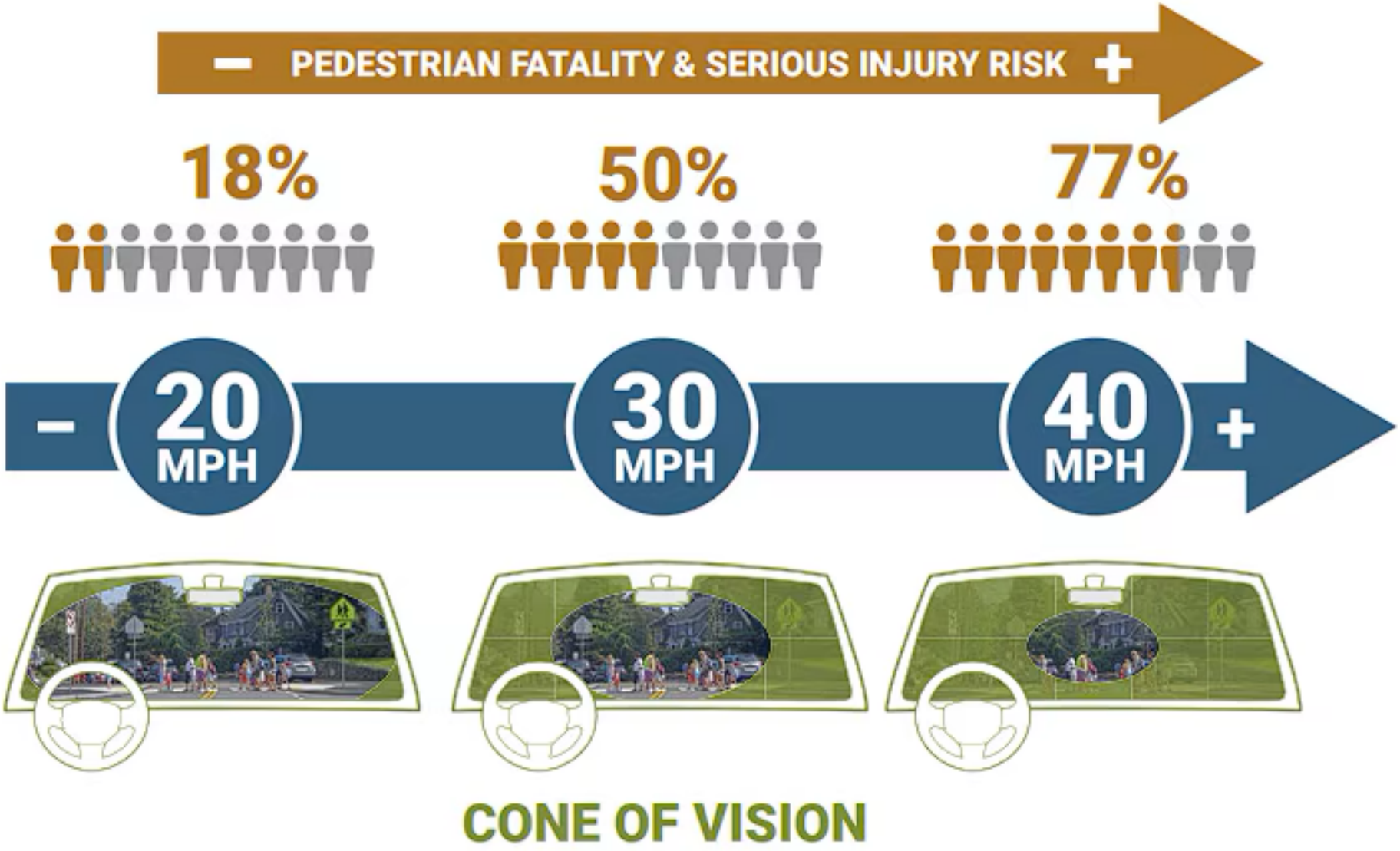
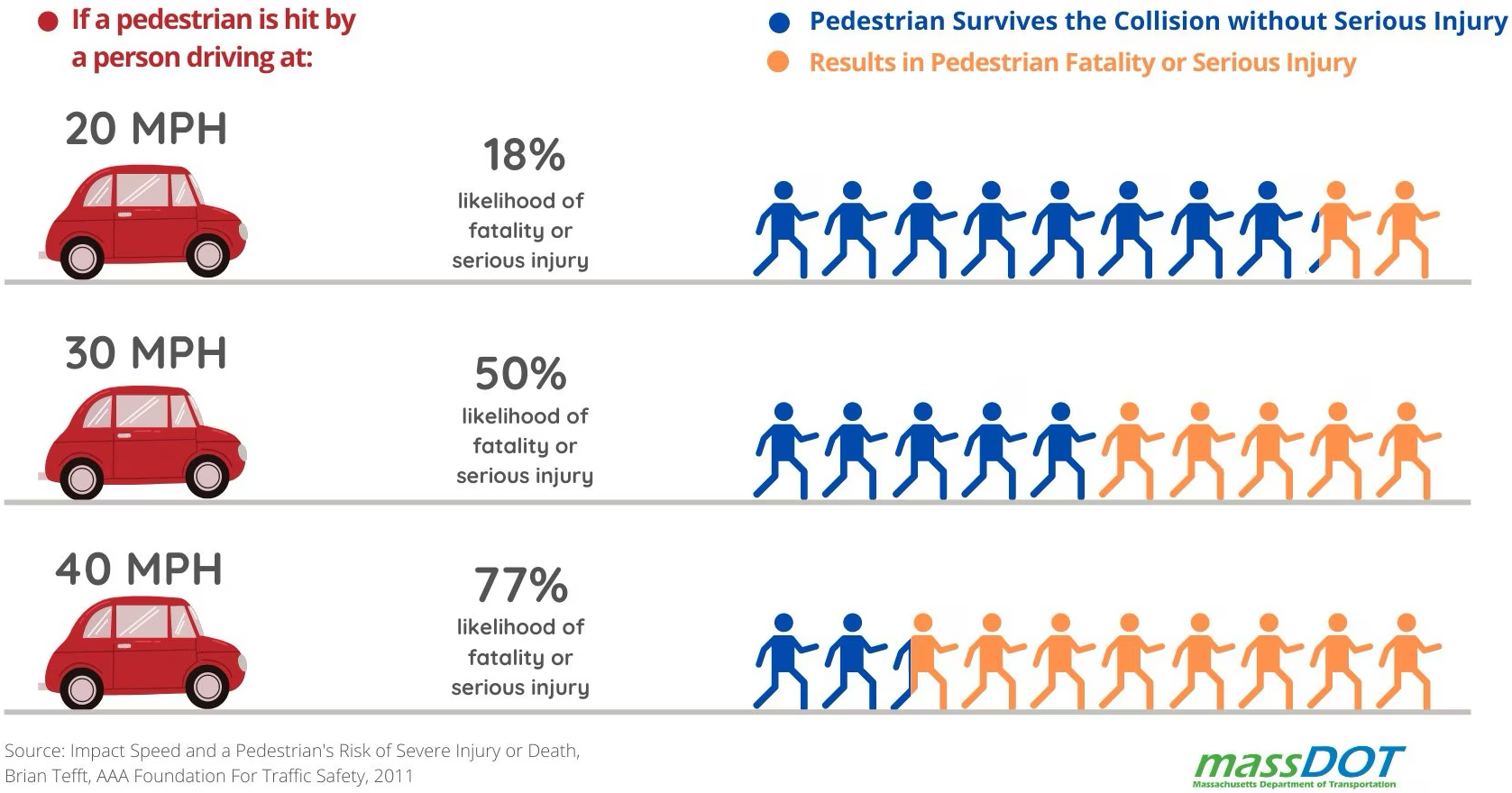


https://www.mass.gov/info-details/learn-about-speed-management#what-is-speed-management?-

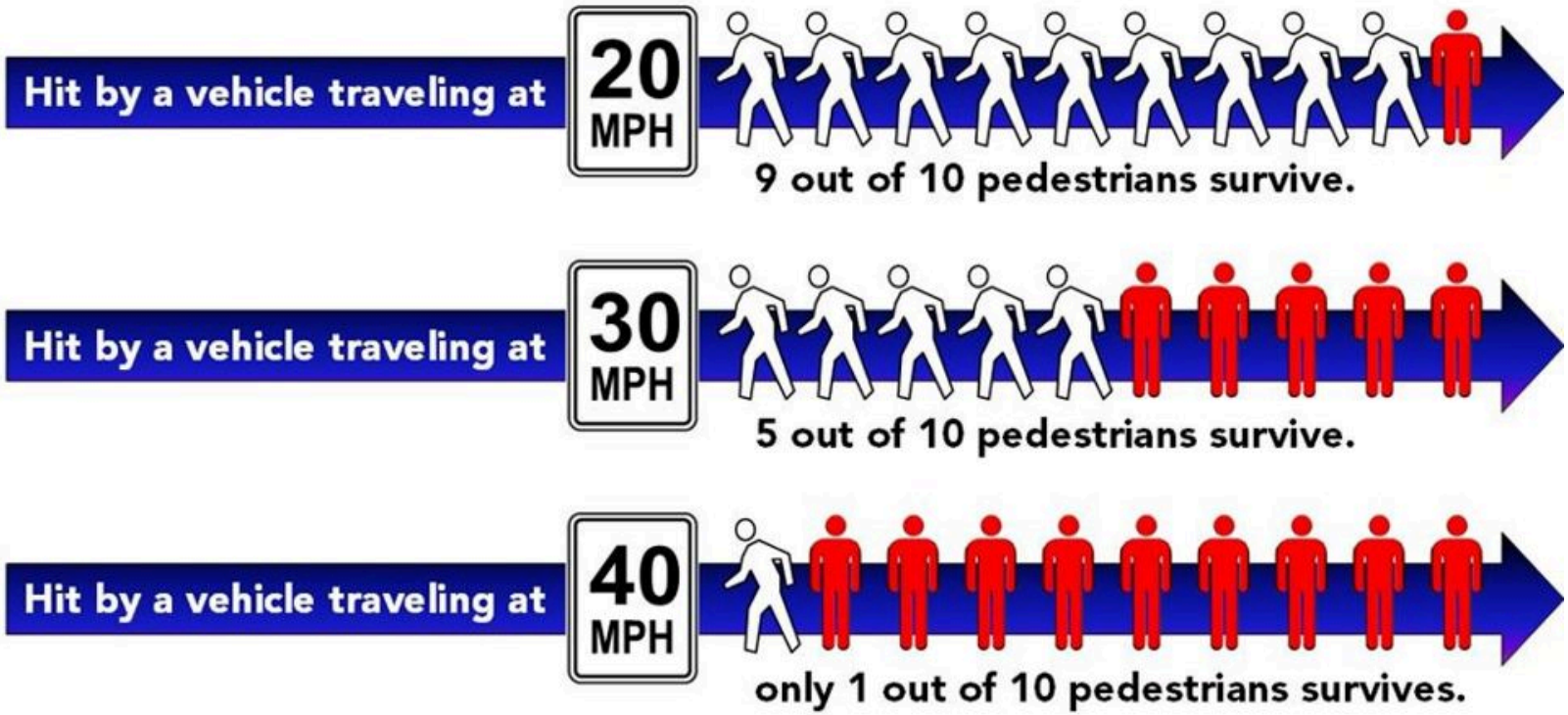
"Every mph matters: each 1 mph increase that a person drives can be attributed to a 3% increase in potential loss of life." (Source: https://www.mass.gov/safe-speeds)

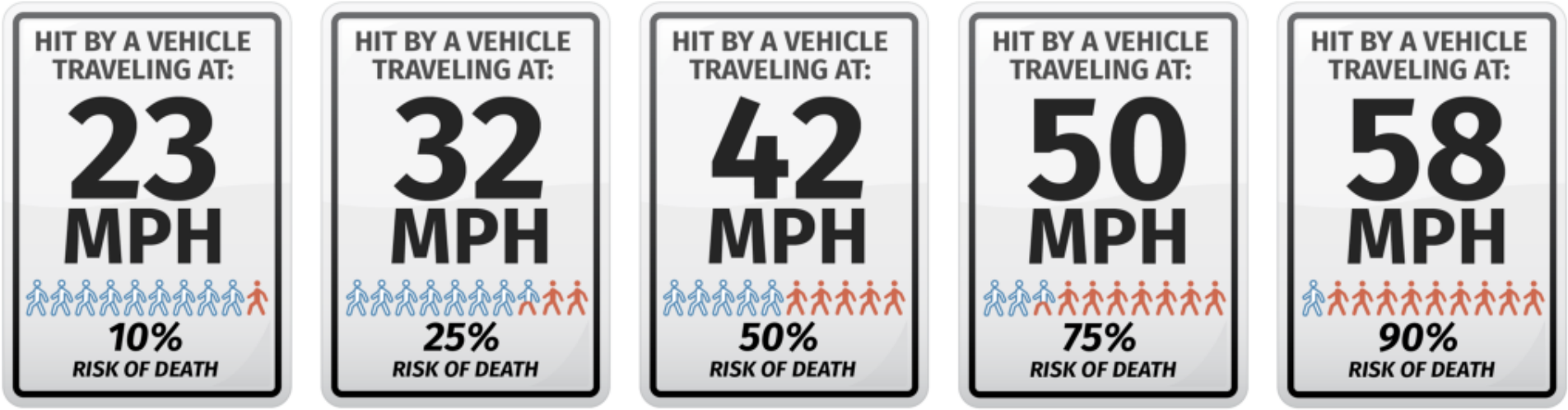


Source: Impact Speed and a Pedestrian's Risk of Severe Injury or Death, Brian Tefft, AAA Foundation For Traffic Safety, 2011

massDOT
Massachusetts Department of Transportation

https://www.mass.gov/info-details/learn-about-speed-management#what-is-speed-management?-


Hit by a vehicle traveling at
20 MPH
9 out of 10 pedestrians survive.
Hit by a vehicle traveling at
30 MPH
5 out of 10 pedestrians survive.
Hit by a vehicle traveling at
40 MPH
only 1 out of 10 pedestrians survives.



Source: U.S. Department of Transportation, https://www.transportation.gov/NRSS/SaferSpeeds

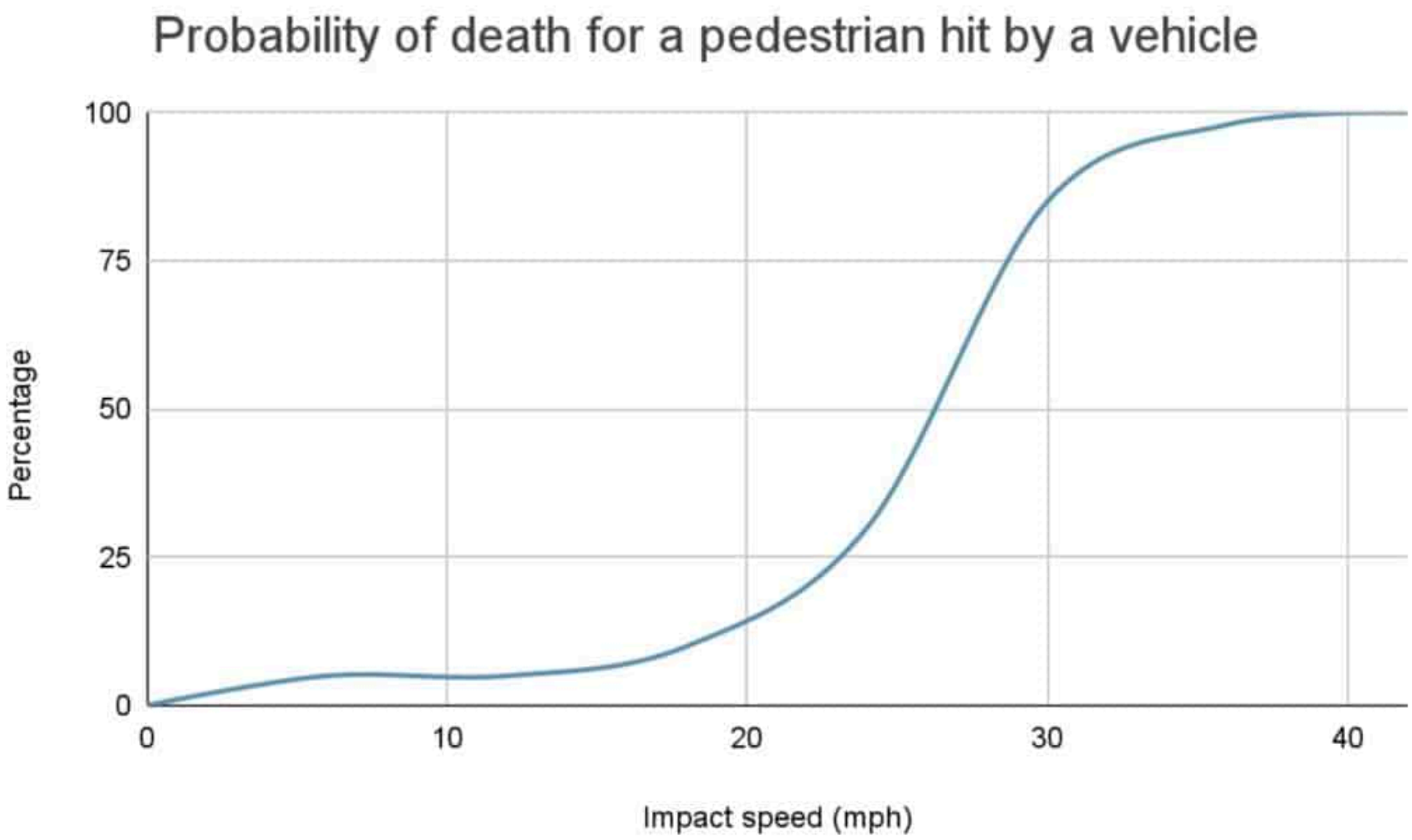
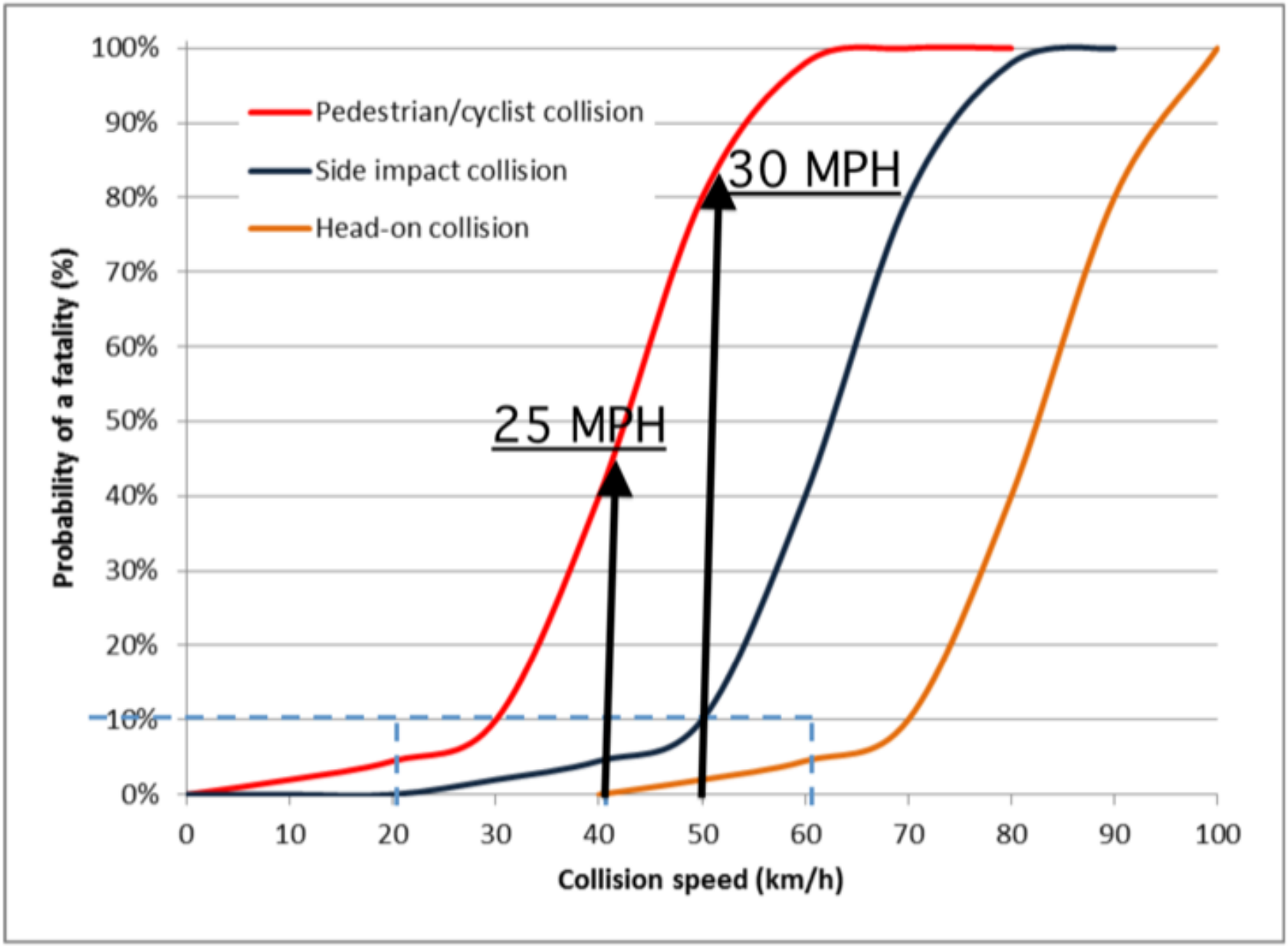
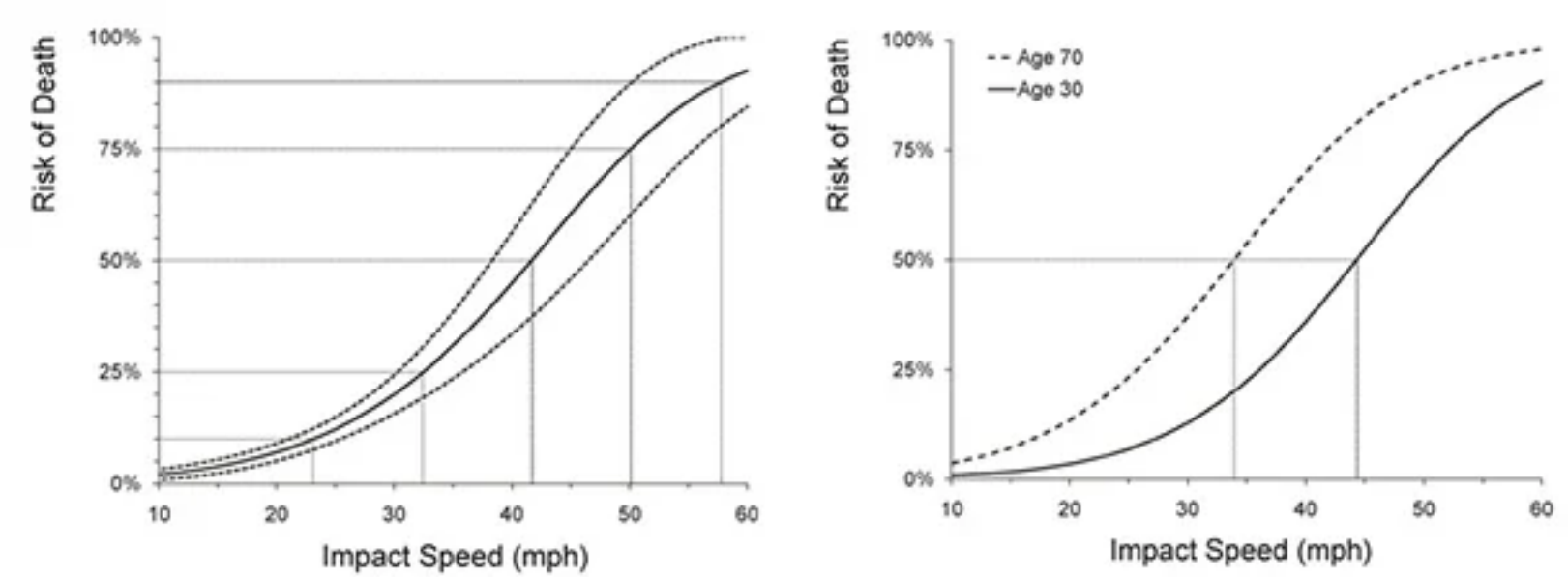

Probability of death for a pedestrian hit by a vehicle
100
75
50
25
0
Percentage
0
10
20
30
40
Impact speed (mph)

Figure 1. Wramborg's model for fatality probability vs. vehicle collision speeds



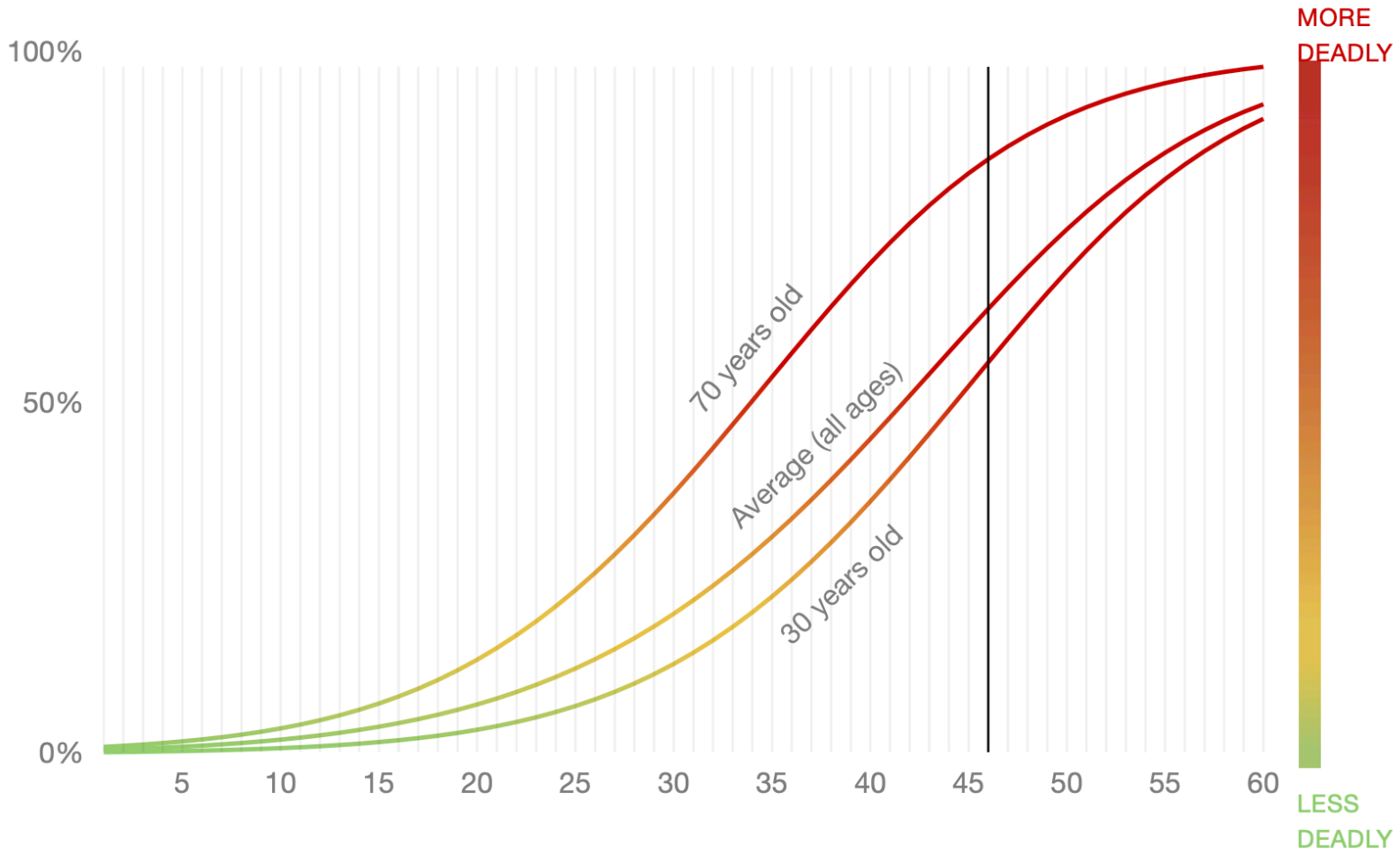
Source: based on Wramborg (2005).



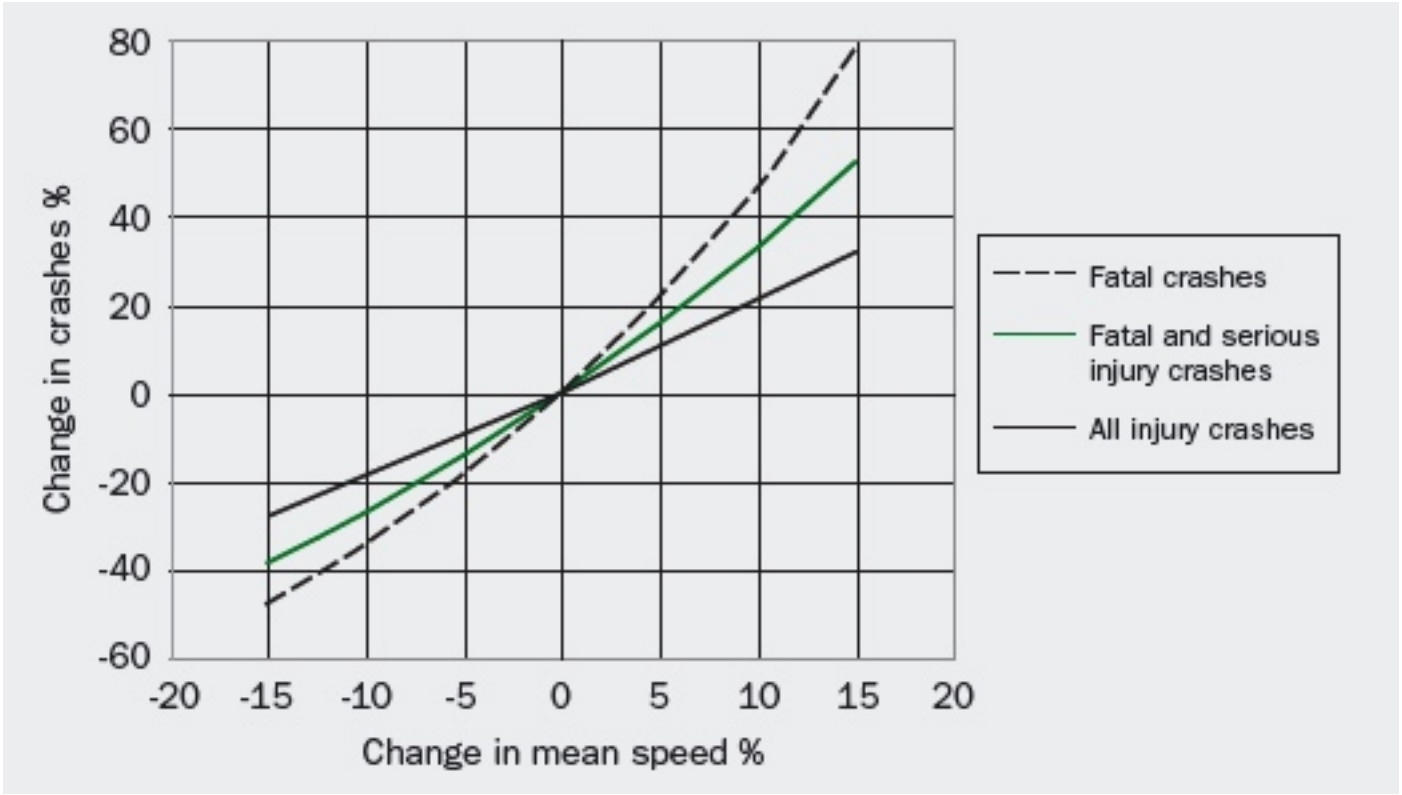
Risk of death for pedestrians struck by a car or light truck. Average risk across all ages with the dotted line representing 95% confidence intervals (left). Average risk for pedestrians ages 30 vs. 70 (right). Source: AAA

The Chance of Being Killed by a Car Going

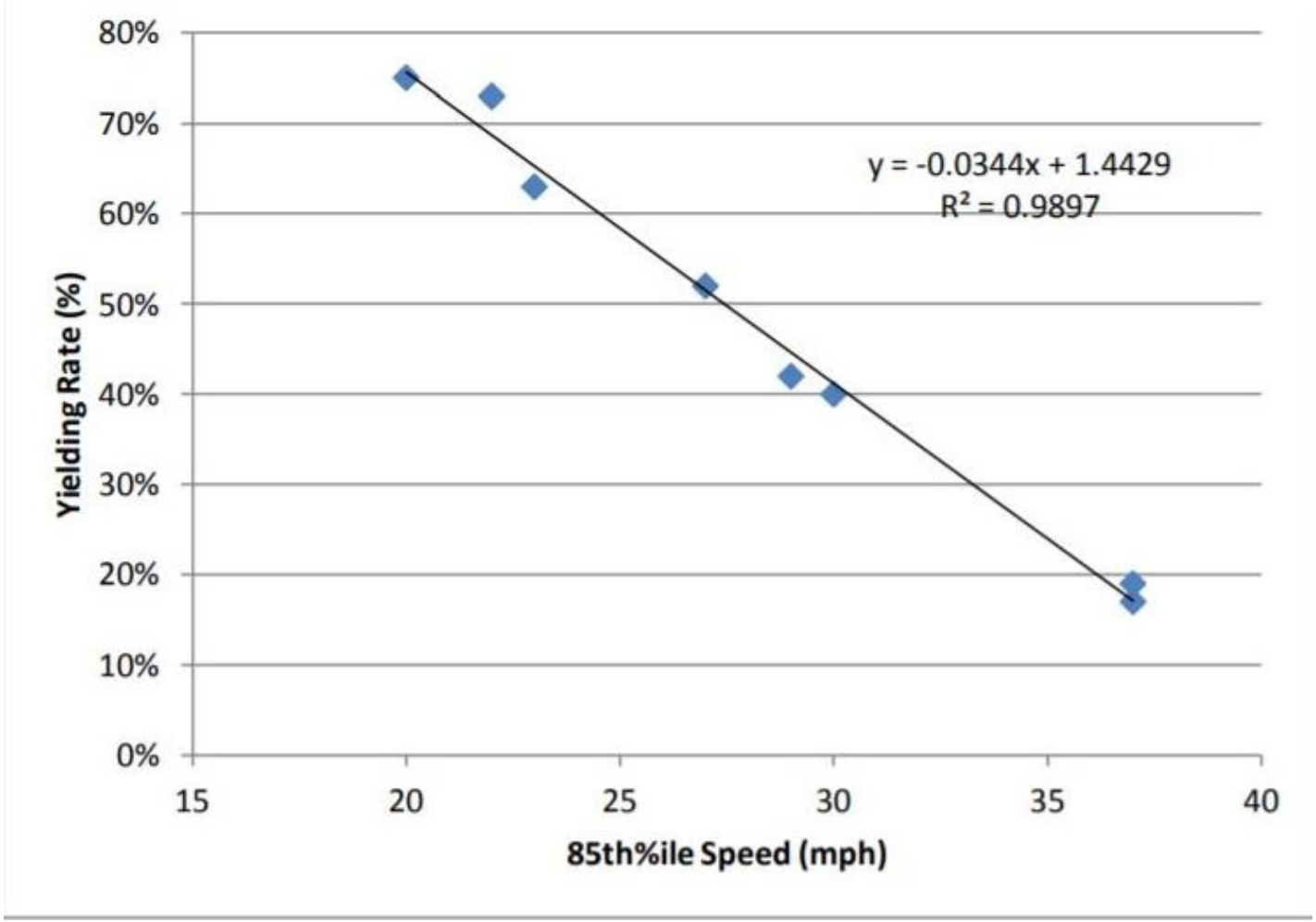
Roll over the curved lines to see the risk at any speed



https://www.propublica.org/article/unsafe-at-many-speeds



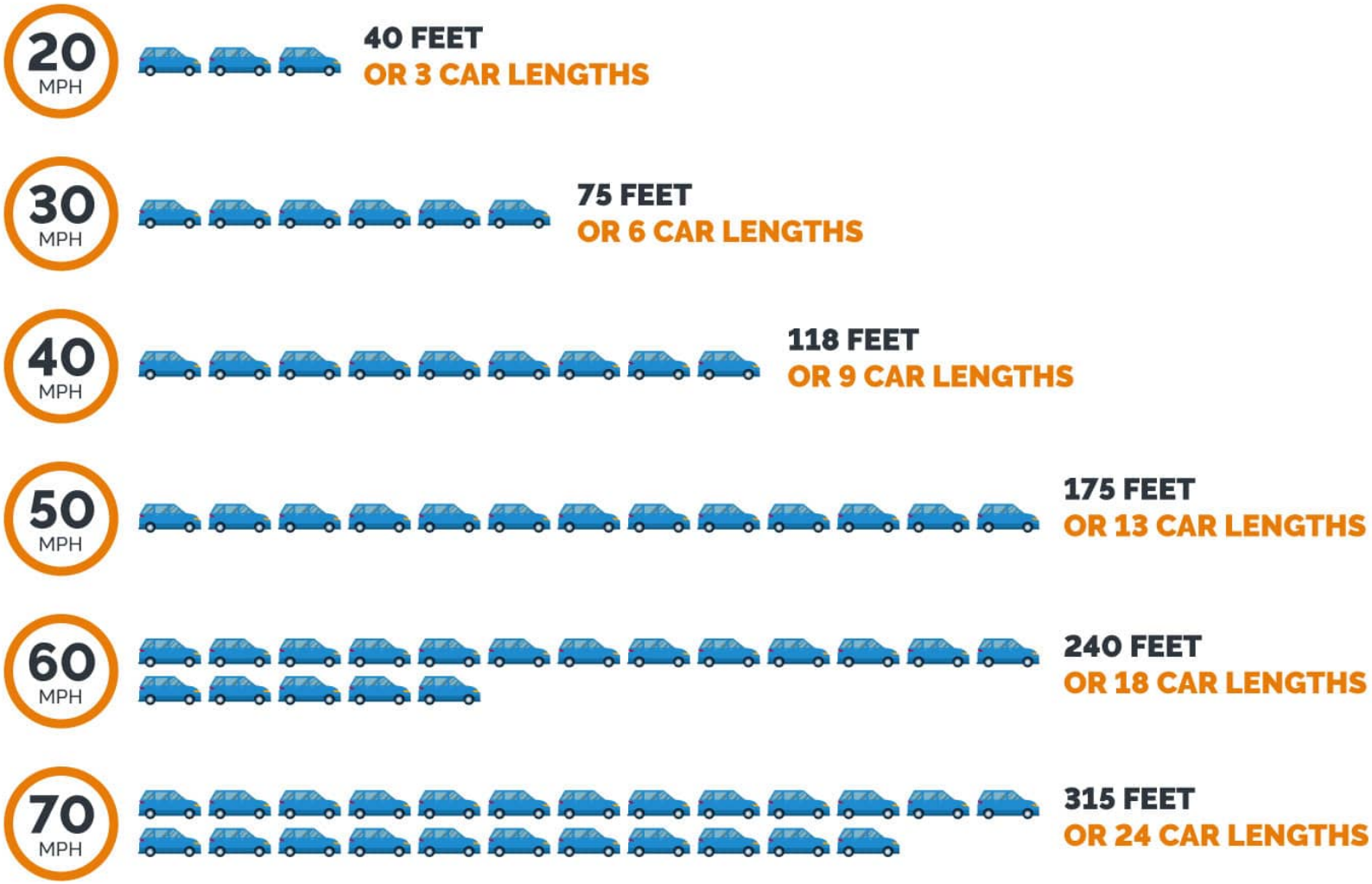
Nilsson, G. (2004). Traffic Safety Dimension and the Power Model to describe the Effect of Speed on Safety. Lund Institute of Technology, Sweden.



Effect of motor vehicle speeds (measured as the 85th percentile speed) on yielding to pedestrians in marked crosswalks

Bertulis, T., & Dulaski, D. M. (2014). Driver approach speed and its impact on driver yielding to pedestrian behavior at unsignalized crosswalks. Transportation Research Record, 2464(1), 46-51

TYPICAL STOPPING DISTANCES
AT DIFFERENT SPEEDS



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