



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



Traffic Safety Facts

2021 Data



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Speeding

In this fact sheet for 2021 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 contributing 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 9 percent of property-damage-only crashes in 2021 were speeding-related traffic crashes.
- In 2021 there were 12,330 fatalities in speeding-related crashes, 29 percent of total traffic fatalities for the year and an increase of 8 percent from 11,428 in 2020, the highest since 2007.
- There were an estimated 328,946 people injured (13% of total people injured) in speeding-related traffic crashes in 2021.
- Thirty-five percent of male drivers and 21 percent of female drivers in the 15- to 20-year-old age group involved in fatal traffic crashes in 2021 were speeding, the highest among the age groups.
- Among speeding drivers involved in fatal traffic crashes in 2021, there were 32 percent who did not have valid driver licenses at the time of the crashes, compared to 15 percent of non-speeding drivers.
- In 2021 drivers who were speeding when involved in fatal traffic crashes had blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or greater (37% versus 17%)—or even higher BACs of .15 g/dL or greater (25% versus 11%)—more frequently than those drivers who were not speeding.
- Thirty-three percent of motorcycle riders involved in fatal traffic crashes in 2021 were speeding, more than drivers of any other vehicle type.
- In fatal traffic crashes in 2021 more than half (51%) of speeding drivers of passenger vehicles were unrestrained at the time of crashes, compared to 23 percent of non-speeding passenger vehicle drivers.
- In 2021, when roadway function class was known, 87 percent of speeding-related traffic 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.

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 more information on Product Information Catalog and Vehicle Listing (vPIC).

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

Overview

In 2021 an estimated 10 percent of all police-reported traffic crashes were speeding-related. Twenty-eight percent of fatal crashes traffic crashes, 13 percent of injury crashes, and 9 percent of property-damage-only crashes in 2021 were speeding-related. In 2021 there were 60,904 drivers involved in 39,508 fatal traffic crashes in which 42,939 people lost their lives. Eighteen percent of the drivers involved were speeding at the time of the crashes, and 29 percent of those killed were in speeding-related traffic crashes.

From 2012 to 2021 speeding-related fatalities increased by 19 percent, from 10,329 in 2012 to 12,330 in 2021. 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 8 percent, from 11,428 in 2020 to 12,330 in 2021. The proportion of speeding-related fatalities out of the total number of fatalities was consistent at 29 percent in both 2020 and 2021. There were an estimated 328,946 people injured (13% of total people injured) in speeding-related crashes in 2021, a 7-percent increase from an estimated 308,113 people injured in speeding-related crashes in 2020.

Table 1. People Killed and Injured in Traffic Crashes, by Speeding Involvement, 2012–2021

Year	Speeding Involvement				Total	
	Speeding-Related		Not Speeding-Related			
	Number	Percent	Number	Percent	Number	Percent
Killed						
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	11,428	29%	27,579	71%	39,007	100%
2021	12,330	29%	30,609	71%	42,939	100%
Injured						
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%

Year	Speeding Involvement				Total	
	Speeding-Related		Not Speeding-Related			
	Number	Percent	Number	Percent	Number	Percent
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†	308,113	14%	1,974,076	86%	2,282,209	100%
2021†	328,946	13%	2,168,710	87%	2,497,657	100%

Sources: FARS 2012–2020 Final File, 2021 Annual Report File (ARF); NASS GES 2012–2015; CRSS 2016–2021

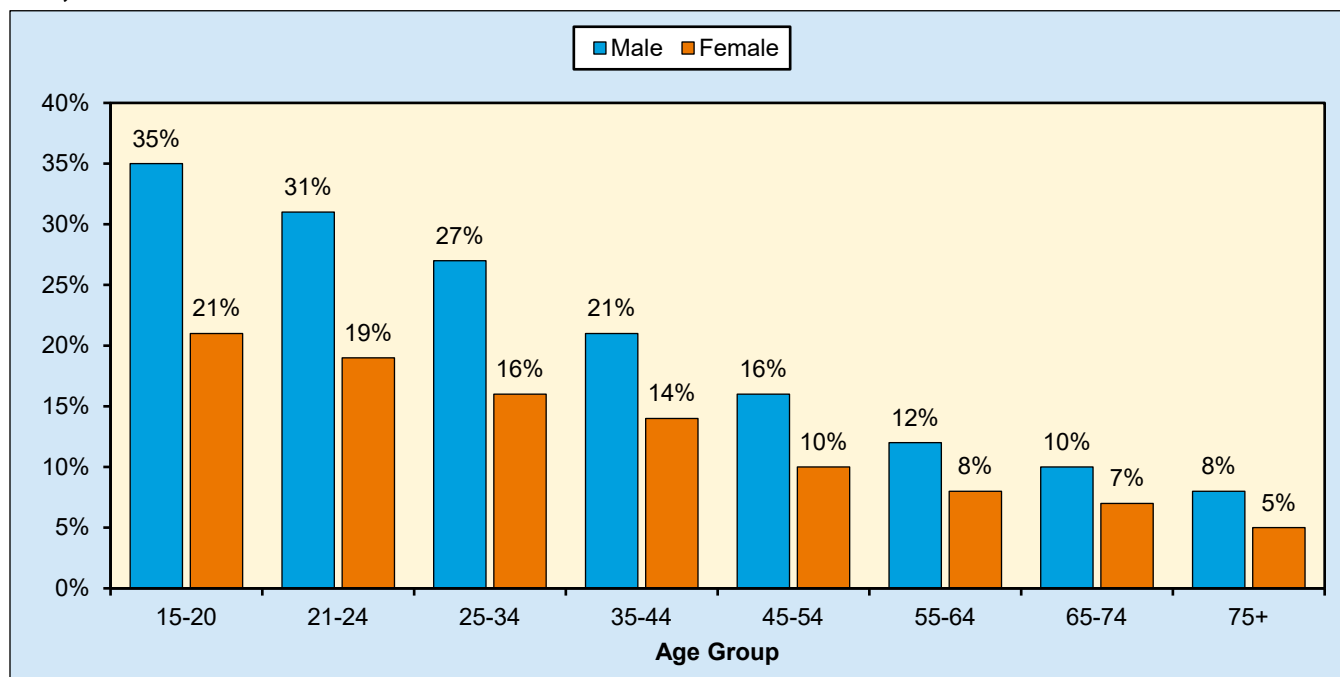
†CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

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 traffic 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 2021 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, the highest proportion among all age groups. Among female drivers, the highest speeding involvement (21%) was in the 15-to-20-year-old age group.

Figure 1. Percentage of Speeding Drivers Involved in Fatal Traffic Crashes, by Age Group and Sex, 2021

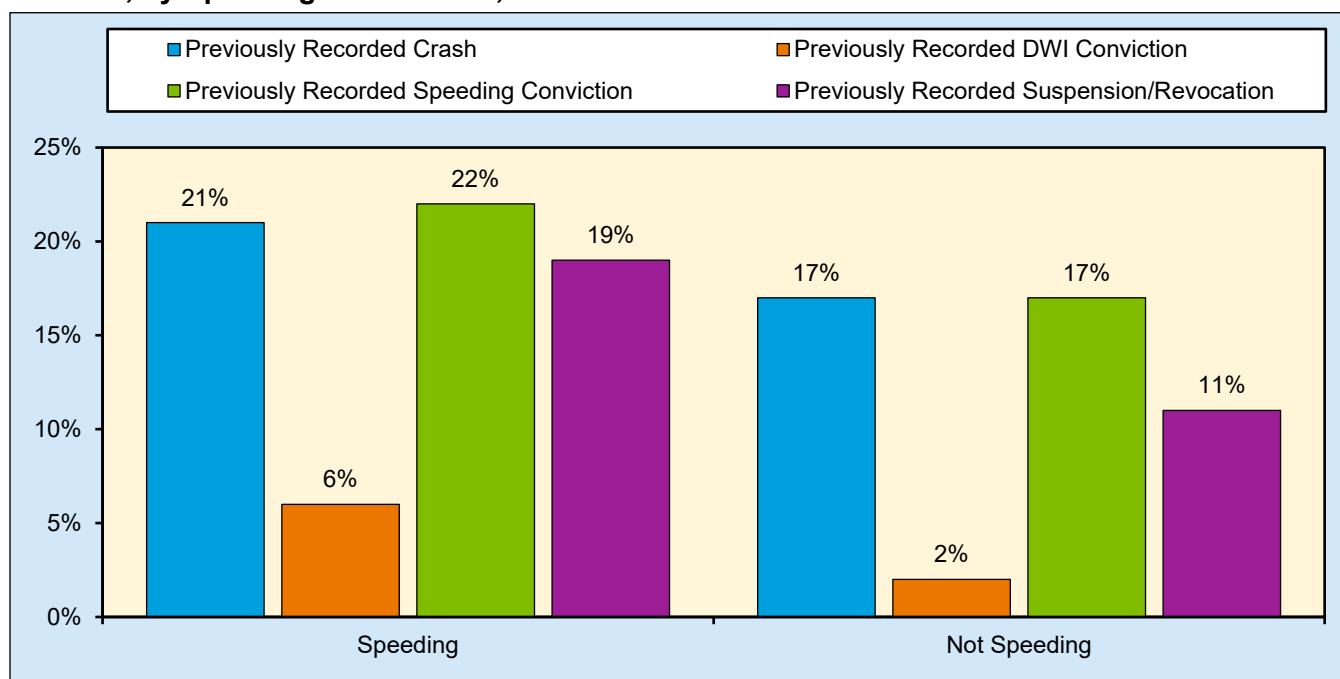


Source: FARS 2021 ARF

In Figure 2 the previous driving records of drivers involved 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 2021 among speeding drivers involved in fatal crashes, 32 percent did not have valid driver licenses at the time of the crashes, compared to 15 percent of non-speeding drivers.

Figure 2. Percentage of Previous 5-Year Driving Records of Drivers Involved in Fatal Traffic Crashes, by Speeding Involvement, 2021



Source: FARS 2021 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 traffic crashes than those drivers who were not speeding. Thirty-seven percent of speeding drivers involved 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). Drivers who were speeding when involved in fatal crashes in 2021 were more likely to have been alcohol-impaired, and with 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, 2021

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	6,400	57%	4,854	43%	4,200	37%	2,869	25%
Not Speeding	39,369	79%	10,281	21%	8,562	17%	5,517	11%
Total	45,769	75%	15,135	25%	12,762	21%	8,385	14%

Source: FARS 2021 ARF

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

Table 3 shows drivers involved 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. 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, 29 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 2021, speeding drivers in fatal crashes in the 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 Traffic Crashes, by Age Group, Speeding Involvement, and Their BACs, 2021

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	1,138	71%	474	29%	378	23%	240	15%	2,955	83%	615	17%	513	14%	300	8%
21–24	815	53%	712	47%	609	40%	386	25%	2,939	74%	1,047	26%	889	22%	560	14%
25–34	1,626	51%	1,537	49%	1,360	43%	949	30%	7,500	75%	2,537	25%	2,171	22%	1,452	14%
35–44	980	50%	963	50%	848	44%	603	31%	6,504	78%	1,844	22%	1,569	19%	1,052	13%
45–54	688	53%	605	47%	529	41%	386	30%	6,006	80%	1,465	20%	1,206	16%	811	11%
55–64	535	61%	342	39%	287	33%	191	22%	5,987	83%	1,221	17%	997	14%	662	9%
65–74	302	72%	116	28%	101	24%	66	16%	3,737	86%	613	14%	488	11%	313	7%
75+	206	85%	36	15%	30	12%	17	7%	2,741	91%	280	9%	223	7%	135	4%
Total*	6,400	57%	4,854	43%	4,200	37%	2,869	25%	39,369	79%	10,281	21%	8,562	17%	5,517	11%

Source: FARS 2021 ARF

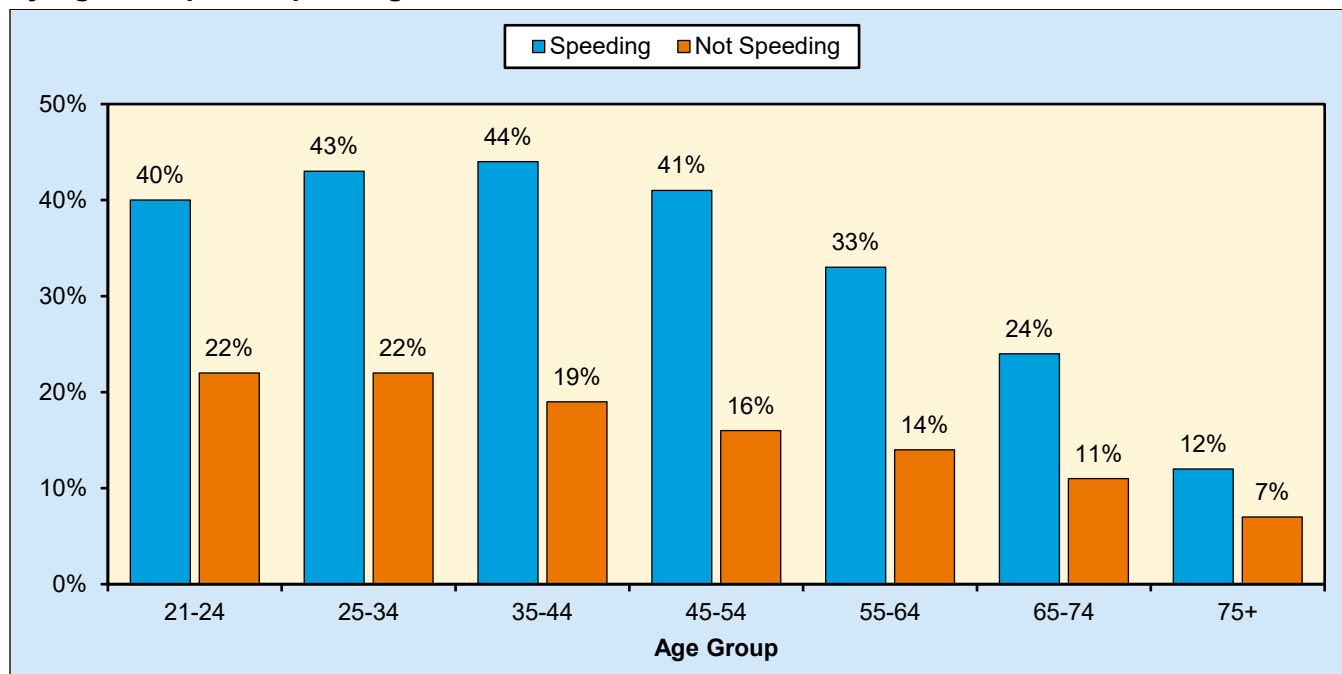
*Includes drivers of unknown age.

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. In 2021, for drivers 45 to 54 years old who were involved in fatal crashes, 41 percent of speeding drivers had BACs of .08 g/dL or higher, compared to 16 percent of non-speeding drivers. Among drivers who were speeding, the 35-to-44 age group had the highest percentage of drivers (44%) 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 (22%). Also note that, except the 21-to-24, 25-to-34, 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 Involved in Fatal Traffic Crashes, by Age Group and Speeding Involvement, 2021

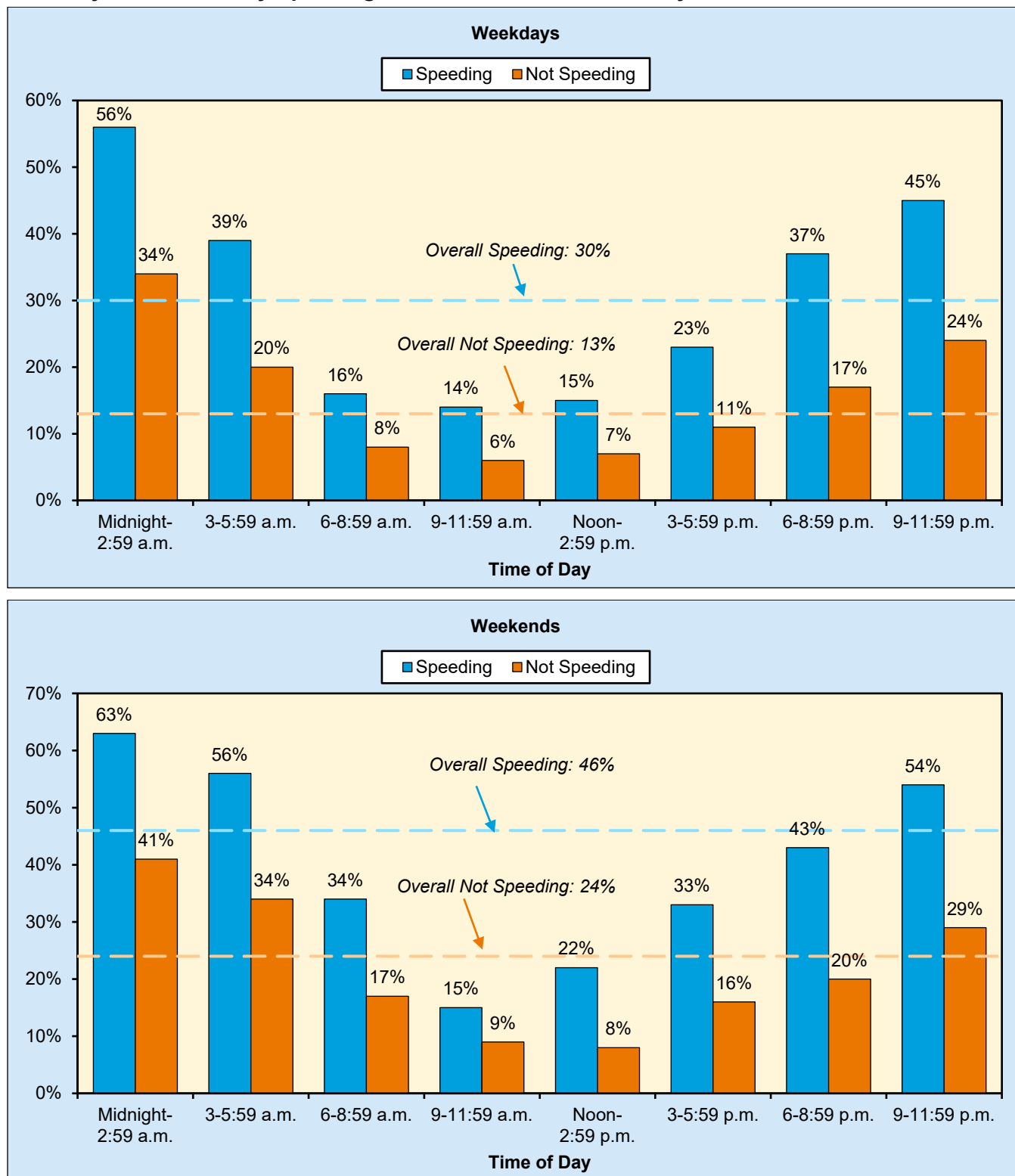


Source: FARS 2021 ARF

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

The percentages of drivers in fatal traffic crashes who were alcohol-impaired in 2021 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 Traffic Crashes on Weekdays/Weekends, by Speeding Involvement and Time of Day, 2021



Source: FARS 2021 ARF

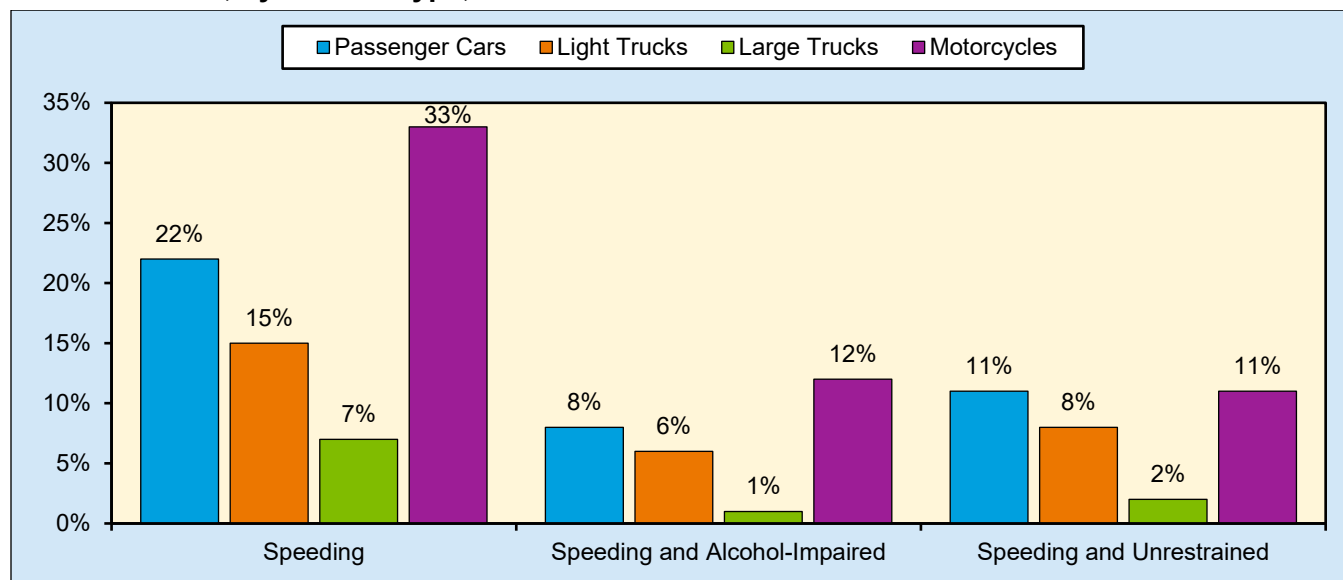
Weekday—Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)

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

Notes: Excludes alcohol-impaired drivers when time of day was unknown. NHTSA estimates BACs when alcohol test results are unknown.

Figure 5 presents information on speeding drivers involved in fatal traffic crashes in 2021 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 2021, among all drivers involved in fatal crashes, 33 percent of motorcycle riders were speeding, compared to 22 percent of passenger car drivers, 15 percent of light-truck drivers, and 7 percent of large-truck drivers. Twelve 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 1 percent for large-truck drivers. Eleven percent of motorcycle riders involved in fatal crashes were both speeding and unrestrained, compared to 11 percent for passenger car drivers, 8 percent for light-truck drivers, and 2 percent for large-truck drivers.

Figure 5. Percentage of Speeding, Alcohol-Impaired, and Unrestrained* Drivers Involved in Fatal Traffic Crashes, by Vehicle Type, 2021



Source: FARS 2021 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 11 percent of motorcycle riders involved in fatal traffic crashes were both speeding and unhelmeted; 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 drivers of passenger vehicles (passenger cars and light trucks) involved in fatal crashes in 2021 with known restraint use, more than half (51%) who were speeding were also unrestrained at the time of the crashes, compared to 23 percent unrestrained for non-speeding drivers (Table 4).

Table 4. Passenger Vehicle Drivers Involved in Fatal Traffic Crashes, by Speeding Involvement and Restraint Use, 2021

Speeding Involvement	Restraint Use						Total	Percent Based on Known Restraint Use	
	Restrained		Unrestrained		Unknown			Restrained	Unrestrained
	Number	Percent	Number	Percent	Number	Percent			
Speeding	3,612	43%	3,804	45%	1,046	12%	8,462	49%	51%
Not Speeding	26,525	70%	8,017	21%	3,480	9%	38,022	77%	23%
Total	30,137	65%	11,821	25%	4,526	10%	46,484	72%	28%

Source: FARS 2021 ARF

Crash Characteristics

The percentages of drivers who were speeding at the time of their involvement in fatal traffic crashes varied little by month. In 2021 the lowest percentages of speeding drivers involved in fatal crashes were during September and November (17% each), while the highest percentage was in January and May (20% each). The numbers of drivers involved in fatal crashes by time of day (daytime or nighttime) and day of week (weekday or weekend) in 2021 are shown in Table 5, separated 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 16 percent of them were speeding. On weekends, drivers involved in fatal crashes were speeding 21 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 22 percent of the drivers were speeding. Drivers involved in fatal crashes during the daytime on weekdays had the lowest incidences of speeding, at 14 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 Traffic Crashes, by Time of Day, Day of Week, and Speeding Involvement, 2021

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	22,473	3,209	14%	7,944	1,525	19%	30,417	4,734	16%
Nighttime	14,216	2,943	21%	15,945	3,523	22%	30,161	6,466	21%
Total*	36,803	6,173	17%	24,012	5,067	21%	60,904	11,254	18%

Source: FARS 2021 ARF

*Includes drivers involved in fatal crashes when the time of day and/or day of week were unknown.

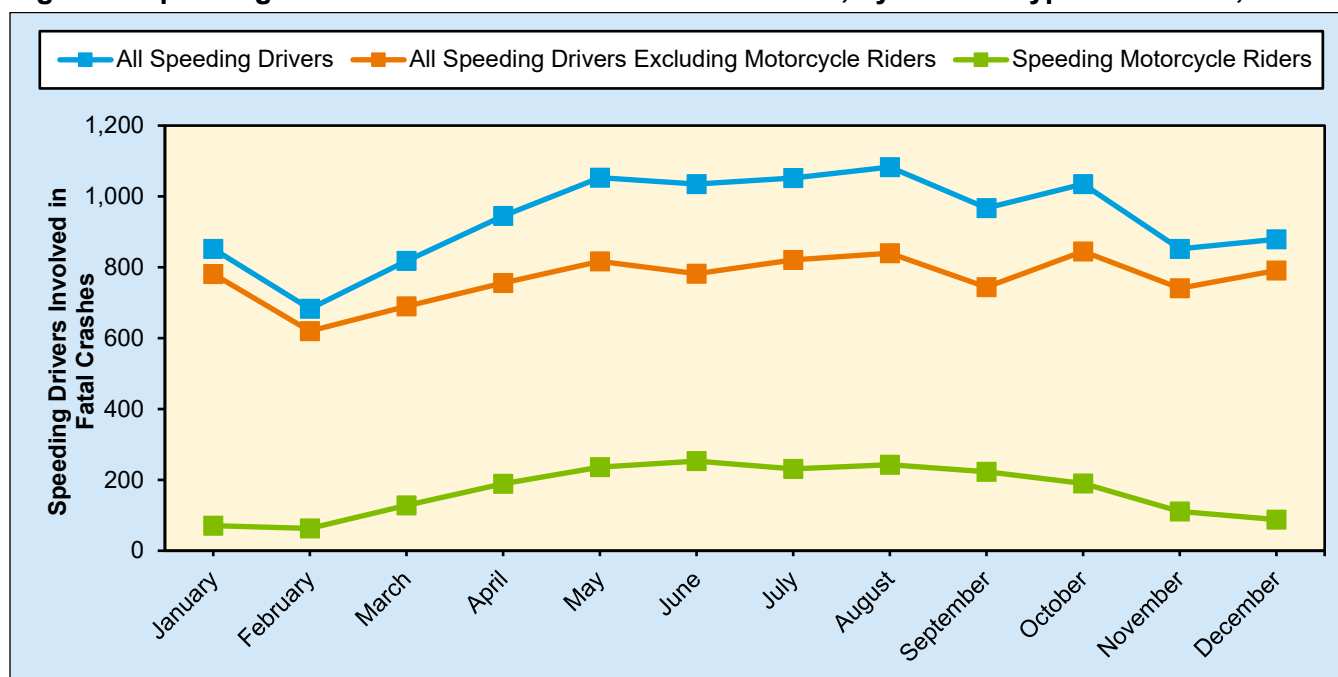
Weekday—Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)

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

Daytime—6 a.m. to 5:59 p.m.

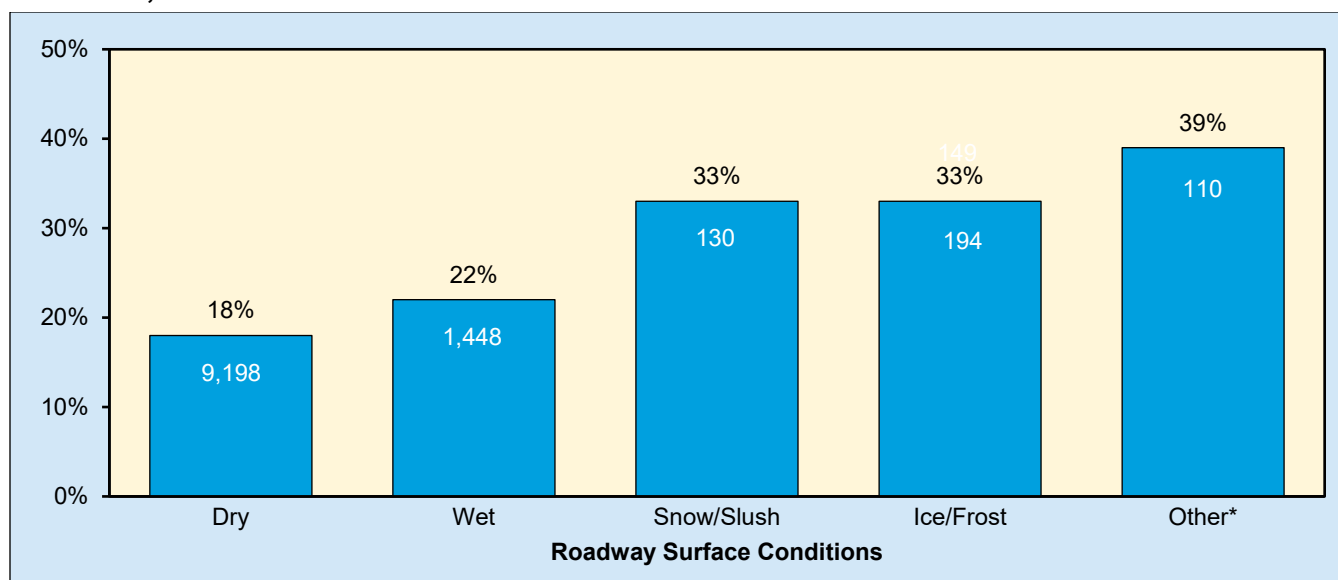
Nighttime—6 p.m. to 5:59 a.m.

Figure 6 displays the monthly variations of all speeding drivers involved in fatal traffic crashes by vehicle type in 2021. All speeding drivers have monthly variations with more involvement in the warmer months (May to August) compared to the colder months (November to February). 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 Traffic Crashes, by Vehicle Type and Month, 2021

Source: FARS 2021 ARF

Information on the combination of speeding and roadway surface condition is presented in Figure 7. In 2021 speeding was a factor for 18 percent of the drivers involved in fatal crashes on dry roads, 22 percent of those on wet roads, 32 percent when there was snow or slush on the road, and 33 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 Traffic Crashes, by Roadway Surface Condition, 2021

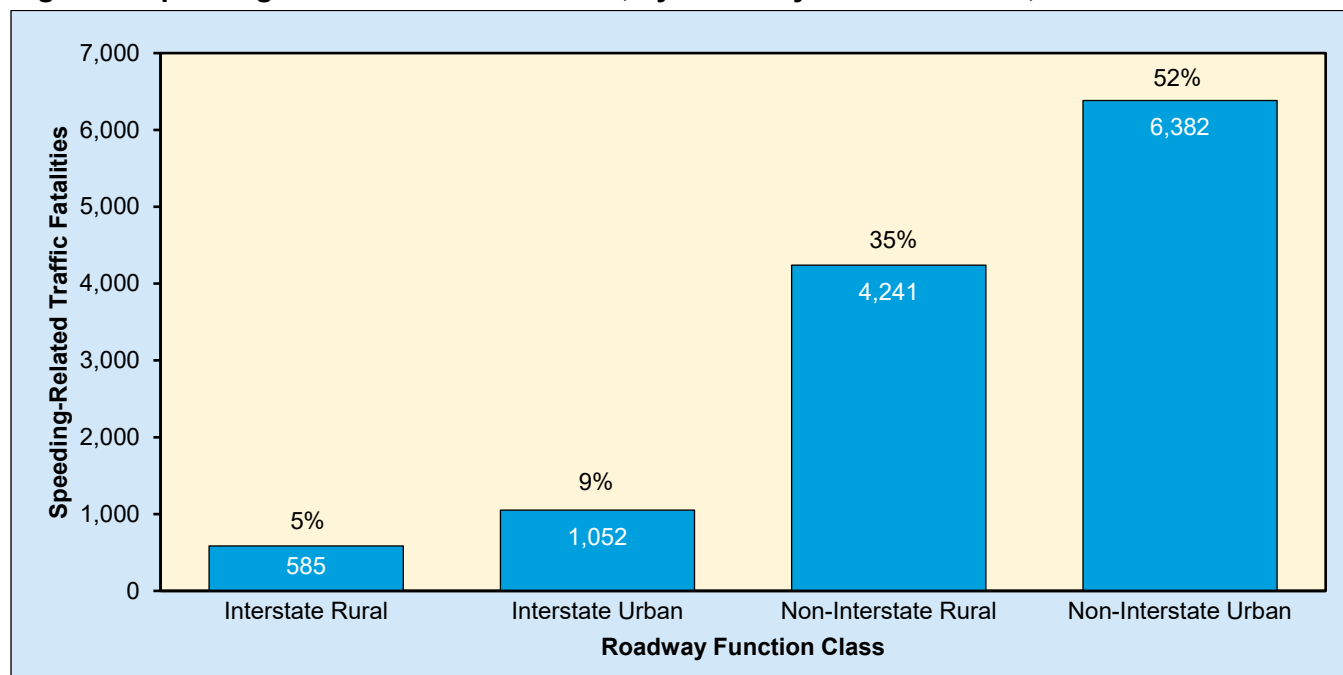
Source: FARS 2021 ARF

*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 2021 is shown by roadway function class in Figure 8. Of the 12,260 speeding-related fatalities in traffic crashes in 2021 with known roadway function class, 4,241 (35%) occurred on non-interstate rural roads. Overall, only 13 percent (1,637) 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, 2021



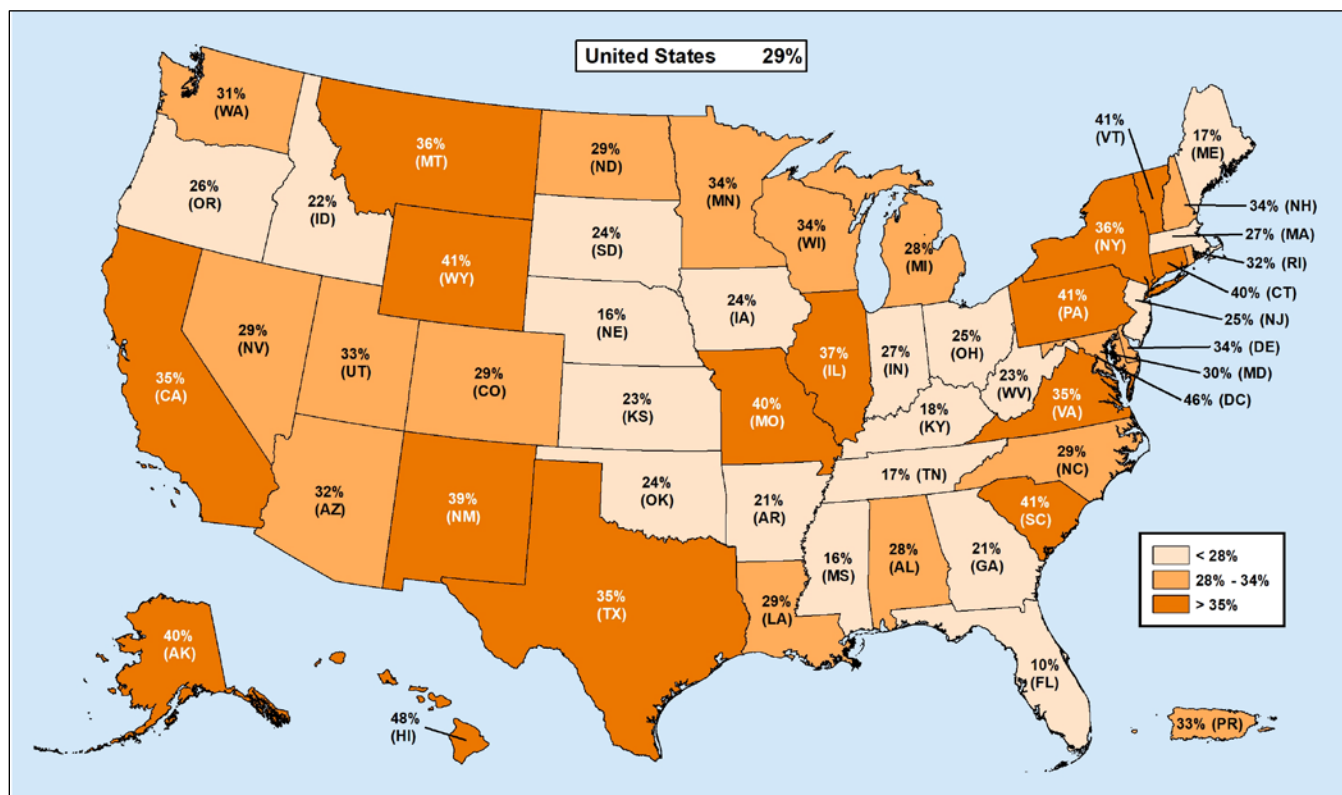
Source: FARS 2021 ARF

Note: Fatalities on known function class but unknown land use not included.

In 2021 speeding was involved in 32 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.

State

Figure 9 shows a color-coded map of speeding-related fatalities, as a percentage of overall fatalities, in each State in 2021, and Table 6 shows the number of speeding-related traffic fatalities in each State in 2021 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, 2021

Source: FARS 2021 ARF

Nationwide, 29 percent of all traffic fatalities were speeding-related in 2021.

States with the most speeding-related traffic fatalities in 2021:

- Texas (1,568)
- California (1,509)
- Pennsylvania (500)
- Illinois (487)

States with the fewest speeding-related traffic fatalities in 2021:

- District of Columbia (19)
- Rhode Island (20)
- Maine (26)
- Alaska (27)

States with the highest percentages of speeding-related fatalities in 2021:

- Hawaii (48%)
- District of Columbia (46%)
- Pennsylvania (41%)
- South Carolina (41%)
- Vermont (41%)
- Wyoming (41%)

States with the lowest percentages of speeding-related fatalities in 2021:

- Florida (10%)
- Mississippi (16%)
- Nebraska (16%)
- Maine (17%)
- Tennessee (17%)

Table 7 provides information by State on passenger vehicle drivers involved in fatal traffic crashes by speeding involvement and restraint use. The following statements pertain to passenger vehicle drivers involved in fatal crashes in 2021, based on known restraint use.

- Among the passenger vehicle drivers who were speeding, California had the lowest percentage of unrestrained (30%), and Arkansas and Vermont had the highest percentage (76%). Nationally 51 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 (4%) and most frequently unrestrained in New Hampshire (52%). Nationally 77 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 traffic crashes by speeding involvement and alcohol impairment (BAC of .08 g/dL or higher) in 2021.

- Utah had the smallest percentage of speeding drivers who were alcohol-impaired (23%), and South Dakota had the highest percentage of speeding drivers who were alcohol-impaired (54%). Nationwide 37 percent of the speeding drivers were alcohol-impaired.
- The lowest percentage of non-speeding drivers who were alcohol-impaired was in Hawaii (11%), and the highest percentage was in Montana (28%). 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, 2021

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	983	274	28%	36	15	0	46	59	83	35
Alaska	67	27	40%	6	3	0	7	1	5	5
Arizona	1,180	373	32%	15	15	39	90	141	55	8
Arkansas	693	148	21%	8	11	1	26	27	21	54
California	4,285	1,509	35%	59	166	161	450	308	252	113
Colorado	691	202	29%	11	12	3	86	36	29	25
Connecticut	298	119	40%	1	10	11	26	36	30	5
Delaware	136	46	34%	0	4	2	13	9	14	4
District of Columbia	41	19	46%	0	0	1	5	9	0	4
Florida	3,738	391	10%	8	18	3	145	83	85	49
Georgia	1,797	369	21%	8	26	23	82	91	77	62
Hawaii	94	45	48%	0	2	0	28	15	0	0
Idaho	271	59	22%	5	3	1	11	5	18	16
Illinois	1,334	487	37%	24	76	9	123	111	82	57
Indiana	932	252	27%	16	22	4	64	43	57	46
Iowa	356	84	24%	2	3	0	23	12	26	17
Kansas	424	98	23%	7	6	3	12	26	33	11
Kentucky	806	143	18%	13	8	1	28	35	27	31
Louisiana	972	281	29%	30	24	2	54	68	45	58
Maine	153	26	17%	0	0	0	4	3	13	5
Maryland	561	168	30%	2	16	21	48	34	37	9
Massachusetts	417	114	27%	2	21	8	29	25	16	13
Michigan	1,136	321	28%	5	25	16	86	64	67	53
Minnesota	488	167	34%	2	13	6	34	53	39	18
Mississippi	772	122	16%	5	1	0	35	19	35	10
Missouri	1,016	404	40%	11	42	27	104	65	80	75
Montana	239	86	36%	14	8	0	17	9	16	20
Nebraska	221	36	16%	5	5	2	5	5	7	7
Nevada	385	112	29%	2	6	0	36	30	12	26
New Hampshire	118	40	34%	1	1	4	11	6	11	6
New Jersey	699	178	25%	3	9	22	61	35	20	27
New Mexico	481	186	39%	24	12	1	51	32	43	21
New York	1,157	418	36%	4	42	39	109	75	50	99
North Carolina	1,663	478	29%	9	26	29	102	92	124	96
North Dakota	101	29	29%	2	0	0	14	1	2	9
Ohio	1,354	341	25%	4	50	11	54	66	94	56
Oklahoma	762	181	24%	3	10	0	50	20	66	32
Oregon	599	154	26%	5	5	0	44	40	45	15
Pennsylvania	1,230	500	41%	34	29	27	130	91	86	102
Rhode Island	63	20	32%	0	4	2	6	4	3	1
South Carolina	1,198	486	41%	55	23	6	73	186	74	69
South Dakota	148	35	24%	3	0	0	7	12	8	5
Tennessee	1,327	231	17%	9	15	7	77	61	32	30
Texas	4,498	1,568	35%	68	171	79	424	296	386	141
Utah	328	109	33%	15	10	3	38	21	14	8
Vermont	74	30	41%	2	0	0	3	8	9	8
Virginia	973	337	35%	13	42	13	66	79	87	34
Washington	670	206	31%	11	24	14	38	39	60	18
West Virginia	280	64	23%	9	8	0	11	4	20	12
Wisconsin	620	212	34%	6	9	2	55	51	53	35
Wyoming	110	45	41%	8	1	0	18	1	11	5
U.S. Total	42,939	12,330	29%	585	1,052	603	3,159	2,642	2,559	1,665
Puerto Rico	337	112	33%	11	12	0	33	28	23	5

Source: FARS 2021 ARF

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

Table 7. Passenger Vehicle Drivers Involved in Fatal Traffic Crashes, by State, Speeding Involvement, and Restraint Use, 2021

State	Passenger Vehicle Drivers Involved	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	1,114	209	71	118	20	38%	62%	905	600	229	76	72%	28%
Alaska	75	17	9	4	4	69%	31%	58	36	3	19	92%	8%
Arizona	1,240	255	100	114	41	47%	53%	985	662	190	133	78%	22%
Arkansas	691	108	24	76	8	24%	76%	583	386	143	54	73%	27%
California	4,698	1,031	634	275	122	70%	30%	3,667	2,901	544	222	84%	16%
Colorado	762	122	47	67	8	41%	59%	640	431	150	59	74%	26%
Connecticut	325	78	28	37	13	43%	57%	247	152	46	49	77%	23%
Delaware	166	36	18	17	1	51%	49%	130	99	29	2	77%	23%
Dist. of Columbia	48	12	5	5	2	50%	50%	36	26	1	9	96%	4%
Florida	4,165	239	120	113	6	52%	48%	3,926	3,030	851	45	78%	22%
Georgia	2,085	271	101	137	33	42%	58%	1,814	1,181	458	175	72%	28%
Hawaii	80	24	9	14	1	39%	61%	56	43	5	8	90%	10%
Idaho	269	34	13	20	1	39%	61%	235	139	76	20	65%	35%
Illinois	1,446	366	126	142	98	47%	53%	1,080	651	192	237	77%	23%
Indiana	1,025	174	61	74	39	45%	55%	851	569	160	122	78%	22%
Iowa	331	58	23	24	11	49%	51%	273	190	56	27	77%	23%
Kansas	450	72	21	37	14	36%	64%	378	232	104	42	69%	31%
Kentucky	870	98	44	52	2	46%	54%	772	519	242	11	68%	32%
Louisiana	1,100	211	78	118	15	40%	60%	889	556	234	99	70%	30%
Maine	154	21	14	7	0	67%	33%	133	87	46	0	65%	35%
Maryland	644	119	55	53	11	51%	49%	525	373	104	48	78%	22%
Massachusetts	445	81	27	41	13	40%	60%	364	202	81	81	71%	29%
Michigan	1,292	225	100	68	57	60%	40%	1,067	752	158	157	83%	17%
Minnesota	492	118	47	42	29	53%	47%	374	249	58	67	81%	19%
Mississippi	836	95	30	48	17	38%	62%	741	466	186	89	71%	29%
Missouri	1,069	268	68	181	19	27%	73%	801	454	268	79	63%	37%
Montana	216	60	17	38	5	31%	69%	156	78	68	10	53%	47%
Nebraska	230	22	5	14	3	26%	74%	208	108	61	39	64%	36%
Nevada	393	64	28	26	10	52%	48%	329	247	45	37	85%	15%
New Hampshire	115	22	5	15	2	25%	75%	93	37	40	16	48%	52%
New Jersey	743	114	49	48	17	51%	49%	629	469	100	60	82%	18%
New Mexico	468	113	38	69	6	36%	64%	355	241	89	25	73%	27%
New York	1,165	261	124	89	48	58%	42%	904	695	103	106	87%	13%
North Carolina	1,908	357	148	188	21	44%	56%	1,551	1,147	325	79	78%	22%
North Dakota	105	19	5	13	1	28%	72%	86	59	17	10	78%	22%
Ohio	1,414	224	60	130	34	32%	68%	1,190	747	322	121	70%	30%
Oklahoma	835	127	43	77	7	36%	64%	708	470	173	65	73%	27%
Oregon	618	101	52	28	21	65%	35%	517	324	77	116	81%	19%
Pennsylvania	1,287	318	104	164	50	39%	61%	969	598	231	140	72%	28%
Rhode Island	77	13	3	6	4	33%	67%	64	50	10	4	83%	17%
South Carolina	1,347	362	148	194	20	43%	57%	985	760	174	51	81%	19%
South Dakota	131	26	6	18	2	25%	75%	105	54	43	8	56%	44%
Tennessee	1,513	164	63	72	29	47%	53%	1,349	893	340	116	72%	28%
Texas	4,831	1,072	540	423	109	56%	44%	3,759	2,795	650	314	81%	19%
Utah	359	74	43	19	12	69%	31%	285	203	52	30	80%	20%
Vermont	73	18	4	13	1	24%	76%	55	38	15	2	72%	28%
Virginia	1,067	260	117	139	4	46%	54%	807	600	200	7	75%	25%
Washington	733	135	63	50	22	56%	44%	598	448	78	72	85%	15%
West Virginia	278	32	19	11	2	63%	37%	246	145	59	42	71%	29%
Wisconsin	608	132	44	58	30	43%	57%	476	294	106	76	74%	27%
Wyoming	98	30	11	18	1	38%	62%	68	39	25	4	61%	39%
U.S. Total	46,484	8,462	3,612	3,804	1,046	49%	51%	38,022	26,525	8,017	3,480	77%	23%
Puerto Rico	336	79	21	57	1	27%	73%	257	174	83	0	68%	32%

Source: FARS 2021 ARF

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

Table 8. Drivers Involved in Fatal Traffic Crashes, by State, Speeding Involvement, and Alcohol Impairment, 2021

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	247	78	32%	1,122	174	16%	1,369	252	18%
Alaska	21	7	34%	70	8	12%	91	15	17%
Arizona	336	121	36%	1,367	280	20%	1,703	401	24%
Arkansas	139	55	40%	817	120	15%	956	175	18%
California	1,404	480	34%	4,634	826	18%	6,038	1,306	22%
Colorado	181	78	43%	832	131	16%	1,013	209	21%
Connecticut	111	53	47%	321	64	20%	432	117	27%
Delaware	46	15	33%	159	19	12%	205	34	17%
District of Columbia	20	7	33%	44	7	15%	64	13	20%
Florida	344	123	36%	5,103	820	16%	5,447	943	17%
Georgia	342	101	29%	2,275	275	12%	2,617	376	14%
Hawaii	46	19	42%	81	9	11%	127	28	22%
Idaho	54	26	48%	319	53	16%	373	79	21%
Illinois	442	160	36%	1,452	272	19%	1,894	432	23%
Indiana	229	82	36%	1,158	140	12%	1,387	223	16%
Iowa	81	29	36%	408	86	21%	489	115	24%
Kansas	93	29	31%	502	73	15%	595	102	17%
Kentucky	129	43	34%	1,026	135	13%	1,155	179	15%
Louisiana	245	99	41%	1,124	181	16%	1,369	280	20%
Maine	21	10	48%	174	31	18%	195	41	21%
Maryland	149	59	40%	651	123	19%	800	182	23%
Massachusetts	108	42	39%	474	104	22%	582	146	25%
Michigan	291	111	38%	1,357	202	15%	1,648	313	19%
Minnesota	147	56	38%	521	66	13%	668	121	18%
Mississippi	107	26	24%	930	115	12%	1,037	141	14%
Missouri	365	132	36%	1,055	145	14%	1,420	277	19%
Montana	80	39	49%	206	57	28%	286	96	34%
Nebraska	32	8	26%	276	49	18%	308	58	19%
Nevada	105	39	37%	462	71	15%	567	110	19%
New Hampshire	36	17	48%	112	22	20%	148	39	26%
New Jersey	162	61	37%	805	109	14%	967	170	18%
New Mexico	159	66	42%	482	74	15%	641	140	22%
New York	391	142	36%	1,203	250	21%	1,594	392	25%
North Carolina	434	163	37%	1,916	276	14%	2,350	439	19%
North Dakota	25	8	32%	113	18	16%	138	26	19%
Ohio	312	144	46%	1,610	380	24%	1,922	524	27%
Oklahoma	167	60	36%	908	117	13%	1,075	178	17%
Oregon	144	63	44%	686	143	21%	830	206	25%
Pennsylvania	464	158	34%	1,283	164	13%	1,747	322	18%
Rhode Island	18	8	43%	75	16	21%	93	24	25%
South Carolina	453	172	38%	1,273	207	16%	1,726	379	22%
South Dakota	31	17	54%	148	29	19%	179	45	25%
Tennessee	202	63	31%	1,759	271	15%	1,961	334	17%
Texas	1,421	564	40%	5,022	1,310	26%	6,443	1,874	29%
Utah	96	22	23%	377	52	14%	473	74	16%
Vermont	29	13	43%	73	9	13%	102	22	21%
Virginia	315	128	41%	1,019	146	14%	1,334	273	20%
Washington	189	85	45%	756	168	22%	945	252	27%
West Virginia	59	22	38%	322	41	13%	381	63	17%
Wisconsin	192	80	42%	686	108	16%	878	189	21%
Wyoming	40	19	46%	102	17	16%	142	35	25%
U.S. Total	11,254	4,200	37%	49,650	8,562	17%	60,904	12,762	21%
Puerto Rico	114	46	40%	353	74	21%	467	120	26%

Source: FARS 2021 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 public 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 2021 ARF, the 2020 Final File was released to replace the 2020 ARF. The final fatality count in motor vehicle traffic crashes for 2020 was 39,007, which was updated from 38,824 in the 2020 ARF. The number of speeding-related fatalities from the 2020 Final File was 11,428, which was updated from 11,258 from the 2020 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 (e.g., 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 Product Information Catalog and Vehicle Listing (vPIC) dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved 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 are available beginning with 2020 FARS and CRSS data files. Starting with the release of 2021 FARS and CRSS data, all vehicle-related analysis for 2020 and later years will be 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/>.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2023, July). *Speeding: 2021 data* (Traffic Safety Facts. Report No. DOT HS 813 473). 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.nhtsa.gov/report-a-safety-problem.

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

- Fatal Motor Vehicle Traffic Crash Data Visualizations
- Motor Vehicle Traffic Crash Databook
- 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 Motor Vehicle Traffic Fatalities
- School-Transportation-Related 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 report can be found at <https://crashstats.nhtsa.dot.gov/>.



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