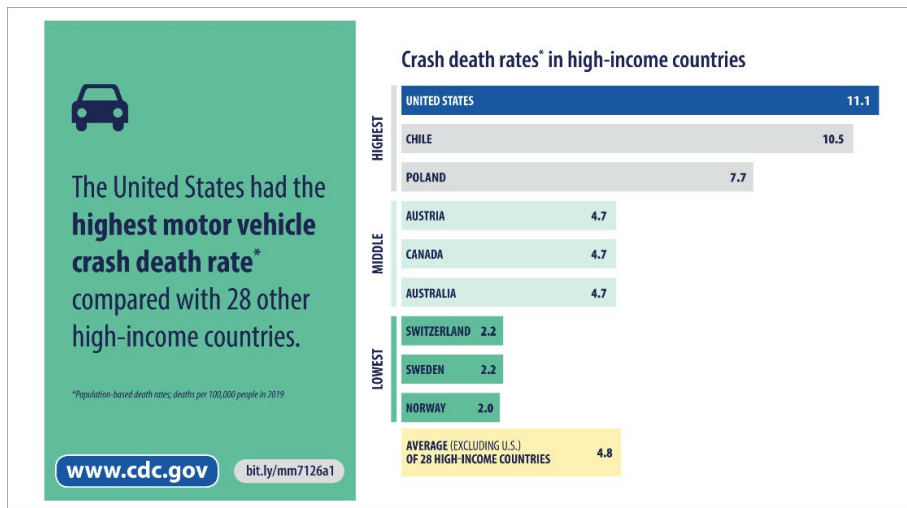


2024 Capitol Hill Roadway Safety Advocacy Days May 13-15, 2024

We are losing too many Americans to preventable traffic crashes. The U.S. continues to lag behind other wealthy nations in terms of roadway safety. Last year, 40,990 Americans lost their lives and millions more suffered life-altering injuries while traveling on U.S. roads.



We are the faces behind these statistics. Our group represents over 170 families from 36 states. Most of us have lost someone we loved deeply in a traffic crash or suffered a life-altering injury. In this packet, you will find tangible actions that you can take for a safer transportation system today. Thank you for your time and attention, and we look forward to working with your office to save lives.

2 Eyes Just Drive

AAMVA

AAWTA (African American Women Trucking Association)

AnnaLeah & Mary for Truck Safety

Chesapeake Region Safety Council

Christopher King Foundation

Conner Gweedo Memorial Foundation

Conor Lynch Foundation

Deleware Safety Council

Driving Lesson Training Consultancy Services

Falon Marie Morris Foundation Be Kind

Families for Safe Streets

Horl Family Foundation (Go Liv)

If You See Something Say Something

Institute for Safer Trucking

It Could Be Me

Keifer Foundation*

Lutzie 43 Foundation

MADD

Milt Olin Foundation

Mindfully Aware Driving Solutions

National Coalition for Safer Roads

National Safety Council

Now You See Me Foundation

NOYS

Ride for Your Life

Road Safe America

Road to Zero Coalition

Safe Roads Alliance

Safety and Advocacy for Empowerment (SAFE)

Sara's Wish Foundation

Sindey Mae Olson Rainbow Fund

StopDistractions.org

Stop Underrides

Street Racing Kills

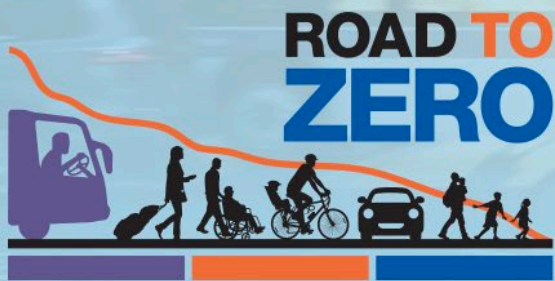
Truck Safety Coalition

Vulnerable Road Users New Mexico



Ignition Interlocks
Your Path to Safer Driving



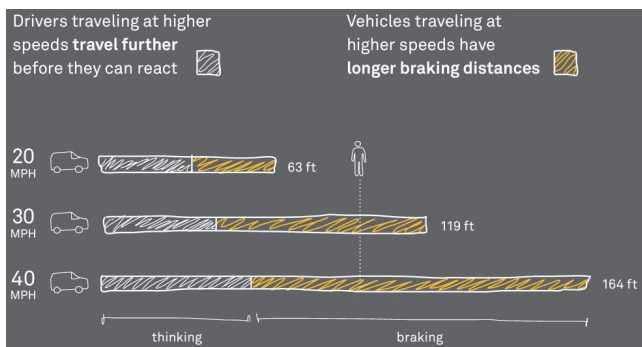


Building Legislative Support for a Safe Roadway System

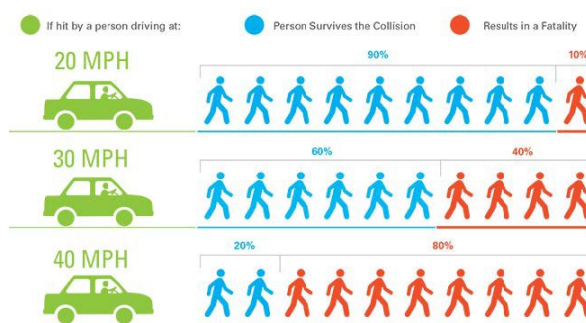
Safer Speeds

Speed is the main determining factor in crash survivability for all road users. A human's chance of surviving being struck by a vehicle increases from 20% at 40 miles per hour to 60% at 30 miles per hour to 90% at 20 miles per hour. Reducing speed on roads where drivers, bicyclists, pedestrians, the disabled, and public transit users all share space is a key Safe System strategy. Approaches include:

- Physical roadway designs (lane width, horizontal alignment) to limit free flow speeds
- Calming treatments that induce slower speeds like speed humps and curb extensions
- Traffic signal timing that minimizes high speed flow
- Traditional or automated enforcement that discourages speeding
- Utilizing vehicle technologies like speed limiters and intelligent speed assistance



Source: National Association of City Transportation Officials

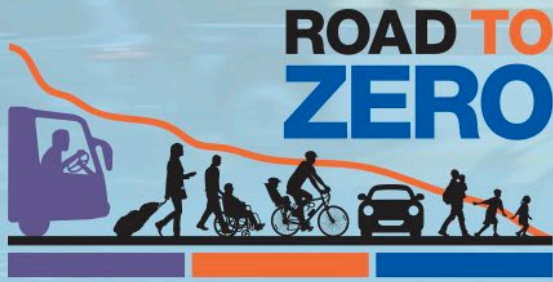


Source: San Francisco Municipal Transit Authority

Legislative/Regulatory Priorities

Legislation	OPPOSE H.R. 3039 / S. 2671 - Deregulating Restrictions on Interstate Vehicles and Eighteen-wheelers (DRIVE) Act
Legislation	SUPPORT H.R. 6224 - They're Fast, We're Furious Act of 2023
Legislation	SUPPORT S.3246 - Building Safer Streets Act
Regulatory Oversight	Mandate the Federal Motor Carrier Safety Administration (FMCSA) update Congress on its progress related to a final rule on speed limiters in heavy vehicles
Regulatory Oversight	Require the General Services Administration (GSA) report to Congress on ways to incorporate intelligent speed assistance technology on federal fleet vehicles



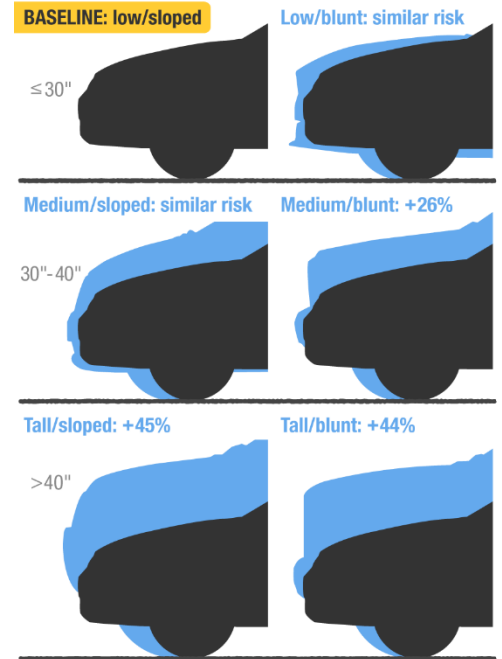


Building Legislative Support for a Safe Roadway System

Safer Vehicles

Vehicle technologies and design features significantly influence safety outcomes when crashes occur. Advanced Driver Assistance Systems (ADAS) such as Automatic Emergency Braking (AEB) and Intelligent Speed Assistance (ISA) have the potential to prevent crashes and save thousands of lives per year. Driver monitoring systems, advanced impaired driving prevention technology, and ignition interlock devices can keep impaired drivers off the road, which protects all road users.

Light trucks such as SUVs, vans, and pickups represent nearly 8 in 10 vehicles sold in the U.S. today, presenting new issues related to vehicle blindzones, crash compatibility between vehicles, and more frequent and deadly head, neck, and torso injuries for those traveling outside of the vehicle.

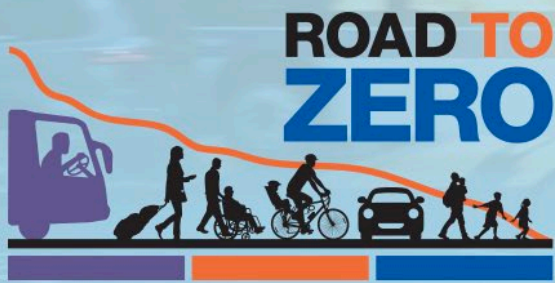


Comparative risk of pedestrian fatality by hood leading edge height and shape. Source: IIHS-HLDI

Legislative/Regulatory Priorities

Legislation	SUPPORT H.R. 8213 - End Driving While Intoxicated (DWI) Act of 2024
Regulatory Oversight	Ensure the National Highway Traffic Safety Administration (NHTSA) releases the Final Rule on Heavy Vehicle Automatic Emergency Braking (AEB) by end of year
Regulatory Oversight	Direct NHTSA to prioritize outstanding vehicle safety rulemakings included in the Bipartisan Infrastructure Law, including the creation of a Federal Motor Vehicle Safety Standard (FMVSS) for in-vehicle systems to both detect and alert motor vehicle operators when children are left unattended in vehicles
Regulatory Oversight	Focus NHTSA on meeting the Nov. 15, 2024 deadline for the Notice of Proposed Rulemaking (NPRM) on Advanced Impaired Driver Prevention Technology which should include focuses on alcohol-impaired, distracted, drowsy, and drugged driving
Regulatory Oversight	Instruct NHTSA to release Final Rule on updates to the New Car Assessment Program, including incorporation of Intelligent Speed Assistance technology, testing for pedestrian and bicyclist crashworthiness/crash avoidance, and direct vision





Building Legislative Support for a Safe Roadway System

Safer Roads

Roadway design significantly influences how people use roadways. Roadway environments should be designed to mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and facilitate safe travel by the most vulnerable users. Land use is inextricable from roadway design. In rural areas where roadway departure is a primary concern, infrastructure such as rumble strips and high friction pavement treatments can be particularly effective. In suburban and urban areas, features like reduced lane width, speed humps, curb extensions, and midblock crossings can reduce speeds and lower dangerous exposure conditions for people traveling outside of vehicles.

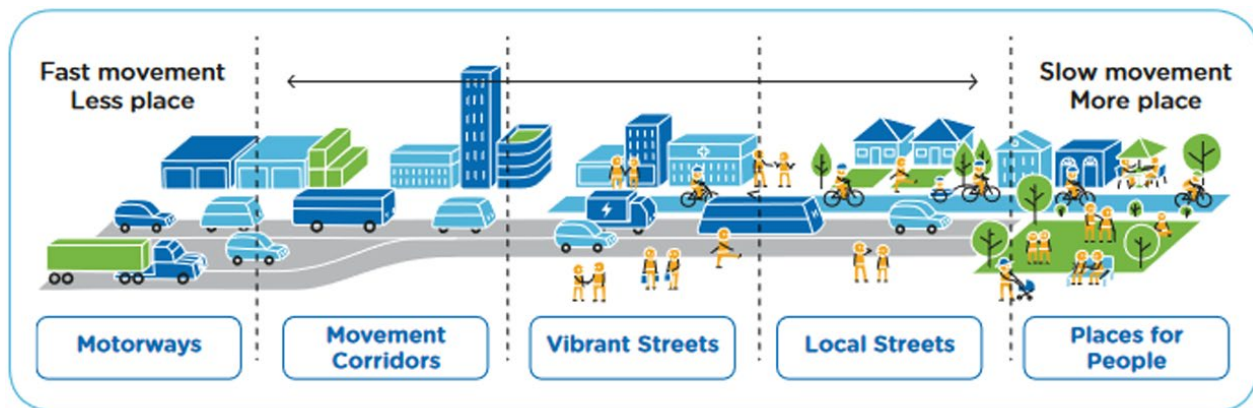
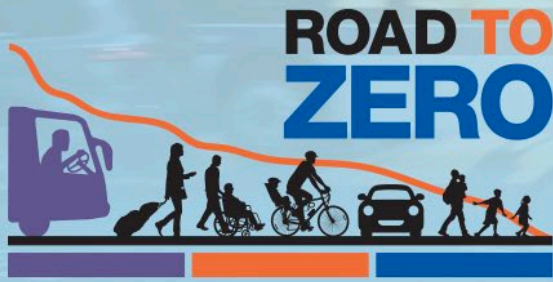


Figure 18: The Movement and Place continuum
Source: Transport for New South Wales (57)

Legislative/Regulatory Priorities

Legislation	SUPPORT: S.3246 - Building Safer Streets Act
Legislation	SUPPORT: H.R. 7082 / S.3670 - Complete Streets Act
Legislation	SUPPORT: H.R. 1668 / S.3964 - Sarah Debbink Langenkamp Active Transportation Safety Act
Legislative Priority	Ensure Safe Streets and Roads for All (SS4A) Program remains funded in next Surface Transportation Reauthorization bill





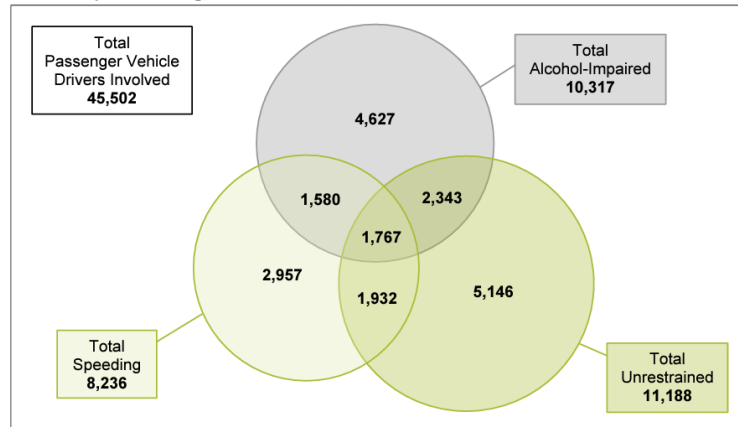
Building Legislative Support for a Safe Roadway System

Safer People

A Safe System fosters a traffic safety culture and influences positive behavior for all road users.

13,524 people died in alcohol-impaired driving traffic deaths in 2022, representing nearly a third of all roadway fatalities. Distracted driving crashes injured nearly 290,000 people and claimed 3,308 lives in 2022. 7,522 pedestrians died and more than 67,000 pedestrians sustained injuries in 2022. Other behaviors such as speeding and driving without a seatbelt are major contributors to overall roadway fatalities. Fostering a positive safety culture for all road users is critical to the goal of achieving zero roadway deaths. New research from Texas A&M and The Road to Zero Coalition indicates widespread acceptance of Safe System principles and potential for cultivation of a positive traffic safety culture.

Figure 4. Passenger Vehicle Drivers Involved in Fatal Traffic Crashes, by Speeding Involvement, Alcohol-Impaired Driving, and Restraint Use, 2022

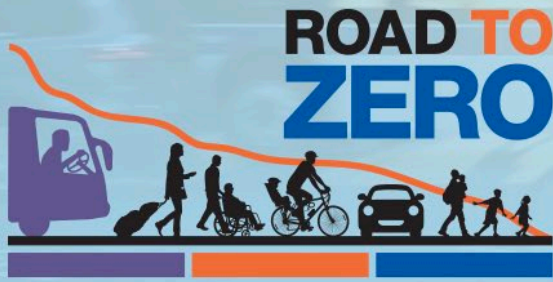


Source: FARS 2022 ARF
Note: NHTSA estimates BACs when alcohol test results are unknown.

Legislative/Regulatory Priorities

Legislation	Support: H.R. 7191 - Save Our Pedestrians Act of 2024
Legislation	Support: H.R. 6111 - Pedestrian Hazard, Awareness, and Safety Expansion (PHASE) Act of 2023
Resolution	Support: H.Res 545 / S.Res 274 - Expressing the sense of Congress to reduce traffic fatalities to zero by 2050
Regulatory Oversight	Ensure the National Highway Traffic Safety Administration (NHTSA) does not delay in releasing its Final Rule on Rear Seat Belt Reminders



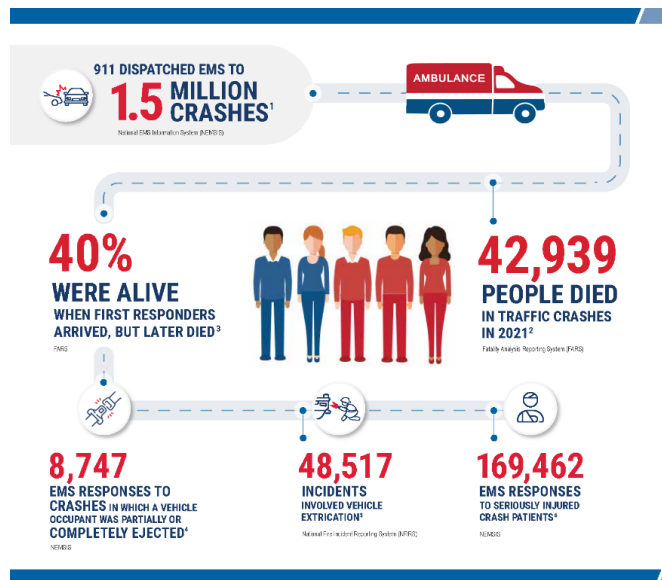


Building Legislative Support for a Safe Roadway System

Post-Crash Care

Traffic crash survival odds increase dramatically when EMS professionals are able to reach and transport traffic crash victims to a trauma care facility quickly and efficiently. Through the Highway Safety Improvement Program (HSIP), state highway safety offices can access funding to work with EMS leaders to meet shared goals and save lives on the roadway. States and EMS leaders can leverage HSIP funding to:

- Adopt injury-prevention projects in underserved areas and training for safe extrication of motor-vehicle crash victims
- Promote adoption of revised [National Trauma Field Triage Guidelines](#)
- Sponsor [traffic incident management](#) (TIM) programs
- Support [Stop the Bleed](#) and other educational initiatives



Legislative/Regulatory Priorities

Resolution	SUPPORT: H.Res. 152 - Supporting the goals and ideals of "move over" laws
------------	--

