Traffic Safety Facts

2014 Data

April 2016

DOT HS 812 265

NHTSA

Key Findings

- There were 32,675 traffic fatalities in 2014, among them 9,262 (28%) in speeding-related crashes.
- The number of speeding-related fatalities in 2014 decreased by 4 percent, from 9,696 in 2013 to 9,262.
- In 2014, 36 percent of 15- to 20-year-old male drivers involved in fatal crashes were speeding, the highest among all age groups.
- In 2014, 41 percent of all speeding drivers in fatal crashes had BACs of .08 or higher, compared to 17 percent of non-speeding drivers involved in fatal crashes.
- In 2014, 33 percent of motorcycle riders involved in fatal crashes were speeding, more than drivers of any other vehicle type.
- In fatal crashes in 2014, about half (51%) of speeding passenger vehicle drivers were restrained at the time of crash, compared to 78 percent of non-speeding passenger vehicle drivers. This pattern was seen for those under age 21 as well as those 21 and older.
- In 2014 only 13 percent of speeding-related fatalities occurred on interstate highways.

U.S. Department of Transportation

National Highway Traffic Safety Administration

1200 New Jersey Avenue SE.
Washington, DC 20590

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 2014 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

Table 1 shows the total number of traffic fatalities, and the number and percent of those that were speeding-related, for the most recent 10 years of data. There were 32,675 traffic fatalities in 2014, among them 9,262 (28%) that occurred in speeding-related crashes. The number of speeding-related fatalities decreased by 4 percent, from 9,696 in 2013 to 9,262 in 2014, and by 32 percent from 2005 to 2014. The percentage of fatal crashes that were speed-related has dropped slightly, from 31 percent in 2005 to 28 percent in 2014.

Table 1
Total Traffic Fatalities, Speeding-Related Fatalities, and Percentage Speeding-Related, 2005–2014

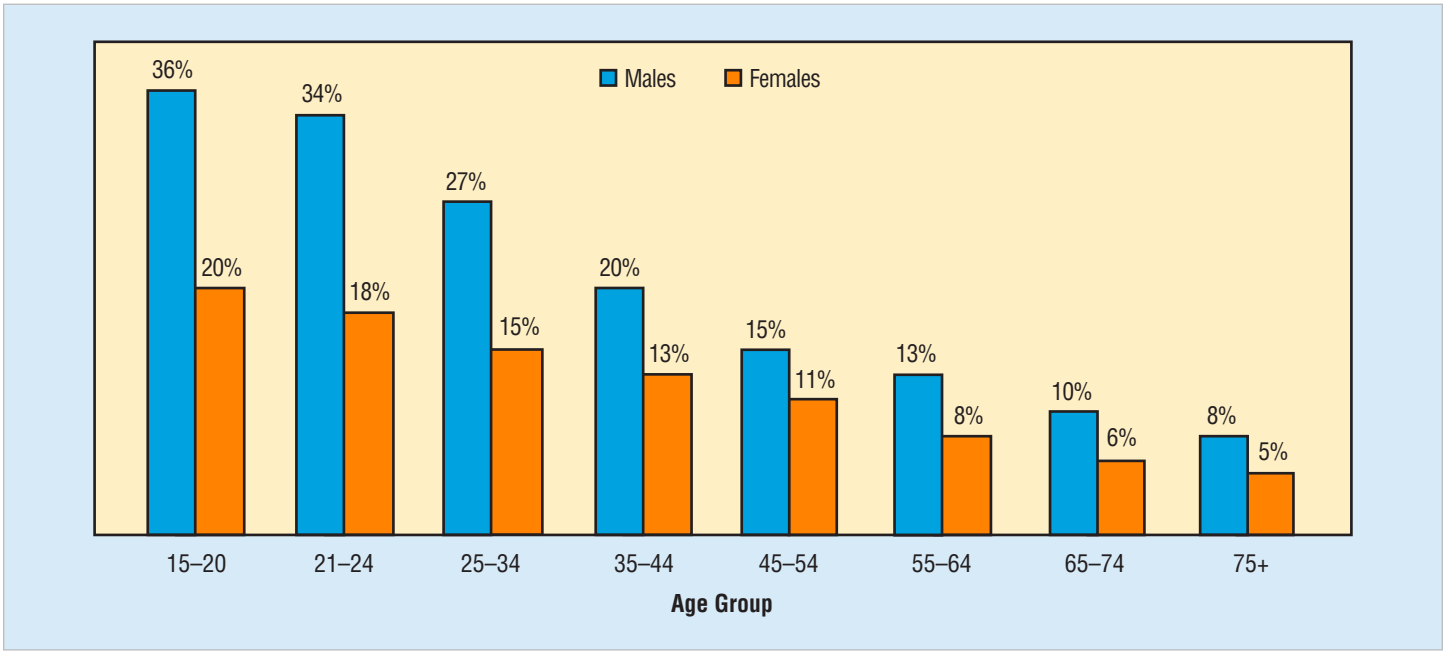
Year	Total		Not Speeding		Speeding	
	Number	%	Number	%	Number	%
2005	43,510	100%	29,927	69%	13,583	31%
2006	42,708	100%	29,099	68%	13,609	32%
2007	41,259	100%	28,119	68%	13,140	32%
2008	37,423	100%	25,656	69%	11,767	31%
2009	33,883	100%	23,219	69%	10,664	31%
2010	32,999	100%	22,491	68%	10,508	32%
2011	32,479	100%	22,478	69%	10,001	31%
2012	33,782	100%	23,453	69%	10,329	31%
2013	32,894	100%	23,198	71%	9,696	29%
2014	32,675	100%	23,413	72%	9,262	28%

Source: Fatality Analysis Reporting System (FARS) 2005 – 2013 Final File, 2014 Annual Report File (ARF)

Driver Characteristics

Figure 1 presents the percentage of drivers who were speeding when involved in a fatal crash by age group and gender. The proportion of speeding-related crashes to all fatal crashes decreased with increasing driver age, and the proportion of female drivers who were speeding was less than male drivers across all age groups. Young males were the most likely to be speeding at the time of a fatal crash. In 2014, 36 percent of male drivers involved in fatal crashes in the 15- to 20-year-old age group were speeding at the time of the crash, compared to 20 percent for the female drivers of the same age group.

Figure 1
Percentage of Speeding Drivers in Fatal Crashes, by Age and Gender, 2014



Source: FARS 2014 ARF

In 2014, 25 percent of speeding drivers involved in fatal crashes had an invalid license at the time of the crash, compared to 12 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 blood alcohol concentration (BAC) of .08 grams per deciliter (g/dL) or higher. Drivers are considered to be alcohol-impaired when their BACs are .08 or higher. In addition, those under 21 are legally prohibited from drinking alcohol in all States.

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 percent 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 2014 who were speeding were alcohol impaired (BACs of .08 or higher) more than twice as often as those not speeding (shaded columns in Table 2). In 2014, 41 percent of all speeding drivers in fatal crashes had BACs of .08 or higher, compared to only 17 percent of non-speeding drivers involved in fatal crashes.

In 2014, 32 percent of speeding drivers under 21 who were involved in fatal crashes had BACs of .01 or higher (alcohol-involved, but prohibited for this age group), and 26 percent of speeding drivers in this age group had BACs of .08 or higher (alcohol-impaired). In contrast, 17 percent of the non-speeding drivers under 21 involved in fatal crashes in 2014 had BACs of .01 or higher, and 13 percent had BACs of .08 or higher.

For drivers 25 to 34 years old who were involved in fatal crashes in 2014, 50 percent of speeding drivers had BACs of .08 g/dL or higher compared to only 22 percent of non-speeding drivers. Among both speeding and non-speeding drivers over 21, the percentage of those who were alcohol impaired decreased with age (with the minor exception for speeding drivers 21 to 24 at 55%, and 25 to 34 at 56%).

Table 2

Drivers Involved in Fatal Traffic Crashes, by Age, Speeding Involvement, and BAC Level, 2014

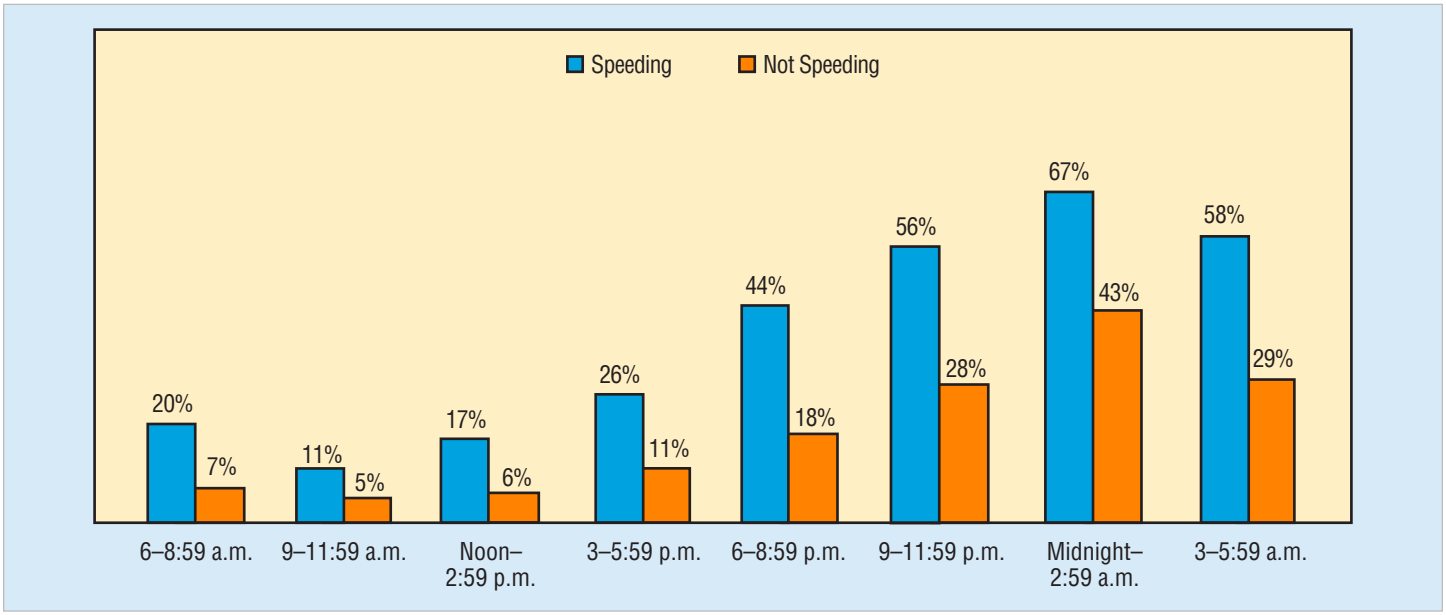
	Speeding Involvement															
	Speeding								Not Speeding							
	BAC .00 g/dL		BAC .01–.07 g/dL		BAC .08+ g/dL		BAC .01+ g/dL		BAC .00 g/dL		BAC .01–.07 g/dL		BAC .08+ g/dL		BAC .01+ g/dL	
Age Group	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
<21	830	68%	78	6%	315	26%	393	32%	2,263	83%	98	4%	357	13%	455	17%
21-24	619	45%	112	8%	649	47%	762	55%	2,349	72%	171	5%	755	23%	925	28%
25-34	957	44%	142	6%	1,090	50%	1,232	56%	5,000	74%	286	4%	1,496	22%	1,783	26%
35-44	582	46%	77	6%	608	48%	685	54%	4,396	78%	187	3%	1,044	19%	1,231	22%
45-54	548	52%	48	5%	454	43%	502	48%	5,023	80%	238	4%	1,039	16%	1,277	20%
55-64	457	66%	26	4%	209	30%	234	34%	4,398	83%	172	3%	736	14%	908	17%
65-74	224	76%	14	5%	58	19%	72	24%	2,682	89%	67	2%	270	9%	336	11%
75+	170	91%	2	1%	16	8%	18	9%	2,272	93%	45	2%	136	6%	181	7%
Other/Unknown	48	63%	6	7%	22	29%	28	37%	534	72%	47	6%	164	22%	211	28%
Total	**4,435**	**53%**	**505**	**6%**	**3,420**	**41%**	**3,925**	**47%**	**28,917**	**80%**	**1,309**	**4%**	**5,997**	**17%**	**7,306**	**20%**

Source: FARS 2014 ARF
Note: Total includes drivers of unknown ages.

The percent 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 2014, 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 crash occurred at night than if it occurred during the day. Between midnight and 3 a.m., 67 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, 2014

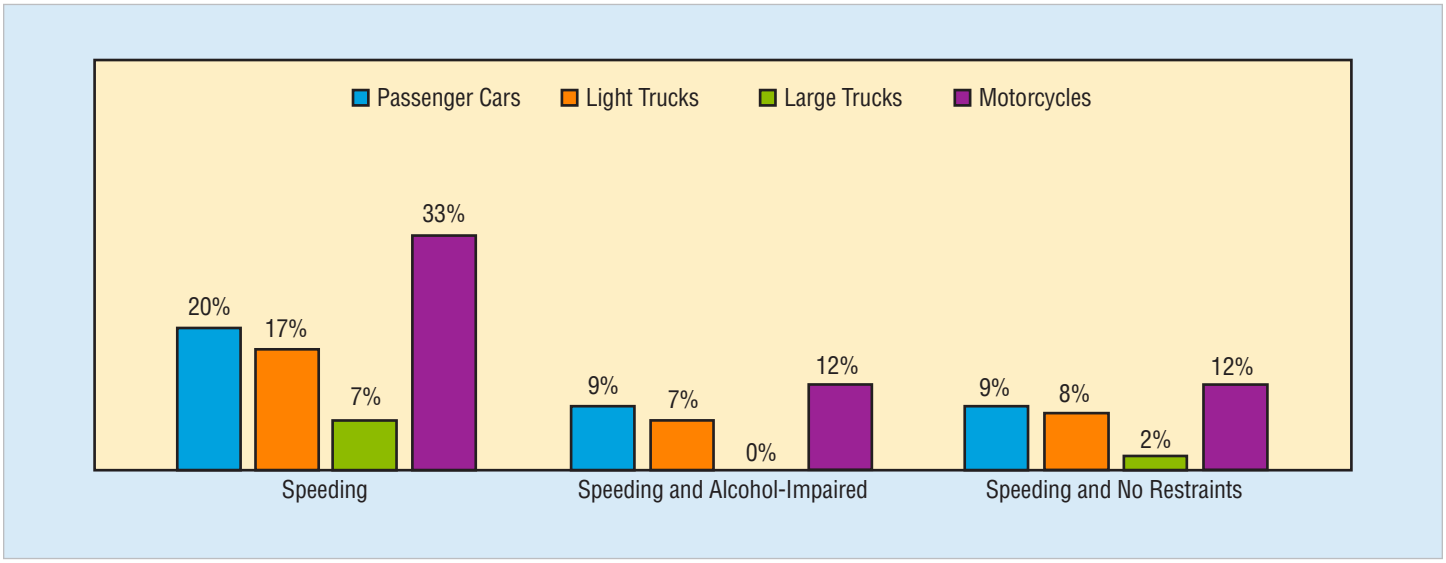


Source: FARS 2014 ARF

Figure 3 presents information on speeding drivers involved in fatal crashes in 2014 by vehicle type. The three sections show, respectively, the percent of drivers who were speeding, those who were both speeding and alcohol-impaired, and those who were speeding while not wearing a seat belt. In 2014, 33 percent of all motorcycle riders involved in fatal crashes were speeding, compared to 20 percent of passenger car drivers, 17 percent of light-truck drivers, and 7 percent of large-truck drivers. Twelve percent of all motorcycle riders involved in fatal crashes were both speeding and alcohol impaired, compared to 9 percent for passenger car drivers, 7 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, 2014



Source: FARS 2014 ARF
Note: Among large-truck drivers, speeding and alcohol impairment were less than 0.5 percent.

Restraint Use

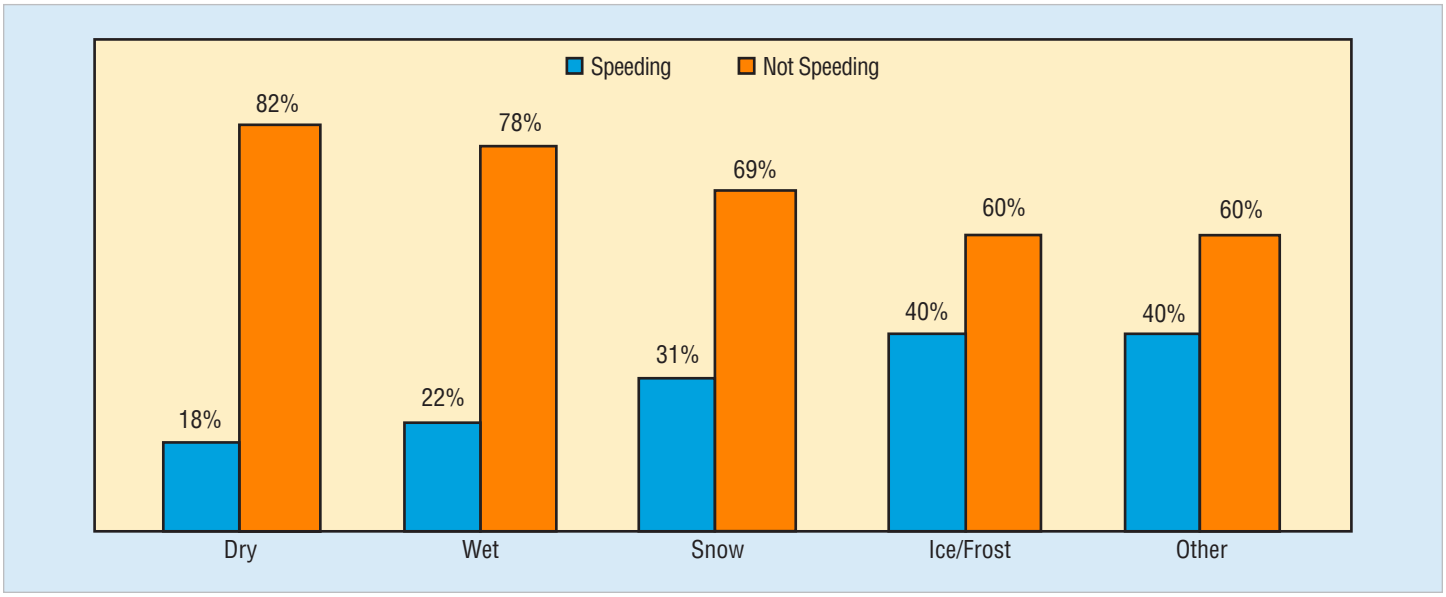
In 2014, about half (51%) of speeding passenger vehicle drivers who were involved in fatal crashes were restrained at the time of crashes, compared to 78 percent of non-speeding drivers. Looking separately at those under age 21, 53 percent of speeding passenger vehicle drivers who were involved in fatal crashes were wearing seat belts. In contrast, 79 percent of non-speeding drivers in the same age group were restrained. For drivers 21 and older involved in fatal crashes, 50 percent of speeding drivers were using restraints at the time of the crash, compared to 78 percent of non-speeding drivers.

As shown in Figure 3 above, 12 percent of motorcycle operators involved in fatal crashes were speeding while not wearing a helmet; 9 percent of passenger car drivers, 8 percent of light-truck drivers, and 2 percent of large-truck drivers in fatal crashes were speeding while unrestrained.

Environmental Characteristics

Information on the combination of speeding and weather condition is presented in Figure 4. For 18 percent of drivers involved in fatal crashes on dry roads in 2014, speeding was a factor; for the remaining 82 percent, speeding was not a factor. In fatal crashes, for drivers on wet roads, 22 percent were speeding; when snow was on the road, 31 percent of drivers in fatal crashes were speeding; on icy roads, 40 percent of drivers involved in fatal crashes were speeding. Recall that "driving too fast for conditions" is one of the reasons a driver can be noted as 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
Percentages of Speeding and Non-Speeding Drivers on Various Roadway Conditions, in Fatal Crashes, 2014

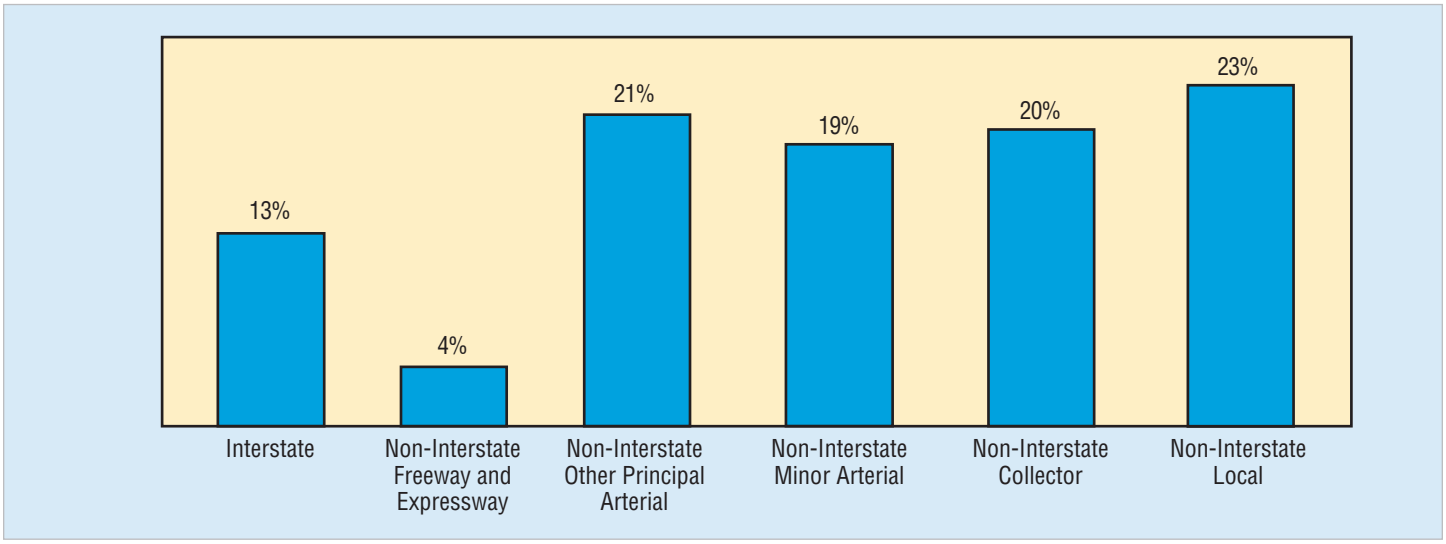


Source: FARS 2014 ARF
Note: Other road surface condition includes sand, water, oil, slush, mud, dirt, gravel, and other.

In 2014 speeding was involved in 29 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 (28%). 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 9,103 speeding-related fatalities in traffic crashes in 2014 with known roadway function class, only 13 percent (1,167) occurred on Interstate highways. The remaining 7,936 (87%) crashes with known roadway function class occurred on non-Interstates, such as minor arterials, collectors, and local roads. Twenty-three percent of speeding-related traffic crash fatalities in 2014 occurred on local roads, more than any other roadway function class.

Figure 5
Speeding-Related Fatalities by Roadway Function Class, 2014



Source: FARS 2014 ARF
Note: Fatalities on unknown function class not included.

Table 3

Speeding-Related Traffic Fatalities, by State and Roadway Function Class, 2014

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	820	29%	237	4	14	0	36	46	94	43
Alaska	73	25%	18	5	0	0	2	3	6	1
Arizona	770	33%	254	20	20	12	62	49	44	47
Arkansas	466	12%	55	3	4	0	8	10	11	19
California	3,074	32%	991	35	128	102	293	199	154	80
Colorado	488	34%	168	10	13	11	53	22	32	27
Connecticut	248	28%	69	2	3	9	8	27	6	14
Delaware	121	36%	44	0	0	0	7	7	7	6
Dist of Columbia	23	52%	12	0	2	1	0	0	0	9
Florida	2,494	10%	245	5	12	10	59	24	1	97
Georgia	1,164	18%	213	8	15	2	30	56	51	51
Hawaii	95	36%	34	1	4	1	8	12	5	3
Idaho	186	26%	48	11	0	2	8	7	11	5
Illinois	924	38%	348	21	32	2	88	79	62	58
Indiana	746	27%	204	18	7	0	0	24	39	116
Iowa	321	14%	45	0	0	0	15	11	10	9
Kansas	385	28%	109	4	7	2	16	24	17	39
Kentucky	672	19%	125	6	1	0	27	9	51	31
Louisiana	737	28%	204	6	12	2	33	43	59	43
Maine	131	30%	39	0	0	0	6	10	12	8
Maryland	442	30%	134	0	20	10	28	31	30	15
Massachusetts	328	23%	77	0	16	1	18	13	4	25
Michigan	901	26%	235	9	25	11	45	46	45	52
Minnesota	361	31%	111	5	6	3	26	27	32	11
Mississippi	607	16%	96	6	0	0	27	0	1	62
Missouri	766	35%	267	12	20	3	48	58	75	51
Montana	192	27%	52	12	0	0	12	7	18	3
Nebraska	225	22%	49	5	0	0	14	3	6	20
Nevada	290	34%	100	2	8	8	23	27	10	16
New Hampshire	95	49%	47	5	2	1	7	7	11	14
New Jersey	556	18%	99	0	2	13	17	23	16	27
New Mexico	383	34%	129	9	3	0	39	19	32	21
New York	1,039	31%	322	13	16	28	66	32	16	151
North Carolina	1,284	39%	497	24	15	6	103	200	43	104
North Dakota	135	37%	50	6	2	0	12	9	9	12
Ohio	1,006	27%	274	8	20	7	39	43	86	69
Oklahoma	669	23%	152	6	12	5	23	16	44	46
Oregon	357	29%	105	9	4	0	36	7	39	10
Pennsylvania	1,195	43%	509	24	33	23	85	117	99	123
Rhode Island	52	23%	12	0	0	5	3	2	0	2
South Carolina	824	37%	305	42	7	2	42	80	86	16
South Dakota	136	22%	30	3	0	0	7	5	9	6
Tennessee	962	23%	220	5	17	4	32	48	59	55
Texas	3,538	36%	1,284	70	151	81	233	133	212	400
Utah	256	35%	89	13	14	2	24	9	6	21
Vermont	44	34%	15	2	1	0	3	3	3	3
Virginia	703	14%	99	3	6	0	19	28	26	17
Washington	462	34%	159	0	11	7	32	31	39	14
West Virginia	272	24%	66	10	3	0	13	14	19	7
Wisconsin	507	33%	168	3	3	6	40	32	47	37
Wyoming	150	32%	48	11	0	0	11	7	6	13
U.S. Total	**32,675**	**28%**	**9,262**	**476**	**691**	**382**	**1,886**	**1,739**	**1,800**	**2,129**
Puerto Rico	304	38%	115	16	6	2	27	37	17	10

Source: FARS 2014 ARF

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

Speeding-Related Fatalities by State

Table 3 shows the number of speeding-related traffic fatalities in each State in 2014, by roadway function class. Among all States, the number of total fatalities in motor vehicle traffic crashes in 2014 ranged from a high of 3,538 in Texas to a low of 23 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 2014 were:

- Texas (1,284),
- California (991), and
- Pennsylvania (509).

The States with the fewest speeding-related traffic fatalities in 2014 were:

- District of Columbia (12),
- Rhode Island (12), and
- Vermont (15).

The States with the highest percentage of traffic fatalities that were speeding-related in 2014 were:

- District of Columbia (52%),
- New Hampshire (49%), and
- Pennsylvania (43%).

The States with the lowest percentage of traffic fatalities that were speeding-related in 2014 were:

- Florida (10%),
- Arkansas (12%),
- Iowa (14%), and
- Virginia (14%).

The national average of speeding-related traffic crash fatalities in 2014 was 28 percent.

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), NSA-230, 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 can be found 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, Summary of Motor Vehicle Crashes, 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 found at www-nrd.nhtsa.dot.gov/cats/index.aspx.

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