

ROAD SAFE AMERICA

Winter 2010 Newsletter

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Many Miles to Go

Dear Friends:

In this issue we acknowledge the hundreds of individuals who have recently donated to our cause. Thank you for your kindness and your commitment to highway safety. Your generosity saves lives.

As we renew our commitment to reduce the number of crashes between heavy commercial vehicles and passenger cars, we recognize the dichotomy between our progress as an organization and the continuing need to improve safety on our highways.

We are proud of the strides we made in 2009. During the last year, Road Safe America ...

- *Hired* an energetic Executive Director to sustain our momentum and strengthen our organization.
- *Recruited* supporters from around the country to join our Ambassador Corps and spread our message of safety.
- *Publicized* our message of highway safety in numerous newspapers and magazines which have broad circulation around the country.
- *Positioned* ourselves as a reasonable voice and a respected advocate for truck safety with the U. S. Department of Transportation and the trucking industry.
- *Met* with dozens of officials and policy makers on both national and local levels to make our case for improved safety regulations.

• *Received* support from more than 7,000 people who signed our online petition in support of highway safety improvements.

• *Launched* a new interactive website.

Yet, in spite of these accomplishments, approximately 400 Americans will die on our highways when heavy commercial vehicles crash during this month alone. Our challenge to make the highways safer has "many miles to go." Even with a reduction in overall driving due to the recession, the death rate remains unacceptably high.

With technologically advanced safety equipment becoming more available and affordable, the rest of the industrialized world is surpassing America by mandating the use of these technologies to ensure safety on their roadways. The effectiveness of our democratic system of government is compromised when we allow powerful policy makers to stall safety progress due to influence of special interest groups. This reality is what has challenged and often delayed our important efforts.

Road Safe America's ultimate goal is to reduce crashes between heavy commercial vehicles and passenger cars. To this end, we are advocating for new rules that would both revise and mandate the use of available technology and equipment. In an effort to decrease car caused crashes, we are educating automobile drivers about special considerations to keep in mind

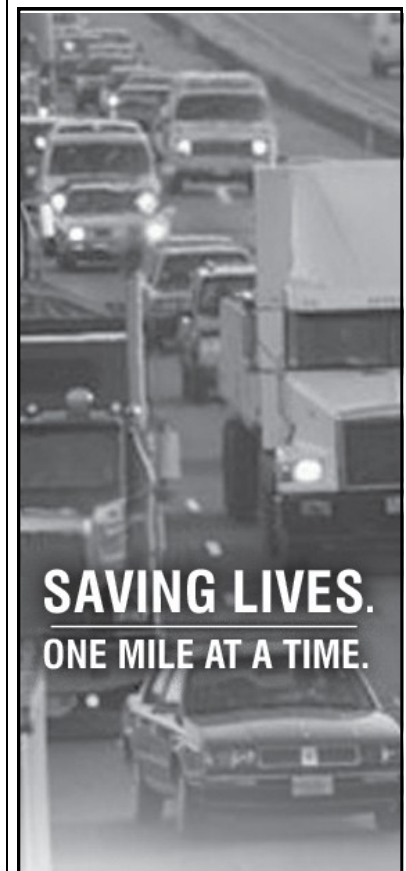
when traveling alongside trucks. We are also promoting changes in work rules and expectations which would result in professional truck drivers being better rested, better trained and better compensated. All these efforts will make our roads safer.

We are confident that our objectives will be accomplished. Again, thank you so very much for your continuing support of Road Safe America!

Warm Regards,



Susan and Steve Owings



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Road Safe America

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Q & A with Bob Dallas

*Director of the Governor's Office
of Highway Safety in Georgia*

What would you say is the biggest issue today on our highways as it concerns heavy commercial vehicle safety? And what's being done about it?

"An area where we see a great need for improvement is drivers greatly exceeding the speed limits of our roadways. Approximately one quarter of Georgia's crash deaths involve excessive speeds. That is why Georgia implemented its Super Speeder law effective January 1, 2010. Drivers convicted of speeding 75 mph or faster on two lane roads, or 85 mph or faster on multiple lane roads will be assessed an additional \$200 by the Department of Driver Services; and if they fail to pay face driver's license suspension. The goal is to cause our average speeds to fall and thereby reduce the number and severity of crashes.

I particularly appreciate when commercial vehicle drivers drive the speed limit.

While no class of drivers owns the market of good drivers, professional drivers do set the pace when it comes to good driver behavior. That is why it is so important for commercial vehicle drivers to drive the speed limit; especially where the physical characteristics of commercial vehicles dictate longer stopping distances and limited maneuverability. Passenger vehicles will follow suit."

What can drivers of passenger cars do to make our highways safer?

"Be respectful of the physical constraints borne by commercial vehicles: longer stopping distances, limited maneuverability, and limited sight lines, amongst others. There are no winners when a commercial and passenger vehicle crash; and the passenger vehicle occupants too often pay the price with their lives or life-long injuries; irrespective of fault. My simple advice is to steer clear and don't speed."

Do you think the Federal Government is doing enough to make our highways safe around the big trucks? What sort of new rules or laws might we expect in the next few years?

"The short answer is we should take advantage of technology to make commercial vehicles safer on our roadways. We have come to expect this with passenger vehicles and the same should apply to commercial vehicles. Many technologies which were cost prohibitive a few years ago are both affordable and work better today. Look inside the cab or under the hood of a commercial vehicle and you'll see most of the technology is already in place. For example, since the mid-1990s commercial vehicles have speed governors which can and should be activated. From a public safety, fleet management, homeland security and cost perspective, all available technology should be considered. We naturally expect this of the airline industry and should expect no less from an equally—if not more—important trucking industry."

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