, and remained virtually unchanged among each of the vehicle types. Pickup truck drivers continued to have the highest percentage (27% in 2009) of alcohol impairment compared to other passenger vehicle drivers. Passenger car and SUV drivers each had a rate of 23 percent alcohol impairment in fatal crashes in 2009. The percentage of

alcohol-impaired van drivers (12%) involved in fatal crashes continued to be substantially lower than that of other passenger vehicle drivers.

Regardless of time of day, drivers involved in single-vehicle fatal crashes are more likely to be alcohol impaired than are those drivers involved in multiple-vehicle crashes. Overall, 37 percent of drivers in single-vehicle crashes in 2009 were alcohol impaired, compared to 12 percent of those in multiple-vehicle crashes. Looking only at the hours from midnight to 3 a.m., 66 percent of drivers in single-vehicle crashes, and 37 percent of drivers in multiple-vehicle crashes, were alcohol-impaired.

The most frequently recorded BAC level among drivers in fatal crashes with positive BACs was .17, more than twice the per se limit in all States, DC, and Puerto Rico. Of the 12,012 drivers with BACs of .01 or higher who were involved in fatal crashes in 2009:

- 10,102 (84%) had BAC levels at or above .08; and
- 6,685 (56%) had BAC levels at or above .15.

Data for 2009 by State, for drivers involved in fatal crashes, by BAC and age groups, are shown in Table 6. The percentage of those that were alcohol-impaired is given for each age group within the State. State totals for all ages are presented in the last section of the table.

Table 5

Percentage of Alcohol-Impaired (BAC .08+) Drivers Involved in Fatal Motor Vehicle Traffic Crashes, by Age Group, Gender and Year

Year	15-20	21-24	25-34	35-44	44-54	55-64	65-74	75+	*All Drivers
Male									
2005	20%	37%	32%	26%	21%	14%	8%	5%	24%
2006	21%	36%	32%	27%	21%	15%	9%	6%	24%
2007	21%	39%	33%	27%	22%	14%	9%	4%	24%
2008	20%	38%	35%	28%	23%	15%	8%	5%	25%
2009	22%	38%	36%	29%	25%	15%	8%	4%	25%
Female									
2005	10%	19%	19%	18%	14%	7%	4%	2%	13%
2006	12%	22%	20%	21%	13%	8%	5%	3%	15%
2007	10%	20%	18%	17%	14%	6%	4%	2%	13%
2008	10%	22%	17%	18%	13%	5%	2%	1%	13%
2009	12%	23%	20%	16%	14%	7%	3%	2%	14%

Source: FARS 2005 to 2008 (Final) and 2009 (ARF)

*Total includes drivers under age 15 and those of unknown age.

Table 6
Drivers Involved in Fatal Crashes by Driver's BAC, Age Group, and State

State	15-20					21-24					25-34				
	BAC ≤ .07		BAC ≥ .08		Total	BAC ≤ .07		BAC ≥ .08		Total	BAC ≤ .07		BAC ≥ .08		Total
	#	%	#	%	#	#	%	#	%	#	#	%	#	%	#
Alabama	119	87	17	13	136	75	69	33	31	108	135	66	69	34	203
Alaska	7	70	3	30	10	6	86	1	14	7	17	77	5	23	22
Arizona	80	86	13	14	93	62	67	31	33	93	150	74	53	26	203
Arkansas	71	84	13	16	84	44	72	18	28	62	120	74	41	26	161
California	344	80	83	20	427	333	66	170	34	503	592	70	250	30	842
Colorado	52	83	11	17	63	37	54	32	46	69	80	67	40	34	120
Connecticut	23	73	8	27	31	21	58	16	42	37	46	61	29	39	75
Delaware	19	82	4	18	23	8	55	7	45	15	24	82	5	18	29
Dist of Columbia	1	50	1	50	2	3	100	0	0	3	10	74	3	26	13
Florida	302	85	53	15	355	269	71	111	29	380	466	72	184	28	650
Georgia	126	87	19	13	145	135	73	49	27	184	261	71	104	29	365
Hawaii	7	42	9	58	16	13	56	10	44	23	13	46	15	54	28
Idaho	31	81	7	19	38	13	62	8	38	21	35	74	12	26	47
Illinois	94	79	25	21	119	75	57	56	43	131	194	69	89	31	283
Indiana	101	88	14	12	115	67	71	27	29	94	115	66	59	34	174
Iowa	53	85	9	15	62	29	75	10	25	39	70	75	24	25	94
Kansas	48	70	21	30	69	29	58	21	42	50	60	62	37	38	97
Kentucky	116	89	14	11	130	84	80	21	20	105	153	72	60	28	213
Louisiana	102	78	29	22	131	75	65	40	35	115	161	73	58	27	219
Maine	15	76	5	25	20	16	69	7	31	23	34	72	13	28	47
Maryland	74	82	17	18	91	46	68	22	32	68	107	70	46	30	153
Massachusetts	42	87	6	13	48	42	66	22	34	64	56	69	26	31	82
Michigan	132	88	18	12	150	66	71	27	29	93	155	69	69	31	224
Minnesota	60	87	9	13	69	31	74	11	26	42	58	66	29	34	87
Mississippi	93	78	26	22	119	45	64	25	36	70	121	70	53	30	174
Missouri	109	76	34	24	143	70	60	48	40	118	124	66	64	34	188
Montana	32	79	9	21	40	17	63	10	37	27	27	61	17	39	44
Nebraska	45	87	6	13	51	15	56	12	44	27	49	75	16	25	65
Nevada	31	85	6	15	37	27	70	12	30	38	37	74	13	26	50
New Hampshire	11	66	5	34	16	12	85	2	15	14	8	59	5	41	13
New Jersey	70	87	11	13	81	47	65	25	35	71	99	73	37	27	135
New Mexico	36	65	19	35	55	30	62	19	38	49	65	75	22	25	87
New York	149	85	26	15	175	110	67	54	33	164	195	69	87	31	282
North Carolina	176	87	26	13	202	123	65	66	35	189	249	74	86	26	335
North Dakota	12	60	8	40	20	13	71	5	29	18	15	49	15	51	30
Ohio	152	87	23	13	175	70	67	35	33	105	155	66	79	34	234
Oklahoma	94	84	18	16	112	60	64	34	36	93	112	69	50	31	162
Oregon	36	77	10	23	46	32	66	17	34	49	64	71	26	29	90
Pennsylvania	169	85	30	15	199	111	67	55	33	166	181	65	95	35	276
Rhode Island	6	54	5	46	11	5	49	5	51	10	8	50	8	50	15
South Carolina	92	74	33	26	125	57	55	48	45	105	127	56	101	44	228
South Dakota	11	58	8	42	19	8	54	7	46	15	18	65	9	35	27
Tennessee	121	83	26	17	147	86	65	45	35	131	178	69	78	31	256
Texas	398	76	124	24	522	277	62	173	38	450	541	61	347	39	888
Utah	45	93	4	7	49	30	89	4	11	34	52	89	7	11	59
Vermont	8	80	2	20	10	2	32	4	68	6	4	57	3	43	7
Virginia	88	79	23	21	111	67	59	47	41	114	125	68	60	32	185
Washington	68	76	22	24	90	38	54	33	46	71	83	64	47	36	130
West Virginia	39	73	15	27	53	29	66	15	34	44	56	68	27	32	83
Wisconsin	63	73	24	27	87	37	50	37	50	74	76	66	39	34	115
Wyoming	18	68	8	32	26	10	62	6	38	16	11	50	10	50	21
National	4,190	81	958	19	5,148	3,009	65	1,588	35	4,597	5,888	68	2,722	32	8,610
Puerto Rico	44	91	4	9	48	48	70	21	30	69	90	72	35	28	124

Source: FARS 2009 (ARF). National totals do not include Puerto Rico.

Table 6 (cont.)
Drivers Involved in Fatal Crashes by Driver's BAC, Age Group, and State

State	35-44					45-54					55-64				
	BAC ≤ .07		BAC ≥ .08		Total	BAC ≤ .07		BAC ≥ .08		Total	BAC ≤ .07		BAC ≥ .08		Total
	#	%	#	%	#	#	%	#	%	#	#	%	#	%	#
Alabama	146	70	63	30	209	151	78	43	22	194	116	85	20	15	136
Alaska	12	83	2	17	14	14	78	4	22	18	8	89	1	11	9
Arizona	120	74	41	26	161	121	80	30	20	151	96	90	11	10	107
Arkansas	111	78	32	22	143	112	76	34	24	146	73	90	9	10	81
California	561	79	148	21	709	605	84	115	16	720	411	88	55	12	466
Colorado	90	74	31	26	121	100	80	24	20	124	69	87	10	13	79
Connecticut	30	66	16	34	46	26	57	20	43	46	31	85	5	15	36
Delaware	20	64	12	36	32	13	55	10	45	23	10	86	2	14	11
Dist of Columbia	5	60	3	40	8	5	100	0	0	5	1	100	0	0	1
Florida	438	76	140	24	577	421	76	131	24	552	354	87	54	13	408
Georgia	257	80	63	20	320	232	84	45	16	277	194	88	26	12	220
Hawaii	22	86	4	14	25	11	64	6	36	17	16	84	3	16	19
Idaho	34	71	14	29	48	42	81	10	19	52	29	92	2	8	31
Illinois	170	75	57	25	227	169	80	43	20	212	129	92	12	8	141
Indiana	140	74	48	26	188	143	81	34	19	177	102	88	13	12	115
Iowa	64	74	22	26	86	75	82	17	18	92	47	88	7	12	54
Kansas	47	62	28	38	75	61	75	20	25	81	38	74	13	26	51
Kentucky	149	76	46	24	195	155	84	29	16	184	128	94	8	6	136
Louisiana	125	67	60	33	185	126	75	43	25	169	66	76	21	24	87
Maine	30	79	8	21	38	35	79	10	21	45	27	91	3	9	30
Maryland	96	85	17	15	112	129	82	29	18	157	73	87	11	13	84
Massachusetts	46	70	20	30	66	50	78	15	22	65	40	85	7	15	47
Michigan	156	78	43	22	199	174	78	50	22	224	128	92	11	8	139
Minnesota	69	77	20	23	89	85	81	20	19	105	67	91	6	9	73
Mississippi	113	71	46	29	158	103	73	37	27	140	73	80	19	20	92
Missouri	133	70	58	30	191	151	77	44	23	195	126	89	15	11	141
Montana	34	65	18	35	52	29	69	13	31	42	24	85	4	15	28
Nebraska	44	83	9	17	53	44	79	12	21	56	28	87	4	13	32
Nevada	46	75	15	25	61	59	89	7	11	66	35	82	8	18	43
New Hampshire	17	87	3	13	20	33	84	6	16	39	18	84	4	16	22
New Jersey	125	81	29	19	154	120	87	18	13	138	83	92	7	8	90
New Mexico	55	70	23	30	78	51	79	13	21	64	56	94	4	6	60
New York	207	80	51	20	258	209	83	44	17	253	141	90	15	10	156
North Carolina	236	79	63	21	299	227	78	65	22	292	203	90	23	10	226
North Dakota	14	65	7	35	21	20	80	5	20	25	24	82	5	18	29
Ohio	192	70	81	30	273	212	81	51	19	263	164	91	16	9	180
Oklahoma	126	74	44	26	170	126	74	44	26	170	85	82	18	18	103
Oregon	57	70	25	30	82	65	76	21	24	86	46	86	8	14	54
Pennsylvania	207	74	72	26	279	235	76	75	24	310	181	87	28	13	209
Rhode Island	10	61	6	39	16	18	77	5	23	23	6	84	1	16	7
South Carolina	132	65	72	35	204	119	66	62	34	180	137	81	32	19	169
South Dakota	15	68	7	32	22	14	66	7	34	21	19	86	3	14	22
Tennessee	159	77	47	23	205	173	75	57	25	230	139	85	25	15	164
Texas	537	70	231	30	767	478	72	183	28	661	373	85	67	15	440
Utah	56	84	11	16	67	50	85	9	15	59	36	93	3	7	39
Vermont	10	59	7	41	17	21	80	5	20	26	14	93	1	7	15
Virginia	100	71	41	29	141	125	77	37	23	162	101	86	16	14	117
Washington	58	61	37	39	95	65	67	32	33	97	75	91	7	9	82
West Virginia	51	70	22	30	73	50	78	14	22	64	60	83	12	17	72
Wisconsin	68	63	39	37	107	101	74	35	26	135	89	85	15	15	104
Wyoming	15	71	6	29	21	20	66	11	34	31	19	97	1	3	19
National	5,751	74	2,006	26	7,757	5,970	78	1,694	22	7,664	4,607	87	669	13	5,276
Puerto Rico	60	81	14	19	74	40	80	10	20	50	30	80	7	20	37

Source: FARS 2009 (ARF). National totals do not include Puerto Rico.

Table 6 (cont.)

Drivers Involved in Fatal Crashes by Driver's BAC, Age Group, and State

State	65-74					75 +					Total*				Total Drivers Involved
	BAC ≤ .07		BAC ≥ .08		Total	BAC ≤ .07		BAC ≥ .08		Total	BAC ≤ .07		BAC ≥ .08		
	#	%	#	%	#	#	%	#	%	#	#	%	#	%	
Alabama	66	90	7	10	73	60	97	2	3	62	878	77	259	23	1,137
Alaska	5	100	0	0	5	3	100	0	0	3	72	81	17	19	88
Arizona	61	92	5	8	66	52	96	2	4	54	779	79	202	21	981
Arkansas	58	98	1	2	59	25	91	3	9	27	619	80	151	20	770
California	204	94	12	6	216	179	97	6	3	185	3,313	79	868	21	4,180
Colorado	33	91	3	9	36	37	99	0	1	37	500	77	153	23	653
Connecticut	13	98	0	2	13	14	100	0	0	14	206	69	94	31	300
Delaware	9	97	0	3	9	10	94	1	6	11	113	73	41	27	154
Dist of Columbia	0	0	0	0	0	1	100	0	0	1	28	75	9	25	37
Florida	233	92	20	8	252	211	97	6	3	217	2,772	80	715	20	3,487
Georgia	118	98	3	2	121	79	96	4	4	83	1,424	82	318	18	1,741
Hawaii	5	100	0	0	5	2	100	0	0	2	91	65	49	35	139
Idaho	27	100	0	0	27	16	98	0	3	16	232	81	55	19	287
Illinois	65	95	3	5	68	86	99	1	1	87	1,004	77	292	23	1,296
Indiana	65	96	3	4	68	50	99	0	1	50	790	80	201	20	991
Iowa	32	91	3	9	35	38	99	0	1	38	411	82	92	18	503
Kansas	30	84	6	16	36	34	94	2	6	36	347	70	151	30	498
Kentucky	75	93	5	7	80	62	99	0	1	62	926	83	183	17	1,110
Louisiana	49	84	9	16	58	47	96	2	4	49	765	74	267	26	1,032
Maine	15	100	0	0	15	17	93	1	7	18	189	80	47	20	236
Maryland	53	92	4	8	57	39	95	2	5	41	626	81	151	19	776
Massachusetts	28	94	2	6	30	29	93	2	7	31	337	77	100	23	437
Michigan	70	95	4	5	74	103	98	2	2	105	1,010	82	229	18	1,239
Minnesota	40	100	0	0	40	41	97	1	3	42	454	82	98	18	551
Mississippi	44	89	6	11	49	41	93	3	7	44	640	75	217	25	857
Missouri	74	95	4	5	78	68	95	4	5	72	867	76	274	24	1,141
Montana	18	86	3	14	21	16	99	0	1	16	197	73	74	27	271
Nebraska	13	92	1	8	14	22	100	0	0	22	265	81	62	19	327
Nevada	21	92	2	8	23	12	99	0	1	12	271	81	64	19	335
New Hampshire	9	82	2	18	11	9	100	0	0	9	117	81	27	19	144
New Jersey	58	91	5	9	63	69	96	3	4	72	685	83	139	17	824
New Mexico	28	97	1	3	29	27	100	0	0	27	350	77	104	23	454
New York	80	91	8	9	87	95	96	4	4	99	1,212	80	302	20	1,514
North Carolina	104	96	4	4	108	91	97	3	3	94	1,429	81	343	19	1,772
North Dakota	8	99	0	1	8	16	99	0	1	16	122	72	46	28	168
Ohio	88	91	8	9	96	81	99	1	1	82	1,127	79	296	21	1,423
Oklahoma	67	94	5	6	72	46	97	1	3	47	726	77	216	23	942
Oregon	35	99	0	1	35	36	97	1	3	37	378	78	109	22	487
Pennsylvania	114	93	9	7	123	145	98	3	2	148	1,354	79	368	21	1,722
Rhode Island	7	89	1	11	8	7	99	0	1	7	67	68	32	32	99
South Carolina	67	93	5	8	72	57	94	4	6	61	794	69	357	31	1,151
South Dakota	8	100	0	0	8	8	98	0	3	8	100	70	43	30	143
Tennessee	78	92	7	8	85	74	96	3	4	77	1,015	78	290	22	1,305
Texas	188	90	20	10	208	132	93	10	7	142	2,984	72	1,179	28	4,163
Utah	20	99	0	1	20	16	99	0	1	16	308	89	37	11	345
Vermont	7	88	1	13	8	8	99	0	1	8	74	76	23	24	97
Virginia	63	93	5	7	68	59	99	1	1	60	735	76	230	24	965
Washington	30	87	5	13	35	24	89	3	11	27	445	70	189	30	634
West Virginia	30	96	1	4	31	27	100	0	0	27	343	76	106	24	449
Wisconsin	50	90	5	10	55	43	94	3	6	45	531	73	196	27	727
Wyoming	10	100	0	0	10	4	100	0	0	4	106	72	42	28	148
National	2,669	93	199	7	2,868	2,465	97	85	3	2,550	35,128	78	10,102	22	45,230
Puerto Rico	18	82	4	18	22	12	95	1	5	13	366	77	106	23	472

*Total includes drivers under 15 and of unknown age.

Source: FARS 2009 (ARF). National totals do not include Puerto Rico.

Summary

The demographics of alcohol-impaired drivers involved in fatal crashes have remained consistent over the years. Based on 2009 FARS data:

- Midnight to 3 a.m. is the time with the highest percentage of alcohol-impaired drivers in fatal crashes, 55 percent.
- More than one-third (35%) of drivers age 21 to 24 involved in fatal crashes were alcohol-impaired, the highest of all age groups.
- Motorcycle riders had the highest rate of alcohol impairment (29%), and large-truck drivers (2%) the lowest rates of alcohol impairment.
- Passenger vehicle drivers involved in fatal crashes were alcohol-impaired 23 percent of the time. Pickup truck drivers continued to have the highest percentage (27%) of alcohol impairment among passenger

vehicle drivers, while van drivers (12%) continued to be lower than that of other passenger vehicle drivers.

- Across all age groups, male drivers in fatal crashes were more likely than females to have been alcohol-impaired. Overall, 25 percent of male drivers and 14 percent of female drivers were alcohol-impaired.
- The rate of alcohol-impaired drivers involved in fatal crashes was four times higher at nighttime (36%), than during the day (9%).
- Drivers involved in fatal crashes were twice as likely to be alcohol-impaired on weekends (31%), than during the week (16%).

Estimates of alcohol-impaired driving are generated using BAC values reported to FARS and imputed BAC values when they are not reported. For questions regarding the above reported data, contact Marie Walz, Marie.Walz@dot.gov, or Lorenzo Daniels, Lorenzo.Daniels@dot.gov.



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

This research note and other general information on highway traffic safety may be accessed by Internet users at: www-nrd.nhtsa.dot.gov/CATS/index.aspx