Traffic Safety Facts

2016 Data

March 2018 (revised)

DOT HS 812 480

NHTSA

Speeding

NHTSA considers a 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. In this fact sheet, information on 2016 speeding-related fatal crashes is presented in the following order:

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

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

Key Findings

- There were 37,461 traffic fatalities in 2016. Among them, 10,111 (27%) were in crashes where at least one driver was speeding.
- The number of speeding-related fatalities in 2016 increased by 4 percent from 2015, from 9,723 to 10,111, while the total number of fatalities increased by 5.6 percent from 2015 to 2016.
- In 2016, 32 percent of 15- to 20-year-old male drivers involved in fatal crashes were speeding, the highest among the age groups presented.
- In 2016, 37 percent of all speeding drivers in fatal crashes were alcohol-impaired, compared to 15 percent of non-speeding drivers involved in fatal crashes.
- In 2016, 33 percent of motorcycle riders involved in fatal crashes were speeding, more than drivers of any other vehicle type.
- In fatal crashes in 2016, half (50%) of speeding passenger vehicle drivers were unrestrained at the time of crash, compared to 21 percent of non-speeding passenger vehicle drivers.
- In 2016, when roadway function class was known, 86 percent of speeding-related fatalities occurred on non-interstate roadways.

Overview

In 2016, there were 51,914 drivers involved in 34,439 fatal crashes, in which 37,461 people lost their lives. Eighteen percent of the drivers involved were speeding at the time of the crash, and 27 percent of those killed were in a crash involving at least one speeding driver.

Table 1 shows the total number of traffic fatalities, and the number and percentage of fatalities by speeding involvement, for the most recent 10 years of data. The number of speeding-related fatalities increased by 4 percent, from 9,723 in 2015 to 10,111 in 2016. However, the proportion of speeding-related fatalities out of the total number of fatalities remained the same as in 2015 at 27 percent.

Table 1
Fatalities by Speeding Involvement, 2007–2016

Year	Speeding Involvement				Total	
	Not Speeding		Speeding			
	Number	Percent	Number	Percent	Number	Percent
2007	28,119	68%	13,140	32%	41,259	100%
2008	25,656	69%	11,767	31%	37,423	100%
2009	23,219	69%	10,664	31%	33,883	100%
2010	22,491	68%	10,508	32%	32,999	100%
2011	22,478	69%	10,001	31%	32,479	100%
2012	23,453	69%	10,329	31%	33,782	100%
2013	23,197	71%	9,696	29%	32,893	100%
2014	23,461	72%	9,283	28%	32,744	100%
2015	25,762	73%	9,723	27%	35,485	100%
2016	27,350	73%	10,111	27%	37,461	100%

Source: Fatality Analysis Reporting System (FARS) 2007 – 2015 Final File, 2016 Annual Report File (ARF)

U.S. Department of Transportation
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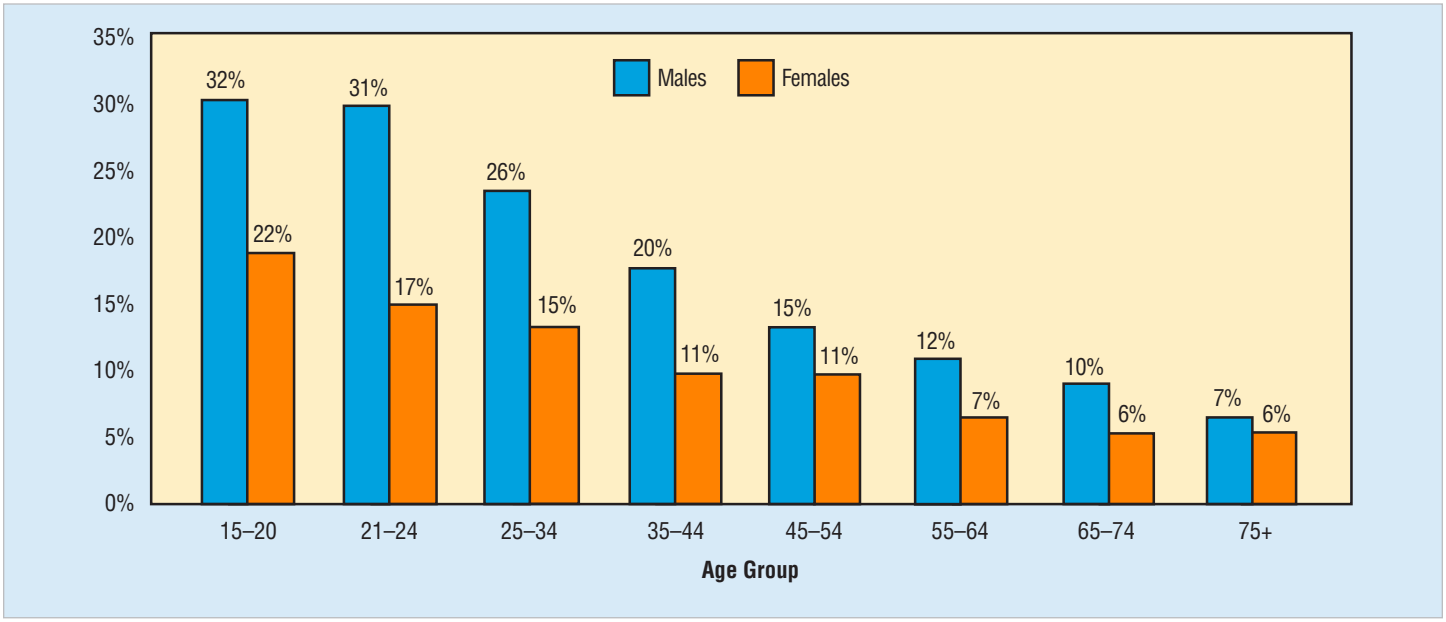
Driver Characteristics

Figure 1 presents the percentage of drivers who were speeding when involved in fatal crashes, by age groups, separately by gender. The proportion of involvement in speeding-related crashes to all fatal crashes decreased with increasing driver age, and the proportion of female drivers who were speeding was smaller than male drivers across all age groups. Young male drivers were the most likely to be speeding at the time of the fatal crash. In 2016, nearly one-third (32%) of male drivers in the 15- to 20-year-old age group involved in fatal crashes were speeding at the time of the crash, compared to 22 percent for the female drivers in the same age group.

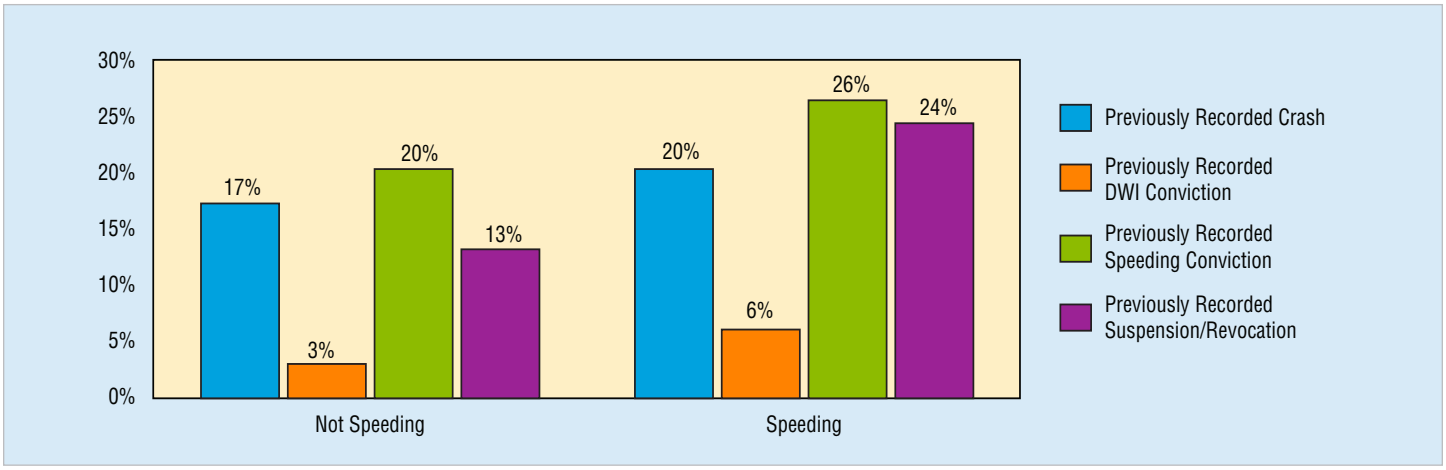
Figure 1
Percentage of Speeding Drivers in Fatal Crashes, by Age and Gender, 2016



Source: FARS 2016 ARF

In Figure 2, the previous driving records of drivers involved in fatal 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 a previously recorded crash, license suspension or revocation, and/or speeding or DWI conviction than non-speeding drivers. In addition (but not shown), in 2016 there were 26 percent of speeding drivers involved in fatal crashes who did not have valid driver licenses at the time of the crashes, compared to 12 percent of non-speeding drivers.

Figure 2
Previous Driving Records of Drivers Involved in Fatal Crashes, by Speeding Involvement, 2016



Source: FARS 2016 ARF.
Note: Previous driving record reflects 5 years prior to crash.

Alcohol

Drivers are considered to be alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher, while alcohol-involved is defined as having any alcohol in the driver's system (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 by law set a limit that it is illegal to drive with a BAC of .08 g/dL or higher. In addition, people under 21 are legally prohibited from drinking alcohol.

Alcohol impairment was found to be more common among speeding drivers in fatal crashes than those drivers who were not speeding. Thirty-seven percent of the speeding drivers who were involved in fatal crashes were alcohol-impaired (BAC of .08 or more), compared to 15 percent of non-speeding drivers (Table 2). Twenty-five percent of speeding drivers involved in fatal crashes had BACs of .15 or greater, while 10 percent of non-speeding drivers were in this BAC range. Drivers who were speeding when involved in fatal crashes were more likely to have been drinking—and drinking more—than those drivers who were not speeding.

Table 2
Alcohol Involvement of Drivers in Fatal Crashes, by Speeding Involvement, 2016

Speeding Involvement	No Alcohol (BAC=.00)		BAC=.01+		BAC=.08+		BAC=.15+	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Speeding	5,277	57%	3,957	43%	3,400	37%	2,320	25%
Not Speeding	34,708	81%	7,972	19%	6,486	15%	4,176	10%
Total	**39,985**	**77%**	**11,929**	**23%**	**9,885**	**19%**	**6,497**	**13%**

Source: FARS 2016 ARF.
Note: There is overlap in the counts of drivers with alcohol. Drivers with BACs of .08+ are included in the group with BAC .01+, and drivers with BACs of .15+ are included in both the .01+ and .08+ groups.

Table 3 shows drivers involved in fatal crashes by age group, speeding involvement, and their BACs. Note that the group with the BAC of .01+ includes those drivers who were at .08+ and those at .15+, and that the .08+ BAC group includes those with .15+ BACs. In this table only those drivers whose ages were known are included.

In 2016, 37 percent of all speeding drivers in fatal crashes had BACs of .08 or higher, compared to only 15 percent of non-speeding drivers involved in fatal crashes.

For drivers involved in fatal crashes who were under 21 and were speeding, 28 percent had BACs of .01 or higher (alcohol-involved, but prohibited for this age group). In contrast, 15 percent of the drivers of the same age group who were not speeding had BACs of .01 or higher.

For every other age group from 21 to 24 through those 65 to 74, speeding drivers involved in fatal crashes in 2016 were alcohol-impaired (BACs of .08 or higher) more than twice as often as those who were not. Far more frequently, drivers involved in fatal crashes who were not speeding had not been drinking alcohol.

Table 3

Drivers Involved in Fatal Traffic Crashes, by Age Group, Speeding Involvement, and BAC Level, 2016

	Speeding Involvement															
	Speeding								Not Speeding							
	No Alcohol (BAC=.00)		BAC=.01+		BAC=.08+		BAC=.15+		No Alcohol (BAC=.00)		BAC=.01+		BAC=.08+		BAC=.15+	
Age Group	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
<21	966	72%	371	28%	301	22%	182	14%	2,758	85%	496	15%	378	12%	223	7%
21-24	722	51%	690	49%	590	42%	391	28%	2,872	75%	949	25%	778	20%	496	13%
25-34	1,242	49%	1,277	51%	1,104	44%	763	30%	6,222	75%	2,075	25%	1,766	21%	1,166	14%
35-44	715	51%	698	49%	617	44%	436	31%	5,317	79%	1,386	21%	1,150	17%	781	12%
45-54	625	55%	516	45%	446	39%	315	28%	5,500	81%	1,305	19%	1,071	16%	716	11%
55-64	469	63%	275	37%	240	32%	169	23%	5,271	85%	951	15%	747	12%	471	8%
65-74	292	78%	83	22%	65	17%	44	12%	3,350	89%	398	11%	300	8%	174	5%
75+	172	88%	24	12%	18	9%	9	5%	2,573	93%	203	7%	146	5%	80	3%
Total	**5,277**	**57%**	**3,957**	**43%**	**3,400**	**37%**	**2,320**	**25%**	**34,708**	**81%**	**7,972**	**19%**	**6,486**	**15%**	**4,176**	**10%**

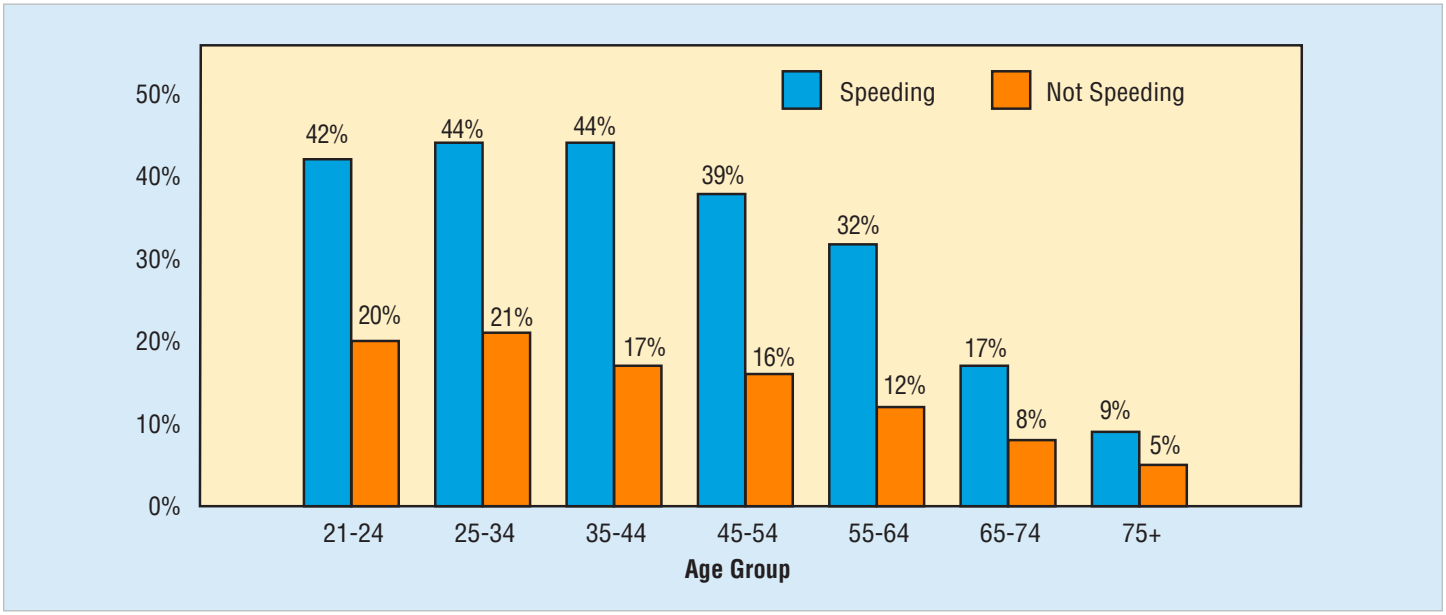
Source: FARS 2016 ARF
Note: Total includes drivers of unknown ages.

Figure 3 presents percentage of alcohol-impaired drivers 21 and older in fatal crashes by age group and speeding involvement. For drivers 21 to 24 years old who were involved in fatal crashes in 2016, 42 percent of speeding drivers had BACs of .08 g/dL or higher, compared to only 20 percent of non-speeding drivers. Among drivers who were speeding, the 25-to-34 and 35-to-44 age groups had the highest percentage of drivers (44%) who were alcohol-impaired.

Among both speeding and non-speeding drivers, the percentage of those who were alcohol-impaired was highest in the 25-to-34 age group. Also note that, except for those 75 and older, the percentage of drivers in fatal crashes with BACs of .08 or higher was two to three times higher when the drivers were speeding.

Figure 3

Percentage of Alcohol-Impaired Drivers (BAC=.08+) 21 and Older in Fatal Traffic Crashes, by Age Group and Speeding Involvement, 2016

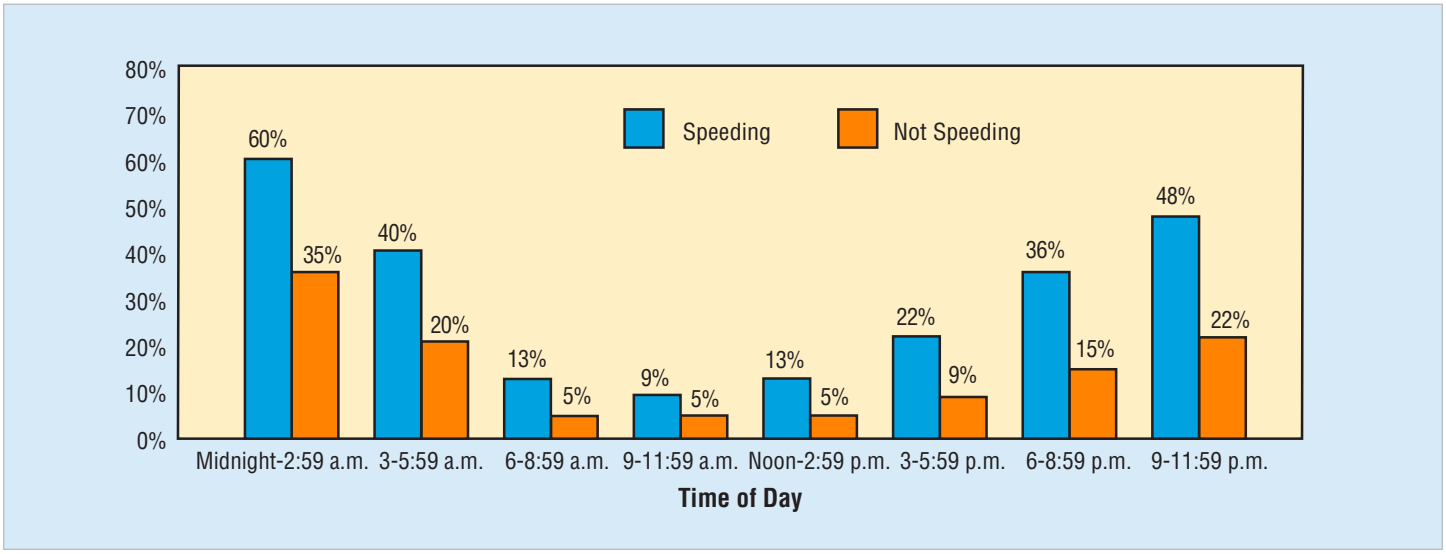


Source: FARS 2016 ARF

The percent of drivers in fatal crashes who were alcohol-impaired in 2016 is 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 proportion of alcohol impairment was more for speeding drivers than for those not speeding, and also more on weekends than weekdays. Midnight to 2:59 a.m. was the time period that drivers involved in fatal crashes were most likely to be alcohol-impaired, both on weekends and weekdays, and whether the driver was speeding or not.

Figure 4a

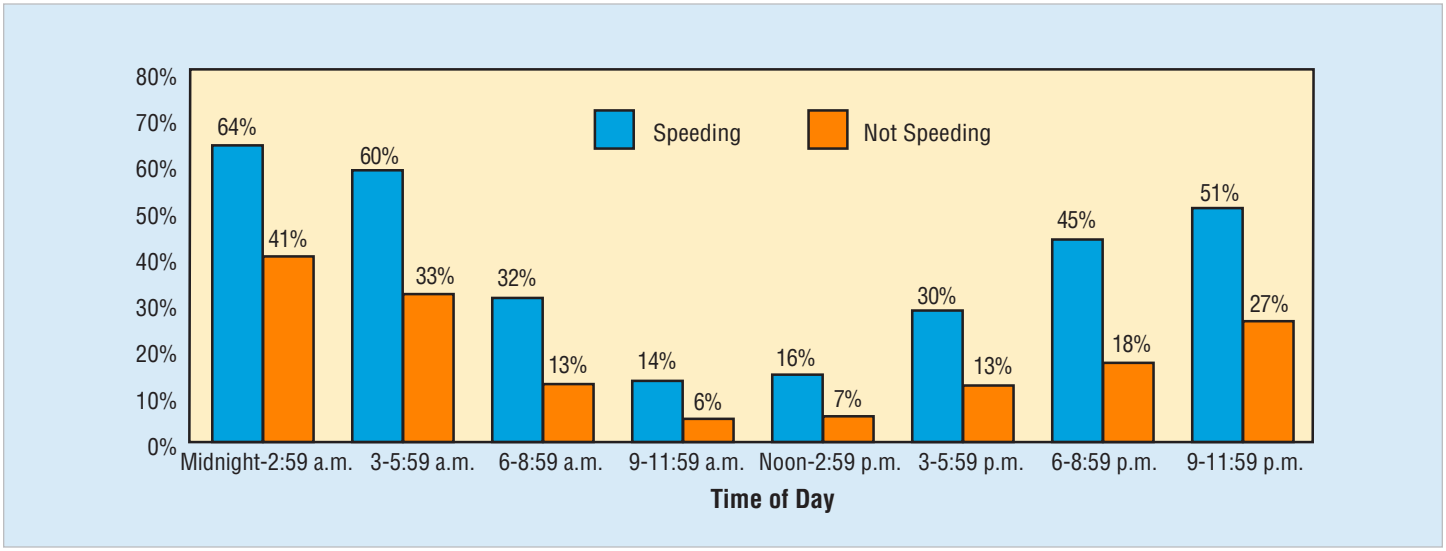
Percentage of Alcohol-Impaired Drivers (BAC=.08+) in Fatal Crashes on Weekdays,* by Speeding Involvement and Time of Day, 2016



Source: FARS 2016 ARF
*Weekday is defined as 6 a.m. Monday to 5:59 p.m. Friday.
Excludes alcohol-impaired drivers when time of day was unknown.

Figure 4b

Percentage of Alcohol-Impaired Drivers (BAC=.08+) in Fatal Crashes on Weekends,* by Speeding Involvement and Time of Day, 2016

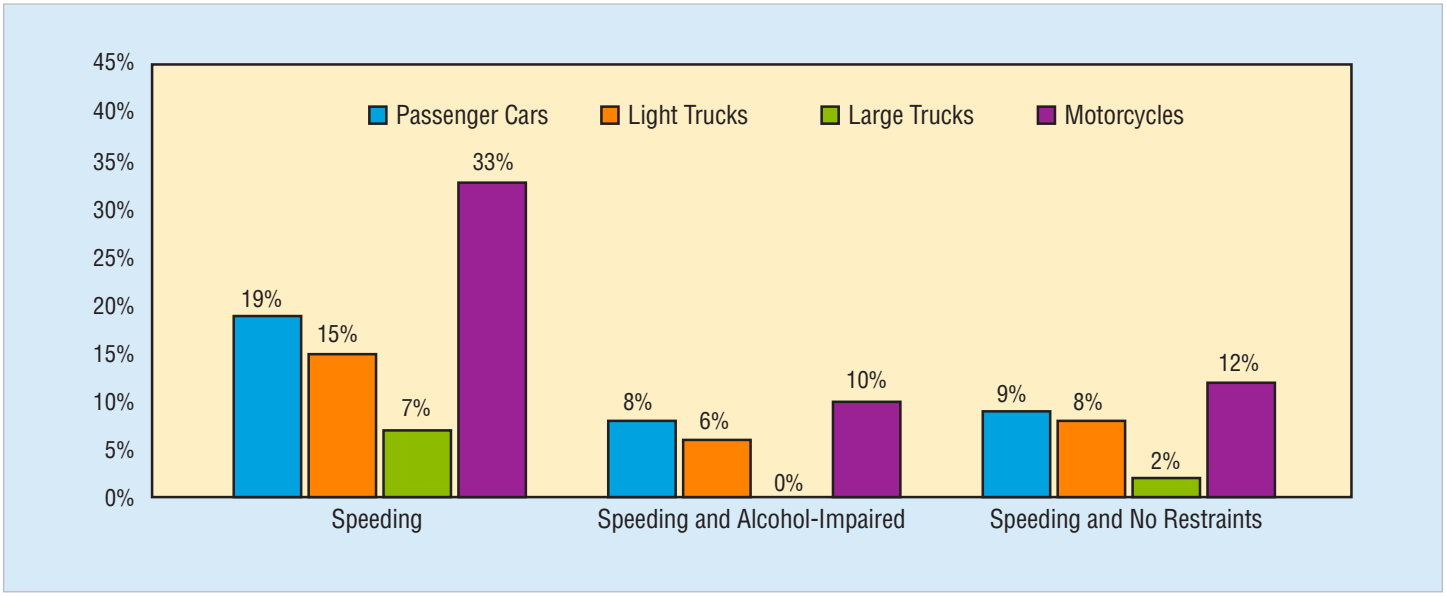


Source: FARS 2016 ARF
*Weekend is defined as 6 p.m. Friday to 5:59 a.m. Monday.
Excludes alcohol-impaired drivers when time of day was unknown.

Figure 5 presents information on speeding drivers involved in fatal crashes in 2016 by vehicle type. The three sections show, the percentage of drivers who were speeding, those who were both speeding and alcohol-impaired, and those who were speeding while not restrained (wearing seat belts or, for motorcyclists, wearing helmets). In 2016, 33 percent of all motorcycle riders (operators) involved in fatal crashes were speeding, compared to 19 percent of passenger car drivers, 15 percent of light-truck drivers, and 7 percent of large-truck drivers. Ten percent of motorcycle riders involved in fatal crashes were both speeding- and alcohol-impaired, compared to 8 percent for passenger car drivers, 6 percent for light-truck drivers, and less than 0.5 percent for large-truck drivers.

Figure 5

Percentage of Speeding, Alcohol Impairment (BAC=.08+), and Failure to Use Restraints Among Drivers Involved in Fatal Crashes, by Vehicle Type, 2016



Source: FARS 2016 ARF
Note: Restraints for motorcyclists refers to helmets. Among large-truck drivers, speeding and alcohol-impairment was less than 0.5 percent.

Restraint Use

From Figure 5, we see that 12 percent of motorcycle riders involved in fatal crashes were both speeding and unhelmeted; and 9 percent of passenger car drivers, 8 percent of light-truck drivers, and 1 percent of large-truck drivers were both speeding and unrestrained. Looking specifically at passenger vehicle (passenger cars and light trucks) drivers involved in fatal crashes in 2016, half (50%) who were speeding were unrestrained at the time of the crashes, compared to one-fifth (21%) unrestrained for non-speeding drivers (Table 4).

Table 4

Passenger Vehicle Drivers by Speeding Involvement and Restraint Use, 2016

Speeding Involvement	Restraint Use						Total	Percent Based on Known Use	
	Restrained		Unrestrained		Unknown			Restrained	Unrestrained
	Number	Percent	Number	Percent	Number	Percent			
Speeding	3,146	45%	3,088	44%	731	10%	6,965	50%	50%
Not Speeding	24,441	72%	6,569	19%	2,706	8%	33,716	79%	21%
Total	**27,587**	**68%**	**9,657**	**24%**	**3,437**	**8%**	**40,681**	**74%**	**26%**

Source: FARS 2016 ARF.

Environmental Characteristics

The percentage of drivers who were speeding at the time of their involvement in a fatal crash varied little by month. In 2016 the lowest percentage of speeding drivers involved in fatal crashes were during June, September, and November (17%), while the highest percentage was during April and July (19%).

The number of drivers involved in fatal crashes by time of day (day or night) and day of week (weekend or weekday) in 2016 is shown in Table 5 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 15 percent of them were speeding. On weekends, drivers involved in fatal crashes were speeding 21 percent of the time, compared to 16 percent of the time on weekdays.

Table 5

Drivers Involved in Fatal Crashes by Daytime/Nighttime, Weekday/Weekend, and Speeding Involvement, 2016

Time of Day	Weekday			Weekend			Total		
	Drivers Involved	Speeding Drivers		Drivers Involved	Speeding Drivers		Drivers Involved	Speeding Drivers	
		Number	Percent		Number	Percent		Number	Percent
Daytime	19,824	2,641	13%	7,263	1,338	18%	27,087	3,979	15%
Nighttime	11,713	2,326	20%	12,833	2,875	22%	24,546	5,201	21%
Total	**31,630**	**4,981**	**16%**	**20,207**	**4,236**	**21%**	**51,914**	**9,234**	**18%**

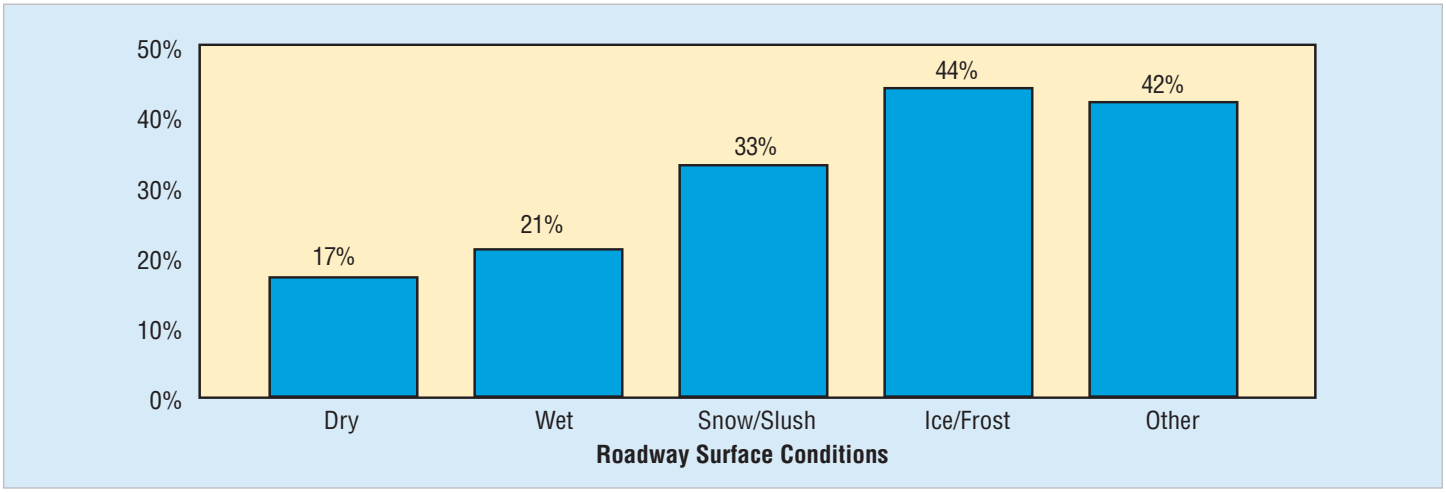
Source: FARS 2016 ARF.
Total includes drivers involved in fatal crashes when the time of day and/or day of week were unknown.
Weekday: 6 a.m. Monday to 5:59 p.m. Friday, and Weekend: 6 p.m. Friday to 5:59 a.m. Monday.
Daytime: 6 a.m. to 5:59 p.m., and Nighttime: 6 p.m. to 5:59 a.m.

Looking at time of day and day of week together, the percentage of drivers who were speeding when involved in fatal crashes was highest during nighttime weekend hours, when 22 percent of the drivers were speeding. Drivers involved in fatal crashes during the daytime on weekdays had the lowest incidence of speeding, at 13 percent. Drivers involved in fatal crashes were more likely to be speeding on weekends, regardless of the time of day, and also more likely to be speeding at nighttime regardless of the day of the week.

Information on the combination of speeding and roadway surface condition is presented in Figure 6. In 2016 speeding was a factor for 17 percent of the drivers involved in fatal crashes on dry roads, 21 percent of those on wet roads, 32 percent when there was snow or slush on the roads, and 44 percent of drivers involved in fatal crashes that occurred on roads with ice or frost. "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 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 6

Percentage of Speeding Drivers Involved in Fatal Crashes, by Roadway Surface Condition, 2016

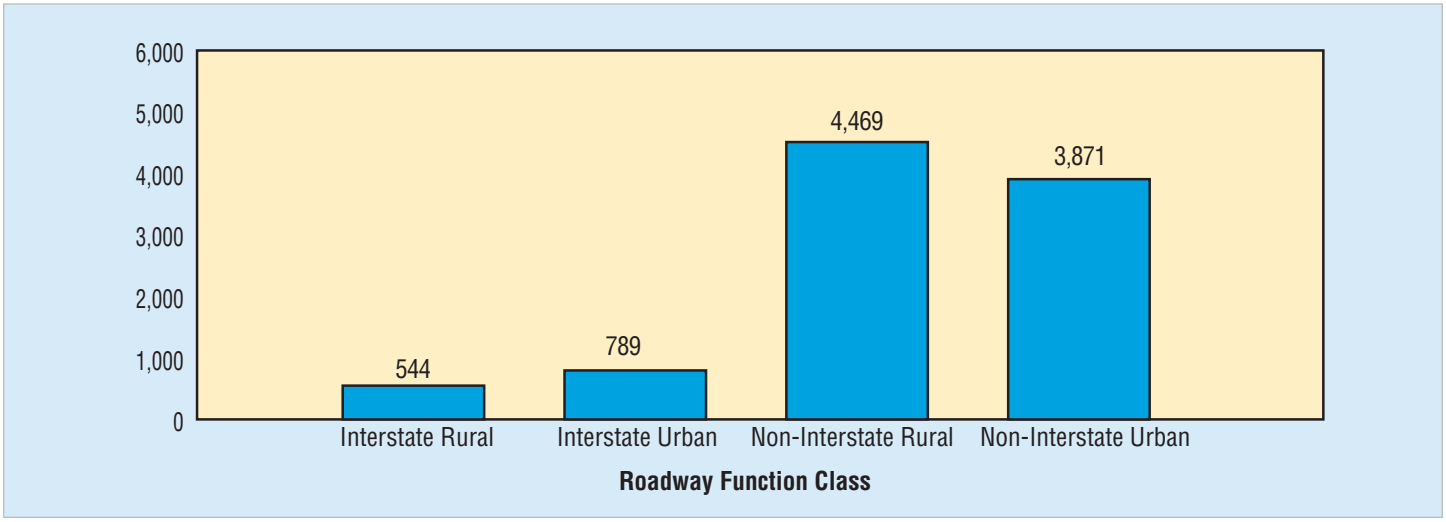


Source: FARS 2016 ARF
Note: Other road surface condition includes sand, standing or moving water, oil, mud, dirt, gravel, and other.

In 2016 speeding was involved in 28 percent of the fatal crashes that occurred in construction/maintenance zones. This proportion hardly differs from that of fatal crashes involving speeding that occurred outside of construction/maintenance zones (26%). 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 7. Of the 9,677 speeding-related fatalities in traffic crashes in 2016 with known roadway function class, nearly half (4,469, or 46%) occurred on rural non-Interstate roads. Overall, only 14 percent (1,333) occurred on Interstate highways, rural and urban combined.

Figure 7
Speeding-Related Fatalities by Roadway Function Class, 2016



Source: FARS 2016 ARF
Note: Fatalities on known function class but unknown land use not included.

Speeding by State

Table 6 shows the number of speeding-related traffic fatalities in each State in 2016, by roadway function class. Definitions and further information on the Highway Functional Classification System is available at: www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

Nationwide in 2016, 27 percent of all traffic fatalities were speeding-related. Among all States, the number of total fatalities in motor vehicle traffic crashes (regardless of speeding status) in 2016 ranged from a high of 3,776 in Texas to a low of 27 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, roadway mileage, and statewide vehicle miles traveled. Additional State- and county-level data is available at NHTSA's State Traffic Safety Information website at https://cdan.nhtsa.gov/stsi.htm.

The States with the most speeding-related traffic fatalities in 2016 were:

- Texas (1,069),
- California (1,056),
- North Carolina (566), and
- Pennsylvania (505).

The States with the fewest speeding-related traffic fatalities in 2016 were:

- District of Columbia (16),
- Rhode Island (23),
- North Dakota (25), and
- Wyoming (25).

The States with the highest percentage of traffic fatalities that were speeding-related in 2016 were:

- District of Columbia (59%),
- New Hampshire (57%),
- Vermont (47%),
- Hawaii (45%), and
- Rhode Island (45%).

The States with the lowest percentage of traffic fatalities that were speeding-related in 2016 were:

- Florida (10%),
- Mississippi (12%),
- Georgia (17%),
- Kentucky (17%), and
- Nebraska (17%).

Table 6

Speeding-Related Traffic Fatalities, by State and Roadway Function Class, 2016

State	Total Traffic Fatalities	Speeding-Related Fatalities		Speeding-Related Fatalities by Roadway Function Class						
		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	1,038	317	31%	13	15	0	67	68	83	58
Alaska	84	36	43%	4	2	0	6	7	10	7
Arizona	962	311	32%	41	16	30	72	54	47	51
Arkansas	545	117	21%	1	7	0	30	25	26	28
California	3,623	1,056	29%	49	116	205	254	188	152	54
Colorado	608	211	35%	14	18	5	64	47	42	21
Connecticut	293	79	27%	1	9	4	15	23	13	13
Delaware	119	39	33%	0	1	0	11	4	18	5
District of Columbia	27	16	59%	0	2	0	0	0	0	14
Florida	3,174	310	10%	3	11	11	132	34	78	38
Georgia	1,554	266	17%	9	24	6	51	71	50	55
Hawaii	120	54	45%	0	3	0	38	12	1	0
Idaho	253	54	21%	13	3	1	11	5	11	6
Illinois	1,082	418	39%	26	51	4	101	86	76	74
Indiana	821	213	26%	12	18	4	39	41	63	36
Iowa	404	95	24%	12	6	0	23	27	15	12
Kansas	429	106	25%	9	5	2	36	14	8	32
Kentucky	834	138	17%	4	7	3	25	15	57	27
Louisiana	757	173	23%	13	13	0	29	27	57	33
Maine	161	56	35%	0	0	0	9	12	17	18
Maryland	505	127	25%	5	21	7	35	18	19	22
Massachusetts	389	105	27%	1	20	7	25	33	4	15
Michigan	1,064	245	23%	8	29	12	43	50	53	48
Minnesota	392	92	23%	1	6	5	23	22	19	16
Mississippi	690	81	12%	7	0	0	13	13	36	12
Missouri	945	328	35%	7	16	12	64	64	82	83
Montana	190	61	32%	7	0	0	18	4	18	14
Nebraska	218	36	17%	2	2	0	8	8	1	15
Nevada	328	125	38%	12	5	6	31	27	25	14
New Hampshire	136	77	57%	5	7	0	21	12	16	16
New Jersey	601	130	22%	0	3	19	36	32	16	23
New Mexico	402	145	36%	11	9	3	53	20	25	23
New York	1,025	314	31%	21	12	17	87	36	30	111
North Carolina	1,450	566	39%	23	40	4	316	28	35	120
North Dakota	113	25	22%	1	0	0	11	2	1	10
Ohio	1,132	257	23%	7	27	8	29	53	81	50
Oklahoma	683	183	27%	8	14	10	40	21	53	37
Oregon	495	142	29%	5	7	0	46	25	45	14
Pennsylvania	1,188	505	43%	30	27	11	115	105	102	107
Rhode Island	51	23	45%	0	4	3	9	0	2	5
South Carolina	1,015	381	38%	40	16	10	80	157	28	50
South Dakota	116	37	32%	3	1	0	5	5	18	5
Tennessee	1,041	183	18%	12	17	1	37	42	43	31
Texas	3,776	1,069	28%	47	124	69	199	133	167	0
Utah	281	72	26%	8	10	0	17	11	12	13
Vermont	62	29	47%	2	0	0	4	6	9	8
Virginia	760	257	34%	19	29	8	36	50	66	30
Washington	537	154	29%	8	7	8	27	31	47	22
West Virginia	269	60	22%	5	6	1	13	11	18	5
Wisconsin	607	212	35%	9	2	4	51	48	51	46
Wyoming	112	25	22%	6	1	0	8	3	2	5
U.S. Total	**37,461**	**10,111**	**27%**	**544**	**789**	**500**	**2,513**	**1,830**	**1,948**	**1,552**
Puerto Rico	279	97	35%	12	5	0	29	24	22	5

Source: FARS 2016 ARF

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

Passenger vehicle drivers who were speeding tended to wear their seat belts less frequently. Table 7 provides information by State on passenger vehicle drivers involved in fatal crashes by speeding status and restraint use. The following statements pertain to passenger vehicle drivers involved in fatal crashes in 2016.

- There were 40,681 passenger vehicle drivers involved in fatal crashes in 2016. The District of Columbia had the fewest of these drivers involved in fatal crashes (27) and Texas the most (4,088).
- Among the passenger vehicle drivers who were speeding, California had the lowest percentage of unrestrained (24%) and South Dakota had the highest percentage (88%). Nationally, 50 percent of the passenger vehicle drivers who were speeding were unrestrained.
- Passenger vehicle drivers who were not speeding were least frequently unrestrained in the District of Columbia (0%) and most frequently unrestrained in North Dakota (52%). Nationally, 21 percent of the passenger vehicle drivers who were not speeding were unrestrained.
- In every State (and excluding the District of Columbia), passenger vehicle drivers who were speeding were unrestrained more frequently than those who were not speeding. The difference between the two was largest in Alaska (a 50-percentage-point difference), and smallest in Idaho and North Dakota (a 4-percentage-point difference). Nationally, among passenger vehicle drivers, the difference in restraint nonuse between the percentage of speeding and those not speeding was 29 percentage points.

Drivers involved in fatal crashes who were speeding were more frequently found to have been alcohol-impaired. Table 8 provides information by State on all drivers involved in fatal crashes by speeding status and alcohol-impairment (BAC .08 or higher) in 2016.

- Utah had the smallest percentage of speeding drivers who were alcohol-impaired (21%), followed by Iowa at 24 percent. Montana had the highest percentage of speeding drivers who were alcohol-impaired (68%). Nationwide, 37 percent of the speeding drivers were alcohol-impaired.
- The lowest percentage of non-speeding drivers who were alcohol-impaired was in Rhode Island (9%), and the highest percentage was in the North Dakota (31%). Nationally, 15 percent of these non-speeding drivers involved in fatal crashes were alcohol-impaired.
- In every State, in fatal crashes, speeding drivers were alcohol-impaired more frequently than non-speeding drivers. The largest difference was in Rhode Island (57 percentage points), and the smallest in the North Dakota (a difference of just 2 percentage points). Nationwide, the difference between speeding and non-speeding drivers in fatal crashes was 22 percentage points.

Table 7

Passenger Vehicle Drivers Involved in Fatal Crashes, by Speeding Status, Restraint Use, and State, 2016

State	Passenger Vehicle Drivers Involved	Speeding						Not Speeding					
						Percent Based on Known Use						Percent Based on Known Use	
		Total	Restrained	Unrestrained	Unknown	Restrained	Unrestrained	Total	Restrained	Unrestrained	Unknown	Restrained	Unrestrained
Alabama	1,091	242	83	144	15	37%	63%	849	545	251	53	68%	32%
Alaska	88	25	5	19	1	21%	79%	63	35	14	14	71%	29%
Arizona	1,003	203	89	93	21	49%	51%	800	561	141	98	80%	20%
Arkansas	590	84	28	49	7	36%	64%	506	339	129	38	72%	28%
California	3,945	677	471	149	57	76%	24%	3,268	2,755	337	176	89%	11%
Colorado	651	127	54	64	9	46%	54%	524	390	107	27	78%	22%
Connecticut	330	54	33	14	7	70%	30%	276	183	50	43	79%	21%
Delaware	140	28	9	16	3	36%	64%	112	71	15	26	83%	17%
Dist.of Columbia	27	11	2	6	3	25%	75%	16	6	0	10	100%	0%
Florida	3,545	167	83	77	7	52%	48%	3,378	2,653	633	92	81%	19%
Georgia	1,717	184	70	89	25	44%	56%	1,533	1,021	369	143	73%	27%
Hawaii	116	31	10	11	10	48%	52%	85	50	10	25	83%	17%
Idaho	251	40	20	18	2	53%	47%	211	115	87	9	57%	43%
Illinois	1,215	296	135	112	49	55%	45%	919	685	129	105	84%	16%
Indiana	931	161	65	78	18	45%	55%	770	511	169	90	75%	25%
Iowa	405	67	39	18	10	68%	32%	338	231	76	31	75%	25%
Kansas	433	81	32	40	9	44%	56%	352	230	97	25	70%	30%
Kentucky	932	93	38	55	0	41%	59%	839	582	255	2	70%	30%
Louisiana	844	125	42	71	12	37%	63%	719	491	154	74	76%	24%
Maine	169	43	20	21	2	49%	51%	126	90	34	2	73%	27%
Maryland	584	81	41	35	5	54%	46%	503	393	75	35	84%	16%
Massachusetts	405	77	26	29	22	47%	53%	328	167	65	96	72%	28%
Michigan	1,220	166	78	51	37	60%	40%	1,054	793	114	147	87%	13%
Minnesota	436	68	32	25	11	56%	44%	368	277	47	44	85%	15%
Mississippi	768	64	25	39	0	39%	61%	704	447	255	2	64%	36%
Missouri	1,007	233	66	136	31	33%	67%	774	462	249	63	65%	35%
Montana	164	39	10	28	1	26%	74%	125	61	58	6	51%	49%
Nebraska	231	27	5	16	6	24%	76%	204	104	73	27	59%	41%
Nevada	338	74	32	31	11	51%	49%	264	200	38	26	84%	16%
New Hampshire	147	58	12	43	3	22%	78%	89	54	33	2	62%	38%
New Jersey	675	95	44	44	7	50%	50%	580	450	96	34	82%	18%
New Mexico	400	94	40	50	4	44%	56%	306	229	46	31	83%	17%
New York	1,065	202	115	46	41	71%	29%	863	647	103	113	86%	14%
North Carolina	1,626	442	223	200	19	53%	47%	1,184	955	185	44	84%	16%
North Dakota	109	19	7	9	3	44%	56%	90	39	42	9	48%	52%
Ohio	1,270	186	57	105	24	35%	65%	1,084	747	235	102	76%	24%
Oklahoma	692	118	46	66	6	41%	59%	574	376	146	52	72%	28%
Oregon	543	104	55	26	23	68%	32%	439	311	35	93	90%	10%
Pennsylvania	1,269	352	103	199	50	34%	66%	917	564	198	155	74%	26%
Rhode Island	59	20	10	6	4	63%	38%	39	26	6	7	81%	19%
South Carolina	1,082	280	129	130	21	50%	50%	802	609	153	40	80%	20%
South Dakota	101	25	3	21	1	13%	88%	76	39	33	4	54%	46%
Tennessee	1,157	118	47	58	13	45%	55%	1,039	715	257	67	74%	26%
Texas	4,088	712	376	268	68	58%	42%	3,376	2,603	521	252	83%	17%
Utah	318	45	22	13	10	63%	37%	273	205	45	23	82%	18%
Vermont	56	20	8	11	1	42%	58%	36	30	5	1	86%	14%
Virginia	845	203	88	114	1	44%	56%	642	461	174	7	73%	27%
Washington	608	104	47	38	19	55%	45%	504	385	58	61	87%	13%
West Virginia	279	36	12	19	5	39%	61%	243	155	52	36	75%	25%
Wisconsin	620	147	56	75	16	43%	57%	473	341	91	41	79%	21%
Wyoming	96	17	3	13	1	19%	81%	79	52	24	3	68%	32%
U.S. Total	**40,681**	**6,965**	**3,146**	**3,088**	**731**	**50%**	**50%**	**33,716**	**24,441**	**6,569**	**2,706**	**79%**	**21%**
Puerto Rico	264	74	24	50	0	32%	68%	190	160	30	0	84%	16%

Source: FARS 2016 ARF

Table 8

Drivers Involved in Fatal Crashes, by Speeding Status, Alcohol-Impairment, and State, 2016

State	Speeding			Not Speeding			Total		
		Alcohol-Impaired (BAC .08+)			Alcohol-Impaired (BAC .08+)			Alcohol-Impaired (BAC .08+)	
	Total	Number	Percent	Total	Number	Percent	Total	Number	Percent
Alabama	286	90	31%	1,066	172	16%	1,352	261	19%
Alaska	33	17	52%	75	12	16%	108	29	27%
Arizona	276	83	30%	1,031	127	12%	1,307	210	16%
Arkansas	105	31	30%	643	79	12%	748	110	15%
California	988	309	31%	4,032	681	17%	5,020	990	20%
Colorado	186	72	39%	694	78	11%	880	150	17%
Connecticut	72	31	44%	356	70	20%	428	102	24%
Delaware	36	21	59%	134	15	11%	170	37	21%
District of Columbia	16	6	39%	22	4	19%	38	10	27%
Florida	288	97	34%	4,292	687	16%	4,580	784	17%
Georgia	238	88	37%	1,912	255	13%	2,150	343	16%
Hawaii	48	17	34%	105	17	16%	153	34	22%
Idaho	47	16	35%	274	54	20%	321	70	22%
Illinois	382	132	35%	1,184	163	14%	1,566	295	19%
Indiana	202	76	38%	989	119	12%	1,191	195	16%
Iowa	85	21	24%	457	74	16%	542	94	17%
Kansas	96	29	31%	460	56	12%	556	85	15%
Kentucky	125	45	36%	1,050	122	12%	1,175	167	14%
Louisiana	160	67	42%	907	142	16%	1,067	210	20%
Maine	52	24	47%	154	27	17%	206	51	25%
Maryland	115	31	27%	626	96	15%	741	126	17%
Massachusetts	94	38	40%	407	69	17%	501	107	21%
Michigan	222	67	30%	1,301	158	12%	1,523	225	15%
Minnesota	85	33	39%	480	56	12%	565	89	16%
Mississippi	76	21	27%	847	93	11%	923	114	12%
Missouri	305	110	36%	983	117	12%	1,288	227	18%
Montana	52	35	68%	160	41	25%	212	76	36%
Nebraska	35	18	52%	267	43	16%	302	62	20%
Nevada	113	39	35%	349	57	16%	462	96	21%
New Hampshire	72	29	40%	101	10	10%	173	39	23%
New Jersey	120	48	40%	706	87	12%	826	134	16%
New Mexico	123	52	42%	378	51	14%	501	103	21%
New York	280	105	38%	1,088	168	15%	1,368	273	20%
North Carolina	526	171	33%	1,486	157	11%	2,012	328	16%
North Dakota	23	8	33%	115	36	31%	138	44	32%
Ohio	241	104	43%	1,393	205	15%	1,634	308	19%
Oklahoma	172	64	37%	755	110	15%	927	174	19%
Oregon	128	60	47%	536	78	15%	664	138	21%
Pennsylvania	461	171	37%	1,224	129	11%	1,685	300	18%
Rhode Island	22	15	66%	44	4	9%	66	19	28%
South Carolina	347	143	41%	1,050	164	16%	1,397	307	22%
South Dakota	35	15	43%	103	25	24%	138	40	29%
Tennessee	156	47	30%	1,304	163	12%	1,460	209	14%
Texas	965	394	41%	4,292	1,019	24%	5,257	1,413	27%
Utah	67	14	21%	335	32	10%	402	47	12%
Vermont	25	11	44%	52	13	25%	77	24	31%
Virginia	244	105	43%	799	107	13%	1,043	213	20%
Washington	142	58	40%	623	96	15%	765	154	20%
West Virginia	55	23	42%	303	41	13%	358	64	18%
Wisconsin	188	90	48%	609	87	14%	797	177	22%
Wyoming	24	9	38%	127	20	16%	151	29	19%
U.S. Total	**9,234**	**3,400**	**37%**	**42,680**	**6,486**	**15%**	**51,914**	**9,885**	**19%**
Puerto Rico	92	47	51%	254	45	18%	346	92	27%

Source: FARS 2016 ARF

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For More Information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NSA-230, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at ncsarequests@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 Comparison of Traffic Fatalities, 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 https://crashstats.nhtsa.dot.gov/

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