

# Arkansas

## Speed Limits: 1994 and 2004

State	Limited Access Rural Interstates		Limited Access Urban Interstates		Other Limited Access Roads		Truck Speed (Y or N)
	1994	2004	1994	2004	1994	2004	
Arkansas	65	70	55	60	60	60	Y

These limits do not apply to all roadways within the state. State highways are set at 55 mph, unless otherwise posted. On limited access Rural Interstates the truck speed limit is 65 mph. Arkansas also reported the following specified speed limits:

- Rural Freeways - 70 mph for cars and 65 mph for trucks
- Suburban Freeways - 60 mph for all vehicles
- Urban Freeways - 60 mph for all vehicles
- Rural Expressways with High-Type Partial Control of Access - 60 mph for all vehicles

## Speeding-related Data

Arkansas collects crash data related to speeding, using the driving too fast for conditions data element. The state does not maintain a speeding-related citation database. State statutes do not define aggressive driving and no data specific to aggressive driving is collected or maintained.

## Proportion Speeding-related Crashes

2001	Speeding Related	Number of Crashes	Percent Speed Factor
Fatal	109	538	20.26%
Injury	1272	11,717	10.86%
Total	5069	68,796	7.37%

2002	Speeding Related	Number of Crashes	Percent Speed Factor
Fatal	97	557	17.41%
Injury	1252	11,430	10.95%
Total	5119	70,903	7.22%

2003	Speeding Related	Number of Crashes	Percent Speed Factor
Fatal	80	564	14.18%
Injury	1022	11,515	8.88%
Total	4392	70,913	6.19%

The state police issued 80,333 citations for speeding in 2002 and 73,703 citations in 2003. Data was not available for 2001.

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Data specific to geographic area, race, ethnic group, gender, or age was not readily available in the highway patrol records. Arkansas has some total speeding-related citation data, with higher numbers reported in the most urban area within the state.

**Efforts to Reduce Excessive Speeding**

A state highway police speeding-related enforcement project to improve compliance with speed limits among commercial vehicles on the interstate system was implemented in fiscal year (FY) 1999 and funded with Section 402 funding through FY 2000. Although Section 402 funding ended, the project was continued during FY 2001 – FY 2004 using other funds. An added emphasis area of this project was the enforcement of traffic laws in construction work zones. Other funds will be used for FY 2005 enforcement. Speeding-related enforcement will continue to be a component of all selective traffic enforcement projects implemented.

Arkansas reported no funds are committed solely and/or specifically to reducing speed. Speeding-related enforcement is included as an element of each Selective Traffic Enforcement Program (STEP) contract.

Although speed and/or aggressive driving programs and data are not specifically tracked, Arkansas reported measured decreases in speeding-related fatalities and injuries.

**Public Perception**

Arkansas' state highway safety office felt the motoring public believes police give a 10 mph cushion in enforcing the posted speed limit.