



# Speeding

NHTSA considers a crash to be speeding-related if the driver was charged with a speeding-related offense or if an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash.

Speeding is one of the most prevalent factors contributing to traffic crashes. The economic cost to society of speeding-related crashes is estimated by NHTSA to be \$40.4 billion per year. In 2009, speeding was a contributing factor in 31 percent of all fatal crashes, and 10,591 lives were lost in speeding-related crashes. Speeding-related fatalities decreased by 10 percent from 11,767 in 2008 to 10,591 in 2009.

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Table 1

**Total Fatalities, Speeding-Related Fatalities, and Percent Speeding in Fatal Crashes, 2000-2009**

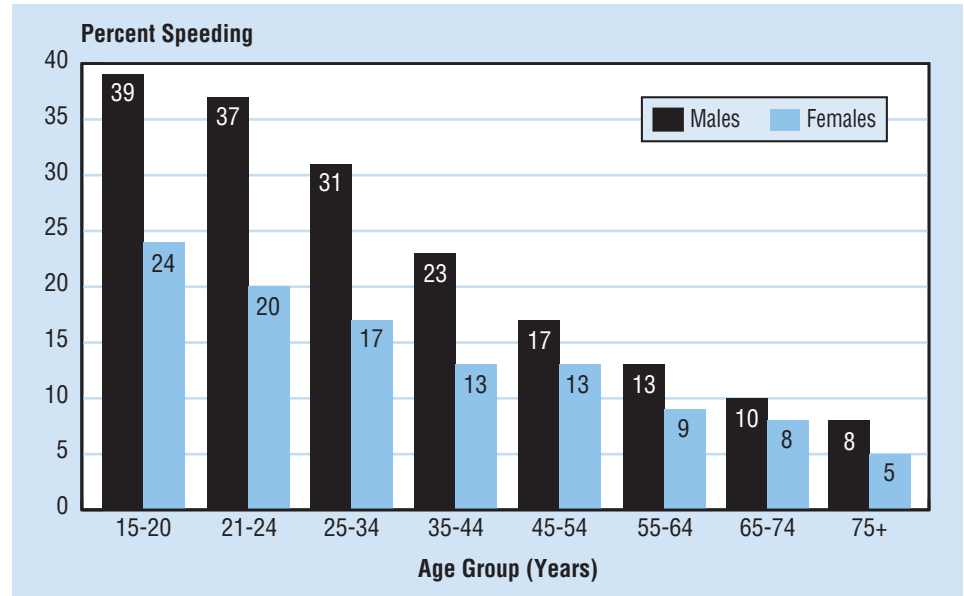
Year	Total Fatalities	Speeding-Related Fatalities	Percent Speeding
2000	41,945	12,552	30
2001	42,196	12,924	31
2002	43,005	13,799	32
2003	42,884	13,499	31
2004	42,836	13,291	31
2005	43,510	13,583	31
2006	42,708	13,609	32
2007	41,259	13,140	32
2008	37,423	11,767	31
2009	33,808	10,591	31

For drivers involved in fatal crashes, young males are the most likely to be speeding. The relative proportion of speeding-related crashes to all crashes decreased with increasing driver age. In 2009, 39 percent of male drivers in the 15- to 20-year-old age group and 37 percent of male drivers in the 21- to 24-year-old age group who were involved in fatal crashes were speeding at the time of the crash.

*In 2009, 39 percent of 15- to 20-year-old and 37 percent of 21- to 24-year-old male drivers involved in fatal crashes were speeding.*

Figure 1

**Percent of Speeding Drivers in Fatal Crashes, by Age and Sex, 2009**



Alcohol involvement is prevalent for drivers involved in speeding-related crashes. In 2009, 43 percent of speeding drivers had a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dL) or higher in fatal crashes, compared to only 17 percent of non-speeding drivers involved in fatal crashes.

In 2009, 29 percent of the speeding drivers under age 21 who were involved in fatal crashes, also had a BAC of .08 g/dL or higher. In contrast, only 13 percent of the non-speeding drivers under age 21 involved in fatal crashes in 2009 had a BAC of .08 g/dL or higher.

For drivers between the ages of 21 and 24 who were involved in fatal crashes in 2009, 51 percent of speeding drivers had a BAC of .08 g/dL or higher, compared with only 27 percent of non-speeding drivers.

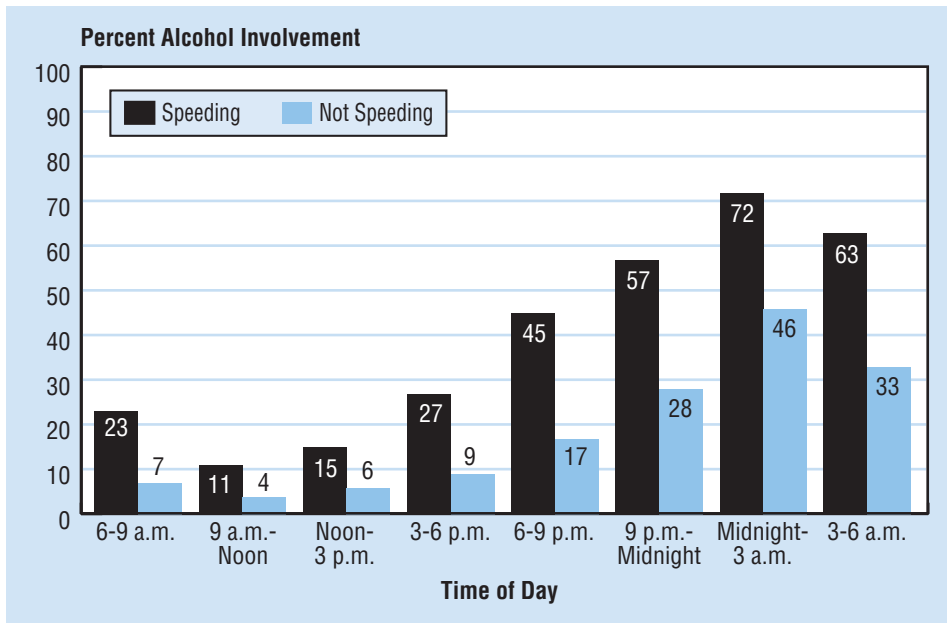
Table 2

**Drivers Involved in Fatal Traffic Crashes, by Speeding Involvement, BAC Level, and Age, 2009**

Age Group (Years)	Speeding Involvement															
	Speeding								Not Speeding							
	BAC=.00		BAC=.01-.07		BAC=.08+		BAC=.01+		BAC=.00		BAC=.01-.07		BAC=.08+		BAC=.01+	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
<21	1,146	63	135	7	532	29	667	37	2,864	84	123	4	431	13	555	16
21-24	629	42	112	7	765	51	878	58	2,089	68	180	6	823	27	1,002	32
25+	3,032	48	351	6	2,875	46	3,226	52	23,043	81	924	3	4,500	16	5,424	19
Unknown	41	53	10	12	26	34	36	47	374	62	76	13	149	25	225	38
Total	4,848	50	608	6	4,199	43	4,806	50	28,370	80	1,303	4	5,903	17	7,206	20

For both speeding and non-speeding drivers involved in fatal crashes, the percentage of those who were impaired with a BAC of .08 g/dL or higher at the time the crash occurred was higher at night than during the day. Between midnight and 3 a.m., 72 percent of speeding drivers involved in fatal crashes were alcohol-impaired (BAC = .08+) as compared to 46 percent of non-speeding drivers.

Figure 2  
**Percentage of Alcohol-Impaired Drivers (BAC=.08+) in Fatal Crashes, by Time of Day and Speeding Involvement, 2009**

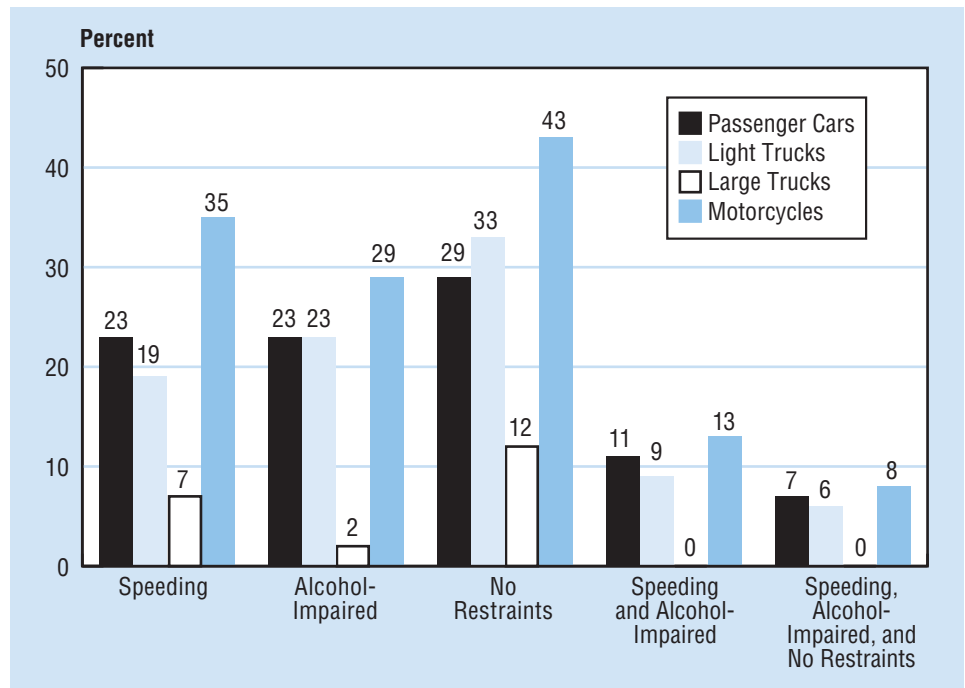


*In 2009, 43 percent of the speeding drivers had BAC of .08 g/dL or higher, compared to 17 percent of non-speeding drivers.*

In 2009, 35 percent of all motorcycle riders involved in fatal crashes were speeding, compared to 23 percent for passenger car drivers, 19 percent for light-truck drivers, and 7 percent for large-truck drivers.

*In 2009, in fatal crashes, 35 percent of motorcycle riders involved were speeding.*

Figure 3  
**Speeding, Alcohol-Impairment (BAC=.08+), and Failure to Use Restraints  
 Among Drivers Involved in Fatal Crashes, by Vehicle Type, 2009**



**Note:** Among large-truck drivers, speeding and alcohol-impairment; as well as speeding, alcohol-impairment, and failure to use restraints was less than .5 percent.

*Among passenger vehicle drivers age 21 and older in fatal crashes in 2009, those who were not speeding were more likely to be wearing seat belts than those who were speeding at the time of the crash (75% versus 46%).*

In 2009, only 49 percent of speeding passenger vehicle drivers under age 21 who were involved in fatal crashes were wearing seat belts at the time of crash. In contrast, 72 percent of non-speeding drivers in the same age group were restrained. For drivers age 21 and older, the percentage of speeding drivers involved in fatal crashes who were using restraints at the time of the crash was 46 percent, but 75 percent of non-speeding drivers in fatal crashes were restrained.

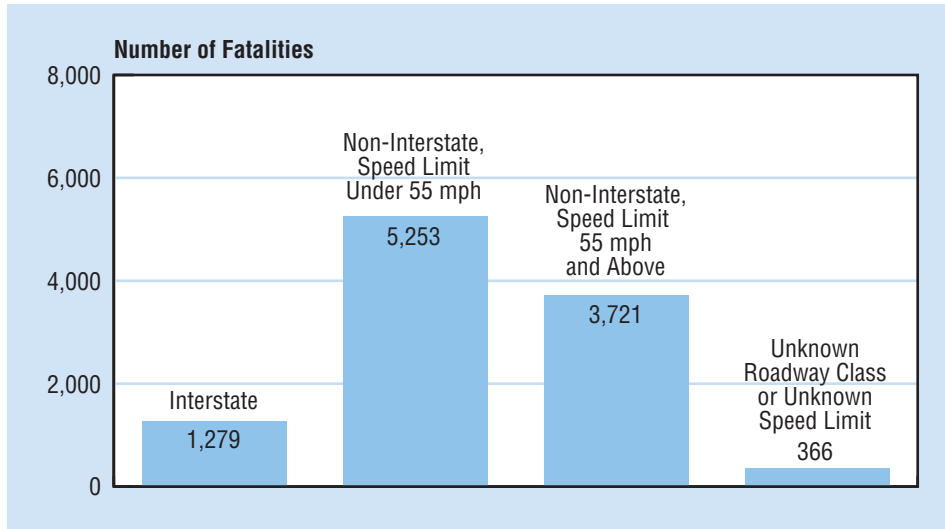
In 2009, 22 percent of speeding drivers involved in fatal crashes had an invalid license at the time of the crash, compared with 10 percent of non-speeding drivers.

Speeding was a factor in 30 percent of the fatal crashes that occurred on dry roads in 2009 and in 33 percent of those that occurred on wet roads. Speeding was a factor in 50 percent of the fatal crashes that occurred when there was snow or slush on the road and in 61 percent of those that occurred on icy roads.

Speeding was involved in nearly one-third (31%) of the fatal crashes that occurred in construction/maintenance zones in 2009.

In 2009, 8,910 (88%) speeding-related fatalities occurred on roads that were non-Interstate highways. Only 12 percent of speeding-related fatalities occurred on Interstate highways.

Figure 4  
**Speeding-Related Fatalities, by Road Type, 2009**



*Only 12 percent of speeding-related fatalities occurred on Interstate highways.*

### For more information

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NVS-424, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or via the following e-mail address: [ncsaweb@dot.gov](mailto:ncsaweb@dot.gov). General information on highway traffic safety can be accessed by Internet users at [www.nhtsa.gov/NCSA](http://www.nhtsa.gov/NCSA). To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving*, *Bicyclists and Other Cyclists*, *Children, Large Trucks, Motorcycles*, *Occupant Protection*, *Older Population*, *Overview*, *Passenger Vehicles*, *Pedestrians*, *Race and Ethnicity*, *Rural/Urban Comparisons*, *School Transportation-Related Crashes*, *State Alcohol Estimates*, *State Traffic Data*, and *Young Drivers*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. The fact sheets and annual Traffic Safety Facts report can be accessed online at [www-nrd.nhtsa.dot.gov/CATS/index.aspx](http://www-nrd.nhtsa.dot.gov/CATS/index.aspx).



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

Table 3

**Speeding-Related Traffic Fatalities, by State, Road Type, and Speed Limit, 2009**

State	Total Traffic Fatalities	Speeding-Related Fatalities, by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
Alabama	848	327	21	2	75	10	100	24	27	27
Alaska	64	26	5	5	8	1	6	0	1	0
Arizona	807	283	54	6	23	20	61	13	25	33
Arkansas	585	105	19	2	39	3	11	4	12	11
California	3,081	1,087	145	18	266	39	100	100	161	119
Colorado	465	171	17	8	21	14	11	21	21	23
Connecticut	223	103	10	6	6	4	13	15	7	40
Delaware	116	44	5	1	8	14	6	3	2	3
Dist of Columbia	29	10	0	1	0	0	1	0	0	8
Florida	2,558	535	56	17	78	19	127	36	73	85
Georgia	1,284	238	17	13	54	10	42	12	47	30
Hawaii	109	59	0	5	2	1	10	1	20	20
Idaho	226	81	8	0	15	8	8	0	4	7
Illinois	911	325	41	10	113	5	23	15	27	64
Indiana	693	174	20	3	53	8	27	16	19	25
Iowa	372	62	5	3	28	4	3	1	8	8
Kansas	386	103	9	0	43	3	6	5	5	15
Kentucky	791	154	7	3	85	4	18	0	24	11
Louisiana	821	288	30	1	115	8	49	5	35	19
Maine	159	61	2	2	10	7	18	4	7	5
Maryland	547	184	10	21	15	39	11	37	18	28
Massachusetts	334	76	13	4	4	3	4	4	9	30
Michigan	871	205	16	2	95	7	16	7	17	34
Minnesota	421	95	5	5	48	4	2	2	1	20
Mississippi	700	106	9	1	24	4	25	4	18	10
Missouri	878	379	26	12	124	23	29	19	54	38
Montana	221	86	15	1	5	1	5	0	6	8
Nebraska	223	30	7	0	1	7	1	2	1	2
Nevada	243	91	12	2	11	0	23	0	20	8
New Hampshire	110	39	3	1	2	6	1	1	14	11
New Jersey	583	95	2	3	5	24	8	4	13	29
New Mexico	361	69	5	5	9	1	4	5	6	11
New York	1,156	368	6	8	142	11	32	22	20	57
North Carolina	1,314	517	32	2	270	9	125	8	49	13
North Dakota	140	32	4	1	10	0	3	0	1	2
Ohio	1,021	287	22	4	129	11	21	12	55	25
Oklahoma	738	234	26	2	25	7	83	18	8	14
Oregon	377	125	7	1	55	3	16	6	8	8
Pennsylvania	1,256	634	19	37	152	12	131	94	116	54
Rhode Island	83	28	0	5	0	2	0	0	4	9
South Carolina	894	337	37	1	99	9	84	29	43	22
South Dakota	131	41	12	0	19	2	2	0	2	0
Tennessee	989	209	10	10	35	10	48	30	29	30
Texas	3,071	1,228	106	37	149	40	116	104	132	140
Utah	244	104	23	5	9	9	5	12	10	10
Vermont	74	22	1	0	2	8	0	2	5	3
Virginia	757	147	8	8	45	3	20	8	27	18
Washington	492	208	16	0	15	22	15	10	41	44
West Virginia	356	120	20	1	44	2	13	5	11	8
Wisconsin	561	203	8	2	105	0	21	3	14	36
Wyoming	134	56	13	0	11	4	4	1	2	2
<b>U.S. Total</b>	<b>33,808</b>	<b>10,591*</b>	<b>964</b>	<b>287</b>	<b>2,701</b>	<b>465</b>	<b>1,508</b>	<b>724</b>	<b>1,279</b>	<b>1,277</b>
Puerto Rico	365	156	22	0	4	2	11	9	77	27

\*Of the total number of speeding-related fatalities in 2009, 4,275 occurred on roads with posted speed limits between 55 and 65 mph, and 610 occurred on roads with speed limits above 65 mph.

**Note:** The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown.