

Upcoming NHTSA Campaigns

Pre-Holiday Season and Holiday Season

The holidays are known for being merry and bright, but they are also known for being the deadliest season when it comes to drunk driving. Every holiday season, lives are lost due to drunk drivers. In preparation for the holiday season, NHTSA will be supporting the *Buzzed Driving is Drunk Driving* campaign from November 23rd to December 11th and the *Drive Sober or Get Pulled Over* campaign from December 14th to January 1st.

The social norming and enforcement marketing tools below can be used to support your work to stop impaired drivers during the holiday season.

Use these materials to partner with your State, communities, and organizations on this drunk driving prevention initiative.



Click [here](#) for social norming
(*Buzzed Driving is Drunk Driving*)
marketing tools.



Click [here](#) for enforcement
(*Drive Sober or Get Pulled Over*)
marketing tools.



New from NHTSA

New NCSA Publication

2017 FARS Data Released

Alcohol-Impaired Driving Fatalities Decrease by 1.1% in 2017

The 2017 FARS (Fatality Analysis Reporting System) data was recently released. During 2017, there were **37,133** people killed in motor vehicle traffic crashes on U.S. roadways, a decrease of **1.8%** from 2016 following two yearly consecutive increases in 2015 and 2016. Alcohol-Impaired driving fatalities declined **1.1%** accounting for **10,874** of the lives lost in traffic crashes.

Click [here](#) to view the publication named **2017 Fatal Motor Vehicle Crashes: Overview**.



2017 Fatal Motor Vehicle Crashes: Overview

There were 37,133 people killed in motor vehicle traffic crashes on U.S. roadways during 2017, a 1.8-percent decrease from 37,806 people killed in 2016, which came after two yearly consecutive increases in 2015 and 2016. Fatalities decreased from 2016 to 2017 in almost all segments of the population, with the exception of crashes involving large trucks and SUVs.

- There were 673 fewer fatalities in 2017 than 2016 in the following:
 - ◆ Passenger car occupants (1.1% decrease)
 - ◆ Van occupants (5.8% decrease)
 - ◆ Pickup truck occupants (4.5% decrease)
 - ◆ Motorcyclists (3.1% decrease)
 - ◆ Pedestrians (1.7% decrease)
 - ◆ Pedalcyclists (8.1% decrease)
 - ◆ Alcohol-impaired-driving fatalities (1.1% decrease)
 - ◆ Speeding-related fatalities (5.6% decrease)
- Fatalities increased in 2017 compared to 2016 in the following:
 - ◆ SUV occupants (3.0% increase)
 - ◆ Crashes involving large trucks* (9.0% increase)
 - Combination trucks (tractor trailers) involved (5.8% increase)
 - Single-unit straight trucks involved (18.7% increase)
- Vehicle miles traveled (VMT) increased by 1.2 percent from 2016 to 2017.
- The fatality rate per 100 million VMT decreased by 2.5 percent, from 1.19 in 2016 to 1.16 in 2017.
- The number of urban fatalities was larger than the number of rural fatalities in 2016 and 2017. In 2015 and earlier, rural fatalities were larger than urban fatalities.

Over the past 40 years, there has been a general downward trend in traffic fatalities. Safety programs such as those increasing seat belt use and reducing impaired driving have substantially lowered the traffic fatalities over the years. Vehicle improvements such as air bags and electronic stability control have also contributed greatly to the reduction of traffic fatalities.

This Research Note provides a brief overview of the 2017 fatal crash picture using data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes in the 50 States, the District of Columbia, and Puerto Rico (Puerto Rico is not included in U.S. totals). Injury estimates are not yet available for 2017, thus no injury estimates will be presented in this report.

Information in this Note is presented in the following sections.

- Overall Trends
- Fatality Rates
- Change in Fatality Composition
- Fatality Changes by Person Type
- Fatalities in Crashes Involving Large Trucks*
- Fatalities by Land Use
- Inside Versus Outside the Vehicle
- Alcohol-Impaired-Driving Fatalities and Drivers
- Restraint Use and Time of Day
- Additional Facts
- State Distribution of Fatalities and Alcohol-Impaired-Driving Fatalities

* A large truck is defined as any medium or heavy truck, excluding buses and motor homes, with a gross vehicle weight rating greater than 10,000 pounds. (Includes commercial and non-commercial vehicles)

Partner's Corner

Judging Traffic **A Publication to Share with the Judiciary**

Click [here](#) to find the October 2018 issue of Judging Traffic, a publication of the National Center for State Courts.



Traffic Tuesdays **National TSRP Webinar Series**

Under the Influence of Cannabis-Understanding the Highway High

Tuesday, November 13th at 2:00 (EDT)

This webinar will be presented by Chuck Matson, the Drug Recognition Expert (DRE) Section Chair for the International Association of Chiefs of Police (IACP). The webinar will cover the following areas: (a) what to look for when you suspect a driver is under the influence of cannabis, (b) how to proceed after the stop, and (c) courtroom testimony in a driving under the influence of cannabis case.

Click [here](#) to register.

If you have questions or need assistance registering, please contact Devin Burke at devin.burke@dot.gov or 202-366-2679.



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Contact Us

Diane Wigle

Chief, Impaired Driving Division

1200 New Jersey Avenue SE

Washington, DC 20590

E-mail: diane.wigle@dot.gov

