



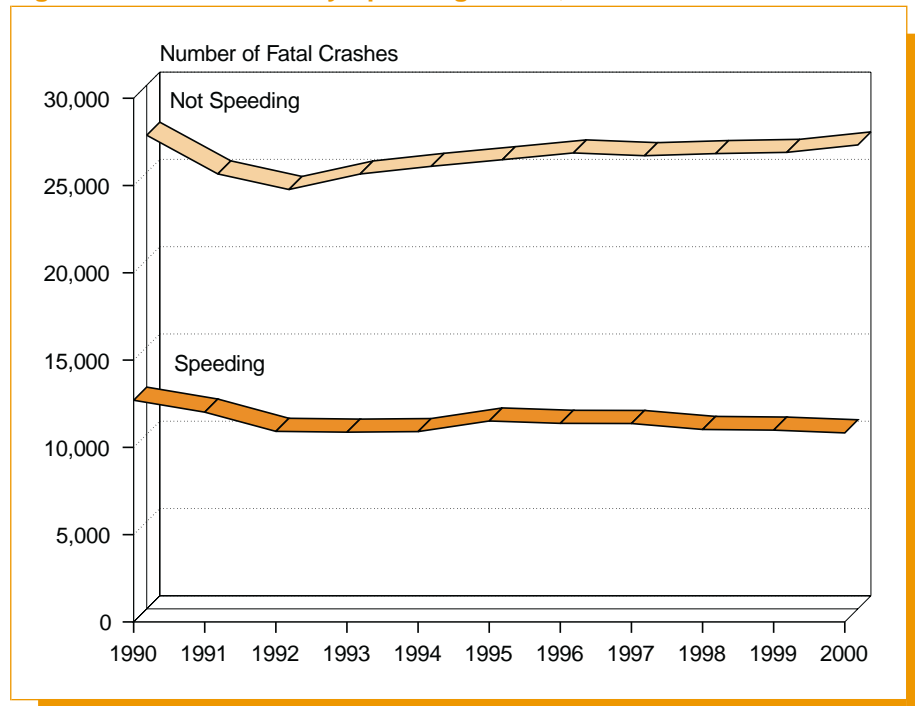
Traffic Safety Facts 2000

Speeding



Speeding — exceeding the posted speed limit or driving too fast for conditions — is one of the most prevalent factors contributing to traffic crashes. The economic cost to society of speeding-related crashes is estimated by NHTSA to be \$27.4 billion per year. In 2000, speeding was a contributing factor in 29 percent of all fatal crashes, and 12,350 lives were lost in speeding-related crashes.

Figure 1. Fatal Crashes by Speeding Status, 1990-2000



“The economic cost of speeding-related crashes is estimated to be \$27.4 billion each year.”

Motor vehicle crashes cost society an estimated \$4,800 per second. The total economic cost of crashes was estimated at \$150.5 billion in 1994. The 2000 costs of **speeding-related** crashes were estimated to be \$27.4 billion — \$51,930 per minute or \$865 per second.

Table 1. Estimated Annual Economic Costs of Speeding-Related Crashes (1994 Dollars per Year)

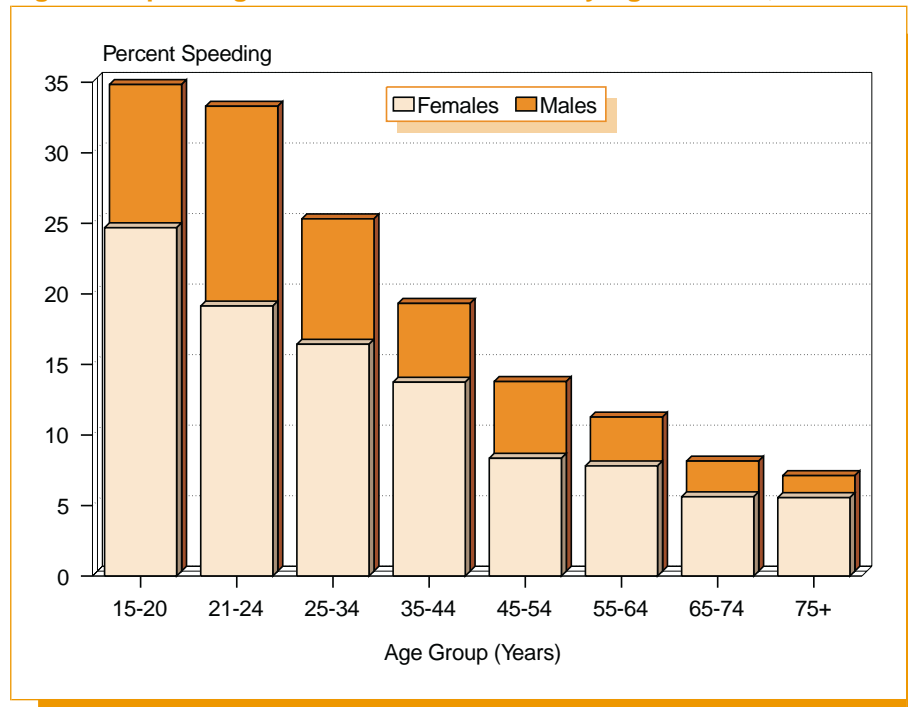
Crash Type	Cost
Fatal	\$10.3 billion
Injury (Non-Fatal)	\$13.3 billion
Property-Damage-Only	\$ 3.8 billion
Total	\$27.4 billion

In 2000, 593,000 people received minor injuries in speeding-related crashes. An additional 71,000 people received moderate injuries, and 39,000 received serious to critical injuries in speeding-related crashes (based on methodology from *The Economic Cost of Motor Vehicle Crashes 1994*, NHTSA).

Speeding reduces a driver's ability to steer safely around curves or objects in the roadway, extends the distance necessary to stop a vehicle, and increases the distance a vehicle travels while the driver reacts to a dangerous situation.

For drivers involved in fatal crashes, young males are the most likely to be speeding. The relative proportion of speeding-related crashes to all crashes decreases with increasing driver age. In 2000, 34 percent of the male drivers 15 to 20 years old who were involved in fatal crashes were speeding at the time of the crash.

Figure 2. Speeding Drivers in Fatal Crashes by Age and Sex, 2000



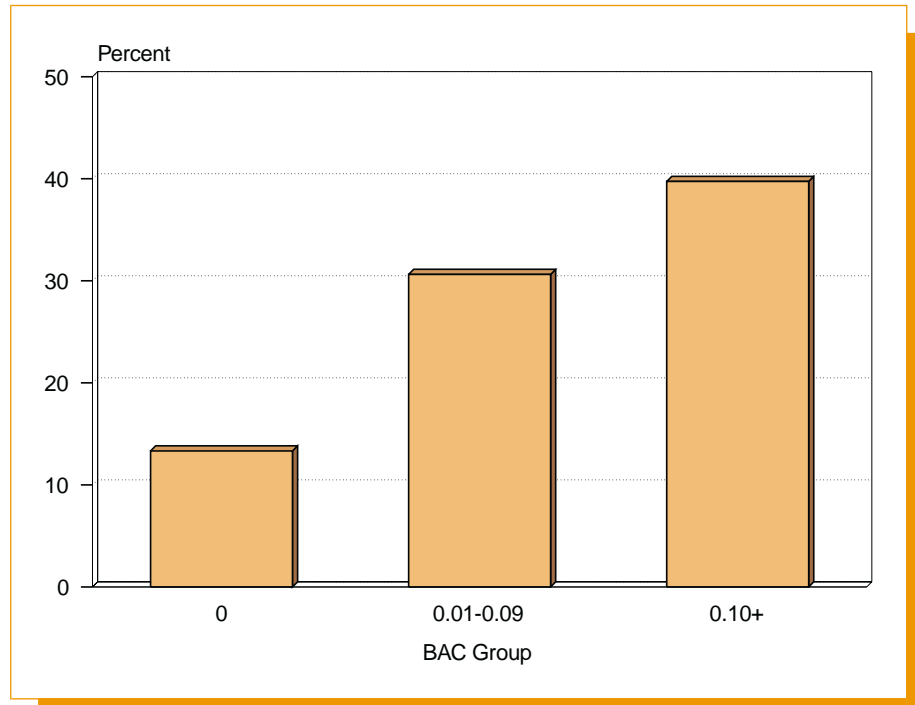
“In 2000, 34 percent of male drivers 15 to 20 years old involved in fatal crashes were speeding.”

Alcohol and speeding seem to go hand in hand. In 2000, 23 percent of the **speeding** drivers under 21 years old who were involved in fatal crashes were also intoxicated, with a blood alcohol concentration (BAC) of 0.10 (grams per deciliter [g/dl]) or greater. In contrast, only 10 percent of the **nonspeeding** drivers under age 21 involved in fatal crashes in 2000 were intoxicated.

For drivers between 21 and 24 years of age who were involved in fatal crashes in 2000, 45 percent of **speeding** drivers were intoxicated, compared with only 20 percent of **nonspeeding** drivers.

Alcohol and speeding are clearly a deadly combination. Alcohol involvement is prevalent for drivers involved in speeding-related crashes. In 2000, 40 percent of the **intoxicated** drivers (BAC = 0.10 or higher) involved in fatal crashes were speeding, compared with only 13 percent of the **sober** drivers (BAC = 0.00) involved in fatal crashes (Figure 3).

Figure 3. Percentage of All Drivers Involved in Fatal Crashes That Were Speeding, by BAC Level, 2000



“Between midnight and 3 am, 77 percent of speeding drivers involved in fatal crashes had been drinking.”

For both speeding and nonspeeding drivers involved in fatal crashes, the percentage of those who had been drinking, with BAC 0.01 or greater, at the time the crash occurred was higher at night than during the day. Between midnight and 3 am, 77 percent of **speeding** drivers involved in fatal crashes had been drinking.

Figure 4. Drivers in Fatal Crashes by Alcohol Involvement, Speeding Status, and Time of Day, 2000

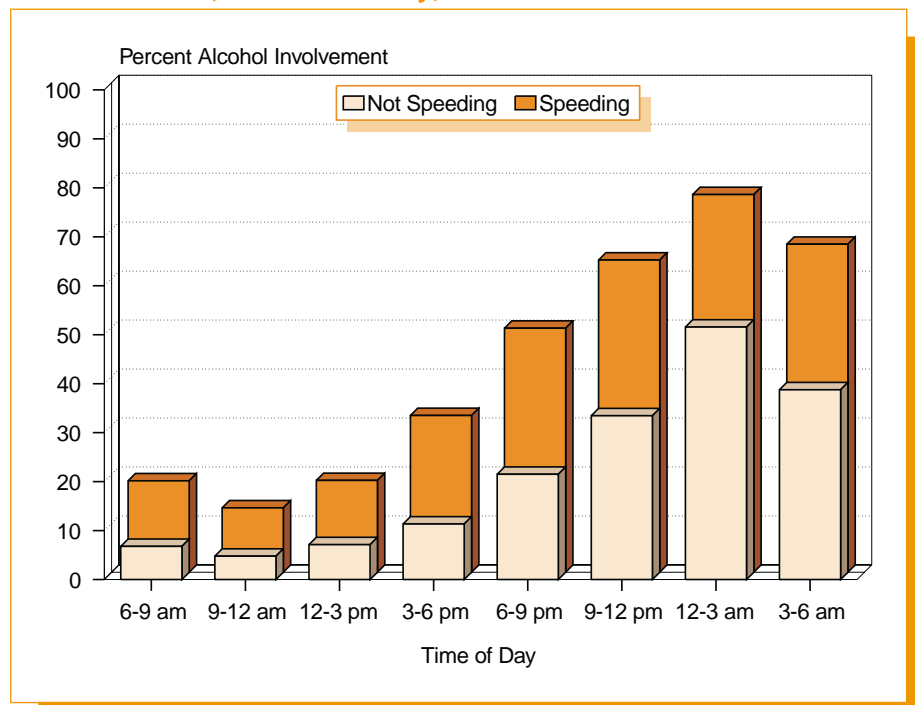
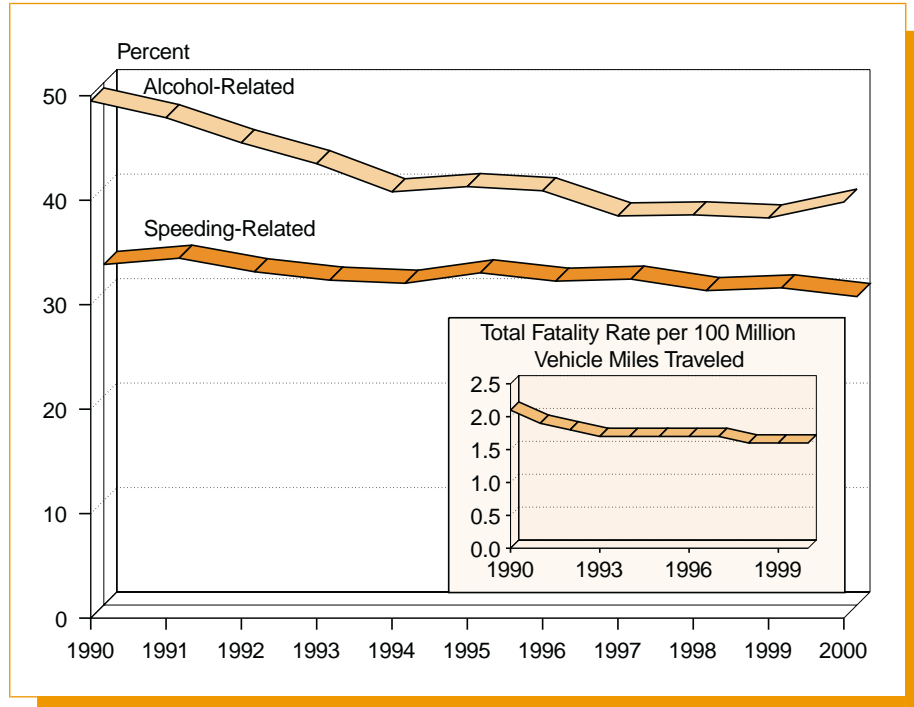


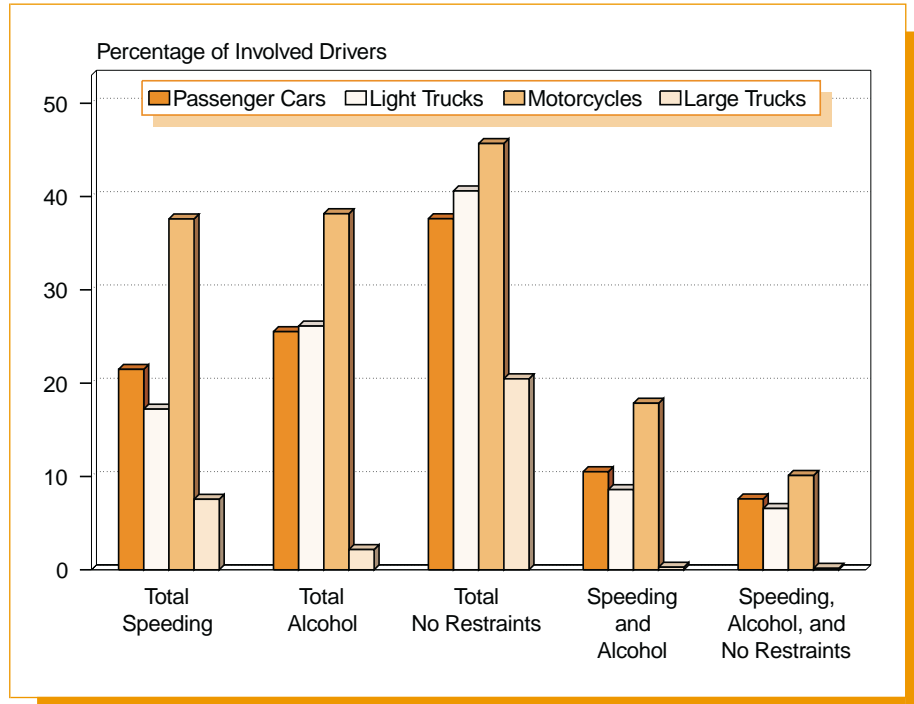
Figure 5. Percentages of Fatalities Related to Speeding and to Alcohol, 1990-2000



“Speeding involvement for motorcyclists in fatal crashes was twice as high as for car and light truck drivers.”

In 2000, 38 percent of all motorcyclists involved in fatal crashes were speeding. The percentage of speeding involvement in fatal crashes was approximately twice as high for motorcyclists as for drivers of passenger cars or light trucks, and the percentage of alcohol involvement was approximately 50 percent higher for motorcyclists.

Figure 6. Speeding, Alcohol Involvement, and Failure To Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 2000



“Among drivers in fatal crashes in 2000, those who were not speeding were nearly twice as likely to be wearing safety belts as those who were speeding at the time of the crash.”

In 2000, only 41 percent of **speeding** passenger vehicle drivers under 21 years old who were involved in fatal crashes were wearing safety belts at the time of the crash. In contrast, 63 percent of **nonspeeding** drivers in the same age group were restrained. For drivers 21 years and older, the percentage of **speeding** drivers involved in fatal crashes who were using restraints at the time of the crash was 39 percent, but 67 percent of **nonspeeding** drivers in fatal crashes were restrained.

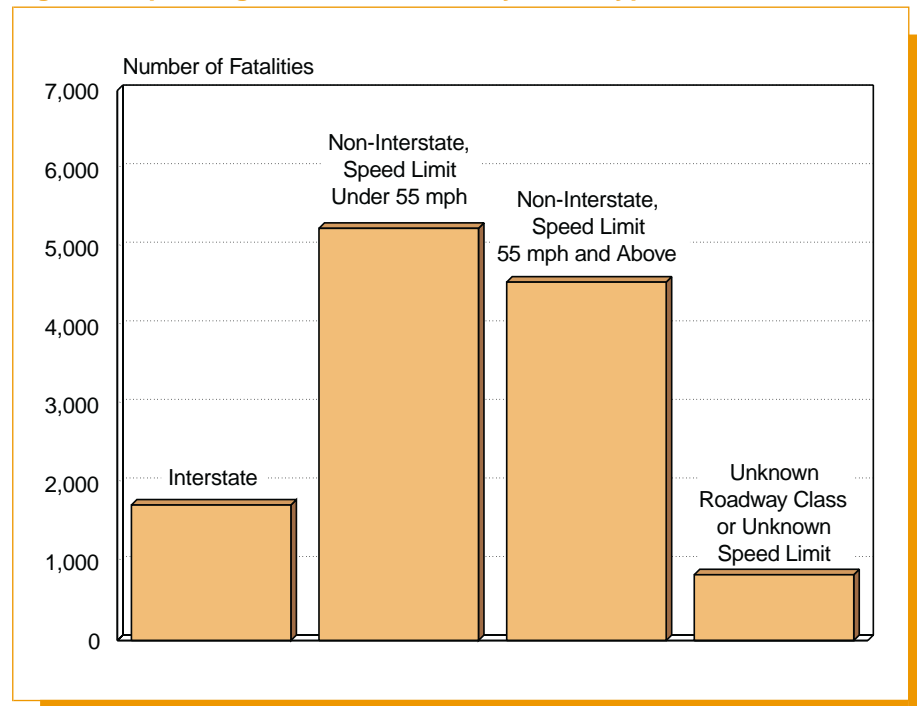
In 2000, 20 percent of **speeding** drivers involved in fatal crashes had an invalid license at the time of the crash, compared with 9 percent of **nonspeeding** drivers.

Speeding was a factor in 27 percent of the fatal crashes that occurred on dry roads in 2000 and in 34 percent of those that occurred on wet roads. Speeding was a factor in 48 percent of the fatal crashes that occurred when there was snow or slush on the road and in 60 percent of those that occurred on icy roads.

Speeding was involved in more than one-quarter (27 percent) of the fatal crashes that occurred in construction/maintenance zones in 2000.

In 2000, 85 percent of speeding-related fatalities occurred on roads that were not Interstate highways.

Figure 7. Speeding-Related Fatalities by Road Type, 2000



“Only 15 percent of speeding-related fatalities occur on Interstate highways.”

For more information:

Information on speeding involvement in traffic fatalities is available from the National Center for Statistics and Analysis, NRD-31, 400 Seventh Street, S.W., Washington, D.C. 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 1-800-934-8517. FAX messages should be sent to (202) 366-7078. General information on highway traffic safety can be accessed by Internet users at <http://www.nhtsa.dot.gov/people/nCSA>. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393.

Table 2. Speeding-Related Traffic Fatalities and Costs by Road Type and Speed Limit, 2000

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit									Estimated Costs of Speeding-Related Crashes by Road Type (Million 1994 Dollars)		
		Total	Interstate		Non-Interstate						Total	Interstate	Non-Interstate
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph			
AL	995	369	38	3	88	7	133	28	35	20	433	58	374
AK	103	49	6	5	11	4	6	1	5	5	80	17	64
AZ	1,036	354	43	10	63	34	66	35	18	33	535	87	448
AR	652	144	19	2	75	4	10	4	11	11	241	38	203
CA	3,753	1,331	219	29	327	55	92	105	186	106	2,922	508	2,415
CO	681	281	32	14	40	13	29	27	42	57	436	72	364
CT	342	121	7	16	7	1	10	10	17	45	399	69	329
DE	123	27	1	2	1	13	1	1	4	1	66	10	56
DC	49	15	0	0	0	0	0	0	1	14	81	11	70
FL	2,999	525	60	7	60	11	106	43	57	73	1,424	229	1,194
GA	1,541	342	33	16	123	6	52	23	45	27	745	119	626
HI	131	54	0	0	4	1	3	0	15	10	127	13	114
ID	276	86	16	0	11	14	5	0	12	10	111	20	91
IL	1,418	492	27	46	180	6	54	27	77	73	1,191	190	1,001
IN	875	226	22	12	44	11	29	14	8	20	501	91	411
IA	445	51	5	0	26	3	4	0	2	5	193	30	163
KS	461	123	11	0	21	0	2	6	6	14	230	31	199
KY	820	169	16	3	114	1	6	1	18	6	347	52	295
LA	937	111	3	2	44	5	19	8	14	12	400	58	343
ME	169	71	4	2	3	5	27	8	6	13	132	18	114
MD	588	195	9	13	18	27	14	28	24	29	594	94	500
MA	433	151	19	4	9	4	10	18	25	60	687	112	575
MI	1,382	276	25	4	126	9	31	5	20	36	883	134	749
MN	625	171	14	8	86	7	5	5	2	31	357	54	303
MS	949	221	21	0	77	16	40	9	23	17	258	34	225
MO	1,157	456	70	16	170	5	20	19	34	37	678	123	555
MT	237	96	14	0	2	1	5	0	8	4	105	16	89
NE	276	64	20	0	4	21	0	2	3	4	151	32	119
NV	323	122	10	4	12	4	22	2	23	11	219	31	188
NH	126	35	1	2	4	2	1	6	7	5	81	12	69
NJ	731	57	6	4	3	6	5	6	10	12	936	156	780
NM	430	164	19	3	46	6	17	9	17	14	224	34	189
NY	1,458	434	7	29	164	17	25	25	19	88	2,163	331	1,831
NC	1,472	519	27	7	296	11	106	5	54	4	930	116	814
ND	86	34	1	0	19	0	0	3	0	5	46	4	42
OH	1,351	318	10	1	0	0	0	0	0	1	1,158	376	782
OK	652	245	55	2	44	8	42	16	7	5	348	69	280
OR	451	146	7	6	79	0	9	12	14	13	267	36	231
PA	1,520	582	35	23	157	10	117	75	112	47	1,114	153	961
RI	80	39	0	5	3	2	3	5	8	13	92	14	78
SC	1,065	312	40	2	103	7	62	12	42	14	420	66	354
SD	173	59	10	2	16	0	5	4	2	3	78	15	64
TN	1,306	320	23	15	92	14	66	35	25	34	546	81	465
TX	3,769	1,446	168	59	230	44	100	87	134	116	2,385	391	1,994
UT	373	109	22	2	17	8	4	11	9	8	171	32	139
VT	79	31	5	0	0	18	0	0	3	3	46	7	38
VA	930	166	17	11	79	0	22	1	18	16	518	87	432
WA	632	242	37	0	30	32	9	24	50	28	605	98	508
WV	410	117	16	2	51	4	10	13	14	5	188	30	157
WI	799	220	16	1	121	1	27	7	19	22	455	60	394
WY	152	62	23	1	4	1	0	0	0	5	72	22	49
USA*	41,821	12,350	1,309	395	3,304	479	1,431	785	1,305	1,245	27,369	4,538	22,831
PR	566	283	0	60	13	6	67	31	72	34	627	133	494

*Of the total number of speeding-related fatalities in 2000, 5,535 occurred on roads with posted speed limits between 55 and 65 mph, and 920 occurred on roads with speed limits above 65 mph.

Notes: Totals may not equal sum of components due to independent rounding. The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown. The total column for costs of speeding-related crashes includes costs for crashes that occurred on unknown road types. Costs are based on preliminary estimates.