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

Traffic Safety Facts
2022 Data

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Speeding

In this fact sheet for 2022 the information is presented as follows.

The National Highway Traffic Safety Administration considers a traffic 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 traffic crash.

Key Findings

- Twenty-eight percent of fatal crashes, 12 percent of injury crashes, and 8 percent of property-damage-only crashes in 2022 were speeding-related traffic crashes.
- In 2022 there were 12,151 fatalities in speeding-related crashes, 29 percent of total traffic fatalities for the year and a decrease of 3 percent from 12,498 in 2021.
- There were an estimated 300,595 people injured (13% of total people injured) in speeding-related traffic crashes in 2022.
- Thirty-five percent of male drivers and 19 percent of female drivers in the 15-to-20 age group involved in fatal traffic crashes in 2022 were speeding, the highest among the age groups.
- Among speeding drivers involved in fatal traffic crashes in 2022, there were 29 percent who did not have valid driver licenses at the time of the crashes, compared to 15 percent of non-speeding drivers.
- In 2022 drivers who were speeding when involved in fatal traffic crashes had blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or greater (38% versus 18%)—or even higher BACs of .15 g/dL or greater (26% versus 11%)—more frequently than those drivers who were not speeding.
- Thirty-five percent of motorcycle riders involved in fatal traffic crashes in 2022 were speeding, more than drivers of any other vehicle type.
- In fatal traffic crashes in 2022 more than half (52%) of speeding drivers of passenger vehicles were unrestrained at the time of crashes, compared to 22 percent of non-speeding passenger vehicle drivers.
- In 2022, when rural/urban classification and functional system were known, 87 percent of speeding-related traffic 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). Results from FARS, such as fatal crashes and fatalities, are actual counts, while results from NASS GES and CRSS, such as non-fatal crashes and people injured, are estimates. Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

Due to a vehicle classification change, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. Refer to the end of this publication for more information on Product Information Catalog and Vehicle Listing (vPIC).

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for transport, including parts of parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably in this document.

Overview

In 2022 an estimated 9 percent of all police-reported traffic crashes were speeding-related. Twenty-eight percent of fatal crashes, 12 percent of injury crashes, and 8 percent of property-damage-only crashes in 2022 were speeding-related traffic crashes. In 2022 there were 60,048 drivers involved in 39,221 fatal traffic crashes in which 42,514 people lost their lives. Eighteen percent of the drivers involved were speeding at the time of the crashes, and 29 percent of those killed were in speeding-related traffic crashes.

From 2013 to 2022 speeding-related fatalities increased by 25 percent, from 9,696 in 2013 to 12,151 in 2022. 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 3 percent, from 12,498 in 2021 to 12,151 in 2022. The proportion of speeding-related fatalities out of the total number of fatalities was consistent at 29 percent in both 2021 and 2022. There were an estimated 300,595 people injured (13% of total people injured) in speeding-related crashes in 2022, a 9-percent decrease from an estimated 329,105 people injured in speeding-related crashes in 2021.

Table 1. People Killed and Injured in Traffic Crashes, by Speeding Involvement, 2013–2022

Year	Speeding Involvement				Total	
	Speeding-Related		Not Speeding-Related			
	Number	Percent	Number	Percent	Number	Percent
Killed						
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	9,592	26%	26,763	74%	36,355	100%
2020	11,428	29%	27,579	71%	39,007	100%
2021	12,498	29%	30,732	71%	43,230	100%
2022	12,151	29%	30,363	71%	42,514	100%

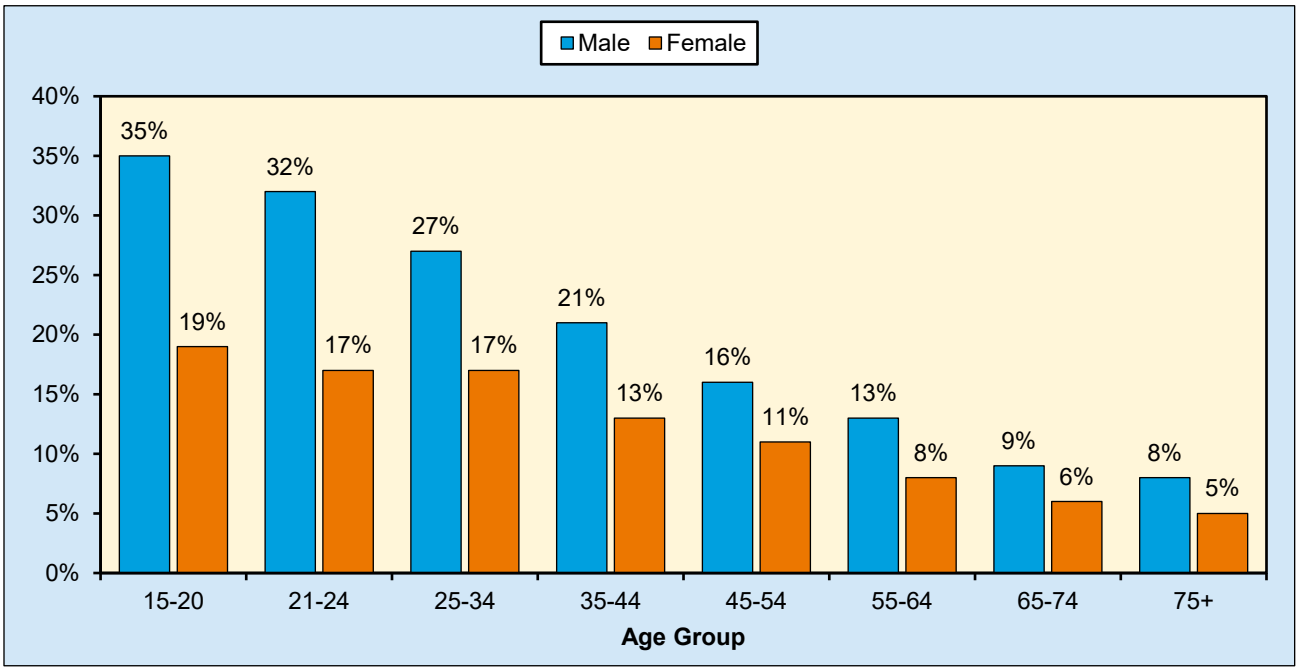
Year	Speeding Involvement				Total	
	Speeding-Related		Not Speeding-Related			
	Number	Percent	Number	Percent	Number	Percent
Injured						
2013	383,137	17%	1,935,855	83%	2,318,992	100%
2014	339,189	14%	2,003,432	86%	2,342,621	100%
2015	348,160	14%	2,106,619	86%	2,454,778	100%
2016†	376,914	12%	2,684,971	88%	3,061,885	100%
2017†	361,950	13%	2,383,317	87%	2,745,268	100%
2018†	358,924	13%	2,351,134	87%	2,710,059	100%
2019†	326,554	12%	2,413,587	88%	2,740,141	100%
2020†	308,133	14%	1,974,076	86%	2,282,209	100%
2021†	329,105	13%	2,168,763	87%	2,497,869	100%
2022†	300,595	13%	2,082,176	87%	2,382,771	100%

Sources: FARS 2013–2021 Final File, 2022 Annual Report File (ARF); NASS GES 2013–2015; CRSS 2016–2022
†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 percentages of drivers who were speeding when involved in fatal traffic crashes by age group and sex. The proportions of drivers who were speeding decreased with increasing driver age, and the proportions 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 2022 more than one-third (35%) of male drivers in the 15-to-20 age group involved in fatal crashes were speeding at the time of the crashes, the highest proportion among all age groups. Among female drivers, the highest speeding involvement (19%) was also in the 15-to-20 age group.

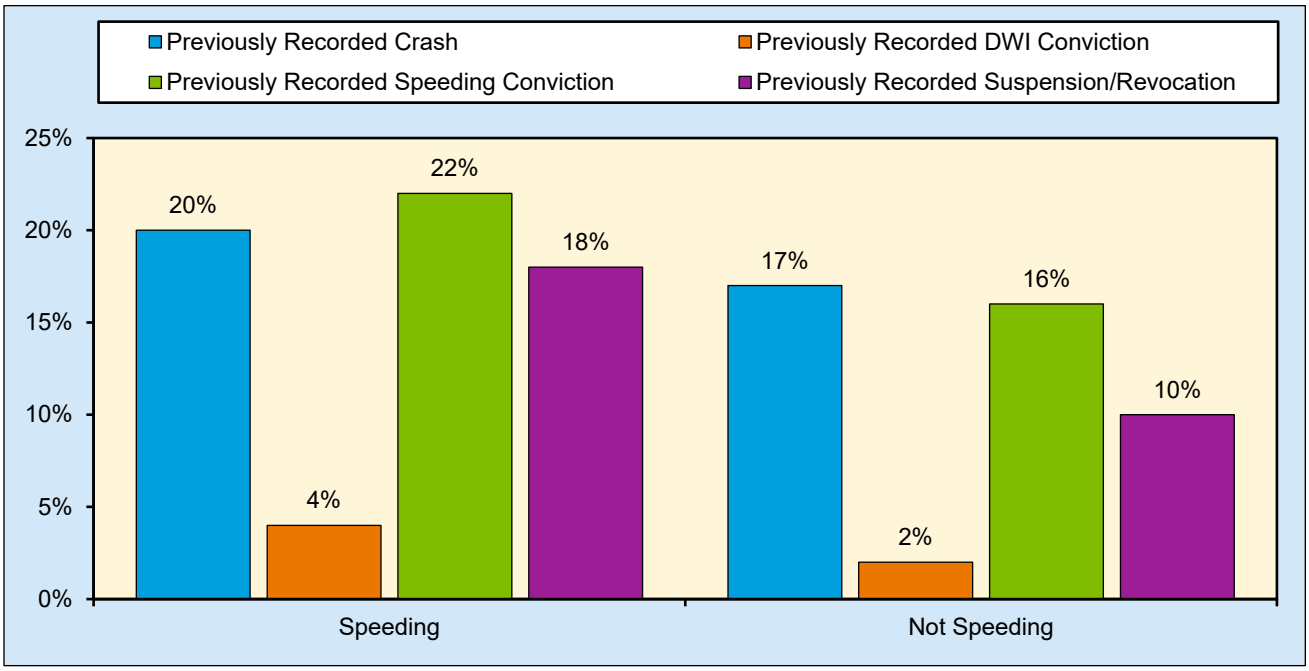
Figure 1. Percentages of Speeding Drivers Involved in Fatal Traffic Crashes, by Age Group and Sex, 2022



Source: FARS 2022 ARF

In Figure 2 the previous driving records of drivers involved in fatal traffic 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 2022 among speeding drivers involved in fatal crashes, 29 percent did not have valid driver licenses at the time of the crashes, compared to 15 percent of non-speeding drivers.

Figure 2. Percentages of Previous 5-Year Driving Records of Drivers Involved in Fatal Traffic Crashes, by Speeding Involvement, 2022



Source: FARS 2022 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 traffic crashes than those drivers who were not speeding. Thirty-eight percent of speeding drivers involved in fatal crashes had BACs of .08 g/dL or greater, while 18 percent of non-speeding drivers were in this BAC range (Table 2). Drivers who were speeding when involved in fatal crashes in 2022 were more likely to have been alcohol-impaired, and with BACs of .15 g/dL or greater (26% versus 11%)—than those drivers who were not speeding.

Table 2. Alcohol Involvement of Drivers in Fatal Traffic Crashes, by Speeding Involvement, 2022

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	6,206	56%	4,897	44%	4,248	38%	2,935	26%
Not Speeding	38,418	78%	10,527	22%	8,707	18%	5,485	11%
Total	**44,624**	**74%**	**15,425**	**26%**	**12,955**	**22%**	**8,420**	**14%**

Source: FARS 2022 ARF
Notes: 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. NHTSA estimates BACs when alcohol test results are unknown.

Table 3 shows drivers involved in fatal traffic 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.

For drivers involved in fatal crashes who were under 21 and were speeding, 32 percent had BACs of .01 g/dL or higher (alcohol-involved but prohibited for this age group). In contrast, 20 percent of the drivers of the same age group who were not speeding had BACs of .01 g/dL or higher.

In 2022 speeding drivers in fatal crashes in the 25-to-34, 35-to-44, 45-to-54, 55-to-64, and 65-to-74 age groups 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 Traffic Crashes, by Age Group, Speeding Involvement, and Their BACs, 2022

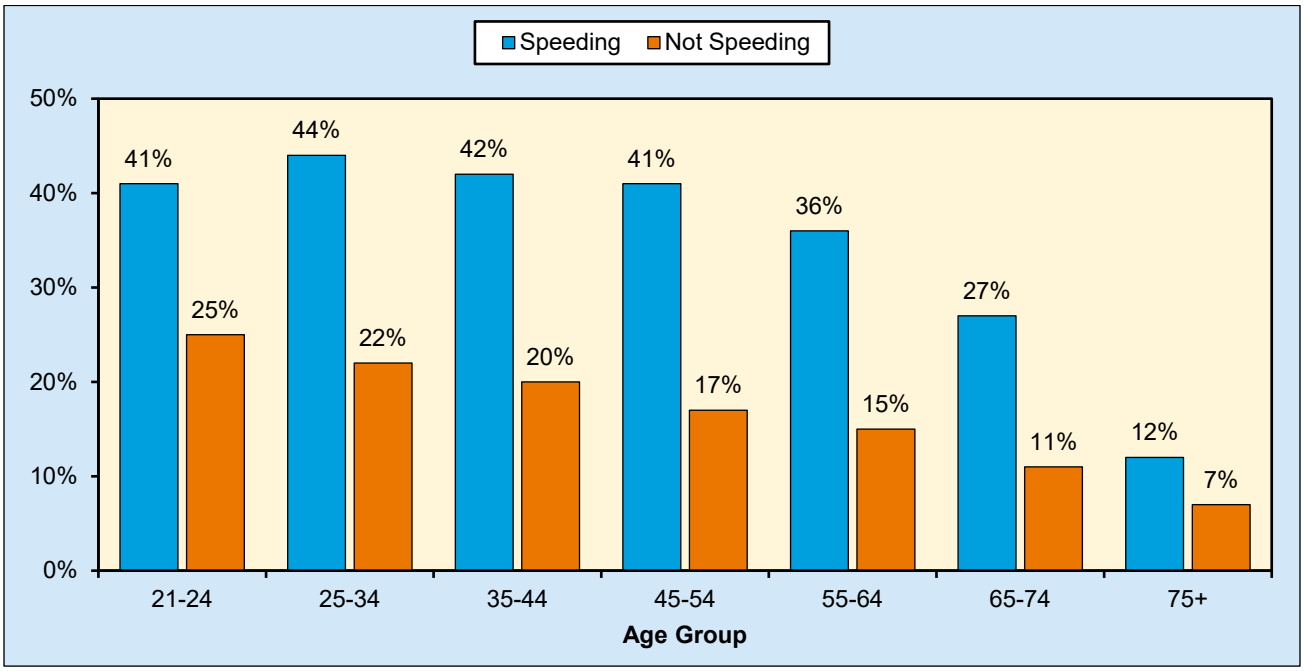
Age Group	Speeding Involvement															
	Speeding								Not Speeding							
	No Alcohol (BAC= .00 g/dL)		BAC= .01+ g/dL		Alcohol-Impaired				No Alcohol (BAC=.00 g/dL)		BAC= .01+ g/dL		Alcohol-Impaired			
					BAC= .08+ g/dL		BAC= .15+ g/dL						BAC= .08+ g/dL		BAC= .15+ g/dL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<21	1,036	68%	479	32%	399	26%	241	16%	2,753	80%	675	20%	557	16%	329	10%
21–24	785	53%	709	47%	617	41%	406	27%	2,700	71%	1,085	29%	930	25%	576	15%
25–34	1,511	50%	1,534	50%	1,346	44%	943	31%	7,049	74%	2,518	26%	2,139	22%	1,394	15%
35–44	1,035	52%	956	48%	831	42%	585	29%	6,368	76%	1,985	24%	1,644	20%	1,077	13%
45–54	663	53%	593	47%	517	41%	388	31%	5,899	80%	1,464	20%	1,228	17%	805	11%
55–64	550	59%	386	41%	337	36%	246	26%	5,708	82%	1,255	18%	1,010	15%	641	9%
65–74	296	69%	130	31%	113	27%	71	17%	3,986	86%	641	14%	514	11%	318	7%
75+	209	85%	37	15%	29	12%	22	9%	2,897	91%	302	9%	236	7%	141	4%
Total*	**6,206**	**56%**	**4,897**	**44%**	**4,248**	**38%**	**2,935**	**26%**	**38,418**	**78%**	**10,527**	**22%**	**8,707**	**18%**	**5,485**	**11%**

Source: FARS 2022 ARF
*Includes drivers of unknown age.
Note: NHTSA estimates BACs when alcohol test results are unknown.

Figure 3 presents percentages of alcohol-impaired drivers 21 and older in fatal traffic crashes by age group and speeding involvement. In 2022, for drivers 45 to 54 years old who were involved in fatal crashes, 41 percent of speeding drivers had BACs of .08 g/dL or higher, compared to 17 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 percentages of those who were alcohol-impaired were highest in the 21-to-24 age group (25%). Also note that, except the 21-to-24 and 75-and-older age groups, the percentage of drivers with BACs of .08 g/dL or higher in fatal crashes was two or more times higher when the drivers were speeding.

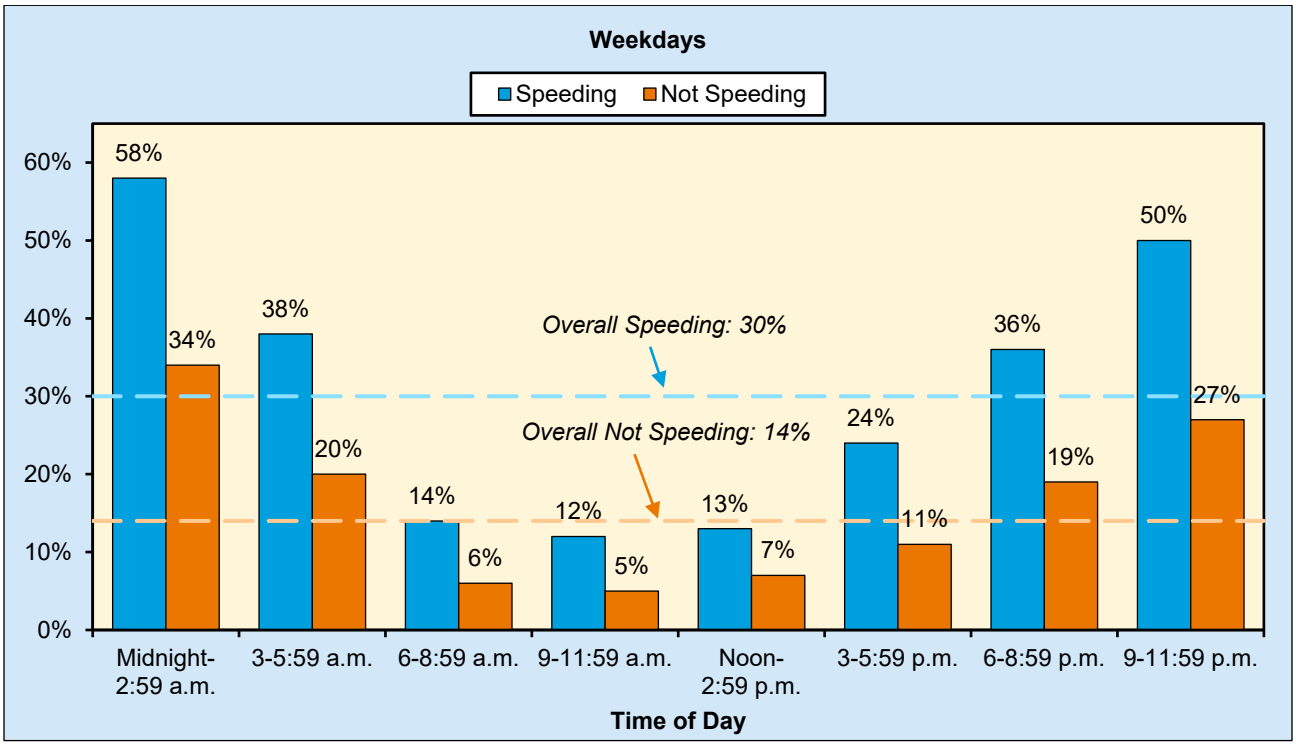
Figure 3. Percentages of Alcohol-Impaired Drivers 21 and Older Involved in Fatal Traffic Crashes, by Age Group and Speeding Involvement, 2022

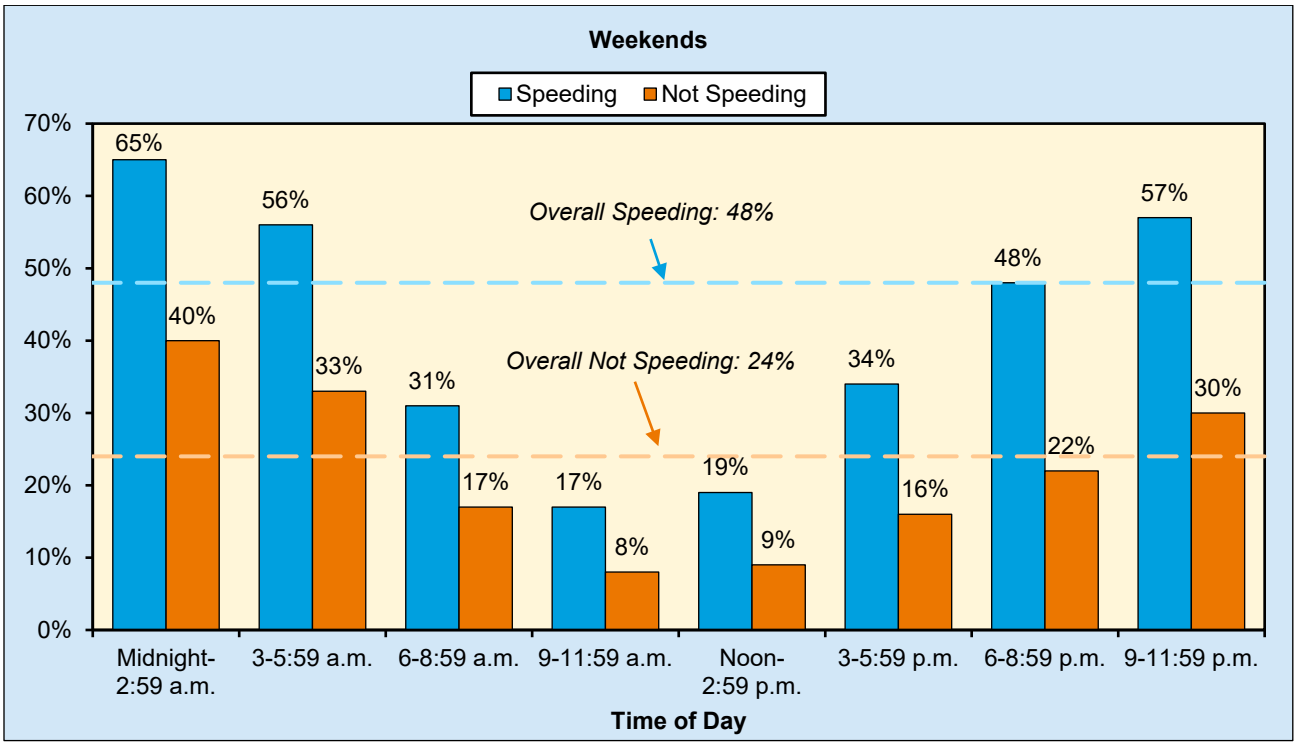


Source: FARS 2022 ARF
Note: NHTSA estimates BACs when alcohol test results are unknown.

The percentages of drivers in fatal traffic crashes who were alcohol-impaired in 2022 are 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 proportions of alcohol impairment were higher for speeding drivers than for those not speeding and also higher on weekends than weekdays. Midnight to 2:59 a.m. was the time period when drivers involved in fatal crashes were most likely to be alcohol-impaired, both on weekends and weekdays, irrespective of whether the drivers were speeding or not.

Figure 4. Percentages of Alcohol-Impaired Drivers in Fatal Traffic Crashes on Weekdays/Weekends, by Speeding Involvement and Time of Day, 2022

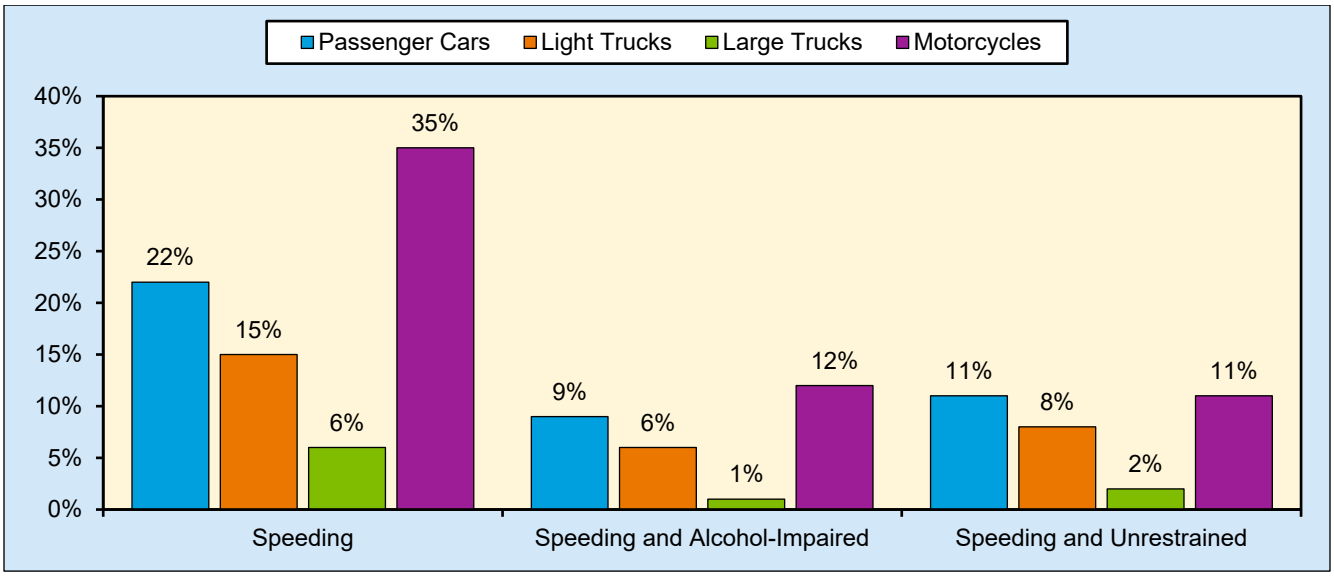




Source: FARS 2022 ARF
Weekday—Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)
Weekend—Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)
Notes: Excludes alcohol-impaired drivers when time of day was unknown. NHTSA estimates BACs when alcohol test results are unknown.

Figure 5 presents information on speeding drivers involved in fatal traffic crashes in 2022 by vehicle type. The three sections on the bottom of the chart show the percentages 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 2022, among all drivers involved in fatal crashes, 35 percent of motorcycle riders were speeding, compared to 22 percent of passenger car drivers, 15 percent of light-truck drivers, and 6 percent of large-truck drivers. Twelve percent of motorcycle riders involved in fatal crashes were both speeding and alcohol-impaired, compared to 9 percent for passenger car drivers, 6 percent for light-truck drivers, and 1 percent for large-truck drivers.

Figure 5. Percentages of Speeding, Alcohol-Impaired, and Unrestrained* Drivers Involved in Fatal Traffic Crashes, by Vehicle Type, 2022



Source: FARS 2022 ARF
*Based on known restraint use.
Notes: Restraints for motorcyclists refer to helmets. NHTSA estimates BACs when alcohol test results are unknown.

Restraint Use

Figure 5 shows that 11 percent of motorcycle riders involved in fatal traffic crashes were both speeding and unhelmeted; 11 percent of passenger car drivers, 8 percent of light-truck drivers, and 2 percent of large-truck drivers were both speeding and unrestrained. Looking specifically at drivers of passenger vehicles (passenger cars and light trucks) involved in fatal crashes in 2022 with known restraint use, more than half (52%) who were speeding were also unrestrained at the time of the crash, compared to 22 percent unrestrained for non-speeding drivers (Table 4).

Table 4. Passenger Vehicle Drivers Involved in Fatal Traffic Crashes, by Speeding Involvement and Restraint Use, 2022

Speeding Involvement	Restraint Use						Total	Percent Based on Known Restraint Use	
	Restrained		Unrestrained		Unknown				
	Number	Percent	Number	Percent	Number	Percent		Restrained	Unrestrained
Speeding	3,435	42%	3,699	45%	1,102	13%	8,236	48%	52%
Not Speeding	26,173	70%	7,489	20%	3,604	10%	37,266	78%	22%
Total	**29,608**	**65%**	**11,188**	**25%**	**4,706**	**10%**	**45,502**	**73%**	**27%**

Source: FARS 2022 ARF

Crash Characteristics

The percentages of drivers who were speeding at the time of their involvement in fatal traffic crashes varied little by month. In 2022 the lowest percentages of speeding drivers involved in fatal crashes were during September and October (17% each), while the highest percentage was in March (20%). The numbers of drivers involved in fatal crashes by time of day (daytime or nighttime) and day of week (weekday or weekend) in 2022 are shown in Table 5, separated by speeding involvement. Drivers involved in fatal crashes tended to be speeding more frequently at night, when 21 percent of the drivers were speeding, than during the day, when 16 percent of them were speeding. On weekends, drivers involved in fatal crashes were speeding 21 percent of the time, compared to 17 percent of the time on weekdays.

Looking at time of day and day of week together, the percentages of drivers who were speeding when involved in fatal crashes were highest during nighttime weekend hours, when 22 percent of the drivers were speeding. Drivers involved in fatal crashes during the daytime on weekdays had the lowest incidences of speeding, at 15 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 night regardless of the day of the week.

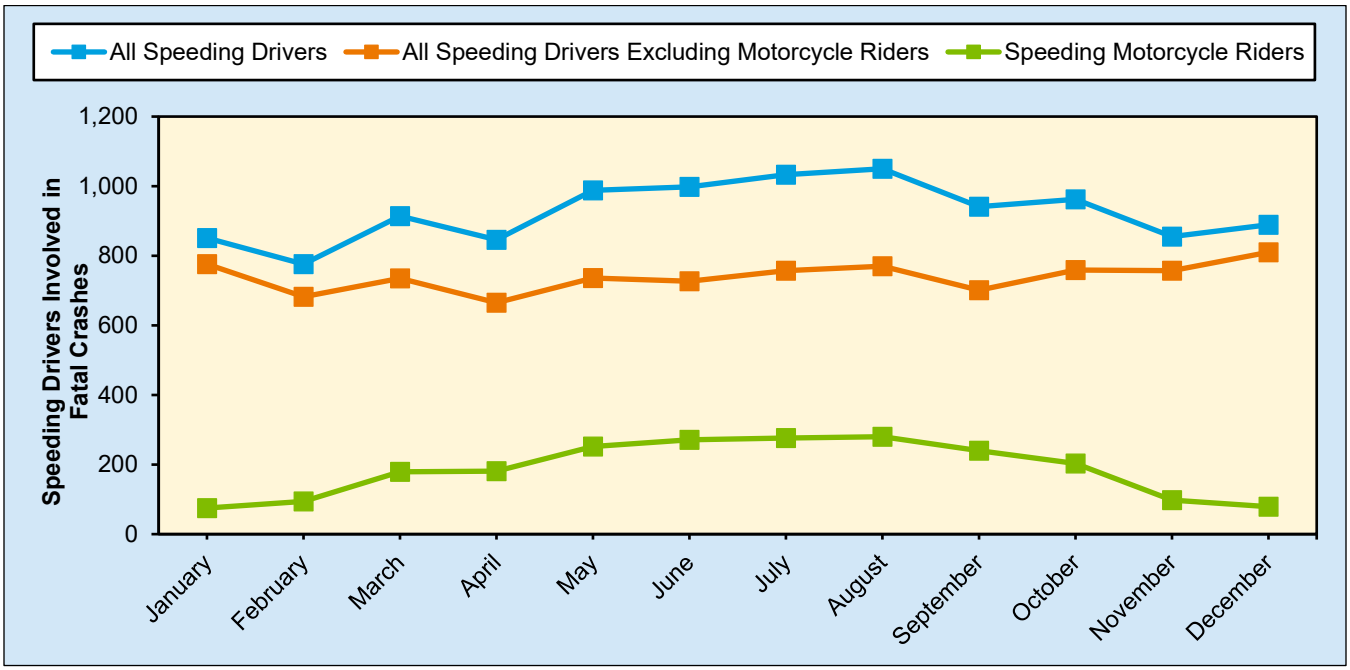
Table 5. Drivers Involved in Fatal Traffic Crashes, by Time of Day, Day of Week, and Speeding Involvement, 2022

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	22,140	3,251	15%	7,640	1,476	19%	29,780	4,727	16%
Nighttime	14,141	2,830	20%	15,787	3,488	22%	29,928	6,318	21%
Total*	**36,404**	**6,107**	**17%**	**23,560**	**4,983**	**21%**	**60,048**	**11,103**	**18%**

Source: FARS 2022 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. (4.5 days)
Weekend—Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)
Daytime—6 a.m. to 5:59 p.m.
Nighttime—6 p.m. to 5:59 a.m.

Figure 6 displays the monthly variations of all speeding drivers involved in fatal traffic crashes by vehicle type in 2022. All speeding drivers have monthly variations with more involvement in the warmer months (May to August) compared to the colder months (November to February). 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.

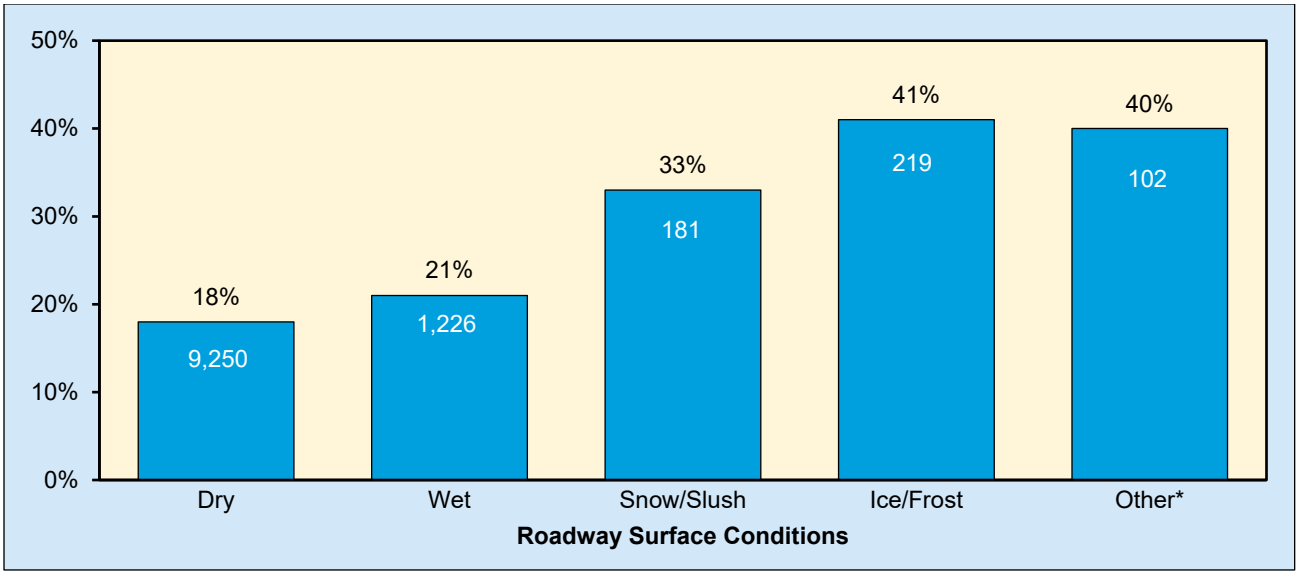
Figure 6. Speeding Drivers Involved in Fatal Traffic Crashes, by Vehicle Type and Month, 2022



Source: FARS 2022 ARF

Information on the combination of speeding and roadway surface condition is presented in Figure 7. In 2022 speeding was a factor for 18 percent of the drivers involved in fatal crashes on dry roads, 21 percent of those on wet roads, 33 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 drivers 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."

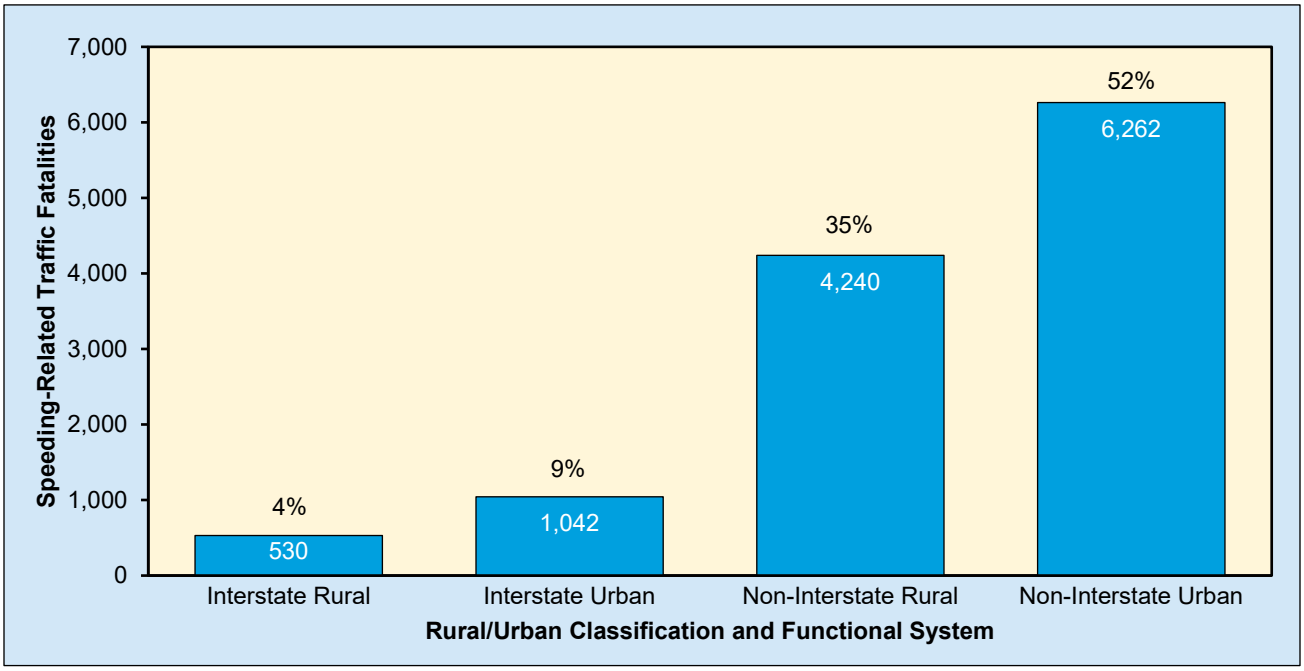
Figure 7. Percentages of Speeding Drivers Involved in Fatal Traffic Crashes, by Roadway Surface Condition, 2022



Source: FARS 2022 ARF
*Includes sand, standing or moving water, oil, mud, dirt, gravel, and other.
Note: Number of speeding drivers involved in fatal crashes for roadway surface conditions are shown within the bars.

The number of fatalities in speeding-related crashes in 2022 is shown by rural/urban classification and functional system in Figure 8. Of the 12,074 speeding-related fatalities in traffic crashes in 2022 with known functional system, 4,240 (35%) occurred on non-interstate rural roads. Overall, only 13 percent (1,572) occurred on interstate highways, rural and urban combined, while 87 percent of speeding-related fatalities occurred on non-interstate roadways.

Figure 8. Speeding-Related Traffic Fatalities, by Rural/Urban Classification and Functional System, 2022



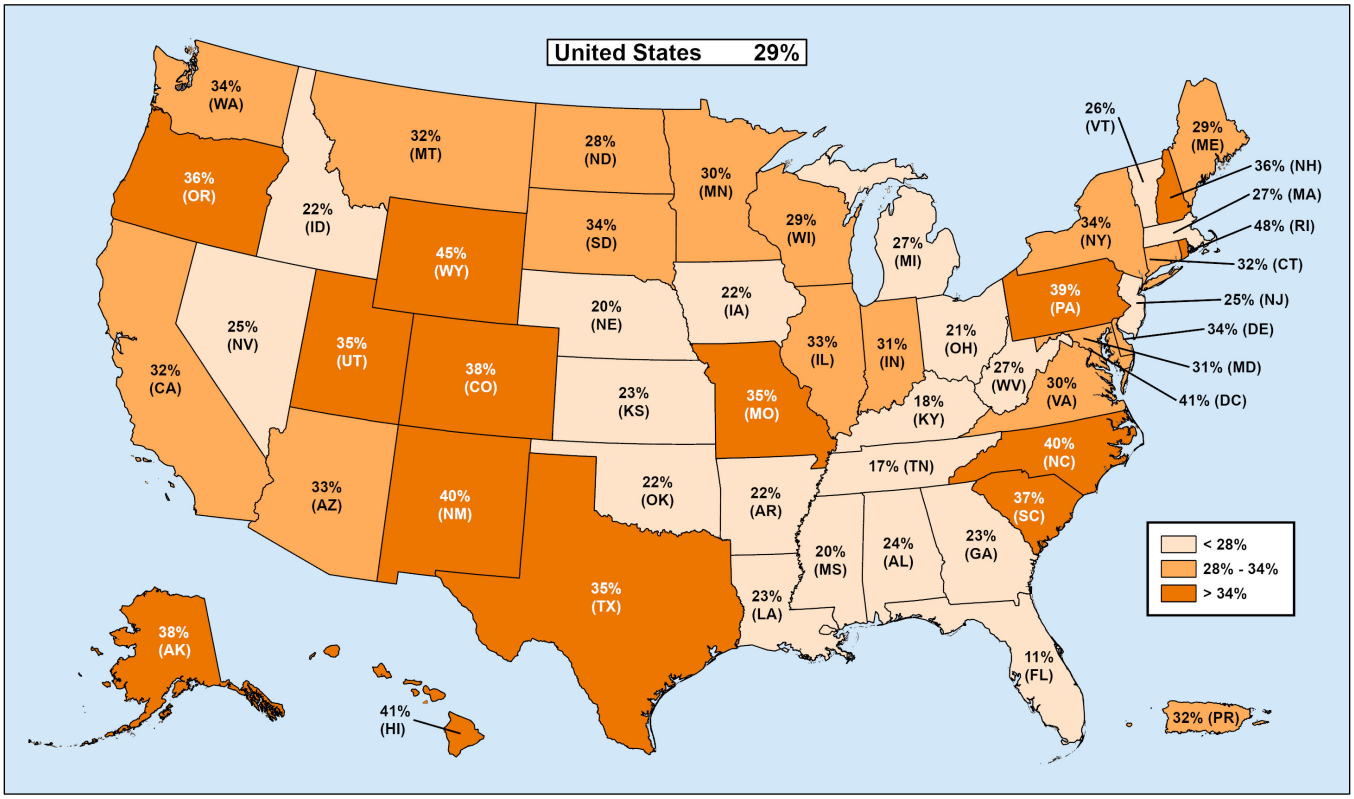
Source: FARS 2022 ARF
Note: Fatalities on known functional system but unknown Rural/Urban Classification not included.

In 2022 speeding was involved in 34 percent of the fatal traffic crashes that occurred in construction/maintenance zones. In comparison, speeding was involved in 28 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 2022, and Table 6 shows the number of speeding-related traffic fatalities in each State in 2022 by rural/urban classification and functional system. 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. Percentages of Speeding-Related Traffic Fatalities, by State, 2022



Source: FARS 2022 ARF

Nationwide, 29 percent of all traffic fatalities were speeding-related in 2022.

States with the most speeding-related traffic fatalities in 2022:

- Texas (1,521)
- California (1,403)
- North Carolina (660)

States with the fewest speeding-related traffic fatalities in 2022:

- District of Columbia (13)
- Vermont (20)
- Rhode Island (25)
- North Dakota (27)

States with the highest percentages of speeding-related fatalities in 2022:

- Rhode Island (48%)
- Wyoming (45%)
- District of Columbia (41%)
- Hawaii (41%)
- New Mexico (40%)
- North Carolina (40%)

States with the lowest percentages of speeding-related fatalities in 2022:

- Florida (11%)
- Tennessee (17%)
- Kentucky (18%)
- Mississippi (20%)
- Nebraska (20%)

Table 7 provides information by State on passenger vehicle drivers involved in fatal traffic crashes by speeding involvement and restraint use. The following statements pertain to passenger vehicle drivers involved in fatal crashes in 2022, based on known restraint use.

- Among the passenger vehicle drivers who were speeding, California had the lowest percentage of unrestrained (34%), and Nebraska had the highest percentage (79%). Nationally 52 percent of the passenger vehicle drivers who were speeding were unrestrained.
- Passenger vehicle drivers who were not speeding were least frequently unrestrained in California and New York (13%) and most frequently unrestrained in North Dakota (50%). Nationally 78 percent of the passenger vehicle drivers who were not speeding were also properly restrained.
- 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 traffic crashes by speeding involvement and alcohol impairment (BAC of .08 g/dL or higher) in 2022.

- Nebraska had the smallest percentage of speeding drivers who were alcohol-impaired (27%), and New Hampshire had the highest percentage of speeding drivers who were alcohol-impaired (63%). Nationwide 38 percent of the speeding drivers were alcohol-impaired.
- The lowest percentage of non-speeding drivers who were alcohol-impaired was in Alaska (8%), and the highest percentages were in South Carolina and Texas (26%). Nationally 18 percent of these non-speeding drivers involved in fatal crashes were alcohol-impaired.
- In every State, the District of Columbia, and Puerto Rico, speeding drivers in fatal crashes were alcohol-impaired more frequently than non-speeding drivers.

Table 6. Speeding-Related Traffic Fatalities, by State and Rural/Urban Classification and Functional System, 2022

State	Total Traffic Fatalities	Speeding-Related Fatalities		Speeding-Related Fatalities by Rural/Urban Classification and Functional System						
		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	988	240	24%	14	11	0	35	61	83	35
Alaska	82	31	38%	5	5	0	10	1	9	1
Arizona	1,302	431	33%	41	40	28	93	140	62	19
Arkansas	643	143	22%	8	15	1	29	33	37	20
California	4,428	1,403	32%	44	182	160	389	316	197	112
Colorado	764	291	38%	17	21	20	98	59	47	29
Connecticut	359	115	32%	0	18	10	24	36	14	13
Delaware	162	55	34%	0	7	2	16	6	16	8
District of Columbia	32	13	41%	0	2	0	2	8	1	0
Florida	3,530	385	11%	9	18	10	133	90	73	51
Georgia	1,797	422	23%	3	29	15	90	103	98	84
Hawaii	116	48	41%	0	2	0	33	13	0	0
Idaho	215	47	22%	7	5	0	7	7	12	9
Illinois	1,268	414	33%	11	65	5	103	104	76	49
Indiana	949	290	31%	19	27	1	94	41	64	44
Iowa	338	74	22%	3	7	0	24	12	16	12
Kansas	410	95	23%	3	10	7	6	27	26	15
Kentucky	744	131	18%	6	10	2	21	20	29	43
Louisiana	906	210	23%	9	18	2	43	62	36	38
Maine	182	53	29%	3	2	0	8	7	25	8
Maryland	564	176	31%	2	18	23	62	26	34	8
Massachusetts	434	116	27%	0	20	10	27	26	16	15
Michigan	1,124	302	27%	7	23	14	80	66	71	41
Minnesota	444	131	30%	2	7	7	21	48	26	20
Mississippi	703	139	20%	9	7	0	41	23	31	13
Missouri	1,057	375	35%	14	33	23	81	82	91	28
Montana	213	69	32%	6	2	0	27	12	12	8
Nebraska	244	48	20%	1	2	2	13	14	13	3
Nevada	416	105	25%	7	8	3	27	30	19	11
New Hampshire	146	53	36%	1	5	2	8	12	13	12
New Jersey	685	173	25%	4	5	10	71	40	27	15
New Mexico	466	185	40%	33	7	0	41	36	40	28
New York	1,175	402	34%	0	41	59	87	56	80	79
North Carolina	1,630	660	40%	29	23	32	104	132	170	169
North Dakota	98	27	28%	3	1	1	13	0	7	2
Ohio	1,275	271	21%	15	20	9	52	63	67	44
Oklahoma	710	159	22%	8	12	1	37	31	44	26
Oregon	601	215	36%	6	6	2	81	50	58	12
Pennsylvania	1,179	457	39%	23	33	20	115	90	80	95
Rhode Island	52	25	48%	1	6	4	6	2	4	2
South Carolina	1,094	401	37%	28	17	1	108	48	135	64
South Dakota	137	47	34%	6	0	1	17	8	10	5
Tennessee	1,314	219	17%	3	12	1	61	52	53	37
Texas	4,408	1,521	35%	60	156	108	401	297	379	116
Utah	319	112	35%	9	11	0	35	20	26	11
Vermont	76	20	26%	0	1	0	1	5	7	6
Virginia	1,008	299	30%	18	31	5	120	58	32	33
Washington	733	250	34%	9	23	26	55	63	57	16
West Virginia	264	72	27%	9	1	0	11	15	25	11
Wisconsin	596	171	29%	4	13	5	41	50	41	17
Wyoming	134	60	45%	11	4	0	12	12	12	8
U.S. Total	**42,514**	**12,151**	**29%**	**530**	**1,042**	**632**	**3,114**	**2,613**	**2,601**	**1,545**
Puerto Rico	271	88	32%	10	14	0	28	21	12	3

Source: FARS 2022 ARF

Notes: 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. NHTSA estimates BACs when alcohol test results are unknown.

Table 7. Passenger Vehicle Drivers Involved in Fatal Traffic Crashes, by State, Speeding Involvement, and Restraint Use, 2022

State	Passenger Vehicle Drivers Involved	Speeding						Not Speeding					
		Total	Rest.	Unrest.	Unk.	Percent Based on Known Restraint Use		Total	Rest.	Unrest.	Unk.	Percent Based on Known Restraint Use	
						Rest.	Unrest.					Rest.	Unrest.
Alabama	1,103	180	59	107	14	36%	64%	923	565	257	101	69%	31%
Alaska	98	22	12	7	3	63%	37%	76	53	12	11	82%	18%
Arizona	1,230	253	105	108	40	49%	51%	977	713	123	141	85%	15%
Arkansas	650	97	29	51	17	36%	64%	553	367	124	62	75%	25%
California	4,799	924	530	276	118	66%	34%	3,875	3,124	480	271	87%	13%
Colorado	811	175	76	83	16	48%	52%	636	457	129	50	78%	22%
Connecticut	391	78	30	31	17	49%	51%	313	174	48	91	78%	22%
Delaware	186	36	16	16	4	50%	50%	150	122	24	4	84%	16%
Dist. of Columbia	30	10	2	4	4	33%	67%	20	12	3	5	80%	20%
Florida	3,911	220	109	100	11	52%	48%	3,691	2,882	735	74	80%	20%
Georgia	1,907	292	107	152	33	41%	59%	1,615	1,053	376	186	74%	26%
Hawaii	118	26	13	8	5	62%	38%	92	59	10	23	86%	14%
Idaho	231	36	16	17	3	48%	52%	195	113	67	15	63%	37%
Illinois	1,383	304	113	102	89	53%	47%	1,079	660	167	252	80%	20%
Indiana	1,058	209	74	82	53	47%	53%	849	534	153	162	78%	22%
Iowa	309	43	24	15	4	62%	38%	266	160	78	28	67%	33%
Kansas	393	55	24	26	5	48%	52%	338	202	108	28	65%	35%
Kentucky	825	86	30	55	1	35%	65%	739	508	222	9	70%	30%
Louisiana	944	157	51	89	17	36%	64%	787	479	220	88	69%	31%
Maine	202	36	18	18	0	50%	50%	166	119	45	2	73%	27%
Maryland	640	124	56	56	12	50%	50%	516	378	94	44	80%	20%
Massachusetts	481	89	22	52	15	30%	70%	392	219	82	91	73%	27%
Michigan	1,259	212	78	84	50	48%	52%	1,047	748	141	158	84%	16%
Minnesota	460	87	38	32	17	54%	46%	373	260	44	69	86%	14%
Mississippi	782	115	48	51	16	48%	52%	667	416	153	98	73%	27%
Missouri	1,130	234	66	138	30	32%	68%	896	565	246	85	70%	30%
Montana	167	44	16	27	1	37%	63%	123	65	50	8	57%	43%
Nebraska	270	33	6	23	4	21%	79%	237	123	71	43	63%	37%
Nevada	426	68	30	27	11	53%	47%	358	265	52	41	84%	16%
New Hampshire	154	30	9	18	3	33%	67%	124	63	47	14	57%	43%
New Jersey	783	121	63	46	12	58%	42%	662	498	111	53	82%	18%
New Mexico	473	119	41	63	15	39%	61%	354	260	64	30	80%	20%
New York	1,191	260	126	95	39	57%	43%	931	713	105	113	87%	13%
North Carolina	1,790	478	203	246	29	45%	55%	1,312	1,025	245	42	81%	19%
North Dakota	89	18	5	12	1	29%	71%	71	31	31	9	50%	50%
Ohio	1,364	204	77	98	29	44%	56%	1,160	714	324	122	69%	31%
Oklahoma	728	104	39	59	6	40%	60%	624	402	158	64	72%	28%
Oregon	611	133	68	38	27	64%	36%	478	345	58	75	86%	14%
Pennsylvania	1,223	290	91	150	49	38%	62%	933	578	189	166	75%	25%
Rhode Island	54	19	7	10	2	41%	59%	35	24	7	4	77%	23%
South Carolina	1,194	308	103	181	24	36%	64%	886	649	193	44	77%	23%
South Dakota	138	33	13	17	3	43%	57%	105	68	28	9	71%	29%
Tennessee	1,483	152	56	78	18	42%	58%	1,331	870	355	106	71%	29%
Texas	4,711	1,029	469	423	137	53%	47%	3,682	2,748	659	275	81%	19%
Utah	357	74	26	31	17	46%	54%	283	207	49	27	81%	19%
Vermont	74	13	5	8	0	38%	62%	61	38	22	1	63%	37%
Virginia	1,122	233	96	134	3	42%	58%	889	633	249	7	72%	28%
Washington	785	160	70	59	31	54%	46%	625	438	90	97	83%	17%
West Virginia	246	41	9	21	11	30%	70%	205	114	57	34	67%	33%
Wisconsin	636	133	52	45	36	54%	46%	503	320	112	71	74%	26%
Wyoming	102	39	9	30	0	23%	77%	63	40	22	1	65%	35%
U.S. Total	**45,502**	**8,236**	**3,435**	**3,699**	**1,102**	**48%**	**52%**	**37,266**	**26,173**	**7,489**	**3,604**	**78%**	**22%**
Puerto Rico	268	64	22	42	0	34%	66%	204	133	71	0	65%	35%

Source: FARS 2022 ARF
Note: Rest. - Restrained, Unrest. - Unrestrained, and Unk. - Unknown.

Table 8. Drivers Involved in Fatal Traffic Crashes, by State, Speeding Involvement, and Alcohol Impairment, 2022

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	219	79	36%	1,178	188	16%	1,397	268	19%
Alaska	27	10	39%	93	7	8%	120	18	15%
Arizona	376	132	35%	1,430	302	21%	1,806	434	24%
Arkansas	128	47	37%	788	98	12%	916	145	16%
California	1,285	461	36%	4,868	957	20%	6,153	1,418	23%
Colorado	260	105	40%	820	133	16%	1,080	238	22%
Connecticut	102	38	37%	403	76	19%	505	114	22%
Delaware	47	20	42%	186	26	14%	233	46	20%
District of Columbia	11	4	35%	28	7	25%	39	11	28%
Florida	341	133	39%	4,824	753	16%	5,165	886	17%
Georgia	392	145	37%	2,113	338	16%	2,505	484	19%
Hawaii	43	15	35%	122	21	17%	165	35	21%
Idaho	49	17	36%	255	45	18%	304	63	21%
Illinois	377	145	38%	1,470	299	20%	1,847	444	24%
Indiana	268	107	40%	1,134	154	14%	1,402	261	19%
Iowa	63	24	38%	397	88	22%	460	112	24%
Kansas	80	24	30%	456	78	17%	536	102	19%
Kentucky	115	45	39%	951	119	12%	1,066	164	15%
Louisiana	191	75	39%	1,035	174	17%	1,226	249	20%
Maine	47	19	41%	204	37	18%	251	57	23%
Maryland	162	72	45%	662	131	20%	824	203	25%
Massachusetts	112	44	39%	482	78	16%	594	121	20%
Michigan	279	102	37%	1,342	195	15%	1,621	297	18%
Minnesota	122	53	44%	522	71	14%	644	124	19%
Mississippi	128	41	32%	827	117	14%	955	158	17%
Missouri	329	107	33%	1,149	166	14%	1,478	273	18%
Montana	63	33	53%	190	34	18%	253	67	27%
Nebraska	41	11	27%	325	48	15%	366	59	16%
Nevada	99	37	37%	486	93	19%	585	130	22%
New Hampshire	48	30	63%	156	19	12%	204	49	24%
New Jersey	156	51	33%	872	119	14%	1,028	170	17%
New Mexico	160	74	47%	494	66	13%	654	141	22%
New York	373	152	41%	1,219	210	17%	1,592	362	23%
North Carolina	605	216	36%	1,648	211	13%	2,253	428	19%
North Dakota	26	9	34%	126	25	20%	152	34	22%
Ohio	272	109	40%	1,613	369	23%	1,885	477	25%
Oklahoma	151	54	36%	842	126	15%	993	180	18%
Oregon	192	98	51%	627	129	20%	819	226	28%
Pennsylvania	420	151	36%	1,246	167	13%	1,666	318	19%
Rhode Island	24	11	45%	46	11	23%	70	22	31%
South Carolina	376	163	43%	1,157	298	26%	1,533	461	30%
South Dakota	40	16	40%	149	23	16%	189	39	21%
Tennessee	190	62	33%	1,683	284	17%	1,873	346	18%
Texas	1,393	580	42%	4,887	1,265	26%	6,280	1,845	29%
Utah	105	32	31%	366	34	9%	471	66	14%
Vermont	19	6	33%	88	19	22%	107	25	24%
Virginia	288	108	37%	1,115	181	16%	1,403	288	21%
Washington	233	83	36%	808	165	20%	1,041	248	24%
West Virginia	63	22	36%	290	35	12%	353	57	16%
Wisconsin	160	58	36%	667	101	15%	827	159	19%
Wyoming	53	18	34%	106	19	18%	159	37	23%
U.S. Total	**11,103**	**4,248**	**38%**	**48,945**	**8,707**	**18%**	**60,048**	**12,955**	**22%**
Puerto Rico	81	38	47%	285	55	19%	366	93	25%

Source: FARS 2022 ARF

Notes: Percentages are computed based on unrounded estimates. NHTSA estimates BACs when alcohol test results are unknown.

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 close 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 trafficway customarily open to the public 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 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 2022 ARF, the 2021 Final File was released to replace the 2021 ARF. The final fatality count in motor vehicle traffic crashes for 2021 was 43,230, which was updated from 42,939 in the 2021 ARF. The number of speeding-related fatalities from the 2021 Final File was 12,498, which was updated from 12,330 from the 2021 ARF.

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. 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.

Important Change for Motorized Bicycles

Prior to 2022, motorized bicycles were collected as motor vehicles and classified as motorcycles in FARS and CRSS, and their operators and passengers were captured as motorists. Beginning in 2022, FARS and CRSS are no longer collecting motorized bicycles as motor vehicles. Consequently, operators and passengers of motorized bicycles will be captured as pedalcyclists when involved in a motor vehicle traffic crash. Any traffic crash involving only motorized bicycle(s) will no longer be captured in FARS or CRSS.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS, NASS GES, and CRSS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a Product Information Catalog and Vehicle Listing (vPIC) dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS and CRSS data files. Vehicle-related analysis for 2020 and later years are based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at https://vpic.nhtsa.dot.gov/.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2024, July). *Speeding: 2022 data* (Traffic Safety Facts. Report No. DOT HS 813 582). National Highway Traffic Safety Administration.

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. 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.nhtsa.gov/report-a-safety-problem.

The following data tools and resources can be found at https://cdan.dot.gov/.

- Fatal Motor Vehicle Traffic Crash Data Visualizations
- Motor Vehicle Traffic Crash Databook
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- Alcohol-Impaired Driving
- Bicyclists and Other Cyclists
- Children
- Large Trucks
- Motorcycles
- Occupant Protection in Passenger Vehicles
- Older Population
- Passenger Vehicles
- Pedestrians
- Race and Ethnicity
- Rural/Urban Traffic Fatalities
- School-Transportation-Related Traffic Crashes
- State Alcohol-Impaired-Driving Estimates
- State Traffic Data
- Summary of Motor Vehicle Traffic Crashes
- Young Drivers

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Traffic 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