



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. NHTSA estimates that the annual economic cost to society of speeding-related crashes is \$40.4 billion. In 2010, speeding was a contributing factor in 31 percent of all fatal crashes, and 10,395 lives were lost in speeding-related crashes. Speeding-related fatalities decreased by 3 percent from 10,664 in 2009 to 10,395 in 2010.

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Table 1
Total Fatalities, Speeding-Related Fatalities, and Percent Speeding in Fatal Crashes, 2001–2010

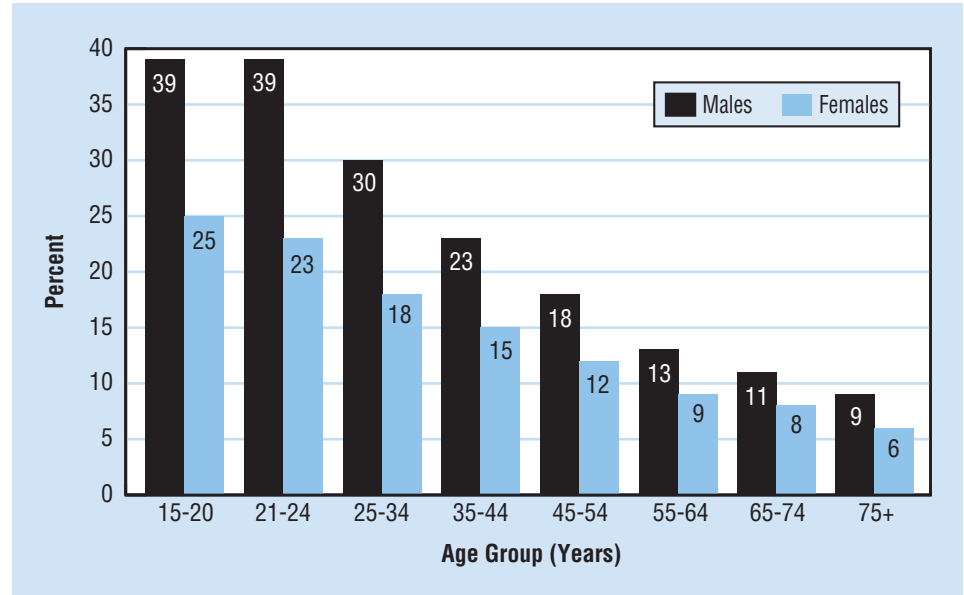
Year	Total Fatalities	Speeding-Related Fatalities	Percent Speeding
2001	42,196	12,924	31
2002	43,005	13,799	32
2003	42,884	13,499	31
2004	42,836	13,291	31
2005	43,510	13,583	31
2006	42,708	13,609	32
2007	41,259	13,140	32
2008	37,423	11,767	31
2009	33,883	10,664	31
2010	32,885	10,395	32

For drivers involved in fatal crashes, young males are the most likely to be speeding. The relative proportion of speeding-related crashes to all crashes decreased with increasing driver age. In 2010, 39 percent of male drivers in both 15- to 20-year-old and 21- to 24-year-old age groups, involved in fatal crashes were speeding at the time of the crash.

Figure 1

Percent of Speeding Drivers in Fatal Crashes, by Age and Sex, 2010

In 2010, 39 percent of male drivers in both 15- to 20-year-old and 21- to 24-year-old age groups, involved in fatal crashes were speeding.



Alcohol involvement is prevalent for drivers involved in speeding-related crashes. In 2010, 42 percent of speeding drivers had a blood alcohol concentration (BAC) 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.

In 2010, 27 percent of the speeding drivers under age 21 who were involved in fatal crashes, also had a BAC of .08 g/dL or higher. In contrast, only 13 percent of the non-speeding drivers under age 21 involved in fatal crashes in 2010 had a BAC of .08 g/dL or higher.

For drivers between the ages of 21 and 24 who were involved in fatal crashes in 2010, 52 percent of speeding drivers had a BAC of .08 g/dL or higher, compared with only 24 percent of non-speeding drivers.

Table 2

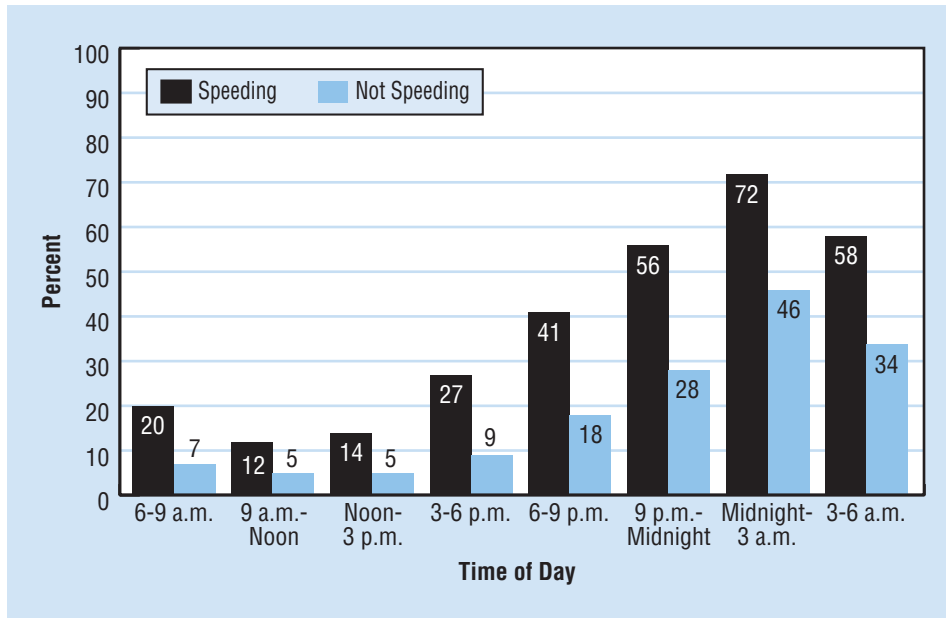
Drivers Involved in Fatal Traffic Crashes, by Age, Speeding Involvement, and BAC Level, 2010

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	1,074	67	93	6	443	27	536	33	2,545	84	96	3	397	13	493	16
21-24	637	40	133	8	822	52	954	60	2,129	71	142	5	723	24	865	29
25+	3,188	51	361	6	2,696	43	3,057	49	22,910	81	868	3	4,435	16	5,302	19
Total	4,959	52	592	6	3,982	42	4,573	48	28,049	80	1,147	3	5,712	16	6,859	20

Note: Total include drivers of unknown ages.

In 2010, for both speeding and non-speeding drivers involved in fatal crashes, the percentage of those who were impaired with a BAC 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., 72 percent of speeding drivers involved in fatal crashes were alcohol-impaired (BAC = .08+) as compared to 46 percent of non-speeding drivers.

Figure 2
Percentage of Alcohol-Impaired Drivers (BAC=.08+) in Fatal Crashes, by Time of Day and Speeding Involvement, 2010

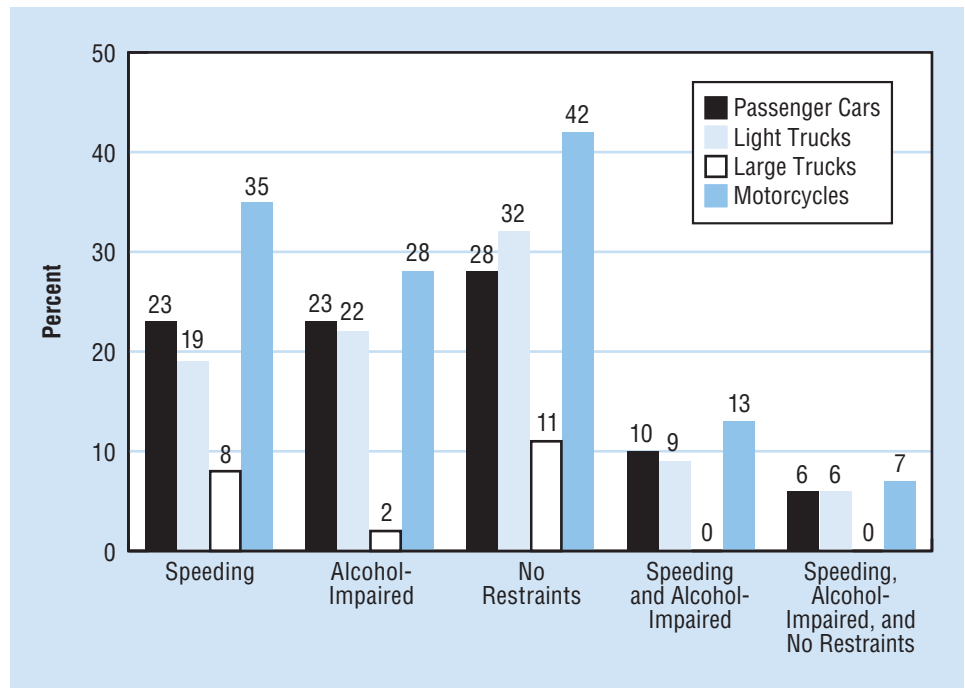


In 2010, 35 percent of all motorcycle riders involved in fatal crashes were speeding, compared to 23 percent for passenger car drivers, 19 percent for light-truck drivers, and 8 percent for large-truck drivers.

In 2010, 42 percent of the speeding drivers had BAC of .08 g/dL or higher, compared to 16 percent of non-speeding drivers.

In 2010, 35 percent of motorcycle riders involved in fatal crashes were speeding.

Figure 3
**Speeding, Alcohol-Impairment (BAC=.08+), and Failure to Use Restraints
 Among Drivers Involved in Fatal Crashes, by Vehicle Type, 2010**



Note: Among large-truck drivers, speeding and alcohol-impairment; as well as speeding, alcohol-impairment, and failure to use restraints was less than .5 percent.

Among passenger vehicle drivers age 21 and older in fatal crashes in 2010, those who were not speeding were more likely to be wearing seat belts than those who were speeding at the time of the crash (76% versus 47%).

In 2010, only 53 percent of speeding passenger vehicle drivers under age 21 who were involved in fatal crashes were wearing seat belts at the time of crash. In contrast, 75 percent of non-speeding drivers in the same age group were restrained. For drivers age 21 and older, the percentage of speeding drivers involved in fatal crashes who were using restraints at the time of the crash was 47 percent, but 76 percent of non-speeding drivers in fatal crashes were restrained.

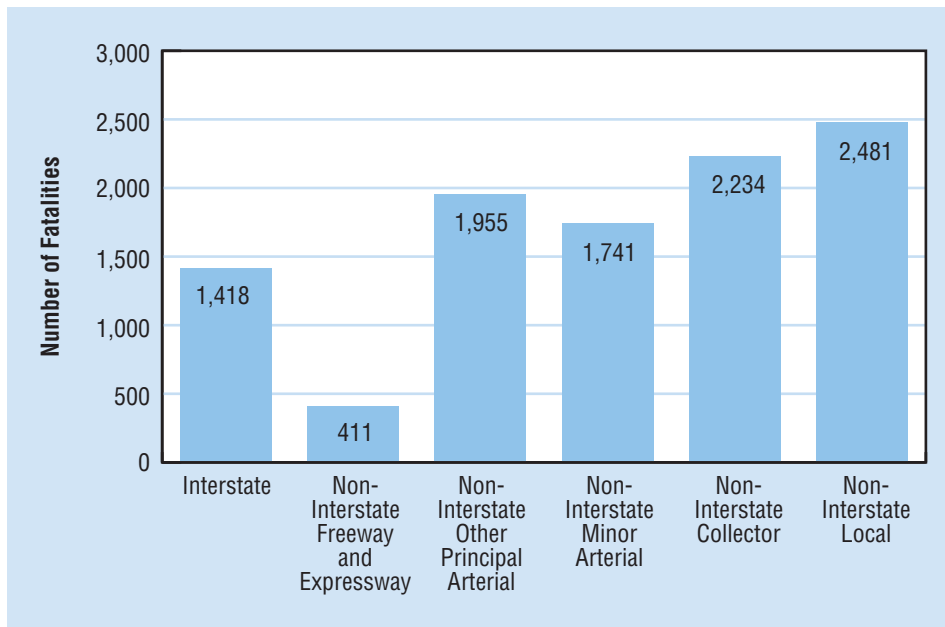
In 2010, 21 percent of speeding drivers involved in fatal crashes had an invalid license at the time of the crash, compared with 10 percent of non-speeding drivers.

Speeding was a factor for 20 percent of the drivers involved in fatal crashes on dry roads in 2010 and for 24 percent of drivers involved on wet roads. Speeding was a factor for 34 percent of the drivers involved in fatal crashes when there was snow or slush on the road and for 41 percent of drivers involved in fatal crashes that occurred on icy roads.

Speeding was involved in one-third (34%) of the fatal crashes that occurred in construction/maintenance zones in 2010.

In 2010, 8,554 (86%) speeding-related fatalities occurred on roads that were non-Interstate highways. Only 14 percent of speeding-related fatalities occurred on Interstate highways.

Figure 4
Speeding-Related Fatalities, by Roadway Function Class, 2010



In 2010, only 14 percent of speeding-related fatalities occurred on Interstate highways.

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, 2010

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	862	316	7	12	17	33	53	69	125
Alaska	56	23	7	3	0	3	2	4	3
Arizona	762	245	47	20	10	38	28	63	39
Arkansas	563	108	3	3	1	16	15	24	46
California	2,715	922	47	113	107	297	127	128	103
Colorado	448	162	14	5	5	50	39	27	22
Connecticut	319	124	4	22	6	16	29	26	21
Delaware	101	42	0	0	0	12	9	8	11
District of Columbia	24	8	0	1	0	0	0	0	7
Florida	2,445	453	17	46	6	100	43	9	231
Georgia	1,244	217	7	16	0	36	46	52	50
Hawaii	113	50	1	5	2	16	6	15	4
Idaho	209	66	9	2	0	15	9	15	14
Illinois	927	437	30	53	2	88	104	82	77
Indiana	754	190	13	5	0	0	32	36	104
Iowa	390	62	7	2	0	14	17	13	9
Kansas	431	100	5	0	0	27	20	20	28
Kentucky	760	154	8	9	1	24	23	50	39
Louisiana	710	235	13	23	1	19	60	68	51
Maine	161	83	4	0	0	8	11	29	31
Maryland	493	154	1	20	7	37	32	32	24
Massachusetts	314	68	1	10	16	4	3	0	30
Michigan	942	231	6	20	9	43	40	62	51
Minnesota	411	96	8	4	0	14	24	33	13
Mississippi	641	129	11	0	1	11	7	77	21
Missouri	819	323	7	29	27	31	76	76	77
Montana	189	68	11	0	0	14	13	21	9
Nebraska	190	36	5	0	0	6	10	8	7
Nevada	257	77	4	4	4	13	25	14	12
New Hampshire	128	62	2	10	0	0	1	14	35
New Jersey	556	141	2	22	20	21	27	13	36
New Mexico	346	131	15	1	0	110	1	0	2
New York	1,200	335	20	2	7	79	50	62	115
North Carolina	1,319	490	29	29	7	59	45	165	156
North Dakota	105	42	6	0	1	4	8	7	16
Ohio	1,080	307	20	21	10	37	50	88	77
Oklahoma	668	189	5	12	6	16	25	71	54
Oregon	317	97	6	4	0	31	18	29	9
Pennsylvania	1,324	702	28	51	24	124	172	150	153
Rhode Island	66	28	0	5	4	8	4	1	6
South Carolina	810	283	26	11	4	39	77	111	0
South Dakota	140	32	5	2	1	3	9	8	4
Tennessee	1,031	229	18	21	4	39	43	64	40
Texas	2,998	1,190	63	123	87	217	128	206	359
Utah	236	95	17	9	2	22	21	3	21
Vermont	71	27	2	2	0	4	5	8	6
Virginia	740	269	13	25	3	35	40	35	28
Washington	458	175	10	9	3	45	41	36	19
West Virginia	315	133	18	3	0	19	29	40	24
Wisconsin	572	202	6	6	6	47	43	47	47
Wyoming	155	57	13	2	0	11	1	15	15
U.S. Total	32,885	10,395	621	797	411	1,955	1,741	2,234	2,481
Puerto Rico	340	135	18	9	2	22	41	28	15

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