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"Anatomy of a Motorcycle Crash". National Highway Traffic Safety Administration. Retrieved 13 January 2017.

"Auswirkungen eines allgemeinen Tempolimits auf Autobahnen im Land Brandenburg"(PDF). Brandenburg. October 2007. Retrieved 2010-12-04. (German)Auf einer 6-streifigen Autobahn ergibt sich für den Pkw-Verkehr im Mittel eine Geschwindigkeit von 142 km/h. (English)On clear stretches of 6-lane highway, cars average a speed of 142 km / h

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"California Vehicle Code § 21400(b)". The State of California. January 1, 2012. Retrieved 2013-07-28.

"California Vehicle Code section 22350: Basic Speed Law". California Department of Motor Vehicles. September 20, 1963. Retrieved 2010-04-25. No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

"Cordova v. Ford, 46 Cal. App. 2d 180". 2. Official California Appellate Reports. 7 November 1966. p. 180. Retrieved 27 July 2013. All courts are agreed that the

mere fact of a collision of two automobiles gives rise to no inference of negligence against either driver in an action brought by the other. ...When a vehicle operated by A collides with a vehicle operated by B, there are four possibilities. A alone was negligent; B alone was negligent; both were negligent; or neither. Of these four only the first will result in liability of A to B. The bare fact of a collision affords no basis on which to conclude that it is the preponderant probability. The odds are against it. See Official Reports Opinions Online.

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"German: Ein Monat 'Tempo 160' auf der A10. English: A month of 'Tempo 160' on the A10". "German: Den 'Tempo 160-Test' auf der A10 bezeichnete Gorbach "allen Unkenrufen zum Trotz" als 'Meilenstein in der europäischen

Verkehrspolitik'. Er betonte im Rahmen einer Pressekonferenz in Wien, dass mit Tempo 160 'nicht die Raser gefördert, sondern die Geschwindigkeit flexibilisiert' werden soll. English: '[The then Austrian Minister for Transportation Hubert] Gorbach said the 'Test Speed 160' on the A10 [motorway] was 'a milestone in European transport policy-despite all predictions to the contrary'. He said at a press conference in Vienna that a 160 limit 'does not promote speeding, but more flexible travel speeds'.

"Hatzakorzian v. Rucker-Fuller Desk Co., 197 Cal. 82". Official California Reports, Vol. 197, p. 82 (California Supreme Court reporter). September 21, 1925. Under the circumstances of the present case -- the narrowness of the unpaved portion of the highway, the darkness of the night and the blinding of Kennell by the glare of the lights reflected from the headlights of the approaching machine -- the highway over which Kennell was traveling was beset by danger of an extraordinary character from the time his vision became so obscured as to make it impossible for him to see plainly the road before him to the time that he struck the deceased. Thus the ordinary care with which Kennell was charged in driving his car over the highway required such an amount of such care as was commensurate with the exactions of the extraordinary dangerous circumstances under which he was then operating his car. The respective rights and duties of drivers of automobiles and other vehicles and of pedestrians have repeatedly been by the courts of this state clearly pointed out..

"Higher speed limits reducing accidents on rural roads: Few accidents stem from cars overtaking". Nine years ago the speed limit on certain motorways was increased from 110 km/h to 130 km/h and this resulted in fewer traffic fatalities on those stretches of road.

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"Kyle Stein charged in Colerain Twp. crash that killed Rachel McGrath and Eric Moormann]]. [The teenage driver] lost control of the vehicle on a "curvy portion" of Sheed Road in Colerain Township and struck a parked Ford Titanium. The crash killed both .. passengers [, the driver] was traveling in excess of the posted 35 mph speed limit in order to "catch up to a new model Audi R8 to get a better look at this very expensive vehicle"

"Lärmaktionsplan 2008 der Stadt Gera" [Noise Action Plan of Gera 2008] (PDF). Die Berechnung basiert dabei auf der in Deutschland gültigen Richtgeschwindigkeit von 130 km/h. Die real gefahrene Geschwindigkeit auf "freigegebenen" Autobahnabschnitten liegt jedoch deutlich höher, wie das in Abb. 54 dargestellte Beispiel von der A9 im Bereich Niemegk zeigt. Die V85 liegt teilweise bei über 170 km/h. Im Schnitt fahren deutlich über 60 % der Verkehrsteilnehmer schneller als 130 km/h. Mehr als 30 % der Verkehrsteilnehmer fahren im Schnitt schneller als 150 km/h.  
(English translation) Calculations are based on the German recommended speed of 130 km/h. Actual driving speeds on motorway sections is much higher, as shown in Figure 54, for example the A9 in Niemegk. The V85 [85th percentile speed] exceeds 170 km/h. On average, significantly more than 60% of road users exceed 130 km/h. More than 30% of motorists exceed 150 km/h.

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him to avoid a collision with another automobile driven with care and caution as a reasonably prudent person would do under similar conditions. See *Huetter v. Andrews*, 91 Cal. App. 2d 142, *Berlin v. Violet*, 129 Cal.App. 337, *Reaugh v. Cudahy Packing Co.*, 189 Cal. 335 , and Official Reports Opinions Online

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"NRA New Divided Road Types: Type 2 and Type 3 Dual-carriageways" (PDF). (Ireland) National Road Authority. Retrieved 2010-11-22. Type 2 Dual Carriageway: A divided all-purpose road with two lanes in each direction Type 3 Dual Carriageway: A divided all purpose road with two lanes in one direction of travel and one lane in the other direction. the two-lane section, which provides the overtaking opportunity, alternates with a one-lane section at intervals

"On Gravel Roads, People Drive At Speed They Are Comfortable With, Regardless Of Posted Limit". Retrieved 2010-10-13. "We found that people are driving at speeds based on their perceptions and existing conditions – regardless of the speed limit," said Dissanayake, who also is a faculty member with K-State's University Transportation Center...when it came to speed limits and the actual speeds driven, the difference was not significant between 35 mph and 55 mph roads. An example is the gravel roadways in Johnson County and Miami County. The study found that though two speed limits exist, the driving characteristics were the same. While Johnson County's speed limit is 35 mph and posted, the average actual speed of 37.5 mph was higher than the average actual speed of 35.8 mph in Miami County, where the speed limit is 55 mph and not posted.

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streets and the surrounding circumstances or conditions of each intersection. Under such circumstances the basic [speed] law...is always governing. See Official Reports Opinions Online

"Riggs v. Gasser Motors, 22 Cal. App. 2d 636". Official California Appellate Reports (2nd Series, Vol. 22, p. 22). September 25, 1937.

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"Road Traffic Act 1991". Office of Public Sector Information. Retrieved 2010-05-03. A person is guilty of an offence if he intentionally and without lawful authority or reasonable cause— (a) causes anything to be on or over a road, or (b) interferes with a motor vehicle, trailer or cycle, or (c) interferes (directly or indirectly) with traffic equipment, in such circumstances that it would be obvious to a reasonable person that to do so would be dangerous. (2) In subsection (1) above "dangerous" refers to danger either of injury to any person while on or near a road, or of serious damage to property on or near a road; and in determining for the purposes of that subsection what would be obvious to a reasonable person in a particular case, regard shall be had not only to the circumstances of which he could be expected to be aware but also to any circumstances shown to have been within the knowledge of the accused.

"Section 2 – Driving Safely" (PDF). Commercial Driver License Manual 2005. United States Department of Transportation. July 2014. pp. 2–15, 2–19, 2–26, 13–1. [pg 2-15] 2.6.4 – Speed and Distance Ahead: You should always be able to stop within the distance you can see ahead. Fog, rain, or other conditions may require that you slowdown to be able to stop in the distance you can see. ... [pg 2-19] 2.8.3 – Drivers Who Are Hazards: Vehicles may be partly hidden by blind intersections or alleys. If you only can see the rear or front end of a vehicle but not the driver, then he or she can't see you. Be alert because he/she may back out or enter into your

lane. Always be prepared to stop. ... [pg 2-26] 2.11.4 – Vehicle Factors: Headlights. At night your headlights will usually be the main source of light for you to see by and for others to see you. You can't see nearly as much with your headlights as you see in the daytime. With low beams you can see ahead about 250 feet and with high beams about 350-500 feet. You must adjust your speed to keep your stopping distance within your sight distance. This means going slowly enough to be able to stop within the range of your headlights. ... [pg 13-1] 13.1.2 – Intersections As you approach an intersection: Check traffic thoroughly in all directions. Decelerate gently. Brake smoothly and, if necessary, change gears. If necessary, come to a complete stop (no coasting) behind any stop signs, signals, sidewalks, or stop lines maintaining a safe gap behind any vehicle in front of you. Your vehicle must not roll forward or backward. When driving through an intersection: Check traffic thoroughly in all directions. Decelerate and yield to any pedestrians and traffic in the intersection. Do not change lanes while proceeding through the intersection. Keep your hands on the wheel.

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"South Dakota Speed Monitoring" (PDF). South Dakota Department of Transportation. 2012. Retrieved 2014-12-19.

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"Speeds on Rural Interstate Highways Relative to Posting the 40 mph Minimum Speed Limit". U.S. Bureau of Transportation Statistics (BTS). 2004. Retrieved 2010-09-29. The relevance of posting the 40 mile per hour (mph) minimum speed limit on the Interstate Highway System has been increasingly called into question since the National Highway System Designation Act of 1995 repealed the federally

sanctioned maximum speed limit. In this study, data were collected on major interstate highways in Florida to evaluate speed distribution relative to the 40 mph posted minimum speed limit. The data revealed that the 15th percentile speed at all sites was 60 mph or above on both four-lane and six-lane highway sections. The analysis showed that the average speed at all sites was approximately 5 standard deviations above the 40 mph minimum.

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crisis 1974: 130 km/h (provisional) 1977: 130 km/h (definitive) 1985: 120 km/h (trial) 1989: 120 km/h (definitive), national referendum on 26 November 1989

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increments depending on the weather conditions. And McGary says they work. The statistics are kind of showing that if we're on top of things with our plow operators and troopers out there, and we get the speed limits reduced appropriately to the weather conditions, people are complying pretty well with that," McGary said. "Our crash rates have gone down and we're hoping to continue that trend."

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sogenannten Geschwindigkeitsunfällen kamen 179 Menschen zu Tode, das heißt nahezu die Hälfte (46,3 %) aller Getöteten auf Autobahnen... (Seite 20) Hierbei ist allerdings zu berücksichtigen, dass die Unfallursache "nicht angepasste Geschwindigkeit" häufig nicht bedeutet, dass die zulässige Höchstgeschwindigkeit überschritten worden ist. "Nicht angepasste Geschwindigkeit" wird von der Polizei bei einem Unfall auch dann als Ursache erfasst, wenn ein Beteiligter für die vorliegenden Straßen- oder Witterungsverhältnisse zu schnell gefahren ist.