Between 2006 and 2012, 2,510 people died and 16,478 people were seriously injured in speed-related crashes.

Since Ohio’s first SHSP was adopted in 2006, serious injuries decreased 10 percent and deaths decreased 11 percent.

Speed-related crashes account for about 32 percent of Ohio’s deaths and approximately 24 percent of its serious injuries.

Male drivers between the ages of 16 and 25 accounted for the highest number of speed-related deaths and serious injuries. Interestingly, although the numbers declined for the next age groups, the trend spiked upward for drivers over age 70.

Male drivers were more likely to be seriously injured or killed in a speed-related crash.

Male drivers accounted for 9,996 deaths and serious injuries; more than half the number for females (4,626).

Male drivers between the ages of 16 and 25 accounted for the highest number of speed-related deaths and serious injuries. Interestingly, although the numbers declined for the next age groups, the trend spiked upward for drivers over age 70.

Note: All data from 2008-2012, except Overview section.
These maps rank Ohio counties by the number of deaths and serious injuries that occurred due to speed. Warm colors indicate more crashes relative to cool colors. Most urbanized counties had a higher total number of fatal and serious injury crashes associated with speeding. However, many rural counties had a higher percentage of speed-related deaths and serious injury crashes when compared to the total number of serious crashes occurring within the county each year.

WHERE CRASHES OCCURRED

SPEED-RELATED DEATHS AND SERIOUS INJURIES BY COUNTY TOTAL

SPEED-RELATED DEATHS AND SERIOUS INJURIES BY ROADWAY TYPE

The number of speed-related deaths and serious injuries on two-lane roads accounted for more than half of the total. Rural, two-lane roads have higher speeds and narrow lanes and shoulders that provide less room for recovery when a vehicle leaves the travel lane or road. Speed was also an issue on multi-lane urban roads.

WHERE CRASHES OCCURRED

Most speed-related deaths and serious injuries occurred during the summer months of July and August and between the hours of 1-7 p.m. when traffic was heavier.

WHEN CRASHES OCCURRED

SPEED-RELATED DEATHS AND SERIOUS INJURIES BY MONTH

CONTRIBUTING FACTORS

One-third of speed-related deaths and serious injuries happened on curves and nearly one-quarter happened at intersections and driveways. The majority of speed-related deaths and serious injuries happened on dry roadways; nearly 18 percent occurred in wet road conditions.

SPEED-RELATED DEATHS AND SERIOUS INJURIES BY ROAD LOCATION

SPEED-RELATED DEATHS AND SERIOUS INJURIES BY ROAD CONDITION

Note: All data from 2008-2012, except Overview section.

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