

Priority Level One: Speeding

Speeding occurs when drivers travel above the posted speed or when they travel too fast for conditions. Drivers may be traveling well under the posted speed but weather conditions (such as icy roads) or poor visibility (such as a foggy night) could still cause drivers to lose control of their vehicles if they don't have enough stopping time.

Speeding is the second-most common driver error, after impairment, reported in fatal and serious injury crashes on Washington roads. Between 2006 – 2008, over 40% of all fatal crashes and 30% of all serious injury crashes involved speeding. Speeding remains the number one factor in fatal crashes involving drivers age 16 to 25, and the second most common factor in motorcycle fatalities.

Nearly one-third of all fatal crashes resulting from speeding occur between July and September. The fewest deaths occur during the winter months, from December through February.

Half of all speeding-related deaths occur during the weekend, between 6:00 pm on Friday and 6:00 am on Monday. Nearly half of all the speeding-related serious injuries occur earlier in the day, between 3:00 pm and 6:00 pm, Friday through Sunday.

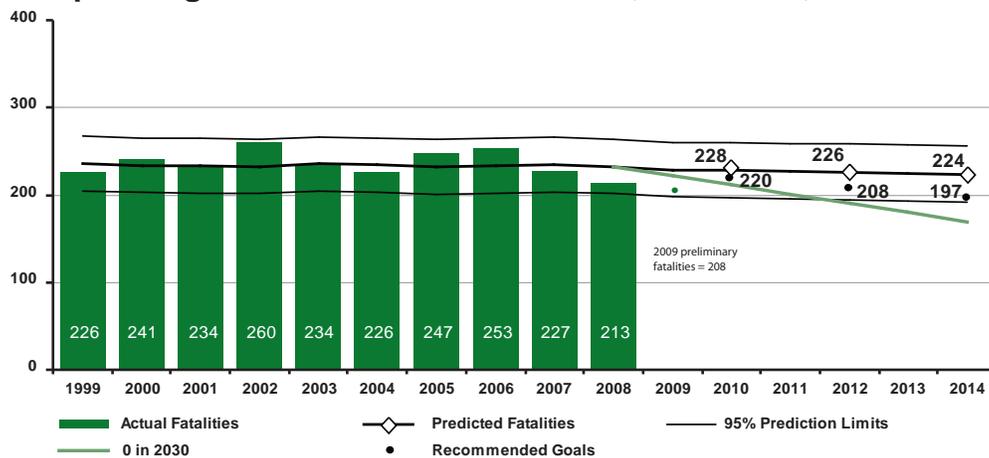
Other driver behaviors also influence speeding-related fatalities. Three out of five speeding drivers in fatal crashes were impaired by alcohol or drugs; three out of ten speeding drivers in serious injury crashes were impaired. Forty-four percent of speeding passenger vehicle drivers in fatal crashes were not wearing a seat belt.

County roads account for 40% of all speeding fatalities, but only 16% of all vehicle miles traveled. Between 2006 and 2008, 80% of drivers involved in speeding related fatal or serious injury crashes were male.

Over 40% of all fatal crashes in Washington between 2006 and 2008 were related to speeding.

Education, enforcement, and engineering can all play a role in getting drivers to slow down. Educating the public on speeding laws can also help reduce speeding. Enforcement efforts such as photo enforcement and high visibility speeding campaigns such as Slow Down or Pay Up can also cause drivers to slow down. On the engineering side, traffic calming devices and speed feedback signs have also been shown to reduce speeding.

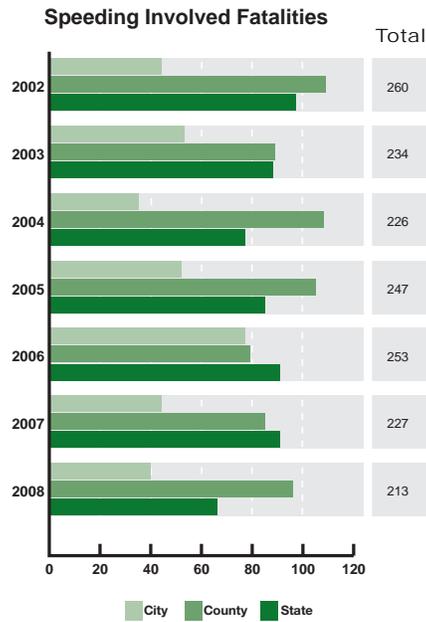
Speeding Involved Fatalities: Trends, Forecasts, and Goals



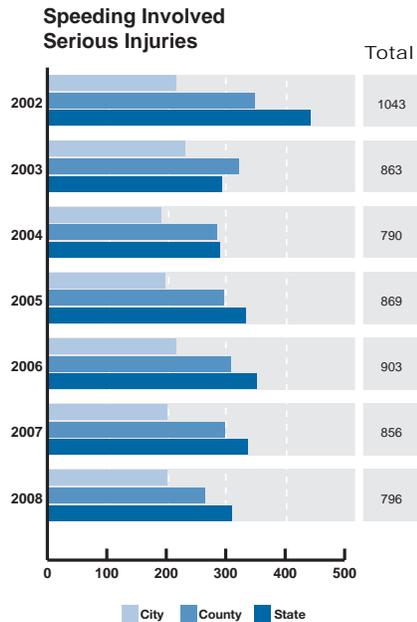
Source: Washington Traffic Safety Commission - Fatality Analysis Recording System

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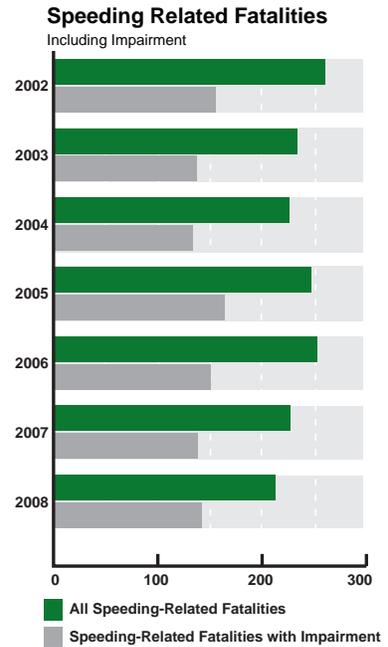
Speeding Graphs



Source: Washington Traffic Safety Commission - Fatality Analysis Recording System

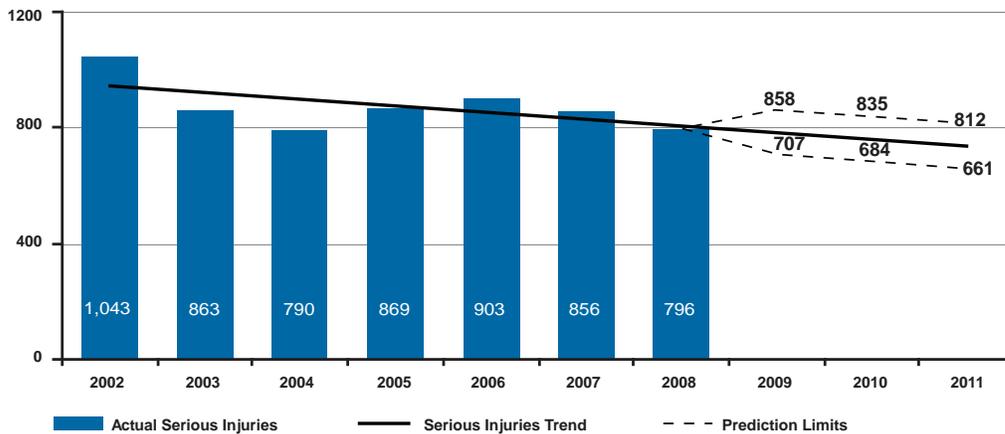


Source: WSDOT Collision Database



Source: Washington Traffic Safety Commission - Fatality Analysis Recording System (FARS)

Speeding Involved Serious Injuries: Trends and Forecasts



Source: WSDOT Collision Database

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1.3 Objectives and Strategies to Reduce Speeding Related Collisions	
1.3.A Reduce speeding through enforcement activities	1.3.A1 Increase use of photo-radar automatic speeding enforcement. (P)
	1.3.A2 Conduct high visibility enforcement efforts that strategically address speeding; locations; and conditions most common, or most hazardous, in fatal and serious injury speeding-related crashes. (T)
	1.3.A3 Ensure law enforcement officers have appropriate equipment for speeding enforcement. (T)
1.3.B Use engineering measures to effectively manage speed	1.3.B1 Use roadway design factors to influence driver speed; make design selections appropriate to type of roadway. (P)
	1.3.B2 Ensure that speed limit and warning signs are visible and installed at appropriate intervals.
	1.3.B3 Employ traffic calming devices where appropriate. (P)
	1.3.B4 Support the limited use of speed feedback signs to warn motorists that they are exceeding the speed limit; continue to research the most effective locations for these signs. (E)
	1.3.B5 Separate motorized traffic from non-motorized traffic using shared-use paths, sidewalks, bridges, etc.
	1.3.B6 Ensure that speed limit and warning signs are visible and installed at appropriate intervals and locations.
1.3.C Build partnerships to increase support for speed reducing measures	1.3.C1 Educate the public about the dangers of excessive speed and speed too fast for conditions, and its role in traffic fatalities. (T) <ul style="list-style-type: none">• Develop appropriate messages and methods to reach segments of the population inclined to speeding or driving too fast for conditions. (E)• Develop education messages in multiple languages. (E)• Educate about the effects of weather on appropriate speed.
	1.3.C2 Educate prosecutors and judges to ensure speeding violations are treated seriously and fairly. (T)
	1.3.C3 Expand corridor safety model to high-crash locations where data suggests a high rate of speeding-related fatal or serious injury crashes. (P)
	1.3.C4 Utilize community traffic safety task forces to address speeding issues. (T)
	1.3.C5 Collaborate with BIA, Indian Health Services, and NATEO to support Tribal Nations who seek to reduce speeding-related collisions on tribal lands. (T)
	1.3.C6 Encourage data sharing between local and tribal police and engineering agencies to identify and develop solutions for areas where speeding is a problem.

P=Proven, T=Tried, E=Experimental