

2015 ROADMAP OF STATE HIGHWAY SAFETY LAWS

LETHAL LOOPHOLES



INCOMPLETE HIGHWAY SAFETY LAWS

SEAT BELTS
HELMETS
BOOSTER SEATS
OPEN CONTAINER
PASSENGER RESTRICTION
TEXT MESSAGING
CHILD ENDANGERMENT
UNRESTRICTED LICENSE
NIGHTTIME RESTRICTION
SUPERVISED DRIVING
HANDING PERIOD
IGNITION INTERLOCK



ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

12TH ANNUAL ROADMAP OF STATE HIGHWAY SAFETY LAWS

LETHAL LOOPHOLES IN HIGHWAY SAFETY LAWS RESULT IN PREVENTABLE DEATHS, INJURIES AND HIGH CRASH COSTS

As Advocates for Highway and Auto Safety (Advocates) releases the twelfth annual *Roadmap of State Highway Safety Laws*, the latest fatality and injury figures from the federal government indicate 32,719 people were killed and 2.3 million people were injured in motor vehicle crashes in 2013, a slight decrease from 2012. While it is encouraging that these figures are marginally lower than the prior year, there are still far too many people being needlessly killed and injured on our roads.



This year's *Roadmap Report* puts the spotlight on "Lethal Loopholes" in state highway safety laws - resulting in unprotected drivers and passengers and leading to preventable deaths, injuries and costs. By closing these lethal loopholes we can save more lives. For example, although seat belts save more than 10,000 people every year, some states require their use only for front seat passengers, leaving passengers in the back seat, frequently children and teens, unprotected. Additionally, in some states a driver must commit a separate offense before an officer can issue a citation for unbelted passengers. If loopholes like these were closed, and if all passenger vehicle occupants age five and over had worn seat belts, in 2012 alone more than 3,000 lives could have been saved.

Motor vehicle crashes are the number one killer of American teens. Teen drivers are far more likely to be involved in fatal crashes because they lack driving experience and tend to take greater risks, but there is a proven solution. States with comprehensive graduated driver licensing (GDL) programs have had overall crash reductions among teen drivers of about 10 to 30 percent. Still, no state has enacted all of the optimal GDL provisions recommended by Advocates.

Drinking and driving continues to be a national scourge on our highways. An average of one alcohol-impaired driving fatality occurred every 52 minutes in 2013. Yet, the majority of states and the District of Columbia do not require all convicted drunk driving offenders to install an ignition interlock device (IID) even though they are associated with an approximately 70 percent reduction in arrest rates for impaired driving.

There were 11 times as many unhelmeted motorcyclist fatalities in states without all-rider helmet laws as in states with all-rider helmet laws in 2013. In spite of this, more states are considering rescinding than enacting this lifesaving law, and many states have serious gaps. In Delaware for example, motorcyclists over the age of 18 only have to carry a helmet with them, not wear it. Without strong laws, helmet use is low and deaths are high.

Lastly, new this year is a section on speeding, a critical safety problem represented in 30 percent of crashes. While Advocates is not rating the states on this issue, we urge states and localities to utilize proven tools, such as automated enforcement, to combat this deadly problem.

In 2015 Advocates urges state leaders to close lethal loopholes in their highway safety laws. The emotional, economic and societal cost of inaction to improve safety is too high especially considering we know what steps can be taken. Complacency and lack of action have resulted in a dangerous and deadly patchwork of laws across the nation. Lethal loopholes in traffic safety laws are literally killing us - we can and must do better.

A handwritten signature in black ink that reads "Jacqueline S. Gillan". The signature is written in a cursive, flowing style.

Jacqueline S. Gillan, President

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GLOSSARY OF ACRONYMS

- AAA** - American Automobile Association
- Advocates** - Advocates for Highway and Auto Safety
- BAC** - Blood Alcohol Concentration
- CDC** - Centers for Disease Control and Prevention
- DC** - District of Columbia
- DUI** - Driving Under the Influence
- DWI** - Driving While Intoxicated
- FARS** - Fatality Analysis Reporting System
- GAO** - Government Accountability Office
- GDL** - Graduated Driver Licensing
- IID** - Ignition Interlock Device
- IHS** - Insurance Institute for Highway Safety
- MADD** - Mothers Against Drunk Driving
- NHTSA** - National Highway Traffic Safety Administration
- NTSB** - National Transportation Safety Board
- SADD** - Students Against Destructive Decisions
- U.S. DOT** - United States Department of Transportation

URGENT ACTION NEEDED TO IMPROVE HIGHWAY SAFETY

The Problem

People across the nation heavily depend on the safety of our transportation system. As pedestrians, bicyclists, passengers and drivers, Americans are afforded a significant degree of mobility. Yet this comes with an enormous social cost – over 5.6 million crashes in 2013 resulting in more than 32,700 fatalities and 2.3 million injuries. Further, motor vehicle crashes impose a comprehensive cost to society of \$871 billion, based on 2010 data. Every day approximately 89 people are killed on America’s streets and highways, and over 6,300 are injured. While federal action and safety requirements can address part of the problem, state laws have a direct effect on promoting safer behavior by drivers and occupants. Unfortunately, too many state legislatures are not taking proactive steps to reduce these numbers by enacting effective and proven highway safety laws.

Key Facts About This Leading Public Health Epidemic:

- 32,719 people were killed in motor vehicle crashes in 2013—a decrease of 3% from 2012. Automobile crashes remain a leading cause of death for Americans between the ages of five and 34.
- An estimated 2.3 million people were injured in motor vehicle crashes in 2013.
- In 2013, almost half (49%) of passenger vehicle occupants killed were unrestrained.
- Crashes involving young drivers (aged 15 - 20) resulted in 4,333 total fatalities in 2013.
- A total of 4,668 motorcyclists died in 2013. Though this is a decrease from 2012, this death toll accounts for 14% of all fatalities.
- 1,149 children aged 14 and younger were killed in motor vehicle crashes in 2013.
- 300 children aged four through seven were killed in motor vehicle crashes in 2013.
- More than 3.5 million people have been killed in motor vehicle crashes in the U.S. since 1899.
- The more than 5.6 million police-reported motor vehicle crashes in 2013 had a societal impact in excess of \$870 billion. Thirty-two percent of this figure (\$277 billion) is economic costs including property and productivity losses, medical and emergency bills and other related costs. Dividing this cost among the total population amounts to a “crash tax” of \$897 for every person, every year.
- **An additional 327 new laws need to be adopted in all states and DC to fully meet Advocates’ recommendations for basic safety laws.**

SAFETY LAWS REDUCE CRASH COSTS

Motor vehicle crashes impose a significant financial burden on society. According to the National Highway Traffic Safety Administration (NHTSA), the annual economic cost of motor vehicle crashes is \$277 billion, based on 2010 data. This essentially means each person living in the U.S. pays an \$897 annual “crash tax.”

Motor vehicle crashes amount to \$871 billion in cost to society:

- Economic costs of \$277 billion:
 - \$93.1 billion in lost workplace and household productivity;
 - \$34.9 billion in present and future medical costs;
 - \$76.1 billion in property damage costs; and,
 - \$72.9 billion in other costs.
- Comprehensive costs to society of almost \$600 billion, which includes valuation for lost quality-of-life.

**Annual Economic Cost of Motor
Vehicle Crashes to States**

STATE	(Millions \$)	STATE	(Millions \$)
AL	\$5,076	MT	\$1,018
AK	\$682	NE	\$1,483
AZ	\$4,753	NV	\$2,277
AR	\$2,692	NH	\$1,585
CA	\$22,653	NJ	\$14,848
CO	\$4,804	NM	\$2,010
CT	\$5,635	NY	\$17,447
DE	\$782	NC	\$9,049
DC	\$999	ND	\$807
FL	\$12,079	OH	\$11,702
GA	\$12,485	OK	\$3,287
HI	\$640	OR	\$2,009
ID	\$1,001	PA	\$6,542
IL	\$12,636	RI	\$1,858
IN	\$7,362	SC	\$4,594
IA	\$2,489	SD	\$816
KS	\$2,783	TN	\$6,461
KY	\$4,988	TX	\$19,424
LA	\$6,536	UT	\$1,979
ME	\$1,495	VT	\$613
MD	\$5,097	VA	\$5,707
MA	\$6,784	WA	\$5,174
MI	\$11,115	WV	\$1,680
MN	\$3,502	WI	\$5,239
MS	\$3,077	WY	\$885
MO	\$6,381	Total	\$277,020

Source: The Economic and Societal Impact of Motor Vehicle Crashes, 2010, NHTSA (2014).

LEGISLATIVE ACTIVITY IN 2014

In 2014, **there were only eight laws passed in seven states** that meet the criteria for the 15 basic safety laws included in this report. While there was other legislative activity throughout the states, for purposes of this report we only consider those laws that meet the optimal law criteria, as defined on pages 9 and 10. **Any other laws, including those that are secondary enforcement or do not otherwise meet the optimal law criteria, are not included in the legislative activity summary below.**

Highway Safety Laws Enacted 2014, in All State Legislatures

Primary Enforcement of Seat Belts: None

All-Rider Motorcycle Helmet Laws: None adopted, but none repealed

Booster Seats (children aged 4 through 7): None

Graduated Driver Licensing (GDL): supervised driving requirement—Minnesota; cell phone restriction—New Hampshire

Impaired Driving: ignition interlock devices for all offenders—Alabama, Delaware, Mississippi, New Hampshire

All-Driver Text Messaging Restriction: New Mexico, South Carolina

States are failing to close important safety gaps because they have not adopted the lifesaving safety laws listed below. While a number of highway safety laws have been enacted during the last few years, many considered to be fundamental to highway safety are still missing in many states.

Based on Advocates' safety recommendations, states need to adopt 327 new laws:

- 17 states need an optimal primary enforcement seat belt law for front seat passengers;
- 33 states need an optimal primary enforcement seat belt law for rear seat passengers;
- 31 states need an optimal all-rider motorcycle helmet law;
- 19 states need an optimal booster seat law;
- 174 GDL laws need to be adopted to ensure the safety of novice drivers, no state meets all the criteria recommended in this report;
- 42 critical impaired driving laws are needed in 39 states and DC; and,
- 11 states need an optimal all-driver text messaging restriction.

KEY THINGS TO KNOW ABOUT THIS REPORT

The Report is Divided into Five Issue Sections:

- Occupant Protection: Primary Enforcement Seat Belts Front Seat Occupants; Rear Seat Occupants; and, All-Rider Motorcycle Helmets
- Child Passenger Safety: Booster Seats
- Teen Driving (GDL): Minimum Age 16 for Learner’s Permit; 6-Month Holding Period; 30-50 Hours Supervised Driving; Nighttime Driving Restriction; Passenger Restriction; Cell Phone Use Restriction; and Age 18 for Unrestricted License
- Impaired Driving: Ignition Interlock Devices (IIDs) for All Offenders; Child Endangerment; and Open Container
- Distracted Driving: All-Driver Text Messaging Restriction

The 15 state laws that are listed in the five sections are essential to save lives, prevent injuries, and reduce health care and other costs. These 15 laws do not comprise the entire list of effective public policy interventions states should take to reduce motor vehicle deaths and injuries. Background information about each law is provided in the respective sections throughout the report. The statistical data on crashes, fatalities and injuries are based on 2013 Fatal Analysis Reporting System (FARS) data, except as otherwise indicated.

States are rated only on whether they have adopted a specific law, not on other aspects or measures of an effective highway safety program. **A definition of each law as used by Advocates for purposes of this report can be found on pages 9-10.**

No state can receive the highest rating (Green) without having primary enforcement seat belt laws for both the front and rear seats.

Additionally, no state that has repealed its all-rider motorcycle helmet law within the previous ten years can receive a green rating in this report.

Each issue section has a state law chart, in alphabetical order, with each state’s rating. The section ratings result in an overall rating, and **overall state ratings on pages 34-36** fall into three groupings:

Green

Good—State is significantly advanced toward adopting all of Advocates’ recommended optimal laws.

Yellow

Caution—State needs improvement because of gaps in Advocates’ recommended optimal laws.

Red

Danger—State falls dangerously behind in adoption of Advocates’ recommended optimal laws.

DEFINITIONS OF 15 LIFESAVING LAWS

Based on government and private research, crash data and state experience, Advocates has determined the traffic safety laws listed below are critical to reducing motor vehicle deaths and injuries. For the purposes of this report, states are only given credit if the state law meets the optimal safety provisions as defined below. **No credit is given for laws that fail to fully meet the criteria in this report** (although the existence of a partial law is indicated by an open circle in the booster seat and GDL rating charts, this is for informational purposes only). **Also, no credit is given for laws that are subject to secondary enforcement or for GDL laws that permit an exemption based on driver education programs.**

Occupant Protection

Primary Enforcement Front Seat Belt Law - Allows law enforcement officers to stop and ticket the driver for a violation of the seat belt law for front seat occupants. No other violation need occur first to take action. Ratings based on front seat occupants only. A state that does not have this law, in addition to a primary enforcement rear seat belt law, may receive a “green” overall rating.

Primary Enforcement Rear Seat Belt Law - Requires that all occupants in the rear seat of a vehicle wear seat belts and allows law enforcement officers to stop and ticket the driver for a violation of the seat belt law. No other violation need occur first to take action. A state that does not have this law, in addition to a primary enforcement front seat belt law, may receive a “green” overall rating.

All-Rider Motorcycle Helmet Law - Requires all motorcycle riders, regardless of age, to use a helmet that meets U.S. DOT standards or face a fine. A state that has repealed an existing all-rider motorcycle helmet law in the previous ten years cannot achieve a “green” overall rating.

Child Passenger Safety

Booster Seat Law - Requires, at a minimum, that children aged four through seven be placed in a child restraint system (booster seat) that is certified by the manufacturer to meet U.S. DOT safety standards. Although Advocates does not rate states on whether the law also has a height requirement, states are also urged to mandate that all children less than 57 inches tall be secured by a booster seat, as recommended by the Centers for Disease Control and Prevention (CDC) and others.

Teen Driving

GDL programs allow novice teen drivers to learn to drive under lower risk conditions, and consist of a learner's stage, then an intermediate stage, before being granted an unrestricted license. The learner's stage requires teen drivers to complete a minimum number of months of adult-supervised driving in order to move to the next phase and drive unsupervised. The intermediate stage restricts teens from driving in high-risk situations for a specified period of time before receiving an unrestricted license. Advocates rates state GDL laws on seven key safety components identified in research and data analysis:

Learner's Stage: Minimum Age 16 for Learner's Permit - A beginning teen driver is prohibited from obtaining a learner's permit until the age of 16. States have not been given credit if the law allows for a beginning driver to obtain a learner's permit before the age of 16.

Learner's Stage: Six-Month Holding Period Provision - A beginning teen driver must be supervised by an adult licensed driver at all times during the learner's stage. If the learner remains citation-free for six months, he or she may progress to the intermediate stage. States have not been given credit if the length of the holding period is less than six months, or if there is a reduction in the length of the holding period for drivers who take a driver education course.

DEFINITIONS OF 15 LIFESAVING LAWS (CONT.)

Teen Driving (cont.)

Learner's Stage: 30-50 Hours of Supervised Driving Provision - A beginning teen driver must receive at least 30-50 hours of behind-the-wheel training with an adult licensed driver during the learner's stage. States have not been given credit if the number of required supervised driving hours is less than 30, or if there is a reduction in the required number of hours of supervised driving (to less than 30 hours) for drivers who take a driver education course.

Intermediate Stage: Nighttime Driving Restriction Provision - Unsupervised driving should be prohibited from at least 10 p.m. to 5 a.m. States have not been given credit if the nighttime driving restriction does not span the entire 10 p.m. to 5 a.m. minimum time range for all days of the week.

Intermediate Stage: Passenger Restriction Provision - This provision limits the number of teenage passengers who may legally ride with a teen driver without adult supervision. The optimal limit is no more than one non-familial teenage passenger.

Cell Phone Restriction - This restriction prohibits all use of cellular devices (hand-held, hands-free and text messaging) by beginning teen drivers, except in the case of an emergency. States are only given credit if the provision lasts for the entire duration of the GDL program (both learner's and intermediate stages).

Age 18 for Unrestricted License - A teen driver is prohibited from obtaining an unrestricted license until the age of 18, and one or both of the nighttime and passenger restrictions must last until age 18. States have not been given credit if teen drivers can obtain an unrestricted license before age 18.

Impaired Driving

Ignition Interlock Devices (IIDs) - This law mandates the installation of IIDs on the vehicles of all convicted drunk driving offenders. States are given credit for laws that require the use of IIDs for all offenders.

Child Endangerment - This law either creates a separate offense or enhances an existing penalty for an impaired driving offender who endangers a minor. No credit is given if this law applies only to drivers who are under 21 years of age.

Open Container - This law prohibits open containers of alcohol in the passenger area of a motor vehicle. To comply with federal requirements, the law must: prohibit both possession of any open alcoholic beverage container and the consumption of alcohol from an open container; apply to the entire passenger area of any motor vehicle; apply to all vehicle occupants except for passengers of buses, taxi cabs, limousines or persons in the living quarters of motor homes; apply to vehicles on the shoulder of public highways; and, require primary enforcement of the law. State laws are counted in this report only if they are in compliance with the federal law and regulation.

Distracted Driving

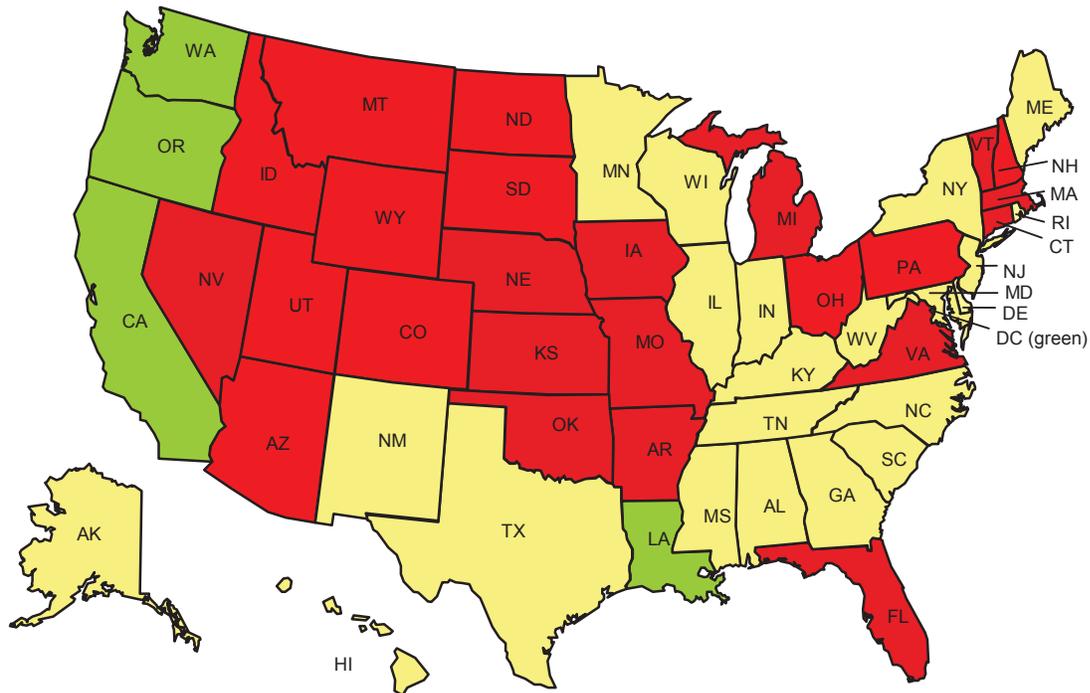
All-Driver Text Messaging Restriction - This law prohibits all drivers from sending, receiving, or reading a text message from any handheld or electronic data communication device, except in the case of an emergency.

OCCUPANT PROTECTION

Primary Enforcement Seat Belt Laws (Front Seat)

Primary Enforcement Seat Belt Laws (Rear Seat)

All-Rider Motorcycle Helmet Laws



	State has all three laws, a primary enforcement seat belt law (front), primary enforcement seat belt law (rear) and an all-rider motorcycle helmet law
	State has two of the three laws, a primary enforcement seat belt law (front), primary enforcement seat belt law (rear) or an all-rider motorcycle helmet law
	State has one or none of the three laws

Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 9 for law definitions. See “States at a Glance”, beginning on page 37 to determine which laws the yellow and red states lack.

PRIMARY ENFORCEMENT SEAT BELT LAWS

Seat belt use, reinforced by effective safety belt laws, is a proven lifesaver. 21,132 occupants of passenger vehicles were killed in motor vehicle crashes in 2013. Of the passenger vehicle occupant fatalities for which restraint use was known, 49% were not wearing seat belts.

States with primary enforcement laws have higher seat belt use rates. In 2013, states with primary enforcement seat belt laws for front seat passengers had a 91% belt use rate, while states with secondary enforcement laws had an 80% belt use rate, according to NHTSA data. A study conducted by the Insurance Institute for Highway Safety (IIHS) found that when states strengthen their laws from secondary to primary enforcement, driver death rates decline by an estimated 7%. The chart below indicates the number of lives saved by seat belt use in 2012, along with the additional number of lives that could have been saved if the seat belt use rate in the state had been 100%.

Needless deaths and injuries that result from non-use of seat belts cost society an estimated \$13.8 billion annually in medical care, lost productivity and other injury-related costs, according to NHTSA. Unfortunately, as the chart below indicates, 17 states (in red) have failed to upgrade either their front or rear seat belt laws to primary enforcement.

Lives Saved in 2012 vs. Lives that Could Have Been Saved by 100% Seat Belt Use—By State, Age 5 and older (NHTSA, 2013)*											
<i>States in red have laws that are subject only to secondary enforcement; NH has no law.</i>											
	Lives Saved	Could have been saved		Lives Saved	Could have been saved		Lives Saved	Could have been saved		Lives Saved	Could have been saved
AL	304	75	IL	346	47	MT	48	34	RI	32	13
AK	21	5	IN	316	40	NE	62	31	SC	278	61
AZ	231	90	IA	161	26	NV	90	17	SD	40	31
AR	189	108	KS	143	61	NH	25	19	TN	373	133
CA	1,194	96	KY	272	97	NJ	181	43	TX	1,479	185
CO	149	58	LA	246	101	NM	132	26	UT	68	27
CT	90	22	ME	55	20	NY	460	79	VT	19	7
DE	35	7	MD	209	35	NC	507	119	VA	276	120
DC	0	0	MA	95	50	ND	55	26	WA	176	12
FL	752	190	MI	417	50	OH	379	148	WV	91	39
GA	486	85	MN	173	21	OK	263	95	WI	230	83
HI	27	4	MS	203	82	OR	146	10	WY	55	24
ID	73	31	MO	195	111	PA	328	136	Total	12,175	3,031

This death toll has significant emotional and economic impacts on American families, but there are solutions at hand to address this public health epidemic—effective primary enforcement safety belt laws covering passengers in all seating positions.

All states except New Hampshire have a seat belt law, but only 33 states and DC allow primary enforcement of their front seat belt laws. Among the states that have primary enforcement seat belt laws, only 17 and DC cover occupants in all seating positions (front and rear).

*2013 data is not yet available. Once this data is released, an addendum to this report will be posted online at www.saferoads.org

PRIMARY ENFORCEMENT SEAT BELT LAWS

- Lap-shoulder belts, when used, reduce the risk of fatal injury to front seat car occupants by 45% and the risk of moderate-to-critical injuries by 50%. For light truck occupants, seat belts reduce the risk of fatal injury by 60% and moderate-to-critical injury by 65%.
- NHTSA data shows that nationwide seat belts saved an estimated 12,174 lives age five and older of passengers in all seating positions in 2012 . An additional 3,031 lives could have been saved if all passenger vehicle occupants had worn seat belts.*
- In fatal crashes in 2012, 79% of passenger vehicle occupants who were totally ejected from the vehicle were killed, according to NHTSA data. Further, only 1% of the occupants reported to have been using restraints were totally ejected, compared with 30% of the unrestrained occupants.
- Since 1975, passenger vehicles were equipped with devices that could have saved over 360,000 lives and prevented 5.8 million injuries if all occupants had worn seat belts, according to a recent NHTSA report. Over this same time period, nearly \$1.5 trillion in economic costs have been needlessly incurred due to seat belt non-use.
- In 2012, the proportion of unrestrained passenger vehicle occupants killed that were seated in the front seat was 50%, compared to 61% of unrestrained passenger vehicle occupants killed that were seated in the rear seat, according to NHTSA.
- The majority of passengers in the rear seats of vehicles are teens and children, and studies have shown that seat belt usage by teens is the lowest of any segment of society.
- If every state with a secondary seat belt law upgraded to primary enforcement, about 1,000 lives and \$4 billion in crash costs could be saved every year, as reported by NHTSA.
- NHTSA reports that the average in-patient costs for crash victims who don't use seat belts are 55% higher than for those who use them.
- Seat belt use rates increase from 10 to 15 percentage points when primary laws are passed, as experienced in a number of states.
- Opponents often assert that highway safety laws violate personal choice and individual rights. In response, the U.S. District Court of Massachusetts held in a decision affirmed by the U.S. Supreme Court that, "... from the moment of injury, society picks the person up off the highway; delivers him to a municipal hospital and municipal doctors; provides him with unemployment compensation if, after recovery, he cannot replace his lost job; and, if the injury causes disability, may assume the responsibility for his and his family's continued subsistence."
- According to a NHTSA study of the relationship between primary enforcement belt laws and minority ticketing, the share of citations for Hispanics and African Americans changed very little after states adopted primary enforcement belt laws. In fact, there were significant gains in seat belt use among all ethnic groups, none of which were proportionately greater in any minority group.



Note: Unless otherwise indicated, the occupant protection data specifically refers to front seat occupants.

*2013 data is not yet available. Once this data is released, an addendum to this report will be posted online at www.saferoads.org

ALL-RIDER MOTORCYCLE HELMET LAWS

According to NHTSA, motorcycles are the most hazardous form of motor vehicle transportation. 4,668 motorcyclists were killed and 88,000 were injured on our nation's roads in 2013. The number of motorcycle crash fatalities has more than doubled since a low of 2,116 in 1997. In 2013, where use was known, 41% of motorcyclists killed were not wearing a helmet. NHTSA estimates that helmets saved the lives of 1,699 motorcyclists in 2012 and that 781 more lives in all states could have been saved if all motorcyclists had worn helmets.* All-rider helmet laws increase motorcycle helmet use, decrease deaths and injuries and save taxpayer dollars.

States Without All-Rider Motorcycle Helmet Laws & Lives that Could Have Been Saved in 2012 by 100 Percent Helmet Use (NHTSA, 2013)*	AK	2	ID	4	MN	16	RI	2
	AZ	27	IL	45	MT	8	SC	39
	AR	17	IN	46	NH	7	SD	8
	CO	20	IA	18	NM	15	TX	101
	CT	10	KS	13	ND	4	UT	4
	DE	2	KY	26	OH	47	WI	34
	FL	98	ME	5	OK	24	WY	4
	HI	11	MI	25	PA	39	Total	721

When crashes occur, motorcyclists need adequate head protection to prevent one of the leading causes of crash death and disability in America - head injuries. Studies have determined that helmets reduce head injuries without increased occurrence of spinal injuries in motorcycle trauma. According to NHTSA, helmets reduce the chance of fatal injury by 37% for motorcycle operators and 41% for passengers. According to a 2012 GAO report, “laws requiring all motorcyclists to wear helmets are the only strategy proved to be effective in reducing motorcyclist fatalities.”

Today, only 19 states and DC require all motorcycle riders to use a helmet. Twenty-eight states have laws that cover only some riders (i.e., up to age 18 or 21). These age-specific laws are nearly impossible for police officers to enforce and result in much lower helmet use. **Three states (IL, IA and NH) have no motorcycle helmet use law. In 2014, there were attempts (all unsuccessful) in 10 states to repeal existing all-rider helmet laws.** In 2011, more than half (59%) of the fatally injured motorcycle riders were not wearing a helmet in states without all-rider helmet laws, compared to only 9% of fatally injured riders in states with an all-rider helmet law.

*2013 data is not yet available. Once this data is released, an addendum to this report will be posted online at www.saferoads.org

ALL-RIDER MOTORCYCLE HELMET LAWS



- In 2012, motorcyclists represented 14% of the total traffic fatalities, yet accounted for only 3% of all registered vehicles in the United States.
- According to NHTSA, in 2013, there were 11 times as many unhelmeted fatalities (1,704) in states without a universal helmet law compared to states with a universal helmet law (150 deaths). These states were nearly equivalent with respect to total resident populations.
- In 2010, the economic cost of motorcycle crashes was \$13.5 billion and the total amount of societal harm was \$66 billion, according to NHTSA. Additionally, helmets are currently saving \$2.8 billion in economic costs and \$17 billion in societal harm annually.
- According to IIHS, in 2011 NHTSA reported states with all-rider helmet laws had 96% observed use of motorcycle helmets, while states without such laws had a use rate of only 55%.
- Economic benefits of motorcycle helmet use laws are substantial. In states that have an all-rider helmet use law, cost savings to society were \$725 per registered motorcycle, compared to savings of just \$198 per registered motorcycle in states without a mandatory helmet use law, according to the CDC.
- A poll conducted by Lou Harris showed that by an overwhelming majority (80%), Americans favor state laws requiring all motorcyclists to wear helmets.
- Motorcycle helmets are 69% effective in preventing brain injuries.
- If Michigan had not repealed its all-rider helmet law in 2012, there would have been 26 fewer motorcycle crash deaths, a 21% reduction, that year if the helmet mandate was still in place, according to IIHS.
- According to the American Academy of Pediatrics, in states with youth-specific helmet laws, helmet use has decreased and youth mortality has increased. Serious traumatic brain injury among young riders was 38% higher in states with only age-specific laws compared to states with all-rider helmet laws.
- There is no scientific evidence that motorcycle rider training reduces crash risk and is an adequate substitute for an all-rider helmet law. In fact, motorcycle fatalities continued to increase even after a motorcycle education and training grant program included in federal legislation took effect in 2006.

OCCUPANT PROTECTION LAWS RATING CHART

Primary Enforcement Seat Belt Laws (Front)

Primary Enforcement Seat Belt Laws (Rear)

All-Rider Motorcycle Helmet Laws

Number of new occupant protection laws since January 2014: None.

	Primary Enforcement Seat Belt Law (Front)	Primary Enforcement Seat Belt Law (Rear)	All-Rider Motorcycle Helmet Law	Rating		Primary Enforcement Seat Belt Law (Front)	Primary Enforcement Seat Belt Law (Rear) Seat)	All-Rider Motorcycle Helmet Law	Rating
AL	●		●	●	MT				●
AK	●	●		●	NE			●	●
AZ				●	NV			●	●
AR	●			●	NH				●
CA	●	●	●	●	NJ	●		●	●
CO				●	NM	●	●		●
CT	●			●	NY	●		●	●
DE	●	●		●	NC	●		●	●
DC	●	●	●	●	ND				●
FL	●			●	OH				●
GA	●		●	●	OK	●			●
HI	●	●		●	OR	●	●	●	●
ID				●	PA				●
IL	●	●		●	RI	●	●		●
IN	●	●		●	SC	●	●		●
IA	●			●	SD				●
KS	●			●	TN	●		●	●
KY	●	●		●	TX	●	●		●
LA	●	●	●	●	UT				●
ME	●	●		●	VT			●	●
MD	●		●	●	VA			●	●
MA			●	●	WA	●	●	●	●
MI	●			●	WV	●		●	●
MN	●	●		●	WI	●	●		●
MS	●		●	●	WY				●
MO			●	●	Total	33+ DC	17+ DC	19+ DC	

STATUS OF STATE LAWS

17 states do not have primary enforcement seat belt laws for passengers, regardless of seating position.

No state adopted an all-rider motorcycle helmet law in 2014. There were unsuccessful attempts to repeal all-rider motorcycle helmet laws in 10 states.

11 states have none of the three laws. (AZ, CO, ID, MT, NH, ND, OH, PA, SD, UT and WY).

4 states and DC have all three laws (CA, LA, OR, and WA).

- = Optimal law
- = Good (3 optimal laws)
- = Caution (2 optimal laws)
- = Danger (1 or 0 optimal laws)

(No credit is given for laws that are secondary enforcement)

BOOSTER SEAT LAWS

Motor vehicle crashes are a leading cause of death for American children aged five to fourteen. An average of three children under age 14 were killed and 471 were injured every day in motor vehicle crashes in the U.S. in 2013. Additionally, 300 children aged four through seven died in motor vehicle crashes. The best way to protect children aged 12 and under from risks posed by air bags is to place them in the back seat, restrained by a child safety seat, booster seat or safety belt, as appropriate. Although Advocates does not rate states on whether the law also has a height requirement, states are also urged to mandate that all children less than 57 inches tall be secured by a booster seat, as recommended by the CDC and others.

Booster seats are intended to provide a platform that lifts the child up off the vehicle seat in order to improve the fit of the child in a three-point adult safety belt. They should also position the lap belt portion of the adult safety belt across the child's hips or pelvic area. An improper fit of an adult safety belt can cause the lap belt to ride up over the stomach and the shoulder belt to cut across the neck, potentially exposing the child to serious abdominal and neck injury. Additionally, if the shoulder strap portion of the lap/shoulder belt is uncomfortable, children will likely place it behind their backs, defeating the safety benefits of the system. When children are properly restrained in a child safety seat, booster seat or safety belt, as appropriate for their age and size, their chance of being killed or seriously injured in a car crash is greatly reduced.

- According to NHTSA, when used properly, child safety seats reduce fatal injury by 71% for infants and 54% for toddlers in passenger cars. Using a booster seat with a seat belt instead of a seat belt alone reduces a child's risk of injury in a crash by 59%, according to Partners for Child Passenger Safety, a project of Children's Hospital of Philadelphia and State Farm Insurance.
- In 2012, there were 298 passenger vehicle occupant fatalities among children aged four or younger and of those, where restraint use was known, 31% were totally unrestrained. More than 280 lives were saved in 2012 by restraining children four and younger in passenger vehicles.*
- Across all age groups, injury risk is lowest (less than 2%) when children are placed in an age-appropriate restraint in the rear seat.
- A Lou Harris public opinion poll found that 84% of Americans support all states having booster seat laws protecting children aged four through seven.
- According to IIHS, expanded child restraint laws covering children through age seven were associated with:
 - 5% reduction in the rate of children with injuries of any severity;
 - 17% reduction in the rate of children with fatal and incapacitating injuries;
 - Children being 3 times as likely to be in appropriate restraints;
 - 6% increase in the number of booster-seat aged children seated in the rear of the vehicle where children are better protected.



To date, 48 states and DC have enacted primary enforcement booster seat laws. **However, only 31 of those states and DC have laws that provide protection for children at least aged four through seven**, as recommended by Advocates, NTSB, NHTSA, and other child safety advocacy organizations.

*2013 data is not yet available. Once this data is released, an addendum to this report will be posted online at www.saferoads.org

BOOSTER SEAT LAWS RATING CHART

Number of new booster seat laws since January 2014: One partial law (FL).

	Booster Seat Law	Rating		Booster Seat Law	Rating
AL	○	●	MT	○	●
AK	●	●	NE	○	●
AZ	●	●	NV	○	●
AR	○	●	NH	○	●
CA	●	●	NJ	●	●
CO	●	●	NM	○	●
CT	○	●	NY	●	●
DE	●	●	NC	●	●
DC	●	●	ND	○	●
FL	○	●	OH		●
GA	●	●	OK	○	●
HI	●	●	OR	●	●
ID	○	●	PA	●	●
IL	●	●	RI	●	●
IN	●	●	SC	○	●
IA	○	●	SD		●
KS	●	●	TN	●	●
KY	○	●	TX	●	●
LA	○	●	UT	●	●
ME	●	●	VT	●	●
MD	●	●	VA	●	●
MA	●	●	WA	●	●
MI	●	●	WV	●	●
MN	●	●	WI	●	●
MS	○	●	WY	●	●
MO	●	●	Total	31+ DC	

STATUS OF STATE LAWS

No state adopted an optimal booster seat law in 2014.

31 states and DC have an optimal booster seat law.

17 states (AL, AR, CT, FL, ID, IA, KY, LA, MS, MT, NE, NV, NH, NM, ND, OK, and SC) have a booster seat law that does not cover children through age 7.

2 states (OH and SD) have yet to adopt any booster seat law, or the state's law only permits secondary enforcement.

- = Optimal law
- = Law does not fully satisfy Advocates' recommendation (no credit given)
- = Good
- = Caution
- = Danger

(No credit is given for laws that are secondary enforcement)

TEEN DRIVING: GRADUATED DRIVER LICENSING (GDL) PROGRAM

Minimum Age 16 for Learner’s Permit

6-Month Holding Period

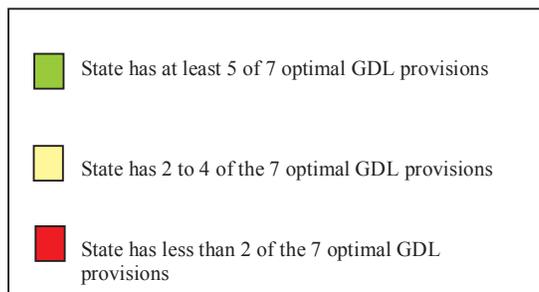
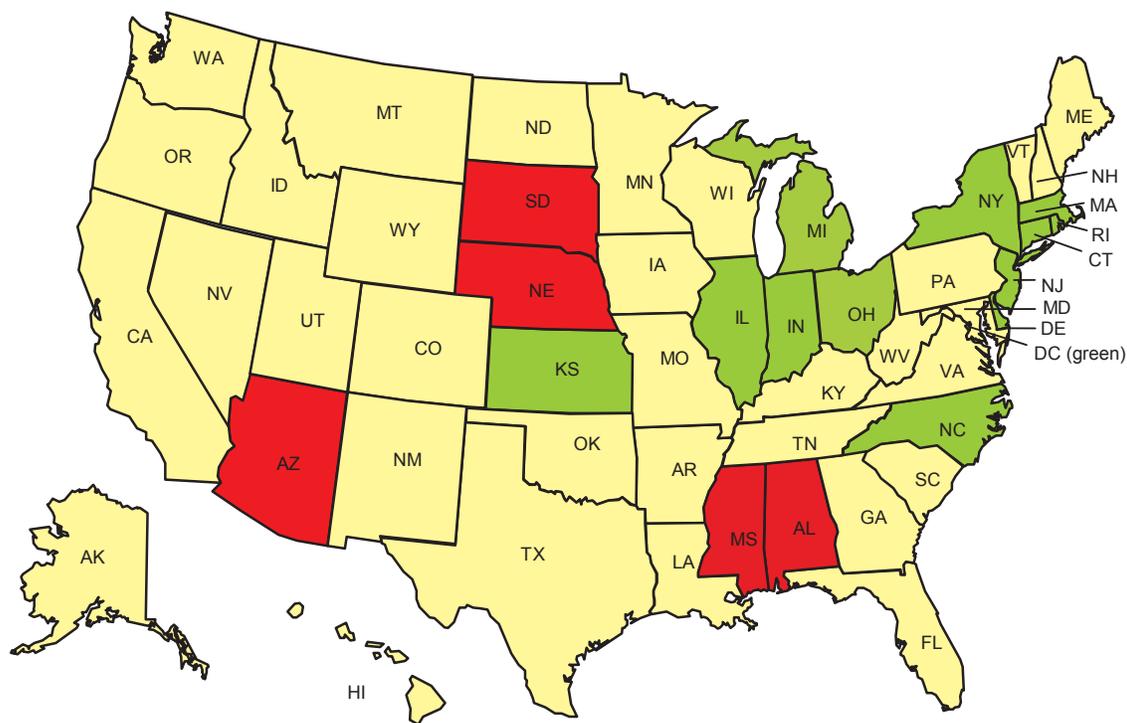
30-50 Hours Supervised Driving

Nighttime Driving Restriction

Passenger Restriction

Cell Phone Restriction

Age 18 for Unrestricted License



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to pages 9-10 for law definitions. See “States at a Glance”, beginning on page 37, to determine which laws states lack.

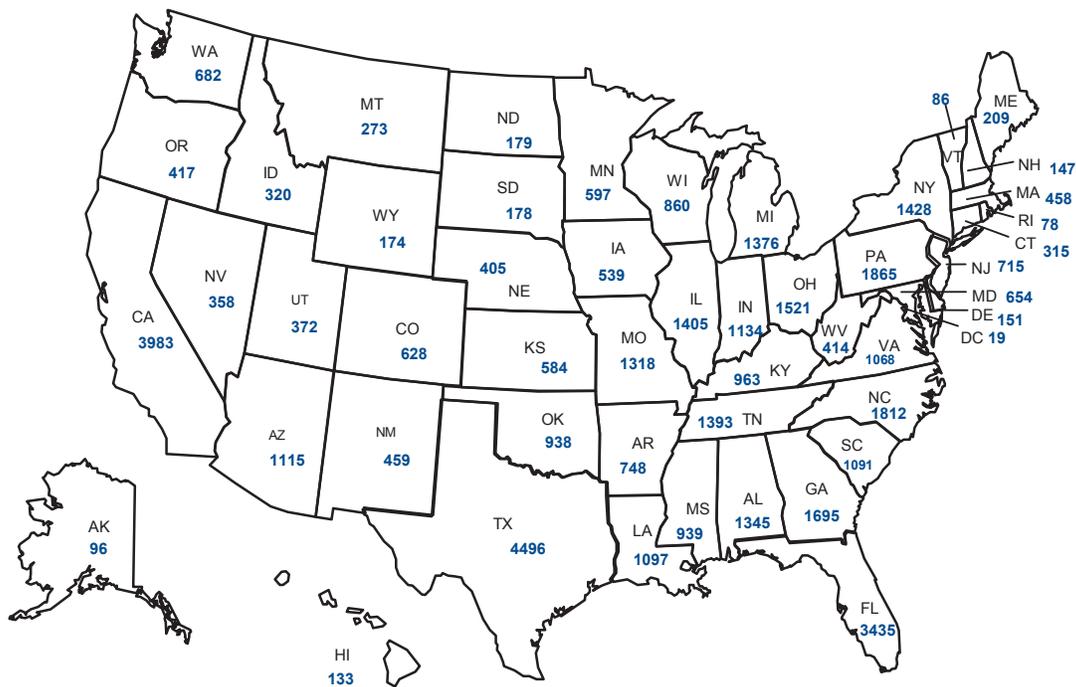
TEEN DRIVING LAWS

Motor Vehicle Crashes are the Number One Killer of American Teenagers

Teen drivers are far more likely than other drivers to be involved in fatal crashes because they lack driving experience and tend to take greater risks. According to NHTSA, 4,333 people were killed in crashes involving young drivers (aged 15 - 20) in 2013. Of that number, 1,691 were young drivers and 1,051 were passengers of young drivers. The remaining 1,591 victims were pedestrians, pedalcyclists, and the occupants of the other vehicles involved in crashes with young drivers. According to NHTSA, the annual estimated economic cost of police-reported crashes involving young drivers is \$40.8 billion.

GDL programs, which introduce teens to the driving experience gradually by phasing in full driving privileges over time and in lower risk settings, have been effective in reducing teen crash deaths. In this report, each of the seven optimal GDL provisions is counted separately in rating the state effort. **No state has all of the optimal GDL provisions recommended in this report.**

The map below shows the number of fatalities caused by motor vehicle crashes involving drivers aged 15 to 20 from 2006 to 2013.



TEEN DRIVING LAWS



- A study conducted by IIHS found that fatal crash rates per mile driven are twice as high for 16-year-olds as they are for 18 to 19-year-olds.
- In states that have adopted GDL systems, studies have found overall crash reductions among teen drivers of about 10 to 30%.
- Programs that included a mandatory waiting period, a nighttime restriction, and either supervised driving for at least 30 hours or a passenger restriction were associated with reductions of 16 to 21% in fatal-crash involvement rates of 16-year-old drivers, according to NHTSA.
- States with nighttime driving restrictions show crash reductions of up to 60% during restricted hours.
- The greatest incidence (20%) of teenage motor vehicle crash deaths occurs from 9 p.m. to midnight.
- Fatal crash rates are 21% lower for 15 to 17-year-old drivers when they are prohibited from having any teenage passengers in their vehicles, compared to when two or more passengers are allowed.
- An analysis of fatal crash rates for drivers aged 15 to 17 in states with different minimum learner's permit and intermediate license ages found that as the age of obtaining a learner's permit decreases, fatal crash rates increase. The earlier young people are allowed to learn to drive, and the younger the age at which they become licensed, are both factors associated with higher fatal crash rates.
- In 2010, more than half (54%) of the young drivers killed were unrestrained, where restraint use was known.
- NHTSA data shows 28% of young drivers aged 15 to 20 who were killed in crashes in 2012 had a blood alcohol concentration (BAC) of .08% or higher.
- Text messaging has become a more prominent issue when it comes to distracted teen drivers. In a 2011 study by Liberty Mutual Insurance Group and Students Against Destructive Decisions (SADD), 53% of teens admitted to text messaging while driving, even though 59% rated text messaging as "the most distracting behavior while driving."
- A 2010 survey conducted by IIHS shows that parents favor GDL laws that are as strict or even stricter than currently exist in any state. More than half of respondents think the minimum licensing age should be 17 or older.
- Almost three-quarters (74%) of teens approve of a single, comprehensive law that incorporates the key elements of GDL, according to a 2010 survey by the Allstate Foundation.

TEEN DRIVING LAWS RATING CHART

Number of new teen driving laws since January 2014: No minimum age for learner's permit; No 6-month holding period; No supervised driving provision; No nighttime restriction; No passenger restriction; One optimal (NH) and one partial cell phone restriction (SC); and No age 18 for unrestricted license.

	Minimum Age 16 for Learner's Permit	6-Month Holding Period	30-50 Hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 Unrestricted License	Teen Driving Laws Rating		Minimum Age 16 for Learner's Permit	6-Month Holding Period	30-50 Hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 Unrestricted License	Teen Driving Laws Rating
AL		●				○		●	MT		●	●	○	●			●
AK		●	●	○	●	○		●	NE		●						●
AZ		●						●	NV		●	●			○	●	●
AR		●		○	●	○	●	●	NH			●	○	●	●	●	●
CA		●	●			○		●	NJ	●	●		○	●	●	●	●
CO		●	●			●		●	NM		●	●	○	●	●		●
CT	●		●	○	●	●	●	●	NY	●	●	●	●	●	○		●
DE	●	●	●	●	●	●		●	NC		●	●	●	●	●		●
DC	●	●	●	○	●	○	●	●	ND		●		●		●		●
FL		●	●	○			●	●	OH		●	●		●	●	●	●
GA		●	●			●	●	●	OK		●	●	●	●	○		●
HI		●	●	○	●	●		●	OR		●	●	○	●	●		●
ID		●	●	●	●	○		●	PA	●	●	●	○	●	○		●
IL		●	●	○	●	●	●	●	RI	●	●	●	○	●	●		●
IN		●	●	○	●	●	●	●	SC		●	●	●		○		●
IA		●		○		●		●	SD				●				●
KS		●	●	●	●	●		●	TN		●	●	○	●	●		●
KY	●	●	●	○		●		●	TX		●	●			●	●	●
LA		●	●	○		●		●	UT		●	●	○		●		●
ME		●	●	○	●	●		●	VT		●	●			●		●
MD		●	●	○		●	●	●	VA		●	●			○	●	●
MA	●	●	●			●	●	●	WA		●	●			●		●
MI		●	●	●	●	●		●	WV		●		●	●	●		●
MN		●	●	○	●	●		●	WI		●	●	○	●	●		●
MS		●		○		○		●	WY			●	○	●	○		●
MO		●	●	○	●	○		●	Total	8+ DC	46+ DC	40+ DC	11	28+ DC	31	14+ DC	

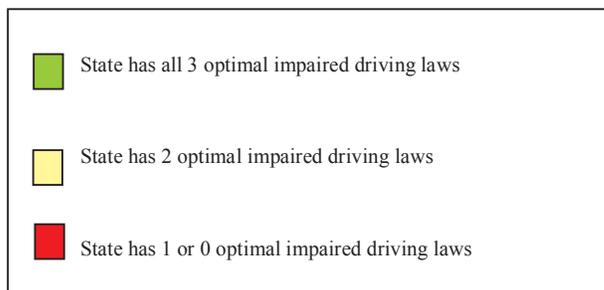
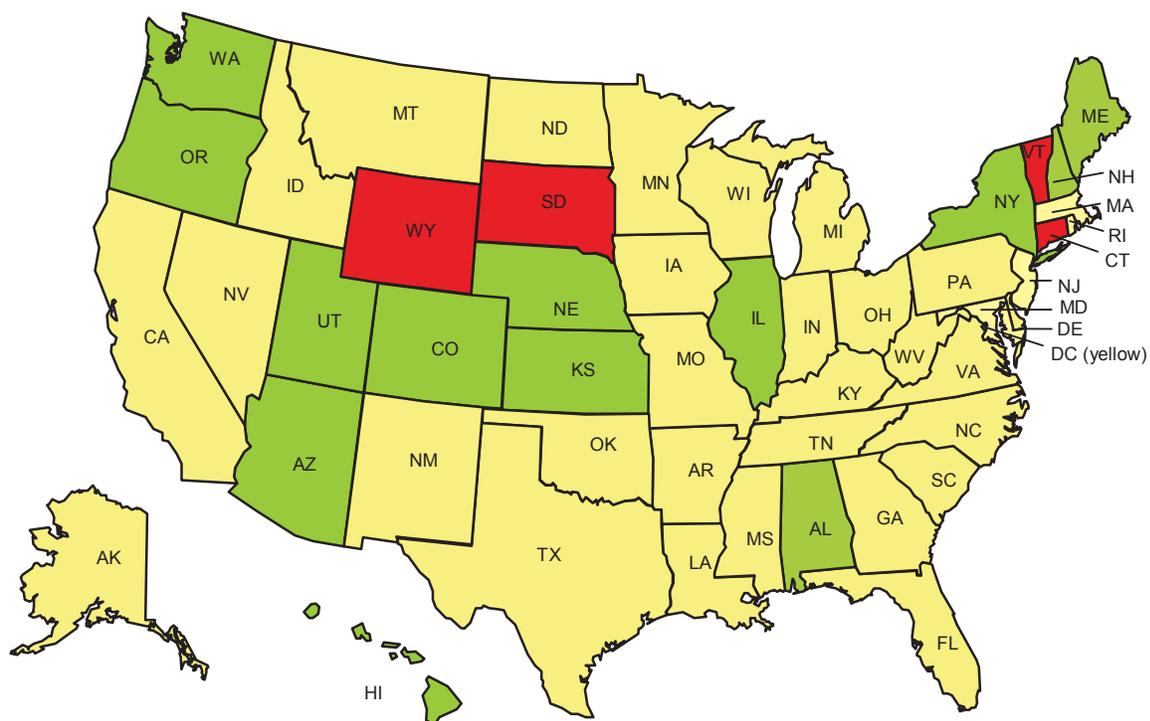
- = Optimal law ○ = Law does not satisfy Advocates' recommendation (no credit given)
 - = Good (At least 5 optimal provisions)
 - = Caution (at least 2 to 4 of 7 optimal provisions)
 - = Danger (Less than 2 optimal provisions)
- (No credit is given for laws that are secondary enforcement)

IMPAIRED DRIVING

Ignition Interlock Devices

Child Endangerment

Open Container



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 10 for law definitions. See “States at a Glance”, beginning on page 37, to determine which laws states lack.

IMPAIRED DRIVING LAWS

Impaired driving remains a substantial and serious safety threat, accounting for nearly a third of all traffic deaths in the U.S. 10,076 people died in crashes involving drunk drivers in 2013—260 less than 2012—representing a 2.5% decrease. An additional 290,000 people were injured. According to NHTSA, alcohol causes crashes that result in approximately \$49 billion in economic costs and almost \$200 billion in comprehensive costs to society annually. Clearly, more still needs to be done to reduce the number of impaired drivers on our roadways.

- An average of one alcohol-impaired driving fatality occurred every 52 minutes in 2013. This means that each day in America, 28 people are killed in drunk-driving crashes on average.
- A common misconception is that most people who are convicted of their first drunk driving offense are social drinkers who made one mistake. However, studies show that on average a person arrested for drunk driving has driven drunk 80 other times.
- According to the CDC, adult drivers drank too much and got behind the wheel approximately 112 million times in 2010, which equals approximately 300,000 incidents of drinking and driving each day.
- NHTSA reports that drivers with a BAC of .08% or higher involved in fatal crashes were seven times more likely to have a prior conviction for driving while intoxicated (DWI) than were drivers with no alcohol (7% and 1% respectively).

Impaired driving laws target a range of behavioral issues associated with alcohol consumption and operation of a motor vehicle on public roads. Federal leadership in critical areas such as impaired driving has resulted in the rapid adoption of lifesaving laws in states across the country. As a result of federal laws enacted with strong sanctions, all 50 states and DC have adopted .08% BAC laws, a national 21 minimum drinking age, and zero tolerance BAC laws for youth.



Ignition Interlock Device Laws

A breath alcohol ignition interlock device (IID) is a mechanism similar to a breathalyzer which is linked to a vehicle's ignition system. Its purpose is to deter an individual who has a prior drunk driving conviction from driving the vehicle with a BAC that exceeds a specified level set by state law. Before the vehicle can be started, the driver must breathe into the device, and if the analyzed result is over the specified legal BAC limit, commonly .02% or .04%, the vehicle will not start. In addition, at random times after the engine has been started, the IID will require another breath sample. This prevents cheating where a friend or relative breathes into the device to bypass the system in order to enable an intoxicated person to get behind the wheel and drive. If the breath sample is not provided, or the sample exceeds the ignition interlock's preset BAC, the device will log the event, warn the driver and then set off an alarm (e.g., lights flashing, horn honking, etc.) until the ignition is turned off.

- Nearly eight in ten Americans support requiring ignition interlocks for all convicted driving under the influence (DUI) offenders, even if it is their first conviction, according to the American Automobile Association (AAA).
- 82% of offenders themselves believe the IID was effective in preventing them from driving after drinking.
- According to the CDC, when IIDs are installed, they are associated with a reduction in arrest rates for impaired driving of approximately 70%.
- NHTSA research shows that IIDs reduce recidivism among both first-time and repeat DWI offenders, with reductions in subsequent DWI arrests ranging from 50% to 90% while the interlock is installed on the vehicle.

Credit is given only if a state's IID law applies to all offenders. **Currently, IIDs are mandatory for all offenders, including first time offenders, in only 24 states.** These state laws offer the most effective means for denying drunk drivers the opportunity to get behind the wheel after having been convicted of a drunk driving offense.



Child Endangerment Laws

In 2013, 200 children aged 14 and younger were killed in crashes involving an alcohol-impaired driver. A national telephone survey sponsored by NHTSA in 1999 estimated that between 46 million to 102 million drunk-driving trips are made each year with children under the age of 15 in the vehicle.

Child endangerment laws either create a separate offense or enhance existing DWI and DUI penalties for people who drive under the influence of alcohol or drugs with a minor child in the vehicle. Drivers who engage in this conduct create a hazardous situation for themselves and for others on the road. They also put a child, who rarely has a choice as to who is driving, at risk of serious danger. A CDC study found that only 18% of children who were killed in a crash while riding in the impaired driver's vehicle were properly restrained. In comparison, nearly 31% of children killed in a crash while riding with a non-impaired driver were properly restrained.

Child endangerment laws are enacted to encourage people to consider the consequences for younger passengers before they drive while impaired with a child in their vehicle. When adequately defined and properly enforced, child endangerment laws act as a strong deterrent that protect children.

Currently, 46 states and DC have enacted child endangerment laws that create a separate offense or increase penalties for people who drive while impaired with children in their vehicle.

Open Container Laws That Meet Federal Requirements

Studies have shown that open container laws are effective at deterring excessive drinking by drivers getting behind the wheel. States have also shown a significant decrease in hit-and-run crashes after adopting open container laws.

Congress passed legislation in 1998 establishing a program designed to encourage states to adopt laws that ban the presence of open containers of any kind of alcoholic beverage in the entire passenger area of a motor vehicle. To comply with the provisions set forth in federal law, the state's open container law must:

- Prohibit both possession of any open alcoholic beverage container and consumption of any alcoholic beverage in a motor vehicle;
- Cover the entire passenger area of any motor vehicle, including unlocked glove compartments and accessible storage areas;
- Apply to all alcoholic beverages including beer, wine, and spirits;
- Apply to all vehicle occupants except for passengers of buses, taxi cabs, limousines or persons in the living quarters of motor homes;
- Apply to vehicles on the shoulder of public highways; and,
- Require primary enforcement of the law.

In an effort to encourage states to comply with the federal law, those states that are non-compliant have 2.5% of certain federal highway construction funds diverted to highway safety programs that fund alcohol-impaired driving countermeasures and law enforcement activities. This federal requirement is known as "redirection," and provides that states do not lose any funding, but can redirect the diverted funds to other designated programs. Redirection has been largely ineffective as an incentive for encouraging lagging states to enact strong open container laws. **Currently, 39 states and DC are in compliance.**

IMPAIRED DRIVING LAWS RATING CHART

Number of new impaired driving laws since January 2014: Four ignition interlock laws for all offenders (AL, DE, MS, NH); No child endangerment; and, No open container.

	Ignition Interlocks	Child Endangerment	Open Container	Impaired Driving Rating		Ignition Interlocks	Child Endangerment	Open Container	Impaired Driving Rating
AL	●	●	●	●	MT		●	●	●
AK	●	●		●	NE	●	●	●	●
AZ	●	●	●	●	NV		●	●	●
AR	●	●		●	NH	●	●	●	●
CA		●	●	●	NJ		●	●	●
CO	●	●	●	●	NM	●		●	●
CT	●			●	NY	●	●	●	●
DE	●	●		●	NC		●	●	●
DC		●	●	●	ND		●	●	●
FL		●	●	●	OH		●	●	●
GA		●	●	●	OK		●	●	●
HI	●	●	●	●	OR	●	●	●	●
ID		●	●	●	PA		●	●	●
IL	●	●	●	●	RI		●	●	●
IN		●	●	●	SC		●	●	●
IA		●	●	●	SD			●	●
KS	●	●	●	●	TN	●	●		●
KY		●	●	●	TX		●	●	●
LA	●	●		●	UT	●	●	●	●
ME	●	●	●	●	VT			●	●
MD		●	●	●	VA	●	●		●
MA		●	●	●	WA	●	●	●	●
MI		●	●	●	WV	●	●		●
MN		●	●	●	WI		●	●	●
MS	●	●		●	WY		●		●
MO	●	●		●	Total	24	46+ DC	39+ DC	

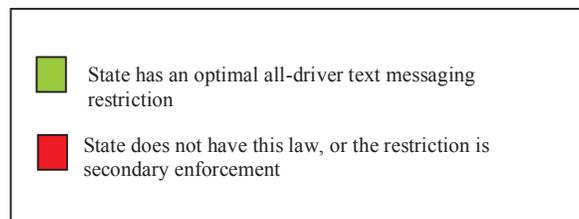
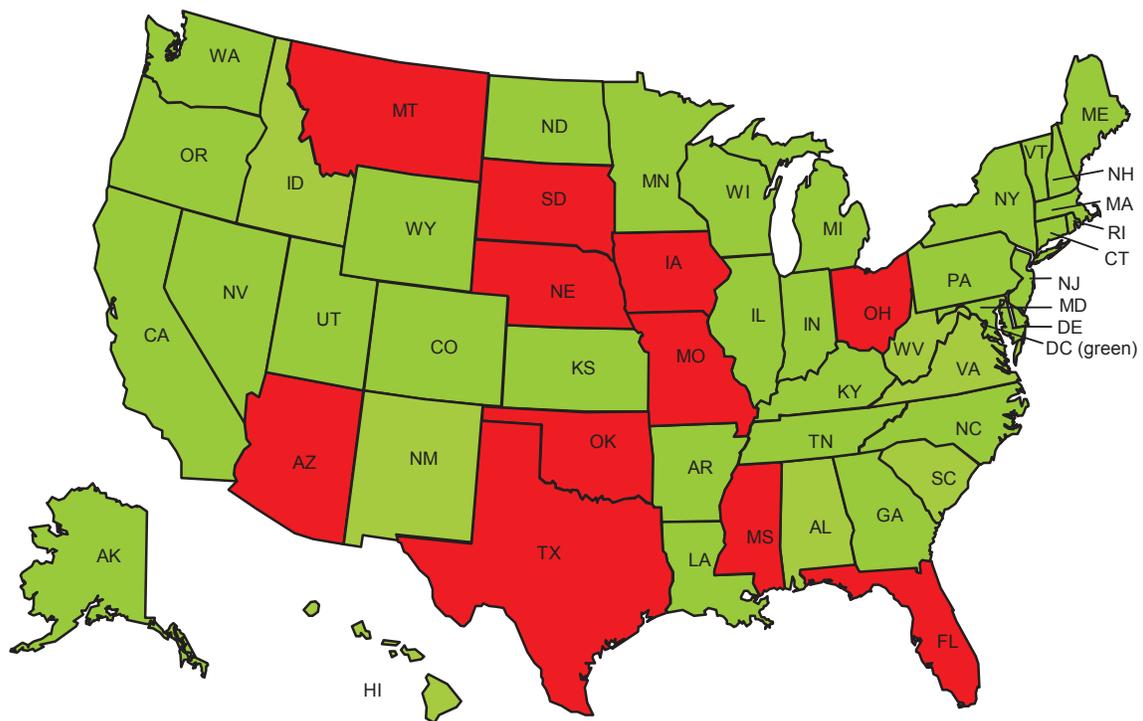
STATUS OF STATE LAWS

37 states and D.C. are missing one or more critical impaired driving law.

- = Optimal law
- = Good (3 optimal laws)
- = Caution (2 optimal laws)
- = Danger (1 or 0 optimal laws)

(No credit is given for laws that are secondary enforcement)

DISTRACTED DRIVING: ALL-DRIVER TEXT MESSAGING RESTRICTION



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 10 for law definition. See “States at a Glance”, beginning on page 37, to determine which states are restricted to secondary enforcement.

ALL-DRIVER TEXT MESSAGING RESTRICTIONS



According to NHTSA, in 2013, there were 3,154 people killed and 424,449 injured in crashes involving a distracted driver. Additionally, the economic cost resulting from crashes involving a distracted driver totaled \$46 billion in 2010 and the total societal harm amounted to \$129 billion. However, issues with underreporting crashes involving cell phones remain because of differences in police crash report coding, database limitations, and other challenges. It is clear from an increasing body of safety research, studies and data that the use of electronic devices for telecommunications (such as mobile phones and text messaging), telematics and entertainment can easily distract drivers from the driving task.

- Research has shown that because of the degree of cognitive distraction these devices cause, the behavior of drivers using mobile phones (whether hand-held or hands-free) is equivalent to the behavior of drivers at the threshold of the legal limit for alcohol (0.08% BAC).
- Crash risk increases dramatically – as much as four times higher – when a driver is using a mobile phone, with no significant safety difference between hand-held and hands-free phones observed in many studies.
- According to NHTSA data, almost 10% of fatal crashes and 18% of injury crashes in 2013 were reported as distraction-affected crashes; however, as noted above, there are problems with underreporting due to police crash report coding and other challenges.
- The AAA Foundation reported in 2013 that more than two out of three drivers indicated that they had talked on a cell phone while driving within the past 30 days. Additionally, more than one of three drivers admitted to reading an email or text message while driving, and one of four drivers admitted to typing or sending an email or text message.
- In 2013, The Wireless Association reported that there were more than 1.91 trillion text messages sent or received in the U.S.
- According to a survey by Nationwide Insurance, four out of ten respondents claimed to have been hit or nearly hit as a result of a distracted driver.
- Ten percent of all drivers 15 to 19 years old involved in a fatal crash were reported as distracted at the time of the crash, according to NHTSA. This age group represents the largest proportion of drivers who were distracted.
- Sending or receiving a text message causes the driver's eyes to be off the road for an average of 4.6 seconds. When driving 55 miles per hour, this is the equivalent of driving blind the entire length of a football field.
- Approximately 660,000 drivers are using cell phones or manipulating electronic devices while driving at any given point in the daylight, according to NHTSA.
- According to NHTSA, the percentage of drivers visibly manipulating hand-held devices while driving increased by 67% between 2010 and 2012.

In order to get people to pay attention while operating a vehicle and to adopt safer behaviors, education must be combined with strong laws and appropriate enforcement. This is the tried and true method to change behavior in order to improve safety.

Advocates has given full credit to states that have primary enforcement of an all-driver text messaging restriction. **To date, 39 states and DC ban text messaging for all drivers, including two states (NM and SC) that adopted this law in 2014.**

ALL-DRIVER TEXT MESSAGING RESTRICTIONS RATING CHART

Number of new texting laws since January 2014: Two all-driver text messaging bans (NM, SC).

	All-Driver Text Messaging Restriction	Rating		All-Driver Text Messaging Restriction	Rating
AL	●	●	MT		●
AK	●	●	NE		●
AZ		●	NV	●	●
AR	●	●	NH	●	●
CA	●	●	NJ	●	●
CO	●	●	NM	●	●
CT	●	●	NY	●	●
DE	●	●	NC	●	●
DC	●	●	ND	●	●
FL		●	OH		●
GA	●	●	OK		●
HI	●	●	OR	●	●
ID	●	●	PA	●	●
IL	●	●	RI	●	●
IN	●	●	SC	●	●
IA		●	SD		●
KS	●	●	TN	●	●
KY	●	●	TX		●
LA	●	●	UT	●	●
ME	●	●	VT	●	●
MD	●	●	VA	●	●
MA	●	●	WA	●	●
MI	●	●	WV	●	●
MN	●	●	WI	●	●
MS		●	WY	●	●
MO		●	Total	39+ DC	

STATUS OF STATE LAWS

39 states and DC have an optimal all-driver text messaging restriction.

7 states have yet to adopt an all-driver text messaging restriction (AZ, MS, MO, MT, OK, SD, and TX), and four states have laws that are only subject to secondary enforcement (FL, IA, NE, and OH).

- = Optimal law
- = Good
- = Danger

(No credit is given for laws that are secondary enforcement)

SPEEDING AND AUTOMATED ENFORCEMENT

One of the most challenging issues contributing to traffic crashes is speeding, which is driving in excess of the posted legal limit. According to NHTSA, in 2013, almost 30% of all fatal crashes involved speeding as a contributing factor. Speeding-related crashes took 9,613 lives in 2013 alone. Additionally, these crashes come at a high cost to society. Speed-related crashes imposed an economic cost to society of \$59 billion in 2010 and an additional \$210 billion in comprehensive costs including loss of quality-of-life.



Many crashes are often the result of compounding circumstances, wherein an excessive rate of speed can increase both the frequency and severity. Speeding can have many consequences, such as an increased stopping distance, decreased ability for the driver to react to emergencies or other hazards on the roadway, and higher levels of crash energy. Further, other common contributing factors to crashes such as alcohol, seat belt use, and inexperienced novice drivers go hand-in-hand with speeding to produce deadly and dangerous situations.

- In 2012, 42% of speeding drivers had BACs above the legal limit in fatal crashes, according to NHTSA data, compared to only 16% of non-speeding drivers involved in fatal crashes.
- Speeding was involved in more than one-third of teens' fatal crashes, compared to less than one-fifth for drivers aged 30 to 59, according to an IIHS report.
- For male drivers between the ages of 15 and 20 involved in a fatal crash, 37% were speeding. For female drivers in the same age group, 24% were speeding at the time of a fatal crash.
- Speeding drivers involved in fatal crashes are less likely to be using a seat belt. In 2012, according to NHTSA, among passenger vehicle drivers aged 21 and older in fatal crashes, those who were not speeding were more likely to be wearing a seat belt than those who were speeding at the time of the crash—77% versus 46%.
- Of all motorcycle riders in 2012 involved in fatal crashes, 34% were speeding.

It is commonplace for drivers to exceed the posted speed limit. Thus, if a speed limit is raised, people will likely still travel faster than the posted maximum. According to IIHS, when speed limits are raised, both speed and fatal crashes increase.

A common policy solution to reduce crashes involving excessive speed is automated enforcement, specifically speed cameras. These have been shown to reduce both speed and crashes, according to IIHS. Studies conducted by IIHS in Maryland, Arizona and D.C. found that the proportion of drivers that were exceeding the posted speed limit by 10 miles per hour or more declined significantly after cameras were introduced—by 70, 88 and 82 percent respectively. Further, according to a NHTSA report, the best-controlled studies suggest that when cameras are fixed at conspicuous sites, injury crash reductions are likely to be in the range of 20 to 25%.

Currently, speed cameras are in use within almost 150 localities throughout the U.S., including in **AL, AZ, CO, DC, IL, IA, LA, MD, MO, NM, NY, OH, OR, TN, and WA**. There are also states that have explicitly banned the use of speed cameras. These states include **ME, MS, NH, NJ, TX, WV and WI**. While Advocates does not rate states on their use of speed cameras, we encourage localities to use automated enforcement to combat speed.

OVERALL STATE RATINGS BASED ON TOTAL NUMBER OF LAWS

On the following pages, Advocates has given an overall rating to the states based on the number of laws in each state that are recommended in this report. Credit is given *only* when the law meets Advocates' optimal law recommendations (see pages 9-10 for law definitions). No credit is given for laws that are subject to secondary enforcement or have a driver education exemption.

The overall rating takes into consideration whether a state has occupant protection laws. No state without a primary enforcement seat belt law covering passengers in all seating positions (front and rear) or that has repealed an existing all-rider motorcycle helmet law within the previous ten years, is eligible for a green overall rating, no matter how many other laws it may have. This weighting is to emphasize the significance of comprehensive primary enforcement seat belt laws and all-rider motorcycle helmet laws in saving lives and reducing injuries.

OVERALL RATING BASED ON NUMBER OF SAFETY LAWS

	Teen Driving Laws											Impaired Driving			Total Credit for Number of Laws 2015	Overall Safety Rating 2015	
	Primary Enforcement Seat Belt Law (Front)	Primary Enforcement Seat Belt Law (Rear)	All-Rider Motorcycle Helmet Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period	30-50 hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 for Unrestricted License	Ignition Interlocks for All Offenders	Child Endangerment Law	Open Container Law			All-Driver Text Messaging Restriction
Alabama	●		●	○		●				○		●	●	●	●	7	●
Alaska	●	●		●		●	●	○	●	○		●	●		●	9	●
Arizona				●		●						●	●	●		5	●
Arkansas	●			○		●		○	●	○	●	●	●		●	7	●
California	●	●	●	●		●	●			○		●	●	●	●	9	●
Colorado				●		●	●			●		●	●	●	●	8	●
Connecticut	●			○	●		●	○	●	●	●	●			●	8	●
Delaware	●	●		●	●	●	●	●	●	●		●	●		●	12	●
District of Columbia	●	●	●	●	●	●	●	○	●	○	●	●	●	●	●	12	●
Florida	●			○		●	●	○			●	●	●			6	●
Georgia	●		●	●		●	●			●	●	●	●	●	●	10	●
Hawaii	●	●		●		●	●	○	●	●		●	●	●	●	11	●
Idaho				○		●	●	●	●	○		●	●	●	●	7	●
Illinois	●	●		●		●	●	○	●	●	●	●	●	●	●	12	●
Indiana	●	●		●		●	●	○	●	●	●	●	●	●	●	11	●
Iowa	●			○		●		○		●		●	●			5	●
Kansas	●			●		●	●	●	●	●		●	●	●	●	11	●
Kentucky	●	●		○	●	●	●	○		●		●	●	●	●	9	●
Louisiana	●	●	●	○		●	●	○		●		●	●		●	9	●
Maine	●	●		●		●	●	○	●	●		●	●	●	●	11	●
Maryland	●		●	●		●	●	○		●	●	●	●	●	●	10	●
Massachusetts			●	●	●	●	●		●	●		●	●	●	●	10	●
Michigan	●			●		●	●	●	●	●		●	●	●	●	10	●
Minnesota	●	●		●		●	●	○	●	●		●	●	●	●	10	●
Mississippi	●		●	○		●		○		○		●	●			5	●
Missouri			●	●		●	●	○	●	○		●	●			7	●
Montana				○		●	●	○	●			●	●			5	●

● = Optimal law (1 point) ○ = No credit given, indication of partial law for informational purposes only

OVERALL RATING BASED ON NUMBER OF SAFETY LAWS

	Teen Driving Laws											Impaired Driving			Total Credit for Number of Laws 2015	Overall Safety Rating 2015	
	Primary Enforcement Seat Belt Law (Front)	Primary Enforcement Seat Belt Law (Rear)	All-Rider Motorcycle Helmet Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period	30-50 hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 for Unrestricted License	Ignition Interlocks for All Offenders	Child Endangerment Law	Open Container Law			All-Driver Text Messaging Restriction
Nebraska			●	○		●					●	●	●		5	●	
Nevada			●	○		●	●			○	●		●	●	●	7	●
New Hampshire				○		●		○	●	●	●	●	●	●	8	●	
New Jersey	●		●	●	●	●		○	●	●	●		●	●	●	11	●
New Mexico	●	●		○		●	●	○	●	●		●		●	●	9	●
New York	●		●	●	●	●	●	●	○		●	●	●	●	●	12	●
North Carolina	●		●	●		●	●	●	●	●			●	●	●	11	●
North Dakota				○		●		●		●			●	●	●	6	●
Ohio						●	●		●	●	●		●	●		7	●
Oklahoma	●			○		●	●	●	●	○			●	●		7	●
Oregon	●	●	●	●		●	●	○	●	●		●	●	●	●	12	●
Pennsylvania				●	●	●	●	○	●	○			●	●	●	8	●
Rhode Island	●	●		●	●	●	●	○	●	●			●	●	●	11	●
South Carolina	●	●		○		●	●	●		○			●	●	●	8	●
South Dakota								●						●		2	●
Tennessee	●		●	●		●	●	○	●	●		●	●		●	10	●
Texas	●	●		●		●	●			●	●		●	●		9	●
Utah				●		●	●	○		●		●	●	●	●	8	●
Vermont			●	●		●	●			●				●	●	7	●
Virginia			●	●		●	●			○	●	●	●		●	8	●
Washington	●	●	●	●		●	●			●		●	●	●	●	11	●
West Virginia	●		●	●		●		●	●	●		●	●		●	10	●
Wisconsin	●	●		●		●	●	○	●	●			●	●	●	10	●
Wyoming				●			●	○	●	○			●		●	5	●
Total Number with Optimal Law	33+ DC	17+ DC	19+ DC	31+ DC	8+ DC	46+ DC	40+ DC	11	28+ DC	31	14+ DC	24	46+ DC	39+ DC	39+ DC		
Total Number Missing Optimal Law	17	33	31	19	42	4	10	39+ DC	22	19+ DC	36	26+ DC	4	11	11		

● = Optimal law (1 point) ○ = No credit given, indication of partial law for informational purposes only

STATES AT A GLANCE

Each state and DC are graphically represented in alphabetical order with the following information:

- The number of people killed in motor vehicle crashes in each state for the year 2013, as reported by NHTSA.
- The total number of fatalities over the past 10 years, as reported by NHTSA.
- The annual economic cost of motor vehicle crashes to the state, as reported in *The Economic and Societal Impact of Motor Vehicle Crashes, 2010* (NHTSA). (See chart on page 6.)
- The state's background color represents its overall rating (Green, Yellow or Red) based on the chart on pages 35 and 36 of this report.
- A list of any of the 15 optimal lifesaving laws that the state has not enacted, based on Advocates' definitions on pages 9 and 10 as discussed in this report.

States are credited with having laws only if their laws meet Advocates' optimal criteria (definitions on pages 9 and 10).

- **Only 10 states and DC** (CA, DE, HI, IL, IN, LA, ME, OR, RI, and WA) **received a "Green" rating, showing significant advancement toward adopting all of Advocates' recommended optimal laws.**
- **31 states** (AL, AK, AR, CO, CT, GA, ID, KS, KY, MD, MA, MI, MN, MO, NV, NH, NJ, NM, NY, NC, OH, OK, PA, SC, TN, TX, UT, VT, VA, WV and WI) **received a "Yellow" rating, showing moderately positive performance but with numerous gaps still in their highway safety laws.**
- **9 states** (AZ, FL, IA, MS, MT, NE, ND, SD, and WY) **received a "Red" rating, indicating poor performance because of a dangerous lack of basic safety laws.**

Abbreviation Key (Explanation for Laws Needed):

S = Highway Safety Law is **Secondary** Enforcement

(Advocates gives no credit for any law that is subject to secondary enforcement.)

DE = **Driver Education** exemption included in the GDL provision

(Advocates gives no credit for any GDL provision that is exempted based on driver education.)

Note: No state without a primary enforcement seat belt law covering passengers in all seating positions (front and rear) or that has repealed an existing all-rider motorcycle helmet law within the previous 10 years is eligible for a green rating, no matter how many other laws it may have.

ALABAMA

2013 Fatalities: **852**
10-Year Fatality Total: **9,891**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.076 Billion



Highway Safety Laws Needed in Alabama:

Primary Enforcement Seat Belt Law (Rear)
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
(Without DE Exemption)
GDL - Stronger Nighttime Restriction Provision
GDL - Passenger Restriction Provision (Without S)
GDL - Stronger Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License

ALASKA

2013 Fatalities: **51**
10-Year Fatality Total: **695**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$682 Million



Highway Safety Laws Needed in Alaska:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Stronger Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Open Container Law

ARIZONA

2013 Fatalities: **849**
10-Year Fatality Total: **9,687**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.753 Billion



Highway Safety Laws Needed in Arizona:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
(Without DE Exemption)
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision (Without S)
GDL - Age 18 Unrestricted License
All-Driver Text Messaging Restriction

ARKANSAS

2013 Fatalities: **483**
10-Year Fatality Total: **6,001**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.692 Billion



Highway Safety Laws Needed in Arkansas:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
GDL - Stronger Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision (Without S)
Open Container Law

S = Secondary Enforcement DE = Driver Education

CALIFORNIA

2013 Fatalities: **3,000**
10-Year Fatality Total: **34,562**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$22.653 Billion

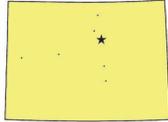


Highway Safety Laws Needed in California:

GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
GDL - Cell Phone Restriction Provision (Without S)
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

COLORADO

2013 Fatalities: **481**
10-Year Fatality Total: **5,221**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.804 Billion



Highway Safety Laws Needed in Colorado:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
GDL - Age 18 for Unrestricted License

CONNECTICUT

2013 Fatalities: **276**
10-Year Fatality Total: **2,682**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.635 Billion



Highway Safety Laws Needed in Connecticut:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - 6-Month Holding Period Provision
(Without DE Exemption)
GDL - Stronger Nighttime Restriction Provision
Child Endangerment Law
Open Container Law

DELAWARE

2013 Fatalities: **99**
10-Year Fatality Total: **1,183**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$782 Million



Highway Safety Laws Needed in Delaware:

All-Rider Motorcycle Helmet Law
GDL - Age 18 for Unrestricted License
Open Container Law

DISTRICT OF COLUMBIA

2013 Fatalities: **20**
10-Year Fatality Total: **321**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$999 Million



Highway Safety Laws Needed in Washington, D.C.:

GDL - Stronger Nighttime Restriction Provision
GDL - Stronger Cell Phone Restriction Provision
Ignition Interlock Law for All Offenders

S = Secondary Enforcement DE = Driver Education

FLORIDA

2013 Fatalities: **2,407**
10-Year Fatality Total: **28,587**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$12.079 Billion



Highway Safety Laws Needed in Florida:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction (Without S)

GEORGIA

2013 Fatalities: **1,179**
10-Year Fatality Total: **14,315**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$12.485 Billion



Highway Safety Laws Needed in Georgia:

Primary Enforcement Seat Belt Law (Rear)
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision
Ignition Interlock Law for All Offenders

HAWAII

2013 Fatalities: **102**
10-Year Fatality Total: **1,238**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$640 Million



Highway Safety Laws Needed in Hawaii:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License

IDAHO

2013 Fatalities: **214**
10-Year Fatality Total: **2,286**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.001 Billion



Highway Safety Laws Needed in Idaho:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

ILLINOIS

2013 Fatalities: **991**
10-Year Fatality Total: **10,966**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$12.636 Billion



Highway Safety Laws Needed in Illinois:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision

S = Secondary Enforcement

INDIANA

2013 Fatalities: **783**
10-Year Fatality Total: **8,256**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$7.362 Billion

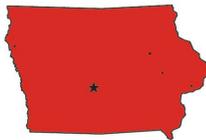


Highway Safety Laws Needed in Indiana:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
Ignition Interlock Law for All Offenders

IOWA

2013 Fatalities: **317**
10-Year Fatality Total: **3,940**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.489 Billion

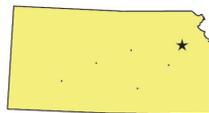


Highway Safety Laws Needed in Iowa:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
GDL - Stronger Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction (Without S)

KANSAS

2013 Fatalities: **350**
10-Year Fatality Total: **4,116**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.783 Billion



Highway Safety Laws Needed in Kansas:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Age 18 for Unrestricted License

KENTUCKY

2013 Fatalities: **638**
10-Year Fatality Total: **8,207**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.988 Billion



Highway Safety Laws Needed in Kentucky:

All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Stronger Nighttime Restriction Provision
GDL - Passenger Restriction Provision (Without S)
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

LOUISIANA

2013 Fatalities: **703**
10-Year Fatality Total: **8,374**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$6.536 Billion



Highway Safety Laws Needed in Louisiana:

Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Age 18 for Unrestricted License
Open Container Law

S = Secondary Enforcement

MAINE

2013 Fatalities: **145**
10-Year Fatality Total: **1,654**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.495 Billion



Highway Safety Laws Needed in Maine:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License

MARYLAND

2013 Fatalities: **465**
10-Year Fatality Total: **5,608**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.097 Billion



Highway Safety Laws Needed in Maryland:

Primary Enforcement Seat Belt Law (Rear)
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Passenger Restriction Provision
Ignition Interlock Law for All Offenders

MASSACHUSETTS

2013 Fatalities: **326**
10-Year Fatality Total: **3,825**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$6.784 Billion



Highway Safety Laws Needed in Massachusetts:

Primary Enforcement Seat Belt Law (Front & Rear)
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
Ignition Interlock Law for All Offenders

MICHIGAN

2013 Fatalities: **947**
10-Year Fatality Total: **10,028**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$11.115 Billion



Highway Safety Laws Needed in Michigan:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

MINNESOTA

2013 Fatalities: **387**
10-Year Fatality Total: **4,562**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.502 Billion



Highway Safety Laws Needed in Minnesota:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

S = Secondary Enforcement

MISSISSIPPI

2013 Fatalities: **613**
10-Year Fatality Total: **7,575**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.077 Billion



Highway Safety Laws Needed in Mississippi:

Primary Enforcement Seat Belt Law (Rear)
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
GDL - Stronger Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Stronger Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Open Container Law
All-Driver Text Messaging Restriction

MISSOURI

2013 Fatalities: **757**
10-Year Fatality Total: **9,501**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$6.381 Billion



Highway Safety Laws Needed in Missouri:

Primary Enforcement Seat Belt Law (Front & Rear)
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Stronger Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Open Container Law
All-Driver Text Messaging Restriction

MONTANA

2013 Fatalities: **229**
10-Year Fatality Total: **2,302**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.018 Billion



Highway Safety Laws Needed in Montana:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7 (Without S)
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction

NEBRASKA

2013 Fatalities: **211**
10-Year Fatality Total: **2,280**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.483 Billion



Highway Safety Laws Needed in Nebraska:

Primary Enforcement Seat Belt Law (Front & Rear)
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
(Without DE Exemption)
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
All-Driver Text Messaging Restriction (Without S)

S = Secondary Enforcement DE = Driver Education

NEVADA

2013 Fatalities: **262**
10-Year Fatality Total: **3,217**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.277 Billion



Highway Safety Laws Needed in Nevada:
Primary Enforcement Seat Belt Law (Front & Rear)
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
GDL - Stronger Cell Phone Restriction Provision
Ignition Interlock Law for All Offenders

NEW HAMPSHIRE

2013 Fatalities: **135**
10-Year Fatality Total: **1,303**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.585 Billion



**Highway Safety Laws Needed in
New Hampshire:**
Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 6-Month Holding Period Provision
GDL - Stronger Nighttime Restriction Provision

NEW JERSEY

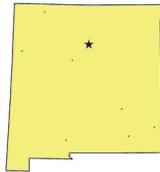
2013 Fatalities: **542**
10-Year Fatality Total: **6,462**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$14.848 Billion



**Highway Safety Laws Needed in New
Jersey:**
Primary Enforcement Seat Belt Law (Rear)
GDL - 30-50 Hours Supervised Driving Provision
GDL - Stronger Nighttime Restriction Provision
Ignition Interlock Law for All Offenders

NEW MEXICO

2013 Fatalities: **310**
10-Year Fatality Total: **4,004**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.010 Billion



**Highway Safety Laws Needed in New
Mexico:**
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License
Child Endangerment Law

NEW YORK

2013 Fatalities: **1,199**
10-Year Fatality Total: **12,836**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$17.447 Billion



Highway Safety Laws Needed in New York:
Primary Enforcement Seat Belt Law (Rear)
GDL - Stronger Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
(Without DE Exemption)

S = Secondary Enforcement DE = Driver Education

NORTH CAROLINA

2013 Fatalities: **1,289**
10-Year Fatality Total: **14,202**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$9.049 Billion



Highway Safety Laws Needed in North Carolina:

Primary Enforcement Seat Belt Law (Rear)
GDL - Minimum Age 16 for Learner's Permit
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

NORTH DAKOTA

2013 Fatalities: **148**
10-Year Fatality Total: **1,260**
Annual Economic Cost
Due to Motor Vehicle
Crashes:
\$807 Million



Highway Safety Laws Needed in North Dakota:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
GDL - Passenger Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

OHIO

2013 Fatalities: **989**
10-Year Fatality Total: **11,524**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$11.702 Billion



Highway Safety Laws Needed in Ohio:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7 (Without S)
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction (Without S)

OKLAHOMA

2013 Fatalities: **678**
10-Year Fatality Total: **7,332**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.287 Billion



Highway Safety Laws Needed in Oklahoma:

Primary Enforcement Seat Belt (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction

OREGON

2013 Fatalities: **313**
10-Year Fatality Total: **3,966**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.009 Billion



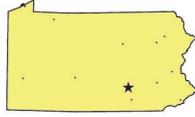
Highway Safety Laws Needed in Oregon:

GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License

S = Secondary Enforcement

PENNSYLVANIA

2013 Fatalities: **1,208**
10-Year Fatality Total: **13,974**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$6.542 Billion



Highway Safety Laws Needed in Pennsylvania:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
GDL - Stronger Nighttime Restriction Provision
GDL - Stronger Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
(Without DE Exemption)
Ignition Interlock Law for All Offenders

RHODE ISLAND

2013 Fatalities: **65**
10-Year Fatality Total: **729**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.858 Billion



Highway Safety Laws Needed in Rhode Island:

All-Rider Motorcycle Helmet Law
GDL - Stronger Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

SOUTH CAROLINA

2013 Fatalities: **767**
10-Year Fatality Total: **9,324**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.594 Billion



Highway Safety Laws Needed in South Carolina:

All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Passenger Restriction Provision
GDL - Stronger Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

SOUTH DAKOTA

2013 Fatalities: **135**
10-Year Fatality Total: **1,489**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$816 Million



Highway Safety Laws Needed in South Dakota:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 6-Month Holding Period Provision
(Without DE Exemption)
GDL - 30-50 Hours Supervised Driving Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision (Without S)
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Child Endangerment Law
All-Driver Text Messaging Restriction

S = Secondary Enforcement DE = Driver Education

TENNESSEE

2013 Fatalities: **995**
10-Year Fatality Total: **11,056**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$6.461 Billion



Highway Safety Laws Needed in Tennessee:

Primary Enforcement Seat Belt Law (Rear)
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License
Open Container Law

TEXAS

2013 Fatalities: **3,382**
10-Year Fatality Total: **33,210**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$19.424 Billion

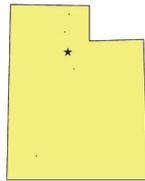


Highway Safety Laws Needed in Texas:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction

UTAH

2013 Fatalities: **220**
10-Year Fatality Total: **2,599**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.979 Billion



Highway Safety Laws Needed in Utah:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Age 18 for Unrestricted License

VERMONT

2013 Fatalities: **69**
10-Year Fatality Total: **743**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$613 Million



Highway Safety Laws Needed in Vermont:

Primary Enforcement Seat Belt Law (Front & Rear)
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision (Without S)
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Child Endangerment Law

VIRGINIA

2013 Fatalities: **740**
10-Year Fatality Total: **8,464**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.707 Billion



Highway Safety Laws Needed in Virginia:

Primary Enforcement Seat Belt Law (Front & Rear)
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
GDL - Cell Phone Restriction (Without S)
Open Container Law

S = Secondary Enforcement DE = Driver Education

WASHINGTON

2013 Fatalities: **436**
10-Year Fatality Total: **5,213**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.174 Billion



Highway Safety Laws Needed in Washington:

GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Age 18 for Unrestricted License

WEST VIRGINIA

2013 Fatalities: **332**
10-Year Fatality Total: **3,686**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.680 Billion



Highway Safety Laws Needed in West Virginia:

Primary Enforcement Seat Belt Law (Rear)
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
(Without DE Exemption)
GDL - Age 18 for Unrestricted License
Open Container Law

WISCONSIN

2013 Fatalities: **543**
10-Year Fatality Total: **6,565**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.239 Billion



Highway Safety Laws Needed in Wisconsin:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

WYOMING

2013 Fatalities: **87**
10-Year Fatality Total: **1,472**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$885 Million



Highway Safety Laws Needed in Wyoming:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - 6-Month Holding Period Provision
GDL - Stronger Nighttime Restriction Provision
GDL - Stronger Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Open Container Law

S = Secondary Enforcement DE = Driver Education

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Organizations:

Thanks to the many individuals and organizations whose websites and staff provided background and state law information for The 2015 Roadmap of State Highway Safety Laws.

American Automobile Association (AAA) Foundation for Traffic Safety
www.aaafoundation.org

American Public Health Association (APHA)
www.apha.org

Brain Injury Association of America
www.biausa.org

Federal Highway Administration
www.fhwa.dot.gov

Federal Motor Carrier Safety Administration
www.fmcsa.dot.gov

Governors Highway Safety Association (GHSA)
www.ghsa.org

Insurance Institute for Highway Safety (IIHS)
www.iihs.org

Mothers Against Drunk Driving (MADD)
www.madd.org

National Conference of State Legislatures (NCSL)
www.ncsl.org

National Highway Traffic Safety Administration (NHTSA) and the National Center for Statistics and Analysis
www.nhtsa.dot.gov

National Safety Council
www.nsc.org

National Transportation Safety Board (NTSB)
www.nts.gov

Students Against Destructive Decisions (SADD)
www.sadd.org

Traffic Injury Research Foundation
www.trafficingjuryresearch.com

U.S. Centers for Disease Control and Prevention (CDC)
www.cdc.gov

Virginia Tech Transportation Institute
www.vtti.vt.edu

West Virginia University Injury Control Research Center
www.hsc.wvu.edu/icrc

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ADVOCATES
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Advocates for Highway and Auto Safety is an alliance of consumer, health and safety groups and insurance companies and agents working together to make America's roads safer.

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