



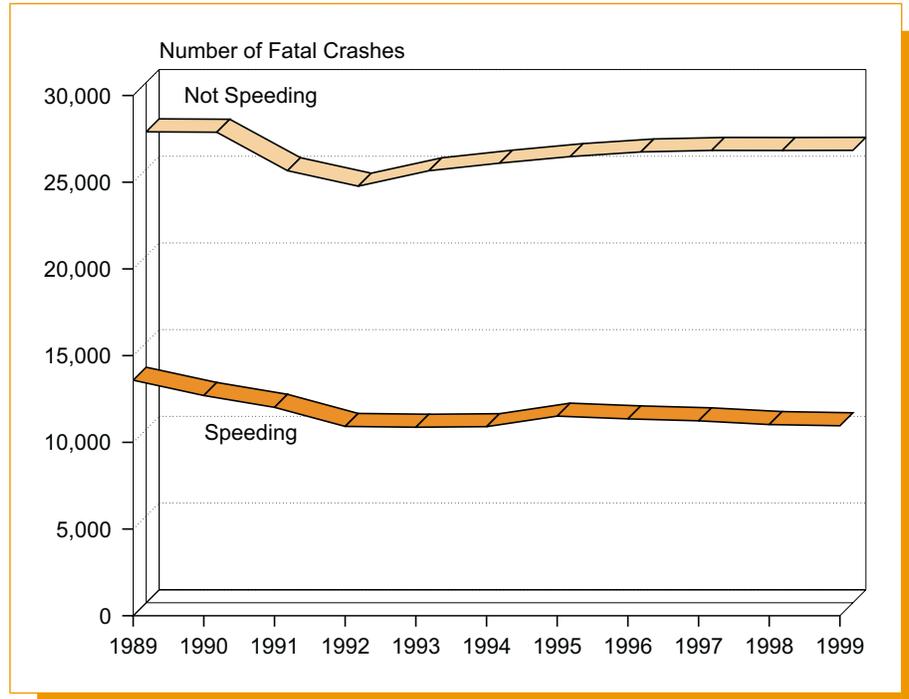
Traffic Safety Facts 1999

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 \$28.0 billion per year. In 1999, speeding was a contributing factor in 30 percent of all fatal crashes, and 12,628 lives were lost in speeding-related crashes.

Figure 1. Fatal Crashes by Speeding Status, 1989-1999



“The economic cost of speeding-related crashes is estimated to be \$28.0 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 1999 costs of **speeding-related** crashes were estimated to be \$28.0 billion — \$53,243 per minute or \$887 per second.

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

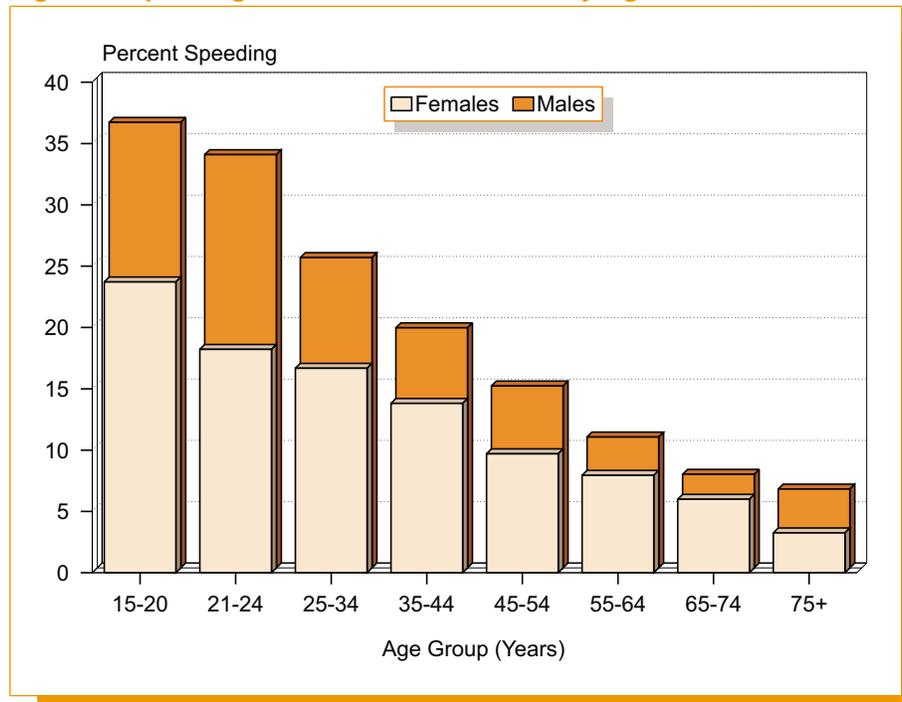
Crash Type	Cost
Fatal	\$10.5 billion
Injury (Non-Fatal)	\$13.6 billion
Property-Damage-Only	\$3.9 billion
Total	\$28.0 billion

In 1999, 606,000 people received minor injuries in speeding-related crashes. An additional 73,000 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 1999, 36 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, 1999



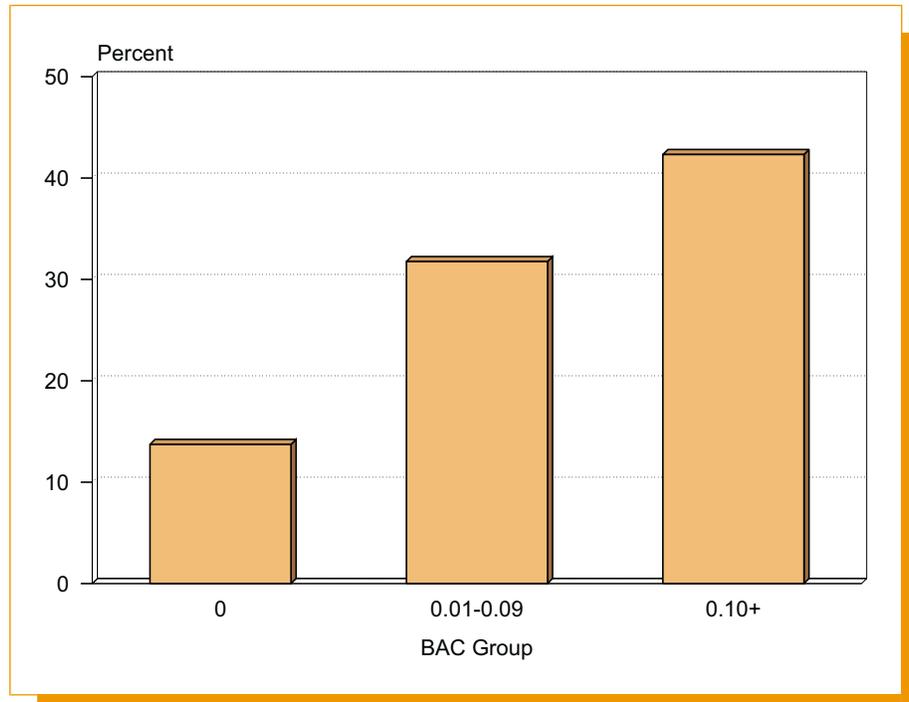
“In 1999, 36 percent of male drivers 15 to 20 years old involved in fatal crashes were speeding.”

Alcohol and speeding seem to go hand in hand. In 1999, 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 1999 were intoxicated.

For drivers between 21 and 24 years of age who were involved in fatal crashes in 1999, 44 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 1999, 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. Percentage of All Drivers Involved in Fatal Crashes That Were Speeding, by BAC Level, 1999



“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, 1999

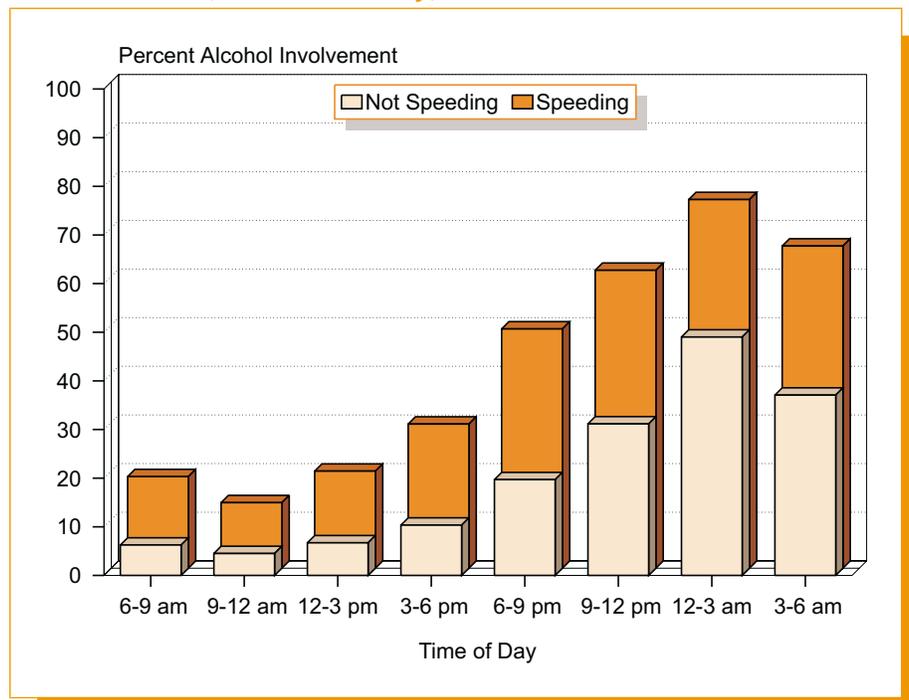
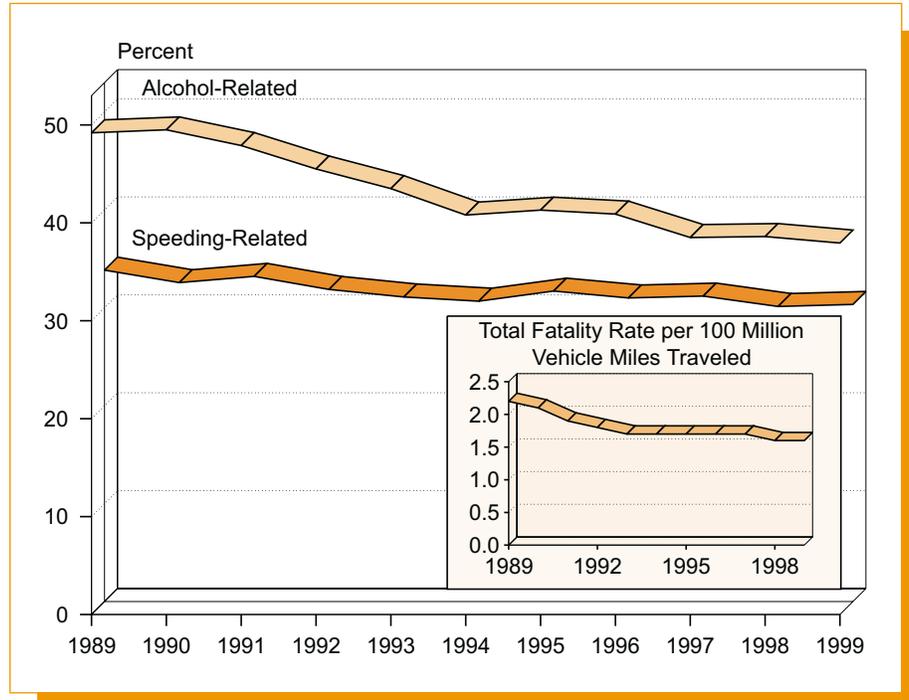


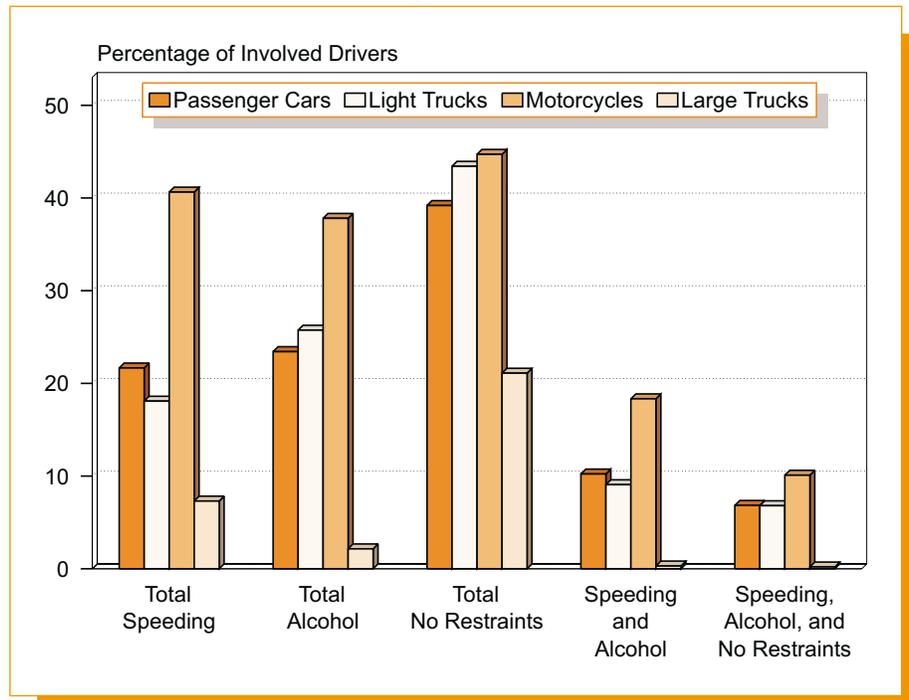
Figure 5. Percentages of Fatalities Related to Speeding and to Alcohol, 1989-1999



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

In 1999, 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 approximately 50 percent higher for motorcyclists.

Figure 6. Drivers in Fatal Crashes by Alcohol Involvement, Speeding Status, and Time of Day, 1999



“Among drivers in fatal crashes in 1999, 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 1999, 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, 61 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 65 percent of **nonspeeding** drivers in fatal crashes were restrained.

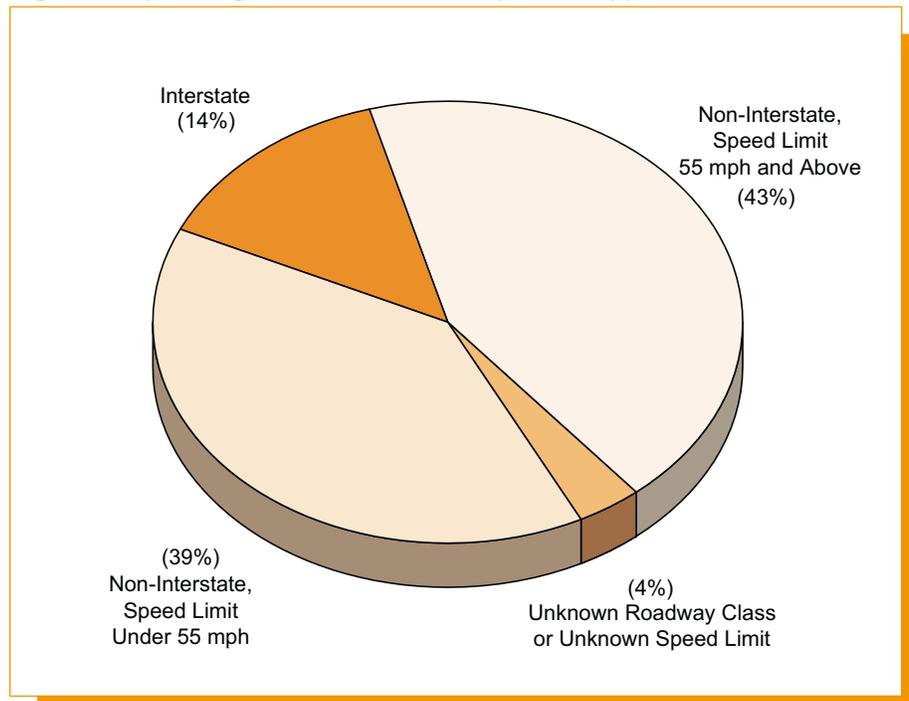
In 1999, 20 percent of **speeding** drivers involved in fatal crashes had an invalid license at the time of the crash, compared with 9 percent of **nonspeeding** drivers.

Speeding was a factor in 29 percent of the fatal crashes that occurred on dry roads in 1999 and in 32 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 54 percent of those that occurred on icy roads.

Speeding was involved in more than one-third of the fatal crashes that occurred in construction/maintenance zones in 1999.

In 1999, 86 percent of speeding-related fatalities occurred on roads that were not Interstate highways.

Figure 7. Speeding-Related Fatalities by Road Type, 1999



“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, 1999

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	1,138	407	37	4	97	14	154	30	39	19	463	55	408
AK	76	38	3	7	9	4	2	2	6	3	71	14	57
AZ	1,024	383	49	15	51	31	64	51	40	25	563	91	471
AR	604	171	14	1	83	5	23	4	13	16	261	31	230
CA	3,559	1,307	191	25	356	60	86	100	153	115	2,948	446	2,502
CO	626	265	27	15	44	19	26	27	36	37	428	65	362
CT	301	113	4	9	5	3	24	8	9	48	397	53	343
DE	100	21	0	1	5	7	0	0	2	2	62	7	54
DC	41	12	0	0	0	2	2	0	1	6	79	9	70
FL	2,918	524	51	20	76	13	90	55	51	59	1,448	212	1,236
GA	1,508	318	39	14	118	5	51	13	42	26	739	112	628
HI	98	29	0	1	1	0	2	0	11	13	107	12	94
ID	278	95	13	0	20	13	8	0	12	4	119	17	102
IL	1,456	480	50	51	203	5	43	19	58	50	1,200	200	1,000
IN	1,013	233	15	10	81	10	28	16	33	37	515	67	448
IA	490	52	7	0	21	0	1	2	2	15	198	28	170
KS	537	134	15	0	29	5	6	12	8	21	242	31	211
KY	814	215	10	1	152	4	11	2	24	4	383	42	342
LA	924	133	5	4	64	8	16	5	20	9	423	54	369
ME	181	79	5	0	5	10	26	8	10	11	140	15	124
MD	590	191	7	3	11	29	5	30	25	33	601	73	528
MA	414	127	15	9	2	7	16	18	20	38	677	102	575
MI	1,382	314	24	13	154	4	19	10	37	34	931	131	800
MN	625	155	18	3	88	6	6	7	2	17	349	49	300
MS	927	206	30	1	72	24	32	9	13	15	253	37	216
MO	1,094	373	57	12	133	5	23	9	35	42	623	101	522
MT	220	86	7	0	13	3	5	0	9	9	99	12	87
NE	295	69	9	0	6	27	6	0	8	4	157	22	135
NV	350	139	29	5	13	5	22	5	9	17	237	46	190
NH	141	50	3	0	2	2	0	6	10	24	95	10	85
NJ	727	69	1	3	4	15	9	5	5	22	970	132	838
NM	460	166	18	4	28	9	14	11	19	25	228	31	197
NY	1,548	445	12	14	180	15	20	35	17	75	2,216	285	1,931
NC	1,505	568	36	13	314	12	107	2	70	7	980	116	864
ND	119	48	4	1	24	2	0	4	1	6	56	7	50
OH	1,430	363	40	9	186	10	29	15	26	19	1,215	173	1,042
OK	739	276	56	3	40	9	41	21	16	16	374	66	307
OR	414	128	11	4	75	2	7	9	7	10	257	34	223
PA	1,549	589	35	38	166	11	99	85	104	44	1,136	153	983
RI	88	25	4	1	2	3	1	0	6	8	82	13	69
SC	1,065	502	55	9	193	11	84	18	52	30	551	78	473
SD	150	59	4	0	23	2	4	2	5	2	79	8	71
TN	1,285	363	30	22	105	13	71	38	28	49	584	84	501
TX	3,518	1,332	166	47	208	38	108	89	103	105	2,334	354	1,980
UT	360	97	30	3	11	1	5	6	12	10	166	36	130
VT	90	37	4	0	0	20	0	3	8	1	51	6	45
VA	877	232	16	10	114	4	35	6	30	14	583	77	506
WA	634	226	21	0	22	31	9	17	59	37	602	76	525
WV	395	114	18	0	43	1	18	11	9	11	189	28	161
WI	745	203	17	2	108	0	22	2	17	24	448	56	392
WY	189	67	26	1	8	0	2	1	2	2	76	24	52
USA*	41,611	12,628	1,338	408	3,768	539	1,482	828	1,334	1,270	27,985	3,985	24,000
PR	558	273	0	56	5	13	53	38	76	32	605	124	481

*Of the total number of speeding-related fatalities in 1999, 5,779 occurred on roads with posted speed limits between 55 and 65 mph, and 880 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.