

# SPEED MANAGEMENT



**SPEEDING - exceeding the posted speed limit or driving too fast for conditions -** is a contributory factor in approximately 30 percent of all fatal traffic crashes. In 1990, a task force comprised of staff from the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) was created to study the speed management issue and develop a US Department of Transportation (DOT) policy on speed.

Staff from three DOT surface transportation agencies - NHTSA, FHWA, and the Federal Motor Carrier Safety Administration (FMCSA) - now comprise the US DOT Speed Management Team, which is committed to developing a wide range of educational, enforcement, and engineering strategies to manage speed and to combat speeding more effectively, thereby reducing crashes and fatalities. The Team's efforts also support the *US DOT Policy Statement on Speeding and Highway Safety*, which defines the Department's strategic plan to reduce deaths and injuries on our highways, and the three agencies' strategic plans.

Since the repeal of the National Maximum Speed Limit in 1995, many states have raised speed limits on both Interstate and non-Interstate roads. There is now a renewed interest on the part of States and local communities in finding better ways to determine and set reasonable and safe speed limits, effectively enforce them and educate the public about their importance. In 1998, under a cooperative agreement from NHTSA, FHWA, and the Centers for Disease Control, the Transportation Research Board issued Special Report 254, *Managing Speed: Review of Current Practice for Setting and Enforcing Speed Limits*. The report contains the recommendations of a 17-member interdisciplinary committee on speed setting and the US DOT Speed Management Team has used the recommendations in this report as a guide to improve the overall program.

Today, States and local communities are looking increasingly at advanced technologies and other solutions to assist them in speed setting and enforcement. Advances in automated enforcement technology, however, bring with them new challenges for traffic engineers, law enforcement, and the courts. Engineering advances, such as traffic calming (design measures such as traffic circles and speed humps), have also come into renewed interest. These practices have been documented as lowering travel speeds in residential areas.

Speed management is a complex problem. It involves many factors including public attitudes, driver behavior, vehicle performance, roadway characteristics, enforcement strategies, court sanctions, and speed zoning. The US DOT Speed Management Team is addressing these issues to improve the safety of our highways.

# TRAFFIC SAFETY FACTS 1999 – SPEEDING

**Table 2. Speeding-Related Traffic Fatalities and Costs by Road Type and Speed Limit, 1999**

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit									Estimated Costs of Speeding-Related Crashes by Road Type (Million 1994 Dollars)		
		Total	Interstate		Non-Interstate						Total	Interstate	Non-Interstate
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph			
AL	1,138	407	37	4	97	14	154	30	39	19	463	55	408
AK	76	38	3	7	9	4	2	2	6	3	71	14	57
AZ	1,024	383	49	15	51	31	64	51	40	25	563	91	471
AR	604	171	14	1	83	5	23	4	13	16	261	31	230
CA	3,559	1,307	191	25	356	60	86	100	153	115	2,948	446	2,502
CO	626	265	27	15	44	19	26	27	36	37	428	65	362
CT	301	113	4	9	5	3	24	8	9	48	397	53	343
DE	100	21	0	1	5	7	0	0	2	2	62	7	54
DC	41	12	0	0	0	2	2	0	1	6	79	9	70
FL	2,918	524	51	20	76	13	90	55	51	59	1,448	212	1,236
GA	1,508	318	39	14	118	5	51	13	42	26	739	112	628
HI	98	29	0	1	1	0	2	0	11	13	107	12	94
ID	278	95	13	0	20	13	8	0	12	4	119	17	102
IL	1,456	480	50	51	203	5	43	19	58	50	1,200	200	1,000
IN	1,013	233	15	10	81	10	28	16	33	37	515	67	448
IA	490	52	7	0	21	0	1	2	2	15	198	28	170
KS	537	134	15	0	29	5	6	12	8	21	242	31	211
KY	814	215	10	1	152	4	11	2	24	4	383	42	342
LA	924	133	5	4	64	8	16	5	20	9	423	54	369
ME	181	79	5	0	5	10	26	8	10	11	140	15	124
MD	590	191	7	3	11	29	5	30	25	33	601	73	528
MA	414	127	15	9	2	7	16	18	20	38	677	102	575
MI	1,382	314	24	13	154	4	19	10	37	34	931	131	800
MN	625	155	18	3	88	6	6	7	2	17	349	49	300
MS	927	206	30	1	72	24	32	9	13	15	253	37	216
MO	1,094	373	57	12	133	5	23	9	35	42	623	101	522
MT	220	86	7	0	13	3	5	0	9	9	99	12	87
NE	295	69	9	0	6	27	6	0	8	4	157	22	135
NV	350	139	29	5	13	5	22	5	9	17	237	46	190
NH	141	50	3	0	2	2	0	6	10	24	95	10	85
NJ	727	69	1	3	4	15	9	5	5	22	970	132	838
NM	460	166	18	4	28	9	14	11	19	25	228	31	197
NY	1,548	445	12	14	180	15	20	35	17	75	2,216	285	1,931
NC	1,505	568	36	13	314	12	107	2	70	7	980	116	864
ND	119	48	4	1	24	2	0	4	1	6	56	7	50
OH	1,430	363	40	9	186	10	29	15	26	19	1,215	173	1,042
OK	739	276	56	3	40	9	41	21	16	16	374	66	307
OR	414	128	11	4	75	2	7	9	7	10	257	34	223
PA	1,549	589	35	38	166	11	99	85	104	44	1,136	153	983
RI	88	25	4	1	2	3	1	0	6	8	82	13	69
SC	1,065	502	55	9	193	11	84	18	52	30	551	78	473
SD	150	59	4	0	23	2	4	2	5	2	79	8	71
TN	1,285	363	30	22	105	13	71	38	28	49	584	84	501
TX	3,518	1,332	166	47	208	38	108	89	103	105	2,334	354	1,980
UT	360	97	30	3	11	1	5	6	12	10	166	36	130
VT	90	37	4	0	0	20	0	3	8	1	51	6	45
VA	877	232	16	10	114	4	35	6	30	14	583	77	506
WA	634	226	21	0	22	31	9	17	59	37	602	76	525
WV	395	114	18	0	43	1	18	11	9	11	189	28	161
WI	745	203	17	2	108	0	22	2	17	24	448	56	392
WY	189	67	26	1	8	0	2	1	2	2	76	24	52
<b>USA*</b>	<b>41,611</b>	<b>12,628</b>	<b>1,338</b>	<b>408</b>	<b>3,768</b>	<b>539</b>	<b>1,482</b>	<b>828</b>	<b>1,334</b>	<b>1,270</b>	<b>27,985</b>	<b>3,985</b>	<b>24,000</b>
PR	558	273	0	56	5	13	53	38	76	32	605	124	481

\* Of the total number of speeding-related fatalities in 1999, 5,779 occurred on roads with posted speed limits between 55 and 65 mph, and 880 occurred on roads with speed limits above 65 mph.

Notes: Totals may not equal sum of components due to independent rounding. The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown. The total column for costs of speeding-related crashes includes costs for crashes that occurred on unknown road types. Costs are based on preliminary estimates.