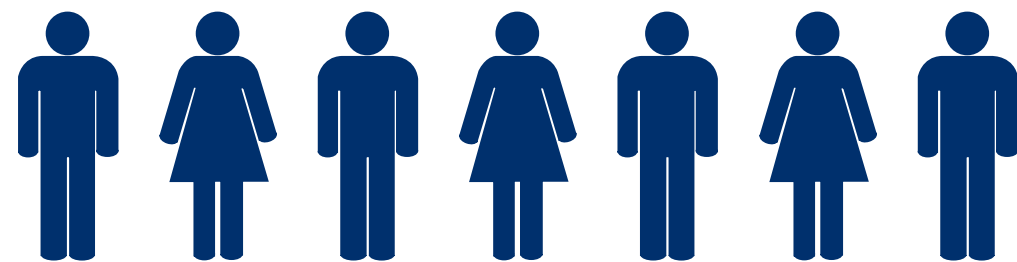
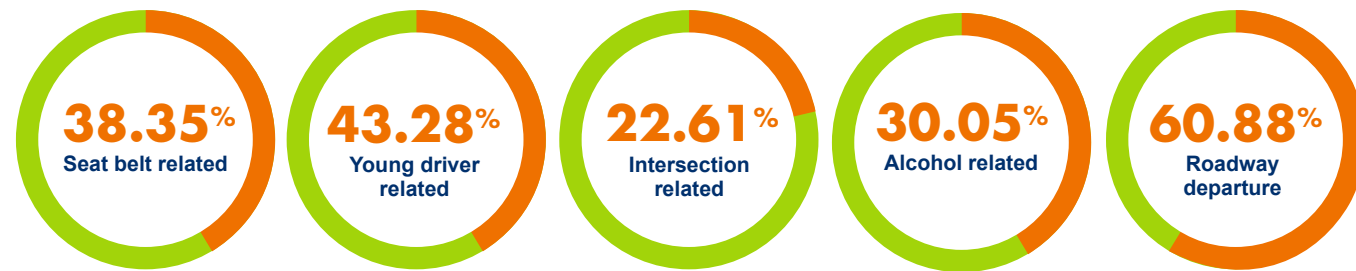


## CONTRIBUTING FACTORS CONTINUED

Road departure was a factor in 60 percent of speed-related deaths and serious injuries, and approximately 30 percent were alcohol-related. Nearly 40 percent of speed-related deaths and serious injuries involved an occupant that was unrestrained, and 43 percent involved a young driver.

### SPEED-RELATED DEATHS AND SERIOUS INJURIES BY RELATED SHSP EMPHASIS AREAS



**AN AVERAGE OF 7 PEOPLE DIED OR WERE SERIOUSLY INJURED EACH DAY IN SPEED-RELATED CRASHES.**

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



## SPEED DATA FACT SHEET

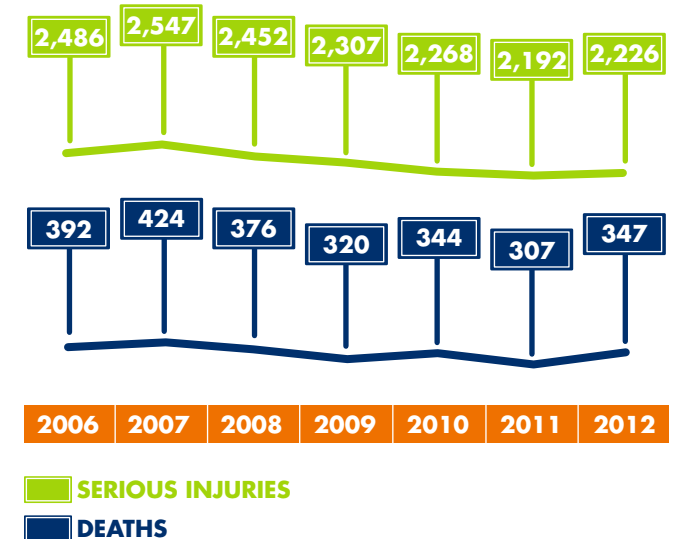
### OVERVIEW OF SPEED-RELATED CRASHES

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.



### WHO WAS INVOLVED IN CRASHES

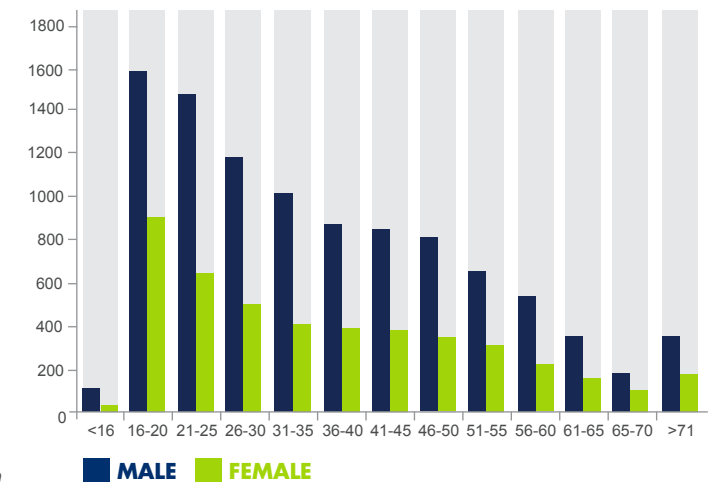
Male drivers were more likely to be seriously injured or killed in a speed-related crash.



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

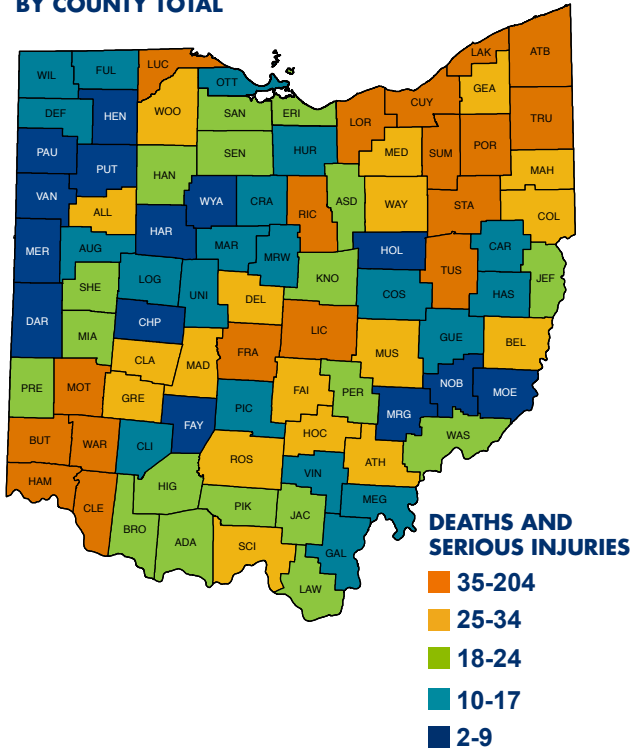
### SPEED-RELATED DEATHS AND SERIOUS INJURIES BY DRIVER AGE AND GENDER



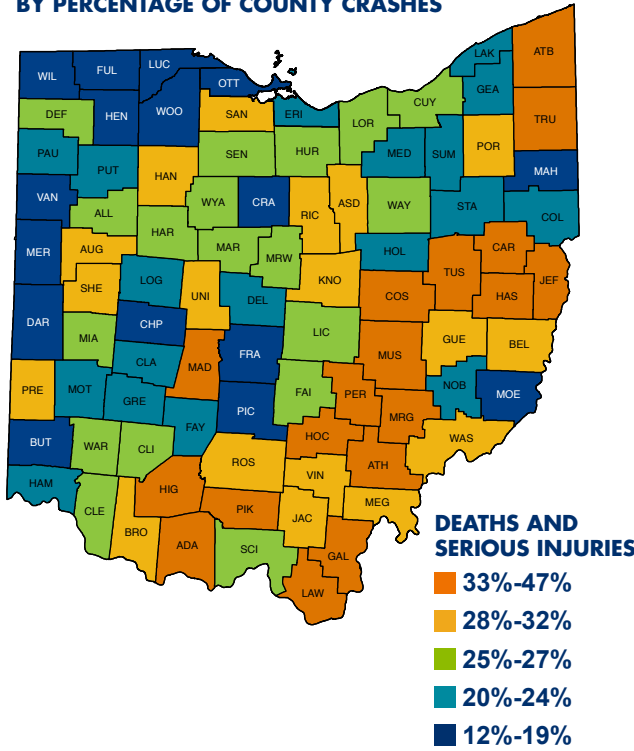
## WHERE CRASHES OCCURRED

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.**

**SPEED-RELATED DEATHS AND SERIOUS INJURIES BY COUNTY TOTAL**



**SPEED-RELATED DEATHS AND SERIOUS INJURIES BY PERCENTAGE OF COUNTY CRASHES**



### SPEED-RELATED DEATHS BY ROADWAY TYPE

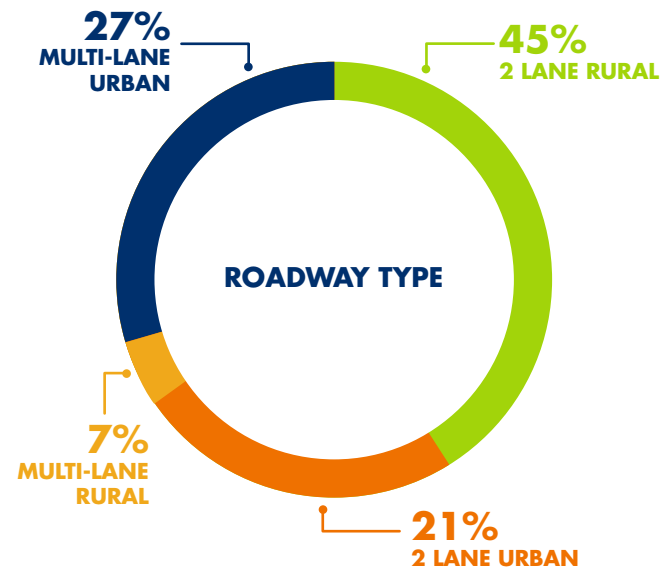
The number of speed-related deaths and serious injuries on two-lane roads accounted for more than half of the total. Rural, two-lane roads have higher speeds and narrow lanes and shoulders that provide less room for recovery when a vehicle leaves the travel lane or road. Speed was also an issue on multi-lane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



27%



45%

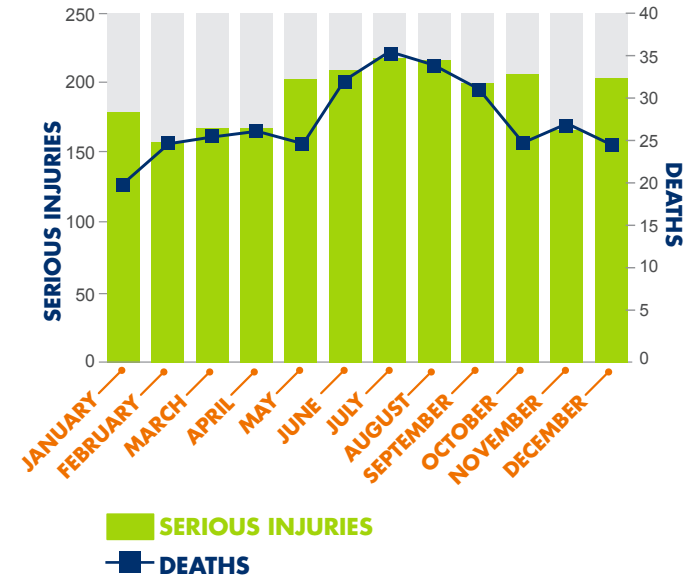


Note: All data from 2008-2012, except Overview section

## WHEN 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.

**SPEED-RELATED DEATHS AND SERIOUS INJURIES BY MONTH**



**SPEED-RELATED DEATHS AND SERIOUS INJURIES BY TIME OF DAY**

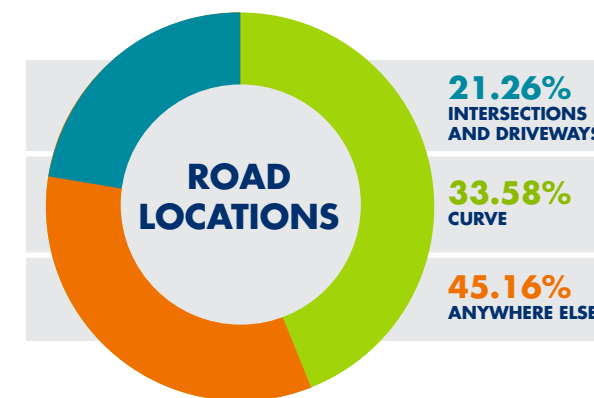


## CONTRIBUTING FACTORS

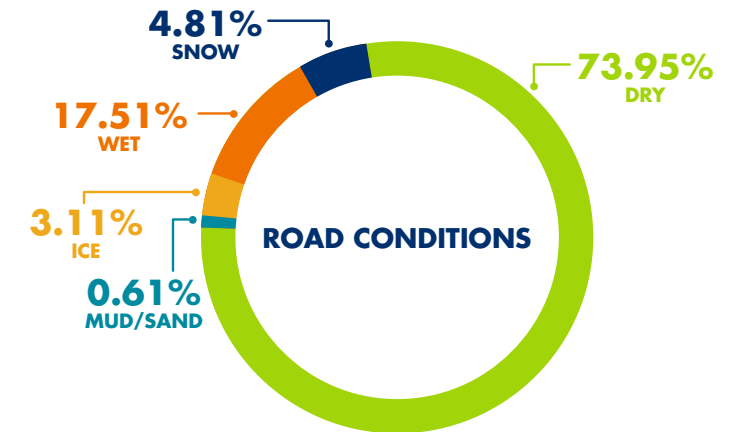
One-third of speed-related deaths and serious injuries happened on curves and nearly one-quarter happened at intersections and driveways.

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

