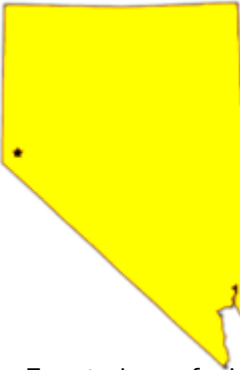




Legislative Activity in 2021

In 2021, **two laws were passed** that meet the criteria for the basic safety laws included in Advocates' 2022 Roadmap of State Highway Safety Laws (Report). While other legislative activity occurred throughout the states, for purposes of the Report only laws that meet the optimal law criteria 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.



Nevada: Enacted rear facing through age 2 child passenger safety law.

Note: Nevada also upgraded their booster seat requirement to add 57 inches before transitioning to a seat belt, but it does not qualify for credit based on Advocates' optimal law definitions.

Upgraded from Red to Yellow.



Wisconsin: Extended supervised driving requirement (from 30 to 50 hours) to upgrade Graduated Driver Licensing (GDL).

No change in overall rating.

While a number of highway safety laws have been enacted during the last few years, many are still missing.

Based on Advocates' safety recommendations, states need to adopt 390 laws:

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