

SAFEST ROUTE

Proven
Safety
Laws



Advanced
Vehicle
Technologies

**2018 ROADMAP OF STATE HIGHWAY SAFETY LAWS
15TH ANNUAL EDITION**



**ADVOCATES
FOR HIGHWAY
& AUTO SAFETY**

15TH ANNUAL ROADMAP OF STATE HIGHWAY SAFETY LAWS

“Safest Route: Proven Safety Laws + Advanced Vehicle Technologies”

**We Don't Have to Wait for Fully Autonomous Cars to Stop Needless Deaths and Injuries
Effective and Available Countermeasures Must Be Adopted Now**

The *2018 Roadmap of State Highway Safety Laws* marks the 15th annual publication by Advocates for Highway and Auto Safety (Advocates). This report serves as a navigational tool giving guidance on successful measures to reduce preventable motor vehicle deaths, injuries and crash costs. Each day on average, approximately 100 people are killed and 6,500 more are injured on our roadways across the country. Yet, solutions continue to languish or be ignored in state capitals, Congress and at the U.S. Department of Transportation.



In recent years, there has been tremendous focus on the promise of autonomous vehicles (AVs), also known as driverless cars, to revolutionize our transportation system and reach the goal of zero traffic fatalities. However, the promise of AVs to completely solve our nation's highway safety problem is, realistically, decades away. In the short term, we have proven traffic safety laws and advanced vehicle technologies available now that could be saving thousands of lives every year.

This year's *Roadmap Report* has identified 407 state laws that are needed in all 50 states and the District of Columbia. Not a single state has all 16 of the optimal, lifesaving laws. The lack of basic traffic safety laws addressing occupant protection and child passenger safety as well as teen, impaired and distracted driving is contributing to our nation's unacceptable death and injury toll. For instance, government fatality data these past five years show that on average half of all passenger vehicle occupants killed were not buckled up. Yet, 16 states do not have primary enforcement seat belt laws for all passengers. Nearly one-third of all crashes involve alcohol-impairment, while 32 critical impaired driving laws are still needed in 30 states. Moreover, year after year, all-rider motorcycle helmet laws are under attack in state legislatures even though on average 40% of all motorcyclists killed are not wearing a helmet.

Advocates congratulates the 13 states that adopted optimal safety laws in 2017. However, more laws in more states need to pass in 2018. It is time for state elected officials to take leadership roles in pushing enactment of laws that protect every occupant on every ride in every seating position. Also, stronger laws are needed to safeguard teen drivers and reduce the deadly consequences of alcohol impairment and distraction.

Safety laws combined with safety technologies are a winning strategy to make significant and steady progress in preventing crashes. The deadly threats of excessive speeding, red light running and impaired driving have technological solutions. Automated enforcement has a proven track record of combatting two major crash factors – speed and red light running. Ignition interlock devices (IIDs) have been extremely effective in preventing attempts to drive while impaired. Crash avoidance technologies such as automatic emergency braking (AEB) and lane departure warning should be standard equipment in all passenger cars and commercial motor vehicles. And, ensuring the safety of vulnerable rear seat passengers including children and teens needs to be prioritized through the installation of rear seat belt reminders and other technological tools.

Advocates is hopeful that in the long term driverless cars will be the catalyst for eliminating crash deaths and injuries. In the near term, adopting comprehensive safety laws and using proven roadway and in-vehicle technologies are the safest and surest route to addressing this major public health epidemic.

A handwritten signature in black ink, appearing to read 'Catherine Chase'. The signature is fluid and cursive, with a long horizontal stroke at the end.

Catherine Chase, President

TABLE OF CONTENTS

Glossary of Acronyms.....	4
Urgent Action Needed to Improve Highway Safety.....	5
Sharp Increases in Fatalities.....	6
Near Term and Long Term Traffic Safety Solutions.....	7
Safety Laws Reduce Crash Costs.....	8
Legislative Activity in 2017.....	9
Key Things to Know about this Report.....	10
Important Changes to Ratings in this Report.....	11
Definitions of the 16 Lifesaving Laws.....	12
Occupant Protection.....	14
Primary Enforcement Seat Belt Laws.....	15
All-Rider Motorcycle Helmet Laws.....	17
Occupant Protection Laws Rating Chart.....	19
Child Passenger Safety.....	20
Child Passenger Safety Laws.....	21
Child Passenger Safety 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 Devices for All Offenders.....	30
Child Endangerment Laws.....	31
Open Container Laws.....	31
Impaired Driving Laws Rating Chart.....	32
Distracted Driving.....	33
Distracted Driving Laws.....	34
Distracted Driving Laws Rating Chart.....	35
Overall State Ratings Based on 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

Advocates - Advocates for Highway and Auto Safety

AAA - American Automobile Association

AEB - Automatic Emergency Braking

AV - Autonomous Vehicle

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

FHWA - Federal Highway Administration

FAST Act - Fixing America's Surface Transportation Act (Pub. L. 114-94)

GAO - Government Accountability Office

GDL - Graduated Driver Licensing

HOT CARS Act - Helping Overcome Trauma for Children Alone in Rear Seats Act (S. 1666/H.R. 2801)

IID - Ignition Interlock Device

IIHS - Insurance Institute for Highway Safety

LATCH - Lower Anchors and Tethers for Children

MADD - Mothers Against Drunk Driving

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

NHTSA - National Highway Traffic Safety Administration

NTSB - National Transportation Safety Board

U.S. DOT - United States Department of Transportation

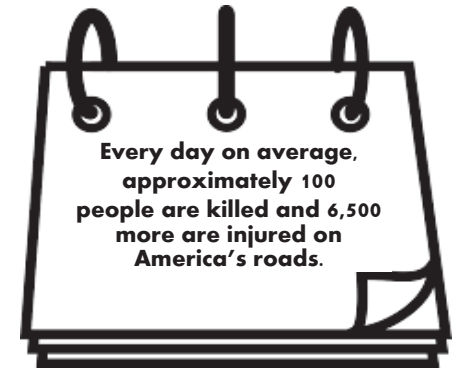
URGENT ACTION NEEDED TO IMPROVE HIGHWAY SAFETY

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. In 2016 more than 37,000 people were killed in motor vehicle crashes. Further, there were nearly 6.3 million police-reported crashes and more than 2.44 million people injured in 2015, the latest year for which full data is available.

This is a major public health epidemic by any measure.

While federal action and safety requirements can address part of the problem, **state laws have a direct impact on promoting safer behavior by drivers and occupants.** Unfortunately, as demonstrated by this Report, there are still far too many highway safety laws that are lacking across the nation.



In 2016:

- 37,461 people were killed in motor vehicle crashes – a 5.6% increase from the previous year. This follows an 8.4% increase from 2014 to 2015, which was the largest percentage increase in nearly 50 years.
- Automobile crashes remain a leading cause of death for Americans age five to 34.
- Almost half (48%) of passenger vehicle occupants killed were unrestrained.
- A total of 5,286 motorcyclists died, totaling 14% of all crash fatalities.
- 1,233 children aged 14 and younger were killed in motor vehicle crashes, including 311 children age four through seven and 228 children age 2 and younger.
- Crashes involving young drivers (age 15 - 20) resulted in 4,853 fatalities, accounting for almost 13% of all crash deaths.
- There were 10,585 fatalities in crashes involving a drunk driver.
- In crashes involving a distracted driver, 3,450 people were killed.

An additional 407 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 2016, there were 37,461 people killed in traffic crashes – up 5.6% from the previous year. This is the second yearly rise in fatalities in a row, following a multi-year trend of decline. Increases were seen in nearly every major segment.

The chart below shows the increases in fatalities by category from 2015 to 2016.



Pedestrians	Up 9%
Older Driver Involved (Age 65+)	Up 8.8%
Occupants Under 16	Up 6.3%
Large Truck Involved	Up 5.4%
Motorcyclists	Up 5.1%
Unbelted Vehicle Occupants	Up 4.6%
Excessive Speed	Up 4%
Young Driver (15 - 20) Involved	Up 3.2%
Alcohol-Impaired	Up 1.7%
Pedalcyclists	Up 1.3%

NEAR TERM AND LONG TERM TRAFFIC SAFETY SOLUTIONS



With more than 37,000 lives lost on our roads in 2016, the magnitude of this public health epidemic is clear. While the *Roadmap of State Highway Safety Laws* focuses on state laws as countermeasures to curb this needless death and injury toll, Advocates takes a comprehensive approach to ensure the safety of all road users.

Advocates has always enthusiastically championed the use of safety technology, and for good reason. NHTSA estimates that since 1960 more than 600,000 lives have been saved by motor vehicle safety technologies. In the long term, autonomous vehicles (AVs) have the potential to be the catalyst for meaningful and lasting reductions in fatalities and injuries. However, in the near term, there are effective and proven solutions that could be implemented to save lives now.

In the coming decades as AVs are developed and deployed, near term solutions should be implemented:

Collision Avoidance Technology

NHTSA should exercise its authority to require that advanced technologies that have been proven to help avoid or mitigate crashes be required as standard equipment on all vehicles. These include automatic emergency braking (AEB) and lane departure warning for cars, trucks and buses. These systems can help prevent crashes from occurring, as well as mitigate crashes that do occur, potentially lessening the severity. Additionally, when buying a new car, consumers should be able to purchase optional safety systems separately, rather than as part of an expensive trim package which often includes non-safety items and luxury upgrades.

Automated Enforcement

Automated enforcement can be used as an effective tool against two common crash contributors – speeding and red light running. One of the most challenging issues contributing to traffic crashes is speeding, which is driving in excess of the posted legal limit. In 2016, almost 30% of all fatal crashes involved speeding as a contributing factor according to NHTSA data. Moreover, the Federal Highway Administration (FHWA) reports that Americans are more likely to be injured in a red light running related event than any other crash. A study by the Insurance Institute for Highway Safety (IIHS) found that red light cameras reduced the fatal red light running crash rate by 21% and the rate of all types of fatal crashes at signalized intersections by 14%. Similarly, speed cameras have been shown to reduce both vehicle speed and crashes.

Improving Large Truck Safety

Truck crashes continue to occur at an alarmingly high rate. In 2016, 4,317 people were killed in crashes involving large trucks. This is an increase of 5.4% from the previous year and a staggering 28% increase since 2009. Further, over 100,000 people are injured in large truck crashes each year. In fatal two-vehicle crashes between a large truck and a passenger vehicle, 97% of the fatalities are occupants of the passenger vehicle, according to IIHS. Several safety improvements would curb the needless carnage resulting from large truck crashes. Available safety technologies such as speed limiting devices and AEB could already be preventing crashes and mitigating severity if they were required on the entire fleet. Further, trucks should be equipped with underride guards to prevent horrific and violent crashes when a vehicle goes under the rear or side of a truck. Moreover, as technology continues to improve, other systems such as lane departure warning and advanced driving assistance systems could help to prevent crashes and mitigate injuries.

Rear Seat Safety

The majority of passengers in the rear seat are children and teens, and studies have shown that among different segments of society, seat belt use by teens is one of the lowest. Congress directed a final rule requiring rear seat belt reminders in all new motor vehicles by October 2015 as part of MAP-21. NHTSA has failed to initiate the rulemaking, which is woefully overdue.

Adults unintentionally leaving infants and young children in child restraint systems in the rear seats of passenger vehicles tragically leading to death has been, and continues to be, a well-known safety problem, but one with available technology solutions. Exposure of young children, particularly in extreme hot and cold weather, leads to hyperthermia and hypothermia that can result in death or severe injuries. The HOT CARS Act (S. 1666/H.R. 2801) would require the U.S. DOT to issue, within two years of enactment, a final rule for a reminder system to alert the driver if a child is left unattended in a vehicle.

SAFETY LAWS REDUCE CRASH COSTS

Motor vehicle crashes impose a significant financial burden on 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 \$594 billion:

- Loss of life; and
- Pain and decreased quality of life.

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

Annual Economic Cost of Motor Vehicle Crashes to States



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

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 2017

In 2017, there were **13 laws passed** that meet the criteria for the 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 12 and 13 are considered.

Note: Laws that do not meet the optimal law criteria, including laws subject only to secondary enforcement, are not included in the legislative activity summary.

-  **Alabama:** Upgraded GDL passenger restriction to primary enforcement
-  **Arkansas:** Enacted open container law
-  **Connecticut:** Enacted rear facing through age 2 law
-  **Iowa:** Upgraded all-driver text messaging restriction to primary enforcement
-  **Mississippi:** Enacted primary enforcement rear seat belt law
-  **Nevada:** Enacted ignition interlock device requirement for all-offenders
-  **New York:** Enacted rear facing through age 2 law
-  **North Dakota:** Upgraded booster seat law
-  **Oklahoma:** Enacted ignition interlock device requirement for all-offenders
-  **Oregon:** Enacted rear facing through age 2 law
-  **Rhode Island:** Enacted rear facing through age 2 law
-  **South Carolina:** Enacted rear facing through age 2 law
-  **Texas:** Enacted primary enforcement all-driver text messaging restriction


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

Based on Advocates' safety recommendations, states need to adopt 407 laws:

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

KEY THINGS TO KNOW ABOUT THIS REPORT


The Report is Divided into Five Issue Sections:




Occupant Protection:
Primary Enforcement Seat Belt Law
Front Seat Occupants
Rear Seat Occupants
All-Rider Motorcycle Helmet Law




Child Passenger Safety:
Rear Facing through Age 2 Law
Booster Seat Law



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



Impaired Driving:
Ignition Interlock Devices (IIDs) for All Offenders
Child Endangerment Law
Open Container Law



Distracted Driving:
All-Driver Text Messaging Restriction
GDL Cell Phone Restriction

The 16 state laws that are listed in the five sections are essential to save lives, prevent injuries, and reduce health care and other costs. These 16 laws do not comprise the entire list of effective public policy interventions states should take to reduce motor vehicle deaths and injuries. Background information about each law is provided in the respective sections throughout the report. The statistical data on fatalities are based on 2016 Fatality Analysis Reporting System (FARS) data, except as otherwise indicated.

At the time of publication, injury data for 2016 was not available.

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 12-13.

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.

Note: No state can receive the highest rating (Green) without having primary enforcement seat belt laws for both the front and rear seats. Additionally, no state that has repealed its all-rider motorcycle helmet law within the previous ten years can receive a green rating in this report.

IMPORTANT CHANGES TO RATINGS IN THIS REPORT



Child Passenger Safety:

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

This law is consistent with research and recommendations for the placement of children in age-appropriate child restraints. According to the American Academy of Pediatrics (AAP), children younger than two years old are at an elevated risk of head and spine injuries in motor vehicle crashes because their heads are relatively large and their necks smaller with weak musculature. By supporting the entire torso, neck, head and pelvis, a rear facing car seat distributes crash forces over the entire body rather than focusing them only at belt contact points. Further, studies have shown that the direction in which seats are facing plays a significant role in car seat effectiveness. One such study from the University of Virginia found that children are 75% less likely to suffer severe or fatal injuries in a crash if they are facing the rear.

Distracted Driving:

Section Change: GDL Cell Phone Restriction – The GDL cell phone restriction has been moved from the Teen Driving section to the Distracted Driving section. There have been no changes to the definition.

Teenagers are particularly susceptible to driving while distracted. This age group has the largest proportion of drivers who were distracted. 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. GDL cell phone restrictions are critically needed to better protect novice teen drivers and those on the roads with them.

DEFINITIONS OF THE 16 LIFESAVING LAWS

Based on government and private research, crash data and state experience, Advocates has determined the traffic safety laws listed below are critical to reducing motor vehicle deaths and injuries. For the purposes of this report, states are only given credit if the state law meets the optimal safety provisions as defined below.

No credit is given for laws that fail to fully meet the criteria in this report. Also, no credit is given for laws that are subject to secondary enforcement or for GDL laws that permit an exemption based on driver education programs.

Occupant Protection

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

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

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

Child Passenger Safety

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

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

Teen Driving

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

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

Learner's Stage: 6-Month Holding Period Provision - A beginning teen driver must be supervised by an adult licensed driver at all times during the learner's stage. If the learner remains citation-free for 6 months, he or she may progress to the intermediate stage. States have not been given credit if the length of the holding period is less than 6 months, or if there is a reduction in the length of the holding period for drivers who take a driver education course.

Teen Driving (cont'd)

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

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

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

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

Impaired Driving

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

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

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

Distracted Driving

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

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

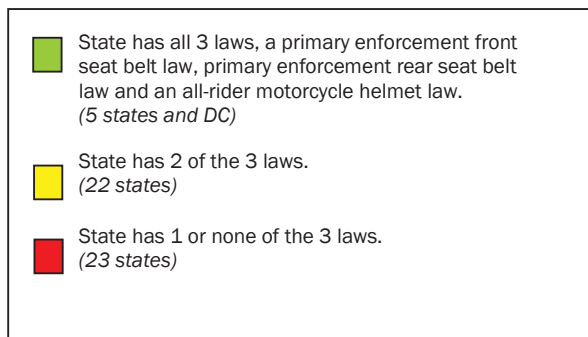
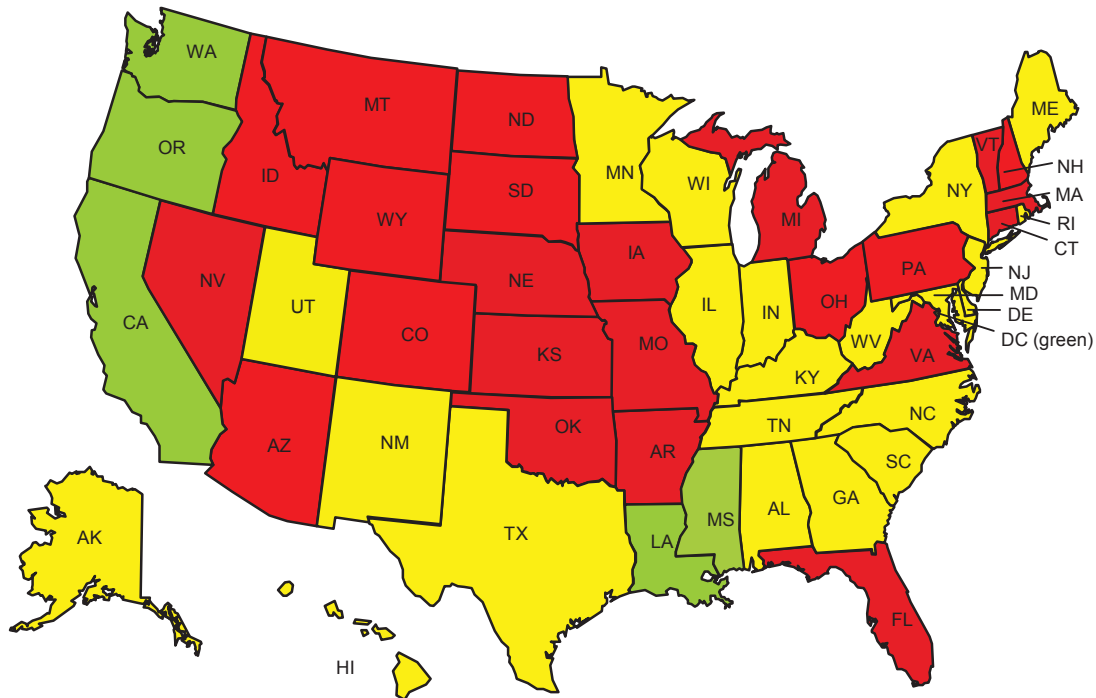


OCCUPANT PROTECTION

Primary Enforcement Front Seat Belt Law

Primary Enforcement Rear Seat Belt Law

All-Rider Motorcycle Helmet Law



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.

PRIMARY ENFORCEMENT SEAT BELT LAWS

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

In 2016, NHTSA data shows that nationwide seat belt use saved an estimated 14,668 lives of passengers age five and older.
An additional 2,456 lives (age five and older) could have been saved if all passenger vehicle occupants had worn seat belts.

23,714 occupants of passenger vehicles were killed in motor vehicle crashes in 2016, an increase of nearly 5% over 2015. 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. Moreover, a study conducted by IIHS found that when states strengthen their laws from secondary to primary enforcement, driver death rates decline by an estimated 7%.

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

Nearly 15,000 lives were saved by seat belt use and nearly 2,500 more could have been saved with 100% belt use

Lives Saved in 2016 & Lives that Could Have Been Saved by 100% Seat Belt Use, By State, Age 5 and older (NHTSA, 2017)											
<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	381	58	IL	475	52	MT	65	32	RI	16	4
AK	26	6	IN	354	45	NE	83	26	SC	355	39
AZ	261	57	IA	210	21	NV	88	16	SD	27	18
AR	234	96	KS	189	42	NH	29	22	TN	450	81
CA	1,476	74	KY	321	75	NJ	214	22	TX	1,688	222
CO	209	58	LA	301	60	NM	152	20	UT	108	23
CT	102	18	ME	75	17	NY	395	47	VT	32	8
DE	50	7	MD	181	26	NC	665	86	VA	246	94
DC	1	0	MA	115	45	ND	29	12	WA	232	19
FL	1,038	178	MI	518	42	OH	409	113	WV	109	25
GA	623	31	MN	204	20	OK	273	65	WI	277	50
HI	35	3	MS	294	114	OR	302	16	WY	32	13
ID	91	31	MO	301	109	PA	325	96	Total	14,668	2,456

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.

Only 34 states and DC allow primary enforcement of their front seat belt laws.

Among the states that have primary enforcement seat belt laws, only 19 and DC cover occupants in all seating positions (front and rear). Mississippi enacted a primary enforcement rear seat belt law in 2017.

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 2016, 81% of passenger vehicle occupants who were fully ejected from the vehicle were killed, according to NHTSA data. Further, only 1% of the occupants reported to have been using restraints were fully ejected, compared with nearly 30% of the unrestrained occupants.
- 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 2016, the proportion of unrestrained passenger vehicle occupants killed who were seated in the front seat was 47%, compared to 57% 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.
- Rear seat belt use was lower than front seat belt use in almost every state and was substantially lower in many states.
- According to IIHS, nearly 40% of people surveyed said they sometimes don't buckle up in the rear seat because there is no law requiring it. If there were such a law, 60% of respondents said it would convince them to do so.
- The majority of passengers in the rear seats of vehicles are teens and children, and studies have shown that seat belt use by teens is among the lowest of any segment of society.
- If every state with a secondary seat belt law upgraded to primary enforcement, about 1,000 lives and \$4 billion in crash costs could be saved every year, according to NHTSA.
- NHTSA reports that the average in-patient costs for crash victims who don't use seat belts are 55% higher than for those who do use them.
- 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.

ALL-RIDER MOTORCYCLE HELMET LAWS

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



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

5,286 motorcyclists were killed in 2016, an increase of more than 5% from the previous year. Additionally, 88,000 motorcyclists were injured in 2015, the latest year for which data is available.

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

In 2016, where helmet use was known, 41% 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 1,859 motorcyclists in 2016 and that 802 more lives in all states could have been saved if all motorcyclists had worn helmets.

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.

80% of Americans favor state laws requiring all motorcyclists to wear helmets.

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 2017, there were attempts in 10 states to repeal existing all-rider helmet laws, all of which were unsuccessful.

ALL-RIDER MOTORCYCLE HELMET LAWS

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

- According to NHTSA, in 2016, there were 12 times as many unhelmeted fatalities (1,923) in states without a universal helmet law compared to the number of fatalities (166) 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 save \$2.7 billion in economic costs and prevent \$17 billion in societal harm annually.
- Per vehicle mile traveled, motorcyclist fatalities occurred almost 27 times more frequently than passenger car occupant fatalities in 2014.
- Motorcyclists represented 14% of the total traffic fatalities, yet accounted for only 3% of all registered vehicles in the United States in 2014, the latest year for which data is available.
- The economic benefits of motorcycle helmet use are substantial, more than 3 and one-half times greater in states with all-rider helmet laws. In states that have an all-rider helmet law, cost savings to society from helmet use was \$725 per registered motorcycle, compared to savings from helmet use of just \$198 per registered motorcycle in states without a mandatory helmet use law, according to the CDC. States without an all-rider motorcycle helmet law realize some savings from voluntary helmet use and from partial laws that cover certain but not all riders.
- According to the American Academy of Pediatrics, in states with only youth-specific helmet laws, helmet use has decreased and youth mortality has increased. Serious traumatic brain injury among young riders was 38% higher in states with only age-specific laws compared to states with all-rider helmet laws.
- There is no scientific evidence that motorcycle rider training reduces crash risk and is an adequate substitute for an all-rider helmet law. In fact, motorcycle fatalities continued to increase even after a motorcycle education and training grant program included in federal legislation took effect in 2006.

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



737 Lives that Could Have Been Saved by Helmet Use

States Without All-Rider Motorcycle Helmet Laws & Lives that Could Have Been Saved in 2016 by 100% Helmet Use (NHTSA, 2017)	AK	1	ID	5	MN	14	RI	1
	AZ	34	IL	44	MT	4	SC	50
	AR	22	IN	29	NH	3	SD	6
	CO	31	IA	18	NM	8	TX	102
	CT	14	KS	11	ND	4	UT	8
	DE	2	KY	28	OH	55	WI	25
	FL	109	ME	4	OK	24	WY	6
	HI	6	MI	31	PA	38	Total	737

OCCUPANT PROTECTION LAWS RATING CHART

Primary Enforcement Front Seat Belt Law
 Primary Enforcement Rear Seat Belt Law
 All-Rider Motorcycle Helmet Law

Number of new occupant protection laws since January 2017: One primary enforcement rear seat belt law (MS).

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

STATUS OF STATE LAWS

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

No state adopted an all-rider motorcycle helmet law in 2017. *There were unsuccessful attempts to repeal all-rider motorcycle helmet laws in 10 states.*

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

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

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

In 2017, Utah made its optimal seat belt law permanent, which was scheduled to sunset.

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

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

CHILD PASSENGER SAFETY LAWS

Motor vehicle crashes are a leading cause of death for American children age five to 14.

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

An average of three children under age 14 were killed every day in motor vehicle crashes in the U.S. in 2016 – amounting to a total of 1,233 fatalities. Further, there were 178,000 children under age 14 injured in crashes in 2015, the latest year for which data is available.

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. More than 325 lives were saved in 2016 by restraining children four and younger in passenger vehicles.

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

Rear Facing Through Age 2

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

To date, only 9 states (CA, CT, NJ, NY, OK, OR, PA, RI and SC) have enacted a rear facing through age 2 law.



Forward Facing Harness and Tether Seat

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

To date, only NJ has enacted this law.

Note: This law is not rated in this Report.

Booster Seat

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

To date, only 15 states have enacted an optimal booster seat law.



CHILD PASSENGER SAFETY LAWS

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



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

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



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

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

Note: This law is not rated in this Report.



Booster seats are intended to provide a platform that lifts the child up off the vehicle seat in order to improve the fit of the child in a three-point adult safety belt. The seat should also position the lap belt portion of the adult safety belt across the child's hips or pelvic area. An improper fit of an adult safety belt can cause the lap belt to ride up over the stomach and the shoulder belt to cut across the neck, potentially exposing the child to serious abdominal and neck injury.

Using a booster seat with a seat belt instead of a seat belt alone reduces a child's risk of injury in a crash by 59%, according to Partners for Child Passenger Safety, a project of Children's Hospital of Philadelphia and State Farm Insurance.

According to IIHS, expanded child restraint laws covering children through age seven were associated with:

- 5% reduction in the rate of children with injuries of any severity;
- 17% reduction in the rate of children with fatal and incapacitating injuries;
- Children being three times as likely to be in appropriate restraints; and
- 6% increase in the number of booster-seat aged children seated in the rear of the vehicle where children are better protected.

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

CHILD PASSENGER SAFETY LAWS RATING CHART

Number of new child passenger safety laws since January 2017: Five rear facing through age 2 laws (CT, NY, OR, RI, SC); One optimal booster seat law (ND).

	Rear Facing Through Age 2 Law	Booster Seat Law	Rating		Rear Facing Through Age 2 Law	Booster Seat Law	Rating
AL			●	MT			●
AK			●	NE			●
AZ			●	NV			●
AR			●	NH			●
CA	●	●	●	NJ	●	●	●
CO			●	NM			●
CT	●		●	NY	●		●
DE			●	NC			●
DC			●	ND		●	●
FL			●	OH			●
GA		●	●	OK	●		●
HI			●	OR	●	●	●
ID			●	PA	●		●
IL			●	RI	●	●	●
IN			●	SC	●	●	●
IA			●	SD			●
KS			●	TN			●
KY			●	TX		●	●
LA			●	UT		●	●
ME			●	VT			●
MD		●	●	VA			●
MA		●	●	WA		●	●
MI		●	●	WV		●	●
MN		●	●	WI			●
MS			●	WY			●
MO			●	Total	9	15	

STATUS OF STATE LAWS

9 states have an optimal law requiring rear facing through age 2.

15 states have an optimal booster seat law.

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

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

TEEN DRIVING 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.

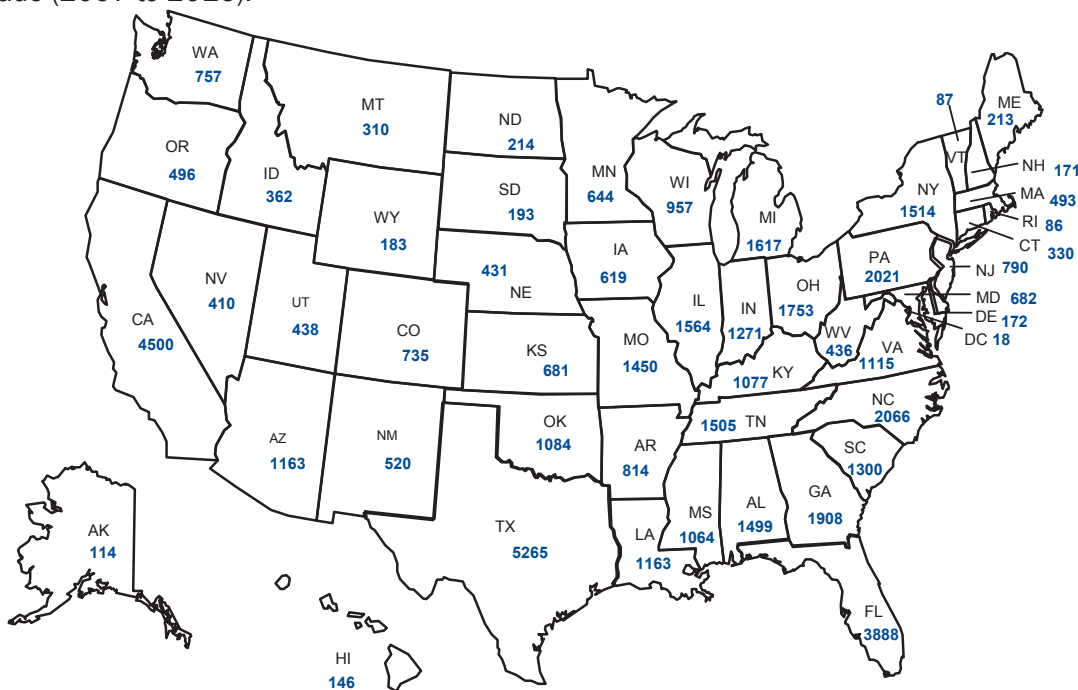
According to NHTSA, 4,853 people were killed in crashes involving young drivers (age 15 - 20) in 2016.

- 1,908 were young drivers;
- 1,018 were passengers of young drivers; and,
- 1,927 victims were pedestrians, pedalcyclists, and the occupants of the other vehicles involved in crashes with young drivers.

Estimated annual economic cost of police-reported crashes involving young drivers **\$40.8 billion**

GDL programs, which introduce teens to the driving experience gradually by phasing in full driving privileges over time and in lower risk settings, have been effective in reducing teen crash deaths. In this report, each of the six optimal GDL provisions is counted separately in rating the state.

The map below shows the number of fatalities caused by motor vehicle crashes involving drivers age 15 to 20 over the past decade (2007 to 2016).



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

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 9 months to a year results in a 21% reduction in fatal crash rates.
- 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.

Older Novice Drivers: Studies have shown that GDL programs have contributed to a decline in teen driver crashes over the past decade (2005 to 2014). However, older teen novice drivers are missing out on, yet still very much need, the safety benefits of GDL programs. These older teen drivers actually experience more crashes and near misses, though they are overconfident and perceive themselves as safer, according to a 2017 study by Liberty Mutual Insurance and SADD.

A recent study reported that the improvements are not as strong for 18- to 20-year-olds who have aged out of GDL. Research from Children's Hospital of Philadelphia Center for Injury Research and Prevention (CIRP) and AAA shows that, "about one-third of all drivers are not licensed by age 18, and by age 21, about 20% of all young adults still are not licensed."

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 2017: One passenger restriction provision (AL).

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

● = Optimal law

● = Good (At least 5 optimal provisions)

● = Caution (Between 2 and 4 optimal provisions)

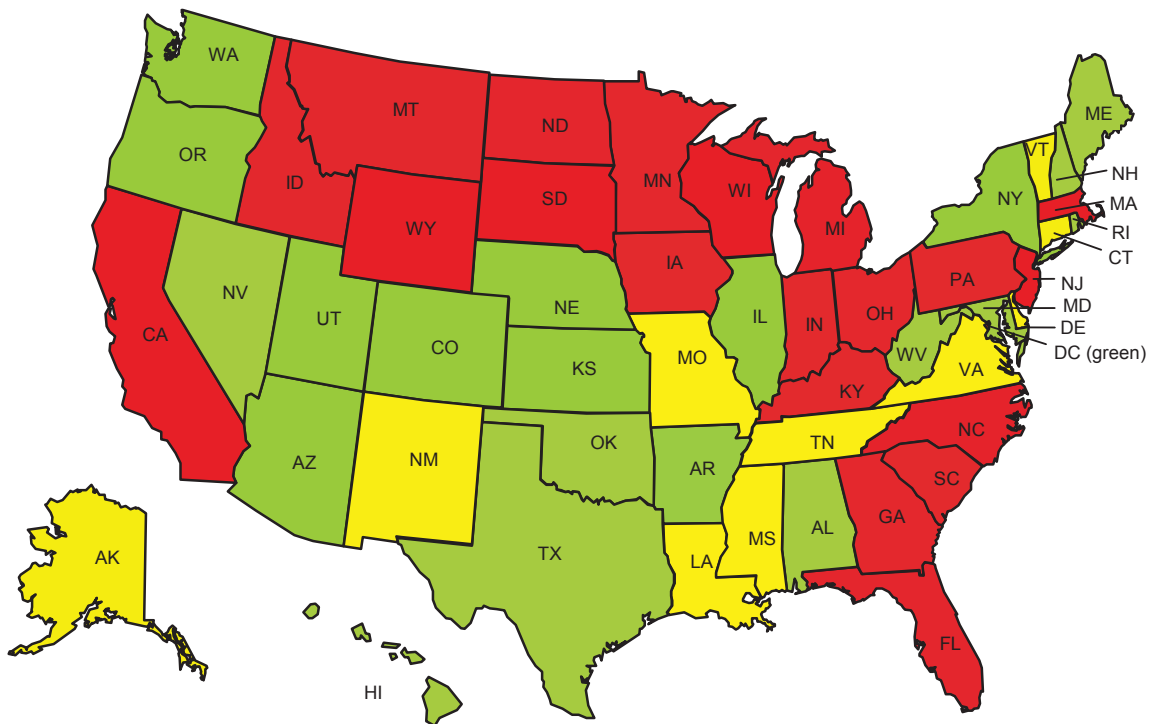
● = Danger (Less than 2 optimal provisions)

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



IMPAIRED DRIVING

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



State has all 3 optimal impaired driving laws. (20 states and DC)

State has optimal IID law in addition to one of either child endangerment or open container laws. (10 states)

State has 1 or 0 optimal impaired driving laws. Further, any state without an optimal IID law is red, regardless of the number of other laws. (20 states)

Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 13 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 2016.

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.** A common misconception is that most people who are convicted of their first drunk driving offense are social drinkers who made one mistake. However, data has shown that the average first offender will have driven drunk 87 times before getting arrested for the first time.

According to the CDC, adult drivers drank too much and got behind the wheel approximately 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.

An average of one alcohol-impaired driving fatality occurred every 50 minutes in 2016.

This means that each day in America, 28 people are killed in drunk driving crashes on average.



As states continue to legalize marijuana in some form, the issue of marijuana impaired driving raises concerns. To address drivers' use of marijuana and other drugs, at least 22 states have passed drugged driving Per Se laws. While there is evidence that marijuana use impairs psychomotor and cognitive functions, its role in contributing to the occurrence of crashes remains unclear. A recent study by IHS which reviewed data from Colorado, Oregon and Washington found that legalizing recreational marijuana use resulted in a 3% higher collision claim frequency than would have been expected without legalization. Still, definitive research linking impairment to specific blood levels of tetrahydrocannabinol (THC), the pharmacologically active ingredient in marijuana, remains inconclusive.

IGNITION INTERLOCK DEVICES FOR ALL OFFENDERS

A breath alcohol ignition interlock device (IID) is a mechanism similar to a breathalyzer which is linked to a vehicle's ignition system. Its purpose is to deter an individual who has a drunk driving conviction from driving the vehicle with a BAC that exceeds a specified level set by the state IID law.

Before the vehicle can be started, the driver must breathe into the device, and if the result is over the specified legal BAC limit, commonly .02% or .04%, the vehicle will not start. In addition, at random times after the engine has been started, the IID will require another breath sample. This prevents cheating where another person breathes into the device to bypass the system in order to enable an intoxicated person to get behind the wheel and drive. If a breath sample is not provided, or the sample exceeds the IID's preset BAC, the device will log the event, warn the driver and then set off an alarm (e.g., lights flashing, horn honking, etc.) until the ignition is turned off.

- Nearly eight in ten Americans support requiring ignition interlocks for all convicted driving under the influence (DUI) offenders, even if it is their first conviction, according to AAA.
- According to Mothers Against Drunk Driving (MADD), nationally, current IID laws have stopped more than 1.77 million attempts to drive drunk.
- A 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. The study also found that states with mandatory IID laws saw a decrease in deaths comparable to the estimated number of lives saved by frontal airbags.
- According to the CDC, when IIDs are installed, they are associated with a reduction in arrest rates for impaired driving of approximately 70%.
- NHTSA research shows that IIDs reduce recidivism among both first-time and repeat DWI offenders, with reductions in subsequent DWI arrests ranging from 50% to 90% while the interlock is installed on the vehicle.



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

82%

Currently, IIDs are mandatory for all offenders, including first time offenders, in 30 states and DC.

Nevada and Oklahoma passed all-offender IID laws in 2017.

Credit is given only if a state's IID law applies to all offenders. These state laws offer the most effective means for denying drunk drivers the opportunity to get behind the wheel after having been convicted of a drunk driving offense. *As such, if a state does not have an optimal IID law, it receives a red rating for impaired driving.*

CHILD ENDANGERMENT LAWS

In 2016, 214 children age 14 and younger were killed in crashes involving an alcohol-impaired driver. It is estimated that 46 million to 102 million drunk driving trips are made each year with children under the age of 15 in the vehicle, according to a national telephone survey sponsored by NHTSA in 1999.

Child endangerment laws either create a separate offense or enhance existing DWI and DUI penalties for people who drive under the influence of alcohol or drugs with a minor child in the vehicle. Drivers who engage in this conduct create a hazardous situation for themselves and for others on the road. They also put a child, who rarely has a choice as to who is driving, at risk of serious danger. Further, impaired drivers are less likely to ensure a child is properly restrained. Data has shown that in fatal crashes, impaired drivers restrained children only 18% of the time.

Child endangerment laws are enacted to encourage people to consider the consequences for younger passengers before they drive while impaired with a child in their vehicle. When properly defined and enforced, child endangerment laws act as a strong deterrent to protect children.

Currently, 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.

OPEN CONTAINER LAWS

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

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

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

In an effort to encourage states to comply with the federal law, states that are non-compliant have 2.5% of certain federal highway construction funds diverted to highway safety programs that fund alcohol-impaired driving 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, 41 states and DC have open container laws that meet federal requirements.

Arkansas enacted a law to ban open containers of alcohol in 2017.

IMPAIRED DRIVING LAWS RATING CHART

Number of new impaired driving laws since January 2017: Two all-offender ignition interlock laws (NV, OK); No child endangerment law; and, One open container law (AR).

	All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	Rating		All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	Rating
AL	●	●	●	●	MT		●	●	●
AK	●	●		●	NE	●	●	●	●
AZ	●	●	●	●	NV	●	●	●	●
AR	●	●	●	●	NH	●	●	●	●
CA		●	●	●	NJ		●	●	●
CO	●	●	●	●	NM	●		●	●
CT	●	●		●	NY	●	●	●	●
DE	●	●		●	NC		●	●	●
DC	●	●	●	●	ND		●	●	●
FL		●	●	●	OH		●	●	●
GA		●	●	●	OK	●	●	●	●
HI	●	●	●	●	OR	●	●	●	●
ID		●	●	●	PA		●	●	●
IL	●	●	●	●	RI	●	●	●	●
IN		●	●	●	SC		●	●	●
IA		●	●	●	SD			●	●
KS	●	●	●	●	TN	●	●		●
KY		●	●	●	TX	●	●	●	●
LA	●	●		●	UT	●	●	●	●
ME	●	●	●	●	VT	●		●	●
MD	●	●	●	●	VA	●	●		●
MA		●	●	●	WA	●	●	●	●
MI		●	●	●	WV	●	●	●	●
MN		●	●	●	WI		●	●	●
MS	●	●		●	WY		●		●
MO	●	●		●	Total	30+ DC	47+ DC	41+ DC	

STATUS OF STATE LAWS

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

30 states and DC have optimal IID laws; 20 states do not.

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

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

Safety Success in Utah

In 2017, Utah became the first state in the nation to pass a law lowering the legal limit of alcohol-impaired driving to .05% BAC. While this is not a law rated in the Roadmap Report, Advocates commends Utah for this significant safety victory. Lowering the legal BAC limit is backed by scientific research, data and outcomes from over 100 countries that have already adopted this law and reduced impaired driving.

DISTRACTED DRIVING LAWS



Research has shown that because of cognitive distraction, the behavior of drivers using mobile phones (whether hand-held or hands-free) is equivalent to the behavior of drivers at the threshold of the legal limit for alcohol.

According to NHTSA, in 2016 there were 3,450 people killed in crashes involving a distracted driver. There were 391,000 people injured in crashes involving a distracted driver in 2015, the latest year for which injury data is available. Additionally, crashes in which at least one driver was identified as being distracted imposed an economic cost of \$40 billion in 2010. However, issues with underreporting crashes involving cell phones remain because of gaps in police crash report coding, database limitations, and other challenges. It is clear from an increasing body of research, studies and data that the use of electronic devices for telecommunications (such as mobile phones and text messaging), telematics and entertainment can easily distract drivers from the driving task.

Crash risk increases dramatically – as much as four times higher – when a driver is using a mobile phone, with no significant safety difference between hand-held and hands-free phones observed in many studies.

- According to NHTSA data, almost 10% of fatal crashes in 2016 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 one in three drivers admitted to reading an email or text message while driving and one in four drivers admitted to typing or sending an email or text message.
- In 2016, The Wireless Association reported that more than 2 trillion text and multimedia messages were 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.
- According to NHTSA, the percentage of drivers visibly manipulating hand-held devices while driving increased by 250% between 2009 and 2016.
- 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.
- More than 80% of teens said they use their smartphones while driving, according to a report by State Farm.
- Nearly half (42%) of high school students who drove in the past 30 days reported sending a text or email while driving, according to a 2015 survey.

Sending or receiving a text message causes the driver's eyes to be off the road for an average of 4.6 seconds. When driving 55 miles per hour, this is the equivalent of driving blind the entire length of a football field.



Currently, 43 states and DC ban text messaging for all drivers.

Iowa and Texas enacted all-driver text messaging restrictions in 2017.

Given the broadening range of electronic communication platforms (apps, social media, gaming, etc.), Advocates will be redefining the optimal all-driver text messaging restriction in coming Roadmap Reports. This change will reflect the growth of platforms and concern about their use for communications while driving.

Today, 31 states have a GDL cell phone restriction.

DISTRACTED DRIVING LAWS RATING CHART

Number of new texting laws since January 2017: Two all-driver text messaging restrictions (IA, TX); No GDL cell phone restrictions.

	All-Driver Text Messaging Restriction	GDL Cell Phone Restriction	Rating		All-Driver Text Messaging Restriction	GDL Cell Phone 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	43+ DC	31	

STATUS OF STATE LAWS

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

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

31 states have an optimal GDL cell phone restriction.

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

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

OVERALL STATE RATINGS BASED ON NUMBER OF LAWS

On the following pages, Advocates has given an overall rating to the states based on the number of laws in each state that are recommended in this report.

Credit is given *only* when the law meets Advocates' optimal law recommendations (see pages 12-13 for law definitions). No credit is given for laws that are subject to secondary enforcement or have a driver education exemption.

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

OVERALL STATE RATINGS BASED ON NUMBER OF LAWS

	Occ. Protection			CPS		Teen Driving Laws					Impaired Driving			Distraction		Total Number of Laws 2018	Overall Safety Rating 2018	
	Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rear Facing Through Age 2 Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period Provision	50 Hours of Supervised Driving Provision	Nighttime Driving Restriction Provision	Passenger Restriction Provision	Age 18 Unrestricted License	All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	All-Driver Text Messaging Restriction			GDL Cell Phone Restriction
Alabama	●		●				●			●		●	●	●	●		8	●
Alaska	●	●					●			●		●	●		●		7	●
Arizona							●				●	●	●				4	●
Arkansas	●						●			●	●	●	●	●	●		8	●
California	●	●	●	●	●		●	●				●	●	●	●		10	●
Colorado							●	●				●	●	●	●	●	7	●
Connecticut	●			●		●				●		●	●		●	●	8	●
Delaware	●	●				●	●	●	●			●	●		●	●	11	●
District of Columbia	●	●	●			●	●			●		●	●	●	●		10	●
Florida	●						●	●				●	●				5	●
Georgia	●		●		●		●					●	●	●	●	●	8	●
Hawaii	●	●					●	●				●	●	●	●	●	9	●
Idaho							●	●	●			●	●	●	●		6	●
Illinois	●	●					●	●				●	●	●	●	●	9	●
Indiana	●	●					●	●		●		●	●	●	●	●	9	●
Iowa	●						●					●	●	●	●	●	6	●
Kansas	●						●	●	●			●	●	●	●	●	9	●
Kentucky	●	●				●	●	●				●	●	●	●	●	9	●
Louisiana	●	●	●				●	●				●	●		●	●	9	●
Maine	●	●					●	●		●		●	●	●	●	●	10	●
Maryland	●		●		●		●	●				●	●	●	●	●	10	●
Massachusetts			●		●	●	●					●	●	●	●	●	8	●
Michigan	●				●		●	●	●	●		●	●	●	●	●	10	●
Minnesota	●	●			●		●					●	●	●	●	●	8	●
Mississippi	●	●	●				●					●	●		●		7	●
Missouri			●				●					●	●				4	●
Montana							●	●				●	●				4	●

● = Optimal law

OVERALL STATE RATINGS BASED ON NUMBER OF LAWS

	Occ. Protection			CPS		Teen Driving Laws					Impaired Driving			Distraction		Total Number of Laws 2018	Overall Safety Rating 2018	
	Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rear Facing Through Age 2 Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period Provision	50 Hours of Supervised Driving Provision	Nighttime Driving Restriction Provision	Passenger Restriction Provision	Age 18 Unrestricted License	All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	All-Driver Text Messaging Restriction			GDL Cell Phone Restriction
Nebraska			●				●					●	●	●			5	●
Nevada			●				●	●				●	●	●	●		7	●
New Hampshire										●		●	●	●	●	●	6	●
New Jersey	●		●	●	●	●	●			●	●	●	●	●	●	●	12	●
New Mexico	●	●					●	●		●		●		●	●	●	9	●
New York	●		●	●		●	●	●	●	●		●	●	●	●		12	●
North Carolina	●		●				●	●	●	●			●	●	●	●	10	●
North Dakota					●		●		●				●	●	●	●	7	●
Ohio							●	●		●			●	●		●	6	●
Oklahoma	●			●			●	●	●	●		●	●	●	●		10	●
Oregon	●	●	●	●	●		●					●	●	●	●	●	11	●
Pennsylvania				●		●	●	●					●	●	●		7	●
Rhode Island	●	●		●	●	●	●	●		●		●	●	●	●	●	13	●
South Carolina	●	●		●	●		●		●			●	●	●	●		9	●
South Dakota									●				●				2	●
Tennessee	●		●				●	●		●		●	●		●	●	9	●
Texas	●	●			●		●					●	●	●	●	●	9	●
Utah	●	●			●		●					●	●	●	●	●	9	●
Vermont			●				●					●		●	●	●	6	●
Virginia			●				●					●	●		●		5	●
Washington	●	●	●		●		●	●				●	●	●	●	●	11	●
West Virginia	●		●		●		●		●			●	●	●	●	●	10	●
Wisconsin	●	●					●			●			●	●	●	●	8	●
Wyoming								●					●		●		3	●
Total Number with Optimal Law	34+ DC	19+ DC	19+ DC	9	15	8+ DC	46+ DC	26	11	18+ DC	2	30+ DC	47+ DC	41+ DC	43+ DC	31		
Total Number Missing Optimal Law	16	31	31	41+ DC	35+ DC	42	4	24+ DC	39+ DC	32	48+ DC	20	3	9	7	19+ DC		

● = 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 2016, as reported by NHTSA;
- The total number of fatalities over the past 10 years, as reported by NHTSA;
- The annual economic cost of motor vehicle crashes to the state, as reported in *The Economic and Societal Impact of Motor Vehicle Crashes, 2010* (NHTSA), (See chart on page 8);
- The state's background color represents its overall rating (Green, Yellow or Red) based on the chart on pages 38 and 39 of this Report; and,
- A list of the optimal lifesaving laws that the state has not enacted, based on Advocates' definitions on pages 12 and 13 as discussed in this Report.

States are credited with having laws only if their laws meet Advocates' optimal criteria (definitions on pages 12 and 13).

- **Only 6 states and DC (CA, DE, LA, OR, RI and WA) received a Green rating, showing significant advancement toward adopting all of Advocates' recommended optimal laws.**
- **31 states (AL, AK, AR, CO, CT, GA, HI, IL, IN, KS, KY, ME, MD, MA, MI, MN, MS, NV, NJ, NM, NY, NC, ND, OK, PA, SC, TN, TX, UT, WV and WI) received a Yellow rating, indicating that improvement is needed because of gaps in Advocates' recommended optimal laws.**
- **13 states (AZ, FL, ID, IA, MO, MT, NE, NH, OH, SD, VT, VA and WY) received a Red rating, indicating these states fall dangerously behind in adoption of Advocates' recommended optimal laws.**

Abbreviation Key (Explanation for Laws Needed):

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

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

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

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

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

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

ALABAMA

2016 Fatalities: **1,038**
10-Year Fatality Total: **9,105**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.473 Billion



Highway Safety Laws Needed in Alabama:

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

ALASKA

2016 Fatalities: **84**
10-Year Fatality Total: **670**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$592 Million



Highway Safety Laws Needed in Alaska:

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

ARIZONA

2016 Fatalities: **962**
10-Year Fatality Total: **8,697**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.183 Billion



Highway Safety Laws Needed in Arizona:

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

ARKANSAS

2016 Fatalities: **545**
10-Year Fatality Total: **5,526**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.386 Billion



Highway Safety Laws Needed in Arkansas:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL Cell Phone Restriction (Without S)

S = Secondary Enforcement

CALIFORNIA

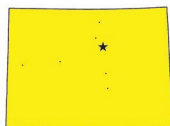
2016 Fatalities: **3,623**
10-Year Fatality Total: **31,750**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$19.998 Billion



Highway Safety Laws Needed in California:
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
GDL Cell Phone Restriction (Without S)

COLORADO

2016 Fatalities: **608**
10-Year Fatality Total: **5,057**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.173 Billion



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

CONNECTICUT

2016 Fatalities: **293**
10-Year Fatality Total: **2,623**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.880 Billion



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

DELAWARE

2016 Fatalities: **119**
10-Year Fatality Total: **1,133**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$684 Million



Highway Safety Laws Needed in Delaware:
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Age 18 for Unrestricted License
Open Container Law

DISTRICT OF COLUMBIA

2016 Fatalities: **27**
10-Year Fatality Total: **266**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$859 Million



Highway Safety Laws Needed in Washington, D.C.:
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
GDL Cell Phone Restriction

S = Secondary Enforcement DE = Driver Education

FLORIDA

2016 Fatalities: **3,174**
10-Year Fatality Total: **27,033**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.750 Billion



Highway Safety Laws Needed in Florida:
Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
All-Driver Text Messaging Restriction (Without S)
GDL Cell Phone Restriction

GEORGIA

2016 Fatalities: **1,554**
10-Year Fatality Total: **13,407**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.787 Billion



Highway Safety Laws Needed in Georgia:
Primary Enforcement Seat Belt Law (Rear)
Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders

HAWAII

2016 Fatalities: **120**
10-Year Fatality Total: **1,104**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$577 Million



Highway Safety Laws Needed in Hawaii:
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

IDAHO

2016 Fatalities: **253**
10-Year Fatality Total: **2,139**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$886 Million



Highway Safety Laws Needed in Idaho:
Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
GDL Cell Phone Restriction

ILLINOIS

2016 Fatalities: **1,082**
10-Year Fatality Total: **9,999**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.885 Billion



Highway Safety Laws Needed in Illinois:
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

S = Secondary Enforcement

INDIANA

2016 Fatalities: **821**
10-Year Fatality Total: **7,860**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$6.375 Billion

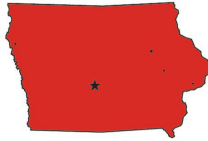


Highway Safety Laws Needed in Indiana:

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

IOWA

2016 Fatalities: **404**
10-Year Fatality Total: **3,706**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.188 Billion

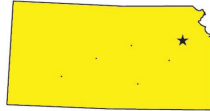


Highway Safety Laws Needed in Iowa:

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

KANSAS

2016 Fatalities: **429**
10-Year Fatality Total: **3,928**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.445 Billion



Highway Safety Laws Needed in Kansas:

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

KENTUCKY

2016 Fatalities: **834**
10-Year Fatality Total: **7,612**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.363 Billion



Highway Safety Laws Needed in Kentucky:

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

LOUISIANA

2016 Fatalities: **757**
10-Year Fatality Total: **7,753**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.691 Billion



Highway Safety Laws Needed in Louisiana:

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

MAINE

2016 Fatalities: **161**
10-Year Fatality Total: **1,551**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.303 Billion



Highway Safety Laws Needed in Maine:

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

MARYLAND

2016 Fatalities: **505**
10-Year Fatality Total: **5,160**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.476 Billion

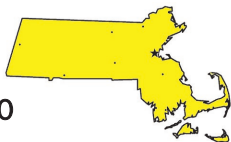


Highway Safety Laws Needed in Maryland:

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

MASSACHUSETTS

2016 Fatalities: **389**
10-Year Fatality Total: **3,500**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.835 Billion



Highway Safety Laws Needed in Massachusetts:

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

MICHIGAN

2016 Fatalities: **1,064**
10-Year Fatality Total: **9,583**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$9.599 Billion



Highway Safety Laws Needed in Michigan:

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

MINNESOTA

2016 Fatalities: **392**
10-Year Fatality Total: **4,106**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.057 Billion



Highway Safety Laws Needed in Minnesota:

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

MISSISSIPPI

2016 Fatalities: **690**
10-Year Fatality Total: **6,807**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.718 Billion



Highway Safety Laws Needed in Mississippi:

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

MISSOURI

2016 Fatalities: **945**
10-Year Fatality Total: **8,598**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.560 Billion



Highway Safety Laws Needed in Missouri:

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

MONTANA

2016 Fatalities: **190**
10-Year Fatality Total: **2,165**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$898 Million



Highway Safety Laws Needed in Montana:

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

NEBRASKA

2016 Fatalities: **218**
10-Year Fatality Total: **2,170**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.295 Billion



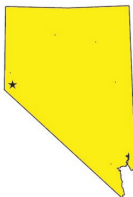
Highway Safety Laws Needed in Nebraska:

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

S = Secondary Enforcement DE = Driver Education

NEVADA

2016 Fatalities: **328**
10-Year Fatality Total: **2,906**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.978 Billion



Highway Safety Laws Needed in Nevada:

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

NEW HAMPSHIRE

2016 Fatalities: **136**
10-Year Fatality Total: **1,184**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.374 Billion



Highway Safety Laws Needed in New Hampshire:

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

NEW JERSEY

2016 Fatalities: **601**
10-Year Fatality Total: **5,930**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$12.813 Billion

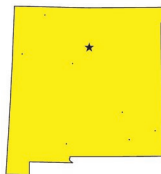


Highway Safety Laws Needed in New Jersey:

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

NEW MEXICO

2016 Fatalities: **402**
10-Year Fatality Total: **3,594**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.769 Billion



Highway Safety Laws Needed in New Mexico:

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

NEW YORK

2016 Fatalities: **1,025**
10-Year Fatality Total: **11,643**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$15.246 Billion



Highway Safety Laws Needed in New York:

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

S = Secondary Enforcement DE = Driver Education

NORTH CAROLINA

2016 Fatalities: **1,450**
10-Year Fatality Total: **13,665**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$7.909 Billion

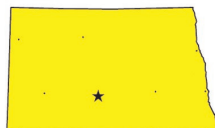


Highway Safety Laws Needed in North Carolina:

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

NORTH DAKOTA

2016 Fatalities: **113**
10-Year Fatality Total: **1,305**
Annual Economic Cost
Due to Motor Vehicle
Crashes:
\$706 Million



Highway Safety Laws Needed in North Dakota:

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

OHIO

2016 Fatalities: **1,132**
10-Year Fatality Total: **10,925**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.125 Billion



Highway Safety Laws Needed in Ohio:

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

OKLAHOMA

2016 Fatalities: **683**
10-Year Fatality Total: **6,986**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.910 Billion



Highway Safety Laws Needed in Oklahoma:

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

OREGON

2016 Fatalities: **495**
10-Year Fatality Total: **3,844**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.768 Billion



Highway Safety Laws Needed in Oregon:

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

S = Secondary Enforcement

PENNSYLVANIA

2016 Fatalities: **1,188**
10-Year Fatality Total: **12,926**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.851 Billion



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

RHODE ISLAND

2016 Fatalities: **51**
10-Year Fatality Total: **626**
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

2016 Fatalities: **1,015**
10-Year Fatality Total: **8,964**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.045 Billion



Highway Safety Laws Needed in South Carolina:
All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
GDL Cell Phone Restriction

SOUTH DAKOTA

2016 Fatalities: **116**
10-Year Fatality Total: **1,300**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$720 Million



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

S = Secondary Enforcement DE = Driver Education

TENNESSEE

2016 Fatalities: **1,041**
10-Year Fatality Total: **10,172**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.667 Billion



Highway Safety Laws Needed in Tennessee:

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

TEXAS

2016 Fatalities: **3,776**
10-Year Fatality Total: **33,478**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$17.044 Billion



Highway Safety Laws Needed in Texas:

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

UTAH

2016 Fatalities: **281**
10-Year Fatality Total: **2,547**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.725 Billion



Highway Safety Laws Needed in Utah:

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

VERMONT

2016 Fatalities: **62**
10-Year Fatality Total: **648**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$538 Million



Highway Safety Laws Needed in Vermont:

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

VIRGINIA

2016 Fatalities: **760**
10-Year Fatality Total: **7,845**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.998 Billion



Highway Safety Laws Needed in Virginia:

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

S = Secondary Enforcement

WASHINGTON

2016 Fatalities: **537**
10-Year Fatality Total: **4,940**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.469 Billion



Highway Safety Laws Needed in Washington:

Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction
GDL - Passenger Restriction
GDL - Age 18 for Unrestricted License

WEST VIRGINIA

2016 Fatalities: **269**
10-Year Fatality Total: **3,300**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.482 Billion



Highway Safety Laws Needed in West Virginia:

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

WISCONSIN

2016 Fatalities: **607**
10-Year Fatality Total: **5,914**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.546 Billion



Highway Safety Laws Needed in Wisconsin:

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

WYOMING

2016 Fatalities: **112**
10-Year Fatality Total: **1,350**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$788 Million



Highway Safety Laws Needed in Wyoming:

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

DE = Driver Education

SOURCE INFORMATION

In developing this report, Advocates relied upon numerous research studies, statistical analyses, fact sheets and other public data. Additional information is available upon request.

- American Automobile Association Foundation for Traffic Safety, "Timing of Driver's License Acquisition and Reasons for Delay among Young People in the United States, 2012" July 2013.
- American Automobile Association, "Crashes vs. Congestion- What's the Cost to Society?," November 2011.
- American Automobile Association, "Caution Ahead: New Year's Ranks as Deadliest Day on US Roads," December 2012.
- Allstate Foundation Teen Licensing Survey, "Unlikely Allies in Fight for Stronger Teen Driving Laws: Teens Themselves," 2010.
- American Journal of Surgery, *Repeal of the Michigan helmet law: the evolving clinical impact*, 2015
- Arbogast, K.B., Jermakian, J.S., Kallan, M.J., & Durbin, D.R., "Effectiveness of Belt Positioning Booster Seats: An Updated Assessment," *Pediatrics*, October 2009.
- Ascone, D., Lindsey, T., & Varghese, C., "An Examination of Driver Distraction in NHTSA Databases," Data Reporting and Information Division, National Center for Statistics and Analysis, NHTSA, September 2009.
- Chen, Baker, Li, "Graduated Driver Licensing Programs and Fatal Crashes of 16-Year-Old Drivers: A National Evaluation" *Pediatrics*, July 2006.
- Centers for Disease Control and Prevention, "10 Leading Causes of Injury Deaths by Age Group Highlighting Unintentional Injury Deaths, United States," 2014.
- Centers for Disease Control and Prevention, "Helmet use among motorcyclists who died in crashes and economic cost savings associated with state motorcycle helmet laws," 2012.
- Centers for Disease Control and Prevention, "Injury Prevention and Control: Motor Vehicle Safety, Get the Facts."
- Centers for Disease Control and Prevention, "Teen Driver: Fact Sheet," 2012.
- Centers for Disease Control and Prevention, "Vital Signs, Drinking and Driving, a Threat to Everyone," October 2011.
- Children's Hospital of Philadelphia - Partners for Child Passenger Safety: Fact and Trend Report, September 2008.
- Coronado, V.G., Xu, L, Basavaraju, S.V., McGuire, L.C., Wald, M.M., Faul, M.D., Guzman, B.R., Hemphill, J.D., "Surveillance for Traumatic Brain Injury—Related Deaths—United States, 1997-2007," 2011.
- Durbin, D.R., Chen, I., Smith, R., Elliot, M.R., and Winston, F.K., "Effects of seating position and appropriate restraint use on the risk of injury to children in motor vehicle crashes," *Pediatrics* 115:e305, 2005.
- Durbin, D.R., Elliot, M.R., and Winston, F.K., "Belt-positioning booster seats and reduction in risk of injury among children in vehicle crashes," *Journal of the American Medical Association* 289:2835-40, 2003.
- Elvik, R., "The Power Model of the Relationship Between Speed and Road Safety: Update and New Analyses," Report No. 1034/2009. Oslo, Norway: Institute of Transport Economics, 2009.
- Federal Highway Administration, "If you run a red light, you are betting more than you can afford to lose." FHWA-SA-11-016
- Ferguson et al., "Progress in Teenage Crash Risk During the Last Decade," *Journal of Safety Research*, 2007.
- Flannagan, Carol, "Analysis of Motorcycle Crashes: Comparison of 2012 to Previous Years," 18th Michigan Safety Summit, 2013.
- Government Accountability Office, "Motorcycle Safety: Increasing Federal Flexibility and Identifying Research Priorities Would Help Support States' Safety Efforts," Report 13-42, 2012.
- Governors Highway Safety Association, "Mission Not Accomplished: Teen Safe Driving the Next Chapter," Oct. 2016
- Harris, Lou and Peter Harris Research Group, "Survey of the Attitudes of the American People of Highway and Auto Safety," June 2004.
- Henary, B., Sherwood, CP, "Car safety seats for children: rear facing for best protection." *Inj. Prev.* 13(6): 398:402, Dec. 2007.
- Insurance Institute for Highway Safety, Status Report "Kids in Crashes Far Better If States Have Tough Restraint Laws," 2011.

SOURCE INFORMATION (CONT'D)

- Insurance Institute for Highway Safety, Status Report "Kids in Crashes Far Better If States Have Tough Restraint Laws," 2011.
- Insurance Institute for Highway Safety, Status Report, "High Claims: Legalizing recreational marijuana is linked to increased crashes," 2017.
- Insurance Institute for Highway Safety, "Fatality Facts 2015," Teenagers Website
- Insurance Institute for Highway Safety, "Graduated Licensing Laws and Fatal Crashes of Teenage Drivers, A National Study," June 2010.
- Insurance Institute for Highway Safety, "Watch Your Head: Michigan's Weakened Helmet Use Law Leads to Costlier Injury Claims," 2013.
- Intoxalock Legacy Ignition Interlock Device Website.
- Kaufman, E.J., MD, Wiebe, D.J., PhD, Impact of State Ignition Interlock Laws on Alcohol-Involved Crash Deaths in the United States. Available at <http://bit.ly/1RkuZQ>.
- Liberty Mutual Insurance Company, "Liberty Mutual and SADD Study Finds Texting While Driving by Teens Not Affected by Their Awareness of the Dangers, Text Conversations with Mom and Dad on the Rise," October 2011.
- Lui, B.C., Ivers, R., Norton, R., Boufous, S., Blows, S, Lo, S.K., "Helmets for Preventing Injury in Motorcycle Riders (Review)," The Cochrane Library, 2009.
- Mayhew, D., "Reducing the Crash Risk for Young Drivers," June 2006.
- McCartt A.T., Hellinga L.A., Braitman K.A., "Cell Phones and Driving: Review of Research," *Traffic Injury Prevention*, 7:89-106, 2006.
- McCartt A.T., Mayhew D.R., Braitman K.A., Ferguson S.A., Simpson H.M.. "Effects of Age and Experience on Young Driver Crashes: Review of Recent Literature," Insurance Institute for Highway Safety, Arlington, VA, 2008.
- McCartt, A.T., Teoh, E.R., Fields, M., Braitman, K.A. and Hellinga, L.A., "Graduated Licensing Laws and Fatal Crashes of Teenage Drivers: A National Study," *Traffic Injury Prevention*, 11:240-248, 2010.
- McEvoy, S.P., et al, "Role of Mobile Phones in Motor Vehicle Crashes Resulting in Hospital Attendance: A Case-Crossover Study," *British Medical Journal*, 428-432, 2005.
- Miller, T.R. & Zaloshnja, E., "On a Crash Course: The Dangers and Health Costs of Deficient Roadways," Pacific Institute for Research and Evaluation, commissioned by Transportation Construction Coalition, May 2009.
- Minnesota Department of Public Safety, Minnesota Motor Vehicle Crash Facts 2008 and 2011.
- Morgan, C., "Effectiveness of lap/shoulder belts in the back outboard seating positions," NHTSA, DOT HS 808 945, 1999.
- Morse, B.J., Elliot, D.S., "Hamilton County Drinking and Driving Study, 30 Month Report," 1990.
- Mothers Against Drunk Driving, 2016 Campaign to Eliminate Drunk Driving Report, February 2016.
- Mothers Against Drunk Driving, "Fifth Anniversary Report to the Nation." November 2011.
- Mothers Against Drunk Driving, Statistics, accessed at www.madd.org/drunken-driving/about/drunken-driving-statistics.html.
- National Governors Association and National Association of State Budget Officers. The Fiscal Survey of the States: An Update of State Fiscal Conditions, Fall 2010.
- Nationwide Mutual Insurance Company, "Driving While Distracted Research Results," July 2010.
- Naumann, R.B., Dellinger, A.M., Zaloshnja, E., Lawrence, B.A., Miller, T.R., "Incidence and Total Lifetime Costs of Motor Vehicle-Related Fatal and Nonfatal Injury by Road User Type, United States, 2005," *Traffic Injury Prevention* 11:4, 353-360, 2010.
- New York Times, Technology Series: "Driven to Distraction." Entire series can be found on this website: http://topics.nytimes.com/top/news/technology/series/driven_to_distraction/index.html, 2009.
- NHTSA, "Drinking and Driving Tips, Stops by the Police, and Arrests: Analyses of the 1995 Survey of Drinking and Driving Attitudes and Behavior," DOT HS 809 184, 2000.
- NHTSA, "Ignition Interlocks—What You Need to Know: A Toolkit for Policymakers, Highway Safety Professionals, and Advocates," DOT HS 811 246, November 2009.

SOURCE INFORMATION (CONT'D)

- NHTSA, National Evaluation of Graduated Driver Licensing Programs, DOT HS 810 614, 2006,
- NHTSA, Seat Belt Use in 2016 - Overall Results, DOT HS 812 351, November 2016.
- NHTSA, The Economic Impact of Motor Vehicle Crashes, 2010 (Revised), DOT HS 812 013, May 2015.
- NHTSA, The Nation's Top Strategies to Stop Impaired Driving: Primary Seat Belt Laws, 2007.
- NHTSA, Traffic Safety Facts, 2016 Fatal Motor Vehicle Crashes: Overview, DOT HS 812 456, October 2017.
- NHTSA, Traffic Safety Facts, Alcohol Impaired Driving, DOT HS 812 450, October 2017.
- NHTSA, Traffic Safety Facts, Children, DOT HS 812 271, May 2016.
- NHTSA, Traffic Safety Facts, Lives Saved in 2016 by Restraint Use and Minimum Drinking Age Laws," DOT HS 812 454, October 2017.
- NHTSA, Traffic Safety Facts, Motorcycles, DOT HS 812 353, December 2016.
- NHTSA, Traffic Safety Facts, Occupant Protection, DOT HS 812 262, April 2016.
- NHTSA, Traffic Safety Facts Research Note, "2015 Motor Vehicle Crashes—Overview," DOT HS 812 318, August 2016.
- NHTSA, Traffic Safety Facts, Research Note, "Calculating Lives Saved by Motorcycle Helmets," DOT HS 809 861 2005.
- NHTSA, Traffic Safety Facts, Research Note, "Crash Outcome Data Evaluation System Project Seat Belt and Helmet Analysis," 1996.
- NHTSA, Traffic Safety Facts Research Note, "National Child Restraint Use Special Study", DOT HS 811 679, 2012.
- NHTSA, Traffic Safety Facts, Research Note, "Child Restraint Use in 2008—Overall Results," DOT HS 811 135, 2009.
- NHTSA, Traffic Safety Facts, Research Note, "Distracted Driving 2014," DOT HS 812 260, April 2016.
- NHTSA, Traffic Safety Facts, Research Note, "Driver Electronic Device Use in 2015," DOT HS 812 326, September 2016.
- NHTSA, Traffic Safety Facts: Traffic Tech—Technology Transfer Series, Number 323. Estimated Minimum Savings to a State's Medicaid Budget by Implementing A Primary Seat Belt Law: Arkansas, Colorado, Florida, and Missouri. March 2007.
- NHTSA, Traffic Safety Facts: Traffic Tech—Technology Transfer Series, Number 406. Determining the Relationship of Primary Seat Belt Laws to Minority Ticketing. September 2011.
- NHTSA, Traffic Safety Facts: Young Drivers, DOT HS 812 278, May 2016.
- ORC International for Liberty Mutual Insurance and SADD, "Older, Not Wiser: New Study Reveals Teens Becoming Riskier Drivers As They Enter Senior Year," August 2017.
- Orsay, E.M.; Muelleman, R.L.; Peterson, T.D.; Jurisic, D.H.; Kosasih, J.B.; and Levy, P., "Motorcycle Helmets and Spinal Injuries: Dispelling the Myth," *Annals of Emergency Medicine* 23:802-06, 1994.
- Preusser, D.F. & Tison, J., "GDL Then and Now," *Journal of Safety Research*, 38(2), 159-163, 2007.
- Quinlan, K., et al., "Characteristics of Child Passenger Deaths and Injuries Involving Drinking Drivers.", *Journal of the American Medical Association*, 283 (17): 2249-52, 2000.

SOURCE INFORMATION (CONT'D)

- Redelmeier D.A., Tibshirani R.J., "Association between Cellular-Telephone Calls and Motor Vehicle Collisions," *The New England Journal of Medicine*; 336(7):453-58, 1997.
- Research and Innovative Technology Administration, Bureau of Transportation Statistics. State Transportation Statistics, 2009.
- Shults, et al., The Children's Hospital of Philadelphia, 2015.
- Simon v. Sargent, D.C.Mass.1972, 346 F.Supp. 277, affirmed 39 S.Ct. 463, 409 U.S. 1020, 34 L.Ed.2d 312.
- State Farm Mutual Automobile Insurance Company, "Teens, Smartphones and Distracted Driving," July 2016.
- Strayer D.L., Drews F.A., Crouch D.J., "A Comparison of the Cell Phone Driver and the Drunk Driver," *Human Factors*; 48:381-391, 2006.
- Sun, K., Bauer, M.J., Hardman, S., "Effects of Upgraded Child Restraint Law Designed to Increase Booster Seat Use in New York," *Pediatrics*, 2010.
- Vogel, S., "Teen Driver Menace: Text Messaging- Studies Show Texting While Driving Is Epidemic," *Parenting Teens*, October 22, 2007.
- Weber K., "Crash protection for child passengers. A review of best practice." University of Michigan Transportation Research Institute (UMTRI). 2000311-27.27), 2000.
- Weiss, H., Ph.D., MPH, MS, Agimi, Y.I., MPH, and Steiner, C., MD, MPH, "Youth Motorcycle-Related Brain Injury by State Helmet Law Type: United States 2005 2007," *Pediatrics*, November 2010.
- Williams, A.F., "Contribution of the Components of Graduated Licensing to Crash Reductions," *Journal of Safety Research*, 38(2), 177-184, 2007.
- Williams, A.F., Braitman, K.A., and McCartt, A.T., "Views of Parents of Teenagers about Licensing Policies: a National Survey," 2010.
- The Wireless Association, "Wireless Quick Facts, Year End Figures," CTIA.
- Wisconsin Department of Transportation, Mobility Accountability Preservation Safety Service Performance Improvement Report, 2013.

SOURCE INFORMATION (CONT'D)

Thanks to the many individuals and organizations whose websites and staff provided background and state law information for the 2018 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

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

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

National Safety Council (NSC)
www.nsc.org

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

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

Traffic Injury Research Foundation (TIRF)
www.trafficinjuryresearch.com

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

Virginia Tech Transportation Institute
www.vtti.vt.edu

West Virginia University Injury Control Research Center
www.hsc.wvu.edu/icrc

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

Advocates would like to thank Cathy Barzey, Lisa Drew, Tara Gill, Jackie Gillan, Henry Jasny, Allison Kennedy, Shaun Kildare, Peter Kurdock and Eric Naing for their contributions to the 2018 Roadmap of State Highway Safety Laws.

Also, special thanks to Jamie Douglas of DAYLIGHT for the cover design.



ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

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 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 policy initiatives which advance highway and auto safety.

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

Advocates for Highway and Auto Safety
750 First Street, NE, Suite 1130
Washington, D.C. 20002
202-408-1711
Follow us on Twitter: @SafeRoadsNow