

Traffic Safety Facts 1995

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

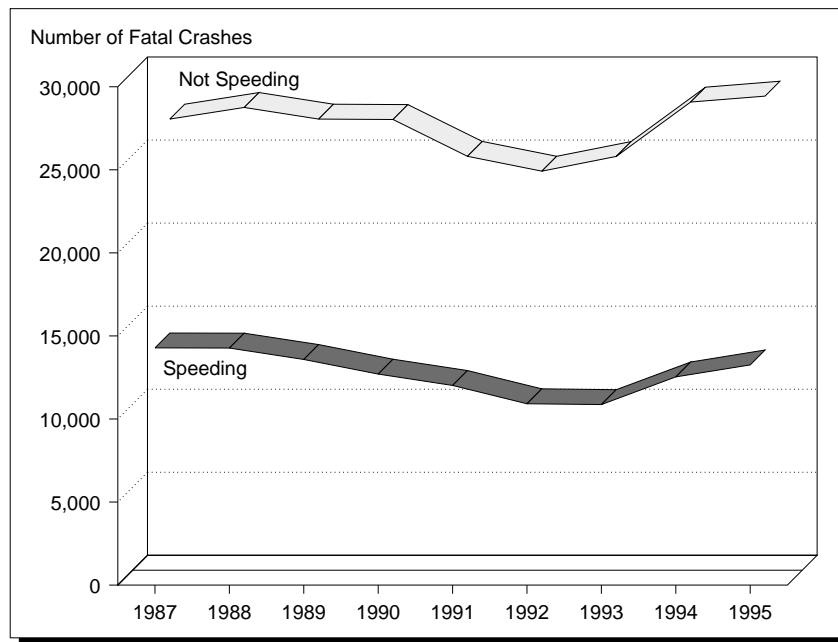


Speeding



Speeding—exceeding the posted speed limit or driving too fast for conditions—is one of the most prevalent factors contributing to traffic crashes. The human and economic sacrifice is unacceptable. The economic cost to society of speeding-related crashes is estimated by NHTSA to be more than \$29 billion per year. In 1995, speeding was a contributing factor in 31 percent of all fatal crashes, and 13,256 lives were lost in speeding-related crashes.

Figure 1. Fatal Crashes by Speeding Status, 1987-1995



“The economic cost of speeding-related crashes is estimated to be more than \$29 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 1995 costs of **speeding-related** crashes were estimated to be more than \$29 billion—\$55,890 per minute or \$932 per second. The health care costs of speeding-related crashes in 1995 were estimated at approximately \$4 billion.

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

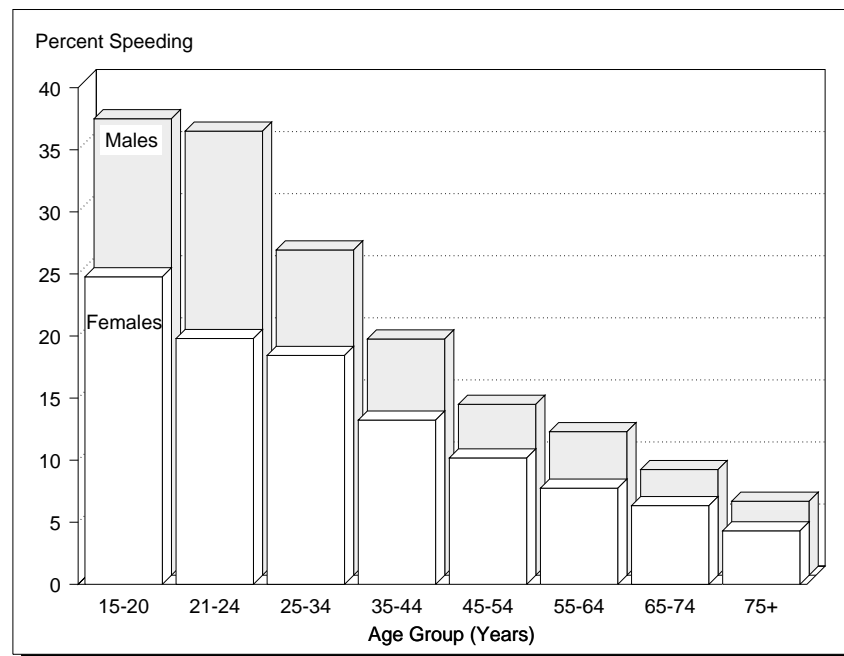
| Crash Type | Cost |
|----------------------|-----------------------|
| Fatal | \$11.0 billion |
| Injury (Non-Fatal) | \$14.2 billion |
| Property-Damage-Only | \$4.1 billion |
| Total | \$29.4 billion |

In 1995, 644,000 people received minor injuries in speeding-related crashes. An additional 77,000 people received moderate injuries, and 42,000 received critical injuries in speeding-related crashes.

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 1995, nearly 37 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, 1995



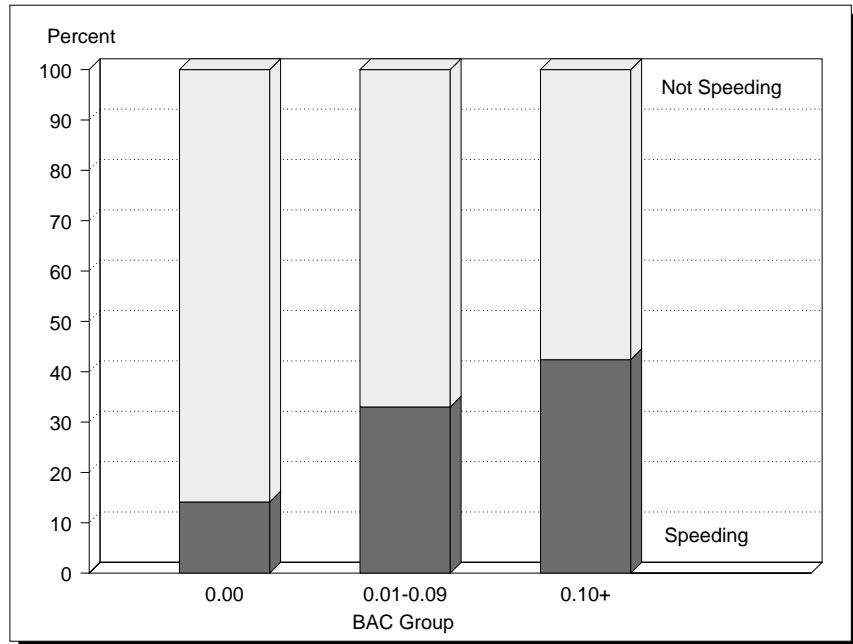
“In 1995, nearly 40 percent of male drivers 15 to 20 years old involved in fatal crashes were speeding.”

Alcohol and speeding seem to go hand in hand. In 1995, 21 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 8 percent of the **nonspeeding** drivers under age 21 involved in fatal crashes in 1995 were intoxicated.

For drivers between 21 and 24 years of age who were involved in fatal crashes in 1995, 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 1995, 42 percent of the **intoxicated** drivers (BAC = 0.10 or higher) involved in fatal crashes were speeding, compared with only 14 percent of the **sober** drivers (BAC = 0.00) involved in fatal crashes (Figure 3).

Figure 3. All Drivers Involved in Fatal Crashes by BAC Level and Speeding Status, 1995



“Between midnight and 3 am, 78 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, 78 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, 1995

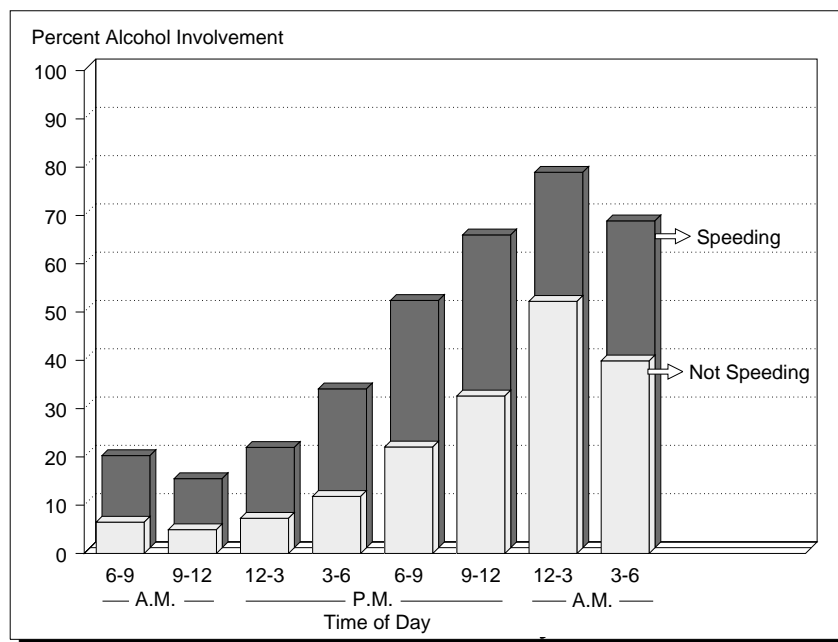
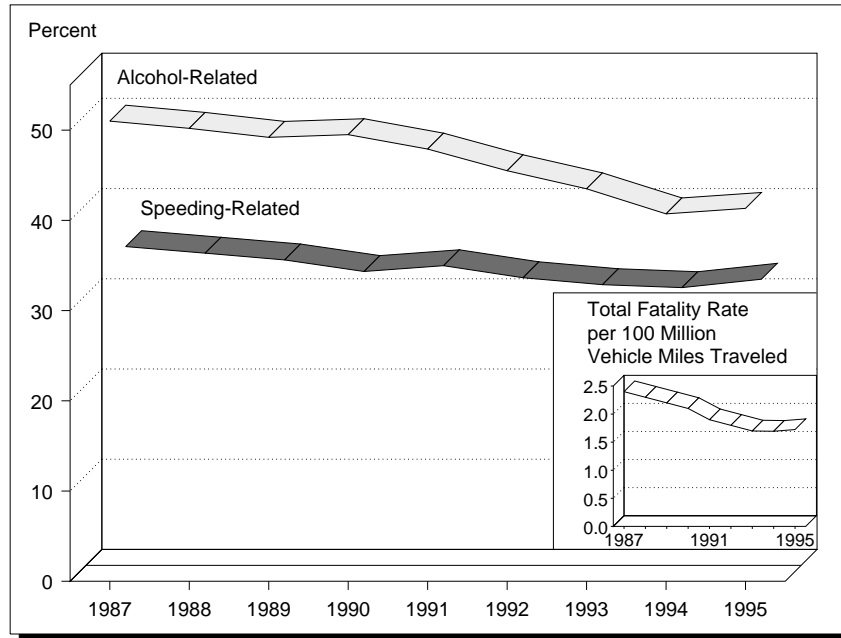


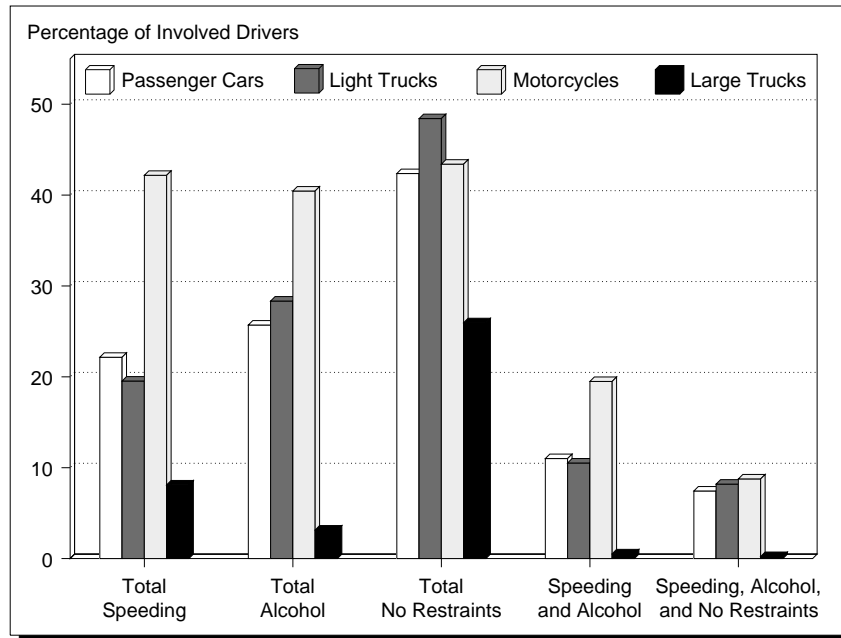
Figure 5. Percentages of Fatalities Related to Speeding and to Alcohol, 1987-1995



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

In 1995, 42 percent of all motorcyclists involved in fatal crashes were speeding. The percentage of speeding involvement in fatal crashes was nearly twice as high for motorcyclists as for drivers of passenger cars or light trucks, and the percentage of alcohol involvement was nearly 50 percent higher for motorcyclists.

Figure 6. Speeding, Alcohol Involvement, and Failure To Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 1995



In 1995, only 37 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, 56 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 also 34 percent, but 62 percent of **nonspeeding** drivers in fatal crashes were restrained.

In 1995, 21 percent of **speeding** drivers involved in fatal crashes had an invalid license at the time of the crash, compared with 10 percent of **nonspeeding** drivers.

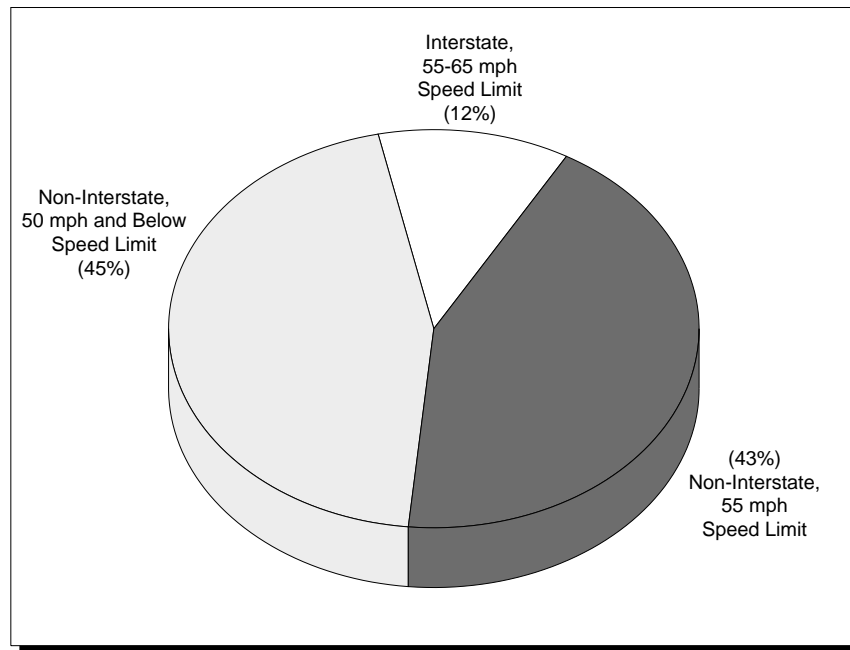
Speeding was a factor in 30 percent of the fatal crashes that occurred on dry roads in 1995 and in 32 percent of those that occurred on wet roads. Speeding was a factor in 47 percent of the fatal crashes that occurred when there was snow or slush on the road and in 50 percent of those that occurred on icy roads.

Speeding was involved in one-third of the fatal crashes that occurred in construction/maintenance zones in 1995.

In 1995, 88 percent of speeding-related fatalities occurred on roads that were not Interstate highways.

“Only 12 percent of speeding-related fatalities occur on Interstate highways.”

Figure 7. Speeding-Related Fatalities by Road Type, 1995



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. Telephone inquiries should be addressed to Ms. Louann Hall at (202) 366-4198. 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/nrsa>. 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, 1995

| 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 | 1,113 | 385 | 25 | 5 | 208 | 12 | 39 | 34 | 36 | 20 | 457 | 48 | 409 |
| AK | 87 | 34 | 0 | 12 | 5 | 3 | 5 | 2 | 3 | 0 | 69 | 16 | 53 |
| AZ | 1,031 | 362 | 39 | 14 | 62 | 24 | 59 | 42 | 46 | 39 | 561 | 82 | 479 |
| AR | 631 | 209 | 6 | 5 | 110 | 3 | 24 | 13 | 10 | 16 | 292 | 30 | 263 |
| CA | 4,192 | 1,655 | 115 | 147 | 678 | 76 | 120 | 109 | 211 | 150 | 3,328 | 485 | 2,843 |
| CO | 645 | 266 | 33 | 11 | 75 | 17 | 21 | 22 | 38 | 41 | 438 | 71 | 368 |
| CT | 317 | 100 | 0 | 14 | 4 | 7 | 8 | 16 | 12 | 36 | 396 | 56 | 340 |
| DE | 121 | 29 | 0 | 1 | 7 | 10 | 2 | 0 | 4 | 4 | 70 | 8 | 63 |
| DC | 58 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 96 | 14 | 82 |
| FL | 2,805 | 636 | 46 | 15 | 177 | 16 | 141 | 52 | 75 | 90 | 1,587 | 195 | 1,392 |
| GA | 1,488 | 358 | 13 | 15 | 161 | 7 | 74 | 11 | 44 | 31 | 793 | 92 | 701 |
| HI | 130 | 58 | 0 | 1 | 4 | 0 | 5 | 2 | 28 | 16 | 137 | 14 | 123 |
| ID | 262 | 96 | 8 | 1 | 39 | 13 | 5 | 2 | 16 | 5 | 122 | 14 | 108 |
| IL | 1,586 | 483 | 24 | 41 | 255 | 2 | 22 | 8 | 8 | 120 | 1,240 | 169 | 1,071 |
| IN | 960 | 242 | 20 | 8 | 10 | 3 | 0 | 0 | 1 | 2 | 538 | 167 | 371 |
| IA | 527 | 65 | 2 | 0 | 33 | 10 | 2 | 0 | 6 | 11 | 215 | 24 | 191 |
| KS | 442 | 121 | 7 | 5 | 63 | 2 | 9 | 3 | 10 | 20 | 239 | 29 | 210 |
| KY | 849 | 211 | 24 | 8 | 139 | 1 | 14 | 1 | 17 | 4 | 392 | 55 | 337 |
| LA | 883 | 211 | 10 | 11 | 92 | 4 | 29 | 10 | 43 | 12 | 490 | 61 | 429 |
| ME | 187 | 70 | 1 | 0 | 10 | 13 | 18 | 3 | 7 | 3 | 137 | 14 | 123 |
| MD | 671 | 114 | 1 | 5 | 16 | 15 | 7 | 19 | 12 | 35 | 550 | 66 | 483 |
| MA | 444 | 103 | 1 | 18 | 5 | 4 | 3 | 10 | 23 | 38 | 681 | 97 | 583 |
| MI | 1,530 | 429 | 23 | 23 | 225 | 11 | 31 | 7 | 34 | 56 | 1,058 | 134 | 924 |
| MN | 597 | 160 | 3 | 7 | 94 | 4 | 4 | 4 | 4 | 31 | 364 | 41 | 323 |
| MS | 868 | 119 | 15 | 1 | 55 | 11 | 15 | 6 | 11 | 5 | 207 | 28 | 180 |
| MO | 1,109 | 428 | 21 | 22 | 272 | 5 | 21 | 16 | 36 | 28 | 681 | 82 | 599 |
| MT | 215 | 69 | 7 | 0 | 55 | 3 | 0 | 1 | 1 | 1 | 90 | 11 | 79 |
| NE | 254 | 56 | 3 | 0 | 18 | 20 | 3 | 1 | 2 | 9 | 152 | 17 | 135 |
| NV | 313 | 147 | 27 | 5 | 40 | 7 | 15 | 5 | 27 | 20 | 249 | 45 | 204 |
| NH | 118 | 31 | 1 | 3 | 2 | 5 | 2 | 2 | 3 | 9 | 81 | 12 | 69 |
| NJ | 773 | 59 | 0 | 4 | 2 | 18 | 8 | 8 | 3 | 16 | 1,003 | 131 | 872 |
| NM | 485 | 186 | 32 | 5 | 38 | 6 | 21 | 12 | 24 | 25 | 247 | 41 | 206 |
| NY | 1,674 | 500 | 7 | 21 | 196 | 19 | 31 | 35 | 22 | 118 | 2,355 | 291 | 2,064 |
| NC | 1,448 | 572 | 26 | 11 | 344 | 3 | 107 | 3 | 67 | 10 | 1,010 | 108 | 902 |
| ND | 74 | 19 | 1 | 0 | 16 | 0 | 0 | 1 | 0 | 1 | 38 | 4 | 34 |
| OH | 1,366 | 341 | 13 | 14 | 184 | 9 | 26 | 13 | 48 | 28 | 1,243 | 155 | 1,088 |
| OK | 669 | 337 | 19 | 20 | 200 | 10 | 26 | 20 | 16 | 15 | 423 | 55 | 368 |
| OR | 572 | 183 | 10 | 7 | 113 | 1 | 13 | 7 | 16 | 11 | 306 | 35 | 271 |
| PA | 1,480 | 569 | 14 | 37 | 177 | 13 | 101 | 58 | 109 | 47 | 1,150 | 140 | 1,010 |
| RI | 69 | 24 | 0 | 2 | 1 | 2 | 1 | 3 | 5 | 10 | 84 | 10 | 73 |
| SC | 881 | 408 | 27 | 7 | 194 | 8 | 97 | 13 | 41 | 20 | 499 | 54 | 445 |
| SD | 158 | 60 | 5 | 3 | 39 | 4 | 2 | 1 | 1 | 5 | 82 | 11 | 71 |
| TN | 1,259 | 354 | 19 | 10 | 117 | 16 | 73 | 39 | 39 | 39 | 593 | 68 | 525 |
| TX | 3,181 | 1,308 | 105 | 100 | 645 | 27 | 81 | 75 | 111 | 115 | 2,380 | 355 | 2,025 |
| UT | 326 | 85 | 18 | 14 | 1 | 1 | 5 | 5 | 3 | 8 | 163 | 45 | 118 |
| VT | 106 | 41 | 4 | 0 | 0 | 21 | 1 | 3 | 5 | 6 | 55 | 6 | 49 |
| VA | 900 | 276 | 21 | 14 | 153 | 3 | 33 | 6 | 24 | 17 | 638 | 87 | 551 |
| WA | 653 | 251 | 17 | 12 | 59 | 46 | 15 | 9 | 59 | 30 | 642 | 82 | 560 |
| WV | 376 | 120 | 12 | 0 | 57 | 1 | 11 | 7 | 19 | 13 | 198 | 24 | 174 |
| WI | 745 | 198 | 5 | 5 | 114 | 2 | 14 | 6 | 24 | 16 | 458 | 49 | 410 |
| WY | 170 | 94 | 25 | 0 | 50 | 0 | 5 | 4 | 1 | 8 | 98 | 23 | 75 |
| USA | 41,798 | 13,256 | 855 | 684 | 5,614 | 518 | 1,369 | 729 | 1,405 | 1,430 | 29,376 | 3,951 | 25,426 |
| PR | 595 | 305 | 0 | 54 | 12 | 11 | 60 | 36 | 93 | 36 | 676 | 126 | 550 |

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.