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NHTSA's Safety Performance Measures Selection Criteria

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National Highway Traffic Safety Administration's (NHTSA) Safety Performance Measures Selection Criteria

In 2008, the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) agreed on a minimum set of performance measures to be used by States and federal agencies in the development and implementation of behavioral highway safety plans and programs. These performance measures are documented in ***Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025)*** published in August 2008 - <https://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/811025.pdf>.

This manual provides information on the selection criteria used for the data presented in the *Traffic Safety Performance (Core Outcome) Measures* tables in NHTSA's State Traffic Safety Information (STSI) web portal (<https://cdan.nhtsa.gov/STSI.htm>).

The following details the selection criteria for the Core Outcome Measures:

C-1) Number of traffic fatalities (FARS)

States are encouraged to report 3-year or 5-year moving averages as appropriate (when annual counts are sufficiently small that random fluctuations may obscure trends). This comment applies to all fatality measures.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Comment: Not provided by NHTSA

C-3) Fatalities/VMT (FARS, FHWA)

States should set a goal for total fatalities/VMT; States should report both rural and urban fatalities/VMT as well as total fatalities/VMT.

Selection criteria: Refer to [Land Use \(Rural/Urban\)](#) for elements and attributes.

Comment: The source for fatalities is FARS. The source for VMT is FHWA's Annual Highway Statistics Series (<https://www.fhwa.dot.gov/policyinformation/statistics.cfm>), Table VM-2 Functional System Travel.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Selection criteria: [PER_TYP IN \(1,2,9\)](#) AND [Passenger Vehicle](#) AND [INJ_SEV=4](#) AND [Unrestrained](#)

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Comment: Based on imputed alcohol data, which accounts for missing/unknown alcohol test results.

C-6) Number of speeding-related fatalities (FARS)

Comment: Refer to [Speeding-Related](#)

C-7) Number of motorcyclist fatalities (FARS)

Selection criteria: [PER_TYP IN \(1,2,9\)](#) AND [BODY_TYP IN \(80:89\)](#) AND [INJ_SEV=4](#)

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Selection criteria: [PER_TYP IN \(1,2,9\)](#) AND [BODY_TYP IN \(80:89\)](#) AND [INJ_SEV=4](#) AND [Unhelmeted](#)

Comment: Unhelmeted includes no helmet; helmets used improperly; other restraint used improperly; and all other restraints (lap, shoulder, child seat, etc.).

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Selection criteria: [PER_TYP=1](#) AND [AGE IN \(0:20\)](#)

C-10) Number of [pedestrian](#) fatalities (FARS)

Selection criteria: [PER_TYP=5](#) AND [INJ_SEV=4](#)

Comments: This core measure only includes persons on foot and not those on personal conveyances who are often referred to as “other pedestrians.” The data collection for the standard “pedestrian” category has been consistent throughout the existence of FARS. However, the so-called “other pedestrian” has gone through a few changes. The following chronicles the history of “other pedestrian” in three stages:

1. **1994-2004:** The code for “other pedestrians (08)” was introduced in FARS in 1994. This code was the result of further detailing the previous coding of “other or unknown nonoccupant (8)” as 1) other pedestrians and 2) unknown nonoccupant. Since it is not possible to differentiate “other pedestrians” from “unknown nonoccupants” prior to 1994, we have kept them in the “other nonoccupant” category to maintain consistency across data years. From 1994 to 2004, “other pedestrians (08)” was used for:
 - o occupant of a transport device used as equipment (working highway maintenance trucks, cherry pickers, etc.),
 - o pedestrians using conveyances (e.g., skateboards, wheelchairs, roller skates, sleds, etc.), and
 - o people in buildings.
2. **2005-2006:** In 2005, code “08” became “other persons on personal conveyances/in buildings.” Prior to 2005, code “08” was labeled “other pedestrians” and included occupants of motor vehicles used as equipment (working highway maintenance vehicles, cherry pickers, etc.), which are also referred to as “working” motor vehicles. For occupants of working motor vehicles, see “occupant of a motor vehicle not in transport (03).”
3. **2007-present:** Since 2007 code “08” only captures “persons on personal conveyances.” From 2005-2006, code “08” included persons in buildings. For persons in buildings, see code “10 – persons in/on buildings.”

C-11) Number of bicyclist and other cyclist fatalities (FARS)

Selection criteria: [PER_TYP IN \(6, 7\)](#) AND [INJ_SEV=4](#)

Comments: On March 11th, 2014, GHSA and NHTSA agreed on bike fatalities as a newly required performance core measure. Although this core measure includes persons on bicycles, unicycles, and tricycles. This group of persons is also referred to as pedalcyclists.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Source: Seat Belt Use in YYYY—Overall Results Research Note. The latest available is [Seat Belt Use in 2017—Overall Results \(DOT HS 812 465\)](#)

ANALYTICAL DATA CLASSIFICATIONS

The following section presents information on the analytical data classifications that were used for the various Safety Performance Measures. The data was extracted from the Fatality Analysis Reporting System (FARS).

INJURY SEVERITY

Description (INJ_SEV)	FARS (1975-2012)	FARS 2013+	Injury Classification	Survival Status
No Injury (O)	0	-	Not Injured	Survived
No Apparent Injury (O)	-	0	Not Injured	Survived
Possible Injury (C)	1	1	Injured, Other	Survived
Non-incapacitating Evident Injury (B)	2	-	Injured, Non-incapacitating	Survived
Suspected Minor Injury (B)	-	2	Injured, Non-incapacitating	Survived
Incapacitating Injury (A)	3	-	Injured, Incapacitating	Survived
Suspected Serious Injury (A)	-	3	Injured, Incapacitating	Survived
Fatal Injury (K)	4	4	Killed	Killed
Injured, Severity Unknown	5	5	Injured, Other	Survived
Died Prior to Crash	6	6	Not Injured	Survived
Unknown	9	9	Unknown	Survived

Died Prior to Crash (6) refers to non-motor vehicle fatalities that are involved in a motor vehicle crash; e.g., a heart attack victim, a homicide victim, a suicide or a person involved in a legal intervention.

Most jurisdictions use the KABCO injury coding scheme:

K= Killed

A = Incapacitating Injury

B = Non-incapacitating injury

C = Possible Injury

O = No Injury

LAND USE (RURAL/URBAN)

FARS Description	Data Year and Code			Classification
	1975-1986 (LAND_USE)	1987-2014 (ROAD_FNC)	2015+ (RUR_URB)	
Rural	2	-	1	Rural
Rural principal arterial – interstate	-	01		
Rural principal arterial – other	-	02		
Rural minor arterial	-	03		
Rural major collector	-	04		
Rural minor collector	-	05		
Rural local road or street	-	06		
Rural unknown	-	09		
Urban	1	-	2	Urban
Urban principal arterial – interstate	-	11		
Urban principal arterial – other freeways or expressways	-	12		
Urban principal arterial	-	13		
Urban minor arterial	-	14		
Urban collector	-	15		
Urban local road or street	-	16		
Urban unknown	-	19		
Unknown	9	99	9	Unknown
Trafficway Not in State Inventory	-	-	6	
Not Reported	-	-	8	

Land Use is defined by the Federal Highway Administration (FHWA) and does not necessarily coincide with the U.S. Census Bureau's definition or any other definition of urban or rural. It has been determined that there are errors in the 1975 and 1976 data for this variable; consequently, care should be taken when comparing data over several years.

PERSON TYPE

FARS Description (PER_TYP)	Data Year and Codes					Classification
	1975-1981	1982-1993	1994-2004	2005-2006	2007+	
Occupants						
Driver of a motor vehicle in transport	1	1	01	01	01	Driver
Passenger of a motor vehicle in transport	2	2	02	02	02	Passenger
Unknown occupant type of a motor vehicle in transport ⁽¹⁾	9	9	09	09	09	Passenger
Nonoccupants						
Occupant of a motor vehicle not in transport ⁽²⁾	-	3	03	03	03	Other nonoccupant
Occupant of a non-motor vehicle transport device ⁽³⁾	5	4	04	04	04	Other nonoccupant
Pedestrian	3	5	05	05	05	Pedestrian
Bicyclist	4	6	06	06	06	Pedalcyclist
Other cyclist		7	07	07	07	Pedalcyclist
Other or unknown nonoccupant	8	8	-	-	-	Other/unknown nonoccupant
Other pedestrians ⁽⁴⁾	-	-	08	-	-	Other nonoccupant
Other persons on personal conveyances/in buildings ⁽⁵⁾	-	-	-	08	-	Other nonoccupant
Persons on personal conveyances ⁽⁶⁾	-	-	-	-	08	Other nonoccupant
Persons in/on buildings ⁽⁶⁾	-	-	-	-	10	Other nonoccupant
Unknown type of nonoccupant	-	-	19	19	19	Unknown nonoccupant type
Unknown						
Unknown person type	-	-	99 ⁽⁷⁾	-	-	Unknown person type
Not reported*	-	-	-	-	88 (2010 only)	

*Not reported was introduced in 2010 although none appeared on the File. This attribute was deleted in 2011.

⁽¹⁾ Customarily, "Unknown Occupant" is placed in the "Passenger" category, unless they need to be distinguished from "Passengers".

⁽²⁾ "Occupant of motor vehicle not in transport" refers to occupants of parked motor vehicles (any motor vehicle stopped off the roadway). In 2005, this definition was expanded to include parked/stopped off roadway/working motor vehicles and occupants of motor vehicles in motion outside the trafficway boundaries. Prior to 2005, occupants of working motor vehicles (working highway maintenance vehicles, cherry pickers, etc.) were coded "08." At that time, code "08" was labeled "Other Pedestrians."

⁽³⁾ “Occupant of non-motor vehicle transport device” refers to persons riding in an animal-drawn conveyance, on an animal, or injured occupants of railway trains, etc.

⁽⁴⁾ The code for “other pedestrians (08)” was created in FARS in 1994. This code was the result of further detailing the previous coding of “other or unknown nonoccupant (8)” as 1) other pedestrians and 2) unknown nonoccupant. Since it is not possible to differentiate “other pedestrians” from “unknown nonoccupants” prior to 1994, we have kept them in the “other nonoccupant” category for consistency across data years. “Other pedestrians” is used for occupant of a transport device used as equipment (working highway maintenance trucks, cherry pickers, etc.), pedestrians using conveyances, and people in buildings. Examples of pedestrian conveyances are skateboard riders, people in wheelchairs, people on roller skates, and sled riders.

⁽⁵⁾ Prior to 2005, code “08” was labeled “Other Pedestrians” and also included occupants of motor vehicles used as equipment (working highway maintenance vehicles, cherry pickers, etc.). For occupants of working motor vehicles, see code “03.”

⁽⁶⁾ Prior to 2007, code “08” included persons in buildings. For persons in buildings, see code “10 – Persons In/On Buildings.”

⁽⁷⁾ “Unknown person type” existed in data years 1995 and 1996 only. It was found that this attribute did not add any value to the element.

⁽⁸⁾ A person in or on a working motor vehicle. Working motor vehicles are transport devices being used as equipment which would be classified under ANSI as motor vehicles, if not being used as equipment (e.g., a tow truck while using its winch, a pickup truck while being used to power a saw, a truck with cherry picker being used to repair or maintain a traffic signal or a concrete truck while discharging its load).

VEHICLE (BODY TYPE) CLASSIFICATION

FARS Vehicle Body Type Classification (BODY_TYP)	Data Year and Code		
	1975-1981	1982-1990	1991+
Passenger Cars	01-09	01-11, 67	01-11, 17 (since 2010)
Light Trucks & Vans ⁽⁴⁾	43, 50-52, or (60 and tow_veh=0)	12, 40, 41, 48-51, 53-56, 58, 59, 68, 69, or (79 and tow_veh=0 or 9)	14-16, 19-22, 24 ^(1,6) , 25 ^(2,6) , 28-41 ⁽¹⁰⁾ , 45-49, or (79 and tow_veh=0 or 9)
Large Trucks	53-59, or (60 and tow_veh=1)	70-72, 74-76, 78, or (79 and tow_veh in 1-5 ⁽⁸⁾)	60-64, 66, 67 ⁽⁵⁾ , 71, 72, 78, or (79 and tow_veh ⁽⁷⁾ in 1-4)
Motorcycles	15-18	20-29	80-89 ⁽⁹⁾
Buses	25-29	30-39	50-59 (55 van-based>10k lbs since 2011)
Other/Unknown Vehicles	35-42, 44, 45, 99	13, 14, 42, 52, 73, 77, 80, 81, 82, 83, 88, 89, 90, 99	12, 13, 23 ⁽⁶⁾ , 42, 65, 73, 90, 91, 92, 93, 94 ⁽³⁾ , 95 (since 2012) , 96 (since 2017) , 97, 99. Also, since 2004 (79 and tow_veh ⁽⁷⁾ =5 or 6) or 98 (since 2010)
Passenger Vehicles	01-09, 43, 50-52, or (60 and tow_veh=0)	01-12, 40, 41, 48-51, 53-56, 58, 59, 67-69, or (79 and tow_veh=0 or 9)	01-11, 14-16, 19-22, 24 ⁽¹⁾ , 25 ⁽²⁾ , 28-41 ⁽¹⁰⁾ , 45-49, or (79 and tow_veh=0 or 9) or 17 (since 2010)

FARS Vehicle Body Type Classification (BODY_TYP)	Data Year and Code		
	1975-1981	1982-1990	1991+
Utility Vehicles (a.k.a. On/Off Road)	43	12, 56, 68	14-16, 19
Pickups	50	50, 51	30-39 ⁽¹⁰⁾
Vans	51	40, 41, 48, 49	20-22, 24 ^(1,6) , 25 ^(2,6) , 28, 29
Medium Trucks	53, 54, 56	70, 71, 75, 78	60-62, 64, 67 ⁽⁵⁾ , 71
Heavy Trucks	55, 57-59, or (60 and tow_veh=1)	72, 74, 76, or (79 and tow_veh in 1-5 ⁽⁸⁾)	63, 66, 72, 78, or (79 and tow_veh ⁽⁷⁾ in 1-4)
Combination Trucks	((53-56, 60) and tow_veh=1) or 57-59	((70-72, 75, 76, 78, 79) and tow_veh in 1-5 ⁽⁸⁾) or 74	((60-64, 67, 71, 72, 78, 79) and tow_veh ⁽⁷⁾ in 1-4) or 66
Single Unit Trucks	(53-56, 60) and tow_veh =0	(70-72, 75, 76, 78, 79) and tow_veh in (0,9)	(60-62,63,64,67,71,72,78,79) and tow_veh in (0,5,6 ⁽⁷⁾ ,9)

⁽¹⁾ Body type code **24 (van-based school bus)** was added in 1993. When solely defining School Buses be sure to include body type code **24**.

⁽²⁾ Body type code **25 (van-based transit bus)** was added in 1993. When solely defining Transit Buses be sure to include body type code **25**.

⁽³⁾ Body type coded **94 (motorized wheelchair)** was added in **1997** and deleted in **1998**.

⁽⁴⁾ "Light Trucks & Vans" is frequently referred to as just "Light Trucks."

⁽⁵⁾ Body type code **67 (medium/heavy pickup (Ford Super Duty 450/550))** was added in **2001**. For the purposes of medium and heavy truck classifications, this body type will be considered a medium truck.

⁽⁶⁾ Van-based bus (**24, 25**) and van-based motor home (**23**) body type codes were deleted in **2003**.

These attributes were removed because a review of the FARS Analyst coding revealed that they were rarely capturing them.

⁽⁷⁾ New code was added in 2004 for Vehicle Trailing (tow_veh) - **5 (vehicle towing another motor vehicle)**. In 2009, the attribute was split into two to distinguish between fixed and non-fixed linkages (5 and 6). This attribute is not a part of the selection criteria for Light, Large, Heavy, or Combination Truck classifications. Beginning with 2004, an *unknown truck type (light/medium/heavy)* that was *towing another vehicle* - (BODY_TYP=79 and TOW_VEH=5,6) - should be classified as *Other/Unknown*.

⁽⁸⁾ From 1982 to 1990, *Vehicle Trailing (TOW_VEH)* attribute value 5 (yes, two or more trailing units) existed in 1982 only. Including "5" in the range from 1982 to 1990 does not affect the classification.

⁽⁹⁾ In 2017, new attributes were added to the motorcycle range: **motor scooter (84); unenclosed three wheel motorcycle / unenclosed autocycle (1 rear wheel) (85); enclosed three wheel motorcycle / enclosed autocycle (1 rear wheel) (86); unknown three wheel motorcycle type (87)**.

⁽¹⁰⁾ In 2017, attributes *compact pickup (30)* and *standard pickup (31)* were deleted and replaced with attribute **light pickup (34)**.

RESTRAINT USE: For all vehicle occupants, except motorcyclists

The restraint use classification should be used for all vehicle occupants, except for motorcyclists. However, most restraint use analysis focuses on child safety seat use or belt use for [passenger vehicle](#) occupants. Be sure to include the appropriate vehicle body type occupied in your selection criteria - see the section on [Vehicle \(Body Type\) Classification](#).

FARS Description	Data Year and Code							Classification
	1975-1990 (MAN_REST)	1991-1993 (REST_USE)	1994-2007 (REST_USE)	2008-2009 (REST_USE)	2010-2012 (REST_USE)	2013-2016 (REST_USE)	2017+ (REST_USE)	
None used (vehicle occupant) or Not applicable (nonoccupant)	0	0	00	00	-	-	-	Not Used
Not Applicable – no restraint available in seat position of occupant (ex. sleeper cab or exterior)	-	-	-	-	00	00	-	
None Used – vehicle occupant	-	-	-	-	07	07	-	
None Used/Not Applicable	-	-	-	-	-	-	20	
Bicycle Helmet	-	-	06	06	-	-	-	
Motorcycle helmet	5	5	05	05	-	-	-	
DOT-Compliant motorcycle helmet	-	-	-	-	05	05	05	
Other Helmet	-	-	-	-	16	-	-	
Helmet, Other than DOT-Compliant Motorcycle Helmet	-	-	-	-	-	16	16	
Helmets used improperly	-	-	15	15	-	-	-	
No helmet	-	-	-	-	17	17	17	
Helmet, Unknown if DOT-Compliant	-	-	-	-	-	19	19	
Shoulder belt	1	1	01	01	01	01	01	Used
Lap belt	2	2	02	02	02	02	02	
Lap and shoulder belt	3	3	03	03	03	03	03	
Child safety seat	4	4	04	-	-	-	-	
Child Safety /Booster Seat – Type Unknown/Not Reported	-	-	-	04	04	04	04	
Child Safety Seat – Forward Facing	-	-	-	10	10	10	10	
Child Safety Seat – Rear Facing	-	-	-	11	11	11	11	
Booster Seat (with lap/shoulder belt used properly)	-	-	-	12	12	12	12	
Restraint used - type unknown or other including other helmet	8	8	08	08	08	08	08	
Safety belt used improperly	-	-	13	13	-	-	-	
Child safety seat/booster seat used improperly	-	-	14	14	-	-	-	
Other	-	-	-	-	97	97	97	
Unknown if used	9	9	99	99	99	99	99	Unknown
Unknown if helmet worn	-	-	-	-	-	29	29	
Not Reported	-	-	-	-	98	98	98	

Historically, *child safety seat used improperly* was classified as ‘Not Used’ in FARS. In June of 2003, this attribute was re-classified as USED. All other *improperly used* restraint systems were placed in categories as appropriate.

HELMET USE: For motorcyclists only

The helmet use classification should be used for motorcyclists only. Be sure to include the appropriate body type occupied in your selection criteria - see the section on [Vehicle \(Body Type\) Classification](#) for the [motorcycle body types](#).

FARS Description	Data Year and Code							Classification
	1975-1990 (MAN_REST)	1991-1993 (REST_USE)	1994-2007 (REST_USE)	2008-2009 (REST_USE)	2010-2012 (REST_USE)	2013-2016 (REST_USE)	2017+ (REST_USE)	
None used (vehicle occupant) or Not applicable (nonoccupant)	0	0	00	00	-	-	-	Not Helmeted
Not Applicable – no restraint available in seat position of occupant (ex. sleeper cab or exterior)	-	-	-	-	00	00	-	
None Used – vehicle occupant	-	-	-	-	07	07	-	
None Used/Not Applicable	-	-	-	-	-	-	20	
Shoulder belt	1	1	01	01	01	01	01	
Lap belt	2	2	02	02	02	02	02	
Lap and shoulder belt	3	3	03	03	03	03	03	
Child safety seat	4	4	04	-	-	-	-	
Child Safety /Booster Seat – Type Unknown/Not Reported	-	-	-	04	04	04	04	
Bicycle Helmet	-	-	06	06	-	-	-	
Child Safety Seat – Forward Facing	-	-	-	10	10	10	10	
Child Safety Seat – Rear Facing	-	-	-	11	11	11	11	
Booster Seat (with lap/shoulder belt used properly)	-	-	-	12	12	12	12	
Safety belt used improperly	-	-	13	13	-	-	-	
Child safety seat/booster seat used improperly	-	-	14	14	-	-	-	
Helmets used improperly	-	-	15	15	(5, 16) and *REST_MIS=1	(5, 16, 19) and *REST_MIS=1	(5, 16, 19) and *REST_MIS=1	
No helmet	-	-	-	-	17	17	17	
Restraint used - type unknown or other including other helmet, used improperly	-	-	-	-	(8,97) and *REST_MIS=1	(8,97) and *REST_MIS=1	(8,97) and *REST_MIS=1	
Motorcycle helmet	5	5	05	05	-	-	-	Helmeted
DOT-Compliant motorcycle helmet	-	-	-	-	05 and *REST_MIS=0	05 and *REST_MIS=0	05 and *REST_MIS=0	
Other/Unknown Helmet	-	-	-	-	16 and *REST_MIS=0	(16,19) and *REST_MIS=0	(16,19) and *REST_MIS=0	

FARS Description	Data Year and Code							Classification
	1975-1990 (MAN_REST)	1991-1993 (REST_USE)	1994-2007 (REST_USE)	2008-2009 (REST_USE)	2010-2012 (REST_USE)	2013-2016 (REST_USE)	2017+ (REST_USE)	
Restraint used - type unknown or other including other helmet	8	8	08	08	(8,97) and *REST_MIS=0	(8,97) and *REST_MIS=0	(8,97) and *REST_MIS=0	Unknown
Unknown if used	9	9	99	99	99	99	99	
Unknown if helmet worn	-	-	-	-	-	29	29	
Not Reported	-	-	-	-	98	98	98	

* *Improperly used* helmets are classified as ‘Not Used.’ In 2010, the Restraint/Helmet Mis-Use (REST_MIS) element was introduced and “*Improperly Used*” attributes were removed from the Restraint Use (REST_USE) element.

SPEEDING-RELATED

FARS (1982-2008)

A fatal crash is “speeding” related if any of the following applies:

1. At least one driver involved in the crash had a speeding related *Driver Related Factor*. Note that in 2009 the *Driver Related Factor* attributes associated with speeding-related were deleted and a new data element, *Speed Related*, was introduced to capture this information.
2. At least one driver involved in the crash had a speeding related *Violation Charged*

Note: This definition was revised in 2002. The previous definition for “speeding” only looked at *Driver Related Factors*. By expanding the definition to include *Violations Charged*, “speeding” fatal crashes and fatalities increase by less than 1 percent. This method only applies to 1982 through 2008 data. Only the *Speed Related* element needs to be considered for 2009 and later data.

FARS Description	Data Year and Codes			
	1982-1996	1997	1998-2007	2008
1. Driver Related Factor - DR_CF1, DR_CF2, DR_CF3, DR_CF4 (DR_CF4 was added in 1997)				
Driving too fast for conditions or in excess of the posted maximum	44			
Driving too fast for conditions	-			43
Driving in Excess of Posted Maximum	-			44
Racing	-		46	
2. Violations Charged	VIOL_CHG	VIOLCHG1, VIOLCHG2, VIOLCHG3		
Speeding	2	-		
Alcohol or drugs and speeding	3	-		
Racing	-	21		
Speeding (above the speed limit)	-	22		
Speed greater than reasonable and prudent (not necessarily over the limit)	-	23		
Exceeding special speed limit (e.g.: for trucks, buses, cycles, or on bridge, in school zone, etc.)	-	24		

FARS Description	Data Year and Codes			
	1982-1996	1997	1998-2007	2008
Energy speed (exceeding 55 MPH, non-pointable)	-	25		

Fatal speeding-related crashes are not captured prior to 1982 using this scheme because *violations charged* did not identify speeding violations prior to 1982.

FARS (2009-2012)

A “Speeding Related” data element was added to the Vehicle file in 2009. A crash is “speeding” related if at least one driver involved in the crash was “Speeding Related” Yes.

FARS Description (SPEEDREL)	Data Year and Codes	Classification
	2009-2012	
No	0	Not Speeding
Yes (includes the following: • Speed greater than reasonable or prudent (not necessarily over the limit) • Driving too fast for conditions • Speeding (above the speed limit) • Exceeding special limit (e.g.; for trucks, buses, cycles, on bridge, at night, in school zone, etc.) • Racing	1	Speeding
No Driver Present/Unknown if Driver Present	8 (2011-2012)	Not Speeding
Unknown	9 or blank (.) in 2010	Unknown

Note: In FARS 2010, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS, these blank values are represented by a single dot or period (.) and should be classified as unknown.

FARS 2013 and Later

The “Speeding Related” data element was expanded in 2013.

FARS Description (SPEEDREL)	Data Year and Codes	Classification
	2013+	
No	0	Not Speeding
Yes, Racing	2	Speeding
Yes, Exceeded Speed Limit	3	
Yes, Too Fast for Conditions	4	
Yes, Specifics Unknowns	5	
Unknown	9	Unknown

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