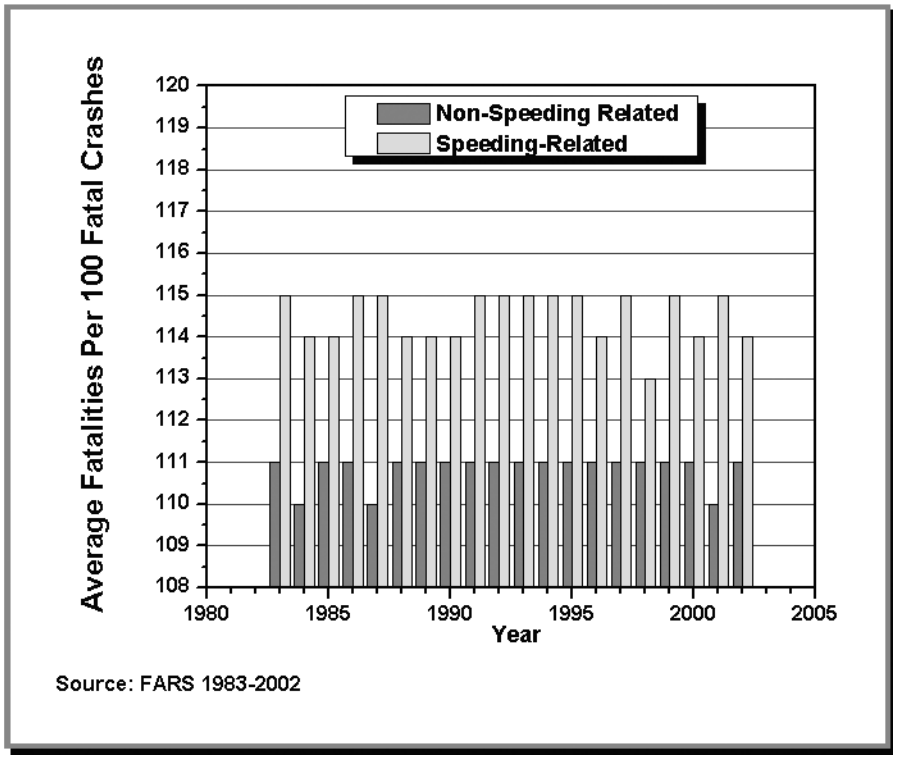
DOT HS 809 839
June 2005

Technical Report

Analysis of Speeding-Related Fatal Motor Vehicle Traffic Crashes



U.S. Department of Transportation
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Technical Report Documentation Page

1. Report No.	2. Government Accession No.	3. Recipients's Catalog No.
DOT HS 809 839		

4. Title and Subtitle	5. Report Date
Analysis of Speeding-Related Fatal Motor Vehicle Traffic Crashes	June, 2005
	6. Performing Organization Code NPO-120

7. Author(s)	8. Performing Organization Report No.
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9. Performing Organization Name and Address	10. Work Unit No. (TRAIS)n code
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12. Sponsoring Agency Name and Address	13. Type of Report and Period Covered
Mathematical Analysis Division, National Center for Statistics and Analysis National Highway Traffic Safety Administration U.S. Department of Transportation NPO-120, 400 Seventh Street, S.W. Washington, DC 20590	NHTSA Technical Report
	14. Sponsoring Agency Code

15.Supplementary Notes
Authors wish to thank Charlene Doyle, Earl Hardy at NHTSA, Davey Warren at FHWA and other reviewers at NHTSA for useful comments. Tom Bragan and OCCI of NHTSA for proofreading this report.

16. Abstract

This study analyzes speeding-related motor vehicle traffic fatal crashes using NHTSA's Fatality Analysis Reporting System (FARS). Of interest are characteristics of drivers that are speeding as well as the extent of this problem in the states. The analysis is presented along major categories of interest that are likely to affect speeding like environmental, behavioral and vehicle-related factors. A separate section discusses the extent of speeding-related crashes by state.

17. Key Words	18. Distribution Statement
Speeding-Related, Fatalities	Document is available to the public through the National Technical Information Service, Springfield, VA 22161

19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No of Pages	22. Price
Unclassified	Unclassified	70	

Form DOT F1700.7 (8-72) **Reproduction of completed page authorized**

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Executive Summary

In 2002, 13,713 fatalities -- about a third of all fatalities that occurred in motor vehicle traffic crashes were speeding-related, i.e., at least one of the drivers involved in the crash was speeding. This is the highest number of speeding-related fatalities since 1991, when 13,915 persons were killed in such crashes.

The geometry of the road plays a vital role in the occurrence of speeding-related crashes. In 2002, about 40 percent of speeding-related fatal crashes occurred while negotiating a curve, while slightly less than 20 percent of non-speeding related fatal crashes occurred under similar roadway geometry.

Driver impairment is highly correlated with speeding among drivers involved in fatal crashes. About 41 percent of drivers who were intoxicated (BAC=0.08+) were also speeding as compared to 14 percent for sober drivers.

A major proportion of fatal, speeding-related single-vehicle crashes occur on rural roadways. There has been a recent increase in the number of fatalities in speeding-related single-vehicle crashes that occur on local roads in rural jurisdictions.

Speeding-related fatalities as a proportion of total fatalities show a quantitative difference between the eastern and western halves of the United States. The western states show a higher proportion of their overall fatalities to be speeding-related as compared to the eastern states.

Between 1983 and 2002, New Jersey had the lowest overall proportion of fatalities that are speeding-related while South Carolina had the highest such percentage.

1. Introduction

Motor vehicle traffic crashes are complex events that are a culmination of various driver, vehicle or environment-related factors. Driver-related factors that contribute to motor vehicle traffic crashes are mostly behavioral in nature. These include impaired driving, aggressive driving including speeding, and distracted driving, etc. This report will present analysis on speeding-related motor vehicle traffic crashes.

NHTSA research has shown that crashes in which at least one driver was exceeding the legal speed limit or driving too fast for conditions cost $40.4 billion in 2000, representing about 20 percent of the total economic cost of motor vehicle traffic crashes in the United States. Annually, about 32 percent of all fatalities in motor vehicle traffic crashes were speeding-related, i.e., at least one of the drivers involved in the crash exceeded the posted speed limit or was driving too fast for the prevailing conditions. The analysis presented in this report will detail the characteristics of the speeding driver (*e.g.* demographic and geographic attributes) that will help identify potential avenues to target counter-measures.

This report presents descriptive statistics on speeding-related crashes in two major sections. The first section will depict national trends of speeding-related crashes and speeding drivers using data from NHTSA's Fatality Analysis Reporting System (FARS) data from 1983 to 2002 [1] (there are certain variables that could not be captured in early years). Detailed analyses are presented to identify driver, vehicle and environmental characteristics that are prevalent in speeding-related crashes in the nation as a whole. Age, gender and alcohol-involvement of the speeding driver, roadway surface condition and geometry as well as roadway function class are some of the factors analyzed in this section.

The second section of this report analyzes the overall trend of speeding-related fatalities and fatal crashes by state of occurrence from 1983 to 2002 using FARS data.

A companion report analyzes the effect of the National Maximum Speed Limit (NMSL) appeal on speeding-related crash fatalities in the U.S. Techniques involving direct comparisons, Chi-sq statistical analysis and a time series cross-sectional regression procedure are employed to study the effect of changing legislations on speeding-related crash fatalities by comparing states that had such a change with a control group of states where there were no changes for the corresponding period of time. To our knowledge, this is the first work to evaluate the effect of NMSL repeal on speeding-related crash fatalities.

Finally, it should be noted that NHTSA recently changed its definition of speeding-related crashes (see Section 2 and [2]) and hence the data in this report may not exactly match previously published statistics on this topic.

2. Speeding-Related Fatal Crashes and Fatalities

In this section, data from the Fatality Analysis Reporting System (FARS) is used to present national trends of speeding-related fatal crashes from 1983 to 2002. A "Fatal Crash" is a police-reported motor vehicle traffic crash in which one or more of the persons involved die of their injuries within 30 days of the crash.

A crash is considered speeding-related if any driver involved in the crash is charged with a speeding-related offense or if a police officer indicates that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash.

2.1 Trend of Speeding-Related Fatal Crashes and Fatalities

In 2002, 13,713 persons, about 32 percent of all motor vehicle traffic fatalities, were killed in speeding-related crashes as depicted in Table 1. After reaching a high of 16,947 in 1986, speeding-related fatalities declined to a low of 12,592 in 1993 and thereafter maintaining a relatively constant trend up to 2000. However, since 2000, the number of speeding-related fatalities has been increasing every year.

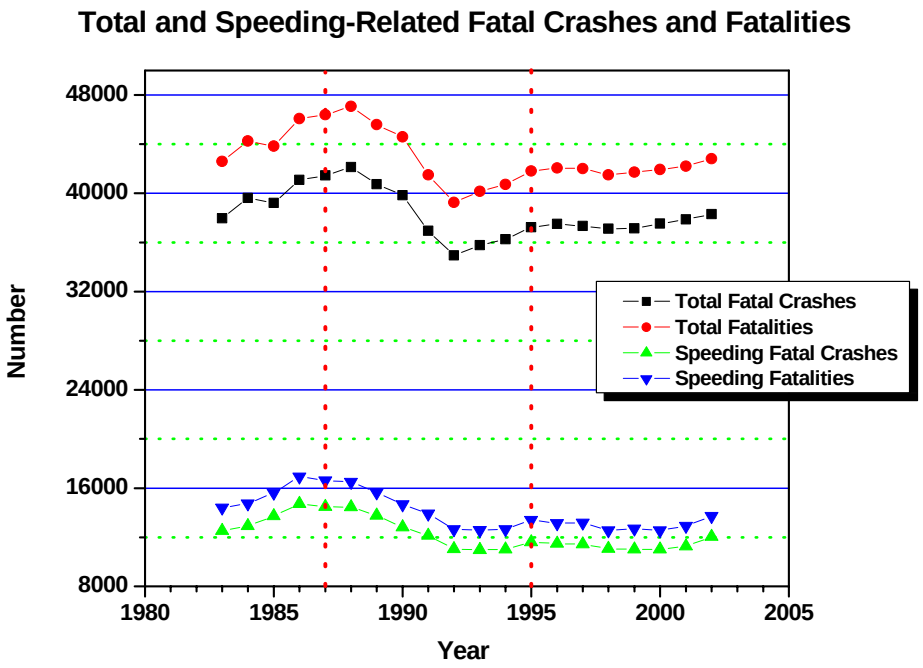
Speeding-related fatalities, as a percent of total fatalities, show a downward trend from the highest level of 36.8 percent in 1986 to the lowest level at 29.9 percent in 2000. Since 2000, as total fatalities increased, the proportion has also continuously increased indicating that the rate of increase in speeding-related fatalities is more than rate of increase in total fatalities. Figure 1 depicts the trends shown in Table 1.

Table 1
Fatalities and Speeding-Related Fatalities in Motor Vehicle Traffic Crashes, 1983-2002

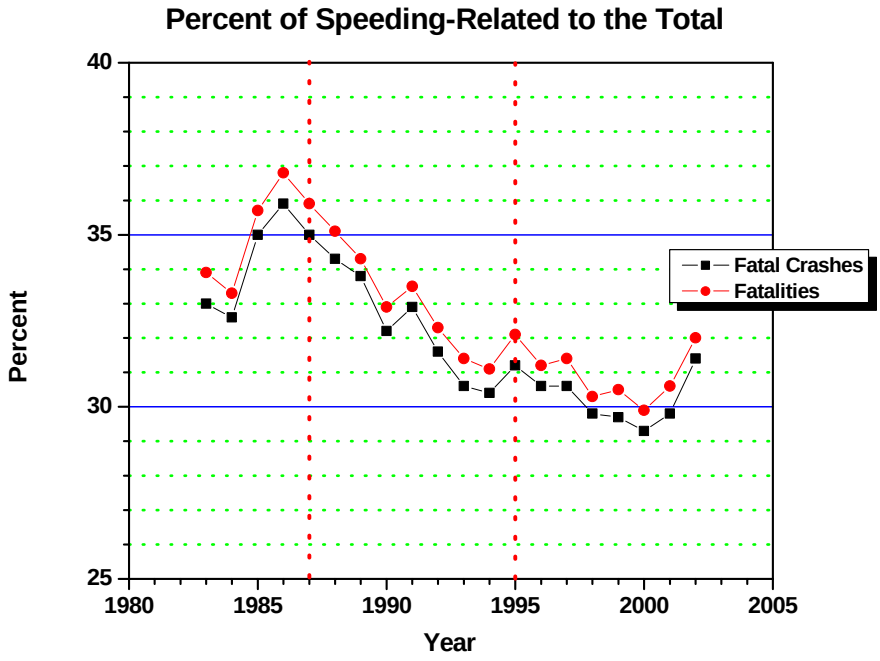
Year	Total		Speeding-Related		Percent of Total	
	Fatal Crashes	Fatalities	Fatal Crashes	Fatalities	Fatal Crashes	Fatalities
1983	37,976	42,589	12,538	14,416	33.0	33.9
1984	39,631	44,257	12,914	14,756	32.6	33.3
1985	39,196	43,825	13,733	15,634	35.0	35.7
1986	41,090	46,087	14,730	16,947	35.9	36.8
1987	41,438	46,390	14,492	16,631	35.0	35.9
1988	42,130	47,087	14,463	16,504	34.3	35.1
1989	40,741	45,582	13,765	15,642	33.8	34.3
1990	39,836	44,599	12,831	14,667	32.2	32.9
1991	36,937	41,508	12,138	13,915	32.9	33.5
1992	34,942	39,250	11,053	12,664	31.6	32.3
1993	35,780	40,150	10,963	12,592	30.6	31.4
1994	36,254	40,716	11,017	12,663	30.4	31.1
1995	37,241	41,817	11,614	13,414	31.2	32.1
1996	37,494	42,065	11,483	13,145	30.6	31.2
1997	37,324	42,013	11,434	13,188	30.6	31.4
1998	37,107	41,501	11,075	12,561	29.8	30.3
1999	37,140	41,717	11,028	12,713	29.7	30.5
2000	37,526	41,945	11,011	12,552	29.3	29.9
2001	37,862	42,196	11,268	12,924	29.8	30.6
2002	38,309	42,815	12,046	13,713	31.4	32.0

Source: NCSA FARS 1983-2002 (FARS 2002 Annual Report File was used in this report)

Figure 1: Trends in Fatal Crashes, 1983-2002. The Congress allowed states to raise speed limit to 65 miles per hour in 1987 and abolished the National Maximum speed Limit (NMSL) in December 1995 [3].



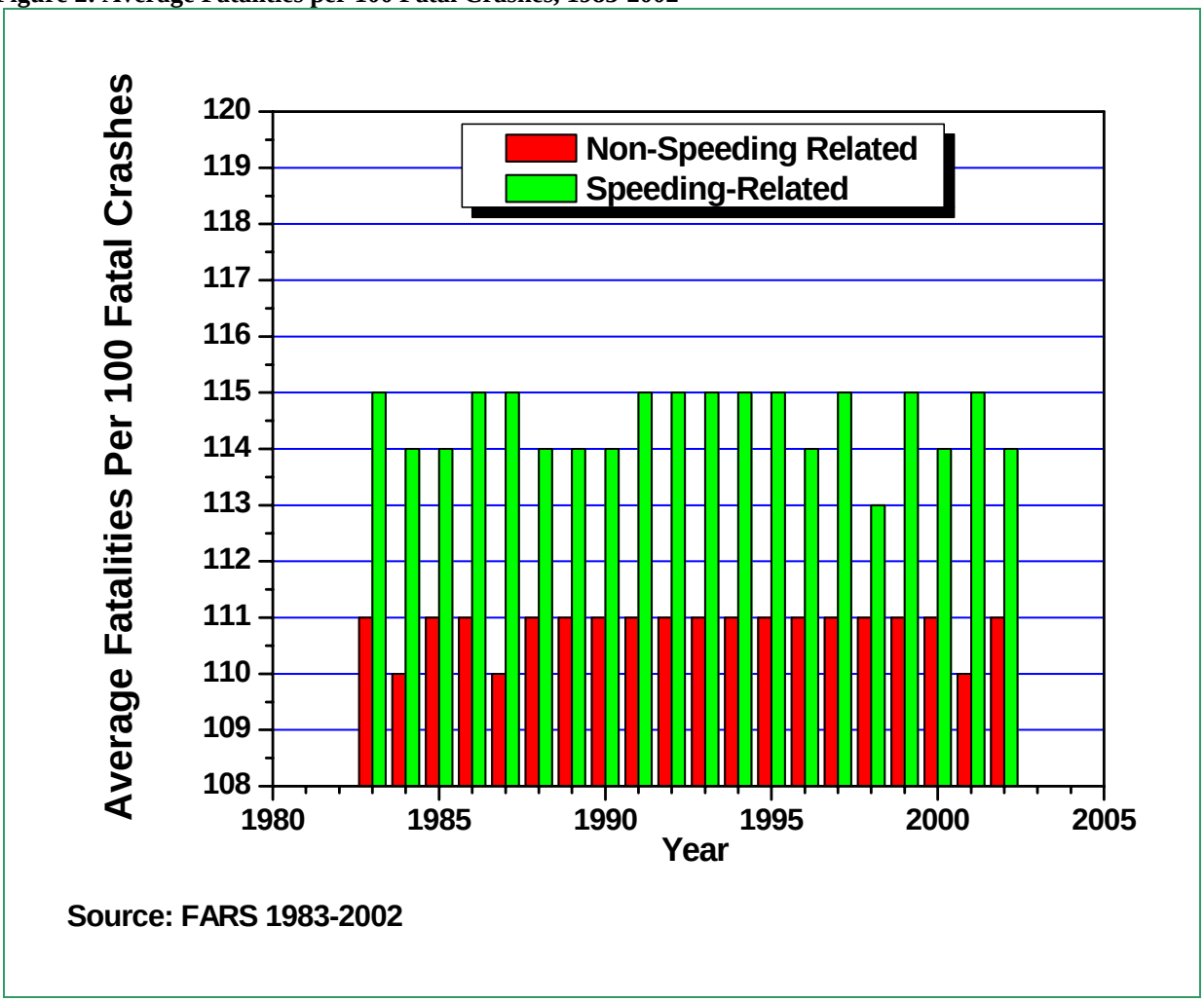
Source: FARS 1983-2002



Source: FARS 1983-2002

Figure 2 compares the average number of fatalities per 100 fatal crashes between speeding-related and non-speeding related fatal crashes between 1983 and 2002. It shows that there are more fatalities per speeding-related fatal crashes as compared to non-speeding related fatal crashes.

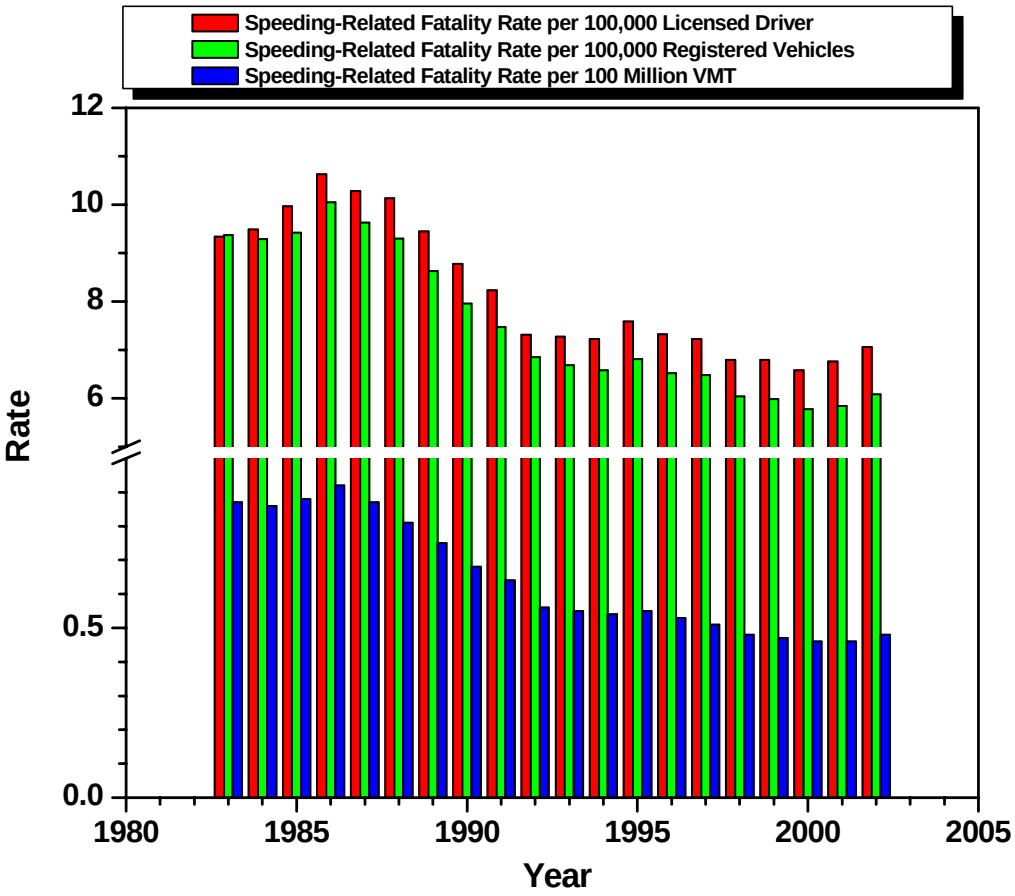
Figure 2: Average Fatalities per 100 Fatal Crashes, 1983-2002



Source: FARS 1983-2002

Figure 3 shows the speeding-related fatality rate by three metrics, namely, per 100,000-licensed driver, registered vehicles and 100 million Vehicle Miles of Travel (VMT). The trends observed are similar between rates per licensed driver and registered vehicle. There is a downward trend after 1986 for the fatality rate per VMT.

Figure 3: Speeding-Related Fatality Rate, 1983-2002



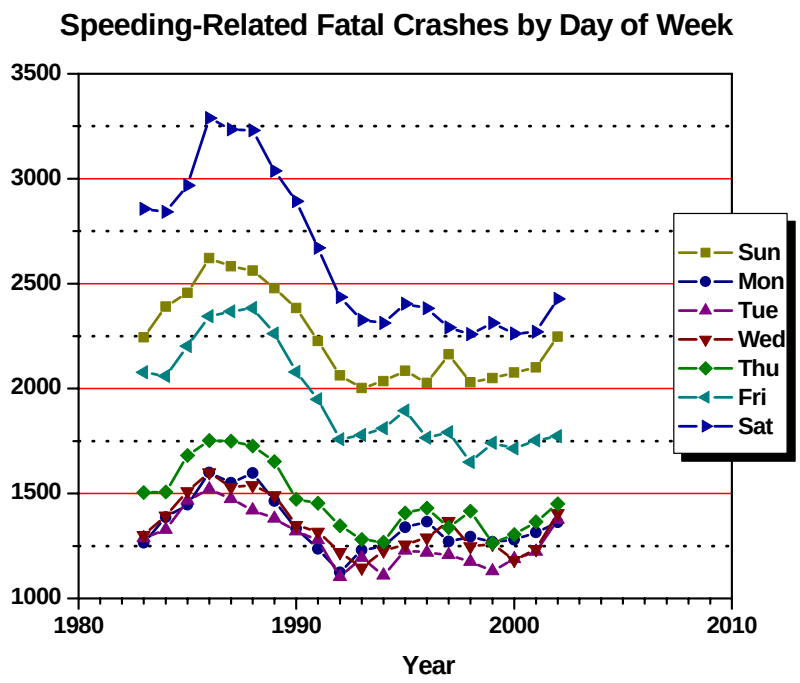
Source: FARS 1983-2002

2.2 Speeding-Related Fatal Crashes by Environmental Related Factors

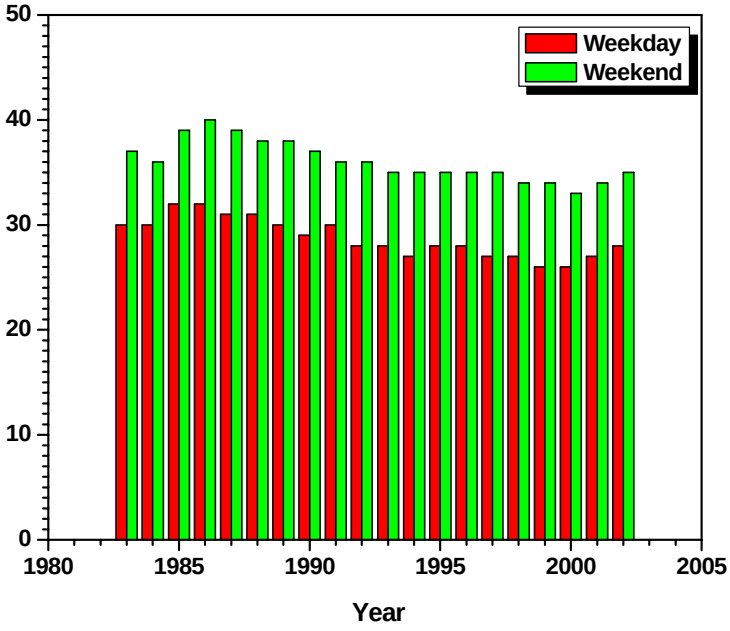
2.2.1 Speeding-Related Fatal Crashes by Day of the Week

Figure 4 [Appendix 6.1] shows speeding-related fatal crashes and the relative proportion of speeding-related fatal crashes by the day of the week. Saturdays have the highest number of speeding-related fatal crashes, followed by Sundays and Fridays. There is no large difference in speeding-related fatal crashes among weekdays (Monday, Tuesday, Wednesday and Thursday). The relative proportion of speeding-related fatal crashes is higher on weekends (6 pm Friday to 5:59 am Monday) than on weekdays (6 am Monday to 5:59 pm Friday).

Figure 4: Speeding-Related Fatal Crashes by Day of Week, 1983-2002



Source: FARS 1983-2002



Source: FARS 1983-2002

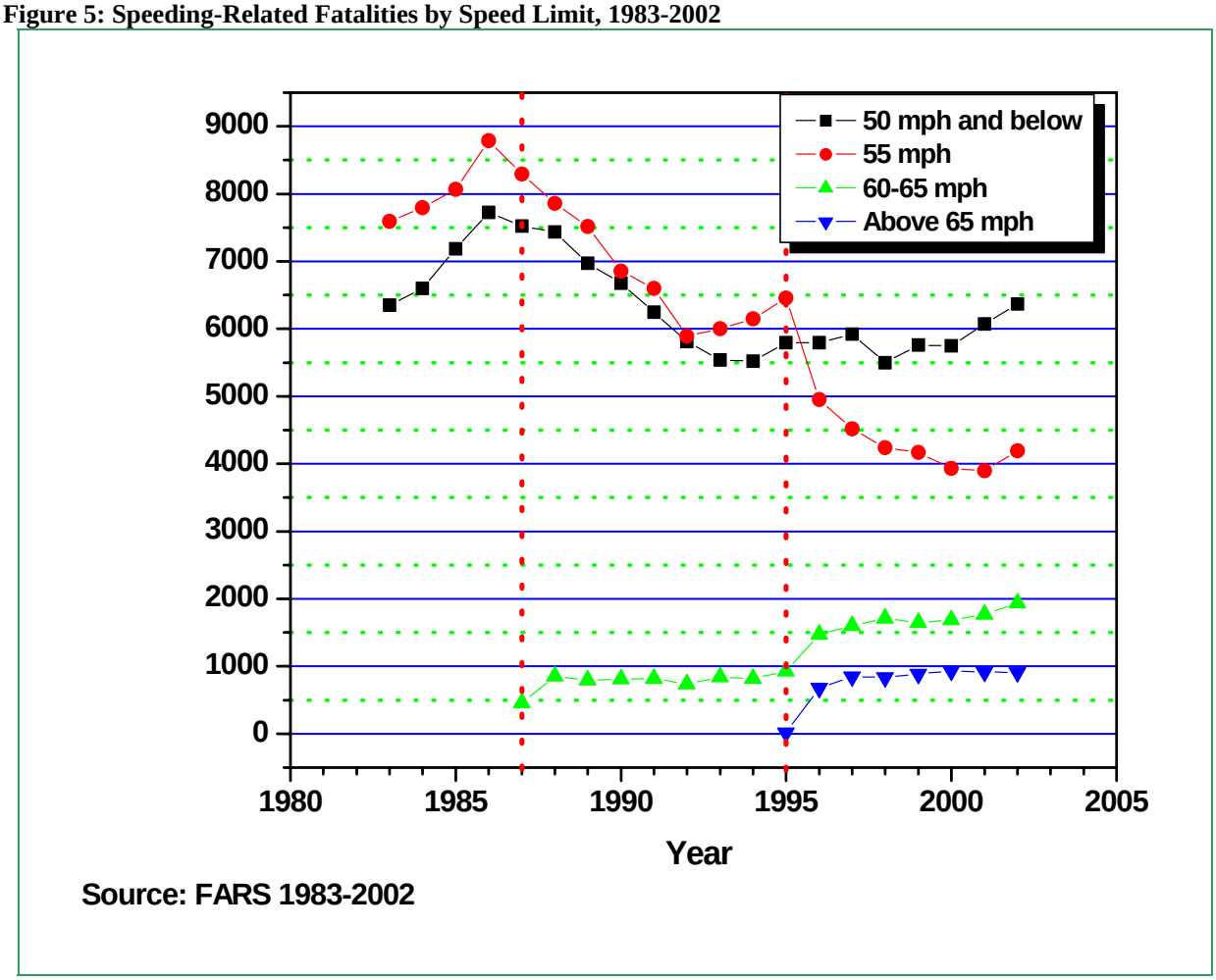
2.2.2 Speeding by Posted Speed Limit

Figure 5 [Appendix 6.2] shows speeding-related fatalities by the posted speed limit. It should be noted that the Congress allowed states to raise the speed limit to 65 mph in 1987 and abolished the National Maximum Speed Limit (NMSL) in December 1995 [3].

After the law changed in 1987, the number of speeding-related fatalities has been relatively constant on roads with 65 mph speed limit while there has been a downward trend on roads with speed limits of 55 mph and under.

After the Congress abolished the NMSL in 1995, the speeding-related fatalities have been gradually increasing on roads with speed limits of 65 mph and above while the fatalities have been relatively stable on roads with a speed limit under 50 mph. The large decrease of speeding-related fatalities on roads with a speed limit of 55 mph is partially due to the decrease in the miles of 55 mph category roads. With the elimination of the NMSL, the speed limit on many of these roads has been increased so that they are counted in the "60-65 mph" or the "Above 65 mph" categories.

Figure 5: Speeding-Related Fatalities by Speed Limit, 1983-2002

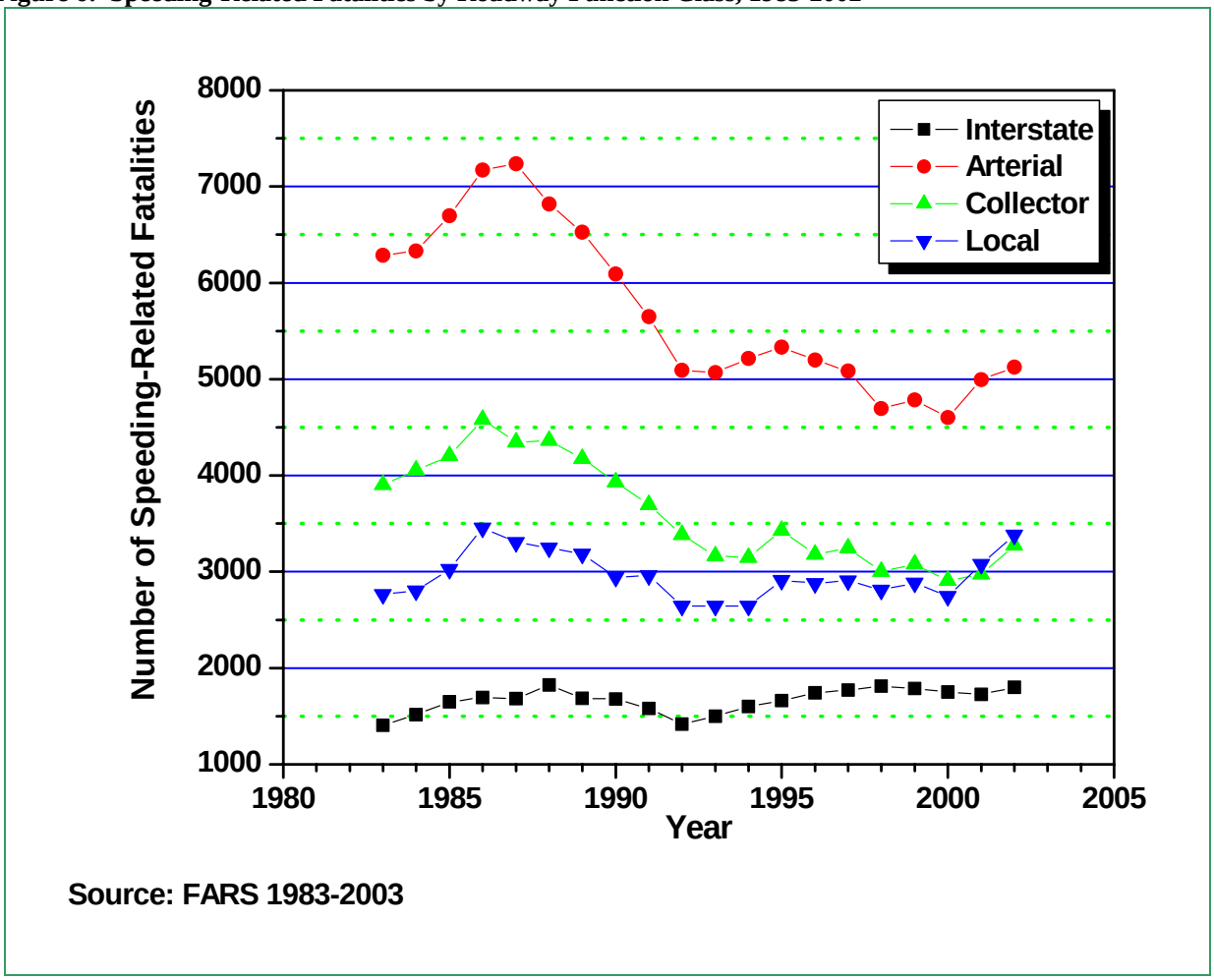


2.2.3 Speeding-Related Fatalities by Roadway Functional Class

Roadway by "Interstate", "Arterial", "Collector" and "Local" Functional Class

Figure 6 [Appendix 6.3] shows the speeding-related fatalities by interstate, arterial, collector and local roadway functional class. The number of speeding-related fatalities on local, collector, and arterial roads follow a trend similar to that of the overall speeding-related fatalities (Figure 1). The only exception is the trend of speeding-related fatalities on interstate highways. Since 1992, the number of speeding-related fatalities on interstates has increased steadily, peaking in 1998. In comparison, since 2000, there is a larger increase in speeding-related fatalities on local roads than on other types of roadways. The number of speeding-related fatalities is the highest in arterial roads followed by local/collector roads and finally interstates.

Figure 6: Speeding-Related Fatalities by Roadway Function Class, 1983-2002

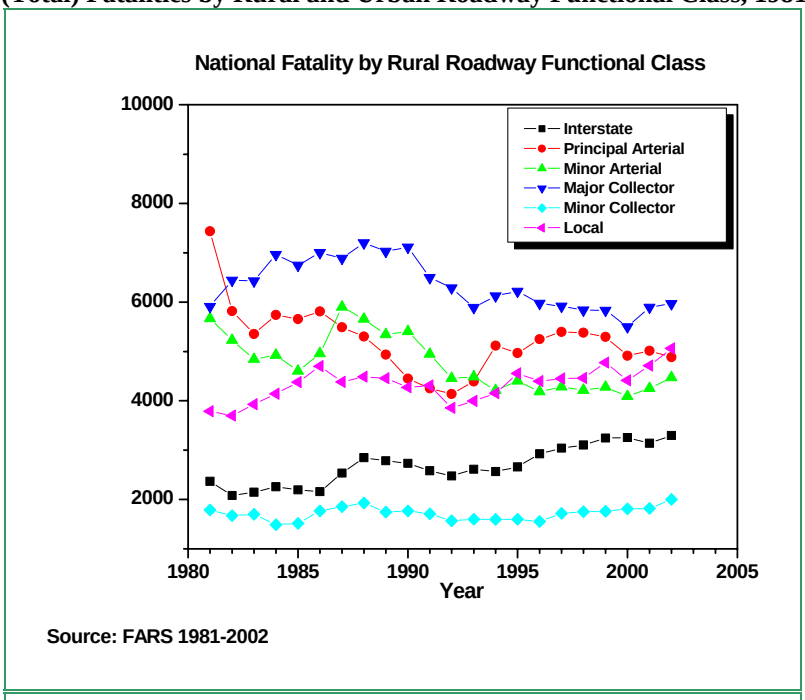


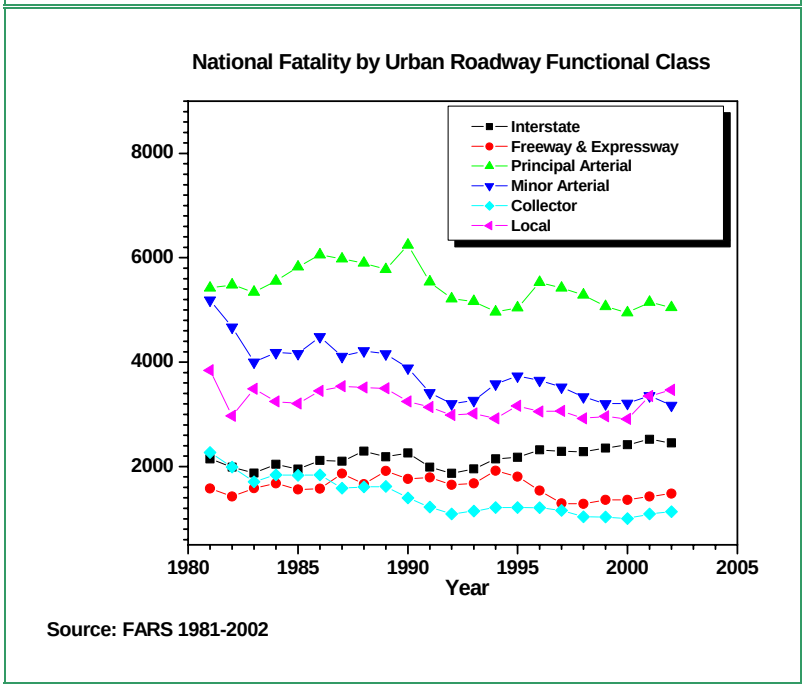
Source: FARS 1983-2003

Roadway by "Rural" and "Urban" Roadway Functional Class

Figure 7 [Appendix 6.4] and Figure 8 [Appendix 6.5] show the total and speeding-related fatalities by rural and urban roadway functional class, respectively. For both rural and urban roadway functional class, fatalities on "interstate" show an upward trend from 1981 to 2002. For "collector" and "local" roadway class, there has been an increase in fatalities since 2000.

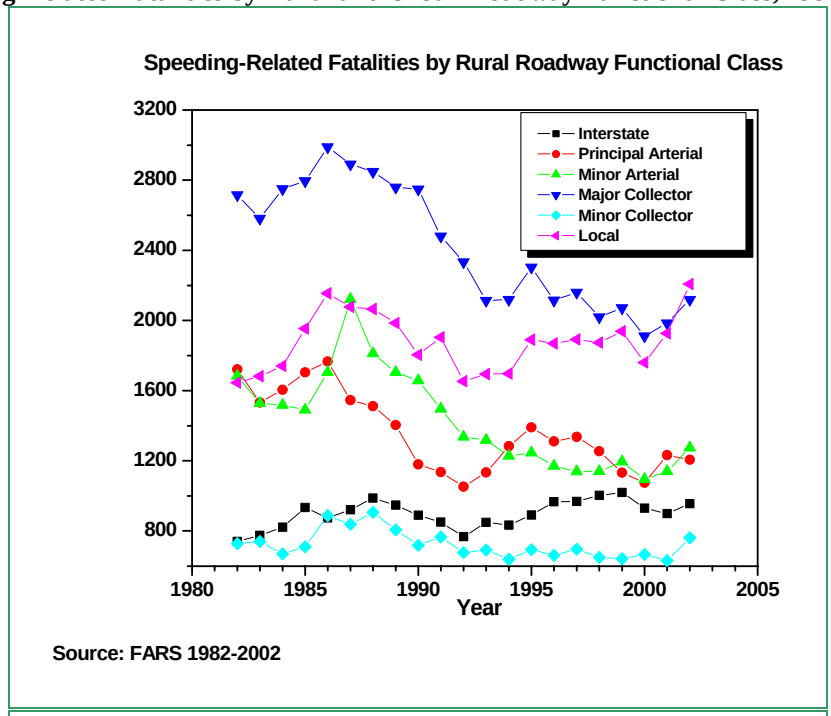
Figure 7: National (Total) Fatalities by Rural and Urban Roadway Functional Class, 1981-2002



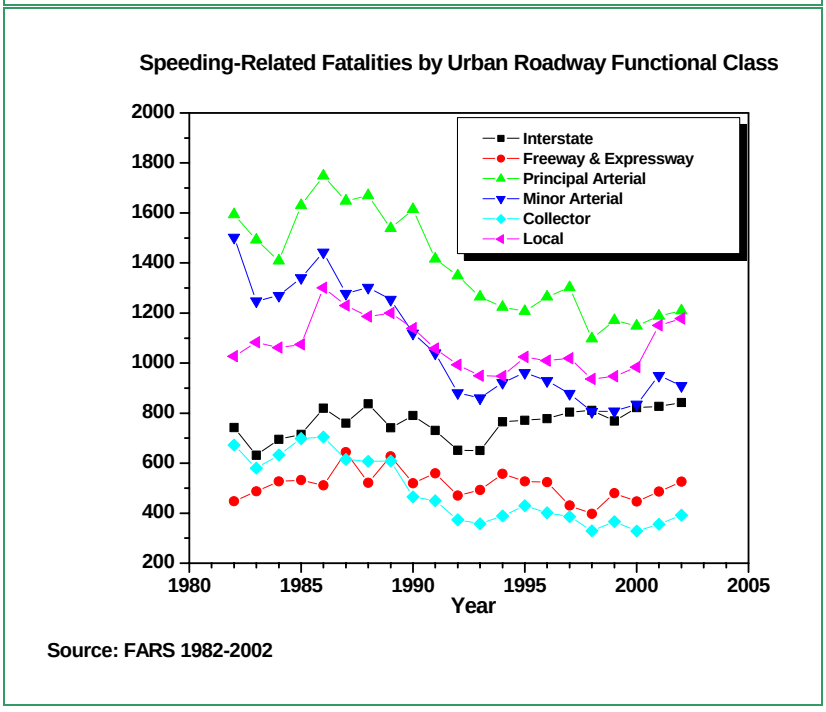


As shown in Figure 8, there is an increasing trend in speeding-related fatalities for most "rural" and "urban" roadway functional classes since 2000.

Figure 8: Speeding-Related Fatalities by Rural and Urban Roadway Functional Class, 1982-2002



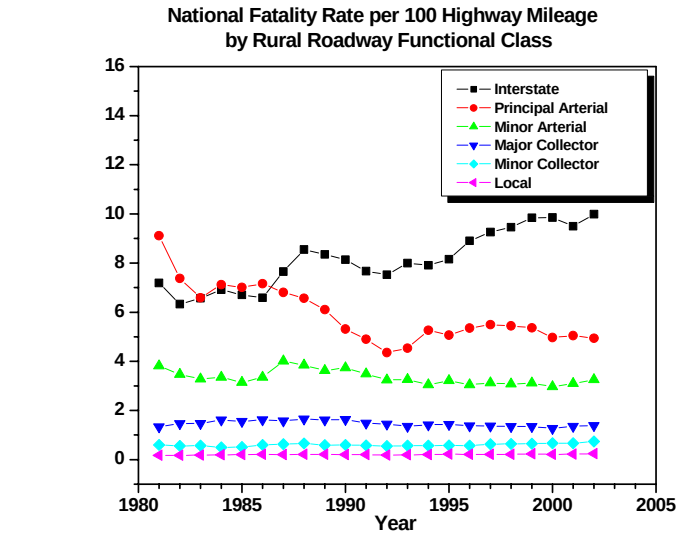
Source: FARS 1982-2002



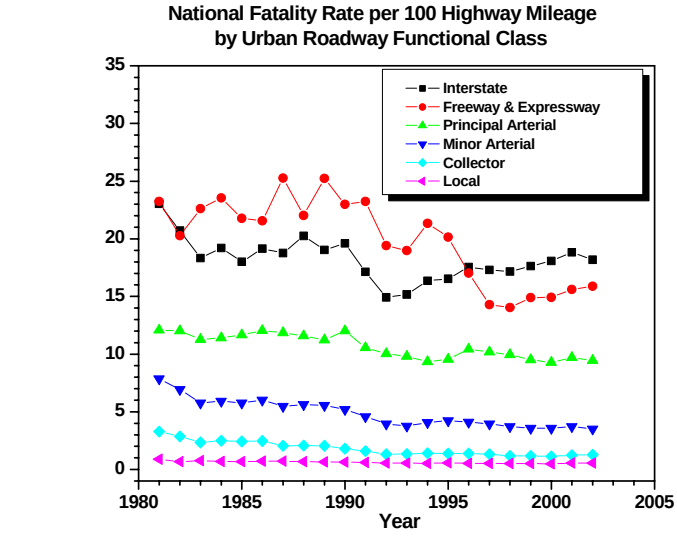
Source: FARS 1982-2002

Figure 9 [Appendix 6.6] and Figure 10 [Appendix 6.7] show the total and speeding-related fatality rate per 100 Highway Mileage by rural and urban roadway functional class, respectively. For both national and speeding-related fatalities, there is an overall upward trend in the rate from 1981 to 2002 for rural "interstate" class, and an increasing trend for urban "interstate" class since 1992.

Figure 9: National (Total) Fatality Rate per 100 Highway Mileage by Rural and Urban Roadway Functional Class, 1981-2002

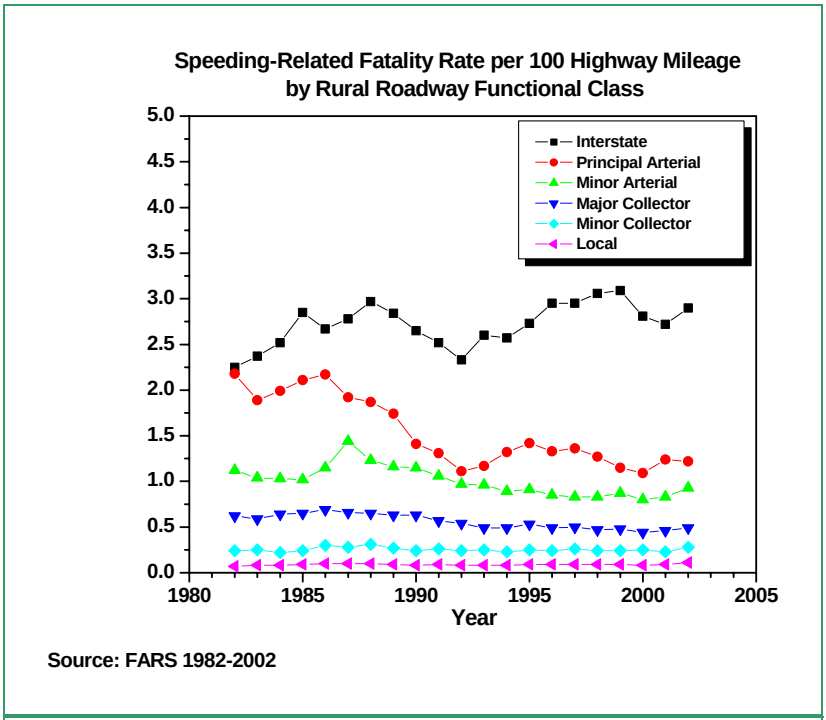


Source: FARS 1981-2002

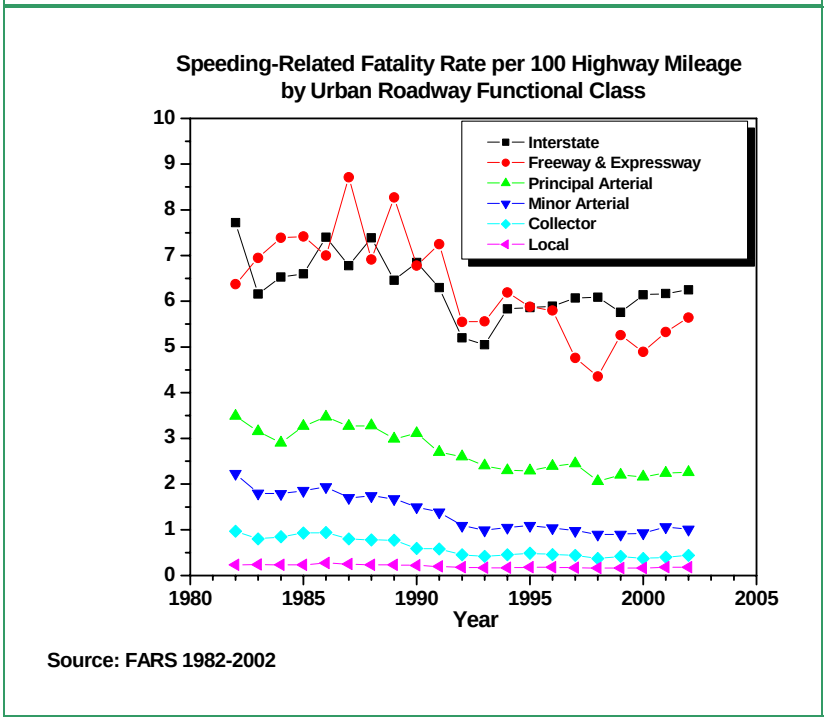


Source: FARS 1981-2002

Figure 10: Speeding-Related Fatality Rate per 100 Highway Mileage by Rural and Urban Roadway Functional Class, 1982-2002



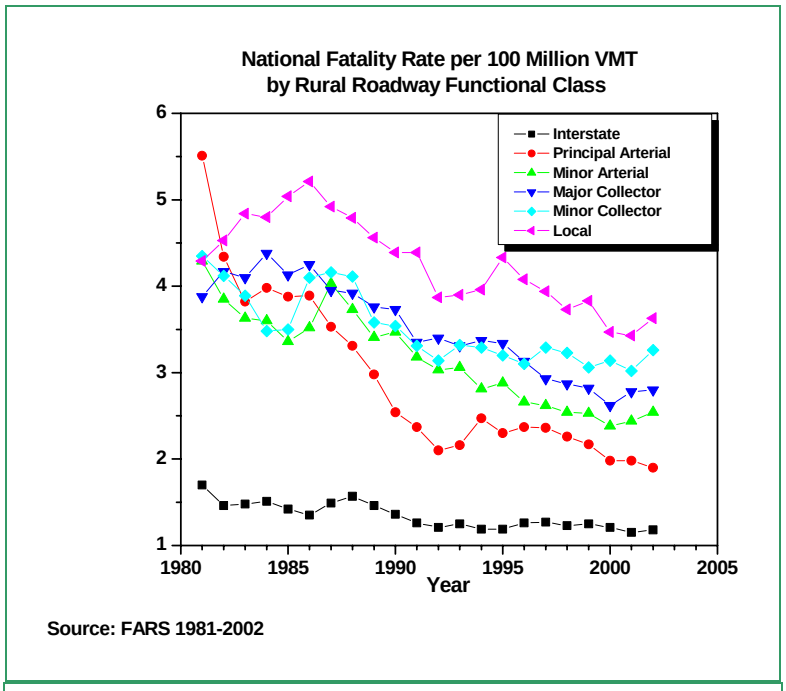
Source: FARS 1982-2002

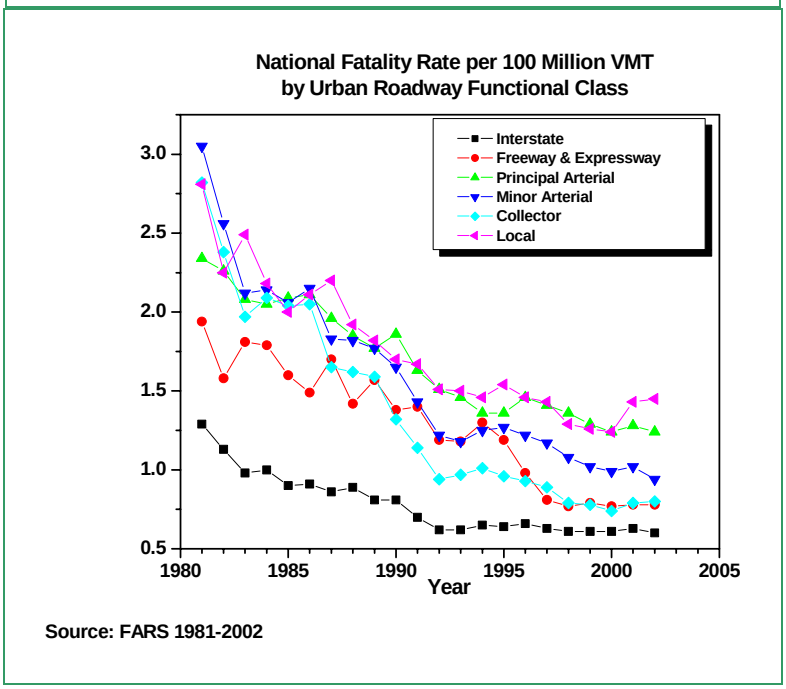


Source: FARS 1982-2002

Figure 11 [Appendix 6.8] and Figure 12 [Appendix 6.9] show the total and speeding-related fatality rate per 100 Million VMT by rural and urban roadway functional class, respectively. For the total fatality rate per 100 million VMT, the highest fatality rate is for rural "local" roadway class and urban "local" roadway class for almost all the years during 1981-2002.

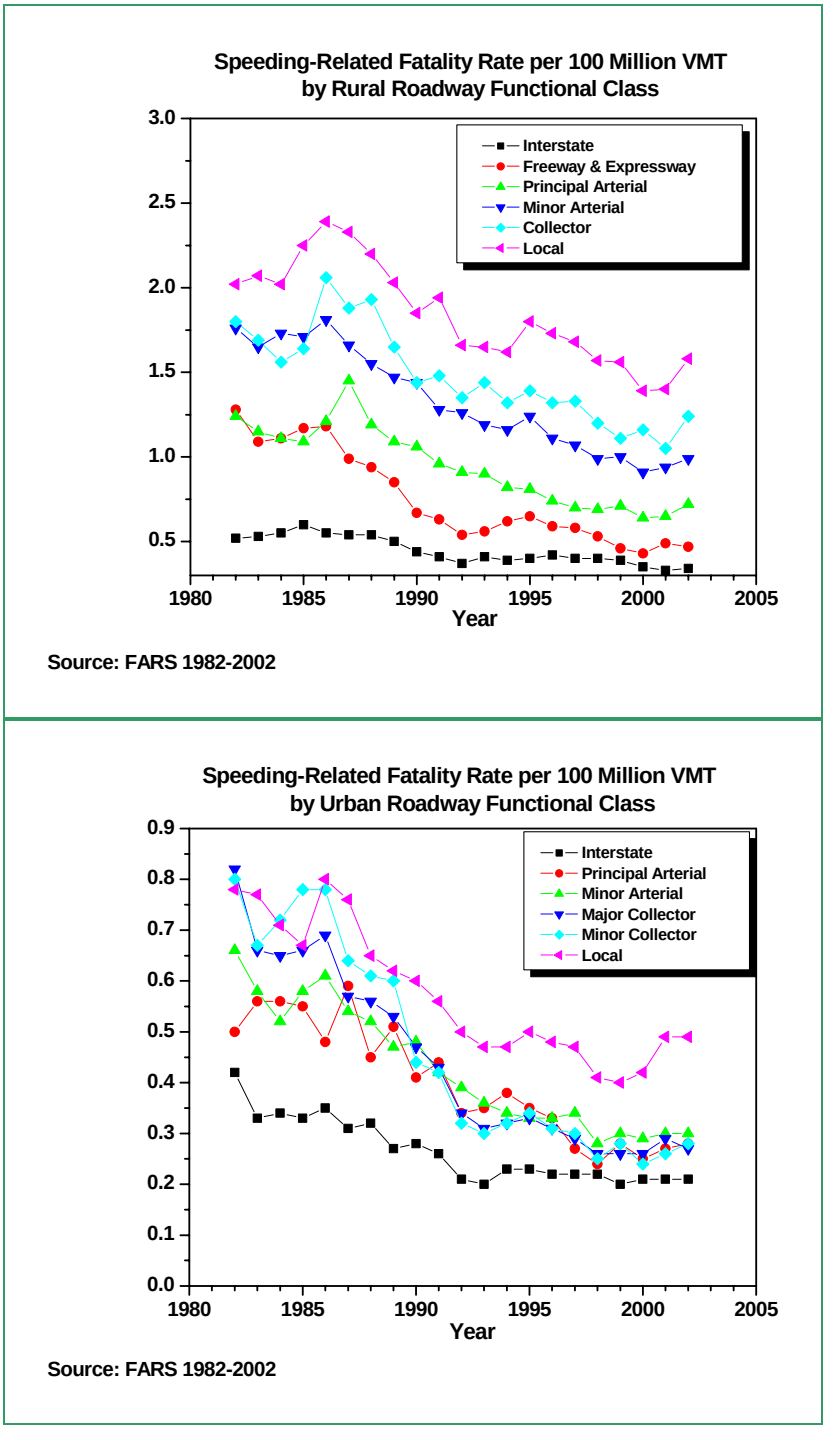
Figure 11: National (Total) Fatality Rate per 100 Million VMT by Rural and Urban Roadway Functional Class, 1981-2002





As seen in Figure 12, the speeding-related fatality rate per 100 million VMT, is the highest for rural "local" roadway class and urban "local" roadway class for most of the years during 1981-2002.

Figure 12: Speeding-Related Fatality Rate per 100 Million VMT by Rural and Urban Roadway Functional Class, 1982-2002



2.2.4 Speeding-Related Fatalities by Roadway Alignment

Table 2 shows the speeding and non-speeding related fatalities by roadway alignment from 1983 to 2002. About 40 percent of speeding-related fatalities occurred on a curve, nearly twice the proportion of non-speeding related fatalities (about 20 percent) that occurred on a curve.

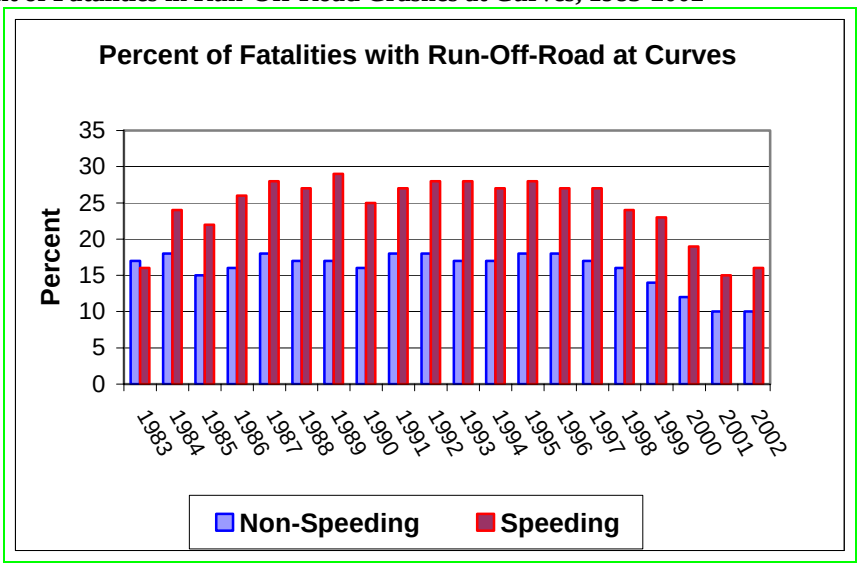
Figure 13 shows the percent of fatalities in run-off-road crashes at curves (that is, the run-off-road fatalities as a percent of all fatalities that occurred on curves). We see this percent is very high in speeding-related fatal crashes, as compared to the non-speeding related crashes.

Table 2
Speeding and Non-Speeding Related Fatalities by Roadway Alignment
(Number in Parenthesis is the Percentage)

Year	Speeding			Non-Speeding		
	Straight	Curve	Unknown	Straight	Curve	Unknown
1983	8,269 (57)	6,125 (43)	22 (0)	22,825 (81)	5,242 (19)	106 (0)
1984	8,471 (57)	6,265 (43)	20 (0)	23,944 (81)	5,486 (19)	71 (0)
1985	8,957 (57)	6,654 (43)	23 (0)	23,000 (82)	5,109 (18)	82 (0)
1986	9,811 (58)	7,094 (42)	42 (0)	23,635 (81)	5,425 (19)	80 (0)
1987	9,670 (58)	6,931 (42)	30 (0)	24,194 (81)	5,490 (19)	75 (0)
1988	9,731 (59)	6,750 (41)	23 (0)	24,809 (81)	5,689 (19)	85 (0)
1989	9,422 (60)	6,194 (40)	26 (0)	24,526 (82)	5,328 (18)	86 (0)
1990	8,535 (58)	6,099 (42)	33 (0)	24,346 (81)	5,495 (19)	91 (0)
1991	8,141 (59)	5,752 (41)	22 (0)	22,449 (81)	5,074 (19)	70 (0)
1992	7,480 (59)	5,149 (41)	35 (0)	21,527 (81)	4,996 (19)	63 (0)
1993	7,617 (61)	4,948 (39)	27 (0)	22,488 (82)	5,001 (18)	69 (0)
1994	7,817 (62)	4,811 (38)	35 (0)	22,883 (82)	5,047 (18)	123 (0)
1995	8,222 (61)	5,157 (39)	35 (0)	23,222 (82)	5,028 (17)	153 (1)
1996	7,970 (61)	5,147 (39)	28 (0)	23,681 (82)	5,066 (17)	173 (1)
1997	8,015 (61)	5,136 (39)	37 (0)	23,412 (81)	5,246 (18)	167 (1)
1998	7,521 (60)	4,994 (40)	46 (0)	23,499 (81)	5,331 (19)	110 (0)
1999	7,541 (59)	5,141 (41)	31 (0)	23,505 (81)	5,335 (18)	164 (1)
2000	7,529 (60)	4,980 (40)	43 (0)	23,727 (81)	5,518 (19)	148 (0)
2001	7,799 (60)	5,095 (40)	30 (0)	23,495 (80)	5,584 (19)	193 (1)
2002	8,359 (61)	5,304 (39)	50 (0)	23,139 (80)	5,596 (19)	367 (1)

Source: NCSA FARS 1983-2002

Figure 13: Percent of Fatalities in Run-Off-Road Crashes at Curves, 1983-2002



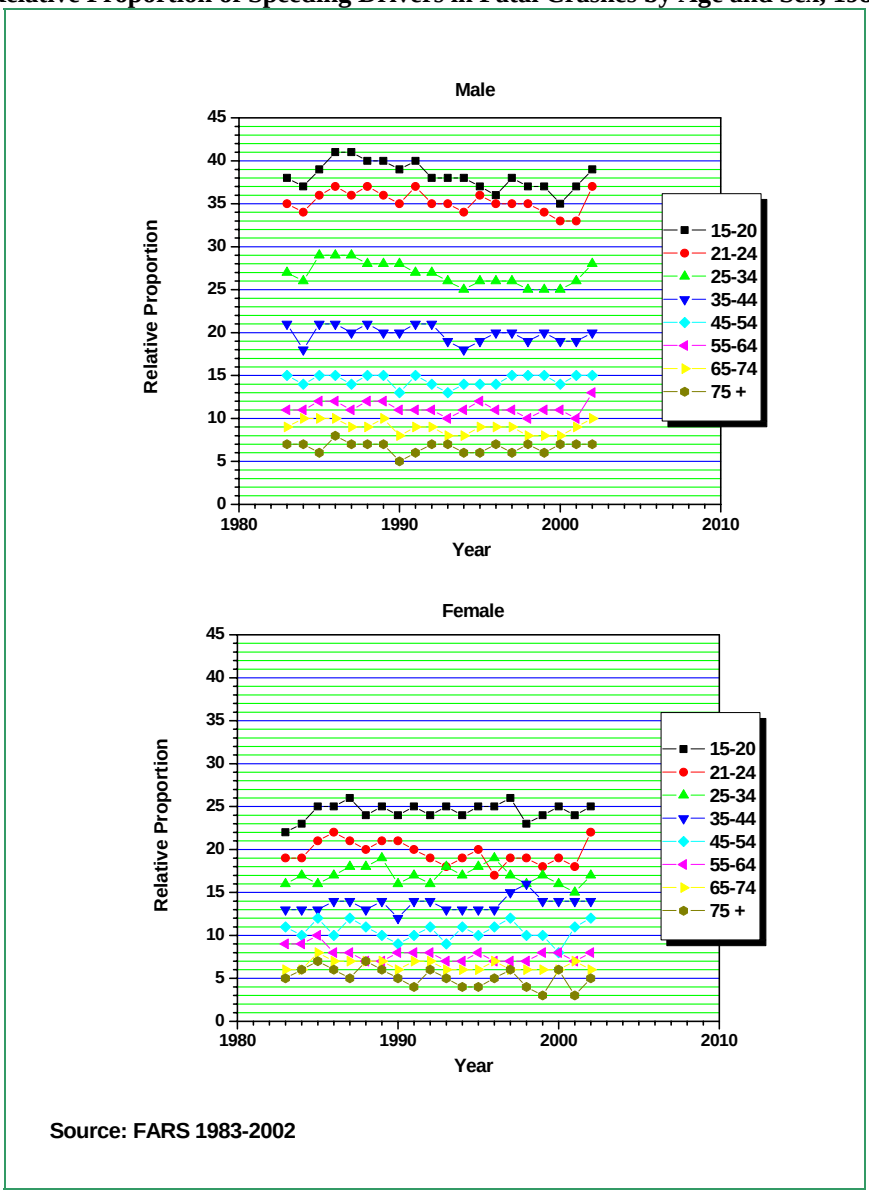
2.3 Speeding-Related Fatal Crashes by Driver's Behavior Related Factors

This section describes trends of speeding-related crashes along various driver-related factors such as age, gender and driver impairment. It is to be noted that these analyses merely point to the prevalence of such factors in the crash and should not be interpreted as causative factors in the crash.

2.3.1 Speeding by Driver's Age and Gender

Figure 14 [Appendix 6.10] shows the relative proportion of speeding drivers in fatal crashes by age and gender.

Figure 14: The Relative Proportion of Speeding Drivers in Fatal Crashes by Age and Sex, 1983-2002



Source: FARS 1983-2002

As seen in Figure 14, male drivers are more likely to be involved in speeding-related fatal crashes than female drivers among drivers of all ages. Also, the relative proportion of speeding drivers decreases with increased driver age.

For most age groups, there are almost no changes in the relative proportion of speeding drivers to all drivers. The only exception is that for the young male groups (15-20, 21-24, and 25-34), where there is slight decrease in the relative proportion from 1985 to 2000.

2.3.2 Speeding Drivers by Time of Day

Figure 15 [Appendix 6.11] shows the number and relative proportion of speeding drivers involved in fatal crashes by time of day.

While there are more speeding drivers during evening hours (between 3pm and 3am) than the daytime hours (3am to 3pm), the relative proportion of speeding drivers for each time period has been relatively constant over the years.

After a large decrease in the evening-hour speeding drivers between 1986 and 1992, the number of evening-hour speeding drivers has staggered between 1992 and 2000.

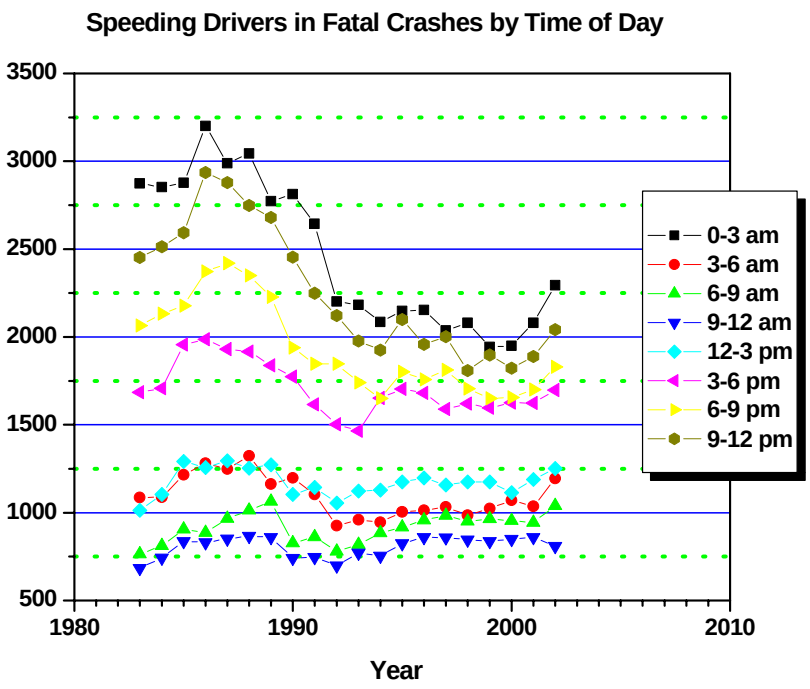
The number of speeding-related fatalities during daytime has been relatively stable over the years.

2.3.3 Speeding by Driver Impairment

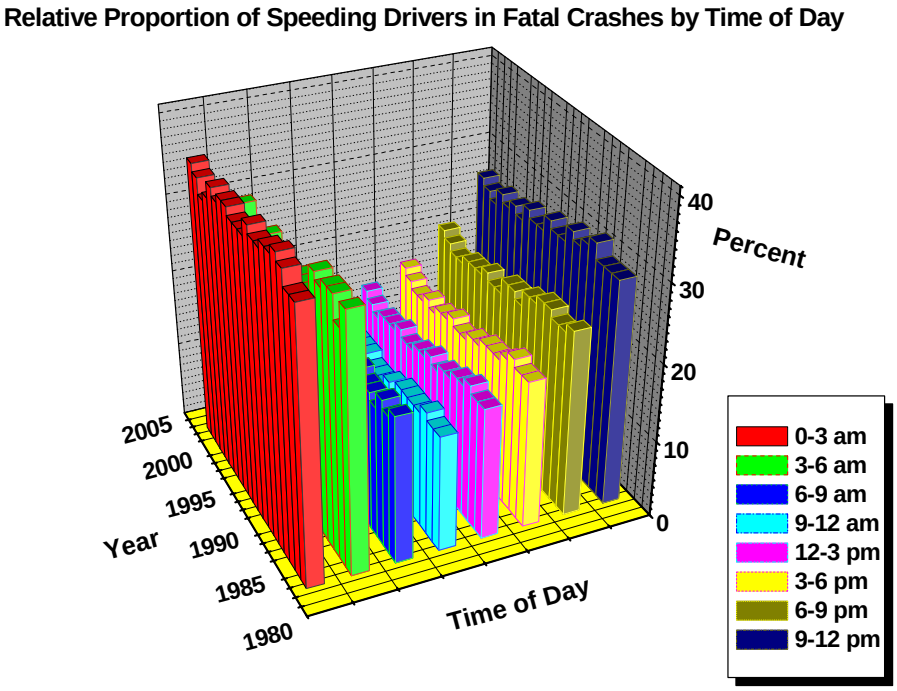
Figure 16 [Appendix 6.12] shows the relative proportion of speeding drivers in fatal crashes by Blood Alcohol Concentration (BAC) Level. It points to some correlation between the speeding and alcohol impairment of the drivers.

On an average, about 41 percent of intoxicated drivers (BAC= 0.08+) involved in fatal crashes were speeding, compared to only about 14 percent of the sober drivers. Over the years, while the percentage of intoxicated drivers who were speeding drivers has decreased slightly, the percentage sober drivers who were also speeding has been relatively constant.

Figure 15: Speeding Drivers in Fatal Crashes by Time of Day, 1983-2002

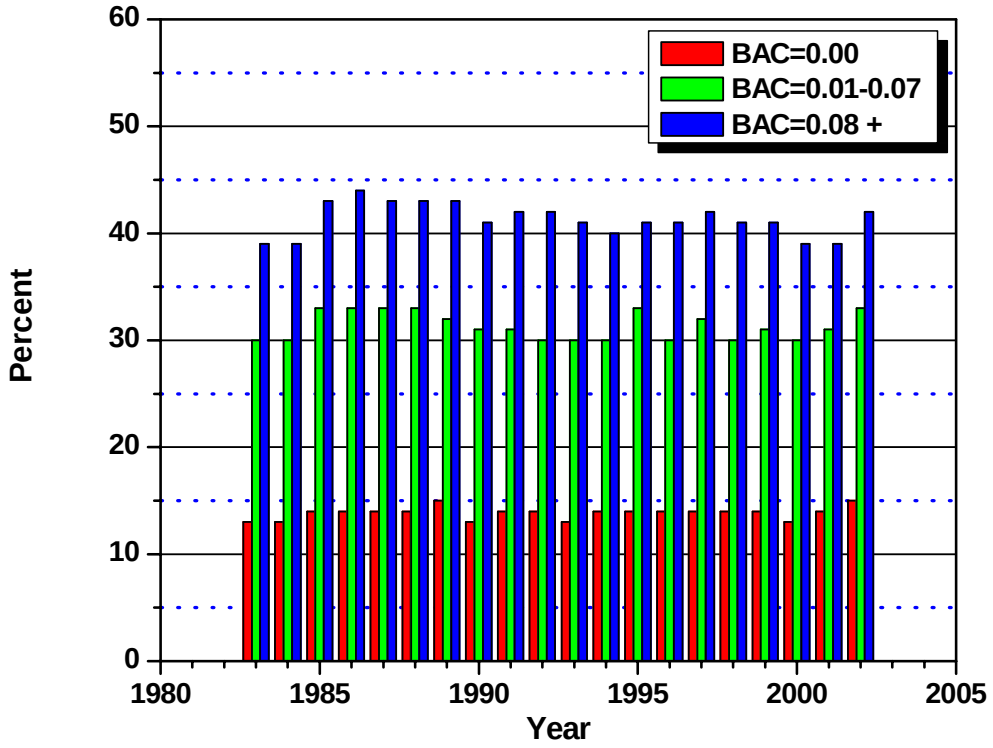


Source: FARS 1983-2002



Source: FARS 1983-2002

Figure 16: Relative Proportion of Speeding Drivers in Fatal Crashes by BAC Level, 1983-2002



Source: FARS 1983-2002

2.4 Speeding-Related Fatal Crashes by Vehicle Related Factors

This section presents trends of speeding-related fatal crashes and the observation of various vehicle-related factors in such crashes. The descriptions are merely intended to highlight the incidence of certain vehicle-related factors in these crashes and should not be interpreted to be a causative factor for speeding.

2.4.1 Relative Proportion of Speeding Drivers by Vehicle Type

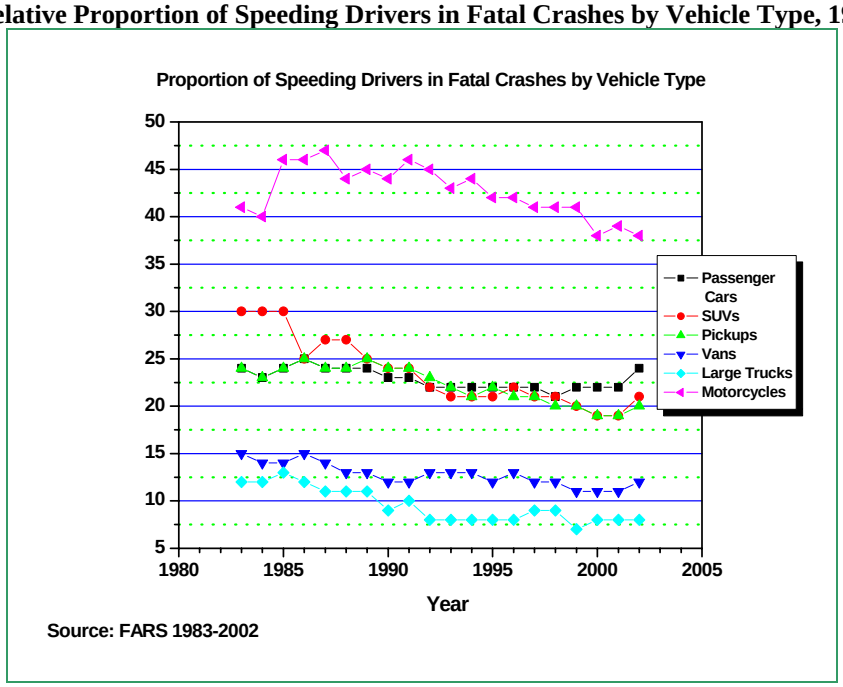
Figure 17 [Appendix 6.13] shows the proportion of all drivers involved in fatal crashes that were speeding by vehicle type.

Motorcycle operators had the highest proportion, as a percent of all motorcycle drivers involved in fatal crashes, to be speeding. The percentage has been gradually decreasing from a high of 47 percent in 1987 to 38 percent in 2002. Motorcycle operators involved in fatal crashes were about twice as likely as drivers of SUVs and pickup trucks to be speeding in 2002.

The percentage of drivers who were speeding in fatal crashes is similar for passenger cars and light trucks in earlier years. While the percentage for passenger car drivers is relatively constant between 1992 and 2001, the percentage for drivers of light trucks has been decreasing gradually. In 2002, drivers of all passenger vehicle types have shown an increase in the percentage of speeding involvement in fatal crashes. This is a reversal from previous years.

Drivers of SUVs have shown a steady decrease in terms of the percentage of speeding involvement from a high of 30 percent in 1983 to 19 percent in 2001. However, this percentage increased to 21 percent in 2002.

Figure 17: The Relative Proportion of Speeding Drivers in Fatal Crashes by Vehicle Type, 1983-2002



2.4.2 Speeding Drivers Involvement Rate by Vehicle Type

Figures 18 and 19 show the speeding drivers involvement rate per 100,000 registered vehicles and per 100 Million VMT, respectively. For large trucks, there is a downward trend after 1985 for both rates. Also, for motorcycles there is an upward trend for involvement rate per 100 Million VMT after 1997.

Figure 18: Speeding Drivers Involvement Rate per 100,000 Registered Vehicles, 1983-2002

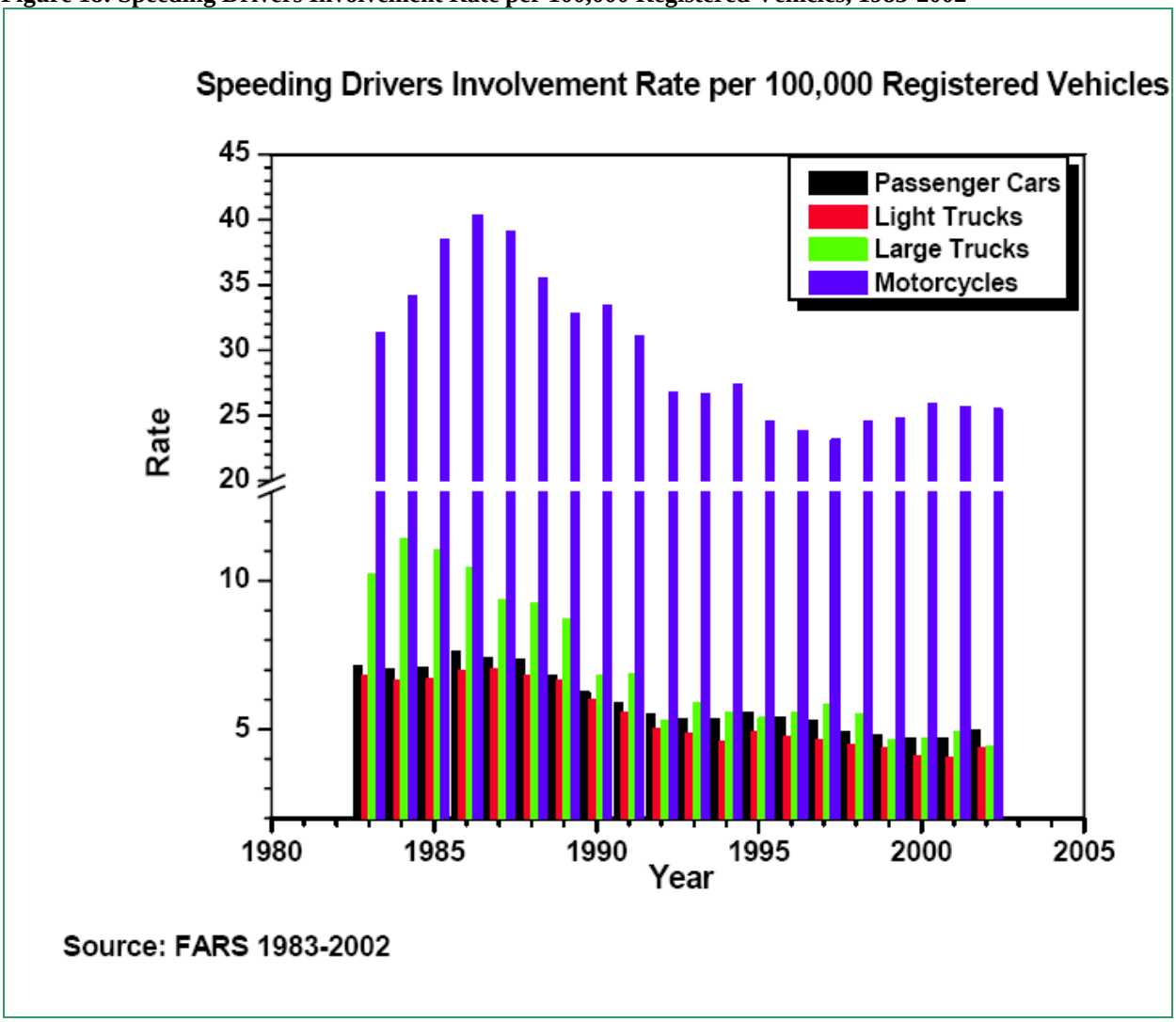
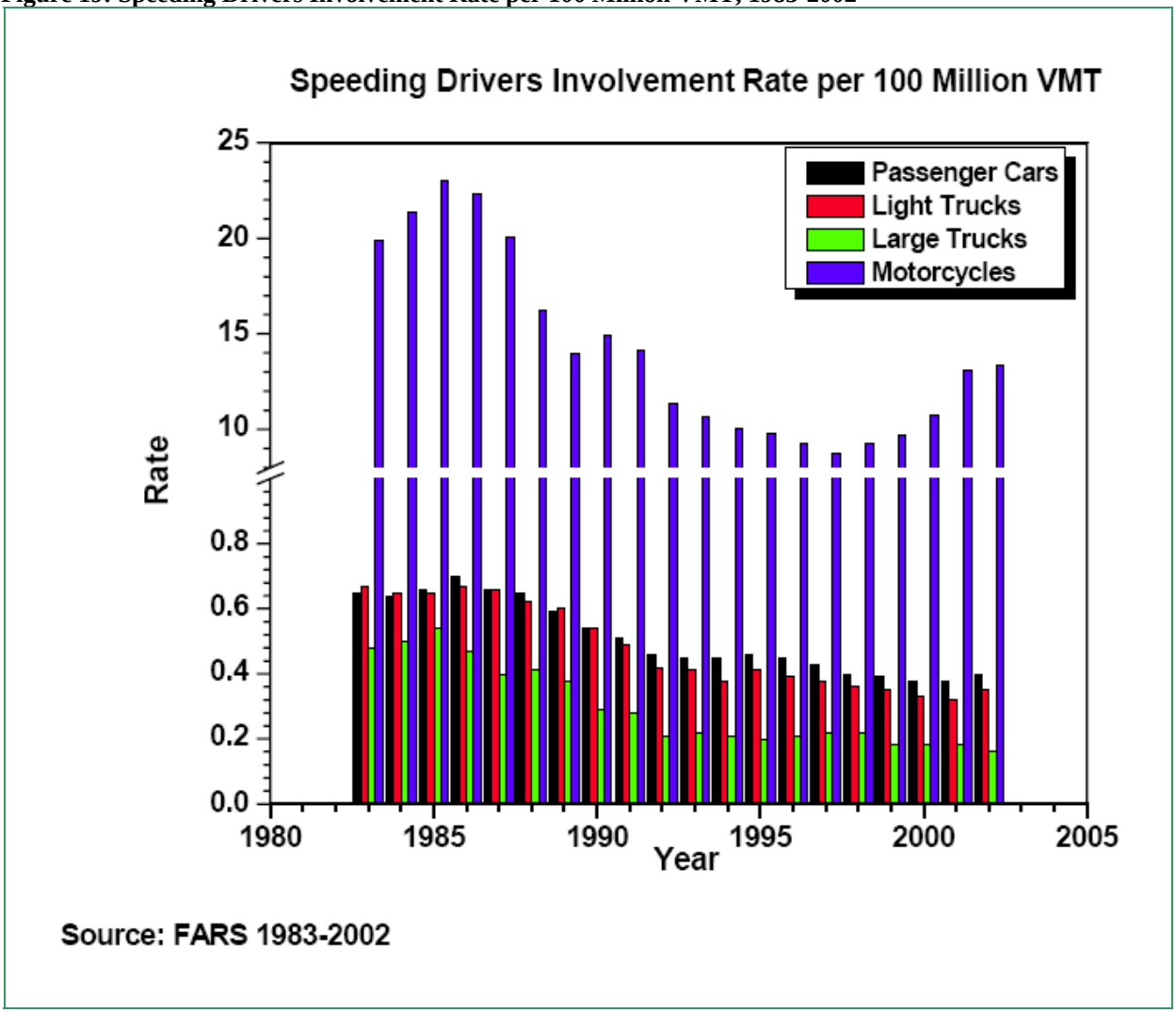


Figure 19: Speeding Drivers Involvement Rate per 100 Million VMT, 1983-2002



2.4.3 Speeding-Related Fatality by Crash Type (vehicle number involved)

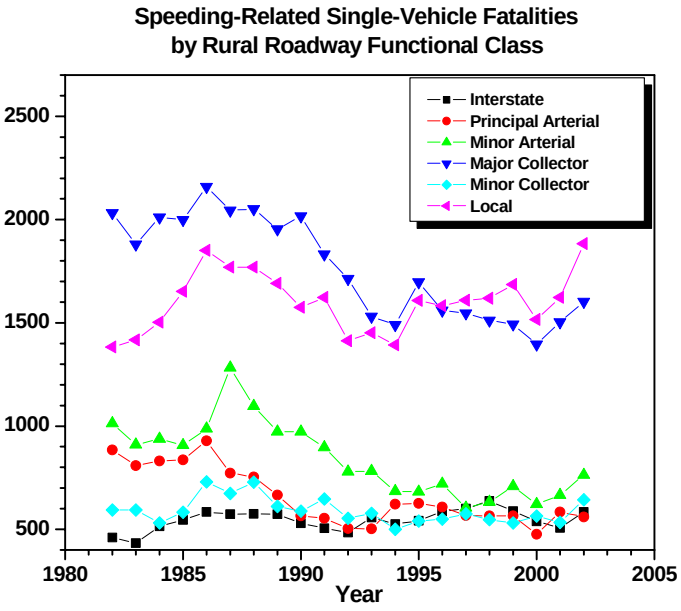
Figures 20, 21 and 22 [Appendix 6.14, 6.15, 6.16] illustrate speeding-related fatal crashes by the type of the crash, i.e., if the crash was a single-vehicle or a multiple-vehicle crash. Also presented are their relative percent by rural and urban roadways functional class, respectively.

In speeding-related single-vehicle fatal crashes, most of the fatalities occur in "rural" roadway class. There is an increase in "local" roadway function class in recent years for both "rural" and "urban" roadways.

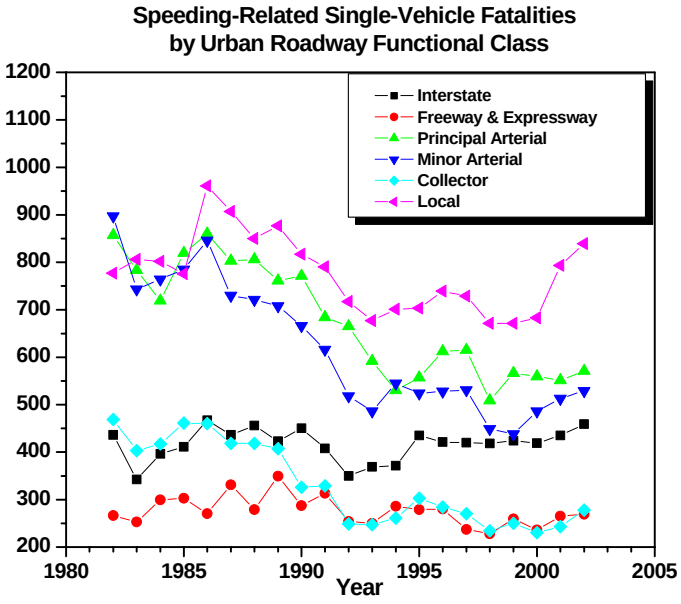
For the speeding-related, multi-vehicle fatal crashes, the difference in fatalities between "rural" and "urban" is not as significant as in single-vehicle crashes.

In "rural" roadways, most of the speeding-related fatalities occur in single-vehicle crashes for most types of roadways except for "principal arterial" roadways. This is observed in "urban" roadways too. For both "rural" and "urban" roadway functional class, most of the speeding-related fatalities in "local" roadway classes occur in single-vehicle crashes. Note that in Figure 22, only percents of single- and multiple-vehicle speeding-related fatalities by *rural* roadway functional classes are plotted. Refer to Appendix 6.16 for detailed information of this topic.

Figure 20: Speeding-Related Single-Vehicle Fatalities by Rural and Urban Roadway Functional Class, 1982-2002

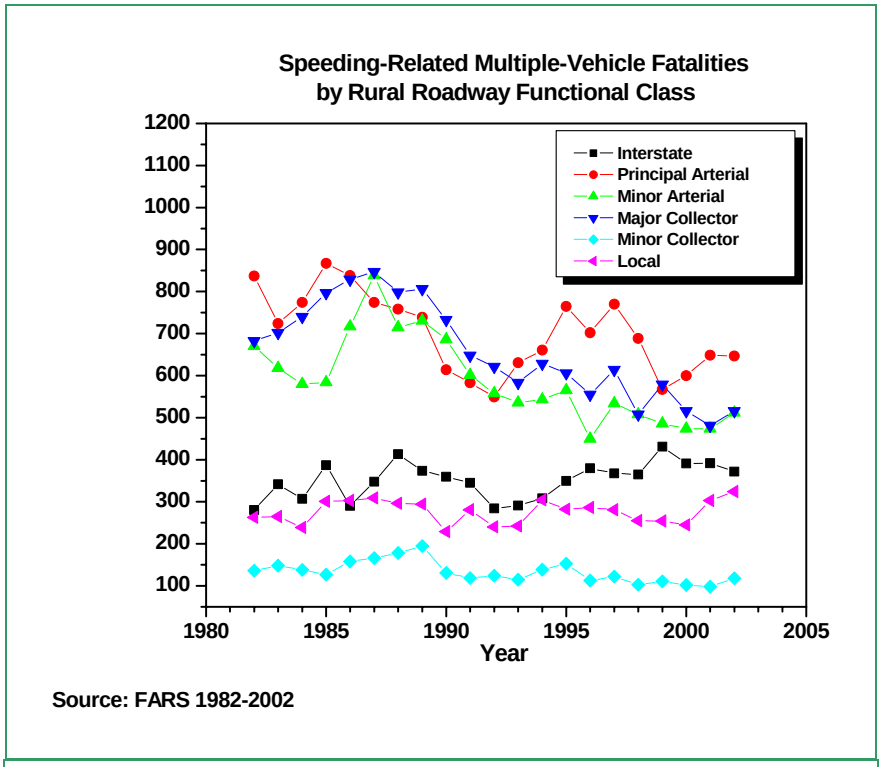


Source: FARS 1982-2002

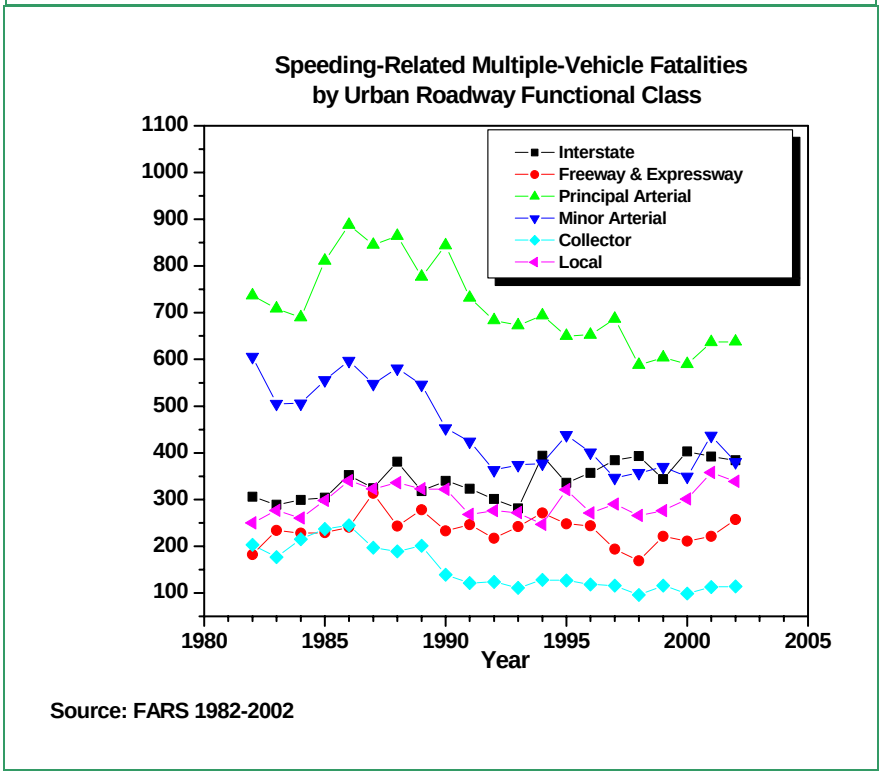


Source: FARS 1982-2002

Figure 21: Speeding-Related Multiple-Vehicle Fatalities by Rural and Urban Roadway Functional Class, 1982-2002

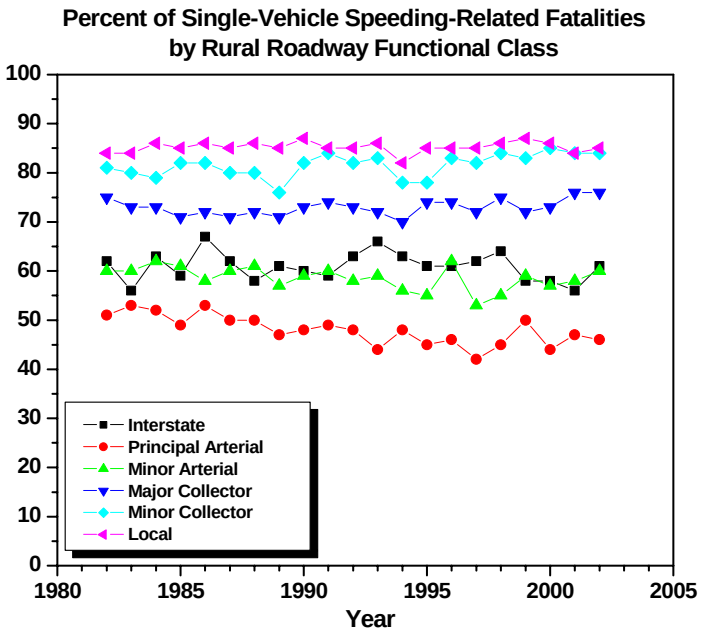


Source: FARS 1982-2002

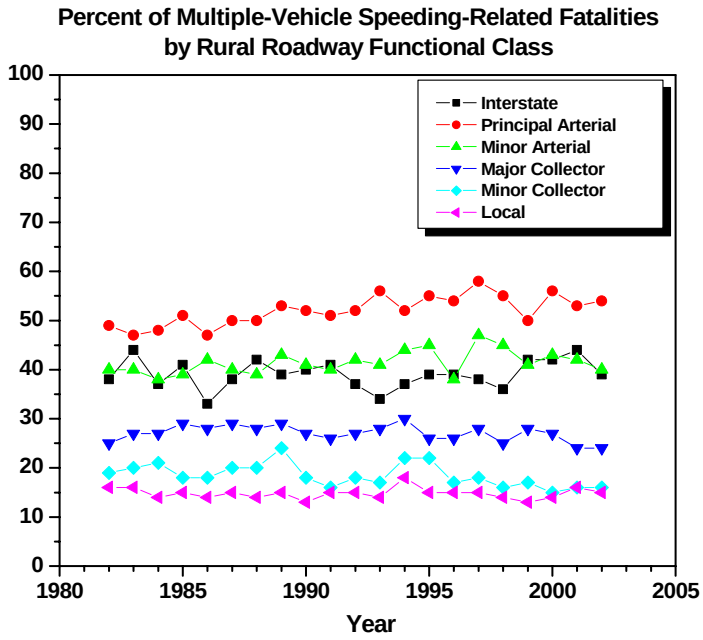


Source: FARS 1982-2002

Figure 22: Percent of Single- and Multiple-Vehicle Speeding-Related Fatalities by *Rural* Roadway Functional Class, 1982-2002



Source: FARS 1982-2002



Source: FARS 1982-2002

3. Trend of Speeding-Related Fatalities by State

This section will focus on the trend of speeding-related fatalities by state, using data from FARS.

Appendix 6.17 (6.17 (a) and 6.17 (b)) show the data and plots of the total fatalities, speeding-related fatalities and the percent of speeding-related fatalities to the total by state.

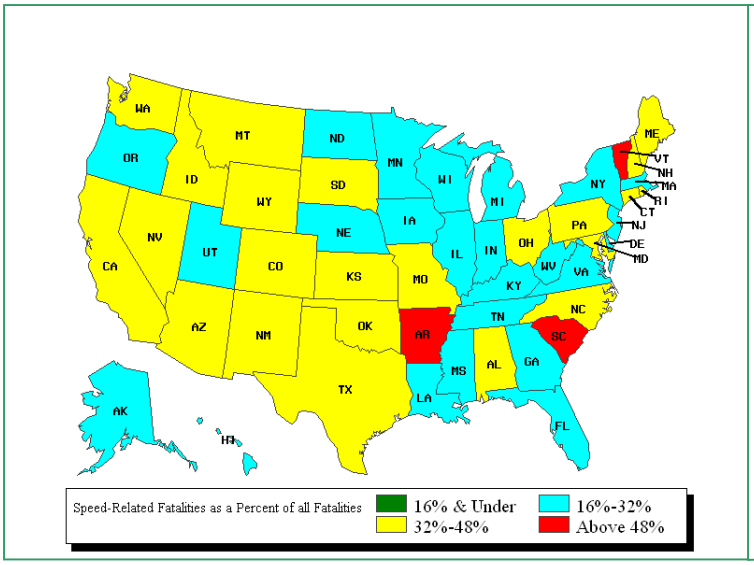
Based on the trends in speeding-related fatalities (see Appendix 6.17 (b)), states can be qualitative categorized into three groups in terms of the trend of speeding-related fatalities as a proportion of total fatalities. One group of states that can be identified are those where the percent is relatively stable, such as Alabama, Indiana, Michigan, New Mexico, North Carolina and Wisconsin. The second group that emerges is the states where the percent displays an upward or a downward trend, such as Arkansas, Georgia, Illinois, Kentucky, Louisiana, New Jersey and Utah. Another group can be formed of the states where the percent shows relatively large fluctuations, such as DC (District of Columbia), Massachusetts, New Hampshire, North Dakota, Rhode Island, Vermont and Wyoming.

Figure 23 shows the speeding-related fatalities as a percent of total fatalities by state in 1987, 1995, 2000 and 2002. This figure shows a qualitative difference in the percent between the eastern and the western halves of the US. It indicates that the western states have a higher percent of speeding-related fatalities as compared to the eastern half of the US. This might be due to the fact that most states in the western half of the US have a lower density of licensed drivers per mile of highway. This has been quantitatively studied in the companion speeding report.

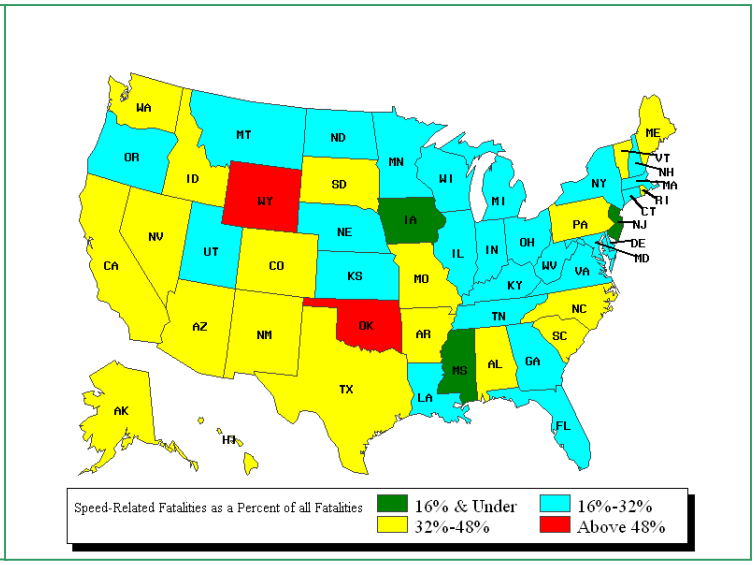
Figure 24 shows the speeding-related fatality rate per 100 Million VMT by state in 2002. This figure also indicates that the states in the western part of the US have a higher speeding-related fatality rate as compared to the eastern half of the US.

Figure 25 shows the overall percent of speeding-related fatalities to the total fatalities by state from 1983 to 2002. It shows that, as a percent of all fatalities, New Jersey is the state with the lowest percent of speeding-related fatalities, and South Carolina is the state with the highest percent of speeding-related fatalities.

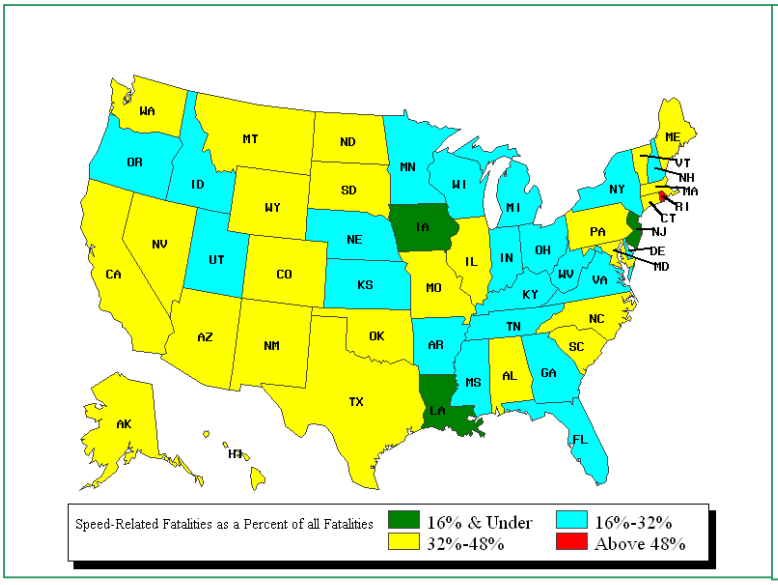
Figure 23: Speeding-Related Fatalities as a Percent of Total Fatalities in 1987, 1995, 2000 and 2002



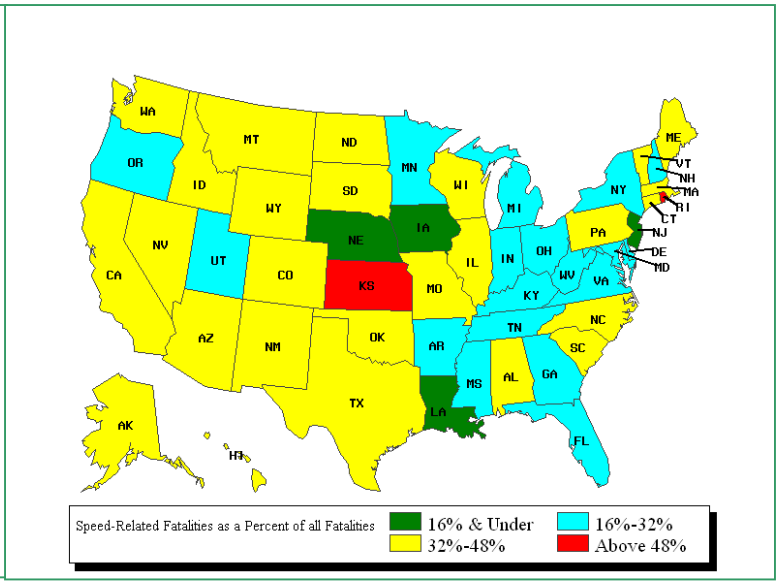
1985



1995



2000



2002

Figure 24: Speeding-Related Fatality Rate per 100 Million VMT, 2002

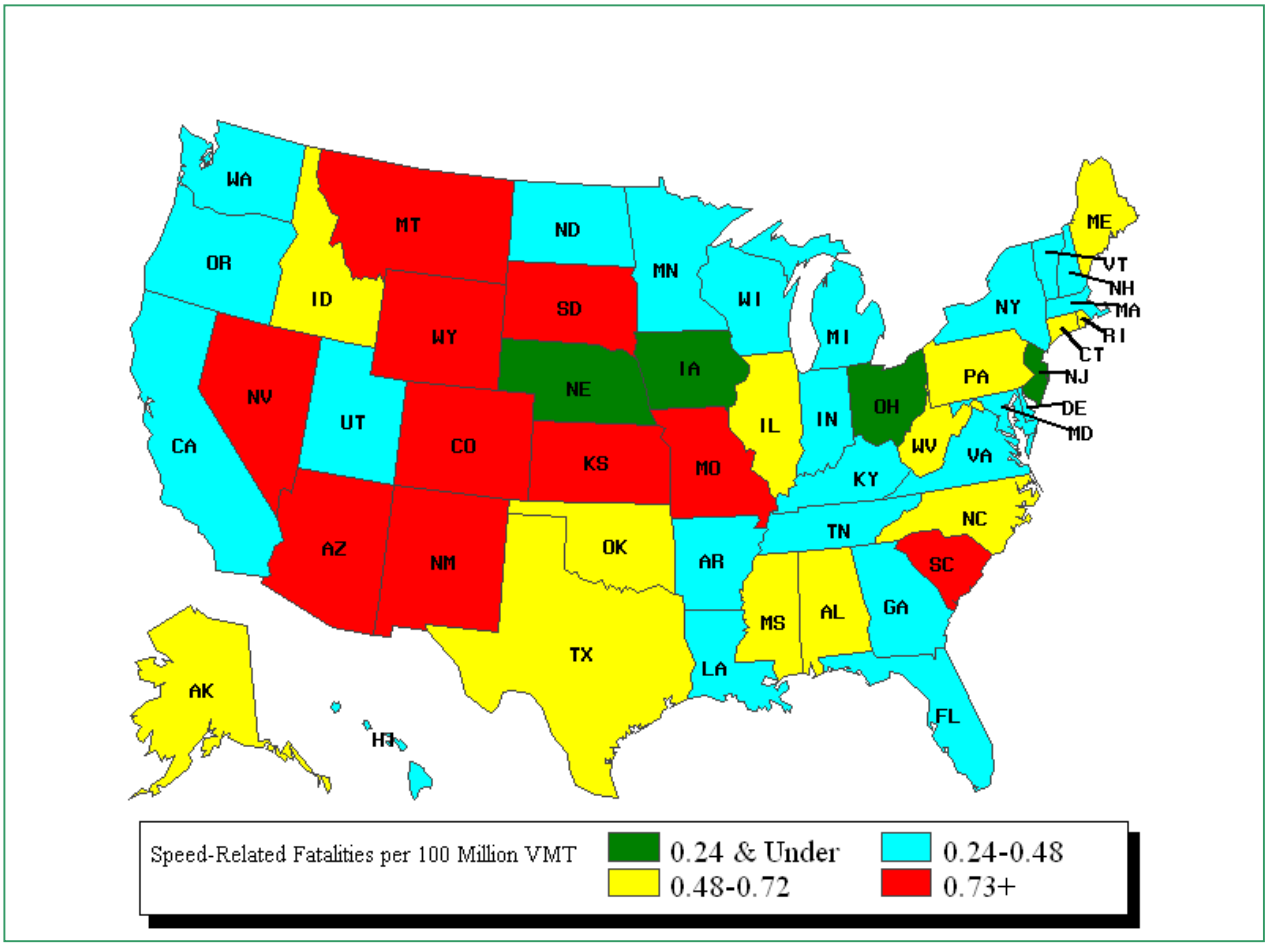
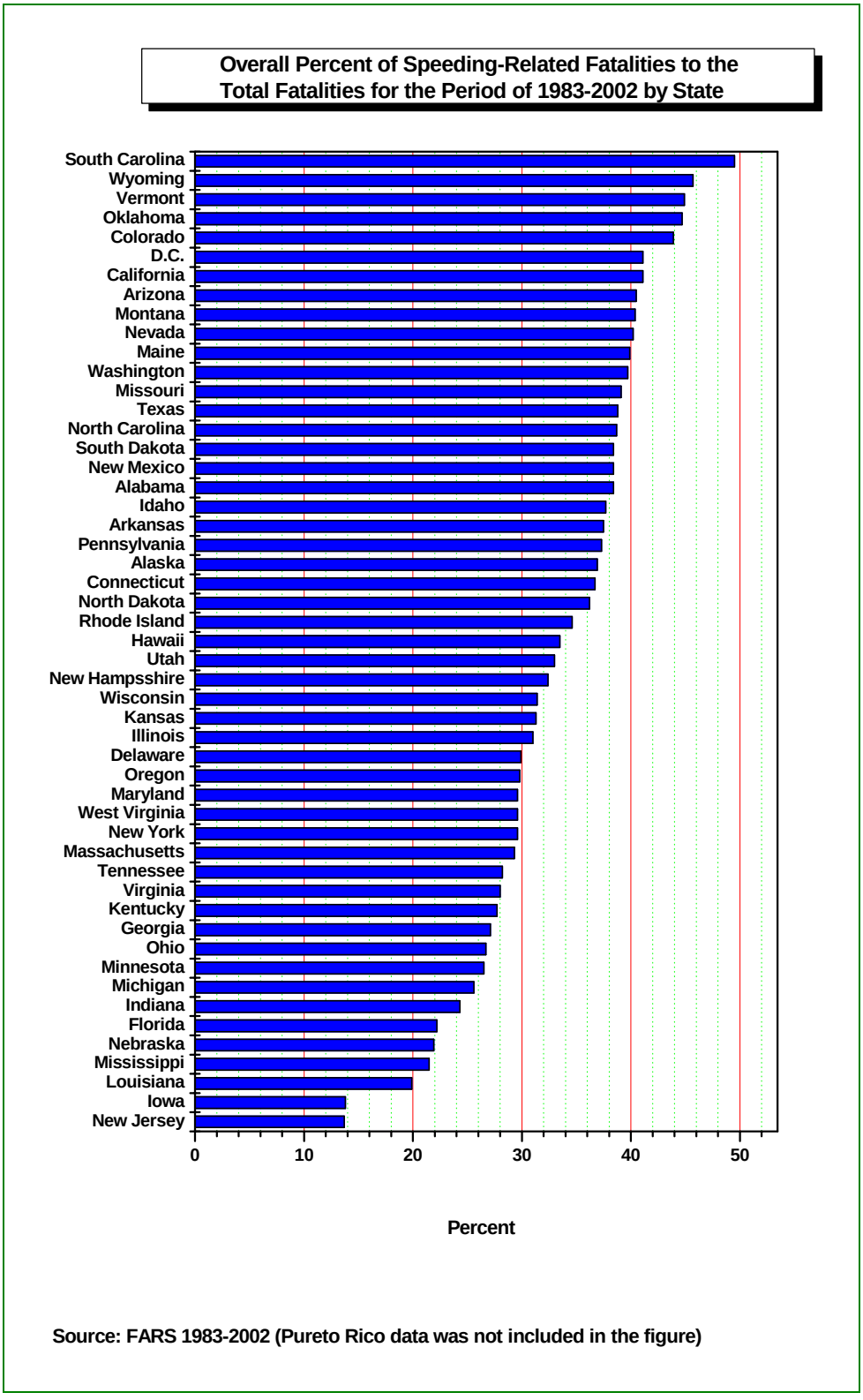


Figure 25: Overall Percent of Speeding-Related Fatalities by State for the Whole Period of 1983-2002



Source: FARS 1983-2002 (Pureto Rico data was not included in the figure)

4. Conclusions

Speeding is one of the most prevalent factors contributing to traffic 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 a driver reacts to a dangerous situation. Higher crash speeds also reduce the ability of vehicle, restraint system, and roadway hardware such as guardrails, barriers, and impact attenuators to protect vehicle occupants [2-5]. Speeding is a factor in 30 percent of all fatal crashes. About 1,000 fatalities resulted from speeding-related motor vehicle traffic crashes every month.

In this report, we have analyzed the trends of nationwide speeding-related fatal crashes in the US. Environmental related factors (*e.g.* day of week, roadway functional class, etc.), driver's behavior related factors (*e.g.* driver's age and gender, alcohol use, etc.), and vehicle related factors (*e.g.* vehicle type and crash type) have been investigated.

Saturdays have the highest number of speeding-related fatal crashes, followed by Sundays and Fridays. The number of speeding-related fatalities is the highest in arterial roads followed by local/collector roads and finally interstates. About 40 percent of speeding-related fatalities occurred on a curve, nearly twice the proportion of non-speeding related fatalities that occurred on a curve.

Male drivers are more likely to be involved in speeding-related fatal crashes than female drivers among drivers of all ages. The relative proportion of speeding drivers decreases with increased driver age. About 41 percent of intoxicated drivers (BAC= 0.08+) involved in fatal crashes were speeding, compared to only about 14 percent of the sober drivers. Over the years, while the percentage of intoxicated drivers who were speeding drivers has decreased slightly, the percentage sober drivers who were also speeding has been relatively constant.

Motorcycle operators had the highest proportion, as a percent of all motorcycle drivers involved in fatal crashes, to be speeding. Motorcycle operators involved in fatal crashes were about twice as likely as drivers of SUVs and pickup trucks to be speeding in 2002. In speeding-related single-vehicle fatal crashes, most of the fatalities occur in "rural" roadway class. There is an increase of speeding-related crash fatalities in "local" roadway function class in recent years for both "rural" and "urban" roadways.

Trends of individual statewide speeding-related fatal crashes were also studied. Distinct patterns of speeding-related fatal crashes have been found to be associated with specific regional grouping of states. Western states have a higher percent of speeding-related fatalities as compared to the Eastern half of the US.

5. References

[1] *FARS Analytic Reference Guide 1975 to 2002*. National Highway Traffic Safety Administration, U.S. Department of Transportation. DOT HS 809 463, June 2002.

[2] *Traffic Safety Facts 2002: Speeding*. National Highway Traffic Safety Administration, U.S. Department of Transportation. DOT HS 809 616.

[3] National Highway Traffic Safety Administration, *The Effect of Increased Speed Limits in the Post-NMSL Era: Report to Congress*, 1998.

[4] US DOT Speed Management Team, *Speed Management Strategic Initiative*, Federal Highway Administration, Federal Motor Carrier Safety Administration, National Highway Traffic Safety Administration, US Department of Transportation, January 2005.

[5] Insurance Institute for Highway Safety (IIHS), "*Faster Travel and the Price We Pay*", Special issue: Speeding, 38 (10), November 2003.

6. Appendix

6.1 Speeding-Related Fatal Crashes and Fatalities by Day of the Week

Table 6.1 (a)
Speeding-Related Fatal Crashes and Fatalities by Day of Week

Year		Sun	Mon	Tue	Wed	Thu	Fri	Sat	Unknown	Total
1983	**Crashes**	2244	1265	1288	1302	1505	2078	2856	0	12538
1984	**Crashes**	2391	1387	1328	1395	1508	2060	2842	3	12914
1985	**Crashes**	2456	1447	1467	1510	1682	2202	2968	1	13733
1986	**Crashes**	2621	1600	1521	1600	1753	2344	3288	3	14730
1987	**Crashes**	2582	1551	1474	1531	1750	2368	3234	2	14492
1988	**Crashes**	2562	1597	1420	1539	1726	2383	3231	5	14463
1989	**Crashes**	2477	1464	1381	1491	1652	2261	3038	1	13765
1990	**Crashes**	2383	1334	1320	1349	1473	2079	2892	1	12831
1991	**Crashes**	2227	1237	1279	1318	1454	1948	2671	4	12138
1992	**Crashes**	2063	1125	1103	1220	1346	1759	2436	1	11053
1993	**Crashes**	2002	1230	1194	1147	1282	1779	2327	2	10963
1994	**Crashes**	2035	1248	1110	1227	1268	1811	2312	6	11017
1995	**Crashes**	2085	1339	1229	1256	1407	1894	2403	1	11614
1996	**Crashes**	2027	1366	1219	1290	1431	1766	2382	2	11483
1997	**Crashes**	2163	1271	1207	1368	1338	1792	2290	5	11434
1998	**Crashes**	2029	1294	1176	1248	1416	1649	2258	5	11075
1999	**Crashes**	2050	1270	1131	1259	1264	1741	2312	1	11028
2000	**Crashes**	2076	1280	1188	1183	1305	1715	2261	3	11011
2001	**Crashes**	2100	1314	1223	1235	1365	1753	2271	7	11268
2002	**Crashes**	2247	1362	1376	1406	1451	1773	2427	4	12046
1983	**Fatalities**	2617	1437	1441	1500	1679	2365	3377	0	14416
1984	**Fatalities**	2762	1579	1463	1576	1709	2373	3287	7	14756
1985	**Fatalities**	2825	1629	1652	1691	1907	2530	3399	1	15634
1986	**Fatalities**	3049	1827	1733	1810	1964	2735	3826	3	16947
1987	**Fatalities**	3020	1760	1674	1738	1965	2728	3744	2	16631
1988	**Fatalities**	2947	1793	1588	1706	1955	2755	3755	5	16504
1989	**Fatalities**	2864	1628	1528	1695	1831	2620	3475	1	15642
1990	**Fatalities**	2757	1507	1475	1515	1659	2414	3339	1	14667
1991	**Fatalities**	2568	1394	1447	1490	1658	2239	3114	5	13915
1992	**Fatalities**	2397	1257	1232	1370	1518	2041	2848	1	12664
1993	**Fatalities**	2341	1406	1374	1279	1448	2040	2701	3	12592
1994	**Fatalities**	2376	1452	1260	1380	1432	2082	2673	8	12663
1995	**Fatalities**	2442	1527	1397	1446	1616	2192	2793	1	13414
1996	**Fatalities**	2357	1540	1368	1440	1639	2036	2763	2	13145
1997	**Fatalities**	2553	1434	1376	1558	1506	2083	2673	5	13188
1998	**Fatalities**	2313	1467	1323	1406	1592	1854	2599	7	12561
1999	**Fatalities**	2423	1448	1288	1419	1459	2002	2673	1	12713
2000	**Fatalities**	2399	1436	1318	1350	1486	1959	2600	4	12552
2001	**Fatalities**	2435	1502	1370	1382	1556	2047	2625	7	12924
2002	**Fatalities**	2609	1549	1547	1541	1646	2022	2795	4	13713

Source: FARS 1983-2002

6.1 (continued)

Table 6.1 (b)
Speeding-Related Fatal Crashes, Fatalities and Relative Proportion by Day of Week

Year	Fatal Crashes				Fatalities			
	Weekday	Percent	Weekend	Percent	Weekday	Percent	Weekend	Percent
1983	6102	30	6436	37	6895	30	7521	38
1984	6337	30	6574	36	7133	31	7616	36
1985	6890	32	6842	39	7771	33	7862	39
1986	7258	32	7469	40	8241	33	8703	41
1987	7089	31	7401	39	8052	32	8577	40
1988	7148	31	7310	38	8065	32	8434	39
1989	6824	30	6940	38	7654	31	7987	39
1990	6179	29	6651	37	6985	29	7681	37
1991	6000	30	6134	36	6804	30	7106	37
1992	5449	28	5603	36	6135	28	6528	37
1993	5552	28	5409	35	6318	28	6271	35
1994	5540	27	5471	35	6307	28	6348	36
1995	5957	28	5656	35	6818	29	6595	36
1996	6016	28	5465	35	6802	28	6341	35
1997	5865	27	5564	35	6658	28	6525	36
1998	5732	27	5338	34	6447	27	6107	35
1999	5624	26	5403	34	6403	27	6309	35
2000	5640	26	5368	33	6362	27	6186	34
2001	5821	27	5440	34	6615	28	6302	34
2002	6254	28	5788	35	7007	29	6702	36

Note: The fatal crashes with unknown day of the week are not included.
Source: FARS 1983-2002

6.2 Speeding-Related Fatalities by Speed Limit

Table 6.2
Speeding-Related Fatalities by Speed Limit

Year	No Statutory Limit	50 mph and Below	55 mph	60-65 mph	Above 65 mph	Unknown /Missing	Total
1983	58	6349	7591	-	-	418	14416
1984	21	6600	7793	-	-	342	14756
1985	43	7184	8068	-	-	339	15634
1986	26	7726	8785	-	-	410	16947
1987	39	7524	8291	458	-	319	16631
1988	38	7435	7861	852	-	318	16504
1989	45	6970	7515	796	-	316	15642
1990	44	6678	6855	810	-	280	14667
1991	26	6248	6597	819	-	225	13915
1992	33	5811	5892	735	-	193	12664
1993	36	5536	6004	841	-	175	12592
1994	20	5520	6146	817	-	160	12663
1995	23	5796	6455	928	17	195	13414
1996	63	5793	4954	1475	677	183	13145
1997	83	5920	4520	1598	845	222	13188
1998	77	5498	4239	1708	836	203	12561
1999	51	5756	4170	1645	885	206	12713
2000	64	5749	3932	1684	930	193	12552
2001	47	6074	3897	1767	914	225	12924
2002	57	6369	4193	1936	910	248	13713

Note: The Congress Allows States to Raise Speed Limit to 65 mph in 1987 and Abolishes the National Maximum Speed Limit (NMSL) in December 1995.
Source: FARS 1983-2002

6.3 Speeding-Related Fatalities by Roadway Function Class

Table 6.3
Speeding-Related Fatalities by Roadway Function Class

Year	Roadway Function Class					
	Interstate	Arterial	Collector	Local	Unknown	Total
1983	1406	6287	3903	2765	55	14416
1984	1517	6330	4052	2804	53	14756
1985	1648	6698	4204	3027	57	15634
1986	1693	7172	4581	3455	46	16947
1987	1682	7237	4345	3308	59	16631
1988	1825	6818	4363	3251	247	16504
1989	1688	6528	4174	3185	67	15642
1990	1680	6092	3933	2943	19	14667
1991	1581	5648	3696	2962	28	13915
1992	1419	5091	3384	2646	124	12664
1993	1499	5069	3164	2643	217	12592
1994	1599	5213	3147	2645	59	12663
1995	1662	5333	3427	2914	78	13414
1996	1745	5199	3179	2879	143	13145
1997	1772	5086	3244	2910	176	13188
1998	1814	4695	3000	2811	241	12561
1999	1787	4785	3080	2886	175	12713
2000	1752	4602	2907	2745	546	12552
2001	1726	4997	2973	3077	151	12924
2002	1799	5126	3272	3385	131	13713

Source: FARS 1983-2002

6.4 National (Total) Fatalities by Roadway Functional Class

	Rural								Urban									
Year	IS	OPA	MA	MAC	MIC	L	RU	TR	IS	OFE	OPA	MA	C	L	UU	TU	U	T
1981	2369	7439	5666	5911	1788	3789	697	27659	2145	1580	5420	5187	2272	3841	318	20763	827	49249
1982	2081	5818	5230	6445	1672	3698	61	25005	1990	1425	5479	4672	1991	2968	153	18678	262	43945
1983	2151	5355	4840	6431	1700	3928	81	24486	1878	1583	5340	4000	1708	3486	32	18027	76	42589
1984	2256	5738	4924	6966	1493	4145	118	25640	2043	1678	5554	4183	1840	3248	40	18586	31	44257
1985	2197	5658	4604	6747	1517	4378	93	25194	1951	1561	5823	4165	1830	3208	66	18604	27	43825
1986	2160	5813	4956	7001	1767	4702	85	26484	2119	1573	6058	4488	1842	3448	53	19581	22	46087
1987	2533	5487	5903	6891	1854	4382	81	27131	2103	1867	5977	4107	1583	3539	41	19217	42	46390
1988	2848	5304	5655	7203	1931	4487	367	27795	2294	1664	5900	4219	1610	3511	53	19251	41	47087
1989	2787	4937	5344	7032	1746	4455	91	26392	2184	1914	5775	4159	1617	3499	12	19160	30	45582
1990	2732	4451	5408	7112	1766	4275	17	25761	2261	1763	6245	3888	1398	3245	7	18807	31	44599
1991	2584	4254	4947	6495	1709	4311	28	24328	1988	1791	5541	3415	1224	3139	28	17126	54	41508
1992	2478	4139	4458	6287	1570	3858	31	22821	1869	1648	5212	3200	1091	2985	218	16223	206	39250
1993	2612	4395	4487	5889	1599	3994	483	23459	1954	1678	5165	3268	1147	3016	201	16429	262	40150
1994	2566	5121	4212	6128	1596	4152	66	23841	2147	1919	4960	3583	1217	2921	64	16811	64	40716
1995	2658	4965	4406	6218	1598	4556	48	24449	2177	1807	5041	3732	1213	3163	30	17163	205	41817
1996	2924	5251	4184	5973	1553	4396	280	24561	2321	1538	5528	3652	1208	3052	69	17368	136	42065
1997	3040	5394	4284	5920	1723	4450	324	25135	2292	1296	5420	3523	1163	3064	71	16829	49	42013
1998	3105	5378	4216	5840	1753	4459	434	25185	2283	1282	5285	3335	1037	2921	76	16219	97	41501
1999	3244	5294	4279	5833	1762	4773	363	25548	2353	1362	5065	3201	1031	2958	88	16058	111	41717
2000	3254	4917	4090	5501	1808	4414	854	24838	2419	1364	4948	3211	1001	2912	258	16113	994	41945
2001	3142	5013	4254	5896	1818	4712	315	25150	2523	1425	5148	3355	1094	3350	93	16988	58	42196
2002	3297	4884	4474	5972	2002	5064	156	25849	2452	1481	5047	3174	1136	3469	33	16792	174	42815

Notes:

Rural: IS-Interstate, OPA-Other Principal Arterial, MA-Minor Arterial, MAC-Major Collector, MIC-Minor Collector, L-Local, RU-Rural Unknown, TR-Total Rural

Urban: IS-Interstate, OFE-Other Freeway & Expressway, OPA-Other Principal Arterial, MA-Minor Arterial, C-Collector, L-Local, UU-Urban Unknown, TU-Total Urban

Total: U-Unknown, T-Total

6.5 Speeding-Related Fatalities by Roadway Functional Class

	Rural								Urban									
Year	IS	OPA	MA	MAC	MIC	L	RU	TR	IS	OFE	OPA	MA	C	L	UU	TU	U	T
1982	740	1721	1683	2716	729	1646	22	9257	742	448	1594	1503	672	1027	62	6048	49	15354
1983	775	1532	1528	2582	741	1682	35	8875	631	487	1492	1248	580	1083	10	5531	10	14416
1984	822	1605	1518	2751	669	1741	38	9144	695	527	1409	1270	632	1062	12	5607	5	14756
1985	933	1704	1491	2796	710	1953	38	9625	715	532	1630	1341	698	1074	15	6005	4	15634
1986	874	1766	1704	2988	888	2154	25	10399	819	511	1748	1443	705	1301	14	6541	7	16947
1987	922	1546	2121	2891	839	2078	29	10426	760	644	1648	1278	615	1230	15	6190	15	16631
1988	988	1512	1812	2849	907	2065	206	10339	837	522	1670	1302	607	1186	21	6145	20	16504
1989	947	1405	1704	2760	806	1985	51	9658	741	627	1538	1254	608	1200	7	5975	9	15642
1990	890	1180	1658	2749	719	1804	9	9009	790	520	1615	1119	465	1139	1	5649	9	14667
1991	850	1136	1497	2480	766	1904	10	8643	731	559	1416	1040	450	1058	8	5262	10	13915
1992	768	1053	1337	2334	677	1653	12	7834	651	471	1349	881	373	993	64	4782	48	12664
1993	849	1134	1318	2114	692	1694	113	7914	650	492	1265	860	358	949	42	4616	62	12592
1994	834	1283	1227	2119	639	1697	18	7817	765	557	1224	922	389	948	14	4819	27	12663
1995	891	1391	1246	2304	693	1890	18	8433	771	527	1207	962	430	1024	9	4930	51	13414
1996	967	1310	1171	2115	662	1869	88	8182	778	524	1265	929	402	1010	25	4933	30	13145
1997	968	1337	1138	2161	697	1891	128	8320	804	431	1302	878	386	1019	24	4844	24	13188
1998	1003	1255	1140	2020	650	1874	179	8121	811	397	1097	806	330	937	20	4398	42	12561
1999	1019	1133	1194	2072	642	1939	116	8115	768	480	1170	808	366	947	26	4565	33	12713
2000	930	1076	1095	1912	666	1761	234	7674	822	447	1149	835	329	984	67	4633	245	12552
2001	899	1233	1140	1985	632	1926	110	7925	827	486	1188	950	356	1151	25	4983	16	12924
2002	956	1207	1275	2119	761	2207	71	8596	843	526	1209	909	392	1178	14	5071	46	13713

Notes:
Rural: IS-Interstate, OPA-Other Principal Arterial, MA-Minor Arterial, MAC-Major Collector, MIC-Minor Collector, L-Local, RU-Rural Unknown, TR-Total Rural
Urban: IS-Interstate, OFE-Other Freeway & Expressway, OPA-Other Principal Arterial, MA-Minor Arterial, C-Collector, L-Local, UU-Urban Unknown, TU-Total Urban
Total: U-Unknown, T-Total

6.6 National (Total) Fatality Rate per 100 Highway Mileage by Roadway Functional Class

	Rural								Urban									
Year	IS	OPA	MA	MAC	MIC	L	RU	TR	IS	OFE	OPA	MA	C	L	UU	TU	U	T
1981	7.19	9.11	3.81	1.34	0.60	0.17	-	0.86	23.03	23.23	12.08	7.85	3.29	0.88	-	3.29	-	1.28
1982	6.33	7.38	3.47	1.47	0.56	0.17	-	0.78	20.71	20.27	12.01	6.94	2.86	0.67	-	2.91	-	1.14
1983	6.57	6.59	3.28	1.48	0.57	0.18	-	0.76	18.33	22.60	11.27	5.78	2.35	0.76	-	2.72	-	1.10
1984	6.91	7.12	3.35	1.61	0.50	0.19	-	0.80	19.20	23.54	11.42	5.91	2.49	0.70	-	2.75	-	1.14
1985	6.71	7.01	3.14	1.56	0.51	0.20	-	0.79	18.02	21.77	11.67	5.77	2.43	0.67	-	2.69	-	1.13
1986	6.59	7.16	3.35	1.62	0.60	0.21	-	0.83	19.15	21.56	12.04	6.03	2.46	0.71	-	2.79	-	1.19
1987	7.65	6.80	4.01	1.58	0.63	0.20	-	0.86	18.76	25.26	11.84	5.48	2.06	0.72	-	2.71	-	1.20
1988	8.55	6.57	3.84	1.65	0.66	0.21	-	0.89	20.25	22.03	11.58	5.63	2.08	0.68	-	2.60	-	1.22
1989	8.35	6.10	3.63	1.61	0.59	0.21	-	0.85	19.04	25.24	11.22	5.56	2.06	0.66	-	2.54	-	1.18
1990	8.14	5.31	3.74	1.63	0.60	0.20	-	0.83	19.61	22.99	12.02	5.21	1.79	0.62	-	2.53	-	1.15
1991	7.67	4.90	3.49	1.49	0.58	0.20	-	0.78	17.13	23.23	10.55	4.57	1.59	0.60	-	2.28	-	1.07
1992	7.52	4.36	3.24	1.45	0.55	0.18	-	0.73	14.93	19.41	10.04	3.96	1.32	0.54	-	2.07	-	1.01
1993	8.00	4.54	3.26	1.36	0.57	0.19	-	0.76	15.17	18.98	9.80	3.76	1.35	0.54	-	2.04	-	1.03
1994	7.91	5.27	3.05	1.42	0.57	0.20	-	0.77	16.36	21.34	9.34	4.08	1.41	0.52	-	2.07	-	1.04
1995	8.16	5.07	3.21	1.44	0.58	0.22	-	0.79	16.54	20.14	9.55	4.22	1.39	0.56	-	2.09	-	1.07
1996	8.91	5.35	3.05	1.38	0.57	0.21	-	0.79	17.56	17.04	10.43	4.10	1.38	0.53	-	2.10	-	1.07
1997	9.26	5.49	3.12	1.37	0.63	0.21	-	0.81	17.30	14.30	10.18	3.95	1.32	0.52	-	2.01	-	1.06
1998	9.46	5.44	3.07	1.35	0.64	0.21	-	0.82	17.15	14.05	9.95	3.73	1.18	0.50	-	1.93	-	1.06
1999	9.84	5.36	3.11	1.35	0.65	0.23	-	0.83	17.63	14.91	9.52	3.58	1.17	0.50	-	1.90	-	1.06
2000	9.85	4.97	2.97	1.27	0.67	0.21	-	0.81	18.08	14.92	9.28	3.58	1.13	0.49	-	1.89	-	1.07
2001	9.50	5.05	3.09	1.36	0.67	0.22	-	0.82	18.82	15.61	9.70	3.73	1.23	0.54	-	1.94	-	1.07
2002	9.99	4.94	3.25	1.39	0.74	0.24	-	0.84	18.18	15.89	9.44	3.51	1.27	0.54	-	1.88	-	1.08

Notes:

Rural: IS-Interstate, OPA-Other Principal Arterial, MA-Minor Arterial, MAC-Major Collector, MIC-Minor Collector, L-Local, RU-Rural Unknown, TR-Total Rural

Urban: IS-Interstate, OFE-Other Freeway & Expressway, OPA-Other Principal Arterial, MA-Minor Arterial, C-Collector, L-Local, UU-Urban Unknown, TU-Total Urban

Total: U-Unknown, T-Total

6.7 Speeding-Related Fatality Rate per 100 Highway Mileage by Roadway Functional Class

	Rural								Urban									
Year	IS	OPA	MA	MAC	MIC	L	RU	TR	IS	OFE	OPA	MA	C	L	UU	TU	U	T
1982	2.25	2.18	1.12	0.62	0.24	0.07	-	0.29	7.72	6.37	3.49	2.23	0.97	0.23	-	0.94	-	0.40
1983	2.37	1.89	1.04	0.59	0.25	0.08	-	0.28	6.16	6.95	3.15	1.80	0.80	0.24	-	0.83	-	0.37
1984	2.52	1.99	1.03	0.64	0.22	0.08	-	0.28	6.53	7.39	2.90	1.79	0.85	0.23	-	0.83	-	0.38
1985	2.85	2.11	1.02	0.65	0.24	0.09	-	0.30	6.60	7.42	3.27	1.86	0.93	0.23	-	0.87	-	0.40
1986	2.67	2.17	1.15	0.69	0.30	0.10	-	0.33	7.40	7.00	3.47	1.94	0.94	0.27	-	0.93	-	0.44
1987	2.78	1.92	1.44	0.66	0.28	0.10	-	0.33	6.78	8.71	3.27	1.70	0.80	0.25	-	0.87	-	0.43
1988	2.97	1.87	1.23	0.65	0.31	0.10	-	0.33	7.39	6.91	3.28	1.74	0.78	0.23	-	0.83	-	0.43
1989	2.84	1.74	1.16	0.63	0.27	0.09	-	0.31	6.46	8.27	2.99	1.68	0.77	0.23	-	0.79	-	0.40
1990	2.65	1.41	1.15	0.63	0.24	0.08	-	0.29	6.85	6.78	3.11	1.50	0.59	0.22	-	0.76	-	0.38
1991	2.52	1.31	1.06	0.57	0.26	0.09	-	0.28	6.30	7.25	2.70	1.39	0.58	0.20	-	0.70	-	0.36
1992	2.33	1.11	0.97	0.54	0.24	0.08	-	0.25	5.20	5.55	2.60	1.09	0.45	0.18	-	0.61	-	0.32
1993	2.60	1.17	0.96	0.49	0.25	0.08	-	0.26	5.05	5.56	2.40	0.99	0.42	0.17	-	0.57	-	0.32
1994	2.57	1.32	0.89	0.49	0.23	0.08	-	0.25	5.83	6.19	2.30	1.05	0.45	0.17	-	0.59	-	0.32
1995	2.73	1.42	0.91	0.53	0.25	0.09	-	0.27	5.86	5.88	2.29	1.09	0.49	0.18	-	0.60	-	0.34
1996	2.95	1.33	0.85	0.49	0.24	0.09	-	0.26	5.89	5.80	2.39	1.04	0.46	0.18	-	0.60	-	0.34
1997	2.95	1.36	0.83	0.50	0.26	0.09	-	0.27	6.07	4.76	2.45	0.98	0.44	0.17	-	0.58	-	0.33
1998	3.06	1.27	0.83	0.47	0.24	0.09	-	0.26	6.09	4.35	2.06	0.90	0.37	0.16	-	0.52	-	0.32
1999	3.09	1.15	0.87	0.48	0.24	0.09	-	0.26	5.76	5.26	2.20	0.90	0.42	0.16	-	0.54	-	0.32
2000	2.81	1.09	0.80	0.44	0.25	0.08	-	0.25	6.14	4.89	2.16	0.93	0.37	0.16	-	0.54	-	0.32
2001	2.72	1.24	0.83	0.46	0.23	0.09	-	0.26	6.17	5.33	2.24	1.06	0.40	0.18	-	0.57	-	0.33
2002	2.90	1.22	0.93	0.49	0.28	0.11	-	0.28	6.25	5.64	2.26	1.01	0.44	0.18	-	0.57	-	0.35

Notes:

Rural: IS-Interstate, OPA-Other Principal Arterial, MA-Minor Arterial, MAC-Major Collector, MIC-Minor Collector, L-Local, RU-Rural Unknown, TR-Total Rural

Urban: IS-Interstate, OFE-Other Freeway & Expressway, OPA-Other Principal Arterial, MA-Minor Arterial, C-Collector, L-Local, UU-Urban Unknown, TU-Total Urban

Total: U-Unknown, T-Total

6.8 National (Total) Fatality Rate per 100 Million VMT by Roadway Functional Class

	Rural								URBAN									
Year	IS	OPA	MA	MAC	MIC	L	RU	TR	IS	OFE	OPA	MA	C	L	UU	TU	U	T
1981	1.70	5.51	4.29	3.88	4.35	4.29	-	4.02	1.29	1.94	2.34	3.05	2.82	2.81	-	2.39	-	3.17
1982	1.46	4.34	3.85	4.17	4.12	4.53	-	3.63	1.13	1.58	2.26	2.56	2.38	2.25	-	2.06	-	2.76
1983	1.48	3.82	3.63	4.10	3.89	4.84	-	3.50	0.98	1.81	2.08	2.12	1.97	2.49	-	1.89	-	2.58
1984	1.51	3.98	3.60	4.38	3.48	4.80	-	3.57	1.00	1.79	2.05	2.14	2.09	2.18	-	1.85	-	2.57
1985	1.42	3.88	3.36	4.13	3.50	5.04	-	3.45	0.90	1.60	2.09	2.06	2.04	2.00	-	1.78	-	2.47
1986	1.35	3.89	3.52	4.25	4.10	5.21	-	3.54	0.91	1.49	2.11	2.15	2.05	2.11	-	1.80	-	2.51
1987	1.49	3.53	4.03	3.95	4.16	4.92	-	3.48	0.86	1.70	1.96	1.83	1.65	2.20	-	1.68	-	2.41
1988	1.57	3.31	3.73	3.92	4.11	4.79	-	3.40	0.89	1.42	1.85	1.82	1.62	1.92	-	1.59	-	2.32
1989	1.46	2.98	3.41	3.76	3.58	4.56	-	3.12	0.81	1.57	1.77	1.77	1.59	1.82	-	1.53	-	2.17
1990	1.36	2.54	3.47	3.73	3.54	4.39	-	2.96	0.81	1.38	1.86	1.65	1.32	1.70	-	1.47	-	2.08
1991	1.26	2.37	3.18	3.35	3.31	4.39	-	2.75	0.70	1.40	1.63	1.43	1.14	1.67	-	1.33	-	1.91
1992	1.21	2.10	3.03	3.40	3.14	3.87	-	2.58	0.62	1.19	1.51	1.22	0.94	1.51	-	1.19	-	1.75
1993	1.25	2.16	3.06	3.31	3.32	3.90	-	2.65	0.62	1.18	1.46	1.18	0.97	1.50	-	1.17	-	1.75
1994	1.19	2.47	2.81	3.37	3.29	3.96	-	2.62	0.65	1.30	1.36	1.25	1.01	1.46	-	1.16	-	1.73
1995	1.19	2.30	2.88	3.34	3.20	4.33	-	2.62	0.64	1.19	1.36	1.27	0.96	1.54	-	1.15	-	1.73
1996	1.26	2.37	2.66	3.13	3.10	4.08	-	2.56	0.66	0.98	1.46	1.22	0.93	1.46	-	1.14	-	1.69
1997	1.27	2.36	2.62	2.93	3.29	3.94	-	2.52	0.63	0.81	1.41	1.17	0.89	1.43	-	1.08	-	1.64
1998	1.23	2.26	2.54	2.87	3.23	3.73	-	2.44	0.61	0.77	1.36	1.08	0.79	1.29	-	1.02	-	1.58
1999	1.25	2.17	2.53	2.82	3.06	3.83	-	2.40	0.61	0.79	1.29	1.02	0.78	1.26	-	0.99	-	1.55
2000	1.21	1.98	2.38	2.62	3.14	3.47	-	2.29	0.61	0.77	1.24	0.99	0.74	1.24	-	0.97	-	1.53
2001	1.15	1.98	2.44	2.78	3.02	3.43	-	2.26	0.63	0.78	1.28	1.02	0.79	1.43	-	1.01	-	1.51
2002	1.18	1.90	2.54	2.80	3.26	3.63	-	2.29	0.60	0.78	1.24	0.94	0.80	1.45	-	0.97	-	1.50

Notes:
Rural: IS-Interstate, OPA-Other Principal Arterial, MA-Minor Arterial, MAC-Major Collector, MIC-Minor Collector, L-Local, RU-Rural Unknown, TR-Total Rural
Urban: IS-Interstate, OFE-Other Freeway & Expressway, OPA-Other Principal Arterial, MA-Minor Arterial, C-Collector, L-Local, UU-Urban Unknown, TU-Total Urban
Total: U-Unknown, T-Total

6.9 Speeding-Related Fatality Rate per 100 Million VMT by Roadway Functional Class

	Rural								URBAN									
Year	IS	OPA	MA	MAC	MIC	L	RU	TR	IS	OFE	OPA	MA	C	L	UU	TU	U	T
1982	0.52	1.28	1.24	1.76	1.80	2.02	-	1.34	0.42	0.50	0.66	0.82	0.80	0.78	-	0.67	-	0.96
1983	0.53	1.09	1.15	1.65	1.69	2.07	-	1.27	0.33	0.56	0.58	0.66	0.67	0.77	-	0.58	-	0.87
1984	0.55	1.11	1.11	1.73	1.56	2.02	-	1.27	0.34	0.56	0.52	0.65	0.72	0.71	-	0.56	-	0.86
1985	0.60	1.17	1.09	1.71	1.64	2.25	-	1.32	0.33	0.55	0.58	0.66	0.78	0.67	-	0.58	-	0.88
1986	0.55	1.18	1.21	1.81	2.06	2.39	-	1.39	0.35	0.48	0.61	0.69	0.78	0.80	-	0.60	-	0.92
1987	0.54	0.99	1.45	1.66	1.88	2.33	-	1.34	0.31	0.59	0.54	0.57	0.64	0.76	-	0.54	-	0.87
1988	0.54	0.94	1.19	1.55	1.93	2.20	-	1.26	0.32	0.45	0.52	0.56	0.61	0.65	-	0.51	-	0.81
1989	0.50	0.85	1.09	1.47	1.65	2.03	-	1.14	0.27	0.51	0.47	0.53	0.60	0.62	-	0.48	-	0.75
1990	0.44	0.67	1.06	1.44	1.44	1.85	-	1.04	0.28	0.41	0.48	0.47	0.44	0.60	-	0.44	-	0.68
1991	0.41	0.63	0.96	1.28	1.48	1.94	-	0.98	0.26	0.44	0.42	0.43	0.42	0.56	-	0.41	-	0.64
1992	0.37	0.54	0.91	1.26	1.35	1.66	-	0.89	0.21	0.34	0.39	0.34	0.32	0.50	-	0.35	-	0.56
1993	0.41	0.56	0.90	1.19	1.44	1.65	-	0.89	0.20	0.35	0.36	0.31	0.30	0.47	-	0.33	-	0.55
1994	0.39	0.62	0.82	1.16	1.32	1.62	-	0.86	0.23	0.38	0.34	0.32	0.32	0.47	-	0.33	-	0.54
1995	0.40	0.65	0.81	1.24	1.39	1.80	-	0.90	0.23	0.35	0.33	0.33	0.34	0.50	-	0.33	-	0.55
1996	0.42	0.59	0.74	1.11	1.32	1.73	-	0.85	0.22	0.33	0.33	0.31	0.31	0.48	-	0.32	-	0.53
1997	0.40	0.58	0.70	1.07	1.33	1.68	-	0.83	0.22	0.27	0.34	0.29	0.30	0.47	-	0.31	-	0.51
1998	0.40	0.53	0.69	0.99	1.20	1.57	-	0.79	0.22	0.24	0.28	0.26	0.25	0.41	-	0.28	-	0.48
1999	0.39	0.46	0.71	1.00	1.11	1.56	-	0.76	0.20	0.28	0.30	0.26	0.28	0.40	-	0.28	-	0.47
2000	0.35	0.43	0.64	0.91	1.16	1.39	-	0.71	0.21	0.25	0.29	0.26	0.24	0.42	-	0.28	-	0.46
2001	0.33	0.49	0.65	0.94	1.05	1.40	-	0.71	0.21	0.27	0.30	0.29	0.26	0.49	-	0.30	-	0.46
2002	0.34	0.47	0.72	0.99	1.24	1.58	-	0.76	0.21	0.28	0.30	0.27	0.28	0.49	-	0.29	-	0.48

Notes:

Rural: IS-Interstate, OPA-Other Principal Arterial, MA-Minor Arterial, MAC-Major Collector, MIC-Minor Collector, L-Local, RU-Rural Unknown, TR-Total Rural

Urban: IS-Interstate, OFE-Other Freeway & Expressway, OPA-Other Principal Arterial, MA-Minor Arterial, C-Collector, L-Local, UU-Urban Unknown, TU-Total Urban

Total: U-Unknown, T-Total

6.10 Speeding Drivers and Relative Proportion of Speeding Drivers (Number in Parenthesis) in Fatal Crashes by Age and Sex

Table 6.10
Speeding Drivers and Relative Proportion of Speeding Drivers (Number in Parenthesis) in Fatal Crashes by Age and Sex

Year	Gender	15-20	21-24	25-34	35-44	45-54	55-64	65-74	75+
1983	**Male**	2812(38)	2391(35)	3220(27)	1311(21)	580(15)	330(11)	157(9)	80(7)
1984	**Male**	2926(37)	2459(34)	3262(26)	1231(18)	551(14)	353(11)	192(10)	86(7)
1985	**Male**	2941(39)	2614(36)	3575(29)	1419(21)	608(15)	379(12)	186(10)	77(6)
1986	**Male**	3344(41)	2715(37)	3742(29)	1511(21)	612(15)	366(12)	191(10)	119(8)
1987	**Male**	3176(41)	2542(36)	3779(29)	1536(20)	599(14)	358(11)	185(9)	101(7)
1988	**Male**	3137(40)	2503(37)	3648(28)	1634(21)	657(15)	375(12)	187(9)	115(7)
1989	**Male**	2910(40)	2213(36)	3474(28)	1544(20)	676(15)	381(12)	211(10)	115(7)
1990	**Male**	2692(39)	1979(35)	3384(28)	1553(20)	595(13)	332(11)	178(8)	84(5)
1991	**Male**	2441(40)	1955(37)	3004(27)	1520(21)	635(15)	297(11)	188(9)	103(6)
1992	**Male**	2112(38)	1718(35)	2669(27)	1477(21)	615(14)	298(11)	186(9)	119(7)
1993	**Male**	2118(38)	1747(35)	2619(26)	1400(19)	589(13)	290(10)	166(8)	141(7)
1994	**Male**	2228(38)	1663(34)	2487(25)	1318(18)	704(14)	315(11)	185(8)	109(6)
1995	**Male**	2154(37)	1767(36)	2628(26)	1544(19)	708(14)	354(12)	190(9)	121(6)
1996	**Male**	2107(36)	1646(35)	2514(26)	1588(20)	745(14)	334(11)	205(9)	147(7)
1997	**Male**	2114(38)	1530(35)	2397(26)	1579(20)	833(15)	357(11)	211(9)	130(6)
1998	**Male**	2095(37)	1498(35)	2244(25)	1585(19)	851(15)	342(10)	190(8)	155(7)
1999	**Male**	2124(37)	1466(34)	2245(25)	1593(20)	854(15)	367(11)	171(8)	146(6)
2000	**Male**	2039(35)	1513(33)	2224(25)	1579(19)	838(14)	391(11)	170(8)	145(7)
2001	**Male**	2114(37)	1566(33)	2297(26)	1599(19)	923(15)	363(10)	189(9)	149(7)
2002	**Male**	2271(39)	1779(37)	2399(28)	1577(20)	972(15)	484(13)	209(10)	141(7)
1983	**Female**	462(22)	294(19)	419(16)	228(13)	109(11)	86(9)	41(6)	20(5)
1984	**Female**	498(23)	323(19)	482(17)	243(13)	109(10)	87(9)	46(6)	31(6)
1985	**Female**	547(25)	369(21)	468(16)	264(13)	126(12)	97(10)	63(8)	34(7)
1986	**Female**	585(25)	383(22)	544(17)	268(14)	115(10)	79(8)	58(7)	31(6)
1987	**Female**	621(26)	376(21)	603(18)	305(14)	147(12)	79(8)	64(7)	27(5)
1988	**Female**	589(24)	343(20)	609(18)	297(13)	140(11)	81(7)	60(7)	47(7)
1989	**Female**	605(25)	325(21)	661(19)	340(14)	147(10)	71(7)	66(7)	43(6)
1990	**Female**	526(24)	319(21)	540(16)	294(12)	130(9)	79(8)	62(6)	38(5)
1991	**Female**	529(25)	296(20)	539(17)	328(14)	122(10)	73(8)	59(7)	32(4)
1992	**Female**	463(24)	268(19)	493(16)	302(14)	145(11)	75(8)	58(7)	45(6)
1993	**Female**	489(25)	249(18)	539(18)	313(13)	137(9)	65(7)	60(6)	46(5)
1994	**Female**	522(24)	262(19)	511(17)	331(13)	175(11)	71(7)	58(6)	36(4)
1995	**Female**	547(25)	276(20)	575(18)	361(13)	176(10)	79(8)	67(6)	42(4)
1996	**Female**	580(25)	251(17)	620(19)	386(13)	195(11)	76(7)	68(7)	46(5)
1997	**Female**	596(26)	249(19)	551(17)	410(15)	228(12)	86(7)	67(6)	61(6)
1998	**Female**	532(23)	248(19)	507(16)	463(16)	206(10)	79(7)	63(6)	44(4)
1999	**Female**	565(24)	235(18)	495(17)	408(14)	192(10)	94(8)	61(6)	36(3)
2000	**Female**	588(25)	266(19)	475(16)	397(14)	173(8)	97(8)	57(6)	60(6)
2001	**Female**	582(24)	248(18)	420(15)	417(14)	240(11)	83(7)	66(7)	37(3)
2002	**Female**	612(25)	313(22)	456(17)	400(14)	263(12)	105(8)	53(6)	51(5)

Note: The drivers with unknown (or missing) age or sex are not included in the table.
Source: FARS 1983-2002

6.11 Speeding Drivers and Relative Proportion of Speeding Drivers (Number in Parenthesis) in Fatal Crashes by Time of Day

Table 6.11
Speeding Drivers and Relative Proportion of
Speeding Drivers (Number in Parenthesis) in Fatal Crashes by Time of Day

Year	0-3 am	3-6 am	6-9 am	9-12 am	12-3 pm	3-6 pm	6-9 pm	9-12 pm
1983	2874(35)	1087(33)	765(19)	685(15)	1014(17)	1685(19)	2064(24)	2453(29)
1984	2852(35)	1088(30)	811(18)	744(15)	1104(17)	1707(19)	2133(23)	2513(29)
1985	2877(37)	1216(33)	905(19)	838(16)	1292(18)	1957(20)	2178(23)	2594(29)
1986	3201(38)	1282(33)	886(17)	830(15)	1257(17)	1986(19)	2372(24)	2936(31)
1987	2989(37)	1249(32)	966(18)	852(15)	1296(17)	1931(18)	2419(24)	2878(30)
1988	3044(37)	1323(33)	1014(18)	867(15)	1254(16)	1917(18)	2350(23)	2749(29)
1989	2772(36)	1163(30)	1063(19)	860(15)	1272(16)	1839(18)	2228(23)	2681(30)
1990	2812(36)	1197(30)	827(15)	742(13)	1103(15)	1774(17)	1939(21)	2455(28)
1991	2643(37)	1104(30)	862(17)	747(14)	1143(16)	1615(17)	1846(22)	2249(28)
1992	2202(35)	926(28)	781(17)	698(13)	1055(15)	1502(16)	1847(22)	2121(29)
1993	2183(35)	960(28)	819(16)	772(13)	1123(15)	1465(16)	1741(20)	1977(27)
1994	2085(35)	946(28)	885(16)	754(13)	1129(14)	1652(17)	1650(20)	1925(27)
1995	2148(36)	1005(29)	917(17)	826(14)	1176(14)	1704(16)	1802(21)	2099(28)
1996	2153(36)	1014(28)	957(17)	860(14)	1198(15)	1682(16)	1758(20)	1959(26)
1997	2036(35)	1032(30)	984(17)	858(14)	1157(14)	1589(15)	1812(20)	2001(27)
1998	2080(36)	986(28)	950(16)	847(13)	1175(14)	1620(16)	1706(20)	1808(26)
1999	1942(34)	1024(28)	965(16)	837(13)	1176(14)	1597(15)	1651(19)	1897(27)
2000	1949(33)	1070(27)	954(16)	849(13)	1114(13)	1626(15)	1656(19)	1822(25)
2001	2086(35)	1036(28)	944(16)	860(13)	1189(14)	1624(16)	1700(20)	1888(26)
2002	2294(36)	1195(30)	1040(17)	809(13)	1252(15)	1697(17)	1830(21)	2041(27)

Note: The drivers with unknown time of day are not included in the table.
Source: FARS 1983-2002

6.12 Speeding Drivers and Relative Proportion of Speeding Drivers (Number in Parenthesis) in Fatal Crashes by Alcohol BAC

Table 6.12 Speeding Drivers and Relative Proportion of Speeding Drivers (Number in Parenthesis) in Fatal Crashes by Alcohol BAC			
Year	**BAC = 0.00**	**BAC = 0.01- 0.07**	**BAC = 0.08 +**
1983	4295(13)	845(30)	7394(39)
1984	4703(13)	986(30)	7189(39)
1985	5489(14)	1022(33)	7178(43)
1986	5479(14)	1187(33)	7951(44)
1987	5804(14)	1115(33)	7557(43)
1988	5943(14)	1078(33)	7450(43)
1989	6020(15)	906(32)	6928(43)
1990	5140(13)	916(31)	6802(41)
1991	5237(14)	798(31)	6168(42)
1992	4946(14)	721(30)	5434(42)
1993	5196(13)	695(30)	5150(41)
1994	5442(14)	666(30)	4940(40)
1995	5793(14)	762(33)	5119(41)
1996	5843(14)	705(30)	5025(41)
1997	6004(14)	691(32)	4879(42)
1998	5841(14)	673(30)	4766(41)
1999	5816(14)	686(31)	4693(41)
2000	5676(13)	722(30)	4758(39)
2001	5863(14)	742(31)	4823(39)
2002	6372(15)	761(33)	5131(42)
Source: FARS 1983-2002			

6.13 Speeding Drivers and Relative Proportion of Speeding Drivers (Number in Parenthesis) in Fatal Crashes by Vehicle Type

Table 6.13
Speeding Drivers and Relative Proportion of
Speeding Drivers (Number in Parenthesis) in Fatal Crashes by Vehicle Type

Year	Passenger Cars	SUVs	Pick Up	Vans	Large Trucks	Motorcycles	Other/Unknown Vehicles
1983	7778(24)	306(30)	1844(24)	240(15)	563(12)	1745(41)	226(11)
1984	7872(23)	315(30)	1907(23)	241(14)	615(12)	1873(40)	253(11)
1985	8210(24)	373(30)	1988(24)	251(14)	662(13)	2093(46)	384(14)
1986	8925(25)	408(25)	2190(25)	289(15)	595(12)	2096(46)	388(15)
1987	8833(24)	417(27)	2290(24)	311(14)	534(11)	1907(47)	392(14)
1988	8936(24)	445(27)	2463(24)	321(13)	566(11)	1629(44)	290(12)
1989	8364(24)	466(25)	2528(25)	319(13)	542(11)	1447(45)	315(12)
1990	7696(23)	468(24)	2413(24)	305(12)	422(9)	1422(44)	252(11)
1991	7226(23)	575(24)	2277(24)	300(12)	422(10)	1298(46)	219(12)
1992	6645(22)	518(22)	2144(23)	336(13)	318(8)	1087(45)	184(12)
1993	6473(22)	564(21)	2144(22)	363(13)	356(8)	1056(43)	174(11)
1994	6512(22)	608(21)	2091(21)	406(13)	365(8)	1027(44)	139(9)
1995	6862(22)	711(21)	2331(22)	397(12)	360(8)	957(42)	164(12)
1996	6687(22)	813(22)	2251(21)	448(13)	389(8)	922(42)	172(11)
1997	6589(22)	849(21)	2253(21)	444(12)	413(9)	884(41)	142(10)
1998	6164(21)	956(21)	2147(20)	461(12)	427(9)	950(41)	174(13)
1999	6057(22)	994(20)	2169(20)	438(11)	361(7)	1028(41)	149(10)
2000	5981(22)	1058(19)	2021(19)	440(11)	375(8)	1122(38)	159(11)
2001	6041(22)	1108(19)	2045(19)	428(11)	385(8)	1258(39)	163(11)
2002	6403(24)	1401(21)	2186(20)	437(12)	348(8)	1272(38)	216(13)

Note: The drivers with missing vehicle types are not included in the table
Source: FARS 1983-2002

6.14 Speeding-Related Single-Vehicle Fatalities by Roadway Functional Class

	Rural								Urban									
Year	IS	OPA	MA	MAC	MIC	L	RU	TR	IS	OFE	OPA	MA	C	L	UU	TU	U	T
1982	460	884	1013	2033	593	1383	20	6386	436	266	857	897	469	777	38	3740	39	10165
1983	433	808	910	1880	593	1417	25	6066	342	253	783	743	403	806	7	3337	6	9409
1984	515	831	938	2011	531	1502	35	6363	396	299	719	764	417	802	6	3403	3	9769
1985	546	837	907	1999	583	1652	33	6557	411	303	819	785	461	776	12	3567	3	10127
1986	584	928	987	2159	730	1851	23	7262	467	270	860	846	460	961	9	3873	4	11139
1987	574	772	1283	2044	673	1769	18	7133	436	331	803	730	418	907	9	3634	8	10775
1988	575	754	1097	2051	729	1769	154	7129	456	279	806	721	418	850	16	3546	14	10689
1989	573	666	973	1954	611	1691	43	6511	423	349	761	708	407	877	5	3530	7	10048
1990	530	566	972	2016	588	1575	7	6254	450	287	771	666	326	817	1	3318	7	9579
1991	505	553	896	1832	647	1623	8	6064	408	313	684	616	329	790	8	3148	9	9221
1992	484	504	779	1713	553	1413	10	5456	350	254	665	518	249	717	32	2785	35	8276
1993	558	503	782	1531	577	1452	79	5482	369	250	592	486	247	677	20	2641	43	8166
1994	526	622	684	1490	500	1393	13	5228	371	286	530	545	261	701	13	2707	20	7955
1995	541	626	681	1698	540	1608	14	5708	435	279	557	524	303	703	7	2808	36	8552
1996	587	608	721	1560	549	1583	62	5670	421	280	612	528	284	739	15	2879	19	8568
1997	600	567	604	1547	575	1610	97	5600	420	237	615	531	270	729	20	2822	13	8435
1998	638	566	632	1512	547	1619	141	5655	418	228	509	449	234	671	13	2522	26	8203
1999	588	566	708	1493	531	1685	93	5664	424	259	566	438	250	671	19	2627	18	8309
2000	539	476	621	1396	564	1516	183	5295	419	236	559	486	230	683	46	2659	172	8126
2001	507	584	666	1504	534	1623	86	5504	435	265	551	513	243	793	23	2823	15	8342
2002	584	560	763	1603	643	1883	65	6101	459	269	571	529	278	839	13	2958	23	9082

Notes:
Rural: IS-Interstate, OPA-Other Principal Arterial, MA-Minor Arterial, MAC-Major Collector, MIC-Minor Collector, L-Local, RU-Rural Unknown, TR-Total Rural
Urban: IS-Interstate, OFE-Other Freeway & Expressway, OPA-Other Principal Arterial, MA-Minor Arterial, C-Collector, L-Local, UU-Urban Unknown, TU-Total Urban
Total: U-Unknown, T-Total

6.15 Speeding- Related Multiple-Vehicle Fatalities by Roadway Functional Class

	Rural								Urban									
Year	IS	OPA	MA	MAC	MIC	L	RU	TR	IS	OFE	OPA	MA	C	L	UU	TU	U	T
1982	280	837	670	683	136	263	2	2871	306	182	737	606	203	250	24	2308	10	5189
1983	342	724	618	702	148	265	10	2809	289	234	709	505	177	277	3	2194	4	5007
1984	307	774	580	740	138	239	3	2781	299	228	690	506	215	260	6	2204	2	4987
1985	387	867	584	797	127	301	5	3068	304	229	811	556	237	298	3	2438	1	5507
1986	290	838	717	829	158	303	2	3137	352	241	888	597	245	340	5	2668	3	5808
1987	348	774	838	847	166	309	11	3293	324	313	845	548	197	323	6	2556	7	5856
1988	413	758	715	798	178	296	52	3210	381	243	864	581	189	336	5	2599	6	5815
1989	374	739	731	806	195	294	8	3147	318	278	777	546	201	323	2	2445	2	5594
1990	360	614	686	733	131	229	2	2755	340	233	844	453	139	322	0	2331	2	5088
1991	345	583	601	648	119	281	2	2579	323	246	732	424	121	268	0	2114	1	4694
1992	284	549	558	621	124	240	2	2378	301	217	684	363	124	276	32	1997	13	4388
1993	291	631	536	583	115	242	34	2432	281	242	673	374	111	272	22	1975	19	4426
1994	308	661	543	629	139	304	5	2589	394	271	694	377	128	247	1	2112	7	4708
1995	350	765	565	606	153	282	4	2725	336	248	650	438	127	321	2	2122	15	4862
1996	380	702	450	555	113	286	26	2512	357	244	653	401	118	271	10	2054	11	4577
1997	368	770	534	614	122	281	31	2720	384	194	687	347	116	290	4	2022	11	4753
1998	365	689	508	508	103	255	38	2466	393	169	588	357	96	266	7	1876	16	4358
1999	431	567	486	579	111	254	23	2451	344	221	604	370	116	276	7	1938	15	4404
2000	391	600	474	516	102	245	51	2379	403	211	590	349	99	301	21	1974	73	4426
2001	392	649	474	481	98	303	24	2421	392	221	637	437	113	358	2	2160	1	4582
2002	372	647	512	516	118	324	6	2495	384	257	638	380	114	339	1	2113	23	4631

Notes:
Rural: IS-Interstate, OPA-Other Principal Arterial, MA-Minor Arterial, MAC-Major Collector, MIC-Minor Collector, L-Local, RU-Rural Unknown, TR-Total Rural
Urban: IS-Interstate, OFE-Other Freeway & Expressway, OPA-Other Principal Arterial, MA-Minor Arterial, C-Collector, L-Local, UU-Urban Unknown, TU-Total Urban
Total: U-Unknown, T-Total

6.16 Percent of Single- and Multiple- Vehicle Speeding-Related Fatalities by Roadway Functional Class

Single-

	Rural								Urban									
Year	IS	OPA	MA	MAC	MIC	L	RU	TR	IS	OFE	OPA	MA	C	L	UU	TU	U	T
1982	62	51	60	75	81	84	-	69	59	59	54	60	70	76	-	62	-	66
1983	56	53	60	73	80	84	-	68	54	52	52	60	69	74	-	60	-	65
1984	63	52	62	73	79	86	-	70	57	57	51	60	66	76	-	61	-	66
1985	59	49	61	71	82	85	-	68	57	57	50	59	66	72	-	59	-	65
1986	67	53	58	72	82	86	-	70	57	53	49	59	65	74	-	59	-	66
1987	62	50	60	71	80	85	-	68	57	51	49	57	68	74	-	59	-	65
1988	58	50	61	72	80	86	-	69	54	53	48	55	69	72	-	58	-	65
1989	61	47	57	71	76	85	-	67	57	56	49	56	67	73	-	59	-	64
1990	60	48	59	73	82	87	-	69	57	55	48	60	70	72	-	59	-	65
1991	59	49	60	74	84	85	-	70	56	56	48	59	73	75	-	60	-	66
1992	63	48	58	73	82	85	-	70	54	54	49	59	67	72	-	58	-	65
1993	66	44	59	72	83	86	-	69	57	51	47	57	69	71	-	57	-	65
1994	63	48	56	70	78	82	-	67	48	51	43	59	67	74	-	56	-	63
1995	61	45	55	74	78	85	-	68	56	53	46	54	70	69	-	57	-	64
1996	61	46	62	74	83	85	-	69	54	53	48	57	71	73	-	58	-	65
1997	62	42	53	72	82	85	-	67	52	55	47	60	70	72	-	58	-	64
1998	64	45	55	75	84	86	-	70	52	57	46	56	71	72	-	57	-	65
1999	58	50	59	72	83	87	-	70	55	54	48	54	68	71	-	58	-	65
2000	58	44	57	73	85	86	-	69	51	53	49	58	70	69	-	57	-	65
2001	56	47	58	76	84	84	-	69	53	55	46	54	68	69	-	57	-	65
2002	61	46	60	76	84	85	-	71	54	51	47	58	71	71	-	58	-	66

Notes:
Rural: IS-Interstate, OPA-Other Principal Arterial, MA-Minor Arterial, MAC-Major Collector, MIC-Minor Collector, L-Local, RU-Rural Unknown, TR-Total Rural
Urban: IS-Interstate, OFE-Other Freeway & Expressway, OPA-Other Principal Arterial, MA-Minor Arterial, C-Collector, L-Local, UU-Urban Unknown, TU-Total Urban
Total: U-Unknown, T-Total

Multiple-

	Rural								Urban									
Year	IS	OPA	MA	MAC	MIC	L	RU	TR	IS	OFE	OPA	MA	C	L	UU	TU	U	T
1982	38	49	40	25	19	16	-	31	41	41	46	40	30	24	-	38	-	34
1983	44	47	40	27	20	16	-	32	46	48	48	40	31	26	-	40	-	35
1984	37	48	38	27	21	14	-	30	43	43	49	40	34	24	-	39	-	34
1985	41	51	39	29	18	15	-	32	43	43	50	41	34	28	-	41	-	35
1986	33	47	42	28	18	14	-	30	43	47	51	41	35	26	-	41	-	34
1987	38	50	40	29	20	15	-	32	43	49	51	43	32	26	-	41	-	35
1988	42	50	39	28	20	14	-	31	46	47	52	45	31	28	-	42	-	35
1989	39	53	43	29	24	15	-	33	43	44	51	44	33	27	-	41	-	36
1990	40	52	41	27	18	13	-	31	43	45	52	40	30	28	-	41	-	35
1991	41	51	40	26	16	15	-	30	44	44	52	41	27	25	-	40	-	34
1992	37	52	42	27	18	15	-	30	46	46	51	41	33	28	-	42	-	35
1993	34	56	41	28	17	14	-	31	43	49	53	43	31	29	-	43	-	35
1994	37	52	44	30	22	18	-	33	52	49	57	41	33	26	-	44	-	37
1995	39	55	45	26	22	15	-	32	44	47	54	46	30	31	-	43	-	36
1996	39	54	38	26	17	15	-	31	46	47	52	43	29	27	-	42	-	35
1997	38	58	47	28	18	15	-	33	48	45	53	40	30	28	-	42	-	36
1998	36	55	45	25	16	14	-	30	48	43	54	44	29	28	-	43	-	35
1999	42	50	41	28	17	13	-	30	45	46	52	46	32	29	-	42	-	35
2000	42	56	43	27	15	14	-	31	49	47	51	42	30	31	-	43	-	35
2001	44	53	42	24	16	16	-	31	47	45	54	46	32	31	-	43	-	35
2002	39	54	40	24	16	15	-	29	46	49	53	42	29	29	-	42	-	34

Notes:
Rural: IS-Interstate, OPA-Other Principal Arterial, MA-Minor Arterial, MAC-Major Collector, MIC-Minor Collector, L-Local, RU-Rural Unknown, TR-Total Rural
Urban: IS-Interstate, OFE-Other Freeway & Expressway, OPA-Other Principal Arterial, MA-Minor Arterial, C-Collector, L-Local, UU-Urban Unknown, TU-Total Urban
Total: U-Unknown, T-Total

6.17 (a) Speeding-Related Fatalities as a Percentage of Total Fatalities by State

ST		83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02
AL	Total	930	932	882	1081	1111	1024	1029	1121	1116	1031	1044	1083	1114	1146	1192	1071	1138	996	991	1033
	SP	399	415	358	474	477	409	417	457	425	389	370	342	385	432	418	387	407	369	348	411
	PCT	**42.9**	**44.5**	**40.6**	**43.8**	**42.9**	**39.9**	**40.5**	**40.8**	**38.1**	**37.7**	**35.4**	**31.6**	**34.6**	**37.7**	**35.1**	**36.1**	**35.8**	**37.0**	**35.1**	**39.8**
AK	Total	150	134	127	101	76	97	84	98	101	108	118	85	87	81	77	70	79	106	89	87
	SP	48	38	46	44	24	40	28	39	32	43	31	33	35	30	28	24	40	49	37	33
	PCT	**32.0**	**28.4**	**36.2**	**43.6**	**31.6**	**41.2**	**33.3**	**39.8**	**31.7**	**39.8**	**26.3**	**38.8**	**40.2**	**37.0**	**36.4**	**34.3**	**50.6**	**46.2**	**41.6**	**37.9**
AZ	Total	675	869	893	1007	939	944	879	869	816	809	801	904	1035	994	951	980	1024	1036	1051	1117
	SP	288	370	403	459	453	436	384	347	355	339	325	351	384	293	359	410	390	357	388	436
	PCT	**42.7**	**42.6**	**45.1**	**45.6**	**48.2**	**46.2**	**43.7**	**39.9**	**43.5**	**41.9**	**40.6**	**38.8**	**37.1**	**29.5**	**37.7**	**41.8**	**38.1**	**34.5**	**36.9**	**39.0**
AR	Total	557	525	534	603	639	610	647	604	608	588	583	609	631	615	660	625	604	652	611	640
	SP	262	248	286	308	323	310	292	251	255	235	200	208	209	230	201	149	171	144	143	125
	PCT	**47.0**	**47.2**	**53.6**	**51.1**	**50.5**	**50.8**	**45.1**	**41.6**	**41.9**	**40.0**	**34.3**	**34.2**	**33.1**	**37.4**	**30.5**	**23.8**	**28.3**	**22.1**	**23.4**	**19.5**
CA	Total	4573	5020	4960	5253	5504	5392	5412	5192	4688	4192	4146	4232	4192	3989	3688	3494	3559	3753	3956	4078
	SP	2139	2256	2281	2383	2494	2404	2310	2190	2007	1672	1733	1752	1656	1435	1295	1145	1307	1333	1443	1468
	PCT	**46.8**	**44.9**	**46.0**	**45.4**	**45.3**	**44.6**	**42.7**	**42.2**	**42.8**	**39.9**	**41.8**	**41.4**	**39.5**	**36.0**	**35.1**	**32.8**	**36.7**	**35.5**	**36.5**	**36.0**
CO	Total	646	608	579	603	591	497	527	544	543	522	559	586	645	617	613	628	626	681	741	742
	SP	328	315	282	316	269	213	238	224	210	192	234	220	269	266	259	262	265	281	343	319
	PCT	**50.8**	**51.8**	**48.7**	**52.4**	**45.5**	**42.9**	**45.2**	**41.2**	**38.7**	**36.8**	**41.9**	**37.5**	**41.7**	**43.1**	**42.3**	**41.7**	**42.3**	**41.3**	**46.3**	**43.0**
CT	Total	438	469	448	455	449	484	406	385	310	296	342	310	317	310	339	329	301	341	318	322
	SP	162	168	167	170	188	186	142	139	100	111	120	94	100	89	141	92	113	124	146	154
	PCT	**37.0**	**35.8**	**37.3**	**37.4**	**41.9**	**38.4**	**35.0**	**36.1**	**32.3**	**37.5**	**35.1**	**30.3**	**31.5**	**28.7**	**41.6**	**28.0**	**37.5**	**36.4**	**45.9**	**47.8**
DE	Total	110	130	104	136	146	160	116	138	102	140	110	112	121	116	143	115	100	123	136	124
	SP	41	50	41	38	40	56	39	49	20	47	39	30	30	24	48	23	22	27	37	40
	PCT	**37.3**	**38.5**	**39.4**	**27.9**	**27.4**	**35.0**	**33.6**	**35.5**	**19.6**	**33.6**	**35.5**	**26.8**	**24.8**	**20.7**	**33.6**	**20.0**	**22.0**	**22.0**	**27.2**	**32.3**
DC	Total	66	64	60	44	53	61	72	48	63	50	57	69	58	62	60	54	41	48	68	47
	SP	32	38	14	14	13	28	22	20	25	23	15	38	27	30	34	27	14	21	19	17
	PCT	**48.5**	**59.4**	**23.3**	**31.8**	**24.5**	**45.9**	**30.6**	**41.7**	**39.7**	**46.0**	**26.3**	**55.1**	**46.6**	**48.4**	**56.7**	**50.0**	**34.1**	**43.8**	**27.9**	**36.2**
FL	Total	2686	2814	2832	2831	2839	3078	2984	2891	2463	2427	2636	2687	2805	2753	2785	2825	2920	2999	3012	3132
	SP	638	618	597	773	692	731	634	611	602	597	557	557	643	731	769	613	531	526	531	558
	PCT	**23.8**	**22.0**	**21.1**	**27.3**	**24.4**	**23.7**	**21.2**	**21.1**	**24.4**	**24.6**	**21.1**	**20.7**	**22.9**	**26.6**	**27.6**	**21.7**	**18.2**	**17.5**	**17.6**	**17.8**
GA	Total	1296	1410	1361	1530	1599	1654	1632	1562	1389	1315	1394	1425	1488	1573	1577	1568	1508	1541	1647	1523
	SP	416	522	431	490	493	492	548	468	386	350	362	352	372	401	380	337	322	347	343	313
	PCT	**32.1**	**37.0**	**31.7**	**32.0**	**30.8**	**29.7**	**33.6**	**30.0**	**27.8**	**26.6**	**26.0**	**24.7**	**25.0**	**25.5**	**24.1**	**21.5**	**21.4**	**22.5**	**20.8**	**20.6**
HI	Total	141	138	126	120	139	148	149	177	135	129	134	122	130	148	131	120	98	132	140	119
	SP	36	36	38	30	44	54	52	58	41	44	54	42	58	53	43	46	29	55	42	41
	PCT	**25.5**	**26.1**	**30.2**	**25.0**	**31.7**	**36.5**	**34.9**	**32.8**	**30.4**	**34.1**	**40.3**	**34.4**	**44.6**	**35.8**	**32.8**	**38.3**	**29.6**	**41.7**	**30.0**	**34.5**
ID	Total	263	242	255	258	260	257	238	244	264	243	230	250	262	258	259	265	278	276	259	264
	SP	116	99	90	113	108	100	108	96	106	104	91	93	97	101	96	59	95	86	84	88
	PCT	**44.1**	**40.9**	**35.3**	**43.8**	**41.5**	**38.9**	**45.4**	**39.3**	**40.2**	**42.8**	**39.6**	**37.2**	**37.0**	**39.1**	**37.1**	**22.3**	**34.2**	**31.2**	**32.4**	**33.3**

6.17 (a) (Continued)

ST		83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02
IL	**Total**	1526	1547	1534	1596	1654	1837	1748	1589	1448	1384	1392	1554	1586	1477	1397	1393	1456	1418	1414	1411
	SP	372	391	394	459	410	466	436	429	435	389	408	462	487	486	457	458	488	497	537	530
	PCT	**24.4**	**25.3**	**25.7**	**28.8**	**24.8**	**25.4**	**24.9**	**27.0**	**30.0**	**28.1**	**29.3**	**29.7**	**30.7**	**32.9**	**32.7**	**32.9**	**33.5**	**35.0**	**38.0**	**37.6**
IN	**Total**	1016	925	974	1038	1055	1099	971	1049	1022	901	901	971	960	984	935	982	1020	886	909	792
	SP	271	215	255	250	286	291	254	236	284	204	207	243	242	210	243	202	234	227	229	185
	PCT	**26.7**	**23.2**	**26.2**	**24.1**	**27.1**	**26.5**	**26.2**	**22.5**	**27.8**	**22.6**	**23.0**	**25.0**	**25.2**	**21.3**	**26.0**	**20.6**	**22.9**	**25.6**	**25.2**	**23.4**
IA	**Total**	514	420	474	441	491	557	514	465	488	437	459	478	527	465	468	449	490	445	446	404
	SP	113	74	94	111	89	102	83	80	70	60	50	60	65	64	68	61	54	51	63	49
	PCT	**22.0**	**17.6**	**19.8**	**25.2**	**18.1**	**18.3**	**16.1**	**17.2**	**14.3**	**13.7**	**10.9**	**12.6**	**12.3**	**13.8**	**14.5**	**13.6**	**11.0**	**11.5**	**14.1**	**12.1**
KS	**Total**	411	510	486	500	491	483	428	444	409	387	428	442	442	490	482	492	540	461	494	512
	SP	155	187	216	210	175	198	156	145	123	113	110	109	122	129	117	135	137	127	150	300
	PCT	**37.7**	**36.7**	**44.4**	**42.0**	**35.6**	**41.0**	**36.4**	**32.7**	**30.1**	**29.2**	**25.7**	**24.7**	**27.6**	**26.3**	**24.3**	**27.4**	**25.4**	**27.5**	**30.4**	**58.6**
KY	**Total**	778	754	712	805	844	838	772	849	826	815	871	778	849	842	857	858	814	820	845	915
	SP	300	293	253	306	270	282	282	281	304	231	248	218	211	254	247	205	215	169	156	179
	PCT	**38.6**	**38.9**	**35.5**	**38.0**	**32.0**	**33.7**	**36.5**	**33.1**	**36.8**	**28.3**	**28.5**	**28.0**	**24.9**	**30.2**	**28.8**	**23.9**	**26.4**	**20.6**	**18.5**	**19.6**
LA	**Total**	933	961	931	932	826	925	878	959	862	886	878	843	894	902	931	926	938	938	952	875
	SP	267	302	257	188	169	273	256	220	209	187	193	182	213	177	157	159	135	112	128	107
	PCT	**28.6**	**31.4**	**27.6**	**20.2**	**20.5**	**29.5**	**29.2**	**22.9**	**24.2**	**21.1**	**22.0**	**21.6**	**23.8**	**19.6**	**16.9**	**17.2**	**14.4**	**11.9**	**13.4**	**12.2**
ME	**Total**	224	232	206	214	232	256	194	213	205	214	185	188	187	169	192	192	181	169	192	216
	SP	126	114	79	95	103	108	72	85	79	90	68	74	70	76	69	80	79	72	73	83
	PCT	**56.3**	**49.1**	**38.3**	**44.4**	**44.4**	**42.2**	**37.1**	**39.9**	**38.5**	**42.1**	**36.8**	**39.4**	**37.4**	**45.0**	**35.9**	**41.7**	**43.6**	**42.6**	**38.0**	**38.4**
MD	**Total**	656	643	729	784	814	781	726	707	694	659	666	651	671	608	611	606	590	588	659	659
	SP	192	176	225	268	281	259	263	232	238	232	136	150	115	93	164	215	191	197	229	213
	PCT	**29.3**	**27.4**	**30.9**	**34.2**	**34.5**	**33.2**	**36.2**	**32.8**	**34.3**	**35.2**	**20.4**	**23.0**	**17.1**	**15.3**	**26.8**	**35.5**	**32.4**	**33.5**	**34.7**	**32.3**
MA	**Total**	651	666	742	752	689	725	696	605	552	485	475	440	444	417	441	406	414	433	477	459
	SP	229	255	276	311	280	237	227	129	94	113	110	111	128	131	157	150	127	151	144	176
	PCT	**35.2**	**38.3**	**37.2**	**41.4**	**40.6**	**32.7**	**32.6**	**21.3**	**17.0**	**23.3**	**23.2**	**25.2**	**28.8**	**31.4**	**35.6**	**36.9**	**30.7**	**34.9**	**30.2**	**38.3**
MI	**Total**	1314	1531	1545	1605	1602	1708	1639	1571	1421	1300	1414	1421	1530	1505	1446	1366	1382	1382	1328	1277
	SP	353	371	452	508	475	480	443	417	382	406	361	365	432	370	367	349	314	276	307	287
	PCT	**26.9**	**24.2**	**29.3**	**31.7**	**29.7**	**28.1**	**27.0**	**26.5**	**26.9**	**31.2**	**25.5**	**25.7**	**28.2**	**24.6**	**25.4**	**25.5**	**22.7**	**20.0**	**23.1**	**22.5**
MN	**Total**	555	582	608	571	530	612	604	566	531	581	538	646	597	576	600	650	625	625	568	657
	SP	142	195	169	162	154	194	173	165	148	145	135	154	160	159	137	152	155	171	153	179
	PCT	**25.6**	**33.5**	**27.8**	**28.4**	**29.1**	**31.7**	**28.6**	**29.2**	**27.9**	**25.0**	**25.1**	**23.8**	**26.8**	**27.6**	**22.8**	**23.4**	**24.8**	**27.4**	**26.9**	**27.2**
MS	**Total**	715	679	662	771	756	722	727	750	714	766	813	791	868	811	861	948	927	949	784	885
	SP	139	147	174	185	214	194	197	156	129	194	149	114	119	140	234	219	206	221	149	232
	PCT	**19.4**	**21.6**	**26.3**	**24.0**	**28.3**	**26.9**	**27.1**	**20.8**	**18.1**	**25.3**	**18.3**	**14.4**	**13.7**	**17.3**	**27.2**	**23.1**	**22.2**	**23.3**	**19.0**	**26.2**
MO	**Total**	911	967	931	1129	1045	1103	1052	1097	1011	985	947	1089	1109	1148	1192	1169	1094	1157	1098	1208
	SP	364	383	367	507	422	430	425	444	413	379	361	408	428	471	461	425	373	457	444	509
	PCT	**40.0**	**39.6**	**39.4**	**44.9**	**40.4**	**39.0**	**40.4**	**40.5**	**40.9**	**38.5**	**38.1**	**37.5**	**38.6**	**41.0**	**38.7**	**36.4**	**34.1**	**39.5**	**40.4**	**42.1**

6.17 (a) (Continued)

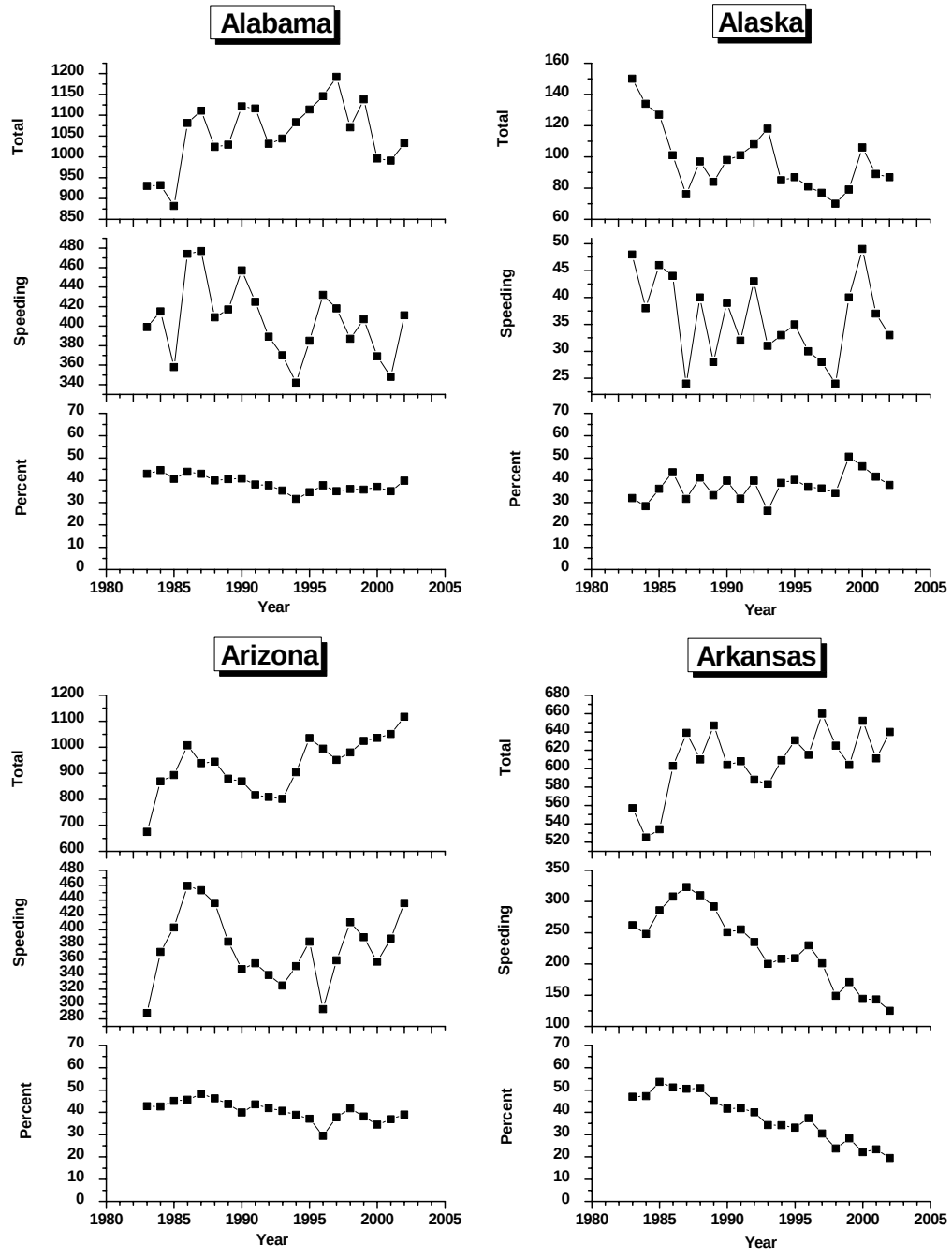
ST		83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02
MT	Total	286	238	223	222	234	198	181	212	200	192	195	202	215	200	265	237	220	237	230	270
	SP	109	89	88	90	98	86	72	70	91	66	87	74	69	85	131	113	86	96	99	102
	PCT	**38.1**	**37.4**	**39.5**	**40.5**	**41.9**	**43.4**	**39.8**	**33.0**	**45.5**	**34.4**	**44.6**	**36.6**	**32.1**	**42.5**	**49.4**	**47.7**	**39.1**	**40.5**	**43.0**	**37.8**
NE	Total	255	285	237	290	297	261	296	262	275	269	254	271	254	293	302	315	295	276	246	307
	SP	82	84	64	63	67	46	50	40	48	37	57	67	56	81	70	60	69	64	66	44
	PCT	**32.2**	**29.5**	**27.0**	**21.7**	**22.6**	**17.6**	**16.9**	**15.3**	**17.5**	**13.8**	**22.4**	**24.7**	**22.0**	**27.6**	**23.2**	**19.0**	**23.4**	**23.2**	**26.8**	**14.3**
NV	Total	253	249	259	233	262	286	308	343	298	254	263	294	313	348	347	361	350	323	314	381
	SP	128	127	90	115	106	114	120	124	100	111	103	133	147	113	127	138	139	122	121	148
	PCT	**50.6**	**51.0**	**34.7**	**49.4**	**40.5**	**39.9**	**39.0**	**36.2**	**33.6**	**43.7**	**39.2**	**45.2**	**47.0**	**32.5**	**36.6**	**38.2**	**39.7**	**37.8**	**38.5**	**38.8**
NH	Total	191	192	191	172	179	166	187	158	144	122	121	119	118	134	125	128	140	126	142	127
	SP	94	69	58	63	79	44	72	48	44	23	33	38	31	30	37	39	50	35	40	38
	PCT	**49.2**	**35.9**	**30.4**	**36.6**	**44.1**	**26.5**	**38.5**	**30.4**	**30.6**	**18.9**	**27.3**	**31.9**	**26.3**	**22.4**	**29.6**	**30.5**	**35.7**	**27.8**	**28.2**	**29.9**
NJ	Total	932	922	964	1039	1023	1051	891	886	783	763	789	761	774	814	775	741	726	731	745	773
	SP	176	186	181	179	224	167	128	142	95	104	66	75	88	85	76	87	71	57	78	49
	PCT	**18.9**	**20.2**	**18.8**	**17.2**	**21.9**	**15.9**	**14.4**	**16.0**	**12.1**	**13.6**	**8.4**	**9.9**	**11.4**	**10.4**	**9.8**	**11.7**	**9.8**	**7.8**	**10.5**	**6.3**
NM	Total	531	497	535	499	568	487	538	499	469	460	431	447	485	485	484	424	460	432	464	449
	SP	219	205	220	193	234	192	200	197	183	174	183	161	186	187	166	142	166	165	153	177
	PCT	**41.2**	**41.2**	**41.1**	**38.7**	**41.2**	**39.4**	**37.2**	**39.5**	**39.0**	**37.8**	**42.5**	**36.0**	**38.4**	**38.6**	**34.3**	**33.5**	**36.1**	**38.2**	**33.0**	**39.4**
NY	Total	2077	2060	2006	2121	2339	2256	2260	2217	2008	1815	1790	1678	1679	1593	1652	1514	1599	1460	1564	1522
	SP	606	580	587	636	699	709	703	691	626	529	502	481	503	420	458	408	463	435	487	486
	PCT	**29.2**	**28.2**	**29.3**	**30.0**	**29.9**	**31.4**	**31.1**	**31.2**	**31.2**	**29.1**	**28.0**	**28.7**	**30.0**	**26.4**	**27.7**	**26.9**	**29.0**	**29.8**	**31.1**	**31.9**
NC	Total	1234	1450	1482	1647	1584	1573	1471	1385	1369	1265	1389	1431	1448	1494	1483	1596	1505	1557	1530	1575
	SP	515	525	589	646	647	634	606	524	549	531	565	543	586	545	527	565	575	565	574	601
	PCT	**41.7**	**36.2**	**39.7**	**39.2**	**40.8**	**40.3**	**41.2**	**37.8**	**40.1**	**42.0**	**40.7**	**37.9**	**40.5**	**36.5**	**35.5**	**35.4**	**38.2**	**36.3**	**37.5**	**38.2**
ND	Total	116	100	90	100	101	104	81	112	94	88	89	88	74	85	105	92	119	86	105	97
	SP	36	35	22	34	29	33	21	31	25	29	25	35	19	45	58	47	48	34	59	33
	PCT	**31.0**	**35.0**	**24.4**	**34.0**	**28.7**	**31.7**	**25.9**	**27.7**	**26.6**	**33.0**	**28.1**	**39.8**	**25.7**	**52.9**	**55.2**	**51.1**	**40.3**	**39.5**	**56.2**	**34.0**
OH	Total	1582	1646	1646	1673	1772	1748	1772	1638	1636	1439	1478	1370	1360	1391	1441	1422	1430	1366	1378	1418
	SP	423	412	530	532	589	524	571	443	533	365	312	350	341	356	331	384	363	322	242	245
	PCT	**26.7**	**25.0**	**32.2**	**31.8**	**33.2**	**30.0**	**32.2**	**27.0**	**32.6**	**25.4**	**21.1**	**25.5**	**25.1**	**25.6**	**23.0**	**27.0**	**25.4**	**23.6**	**17.6**	**17.3**
OK	Total	848	797	744	698	597	638	648	641	652	613	671	687	669	772	838	755	741	650	682	734
	SP	409	375	331	321	254	276	312	290	316	277	325	324	339	349	360	310	276	247	289	306
	PCT	**48.2**	**47.1**	**44.5**	**46.0**	**42.5**	**43.3**	**48.1**	**45.2**	**48.5**	**45.2**	**48.4**	**47.2**	**50.7**	**45.2**	**43.0**	**41.1**	**37.2**	**38.0**	**42.4**	**41.7**
OR	Total	550	572	559	619	619	677	626	579	482	471	523	494	574	526	524	538	414	451	488	436
	SP	138	153	155	185	195	217	184	157	164	144	172	133	183	144	151	182	128	146	130	135
	PCT	**25.1**	**26.7**	**27.7**	**29.9**	**31.5**	**32.1**	**29.4**	**27.1**	**34.0**	**30.6**	**32.9**	**26.9**	**31.9**	**27.4**	**28.8**	**33.8**	**30.9**	**32.4**	**26.6**	**31.0**
PA	Total	1721	1727	1771	1894	1987	1931	1877	1646	1661	1545	1529	1441	1480	1469	1557	1481	1549	1520	1532	1614
	SP	1 *	10 *	765	727	732	628	668	552	626	574	589	530	576	534	509	509	593	582	582	729
	PCT			**43.2**	**38.4**	**36.8**	**32.5**	**35.6**	**33.5**	**37.7**	**37.2**	**38.5**	**36.8**	**38.9**	**36.4**	**32.7**	**34.4**	**38.3**	**38.3**	**38.0**	**45.2**

6.17 (a) (Continued)

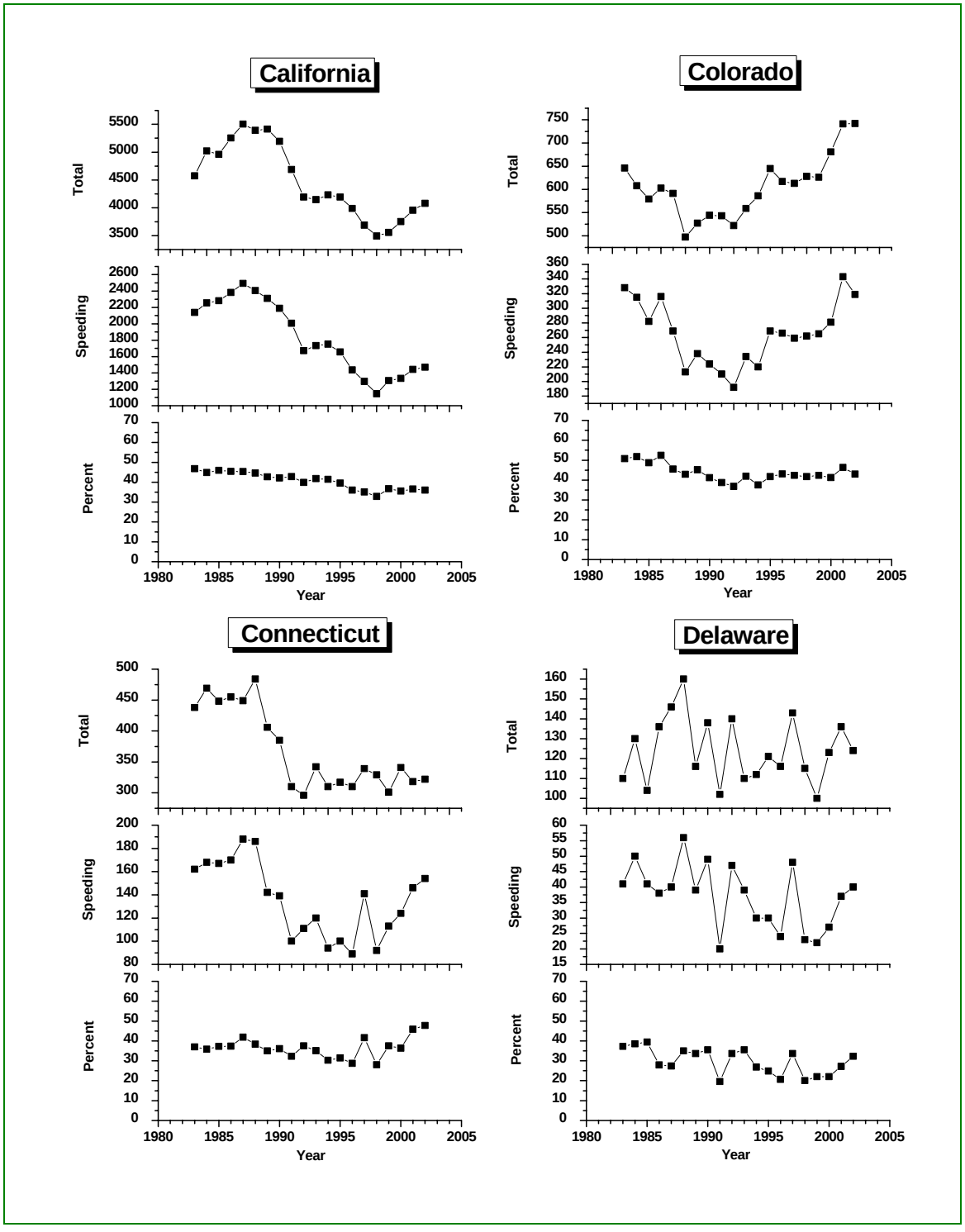
ST		83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02
RI	Total	100	79	109	124	113	125	100	84	88	79	74	63	69	69	75	74	88	80	81	84
	SP	24	18	7	12	50	57	36	26	29	27	27	23	24	25	31	33	25	39	50	46
	PCT	**24.0**	**22.8**	**6.4**	**9.7**	**44.2**	**45.6**	**36.0**	**31.0**	**33.0**	**34.2**	**36.5**	**36.5**	**34.8**	**36.2**	**41.3**	**44.6**	**28.4**	**48.8**	**61.7**	**54.8**
SC	Total	844	916	951	1059	1086	1031	996	979	890	807	846	847	881	930	903	1002	1065	1065	1060	1053
	SP	490	497	595	649	605	583	483	451	372	333	383	399	412	438	448	474	503	414	491	495
	PCT	**58.1**	**54.3**	**62.6**	**61.3**	**55.7**	**56.5**	**48.5**	**46.1**	**41.8**	**41.3**	**45.3**	**47.1**	**46.8**	**47.1**	**49.6**	**47.3**	**47.2**	**38.9**	**46.3**	**47.0**
SD	Total	175	143	130	134	134	147	152	153	143	161	140	154	158	175	148	165	150	173	171	180
	SP	71	55	39	60	54	58	68	56	52	60	51	66	60	46	65	68	60	59	59	78
	PCT	**40.6**	**38.5**	**30.0**	**44.8**	**40.3**	**39.5**	**44.7**	**36.6**	**36.4**	**37.3**	**36.4**	**42.9**	**38.0**	**26.3**	**43.9**	**41.2**	**40.0**	**34.1**	**34.5**	**43.3**
TN	Total	1037	1095	1101	1230	1247	1266	1088	1177	1113	1153	1170	1214	1259	1239	1225	1216	1302	1307	1251	1175
	SP	298	298	283	403	396	414	326	357	355	332	344	346	355	332	323	307	368	322	288	293
	PCT	**28.7**	**27.2**	**25.7**	**32.8**	**31.8**	**32.7**	**30.0**	**30.3**	**31.9**	**28.8**	**29.4**	**28.5**	**28.2**	**26.8**	**26.4**	**25.2**	**28.3**	**24.6**	**23.0**	**24.9**
TX	Total	3823	3912	3678	3567	3260	3392	3370	3250	3078	3059	3043	3187	3183	3742	3513	3586	3522	3779	3736	3725
	SP	1480	1475	1446	1545	1367	1459	1303	1247	1083	1086	1060	1120	1308	1463	1319	1382	1338	1448	1423	1546
	PCT	**38.7**	**37.7**	**39.3**	**43.3**	**41.9**	**43.0**	**38.7**	**38.4**	**35.2**	**35.5**	**34.8**	**35.1**	**41.1**	**39.1**	**37.5**	**38.5**	**38.0**	**38.3**	**38.1**	**41.5**
UT	Total	283	315	303	313	297	297	303	272	271	269	303	343	325	321	366	350	360	373	291	328
	SP	120	136	120	139	92	105	120	102	90	88	92	107	89	88	113	87	97	109	82	100
	PCT	**42.4**	**43.2**	**39.6**	**44.4**	**31.0**	**35.4**	**39.6**	**37.5**	**33.2**	**32.7**	**30.4**	**31.2**	**27.4**	**27.4**	**30.9**	**24.9**	**26.9**	**29.2**	**28.2**	**30.5**
VT	Total	94	114	115	109	119	129	116	90	110	96	110	77	106	88	96	104	90	76	92	78
	SP	47	58	43	56	59	59	59	37	47	27	44	31	42	51	36	52	37	32	49	36
	PCT	**50.0**	**50.9**	**37.4**	**51.4**	**49.6**	**45.7**	**50.9**	**41.1**	**42.7**	**28.1**	**40.0**	**40.3**	**39.6**	**58.0**	**37.5**	**50.0**	**41.1**	**42.1**	**53.3**	**46.2**
VA	Total	901	1013	976	1126	1021	1072	1004	1079	948	839	879	930	900	877	984	935	878	929	935	914
	SP	270	305	320	358	327	320	300	329	296	223	210	237	279	238	277	200	232	167	226	251
	PCT	**30.0**	**30.1**	**32.8**	**31.8**	**32.0**	**29.9**	**29.9**	**30.5**	**31.2**	**26.6**	**23.9**	**25.5**	**31.0**	**27.1**	**28.2**	**21.4**	**26.4**	**18.0**	**24.2**	**27.5**
WA	Total	698	746	744	703	780	778	781	825	682	651	661	640	653	712	674	662	637	631	649	659
	SP	332	322	369	294	324	333	293	335	261	250	258	221	251	249	242	247	227	242	237	260
	PCT	**47.6**	**43.2**	**49.6**	**41.8**	**41.5**	**42.8**	**37.5**	**40.6**	**38.3**	**38.4**	**39.0**	**34.5**	**38.4**	**35.0**	**35.9**	**37.3**	**35.6**	**38.4**	**36.5**	**39.5**
WV	Total	425	438	420	440	471	460	468	481	414	420	429	356	376	348	381	354	395	411	376	439
	SP	108	138	158	136	146	140	135	136	123	132	145	101	121	98	99	75	114	117	97	136
	PCT	**25.4**	**31.5**	**37.6**	**30.9**	**31.0**	**30.4**	**28.8**	**28.3**	**29.7**	**31.4**	**33.8**	**28.4**	**32.2**	**28.2**	**26.0**	**21.2**	**28.9**	**28.5**	**25.8**	**31.0**
WI	Total	725	822	744	747	797	807	817	769	797	652	714	712	745	761	725	714	745	799	763	803
	SP	238	270	256	242	253	270	277	253	282	190	229	236	198	208	208	196	203	224	258	276
	PCT	**32.8**	**32.8**	**34.4**	**32.4**	**31.7**	**33.5**	**33.9**	**32.9**	**35.4**	**29.1**	**32.1**	**33.1**	**26.6**	**27.3**	**28.7**	**27.5**	**27.2**	**28.0**	**33.8**	**34.4**
WY	Total	173	157	152	168	129	155	127	125	122	118	120	144	170	143	137	154	189	152	186	176
	SP	74	58	73	97	59	63	54	61	53	63	63	70	94	60	77	72	68	62	78	71
	PCT	**42.8**	**36.9**	**48.0**	**57.7**	**45.7**	**40.6**	**42.5**	**48.8**	**43.4**	**53.4**	**52.5**	**48.6**	**55.3**	**42.0**	**56.2**	**46.8**	**36.0**	**40.8**	**41.9**	**40.3**
PR	Total	514	545	600	592	614	585	543	473	495	571	600	598	595	601	592	558	558	568	495	518
	SP	230	257	305	311	328	305	272	229	224	292	290	293	306	301	299	267	274	283	238	256
	PCT	**44.7**	**47.2**	**50.8**	**52.5**	**53.4**	**52.1**	**50.1**	**48.4**	**45.3**	**51.1**	**48.3**	**49.0**	**51.4**	**50.1**	**50.5**	**47.8**	**49.1**	**49.8**	**48.1**	**49.4**

*** Incomplete data.**
Source: FARS 1983-2002.

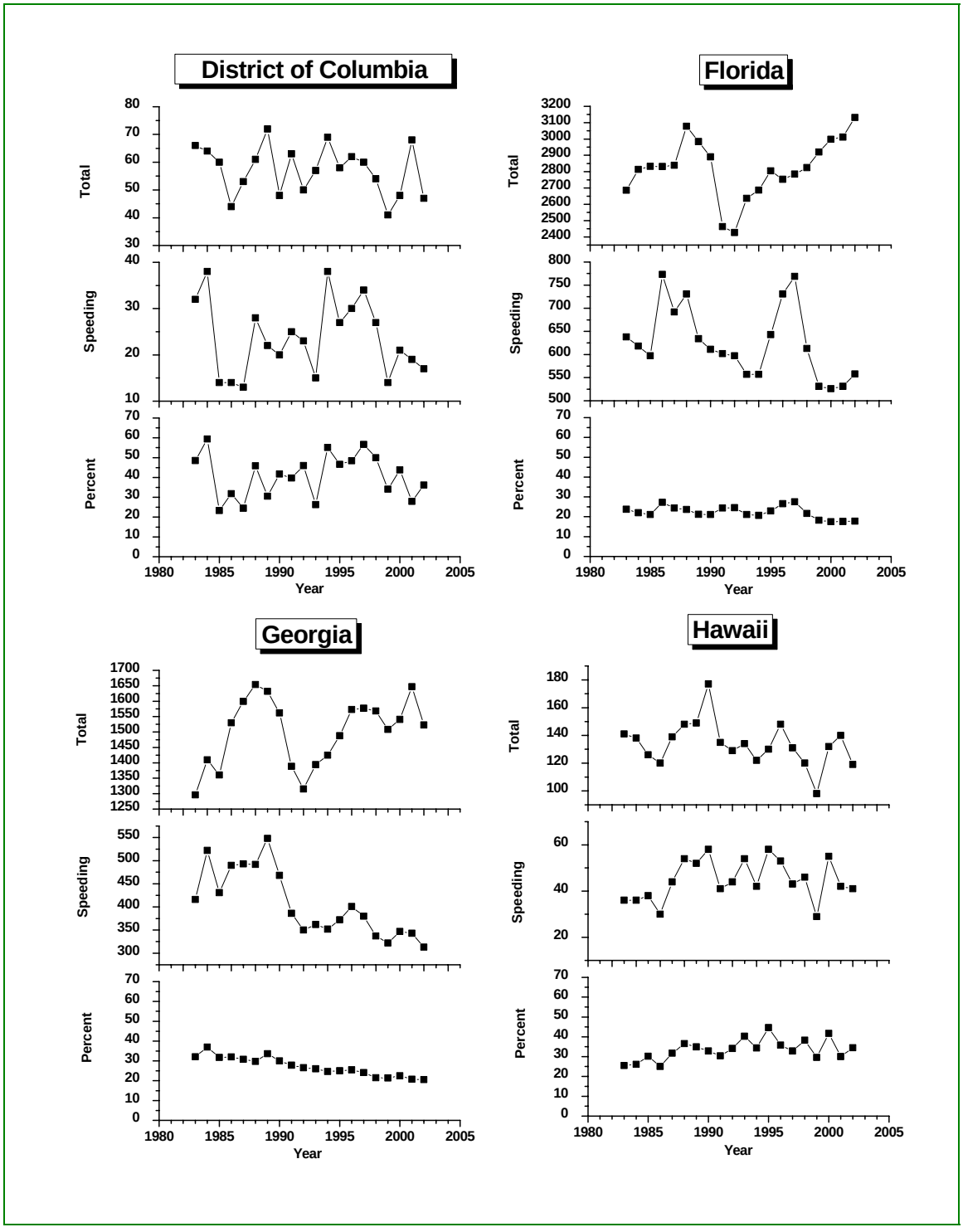
6.17 (b) Total Fatalities, Speeding-Related Fatalities and its Percent to the Total by State in US



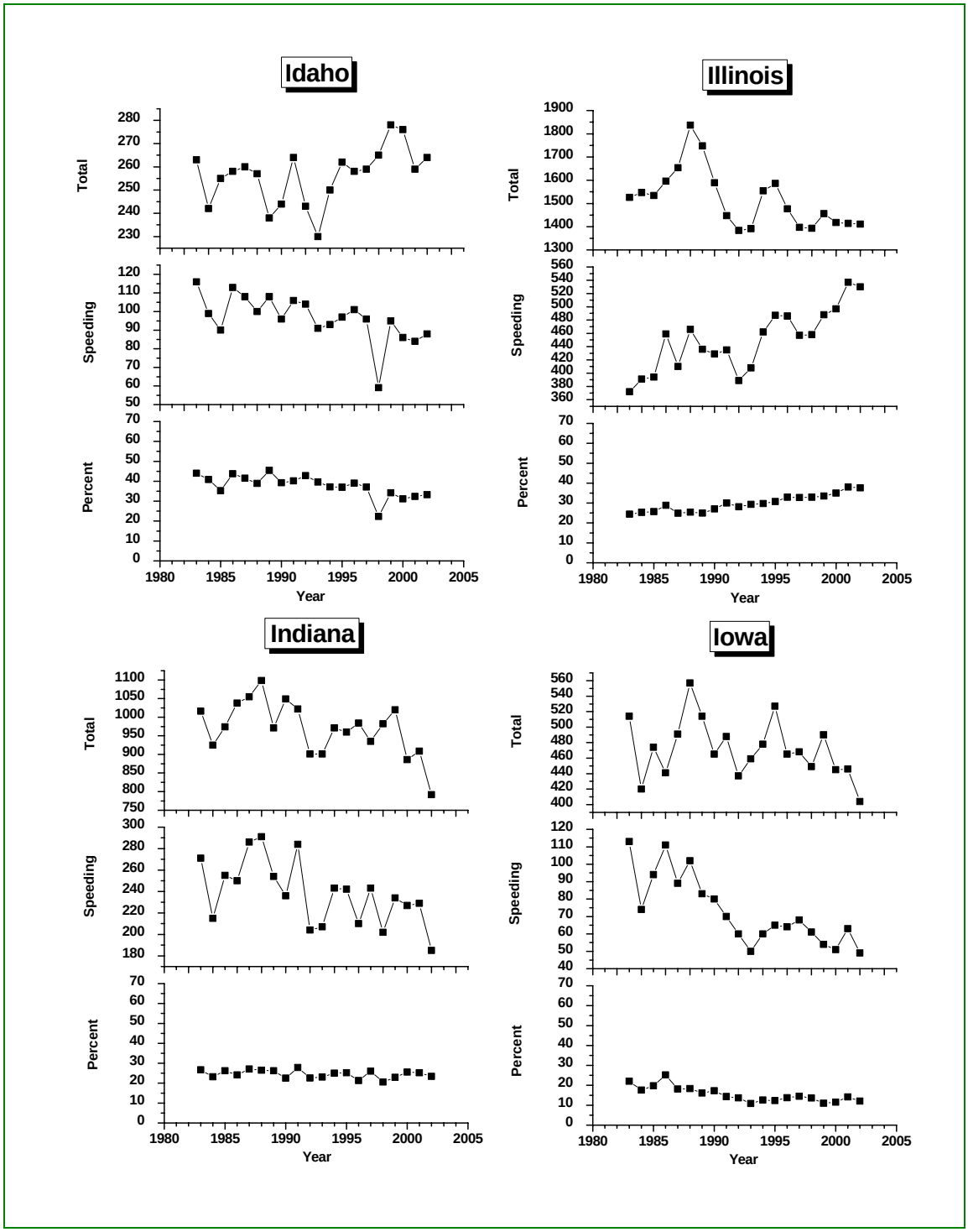
6.17 (b) (Continued)



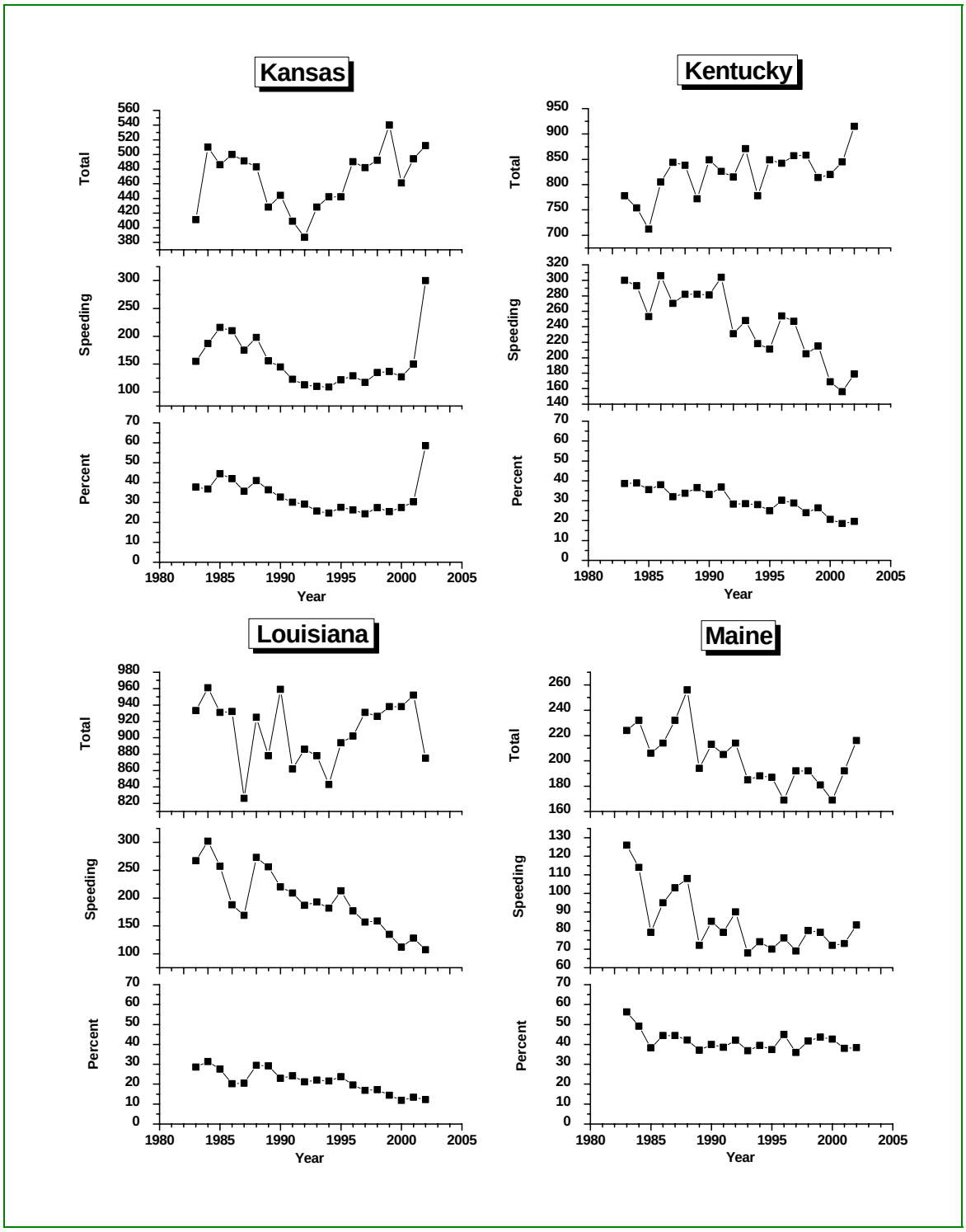
6.17 (b) (Continued)



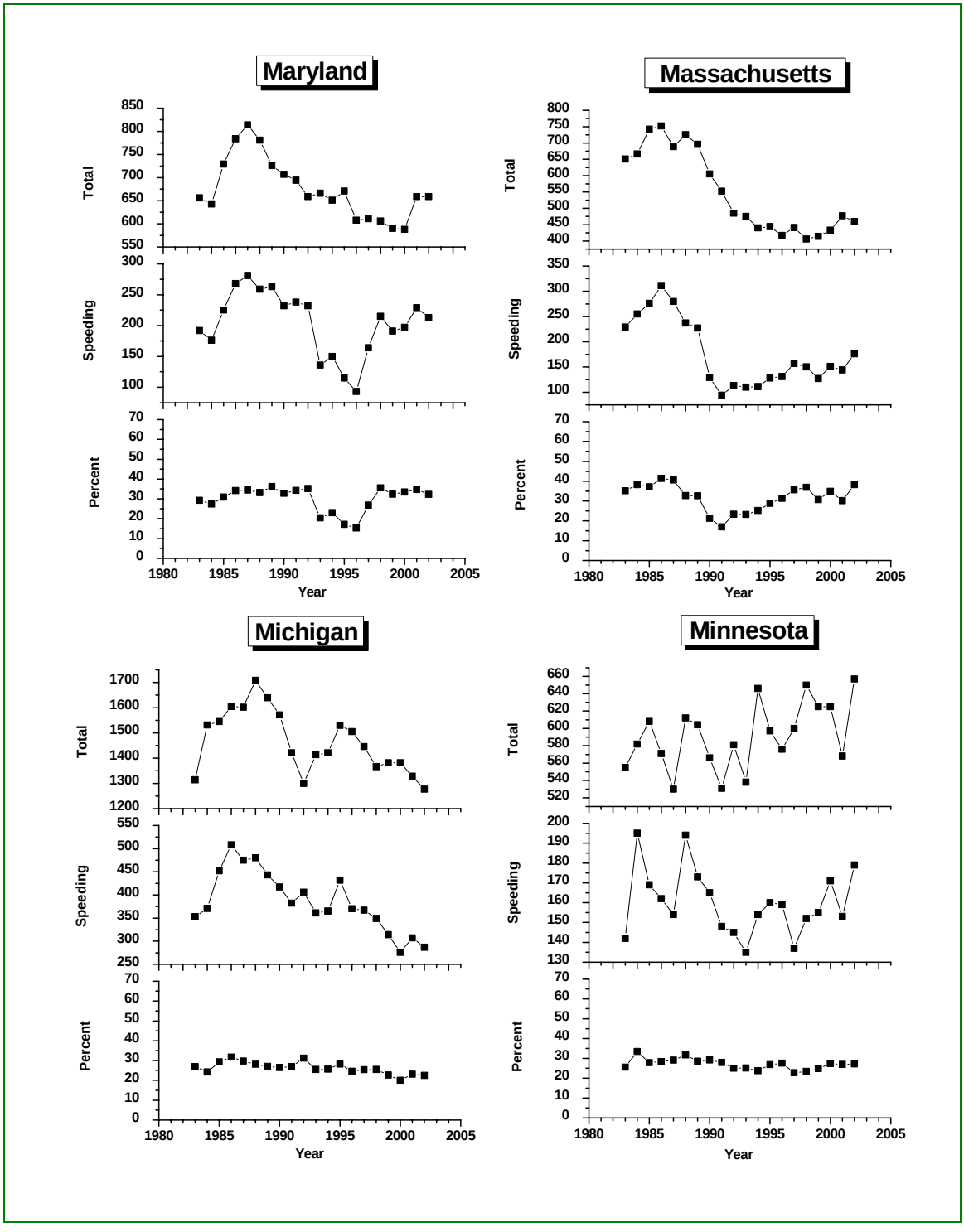
6.17 (b) (Continued)



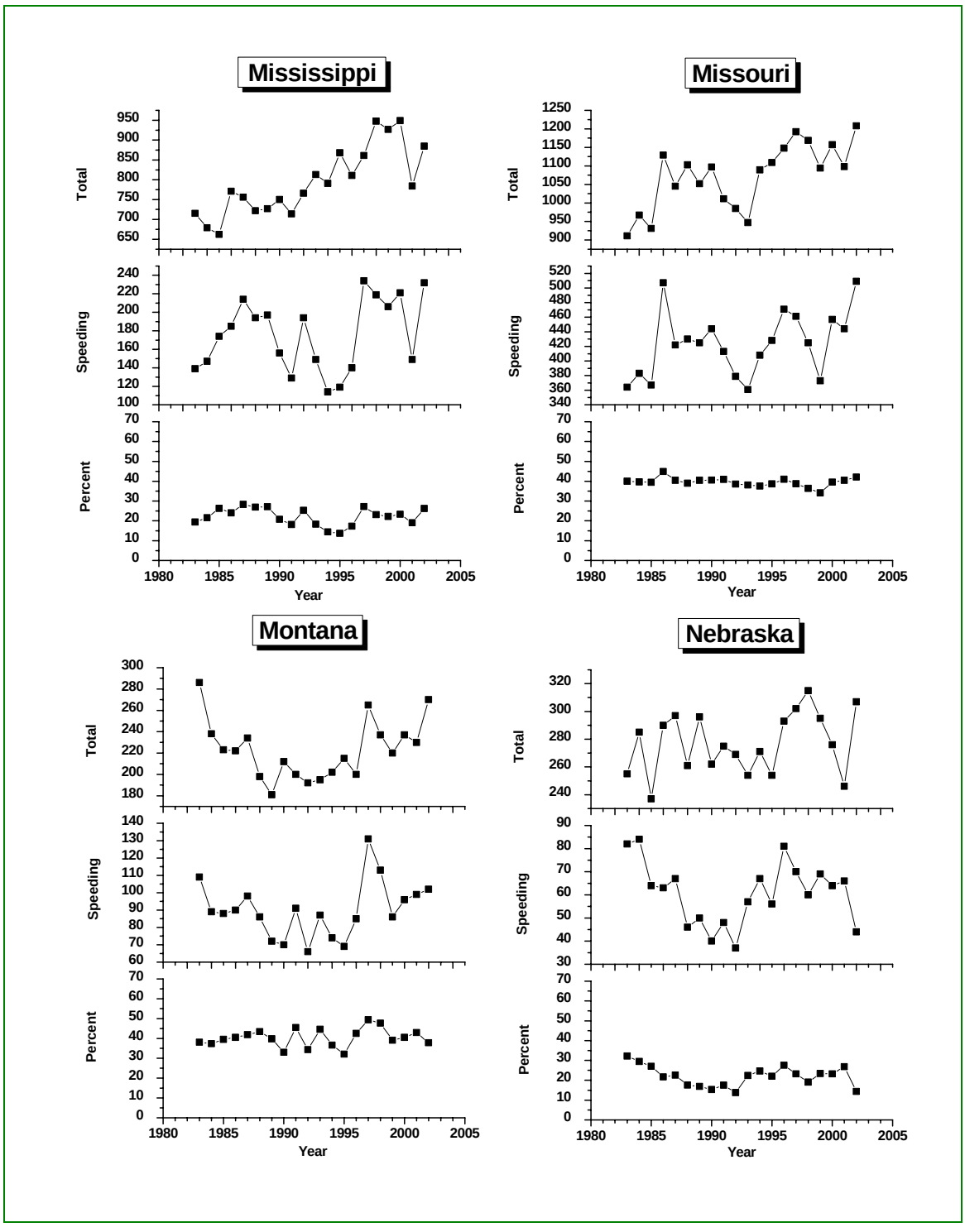
6.17 (b) (Continued)



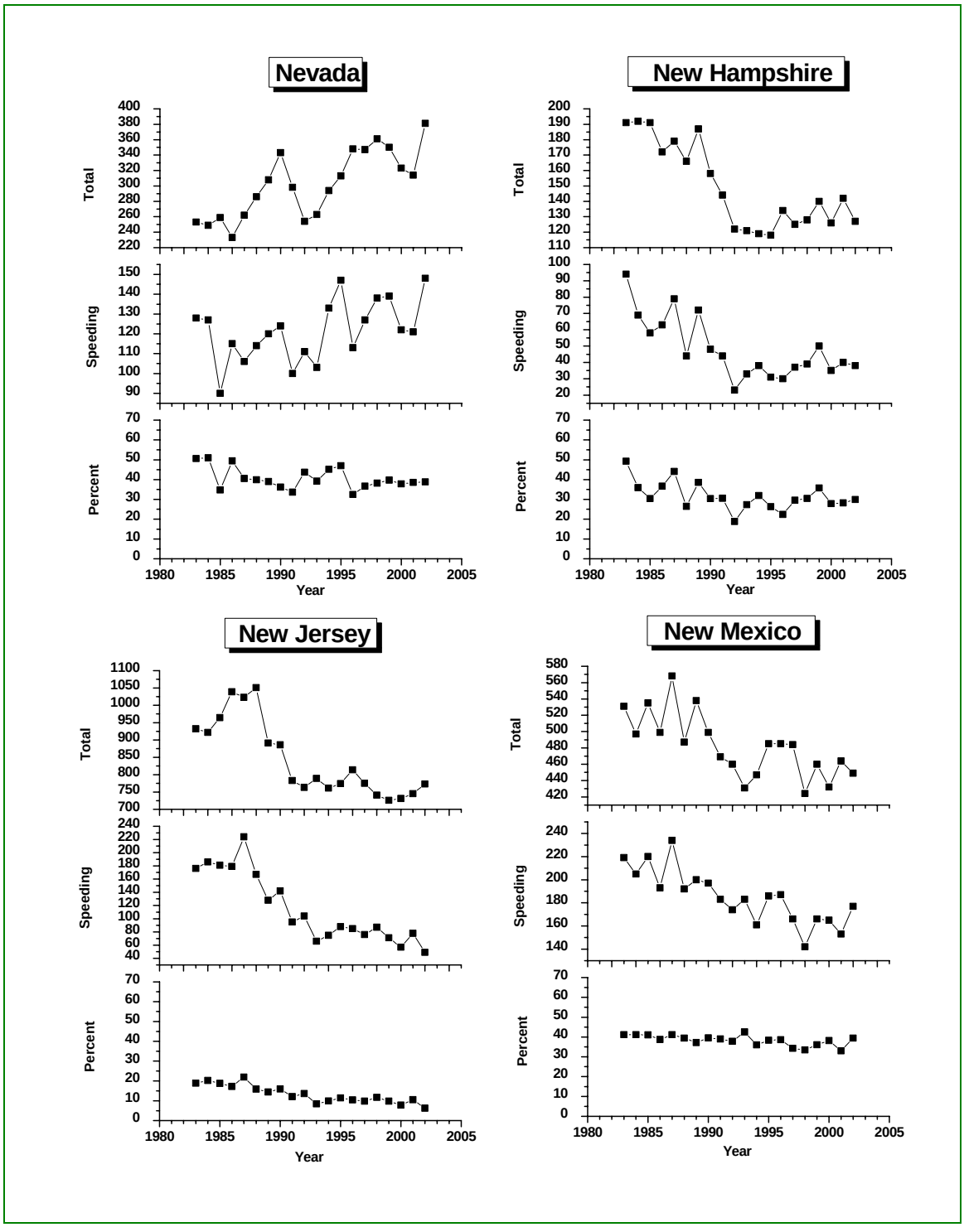
6.17 (b) (Continued)



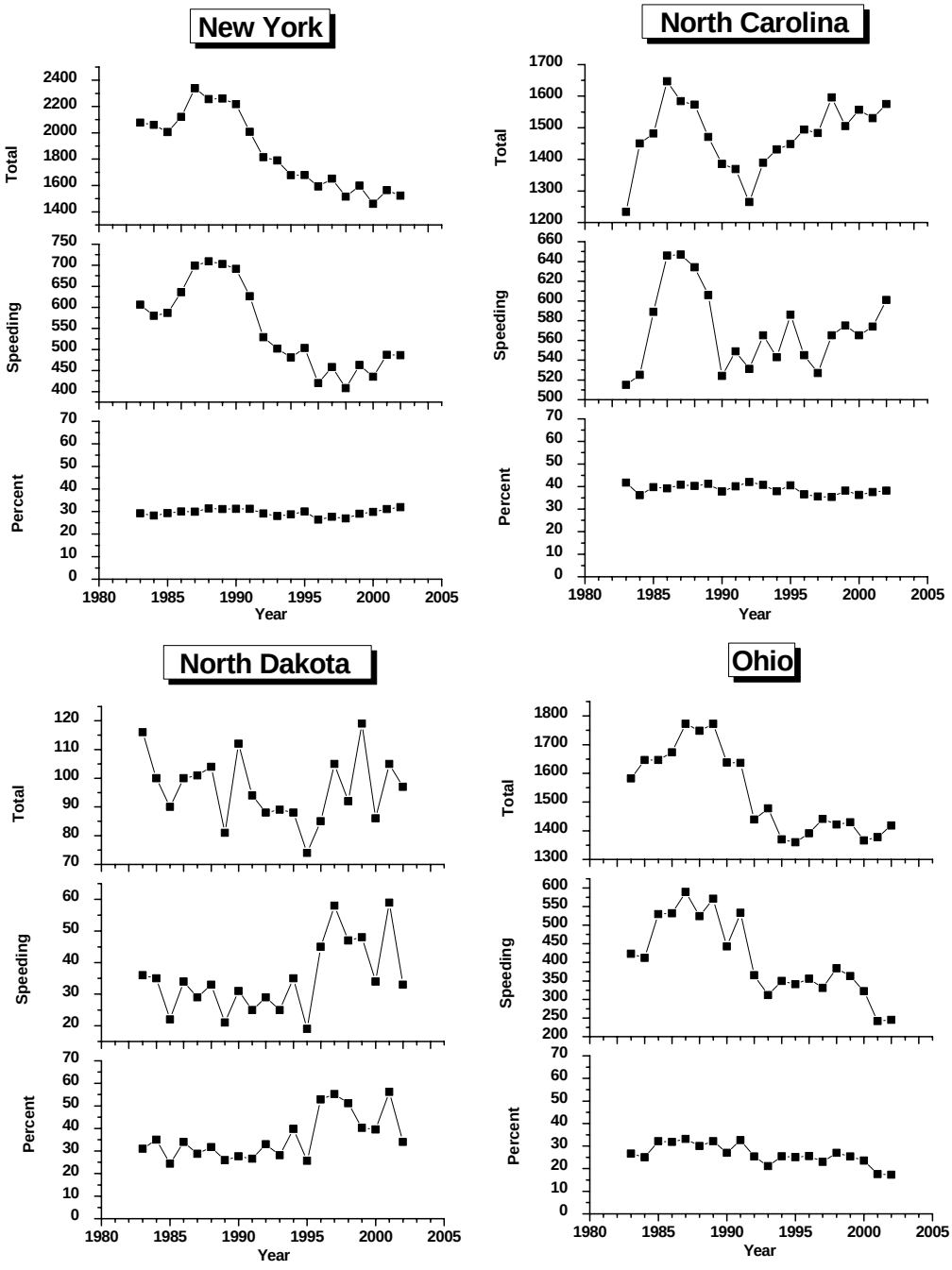
6.17 (b) (Continued)



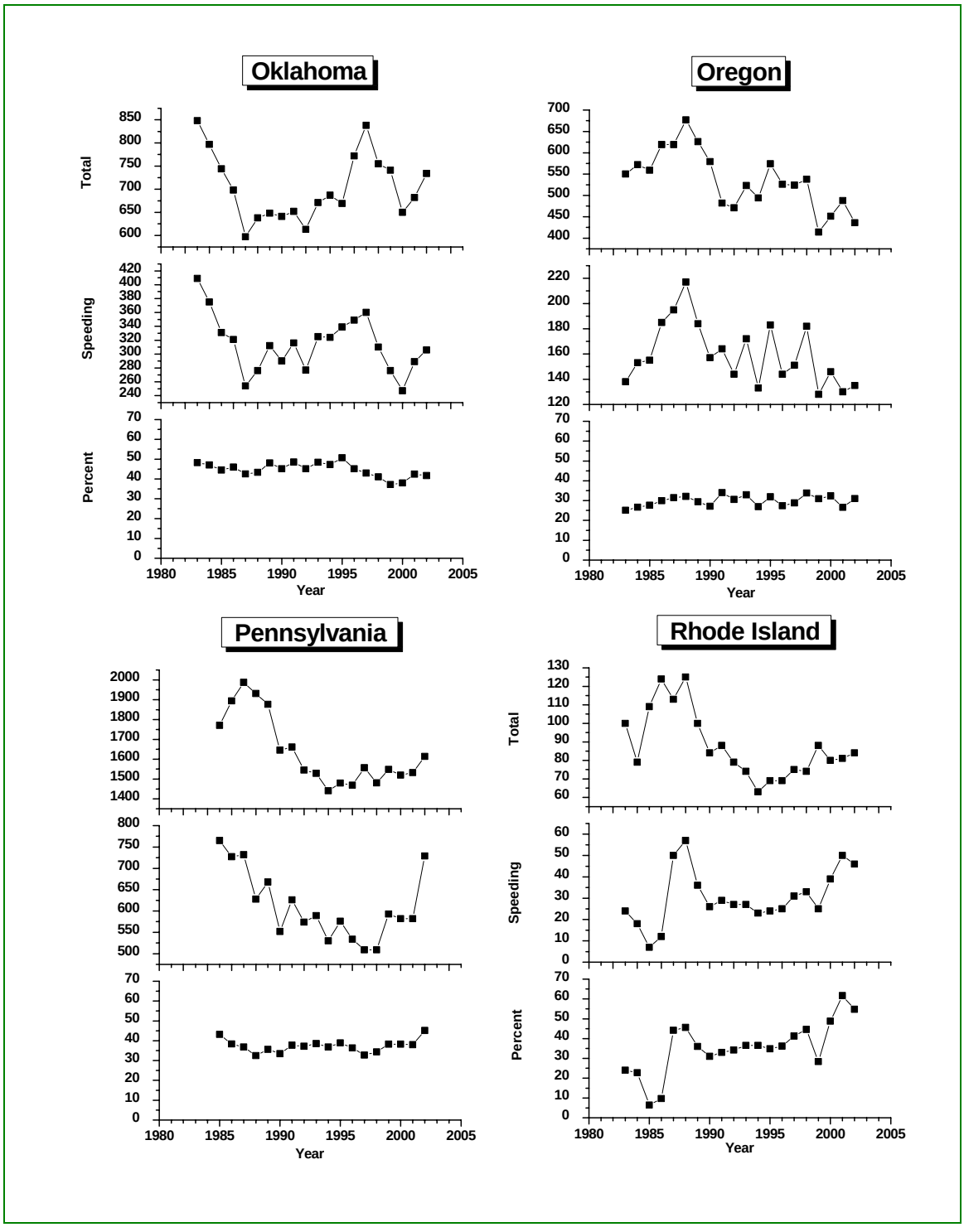
6.17 (b) (Continued)



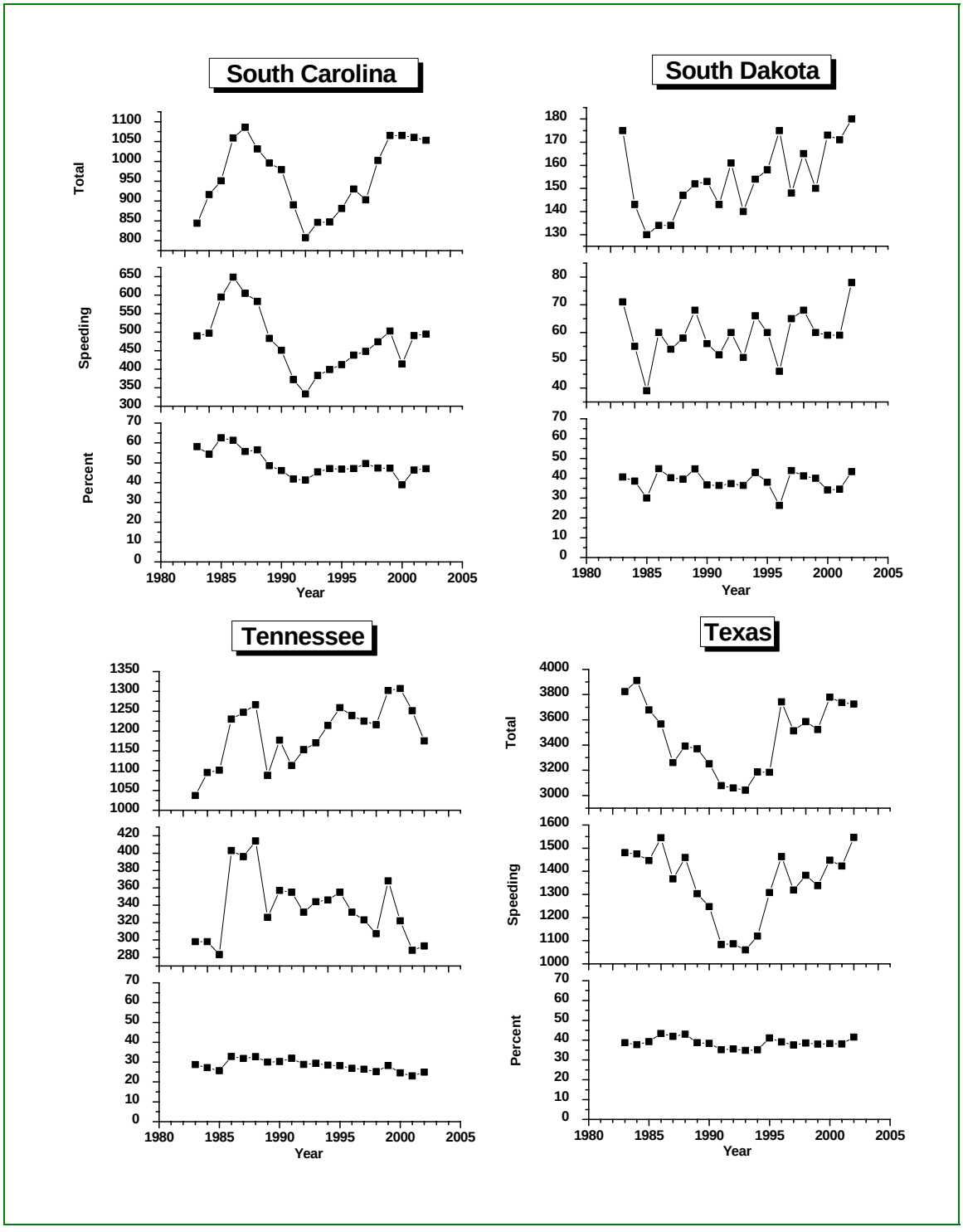
6.17 (b) (Continued)



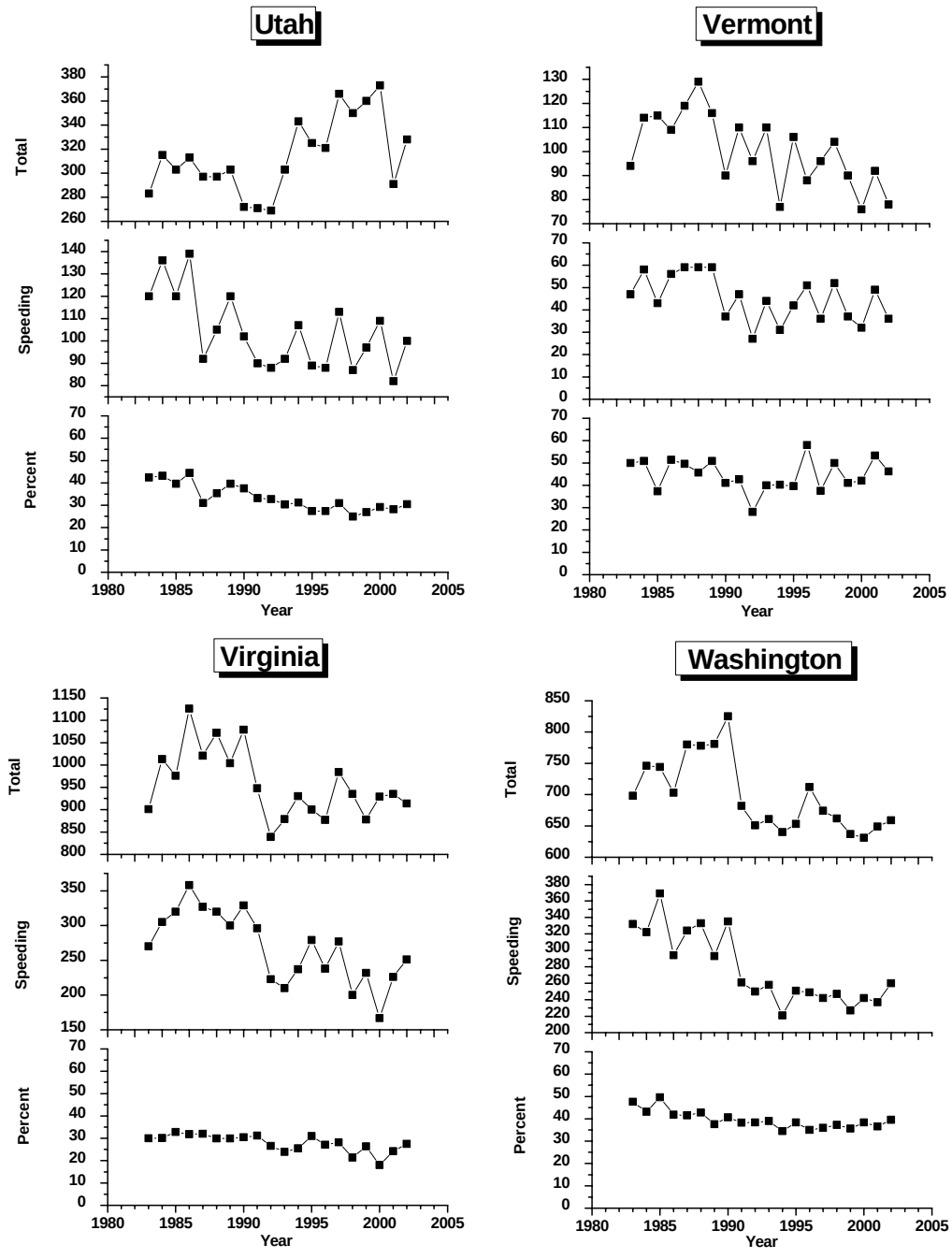
6.17 (b) (Continued)



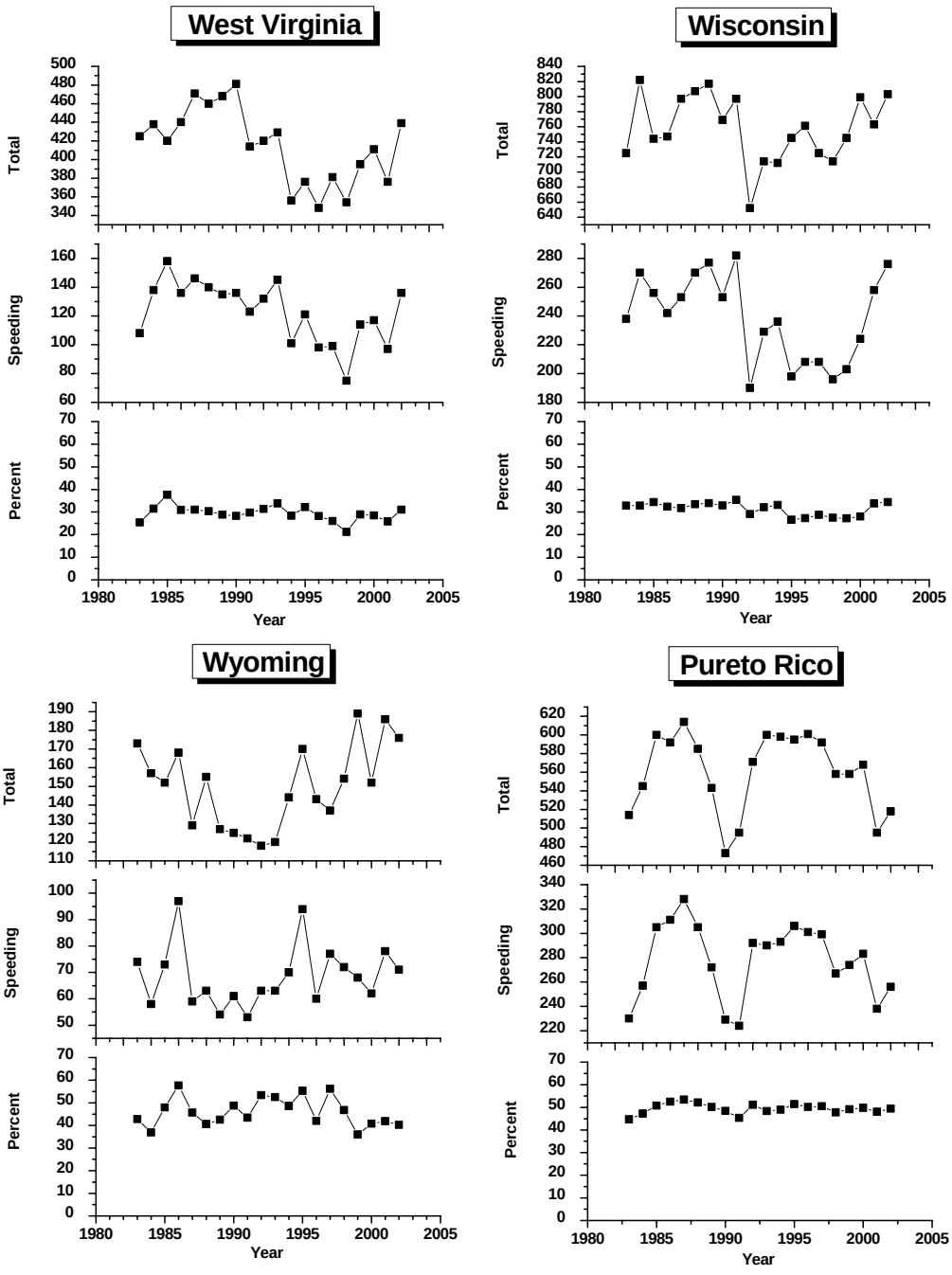
6.17 (b) (Continued)



6.17 (b) (Continued)



6.17 (b) (Continued)



Source: FARS 1983-2002

DOT HS 809 839
June 2005