

SPEEDING

2002

Virginia Statistics

In 2002, 8,468 drivers were traveling 56-65 MPH at the time of the crash. *(DMV)*

In 2002, 1,361 drivers were traveling 66-70 MPH at the time of the crash. *(DMV)*

In 2002, 1,410 drivers were traveling over 70 MPH at the time of the crash. *(DMV)*

National Statistics

In 2002, speeding was a contributing factor in 31 percent of all fatal crashes, and 13,713 lives were lost in speeding-related crashes. *(NHTSA)*

The 2002 costs of speeding-related crashes were estimated to be \$40.4 billion -- \$76,865 per minute or \$4,800 per second. *(NHTSA)*

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

In 2002, 87% of speeding-related fatalities occurred on roads that were not Interstate highways. *(NHTSA)*

Speeding was a factor in 48 % of the fatal crashes that occurred on dry roads in 2002 and in 34% of those that occurred on wet roads. *(NHTSA)*

Speeding was a factor in 48% of the fatal crashes that occurred when there was snow or slush on the road and in 60% of those that occurred on icy roads. *(NHTSA)*

Speeding was involved in almost one-third of the fatal crashes that occurred in construction/maintenance zones in 2002. *(NHTSA)*

For drivers involved in fatal crashes, young males are the most likely to be speeding. In 2002, 39% of the male drivers 15 to 20 years old who were involved in fatal crashes were speeding at the time of the crash. *(NHTSA)*

In 2002, only 41% of speeding drivers under 21 who were involved in fatal crashes were wearing safety belts at the time of the crash. Fifty nine percent of non-speeding

drivers were restrained. (*NHTSA*)

For drivers 21 years and older, 41% of speeding drivers involved in fatal crashes were wearing restraints, whereas 59% of non-speeding drivers were restrained. (*NHTSA*)

Between midnight and 3 a.m., 76% of the speeding drivers involved in fatal crashes had been drinking. (*NHTSA*)

The percentage of speeding involvement in fatal crashes was approximately twice as high for motorcyclists as for drivers of passenger cars or light trucks and the percentage of alcohol involvement was more than 50% higher for motorcyclists. (*NHTSA*)