U.S. DOT
National Roadway Safety Strategy

Global Forum for Road Traffic Safety
September 2022
National Roadway Safety Strategy

U.S. DOT’s comprehensive approach to significantly reducing serious injuries and deaths on our Nation’s highways, roads and streets

- Sets a Department-wide vision and goal
  - Zero is the only acceptable number
- Adopts the Safe System Approach
- Identifies new priority actions and notable changes to existing practices
- Calls others to action
We have a national roadway safety problem

Roadway fatalities and the fatality rate declined consistently for 30 years…

...but progress has stalled over the past decade.
The USDOT adopts the Safe System Approach

**Principles**

- Deaths and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is critical
National Roadway Safety Strategy

• Addressing roadway safety requires a holistic, comprehensive approach
• Objectives correspond to the Safe System Approach elements:
  • Safer People
  • Safer Roads
  • Safer Vehicles
  • Safer Speeds
  • Post-Crash Care
Safer People

Encourage safe, responsible behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

Safer Vehicles

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both vehicle occupants and non-vehicle occupants.
Safer Roads

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

Safer Speeds

Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.
Post Crash Care

• Enhance the survivability of crashes through expedient access to emergency medical care. Create a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.
Call to Action

The USDOT is committed to reducing serious and fatal injuries on the Nation’s roadways, but no one will reach this goal acting alone.

It will require collaboration across all levels of government, sectors, and the American people to shift our culture towards one that treats roadway deaths as unacceptable and preventable.
45 percent (18,370) of the 41,144 passenger vehicle drivers in fatal crashes had at least one risky behavior

Source: FARS 2020 ARF
Preventing Impaired Driving: Strategies

Deterrence
• Enact, publicize, enforce, and adjudicate laws prohibiting impaired driving so that people choose not to drive impaired

Prevention
• Reduce drinking and drug use and keep impaired drivers from driving

Communications & Outreach
• Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable

Alcohol and Drug Treatment & Supervision
• Reduce alcohol dependency or addiction among drivers
Preventing Impaired Driving: Technology

**Ignition Interlocks**
- Highly effective at preventing recidivism while installed
- Incorporating screening, assessment & treatment into interlock programs shows promise in sustained behavior once interlocks are removed

**Continuous Alcohol Monitor**

**Driver Alcohol Detection System for Safety (DADSS)**
- Passive, in-vehicle technology to automatically detect when a driver is intoxicated at or above 0.08%

**Driver Monitoring Systems**
- In-vehicles system to track driver attentiveness or other performance characteristics
Ongoing NHTSA research:  
https://rip.trb.org/

Published NHTSA research:  
https://rosap.ntl.bts.gov/
Learn more about the National Roadway Safety Strategy

www.transportation.gov/NRSS