



Speeding

NHTSA considers a crash to be speeding-related if the driver was charged with a speeding-related offense or if an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash.

Speeding is one of the most prevalent factors contributing to traffic crashes and at a tremendous cost. NHTSA estimates that the annual economic cost to society of speeding-related crashes is \$40.4 billion. In 2012, speeding was a contributing factor in 30 percent of all fatal crashes, and 10,219 lives were lost in speeding-related crashes. Speeding-related fatalities increased by 2 percent from 10,001 in 2011 to 10,219 in 2012 (Table 1).

Table 1
Total Fatalities, Speeding-Related Fatalities, and Percentage Speeding-Related, 2003–2012

Year	Total Fatalities	Speeding-Related Fatalities	Percent Speeding-Related
2003	42,884	13,499	31
2004	42,836	13,291	31
2005	43,510	13,583	31
2006	42,708	13,609	32
2007	41,259	13,140	32
2008	37,423	11,767	31
2009	33,883	10,664	31
2010	32,999	10,508	32
2011	32,479	10,001	31
2012	33,561	10,219	30

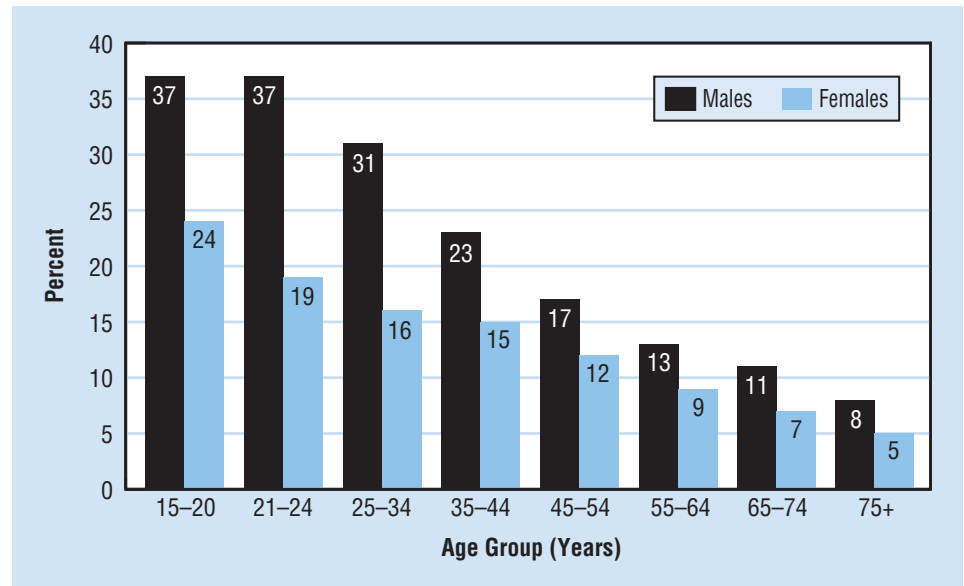
Gender and Age

For drivers involved in fatal crashes, young males are the most likely to be speeding (Figure 1). The relative proportion of speeding-related crashes to all crashes decreased with increasing driver age. In 2012, 24 percent of female drivers in the 15- to 20-year-old age group and 19 percent of female drivers in the 21- to 24-year-old age group involved in fatal crashes were speeding at the time of the crash. Among males, 37 percent of 15- to 20-year-old and 37 percent of 21- to 24-year-old drivers involved in fatal crashes were speeding.

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In 2012, 37 percent of 15- to 20-year-old and 37 percent of 21- to 24-year-old male drivers involved in fatal crashes were speeding.

Figure 1
Percentage of Speeding Drivers in Fatal Crashes, by Age and Gender, 2012



In 2012, 42 percent of the speeding drivers had BACs of .08 g/dL or higher, compared to 16 percent of non-speeding drivers.

Alcohol

Alcohol involvement is prevalent for drivers involved in speeding-related crashes. In 2012, 42 percent of speeding drivers had blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher in fatal crashes, compared to only 16 percent of non-speeding drivers involved in fatal crashes (Table 2).

In 2012, 28 percent of the speeding drivers under age 21 who were involved in fatal crashes also had BACs of .08 g/dL or higher. In contrast, only 13 percent of the non-speeding drivers under 21 involved in fatal crashes in 2012 had BACs of .08 g/dL or higher.

For drivers 21 to 24 years old who were involved in fatal crashes in 2012, 50 percent of speeding drivers had BACs of .08 g/dL or higher, compared with only 24 percent of non-speeding drivers.

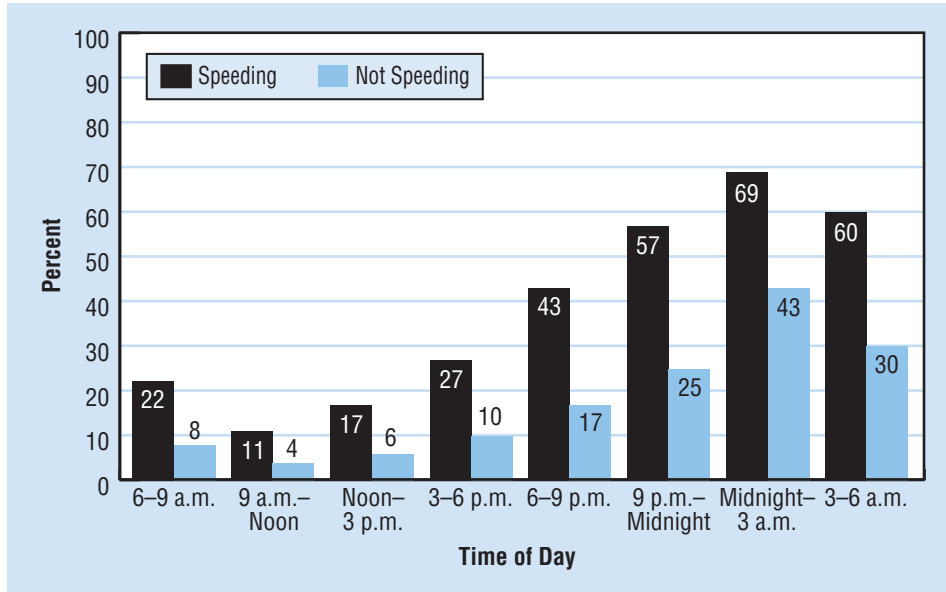
Table 2
Drivers Involved in Fatal Traffic Crashes, by Age, Speeding Involvement, and BAC, 2012

Age Group	Speeding Involvement															
	Speeding							Not Speeding								
	BAC=.00		BAC=.01-.07		BAC=.08+		BAC=.01+		BAC=.00		BAC=.01-.07		BAC=.08+		BAC=.01+	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
<21	958	67	76	5	394	28	470	33	2,441	84	89	3	374	13	463	16
21-24	650	42	115	7	769	50	884	58	2,296	72	138	4	770	24	908	28
25+	3,187	51	349	6	2,750	44	3,099	49	23,857	82	941	3	4,421	15	5,362	18
Total	4,839	52	543	6	3,938	42	4,481	48	29,083	81	1,194	3	5,739	16	6,934	19

Note: Total include drivers of unknown ages.

In 2012, for both speeding and non-speeding drivers involved in fatal crashes, the percentage of those who were impaired with BACs of .08 g/dL or higher at the time the crash occurred was higher at night than during the day. Between midnight and 3 a.m., 69 percent of speeding drivers involved in fatal crashes were alcohol-impaired (BAC = .08+) as compared to 43 percent of non-speeding drivers (See Figure 2).

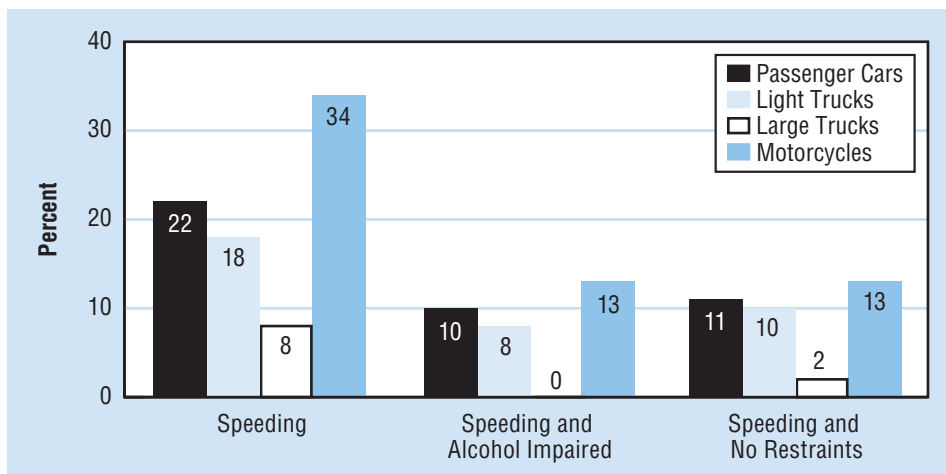
Figure 2
Percentage of Alcohol-Impaired Drivers (BAC=.08+) in Fatal Crashes, by Time of Day and Speeding Involvement, 2012



In 2012, 34 percent of all motorcycle riders involved in fatal crashes were speeding, compared to 22 percent for passenger car drivers, 18 percent for light-truck drivers, and 8 percent for large-truck drivers as shown in Figure 3. Thirteen percent of all motorcycle riders involved in fatal crashes were speeding and had BACs of .08 g/dL or higher, compared to 10 percent for passenger car drivers, 8 percent for light-truck drivers, and less than 0.5 percent for large-truck drivers.

In 2012, 34 percent of motorcycle riders involved in fatal crashes were speeding.

Figure 3
Percentage of Speeding, Alcohol Impairment (BAC=.08+), and Failure to Use Restraints Among Drivers Involved in Fatal Crashes, by Vehicle Type, 2012



Note: Among large-truck drivers, speeding and alcohol-impairment were less than 0.5 percent.

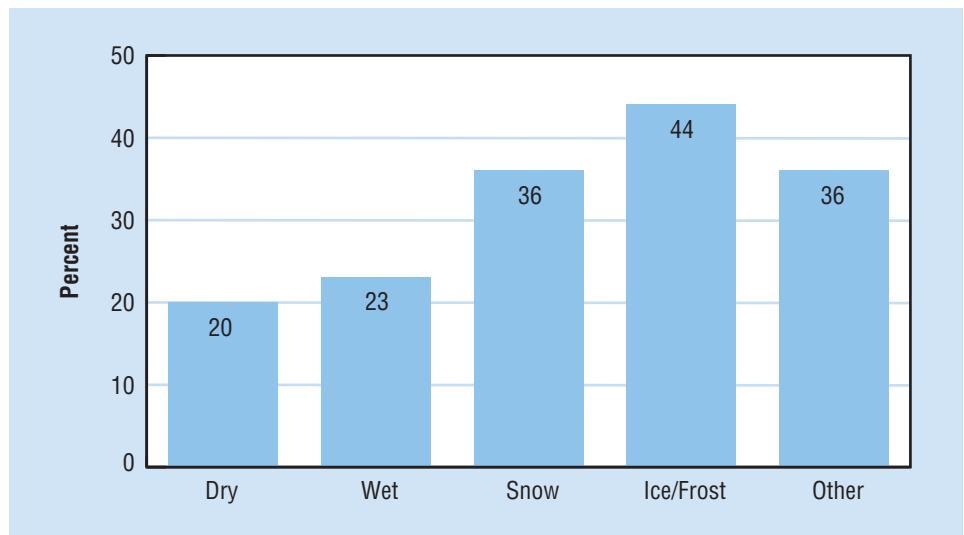
Among passenger vehicle drivers 21 and older in fatal crashes in 2012, those who were not speeding were more likely to be wearing seat belts than those who were speeding at the time of the crash (77% versus 46%).

In 2012, only 52 percent of speeding passenger vehicle drivers under 21 who were involved in fatal crashes were wearing seat belts at the time of crashes. In contrast, 76 percent of non-speeding drivers in the same age group were restrained. For drivers 21 and older, the percentage of speeding drivers involved in fatal crashes who were using restraints at the time of the crash was 46 percent, but 77 percent of non-speeding drivers in fatal crashes were restrained.

In 2012, 23 percent of speeding drivers involved in fatal crashes had invalid licenses at the time of the crashes, compared with 11 percent of non-speeding drivers.

Figure 4

Percentage of Speeding Drivers in Fatal Crashes, by Roadway Surface Condition, 2012



Note: Other road surface condition includes sand, water, oil, slush, mud, dirt, gravel, and other

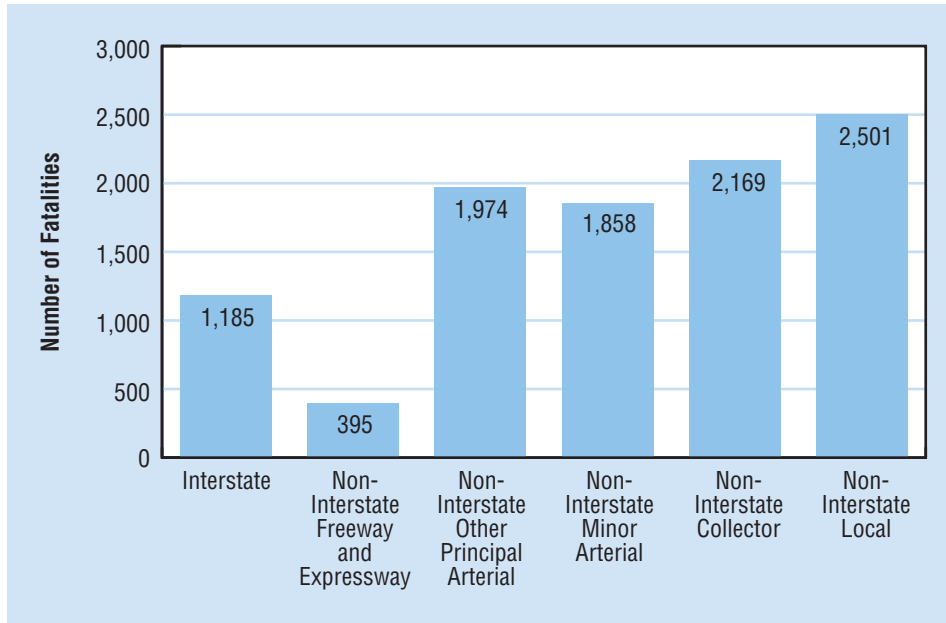
Speeding was a factor for 20 percent of the drivers involved in fatal crashes on dry roads in 2012 and for 23 percent of drivers involved on wet roads. Speeding was a factor for 36 percent of the drivers involved in fatal crashes when there was snow on the road and for 44 percent of drivers involved in fatal crashes that occurred on icy roads (Figure 4).

Speeding was involved in more than one-third (35%) of the fatal crashes that occurred in construction/maintenance zones in 2012.

In 2012, 8,897 (88%) speeding-related fatalities occurred on roads that were non-Interstate highways. Only 12 percent of speeding-related fatalities occurred on Interstate highways (see Figure 5).

In 2012, only 12 percent of speeding-related fatalities occurred on Interstate highways.

Figure 5
Speeding-Related Fatalities, by Roadway Function Class, 2012



Speeding-Related Fatalities by State

Table 3 shows speeding-related traffic fatalities by State and roadway function class in crashes in 2012. Among all States, fatalities in motor vehicle traffic crashes in 2012 ranged from 3,398 (highest) to 15 (lowest) depending on the size and population of the State. Speeding-related traffic fatalities in 2012 were highest in Texas (1,247), followed by California (916), and Pennsylvania (614), and lowest in the District of Columbia (6).

For more information

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NVS-424, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or via the following e-mail address: ncsaweb@dot.gov. General information on highway traffic safety can be accessed by Internet users at www.nhtsa.gov/NCSA. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving*, *Bicyclists and Other Cyclists*, *Children, Large Trucks, Motorcycles*, *Occupant Protection*, *Older Population*, *Overview*, *Passenger Vehicles*, *Pedestrians*, *Race and Ethnicity*, *Rural/Urban Comparisons*, *School Transportation-Related Crashes*, *State Alcohol Estimates*, *State Traffic Data*, and *Young Drivers*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. The fact sheets and annual Traffic Safety Facts report can be accessed online at www-nrd.nhtsa.dot.gov/CATS/index.aspx.



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

Table 3

Speeding-Related Traffic Fatalities, by State and Roadway Function Class, 2012

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
		Total	Interstate		Non-Interstate				
			Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
Alabama	865	272	9	8	12	28	63	98	49
Alaska	59	14	3	0	0	2	3	5	1
Arizona	825	297	43	23	14	58	47	40	71
Arkansas	552	76	4	2	0	12	10	17	27
California	2,857	916	32	93	112	256	199	131	93
Colorado	472	162	12	8	6	43	35	35	23
Connecticut	236	39	0	6	0	5	9	2	17
Delaware	114	46	0	7	0	13	4	10	11
Dist of Columbia	15	6	0	0	0	0	0	0	6
Florida	2,424	361	2	33	6	91	45	9	174
Georgia	1,192	180	5	20	1	19	41	40	54
Hawaii	126	67	0	5	2	20	15	19	6
Idaho	184	61	5	2	1	12	8	18	8
Illinois	956	387	23	30	13	77	80	88	75
Indiana	779	185	13	9	0	0	22	48	93
Iowa	365	70	6	3	0	12	9	13	27
Kansas	405	114	22	0	0	16	24	26	26
Kentucky	746	151	6	5	4	28	21	48	39
Louisiana	722	208	13	12	0	40	38	74	31
Maine	164	78	1	0	0	6	26	0	45
Maryland	505	199	0	32	14	41	42	46	22
Massachusetts	349	106	0	8	14	19	8	1	50
Michigan	938	250	4	26	5	42	48	61	62
Minnesota	395	91	5	1	2	12	25	32	14
Mississippi	582	95	8	1	2	5	15	46	18
Missouri	826	326	14	10	9	66	68	97	62
Montana	205	88	11	0	0	16	14	32	12
Nebraska	212	44	5	2	0	11	7	5	14
Nevada	258	100	6	7	1	18	19	5	38
New Hampshire	108	39	1	2	0	7	1	8	20
New Jersey	589	157	2	15	13	41	34	18	33
New Mexico	365	121	17	3	0	33	7	3	19
New York	1,168	360	10	10	5	93	62	41	139
North Carolina	1,292	440	19	12	6	63	149	66	124
North Dakota	170	62	1	6	0	18	9	14	14
Ohio	1,123	356	13	22	5	59	57	110	77
Oklahoma	708	218	10	19	5	26	24	58	76
Oregon	336	102	16	0	0	33	14	23	16
Pennsylvania	1,310	614	30	37	18	106	141	162	120
Rhode Island	64	31	1	0	3	7	3	0	17
South Carolina	863	316	26	11	1	54	58	115	23
South Dakota	133	39	7	0	0	6	8	9	9
Tennessee	1,014	197	4	10	1	34	44	57	47
Texas	3,398	1,247	48	119	110	209	118	219	422
Utah	217	72	11	7	0	14	18	0	22
Vermont	77	33	5	0	0	6	5	11	6
Virginia	777	271	9	23	0	62	43	77	47
Washington	444	161	12	6	6	32	37	47	19
West Virginia	339	144	15	3	1	33	34	40	17
Wisconsin	615	209	6	4	3	54	42	40	60
Wyoming	123	41	6	2	0	16	5	5	6
U.S. Total	33,561	10,219	521	664	395	1,974	1,858	2,169	2,501
Puerto Rico	347	139	16	4	2	33	39	26	19

Note: The total column for speeding-related fatalities includes fatalities that occurred on roads for which the function class was unknown.