Traffic Safety Facts

2019 Data

October 2021

DOT HS 813 194

NHTSA

In this fact sheet for 2019 the information is presented as follows.

Speeding

The National Highway Traffic Safety Administration 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. A speeding-related fatality is any fatality that occurs in a speeding-related crash.

Key Findings

- Twenty-six percent of fatal crashes, 12 percent of injury crashes, and 9 percent of property-damage-only crashes in 2019 were speeding-related.
- In 2019 there were 9,478 fatalities in crashes where at least one driver was speeding, 26 percent of total traffic fatalities for the year.
- In 2019 there were an estimated 326,000 people injured (12% of total people injured) in speeding-related crashes.
- The number of speeding-related fatalities in 2019 decreased by 1 percent from 2018, from 9,579 to 9,478.
- Thirty-one percent of male drivers in the 15- to 20-year-old age group and 18 percent of female drivers in the 21- to 24-year-old age group involved in fatal crashes in 2019 were speeding, the highest among the age groups.
- Among speeding drivers involved in fatal crashes in 2019, there were 26 percent who 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 2019 were found to have blood alcohol concentrations (BACs) of .08 g/dL or greater (37% versus 15%)—or even higher BACs of .15 g/dL or greater (26% versus 10%)—than those drivers who were not speeding.
- Thirty-three percent of motorcycle riders involved in fatal crashes in 2019 were speeding, more than drivers of any other vehicle type.
- In fatal crashes in 2019 nearly half (47%) of speeding drivers of passenger vehicles were unrestrained at the time of crashes, compared to 21 percent of non-speeding passenger vehicle drivers.
- In 2019, when roadway function class was known, 86 percent of speeding-related fatalities occurred on non-interstate roadways.

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS) and non-fatal motor vehicle traffic crashes from the National Automotive Sampling System (NASS) General Estimates System (GES) and Crash Report Sampling System (CRSS). Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

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A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in transport that originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. The terms "motor vehicle traffic crash" and "traffic crash" are used interchangeably.

Overview

In 2019 there were 50,930 drivers involved in 33,244 fatal crashes, in which 36,096 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 speeding-related crashes.

From 2010 to 2019 speeding-related fatalities declined by 9.8 percent, from 10,508 in 2010 to 9,478 in 2019. Table 1 shows the total number of people killed and estimates of people injured, and the number and percentage of killed and injured, by speeding involvement, for that 10-year period. The number of speeding-related fatalities decreased by 1 percent, from 9,579 in 2018 to 9,478 in 2019. The proportion of speeding-related fatalities out of the total number of fatalities remained the same as in 2018, at 26 percent. There were an estimated 326,000 people injured (12% of total people injured) in speeding-related crashes in 2019, a 9-percent decline from an estimated 359,000 people injured in speeding-related crashes in 2018.

Table 1
People Killed and Injured, by Speeding Involvement, 2010–2019

Year	Speeding Involvement				Total	
	Speeding-Related		Not Speeding-Related			
	Number	Percent	Number	Percent	Number	Percent
Killed						
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	9,579	26%	27,256	74%	36,835	100%
2019	9,478	26%	26,618	74%	36,096	100%
Injured						
2010	464,000	21%	1,784,000	79%	2,248,000	100%
2011	460,000	21%	1,767,000	79%	2,227,000	100%
2012	503,000	21%	1,866,000	79%	2,369,000	100%
2013	383,000	17%	1,936,000	83%	2,319,000	100%
2014	339,000	14%	2,003,000	86%	2,343,000	100%
2015	348,000	14%	2,107,000	86%	2,455,000	100%
2016†	377,000	12%	2,685,000	88%	3,062,000	100%
2017†	362,000	13%	2,383,000	87%	2,745,000	100%
2018†	359,000	13%	2,351,000	87%	2,710,000	100%
2019†	326,000	12%	2,414,000	88%	2,740,000	100%

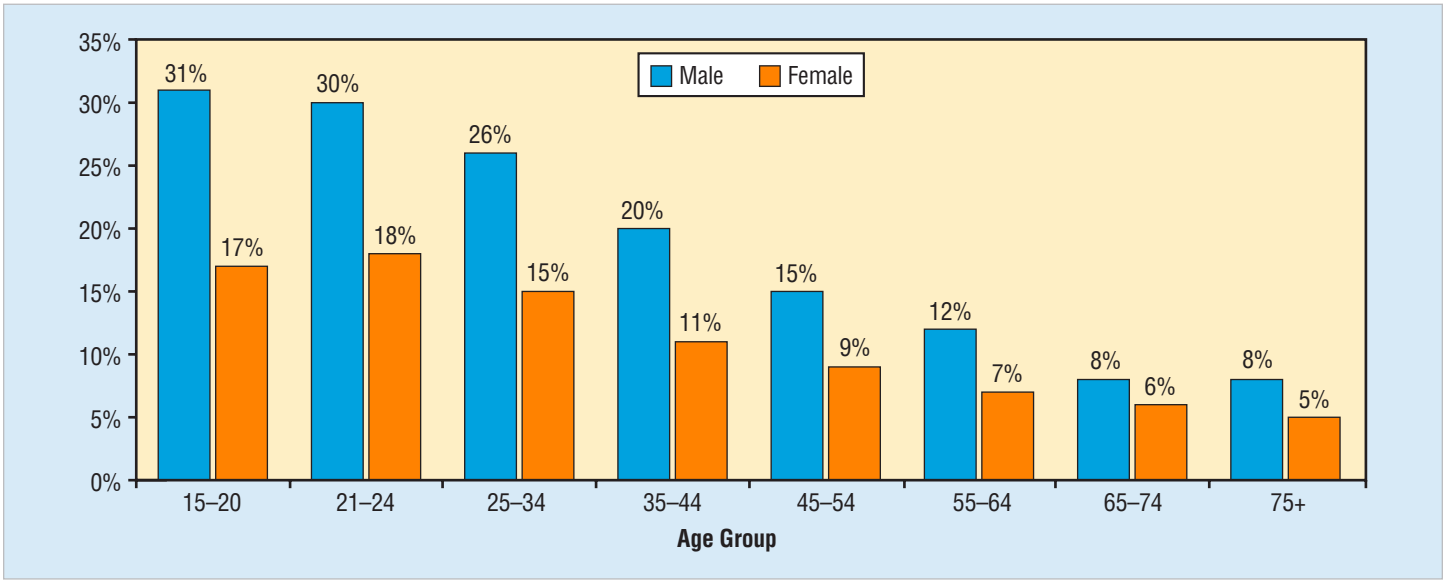
Sources: FARS 2010–2018 Final File, 2019 FARS Annual Report File (ARF); NASS GES 2010–2015; CRSS 2016–2019
†CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.
Note: Injury totals may not equal sum of components due to independent rounding.

Drivers

Figure 1 presents the percentage of drivers who were speeding when involved in fatal crashes, by age groups and sex. The proportion of drivers who were speeding decreased with increasing driver age, and the proportion of female drivers who were speeding was smaller than male drivers across all age groups. Among all age groups, young male drivers were the most likely to be speeding at the time of fatal crashes. In 2019 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, highest among all age groups. Among female drivers, the highest speeding involvement (18%) was in the 21- to 24-age group.

Figure 1

Percentage of Speeding Drivers Involved in Fatal Crashes, by Age Group and Sex, 2019

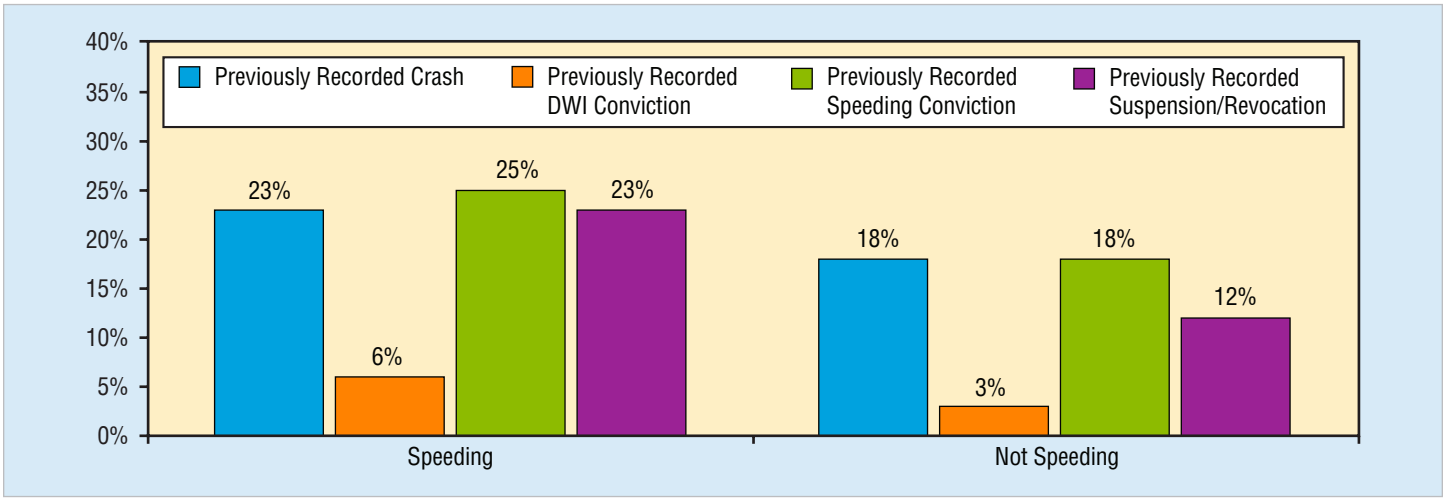


Source: FARS 2019 ARF

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 fatal crashes. In addition (but not shown), in 2019 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 5-Year Driving Records of Drivers Involved in Fatal Crashes, by Speeding Involvement, 2019



Source: FARS 2019 ARF

Alcohol

Drivers are considered to be alcohol-impaired when their BACs are .08 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 set a threshold making it illegal to drive with a BAC of .08 g/dL or higher. Note: Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018. In addition, people under 21 are legally prohibited from drinking alcohol (except in Puerto Rico where the legal drinking age is 18).

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 15 percent of non-speeding drivers (Table 2). Twenty-six 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 in 2019 were more likely to have been alcohol-impaired, and with BACs of .15 g/dL or greater (26 percent vs. 10 percent)—than those drivers who were not speeding.

Table 2
Alcohol Involvement of Drivers in Fatal Crashes, by Speeding Involvement, 2019

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	5,007	57%	3,739	43%	3,255	37%	2,236	26%
Not Speeding	34,474	82%	7,710	18%	6,344	15%	4,161	10%
Total	**39,481**	**78%**	**11,449**	**22%**	**9,598**	**19%**	**6,398**	**13%**

Source: FARS 2019 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.

For drivers involved in fatal crashes who were under 21 and were speeding, 29 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 except the 75+ age group, speeding drivers involved in fatal crashes in 2019 were alcohol-impaired twice as often (or more) as those who were not. Far more frequently, drivers involved in fatal crashes who were not speeding did not have alcohol in their systems.

Table 3

Drivers Involved in Fatal Crashes, by Age Group, Speeding Involvement, and Their BACs, 2019

Age Group	Speeding Involvement															
	Speeding								Not Speeding							
	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		Alcohol-Impaired				No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		Alcohol-Impaired			
					BAC=.08+ g/dL		BAC=.15+ 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	765	71%	308	29%	259	24%	155	14%	2,522	85%	435	15%	346	12%	211	7%
21-24	636	51%	603	49%	528	43%	332	27%	2,519	75%	832	25%	698	21%	446	13%
25-34	1,225	50%	1,239	50%	1,078	44%	740	30%	6,149	76%	1,894	24%	1,581	20%	1,072	13%
35-44	798	53%	706	47%	634	42%	467	31%	5,387	79%	1,411	21%	1,178	17%	783	12%
45-54	588	57%	446	43%	399	39%	294	28%	5,341	82%	1,157	18%	970	15%	666	10%
55-64	479	62%	294	38%	246	32%	183	24%	5,348	84%	1,045	16%	853	13%	552	9%
65-74	253	73%	93	27%	70	20%	40	12%	3,542	87%	516	13%	389	10%	243	6%
75+	199	88%	27	12%	20	9%	15	7%	2,785	93%	219	7%	170	6%	108	4%
Total*	**5,007**	**57%**	**3,739**	**43%**	**3,255**	**37%**	**2,236**	**26%**	**34,474**	**82%**	**7,710**	**18%**	**6,344**	**15%**	**4,161**	**10%**

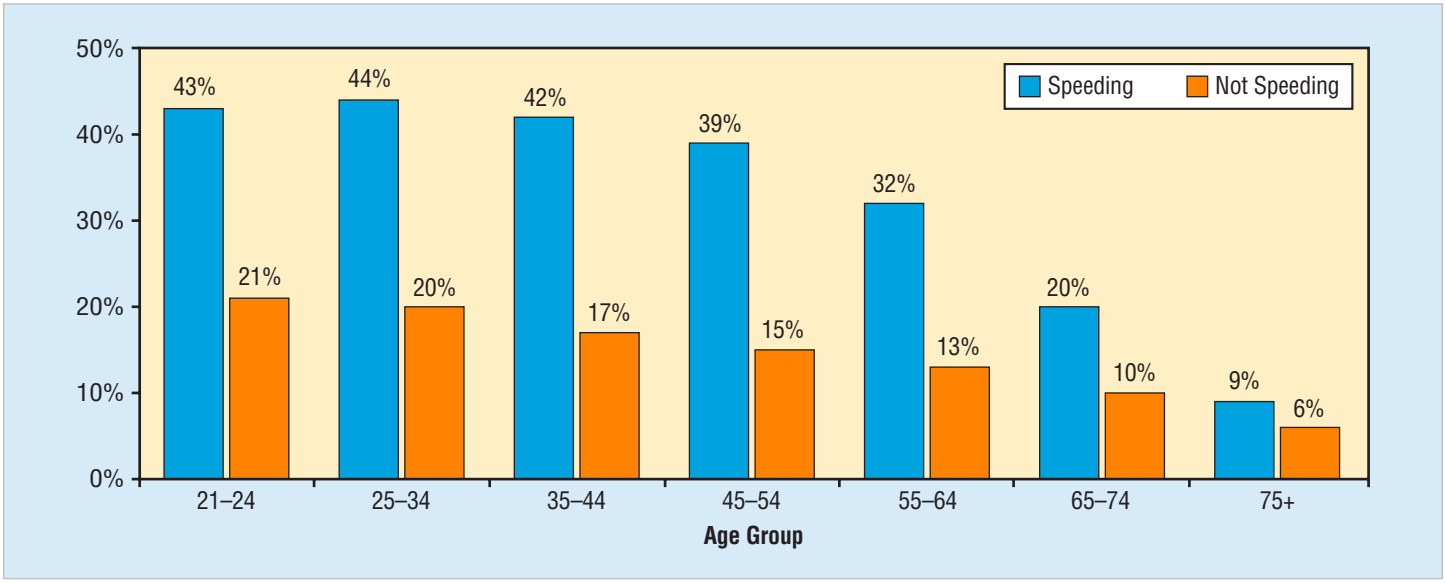
Source: FARS 2019 ARF
*Includes drivers of unknown age.

Figure 3 presents percentages of alcohol-impaired drivers 21 and older in fatal crashes by age group and speeding involvement. In 2019, for drivers 21 to 24 years old who were involved in fatal crashes, 43 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 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 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 3

Percentage of Alcohol-Impaired Drivers (21 and Older) in Fatal Crashes, by Age Group and Speeding Involvement, 2019

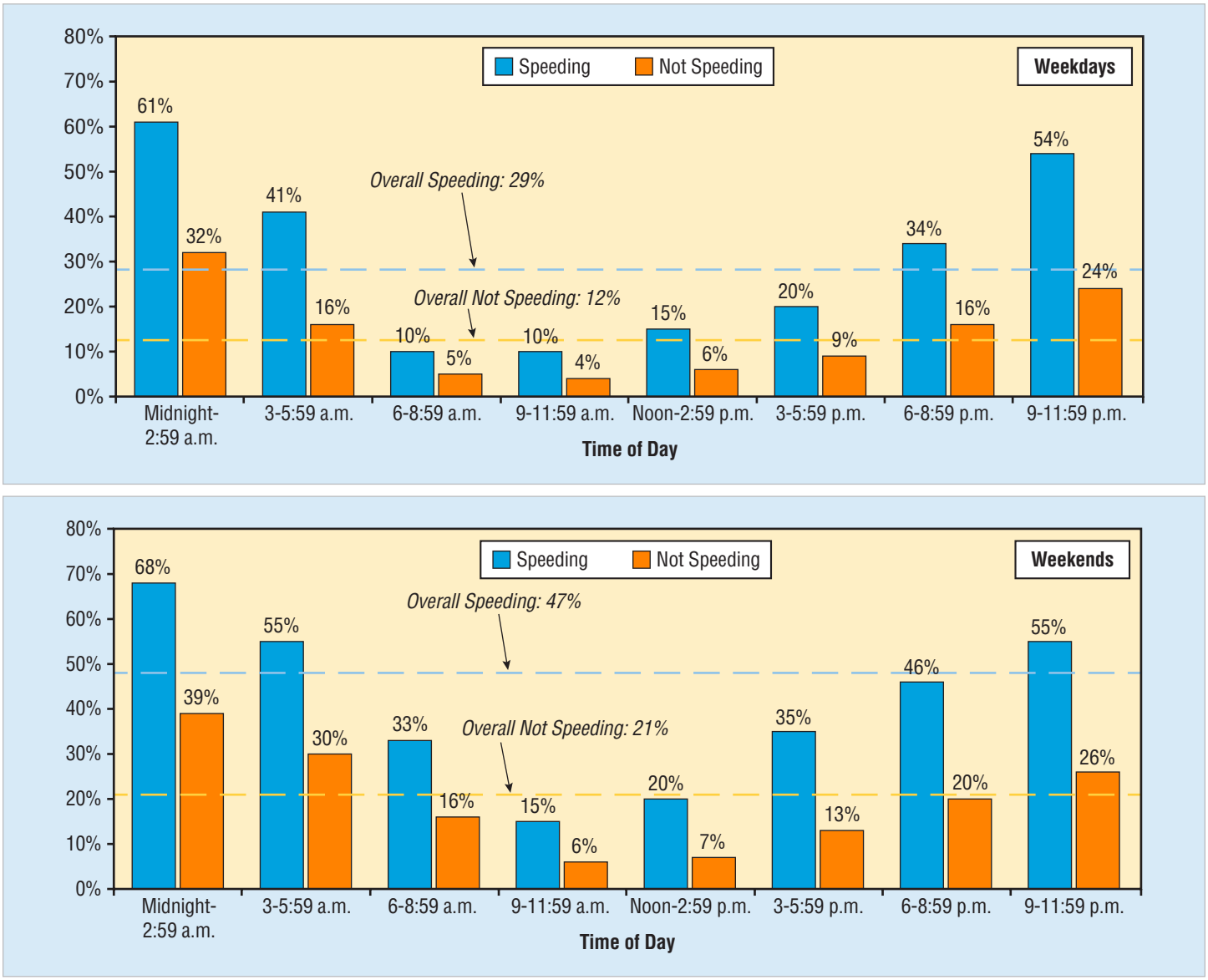


Source: FARS 2019 ARF

The percentages of drivers in fatal crashes who were alcohol impaired in 2019 is presented in Figure 4 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 4

Percentage of Alcohol-Impaired Drivers in Fatal Crashes on Weekdays/Weekends, by Speeding Involvement and Time of Day, 2019

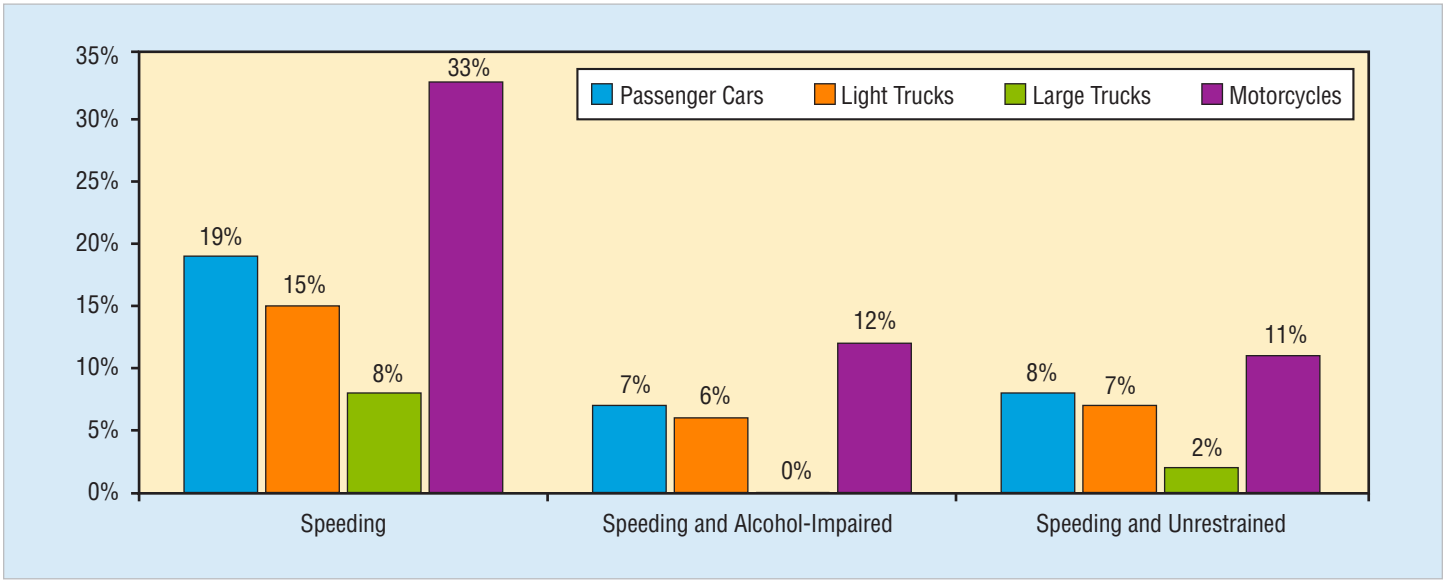


Source: FARS 2019 ARF
Weekday—Monday 6 a.m. to Friday 5:59 p.m.
Weekend—Friday 6 p.m. to Monday 5:59 a.m.
Note: Excludes alcohol-impaired drivers when time of day was unknown.

Figure 5 presents information on speeding drivers involved in fatal crashes in 2019 by vehicle type. The three sections on the bottom of the chart show the percentage of drivers who were speeding, those who were both speeding and alcohol-impaired, and those who were speeding and unrestrained (for motorcyclists, speeding and unhelmeted). In 2019, among all drivers involved in fatal crashes, 33 percent of motorcycle riders (operators) were speeding, compared to 19 percent of

passenger car drivers, 15 percent of light-truck drivers, and 8 percent of large-truck drivers. Twelve 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 5
Percentage of Speeding, Alcohol-Impaired, and Unrestrained* Drivers Involved in Fatal Crashes, by Vehicle Type, 2019



Source: FARS 2019 ARF
*Based on known restraint use.
Note: Restraints for motorcyclists refer to helmets.

Restraint Use

Figure 5 shows 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 2 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 2019 with known restraint use, almost half (47%) who were speeding were also unrestrained at the time of the crashes, compared to 21 percent unrestrained for non-speeding drivers (Table 4).

Table 4
Passenger Vehicle Drivers Involved in Fatal Crashes, by Speeding Involvement and Restraint Use, 2019

Speeding Involvement	Restraint Use						Total	Percent Based on Known Restraint Use	
	Restrained		Unrestrained		Unknown				
	Number	Percent	Number	Percent	Number	Percent		Restrained	Unrestrained
Speeding	3,051	47%	2,715	42%	730	11%	6,496	53%	47%
Not Speeding	23,661	72%	6,341	19%	2,675	8%	32,677	79%	21%
Total	**26,712**	**68%**	**9,056**	**23%**	**3,405**	**9%**	**39,173**	**75%**	**25%**

Source: FARS 2019 ARF

Crash Characteristics

The percentage of drivers who were speeding at the time of their involvement in fatal crashes varied little by month. In 2019 the lowest percentages of speeding drivers involved in fatal crashes were during October (16%), while the highest percentage was during February, May, and June (18%). The number of drivers involved in fatal crashes by time of day (daytime or nighttime) and day of week (weekday or weekend) in 2019 is shown in Table 5, separated 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 15 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.

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 more likely to be speeding at nighttime regardless of the day of the week.

Table 5

Drivers Involved in Fatal Crashes, by Time of Day, Day of Week, and Speeding Involvement, 2019

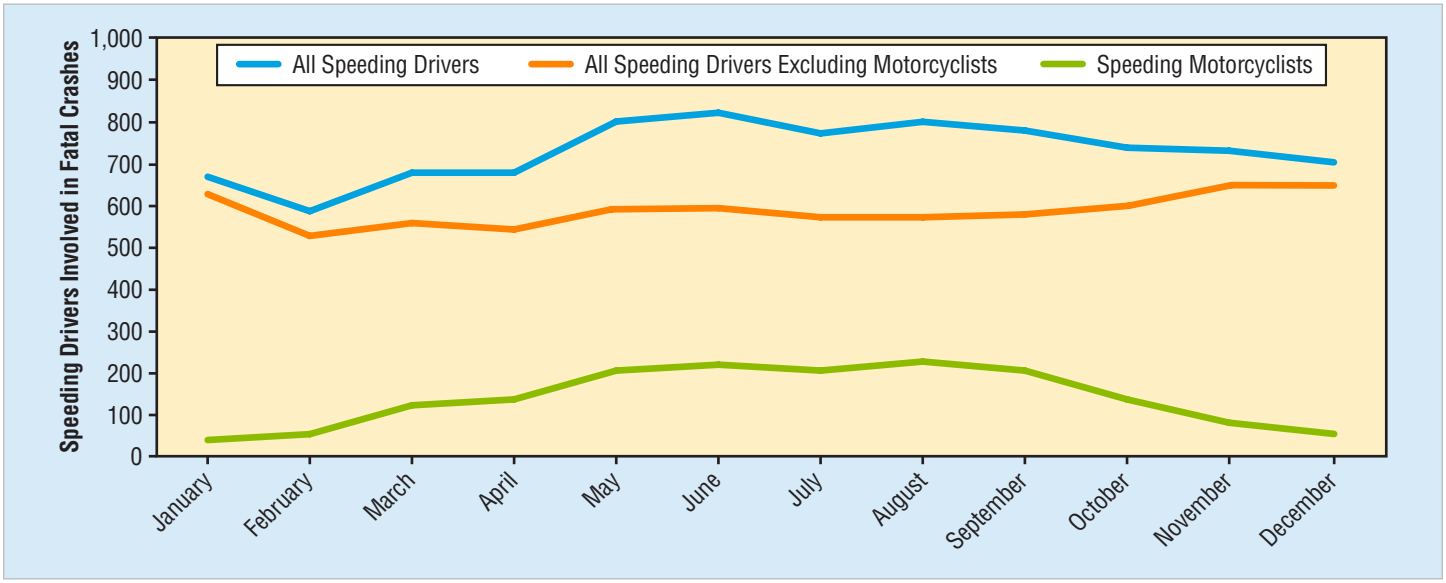
Time of Day	Day of Week						Total		
	Weekday			Weekend					
	Drivers Involved	Speeding Drivers		Drivers Involved	Speeding Drivers		Drivers Involved	Speeding Drivers	
		Number	Percent		Number	Percent		Number	Percent
Daytime	19,923	2,666	13%	6,862	1,271	19%	26,785	3,937	15%
Nighttime	11,465	2,116	18%	12,409	2,645	21%	23,874	4,761	20%
Total*	**31,503**	**4,801**	**15%**	**19,344**	**3,933**	**20%**	**50,930**	**8,746**	**17%**

Source: FARS 2019 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

Figure 6 displays the monthly variation of all speeding drivers involved in fatal crashes by vehicle type in 2019. All speeding drivers have monthly variations with more involvement in the warmer months (May to September) compared to the colder months (November to February). If motorcycle riders (operators) are excluded from all speeding drivers, there is little variation by month with increases in November, December, and January. 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 6

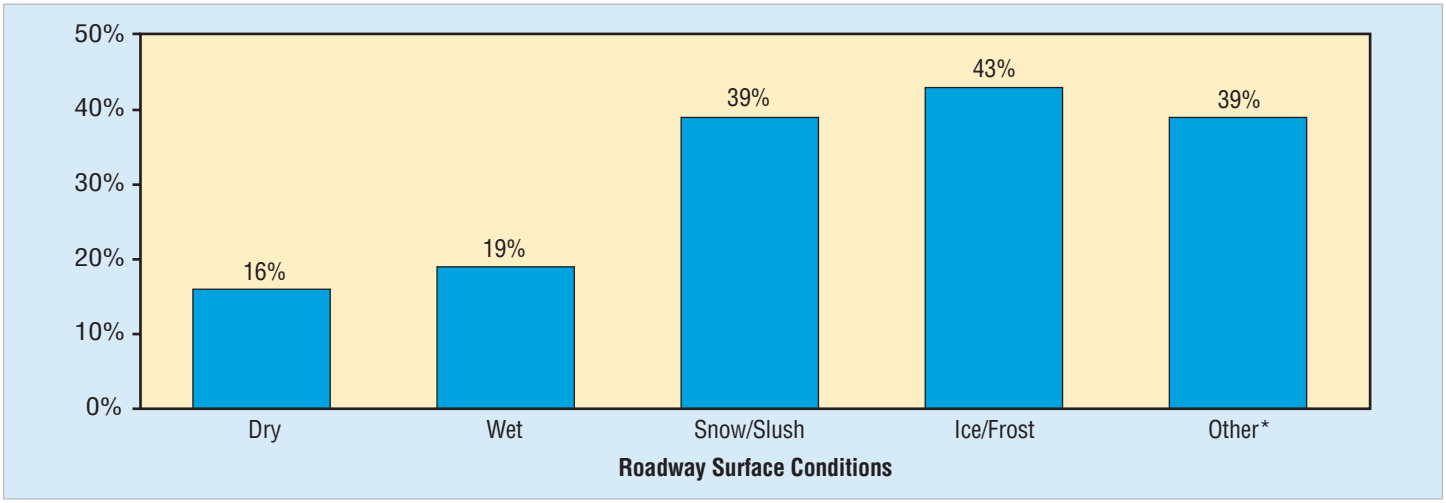
Speeding Drivers Involved in Fatal Crashes, by Vehicle Type and Month, 2019



Source: FARS 2019 ARF

Information on the combination of speeding and roadway surface condition is presented in Figure 7. In 2019 speeding was a factor for 16 percent of the drivers involved in fatal crashes on dry roads, 19 percent of those on wet roads, 39 percent when there was snow or slush on the road, and 43 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."

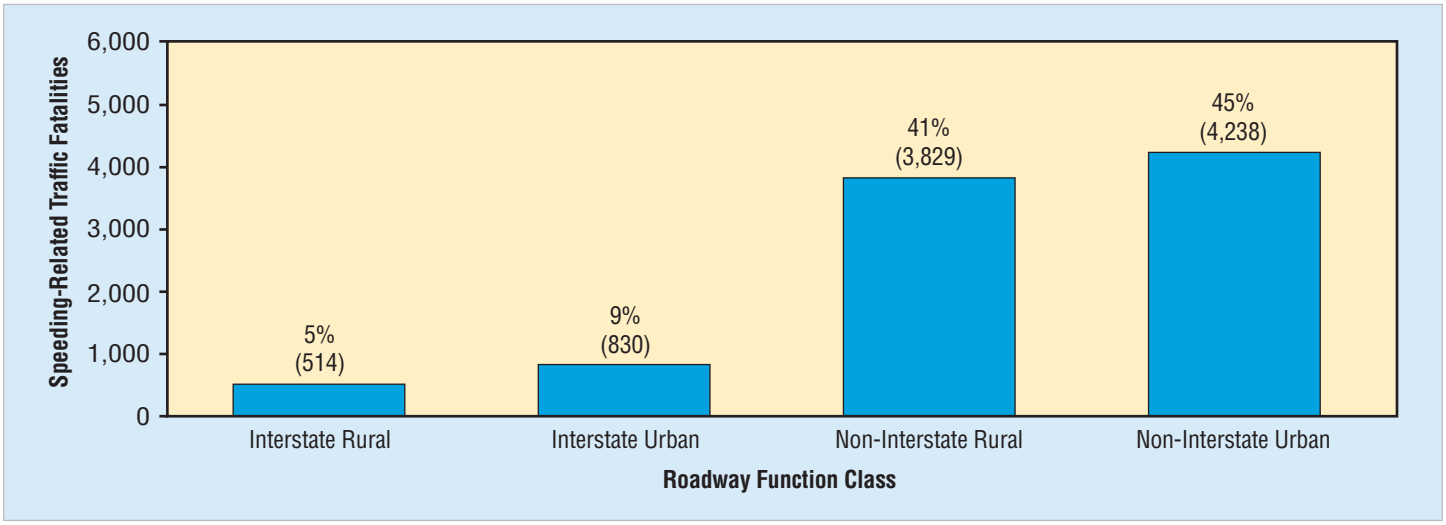
Figure 7
Percentage of Speeding Drivers Involved in Fatal Crashes, by Roadway Surface Condition, 2019



Source: FARS 2019 ARF
*Includes sand, standing or moving water, oil, mud, dirt, gravel, and other.

The number of fatalities in speeding-related crashes is shown by roadway function class in Figure 8 for 2019. Of the 9,415 speeding-related fatalities in traffic crashes in 2019 with known roadway function class, 3,829 (41%) occurred on non-Interstate rural roads. Overall, only 14 percent (1,344) occurred on interstate highways, rural and urban combined, while 86 percent of speeding-related fatalities occurred on non-interstate roadways.

Figure 8
Speeding-Related Traffic Fatalities, by Roadway Function Class, 2019



Source: FARS 2019 ARF
Note: Fatalities on known function class but unknown land use not included.

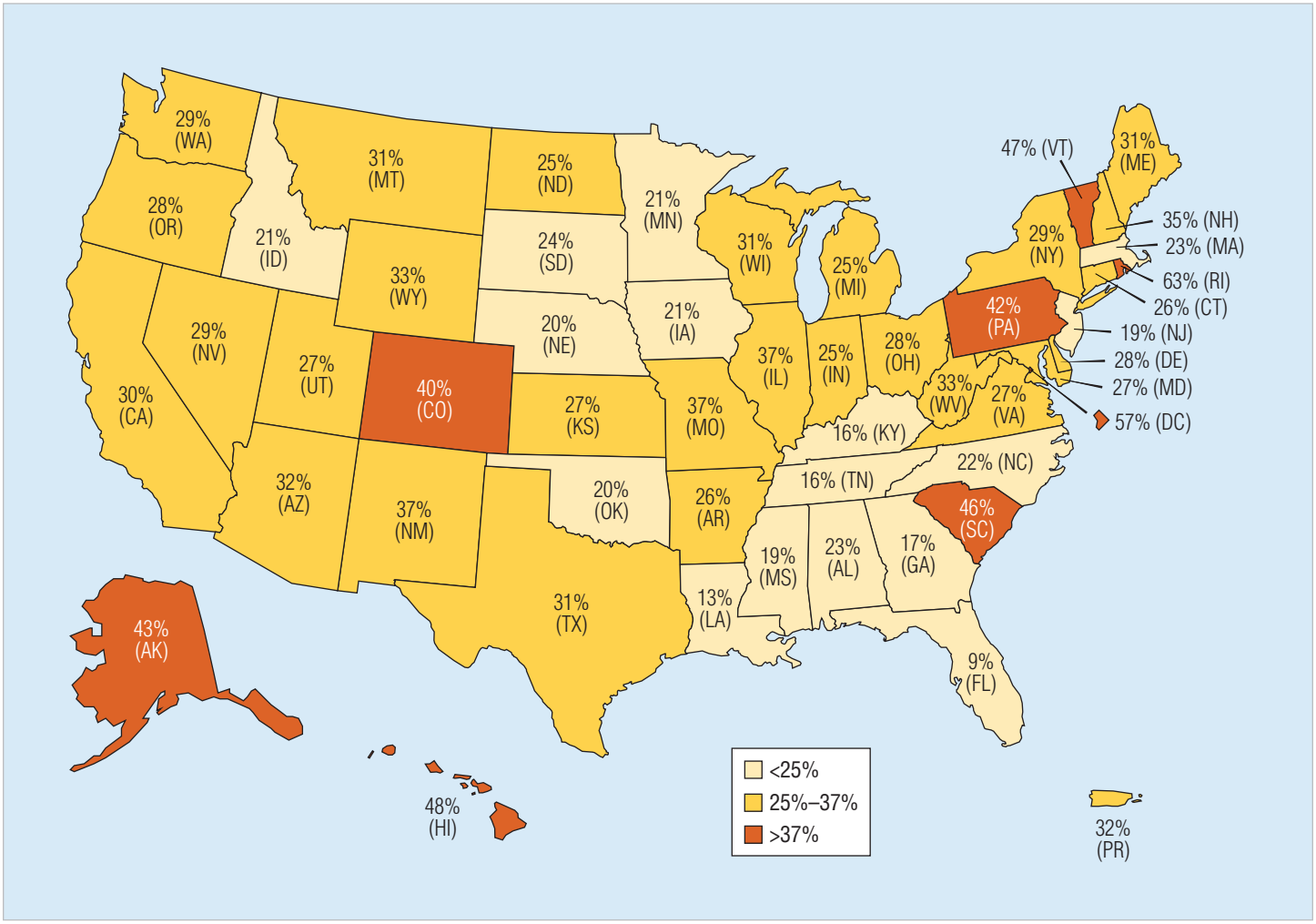
In 2019 speeding was involved in 31 percent of the fatal crashes that occurred in construction/maintenance zones. In comparison, speeding was involved in 26 percent of crashes that occurred outside of construction/maintenance zones. The concern about speeding in construction/maintenance zones is the added danger posed by construction equipment, changes in roadway design and markings, and increased pedestrian activity.

State

Figure 9 shows a color-coded map of speeding-related fatalities, as a percentage of overall fatalities, in each State in 2019 and Table 6 shows the number of speeding-related traffic fatalities in each State in 2019, by roadway function class. Definitions and information on the Highway Functional Classification System are available at www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf.

Figure 9

Percentage of Speeding-Related Traffic Fatalities, by State, 2019



Source: FARS 2019 ARF

Nationwide in 2019, twenty-six percent of all traffic fatalities were speeding-related.

The States with the most speeding-related traffic fatalities in 2019:

- Texas (1,110)
- California (1,066)
- South Carolina (459)
- Pennsylvania (441)

The States with the fewest speeding-related traffic fatalities in 2019:

- District of Columbia (13)
- Vermont (22)
- South Dakota (24)
- North Dakota (25)

The States with the highest percentage of speeding-related fatalities in 2019:

- Rhode Island (63%)
- District of Columbia (57%)
- Hawaii (48%)
- Vermont (47%)

The States with the lowest percentage of speeding-related fatalities in 2019:

- Florida (9%)
- Louisiana (13%)
- Kentucky (16%)
- Tennessee (16%)

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 2019, based on known restraint use.

- Among the passenger vehicle drivers who were speeding, California had the lowest percentage of unrestrained (25%) and Nebraska had the highest percentage (73%). Nationally 47 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 (7%) and most frequently unrestrained in New Hampshire (45%). Nationally 79 percent of the passenger vehicle drivers who were not speeding were also properly restrained.
- In every State, the District of Columbia, and Puerto Rico passenger vehicle drivers who were speeding were unrestrained more frequently than those who were not speeding.

Table 8 provides information by State on all drivers involved in fatal crashes by speeding involvement and alcohol-impairment (BAC .08 g/dL or higher) in 2019.

- Utah had the smallest percentage of speeding drivers who were alcohol-impaired (17%) and North Dakota 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 Vermont (8%) and the highest percentage was in Rhode Island (24%). Nationally 15 percent of these non-speeding drivers involved in fatal crashes were alcohol-impaired.
- In every State, the District of Columbia, and Puerto Rico, in fatal crashes speeding drivers were alcohol-impaired more frequently than non-speeding drivers.

Table 6

Speeding-Related Traffic Fatalities, by State and Roadway Function Class, 2019

State	Traffic Fatalities	Speeding-Related Fatalities		Speeding-Related Fatalities by Roadway Function Class						
		Total	Percentage of 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	930	216	23%	8	17	0	38	45	54	54
Alaska	67	29	43%	2	2	0	9	4	10	1
Arizona	981	316	32%	28	22	24	87	58	56	8
Arkansas	505	132	26%	9	7	1	38	20	19	38
California	3,606	1,066	30%	47	127	119	311	215	171	75
Colorado	596	239	40%	12	20	5	94	43	31	33
Connecticut	249	64	26%	0	8	4	9	15	20	7
Delaware	132	37	28%	0	3	3	3	4	17	7
District of Columbia	23	13	57%	0	0	0	0	0	1	12
Florida	3,183	300	9%	3	15	6	100	88	51	37
Georgia	1,491	260	17%	9	40	1	51	73	42	44
Hawaii	108	52	48%	0	6	0	30	16	0	0
Idaho	224	48	21%	6	4	0	11	6	13	8
Illinois	1,009	375	37%	21	60	4	91	78	75	45
Indiana	809	201	25%	29	16	2	40	33	45	36
Iowa	336	69	21%	4	4	0	10	9	15	27
Kansas	411	111	27%	12	9	3	18	12	23	34
Kentucky	732	114	16%	11	6	3	23	18	32	21
Louisiana	727	94	13%	7	12	3	20	19	23	10
Maine	157	49	31%	3	0	0	4	8	21	12
Maryland	521	139	27%	0	23	5	43	25	25	18
Massachusetts	334	78	23%	2	19	1	16	22	10	8
Michigan	985	250	25%	7	29	11	54	58	54	35
Minnesota	364	77	21%	1	8	4	13	24	20	7
Mississippi	643	120	19%	7	13	0	13	17	42	28
Missouri	880	328	37%	14	41	18	59	60	79	57
Montana	184	57	31%	8	0	0	26	4	8	10
Nebraska	248	49	20%	8	0	5	18	6	6	6
Nevada	304	87	29%	4	4	1	27	35	2	14
New Hampshire	101	35	35%	4	0	2	10	4	5	10
New Jersey	559	105	19%	0	1	10	39	20	16	19
New Mexico	424	156	37%	26	7	2	53	24	31	13
New York	931	266	29%	3	13	41	56	26	31	95
North Carolina	1,373	307	22%	14	11	13	42	55	93	79
North Dakota	100	25	25%	0	0	0	6	4	7	8
Ohio	1,153	322	28%	8	23	7	44	65	108	60
Oklahoma	640	128	20%	5	3	2	23	20	42	33
Oregon	489	139	28%	3	3	3	45	24	43	18
Pennsylvania	1,059	441	42%	28	22	21	96	88	95	90
Rhode Island	57	36	63%	0	7	4	12	4	0	9
South Carolina	1,001	459	46%	44	22	7	120	199	28	39
South Dakota	102	24	24%	1	1	0	5	1	14	2
Tennessee	1,135	180	16%	8	13	3	33	41	49	33
Texas	3,615	1,110	31%	61	130	59	301	200	253	105
Utah	248	67	27%	11	5	0	30	3	7	11
Vermont	47	22	47%	1	0	0	2	8	7	4
Virginia	831	228	27%	9	25	9	43	45	70	21
Washington	519	150	29%	6	14	2	30	22	29	45
West Virginia	260	85	33%	2	4	0	28	13	25	11
Wisconsin	566	174	31%	7	10	2	40	42	50	22
Wyoming	147	49	33%	11	1	0	19	4	6	8
U.S. Total	**36,096**	**9,478**	**26%**	**514**	**830**	**410**	**2,333**	**1,927**	**1,974**	**1,427**
Puerto Rico	289	93	32%	15	11	0	24	23	16	4

Source: FARS 2019 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.

Table 7

Passenger Vehicle Drivers Involved in Fatal Crashes, by State, Speeding Involvement, and Restraint Use, 2019

State	Passenger Vehicle Drivers Involved	Speeding						Not Speeding					
						Percent Based on Known Restraint Use						Percent Based on Known Restraint Use	
		Total	Rest.	Unrest.	Unk.	Rest.	Unrest.	Total	Rest.	Unrest.	Unk.	Rest.	Unrest.
Alabama	1,034	157	54	96	7	36%	64%	877	572	246	59	70%	30%
Alaska	72	18	10	7	1	59%	41%	54	34	12	8	74%	26%
Arizona	938	197	84	83	30	50%	50%	741	550	115	76	83%	17%
Arkansas	540	94	40	45	9	47%	53%	446	290	114	42	72%	28%
California	3,921	704	467	153	84	75%	25%	3,217	2,678	363	176	88%	12%
Colorado	655	162	75	80	7	48%	52%	493	341	101	51	77%	23%
Connecticut	254	50	23	23	4	50%	50%	204	127	31	46	80%	20%
Delaware	152	22	9	12	1	43%	57%	130	104	14	12	88%	12%
Dist. of Columbia	31	11	4	5	2	44%	56%	20	14	1	5	93%	7%
Florida	3,613	171	85	79	7	52%	48%	3,442	2,789	595	58	82%	18%
Georgia	1,732	184	79	82	23	49%	51%	1,548	1,083	306	159	78%	22%
Hawaii	114	35	15	10	10	60%	40%	79	59	6	14	91%	9%
Idaho	224	34	13	20	1	39%	61%	190	126	56	8	69%	31%
Illinois	1,130	283	136	91	56	60%	40%	847	577	139	131	81%	19%
Indiana	894	138	58	59	21	50%	50%	756	508	151	97	77%	23%
Iowa	343	56	31	19	6	62%	38%	287	194	69	24	74%	26%
Kansas	414	73	31	35	7	47%	53%	341	215	96	30	69%	31%
Kentucky	817	77	38	39	0	49%	51%	740	520	217	3	71%	29%
Louisiana	787	65	25	33	7	43%	57%	722	444	196	82	69%	31%
Maine	144	32	16	16	0	50%	50%	112	74	37	1	67%	33%
Maryland	595	90	34	34	22	50%	50%	505	389	65	51	86%	14%
Massachusetts	359	56	19	27	10	41%	59%	303	142	75	86	65%	35%
Michigan	1,139	184	76	64	44	54%	46%	955	714	121	120	86%	14%
Minnesota	401	58	31	18	9	63%	37%	343	254	43	46	86%	14%
Mississippi	692	90	28	56	6	33%	67%	602	371	206	25	64%	36%
Missouri	936	235	73	132	30	36%	64%	701	410	221	70	65%	35%
Montana	147	41	18	18	5	50%	50%	106	59	42	5	58%	42%
Nebraska	259	29	6	16	7	27%	73%	230	120	74	36	62%	38%
Nevada	355	55	32	18	5	64%	36%	300	249	35	16	88%	12%
New Hampshire	98	21	7	13	1	35%	65%	77	36	30	11	55%	45%
New Jersey	586	61	31	23	7	57%	43%	525	417	85	23	83%	17%
New Mexico	406	94	49	33	12	60%	40%	312	240	42	30	85%	15%
New York	908	179	96	62	21	61%	39%	729	567	77	85	88%	12%
North Carolina	1,535	222	113	101	8	53%	47%	1,313	963	288	62	77%	23%
North Dakota	87	16	4	10	2	29%	71%	71	37	22	12	63%	37%
Ohio	1,250	214	77	120	17	39%	61%	1,036	678	268	90	72%	28%
Oklahoma	686	87	33	45	9	42%	58%	599	393	152	54	72%	28%
Oregon	526	100	55	27	18	67%	33%	426	271	47	108	85%	15%
Pennsylvania	1,208	319	136	140	43	49%	51%	889	546	186	157	75%	25%
Rhode Island	56	24	11	12	1	48%	52%	32	24	3	5	89%	11%
South Carolina	1,088	354	161	174	19	48%	52%	734	583	120	31	83%	17%
South Dakota	97	16	5	11	0	31%	69%	81	50	25	6	67%	33%
Tennessee	1,245	115	46	57	12	45%	55%	1,130	812	260	58	76%	24%
Texas	3,927	745	380	286	79	57%	43%	3,182	2,449	512	221	83%	17%
Utah	256	41	27	10	4	73%	27%	215	163	30	22	84%	16%
Vermont	45	12	6	5	1	55%	45%	33	23	10	0	70%	30%
Virginia	904	170	74	96	0	44%	56%	734	527	201	6	72%	28%
Washington	591	94	45	33	16	58%	42%	497	354	68	75	84%	16%
West Virginia	267	53	24	22	7	52%	48%	214	134	57	23	70%	30%
Wisconsin	603	129	44	55	30	44%	56%	474	330	87	57	79%	21%
Wyoming	112	29	17	10	2	63%	37%	83	57	24	2	70%	30%
U.S. Total	**39,173**	**6,496**	**3,051**	**2,715**	**730**	**53%**	**47%**	**32,677**	**23,661**	**6,341**	**2,675**	**79%**	**21%**
Puerto Rico	309	65	24	41	0	37%	63%	244	162	80	2	67%	33%

Source: FARS 2019 ARF
Rest. - Restrained, Unrest. - Unrestrained, and Unk. - Unknown.

Table 8

Drivers Involved in Fatal Crashes, by State, Speeding Involvement, and Alcohol-Impairment, 2019

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	195	75	39%	1,103	181	16%	1,298	256	20%
Alaska	26	11	41%	63	10	16%	89	21	23%
Arizona	294	103	35%	1,056	140	13%	1,350	243	18%
Arkansas	122	56	46%	579	69	12%	701	125	18%
California	984	317	32%	4,005	561	14%	4,989	878	18%
Colorado	221	84	38%	645	70	11%	866	154	18%
Connecticut	64	35	55%	273	56	20%	337	91	27%
Delaware	30	13	42%	157	15	9%	187	28	15%
District of Columbia	13	3	21%	21	2	10%	34	5	14%
Florida	274	91	33%	4,446	647	15%	4,720	738	16%
Georgia	223	74	33%	1,960	267	14%	2,183	341	16%
Hawaii	48	18	38%	98	16	17%	146	35	24%
Idaho	45	18	40%	260	47	18%	305	65	21%
Illinois	356	135	38%	1,099	161	15%	1,455	297	20%
Indiana	182	64	35%	1,025	144	14%	1,207	208	17%
Iowa	77	27	35%	393	69	18%	470	96	20%
Kansas	101	32	31%	448	52	12%	549	84	15%
Kentucky	94	29	30%	958	104	11%	1,052	132	13%
Louisiana	86	30	35%	928	181	19%	1,014	211	21%
Maine	42	21	51%	147	26	18%	189	48	25%
Maryland	127	53	42%	635	98	15%	762	151	20%
Massachusetts	77	35	46%	370	72	19%	447	107	24%
Michigan	234	89	38%	1,171	154	13%	1,405	243	17%
Minnesota	75	30	40%	448	51	11%	523	81	16%
Mississippi	105	40	38%	741	122	16%	846	162	19%
Missouri	308	99	32%	923	123	13%	1,231	221	18%
Montana	52	28	53%	166	32	19%	218	60	27%
Nebraska	44	15	34%	307	39	13%	351	54	15%
Nevada	82	30	36%	380	59	16%	462	89	19%
New Hampshire	32	14	44%	112	23	20%	144	37	26%
New Jersey	96	39	40%	677	84	12%	773	123	16%
New Mexico	132	55	42%	427	57	13%	559	112	20%
New York	245	95	39%	968	154	16%	1,213	249	21%
North Carolina	288	97	34%	1,649	211	13%	1,937	308	16%
North Dakota	24	14	60%	102	22	22%	126	37	29%
Ohio	292	129	44%	1,346	195	14%	1,638	324	20%
Oklahoma	116	42	36%	768	97	13%	884	139	16%
Oregon	130	57	44%	523	97	19%	653	154	24%
Pennsylvania	469	153	33%	1,143	131	11%	1,612	283	18%
Rhode Island	34	16	46%	40	10	24%	74	25	34%
South Carolina	419	142	34%	962	121	13%	1,381	263	19%
South Dakota	21	8	38%	111	18	17%	132	26	20%
Tennessee	154	54	35%	1,445	219	15%	1,599	272	17%
Texas	1,001	412	41%	4,151	903	22%	5,152	1,315	26%
Utah	61	10	17%	288	28	10%	349	39	11%
Vermont	19	5	28%	49	4	8%	68	9	13%
Virginia	211	89	42%	927	143	15%	1,138	232	20%
Washington	146	66	45%	637	110	17%	783	176	22%
West Virginia	79	25	31%	276	31	11%	355	56	16%
Wisconsin	156	72	46%	636	100	16%	792	172	22%
Wyoming	40	10	24%	142	21	15%	182	30	17%
U.S. Total	**8,746**	**3,255**	**37%**	**42,184**	**6,344**	**15%**	**50,930**	**9,598**	**19%**
Puerto Rico	84	31	37%	294	48	16%	378	79	21%

Source: FARS 2019 ARF
Note: Percentages are computed based on unrounded estimates.

Important Safety Reminders

Drivers' Own Speeding Behavior

- Remember that your reaction time uses valuable ground. The higher the speed, the more ground you will cover in that first critical second and a half, and the longer it will take to stop your vehicle.
- Know that every time your speed doubles, the stopping distance quadruples because of the laws of physics.
- Allow for more stopping time with bigger, heavier vehicles, when you are going downhill or are on wet, slippery, or uneven pavement. Give large trucks ample room when pulling in front of them.
- Move your foot to the brake when you see the brake lights of the car in front of you. That driver has already reacted and you will end up closer to them.
- Pay closer attention to your speedometer, especially before entering a curve when your vehicle is more likely to leave the road. Apply brakes before the curve.
- Keep pace with cars traveling within the speed limit. Vehicles moving at similar speeds are less likely to come into conflict.
- Talk to family members or friends about others who have overestimated their driving abilities.
- Drive the speed limit to be a good role model to others, such as children.
- Allow more time for your trips so you are not in a hurry to get to your destination.
- Deep breathing or listening to relaxing music can help you remain calm in traffic and less likely to speed.

Handling Other Drivers' Speeding Behavior

- Give speeding drivers plenty of space and if they follow too closely let them pass.
- Stay out of the far-left lane, except when passing.

— NHTSA's Research and Program Development

Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a public trafficway that results 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 the following year to the final version 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. More information on FARS can be found at www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2019 ARF, the 2018 Final File was released to replace the 2018 ARF. The final fatality count in motor vehicle traffic crashes for 2018 was 36,835, which was updated from 36,560 in the 2018 ARF. The number of speeding-related fatalities from the 2018 Final File was 9,579, which was updated from 9,378 from the 2018 ARF.

The 2016 and 2017 Final Files have been amended, but this amendment did not change the overall number of fatal crashes or fatalities.

Crash Report Sampling System

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. The new system, called CRSS, replaced the National Automotive Sampling System (NASS) General Estimates System (GES) in 2016. More information on CRSS can be found at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

Methodology Change for Estimating People Injured

NCSA changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach combines people nonfatally injured from both FARS and NASS GES/CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in police-reported injury crashes from NASS GES/CRSS. The old approach extracted people nonfatally injured from only NASS GES/CRSS, regardless of crash severity. This change in methodology caused some estimates of people injured to change for prior years.

Additional data visualization tools for fact sheets can be found at https://cdan.dot.gov/DataVisualization/DataVisualization.htm#.

The suggested APA format citation for this document is:

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For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. Additional data tools, such as the State Traffic Safety Information (STSI), Fatality and Injury Reporting System Tool (FIRST), and more can be found at https://cdan.nhtsa.gov/. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www-odi.nhtsa.dot.gov/VehicleComplaint/.

Other fact sheets available from NCSA 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 Traffic Safety Facts annual report can be found at https://crashstats.nhtsa.dot.gov/

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