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

Traffic Safety Facts
2023 Data

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Speeding

In this fact sheet for 2023 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, 13 percent of injury crashes, and 9 percent of property-damage-only crashes in 2023 were speeding-related traffic crashes.
- In 2023 there were 11,775 fatalities in speeding-related crashes, 29 percent of total traffic fatalities for the year and a decrease of 3 percent from 12,157 in 2022.
- There were an estimated 332,598 people injured (14% of total people injured) in speeding-related traffic crashes in 2023.
- Thirty-seven percent of male drivers and 18 percent of female drivers in the 15-to-20 age group involved in fatal traffic crashes in 2023 were speeding, the highest among all the age groups.
- Among speeding drivers involved in fatal traffic crashes in 2023, there were 29 percent who did not have valid driver licenses at the time of the crashes, compared to 14 percent of non-speeding drivers.
- In 2023 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 16%)—or even higher BACs of .15 g/dL or greater (25% versus 10%)—more frequently than those drivers who were not speeding.
- Thirty-six percent of motorcycle riders involved in fatal traffic crashes in 2023 were speeding, more than drivers of any other vehicle type.
- In fatal traffic crashes in 2023 more than half (51%) of speeding drivers of passenger vehicles were unrestrained at the time of crashes, compared to 21 percent of non-speeding passenger vehicle drivers.
- In 2023, when rural/urban classification and functional system were known, 88 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 2023 an estimated 10 percent of all police-reported traffic crashes were speeding-related. Twenty-eight percent of fatal crashes, 13 percent of injury crashes, and 9 percent of property-damage-only crashes in 2023 were speeding-related. In 2023 there were 57,939 drivers involved in 37,654 fatal traffic crashes in which 40,901 people lost their lives. Nineteen percent of the drivers involved were speeding at the time of the crashes. Twenty-nine percent of the total people killed were in speeding-related traffic crashes.

From 2014 to 2023 speeding-related fatalities increased by 27 percent, from 9,283 in 2014 to 11,775 in 2023. 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 12,157 in 2022 to 11,775 in 2023. The proportion of speeding-related fatalities out of the total number of fatalities was 28 percent in 2022 and 29 percent in 2023. There were an estimated 332,598 people injured (14% of total people injured) in speeding-related crashes in 2023, a 11-percent increase from an estimated 300,585 people injured in speeding-related crashes in 2022.

Table 1. People Killed and Injured in Traffic Crashes, by Speeding Involvement, 2014–2023

Year	Speeding Involvement				Total	
	Speeding-Related		Not Speeding-Related			
	Number	Percent	Number	Percent	Number	Percent
Killed						
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	12,157	28%	30,564	72%	42,721	100%
2023	11,775	29%	29,126	71%	40,901	100%

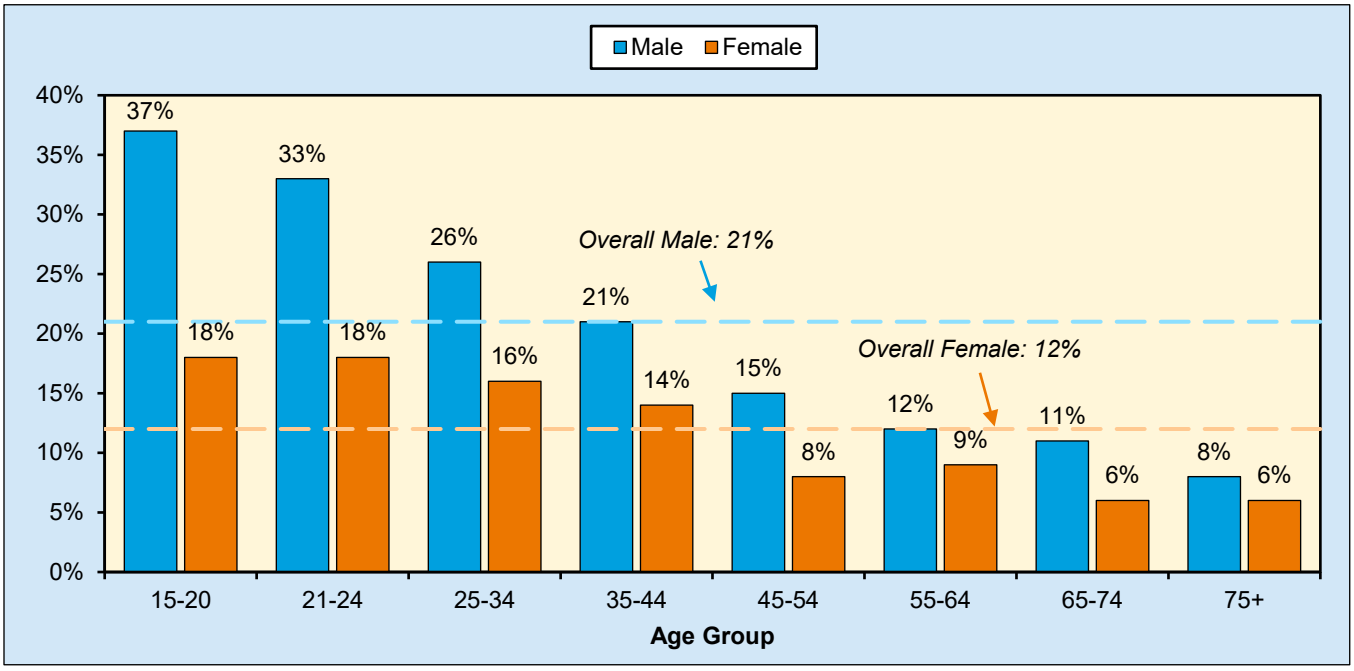
Year	Speeding Involvement				Total	
	Speeding-Related		Not Speeding-Related			
	Number	Percent	Number	Percent	Number	Percent
Injured						
2014†	339,189	14%	2,003,432	86%	2,342,621	100%
2015†	348,160	14%	2,106,619	86%	2,454,778	100%
2016	376,914	12%	2,684,971	88%	3,061,885	100%
2017	361,950	13%	2,383,317	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	300,585	13%	2,082,248	87%	2,382,833	100%
2023	332,598	14%	2,109,982	86%	2,442,581	100%

Sources: FARS 2014–2022 Final File, 2023 Annual Report File (ARF); NASS GES 2014–2015; CRSS 2016–2023
†NASS GES estimates and CRSS estimates are not comparable due to different sample designs. Refer to end of report for more information about CRSS.
Note: Injury totals may not equal sum of components due to independent rounding.

Drivers

Figure 1 shows the percentages of drivers who were speeding when involved in fatal traffic crashes by age group and sex. The proportions of male 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 2023 more than one-third (37%) 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 (18%) was in the 15-to-20 and 21-to-24 age groups.

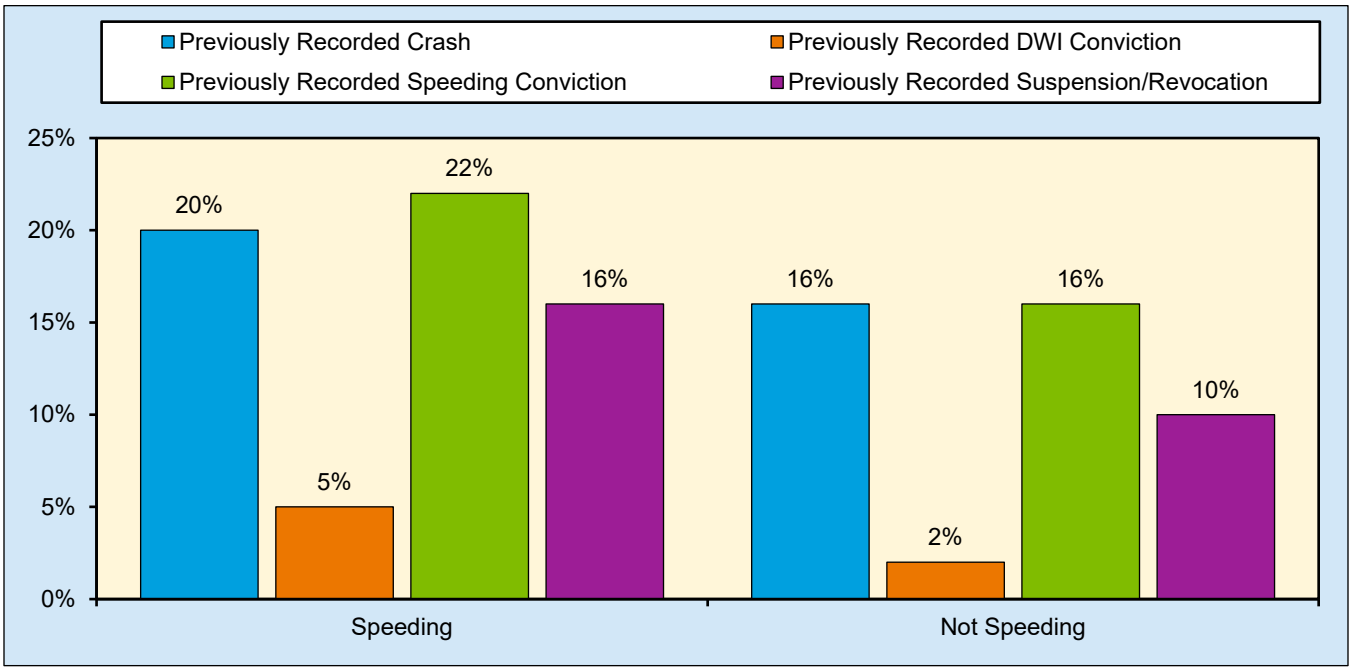
Figure 1. Percentages of Speeding Drivers Involved in Fatal Traffic Crashes, by Age Group and Sex, 2023



Source: FARS 2023 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 2023 among speeding drivers involved in fatal crashes, 29 percent did not have valid driver licenses at the time of the crashes, compared to 14 percent of non-speeding drivers.

Figure 2. Percentages of Previous 5-Year Driving Records of Drivers Involved in Fatal Traffic Crashes, by Speeding Involvement, 2023



Source: FARS 2023 ARF

Alcohol

Drivers are 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). Operating a commercial vehicle at a BAC of .04 g/dL or above is a violation of Federal regulations and may result in criminal charges.

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 16 percent of non-speeding drivers were in this BAC range (Table 2). Speeding drivers were more likely to have BACs of .15 g/dL or greater (25% versus 10%)—than those drivers who were not speeding.

Table 2. Alcohol Involvement of Drivers in Fatal Traffic Crashes, by Speeding Involvement, 2023

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	6,099	57%	4,640	43%	4,065	38%	2,706	25%
Not Speeding	37,844	80%	9,356	20%	7,714	16%	4,954	10%
Total	**43,943**	**76%**	**13,996**	**24%**	**11,779**	**20%**	**7,660**	**13%**

Source: FARS 2023 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, 33 percent had BACs of .01 g/dL or higher (alcohol-involved but prohibited for this age group). In contrast, 19 percent of the drivers of the same age group who were not speeding had BACs of .01 g/dL or higher.

In 2023 speeding drivers in fatal crashes in the 25-to-34, 35-to-44, 45-to-54, 55-to-64, 65-to-74, and 75+ 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, 2023

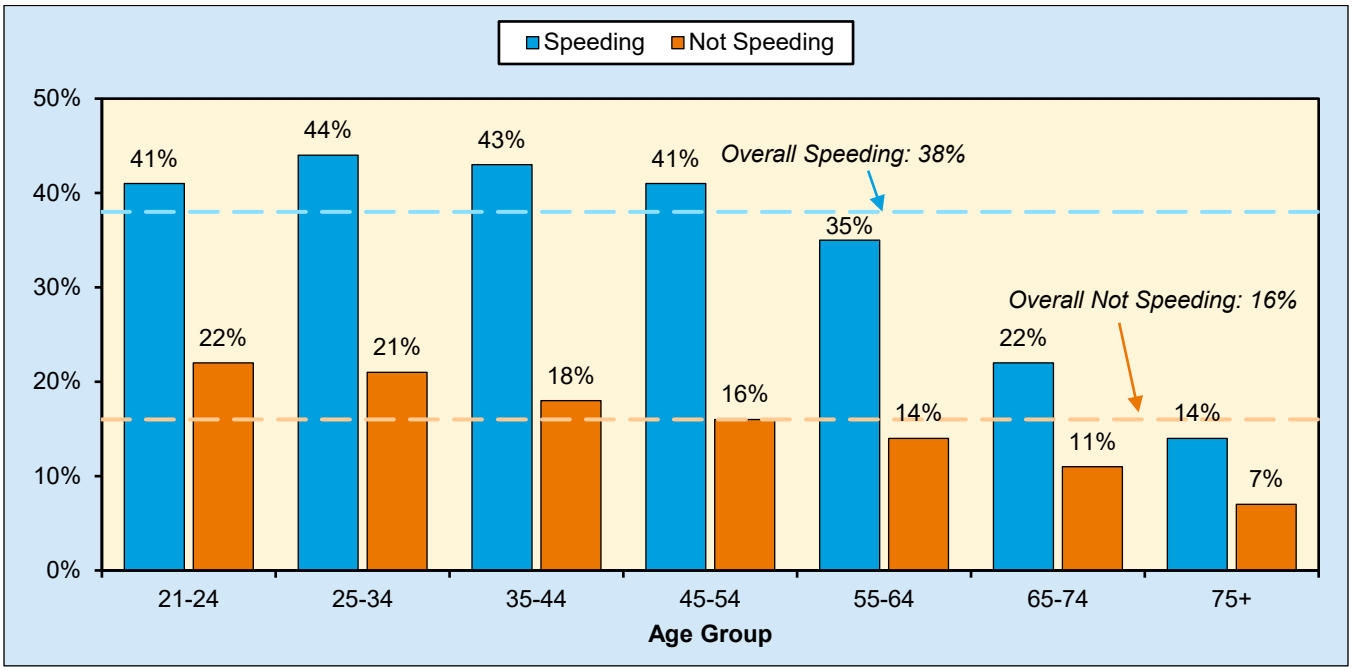
Age Group	Speeding Involvement															
	Speeding								Not Speeding							
	No Alcohol (BAC= .00 g/dL)		BAC= .01+ g/dL		Alcohol-Impaired				No Alcohol (BAC=.00 g/dL)		BAC= .01+ g/dL		Alcohol-Impaired			
					BAC= .08+ g/dL		BAC= .15+ g/dL						BAC= .08+ g/dL		BAC= .15+ g/dL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<21	1,139	67%	565	33%	473	28%	255	15%	2,840	81%	682	19%	571	16%	326	9%
21–24	791	52%	716	48%	625	41%	404	27%	2,632	73%	962	27%	788	22%	500	14%
25–34	1,404	50%	1,394	50%	1,232	44%	842	30%	6,852	75%	2,266	25%	1,902	21%	1,252	14%
35–44	963	52%	901	48%	794	43%	547	29%	6,263	78%	1,749	22%	1,462	18%	967	12%
45–54	605	55%	500	45%	453	41%	325	29%	5,646	81%	1,366	19%	1,109	16%	744	11%
55–64	520	60%	345	40%	303	35%	211	24%	5,560	83%	1,135	17%	912	14%	581	9%
65–74	344	74%	122	26%	102	22%	73	16%	3,875	86%	613	14%	493	11%	319	7%
75+	203	83%	41	17%	34	14%	25	10%	2,942	92%	273	8%	225	7%	139	4%
Total*	**6,099**	**57%**	**4,640**	**43%**	**4,065**	**38%**	**2,706**	**25%**	**37,844**	**80%**	**9,356**	**20%**	**7,714**	**16%**	**4,954**	**10%**

Source: FARS 2023 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. Among drivers who were speeding, the 25-to-34 age group had the highest percentage of drivers (44%) who were alcohol-impaired. In 2023, the highest disparity between speeding and non-speeding drivers involved in fatal crashes was found amongst the 35-to-44 and 45-to-54 age groups (25 percentage points each).

Among non-speeding drivers, the percentages of those who were alcohol-impaired were highest in the 21-to-24 age group (22%). Also note that, except the 21-to-24 age group, the percentages of drivers with BACs of .08 g/dL or higher in fatal crashes were two or more times higher when the drivers were speeding.

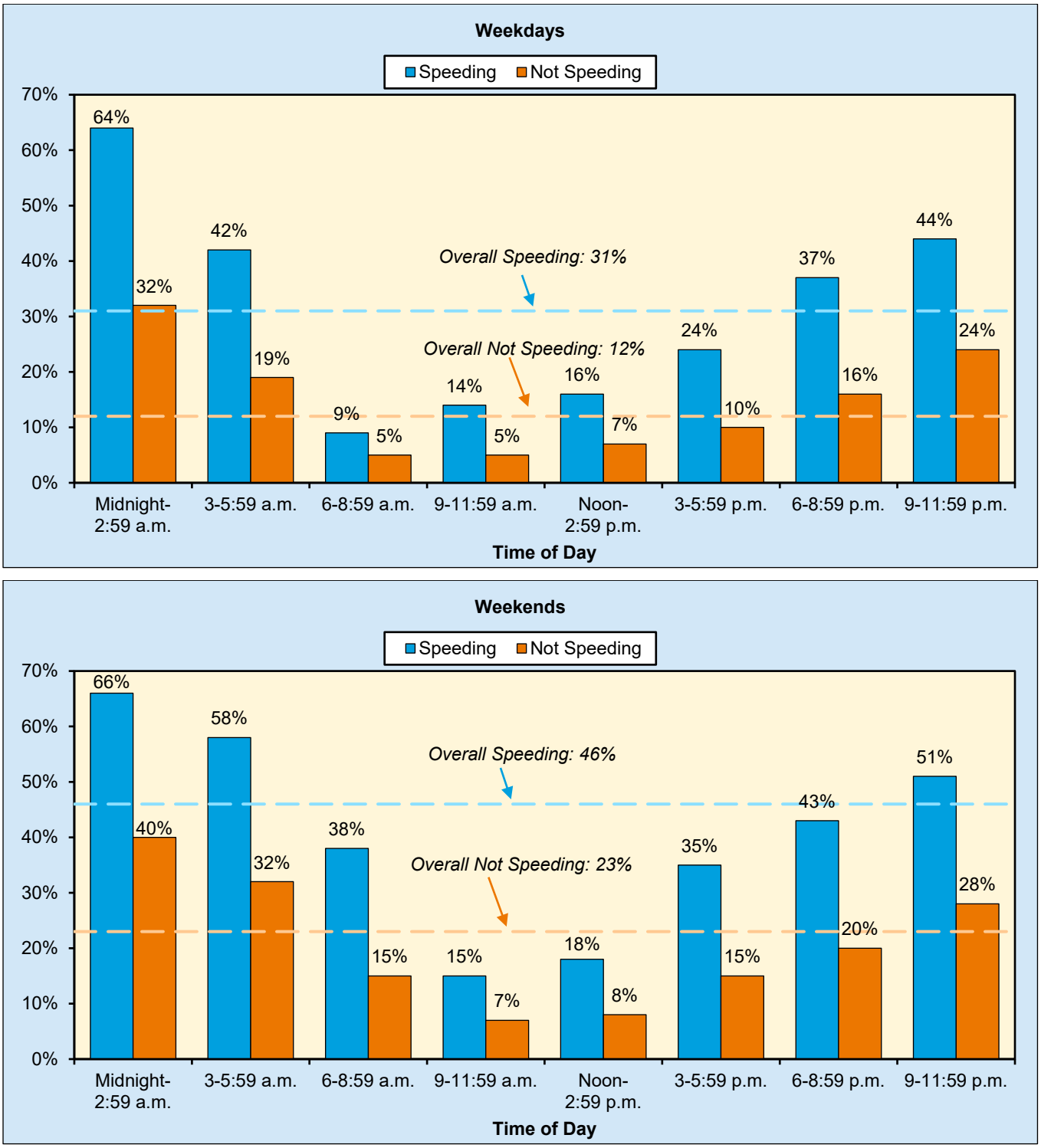
Figure 3. Percentages of Alcohol-Impaired Drivers 21 and Older Involved in Fatal Traffic Crashes, by Age Group and Speeding Involvement, 2023



Source: FARS 2023 ARF
Note: NHTSA estimates BACs when alcohol test results are unknown.

The percentages of drivers in fatal traffic crashes who were alcohol-impaired in 2023 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.

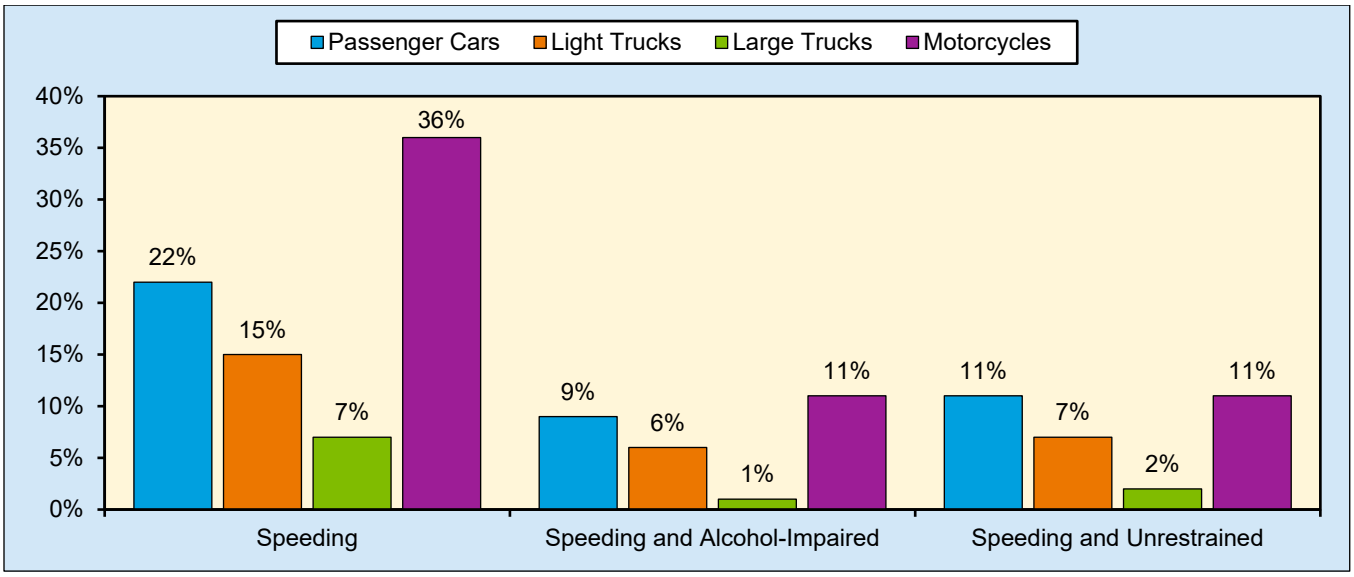
Figure 4. Percentages of Alcohol-Impaired Drivers in Fatal Traffic Crashes on Weekdays/Weekends, by Speeding Involvement and Time of Day, 2023



Source: FARS 2023 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 and/or hour were unknown. NHTSA estimates BACs when alcohol test results are unknown.

Figure 5 presents information on speeding drivers involved in fatal traffic crashes in 2023 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 2023, among all drivers involved in fatal crashes, 36 percent of motorcycle riders were speeding, compared to 22 percent of passenger car drivers, 15 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 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, 2023



Source: FARS 2023 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, 7 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 2023 with known restraint use, more than half (51%) who were speeding were also unrestrained at the time of the crash, compared to 21 percent unrestrained for non-speeding drivers (Table 4).

Table 4. Passenger Vehicle Drivers Involved in Fatal Traffic Crashes, by Speeding Involvement and Restraint Use, 2023

Speeding Involvement	Restraint Use						Total	Percent Based on Known Restraint Use	
	Restrained		Unrestrained		Unknown				
	Number	Percent	Number	Percent	Number	Percent		Restrained	Unrestrained
Speeding	3,274	42%	3,425	44%	1,103	14%	7,802	49%	51%
Not Speeding	25,610	71%	6,961	19%	3,440	10%	36,011	79%	21%
Total	**28,884**	**66%**	**10,386**	**24%**	**4,543**	**10%**	**43,813**	**74%**	**26%**

Source: FARS 2023 ARF

Crash Characteristics

The numbers of drivers involved in fatal crashes by time of day (daytime or nighttime) and day of week (weekday or weekend) in 2023 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 23 percent of the drivers were speeding. Drivers involved in fatal crashes during the daytime on weekdays had the lowest incidences of speeding, at 14 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.

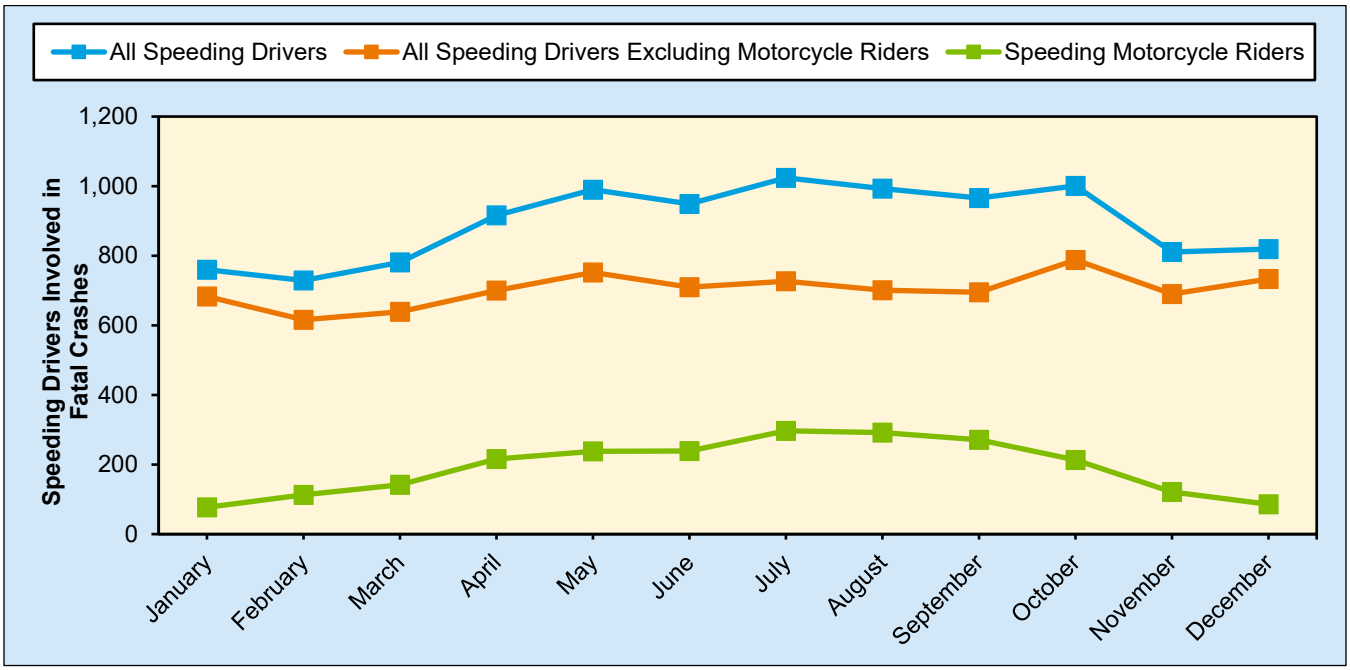
Table 5. Drivers Involved in Fatal Traffic Crashes, by Time of Day, Day of Week, and Speeding Involvement, 2023

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	20,996	3,028	14%	7,510	1,448	19%	28,506	4,476	16%
Nighttime	13,643	2,715	20%	15,493	3,494	23%	29,136	6,209	21%
Total*	**34,738**	**5,760**	**17%**	**23,123**	**4,967**	**21%**	**57,939**	**10,739**	**19%**

Source: FARS 2023 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 2023. The number of all speeding drivers have monthly variations with more involvement in the warmer months (May to October) 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.

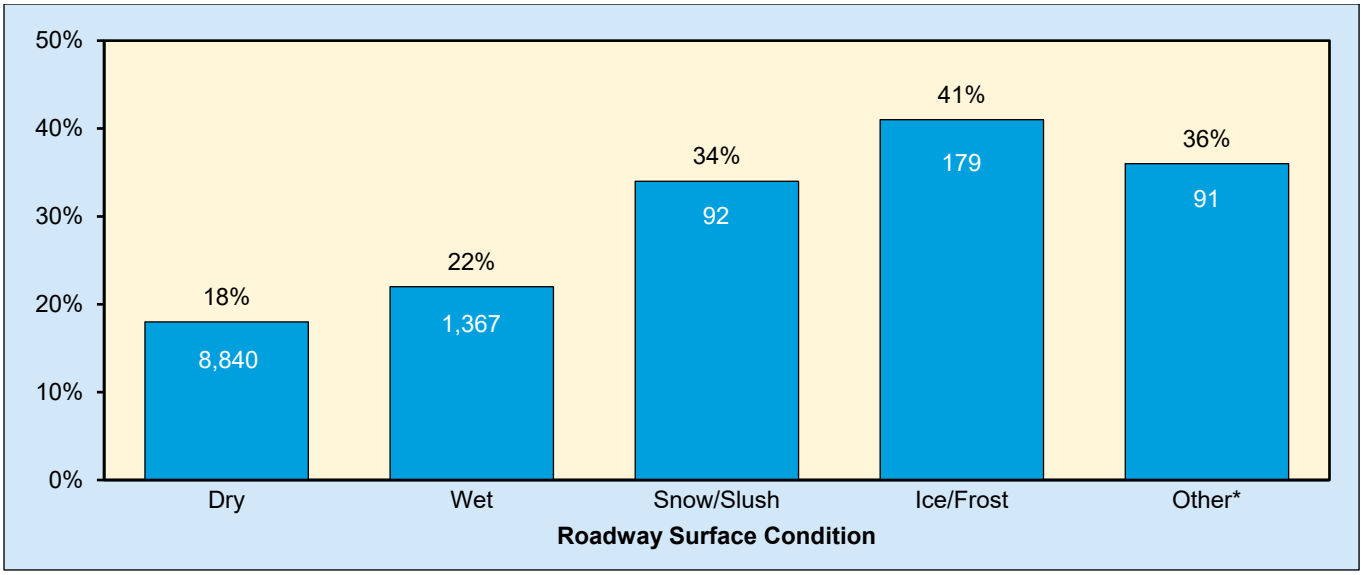
Figure 6. Speeding Drivers Involved in Fatal Traffic Crashes, by Vehicle Type and Month, 2023



Source: FARS 2023 ARF

Information on the combination of speeding and roadway surface condition is presented in Figure 7. In 2023 speeding was a factor for 18 percent of the drivers involved in fatal crashes on dry roads, 22 percent of those on wet roads, 34 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."

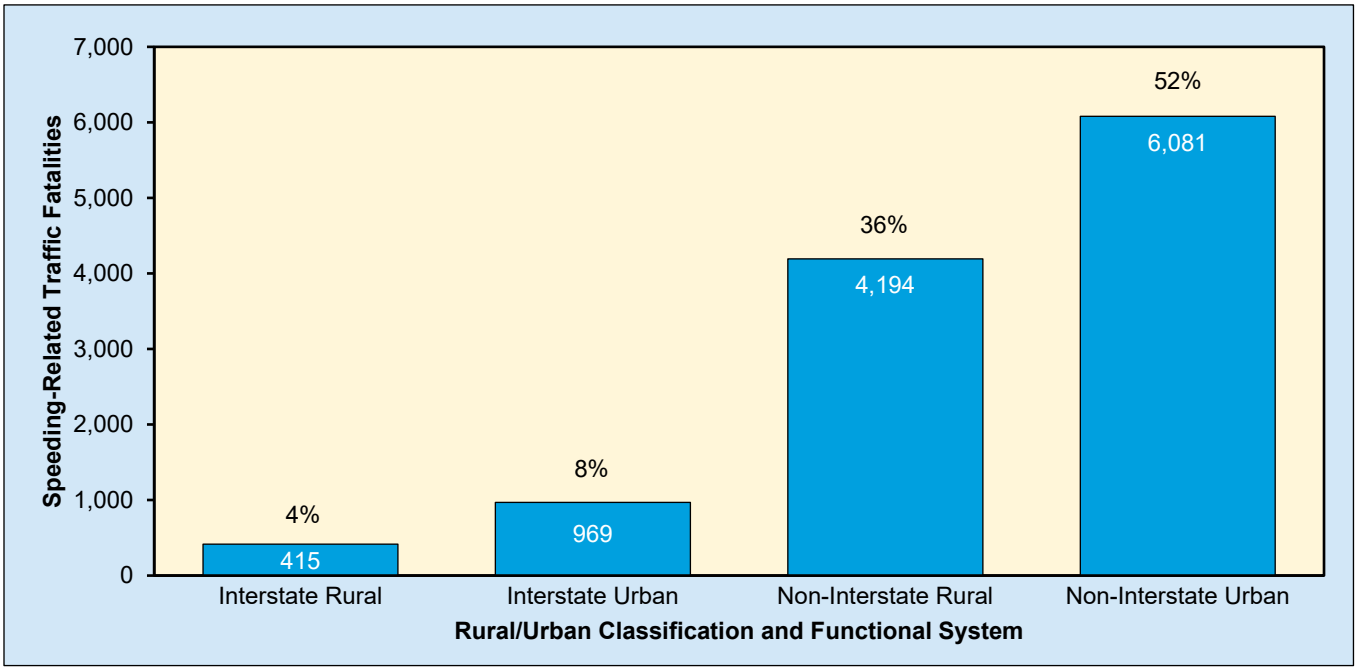
Figure 7. Percentages of Speeding Drivers Involved in Fatal Traffic Crashes, by Roadway Surface Condition, 2023



Source: FARS 2023 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 2023 is shown by rural/urban classification and functional system in Figure 8. Of the 11,659 speeding-related fatalities in traffic crashes in 2023 with known functional system, 4,194 (36%) occurred on non-interstate rural roads. Overall, only 12 percent (1,384) occurred on interstate highways, rural and urban combined, while 88 percent of speeding-related fatalities occurred on non-interstate roadways.

Figure 8. Speeding-Related Traffic Fatalities, by Rural/Urban Classification and Functional System, 2023



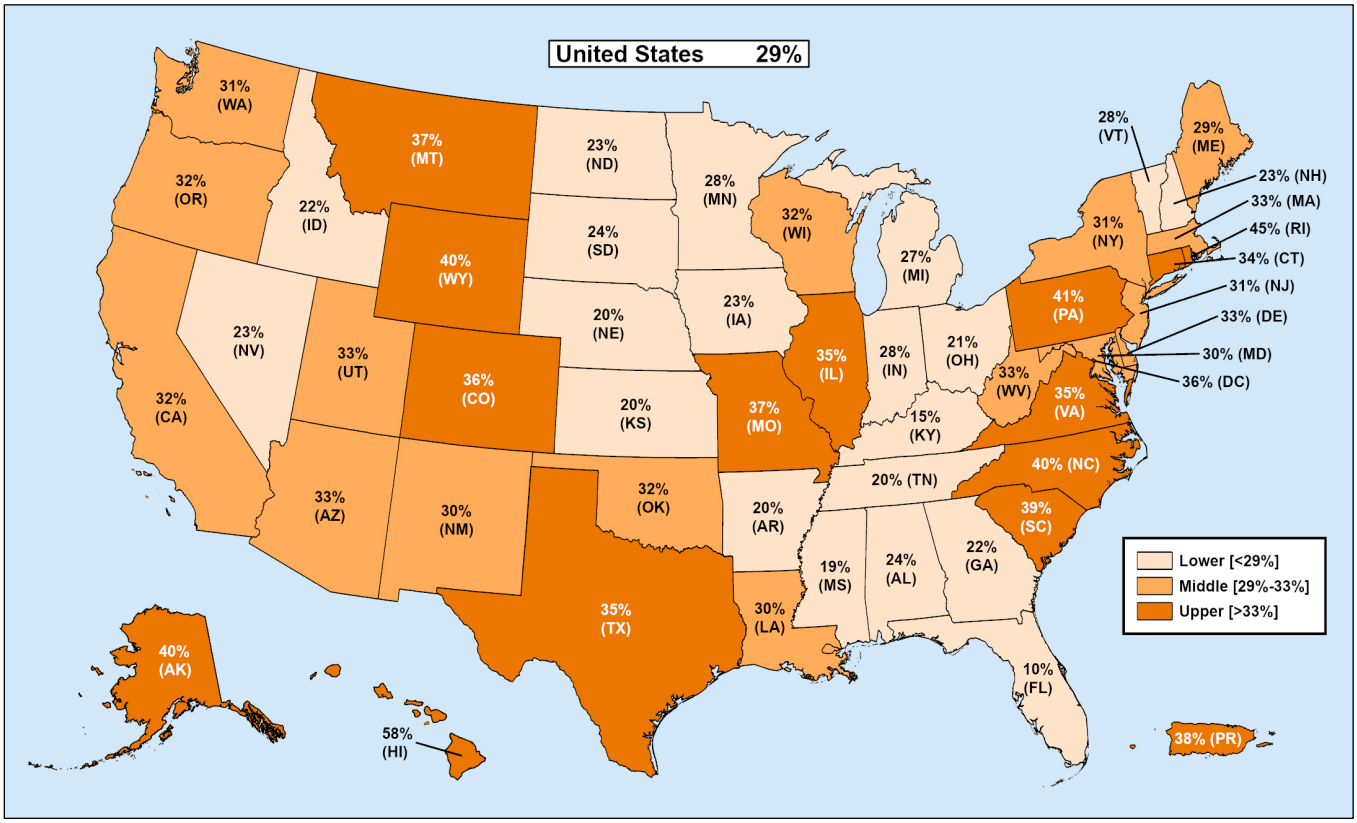
Source: FARS 2023 ARF
Notes: Number of speeding-related traffic fatalities for rural/urban classification and functional system are shown within the bars. Fatalities on known functional system but unknown rural/urban classification not included.

In 2023 speeding was involved in 29 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 2023, and Table 6 shows the number of speeding-related traffic fatalities in each State in 2023 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, 2023



Source: FARS 2023 ARF

Nationwide, 29 percent of all traffic fatalities were speeding-related in 2023.

States with the most speeding-related traffic fatalities in 2023:

- Texas (1,484)
- California (1,303)
- North Carolina (632)

States with the fewest speeding-related traffic fatalities in 2023:

- District of Columbia (16)
- Vermont (19)
- Alaska (24)
- North Dakota (24)

States with the highest percentages of speeding-related fatalities in 2023:

- Hawaii (58%)
- Rhode Island (45%)
- Pennsylvania (41%)
- Alaska (40%)
- North Carolina (40%)
- Wyoming (40%)

States with the lowest percentages of speeding-related fatalities in 2023:

- Florida (10%)
- Kentucky (15%)
- Mississippi (19%)

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 2023, based on known restraint use.

- Among the passenger vehicle drivers who were speeding, Vermont had the lowest percentage of unrestrained (22%), and South Dakota had the highest percentage (84%). Nationally 51 percent of the passenger vehicle drivers who were speeding were unrestrained.
- Passenger vehicle drivers who were not speeding were least frequently unrestrained in New York and Oregon (12%) and most frequently unrestrained in Vermont (41%). Nationally 79 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 2023.

- Utah had the smallest percentage of speeding drivers who were alcohol-impaired (21%), and Connecticut had the highest percentage of speeding drivers who were alcohol-impaired (53%). Nationwide 38 percent of the speeding drivers were alcohol-impaired.
- The lowest percentage of non-speeding drivers who were alcohol-impaired was in Alaska (9%), and the highest percentages were in Ohio, South Carolina, and Texas (23%). Nationally 16 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, 2023

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	974	235	24%	7	10	0	48	47	71	52
Alaska	60	24	40%	6	2	0	5	1	9	1
Arizona	1,304	425	33%	1	4	8	172	134	87	10
Arkansas	596	117	20%	13	9	0	26	23	32	14
California	4,061	1,303	32%	30	156	125	425	279	173	111
Colorado	720	257	36%	12	22	8	110	47	31	27
Connecticut	308	104	34%	0	14	3	22	49	8	8
Delaware	135	45	33%	0	2	2	14	6	13	7
District of Columbia	44	16	36%	0	2	0	7	5	1	1
Florida	3,396	349	10%	7	10	6	118	84	73	46
Georgia	1,615	349	22%	4	46	5	70	77	78	69
Hawaii	93	54	58%	0	12	0	26	15	0	0
Idaho	275	60	22%	5	3	0	18	14	14	6
Illinois	1,241	436	35%	22	57	2	111	105	85	53
Indiana	898	249	28%	14	12	4	55	44	75	45
Iowa	377	87	23%	3	9	0	23	11	26	15
Kansas	387	78	20%	3	9	2	7	20	27	10
Kentucky	814	119	15%	2	8	2	26	23	33	25
Louisiana	811	240	30%	19	22	0	43	43	56	42
Maine	135	39	29%	1	1	0	3	2	18	14
Maryland	621	187	30%	0	34	20	57	38	28	8
Massachusetts	343	113	33%	1	16	9	25	30	13	19
Michigan	1,094	298	27%	9	29	20	67	66	62	45
Minnesota	409	116	28%	5	7	4	25	41	25	9
Mississippi	732	140	19%	4	13	0	31	18	52	19
Missouri	991	371	37%	10	32	22	69	93	82	19
Montana	208	77	37%	7	3	0	26	15	18	8
Nebraska	227	46	20%	6	1	2	11	4	11	11
Nevada	389	88	23%	4	4	8	19	28	16	7
New Hampshire	130	30	23%	0	2	1	5	9	7	6
New Jersey	606	190	31%	0	11	22	71	45	25	15
New Mexico	437	131	30%	10	7	0	54	15	31	14
New York	1,114	347	31%	4	22	45	88	70	61	56
North Carolina	1,561	632	40%	26	26	37	122	106	170	145
North Dakota	106	24	23%	1	0	0	6	5	8	4
Ohio	1,242	255	21%	5	26	11	44	62	55	52
Oklahoma	718	230	32%	11	27	3	41	40	66	41
Oregon	587	190	32%	9	4	3	69	50	48	7
Pennsylvania	1,211	491	41%	15	43	16	117	106	87	106
Rhode Island	71	32	45%	0	0	2	14	8	7	0
South Carolina	1,047	408	39%	34	18	2	120	64	115	55
South Dakota	140	34	24%	3	1	3	5	6	10	6
Tennessee	1,323	263	20%	4	21	3	88	63	47	37
Texas	4,291	1,484	35%	51	146	79	402	316	350	138
Utah	280	93	33%	4	10	0	31	12	23	13
Vermont	69	19	28%	4	0	0	3	4	3	5
Virginia	913	321	35%	13	25	7	68	79	97	29
Washington	810	252	31%	3	18	21	76	44	64	20
West Virginia	260	85	33%	2	7	0	12	26	30	8
Wisconsin	583	185	32%	10	3	9	55	46	30	31
Wyoming	144	57	40%	11	3	0	19	6	11	5
U.S. Total	**40,901**	**11,775**	**29%**	**415**	**969**	**516**	**3,169**	**2,544**	**2,562**	**1,494**
Puerto Rico	307	116	38%	4	12	0	30	30	28	12

Source: FARS 2023 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, 2023

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	1,104	176	53	110	13	33%	67%	928	592	260	76	69%	31%
Alaska	60	16	5	6	5	45%	55%	44	24	10	10	71%	29%
Arizona	1,317	241	98	100	43	49%	51%	1,076	783	158	135	83%	17%
Arkansas	611	76	26	45	5	37%	63%	535	361	114	60	76%	24%
California	4,329	833	482	241	110	67%	33%	3,496	2,769	464	263	86%	14%
Colorado	754	163	72	75	16	49%	51%	591	424	123	44	78%	22%
Connecticut	333	77	23	30	24	43%	57%	256	144	36	76	80%	20%
Delaware	167	36	16	15	5	52%	48%	131	101	22	8	82%	18%
Dist. of Columbia	41	11	2	5	4	29%	71%	30	11	7	12	61%	39%
Florida	3,769	185	88	87	10	50%	50%	3,584	2,857	683	44	81%	19%
Georgia	1,771	232	82	122	28	40%	60%	1,539	1,022	348	169	75%	25%
Hawaii	82	30	16	10	4	62%	38%	52	30	6	16	83%	17%
Idaho	289	32	11	17	4	39%	61%	257	171	64	22	73%	27%
Illinois	1,390	325	115	107	103	52%	48%	1,065	636	158	271	80%	20%
Indiana	940	171	54	75	42	42%	58%	769	501	154	114	76%	24%
Iowa	343	56	21	24	11	47%	53%	287	190	66	31	74%	26%
Kansas	402	51	24	21	6	53%	47%	351	213	107	31	67%	33%
Kentucky	885	90	39	48	3	45%	55%	795	559	219	17	72%	28%
Louisiana	956	184	67	91	26	42%	58%	772	515	181	76	74%	26%
Maine	135	27	6	21	0	22%	78%	108	64	43	1	60%	40%
Maryland	694	126	62	42	22	60%	40%	568	422	91	55	82%	18%
Massachusetts	382	76	32	34	10	48%	52%	306	179	65	62	73%	27%
Michigan	1,266	201	83	66	52	56%	44%	1,065	778	149	138	84%	16%
Minnesota	426	75	35	25	15	58%	42%	351	265	46	40	85%	15%
Mississippi	767	107	37	53	17	41%	59%	660	411	159	90	72%	28%
Missouri	1,038	239	57	151	31	27%	73%	799	487	239	73	67%	33%
Montana	205	50	18	30	2	38%	63%	155	88	53	14	62%	38%
Nebraska	233	38	5	23	10	18%	82%	195	96	64	35	60%	40%
Nevada	406	54	31	14	9	69%	31%	352	254	41	57	86%	14%
New Hampshire	137	18	7	10	1	41%	59%	119	64	39	16	62%	38%
New Jersey	689	126	66	41	19	62%	38%	563	431	73	59	86%	14%
New Mexico	413	89	27	45	17	38%	63%	324	202	58	64	78%	22%
New York	1,137	218	112	79	27	59%	41%	919	730	98	91	88%	12%
North Carolina	1,741	476	216	242	18	47%	53%	1,265	995	229	41	81%	19%
North Dakota	94	18	7	9	2	44%	56%	76	39	26	11	60%	40%
Ohio	1,329	167	53	81	33	40%	60%	1,162	742	288	132	72%	28%
Oklahoma	761	141	50	80	11	38%	62%	620	453	111	56	80%	20%
Oregon	615	133	61	48	24	56%	44%	482	349	47	86	88%	12%
Pennsylvania	1,247	315	104	142	69	42%	58%	932	620	197	115	76%	24%
Rhode Island	66	18	5	9	4	36%	64%	48	30	11	7	73%	27%
South Carolina	1,170	300	112	169	19	40%	60%	870	637	189	44	77%	23%
South Dakota	121	20	3	16	1	16%	84%	101	64	29	8	69%	31%
Tennessee	1,474	170	67	68	35	50%	50%	1,304	887	286	131	76%	24%
Texas	4,584	957	440	401	116	52%	48%	3,627	2,722	633	272	81%	19%
Utah	284	53	31	14	8	69%	31%	231	167	39	25	81%	19%
Vermont	62	11	7	2	2	78%	22%	51	27	19	5	59%	41%
Virginia	981	227	94	133	0	41%	59%	754	540	208	6	72%	28%
Washington	838	155	69	58	28	54%	46%	683	470	91	122	84%	16%
West Virginia	271	51	23	24	4	49%	51%	220	137	45	38	75%	25%
Wisconsin	590	124	43	46	35	48%	52%	466	307	91	68	77%	23%
Wyoming	114	37	17	20	0	46%	54%	77	50	24	3	68%	32%
U.S. Total	**43,813**	**7,802**	**3,274**	**3,425**	**1,103**	**49%**	**51%**	**36,011**	**25,610**	**6,961**	**3,440**	**79%**	**21%**
Puerto Rico	295	71	27	43	1	39%	61%	224	141	82	1	63%	37%

Source: FARS 2023 ARF
Note: Rest. - Restrained, Unrest. - Unrestrained, and Unk. - Unknown.

Table 8. Drivers Involved in Fatal Traffic Crashes, by State, Speeding Involvement, and Alcohol Impairment, 2023

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	217	83	38%	1,152	178	15%	1,369	261	19%
Alaska	24	9	39%	63	6	9%	87	15	17%
Arizona	389	139	36%	1,554	288	19%	1,943	426	22%
Arkansas	104	41	39%	736	109	15%	840	150	18%
California	1,168	421	36%	4,396	846	19%	5,564	1,266	23%
Colorado	230	85	37%	774	109	14%	1,004	194	19%
Connecticut	97	51	53%	339	60	18%	436	112	26%
Delaware	42	18	43%	155	19	12%	197	37	19%
District of Columbia	13	6	45%	43	6	14%	56	12	22%
Florida	311	105	34%	4,716	692	15%	5,027	797	16%
Georgia	306	113	37%	1,955	291	15%	2,261	404	18%
Hawaii	51	25	48%	66	11	17%	117	36	31%
Idaho	56	17	30%	346	38	11%	402	54	14%
Illinois	402	154	38%	1,412	214	15%	1,814	367	20%
Indiana	235	105	45%	1,054	138	13%	1,289	243	19%
Iowa	74	35	47%	427	88	21%	501	123	24%
Kansas	73	28	39%	469	93	20%	542	121	22%
Kentucky	112	40	36%	1,039	145	14%	1,151	185	16%
Louisiana	233	88	38%	1,004	127	13%	1,237	215	17%
Maine	37	11	28%	134	25	18%	171	35	21%
Maryland	166	59	35%	730	107	15%	896	165	18%
Massachusetts	110	49	45%	366	62	17%	476	111	23%
Michigan	272	81	30%	1,335	196	15%	1,607	277	17%
Minnesota	105	42	40%	479	52	11%	584	94	16%
Mississippi	125	40	32%	841	103	12%	966	143	15%
Missouri	331	126	38%	1,064	136	13%	1,395	263	19%
Montana	70	32	45%	209	37	18%	279	69	25%
Nebraska	45	17	38%	274	50	18%	319	67	21%
Nevada	81	29	36%	471	85	18%	552	115	21%
New Hampshire	27	9	34%	162	25	15%	189	34	18%
New Jersey	173	65	38%	681	69	10%	854	134	16%
New Mexico	122	45	37%	488	64	13%	610	109	18%
New York	320	116	36%	1,209	197	16%	1,529	313	20%
North Carolina	586	207	35%	1,625	188	12%	2,211	396	18%
North Dakota	25	10	40%	119	24	20%	144	34	23%
Ohio	240	107	44%	1,559	354	23%	1,799	461	26%
Oklahoma	215	72	34%	824	85	10%	1,039	158	15%
Oregon	172	81	47%	619	115	19%	791	196	25%
Pennsylvania	462	172	37%	1,255	139	11%	1,717	312	18%
Rhode Island	29	12	42%	60	10	16%	89	22	24%
South Carolina	370	149	40%	1,099	254	23%	1,469	404	27%
South Dakota	31	12	39%	160	25	16%	191	37	19%
Tennessee	236	81	34%	1,672	258	15%	1,908	339	18%
Texas	1,340	543	41%	4,781	1,100	23%	6,121	1,643	27%
Utah	80	17	21%	322	36	11%	402	53	13%
Vermont	17	5	32%	73	12	17%	90	18	20%
Virginia	297	117	39%	959	131	14%	1,256	248	20%
Washington	224	99	44%	868	172	20%	1,092	271	25%
West Virginia	72	17	24%	294	32	11%	366	49	13%
Wisconsin	168	65	39%	645	102	16%	813	167	20%
Wyoming	54	16	30%	123	14	12%	177	31	17%
U.S. Total	**10,739**	**4,065**	**38%**	**47,200**	**7,714**	**16%**	**57,939**	**11,779**	**20%**
Puerto Rico	109	47	43%	308	49	16%	417	96	23%

Source: FARS 2023 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 2023 ARF, the 2022 Final File was released to replace the 2022 ARF. The final fatality count in motor vehicle traffic crashes for 2022 was 42,721, which was updated from 42,514 in the 2022 ARF. The number of speeding-related fatalities from the 2022 Final File was 12,157, which was updated from 12,151 from the 2022 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:

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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. 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
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Motor Vehicle Crash Databook
- Leading Cause of Death Reports
- 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