Traffic Safety Facts

2017 Data

May 2019

DOT HS 812 687

NHTSA

Key Findings

- There were 37,133 traffic fatalities in 2017. Among them, 9,717 (26%) were in crashes where at least one driver was speeding.
- The number of speeding-related fatalities in 2017 decreased by 6 percent from 2016, from 10,291 to 9,717.
- In 2017, 31 percent of male drivers and 18 percent female drivers in the 15-to-20 age group involved in fatal crashes were speeding, the highest among the age groups presented.
- In 2017, 37 percent of all speeding drivers in fatal crashes were alcohol-impaired, compared to 16 percent of non-speeding drivers involved in fatal crashes.
- In 2017, 32 percent of motorcycle riders involved in fatal crashes were speeding, more than drivers of any other vehicle type.
- In fatal crashes in 2017 nearly half (49%) of speeding passenger vehicle drivers were unrestrained at the time of crashes, compared to 21 percent of non-speeding passenger vehicle drivers.
- In 2017, when roadway function class was known, 87 percent of speeding-related fatalities occurred on non-interstate roadways.

U.S. Department of Transportation

National Highway Traffic Safety Administration

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Speeding

NHTSA considers a crash to be speeding-related if any driver in the crash was charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash. In this fact sheet, information on 2017 speeding-related fatal crashes is presented in the following order.

- Overview
- Driver Characteristics
- Alcohol
- Restraint Use
- Environmental Characteristics
- Speeding by State

This fact sheet contains information on fatal motor vehicle crashes and fatalities, based on data from the Fatality Analysis Reporting System (FARS). Refer to the end of this publication for more information on FARS.

Overview

In 2017 there were 52,274 drivers involved in 34,247 fatal crashes, in which 37,133 people lost their lives. Seventeen percent of the drivers involved were speeding at the time of the crashes, and 26 percent of those killed were in a crash involving at least one speeding driver.

Table 1 shows the total number of traffic fatalities, and the number and percentage of fatalities by speeding involvement, for the most recent 10 years of data. The number of speeding-related fatalities decreased by 6 percent, from 10,291 in 2016 to 9,717 in 2017. The proportion of speeding-related fatalities out of the total number of fatalities decreased from 27 percent in 2016 to 26 percent in 2017.

Table 1
Fatalities by Speeding Involvement, 2008–2017

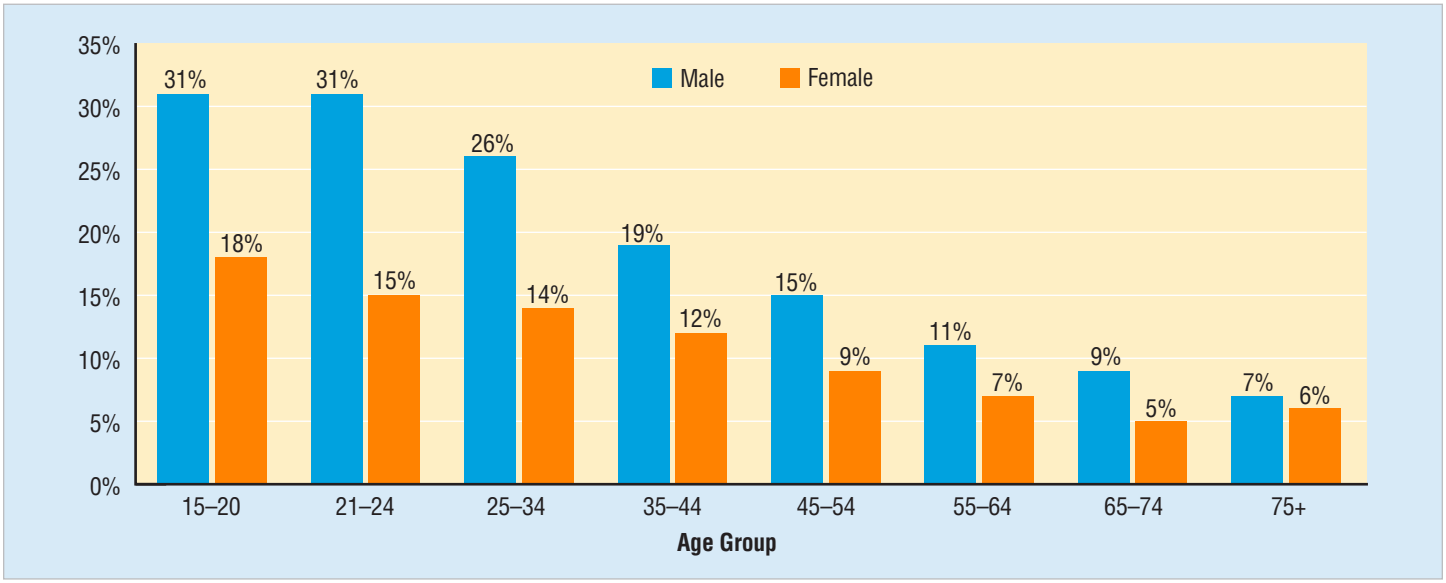
Year	Speeding Involvement				Total	
	Not Speeding		Speeding			
	Number	Percent	Number	Percent	Number	Percent
2008	25,656	69%	11,767	31%	37,423	100%
2009	23,219	69%	10,664	31%	33,883	100%
2010	22,491	68%	10,508	32%	32,999	100%
2011	22,478	69%	10,001	31%	32,479	100%
2012	23,453	69%	10,329	31%	33,782	100%
2013	23,197	71%	9,696	29%	32,893	100%
2014	23,461	72%	9,283	28%	32,744	100%
2015	25,761	73%	9,723	27%	35,484	100%
2016	27,515	73%	10,291	27%	37,806	100%
2017	27,416	74%	9,717	26%	37,133	100%

Source: FARS 2008–2016 Final File, 2017 Annual Report File (ARF)

Driver Characteristics

Figure 1 presents the percentage of drivers who were speeding when involved in fatal crashes, by age groups, separated by gender. The proportion of involvement in speeding-related crashes to all fatal crashes decreased with increasing driver age, and the proportion of female drivers who were speeding was smaller than male drivers across all age groups. Young male drivers were the most likely to be speeding at the time of fatal crashes. In 2017 nearly one-third (31%) of male drivers in the 15- to 20-year-old age group involved in fatal crashes were speeding at the time of the crashes, compared to 18 percent for the female drivers in the same age group.

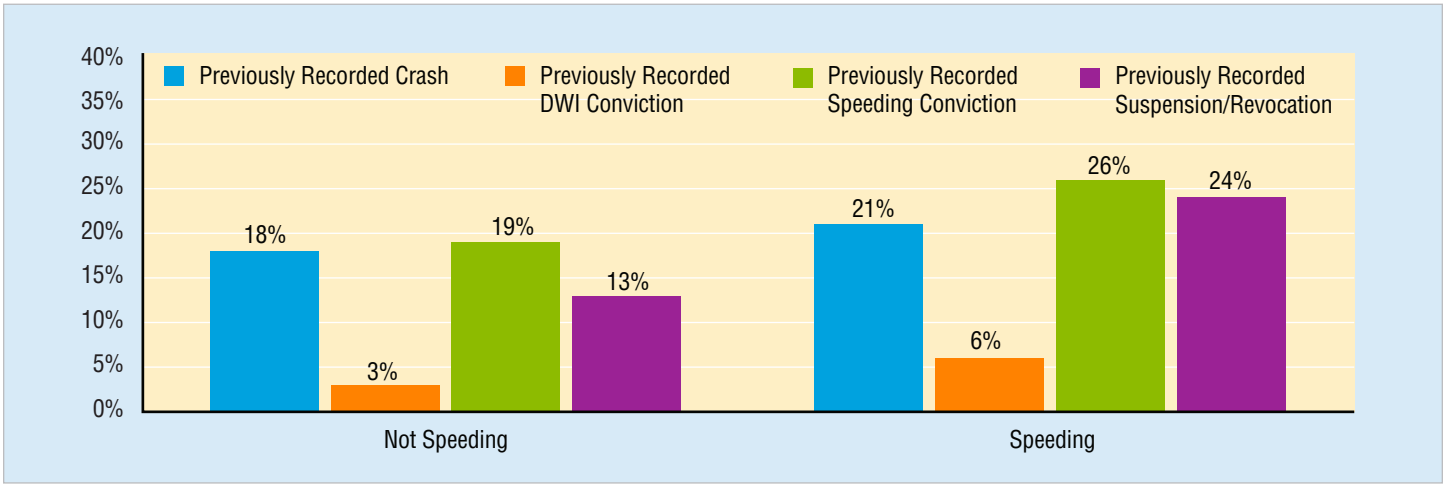
Figure 1
Percentage of Speeding Drivers in Fatal Crashes, by Age and Gender, 2017



Source: FARS 2017 ARF

In Figure 2, the previous driving records of drivers involved in fatal crashes are presented separately for speeding and non-speeding drivers. FARS data contains information on driver records for the previous 5 years. Note that speeding drivers were more likely to have previously recorded crashes, license suspensions or revocations, and/or speeding or DWI convictions than non-speeding drivers. In addition (but not shown), in 2017, among speeding drivers involved in fatal crashes, 26 percent did not have valid driver licenses at the time of the crashes, compared to 12 percent of non-speeding drivers.

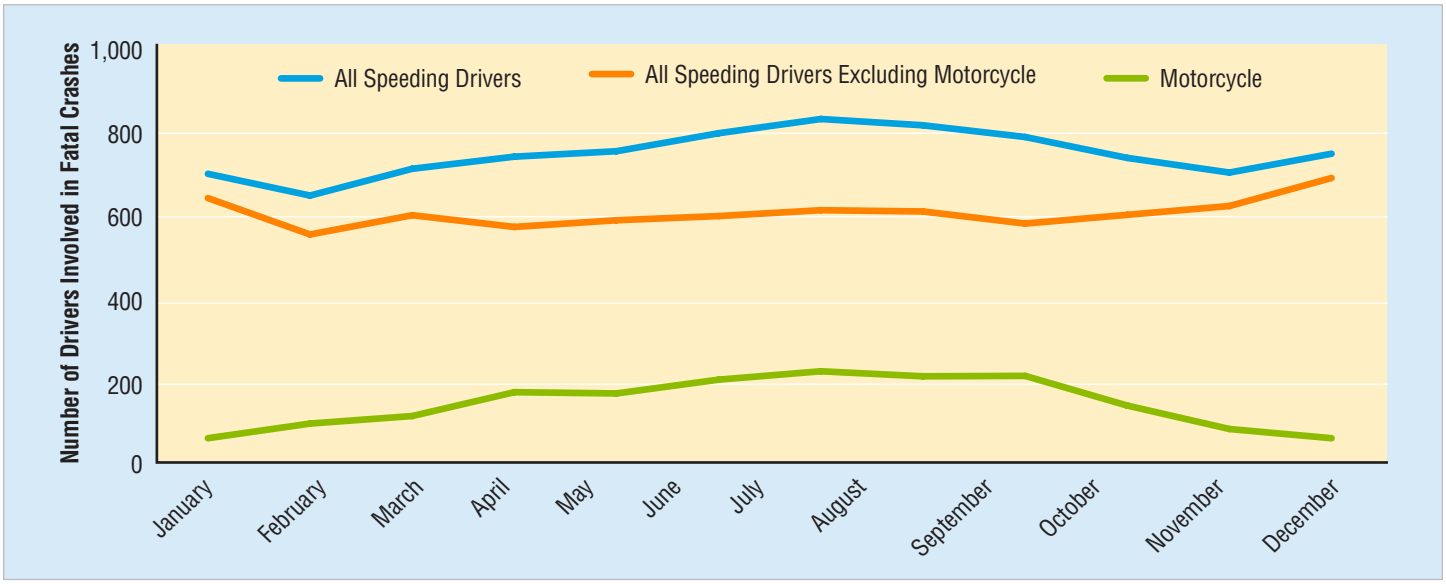
Figure 2
Previous Driving Records of Drivers Involved in Fatal Crashes, by Speeding Involvement, 2017



Source: FARS 2017 ARF
Note: Previous driving record reflects 5 years prior to crash.

Figure 3 displays the monthly variation of all speeding drivers involved in fatal crashes by vehicle type in 2017. All speeding drivers (blue line) have monthly variations with more involvement in the warmer months (May to September) compared to the colder months (November to February). If motorcycle drivers are excluded from all speeding drivers (orange line), the monthly variations are flatter with some increases in December and January. Motorcycle drivers involved in fatal crashes (green line) have a strong influence on the monthly variations of all drivers involved because motorcycle drivers are more likely to ride during the warmer months.

Figure 3
Speeding Drivers Involved in Fatal Crashes, by Vehicle Type and Month, 2017



Source: FARS 2017 ARF

Alcohol

Drivers are considered to be alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher, while alcohol-involved is defined as having any alcohol in the drivers' systems (BAC of .01 g/dL or higher). "No Alcohol" refers to those drivers who had BACs of .00 g/dL. All 50 States, the District of Columbia, and Puerto Rico have by law made it illegal to drive with a BAC of .08 g/dL or higher. In addition, people under 21 are legally prohibited from drinking alcohol.

Alcohol impairment was found to be more common among speeding drivers in fatal crashes than those drivers who were not speeding. Thirty-seven percent of the speeding drivers who were involved in fatal crashes were alcohol-impaired (BAC of .08 or more), compared to 16 percent of non-speeding drivers (Table 2). Twenty-six percent of speeding drivers involved in fatal crashes had BACs of .15 or greater, while 11 percent of non-speeding drivers were in this BAC range. Drivers who were speeding when involved in fatal crashes were more likely to have been drinking—and drinking more—than those drivers who were not speeding.

Table 2
Alcohol Involvement of Drivers in Fatal Crashes, by Speeding Involvement, 2017

Speeding Involvement	No Alcohol (BAC=.00)		BAC=.01+		BAC=.08+		BAC=.15+	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Speeding	5,074	57%	3,782	43%	3,300	37%	2,280	26%
Not Speeding	34,947	80%	8,471	20%	7,045	16%	4,624	11%
Total	**40,021**	**77%**	**12,253**	**23%**	**10,344**	**20%**	**6,904**	**13%**

Source: FARS 2017 ARF
Note: There is overlap in the counts of drivers with alcohol. Drivers with BACs of .08+ are included in the group with BAC .01+, and drivers with BACs of .15+ are included in both the .01+ and .08+ groups.

Table 3 shows drivers involved in fatal crashes by age group, speeding involvement, and their BACs. Note that the group with the BAC level of .01+ includes those drivers who were at .08+ and those at .15+, and that the .08+ BAC group includes those with .15+ BACs. In this table only those drivers whose ages were known are included.

In 2017 about 37 percent of all speeding drivers in fatal crashes had BACs of .08 or higher, compared to only 16 percent of non-speeding drivers involved in fatal crashes.

For drivers involved in fatal crashes who were under 21 and were speeding, 26 percent had BACs of .01 or higher (alcohol-involved, but prohibited for this age group). In contrast, 16 percent of the drivers of the same age group who were not speeding had BACs of .01 or higher.

For every other age group from the 21-to-24 group through those in the 65-to-74 group, speeding drivers involved in fatal crashes in 2017 were alcohol-impaired (BACs of .08 or higher) more than twice as often as those who were not. Far more frequently, drivers involved in fatal crashes who were not speeding had not been drinking alcohol.

Table 3

Drivers Involved in Fatal Traffic Crashes, by Age Group, Speeding Involvement, and BAC Level, 2017

	Speeding Involvement															
	Speeding								Not Speeding							
	No Alcohol (BAC=.00)		BAC=.01+		BAC=.08+		BAC=.15+		No Alcohol (BAC=.00)		BAC=.01+		BAC=.08+		BAC=.15+	
Age Group	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
<21	882	74%	308	26%	256	22%	156	13%	2,724	84%	509	16%	403	12%	254	8%
21-24	696	52%	648	48%	561	42%	367	27%	2,721	74%	942	26%	787	21%	499	14%
25-34	1,260	50%	1,248	50%	1,102	44%	781	31%	6,336	76%	2,033	24%	1,741	21%	1,156	14%
35-44	733	52%	678	48%	590	42%	424	30%	5,311	78%	1,495	22%	1,272	19%	851	13%
45-54	572	53%	497	47%	435	41%	309	29%	5,699	81%	1,350	19%	1,105	16%	753	11%
55-64	456	63%	264	37%	236	33%	164	23%	5,462	83%	1,090	17%	878	13%	581	9%
65-74	234	75%	78	25%	66	21%	49	16%	3,398	90%	398	10%	321	8%	196	5%
75+	192	91%	20	9%	17	8%	11	5%	2,690	92%	219	8%	173	6%	107	4%
Total	**5,074**	**57%**	**3,782**	**43%**	**3,300**	**37%**	**2,280**	**26%**	**34,947**	**80%**	**8,471**	**20%**	**7,045**	**16%**	**4,624**	**11%**

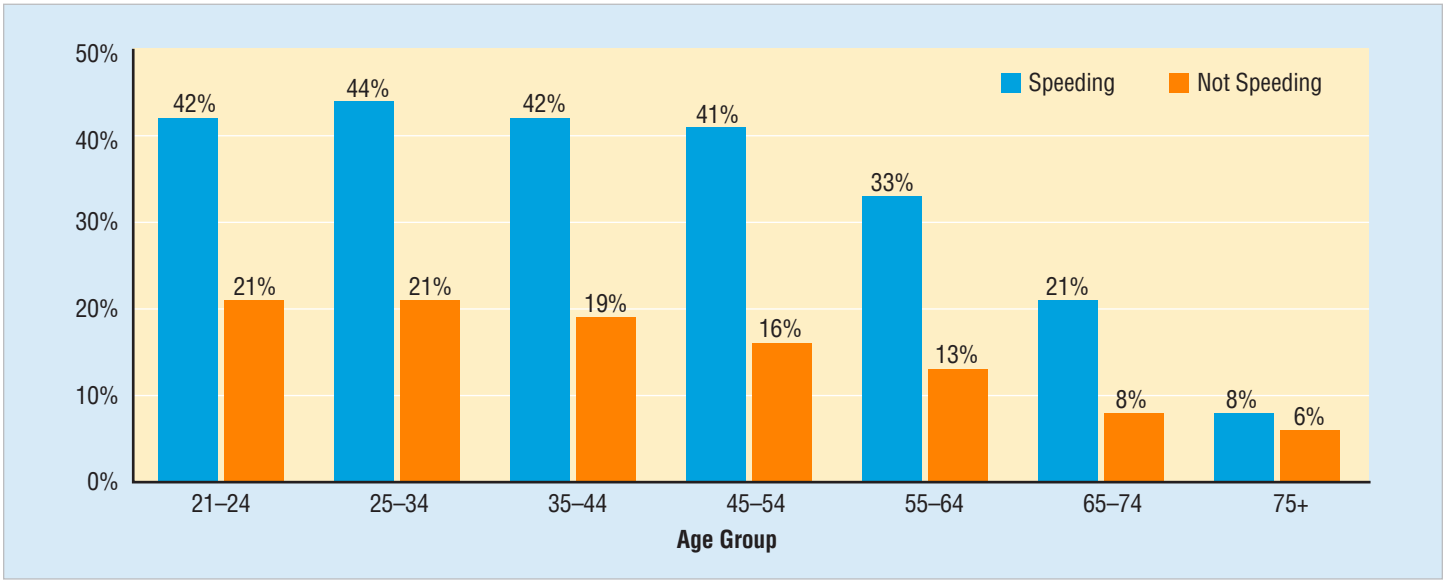
Source: FARS 2017 ARF
Total includes drivers of unknown age.

Figure 4 presents percentage of alcohol-impaired drivers 21 and older in fatal crashes by age group and speeding involvement. For drivers 21 to 24 years old who were involved in fatal crashes in 2017, 42 percent of speeding drivers had BACs of .08 g/dL or higher, compared to only 21 percent of non-speeding drivers. Among drivers who were speeding, the 25-to-34 age group had the highest percentage of drivers (44%) who were alcohol-impaired.

Among both speeding and non-speeding drivers, the percentage of those who were alcohol-impaired was highest in the 25-to-34 age group. Also note that, except for those 75 and older, the percentage of drivers in fatal crashes with BACs of .08 or higher was two or more times higher when the drivers were speeding.

Figure 4

Percentage of Alcohol-Impaired Drivers (BAC=.08+) 21 and Older in Fatal Traffic Crashes, by Age Group and Speeding Involvement, 2017

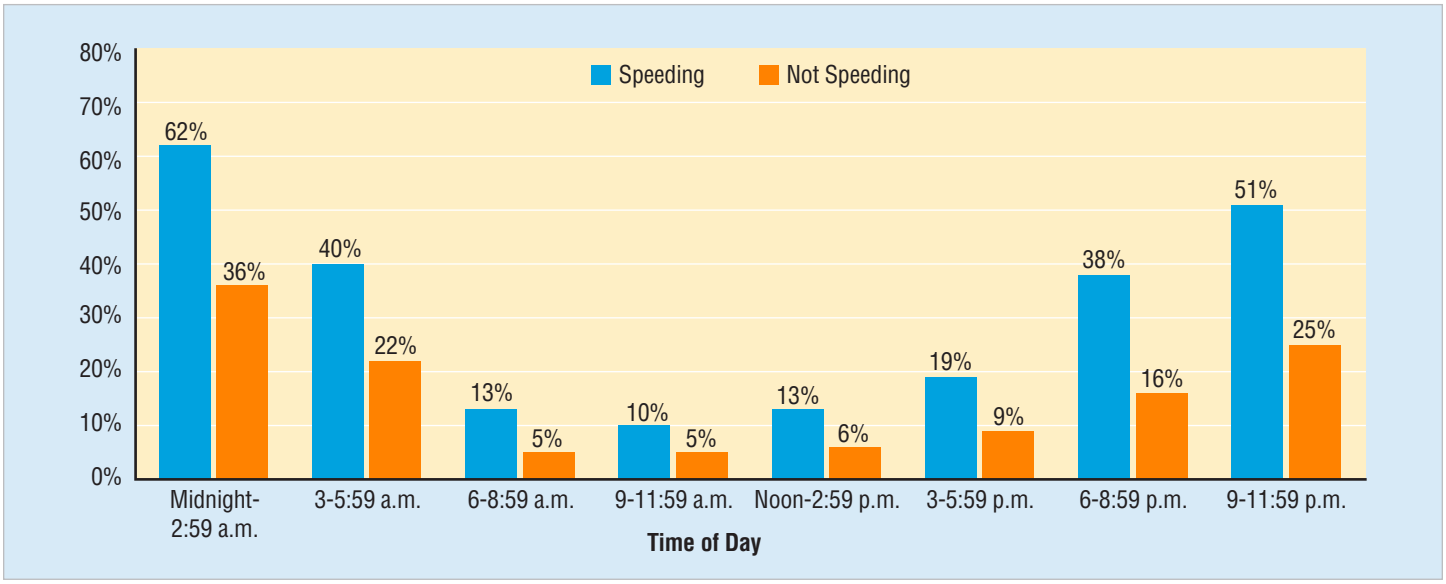


Source: FARS 2017 ARF

The percentage of drivers in fatal crashes who were alcohol-impaired in 2017 is presented in Figures 5a and 5b for both speeding and non-speeding drivers by time of day, on weekdays and weekends. Fewer drivers involved in fatal crashes during daytime hours were alcohol-impaired than those at night, regardless of day of week. For every time period, the proportion of alcohol impairment was more for speeding drivers than for those not speeding, and also more on weekends than weekdays. Midnight to 2:59 a.m. was the time period that drivers involved in fatal crashes were most likely to be alcohol-impaired, both on weekends and weekdays, and whether the drivers were speeding or not.

Figure 5a

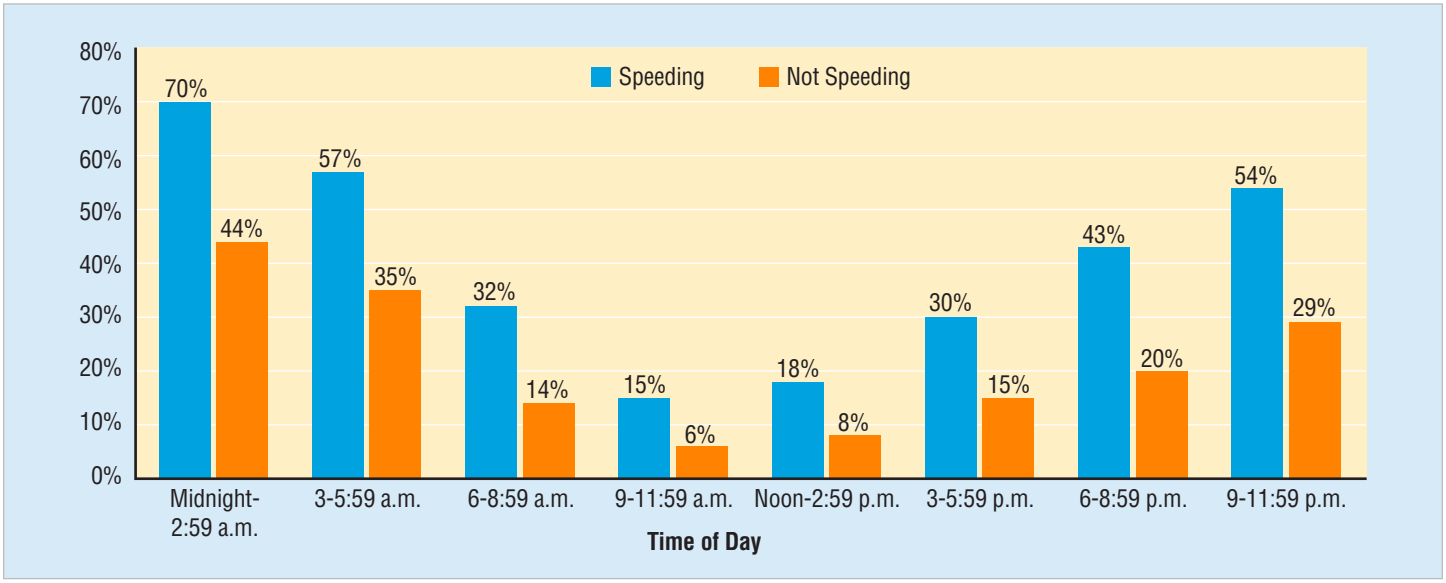
Percentage of Alcohol-Impaired Drivers (BAC=.08+) in Fatal Crashes on Weekdays,* by Speeding Involvement and Time of Day, 2017



Source: FARS 2017 ARF
*Weekday is defined as 6 a.m. Monday to 5:59 p.m. Friday.
Excludes alcohol-impaired drivers when time of day was unknown.

Figure 5b

Percentage of Alcohol-Impaired Drivers (BAC=.08+) in Fatal Crashes on Weekends,* by Speeding Involvement and Time of Day, 2017

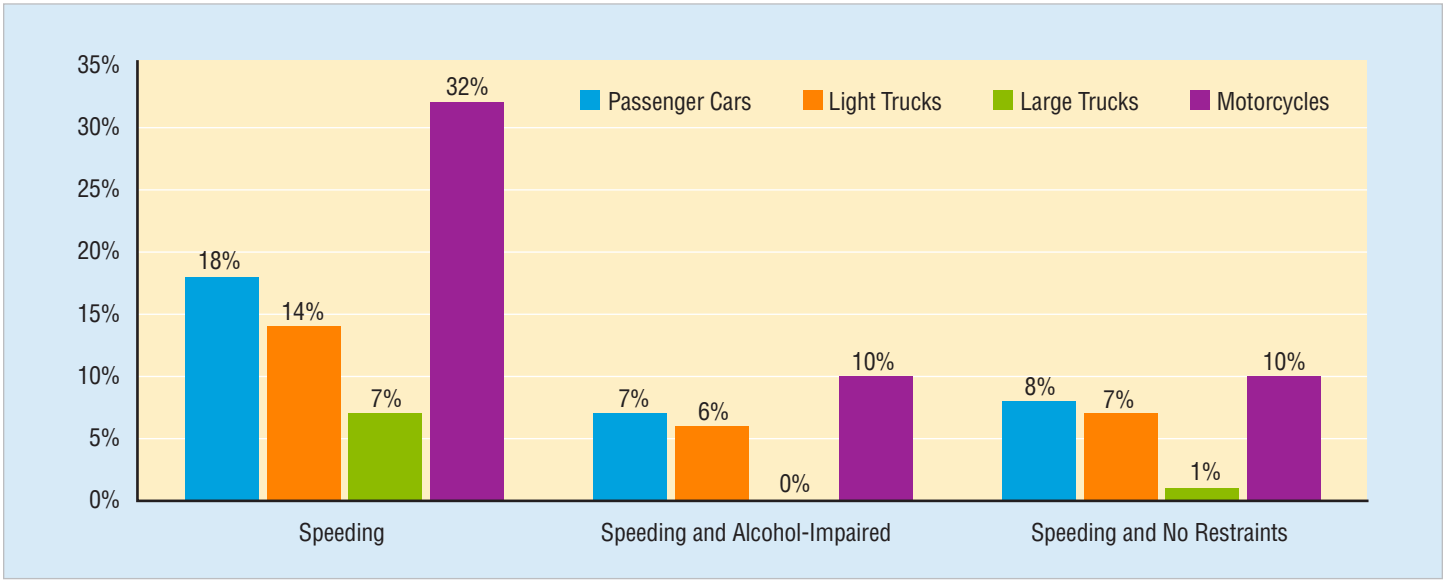


Source: FARS 2017 ARF
*Weekend is defined as 6 p.m. Friday to 5:59 a.m. Monday.
Excludes alcohol-impaired drivers when time of day was unknown.

Figure 6 presents information on speeding drivers involved in fatal crashes in 2017 by vehicle type. The three sections show the percentage of drivers who were speeding, those who were both speeding and alcohol-impaired, and those who were speeding while not restrained (wearing seat belts or, for motorcyclists, wearing helmets). In 2017, 32 percent of all motorcycle riders (operators) involved in fatal crashes were speeding, compared to 18 percent of passenger car drivers, 14 percent of light-truck drivers, and 7 percent of large-truck drivers. Ten percent of motorcycle riders involved in fatal crashes were both speeding and alcohol-impaired, compared to 7 percent for passenger car drivers, 6 percent for light-truck drivers, and less than 0.5 percent for large-truck drivers.

Figure 6

Percentage of Speeding, Alcohol Impairment (BAC=.08+), and Failure to Use Restraints Among Drivers Involved in Fatal Crashes, by Vehicle Type, 2017



Source: FARS 2017 ARF
Notes: Restraints for motorcyclists refers to helmets. Among large-truck drivers, speeding and alcohol-impairment was less than 0.5 percent.

Restraint Use

From Figure 6, we see that 10 percent of motorcycle riders involved in fatal crashes were both speeding and unhelmeted; and 8 percent of passenger car drivers, 7 percent of light-truck drivers, and 1 percent of large-truck drivers were both speeding and unrestrained. Looking specifically at passenger vehicle (passenger cars and light trucks) drivers involved in fatal crashes in 2017, almost half (49%) who were speeding were unrestrained at the time of the crashes, compared to one-fifth (21%) unrestrained for non-speeding drivers (Table 4).

Table 4
Passenger Vehicle Drivers by Speeding Involvement and Restraint Use, 2017

Speeding Involvement	Restraint Use						Total	Percent Based on Known Use	
	Restrained		Unrestrained		Unknown			Restrained	Unrestrained
	Number	Percent	Number	Percent	Number	Percent			
Speeding	3,047	46%	2,870	43%	749	11%	6,666	51%	49%
Not Speeding	24,747	73%	6,665	20%	2,664	8%	34,076	79%	21%
Total	**27,794**	**68%**	**9,535**	**23%**	**3,413**	**8%**	**40,742**	**74%**	**26%**

Source: FARS 2017 ARF

Environmental Characteristics

The percentage of drivers who were speeding at the time of their involvement in fatal crashes varied little by month. In 2017 the lowest percentages of speeding drivers involved in fatal crashes were during September, October, and November (16%), while the highest percentage was during February and August (18%).

The numbers of drivers involved in fatal crashes by time of day (daytime or nighttime) and day of week (weekend or weekday) in 2017 are shown in Table 5, separately by speeding involvement. Drivers involved in fatal crashes tended to be speeding more frequently at night when 20 percent of the drivers were speeding, than during the day, when 14 percent of them were speeding. On weekends, drivers involved in fatal crashes were speeding 20 percent of the time, compared to 15 percent of the time on weekdays.

Table 5
Drivers Involved in Fatal Crashes by Daytime/Nighttime, Weekday/Weekend, and Speeding Involvement, 2017

Time of Day	Weekday			Weekend			Total		
	Drivers Involved	Speeding Drivers		Drivers Involved	Speeding Drivers		Drivers Involved	Speeding Drivers	
		Number	Percent		Number	Percent		Number	Percent
Daytime	20,291	2,648	13%	7,207	1,246	17%	27,498	3,894	14%
Nighttime	11,645	2,176	19%	12,846	2,731	21%	24,491	4,907	20%
Total	**32,049**	**4,853**	**15%**	**20,152**	**3,992**	**20%**	**52,274**	**8,856**	**17%**

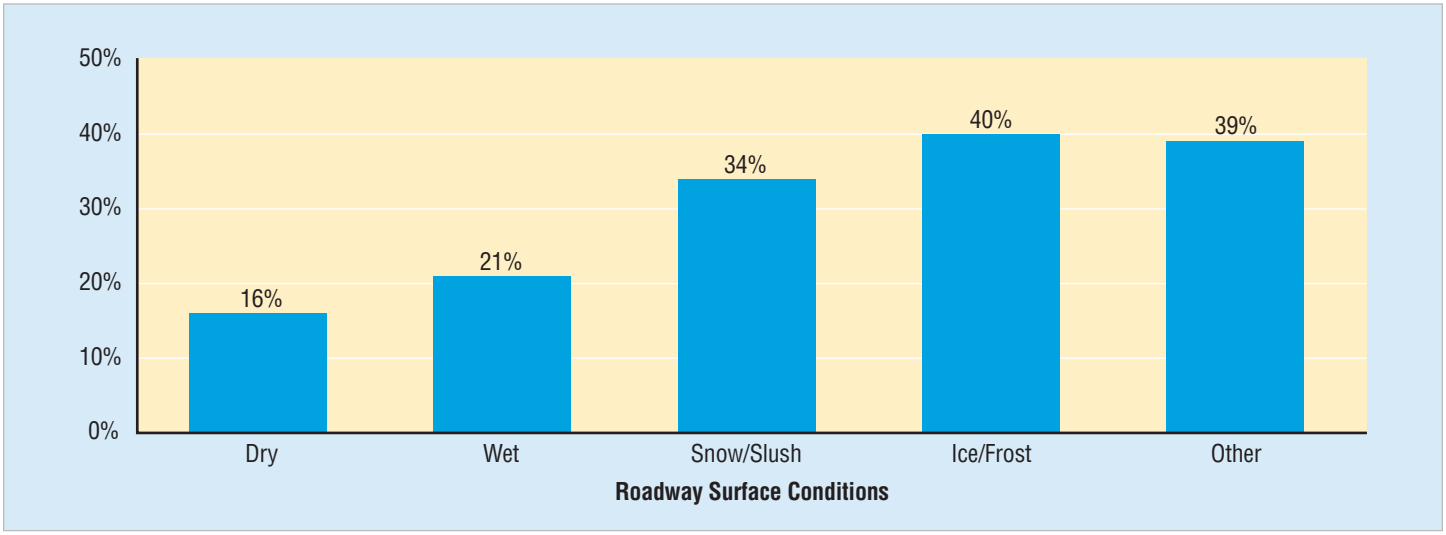
Source: FARS 2017 ARF
Total includes drivers involved in fatal crashes when the time of day and/or day of week were unknown.
Weekday: 6 a.m. Monday to 5:59 p.m. Friday, and Weekend: 6 p.m. Friday to 5:59 a.m. Monday.
Daytime: 6 a.m. to 5:59 p.m., and Nighttime: 6 p.m. to 5:59 a.m.

Looking at time of day and day of week together, the percentage of drivers who were speeding when involved in fatal crashes was highest during nighttime weekend hours, when 21 percent of the drivers were speeding. Drivers involved in fatal crashes during the daytime on weekdays had the lowest incidence of speeding, at 13 percent. Drivers involved in fatal crashes were more likely to be speeding on weekends, regardless of the time of day, and also more likely to be speeding at nighttime regardless of the day of the week.

Information on the combination of speeding and roadway surface condition is presented in Figure 7. In 2017 speeding was a factor for 16 percent of the drivers involved in fatal crashes on dry roads, 21 percent of those on wet roads, 34 percent when there was snow

or slush on the road, and 40 percent on roads with ice or frost. "Driving too fast for conditions" is one of the reasons a driver can be noted as speeding. Driving at a certain speed on a dry road may be considered safe, but driving at that same speed when the road is covered with snow or ice might be considered by police to be "too fast for conditions."

Figure 7
Percentage of Speeding Drivers Involved in Fatal Crashes, by Roadway Surface Condition, 2017

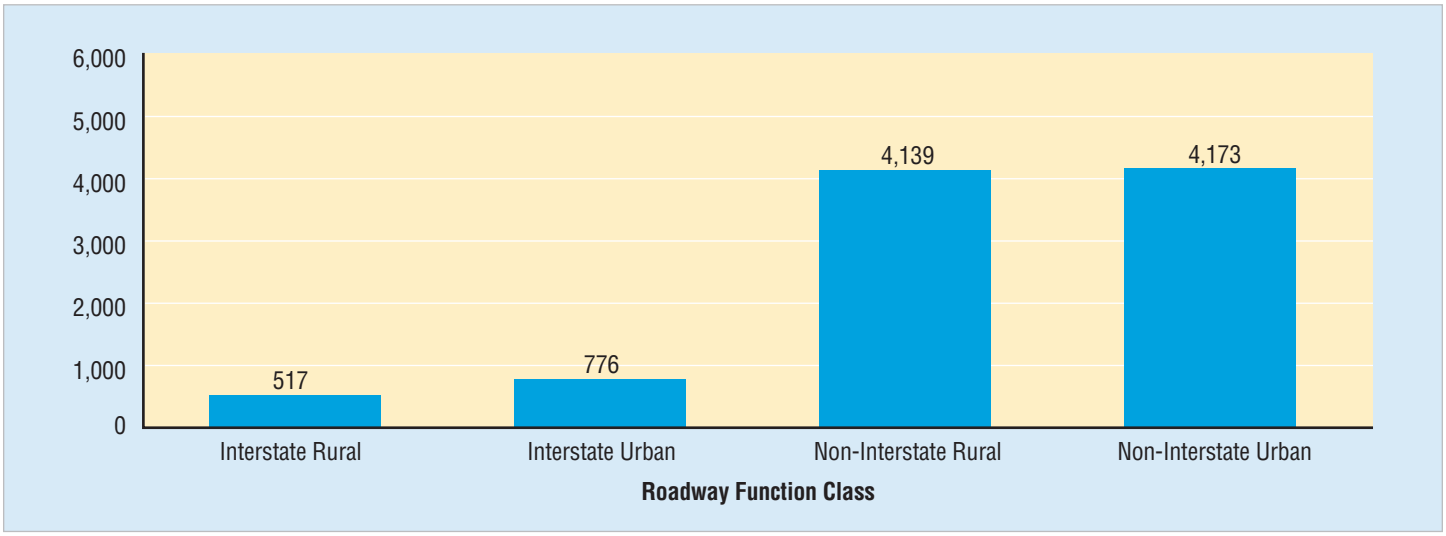


Source: FARS 2017 ARF
Note: Other road surface condition includes sand, standing or moving water, oil, mud, dirt, gravel, and other.

In 2017 speeding was involved in 29 percent of the fatal crashes that occurred in construction/maintenance zones. This proportion hardly differs from that of fatal crashes involving speeding that occurred outside of construction/maintenance zones (25%). The concern about speeding in construction/maintenance zones is the added danger posed by construction equipment, changes in roadway design and markings, and increased pedestrian activity.

The number of fatalities in speeding-related crashes is shown by roadway function class in Figure 8. Of the 9,607 speeding-related fatalities in traffic crashes in 2017 with known roadway function class, 4,139 (43%) occurred on rural non-Interstate roads. Overall, only 13 percent (1,293) occurred on Interstate highways, rural and urban combined.

Figure 8
Speeding-Related Fatalities by Roadway Function Class, 2017



Source: FARS 2017 ARF
Note: Fatalities on known function class but unknown land use not included.

Speeding by State

Table 6 shows the number of speeding-related traffic fatalities in each State in 2017, by roadway function class, and Figure 9 shows a color-coded U.S. map of percentages of speeding-related fatalities in each State in 2017. Definitions and further information on the Highway Functional Classification System is available at www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf.

Nationwide in 2017, 26 percent of all traffic fatalities were speeding-related. Among all States, the number of total fatalities in motor vehicle traffic crashes (regardless of speeding status) in 2017 ranged from a high of 3,722 in Texas to a low of 31 in the District of Columbia. The number of traffic crash fatalities in any State depends on many factors, including the size and population of the State, roadway mileage, and statewide vehicle miles traveled. Additional State- and county-level data is available at NHTSA's State Traffic Safety Information website at https://cdan.nhtsa.gov/stsi.htm.

The States with the most speeding-related traffic fatalities in 2017 were:

- California (1,070),
- Texas (1,029),
- Pennsylvania (468), and
- Illinois (462).

The States with the fewest speeding-related traffic fatalities in 2017 were:

- District of Columbia (17),
- Alaska (26),
- North Dakota (28), and
- Vermont and South Dakota (31 each).

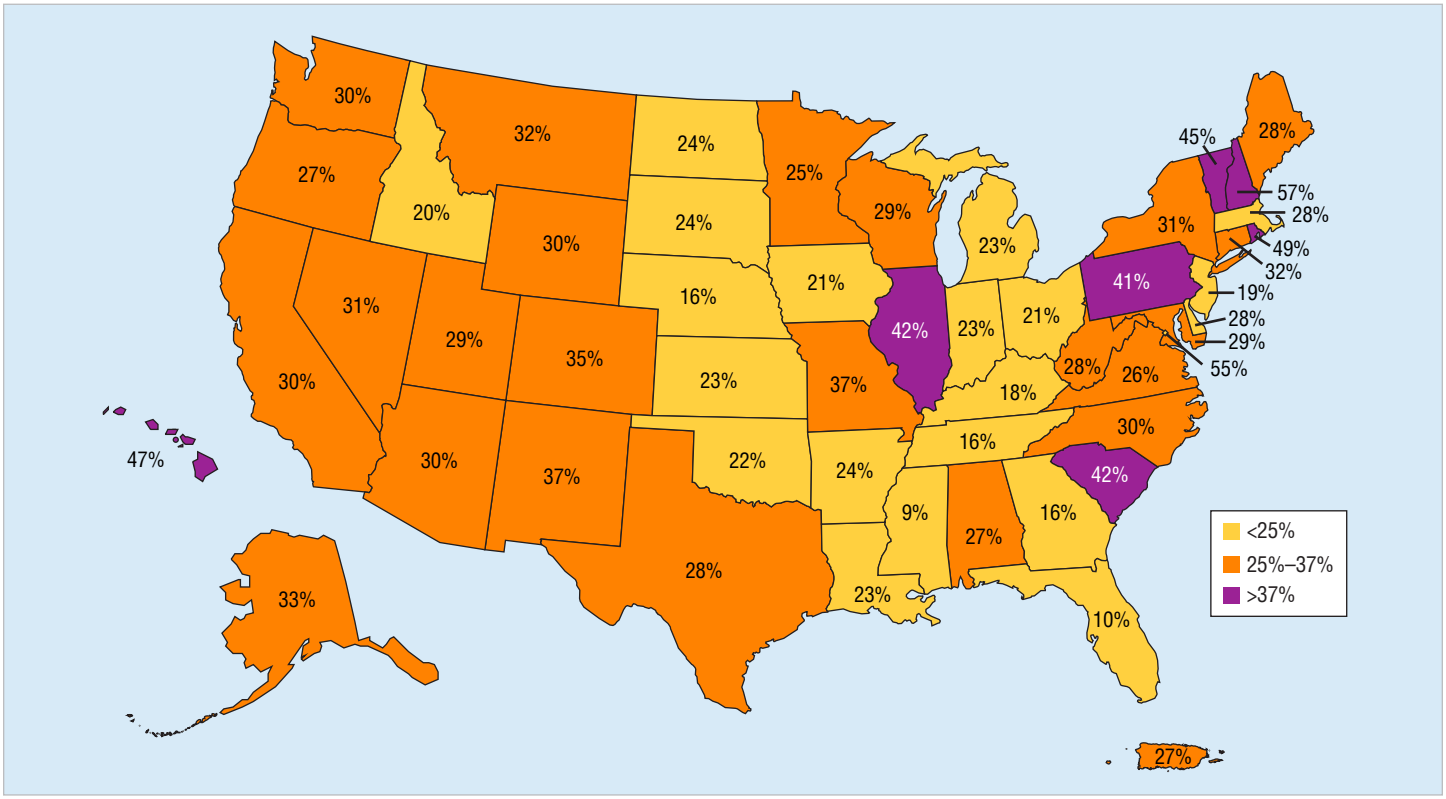
The States with the highest percentages of traffic fatalities that were speeding-related in 2017 were:

- New Hampshire (57%),
- District of Columbia (55%),
- Rhode Island (49%),
- Hawaii (47%), and
- Vermont (45%).

The States with the lowest percentages of traffic fatalities that were speeding-related in 2017 were:

- Mississippi (9%),
- Florida (10%), and
- Tennessee and Nebraska (16% each).

Figure 9
Percentage of Speeding-Related Fatalities, by State, 2017



Source: FARS 2017 ARF

Table 6

Speeding-Related Traffic Fatalities, by State and Roadway Function Class, 2017

State	Total Traffic Fatalities	Speeding-Related Fatalities		Speeding-Related Fatalities by Roadway Function Class						
		Total	Percentage of Total Traffic Fatalities	Interstate Rural	Interstate Urban	Non-Interstate Freeway and Expressway	Non-Interstate Other Principal Arterial	Non-Interstate Minor Arterial	Non-Interstate Collector	Non-Interstate Local
Alabama	948	257	27%	20	8	0	35	57	104	33
Alaska	79	26	33%	4	3	0	6	2	5	6
Arizona	1,000	299	30%	36	32	22	81	45	38	45
Arkansas	493	116	24%	14	9	0	23	21	35	14
California	3,602	1,070	30%	44	117	157	273	230	154	93
Colorado	648	230	35%	7	19	10	79	43	42	29
Connecticut	278	88	32%	1	12	7	15	30	10	13
Delaware	119	33	28%	0	0	2	3	10	7	9
District of Columbia	31	17	55%	0	0	0	0	0	0	17
Florida	3,112	299	10%	9	14	8	72	53	41	40
Georgia	1,540	248	16%	9	36	2	53	47	54	47
Hawaii	107	50	47%	0	2	0	32	13	1	2
Idaho	244	48	20%	5	3	0	11	5	5	1
Illinois	1,097	462	42%	28	68	2	116	101	101	44
Indiana	914	208	23%	13	11	1	40	49	52	42
Iowa	330	70	21%	6	0	0	16	6	21	21
Kansas	461	104	23%	8	6	2	21	9	9	49
Kentucky	782	138	18%	4	8	2	24	29	39	32
Louisiana	760	177	23%	6	21	2	18	43	52	35
Maine	172	49	28%	0	1	1	10	10	18	9
Maryland	550	160	29%	1	20	9	43	30	34	20
Massachusetts	350	98	28%	2	17	3	25	25	8	18
Michigan	1,030	241	23%	2	17	5	52	61	56	47
Minnesota	357	89	25%	8	8	2	19	22	13	17
Mississippi	690	59	9%	4	4	0	18	7	20	6
Missouri	930	346	37%	12	36	14	52	66	107	59
Montana	186	59	32%	12	0	0	15	4	12	16
Nebraska	228	37	16%	1	0	2	13	7	5	9
Nevada	309	95	31%	4	9	5	23	30	11	12
New Hampshire	102	58	57%	4	6	0	15	3	15	15
New Jersey	624	120	19%	0	3	8	44	16	23	24
New Mexico	379	141	37%	14	9	0	55	19	23	20
New York	999	308	31%	15	7	19	72	25	18	152
North Carolina	1,412	423	30%	23	27	1	257	1	10	104
North Dakota	115	28	24%	1	1	1	13	1	2	8
Ohio	1,179	252	21%	4	19	15	28	44	96	44
Oklahoma	655	143	22%	7	6	2	25	24	46	33
Oregon	437	119	27%	2	7	0	51	22	26	11
Pennsylvania	1,137	468	41%	31	24	16	104	98	98	97
Rhode Island	83	41	49%	3	6	6	9	3	0	14
South Carolina	988	416	42%	37	10	13	104	182	26	44
South Dakota	129	31	24%	5	0	0	5	2	14	5
Tennessee	1,040	166	16%	8	8	5	36	35	39	35
Texas	3,722	1,029	28%	56	105	98	232	211	213	111
Utah	273	78	29%	7	7	0	30	10	12	11
Vermont	69	31	45%	3	0	3	7	8	2	8
Virginia	839	219	26%	10	14	4	37	50	64	37
Washington	565	172	30%	9	21	4	42	33	46	15
West Virginia	303	84	28%	2	7	0	15	22	25	11
Wisconsin	613	180	29%	10	6	2	50	24	41	46
Wyoming	123	37	30%	6	2	0	10	8	3	8
U.S. Total	**37,133**	**9,717**	**26%**	**517**	**776**	**455**	**2,429**	**1,896**	**1,896**	**1,638**
Puerto Rico	290	77	27%	11	6	1	24	17	16	2

Source: FARS 2017 ARF

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

Passenger vehicle drivers who were speeding tended to wear their seat belts less frequently. Table 7 provides information by State on passenger vehicle drivers involved in fatal crashes by speeding status and restraint use. The following statements pertain to passenger vehicle drivers involved in fatal crashes in 2017.

- There were 40,742 passenger vehicle drivers involved in fatal crashes in 2017. The District of Columbia had the fewest of these drivers involved in fatal crashes (33) and California the most (3,979).
- Among the passenger vehicle drivers who were speeding, California and Oregon had the lowest percentages of unrestrained (24%) and South Dakota had the highest percentage (80%). Nationally, 49 percent of the passenger vehicle drivers who were speeding were unrestrained.
- Passenger vehicle drivers who were not speeding were least frequently unrestrained in the District of Columbia (0%) and most frequently unrestrained in Nebraska (45%). Nationally, 21 percent of the passenger vehicle drivers who were not speeding were unrestrained.
- In every State (excluding the District of Columbia), passenger vehicle drivers who were speeding were unrestrained more frequently than those who were not speeding. The difference between the two was largest in Delaware (a 45-percentage-point difference), and smallest in Oregon (an 11-percentage-point difference). Nationally, among passenger vehicle drivers the difference in restraint nonuse between the percentage of speeding and those not speeding was 28 percentage points.

Drivers involved in fatal crashes who were speeding were more frequently found to have been alcohol-impaired. Table 8 provides information by State on all drivers involved in fatal crashes by speeding status and alcohol-impairment (BAC .08 or higher) in 2017.

- Mississippi had the smallest percentage of speeding drivers who were alcohol-impaired (16%), followed by Idaho at 20 percent. The District of Columbia had the highest percentage of speeding drivers who were alcohol-impaired (72%). Nationwide, 37 percent of the speeding drivers were alcohol-impaired.
- The lowest percentage of non-speeding drivers who were alcohol-impaired was in New Hampshire (8%), and the highest percentage was in the North Dakota (30%). Nationally, 16 percent of these non-speeding drivers involved in fatal crashes were alcohol-impaired.
- In every State, in fatal crashes speeding drivers were alcohol-impaired more frequently than non-speeding drivers. The largest difference was in the District of Columbia (53 percentage points), and the smallest in the Mississippi (a difference of just 2 percentage points). Nationwide, the difference between speeding and non-speeding drivers in fatal crashes was 21 percentage points.

Table 7

Passenger Vehicle Drivers Involved in Fatal Crashes, by Speeding Status, Restraint Use, and State, 2017

State	Passenger Vehicle Drivers Involved	Speeding						Not Speeding					
						Percent Based on Known Use						Percent Based on Known Use	
		Total	Restrained	Unrestrained	Unknown	Restrained	Unrestrained	Total	Restrained	Unrestrained	Unknown	Restrained	Unrestrained
Alabama	1,051	199	59	130	10	31%	69%	852	531	255	66	68%	32%
Alaska	84	16	8	5	3	62%	38%	68	45	12	11	79%	21%
Arizona	1,009	191	81	91	19	47%	53%	818	586	135	97	81%	19%
Arkansas	529	82	27	47	8	36%	64%	447	297	116	34	72%	28%
California	3,979	674	455	145	74	76%	24%	3,305	2,762	348	195	89%	11%
Colorado	730	162	74	83	5	47%	53%	568	417	126	25	77%	23%
Connecticut	290	56	25	20	11	56%	44%	234	163	33	38	83%	17%
Delaware	140	26	9	16	1	36%	64%	114	82	19	13	81%	19%
Dist.of Columbia	33	12	1	2	9	33%	67%	21	15	0	6	100%	0%
Florida	3,540	168	83	79	6	51%	49%	3,372	2,687	599	86	82%	18%
Georgia	1,861	176	78	75	23	51%	49%	1,685	1,174	368	143	76%	24%
Hawaii	108	26	9	7	10	56%	44%	82	56	8	18	88%	13%
Idaho	240	36	15	20	1	43%	57%	204	118	71	15	62%	38%
Illinois	1,232	328	165	106	57	61%	39%	904	657	135	112	83%	17%
Indiana	989	138	58	57	23	50%	50%	851	595	140	116	81%	19%
Iowa	315	47	22	18	7	55%	45%	268	182	67	19	73%	27%
Kansas	470	72	30	35	7	46%	54%	398	246	124	28	66%	34%
Kentucky	889	98	39	59	0	40%	60%	791	549	238	4	70%	30%
Louisiana	823	130	55	61	14	47%	53%	693	460	168	65	73%	27%
Maine	190	37	13	24	0	35%	65%	153	118	33	2	78%	22%
Maryland	607	100	52	38	10	58%	42%	507	394	69	44	85%	15%
Massachusetts	382	74	16	40	18	29%	71%	308	155	80	73	66%	34%
Michigan	1,216	171	75	58	38	56%	44%	1,045	817	110	118	88%	12%
Minnesota	399	68	32	22	14	59%	41%	331	250	42	39	86%	14%
Mississippi	778	42	20	22	0	48%	52%	736	459	269	8	63%	37%
Missouri	1,050	243	73	137	33	35%	65%	807	508	239	60	68%	32%
Montana	181	40	14	22	4	39%	61%	141	80	53	8	60%	40%
Nebraska	244	28	7	18	3	28%	72%	216	104	85	27	55%	45%
Nevada	347	64	28	29	7	49%	51%	283	225	40	18	85%	15%
New Hampshire	113	43	14	29	0	33%	67%	70	39	29	2	57%	43%
New Jersey	710	82	49	24	9	67%	33%	628	493	98	37	83%	17%
New Mexico	386	97	40	48	9	45%	55%	289	225	44	20	84%	16%
New York	1,046	197	101	62	34	62%	38%	849	640	96	113	87%	13%
North Carolina	1,623	321	164	139	18	54%	46%	1,302	1,013	234	55	81%	19%
North Dakota	101	22	5	14	3	26%	74%	79	45	22	12	67%	33%
Ohio	1,319	179	57	102	20	36%	64%	1,140	760	274	106	74%	26%
Oklahoma	676	98	43	47	8	48%	52%	578	351	175	52	67%	33%
Oregon	450	80	47	15	18	76%	24%	370	257	39	74	87%	13%
Pennsylvania	1,279	327	114	154	59	43%	57%	952	584	204	164	74%	26%
Rhode Island	83	23	12	8	3	60%	40%	60	37	10	13	79%	21%
South Carolina	1,092	331	142	166	23	46%	54%	761	608	125	28	83%	17%
South Dakota	121	20	4	16	0	20%	80%	101	54	39	8	58%	42%
Tennessee	1,141	109	47	52	10	47%	53%	1,032	727	239	66	75%	25%
Texas	3,927	688	358	264	66	58%	42%	3,239	2,496	518	225	83%	17%
Utah	297	45	22	19	4	54%	46%	252	184	47	21	80%	20%
Vermont	68	18	8	9	1	47%	53%	50	38	9	3	81%	19%
Virginia	923	166	72	94	0	43%	57%	757	560	191	6	75%	25%
Washington	633	118	60	35	23	63%	37%	515	389	63	63	86%	14%
West Virginia	302	56	15	35	6	30%	70%	246	134	70	42	66%	34%
Wisconsin	643	122	46	57	19	45%	55%	521	337	122	62	73%	27%
Wyoming	103	20	4	15	1	21%	79%	83	44	35	4	56%	44%
U.S. Total	**40,742**	**6,666**	**3,047**	**2,870**	**749**	**51%**	**49%**	**34,076**	**24,747**	**6,665**	**2,664**	**79%**	**21%**
Puerto Rico	323	60	32	28	0	53%	47%	263	206	57	0	78%	22%

Source: FARS 2017 ARF

Table 8

Drivers Involved in Fatal Crashes, by Speeding Status, Alcohol-Impairment, and State, 2017

State	Speeding			Not Speeding			Total		
		Alcohol-Impaired (BAC .08+)			Alcohol-Impaired (BAC .08+)			Alcohol-Impaired (BAC .08+)	
	Total	Number	Percent	Total	Number	Percent	Total	Number	Percent
Alabama	231	88	38%	1,018	160	16%	1,249	248	20%
Alaska	22	8	38%	81	14	17%	103	22	22%
Arizona	269	92	34%	1,106	167	15%	1,375	259	19%
Arkansas	106	38	36%	581	96	17%	687	134	20%
California	976	322	33%	4,069	741	18%	5,045	1,063	21%
Colorado	211	80	38%	729	86	12%	940	166	18%
Connecticut	79	36	46%	297	78	26%	376	114	30%
Delaware	30	13	44%	144	17	12%	174	31	18%
District of Columbia	15	11	72%	23	4	19%	38	15	40%
Florida	287	109	38%	4,327	702	16%	4,614	811	18%
Georgia	225	84	37%	2,058	268	13%	2,283	352	15%
Hawaii	43	19	43%	101	20	19%	144	38	26%
Idaho	46	9	20%	280	46	17%	326	56	17%
Illinois	410	146	35%	1,160	179	15%	1,570	324	21%
Indiana	185	64	35%	1,124	137	12%	1,309	201	15%
Iowa	61	23	38%	389	56	14%	450	79	18%
Kansas	90	25	28%	533	69	13%	623	94	15%
Kentucky	123	37	30%	963	133	14%	1,086	170	16%
Louisiana	164	63	38%	877	140	16%	1,041	203	20%
Maine	46	18	40%	205	29	14%	251	47	19%
Maryland	144	60	41%	637	112	18%	781	172	22%
Massachusetts	93	34	37%	376	85	23%	469	120	25%
Michigan	212	89	42%	1,276	195	15%	1,488	284	19%
Minnesota	86	32	37%	447	51	11%	533	83	16%
Mississippi	51	8	16%	883	126	14%	934	135	14%
Missouri	311	115	37%	1,010	127	13%	1,321	242	18%
Montana	51	21	41%	177	32	18%	228	53	23%
Nebraska	33	9	28%	283	51	18%	316	61	19%
Nevada	87	31	36%	368	52	14%	455	83	18%
New Hampshire	54	18	33%	88	7	8%	142	24	17%
New Jersey	111	34	30%	754	86	11%	865	119	14%
New Mexico	129	55	43%	405	56	14%	534	111	21%
New York	284	109	38%	1,077	181	17%	1,361	291	21%
North Carolina	382	138	36%	1,622	254	16%	2,004	392	20%
North Dakota	25	9	37%	121	36	30%	146	45	31%
Ohio	237	106	45%	1,440	211	15%	1,677	317	19%
Oklahoma	134	44	33%	792	117	15%	926	161	17%
Oregon	108	43	40%	482	82	17%	590	125	21%
Pennsylvania	453	157	35%	1,245	150	12%	1,698	308	18%
Rhode Island	32	21	67%	71	14	20%	103	36	35%
South Carolina	391	155	40%	968	146	15%	1,359	302	22%
South Dakota	25	11	44%	133	20	15%	158	31	20%
Tennessee	145	51	35%	1,306	183	14%	1,451	235	16%
Texas	921	372	40%	4,283	1,066	25%	5,204	1,439	28%
Utah	68	20	29%	327	28	9%	395	48	12%
Vermont	25	12	46%	68	7	10%	93	18	19%
Virginia	209	91	43%	954	141	15%	1,163	231	20%
Washington	165	65	40%	652	107	16%	817	173	21%
West Virginia	80	22	28%	318	46	15%	398	68	17%
Wisconsin	158	69	44%	678	105	15%	836	174	21%
Wyoming	33	11	32%	112	28	25%	145	38	26%
U.S. Total	**8,856**	**3,300**	**37%**	**43,418**	**7,045**	**16%**	**52,274**	**10,344**	**20%**
Puerto Rico	70	33	47%	325	58	18%	395	91	23%

Source: FARS 2017 ARF

Fatality Analysis Reporting System (FARS):

The Fatality Analysis Reporting System (FARS) contains data on every fatal traffic crash in the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a public trafficway and must result in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized about a year later. The final version of the file is aptly known as the Final File. The additional time between the ARF and the Final File provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts.

The updated final counts for a given previous calendar year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2017 ARF, the 2016 Final File was also released to replace the previous year's 2016 ARF. The final fatality count in motor vehicle crashes for 2016 was 37,806, which was updated from 37,461 from the 2016 ARF. The number of speeding-related fatalities from the 2016 Final file was 10,291, which was updated from 10,111 from the 2016 ARF.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2019, May) *Speeding: 2017 data* (Traffic Safety Facts. DOT HS 812 687). Washington, DC: National Highway Traffic Safety Administration.

For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NSA-230, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at NCSARequests@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/research-data. 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 in Passenger Vehicles, Older Population, Passenger Vehicles, Pedestrians, Rural/Urban Comparison of Traffic Fatalities, School-Transportation-Related Crashes, State Alcohol-Impaired Driving Estimates, State Traffic Data, Summary of Motor Vehicle Crashes,* and *Young Drivers.* Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data*. The fact sheets and annual Traffic Safety Facts report can be found at https://crashstats.nhtsa.dot.gov/.

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