

# WORLD DAY OF REMEMBRANCE

FOR ROAD TRAFFIC VICTIMS IN THE U.S.

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## **Crash Survivors, Grieving Families Call Out Failing Transportation Systems**

### **November 19 is World Day of Remembrance for Road Traffic Victims: 70+ Actions Planned in U.S.**

#### **New Studies Point to Safety Solutions**

*A record number of actions are planned across the U.S. for [World Day of Remembrance for Road Traffic Victims – Sunday, November 19, 2023](#) – urging substantive and specific changes at the local, state and federal levels in light of historic highs in traffic deaths and timely opportunities with billions in new federal funding for roadway safety.*

Note: Both print quality and digital images of previous events are available upon request. See a [recap](#) of last year's events.

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(New York, NY and San Francisco, CA) — A record number of communities will join others around the globe this weekend in calling for action to save lives as part of annual [World Day of Remembrance for Road Traffic Victims](#) – this Sunday, November 19, 2023. Event organizers

include crash survivors, grieving families, public agency representatives and advocates, who will participate in memorials, candlelight vigils, rallies, mass bike rides and more.

**Examples include:**

**In Decatur, Georgia,** neighbors are mobilizing in the shadow of a recent crash that killed a 16-year-old boy walking on a street that residents have long urged for lower speeds and design improvements to no avail. See their [petition](#) to leaders at the Georgia Department of Transportation demanding they implement known safety solutions to known dangers on multiple state roads in the community, located just outside Atlanta.

**In Provo, Utah,** residents are organizing a [candlelight vigil and walk](#) starting near the site of a crash that killed a 15-year-old boy. Their calls for action include changes to roadway design to ensure [Complete Streets](#) for all users and action to curb the increasing dangers people walking face due to vehicles being super-sized.

**In Philadelphia, Pennsylvania,** a World Day of Remembrance [bike ride](#) will memorialize Kevin Saint Clair and others killed while riding in the city. Organizers are calling attention to the fact that unsafe streets disproportionately harm people who are walking and biking, people of color and people in low-income communities. Advocates are demanding a renewed focus on Vision Zero by the new Mayoral Administration, including faster delivery of safer road design and expanding speed safety cameras.

**In Albany, NY,** community members will hold a [demonstration](#) calling for lower citywide speed limits, usage of safety cameras to deter dangerous speeds and road safety improvements connecting with the city's parks.

These and other diverse communities (see [map](#)) have something in common: They recognize that the historic roadway safety crisis is not unique to them, but rather stem from choices around policies and street designs that have, for too long, prioritized speed over safety. On World Day of Remembrance, they are joining together to demand change and point to proven solutions.

“For too long, we’ve been led to believe these tragedies are isolated ‘accidents’ that could happen anywhere to anyone, but these are largely predictable and preventable incidents that can and must be addressed,” said Leah Shahum, Director of [Vision Zero Network](#), a national organization supporting Vision Zero and World Day of Remembrance.

“We’ve built a fundamentally unsafe system, but we can change that,” said Shahum. “The clear patterns of severe crashes across the U.S. point to the urgent need to re-orient our transportation system, including re-designing roads built for unsafe speeds rather than safe travel, making sufficient space for the most vulnerable road users and addressing the deadly super-sizing of vehicles.”

**Calls for Action:**

As part of World Day of Remembrance, grieving families, crash survivors and others across the nation will call on local, state and federal leaders to implement proven safety solutions, including:

- Requiring Intelligent Speed Assistance technology in new vehicles *and* in vehicles of repeat drunk driving offenders. Just this week, the [National Transportation Safety Board made news](#) by recommending these and other actions.
- Redesigning dangerous streets and adding traffic calming measures to discourage high speeds, including narrowing travel lanes, as recommended in a [new report from the Johns Hopkins School of Public Health](#).
- Addressing the dangers of super-sized vehicles, which are 45% more likely to cause fatalities in crashes with pedestrians than smaller cars, according to [new research by the Insurance Institute for Highway Safety \(IIHS\)](#). Professional basketball player Kelly Oubre Jr., of the Philadelphia 76ers, was recently hit by a motorist and seriously injured while walking. As a Philadelphia Inquirer [editorial](#) asked: “If a 6-foot-7 basketball player is hard for a driver to see from behind the wheel of a vehicle, how does anyone else stand a chance?”

In Los Angeles, Colin Campbell, whose two teenage kids were hit and killed in 2019 by a repeat drunk driver, is organizing a [WDoR event](#), where he and others are calling on Mayor Karen Bass to lower speeds and redesign roadways and on President Joe Biden and Transportation Secretary Pete Buttigieg to follow the lead of other nations by requiring alcohol detection systems in vehicles.

“It’s natural to feel hopeless and helpless in the face of this staggering loss,” Campbell says. “But now I recognize that the crash that killed my kids was not just a fluke ‘accident’ but was something largely predictable and preventable.”

### **Can it be different?**

Other nations are making significant strides in improving roadway safety using many strategies not yet adopted in the U.S., which [ranks the worst](#) amongst 29 high-income countries analyzed for road safety by the Centers for Disease Control (CDC). 2021 saw a 16-year-high in U.S. traffic deaths and the largest annual percentage increase in the nation’s increase in the nation’s reporting history. Between 2012 and 2021, the number of people killed while walking in the U.S. increased a staggering 58% and people killed while biking increased 31%.

New federal policies and increased funding are being issued to stem the record-number of U.S. roadway deaths. More than \$80 million was announced last month in funding for 235 communities ([see map & list](#)) as part of the new federal [Safe Streets and Roads for All grant program](#). This is in addition to the 500+ communities ([see map & list](#)) which received grants totalling \$800 million in the first cycle of the new program. These support the establishment of the first [national goal of zero traffic deaths](#) and the release of the [National Roadway Safety Strategy](#) in early 2022.

***Learn more about the U.S. World Day of Remembrance for Road Traffic Victims activities and calls for change at [wdor-usa.org](#). U.S. World Day of Remembrance is organized by [Vision Zero Network](#), [Families for Safe Streets](#), [It Could be Me](#) and [Road to Zero Coalition](#), in partnership with local communities.***

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