

Traffic Safety Facts

2004 Data

Speeding

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

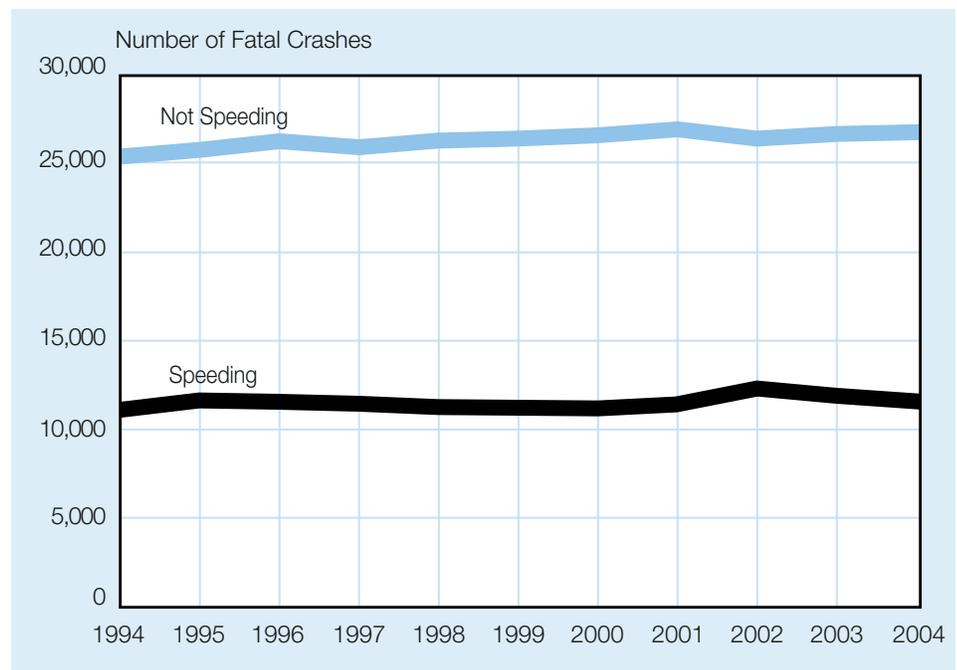
NHTSA considers a crash to be speeding-related if the driver was charged with a speeding-related offense or if an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash.

Speeding is one of the most prevalent factors contributing to traffic crashes. The economic cost to society of speeding-related crashes is estimated by NHTSA to be \$40.4 billion per year. In 2004, speeding was a contributing factor in 30 percent of all fatal crashes, and 13,192 lives were lost in speeding-related crashes.

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

Speeding reduces a driver’s ability to steer safely around curves or objects in the roadway, extends the distance necessary to stop a vehicle, and increases the distance a vehicle travels while the driver reacts to a dangerous situation.

Figure 1
Fatal Crashes by Speeding Status, 1994-2004

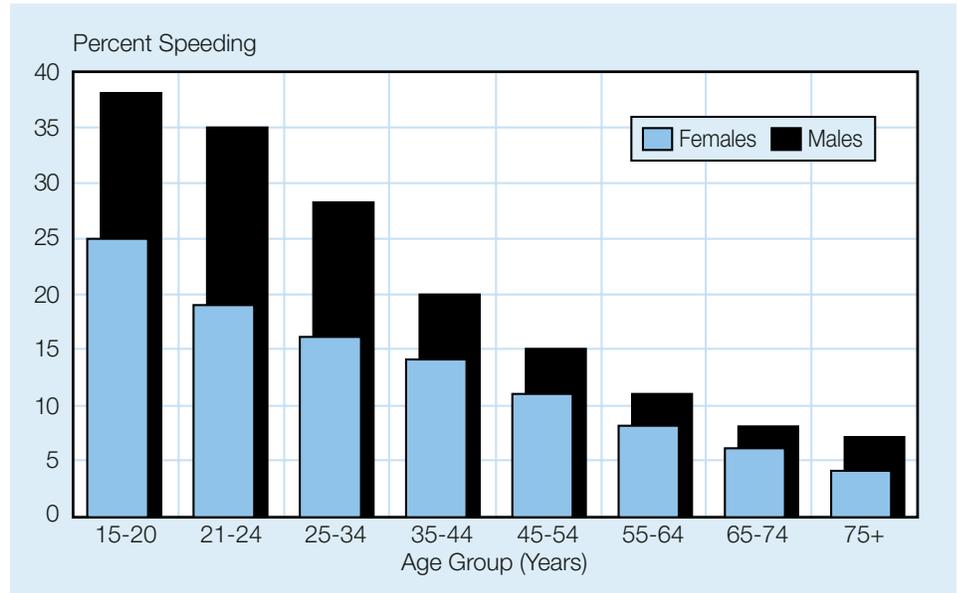


“In 2004, 38 percent of male drivers age 15 to 20 involved in fatal crashes were speeding.”

For drivers involved in fatal crashes, young males are the most likely to be speeding. The relative proportion of speeding-related crashes to all crashes decreases with increasing driver age. In 2004, 38 percent of the male drivers age 15 to 20 who were involved in fatal crashes were speeding at the time of the crash.

Figure 2

Speeding Drivers in Fatal Crashes by Age and Sex, 2004



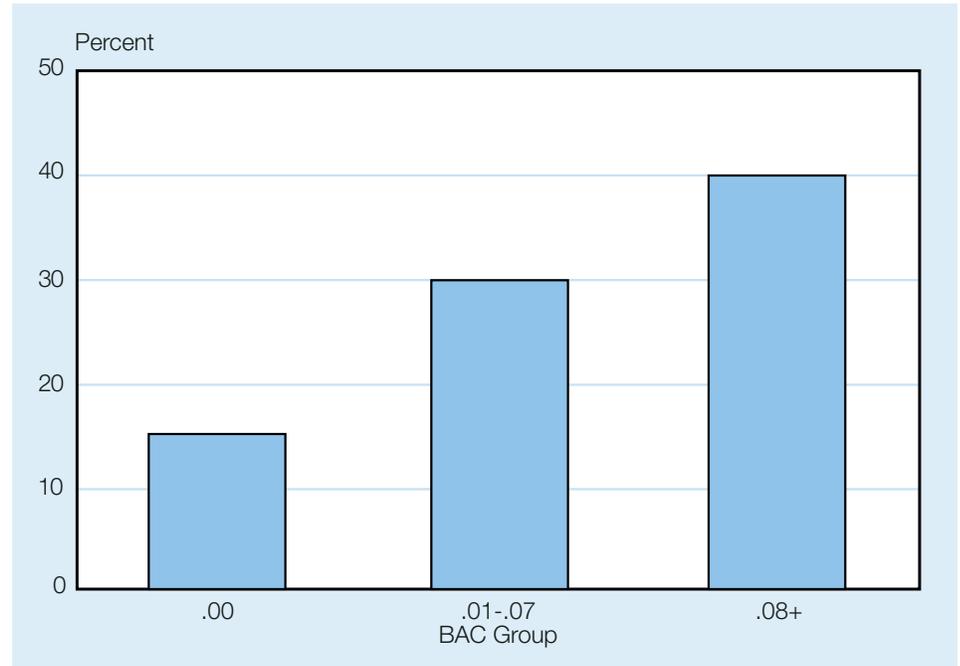
Alcohol and speeding are clearly a deadly combination. Alcohol involvement is prevalent for drivers involved in speeding-related crashes. In 2004, 40 percent of the drivers with a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dL) or higher involved in fatal crashes were speeding, compared with only 15 percent of the drivers with a BAC of .00 g/dL involved in fatal crashes.

Alcohol and speeding seem to go hand in hand. In 2004, 26 percent of the speeding drivers under age 21 who were involved in fatal crashes also had a BAC of .08 g/dL or higher. In contrast, only 12 percent of the nonspeeding drivers under age 21 involved in fatal crashes in 2004 had a BAC of .08 g/dL or higher.

For drivers between the ages of 21 and 24 who were involved in fatal crashes in 2004, 49 percent of speeding drivers had a BAC of .08 g/dL or higher, compared with only 25 percent of nonspeeding drivers.

Figure 3
Percentage of All Drivers Involved in Fatal Crashes That Were Speeding, by BAC Level, 2004

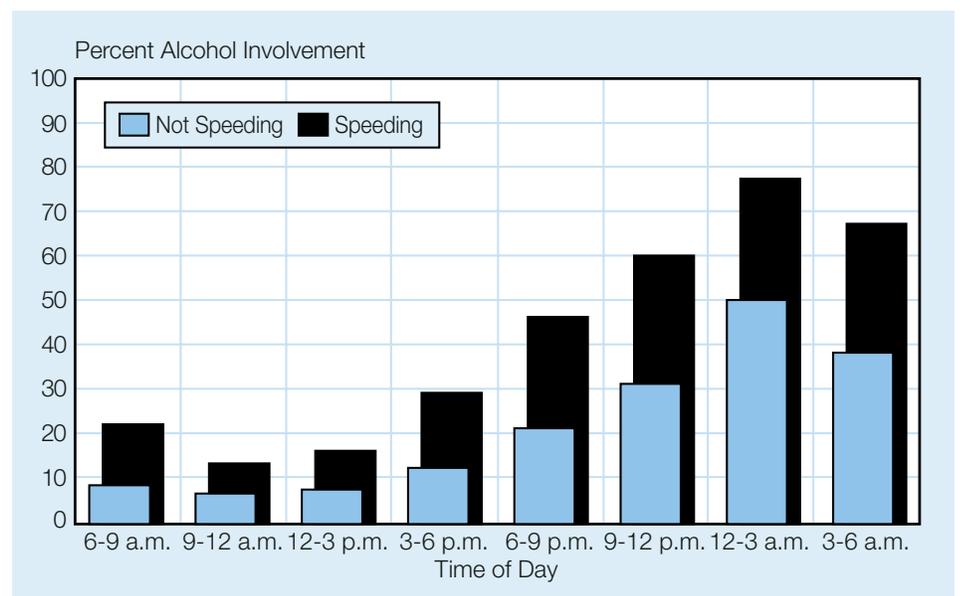
“In 2004, 40 percent of the drivers with a BAC of .08 g/dL or higher involved in fatal crashes were speeding, compared with only 15 percent of drivers with a BAC of .00 g/dL involved in fatal crashes.”



For both speeding and nonspeeding drivers involved in fatal crashes, the percentage of those who had been drinking, with a BAC of .01 g/dL or higher, at the time the crash occurred was higher at night than during the day. Between midnight and 3 a.m., 77 percent of speeding drivers involved in fatal crashes had been drinking.

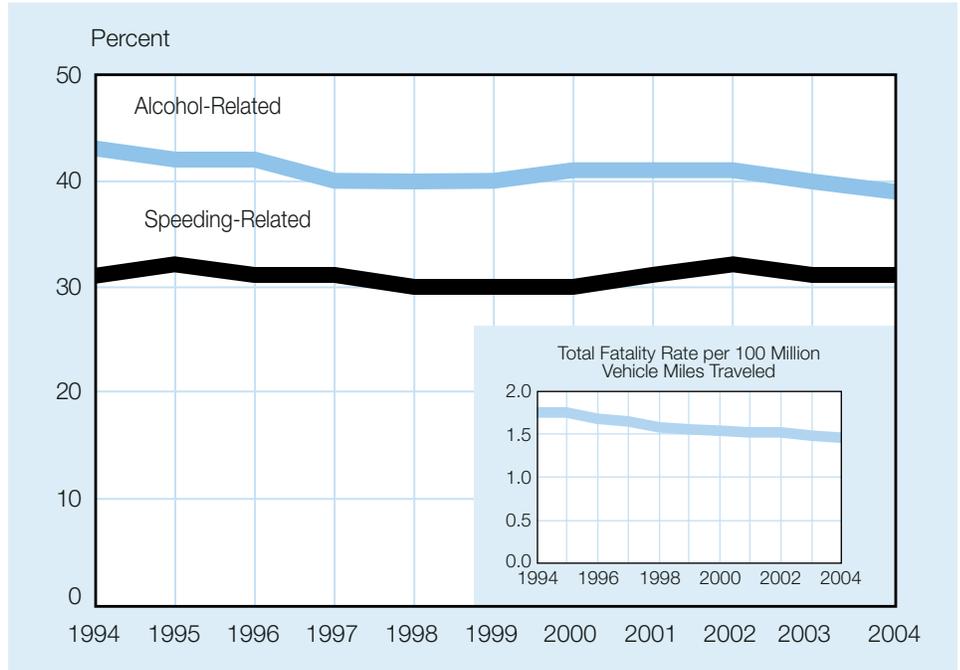
“Between midnight and 3 a.m., 77 percent of speeding drivers involved in fatal crashes had been drinking.”

Figure 4
Drivers in Fatal Crashes by Alcohol Involvement, Speeding Status, and Time of Day, 2004



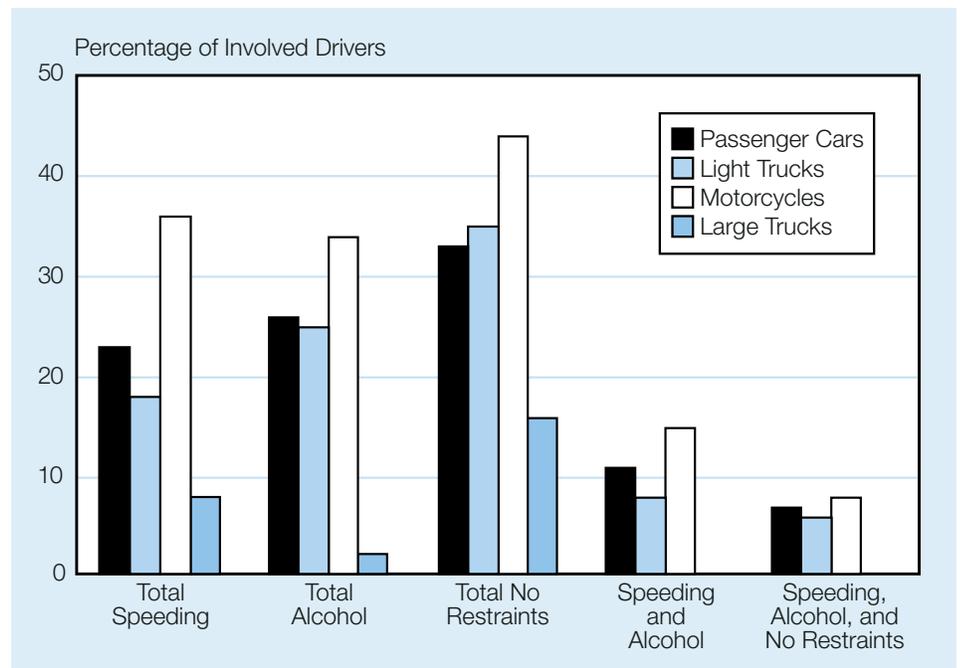
“Speeding involvement for motorcyclists in fatal crashes was about twice the rate for drivers of passenger cars or light trucks.”

Figure 5
Percentages of Fatalities Related to Speeding and to Alcohol, 1994-2004



In 2004, 36 percent of all motorcyclists involved in fatal crashes were speeding, approximately twice the rate for drivers of passenger cars or light trucks. The percentage of alcohol involvement was 31 percent higher for motorcyclists than for drivers of passenger vehicles.

Figure 6
Speeding, Alcohol Involvement, and Failure To Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 2004



“Among passenger vehicle drivers age 21 and over in fatal crashes in 2004, those who were not speeding were about 72 percent more likely to be wearing safety belts than those who were speeding at the time of the crash.”

“Only 14 percent of speeding-related fatalities occur on Interstate highways.”

In 2004, only 48 percent of **speeding** passenger vehicle drivers under age 21 who were involved in fatal crashes were wearing safety belts at the time of the crash. In contrast, 67 percent of **nonspeeding** drivers in the same age group were restrained. For drivers age 21 and older, the percentage of **speeding** drivers involved in fatal crashes who were using restraints at the time of the crash was 44 percent, but 72 percent of **nonspeeding** drivers in fatal crashes were restrained.

In 2004, 21 percent of **speeding** drivers involved in fatal crashes had an invalid license at the time of the crash, compared with 10 percent of **nonspeeding** drivers.

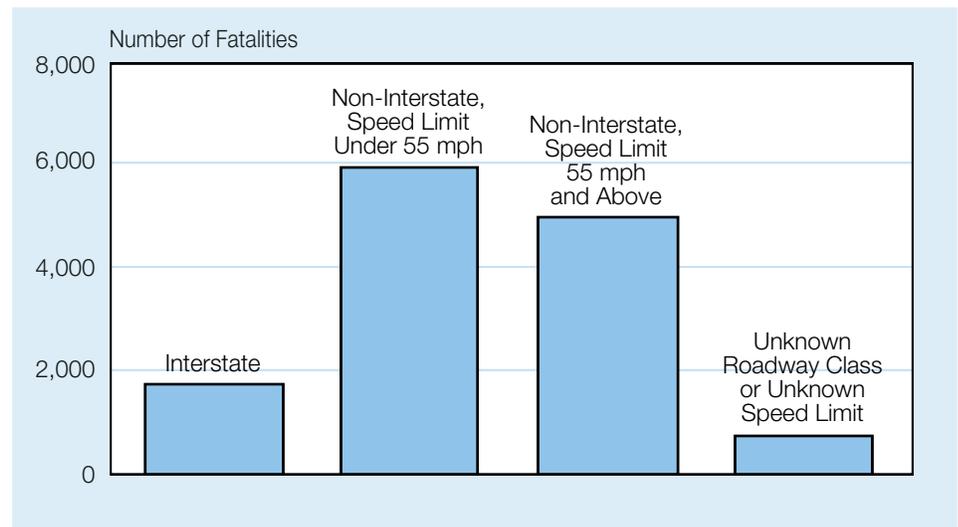
Speeding was a factor in 29 percent of the fatal crashes that occurred on dry roads in 2004 and in 34 percent of those that occurred on wet roads. Speeding was a factor in 50 percent of the fatal crashes that occurred when there was snow or slush on the road and in 59 percent of those that occurred on icy roads.

Speeding was involved in 31 percent of the fatal crashes that occurred in construction/maintenance zones in 2004.

In 2004, 86 percent of speeding-related fatalities occurred on roads that were not Interstate highways.

Figure 7

Speeding-Related Fatalities by Road Type, 2004



For more information:

Information on speeding involvement in traffic fatalities is available from the National Center for Statistics and Analysis, NPO-121, 400 Seventh Street, SW., Washington, DC 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 800-934-8517. Fax messages should be sent to 202-366-7078. General information on highway traffic safety can be accessed by Internet users at www.nhtsa.dot.gov/people/ncsa. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Overview, Alcohol, Occupant Protection, Older Population, Young Drivers, Children, Pedestrians, Pedalcyclists, Large Trucks, Motorcycles, School Transportation-Related Crashes, State Traffic Data, and State Alcohol Estimates*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*.

Table 1
Speeding-Related Traffic Fatalities by Road Type and Speed Limit, 2004

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
Alabama	1,154	508	49	4	113	15	164	50	46	36
Alaska	101	38	5	10	6	4	5	1	3	1
Arizona	1,150	406	75	9	52	29	58	42	40	31
Arkansas	704	104	9	0	51	2	9	2	15	6
California	4,120	1,333	186	29	330	56	127	94	158	134
Colorado	665	255	30	8	32	14	35	27	28	37
Connecticut	291	98	5	7	6	2	12	16	8	36
Delaware	134	42	0	4	6	15	4	4	2	6
Dist of Columbia	43	20	0	1	0	0	2	0	3	14
Florida	3,244	550	54	16	81	10	131	45	74	84
Georgia	1,634	335	28	6	125	10	64	21	55	17
Hawaii	142	67	0	10	15	1	4	0	17	19
Idaho	260	73	17	2	5	3	6	2	9	5
Illinois	1,356	589	62	38	229	4	51	44	74	62
Indiana	947	267	15	21	83	17	30	23	26	48
Iowa	390	32	2	1	10	1	1	0	4	10
Kansas	461	123	14	0	43	1	9	4	7	14
Kentucky	964	196	14	5	124	1	15	1	23	7
Louisiana	904	217	18	3	81	11	48	8	26	16
Maine	194	90	8	1	5	14	35	5	13	9
Maryland	643	243	14	16	34	26	15	51	42	37
Massachusetts	476	158	16	5	8	11	10	27	21	50
Michigan	1,159	249	20	10	147	2	18	5	10	16
Minnesota	567	144	14	3	87	4	4	1	4	15
Mississippi	900	173	21	1	66	8	32	9	17	10
Missouri	1,130	494	54	11	180	4	37	27	48	45
Montana	229	101	13	0	9	0	2	3	15	10
Nebraska	254	42	14	1	5	8	1	0	1	8
Nevada	395	135	20	8	4	7	4	0	5	1
New Hampshire	171	41	1	3	4	10	1	6	5	6
New Jersey	731	64	3	5	7	10	4	10	4	16
New Mexico	521	195	41	2	23	7	16	7	13	15
New York	1,493	465	21	11	173	15	35	29	28	81
North Carolina	1,557	561	42	7	307	13	106	2	60	8
North Dakota	100	23	3	0	7	0	1	2	1	3
Ohio	1,286	272	21	5	141	7	15	9	39	27
Oklahoma	774	315	33	4	50	18	74	19	25	19
Oregon	456	145	11	4	70	3	18	6	8	12
Pennsylvania	1,490	661	40	24	189	13	105	79	113	67
Rhode Island	83	45	1	6	2	1	5	6	6	18
South Carolina	1,046	463	53	4	156	15	96	18	47	30
South Dakota	197	71	11	0	34	2	1	1	1	8
Tennessee	1,288	269	21	10	50	12	63	33	27	39
Texas	3,583	1,425	187	32	188	40	128	101	123	152
Utah	296	92	34	0	5	8	9	11	3	1
Vermont	98	46	5	0	1	23	0	5	9	3
Virginia	925	253	18	19	99	6	44	16	29	14
Washington	563	226	27	0	14	40	15	18	55	32
West Virginia	411	119	18	1	48	0	13	8	14	14
Wisconsin	792	295	17	4	155	0	31	5	19	40
Wyoming	164	64	22	0	2	2	4	2	2	2
U.S. Total*	42,636	13,192	1,407	371	3,662	525	1,717	905	1,425	1,391
Puerto Rico	494	236	41	1	11	6	26	24	98	29

*Of the total number of speeding-related fatalities in 2004, 5,769 occurred on roads with posted speed limits between 55 and 65 mph, and 938 occurred on roads with speed limits above 65 mph.

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