

RECOMMENDATIONS

- Road safety policies should undergo performance and efficiency evaluations. Such evaluations cannot be undertaken without Crash Modification Functions (CMFs). Evaluation processes should be documented to ensure they are transparent.
- Research conducted to develop CMFs should follow the guidance provided in this report and, in particular, provide specific information that describes the countermeasure under consideration, the safety issue being addressed and the roadway environment in which it was tested.
- It is recommended that an international group be composed under an existing organization (e.g. Transportation Research Board, World Road Association, etc.) to foster dialog among researchers and practitioners on CMF research and reporting standards with the aim of increasing transferability of results. Coordination of research across countries on top priority countermeasures should be considered.
- International cooperation should aim to capture documentation and reporting of CMF research in a widely available transnational database.
- A concerted effort should be made to publicize the benefits of decision-making based on CMFs. This should take the form of: presentations and workshops at transport, injury prevention and health conferences; press releases; letters to political leaders and senior bureaucrats.