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ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

17TH ANNUAL ROADMAP OF STATE HIGHWAY SAFETY LAWS

A 2020 Vision for Safety — Passage of Strong State Traffic Safety Laws Coupled with the Advancement of Proven Vehicle Safety Technologies

As we enter a new decade, a tremendous opportunity stands before us to dramatically improve safety on our Nation's roads. Proven technologies and policies are at hand which can significantly reduce crashes, prevent fatalities and injuries, and contain associated costs. Advocates for Highway and Auto Safety (Advocates) provides these solutions in our "2020 Vision for Safety," this year's Roadmap of State Highway Safety Laws. The measures outlined in this report deliver lawmakers a proactive safety agenda that should be implemented with urgency.



The tragic news is that each day in the U.S. 100 people are killed and thousands more are injured in crashes, on average. This needless carnage also imposes an immense financial cost on society of nearly one trillion dollars each year. The optimistic news is that Advocates' 2020 Vision for Safety provides a playbook to bring down these numbers and keep families whole.

Key to our 2020 Vision is the enactment and enforcement of commonsense state traffic safety laws. In this report, Advocates rates all 50 states and the District of Columbia on the passage of 16 laws that have been demonstrated to save lives. Organized into five issue areas including occupant protection, child passenger safety, teen driver safety, impaired driving and distracted driving, these laws are essential components of any state traffic safety program. While we commend the 9 states (AZ, AR, FL, KY, LA, ME, NJ, NM, WA) and DC that enacted a total of 12 laws in 2019, unfortunately not a single state has all 16 recommended laws. As legislative sessions begin around the country, we urge legislators to utilize this "roadmap" to identify deficiencies in their laws and take action to close the gaps.

Advocates is also bringing into focus several critical safety issues that must be addressed including the need for performance standards for proven driver assistance technology and autonomous vehicles, countermeasures to combat drug-impaired driving, expanding use of automated enforcement systems, enhancing safety for rear seat passengers, protections for pedestrians and bicyclists, and reducing large truck crashes. By highlighting these issues in the Roadmap, we hope you will see the myriad of challenges and opportunities that exist in the unfinished safety agenda.

Over the last three decades, Advocates' efforts to secure passage of legislation in state capitals, while also pursuing strong vehicle safety standards at the federal level, have resulted in significant progress toward achieving our mission of safer drivers, passengers and road users, safer vehicles, and safer roads. We are excited to kick off a new decade and intend our 2020 Vision to provide clarity and inspiration to elected officials about the path to improve roadway safety for all.



Catherine Chase, President

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GLOSSARY OF ACRONYMS

Advocates - Advocates for Highway and Auto Safety

AAA - American Automobile Association

AAP - American Academy of Pediatrics

AEB - Automatic Emergency Braking

AV - Autonomous Vehicle

BAC - Blood Alcohol Concentration

BSD - Blind Spot Detection

CDC - Centers for Disease Control and Prevention

CPS - Child Passenger Safety

DC - District of Columbia

DUI - Driving Under the Influence

DWI - Driving While Intoxicated

FARS - Fatality Analysis Reporting System

FHWA - Federal Highway Administration

GAO - Government Accountability Office

GDL - Graduated Driver Licensing

IID - Ignition Interlock Device

IIHS - Insurance Institute for Highway Safety

LDW - Lane Departure Warning

LATCH - Lower Anchors and Tethers for Children

MADD - Mothers Against Drunk Driving

MAP-21 - Moving Ahead for Progress in the 21st Century Act (Pub. L. 112-141)

NETS - Network of Employers for Traffic Safety

NHTSA - National Highway Traffic Safety Administration

NTSB - National Transportation Safety Board

SADD - Students Against Destructive Decisions

TNC - Transportation Network Company

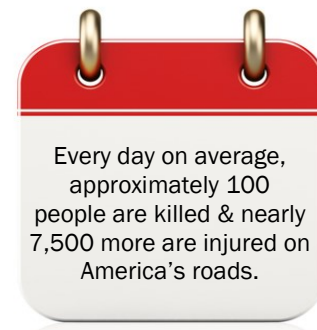
U.S. DOT - United States Department of Transportation

URGENT ACTION NEEDED TO IMPROVE HIGHWAY SAFETY

The Problem

All road users depend on the safety, reliability and accessibility of our Nation's transportation system. Tragically, the grim reality remains that far too many crashes occur every day on America's roads imposing an enormous emotional and economic cost. In 2018, nearly 37,000 people were killed in motor vehicle crashes. Further, there were nearly 7 million police-reported crashes, and more than 2.7 million people were injured. This is a major public health epidemic by any measure, and lawmakers can and must do more to ensure safe mobility for everyone.

While federal action and safety requirements are necessary to solving the problem, **state laws have a direct impact on promoting safer behavior by drivers and occupants as well as on integrating traffic safety infrastructure.** Unfortunately, as demonstrated by this report, far too many state highway safety laws are lacking or missing across the nation.



In 2018:

- 36,560 people were killed in motor vehicle crashes – a 2.4% decrease from the previous year. Further, 2,710,000 people were injured. Automobile crashes remain a leading cause of death for Americans.
- Almost half (47%) of passenger vehicle occupants killed were unrestrained.
- 4,985 motorcyclists were killed, amounting to nearly 14% of all crash fatalities.
- 1,038 children aged 14 and younger were killed in motor vehicle crashes, including 255 children aged four through seven and 221 children aged two and younger.
- Crashes involving young drivers (age 15 - 20) resulted in 4,492 fatalities, accounting for approximately 12% of all crash deaths.
- There were 10,511 fatalities in crashes involving a drunk driver.
- In crashes involving a distracted driver, 2,841 people were killed.

An additional 395 laws need to be adopted in all states and DC to fully meet Advocates' recommended optimal safety laws in this report.

2020 VISION — ISSUES IN FOCUS

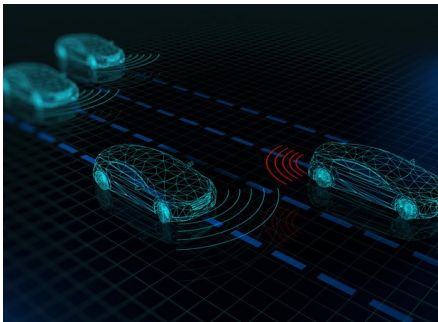
With nearly 37,000 people killed on our roads in 2018, the magnitude of this public health crisis is clear. While the Roadmap of State Highway Safety Laws focuses on state laws as countermeasures to curb this needless death and injury toll, Advocates takes a comprehensive approach to ensure the safety of all road users. 2020 Vision — Issues in Focus highlights solutions Advocates is pursuing in addition to the state laws rated in this report.

Driver Assistance Technology



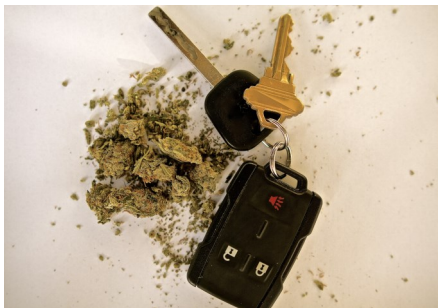
Advanced technologies that have been proven to help avoid or mitigate crashes should be subject to minimum performance standards and be required as standard equipment on all new vehicles. These include automatic emergency braking (AEB), lane departure warning (LDW) and blind spot detection (BSD) for cars, trucks and buses. The Insurance Institute for Highway Safety (IIHS) has found that AEB can reduce front-to-rear crashes with injuries by 56%, LDW can reduce single-vehicle, sideswipe and head-on injury crashes by over 20%, and BSD can reduce injury crashes from lane change by nearly 25%. Additionally, the IIHS has found that while nighttime visibility is essential for safety, few vehicles are equipped with headlights that perform well. The standard should be updated to improve the performance of all headlights as well as allow for advanced technologies to help with visibility including adaptive headlights. Unfortunately, these safety systems are often sold separately as part of an expensive trim package or on high end models.

Autonomous Vehicles (AVs)



While Advocates is hopeful that AVs, once subject to minimum performance requirements and robust oversight, may have the potential to meaningfully reduce crash deaths and injuries, currently they are being developed and deployed in a way that is insufficient to protect those in AVs and other road users. Numerous public opinion polls show a high skepticism and fear about the technology, and for good reason. Multiple crashes have occurred in the U.S. involving cars equipped with autonomous technology that are subject to investigation by the National Transportation Safety Board (NTSB) and the National Highway Traffic Safety Administration (NHTSA). Advocates has proposed regulations and safeguards to protect the public. Moreover, Advocates is opposed to expanding exemptions from federal motor vehicle safety standards for AVs that will be sold to the public and tested on public roads. The laws recommended by Advocates in this report will also be essential as AVs are rolled out. Occupants of AVs must be properly restrained in the event of a crash, especially as there will be a mixed fleet of vehicles for the foreseeable future, and for AVs that require the human to take over the driving task, countermeasures must be in place to prevent distracted and impaired driving.

Drug-Impaired Driving



Widespread legalization of marijuana for medical and recreational use and the prevalence of other potentially impairing drugs have given rise to concerns about the incidence and impact of drug-impaired driving. According to the National Survey on Drug Use and Health, nearly 13 million people drove under the influence of illicit drugs in 2017. This includes nearly 12 million people who admitted to using marijuana and driving. Public health, safety and law enforcement agencies today face a myriad of challenges in their efforts to detect and deter drug-impaired driving. These include the absence of a standard for marijuana impairment, the amplifying effect of polyuse of more than one drug or drugs combined with alcohol, issues with data collection, and the need for efficient, verified roadside testing technology.

2020 VISION — ISSUES IN FOCUS

Automated Enforcement



Automated enforcement can be used as an effective tool against two common crash contributors – speeding and red light running. Speeding, which is driving in excess of the posted legal limit, is one of the most challenging issues contributing to traffic crashes. Additionally, increasing speed limits have cost nearly 37,000 lives over the past 25 years. Moreover, the Federal Highway Administration (FHWA) reports that road users are more likely to be injured in a red light running related event than any other crash. A study by IIHS found that red light cameras reduced the fatal red light running crash rate by 21% and the rate of all types of fatal crashes at signalized intersections by 14%. Similarly, speed cameras have been shown to reduce both vehicle speed and crashes.

Rear Seat Safety



The majority of passengers in the rear seat are children, teens and older adults; however, the rise of transportation network companies (TNCs) and ride-hail/rideshare vehicles has increased the number of rear seat passengers in geographical areas in which they are prevalent. Congress directed the U.S. DOT to issue a final rule by October 2015 requiring rear seat belt reminders in all new motor vehicles, which when released will help ensure rear seat passengers are properly restrained. Additionally, adults who have unknowingly left infants and young children in the rear seats of vehicles tragically leading to death has been, and continues to be, a well-known safety problem, despite available technology solutions. Exposure of young children, particularly in hot weather, leads to hyperthermia that can result in death or severe injuries. Legislation has been introduced in Congress that would require the U.S. DOT to issue a final rule for a detection and alert system to indicate when a child is left unattended in a vehicle.

Pedestrian and Bicyclist Safety



Deaths and injuries of pedestrians and bicyclists are unacceptably high. In fact, in 2016 pedestrian and bicyclist fatalities reached their highest levels in approximately 30 years. Estimates for 2018 show that despite a slight decrease in overall crash deaths, fatalities of pedestrians increased by 4% and pedalcyclist fatalities increased 10%. Collisions involving vulnerable road users do not have to be a death sentence. Vehicles can be designed, specifically in the front end, to reduce the severity of impacts with pedestrians and bicyclists. Vehicle collision avoidance systems also have promise to further reduce deaths and injuries. Additionally, improvements to road safety infrastructure could offer pedestrians and bicyclists better protection to reduce the occurrence and severity of crashes.

Large Truck Safety

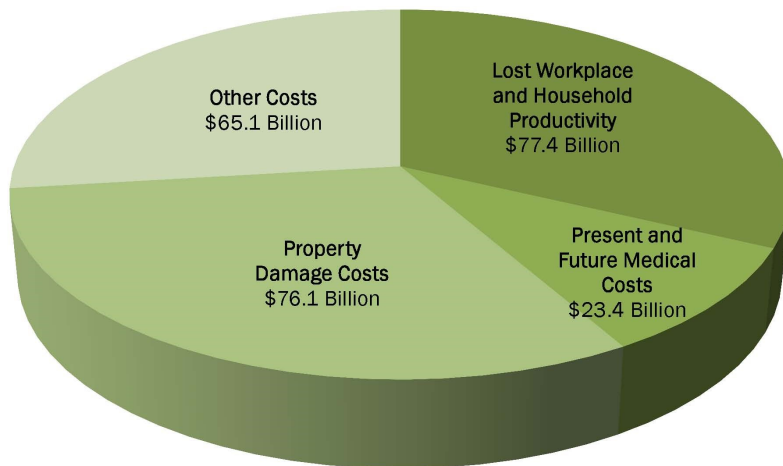


Truck crashes continue to occur at an alarmingly high rate. In 2018, 4,951 people were killed in crashes involving large trucks. This represents a staggering 46% increase since 2009. Further, more than 100,000 people are injured in large truck crashes each year. In fatal two-vehicle crashes between a large truck and a passenger vehicle, 97% of the fatalities are occupants of the passenger vehicle, according to IIHS. Several safety improvements would curb the needless carnage resulting from large truck crashes. Available safety technologies such as speed limiting devices and AEB could already be preventing crashes if they were required. Further, trucks should be equipped with strong underride guards to mitigate horrific and violent crashes in which a vehicle goes under the rear, side or front of a truck.

SAFETY LAWS REDUCE CRASH COSTS

Motor vehicle crashes impose a significant financial burden on society.

Annual Economic Cost of Motor Vehicle Crashes: \$242 Billion



STATE	(Millions \$)	STATE	(Millions \$)
AL	\$4,473	MT	\$898
AK	\$592	NE	\$1,295
AZ	\$4,183	NV	\$1,978
AR	\$2,386	NH	\$1,374
CA	\$19,998	NJ	\$12,813
CO	\$4,173	NM	\$1,769
CT	\$4,880	NY	\$15,246
DE	\$684	NC	\$7,909
DC	\$859	ND	\$706
FL	\$10,750	OH	\$10,125
GA	\$10,787	OK	\$2,910
HI	\$577	OR	\$1,768
ID	\$886	PA	\$5,851
IL	\$10,885	RI	\$1,599
IN	\$6,375	SC	\$4,045
IA	\$2,188	SD	\$720
KS	\$2,445	TN	\$5,667
KY	\$4,363	TX	\$17,044
LA	\$5,691	UT	\$1,725
ME	\$1,303	VT	\$538
MD	\$4,476	VA	\$4,998
MA	\$5,835	WA	\$4,469
MI	\$9,599	WV	\$1,482
MN	\$3,057	WI	\$4,546
MS	\$2,718	WY	\$788
MO	\$5,560	Total	\$241,988

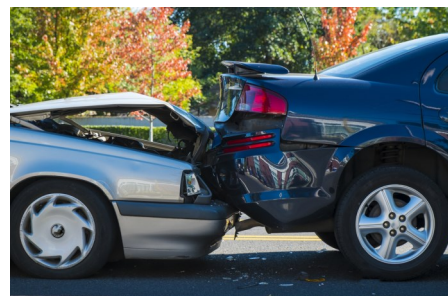
Source: The Economic and Societal Impact of Motor Vehicle Crashes, 2010, NHTSA (2015).



Each person living in the U.S. essentially pays a **\$784 annual “crash tax.”**

When loss of life, pain and decreased quality of life are added to economic costs, the toll is \$836 billion each year.

According to the Network of Employers for Traffic Safety (NETS), motor vehicle crashes cost employers \$47.4 billion in direct crash-related expenses annually based on 2013 data.



LEGISLATIVE ACTIVITY IN 2019

In 2019, **12 laws were passed** that meet the criteria for the basic safety laws included in this report.

While other legislative activity occurred throughout the states, for purposes of this report only laws that meet the optimal law criteria, as defined on pages 11 and 12, are considered. *Note: Laws that do not meet the optimal law criteria, including laws subject only to secondary enforcement, are not included in the legislative activity summary.*



Arizona: Enacted primary enforcement all-driver texting ban.



Arkansas: Enacted primary enforcement GDL cell phone ban.



District of Columbia: Enacted rear facing through age 2 law and extended GDL cell phone ban.



Florida: Enacted primary enforcement all-driver texting ban.



Kentucky: Enacted ignition interlock device requirement for all offenders.



Louisiana: Enacted rear facing through age 2 law.



Maine: Enacted rear facing through age 2 law and optimal booster seat requirement.



New Jersey: Enacted ignition interlock device requirement for all offenders.



New Mexico: Enacted child endangerment law.



Washington: Enacted rear facing through age 2 law.

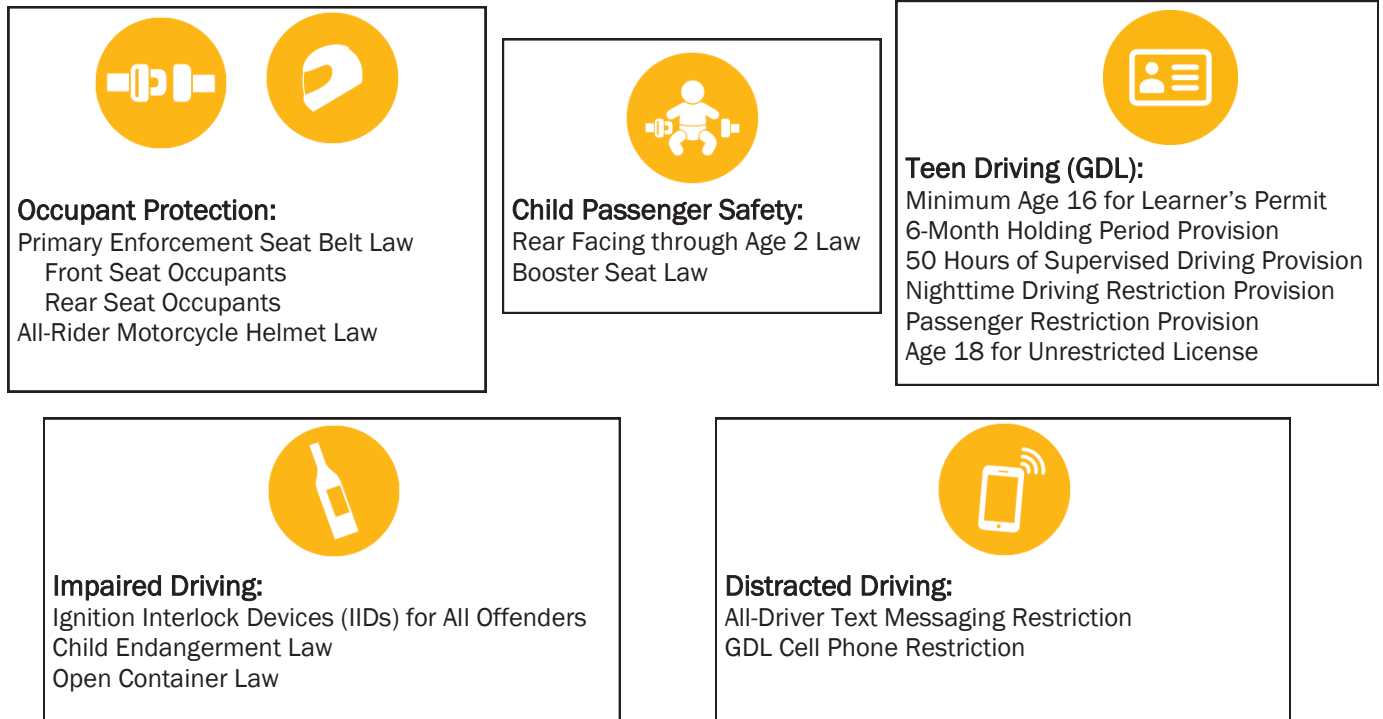
States are failing to close important safety gaps because they have not adopted the lifesaving safety laws listed below. While a number of highway safety laws have been enacted during the last few years, many laws considered to be fundamental to highway safety are still missing in many states.

Based on Advocates' safety recommendations, states need to adopt 395 laws:

- 16 states need an optimal primary enforcement seat belt law for front seat passengers;
- 31 states need an optimal primary enforcement seat belt law for rear seat passengers;
- 31 states need an optimal all-rider motorcycle helmet law;
- 35 states need a rear facing through age 2 law;
- 34 states and DC need an optimal booster seat law;
- 193 GDL laws need to be adopted to ensure the safety of novice drivers, no state meets all the criteria recommended in this report;
- 30 critical impaired driving laws are needed in 27 states;
- 5 states need an optimal all-driver text messaging restriction; and,
- 19 states need a GDL cell phone restriction.

KEY THINGS TO KNOW ABOUT THIS REPORT

The Report is Divided into Five Issue Sections:



It is imperative that the 16 state laws listed in the five sections be advanced in every state and DC to save lives, prevent injuries, and reduce health care and other costs. These 16 laws do not comprise the entire list of effective public policy interventions states should take to reduce motor vehicle deaths and injuries, rather are minimum critical traffic safety laws. Background information about each law is provided in the respective sections throughout the report. The statistical data on fatalities are based on 2018 Fatality Analysis Reporting System (FARS) data, except as otherwise indicated. *Additionally, in 2016, NHTSA changed the crash and injury estimates to be based on the modernized data collection system. Due to that change, a direct comparison between injury and crash estimates from 2016 and newer data with older data cannot be made.*

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 11-12.**

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 35-50 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.

Note: 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.

DEFINITIONS OF THE 16 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. 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. (Ratings are based on front seat occupants only.) A state that does not have this law, in addition to a primary enforcement rear seat belt law, cannot 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. (Ratings are based on rear seat occupants only.) A state that does not have this law, in addition to a primary enforcement front seat belt law, cannot 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 violation. A state that has repealed an existing all-rider motorcycle helmet law in the previous 10 years cannot achieve a green overall rating.

Child Passenger Safety

Rear Facing Through Age 2 Law - Requires infants and toddlers to remain in a rear facing child restraint system in the rear seat from birth through age two or longer. After the child reaches the maximum weight and height limit for the rear facing safety seat, the child may be placed forward facing in a harness-equipped child restraint system. The child restraint system should be certified by the manufacturer to meet U.S. DOT safety standards.

Booster Seat Law - Requires that children who have outgrown the height and weight limit of a forward facing safety seat be placed in a booster seat that should be used until the child can properly use the vehicle's seat belt when the child reaches 57 inches in height and age eight. The booster seat should be certified by the manufacturer to meet U.S. DOT safety standards.

Teen Driving

GDL programs allow 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 recommends that the three-phase GDL program be no less than one year in duration, though this is not considered in the ratings. Advocates rates state GDL laws on six 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: 6-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 6 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 6 months, or if there is a reduction in the length of the holding period for drivers who take a driver education course.

Teen Driving (cont'd)

Learner's Stage: 50 Hours of Supervised Driving Provision - A beginning teen driver must receive at least 50 hours of behind-the-wheel training, 10 of which must be at night, 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 50, does not require 10 hours of night driving, or if there is a reduction in the required number of hours of supervised driving (to less than 50 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 passengers who may legally ride with a teen driver without adult supervision. The optimal limit is no more than one non-familial passenger younger than age 21.

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

Impaired Driving

Ignition Interlock Devices (IIDs) for All-Offenders - This law mandates the installation of IIDs on the vehicles of all convicted drunk driving offenders. Without an optimal IID law, a state is deemed red for the impaired driving rating.

Child Endangerment Law - 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 Law - 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, based on annual determinations made by U.S. DOT.

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 an emergency.

GDL Cell Phone Restriction - This restriction prohibits all use of cellular devices (hand-held, hands-free and text messaging) by beginning teen drivers, except in 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).

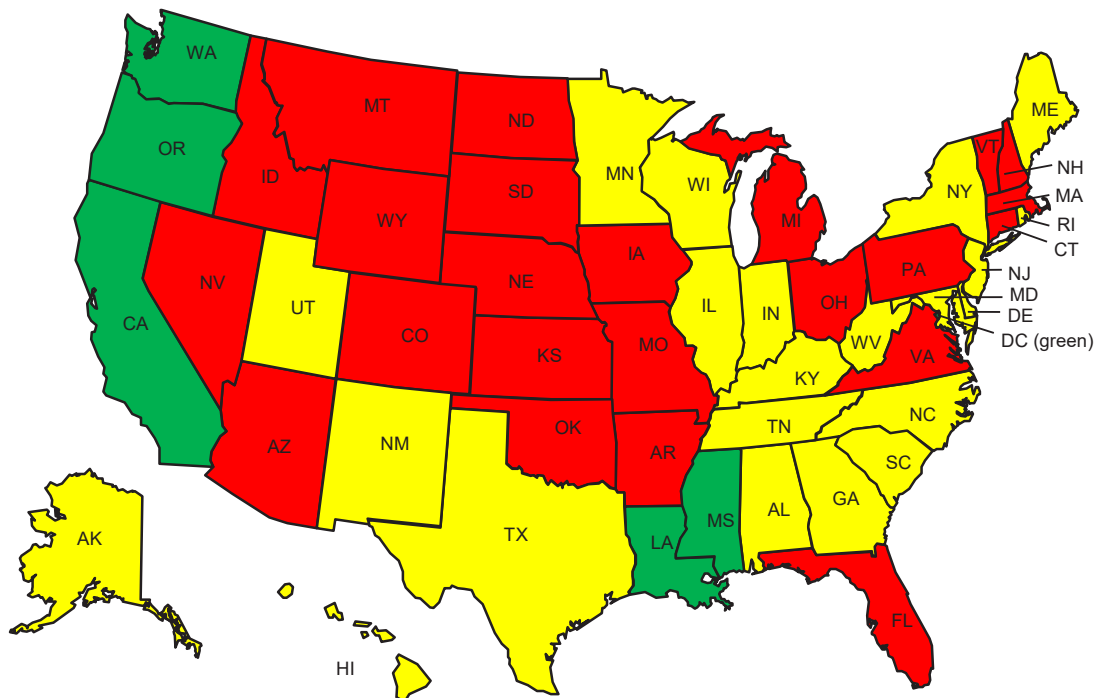


OCCUPANT PROTECTION

Primary Enforcement Front Seat Belt Law

Primary Enforcement Rear Seat Belt Law

All-Rider Motorcycle Helmet Law



State has all 3 laws, a primary enforcement front seat belt law, primary enforcement rear seat belt law and an all-rider motorcycle helmet law. (5 states and DC)

State has 2 of the 3 laws. (22 states)

State has 1 or none of the 3 laws. (23 states)

Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 11 for law definitions. See "States at a Glance", beginning on page 39 to determine which laws states lack.

PRIMARY ENFORCEMENT SEAT BELT LAWS

Seat belt use, most often achieved by effective laws, is a proven lifesaver.

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%.



22,697 occupants of passenger vehicles were killed in motor vehicle crashes in 2018. Of the passenger vehicle occupant fatalities for which restraint use was known, 47% were not wearing seat belts. States with primary enforcement laws have higher seat belt use rates. Moreover, a study conducted by IIHS found that when states strengthen their laws from secondary to primary enforcement, driver death rates decline by an estimated 7%.

Needless deaths and injuries that result from non-use of seat belts cost society approximately \$10 billion annually in medical care, lost productivity and other costs, according to NHTSA. 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.

- In fatal crashes in 2018, 83% of passenger vehicle occupants who were fully ejected from the vehicle were killed, according to NHTSA data. Further, only 1% of the occupants reported to have been using restraints were fully ejected, compared with nearly 30% of the unrestrained occupants.
- 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, according to NHTSA.
- Seat belt use rates increase from 10 to 15 percentage points when primary laws are passed, as experienced in a number of states.
- NHTSA reports that the average in-patient costs for crash victims who don't use seat belts are 55% higher than for those who do use them.
- Opponents often assert that highway safety laws violate personal choice and individual rights, overlooking the impact on society. In response, the U.S. District Court of Massachusetts stated 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.

All states except New Hampshire have an adult seat belt law.

Only 34 states and DC allow primary enforcement of their front seat belt laws. Among the states that have primary enforcement seat belt laws, only 19 and DC cover occupants in all seating positions (front and rear).

PRIMARY ENFORCEMENT SEAT BELT LAWS

Nearly 15,000 lives were saved by seat belt use and over 2,500 more could have been saved with 100% belt use in 2017, the latest year for which data is available.

Lives Saved in 2017 & Lives that Could Have Been Saved by 100% Seat Belt Use, By State, Age 5 and older (NHTSA, 2018)											
States in red have laws that are subject only to secondary enforcement; NH has no law.											
	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	337	50	IL	483	50	MT	71	33	RI	25	5
AK	35	6	IN	436	49	NE	72	23	SC	387	53
AZ	281	69	IA	142	21	NV	78	14	SD	39	22
AR	214	72	KS	203	67	NH	23	19	TN	463	91
CA	1,488	89	KY	329	80	NJ	241	23	TX	1,725	227
CO	226	70	LA	278	64	NM	154	22	UT	96	21
CT	112	17	ME	68	14	NY	396	41	VT	28	7
DE	41	6	MD	209	27	NC	633	90	VA	323	88
DC	8	1	MA	61	45	ND	44	18	WA	283	22
FL	1,099	181	MI	510	47	OH	456	138	WV	128	24
GA	648	34	MN	192	23	OK	234	60	WI	289	51
HI	33	2	MS	283	111	OR	255	12	WY	40	13
ID	94	36	MO	309	103	PA	355	99	Total	14,957	2,550

From 1975 to 2010, over 360,000 lives could have been saved and 5.8 million injuries could have been prevented if all occupants had worn seat belts, according to a NHTSA report. Over this same time period, nearly \$1.1 trillion in economic costs have been needlessly incurred due to seat belt non-use.

Rear Seat Safety

- Rear seat passengers are three times more likely to die in a crash if they are unbelted. Rear seat belt use was lower than front seat belt use in almost every state and was substantially lower in many states.
- According to IIHS, nearly 40% of people surveyed said they sometimes don't buckle up in the rear seat because there is no law requiring it. If there were such a law, 60% of respondents said it would convince them to do so.
- The majority of passengers in the rear seats of vehicles are teens and children, and studies have shown that seat belt use by teens is among the lowest of any segment of society.
- In 2018, the proportion of unrestrained passenger vehicle occupants killed who were seated in the front seat was 46%, compared to 55% of unrestrained passenger vehicle occupants killed who were seated in the rear seat, according to NHTSA.
- In 2018, 803 unbelted rear seat fatalities occurred of occupants age 8 and older. Had all been wearing a seat belt, more than half would have survived, according to a report by the Governors Highway Safety Association.



ALL-RIDER MOTORCYCLE HELMET LAWS

All-rider helmet laws increase motorcycle helmet use, decrease deaths and injuries, and save taxpayer dollars.

According to NHTSA, motorcycles are the most hazardous form of motor vehicle transportation.

4,985 motorcyclists were killed and 82,000 more were injured in crashes in 2018.

The number of motorcycle crash fatalities has more than doubled since a low of 2,116 in 1997.



In 2018: Where helmet use was known, 38% of all motorcyclists killed were not wearing a helmet. The observed use rate of U.S. DOT compliant helmets among motorcyclists was 83% in states with all-rider helmet laws, compared to only 57% in other states. There were 9 times as many unhelmeted fatalities (1,670) in states without a universal helmet law compared to the number of fatalities (177) in states with a universal helmet law. These states were nearly equivalent with respect to total resident populations. Further, NHTSA estimates that helmets saved the lives of 1,870 motorcyclists and that over 750 more lives in all states could have been saved if all motorcyclists had worn helmets in 2017, the latest year for which data is available.



When crashes occur, motorcyclists need adequate head protection to prevent one of the leading causes of crash death and disability in the U.S. - head injuries. Studies have determined that helmets reduce head injuries without increased occurrence of spinal injuries in motorcycle crashes. NHTSA data shows that helmets reduce the chance of fatal injury by 37% for motorcycle operators and 41% for passengers. Eighty percent of Americans favor state laws requiring all motorcyclists to wear helmets.

According to a 2012 Government Accountability Office (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 rates of helmet use.

Three states (IL, IA and NH) have no motorcycle helmet use law.

In 2019, there were attempts in 10 states to repeal existing all-rider helmet laws, none of which were enacted.

ALL-RIDER MOTORCYCLE HELMET LAWS

Motorcycle helmets reduce the risk of head injury by 69% and reduce the risk of death by 42%.

- In 2010, the economic cost of motorcycle crashes was \$12.9 billion and the total amount of societal harm was \$66 billion, according to NHTSA. Additionally, helmets save \$2.7 billion in economic costs and prevent \$17 billion in societal harm annually.
- Per vehicle mile traveled, motorcyclist fatalities occurred almost 27 times more frequently than passenger car occupant fatalities in 2017.
- Motorcyclists represented 14% of the total traffic fatalities, yet accounted for only 3% of all registered vehicles in the U.S. in 2017, the latest year for which data is available.
- Motorcyclist fatalities of older Americans (aged 65 and older) increased by 121% over the ten year period, 2009 to 2018.
- The economic benefits of motorcycle helmet use are substantial, more than three and one-half times greater in states with all-rider helmet laws. In states that have an all-rider helmet law, cost savings to society from helmet use was \$725 per registered motorcycle, compared to savings from helmet use of just \$198 per registered motorcycle in states without a mandatory helmet use law, according to the Centers for Disease Control and Prevention (CDC). States without an all-rider motorcycle helmet law realize some savings from voluntary helmet use and from partial laws that cover certain but not all riders.
- According to the American Academy of Pediatrics (AAP), in states with only 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.

A study in the American Journal of Surgery reported that after Michigan repealed its all-rider helmet law in 2012, the percentage of non-helmeted crash scene fatalities quadrupled. Further, after the repeal, trauma patients who were hospitalized with a head injury rose 14%.



Lives That Could Have Been Saved by Helmet Use

States Without All-Rider Motorcycle Helmet Laws & Lives that Could Have Been Saved in 2017 by 100% Helmet Use (NHTSA, 2018)	AK	2	ID	6	MN	15	RI	2
	AZ	34	IL	42	MT	4	SC	38
	AR	13	IN	40	NH	3	SD	4
	CO	27	IA	13	NM	14	TX	94
	CT	13	KS	13	ND	3	UT	10
	DE	2	KY	22	OH	42	WI	17
	FL	110	ME	6	OK	24	WY	5
	HI	5	MI	27	PA	34	Total	684

OCCUPANT PROTECTION LAWS RATING CHART

Number of new occupant protection laws since January 2019: None.

	Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rating		Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	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	34+ DC	19+ DC	19+ DC	

STATUS OF STATE LAWS

16 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 2019.
There were unsuccessful attempts to repeal all-rider motorcycle helmet laws in 10 states.

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

13 states have only one of the three laws. (AR, CT, FL, IA, KS, MA, MI, MO, NE, NV, OK, VT and VA).

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

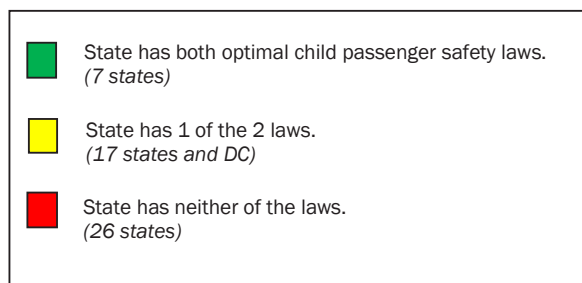
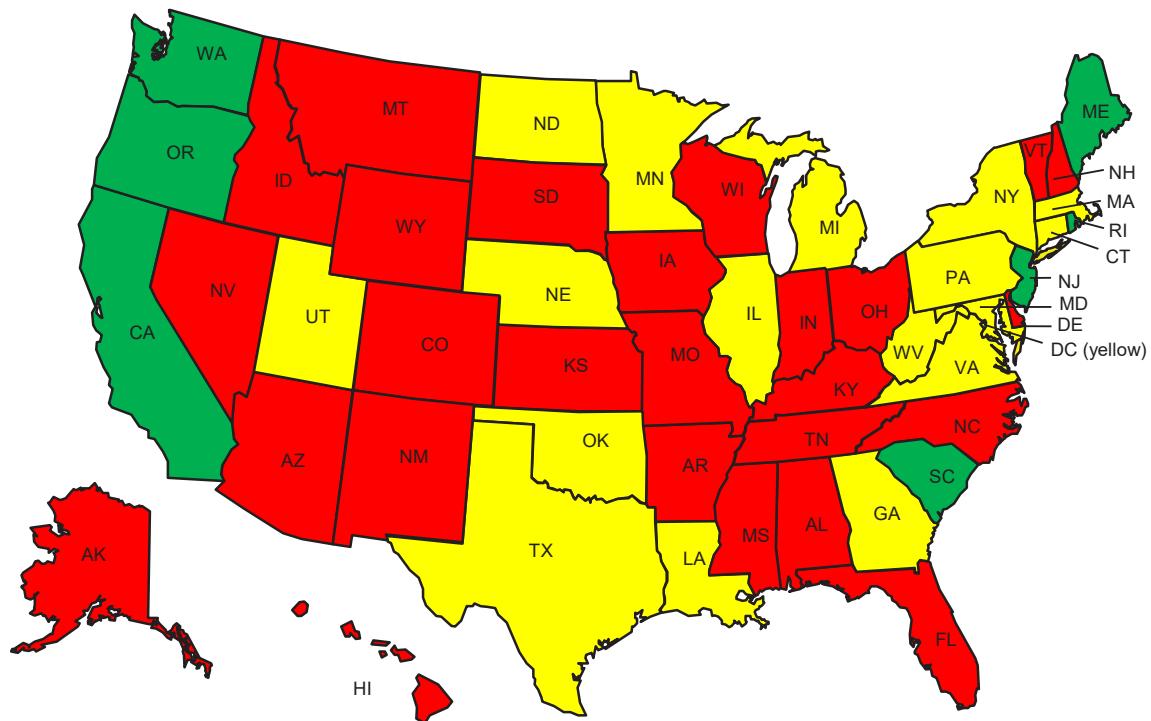
- = Optimal law
- = Good (3 optimal laws)
- = Caution (2 optimal laws)
- = Danger (1 or 0 optimal laws)

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



CHILD PASSENGER SAFETY

Rear Facing Through Age 2 Law
Booster Seat Law



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 11 for law definition. See "States at a Glance", beginning on page 39 to determine which laws the states lack.

CHILD PASSENGER SAFETY LAWS

Motor vehicle crashes are a leading cause of death for American children.

The best way to protect children from risks posed by the force of airbags is to place them in the rear seat, restrained by a child safety seat, booster seat or safety belt, as appropriate.

An average of three children under age 14 were killed every day in motor vehicle crashes in the U.S. in 2018, totaling 1,038 fatalities. Further, 190,000 children under age 14 were injured in crashes that same year.

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. Nearly 325 lives were saved in 2017, the latest year for which data is available, by restraining children four and younger in passenger vehicles.

Advocates recommends a three component child passenger safety law that includes the following laws to adequately protect younger children:

Rear Facing Through Age 2

Infants and toddlers should remain in a rear facing child restraint system in the rear seat from birth through age two or longer. After the child reaches the maximum weight and height limit for the rear facing safety seat, the child may be placed forward facing in a harness-equipped child restraint system. The child restraint system should be certified by the manufacturer to meet U.S. DOT safety standards.

To date, only 15 states and DC have enacted a rear facing through age 2 law.



Forward Facing Harness and Tether Seat

After the child reaches the maximum weight and height limit for their rear facing safety seat and is age two or older, the child may be turned forward facing in a harness-equipped child restraint. Children should remain in a harness-equipped restraint, certified by the manufacturer to meet U.S. DOT safety standards, until they meet the height and weight limit of the child restraint.

This law is not rated in this report.

Booster Seat

Requires that children who have outgrown the height and weight limit of a forward-facing safety seat be placed in a booster seat that should be used until the child can properly use the vehicle's seat belt when the child reaches 57 inches in height and age eight. The booster seat should be certified by the manufacturer to meet U.S. DOT safety standards.

To date, only 16 states have enacted an optimal booster seat law.



CHILD PASSENGER SAFETY LAWS

Across all age groups, injury risk is lowest (less than 2%) when children are placed in an age-appropriate restraint in the rear seat.



According to the AAP, children younger than two years old are at an elevated risk of head and spine injuries in motor vehicle crashes because their heads are relatively large and their necks smaller with weak musculature. By supporting the entire torso, neck, head and pelvis, a rear facing car seat distributes crash forces over the entire body rather than focusing them only at belt contact points.

When a child is placed in a rear facing car seat through age two or older, they are provided with optimal support for their head and neck in the event of a crash.



After a child reaches age two, and the maximum height and weight limit for their rear facing safety seat, the child may be turned forward facing in a harness-equipped child restraint. Use of the top tether and LATCH system, when available, is preferred.

Children should remain in a forward facing harness and tether seat until they meet the height and weight limit of the restraint.

Note: This law is not rated in this report.



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. The seat 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.

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.

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 three times as likely to be in appropriate restraints; and
- 6% increase in the number of booster-seat aged children seated in the rear of the vehicle where children are better protected.

Of Americans support
all states having
84%
booster seat laws
protecting children age
four through seven

CHILD PASSENGER SAFETY LAWS RATING CHART

Number of new child passenger safety laws since January 2019: Four rear facing through age 2 laws (LA, ME, WA, DC); One optimal booster seat law (ME).

	Rear Facing Through Age 2 Law	Booster Seat Law	Rating		Rear Facing Through Age 2 Law	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	15 +DC	16	

STATUS OF STATE LAWS

15 states and DC have an optimal law requiring rear facing through age 2.

16 states have an optimal booster seat law.

- = Optimal law
- = Good (both laws)
- = Caution (one of the two laws)
- = Danger (neither law)

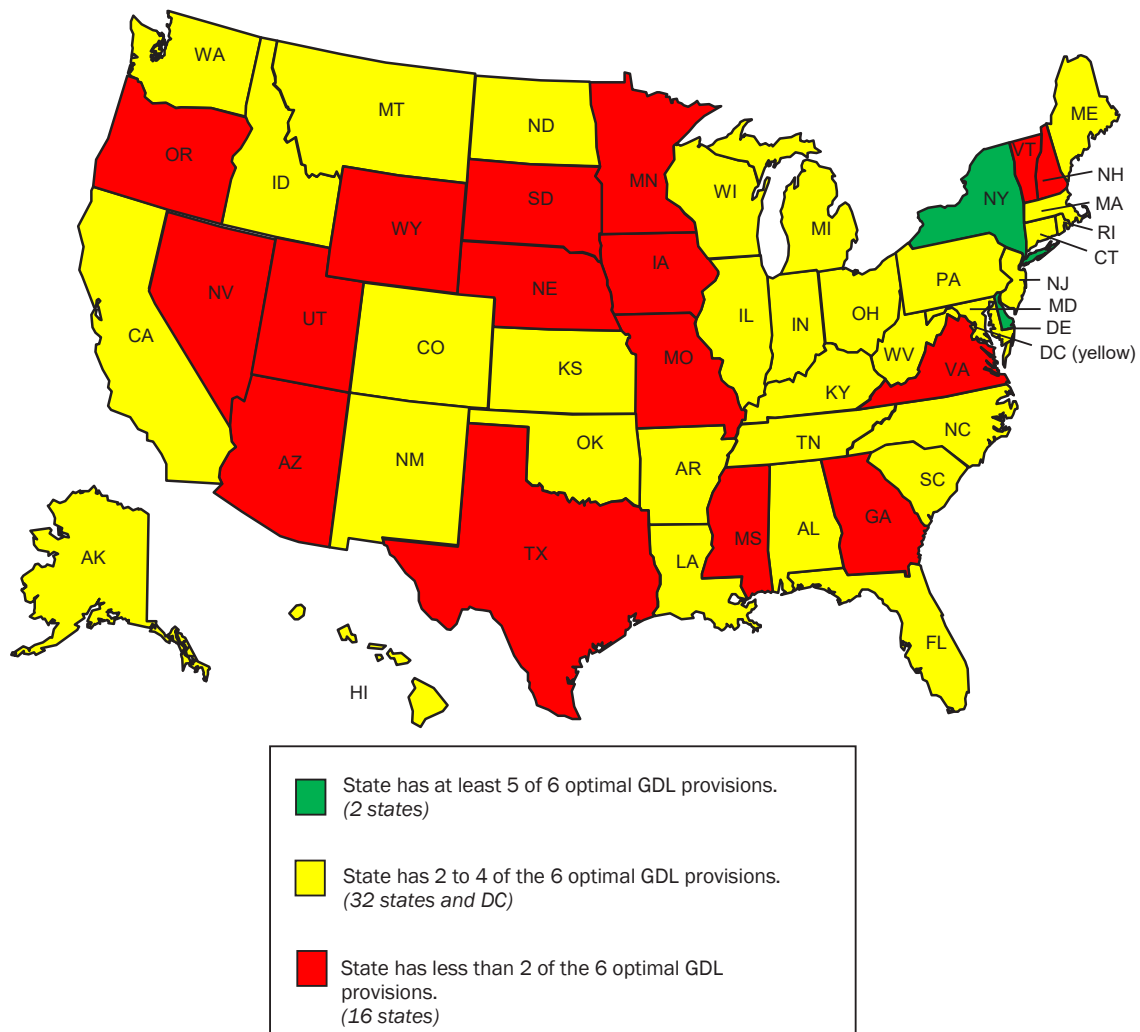
(No credit is given for laws that are subject to secondary enforcement)



TEEN DRIVING:

GRADUATED DRIVER LICENSING (GDL) PROGRAMS

Minimum Age 16 for Learner's Permit
6-Month Holding Period Provision
50 Hours of Supervised Driving Provision
Nighttime Driving Restriction Provision
Passenger Restriction Provision
Age 18 for Unrestricted License



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to pages 11-12 for law definitions. See "States at a Glance", beginning on page 39 to determine which laws states lack.

TEEN DRIVING LAWS

Motor vehicle crashes are the number one killer of American teenagers.

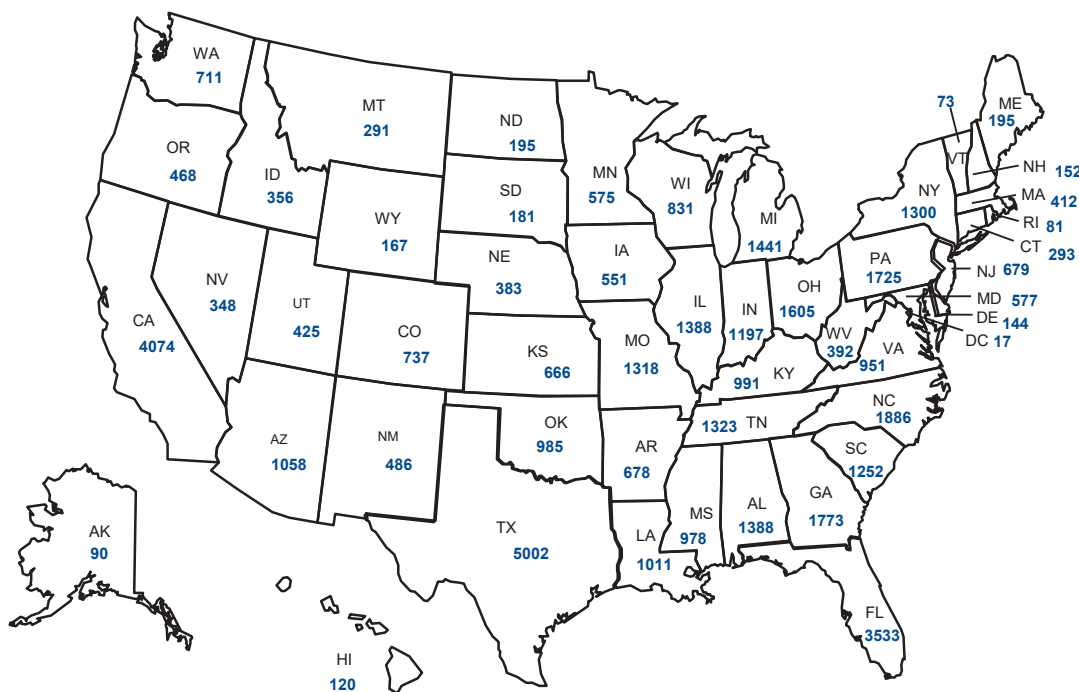
Teen drivers are far more likely than other drivers to be involved in fatal crashes because they lack driving experience and tend to take greater risks.

According to NHTSA, 4,492 people were killed in crashes involving young drivers (age 15 - 20) in 2018:

- 1,719 were young drivers;
- 908 were passengers of young drivers; and,
- 1,865 victims were pedestrians, pedalcyclists, and the occupants of the other vehicles involved in crashes with young drivers.

Estimated annual
economic cost of
police-reported crashes
involving young drivers
\$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 six optimal GDL provisions is counted separately in rating the state. The map below shows the number of fatalities caused by motor vehicle crashes involving drivers aged 15 to 20 over the past decade (2009 to 2018).



No state has all of the optimal GDL provisions recommended in this report.

TEEN DRIVING LAWS

In states that have adopted GDL programs, studies have found overall crash reductions among teen drivers of about 10% to 30%.



- The crash rate for teen drivers (16- to 19-years) is three times that of drivers 20 and older, according to IIHS.
- Teenage motor vehicle crash deaths in 2016 occurred most frequently during the periods of 9 p.m. to 12 a.m. (18%), 6 p.m. to 9 p.m. (16%), and 3 p.m. to 6 p.m. and 12 a.m. to 3 a.m. (15% each). States with nighttime driving restrictions show crash reductions of up to 60% during restricted hours.
- Fatal crash rates are 21% lower for 15- to 17-year-old drivers when prohibited from having any teenage passengers in their vehicles, compared to when two or more passengers were permitted. A study by the American Automobile Association (AAA) found that when a teen driver has only teen passengers in their vehicle (as opposed to older passengers), the fatality rate for all people involved in a crash increased 51%.
- For 16- and 17-year-old drivers, research has identified a 15% reduction in fatal crash rates was associated with a limit of no more than one teen passenger for 6-months or longer, when compared to no limit on the number of passengers.
- Delaying the minimum age for obtaining a learner's permit was associated with lower fatal crash rates for 15- to 17-year-olds combined; a 1-year delay (e.g., from age 15 to 16) reduced the fatal crash rate by 13%.
- Research has found that a minimum holding period of at least five months reduces fatal crash rates. Extending the holding period to 9 months to a year results in a 21% reduction in fatal crash rates.
- A 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 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 programs, according to a survey by the Allstate Foundation.

Older Novice Drivers: Studies have shown that GDL programs have contributed to a decline in teen driver crashes. However, older teen novice drivers are missing out on, yet still very much need, the safety benefits of GDL programs. These older teen drivers actually experience more crashes and near misses, though they are overconfident and perceive themselves as safer, according to a 2017 study by Liberty Mutual Insurance and SADD.

Research from Children's Hospital of Philadelphia Center for Injury Research and Prevention and AAA shows that, "about one-third of all drivers are not licensed by age 18, and by age 21, about 20% of all young adults still are not licensed." A study showed that while GDL programs have likely contributed to a significant decline in teen driver crashes over the decade of 2005 to 2014, the improvements are not as strong for 18- to 20-year-olds who have aged out of GDL.

GDL programs that extend beyond the mid-teen years cover a broader population and may experience additional safety benefits.



TEEN DRIVING LAWS RATING CHART

Number of new teen driving laws since January 2019: None.

Rating	Age 18 Unrestricted License	Passenger Restriction Provision	Nighttime Driving Restriction Provision	50 Hours of Supervised Driving Provision	6-Month Holding Period Provision	Minimum Age 16 for Learner's Permit	Rating	Age 18 Unrestricted License	Passenger Restriction Provision	Nighttime Driving Restriction Provision	50 Hours of Supervised Driving Provision	6-Month Holding Period Provision	Minimum Age 16 for Learner's Permit
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	25	11	18+ DC	2

● = Optimal law

● = Good (At least 5 optimal provisions)

● = Caution (Between 2 and 4 optimal provisions)

● = Danger (Less than 2 optimal provisions)

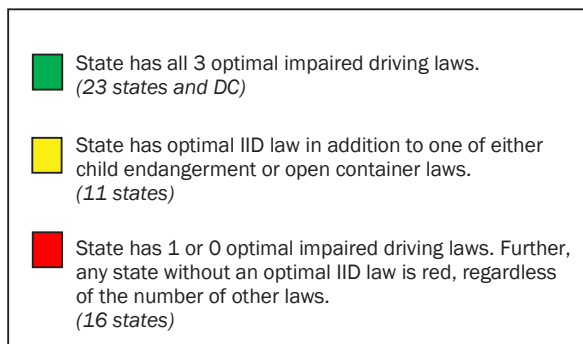
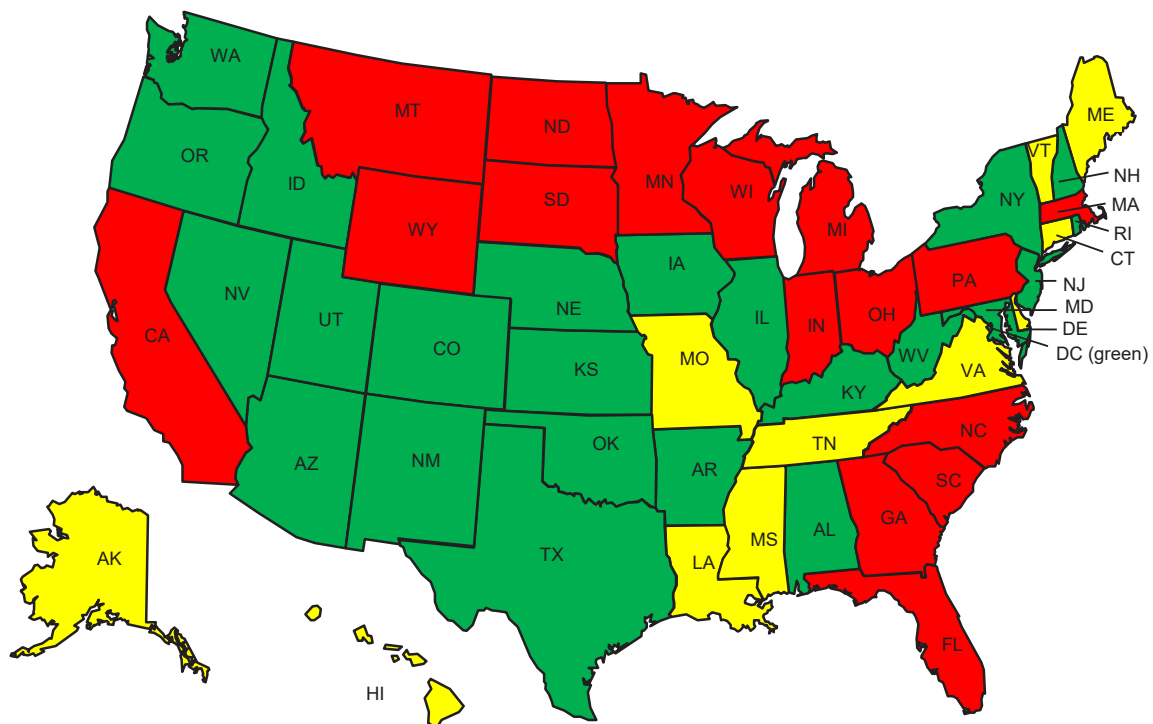
(No credit is given for laws that are subject to secondary enforcement for any GDL provision that is exempted based on driver education)

Note: In 2019, Nevada revised their GDL supervised driving law. As such, they no longer qualify for an optimal GDL supervised driving provision in the 2020 Roadmap Report.



IMPAIRED DRIVING

Ignition Interlock Devices for All Offenders
Child Endangerment Law
Open Container Law



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 12 for law definitions. See "States at a Glance", beginning on page 39, 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.

10,511 people died and 162,000 more were injured in crashes involving drunk drivers in 2018.

An average of one alcohol-impaired driving fatality occurred every 50 minutes in 2018. This means that each day in America, nearly 30 people are killed in drunk driving crashes on average. According to NHTSA data from 2010, alcohol-involved crashes (where the highest blood alcohol concentration (BAC) was over .08%) resulted in \$44 billion in economic costs and \$201 billion in comprehensive costs to society. **Clearly, more still needs to be done to reduce the number of impaired drivers on our roads.** A common misconception is that most people who are convicted of their first drunk driving offense are social drinkers who made one mistake. However, data has shown that the average first offender will have driven drunk 87 times before getting arrested for the first time.

According to the CDC, adult drivers drank too much and got behind the wheel approximately 111 million times in 2016, which equates to more than **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 nearly five times more likely to have a prior conviction for driving while intoxicated (DWI) than were drivers with no alcohol.

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 minimum drinking age of 21, and zero tolerance BAC laws for youth.

2020 Focus — .05% BAC Laws

At .05% BAC, a driver exhibits signs of cognitive and physical impairment including reduced coordination, reduced ability to track moving objects, difficulty steering, and reduced response to emergency driving situations. Approximately 100 countries have some type of .05% or lower BAC policy. If all states lowered the BAC limit while driving to .05%, the U.S. could see an over 11% decline in fatal alcohol-involved crashes, saving 1,790 lives annually. This change is critical to reverse a trend seen in recent years, where the number of deaths and injuries caused by drinking and driving has remained fairly static. Driving at .05% BAC or higher is dangerous and public health researchers, experts, a coalition of safety advocates and the NTSB agree that state laws lowering BAC will reduce the horrific toll of deaths and injuries caused by drunk driving. In 2018, Utah became the first state in the Nation to start enforcing a .05% BAC law. Early results for Utah are promising. In the first six months of 2019, preliminary data has shown alcohol-related fatal crashes in the state experienced a 28% decline from the same time period the previous year. Notably, drunk driving arrests remain largely unchanged. While not yet rated in the Roadmap Report, all states should lower BAC to .05% to prevent drunk driving and save lives.



IGNITION INTERLOCK DEVICES FOR ALL OFFENDERS

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 drunk driving conviction from driving the vehicle with a BAC that exceeds a specified level set by the state IID law.

Before the vehicle can be started, the driver must breathe into the device, and if the 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 another person breathes into the device to bypass the system in order to enable an intoxicated person to get behind the wheel and drive. If a breath sample is not provided, or the sample exceeds the IID'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 AAA.
- According to Mothers Against Drunk Driving (MADD), nationally, current IID laws have stopped more than 1.77 million attempts to drive drunk.
- A study from the University of Pennsylvania found that IIDs have reduced alcohol-involved crash deaths by 15%, and notes that the findings likely underestimate the effect of all-offender IID laws. The study also found that states with mandatory IID laws saw a decrease in deaths comparable to the estimated number of lives saved by frontal airbags.
- 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.

Of offenders
themselves who believe
the IID was effective in
preventing them from
driving after drinking.

82%



Currently, IIDs are mandatory for all offenders, including first time offenders, in 34 states and DC.

Kentucky and New Jersey passed all-offender IID laws in 2019.

Credit is given only if a state's IID law applies to all offenders. 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. As such, if a state does not have an optimal IID law, it receives a red rating for impaired driving.

CHILD ENDANGERMENT LAWS

In 2018, 231 children age 14 and younger were killed in crashes involving an alcohol-impaired driver. It is estimated that 46 million to 102 million drunk driving trips are made each year with children under the age of 15 in the vehicle, according to a national telephone survey sponsored by NHTSA in 1999. According to AAA Foundation for Traffic Safety, 76.3% of respondents support laws preventing the transport of a minor by a driver who has had any alcohol.

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. Further, impaired drivers are less likely to ensure a child is properly restrained. Data has shown that in fatal crashes, impaired drivers restrained children only 18% of the time.

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 properly defined and enforced, child endangerment laws act as a strong deterrent to protect children.

Currently, 48 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.

New Mexico passed a child endangerment law in 2019.

OPEN CONTAINER LAWS

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.

Federal legislation enacted in 1998 established a program 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 motor vehicles. To comply with the provisions in the law, a state 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, states that are non-compliant have 2.5% of certain federal highway construction funds diverted to highway safety programs that fund alcohol-impaired driving counter-measures and law enforcement activities. This federal requirement is known as “redirection,” and provides that states do not lose any funding, but some federal funds are diverted to other designated safety programs. Redirection has been largely ineffective as an incentive for encouraging lagging states to enact strong open container laws.

Currently, 38 states and DC have open container laws that meet federal requirements.

IMPAIRED DRIVING LAWS RATING CHART

Number of new impaired driving laws since January 2019: Two all-offender ignition interlock laws (KY, NJ); One child endangerment law (NM); and, No open container law.

	All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	Rating		All-Offender Ignition Interlocks	Child Endangerment Law	Open Container 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	34+ DC	48+ DC	38+ DC	

STATUS OF STATE LAWS

27 states are missing one or more critical impaired driving law.

34 states and DC have optimal IID laws; 16 states do not.

- = Optimal law
- = Good (3 optimal laws)
- = Caution (2 optimal laws)
- = Danger (1 or 0 optimal laws; no IID)

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

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- Advocates for Highway and Auto Safety 32

DISTRACTED DRIVING LAWS



Research has shown that because of cognitive distraction, 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.

In 2018 2,841 people were killed and approximately 400,000 were injured in crashes involving a distracted driver. Additionally, crashes in which at least one driver was identified as being distracted imposed an economic cost of \$40 billion in 2010. However, issues with underreporting crashes involving cell phones remain because of gaps in police crash report coding, database limitations, and other challenges. It is clear from an increasing body of 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.

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, nearly 8% of fatal crashes and 15% of injury crashes in 2018 were reported as distraction-affected crashes; however, as noted above, there are problems with underreporting.
- A 2016 survey conducted by State Farm found that accessing the internet, reading and updating social media networks on a cell phone while driving more than doubled from 2009 to 2016. Additionally, about 10% of those surveyed in 2016 were also playing games on a cell phone while driving.
- Four out of ten respondents claimed to have been hit or nearly hit as a result of a distracted driver, according to a survey by Nationwide Insurance.
- Nine percent of drivers 15- to 19-years-old involved in a fatal crash were reported distracted at the time of the crash in 2017, according to NHTSA. This age group has the largest proportion of drivers who were distracted.
- More than 80% of teens said they use their smartphones while driving, according to a report by State Farm.
- Nearly half (42%) of high school students who drove in the past 30 days reported sending a text or email while driving, according to a 2015 survey.
- Per a NHTSA survey, 92% of respondents supported state laws banning texting or emailing while driving.

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.



Currently, 45 states and DC ban text messaging for all drivers.

Arizona and Florida passed all-driver text messaging restrictions in 2019.

Given the growth of smart phone capability and usage and the broadening range of distracting electronic communication platforms (apps, social media, gaming, video chatting, etc.), Advocates will be redefining the optimal all-driver text messaging restriction in coming Roadmap Reports. This change will reflect the ongoing development of wireless communication technology, the growth of platforms and communication options, and concern about their use while driving.

31 states and DC have a GDL cell phone restriction.

Arkansas and DC passed GDL cell phone restrictions in 2019.

DISTRACTED DRIVING LAWS RATING CHART

Number of new distracted driving laws since January 2019: Two all-driver texting messaging restrictions (AZ, FL); Two GDL cell phone restrictions (AR, DC).

Rating	GDL Cell Phone Restriction	All-Driver Text Messaging Restriction	Rating	GDL Cell Phone Restriction	All-Driver Text Messaging Restriction
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	45+ DC	31+ DC

STATUS OF STATE LAWS

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

2 states have yet to adopt an all-driver text messaging restriction (MO and MT) and 3 states have laws that are only subject to secondary enforcement (NE, OH and SD).

31 states and DC have an optimal GDL cell phone restriction.

- = Optimal law
- = Good (both laws)
- = Caution (one of the two laws)
- = Danger (neither law)

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

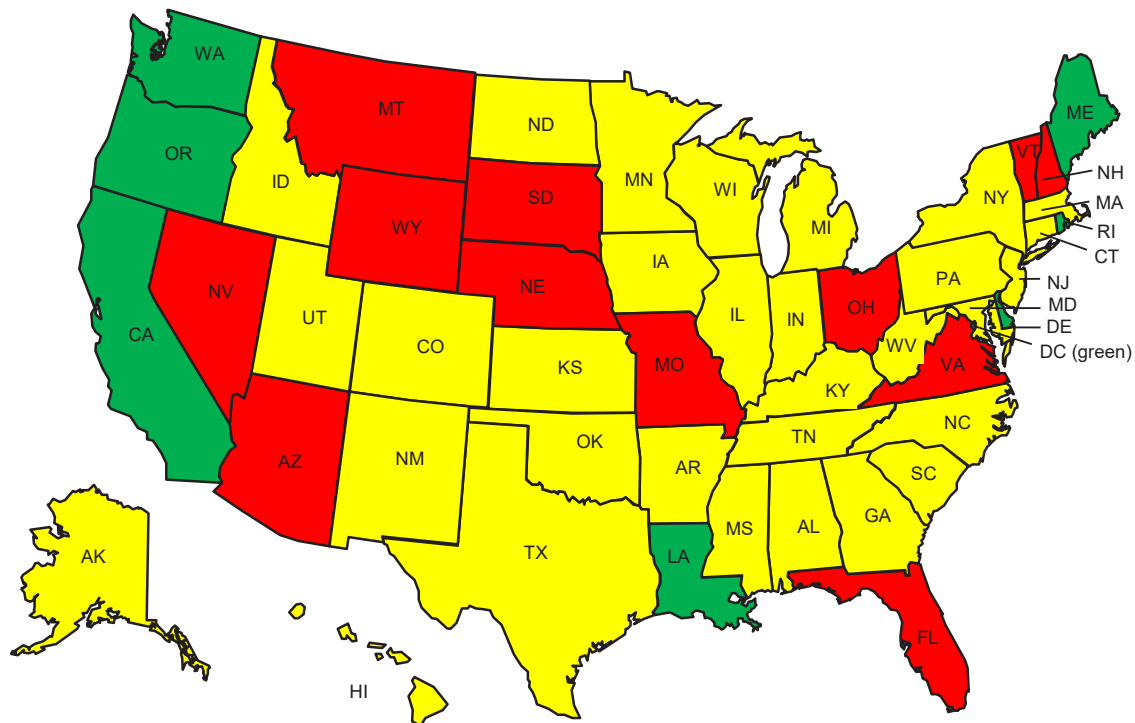
OVERALL STATE RATINGS BASED ON NUMBER OF LAWS

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 11-12 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 the recommended 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 10 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 STATE RATINGS BASED ON NUMBER OF LAWS



RATINGS CHART		
Color	Number of Laws	Definition
Green (7 states and DC)	11 to 16, with both (front and rear) primary enforcement seat belt laws, or 9 or more, with both (front and rear) primary enforcement laws and all-rider helmet law	State is significantly advanced toward adopting all of Advocates' recommended optimal laws
Yellow (31 states)	6 to 10, with both (front and rear) primary enforcement seat belt laws, or 7 and above, without both (front and rear) primary enforcement seat belt laws	State needs improvement because of gaps in Advocates' recommended optimal laws
Red (12 states)	Fewer than 7, without both (front and rear) primary enforcement seat belt laws	State falls dangerously behind in adoption of Advocates' recommended optimal laws

OVERALL STATE RATINGS BASED ON NUMBER OF LAWS

	Occ. Protection			CPS		Teen Driving Laws					Impaired Driving			Distraction				
	Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rear Facing Through Age 2 Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period Provision	50 Hours of Supervised Driving Provision	Nighttime Driving Restriction Provision	Passenger Restriction Provision	Age 18 Unrestricted License	All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	All-Driver Text Messaging Restriction	GDL Cell Phone Restriction	Total Number of Laws 2020	Overall Safety Rating 2020
Alabama	●		●				●			●		●	●	●	●		8	●
Alaska	●	●					●			●		●	●		●		7	●
Arizona							●					●	●	●	●		5	●
Arkansas	●						●			●	●	●	●	●	●	●	9	●
California	●	●	●	●	●		●	●					●	●	●		10	●
Colorado							●	●				●	●	●	●	●	7	●
Connecticut	●			●		●				●		●	●		●	●	8	●
Delaware	●	●				●	●	●	●	●		●	●		●	●	11	●
District of Columbia	●	●	●	●		●	●			●		●	●	●	●	●	12	●
Florida	●						●	●					●	●	●		6	●
Georgia	●		●		●		●						●	●	●		7	●
Hawaii	●	●					●	●				●	●		●	●	8	●
Idaho							●	●	●			●	●	●	●		7	●
Illinois	●	●		●			●	●				●	●	●	●	●	10	●
Indiana	●	●					●	●		●			●	●	●	●	9	●
Iowa	●						●					●	●	●	●	●	7	●
Kansas	●						●	●	●			●	●	●	●	●	9	●
Kentucky	●	●				●	●	●				●	●	●	●	●	10	●
Louisiana	●	●	●	●			●	●				●	●		●	●	10	●
Maine	●	●		●	●		●	●		●		●	●		●	●	11	●
Maryland	●		●		●		●	●				●	●	●	●	●	10	●
Massachusetts			●		●	●	●						●	●	●	●	8	●
Michigan	●				●		●	●	●	●			●	●	●	●	10	●
Minnesota	●	●			●		●						●	●	●	●	8	●
Mississippi	●	●	●				●					●	●		●		7	●
Missouri			●				●					●	●				4	●
Montana							●	●					●	●			4	●

● = Optimal law

OVERALL STATE RATINGS BASED ON NUMBER OF LAWS

	Occ. Protection		CPS		Teen Driving Laws							Impaired Driving			Distraction		Total Number of Laws 2020	Overall Safety Rating 2020
	Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rear Facing Through Age 2 Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period Provision	50 Hours of Supervised Driving Provision	Nighttime Driving Restriction Provision	Passenger Restriction Provision	Age 18 Unrestricted License	All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	All-Driver Text Messaging Restriction	GDL Cell Phone Restriction		
Nebraska			●	●			●					●	●	●			6	●
Nevada			●				●					●	●	●	●		6	●
New Hampshire										●		●	●	●	●	●	6	●
New Jersey	●		●	●	●	●	●			●	●	●	●	●	●	●	13	●
New Mexico	●	●					●	●		●		●	●	●	●	●	10	●
New York	●		●	●		●	●	●	●	●		●	●	●	●		12	●
North Carolina	●		●				●	●	●	●			●	●	●	●	10	●
North Dakota					●		●		●				●	●	●	●	7	●
Ohio							●	●		●			●			●	5	●
Oklahoma	●			●			●	●	●	●		●	●	●	●		10	●
Oregon	●	●	●	●	●		●					●	●	●	●	●	11	●
Pennsylvania				●		●	●	●					●	●	●		7	●
Rhode Island	●	●		●	●	●	●	●		●		●	●	●	●	●	13	●
South Carolina	●	●		●	●		●		●				●	●	●		9	●
South Dakota									●					●			2	●
Tennessee	●		●				●	●		●		●	●		●	●	9	●
Texas	●	●			●		●					●	●	●	●	●	9	●
Utah	●	●			●		●					●	●	●	●	●	9	●
Vermont			●				●					●		●	●	●	6	●
Virginia			●	●			●					●	●		●		6	●
Washington	●	●	●	●	●		●	●				●	●	●	●	●	12	●
West Virginia	●		●		●		●		●			●	●	●	●	●	10	●
Wisconsin	●	●					●			●			●	●	●	●	8	●
Wyoming								●					●		●		3	●
Total Number with Optimal Law	34+ DC	19+ DC	19+ DC	15+ DC	16	8+ DC	46+ DC	25	11	18+ DC	2	34+ DC	48+ DC	38+ DC	45+ DC	31 +DC		
Total Number Missing Optimal Law	16	31	31	35	34+ DC	42	4	25+ DC	39+ DC	32	48+ DC	16	2	12	5	19		

● = Optimal law

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 2018, 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 8);
- The state's background color represents its overall rating (Green, Yellow or Red) based on the chart on pages 37 and 38 of this report; and,
- A list of the optimal lifesaving laws that the state has not enacted, based on Advocates' definitions on pages 11 and 12 as discussed in this report.

States are credited with having laws only if their laws meet Advocates' optimal criteria (definitions on pages 11 and 12).

- **Only 7 states and DC** (CA, DE, 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, HI, ID, IL, IN, IA, KS, KY, MD, MA, MI, MN, MS, NJ, NM, NY, NC, ND, OK, PA, SC, TN, TX, UT, WV and WI) received a Yellow rating, indicating that improvement is needed because of gaps in Advocates' recommended optimal laws.
- **12 states** (AZ, FL, MO, MT, NE, NV, NH, OH, SD, VT, VA and WY) received a Red rating, indicating these states fall dangerously behind in adoption of Advocates' recommended optimal 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.)

Stronger = Indicates state has a law but it does not meet optimal criteria

Note: States without a primary enforcement seat belt law covering passengers in all seating positions (front and rear) or that have repealed an existing all-rider motorcycle helmet law within the previous 10 years are not eligible for a green rating, no matter how many other optimal laws they may have.

ALABAMA

2018 Fatalities: **953**
10-Year Fatality Total: **8,930**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.473 Billion



Highway Safety Laws Needed in Alabama:

Primary Enforcement Seat Belt Law (Rear)
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
GDL Cell Phone Restriction

ALASKA

2018 Fatalities: **80**
10-Year Fatality Total: **683**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$592 Million



Highway Safety Laws Needed in Alaska:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Open Container Law
GDL Cell Phone Restriction

ARIZONA

2018 Fatalities: **1,010**
10-Year Fatality Total: **8,702**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.183 Billion



Highway Safety Laws Needed in Arizona:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Nighttime Restriction
GDL - Passenger Restriction
GDL - Age 18 Unrestricted License
GDL Cell Phone Restriction

ARKANSAS

2018 Fatalities: **516**
10-Year Fatality Total: **5,317**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.386 Billion



Highway Safety Laws Needed in Arkansas:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction

CALIFORNIA

2018 Fatalities: **3,563**
10-Year Fatality Total: **31,789**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$19.998 Billion



Highway Safety Laws Needed in California:

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

COLORADO

2018 Fatalities: **632**
10-Year Fatality Total: **5,235**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.173 Billion



Highway Safety Laws Needed in Colorado:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

CONNECTICUT

2018 Fatalities: **294**
10-Year Fatality Total: **2,657**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.880 Billion



Highway Safety Laws Needed in Connecticut:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law
GDL - 6-Month Holding Period
(Without DE Exemption)
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Open Container Law

DELAWARE

2018 Fatalities: **111**
10-Year Fatality Total: **1,125**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$684 Million



Highway Safety Laws Needed in Delaware:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Age 18 for Unrestricted License
Open Container Law

DISTRICT OF COLUMBIA

2018 Fatalities: **31**
10-Year Fatality Total: **250**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$859 Million



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

Booster Seat Law
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License

S = Secondary Enforcement DE = Driver Education

FLORIDA

2018 Fatalities: **3,133**
10-Year Fatality Total: **27,090**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.750 Billion



Highway Safety Laws Needed in Florida:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
GDL Cell Phone Restriction

GEORGIA

2018 Fatalities: **1,504**
10-Year Fatality Total: **13,317**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.787 Billion



Highway Safety Laws Needed in Georgia:

Primary Enforcement Seat Belt Law (Rear)
Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
GDL Cell Phone Restriction

HAWAII

2018 Fatalities: **117**
10-Year Fatality Total: **1,083**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$577 Million



Highway Safety Laws Needed in Hawaii:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Open Container Law

IDAHO

2018 Fatalities: **231**
10-Year Fatality Total: **2,131**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$886 Million



Highway Safety Laws Needed in Idaho:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
GDL Cell Phone Restriction

ILLINOIS

2018 Fatalities: **1,031**
10-Year Fatality Total: **9,828**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.885 Billion



Highway Safety Laws Needed in Illinois:

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

INDIANA

2018 Fatalities: **858**
10-Year Fatality Total: **7,922**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$6.375 Billion

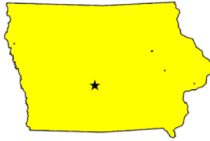


Highway Safety Laws Needed in Indiana:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders

IOWA

2018 Fatalities: **318**
10-Year Fatality Total: **3,497**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.188 Billion



Highway Safety Laws Needed in Iowa:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Passenger Restriction
GDL - Age 18 for Unrestricted License

KANSAS

2018 Fatalities: **404**
10-Year Fatality Total: **3,992**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.445 Billion



Highway Safety Laws Needed in Kansas:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

KENTUCKY

2018 Fatalities: **724**
10-Year Fatality Total: **7,428**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.363 Billion



Highway Safety Laws Needed in Kentucky:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

LOUISIANA

2018 Fatalities: **768**
10-Year Fatality Total: **7,394**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.691 Billion



Highway Safety Laws Needed in Louisiana:

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

MAINE

2018 Fatalities: **137**
10-Year Fatality Total: **1,523**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.303 Billion



Highway Safety Laws Needed in Maine:

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

MARYLAND

2018 Fatalities: **501**
10-Year Fatality Total: **5,014**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.476 Billion



Highway Safety Laws Needed in Maryland:

Primary Enforcement Seat Belt Law (Rear)
Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

MASSACHUSETTS

2018 Fatalities: **360**
10-Year Fatality Total: **3,427**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.835 Billion



Highway Safety Laws Needed in Massachusetts:

Primary Enforcement Seat Belt Law (Front & Rear)
Rear Facing Through Age 2 Law
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders

MICHIGAN

2018 Fatalities: **974**
10-Year Fatality Total: **9,520**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$9.599 Billion



Highway Safety Laws Needed in Michigan:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders

MINNESOTA

2018 Fatalities: **381**
10-Year Fatality Total: **3,885**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.057 Billion



Highway Safety Laws Needed in Minnesota:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders

MISSISSIPPI

2018 Fatalities: **664**
10-Year Fatality Total: **6,489**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.718 Billion



Highway Safety Laws Needed in Mississippi:

Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Passenger Restriction
GDL - Age 18 for Unrestricted License
Open Container Law
GDL Cell Phone Restriction

MISSOURI

2018 Fatalities: **921**
10-Year Fatality Total: **8,499**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.560 Billion



Highway Safety Laws Needed in Missouri:

Primary Enforcement Seat Belt Law (Front & Rear)
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Open Container Law
All-Driver Text Messaging Restriction
GDL Cell Phone Restriction

MONTANA

2018 Fatalities: **182**
10-Year Fatality Total: **2,027**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$898 Million



Highway Safety Laws Needed in Montana:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
All-Driver Text Messaging Restriction
GDL Cell Phone Restriction

NEBRASKA

2018 Fatalities: **230**
10-Year Fatality Total: **2,164**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.295 Billion



Highway Safety Laws Needed in Nebraska:

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

S = Secondary Enforcement DE = Driver Education

NEVADA

2018 Fatalities: **330**
10-Year Fatality Total: **2,850**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.978 Billion



Highway Safety Laws Needed in Nevada:

Primary Enforcement Seat Belt Law (Front & Rear)
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Nighttime Restriction (Without S)
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
GDL Cell Phone Restriction

NEW HAMPSHIRE

2018 Fatalities: **147**
10-Year Fatality Total: **1,165**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.374 Billion



Highway Safety Laws Needed in New Hampshire:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - 6-Month Holding Period
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License

NEW JERSEY

2018 Fatalities: **564**
10-Year Fatality Total: **5,804**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$12.813 Billion

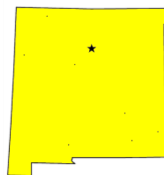


Highway Safety Laws Needed in New Jersey:

Primary Enforcement Seat Belt Law (Rear)
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction

NEW MEXICO

2018 Fatalities: **391**
10-Year Fatality Total: **3,586**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.769 Billion



Highway Safety Laws Needed in New Mexico:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License

NEW YORK

2018 Fatalities: **943**
10-Year Fatality Total: **11,028**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$15.246 Billion



Highway Safety Laws Needed in New York:

Primary Enforcement Seat Belt Law (Rear)
Booster Seat Law
GDL - Age 18 for Unrestricted License
(Without DE Exemption)
GDL Cell Phone Restriction

S = Secondary Enforcement DE = Driver Education

NORTH CAROLINA

2018 Fatalities: **1,437**
10-Year Fatality Total: **13,406**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$7.909 Billion

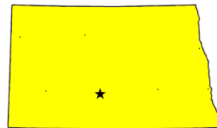


Highway Safety Laws Needed in North Carolina:

Primary Enforcement Seat Belt Law (Rear)
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders

NORTH DAKOTA

2018 Fatalities: **105**
10-Year Fatality Total: **1,311**
Annual Economic Cost
Due to Motor Vehicle
Crashes:
\$706 Million



Highway Safety Laws Needed in North Dakota:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
GDL - Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders

OHIO

2018 Fatalities: **1,068**
10-Year Fatality Total: **10,725**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.125 Billion



Highway Safety Laws Needed in Ohio:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
Open Container Law
All-Driver Text Messaging Restriction (Without S)

OKLAHOMA

2018 Fatalities: **655**
10-Year Fatality Total: **6,795**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.910 Billion



Highway Safety Laws Needed in Oklahoma:

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

OREGON

2018 Fatalities: **506**
10-Year Fatality Total: **3,918**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.768 Billion



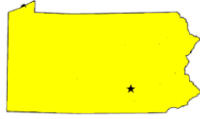
Highway Safety Laws Needed in Oregon:

GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

S = Secondary Enforcement

PENNSYLVANIA

2018 Fatalities: **1,190**
10-Year Fatality Total: **12,294**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.851 Billion



Highway Safety Laws Needed in Pennsylvania:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
GDL Cell Phone Restriction

RHODE ISLAND

2018 Fatalities: **59**
10-Year Fatality Total: **635**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.599 Billion



Highway Safety Laws Needed in Rhode Island:

All-Rider Motorcycle Helmet Law
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License

SOUTH CAROLINA

2018 Fatalities: **1,037**
10-Year Fatality Total: **9,004**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.045 Billion



Highway Safety Laws Needed in South Carolina:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
GDL Cell Phone Restriction

SOUTH DAKOTA

2018 Fatalities: **130**
10-Year Fatality Total: **1,294**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$720 Million



Highway Safety Laws Needed in South Dakota:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - 6-Month Holding Period
(Without DE Exemption)
GDL - Supervised Driving Requirement
GDL - Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
Child Endangerment Law
All-Driver Text Messaging Restriction (Without S)
GDL Cell Phone Restriction (Without S)

S = Secondary Enforcement DE = Driver Education

TENNESSEE

2018 Fatalities: **1,041**
10-Year Fatality Total: **9,992**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.667 Billion



Highway Safety Laws Needed in Tennessee:

Primary Enforcement Seat Belt Law (Rear)
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Open Container Law

TEXAS

2018 Fatalities: **3,642**
10-Year Fatality Total: **34,107**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$17.044 Billion



Highway Safety Laws Needed in Texas:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Passenger Restriction (Without S)
GDL - Age 18 for Unrestricted License

UTAH

2018 Fatalities: **260**
10-Year Fatality Total: **2,506**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.725 Billion



Highway Safety Laws Needed in Utah:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Passenger Restriction (Without S)
GDL - Age 18 for Unrestricted License

VERMONT

2018 Fatalities: **68**
10-Year Fatality Total: **646**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$538 Million



Highway Safety Laws Needed in Vermont:

Primary Enforcement Seat Belt Law (Front & Rear)
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Child Endangerment Law

VIRGINIA

2018 Fatalities: **820**
10-Year Fatality Total: **7,653**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.998 Billion



Highway Safety Laws Needed in Virginia:

Primary Enforcement Seat Belt Law (Front & Rear)
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Open Container Law
GDL Cell Phone Restriction (Without S)

S = Secondary Enforcement

WASHINGTON

2018 Fatalities: **546**
10-Year Fatality Total: **4,960**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.469 Billion



Highway Safety Laws Needed in Washington:

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

WEST VIRGINIA

2018 Fatalities: **294**
10-Year Fatality Total: **3,087**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.482 Billion



Highway Safety Laws Needed in West Virginia:

Primary Enforcement Seat Belt Law (Rear)
Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
(Without DE Exemption)
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

WISCONSIN

2018 Fatalities: **588**
10-Year Fatality Total: **5,754**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.546 Billion



Highway Safety Laws Needed in Wisconsin:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders

WYOMING

2018 Fatalities: **111**
10-Year Fatality Total: **1,275**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$788 Million



Highway Safety Laws Needed in Wyoming:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - 6-Month Holding Period
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
Open Container Law
GDL Cell Phone Restriction

DE = Driver Education

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SOURCE INFORMATION (CONT'D)

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www.fhwa.dot.gov

Federal Motor Carrier Safety Administration (FMCSA)
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www.ghsa.org

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

Mothers Against Drunk Driving (MADD)
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National Conference of State Legislatures (NCSL)
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www.nhtsa.dot.gov

National Safety Council (NSC)
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Students Against Destructive Decisions (SADD)
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