

**Public Comments to Secretary on Need for National Roadway Safety Advocate
as of August 13, 2025**

[Secretary Duffy Request for Comments on Surface Transportation Priorities](#)

PC #	Name/Link	Comment
5	Marianne Karth	<p>As a truck crash survivor and mom of two daughters, AnnaLeah and Mary, who died due to truck underride, I know how difficult it is to bring about change. I am asking that you take steps to put into place a National Roadway Safety Advocate at the Office of Secretary within the Department of Transportation -- to be a Point of Contact for people like myself who are keenly motivated to make our roads safer. Senator Lujan and Congressman Cohen have already introduced legislation which gives you an excellent strategy for making this happen.</p> <p>Give victims a voice. Do it now.</p>
10	Quon Kwan	<p>I sincerely and totally support the establishment of an office of National Roadway Safety Advocate to serve as a voice for victims and survivors of roadway crashes and their families — ensuring their perspectives are considered in transportation safety policies, rules and regulations. The reason for this is that the U.S. DOT too often listens to paid lobbyists of the trucking, railroad and the rest of the transportation industry. The voices of impecunious citizens and especially victims of accidents are drowned out by vested, special interests supported by large, lucrative corporations and associations. Upper management at U.S. DOT are political appointees who are profoundly influenced by campaign contributions to the elected officials who appointed them. Citizens and victims of accidents have virtually no access to the same people in the upper management at U.S. DOT.</p> <p>The office of the National Roadway Safety Advocate would establish a means for citizens and victims of accidents to express their concerns and issues for U.S. DOT to address and remedy. I am a former U.S. DOT employee who provided expert testimony for safety advocates before the Federal Advisory Committee on Underride Protection, but my own testimony as well as evidence provided by others, including engineers from the Insurance Institute for Highway Safety were of no avail. Even whistleblowing in The Washington Post was futile (see attached articles). Therefore, I passionately urge that the U.S. DOT carry out plans to establish the office of National Roadway Safety Advocate.</p>
11	Mike Noel	<p>Secretary Duffy - I am writing to ask that victims might have a voice within the Department. This can be done through the DOT Victim & Survivor Advocate Act which would create a National Roadway Safety Advocate to serve as a voice for victims and survivors of roadway crashes and their families. This would ensure that their perspectives are considered in transportation safety policies. These folks have been through enough tragedy and heartache and this would be one ways of serving them and giving them a voice.</p>
14	Jerry Karth	<p>When it comes to changes needed to make our roads safer, who cares more deeply than crash survivors or victim families? The Department of</p>

		<p>Transportation is asking for the public to submit their comments on what should be included in the 2026 Surface Transportation Reauthorization Bill; Secretary Duffy is looking for ideas to make our roads safer.</p> <p>Let him know that you want victims to have a voice within the Department and that a means to do so has already been proposed by Senator Lujan and Congressman Cohen. The DOT Victim & Survivor Advocate Act would create a National Roadway Safety Advocate to serve as a voice for victims and survivors of roadway crashes and their families — ensuring their perspectives are considered in transportation safety policies.</p> <p>I know from twelve years of road safety advocacy that this resource is extremely important but is not currently available to assist those who are keenly motivated to bring about change. Let Secretary Duffy know that you want him to put that plan into place.</p>
16	Janet Watson	<p>Please give crash victims a voice! If everyone lost someone they loved, laws would be changed and our roads would be safer.</p>
18	Eric Hein	<p>As you develop recommendations for the next surface transportation reauthorization, I urge you to include language to establish a National Roadway Safety Advocate within the Office of the Under Secretary for Policy, as outlined in S. 415, the DOT Victim and Survivor Advocate Act.</p> <p>In 2024, 39,345 people were killed in motor vehicle crashes. Every one of those deaths left behind a family. Many of these deaths were preventable. While the Department has committed to a Safe System Approach and initiated the National Roadway Safety Strategy, there remains a critical gap in how the voices of crash victims, survivors, and their families are integrated into decision-making. The proposed Advocate would fill this void by serving as a dedicated and important person for those directly affected.</p> <p>Establishing this position aligns directly with the Department's priorities to modernize infrastructure, improve safety, and strengthen partnerships. This position would serve as a direct point of contact for victims, survivors, and families, help explain agency decisions in plain language, and make sure leadership hears consistent feedback from those most affected by crash deaths.</p> <p>It would not change laws or interfere with enforcement. It would simply bring compassion, access, and accountability to align safety programs more closely with the public they are meant to protect.</p> <p>I respectfully request that the Department support the inclusion of the National Roadway Safety Advocate position in the 2026 surface transportation reauthorization.</p>

19	Keith Wolf	<p>The Department of Transportation is asking for the public to submit their comments on what should be included in the 2026 Surface Transportation Reauthorization Bill. No one cares more than crash survivors and families of victims. I want victims to have a voice within the Department and a means to do so has already been proposed by Senator Lujan and Congressman Cohen. The DOT Victim & Survivor Advocate Act would create a National Roadway Safety Advocate to serve as a voice for victims and survivors of roadway crashes and their families — ensuring their perspectives are considered in transportation safety policies.</p> <p>This resource is extremely important but is not currently available to assist those who are keenly motivated to bring about change. Secretary Duffy, I urge you to put that plan into place.</p>
21	Cindy Zimmerman	<p>The DOT Victim and Survivor Act is a great start. My daughter was a victim of a side underride crash involving a tractor trailer. If Side Underrides had been on the trailer the air bags on my daughter's brand new Buick would have deployed and she might have survived. Let's be the change that actually listens and have a real conversation about the trucking industry my husband has made a living in and my daughter lost her life to.</p>
23	Cindy Henderson	<p>I believe it is extremely important that the victims and survivors of roadway crashes and their families have a voice in transportation safety policies. I support what has been proposed by Senator Lujan and Congressman Cohen with the DOT Victim & Survivor Advocacy Act. Please put that plan into place. Their perspective is essential.</p>
30	Anonymous	<p>I am writing to encourage the Department of transportation to seek the opinions of victims of roadway accidents to have a voice within the Department of transportation.</p>
41	Rosamund Gianutsos	<p>S.415 - DOT Victim and Survivor Advocate Act - I am in strong support of the DOT Victim and Survivor Advocate Act. Traffic violence is a public health disaster, killing over 40,000 Americans and injuring countless more each year. Their voices need to be heard in the halls of government.</p>
42	Scott Wilson	<p>There should be a dedicated pedestrian safety advocate position in the US DOT.</p>
51	Anonymous	<p>America is facing a traffic safety crisis, especially among people who walk, bike, and roll to navigate our streets. I support the creation of the new, non-partisan "National Roadway Safety Advocate" position at DOT, who will help communicate the needs of survivors of serious crashes like myself to elected leaders and other agency officials.</p>
67	Max McCann	<p>I support the creation of a National Roadway Safety Advocate position within USDOT. Traffic violence victims know the price we pay for dangerous roadway design. Their input should be considered in designing safety regulations.</p>

110	James Pol	<p>I respectfully offer the following considerations for the Secretary and the Department to consider in the next Authorization.</p> <p>1) Continue to Promote State of Good Repair</p> <p>The Federal Highway Administration (FHWA) should promote a state of good repair by providing training on modern techniques such as accelerated bridge construction, roadside safety design, and roadway lighting. To accelerate innovation, FHWA should continue to invest in the Every Day Counts program, which has a proven track record of tangible benefits for state Departments of Transportation (DOTs). Additionally, FHWA should leverage its effective relationship with state DOTs and other agencies through Pooled Fund Programs to foster collaboration and innovation.</p> <p>2) Prioritize Vehicle Technology for Safety and Efficiency</p> <p>Technology is critical to improving highway safety and efficiency. To prepare for rapidly advancing vehicle technologies, FHWA should:</p> <ul style="list-style-type: none">* Develop Infrastructure Guidelines: Create guidelines to help infrastructure owners and operators (IOOs) understand what is needed to prepare for Cellular Vehicle-to-Everything (C-V2X) and Automated Vehicles (AVs), which are most effective when deployed in tandem.* Update the Highway Safety Manual: Future versions of this manual should be updated to incorporate the safety effectiveness of these new technologies. This will enable states to properly assess and evaluate how their infrastructure will work with AV and Connected and Automated Vehicle (CAV) technologies. <p>3) Address "Last Mile" Challenges</p> <p>Special attention should be given to "last mile" issues, particularly on the arterial highway network, where a high percentage of crashes occur. These incidents are often aggravated by high-density land use, two-way left-turn lanes (often called "suicide lanes"), and limited visibility at turns. The combined use of automated vehicle and Vehicle-to-Everything (V2X) technology can significantly mitigate these challenges, thereby improving safety and reducing congestion.</p> <p>4) Implement TRB Special Report 354 Recommendations</p> <p>To tackle the national road safety crisis, FHWA should work with stakeholders on how to implement the recommendations of Transportation Research Board (TRB) Special Report 354. Specifically, Recommendation #5 calls for the establishment of a National Road Safety Research Center. This center should be a collaborative effort involving the Department, academia, public agencies, safety advocates (as promoted in the DOT Victim & Survivor Advocate Act), and the private sector. The structure of TRB's Research and Technology Coordinating Committee could serve as a model for this new center, which must prioritize the reduction of rural roadway and pedestrian fatalities.</p>
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114	Rudy Faust	<p>Although I am a transportation planner by profession, my work was to implement legislation and funding already passed. The change in administrators' visions often brought helpful new opportunities--e.g. rural innovation under Sec. Chao, SS4A under Sec Buttigieg. But as a victim of traffic violence, specifically of a bus running a red light, I'm finding that the change in administrations frustrating, as we need to start from zero. Traffic safety affects everyone, and having a "National Roadway Safety Advocate," as envisioned by AnnaLeah & Mary for Truck Safety, would be invaluable towards achieving effective solutions to our worst-in-the-developed world record of traffic fatalities.</p>
135	Colby Hatton	<p>The United States has some of the worst designed and deadliest roads in the world, which is baffling, on account of the fact that we spend more than any other nation on said roads. In the road engineers education of moving as many cars as possible as easily as possible, all thoughts and considerations to anybody outside of a car have been left completely by the wayside. We have more traffic deaths than any other developed nation, more accidents, and worse outcomes across the board. We need a total overhaul of the nation's transportation system away from entirely car-centric planning. This is an important step in the process. The burden of safety must fall on the designers of the road. In no other field would allowing such dangerous environments be allowed. If a factor didn't have safety rails above a machine and a worker fell in, the factory would rightly take the blame, but for some reason, the same standard is completely ignored when it comes to road safety, with the victim being blamed in nearly every case. We absolutely need the voices of victims and vulnerable road users in the discussions of the future of our nation's transportation infrastructure.</p>
154	Ross Pringle	<p>Today, approximately 100 people will die on our nation's roads. The same thing will happen tomorrow, and the next day & the next. By the end of the year, over 40,000 of us will be killed in traffic collisions, including people in vehicles, on bikes and walking. This isn't an aberration or an outlier, as this happens EVERY year in the United States because of bad road design, poor urban and regional planning, dangerous vehicle designs, high speed limits, lack of public transit and other factors. DOT leaders for years have failed to address this persistent public health danger. I hope you will be different.</p> <p>Meanwhile, many other high income nations have taken action by introducing policies and regulations which make their streets safer and roadways less deadly. Unfortunately, while most other countries have seen the safety of their roads improve over the last decade, roads in the US have become MORE dangerous, with a 22% increase in fatalities from 2013 to 2022!</p> <p>See these data from the CDC that examines pedestrian & overall road traffic crash deaths. https://www.cdc.gov/mmwr/volumes/74/wr/mm7408a2.htm</p> <p>Furthermore, the traffic death rate in the United States (12.76/100K) is double, triple and even quadruple the rate of our peer countries. If we</p>

		<p>had the rate of say Norway (2.14/100K), Japan (2.57/100K), the United Kingdom (2.61/100K), or Germany (3.35/100K), hundreds of thousands of Americans would still be alive today!</p> <p>We could learn so much by studying what other countries do better than us, finding the best strategies and implementing them here in the US.</p> <p>As part of that effort to make roads safer and learn from others experience, I am asking that you take steps to put into place a National Roadway Safety Advocate at the Office of Secretary within the Department of Transportation -- to be a Point of Contact for people impacted by traffic violence and thus are motivated by a sense of outrage and grief to make our roads safer. Senator Lujan and Congressman Cohen have already introduced legislation which gives you an excellent strategy for making this happen.</p> <p>Give victims a voice & let more Americans live to see another day.</p>
556	Intellistop. Michelle Hanby	<p>Most positions at the Department of Transportation consider a crash only for as long as it takes to read or hear about it. Survivors of crash victims think about it every day for the rest of their lives. Survivors want answers. Survivors seek solutions.</p> <p>In 1993, my mother was killed by a distracted driver. That single moment changed my life forever. While others might read about such crashes and move on, survivors like me live with the consequences every day. That loss—and the deep need for answers and prevention—led me to develop a safety device designed to reduce rear-end collisions. My grief became a lifelong commitment to improving road safety and preventing others from enduring the pain my family lives with. Survivors advocate for solutions and awareness in ways that a paycheck or politics never can.</p> <p>Creating a National Roadway Safety Advocate within the DOT, as proposed by Senator Luján and Congressman Cohen, would ensure that voices like mine—and so many others—are finally heard. It's time for crash victims and their families to have a seat at the table where safety decisions are made.</p> <p>Please support the DOT Victim & Survivor Advocate Act and help make our roads safer by giving survivors the representation they deserve.</p>
8/15/25		<p>There are now over 500 Public Comments and I am not likely to be able to search all of the incoming comments to identify supporters of this outside-the-box strategy to save lives.</p>
746	Amanda Groziak	<p>Comment from Amanda Groziak</p> <p>Lastly, the US DOT should push for the passage of the DOT Victim and Survivor Advocate Act, which would</p> <p>Agency Department of Transportation Posted Aug 19, 2025</p>

		ID DOT-OST-2025-0468-0746
752	Deborah Hsiung	<p>Comment from Deborah Hsiung</p> <p>I support a National Roadway Safety Advocate so that perspectives of victims and their families are considered</p> <p>Agency Department of Transportation Posted Aug 19, 2025 ID DOT-OST-2025-0468-0752</p>
781	Jeremy Gunderson	<p>Comment from Jeremy Gunderson</p> <p>Pass the DOT Victim and Survivor Advocate Act to establish an office supporting road safety advocates</p> <p>Agency Department of Transportation Posted Aug 19, 2025 ID DOT-OST-2025-0468-0781</p>
787	Claire Bonino-Britsch	<p>Comment from Claire Bonino-Britsch</p> <p>All safety goals would be easier to achieve with DOT Victim and Survivor Advocate Act.</p> <p>Agency Department of Transportation Posted Aug 19, 2025 ID DOT-OST-2025-0468-0787</p>
819	David Meeske	<p>Comment from David Meeske</p> <p>-pass Complete Streets Act -pass DOT Victim and Survivor Advocate Act -establish a dedicated federal</p> <p>Agency Department of Transportation Posted Aug 19, 2025 ID DOT-OST-2025-0468-0819</p>
1134	Allegra Mautner	<p>Comment from Allegra Mautner</p> <p>Give victims of traffic violence a voice at US DOT by passing the DOT Victim and Survivor Advocate Act... , which would create an office of road safety advocates at DOT itself to help advocates across the country</p> <p>Agency Department of Transportation Posted Aug 21, 2025</p>

		ID DOT-OST-2025-0468-1134
1172	Craig Mautner	<p>Comment from Craig Mautner</p> <p>Give victims of traffic violence a voice at US DOT by passing the DOT Victim and Survivor Advocate Act... , which would create an office of road safety advocates at DOT itself to help advocates across the country</p> <p>Agency Department of Transportation Posted Aug 21, 2025 ID DOT-OST-2025-0468-1172</p>
1173	Benjamin Keith	<p>Comment from Benjamin Keith</p> <p>Appoint a National Roadway Safety Advocate in the Office of the Secretary, within the Department of Transportation... The easiest way to do this is endorse the DOT Victim & Survivor Advocate Act by Senator Lujan and Congressman</p> <p>Agency Department of Transportation Posted Aug 21, 2025 ID DOT-OST-2025-0468-1173</p>
1177	Katrina Mautner	<p>Comment from Katrina Mautner</p> <p>Give victims of traffic violence a voice at US DOT by passing the DOT Victim and Survivor Advocate Act... , which would create an office of road safety advocates at DOT itself to help advocates across the country</p> <p>Agency Department of Transportation Posted Aug 21, 2025 ID DOT-OST-2025-0468-1177</p>
1196	Marina Mautner	<p>Comment from Marina Mautner</p> <p>Give victims of traffic violence a voice at US DOT by passing the DOT Victim and Survivor Advocate Act... , which would create an office of road safety advocates at DOT itself to help advocates across the country</p> <p>Agency Department of Transportation Posted Aug 21, 2025 ID DOT-OST-2025-0468-1196</p>

1209	Susan Nawbary	<p>Comment from Susan Nawbary</p> <p>Give victims of traffic violence a voice at US DOT by passing the DOT Victim and Survivor Advocate Act... , which would create an office of road safety advocates at DOT itself to help advocates across the country</p> <p>Agency Department of Transportation Posted Aug 21, 2025 ID DOT-OST-2025-0468-1209</p>
1226	Anonymous	<p>Comment from Anonymous</p> <p>in transportation projects, including the safety of all road users *Pass the DOT Victim and Survivor Advocate... We shouldn't accept future, preventable deaths as a norm and victim and survivor advocates are essential</p> <p>Agency Department of Transportation Posted Aug 21, 2025 ID DOT-OST-2025-0468-1226</p>
		<p>Quotes from supporters are available here (Senator Lujan & Congressman Cohen press release upon bicameral introduction of the DOT Victim & Survivor Advocate Act): https://www.lujan.senate.gov/wp-content/uploads/2025/02/DOT-Victim-and-Survivor-Advocate-Act_Supporters_119th.pdf</p>