

TRAFFIC SAFETY FACTS

Speeding-Related Collisions

—Katherine L. Chen, Bor-Wen Tsai, Garrett Fortin, and Jill F. Cooper—

INTRODUCTION

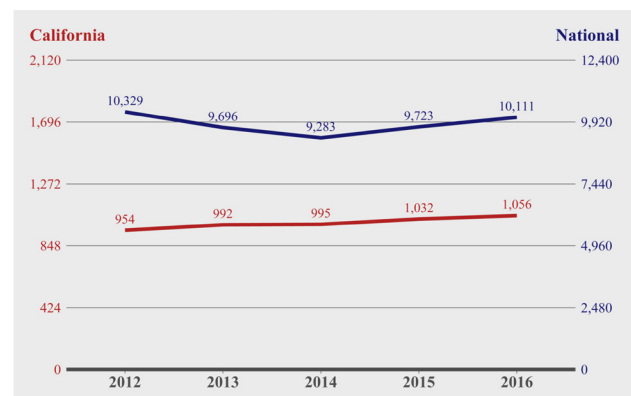
A speeding-related collision is defined as one in which a driver is racing, driving too fast for the conditions, or driving in excess of the posted speed limit. In the United States, speeding has been involved in nearly one-third of all fatal crashes for more than twenty years and is a leading contributing factor in traffic collisions. Speeding reduces a driver's ability to steer safely around curves or objects, reduces the amount of time a driver has to react to a dangerous situation, and extends safe stopping distances. Nationwide there were 10,111 people killed in speeding-related traffic collisions in 2016, a 4.0 percent increase from 9,723 in 2015, and a 2.1 percent decrease from 10,329 in 2012. Drivers involved in a fatal speeding-related crash were also more likely to engage in other risky behaviors compared with non-speeding drivers—36.8 percent had a BAC of .08 or higher compared with only 15.2 percent of non-speeding drivers; and only 50.5 percent were known to be wearing seatbelts, compared with 78.8 percent of non-speeding drivers.

CALIFORNIA FACTS

CALIFORNIA DATA

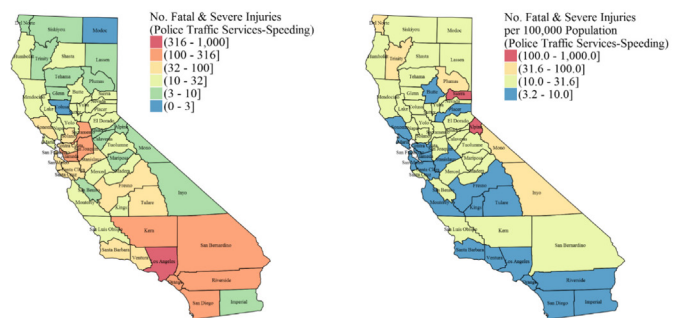
- There were 1,056 people killed in speeding-related traffic collisions in 2016, a 2.3% increase from 1,032 in 2015, and a 10.7% increase from 954 in 2012.
- In 2016, a total of 29.1% of California's 3,623 motor vehicle fatalities were speeding-related, and the state had the second-highest number of speeding-related fatalities in the nation.
- The highest number of speeding-related fatal and serious injuries were in Los Angeles County, followed by San Diego, Orange, San Bernardino, Riverside, Kern, Alameda, San Joaquin, and Sacramento counties.
- The highest rates of speeding-related fatal and serious injury per population were concentrated in more rural parts of California in Alpine and Sierra counties, followed by Inyo, Mono, Plumas, Trinity, and Del Norte counties.
- The vast majority (73.7%) of fatally and severely injured speed-related collision victims were males. Over half (51.0%) of those fatally and severely injured in speeding-related traffic crashes were ages 15 to 34.
- The 2017 OTS Traffic Safety Survey reported that 65.0% of drivers surveyed perceived that it was safe to drive ten miles over the speed limit on freeways. When asked about the safety of driving 20 miles over the speed limit, 12.6% of drivers surveyed believed it was safe, while 21.2% of drivers age 18 to 24 believed it was safe to do so.

Speeding-Related Fatality Trends, Nationwide and California, 2012-2016



Source: FARS 2012 - 2015 Final File, 2016 ARF

Speeding-Related Fatal & Severe Injury and Fatal & Severe Injury per 100K Population by County, 2016



(a) Number of Fatal and Severe Injuries (b) Number of Fatal and Severe Injuries per 100,000 Population
Source: FARS ARF 2016; Provisional SWITRS 2016; California Department of Finance 2016

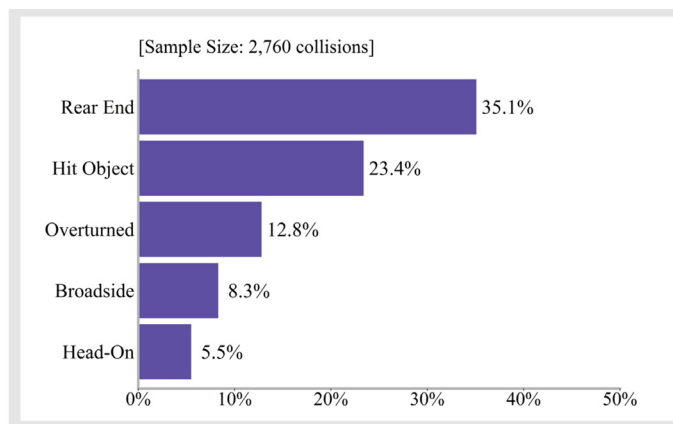
Program Area: Pedestrian Safety

CALIFORNIA DATA

(continued)

- Because this program area is defined by collisions in which drivers are speeding, 100% of the collisions had a primary collision factor of unsafe speed.
- Over one-third (35.1%) of speeding-related fatal and severe injury crashes were rear end collisions. Other common crash types for speeding-related collisions were hit object at 23.4% and overturned vehicle at 12.8%.
- Over one third (36.5%) of fatal and severe injuries from speeding-related collisions occurred on weekends. Fatal and severe injuries were also common on Friday evenings between 3pm and midnight, accounting for 8.6% of fatal and severe injuries.
- Fatal and severe speeding-related collisions also occurred frequently during the weekday evening commute hours between 3pm and 6pm, accounting for 13.4% of fatalities and severe injuries.
- Over half of the fatal injuries from speeding-related collisions occurred in passenger vehicles (61.2%), followed by motorcycles (24.5%).
- Over half (62.1%) of speeding-related collision fatalities and serious injuries occurred in urban areas compared with 37.9% on rural roads. Only 15.9% of travel took place on rural roads.
- A little under half (43.5%) of all speeding-related fatalities occurred on non-interstate principal arterials (high-capacity urban roads). The next most common locations for fatalities were non-interstate minor arterials (17.8%) and interstates (15.7%).

Top Five Primary Collision Factors, Fatal & Severe Injury Speeding-Related Collisions, California, 2016



Source: Provisional SWITRS 2016

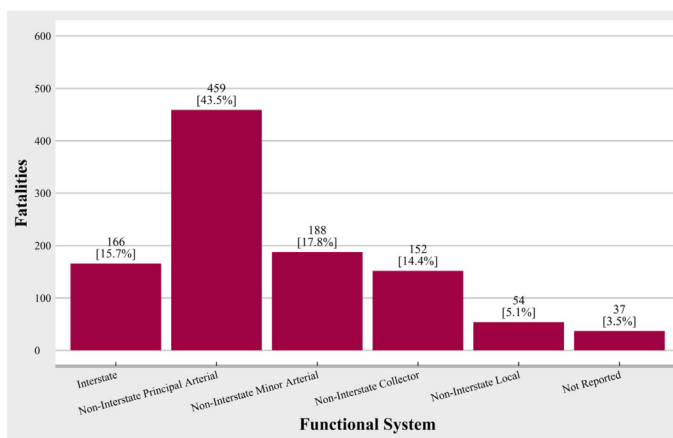
Time and Day of Week for Speeding-Related Fatal & Severe Injury, California, 2016

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	54	37	41	33	54	102	110	431 [12.2%]
3-6AM	30	32	29	38	34	58	49	270 [7.6%]
6-9AM	49	59	56	52	60	44	50	370 [10.4%]
9AM-Noon	38	44	37	55	52	88	65	379 [10.7%]
Noon-3PM	50	50	59	54	71	118	120	522 [14.7%]
3-6PM	72	89	81	109	124	99	90	664 [18.8%]
6-9PM	37	63	64	60	84	85	75	468 [13.2%]
9PM-Midnight	51	48	51	38	100	73	63	424 [12.0%]
Unknown	6	1	2	0	1	0	3	13 [0.4%]
TOTAL	387 [10.9%]	423 [11.9%]	420 [11.9%]	439 [12.4%]	580 [16.4%]	667 [18.8%]	625 [17.7%]	3,541 [100.0%]

FSI Num+% 0 1 - 37 38 - 50 51 - 59 60 - 83 84 - 124

Source: FARS ARF 2016; Provisional SWITRS 2016

Roadway Type for Speeding-Related Fatal Injury, California, 2016



Source: FARS ARF 2016

REFERENCES

- California Department of Transportation. (2018, March). California Public Roads 2016.
- Ewald & Wasserman Research Consultants, LLC. (2017, September). California Traffic Safety Survey 2017. Elk Grove, CA: California Office of Traffic Safety.
- National Center for Statistics and Analysis. (2018, March, revised) Speeding: 2016 data (Traffic Safety Facts. DOT HS 812 480). Washington, DC: National Highway Traffic Safety Administration.
- State Traffic Safety Information (STSI). Traffic Safety Performance (Core Outcome) Measures for California. Washington, DC: National Highway Traffic Safety Administration.