



Seat Belts

The Issue:

Seat belt use, reinforced by effective safety belt laws, is a proven lifesaver. Seat belts serve as the first line of defense against injury or death for vehicle occupants when crashes occur. According to the National Highway Traffic Safety Administration (NHTSA), the combination of an airbag plus a lap and shoulder belt reduces the risk of death in frontal crashes by 61 percent, compared with a 50 percent reduction for belts alone and a 34 percent reduction for airbags alone.¹

In states with primary enforcement all-occupant seat belt laws, police officers may ticket the driver if any occupant is unbelted or may ticket the unbelted occupant. In states with secondary enforcement laws, police officers may issue a citation for a seat belt violation only if the vehicle has been stopped for another (non-seat belt) traffic infraction. States with primary enforcement seatbelt laws have higher (92 percent) front seat belt use than states with secondary enforcement (89.5 percent).²

The Impact:

- There were an estimated 42,915 motor vehicle crash fatalities on U.S. roads in 2021, the most since 2005.³ Among passenger vehicle occupant fatalities that year, it is estimated that half were unrestrained.⁴
- In 2021, an estimated 25,000 passenger vehicle occupants died in motor vehicle crashes, a five percent increase from 2020.⁵
- For passengers who survived fatal crashes in 2020, the most recent year for which data is available, only 16 percent were unrestrained, compared to 51 percent of those who died.⁶
- NHTSA has identified lack of seat belt use as one of “three major behavioral factors” that “largely explain” the dramatic spike in crash fatalities between 2019 and 2020.⁷
- Sixty-five percent of respondents to a January 2022 opinion poll indicated that they are “very” or “extremely” concerned with the lack of use of seat belts or child safety seats.⁸

The Facts:

- From 1975 to 2017, seat belts have saved over 374,000 lives⁹ and roughly \$1.7 trillion in economic costs.¹⁰
- An estimated 12,522 unrestrained occupants died in passenger vehicle crashes in 2021 alone.¹¹
- The use of seat belts in passenger vehicles saved an estimated 14,955 lives of occupants aged five and older nationwide in 2017. An additional 2,549 lives would have been saved in 2017 if all unrestrained passenger vehicle occupants aged five and older involved in fatal crashes had worn their seat belts.¹²
- In 2020 among passenger vehicle occupant fatalities with known restraint use, 50 percent seated in the front row and 59 percent of those in the second row were unrestrained.¹³
- In fatal crashes in 2020, 82 percent of passenger vehicle occupants who were totally ejected from the vehicle were killed. Only one percent of the occupants reported to have been using restraints were totally ejected, compared with 26 percent of the unrestrained occupants.¹⁴

Rear Seat Belt Use

- Rear seat passengers are more than twice as likely to die in a crash if they are unbelted.¹⁵
- Adults are not buckling up in the rear seat as much as they are in the front seat, with rear seat belt use ten to 15 percent lower than in the front seat, according to a study by the Insurance Institute for

Highway Safety (IIHS) and the Children's Hospital of Philadelphia. While 99 percent of infants, 96 percent of four-to-eight-year-olds and 93 percent of nine-to 12-year-olds were restrained in the rear seat, only 70 percent of 20 to 54-year-olds were buckled.¹⁶

- Rear seat belt use by passengers in fatal crashes was lower than front seat belt use in almost every state and was substantially lower in many states.¹⁷
- In 2018, 803 unbelted rear seat passenger vehicle occupants aged eight and older died in traffic crashes in the United States. More than 400 of these occupants would have survived if they had worn their seat belts.¹⁸
- Unbelted rear seat passengers pose a serious threat to the driver and other vehicle occupants, as well as themselves. Unbelted rear seat passengers are referred to as “back seat bullets” because they can be thrust at high rates of speed into the driver resulting in loss of control of the vehicle and into other occupants causing fatalities and serious injuries. The chance of death for a belted driver seated directly in front of an unrestrained passenger in a serious head-on crash was 2.27 times higher than if seated in front of a restrained passenger.¹⁹
- An IIHS poll found that nearly 40 percent of people surveyed sometimes didn't buckle up in the rear seat because there is no law requiring it. If such a law existed, 60 percent of poll respondents said it would convince them to use seat belts in the back seat.²⁰

Seat Belt Use and Costs

- The NHTSA estimated that needless deaths and injuries resulting from non-use of seat belts cost society more than \$11 billion annually in medical care, lost productivity, and other injury related costs based on 2019 data.²¹ When adjusted solely for inflation, this would equate to more than \$13 billion.²²
- Non-use of restraints cost employers \$7.4 billion in 2018 (expressed in 2019 dollars), \$5.7 billion of which was attributed to off-the-job non-restraint use.²³
- The average inpatient costs for crash victims who don't use seat belts are 55 percent higher than for those who use them.²⁴
- Regarding personal choice and individual rights in relation to highway safety laws, the U.S. District Court for Massachusetts held in a decision affirmed by the U.S. Supreme Court that, “...from the moment of injury, society picks the person up off the highway; delivers him to a municipal hospital and municipal doctors; provides him with unemployment compensation if, after recovery, he cannot replace his lost job; and, if the injury causes disability, may assume the responsibility for his and his family's continued subsistence.”²⁵

The Solutions: Laws, Technology and Roadway Safety Infrastructure

Primary Enforcement Seat Belt Laws

- Seat belt use is higher in states with primary enforcement laws compared to those with secondary enforcement laws or with no seat belt use law.²⁶ Some states have experienced a 10-15 percent increase in seat belt use rates when primary laws were enacted.²⁷
- If every state with a secondary seat belt law upgraded to primary enforcement, about 1,000 lives and \$4 billion (2005 US\$) in crash costs could be saved every year.²⁸ When adjusted solely for inflation, the cost is nearly \$6.28 billion.²⁹
- While numerous studies report that primary enforcement seat belt laws do not result in increased ticketing of people of color, the potential for harassment is an ongoing concern that is not limited to, nor created by, these laws.
 - **Meharry Medical College Study:** Overall rates of seat belt compliance improved in states with primary laws compared to those with secondary laws, an 18 percent and 15 percent increase among black and white motorists, respectively. The study concluded that “black-white disparities in seat belt use were mitigated in states with primary seat belt laws,” and that “enacting primary laws in other states might reduce or eliminate racial disparities in seat belt use.”³⁰

- **Meharry Medical College Study:** In secondary law states, black motorists were only 67 percent as likely to wear seat belts in urban areas as white motorists.³¹
- **American Journal of Preventive Medicine:** Studies of states that changed from a secondary to a primary law found either no difference in the rate of white versus non-white drivers ticketed or they found a greater increase in the proportion of white drivers ticketed after the enactment of a primary law.³²
- **NHTSA Study of the change to primary enforcement laws in Oklahoma, Maryland and the District of Columbia made the following determinations:**
 - “...citation data that identified race confirmed there was either no difference in non-white versus white ticketing, comparing secondary to primary enforcement, or a greater increase in ticketing went to whites following the change to a primary enforcement law.”
 - “Non-whites more than whites reported feeling the threat of receiving a ticket for not wearing a safety belt, even though there was no significant relationship between race and those who actually received a safety belt ticket.”³³
- **NHTSA Study:** 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.³⁴
- **2021 NHTSA Study, *Seat Belt Use, Race, and Hispanic Origin:*** Support for primary enforcement seat belt laws is strong across races including Asian, Black, Hispanic, Multiracial and White.³⁵ A range from 69 percent (Multiracial) through 89 percent (Asian) agreed that “police should be allowed to stop a vehicle if they observe a seat belt violation when no other traffic laws are being broken.”³⁶

Rear Seat Safety Improvements Lagging Behind Front Seat

- Front seat safety improvements in recent model vehicles have closed the gap that formerly made rear seats safer than the front. Advances in safety technology have lagged in the rear seat.³⁷
- Current regulation does not require an evaluation of injuries to rear seat occupants in frontal crashes. In terms of frontal crashes, only the strength of seatbelts is evaluated in the rear seat, unlike regulations for the front seat which ensure that occupants do not suffer bodily harm by evaluating injuries of the head, neck, chest, pelvis and legs.³⁸
- To ensure rear seat safety improvements and testing are consistent with the front seat, the creation of a rear seat crashworthiness rating is needed as well as safety technology upgrades such as inflatable seat belts, rear seat belt reminders, seat belt pre-tensioners and load limiters.
- The Moving Ahead for Progress in the 21st Century Act (MAP-21) required the U.S. Department of Transportation to issue a final rule on rear seat belt reminders by 2015.³⁹ The rulemaking process remains incomplete as of February 2023.⁴⁰

Safety Technologies and Safety Standards Can Protect Vehicle Occupants and Other Road Users

The U.S. Department of Transportation (DOT) must expeditiously use its authority to advance minimum performance standards for vehicle safety technologies which can prevent or mitigate crashes and protect vehicle occupants and road users. These safety technologies should be standard, not optional, equipment in new vehicles. This action will achieve safety equity by both ensuring that the technology responds to and benefits all road users and that consumers buying new vehicles are not charged extra for the technology. Moreover, requiring equipment as standard can reduce the base cost of technology due to economies of scale.

- **Advanced Driver Assistance Systems (ADAS):**
 - According to the AAA Foundation for Traffic Safety, equipping all cars, pickup trucks, vans, minivans and SUVs with forward collision warning (FCW) / automatic emergency braking (AEB) which respond to pedestrians / bicyclists as well as vehicles could prevent 1.9 million crashes, nearly 900,000 injuries, and more than 4,700 deaths annually.⁴¹

- The Infrastructure Investment and Jobs Act (IIJA, Pub. L. 117-58), signed into law on November 15, 2021, directs the U.S. DOT to issue final rules on minimum performance standards and requirements for ADAS technologies including AEB, FCW, lane departure warning (LDW) and lane keeping assist (LKA). However, the law does not ensure that the technology will be capable of responding to pedestrians, bicyclists and other road users as appropriate, does not include a date certain for rulemaking and compliance for ADAS in passenger vehicles, and does not include Class 3 – 6 trucks for the AEB requirement.⁴²

Road Safety Infrastructure Improvements and The Safe System Approach⁴³

The Safe System Approach (SSA) assumes that humans will make mistakes and that we must anticipate this and make accommodations to account for limited human injury tolerances through five elements: Safe Vehicles, Safe Road Users, Safe Roads, Safe Speed and Post-Crash Care. By improving the design and operation of roadways to accommodate all road users safely, the SSA seeks to avoid conflicts between road users (drivers of vehicles, motorcycle riders, pedestrians, bicyclists, micromobility riders, wheelchair users and others) and minimize impact forces when they do occur in order to prevent fatalities and serious injuries.

Infrastructure improvements consistent with the SSA to limit conflicts include:

- Curbing speed - This can be accomplished by reducing speed limits, employing automated enforcement to augment traditional enforcement, adding speed humps, using real-time speed feedback signs, performing road diets and installing roundabouts.
- Prioritizing infrastructure to promote safety - This includes changes such as adding lighting and sight lines, leading intervals, pedestrian hybrid beacons, curb extensions, accessible sidewalks, rumble strips, protected intersections, separated bike lanes, and road separations that take into account all users.

Localities can advance these and other infrastructure improvements systemically by requiring their adoption as appropriate in all road design and maintenance projects.

The Infrastructure Investment and Jobs Act, Pub. L. 117-58, includes multiple provisions that advance the SSA including expanded funding for safety infrastructure upgrades. It also provides support and guidance for localities planning to apply for such, permits use of certain federal funds for automated enforcement programs in school and work zones, directs requirements for vehicle safety improvements including crash avoidance technologies, and ensures funds are used to improve vulnerable road user safety.

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³ Traffic Safety Facts: Crash States; Early Estimates of Motor Vehicle Traffic Fatalities in 2021, NHTSA, DOT HS 813 283, Apr. 2022, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813283>.

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115 PEOPLE ARE KILLED ON U.S. ROADWAYS EVERY DAY.

WE HAVE THE TOOLS TO PREVENT IT.

BUT THEY MUST BE IMPLEMENTED – NOW.



ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

TWENTIETH ANNIVERSARY EDITION
2023 ROADMAP TO SAFETY



ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

“State Farm and the other insurance members of Advocates would like to congratulate this lifesaving organization on the 20th anniversary of the *Roadmap*. It helps to guide all of us in the safety community on where we need to go next to enact laws that will prevent death and injury on our highways.”

ALAN MANESS, STATE FARM
INSURANCE COMPANIES, INSURANCE
CO-CHAIR

“Congratulations to Advocates on 20 years of publishing the *Roadmap*. This invaluable report has brought practical knowledge and real accountability to state policymakers, and in turn has saved countless lives through commonsense safety laws. Safety risks to all road users evolve over time and geography, but Advocates has smartly used the *Roadmap* to chart out steady but ambitious progress wherever it is needed. Farmers is proud to be a longtime partner of Advocates and we thank them for their contributions to public safety.”

MATT GANNON, FARMERS INSURANCE,
INSURANCE VICE CHAIR

“Advocates for Highway and Auto Safety has a proven track record for helping to enact lifesaving traffic safety laws and advocating for proven vehicle safety technology. Advocates’ annual *Roadmap* has become THE guide utilized not only by states, but also by groups such as the Emergency Nurses Association (ENA). ENA has a long history of passionate advocacy and injury prevention efforts to prevent the devastating effects of motor vehicle crashes. By partnering with Advocates on state safety legislative efforts, ENA has been able to amplify the impact we can make in saving lives and reducing injuries.”

MARY JAGIM, PAST PRESIDENT,
EMERGENCY NURSES ASSOCIATION,
CONSUMER CO-CHAIR

“For 20 years, Advocates for Highway and Auto Safety has been shining a light on state efforts to stem the tragic toll autos take on America’s public health. Thanks to this unique effort, not only have state residents been made aware of their government’s safety successes and failures, but the enormous publicity surrounding this creative effort has motivated significant state by state improvements, saving thousands of lives. Thank you, Advocates for this extraordinary contribution to the well-being of all Americans.”

JACK GILLIS, FORMER EXECUTIVE
DIRECTOR AND CEO, CONSUMER
FEDERATION OF AMERICA; AUTHOR,
THE CAR BOOK; BOARD CHAIR,
CENTER FOR AUTO SAFETY; AND,
CONSUMER VICE CHAIR

EVERY DAY, 115 PEOPLE ARE NEEDLESSLY KILLED ON OUR ROADWAYS

THIS CAN AND MUST STOP – NOW



Advocates for Highway and Auto Safety (Advocates) is proud to release this year's *Roadmap to Safety* – the 20th edition of our annual report assessing the state of safety on our nation's roads. Over the past few years, the *Roadmap of State Highway Safety Laws* has been expanded to encompass federal legislative and regulatory issues. As we enter our third decade of

producing this report, it provided a prime opportunity to rebrand (including for the first time, the online version of the report will allow readers to click through to dig deeper into data and facts) and incorporate our comprehensive approach and action plan into this instrumental tool. And, it couldn't be more timely. Motor vehicle crash deaths have skyrocketed, and it is imperative that we utilize every opportunity to end this tragic toll.

In 2021, traffic fatalities reached nearly 43,000, and preliminary 2022 data reveal the figures remain egregiously high. This means that every day, 115 people are needlessly killed on our roadways, as expressed on the cover. We dedicate this report to all those killed and injured in crashes and other vehicle incidents over the 20 years of this report, and we thank the loved ones of the those photographed and all other survivor advocates for their bravery and dedication to fight for improvements, so others are spared anguish which they were forced to suffer.

While the [enactment of the Infrastructure Investment and Jobs Act \(IIJA\) in 2021](#) was a victory and truly the culmination of a great deal of hard work by Advocates and many others, we don't have much to show for it a year later. Deadlines for regulatory action are fast approaching, and the U.S. Department of Transportation (DOT) must not delay implementation of lifesaving advances like automatic emergency braking (AEB) for cars and large trucks, impaired

driving prevention technology, and "hot cars" detection and alert systems to stop children from dying or suffering lifelong injuries from heatstroke. The issuance of optimal safety standards for proven technologies – using the IIJA directives as a "floor" rather than a "ceiling" for what must be achieved – will promote safety and equity for all road users.

While mandating game-changing technology, making roadway infrastructure upgrades to improve safety, and closing gaps in state safety laws, among other solutions, could prevent and mitigate crashes now, some are still charging ahead with a push for unproven and unregulated systems for partial or fully automated driving. The rush to unleash this technology on public roads has produced alarming results. Data from the National Highway Traffic Safety Administration (NHTSA), investigations by the National Transportation Safety Board (NTSB), and real-world accounts from cities like San Francisco clearly demonstrate that these systems are not ready for prime time. We must instead accelerate proven solutions.

Over the past 20 years, more than three-quarters of a million people were killed and 51.5 million more were injured in motor vehicle crashes. Yet, no state has attained a perfect score in our annual ratings. Further, the U.S., once a leader, has fallen behind our international counterparts in adopting measures to enhance safety. We must change that, and the *Roadmap to Safety* offers the tools. Advocates challenges our nation's federal and state leaders to take this report and implement it – now.

A handwritten signature in black ink, appearing to read "Catherine Chase".

Catherine Chase
President
Advocates for Highway and Auto Safety

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GLOSSARY OF ACRONYMS

ADAS - Advanced Driver Assistance Systems
ADS - Automated Driving System
ADVOCATES - Advocates for Highway and Auto Safety
AAA - American Automobile Association
AAP - American Academy of Pediatrics
AEB - Automatic Emergency Braking
AE - Automated Enforcement
AV - Autonomous Vehicle
BAC - Blood Alcohol Concentration
BSD - Blind Spot Detection
CDC - Centers for Disease Control and Prevention
CHOP - Children's Hospital of Philadelphia
CIRP - Center for Injury Research and Prevention
CMV - Commercial Motor Vehicle
CPS - Child Passenger Safety
CRS - Congressional Research Service
DC - District of Columbia
DMS - Driver Monitoring System
DUI - Driving Under the Influence
DWI - Driving While Intoxicated
ENA - Emergency Nurses Association
FCW - Forward Collision Warning
FMCSA - Federal Motor Carrier Safety Administration
FMVSS - Federal Motor Vehicle Safety Standard
GAO - Government Accountability Office
GHSA - Governors Highway Safety Association
GDL - Graduated Driver Licensing
IID - Ignition Interlock Device
IIJA - Infrastructure Investment and Jobs Act (P. Law 117-58)
IIHS - Insurance Institute for Highway Safety
ISA - Intelligent Speed Assistance
LKA - Lane Keep Assist
LDW - Lane Departure Warning
MADD - Mothers Against Drunk Driving
MPH - Miles Per Hour
NHTSA - National Highway Traffic Safety Administration
NTSB - National Transportation Safety Board
NETS - Network of Employers for Traffic Safety
NCAP - U.S. New Car Assessment Program
SSA - Safe System Approach
U.S. DOT - United States Department of Transportation
V2X - Vehicle-to-Everything
VRU - Vulnerable Road User

THE ISSUE

All road users should be able to depend on the safety, reliability and accessibility of our nation's roads and highways. Tragically, more than 115 people are killed and nearly 6,250 more are injured in crashes every day, imposing an enormous physical, emotional and economic cost.

By any measure, this is a major public health problem. According to a [public opinion survey](#) from ENGINE INSIGHTS CARAVAN commissioned by Advocates, two-thirds of respondents said that not enough is being done to reduce dangerous driving behaviors. In 2019, the U.S. had the highest motor vehicle crash death rate (11.1 per 100,000 population) among 29 high-income countries. In a study of 34 similarly developed countries, the U.S. was one of only three that experienced an increase in road deaths in 2020, compared to the previous three years.

U.S. lawmakers and officials at all levels can and must do more to ensure safe roads for everyone.

THE IMPACT

According to NHTSA, 42,915 people were killed in motor vehicle crashes in 2021. This is an increase of 10.5% over 2020 and a continuation of the recent upward trajectory of skyrocketing fatalities. This data suggest that while fewer crashes may be occurring, they are deadlier. NHTSA has expressed concern that the fatality increases are due, in part, to speeding, impairment, and not buckling up. The latest data show that in 2020, 2.28 million people were injured in crashes – a decrease of 17% – with police-reported crashes also dropping by 22%. Fatalities in large truck crashes also jumped by 13% in 2021, resulting in more than 5,600 people killed.

In addition to the physical and emotional toll of crashes, they also impose a significant financial burden on society. The annual economic cost of motor vehicle crashes is \$314 billion. When loss of life, pain and decreased quality of life are added to economic costs, it is estimated to exceed one trillion dollars. Moreover, according to the Network of Employers for Traffic Safety (NETS), motor vehicle crashes cost employers \$72.2 billion in direct crash-related expenses in 2019.

**42,915 PEOPLE WERE KILLED IN
MOTOR VEHICLE CRASHES IN 2021
– AN INCREASE OF 10.5% OVER 2020**

ANNUAL ECONOMIC COST OF MOTOR VEHICLE CRASHES

\$100.43 BILLION
Lost Workplace and
Household Productivity

\$98.74 BILLION
Property Damage Costs

\$84.74 BILLION
Other Costs

\$30.36 BILLION
Present and Future
Medical Costs

→ TOTAL = \$314 BILLION ←

Each person living in the U.S. essentially pays an annual “crash tax” of nearly \$950

THE SOLUTIONS

Advocates pursues a comprehensive strategy to improve safety, which includes:



SAFE VEHICLES

It is a transformational time in surface transportation innovation with the availability of safety technologies to prevent or mitigate crashes caused by numerous factors. The Insurance Institute for Highway Safety (IIHS) has demonstrated the effectiveness of vehicle safety technologies including AEB, lane departure warning (LDW), and blind spot detection (BSD), and the NTSB has included increasing implementation of collision avoidance technologies in the Most Wanted List of Transportation Safety Improvements since 2016. NHTSA has estimated that over 600,000 lives were saved by motor vehicle technologies between 1960 and 2012.

Advocates supports requiring the next generation of verified safety technologies including AEB, impaired driving prevention technology, and others as standard equipment on new vehicles to add to this remarkable, lifesaving legacy. Tremendous opportunity also exists to improve the safety of commercial motor vehicles (CMVs). Safety systems such as AEB, speed limiting devices and comprehensive underride guards should be standard on new large trucks. Additionally, the safety of school buses can be bolstered through technology and seat belts.



SAFE ROAD USERS

Advocates works to improve traffic safety laws in all 50 states and the District of Columbia (DC) that are critical to keeping all road users both inside and outside of vehicles – drivers, passengers, motorcyclists, bicyclists, pedestrians, micromobility users, wheelchair users, and others – safe. Walking, biking and rolling should be safe and reliable modes of transportation. Based on government and private research, crash data and state experience, we urge all states to enact the optimal laws rated in this report covering occupant protection, child passenger safety, young novice drivers, impaired driving, distracted driving, and automated enforcement to curb speed.

Advocates also supports measures to spur state action on traffic safety laws to enhance safety for all road users including effective federal incentive grant programs with accountability and oversight. When used appropriately, the withholding of state highway funds for inaction also has proven successful in advancing lifesaving upgrades including minimum 21 drinking age, zero tolerance for alcohol for youth, .08% BAC, and commercial driver licensing.

SAFEST ROUTE

SAFE ROAD INFRASTRUCTURE

Improving the design and operation of roadways to accommodate all road users safely will help to prevent conflicts between road users (drivers of vehicles, motorcycle riders, pedestrians, bicyclists, micromobility riders, wheelchair users and others) and minimize impact forces to prevent fatalities and serious injuries.

A Safe System Approach (SSA) acknowledges that people make mistakes and their ability to tolerate injury is limited. It focuses on six principles: deaths and serious injuries are unacceptable; humans make mistakes; humans are vulnerable; responsibility is shared; safety is proactive; and, redundancy is crucial. The SSA also identifies five elements including safe road users, safe vehicles, safe speed, safe roads and post-crash care. Action to advance these priorities will prevent crashes and mitigate harm when they do occur. Since Advocates' founding more than three decades ago, our mission and actions to improve safety have aligned with a SSA. The Johns Hopkins Center for Injury Research and Policy convened a working group, of which Advocates was a member, to develop the "[Recommendations of the Safe System Consortium](#)."

CRITERIA FOR THE 16 OPTIMAL 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, nor is credit given for laws subject to secondary enforcement. Similarly, GDL laws that allow driver education programs to replace compliance with provisions do not receive credit.**



OCCUPANT PROTECTION

Primary Enforcement Front Seat Belt Law - Allows law enforcement officers to stop and issue a ticket for a violation of the seat belt law for front seat occupants. No other violation need occur first.



Primary Enforcement Rear Seat Belt Law - Requires that all occupants in the rear seats of a vehicle wear seat belts and allows law enforcement officers to stop and issue a ticket for a violation of the seat belt law. No other violation need occur first.

All-Rider Motorcycle Helmet Law - Requires all motorcycle riders, regardless of age, to use a helmet that meets U.S. DOT standards.



CHILD PASSENGER SAFETY (CPS)

Rear Facing Through Age 2 or Older 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 in a rear seat. This usually occurs when the child reaches 57 inches in height and is older than age eight. The booster seat should be certified by the manufacturer to meet U.S. DOT safety standards.

Rear Seat Through Age 12 Law - Requires children age 12 and younger to be properly restrained in a rear seat.



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 hours of adult-supervised driving in order to move to the next phase and drive unsupervised. The intermediate stage restricts teens from driving in high-risk situations for a specified period of time before receiving an unrestricted license. Advocates rates state GDL laws on four key safety components aligned with the IIHS recommendations and identified in research and data analysis:

Minimum Ages for Learner's Permit and Licensing - A beginning teen driver must be at least 16 years old to obtain a learner's permit and 17 years old to obtain a license.

70 Hours of Supervised Driving Provision - A beginning teen driver must receive at least 70 hours of behind-the-wheel training with an adult licensed driver.

Nighttime Driving Restriction Provision - Prohibits unsupervised driving starting at 8 p.m.

Passenger Restriction Provision - Prohibits non-familial teen passengers from riding with a teen driver without adult supervision.

CRITERIA FOR THE 16 OPTIMAL LAWS



IMPAIRED DRIVING

All-Offender Ignition Interlocks - Mandates the installation of ignition interlock devices (IIDs) on the vehicles of all convicted drunk driving offenders.

Open Container 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 - 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 - Prohibits all use of cellular devices (hand-held, hands-free and text messaging) by beginning teen drivers, except in an emergency, for the entire duration of the GDL program.



AUTOMATED ENFORCEMENT TO CURB SPEED

Permits Automated Enforcement by Law – A state receives credit if it has enacted a law permitting the use of automated speed enforcement.

Automated Enforcement in Use – A state receives credit if automated speed enforcement is in use within the jurisdiction.

STRATEGIES FOR SUCCESS

Advocates is an alliance of consumer, medical, public health, law enforcement, and safety groups and insurance companies and agents with a mission of preventing motor vehicle crashes, saving lives, reducing injuries and containing costs.

- **Federal Legislative:** Advocates leads efforts on Capitol Hill to advance priority safety measures by engaging Members of Congress, staff and Congressional committees and proposing, drafting, analyzing and building support for safety legislation. We testify before Congress, submit written statements, generate group letters and action alerts, and lead coalitions, among other activities.
- **Federal Regulatory:** Advocates provides technical comments and safety information during the regulatory process to agencies including the U.S. DOT, NHTSA, Federal Motor Carrier Safety Administration (FMCSA) and others. We seek to influence agency actions and serve as an expert for government agencies.
- **State Legislative:** Advocates conducts extensive organizing and advocacy efforts in states across the nation and DC by meeting with legislators' and governors' staffs, testifying on safety bills, writing and submitting testimony and letters, developing strategies with coalition partners, and advancing other initiatives. We also staunchly oppose the rollback of existing traffic safety laws.

All of our program areas are supported by our efforts in the media, leadership roles, and participation in events and conferences. Advocates has earned a reputation as a go-to expert on safety, and we harness opportunities to advance and support our legislative goals. Advocates' expertise is sought by government agencies, professional associations, and other groups, and we frequently provide our analysis and recommendations in furtherance of our goals.

FEDERAL LEGISLATIVE

Advocates was sharply focused on oversight of implementation of the IIJA signed into law in November 2021. Congressional committees held hearings on the new law for which Advocates submitted letters urging swift action on the safety directives by the U.S. DOT as a “floor,” and not a “ceiling,” for what must be achieved. Advocates has also been proposing, drafting, and garnering support for many of the legislative items that were left on the “cutting room floor” during final negotiations on the infrastructure bill. We continue to support funding for and directives to improve roadway infrastructure safety for the benefit of all road users as well as adequate funding and resources for the U.S. DOT to ensure the agency is able to meet its safety mission effectively. Moreover, Advocates led efforts in opposition to numerous anti-safety proposals that sought to degrade, roll back, or repeal existing legislative and regulatory protections, many of which targeted large truck safety rules.

FEDERAL REGULATORY

Advocates filed regulatory comments on issues including the U.S. New Car Assessment Program (NCAP), event data recorders, speed limiting requirements for CMVs, and applications for exemptions from federal motor vehicle safety standards (FMVSS) for autonomous vehicles (AVs), among others. We also challenged inadequate agency actions through petition for reconsideration on a final rule related to truck underride guards.

STATE LEGISLATIVE

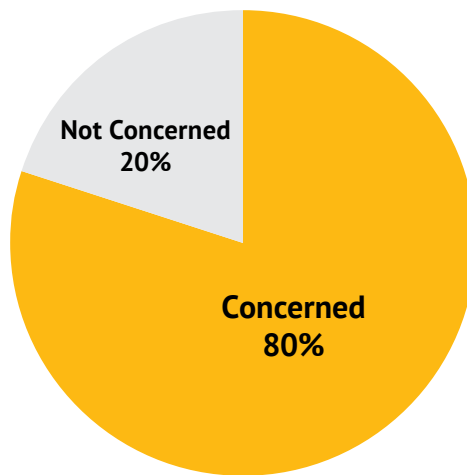
Advocates influenced action on effective countermeasures to improve occupant protection, upgrade motorcycle rider safety, curb speeding, protect child passengers, advance the safety of teen and young adult novice drivers, prevent impaired driving and restrict use of cell phones to avert distracted driving, as well as oppose weakening or repeals of such laws. As appropriate, we also support efforts that require safety upgrades as a component of infrastructure planning, maintenance and building. Our efforts are in collaboration with local and national coalitions, organizations and victim and survivor advocates. Many bills take multi-session advocacy before advancing. In those instances, Advocates builds momentum for subsequent sessions.



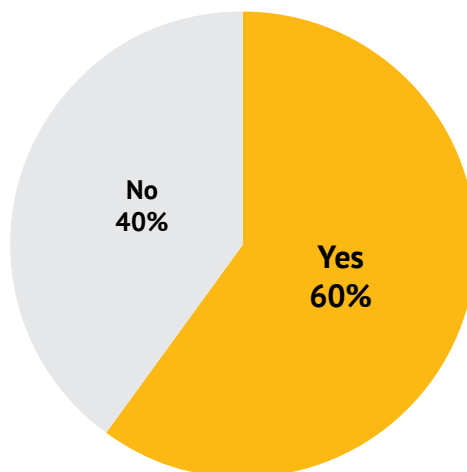
AUTONOMOUS VEHICLES

It is far too early to assess whether automated driving technology has the potential to reduce our nation's mounting roadway death and injury toll. However, the lack of federal performance standards, strong government oversight, adequate consumer information, comprehensive data collection, and effective industry accountability could very well sink this possibility. In the absence of safeguards, all road users are unknowing and unwitting participants in the testing of experimental autonomous driving technology on public roadways and are imperiled. Several fatal crashes involving cars equipped with automated driving systems (ADS) or varying levels of driving automation have been investigated by the NTSB and NHTSA. These investigations have and will continue to identify safety deficiencies, determine contributing causes, and recommend government and industry actions to prevent future deadly incidents. Additionally, data obtained through a Standing General Order issued by NHTSA has revealed 202 crashes involving ADS and 605 with advanced driver assistance systems (ADAS) – including 18 resulting in a fatality – based on reporting from July 2021 to October 2022. This new data underscore the safety issues regarding unregulated ADS on public roads. Moreover, the public consistently has expressed safety concerns about sharing the road with driverless vehicles. Notably, respondents have indicated that their apprehension would be ameliorated by the issuance of minimum government safety requirements. According to a 2021 survey commissioned by Advocates and conducted by ENGINE INSIGHTS:

HOW CONCERNED ARE YOU ABOUT SHARING PUBLIC HIGHWAYS AND ROADS WITH DRIVERLESS CARS AS A MOTORIST, BICYCLIST, OR A PEDESTRIAN?



CURRENTLY, THERE ARE NO GOVERNMENT SAFETY REQUIREMENTS FOR THE PERFORMANCE OF DRIVERLESS TECHNOLOGIES ON CARS OR TRUCKS. IF YOU KNEW THAT COMPANIES HAD TO MEET MINIMUM GOVERNMENT SAFETY REQUIREMENTS FOR THEIR DRIVERLESS CARS AND TRUCKS, WOULD THAT ADDRESS YOUR CONCERNS?





AUTONOMOUS VEHICLES

Industry continues to pressure for enactment of national legislation authorizing U.S. DOT to exempt potentially millions of AVs from federal safety standards. Companies have invested billions of dollars into AV development without realizing a significant return. Legislation that rolls back current safety standards and limits the oversight of state and local governments is unacceptable. Moreover, federal legislation is unnecessary as the U.S. DOT has the authority and expertise to set policy and regulate AVs. Any federal legislation that is advanced likely will set AV policy for decades to come. Unfortunately, all federal AV bills have been rife with objectionable issues including:

- Exempting tens of thousands of AVs from current federal safety standards prior to issuance of new safety standards for the ADS and related issues including cybersecurity.
- Allowing essential safety systems to be “turned off.”
- Failing to require adequate information be provided to regulators and the public.
- Preempting state laws and regulations in the absence of federal regulations.
- Lacking safeguards to ensure promised societal benefits such as improved safety, mobility, equity, and environmental outcomes, while also protecting workers.
- Omitting proper oversight for testing.
- Leaving people with disabilities and older adults without an assurance of access and safety.
- Relegating action to advisory committees.

Since November 2020, Advocates has been leading a coalition of 60+ stakeholders in support of the “[AV Tenets](#),” a safety- and people-first approach to the technology that should be the basis for any AV policy. Advocates will continue to use the AV Tenets in our advocacy efforts should legislation on this issue be considered by Congress.

AV TENETS





OCCUPANT PROTECTION

PRIMARY ENFORCEMENT SEAT BELT LAWS

Issue

Seat belt use, reinforced by effective safety belt laws, is a proven lifesaver. Seat belts serve as the first line of defense against injury or death for vehicle occupants when crashes occur.

Impact

In 2021, an estimated 25,008 passenger vehicle occupants died in motor vehicle crashes, a five percent increase from 2020. Among passenger vehicle occupant fatalities that year, it is estimated that half were unrestrained.

Solutions

Laws, Technology
and Roadway Safety
Infrastructure

Primary Enforcement Seat Belt Laws for All Occupants

Safety Technologies and Improved Safety Standards Can Protect Vehicle Occupants and Other Road Users

- Proven collision avoidance systems in vehicles including AEB, LDW, BSD, rear AEB, and rear-cross traffic alert should be required.
- Rear seat belt reminders.

Road Safety Infrastructure Improvements and the Safe System Approach



OCCUPANT PROTECTION

PRIMARY ENFORCEMENT SEAT BELT LAWS

The Facts

- From 1975 to 2017, seat belts have saved over 374,000 lives and over \$1 trillion in economic costs.
- The NHTSA estimated that needless deaths and injuries resulting from non-use of seat belts cost society more than \$10 billion annually in medical care, lost productivity, and other injury related costs based on 2010 data. When adjusted solely for inflation, this would equate to more than \$13 billion.
- In 2020 among passenger vehicle occupant fatalities with known restraint use, 50% seated in the front row and 59% of those in the second row were unrestrained.
- In fatal crashes in 2020, 82% of passenger vehicle occupants who were totally ejected from the vehicle were killed. Only one percent of the occupants reported to have been using restraints were totally ejected, compared with 26% of the unrestrained occupants.
- For passengers who survived fatal crashes in 2020, only 16% were unrestrained, compared to 51% of those who died.
- NHTSA has identified lack of seat belt use as one of “three major behavioral factors” that “largely explain” the dramatic spike in crash fatalities between 2019 and 2020.
- The use of seat belts in passenger vehicles saved an estimated 14,955 lives of occupants aged five and older nationwide in 2017, the latest year for which data is available. An additional 2,549 lives would have been saved in 2017 if all unrestrained passenger vehicle occupants aged five and older involved in fatal crashes had worn their seat belts.
- Rear seat passengers are more than twice as likely to die in a crash if they are unbelted.
- Adults are not buckling up in the rear seat as much as they are in the front seat, with rear seat belt use ten to 15 percent lower than in the front seat, according to a study by the IIHS and the Children’s Hospital of Philadelphia (CHOP).
- Rear seat belt use by passengers in fatal crashes was lower than front seat belt use in almost every state and was substantially lower in many states.



- Unbelted rear seat passengers pose a serious threat to the driver and other vehicle occupants, as well as themselves. Unbelted rear seat passengers are referred to as “back seat bullets” because they can be thrust at high rates of speed into the driver resulting in loss of control of the vehicle and into other occupants causing fatalities and serious injuries. The chance of death for a belted driver seated directly in front of an unrestrained passenger in a serious head-on crash was 2.27 times higher than if seated in front of a restrained passenger.

[Click here to learn more](#)



OCCUPANT PROTECTION

ALL-RIDER MOTORCYCLE HELMET LAWS

Issue

Motorcycles are the most hazardous form of motor vehicle transportation.

Impact

In 2021, 6,101 motorcycle riders were killed, a nine percent increase from the previous year.

This is the highest fatality total in a single year since data collection began in 1975.

Solutions

Laws, Technology
and Roadway Safety
Infrastructure

All-Rider Helmet Requirements Are Effective, Reduce Costs and the Public Supports Them –

According to a Government Accountability Office (GAO) report, “laws requiring all motorcyclists to wear helmets are the only strategy proved to be effective in reducing motorcyclist fatalities.”

Safety Technology to Prevent Motorcycle Crashes

- Proven collision avoidance systems in vehicles including AEB, LDW, BSD, rear AEB, and rear-cross traffic alert should be required to detect and safely respond, as appropriate, to vulnerable road users (VRUs) including motorcycle riders.
- Motorcycle anti-lock braking systems were associated with a 22% reduction in the rate of fatal crash involvements, according to IIHS research, and should be required as standard equipment.

Road Safety Infrastructure Improvements and the Safe System Approach



OCCUPANT PROTECTION

ALL-RIDER MOTORCYCLE HELMET LAWS

The Facts

- In 2020, 40% of motorcyclists killed were not wearing a helmet, when helmet use was known.
- The observed use rate of U.S. DOT-compliant helmets among motorcycle riders was just over 86% in states with all-rider helmet laws, compared to only 53% in other states in 2021.
- Motorcycle helmets reduce the risk of head injury by 69% and reduce the risk of death by 42%.
- Annually, motorcycle crashes cost \$13 billion in economic impacts and \$66 billion in societal harm as measured by comprehensive costs based on 2010 data. When adjusted only for inflation, these amounts increase to \$17 billion and \$86 billion, respectively. Serious injuries and fatalities accounted for 87% of total comprehensive costs of motorcycle crashes, compared to 57% of the total comprehensive costs of all motor vehicle crashes.
- According to NHTSA, in 2020, there were 7.7 times as many unhelmeted fatalities (1,897 fatalities) in states without a universal helmet law compared to states with a universal helmet law (246 fatalities). These states were similar with respect to total resident populations.
- In states without all-rider helmet laws, 57% of motorcyclists killed in 2020 were not wearing helmets, compared to 11% in states with such laws.
- In Michigan, which repealed its all-rider law in 2012, there would have been 26 fewer motorcycle crash deaths (a 21% reduction) that year if the helmet mandate was still in place, according to the University of Michigan Transportation Research Institute. Additionally, in the remainder of the year after the helmet repeal was enacted, only 74% of motorcycle riders involved in crashes were helmeted, compared to 98% in the same time period of the previous four years.
- By an overwhelming majority (more than 82%), Americans favor state laws requiring all motorcycle riders to wear helmets.



- 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.
- All-rider motorcycle helmet law repeal efforts which include requirements for motorcycle education and training fail to meet the safety benefit provided by a universal helmet law. There is no scientific evidence that motorcycle rider training reduces crash risk.

[Click here to learn more](#)



CHILD PASSENGER SAFETY

Issue

The best way to protect child passengers is to place them in the back seat, restrained by a properly installed child safety seat, booster seat or safety belt, as appropriate for their age, size and development.

Impact

Motor vehicle crashes are among the leading causes of death for children ages one to 14 in the U.S.

Solutions

Laws, Technology
and Roadway Safety
Infrastructure

Comprehensive State Laws to Incentivize Proper Child Safety Seat and Seat Belt Use

Safety Technologies and Improved Safety Standards Can Protect Children and Other Road Users

- Proven collision avoidance systems in vehicles including AEB, LDW, BSD, rear AEB, and rear-cross traffic alert should be required to detect and safely respond, as appropriate, to VRUs including children.
- Occupant detection and alert technology to prevent hot car incidents.
- Rear seat belt reminders.
- Technology as well as hood and bumper standards to prevent frontovers.
- An update to the safety standard to prevent seat back collapse.
- Side impact protection for children.

Road Safety Infrastructure Improvements and the Safe System Approach



CHILD PASSENGER SAFETY

The Facts



- Across all age groups, injury risk is lowest (less than two percent) when children are placed in an age-appropriate restraint in the rear seat.
- When used properly, child safety seats reduce fatal injury by 71% for infants and 54% for toddlers in passenger cars.
- Appropriate child safety seats and restraints are very effective in preventing injury:
 - > 47% effective in preventing fatalities for ages 1-3 in all crashes;
 - > 43% effective in preventing fatalities for ages 3-5 in all crashes; and,
 - > 67% effective in preventing serious to critical injuries for ages 5-8 in all crashes.
- According to the AAP, infants and toddlers are at a particularly high risk of head and spine injuries in motor vehicle crashes because of their relatively large heads and structural features of the neck and spine. By supporting the entire head and spine, a rear facing car seat provides optimal support during a crash.
- 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 45%, according to the Center for Injury Research and Prevention (CIRP), CHOP, and the Center for Clinical Epidemiology and Biostatistics, University of Pennsylvania.
- Once a child has outgrown a child safety seat and can properly use the vehicle's seat belt, they should remain buckled in the rear seat through age 12. This is consistent with recommendations from groups including AAP, CDC, IIHS, and NHTSA.
- A December 2021 poll commissioned by Advocates and conducted by ENGINE INSIGHTS found that 65% are "extremely" or "very concerned" about lack of seat belt or child safety seat use on our roadways.

[Click here to learn more](#)



TEEN DRIVING

GRADUATED DRIVER LICENSING (GDL) PROGRAMS

Issue

Teen and young adult novice drivers are more likely to be involved in fatal crashes because they lack driving experience and tend to take greater risks.

Impact

Motor vehicle crashes are a leading killer of teens in the U.S. In crashes involving young drivers, fatalities totaled 5,037 in 2020, an increase of 15% from 2019.

Solutions

Laws, Technology,
and Roadway Safety
Infrastructure

GDL programs introduce teens to the driving experience gradually by phasing in full driving privileges over time and in lower risk settings

Safety Technologies and Improved Safety Standards Can Protect Vehicle Occupants and Other Road Users

- IIHS has found that if all vehicles in crashes with teen drivers were equipped with front crash prevention (forward collision warning (FCW) and/or AEB), LDW / lane keeping assist (LKA), and blind spot monitoring, 32% of crashes involving a teen driver, 27% of injured teen drivers, and 36% of teen driver deaths could be prevented.

Road Safety Infrastructure Improvements and the Safe System Approach



TEEN DRIVING

GRADUATED DRIVER LICENSING (GDL) PROGRAMS

The Facts

- Among the 5,037 fatalities in crashes involving young drivers in 2020, 1,885 were young drivers, 1,081 were passengers of young drivers, and the remaining 2,071 victims were non-occupants and the occupants of the other vehicles.
- The estimated economic cost of police-reported crashes involving young drivers between 15 and 20 years old was \$40.8 billion (2002). When adjusted for inflation only, these costs amount to \$64.77 billion in 2022 dollars.
- Widespread public concern about young drivers exists, with 58% “extremely” or “very” concerned about inexperienced new young drivers, according to an opinion poll commissioned by Advocates and conducted by ENGINE INSIGHTS in December 2021.
- The fatal crash rate per mile driven is nearly three times as high for 16- to 19-year-olds as it is for ages 20 and over. Risk is highest at ages 16-17.
- In states which have adopted GDL programs, studies have found overall crash reductions among teen drivers of about 10 to 30 percent.



- A 2010 survey conducted by IIHS shows that parents favor GDL laws which are as strict as or even stricter than currently exist in any state.
- Almost three-quarters (74%) of teens approve of a single, comprehensive law which incorporates the key elements of GDL programs.

OLDER TEEN AND YOUNG ADULT NOVICE DRIVERS

Studies have shown that GDL programs have contributed to a decline in teen driver crashes. However, older teen and young adult novice drivers need but are missing out on the safety benefits of GDL programs. Aging out of GDL is a problem because drivers who begin the licensing process at age 18, 19 or 20 still have a high crash risk due to inexperience and brain development. Research from CHOP CIRP 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 likely have 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 of novice drivers and may experience additional safety benefits. A new study from CHOP CIRP found that, “drivers who were licensed at age 18, making them exempt from comprehensive licensing requirements, had the highest crash rates in the first year of licensure of all those licensed under the age of 25.”

[Click here to learn more](#)



IMPAIRED DRIVING

Issue

Alcohol impaired driving is a persistent factor in crash fatalities and injuries on our roadways, accounting for 30% of deaths each year on average.

Impact

In 2020, 11,654 people were killed in motor vehicle crashes involving drivers with a blood alcohol concentration (BAC) of .08% or higher.

Solutions

Laws, Technology,
and Roadway Safety
Infrastructure

Ignition Interlock Devices (IIDs) for All-Offenders and Open Container Laws

Safety Technologies and Improved Safety Standards Can Protect Vehicle Occupants and Other Road Users

- According to research from IIHS released in July 2020, impaired driving prevention technology has the potential to drastically reduce impaired driving fatalities. IIHS finds that alcohol-detection systems could save more than 9,000 lives a year in the U.S., accounting for more than 25% of road fatalities.
- Proven collision avoidance systems in vehicles including AEB, LDW, BSD, rear AEB, and rear-cross traffic alert should be required.

Road Safety Infrastructure and the Safe System Approach



IMPAIRED DRIVING

The Facts

- NHTSA has identified alcohol-impaired driving as one of “three major behavioral factors,” that contributed to dramatic crash fatality increases from 2019 to 2020.
- An average of one alcohol-impaired driving fatality occurred every 45 minutes in 2020.
- In 2010, the estimated total comprehensive costs of drunk driving were more than \$200 billion annually. Accounting for inflation only, that amounts to more than \$261 billion in 2022 dollars.
- Concern about impaired driving is extensive with 80% of respondents “very” or “extremely” concerned about drunk or drug impaired driving, according to a December 2021 opinion poll commissioned by Advocates and conducted by ENGINE INSIGHTS.
- A common misconception is that most people who are convicted of their first drunk driving offense are social drinkers who made one mistake. However, studies show that the average first offender will have driven drunk 87 times before getting arrested.
- According to the CDC, adult drivers admitted they drank too much and got behind the wheel approximately 111 million times in 2014, which equals over 300,000 incidents of drinking and driving each day. However, only 1.1 million, or approximately one percent of that 111 million, were arrested for driving under the influence that year.
- Nationwide between 2006 and 2020, IIDs prevented 3.78 million attempts to drive drunk, according to a 2022 report from Mothers Against Drunk Driving (MADD). This included 390,456 attempts in 2020, more than 1,000 every day.
- There is clear public support for IIDs for all convicted drunk drivers, with surveys showing between 69 and 88 percent of respondents in favor of requiring IIDs for all convicted driving under the influence (DUI) offenders, even if it's their first conviction.



- 82% of offenders themselves believe the IID was effective in preventing them from driving after drinking.
- When IIDs are installed, they are associated with an approximately 70% reduction in repeat offenses for impaired driving.

[Click here to learn more](#)



IMPAIRED DRIVING

The Facts

.05% BAC LAWS

At .05% BAC, a driver exhibits signs of cognitive and physical impairment including reduced coordination and ability to track moving objects, difficulty steering, and diminished response to emergency driving situations. Employed around the world to curb drunk driving with approximately 100 countries instituting .05% or lower BAC policy, this proven countermeasure remains under-used in the U.S. In 2018, Utah became the first state to enforce a .05% BAC limit. NHTSA's review of the impact of the new law in Utah during the first year that the law went into effect has yielded some excellent results. Between 2016 and 2019, the fatal crash rate decreased by 19.8% and the fatality rate per vehicle miles travelled dropped by 18.3%. Additionally, the number of drivers testing positive for any alcohol declined by 14.6%, and alcohol-impaired driving arrests did not climb sharply. Further, alcohol sales from 2012 through 2018 increased as did the net profit from alcohol sales in 2019, 2020 and 2021 according to the Utah Department of Alcohol and Beverage Control. Similar patterns occurred in sales tax revenues from restaurants, rental cars, hotels, and resorts, as well as in air travel into the state and visitors to parks. If all states lowered the BAC limit while driving to .05%, the U.S. could experience an 11% or greater decline in fatal alcohol-involved crashes, saving 1,790 lives annually. Public health researchers, experts, a coalition of safety advocates and the NTSB agree that driving at .05% BAC or higher is dangerous and state laws lowering BAC will reduce the horrific toll of deaths and injuries caused by drunk driving. While not yet rated in this report, all states should adopt a .05% BAC law.

MARIJUANA IMPAIRED DRIVING

States have enacted and continue to advance measures to permit marijuana use, medical, recreational or both. While it is definitive that marijuana use causes impairment, identifying the causal link between marijuana use, crashes, fatalities and injuries is unresolved. Furthermore, when drug and alcohol use are combined, known as "polyuse," impairment can be amplified. Our priorities to curb impaired driving include: requirements for advanced impaired driving prevention technology and crash avoidance technology as standard in all new cars; acceleration of research to identify a causal link between marijuana use, impairment, and crashes; determination of a federal impairment standard for marijuana impaired driving (noting that current research does not support a *per se* level); development of verified roadside testing technology; improvement of data collection and analysis; and, allocation of adequate resources for labs and law enforcement training.



D I S T R A C T E D D R I V I N G

Issue

Distracted driving is a major contributor to motor vehicle crashes, deaths and injuries on our roads. The use of electronic devices for communications (such as text messaging, video calls, and apps) and entertainment can readily distract drivers from the driving task as found by safety research, studies and data.

Impact

In 2020, 3,142 people were killed in crashes involving a distracted driver according to NHTSA, accounting for 8% of all crash fatalities. Non-occupants (pedestrians, pedalcyclists, and others) accounted for almost 19% (587) of distraction-affected fatalities in 2020.

Solutions

Laws, Technology,
and Roadway Safety
Infrastructure

Comprehensive State Laws to Deter Distracted Driving

Safety Technologies and Improved Safety Standards Can Protect Vehicle Occupants and Other Road Users

- Proven collision avoidance systems in vehicles including AEB, LDW, BSD, rear AEB, and rear-cross traffic alert should be required.
- Driver monitoring systems (DMS) for passenger motor vehicles can help to prevent and/or mitigate crashes caused by impairment, fatigue, distraction, driver disengagement, automation complacency, and the foreseeable misuse of automated driving systems.

Road Safety Infrastructure Improvements and the Safe System Approach



DISTRACTED DRIVING

The Facts

- Crashes in which at least one driver was identified as being distracted imposed an economic cost of \$40 billion in 2010. Adjusted for inflation only, that amounts to \$52 billion in 2022 dollars.
- The true impact of distracted driving remains unclear due to issues with the underreporting, including differences in police crash report coding and database limitations.
- 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.
- A study by the Virginia Tech Transportation Institute found that text messaging increased the risk of a safety-critical driving event (i.e., crashes, near-crashes, crash-relevant conflicts, and unintentional lane deviations) by 23.2 times.
- 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 the entire length of a football field blind.
- According to NHTSA, the percentage of drivers visibly manipulating hand-held devices while driving increased by 127% between 2012 and 2021.
- The findings of three surveys conducted between February and March 2022 confirm the prevalence of device use while driving:
 - A February 2022 survey commissioned by State Farm found that among licensed drivers:
 - » 55% “always” or “often” read or send text messages while driving.
 - » 51% “always” or “often” hold the phone while talking.
 - » 49% “always” or “often” interact with cell phone apps.
 - A March 2022 survey commissioned by Advocates and Selective Insurance Group found:
 - » 70% of licensed drivers have used a mobile device while driving for personal reasons in the last 90 days.
 - » Nearly one in three Americans (31%) have either been in or know someone who has been in a crash that occurred while a driver was using a mobile device.



Over recent years, smart phone capability and usage and the broadening range of distracting electronic communication platforms and options (including apps, social media, gaming, video chatting) has grown rapidly. Device use also can be accomplished without holding or consistently physically engaging with a device (voice-to-text and/or dash mounted options). Laws that ban hand-held device use yet broadly permit hands-free use, including distracted viewing activities, exacerbate cognitive and visual distraction. Distracting viewing should be restricted. Advocates is undertaking a detailed analysis and review of state distracted driving laws that may affect our ratings in future *Roadmap to Safety* reports.

- » More than half of Americans have seen people driving while distracted by a mobile device in the past two weeks (56%).
- » When asked about strategies to effectively reduce distracted driving or its impacts, 58% indicated advanced safety technologies and 50% affirmed comprehensive state laws.
- A March 2022 survey commissioned by Nationwide Insurance found that:
 - » 34% of drivers believe it is very safe to hold your phone while driving.
 - » Half of those surveyed (51%) had held a cell phone to talk, text or use an app while driving, despite 66% saying that such behavior is dangerous.

[Click here to learn more](#)



AUTOMATED ENFORCEMENT TO CURB SPEED

Issue

Excess speed can contribute to both the frequency and severity of motor vehicle crashes.

Impact

Twenty-seven percent of fatalities in 2021, totaling 11,780 people, occurred in speeding related crashes. This is a five percent increase from 2020, which saw a 17% increase from the previous year.

Solutions

Laws, Technology
and Roadway Safety
Infrastructure

Automated Enforcement Programs Augment Traditional Enforcement and are Effective in Deterring Excessive Speed on Our Roadways

Safety Technologies and Improved Safety Standards Can Protect Vehicle Occupants and Other Road Users

- Proven collision avoidance systems in vehicles including AEB, LDW, BSD, rear AEB, and rear-cross traffic alert should be required.
- Speed assistance systems, such as intelligent speed assistance (ISA), can provide information to drivers about present speed limits, warn drivers when a car's speed is above the limit, prevent a car from exceeding the speed limit, or maintain a set speed.
- Vehicle-to-everything (V2X) technology offers the potential to improve safety by relaying signals to the vehicle about upcoming traffic lights and speed limits, among other messaging.

Road Safety Infrastructure Improvements and the Safe System Approach



AUTOMATED ENFORCEMENT TO CURB SPEED

The Facts

- NHTSA has identified speeding as one of “three major behavioral factors” that contributed to the dramatic spike in overall traffic fatalities from 2019 to 2020.
- Small changes in speed can have a big impact on safety. Crash tests conducted in 2019 showed that modest five to ten miles-per-hour (mph) increases in speed can have a severe impact on a driver’s risk of injury or even death.
- Speed increases have major implications for pedestrians. The average risk of death for a pedestrian is 10% at an impact speed of 23 mph, 25% at 32 mph and 50% at 42 mph.
- Speed-related crashes cause \$52 billion in economic costs and \$203 billion in comprehensive costs. These costs account for 21% of all economic costs and 24% of all societal harm (measured as comprehensive costs) from motor vehicle crashes. If these costs were updated for inflation alone, in 2022 they would equate to \$67 billion in economic costs and \$263 billion in comprehensive costs.



- Drivers acknowledge that excess speed is dangerous, yet there is a disconnect in their actions, according to the 2020 Traffic Safety Culture Index from AAA:
 - » Just over 45% of drivers surveyed drove 15 mph over the speed limit on a freeway in the past month, even though 80% of those surveyed say doing so is moderately to extremely dangerous.
 - » More than 35% of drivers surveyed drove 10 mph over the speed limit on a residential street in the past month, even though 88% of those surveyed believe doing so is moderately to extremely dangerous.
- Sixty-eight (68) percent of respondents in a December 2021 survey are “extremely” or “very” concerned about speeding, according to an opinion poll commissioned by Advocates and conducted by ENGINE INSIGHTS.
- A 2020 review by the Congressional Research Service (CRS) found that speed camera programs are effective in reducing speeding and/or crashes near cameras.
- Speed cameras alone resulted in a 19% reduction in the likelihood that a crash resulted in a fatal or incapacitating injury.

[Click here to learn more](#)



AUTOMATED ENFORCEMENT TO CURB SPEED

In 2021, AAA, Advocates, Governors Highway Safety Association, IIHS and the National Safety Council [jointly released](#) the Automated Enforcement (AE) Checklist to convey their support for the proven technology and to help communities implement successful AE programs.



AUTOMATED ENFORCEMENT PROGRAM CHECKLIST

For red light cameras and automated speed enforcement

Automated enforcement is an effective tool to make roads safer. Research shows that red light cameras reduce violations and injury crashes, especially the violent front-into-side crashes most associated with red light running. Speed cameras have been shown to reduce vehicle speeds, crashes, injuries and fatalities. Both types of programs should be designed, implemented and administered properly. Poorly run programs are less likely to be durable and may undermine support for automated enforcement generally.

Speed and red light camera programs augment traditional enforcement to improve traffic safety by deterring dangerous driving behaviors. Automated enforcement does not require traffic stops, and well-designed programs can improve safety for all road users in a neutral manner.

Successful programs are transparent and have a strong public information component. Communities should take into account racial and economic equity when making decisions about camera placement and fines. Automated enforcement programs should be data-driven and should prioritize safety, not revenue. In fact, communities should expect that revenue will decline over time as fewer drivers run red lights or violate speed limits.

This checklist assumes your community is already legally authorized to set up a program. It provides a minimum list of considerations to help you follow best practices. The goal is to operate a successful program that reduces crashes and prevents deaths and injuries while maintaining strong public support. Automated enforcement can be integrated into broader efforts to discourage unsafe driving that includes optimizing speed limits for safety and improving roadway design.



✓ FIRST STEPS

- Identify problem intersections and roadways.
 - Assess violation and crash data.
 - Conduct field observations.
 - Collect resident and roadway user input.

 - Consider what role automated enforcement should play as part of a comprehensive traffic safety strategy.

 - Make any engineering or signage changes needed to improve drivers' compliance with the law.
 - Ensure the road geometry conforms with guidelines from the [American Association of State Highway and Transportation Officials](#), [National Association of City Transportation Officials](#) guidance or state road design manuals, as appropriate.
 - Remove sightline obstructions of signals and signage.
- For red light cameras:**
- Ensure that yellow light timing conforms to the [Manual on Uniform Traffic Control Devices](#) and [Institute of Transportation Engineers](#) guidelines.
- For automated speed enforcement:**
- Ensure the speed limit is appropriate and accounts for all road users. Follow guidance and use tools from the Federal Highway Administration, [Institute of Transportation Engineers](#), and the [National Association of City Transportation Officials](#).
 - Ensure the speed limit is appropriate for special conditions, such as work zones and school zones.
 - Assess whether engineering changes could be made to promote compliance with the speed limit.
 - Ensure adequate posting of speed limits.
- Establish an advisory committee comprised of stakeholders.
 - Consider including law enforcement, transportation department employees, victim advocates, equity and civil rights advocates, school officials, community residents, first responders, health officials and the courts.
 - Outline the committee's role. This may include developing guiding principles related to safety, equity, and transparency, as well as other aspects of the program.
 - Ensure committee meetings are open to the public and deliberations are transparent.

 - Meet with the media, including newspaper editorial boards, to build support and educate the public.



AUTOMATED ENFORCEMENT TO CURB SPEED

✓ SECOND STEPS

- Make program design decisions, consulting with the advisory committee as appropriate.

Program design considerations

Target violations with the greatest safety consequences. For example, you might decide not to ticket for right-turn-on-red violations when pedestrians, bicyclists, and oncoming vehicles are not present or to limit violations in work zones to when workers are present, provided the road configuration has not also been altered for construction.

Establish a reasonable fine structure. Create options for indigent violators such as payment plans or other alternatives.

Establish a threshold that must be crossed before a vehicle is photographed for a violation of red light running or speeding (i.e., a period after a light turns red or a certain mph over the posted speed). The point is to target flagrant, rather than marginal, infractions.

Programs should include a process for evidence review by appropriately trained personnel to determine if a violation occurred and issue a citation if warranted.

Establish clear procedures for contesting an alleged violation. Consider options to contest online or by mail.

When possible, red light camera violations should be recorded in real time video, and videos of the offense should be made available to the vehicle owner for review via the Internet.

Fines in excess of program costs should be allocated to transportation safety programs.

- Use safety data gathered in the first steps to determine camera locations, ensuring that particular neighborhoods are neither overlooked nor overrepresented.
- Publicize the extent of the safety problem and the need for innovative solutions.
- Secure a vendor and establish payment based on the vendor's actual costs, not the number of citations.
- Publicize procedures for contesting an alleged violation.
- Create a website and social media plan to publicize program details, such as how to pay and dispute tickets. Establish a method for answering questions accurately and in a timely manner.
- Develop an emergency action plan for handling problems, such as system malfunctions.

✓ IMPLEMENTATION

- Hold a kickoff event with advisory committee members. Introduce a well-developed and sustained public education campaign focused on improving safety by changing driver attitudes and behavior.
- Connect the program to overall roadway safety in the community and identify the goal of zero tickets resulting from changes in driver behaviors.
- Install prominent warning signs.
- Start with a probationary period during which only warnings are issued.
- Follow current guidance from the U.S. Department of Transportation for implementation and operation of automated enforcement devices.
- Allow for due process. Minimize the number of days between the violation and citation issuance.

✓ LONG TERM

- Publicize changes, including new camera locations. Reinstate the probationary period before ticketing begins at new locations.
- Monitor program operation and publicize results. Undertake periodic reviews and ensure racial, economic and other equity issues and public concerns are addressed.
- Require regular field reviews. Verify monthly camera calibration and synchronization with signals.
- Require regular evaluations of the traffic safety benefits of the program by collecting crash and infraction data. Before-and-after comparisons must use control intersections and roadways. Include control intersections and roadways that are not subject to spillover effects.
- Regularly meet with the advisory committee and media to review program status and sustain public support.
- Continue to improve programs based on new and updated guidance and best practices and look for opportunities to expand automated enforcement use.
- Consider other changes, including roadway design improvements, in order to reduce opportunities for unsafe driving.



AUTOMATED ENFORCEMENT TO CURB SPEED

The Solutions - Laws Rating Chart and Map

GOOD

State has both optimal laws
– 18 states plus DC

CAUTION

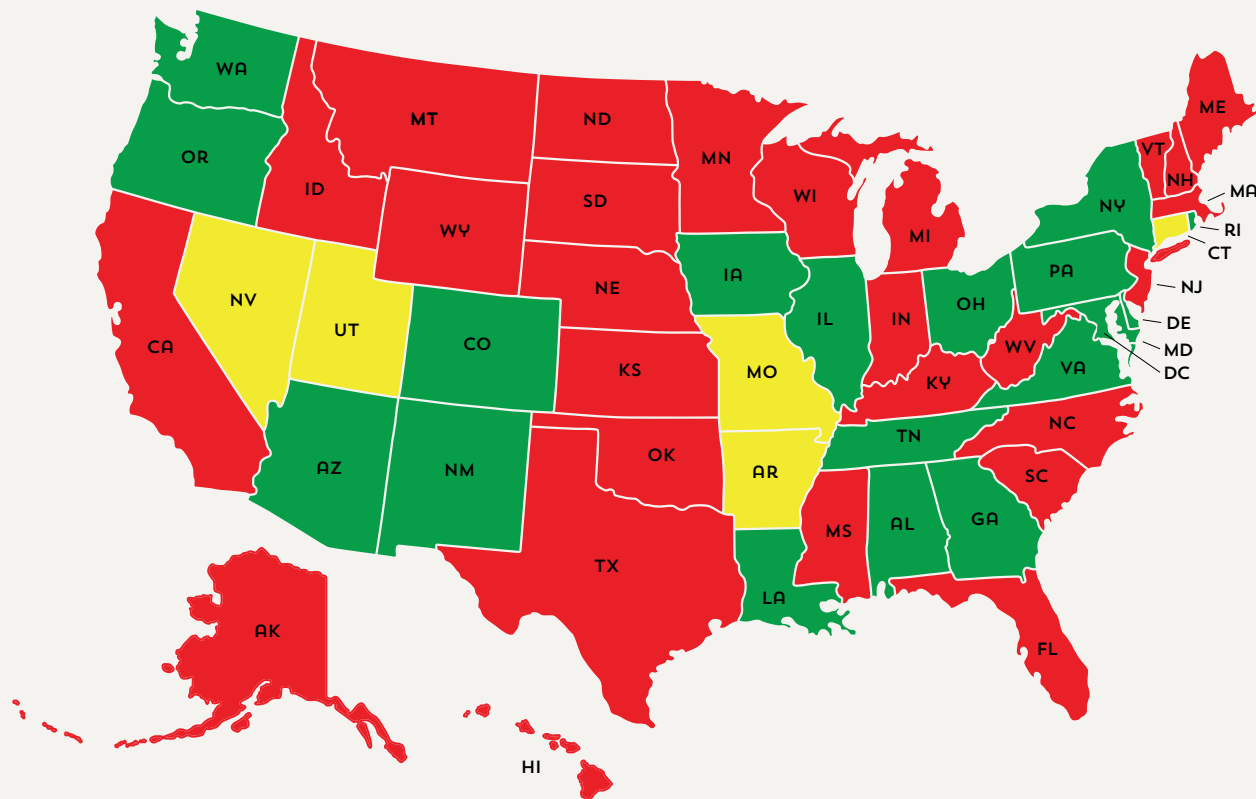
State has one optimal law
– 5 states

DANGER

State has zero optimal laws
– 27 states

● Optimal law adopted

		AL	AK	CA	CO	CT	DC	FL	GA	IA	IL	IN	KS	KY	LA	MA	MD	ME	MI	MN	MO	MS	MT	NC	ND	NH	NJ	NM	NV	NY	OH	OK	OR	PA	RI	SC	SD	TN	TX	UT	VA	VT	WA	WI	WV	WY	TOTAL										
STATE RATING		GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	23 + DC				
OPTIMAL LAWS																																																					19				
	Permits Automated Enforcement by Law	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	23 + DC			
	Automated Enforcement in Use	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	19





OVERALL STATE LAWS RATING CHART AND MAP

In this report, states are scored based on their ratings in the six issue areas displayed on the preceding pages. For each issue area, a green or "GOOD" rating = 2 points, yellow or "CAUTION" = 1 point, and red or "DANGER" = 0 points.

In the "overall" chart and map below, individual state rating scores for each issue area are totaled for a state's overall score and rating. The maximum a state can achieve is 12 points.

OVERALL STATE RATING & SCORE KEY:

GOOD

Eight or more total points
– 5 states plus DC

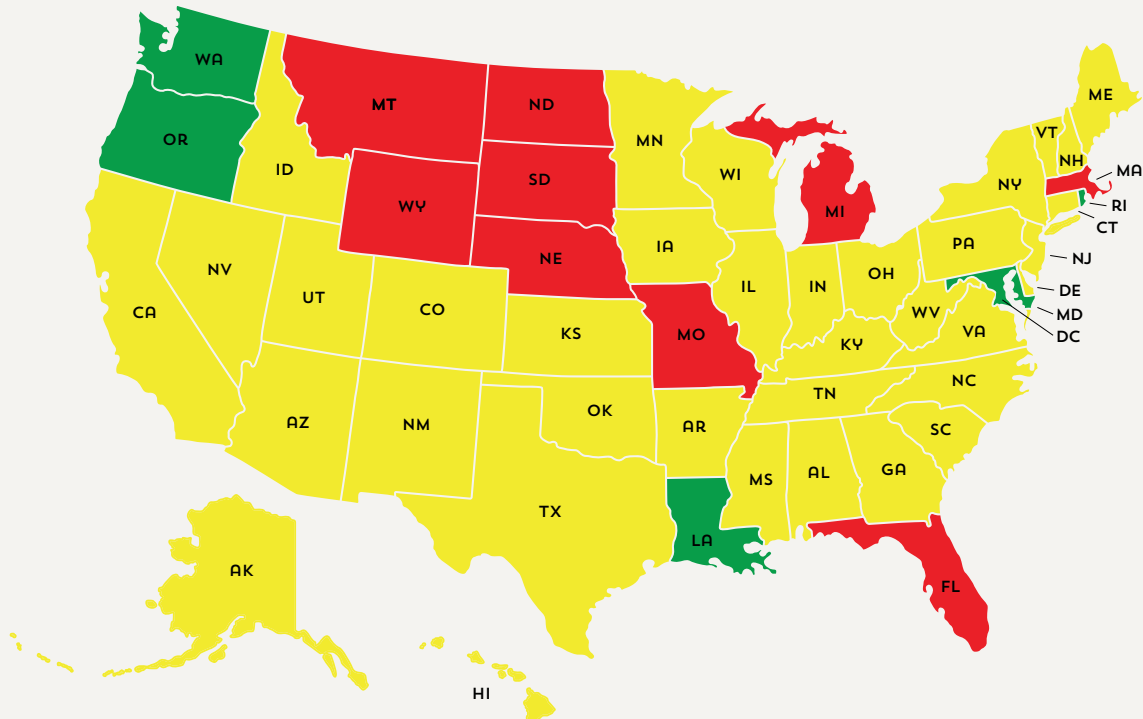
CAUTION

Four to seven total points
– 36 states

DANGER

Zero to three total points
– 9 states

OVERALL RATINGS & SCORES		ALABAMA	ALASKA	ARIZONA	ARKANSAS	CALIFORNIA	COLORADO	CONNECTICUT	DELAWARE	DC	FLORIDA	GEORGIA	HAWAII	IDAHO	ILLINOIS	INDIANA	IOWA	KANSAS	KENTUCKY	LOUISIANA	MAINE	MARYLAND	MASSACHUSETTS	MICHIGAN	MINNESOTA	MISSISSIPPI	MISSOURI	MONTANA	NEBRASKA	NEVADA	NEW HAMPSHIRE	NEW JERSEY	NEW MEXICO	NEW YORK	NORTH CAROLINA	NORTH DAKOTA	OHIO	OKLAHOMA	OREGON	PENNSYLVANIA	RHODE ISLAND	SOUTH CAROLINA	SOUTH DAKOTA	TENNESSEE	TEXAS	UTAH	VERMONT	VIRGINIA	WASHINGTON	WEST VIRGINIA	WISCONSIN	WYOMING					
Occupant Protection		1	1	0	0	2	0	0	1	2	0	1	1	0	1	1	0	0	1	2	1	1	1	0	0	1	2	0	0	0	0	1	1	2	1	0	0	0	2	0	1	1	0	1	1	0	1	1	0	0	2	1	1	0			
Child Passenger Safety		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Teen Driving: GDL Programs		0	1	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	
Impaired Driving		2	1	2	2	1	2	1	1	2	1	1	1	1	2	2	1	2	2	2	2	1	2	1	1	1	1	1	2	2	2	2	2	2	1	1	1	2	2	1	2	2	1	1	1	1	2	2	2	1	2	2	2	1	0		
Distracted Driving		1	1	1	2	1	2	2	2	2	1	1	2	1	2	2	2	2	2	2	2	2	2	2	2	2	1	0	0	1	2	2	2	1	2	2	1	1	2	1	2	1	1	2	2	2	2	1	2	2	2	2	2	1			
Automated Enforcement to Curb Speed		2	0	2	1	0	2	1	2	2	0	2	0	0	2	0	2	0	2	0	0	2	0	2	0	0	0	1	0	0	1	0	0	2	2	0	0	2	0	2	2	2	2	0	0	2	0	0	2	0	1	0	2	2	0	0	





OVERALL STATE LAWS RATING CHART AND MAP

Based on Advocates' safety recommendations, states need to adopt 494 countermeasures:

- 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.
- 32 states need a rear facing through age 2 or older child passenger safety law.
- 33 states and DC need an optimal booster seat law.
- 48 states and DC need an optimal rear seat through age 12 law.
- 192 GDL laws need to be adopted to ensure the safety of novice drivers, no state meets all the criteria recommended in this report.
- 27 critical impaired driving laws are needed in 26 states.
- 4 states need an optimal all-driver text messaging restriction.
- 19 states need a GDL cell phone restriction.
- 27 states need to permit automated enforcement by law.
- 32 states do not have automated enforcement in use.



STATES AT A GLANCE



On the following pages, each state and DC are represented in alphabetical order with the following information:

- The number of people killed in motor vehicle crashes in each state for the year 2021, 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) and adjusted for inflation.
- The state's rating represents its overall rating (Green, Yellow or Red) based on the chart on page 40 of this report.
- A list of the optimal lifesaving laws that the state has adopted and those that are still needed.

States are credited with having laws only if their laws meet Advocates' optimal criteria (definitions on pages 6 and 7).

- Only 5 states (LA, MD, OR, RI, WA) and DC received a Green rating, showing significant advancement toward adopting all of Advocates' recommended optimal laws.
- 36 states (AL, AK, AZ, AR, CA, CO, CT, DE, GA, HI, ID, IL, IN, IA, KS, KY, ME, MN, MS, NV, NH, NJ, NM, NY, NC, OH, OK, PA, SC, TN, TX, UT, VT, VA, WV, WI) received a Yellow rating, indicating that improvement is needed because of gaps in Advocates' recommended optimal laws.
- 9 states (FL, MA, MI, MO, MT, NE, ND, SD, WY) received a Red rating, indicating these states fall dangerously behind in adoption of Advocates' recommended optimal laws.

NOTE: On the following pages...

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.)



STATES AT A GLANCE

ALABAMA

CAUTION

9,223 = Ten-year fatality total
987 = 2021 fatalities
\$5.804 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction

ALASKA

CAUTION

689 = Ten-year fatality total
67 = 2021 fatalities
\$768 Million = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Open Container Law
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

ARIZONA

CAUTION

9,459 = Ten-year fatality total
1,123 = 2021 fatalities
\$5.427 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction



STATES AT A GLANCE

ARKANSAS

CAUTION

5,517 = Ten-year fatality total
690 = 2021 fatalities
\$3.096 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Automated Enforcement in Use

CALIFORNIA

CAUTION

35,792 = Ten-year fatality total
4,258 = 2021 fatalities
\$25.947 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Open Container Law
- All-Driver Text Messaging Restriction

HIGHWAY LAWS NEEDED

- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

COLORADO

CAUTION

5,793 = Ten-year fatality total
696 = 2021 fatalities
\$5.414 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision



STATES AT A GLANCE

CONNECTICUT

CAUTION

2,817 = Ten-year fatality total
327 = 2021 fatalities
\$6.332 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Open Container Law
- Automated Enforcement in Use

DELAWARE

CAUTION

1,202 = Ten-year fatality total
137 = 2021 fatalities
\$887 Million = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law

DC

GOOD

268 = Ten-year fatality total
39 = 2021 fatalities
\$1.115 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

HIGHWAY LAWS NEEDED

- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision



STATES AT A GLANCE

FLORIDA

DANGER

29,960 = Ten-year fatality total
3,753 = 2021 fatalities
\$13.948 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Open Container Law
- All-Driver Text Messaging Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

GEORGIA

CAUTION

14,530 = Ten-year fatality total
1,806 = 2021 fatalities
\$13.996 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction

HAWAII

CAUTION

1,047 = Ten-year fatality total
95 = 2021 fatalities
\$749 Million = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law
- Permits Automated Enforcement by Law
- Automated Enforcement in Use



STATES AT A GLANCE

IDAHO

CAUTION

2,256 = Ten-year fatality total
286 = 2021 fatalities
\$1.150 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Nighttime Driving Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

ILLINOIS

CAUTION

10,632 = Ten-year fatality total
1,357 = 2021 fatalities
\$14.123 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision

INDIANA

CAUTION

8,368 = Ten-year fatality total
930 = 2021 fatalities
\$8.271 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Passenger Restriction Provision
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- All-Offender Ignition Interlocks
- Permits Automated Enforcement by Law
- Automated Enforcement in Use



STATES AT A GLANCE

IOWA

CAUTION

3,404 = Ten-year fatality total
356 = 2021 fatalities
\$2.839 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision

KANSAS

CAUTION

4,060 = Ten-year fatality total
433 = 2021 fatalities
\$3.172 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

KENTUCKY

CAUTION

7,463 = Ten-year fatality total
794 = 2021 fatalities
\$5.661 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Automated Enforcement by Law
- Automated Enforcement in Use



STATES AT A GLANCE

LOUISIANA

GOOD

7,747 = Ten-year fatality total
976 = 2021 fatalities
\$7.384 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

HIGHWAY LAWS NEEDED

- Booster Seat Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law

MAINE

CAUTION

1,547 = Ten-year fatality total
162 = 2021 fatalities
\$1.691 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- 70 Hours of Supervised Driving Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- Nighttime Driving Restriction Provision
- Open Container Law
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

MARYLAND

GOOD

5,160 = Ten-year fatality total
542 = 2021 fatalities
\$5.808 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision



STATES AT A GLANCE

MASSACHUSETTS

DANGER

HIGHWAY LAWS ADOPTED

- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

3,611 = Ten-year fatality total

413 = 2021 fatalities

\$7.571 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

MICHIGAN

DANGER

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Booster Seat Law
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

10,044 = Ten-year fatality total

1,147 = 2021 fatalities

\$12.455 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

MINNESOTA

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

3,943 = Ten-year fatality total

500 = 2021 fatalities

\$3.966 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Permits Automated Enforcement by Law
- Automated Enforcement in Use



STATES AT A GLANCE

MISSISSIPPI

CAUTION

6,664 = Ten-year fatality total
755 = 2021 fatalities
\$3.527 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction

HIGHWAY LAWS NEEDED

- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

MISSOURI

DANGER

8,902= Ten-year fatality total
1,016 = 2021 fatalities
\$7.214 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- All-Offender Ignition Interlocks
- Permits Automated Enforcement by Law

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Automated Enforcement in Use

MONTANA

DANGER

2,047 = Ten-year fatality total
243 = 2021 fatalities
\$1.165 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Open Container Law

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use



STATES AT A GLANCE

NEBRASKA

DANGER

HIGHWAY LAWS ADOPTED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- Open Container Law

2,269 = Ten-year fatality total

218 = 2021 fatalities

\$1.680 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

NEVADA

CAUTION

HIGHWAY LAWS ADOPTED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Automated Enforcement by Law

3,120 = Ten-year fatality total

386 = 2021 fatalities

\$2.566 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction
- Automated Enforcement in Use

NEW HAMPSHIRE

CAUTION

HIGHWAY LAWS ADOPTED

- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

1,165 = Ten-year fatality total

123 = 2021 fatalities

\$1.783 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Automated Enforcement by Law
- Automated Enforcement in Use



STATES AT A GLANCE

NEW JERSEY

CAUTION

5,889 = Ten-year fatality total
709 = 2021 fatalities
\$16.625 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Minimum Ages for Learner's Permit and Licensing
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

NEW MEXICO

CAUTION

3,839 = Ten-year fatality total
479 = 2021 fatalities
\$2.295 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision

NEW YORK

CAUTION

10,686 = Ten-year fatality total
1,139 = 2021 fatalities
\$19.781 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

HIGHWAY LAWS NEEDED

- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction



STATES AT A GLANCE

NORTH CAROLINA

CAUTION

14,088 = Ten-year fatality total

1,627 = 2021 fatalities

\$10.262 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

NORTH DAKOTA

DANGER

1,220 = Ten-year fatality total

102 = 2021 fatalities

\$916 Million = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Booster Seat Law
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

OHIO

CAUTION

11,339 = Ten-year fatality total

1,351 = 2021 fatalities

\$13.137 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Open Container Law
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction



STATES AT A GLANCE

OKLAHOMA

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction

6,766 = Ten-year fatality total
774 = 2021 fatalities
\$3.776 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner’s Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

OREGON

GOOD

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

4,488 = Ten-year fatality total
599 = 2021 fatalities
\$2.294 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS NEEDED

- Rear Seat Through Age 12 Law
- Minimum Ages for Learner’s Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision

PENNSYLVANIA

CAUTION

HIGHWAY LAWS ADOPTED

- Rear Facing Through Age 2 or Older Law
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

11,852 = Ten-year fatality total
1,234 = 2021 fatalities
\$7.592 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner’s Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction



STATES AT A GLANCE

RHODE ISLAND

GOOD

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

610 = Ten-year fatality total

67 = 2021 fatalities

\$2.075 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision

SOUTH CAROLINA

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Nighttime Driving Restriction Provision
- Open Container Law
- All-Driver Text Messaging Restriction

9,686 = Ten-year fatality total

1,144 = 2021 fatalities

\$5.248 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

SOUTH DAKOTA

DANGER

HIGHWAY LAWS ADOPTED

- Passenger Restriction Provision
- Open Container Law
- All-Driver Text Messaging Restriction

1,305 = Ten-year fatality total

149 = 2021 fatalities

\$934 Million = Annual cost due to motor vehicle crashes

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use



STATES AT A GLANCE

TENNESSEE

CAUTION

10,706 = Ten-year fatality total
1,318 = 2021 fatalities
\$7.353 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law

TEXAS

CAUTION

37,154 = Ten-year fatality total
4,573 = 2021 fatalities
\$22.114 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

UTAH

CAUTION

2,641 = Ten-year fatality total
332 = 2021 fatalities
\$2.238 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Automated Enforcement in Use



STATES AT A GLANCE

VERMONT

CAUTION

HIGHWAY LAWS ADOPTED

- All-Rider Motorcycle Helmet Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

632 = Ten-year fatality total

77 = 2021 fatalities

\$698 Million = Annual cost due to motor vehicle crashes

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

VIRGINIA

CAUTION

HIGHWAY LAWS ADOPTED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

8,041 = Ten-year fatality total

968 = 2021 fatalities

\$6.485 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law
- GDL Cell Phone Restriction

WASHINGTON

GOOD

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

5,256 = Ten-year fatality total

652 = 2021 fatalities

\$5.798 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS NEEDED

- Booster Seat Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision



STATES AT A GLANCE

WEST VIRGINIA

CAUTION

2,898 = Ten-year fatality total
293 = 2021 fatalities
\$1.923 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

WISCONSIN

CAUTION

5,816 = Ten-year fatality total
597 = 2021 fatalities
\$5.898 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

WYOMING

DANGER

1,238 = Ten-year fatality total
113 = 2021 fatalities
\$1.022 Billion = Annual cost due to motor vehicle crashes

HIGHWAY LAWS ADOPTED

- All-Driver Text Messaging Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
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- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

SOURCE INFORMATION

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American Academy of Pediatrics (AAP)
www.aap.org

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

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

Children's Hospital of Philadelphia Center for Injury Research and Prevention (CHOP CIRP)
<https://injury.research.chop.edu/>

Congressional Research Service
<https://crsreports.congress.gov/>

Federal Highway Administration (FHWA)
www.fhwa.dot.gov

Federal Motor Carrier Safety Administration (FMCSA)
www.fmcsa.dot.gov

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

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

International Transport Forum
www.itf-oecd.org

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

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

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

National Safety Council (NSC)
www.nsc.org

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

NORC at the University of Chicago
www.norc.org

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

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

U.S. Department of Transportation (U.S. DOT)
www.transportation.gov

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ABOUT ADVOCATES FOR HIGHWAY AND AUTO SAFETY

Advocates for Highway and Auto Safety is an alliance of consumer, public health, safety and law enforcement groups and insurance companies and agents working together to make roads safe in the U.S. Advocates encourages adoption of federal and state laws, policies and programs that save lives and reduce injuries. By joining its resources with others, Advocates helps build coalitions to increase participation of a wide array of groups and stakeholders in policy initiatives which advance roadway and auto safety. For more information, please visit www.saferoads.org.

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The 2023 *Roadmap to Safety* Report is dedicated to all those who have been killed or injured in motor vehicle crashes. We would like to acknowledge the heroic advocacy of the countless families of victims and survivors as well as injured crash survivors who have taken the tremendous loss they have suffered and fought tirelessly for change to end preventable crashes.

The photos displayed on this year's cover include just a small representation of the tragic toll inflicted each day on our roadways. Please note that for many crashes, there are numerous contributing factors. The descriptions below do not cover the totality of crash factors. Thank you to Kids and Car Safety, Mothers Against Drunk Driving, StopDistractions.org, Truck Safety Coalition and individuals for providing these photos.

Heather Miller (3/25/08), impaired driving crash	Phil LaValle (8/8/13), distracted driving crash
Bryan Kosc (8/12/13), truck crash	Aslyn Ryan (2/7/04), hot car incident
Mitchel Kiefer (9/19/16), distracted driving crash	Howard Stein (4/7/11), distracted driving crash
Ashley Johnson (5/11/10), distracted driving crash	Charly Jones (9/3/19), hot car incident
Dr. John Harsch (4/6/16), distracted driving crash	Kim Huntington (7/10/19), truck crash
Andrew Spencer McMorris (9/30/18), impaired driving crash	Clifton Gibbs (2/3/12), distracted driving crash
Dan Crittenden (4/29/15), distracted driving crash	Giselle Abbas (1/6/19), impaired driving crash
Dana Wood (10/15/02), truck crash	Issam Abbas (1/6/19), impaired driving crash
Bishop Collins (5/29/11), hot car incident	RJ Pryer (7/19/18), hot car incident
James Mooney (9/20/83), truck crash	Sophia Lyon (6/4/14), hot car incident
Natalia Salcido (5/9/15), teen driver crash involving distraction and speeding	Austin Lee Lockwood (6/10/18), impaired driving crash
Thomas Cestia (6/14/21), hot car incident	Rima Abbas (1/6/19), impaired driving crash
Blake Mulder (9/15/21), truck crash	Isabella Abbas (1/6/19), impaired driving crash
David Mathis (3/25/04), truck crash	Ali Abbas (1/6/19), impaired driving crash
Linda Doyle (9/3/08), distracted driving crash	Jessica Butler (5/26/17), distracted driving crash
Noah Leotta (12/10/15), impaired driving crash	Lukey McGee (12/10/19), frontover crash
Taylor Warner (11/13/10), seat back collapse	Sarah Haylett (10/17/08), distracted driving crash
Kelsey Raffaele (1/24/19), distracted driving crash	Julie Davis (4/15/09), distracted driving crash
Jeff Izer (10/10/93), truck crash	Allie White (9/29/19), distracted driving crash
Angie Dubuc (10/10/93), truck crash	Alex Todd (11/28/10), distracted driving crash
Bill Badger (12/23/04), truck crash	Maliki Todd (11/28/10), distracted driving crash
Liam Mikael Kowal (9/4/16), impaired driving crash	Benjamin Seitz (7/7/14), hot car incident
Orbie Wilburn (9/2/02), truck crash	

OVER THE PAST 20 YEARS,

MORE THAN THREE-QUARTERS OF A MILLION

PEOPLE WERE KILLED AND 51.5 MILLION MORE

WERE INJURED IN MOTOR VEHICLE CRASHES

IN THE UNITED STATES.

