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# Speeding Crash Analysis

For

## Addressing Speeding through Online Education and Outreach Project

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## Speed-related Crash Analysis

The Texas A&M Transportation Institute reviewed crash data from the Texas Department of Transportation's (TxDOT) Crash Record Information System (CRIS) involving motor vehicles that were assigned a crash contributing factor of:

- 22 – Failed to control speed: When an operator fails to control speed of a vehicle as necessary to avoid colliding with another person or vehicle that is on or entering the highway incompliance with law and the duty of each person to use due care.
- 60 – Unsafe speed: When an operator fails to drive at an appropriate reduced speed that is reasonable and prudent under existing circumstances with regard to traffic, including pedestrians, weather or roadway conditions.
- 61 – Speeding, over limit: When an operator is traveling over the posted speed limit and it contributes to the crash (Texas Department of Transportation, 2026).

A crash assigned one of the three contributing factors is considered a speed-related crash. The crashes were also identified as TxDOT reportable, meaning that the crash occurred on a Texas public roadway and resulted in a death, injury or $1,000 in damages. The data set was limited to crashes which occurred between the years 2021 and 2025 and were classified as fatal (K), suspected serious injury (A), or suspected minor injury (B) crashes. The data was extracted from CRIS on February 16, 2026.

The data set was filtered to include only crashes involving motor vehicles assigned a speed-related contributing factor and a body style of:

- Passenger vehicle/pickup group
  - 30 – Pickup
  - 69 – Sport Utility Vehicle (SUV)
  - 100 – Passenger car, 2-door
  - 103 – Van
  - 104 – Passenger car, 4-door
- Motorcycle group
  - 71 - Motorcycle
- Large/heavy truck group
  - 87 – Truck tractor
  - 106 – Truck

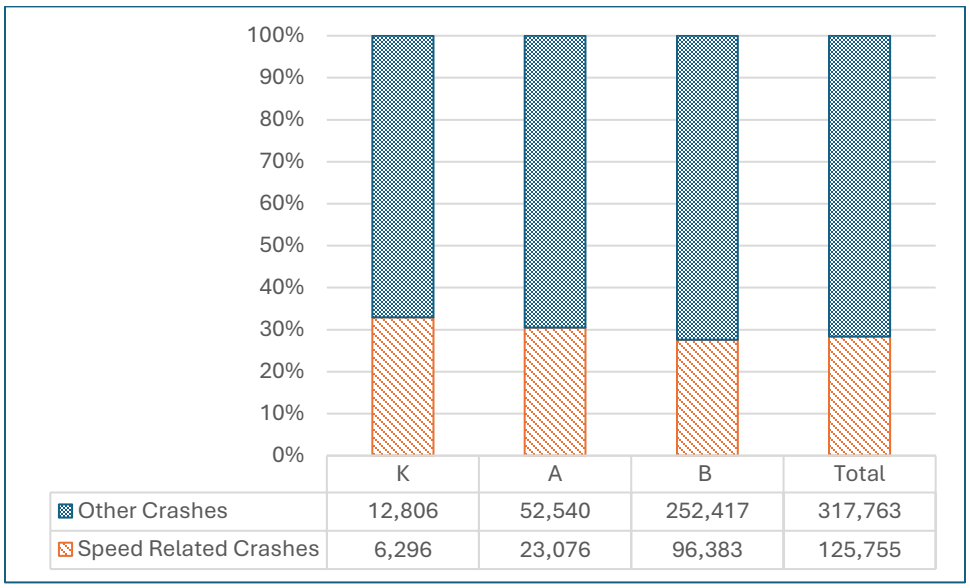
The three vehicle groups will be looked at separately in the analysis. The analysis includes descriptive statistics related to:

- Location
  - TxDOT District

    - County
    - City
    - Rural and urban areas based on population
    - Roadway
- Posted speed limits
- Time and lighting conditions
- Crash and person injury severity
- Driver demographics
- Passenger demographics
- Other contributing factors assigned along with the speed-related contributing factors

## Annual count of speed-related crashes in Texas

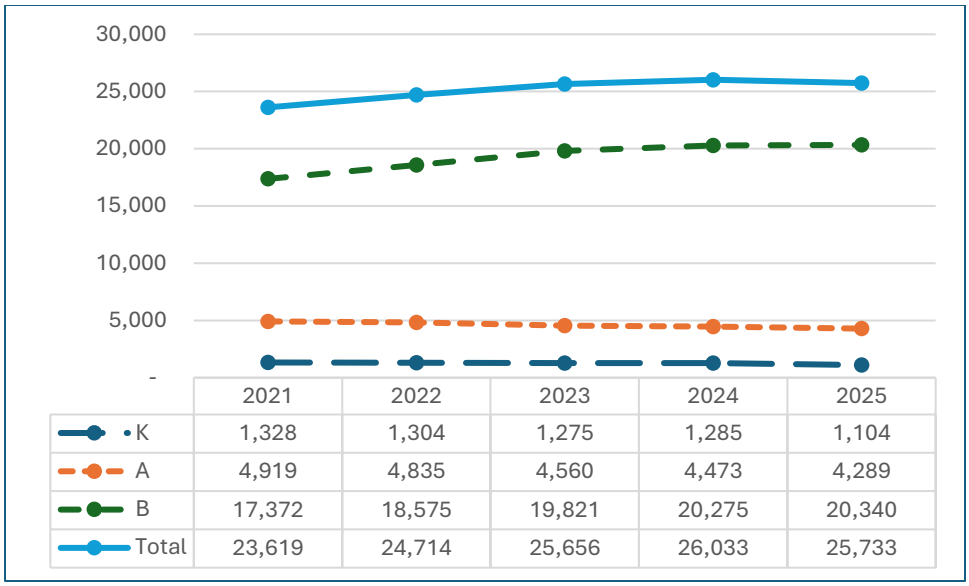
In the State of Texas, from January 2021 through December 2025 there were a total of 443,518 fatal and suspected serious and minor crashes. Approximately one-quarter of those crashes were identified as speed-related crashes. It is important to remember that a crash can be classified as a speed-related crash and as another type of crash as well. Figure 1 shows the comparison of speed-related crashes to all other crashes by crash severity for the years 2021 to 2025.




| | K | A | B | Total |
|---|---|---|---|---|
| Other Crashes | 12,806 | 52,540 | 252,417 | 317,763 |
| Speed Related Crashes | 6,296 | 23,076 | 96,383 | 125,755 |

**FIGURE 1: COMPARISON OF SPEED-RELATED CRASHES TO ALL OTHER CRASHES, 2021-2025.**

Since 2021, there has been a reduction in fatal and serious injury crashes and an increase in the suspected minor speed-related crashes. For the total of the three crash severities the number of crashes increased over the five year period, but the injuries have been less severe. Figure 2 illustrates the annual count of speed-related crashes by severity.




| | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|
| K | 1,328 | 1,304 | 1,275 | 1,285 | 1,104 |
| A | 4,919 | 4,835 | 4,560 | 4,473 | 4,289 |
| B | 17,372 | 18,575 | 19,821 | 20,275 | 20,340 |
| Total | 23,619 | 24,714 | 25,656 | 26,033 | 25,733 |

**FIGURE 2: ANNUAL COUNT OF SPEED-RELATED CRASHES BY YEAR AND CRASH SEVERITY, 2021-2025.**

Over half of the speed-related crashes were classified as same direction collisions, meaning that the crash involved more than one vehicle and the units involved were traveling in the same direction. A third of the crashes involved only one motor vehicle. Table 1lists the count and percentage of crashes by collision type.

**TABLE 1: COUNT AND PERCENTAGE OF SPEED-RELATED CRASHES BY COLLISION GROUP, 2021-2025.**

| Collision Group | Crash Count | % of Total Crashes |
|---|---|---|
| **Same Direction** | 68,999 | 54.9% |
| **One Motor Vehicle** | 42,282 | 33.6% |
| **Angle Crash** | 8,485 | 6.7% |
| **Opposite Direction** | 5,844 | 4.6% |
| **Other** | 145 | 0.1% |
| **Total** | **125,755** | **100.0%** |

Speed related crashes most often happen on U.S. and state highways and city streets. Table 2 shows the count and percentage of crashes by roadway classification.

**TABLE 2: COUNT AND PERCENTAGE OF SPEED-RELATED CRASHES BY ROADWAY CLASSIFICATION, 2021-2025.**

| Roadway Class | Crash Count | % of Total Crashes |
|---|---|---|
| US & STATE HIGHWAYS | 37,275 | 29.6% |
| CITY STREET | 35,775 | 28.4% |
| INTERSTATE | 25,154 | 20.0% |
| FARM TO MARKET | 15,425 | 12.3% |
| COUNTY ROAD | 9,149 | 7.3% |
| TOLLWAY | 2,916 | 2.3% |
| OTHER ROADS | 58 | 0.0% |
| TOLL BRIDGES | 3 | 0.0% |
| **Total** | **125,755** | **100.0%** |

The speed limit data aligns with the roadway data; speed-related crashes most often occurred on roadways with a posted speed limit between 35 and 45 miles per hour. Table 3lists the count and percentage of crashes by the speed limit group.

**TABLE 3: COUNT AND PERCENTAGE OF SPEED -RELATED CRASHES BY SPEED LIMIT GROUP, 2021-2025.**

| Speed Limit Group | Crash Count | % of Total Crashes |
|---|---|---|
| 30 mph or less | 13,982 | 11.1% |
| 35-45 mph | 47,341 | 37.6% |
| 50-60 mph | 31,854 | 25.3% |
| 65-75 mph | 30,304 | 24.1% |
| 80 mph or higher | 390 | 0.3% |
| Unknown | 1,884 | 1.5% |
| **Total** | **125,755** | **100.0%** |

Speed-related crashes peaked between two and seven o'clock in the afternoon. There was a slight peak in the early morning two o'clock hour which would be the hour when bars and clubs are closed. Table 4 lists the percentage of crashes by hour of the day.

**TABLE 4: PERCENTAGE OF SPEED-RELATED CRASHES BY HOUR OF THE DAY, 2021-2025.**

| Crash Hour | % of Total Crashes |
|---|---|
| 0 | 2.9% |
| 1 | 2.6% |
| 2 | 3.2% |

| | |
|---|---|
| 3 | 1.9% |
| 4 | 1.6% |
| 5 | 2.2% |
| 6 | 3.1% |
| 7 | 4.6% |
| 8 | 4.1% |
| 9 | 3.2% |
| 10 | 3.4% |
| 11 | 3.8% |
| 12 | 4.7% |
| 13 | 4.9% |
| 14 | 5.5% |
| 15 | 6.5% |
| 16 | 7.2% |
| 17 | 7.8% |
| 18 | 6.7% |
| 19 | 5.0% |
| 20 | 4.2% |
| 21 | 4.1% |
| 22 | 3.7% |
| 23 | 3.1% |
| Total | 100.0% |

Speed-related crashes happened in every county of the state. More crashes happened in Harris and Dallas Counties. Table 5 lists the count and percentage of crashes in the top 10 counties.

**TABLE 5: COUNT AND PERCENTAGE OF SPEED-RELATED CRASHES BY COUNTY, 2021-2025.**

| COUNTY | Crash Count | % of Total Crashes |
|---|---|---|
| Harris | 20,186 | 16.1% |
| Dallas | 10,943 | 8.7% |
| Tarrant | 8,117 | 6.5% |
| Bexar | 6,914 | 5.5% |
| El Paso | 4,314 | 3.4% |
| Collin | 3,659 | 2.9% |
| Travis | 3,650 | 2.9% |
| Hidalgo | 3,534 | 2.8% |
| Montgomery | 3,020 | 2.4% |
| Denton | 2,828 | 2.2% |

Within the top eight counties listed in the table above, the cities with the largest population were the locations of the largest percentage of crashes.

## Crashes by speed-related contributing factors

Breaking down the speed-related crashes by the speed-related contributing factors allows the analysis to focus on the different types of crashes. According to the State of Texas Instructions to Police for Reporting Crashes, 2025 edition (Texas Department of Transportation, 2026), officers can only assign one of the three speed-related contributing factors to any one unit, motor vehicle, in a crash. A review of the data shows that the units involved in the crashes had only one of the contributing factors assigned to each unit. It was also found that crashes involving multiple units may have multiple units that are assigned a speed-related contributing factor, therefore a single crash may be classified under two categories when classified by the crash contributing factors. When analyzing the data at the crash levels, crashes with more than one speed-related contributing factor with be included in each category. Table 6 shows the count of crashes in each contributing factor category and the percentage of the total (125,755) crashes. The sum of the crash count in the table is 125,932 crashes which indicates a duplication of 177 crashes.

**TABLE 6: COUNT OF CRASHES BY CONTRIBUTING FACTOR CATEGORY AND THE PERCENTAGE OF TOTAL SPEED-RELATED CRASHES, 2021-2025.**

| Contributing Factor Category | Crash Count | % of Total Crashes |
|---|---|---|
| Failed to control speed | 93,682 | 74.5% |
| Unsafe speed | 26,819 | 21.3% |
| Speeding, over limit | 5,431 | 4.3% |

Based on the three speed related contributing factors, speeding related crashes are most often multi-vehicle crashes with the units involved traveling in the same direction. This is directly related to the failed to control speed contributing factor which per the crash report instructions is assigned to crashes with that manner of collision. Table 7 lists the number of crashes and the percentage of all speed related crashes by collision group. Crashes involving multiple units most likely occurred on the roadway and single vehicle crashes most often occurred off the roadway.

**TABLE 7: CRASH COUNT AND PERCENTAGE OF SPEED RELATED CRASHES BY COLLISION GROUP, 2021-2025.**

| Collision Group | Crash Count | % of Total |
|---|---|---|
| Same Direction | 68,999 | 54.9% |
| One Motor Vehicle | 42,282 | 33.6% |
| Angle Crash | 8,485 | 6.8% |

| | | |
|---|---|---|
| **Opposite Direction** | 5,844 | 4.6% |
| **Other** | 145 | 0.1% |
| **Total** | **125,755** | **100.0%** |

A review of the roadway data found that about a third of the speed related crashes occurred on US and state highways and an additional third on city streets. Table 8 lists the crash count and percentage of crashes by roadway classification.

**TABLE 8: CRASH COUNT AND PERCENTAGE OF SPEED RELATED CRASHES BY ROAD CLASS, 2021-2025.**

| Roadway Class | Crash Count | % of Total |
|---|---|---|
| **US & STATE HIGHWAYS** | 37,275 | 29.6% |
| **CITY STREET** | 35,775 | 28.4% |
| **INTERSTATE** | 25,154 | 20.0% |
| **FARM TO MARKET** | 15,425 | 12.3% |
| **COUNTY ROAD** | 9,149 | 7.3% |
| **TOLLWAY** | 2,916 | 2.3% |
| **OTHER ROADS** | 58 | 0.1% |
| **TOLL BRIDGES** | 3 | 0.002% |
| **Total** | **125,755** | **100.0%** |

The posted speed limits of the roadways on which the speeding related crashes occurred were mostly between 35 and 75 miles per hour (mph). Less than one percent of the crashes occurred on roadways with a speed limit of 80 mph or higher.

**TABLE 9: CRASH COUNT AND PERCENTAGE OF SPEED RELATED CRASHES BY SPEED LIMIT GROUP, 2021-2025.**

| Speed Limit Group | Crash Count | % of Total |
|---|---|---|
| **30 mph or less** | 13,982 | 11.1% |
| **35-45 mph** | 47,341 | 37.6% |
| **50-60 mph** | 31,854 | 25.3% |
| **65-75 mph** | 30,304 | 24.1% |
| **80 mph or higher** | 390 | 0.3% |
| **Unknown** | 1,884 | 1.5% |
| **Total** | **125,755** | **100.0%** |

The speed related crashes most often occurred during the afternoon hours between two to six o'clock. This time includes hours of high congestion

which creates an environment that may lead to failure to control speed crashes. Table 10 lists the percentage of crashes by hour of the day.

**TABLE 10: PERCENTAGE OF SPEEDING RELATED CRASHES BY HOUR OF THE DAY, 2021-2025.**

| Crash Hour | % of Total |
|---|---|
| 0 | 2.9% |
| 1 | 2.6% |
| 2 | 3.2% |
| 3 | 1.9% |
| 4 | 1.6% |
| 5 | 2.2% |
| 6 | 3.1% |
| 7 | 4.6% |
| 8 | 4.1% |
| 9 | 3.2% |
| 10 | 3.4% |
| 11 | 3.8% |
| 12 | 4.7% |
| 13 | 4.9% |
| 14 | 5.5% |
| 15 | 6.5% |
| 16 | 7.2% |
| 17 | 7.8% |
| 18 | 6.7% |
| 19 | 5.0% |
| 20 | 4.2% |
| 21 | 4.1% |
| 22 | 3.7% |
| 23 | 3.1% |
| Total | 100.0% |

Table 11 list the ten counties with the most speed related crashes in Texas between the years 2021 to 2025. Nine of the ten counties are also in the list of the top ten counties with the most population. Montgomery county is the 11th most populated county in Texas, but ninth based on the number of speed related crashes.

**TABLE 11: TOP TEN COUNTIES WHERE SPEED RELATED CRASHES OCCURRED, 2021-2025.**

| County | Crash Count | % of Total |
|---|---|---|
| Harris | 20,186 | 16.1% |
| Dallas | 10,943 | 8.7% |

| | | |
|---|---|---|
| **Tarrant** | 8,117 | 6.5% |
| **Bexar** | 6,914 | 5.5% |
| **El Paso** | 4,314 | 3.4% |
| **Collin** | 3,659 | 2.9% |
| **Travis** | 3,650 | 2.9% |
| **Hidalgo** | 3,534 | 2.8% |
| **Montgomery** | 3,020 | 2.4% |
| **Denton** | 2,828 | 2.2% |

## Speed, over limit crashes

The contributing factor category of speeding, over the limit, contains the least number of crashes from the 2021 to 2025 year period, but of the three categories it has a higher percentage of fatal crashes. Table 12 lists the crash count and percentage of total speeding, over the limit, crashes by crash severity.

**TABLE 12: CRASH COUNT AND PERCENTAGE OF SPEEDING, OVER THE LIMIT, CRASHES BY CRASH SEVERITY, 2021-2025.**

| Crash Severity | Crash Count | % of Total |
|---|---|---|
| **Fatal** | 1,523 | 28.0% |
| **Suspected Serious** | 1,517 | 27.9% |
| **Suspected Minor** | 2,391 | 44.0% |
| **Total** | **5,431** | **100.0%** |

The speeding crashes were more likely to be a single vehicle crash non-intersection crashes. Table 13 lists the crash count and percentage of total speeding crashes by collision group.

**TABLE 13: CRASH COUNT AND PERCENTAGE OF SPEEDING, OVER THE LIMIT, CRASHES BY COLLISION GROUP, 2021-2025.**

| Collision Group | Crash Count | % of Total |
|---|---|---|
| **One Motor Vehicle** | 2,065 | 38.0% |
| **Angle Crash** | 1,465 | 27.0% |
| **Opposite Direction** | 978 | 18.0% |
| **Same Direction** | 916 | 16.9% |
| **Other** | 7 | 0.1% |
| **Total** | **5,431** | **100.0%** |

About 40 percent of the speeding crashes occurred on city streets followed by 26 percent on US and state highways. Table 14 shows the count and percentage of speeding crashes by road classification.

**TABLE 14: CRASH COUNT AND PERCENTAGE OF SPEEDING, OVER THE LIMIT, CRASHES BY ROAD CLASS, 2021-2025.**

| Roadway Class | Crash Count | % of Total |
|---|---|---|
| CITY STREET | 2,223 | 40.9% |
| US & STATE HIGHWAYS | 1,425 | 26.2% |
| INTERSTATE | 635 | 11.7% |
| FARM TO MARKET | 568 | 10.5% |
| COUNTY ROAD | 527 | 9.7% |
| TOLLWAY | 49 | 0.9% |
| OTHER ROADS | 4 | 0.1% |
| **Total** | **5,431** | **100.0%** |

City streets are more likely to have lower speed limits; a review of the posted speed limit data shows that almost 50 percent of the speeding crashes occurred on roadways with a posted speed limit of 35 to 45 miles per hour.

**TABLE 15: CRASH COUNT AND PERCENTAGE OF SPEEDING, OVER THE LIMIT, CRASHES BY SPEED LIMIT GROUP, 2021-2025.**

| Speed Limit Group | Crash Count | % of Total |
|---|---|---|
| 30 mph or less | 867 | 16.0% |
| 35-45 mph | 2,647 | 48.7% |
| 50-60 mph | 1,028 | 18.9% |
| 65-75 mph | 816 | 15.0% |
| 80 mph or higher | 9 | 0.2% |
| Unknown | 63 | 1.2% |
| **Total** | **5,431** | **100.0%** |

About half of the speeding crashes occurred in dark conditions and half in daylight conditions. Lighting didn't seem to be a factor in when speeding crashes occurred. Table 16 shows the percentage of speeding crashes by hour of the day. The three o'clock to midnight hours and the two o'clock hour showed us to have a higher hourly percentage of crashes.

**TABLE 16: PERCENTAGE OF SPEEDING CRASHES BY HOUR OF THE DAY, 2021-2025.**

| Crash Hour | % of Total |
|---|---|
| 0 | 4.6% |
| 1 | 4.2% |
| 2 | 5.7% |
| 3 | 2.7% |
| 4 | 1.7% |
| 5 | 2.1% |
| 6 | 2.9% |
| 7 | 3.0% |

| | |
|---|---|
| **8** | 3.2% |
| **9** | 2.4% |
| **10** | 3.0% |
| **11** | 3.0% |
| **12** | 3.9% |
| **13** | 3.5% |
| **14** | 4.3% |
| **15** | 5.0% |
| **16** | 5.6% |
| **17** | 6.0% |
| **18** | 5.7% |
| **19** | 5.3% |
| **20** | 5.3% |
| **21** | 5.9% |
| **22** | 5.9% |
| **23** | 5.1% |
| **Total** | **100.0%** |

Speeding, over the limit, crashes occur throughout the state. The ten counties where most of the speeding, over the limit, crashes occurred are listed in

**TABLE 17: TOP TEN COUNTIES WHERE SPEEDING, OVER THE LIMIT, CRASHES OCCURRED, 2021-2025.**

| COUNTY | Crash Count | % of Total |
|---|---|---|
| **Dallas** | 912 | 16.8% |
| **Harris** | 836 | 15.4% |
| **Bexar** | 404 | 7.4% |
| **Tarrant** | 338 | 6.2% |
| **Collin** | 215 | 4.0% |
| **Travis** | 194 | 3.6% |
| **Denton** | 151 | 2.8% |
| **El Paso** | 97 | 1.8% |
| **Montgomery** | 93 | 1.7% |
| **Bell** | 90 | 1.7% |

- Within Dallas County 59 percent of the speeding crashes occurred in the City of Dallas.
- Within Harris County, 53 percent of the speeding crashes occurred outside city limits and an additional 41 percent occurred in the City of Houston.
- Within Bexar County, 72 percent occurred in the City of San Antonio.

## Unsafe speed crashes

Crashes with a contributing factor of unsafe speed have much lower possibility of resulting in a fatality as compared to the speeding crashes. Table 18 shows the count and percentage of unsafe speed crashes by crash severity.

**TABLE 18: CRASH COUNT AND PERCENTAGE OF UNSAFE SPEED CRASHES BY CRASH SEVERITY, 2021-2025.**

| Crash Severity | Crash Count | % of Total |
|---|---|---|
| Fatal | 2,265 | 8.4% |
| Suspected Serious | 6,903 | 25.7% |
| Suspected Minor | 17,651 | 65.8% |
| **Total** | **26,819** | **100.0%** |

Most unsafe speed crashes, 71 percent, were one motor vehicle crashes and over 60 percent of those were defined as non-intersection crashes. Table 19 lists the count and percentage of unsafe speed crashes by collision group.

**TABLE 19: CRASH COUNT AND PERCENTAGE OF UNSAFE SPEED CRASHES BY CRASH SEVERITY, 2021-2025.**

| Collision Group | Crash Count | % of Total |
|---|---|---|
| One Motor Vehicle | 19,037 | 71.0% |
| Same Direction | 3,802 | 14.2% |
| Angle Crash | 1,984 | 7.4% |
| Opposite Direction | 1,970 | 7.3% |
| Other | 26 | 0.1% |
| **Total** | **26,819** | **100.0%** |

Unlike the speeding crashes, the unsafe speed crashes were found to have occurred most often on US and state highways. Overall, the roadway classes, the crashes are more evenly distributed as compared to the speeding crashes. Table 20 lists the count and percentage of unsafe speed crashes by roadway classification.

**TABLE 20: CRASH COUNT AND PERCENTAGE OF UNSAFE SPEED CRASHES BY ROADWAY CLASSIFICATION, 2021-2025.**

| Roadway Class | Crash Count | % of Total |
|---|---|---|
| US & STATE HIGHWAYS | 7,163 | 26.7% |
| CITY STREET | 6,009 | 22.4% |
| FARM TO MARKET | 4,906 | 18.3% |
| INTERSTATE | 4,451 | 16.6% |
| COUNTY ROAD | 3,768 | 14.0% |
| TOLLWAY | 507 | 1.9% |
| OTHER ROADS | 15 | 0.1% |
| **Total** | **26,819** | **100.0%** |

Classifying the crashes by speed limit group found that the three groups between 35 and 75 miles per hour each contained about 30 percent of the crashes. Table 21 lists the percentage of unsafe speed crashes by speed limit group.

**TABLE 21: CRASH COUNT AND PERCENTAGE OF UNSAFE SPEED CRASHES BY SPEED LIMIT GROUP, 2021-2025.**

| Speed Limit Group | % of Total |
|---|---|
| 30 mph or less | 11.8% |
| 35-45 mph | 28.8% |
| 50-60 mph | 27.8% |
| 65-75 mph | 29.3% |
| 80 mph or higher | 0.5% |
| Unknown | 1.7% |
| **Total** | **100.0%** |

The majority, 93 percent, of speeding, over the limit, crashes occurred on roadways with dry surface conditions. For the unsafe speed crashes, only 65 percent of the crashes occurred on dry roadways and another 28 percent of them happened on roadways where the officer recorded that the road surface was wet or had standing water on it. Table 22 shows the count and percentages of unsafe speed crashes by surface conditions. Surface condition played a large role in unsafe speed crashes as compared to speeding crashes.

**TABLE 22: CRASH COUNT AND PERCENTAGE OF UNSAFE SPEED CRASHES BY SURFACE CONDITIONS, 2021-2025.**

| Surface Condition | Crash Count | % of Total |
|---|---|---|
| Dry | 17,569 | 65.5% |
| Wet/Standing Water | 7,459 | 27.8% |
| Snow/Slush/Ice | 1,156 | 4.3% |
| Sand/Mud/Dirt | 499 | 1.9% |
| Other/Unknown | 136 | 0.5% |
| **Total** | **26,819** | **100.0%** |

Where the speeding crashes were almost split between daylight and dark lighting conditions, the unsafe speed crashes occurred more often in daylight conditions. Table 23 lists the count and percentage of unsafe speed crashes by lighting conditions.

**TABLE 23: CRASH COUNT AND PERCENTAGE OF UNSAFE SPEED CRASHES BY LIGHTING CONDITIONS, 2021-2025.**

| Lighting | Crash Count | % of Total |
|---|---|---|
| Daylight | 14,463 | 53.9% |
| Dark | 11,514 | 42.9% |

| | | |
|---|---|---|
| **Dawn/Dusk** | 804 | 3.0% |
| **Other/Unknown** | 38 | 0.1% |
| **Total** | **26,819** | **100.0%** |

Closely related to lighting conditions is hour of the day, for unsafe speed crashes the two to seven o'clock afternoon hours contain the higher percentage of crashes. Table 24 lists the percentage of unsafe speed crashes by hour of the day.

**TABLE 24: PERCENTAGE OF UNSAFE SPEED CRASHES BY HOUR OF THE DAY, 2021-2025.**

| Crash Hour | % of Total |
|---|---|
| **0** | 3.9% |
| **1** | 3.5% |
| **2** | 3.8% |
| **3** | 2.6% |
| **4** | 2.1% |
| **5** | 2.8% |
| **6** | 3.4% |
| **7** | 4.1% |
| **8** | 3.6% |
| **9** | 3.2% |
| **10** | 3.6% |
| **11** | 3.6% |
| **12** | 4.1% |
| **13** | 4.5% |
| **14** | 5.0% |
| **15** | 5.5% |
| **16** | 5.9% |
| **17** | 6.2% |
| **18** | 5.6% |
| **19** | 5.2% |
| **20** | 4.6% |
| **21** | 4.8% |
| **22** | 4.4% |
| **23** | 4.0% |
| **Total** | **100.0%** |

The ten counties with the larger count of unsafe speed crashes are very similar to the speeding crash top ten county list, but El Paso County did not make the list while Smith County did.

**TABLE 25: TOP TEN COUNTIES WHERE UNSAFE SPEED CRASHES OCCURRED, 2021-2025.**

| County | Crash Count | % of Total |
|---|---|---|

| | | |
|---|---|---|
| **Dallas** | 2,414 | 9.0% |
| **Bexar** | 2,012 | 7.5% |
| **Harris** | 1,440 | 5.4% |
| **Travis** | 1,075 | 4.0% |
| **Tarrant** | 1,066 | 4.0% |
| **Bell** | 628 | 2.3% |
| **Denton** | 544 | 2.0% |
| **Montgomery** | 525 | 2.0% |
| **Smith** | 514 | 1.9% |
| **Collin** | 500 | 1.9% |

- Within Dallas County, the City of Dallas was where more than half of the crashes occurred.
- Within Bexar County, the City of San Antonio was where 88 percent of the unsafe speed crashes occurred.
- Within Harris County, 44 percent of the crashes occurred in the City of Houston and 42 percent occurred outside city limits.

### Failed to control speed crashes

Most of the crashes in the data set are categorized as failing to control speed crashes. Those crashes tend to be multi-vehicle crashes, approximately 70 percent, where the vehicles were traveling in the same direction. Failed to control speed crashes were less likely to result in a fatality as compared to the two other speed related crash categories. Table 26 lists the count and percentage of the failed to control speed crashes by crash severity.

**TABLE 26: CRASH COUNT AND PERCENTAGE OF FAILED TO CONTROL SPEED CRASHES BY CRASH SEVERITY, 2021-2025.**

| Crash Severity | Crash Count | % of Total |
|---|---|---|
| **Fatal** | 2,524 | 2.7% |
| **Suspected Serious** | 14,692 | 15.7% |
| **Suspected Minor** | 76,466 | 81.6% |
| **Total** | **93,682** | **100.0%** |

As stated previously, the failed to control speed crashes are mostly classified multi-vehicle crashes. Table 27 shows that most of the failure to control speed were same direction crashes.

**TABLE 27: CRASH COUNT AND PERCENTAGE OF FAILED TO CONTROL SPEED CRASHES BY CRASH SEVERITY, 2021-2025.**

| Collision Group | Crash Count | % of Total |
|---|---|---|
| **Same Direction** | 64,401 | 68.7% |
| **One Motor Vehicle** | 21,204 | 22.6% |

| | | |
|---|---|---|
| **Angle Crash** | 5,057 | 5.4% |
| **Opposite Direction** | 2,908 | 3.1% |
| **Other** | 112 | 0.1% |
| **Total** | **93,682** | **100.0%** |

The roadway classification doesn't seem to have a significant impact on the number of crashes. Overall, the roadway classes, the crashes are more evenly distributed as compared to the speeding and unsafe speed crashes.

**TABLE 28: CRASH COUNT AND PERCENTAGE OF FAILED TO CONTROL SPEED CRASHES BY ROADWAY CLASSIFICATION, 2021-2025.**

| Roadway Class | Count of Assignments | % of Total |
|---|---|---|
| **US & STATE HIGHWAYS** | 28,746 | 30.7% |
| **CITY STREET** | 27,573 | 29.4% |
| **INTERSTATE** | 20,131 | 21.5% |
| **FARM TO MARKET** | 9,961 | 10.6% |
| **COUNTY ROAD** | 4,861 | 5.2% |
| **TOLLWAY** | 2,368 | 2.5% |
| **OTHER ROADS** | 39 | 0.0% |
| **TOLL BRIDGES** | 3 | 0.0% |
| **Total** | **93,682** | **100.0%** |

Roadways with a posted speed limit between 35 to 45 miles per hour were more likely to have a failed to control speed crash.

**TABLE 29: PERCENTAGE OF FAILED TO CONTROL SPEED CRASHES BY SPEED LIMIT GROUP, 2021-2025.**

| Speed Limit Group | % of Total |
|---|---|
| **30 mph or less** | 10.6% |
| **35-45 mph** | 39.5% |
| **50-60 mph** | 25.0% |
| **65-75 mph** | 23.2% |
| **80 mph or higher** | 0.3% |
| **Unknown** | 1.5% |
| **Total** | **100.0%** |

Unlike speeding and unsafe speed crashes, the failure to control speed happened most often in daylight conditions. Table 30 Shows that 64 percent of the crashes occurred in daylight conditions.

**TABLE 30: CRASH COUNT AND PERCENTAGE OF FAILED TO CONTROL SPEED CRASHES BY LIGHTING CONDITIONS, 2021-2025.**

| Lighting | Crash Count | % of Total |
|---|---|---|
| **Daylight** | 59,802 | 63.8% |

| | | |
|---|---|---|
| **Dark** | 31,522 | 33.6% |
| **Dawn/Dusk** | 2,253 | 2.4% |
| **Other/Unknown** | 105 | 0.1% |
| **Total** | **93,682** | **100.0%** |

Failure to control speed crashes increased between the one to six o'clock afternoon hours with a peak in the 5 o'clock hour which coincided with times of high congestion. Table 31 lists the percentage of failure to control speed crashes by hour of the day.

**TABLE 31: PERCENTAGE OF FAILED TO CONTROL SPEED CRASHES BY HOUR OF THE DAY, 2021-2025.**

| Crash Hour | % of Total |
|---|---|
| **0** | 2.5% |
| **1** | 2.3% |
| **2** | 2.8% |
| **3** | 1.7% |
| **4** | 1.4% |
| **5** | 2.0% |
| **6** | 3.0% |
| **7** | 4.8% |
| **8** | 4.4% |
| **9** | 3.3% |
| **10** | 3.4% |
| **11** | 4.0% |
| **12** | 4.9% |
| **13** | 5.1% |
| **14** | 5.6% |
| **15** | 6.8% |
| **16** | 7.7% |
| **17** | 8.4% |
| **18** | 7.1% |
| **19** | 4.9% |
| **20** | 4.0% |
| **21** | 3.8% |
| **22** | 3.4% |
| **23** | 2.8% |
| **Total** | **100.0%** |

The distribution of crashes by county was found to be different from the distribution of the other two speed related crashes. The top ten counties are

not different, but the percentage of crashes assigned to Harris County was much larger than all the other counties. Whether this is due to law enforcement in Harris County assigning the "failed to control speed" contributing factor more often that other agencies or if there are more of a specific type a crash in the county is not known. Table 32 lists the ten counties with the highest count and percentage of failure to control speed crashes.

**TABLE 32: TOP TEN COUNTIES WHERE FAILURE TO CONTROL SPEED CRASHES OCCURRED, 2021-2025.**

| County | Crash Count | % of Total |
|---|---|---|
| **Harris** | 17,931 | 19.1% |
| **Dallas** | 7,644 | 8.2% |
| **Tarrant** | 6,723 | 7.2% |
| **Bexar** | 4,513 | 4.8% |
| **El Paso** | 4,044 | 4.3% |
| **Hidalgo** | 3,052 | 3.3% |
| **Collin** | 2,949 | 3.1% |
| **Montgomery** | 2,403 | 2.6% |
| **Travis** | 2,387 | 2.5% |
| **Denton** | 2,142 | 2.3% |

- Within Harris County, 54 percent of the crashes occurred in the City of Houston and another 35 percent occurred outside city limits.
- Within Dallas County, 53 percent of the crashes occurred in the City of Dallas.
- Within Tarrant County, 51 percent of the crashes occurred in the City of Fort Worth and 15 percent occurred in the City of Arlington.

## Other contributing factors assigned

Contributing factors are not assigned to a crash, but to the units involved in the crash. A unit can be:

- Motor vehicle
- Train
- Pedalcyclist
- Pedestrian
- Motorized conveyance
- Towed/pushed/trailer

- Non-contact; or
- Other (explained in narrative).

According to the instructions (Texas Department of Transportation, 2026).

The following analysis focuses on the combination of speed-related contributing factors with other contributing factors.

Law enforcement officers can assign up to three contributing factors and two possible contributing factors to any unit in a crash. See Appendix for a list of contributing factors. In this analysis there is no distinction between assigned contributing factors and possible contributing factors. It is important to note that this analysis is only looking at the combination of two contributing factors, but any one unit could have been assigned up to five contributing factors (not often the case), so the counts and percentages listed do contain some duplication of the units involved in the crashes. In the speeding related crashes driver inattention is the contributing factor that is most often assigned besides the speed related contributing factors.

**TABLE 33: COUNT AND PERCENTAGE OF UNITS BY TOP TEN CONTRIBUTING FACTOR ASSIGNED IN COMBINATION WITH THE SPEED RELATED CONTRIBUTING FACTOR, 2021-2025.**

| Contributing Factor | Count of Units | % of Units |
|---|---|---|
| DRIVER INATTENTION | 15,433 | 30.2% |
| UNDER INFLUENCE - ALCOHOL | 7,197 | 14.1% |
| FAILED TO DRIVE IN SINGLE LANE | 5,855 | 11.5% |
| FAULTY EVASIVE ACTION | 5,049 | 9.9% |
| HAD BEEN DRINKING | 3,534 | 6.9% |
| DISTRACTION IN VEHICLE | 3,273 | 6.4% |
| FOLLOWED TOO CLOSELY | 3,205 | 6.3% |
| OTHER (EXPLAIN IN NARRATIVE) | 2,511 | 4.9% |
| CHANGED LANE WHEN UNSAFE | 2,129 | 4.2% |
| FATIGUED OR ASLEEP | 1,827 | 3.6% |

## Speeding, over the limit contributing factor combinations

Of the 5,543 units that were assigned a contributing factor of speeding, over the limit, 61 percent were also assigned at least one other contributing factor. Table 34 shows that the contributing factor of under the influence – alcohol was most often combined with the speeding contributing factor. The table lists the count and percentage of units the other contributing factors were assigned to.

**TABLE 34: COUNT AND PERCENTAGE OF UNITS BY CONTRIBUTING FACTOR ASSIGNED IN COMBINATION WITH THE SPEEDING CONTRIBUTING FACTOR, 2021-2025.**

| Contributing Factor | Count of Units | % of Units |
|---|---|---|
| UNDER INFLUENCE - ALCOHOL | 744 | 13.4% |
| FAILED TO DRIVE IN SINGLE LANE | 717 | 12.9% |
| DRIVER INATTENTION | 446 | 8.0% |
| FLEEING OR EVADING POLICE | 360 | 6.5% |
| FAULTY EVASIVE ACTION | 347 | 6.3% |
| OTHER (EXPLAIN IN NARRATIVE) | 302 | 5.4% |
| DISREGARD STOP AND GO SIGNAL | 291 | 5.2% |
| HAD BEEN DRINKING | 248 | 4.5% |
| UNDER INFLUENCE - DRUG | 238 | 4.3% |
| DISREGARD STOP SIGN OR LIGHT | 205 | 3.7% |
| CHANGED LANE WHEN UNSAFE | 163 | 2.9% |
| DISTRACTION IN VEHICLE | 106 | 1.9% |
| WRONG SIDE - NOT PASSING | 72 | 1.3% |
| FATIGUED OR ASLEEP | 55 | 1.0% |
| FOLLOWED TOO CLOSELY | 46 | 0.8% |
| FAILED TO PASS TO LEFT SAFELY | 40 | 0.7% |
| PASSED IN NO PASSING LANE | 39 | 0.7% |
| TURNED WHEN UNSAFE | 37 | 0.7% |
| IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE) | 36 | 0.6% |
| DROVE WITHOUT HEADLIGHTS | 34 | 0.6% |
| OVERTAKE AND PASS INSUFFICIENT CLEARANCE | 25 | 0.5% |
| CELL/MOBILE DEVICE USE - OTHER | 23 | 0.4% |
| ROAD RAGE | 22 | 0.4% |
| WRONG SIDE - APPROACH OR INTERSECTION | 22 | 0.4% |
| ANIMAL ON ROAD - WILD | 21 | 0.4% |
| FAILED TO HEED WARNING SIGN | 21 | 0.4% |
| PASSED ON RIGHT SHOULDER | 21 | 0.4% |
| ILL (EXPLAIN IN NARRATIVE) | 18 | 0.3% |
| CELL/MOBILE DEVICE USE - UNKNOWN | 17 | 0.3% |
| WRONG WAY - ONE WAY ROAD | 17 | 0.3% |
| ANIMAL ON ROAD - DOMESTIC | 15 | 0.3% |
| DROVE ON IMPROVED SHOULDER | 14 | 0.3% |
| FAILED TO STOP AT PROPER PLACE | 14 | 0.3% |
| CELL/MOBILE DEVICE USE - TEXTING | 13 | 0.2% |
| FAILED TO YIELD RIGHT OF WAY - STOP SIGN | 13 | 0.2% |
| CELL/MOBILE DEVICE USE - TALKING | 11 | 0.2% |

| Contributing Factor | Count of Units | % of Units |
|---|---|---|
| FAILED TO YIELD RIGHT OF WAY - TURNING LEFT | 11 | 0.2% |
| FAILED TO GIVE HALF OF ROADWAY | 10 | 0.2% |
| FAILED TO PASS TO RIGHT SAFELY | 9 | 0.2% |
| FAILED TO SLOW OR MOVE OVER FOR VEHICLES DISPLAYING EMERGENCY LIGHTS | 7 | 0.1% |
| DISREGARD WARNING SIGN AT CONSTRUCTION | 5 | 0.1% |
| TURNED IMPROPERLY - WIDE RIGHT | 5 | 0.1% |
| FAILED TO YIELD RIGHT OF WAY - TO PEDESTRIAN | 4 | 0.1% |
| FAILED TO YIELD RIGHT OF WAY - YIELD SIGN | 4 | 0.1% |
| TAKING MEDICATION (EXPLAIN IN NARRATIVE) | 4 | 0.1% |
| DISREGARD TURN MARKS AT INTERSECTION | 3 | 0.1% |
| FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION | 3 | 0.1% |
| FAILED TO SIGNAL OR GAVE WRONG SIGNAL | 2 | 0.04% |
| FAILED TO YIELD RIGHT OF WAY - EMERGENCY VEHICLE | 2 | 0.04% |
| FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE | 2 | 0.04% |
| FAILED TO YIELD RIGHT OF WAY - TURN ON RED | 2 | 0.04% |
| TURNED IMPROPERLY - CUT CORNER ON LEFT | 2 | 0.04% |
| BACKED WITHOUT SAFETY | 1 | 0.02% |
| DISABLED IN TRAFFIC LANE | 1 | 0.02% |
| FAILED TO STOP FOR SCHOOL BUS | 1 | 0.02% |
| IMPROPER START FROM PARKED POSITION | 1 | 0.02% |
| LOAD NOT SECURED | 1 | 0.02% |
| TURNED IMPROPERLY - WRONG LANE | 1 | 0.02% |

## Unsafe speed contributing factor combinations

Of the 27,253 units assigned the contributing factor of unsafe speed, 45 percent had at least one other contributing factor. Like the speeding units, the contributing factor of under the influence of alcohol was most combined with the unsafe speed contributing factor. Table 35 lists the count and percentage of units by contributing factor that was assigned in combination with the unsafe speed contributing factor.

**TABLE 35: COUNT AND PERCENTAGE OF UNITS BY CONTRIBUTING FACTOR ASSIGNED IN COMBINATION WITH THE UNSAFE SPEED CONTRIBUTING FACTOR, 2021-2025.**

| Contributing Factor | Count of Units | % of Units |
|---|---|---|
| UNDER INFLUENCE - ALCOHOL | 2,262 | 8.3% |
| DRIVER INATTENTION | 2,140 | 7.9% |
| FAILED TO DRIVE IN SINGLE LANE | 1,964 | 7.2% |
| FAULTY EVASIVE ACTION | 1,633 | 6.0% |
| HAD BEEN DRINKING | 1,131 | 4.2% |
| OTHER (EXPLAIN IN NARRATIVE) | 763 | 2.8% |
| FLEEING OR EVADING POLICE | 637 | 2.3% |
| CHANGED LANE WHEN UNSAFE | 615 | 2.3% |
| DISREGARD STOP SIGN OR LIGHT | 466 | 1.7% |
| UNDER INFLUENCE - DRUG | 454 | 1.7% |
| DISTRACTION IN VEHICLE | 444 | 1.6% |
| FOLLOWED TOO CLOSELY | 385 | 1.4% |
| DISREGARD STOP AND GO SIGNAL | 333 | 1.2% |
| FATIGUED OR ASLEEP | 308 | 1.1% |
| FAILED TO HEED WARNING SIGN | 216 | 0.8% |
| IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE) | 215 | 0.8% |
| WRONG SIDE - NOT PASSING | 165 | 0.6% |
| ANIMAL ON ROAD - WILD | 139 | 0.5% |
| ILL (EXPLAIN IN NARRATIVE) | 118 | 0.4% |
| TURNED WHEN UNSAFE | 79 | 0.3% |
| PASSED IN NO PASSING LANE | 77 | 0.3% |
| ROAD RAGE | 76 | 0.3% |
| CELL/MOBILE DEVICE USE - OTHER | 68 | 0.2% |
| DROVE WITHOUT HEADLIGHTS | 67 | 0.2% |
| FAILED TO PASS TO LEFT SAFELY | 65 | 0.2% |
| TURNED IMPROPERLY - WIDE RIGHT | 61 | 0.2% |
| FAILED TO STOP AT PROPER PLACE | 56 | 0.2% |
| FAILED TO YIELD RIGHT OF WAY - STOP SIGN | 56 | 0.2% |
| ANIMAL ON ROAD - DOMESTIC | 51 | 0.2% |
| PASSED ON RIGHT SHOULDER | 44 | 0.2% |
| WRONG WAY - ONE WAY ROAD | 42 | 0.2% |
| FAILED TO YIELD RIGHT OF WAY - TURNING LEFT | 39 | 0.1% |
| CELL/MOBILE DEVICE USE - UNKNOWN | 34 | 0.1% |
| CELL/MOBILE DEVICE USE - TALKING | 31 | 0.1% |
| FAILED TO GIVE HALF OF ROADWAY | 28 | 0.1% |

| Contributing Factor | Count of Units | % of Units |
|---|---|---|
| CELL/MOBILE DEVICE USE - TEXTING | 27 | 0.1% |
| FAILED TO PASS TO RIGHT SAFELY | 27 | 0.1% |
| WRONG SIDE - APPROACH OR INTERSECTION | 27 | 0.1% |
| OVERTAKE AND PASS INSUFFICIENT CLEARANCE | 23 | 0.1% |
| TURNED IMPROPERLY - WRONG LANE | 20 | 0.1% |
| TAKING MEDICATION (EXPLAIN IN NARRATIVE) | 17 | 0.1% |
| FAILED TO YIELD RIGHT OF WAY - TO PEDESTRIAN | 16 | 0.1% |
| FAILED TO YIELD RIGHT OF WAY - EMERGENCY VEHICLE | 15 | 0.1% |
| FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION | 15 | 0.1% |
| TURNED IMPROPERLY - CUT CORNER ON LEFT | 15 | 0.1% |
| DISABLED IN TRAFFIC LANE | 14 | 0.1% |
| DISREGARD WARNING SIGN AT CONSTRUCTION | 14 | 0.1% |
| DROVE ON IMPROVED SHOULDER | 14 | 0.1% |
| LOAD NOT SECURED | 14 | 0.1% |
| FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE | 13 | 0.05% |
| DISREGARD TURN MARKS AT INTERSECTION | 12 | 0.04% |
| FAILED TO YIELD RIGHT OF WAY - YIELD SIGN | 12 | 0.04% |
| IMPROPER START FROM PARKED POSITION | 11 | 0.04% |
| FAILED TO SLOW OR MOVE OVER FOR VEHICLES DISPLAYING EMERGENCY LIGHTS | 10 | 0.04% |
| OVERSIZED VEHICLE OR LOAD | 10 | 0.04% |
| FAILED TO SIGNAL OR GAVE WRONG SIGNAL | 6 | 0.02% |
| HANDICAPPED DRIVER (EXPLAIN IN NARRATIVE) | 6 | 0.02% |
| FAILED TO YIELD RIGHT OF WAY - TURN ON RED | 5 | 0.02% |
| PARKED IN TRAFFIC LANE | 5 | 0.02% |
| PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE | 4 | 0.01% |

| Contributing Factor | Count of Units | % of Units |
|---|---|---|
| BACKED WITHOUT SAFETY | 3 | 0.01% |
| FIRE IN VEHICLE | 2 | 0.01% |
| FAILED TO STOP FOR SCHOOL BUS | 1 | 0.004% |
| FAILED TO STOP FOR TRAIN | 1 | 0.004% |

### Failed to control speed contributing factor combinations

Although most of the units were only assigned the contributing factor of "failed to control speed", 37 percent of the units were also assigned at least one additional contributing factor. The top ten additional contributing factors assigned to the units are listed in Table 36.

**TABLE 36: TOP TEN CONTRIBUTING FACTORS ASSIGNED IN COMBINATION WITH THE CONTRIBUTING FACTOR, FAILED TO CONTROL SPEED, 2021-2025.**

| Contributing Factor | Count of Assignments | % of Units |
|---|---|---|
| DRIVER INATTENTION | 11,671 | 13.5% |
| UNDER INFLUENCE - ALCOHOL | 3,959 | 4.6% |
| FAILED TO DRIVE IN SINGLE LANE | 2,823 | 3.3% |
| DISTRACTION IN VEHICLE | 2,593 | 3.0% |
| FAULTY EVASIVE ACTION | 2,591 | 3.0% |
| FOLLOWED TOO CLOSELY | 2,494 | 2.9% |
| HAD BEEN DRINKING | 2,004 | 2.3% |
| FATIGUED OR ASLEEP | 1,373 | 1.6% |
| OTHER (EXPLAIN IN NARRATIVE) | 1,231 | 1.4% |
| CHANGED LANE WHEN UNSAFE | 1,152 | 1.3% |

## Analysis by vehicle group

The following analysis is broken up by vehicle body style group and will only include statistics related to units in one of the three speed-related contributing factor groups. The vehicle body style groups are:

- Passenger vehicles/pickups
- 2 door and 4 door passenger cars
- SUVS
- Vans
- pickups
- Large/heavy trucks
- Truck tractors
- Trucks (larger than pickups)
- Motorcycles

Table 37 shows the percentages of the crashes by speed-related category and vehicle body style group.

**TABLE 37: COUNT OF UNITS BY SPEED-RELATED CATEGORY AND VEHICLE BODY STYLE GROUP, 2021-2025.**

| Speed-related Category | Passenger Vehicles/Pickups | Large Trucks | Motorcycles |
|---|---|---|---|
| **Failed to control speed** | 86,525 | 4,259 | 5,679 |
| **Unsafe speed** | 22,288 | 1,405 | 3,560 |
| **Speeding, over limit** | 4,625 | 90 | 828 |
| **Total** | **113,438** | **5,754** | **10,067** |

Of the three vehicle groups, motorcycles have the highest percentage of speeding, over the limit, crashes. Motorcycles are also more likely to crash due to traveling at an unsafe speed for the roadway/environmental conditions. Table 38 lists the corresponding percentages for the counts in Table 37.

**TABLE 38: PERCENTAGE OF UNITS BY SPEED-RELATED CATEGORY AND VEHICLE BODY STYLE GROUP, 2021-2025.**

| Speed-related Category | Passenger Vehicles/Pickups | Large Trucks | Motorcycles |
|---|---|---|---|
| **Failed to control speed** | 76.3% | 74.0% | 56.4% |
| **Unsafe speed** | 19.6% | 24.4% | 35.4% |
| **Speeding, over limit** | 4.1% | 1.6% | 8.2% |
| **Total** | **100.0%** | **100.0%** | **100.0%** |

## Passenger vehicles and pickups

The 113,438 passenger vehicles and pickups assigned speed related contributing factors were involved in 110,348 fatal, suspected serious and suspected minor injury crashes. The following analysis will focus on the crashes where the 26,453 crashes where the unit was assigned a contributing factor of speeding, over the limit, or unsafe speed.

### Speeding, over the limit

Speeding, over the limit, crashes most often involve a speeding passenger vehicle or pickup. More than a quarter of the crashes result in a fatal injury. Table 39 Lists the crash count and percentage of the total passenger vehicle/pickup, speeding, over the limit, crashes by crash severity.

**TABLE 39: CRASH COUNT AND PERCENTAGE OF PASSENGER VEHICLES/PICKUPS SPEEDING, OVER THE LIMIT CRASHES BY CRASH SEVERITY, 2021-2025.**

| Crash Severity | Crash Count | % of Total |
|---|---|---|
| Fatal | 1,178 | 26.0% |
| Suspected Serious | 1,173 | 25.9% |
| Suspected Minor | 2,182 | 48.1% |
| **Total** | **4,533** | **100.0%** |

Speeding crashes most often occur in urban areas. Figure 1Figure 3 illustrates the percentage of passenger vehicles and pickups speeding crashes by rural and urban areas of Texas. An area is considered rural if the population is less than 5,000 population.

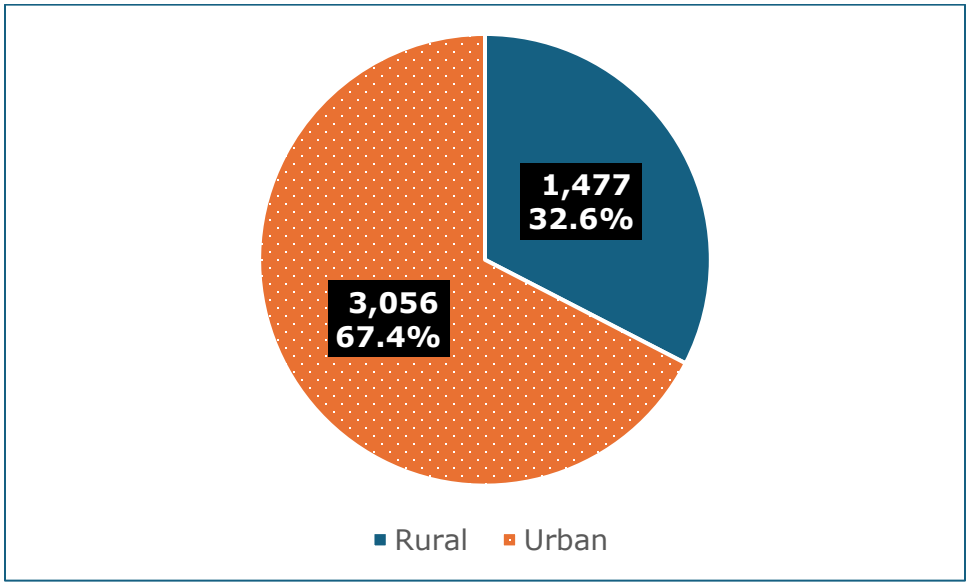



**FIGURE 3: PERCENT OF PASSENGER VEHICLE AND PICKUP SPEEDING CRASHES BY RURAL AND URBAN DESIGNATION, 2021-2025.**

About 40 percent of the crashes involve only one vehicle and tend to be non-intersection related crashes. Table 40 listed the count and percentage of speeding passenger vehicle/pickup crashes by collision type. The table indicates that over 60 percent of the crashes are collisions that involve more than one motor vehicle.

**TABLE 40: CRASH COUNT AND PERCENTAGE OF PASSENGER VEHICLES/PICKUPS SPEEDING, OVER THE LIMIT, CRASHES BY COLLISION TYPE, 2021-2025.**

| Collision Type | Crash Count | % of Total |
|---|---|---|
| One motor vehicle | 1,771 | 39.1% |
| Angle | 1,223 | 27.0% |
| Same direction | 778 | 17.2% |
| Opposite direction | 757 | 16.7% |
| Other | 4 | 0.1% |

| Total | 4,533 | 100.0% |
|---|---|---|

## Driver demographics

Male drivers far outnumber female drivers in passenger vehicle, speeding crashes. Table 41 shows that over three-fourths of the drivers were male.

**TABLE 41: COUNT AND PERCENTAGE OF DRIVERS BY GENDER IN PASSENGER VEHICLE/PICKUP SPEEDING, OVER THE LIMIT CRASHES, 2021-2025.**

| Gender | Drivers | % of Drivers |
|---|---|---|
| FEMALE | 968 | 21.0% |
| MALE | 3,532 | 76.7% |
| UNKNOWN | 102 | 2.2% |
| Total | 4,602 | 100.0% |

The average age of speeding drivers was 30 years. Males had a younger average age as compared to females. Table 42 lists the average age by gender for the speeding passenger vehicle/pickup drivers.

**TABLE 42: AVERAGE AGE OF SPEEDING PASSENGER VEHICLE/PICKUP DRIVERS, 2021-2025.**

| Gender | Average of Driver Age |
|---|---|
| FEMALE | 32 |
| MALE | 29 |
| Total | 30 |

In the previous section it was stated that the contributing factor of under the influence, alcohol, was one of the other contributing factors that was most often combined with the speeding, over the limit, contributing factor. Table 43 lists the count of male and female drivers and the count of those drivers that were identified as impaired and the percent of the driver count.

**TABLE 43: COUNT OF SPEEDING DRIVERS, IMPAIRED SPEEDING DRIVERS, AND PERCENT OF TOTAL DRIVERS THAT WERE IMPAIRED BY GENDER, 2021-2025.**

| Gender | Drivers | Impaired Drivers | % of Drivers |
|---|---|---|---|
| FEMALE | 968 | 216 | 22% |
| MALE | 3,532 | 947 | 27% |
| Total | 4,500 | 1,163 | 26% |

A review of the roadway classification for the roadways that the crashes occurred on by the driver gender found that there is no drastic difference between the genders. Males had a slightly higher percentage of speeding and crashing on city streets and interstate roadways and females had a higher percentage on US and state highways and FM and county roads. Table 44 lists the percentage of speeding drivers by roadway classification and gender.

**TABLE 44: PERCENT OF SPEEDING PASSENGER VEHICLE/PICKUP DIVERS BY ROADWAY CLASSIFICATION, 2021-2025.**

| Roadway Class | FEMALE | MALE | Total |
|---|---|---|---|
| CITY STREET | 41.1% | 42.0% | 41.8% |
| US & STATE HIGHWAYS | 26.2% | 25.7% | 25.8% |
| INTERSTATE | 11.1% | 12.1% | 11.8% |
| FARM TO MARKET | 10.6% | 9.9% | 10.0% |
| COUNTY ROAD | 10.0% | 9.5% | 9.6% |
| TOLLWAY | 0.8% | 0.8% | 0.8% |
| OTHER ROADS | 0.1% | 0.1% | 0.1% |
| **Total** | **100.0%** | **100.0%** | **100.0%** |

There were 1,178 fatal crashes involving a speeding, over the limit, passenger vehicle of pickup. Of those crashes, 553 crashes resulted in the death of the speeding driver. The other 625 (53 percent) resulted in a death of another individual.

**TABLE 45: COUNT AND PERCENTAGE OF FATAL CRASHES BY FATAL PERSON TYPE, 2021-2025.**

| Fatal Crashes | Crash Count | % of Total |
|---|---|---|
| Speeding Driver Death | 553 | 46.9% |
| Other Person Death | 625 | 53.1% |
| **Total Crashes** | **1,178** | **100.0%** |

### Unsafe Speed

Passenger vehicles and pickups that were assigned a contributing factor were involved in 21,926 fatal, suspected serious and suspected minor injury crashes. Table 46 Lists the crash count and percentage of the total passenger vehicle/pickup, unsafe speed crashes by crash severity.

**TABLE 46: CRASH COUNT AND PERCENTAGE OF PASSENGER VEHICLES/PICKUPS UNSAFE SPEED CRASHES BY CRASH SEVERITY, 2021-2025.**

| Crash Severity | Crash Count | % of Total |
|---|---|---|
| FATAL INJURY | 1,657 | 7.6% |
| SUSPECTED SERIOUS INJURY | 5,049 | 23.0% |
| SUSPECTED MINOR INJURY | 15,220 | 69.4% |
| **Total** | **21,926** | **100.0%** |

Crashes involving a passenger vehicle or pickup that were assigned the contributing factor of unsafe speed were almost equally split between rural and urban areas in Texas. Figure 4 illustrates the percentage of passenger vehicles and pickups by rural and urban designation.

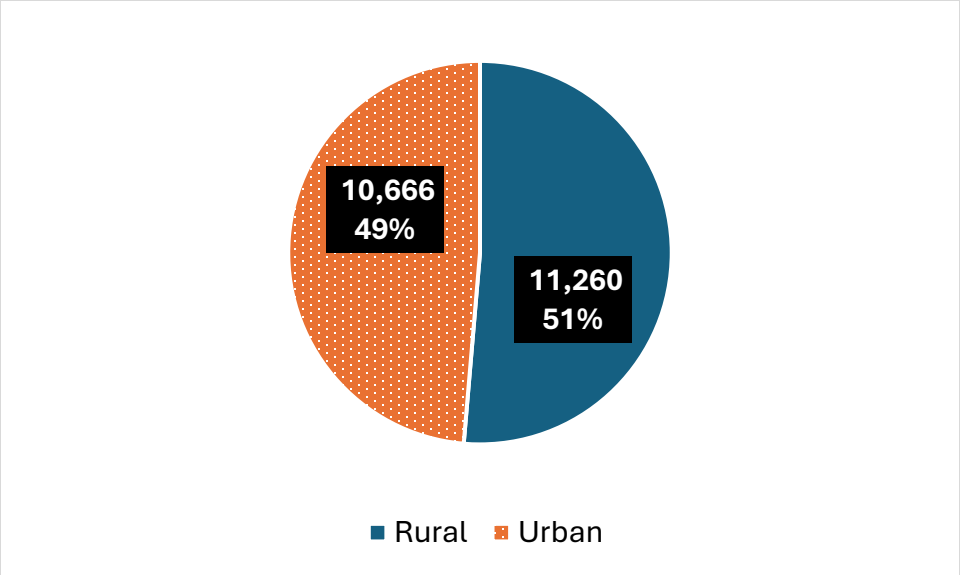



**FIGURE 4: PERCENT OF PASSENGER VEHICLE AND PICKUP UNSAFE SPEED CRASHES BY RURAL AND URBAN DESIGNATION, 2021-2025.**

Almost 70 percent of the 21,926 unsafe speed crashes involved only one motor vehicle. Those crashes resulted in 12,822 vehicles hitting a fixed object and 5,320 units overturning. Table 47 lists the count and percentage of passengers vehicle crashes by collision group.

**TABLE 47: CRASH COUNT AND PERCENTAGE OF PASSENGER VEHICLES/PICKUPS UNSAFE SPEED CRASHES BY COLLISION TYPE, 2021-2025.**

| Collision Group | Crash Count | % of Total |
|---|---|---|
| One Motor Vehicle | 15,152 | 69.1% |
| Same Direction | 3,350 | 15.3% |
| Angle Crash | 1,713 | 7.8% |
| Opposite Direction | 1,687 | 7.7% |
| Other | 24 | 0.1% |
| **Total** | **21,926** | **100.0%** |

## Driver Demographics

Female drivers are more likely to have been driving at an unsafe speed as compared to speeding over the limit crashes. Males made up the largest percentage of driver, which was expected. Table 48 lists the count of drivers and percentage of drivers assigned the contributing factor of unsafe speed.

**TABLE 48: COUNT AND PERCENTAGE OF DRIVERS BY GENDER IN PASSENGER VEHICLE/PICKUP UNSAFE SPEED CRASHES, 2021-2025.**

| Gender | Drivers | % of Drivers |
|---|---|---|
| FEMALE | 6,745 | 30.4% |
| MALE | 15,046 | 67.9% |
| UNKNOWN | 380 | 1.7% |

| | | |
|---|---|---|
| **Total** | **22,171** | **100.0%** |

The average age of the driver in driving a vehicle that was assigned the contributing factor of unsafe speed is higher for all genders Table 49 lists the average age of drivers of units with and unsafe speed contributing factor.

**TABLE 49: AVERAGE AGE OF UNSAFE SPEED PASSENGER VEHICLE/PICKUP DRIVERS, 2021-2025.**

| Gender | Average of Age of Driver |
|---|---|
| **FEMALE** | 34 |
| **MALE** | 33 |
| **Total** | **33** |

The percentage of drivers, by gender, that were driving at an unsafe speed and impaired is smaller than the speeding, over the limit, drivers. Table 50 lists the count of unsafe speed drivers, those that were impaired and the percentage of the drivers that were impaired.

**TABLE 50: COUNT OF SPEEDING DRIVERS, UNSAFE SPEED DRIVERS, AND PERCENT OF TOTAL DRIVERS THAT WERE IMPAIRED BY GENDER, 2021-2025.**

| Gender | Drivers | Impaired Drivers | % of Drivers |
|---|---|---|---|
| **FEMALE** | 6,745 | 747 | 11.1% |
| **MALE** | 15,046 | 2,760 | 18.3% |
| **Total** | **21,791** | **3,523** | **16.2%** |

Both males and females have a higher percentage of traveling at unsafe speeds on US and state highways. Males were found to have a higher percentage of on city streets as compared to the female drivers. Table 51 lists the percentage of unsafe speed drivers by roadway classification and gender.

**TABLE 51: PERCENT OF UNSAFE SPEED PASSENGER VEHICLE/PICKUP DIVERS BY ROADWAY CLASSIFICATION, 2021-2025.**

| Roadway Class | FEMALE | MALE | Total |
|---|---|---|---|
| **US & STATE HIGHWAYS** | 28.3% | 26.2% | **26.8%** |
| **CITY STREET** | 20.7% | 23.0% | **22.3%** |
| **INTERSTATE** | 17.9% | 17.2% | **17.4%** |
| **FARM TO MARKET** | 16.2% | 17.0% | **16.8%** |
| **COUNTY ROAD** | 14.3% | 14.7% | **14.6%** |
| **TOLLWAY** | 2.5% | 1.8% | **2.0%** |
| **OTHER ROADS** | 0.0% | 0.1% | **0.1%** |
| **Total** | **100.0%** | **100.0%** | **100.0%** |

There were 1,657 fatal crashes involving an unsafe speed passenger vehicle or pickup. Of those crashes 1,229 resulted in the death of the unsafe speed

driver and 428 crashes resulted in the death of another individual. As compared to drivers assigned the contributing factor of speeding, over the limit, a driver traveling at an unsafe speed is more likely to be killed.

**TABLE 52: COUNT AND PERCENTAGE OF FATAL CRASHES BY FATAL PERSON TYPE, 2021-2025.**

| Fatal Crashes | Count of Crashes | % of Crashes |
|---|---|---|
| Unsafe Speed Driver Death | 1,229 | 74.2% |
| Other Person Death | 428 | 25.8% |
| Total Crashes | 1,657 | 100.0% |

## Motorcycles Operators

Motorcycles are considered a vulnerable roadway user, and their crashes and injuries differ greatly for passenger vehicle crashes and occupants, the following analysis is related to motorcycle operators.

There were 10,054 motorcycles assigned a speed related contributing factor and involved in a fatal, suspected serious or suspected minor injury crash.

**TABLE 53: COUNT AND PERCENT OF MOTORCYCLE OPERATOR BY SPEED RELATED CONTRIBUTING FACTOR, 2021-2025.**

| Motorcycles Operators | Count of Operators | % of Total |
|---|---|---|
| Speeding, over the limit | 826 | 8.2% |
| Unsafe speed | 3,558 | 35.4% |
| Failed to control speed | 5,670 | 56.4% |
| Total | 10,054 | 100.0% |

The average age of the motorcycle operators with a speed related contributing factor is 35 years of age. Based on the contributing factor groups, the riders that were identified as speeding over the limit were younger. Table 54 lists the average age of the motorcycle operators by contributing factor group.

**TABLE 54: AVERAGE AGE OF MOTORCYCLE OPERATOR BY CONTRIBUTING FACTOR GROUP, 2021-2025.**

| Motorcycles Operators | Average Age |
|---|---|
| Speeding, over the limit | 30 |
| Unsafe speed | 37 |
| Failed to control speed | 35 |
| Total | 35 |

As in the analysis for the other vehicle types, driving under the influence of alcohol is one of the top contributing factors combined with the speed-related contributing factors for motorcycles. Table 55 show the percent of motorcycle operators that were impaired.

**TABLE 55: COUNT AND PERCENT OF MOTORCYCLE OPERATORS THAT WERE IMPAIRED BY SPEED-RELATED CONTRIBUTING FACTOR GROUP, 2021-2025.**

| Motorcycles Operators | Count of Operators | Count of Impaired Operators | % Impaired |
|---|---|---|---|
| **Speeding, over the limit** | 826 | 154 | 18.6% |
| **Unsafe speed** | 3,558 | 399 | 11.2% |
| **Failed to control speed** | 5,670 | 390 | 6.9% |
| **Total** | **10,054** | **943** | **9.4%** |

Motorcycle operators are more likely to be killed when they are operating a vehicle at an unsafe speed or when they fail to control speed. Table 56 lists the percentage of fatal crashes where the operator was killed by contributing factor group

**TABLE 56: COUNT OF FATAL CRASHES, FATAL OPERATOR CRASHES AND PERCENT OF THE FATAL CRASH CRASHES WHERE THE OPERATOR WAS KILLED, 2021-2025.**

| Motorcycles Operators | Fatal Crashes | Fatal Operator Crashes | % of Fatal Crashes |
|---|---|---|---|
| **Speeding, over the limit** | 1,178 | 553 | 46.9% |
| **Unsafe speed** | 1,657 | 1,229 | 74.2% |
| **Failed to control speed** | 1,871 | 1,101 | 58.8% |
| **Total** | **4,706** | **2,883** | **61.3%** |

## Large Trucks

The term large truck refers to truck tractor units with and without attached trailers and trucks such as box trucks, dump trucks, and other heavy trucks. The large truck group contains the least number of units assigned to a speed related contributing factor group. Table 57 lists the count and percentage of crashes by speed-related contributing factor group.

**TABLE 57: COUNT AND PERCENTAGE OF LARGE TRUCK CRASHES BY CONTRIBUTING FACTOR GROUP,2021-2025.**

| Contributing Factor Group | Crash Count | % of Total |
|---|---|---|
| **Speeding, over the limit** | 89 | 1.6% |
| **Unsafe speed** | 1,387 | 24.4% |
| **Failed to control speed** | 4,201 | 74.0% |
| **Total** | **5,677** | **100.0%** |

Large trucks were more likely to be involved in a fatal, suspected serious or suspected minor crash and assigned a speed-related contributing factor while on a US or state highway. Although the speeding, over the limit group contains the least number of crashes, it was found that those crashes occurred on city streets as compared to the other two speed-related groups.

Table 58 lists the percentage of large truck crashes by roadway classification and speed-related group.

**TABLE 58: PERCENT OF LARGE TRUCK CRASHES BY ROADWAY CLASS AND SPEED-RELATED GROUP, 2021-2025.**

| Roadway Class | Speeding, over the limit | Unsafe speed | Failed to control speed | Total |
|---|---|---|---|---|
| **US & STATE HIGHWAYS** | 36.4% | 38.3% | 40.7% | 39.4% |
| **INTERSTATE** | 4.5% | 19.1% | 46.2% | 35.5% |
| **FARM TO MARKET** | 18.2% | 25.5% | 4.9% | 12.1% |
| **CITY STREET** | 27.3% | 8.5% | 5.5% | 7.8% |
| **COUNTY ROAD** | 13.6% | 4.3% | 0.5% | 2.6% |
| **TOLLWAY** | 0.0% | 4.3% | 2.2% | 2.6% |
| **Total** | **100.0%** | **100.0%** | **100.0%** | **100.0%** |

# Appendix

The following is the list of contributing factors that law enforcement officers may assign to units in a crash. The ID is the code used in the CRIS data.

| ID | Contributing Factor Description |
|---|---|
| **0** | NONE |
| **1** | ANIMAL ON ROAD - DOMESTIC |
| **2** | ANIMAL ON ROAD - WILD |
| **3** | BACKED WITHOUT SAFETY |
| **4** | CHANGED LANE WHEN UNSAFE |
| **14** | DISABLED IN TRAFFIC LANE |
| **15** | DISREGARD STOP AND GO SIGNAL |
| **16** | DISREGARD STOP SIGN OR LIGHT |
| **17** | DISREGARD TURN MARKS AT INTERSECTION |
| **18** | DISREGARD WARNING SIGN AT CONSTRUCTION |
| **19** | DISTRACTION IN VEHICLE |
| **20** | DRIVER INATTENTION |
| **21** | DROVE WITHOUT HEADLIGHTS |
| **22** | FAILED TO CONTROL SPEED |
| **23** | FAILED TO DRIVE IN SINGLE LANE |
| **24** | FAILED TO GIVE HALF OF ROADWAY |
| **25** | FAILED TO HEED WARNING SIGN OR TRAFFIC CONTROL DEVICE |
| **26** | FAILED TO PASS TO LEFT SAFELY |
| **27** | FAILED TO PASS TO RIGHT SAFELY |
| **28** | FAILED TO SIGNAL OR GAVE WRONG SIGNAL |
| **29** | FAILED TO STOP AT PROPER PLACE |
| **30** | FAILED TO STOP FOR SCHOOL BUS |
| **31** | FAILED TO STOP FOR TRAIN |
| **32** | FAILED TO YIELD RIGHT OF WAY - EMERGENCY VEHICLE |
| **33** | FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION |
| **34** | FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE |
| **35** | FAILED TO YIELD RIGHT OF WAY - STOP SIGN |
| **36** | FAILED TO YIELD RIGHT OF WAY - TO PEDESTRIAN |
| **37** | FAILED TO YIELD RIGHT OF WAY - TURNING LEFT |
| **38** | FAILED TO YIELD RIGHT OF WAY - TURN ON RED |
| **39** | FAILED TO YIELD RIGHT OF WAY - YIELD SIGN |
| **40** | FATIGUED OR ASLEEP |
| **41** | FAULTY EVASIVE ACTION |
| **42** | FIRE IN VEHICLE |
| **43** | FLEEING OR EVADING POLICE |

| | |
|---|---|
| **44** | FOLLOWED TOO CLOSELY |
| **45** | HAD BEEN DRINKING |
| **46** | HANDICAPPED DRIVER (EXPLAIN IN NARRATIVE) |
| **47** | ILL (EXPLAIN IN NARRATIVE) |
| **48** | IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE) |
| **49** | IMPROPER START FROM A STOPPED, STANDING, OR PARKED POSITION |
| **50** | LOAD NOT SECURED |
| **51** | OPENED DOOR INTO TRAFFIC LANE |
| **52** | OVERSIZED VEHICLE OR LOAD |
| **53** | OVERTAKE AND PASS INSUFFICIENT CLEARANCE |
| **54** | PARKED AND FAILED TO SET BRAKES |
| **55** | PARKED IN TRAFFIC LANE |
| **56** | PARKED WITHOUT LIGHTS |
| **57** | PASSED IN NO PASSING LANE |
| **58** | PASSED ON SHOULDER |
| **59** | PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE |
| **60** | UNSAFE SPEED |
| **61** | SPEEDING - (OVERLIMIT) |
| **62** | TAKING MEDICATION (EXPLAIN IN NARRATIVE) |
| **63** | TURNED IMPROPERLY - CUT CORNER ON LEFT |
| **64** | TURNED IMPROPERLY - WIDE RIGHT |
| **65** | TURNED IMPROPERLY - WRONG LANE |
| **66** | TURNED WHEN UNSAFE |
| **67** | INTOXICATED - ALCOHOL |
| **68** | INTOXICATED - DRUG |
| **69** | WRONG SIDE - APPROACH OR INTERSECTION |
| **70** | WRONG SIDE - NOT PASSING |
| **71** | WRONG WAY - ONE WAY ROAD |
| **72** | CELL/MOBILE  PHONE USE |
| **73** | ROAD RAGE |
| **74** | OTHER (EXPLAIN IN NARRATIVE) |
| **75** | CELL/MOBILE DEVICE USE - TALKING |
| **76** | CELL/MOBILE DEVICE USE - TEXTING |
| **77** | CELL/MOBILE DEVICE USE - OTHER |
| **78** | CELL/MOBILE DEVICE USE - UNKNOWN |
| **79** | FAILED TO SLOW OR MOVE OVER FOR VEHICLES DISPLAYING EMERGENCY LIGHTS |
| **80** | DROVE ON IMPROVED SHOULDER |