



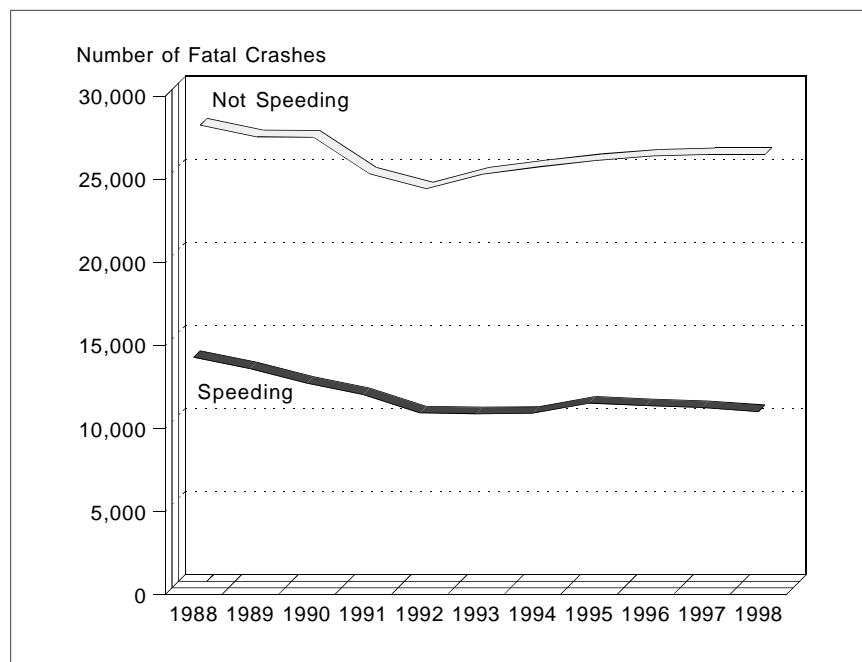
Traffic Safety Facts 1998

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 \$27.7 billion per year. In 1998, speeding was a contributing factor in 30 percent of all fatal crashes, and 12,477 lives were lost in speeding-related crashes.

Figure 1. Fatal Crashes by Speeding Status, 1988-1998



“The economic cost of speeding-related crashes is estimated to be \$27.7 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 1998 costs of **speeding-related** crashes were estimated to be \$27.7 billion — \$52,607 per minute or \$877 per second.

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

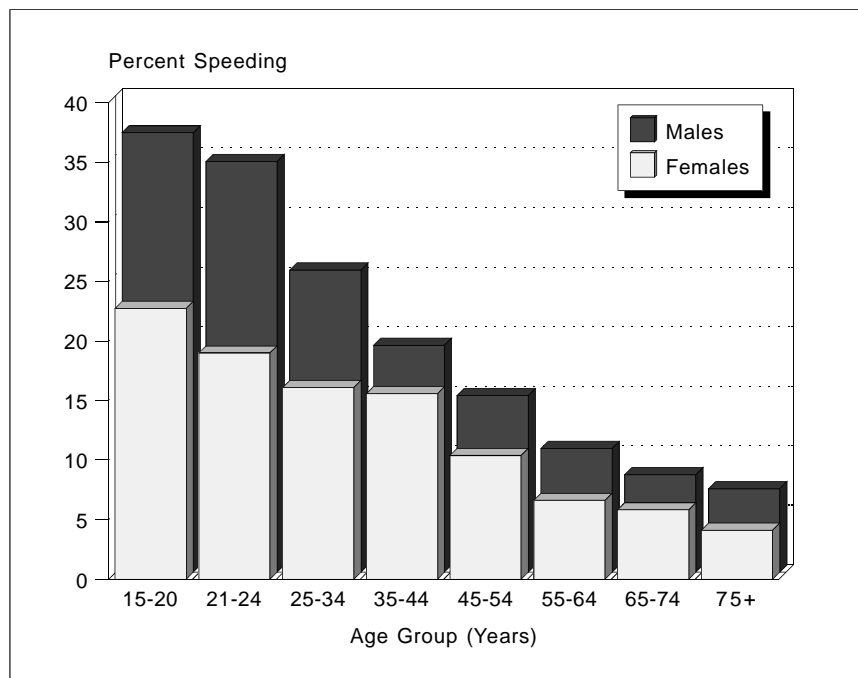
Crash Type	Cost
Fatal	\$10.4 billion
Injury (Non-Fatal)	\$13.4 billion
Property-Damage-Only	\$3.9 billion
Total	\$27.7 billion

In 1998, 599,000 people received minor injuries in speeding-related crashes. An additional 72,000 people received moderate injuries, and 40,000 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 1998, 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, 1998



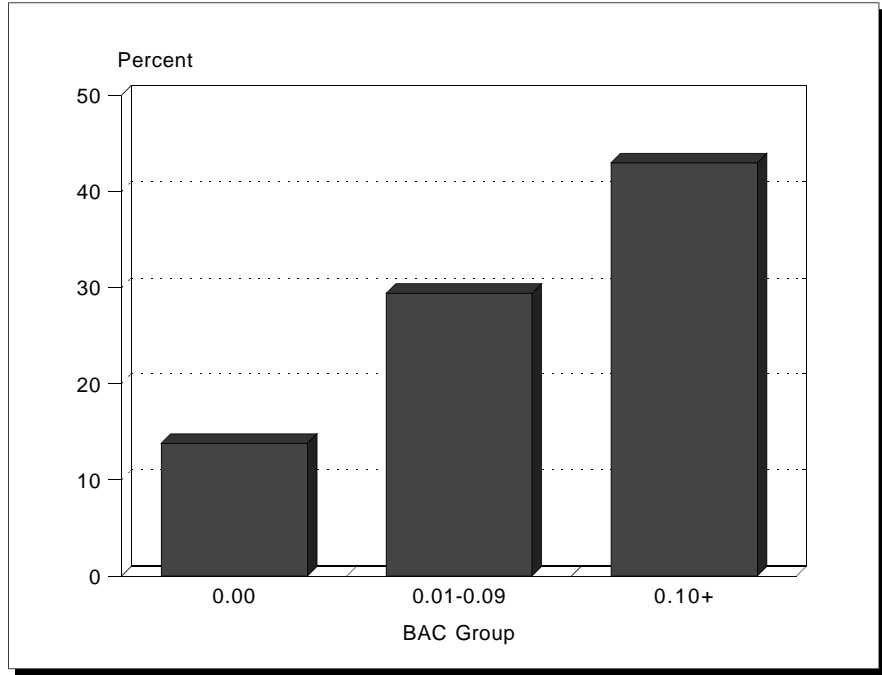
“In 1998, 37 percent of male drivers 15 to 20 years old involved in fatal crashes were speeding.”

Alcohol and speeding seem to go hand in hand. In 1998, 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 9 percent of the **nonspeeding** drivers under age 21 involved in fatal crashes in 1998 were intoxicated.

For drivers between 21 and 24 years of age who were involved in fatal crashes in 1998, 47 percent of **speeding** drivers were intoxicated, compared with only 19 percent of **nonspeeding** drivers.

Alcohol and speeding are clearly a deadly combination. Alcohol involvement is prevalent for drivers involved in speeding-related crashes. In 1998, 43 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. Percentage of All Drivers Involved in Fatal Crashes That Were Speeding, by BAC Level, 1998



“Between midnight and 3 am, 76 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, 76 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, 1998

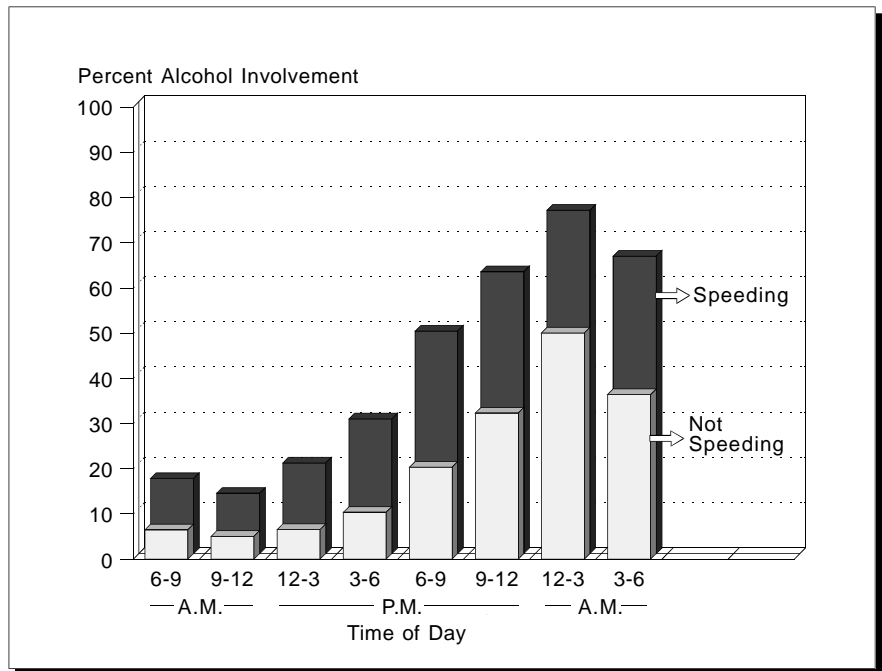
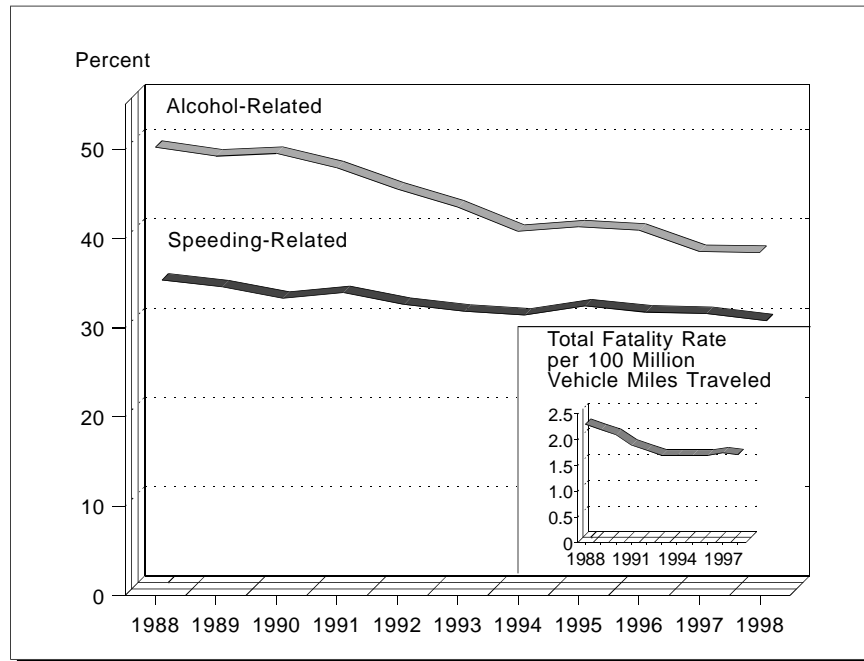


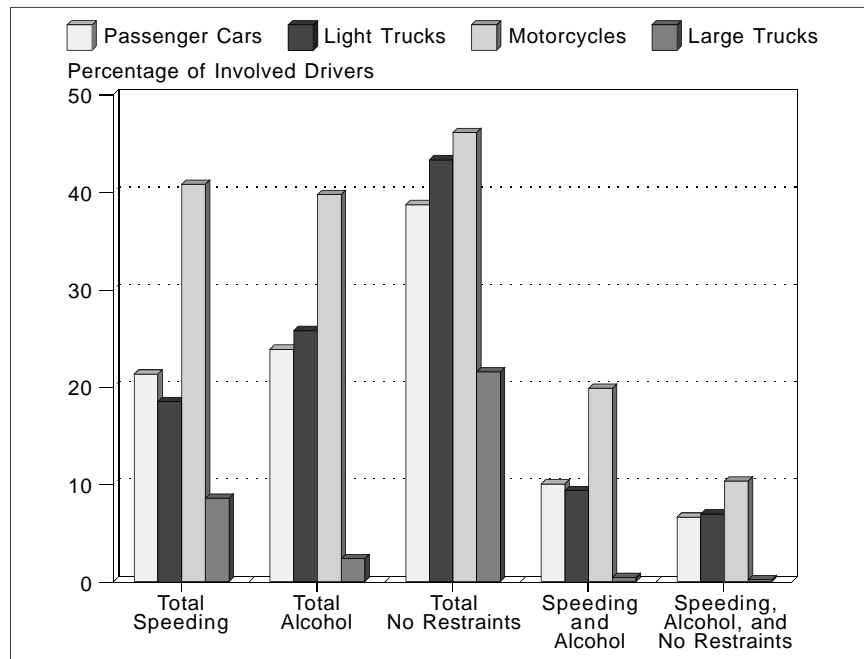
Figure 5. Percentages of Fatalities Related to Speeding and to Alcohol, 1988-1998



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

In 1998, 41 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 more than 50 percent higher for motorcyclists.

Figure 6. Speeding, Alcohol Involvement, and Failure To Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 1998



“Among drivers in fatal crashes in 1998, 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 1998, only 39 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, 60 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 37 percent, but 66 percent of **nonspeeding** drivers in fatal crashes were restrained.

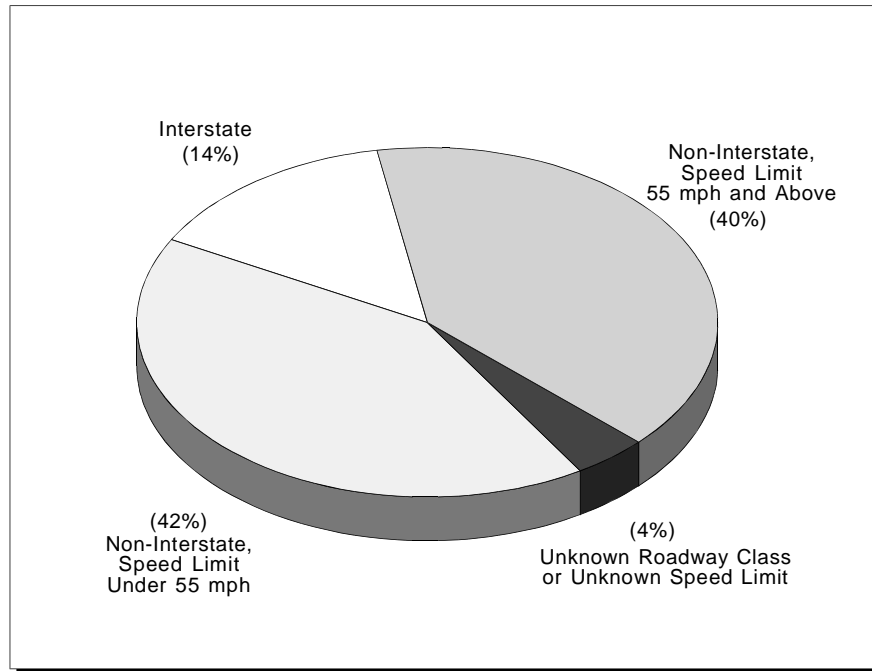
In 1998, 20 percent of **speeding** drivers involved in fatal crashes had an invalid license at the time of the crash, compared with 9 percent of **nonspeeding** drivers.

Speeding was a factor in 28 percent of the fatal crashes that occurred on dry roads in 1998 and in 32 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 60 percent of those that occurred on icy roads.

Speeding was involved in almost one-third of the fatal crashes that occurred in construction/maintenance zones in 1998.

In 1998, 85 percent of speeding-related fatalities occurred on roads that were not Interstate highways.

Figure 7. Speeding-Related Fatalities by Road Type, 1998



“Only 14 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, 1998

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	1,071	387	42	3	96	10	108	32	49	30	447	59	389
AK	71	23	0	6	6	0	3	2	1	4	57	11	46
AZ	980	400	74	15	83	21	52	37	34	32	571	108	463
AR	625	149	14	4	83	0	15	10	6	8	246	34	212
CA	3,494	1,145	170	17	315	49	85	86	123	126	2,790	425	2,364
CO	628	258	19	22	41	13	31	21	25	38	420	64	355
CT	329	92	1	17	10	3	10	9	8	34	371	59	312
DE	115	22	0	1	1	5	1	8	2	2	62	7	55
DC	54	25	0	3	0	0	5	0	2	15	93	13	80
FL	2,824	612	70	15	102	19	113	35	60	69	1,507	229	1,278
GA	1,569	332	22	13	115	8	67	16	43	21	744	101	643
HI	120	45	0	4	8	0	5	0	8	19	120	15	105
ID	265	59	13	0	7	10	5	1	5	2	93	17	76
IL	1,393	453	52	40	191	1	44	15	65	45	1,167	194	974
IN	978	200	8	10	63	11	15	19	15	30	486	65	421
IA	449	60	2	0	37	2	3	1	2	9	202	25	178
KS	493	133	13	1	50	2	4	6	9	14	240	31	209
KY	858	204	10	6	148	1	9	2	19	5	373	46	328
LA	922	158	9	4	70	4	32	5	15	11	435	57	378
ME	192	80	4	1	5	16	25	13	7	7	139	15	124
MD	606	211	5	8	31	20	12	40	23	36	614	76	538
MA	406	150	12	3	10	3	9	22	21	68	692	95	598
MI	1,367	349	27	5	182	7	21	15	28	42	952	131	821
MN	650	152	8	10	78	8	10	6	1	23	344	47	297
MS	948	219	26	0	75	34	39	1	17	12	259	35	224
MO	1,169	425	62	15	151	4	28	10	38	37	659	108	551
MT	237	113	6	1	29	0	6	0	4	9	117	17	100
NE	315	60	5	1	9	20	0	0	9	3	149	20	129
NV	361	138	38	2	8	7	19	4	16	13	235	52	182
NH	128	39	0	0	1	4	3	7	5	14	85	7	77
NJ	743	75	1	9	5	9	12	6	6	23	966	141	825
NM	424	142	27	7	27	10	9	5	12	10	211	39	172
NY	1,498	402	7	17	135	2	41	40	21	77	2,153	288	1,866
NC	1,596	554	41	21	302	6	106	6	56	10	963	127	836
ND	92	47	3	1	30	0	1	3	2	3	56	6	49
OH	1,422	385	49	2	200	8	22	12	43	32	1,222	175	1,047
OK	755	310	40	1	71	6	51	16	8	18	394	55	339
OR	538	182	8	4	114	1	17	8	16	13	296	32	264
PA	1,481	504	30	29	127	14	100	69	88	36	1,059	143	915
RI	74	33	5	3	0	4	2	2	1	16	88	16	72
SC	1,002	474	58	16	155	9	83	27	48	17	530	89	441
SD	165	66	4	1	22	3	2	3	6	5	84	9	75
TN	1,216	307	19	10	93	20	59	37	29	35	540	68	473
TX	3,577	1,378	202	51	222	36	85	65	105	114	2,353	390	1,963
UT	350	87	33	0	12	6	1	7	6	6	158	37	121
VT	104	51	10	1	0	20	2	6	11	1	61	12	50
VA	935	200	24	17	90	1	31	4	22	9	552	92	460
WA	660	246	33	0	26	34	20	12	63	30	614	87	526
WV	354	75	3	0	26	0	7	12	13	9	162	19	144
WI	714	194	13	1	110	0	8	5	16	27	438	54	384
WY	154	72	9	0	5	1	13	2	3	6	80	11	69
USA*	41,471	12,477	1,331	418	3,777	472	1,451	770	1,235	1,275	27,650	4,053	23,596
PR	558	266	0	61	3	10	64	28	78	22	652	166	485

*Of the total number of speeding-related fatalities in 1998, 5,911 occurred on roads with posted speed limits between 55 and 65 mph, and 827 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.