

# THE IMPACT OF THE COVID-19 CRISIS ON DRIVING BEHAVIORS

## Are We Practicing Safe Driving Behaviors Through the Pandemic?

In a unique study that covered millions of miles driven by thousands of vehicles during the first 36 days of the federal declaration of emergency due to the COVID-19 pandemic, Teletrac Navman analyzed driving behaviors across its connected vehicles in the US.

While many expect fewer vehicles on the road to translate to safer driving conditions, the data suggests that might not be the case.

Let's explore how the COVID-19 crisis has changed driving behaviors and remind everyone that we all can do our part to ensure that our roads stay safe and essential workers can travel to and from their destinations safely.

National State of Emergency declared

**March 13th**  
**2020**



as a result of the COVID-19 pandemic crisis. After the State of Emergency declaration, nationwide, states called for a shelter-at-home order causing a drastic decrease in travel and the number vehicles on the road.

Since then, the mileage driven by commercial vehicles has decreased by

**20%**

**March 13th**

**April 17th**



The amount of miles driven over the posted speed limit has increased by

**17%**

**March 13th**

**April 17th**



Speeding has steadily increased as miles driven decreased and the roads have become less congested.

Perhaps related to the increase in speeding **harsh cornering events** have increased by

**15%**



Whether it be rolling stops, or out right running through stop signs, **failing to stop at a stop sign** has increased by

**10%**

**March 13th**

**April 17th**



The most dramatic change in driving behavior happens to be a positive note.

**Harsh braking events** have decreased by

**54%**

Insights taken from driver behavior data captured in the Teletrac Navman DIRECTOR platform during a 36-day period from March 13 to April 17, 2020. A sampling of data in the aggregated and ANONYMIZED and the insights have been provided for information purposes only and are not providing technical, professional or legal advice.

All data is calculated based on a seven-day rolling average to account daily changes in miles driven per vehicle.

Stop sign, harsh braking and harsh cornering data is based on the number of events per 100 miles driven.