

Ignition Interlock Installations 2020 State Data

2023 AIIPA Conference
Charleston, South Carolina

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Traffic Injury Research Foundation
May 2023

TRAFFIC INJURY RESEARCH FOUNDATION

TIRF

Applying research to the real world.





About TIRF

TIRF is registered charity providing the following services:

- > Research on road crashes;
- > Program and policy development;
- > Evaluation plans, program, and policy evaluations; and
- > Knowledge transfer



**Giving Communities | Safe Roads
Home**



The **vision** of TIRF is to ensure people using roads make it home safely every day by eliminating road deaths, serious injuries and their social costs.

TIRF's **mission** is to be the knowledge source for safer road users and a world leader in research, program and policy development, evaluation, and knowledge transfer.

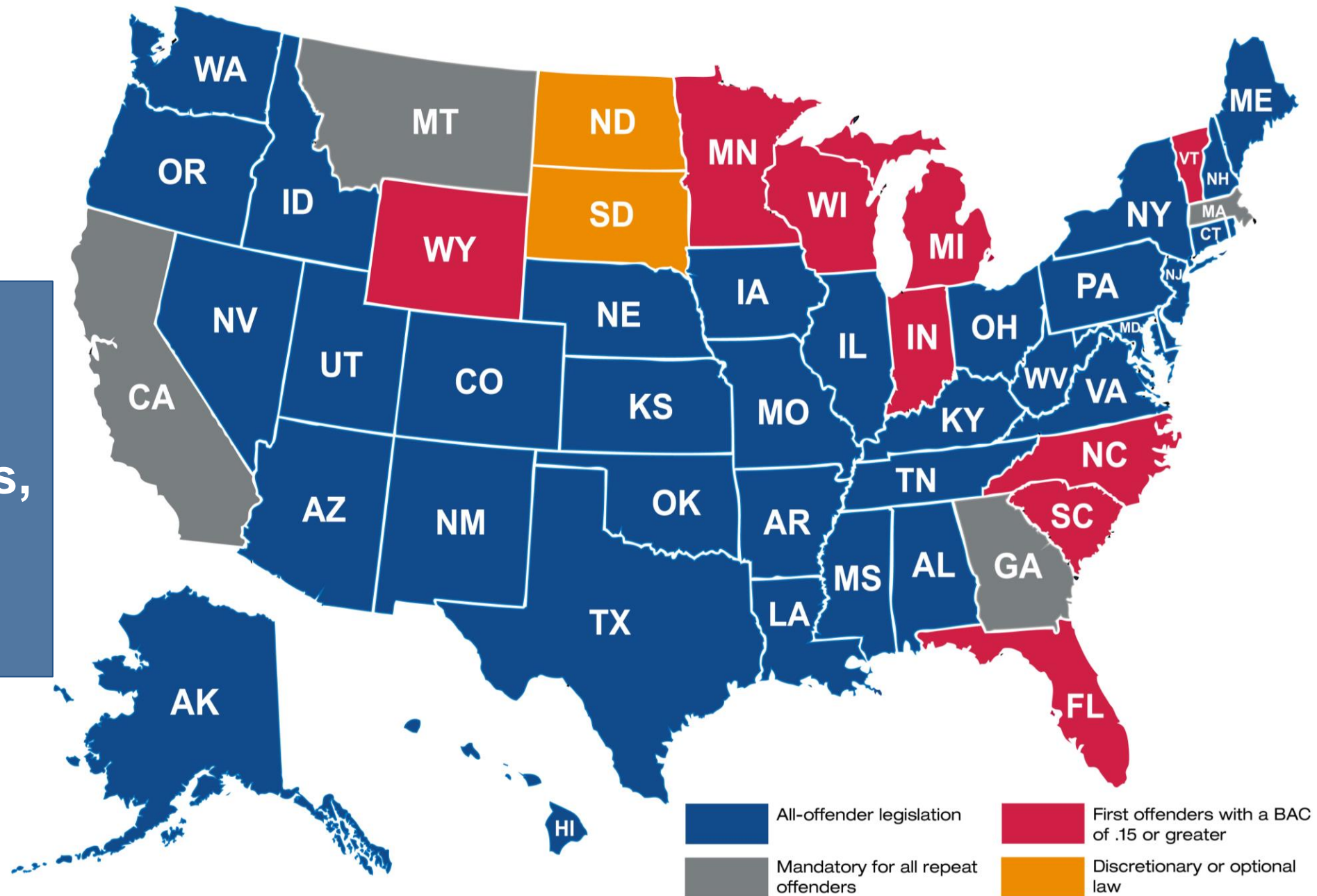


Alcohol impaired driving

- > According to 2020 FARS data, there were 11,654 alcohol-impaired driving fatalities in the US.
 - » Accounting for 30% of all 2020 traffic fatalities
 - » A 14.3% increase compared to 10,196 alcohol-impaired driving fatalities in 2019.
 - » 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.
 - » On average, one alcohol-impaired-driving fatality occurred every 45 minutes in 2020.

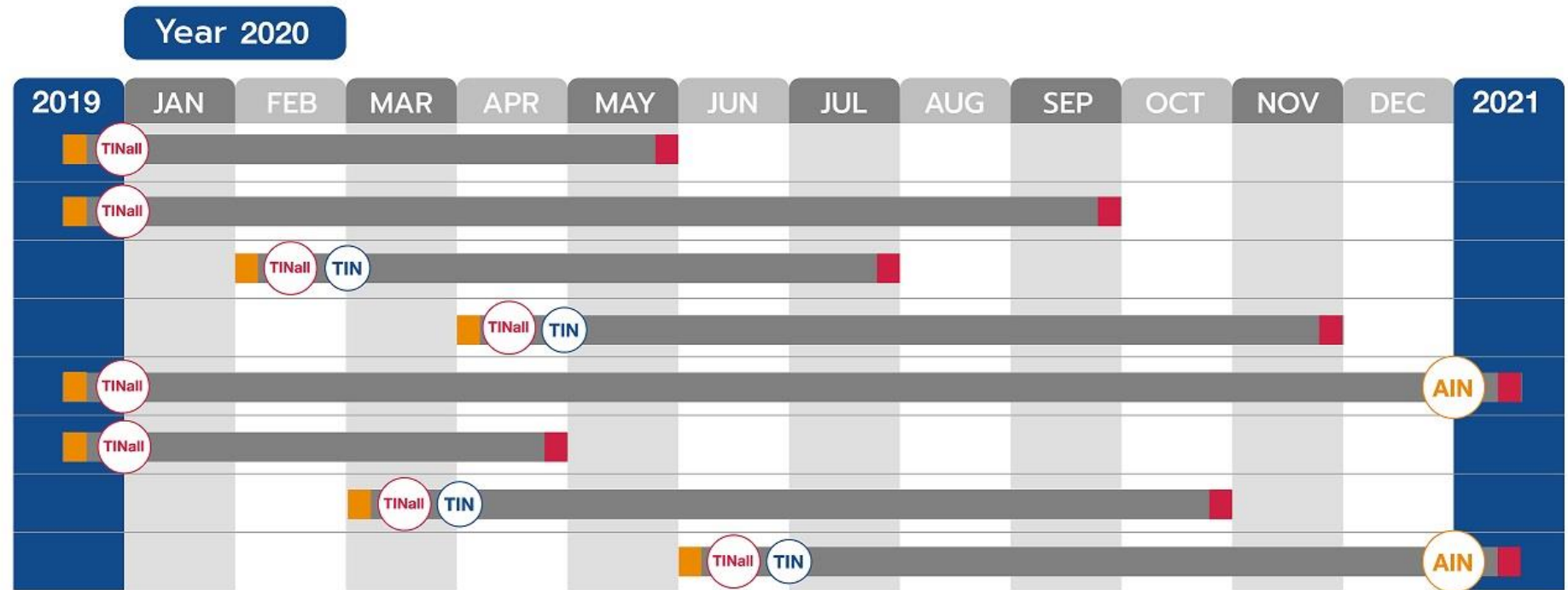


Laws mandating IIDs, July 2022





Installation counts



Each line represents a hypothetical interlock

Interlock was installed: ■ Interlock was removed: ■

Total Installs Number all (TINall): 8 interlocks installed throughout 2020

Total Installs Number (TIN): 4 new interlock installations between Jan 1st to Dec 31st, 2020

Active Installs Number (AIN): 2 interlock devices still installed on Dec 31st, 2020



2020 TIN, TINall, and AIN

99,570

TIN

13 states and
Washington, DC

202,906

TINall

14 states and
Washington, DC

135,648

AIN

12 states



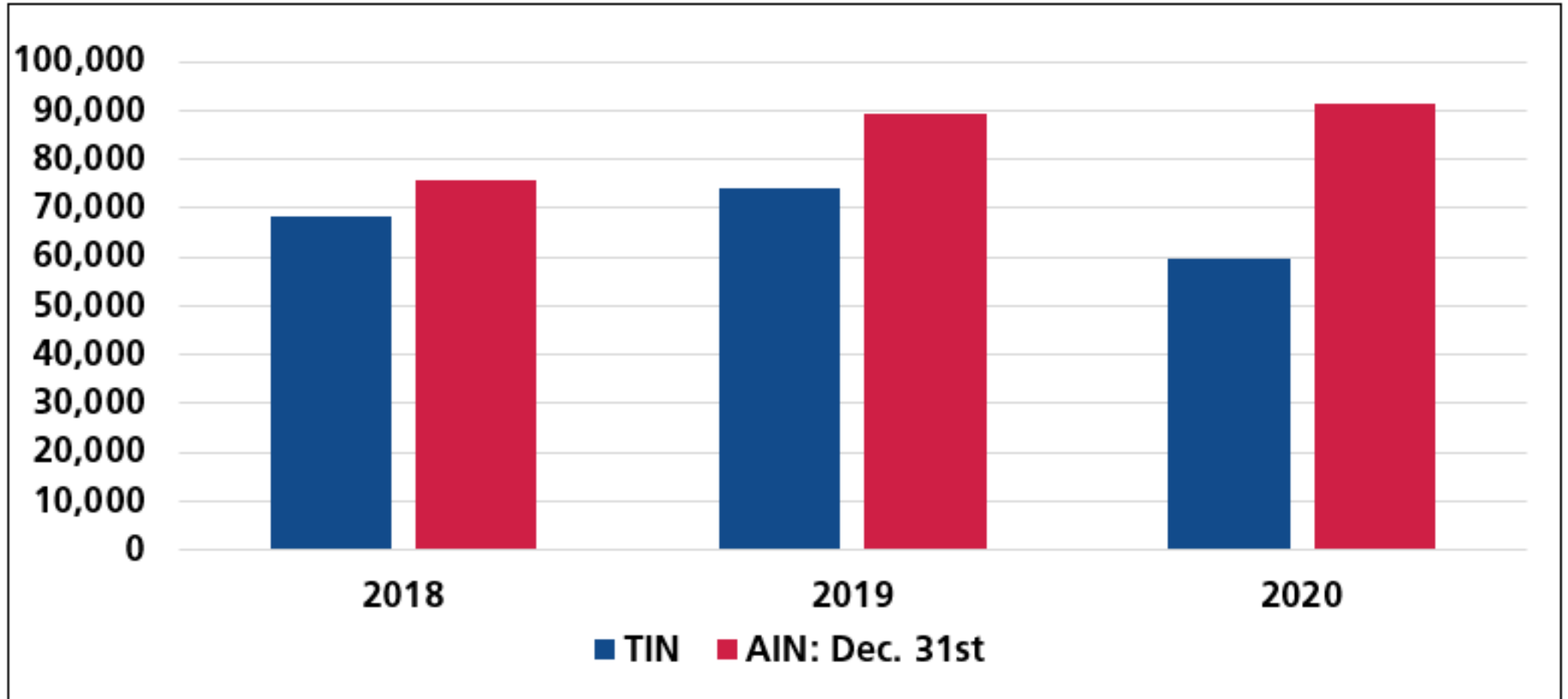
Results: 2019 vs. 2020

- > TINall:
 - > **7% decrease** (11 states).
- > TIN:
 - > **21% decrease** (11 states and Washington, DC); since 2014 there has been a **26% increase** (2 states).
- > AIN:
 - > **5% decrease** (10 states); since 2018 there has been a **21% increase** (5 states).



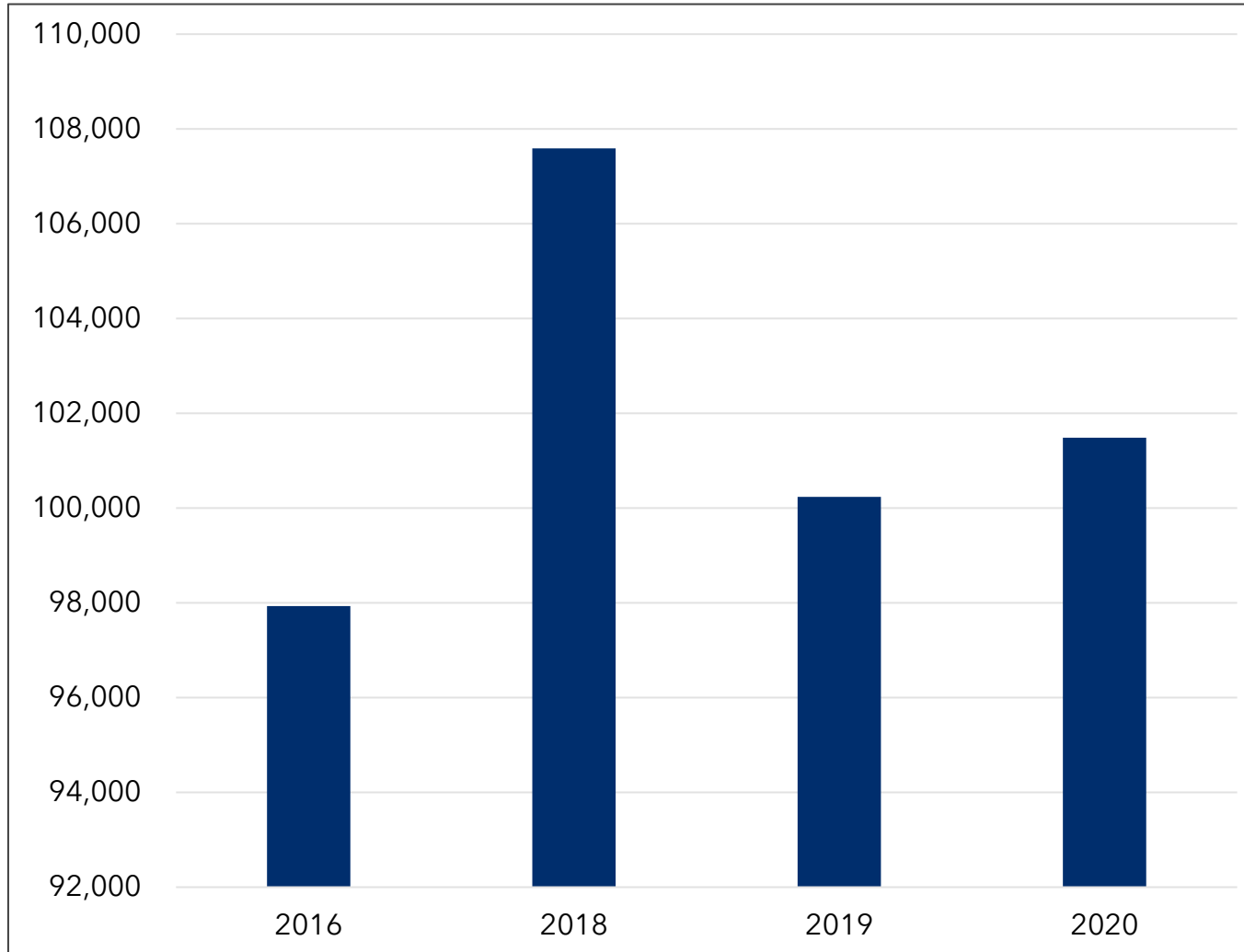
TIN & AIN trends

Arkansas, Colorado, Florida, Iowa, and Pennsylvania





TINall trends

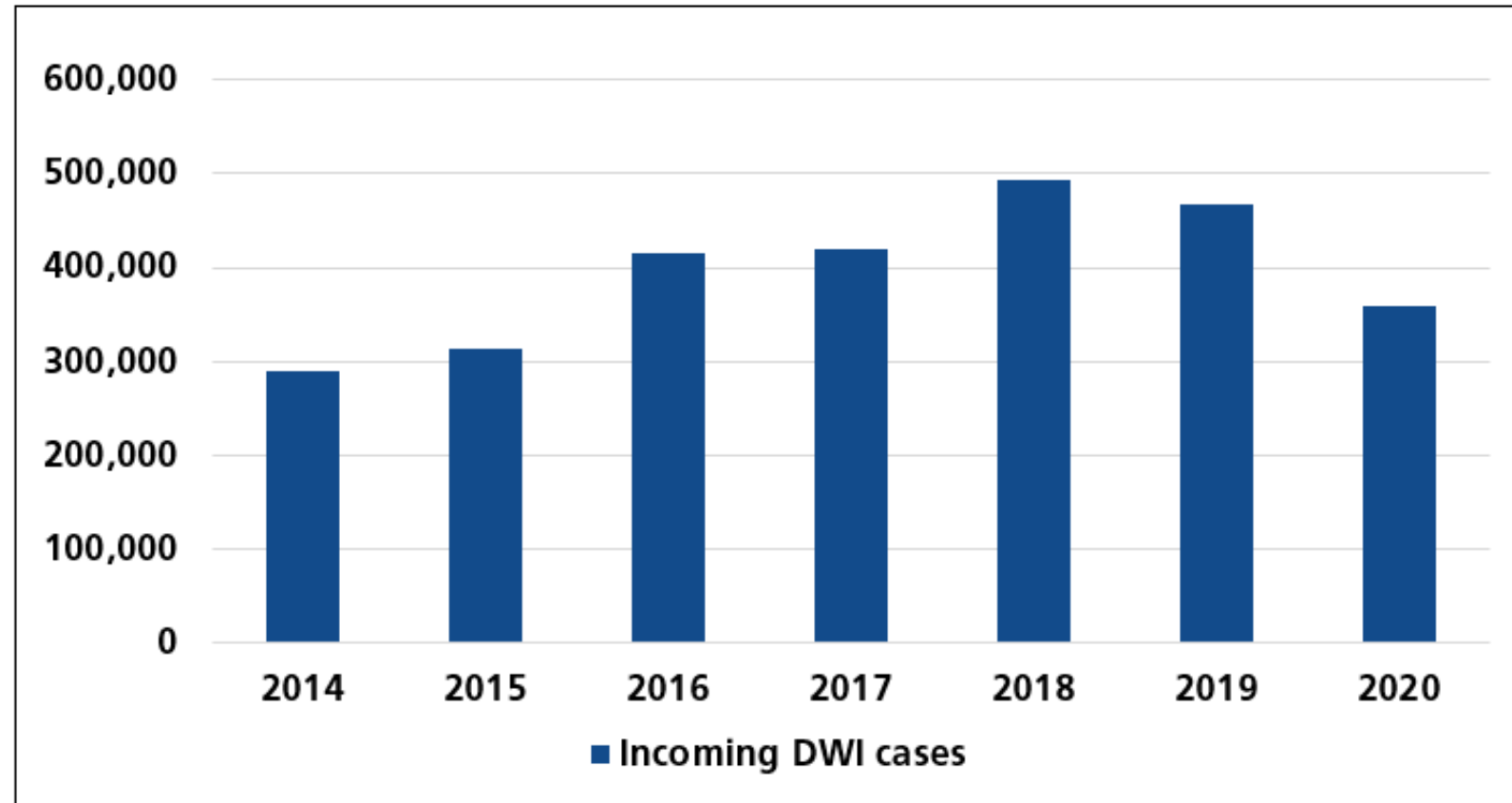


- > Nine states provided TINall data since its collection for 2016, 2018, 2019, & 2020 (AR, CO, IA, PA, and WY).
- > There has been a **4% increase** in TINall from 97,933 (2016) to 1101,483 (2020).



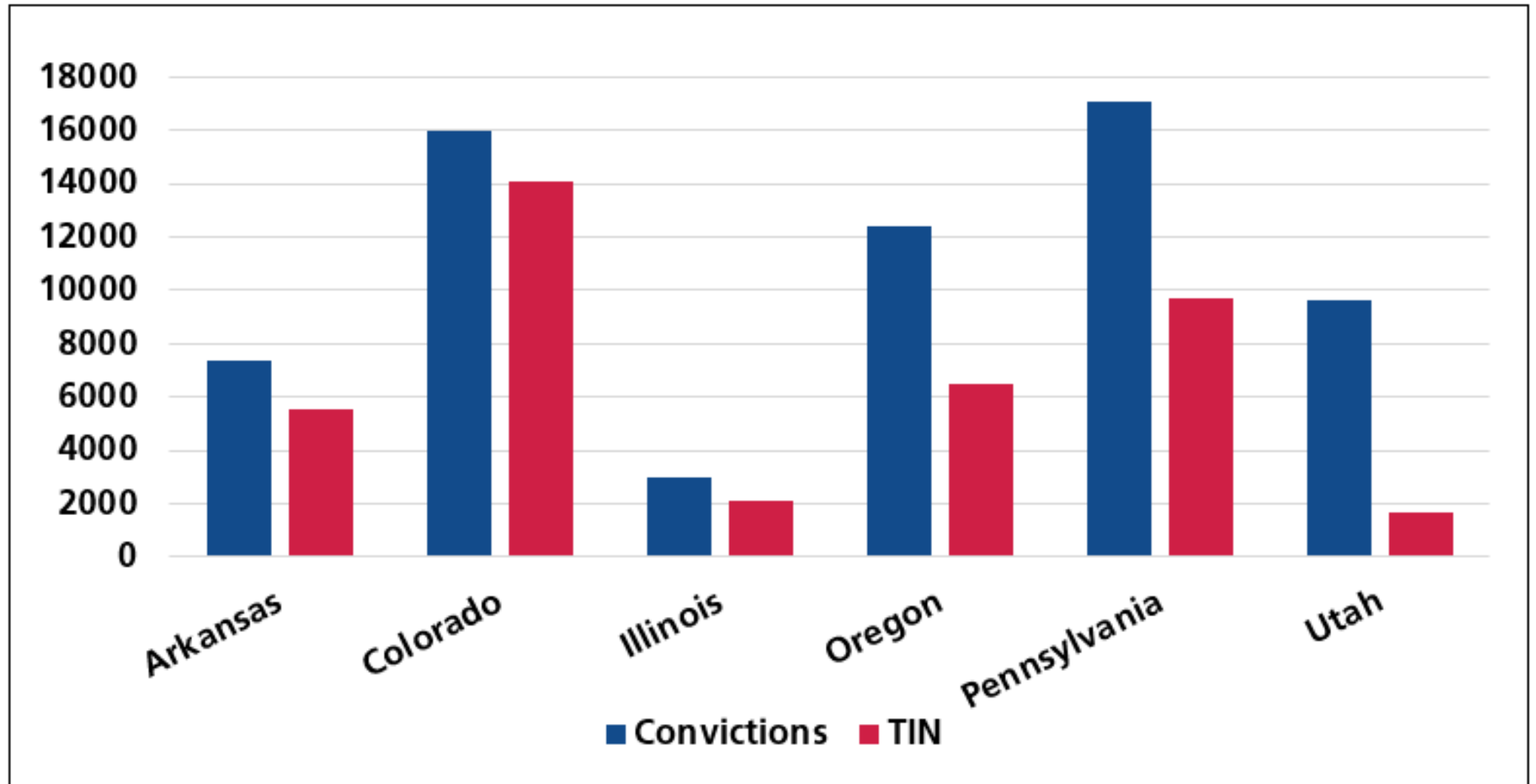
Incoming DWI cases

- > Data provided by NCSC revealed an increase in incoming DWI cases in 27 states from 289,583 in 2014 to 359,524 in 2020.
- > This represents an overall **24% increase** since 2014.
- > There was a **23% decrease** in incoming DWI cases was reported from 466,643 (2019) to 359,524 (2020).



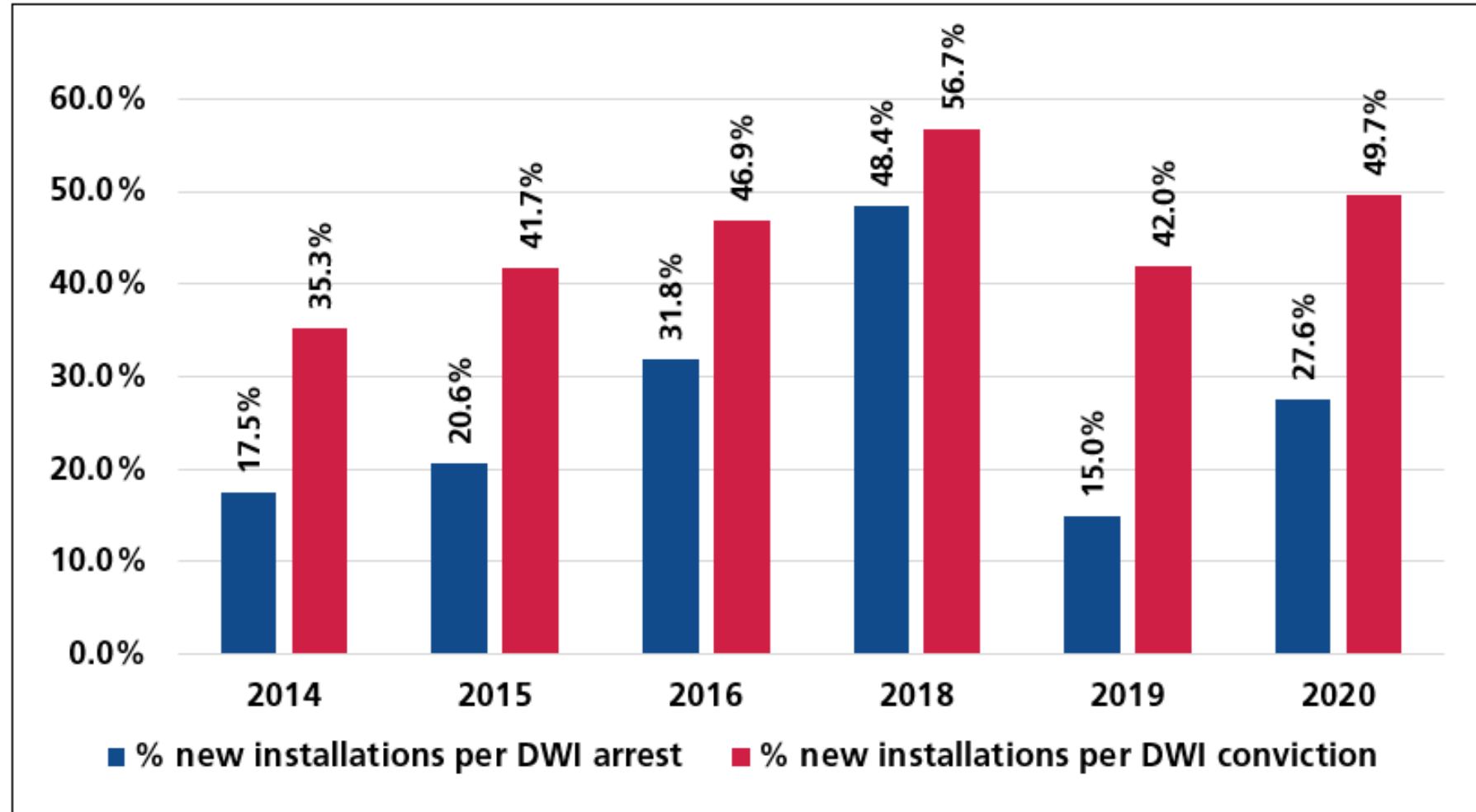


DWI convictions & TIN





TIN per DWI arrests and convictions (3 states)





Conclusions: COVID-19

- > The COVID-19 pandemic adversely affected agency staffing and the ability of many states to collect and report 2020 data.
- > In addition to COVID-19, the Defund the Police movement across the US had a massive impact on agency staffing and public morale.
- > The pandemic shifted the emphasis on traffic enforcement as officers dealt with competing priorities and worked to implement new safety protocols.
- > As such, declines in interlock installations across all states was not unanticipated.
- > Even before this pandemic-related decline, data showed there remained a large contingent of eligible offenders failing to install an interlock.



Conclusions

- > Alcohol ignition interlock programs are essential to decrease the number of alcohol impaired drivers, crashes, and fatalities.
- > The purpose of this annual data collection is to monitor installations and installation rates compared to arrests and convictions, and to report these findings to help strengthen interlock programs.
- > Results confirm a relatively low installation rate among all eligible offenders, providing opportunities among states for increased driver compliance strategies.



2021 preliminary results



2021 TIN, TINall, and AIN

123,043

TIN

19 states and
Washington, DC

506,985

TINall

19 states and
Washington, DC

304,709

AIN

16 states and
Washington, DC



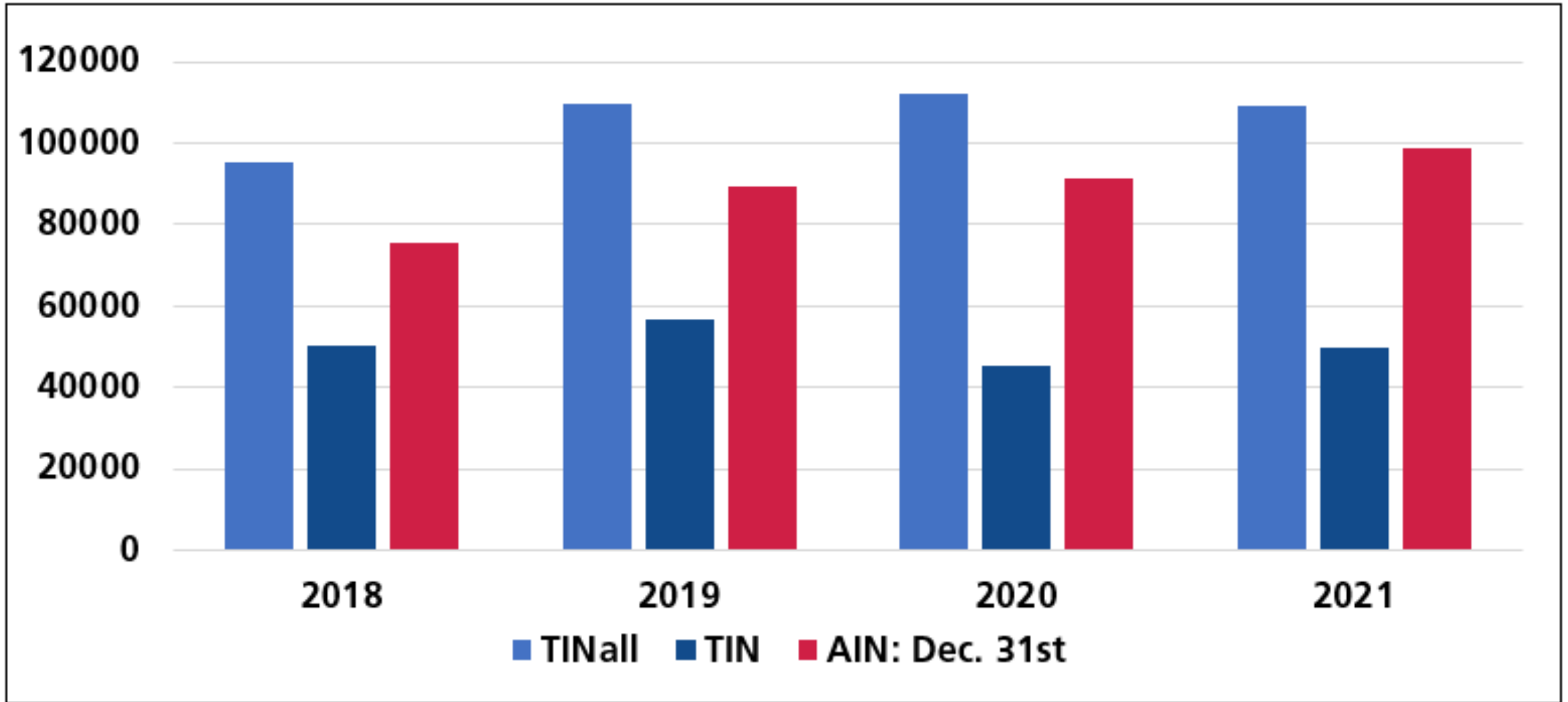
Results: 2020 vs. 2021

- > TINall:
 - > **44% increase** (12 states and Washington, DC).
- > TIN:
 - > **2% increase** (10states and Washington, DC)
- > AIN:
 - > **99% decrease** (10 states and Washington, DC)



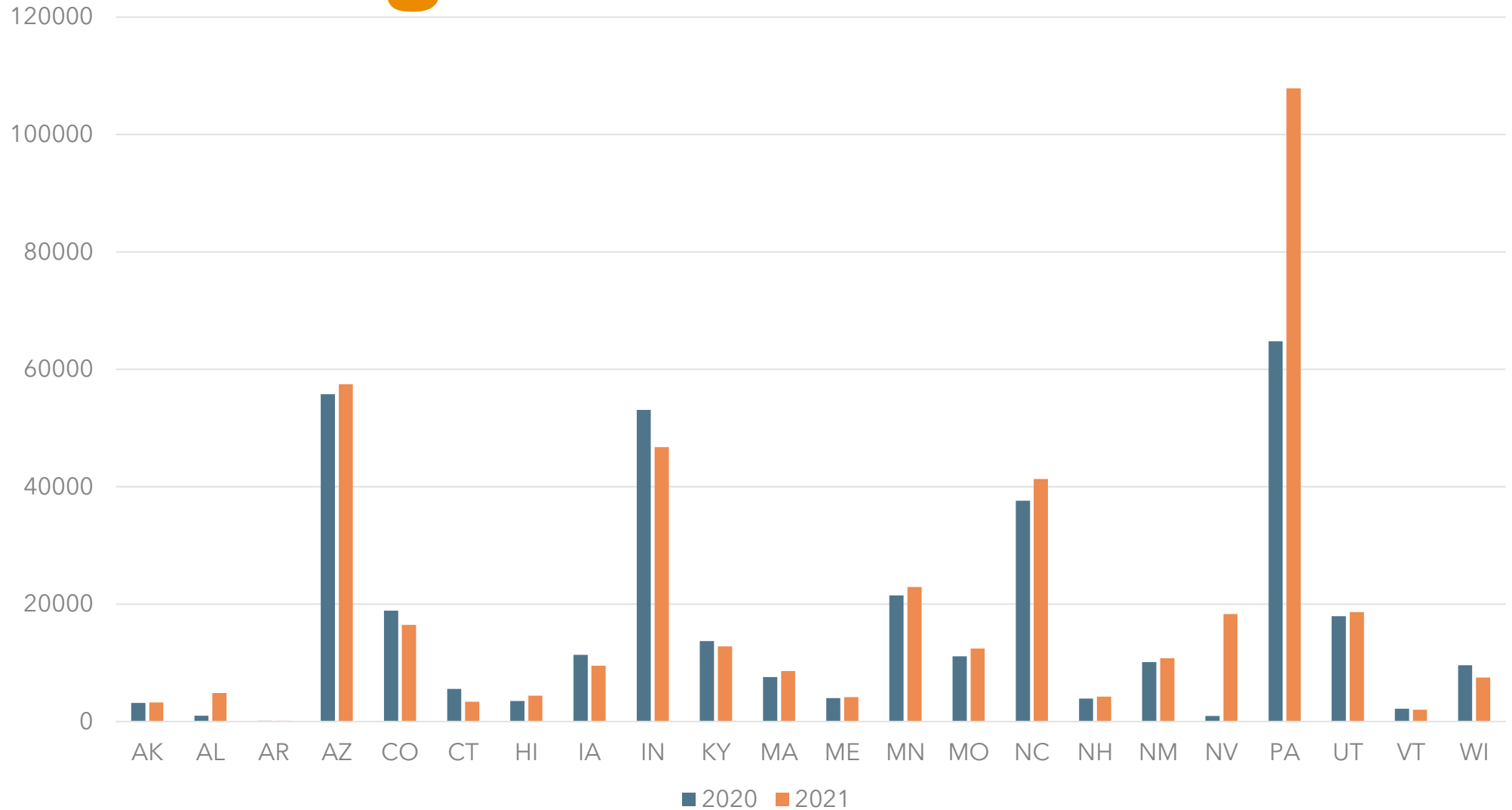
TINall, TIN, & AIN trends

Arkansas, Colorado, Florida, Iowa, & Pennsylvania





Incoming DWI cases





TIRF USA RSM 2022

- > The Road Safety Monitor is a public opinion online survey.
- » A random, representative sample of U.S. drivers aged 21 years or older. A total of 1,503 drivers completed the poll in October 2022.
- » This fact sheet summarizes key findings regarding the prevalence of alcohol-impaired driving, reasons for engaging in this behavior and characteristics of these drivers.

TIRF USA Road Safety Monitor 2022 Alcohol-impaired driving & COVID-19 in the United States

Ward G.M. Vanlaar¹, Craig Lyon¹, Sarah Simmons¹, Carl Wicklund²
& Robyn D. Robertson¹ | January 2023

This fact sheet summarizes the national results of the 2022 USA Road Safety Monitor (USA RSM) on alcohol-impaired driving. This is the eighth annual public opinion survey conducted by the **Traffic Injury Research Foundation USA, Inc. (TIRF USA)** with sponsorship from **Anheuser-Busch Foundation**. The survey takes the pulse of the nation regarding the alcohol-impaired driving issue by means of an online survey of a random, representative sample of U.S. drivers aged 21 years or older. A total of 1,503 drivers completed the poll in October 2022 (results can be considered accurate within plus or minus 2.6%, 19 times out of 20).

This fact sheet summarizes key findings regarding the prevalence of alcohol-impaired driving, reasons for engaging in this behavior and characteristics of these drivers. Survey results are compared to data from previous years. In response to the COVID-19 pandemic, this RSM also describes the effects of the pandemic on risky driving behaviors. Research showed decreased traffic volumes led to increases in speeding and impaired driving (Hughes et al. 2020; Thomas et al. 2020; Vanlaar et al. 2021) and this survey provides additional insight.

Background

What proportion of total crashes involve alcohol-impaired driving?

According to the National Highway Traffic Safety Administration (NHTSA), the overall fatality rate decreased from 2016 to 2019 before rising in 2020. Vehicle miles traveled (VMT) decreased by 11% from 2019 to 2020 and the estimated fatality rate per 100 million VMT decreased by 3.5% from 1.14 in 2018 to 1.11 in 2019 before rising to 1.34 in 2020 (NHTSA 2022).

TRAFFIC INJURY RESEARCH FOUNDATION USA, INC.



TIRF USA ROAD SAFETY MONITOR 2022 | ALCOHOL-IMPAIRED DRIVING & COVID-19 IN THE UNITED STATES 1



RSM 2022 results

- > **Where does the issue of alcohol-impaired driving sit on the public agenda?**
 - » Drivers were asked how concerned they were about various societal issues, including the COVID-19 pandemic.
 - » Approximately **1 in 3 (34%)** U.S. drivers reported they were very or extremely concerned about the pandemic.
 - » Comparatively, **59%** of U.S. drivers reported they were very or extremely concerned about alcohol-impaired driving.
 - » At least half of respondents were concerned about road safety (**50%**) in general.



RSM 2022 results

- > **Is alcohol-impaired driving a major road safety problem for U.S. drivers?**
 - » **77%** of U.S. drivers reported alcohol-impaired driving as a serious problem, consistent with 2021 (78%).
 - » Only texting and driving was reported as a greater road safety issue than alcohol-impaired driving, as **79%** of drivers believed this was a serious problem.
 - » Roughly half (**51%**) of respondents believed marijuana-impaired drivers were a serious problem, an insignificant decrease from 52% in 2021.



RSM 2022 results

- > **How prevalent is alcohol-impaired driving among U.S. drivers?**
 - » Results revealed the percentage of respondents reporting driving when they thought they were over the legal limit in the last 12 months had a non-significant decrease from 22.5% in 2021 to **19.6%** in 2022.
 - » The percentage of respondents reporting driving impaired often or very often had a significant decrease, from 12.3% in 2021 to **9.7%** in 2022.



RSM 2022 results

- > **What are the reasons why U.S. drivers drove when they thought they were over the legal limit?**
 - » The most common response was they thought they were okay to drive (**30.7%**), down from 40.5% in 2021.
 - » An additional **12.6%** reported they thought they could drive carefully regardless.
 - » **9.3%** believed they would not be caught.
 - » **8.2%** thought there was no alternative to driving.
 - » **10.2%** who did not think about it.
 - » **5%** were not driving far.



RSM 2022 results

- > **What are the characteristics of respondents who reported driving while they thought they were over the legal limit?**
 - » Older drivers were less likely to report driving when they thought they were over the legal limit. In 2018-2022:
 - » **38.1%** of respondents aged 21 to 29 years, and
 - » **42.5%** of those aged 30 to 39 reported this behavior,
 - » **15.1%** of those aged 50 to 59, and
 - » **10.8%** of those over age 60 admitted to driving when over the legal limit.
 - » Males were **67.8%** more likely than females to report driving while they thought they were over the legal limit.



RSM 2022 results

- > **What are the characteristics of respondents who reported driving while they thought they were over the legal limit?**
 - » Persons who had been injured in the past in a motor vehicle crash were **35.7%** more likely to report driving when they thought they were over the legal limit compared to those who had not been injured before.



RSM 2022 results

> **Effects of the COVID-19 pandemic on risky driving behaviors.**

- » In 2022, alcohol-impaired driving was reported by 10.3% of drivers. It was less often reported than some risky driving behaviors, such as speeding (speed through a traffic light: 17.7%; speed well over the limit: 15.5%), fatigued driving (13.9%), & driving without a seatbelt (12.2%).
- » Marijuana-impaired driving (12%) was reported more often than driving when impaired by alcohol (10.3%), but it was not a statistically significant difference.



RSM 2022 conclusions

- > Data from 2022 revealed a non-significant decrease in self-reported alcohol-impaired driving compared to 2021.
- > Recent data about the effects of COVID-19 on road safety indicates there has been an increase in impaired driving and speeding, as well as serious crashes (Hughes et al. 2020; Thomas et al. 2020; Carter et al. 2020).
- > While reported dangerous driving behaviors declined in 2022 compared to 2021, they nevertheless show a concerning prevalence and continued monitoring is required.
- > Targeted education and enforcement efforts to reduce and prevent impaired driving remain essential to lessen the burden of the issue.



TIRF Educational programs





GDL Framework Safety Center

Research & free tools to help states and provinces identify gaps in young driver safety strategies.

gdlframework.tirf.ca



Working Group on DWI System Improvements

Education resources available to support the training efforts for agencies working with DWI offenders.

dwiwg.tirf.ca



Alcohol Interlock Curriculum for Practitioners

Training tool educate professionals, advocates & community members about alcohol ignition interlocks.

aic.tirf.ca



Young and New Driver Resource Centre

Research about young driver crashes, strategies to prevent them, & requirements of Graduated Driver Licensing programs.

yndrc.tirf.ca



#MySafeRoadHome blog

Features the latest research to help Canadians understand the risks associated with unsafe driving practices using real-life situations.

tirf.ca/blog



Knowledge Transfer Model

Research is translated and used in the real world to effectively manage and reduce social problems.

tirf.ca/about-tirf/knowledge-transfer



Thank you

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