

Ohio's Safety Plan

2009 Update

Emphasis Area 3

High-Risk Behaviors: Speed



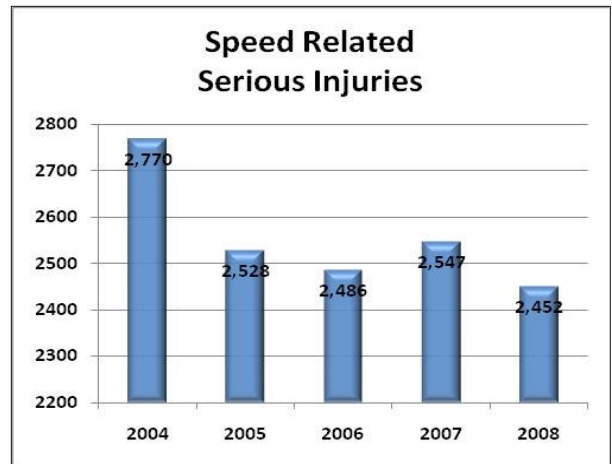
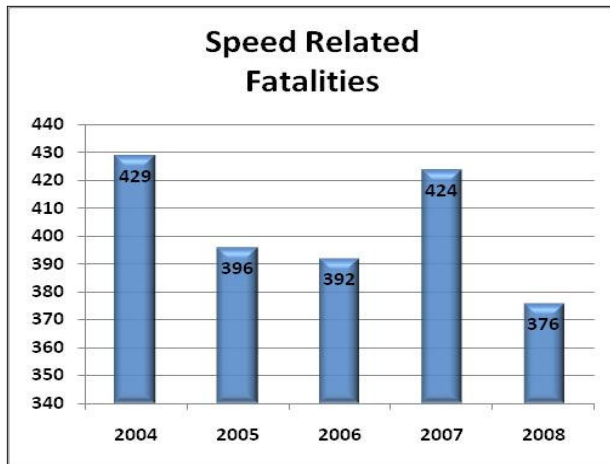
In 2008, 376 people died and 2,452 people were seriously injured in crashes involving speed. These crashes represented 32 percent of all fatalities and 24 percent of all serious injuries in that year.

Speeding reduces the ability of drivers to steer safely around curves or objects in the roadway, extends the distance necessary to stop a vehicle and increases the distance a vehicle travels while the driver reacts to a dangerous situation.

For drivers involved in fatal crashes nationally, young males are the most likely to be speeding. Speed-related crashes tend to decrease in proportion to all crashes as driver age increases.

Alcohol and speeding are also a common and deadly combination. Between 2004 and 2008, almost half of all speed-related fatalities in Ohio involved alcohol.

- Over 45 percent of speed-related fatalities involved unbelted drivers and passengers and young people between the ages of 15 and 25.
- 56 percent of speed-related fatalities involved vehicles that veered off the road and hit fixed objects along the roadway, such as trees, utility poles and ditches.



Driving Tips:

- **Obey speed limits.** Vehicles traveling at higher speeds require more time to stop. The severity of injuries also increases with speed, as high speeds reduce the effectiveness of vehicle safety devices and crash barriers along the road.
- **Require seat belt use, always.** Drivers and passengers are more likely to survive a crash when wearing a seat belt or other safety devices like car and booster seats.
- **Speeding can result in serious fines and driver's license penalty points.** This may result in an increase of driver's insurance.

State and local governments are also using various strategies to reduce crashes.

Those strategies include:

Award High-Visibility Enforcement Overtime (HVEO) Grants.

The Ohio Department of Public Safety awards grants to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2006, 2007 and 2008. In 2009, 69 agencies were funded for high-visibility enforcement overtime. For 2010, 89 agencies including the Ohio State Highway Patrol have been tentatively approved for funding.

Encourage Corridor Enforcement

ODPS will continue to encourage all HVEO grantees to promote (through the use of earned or free media) and conduct high visibility enforcement efforts along corridors that have been identified as high-crash locations. Additionally, ODPS will seek to partner with one of its contiguous states during either the “Click It or Ticket” or the “Drunk Driving, Over the Limit, Under Arrest” Crackdown to identify a corridor across state lines to conduct a multi-state high visibility enforcement effort. A strong earned media outreach component will be developed to highlight this activity. Encouraging safe speeds will be a major component.

Initiate New Speed Management Initiatives

In 2010, ODPS and the Ohio Department of Transportation will pilot a speed management project in Miami Township that includes reviewing and setting appropriate speeds for area roads, developing educational materials for motorists and residents, and enforcing speed limits.

Continue Work Zone Safety Project

ODOT and ODPS have formalized a partnership to reduce crashes and speeds in Ohio work zones. The purpose of this program is to have an enforcement presence and education campaign in identified interstate highway work zones. The work zones targeted in FFY 2009 were:

- Interstate 71 Cuyahoga County
- Interstate 71 Medina County
- Interstate 75 Montgomery County
- Interstate 75 Butler County
- Interstate 75 Warren County
- Interstate 275 Hamilton County
- State Route 315 Franklin County

The chart below illustrates national data on speeding.

Speeding Drivers in Fatal Crashes by Age and Sex, 2007

