



On the road...

TAKE IT EASY.

How to play:

For each statement or question, check the box corresponding to the answer you believe is right. Compare your choices with the answers on the back of the card and count how many correct answers you had. Read the comments in the evaluation section.

QUESTIONS

1. Which age groups of drivers are particularly targeted when it comes to the speeding issue?
 - a) Age 16 to 24
 - b) Age 25 to 44
 - c) Age 45 to 64
 - d) Age 65 and over
 - e) All those drivers
2. In which speed limit zones do the most injury-causing accidents occur?
 - a) On expressways (100 km/h)
 - b) In zones of 50 km/h
 - c) In zones of 90 km/h
3. In 1995 and 1996, when several US jurisdictions raised the speed limit on freeways, the accident rates did not increase.
 - a) True
 - b) False
4. A skilled driver at the wheel of a good vehicle who travels over the speed limit runs less risk of having an accident than most.
 - a) True
 - b) False
5. Sustaining a collision at 75 km/h is the equivalent impact of falling from a building with how many storeys?
 - a) 12 storeys
 - b) 7 storeys
 - c) 3 storeys
6. A pedestrian struck by a vehicle moving at 50 km/h is likely to be killed under the force of the impact.
 - a) True
 - b) False
7. What distance will a driver need to stop his or her car moving at 70 km/h?
 - a) Half the length of a football field
 - b) The length of a autobus
 - c) The length of an automobile
8. Driving fast makes you more vigilant.
 - a) True
 - b) False
9. By how much would the average speed of vehicles have to decrease to lower the number of fatalities and injured accident victims on Québec roads by 15%?
 - a) By 15 km/h
 - b) By 25 km/h
 - c) By 5 km/h
10. How much more fuel is burned by a motor vehicle at 120 km/h as compared to 100 km/h?
 - a) 20%
 - b) 10%
 - c) 5%

ANSWERS

1: e) All those drivers

Statistics show that drivers of all ages are involved in accidents due to speeding, even if drivers in the latter two age groups have a smaller share of speeding-related mishaps. The figures for speeding-related accidents involving male and female drivers are comparable.

2: b) In zones of 50 km/h

The greatest number of injury-causing accidents occur in speed zones of 50 km/h, in urban areas, close to home or work, precisely where there is interaction of vehicles with other road users (pedestrians, cyclists, etc.). Nonetheless, zones of 90 km/h account for the most fatalities, because of the violence involved in collisions at high speed.

3: b) False

The number of accidents increased by 20% in states where the speed limit on freeways was raised, while during the same period, accidents increased by 1% in jurisdictions that kept the same limit.

4: b) False

Even a skilled driver at the wheel of a very good vehicle cannot escape the laws of physics.

The higher the speed of travel:
the zone of possible ways out narrows;
the more a driver's field of vision shrinks;
the longer the distance needed to stop;
the stronger centrifugal force pushes to the edge;
the greater the violence at impact.

Speeding drivers run a greater risk of becoming involved in an accident, and one where injuries are more serious due to the violence on impact. Despite vehicle improvements during the last thirty years (seat belts, airbags, etc.), the one aspect not bolstered is the human body's shock-absorbing capability.

5: b) 7 storeys

The impact on vehicle occupants who sustain such a collision corresponds to what they would experience in a fall from a seven-storey building. Higher travel speed generally results in aggravated injuries. The likelihood of being killed or severely injured doubles between 50 and 75 km/h and quadruples between 50 and 100 km/h.

6: a) True

Should a vehicle moving at 50 km/h hit a pedestrian, that person is likely to die from the force of the impact. The risk of death or serious injury rises exponentially for pedestrians and cyclists struck by a speeding vehicle.

Motor vehicle speed on impact Physical consequences for pedestrians

20 km/h	Slight bruises.
30 km/h	Possible disability or death.
40 km/h	Likelihood of death or disability.
55 km/h	Majority of fatalities.

7: a) Half the length of a football field

Taking into account average reaction time on a road under ideal conditions (dry pavement, straight stretch, etc.), a car will cover a distance corresponding to half the length of a football field before coming to a stop. At 70 km/h, the time it takes to react and the braking capability of a vehicle takes up 50% of the stopping distance. Considering that average reaction time eats up more than a second (1.3), a car will travel 25 m before the driver can even hit the brakes or start to swerve to avoid an obstacle.

8: b) False

High travel speed requires a driver to process a lot of information in a very short time and adapt his/her sight. Speeding generates stress that brings on fatigue and, inevitably, a decline in vigilance. The visual field narrows. In a stopped vehicle, the driver's visual field is 180° but is only 90° at 100 km/h.

9: c) By 5 km/h

If, for instance, drivers reduced their average speed by a mere 5 km/h, the drop would be 15% in the number of fatalities and injured accident victims on Québec roads. Obeying speed limits would considerably lower the accident toll.

10: a) 20%

Fuel consumption increases with travel speed, and a peak of economy is reached at 90 km/h, after which it diminishes progressively. By obeying the speed limits on divided highways, motorists save on fuel and lower the amount of pollutants rejected into the atmosphere.

EVALUATION

If your score is between 7 and 10
Congratulations. You are aware of the dangers involved in exceeding the speed limit.

If your score is between 4 and 7
Be careful. Despite your good grounding, there are some important notions you lack as to the accident risk in going over the speed limit.

If your score is 3 or lower
Watch out! It would be in your best interest to become aware of the dangers in speeding.

To find out more about speeding, go to this website:
www.saaq.gouv.qc.ca

**Société de l'assurance
automobile**

Québec



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