



# Safe System Approach

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# Keeping people safe, from the workplace to anyplace

As a mission-based organization, NSC is focused on eliminating the leading causes of preventable injuries and deaths so people can live their fullest lives.

# Roadway Safety During COVID



Roads Were  
Empty...

But Deadlier.

# Estimated 42,060 Lives Lost in 2020



- Average **115 people** per day
- Death rate: **24% increase** over 2019

# People Drove More Miles in April 2021 than 2020, but Still Fewer than Pre-Pandemic Levels



**256.5 Billion**

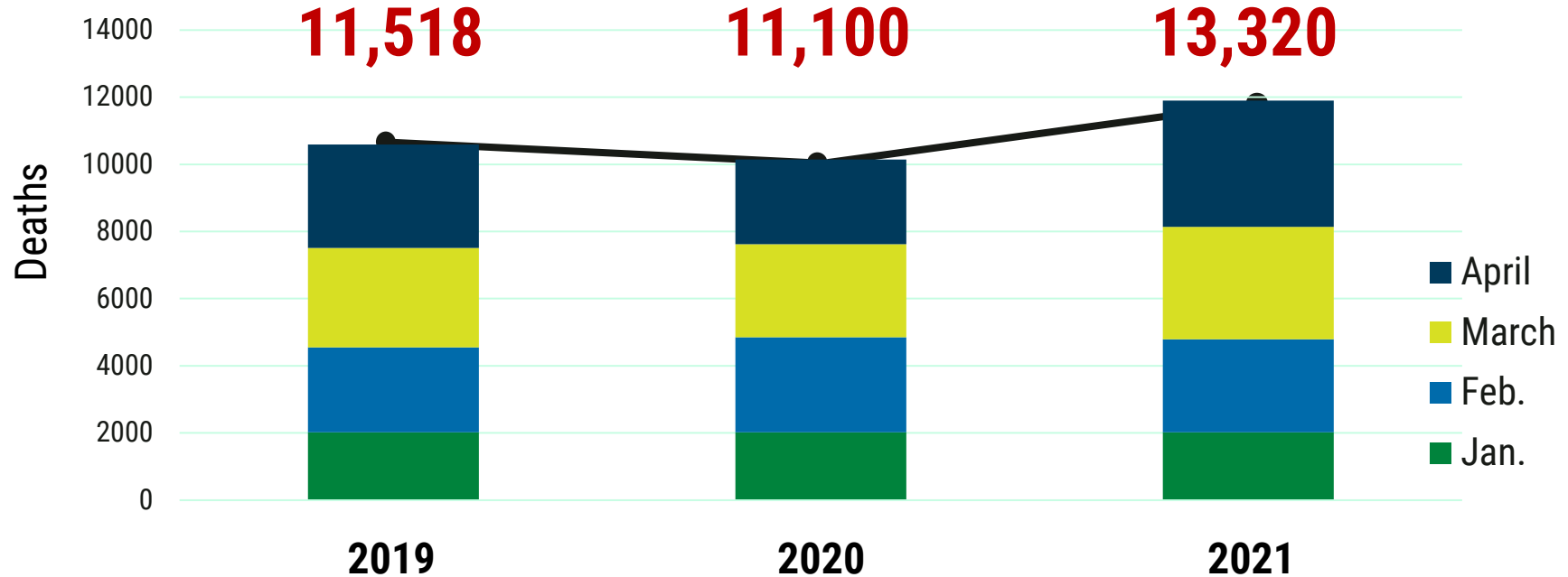
Miles Driven in April 2021

**+54.6%** vs. April 2020

**-7.4%** vs. April 2019

# NSC Preliminary Motor Vehicle Death Estimates, 2018 – 2021

January – April



# A Deeper Dive



**3,760**

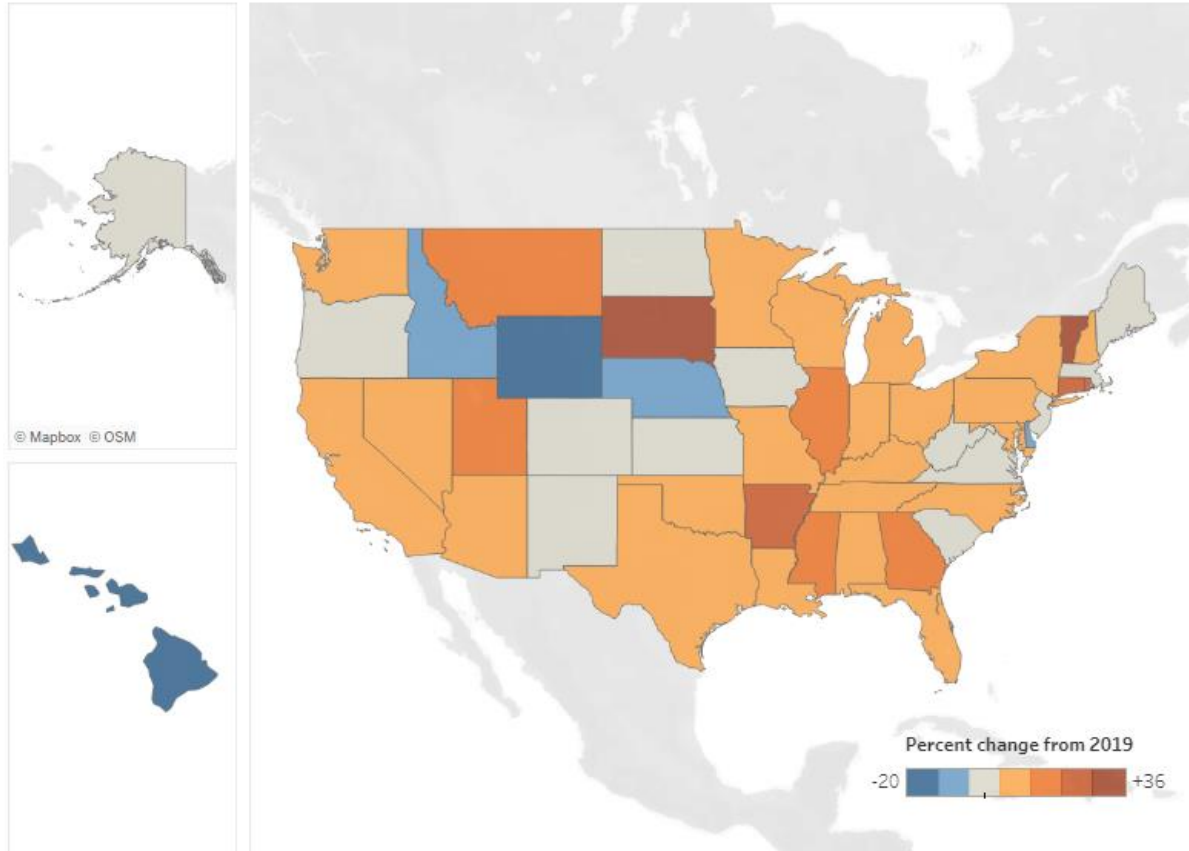
**Motor-vehicle Deaths  
April 2021**

**+49%** vs. April 2020

**+22%** vs. April 2019

## Percent change in 2020 preliminary twelve month NSC estimates from 2019

US Deaths in 2020: 42,060 Percent Change from 2019: +8%

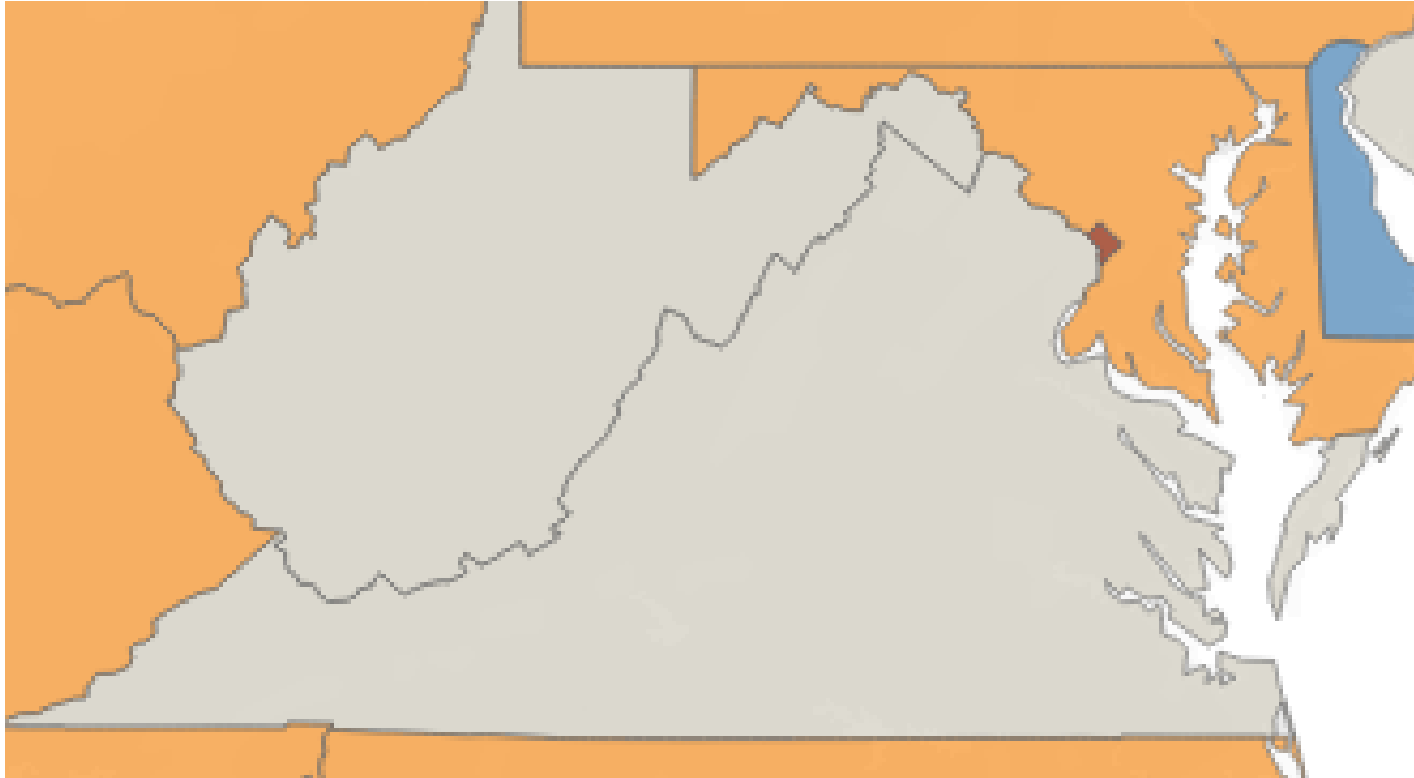


© Mapbox © OSM

Source: [injuryfacts.nsc.org](https://injuryfacts.nsc.org)

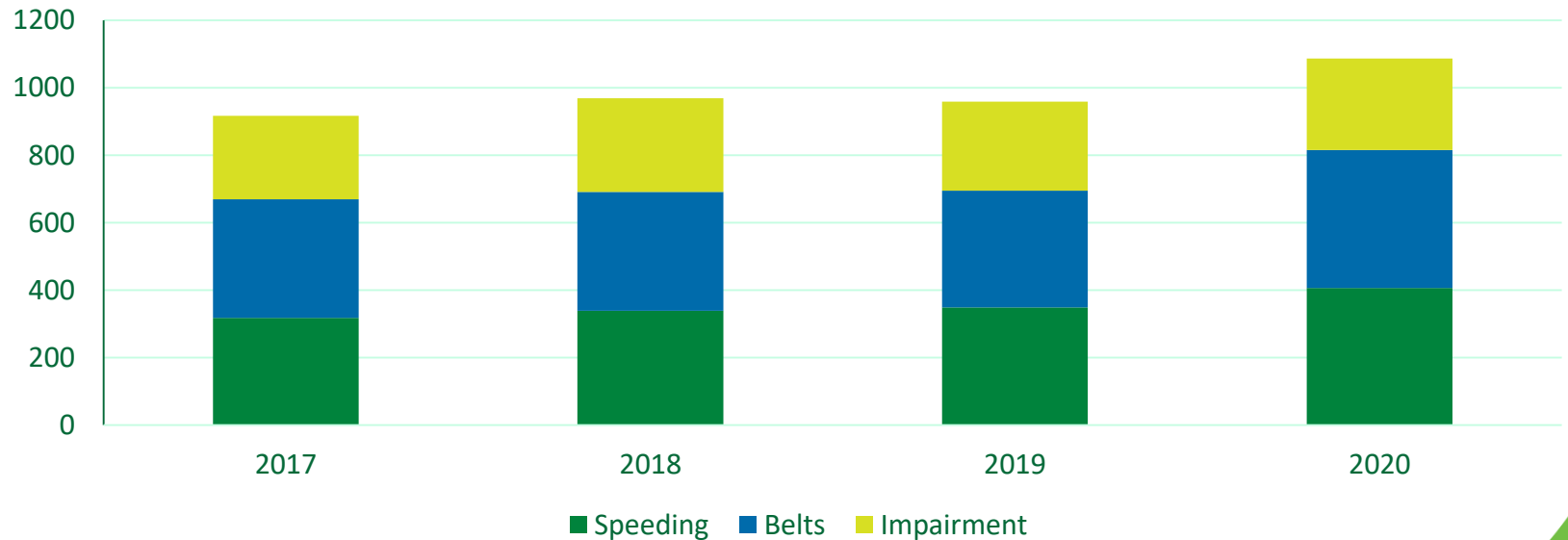


# Virginia +2% in 2020



# Virginia 2017-2020

Virginia Fatalities 2017-2020: Belts, Booze and Speed



# HB 2312 & SB 1406



Compound	Frequency of labs listing in top 15
THC and metabolites	62
Alprazolam/alpha-hydroxyalprazolam	57
Cocaine and metabolites	57
Methamphetamine	56
Diazepam/nordiazepam	48
Clonazepam/7-aminoclonazepam	45
Fentanyl	45
Amphetamine	43
Hydrocodone	34
Morphine	34
Oxycodone	34
Diphenhydramine	30
Lorazepam	26
Zolpidem	23
Methadone	22
Gabapentin	21
Codeine	18
Buprenorphine/norbuprenorphine	15
Tramadol/O-desmethyltramadol	14
Phencyclidine (PCP)	12

# Belts



- Belt use 7% higher in primary law states
- Nearly 4 million more people belted if secondary states' belt use matched primary law states

# [nsc.org/hotcars](https://nsc.org/hotcars)



Available in Spanish



# Where Do We Go From Here?

# Safer Streets: Lessons From Abroad

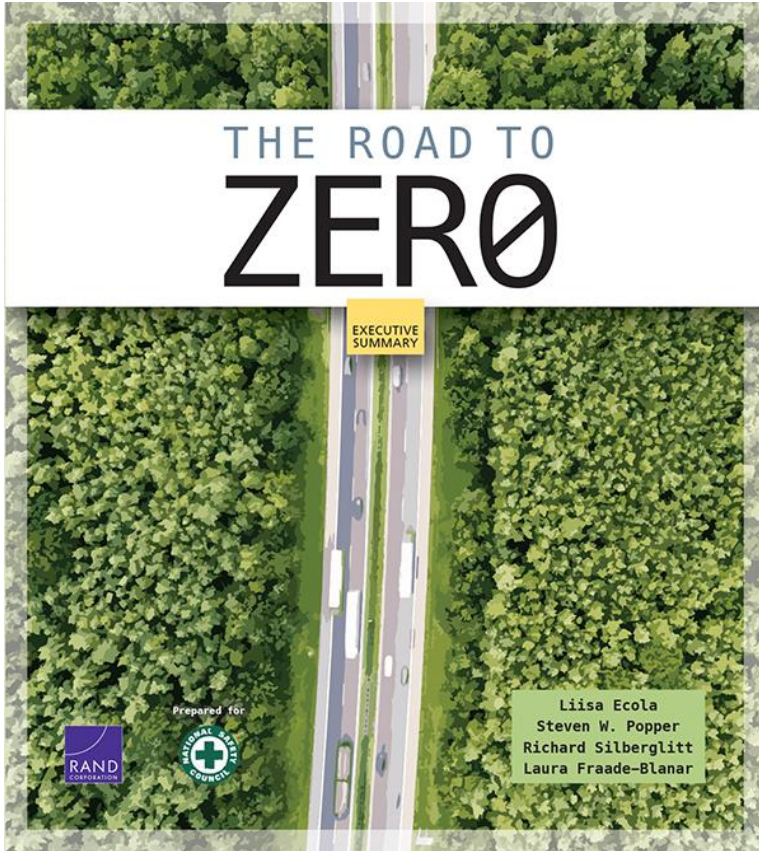


Sao Paulo, Brazil



Oslo, Norway





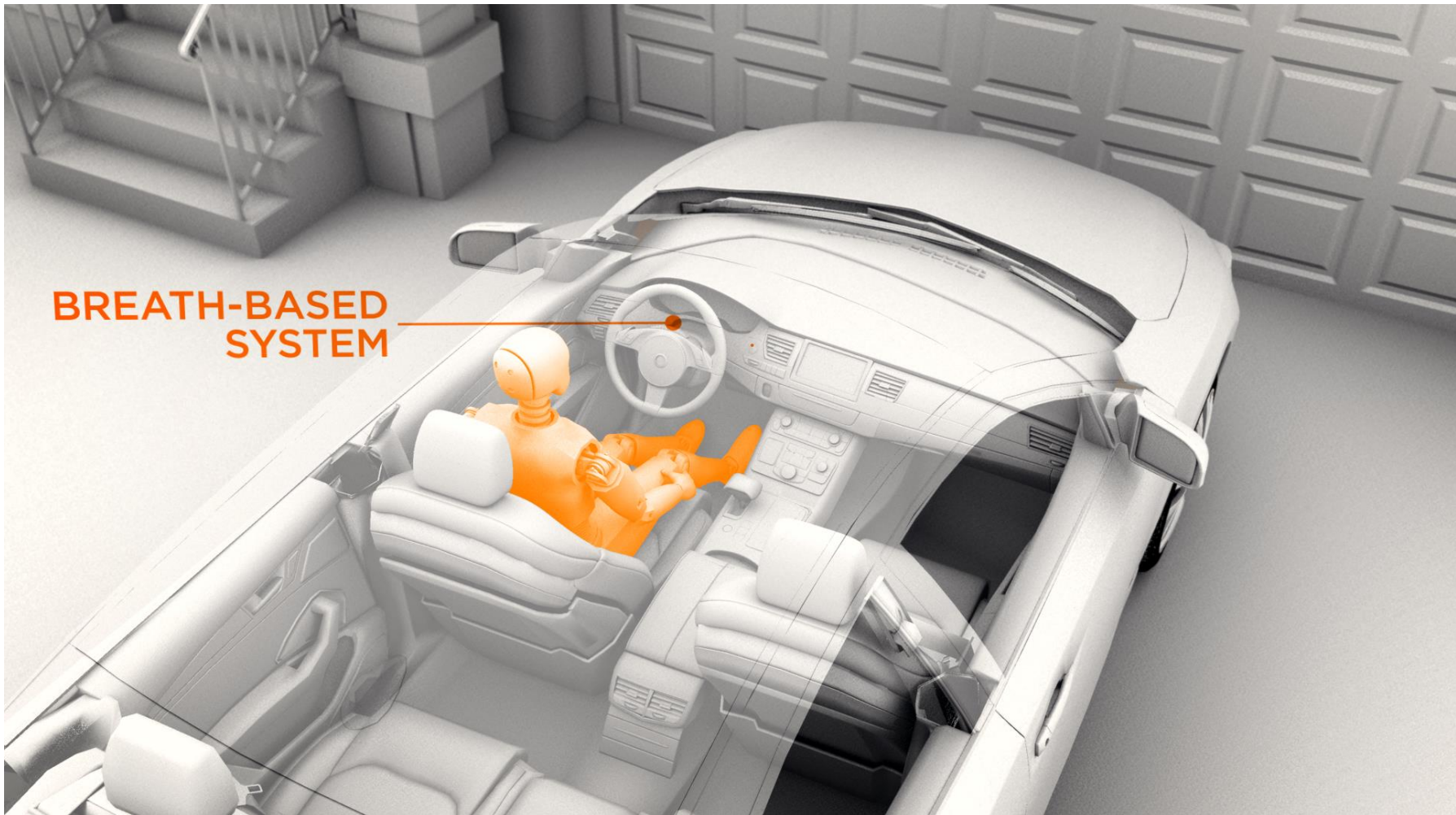
**DOUBLE DOWN**  
on What Works

**ACCELERATE**  
Technology

**PRIORITIZE**  
Safety

[www.nsc.org/RoadToZero](http://www.nsc.org/RoadToZero)

**BREATH-BASED  
SYSTEM**



**TOWARD**  
**ZERO**  
**DEATHS**  
-----**VIRGINIA**-----

NTSB MOST WANTED LIST **ROUNDTABLE SERIES**

# The **Safe System** Approach



Hosted by  
NTSB Board Member  
Jennifer Homendy

<https://www.nts.gov/news/events/Pages/2021-safe-systems-rt.aspx>

**NTSB**

**STREAMING ONLINE**

NTSB 2021-2022

**MWL**  
MOST WANTED LIST



# AUTOMATED ENFORCEMENT PROGRAM CHECKLIST

For red light cameras and  
automated speed enforcement

Automated enforcement is an effective tool to make roads safer. Research shows that red light cameras reduce violations and injury crashes, especially the violent front-into-side crashes most associated with red light running. Speed cameras have been shown to reduce vehicle speeds, crashes, injuries and fatalities. Both types of programs should be designed, implemented and administered properly. Poorly run programs are less likely to be durable and may undermine support for automated enforcement generally.

Speed and red light camera programs augment traditional enforcement to improve traffic safety by deterring dangerous driving behaviors. Automated enforcement does not require traffic stops, and well-designed programs can improve safety for all road users in a neutral manner.



## FIRST STEPS

- Identify problem intersections and roadways.
  - Assess violation and crash data.
  - Conduct field observations.
  - Collect resident and roadway user input.
- Consider what role automated enforcement should play as part of a comprehensive traffic safety strategy.
- Make any engineering or signage changes needed to improve drivers' compliance with the law.
  - Ensure the road geometry conforms with guidelines from the American Association of State Highway and Transportation Officials, National Association of City Transportation Officials guidance or state road design manuals, as appropriate.
  - Remove sightline obstructions of signals and signage.

### For red light cameras:

- Ensure that yellow light timing conforms to the Manual on Uniform Traffic Control Devices and Institute of Transportation Engineers guidelines.

# Safe System Infrastructure



# Safe System Infrastructure



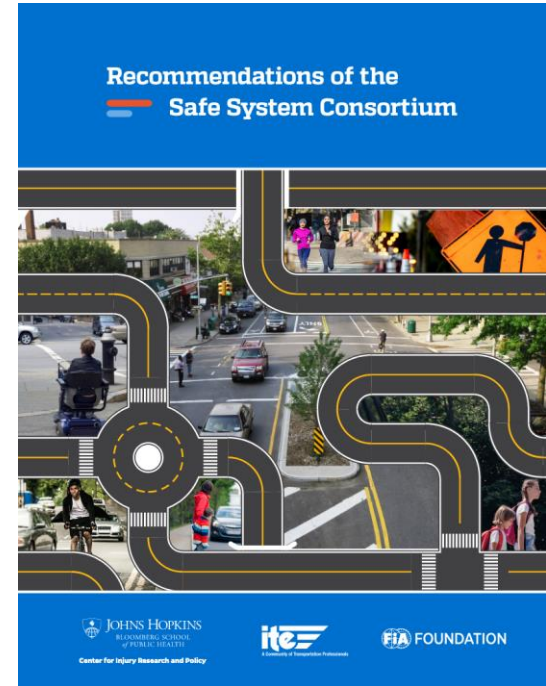
# Safe System Infrastructure





# Safe System Consortium

- **Allocate funding by Safe System approach**
- **Demonstrate the benefits of the Safe System approach**
- **Incentivize use of funds to advance safety equity through Safe System investments**
- **Improve federal safety coordination**
- **Integrate Safe System approach into underlying guidance for road design**



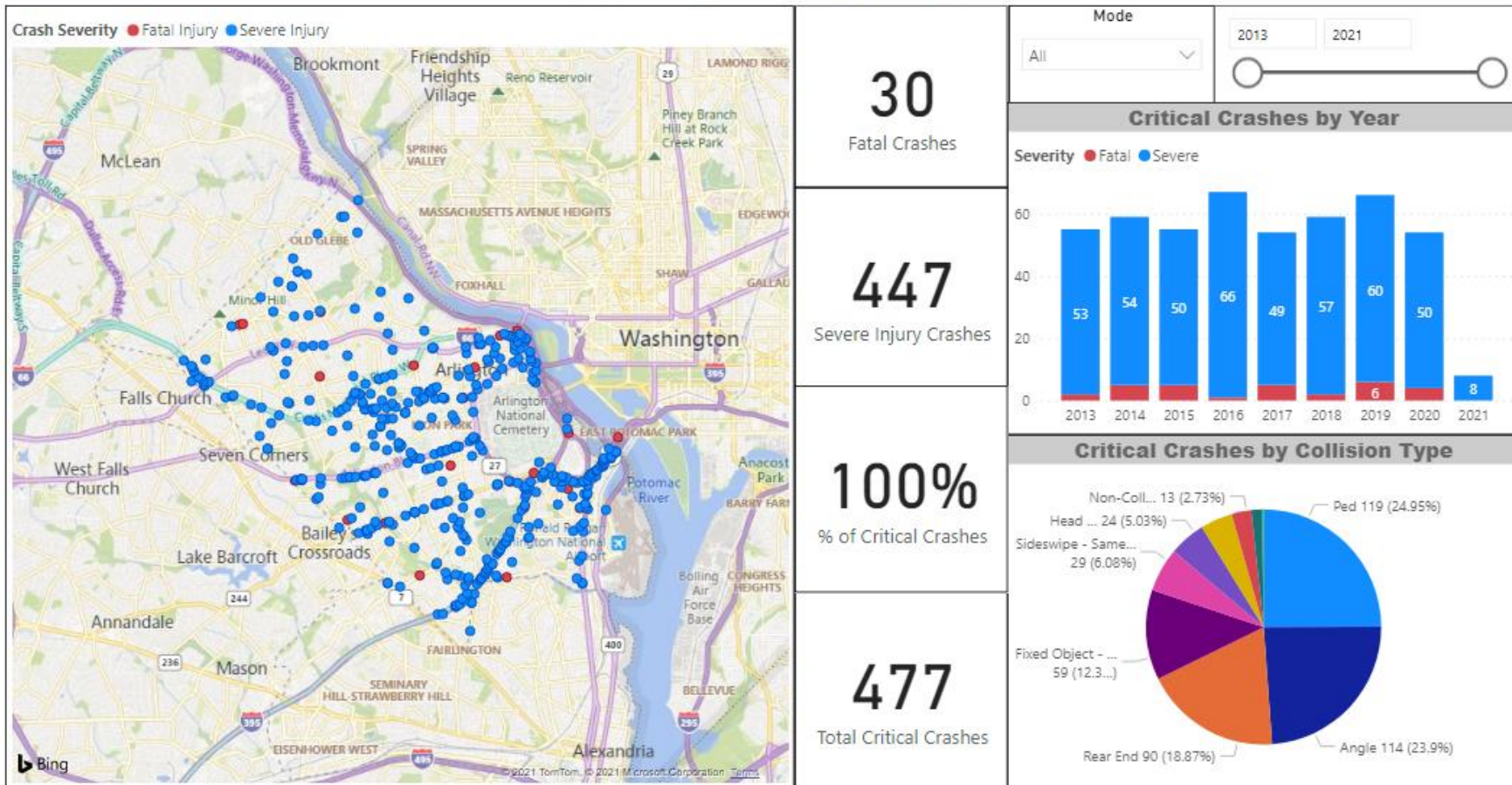
# Prioritizing Safety =

# Safety Culture

+

# Safe System





## Notes:

1. The data shown on the dashboard was developed by the Virginia Department of Transportation Central Office's Highway Safety Section of the Traffic Engineering Division. The main source of the data is owned and maintained by the Virginia Department of Motor Vehicles.
2. Maps are able to show up to 3,500 crashes at a time. Please adjust query or map view to capture desired crash features.

CRASH

~~ACCIDENT~~

[www.ZeroTrafficDeaths.org](http://www.ZeroTrafficDeaths.org)



**Thank you!**

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[www.nsc.org](http://www.nsc.org)