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

TRAFFIC SAFETY FACTS
2011 Data

NHTSA
www.nhtsa.gov

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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 and at a tremendous cost. NHTSA estimates that the annual economic cost to society of speeding-related crashes is $40.4 billion. In 2011, speeding was a contributing factor in 30 percent of all fatal crashes, and 9,944 lives were lost in speeding-related crashes. Speeding- related fatalities decreased by 5 percent from 10,508 in 2010 to 9,944 in 2011 (see Table 1).

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Table 1
Total Fatalities, Speeding-Related Fatalities, and Percent Speeding-Related, 2002–2011

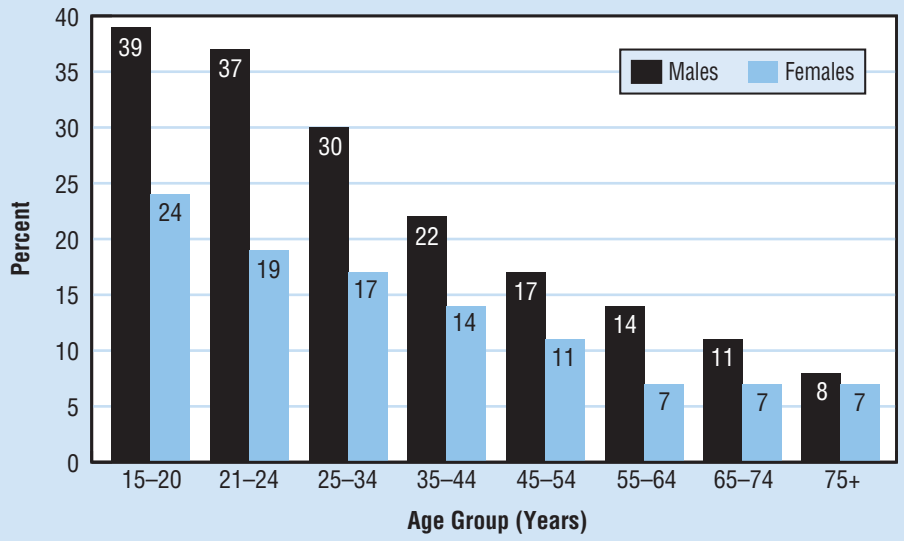
Year	Total Fatalities	Speeding-Related Fatalities	Percent Speeding-Related
2002	43,005	13,799	32
2003	42,884	13,499	31
2004	42,836	13,291	31
2005	43,510	13,583	31
2006	42,708	13,609	32
2007	41,259	13,140	32
2008	37,423	11,767	31
2009	33,883	10,664	31
2010	32,999	10,508	32
2011	32,367	9,944	31

Gender and Age

For drivers involved in fatal crashes, young males are the most likely to be speeding (see Figure 1). The relative proportion of speeding-related crashes to all crashes decreased with increasing driver age. In 2011, 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 involved in fatal crashes were speeding at the time of the crash.

In 2011, 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, 2011



Alcohol

Alcohol involvement is prevalent for drivers involved in speeding-related crashes. In 2011, 42 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 16 percent of non-speeding drivers involved in fatal crashes (Table 2).

In 2011, 30 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 14 percent of the non-speeding drivers under age 21 involved in fatal crashes in 2011 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 2011, 52 percent of speeding drivers had a BAC of .08 g/dL or higher, compared with only 23 percent of non-speeding drivers.

Table 2
Drivers Involved in Fatal Traffic Crashes, by Age, Speeding Involvement, and BAC Level, 2011

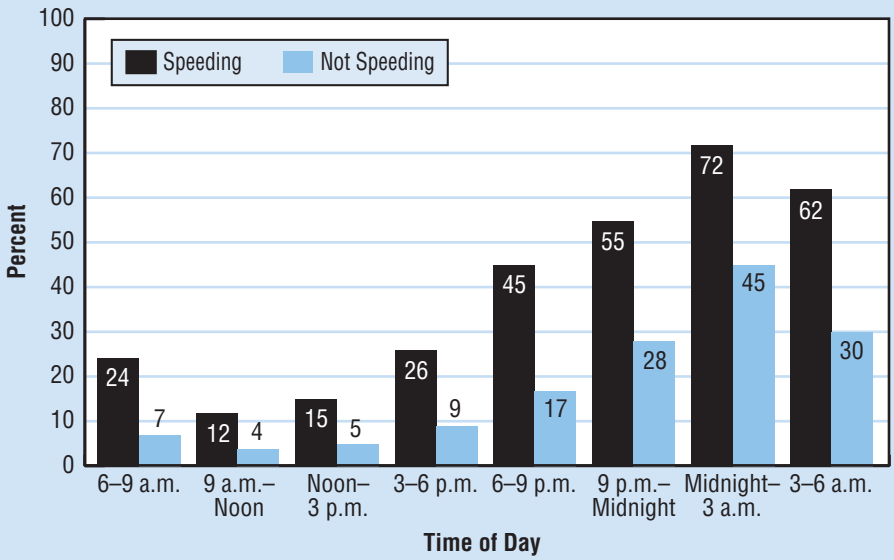
Age Group	Speeding Involvement															
	Speeding								Not Speeding							
	BAC=.00		BAC=.01–.07		BAC=.08+		BAC=.01+		BAC=.00		BAC=.01–.07		BAC=.08+		BAC=.01+	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
<21	954	63	105	7	457	30	561	37	2,390	83	104	4	398	14	502	17
21–24	606	42	97	7	752	52	849	58	2,187	73	125	4	698	23	823	27
25+	3,079	51	317	5	2,630	44	2,947	49	22,903	82	854	3	4,296	15	5,150	18
Total	4,705	52	522	6	3,854	42	4,375	48	28,053	81	1,093	3	5,442	16	6,535	19

Note: Total include drivers of unknown ages.

In 2011, 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 45 percent of non-speeding drivers (See Figure 2).

In 2011, 42 percent of the speeding drivers had BAC of .08 g/dL or higher, compared to 16 percent of non-speeding drivers.

Figure 2
Percentage of Alcohol-Impaired Drivers (BAC=.08+) in Fatal Crashes, by Time of Day and Speeding Involvement, 2011

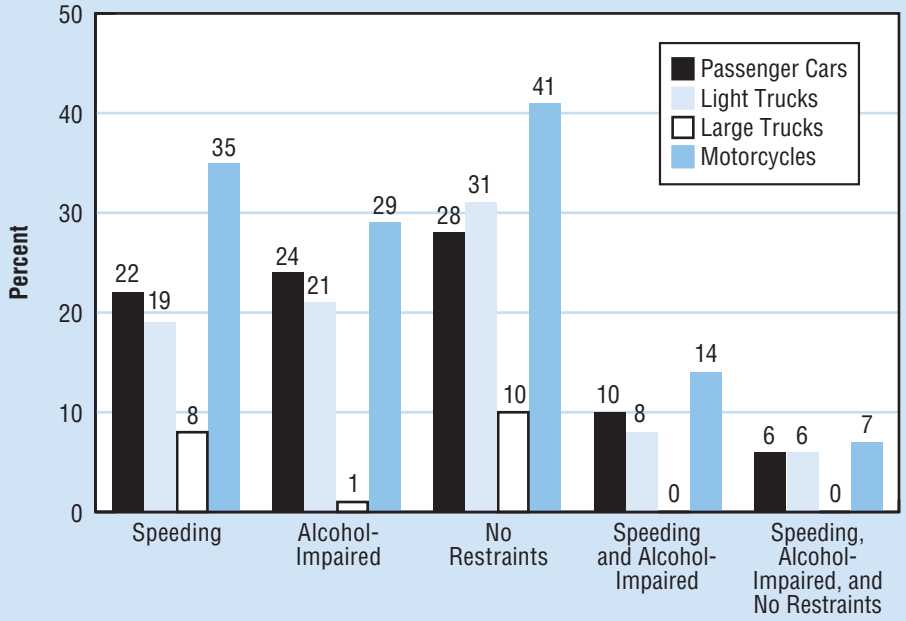


In 2011, 35 percent of all motorcycle riders involved in fatal crashes were speeding, compared to 22 percent for passenger car drivers, 19 percent for light-truck drivers, and 8 percent for large-truck drivers as shown in Figure 3. Fourteen percent of all motorcycle riders involved in fatal crashes were speeding and had a BAC of .08 g/dL or higher, compared to 10 percent for passenger car drivers, 8 percent for light-truck drivers, and less than 0.5 percent for large-truck drivers.

In 2011, 35 percent of motorcycle riders involved in fatal crashes were speeding.

Figure 3

Percentage of Speeding, Alcohol-Impairment (BAC=.08+), and Failure to Use Restraints Among Drivers Involved in Fatal Crashes, by Vehicle Type, 2011



Note: Among large-truck drivers, speeding and alcohol-impairment; as well as speeding, alcohol-impairment, and failure to use restraints was less than 0.5 percent.

Among passenger vehicle drivers age 21 and older in fatal crashes in 2011, those who were not speeding were more likely to be wearing seat belts than those who were speeding at the time of the crash (77% versus 47%).

In 2011, only 50 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, 73 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 47 percent, but 77 percent of non-speeding drivers in fatal crashes were restrained.

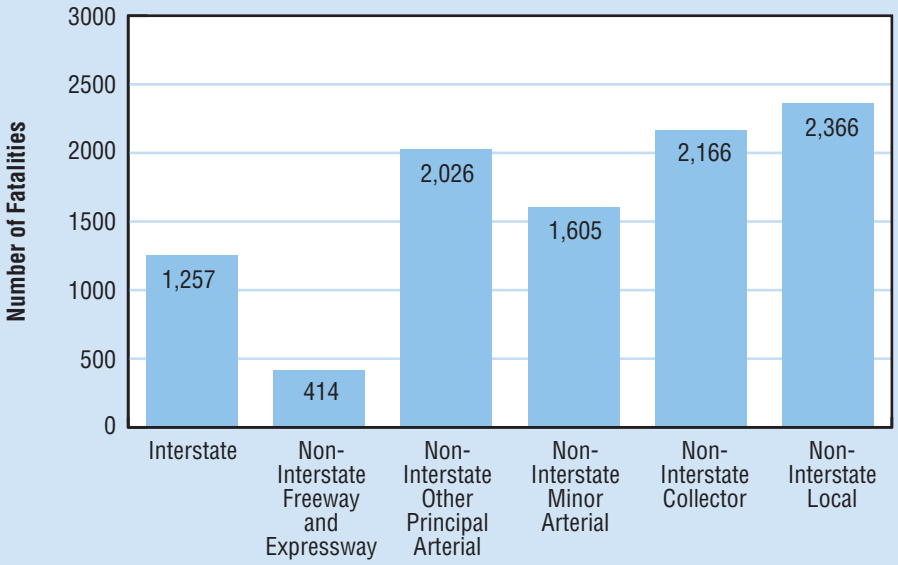
In 2011, 22 percent of speeding drivers involved in fatal crashes had an invalid license at the time of the crash, compared with 10 percent of non-speeding drivers.

Speeding was a factor for 20 percent of the drivers involved in fatal crashes on dry roads in 2011 and for 22 percent of drivers involved on wet roads. Speeding was a factor for 36 percent of the drivers involved in fatal crashes when there was snow on the road and for 44 percent of drivers involved in fatal crashes that occurred on icy roads.

Speeding was involved in more than one-third (36%) of the fatal crashes that occurred in construction/maintenance zones in 2011.

In 2011, 8,577 (87%) speeding-related fatalities occurred on roads that were non Interstate highways. Only 13 percent of speeding-related fatalities occurred on Interstate highways (see Figure 4).

Figure 4
Speeding-Related Fatalities, by Roadway Function Class, 2011



In 2011, only 13 percent of speeding-related fatalities occurred on Interstate highways.

Speeding-Related Fatalities by State

Table 3 shows speeding-related traffic fatalities by State and roadway function class in crashes in 2011. Among all States, fatalities in motor vehicle traffic crashes in 2011 ranged from 3,016 (highest) to 27 (lowest) depending on the size and population of the State. Speeding-related traffic fatalities in 2011 were highest in Texas (1,165), followed by California (890), and Pennsylvania (615), and lowest in the District of Columbia (10).

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. General information on highway traffic safety can be accessed by Internet users at 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.

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Table 3

Speeding-Related Traffic Fatalities, by State and Roadway Function Class, 2011

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
			Interstate		Non-Interstate				
		Total	Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
Alabama	894	298	15	14	22	22	46	115	64
Alaska	72	26	2	2	1	4	2	4	8
Arizona	825	294	53	14	14	48	48	57	60
Arkansas	549	86	5	2	0	11	8	20	40
California	2,791	890	34	108	108	292	137	138	73
Colorado	447	183	11	5	3	49	56	36	23
Connecticut	220	73	0	12	11	14	12	7	16
Delaware	99	34	0	4	0	14	8	3	5
Dist of Columbia	27	10	0	2	0	0	0	0	8
Florida	2,398	296	9	27	5	60	29	2	164
Georgia	1,223	220	11	17	4	36	41	47	57
Hawaii	100	45	0	2	2	15	11	6	9
Idaho	167	45	4	0	1	12	7	8	10
Illinois	918	439	15	49	4	96	86	100	88
Indiana	750	153	14	7	0	0	14	40	78
Iowa	360	64	1	1	0	20	5	17	20
Kansas	386	109	10	0	0	23	24	19	33
Kentucky	721	141	7	5	1	25	27	57	19
Louisiana	675	214	9	15	1	38	37	59	55
Maine	136	69	1	0	0	4	20	2	42
Maryland	485	142	1	26	12	28	25	31	18
Massachusetts	337	103	1	14	11	13	10	7	41
Michigan	889	238	7	23	10	47	46	65	40
Minnesota	368	86	4	4	3	16	20	28	11
Mississippi	630	104	6	0	1	10	1	65	21
Missouri	784	310	10	22	15	42	58	101	62
Montana	209	76	11	0	0	25	12	15	12
Nebraska	181	33	4	0	0	9	5	2	13
Nevada	246	76	3	4	2	17	19	8	18
New Hampshire	90	39	4	3	0	4	1	7	20
New Jersey	627	174	6	21	19	44	33	16	34
New Mexico	353	147	19	2	0	103	0	0	17
New York	1,169	338	15	35	8	76	50	35	119
North Carolina	1,227	474	21	13	7	67	80	127	159
North Dakota	148	51	3	0	0	11	9	8	20
Ohio	1,016	299	13	21	8	43	50	88	76
Oklahoma	696	213	17	15	4	20	31	44	82
Oregon	331	103	4	1	0	29	20	35	14
Pennsylvania	1,286	615	24	38	19	124	143	140	127
Rhode Island	66	19	0	0	2	7	4	0	6
South Carolina	828	276	23	19	5	42	48	97	20
South Dakota	111	37	7	0	0	7	5	12	6
Tennessee	946	215	13	16	6	32	41	66	41
Texas	3,016	1,165	53	119	86	218	118	214	345
Utah	240	90	16	7	0	20	14	1	32
Vermont	55	20	0	1	0	3	1	10	5
Virginia	764	287	16	20	5	84	51	51	26
Washington	457	165	6	10	5	34	34	47	22
West Virginia	337	114	8	4	0	17	15	42	28
Wisconsin	582	195	4	6	9	38	37	53	48
Wyoming	135	51	5	2	0	13	6	14	11
U.S. Total	**32,367**	**9,944**	**525**	**732**	**414**	**2,026**	**1,605**	**2,166**	**2,366**
Puerto Rico	359	138	17	12	4	17	50	24	14

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