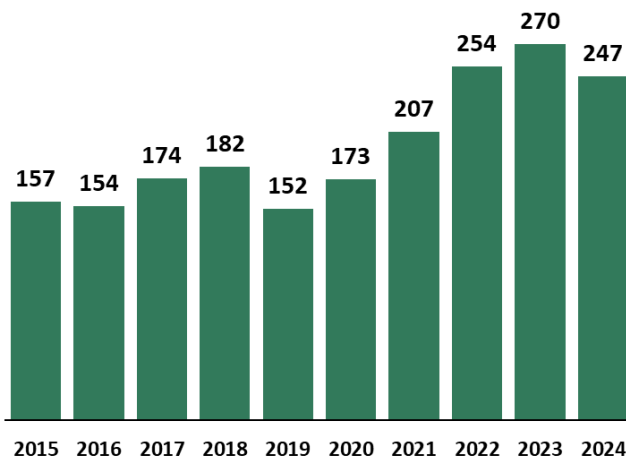




Speeding Driver Involved Fatal Crashes

Speeding is the second most prevalent high-risk behavior involved in fatal crashes on Washington roads after impaired driving. Since 2015, one in three (31%) traffic fatalities involved speeding¹ and one in five (21%) drivers involved in a fatal crash were speeding². Speeding may be defined as exceeding the posted speed limit, racing, or traveling too fast for conditions (e.g., wet roads). Speeding increases the risk of serious injury and death as it reduces reaction time, increases stopping distance, and intensifies the force of impact in a crash.

Speeding-Related Traffic Fatalities by Year



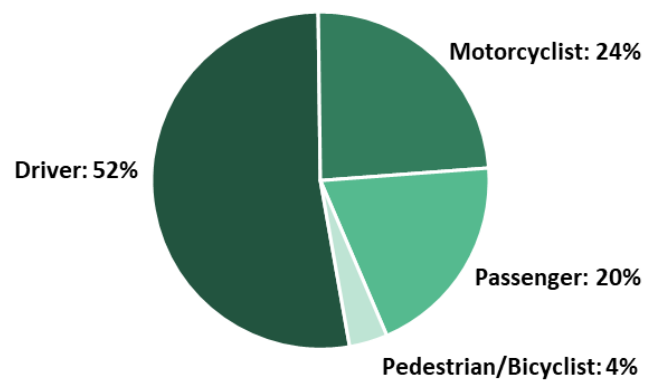
Did you know?

Among speeding drivers involved in a fatal crash since 2020³:

- ⇒ Three out of four (80%) were male.
- ⇒ Half (47%) were age 30 or younger.
- ⇒ Three out of five (62%) were impaired by alcohol and/or drugs.
- ⇒ One in four (25%) did not have a valid drivers license.
- ⇒ One in four (27%) had been in a previous crash in the past five years.
- ⇒ One in four (26%) were motorcyclists.
- ⇒ One in three (37%) had one or more prior speeding convictions in the past five years, 51 (3%) of which had seven or more convictions.

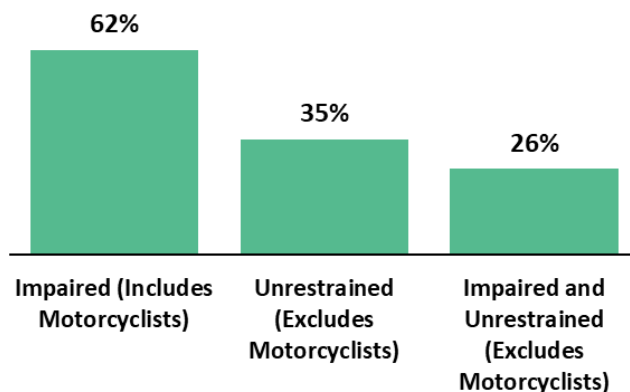
I care, because 1,151 lives have been lost on Washington roads due to speeding related crashes since 2020. Of those lives lost, half (52%) were drivers of motor vehicles, one in four (24%) were motorcyclists, one in five (20%) were motor vehicle passengers, and one in 25 (4%) were a pedestrian or bicyclist³.

Proportion of Speeding-Related Traffic Fatalities by Person Type, 2020-2024



High-risk behaviors among drivers are frequently observed together. From 2020-2024, three out of five (62%) speeding drivers involved in a fatal crash were impaired by alcohol and/or drugs³. One in three (35%) speeding passenger-vehicle drivers (excludes motorcyclists) involved in a fatal crash were not wearing a seat belt (unrestrained). One out of four (26%) were speeding, impaired, and unrestrained. Among passenger-vehicle drivers that were speeding *and* impaired, two out of five (42%) were unrestrained.

High-Risk Behaviors among Speeding Drivers Involved in a Fatal Crash, 2020-2024

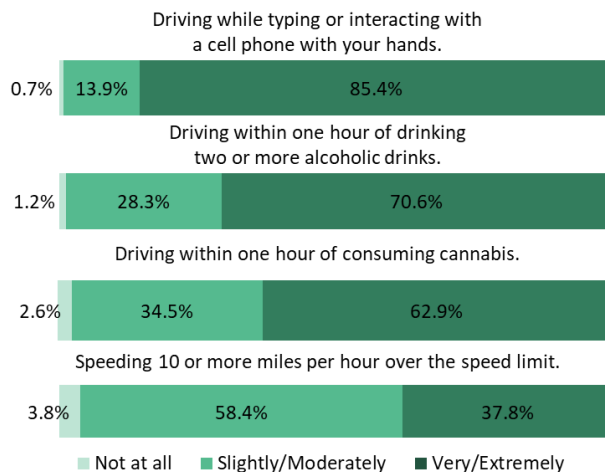




Speeding Driver Involved Fatal Crashes

Washingtonians believe speeding is dangerous. The majority (96%) of those surveyed feel it is dangerous to speed 10 or more miles per hour over the speed limit, while two out of five (38%) feel it is very or extremely dangerous⁴. However, fewer Washingtonians think speeding is very or extremely dangerous compared to other high-risk behaviors such as driving after consuming cannabis (63%), driving after drinking two or more alcoholic drinks (71%), or driving while typing or interacting with a cell phone (85%). This difference in perception may reflect a greater social acceptance of speeding compared to other high-risk driving behaviors.

How dangerous do you feel the following driving behaviors are:

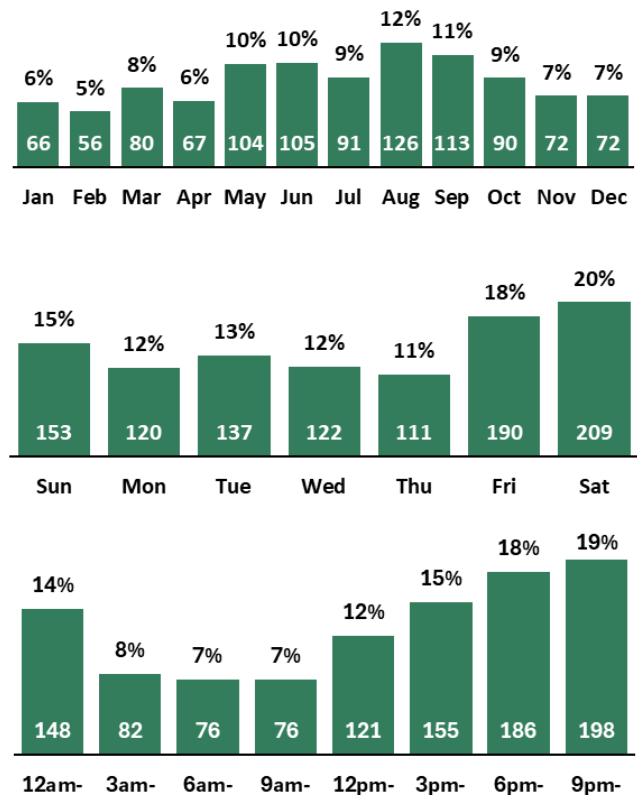


Did you know?

Among speeding driver involved fatal crashes since 2020³:

- ⇒ Most occurred in August (12%), September (11%), June (10%), and May (10%).
- ⇒ Nearly two out of five (38%) occurred on a Friday or Saturday.
- ⇒ Half (51%) occurred between 6pm and 3am.
- ⇒ Half (54%) were single-vehicle crashes.
- ⇒ One in three (33%) occurred on a county road.
- ⇒ One in three (33%) involved a young driver.
- ⇒ Two-thirds (65%) involved an impaired driver.

Speeding Driver Involved Fatal Crashes by Month, Day, and Time, 2020-2024



Washingtonians are generally safe and responsible drivers. The majority (95%) of those surveyed have not driven while under the influence of alcohol or cannabis in the past 12 months⁴. More than two-thirds (71%) never drove while typing or interacting with their cell phone in the past 30 days, and one in four (25%) rarely or sometimes drove while typing or interacting with their cell phone. However, when it comes to speeding, less than one-third (29%) of Washingtonians never drove 10 or more miles per hour over the speed limit in the past 30 days. More than half (58%) of Washingtonians indicated they rarely or sometimes drove 10 or more miles per hour over the speed limit, and about one in eight (13%) indicated that they often or always drove 10 or more miles per hour over the speed limit. This illustrates that speeding is more normalized compared to other high-risk driving behaviors, despite its known dangers.



Speeding Driver Involved Fatal Crashes

In the past 30 days, how often have you:

Driven while typing or interacting with a cell phone with your hands.



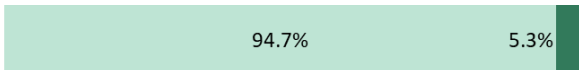
Driven 10 or more miles per hour over the speed limit.



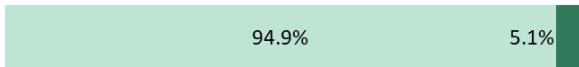
■ Never ■ Rarely/Sometimes ■ Often/Always

In the past 12 months, have you:

Driven a vehicle while under the influence of alcohol.



Driven a vehicle while under the influence of cannabis.

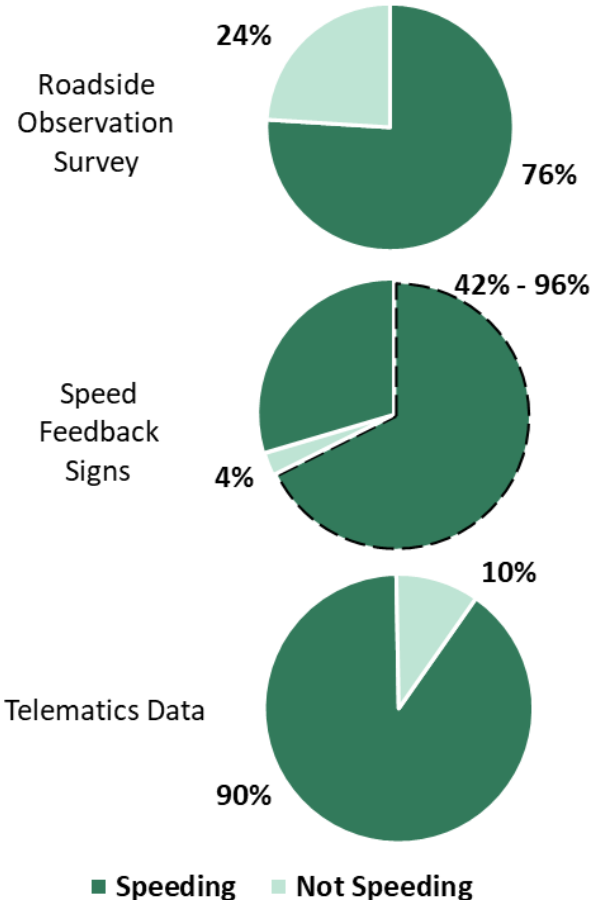


■ No ■ Yes

There are various methods to measure speeding prevalence including road-side observation surveys, digital roadside speed signs and cameras, and most recently, telematics data which is collected via smartphone sensors from voluntary drivers. Roadside observation surveys conducted across Washington have found that 76 percent of drivers observed were speeding⁵. Speed feedback signs at select Pierce County locations estimated that between 42 and 96 percent of drivers exceeded the posted speed limit prior to the activation of a speed sign⁶. Telematics data have found that 90 percent of drivers in Washington had at least one speeding event⁷.

Understanding the prevalence of speeding—through both direct observation and emerging telematics technologies—reinforces the urgency to confront this dangerous behavior. Because speeding often co-occurs with other high-risk driving behaviors such as impairment and not wearing a seat belt, it dramatically increases the likelihood of serious injuries and fatalities. These results highlight the critical need for targeted speed reduction strategies and driver compliance with speed limits to prevent serious injuries and save lives on Washington's roadways.

Prevalence of Speeding by Collection Method:



Data Sources

¹[Traffic Fatalities Dashboard](#)

²[Drivers Involved in Fatal Crashes Dashboard](#)

³[Speeding-Involved Fatal Crashes Dashboard](#)

⁴[Statewide Survey Dashboard](#)

⁵[Speed Observation Survey Dashboard](#)

⁶[Pierce County Smart Signs Brief](#)

⁷[Washington State Driver Behavior Analysis](#)

For more information, please visit the WTSC Data Dashboards <https://wtsc.wa.gov/dashboards/>, or contact the WTSC Research and Data Division at (360) 725-9860.