



2019-2020 NTSB

MOST WANTED LIST OF TRANSPORTATION SAFETY IMPROVEMENTS



Implement a Comprehensive Strategy to Reduce Speeding-Related Crashes

What is the problem?

Speeding increases the likelihood of being involved in a crash and intensifies the severity of injuries sustained in a crash. Proven countermeasures against speeding—automated enforcement technology, vehicle technology and design, and education campaigns—are underused, which leads to more frequent speeding. And, because posted speed limits are predominantly based on observed operating speeds, widespread speeding can lead to an undesirable cycle of higher speed limits, still higher operating speeds, and increased fatalities.

Speeding-related crashes heavy toll

10,000
People killed each year

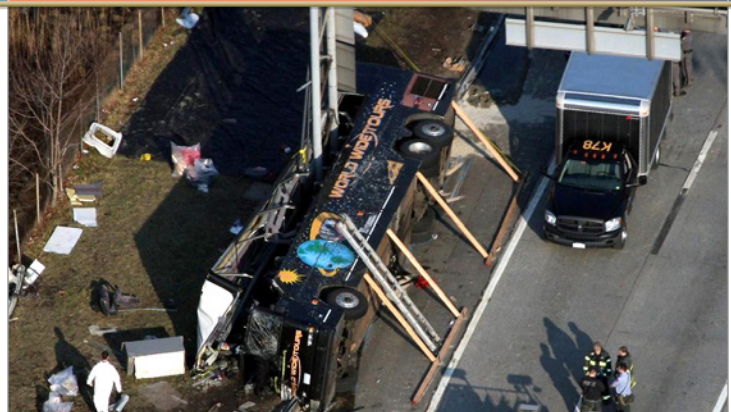
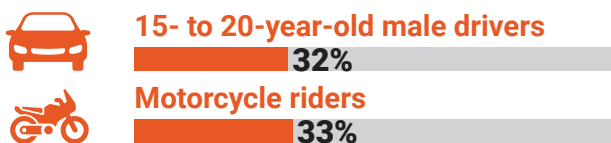
\$52B
Annual cost to the U.S. economy

Source: NHTSA

Despite these risks, exceeding the posted speed limit has become an accepted way of driving on our nation's roadways. Unlike impaired driving, speeding is not socially unacceptable, which may be one reason speeding-related fatalities have increased in recent years—drivers may underestimate the risks associated with it. After reaching a low of 9,283 fatalities in 2014, speeding-related traffic fatalities increased to 9,723 in 2015 and 10,111 in 2016.

Although research shows speeding impacts all road users, it is particularly dangerous for the most vulnerable, such as pedestrians and bicyclists. Motorcyclists are not exempt from the risks associated with speeding, and they represent a disproportionate number of crashes.

Speeding-related fatal crashes by driver type (NHTSA)



On March 12, 2011, a 56-passenger motorcoach was traveling southbound on Interstate 95 near New York City when it departed from the travel lanes, crossed over a paved shoulder, and struck a strong-post W-beam guardrail, before overturning onto its right side. The front of the vehicle collided with an overhead highway sign. Two poles entered the passenger compartment. The impact resulted in the vehicle's roof panel being torn from the bus body. Fifteen passengers were killed, 17 passengers received serious to minor injuries, and the bus driver received minor injuries. Contributing to the severity of the crash was the motorcoach's speed.

Related reports:

SS-17/01: Safety Study-Reducing Speeding-Related Crashes Involving Passenger Vehicles; Adopted: June 25, 2017

HAR-18/01-SUM: Commercial Vehicle Overturn Resulting in Cargo Tank Rupture, Propane Release, and Fire; Stroud, Alabama; March 11, 2016; Accident ID HWY16FH006

HAR-15/02: Multivehicle Work Zone Crash on Interstate 95; Cranbury, New Jersey; June 7, 2014; Accident ID HWY14MH012

HAR-12/01: Motorcoach Run Off-the-Road and Collision with Vertical Signpost, Interstate 95 Southbound; New York City, New York; March 12, 2011; Accident ID HWY11MH005

For detailed investigation reports, visit www.nts.gov

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What can be done?

In 2017, we completed a special study on speeding (SS1701), highlighting several speeding-related crashes that could have been avoided and calling for greater use of proven effective countermeasures.

To address the problem of speeding, the following actions should be taken:

Regulators

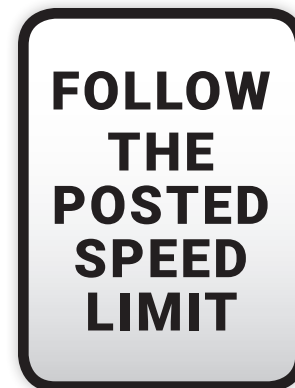
- › Update and promote best practices for automated speed enforcement, addressing new technologies such as point-to-point enforcement.
- › Develop and implement a program to increase the adoption of speeding-related Model Minimum Uniform Crash Criteria (MMUCC) Guidelines data elements and improve consistency in law enforcement reporting of speeding-related crashes.
- › Establish a national education and enforcement campaign similar to the National Highway Traffic Safety Administration's Click It or Ticket.
- › Develop performance standards for advanced speed-limiting technology, such as variable speed limiters and intelligent speed adaptation devices, for heavy vehicles—including trucks, buses, and motorcoaches—and require that all newly manufactured heavy vehicles be equipped with such devices.
- › Encourage passenger-vehicle manufacturers to adopt intelligent speed adaptation systems.
- › Revise guidance on setting speed limits to lessen the reliance on 85th-percentile operating speeds.

States

- › Implement a comprehensive strategy to reduce speeding-related crashes, including authorizing the use of automated speed enforcement.
- › Develop and implement a program to increase the adoption of speeding-related MMUCC Guidelines data elements, and improve consistency in law enforcement reporting of speeding-related crashes.
- › Revise guidance on setting speed limits to lessen the reliance on 85th-percentile operating speeds.

Drivers

- › Follow posted speed limits; drive even slower in poor weather conditions.



Critical changes needed to reduce transportation accidents, injuries, and fatalities

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The NTSB **MOST WANTED LIST** highlights safety issues identified from the NTSB's accident investigations to increase awareness about the issues and promote recommended safety solutions.

For more information visit www.nts.gov/mostwanted or contact SafetyAdvocacy@ntsb.gov

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members impacted by major transportation disasters.

National Transportation Safety Board | 490 L'Enfant Plaza, SW | Washington, DC 20594 | (202) 314-6000