Speed

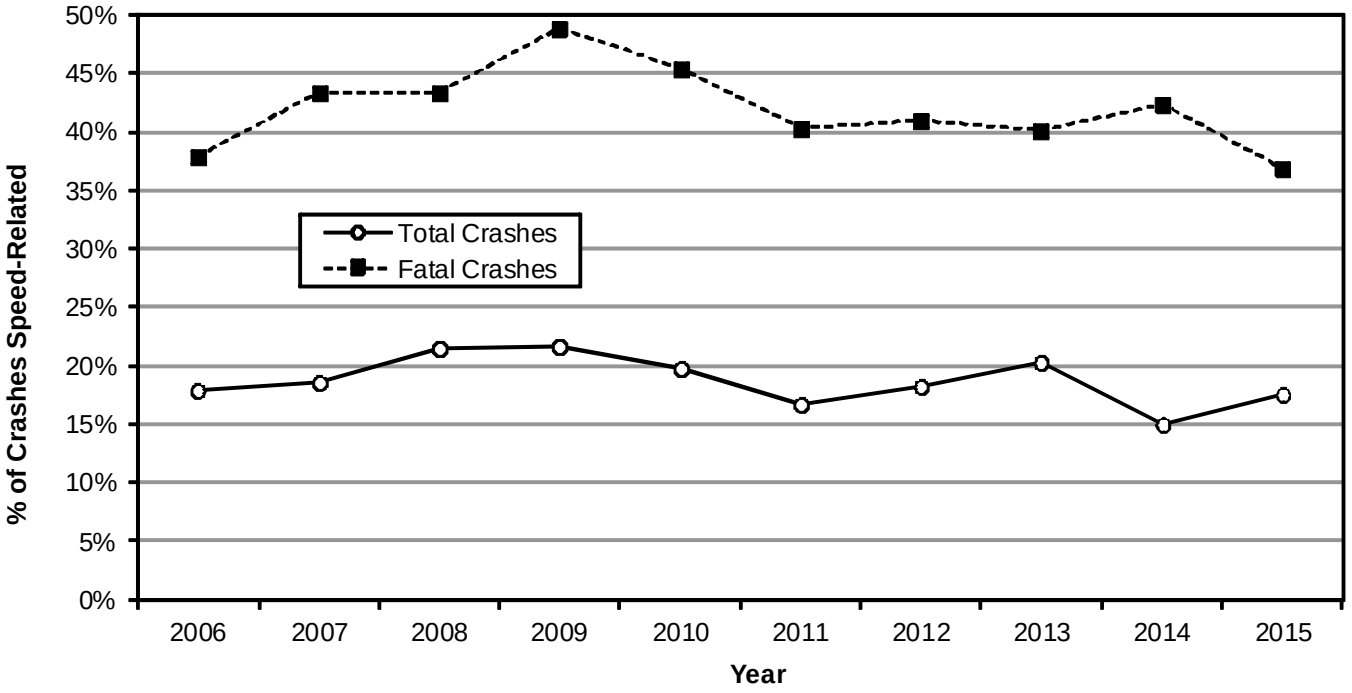
2015

Section 3: Speed

Trends

Speed-Related Crashes (Utah 2006-2015)

Speed-Related Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Speed		All	Speed		All	Speed		All	Speed	
Year	#	#	%	#	#	%	#	#	%	#	#	%
2006	37,674	6,450	17.1%	18,264	3,539	19.4%	249	94	37.8%	**56,187**	**10,083**	**17.9%**
2007	42,368	7,612	18.0%	18,619	3,687	19.8%	258	112	43.4%	**61,245**	**11,411**	**18.6%**
2008	38,997	8,311	21.3%	17,125	3,622	21.2%	245	106	43.3%	**56,367**	**12,039**	**21.4%**
2009	35,398	7,607	21.5%	15,752	3,379	21.5%	217	106	48.8%	**51,367**	**11,092**	**21.6%**
2010	34,155	6,591	19.3%	14,995	3,026	20.2%	218	99	45.4%	**49,368**	**9,716**	**19.7%**
2011	36,418	5,724	15.7%	15,645	2,885	18.4%	224	90	40.2%	**52,287**	**8,699**	**16.6%**
2012	34,635	6,135	17.7%	15,765	2,970	18.8%	200	83	41.5%	**50,600**	**9,188**	**18.2%**
2013	39,301	7,925	20.2%	16,134	3,225	20.0%	202	81	40.1%	**55,637**	**11,231**	**20.2%**
2014	37,388	5,302	14.2%	16,426	2,631	16.0%	222	94	42.3%	**54,036**	**8,027**	**14.9%**
2015	42,089	7,050	16.8%	17,665	3,362	19.0%	258	95	36.8%	**60,012**	**10,507**	**17.5%**
Total	**378,423**	**68,707**	**18.2%**	**166,390**	**32,326**	**19.4%**	**2,293**	**960**	**41.9%**	**547,106**	**101,993**	**18.6%**



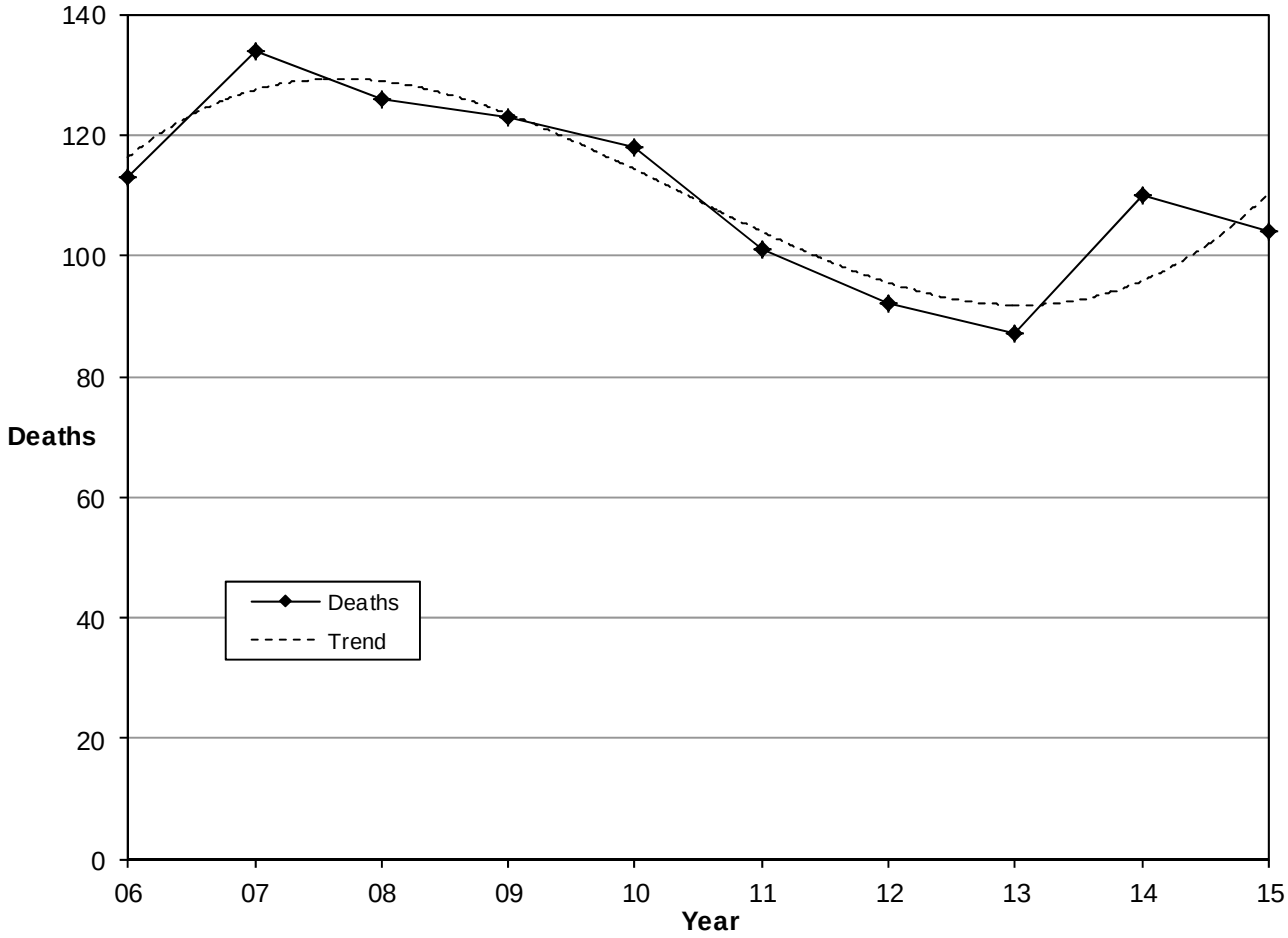
- Speed-related crashes are a concern because of the increased potential for severe injury and death.
- The 10-year trend shows that 18.6% of total crashes and 41.9% of fatal crashes in Utah are speed-related.
- 2008 had the highest number of crashes that were speed-related while 2009 had the highest percent.
- 2007 had the highest number of fatal crashes that were speed-related while 2009 had the highest percent.
- Over the last 10 years, speed-related crashes were 3.2 times more likely to be fatal than other crashes.

Note: A crash is considered speed-related when a driver exceeded posted speed limits or was driving too fast for conditions. “Driving too fast for conditions” is more likely to result in less severe crashes. “Exceeding posted speed limits” is more likely to result in more severe crashes as the higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more likelihood of serious injury and death.

Trends

Speed-Related Deaths (Utah 2006-2015)

Speed Crashes						
	Deaths			Fatal Crashes		
	All	Speed		All	Speed	
Year	#	#	%	#	#	%
2006	287	113	39.4%	249	94	37.8%
2007	299	134	44.8%	260	112	43.1%
2008	276	126	45.7%	244	106	43.4%
2009	244	123	50.4%	217	106	48.8%
2010	253	118	46.6%	218	99	45.4%
2011	243	101	41.6%	224	90	40.2%
2012	217	92	42.4%	200	83	41.5%
2013	220	87	39.5%	202	81	40.1%
2014	256	110	43.0%	222	94	42.3%
2015	278	104	37.4%	258	95	36.8%
Total	**2,573**	**1,108**	**43.1%**	**2,294**	**960**	**41.8%**

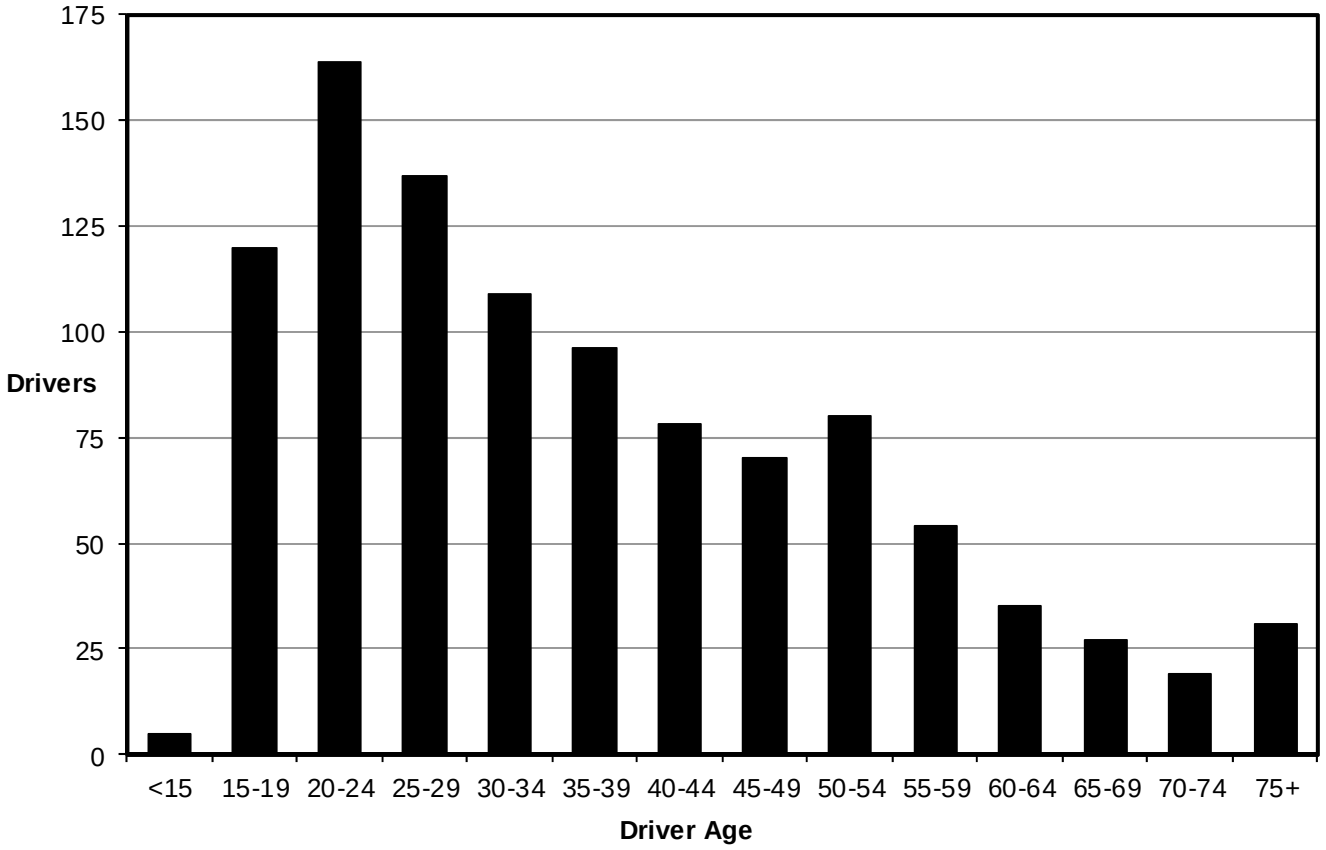


- Over the past 10 years, the percentage of deaths and fatal crashes that were speed-related has fluctuated around 43.1% of all deaths and 41.8% of fatal crashes.
- On average, 111 people die a year in Utah from speed-related crashes.

Trends

Speed-Related Drivers in Fatal Crashes (Utah 2006-2015)

Speed-Related Drivers in Fatal Crashes												
	Year										Total	
Age	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
<15	0	0	1	1	0	0	1	0	0	2	**5**	**0.5%**
15-19	16	22	14	12	12	11	9	8	10	6	**120**	**11.7%**
20-24	20	23	20	20	14	11	11	9	13	23	**164**	**16.0%**
25-29	12	14	19	12	17	15	10	13	12	13	**137**	**13.4%**
30-34	11	11	14	9	14	13	10	10	5	12	**109**	**10.6%**
35-39	10	8	11	11	12	9	7	7	16	5	**96**	**9.4%**
40-44	6	11	6	16	5	7	8	8	7	4	**78**	**7.6%**
45-49	5	11	4	13	7	6	5	5	8	6	**70**	**6.8%**
50-54	5	6	9	7	8	5	6	6	15	13	**80**	**7.8%**
55-59	6	3	6	9	6	4	3	6	4	7	**54**	**5.3%**
60-64	4	4	1	3	0	6	6	0	6	5	**35**	**3.4%**
65-69	1	2	1	5	3	4	2	3	2	4	**27**	**2.6%**
70-74	3	1	1	1	2	0	3	4	1	3	**19**	**1.9%**
75+	2	2	2	4	5	2	2	6	1	5	**31**	**3.0%**
Total	**101**	**118**	**109**	**123**	**105**	**93**	**83**	**85**	**100**	**108**	**1,025**	**100.0%**



- Over the past 10 years, over one-half (51.7%) of the speed-related drivers in fatal crashes were aged 15-29 years.
- Drivers over age 60 years had the lowest number of speed-related drivers in fatal crashes.

Crash Conditions

Speed-Related Crashes by County (Utah 2015)

Speed-Related Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
County	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Salt Lake	3,196	33.8	1,376	14.5	20	0.21	**4,592**	**48.5**
Morgan	50	35.0	17	11.9	2	1.40	**69**	**48.3**
Wasatch	114	28.9	57	14.5	3	0.76	**174**	**44.2**
Utah	1,067	24.2	588	13.4	11	0.25	**1,666**	**37.8**
Rich	15	28.5	4	7.6	0	0.00	**19**	**36.1**
Cache	209	21.9	103	10.8	0	0.00	**312**	**32.7**
Summit	196	24.0	68	8.3	1	0.12	**265**	**32.4**
Box Elder	216	22.2	80	8.2	8	0.82	**304**	**31.2**
Weber	339	19.4	182	10.4	4	0.23	**525**	**30.1**
Davis	557	19.9	273	9.7	3	0.11	**833**	**29.7**
Sanpete	43	18.0	21	8.8	3	1.26	**67**	**28.1**
Iron	148	18.6	73	9.2	2	0.25	**223**	**28.1**
Garfield	22	17.8	12	9.7	0	0.00	**34**	**27.6**
Sevier	56	16.0	38	10.9	0	0.00	**94**	**26.9**
Wayne	9	17.2	4	7.6	1	1.91	**14**	**26.8**
Duchesne	54	16.5	31	9.5	1	0.31	**86**	**26.2**
Tooele	135	15.6	75	8.7	8	0.93	**218**	**25.2**
Beaver	54	18.9	17	6.0	1	0.35	**72**	**25.2**
Millard	95	17.8	26	4.9	4	0.75	**125**	**23.4**
Kane	19	12.4	15	9.8	1	0.65	**35**	**22.8**
Washington	181	11.6	150	9.6	10	0.64	**341**	**21.8**
Uintah	64	14.7	29	6.6	2	0.46	**95**	**21.8**
Juab	62	14.8	27	6.4	0	0.00	**89**	**21.3**
Daggett	6	18.1	1	3.0	0	0.00	**7**	**21.1**
Piute	3	9.7	3	9.7	0	0.00	**6**	**19.4**
Emery	40	10.4	29	7.5	2	0.52	**71**	**18.4**
Carbon	34	9.9	21	6.1	5	1.45	**60**	**17.4**
San Juan	32	9.9	19	5.9	2	0.62	**53**	**16.4**
Grand	34	8.9	23	6.0	1	0.26	**58**	**15.2**
Statewide	**7,050**	**24.0**	**3,362**	**11.4**	**95**	**0.32**	**10,507**	**35.7**

- Salt Lake (48.5), Morgan (48.3), Wasatch (44.2), and Utah (37.8) counties had the highest rates of speed-related total crashes per 100 million vehicle miles traveled.
- Wayne (1.91), Carbon (1.45), Morgan (1.40), and Sanpete (1.26) counties had the highest rates of fatal speed-related crashes per 100 million vehicle miles traveled.
- Grand (15.2), San Juan (16.4), and Carbon (17.4) counties had the lowest rates of speed-related total crashes per 100 million vehicle miles traveled.

Speed-Related Crashes by Urban/Rural Location (Utah 2015)

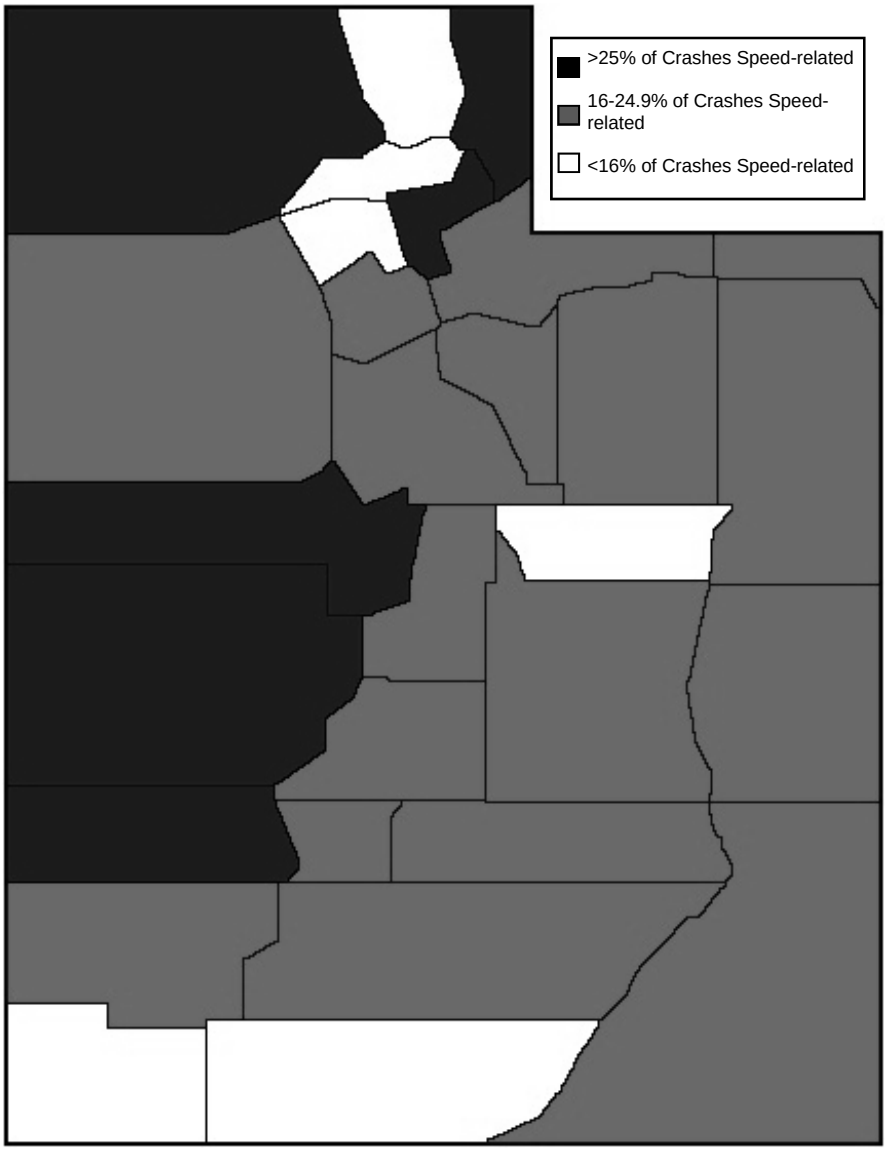
- Urban areas had a higher rate of total speed-related crashes per VMT while Rural areas had a higher rate for fatal speed crashes.
- Speed-related crashes occurring in rural areas were 3.7 times more likely to result in a death than speed-related crashes in urban areas.

Speed-Related Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Location	#	Rate per 100 Million	#	Rate per 100 Million	#	Rate per 100 Million	#	Rate per 100 Million
Urban	5,549	26.5	2,672	12.8	48	0.23	**8,269**	**39.5**
Rural	1,501	17.8	690	8.2	47	0.56	**2,238**	**26.5**
Total	**7,050**	**24.0**	**3,362**	**11.4**	**95**	**0.32**	**10,507**	**35.7**

Crash Conditions

Percent of Crashes Speed-Related by County (Utah 2015)

Speed-Related Crashes			
		Total	
	Total Crashes	Speed	
County	#	#	%
Morgan	173	69	39.9%
Beaver	221	72	32.6%
Millard	388	125	32.2%
Rich	65	19	29.2%
Box Elder	1,043	304	29.1%
Juab	307	89	29.0%
Emery	289	71	24.6%
Sevier	397	94	23.7%
Iron	956	223	23.3%
Wasatch	760	174	22.9%
Summit	1,182	265	22.4%
San Juan	256	53	20.7%
Grand	285	58	20.4%
Daggett	35	7	20.0%
Piute	30	6	20.0%
Duchesne	439	86	19.6%
Tooele	1,116	218	19.5%
Utah	8,805	1,666	18.9%
Wayne	76	14	18.4%
Sanpete	364	67	18.4%
Garfield	190	34	17.9%
Salt Lake	27,152	4,592	16.9%
Uintah	564	95	16.8%
Davis	5,322	833	15.7%
Kane	227	35	15.4%
Carbon	397	60	15.1%
Cache	2,084	312	15.0%
Washington	2,575	341	13.2%
Weber	4,314	525	12.2%
Statewide	**60,012**	**10,507**	**17.5%**

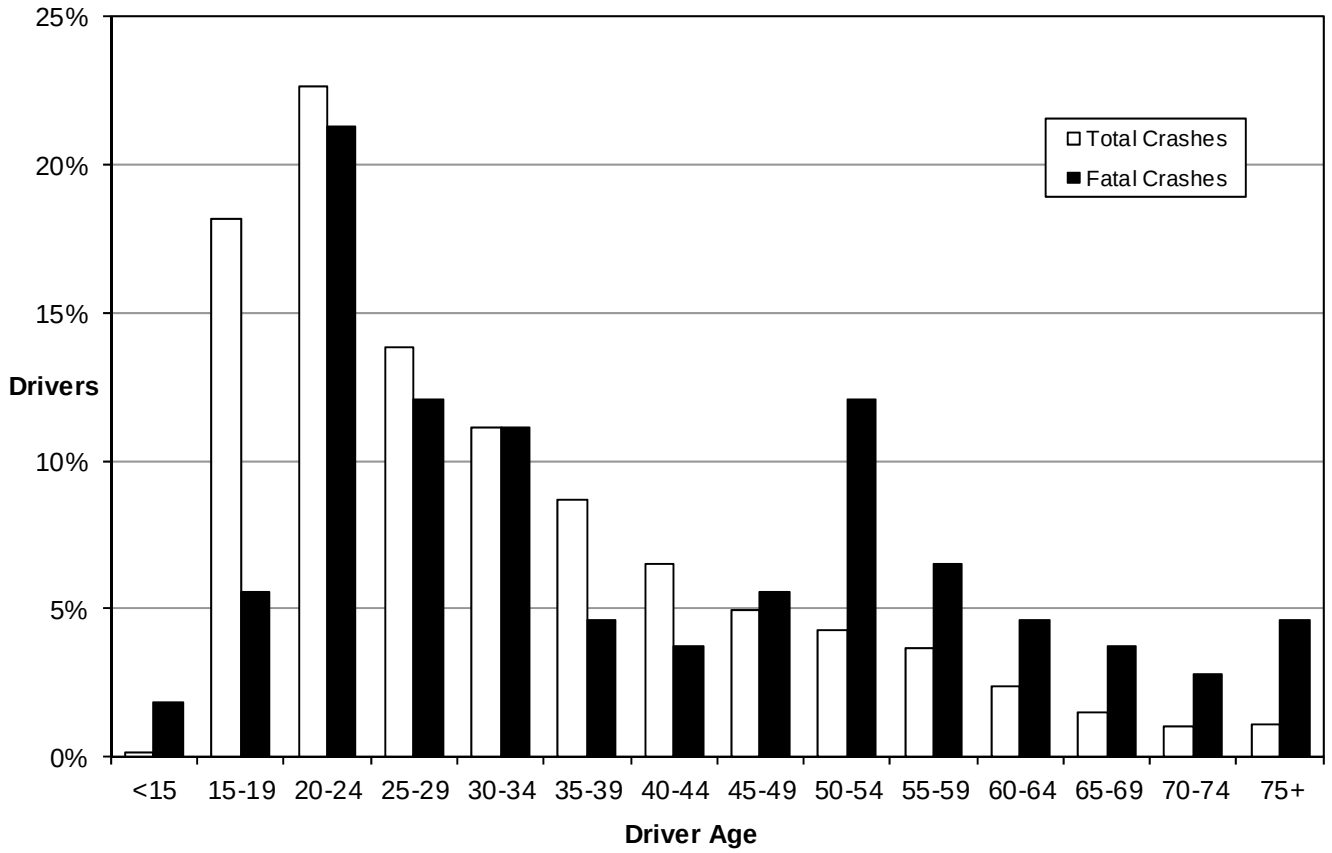


- Morgan (39.9%), Beaver (32.6%), and Millard (32.2%) counties had the highest percent of crashes that were speed-related.
- Weber (12.2%), Washington (13.2%), Cache (15.0%), and Carbon (15.1%) counties had the lowest percent of crashes that were speed-related.

Crash Conditions

Age of Drivers in Speed-Related Crashes (Utah 2015)

Speed-Related Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Age	#	%	#	%	#	%	#	%
<15	4	0.1%	6	0.2%	2	1.9%	**12**	**0.1%**
15-19	1,320	17.8%	637	17.9%	6	5.6%	**1,963**	**17.7%**
20-24	1,668	22.5%	758	21.3%	23	21.3%	**2,449**	**22.1%**
25-29	1,007	13.6%	474	13.3%	13	12.0%	**1,494**	**13.5%**
30-34	796	10.7%	393	11.0%	12	11.1%	**1,201**	**10.8%**
35-39	621	8.4%	309	8.7%	5	4.6%	**935**	**8.4%**
40-44	458	6.2%	243	6.8%	4	3.7%	**705**	**6.4%**
45-49	364	4.9%	167	4.7%	6	5.6%	**537**	**4.8%**
50-54	284	3.8%	166	4.7%	13	12.0%	**463**	**4.2%**
55-59	270	3.6%	117	3.3%	7	6.5%	**394**	**3.6%**
60-64	168	2.3%	84	2.4%	5	4.6%	**257**	**2.3%**
65-69	95	1.3%	63	1.8%	4	3.7%	**162**	**1.5%**
70-74	67	0.9%	37	1.0%	3	2.8%	**107**	**1.0%**
75+	67	0.9%	44	1.2%	5	4.6%	**116**	**1.0%**
Unknown	218	2.9%	67	1.9%	0	0.0%	**285**	**2.6%**
Total	**7,407**	**100.0%**	**3,565**	**100.0%**	**108**	**100.0%**	**11,080**	**100.0%**



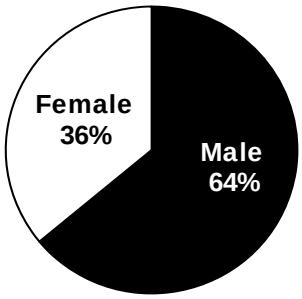
- Younger drivers (15-34 years) had the highest percentage of total speed-related crashes.
- Drivers aged 20-34 and 50-54 years had the highest percentage of fatal speed-related crashes.

Crash Conditions

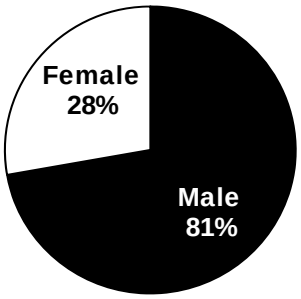
Gender of Drivers in Speed-Related Crashes (Utah 2015)

Speed-Related Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
Male	4,617	62.3%	2,204	61.8%	78	72.2%	**6,899**	**62.3%**
Female	2,560	34.6%	1,294	36.3%	30	27.8%	**3,884**	**35.1%**
Unknown	230	3.1%	67	1.9%	0	0.0%	**297**	**2.7%**
Total	**7,407**	**100.0%**	**3,565**	**100.0%**	**108**	**100.0%**	**11,080**	**100.0%**

Total Speed-Related Crashes



Fatal Speed-Related Crashes



- Male drivers represented 64.0% (of known) of the drivers in speed-related total crashes and 72.2% of the drivers in speed-related fatal crashes.

Speed-Related Crashes by Vehicle Type (Utah 2015)

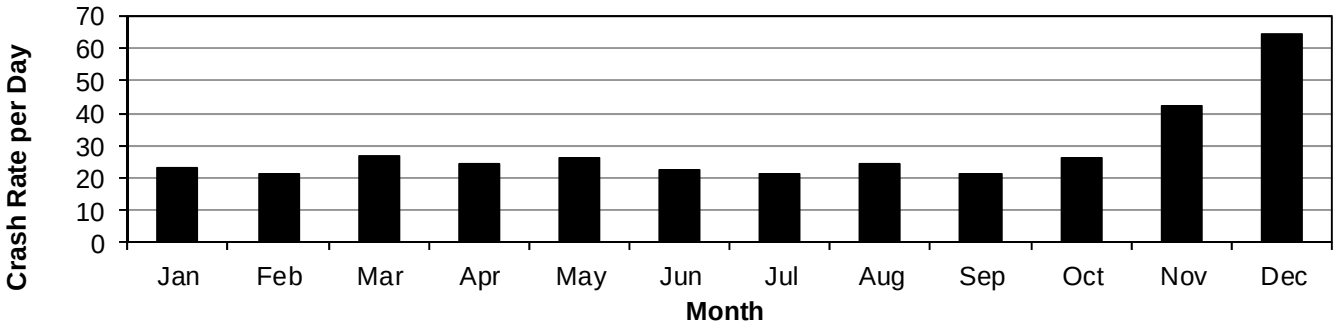
Speed-Related Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Type	#	%	#	%	#	%	#	%
Passenger Car	4,318	58.2%	1,923	53.9%	44	40.7%	**6,285**	**56.7%**
SUV	1,387	18.7%	659	18.5%	20	18.5%	**2,066**	**18.6%**
Pickup Truck	1,176	15.9%	519	14.5%	20	18.5%	**1,715**	**15.5%**
Van	276	3.7%	142	4.0%	1	0.9%	**419**	**3.8%**
Heavy Truck	177	2.4%	79	2.2%	7	6.5%	**263**	**2.4%**
Motorcycle	19	0.3%	180	5.0%	14	13.0%	**213**	**1.9%**
Off Road Vehicle	7	0.1%	48	1.3%	2	1.9%	**57**	**0.5%**
Bus	5	0.1%	3	0.1%	0	0.0%	**8**	**0.1%**
Other	0	0.0%	1	0.0%	0	0.0%	**1**	**0.0%**
Unknown	50	0.7%	14	0.4%	0	0.0%	**64**	**0.6%**
Total	**7,415**	**100.0%**	**3,568**	**100.0%**	**108**	**100.0%**	**11,091**	**100.0%**

- For total speed-related crashes, passenger car and SUV were the leading vehicle types.
- For fatal speed-related crashes, passenger car, SUv, and pickup truck were the leading vehicle types.
- Motorcycle was overrepresented in fatal speed-related crashes compared to total speed-related crashes (13% to 2%).

Crash Conditions

Speed-Related Crashes by Month (Utah 2015)

Speed-Related Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	505	16.3	209	6.7	1	0.03	**715**	**23.1**
February	391	14.0	198	7.1	8	0.29	**597**	**21.3**
March	561	18.1	267	8.6	11	0.35	**839**	**27.1**
April	474	15.8	254	8.5	8	0.27	**736**	**24.5**
May	511	16.5	290	9.4	8	0.26	**809**	**26.1**
June	418	13.9	236	7.9	15	0.50	**669**	**22.3**
July	399	12.9	251	8.1	10	0.32	**660**	**21.3**
August	455	14.7	290	9.4	7	0.23	**752**	**24.3**
September	384	12.8	250	8.3	6	0.20	**640**	**21.3**
October	505	16.3	304	9.8	8	0.26	**817**	**26.4**
November	935	31.2	332	11.1	7	0.23	**1,274**	**42.5**
December	1,512	48.8	481	15.5	6	0.19	**1,999**	**64.5**
Total	**7,050**	**19.3**	**3,362**	**9.2**	**95**	**0.26**	**10,507**	**28.8**



- Overall, December (64.5) and November (42.5) had the highest rates of speed-related crashes per day.
- June (0.50) and March (0.35) had the highest rates per day of fatal speed-related crashes.

Speed-Related Crashes by Day of Week (Utah 2015)

Speed-Related Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	491	7.0%	318	9.5%	16	16.8%	**825**	**7.9%**
Monday	1,310	18.6%	538	16.0%	10	10.5%	**1,858**	**17.7%**
Tuesday	1,233	17.5%	490	14.6%	9	9.5%	**1,732**	**16.5%**
Wednesday	1,085	15.4%	504	15.0%	12	12.6%	**1,601**	**15.2%**
Thursday	920	13.0%	455	13.5%	14	14.7%	**1,389**	**13.2%**
Friday	1,035	14.7%	520	15.5%	16	16.8%	**1,571**	**15.0%**
Saturday	976	13.8%	537	16.0%	18	18.9%	**1,531**	**14.6%**
Total	**7,050**	**100.0%**	**3,362**	**100.0%**	**95**	**100.0%**	**10,507**	**100.0%**

- The highest percentage of speed-related total crashes occurred on Monday while the highest percentage of fatal crashes occurred on Saturday.
- Speed-related total crashes were lowest on Sunday and fatal crashes were lowest on Tuesday.

Crash Conditions

Speed-Related Crashes by Hour (Utah 2015)

Speed-Related Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	145	2.1%	85	2.5%	2	2.1%	**232**	**2.2%**
1 a.m.	104	1.5%	56	1.7%	1	1.1%	**161**	**1.5%**
2 a.m.	89	1.3%	48	1.4%	3	3.2%	**140**	**1.3%**
3 a.m.	74	1.0%	46	1.4%	4	4.2%	**124**	**1.2%**
4 a.m.	79	1.1%	49	1.5%	2	2.1%	**130**	**1.2%**
5 a.m.	150	2.1%	52	1.5%	4	4.2%	**206**	**2.0%**
6 a.m.	262	3.7%	99	2.9%	2	2.1%	**363**	**3.5%**
7 a.m.	476	6.8%	170	5.1%	5	5.3%	**651**	**6.2%**
8 a.m.	597	8.5%	206	6.1%	5	5.3%	**808**	**7.7%**
9 a.m.	397	5.6%	152	4.5%	2	2.1%	**551**	**5.2%**
10 a.m.	317	4.5%	135	4.0%	6	6.3%	**458**	**4.4%**
11 a.m.	259	3.7%	132	3.9%	4	4.2%	**395**	**3.8%**
Noon	313	4.4%	165	4.9%	2	2.1%	**480**	**4.6%**
1 p.m.	264	3.7%	152	4.5%	2	2.1%	**418**	**4.0%**
2 p.m.	374	5.3%	165	4.9%	9	9.5%	**548**	**5.2%**
3 p.m.	401	5.7%	204	6.1%	7	7.4%	**612**	**5.8%**
4 p.m.	522	7.4%	275	8.2%	5	5.3%	**802**	**7.6%**
5 p.m.	648	9.2%	304	9.0%	3	3.2%	**955**	**9.1%**
6 p.m.	452	6.4%	234	7.0%	7	7.4%	**693**	**6.6%**
7 p.m.	284	4.0%	174	5.2%	4	4.2%	**462**	**4.4%**
8 p.m.	228	3.2%	143	4.3%	2	2.1%	**373**	**3.6%**
9 p.m.	237	3.4%	108	3.2%	5	5.3%	**350**	**3.3%**
10 p.m.	192	2.7%	103	3.1%	5	5.3%	**300**	**2.9%**
11 p.m.	186	2.6%	105	3.1%	4	4.2%	**295**	**2.8%**
Total	**7,050**	**100.0%**	**3,362**	**100.0%**	**95**	**100.0%**	**10,507**	**100.0%**

- Total speed-related crashes peaked in the morning (7:00 a.m. to 8:59 a.m.), with another peak in the late afternoon/evening (4:00 p.m. to 6:59 p.m.).
- Fatal speed-related crashes were highest during the 2:00 p.m., 3:00 p.m., and 6:00 p.m. hours.

Speed-Related Crashes by Speed Limit (Utah 2015)

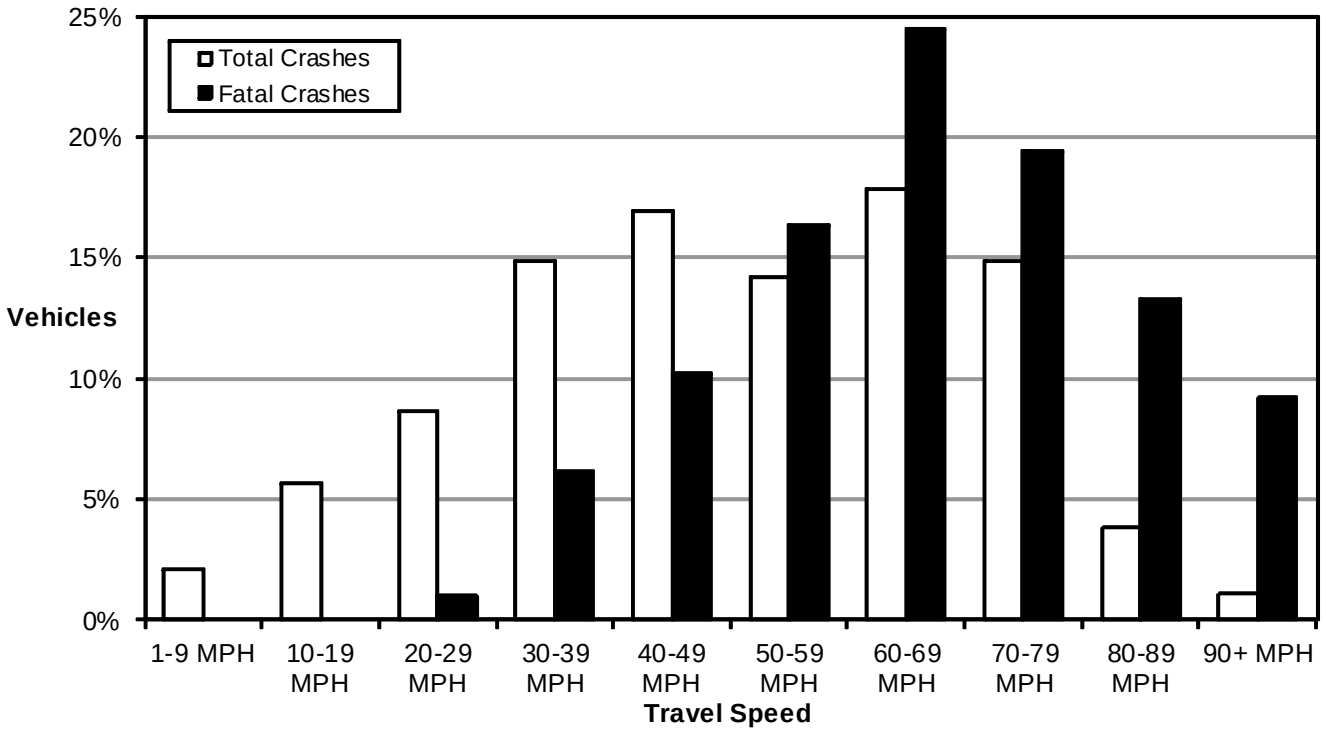
Speed-Related Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Speed Limit	#	%	#	%	#	%	#	%
5-15 MPH	142	1.9%	42	1.2%	0	0.0%	**184**	**1.7%**
20-25 MPH	720	9.7%	374	10.5%	7	6.5%	**1,101**	**9.9%**
30-35 MPH	710	9.6%	537	15.1%	12	11.1%	**1,259**	**11.4%**
40-45 MPH	799	10.8%	499	14.0%	19	17.6%	**1,317**	**11.9%**
50-55 MPH	859	11.6%	408	11.4%	10	9.3%	**1,277**	**11.5%**
60-65 MPH	900	12.1%	393	11.0%	23	21.3%	**1,316**	**11.9%**
70-75 MPH	2,554	34.4%	1,014	28.4%	15	13.9%	**3,583**	**32.3%**
80 MPH	347	4.7%	115	3.2%	17	15.7%	**479**	**4.3%**
Unknown	384	5.2%	186	5.2%	5	4.6%	**575**	**5.2%**
Total	**7,415**	**100.0%**	**3,568**	**100.0%**	**108**	**100.0%**	**11,091**	**100.0%**

- When compared to all crashes, speed-related crashes were more likely to occur on roads with higher speed limits.
- Over one-third (38.6% of known) of total speed-related crashes occurred where the speed limit was 70 MPH or higher.
- Speed-related crashes with an 80 MPH speed limit were 4.3 times more likely to be fatal.

Crash Conditions

Speed-Related Crashes by Travel Speed (Utah 2015)

Speed-Related Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Travel Speed	#	%	#	%	#	%	#	%
1-9 MPH	160	2.2%	53	1.5%	0	0.0%	**213**	**1.9%**
10-19 MPH	466	6.3%	112	3.1%	0	0.0%	**578**	**5.2%**
20-29 MPH	674	9.1%	204	5.7%	1	0.9%	**879**	**7.9%**
30-39 MPH	1,009	13.6%	500	14.0%	6	5.6%	**1,515**	**13.7%**
40-49 MPH	1,034	13.9%	680	19.1%	10	9.3%	**1,724**	**15.5%**
50-59 MPH	949	12.8%	483	13.5%	16	14.8%	**1,448**	**13.1%**
60-69 MPH	1,202	16.2%	596	16.7%	24	22.2%	**1,822**	**16.4%**
70-79 MPH	1,020	13.8%	474	13.3%	19	17.6%	**1,513**	**13.6%**
80-89 MPH	222	3.0%	158	4.4%	13	12.0%	**393**	**3.5%**
90+ MPH	45	0.6%	57	1.6%	9	8.3%	**111**	**1.0%**
Unknown	634	8.6%	251	7.0%	10	9.3%	**895**	**8.1%**
Total	**7,415**	**100.0%**	**3,568**	**100.0%**	**108**	**100.0%**	**11,091**	**100.0%**

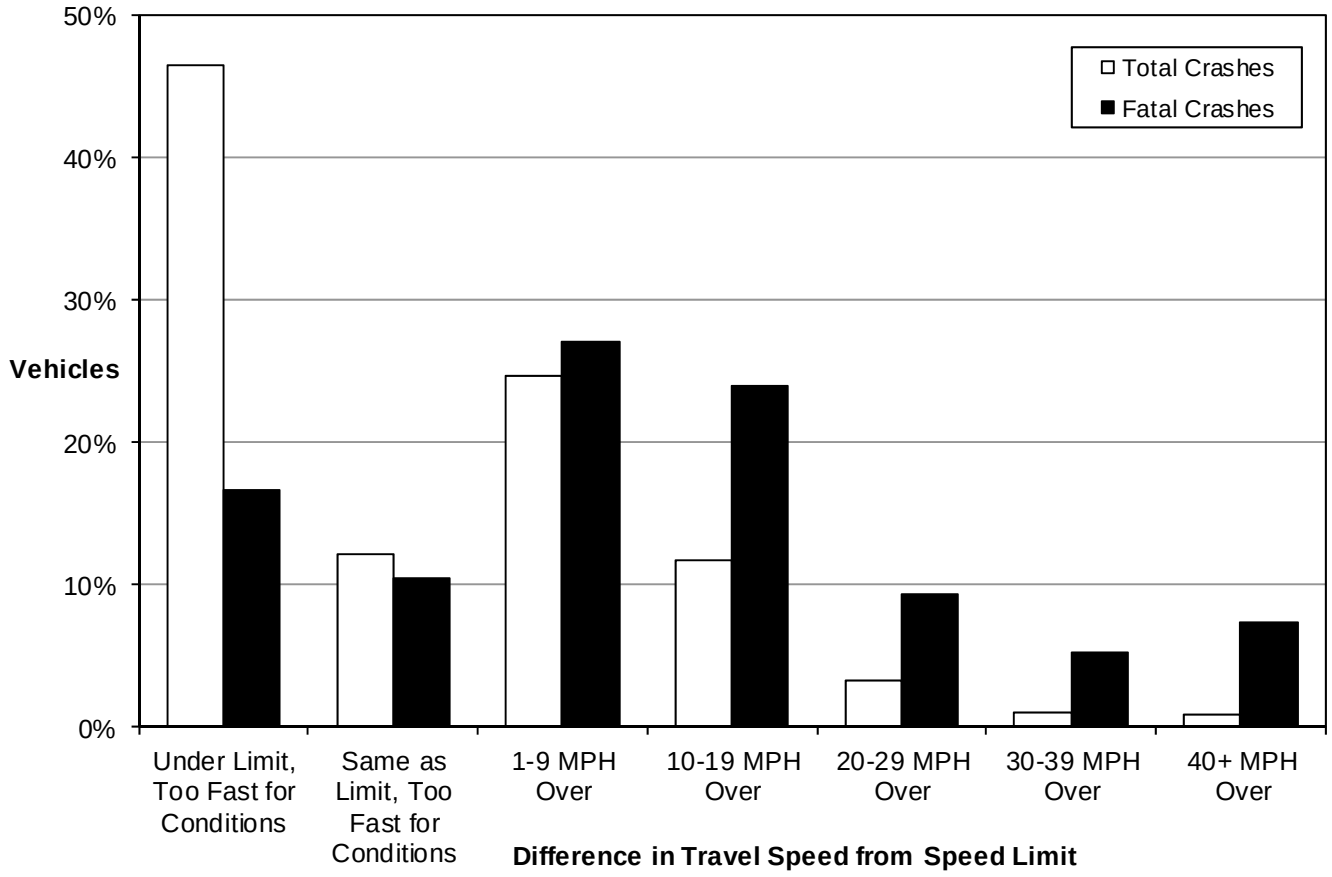


- 60-69 MPH (17.9% of known) and 40-49 MPH (16.9% of known) were the leading travel speeds of vehicles in total speed-related crashes.
- Nearly two-thirds (66.3% of known) of vehicles in fatal speed-related crashes were traveling 60+ MPH.
- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds. Speed-related vehicles in crashes traveling 80+ MPH were 5.8 times more likely to be in a fatal crash.
- The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more likelihood of serious injury and death. The risk of death and severe injury is a direct exponential function of speed. Drivers become increased risks to themselves and other people on the highway due to higher speeds.
- Studies show that a 5% increase in average speed leads to a 10% increase in injury crashes and a 20% increase in fatal crashes. A 5% decrease in speed leads to a 10% decrease in injury crashes and a 20% decrease in fatal crashes.

Crash Conditions

Speed-Related Crashes by Difference in Travel Speed From Speed Limit (Utah 2015)

Speed-Related Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Travel Speed vs. Speed Limit	#	%	#	%	#	%	#	%
Under Limit, Too Fast for Conditions	3,422	46.1%	1,214	34.0%	16	14.8%	**4,652**	**41.9%**
Same as Limit, Too Fast for Conditions	823	11.1%	376	10.5%	10	9.3%	**1,209**	**10.9%**
1-9 MPH Over Speed Limit	1,581	21.3%	870	24.4%	26	24.1%	**2,477**	**22.3%**
10-19 MPH Over Speed Limit	633	8.5%	514	14.4%	23	21.3%	**1,170**	**10.5%**
20-29 MPH Over Speed Limit	139	1.9%	178	5.0%	9	8.3%	**326**	**2.9%**
30-39 MPH Over Speed Limit	48	0.6%	46	1.3%	5	4.6%	**99**	**0.9%**
40+ MPH Over Speed Limit	24	0.3%	48	1.3%	7	6.5%	**79**	**0.7%**
Unknown	745	10.0%	322	9.0%	12	11.1%	**1,079**	**9.7%**
Total	**7,415**	**100.0%**	**3,568**	**100.0%**	**108**	**100.0%**	**11,091**	**100.0%**



- 4,151 vehicles in crashes were known to be traveling over the posted speed limit.
- Speed-related vehicles in fatal crashes were more likely to be exceeding the posted speed limit by greater amounts.
- Speed-related vehicles in total crashes were more likely to be traveling too fast for conditions.
- Nearly three-fourths of speed-related vehicles (72.9% of known) in fatal crashes were traveling over the posted speed limit.
- Speed increases the crash energy by the square of the speeds. When impact speed increases from 40 to 60 MPH (a 50% increase), the energy that needs to be manages increases by 125%.