

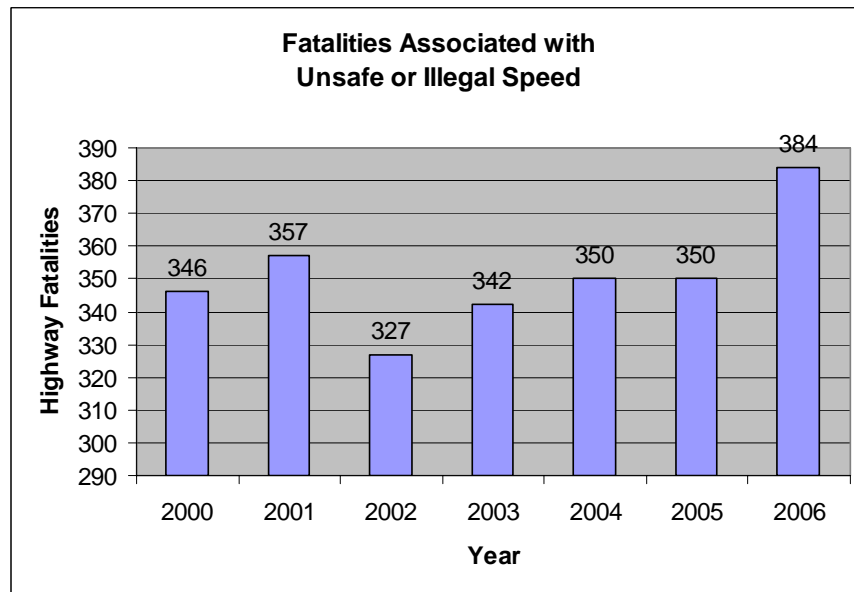
Speed

Fatalities associated with illegal or unsafe speed continue to climb, reaching 384 in 2006 - a 9.9% increase over 2000.

The number of illegal or unsafe **fatal speed-related crashes** has not demonstrated a downward trend over the past seven years, reaching a high of 342 in 2006 (16.7% increase over 2000).

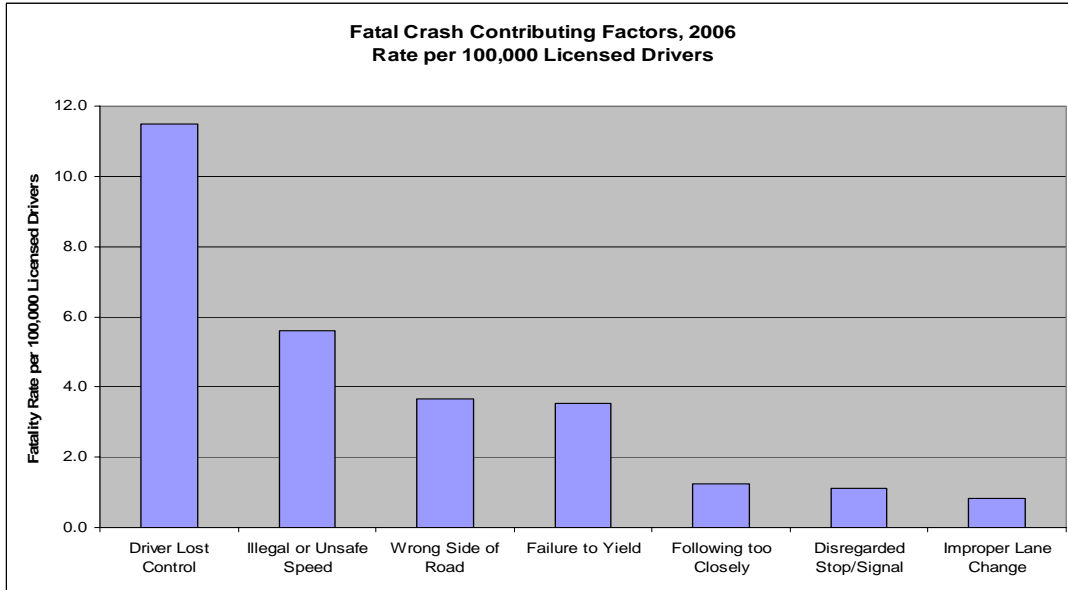
Furthermore, when controlling for vehicle-miles-traveled the **speed-related crash fatality rate** has continued to increase as has the **percentage of all fatal crashes associated with speed** (21.9%).

Georgia Highway Fatalities Associated with Unsafe or Illegal Speed							
2000	2001	2002	2003	2004	2005	2006	
346	357	327	342	350	350	384	



Speed-Associated crashes by injury outcome and year								
		2000	2001	2002	2003	2004	2005	2006
All Crashes	Number	19,187	18,961	20,083	19,747	19,718	19,731	18,154
	% of Crashes	6.2%	6.0%	6.1%	6.0%	5.8%	5.7%	5.3%
	Rate	18.5	17.8	18.8	18.2	18.1	17.8	16.3
Injury	Number	8,054	8,107	8,408	8,173	8,296	8,247	7,697
	% of Crashes	9.5%	9.4%	9.7%	9.4%	9.1%	9.0%	8.7%
	Rate	7.8	7.6	7.9	7.5	7.6	7.5	6.9
Fatal	Number	293	308	288	305	303	309	342
	% of Crashes	21.2%	20.9%	21.0%	20.8%	20.7%	19.4%	21.9%
	Rate	0.28	0.29	0.27	0.28	0.28	0.28	0.31

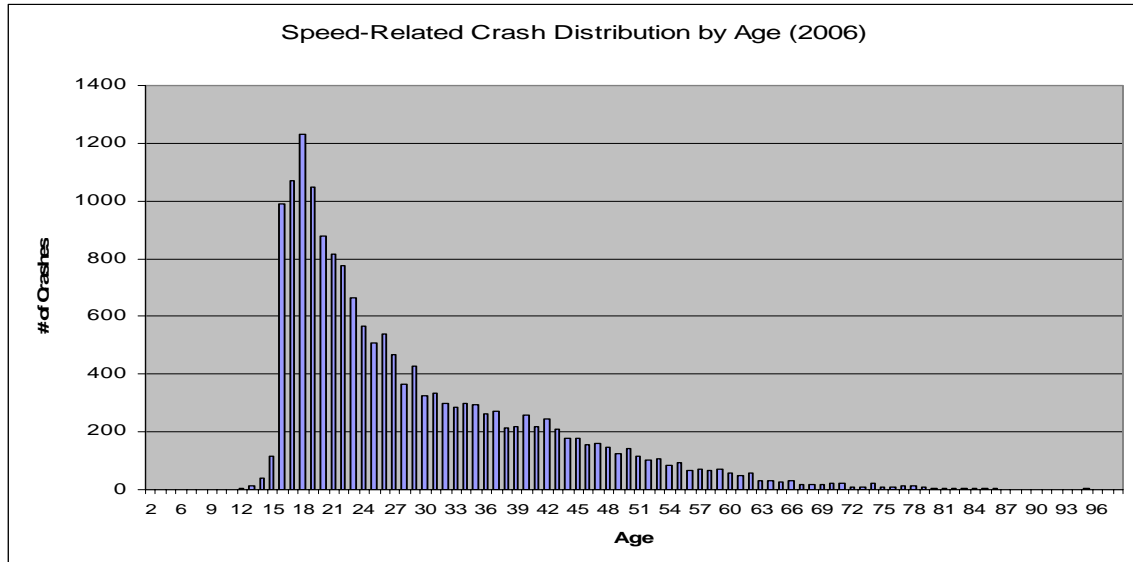
Excluding the category of “Others”, **illegal or unsafe speed is the second most prevalent contributing factor** (behind ‘Driver Lost Control’) for fatal crashes by licensed driver rate (Chart Below).



A recent Insurance Institute for Highway Safety Study indicates that 27% of passenger vehicles on Atlanta suburban/rural interstates exceed the 65 mph speed limit by 10 mph; 8% by 15 mph. Similar results were found with respect to urban Atlanta interstates. (IIHS, January, 2008)

Nationwide, speed is associated with 30.2% of fatal crashes, ranging from 6.7% in Florida to over 50% in Maine (NHTSA, 2005 Data). Due to the subjective nature of crash reports, many speed-related fatal crashes are likely to be unreported.

An age distribution of drivers in speed-related crashes show a clear peak in the late teens with a gradual decline as one gets older (See Chart Below).



Male drivers are consistently over-represented in speed-related crashes, comprising 70.2% of drivers in this category in 2006.

Sex and Speed-related crashes							
	2000	2001	2002	2003	2004	2005	2006
Female	5811	5533	5953	6130	5962	6024	5445
Male	13611	13625	14346	13815	13927	13913	12806
Total	19422	19158	20299	19945	19889	19937	18251
Male %	70.1%	71.1%	70.7%	69.3%	70.0%	69.8%	70.2%