



Speeding & Single Vehicle Crashes by Road Function Classification, 1995-1999

During 1995-1999, six out of every ten Americans killed in a speeding-related crash died in a single vehicle crash. On rural roads, single vehicle crashes were even more predominant. On rural local roads, for example, 86% of the speeding-related fatalities in 1999 involved only one vehicle. Speeders appear to pose more of a danger to themselves and to non-motorists (i.e., pedestrians and bicyclists) than they do to other motor vehicle occupants.* The definition of speeding used to compile the following tables was based on the National Highway Traffic Safety Administration's *Fatality Analysis Reporting System (FARS)* data elements. To be designated as speeding related by the FHWA, the

FARS analyst had to indicate that at least one of the following three criteria was met:

- Driver-related factor of driving too fast for conditions or exceeding the posted speed limit, or
- Driver charged with a speeding-related violation (other than driving too slow), or
- Vehicle speed was estimated to be at least 10 mi/h over the posted speed limit.

Percent of Speeding-Related Fatalities that were Single Vehicle Crashes by Road Class, 1995-1999

Roadway Function Class		1995		1996		1997		1998		1999	
		Speeding Related	Single Vehicle	Speeding Related	Single Vehicle	Speeding Related	Single Vehicle	Speeding Related	Single Vehicle	Speeding Related	Single Vehicle
Rural	Interstate	906	62.0%	991	60.6%	1,003	62.1%	1,025	63.5%	1,032	57.5%
	Other Principal Arterial	1,444	44.6%	1,394	44.9%	1,430	41.2%	1,356	43.3%	1,244	47.3%
	Minor Artery	1,303	53.4%	1,217	61.8%	1,198	52.3%	1,213	55.0%	1,235	58.1%
	Major Collector	2,379	72.5%	2,178	72.9%	2,242	70.8%	2,108	73.5%	2,146	71.3%
	Minor Collector	714	77.7%	674	82.9%	724	81.9%	682	83.4%	657	82.0%
	Local Road	1,952	84.8%	1,951	83.9%	1,975	84.6%	1,970	85.5%	2,029	85.8%
	Unknown Rural Road	19	78.9%	97	69.1%	131	74.8%	191	77.5%	136	80.9%
	Total Rural	8,717	67.1%	8,502	68.6%	8,703	66.5%	8,545	68.5%	8,479	68.6%
Urban	Interstate	805	55.5%	816	53.9%	831	51.6%	839	50.9%	799	54.7%
	Freeway/Expressway	558	52.3%	549	52.8%	444	54.3%	412	58.0%	486	54.1%
	Other Principal Arterial	1,300	44.2%	1,364	46.9%	1,384	46.3%	1,191	45.8%	1,230	48.1%
	Minor Artery	1,044	52.8%	989	55.9%	947	58.9%	884	55.4%	877	53.9%
	Collector	445	70.3%	423	69.7%	410	67.6%	353	70.5%	380	66.8%
	Local Road	1,083	68.2%	1,077	72.3%	1,108	70.6%	1,017	70.1%	997	69.5%
	Unknown Urban Road	12	66.7%	26	61.5%	25	80.0%	18	61.1%	23	73.9%
	Total Urban	5,247	55.7%	5,244	57.5%	5,149	57.3%	4,714	56.7%	4,792	56.9%
Unknown	52		30		24		42		86		
Grand Total	14,016	62.9%	13,776	64.3%	13,876	63.0%	13,301	64.3%	13,357	64.4%	

Source: NHTSA's Fatality Analysis Reporting System (FARS).

*Overall, 12 percent of all people killed in single vehicle speeding crashes in urban areas were nonmotorists, compared to two percent in rural areas. (On certain classes of urban roads, the percent represented by nonmotorists was sizeable: 20 percent on other principal arterials, 14 percent on minor arterials, and 12 percent on local roads.)