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NTSB Study Recommends Major Overhaul of Traffic Policies to Curb Annual 10,000 Speed-Related Deaths

Vision Zero Network, local leaders urge swift action on NTSB recommendations calling for greater community control of speeds

Speed-related fatality rate on local roads is 3 times higher than on highways, yet local safe speeds efforts impeded by outdated state, federal practices

WASHINGTON, D.C. – The National Transportation Safety Board (NTSB) today called for government at all levels to overhaul and modernize their roadway speed management practices to prevent the estimated 10,000 speed-related traffic deaths and many thousands more disabling injuries that occur each year.

The NTSB study, [NTSB Safety Study: Reducing Speeding-Related Crashes Involving Passenger Vehicles](#), underscored the fact that the speeding-related fatality rate on local roads is 3 times higher than on highways: 3.8 deaths per billion vehicle miles traveled on local roads compared to 1.2 deaths per billion vehicle miles traveled on highways. Yet, local communities are often blocked from implementing safety solutions by outdated state and federal standards related to speed.

The national nonprofit [Vision Zero Network](#) and local leaders across the nation are praising NTSB's recommendations urging a long-overdue update of antiquated policies and standards for setting safe speed limits, conducting effective law enforcement, and designing roadways, including:

- Modernize speed-setting standards that are outdated and unproven, in order to account for all road users, not just those driving cars;
- Encourage states and localities to authorize the use of automated speed enforcement, which is proven to be effective in managing speed, improving safety.
- Incentivize state and local speed management activities; and increase federal attention, leadership and funding of speed as a national safety priority.
- Incorporate the safe system approach for urban roads to strengthen protection for vulnerable road users.

“People in cities are disproportionately impacted by outdated thinking around managing speed for safety,” said Leah Shahum, founder and director of the national nonprofit Vision Zero Network. “Children, seniors, people of color, low-income residents, and people walking and bicycling bear the brunt of this often-overlooked public health and safety crisis that claims the lives of as many Americans as drunk driving.”

The Vision Zero Network is a nonprofit campaign advancing Vision Zero, the goal of zero traffic deaths and severe injuries. The Network brings together local leaders in health, transportation planning/engineering, law enforcement, public policy and advocacy to develop and share strategies, policies and programs to make Vision Zero a reality.



“These recommendations will save lives by enabling our mayors, police chiefs, transportation and public health directors, and community leaders to break free from the old, broken approach that puts speed before safety,” Shahum said. “Safe streets, not speedways, must be the new norm if we are to prevent the 10,000 speed-related deaths and \$52 billion in economic losses each year.”

Increasing numbers of communities are recognizing the public safety benefits of having greater local control of managing speeds with proven practices and programs, but many are blocked, restricted or delayed by outdated state and federal standards and a lack of national support and funding. The Vision Zero Network has been collaborating with local leaders to implement safety-over-speed strategies to enhance safe mobility for all roadway users, and they are seeing positive results:

- **New York City:** Installed speed cameras in 2013, and lowered the speed limit in 2014 from 30 to 25 mph. Combined with other Vision Zero strategies, the city has cut roadway fatalities by 23 percent in the last 3 years.
- **District of Columbia:** Installed speed cameras in 2001 – one of the first programs in the nation – and has experienced speeding greater than 10 mph over the speed limit cut from 1 in 3 to 1 in 40. Further, traffic fatalities have dropped by 70 percent.
- **Seattle:** After mobile speed cameras were set up in 4 school zones in 2012, the number of citations issued decreased by 34 percent, year over year, equaling nearly 10,000 fewer speeding cars each year across the school zones.
- **Boston and Seattle:** Lowered speed limits in the fall of 2016 from 30 to 25 mph with overwhelming city council support.
- **Montgomery County, Md.:** After installing speed cameras in 2007, a 59 percent drop in the likelihood of a driver exceeding the speed limit by more than 10 mph and by 19 percent the likelihood of fatal or serious injury crashes, an Insurance Institute for Highway Safety study found. IIHS estimated that if all U.S. communities adopted this speed camera program, more than 22,000 fatal or incapacitating injuries would have been prevented on 25-35 mph roads nationwide in 2015.

The Vision Zero Network recognizes the following **Vision Zero cities**** for facilitating the adoption of policies, programs, practices, roadway engineering designs, and enforcement initiatives to save lives and prevent traumatic injury:

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| Alexandria, VA | Los Angeles |
| Anchorage | Macon, GA |
| Austin | Montgomery County, Md. |
| Bellevue, WA | New York City |
| Bethlehem, PA | Portland, OR |
| Boston | Philadelphia |
| Cambridge, MA | Sacramento |
| Chicago | San Antonio |
| Columbia, MO | San Diego |
| Denver | San Francisco |
| District of Columbia | San Jose |
| Eugene, OR | San Luis Obispo |
| Fremont, CA | Santa Monica |
| Fort Lauderdale | Seattle |



Read more about the NTSB study, reactions from across the nation, and additional examples of communities' efforts and successes at managing speed at:

Vision Zero Network - Safety Over Speed

See the NTSB study at:

NTSB Safety Study: Reducing Speeding-Related Crashes Involving Passenger Vehicles

****NOTE TO NEWS MEDIA: If you would like to interview a Vision Zero leader in your state or community, please inquire with:**

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