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Strategy and Tactics for Safety and Justice

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Motor Vehicle Safety Problem

Since 1900, more than 3.6 million Americans have died of injuries, nearly 1 billion Americans have suffered injuries. That is comparable to 3 times the number of Americans who died of wounds and 500 times the number wounded in all wars since 1776.

Currently, on an average day nearly 100 Americans die of motor vehicle related injuries and about 400 suffer serious injuries. DOT values such daily losses at nearly \$2 Billion. Americans bear the suffering, grief, and tears.

See <http://www.careforcrashvictims.com/clock.php>

and https://en.wikipedia.org/wiki/United_States_military_casualties_of_war

First, Set A Vision Zero Goal

After more than a century of motor vehicle related deaths and serious injuries without a Vision Zero Goal we continue to suffer and die in the U.S.A. with no end in sight.

Sweden, NY City, and Volvo have Vision Zero Goals, the U.S.A. does not - yet.

A technologically feasible national goal is:

Zero Deaths and Serious Injuries In or By a New Vehicle in a Decade.
(Volvo set such a goal for the year 2020.)

Will President Obama adopt such a goal the way President Kennedy did more than 50 years ago? Put mankind on the moon and bring them back alive in a decade.

With the many technologies available today we can put mankind on the roads and bring them back alive in a decade. See

http://www.traffictoday.com/vision_zero.php

Second, Measure Progress

NHTSA collects, but currently does not publish, data on fatalities by make, model, and model year. Publish it! Every year. Including rates per registered vehicles. See

<http://www.careforcrashvictims.com/assets/MonthlyReportforNovember2015.pdf>

And see <http://www.careforcrashvictims.com/assets/MonthlyReportforSeptember2015.pdf>

Third, Set Performance Standards

NHTSA plans to give automakers NCAP points for technologies expected to reduce losses, but currently allows the automakers to voluntarily set their own goals. NHTSA should set mandatory minimum performance standards.

Standards should be set to cumulatively be capable of meeting the Vision Zero Goal in a decade.

Fourth, Produce Annual Governmental and Corporate Report Cards

The public needs annual accountability progress reports on achieving Vision Zero Goal in a Decade.

How To Get The Political Will

People can build on the victories, however imperfect, that were achieved in this captive Congress this past month. Citizen advocates and crash survivors worked hard to make such progress over the past years. We must continue to build on this good work and persist. See

<http://www.autosafety.org/>

<http://saferoads.org/news/>

<http://trucksafety.org/>

<https://www.boxer.senate.gov/press/release/boxer-meets-with-cally-houck-to-mark-passage-of-raechel-and-jacqueline-houck-safe-rental-car-act/>

<http://annaleahmary.com/>

<https://www.facebook.com/gmrecall.survivors/>

<https://www.citizen.org/Page.aspx?pid=183>

<http://consumerfed.org/>

This is a critical election year. People need to elect public servants and defeat corporate servants to build a Safer America. For motor vehicle deaths

over the past decade by Congressional district see

<https://www.arcgis.com/home/webmap/viewer.html?webmap=e21e612d64654d75943f85a1a6035472>

And for the Senate see

<http://www.arcgis.com/home/webmap/viewer.html?webmap=71c3bb8008ae4682ab0a36f090a2b443&extent=-161.4739,21.4327,-63.388,54.2524>

And for Iowa see what can be done on mapping fatalities and incapacitating injuries at <http://www.arcgis.com/home/webmap/viewer.html?layers=48350bf5c3ef4164a1aae0085f01fc&useExisting=1>

Ralph Nader has given us hope for a Safer America for 50 years and continues to do so. I wrote about his latest views on how we can make progress at <http://www.careforcrashvictims.com/blog-hopNader.php>

The NY Times published an excellent article about Nader's work at

http://www.nytimes.com/2015/11/27/automobiles/50-years-ago-unsafe-at-any-speed-shook-the-auto-world.html?_r=0

But there is still a long way to go. The NY Times published an OP-ED "Weak Oversight, Deadly Cars" by Clarence Ditlow and Ralph Nader that noted "*What's more, the agency is heavily populated by former industry employees.*" at <http://www.nytimes.com/2014/10/29/opinion/weak-oversight-deadly-cars.html>

That is still the case with two important vehicle safety positions occupied by former GM employees – one of which worked on the GM ignition switch while at GM. See p. 4 at <http://www.careforcrashvictims.com/assets/CFCV-MonthlyReport-March2014.pdf>

If we can't depend on the White House, NHTSA, and Congress to provide the safety we need, perhaps we can learn from the Tobacco litigation. See https://en.wikipedia.org/wiki/Tobacco_Master_Settlement_Agreement

With State budgets and their citizens in need of both safety and tax relief, perhaps Attorneys General will become more responsive to the needs.

The Tobacco Settlement had at least two weaknesses. First, tobacco still is a problem in the U.S. Second, it exempted the companies from private tort liability. If we wish to achieve Vision Zero we will have to preserve the rights to sue for relief from harm.

In addition, we need to work with insurers and auto industry suppliers to get safety technologies off the shelves and into vehicles to end crash violence that kills and maims us.

End violence in or by new vehicles in a decade! Please.