Traffic Safety Facts

2007 Data

www.nhtsa.gov

NHTSA

DOT HS 810 998

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.

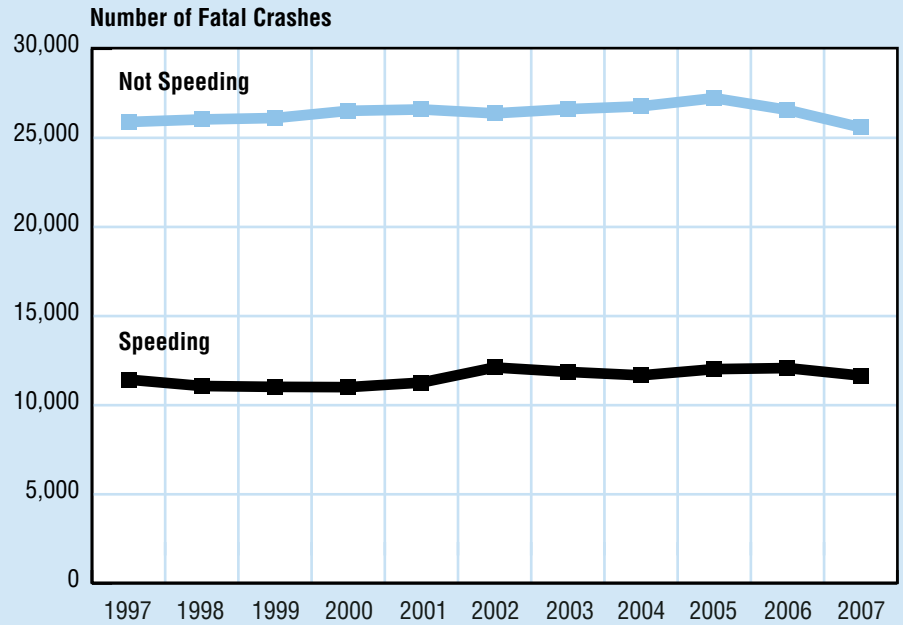
Speeding is one of the most prevalent factors contributing to traffic crashes. The economic cost to society of speeding-related crashes is estimated by NHTSA to be $40.4 billion per year. In 2007, speeding was a contributing factor in 31 percent of all fatal crashes, and 13,040 lives were lost in speeding-related crashes.

The total economic cost of crashes was estimated at $230.6 billion in 2000. Motor vehicle crashes cost society an estimated $7,300 per second. 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

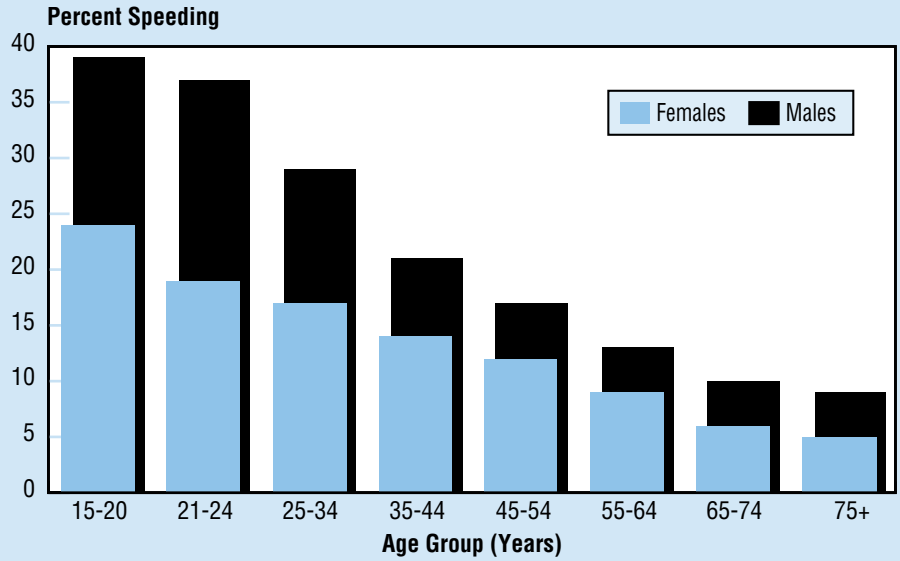
Fatal Crashes by Speeding Status, 1997-2007



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 2007, 39 percent of male drivers age 15 to 20 who were involved in fatal crashes were speeding at the time of the crash.

"In 2007, 39 percent of 15- to 20-year-old male drivers involved in fatal crashes were speeding."

Figure 2
Speeding Drivers in Fatal Crashes by Age and Sex, 2007

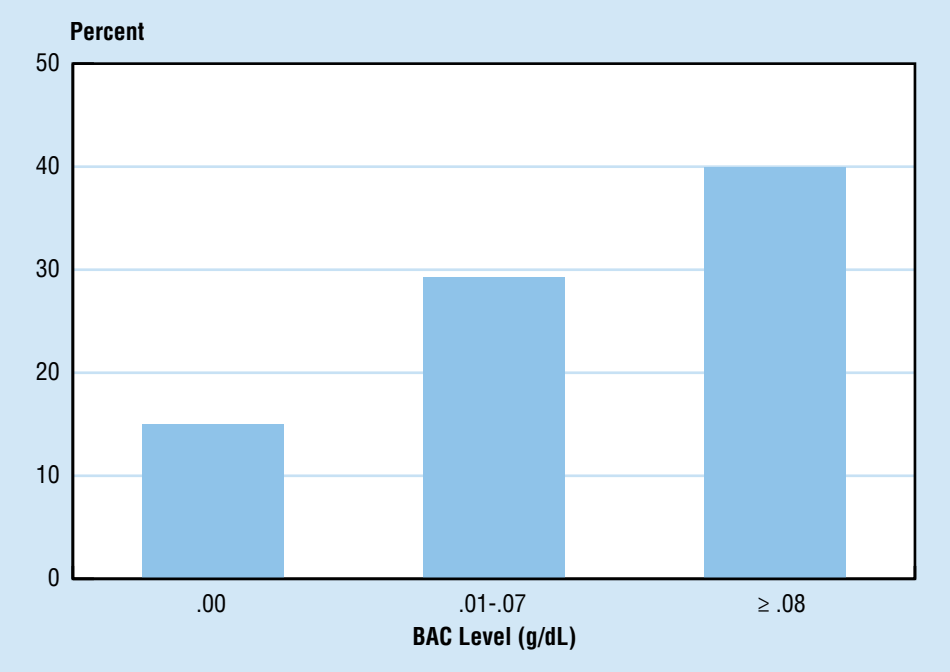


Alcohol and speeding are clearly a deadly combination. Alcohol involvement is prevalent for drivers involved in speeding-related crashes. In 2007, 40 percent of drivers with a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dL) or higher involved in fatal crashes were speeding, compared with only 15 percent of drivers with a BAC of .00 g/dL involved in fatal crashes.

In 2007, 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 13 percent of the nonspeeding drivers under age 21 involved in fatal crashes in 2007 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 2007, 52 percent of speeding drivers had a BAC of .08 g/dL or higher, compared with only 26 percent of nonspeeding drivers.

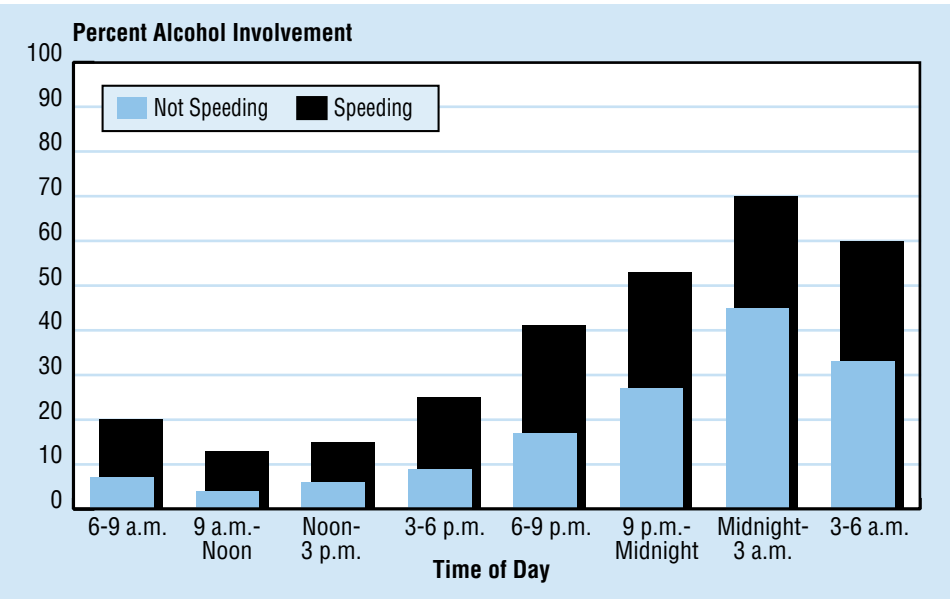
Figure 3
Percentage of All Drivers Involved in Fatal Crashes Who Were Speeding, by BAC Level, 2007



"In 2007, 40 percent of 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 non-speeding drivers involved in fatal crashes, the percentage of those who were impaired with a BAC of .08 g/dL or higher at the time the crash occurred was higher at night than during the day. Between midnight and 3 a.m., 70 percent of speeding drivers involved in fatal crashes were alcohol-impaired (BAC = .08+).

Figure 4
Alcohol-Impaired Drivers (BAC=.08+) in Fatal Crashes by Speeding Status and Time of Day, 2007

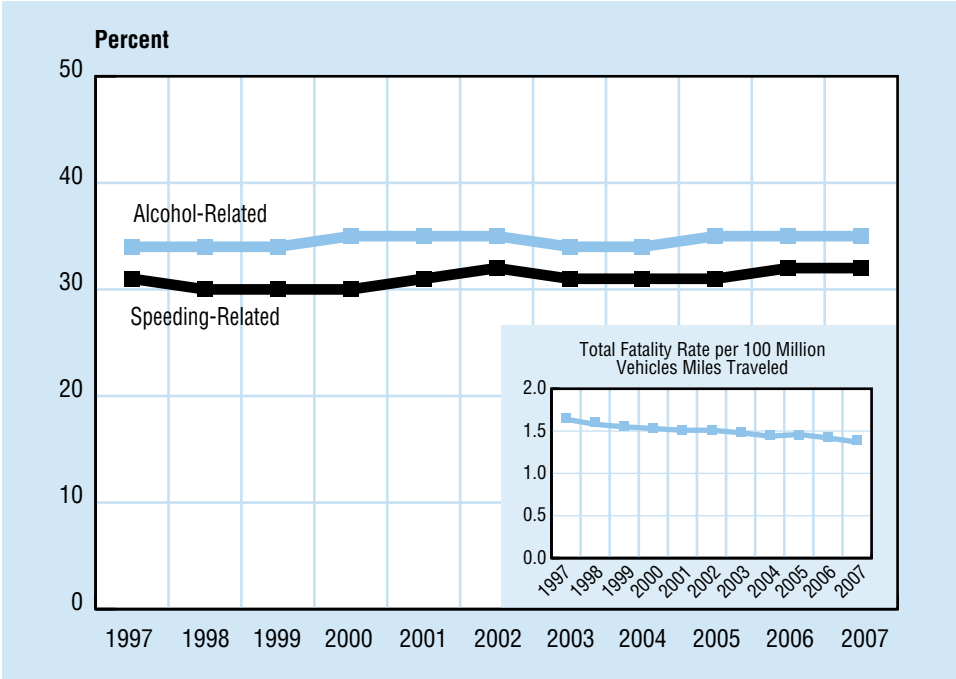


"Between midnight and 3 a.m., 70 percent of speeding drivers involved in fatal crashes are alcohol – impaired (BAC = .08+).

"In fatal crashes, 36 percent of motorcyclists were speeding."

Figure 5

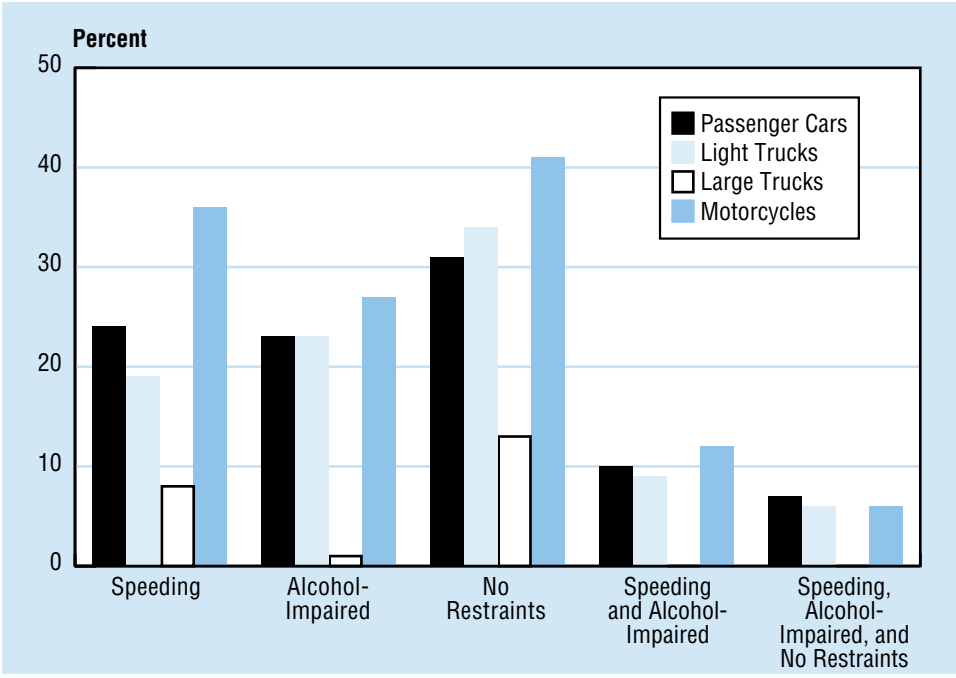
Percentage of Fatalities Related to Speeding and Alcohol Impairment, 1997-2007



In 2007, 36 percent of all motorcycle riders involved in fatal crashes were speeding, compared to 24 percent for passenger car drivers, 19 percent for light-truck drivers, and 8 percent for large-truck drivers.

Figure 6

Speeding, Alcohol Impairment, and Failure to Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 2007



Note: Among large-truck drivers, speeding and alcohol impairment; as well as speeding, alcohol impairment, and failure to use restraints was less than 0.5 percent.

In 2007, only 49 percent of speeding passenger vehicle drivers under age 21 who were involved in fatal crashes were wearing seat belts at the time of the crash. In contrast, 70 percent of non-speeding 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 45 percent, but 74 percent of non-speeding drivers in fatal crashes were restrained.

In 2007, 23 percent of speeding drivers involved in fatal crashes had an invalid license at the time of the crash, compared with 11 percent of non-speeding drivers.

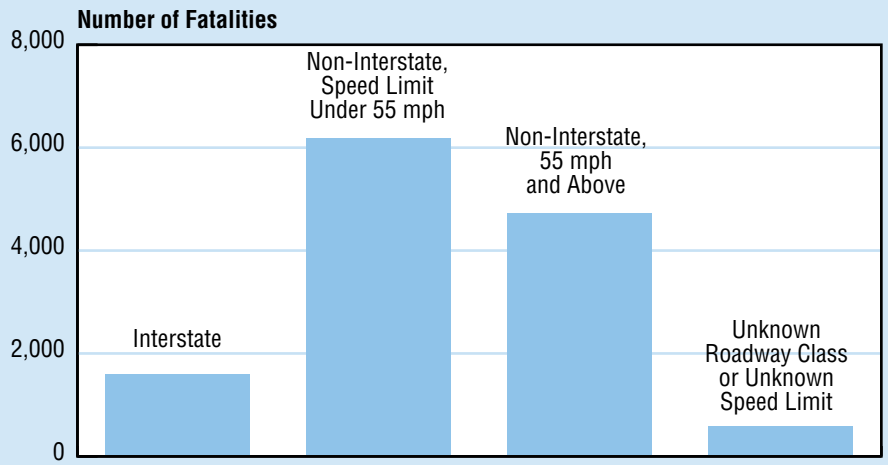
Speeding was a factor in 30 percent of the fatal crashes that occurred on dry roads in 2007 and in 34 percent of those that occurred on wet roads. Speeding was a factor in 55 percent of the fatal crashes that occurred when there was snow or slush on the road and in 57 percent of those that occurred on icy roads.

Speeding was involved in nearly one-third (32%) of the fatal crashes that occurred in construction/maintenance zones in 2007.

In 2007, 88 percent of speeding-related fatalities occurred on roads that were not Interstate highways.

Among passenger vehicle drivers age 21 and older in fatal crashes in 2007, those who were not speeding were more likely to be wearing seat belts than those who were speeding at the time of the crash."

Figure 7
Speeding-Related Fatalities by Road Type, 2007



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

For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NVS-424, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted 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.gov/portal/site/nhtsa/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, African American, Bicyclists and Other Cyclists (formerly titled Pedalcyclists), Children, Hispanic, Large Trucks, Motorcycles, Occupant Protection, Older Population, Pedestrians, Race and Ethnicity, Rural/Urban Comparisons, School Transportation-Related Crashes, State Alcohol Estimates, State Traffic Data, and Young Drivers. 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. The fact sheets and annual Traffic Safety Facts report can be accessed online at www-nrd.nhtsa.dot.gov/Cats.

Table 1

Speeding-Related Traffic Fatalities by Road Type and Speed Limit, 2007

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
			Interstate		Non-Interstate					
		Total	>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
AL	1,110	497	38	8	118	9	158	45	47	29
AK	84	20	1	0	6	0	3	4	0	4
AZ	1,066	447	65	15	41	21	81	53	53	40
AR	650	64	5	0	27	1	5	2	10	7
CA	3,974	1,464	194	18	340	49	150	126	190	176
CO	554	224	16	11	30	16	28	31	34	24
CT	277	94	9	6	3	2	10	16	18	26
DE	117	44	1	0	3	24	5	5	4	2
DC	44	8	0	2	0	0	0	0	0	6
FL	3,214	611	52	12	82	16	123	56	78	106
GA	1,641	384	24	14	117	7	58	12	68	28
HI	138	69	1	5	7	0	8	0	19	23
ID	252	77	21	0	14	12	6	1	5	2
IL	1,249	523	64	26	176	6	44	38	59	107
IN	898	199	26	4	62	9	32	10	26	25
IA	445	38	2	2	16	4	4	0	5	4
KS	416	112	12	0	33	4	4	7	4	17
KY	864	132	6	2	85	0	10	0	22	4
LA	985	251	19	5	96	7	38	17	31	25
ME	183	86	3	0	6	14	20	8	15	12
MD	614	216	5	20	20	36	11	43	38	42
MA	417	140	18	5	8	4	8	18	19	55
MI	1,088	242	14	8	119	7	29	6	17	31
MN	504	108	8	2	15	0	0	0	0	0
MS	884	349	38	4	131	14	61	14	28	19
MO	992	434	37	15	149	10	28	14	53	43
MT	277	96	13	1	6	0	11	1	10	8
NE	256	44	8	0	9	11	3	0	4	5
NV	373	97	2	0	2	0	25	1	36	12
NH	129	41	5	2	2	3	1	6	12	8
NJ	724	61	2	1	2	13	10	4	8	13
NM	413	159	19	2	25	5	17	7	15	20
NY	1,333	417	11	9	157	2	32	28	20	50
NC	1,675	620	34	6	331	14	146	2	63	14
ND	111	45	4	0	15	0	5	1	2	6
OH	1,257	277	30	5	133	6	22	6	38	26
OK	754	209	34	3	24	5	45	10	14	13
OR	455	121	3	1	55	2	17	12	11	8
PA	1,491	783	52	47	189	8	149	98	128	89
RI	69	14	0	0	0	0	1	1	0	5
SC	1,066	454	48	5	144	14	74	26	46	38
SD	146	49	7	0	16	1	6	1	11	1
TN	1,210	268	14	9	57	10	59	32	37	41
TX	3,363	1,343	127	45	173	40	117	93	110	132
UT	299	110	27	1	10	3	10	16	6	11
VT	66	23	2	0	2	6	0	7	2	4
VA	1,027	341	32	22	156	6	56	7	22	23
WA	568	224	16	3	22	39	13	14	54	32
WW	431	76	7	0	20	3	9	6	8	14
WI	756	279	11	7	130	1	40	8	17	48
WY	150	56	17	0	2	0	6	4	0	7
USA Total	**41,059**	**13,040**	**1,204**	**353**	**3,386**	**464**	**1,798**	**917**	**1,517**	**1,485**
Puerto Rico	452	228	38	0	7	3	21	24	112	20

*Of the total number of speeding-related fatalities in 2007, 5,480 occurred on roads with posted speed limits between 55 and 65 mph, and 776 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.