



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



Traffic Safety Facts

2024 Data



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Speeding

In this fact sheet for 2024 the information is presented as follows.

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

Key Findings

- Twenty-eight percent of fatal crashes, 13 percent of injury crashes, and 8 percent of property-damage-only crashes in 2024 were speeding-related.
- In 2024 there were 11,288 fatalities in speeding-related crashes, 29 percent of total traffic fatalities for the year and a decrease of 5 percent from 11,913 in 2023.
- There were an estimated 316,757 people injured (13% of total people injured) in speeding-related traffic crashes in 2024.
- Thirty-nine percent of male drivers and 20 percent of female drivers in the 15-to-20 age group in fatal traffic crashes in 2024 were speeding, the highest among all the age groups.
- Among speeding drivers in fatal traffic crashes in 2024, there were 27 percent who did not have valid driver licenses at the time of the crashes, compared to 14 percent of non-speeding drivers.
- Thirty-seven percent of speeding drivers in fatal crashes in 2024 had blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or greater, while 17 percent of non-speeding drivers were in this BAC range. Speeding drivers were more likely to have BACs of .15 g/dL or greater (25% versus 11%)—than those drivers who were not speeding.
- Thirty-seven percent of motorcycle riders in fatal traffic crashes in 2024 were speeding, more than drivers of any other vehicle type.
- In fatal traffic crashes in 2024 half (50%) of speeding drivers of passenger vehicles were unrestrained at the time of crashes, compared to 21 percent of non-speeding passenger vehicle drivers.
- In 2024, when rural/urban classification and functional system were known, 87 percent of speeding-related traffic fatalities occurred on non-interstate roadways.

This fact sheet has motor vehicle traffic crash data from the Fatality Analysis Reporting System (FARS), National Automotive Sampling System (NASS)

General Estimates System (GES), and Crash Report Sampling System (CRSS). Results from FARS such as fatal crashes and fatalities are actual counts, while results from NASS GES and CRSS such as non-fatal crashes and people injured are estimates. Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

Due to a vehicle classification change, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. Refer to the end of this publication for information on Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport and originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occur on private property not regularly used by the public for transport, including some parts of parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably in this fact sheet.

Overview

In 2024 an estimated 10 percent of all police-reported traffic crashes were speeding-related. Twenty-eight percent of fatal crashes, 13 percent of injury crashes, and 8 percent of property-damage-only crashes in 2024 were speeding-related traffic crashes. In 2024 there were 55,620 drivers in 36,297 fatal traffic crashes in which 39,254 people lost their lives. Nineteen percent of the drivers involved were speeding at the time of the fatal crashes. Twenty-nine percent of the total people killed were in speeding-related traffic crashes.

From 2015 to 2024 speeding-related fatalities increased 16 percent, from 9,723 in 2015 to 11,288 in 2024. 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 decreased 5 percent, from 11,913 in 2023 to 11,288 in 2024. The proportion of speeding-related fatalities out of the total number of fatalities was consistent at 29 percent in both 2023 and 2024. There were an estimated 316,757 people injured (13% of total people injured) in speeding-related crashes in 2024, a 5-percent decrease from an estimated 332,751 people injured in speeding-related crashes in 2023.

Table 1. People Killed and Injured in Traffic Crashes, by Speeding Involvement, 2015–2024

Year	Speeding Involvement				Total	
	Speeding-Related		Not Speeding-Related			
	Number	Percent	Number	Percent	Number	Percent
Killed						
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	11,428	29%	27,579	71%	39,007	100%
2021	12,498	29%	30,732	71%	43,230	100%
2022	12,157	28%	30,564	72%	42,721	100%
2023	11,913	29%	29,112	71%	41,025	100%
2024	11,288	29%	27,966	71%	39,254	100%
Injured						
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	308,133	14%	1,974,076	86%	2,282,209	100%
2021	329,105	13%	2,168,763	87%	2,497,869	100%
2022	300,585	13%	2,082,248	87%	2,382,833	100%
2023	332,751	14%	2,109,942	86%	2,442,694	100%
2024	316,757	13%	2,105,437	87%	2,422,195	100%

Sources: FARS 2015–2023 Final File, 2024 Annual Report File (ARF); NASS GES 2015; CRSS 2016–2024

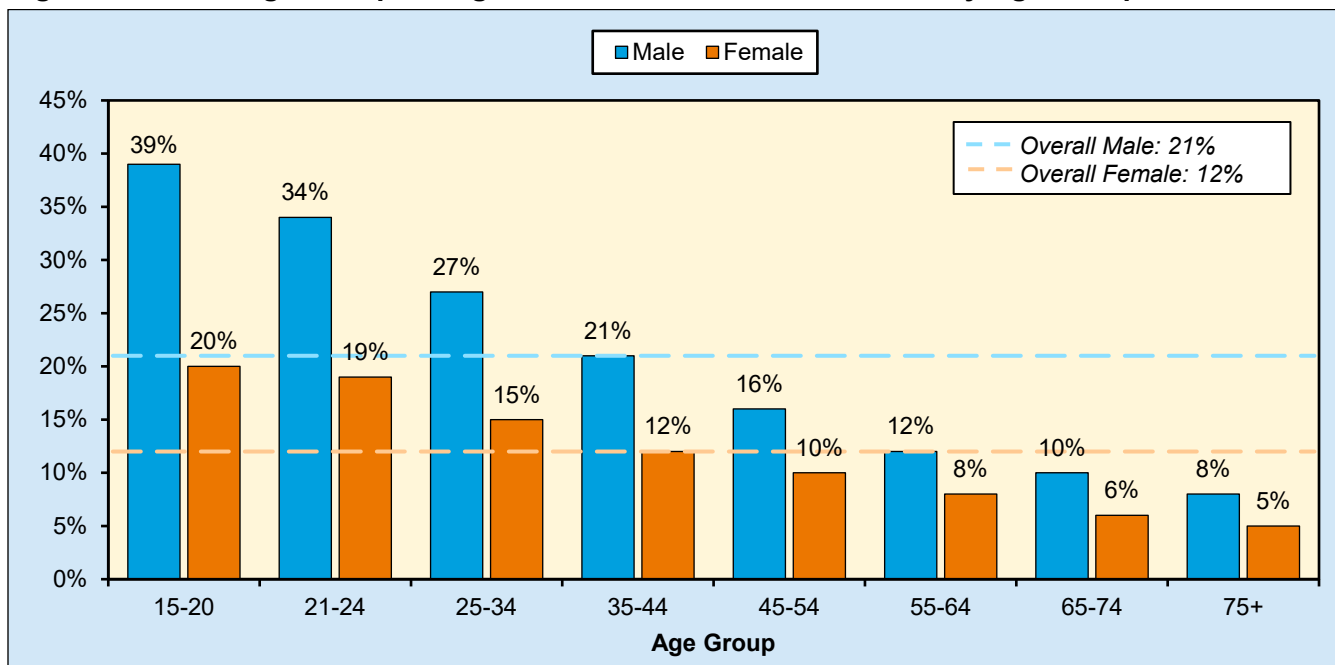
†NASS GES and CRSS estimates are not comparable due to different sample designs. Refer to the end of this publication for more information about CRSS.

Note: Injury totals may not equal sum of components due to independent rounding.

Drivers

Figure 1 presents the percentages of drivers who were speeding when involved in fatal traffic crashes by age group and sex. The proportions of male drivers who were speeding decreased with increasing driver age, and the proportions of female drivers who were speeding were 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 2024 more than one-third (39%) of male drivers in the 15-to-20 age group in fatal crashes were speeding at the time of the crashes, the highest proportion among all age groups. Among female drivers, the highest speeding involvement (20%) was also in the 15-to-20 age groups.

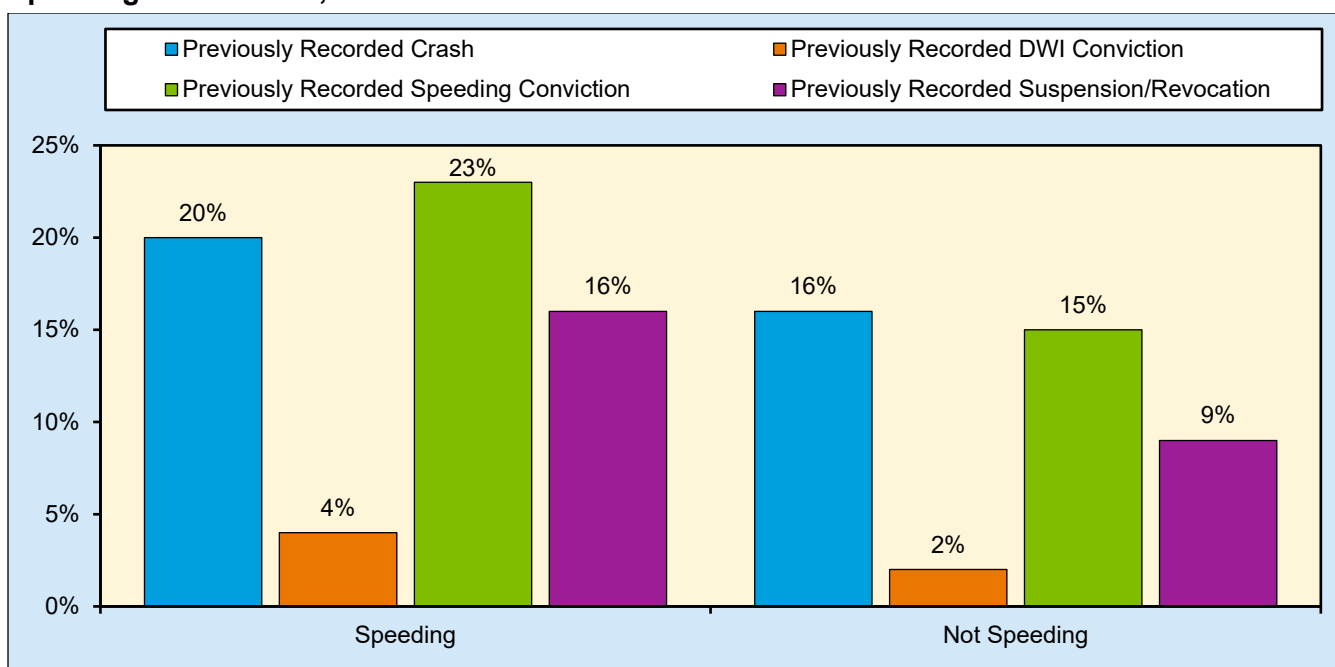
Figure 1. Percentages of Speeding Drivers in Fatal Traffic Crashes, by Age Group and Sex, 2024



Source: FARS 2024 ARF

In Figure 2 the previous driving records of drivers in fatal traffic 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 2024 among speeding drivers in fatal crashes, 27 percent did not have valid driver licenses at the time of the crashes, compared to 14 percent of non-speeding drivers.

Figure 2. Percentages of Previous 5-Year Driving Records of Drivers in Fatal Traffic Crashes, by Speeding Involvement, 2024



Source: FARS 2024 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). Operating a commercial vehicle at a BAC of .04 g/dL or above is a violation of Federal regulations and may result in criminal charges.

Alcohol impairment was found to be more common among speeding drivers in fatal traffic crashes than those drivers who were not speeding. Thirty-seven percent of speeding drivers in fatal crashes had BACs of .08 g/dL or greater, while 17 percent of non-speeding drivers were in this BAC range (Table 2). Speeding drivers were more likely to have BACs of .15 g/dL or greater (25% versus 11%)—than those drivers who were not speeding.

Table 2. Alcohol Involvement of Drivers in Fatal Traffic Crashes, by Speeding Involvement, 2024

Speeding Involvement	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		Alcohol-Impaired			
	Number	Percent	Number	Percent	BAC=.08+ g/dL		BAC=.15+ g/dL	
					Number	Percent	Number	Percent
Speeding	5,955	57%	4,491	43%	3,880	37%	2,605	25%
Not Speeding	36,165	80%	9,010	20%	7,486	17%	4,942	11%
Total	42,120	76%	13,500	24%	11,367	20%	7,547	14%

Source: FARS 2024 ARF

Notes: There is overlap in the estimated numbers 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. NHTSA estimates BACs when alcohol test results are unknown.

Table 3 shows drivers in fatal traffic 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.

For drivers in fatal crashes who were under 21 and were speeding, 34 percent had BACs of .01 g/dL or higher (alcohol-involved but prohibited for this age group). In contrast, 18 percent of the drivers of the same age group who were not speeding had BACs of .01 g/dL or higher.

In 2024 speeding drivers in fatal crashes in the 25-to-34, 35-to-44, 45-to-54, 55-to-64, and 65-to-74 groups were alcohol-impaired more than twice as often as those who were not. Far more frequently, drivers in fatal crashes who were not speeding did not have alcohol in their systems.

Table 3. Drivers in Fatal Traffic Crashes, by Age Group, Speeding Involvement, and Their BACs, 2024

Age Group	Speeding Involvement															
	Speeding								Not Speeding							
	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		Alcohol-Impaired				No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		Alcohol-Impaired			
					BAC=.08+ g/dL		BAC=.15+ g/dL						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	1,120	66%	573	34%	482	28%	284	17%	2,678	82%	607	18%	513	16%	318	10%
21-24	772	54%	668	46%	577	40%	365	25%	2,452	73%	908	27%	762	23%	492	15%
25-34	1,350	50%	1,371	50%	1,178	43%	809	30%	6,395	75%	2,103	25%	1,803	21%	1,194	14%
35-44	959	53%	858	47%	757	42%	541	30%	6,100	78%	1,748	22%	1,475	19%	1,019	13%
45-54	599	55%	492	45%	427	39%	300	27%	5,292	80%	1,290	20%	1,058	16%	723	11%
55-64	502	62%	305	38%	264	33%	179	22%	5,245	82%	1,134	18%	915	14%	608	10%
65-74	294	69%	132	31%	119	28%	81	19%	3,766	86%	592	14%	469	11%	310	7%
75+	230	87%	34	13%	26	10%	18	7%	3,124	91%	312	9%	247	7%	147	4%
Total*	5,955	57%	4,491	43%	3,880	37%	2,605	25%	36,165	80%	9,010	20%	7,486	17%	4,942	11%

Source: FARS 2024 ARF

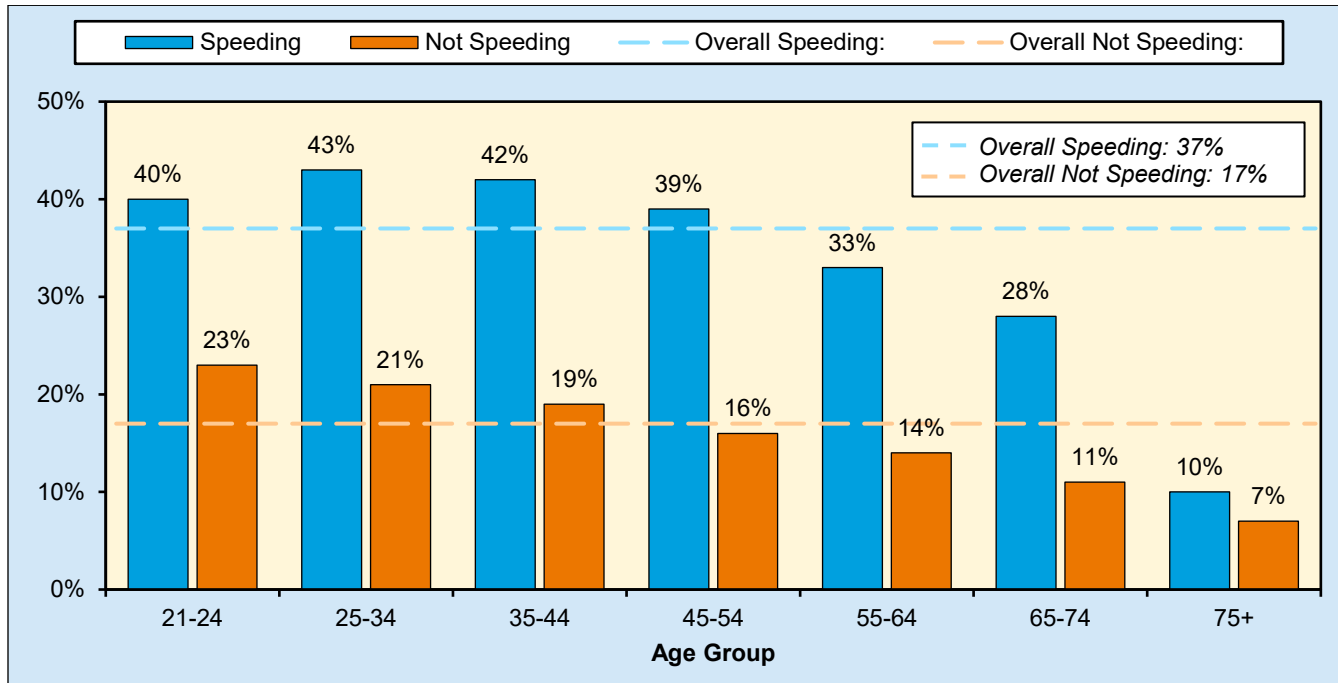
*Includes drivers of unknown age.

Note: NHTSA estimates BACs when alcohol test results are unknown.

Figure 3 presents percentages of alcohol-impaired drivers 21 and older in fatal traffic crashes by age group and speeding involvement. Among drivers who were speeding, the 25-to-34 age group had the highest percentage of drivers (43%) who were alcohol-impaired. In 2024 the highest disparities between speeding and non-speeding drivers in fatal crashes were found amongst the 35-to-44 and 45-to-54 age groups (23 percentage points each).

Among non-speeding drivers, the percentages of those who were alcohol-impaired were highest in the 21-to-24 age group (23%). Also note that, except for the 21-to-24 and 75-and-older age groups, the percentages of drivers with BACs of .08 g/dL or higher in fatal crashes were more than two times higher when the drivers were speeding.

Figure 3. Percentages of Alcohol-Impaired Drivers 21 and Older in Fatal Traffic Crashes, by Age Group and Speeding Involvement, 2024

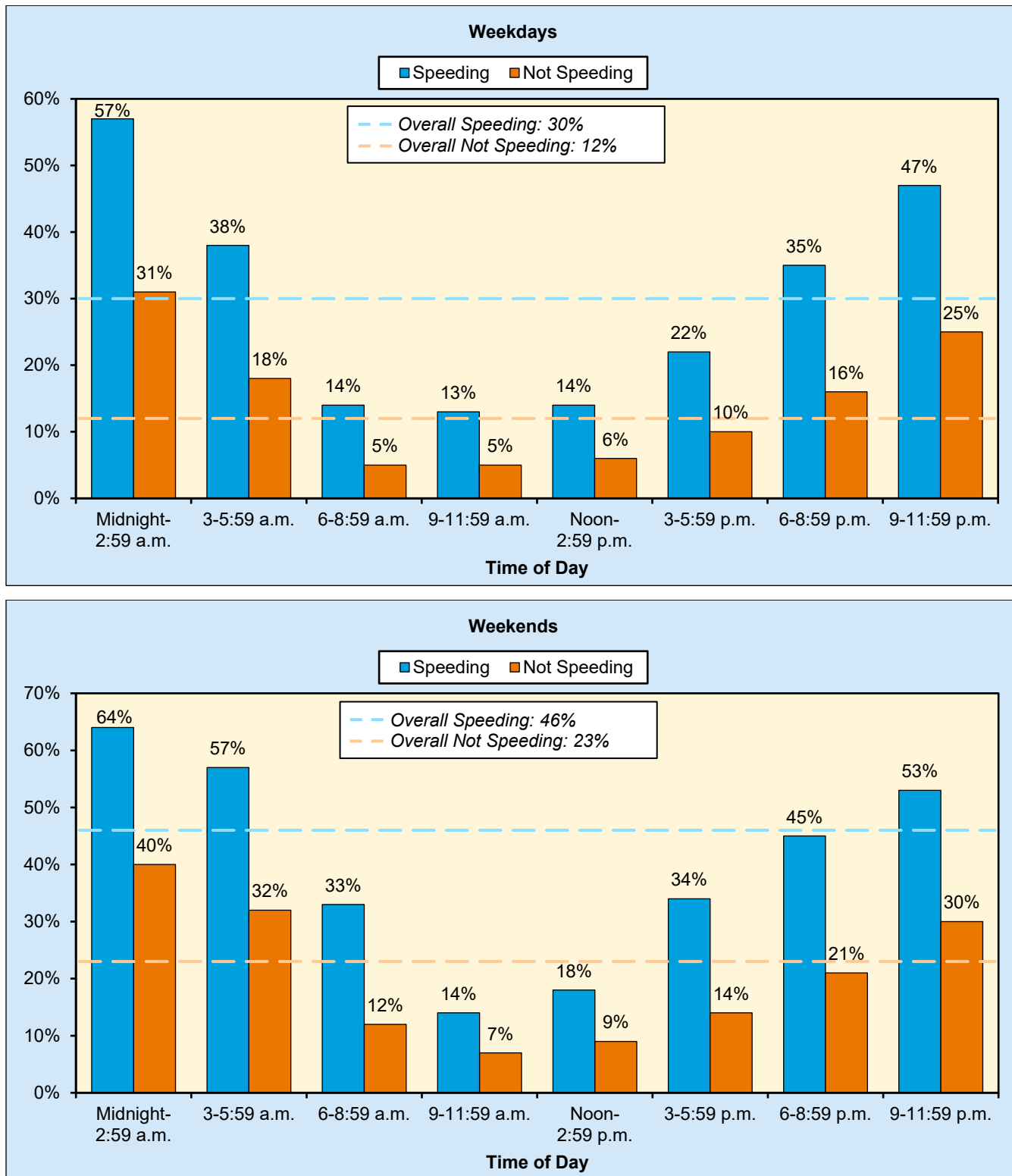


Source: FARS 2024 ARF

Note: NHTSA estimates BACs when alcohol test results are unknown.

The percentages of drivers in fatal traffic crashes who were alcohol-impaired in 2024 are presented in Figure 4 for both speeding and non-speeding drivers by time of day, on weekdays and weekends. Fewer drivers 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 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. Percentages of Alcohol-Impaired Drivers in Fatal Traffic Crashes on Weekdays/Weekends, by Speeding Involvement and Time of Day, 2024



Source: FARS 2024 ARF

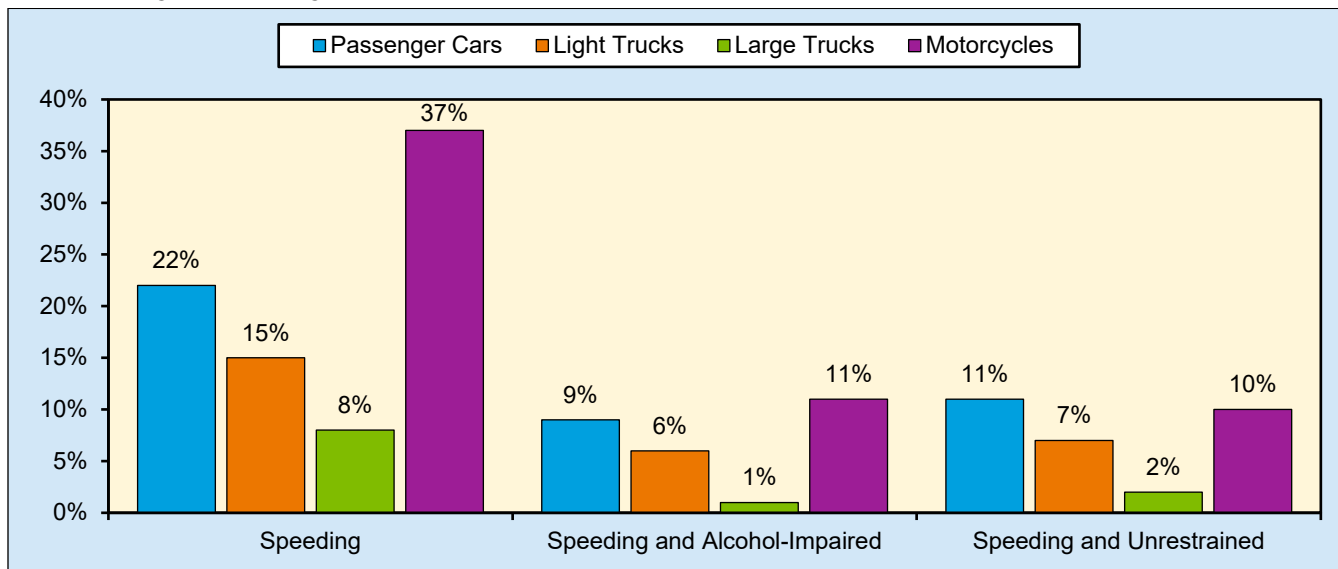
Weekday—Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)

Weekend—Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)

Notes: Excludes alcohol-impaired drivers when time of day and/or hour were unknown. NHTSA estimates BACs when alcohol test results are unknown.

Figure 5 presents information on speeding drivers in fatal traffic crashes in 2024 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 2024, among all drivers in fatal crashes, 37 percent of motorcycle riders were speeding, compared to 22 percent of passenger car drivers, 15 percent of light-truck drivers, and 8 percent of large-truck drivers. Eleven percent of motorcycle riders 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. Eleven percent of passenger car drivers in fatal crashes were both speeding and unrestrained, compared to 7 percent for light-truck drivers, 2 percent for large-truck drivers, and 10 percent for motorcycle riders.

Figure 5. Percentages of Speeding, Alcohol-Impaired, and Unrestrained* Drivers in Fatal Traffic Crashes, by Vehicle Type, 2024



Source: FARS 2024 ARF

*Based on known restraint use.

Notes: Restraints for motorcyclists refer to helmets. NHTSA estimates BACs when alcohol test results are unknown.

Restraint Use

Figure 5 shows that 10 percent of motorcycle riders in fatal traffic crashes were both speeding and unhelmeted; 11 percent of passenger car drivers, 7 percent of light-truck drivers, and 2 percent of large-truck drivers were both speeding and unrestrained. Looking specifically at drivers of passenger vehicles (passenger cars and light trucks) in fatal crashes in 2024 with known restraint use, half (50%) who were speeding were also unrestrained at the time of the crash, compared to 21 percent unrestrained for non-speeding drivers (Table 4).

Table 4. Passenger Vehicle Drivers in Fatal Traffic Crashes, by Speeding Involvement and Restraint Use, 2024

Speeding Involvement	Restraint Use						Total	Percent Based on Known Restraint Use	
	Restrained		Unrestrained		Unknown			Restrained	Unrestrained
	Number	Percent	Number	Percent	Number	Percent			
Speeding	3,214	43%	3,172	43%	1,053	14%	7,439	50%	50%
Not Speeding	24,396	71%	6,599	19%	3,478	10%	34,473	79%	21%
Total	27,610	66%	9,771	23%	4,531	11%	41,912	74%	26%

Source: FARS 2024 ARF

Crash Characteristics

The number of drivers in fatal crashes by time of day (daytime or nighttime) and day of week (weekday or weekend) in 2024 are shown in Table 5, separated by speeding involvement. Drivers 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 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 in fatal crashes during the daytime on weekdays had the lowest incidences of speeding at 15 percent. Drivers in fatal crashes were more likely to be speeding on weekends, regardless of the time of day, and more likely to be speeding at nighttime regardless of the day of the week.

Table 5. Drivers in Fatal Traffic Crashes, by Time of Day, Day of Week, and Speeding Involvement, 2024

Time of Day	Day of Week						Total		
	Weekday			Weekend					
	Drivers Involved	Speeding Drivers		Drivers Involved	Speeding Drivers		Drivers Involved	Speeding Drivers	
		Number	Percent		Number	Percent		Number	Percent
Daytime	20,607	2,989	15%	7,102	1,402	20%	27,709	4,391	16%
Nighttime	13,193	2,672	20%	14,442	3,340	23%	27,635	6,012	22%
Total*	33,900	5,673	17%	21,647	4,762	22%	55,620	10,446	19%

Source: FARS 2024 ARF

*Includes drivers 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)

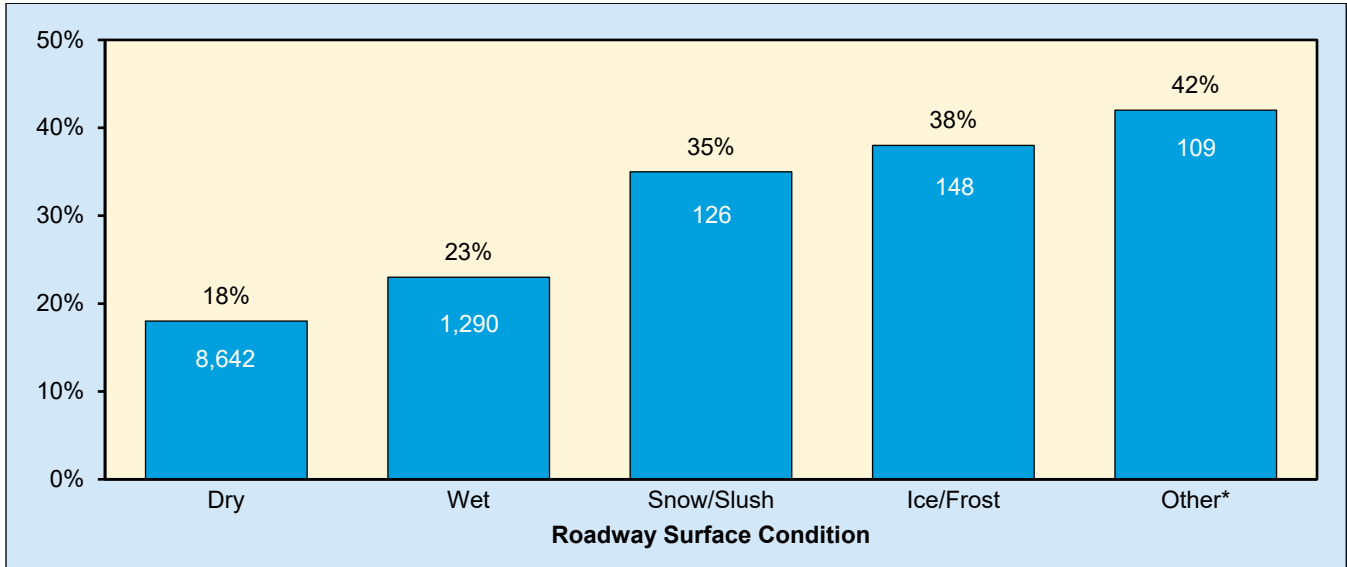
Weekend—Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)

Daytime—6 a.m. to 5:59 p.m.

Nighttime—6 p.m. to 5:59 a.m.

Information on the combination of speeding and roadway surface condition is presented in Figure 6. In 2024 speeding was a factor for 18 percent of the drivers in fatal crashes on dry roads, 23 percent of those on wet roads, 35 percent when there was snow or slush on the road, and 38 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 rain, snow, or ice might be considered by police to be “too fast for conditions.”

Figure 6. Percentages of Speeding Drivers in Fatal Traffic Crashes, by Roadway Surface Condition, 2024



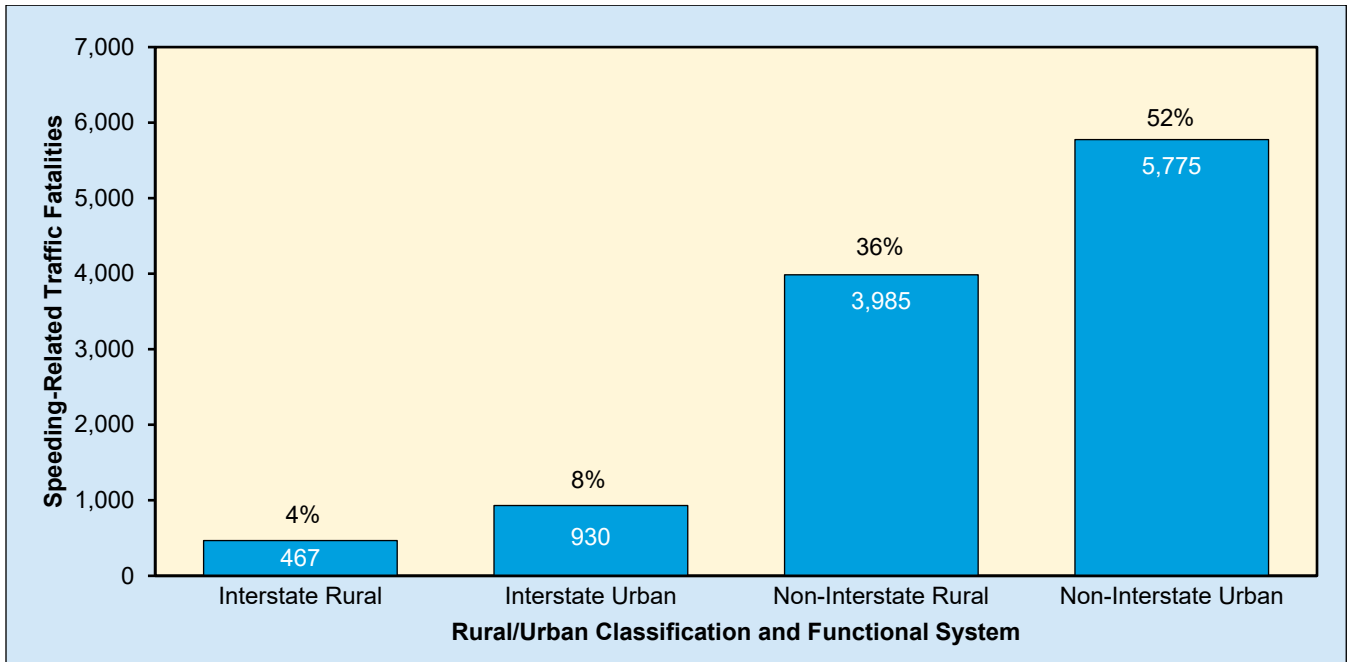
Source: FARS 2024 ARF

*Includes sand, standing or moving water, oil, mud, dirt, gravel, and other.

Note: Number of speeding drivers in fatal crashes for roadway surface conditions are shown within the bars.

The number of fatalities in speeding-related crashes in 2024 is shown by rural/urban classification and functional system in Figure 7. Of the 11,157 speeding-related fatalities in traffic crashes in 2024 with known functional system and known rural/urban classification, 3,985 (36%) occurred on non-interstate rural roads. Overall, only 13 percent (1,397) occurred on interstate highways, rural and urban combined, while 87 percent of speeding-related fatalities occurred on non-interstate roadways.

Figure 7. Speeding-Related Traffic Fatalities, by Rural/Urban Classification and Functional System, 2024



Source: FARS 2024 ARF

Notes: Fatalities on unknown functional system or unknown Rural/Urban Classification not included. Percentages may not add up to 100 percent due to independent rounding.

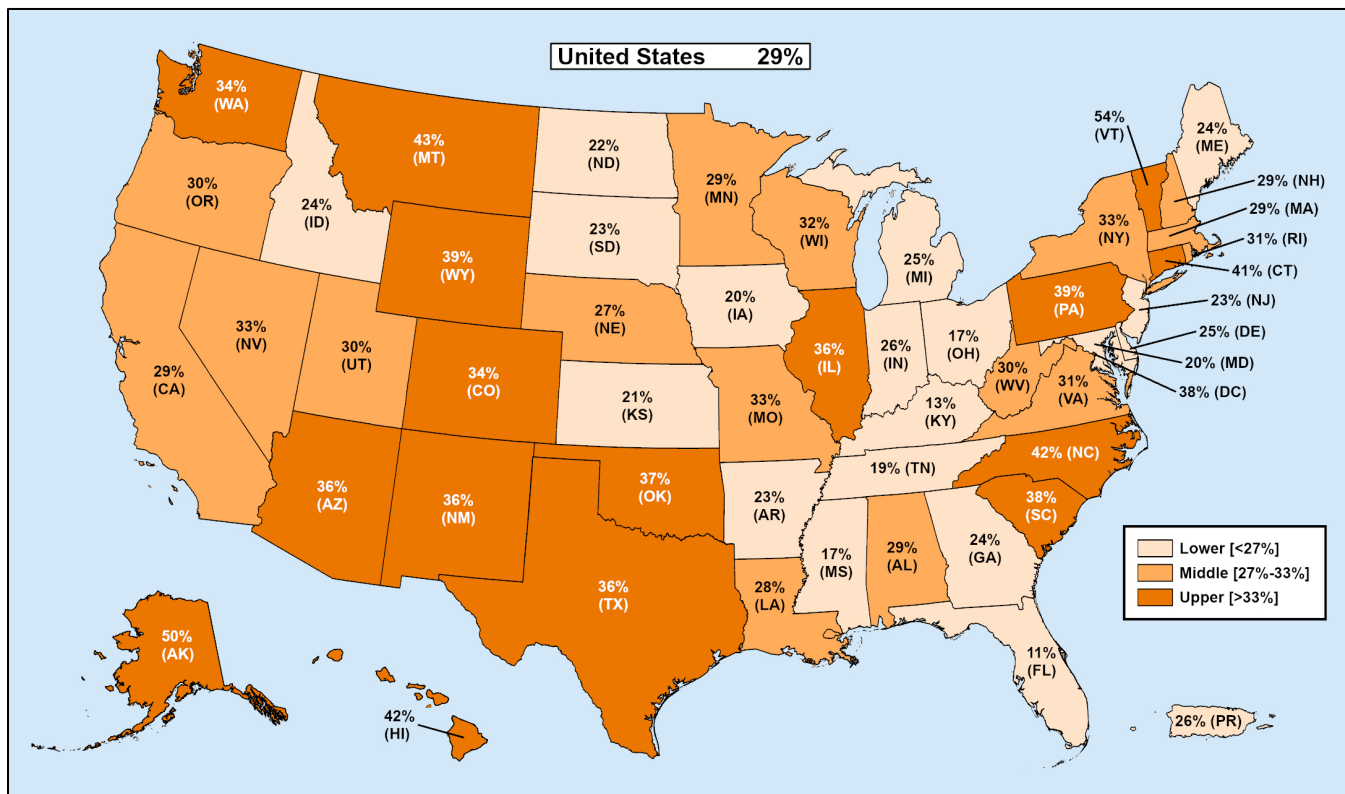
In 2024 speeding was involved in 34 percent of the fatal traffic crashes that occurred in construction/maintenance zones. In comparison, speeding was involved in 28 percent of crashes that occurred outside of construction/maintenance zones. The concern about speeding in construction/maintenance zones is the added danger posed by construction equipment, changes in roadway design and markings, and increased pedestrian activity.

States

Figure 8 shows a color-coded map of speeding-related fatalities, as a percentage of overall fatalities, in each State in 2024, and Table 6 shows the number of speeding-related traffic fatalities in each State in 2024 by rural/urban classification and functional system. 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 8. Percentages of Speeding-Related Traffic Fatalities, by State, 2024



Source: FARS 2024 ARF

Nationwide, 29 percent of all traffic fatalities were speeding-related in 2024.

States with the most speeding-related traffic fatalities in 2024:

- Texas (1,496)
- California (1,139)
- North Carolina (676)

States with the fewest speeding-related traffic fatalities in 2024:

- Rhode Island (16)
- District of Columbia (18)
- North Dakota (20)

States with the highest percentages of speeding-related fatalities in 2024:

- Vermont (54%)
- Alaska (50%)
- Montana (43%)
- Hawaii (42%)
- North Carolina (42%)
- Connecticut (41%)

States with the lowest percentages of speeding-related fatalities in 2024:

- Florida (11%)
- Kentucky (13%)
- Mississippi (17%)
- Ohio (17%)

Table 7 shows information by State on passenger vehicle drivers in fatal traffic crashes by speeding involvement and restraint use. The following statements pertain to passenger vehicle drivers in fatal crashes in 2024, based on known restraint use.

- Among the passenger vehicle drivers who were speeding, Nevada had the lowest percentage of unrestrained (30%), and Idaho had the highest percentage (77%). 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 Hawaii (6%) and most frequently unrestrained in South Dakota (47%). Nationally 79 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 shows information by State on all drivers in fatal traffic crashes by speeding involvement and alcohol impairment (BAC of .08 g/dL or higher) in 2024.

- Alaska had the smallest percentage of speeding drivers who were alcohol-impaired (23%), and Vermont had the highest percentage of speeding drivers who were alcohol-impaired (56%). Nationwide 37 percent of the speeding drivers were alcohol-impaired.
- The lowest percentage of non-speeding drivers who were alcohol-impaired was in Alaska (9%), and the highest percentage was in Texas (24%). Nationally 17 percent of these non-speeding drivers 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 Functional System, 2024

State	Total Traffic Fatalities	Speeding-Related Fatalities		Speeding-Related Fatalities by Functional System						
		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	962	278	29%	10	8	1	46	71	89	53
Alaska	70	35	50%	7	1	0	9	6	9	3
Arizona	1,229	446	36%	18	12	26	140	138	79	8
Arkansas	603	139	23%	5	8	7	26	28	46	19
California	3,876	1,139	29%	27	128	91	334	286	159	111
Colorado	689	237	34%	10	19	9	100	50	28	21
Connecticut	310	126	41%	0	22	7	24	46	15	12
Delaware	126	31	25%	0	2	0	13	4	6	6
District of Columbia	47	18	38%	0	2	1	0	8	3	4
Florida	3,138	360	11%	13	12	13	140	106	54	20
Georgia	1,403	339	24%	4	39	2	66	95	86	47
Hawaii	102	43	42%	0	5	0	24	14	0	0
Idaho	238	56	24%	4	0	0	12	12	16	12
Illinois	1,177	423	36%	23	63	1	117	100	78	41
Indiana	832	219	26%	17	16	3	44	44	55	40
Iowa	356	70	20%	5	3	0	15	11	19	17
Kansas	339	70	21%	3	7	5	3	26	10	16
Kentucky	707	94	13%	6	6	1	17	23	25	16
Louisiana	752	208	28%	12	17	0	52	43	52	31
Maine	177	42	24%	4	0	0	7	9	13	8
Maryland	578	113	20%	0	19	15	40	18	15	5
Massachusetts	363	104	29%	2	18	1	33	20	13	17
Michigan	1,098	277	25%	5	17	16	61	65	62	46
Minnesota	477	138	29%	4	10	2	29	37	33	16
Mississippi	753	131	17%	4	8	0	36	22	31	28
Missouri	955	311	33%	21	38	18	49	67	59	14
Montana	206	89	43%	12	0	0	34	14	12	16
Nebraska	251	69	27%	4	1	0	17	29	5	13
Nevada	417	136	33%	6	7	7	43	37	18	6
New Hampshire	133	39	29%	1	4	2	7	9	12	4
New Jersey	670	153	23%	0	13	10	54	38	20	17
New Mexico	409	148	36%	15	2	0	57	36	22	16
New York	1,101	364	33%	0	34	38	67	90	75	58
North Carolina	1,619	676	42%	49	38	27	146	118	162	135
North Dakota	90	20	22%	1	0	0	4	0	10	5
Ohio	1,157	192	17%	7	13	11	28	34	59	40
Oklahoma	645	237	37%	22	19	12	33	46	61	44
Oregon	538	163	30%	5	6	5	67	30	38	12
Pennsylvania	1,127	437	39%	17	46	22	104	100	77	70
Rhode Island	52	16	31%	0	0	3	5	6	2	0
South Carolina	1,038	392	38%	14	25	0	111	76	114	52
South Dakota	146	33	23%	3	3	0	3	12	11	1
Tennessee	1,197	224	19%	8	17	7	69	62	30	31
Texas	4,160	1,496	36%	58	147	101	412	298	343	136
Utah	277	83	30%	6	6	2	23	14	20	11
Vermont	59	32	54%	5	0	0	5	3	10	9
Virginia	917	285	31%	14	26	7	80	75	53	28
Washington	730	248	34%	4	23	20	74	45	63	18
West Virginia	256	78	30%	2	12	0	15	16	21	11
Wisconsin	595	189	32%	3	7	3	43	50	36	47
Wyoming	107	42	39%	7	1	0	16	6	9	3
U.S. Total	39,254	11,288	29%	467	930	496	2,954	2,593	2,338	1,394
Puerto Rico	288	76	26%	8	8	0	17	24	17	2

Source: FARS 2024 ARF

*Includes speeding-related fatalities that occurred on roadways for which the functional system was unknown or unknown whether rural or urban interstate.

Table 7. Passenger Vehicle Drivers in Fatal Traffic Crashes, by State, Speeding Involvement, and Restraint Use, 2024

State	Total Passenger Vehicle Drivers	Speeding							Not Speeding						
		Total	Rest.	Unrest.	Unk.	Percent Based on Known Restraint Use		Total	Rest.	Unrest.	Unk.	Percent Based on Known Restraint Use			
						Rest.	Unrest.					Rest.	Unrest.		
Alabama	1,021	202	54	131	17	29%	71%	819	504	223	92	69%	31%		
Alaska	77	22	10	6	6	63%	38%	55	30	5	20	86%	14%		
Arizona	1,229	277	124	110	43	53%	47%	952	698	138	116	83%	17%		
Arkansas	603	101	34	58	9	37%	63%	502	330	130	42	72%	28%		
California	4,143	753	434	199	120	69%	31%	3,390	2,675	471	244	85%	15%		
Colorado	734	143	57	65	21	47%	53%	591	427	100	64	81%	19%		
Connecticut	309	87	30	24	33	56%	44%	222	121	33	68	79%	21%		
Delaware	146	19	11	7	1	61%	39%	127	87	33	7	73%	28%		
Dist. of Columbia	43	14	3	7	4	30%	70%	29	10	7	12	59%	41%		
Florida	3,409	197	104	85	8	55%	45%	3,212	2,560	578	74	82%	18%		
Georgia	1,527	248	93	114	41	45%	55%	1,279	874	268	137	77%	23%		
Hawaii	94	25	11	11	3	50%	50%	69	50	3	16	94%	6%		
Idaho	223	33	7	24	2	23%	77%	190	110	53	27	67%	33%		
Illinois	1,277	302	115	108	79	52%	48%	975	592	156	227	79%	21%		
Indiana	959	157	63	62	32	50%	50%	802	509	160	133	76%	24%		
Iowa	332	42	19	17	6	53%	47%	290	209	61	20	77%	23%		
Kansas	356	45	17	26	2	40%	60%	311	217	72	22	75%	25%		
Kentucky	785	69	33	36	0	48%	52%	716	529	177	10	75%	25%		
Louisiana	813	160	55	91	14	38%	62%	653	399	172	82	70%	30%		
Maine	190	30	14	16	0	47%	53%	160	114	45	1	72%	28%		
Maryland	668	82	43	26	13	62%	38%	586	428	89	69	83%	17%		
Massachusetts	414	68	21	34	13	38%	62%	346	177	75	94	70%	30%		
Michigan	1,237	184	73	63	48	54%	46%	1,053	755	159	139	83%	17%		
Minnesota	467	84	40	29	15	58%	42%	383	260	66	57	80%	20%		
Mississippi	771	96	44	34	18	56%	44%	675	425	152	98	74%	26%		
Missouri	1,017	214	68	123	23	36%	64%	803	474	251	78	65%	35%		
Montana	197	59	20	36	3	36%	64%	138	84	48	6	64%	36%		
Nebraska	250	42	11	22	9	33%	67%	208	109	63	36	63%	37%		
Nevada	444	78	45	19	14	70%	30%	366	277	47	42	85%	15%		
New Hampshire	143	25	9	12	4	43%	57%	118	71	34	13	68%	32%		
New Jersey	743	106	50	41	15	55%	45%	637	468	98	71	83%	17%		
New Mexico	427	97	30	44	23	41%	59%	330	219	47	64	82%	18%		
New York	1,079	219	98	92	29	52%	48%	860	692	89	79	89%	11%		
North Carolina	1,819	493	226	222	45	50%	50%	1,326	1,053	212	61	83%	17%		
North Dakota	79	10	5	4	1	56%	44%	69	37	23	9	62%	38%		
Ohio	1,232	141	57	68	16	46%	54%	1,091	662	302	127	69%	31%		
Oklahoma	684	158	65	80	13	45%	55%	526	356	123	47	74%	26%		
Oregon	552	106	60	34	12	64%	36%	446	314	62	70	84%	16%		
Pennsylvania	1,215	264	75	138	51	35%	65%	951	622	182	147	77%	23%		
Rhode Island	49	10	4	5	1	44%	56%	39	27	5	7	84%	16%		
South Carolina	1,136	270	104	142	24	42%	58%	866	637	184	45	78%	22%		
South Dakota	114	19	7	11	1	39%	61%	95	46	41	8	53%	47%		
Tennessee	1,314	131	52	58	21	47%	53%	1,183	827	252	104	77%	23%		
Texas	4,470	923	458	351	114	57%	43%	3,547	2,626	618	303	81%	19%		
Utah	276	49	23	18	8	56%	44%	227	157	30	40	84%	16%		
Vermont	52	18	6	8	4	43%	57%	34	20	11	3	65%	35%		
Virginia	1,014	210	103	104	3	50%	50%	804	582	213	9	73%	27%		
Washington	834	165	66	60	39	52%	48%	669	477	68	124	88%	12%		
West Virginia	263	49	16	24	9	40%	60%	214	131	49	34	73%	27%		
Wisconsin	595	118	40	55	23	42%	58%	477	304	98	75	76%	24%		
Wyoming	87	25	7	18	0	28%	72%	62	34	23	5	60%	40%		
U.S. Total	41,912	7,439	3,214	3,172	1,053	50%	50%	34,473	24,396	6,599	3,478	79%	21%		
Puerto Rico	281	47	14	32	1	30%	70%	234	153	80	1	66%	34%		

Source: FARS 2024 ARF

Note: Rest. - Restrained, Unrest. - Unrestrained, and Unk. - Unknown.

Table 8. Drivers in Fatal Traffic Crashes, by State, Speeding Involvement, and Alcohol Impairment, 2024

State	Speeding			Not Speeding			Total		
	Total	Alcohol-Impaired (BAC=.08+ g/dL)		Total	Alcohol-Impaired (BAC=.08+ g/dL)		Total	Alcohol-Impaired (BAC=.08+ g/dL)	
		Number	Percent		Number	Percent		Number	Percent
Alabama	264	107	40%	1,070	154	14%	1,334	261	20%
Alaska	32	8	23%	72	7	9%	104	14	14%
Arizona	404	150	37%	1,370	264	19%	1,774	413	23%
Arkansas	127	55	43%	684	91	13%	811	146	18%
California	1,062	369	35%	4,271	855	20%	5,333	1,224	23%
Colorado	219	86	39%	805	111	14%	1,024	197	19%
Connecticut	120	39	33%	313	51	16%	433	90	21%
Delaware	29	10	35%	156	21	13%	185	31	17%
District of Columbia	17	5	31%	44	9	21%	61	15	24%
Florida	316	109	34%	4,287	626	15%	4,603	734	16%
Georgia	311	98	32%	1,662	210	13%	1,973	308	16%
Hawaii	41	20	49%	93	15	16%	134	35	26%
Idaho	56	19	35%	271	49	18%	327	68	21%
Illinois	397	130	33%	1,267	189	15%	1,664	320	19%
Indiana	208	75	36%	1,062	122	11%	1,270	197	15%
Iowa	63	27	42%	416	91	22%	479	118	25%
Kansas	64	32	49%	422	83	20%	486	115	24%
Kentucky	88	34	38%	933	126	13%	1,021	159	16%
Louisiana	188	80	42%	842	106	13%	1,030	186	18%
Maine	39	14	35%	218	31	14%	257	45	17%
Maryland	112	46	41%	750	119	16%	862	165	19%
Massachusetts	98	38	39%	420	62	15%	518	100	19%
Michigan	264	95	36%	1,317	189	14%	1,581	284	18%
Minnesota	128	47	36%	528	56	11%	656	103	16%
Mississippi	117	32	28%	852	125	15%	969	158	16%
Missouri	299	105	35%	1,055	148	14%	1,354	253	19%
Montana	83	32	39%	198	36	18%	281	69	24%
Nebraska	56	21	37%	299	43	15%	355	64	18%
Nevada	125	47	38%	468	80	17%	593	127	21%
New Hampshire	36	11	30%	159	21	13%	195	32	16%
New Jersey	148	50	34%	802	96	12%	950	146	15%
New Mexico	136	51	38%	459	60	13%	595	112	19%
New York	333	117	35%	1,141	174	15%	1,474	291	20%
North Carolina	629	235	37%	1,679	191	11%	2,308	426	18%
North Dakota	19	6	29%	107	19	18%	126	25	20%
Ohio	217	86	40%	1,470	331	22%	1,687	417	25%
Oklahoma	222	89	40%	700	136	19%	922	225	24%
Oregon	145	55	38%	584	120	20%	729	174	24%
Pennsylvania	404	143	35%	1,248	139	11%	1,652	282	17%
Rhode Island	14	7	53%	48	8	16%	62	15	24%
South Carolina	351	160	45%	1,105	240	22%	1,456	400	27%
South Dakota	30	12	38%	162	27	17%	192	39	20%
Tennessee	193	63	32%	1,542	237	15%	1,735	300	17%
Texas	1,359	523	38%	4,597	1,116	24%	5,956	1,639	28%
Utah	80	31	39%	318	39	12%	398	71	18%
Vermont	26	15	56%	40	9	23%	66	24	36%
Virginia	272	92	34%	1,006	156	16%	1,278	248	19%
Washington	224	85	38%	828	138	17%	1,052	224	21%
West Virginia	72	27	37%	284	46	16%	356	73	20%
Wisconsin	166	80	48%	654	97	15%	820	177	22%
Wyoming	43	16	38%	96	17	17%	139	33	24%
U.S. Total	10,446	3,880	37%	45,174	7,486	17%	55,620	11,367	20%
Puerto Rico	70	24	35%	320	53	17%	390	77	20%

Source: FARS 2024 ARF

Notes: Percentages are computed based on unrounded estimates. NHTSA estimates BACs when alcohol test results are unknown.

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 close 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 trafficway customarily open to the public and must result 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 2024 ARF, the 2023 Final File was released to replace the 2023 ARF. The final fatality count in motor vehicle traffic crashes for 2023 was 41,025, updated from 40,901 in the 2023 ARF. The number of speeding-related fatalities from the 2023 Final File was 11,913, updated from 11,775 from the 2023 ARF.

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. 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.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (passenger cars, light trucks, large trucks, motorcycles, buses) from FARS, NASS GES, and CRSS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a vPIC dataset to decode Vehicle Identification Numbers (VINs) and extract vehicle information. Details of vehicles (make, model, body class, etc.) in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data is available beginning with the 2020 FARS and CRSS data file. Vehicle-related analysis for 2020 and later years are based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at <https://vpic.nhtsa.dot.gov>.

Important Change for Motorized Bicycles

Prior to 2022, motorized bicycles were collected as motor vehicles and classified as motorcycles in FARS and CRSS, and their operators and passengers were captured as "motorists." Beginning in 2022, FARS and CRSS are no longer collecting motorized bicycles as motor vehicles. Consequently, operators and passengers of motorized bicycles will be captured as pedalcyclists when involved in a motor vehicle traffic crash. Any traffic crash involving only motorized bicycles will no longer be captured in FARS or CRSS.

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For More Information:

Motor vehicle traffic crash data is available from the National Center for Statistics and Analysis, 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.nhtsa.gov/report-a-safety-problem.

The following data tools and resources can be found at <https://cdan.dot.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)
- Motor Vehicle Crash Databook
- Leading Cause of Death Reports
- 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
- Race and Ethnicity
- Rural/Urban Traffic Fatalities
- School-Transportation-Related Traffic Crashes
- State Alcohol-Impaired-Driving Estimates
- State Traffic Data
- Summary of Motor Vehicle Traffic Crashes
- Young Drivers

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



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