

SPEED

fact sheet



In Oklahoma in 2006, one in four fatalities occurred in speed related crashes. More than 78% of the speed related fatalities occurred in single vehicle crashes. In 2006, there were 186 speed-related crashes, and 203 persons were killed in these crashes.

In 2006, 6,749 persons were killed or injured in speed-related traffic crashes. In addition to 203 fatalities, 726 of the 6,546 injured persons were reported as incapacitating injuries, 2,480 were non incapacitating injuries and 3,340 were reported as possible injuries.

Oklahoma Speed-Related Crashes and Fatalities

	2002	2003	2004	2005	2006	TOTAL
Speed-Related Fatal Crashes	162	156	203	213	186	920
Total Fatal Crashes	639	595	667	708	668	3,277
Speed-Related Fatal Crashes as Percent of Total Fatal Crashes	25.4%	26.2%	30.4%	30.1%	27.8%	28.1%
Fatalities Occurring in Speed-Related Crashes	181	177	239	239	203	1,039
Total Fatalities	739	671	777	800	765	3,752
Speed-Related Fatalities as Percentage of Total Fatalities	24.5%	26.4%	30.8%	29.9%	26.5%	27.7%

The table above illustrates that both the number of fatal crashes and the number of fatalities in Speed-Related Crashes were at their highest in 2005. In 2002, speed-related fatalities were 24.5% of the total fatalities. This percentage increased to a high of 30.8% in 2004, but decreased to 26.5% in 2006.

Persons Injured or Killed in Oklahoma Speed-Related Crashes By Injury Severity and Person Type (2006)

	Count	%
Fatalities		
Occupant of Passenger Vehicle	110	54.2%
Occupant of Large Truck	13	6.4%
Motorcyclist	31	15.3%
Occupant of Pickup Truck	41	20.2%
Occupant of Other Type Vehicle	4	2.0%
Non-Motorist	4	2.0%
TOTAL	203	
Incapacitating Injuries		
Occupant of Passenger Vehicle	399	55.0%
Occupant of Large Truck	21	2.9%
Motorcyclist	108	14.9%
Occupant of Pickup Truck	174	24.0%
Occupant of Other Type Vehicle	17	2.3%
Non-Motorist	7	1.0%
TOTAL	726	
Non-incapacitating Injuries		
Occupant of Passenger Vehicle	1,560	62.9%
Occupant of Large Truck	127	5.1%
Motorcyclist	160	6.4%
Occupant of Pickup Truck	573	23.1%
Occupant of Other Type Vehicle	46	1.8%
Non-Motorist	14	0.6%
TOTAL	2,480	
Possible Injuries		
Occupant of Passenger Vehicle	2,429	72.7%
Occupant of Large Truck	115	3.4%
Motorcyclist	76	2.3%
Occupant of Pickup Truck	678	20.3%
Occupant of Other Type Vehicle	30	0.9%
Non-Motorist	12	0.4%
TOTAL	3,340	

“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.”



¹ National Center for Statistics and Analysis. (2006). Traffic Safety Facts: 2006 Data, Speeding. Publication: DOT HS 810 814. 1200 New Jersey Avenue SE, Washington, DC 20590.

Oklahoma Speed-Related Fatal Crashes by Location Type

Locality	2002		2003		2004		2005		2006		TOTAL	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Rural	121	75%	115	73.7%	153	75.4%	170	79.8%	137	73.7%	696	75.7%
Urban	41	25%	41	26.3%	50	24.6%	43	20.2%	49	26.3%	224	24.3%
TOTAL	162		156		203		213		186		920	

Oklahoma data suggest that a large majority of Oklahoma speed-related fatal crashes occur in rural areas. Each year more than 75.0% of speed-related fatal crashes occurred in rural areas. The year 2005 had the highest incidence of speed-related fatal crashes.

Fatality/Injury Rates in Speed-Related Crashes (2006)

County	Population (2006)	Vehicle Miles Traveled (2006)	Fatalities & Injuries	Rate (Per 10,000) Population	Rate (Per 100 Million) VMT
Adair	22,317	154,843,950	23	10.3	14.85
Alfalfa	5,673	36,485,400	23	40.5	63.04
Atoka	14,340	345,330,150	23	16.0	6.66
Beaver	5,336	155,176,100	25	46.9	16.11
Beckham	19,271	411,296,600	57	29.6	13.86
Blaine	12,734	141,185,650	48	37.7	34.00
Bryan	38,395	532,429,150	84	21.9	15.78
Caddo	30,063	436,244,350	81	26.9	18.57
Canadian	101,335	1,418,360,800	124	12.2	8.74
Carter	47,503	674,293,700	92	19.4	13.64
Cherokee	44,910	418,249,850	73	16.3	17.45
Choctaw	15,334	220,949,100	19	12.4	8.60
Cimarron	2,807	90,830,250	19	67.7	20.92
Cleveland	228,594	2,207,549,200	253	11.1	11.46
Coal	5,634	71,412,250	13	23.1	18.20
Comanche	109,181	1,196,466,350	103	9.4	8.61
Cotton	6,491	149,679,200	16	24.6	10.69
Craig	15,046	333,292,450	50	33.2	15.00
Creek	69,146	970,761,300	137	19.8	14.11
Custer	25,566	437,985,400	48	18.8	10.96
Delaware	40,061	399,156,700	150	37.4	37.58
Dewey	4,475	105,342,650	5	11.2	4.75
Ellis	3,912	78,683,050	12	30.7	15.25
Garfield	57,068	585,069,450	46	8.1	7.86
Garvin	27,375	519,533,700	71	25.9	13.67
Grady	50,490	623,409,050	74	14.7	11.87
Grant	4,653	85,358,900	16	34.4	18.74
Greer	5,864	58,086,100	10	17.1	17.22
Harmon	3,042	30,258,500	6	19.7	19.83
Harper	3,348	81,683,350	5	14.9	6.12
Haskell	12,155	130,064,100	17	14.0	13.07
Hughes	13,893	138,386,100	18	13.0	13.01
Jackson	26,042	267,285,850	21	8.1	7.86
Jefferson	6,385	77,682,950	13	20.4	16.73
Johnston	10,436	124,508,800	52	49.8	41.76
Kay	45,889	632,782,250	63	13.7	9.96
Kingfisher	14,316	181,229,800	14	9.8	7.72
Kiowa	9,778	137,743,700	14	14.3	10.16
Latimer	10,562	121,263,950	50	47.3	41.23
LeFlore	50,079	601,129,450	126	25.2	20.96
Lincoln	32,645	552,179,300	89	27.3	16.12

County	Population (2006)	Vehicle Miles Traveled (2006)	Fatalities & Injuries	Rate (Per 10,000) Population	Rate (Per 100 Million) VMT
Logan	36,971	424,239,500	54	14.6	12.73
Love	9,162	339,241,950	33	36.0	9.73
McClain	31,038	685,703,600	121	39.0	17.65
McCurtain	34,018	449,187,250	85	25.0	18.92
McIntosh	19,899	451,399,150	32	16.1	7.09
Major	7,329	159,256,800	25	34.1	15.70
Marshall	14,558	151,504,200	37	25.4	24.42
Mayes	39,774	653,788,000	118	29.7	18.05
Murray	12,945	211,397,050	49	37.9	23.18
Muskogee	71,018	932,899,850	105	14.8	11.26
Noble	11,152	373,530,050	27	24.2	7.23
Nowata	10,785	111,916,300	30	27.8	26.81
Okfuskee	11,370	208,940,600	17	15.0	8.14
Oklahoma	691,266	9,096,307,350	1019	14.7	11.20
Okmulgee	39,670	502,729,100	80	20.2	15.91
Osage	45,549	381,023,500	126	27.7	33.07
Ottawa	33,026	575,156,050	63	19.1	10.95
Pawnee	16,844	241,140,900	27	16.0	11.20
Payne	73,818	703,282,000	80	10.8	11.38
Pittsburg	45,002	700,913,150	120	26.7	17.12
Pontotoc	35,350	443,507,850	48	13.6	10.82
Pottawatomie	68,638	811,066,500	125	18.2	15.41
Pushmataha	11,641	165,874,250	24	20.6	14.47
Roger Mills	3,293	68,667,450	9	27.3	13.11
Rogers	82,435	1,052,232,950	199	24.1	18.91
Seminole	24,650	398,653,000	46	18.7	11.54
Sequoyah	41,356	583,762,750	65	15.7	11.13
Stephens	43,243	412,223,700	68	15.7	16.50
Texas	20,238	303,201,850	24	11.9	7.92
Tillman	8,482	95,754,100	18	21.2	18.80
Tulsa	577,795	8,125,706,650	1415	24.5	17.41
Wagoner	66,313	704,063,100	83	12.5	11.79
Washington	49,241	443,069,850	101	20.5	22.80
Washita	11,583	242,235,900	25	21.6	10.32
Woods	8,385	101,185,300	39	46.5	38.54
Woodward	19,231	271,508,900	29	15.1	10.68
TOTAL	3,579,212	47,509,929,350	6749	18.9	14.21

Shaded counties are rural counties.

Source: USDA, Economic Research Service, online dataset last updated March 30, 2005

Prepared: August 13, 2007

**Persons Killed/Injured in Speed-Related Crashes (2006) By Restraint Use
Includes Only Occupants of Passenger Vehicles/Pickup Trucks***

Person Injury Severity	Safety Equipment				Non-restraint Risk Factor**
	Not in Use	% of Total	In Use	% of Total	
Fatal	106	8.8%	38	0.8%	11
Incapacitating	223	18.5%	336	7.2%	2.6
Non-incapacitating	478	39.6%	1,621	35%	1.1
Possible	400	33.1%	2,642	57%	0.6
TOTAL	1,207		4,637		

*Includes only occupants where restraint and injury severity are identified. **Defined as the ratio of percent of all injuries (restrained) to percent of all injuries (non-restrained).

The table above depicts the number and percentage of persons killed or injured in speed-related crashes in Oklahoma by injury status and restraint use. In 2006, among those who were using restraints, 0.8% of the occupants of passenger vehicles/pickup trucks were killed, and 7.2% incurred an incapacitating injury. Among injured persons in passenger vehicles/

pickup trucks in speed-related crashes who were not wearing restraints 8.8% were fatally injured and 18.5% incurred an incapacitating injury. Given restraint use, persons were nearly 11 times more likely to be killed in a speed-related crash and 2.6 times more likely to suffer incapacitating injuries if they were not using a proper restraint system.

Fatalities and Injuries in Speed-Related Crashes Involving Alcohol

Person Injured Severity	2002			2003			2004			2005			2006		
	Alcohol Related	Total	Alcohol Related Percent	Alcohol Related	Total	Alcohol Related Percent	Alcohol Related	Total	Alcohol Related Percent	Alcohol Related	Total	Alcohol Related Percent	Alcohol Related	Total	Alcohol Related Percent
Fatality	38	181	21%	31	177	17.5%	45	239	18.8%	51	239	21.3%	37	203	18.2%
Incapacitating	105	833	12.6%	100	689	14.5%	82	687	11.9%	109	700	15.6%	63	726	8.7%
Non-Incapacitating	190	2,896	6.6%	233	2,780	8.4%	200	2,651	7.5%	235	2,389	9.8%	207	2,480	8.3%
Possible	154	3,313	4.6%	177	3,095	5.7%	184	3,144	5.9%	137	2,939	4.7%	166	3,340	5%
Total	487	7,223	6.7%	591	6,741	8.8%	511	6,721	7.6%	532	6,267	8.5%	473	6,749	7%

■ = Alcohol Related
■ = Total
■ = Alcohol Related Percent

The table above lists injuries and fatalities in speed-related crashes which involved alcohol from 2002 through 2006. The percentage of persons fatally injured in speed-related crashes involving alcohol was its highest in 2005 with 21.3% and at its lowest in 2003 with 17.5%.

Drivers In Speed-Related Crashes by Driver Age

Driver Age	2002		2003		2004		2005		2006		TOTAL		% of Licensed Drivers
	Drivers	% of Total	Drivers	% of Total	Drivers	% of Total	Drivers	% of Total	Drivers	% of Total	Drivers	% of Total	
Under 16	143	1.0%	119	0.9%	112	0.8%	90	0.7%	113	0.8%	577	0.9%	0.4%
16-24	5,594	38.4%	5,024	38.6%	5,170	37.8%	4,605	37.5%	4,838	35.2%	25,231	37.5%	15.0%
25-34	2,816	19.3%	2,570	19.8%	2,779	20.3%	2,482	20.2%	2,916	21.2%	13,563	20.2%	16.1%
35-44	2,469	17.0%	2,125	16.3%	2,240	16.4%	2,013	16.4%	2,225	16.2%	11,072	16.5%	16.8%
45-54	1,780	12.2%	1,624	12.5%	1,789	13.1%	1,580	12.9%	1,917	13.9%	8,690	12.9%	19.2%
55-64	1,030	7.1%	882	6.8%	967	7.1%	927	7.5%	1,089	7.9%	4,895	7.3%	15.2%
65-74	454	3.1%	401	3.1%	402	2.9%	361	2.9%	444	3.2%	2,062	3.1%	9.7%
75+	267	1.8%	258	2.0%	217	1.6%	229	1.9%	219	1.6%	1,190	1.8%	7.6%
TOTAL	14,553		13,003		13,676		12,287		13,761		67,280		

Excludes drivers with unknown age and/or sex. % of licensed drivers represents approximate percentages for each year.

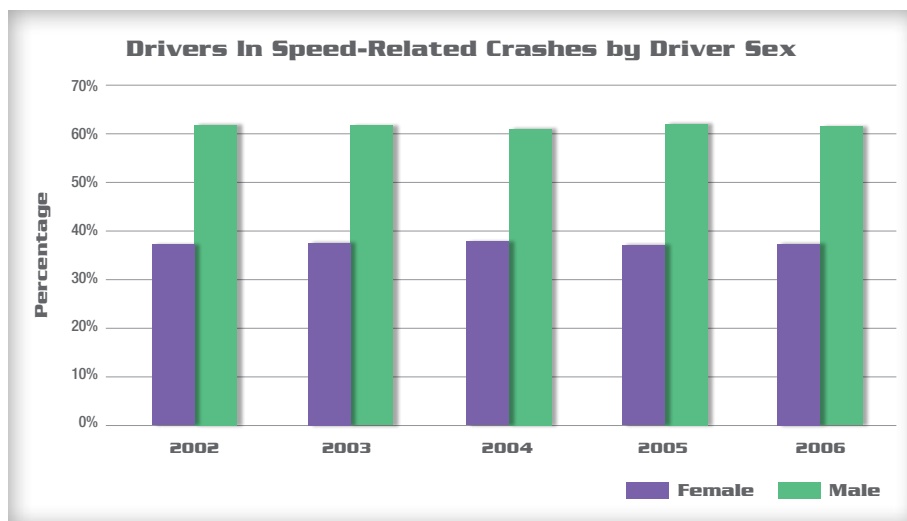
The table above shows that drivers, age 16-24 are involved in speed-related crashes more than any other age group with approximately 37% of the total drivers. Each year this age group exceeded the 5-year relative proportion with the exception of 2006 which shows 35.2% of the drivers were age 16-24. Each year approximately 15.0% of the licensed drivers are age 16-24 while approximately 37% of the drivers in speed-related crashes are age 16-24.

Drivers In Speed-Related Crashes by Driver Sex

Driver Sex	2002		2003		2004		2005		2006		TOTAL		% of Licensed Drivers
	Drivers	% of Total	Drivers	% of Total	Drivers	% of Total	Drivers	% of Total	Drivers	% of Total	Drivers	% of Total	
Female	5,484	37.7%	4,934	37.9%	5,271	38.5%	4,619	37.6%	5,223	37%	25,531	37.9%	51.3%
Male	9,069	62.3%	8,069	62.1%	8,405	61.5%	7,668	62.4%	8,538	62%	41,749	62.1%	48.7%
TOTAL	14,553		13,003		13,676		12,287		13,761		67,280		

Excludes drivers with unknown age and/or sex. % of licensed drivers represents approximate percentages for each year.

The table above illustrates while approximately 49% of the licensed drivers in Oklahoma are female, more than 60% of the drivers involved in speed-related crashes are female. The driver sex table demonstrate that young males are most likely to be involved in speed-related crashes.



Drivers In Fatal Speed-Related Crashes by Driver Age

Driver Age	2002		2003		2004		2005		2006		TOTAL		% of Licensed Drivers
	Drivers	% of Total	Drivers	% of Total	Drivers	% of Total	Drivers	% of Total	Drivers	% of Total	Drivers	% of Total	
Under 16	2	1.0%	1	0.5%	3	1.1%	2	0.8%	4	1.7%	12	1.0%	0.4%
16-24	61	29.2%	62	29.5%	91	33.5%	94	35.9%	68	28.9%	376	31.6%	15.0%
25-34	54	25.8%	39	18.6%	59	21.7%	44	16.8%	50	21.3%	246	20.7%	16.1%
35-44	42	20.1%	50	23.8%	46	16.9%	41	15.6%	41	17.4%	220	18.5%	16.8%
45-54	19	9.1%	32	15.2%	42	15.4%	35	13.4%	42	17.9%	170	14.3%	19.2%
55-64	18	8.6%	17	8.1%	17	6.3%	32	12.2%	23	9.8%	107	9.0%	15.2%
65-74	9	4.3%	5	2.4%	12	4.4%	6	2.3%	5	2.1%	37	3.1%	9.7%
75+	4	1.9%	4	1.9%	2	0.7%	8	3.1%	2	0.9%	20	1.7%	7.6%
TOTAL	209		210		272		262		235		1,188		

Excludes drivers with unknown age and/or sex. % of licensed drivers represents approximate percentages for each year.

The table above shows that drivers, age 16-24 are involved in fatal speed-related crashes more than any other age group with approximately 29% to 36% of the total drivers each year.

Approximately 15.0% of the licensed drivers are age 16-24 while approximately 32% of the drivers in fatal speed-related crashes are age 16-24.

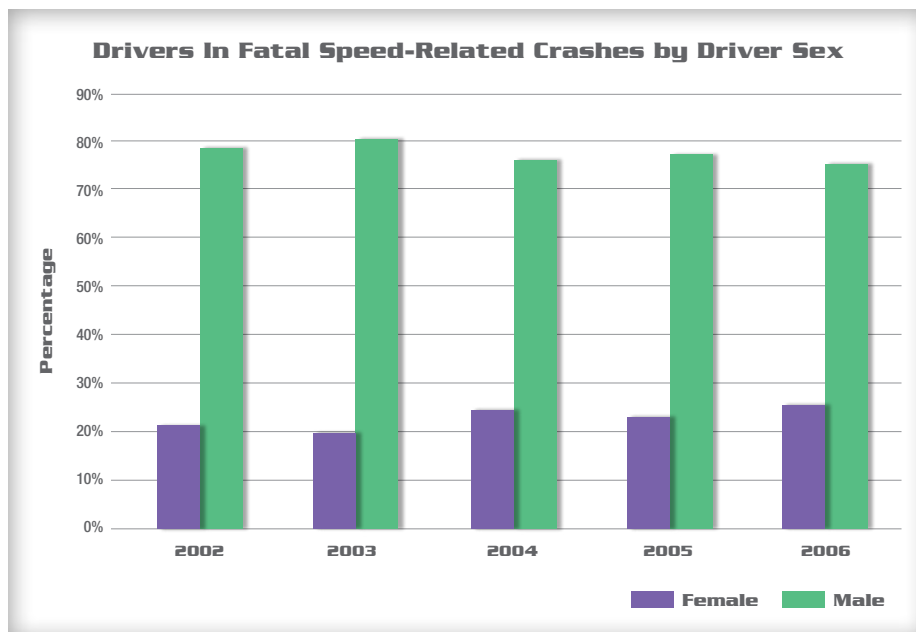
Drivers In Fatal Speed-Related Crashes by Driver Sex

Driver Sex	2002		2003		2004		2005		2006		TOTAL		% of Licensed Drivers
	Drivers	% of Total	Drivers	% of Total	Drivers	% of Total	Drivers	% of Total	Drivers	% of Total	Drivers	% of Total	
Female	45	21.5%	41	19.5%	64	23.5%	59	22.5%	60	25.5%	269	22.6%	51.3%
Male	164	78.5%	169	80.5%	208	76.5%	203	77.5%	175	74.5%	919	77.4%	48.7%
TOTAL	209		210		272		262		235		1188		

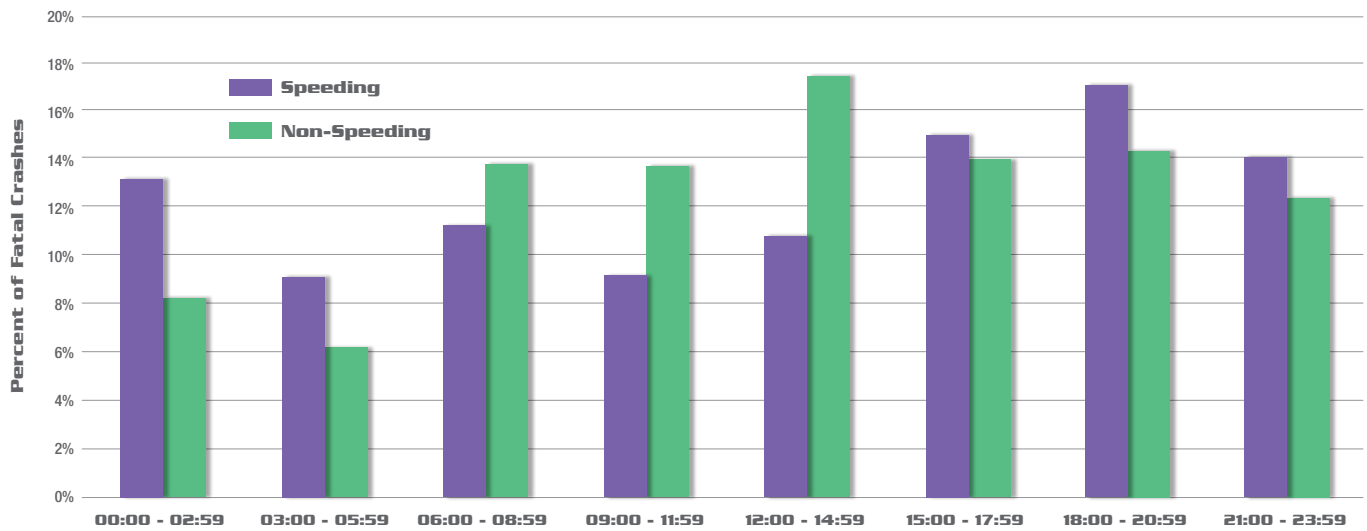
Excludes drivers with unknown age and/or sex. % of licensed drivers represents approximate percentages for each year.

For drivers in fatal crashes, young males are the most likely to be involved in speed-related crashes. The relative proportion of speed-related crashes to all crashes decreases with increasing driver age. Each year approximately 77% of the drivers involved in fatal

speed-related crashes are male, while approximately 49% of the licensed drivers in Oklahoma are male. Three times as many male drivers are involved in fatal speed-related crashes as female drivers.



Fatal Crashes (2006) Speeding vs. Non-Speeding



As shown in the graph above, fatal speed-related crashes occur more often than non-speeding crashes between 3 p.m. (15:00) and 5:59 a.m. (5:59)

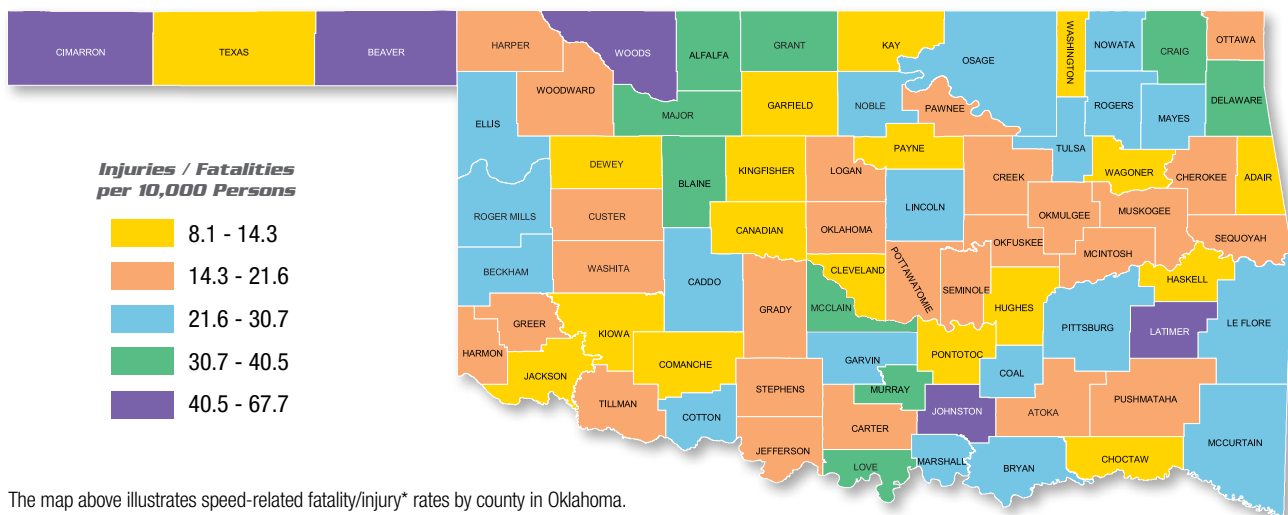
Primary Causes of Fatal and Injury Speed-Related Crashes (2006)

Rank	Cause	Fatal Crashes	% of Total	Rank	Cause	Injury Crashes	% of Total
1	Exceeding Legal Limit	101	54.3%	1	Exceeding Legal Limit	905	20.6%
2	Unsafe Speed on Curve/Turn	27	14.5%	2	Unsafe Speed – Rain/Wet Roadway	861	19.6%
3	Unsafe Speed – Rain/Wet Roadway	15	8.1%	3	Unsafe Speed for Traffic Conditions	733	16.7%
TOTAL		186				4,385	

The Primary contributing factor of a collision is listed on the Official Oklahoma Traffic Collision Report; however, the at-fault driver is not indicated. The table above indicates the top three primary contributing factors for fatal and injury speed-related crashes that occurred in 2006.

Exceeding the legal speed limit was the primary contributing factor in 54.3% of the fatal crashes and 20.6% of the injury crashes.

Speed-Related Fatality/Injury Rates by County (2006)



The map above illustrates speed-related fatality/injury* rates by county in Oklahoma. In 2006, the mean of injuries/fatalities per 10,000 county residents was 18.9. Forty-three counties had a traffic fatality/injury rate greater than the mean. Thirty-two of the 43 counties above the mean are largely rural counties.