

Traffic Safety Facts

2013 Data

June 2015

DOT HS 812 162



Key Findings

- There were 32,719 traffic fatalities in 2013, among them 9,613 (29%) in speeding-related crashes.
- The number of speeding-related fatalities in 2013 decreased by 7 percent from 10,329 in 2012 to 9,613.
- In 2013, about 35 percent of 15- to 20-year-old and 21- to 24-year-old male drivers involved in fatal crashes were speeding, the highest among all age groups.
- In 2013, some 42 percent of the speeding drivers in fatal crashes had blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher, compared to 16 percent of non-speeding drivers.
- In 2013, of motorcycle riders involved in fatal crashes, 34 percent were speeding, more than drivers of any other vehicle type.
- In fatal crashes in 2013, fewer than half (49%) of speeding passenger vehicle drivers were restrained at the time of the crashes, compared to 78 percent of non-speeding passenger vehicle drivers.
- In 2013, only 13 percent of speeding-related fatalities occurred on Interstate highways.



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

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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 a police officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash. In this fact sheet, the 2013 information on speeding-related data in fatal crashes is presented in the following order:

- Overview
- Driver Characteristics
- Alcohol
- Restraint Use
- Environmental Characteristics
- Speeding-Related Fatalities by State

Overview

There were 32,719 traffic fatalities in 2013, among them 9,613 (29%) in speeding-related crashes. The number of speeding-related fatalities decreased by 7 percent, from 10,329 in 2012 to 9,613 in 2013. Table 1 shows the total number of traffic fatalities, and the number and percentage of those that were speeding-related, for the most recent 10 years of data.

Table 1
Total Traffic Fatalities, Speeding-Related Fatalities, and Percentage Speeding-Related, 2004–2013

Year	Total Fatalities	Speeding-Related Fatalities	Percentage Speeding-Related
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	32,479	10,001	31%
2012	33,782	10,329	31%
2013	32,719	9,613	29%

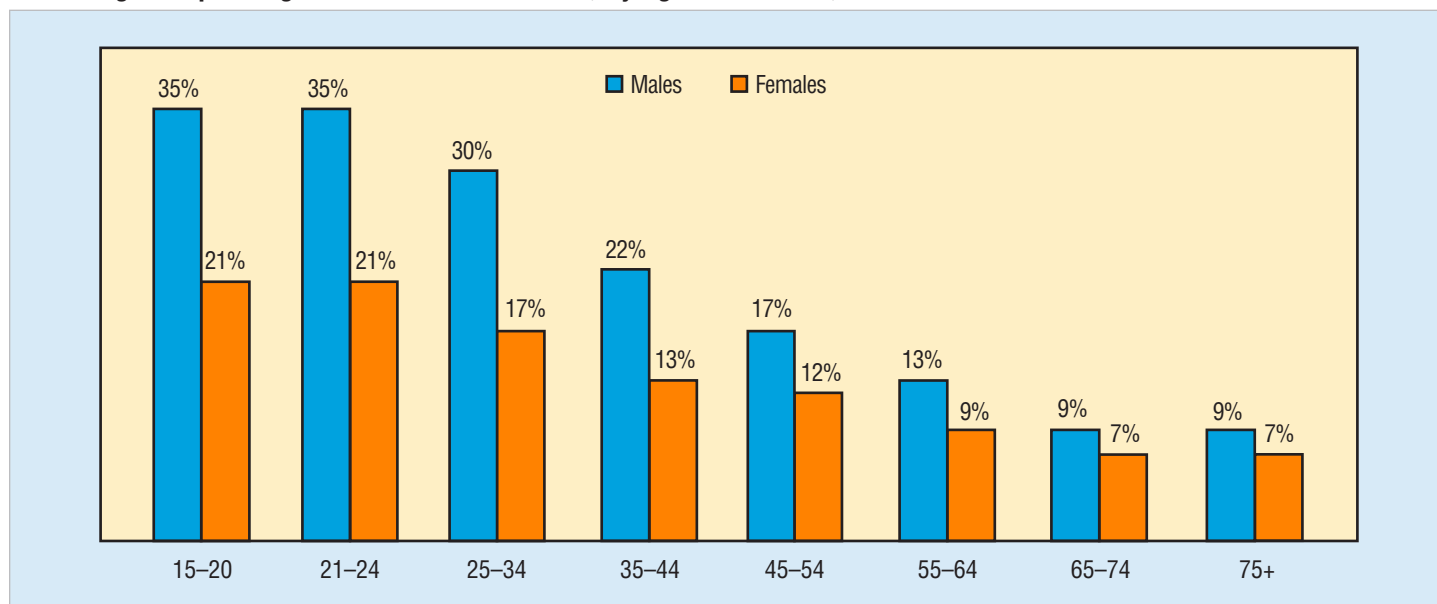
Source: Fatality Analysis Reporting System (FARS) 2004 – 2012 Final File, 2013 Annual Report File (ARF)

Driver Characteristics

Figure 1 presents the percentage of drivers who were speeding when involved in fatal crashes by age groups, separately by gender. The proportion of speeding-related crashes to all fatal crashes decreased with increasing driver age, and female drivers were speeding less frequently than male drivers across all age groups. Young males

were the most likely to be speeding at the time of fatal crashes. In 2013, about 35 percent of male drivers involved in fatal crashes in both the 15- to 20-year-old and the 21- to 24-year-old age groups were speeding at the time of the crashes, compared to 21 percent for the female drivers of the same age groups.

Figure 1
Percentage of Speeding Drivers in Fatal Crashes, by Age and Gender, 2013



Source: FARS 2013 ARF

In 2012, about 23 percent of speeding drivers involved in fatal crashes had an invalid license at the time of the crash, compared to 11 percent of non-speeding drivers.

Alcohol

All 50 States, the District of Columbia, and Puerto Rico have by law set a limit that it is illegal to drive with a BAC of .08 g/dL or higher. Drivers are considered to be alcohol-impaired when their BACs are .08 or higher. In addition, those under age 21 are legally prohibited from drinking alcohol.

Alcohol involvement was more common for drivers involved in speeding-related fatal crashes than in fatal crashes in which speed was not involved. Table 2 presents the number and percentage of drivers by speeding involvement and alcohol level. Note that for every age group from those under 21 to those 65 to 74, drivers involved in fatal crashes in 2013 who were speeding were alcohol-

impaired more than twice as often as those not speeding. In 2013, about 42 percent of speeding drivers in fatal crashes had BACs of .08 or higher, compared to only 16 percent of non-speeding drivers involved in fatal crashes.

In 2013, some 36 percent of speeding drivers under 21 who were involved in fatal crashes had BACs of .01 or higher (alcohol-involved), and 28 percent of speeding drivers under 21 had BACs of .08 or higher (alcohol-impaired). In contrast, 15 percent of the non-speeding drivers under 21 involved in fatal crashes in 2013 had BACs of .01 or higher, and 12 percent had BACs of .08 or higher.

For drivers 21 to 24 years old who were involved in fatal crashes in 2013, 50 percent of speeding drivers had BACs of .08 g/dL or higher, compared with only 24 percent of non-speeding drivers. Among both speeding and non-speeding drivers, the percentage of those alcohol-impaired decreased with age.

Table 2
Drivers Involved in Fatal Traffic Crashes, by Age, Speeding Involvement, and BAC Level, 2013

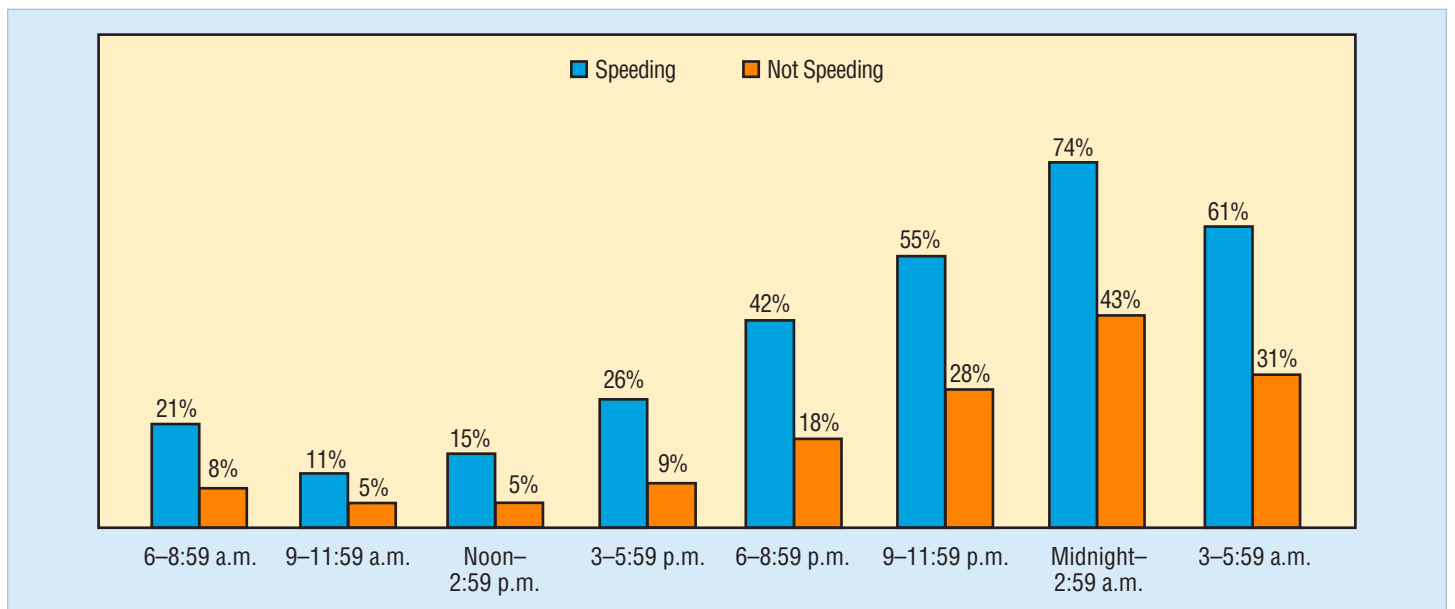
Age Group	Speeding Involvement															
	Speeding								Not Speeding							
	BAC .00 g/dL		BAC .01-.07 g/dL		BAC .08+ g/dL		BAC .01+ g/dL		BAC .00 g/dL		BAC .01-.07 g/dL		BAC .08+ g/dL		BAC .01+ g/dL	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
<21	806	64%	105	8%	348	28%	453	36%	2,347	85%	86	3%	330	12%	416	15%
21-24	623	43%	98	7%	729	50%	827	57%	2,228	71%	161	5%	771	24%	932	29%
25-34	1,022	44%	144	6%	1,140	49%	1,284	56%	4,724	73%	290	4%	1,443	22%	1,732	27%
35-44	652	46%	81	6%	689	48%	770	54%	4,503	78%	214	4%	1,044	18%	1,258	22%
45-54	583	51%	58	5%	502	44%	560	49%	4,989	80%	212	3%	999	16%	1,211	20%
55-64	436	62%	38	5%	233	33%	271	38%	4,429	85%	181	3%	594	11%	775	15%
65-74	216	78%	13	5%	50	18%	62	22%	2,767	90%	84	3%	228	7%	312	10%
75+	191	90%	7	3%	14	7%	21	10%	2,199	93%	43	2%	114	5%	156	7%
Other/Unknown	54	62%	5	5%	28	33%	33	38%	499	68%	29	4%	205	28%	234	32%
Total	4,583	52%	547	6%	3,734	42%	4,281	48%	28,684	80%	1,299	4%	5,727	16%	7,026	20%

Source: FARS 2013 ARF
 Note: Total includes drivers of unknown ages.

The percentage of drivers in fatal crashes who were alcohol-impaired is presented in Figure 2 for both speeding and non-speeding drivers, by age group and time of day. In 2013, for both speeding and non-speeding drivers involved in fatal crashes, the percentage of those who were alcohol-impaired (BAC = .08+) was greater if the crashes

occurred at night than if they occurred during the day. Between midnight and 3 a.m., 74 percent of speeding drivers involved in fatal crashes were alcohol-impaired as compared to 43 percent of non-speeding drivers.

Figure 2
Percentage of Alcohol-Impaired Drivers (BAC=.08+) in Fatal Crashes, by Time of Day and Speeding Involvement, 2013

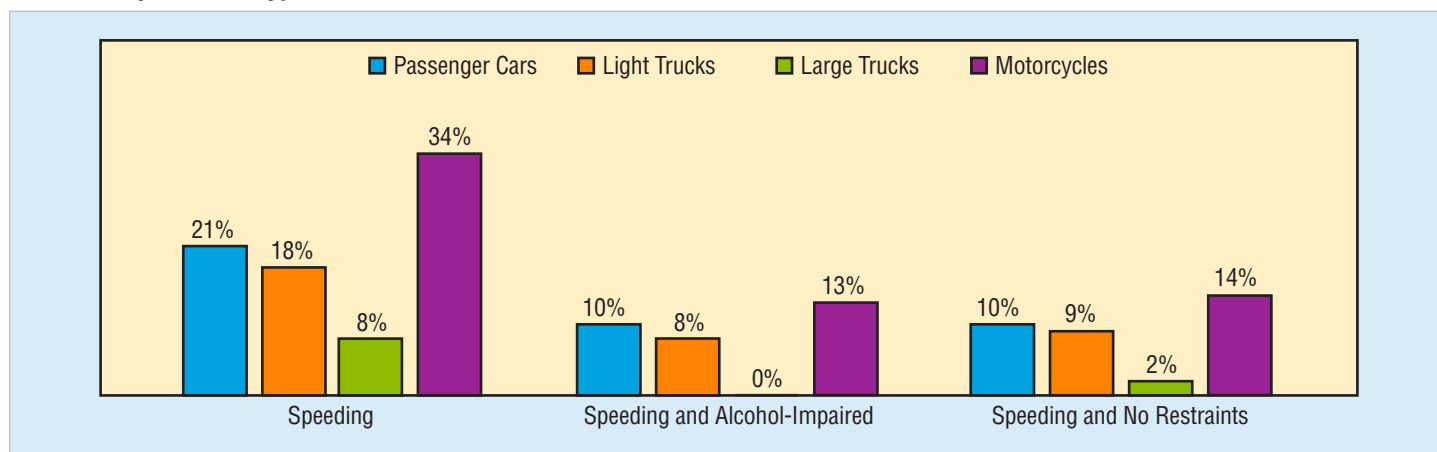


Source: FARS 2013 ARF

Figure 3 presents information on speeding drivers involved in fatal crashes in 2013 by vehicle type. The three sections show, respectively, the percentage of drivers who were speeding, those who were both speeding and alcohol-impaired, and those who were speeding while not wearing seat belts. In 2013, some 34 percent of all motorcycle riders involved in fatal crashes were speeding,

compared to 21 percent of passenger car drivers, 18 percent of light-truck drivers, and 8 percent of large-truck drivers. Thirteen percent of all motorcycle riders involved in fatal crashes were both speeding and alcohol-impaired, compared to 10 percent for passenger car drivers, 8 percent for light-truck drivers, and less than 0.5 percent for large-truck drivers.

Figure 3
Percentage of Speeding, Alcohol Impairment (BAC=.08+), and Failure to Use Restraints Among Drivers Involved in Fatal Crashes, by Vehicle Type, 2013



Source: FARS 2013 ARF
 Note: Among large-truck drivers, speeding and alcohol impairment were less than 0.5 percent.

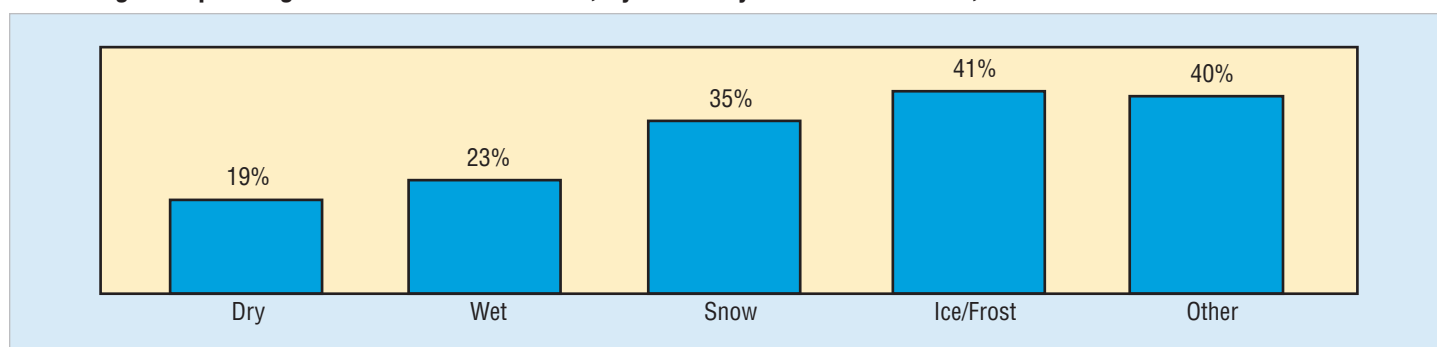
Restraint Use

In 2013, fewer than half (49%) of speeding passenger vehicle drivers who were involved in fatal crashes were restrained at the time of crashes, compared to 78 percent of non-speeding drivers. Looking separately at those under age 21, some 57 percent of speeding passenger vehicle drivers who were involved in fatal crashes were wearing seat belts. In contrast, 78 percent of non-speeding drivers in the same age group were restrained. For drivers 21 and older involved in fatal crashes, 48 percent of speeding drivers were using restraints at the time of the crashes, compared to 78 percent of non-speeding drivers.

Environmental Characteristics

The combination of speeding and roadway surface condition is presented in Figure 4. Speeding was a factor for 19 percent of the drivers involved in fatal crashes on dry roads in 2013, for 23 percent of those on wet roads, 35 percent when there was snow on the road, and 41 percent of drivers involved in fatal crashes that occurred on icy roads. Recall that “driving too fast for conditions” is one of the reasons a driver can be cited for speeding. Driving at a certain speed on a dry road may be 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 4
Percentage of Speeding Drivers in Fatal Crashes, by Roadway Surface Condition, 2013

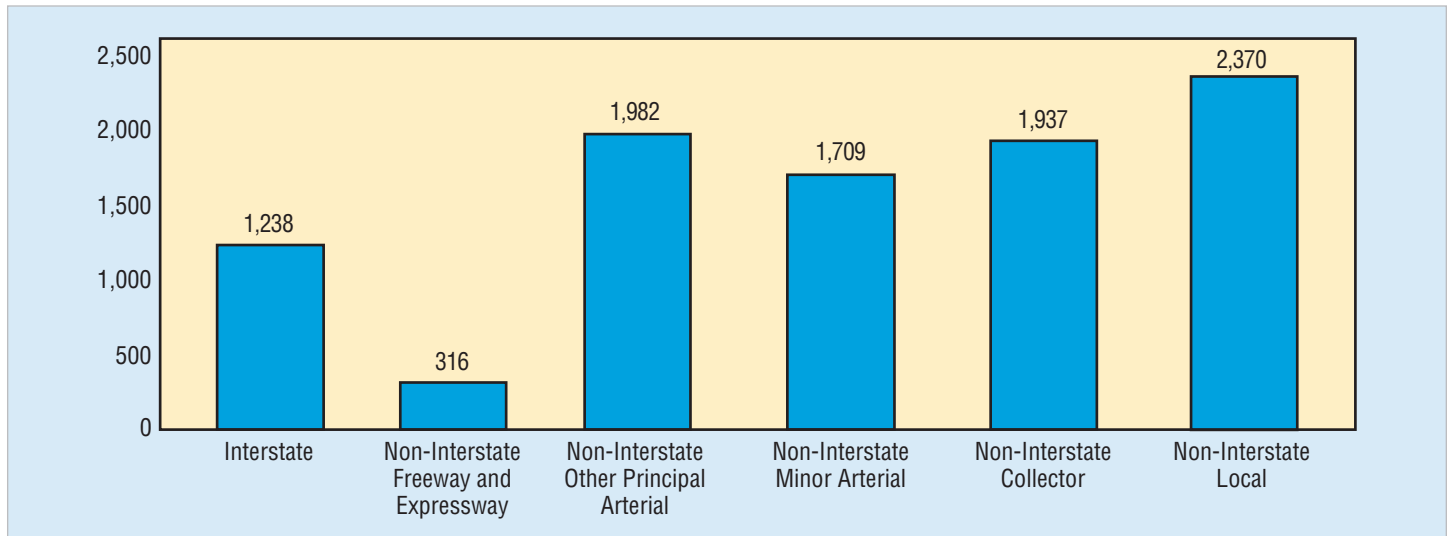


Source: FARS 2013 ARF
 Note: Other road surface condition includes sand, water, oil, slush, mud, dirt, gravel, and other.

In 2013, speeding was involved in 30 percent of the fatal crashes that occurred in construction/maintenance zones. This proportion does not differ greatly from the proportion of fatal crashes involving speeding that occur outside of construction/maintenance zones (29%). 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.

The number of fatalities in speeding-related crashes is shown by roadway function class in Figure 5. Of the 9,552 speeding-related fatalities in traffic crashes in 2013 with known roadway function class, only 13 percent (1,238) occurred on Interstate highways. The remaining 8,314 (87%) crashes with known roadway function class occurred on non-Interstates. Twenty-five percent of speeding-related traffic crash fatalities in 2013 occurred on local roads, more than any other roadway function class.

Figure 5
Speeding-Related Fatalities by Roadway Function Class, 2013



Source: FARS 2013 ARF

Note: Fatalities on unknown function class not included.

Speeding-Related Fatalities by State

Table 3 shows the number of speeding-related traffic fatalities in each State in 2013, by roadway function class. Among all States, the number of total fatalities in traffic crashes in 2013 ranged from a high of 3,382 in Texas to a low of 20 in the District of Columbia. The number of traffic crash fatalities in any State depends on many factors, including the size and population of the State.

The States with the most speeding-related traffic fatalities in 2013 were:

- Texas (1,175),
- California (961), and
- Pennsylvania (550).

The States with the fewest speeding-related traffic fatalities in 2013 were:

- The District of Columbia (9),
- Rhode Island (17), and
- Vermont (18).

The States with the highest percentage of traffic fatalities that were speeding-related in 2013 were:

- New Hampshire (49%),
- Pennsylvania (48%), and
- Wyoming (48%).

The States with the lowest percentage of traffic fatalities that were speeding-related were:

- Florida (14%),
- Arkansas (15%), and
- Iowa (16%).

The national average percentage of traffic crash fatalities that were speeding-related in 2013 was 29 percent.

Table 3
Speeding-Related Traffic Fatalities, by State and Roadway Function Class, 2013

State	Fatalities		Speeding-Related Fatalities by Roadway Function Class							
	Total Traffic Fatalities	Speeding-Related Percentage of Total Traffic Fatalities	Total	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	852	30%	253	12	8	3	43	61	80	43
Alaska	51	43%	22	6	0	3	3	2	4	4
Arizona	849	34%	290	45	20	14	58	44	68	41
Arkansas	483	15%	72	4	5	0	9	8	21	25
California	3,000	32%	961	40	102	104	320	198	123	74
Colorado	481	31%	150	8	19	2	56	31	19	15
Connecticut	276	23%	64	3	2	1	14	14	5	25
Delaware	99	37%	37	0	2	1	11	3	13	6
Dist of Columbia	20	45%	9	0	3	0	0	0	0	6
Florida	2,407	14%	344	22	21	0	87	15	1	197
Georgia	1,179	17%	197	14	19	2	34	44	35	46
Hawaii	102	43%	44	1	3	6	11	8	7	8
Idaho	214	23%	50	10	0	0	8	7	17	4
Illinois	991	42%	421	27	37	0	98	88	99	72
Indiana	783	28%	217	17	9	0	0	27	39	125
Iowa	317	16%	51	3	4	0	9	8	12	15
Kansas	350	32%	111	4	5	0	30	17	23	32
Kentucky	638	20%	125	7	8	0	18	10	50	32
Louisiana	703	27%	193	5	11	3	27	43	65	38
Maine	145	34%	50	2	1	0	6	7	1	33
Maryland	465	32%	148	0	18	6	35	29	36	23
Massachusetts	326	27%	88	2	9	5	6	27	5	33
Michigan	947	27%	255	9	27	10	53	47	54	54
Minnesota	387	22%	84	5	4	2	20	20	18	15
Mississippi	613	18%	113	13	0	0	20	9	28	43
Missouri	757	41%	308	3	22	12	46	57	86	82
Montana	229	33%	76	15	0	0	15	10	19	16
Nebraska	211	18%	39	2	0	0	12	4	3	17
Nevada	262	33%	87	9	3	2	30	25	5	11
New Hampshire	135	49%	66	0	6	0	8	1	17	34
New Jersey	542	22%	118	2	11	12	25	22	21	25
New Mexico	310	39%	122	13	3	0	54	11	20	19
New York	1,199	30%	358	19	5	6	97	26	13	192
North Carolina	1,289	32%	413	12	13	8	61	137	60	121
North Dakota	148	40%	59	5	0	0	16	11	8	19
Ohio	989	28%	273	11	24	4	41	37	78	78
Oklahoma	678	26%	174	10	10	3	29	31	53	38
Oregon	313	30%	95	3	1	1	24	21	37	8
Pennsylvania	1,208	46%	550	36	20	15	108	124	134	113
Rhode Island	65	26%	17	0	0	0	6	5	0	5
South Carolina	767	40%	306	15	13	0	50	69	105	25
South Dakota	135	28%	38	1	0	0	7	7	10	13
Tennessee	995	24%	236	13	27	1	33	46	73	43
Texas	3,382	35%	1,175	70	137	72	189	142	197	368
Utah	220	34%	75	10	11	0	16	11	0	27
Vermont	69	26%	18	1	2	0	1	2	8	4
Virginia	740	18%	132	9	17	3	22	34	29	14
Washington	436	42%	181	4	12	7	41	37	50	26
West Virginia	332	39%	130	15	5	0	21	32	37	20
Wisconsin	543	33%	178	5	10	8	43	36	37	39
Wyoming	87	46%	40	6	1	0	11	4	14	4
U.S. Total	32,719	29%	9,613	548	690	316	1,982	1,709	1,937	2,370
Puerto Rico	344	43%	149	11	4	3	29	55	33	14

Source: FARS 2013 ARF

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

This fact sheet contains information on motor vehicle fatalities and fatal crashes, based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes within the 50 States, the District of Columbia, and Puerto Rico (although Puerto Rico is not included in U.S. totals).

The suggested APA format citation for this document is:

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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 by e-mail at ncsaweb@dot.gov. General information on highway traffic safety is online 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*, *Passenger Vehicles*, *Pedestrians*, *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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