Traffic Safety Facts

2006 Data

www.nhtsa.gov

NHTSA

DOT HS 810 814

Speeding

"The economic cost of speeding-related crashes is estimated to be $40.4 billion each year."

NHTSA considers a crash to be speeding-related if the driver was charged with a speeding-related offense or if an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash.

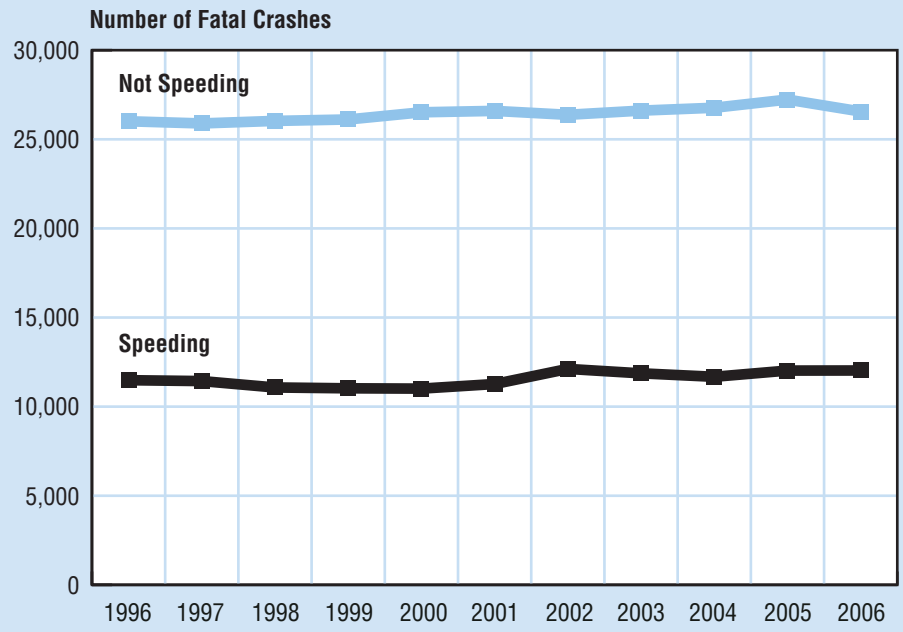
Speeding is one of the most prevalent factors contributing to traffic crashes. The economic cost to society of speeding-related crashes is estimated by NHTSA to be $40.4 billion per year. In 2006, speeding was a contributing factor in 31 percent of all fatal crashes, and 13,543 lives were lost in speeding-related crashes.

Motor vehicle crashes cost society an estimated $7,300 per second. The total economic cost of crashes was estimated at $230.6 billion in 2000. In 2000, the cost of speeding-related crashes was estimated to be $40.4 billion — $76,865 per minute or $1,281 per second.

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.

Figure 1

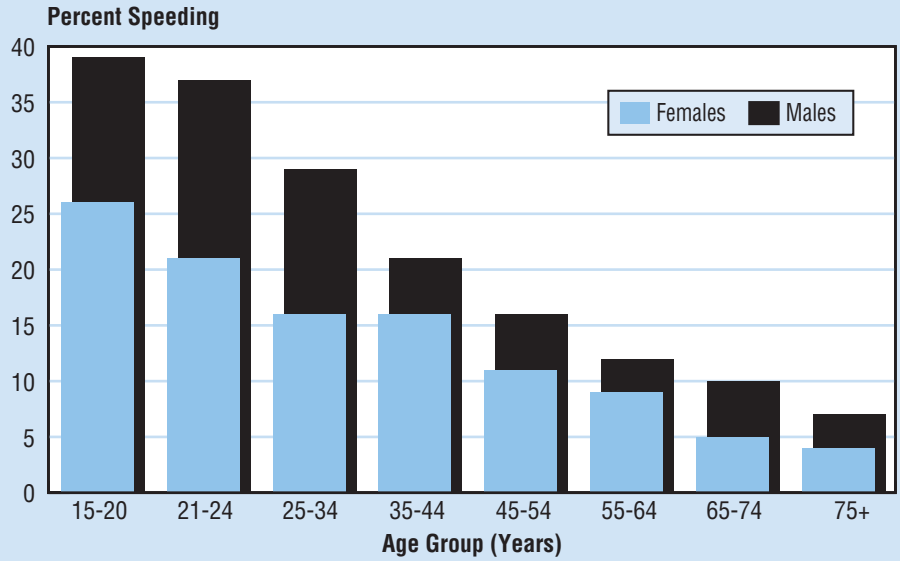
Fatal Crashes by Speeding Status, 1996-2006



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 2006, 39 percent of the male drivers age 15 to 20 who were involved in fatal crashes were speeding at the time of the crash.

"In 2006, 39 percent of 15- to 20-year-old male drivers involved in fatal crashes were speeding."

Figure 2
Speeding Drivers in Fatal Crashes by Age and Sex, 2006



Alcohol and speeding are clearly a deadly combination. Alcohol involvement is prevalent for drivers involved in speeding-related crashes. In 2006, 41 percent of the drivers with a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dL) or higher involved in fatal crashes were speeding, compared with only 15 percent of the drivers with a BAC of .00 g/dL involved in fatal crashes.

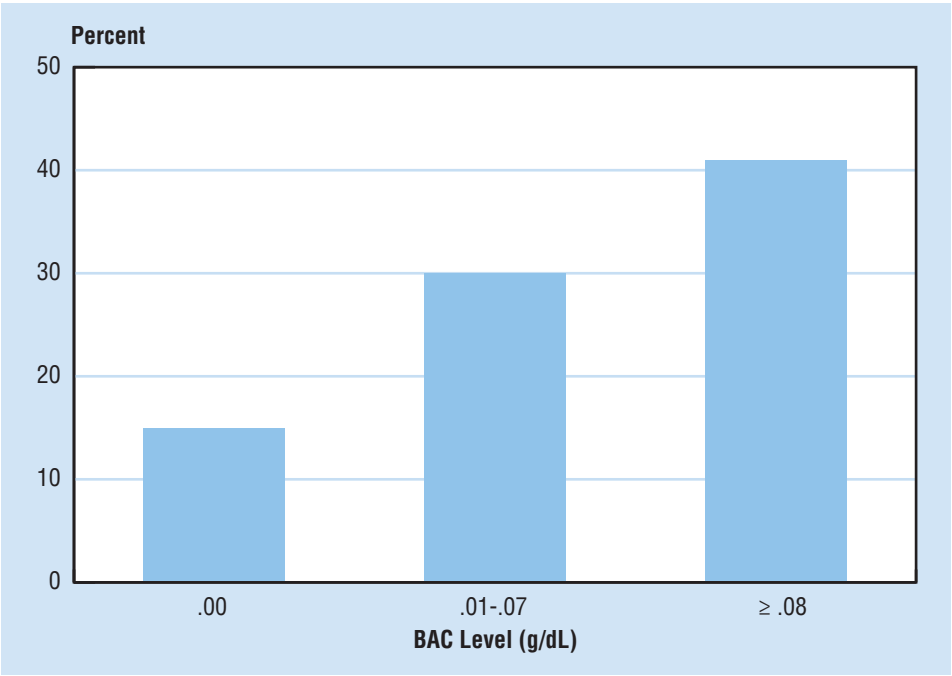
In 2006, 28 percent of the speeding drivers under age 21 who were involved in fatal crashes also had a BAC of .08 g/dL or higher. In contrast, only 13 percent of the nonspeeding drivers under age 21 involved in fatal crashes in 2006 had a BAC of .08 g/dL or higher.

For drivers between the ages of 21 and 24 who were involved in fatal crashes in 2006, 49 percent of speeding drivers had a BAC of .08 g/dL or higher, compared with only 25 percent of nonspeeding drivers.

"In 2006, 41 percent of the drivers with a BAC of .08 g/dL or higher involved in fatal crashes were speeding, compared with only 15 percent of drivers with a BAC of .00 g/dL involved in fatal crashes."

Figure 3

Percentage of All Drivers Involved in Fatal Crashes Who Were Speeding, by BAC Level, 2006



For both speeding and nonspeeding drivers involved in fatal crashes, the percentage of those who had been drinking, with a BAC of .01 g/dL or higher, at the time the crash occurred was higher at night than during the day. Between midnight and 3 a.m., 76 percent of speeding drivers involved in fatal crashes had been drinking.

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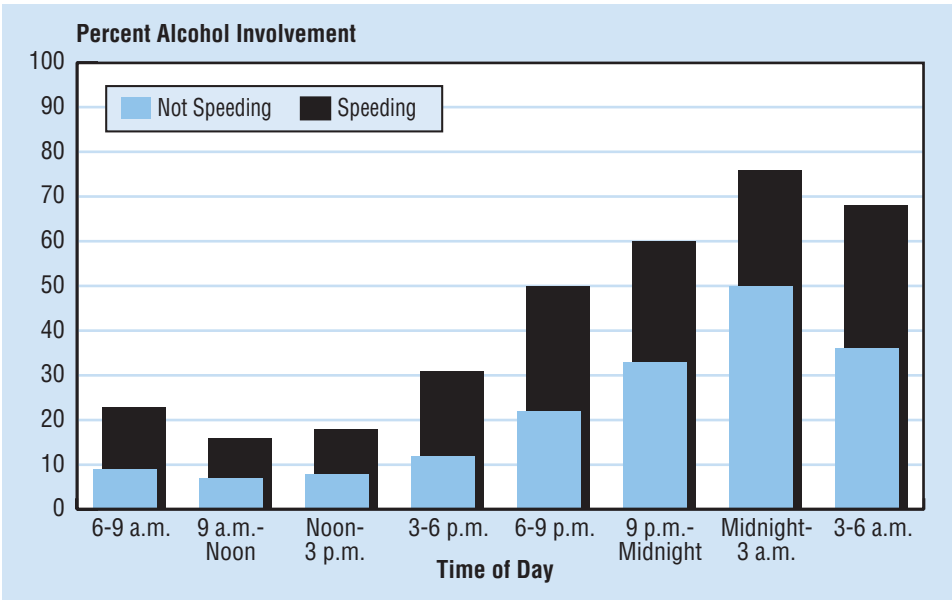
Figure 4

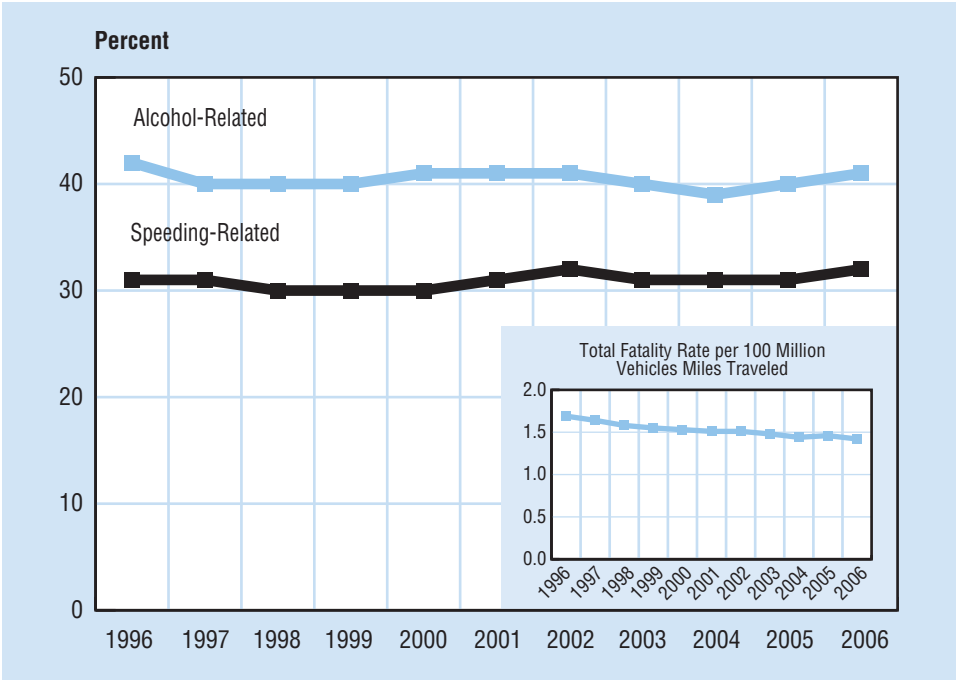
Drivers in Fatal Crashes by Alcohol Involvement, Speeding Status, and Time of Day, 2006



"In fatal crashes, 37 percent of motorcyclists were speeding."

Figure 5

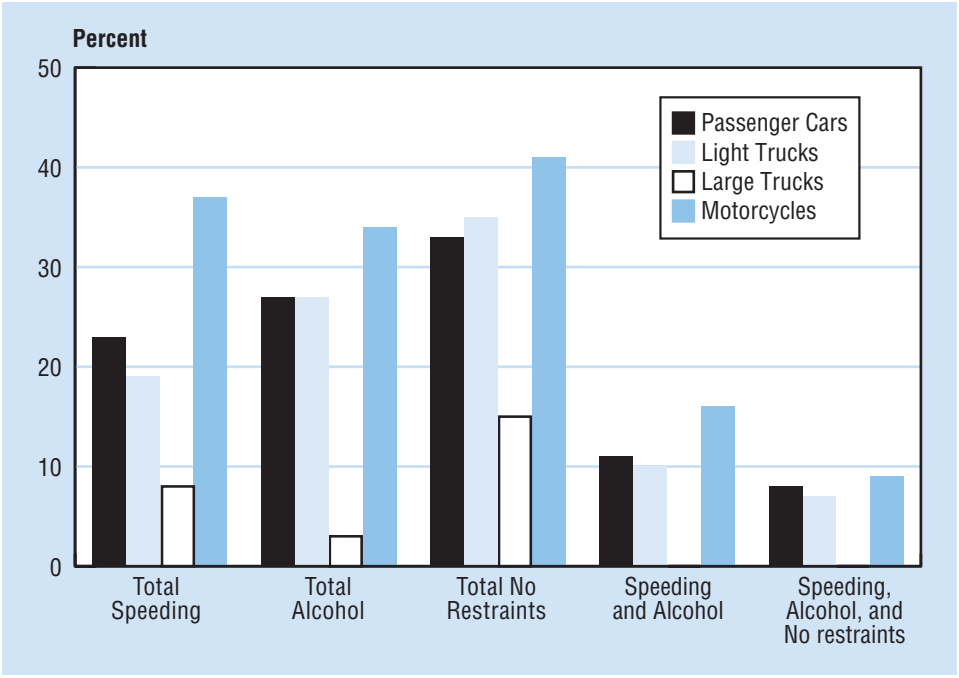
Percentages of Fatalities Related to Speeding and to Alcohol, 1996-2006



In 2006, 37 percent of all motorcyclists involved in fatal crashes were speeding, compared to 23 percent for passenger car drivers, 19 percent for light-truck drivers, and 8 percent for large-truck drivers.

Figure 6

Speeding, Alcohol Involvement, and Failure to Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 2006



Note: Among large truck drivers, speeding and alcohol; and speeding, alcohol, and restraints was less than 0.5 percent.

"Among passenger vehicle drivers age 21 and older in fatal crashes in 2006, those who were not speeding were more likely to be wearing seat belts than those who were speeding at the time of the crash."

In 2006, only 45 percent of speeding passenger vehicle drivers under age 21 who were involved in fatal crashes were wearing seat belts at the time of the crash. In contrast, 69 percent of nonspeeding drivers in the same age group were restrained. For drivers age 21 and older, the percentage of speeding drivers involved in fatal crashes who were using restraints at the time of the crash was 43 percent, but 73 percent of nonspeeding drivers in fatal crashes were restrained.

In 2006, 23 percent of speeding drivers involved in fatal crashes had an invalid license at the time of the crash, compared with 11 percent of nonspeeding drivers.

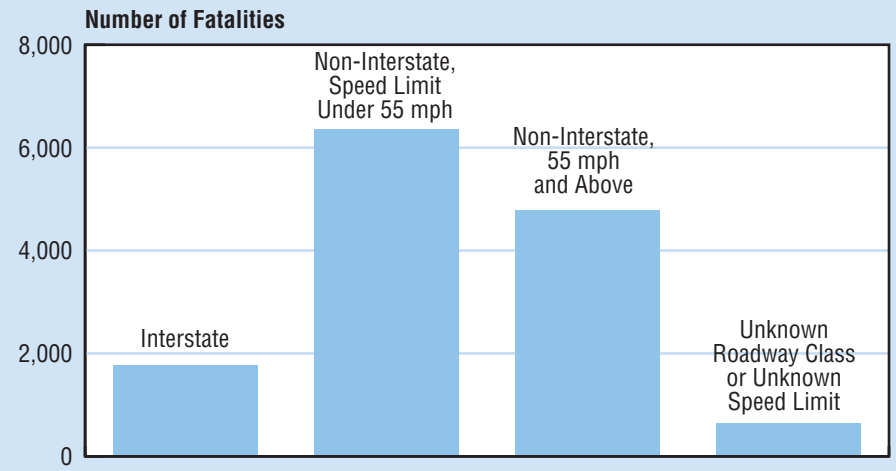
Speeding was a factor in 30 percent of the fatal crashes that occurred on dry roads in 2006 and in 33 percent of those that occurred on wet roads. Speeding was a factor in 55 percent of the fatal crashes that occurred when there was snow or slush on the road and in 59 percent of those that occurred on icy roads.

Speeding was involved in over one-third (37%) of the fatal crashes that occurred in construction/maintenance zones in 2006.

In 2006, 87 percent of speeding-related fatalities occurred on roads that were not Interstate highways.

"Only 13 percent of speeding-related fatalities occur on Interstate highways."

Figure 7
Speeding-Related Fatalities by Road Type, 2006



For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NVS-421, 1200 New Jersey Avenue, SE, Washington, DC 20590. NCSA can be contacted on 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.gov/portal/site/nhtsa/ncsa. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Overview, Alcohol, African American, Bicyclists and Other Cyclists* (formerly titled *Pedalcyclists*), *Children, Hispanic, Large Trucks, Motorcycles, Occupant Protection, Older Population, Pedestrians, Race and Ethnicity, Rural/Urban Comparisons, School Transportation-Related Crashes, State Alcohol Estimates, State Traffic Data,* and *Young Drivers.* Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System.* The fact sheets and annual Traffic Safety Facts report can be accessed online at http://www-nrd.nhtsa.dot.gov/CMSWeb/index.aspx.

Table 1

Speeding-Related Traffic Fatalities by Road Type and Speed Limit, 2006

State	Total Traffic Fatalities	Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
AL	1,208	567	65	8	122	13	196	29	67	37
AK	74	30	3	1	8	1	2	3	3	5
AZ	1,288	578	104	14	41	38	92	80	51	38
AR	665	96	11	0	29	5	12	6	17	10
CA	4,236	1,403	241	20	304	63	147	111	169	151
CO	535	182	14	11	24	11	25	16	28	29
CT	301	92	4	7	8	0	12	5	13	38
DE	148	34	1	4	4	13	2	1	8	1
DC	37	3	0	0	0	0	0	0	0	3
FL	3,374	714	65	20	96	27	180	47	91	82
GA	1,693	407	30	13	107	10	79	16	67	27
HI	161	77	1	7	8	0	9	0	25	25
ID	267	83	6	3	8	8	14	1	12	5
IL	1,254	555	43	34	212	10	40	39	73	95
IN	899	194	7	18	59	7	25	17	19	34
IA	439	31	0	0	12	3	1	0	5	9
KS	468	128	12	2	41	1	10	9	14	21
KY	913	160	9	3	100	0	15	0	25	4
LA	982	257	31	2	84	12	47	7	36	24
ME	188	72	5	2	6	14	18	4	11	6
MD	651	237	10	15	25	36	10	37	37	56
MA	430	148	23	11	3	1	9	25	23	45
MI	1,085	219	27	7	117	8	7	1	23	17
MN	494	128	9	5	66	4	7	4	2	26
MS	911	365	41	4	134	13	74	13	34	24
MO	1,096	470	46	9	169	11	33	18	64	39
MT	263	112	9	0	4	3	9	0	13	5
NE	269	64	13	0	9	10	5	0	4	9
NV	432	159	23	7	7	3	34	2	31	13
NH	127	42	3	0	3	3	0	4	15	13
NJ	772	56	4	2	2	8	6	5	9	13
NM	484	173	24	5	27	9	17	5	13	17
NY	1,456	448	16	16	146	9	20	35	20	63
NC	1,559	539	29	3	286	5	142	6	43	11
ND	111	40	2	0	20	0	0	2	0	1
OH	1,238	253	20	5	116	3	22	14	32	31
OK	765	269	24	13	32	6	57	18	9	17
OR	477	145	7	2	80	0	11	2	14	5
PA	1,525	675	28	22	157	12	142	97	130	59
RI	81	42	1	3	3	2	2	1	8	22
SC	1,037	412	54	4	110	8	74	31	41	22
SD	191	48	6	2	16	2	3	3	2	6
TN	1,287	296	9	8	64	7	41	29	33	34
TX	3,475	1,474	174	41	208	56	127	92	116	148
UT	287	61	14	1	8	4	5	2	10	8
VT	87	33	7	0	0	16	0	3	5	2
VA	963	296	37	10	128	1	39	13	29	24
WA	630	253	23	4	25	31	18	18	67	53
WW	410	75	8	1	24	3	7	6	7	7
WI	724	283	7	2	145	0	22	5	24	53
WY	195	65	23	0	3	0	4	2	1	5
USA Total*	**42,642**	**13,543**	**1,373**	**371**	**3,410**	**510**	**1,873**	**884**	**1,593**	**1,492**
Puerto Rico	507	220	42	0	4	6	36	20	86	26

*Of the total number of speeding-related fatalities in 2006, 5,587 occurred on roads with posted speed limits between 55 and 65 mph, and 915 occurred on roads with speed limits above 65 mph.

Note: The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown.