Traffic Safety Facts

2020 Data

June 2022

DOT HS 813 320

NHTSA

In this fact sheet for 2020 the information is presented as follows.

- Overview
- Drivers
- Alcohol
- Restraint Use
- Crash Characteristics
- State
- Important Safety Reminders

U.S. Department of Transportation

National Highway Traffic Safety Administration

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Speeding

The National Highway Traffic Safety Administration 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. A speeding-related fatality is any fatality that occurs in a speeding-related crash.

Key Findings

- Twenty-eight percent of fatal crashes, 13 percent of injury crashes, and 10 percent of property-damage-only crashes in 2020 were speeding-related.
- In 2020 there were 11,258 fatalities in crashes where at least one driver was speeding, 29 percent of total traffic fatalities for the year.
- In 2020 there were an estimated 308,013 people injured (13% of total people injured) in speeding-related crashes.
- The number of speeding-related fatalities in 2020 increased by 17 percent from 2019, from 9,592 to 11,258.
- Thirty-five percent of male drivers in the 15- to 20-year-old age group and 18 percent of female drivers in both 15-to-20 and 21- to 24-year-old age groups involved in fatal crashes in 2020 were speeding, the highest among the age groups.
- Among speeding drivers involved in fatal crashes in 2020, there were 32 percent who did not have valid driver licenses at the time of the crashes, compared to 16 percent of non-speeding drivers.
- Drivers who were speeding when involved in fatal crashes in 2020 were found to have blood alcohol concentrations (BACs) of .08 g/dL or greater than those drivers not speeding (37% versus 17%)—or even higher BACs of .15 g/dL or greater (25% versus 11%)—than those drivers who were not speeding.
- Thirty-four percent of motorcycle riders involved in fatal crashes in 2020 were speeding, more than drivers of any other vehicle type.
- In fatal crashes in 2020 more than half (53%) of speeding drivers of passenger vehicles were unrestrained at the time of crashes, compared to 24 percent of non-speeding passenger vehicle drivers.
- In 2020, when roadway function class was known, 87 percent of speeding-related fatalities occurred on non-interstate roadways.

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS) and non-fatal motor vehicle traffic crashes from the National Automotive Sampling System (NASS) General Estimates System (GES) and Crash Report Sampling System (CRSS). A change instituted with the release of 2020 data is rounding estimates to the nearest whole number instead of the nearest thousand for all police-reported crashes, including injury estimates. Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in transport that originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. The terms "motor vehicle traffic crash" and "traffic crash" are used interchangeably.

Overview

In 2020 there were 53,890 drivers involved in 35,766 fatal crashes in which 38,824 people lost their lives. Nineteen percent of the drivers involved were speeding at the time of the crashes, and 29 percent of those killed were in speeding-related crashes.

From 2011 to 2020 speeding-related fatalities increased by 13 percent, from 10,001 in 2011 to 11,258 in 2020. Table 1 shows the total number of people killed and estimates of people injured, and the number and percentage of killed and injured, by speeding involvement, for that 10-year period. The number of speeding-related fatalities increased by 17 percent, from 9,592 in 2019 to 11,258 in 2020. The proportion of speeding-related fatalities out of the total number of fatalities increased from 26 percent in 2019 to 29 percent in 2020. There were an estimated 308,013 people injured (13% of total people injured) in speeding-related crashes in 2020, a 6-percent decline from an estimated 326,554 people injured in speeding-related crashes in 2019.

Table 1
People Killed and Injured, by Speeding Involvement, 2011–2020

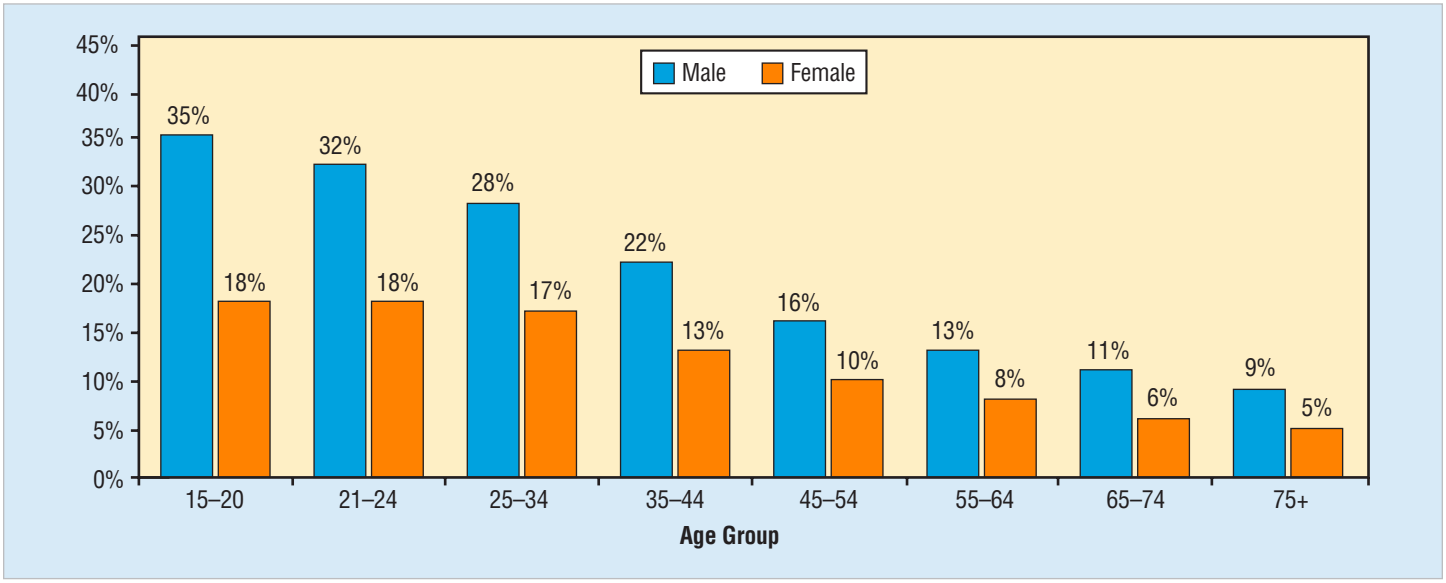
	Speeding Involvement				Total	
	Speeding-Related		Not Speeding-Related			
Year	Number	Percent	Number	Percent	Number	Percent
Killed						
2011	10,001	31%	22,478	69%	32,479	100%
2012	10,329	31%	23,453	69%	33,782	100%
2013	9,696	29%	23,197	71%	32,893	100%
2014	9,283	28%	23,461	72%	32,744	100%
2015	9,723	27%	25,761	73%	35,484	100%
2016	10,291	27%	27,515	73%	37,806	100%
2017	9,947	27%	27,526	73%	37,473	100%
2018	9,579	26%	27,256	74%	36,835	100%
2019	9,592	26%	26,763	74%	36,355	100%
2020	11,258	29%	27,566	71%	38,824	100%
Injured						
2011	459,776	21%	1,767,433	79%	2,227,209	100%
2012	502,846	21%	1,866,237	79%	2,369,083	100%
2013	383,137	17%	1,935,855	83%	2,318,992	100%
2014	339,189	14%	2,003,432	86%	2,342,621	100%
2015	348,160	14%	2,106,619	86%	2,454,778	100%
2016†	376,914	12%	2,684,971	88%	3,061,885	100%
2017†	361,950	13%	2,383,317	87%	2,745,268	100%
2018†	358,924	13%	2,351,134	87%	2,710,059	100%
2019†	326,554	12%	2,413,587	88%	2,740,141	100%
2020†	308,013	13%	1,974,002	87%	2,282,015	100%

Sources: FARS 2011–2019 Final File, 2020 Annual Report File (ARF); NASS GES 2011–2015; CRSS 2016–2020
†CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.
Note: Injury totals may not equal sum of components due to independent rounding.

Drivers

Figure 1 presents the percentage of drivers who were speeding when involved in fatal crashes by age group and sex. The proportions of drivers who were speeding decreased with increasing driver age, and the proportions of female drivers who were speeding was smaller than male drivers across all age groups. Among all age groups, young male drivers were the most likely to be speeding at the time of fatal crashes. In 2020 more than one-third (35%) of male drivers in the 15- to 20-year-old age group involved in fatal crashes were speeding at the time of the crashes, highest among all age groups. Among female drivers, the highest speeding involvement (18%) was in the 15-to-20 and 21-to-24 age groups.

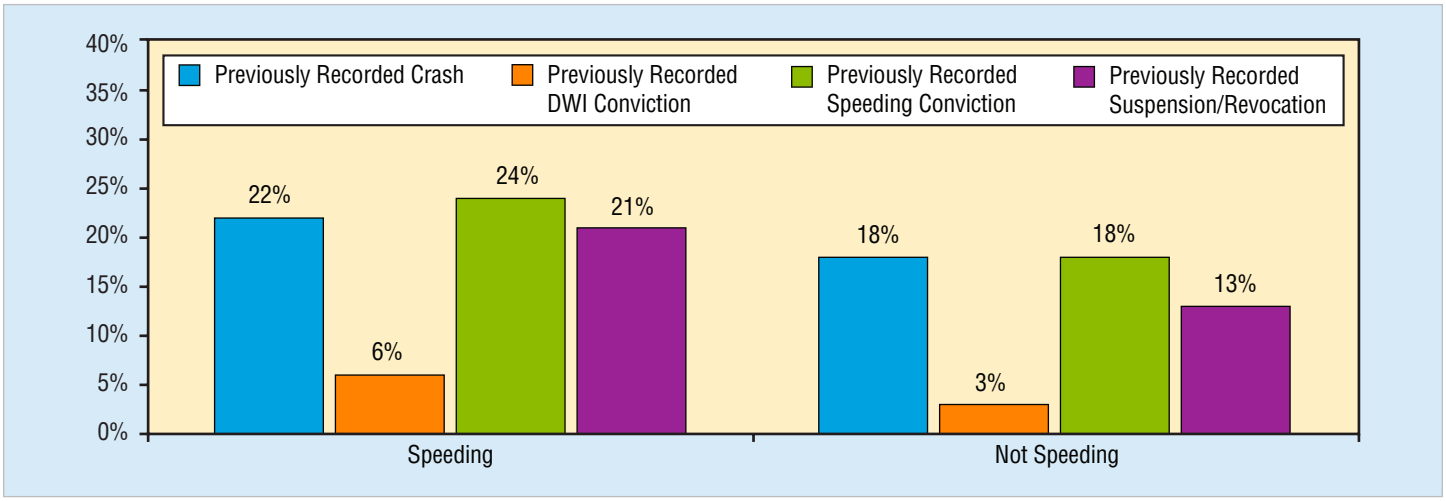
Figure 1
Percentage of Speeding Drivers Involved in Fatal Crashes, by Age Group and Sex, 2020



Source: FARS 2020 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 previously recorded crashes, license suspensions or revocations, and/or speeding or DWI convictions than non-speeding drivers in fatal crashes. In addition (but not shown), in 2020 among speeding drivers involved in fatal crashes 32 percent did not have valid driver licenses at the time of the crashes, compared to 16 percent of non-speeding drivers.

Figure 2
Percentage of Previous 5-Year Driving Records of Drivers Involved in Fatal Crashes, by Speeding Involvement, 2020



Source: FARS 2020 ARF

Alcohol

Drivers are considered to be alcohol-impaired when their BACs are .08 g/dL or higher, while "alcohol-involved" is defined as having any alcohol in the drivers' systems (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 set a threshold making it illegal to drive with a BAC of .08 g/dL or higher. Note: Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018. In addition, people under 21 are legally prohibited from drinking alcohol (except in Puerto Rico where the legal drinking age is 18).

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, compared to 17 percent of non-speeding drivers (Table 2). Twenty-five percent of speeding drivers involved in fatal crashes had BACs of .15 g/dL or greater, while 11 percent of non-speeding drivers were in this BAC range. Drivers who were speeding when involved in fatal crashes in 2020 were more likely to have been alcohol-impaired, and with BACs of .15 g/dL or greater (25 percent versus 11 percent)—than those drivers who were not speeding.

Table 2
Alcohol Involvement of Drivers in Fatal Crashes, by Speeding Involvement, 2020

Speeding Involvement	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		Alcohol-Impaired			
					BAC=.08+ g/dL		BAC=.15+ g/dL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Speeding	5,899	57%	4,396	43%	3,828	37%	2,596	25%
Not Speeding	34,885	80%	8,710	20%	7,194	17%	4,662	11%
Total	**40,785**	**76%**	**13,105**	**24%**	**11,022**	**20%**	**7,258**	**13%**

Source: FARS 2020 ARF
Note: There is overlap in the counts of drivers with alcohol. Drivers with BACs of .08+ g/dL are included in the group with BAC .01+ g/dL, and drivers with BACs of .15+ g/dL are included in both the .01+ g/dL and .08+ g/dL groups.

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

For drivers involved in fatal crashes who were under 21 and were speeding, 31 percent had BACs of .01 g/dL or higher (alcohol-involved, but prohibited for this age group). In contrast, 17 percent of the drivers of the same age group who were not speeding had BACs of .01 g/dL or higher.

In 2020, speeding drivers in fatal crashes in the 25-to-34, 35-to-44, 45-to-54, 55-to-64, and 65-to-74 age groups were alcohol-impaired twice as often (or more) as those who were not. Far more frequently, drivers involved in fatal crashes who were not speeding did not have alcohol in their systems.

Table 3

Drivers Involved in Fatal Crashes, by Age Group, Speeding Involvement, and Their BACs, 2020

Age Group	Speeding Involvement															
	Speeding								Not Speeding							
	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		Alcohol-Impaired BAC=.08+ g/dL		BAC=.15+ g/dL		No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		Alcohol-Impaired BAC=.08+ g/dL		BAC=.15+ g/dL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<21	983	69%	439	31%	354	25%	206	14%	2,668	83%	560	17%	443	14%	258	8%
21–24	752	55%	624	45%	546	40%	353	26%	2,611	74%	897	26%	742	21%	489	14%
25–34	1,559	52%	1,430	48%	1,255	42%	860	29%	6,730	75%	2,214	25%	1,845	21%	1,215	14%
35–44	904	52%	844	48%	742	42%	527	30%	5,658	79%	1,490	21%	1,262	18%	858	12%
45–54	609	54%	512	46%	460	41%	334	30%	5,376	81%	1,234	19%	1,046	16%	691	10%
55–64	546	62%	342	38%	296	33%	205	23%	5,346	83%	1,061	17%	861	13%	570	9%
65–74	257	68%	123	32%	109	29%	70	18%	3,245	87%	491	13%	388	10%	245	7%
75+	194	87%	29	13%	23	10%	16	7%	2,370	92%	218	8%	176	7%	107	4%
Total*	**5,899**	**57%**	**4,396**	**43%**	**3,828**	**37%**	**2,596**	**25%**	**34,885**	**80%**	**8,710**	**20%**	**7,194**	**17%**	**4,662**	**11%**

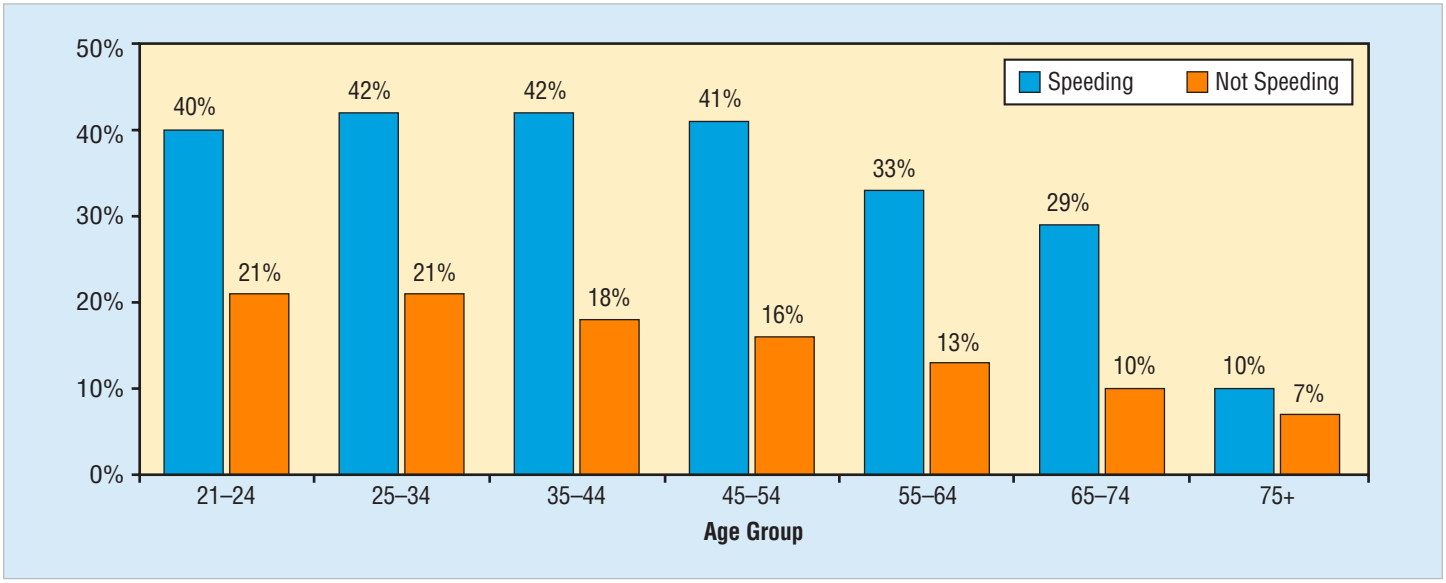
Source: FARS 2020 ARF
*Includes drivers of unknown age.

Figure 3 presents percentages of alcohol-impaired drivers 21 and older in fatal crashes by age group and speeding involvement. In 2020, for drivers 21 to 24 years old who were involved in fatal crashes, 40 percent of speeding drivers had BACs of .08 g/dL or higher, compared to only 21 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 (42% each) who were alcohol-impaired.

Among non-speeding drivers, the percentages of those who were alcohol-impaired were highest in the 21-to-24 and 25-to-34 age groups. Also note that, except the 21-to-24 and 75-and-older age groups, the percentage of drivers with BACs of .08 g/dL or higher in fatal crashes was two or more times higher when the drivers were speeding.

Figure 3

Percentage of Alcohol-Impaired Drivers (21 and Older) in Fatal Crashes, by Age Group and Speeding Involvement, 2020

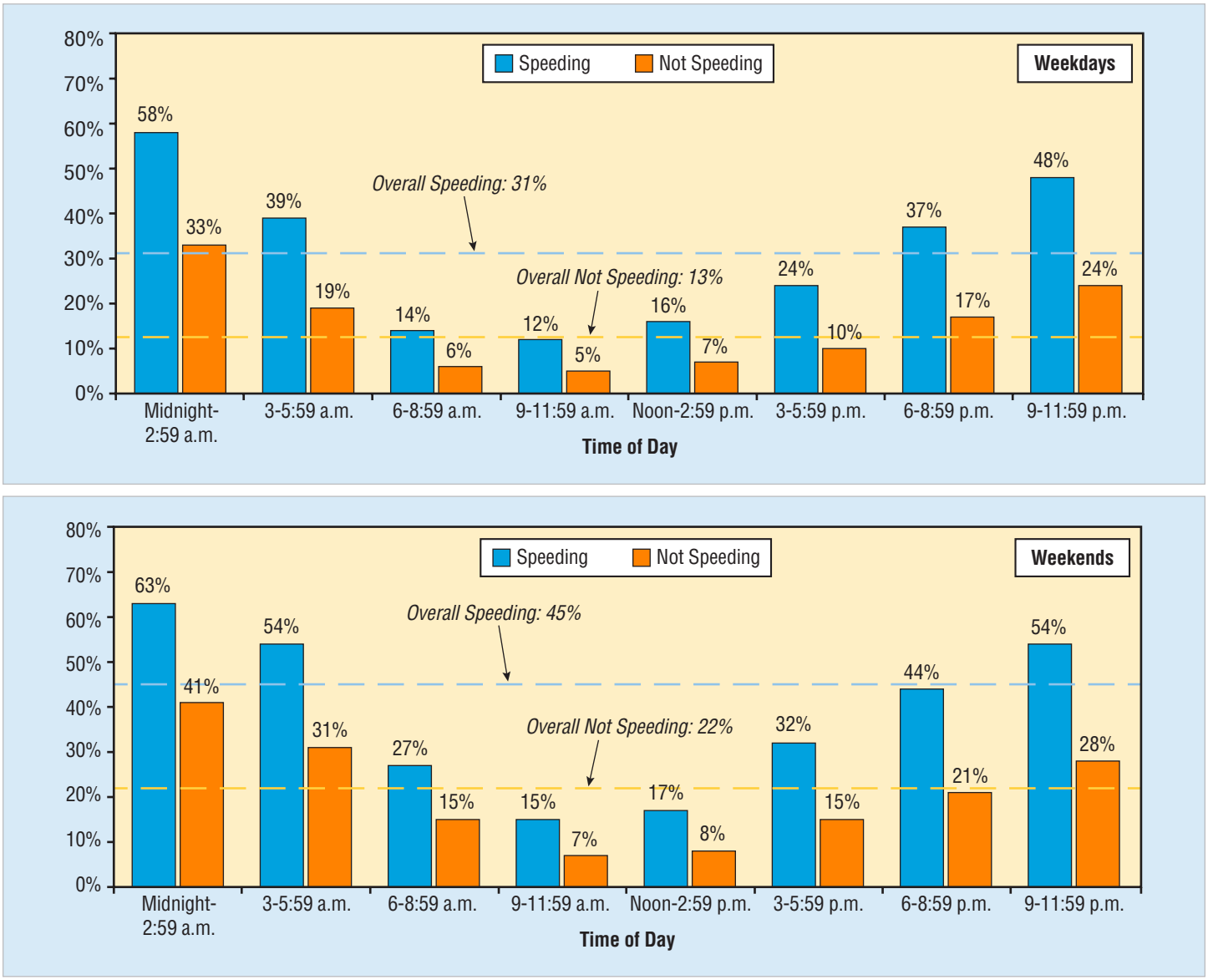


Source: FARS 2020 ARF

The percentages of drivers in fatal crashes who were alcohol-impaired in 2020 are 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 proportions of alcohol impairment were higher for speeding drivers than for those not speeding, and also higher on weekends than weekdays. Midnight to 2:59 a.m. was the time period when drivers involved in fatal crashes were most likely to be alcohol-impaired, both on weekends and weekdays, irrespective of whether the drivers were speeding or not.

Figure 4

Percentage of Alcohol-Impaired Drivers in Fatal Crashes on Weekdays/Weekends, by Speeding Involvement and Time of Day, 2020

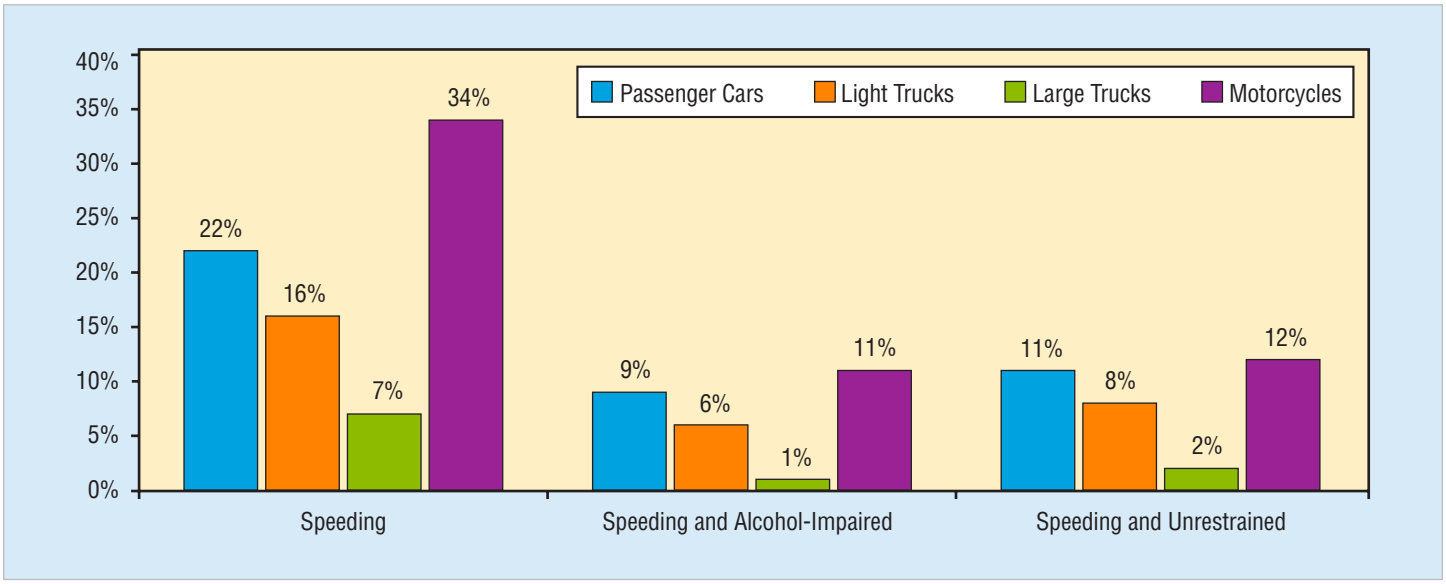


Source: FARS 2020 ARF
Weekday—Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)
Weekend—Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)
Note: Excludes alcohol-impaired drivers when time of day was unknown.

Figure 5 presents information on speeding drivers involved in fatal crashes in 2020 by vehicle type. The three sections on the bottom of the chart show the percentages of drivers who were speeding, those who were both speeding and alcohol-impaired, and those who were speeding and unrestrained (for motorcyclists, speeding and unhelmeted). In 2020, among all drivers involved in fatal crashes, 34 percent of motorcycle riders (operators) were speeding, compared to 22 percent of passenger car drivers, 16 percent of light-truck drivers, and 7 percent of large-truck drivers. Eleven percent of motorcycle riders involved in fatal crashes were both speeding and alcohol-impaired, compared to 9 percent for passenger car drivers, 6 percent for light-truck drivers, and 1 percent for large-truck drivers.

Figure 5

Percentage of Speeding, Alcohol-Impaired, and Unrestrained* Drivers Involved in Fatal Crashes, by Vehicle Type, 2020



Source: FARS 2020 ARF
*Based on known restraint use.
Note: Restraints for motorcyclists refer to helmets.

Restraint Use

Figure 5 shows that 12 percent of motorcycle riders involved in fatal crashes were both speeding and unhelmeted; and 11 percent of passenger car drivers, 8 percent of light-truck drivers, and 2 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 2020 with known restraint use, more than half (53%) who were speeding were also unrestrained at the time of the crashes, compared to 24 percent unrestrained for non-speeding drivers (Table 4).

Table 4

Passenger Vehicle Drivers Involved in Fatal Crashes, by Speeding Involvement and Restraint Use, 2020

Speeding Involvement	Restraint Use						Total	Percent Based on Known Restraint Use	
	Restrained		Unrestrained		Unknown				
	Number	Percent	Number	Percent	Number	Percent		Restrained	Unrestrained
Speeding	3,176	41%	3,523	46%	1,026	13%	7,725	47%	53%
Not Speeding	23,254	70%	7,151	21%	3,014	9%	33,419	76%	24%
Total	**26,430**	**64%**	**10,674**	**26%**	**4,040**	**10%**	**41,144**	**71%**	**29%**

Source: FARS 2020 ARF

Crash Characteristics

The percentages of drivers who were speeding at the time of their involvement in fatal crashes varied little by month. In 2020 the lowest percentages of speeding drivers involved in fatal crashes were during October and November (17% each), while the highest percentage was in April (23%). The numbers of drivers involved in fatal crashes by time of day (daytime or nighttime) and day of week (weekday or weekend) in 2020 are shown in Table 5, separated by speeding involvement. Drivers involved in fatal crashes tended to be speeding more frequently at night, when 22 percent of the drivers were speeding, than during the day, when 16 percent of them were speeding. On weekends, drivers involved in fatal crashes were speeding 22 percent of the time, compared to 17 percent of the time on weekdays.

Looking at time of day and day of week together, the percentages of drivers who were speeding when involved in fatal crashes were highest during nighttime weekend hours, when 23 percent of the drivers were speeding. Drivers involved in fatal crashes during the daytime on weekdays had the lowest incidences of speeding, at 15 percent. Drivers involved in fatal crashes were more likely to be speeding on weekends, regardless of the time of day, and more likely to be speeding at night regardless of the day of the week.

Table 5

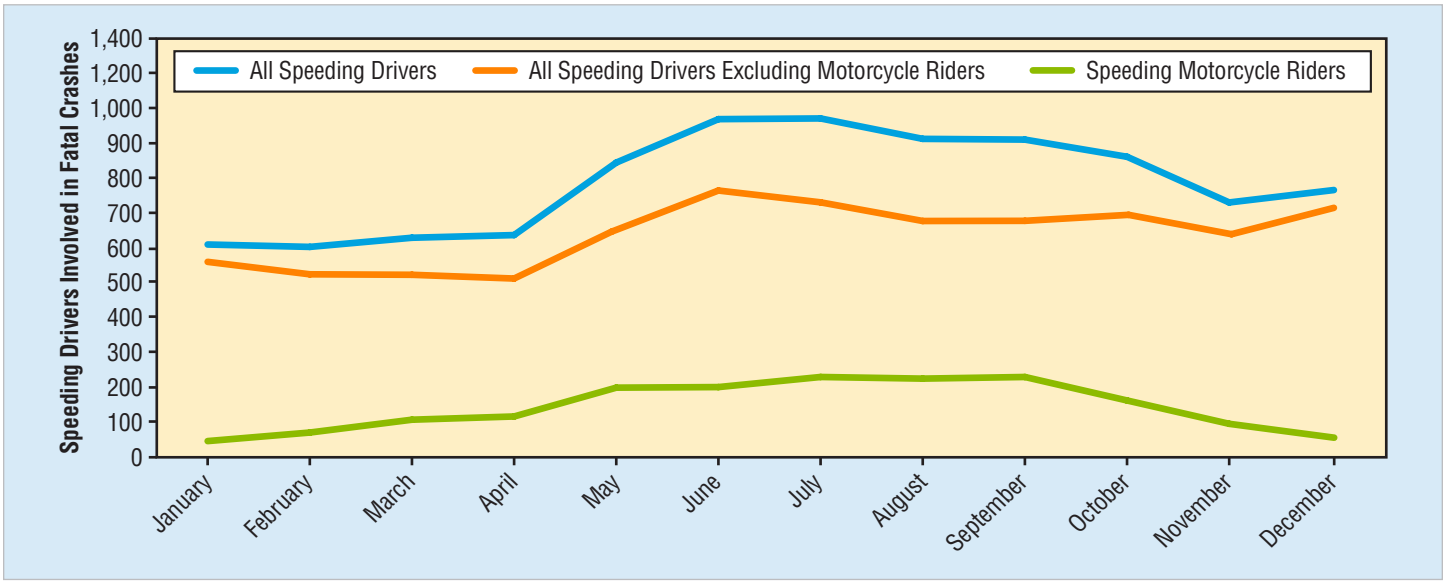
Drivers Involved in Fatal Crashes, by Time of Day, Day of Week, and Speeding Involvement, 2020

	Day of Week						Total		
	Weekday			Weekend					
Time of Day	Drivers Involved	Speeding Drivers		Drivers Involved	Speeding Drivers		Drivers Involved	Speeding Drivers	
		Number	Percent		Number	Percent		Number	Percent
Daytime	19,657	2,937	15%	7,263	1,392	19%	26,920	4,329	16%
Nighttime	12,893	2,710	21%	13,737	3,200	23%	26,630	5,910	22%
Total*	**32,672**	**5,659**	**17%**	**21,126**	**4,624**	**22%**	**53,890**	**10,295**	**19%**

Source: FARS 2020 ARF
*Includes drivers involved in fatal crashes when the time of day and/or day of week were unknown.
Weekday—Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)
Weekend—Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)
Daytime—6 a.m. to 5:59 p.m.
Nighttime—6 p.m. to 5:59 a.m

Figure 6 displays the monthly variations of all speeding drivers involved in fatal crashes by vehicle type in 2020. All speeding drivers have monthly variations with more involvement in the warmer months (May to September) compared to the colder months (November to February). If motorcycle riders (operators) are excluded from all speeding drivers, there is little variation by month with increases in November, December, and January. Motorcycle riders involved in fatal crashes have a strong influence on the monthly variation of all drivers involved, because motorcycle riders are more likely to ride during the warmer months.

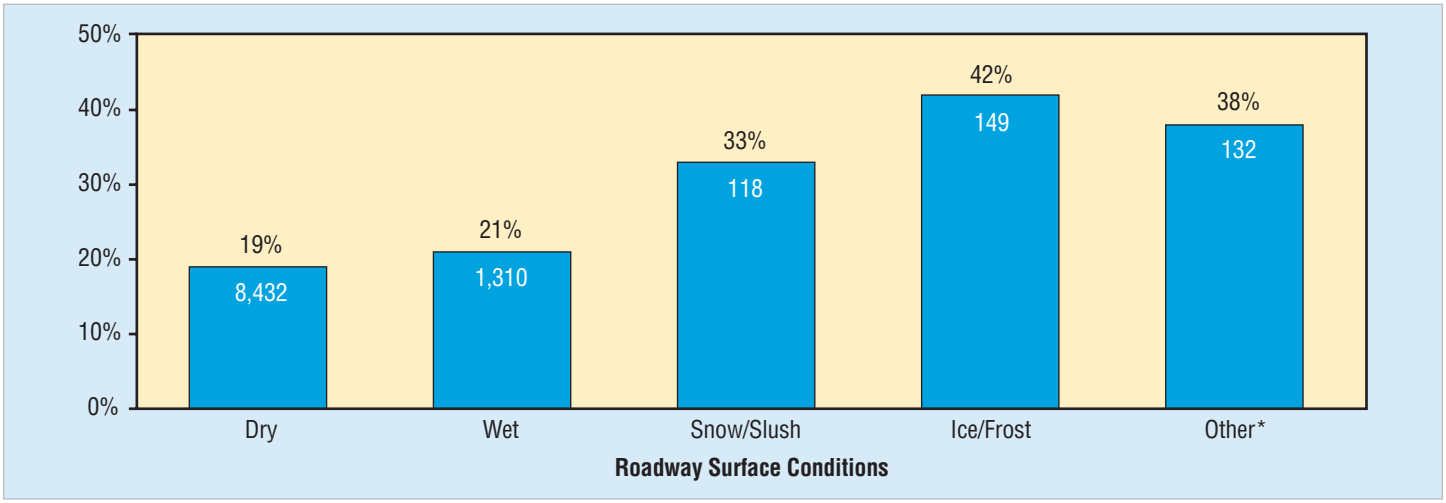
Figure 6
Speeding Drivers Involved in Fatal Crashes, by Vehicle Type and Month, 2020



Source: FARS 2020 ARF

Information on the combination of speeding and roadway surface condition is presented in Figure 7. In 2020 speeding was a factor for 19 percent of the drivers involved in fatal crashes on dry roads, 21 percent of those on wet roads, 33 percent when there was snow or slush on the road, and 42 percent on roads with ice or frost. "Driving too fast for conditions" is one of the reasons drivers 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."

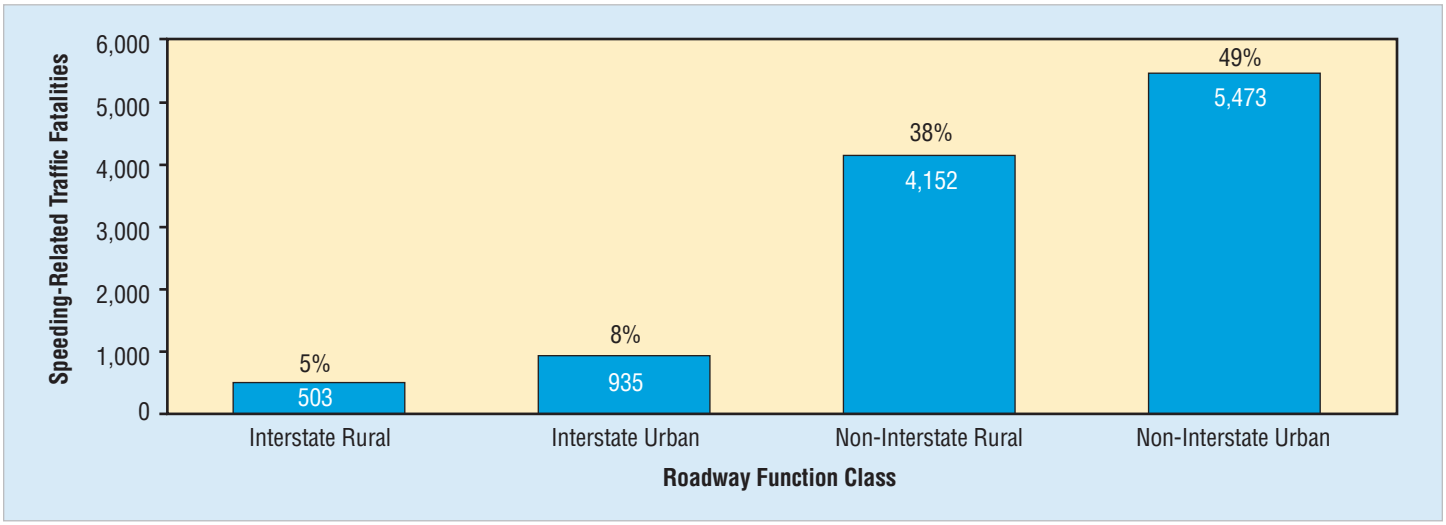
Figure 7
Percentage of Speeding Drivers Involved in Fatal Crashes, by Roadway Surface Condition, 2020



Source: FARS 2020 ARF
*Includes sand, standing or moving water, oil, mud, dirt, gravel, and other.
Note: Number of speeding drivers involved in fatal crashes for roadway surface conditions are shown within the bars.

The number of fatalities in speeding-related crashes in 2020 is shown by roadway function class in Figure 8. Of the 11,063 speeding-related fatalities in traffic crashes in 2020 with known roadway function class, 4,152 (38%) occurred on non-interstate rural roads. Overall, only 13 percent (1,438) occurred on interstate highways, rural and urban combined, while 87 percent of speeding-related fatalities occurred on non-interstate roadways.

Figure 8
Speeding-Related Traffic Fatalities, by Roadway Function Class, 2020



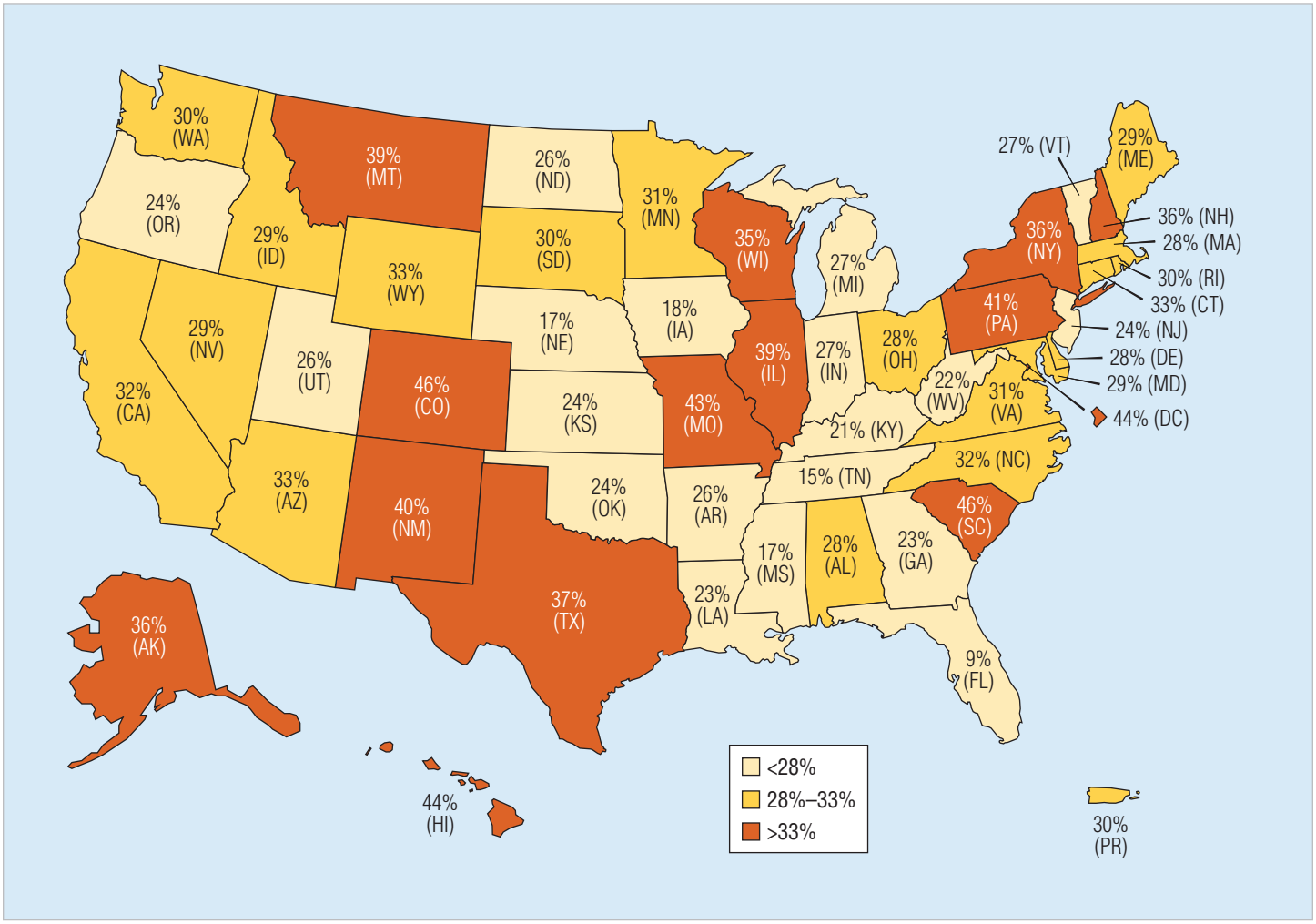
Source: FARS 2020 ARF
Note: Fatalities on known function class but unknown land use not included.

In 2020 speeding was involved in 37 percent of the fatal crashes that occurred in construction/maintenance zones. In comparison, speeding was involved in 28 percent of crashes that occurred outside of construction/maintenance zones. 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.

State

Figure 9 shows a color-coded map of speeding-related fatalities, as a percentage of overall fatalities, in each State in 2020, and Table 6 shows the number of speeding-related traffic fatalities in each State in 2020 by roadway function class. Definitions and information on the Highway Functional Classification System are available at www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf.

Figure 9
Percentage of Speeding-Related Traffic Fatalities, by State, 2020



Source: FARS 2020 ARF

Nationwide, 29 percent of all traffic fatalities were speeding-related in 2020.

The States with the most speeding-related traffic fatalities in 2020:

- Texas (1,446)
- California (1,228)
- South Carolina (494)
- North Carolina (489)

The States with the fewest speeding-related traffic fatalities in 2020:

- District of Columbia (16)
- Vermont (17)
- Rhode Island (20)
- Alaska (23)

The States with the highest percentages of speeding-related fatalities in 2020:

- South Carolina (46%)
- Colorado (46%)
- Hawaii (44%)
- District of Columbia (44%)

The States with the lowest percentages of speeding-related fatalities in 2020:

- Florida (9%)
- Tennessee (15%)
- Mississippi (17%)
- Nebraska (17%)

Table 7 provides information by State on passenger vehicle drivers involved in fatal crashes by speeding involvement and restraint use. The following statements pertain to passenger vehicle drivers involved in fatal crashes in 2020, based on known restraint use.

- Among the passenger vehicle drivers who were speeding, Utah had the lowest percentage of unrestrained (30%) and Nebraska had the highest percentage (86%). Nationally 53 percent of the passenger vehicle drivers who were speeding were unrestrained.
- Passenger vehicle drivers who were not speeding were least frequently unrestrained in Hawaii (9%) and most frequently unrestrained in Nebraska (51%). Nationally 76 percent of the passenger vehicle drivers who were not speeding were also properly restrained.
- Passenger vehicle drivers who were speeding were unrestrained more frequently than those who were not speeding.

Table 8 provides information by State on all drivers involved in fatal crashes by speeding involvement and alcohol impairment (BAC of .08 g/dL or higher) in 2020.

- Utah had the smallest percentage of speeding drivers who were alcohol-impaired (25%) and New Hampshire had the highest percentage of speeding drivers who were alcohol-impaired (61%). Nationwide 37 percent of the speeding drivers were alcohol-impaired.
- The lowest percentage of non-speeding drivers who were alcohol-impaired was in the District of Columbia (7%) and the highest percentage was in Montana (27%). Nationally 17 percent of these non-speeding drivers involved in fatal crashes were alcohol-impaired.
- In every State, the District of Columbia, and Puerto Rico, speeding drivers in fatal crashes were alcohol-impaired more frequently than non-speeding drivers.

Table 6

Speeding-Related Traffic Fatalities, by State and Roadway Function Class, 2020

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	934	265	28%	15	19	1	53	54	95	28
Alaska	64	23	36%	1	3	0	3	5	6	5
Arizona	1,054	353	33%	32	16	21	97	71	68	16
Arkansas	638	164	26%	12	6	1	10	7	4	52
California	3,847	1,228	32%	44	146	121	352	301	164	100
Colorado	622	287	46%	10	32	17	105	47	48	27
Connecticut	295	96	33%	3	13	4	17	36	14	9
Delaware	116	33	28%	0	8	1	11	1	10	2
District of Columbia	36	16	44%	0	0	0	7	5	2	2
Florida	3,331	285	9%	9	11	7	75	65	44	40
Georgia	1,664	380	23%	11	29	13	70	91	83	82
Hawaii	85	37	44%	0	2	1	21	13	0	0
Idaho	214	62	29%	3	0	3	19	16	15	6
Illinois	1,194	460	39%	22	64	0	122	94	84	65
Indiana	897	238	27%	21	10	1	66	51	46	43
Iowa	337	61	18%	4	2	0	20	4	18	13
Kansas	426	102	24%	2	4	2	7	34	29	24
Kentucky	780	162	21%	5	11	1	32	40	45	27
Louisiana	828	189	23%	8	21	4	40	32	40	42
Maine	164	47	29%	2	1	0	7	5	21	11
Maryland	567	163	29%	0	19	11	54	36	26	16
Massachusetts	343	97	28%	0	19	7	24	26	14	7
Michigan	1,084	292	27%	5	33	17	64	58	52	61
Minnesota	394	122	31%	4	9	5	19	29	33	21
Mississippi	752	126	17%	9	7	1	25	18	60	6
Missouri	987	421	43%	13	38	24	95	104	83	64
Montana	213	83	39%	16	2	0	24	9	13	19
Nebraska	233	39	17%	4	1	1	11	12	5	5
Nevada	317	93	29%	4	7	2	42	9	1	28
New Hampshire	104	37	36%	0	0	0	6	10	17	4
New Jersey	584	142	24%	2	13	18	42	36	21	9
New Mexico	398	160	40%	16	11	0	44	35	34	19
New York	1,046	378	36%	6	27	49	118	41	32	105
North Carolina	1,538	489	32%	6	40	17	80	92	137	116
North Dakota	100	26	26%	3	0	0	9	7	3	4
Ohio	1,230	340	28%	6	25	12	49	79	93	63
Oklahoma	652	156	24%	11	12	0	32	27	32	42
Oregon	508	124	24%	4	7	0	48	24	32	9
Pennsylvania	1,129	459	41%	29	33	25	100	86	86	99
Rhode Island	67	20	30%	1	2	1	7	6	1	2
South Carolina	1,064	494	46%	37	22	5	153	205	26	46
South Dakota	141	42	30%	7	2	0	14	10	3	6
Tennessee	1,217	187	15%	6	20	2	51	42	40	26
Texas	3,874	1,446	37%	68	128	89	381	295	310	171
Utah	276	72	26%	6	5	1	31	10	13	6
Vermont	62	17	27%	2	0	0	3	5	4	3
Virginia	850	260	31%	18	26	4	71	47	64	29
Washington	560	167	30%	3	19	10	18	17	40	58
West Virginia	267	60	22%	1	5	0	14	11	14	11
Wisconsin	614	216	35%	5	5	2	60	42	48	53
Wyoming	127	42	33%	7	0	0	13	4	16	2
U.S. Total	**38,824**	**11,258**	**29%**	**503**	**935**	**501**	**2,836**	**2,404**	**2,189**	**1,704**
Puerto Rico	242	73	30%	4	5	0	24	21	19	0

Source: FARS 2020 ARF

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

Table 7

Passenger Vehicle Drivers Involved in Fatal Crashes, by State, Speeding Involvement, and Restraint Use, 2020

State	Passenger Vehicle Drivers Involved	Speeding						Not Speeding					
						Percent Based on Known Restraint Use						Percent Based on Known Restraint Use	
		Total	Rest.	Unrest.	Unk.	Rest.	Unrest.	Total	Rest.	Unrest.	Unk.	Rest.	Unrest.
Alabama	1,059	204	67	123	14	35%	65%	855	532	246	77	68%	32%
Alaska	60	14	3	7	4	30%	70%	46	32	6	8	84%	16%
Arizona	1,016	227	92	100	35	48%	52%	789	564	131	94	81%	19%
Arkansas	640	126	52	61	13	46%	54%	514	343	134	37	72%	28%
California	4,016	826	495	227	104	69%	31%	3,190	2,528	447	215	85%	15%
Colorado	646	170	74	82	14	47%	53%	476	355	95	26	79%	21%
Connecticut	317	66	27	25	14	52%	48%	251	155	39	57	80%	20%
Delaware	129	21	6	13	2	32%	68%	108	77	26	5	75%	25%
Dist. of Columbia	39	13	4	3	6	57%	43%	26	19	2	5	90%	10%
Florida	3,660	176	75	98	3	43%	57%	3,484	2,678	757	49	78%	22%
Georgia	1,850	274	103	138	33	43%	57%	1,576	1,117	319	140	78%	22%
Hawaii	85	23	6	8	9	43%	57%	62	40	4	18	91%	9%
Idaho	220	40	14	22	4	39%	61%	180	107	54	19	66%	34%
Illinois	1,271	336	132	116	88	53%	47%	935	563	164	208	77%	23%
Indiana	918	152	51	64	37	44%	56%	766	501	160	105	76%	24%
Iowa	320	34	10	18	6	36%	64%	286	184	74	28	71%	29%
Kansas	416	56	19	33	4	37%	63%	360	230	97	33	70%	30%
Kentucky	817	108	41	65	2	39%	61%	709	482	222	5	68%	32%
Louisiana	897	151	51	84	16	38%	62%	746	456	231	59	66%	34%
Maine	165	31	11	20	0	35%	65%	134	89	44	1	67%	33%
Maryland	635	108	41	47	20	47%	53%	527	383	94	50	80%	20%
Massachusetts	382	74	17	37	20	31%	69%	308	157	70	81	69%	31%
Michigan	1,254	216	74	79	63	48%	52%	1,038	716	145	177	83%	17%
Minnesota	397	84	27	35	22	44%	56%	313	212	63	38	77%	23%
Mississippi	776	100	27	52	21	34%	66%	676	417	168	91	71%	29%
Missouri	1,069	317	77	195	45	28%	72%	752	437	254	61	63%	37%
Montana	175	57	22	34	1	39%	61%	118	60	52	6	54%	46%
Nebraska	233	25	3	19	3	14%	86%	208	84	87	37	49%	51%
Nevada	338	60	26	26	8	50%	50%	278	211	41	26	84%	16%
New Hampshire	112	18	4	11	3	27%	73%	94	60	29	5	67%	33%
New Jersey	640	99	49	39	11	56%	44%	541	418	76	47	85%	15%
New Mexico	408	107	36	65	6	36%	64%	301	213	67	21	76%	24%
New York	1,052	224	110	75	39	59%	41%	828	655	85	88	89%	11%
North Carolina	1,740	354	157	186	11	46%	54%	1,386	1,021	309	56	77%	23%
North Dakota	88	18	3	11	4	21%	79%	70	37	26	7	59%	41%
Ohio	1,331	210	66	118	26	36%	64%	1,121	706	303	112	70%	30%
Oklahoma	713	111	39	60	12	39%	61%	602	389	159	54	71%	29%
Oregon	477	74	32	23	19	58%	42%	403	279	52	72	84%	16%
Pennsylvania	1,145	311	111	149	51	43%	57%	834	469	197	168	70%	30%
Rhode Island	68	13	4	6	3	40%	60%	55	29	10	16	74%	26%
South Carolina	1,147	370	157	187	26	46%	54%	777	601	147	29	80%	20%
South Dakota	130	29	11	16	2	41%	59%	101	49	40	12	55%	45%
Tennessee	1,310	129	54	67	8	45%	55%	1,181	754	323	104	70%	30%
Texas	4,067	995	478	404	113	54%	46%	3,072	2,270	567	235	80%	20%
Utah	301	49	26	11	12	70%	30%	252	185	39	28	83%	17%
Vermont	60	10	2	7	1	22%	78%	50	32	18	0	64%	36%
Virginia	955	197	78	117	2	40%	60%	758	530	221	7	71%	29%
Washington	612	113	50	40	23	56%	44%	499	367	63	69	85%	15%
West Virginia	270	39	10	22	7	31%	69%	231	132	62	37	68%	32%
Wisconsin	599	133	39	60	34	39%	61%	466	270	109	87	71%	29%
Wyoming	119	33	13	18	2	42%	58%	86	59	23	4	72%	28%
U.S. Total	**41,144**	**7,725**	**3,176**	**3,523**	**1,026**	**47%**	**53%**	**33,419**	**23,254**	**7,151**	**3,014**	**76%**	**24%**
Puerto Rico	229	50	16	34	0	32%	68%	179	116	62	1	65%	35%

Source: FARS 2020 ARF
Note: Rest. - Restrained, Unrest. - Unrestrained, and Unk. - Unknown.

Table 8

Drivers Involved in Fatal Crashes, by State, Speeding Involvement, and Alcohol Impairment, 2020

State	Speeding			Not Speeding			Total		
		Alcohol-Impaired (BAC=.08+ g/dL)			Alcohol-Impaired (BAC=.08+ g/dL)			Alcohol-Impaired (BAC=.08+ g/dL)	
	Total	Number	Percent	Total	Number	Percent	Total	Number	Percent
Alabama	242	78	32%	1,055	142	13%	1,297	221	17%
Alaska	18	5	28%	62	6	10%	80	11	14%
Arizona	318	104	33%	1,145	173	15%	1,463	276	19%
Arkansas	152	49	32%	691	106	15%	843	155	18%
California	1,117	384	34%	4,100	698	17%	5,217	1,081	21%
Colorado	261	99	38%	617	74	12%	878	173	20%
Connecticut	93	40	43%	321	78	24%	414	118	28%
Delaware	29	10	36%	125	12	10%	154	22	14%
District of Columbia	15	4	29%	34	2	7%	49	7	13%
Florida	263	104	40%	4,554	721	16%	4,817	825	17%
Georgia	341	112	33%	2,024	278	14%	2,365	390	16%
Hawaii	33	9	28%	81	16	19%	114	25	22%
Idaho	50	23	46%	249	29	12%	299	52	17%
Illinois	415	148	36%	1,251	202	16%	1,666	350	21%
Indiana	210	72	34%	1,042	159	15%	1,252	230	18%
Iowa	54	24	44%	412	78	19%	466	101	22%
Kansas	91	25	27%	483	60	12%	574	85	15%
Kentucky	143	51	36%	927	129	14%	1,070	180	17%
Louisiana	175	67	38%	943	152	16%	1,118	219	20%
Maine	41	24	58%	175	38	21%	216	61	28%
Maryland	155	64	42%	659	114	17%	814	178	22%
Massachusetts	91	33	36%	391	63	16%	482	95	20%
Michigan	275	101	37%	1,280	192	15%	1,555	293	19%
Minnesota	111	44	40%	433	56	13%	544	100	18%
Mississippi	117	31	27%	849	119	14%	966	150	16%
Missouri	393	155	39%	962	146	15%	1,355	301	22%
Montana	71	39	55%	171	47	27%	242	86	35%
Nebraska	35	14	41%	297	58	19%	332	72	22%
Nevada	78	22	28%	369	63	17%	447	85	19%
New Hampshire	35	21	61%	113	13	11%	148	34	23%
New Jersey	127	46	37%	685	94	14%	812	141	17%
New Mexico	146	64	44%	391	59	15%	537	123	23%
New York	334	105	32%	1,095	161	15%	1,429	267	19%
North Carolina	441	162	37%	1,708	263	15%	2,149	425	20%
North Dakota	24	10	41%	111	23	21%	135	33	24%
Ohio	317	133	42%	1,441	318	22%	1,758	451	26%
Oklahoma	151	48	32%	760	117	15%	911	165	18%
Oregon	116	45	39%	572	135	24%	688	180	26%
Pennsylvania	455	150	33%	1,124	155	14%	1,579	305	19%
Rhode Island	19	11	57%	72	18	25%	91	29	32%
South Carolina	443	170	38%	987	126	13%	1,430	296	21%
South Dakota	38	14	36%	151	33	22%	189	46	25%
Tennessee	172	58	34%	1,547	250	16%	1,719	309	18%
Texas	1,324	522	39%	4,069	911	22%	5,393	1,433	27%
Utah	67	17	25%	330	40	12%	397	57	14%
Vermont	15	5	35%	64	11	18%	79	16	21%
Virginia	241	114	47%	961	158	16%	1,202	273	23%
Washington	158	83	52%	633	114	18%	791	197	25%
West Virginia	55	19	35%	315	52	16%	370	71	19%
Wisconsin	188	82	43%	633	113	18%	821	194	24%
Wyoming	42	14	34%	131	23	17%	173	37	22%
U.S. Total	**10,295**	**3,828**	**37%**	**43,595**	**7,194**	**17%**	**53,890**	**11,022**	**20%**
Puerto Rico	71	25	35%	248	50	20%	319	75	24%

Source: FARS 2020 ARF
Note: Percentages are computed based on unrounded estimates.

Important Safety Reminders

Drivers' Own Speeding Behavior

- Remember that your reaction time uses valuable ground. The higher the speed, the more ground you will cover in that first critical second and a half, and the longer it will take to stop your vehicle.
- Know that every time your speed doubles, the stopping distance quadruples because of the laws of physics.
- Allow for more stopping time with bigger, heavier vehicles, when you are going downhill or are on wet, slippery, or uneven pavement. Give large trucks ample room when pulling in front of them.
- Move your foot to the brake when you see the brake lights of the car in front of you. That driver has already reacted and you will end up closer to them.
- Pay closer attention to your speedometer, especially before entering a curve when your vehicle is more likely to leave the road. Apply brakes before the curve.
- Keep pace with cars traveling within the speed limit. Vehicles moving at similar speeds are less likely to come into conflict.
- Talk to family members or friends about others who have overestimated their driving abilities.
- Drive the speed limit to be a good role model to others, such as children.
- Allow more time for your trips so you are not in a hurry to get to your destination.
- Deep breathing or listening to relaxing music can help you remain calm in traffic and less likely to speed.

Handling Other Drivers' Speeding Behavior

- Give speeding drivers plenty of space and if they follow too closely let them pass.
- Stay out of the far-left lane, except when passing.

— NHTSA's Research and Program Development

Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a public trafficway that results in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized the following year to the final version known as the Final File. The additional time between the ARF and the Final File provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. More information on FARS can be found at www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2020 ARF, the 2019 Final File was released to replace the 2019 ARF. The final fatality count in motor vehicle traffic crashes for 2019 was 36,355, which was updated from 36,096 in the 2019 ARF. The number of speeding-related fatalities from the 2019 Final File was 9,592, which was updated from 9,478 from the 2019 ARF.

The 2017 and 2018 Final Files have been amended, but this amendment did not change the overall number of fatal crashes or fatalities.

Crash Report Sampling System

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. The new system, called CRSS, replaced the National Automotive Sampling System (NASS) General Estimates System (GES) in 2016. More information on CRSS can be found at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

In calendar year 2020, NCSA changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach combines people nonfatally injured from both FARS and NASS GES/CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in police-reported injury crashes from NASS GES/CRSS. The old approach extracted people nonfatally injured from only NASS GES/CRSS, regardless of crash severity. This change in methodology caused some estimates of people injured to change for prior years.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2022, June). *Speeding: 2020 data* (Traffic Safety Facts. Report No. DOT HS 813 320). National Highway Traffic Safety Administration.

For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www-odi.nhtsa.dot.gov/VehicleComplaint/.

The following data tools and resources can be found at https://cdan.nhtsa.gov/.

- Fatal Motor Vehicle Crash Data Visualizations
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- Alcohol-Impaired Driving
- Bicyclists and Other Cyclists
- Children
- Large Trucks
- Motorcycles
- Occupant Protection in Passenger Vehicles
- Older Population
- Passenger Vehicles
- Pedestrians
- Rural/Urban Comparison of Traffic Fatalities
- School-Transportation-Related Crashes
- State Alcohol-Impaired-Driving Estimates
- State Traffic Data
- Summary of Motor Vehicle Crashes
- Young Drivers

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data.* The fact sheets and Traffic Safety Facts annual report can be found at https://crashstats.nhtsa.dot.gov/.

U.S. Department of Transportation

National Highway Traffic Safety Administration