



## Speeding Curriculum

### Objective Statement:

- To assist participants in understanding the risks and dangers of speeding.
- To assist participants in testing their reaction time and explaining what kind of effect this has when speeding.

### Materials Needed:

- Orange Reaction Timer
- Photos of Misty & Jasper's story

### Activity Description:

#### Activity One:

- Hold the reaction timer at the top (Leader)
- Line up your fingers with the bottom edge of the reaction timer (Participant)
- Drop the reaction timer at any time, without warning (Leader), and try to grab it between your fingers (Participant). Don't chase it, that's cheating!
- Read off your score from the side

#### Activity Two:

Read personal stories from victims and their families. Pass around photos related to the stories.

- Misty & Jasper (photos)
- Mother & Children
- Teens Racing Cars
- Happy Birthday Twins!

### Scoring

#### Speed

40  
60  
80  
100  
120  
140  
160  
180  
200

#### Rating

pretty good  
slightly below average  
slow  
very slow  
try again  
No one will ride with you!  
Unbelievable  
Hello?!  
WAKE UP!

Source: [www.topendsports.com/testing/reactionmake.htm](http://www.topendsports.com/testing/reactionmake.htm)



## Speed Related Safety Facts

### Eye Opening Statistics

Speed kills, a truism made painfully clear too many times year after year. Speed kills the speeders themselves, their passengers, innocent motorists in other vehicles, and pedestrians.

- Motor Vehicle crashes are the number one cause of death for ages 5-32. THE NUMBER ONE!
- 32 percent of all drivers 15-24 years of age involved in fatal crashes were speeding.
- In 1996 6,319 young people, aged 15-20, died in motor vehicle crashes. The equivalent of one every 64 minutes, every day!
- In 1996, almost one quarter (22 percent) of those who died in speed-related crashes were youth.
- In 1996, 71 percent of youth (16-20) who died in passenger vehicle crashes were not wearing safety belts.
- Drivers involved in speed related fatal crashes are more likely to have a history of traffic violations.
- Nearly 40 percent of male drivers involved in fatal crashes were speeding.
- In states that increased the highway speed limit to 65 mph, the fatalities increased by 30 percent.
- In 1993, 40,115 people died in highway crashes. The equivalent of a jet crashing, killing 100 people EVERY day.
- In 1996, 21 percent of the young drivers involved in fatal crashes had been drinking.
- These young drivers are 6.7 percent the total driving population, but are 14 percent of the alcohol-involved drivers in fatal crashes.
- States with nighttime driving restrictions or curfews for young novice drivers experience lower crash rates than comparison states.
- 99 out of every 100 people injured in the United States Transportation System, are injured in motor vehicle crashes.

Sources:

NHTSA - National Highway Traffic Safety Administration  
Insurance Institute for Highway Safety  
National Highway Safety Administration  
Advocates for Highway Safety  
National Highway Transportation Safety Administration  
New Hampshire Department of Safety  
National Highway Traffic Safety Administration



- **Speeding** — exceeding the posted speed limit or driving too fast for conditions — is one of the most prevalent factors contributing to traffic crashes. The economic cost to society of speeding-related crashes is estimated by NHTSA to be \$28.9 billion per year. In 1997, speeding was a contributing factor in 30 percent of all fatal crashes, and 13,036 lives were lost in speeding-related crashes.
- Speeding in residential neighborhoods represents the single greatest complaint issue to police departments and city council representatives throughout the U.S
- Most speeders in your neighborhood live in your neighborhood.
- It is not unusual for speeders to be clocked in excess of 40 mph (and even 50 mph on occasion) in 25-mph zones. (KKAD25)
- Speeding extends the distance necessary to stop a vehicle.
- At night, when you can see only as far as your headlight (160 feet in front of your vehicle), the situation worsens.
- At 20 mph the total stopping distance needed is 69 feet.
- At 30 mph, the distance needed is 123 feet.
- At 40 mph, the distance needed is 189 feet which may not be enough distance and time for you to avoid hitting an object or person on the road (USDOT, NHSTA)
- The effectiveness of restraint devices like air bags and safety belts, and vehicular construction features such as crumple zones and side member beams decline as impact speed increases. (USDOT, NHSTA)
- Speed, defined as exceeding the posted speed limit or traveling too fast for the conditions, is cited as a contributing factor in approximately 30 percent of fatal crashes. (NHSTA)
- In 1997, 626,000 people received minor injuries in speeding-related crashes. An additional 75,000 people received moderate injuries, and 41,000 received critical injuries in speeding-related crashes (based on methodology from The Economic Cost of Motor Vehicle Crashes 1994, NHTSA).
- In 1997, 86 percent of speeding-related fatalities occurred on roads that were not Interstate highways.
- For drivers involved in fatal crashes, young males are the most likely to be speeding. The proportion of all crashes that are speeding-related decreases with increasing driver age. In 1997, 37 percent of the male drivers 15 to 20 years old who were involved in fatal crashes were speeding at the time of the crash.
- Alcohol and speeding are clearly a deadly combination. Speeding involvement is prevalent for drivers involved in alcohol-related crashes. In 1997, 43 percent of the intoxicated drivers (BAC = 0.10 or higher) involved in fatal crashes were speeding, compared with only 14 percent of the sober drivers (BAC = 0.00) involved in fatal crashes.
- 23 percent of fatalities occur on local roadways, such as residential streets.
- This translates into 0.86 fatalities per million miles traveled. This is the highest rate of fatalities of all road classifications (Interstate, Arterials, Collectors, Locals) due to the fact that local roads make up 68.6 percent of total public road mileage. (Statistics from the U.S. Department of Transportation)

Source: [www.keepkidsalive.com/fastfacts.html](http://www.keepkidsalive.com/fastfacts.html)

## Speed Related Safety Facts

### FACTS:

The faster you drive a vehicle, the less control you have, the less time you have to react to situations and the less time others have to react to you. Consequently, the faster you drive, the more likely you are to crash and the faster you crash, the more likely you are to die.

It's not the speed that kills, it's the sudden stop. On impact, internal organs and the brain are moving forward at the same speed as before the crash. It follows that organs smashing against the outer skeleton at excessive speed will inevitably suffer severe hemorrhaging. Injuries are more severe in speed related crashes.

THE FASTER YOU GO  
THE BIGGER THE MESS

Source: [www.ltsa.govt.nz/road\\_safety/ads/05b\\_priorities.html](http://www.ltsa.govt.nz/road_safety/ads/05b_priorities.html)

### Teach Your Teen to Handle a 3,000-Pound Weapon

With nearly 6,000 people between the ages of 16 and 20 dying on the road each year, car crashes are the leading cause of death among teens. Nearly two-thirds of teen passenger deaths occur when another teen is behind the wheel, and teens account for 22 percent of all speed-related deaths. Experts cite lack of experience behind the wheel as well as risky driving behavior.

"Too often, people chalk up recklessness and speeding to typical teen behavior. They don't seem to realize how serious the consequences are. Parents should know that more teen-driver crashes are caused by speed than by alcohol."

Speeding is just one symptom of a much larger problem. "Lack of driving experience and risky driving behavior are the underlying causes of most teen crashes."

Peer pressure from teen passengers is often the impetus for reckless driving, and a study found a direct correlation between passenger count and fatalities in cars driven by teens: The toll rises with each additional passenger.

Recent findings show that the rate of deaths caused by teen drivers is three times greater between 10 p.m. and midnight than between 6 a.m. and 10 p.m.

"Teens need to understand that they're driving a 3,000-pound weapon, and that speeding can have tragic consequences."

Source: [www.safetytips.com/html/travel/teen/ats\\_featureart.htm](http://www.safetytips.com/html/travel/teen/ats_featureart.htm)

Speeding is a double error: It puts the driver in danger and it takes away his time to escape. The chances for death or serious injury double every 10 mph above 50 mph that a vehicle travels. Sixteen to 19 year olds get more speeding tickets than any other age group. Of all 16-year-old drivers involved in fatal crashes during 1993, approximately 37 percent were exceeding the speed limit or driving too fast for road conditions.

Source:

[www.medill.nwu.edu/journalism/magazine/raisingteens/feats/drive.html](http://www.medill.nwu.edu/journalism/magazine/raisingteens/feats/drive.html)

Speeding on the nation's roadways is a contributing factor in as many as one third of all fatal crashes. In addition, many people are injured in speed-related crashes. The economic cost to society of these crashes was estimated to be \$27 billion per year in 1994.

### Federal Policy on Speeding:

This policy promotes the concept that Federal, State, and local governments should have balanced programs that use the most cost-effective strategies for decreasing crash risks from speeding. These strategies include:

1. ensuring that posted speed limits are reasonable and appropriate for conditions
2. providing public information and education on the risks associated with speeding
3. understanding who speeds, where, when, and why
4. using a variety of techniques and technologies beyond enforcement for speed management
5. targeting enforcement where speeding presents the most serious hazard and accompanying it with public information and education.

**Speed Limits:** should promote safe travel, and should be perceived by the public as safe and reasonable. If the public does not understand the consequences of speeding to themselves and other, they are less likely to adjust speeds for traffic and weather conditions, or to comply with posted speed limits.

Source: [www.nhtsa.dot.gov/people/injury/enforce/shpolicy.htm](http://www.nhtsa.dot.gov/people/injury/enforce/shpolicy.htm)

- Although teen drivers make up only 7 percent of the U.S. population, they account for about 14 percent of traffic deaths. According to statistics from the National Highway Traffic Safety Administration and the IIHS:
- More than 6,500 teens die each year as a result of traffic accidents.
- Motor vehicle crashes are the leading cause of death for 15-20 year olds.
- 16-19 year old drivers have the highest crash rate per miles driven — a rate that is four times higher than all other age groups combined.
- 16 year olds crash three times more than any other teen age group.

Source:

[www.medill.nwu.edu/journalism/magazine/raisingteens/feats/drive.html](http://www.medill.nwu.edu/journalism/magazine/raisingteens/feats/drive.html)





## Speed Related Safety Facts

### How much time do you gain by speeding?

<u>Miles traveled</u>	<u>10 miles</u>	<u>20 miles</u>	<u>35 miles</u>	<u>50 miles</u>	<u>100 miles</u>
65 mph	9 min.	18 min.	32 min.	46 min.	1hr. 32 min.
60 mph	10 min.	20 min.	35 min.	50 min.	1hr. 40 min.
55 mph	11 min.	22 min.	38 min.	55 min.	1hr. 49 min.

Source: Federal Energy Administration, Federal Highway Administration & U.S. Department of Transportation

### How Dangerous is Speeding?

The chances of death or serious injury double for every 10 mph over speeds of 50 mph. Crash involvement rates are lowest for vehicles traveling within 10 mph of the average speed of the traffic flow. For vehicles traveling more than 10 mph faster or slower than the traffic flow, crash involvement rates are almost six times greater. Police report that in more than one-third of all fatal crashes, the driver exhibited unsafe practices such as speeding, following too closely, improper lane use, unsafe passing and reckless operations.

Source: [www.mdhs.state.mo.us/speeding.html](http://www.mdhs.state.mo.us/speeding.html)

### Facts:

- Traffic accidents are the leading cause of death in people age 16 to 20. They account for roughly one-third of all fatalities in this age group.
- People age 16 to 20 have the highest traffic-related fatality rate of any age group.
- People age 16 to 20 make up only 6 percent of American drivers and drive only 3 percent of all miles driven. Yet they are involved in 15 percent of traffic deaths.
- Traffic accidents are the leading cause of disability and spinal cord injuries among youth.
- A 16-year-old driver is 20 times more likely to have a traffic accident as the general population.

Teen drivers also have a tendency to drive too fast. This, combined with inexperience and bravado, sometimes leads them to make poor driving decisions. In 1997, according to NHTSA, almost a quarter (22 percent) of Americans who died in speed-related crashes were youth (15-20). And yet they represent just 6 percent of the total driving population.

Source: [www.edmunds.com/ownership/driving/articles/44877/article.html](http://www.edmunds.com/ownership/driving/articles/44877/article.html)

