Traffic Safety Facts

2018 Data

April 2020

DOT HS 812 932

NHTSA

In this fact sheet for 2018 the information is presented as follows.

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.

Key Findings

- In 2018 there were 9,378 fatalities in crashes where at least one driver was speeding, which is 26 percent of total traffic fatalities for the year.
- The number of speeding-related fatalities in 2018 decreased by 6 percent from 2017, from 9,947 to 9,378.
- In 2018, 30 percent of male drivers and 18 percent of female drivers in the 15- to 20-year-old age group involved in fatal crashes were speeding, the highest among the age groups presented.
- Among speeding drivers involved in fatal crashes in 2018, 25 percent did not have valid driver licenses at the time of the crashes, compared to 12 percent of non-speeding drivers.
- Drivers who were speeding when involved in fatal crashes in 2018 were more likely to have been drinking (37% versus 16%)—and drinking more (25% versus 10%)—than those drivers who were not speeding.
- In 2018, 31 percent of motorcycle riders involved in fatal crashes were speeding, more than drivers of any other vehicle type.
- In fatal crashes in 2018 nearly half (48%) of speeding drivers of passenger vehicles were unrestrained at the time of crashes, compared to 21 percent of non-speeding passenger vehicle drivers.
- In 2018, when roadway function class was known, 85 percent of speeding-related fatalities occurred on non-interstate roadways.

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 2018 there were 51,490 drivers involved in 33,654 fatal crashes, in which 36,560 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 crashes each involving at least one speeding driver.

From 2009 to 2018, speeding-related fatalities declined by 12 percent, from 10,664 in 2009 to 9,378 in 2018. Table 1 shows the total number of traffic fatalities, and the number and percentage of fatalities by speeding involvement, for that 10-year period of data. The number of speeding-related fatalities decreased by 6 percent, from 9,947 in 2017 to 9,378 in 2018. The proportion of speeding-related fatalities out of the total number of fatalities decreased from 27 percent in 2017 to 26 percent in 2018.

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National Highway Traffic Safety Administration
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Table 1
Fatalities by Speeding Involvement, 2009–2018

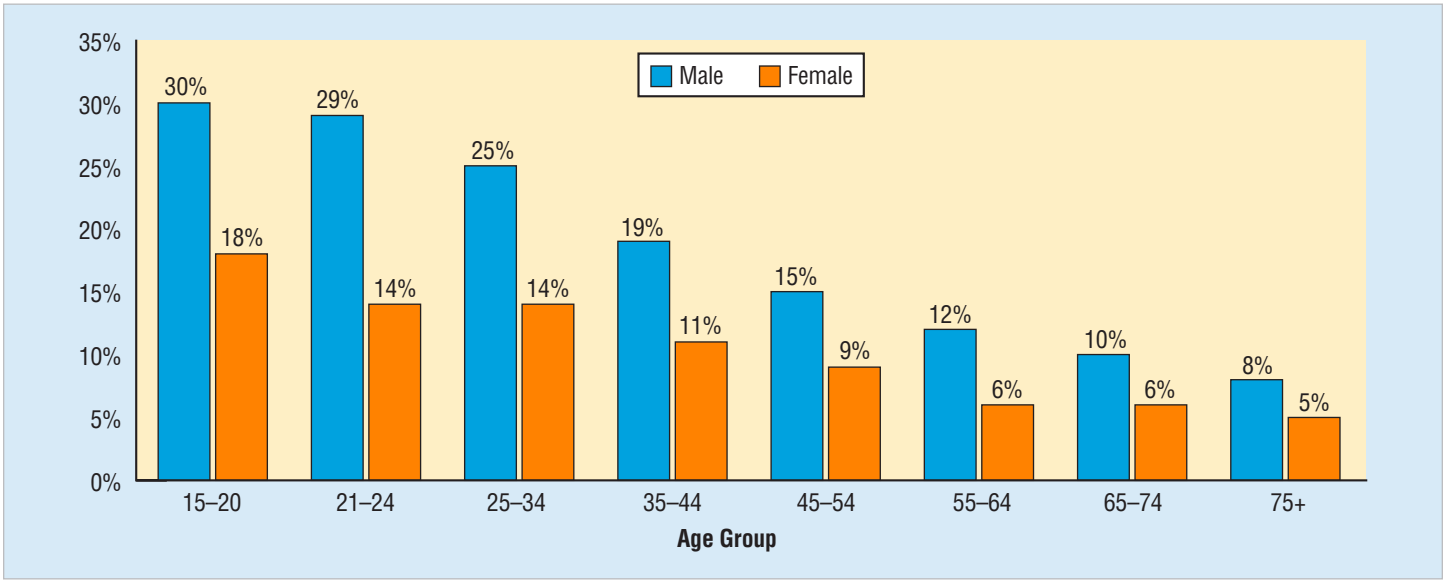
Year	Speeding Involvement				Total	
	Speeding		Not Speeding			
	Number	Percent	Number	Percent	Number	Percent
2009	10,664	31%	23,219	69%	33,883	100%
2010	10,508	32%	22,491	68%	32,999	100%
2011	10,001	31%	22,478	69%	32,479	100%
2012	10,329	31%	23,453	69%	33,782	100%
2013	9,696	29%	23,197	71%	32,893	100%
2014	9,283	28%	23,461	72%	32,744	100%
2015	9,723	27%	25,761	73%	35,484	100%
2016	10,291	27%	27,515	73%	37,806	100%
2017	9,947	27%	27,526	73%	37,473	100%
2018	9,378	26%	27,182	74%	36,560	100%

Source: Fatality Analysis Reporting System (FARS) 2009–2017 Final File, 2018 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 sex. 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 2018 nearly one-third (30%) 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.

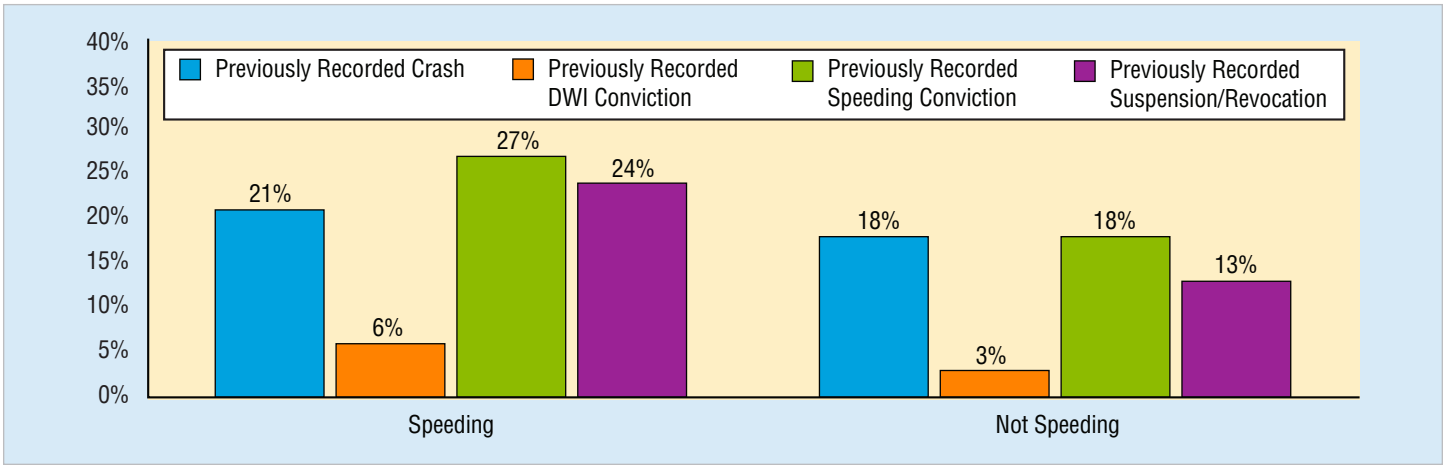
Figure 1
Percentage of Speeding Drivers Involved in Fatal Crashes, by Age Group and Sex, 2018



Source: FARS 2018 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 2018 among speeding drivers involved in fatal crashes 25 percent did not have valid driver licenses at the time of the crashes, compared to 12 percent of non-speeding drivers.

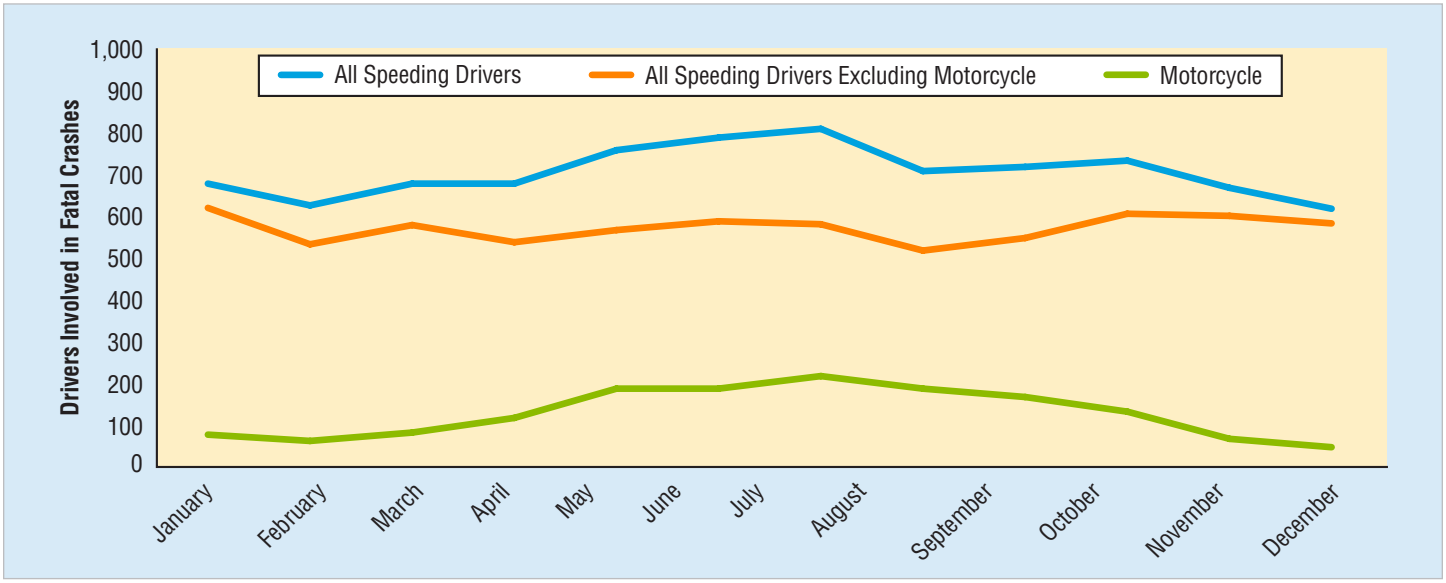
Figure 2
Previous 5-Year Driving Records of Drivers Involved in Fatal Traffic Crashes, by Speeding Involvement, 2018



Source: FARS 2018 ARF

Figure 3 displays the monthly variation of all speeding drivers involved in fatal crashes by vehicle type in 2018. All speeding drivers have monthly variations with more involvement in the warmer months (May to October) compared to the colder months (November to February). If motorcycle riders (operators) are excluded from all speeding drivers, the months have little variations with decreases in August and September. Motorcycle riders involved in fatal crashes have a strong influence on the monthly variation of all drivers involved because motorcycle riders are more likely to ride during the warmer months.

Figure 3
Speeding Drivers Involved in Fatal Crashes, by Vehicle Type and Month, 2018



Source: FARS 2018 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, compared to 16 percent of non-speeding drivers (Table 2). Twenty-five percent of speeding drivers involved in fatal crashes had BACs of .15 g/dL or greater, while 10 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, 2018

Speeding Involvement	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		Alcohol-Impaired			
					BAC=.08+ g/dL		BAC=.15+ g/dL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Speeding	4,957	58%	3,640	42%	3,159	37%	2,192	25%
Not Speeding	34,584	81%	8,310	19%	6,852	16%	4,373	10%
Total	**39,541**	**77%**	**11,950**	**23%**	**10,011**	**19%**	**6,565**	**13%**

Source: FARS 2018 ARF
Note: There is overlap in the counts of drivers with alcohol. Drivers with BACs of .08+ g/dL are included in the group with BAC .01+ g/dL, and drivers with BACs of .15+ g/dL are included in both the .01+ g/dL and .08+ g/dL 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+ g/dL includes those drivers who were at .08+ g/dL and those at .15+ g/dL, and that the .08+ g/dL BAC group includes those with .15+ g/dL BACs. In this table only those drivers whose ages were known are included.

Drivers who were speeding when involved in fatal crashes in 2018 were more likely to have been drinking (37 percent vs. 16 percent)—and drinking more (25 percent vs. 10 percent)—than those drivers who were not speeding.

For drivers involved in fatal crashes who were under 21 and were speeding, 27 percent had BACs of .01 g/dL or higher (alcohol-involved, but prohibited for this age group). In contrast, 15 percent of the drivers of the same age group who were not speeding had BACs of .01 g/dL or higher.

For every age group from the 25-to-34 group to those in the 65-to-74 group, speeding drivers involved in fatal crashes in 2018 were alcohol-impaired 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 Their BACs, 2018

Age Group	Speeding Involvement															
	Speeding								Not Speeding							
	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		BAC=.08+ g/dL		BAC=.15+ g/dL		No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		BAC=.08+ g/dL		BAC=.15+ g/dL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<21	799	73%	299	27%	246	22%	137	12%	2,612	85%	478	15%	387	13%	215	7%
21-24	615	52%	571	48%	490	41%	335	28%	2,630	73%	962	27%	816	23%	500	14%
25-34	1,242	52%	1,159	48%	1,009	42%	717	30%	6,292	75%	2,045	25%	1,722	21%	1,122	13%
35-44	730	52%	668	48%	593	42%	425	30%	5,366	80%	1,346	20%	1,123	17%	743	11%
45-54	596	54%	503	46%	444	40%	320	29%	5,529	82%	1,235	18%	1,014	15%	674	10%
55-64	472	62%	284	38%	245	32%	175	23%	5,434	84%	1,071	16%	857	13%	542	8%
65-74	273	74%	94	26%	80	22%	53	14%	3,386	88%	465	12%	355	9%	224	6%
75+	178	86%	28	14%	24	12%	15	7%	2,644	91%	248	9%	192	7%	118	4%
Total*	**4,957**	**58%**	**3,640**	**42%**	**3,159**	**37%**	**2,192**	**25%**	**34,584**	**81%**	**8,310**	**19%**	**6,852**	**16%**	**4,373**	**10%**

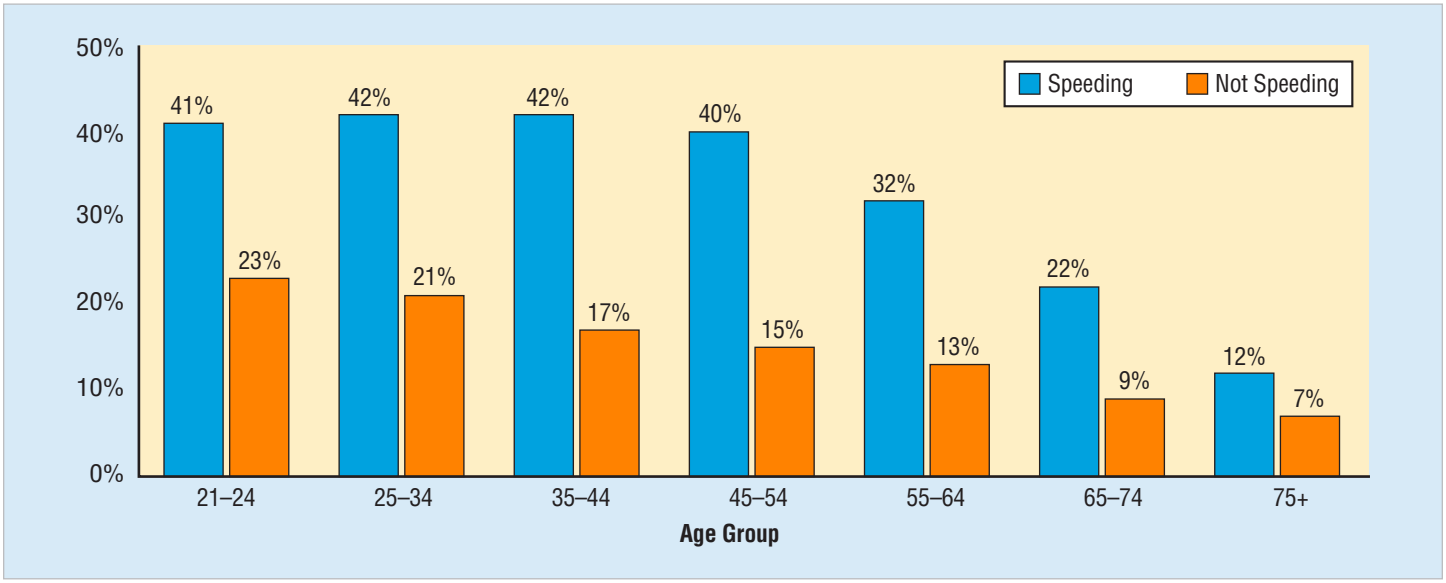
Source: FARS 2018 ARF
*Includes drivers of unknown age.

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 2018, 41 percent of speeding drivers had BACs of .08 g/dL or higher, compared to only 23 percent of non-speeding drivers. Among drivers who were speeding, the 25-to-34 and 35-to-44 age groups had the highest percentage of drivers (42%) who were alcohol-impaired.

Among non-speeding drivers, the percentage of those who were alcohol-impaired was highest in the 21-to-24 age group. Also note that, except for those 21-to-24 and 75 and older, the percentage of drivers in fatal crashes with BACs of .08 g/dL or higher was two or more times higher when the drivers were speeding.

Figure 4

Percentage of Alcohol-Impaired Drivers (21 and Older) in Fatal Crashes, by Age Group and Speeding Involvement, 2018

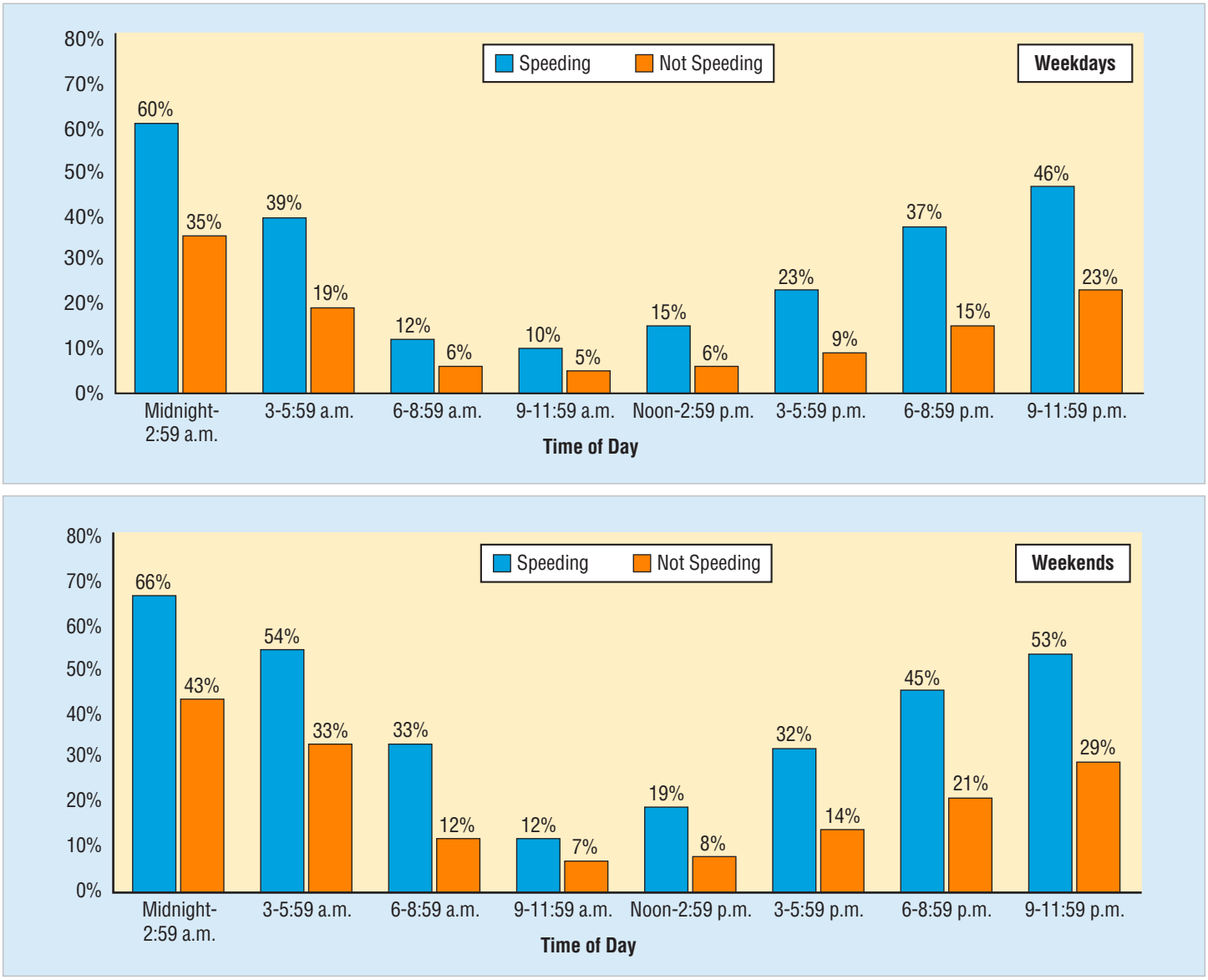


Source: FARS 2018 ARF

The percentage of drivers in fatal crashes who were alcohol-impaired in 2018 is presented in Figure 5 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 5

Percentage of Alcohol-Impaired Drivers in Fatal Crashes on Weekdays/Weekends, by Speeding Involvement and Time of Day, 2018

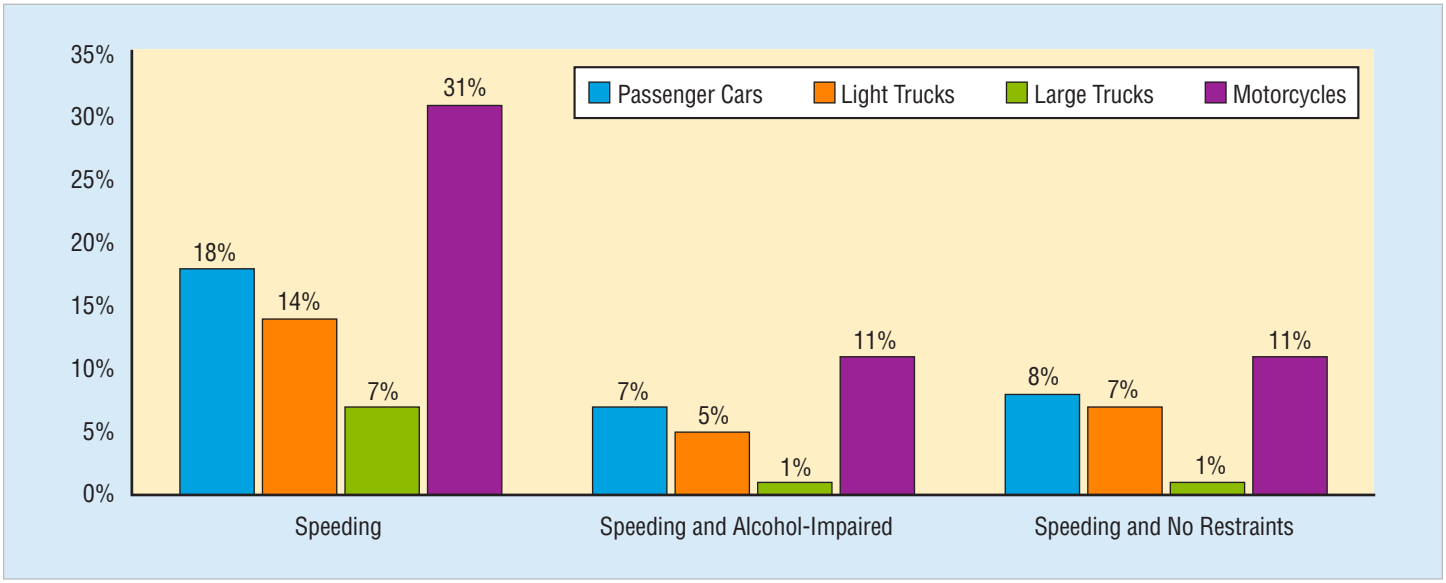


Source: FARS 2018 ARF
Weekday—Monday 6 a.m. to Friday 5:59 p.m.
Weekend—Friday 6 p.m. to Monday 5:59 a.m.
Note: Excludes alcohol-impaired drivers when time of day was unknown.

Figure 6 presents information on speeding drivers involved in fatal crashes in 2018 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 2018, 31 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. Eleven percent of motorcycle riders involved in fatal crashes were both speeding and alcohol-impaired, compared to 7 percent for passenger car drivers, 5 percent for light-truck drivers, and 1 percent for large-truck drivers.

Figure 6

Percentage of Speeding, Alcohol Impairment, and Failure to Use Restraints Among Drivers Involved in Fatal Crashes, by Vehicle Type, 2018



Source: FARS 2018 ARF
Note: Restraints for motorcyclists refer to helmets.

Restraint Use

From Figure 6, we see that 11 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 2018 with known restraint use, almost half (48%) 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 Involved in Fatal Crashes, by Speeding Involvement and Restraint Use, 2018

	Restraint Use							Percent Based on Known Use	
	Restrained		Unrestrained		Unknown				
	Number	Percent	Number	Percent	Number	Percent	Total	Restrained	Unrestrained
Speeding	2,994	46%	2,778	43%	708	11%	6,480	52%	48%
Not Speeding	24,235	73%	6,442	19%	2,681	8%	33,358	79%	21%
Total	**27,229**	**68%**	**9,220**	**23%**	**3,389**	**9%**	**39,838**	**75%**	**25%**

Source: FARS 2018 ARF

Environmental Characteristics

The percentage of drivers who were speeding at the time of their involvement in fatal crashes varied little by month. In 2018 the lowest percentages of speeding drivers involved in fatal crashes were during August to December (16%), while the highest percentage was during February and July (18%).

The number of drivers involved in fatal crashes by time of day (daytime or nighttime) and day of week (weekend or weekday) in 2018 is 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 Time of Day, Day of Week, and Speeding Involvement, 2018

Time of Day	Day of Week						Total		
	Weekday			Weekend					
	Drivers Involved	Speeding Drivers		Drivers Involved	Speeding Drivers		Drivers Involved	Speeding Drivers	
		Number	Percent		Number	Percent		Number	Percent
Daytime	19,971	2,523	13%	6,883	1,174	17%	26,854	3,697	14%
Nighttime	11,697	2,152	18%	12,674	2,708	21%	24,371	4,860	20%
Total*	**31,749**	**4,684**	**15%**	**19,656**	**3,900**	**20%**	**51,490**	**8,596**	**17%**

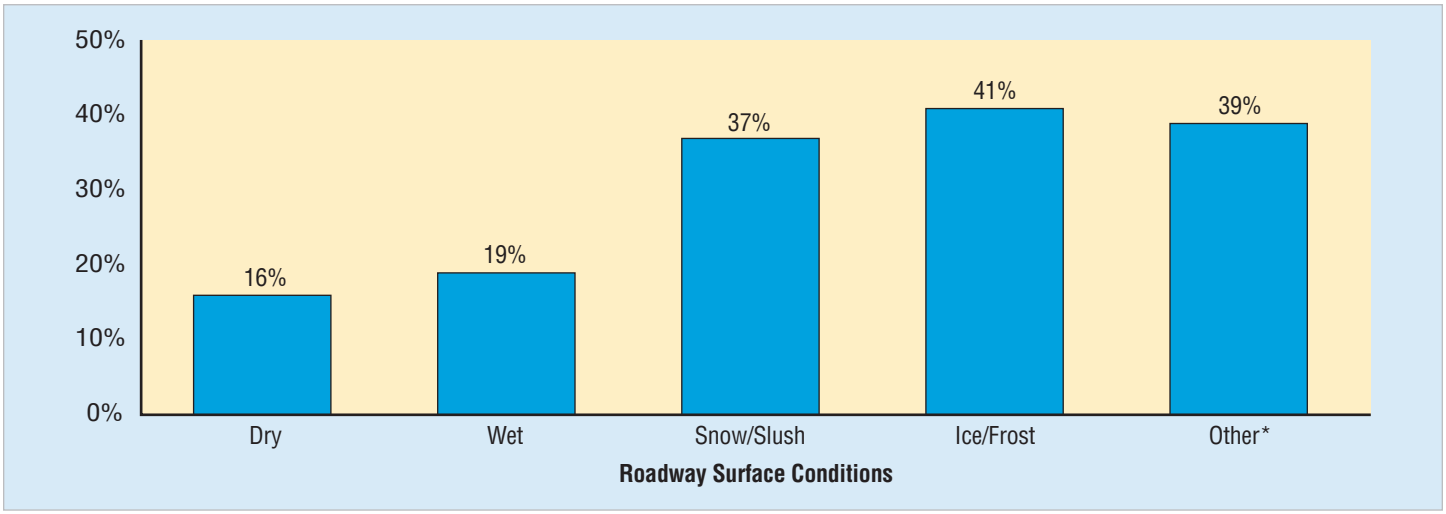
Source: FARS 2018 ARF
*Includes drivers involved in fatal crashes when the time of day and/or day of week were unknown.
Weekday—Monday 6 a.m. to Friday 5:59 p.m.
Weekend—Friday 6 p.m. to Monday 5:59 a.m.
Daytime—6 a.m. to 5:59 p.m.
Nighttime—6 p.m. to 5:59 a.m

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 2018 speeding was a factor for 16 percent of the drivers involved in fatal crashes on dry roads, 19 percent of those on wet roads, 37 percent when there was snow or slush on the road, and 41 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, 2018

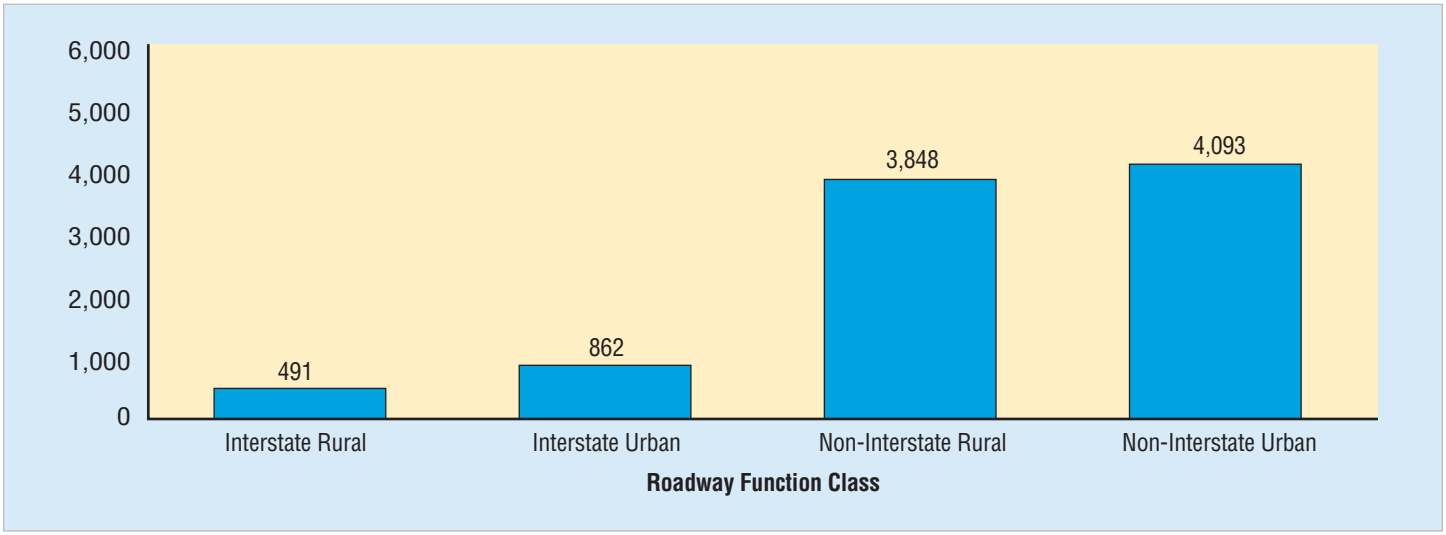


Source: FARS 2018 ARF
*Includes sand, standing or moving water, oil, mud, dirt, gravel, and other.

In 2018 speeding was involved in 25 percent of the fatal crashes that occurred in construction/maintenance zones. This proportion similar to 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 9,299 speeding-related fatalities in traffic crashes in 2018 with known roadway function class, 3,848 (41%) occurred on rural non-Interstate roads. Overall, only 15 percent (1,353) occurred on interstate highways, rural and urban combined.

Figure 8
Speeding-Related Traffic Fatalities, by Roadway Function Class, 2018



Source: FARS 2018 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 2018, by roadway function class and Figure 9 shows a color-coded U.S. map of percentages of speeding-related fatalities in each State in 2018. 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 2018, 26 percent of all traffic fatalities were speeding-related. 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.

The States with the most speeding-related traffic fatalities in 2018:

- Texas (990)
- California (927)
- Pennsylvania (455), and
- South Carolina (447)

The States with the fewest speeding-related traffic fatalities in 2018:

- District of Columbia (15)
- Vermont (25)
- Rhode Island (27), and
- Nebraska (29)

The States with the highest percentage of speeding-related fatalities in 2018:

- Alaska (53%)
- New Hampshire (48%)
- District of Columbia (48%)
- Rhode Island (46%), and
- Hawaii (44%)

The States with the lowest percentage of speeding-related fatalities in 2018:

- Mississippi (7%)
- Florida (10%)
- Nebraska (13%), and
- Kentucky (15%)

Additional State- and county-level data is available at NHTSA's State Traffic Safety Information website, https://cdan.nhtsa.gov/stsi.htm.

Table 6

Speeding-Related Traffic Fatalities, by State and Roadway Function Class, 2018

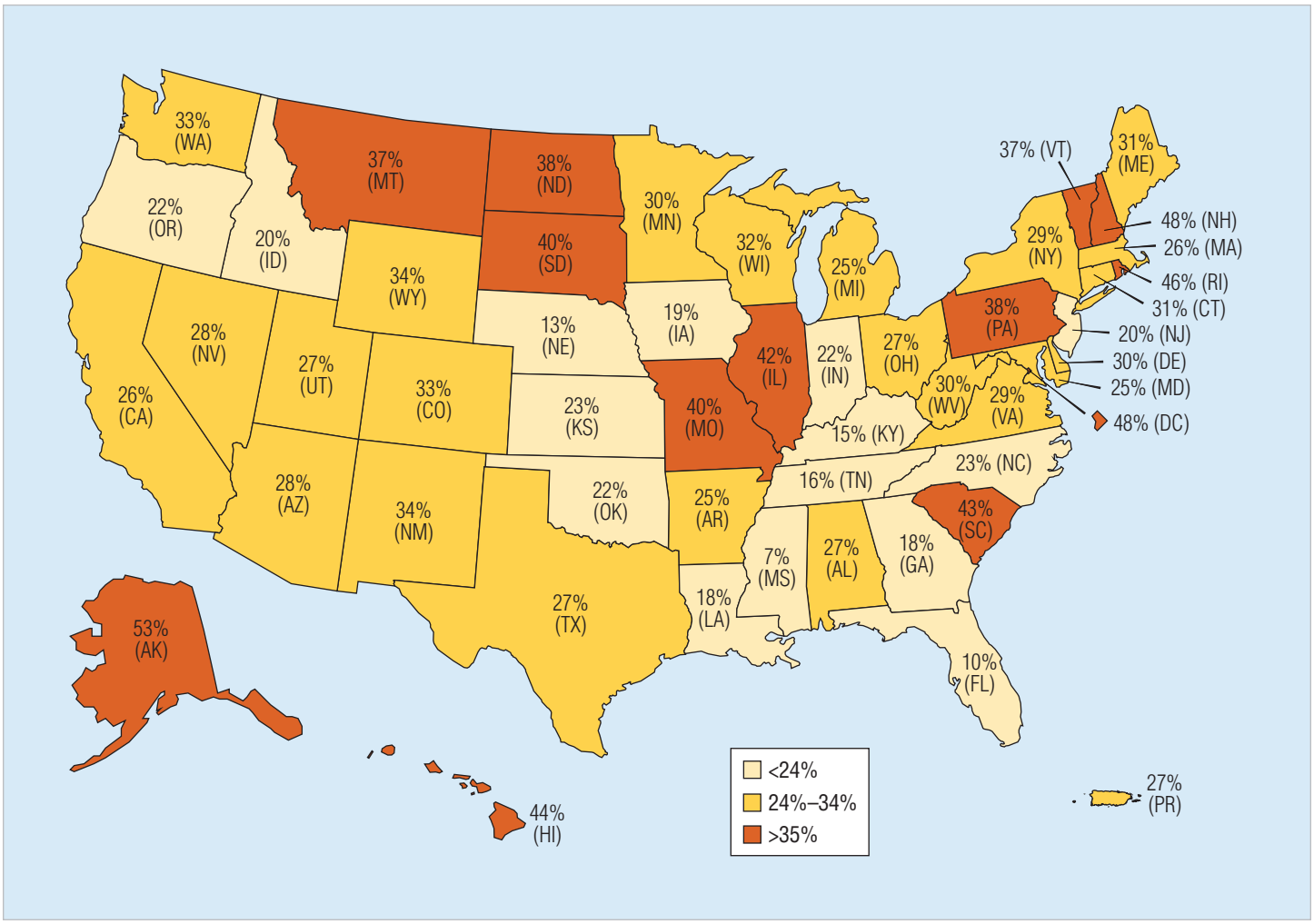
State	Total Traffic Fatalities	Speeding-Related Fatalities		Speeding-Related Fatalities by Roadway Function Class						
		Total	Percentage of Total Traffic Fatalities	Interstate Rural	Interstate Urban	Non-Interstate Freeway and Expressway	Non-Interstate Other Principal Arterial	Non-Interstate Minor Arterial	Non-Interstate Collector	Non-Interstate Local
Alabama	953	262	27%	16	18	0	48	54	90	36
Alaska	80	42	53%	9	6	0	6	6	14	1
Arizona	1,010	285	28%	38	25	22	57	74	34	31
Arkansas	516	131	25%	6	9	0	37	23	19	37
California	3,563	927	26%	39	133	117	259	153	121	105
Colorado	632	210	33%	12	15	7	69	50	31	26
Connecticut	294	90	31%	0	14	11	15	25	12	13
Delaware	111	33	30%	0	2	5	5	3	12	6
District of Columbia	31	15	48%	0	1	0	0	1	0	13
Florida	3,133	303	10%	6	11	11	89	61	39	42
Georgia	1,504	267	18%	4	29	5	53	69	59	48
Hawaii	117	51	44%	0	6	0	26	19	0	0
Idaho	231	46	20%	2	2	0	14	8	8	12
Illinois	1,031	434	42%	22	55	0	113	105	82	57
Indiana	858	188	22%	14	11	0	44	34	61	24
Iowa	318	62	19%	10	5	0	11	11	13	12
Kansas	404	94	23%	13	7	4	17	10	14	29
Kentucky	724	111	15%	9	4	1	27	22	32	15
Louisiana	768	136	18%	6	17	1	30	22	33	27
Maine	137	42	31%	1	1	0	8	9	17	6
Maryland	501	123	25%	2	18	5	27	32	16	18
Massachusetts	360	95	26%	0	16	2	23	26	13	14
Michigan	974	245	25%	5	30	13	44	61	52	40
Minnesota	381	113	30%	5	9	0	21	42	25	9
Mississippi	664	48	7%	0	4	0	7	7	18	12
Missouri	921	367	40%	19	25	24	82	80	74	63
Montana	182	67	37%	8	1	1	22	6	13	16
Nebraska	230	29	13%	8	0	0	3	6	7	5
Nevada	330	92	28%	6	5	5	27	27	10	11
New Hampshire	147	71	48%	6	7	0	18	10	8	22
New Jersey	564	114	20%	1	6	9	42	25	8	23
New Mexico	391	132	34%	8	5	0	45	18	29	26
New York	943	274	29%	13	10	18	75	28	14	116
North Carolina	1,437	327	23%	10	32	6	149	30	33	67
North Dakota	105	40	38%	6	0	0	15	5	9	5
Ohio	1,068	290	27%	9	24	9	39	46	92	64
Oklahoma	655	147	22%	4	12	6	27	31	38	29
Oregon	506	110	22%	4	0	0	37	30	30	9
Pennsylvania	1,190	455	38%	23	33	22	89	108	92	88
Rhode Island	59	27	46%	1	5	5	6	2	0	8
South Carolina	1,037	447	43%	44	25	9	90	211	19	49
South Dakota	130	52	40%	7	1	5	15	9	7	8
Tennessee	1,041	167	16%	3	15	2	30	43	38	36
Texas	3,642	990	27%	50	136	64	268	164	220	87
Utah	260	70	27%	5	6	0	30	10	10	8
Vermont	68	25	37%	4	0	0	2	5	8	6
Virginia	820	241	29%	8	23	3	51	56	67	25
Washington	546	179	33%	8	23	0	48	39	40	18
West Virginia	294	88	30%	4	9	0	16	17	27	15
Wisconsin	588	186	32%	5	11	4	53	32	41	39
Wyoming	111	38	34%	8	0	0	14	3	8	5
U.S. Total	**36,560**	**9,378**	**26%**	**491**	**862**	**396**	**2,343**	**1,968**	**1,757**	**1,481**
Puerto Rico	308	82	27%	12	6	2	17	18	21	6

Source: FARS 2018 ARF

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

Figure 9

Percentage of Speeding-Related Traffic Fatalities, by State, 2018



Source: FARS 2018 ARF

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 involvement and restraint use. The following statements pertain to passenger vehicle drivers involved in fatal crashes in 2018 based on known restraint use.

- Among the passenger vehicle drivers who were speeding, California had the lowest percentage of unrestrained (23%) and South Dakota had the highest percentage (79%). Nationally, 48 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 (6%) and most frequently unrestrained in Montana (49%). Nationally, 21 percent of the passenger vehicle drivers who were not speeding were unrestrained.
- In every State (and 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 Hawaii (a 46-percentage-point difference), and smallest in Iowa (a 6-percentage-point difference). Nationally, among passenger vehicle drivers, the difference in restraint nonuse between the percentage of speeding and those not speeding was 27 percentage points.

Table 7

Passenger Vehicle Drivers Involved in Fatal Crashes, by State, Speeding Involvement, and Restraint Use, 2018

State	Passenger Vehicle Drivers Involved	Speeding						Not Speeding					
						Percent Based on Known Use						Percent Based on Known Use	
		Total	Rest.	Unrest.	Unk.	Rest.	Unrest.	Total	Rest.	Unrest.	Unk.	Rest.	Unrest.
Alabama	1,082	203	87	103	13	46%	54%	879	561	249	69	69%	31%
Alaska	76	27	11	12	4	48%	52%	49	33	5	11	87%	13%
Arizona	998	173	82	72	19	53%	47%	825	557	142	126	80%	20%
Arkansas	558	100	39	56	5	41%	59%	458	307	110	41	74%	26%
California	3,869	638	437	134	67	77%	23%	3,231	2,692	359	180	88%	12%
Colorado	673	145	50	89	6	36%	64%	528	387	112	29	78%	22%
Connecticut	333	66	32	23	11	58%	42%	267	181	40	46	82%	18%
Delaware	131	25	10	15	0	40%	60%	106	71	22	13	76%	24%
Dist.of Columbia	31	9	3	1	5	75%	25%	22	15	1	6	94%	6%
Florida	3,464	184	84	96	4	47%	53%	3,280	2,641	570	69	82%	18%
Georgia	1,723	207	90	98	19	48%	52%	1,516	1,052	309	155	77%	23%
Hawaii	110	28	9	10	9	47%	53%	82	66	5	11	93%	7%
Idaho	213	26	9	16	1	36%	64%	187	112	62	13	64%	36%
Illinois	1,154	328	154	102	72	60%	40%	826	582	120	124	83%	17%
Indiana	926	133	55	59	19	48%	52%	793	555	153	85	78%	22%
Iowa	337	49	32	13	4	71%	29%	288	201	60	27	77%	23%
Kansas	406	73	29	37	7	44%	56%	333	224	85	24	72%	28%
Kentucky	808	75	33	41	1	45%	55%	733	499	229	5	69%	31%
Louisiana	852	95	44	44	7	50%	50%	757	506	179	72	74%	26%
Maine	134	30	16	14	0	53%	47%	104	72	31	1	70%	30%
Maryland	589	89	45	38	6	54%	46%	500	381	75	44	84%	16%
Massachusetts	379	62	12	32	18	27%	73%	317	160	76	81	68%	32%
Michigan	1,196	176	87	53	36	62%	38%	1,020	773	124	123	86%	14%
Minnesota	408	81	44	23	14	66%	34%	327	235	48	44	83%	17%
Mississippi	704	33	12	20	1	38%	63%	671	426	236	9	64%	36%
Missouri	1,043	256	84	146	26	37%	63%	787	476	245	66	66%	34%
Montana	166	48	18	29	1	38%	62%	118	57	54	7	51%	49%
Nebraska	270	20	6	9	5	40%	60%	250	137	72	41	66%	34%
Nevada	355	59	24	29	6	45%	55%	296	240	42	14	85%	15%
New Hampshire	144	43	10	31	2	24%	76%	101	63	36	2	64%	36%
New Jersey	612	78	32	40	6	44%	56%	534	439	68	27	87%	13%
New Mexico	384	95	37	45	13	45%	55%	289	214	46	29	82%	18%
New York	981	160	81	54	25	60%	40%	821	633	75	113	89%	11%
North Carolina	1,643	247	135	99	13	58%	42%	1,396	1,065	275	56	79%	21%
North Dakota	96	23	8	8	7	50%	50%	73	43	22	8	66%	34%
Ohio	1,200	210	83	100	27	45%	55%	990	656	234	100	74%	26%
Oklahoma	733	84	33	48	3	41%	59%	649	421	171	57	71%	29%
Oregon	442	71	38	24	9	61%	39%	371	246	39	86	86%	14%
Pennsylvania	1,310	309	105	162	42	39%	61%	1,001	597	236	168	72%	28%
Rhode Island	58	14	5	6	3	45%	55%	44	31	7	6	82%	18%
South Carolina	1,180	353	156	174	23	47%	53%	827	656	140	31	82%	18%
South Dakota	105	30	5	19	6	21%	79%	75	38	33	4	54%	46%
Tennessee	1,165	99	37	47	15	44%	56%	1,066	779	234	53	77%	23%
Texas	3,929	661	341	252	68	58%	42%	3,268	2,475	569	224	81%	19%
Utah	280	41	21	14	6	60%	40%	239	183	31	25	86%	14%
Vermont	70	22	12	9	1	57%	43%	48	32	16	0	67%	33%
Virginia	917	179	80	98	1	45%	55%	738	545	190	3	74%	26%
Washington	602	118	61	34	23	64%	36%	484	380	54	50	88%	12%
West Virginia	296	53	16	26	11	38%	62%	243	165	39	39	81%	19%
Wisconsin	610	124	48	59	17	45%	55%	486	336	91	59	79%	21%
Wyoming	93	28	12	15	1	44%	56%	65	39	21	5	65%	35%
U.S. Total	**39,838**	**6,480**	**2,994**	**2,778**	**708**	**52%**	**48%**	**33,358**	**24,235**	**6,442**	**2,681**	**79%**	**21%**
Puerto Rico	309	66	36	30	0	55%	45%	243	197	46	0	81%	19%

Source: FARS 2018 ARF
Rest. - Restrained, Unrest. - Unrestrained, and Unk. - Unknown.

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 involvement and alcohol-impairment (BAC .08 or higher) in 2018.

- Kansas had the smallest percentage of speeding drivers who were alcohol-impaired (21%) and Alaska had the highest percentage of speeding drivers who were alcohol-impaired (60%). Nationwide, 37 percent of the speeding drivers were alcohol-impaired.
- The lowest percentage of non-speeding drivers who were alcohol-impaired was in Alaska (5%) and the highest percentage was in Montana (26%). 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 Alaska (55 percentage points), and the smallest in Kansas (a difference of 8 percentage points). Nationwide, the difference between alcohol-impaired speeding and non-speeding drivers in fatal crashes was 21 percentage points.

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 2018 ARF, the 2017 Final file was also released to replace the previous year's 2017 ARF. The final fatality count in motor vehicle crashes for 2017 was 37,473, which was updated from 37,133 from the 2017 ARF. The number of speeding-related fatalities from the 2017 Final file was 9,947, which was updated from 9,717 from the 2017 ARF.

The suggested APA format citation for this document is:

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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/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

Table 8

Drivers Involved in Fatal Crashes, by State, Speeding Involvement, and Alcohol-Impairment, 2018

State	Speeding			Not Speeding			Total		
		Alcohol-Impaired (BAC=.08+g/dL)			Alcohol-Impaired (BAC=.08+g/dL)			Alcohol-Impaired (BAC=.08+g/dL)	
	Total	Number	Percent	Total	Number	Percent	Total	Number	Percent
Alabama	241	69	29%	1,074	158	15%	1,315	227	17%
Alaska	38	23	60%	66	4	5%	104	26	25%
Arizona	254	81	32%	1,131	190	17%	1,385	271	20%
Arkansas	122	50	41%	608	77	13%	730	126	17%
California	871	286	33%	4,058	710	17%	4,929	996	20%
Colorado	197	81	41%	693	97	14%	890	179	20%
Connecticut	80	39	49%	335	77	23%	415	116	28%
Delaware	31	15	47%	136	13	9%	167	27	16%
District of Columbia	15	5	33%	29	5	18%	44	10	23%
Florida	268	98	37%	4,262	686	16%	4,530	784	17%
Georgia	250	90	36%	1,897	272	14%	2,147	362	17%
Hawaii	49	18	37%	107	17	16%	156	35	22%
Idaho	45	18	40%	270	33	12%	315	51	16%
Illinois	406	150	37%	1,067	151	14%	1,473	301	20%
Indiana	167	55	33%	1,045	144	14%	1,212	199	16%
Iowa	68	22	32%	398	55	14%	466	76	16%
Kansas	89	19	21%	472	60	13%	561	79	14%
Kentucky	97	24	25%	932	102	11%	1,029	125	12%
Louisiana	121	44	36%	944	160	17%	1,065	204	19%
Maine	36	15	42%	143	26	18%	179	41	23%
Maryland	113	35	31%	616	84	14%	729	119	16%
Massachusetts	88	42	47%	400	73	18%	488	115	23%
Michigan	228	79	35%	1,243	173	14%	1,471	252	17%
Minnesota	101	39	39%	433	62	14%	534	101	19%
Mississippi	44	15	35%	848	132	16%	892	147	16%
Missouri	327	102	31%	1,001	125	12%	1,328	227	17%
Montana	66	35	52%	148	38	26%	214	73	34%
Nebraska	23	8	33%	330	53	16%	353	61	17%
Nevada	80	36	44%	371	51	14%	451	87	19%
New Hampshire	62	31	50%	131	11	9%	193	43	22%
New Jersey	103	36	35%	673	85	13%	776	121	16%
New Mexico	118	48	41%	397	52	13%	515	100	19%
New York	236	90	38%	1,043	220	21%	1,279	310	24%
North Carolina	304	121	40%	1,747	274	16%	2,051	395	19%
North Dakota	36	12	34%	108	16	15%	144	28	19%
Ohio	270	105	39%	1,296	175	13%	1,566	280	18%
Oklahoma	136	41	30%	832	99	12%	968	140	14%
Oregon	105	45	43%	557	100	18%	662	145	22%
Pennsylvania	414	158	38%	1,263	160	13%	1,677	318	19%
Rhode Island	25	10	40%	57	9	15%	82	19	23%
South Carolina	424	145	34%	1,041	133	13%	1,465	278	19%
South Dakota	39	13	33%	109	24	22%	148	37	25%
Tennessee	153	57	37%	1,362	181	13%	1,515	238	16%
Texas	888	354	40%	4,280	1,068	25%	5,168	1,422	28%
Utah	69	22	32%	307	30	10%	376	53	14%
Vermont	23	10	41%	63	5	8%	86	14	17%
Virginia	225	93	41%	921	138	15%	1,146	231	20%
Washington	163	55	34%	599	102	17%	762	157	21%
West Virginia	80	20	25%	327	35	11%	407	55	14%
Wisconsin	170	85	50%	625	95	15%	795	180	23%
Wyoming	38	17	45%	99	15	16%	137	32	24%
U.S. Total	**8,596**	**3,159**	**37%**	**42,894**	**6,852**	**16%**	**51,490**	**10,011**	**19%**
Puerto Rico	78	41	52%	328	83	25%	406	124	30%

Source: FARS 2018 ARF
Note: Percentages are computed based on unrounded estimates.