# Traffic Safety Facts

## 2019 Data


July 2021

DOT HS 813 120

NHTSA

In this fact sheet for 2019 the information is presented as follows.


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- Drivers
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- Economic Cost for All Traffic Crashes
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U.S. Department of Transportation

**National Highway Traffic Safety Administration**

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# 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 communication 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 2019 there were 10,142 fatalities in motor vehicle traffic crashes in which at least one driver was alcohol-impaired. This totaled 28 percent of all traffic fatalities for the year.
- Fatalities in alcohol-impaired-driving crashes decreased by 5.3 percent (10,710 to 10,142 fatalities) from 2018 to 2019.
- An average of 1 alcohol-impaired-driving fatality occurred every 52 minutes in 2019.
- The 21- to 24-year-old age group had the highest percentage (27%) of alcohol-impaired drivers involved in fatal crashes compared to other age groups in 2019.
- In 2019 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 percentage of alcohol-impaired drivers involved in fatal crashes in 2019 was the highest for motorcycle riders (29%), compared to drivers of passenger cars (20%), light trucks (19%), and large trucks (2%).
- Of the 1,053 traffic fatalities in 2019 among children 14 and younger, 19 percent (204) occurred in alcohol-impaired-driving crashes.
- In 2019, among the 10,142 alcohol-impaired-driving fatalities, 68 percent (6,872) 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 2019 was 3.3 times higher at night than during the day.

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

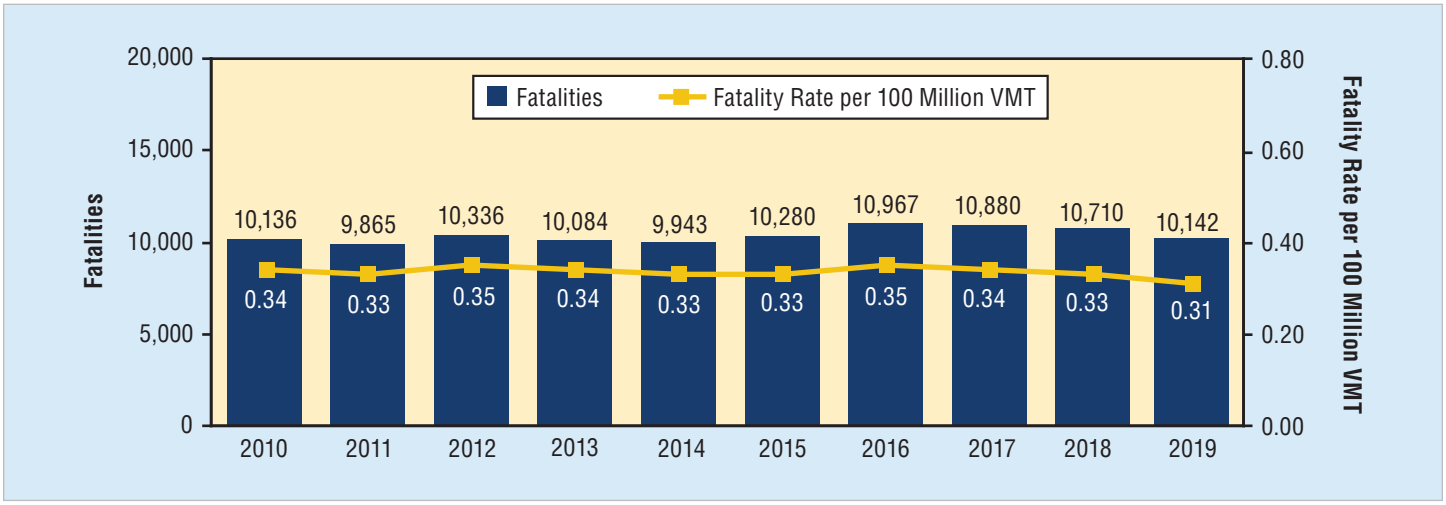
All 50 States, the District of Columbia, and Puerto Rico have set a threshold making it illegal to drive with a BAC of .08 g/dL or higher. **Note:** Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018. In addition, people under 21 are legally prohibited from drinking 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 2019 there were 10,142 people killed in alcohol-impaired-driving crashes, an average of 1 alcohol-impaired-driving fatality every 52 minutes. These alcohol-impaired-driving fatalities accounted for 28 percent of all motor vehicle traffic fatalities in the United States in 2019.

Fatalities in alcohol-impaired-driving crashes decreased by 5.3 percent (10,710 to 10,142 fatalities) from 2018 to 2019. Alcohol-impaired-driving fatalities in the past 10 years have stayed roughly the same from 10,136 in 2010 to 10,142 in 2019. The national rate of alcohol-impaired-driving fatalities in motor vehicle crashes in 2019 was 0.31 per 100 million vehicle miles traveled (VMT), down from 0.33 in 2018. The alcohol-impaired-driving fatality rate in the past 10 years has declined by 9 percent, from 0.34 in 2010 to 0.31 in 2019. 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, 2010–2019**




Sources: FARS 2010-2018 Final File, 2019 Annual Report File (ARF); VMT – FHWA

Of the 10,142 people who died in alcohol-impaired-driving crashes in 2019, there were 6,370 drivers (63%) who were alcohol-impaired. The remaining fatalities consisted of 1,347 passengers riding with alcohol-impaired drivers (13%), 1,455 occupants of other vehicles (14%), and 970 nonoccupants (10%). The distribution of fatalities in these crashes by role is shown in Table 1.

Table 1

**Fatalities in Alcohol-Impaired-Driving Crashes, by Role, 2019**

| Role | Number | Percent |
|---|---|---|
| Alcohol-Impaired Drivers | 6,370 | 63% |
| Passengers Riding With Alcohol-Impaired Drivers | 1,347 | 13% |
| **Subtotal** | **7,717** | **76%** |
| Occupants of Other Vehicles | 1,455 | 14% |
| Nonoccupants (pedestrians/pedalcyclists/other) | 970 | 10% |
| **Total Alcohol-Impaired-Driving Fatalities** | **10,142** | **100%** |

Source: FARS 2019 ARF

## 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 2019, the highest percentage of alcohol-impaired drivers was for 21- to 24-year-old drivers (27%), followed by 25- to 34-year-old drivers (25%). 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 2019 were 21 percent among males and 14 percent among females. In 2019 there were 4 male alcohol-impaired drivers involved for every female alcohol-impaired driver involved (7,580 versus 1,845). 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 2019 by vehicle type were 29 percent for motorcycle operators, 20 percent for drivers of passenger cars, and 19 percent for drivers of light trucks (21% 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 (2%).

Table 2

**Alcohol-Impaired Drivers Involved in Fatal Crashes, by Age Group, Sex, and Vehicle Type, 2010 and 2019**

| Drivers Involved in Fatal Crashes | 2010 | | | 2019 | | | Change in Percentage With BAC=.08+ g/dL 2010 and 2019 |
|---|---|---|---|---|---|---|---|
| | | BAC=.08+ g/dL | | | BAC=.08+ g/dL | | |
| | Total Drivers | Number | Percentage of Total | Total Drivers | Number | Percentage of Total | |
| **Total*** | **44,599** | **9,598** | **22%** | **50,930** | **9,598** | **19%** | **-3%** |
| **Age Group** | | | | | | | |
| 15–20 | 4,603 | 796 | 17% | 3,968 | 600 | 15% | -2% |
| 21–24 | 4,608 | 1,547 | 34% | 4,590 | 1,226 | 27% | -7% |
| 25–34 | 8,567 | 2,573 | 30% | 10,507 | 2,659 | 25% | -5% |
| 35–44 | 7,333 | 1,828 | 25% | 8,301 | 1,812 | 22% | -3% |
| 45–54 | 7,517 | 1,579 | 21% | 7,532 | 1,369 | 18% | -3% |
| 55–64 | 5,577 | 764 | 14% | 7,166 | 1,100 | 15% | +1% |
| 65–74 | 2,902 | 223 | 8% | 4,404 | 459 | 10% | +2% |
| 75+ | 2,688 | 112 | 4% | 3,229 | 190 | 6% | +2% |
| **Sex** | | | | | | | |
| Male | 32,079 | 7,697 | 24% | 36,935 | 7,580 | 21% | -3% |
| Female | 11,859 | 1,746 | 15% | 12,884 | 1,845 | 14% | -1% |
| **Vehicle Type** | | | | | | | |
| Passenger Car | 17,710 | 4,164 | 24% | 19,469 | 3,975 | 20% | -4% |
| Light Truck** | 17,385 | 3,752 | 22% | 19,704 | 3,731 | 19% | -3% |
| *–Pickup* | *8,196* | *2,041* | *25%* | *8,519* | *1,828* | *21%* | *-4%* |
| *–SUV* | *6,761* | *1,423* | *21%* | *9,033* | *1,637* | *18%* | *-3%* |
| *–Van* | *2,405* | *286* | *12%* | *2,018* | *238* | *12%* | *0%* |
| Large Truck | 3,456 | 51 | 1% | 4,949 | 98 | 2% | +1% |
| Motorcycle | 4,647 | 1,280 | 28% | 5,111 | 1,466 | 29% | +1% |

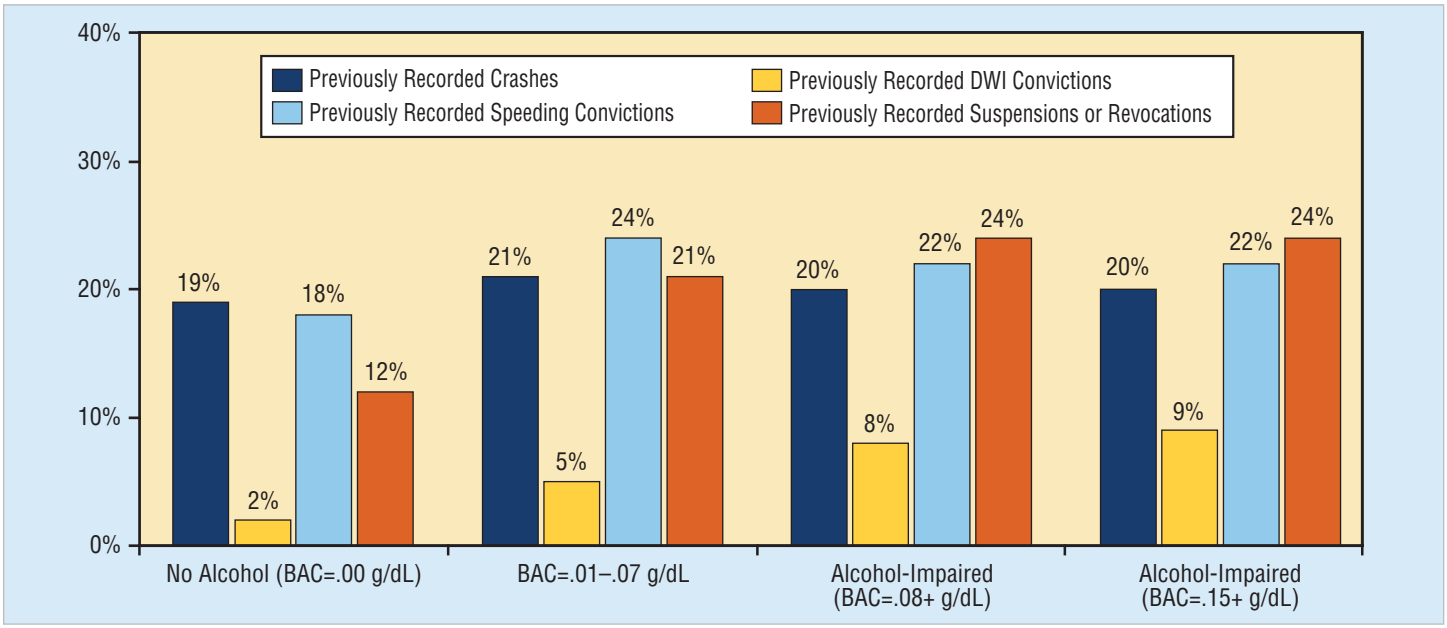
Source: FARS 2010 Final File, 2019 ARF
*Includes unknown age, unknown sex, and other/unknown vehicle type.
**Includes other/unknown light-truck vehicle types.

In 2019 there were 4,740 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, 63 percent were unrestrained. Based on known restraint use, 52 percent of passenger vehicle drivers killed who had BACs of .01 to .07 g/dL were unrestrained, 38 percent of passenger vehicle drivers killed who had no alcohol (.00 g/dL) were unrestrained, and 64 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 2019 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

**Previous 5-Year Driving Records of Drivers Involved in Fatal Crashes, by BAC, 2019**



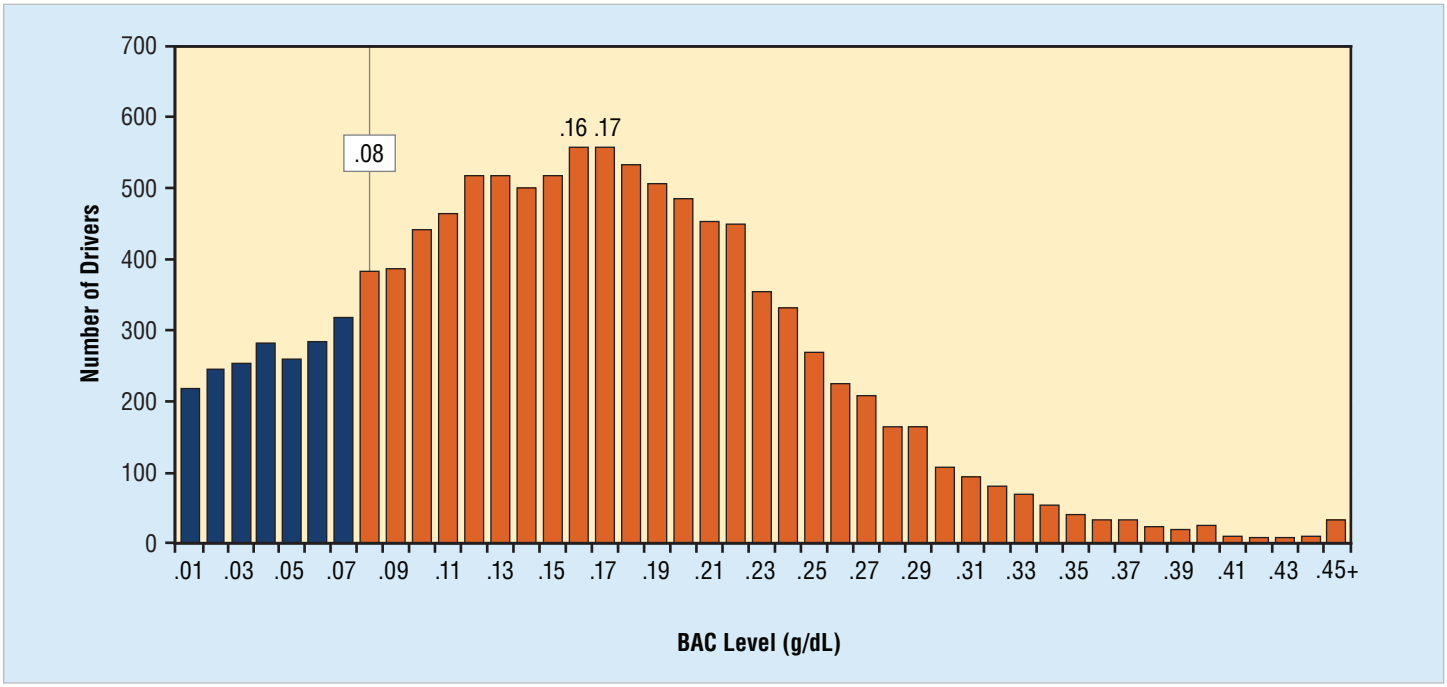

Source: FARS 2019 ARF
Note: Excludes all drivers with previous records that were unknown.

While a BAC of .08 g/dL is considered to be impaired in all States, the large majority of drivers in fatal crashes with any measurable alcohol had levels far higher. Eighty-four percent (9,598) of the 11,449 drivers with BACs of .01 g/dL or higher who were involved in fatal crashes in 2019 also had BAC levels at or above .08 g/dL, and 56 percent (6,398) also had BAC levels at or above .15 g/dL.

In 2019 among the 10,142 alcohol-impaired-driving fatalities, 68 percent (6,872) 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 BACs among drinking drivers in fatal crashes were tied at .16 and .17 g/dL.

Figure 3

**Distribution of BACs for Drivers With BACs of .01 g/dL or Higher Involved in Fatal Crashes, 2019**




Source: FARS 2019 ARF

## Children

A total of 1,053 children 14 and younger were killed in motor vehicle traffic crashes in 2019. Of these 1,053 fatalities, 204 children (19%) died in alcohol-impaired-driving crashes. Of these 204 child deaths:

- 109 (53%) were passengers of vehicles with alcohol-impaired drivers;
- 60 (29%) were occupants of other vehicles;
- 31 (15%) were nonoccupants (pedestrians, pedalcyclists, or other nonoccupants); and
- 4 (2%) were child drivers.

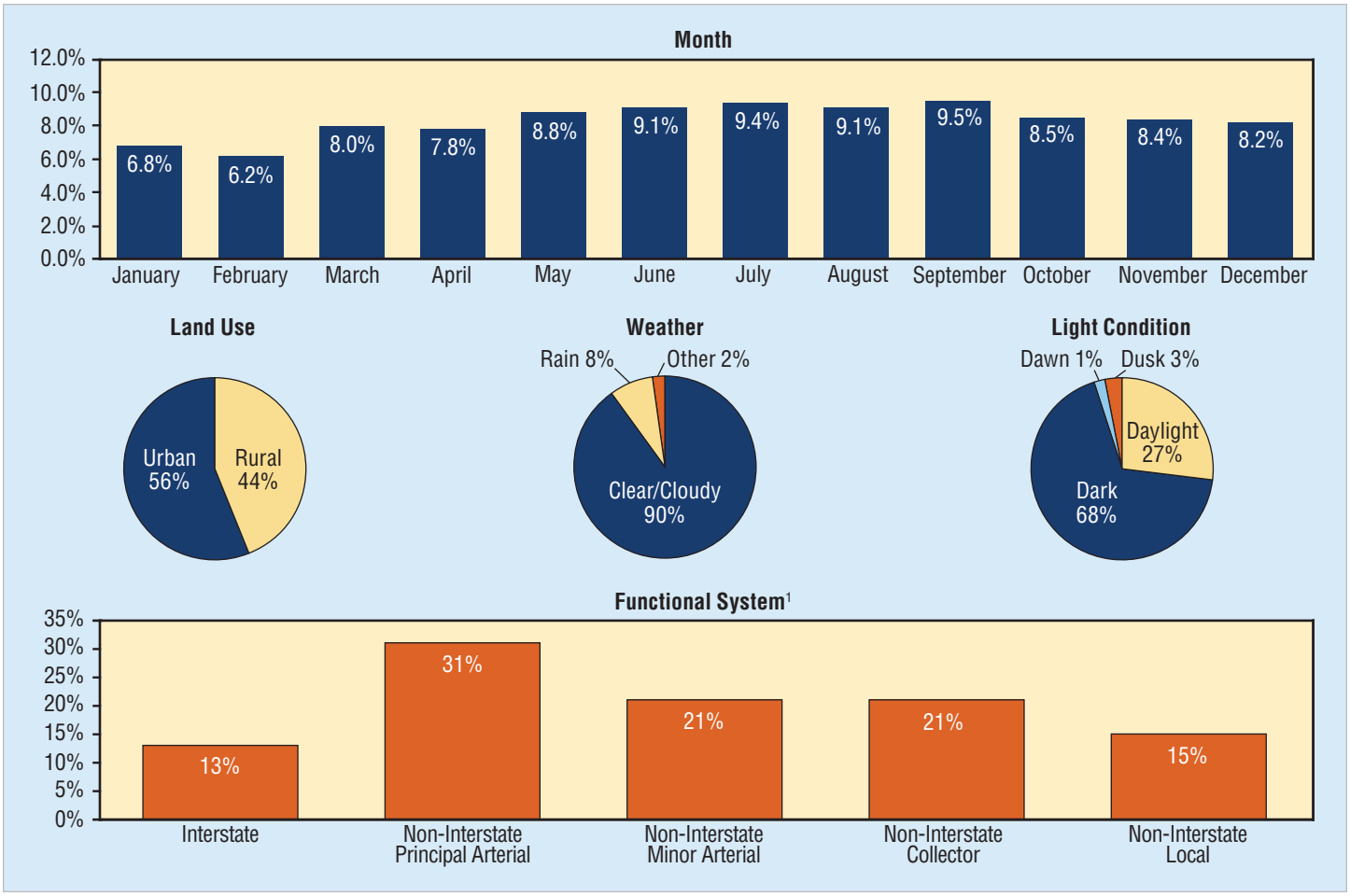
## Crash Characteristics

Figure 4 displays information about the setting surrounding alcohol-impaired drivers involved (killed or survived) in fatal crashes in 2019 including month, land use, weather, light condition, and functional system.[1] In 2019 based on known crash characteristic values of alcohol-impaired drivers involved in fatal crashes:

- More occurred in September (9.5%) and July (9.4%) than the other months;
- 56 percent occurred in urban areas and 44 percent occurred in rural areas;
- 90 percent occurred in clear/cloudy conditions compared to 8 percent in rainy conditions and 2 percent in other conditions;
- 68 percent occurred in the dark compared to 27 percent in daylight, 3 percent in dusk, and 1 percent in dawn; and
- 87 percent occurred on non-interstate roads compared to 13 percent on interstate roads.

Figure 4

**Percentage of Alcohol-Impaired Drivers Involved in Fatal Crashes in 2019, by Month, Land Use, Weather, Light Condition, and Functional System[1]**




Source: FARS 2019 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 system 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 2010 and 2019 by time of day and day of week, as well as single-vehicle and multiple-vehicle crash data. In 2019:

- The rate of alcohol impairment among drivers involved in fatal crashes was 3.3 times higher at night than during the day (30% versus 9%, respectively);
- 31 percent of all drivers involved in single-vehicle fatal crashes were alcohol-impaired, compared to 12 percent in multiple-vehicle fatal crashes; and
- 14 percent of all drivers involved in fatal crashes during the week were alcohol-impaired, compared to 26 percent on weekends.

The biggest drop was alcohol-impaired drivers involved in single-vehicle nighttime crashes from 48 percent in 2010 to 39 percent in 2019 (9% difference). The second biggest drop was for weekend nighttime crashes from 41 percent in 2010 to 33 percent in 2019 (8% difference).

Table 3

**Alcohol-Impaired Drivers Involved in Fatal Crashes, by Crash Type, Time of Day, and Day of Week, 2010 and 2019**

| Drivers Involved in Fatal Crashes | 2010 | | | 2019 | | | Change in Percentage With BAC=.08+ g/dL 2010 and 2019 |
|---|---|---|---|---|---|---|---|
| | Total Drivers | BAC=.08+ g/dL | | Total Drivers | BAC=.08+ g/dL | | |
| | | Number | Percentage of Total | | Number | Percentage of Total | |
| **Total*** | **44,599** | **9,598** | **22%** | **50,930** | **9,598** | **19%** | **-3%** |
| **Crash Type and Time of Day** | | | | | | | |
| Single-Vehicle* | 18,143 | 6,394 | 35% | 18,840 | 5,763 | 31% | -4% |
| Daytime | 7,289 | 1,203 | 17% | 7,516 | 1,318 | 18% | +1% |
| Nighttime | 10,657 | 5,095 | 48% | 11,099 | 4,343 | 39% | -9% |
| Multiple-Vehicle* | 26,456 | 3,204 | 12% | 32,090 | 3,836 | 12% | 0% |
| Daytime | 16,551 | 836 | 5% | 19,269 | 1,103 | 6% | +1% |
| Nighttime | 9,884 | 2,366 | 24% | 12,775 | 2,729 | 21% | -3% |
| **Time of Day** | | | | | | | |
| Daytime | 23,840 | 2,039 | 9% | 26,785 | 2,421 | 9% | 0% |
| Nighttime | 20,541 | 7,461 | 36% | 23,874 | 7,072 | 30% | -6% |
| **Day of Week and Time of Day** | | | | | | | |
| Weekday* | 27,134 | 4,244 | 16% | 31,503 | 4,489 | 14% | -2% |
| Daytime | 17,445 | 1,213 | 7% | 19,923 | 1,522 | 8% | +1% |
| Nighttime | 9,611 | 2,997 | 31% | 11,465 | 2,926 | 26% | -5% |
| Weekend* | 17,411 | 5,332 | 31% | 19,344 | 5,085 | 26% | -5% |
| Daytime | 6,395 | 826 | 13% | 6,862 | 899 | 13% | 0% |
| Nighttime | 10,930 | 4,464 | 41% | 12,409 | 4,146 | 33% | -8% |

Source: FARS 2010 Final File, 2019 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.
Weekend – Friday 6 p.m. to Monday 5:59 a.m.

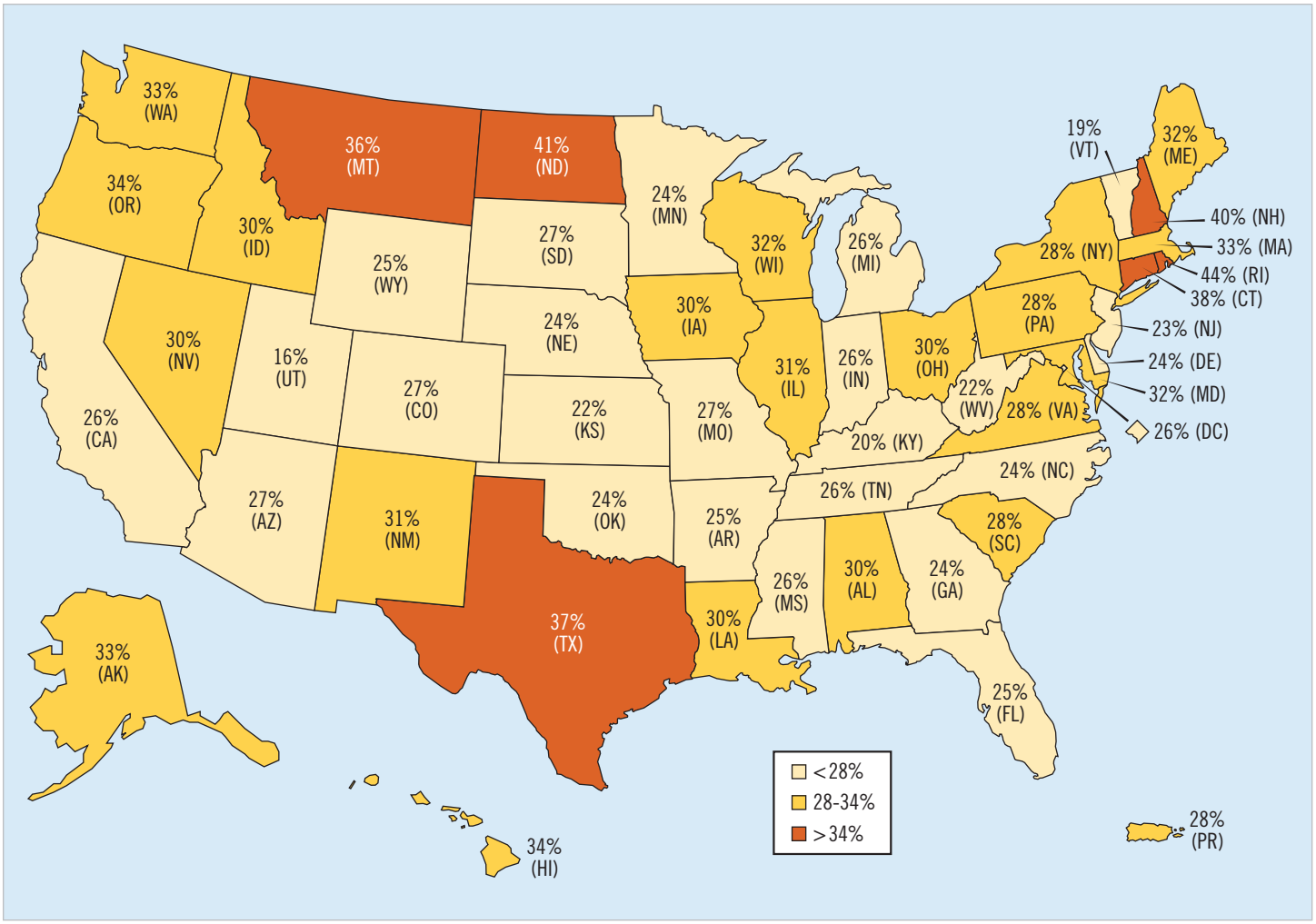
## State

Figure 5 contains a color-coded map of the percentage of alcohol-impaired-driving fatalities by State in 2019. Table 4 shows traffic fatalities by State and the highest driver BAC in the crashes in 2019.

- Alcohol-impaired-driving fatalities were highest in Texas (1,332), followed by California (949) and Florida (790), and lowest in the District of Columbia (6).
- The percentage of alcohol-impaired-driving fatalities among total traffic fatalities in States ranged from a high of 44 percent (Rhode Island) to a low of 16 percent (Utah), compared to the national average of 28 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 33 percent (Rhode Island) to a low of 11 percent (Utah), compared to the national average of 19 percent.

Figure 5

**Percentage of Alcohol-Impaired-Driving Fatalities, by State, 2019**




Source: FARS 2019 ARF

Table 4

## Traffic Fatalities, by State and Highest Driver BAC in the Crash, 2019

| State | Total Fatalities* | No Alcohol (BAC=.00 g/dL) | | BAC=.01+ g/dL | | Alcohol-Impaired (BAC=.08+ g/dL) | | Alcohol-Impaired (BAC=.15+ g/dL) | |
|---|---|---|---|---|---|---|---|---|---|
| | | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Alabama | 930 | 603 | 65% | 328 | 35% | 277 | 30% | 187 | 20% |
| Alaska | 67 | 41 | 61% | 25 | 37% | 22 | 33% | 12 | 18% |
| Arizona | 981 | 670 | 68% | 309 | 32% | 260 | 27% | 176 | 18% |
| Arkansas | 505 | 347 | 69% | 157 | 31% | 128 | 25% | 89 | 18% |
| California | 3,606 | 2,473 | 69% | 1,123 | 31% | 949 | 26% | 630 | 17% |
| Colorado | 596 | 395 | 66% | 200 | 34% | 164 | 27% | 121 | 20% |
| Connecticut | 249 | 139 | 56% | 109 | 44% | 94 | 38% | 61 | 25% |
| Delaware | 132 | 97 | 73% | 35 | 27% | 31 | 24% | 24 | 18% |
| District of Columbia | 23 | 15 | 67% | 8 | 33% | 6 | 26% | 5 | 21% |
| Florida | 3,183 | 2,258 | 71% | 916 | 29% | 790 | 25% | 529 | 17% |
| Georgia | 1,491 | 1,066 | 71% | 425 | 28% | 353 | 24% | 224 | 15% |
| Hawaii | 108 | 62 | 57% | 45 | 42% | 36 | 34% | 20 | 18% |
| Idaho | 224 | 143 | 64% | 81 | 36% | 68 | 30% | 51 | 23% |
| Illinois | 1,009 | 640 | 63% | 368 | 36% | 314 | 31% | 213 | 21% |
| Indiana | 809 | 576 | 71% | 233 | 29% | 210 | 26% | 145 | 18% |
| Iowa | 336 | 212 | 63% | 124 | 37% | 100 | 30% | 67 | 20% |
| Kansas | 411 | 311 | 76% | 100 | 24% | 91 | 22% | 59 | 14% |
| Kentucky | 732 | 552 | 75% | 179 | 24% | 150 | 20% | 106 | 14% |
| Louisiana | 727 | 473 | 65% | 254 | 35% | 220 | 30% | 144 | 20% |
| Maine | 157 | 99 | 63% | 57 | 36% | 50 | 32% | 36 | 23% |
| Maryland | 521 | 332 | 64% | 189 | 36% | 167 | 32% | 112 | 21% |
| Massachusetts | 334 | 202 | 61% | 129 | 39% | 110 | 33% | 78 | 23% |
| Michigan | 985 | 681 | 69% | 303 | 31% | 261 | 26% | 169 | 17% |
| Minnesota | 364 | 262 | 72% | 102 | 28% | 86 | 24% | 58 | 16% |
| Mississippi | 643 | 443 | 69% | 199 | 31% | 170 | 26% | 118 | 18% |
| Missouri | 880 | 598 | 68% | 282 | 32% | 235 | 27% | 154 | 18% |
| Montana | 184 | 113 | 61% | 71 | 38% | 66 | 36% | 50 | 27% |
| Nebraska | 248 | 177 | 71% | 71 | 28% | 58 | 24% | 38 | 15% |
| Nevada | 304 | 191 | 63% | 113 | 37% | 92 | 30% | 66 | 22% |
| New Hampshire | 101 | 55 | 54% | 46 | 46% | 40 | 40% | 29 | 29% |
| New Jersey | 559 | 391 | 70% | 167 | 30% | 129 | 23% | 81 | 14% |
| New Mexico | 424 | 267 | 63% | 153 | 36% | 129 | 31% | 89 | 21% |
| New York | 931 | 614 | 66% | 315 | 34% | 262 | 28% | 170 | 18% |
| North Carolina | 1,373 | 1,002 | 73% | 368 | 27% | 323 | 24% | 215 | 16% |
| North Dakota | 100 | 52 | 52% | 46 | 46% | 41 | 41% | 32 | 32% |
| Ohio | 1,153 | 727 | 63% | 417 | 36% | 351 | 30% | 232 | 20% |
| Oklahoma | 640 | 457 | 71% | 181 | 28% | 154 | 24% | 120 | 19% |
| Oregon | 489 | 283 | 58% | 205 | 42% | 167 | 34% | 118 | 24% |
| Pennsylvania | 1,059 | 712 | 67% | 347 | 33% | 298 | 28% | 204 | 19% |
| Rhode Island | 57 | 27 | 46% | 31 | 54% | 25 | 44% | 19 | 33% |
| South Carolina | 1,001 | 671 | 67% | 330 | 33% | 285 | 28% | 197 | 20% |
| South Dakota | 102 | 70 | 69% | 32 | 31% | 28 | 27% | 18 | 18% |
| Tennessee | 1,135 | 800 | 71% | 335 | 29% | 290 | 26% | 201 | 18% |
| Texas | 3,615 | 2,068 | 57% | 1,544 | 43% | 1,332 | 37% | 890 | 25% |
| Utah | 248 | 199 | 80% | 49 | 20% | 39 | 16% | 26 | 11% |
| Vermont | 47 | 33 | 69% | 15 | 31% | 9 | 19% | 7 | 14% |
| Virginia | 831 | 548 | 66% | 283 | 34% | 236 | 28% | 171 | 21% |
| Washington | 519 | 310 | 60% | 209 | 40% | 172 | 33% | 119 | 23% |
| West Virginia | 260 | 196 | 75% | 64 | 25% | 56 | 22% | 36 | 14% |
| Wisconsin | 566 | 361 | 64% | 205 | 36% | 183 | 32% | 126 | 22% |
| Wyoming | 147 | 100 | 68% | 45 | 30% | 36 | 25% | 30 | 20% |
| **U.S. Total** | **36,096** | **24,106** | **67%** | **11,917** | **33%** | **10,142** | **28%** | **6,872** | **19%** |
| Puerto Rico | 289 | 185 | 64% | 104 | 36% | 80 | 28% | 52 | 18% |

Source: FARS 2019 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]

Additional data visualization tools for fact sheets can be found at https://cdan.dot.gov/DataVisualization/DataVisualization.htm#

## 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*

[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

## 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 2019 ARF, the 2018 Final File was released to replace the 2018 ARF. The final fatality count in motor vehicle traffic crashes for 2018 was 36,835, which was updated from 36,560 in the 2018 ARF. The number of alcohol-impaired-driving fatalities from the 2018 Final File was 10,710, which was updated from 10,511 from the 2018 ARF.

The 2016 and 2017 Final Files have been amended, but this amendment did not change the overall number of fatal crashes or fatalities. The number of alcohol-impaired-driving fatalities for 2016 remained the same at 10,967 fatalities. However, the number of alcohol-impaired-driving fatalities from the 2017 amended Final File was 10,880, which was updated from 10,908 from the 2017 Final File.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2021, July). *Alcohol-impaired driving: 2019 data* (Traffic Safety Facts. Report No. DOT HS 813 120). 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. Additional data tools, such as the State Traffic Safety Information (STSI), Fatality and Injury Reporting System Tool (FIRST), and more can be found at https://cdan.nhtsa.gov/. 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/.

Other fact sheets available from NCSA are *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,* and *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