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Research Priorities

UTC Safety Summit
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The Insurance Institute for Highway Safety,

founded in 1959, is an independent, nonprofit, scientific, and educational organization dedicated to reducing the losses — deaths, injuries, and property damage — from crashes on the nation's highways.

The Highway Loss Data Institute,

founded in 1972, shares and supports this mission through scientific studies of insurance data representing the human and economic losses resulting from the ownership and operation of different types of vehicles and by publishing insurance loss results by vehicle make and model.

Both organizations are wholly supported by auto insurers.

Where are we?

Location of IIHS/HLDI and Vehicle Research Center



IIHS crashworthiness tests



Front moderate overlap, beginning 1995



Side impact, beginning 2003



Rear crash (whiplash mitigation), beginning 2004



Roof strength, beginning 2009



Front small overlap, beginning 2012

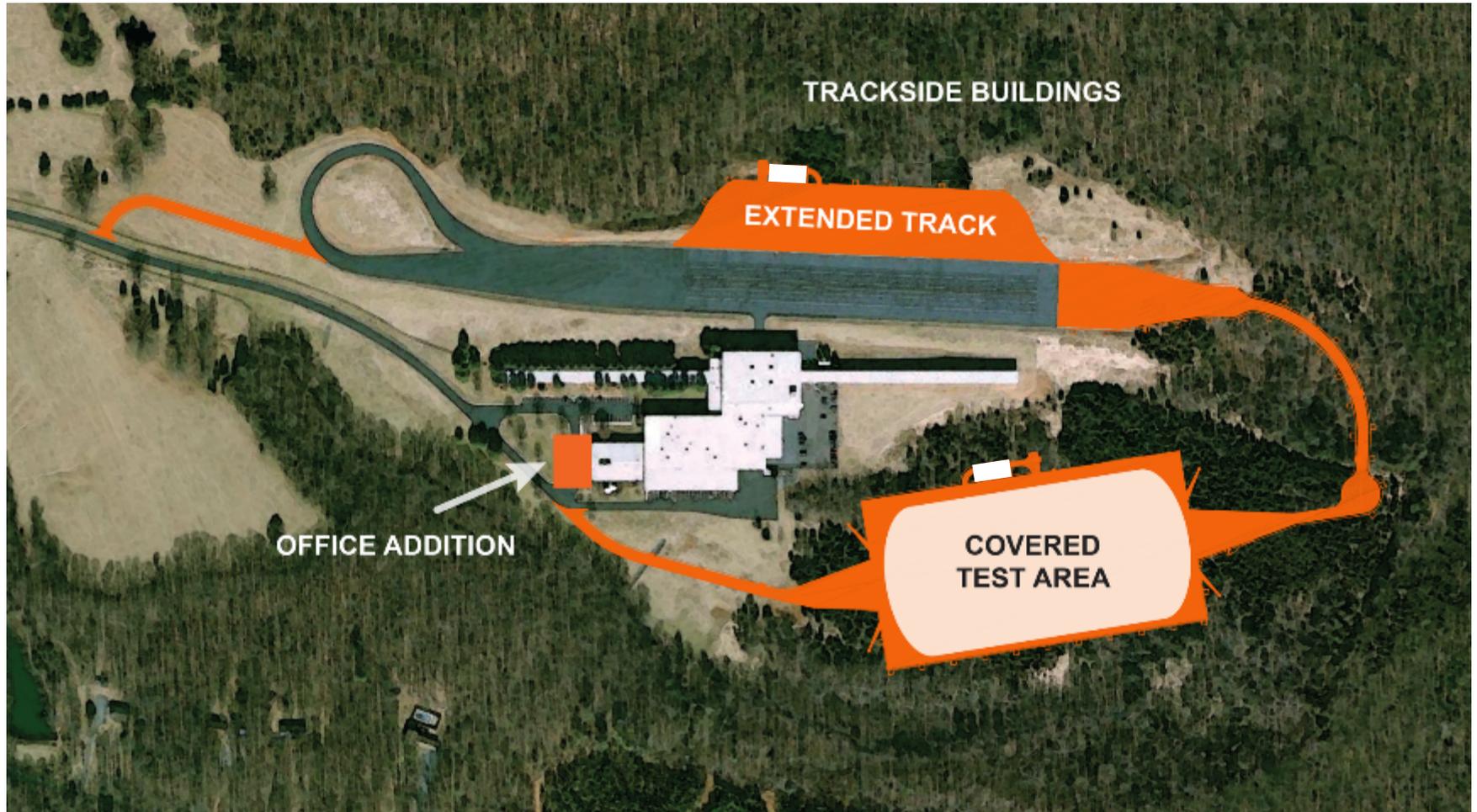
Collision avoidance technologies



- Forward collision prevention systems are working
- Adaptive headlights are working
- The benefits of some systems are less clear
 - Lane departure warning
 - Blind spot detection
 - Rearview cameras
 - Parking proximity sensors

Vehicle Research Center expansion

Estimated \$30 million cost



STATUS REPORT

INSURANCE INSTITUTE
FOR HIGHWAY SAFETY

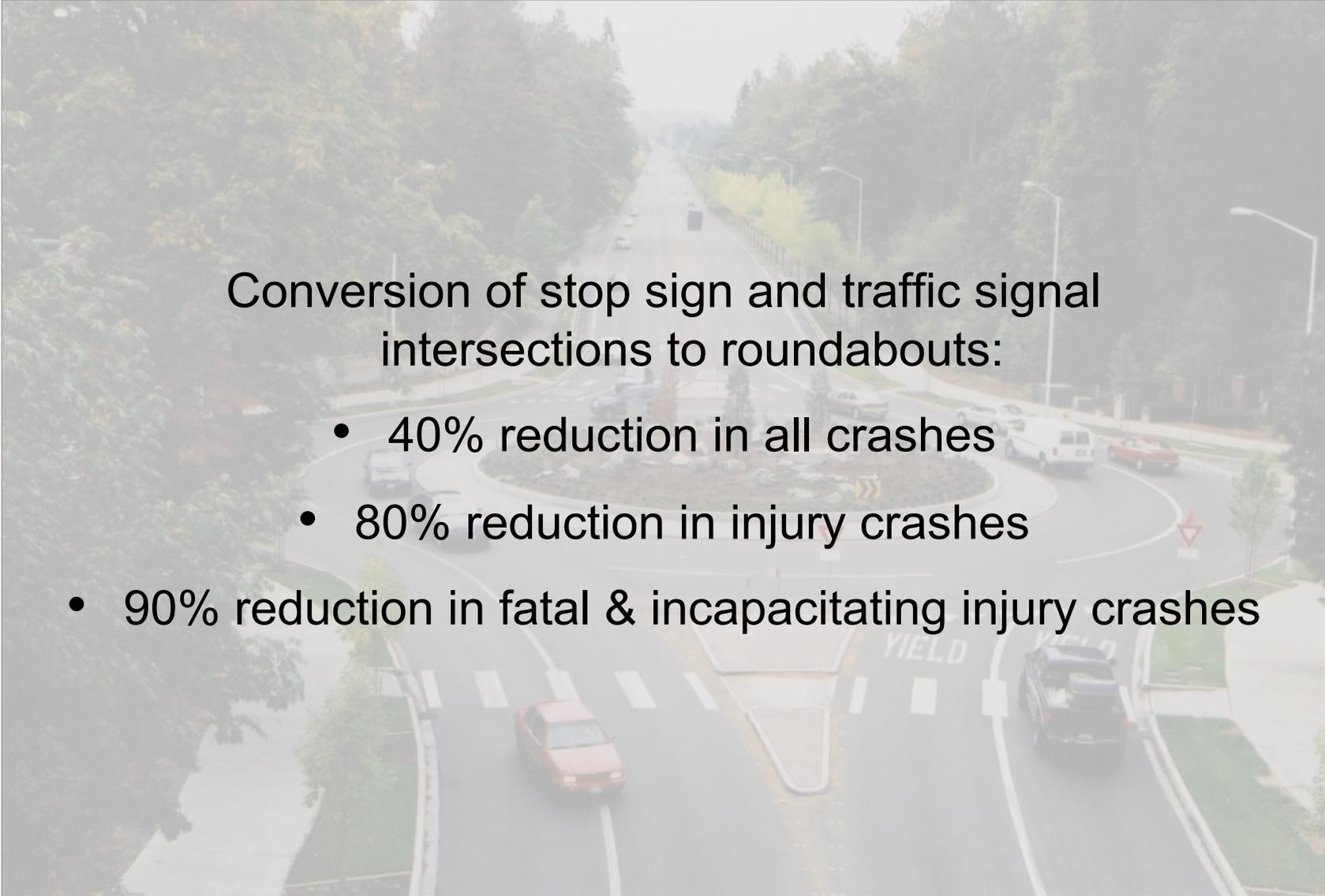
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LOW-HANGING FRUIT

Oftentimes saving a life on the road is as basic as getting people to slow down, buckle up, or don a helmet. Tried and true countermeasures like these usually don't grab headlines, but if they were more widely propagated across the nation they would yield an immediate reduction in motor vehicle crash deaths.

The number of people who die in crashes in the United States is at a record low. Still, there were an estimated 32,788 motor vehicle crash deaths last year, according to a preliminary projection by the National Highway Traffic Safety Administration (NHTSA).

Vehicles are safer than ever, and emerging technologies



Conversion of stop sign and traffic signal intersections to roundabouts:

- 40% reduction in all crashes
- 80% reduction in injury crashes
- 90% reduction in fatal & incapacitating injury crashes

Percent difference in actual fatal crash rates during 2004-08 in 14 large cities with red light cameras vs. expected rates without cameras





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Dedicated to reducing deaths, injuries,
and property damage on the highway