

On **September 3, 1969**, according to the *Congressional Record* from that day, Congress discussed plans to fund and expand the ***National Traffic & Motor Safety Act of 1966***.

Although we have made progress since that time, still today there are way too many people dying on our roads. We have not made it a national priority to address these deaths and serious injuries.

The ***National Traffic Safety Act of 2019*** will provide a framework for a National Traffic Safety Ombudsman to oversee a Towards Zero Traffic Safety Task Force of diverse stakeholders to collaborate for Safer Vehicles, Safer Trucks, Safer Streets, and Safer Drivers to address the national public health and traffic safety crisis in order to make a significant reduction of the 40,000 annual traffic-related deaths in the United States.

Congress, the ball is in your court:

**Will you act now
to end these deaths?**

The Safer Roads Act
provides a systematic strategy
to address the
traffic safety & public health crisis
facing our nation.

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The Haddon Matrix is commonly used to approach safety analysis at a site in a systematic fashion. Developed in 1980 by William Haddon, the Matrix is a two-dimensional model which applies basic principles of public health to motor vehicle-related injuries

*This model is an extremely effective tool for not only identifying **where** and **when** to implement **traffic safety countermeasures**, but also planning crash-related data collection, and identifying organizations and agencies for collaboration efforts.*

The value of the Haddon Matrix is each cell represents a different area in which interventions can be identified and implemented for transportation system safety improvement . .

*The matrix in its entirety provides a range of potential issues that can be addressed through a variety of countermeasures, including education, enforcement, engineering, and emergency response solutions (**the 4Es of Safety**). https://safety.fhwa.dot.gov/hship/resources/fhwasa09029/app_c.cfm*

Phase	Human Factors	Vehicles and Equipment Factors	Environmental Factors
Pre-crash	<ul style="list-style-type: none"> Information Attitudes Impairment Police Enforcement 	<ul style="list-style-type: none"> Road Worthiness Lighting Braking Speed Management 	<ul style="list-style-type: none"> Road design and road layout Speed limits Pedestrian facilities
Crash	<ul style="list-style-type: none"> Use of restraints Impairments 	<ul style="list-style-type: none"> Occupant restraints Other safety devices Crash-protective design 	<ul style="list-style-type: none"> Crash-protective roadside objects
Post-Crash	<ul style="list-style-type: none"> First-aid skills Access to medics 	<ul style="list-style-type: none"> Ease of access Fire risk 	<ul style="list-style-type: none"> Rescue facilities Congestion

<https://visionzero.ca/vision-zero-a-toolkit-for-road-safety-in-the-modern-era/>

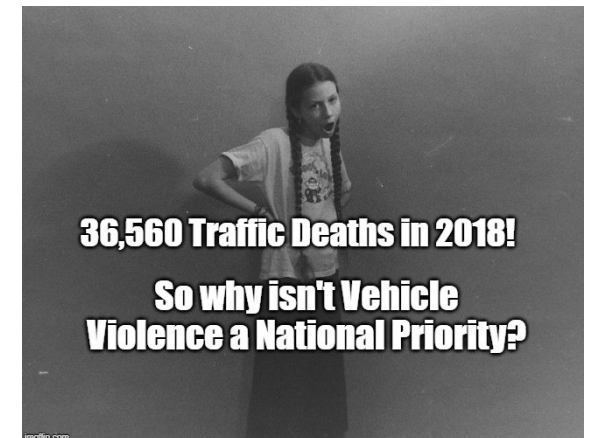
The Best Possible Protection

The National Traffic Safety Act of 2019

For Safer Vehicles, Safer Trucks,
Safer Streets, & Safer Drivers

Otherwise known as

The Safer Roads Act



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The [Vision of Zero Traffic Deaths and Serious Injuries](#) has been increasingly discussed and sought after by those concerned about the tragedies of highway carnage. How and whether such a lofty goal might be attained, however, has been uncertain. In many cases, traffic deaths have been viewed as more of a transportation problem rather than a public health crisis. In addition, the strategies to solve the problem have been fragmented and, therefore, less effective.

Vision Zero asks us to see those traffic deaths like polio or cholera: epidemics that, with an urgent health framing and public response, can be eradicated. . . .

We have yet to acknowledge it as a united nation. *It has not been declared a national issue. And the citizens of our country have not been mobilized to become a part of the solution.*

Furthermore, when federal traffic safety regulations are being considered, saved lives are too often found wanting in comparison to societal economic costs. A prime example is underride rulemaking, in which questionable cost/benefit analysis conclusions have hindered the advancement of proven safety measures (some of which the industry has since found ways to offer at no additional cost).

A [Traffic Safety Ombudsman](#) remedies this by establishing an independent advocate who will serve as a vigilant voice for vulnerable victims of vehicle violence and who will mobilize safety professionals, citizens, and crash survivors, in tactical traffic safety projects with nationwide impact.

The table of contents for *The Safer Roads Act* is as follows:

Section 1. Short title; table of contents.

Section 2. Purpose. The purpose of this Act is to provide a comprehensive, collaborative approach to reach the national goal of a significant reduction of traffic-related deaths and injuries through safer vehicles, safer trucks, safer streets, and safer drivers.

Section 3 [National Traffic Safety Ombudsman](#) The [Traffic Safety Ombudsman](#) will be empowered with a unique office of authority and service to accomplish the mission of advocating for vulnerable victims of vehicle violence.

Section 4 [Toward Zero National Traffic Safety Task Force](#) to achieve a significant reduction in traffic-related deaths and injuries.

Section 5 Advisory Councils will be established for each component: Vehicles, Trucks, Streets, & Drivers.

Section 6 [Safer \(Automated\) Vehicles](#) To amend title 49, United States Code, regarding the authority of the National Highway Traffic Safety Administration over highly automated vehicles, to provide safety measures for such vehicles, and for other purposes.

Section 7 Safer Trucks

(a) [Crash avoidance technologies](#) To prescribe a motor vehicle safety standard requiring new commercial motor vehicles to be equipped with an automatic emergency braking system, [speed limiters](#), electronic stability control, & onboard safety video recorder, and for other purposes.

(b) Crash mitigation technologies: [Underride Protection](#)

(c) [Truck Driver Compensation](#) To address the [inadequacies](#) of the current system, including [CDL training](#).

(d) [Protecting Truck Crash Victims](#) Through [Minimum Liability Insurance](#)

Section 8 [Safer Streets](#) The goals of a *complete streets program* are—

- (a) to provide technical assistance and incentives for the adoption of complete streets policies;
- (b) to encourage eligible entities to adopt a strategic and comprehensive approach for the development of complete streets;
- (c) to facilitate better pedestrian, bicycle, and public transit travel for users of all ages and abilities by addressing critical gaps in pedestrian, bicycle, and public transit infrastructure;
- (d) to distribute funding to reward eligible entities that have committed to adopting complete streets best practices developed by the Secretary under subsection (c); and
- (e) to ensure that underserved municipalities are served equitably by the complete streets program.

Section 9 [Safer Drivers](#) To systematically address unsafe [driver behaviors](#) nationwide.