ADVOCATES FOR HIGHWAY & AUTO SAFETY

2025 ROADMAP TO SAFETY

ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

"Rapid advancements in vehicle technology and changes in driver behavior require that the risks to all road users be regularly evaluated and addressed. Every year, Advocates evaluates safety laws nationwide through their Roadmap to Safety, which serves as a critical guidepost for state and federal policymakers. We are proud to be a longstanding partner of Advocates and grateful they always have their finger on the pulse, offering impactful, proven solutions in the name of public safety."

Erica Rosso, NJM Insurance Group, 2025 Insurance Co-Chair

"Safe travel shouldn't be a gamble. Advocates for Highway and Auto Safety's Roadmap to Safety lays out the steps needed to make it a sure bet. Thanks to their tireless push for change, progress is being made toward a future where everyone gets home safely, every time. I stand shoulder-to-shoulder with Advocates, confident in their vision that traffic laws, vehicle technology and roadway infrastructure need to put the safety of all road users first."

Jack Gillis, Former Executive Director and CEO, Consumer Federation of America; Author, The Car Book; Board Chair, Center for Auto Safety; and 2025 Consumer Co-Chair

"Far too often, police officers have to knock at the door to deliver the devastating news to a family about the loss of a loved one to a motor vehicle crash. As statistics show, fatalities and injuries from these crashes constitute a public safety crisis that needs urgent, serious solutions like those outlined in Advocates' Roadmap to Safety. We urge our nation's leaders to use it as a guide to keep all road users safe. Thank you, Advocates, for your longstanding commitment to public safety."

Chris Olson, Roadway Safety Committee Member, International Association of Chiefs of Police, 2025 Consumer Vice Chair

"Thanks to their unwavering dedication, Advocates for Highway and Auto Safety is an incredible leader in the fight to eliminate crash-related fatalities and injuries. By joining forces with Advocates, Liberty Mutual furthers our commitment to reduce crashes and protect lives. The Roadmap to Safety is filled with data-driven solutions to address the heartbreaking toll of crash fatalities and injuries across the country. We applaud Advocates for delivering another essential resource that will help make our roads and communities safer."

Bill Lynch, Liberty Mutual Insurance, 2025 Insurance Vice Chair

THEY DIDN'T EXPECT A LIFE-ALTERING CRASH TO HAPPEN TO THEM.

BUT THEN IT DID.

Every day, too many drivers speed, drive impaired, drive distracted, run red lights and don't properly secure child passengers. Too many teenagers drive with friends during the riskiest times on the road. Too many people don't buckle up. Too many motorcycle riders don't wear helmets. Too many roads are not designed to be safe for all road users. Too many vehicles are not equipped with proven safety technologies. The result is 116 people are killed and over 6,500 are injured needlessly in motor vehicle crashes every day on average.

You don't think it will happen to you—until it does.

In 2022 alone, over 42,500 lives were lost in crashes. An additional 2.38 million people were injured. The emotional toll is immeasurable, and the financial cost is staggering, exceeding $400 billion annually.

Some minor progress on these totals has been made according to the confirmed data from the National Highway Traffic Safety Administration (NHTSA) in 2022 and early estimates from 2023. Additionally, after many years of work, Advocates lauded NHTSA's issuance of a Final Rule requiring automatic emergency braking (AEB) with pedestrian detection on all new passenger vehicles and light trucks in April 2024. By conservative estimates, it will prevent hundreds of fatalities and tens of thousands of injuries and save over $5 billion each year. Yet, moving forward, it should be strengthened to include detection of all vulnerable road users (VRUs), among other improvements.

We continue to press NHTSA to take immediate action on other safety measures mandated by Congress, some grossly overdue. These include issuing minimum performance standards for AEB for trucks, lane departure warning (LDW), lane keeping assist (LKA), impaired driving prevention technology, front passenger and rear passenger seat belt reminder systems, and detection and alert systems to prevent pediatric hot cars incidents, among other lifesaving upgrades.

At the state level some success was achieved in 2024 on child passenger safety, automated enforcement and ignition interlock device (IID) law upgrades. Yet, no state has enacted all the recommendations in this report, and 533 need to be advanced.

This year we are adding new criteria to our state ratings. Nearly 1,300 people were killed in crashes that involved red light running in 2022, and multiple studies have found significant reductions in red light violations and crashes when properly implemented safety camera programs are in use. As such, we are rating states for having laws that allow for the use of automated red light camera enforcement and for using them.

Lastly, we extend our deepest gratitude to the many partners who stand with us in our mission—consumer and safety advocates, medical professionals, law enforcement, emergency responders, public health officials, insurers and the courageous individuals who transform unimaginable loss into a powerful call for change. A special thanks to those who shared their stories in this report. They didn't expect a life-altering crash to happen to them, but then it did. Crashes can and must be stopped. Here's our report on how to do so.

Catherine Chase
President
Advocates for Highway and Auto Safety

TABLE OF CONTENTS

GLOSSARY OF ACRONYMS

ADVOCATES - Advocates for Highway and Auto Safety

AAA - American Automobile Association

AAP - American Academy of Pediatric

ADS - Automated Driving Systems

AEB - Automatic Emergency Braking

AE - Automated Enforcement

AI - Artificial Intelligence

APHA - American Public Health Association

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

ER - Emergency Room

FCW - Forward Collision Warning

FHWA - Federal Highway Administration

FMCSA - Federal Motor Carrier Safety Administration

GHSA - Governors Highway Safety Association

GDL - Graduated Driver Licensing

HALT - Honoring Abbas Family Legacy to Terminate Drunk Driving

IID - Ignition Interlock Device

IIHS - Insurance Institute for Highway Safety

IIJA - Infrastructure Investment and Jobs Act (P. Law 117-58)

ISA - Intelligent Speed Assistance

LDW - Lane Departure Warning

LKA - Lane Keeping Assist

MADD - Mothers Against Drunk Driving

MCPD - Montgomery County Police Department

MPH - Miles Per Hour

NCSL - National Conference of State Legislatures

NCSR - National Coalition for Safer Roads

NHTSA - National Highway Traffic Safety Administration

NSC - National Safety Council

NTSB - National Transportation Safety Board

PBJ - Probation Before Judgment

PBS - Public Broadcasting Service

SSA - Safe System Approach

SS4A - Safe Streets and Roads for All

SUV - Sport Utility Vehicle

UMD - University of Maryland

U.S. DOT - United States Department of Transportation

V2X - Vehicle-to-Everything

VRU - Vulnerable Road User

WISQARS - Web-based Injury Statistics Query and Reporting System

THE ISSUE

All road users should be able to depend on the safety, reliability and accessibility of our nation's roads and highways. Tragically, on average 116 people were killed and over 6,500 more were injured in crashes every day in 2022, the most recent year with finalized data. This amounted to a toll of 42,514 fatalities and 2.38 million injuries. While these numbers have decreased slightly, there were notable increases in the fatality rate in several categories from 2021 to 2022, including bicyclists (13%), motorcycle riders (1.2%) and pedestrians (0.7%). Fatalities involving large trucks also increased 2%.

The number of fatalities remained historically high in 2023, as early estimates show 40,990 people were killed on U.S. roads, a decrease of 3.6% from the prior year.

Speeding, impairment, distraction and not buckling up continue to be major factors contributing to crashes.

THE IMPACT

When compared internationally, in 2022, the U.S. had the third highest motor vehicle crash death rate (12.8 per 100,000 population) among 35 similarly developed countries. A study of 2023 fatalities of 24 similarly developed countries found the U.S. to be one of only five that experienced an increase in road deaths compared to the 2017-2019 annual average. Of those five countries, the U.S. experienced the third largest percentage increase in the number of fatalities, an increase of 11.9% (nearly 2,100 more fatalities).

In addition to the enormous physical and emotional ramifications of motor vehicle crashes, the annual economic cost was $340 billion in 2019 dollars. Updated for inflation only, that number rises to $417 billion in 2024. When loss of life, pain and decreased quality of life are added to economic costs, it is estimated to exceed $1.4 trillion. 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.

EARLY ESTIMATES SHOW 40,990 PEOPLE WERE KILLED IN MOTOR VEHICLE CRASHES IN 2023

Annual Economic Cost of Motor Vehicle Crashes

$130 billion	$141 billion	$108 billion	$38 billion
Lost Workplace and Household Productivity	Property Damage Costs	Other Costs	Present and Future Medical Costs

Total = $417 billion

Each person living in the U.S. essentially pays an annual "crash tax" of nearly $1,268

Note: These are 2019 figures that have been updated for inflation only

THE SOLUTIONS

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

SAFE VEHICLES

The availability and efficacy of safety technologies to prevent or mitigate crashes caused by numerous factors makes it a transformational time in surface transportation. The Insurance Institute for Highway Safety (IIHS) has demonstrated the effectiveness of vehicle safety technologies including automatic emergency braking (AEB), rear AEB, lane departure warning (LDW), blind spot detection (BSD) and impaired driving prevention technology which may incorporate features to ensure driver capability often referred to as driver monitoring. NHTSA has estimated that over 600,000 lives were saved by motor vehicle technologies between 1960 and 2012.

Advocates supports the vehicle safety technologies mandated in the Infrastructure Investment and Jobs Act (IIJA, Pub. L. 117-58), such as AEB, LDW, impaired driving prevention technology and hot cars prevention systems. We lauded the U.S. DOT's issuance of a Final Rule for AEB and urge them to swiftly issue the other pending Final Rules for safety technologies and improvements. We also support new requirements for intelligent speed assistance (ISA), driver capability/monitoring systems, upgrades to prevent frontovers and reduce injury from hoods, bumpers and vehicle weight, and others as standard equipment on new vehicles. Tremendous opportunity also exists to improve the safety of commercial motor vehicles (CMVs). Safety systems such as AEB, speed limiting systems and comprehensive underride guards should be standard on new large trucks. Additionally, the safety of school buses should 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) which are critical to keeping all road users both inside and outside of vehicles—drivers, passengers, motorcycle riders, bicyclists, pedestrians, micromobility users, wheelchair users and others—safe. Walking, biking and rolling should be reliable modes of safe 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, teen and young adult novice drivers, impaired driving, distracted driving and automated enforcement to curb speeding and red light running.

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% blood alcohol concentration (BAC) limit and commercial driver licensing.

State traffic safety laws focused on curbing the leading crash factors, backed by consistent, clear and fair enforcement, have been shown to deter dangerous driving and save lives.

SAFEST ROUTE

SAFE ROAD INFRASTRUCTURE

Preventing dangerous interactions and conflicts between road users—drivers, bicyclists, pedestrians, micromobility users and wheelchair users, among others—and reducing the impact of crashes to prevent fatalities and injuries requires a focused approach to roadway infrastructure design, safety features, maintenance and operations. Policies that take this approach including a Safe System Approach (SSA) and Complete Streets have been shown to be effective as demonstrated by research and experience.

Acknowledging that people make mistakes and that their ability to tolerate injury is limited is the basis of the SSA. 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 focuses on five elements through which critical action should be taken: advancing safe road users, safe vehicles, safe speed, safe roads and post-crash care.

Infrastructure improvements which are consistent with the SSA and Complete Streets are essential. Measures such as enhancing crosswalk visibility, adding medians and pedestrian refuge islands, and implementing protected bike lanes can help ensure everyone completes their trip safely. Reducing speed limits, deterring speeding and infrastructure-based strategies, such as road diets, speed bumps and rumble strips, further support safer speeds and collision reduction. Since its founding 35 years ago, Advocates has championed the core principles of the SSA and pursued a comprehensive approach. SSA adoption by the U.S. DOT, states and localities and funding for infrastructure upgrades consistent with the SSA and Complete Streets bring these life-saving solutions closer to widespread implementation with the ultimate goal of protecting all road users.

CRITERIA FOR THE 18 OPTIMAL LAWS AND PROVISIONS

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.

YOUNG DRIVERS

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 an unrestricted 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 18 OPTIMAL LAWS AND PROVISIONS

IMPAIRED DRIVING

All-Offender IIDs: Mandates the installation of 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 AND RED LIGHT RUNNING

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

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

Permits Automated Enforcement for Red Light Running by Law: A state receives credit if it has enacted a law permitting the use of automated red light camera enforcement.

Automated Red Light Enforcement in Use: A state receives credit if automated red light camera 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, prepare witnesses on safety issues, 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, state DOTs 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.

2024 ADVOCACY ACTIVITY

FEDERAL LEGISLATIVE

Advocates is sharply focused on oversight of implementation of the safety directives in the IIJA, enacted in November 2021, the issuance of Final Rules and the introduction of stand alone safety legislation leading up to the next surface transportation reauthorization (the IIJA expires in 2026). Congressional committees held hearings on IIJA oversight, DOT and NTSB funding, roadway safety and related technology for which Advocates submitted letters. We urged swift action by the U.S. DOT on IIJA mandates to ensure the safety of all road users is enhanced. Advocates also pushed for Congress and the DOT to advance proven safety measures and adopt safeguards for developing technology including AVs and AI to ensure it is developed and deployed to uphold public safety. Looking forward, Advocates has 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 IIJA with an eye toward their inclusion in the safety title in the next one. 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 leads efforts in opposition to numerous anti-safety proposals to degrade, roll back or repeal existing legislative and regulatory protections, many of which target IIJA upgrades and large truck safety rules.

FEDERAL REGULATORY

Advocates filed regulatory comments on issues including advanced impaired driving prevention technology, passenger vehicle seating systems, pedestrian safety, artificial intelligence and commercial driver's license standards, among others.

STATE LEGISLATIVE

Advocates promoted proven 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. We also supported efforts that require roadway 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.

SPECIAL FEATURE

SAFE ROADS FOR ALL USERS

A comprehensive approach has been the cornerstone of Advocates' traffic safety efforts for 35 years. Advancing safety policy that targets the leading traffic safety dangers and employs research-verified solutions is the most effective means to advance safe road users, safe vehicles and safe roadway environments.

In 2026, the IIJA (Pub. Law 117 - 58) will expire. Leading up to the next major transportation reauthorization legislation, Congress will deliberate over provisions and funding levels for inclusion. This process provides an opportunity to build on and perpetuate the broad safety progress made in the IIJA. Our work will focus on accelerating adoption of vehicle safety improvements, compelling states to pass comprehensive traffic safety laws either by incentivizing with or withholding federal grants and ensuring robust funding for roadway safety infrastructure improvements consistent with Complete Streets policy and the Safe System Approach as demonstrated by the Safe Streets and Roads for All (SS4A) grant program, among others.

The data clearly illustrates the urgency for prioritization of safety. More than 40,000 people are estimated to have been killed in traffic crashes in 2023, traffic fatalities continue to be historically high, and especially so for VRUs. As the public opinion poll commissioned by Advocates after the 2024 election demonstrates, there is an awareness of the need to improve safety on our roadways and the public is concerned about its absence. These results should serve as a consistent reminder and a strong impetus—the public values safety on U.S. roads and demands safe roadway travel whether they are inside or outside a vehicle. You can view the poll results here.

As state legislatures and Congress identify and advance their priorities in 2025, we urge the safety of all road users to be the leading concern in transportation policy initiatives including as the ramp up to the next transportation reauthorization begins. States must close gaps in their traffic safety laws. Congress must perpetuate the robust funding directed to lifesaving roadway improvements and build on the vehicle safety gains including by encouraging the U.S. DOT to advance overdue vehicle safety rulemakings over the finish line. Families across the U.S. need and demand action.

VEHICLES EQUIPPED WITH AUTOMATED DRIVING SYSTEMS (ADS) INCLUDING AUTONOMOUS VEHICLES (AVs)

Looking to the future, vehicles equipped with an ADS and AVs may one day safely operate on public roads and realize potential societal benefits. However, to date this is far from being accomplished. To ensure that AVs are developed and deployed to support the safety of the public on public roads, to realize societal benefits and to mitigate known as well as foreseeable issues, Advocates led a broad group of stakeholders in the development of the AV Tenets. The AV Tenets are a people-and-safety-first approach and should be the basis of AV policy. These commonsense safeguards establish a baseline for safety upon which innovation can flourish.

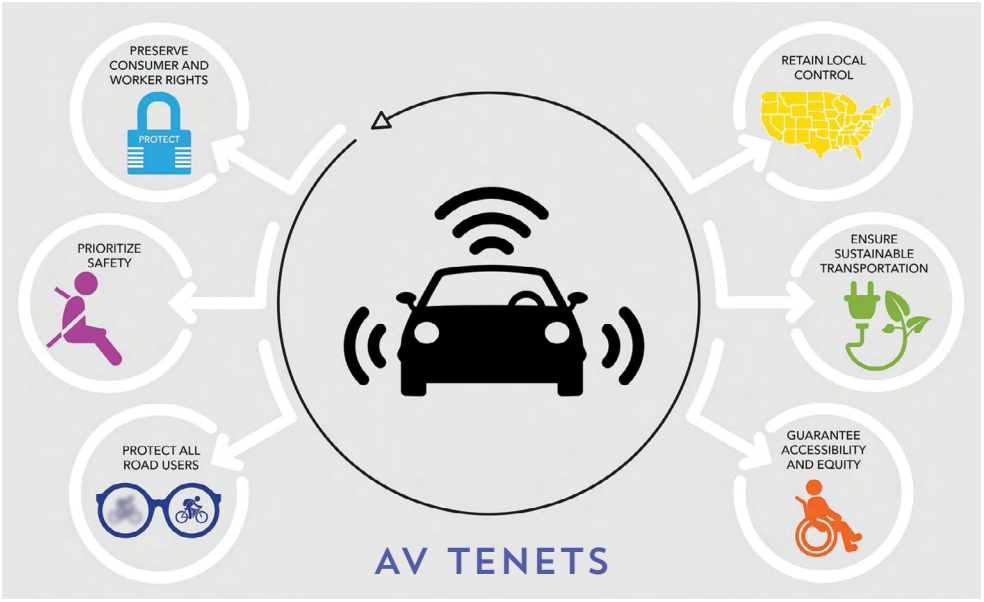
Federal AV Policy Dos

- Prioritize the safety of all road users.
- Guarantee accessibility for all.
- Preserve consumer and worker rights.
- Ensure local control and sustainable transportation.

Federal AV Policy Do Nots

- Exempt 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.
- Allow essential safety systems to be "turned off."
- Fail to require adequate information be provided to regulators and the public.
- Preempt state laws and regulations in the absence of federal regulations.
- Lack safeguards to ensure promised societal benefits such as improved safety, mobility, equity and environmental outcomes, while protecting workers.
- Omit proper oversight for testing.
- Leave people with disabilities and older adults without an assurance of access and safety.
- Relegate action to advisory committees.

Diverse groups from across the country support the approach of AV Tenets. The public has repeatedly noted their concerns, but also affirm that their concerns could be adequately addressed by minimum government safety requirements. Let's work together to ensure a safe future on our nation's roadways.



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 2022, more than 25,000 passenger vehicle occupants died in motor vehicle crashes. 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 2019, seat belts saved over 403,000 lives and over $2.5 trillion in economic 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. Updated for inflation alone, in 2024, the economic costs would be $13.5 billion.
- Non-restraint use costs employers $7.4 billion in 2018 (expressed in 2019 dollars), $5.7 billion of which was attributed to off-the-job non-restraint use. Updated for inflation only, costs to employers in 2024 dollars would be over $9 billion.
- In 2022, among passenger vehicle occupant fatalities with known restraint use, 48% seated in the front row and 60% of those in the second row were unrestrained.
- In fatal crashes in 2022, 83% of passenger vehicle occupants who were totally ejected from the vehicle were killed. Only 1% 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 2022, only 14% were unrestrained, whereas 50% of those who died lacked restraint use.
- NHTSA has identified a lack of seat belt use as one of "three major behavioral factors" contributing to the death toll on U.S. roads.
- The use of seat belts in passenger vehicles saved an estimated 14,653 lives nationwide in 2019. An additional 2,398 lives would have been saved in 2019 if all unrestrained passenger vehicle occupants 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 10 to 15% lower than in the front seat, according to a study by the IIHS and the Children's Hospital of Philadelphia Center for Injury Research and Prevention.

- An IIHS poll found nearly 40% of people surveyed sometimes did not buckle up in the rear seat because no law requires it. If such a law existed, 60% of poll respondents said it would convince them to use seat belts in the back seat.
- 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

A Doctor With Prescriptions for Safer Roadways

WWLP News 22

Lenient seat belt laws in Massachusetts means people don't wear them

8/4/17

EXPERIENCE IN THE ER LED TO SAFETY ADVOCACY

Greg Parkinson dreamed of becoming a doctor as a child and after fulfilling that dream, he has dedicated 30 years of his life to pediatric care. For 25 of those years, he covered a hospital emergency department, where he witnessed firsthand the devastating toll of motor vehicle crashes on children. These preventable injuries and deaths fueled his resolve not just to treat young patients, but also to actively work toward legislative solutions that protect them.

A leader within the American Academy of Pediatrics' Massachusetts chapter, Dr. Parkinson co-chairs the Committee on Injury, Violence, and Poison Prevention. He leverages his experience to educate lawmakers on the deadly consequences of not wearing seat belts or using improper child safety seats. He believes that legislators hold the power to be true superheroes because they can pass laws that save lives. Despite his demanding schedule, Dr. Parkinson sees his advocacy as one of the most meaningful aspects of his work and has said, "Nothing is better than saving a child's life."

LOOKING TO 2025

In 2025 Dr. Parkinson plans to stay active at the Statehouse on Boston's Beacon Hill. His priorities are the enactment of legislation to upgrade Massachusetts' seat belt law to primary enforcement to remedy the state's low seat belt usage rate and a measure to require children under two years of age to ride in the second row in a rear-facing safety seat. Both have been proposed before, but Dr. Parkinson is optimistic that they will get over the finish line in 2025. Advocates collaborated with Dr. Parkinson on both these measures in 2024, including testifying on a panel alongside him. We look forward to building on those efforts and coordinating with Dr. Parkinson to get vital traffic safety legislation enacted in 2025.

Dr. Parkinson examines a patient in his office in 2023

Dr. Parkinson speaking at the Massachusetts Legislature in July 2024

OCCUPANT PROTECTION

All-Rider Motorcycle Helmet Laws

Issue

Motorcycles are the most hazardous form of motor vehicle transportation.

Impact

In 2022, 6,218 motorcycle riders were killed. 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 are Supported by the Public— 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 2022, when helmet use was known, 37% of motorcycle riders killed were not wearing a helmet.
- In October 2024, IIHS calculated that between 1976 and 2022, over 22,000 additional lives could have been saved if all states had all-rider motorcycle helmet laws.
- The observed use rate of U.S. Department of Transportation (DOT)-compliant helmets among motorcycle riders was nearly 83% in states with all-rider helmet laws, compared to only 66% in other states in 2023.
- Motorcycle helmets reduce the risk of head injury by 69% and the risk of death by 42%.
- Annually, motorcycle crashes cost nearly $17 billion in economic impacts and $107 billion in societal harm as measured by comprehensive costs based on 2019 data. Updated for inflation alone, in 2024, the economic costs would be $21 billion in economic impacts, and over $131 billion in societal harm. Serious injuries and fatalities accounted for 83% of total comprehensive costs of motorcycle crashes, compared to 60% of the total comprehensive costs of all motor vehicle crashes.
- According to NHTSA, in 2022, there were 7.7 times as many unhelmeted fatalities (1,986) in states without a universal helmet law compared to states with a universal helmet law (258).
- In states without all-rider helmet laws, 54% of motorcycle riders killed in 2022 were not wearing helmets, compared to 11% in states with such laws.
- In Michigan, which repealed its all-rider helmet law in 2012, there would have been 26 fewer motorcycle crash deaths (a 21% reduction) that year if the helmet mandate was still in place, according to 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.

- 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 motorcycle education and training requirements, 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

Public Health Advocate Stands as a Bulwark Against Annual Motorcycle Helmet Repeal Effort in Maryland

"Here we have an effective public health measure that reduces injury and death in our community and repealing it for any part of the population will result in increased injury and death."

Kathi Hoke testifying before the Environment and Transportation Committee in the Maryland House of Delegates 2/15/24

LAWYER'S CLIENT IS PUBLIC HEALTH

Kathleen "Kathi" Hoke wears many hats. She is a professor at the University of Maryland (UMD) Carey School of Law where she teaches the Public Health Law Clinic and serves as the director of the Legal Resource Center for Public Health Policy at UMD. In these roles she bridges the law and social science to put them together to promote the health of all Marylanders.

Kathi always wanted to practice law but never expected public health to become her focus. Early in her career, Kathi worked in the Maryland Attorney General's office, where she got involved in public health through the state's settlement with tobacco companies. Part of the settlement was funding the creation of a public health research center at the law school in which she quickly became heavily involved.

Kathi's work in public health led her to oppose an effort to repeal Maryland's all-rider helmet law beginning in 2016. She quickly emerged as an invaluable advocate against repeal and for years has organized a coalition, of which Advocates is an active participant. The coalition has successfully fought repeal efforts via letters, testimony, meetings, media and other advocacy.

LOOKING TO 2025

Despite the defeat of multiple repeal efforts in the past, Kathi knows the importance of staying vigilant as others seek to roll back progress on this issue. Another motorcycle repeal effort is expected to be introduced in the Maryland legislature in 2025, and Advocates will be back in Annapolis with Kathi to lead the charge against it. Her message to legislators is simple, "If it is not broken, don't fix it. The all-rider helmet law has been effective in MD and every other state that has adopted it."

Kathi Hoke with former students outside the Environment and Transportation Committee hearing room in the Maryland House of Delegates in 2019

Kathi Hoke testifying in opposition to H.B. 639, in the Maryland House of Delegates' Environment and Transportation Committee, 2/15/24

OCCUPANT PROTECTION

The Solutions - Laws Rating Chart and Map

GOOD

State has all three optimal laws
—**6 states plus DC**

CAUTION

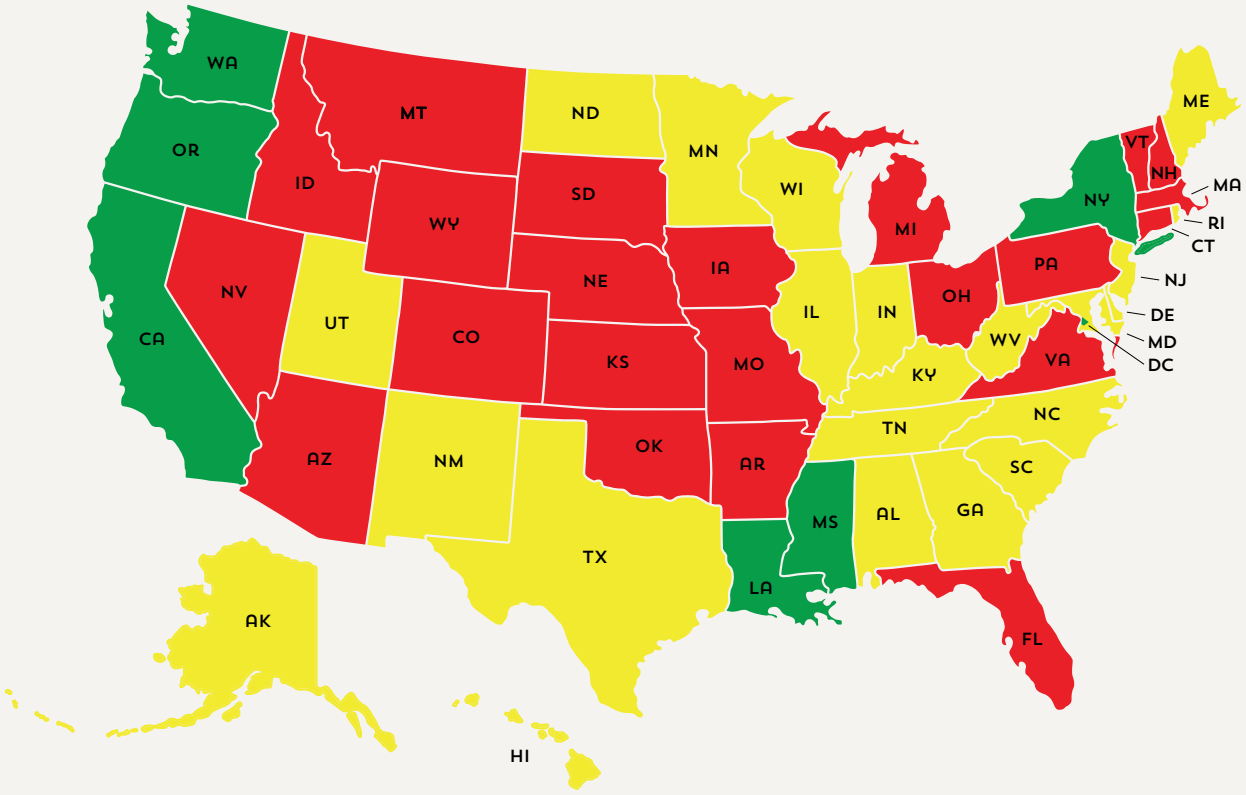
State has two optimal laws
—**22 states**

DANGER

State has one or zero optimal laws
—**22 states**

● Optimal law adopted

	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	TOTAL
STATE RATING	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
OPTIMAL LAWS: Primary Enforcement Front Seat Belt Law	●	●			●	●		●	●	●	●	●	●		●	●	●	●	●	●	●			●	●	●						●	●	●	●	●		●	●		●	●		●	●			●	●	●		35 + DC
Primary Enforcement Rear Seat Belt Law		●		●		●			●	●			●		●	●			●	●	●				●	●						●	●		●			●			●	●			●	●			●		●	21 + DC
All-Rider Motorcycle Helmet Law	●					●			●		●								●			●	●		●					●		●	●		●			●					●						●	●	●	●	17 + DC



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

In 2022, 1,129 children, defined as age 14 and younger, were killed in traffic crashes. Motor vehicle crashes are among the leading causes of death for children 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 to prevent frontovers and vehicle changes to improve direct vision. A frontover can occur when a driver cannot see a VRU including children and hits or drives over them at a low speed. Updated hood and bumper standards to make crashes with VRUs more survivable for those outside the vehicle and changes to improve a driver's direct vision of the roadway environment are needed.
- An updated safety standard to prevent seatback 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 2%) 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 fatalities and injuries:
  - 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 Children's Hospital of Philadelphia Center for Injury Research and Prevention, and the Center for Clinical Epidemiology and Biostatistics at the 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, Centers for Disease Control and Prevention (CDC), IIHS and NHTSA.
- A December 2022 poll commissioned by Advocates found that 65% of respondents are "extremely" or "very concerned" about a lack of seat belt or child safety seat use on our roadways.

Click here to learn more

Mother Fights to Keep All Children Safe

Texas Family Warns of Driveway and Blindzone Dangers

9/13/22

Briley Kaye Beaudoin

Jenesee Beaudoin with daughter Briley Kaye

The Beaudoin family celebrating Christmas shortly before the crash

MOTHER WARNS OF DANGERS, CALLS FOR SOLUTIONS

Briley Kaye, the second child of Jenesee and Dustin Beaudoin, was a sweet and sassy two-year-old. In 2016, after celebrating Christmas with family, Jenesee went to move her SUV to pack for the trip home. As Jenesee moved the vehicle forward, it felt as if she had driven off a curb. The heartbreaking reality quickly set in—Briley Kaye had quietly followed her mother outside and was fatally struck after being hidden from view in the SUV's blindzone.

Since that devastating day, Jenesee has dedicated herself to sharing Briley Kaye's story, including through media interviews to educate the public about the dangers of vehicle blindzones. Partnering with Kids and Car Safety, which is on Advocates' Board, she has become a leading volunteer, working tirelessly to raise awareness and prevent similar tragedies from claiming more innocent lives.

LOOKING TO 2025

Each year, hundreds of young children like Briley Kaye lose their lives in devastating "frontover" crashes and thousands more suffer injuries, according to data from Kids and Car Safety. As vehicles have grown larger with elevated hoods and bumpers, children, small adults and individuals using assistive devices like wheelchairs are increasingly concealed from a driver's view. To prevent these tragedies, Jenesee, Kids and Car Safety and Advocates are working to advance legislation that would require a perception zone in front of a vehicle enabling drivers to see, respond to and avoid striking vulnerable road users who otherwise might not be visible, as well as to require NHTSA to develop vehicle safety standards to protect those outside the vehicle.

CHILD PASSENGER SAFETY

The Solutions - Laws Rating Chart and Map

GOOD

State has all three optimal laws
—**0 states**

CAUTION

State has two optimal laws
—**12 states**

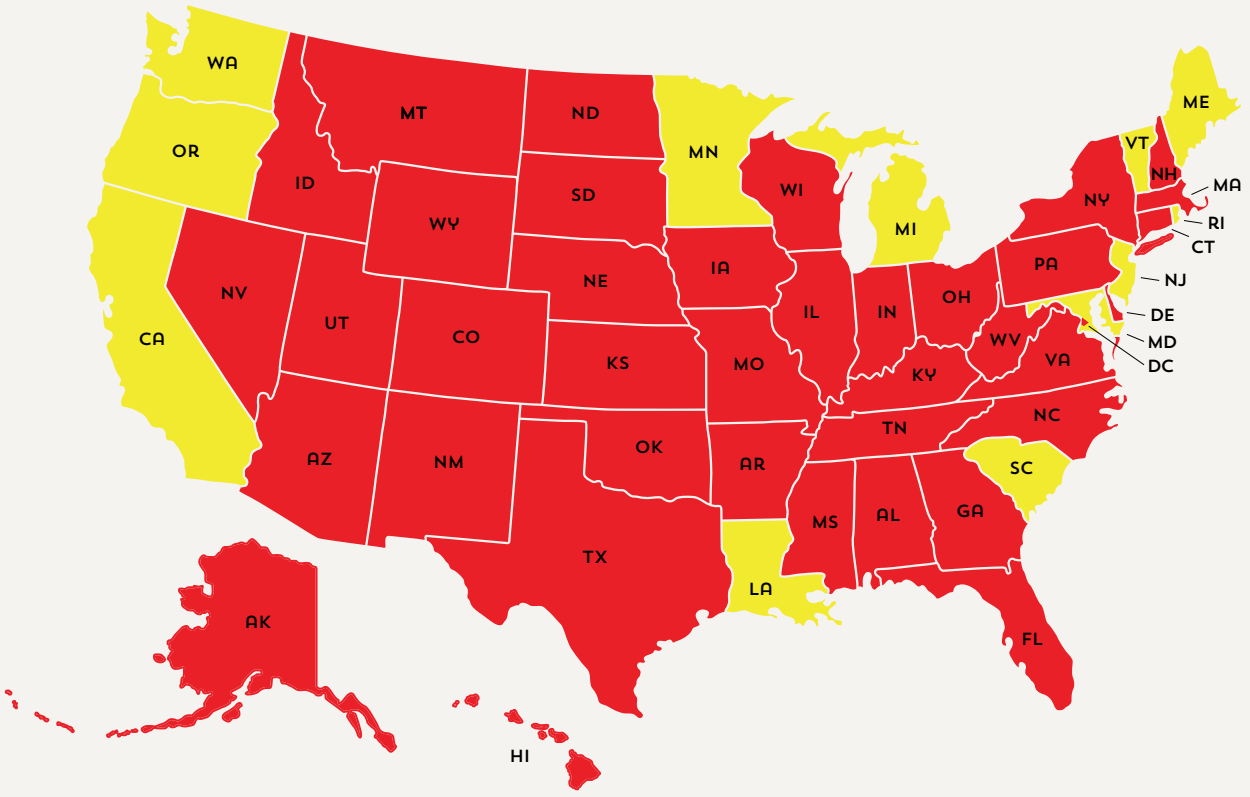
DANGER

State has one or zero optimal laws
—**38 states plus DC**

● Optimal law adopted

	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	TOTAL
STATE RATING	●	●	●	●	●	◐	●	●	●	●	●	●	●	●	●	●	●	●	●	◐	◐	◐	◐	◐	◐	●	●	●	●	●	◐	◐	●	●	●	●	●	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	●	
OPTIMAL LAWS: Rear Facing Through Age 2 or Older Law						●	●	●	●	●		●		●						●	●	●		●	●				●	●	●	●		●				●	●	●	●	●					●	●	●				24 + DC
OPTIMAL LAWS: Booster Seat Law						●					●								●		●	●	●								●				●			●		●	●			●	●					●			14
OPTIMAL LAWS: Rear Seat Through Age 12 Law																				●				●	●																						●		●				5

Colorado, Michigan, Minnesota and Vermont added requirements for children to be restrained in rear facing safety seats through age 2. Michigan, Minnesota and Vermont enacted laws requiring children to ride restrained in a rear seat through age 12. Michigan and Minnesota made changes to their booster seat laws and lost credit because they no longer meet our criteria for an optimal law.



YOUNG DRIVERS

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 4,856 in 2022, an increase of 22.4% over 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

YOUNG DRIVERS

GRADUATED DRIVER LICENSING (GDL) PROGRAMS

The Facts

- In crashes involving young drivers, fatalities totaled 5,339 in 2022. While this is a 4.9% decrease from 2021, the number of people killed in crashes involving a young driver is still up 21.6% from before the recent pandemic (2019).
- The estimated economic cost of police-reported crashes involving young drivers 15-20 years old was $40.8 billion in 2002. Updated for inflation alone, in 2024, the economic costs would be $71.05 billion.
- 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.
- Nearly 65% of teenage motor vehicle crash deaths in 2022 occurred between the hours of 3 p.m. and 3 a.m. The hours of 9 p.m. to midnight accounted for 20% of fatalities alone, the period of 6 p.m. to 9 p.m. accounted for 16% and the period of midnight to 3 a.m. accounted for 15%.
- In states which have adopted GDL programs, studies have found overall crash reductions among teen drivers of about 10 to 30%.
- Compared to GDL programs without any of the seven GDL components evaluated by NHTSA, fatal crash involvement rates were 16 to 21% lower in GDL programs that included age requirements plus a three-or-more-month waiting period before the intermediate stage, a nighttime driving restriction and either supervised driving of at least 30 hours or a passenger restriction.

- Delaying the minimum age for obtaining a learner's permit was associated with lower fatal crash rates for 15- to 17-year-olds combined; a one-year delay (e.g., from age 15 to 16) reduced the fatal crash rate by 13%.
- A minimum holding period of five to six months reduces fatal crash rates by 9%; however, extending the holding period to between nine months and a year results in a 21% reduction.
- A survey conducted by IIHS shows parents favor GDL laws which are as strict as or even stricter than currently exist in any state. More than half think the minimum licensing age should be 17 or older.
- Almost three-quarters (74%) of teens approve of a single comprehensive law 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 by the AAA Foundation for Traffic Safety shows that, "only 54% of respondents reported they obtained a license before they turned 18." A separate 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 2022 study from the Children's Hospital of Philadelphia Center for Injury Research and Prevention 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

Advocacy

Traffic Safety Advocates Unite to Upgrade New Jersey's GDL

nj.com True Jersey.

Student drivers in N.J. will need to log more practice hours under new law

1/8/24

PERSISTENCE PAYS OFF

New Jersey had a glaring and dangerous gap in its GDL law, as one of only three states that did not mandate practice hours for teen drivers. This lack of training left young drivers unprepared and put everyone on the road at greater risk. Recognizing the dire need for change, more than 25 organizations led by AAA—including Advocates for Highway and Auto Safety and over a dozen of our Board members, including major property/casualty insurers—joined forces to form the Partners for Practice Hours coalition.

The coalition has continually pushed for a law requiring supervised practice hours for teen drivers. Despite many legislative setbacks, perseverance finally paid off in 2023 with the passage of Senate Bill 2789/Assembly Bill 3793. This crucial new law mandates 50 hours of supervised driving practice, including 10 hours at night, before teens can obtain a probationary license. With this victory, New Jersey has taken a significant step forward in making roadways safer for everyone.

LOOKING TO 2025

In January 2024, Governor Phil Murphy (D) signed the long-awaited practice hours bill into law, and it takes effect in February 2025. As that date approaches, the Partners for Practice Hours is working to ensure that the public understands how to meet the new requirements as well as appreciates the safety benefits, stressing how these hours help build confidence, experience and decision-making skills in young drivers. Advocates is proud to work with safety coalitions in New Jersey and other states to accomplish meaningful change that saves lives. Considering every state has gaps in their GDL laws, more efforts and progress are needed.

Advocates' president Cathy Chase joins Steve Adubato, host of Think Tank on New Jersey PBS stations to discuss the new GDL law on 9/28/24

Former New Jersey Assemblyman Daniel Benson (D) speaks before passage of the GDL law on 12/21/24

YOUNG DRIVERS

GRADUATED DRIVER LICENSING (GDL) PROGRAMS

The Solutions - Laws Rating Chart and Map

GOOD

State has three or four optimal laws—**0 states**

CAUTION

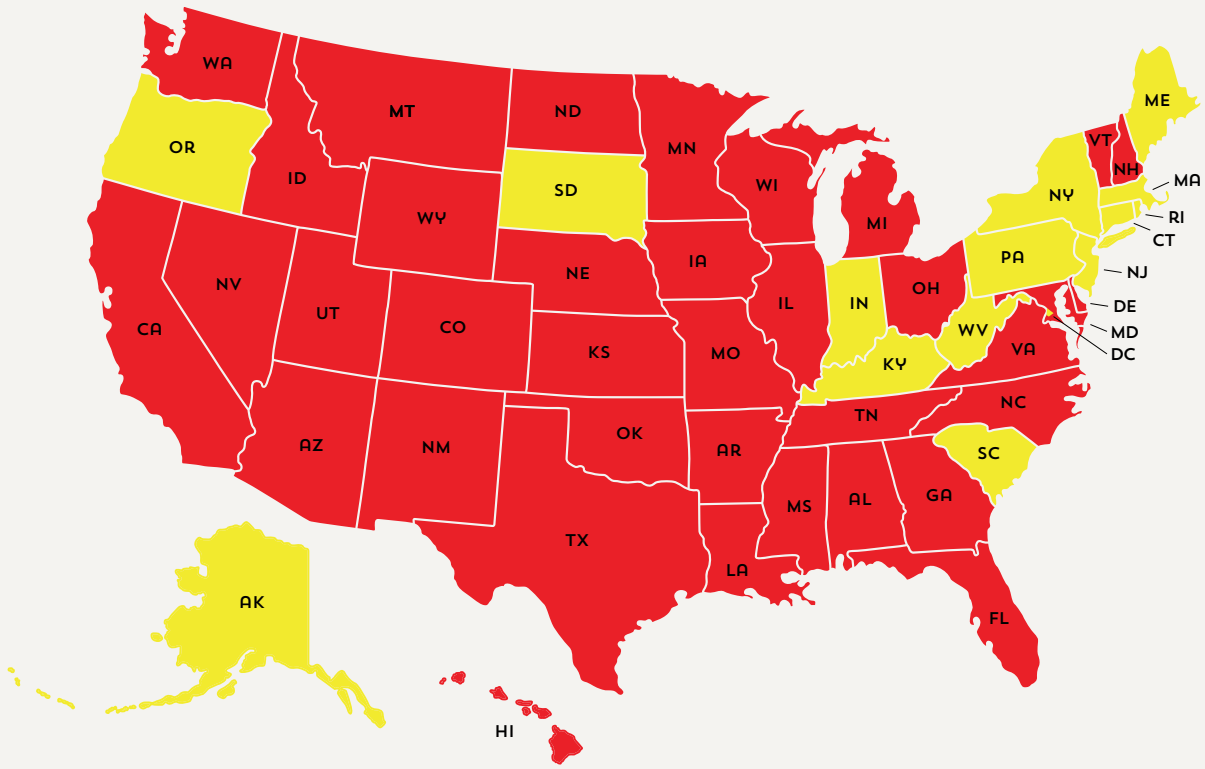
State has one or two optimal laws—**14 states plus DC**

DANGER

State has zero optimal laws —**36 states**

● Optimal law adopted

OPTIMAL LAWS	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	TOTAL
STATE RATING	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Minimum Ages for Learner's Permit and Licensing								●	●										●				●								●	●								●	●											7 + DC
70 Hours of Supervised Driving Provision																					●																														1
Nighttime Driving Restriction Provision																																											●								1
Passenger Restriction Provision		●						●	●							●					●																		●			●								7 + DC



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 2022, 13,524 people were killed in motor vehicle crashes involving drivers with a blood alcohol concentration (BAC) of .08% or higher. The fatality rate for alcohol-impaired driving fatalities remains 35% higher than in 2019.

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, impaired driving prevention technology has the potential to drastically reduce impaired driving fatalities. An updated analysis by IIHS finds that impaired driving prevention systems could save 10,158 lives each year in the U.S., accounting for more than 25% of road fatalities, when all vehicles are equipped with the technology.
- 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

- An average of one alcohol-impaired driving fatality occurred every 39 minutes in 2022.
- In 2019, the total comprehensive cost of drunk driving over the .08% BAC limit was estimated at nearly $296 billion. Updated for inflation alone, in 2024, the economic costs would be $363 billion.
- 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 Centers for Disease Control and Prevention (CDC), adult drivers admitted they drove despite drinking too much approximately 127 million times in 2020, which equals over 347,000 incidents of drinking and driving each day. However, only about 1 million, or approximately 1% of those 127 million episodes resulted in an arrest 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 figure included 390,456 attempts in 2020, which is equivalent to 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% 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 DUI offenders believe the IID was effective in preventing them from driving after drinking.
- A University of Pennsylvania study found that requiring IIDs for all drunk-driving convictions was associated with 15% fewer alcohol-involved crash deaths, compared with states with less stringent requirements. According to the study, "Interlocks are a life-saving technology that merit wider use."

- A 2022 MADD poll found:
  - Nine of 10 Americans support technology that is integrated into a car's electronics to prevent drunk driving.
  - 82% supported a Congressional mandate for drunk driving prevention technology in all new cars

.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 yielded some excellent results. Between 2016 and 2019, the fatal crash rate decreased by 19.8% and the fatality rate per vehicle miles traveled 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 fiscal year (FY) 2012 through 2018 increased and the trend continued in FY 2022. Similar patterns occurred in sales tax revenues from restaurants, rental cars, hotels and resorts, as well as in air travel into the state and state and national park visits. 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

While in 2024, some state ballot initiatives to permit recreational marijuana use failed, additional efforts will likely be pursued in the coming years. It is definitive that marijuana use causes impairment, but 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); incentivizing states to extend their open container law to include marijuana products and ensure their zero tolerance laws for drivers under age 21 include marijuana use; development of verified roadside testing technology; improvement of data collection and analysis; and, allocation of adequate resources for labs and law enforcement training.

Click here to learn more

Father Honors Son's Legacy by Fighting Impaired Driving

4 WASHINGTON

Father of police officer killed by drunken driver fights loophole in legislation

2/21/24

CONTINUING THE MISSION OF A FALLEN HERO

Noah Aaron Leotta was a Montgomery County, Maryland native who loved his family, friends and community. While in college, he interned with the Montgomery County Police Department (MCPD) and Officer John Romack, known locally as the "DUI King." Through that experience, Noah learned about the wretched consequences of impaired driving. When he decided to enter the police academy, he did so with a special passion for confronting this deadly issue.

Two years after graduating from the academy, on December 3, 2015, Officer Leotta was part of an anti-drunk driving enforcement effort. When returning to his vehicle after a traffic stop, a drug and alcohol-impaired driver with a BAC level of 0.22% struck him while traveling at 50 miles per hour. Tragically, Noah passed away due to injuries sustained in the crash.

Knowing his life would never be the same, Rich became resolved to honor Noah's legacy by continuing his mission of fighting impaired driving. His work led to the enactment of Noah's Law in Maryland in 2016. It required an ignition IID for DUI convictions. Unfortunately, the law included a loophole for first offenders who received probation before judgment (PBJ). Rich successfully led the fight to remove this exception in the spring of 2024.

Rich Leotta participates in a news conference at the Maryland legislature in February 2024

LOOKING TO 2025

Rich's dedication to preventing impaired driving is not limited to Maryland. In Congress, together with MADD and Advocates, he pushes for action on the End Driving While Intoxicated (DWI) Act of 2024 (H.R. 8213) and for impaired driving prevention technology, as required in the Honoring Abbas Family Legacy to Terminate Drunk Driving (HALT) Act which was included in the IIJA (Pub. L. 117-58) in 2021. Rich will continue to serve as a member of MADD's Mid Atlantic Regional Advisory Board and Mid Atlantic Legislative Action Team.

IMPAIRED DRIVING

The Solutions - Laws Rating Chart and Map

GOOD

State has both optimal laws
—22 states plus DC

CAUTION

State has one optimal law
—24 states

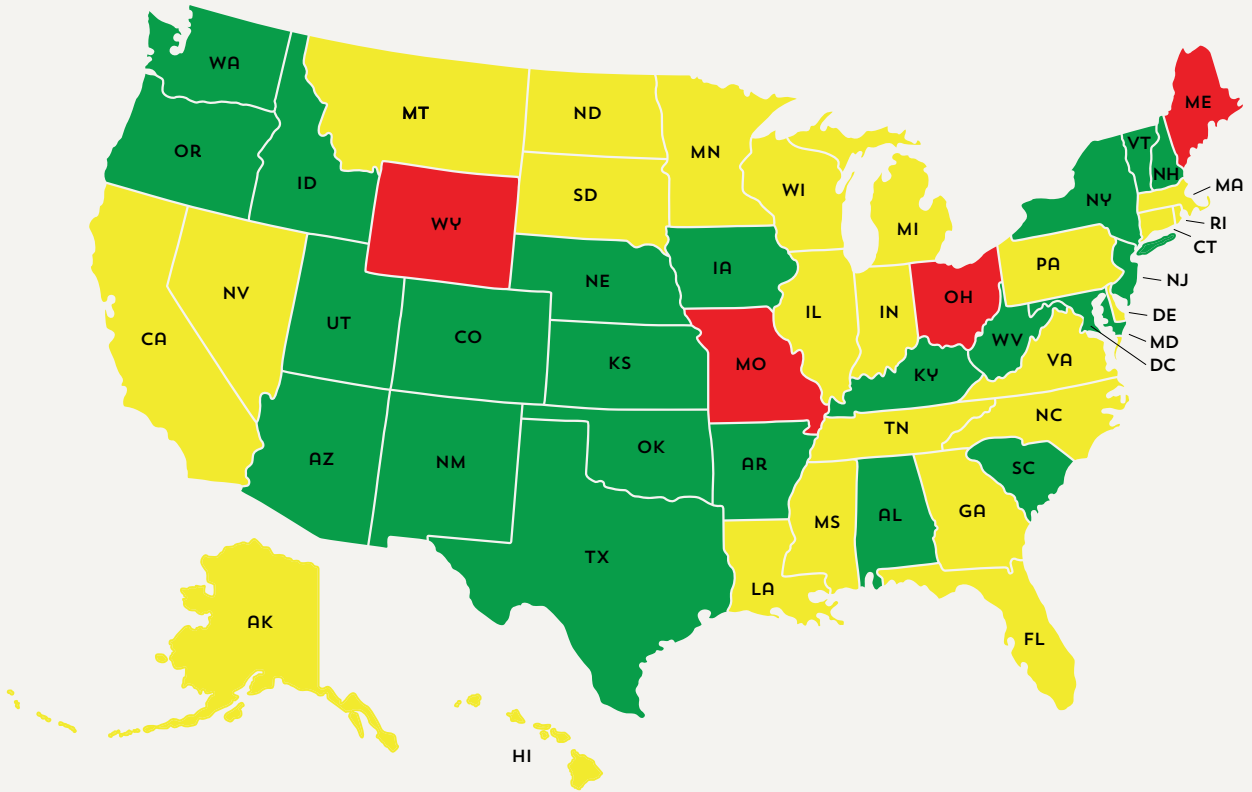
DANGER

State has zero optimal laws
—4 states

● Optimal law adopted

	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	TOTAL
STATE RATING	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
OPTIMAL LAWS: All-Offender Ignition Interlocks	●	●	●	●		●	●	●	●				●	●			●	●	●	●	●				●			●		●	●	●	●			●	●				●			●	●	●	●	●	●	●	●		30 + DC
OPTIMAL LAWS: Open Container Law	●		●	●	●	●			●	●	●		●	●	●	●	●	●	●		●	●	●	●				●	●	●	●	●	●	●	●	●		●	●	●	●	●	●		●	●	●			●	●	38 + DC

Louisiana and Maryland strengthened their ignition interlock device laws.



DISTRACTED DRIVING

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 and video calls) and entertainment (such as apps and video streaming) can readily distract drivers from the driving task as found by safety research, studies and data.

Impact

In 2022, 3,308 people were killed in crashes involving a distracted driver according to NHTSA, accounting for 8% of all crash fatalities. Nonoccupants (pedestrians, bicyclists, and others) accounted for almost 19% (621) of distraction-affected fatalities in 2022.

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 partial driver automation 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 $98.2 billion in 2019. Updated for inflation alone, in 2024, the economic cost would be $120.32 billion. According to a report from the Network of Employers for Traffic Safety (NETS) that used incident data from 2018, distracted driving crashes cost employers nearly $19 billion in 2019 dollars. Updated for inflation alone, in 2024, the economic cost would be $23 billion.
- The true impact of distracted driving remains unclear due to issues with the underreporting of crashes involving distraction, 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 handheld and hands-free phone use 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 (mph), this is the equivalent of driving the entire length of a football field with your eyes closed.
- According to NHTSA, the percentage of drivers visibly manipulating handheld devices while driving increased by 82% between 2013 and 2022.
- 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.
  - 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:
  - 34% of drivers believe it is very safe to hold your phone while driving. This finding was most pronounced among Gen Z and Millennials (39%).
  - 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

Distracted Driver Sounds Alarm for Others

Triad text and driving crash survivor advocates for safe driving laws

4/28/23

A TERRIBLE MISTAKE TURNS INTO A LIFE'S MISSION

On October 17, 2012, Tasha Hairston-Springs was eagerly looking forward to a date, texting with her daughter as she drove. However, Tasha's life was forever altered because she took her focus off the task of driving. While traveling at 70 miles per hour, Tasha crashed into an underpass, then collided with another vehicle. The impact sent her SUV airborne, partially ejecting Tasha, who was not wearing a seat belt, from the car. While no lives were lost, Tasha suffered devastating, permanent injuries, losing parts of her ear and face.

The weight of knowing her actions could have killed others shook Tasha to her core. Though she continues to struggle with that guilt, she channels it into a powerful mission. In 2018, she founded Mindfully Aware Driving Solutions, and she travels across North Carolina, sharing her story in hopes of sparing others from similar tragedies, while advocating for stricter distracted driving laws.

Tasha Hairston-Springs was treated for severe injuries from her crash in 2012

LOOKING TO 2025

Tasha plans to expand the reach of Mindfully Aware Driving Solutions nationally and use her story to inspire more people to change dangerous distracted driving habits. She also will continue efforts to strengthen North Carolina's distracted driving law. A bill made progress in the last session, and she is optimistic that similar legislation will succeed in 2025. Additionally, Tasha will continue in her role as advocacy and outreach director at the African American Women Trucking Association. Advocates will work with activists like Tasha to urge states to enact comprehensive distracted driving laws, and we will continue to pressure the U.S. Department of Transportation to issue a Final Rule for AEB in large trucks, among other needed safety advances. We also continue to support a requirement for driver monitoring technology to curb the deadly habit of distracted driving.

Tasha speaking at a press conference at the North Carolina General Assembly in 2019

DISTRACTED DRIVING

The Solutions - Laws Rating Chart and Map

GOOD

State has both optimal laws
—**28 states plus DC**

CAUTION

State has one optimal law
—**18 states**

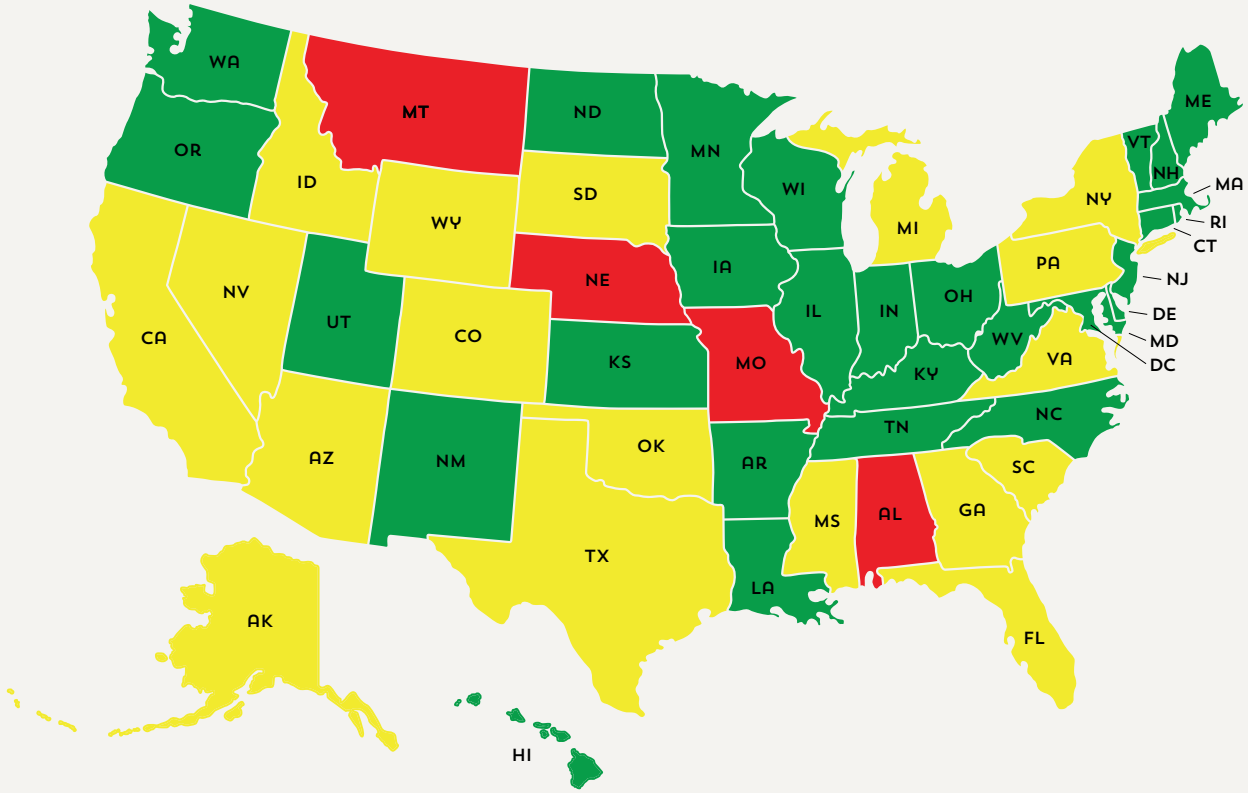
DANGER

State has zero optimal laws
—**4 states**

● Optimal law adopted

	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	TOTAL
STATE RATING	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
OPTIMAL LAWS: All-Driver Text Messaging Restriction	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	46 + DC
OPTIMAL LAWS: GDL Cell Phone Restriction				●				●	●	●			●		●	●	●	●	●	●	●	●	●		●					●	●	●			●	●	●				●			●		●				●	●		●	●	●	28 + DC

Colorado enacted a new distracted driving law and no longer receives credit for a GDL cell phone ban.



AUTOMATED ENFORCEMENT

Issue

Excess speed can contribute to both the frequency and severity of motor vehicle crashes. Red light running can result in preventable and often serious crashes.

Impact

In 2022, 12,151 people were killed in speeding-related crashes, accounting for 29% of total crash fatalities. In the same year 1,272 people died in crashes involving red light running at signalized intersections.

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

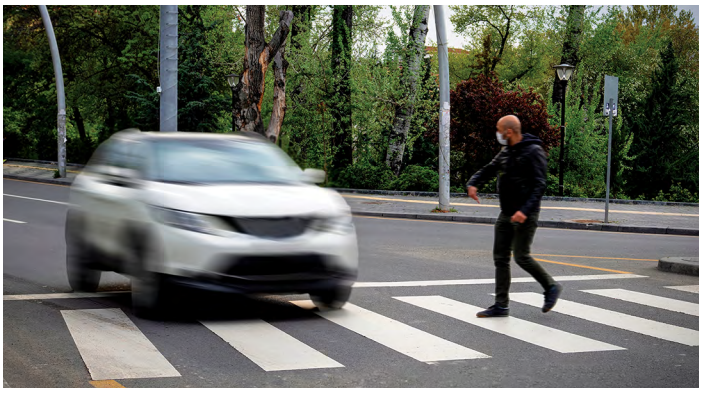
- Proven collision avoidance systems in vehicles including AEB, LDW, BSD, rear AEB, and rear-cross traffic alert should be required.
- Speed assistance systems, such as intelligent speed assistance (ISA), can provide information to drivers about present speed limits, warn drivers when a car's speed is above the limit, prevent a car from exceeding the speed limit, or maintain a set speed. A new study on a pilot program with New York City owned fleet vehicles equipped with ISA has shown it is effective at reducing incidences of speeding. A recent survey from IIHS finds strong public support for ISA technology in personal vehicles.
- 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

The Facts

- NHTSA has identified speeding as one of "three major behavioral factors" that contribute to motor vehicle crashes.
- Small changes in speed can have a big impact on safety. Crash tests conducted in 2019 showed that modest five to ten mile-per-hour (mph) increases in speed can have a severe impact on a driver's risk of injury or 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 caused $46.4 billion in economic costs and $225 billion in comprehensive costs in 2019. This accounts for 14% of all economic costs and 16% of all societal harm (measured as comprehensive costs) from motor vehicle crashes. Updated for inflation alone, in 2024, the economic costs would be $57 billion and comprehensive costs would be $276 billion.
- Drivers acknowledge that excess speed is dangerous, yet there is a disconnect in their actions. According to a 2023 AAA Foundation report:
  - Approximately half (48.1%) of drivers surveyed drove 15 mph over the speed limit on a freeway in the past month, even though 78% of those surveyed say doing so is moderately to extremely dangerous.
  - About 35% of drivers surveyed drove 10 mph over the speed limit on a residential street in the past month, even though 90% of those surveyed believe doing so is moderately to extremely dangerous.



- 68% of respondents in a December 2021 survey said they are "extremely" or "very" concerned about speeding, according to an opinion poll commissioned by Advocates and conducted by ENGINE Insights using the CARAVAN survey.
- A 2020 review by the Congressional Research Service (CRS) found that speed safety camera programs are effective in reducing speeding and/or crashes near cameras.
- Speed safety cameras alone resulted in a 19% reduction in the likelihood that a crash resulted in a fatal or incapacitating injury.
- Intersection crashes caused $179 billion in economic costs and $639 billion in comprehensive costs in 2019. Updated for inflation only, these costs would equate to $219 billion in economic costs and $783 billion in comprehensive costs in 2024.
- IIHS found that red light cameras reduced fatal red light running crashes by 14% and all fatal crashes at signalized intersections by 21%.
- Cities that took down their red light cameras experienced a 30% increase in deadly red light running crashes and a 16% increase in fatal crashes at signalized intersections overall.
- Drivers recognize that running a red light is dangerous but continue to do so. A 2022 survey by the AAA Foundation found that 83% of drivers said that doing so is very or extremely dangerous but 25% admitted to running a red light in the past 30 days.

Click here to learn more

Turning Tragedy into Tireless Roadway Safety Advocacy

The Gainesville Sun

Melissa Wandall: Florida's deadly intersections took my husband

4/11/09

HELPING SURVIVORS AND SAVING LIVES

In 2003, Melissa Wandall and her husband, Mark, were excitedly anticipating the birth of their first child. But on October 24, Melissa's life changed forever. Mark was killed in a devastating crash when a driver ran a red light. Three weeks later, their daughter, Madisyn Grace, was born, never having the opportunity to know her father.

Melissa channeled her pain into purpose and began advocating for red light cameras in Florida to improve road safety. After five long years, her relentless efforts culminated in the passing of the Mark Wandall Traffic Safety Act, which finally allowed local governments to utilize this life-saving technology.

Today, Melissa is a well-known leader in traffic safety. She is a powerful voice for change, serving as a keynote speaker, advocate consultant, philanthropist and the President of the National Coalition for Safer Roads (NCSR). She also supports initiatives such as Target Zero Florida and Vision Zero, aiming to eliminate all traffic fatalities and serious injuries.

Melissa also founded The Mark Wandall Foundation, in memory of her husband and in honor of their daughter, Madisyn. The non-profit offers support to children, teens and young adults who have lost a parent, sibling or guardian, offering resources, programming and hope as they navigate their grief.

Through her advocacy and philanthropy, Melissa has turned personal tragedy into an ongoing mission to protect and uplift others, ensuring her legacy and her husband's name live on in the countless lives she touches. The work of a passionate advocate is never truly finished; it is an unending pursuit, constantly driving toward progress and impact.

LOOKING TO 2025

Melissa will continue combating misinformation about automated enforcement to encourage lawmakers to support legislation allowing the technology's deployment. Advocates will work with Melissa to push for laws that save lives and resist efforts to weaken traffic safety.

Melissa Wandall speaking at a 2024 National Stop on Red Week event

Then Gov. Charlie Crist (D-FL) signing the Mark Wandall Traffic Safety Act in 2011 alongside Melissa and daughter Madisyn Wandall

AUTOMATED ENFORCEMENT

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 by ensuring the focus is on safety and transparency and includes equity considerations, among other improvements.

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.

AAA · ADVOCATES FOR HIGHWAY & AUTO SAFETY · GHSA Governors Highway Safety Association The States' Voice on Highway Safety · IIHS HLDI · nsc National Safety Council

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

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.

AAA | Advocates for Highway Safety | Governors Highway Safety Association
IIHS-HLDI | National Safety Council
May 2021

AUTOMATED ENFORCEMENT

The Solutions - Laws Rating Chart and Map

GOOD

State has all four optimal measures —**17 states plus DC**

CAUTION

State has two or three optimal laws—**10 states**

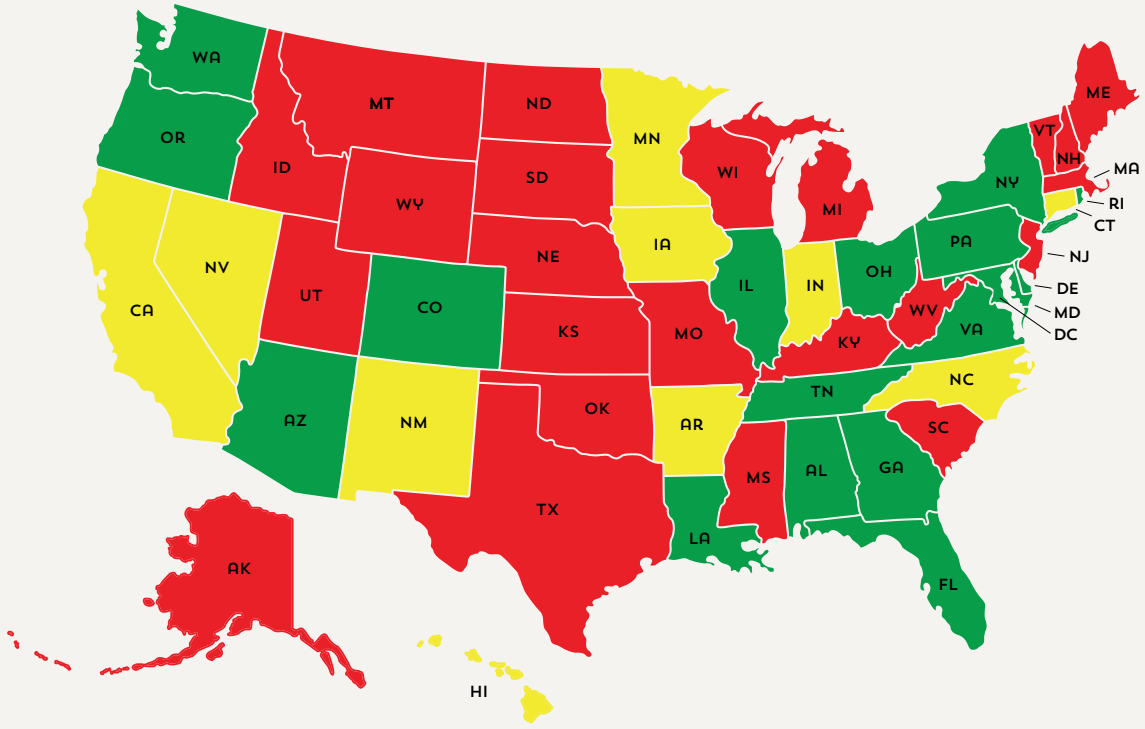
DANGER

State has one or zero optimal laws —**23 states**

● Optimal law adopted

	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	TOTAL
STATE RATING	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
OPTIMAL LAWS: Permits Automated Speed Enforcement by Law	●		●	●	●	●	●	●	●	●	●	●		●	●	●				●		●	●	●	●					●			●			●		●	●	●	●			●	●	●	●			●	●	28 + DC
OPTIMAL LAWS: Automated Speed Enforcement in Use	●		●	●		●	●	●	●	●	●			●	●	●				●		●	●										●	●		●		●	●	●	●			●			●	●				22 + DC
OPTIMAL LAWS: Permits Automated Enforcement for Red Light Running by Law	●		●		●	●	●	●	●	●	●	●		●						●		●	●		●					●			●	●	●	●		●	●	●	●			●			●	●				24 + DC
OPTIMAL LAWS: Automated Red Light Enforcement in Use	●		●		●	●		●	●	●	●	●		●		●				●		●	●				●							●	●		●		●	●	●	●			●		●		●	●			23 + DC

Hawaii, Michigan, Minnesota and Vermont passed laws permitting automated speed enforcement. Delaware and Florida gained credit for use of automated speed enforcement. Missouri and New Mexico no longer receive credit for enacting a law to permit automated speed enforcement based on a new analysis of their laws.



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:

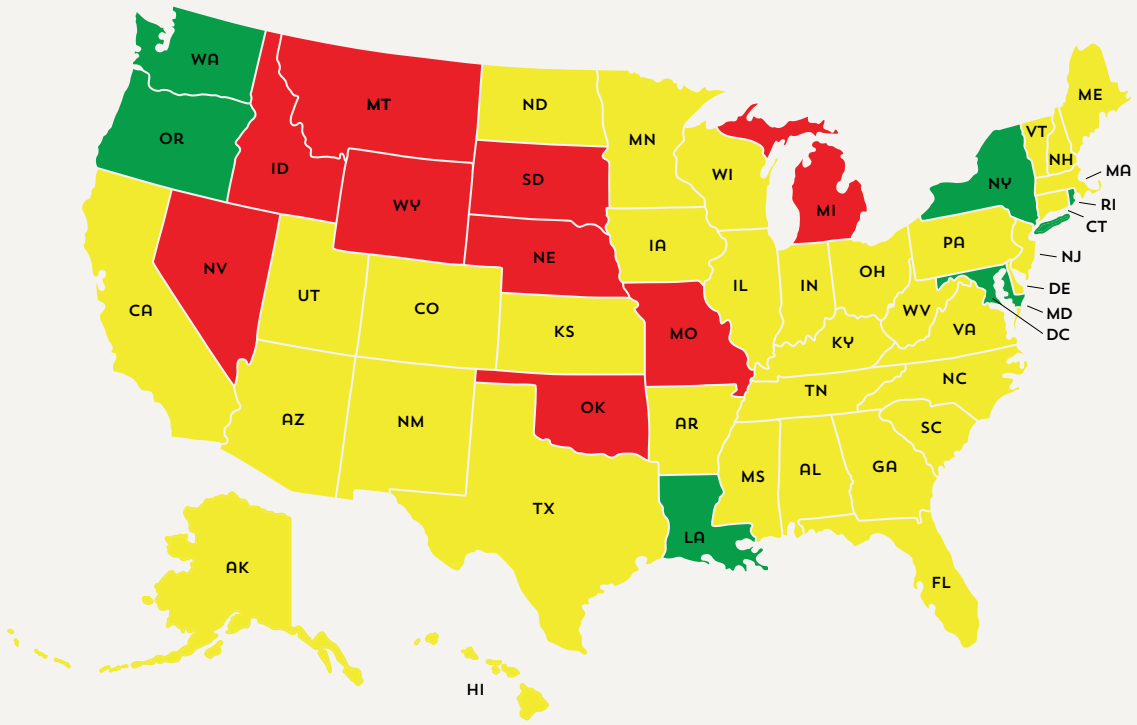
GOOD
Eight or more total points
—**6 states plus DC**

CAUTION
Four to seven total points
—**35 states**

DANGER
Zero to three total points
—**9 states**

OPTIMAL LAWS RATINGS	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
OVERALL RATINGS & SCORES	5	4	5	5	6	5	5	6	9	4	5	5	3	6	6	5	4	6	8	5	8	4	3	6	4	0	1	2	3	4	7	6	8	5	4	4	3	10	5	8	6	3	6	4	5	5	4	9	6	4	1
Adult Occupant Protection	1	1	0	0	2	0	0	1	2	0	1	1	0	1	1	0	0	1	2	1	1	0	0	1	2	0	0	0	0	0	1	1	2	1	1	0	0	2	0	1	1	0	1	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	1	1	1	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	0	0	0
Young Drivers: GDL Programs	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	1	0	0
Impaired Driving	2	1	2	2	1	2	1	1	2	1	1	1	2	1	1	2	2	2	1	0	2	1	1	1	1	0	1	2	1	2	2	2	2	1	1	0	2	2	1	1	2	1	1	2	2	2	1	2	2	1	0
Distracted Driving	0	1	1	2	1	1	2	2	2	1	1	2	1	2	2	2	2	2	2	2	2	2	1	2	1	0	0	0	1	2	2	2	1	2	2	2	1	2	1	2	1	1	2	1	2	2	1	2	2	2	1
Automated Enforcement to Curb Speed and Red Light Running	2	0	2	1	1	2	1	2	2	2	2	1	0	2	1	1	0	0	2	0	2	0	0	1	0	0	0	0	1	0	0	1	2	1	0	2	0	2	2	2	0	0	2	0	0	0	2	2	0	0	0

Florida improved from a "red" overall rating to a "yellow" rating.



OVERALL STATE LAWS RATING CHART AND MAP

Based on Advocates' safety recommendations, states need to adopt 533 countermeasures:

- 15 states need an optimal primary enforcement seat belt law for front seat passengers.
- 29 states need an optimal primary enforcement seat belt law for rear seat passengers.
- 33 states need an optimal all-rider motorcycle helmet law.
- 26 states need a rear facing through age 2 or older child passenger safety law.
- 36 states and DC need an optimal booster seat law.
- 45 states and DC need an optimal rear seat through age 12 law.
- 186 GDL laws need to be adopted to ensure the safety of novice drivers—no state meets all the criteria recommended in this report.
- 32 critical impaired driving laws are needed in 28 states.
- 4 states need an optimal all-driver text messaging restriction.
- 22 states need a GDL cell phone restriction.
- 26 states need to permit red light cameras by law.
- 27 states do not have red light cameras in use.
- 22 states need to permit automated speed enforcement by law.
- 28 states do not have automated speed 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 2023, 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, 2019 (NHTSA).
- The state's rating represents its overall rating (Green, Yellow or Red).
- 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.
- Only 6 states (LA, MD, NY, OR, RI, WA) and DC received a Green rating, showing significant advancement toward adopting all of Advocates' recommended optimal laws.
- 35 states (AL, AK, AZ, AR, CA, CO, CT, DE, FL, GA, HI, IL, IN, IA, KS, KY, MA, ME, MN, MS, NH, NJ, NM, NC, ND, OH, 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 (ID, MI, MO, MT, NE, NV, OK, SD, WY) received a Red rating, indicating these states fall dangerously behind in adoption of Advocates' recommended optimal laws.

NOTE: On the following pages...

- Advocates gives no credit for any law that is subject to secondary enforcement.
- Advocates gives no credit for any GDL provision that is exempted based on driver education.

STATES AT A GLANCE

ALABAMA

9,463 = Ten-year fatality total
974 = 2023 fatalities
$6.437 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

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

ALASKA

718 = Ten-year fatality total
57 = 2023 fatalities
$627 Million = Annual cost due to motor vehicle crashes

CAUTION

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 Red Light Cameras
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

ARIZONA

10,463 = Ten-year fatality total
1,315 = 2023 fatalities
$5.946 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

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

5,714 = Ten-year fatality total
609 = 2023 fatalities
$3.142 Billion = Annual cost due to motor vehicle crashes

CAUTION

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 Speed Enforcement by Law
- Automated Speed 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
- Permits Red Light Cameras by Law
- Red Light Cameras in Use

CALIFORNIA

38,187 = Ten-year fatality total
4,013= 2023 fatalities
$29.098 Billion = Annual cost due to motor vehicle crashes

CAUTION

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
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law

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
- Automated Speed Enforcement in Use

COLORADO

6,316 = Ten-year fatality total
720 = 2023 fatalities
$6.028 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

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
- GDL Cell Phone Restriction

STATES AT A GLANCE

CONNECTICUT

2,919 = Ten-year fatality total
322 = 2023 fatalities
$6.104 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Minimum Ages for Learner's Permit and Licensing
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Open Container Law
- Red Light Cameras in Use

DELAWARE

1,287 = Ten-year fatality total
137 = 2023 fatalities
$1.478 Billion = Annual cost due to motor vehicle crashes

CAUTION

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
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed 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
- Open Container Law

DC

312 = Ten-year fatality total
45 = 2023 fatalities
$832 Million = Annual cost due to motor vehicle crashes

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
- Minimum Ages for Learner's Permit and Licensing
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Booster Seat Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision

STATES AT A GLANCE

FLORIDA

32,077 = Ten-year fatality total
3,436 = 2023 fatalities
$20.019 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

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

GEORGIA

15,584 = Ten-year fatality total
1,638= 2023 fatalities
$18.697 Billion = Annual cost due to motor vehicle crashes

CAUTION

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 Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed 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

1,029 = Ten-year fatality total
94 = 2023 fatalities
$580 Million = Annual cost due to motor vehicle crashes

CAUTION

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
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law

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
- Automated Speed Enforcement in Use

STATES AT A GLANCE

IDAHO

2,335 = Ten-year fatality total
277 = 2023 fatalities
$1.355 Billion = Annual cost due to motor vehicle crashes

DANGER

HIGHWAY LAWS ADOPTED

- 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
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

ILLINOIS

11,185 = Ten-year fatality total
1,255 = 2023 fatalities
$13.977 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

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

INDIANA

8,649 = Ten-year fatality total
895 = 2023 fatalities
$8.540 Billion = Annual cost due to motor vehicle crashes

CAUTION

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
- Permits Automated Speed Enforcement by Law
- Automated Speed 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
- All-Offender Ignition Interlocks
- Permits Red Light Cameras by Law
- Red Light Cameras in Use

STATES AT A GLANCE

IOWA

3,436 = Ten-year fatality total
376 = 2023 fatalities
$2.794 Billion = Annual cost due to motor vehicle crashes

CAUTION

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
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed 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
- Permits Red Light Cameras by Law

KANSAS

4,094 = Ten-year fatality total
388 = 2023 fatalities
$2.984 Billion = Annual cost due to motor vehicle crashes

CAUTION

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 Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

KENTUCKY

7,663 = Ten-year fatality total
828 = 2023 fatalities
$6.157 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt 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
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Red Light Cameras by Law
- Red Light Cameras in Use

STATES AT A GLANCE

LlouisiANA

8,025 = Ten-year fatality total
802 = 2023 fatalities
$6.570 Billion = Annual cost due to motor vehicle crashes

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
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed 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

1,547 = Ten-year fatality total
135 = 2023 fatalities
$1.876 Billion = Annual cost due to motor vehicle crashes

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
- 70 Hours of Supervised Driving Provision
- Passenger Restriction Provision
- 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
- All-Offender Ignition Interlocks
- Open Container Law
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

MARYLAND

5,377 = Ten-year fatality total
610 = 2023 fatalities
$5.910 Billion = Annual cost due to motor vehicle crashes

GOOD

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 Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed 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

3,663 = Ten-year fatality total
348 = 2023 fatalities
$7.389 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

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

MICHIGAN

10,310 = Ten-year fatality total
1,040 = 2023 fatalities
$12.305 Billion = Annual cost due to motor vehicle crashes

DANGER

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Automated Speed Enforcement by Law

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat 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 Red Light Cameras by Law
- Red Light Cameras in Use
- Automated Speed Enforcement in Use

MINNESOTA

4,011 = Ten-year fatality total
418 = 2023 fatalities
$3.803 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- 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
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Permits Automated Speed Enforcement by Law

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Booster Seat 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
- Red Light Cameras in Use
- Automated Speed Enforcement in Use

STATES AT A GLANCE

MISSISSIPPI

6,904 = Ten-year fatality total
715 = 2023 fatalities
$2.533 Billion = Annual cost due to motor vehicle crashes

CAUTION

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 Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

MISSOURI

9,369 = Ten-year fatality total
993 = 2023 fatalities
$6.778 Billion = Annual cost due to motor vehicle crashes

DANGER

HIGHWAY LAWS ADOPTED

- Red Light Cameras 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
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

MONTANA

2,028 = Ten-year fatality total
206 = 2023 fatalities
$1.095 Billion = Annual cost due to motor vehicle crashes

DANGER

HIGHWAY LAWS ADOPTED

- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed 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

STATES AT A GLANCE

NEBRASKA

2,324 = Ten-year fatality total
231 = 2023 fatalities
$1.726 Billion = Annual cost due to motor vehicle crashes

DANGER

HIGHWAY LAWS ADOPTED

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

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-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

NEVADA

3,397 = Ten-year fatality total
389 = 2023 fatalities
$2.645 Billion = Annual cost due to motor vehicle crashes

DANGER

HIGHWAY LAWS ADOPTED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Red Light Cameras by Law
- Permits Automated Speed Enforcement by Law

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-Offender Ignition Interlocks
- GDL Cell Phone Restriction
- Red Light Cameras in Use
- Automated Speed Enforcement in Use

NEW HAMPSHIRE

1,192 = Ten-year fatality total
129 = 2023 fatalities
$1.664 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

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
- Permits Red Light Cameras by Law

STATES AT A GLANCE

NEW JERSEY

6,048 = Ten-year fatality total
615 = 2023 fatalities
$14.008 Billion = Annual cost due to motor vehicle crashes

CAUTION

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 Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

NEW MEXICO

4,037 = Ten-year fatality total
407 = 2023 fatalities
$2.173 Billion = Annual cost due to motor vehicle crashes

CAUTION

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 Red Light Cameras by Law
- Automated Speed 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
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law

NEW YORK

10,608 = Ten-year fatality total
1,111 = 2023 fatalities
$23.616 Billion = Annual cost due to motor vehicle crashes

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
- Minimum Ages for Learner's Permit and Licensing
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Booster Seat Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction

STATES AT A GLANCE

NORTH CAROLINA

14,818 = Ten-year fatality total
1,653 = 2023 fatalities
$12.039 Billion = Annual cost due to motor vehicle crashes

CAUTION

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
- Permits Red Light Cameras by Law
- Red Light Cameras 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
- All-Offender Ignition Interlocks
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

NORTH DAKOTA

1,105 = Ten-year fatality total
106 = 2023 fatalities
$735 Million = Annual cost due to motor vehicle crashes

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

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 Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

OHIO

11,749 = Ten-year fatality total
1,242 = 2023 fatalities
$12.108 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed 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
- Open Container Law

STATES AT A GLANCE

OKLAHOMA

6,774 = Ten-year fatality total
697 = 2023 fatalities
$3.420 Billion = Annual cost due to motor vehicle crashes

DANGER

HIGHWAY LAWS ADOPTED

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

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
- Passenger Restriction Provision
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

OREGON

5,028 = Ten-year fatality total
589 = 2023 fatalities
$2.822 Billion = Annual cost due to motor vehicle crashes

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 Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

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

11,736 = Ten-year fatality total
1,229 = 2023 fatalities
$6.663 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Rear Facing Through Age 2 or Older Law
- Minimum Ages for Learner's Permit and Licensing
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

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
- 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

601 = Ten-year fatality total
72 = 2023 fatalities
$2.105 Billion = Annual cost due to motor vehicle crashes

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
- Minimum Ages for Learner's Permit and Licensing
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks

SOUTH CAROLINA

10,232 = Ten-year fatality total
1,028 = 2023 fatalities
$6.269 Billion = Annual cost due to motor vehicle crashes

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

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
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

SOUTH DAKOTA

1,314 = Ten-year fatality total
141 = 2023 fatalities
$941 Million = Annual cost due to motor vehicle crashes

DANGER

HIGHWAY LAWS ADOPTED

- Passenger Restriction Provision
- 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
- Nighttime Driving Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

STATES AT A GLANCE

TENNESSEE

11,358 = Ten-year fatality total
1,339 = 2023 fatalities
$10.050 Billion = Annual cost due to motor vehicle crashes

CAUTION

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 Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed 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

38,984 = Ten-year fatality total
4,294= 2023 fatalities
$28.939 Billion = Annual cost due to motor vehicle crashes

CAUTION

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
- Red Light Cameras in Use

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
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

UTAH

2,799 = Ten-year fatality total
280 = 2023 fatalities
$2.803 Billion = Annual cost due to motor vehicle crashes

CAUTION

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 Speed 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
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Automated Speed Enforcement in Use

STATES AT A GLANCE

VERMONT

628 = Ten-year fatality total
69 = 2023 fatalities
$625 Million = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- 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 Speed Enforcement by Law

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Automated Speed Enforcement in Use

VIRGINIA

8,453 = Ten-year fatality total
915 = 2023 fatalities
$6.455 Billion = Annual cost due to motor vehicle crashes

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 Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

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

5,946 = Ten-year fatality total
813 = 2023 fatalities
$6.337 Billion = Annual cost due to motor vehicle crashes

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 Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed 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

STATES AT A GLANCE

WEST VIRGINIA

2,745 = Ten-year fatality total
267 = 2023 fatalities
$1.460 Billion = Annual cost due to motor vehicle crashes

CAUTION

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 Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

WISCONSIN

5,861 = Ten-year fatality total
584 = 2023 fatalities
$6.310 Billion = Annual cost due to motor vehicle crashes

CAUTION

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 Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

WYOMING

1,303 = Ten-year fatality total
144 = 2023 fatalities
$844 Million = Annual cost due to motor vehicle crashes

DANGER

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
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

SOURCE INFORMATION

Thanks to the many individuals and organizations whose websites and staff provided background and state law information for the Roadmap to Safety, including:

American Academy of Pediatrics (AAP)
aap.org

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

American Public Health Association (APHA)
apha.org

Children's Hospital of Philadelphia Center for Injury Research and Prevention
injury.research.chop.edu

Congressional Research Service
crsreports.congress.gov

CPI Inflation Calculator, US Bureau of Labor Statistics
bls.gov/data/inflation_calculator.htm. Inflation values from Jan. 2019 to Jan. 2023.

Federal Highway Administration (FHWA)
highways.dot.gov

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

Governors Highway Safety Association (GHSA)
ghsa.org

Insurance Institute for Highway Safety (IIHS)
iihs.org

International Transport Forum
itf-oecd.org

Mothers Against Drunk Driving (MADD)
madd.org

National Conference of State Legislatures (NCSL)
ncsl.org

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

National Safety Council (NSC)
nsc.org

National Transportation Safety Board (NTSB)
ntsb.gov

NORC at the University of Chicago
norc.org

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

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

SOURCE INFORMATION

2022 Traffic Safety Culture Index, AAA, Nov. 2022.

Alcohol and Drugs, IIHS Website, last accessed Oct. 25, 2023.

Americans Overwhelmingly Support Auto Technology that Stops Drunk Drivers, New Ipsos Survey Shows, MADD, Nov. 15, 2022.

Blueprint for Ending Distracted Driving, NHTSA, DOT HS 811 629, June 2012.

Centers for Disease Control and Prevention (CDC) Impaired Driving: Facts, Accessed Oct. 3, 2024.

CDC, National Center for Injury Prevention and Control (NCIPC). WISQARS (Web-based Injury Statistics Query and Reporting System). U.S. Department of Health and Human Services, accessed November 2023.

Cost of Motor Vehicle Crashes to Employers 2019, NETS, 2018 data expressed in 2019$.

CPI Inflation Calculator, US Bureau of Labor Statistics, inflation values from Jan 2019 to Jan 2024.

Drinking and Driving Trips, Stops by the Police, and Arrests: Analyses of the 1995 Survey of Drinking and Driving Attitudes and Behavior, NHTSA, DOT HS 809 184, December 2000.

Driving technology promises large safety benefits for teens; IIHS, Sep. 2, 2021.

Early Estimate of Motor Vehicle Traffic Fatalities for the First Half (January – June) of 2023, NHTSA, DOT HS 813 561, April 2024.

Overview of Motor Vehicle Traffic Crashes in 2022, NHTSA, DOT HS 813 560, June 2024 (Revised).

Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2022, NHTSA, DOT HS 813 522, November 2023.

Edelman Data & Intelligence, "Bad driving has Americans on Edge," commissioned by Nationwide Insurance, March 2022.

Effects of Automated Speed Enforcement in Montgomery County Maryland on Vehicle Speeds, Public Opinion and Crashes, Insurance Institute for Highway Safety, August 2016.

Elinore J. Kaufman, Douglas J. Wiebe, "Impact of State Ignition Interlock Laws on Alcohol-Involved Crash Deaths in the United States," American Journal of Public Health 106, no. 5 (May 1, 2016): pp. 865-871.

ENGINE'S CARAVAN SURVEY Public Opinion Poll, January 2022.

Evaluation of Child Restraint System Effectiveness, NHTSA, DOT HS 813 047, December 2020.

Fell, Jim C., Voas, Robert B., The effectiveness of a 0.05 blood alcohol concentration (BAC) limit for driving in the United States, PIRE. June 2014.

Flannagan CA, Analysis of Motorcycle Crashes: Comparison of 2012 to Previous Years, 18th Michigan Traffic Safety Summit, 2013.

Graduated Licensing Laws and Fatal Crashes of Teenage Drivers: A National Study, IIHS, June 2010.

Ignition Interlock Report, Putting an End to Drinking and Driving Attempts, MADD, January 2022.

Impact of Speeds on Drivers and Vehicles – Results from Crash Tests, AAA Foundation for Safety, Humanetics, and IIHS, January 2021.

Impact Speed and a Pedestrian's Risk of Severe Injury or Death, AAA Foundation for Traffic Safety, Sep. 2011.

IIHS, Fatality Facts 2022: Teenagers website.

Kristy B. Arbogast, Jessica S. Jermakian, Michael J. Kallan and Dennis R. Durbin, "Effectiveness of Belt Positioning Booster Seats: An Updated Assessment," Pediatrics 2009;124;1281, October 19, 2009.

Liu BC, Ivers R, Norton R, Boufous S, Blows S, Lo SK, Helmets for preventing injury in motorcycle riders (Review), The Cochrane Library, Issue 1, 2009.

SOURCE INFORMATION

MADD, How Technology Has Stopped 1.77 Million Drunk Drivers: A State by State Guide to Creating a Future of No More Victims, February 10, 2016.

Masten, S.V., Fodd, R.D., Marshall, S.W., Graduated driver licensing program component calibrations and their association with fatal crash involvement, Accident Analysis & Prevention, V. 57, Aug. 2013, pp. 105-113.

Mayrose, James, Influence of the Unbelted Rear-seat Passenger on Driver Mortality: ‘‘The Backseat Bullet”, Academic Emergency Medicine, Volume 12, Issue 2. Article first published online: 28 June 2008.

McEvoy, S.P.; Stevenson, M.R.; McCartt A.T.; Woodward, M.; Haworth, C; Palamara, P.; and Cercarelli, R. 2005. Role of mobile phones in motor vehicle crashes resulting in hospital attendance: a case-crossover study. British Medical Journal 331(7514):428; and Redelmeier, D.A. and Tibshirani, R.J. 1997. Association between cellular-telephone call and motor vehicle collisions. The New England Journal of Medicine 336:453-58.

Mission Not Accomplished: Teen Safe Driving the Next Chapter, GHSA, October 2016.

Morse, BJ and DS Elliott; Hamilton County Drinking and Driving Study: 30 Month Report. Boulder, Colorado: University of Colorado, 1990.

Motorcycle Antilock Braking Systems and Fatal Crash Rates; Updated Results, Aug. 2021, IIHS.

NORC: Fell JC & Scherer M, Estimation of the Potential Effectiveness of Lowering the Blood Alcohol Concentration (BAC) Limit for Driving from 0.08 to 0.05 Grams per Deciliter in the United States, 2017.

NTSB, .05 BAC Safety Briefing Facts, February 2017.

National Evaluation of Graduated Driver Licensing Programs, NHTSA, June 2006, DOT HS 810 614.

National Transportation Safety Board (NTSB) Safety Issues.

Overview of Motor Vehicles Crashes in 2021, NHTSA, Apr. 2023. DOT HS 813 435.

Policy Statement – Child Passenger Safety, AAP, Committee on Injury, Violence, and Poison Prevention, 2018.

Public Concern About Roadway Safety, Engine’s Caravan Survey, Public Opinion Poll, January 2022.

Rear Seat Belt Use: Little Change in Four years, Much More to Do, Governors Highway Safety Association, November 2019 (Updated Nov. 2020), available at https://www.ghsa.org/resources/RearBeltReport19.

Revised Estimates of Child Restraint Effectiveness, NHTSA, DOT HS 96 855, December 1996.

Risk of Child Injury by Seat Row and Restraint Type, 1998-2002, Age 0-12 years, Children’s Hospital of Philadelphia (CHOP), 2014.

Safety Impact of Speed and Red Light Cameras, Congressional Research Service (CRS), September 2020.

State Farm Enterprise Research Department, “What distracts you from driving safely?” April 2022.

Status Report, Safety Gains Ground, Vol. 49, No. 11, “Thinking About Safety in the Back Seat”, IIHS, December 23, 2014.

Status Report, Unbelted, Vol. 52, No. 5, “Adults admit they often skip belts in rear seats”, IIHS, August 3, 2017.

Teen driver crashes potentially preventable by crash avoidance features and teen-driver-specific safety technologies, Insurance Institute for Highway Safety (IIHS), June 2022.

Teens Say “Yes” to Driving Restrictions that Make Roads Safe, Allstate Foundation, Mar. 9, 2011.

The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (Revised), NHTSA, DOT HS 813 403, Feb. 2023.

The Harris Poll, “Distracted Driving in America,” Commissioned by Selective Insurance and Advocates for Highway and Auto Safety, March 2022.

The human cost of allowing unhelmeted motorcycling in the United States, Oct. 2024, IIHS.

Timing of Driver’s License Acquisition and Reasons for Delay among Young People in the United States, 2012, AAA Foundation for Safety, Jul. 2013.

SOURCE INFORMATION

Traffic Safety Facts, 2022 Data: Children, NHTSA, DOT HS 813 575, Jun. 2024.

Traffic Safety Facts 2021: A Compilation of Motor Vehicle Crash Data, NHTSA, DOT HS 813 527, December 2023.

Traffic Safety Facts: Crash Stats, Early Estimate of Motor Vehicle Traffic Fatalities in 2023, NHTSA, Apr. 2024, DOT HS 813 561.

Traffic Safety Facts Research Note: Distracted Driving in 2022, NHTSA, DOT HS 813 559, April 2024.Traffic Safety Facts Research Note: Driver Electronic Device Use in 2021, NHTSA, DOT HS 813 357, August 2022.

Traffic Safety Facts, 2022 Data: Alcohol-Impaired Driving, NHTSA, DOT HS 813 578, Aug. 2024 (Revised).

Traffic Safety Facts, 2021 Data: Motorcycles, NHTSA, DOT HS 813 466, Jun. 2023 (Revised).

Traffic Safety Facts, 2022 Data: Motorcycles, NHTSA, DOT HS 813 589, Jul. 2024.

Traffic Safety Facts, Research Note: Motorcycle Helmet Use in 2023 – Overall Results, NHTSA, DOT HS 813 634, Sept. 2024.

Traffic Safety Facts: 2022 Data, Occupant Protection in Passenger Vehicles, NHTSA, DOT HS 813 573, May 2024.

Traffic Safety Facts, 2022 Data: Speeding, NHTSA, Jul.2024, DOT HS 813 582.

Traffic Safety Facts, 2022 Data: Young Drivers, NHTSA, DOT HS 813 601, Apr. 2023.

Traffic Tech: Technology Transfer Series, Evaluation of Utah's .05 BAC Per Se Law, NHTSA, Feb. 2022, DOT HS 813 234.

Unbuckled in Back: An Overlooked Issue in Occupant Protection, Governors Highway Safety Association, November 2015.

Weiss, H., Ph.D., MPH, MS, Agimi, Y.l., MPH, and Steiner, C., MD, MPH, "Youth Motorcycle-Related Brain Injury by State Helmet Law Type: United States 2005 2007," Pediatrics, November 2010.

What is Distracted Driving? Key Facts and Statistics, DOT NHTSA, citing Olson, R.L., Hanowski, R.J., Hickman, J.S., Bocanegra, J.; "Driver Distraction in Commercial Vehicle Operations", VTTI, September 2009.

Williams, A.F; Braitman, K.A.; and McCartt, A.T. Views of parents of teenagers about licensing policies: a national survey. Arlington, VA: IIHS, 2010.

WISQARS, 10 Leading Causes of Death, United States 2022, last queried Sept. 2024.

ACKNOWLEDGMENTS

Advocates would like to recognize the dedication and commitment of our Board of Directors. Over the last 35 years, their support and safety leadership have resulted in the adoption of laws, regulations and programs that are saving lives, preventing injuries and containing costs resulting from motor vehicle crashes.

Advocates would like to thank Shane Austin, Cathy Barzey, Lisa Drew, Tara Gill, Shaun Kildare, Peter Kurdock, Kim Levinson and Omar Masood for their contributions to the *2025 Roadmap to Safety*. A special shout out to Kit Kennedy, Kiran Kildare, Samira Kildare and Joey Kurdock for being our CPS "models." Also, special thanks to Jamie Douglas for designing the cover and style of the report as well as inputting its content, Bill Bronrott of Bronrott Communications for assisting with publicity and media relations, and WindRose Media for event production.

We also would like to convey our admiration and appreciation for the traffic safety advocates who worked with us to create the advocacy pages, including Jenesee Beaudoin, Tasha Hairston-Springs, Kathi Hoke, Rich Leotta, Dr. Greg Parkinson and Melissa Wandall.

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 saferoads.org.

Advocates for Highway and Auto Safety

660 N. Capitol St. NW

Suite 810

Washington, D.C. 20001

202-408-1711

SafeRoads.org

SafeRoads.org