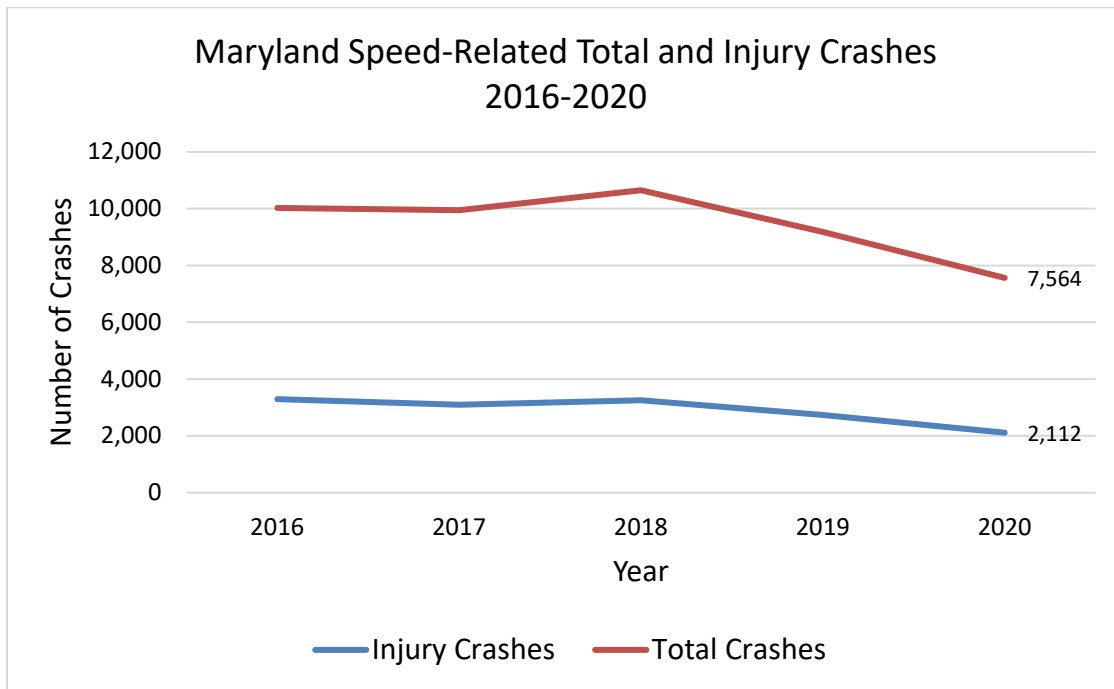


BACKGROUND

Speed is a significant aggressive driving behavior and is estimated to be a contributing factor in over one-third of all fatal crashes nationwide. In 2019, speeding was a contributing factor in 26 percent of all traffic fatalities.¹

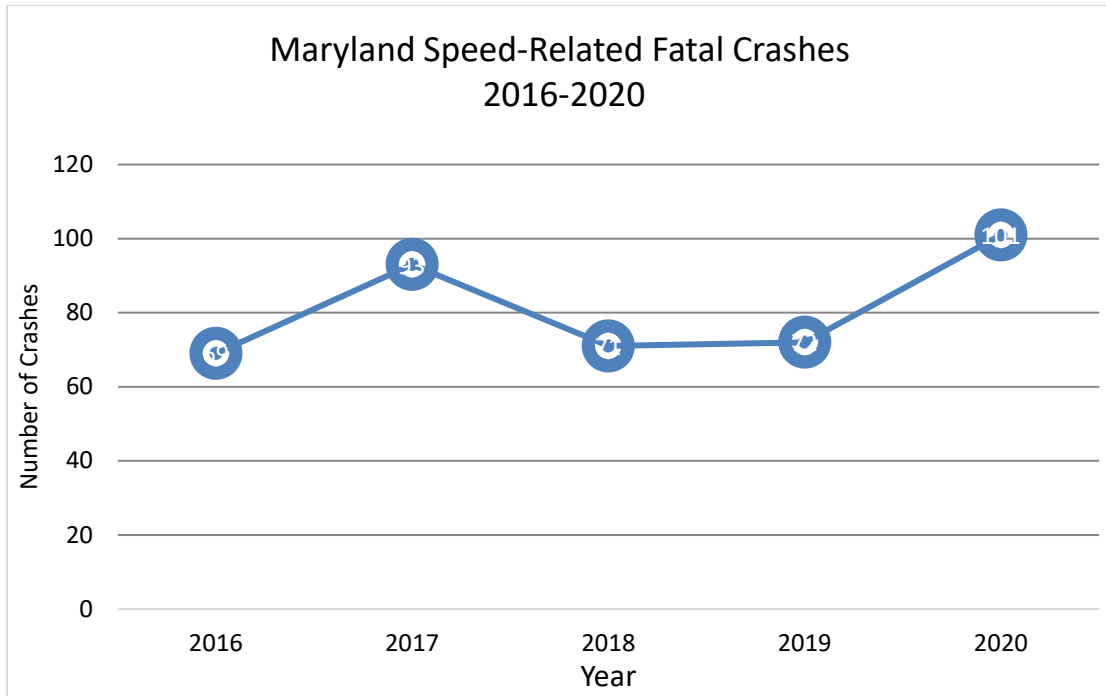
The probability of death and debilitating injury grows with impacts at higher speeds—doubling for every 10 MPH over 50 MPH that a vehicle travels. The Federal Highway Administration found that, on average, 70 percent of motorists exceed the posted speed limits. In 2010 the economic cost of speed-related crashes was estimated to be \$52 billion annually.²

THE FACTS



¹ <https://www.nhtsa.gov/risky-driving/speeding> --

² https://www.nhtsa.gov/sites/nhtsa.gov/files/traffic_tech/812489_tt-national-traffic-speeds-survey-iii-2015.pdf



- **Motor vehicle crashes are a huge threat to public health.** Motor vehicle crashes continue to be a leading cause of death in the United States³. In 2019, approximately 6.8 million crashes were reported; approximately 29 percent resulted in an injury or fatality⁴.
- **The number of speed-involved⁵ crashes in the State has fluctuated between 2016 and 2020.** There were an average of nearly 9,500 crashes related to speed between 2016 and 2020 in Maryland, ranging from a high of 10,651 crashes in 2018 to a low of 7,564 in 2020. ⁶ The number of injury crashes followed a similar trajectory. The number of speed-related crashes that resulted in death, however, reached a five year high of 101 crashes with 110 fatalities in 2020.

³ CDC National Vital Statistics Reports – 10 Leading Causes of Death, United States, 2018

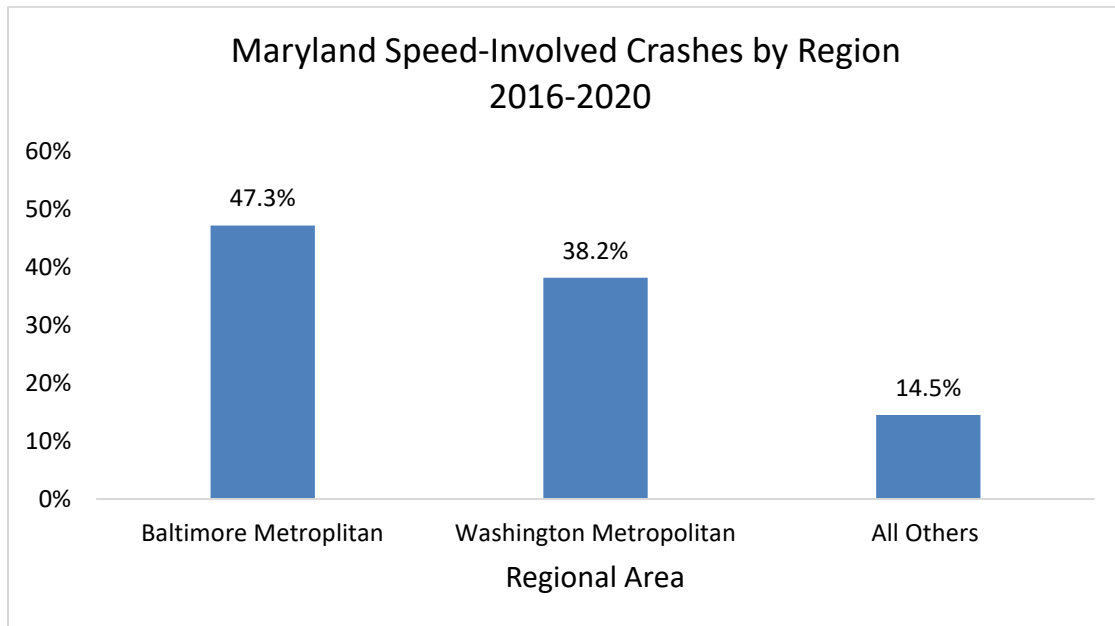
⁴ Motor Vehicle Crash Data Querying and Reporting All Motor Vehicle Crashes Years: 2015-2019. Report Generated: Thursday, January 20, 2022 (10:39:20 AM).

⁵ **Speed-involved Crashes** – At least one driver in the crash was reported to be speeding, defined by having values of either Exceeded Speed Limit or Too Fast for Conditions in the first or second contributing circumstance fields.

⁶ In 2020, the world experienced the COVID-19 pandemic which contributed to significant changes in roadway travel and driver behavior. Reduced vehicle miles traveled and open roadways resulted in an increase in speed and other risky driving behaviors. Consequently, 573 people died in traffic-related crashes on Maryland’s roads, representing an increase of more than seven percent from the previous year’s total of 535, with pedestrian and bicycle fatalities comprising over one-quarter of the State’s roadway deaths. While overall fatalities increased in 2020, the reduced travel contributed to marked decreases for injury and overall crashes at the statewide and jurisdictional level. Therefore, this anomalous year must be considered when drawing conclusions based on the use of 2020 crash data to evaluate highway safety programs and trends.

These numbers represent 20 more crashes and 21 more fatalities than the 5-year reported average of 81 crashes and 89 fatalities.

- **Injuries and fatalities are high among speed involved crashes.** On average, all crashes resulting in injury or death accounted for approximately 29 percent of the total crashes in the State. However, among speed-related crashes, 32 percent resulted in an injury or fatality, amounting to, on average, nearly 3,000 injury and fatal crashes per year.
- **Metropolitan areas have the highest concentration of speed-related crashes⁷.** Between 2016 and 2020, around 85 percent of all speed-related crashes occurred in the Baltimore and Washington metropolitan areas. On average, Baltimore County accounted for approximately 19 percent of Maryland’s speed-related crashes. Nearly one-half of the speed-related fatal crashes in Maryland occurred in Prince George’s County (17 percent), Baltimore County and Baltimore City (16 percent each).



²Baltimore Metropolitan area is comprised of Anne Arundel, Baltimore, Carroll, Harford, Howard and Queen Anne’s Counties, and Baltimore City, as designated by the Baltimore Metropolitan Council. The Washington Metropolitan Area is defined as Charles, Frederick, Montgomery, and Prince George’s Counties, as designated by the Metropolitan Washington Council of Governments.

- **Speed-Involved crashes are lowest during the middle of the year.** Total crashes related to speed peaked during the late fall and early winter months (October, November, December, and January). The more severe crashes resulting in death occurred most often in April through August, and December.
- **Weekdays and afternoons to early evening hours experience the highest number of speed-related crashes.** More than 70 percent of all speed-related crashes occurred between Monday and Friday. There were more fatal speed-related crashes on Saturdays (19 percent), though with respect to speed-related injury crashes, more crashes occurred on Fridays (16 percent). Speed related crashes were highest between 12 noon and 7 p.m., accounting for nearly 43 percent of all speed-related crashes; however, over 10 percent of the speed-related crashes occurred between 7 a.m. and 9 a.m. Fatal speed-related crashes were more likely to occur between 4 p.m. and 3 a.m., comprising nearly 61 percent of the crashes.
- **Speeding drivers tend to be younger, in their twenties.** Twenty-eight percent of all drivers involved in speed-related crashes were between the ages of 20–29, despite accounting for approximately 21 percent of the drivers in statewide crashes. Over one-third of all speed-related driver fatalities were in their twenties. On average, drivers in their twenties were injured or killed in a speed-related crash nearly twice as often as drivers in their forties .
- **Drivers involved in speed-related crashes tend to be male.** Males accounted for 58 percent of the drivers involved in speed-related crashes. On average, more than four times as many male drivers die in speed-related crashes than do their female counterparts.

**4 out of 5 speed-
related driver
fatalities are male.**