

CAPITOL HILL ADVOCACY DAYS
ROADWAY SAFETY
MAY 13-15, 2024

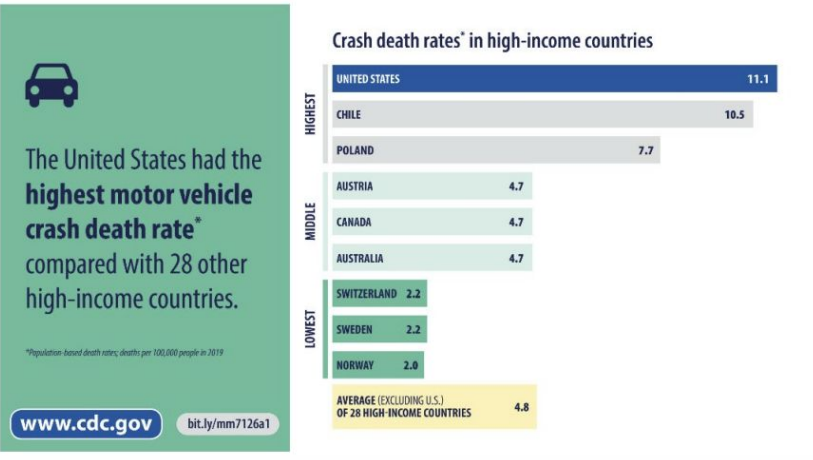
Victims and families of
those lost from across
the nation unite for
safety on our roads.



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

A PREVENTABLE PUBLIC HEALTH CRISIS

- U.S. lags behind other wealthy nations
- 40,990 Americans lost their lives and millions more suffered life-altering injuries
- Over 170 families from 36 states went to DC – most lost a family member or suffered a serious injury
- Older residents, children, people with disabilities, those living on reservations, and people of color are all more likely to be hit in preventable incidents.



Why Now?

We need bold action from our federal & local leaders!



U.S. Department of Transportation
Office of the Secretary

"We cannot and must not accept that these fatalities are somehow an inevitable part of life in America."

Secretary of Transportation Pete Buttigieg
National Roadway Safety Strategy, January 27, 2022



Goal: Universal Adoption of Safe System Approach

The Safe System Approach (SSA)

- Recognizes that responsibility is shared among all stakeholders and road users to ensure we reach zero traffic fatalities on our roads.
- Adopted by USDOT with National Roadway Safety Strategy in 2022
- Six principles that form the basis of the Safe System approach:
 - Deaths & serious injuries are unacceptable
 - Humans make mistakes
 - Humans are vulnerable
 - Responsibility is shared
 - Safety is proactive
 - Redundancy is crucial
- Five pillars
 - Safer Speeds
 - Safer Roads
 - Safe Vehicles
 - Safer People
 - Post-Crash Care



Safer Speeds

- Speeding continues to be one of the leading causes of deaths and serious injuries
- In 2022, there were 12,151 deaths in speeding-related motor vehicle crashes – 29% of all traffic deaths
- 87% of all speeding-related traffic fatalities on American roads occurred on non-interstate roadways.
- Technologies, including speed limiters and intelligent speed assistance, should be incorporated into vehicles to prohibit excess speeding – especially on roads which high use by vulnerable road users.

POLICY: OPPOSE H.R. 3039 / S. 2671 – Deregulating Restrictions on Interstate Vehicles and Eighteen-wheelers (DRIVE) Act

- The Federal Motor Carrier Safety Administration (FMCSA) has given notice that it plans to issue a Notice of Proposed Rulemaking (NPRM) on incorporating speed limiting technology on vehicles larger than 26,000 pounds – also known as heavy vehicles.
- However, FMCSA has delayed issuing this rulemaking time and time again. Currently, it is slated for May of 2024 with no specified date. FMCSA has said they want to have further collaboration with the National Highway Traffic Safety Administration (NHTSA) on the rule.
- A total of 5,936 people died in large-truck crashes in 2022 – which is a 49% higher than 2012 figures.
- Congress must allow FMCSA to proceed with this rulemaking so lives can be saved.



Source: San Francisco Municipal Transit Authority

Legislation on Street Safety

According to AAA's Foundation for Traffic Safety, the risk of severe injury for a pedestrian in a car crash **climbs from 25% to 50%** between 23 mph and 31 mph. Here are some bills I've introduced on street safety:

Local Control for Speed Limits (A9495): Authorizes localities to adjust the speed limit on portions of state highways that are particularly dangerous owing to factors such as: the history of accidents, the prevalence of pedestrians, or proximity to educational institutions, senior homes, and warehouses.

Area Speed Limits (A9775): A previously enacted law intended to give upstate localities the ability to set area speed limits at 25 mph, but many localities have not been able to utilize this authority because of how expensive the required engineering studies are for large areas. This bill gives localities the option to use the National Association of City Transportation Officials' (NACTO) published guide to set speed limits.

Kingston Speed Camera Zone (A9359): Authorizes the City of Kingston to install and operate twenty speed cameras in school speed zones. Cameras have proven to be effective at preventing repeat offenses: 46% of NYC drivers who received a ticket from cameras did not receive a second, and an additional 19% of drivers did not receive more than two between 2019 and 2021.

Have a suggestion for street safety in your neighborhood? Email our office with details district103@nyassembly.gov

Safer Roads

- Unsafe, poorly designed streets are also a significant barrier to economic revitalization, particularly in smaller cities and towns.
- The federal government plays a major role in determining how streets are designed and built. This occurs through documents that can dictate or guide road design for nearly every road, street, and highway.
- While street safety projects are low-cost and high-reward, the cost still puts them out of reach for many communities. Since most grants focus on larger-scale projects, smaller projects fall through the cracks.

POLICY: Co-Sponsor S.2346 – Building Safer Streets Act (Senate Offices Only)

- Requires public documentation for decisions that expressly prohibit or require certain designs and limit local flexibility.
- Ensures the Federal Highway Administration (FHWA) guidelines and guidance distinguishes between rural, suburban, and urban needs.
- Adjusts the Safe Streets and Roads for All (SS4A) grant program to address the specific needs of small and rural communities
- Prevents FHWA from considering higher speed limits as a contributor to value of time metrics
- Prevent FHWA from accepting rising road fatalities as an acceptable safety performance target



Safer Vehicles

- NHTSA has estimated that 600,000 lives were saved between 1960 and 2012 from Federal Motor Vehicle Safety Standards – including half of those lives from improved seat belts
- The US started regulating vehicles and incentivizing purchases of safer vehicles with the NCAP program but has fallen far behind other countries.

POLICY: Co-Sponsor H.R. 8213 – End Driving While Intoxicated (DWI) Act of 2024 (House Offices Only)

- Bipartisan legislation which would prevent repeat DWI offenses by creating a national ignition interlock standard for DWI offenders.
- Currently, 25 states and the District of Columbia are in compliance with the standards set forth in the End DWI Act.

POLICY: Ensure NHTSA meets the November 15th, 2024 deadline to produce a Final Rule on Advanced Impaired Driving Prevention Technology

- Through the Honoring Abbas Family Legacy to Terminate Drunk Driving (HALT) Act of 2021, and incorporated into the Infrastructure Investment and Jobs Act, Congress directed NHTSA to issue a rule on including Advanced Impaired Driving Prevention Technology in new vehicles.
- This technology would implement passive impaired driving systems in new vehicles.
- Congress must ensure this life-saving technology gets incorporated into new vehicles as soon as possible – and NHTSA remains focused on finding solutions to eliminate alcohol-impaired, distracted, drowsy, and drugged driving.



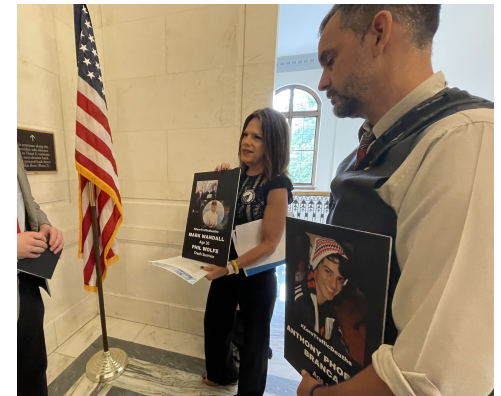
Safer People

- All road users, including those most vulnerable – pedestrians, bicyclists, roadside workers, & the disabled – deserve to get to their destination safely
- In 2022, 7,522 pedestrians died and more than 67,000 pedestrians sustained injuries on our nation’s roads.
- This represents the most pedestrians killed in 40 years, up over 70% since 2011.
- 2022 was also the deadliest year for bicyclists since NHTSA began collecting this data in 1975.

POLICY: Co-Sponsor H.R. 7191 – Save Our Pedestrians Act of 2024 (House Offices Only)

Bipartisan legislation which would allow a five percent (5%) set-aside in the Highway Safety Improvement Program (HSIP) for projects which focus on reducing the numbers of injuries and fatalities at high-risk pedestrian crossings.

Legislation gives states flexibility to partner with the local governments within its jurisdiction to identify pedestrian crossings on highways that have a high frequency of injuries and fatalities resulting from an incident involving a motor vehicle.



Post-Crash Care

- 40% of people who died in traffic crashes in 2021 were alive when Emergency Medical Services (EMS) first arrived at the scene of the crash.
- Congress must do more to ensure there is emergency medical services (EMS) infrastructure to support victims following a traffic crash.
- Congress can help States use Highway Safety Improvement Program (HSIP) funding for traffic incident management (TIM) programs



Safer System Approach: What you can do!

- Adopt the Safe System Approach and a Goal of Zero Fatalities by 2050
- Establish a Vision Zero Community Task Force
 - Review and make policy recommendations after all crashes
 - Use Vulnerable Road Users Bill of Rights when drafting new Bicycle and Pedestrian Policy
 - Require professional development hours for planning and transportation staff including UCAT in Safe System Approach
- 25 MPH – promote and provide incentives to cities, towns and villages Create a county lead advocacy and support team for traffic violence victims
 - Provide detailed crash report
 - Service as liaison and support to families
 - Already done in Hoboken, NJ
- Expand public transit
 - Increase routes
 - Support a 20% reduction in miles traveled by car. GetAroundNYAct
 - Require speed limiters on every bus
 - Mandate specialized training
 - Create a dynamic workforce by creating a “Transportation Education Hub” Ulster BOCES, SUNY Ulster, UCAT Kingston HS
 - Increase ridership by using incentives and employee match cash credit programs
- Support for local grant projects
 - Ulster County Planning Department resources – engineers, studies, planning teams and grant writing services – for cash strapped municipalities seeking TAP and SS4A grants
- Support Safe Streets Package



At Glenoaks Boulevard and Vaughn Street, Pacoima (San Fernando Valley), Dec. 5, 1958. On the previous day, Frank Derby, jr., age 8, was killed here while walking to school. He was using the crosswalk correctly. One motorist had yielded to him, but a second, passing the first, struck and killed him.

photo: Valley Times / Los Angeles Public Library