



Lives saved.

Injuries prevented.

Costs contained.

What a difference
25 years makes.



ADVOCATES
for Highway & Auto Safety
1989 • 2014

2014 Roadmap
of State Highway
Safety Laws

11TH ANNUAL ROADMAP OF STATE HIGHWAY SAFETY LAWS

A 25 YEAR RETROSPECT: LIVES SAVED, INJURIES PREVENTED, COSTS CONTAINED BUT MORE WORK STILL TO BE DONE

This year, Advocates for Highway and Auto Safety (Advocates) reaches a major milestone as we celebrate our 25th Anniversary of advancing state and federal safety laws and programs. Since our founding in 1989 by consumer, health and safety and insurance industry leaders, our coalition has successfully fought for safer cars, safer drivers and safer roads. Advocates represents a true success story of uncommon partners who have come together to pursue a common lifesaving goal. As we look back on the safety advances achieved during the last quarter century, it is an excellent opportunity to look forward at the unfinished safety agenda.



After six consecutive years of declining fatalities on our nation's roads, traffic deaths increased in 2012 to 33,561 fatalities. This alarming shift is a stark reminder that states must continue to pass and enforce strong, comprehensive highway safety laws. The *2014 Roadmap of State Highway Safety Laws* provides a guide for state elected officials on what laws their states are lacking and where action is needed.

The critical importance of these laws is clear. Looking back to 1989, over 45,000 people were killed and more than three million were injured in motor vehicle crashes. Vehicles lacked essential safety features like air bags and states lacked effective traffic safety laws. For example, 25 years ago only six states had a primary enforcement seat belt law. Today, 33 states and DC have a primary enforcement seat belt law covering front seat passengers, and in 2012, more than 12,000 lives were saved because of seat belt use. The progress we have made in achieving a 26 percent fatality reduction from 1989 shows that when states take action to enact and enforce optimal traffic safety laws, lives are saved, injuries are reduced, and costs to society are contained.

Despite the significant progress made over the past 25 years, there is still not a single state that has all of Advocates' 15 recommended safety laws. For the past 11 years, the *Roadmap Reports* have highlighted the dangerous safety gaps that exist in state laws. Yet, some state legislatures still are not passing laws that improve public safety, and even worse, some are passing laws to rollback safety. During the 2013 legislative session, 19 bills to repeal existing all-rider motorcycle helmet laws were introduced in 11 states while only three state legislatures introduced all-rider helmet bills. Meanwhile, motorcycle rider deaths continue to climb to record numbers and studies continue to show that without laws, helmet use is low and fatalities are high -- there were 10 times as many unhelmeted motorcyclist fatalities in states without all-rider helmet laws as in states with all-rider helmet laws.

Looking to the future Advocates will continue to vigorously work with elected leaders, health and safety groups, crash victims and survivors, and insurers to promote passage of these lifesaving laws. Twenty-five years later our nation's highway death and injury toll is still unnecessary and state inaction is still unacceptable.

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

Jacqueline S. Gillan, President

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GLOSSARY OF ACRONYMS

- AAA** - American Automobile Association
- Advocates** - Advocates for Highway and Auto Safety
- BAC** - Blood Alcohol Concentration
- CDC** - Centers for Disease Control and Prevention
- DC** - District of Columbia
- DUI** - Driving Under the Influence
- DWI** - Driving While Intoxicated
- FARS** - Fatality Analysis Reporting System
- GAO** - Government Accountability Office
- GDL** - Graduated Driver Licensing
- IID** - Ignition Interlock Device
- IIHS** - Insurance Institute for Highway Safety
- MADD** - Mothers Against Drunk Driving
- NHTSA** - National Highway Traffic Safety Administration
- NTSB** - National Transportation Safety Board
- SADD** - Students Against Destructive Decisions
- U.S. DOT** - United States Department of Transportation

URGENT ACTION NEEDED TO IMPROVE HIGHWAY SAFETY

The Problem

Driving an automobile is an American way of life. With over 4 million miles of roadway, Americans are afforded a significant degree of mobility. Yet this increased access offered by our nation's highway system comes with an enormous social cost – over 5.5 million crashes annually resulting in more than 33,000 fatalities on average and 2.3 million injuries, at an economic cost to society in excess of \$230 billion. Every day over 90 people are killed on America's streets and highways, and almost 6,500 are injured. While federal action and safety requirements can address part of the problem, state laws have a direct effect on promoting safer behavior by drivers and occupants. Unfortunately, too many state legislatures are not taking proactive steps to reduce these numbers by enacting effective and proven highway safety laws.

Key Facts About This Leading Public Health Epidemic:

- 33,561 people were killed in motor vehicle crashes in 2012—an increase of 3.3% from 2011. This is the first annual increase in motor vehicle fatalities after six consecutive years of decline. Automobile crashes remain the leading cause of death for Americans between the ages of five and 24.
- An estimated 2.36 million people were injured in motor vehicle crashes in 2012.
- In 2012, more than half (52%) of passenger vehicle occupants killed were unrestrained.
- Crashes involving teen drivers resulted in 4,640 total fatalities in 2012.
- A total of 4,957 motorcyclists died in 2012, an increase from 2011. This death toll accounts for 15% of all fatalities.
- 1,168 children ages 14 and younger were killed in motor vehicle crashes in 2012.
- 291 children ages four through seven were killed in motor vehicle crashes in 2012.
- More than 3.5 million people have been killed in motor vehicle crashes in the U.S. since 1899.
- The more than 5.5 million police-reported motor vehicle crashes in 2012 cost our nation in excess of \$230 billion in property and productivity losses, medical and emergency bills and other related costs. This adds up to a “crash tax” of \$730 for every person, every year.
- **An additional 333 new laws need to be adopted in all states and DC to fully meet Advocates' recommendations for basic safety laws.**

SAFETY LAWS REDUCE CRASH COSTS

Motor vehicle crashes impose a significant financial burden on society. According to the National Highway Traffic Safety Administration (NHTSA), the total economic cost of motor vehicle crashes in 2000 was more than \$230 billion. Based on this, every person pays an annual “crash tax” of \$730.

Motor vehicle crashes in the year 2000:

- Resulted in \$81.2 billion in lost workplace and household productivity;
- Created \$32.6 billion in present and future medical costs;
- Totaled \$59 billion in property damage costs;
- Amounted to \$57 billion in other costs; and,
- Cost each critically injured survivor an average of \$1.1 million.

A more recent 2011 American Automobile Association (AAA) study reported that the annual cost of motor vehicle crashes in urbanized areas alone was nearly \$300 billion. According to a study by the Centers for Disease Control and Prevention (CDC), in a one-year period (2005), the cost of medical care and productivity losses alone associated with injuries from motor vehicle crashes exceeded \$99 billion.

Annual Economic Cost of Motor Vehicle Crashes to States*

STATE	(Billions \$)	STATE	(Billions \$)
AL	\$2.788	MT	\$.621
AK	\$.475	NE	\$1.629
AZ	\$4.272	NV	\$1.873
AR	\$1.965	NH	\$1.014
CA	\$20.655	NJ	\$9.336
CO	\$3.278	NM	\$1.413
CT	\$3.596	NY	\$19.490
DE	\$.706	NC	\$8.270
DC	\$.732	ND	\$.290
FL	\$14.403	OH	\$11.090
GA	\$7.850	OK	\$2.593
HI	\$.655	OR	\$1.948
ID	\$.856	PA	\$8.170
IL	\$8.984	RI	\$.767
IN	\$4.346	SC	\$3.335
IA	\$2.105	SD	\$.498
KS	\$1.884	TN	\$4.628
KY	\$3.114	TX	\$19.761
LA	\$4.000	UT	\$1.594
ME	\$.912	VT	\$.221
MD	\$4.237	VA	\$5.203
MA	\$6.276	WA	\$5.310
MI	\$8.069	WV	\$1.268
MN	\$3.065	WI	\$3.756
MS	\$2.106	WY	\$.424
MO	\$4.737	Total	\$230.568

Source: The Economic Impact of Motor Vehicle Crashes, 2000, NHTSA (2002).
*The report has not been updated.

LEGISLATIVE ACTIVITY IN 2013

In 2013, there were merely ten laws passed in eight states that meet the criteria for this report. While there was other legislative activity throughout the states, for purposes of this report we are only considering those laws that meet the optimal law criteria, as defined on pages 11 and 12. Any other laws, including those that are secondary enforcement or do not otherwise meet the optimal law criteria, are not included in the legislative activity summary below.

Highway Safety Laws Enacted 2013, in All State Legislatures

Primary Enforcement of Seat Belts: West Virginia (front); Hawaii (rear)

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

Booster Seats (children ages 4 through 7): None

Graduated Driver Licensing (GDL): Hawaii, Maryland, Utah (cell phone restriction); Texas (supervised driving requirement)

Impaired Driving: Maine, Tennessee (ignition interlock devices for all offenders)

All-Driver Text Messaging Restriction: Hawaii, Virginia

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

Based on Advocates' safety recommendations, states need to adopt 333 new laws:

- 17 states still need an optimal primary enforcement seat belt law for front seat passengers;
- 33 states still need an optimal primary enforcement seat belt law for rear seat passengers;
- 31 states still need an optimal all-rider motorcycle helmet law;
- 19 states still need an optimal booster seat law;
- No state meets all the criteria of Advocates' recommended GDL program (174 laws still needed);
- 39 states and DC are missing one or more critical impaired driving laws (46 laws still needed); and,
- 13 states still need an optimal all-driver text messaging restriction.

KEY THINGS TO KNOW ABOUT THIS REPORT

The Report is Divided into Five Issue Sections:

- Occupant Protection: Primary Enforcement Seat Belts for Both Front and Rear Seat Occupants and All-Rider Motorcycle Helmets
- Child Passenger Safety: Booster Seats
- Teen Driving (GDL): Minimum Age 16 for Learner’s Permit; 6-Month Holding Period; 30-50 Hours Supervised Driving; Nighttime Driving Restriction; Passenger Restriction; Cell Phone Use Restriction; and Age 18 for Unrestricted License
- Impaired Driving: Ignition Interlock Devices (IIDs) for All Offenders; Child Endangerment; and Open Container
- Distracted Driving: All-Driver Text Messaging Restriction

In Advocates’ judgment and experience, the 15 state laws that are listed in the five sections are essential to save lives, prevent injuries, and reduce health care and other costs. They do not comprise the entire list of effective public policy interventions states should take to reduce motor vehicle deaths and injuries. Background information about each law is provided in the respective sections throughout the report. The statistical data on crashes, fatalities and injuries are based on 2012 Fatal Analysis Reporting System (FARS) published data, except as otherwise indicated.

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

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

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

Each issue section has a state law chart, in alphabetical order, with each state’s rating. The section ratings result in an overall rating, and **overall state ratings on pages 36-37** 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.

WHAT'S NEW IN THIS YEAR'S REPORT



- Under Occupant Protection, there has been a rating added for primary enforcement seat belt laws covering passengers in rear seating positions. This law is rated separately from the optimal primary seat belt law covering passengers in the front seats. This law is included in the Overall State Ratings, and no credit is given to laws that are subject to secondary enforcement.
- With the addition of the new rating for a primary seat belt law covering passengers in rear seating positions, the criteria for the overall rating is also changed. No state can receive an overall green rating without having *both* the primary seat belt law for front seat passengers and the primary enforcement seat belt law for rear seat passengers. Regardless of the number of other state laws, a state cannot receive a green rating without both laws.
- The rating for Mandatory Blood Alcohol Concentration (BAC) Testing under Impaired Driving has been removed.
- In the States at a Glance section, there has been a fatality count added for the years dating back to 1989, when Advocates was founded.

DEFINITIONS OF 15 LIFESAVING LAWS

Based on government and private research, crash data and state experience, Advocates has determined the traffic safety laws listed below are critical to reducing motor vehicle deaths and injuries. For the purposes of this report, states are only given credit if the state law meets the optimal safety provisions as defined below. **No credit is given for laws that fail to fully meet the criteria in this report** (although the existence of a partial law is indicated by an open circle for informational purposes only). **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 when they see a violation of the seat belt law for front seat occupants. No other violation need occur first to take action. Ratings are based on front seat occupants only. No state without this law, in addition to a primary enforcement rear seat belt law, may receive a “green” overall rating.

Primary Enforcement Rear Seat Belt Law - Requires that all occupants in the rear seat of a vehicle wear a seat belt and allows law enforcement officers to stop and ticket the driver when they see a violation of the seat belt law. No other violation need occur first to take action. No state without this law, in addition to a primary enforcement front seat belt law, may 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 fine. No state that has repealed its existing all-rider motorcycle helmet law in the previous ten years can achieve a “green” overall rating.

Child Passenger Safety

Booster Seat Law - Requires, at a minimum, that children ages four through seven be placed in a child restraint system (booster seat) that is certified by the manufacturer to meet U.S. DOT safety standards.

Teen Driving

GDL programs allow novice teen drivers to learn to drive under lower risk conditions, and consist of a learner's stage, then an intermediate stage, before being granted an unrestricted license. The learner's stage requires teen drivers to complete a minimum number of months of adult-supervised driving in order to move to the next phase and drive unsupervised. The intermediate stage restricts teens from driving in high-risk situations for a specified period of time before receiving an unrestricted license. Advocates rates state GDL laws on seven key safety components identified in research and data analysis:

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

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

DEFINITIONS OF 15 LIFESAVING LAWS (CONT.)

Teen Driving (cont.)

Learner's Stage: 30-50 Hours of Supervised Driving Provision - A beginning teen driver must receive at least 30-50 hours of behind-the-wheel training 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 30, or if there is a reduction in the required number of hours of supervised driving (to less than 30 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.

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

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

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

Impaired Driving

Ignition Interlock Devices (IIDs) - This law mandates the installation of IIDs on the vehicles of all convicted drunk driving offenders. Advocates has given credit for laws that require the use of IIDs for all offenders. Some states (CO, IL and OR) have also been given credit for having laws that provide strong incentives for all offenders to use IIDs.

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

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

Distracted Driving

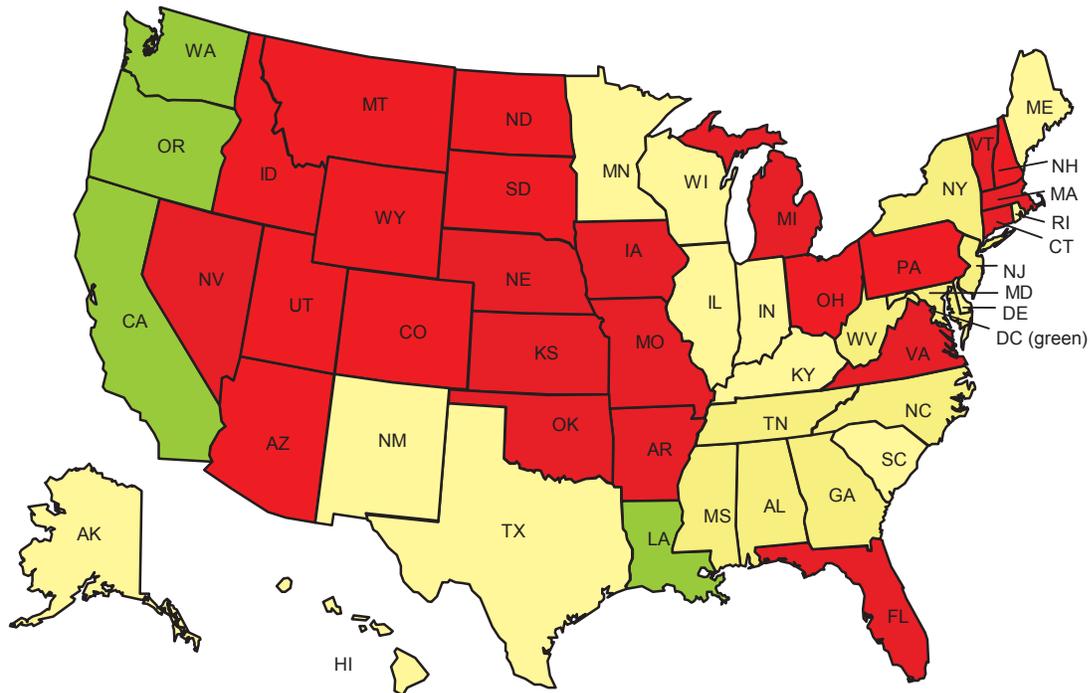
All-Driver Text Messaging Restriction - This law prohibits all drivers from sending, receiving, or reading a text message from any handheld or electronic data communication device, except in the case of an emergency.

OCCUPANT PROTECTION

Primary Enforcement Seat Belt Laws (Front Seat)

Primary Enforcement Seat Belt Laws (Rear Seat)

All-Rider Motorcycle Helmet Laws



	State has all three laws, a primary enforcement seat belt law (front), primary enforcement seat belt law (rear) and an all-rider motorcycle helmet law
	State has two of the three laws, a primary enforcement seat belt law (front), primary enforcement seat belt law (rear) or an all-rider motorcycle helmet law
	State has one or none of the three laws

Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 10 for law definitions. See “States at a Glance”, beginning on page 38, to determine which law the yellow states lack.

PRIMARY ENFORCEMENT SEAT BELT LAWS

Seat belt use, reinforced by effective safety belt laws, is a proven lifesaver. In 2012, 21,667 occupants of passenger vehicles were killed in motor vehicle crashes. Of the passenger vehicle occupant fatalities for which restraint use was known, 52% were not wearing seat belts.

States with primary enforcement laws have higher seat belt use rates. In 2013, states with primary enforcement seat belt laws for front seat passengers had a 91% belt use rate, while states with secondary laws had an 80% belt use rate, according to NHTSA data. A study conducted by the Insurance Institute for Highway Safety (IIHS) found that when states strengthen their laws from secondary to primary enforcement, driver death rates decline by an estimated 7%. The chart below indicates the number of lives saved by seat belt use, along with the additional number of lives that could have been saved if the seat belt use rate in the state had been 100%.

Needless deaths and injuries that result from non-use of seat belts cost society an estimated \$60 billion annually in medical care, lost productivity and other injury-related costs, according to a study by the Pacific Institute for Research and Evaluation. Unfortunately, as the chart below indicates, 17 states (in red) have failed to upgrade either of their belt laws to primary enforcement.

Lives Saved in 2012 vs. Lives that Could Have Been Saved by 100% Seat Belt Use—By State, Age 5 and older (NHTSA, 2013)											
<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			
AL	304	75	IL	346	47	MT	48	34	RI	32	13
AK	21	5	IN	316	40	NE	62	31	SC	278	61
AZ	231	90	IA	161	26	NV	90	17	SD	40	31
AR	189	108	KS	143	61	NH	25	19	TN	373	133
CA	1,194	96	KY	272	97	NJ	181	43	TX	1,479	185
CO	149	58	LA	246	101	NM	132	26	UT	68	27
CT	90	22	ME	55	20	NY	460	79	VT	19	7
DE	35	7	MD	209	35	NC	507	119	VA	276	120
DC	0	0	MA	95	50	ND	55	26	WA	176	12
FL	752	190	MI	417	50	OH	379	148	WV	91	39
GA	486	85	MN	173	21	OK	263	95	WI	230	83
HI	27	4	MS	203	82	OR	146	10	WY	55	24
ID	73	31	MO	195	111	PA	328	136			

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 use law, but only 33 states and DC allow primary enforcement of their front seat belt laws. Among the states that have primary enforcement seat belt laws, only 17 and DC cover occupants in all seating positions (front and rear).

PRIMARY ENFORCEMENT SEAT BELT LAWS

- Lap-shoulder belts, when used, reduce the risk of fatal injury to front seat car occupants by 45% and the risk of moderate-to-critical injuries by 50%. For light truck occupants, seat belts reduce the risk of fatal injury by 60% and moderate-to-critical injury by 65%.
- NHTSA data shows that nationwide seat belts saved an estimated 12,174 lives age five and older of passengers in all seating positions in 2012 . An additional 3,031 lives could have been saved if all passenger vehicle occupants had worn seat belts.
- In 2011, the proportion of unrestrained passenger vehicle occupants seated in the front seat was 50%, compared to 61% of unrestrained passenger vehicle occupants seated in the rear seat, according to NHTSA data.
- The majority of passengers in the rear seats of vehicles are teens and children, and studies have shown that seat belt usage by teens is the lowest of any segment of society, according to NHTSA.
- 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 a NHTSA report
- The average in-patient costs for crash victims who don't use seat belts are 55% higher than for those who use them, according to NHTSA.
- Minnesota changed its seat belt law to primary enforcement in 2009 and the state's Department of Public Safety found that the seatbelt usage rate jumped to nearly 93% from 87% and unbelted deaths dropped from 150 fatalities in 2008 to 120 deaths in 2011.
- In 2009, Wisconsin upgraded its seat belt law to primary enforcement and the state's Department of Transportation determined that the seat belt use rate increased to nearly 80% in 2011, an increase of 8%.
- Opponents often assert that highway safety laws violate personal choice and individual rights. In response, the U.S. District Court of Massachusetts held in a decision affirmed by the U.S. Supreme Court that, "... from the moment of injury, society picks the person up off the highway; delivers him to a municipal hospital and municipal doctors; provides him with unemployment compensation if, after recovery, he cannot replace his lost job; and, if the injury causes disability, may assume the responsibility for his and his family's continued subsistence."
- According to a NHTSA study of the relationship between primary enforcement belt laws and minority ticketing, the share of citations for Hispanics and African Americans changed very little after states adopted primary enforcement belt laws. In fact, there were significant gains in seat belt use among all ethnic groups, none of which were proportionately greater in any minority group.



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

ALL-RIDER MOTORCYCLE HELMET LAWS

In 2012, 4,957 motorcyclists were killed and 93,000 were injured on our nation's roads. The number of motorcycle crash fatalities has more than doubled since a low of 2,116 in 1997. NHTSA estimates that helmets saved the lives of 1,699 motorcyclists in 2012 and that 781 more lives in all states could have been saved if all motorcyclists had worn helmets. All-rider helmet laws increase motorcycle helmet use, decrease deaths and injuries and save taxpayer dollars.

States Without All-Rider Motorcycle Helmet Laws & Lives that Could Have Been Saved in 2012 by 100 Percent Helmet Use (NHTSA, 2013)	AK	2	ID	4	MN	16	RI	2
	AZ	27	IL	45	MT	8	SC	39
	AR	17	IN	46	NH	7	SD	8
	CO	20	IA	18	NM	15	TX	101
	CT	10	KS	13	ND	4	UT	4
	DE	2	KY	26	OH	47	WI	34
	FL	98	ME	5	OK	24	WY	4
	HI	11	MI	25	PA	39		

When crashes occur, motorcyclists need adequate head protection to prevent one of the leading causes of death and disability in America - head injuries. Studies have determined that helmets reduce head injuries without increased occurrence of spinal injuries in motorcycle trauma. 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 helmet use. **Three states (IL, IA and NH) have no motorcycle helmet use law. In 2013, there were 19 attempts in 11 states to repeal existing all-rider helmet laws.** In 2011, more than half (59%) of the fatally injured motorcycle riders were not wearing a helmet in states without all-rider helmet laws, compared to only 9% of fatally injured riders in states with an all-rider helmet law.

ALL-RIDER MOTORCYCLE HELMET LAWS



- In 2012, motorcyclists represented 14% of the total traffic fatalities, yet accounted for only 3% of all registered vehicles in the United States.
- According to NHTSA, in 2012, there were ten times as many unhelmeted fatalities (1,858) in states without a universal helmet law compared to states with a universal helmet law (178 deaths). These states were nearly equivalent with respect to total resident populations.
- The GAO estimated that in 2010 the direct measurable costs of motorcycle crashes were approximately \$16 billion.
- According to IIHS, in 2011 NHTSA reported that states with all-rider helmet laws had 96% observed use of motorcycle helmets, while states without all-rider laws had a use rate of only 55%.
- Economic benefits of motorcycle helmet use laws are substantial. In states that have an all-rider helmet use law, cost savings to society were \$725 per registered motorcycle, compared to savings of just \$198 per registered motorcycle in states without a mandatory helmet use law, according to the Centers for Disease Control and Prevention (CDC).
- A poll conducted by Lou Harris showed that by an overwhelming majority (80%), Americans favor state laws requiring all motorcyclists to wear helmets.
- Motorcycle helmets are 69% effective in preventing brain injuries and 42% effective in preventing motorcyclist deaths.
- If Michigan had not repealed its all-rider helmet law in 2012, there would have been 26 fewer motorcycle crash deaths, a 21% reduction, that year if the helmet mandate was still in place, according to IIHS.
- According to the American Academy of Pediatrics, in states with youth-specific helmet laws, use has decreased and youth mortality has increased. Serious traumatic brain injury among young riders was 38% higher in states with only age-specific laws compared to states with all-rider helmet laws.
- There is no scientific evidence that motorcycle rider training reduces crash risk and is an adequate substitute for an all-rider helmet law. In fact, motorcycle fatalities continued to increase even after a motorcycle education and training grant program included in federal legislation took effect in 2006.

OCCUPANT PROTECTION LAWS RATING CHART

Primary Enforcement Seat Belt Laws (Front)

Primary Enforcement Seat Belt Laws (Rear)

All-Rider Motorcycle Helmet Laws

Number of new occupant protection laws since January 2013: One primary enforcement (front) (WV), One primary enforcement (rear) (HI), NO all-rider motorcycle helmet laws

	Primary Enforcement Seat Belt Law (Front Seat)	Primary Enforcement Seat Belt Law (Rear Seat)	All-Rider Motorcycle Helmet Law	Rating		Primary Enforcement Seat Belt Law (Front Seat)	Primary Enforcement Seat Belt Law (Rear Seat)	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	33+ DC	17+ DC	19+ DC	

STATUS OF STATE LAWS

17 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 2013. There were 19 attempts to repeal all-rider motorcycle helmet laws in 11 states.

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

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

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

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

BOOSTER SEAT LAWS

Motor vehicle crashes are a leading cause of death for American children aged five to fourteen. An average of three children under age 14 were killed and 463 were injured every day in motor vehicle crashes in the U.S. in 2012. Additionally, 291 children age four through seven died in motor vehicle crashes. The best way to protect children age 12 and under from risks posed by air bags is to place them in the back seat, restrained by a child safety seat, booster seat or safety belt, as appropriate.

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. They should also position the lap belt portion of the adult safety belt across the child's hips or pelvic area. An improper fit of an adult safety belt can cause the lap belt to ride up over the stomach and the shoulder belt to cut across the neck, potentially exposing the child to serious abdominal and neck injury. Additionally, if the shoulder strap portion of the lap/shoulder belt is uncomfortable, children will likely place it behind their backs, defeating the safety benefits of the system. 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. 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.
- In 2012, there were 298 passenger vehicle occupant fatalities among children age four or younger and of those, where restraint use was known, 31% were totally unrestrained. More than 280 lives were saved in 2012 by restraining children four and younger in passenger vehicles.
- Across all age groups, injury risk is lowest (less than 2%) when children are placed in an age-appropriate restraint in the rear seat.
- A Harris public opinion poll found that 84% of Americans support all states having booster seat laws protecting children ages four through seven.
- According to IIHS, expanded child restraint laws covering children through age seven were associated with:
 - 5% reduction in the rate of children with injuries of any severity;
 - 17% reduction in the rate of children with fatal and incapacitating injuries;
 - Children being 3 times as likely to be in appropriate restraints;
 - 6% increase in the number of booster-seat aged children seated in the rear of the vehicle where children are more protected.



To date, 47 states and DC have enacted primary enforcement booster seat laws. **However, only 31 of those states and DC have laws that provide protection for children ages four through seven,** as recommended by Advocates, NTSB, NHTSA, and other child safety advocacy organizations.

BOOSTER SEAT LAWS RATING CHART

	Booster Seat Law	Rating		Booster Seat Law	Rating
AL	○	●	MT	○	●
AK	●	●	NE	○	●
AZ	●	●	NV	○	●
AR	○	●	NH	○	●
CA	●	●	NJ	●	●
CO	●	●	NM	○	●
CT	○	●	NY	●	●
DE	●	●	NC	●	●
DC	●	●	ND	○	●
FL		●	OH		●
GA	●	●	OK	○	●
HI	●	●	OR	●	●
ID	○	●	PA	●	●
IL	●	●	RI	●	●
IN	●	●	SC	○	●
IA	○	●	SD		●
KS	●	●	TN	●	●
KY	○	●	TX	●	●
LA	○	●	UT	●	●
ME	●	●	VT	●	●
MD	●	●	VA	●	●
MA	●	●	WA	●	●
MI	●	●	WV	●	●
MN	●	●	WI	●	●
MS	○	●	WY	●	●
MO	●	●	Total	31+ DC	

STATUS OF STATE LAWS

No state adopted an optimal booster seat law in 2013.

31 states and DC have an optimal booster seat law.

16 states (AL, AR, CT, ID, IA, KY, LA, MS, MT, NE, NV, NH, NM, ND, OK, and SC) have a booster seat law that does not cover children through age 7.

3 states (FL, OH, and SD) have yet to adopt any booster seat law, or the states' law only permits secondary enforcement.

- = Optimal law
- = Law does not fully satisfy Advocates' recommendation (no credit given)
- = Good
- = Caution
- = Danger

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

TEEN DRIVING LAWS

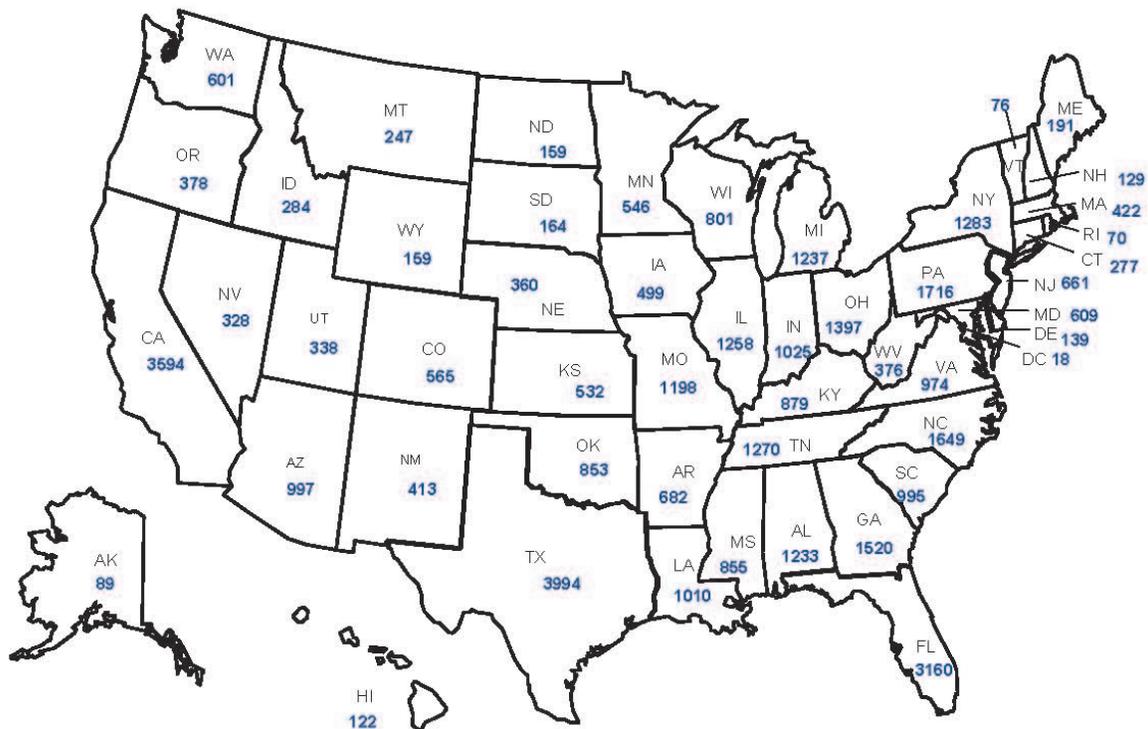
Motor Vehicle Crashes are the Number One Killer of American Teenagers

Teen drivers are far more likely than other drivers to be involved in fatal crashes because they lack driving experience and tend to take greater risks. According to NHTSA, 4,640 people were killed in crashes involving young drivers in 2012. Of that number, 1,875 were young drivers and 1,052 were passengers of young drivers. The remaining 1,713 victims were pedestrians, pedalcyclists, and the occupants of the other vehicles involved in crashes with young drivers. According to NHTSA, the annual estimated economic cost of police-reported crashes involving young drivers is \$40.8 billion.

GDL programs, which introduce teens to the driving experience gradually by phasing in full driving privileges over time and in lower risk settings, have been effective in reducing teen crash deaths.

In this report, each of the seven optimal GDL provisions is counted separately in rating the state effort. **No state has all of the optimal GDL provisions recommended in this report.**

The map below shows the number of fatalities caused by motor vehicle crashes involving drivers aged 15 to 20 from 2006 to 2012.



TEEN DRIVING LAWS



- A study conducted by IIHS found that fatal crash rates per mile driven are twice as high for 16-year-olds as they are for 18 to 19-year-olds. The greatest incidence (20%) of teenage motor vehicle crash deaths occurs from 9 p.m. to midnight.
- In states that have adopted GDL systems, studies have found overall crash reductions among teen drivers of about 10-30%.
- Programs that included a mandatory waiting period, a nighttime restriction, and either supervised driving for at least 30 hours or a passenger restriction were associated with reductions of 16-21% in fatal-crash involvement rates of 16-year-old drivers, according to NHTSA.
- 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 they are prohibited from having any teenage passengers in their vehicles, compared to when two or more passengers are allowed.
- An analysis of fatal crash rates for drivers age 15 to 17 in states with different minimum learner's permit and intermediate license ages found that as the age of obtaining a learner's permit decreases, fatal crash rates increase. The earlier young people are allowed to learn to drive, and the younger the age at which they become licensed, are both factors associated with higher fatal crash rates.
- In 2010, more than half (54%) of the young drivers killed were unrestrained, where restraint use was known.
- NHTSA data shows 26% of young drivers age 15 to 20 who were killed in crashes in 2011 had a blood alcohol concentration (BAC) of .08% or higher.
- Text messaging has become a more prominent issue when it comes to distracted teen drivers. In a 2007 study by Liberty Mutual Insurance Group and Students Against Destructive Decisions (SADD), 46% of teens admitted to text messaging while driving, even though 37% rated text messaging as "extremely" or "very" distracting.
- 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 of respondents 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, according to a 2010 survey by the Allstate Foundation.

TEEN DRIVING LAWS RATING CHART

Number of new teen driving laws since January 2013: No minimum age for learner's permit; No 6-month holding period; One supervised driving provision (TX); No nighttime restriction; No passenger restriction; Three optimal cell phone restrictions (HI , MD & UT); and No age 18 for unrestricted license.

	Minimum Age 16 for Learner's Permit	6-Month Holding Period	30-50 Hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 Unrestricted License	Teen Driving Laws Rating		Minimum Age 16 for Learner's Permit	6-Month Holding Period	30-50 Hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 Unrestricted License	Teen Driving Laws 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	40+ DC	11	28+ DC	31	15	

● = Optimal law ○ = Law does not satisfy Advocates' recommendation (no credit given)

● = Good (At least 5 optimal provisions)

● = Caution (at least 2 to 4 of 7 optimal provisions)

● = Danger (Less than 2 optimal provisions)

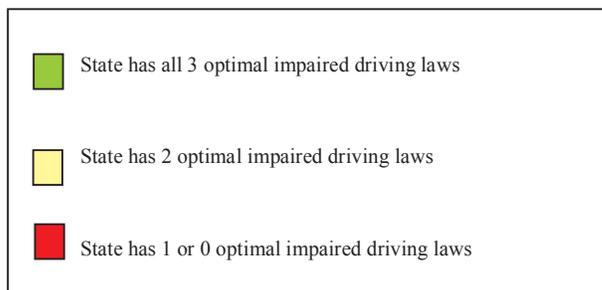
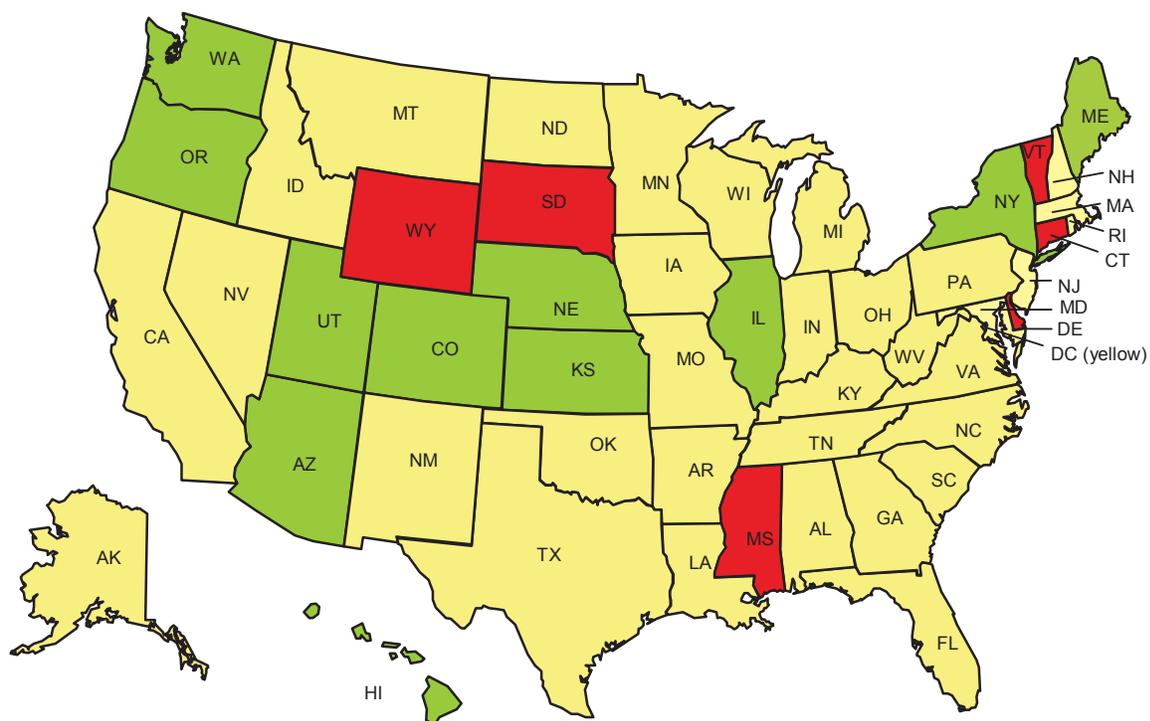
(No credit is given for laws that are secondary enforcement)

IMPAIRED DRIVING

Ignition Interlock Devices

Child Endangerment

Open Container



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 38, to determine which laws states lack.

IMPAIRED DRIVING LAWS

Since the 1980s, there has generally been a downward trend in alcohol-related deaths that can be attributed to a cultural shift in attitudes towards drunk driving, as well as strong anti-drunk driving laws. However, this problem still remains a substantial and serious safety threat, accounting for nearly a third of all traffic deaths in the U.S. In 2012, 10,322 people died in crashes involving drunk drivers—457 more than 2011—representing an almost 5% increase. According to Mothers Against Drunk Driving (MADD), drunk driving costs more than \$132 billion annually. Clearly, more still needs to be done to reduce the number of impaired drivers on our roadways.

- An average of one alcohol-impaired driving fatality occurred every 51 minutes in 2012.
- A common misconception is that most people who are convicted of their first drunk driving offense are social drinkers who made one mistake. However, studies show that on average a person arrested for drunk driving has driven drunk 87 other times, according to NHTSA research.
- According to the CDC, adult drivers drank too much and got behind the wheel approximately 112 million times in 2010, which equals approximately 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 (7% and 1% respectively).

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 21 minimum drinking age, and zero tolerance BAC laws for youth.



Ignition Interlock Device Laws

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

- Nearly eight in ten Americans support requiring ignition interlocks for all convicted driving under the influence (DUI) offenders, even if it is their first conviction, according to the American Automobile Association (AAA).
- 82% of offenders themselves believe the IID was effective in preventing them from driving after drinking.
- According to the CDC, when IIDs are installed, they are associated with a reduction in arrest rates for impaired driving of approximately 70%.
- NHTSA research shows that IIDs reduce recidivism among both first-time and repeat DWI offenders, with reductions in subsequent DWI arrests ranging from 50% to 90% while the interlock is installed on the vehicle.

Advocates also has chosen to evaluate whether a state's IID laws applies to all offenders.

Currently, IIDs are mandatory for all offenders, including first time offenders, in only 20 states. 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.



Child Endangerment Laws

In 2012, 239 children ages 14 and younger were killed in crashes involving an alcohol-impaired driver. A national telephone survey sponsored by NHTSA in 1999 estimated that between 46 million to 102 million drunk-driving trips are made each year with children under the age of 15 in the vehicle.

Child endangerment laws either create a separate offense or enhance existing DWI and DUI penalties for people who drive under the influence of alcohol or drugs with a minor child in the vehicle. Drivers who engage in this conduct create a hazardous situation for themselves and for others on the road, and also put a child – who rarely has a choice as to who is driving – at risk of serious danger. A CDC study found that only 18% of children who were killed in a crash while riding in the impaired driver’s vehicle were properly restrained. In comparison, nearly 31% of children killed in a crash while riding with a non-impaired driver were properly restrained.

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 adequately defined and properly enforced, child endangerment laws act as a strong deterrent that protects children. **Currently, 46 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 That Meet Federal Requirements

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

Congress passed legislation in 1998 establishing a program designed 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 a motor vehicle. To comply with the provisions set forth in federal law, the state’s open container law must:

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

In an effort to encourage states to comply with the federal law, those states that are non-compliant have 3% 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 can redirect the diverted funds to other designated programs. Redirection has been largely ineffective as an incentive for encouraging lagging states to enact strong open container laws. **Currently, not every state has this law and only 39 states and DC are in compliance.**

IMPAIRED DRIVING LAWS RATING CHART

Number of new impaired driving laws since January 2013: Two ignition interlock laws for all offenders (ME, TN); No child endangerment; and No open container.

	Ignition Interlocks	Child Endangerment	Open Container	Impaired Driving Rating		Ignition Interlocks	Child Endangerment	Open Container	Impaired Driving 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	20	46+ DC	39+ DC	

STATUS OF STATE LAWS

39 states and D.C. are missing one or more critical impaired driving law.

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

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

ALL-DRIVER TEXT MESSAGING RESTRICTIONS



According to NHTSA, in 2012, there were 3,328 people killed and 421,000 injured in crashes involving a distracted driver. However, issues with underreporting crashes involving cell phones remain because of differences in police crash report coding, database limitations, and other challenges. It is clear from an increasing body of safety research, studies and data that the use of electronic devices for telecommunications (such as mobile phones and text messaging), telematics and entertainment can readily distract drivers from the driving task.

- Research has shown that because of the degree of cognitive distraction these devices cause, the behavior of drivers using mobile phones (whether hand-held or hands-free) is equivalent to the behavior of drivers at the threshold of the legal limit for alcohol (0.08% BAC).
- Crash risk increases dramatically – as much as four times higher – when a driver is using a mobile phone, with no significant safety difference between hand-held and hands-free phones observed in many studies.
- According to NHTSA data, almost 10% of fatal crashes and 18% of injury crashes in 2012 were reported as distraction-affected crashes; however, there are problems with underreporting due to police crash report coding and other challenges.
- In 2012, The Wireless Association reported that there were more than 2.19 trillion text messages sent or received in the U.S.
- According to a survey by Nationwide Insurance, four out of ten respondents claimed to have been hit or nearly hit as a result of a distracted driver.
- Eleven 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 represents the largest proportion of drivers who were distracted.
- Sending or receiving a text message causes the driver's eyes to be off the road for an average of 4.6 seconds. When driving 55 miles per hour, this is the equivalent of driving the entire length of a football field blind.
- NHTSA reports the percentage of drivers holding cell phones to their ears while driving was 5% in 2011. This rate translates into 660,000 vehicles driven by people using hand-held cell phones at a typical daytime moment in 2011.
- According to NHTSA, the percentage of drivers visibly manipulating hand-held devices while driving increased by 44% between 2010 and 2011.

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

Advocates has given full credit to states that have primary enforcement of an all-driver text messaging restriction. **To date, 37 states and DC ban text messaging for all drivers, including one state (HI) that adopted this law in 2013. Virginia upgraded its texting ban in 2013 from secondary to primary enforcement.**

ALL-DRIVER TEXT MESSAGING RESTRICTIONS RATING CHART

Number of new texting laws since January 2013: Hawaii passed an optimal law; and, Virginia upgraded to primary enforcement.

	All-Driver Text Messaging Restriction	Rating		All-Driver Text Messaging Restriction	Rating
AL	●	●	MT		●
AK	●	●	NE		●
AZ		●	NV	●	●
AR	●	●	NH	●	●
CA	●	●	NJ	●	●
CO	●	●	NM		●
CT	●	●	NY	●	●
DE	●	●	NC	●	●
DC	●	●	ND	●	●
FL		●	OH		●
GA	●	●	OK		●
HI	●	●	OR	●	●
ID	●	●	PA	●	●
IL	●	●	RI	●	●
IN	●	●	SC		●
IA		●	SD		●
KS	●	●	TN	●	●
KY	●	●	TX		●
LA	●	●	UT	●	●
ME	●	●	VT	●	●
MD	●	●	VA	●	●
MA	●	●	WA	●	●
MI	●	●	WV	●	●
MN	●	●	WI	●	●
MS		●	WY	●	●
MO		●	Total	37+ DC	

STATUS OF STATE LAWS

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

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

- = Optimal law
- = Good
- = Danger

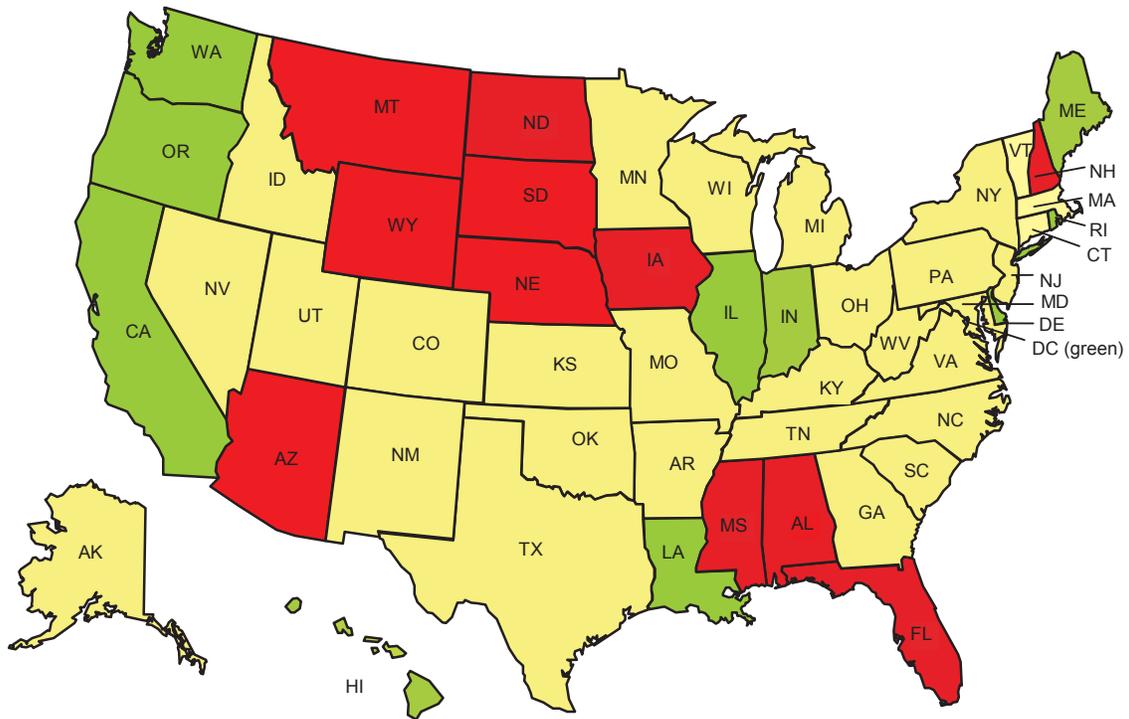
(No credit is given for laws that are secondary enforcement)

OVERALL STATE RATINGS BASED ON TOTAL NUMBER OF LAWS

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

The overall rating takes into consideration whether a state has 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 ten years, is eligible for a green overall rating, no matter how many other laws it may have. This weighting is to emphasize the significance of comprehensive primary enforcement seat belt laws and all-rider motorcycle helmet laws in saving lives and reducing injuries.

OVERALL STATE RATINGS BASED ON TOTAL NUMBER OF LAWS



RATINGS CHART		
Color	Number of Points	Definition
Green	11 to 15, with both primary enforcement seat belt laws, <i>or</i> 9 or more, with both primary enforcement laws and all-rider helmet law	State is significantly advanced toward adoption of all Advocates' recommended highway safety laws
Yellow	6 to 10, with both primary enforcement seat belt laws, <i>or</i> 7 and above, without both primary enforcement seat belt laws	State is advancing but has numerous gaps in its highway safety laws.
Red	Fewer than 7, without both primary enforcement seat belt laws	State falls dangerously behind in adoption of key safety laws.

OVERALL RATING BASED ON NUMBER OF SAFETY LAWS

	Teen Driving Laws											Impaired Driving			Total Credit for Number of Laws 2013	Overall Safety Rating 2013
	Primary Enforcement Seat Belt Law (Front)	Primary Enforcement Seat Belt Law (Rear)	All-Rider Motorcycle Helmet Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period	30-50 hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 for Unrestricted License	Ignition Interlocks for All Offenders	Child Endangerment Law	Open Container Law		
Alabama	●		●	○		●			○			●	●	●	6	●
Alaska	●	●		●		●	●	○	●	○		●	●	●	9	●
Arizona				●		●						●	●	●	5	●
Arkansas	●			○		●		○	●	○	●	●	●	●	7	●
California	●	●	●	●		●	●		○			●	●	●	9	●
Colorado				●		●	●		●			●	●	●	8	●
Connecticut	●			○	●		●	○	●	●	●			●	8	●
Delaware	●	●		●	●	●	●	●	●	●		●		●	11	●
District of Columbia	●	●	●	●	●	●	●	○	●	○	●	●	●	●	12	●
Florida	●					●	●	○			●	●	●		6	●
Georgia	●		●	●		●	●		●	●		●	●	●	10	●
Hawaii	●	●		●		●	●	○	●	●		●	●	●	11	●
Idaho				○		●	●	●	●	○		●	●	●	7	●
Illinois	●	●		●		●	●	○	●	●	●	●	●	●	12	●
Indiana	●	●		●		●	●	○	●	●	●	●	●	●	11	●
Iowa	●			○		●		○	●			●	●		5	●
Kansas	●			●		●	●	●	●	●		●	●	●	11	●
Kentucky	●	●		○	●	●	●	○	●			●	●	●	9	●
Louisiana	●	●	●	○		●	●	○	●			●		●	9	●
Maine	●	●		●		●	●	○	●	●		●	●	●	11	●
Maryland	●		●	●		●	●	○	●	●		●	●	●	10	●
Massachusetts			●	●	●	●	●		●	●		●	●	●	10	●
Michigan	●			●		●	●	●	●	●		●	●	●	10	●
Minnesota	●	●		●		●	●	○	●	●		●	●	●	10	●
Mississippi	●		●	○		●		○	○			●			4	●
Missouri			●	●		●	●	○	●	○		●	●		7	●
Montana				○		●	●	○	●			●	●		5	●

● = Optimal law (1 point) ○ = No credit given, indication of partial law for informational purposes only

OVERALL RATING BASED ON NUMBER OF SAFETY LAWS

	Teen Driving Laws											Impaired Driving			Total Credit for Number of Laws 2013	Overall Safety Rating 2013	
	Primary Enforcement Seat Belt Law (Front)	Primary Enforcement Seat Belt Law (Rear)	All-Rider Motorcycle Helmet Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period	30-50 hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 for Unrestricted License	Ignition Interlocks for All Offenders	Child Endangerment Law	Open Container Law			All-Driver Text Messaging Restriction
Nebraska			●	○		●					●	●	●		5	●	
Nevada			●	○		●	●			○	●		●	●	●	7	●
New Hampshire				○		●		○	●	○	●	●	●	●	6	●	
New Jersey	●		●	●	●	●		○	●	●	●		●	●	●	11	●
New Mexico	●	●		○		●	●	○	●	●		●		●	8	●	
New York	●		●	●	●	●	●	●	○		●	●	●	●	12	●	
North Carolina	●		●	●		●	●	●	●	●			●	●	●	11	●
North Dakota				○		●		●		●			●	●	●	6	●
Ohio						●	●		●	●	●		●	●		7	●
Oklahoma	●			○		●	●	●	●	○			●	●		7	●
Oregon	●	●	●	●		●	●	○	●	●		●	●	●	●	12	●
Pennsylvania				●	●	●	●	○	●	○			●	●	●	8	●
Rhode Island	●	●		●	●	●	●	○	●	●			●	●	●	11	●
South Carolina	●	●		○		●	●	●	○				●	●		7	●
South Dakota								●					●			2	●
Tennessee	●		●	●		●	●	○	●	●		●	●		●	10	●
Texas	●	●		●		●	●			●	●		●	●		9	●
Utah				●		●	●	○		●		●	●	●	●	8	●
Vermont			●	●		●	●			●			●	●		7	●
Virginia			●	●		●	●			○	●	●		●		8	●
Washington	●	●	●	●		●	●			●		●	●	●	●	11	●
West Virginia	●		●	●		●		●	●	●		●	●		●	10	●
Wisconsin	●	●		●		●	●	○	●	●			●	●	●	10	●
Wyoming				●			●	○	●	●			●		●	6	●
Total Number with Optimal Law	33+ DC	17+ DC	19+ DC	31+ DC	8+ DC	46+ DC	40+ DC	11	28+ DC	31	14+ DC	20	46+ DC	39+ DC	37+ DC		
Total Number Missing Optimal Law	17	33	31	19	42	4	10	39+ DC	22	19+ DC	36	30+ DC	4	11	13		

● = Optimal law (1 point) ○ = No credit given, indication of partial law for informational purposes only

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 2012, as reported by NHTSA.
- The number of people killed in motor vehicle crashes in each state since Advocates' founding in 1989, as reported by NHTSA.
- The annual economic cost of motor vehicle crashes to the state, as reported in *The Economic Impact of Motor Vehicle Crashes 2000* (NHTSA). (See chart on page 7.)
- The state's background color represents its overall rating (Green, Yellow or Red) based on the chart on pages 36 and 37 of this report.
- A list of the 15 optimal lifesaving laws that the state has not enacted, based on Advocates' definitions on pages 11 and 12 as discussed in this report.

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

- **Only 10 states and DC** (CA, DE, HI, IL, IN, LA, ME, OR, RI, and WA) **received a "Green" rating, showing significant advancement toward adopting all of Advocates' recommended optimal laws.**
- **29 states** (AK, AR, CO, CT, GA, ID, KS, KY, MD, MA, MI, MN, MO, NV, NJ, NM, NY, NC, OH, OK, PA, SC, TN, TX, UT, VT, VA, WV and WI) **received a "Yellow" rating, showing moderately positive performance but with numerous gaps still in their highway safety laws.**
- **11 states** (AL, AZ, FL, IA, MS, MT, NE, NH, ND, SD, and WY) **received a "Red" rating, indicating poor performance because of a dangerous lack of basic safety laws.**

Abbreviation Key (Explanation for Laws Needed):

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

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

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

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

Note: 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 rating, no matter how many other laws it may have.

ALABAMA

2012 Fatalities: **865**
Fatalities since 1989: **25,142**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.79 Billion



Highway Safety Laws Needed in Alabama:

Primary Enforcement Seat Belt Law (Rear)
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
(Without DE Exemption)
GDL - Stronger Nighttime Restriction Provision
GDL - Passenger Restriction Provision (Without S)
GDL - Stronger Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

ALASKA

2012 Fatalities: **59**
Fatalities since 1989: **2,002**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$475 Million



Highway Safety Laws Needed in Alaska:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Stronger Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Open Container Law

ARIZONA

2012 Fatalities: **825**
Fatalities since 1989: **23,217**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.27 Billion



Highway Safety Laws Needed in Arizona:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
(Without DE Exemption)
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision (Without S)
GDL - Age 18 Unrestricted License
All-Driver Text Messaging Restriction

ARKANSAS

2012 Fatalities: **552**
Fatalities since 1989: **14,823**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.97 Billion



Highway Safety Laws Needed in Arkansas:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
GDL - Stronger Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision (Without S)
Open Container Law

S = Secondary Enforcement DE = Driver Education

CALIFORNIA

2012 Fatalities: **2,857**
Fatalities since 1989: **94,365**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$20.66 Billion

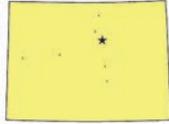


Highway Safety Laws Needed in California:

GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
GDL - Cell Phone Restriction Provision (Without S)
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

COLORADO

2012 Fatalities: **472**
Fatalities since 1989: **13,941**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.28 Billion



Highway Safety Laws Needed in Colorado:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
GDL - Age 18 for Unrestricted License

CONNECTICUT

2012 Fatalities: **236**
Fatalities since 1989: **7,319**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.60 Billion



Highway Safety Laws Needed in Connecticut:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - 6-Month Holding Period Provision
(Without DE Exemption)
GDL - Stronger Nighttime Restriction Provision
Child Endangerment Law
Open Container Law

DELAWARE

2012 Fatalities: **114**
Fatalities since 1989: **2,923**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$706 Million



Highway Safety Laws Needed in Delaware:

All-Rider Motorcycle Helmet Law
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Open Container Law

DISTRICT OF COLUMBIA

2012 Fatalities: **15**
Fatalities since 1989: **1,165**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$732 Million



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

GDL - Stronger Nighttime Restriction Provision
GDL - Stronger Cell Phone Restriction Provision
Ignition Interlock Law for All Offenders

S = Secondary Enforcement DE = Driver Education

FLORIDA

2012 Fatalities: **2,424**
Fatalities since 1989: **68,661**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$14.40 Billion



Highway Safety Laws Needed in Florida:
Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction (Without S)

GEORGIA

2012 Fatalities: **1,192**
Fatalities since 1989: **35,849**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$7.85 Billion



Highway Safety Laws Needed in Georgia:
Primary Enforcement Seat Belt Law (Rear)
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision
Ignition Interlock Law for All Offenders

HAWAII

2012 Fatalities: **126**
Fatalities since 1989: **3,135**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$655 Million



Highway Safety Laws Needed in Hawaii:
All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License

IDAHO

2012 Fatalities: **184**
Fatalities since 1989: **5,952**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$856 Million



Highway Safety Laws Needed in Idaho:
Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

ILLINOIS

2012 Fatalities: **956**
Fatalities since 1989: **32,093**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$8.98 Billion



Highway Safety Laws Needed in Illinois:
All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision

S = Secondary Enforcement

INDIANA

2012 Fatalities: **779**
Fatalities since 1989: **21,571**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.35 Billion



Highway Safety Laws Needed in Indiana:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
Ignition Interlock Law for All Offenders

IOWA

2012 Fatalities: **365**
Fatalities since 1989: **10,600**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.11 Billion

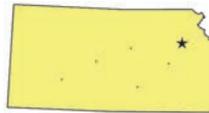


Highway Safety Laws Needed in Iowa:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
GDL - Stronger Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction (Without S)

KANSAS

2012 Fatalities: **405**
Fatalities since 1989: **10,684**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.88 Billion



Highway Safety Laws Needed in Kansas:

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

KENTUCKY

2012 Fatalities: **746**
Fatalities since 1989: **20,208**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.11 Billion



Highway Safety Laws Needed in Kentucky:

All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Stronger Nighttime Restriction Provision
GDL - Passenger Restriction Provision (Without S)
GDL - Age 18 for Unrestricted License
Ignition Interlock Law

LOUISIANA

2012 Fatalities: **722**
Fatalities since 1989: **21,187**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.00 Billion



Highway Safety Laws Needed in Louisiana:

Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Age 18 for Unrestricted License
Open Container Law

S = Secondary Enforcement

MAINE

2012 Fatalities: **164**
Fatalities since 1989: **4,413**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$912 Million



Highway Safety Laws Needed in Maine:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License

MARYLAND

2012 Fatalities: **505**
Fatalities since 1989: **14,884**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.24 Billion



Highway Safety Laws Needed in Maryland:

Primary Enforcement Seat Belt Law (Rear)
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Passenger Restriction Provision
Ignition Interlock Law for All Offenders

MASSACHUSETTS

2012 Fatalities: **349**
Fatalities since 1989: **10,706**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$6.28 Billion



Highway Safety Laws Needed in Massachusetts:

Primary Enforcement Seat Belt Law (Front & Rear)
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
Ignition Interlock Law for All Offenders

MICHIGAN

2012 Fatalities: **938**
Fatalities since 1989: **30,340**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$8.07 Billion



Highway Safety Laws Needed in Michigan:

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

MINNESOTA

2012 Fatalities: **395**
Fatalities since 1989: **13,196**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.07 Billion



Highway Safety Laws Needed in Minnesota:

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

S = Secondary Enforcement

MISSISSIPPI

2012 Fatalities: **582**
Fatalities since 1989: **19,427**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.11 Billion



Highway Safety Laws Needed in Mississippi:

Primary Enforcement Seat Belt Law (Rear)
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
GDL - Stronger Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Stronger Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Open Container Law
All-Driver Text Messaging Restriction

MISSOURI

2012 Fatalities: **826**
Fatalities since 1989: **25,332**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.74 Billion



Highway Safety Laws Needed in Missouri:

Primary Enforcement Seat Belt Law (Front & Rear)
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Stronger Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Open Container Law
All-Driver Text Messaging Restriction

MONTANA

2012 Fatalities: **205**
Fatalities since 1989: **5,391**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$621 Million



Highway Safety Laws Needed in Montana:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7 (Without S)
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction

NEBRASKA

2012 Fatalities: **212**
Fatalities since 1989: **6,277**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.63 Billion



Highway Safety Laws Needed in Nebraska:

Primary Enforcement Seat Belt Law (Front & Rear)
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
(Without DE Exemption)
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
All-Driver Text Messaging Restriction (Without S)

S = Secondary Enforcement DE = Driver Education

NEVADA

2012 Fatalities: **258**
Fatalities since 1989: **7,819**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.87 Billion



Highway Safety Laws Needed in Nevada:

Primary Enforcement Seat Belt Law (Front & Rear)
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
GDL - Stronger Cell Phone Restriction Provision
Ignition Interlock Law for All Offenders

NEW HAMPSHIRE

2012 Fatalities: **108**
Fatalities since 1989: **3,187**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.01 Billion



Highway Safety Laws Needed in New Hampshire:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 6-Month Holding Period Provision
GDL - Stronger Nighttime Restriction Provision
GDL - Stronger Cell Phone Restriction Provision
Ignition Interlock Law for All Offenders

NEW JERSEY

2012 Fatalities: **589**
Fatalities since 1989: **17,619**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$9.34 Billion

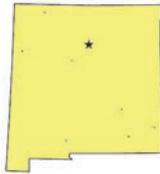


Highway Safety Laws Needed in New Jersey:

Primary Enforcement Seat Belt Law (Rear)
GDL - 30-50 Hours Supervised Driving Provision
GDL - Stronger Nighttime Restriction Provision
Ignition Interlock Law for All Offenders

NEW MEXICO

2012 Fatalities: **365**
Fatalities since 1989: **10,653**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.41 Billion



Highway Safety Laws Needed in New Mexico:

All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License
Child Endangerment Law
All-Driver Text Messaging Restriction

NEW YORK

2012 Fatalities: **1,168**
Fatalities since 1989: **37,389**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$19.50 Billion



Highway Safety Laws Needed in New York:

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

S = Secondary Enforcement DE = Driver Education

NORTH CAROLINA

2012 Fatalities: **1,292**
Fatalities since 1989: **34,942**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$8.27 Billion



Highway Safety Laws Needed in North Carolina:

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

NORTH DAKOTA

2012 Fatalities: **170**
Fatalities since 1989: **2,532**
Annual Economic Cost
Due to Motor Vehicle
Crashes:
\$290 Million



Highway Safety Laws Needed in North Dakota:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
GDL - Passenger Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

OHIO

2012 Fatalities: **1,123**
Fatalities since 1989: **32,361**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$11.09 Billion



Highway Safety Laws Needed in Ohio:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7 (Without S)
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction (Without S)

OKLAHOMA

2012 Fatalities: **708**
Fatalities since 1989: **17,067**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.59 Billion



Highway Safety Laws Needed in Oklahoma:

Primary Enforcement Seat Belt (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction

OREGON

2012 Fatalities: **331**
Fatalities since 1989: **11,289**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.95 Billion



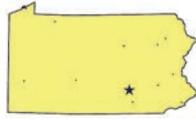
Highway Safety Laws Needed in Oregon:

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

S = Secondary Enforcement

PENNSYLVANIA

2012 Fatalities: **1,310**
Fatalities since 1989: **36,242**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$8.17 Billion



Highway Safety Laws Needed in Pennsylvania:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
GDL - Stronger Nighttime Restriction Provision
GDL - Stronger Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
(Without DE Exemption)
Ignition Interlock Law for All Offenders

RHODE ISLAND

2012 Fatalities: **64**
Fatalities since 1989: **1,876**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$767 Million



Highway Safety Laws Needed in Rhode Island:

All-Rider Motorcycle Helmet Law
GDL - Stronger Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

SOUTH CAROLINA

2012 Fatalities: **863**
Fatalities since 1989: **22,848**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.34 Billion



Highway Safety Laws Needed in South Carolina:

All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Passenger Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction

SOUTH DAKOTA

2012 Fatalities: **133**
Fatalities since 1989: **3,780**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$498 Million



Highway Safety Laws Needed in South Dakota:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 6-Month Holding Period Provision
(Without DE Exemption)
GDL - 30-50 Hours Supervised Driving Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision (Without S)
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Child Endangerment Law
All-Driver Text Messaging Restriction

S = Secondary Enforcement DE = Driver Education

TENNESSEE

2012 Fatalities: **1,014**
Fatalities since 1989: **28,125**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.63 Billion



Highway Safety Laws Needed in Tennessee:

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

TEXAS

2012 Fatalities: **3,398**
Fatalities since 1989: **81,248**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$19.76 Billion

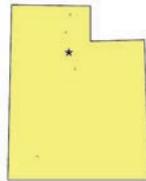


Highway Safety Laws Needed in Texas:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction

UTAH

2012 Fatalities: **217**
Fatalities since 1989: **7,165**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.59 Billion



Highway Safety Laws Needed in Utah:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Age 18 for Unrestricted License

VERMONT

2012 Fatalities: **77**
Fatalities since 1989: **2,072**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$221 Million



Highway Safety Laws Needed in Vermont:

Primary Enforcement Seat Belt Law (Front & Rear)
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision (Without S)
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Child Endangerment Law

VIRGINIA

2012 Fatalities: **777**
Fatalities since 1989: **21,696**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.20 Billion



Highway Safety Laws Needed in Virginia:

Primary Enforcement Seat Belt Law (Front & Rear)
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
GDL - Cell Phone Restriction (Without S)
Open Container Law

S = Secondary Enforcement DE = Driver Education

WASHINGTON

2012 Fatalities: **444**
Fatalities since 1989: **14,893**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.31 Billion



Highway Safety Laws Needed in Washington:

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

WEST VIRGINIA

2012 Fatalities: **339**
Fatalities since 1989: **9,394**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.27 Billion



Highway Safety Laws Needed in West Virginia:

Primary Enforcement Seat Belt Law (Rear)
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
(Without DE Exemption)
GDL - Age 18 for Unrestricted License
Open Container Law

WISCONSIN

2012 Fatalities: **615**
Fatalities since 1989: **17,386**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.76 Billion



Highway Safety Laws Needed in Wisconsin:

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

WYOMING

2012 Fatalities: **123**
Fatalities since 1989: **3,613**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$424 Million



Highway Safety Laws Needed in Wyoming:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - 6-Month Holding Period Provision
GDL - Stronger Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Open Container Law

S = Secondary Enforcement DE = Driver Education

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Organizations:

Thanks to the many individuals and organizations whose websites and staff provided background and state law information for The 2014 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
www.biausa.org

Federal Highway Administration
www.fhwa.dot.gov

Federal Motor Carrier Safety Administration
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
www.nsc.org

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

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

Traffic Injury Research Foundation
www.trafficingjuryresearch.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

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ABOUT ADVOCATES

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

Advocates encourages the adoption of federal and state laws, policies and programs that save lives and reduce injuries. By joining its resources with others, Advocates helps build coalitions to increase participation of a wide array of groups in public policy initiatives which advance highway and auto safety.

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