

# OKLAHOMA HIGHWAY SAFETY FACT SHEET

Unsafe Speed

May 1, 2003

## Fatal & Known Injury Unsafe Speed Crashes

### Is Speed Really a Safety Problem?

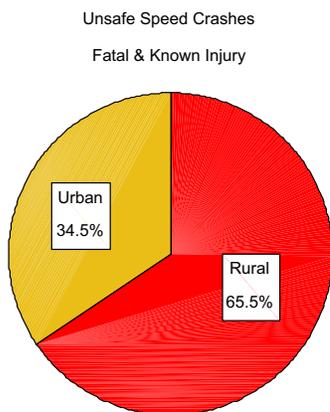
**S**ure is! Speeding reduces the time drivers have to avoid crashes and lengthens stopping distances, increasing both the likelihood of crashing and the severity of the crashes that do occur.

In a high-speed crash, a vehicle is subjected to forces so severe that the vehicle structure can't withstand the force of the crash and thus can't sufficiently protect occupants from serious injury.<sup>1</sup>

### 2001 Unsafe Speed Crashes

**I**n 2001, there was a total of 10,543 Unsafe Speed crashes. There were 176 fatal crashes with 205 persons killed, and 2,633 known injury crashes with 3,712 persons injured.

There were almost twice as many fatal and known injury Unsafe Speed crashes in rural areas as there were in urban areas.



### Causes

**I**n 2001, the primary causes of fatal and known injury Unsafe Speed crashes were Exceeding the Legal Limit (23.8%), Ice or Snow on Roadway (18.2%), and Rain or Wet Roadway (17.3%).

In rural areas the primary causes were: Exceeding Legal Limit (24.4%), Ice or Snow on Roadway (16.7%), and Rain or Wet Roadway (13.7%).

In urban areas the primary causes were: Rain or Wet Roadway (24.0%), Exceeding Legal Limit (22.6%), and Ice or Snow on Roadway (20.9%).

### Highway Class & Number of Vehicles

**I**n 2001, 65.5% of the fatal and known injury Unsafe Speed crashes involved one vehicle and 26.6% involved two vehicles.

Of the crashes involving one vehicle, 39.7% occurred on county roads, 15.9% on city streets, and 12.0% on interstate highways.

Of the crashes involving two vehicles, 28.6% occurred on city streets, 25.5% on interstates, and 11.0% on rural state highways.

### Highway Class & Crash Injury Severity

**I**n 2001, 30.7% of the fatal Unsafe Speed crashes occurred on county roads, 19.3% on rural state highways, and 14.2% on interstates.

Some 28.5% of the known injury crashes occurred on county roads, 20.8% on city streets, and 17.7% on interstates.

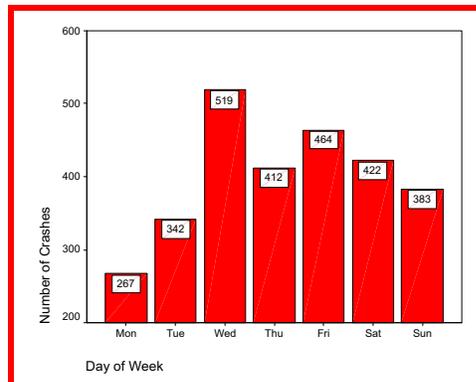
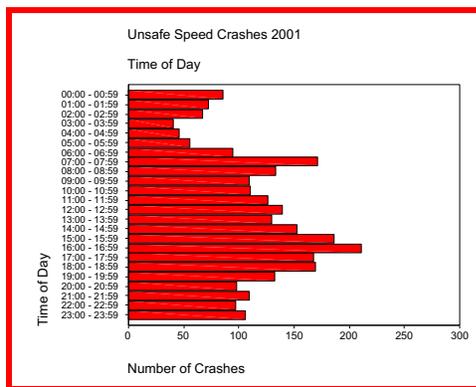
### Time & Day

**U**nsafe Speed crashes peaked between the hours of 1400 (2 p.m.) and 1800 (6 p.m.).

<sup>1</sup> [www.hwysafety.org/safety\\_facts/qanda/speed\\_limits.htm#1](http://www.hwysafety.org/safety_facts/qanda/speed_limits.htm#1)

In 2001, Wednesday had the highest occurrence of Unsafe Speed crashes. This is unusual compared to the 10-year trend from 1992-2001 where Saturday and Friday had the highest occurrence of these type crashes.

A closer look at the cause of Unsafe Speed crashes, shows that 2001 had an unusually high number of crashes caused by Unsafe Speed for Ice or Snow on Wednesdays. This may account for Wednesdays having the highest occurrence of Unsafe Speed crashes in 2001.



### Counties & Cities

The following counties had the highest occurrence of fatal and known injury Unsafe Speed Crashes in 2001: Tulsa (469), Oklahoma (389), Cleveland (90), Creek (67), and Rogers (67).

The following cities had the highest occurrence of these type crashes: Tulsa (317), Oklahoma City (303), Norman (34), Midwest City (27), and Broken Arrow (24).

### Driver Age

In 2001, 24.2% of the drivers in fatal and known injury Unsafe Speed crashes were age 16-20. The second highest age group was age 21-25 with 15.2%.

There were 150 drivers killed in Unsafe Speed crashes in 2001. Of the drivers killed, 20.0% were age 21-25 and 18.7% were age 16-20.

### Vehicle Types

Most of the drivers killed in Unsafe Speed crashes in 2001 were in a passenger vehicle (60.0%) or a pickup truck (27.3%).

Type of Vehicle	Drivers	Percent of Total
Passenger Car/Station Wagon	90	60.0
Truck-tractor/Semi-trailer	4	42.7
Motorcycle	14	9.3
Motor Home	1	.7
Pickup Truck	41	27.3
Total	150	100.0

### Seat Belts

Of the 90 drivers killed in passenger vehicles, 67.8% were not using seat belts. Of the 41 pickup truck drivers killed, 90.2% were not using safety belts.

### Drivers Ejected

Of the 131 drivers killed in passenger vehicles and pickup trucks, 42.0% (55 of 131) were ejected. Of the 55 drivers ejected, 98.2% (54 of 55) were not using seat belts.

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