



HAVE WE FORGOTTEN WHAT SAVES LIVES?



ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

2017 Roadmap of State Highway Safety Laws

14TH ANNUAL ROADMAP OF STATE HIGHWAY SAFETY LAWS

“Have We Forgotten What Saves Lives?”

Legislative Amnesia is Thwarting Efforts to Advance Laws to Reduce the Mounting Death and Injury Toll on our Streets and Highways

The *2017 Roadmap of State Highway Safety Laws* is being released by Advocates for Highway and Auto Safety (Advocates) as our nation ends two consecutive years of rising deaths on our highways. In 2015, 35,092 people were killed in motor vehicle crashes – the largest percentage increase in nearly 50 years. Unfortunately, early data for 2016 appears to be even worse. Preliminary information for the first nine months of 2016 shows an eight percent uptick in fatalities compared to the same time period in 2015. Final 2015 data from the National Highway Traffic Safety Administration (NHTSA) showed that there were steep increases in fatalities for nearly every crash category including unbelted vehicle occupants (five percent), motorcyclists (eight percent), pedestrians (10 percent), teen drivers (10 percent), impaired and distracted drivers (three and nine percent) and children (six percent). These numbers are both alarming and unacceptable.



The problem is clear – too many lives are lost, serious injuries sustained and needless costs incurred because of motor vehicle crashes. But, the solutions are also clear. Unlike other public health challenges our country faces, there are effective solutions available today. We all must work together now to stem the growing death and injury toll, and we cannot forget that state adoption of comprehensive traffic safety laws is the most effective countermeasure to avert crashes, save lives, prevent injuries and reduce economic costs to the public and to the government. This is the reason Advocates entitled our 14th annual *Roadmap of State Highway Safety Laws*, “Have We Forgotten What Saves Lives?”

Too many states are still lacking too many safety laws and this is contributing to the problem. Advocates urges governors and state lawmakers to remember that state laws will save lives and spare families the loss of loved ones. We know what needs to be done – enact state laws to require vehicle occupants to buckle up in every seating position, motorcyclists to always wear a helmet when riding, children to be seated in age appropriate child restraints, new teen drivers to gain necessary experience behind the wheel, and to address impaired and distracted driving.

This year’s report shows that across the country, states are missing 376 traffic safety laws. While the death and injury toll was increasing these past two years, enactment of new state safety laws was decreasing. This must change if we are serious about reversing the upward trend of highway deaths and injuries.

Roadside memorials such as the one on the cover of this report have become too commonplace. We need legislative action and not legislative amnesia to solve this public health epidemic.

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

Jacqueline S. Gillan, President

TABLE OF CONTENTS

Glossary of Acronyms	4
Urgent Action Needed to Improve Highway Safety	5
Sharp Increases in Fatalities in 2015	6
Safety Laws Reduce Crash Costs	7
Legislative Activity in 2016	8
Key Things to Know about this Report	9
Important Changes to Ratings in this Report	10
Definitions of 15 Lifesaving Laws	11
Speeding and Automated Enforcement	13
Occupant Protection	14
Primary Enforcement Seat Belt Laws (Front and Rear)	15
All-Rider Motorcycle Helmet Laws	17
Occupant Protection Laws Rating Chart	19
Child Passenger Safety	20
Booster Seat Laws	22
Booster Seat Laws Rating Chart	23
Teen Driving: Graduated Driver Licensing (GDL) Programs	24
Teen Driving Laws	25
Teen Driving Laws Rating Chart	27
Impaired Driving	28
Impaired Driving Laws	29
Ignition Interlock Device (IID) Laws	30
Child Endangerment Laws	31
Open Container Laws That Meet Federal Requirements	31
Impaired Driving Laws Rating Chart	32
Distracted Driving	33
All-Driver Text Messaging Restrictions	34
All-Driver Text Messaging Restrictions Rating Chart	35
Overall State Ratings Based on Total Number of Laws	36
Overall State Ratings Chart	38
States at a Glance (See Individual State Index on Page 3)	40
Source Information	52
Acknowledgements	57
About Advocates	57

STATES AT A GLANCE

Introduction.....	40
Alabama.....	41
Alaska.....	41
Arizona.....	41
Arkansas.....	41
California.....	42
Colorado.....	42
Connecticut.....	42
Delaware.....	42
District of Columbia.....	42
Florida.....	43
Georgia.....	43
Hawaii.....	43
Idaho.....	43
Illinois.....	43
Indiana.....	44
Iowa.....	44
Kansas.....	44
Kentucky.....	44
Louisiana.....	44
Maine.....	45
Maryland.....	45
Massachusetts.....	45
Michigan.....	45
Minnesota.....	45
Mississippi.....	46
Missouri.....	46
Montana.....	46
Nebraska.....	46
Nevada.....	47
New Hampshire.....	47
New Jersey.....	47
New Mexico.....	47
New York.....	47
North Carolina.....	48
North Dakota.....	48
Ohio.....	48
Oklahoma.....	48
Oregon.....	48
Pennsylvania.....	49
Rhode Island.....	49
South Carolina.....	49
South Dakota.....	49
Tennessee.....	50
Texas.....	50
Utah.....	50
Vermont.....	50
Virginia.....	50
Washington.....	51
West Virginia.....	51
Wisconsin.....	51
Wyoming.....	51

GLOSSARY OF ACRONYMS

- AAA** - American Automobile Association
- Advocates** - Advocates for Highway and Auto Safety
- BAC** - Blood Alcohol Concentration
- CDC** - Centers for Disease Control and Prevention
- DC** - District of Columbia
- DUI** - Driving Under the Influence
- DWI** - Driving While Intoxicated
- FARS** - Fatality Analysis Reporting System
- FAST Act** - Fixing America's Surface Transportation Act (Public Law 114-94)
- GAO** - Government Accountability Office
- GDL** - Graduated Driver Licensing
- IID** - Ignition Interlock Device
- IHS** - Insurance Institute for Highway Safety
- LATCH** - Lower Anchors and Tethers for Children
- MADD** - Mothers Against Drunk Driving
- NHTSA** - National Highway Traffic Safety Administration
- NTSB** - National Transportation Safety Board
- U.S. DOT** - United States Department of Transportation

URGENT ACTION NEEDED TO IMPROVE HIGHWAY SAFETY

The Problem

All across the nation people greatly depend on the safety of our transportation system. Whether walking, biking, driving or riding, Americans are afforded a significant degree of mobility. Yet this comes with an enormous social cost – 6.3 million crashes in 2015 resulting in more than 35,000 fatalities and 2.44 million injuries. This is a major public health epidemic by any measure. Further, motor vehicle crashes impose a significant cost to society of \$836 billion, based on 2010 data. Every day approximately 96 people are killed on America’s streets and highways, and nearly 6,700 are injured. While federal action and safety requirements can address part of the problem, state laws have a direct effect on promoting safer behavior by drivers and occupants. Unfortunately, state action is lacking and far too many state legislatures are not taking proactive steps to reduce these numbers by enacting effective and proven highway safety laws.

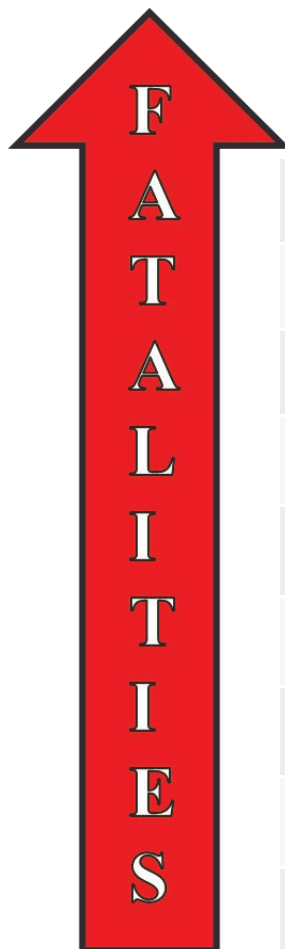
Key Facts About This Leading Public Health Epidemic:

- 35,092 people were killed in motor vehicle crashes in 2015. This is a 7.2% increase from the previous year and the **largest percentage increase in nearly 50 years**. Further, early estimates for the first nine months of 2016 show an 8% increase in fatalities over the same period in 2015.
- Automobile crashes remain a leading cause of death for Americans aged five to 34.
- An estimated 2.44 million people were injured in motor vehicle crashes in 2015.
- In 2015, almost half (48%) of passenger vehicle occupants killed were unrestrained.
- A total of 4,976 motorcyclists died in 2015. This death toll accounts for 14% of all fatalities.
- 1,132 children aged 14 and younger were killed in motor vehicle crashes in 2015.
- 279 children aged four through seven were killed in motor vehicle crashes in 2015.
- Crashes involving young drivers (aged 15 - 20) resulted in 4,702 total fatalities in 2015.
- There were 10,265 fatalities in crashes involving a drunk driver in 2015.
- In crashes involving a distracted driver, 3,477 people were killed in 2015.
- Motor vehicle crashes are estimated to have an annual societal impact in excess of \$836 billion. Nearly 30% of this figure (\$242 billion) is economic costs including property and productivity losses, medical and emergency bills and other related costs. Dividing this cost among the total population amounts to a “crash tax” of \$784 for every person, every year.

An additional 376 laws need to be adopted in all states and DC to fully meet Advocates’ recommended optimal safety laws in this report.

SHARP INCREASES IN FATALITIES IN 2015

In 2015, there were 35,092 people killed in traffic crashes -- an increase of 7.2% from the previous year and the largest percentage increase in nearly 50 years. This ends a trend of decline and is the highest number of motor vehicle crash fatalities in seven years. Increases were seen in every major segment. The chart below shows the increases in fatalities by category from 2014 to 2015.



Alcohol-Impairment	Up 3%
Excessive Speed	Up 3%
Unbelted Vehicle Occupants	Up 5%
Occupants Under 16	Up 6%
Motorcyclists	Up 8%
Distraction	Up 9%
Teen Drivers	Up 10%
Pedestrians	Up 10%
Cyclists	Up 12%

SAFETY LAWS REDUCE CRASH COSTS

Motor vehicle crashes impose a significant financial burden on society. According to the National Highway Traffic Safety Administration (NHTSA), the annual economic cost of motor vehicle crashes is \$242 billion, based on 2010 data. This essentially means each person living in the U.S. pays a \$784 annual “crash tax.”

Motor vehicle crashes amount to \$836 billion annually in costs to society:

- Economic costs of \$242 billion:
 - \$77.4 billion in lost workplace and household productivity;
 - \$23.4 billion in present and future medical costs;
 - \$76.1 billion in property damage costs; and,
 - \$65.1 billion in other costs.
- Comprehensive costs to society of almost \$600 billion, which includes valuation for lost quality-of-life.

Annual Economic Cost of Motor Vehicle Crashes to States

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

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

LEGISLATIVE ACTIVITY IN 2016

In 2016, **there were only five laws passed in four states and DC** that meet the criteria for the 15 basic safety laws included in this report. While there was other legislative activity throughout the states, for purposes of this report only those laws that meet the optimal law criteria, as defined on pages 11 and 12 are considered. **Laws that do not meet the optimal law criteria, including laws subject only to secondary enforcement, are not included in the legislative activity summary.**

Highway Safety Laws Enacted in 2016, in All State Legislatures

Primary Enforcement of Seat Belts: None

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

Booster Seats: None

Graduated Driver Licensing (GDL): None

Impaired Driving: Ignition Interlock Devices for All Offenders—District of Columbia, Maryland, Rhode Island, Vermont; Child Endangerment—Connecticut

All-Driver Text Messaging Restriction: None

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

Based on Advocates' safety recommendations, states need to adopt 376 laws:

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

KEY THINGS TO KNOW ABOUT THIS REPORT

The Report is Divided into Five Issue Sections:

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

The 15 state laws that are listed in the five sections are essential to save lives, prevent injuries, and reduce health care and other costs. These 15 laws do not comprise the entire list of effective public policy interventions states should take to reduce motor vehicle deaths and injuries. Background information about each law is provided in the respective sections throughout the report. The statistical data on crashes, fatalities and injuries are based on 2015 Fatal Analysis Reporting System (FARS) data, except as otherwise indicated.

States are rated only on whether they have adopted a specific law, not on other aspects or measures of an effective highway safety program. **A definition of each law as used by Advocates for purposes of this report can be found on pages 11-12.**

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

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

Each issue section has a state law chart, in alphabetical order, with each state’s rating. The section ratings result in an overall rating, and **overall state ratings on pages 40-51** fall into three groupings:

Green

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

Yellow

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

Red

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

IMPORTANT CHANGES TO RATINGS IN THIS REPORT

Child Passenger Safety - The optimal definition for a booster seat law has been changed. Starting in this year's report, a state law must now include a requirement that the booster seat be used until the child reaches 57 inches in height, in addition to reaching eight years of age. The addition of the height requirement was included in previous reports as a recommendation. See page 11 for the new optimal definition.

Graduated Driver Licensing -

- **Supervised Driving Requirement** has been increased from 30-50 hours of supervised driving to at least 50 hours of supervised driving, 10 of which must be at night. This update reflects incentive grant criteria passed in the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94). See page 12 for the new optimal definition.
- **Passenger Restriction** has been changed to limit passengers to one non-familial passenger younger than age 21, rather than one non-familial "teenage" passenger. This update reflects incentive grant criteria passed in the FAST Act. See page 12 for the new optimal definition.
- **Age 18 for Unrestricted License** has been changed to require that at a minimum, one of the intermediate phase restrictions, either the nighttime or passenger restriction, must last until age 18, and meet the definition for an optimal law. See page 12 for the new optimal definition.

Note: Removal of Open Circles - In previous reports, open circles (with no shading) were included for informational purposes only to indicate the existence of a law that did not meet the optimal criteria of this report. These have been removed from the ratings charts.

DEFINITIONS OF 15 LIFESAVING LAWS

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

Occupant Protection

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

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

All-Rider Motorcycle Helmet Law - Requires all motorcycle riders, regardless of age, to use a helmet that meets U.S. DOT standards or face a violation A state that has repealed an existing all-rider motorcycle helmet law in the previous 10 years cannot achieve a green overall rating.

Child Passenger Safety

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. The booster seat should be certified by the manufacturer to meet U.S. DOT safety standards, and should be used until the child can properly use the vehicle's seat belt when the child reaches 57 inches in height and age eight.

Teen Driving

GDL programs allow novice teen drivers to learn to drive under lower risk conditions, and consist of a learner's stage, then an intermediate stage, before being granted an unrestricted license. The learner's stage requires teen drivers to complete a minimum number of months of adult-supervised driving in order to move to the next phase and drive unsupervised. The intermediate stage restricts teens from driving in high-risk situations for a specified period of time before receiving an unrestricted license. Advocates recommends that the three-phase GDL program be no less than one year in duration, though this is not considered in the ratings. Advocates rates state GDL laws on seven key safety components identified in research and data analysis:

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

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

DEFINITIONS OF 15 LIFESAVING LAWS (CONT.)

Teen Driving (cont.)

Learner's Stage: 50 Hours of Supervised Driving Provision - A beginning teen driver must receive at least 50 hours of behind-the-wheel training, 10 of which must be at night, with an adult licensed driver during the learner's stage. States have not been given credit if the number of required supervised driving hours is less than 50, does not require 10 hours of night driving, or if there is a reduction in the required number of hours of supervised driving (to less than 50 hours) for drivers who take a driver education course.

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

Intermediate Stage: Passenger Restriction Provision - This provision limits the number of passengers who may legally ride with a teen driver without adult supervision. The optimal limit is no more than one non-familial passenger younger than age 21.

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

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

Impaired Driving

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

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

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

Distracted Driving

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

SPEEDING AND AUTOMATED ENFORCEMENT

One of the most challenging issues contributing to traffic crashes is speeding, which is driving in excess of the posted legal limit. According to NHTSA, in 2015, almost 30% of all fatal crashes involved speeding as a contributing factor. Speed-related crashes took 9,557 lives in 2015 alone, an increase of 3% from the previous year. Speed-related crashes caused \$52 billion in economic costs and \$203 billion in comprehensive costs, based on 2010 data.



Higher speeds contribute to more frequent and more deadly crashes. Unfortunately, it is commonplace for drivers to exceed the posted speed limit. Thus, if a speed limit is raised, people will likely still travel faster than the posted maximum. According to the Insurance Institute for Highway Safety (IIHS), when speed limits are raised, both speed and fatal crashes increase. Six states now have maximum speed limits of 80 miles per hour (mph), and Texas allows speeds as high as 85 mph. An increase in speed from 75 mph to 78 mph would raise the rate of fatal crashes by 17%, according to research. An IIHS study showed that increases in speed limits over two decades have cost 33,000 lives in the U.S. In 2013 alone, the increases resulted in 1,900 additional deaths, essentially canceling out the number of lives saved by frontal airbags that year.

Speeding can have many consequences, such as an increased stopping distance, decreased time for the driver to react to emergencies and other roadway hazards, and higher levels of crash energy. Further, other common contributing factors to crashes such as alcohol, seat belt use, and inexperienced novice drivers go hand-in-hand with, or are exacerbated by, speeding to produce deadly and dangerous situations.

- In 2014, 41% of speeding drivers had blood alcohol concentration (BAC) levels above the legal limit in fatal crashes, compared to only 17% of non-speeding drivers involved in fatal crashes, according to NHTSA data.
- Speeding was involved in over one-third of teens' fatal crashes, compared to less than one-fifth for drivers aged 30 to 59, according to IIHS.
- In 2014, only 51% of passenger vehicle drivers who were speeding and involved in fatal crashes were restrained at the time of the crash, compared to 78% of non-speeding drivers.
- Of all motorcycle riders involved in fatal crashes in 2015, one-third were speeding.

A common policy solution to reduce crashes involving excessive speed is automated enforcement, specifically speed cameras. These have been shown to reduce both speed and crashes, according to IIHS. A study comparing similar roads in Maryland and Virginia found that a speed camera program resulted in a 19% reduction in the likelihood that a crash involved a fatal or incapacitating injury.

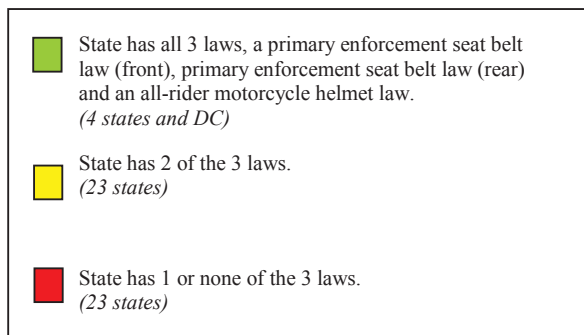
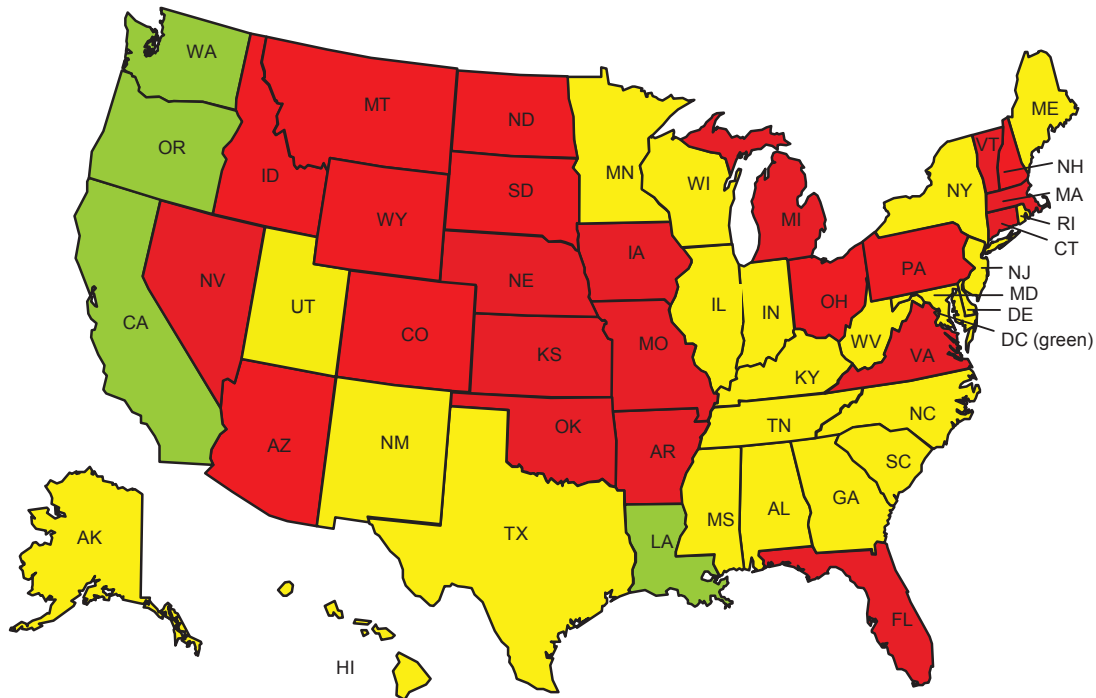
Currently, speed cameras are in use within almost 150 localities throughout the U.S., including in **AL, AZ, CO, DC, IL, IA, LA, MD, MO, NM, NY, OH, OR, TN and WA**. Seven states have explicitly banned the use of speed cameras (**ME, MS, NH, NJ, TX, WV and WI**). While Advocates does not rate states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

OCCUPANT PROTECTION

Primary Enforcement Seat Belt Laws (Front)

Primary Enforcement Seat Belt Laws (Rear)

All-Rider Motorcycle Helmet Laws



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 11 for law definitions. See “States at a Glance”, beginning on page 40 to determine which laws the yellow and red states lack.

PRIMARY ENFORCEMENT SEAT BELT LAWS

Seat belt use, most often achieved by effective safety belt laws, is a proven lifesaver. In 2015, NHTSA data shows that nationwide seat belts saved an estimated 13,941 lives of passengers age five and older in all seating positions. An additional 2,804 lives (age five and older) could have been saved if all passenger vehicle occupants had worn seat belts.

22,441 occupants of passenger vehicles were killed in motor vehicle crashes in 2015, an increase of nearly 5% over 2014. Of the passenger vehicle occupant fatalities for which restraint use was known, 48% were not wearing seat belts.

States with primary enforcement laws have higher seat belt use rates. In 2016, states with primary enforcement seat belt laws for front seat passengers had a 92% belt use rate, while states with secondary enforcement laws had an 83% belt use rate, according to NHTSA data. A study conducted by IIHS found that when states strengthen their laws from secondary to primary enforcement, driver death rates decline by an estimated 7%. The chart below indicates the number of lives saved by seat belt use in 2015, along with the additional number of lives that could have been saved if the seat belt use rate in the state had been 100%.

Needless deaths and injuries that result from non-use of seat belts cost society approximately \$10 billion annually in medical care, lost productivity and other injury-related costs, according to NHTSA. Unfortunately, as the chart below indicates, 16 states (in red) have failed to upgrade either their front or rear seat belt laws to primary enforcement.

Lives Saved in 2015 vs. Lives that Could Have Been Saved by 100% Seat Belt Use—By State, Age 5 and older (NHTSA, 2016)											
<i>States in red have laws that are subject only to secondary enforcement; NH has no law.</i>											
	Lives Saved	Could have been saved		Lives Saved	Could have been saved		Lives Saved	Could have been saved		Lives Saved	Could have been saved
AL	319	50	IL	420	39	MT	64	39	RI	10	3
AK	28	6	IN	391	57	NE	75	38	SC	361	56
AZ	240	68	IA	167	21	NV	132	18	SD	40	24
AR	212	90	KS	143	52	NH	30	21	TN	377	109
CA	1,342	67	KY	287	79	NJ	202	32	TX	1,712	269
CO	199	60	LA	248	73	NM	99	15	UT	107	27
CT	92	24	ME	56	16	NY	443	55	VT	19	5
DE	35	7	MD	253	27	NC	590	109	VA	287	113
DC	5	0	MA	72	41	ND	48	22	WA	269	23
FL	962	187	MI	441	53	OH	394	126	WV	100	23
GA	657	37	MN	227	22	OK	253	75	WI	231	61
HI	18	3	MS	296	121	OR	219	16	WY	34	21
ID	78	33	MO	286	129	PA	369	137	Total	13,941	2,804

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

All states except New Hampshire have a seat belt law, but only 34 states and DC allow primary enforcement of their front seat belt laws. Among the states that have primary enforcement seat belt laws, only 18 and DC cover occupants in all seating positions (front and rear).

PRIMARY ENFORCEMENT SEAT BELT LAWS

- Lap-shoulder belts, when used, reduce the risk of fatal injury to front seat car occupants by 45% and the risk of moderate-to-critical injuries by 50%. For light truck occupants, seat belts reduce the risk of fatal injury by 60% and moderate-to-critical injury by 65%.
- In fatal crashes in 2015, 80% of passenger vehicle occupants who were fully ejected from the vehicle were killed, according to NHTSA data. Further, only 1% of the occupants reported to have been using restraints were fully ejected, compared with 30% of the unrestrained occupants.
- From 1975 to 2010, over 360,000 lives could have been saved and 5.8 million injuries could have been prevented if all occupants had worn seat belts, according to a NHTSA report. Over this same time period, nearly \$1.1 trillion in economic costs have been needlessly incurred due to seat belt non-use.
- In 2015, the proportion of unrestrained passenger vehicle occupants killed who were seated in the front seat was 47%, compared to 56% of unrestrained passenger vehicle occupants killed who were seated in the rear seat, according to NHTSA.
- Rear seat passengers are three times more likely to die in a crash if they are unbelted.
- The majority of passengers in the rear seats of vehicles are teens and children, and studies have shown that seat belt usage by teens is the lowest of any segment of society.
- If every state with a secondary seat belt law upgraded to primary enforcement, about 1,000 lives and \$4 billion in crash costs could be saved every year, as reported by NHTSA.
- NHTSA reports that the average in-patient costs for crash victims who don't use seat belts are 55% higher than for those who use them.
- Seat belt use rates increase from 10 to 15 percentage points when primary laws are passed, as experienced in a number of states.
- Opponents often assert that highway safety laws violate personal choice and individual rights, overlooking the impact on society. In response, the U.S. District Court of Massachusetts stated in a decision, affirmed by the U.S. Supreme Court, that "from the moment of injury, society picks the person up off the highway; delivers him to a municipal hospital and municipal doctors; provides him with unemployment compensation if, after recovery, he cannot replace his lost job; and, if the injury causes disability, may assume the responsibility for his and his family's continued subsistence."
- According to a NHTSA study of the relationship between primary enforcement belt laws and minority ticketing, the share of citations for Hispanics and African Americans changed very little after states adopted primary enforcement belt laws. In fact, there were significant gains in seat belt use among all ethnic groups, none of which were proportionately greater in any minority group.



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

ALL-RIDER MOTORCYCLE HELMET LAWS

According to NHTSA, motorcycles are the most hazardous form of motor vehicle transportation. 4,976 motorcyclists were killed in 2015, an increase of more than 8% from the previous year. Additionally, 88,000 motorcyclists were injured on our nation's roads in 2015. The number of motorcycle crash fatalities has more than doubled since a low of 2,116 in 1997.

In 2015, where helmet use was known, 40% of all motorcyclists killed were not wearing a helmet. However, more than half (58%) of the fatally injured motorcycle riders were not wearing a helmet in states without all-rider helmet laws, compared to only 8% of fatally injured riders in states with an all-rider helmet law. NHTSA estimates that helmets saved the lives of 1,772 motorcyclists in 2015 and that 740 more lives in all states could have been saved if all motorcyclists had worn helmets. All-rider helmet laws increase motorcycle helmet use, decrease deaths and injuries, and save taxpayer dollars.

States Without All-Rider Motorcycle Helmet Laws & Lives that Could Have Been Saved in 2015 by 100 Percent Helmet Use (NHTSA, 2016)	AK	2	ID	8	MN	16	RI	1
	AZ	29	IL	40	MT	7	SC	48
	AR	18	IN	33	NH	6	SD	8
	CO	25	IA	12	NM	7	TX	88
	CT	12	KS	11	ND	1	UT	7
	DE	2	KY	23	OH	42	WI	24
	FL	108	ME	9	OK	23	WY	6
	HI	6	MI	23	PA	33	Total	678

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

Today, only 19 states and DC require all motorcycle riders to use a helmet. Twenty-eight states have laws that cover only some riders (i.e., up to age 18 or 21). These age-specific laws are nearly impossible for police officers to enforce and result in much lower rates of helmet use. **Three states (IL, IA and NH) have no motorcycle helmet use law. In 2016, there were attempts in 13 states to repeal existing all-rider helmet laws, all of which were unsuccessful.**

ALL-RIDER MOTORCYCLE HELMET LAWS



- According to NHTSA, in 2015, there were 11 times as many unhelmeted fatalities (1,777) in states without a universal helmet law compared to the number of fatalities (161) in states with a universal helmet law. These states were nearly equivalent with respect to total resident populations.
- In 2010, the economic cost of motorcycle crashes was \$12.9 billion and the total amount of societal harm was \$66 billion, according to NHTSA. Additionally, helmets are currently saving \$2.7 billion in economic costs and preventing \$17 billion in societal harm annually.
- Per vehicle mile traveled, motorcyclists fatalities occurred almost 27 times more frequently than passenger car occupant fatalities in 2014.
- In 2014, motorcyclists represented 14% of the total traffic fatalities, yet accounted for only 3% of all registered vehicles in the United States.
- Economic benefits of motorcycle helmet use laws are substantial. In states that have an all-rider helmet use law, cost savings to society were \$725 per registered motorcycle, compared to savings of just \$198 per registered motorcycle in states without a mandatory helmet use law, according to the CDC.
- A poll conducted by Lou Harris showed that by an overwhelming majority (80%), Americans favor state laws requiring all motorcyclists to wear helmets.
- Motorcycle helmets reduce the risk of head injury by 69% and reduce the risk of death by 42%.
- A recent study in the American Journal of Surgery reported that after Michigan repealed its all-rider helmet law in 2012, the percentage of non-helmeted crash scene fatalities quadrupled.
- According to the American Academy of Pediatrics, in states with only youth-specific helmet laws, helmet use has decreased and youth mortality has increased. Serious traumatic brain injury among young riders was 38% higher in states with only age-specific laws compared to states with all-rider helmet laws.
- There is no scientific evidence that motorcycle rider training reduces crash risk and is an adequate substitute for an all-rider helmet law. In fact, motorcycle fatalities continued to increase even after a motorcycle education and training grant program included in federal legislation took effect in 2006.

OCCUPANT PROTECTION LAWS RATING CHART

Primary Enforcement Seat Belt Laws (Front)

Primary Enforcement Seat Belt Laws (Rear)

All-Rider Motorcycle Helmet Laws

Number of new occupant protection laws since January 2016: None.

	Primary Enforcement Seat Belt Law (Front)	Primary Enforcement Seat Belt Law (Rear)	All-Rider Motorcycle Helmet Law	Rating		Primary Enforcement Seat Belt Law (Front)	Primary Enforcement Seat Belt Law (Rear)	All-Rider Motorcycle Helmet Law	Rating
AL	●		●	●	MT				●
AK	●	●		●	NE			●	●
AZ				●	NV			●	●
AR	●			●	NH				●
CA	●	●	●	●	NJ	●		●	●
CO				●	NM	●	●		●
CT	●			●	NY	●		●	●
DE	●	●		●	NC	●		●	●
DC	●	●	●	●	ND				●
FL	●			●	OH				●
GA	●		●	●	OK	●			●
HI	●	●		●	OR	●	●	●	●
ID				●	PA				●
IL	●	●		●	RI	●	●		●
IN	●	●		●	SC	●	●		●
IA	●			●	SD				●
KS	●			●	TN	●		●	●
KY	●	●		●	TX	●	●		●
LA	●	●	●	●	UT	●	●		●
ME	●	●		●	VT			●	●
MD	●		●	●	VA			●	●
MA			●	●	WA	●	●	●	●
MI	●			●	WV	●		●	●
MN	●	●		●	WI	●	●		●
MS	●		●	●	WY				●
MO			●	●	Total	34+ DC	18+ DC	19+ DC	

STATUS OF STATE LAWS

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

No state adopted an all-rider motorcycle helmet law in 2016. There were unsuccessful attempts to repeal all-rider motorcycle helmet laws in 13 states.

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

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

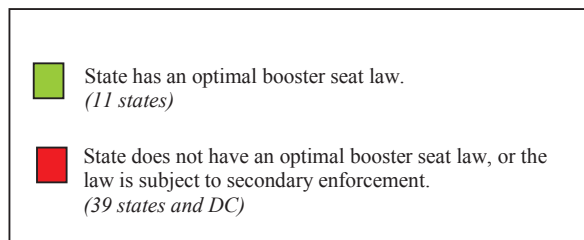
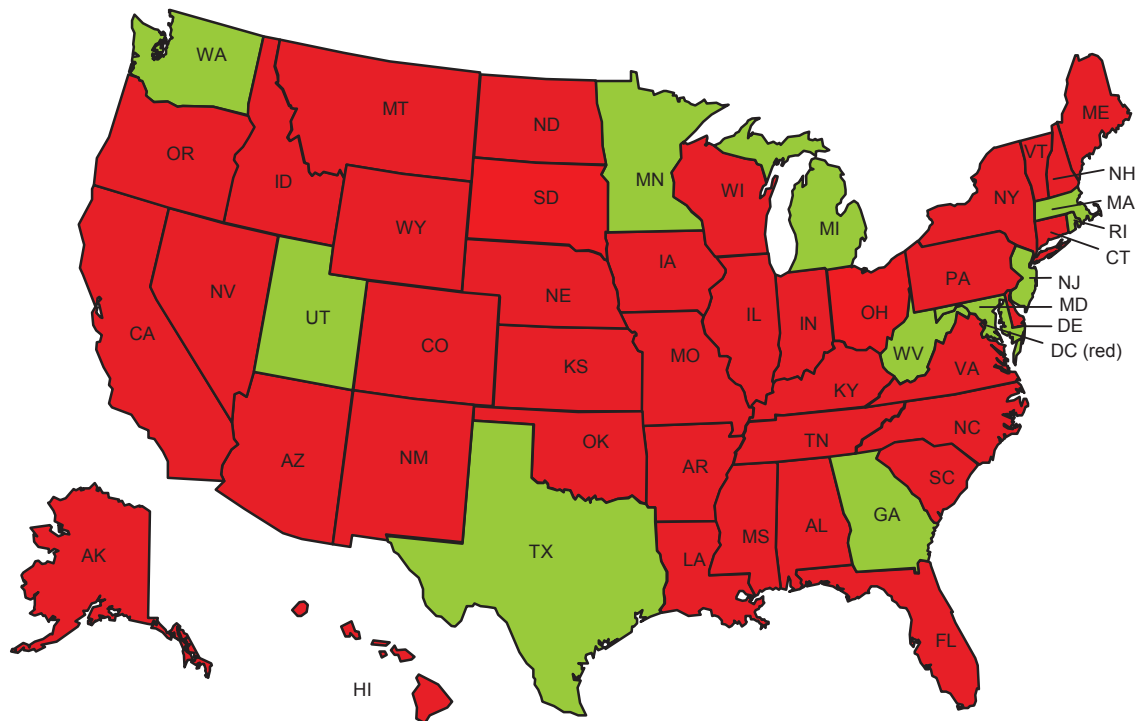
4 states and DC have all three laws (CA, LA, OR and WA).

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

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

CHILD PASSENGER SAFETY

Booster Seat Laws



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 11 for law definition.

CHILD PASSENGER SAFETY

Motor vehicle crashes are a leading cause of death for American children age five to 14. An average of three children under age 14 were killed and nearly 500 were injured every day in motor vehicle crashes in the U.S. in 2015 -- amounting to a total of 1,132 fatalities and 178,000 others injured. The best way to protect children from risks posed by air bags is to place them in the back seat, restrained by a child safety seat, booster seat or safety belt, as appropriate.

When children are properly restrained in a child safety seat, booster seat or safety belt, as appropriate for their age and size, their chance of being killed or seriously injured in a car crash is greatly reduced. According to NHTSA, when used properly, child safety seats reduce fatal injury by 71% for infants and 54% for toddlers in passenger cars. Across all age groups, injury risk is lowest (less than 2%) when children are placed in an age-appropriate restraint in the rear seat. More than 260 lives were saved in 2015 by restraining children four and younger in passenger vehicles.

In this report, Advocates rates states only on enactment of an optimal booster seat law. However, it is recommended that states have a three component child passenger safety law that, in addition to the booster seat law, includes the following laws to adequately protect younger children:

- **Rear Facing Through Age Two:** Requires that infants and toddlers remain in rear facing child restraint safety seats in the rear seat, certified by the manufacturer to meet U.S. DOT safety standards, until age two at minimum. To date, 4 states (CA, NJ, OK, PA) have enacted laws.
- **Forward Facing Harness and Tether Seat:** After the child reaches the maximum weight and height limit for their rear facing safety seat and is age two or older, they may be turned forward facing in a harness-equipped child restraint. Use of the top tether and LATCH system, when available, is preferred. Children should remain in a harness-equipped restraint, certified by the manufacturer to meet U.S. DOT safety standards, until they meet the height and weight limit of the child restraint. To date, only NJ has enacted this law.



BOOSTER SEAT LAWS

Booster seats are intended to provide a platform that lifts the child up off the vehicle seat in order to improve the fit of the child in a three-point adult safety belt. The seat should also position the lap belt portion of the adult safety belt across the child's hips or pelvic area. An improper fit of an adult safety belt can cause the lap belt to ride up over the stomach and the shoulder belt to cut across the neck, potentially exposing the child to serious abdominal and neck injury. Additionally, if the shoulder strap portion of the lap/shoulder belt is uncomfortable, children will likely place it behind their backs, defeating the safety benefits of the system.



- Using a booster seat with a seat belt instead of a seat belt alone reduces a child's risk of injury in a crash by 59%, according to Partners for Child Passenger Safety, a project of Children's Hospital of Philadelphia and State Farm Insurance.
- A Lou Harris public opinion poll found that 84% of Americans support all states having booster seat laws protecting children age four through seven.
- According to IIHS, expanded child restraint laws covering children through age seven were associated with:
 - 5% reduction in the rate of children with injuries of any severity;
 - 17% reduction in the rate of children with fatal and incapacitating injuries;
 - Children being three times as likely to be in appropriate restraints;
 - 6% increase in the number of booster-seat aged children seated in the rear of the vehicle where children are better protected.

Advocates' optimal 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. The booster seat should be certified by the manufacturer to meet U.S. DOT safety standards, and should be used until the child can properly use the vehicle's seat belt when the child reaches 57 inches in height and age eight.

To date, 48 states and DC have enacted primary enforcement booster seat laws. **However, only 11 states have laws that provide protection for children until at least age eight and 57 inches tall.**

BOOSTER SEAT LAWS RATING CHART

Number of new booster seat laws since January 2016: None.

	Booster Seat Law	Rating		Booster Seat Law	Rating
AL		●	MT		●
AK		●	NE		●
AZ		●	NV		●
AR		●	NH		●
CA		●	NJ	●	●
CO		●	NM		●
CT		●	NY		●
DE		●	NC		●
DC		●	ND		●
FL		●	OH		●
GA	●	●	OK		●
HI		●	OR		●
ID		●	PA		●
IL		●	RI	●	●
IN		●	SC		●
IA		●	SD		●
KS		●	TN		●
KY		●	TX	●	●
LA		●	UT	●	●
ME		●	VT		●
MD	●	●	VA		●
MA	●	●	WA	●	●
MI	●	●	WV	●	●
MN	●	●	WI		●
MS		●	WY		●
MO		●	Total	11	

STATUS OF STATE LAWS

11 states have an optimal booster seat law.

38 states (AL, AK, AZ, AR, CA, CO, CT, DE, FL, HI, ID, IL, IN, IA, KS, KY, LA, ME, MS, MO, MT, NE, NV, NH, NM, NY, NC, ND, OH, OK, OR, PA, SC, TN, VT, VA, WI and WY) and DC have a booster seat law that does not cover children until they reach 57 inches tall and at least age 8.

SD has yet to adopt any booster seat law.

- = Optimal law
- = Good
- = Danger

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

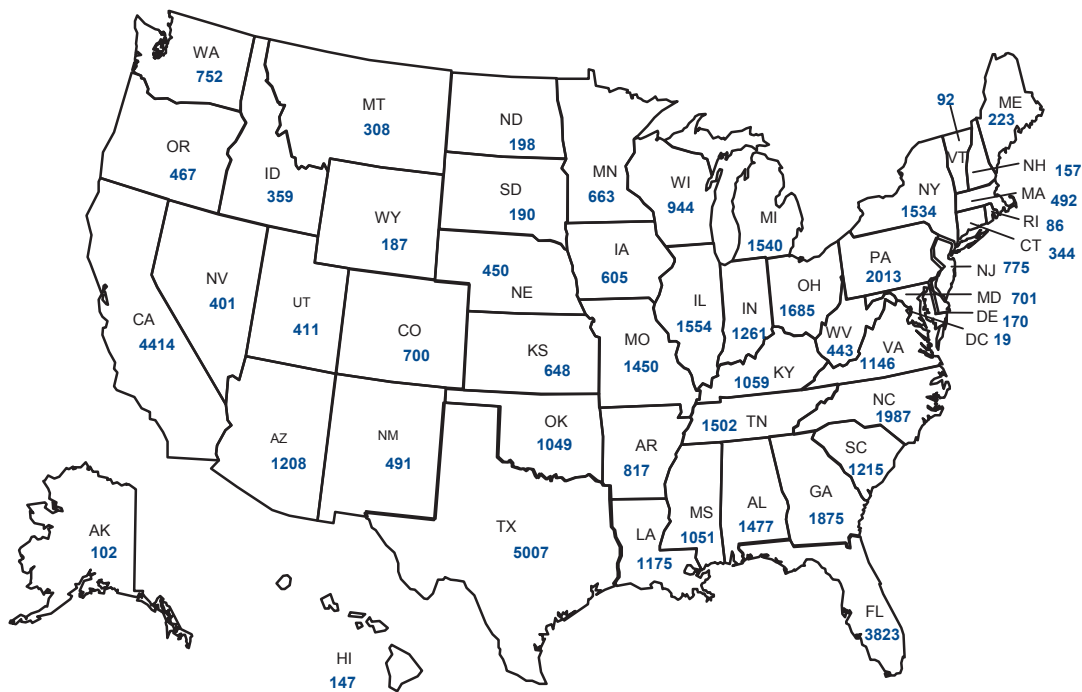
TEEN DRIVING LAWS

Motor Vehicle Crashes are the Number One Killer of American Teenagers

Teen drivers are far more likely than other drivers to be involved in fatal crashes because they lack driving experience and tend to take greater risks. According to NHTSA, 4,702 people were killed in crashes involving young drivers (age 15 - 20) in 2015. Of that number, 1,886 were young drivers and 975 were passengers of young drivers. The remaining 1,841 victims were pedestrians, pedalcyclists, and the occupants of the other vehicles involved in crashes with young drivers. According to NHTSA, the estimated annual economic cost of police-reported crashes involving young drivers is \$40.8 billion.

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

The map below shows the number of fatalities caused by motor vehicle crashes involving drivers age 15 to 20 from 2006 to 2015.



TEEN DRIVING LAWS



- In states that have adopted GDL systems, studies have found overall crash reductions among teen drivers of about 10 to 30%.
- The fatal crash rate per mile driven is nearly twice as high for 16- to 17-year-olds as it is for 18- to 19-year-olds.
- Teenage motor vehicle crash deaths in 2013 occurred most frequently during the periods of 3 p.m. to 6 p.m., 6 p.m. to 9 p.m., and 9 p.m. to midnight (17% each). The midnight to 3 a.m. is a close fourth accounting for 15% of teenage motor vehicle crash deaths. States with nighttime driving restrictions show crash reductions of up to 60% during restricted hours.
- Fatal crash rates are 21% lower for 15- to 17-year-old drivers when prohibited from having any teenage passengers in their vehicles, compared to when two or more passengers were permitted.
- For 16- and 17-year-old drivers, research has identified a 15% reduction in fatal crash rates was associated with a limit of no more than one teen passenger for 6-months or longer, when compared to no limit on the number of passengers.
- Delaying the minimum age for obtaining a learner's permit was associated with lower fatal crash rates for 15- to 17-year-olds combined; a 1-year delay (e.g., from age 15 to 16) reduced the fatal crash rate by 13%.
- Research has found that a minimum holding period of at least five months reduces fatal crash rates. Extending the holding period to nine months to a year results in a 21% reduction in fatal crash rates.
- More than 80% of teens said they use their smartphones while driving, according to a 2016 report by State Farm.
- A 2010 survey conducted by IIHS shows that parents favor GDL laws that are as strict or even stricter than currently exist in any state. More than half think the minimum licensing age should be 17 or older.
- Almost three-quarters (74%) of teens approve of a single, comprehensive law that incorporates the key elements of GDL programs, according to a 2010 survey by the Allstate Foundation.
- Studies have shown that GDL programs have contributed to a decline in teen driver crashes over the past decade (2005 – 2014). However, older teen novice drivers are missing out on, yet still very much need, the safety benefits of GDL programs. A recent study reported that the improvements are not as strong for 18 – 20 year olds who have aged out of GDL.
- Research from Children's Hospital of Philadelphia Center for Injury Research and Prevention (CIRP) and the American Automobile Association (AAA) shows that, "about one-third of all drivers are not licensed by age 18, and by age 21, about 20% of all young adults still are not licensed." GDL programs that extend beyond the mid-teen years cover a broader population and may experience additional safety benefits.

TEEN DRIVING LAWS RATING CHART

Number of new teen driving laws since January 2016: None.

	Minimum Age 16 for Learner's Permit	6-Month Holding Period	Supervised Driving Requirement	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 Unrestricted License	Rating		Minimum Age 16 for Learner's Permit	6-Month Holding Period	Supervised Driving Requirement	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 Unrestricted License	Rating
AL		●						●	MT		●	●					●
AK		●			●			●	NE		●						●
AZ		●						●	NV		●	●					●
AR		●			●		●	●	NH					●	●		●
CA		●	●					●	NJ	●	●			●	●	●	●
CO		●	●			●		●	NM		●	●		●	●		●
CT	●				●	●		●	NY	●	●	●	●	●			●
DE	●	●	●	●	●	●		●	NC		●	●	●	●	●		●
DC	●	●			●			●	ND		●		●		●		●
FL		●	●					●	OH		●	●		●	●		●
GA		●				●		●	OK		●	●	●	●			●
HI		●	●			●		●	OR		●				●		●
ID		●	●	●				●	PA	●	●	●					●
IL		●	●			●		●	RI	●	●	●		●	●		●
IN		●	●		●	●		●	SC		●		●				●
IA		●				●		●	SD				●				●
KS		●	●	●		●		●	TN		●	●		●	●		●
KY	●	●	●			●		●	TX		●				●		●
LA		●	●			●		●	UT		●				●		●
ME		●	●		●	●		●	VT		●				●		●
MD		●	●			●		●	VA		●						●
MA	●	●				●		●	WA		●	●			●		●
MI		●	●	●	●	●		●	WV		●		●		●		●
MN		●				●		●	WI		●			●	●		●
MS		●						●	WY			●					●
MO		●						●	Total	8+ DC	46+ DC	26	11	17+ DC	31	2	

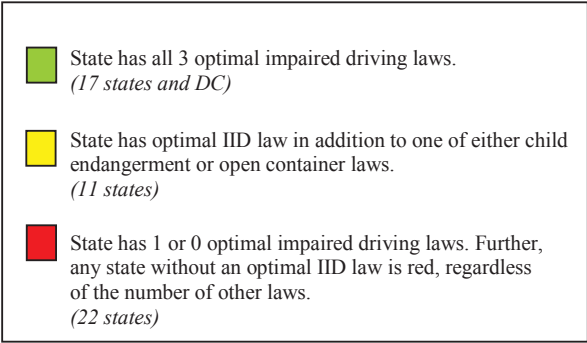
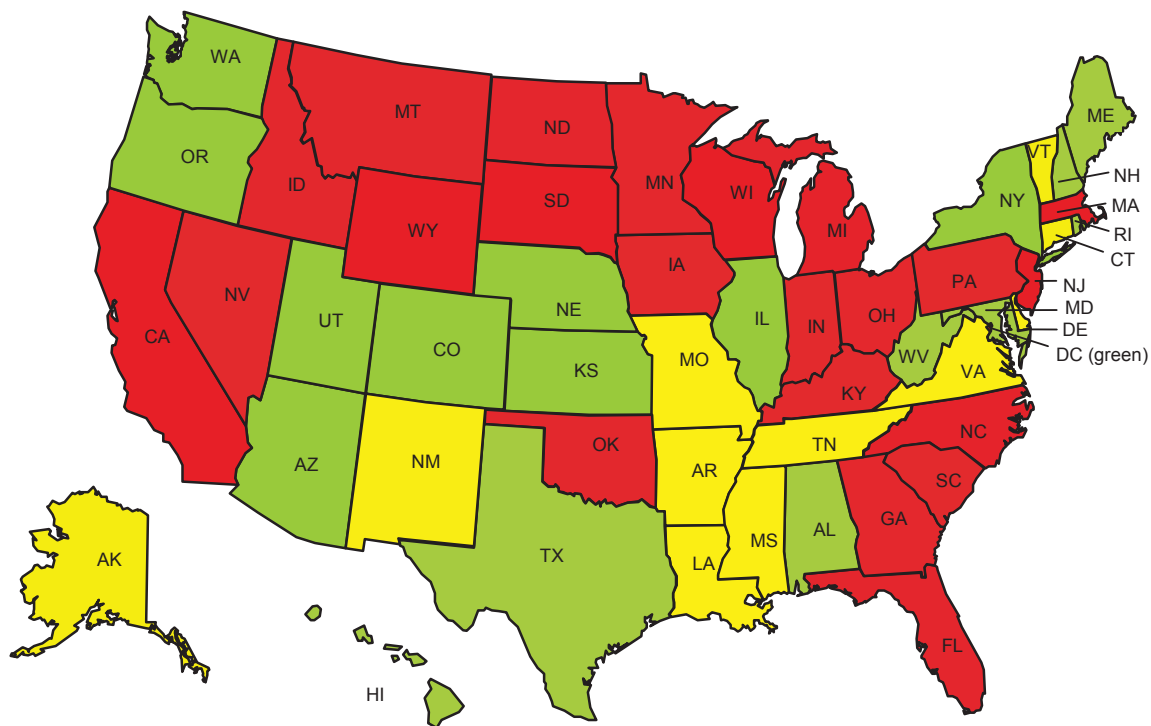
- = Optimal law
 - = Good (At least 5 optimal provisions)
 - = Caution (Between 2 and 4 optimal provisions)
 - = Danger (Less than 2 optimal provisions)
- (No credit is given for laws that are secondary enforcement)

IMPAIRED DRIVING

Ignition Interlock Device Laws

Child Endangerment Laws

Open Container Laws



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 12 for law definitions. See “States at a Glance”, beginning on page 40, to determine which laws states lack.

IMPAIRED DRIVING LAWS

Impaired driving remains a substantial and serious safety threat, accounting for nearly a third of all traffic deaths in the U.S. More than 10,000 people died in crashes involving drunk drivers in 2015. According to NHTSA data from 2010, alcohol-involved crashes (where the highest BAC was over .08%) resulted in \$44 billion in economic costs and \$201 billion in comprehensive costs to society. Clearly, more still needs to be done to reduce the number of impaired drivers on our roads.

- An average of one alcohol-impaired driving fatality occurred every 51 minutes in 2015. This means that each day in America, 28 people are killed in drunk driving crashes on average.
- A common misconception is that most people who are convicted of their first drunk driving offense are social drinkers who made one mistake. However, studies show that the average first offender will have driven drunk 87 times before getting arrested for the first time.
- According to the CDC, adult drivers drank too much and got behind the wheel approximately 121 million times in 2012, which equates to more than 300,000 incidents of drinking and driving each day.
- NHTSA reports that drivers with a BAC of .08% or higher involved in fatal crashes were seven times more likely to have a prior conviction for driving while intoxicated (DWI) than were drivers with no alcohol.

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



A developing issue in the states is the legalization of marijuana in some form. To date, eight states and DC have adopted laws legalizing marijuana for recreational use. A variety of marijuana-impaired driving laws have now been passed in 18 states. Yet, definitive research linking impairment to specific blood levels of tetrahydrocannabinol (THC), the pharmacologically active ingredient in marijuana, remains inconclusive.

IGNITION INTERLOCK DEVICE LAWS

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

- Nearly eight in ten Americans support requiring ignition interlocks for all convicted driving under the influence (DUI) offenders, even if it is their first conviction, according to AAA.
- According to Mothers Against Drunk Driving (MADD), nationally, current IID laws have stopped more than 1.77 million attempts to drive drunk.
- A recent study from the University of Pennsylvania found that IIDs have reduced alcohol-involved crash deaths by 15%, and notes that the findings likely underestimate the effect of all-offender IID laws.
- 82% of offenders themselves believe the IID was effective in preventing them from driving after drinking.
- According to the CDC, when IIDs are installed, they are associated with a reduction in arrest rates for impaired driving of approximately 70%.
- NHTSA research shows that IIDs reduce recidivism among both first-time and repeat DWI offenders, with reductions in subsequent DWI arrests ranging from 50% to 90% while the interlock is installed on the vehicle.

Credit is given only if a state's IID law applies to all offenders. **Currently, IIDs are mandatory for all offenders, including first time offenders, in 28 states and DC. Maryland, Rhode Island, Vermont and DC passed optimal IID laws in 2016.** These state laws offer the most effective means for denying drunk drivers the opportunity to get behind the wheel after having been convicted of a drunk driving offense. As such, if a state does not have an optimal IID law, it receives a red rating for impaired driving.



CHILD ENDANGERMENT LAWS

In 2015, 181 children age 14 and younger were killed in crashes involving an alcohol-impaired driver. A national telephone survey sponsored by NHTSA in 1999 estimated that 46 million to 102 million drunk driving trips are made each year with children under the age of 15 in the vehicle.

Child endangerment laws either create a separate offense or enhance existing DWI and DUI penalties for people who drive under the influence of alcohol or drugs with a minor child in the vehicle. Drivers who engage in this conduct create a hazardous situation for themselves and for others on the road. They also put a child, who rarely has a choice as to who is driving, at risk of serious danger.

Child endangerment laws are enacted to encourage people to consider the consequences for younger passengers before they drive while impaired with a child in their vehicle. When properly defined and enforced, child endangerment laws act as a strong deterrent to protect children. **Currently, 47 states and DC have enacted child endangerment laws that create a separate offense or increase penalties for people who drive while impaired with children in their vehicle. In 2016, Connecticut passed a child endangerment law.**

OPEN CONTAINER LAWS THAT MEET FEDERAL REQUIREMENTS

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

Federal legislation enacted in 1998 established a program to encourage states to adopt laws that ban the presence of open containers of any kind of alcoholic beverage in the entire passenger area of motor vehicles. To comply with the provisions in the law, a state open container law must:

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

In an effort to encourage states to comply with the federal law, those states that are non-compliant have 2.5% of certain federal highway construction funds diverted to highway safety programs that fund alcohol-impaired driving countermeasures and law enforcement activities. This federal requirement is known as “redirection,” and provides that states do not lose any funding, but some federal funds are diverted to other designated safety programs. Redirection has been largely ineffective as an incentive for encouraging lagging states to enact strong open container laws. **Currently, 40 states and DC are in compliance.**

IMPAIRED DRIVING LAWS RATING CHART

Number of new impaired driving laws since January 2016: Four all-offender ignition interlock laws (DC, MD, RI, VT); One child endangerment (CT); and, No open container.

	Ignition Interlocks	Child Endangerment	Open Container	Rating		Ignition Interlocks	Child Endangerment	Open Container	Rating
AL	●	●	●	●	MT		●	●	●
AK	●	●		●	NE	●	●	●	●
AZ	●	●	●	●	NV		●	●	●
AR	●	●		●	NH	●	●	●	●
CA		●	●	●	NJ		●	●	●
CO	●	●	●	●	NM	●		●	●
CT	●	●		●	NY	●	●	●	●
DE	●	●		●	NC		●	●	●
DC	●	●	●	●	ND		●	●	●
FL		●	●	●	OH		●	●	●
GA		●	●	●	OK		●	●	●
HI	●	●	●	●	OR	●	●	●	●
ID		●	●	●	PA		●	●	●
IL	●	●	●	●	RI	●	●	●	●
IN		●	●	●	SC		●	●	●
IA		●	●	●	SD			●	●
KS	●	●	●	●	TN	●	●		●
KY		●	●	●	TX	●	●	●	●
LA	●	●		●	UT	●	●	●	●
ME	●	●	●	●	VT	●		●	●
MD	●	●	●	●	VA	●	●		●
MA		●	●	●	WA	●	●	●	●
MI		●	●	●	WV	●	●	●	●
MN		●	●	●	WI		●	●	●
MS	●	●		●	WY		●		●
MO	●	●		●	Total	28+ DC	47+ DC	40+ DC	

STATUS OF STATE LAWS

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

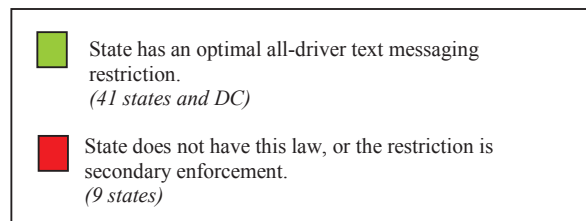
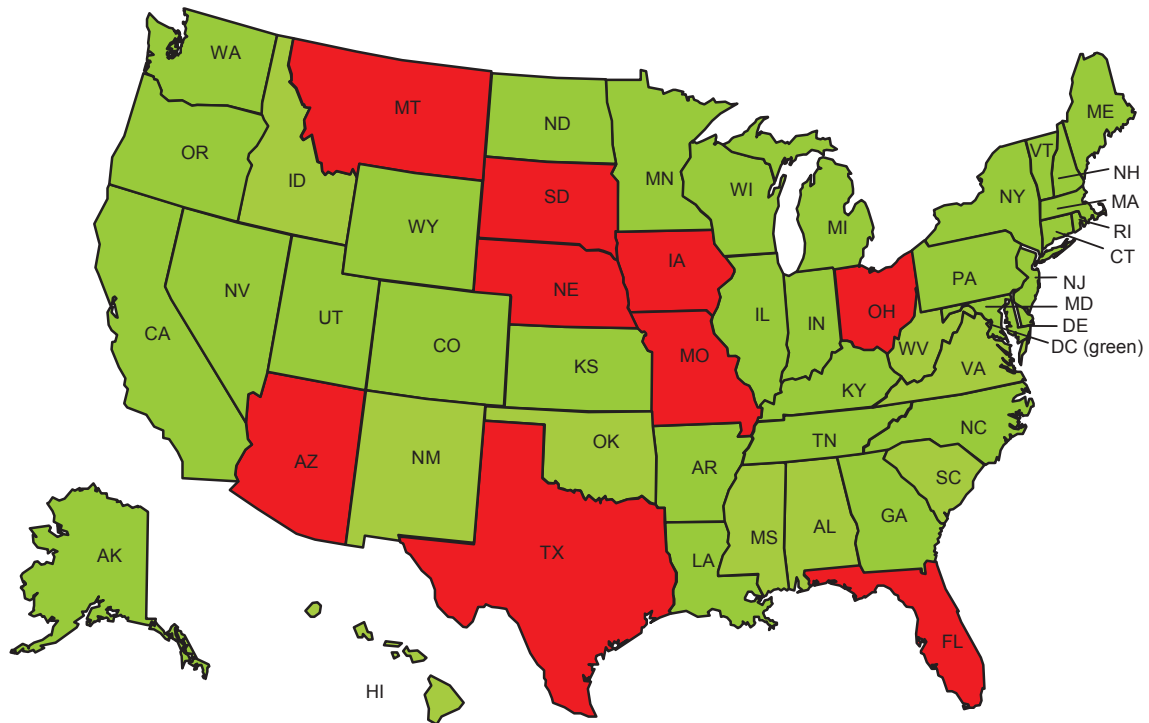
28 states and DC have optimal IID laws; 22 states do not.

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

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

DISTRACTED DRIVING

All- Driver Text Messaging Restrictions



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 12 for law definition. See “States at a Glance”, beginning on page 40, to determine which states are restricted to secondary enforcement.

ALL-DRIVER TEXT MESSAGING RESTRICTIONS



According to NHTSA, in 2015 there were 3,477 people killed and 391,000 injured in crashes involving a distracted driver. Additionally, crashes in which at least one driver was identified as being distracted imposed an economic cost of \$40 billion in 2010. However, issues with underreporting crashes involving cell phones remain because of gaps in police crash report coding, database limitations, and other challenges. It is clear from an increasing body of research, studies and data that the use of electronic devices for telecommunications (such as mobile phones and text messaging), telematics and entertainment can easily distract drivers from the driving task.

- Research has shown that because of the degree of cognitive distraction these devices cause, the behavior of drivers using mobile phones (whether hand-held or hands-free) is equivalent to the behavior of drivers at the threshold of the legal limit for alcohol (0.08% BAC).
- Crash risk increases dramatically – as much as four times higher – when a driver is using a mobile phone, with no significant safety difference between hand-held and hands-free phones observed in many studies.
- According to NHTSA data, almost 10% of fatal crashes and 15% of injury crashes in 2015 were reported as distraction-affected crashes; however, as noted above, there are problems with underreporting due to police crash report coding and other challenges.
- The AAA Foundation reported in 2013 that more than two out of three drivers indicated that they had talked on a cell phone while driving within the past 30 days. Additionally, more than one of three drivers admitted to reading an email or text message while driving, and one of four drivers admitted to typing or sending an email or text message.
- In 2015, The Wireless Association reported that there were more than 1.89 trillion text messages sent or received in the U.S.
- According to a survey by Nationwide Insurance, four out of ten respondents claimed to have been hit or nearly hit as a result of a distracted driver.
- Ten percent of all drivers 15 to 19 years old involved in a fatal crash were reported as distracted at the time of the crash, according to NHTSA. This age group has the largest proportion of drivers who were distracted.
- Sending or receiving a text message causes the driver's eyes to be off the road for an average of 4.6 seconds. When driving 55 miles per hour, this is the equivalent of driving blind the entire length of a football field.
- At a typical daylight moment in 2015, almost 542,000 vehicles were being driven by people using hand-held cell phones.
- According to NHTSA, the percentage of drivers visibly manipulating hand-held devices while driving increased by 267% between 2009 and 2015.

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

Advocates has given credit to states that have primary enforcement of an all-driver text messaging restriction. **To date, 41 states and DC ban text messaging for all drivers.**

ALL-DRIVER TEXT MESSAGING RESTRICTIONS RATING CHART

Number of new texting laws since January 2016: None

	All-Driver Text Messaging Restriction	Rating		All-Driver Text Messaging Restriction	Rating
AL	●	●	MT		●
AK	●	●	NE		●
AZ		●	NV	●	●
AR	●	●	NH	●	●
CA	●	●	NJ	●	●
CO	●	●	NM	●	●
CT	●	●	NY	●	●
DE	●	●	NC	●	●
DC	●	●	ND	●	●
FL		●	OH		●
GA	●	●	OK	●	●
HI	●	●	OR	●	●
ID	●	●	PA	●	●
IL	●	●	RI	●	●
IN	●	●	SC	●	●
IA		●	SD		●
KS	●	●	TN	●	●
KY	●	●	TX		●
LA	●	●	UT	●	●
ME	●	●	VT	●	●
MD	●	●	VA	●	●
MA	●	●	WA	●	●
MI	●	●	WV	●	●
MN	●	●	WI	●	●
MS	●	●	WY	●	●
MO		●	Total	41+ DC	

STATUS OF STATE LAWS

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

4 states have yet to adopt an all-driver text messaging restriction (AZ, MO, MT and TX), and 5 states have laws that are only subject to secondary enforcement (FL, IA, NE, OH and SD).

- = Optimal law
- = Good
- = Danger

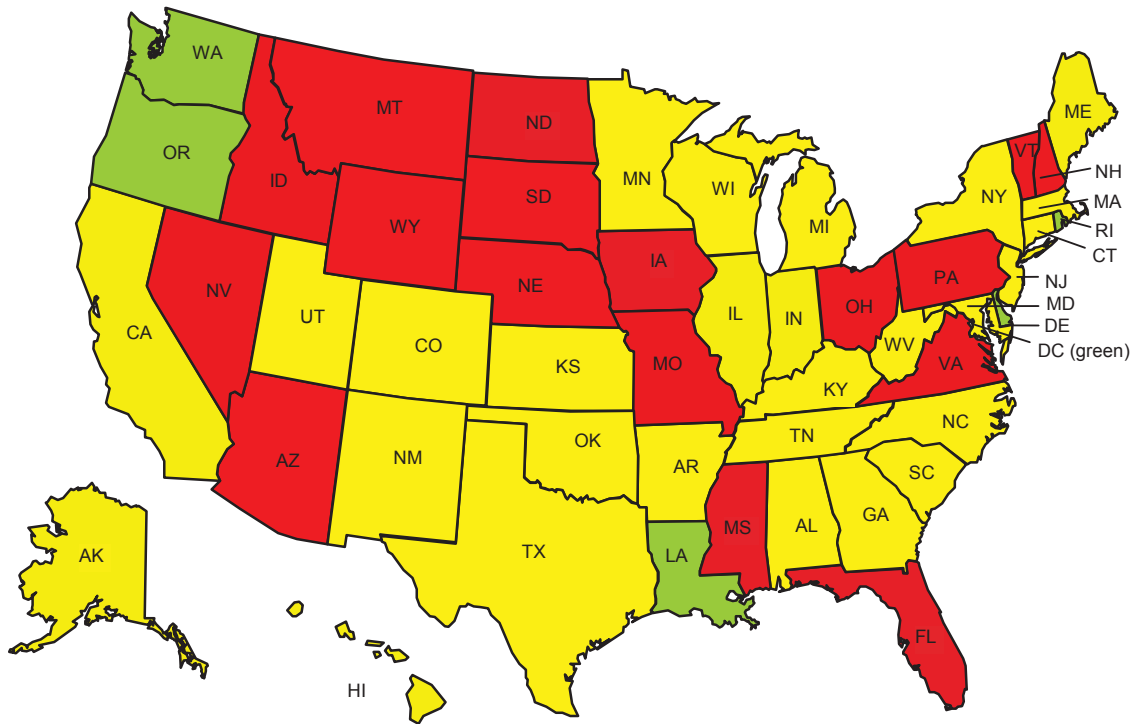
(No credit is given for laws that are secondary enforcement)

OVERALL STATE RATINGS BASED ON TOTAL NUMBER OF LAWS

On the following pages, Advocates has given an overall rating to the states based on the number of laws in each state that are recommended in this report. Credit is given *only* when the law meets Advocates' optimal law recommendations (see pages 11-12 for law definitions). No credit is given for laws that are subject to secondary enforcement or have a driver education exemption.

The overall rating takes into consideration whether a state has certain occupant protection laws. No state without a primary enforcement seat belt law covering passengers in all seating positions (front and rear) or that has repealed an existing all-rider motorcycle helmet law within the previous 10 years, is eligible for a green overall rating, no matter how many other laws it may have. This weighting is to emphasize the significance of comprehensive primary enforcement seat belt laws and all-rider motorcycle helmet laws in saving lives and reducing injuries.

OVERALL STATE RATINGS BASED ON TOTAL NUMBER OF LAWS



RATINGS CHART		
Color	Number of Laws	Definition
<p>Green</p> <p><i>(5 states and DC)</i></p>	11 to 15, with both primary enforcement seat belt laws, <i>or</i> 9 or more, with both (front and rear) primary enforcement laws and all-rider helmet law	State is significantly advanced toward adopting all of Advocates' recommended optimal laws
<p>Yellow</p> <p><i>(28 states)</i></p>	6 to 10, with both primary enforcement seat belt laws, <i>or</i> 7 and above, without both (front and rear) primary enforcement seat belt laws	State needs improvement because of gaps in Advocates' recommended optimal laws
<p>Red</p> <p><i>(17 states)</i></p>	Fewer than 7, without both (front and rear) primary enforcement seat belt laws	State falls dangerously behind in adoption of Advocates' recommended optimal laws

OVERALL RATING BASED ON NUMBER OF SAFETY LAWS

	Teen Driving Laws											Impaired Driving				Total Number of Laws 2017	Overall Safety Rating 2017
	Primary Enforcement Seat Belt Law (Front)	Primary Enforcement Seat Belt Law (Rear)	All-Rider Motorcycle Helmet Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo.-Holding Period	Supervised Driving Requirement	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 Unrestricted License	Ignition Interlocks for All Offenders	Child Endangerment Law	Open Container Law	All-Driver Text Messaging Restriction		
Alabama	●		●			●						●	●	●	●	7	●
Alaska	●	●				●			●			●	●		●	7	●
Arizona						●						●	●	●		4	●
Arkansas	●					●			●		●	●	●		●	7	●
California	●	●	●			●	●					●	●	●	●	8	●
Colorado						●	●		●			●	●	●	●	7	●
Connecticut	●				●				●	●		●	●		●	7	●
Delaware	●	●			●	●	●	●	●	●		●	●		●	11	●
District of Columbia	●	●	●		●	●			●			●	●	●	●	10	●
Florida	●					●	●					●	●			5	●
Georgia	●		●	●		●			●			●	●	●	●	8	●
Hawaii	●	●				●	●		●		●	●	●	●	●	9	●
Idaho						●	●	●				●	●	●	●	6	●
Illinois	●	●				●	●		●			●	●	●	●	9	●
Indiana	●	●				●	●		●	●		●	●	●	●	9	●
Iowa	●					●			●			●	●			5	●
Kansas	●					●	●	●	●			●	●	●	●	9	●
Kentucky	●	●			●	●	●		●			●	●	●	●	9	●
Louisiana	●	●	●			●	●		●		●	●			●	9	●
Maine	●	●				●	●		●	●		●	●	●	●	10	●
Maryland	●		●	●		●	●		●			●	●	●	●	10	●
Massachusetts			●	●	●	●			●			●	●	●	●	8	●
Michigan	●			●		●	●	●	●			●	●	●	●	10	●
Minnesota	●	●		●		●			●			●	●	●	●	8	●
Mississippi	●		●			●					●	●			●	6	●
Missouri			●			●					●	●				4	●
Montana						●	●					●	●			4	●

● = Optimal law

OVERALL RATING BASED ON NUMBER OF SAFETY LAWS

	Teen Driving Laws											Impaired Driving			Total Number of Laws 2017	Overall Safety Rating 2017
	Primary Enforcement Seat Belt Law (Front)	Primary Enforcement Seat Belt Law (Rear)	All-Rider Motorcycle Helmet Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period	Supervised Driving Requirement	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 Unrestricted License	Ignition Interlocks for All Offenders	Child Endangerment Law	Open Container Law		
Nebraska			●		●						●	●	●		5	●
Nevada			●		●	●						●	●	●	6	●
New Hampshire								●	●		●	●	●	●	6	●
New Jersey	●		●	●	●			●	●	●		●	●	●	11	●
New Mexico	●	●			●	●		●	●		●		●	●	9	●
New York	●		●		●	●	●	●			●	●	●	●	11	●
North Carolina	●		●		●	●	●	●	●			●	●	●	10	●
North Dakota					●		●		●			●	●	●	6	●
Ohio					●	●		●	●			●	●		6	●
Oklahoma	●				●	●	●	●				●	●	●	8	●
Oregon	●	●	●		●				●		●	●	●	●	9	●
Pennsylvania				●	●	●						●	●	●	6	●
Rhode Island	●	●		●	●	●		●	●		●	●	●	●	12	●
South Carolina	●	●			●		●					●	●	●	7	●
South Dakota							●						●		2	●
Tennessee	●		●		●	●		●	●		●	●		●	9	●
Texas	●	●		●	●				●		●	●	●		8	●
Utah	●	●		●	●				●		●	●	●	●	9	●
Vermont			●		●				●		●		●	●	6	●
Virginia			●		●						●	●		●	5	●
Washington	●	●	●	●	●	●			●		●	●	●	●	11	●
West Virginia	●		●	●	●		●		●		●	●	●	●	10	●
Wisconsin	●	●			●			●	●			●	●	●	8	●
Wyoming						●						●		●	3	●
Total Number with Optimal Law	34+ DC	18+ DC	19+ DC	11	8+ DC	46+ DC	26	11	17+ DC	31	2	28+ DC	47+ DC	40+ DC	41+ DC	
Total Number Missing Optimal Law	16	32	31	39+ DC	42	4	24+ DC	39+ DC	33	19+ DC	48+ DC	22	3	10	9	

● = Optimal law

STATES AT A GLANCE

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

- The number of people killed in motor vehicle crashes in each state for the year 2015, as reported by NHTSA.
- The total number of fatalities over the past 10 years, as reported by NHTSA.
- The annual economic cost of motor vehicle crashes to the state, as reported in *The Economic and Societal Impact of Motor Vehicle Crashes, 2010* (NHTSA). (See chart on page 7)
- The state's background color represents its overall rating (Green, Yellow or Red) based on the chart on pages 38 and 39 of this report.
- A list of the 15 optimal lifesaving laws that the state has not enacted, based on Advocates' definitions on pages 11 and 12 as discussed in this report.

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

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

Abbreviation Key (Explanation for Laws Needed):

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

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

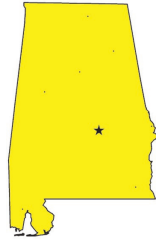
DE = **Driver Education** exemption included in the GDL provision

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

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

ALABAMA

2015 Fatalities: **849**
10-Year Fatality Total: **9,275**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.473 Billion



Highway Safety Laws Needed in Alabama:
Primary Enforcement Seat Belt Law (Rear)
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Stronger Cell Phone Restriction
GDL - Age 18 for Unrestricted License

ALASKA

2015 Fatalities: **65**
10-Year Fatality Total: **660**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$592 Million



Highway Safety Laws Needed in Alaska:
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Cell Phone Restriction
GDL - Age 18 for Unrestricted License
Open Container Law

ARIZONA

2015 Fatalities: **893**
10-Year Fatality Total: **9,023**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.183 Billion



Highway Safety Laws Needed in Arizona:
Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Nighttime Restriction
GDL - Passenger Restriction
GDL - Cell Phone Restriction
GDL - Age 18 Unrestricted License
All-Driver Text Messaging Restriction

ARKANSAS

2015 Fatalities: **531**
10-Year Fatality Total: **5,646**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.386 Billion



Highway Safety Laws Needed in Arkansas:
Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Cell Phone Restriction (Without S)
Open Container Law

S = Secondary Enforcement

CALIFORNIA

2015 Fatalities: **3,176**
10-Year Fatality Total: **32,363**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$19.998 Billion

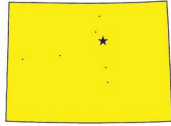


Highway Safety Laws Needed in California:

Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Cell Phone Restriction (Without S)
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

COLORADO

2015 Fatalities: **546**
10-Year Fatality Total: **4,984**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.173 Billion



Highway Safety Laws Needed in Colorado:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

CONNECTICUT

2015 Fatalities: **266**
10-Year Fatality Total: **2,631**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.880 Billion



Highway Safety Laws Needed in Connecticut:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - 6-Month Holding Period
(Without DE Exemption)
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Open Container Law

DELAWARE

2015 Fatalities: **126**
10-Year Fatality Total: **1,162**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$684 Million



Highway Safety Laws Needed in Delaware:

All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Age 18 for Unrestricted License
Open Container Law

DISTRICT OF COLUMBIA

2015 Fatalities: **23**
10-Year Fatality Total: **276**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$859 Million



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

Booster Seat Law Up to Age 8 and 57 Inches
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Cell Phone Restriction
GDL - Age 18 for Unrestricted License

S = Secondary Enforcement DE = Driver Education

FLORIDA

2015 Fatalities: **2,939**
10-Year Fatality Total: **27,233**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.750 Billion



Highway Safety Laws Needed in Florida:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Passenger Restriction
GDL - Cell Phone Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction (Without S)

GEORGIA

2015 Fatalities: **1,430**
10-Year Fatality Total: **13,546**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.787 Billion



Highway Safety Laws Needed in Georgia:

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

HAWAII

2015 Fatalities: **94**
10-Year Fatality Total: **1,145**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$577 Million



Highway Safety Laws Needed in Hawaii:

All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

IDAHO

2015 Fatalities: **216**
10-Year Fatality Total: **2,153**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$886 Million



Highway Safety Laws Needed in Idaho:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Passenger Restriction
GDL - Cell Phone Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

ILLINOIS

2015 Fatalities: **998**
10-Year Fatality Total: **10,171**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.885 Billion



Highway Safety Laws Needed in Illinois:

All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

S = Secondary Enforcement

INDIANA

2015 Fatalities: **821**
10-Year Fatality Total: **7,938**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$6.375 Billion

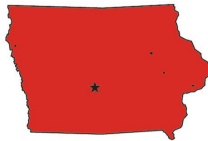


Highway Safety Laws Needed in Indiana:

All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

IOWA

2015 Fatalities: **320**
10-Year Fatality Total: **3,741**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.188 Billion



Highway Safety Laws Needed in Iowa:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction (Without S)

KANSAS

2015 Fatalities: **355**
10-Year Fatality Total: **3,967**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.445 Billion



Highway Safety Laws Needed in Kansas:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

KENTUCKY

2015 Fatalities: **761**
10-Year Fatality Total: **7,691**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.363 Billion



Highway Safety Laws Needed in Kentucky:

All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

LOUISIANA

2015 Fatalities: **726**
10-Year Fatality Total: **7,978**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.691 Billion



Highway Safety Laws Needed in Louisiana:

Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Open Container Law

S = Secondary Enforcement

MAINE

2015 Fatalities: **156**
10-Year Fatality Total: **1,578**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.303 Billion



Highway Safety Laws Needed in Maine:

All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License

MARYLAND

2015 Fatalities: **513**
10-Year Fatality Total: **5,306**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.476 Billion

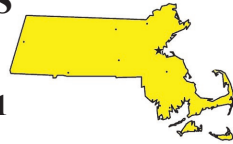


Highway Safety Laws Needed in Maryland:

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

MASSACHUSETTS

2015 Fatalities: **306**
10-Year Fatality Total: **3,541**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.835 Billion



Highway Safety Laws Needed in Massachusetts:

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

MICHIGAN

2015 Fatalities: **963**
10-Year Fatality Total: **9,604**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$9.599 Billion



Highway Safety Laws Needed in Michigan:

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

MINNESOTA

2015 Fatalities: **411**
10-Year Fatality Total: **4,208**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.057 Billion



Highway Safety Laws Needed in Minnesota:

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

MISSISSIPPI

2015 Fatalities: **677**
10-Year Fatality Total: **7,028**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.718 Billion



Highway Safety Laws Needed in Mississippi:

Primary Enforcement Seat Belt Law (Rear)
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Passenger Restriction
GDL - Cell Phone Restriction
GDL - Age 18 for Unrestricted License
Open Container Law

MISSOURI

2015 Fatalities: **869**
10-Year Fatality Total: **8,749**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.560 Billion



Highway Safety Laws Needed in Missouri:

Primary Enforcement Seat Belt Law (Front & Rear)
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Stronger Cell Phone Restriction
GDL - Age 18 for Unrestricted License
Open Container Law
All-Driver Text Messaging Restriction

MONTANA

2015 Fatalities: **224**
10-Year Fatality Total: **2,238**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$898 Million



Highway Safety Laws Needed in Montana:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Cell Phone Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction

NEBRASKA

2015 Fatalities: **246**
10-Year Fatality Total: **2,221**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.295 Billion



Highway Safety Laws Needed in Nebraska:

Primary Enforcement Seat Belt Law (Front & Rear)
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
(Without DE Exemption)
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Cell Phone Restriction (Without S)
GDL - Age 18 for Unrestricted License
All-Driver Text Messaging Restriction (Without S)

S = Secondary Enforcement DE = Driver Education

NEVADA

2015 Fatalities: **325**
10-Year Fatality Total: **3,010**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.978 Billion



Highway Safety Laws Needed in Nevada:

Primary Enforcement Seat Belt Law (Front & Rear)
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction (Without S)
GDL - Stronger Passenger Restriction
GDL - Cell Phone Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

NEW HAMPSHIRE

2015 Fatalities: **114**
10-Year Fatality Total: **1,175**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.374 Billion



Highway Safety Laws Needed in New Hampshire:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - 6-Month Holding Period
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License

NEW JERSEY

2015 Fatalities: **562**
10-Year Fatality Total: **6,101**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$12.813 Billion

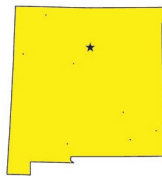


Highway Safety Laws Needed in New Jersey:

Primary Enforcement Seat Belt Law (Rear)
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
Ignition Interlock Law for All Offenders

NEW MEXICO

2015 Fatalities: **298**
10-Year Fatality Total: **3,676**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.769 Billion



Highway Safety Laws Needed in New Mexico:

All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Child Endangerment Law

NEW YORK

2015 Fatalities: **1,121**
10-Year Fatality Total: **12,074**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$15.246 Billion



Highway Safety Laws Needed in New York:

Primary Enforcement Seat Belt Law (Rear)
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Stronger Cell Phone Restriction
GDL - Age 18 for Unrestricted License
(Without DE Exemption)

S = Secondary Enforcement DE = Driver Education

NORTH CAROLINA

2015 Fatalities: **1,379**
10-Year Fatality Total: **13,774**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$7.909 Billion



Highway Safety Laws Needed in North Carolina:

Primary Enforcement Seat Belt Law (Rear)
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

NORTH DAKOTA

2015 Fatalities: **131**
10-Year Fatality Total: **1,303**
Annual Economic Cost
Due to Motor Vehicle
Crashes:
\$706 Million



Highway Safety Laws Needed in North Dakota:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
GDL - Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

OHIO

2015 Fatalities: **1,110**
10-Year Fatality Total: **11,031**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.125 Billion



Highway Safety Laws Needed in Ohio:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction (Without S)

OKLAHOMA

2015 Fatalities: **643**
10-Year Fatality Total: **7,068**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.910 Billion



Highway Safety Laws Needed in Oklahoma:

Primary Enforcement Seat Belt (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Cell Phone Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

OREGON

2015 Fatalities: **447**
10-Year Fatality Total: **3,826**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.768 Billion



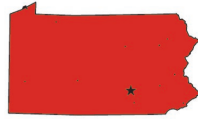
Highway Safety Laws Needed in Oregon:

Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

S = Secondary Enforcement

PENNSYLVANIA

2015 Fatalities: **1,200**
10-Year Fatality Total: **13,263**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.851 Billion



Highway Safety Laws Needed in Pennsylvania:
Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Cell Phone Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

RHODE ISLAND

2015 Fatalities: **45**
10-Year Fatality Total: **656**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.599 Billion



Highway Safety Laws Needed in Rhode Island:
All-Rider Motorcycle Helmet Law
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License

SOUTH CAROLINA

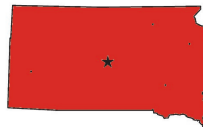
2015 Fatalities: **977**
10-Year Fatality Total: **8,986**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.045 Billion



Highway Safety Laws Needed in South Carolina:
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Passenger Restriction
GDL - Cell Phone Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

SOUTH DAKOTA

2015 Fatalities: **133**
10-Year Fatality Total: **1,375**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$720 Million



Highway Safety Laws Needed in South Dakota:
Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - 6-Month Holding Period
(Without DE Exemption)
GDL - Supervised Driving Requirement
GDL - Passenger Restriction
GDL - Cell Phone Restriction (Without S)
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Child Endangerment Law
All-Driver Text Messaging Restriction (Without S)

S = Secondary Enforcement DE = Driver Education

TENNESSEE

2015 Fatalities: **958**
10-Year Fatality Total: **10,418**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.667 Billion



Highway Safety Laws Needed in Tennessee:

Primary Enforcement Seat Belt Law (Rear)
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Open Container Law

TEXAS

2015 Fatalities: **3,516**
10-Year Fatality Total: **33,177**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$17.044 Billion



Highway Safety Laws Needed in Texas:

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

UTAH

2015 Fatalities: **276**
10-Year Fatality Total: **2,553**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.725 Billion



Highway Safety Laws Needed in Utah:

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

VERMONT

2015 Fatalities: **57**
10-Year Fatality Total: **673**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$538 Million



Highway Safety Laws Needed in Vermont:

Primary Enforcement Seat Belt Law (Front & Rear)
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Child Endangerment Law

VIRGINIA

2015 Fatalities: **753**
10-Year Fatality Total: **8,048**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.998 Billion



Highway Safety Laws Needed in Virginia:

Primary Enforcement Seat Belt Law (Front & Rear)
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Cell Phone Restriction (Without S)
GDL - Age 18 for Unrestricted License
Open Container Law

S = Secondary Enforcement

WASHINGTON

2015 Fatalities: **568**
10-Year Fatality Total: **5,033**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.469 Billion



Highway Safety Laws Needed in Washington:

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

WEST VIRGINIA

2015 Fatalities: **268**
10-Year Fatality Total: **3,441**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.482 Billion



Highway Safety Laws Needed in West Virginia:

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

WISCONSIN

2015 Fatalities: **566**
10-Year Fatality Total: **6,031**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.546 Billion



Highway Safety Laws Needed in Wisconsin:

All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

WYOMING

2015 Fatalities: **145**
10-Year Fatality Total: **1,433**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$788 Million



Highway Safety Laws Needed in Wyoming:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Up to Age 8 and 57 Inches
GDL - Minimum Age 16 for Learner's Permit
GDL - 6-Month Holding Period
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Cell Phone Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Open Container Law

DE = Driver Education

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Organizations:

Thanks to the many individuals and organizations whose websites and staff provided background and state law information for the 2017 Roadmap of State Highway Safety Laws.

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

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

Brain Injury Association of America (BIA)
www.biausa.org

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

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

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

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

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

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National Safety Council (NSC)
www.nsc.org

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Virginia Tech Transportation Institute
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www.hsc.wvu.edu/icrc

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ADVOCATES
FOR HIGHWAY
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ABOUT ADVOCATES

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

Advocates encourages the 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 in public policy initiatives which advance highway and auto safety.

For more information, please visit www.saferoads.org.

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