

Traffic Safety Facts

2008 Data

DOT HS 811 166

Speeding

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

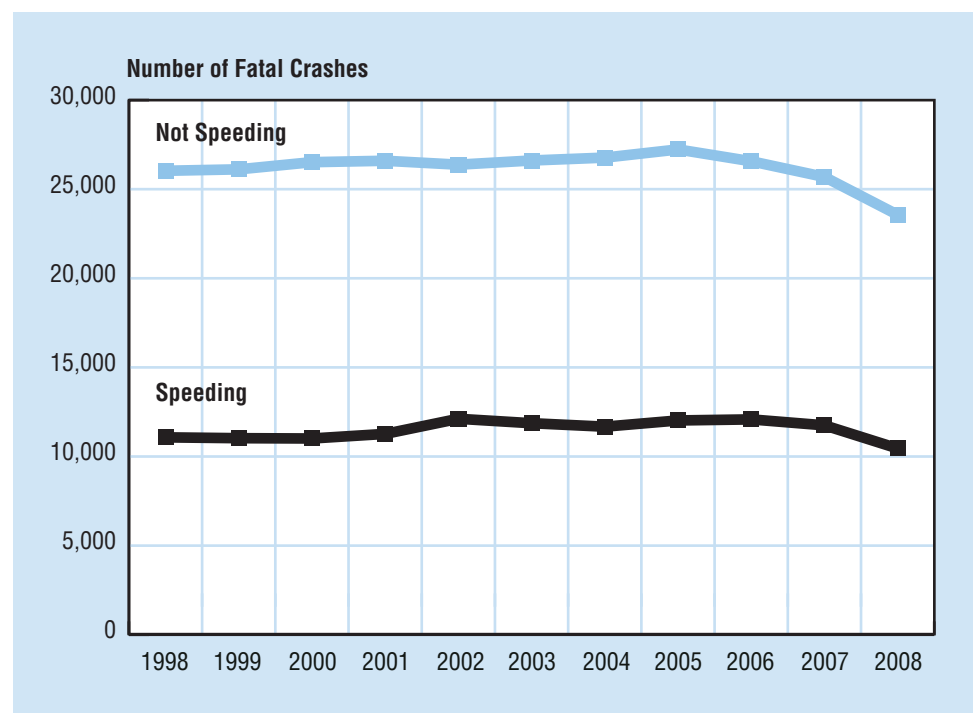
NHTSA considers a crash to be speeding-related if the driver was charged with a speeding-related offense or if an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash.

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 2008, speeding was a contributing factor in 31 percent of all fatal crashes, and 11,674 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, 1998-2008

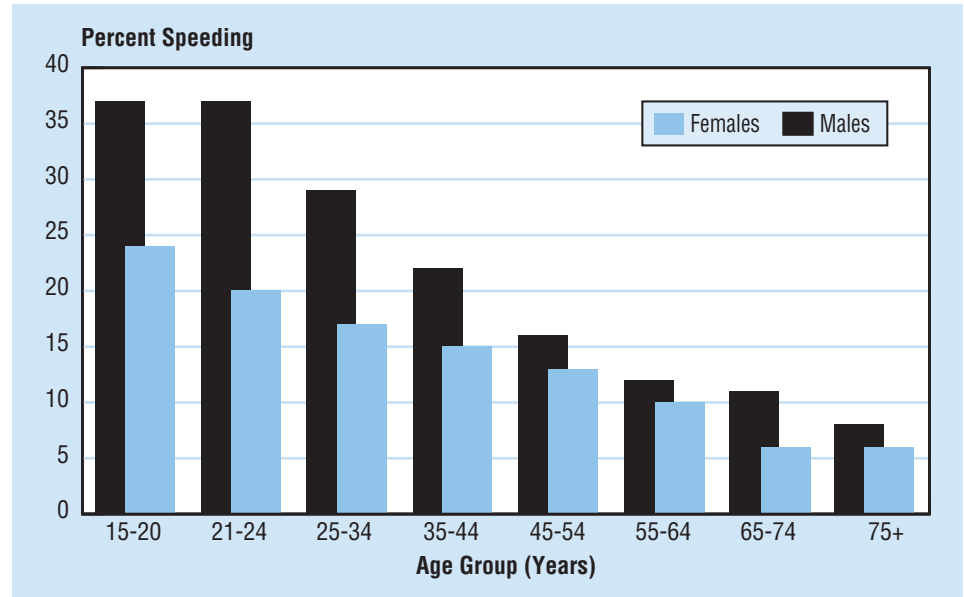


“In 2008, 37 percent of 15- to 20-year-old and 21- to 24-year-old male drivers involved in fatal crashes were speeding.”

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 2008, 37 percent of male drivers in the 15- to 20-year-old and 21- to 24-year-old age groups 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, 2008



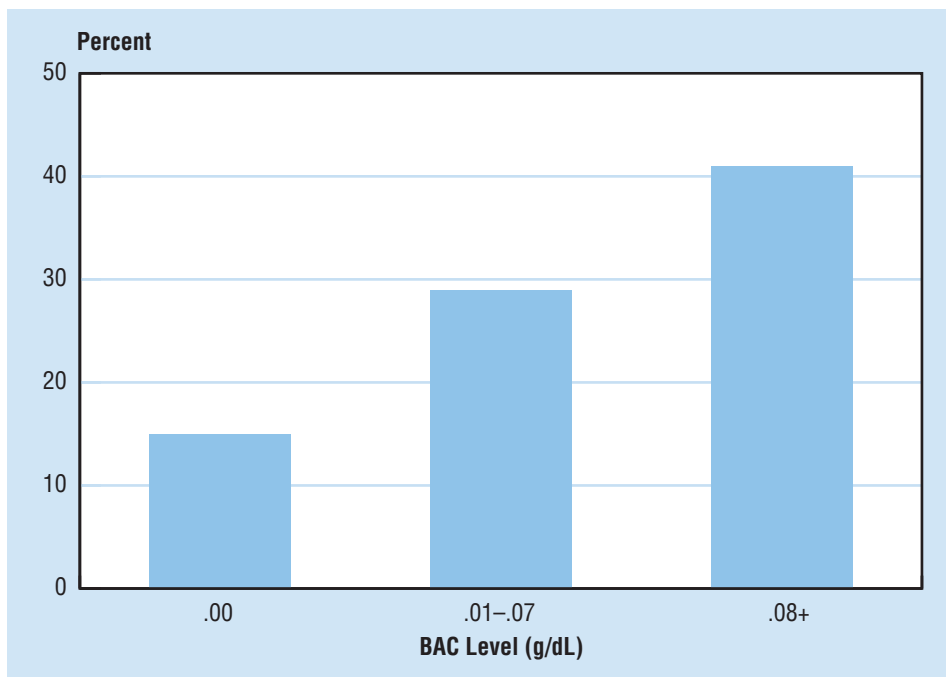
Alcohol and speeding are clearly a deadly combination. Alcohol involvement is prevalent for drivers involved in speeding-related crashes. In 2008, 41 percent of drivers with a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dL) or higher involved in fatal crashes were speeding, compared with only 15 percent of drivers with a BAC of .00 g/dL involved in fatal crashes.

In 2008, 27 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 2008 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 2008, 50 percent of speeding drivers had a BAC of .08 g/dL or higher, compared with only 27 percent of nonspeeding drivers.

Figure 3

Percentage of All Drivers Involved in Fatal Crashes Who Were Speeding, by BAC Level, 2008

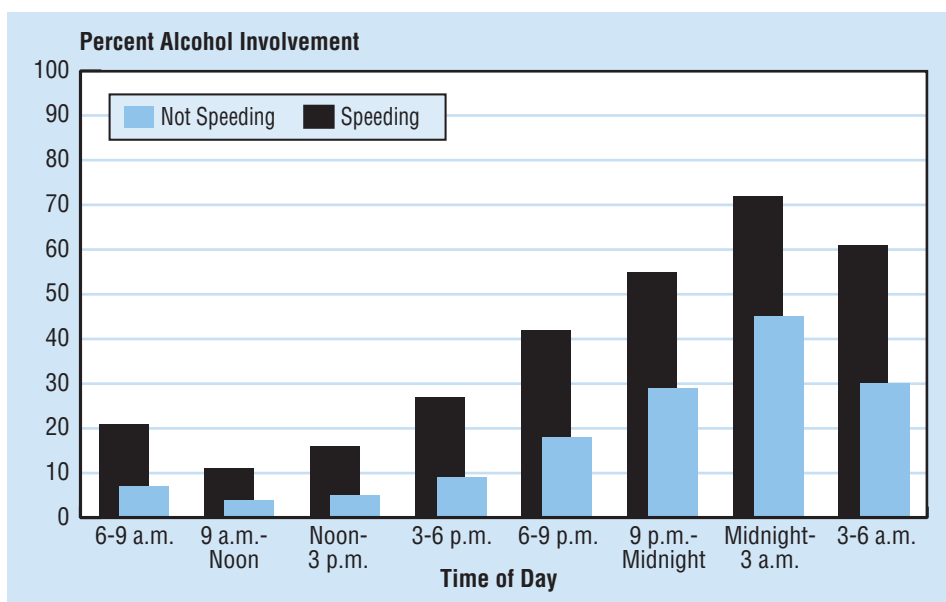


“In 2008, 41 percent of drivers with a BAC of .08 g/dL or higher involved in fatal crashes were speeding, compared with only 15 percent of drivers with a BAC of .00 g/dL involved in fatal crashes.”

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., 72 percent of speeding drivers involved in fatal crashes were alcohol-impaired (BAC = .08+).

Figure 4

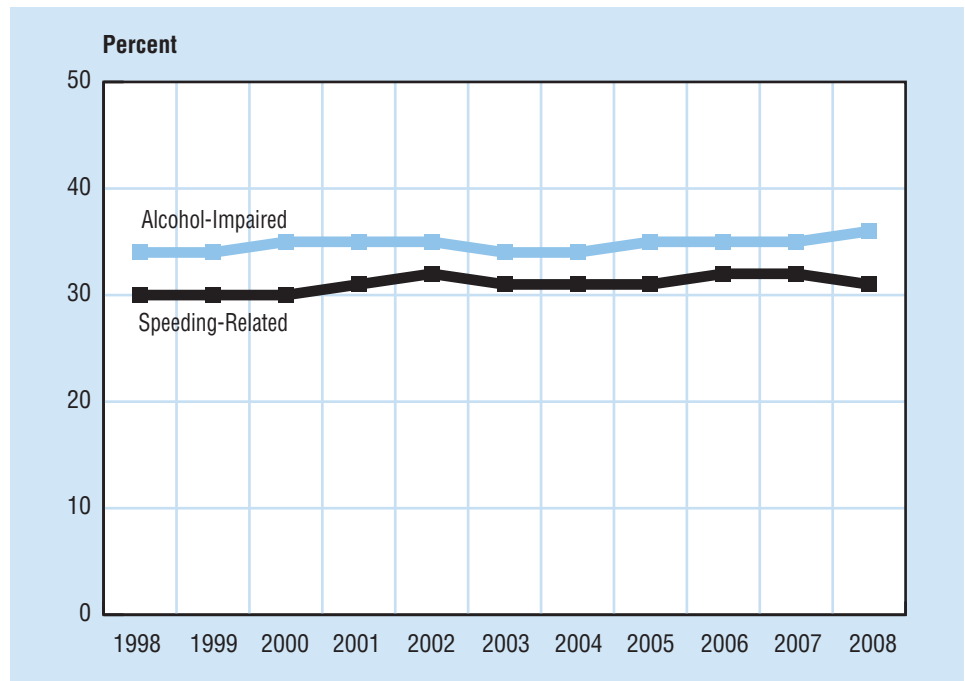
Percentage of Alcohol-Impaired Drivers (BAC=.08+) in Fatal Crashes by Speeding Status and Time of Day, 2008



“Between midnight and 3 a.m., 72 percent of speeding drivers involved in fatal crashes were alcohol-impaired (BAC = .08+).”

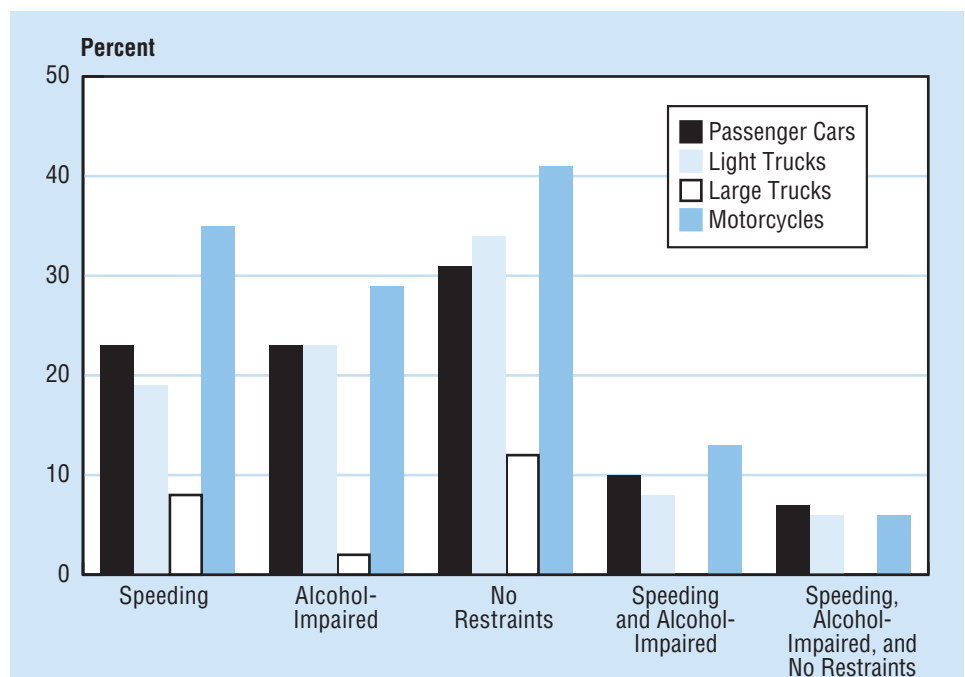
Figure 5
Percentage of Fatalities Related to Speeding and Alcohol Impairment, 1998-2008

"In fatal crashes, 35 percent of motorcycle riders involved were speeding."



In 2008, 35 percent of all motorcycle riders involved in fatal crashes were speeding, compared to 23 percent for passenger car drivers, 19 percent for light-truck drivers, and 8 percent for large-truck drivers.

Figure 6
Speeding, Alcohol Impaired, and Failure to Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 2008



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 2008, only 47 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, 71 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 2008, 22 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.

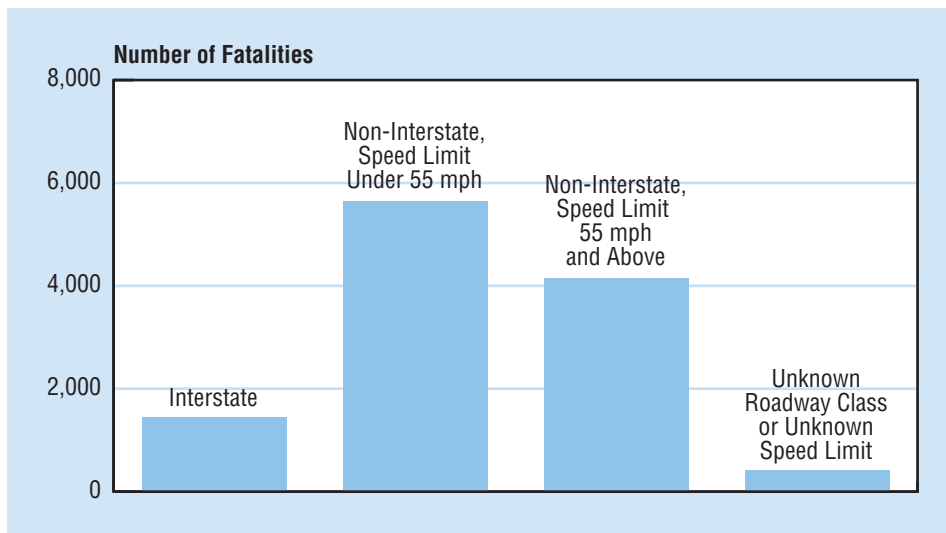
Speeding was a factor in 29 percent of the fatal crashes that occurred on dry roads in 2008 and in 35 percent of those that occurred on wet roads. Speeding was a factor in 54 percent of the fatal crashes that occurred when there was snow or slush on the road and in 59 percent of those that occurred on icy roads.

Speeding was involved in nearly one-third (30%) of the fatal crashes that occurred in construction/maintenance zones in 2008.

In 2008, 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 2008, 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, 2008



"Only 12 percent of speeding-related fatalities occurred 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, 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/index.aspx.

Table 1

Speeding-Related Traffic Fatalities by State, Road Type and Speed Limit, 2008

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
AL	966	447	25	1	106	12	137	48	41	36
AK	62	33	9	5	6	1	4	1	2	3
AZ	937	373	64	9	23	13	81	46	24	44
AR	600	63	3	0	21	2	15	6	12	2
CA	3,434	1,141	161	23	237	44	108	97	175	118
CO	548	210	18	9	29	8	22	23	40	30
CT	264	83	11	10	5	3	3	6	11	34
DE	121	36	1	3	10	14	3	3	0	2
DC	34	12	0	2	0	0	0	0	0	10
FL	2,978	553	55	18	83	16	106	52	79	90
GA	1,493	309	19	16	91	4	71	11	50	23
HI	107	50	0	5	4	3	5	0	18	14
ID	232	74	12	2	6	8	9	2	13	4
IL	1,043	385	47	9	154	9	43	17	32	62
IN	814	250	24	10	64	10	32	30	35	39
IA	412	41	2	0	19	3	2	3	5	4
KS	385	96	6	2	34	2	8	5	4	13
KY	826	154	10	5	80	2	20	0	26	9
LA	912	250	18	5	90	12	45	14	31	19
ME	155	53	3	0	4	8	17	2	10	3
MD	591	191	10	12	32	24	7	27	30	43
MA	363	97	7	7	2	1	7	15	19	30
MI	980	232	28	2	122	3	16	1	15	31
MN	456	134	23	6	57	1	7	4	2	23
MS	783	327	30	2	125	11	55	10	38	19
MO	960	441	46	16	121	14	27	22	65	52
MT	229	72	10	0	3	1	5	1	9	6
NE	208	32	6	0	3	2	1	0	3	4
NV	324	93	11	0	8	3	22	1	15	13
NH	139	40	4	0	2	9	4	4	4	12
NJ	590	65	2	3	3	15	12	6	6	15
NM	366	70	8	0	10	5	9	2	4	11
NY	1,231	410	9	12	144	8	34	28	18	58
NC	1,433	475	28	1	240	3	126	4	45	11
ND	104	27	5	0	13	1	0	0	2	3
OH	1,190	269	26	7	121	7	23	7	43	26
OK	749	221	27	4	26	2	61	7	15	15
OR	416	128	9	4	57	4	12	7	6	8
PA	1,468	718	51	35	171	9	127	97	158	63
RI	65	20	0	0	0	1	2	1	3	9
SC	920	351	35	3	96	11	86	19	52	32
SD	119	37	6	1	15	1	5	0	3	0
TN	1,035	243	20	9	47	14	59	20	28	40
TX	3,382	1,422	138	54	184	49	143	108	122	136
UT	275	98	24	0	7	6	4	12	10	8
VT	73	25	5	0	0	12	0	1	7	0
VA	824	246	20	14	105	4	39	11	23	21
WA	521	216	13	1	21	27	14	10	58	28
WW	380	97	5	1	36	0	14	2	11	12
WI	605	198	11	2	103	0	16	3	14	30
WY	159	66	13	0	11	2	3	4	2	4
USA Total	37,261	11,674*	1,118	330	2,951	424	1,671	800	1,438	1,322
PR	399	162	34	0	4	3	22	6	77	15

*Of the total number of speeding-related fatalities in 2008, 4,814 occurred on roads with posted speed limits between 55 and 65 mph, and 717 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.