

MISSING

Have you seen these highway safety laws?

Abandoned or repealed by state legislatures:

**Seat Belts • Impaired Driving • Distracted Driving • Motorcycle Helmets
Child Passenger Safety • Teen Graduated Driver Licensing**



Elected officials are missing in action while deaths are rising. Can you help?

REWARD: THOUSANDS OF LIVES & BILLIONS OF TAX DOLLARS SAVED



ADVOCATES
FOR HIGHWAY
& AUTO SAFETY
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**2016 Roadmap of State
Highway Safety Laws**



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13TH ANNUAL ROADMAP OF STATE HIGHWAY SAFETY LAWS

Opportunities to Save Lives, Prevent Serious Injuries and Reduce Taxpayer Costs are Ignored or Recklessly Squandered in States and the Public is Paying the Price

With the release of the 2016 Roadmap of State Highway Safety Laws, Advocates for Highway and Auto Safety (Advocates) sounds the alarm on an expected increase in 2015 motor vehicle crash deaths based on preliminary data by the National Highway Traffic Safety Administration (NHTSA) and anemic leadership by Governors and state legislatures to address this senseless death toll. In short, more people are needlessly dying on our streets and roads while state elected leaders are needlessly delaying enactment of lifesaving laws. The legislative status quo is unacceptable, especially because states have proven safety solutions at hand to curb this public health crisis that causes 33,000 deaths and 2.3 million injuries annually.



Laws that address seatbelt and motorcycle helmet use, child passenger safety, teen drivers, alcohol-impairment and distraction offer states real opportunities to reduce crashes, prevent deaths and injuries and save money. Each year motor vehicle crashes impose direct economic costs of \$242 billion in medical expenses, lost productivity and other financial burdens spread to all 50 states and the District of Columbia and ultimately borne by every taxpayer. Unfortunately, this year's Roadmap Report finds that more than 300 optimal laws for all 50 states and the District of Columbia are still lacking. In 2015, there were only eight optimal traffic safety laws passed in only six states. Elected officials in Kentucky, Mississippi, Oklahoma, Texas, Utah and West Virginia are to be commended for enacting important laws this past year. Advocates challenges Governors and state legislators to make 2016 the year of highway safety by advancing the unfinished safety agenda.

Despite climbing highway fatalities, there also have been growing attacks in state legislatures on existing laws that are proven lifesavers and money savers. Last year, there were several state legislatures where bills were seriously considered to repeal or weaken laws for seatbelt and motorcycle helmet use, bans on texting while driving, as well as essential protections for novice teen drivers. These efforts confound logic, commonsense and fiscal responsibility.

When enacted and enforced, the safety laws rated in the Roadmap Report reduce the economic toll on state budgets and the emotional toll on families. Data shows that nationwide seatbelts saved almost 13,000 lives in 2014. Appropriate child restraints saved the lives of over 250 children age four and younger. And, motorcycle helmets saved the lives of almost 1,700 riders. As Governors put forth their legislative priorities and lawmakers begin deliberations on legislation, Advocates urges state leaders to heed the increase in highway deaths and injuries and push for passage of commonsense and cost-effective solutions. Allowing laws that close critical safety gaps to languish or be bottled up or proposing to roll back current safety measures can no longer be the expected or the accepted norm in state capitals. The research and data are clear and compelling—when states pass these essential safety laws, lives are saved. Now is a critical and urgent time for legislative action and accountability.

A handwritten signature in black ink that reads "Jacqueline S. Gillan". The signature is fluid and cursive.

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

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 – over 6.1 million crashes in 2014 resulting in almost 32,700 fatalities and 2.3 million injuries. This is a major public health epidemic by any measure. Further, motor vehicle crashes impose a comprehensive cost to society of \$836 billion, based on 2010 data. Every day approximately 89 people are killed on America’s streets and highways, and over 6,300 are injured. While federal action and safety requirements can address part of the problem, state laws have a direct effect on promoting safer behavior by drivers and occupants. Unfortunately, state action is lacking and far too many state legislatures are not taking proactive steps to reduce these numbers by enacting effective and proven highway safety laws.

Key Facts About This Leading Public Health Epidemic:

- 32,675 people were killed in motor vehicle crashes in 2014.
- Automobile crashes remain a leading cause of death for Americans aged five to 34.
- An estimated 2.3 million people were injured in motor vehicle crashes in 2014.
- In 2014, almost half (49%) of passenger vehicle occupants killed were unrestrained.
- A total of 4,586 motorcyclists died in 2014. This death toll accounts for 14% of all fatalities.
- 1,070 children aged 14 and younger were killed in motor vehicle crashes in 2014.
- 310 children aged four through seven were killed in motor vehicle crashes in 2014.
- Crashes involving young drivers (aged 15 - 20) resulted in 4,272 total fatalities in 2014.
- There were 9,967 fatalities in crashes involving a drunk driver in 2014.
- In crashes involving a distracted driver, 3,179 people were killed in 2014.
- The more than 6.1 million police-reported motor vehicle crashes in 2014 had a societal impact in excess of \$836 billion. Nearly 30% of this figure (\$242 billion) is economic costs including property and productivity losses, medical and emergency bills and other related costs. Dividing this cost among the total population amounts to a “crash tax” of \$784 for every person, every year.
- **An additional 319 new laws need to be adopted in all states and DC to fully meet Advocates’ recommendations for optimal 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 annual economic cost of motor vehicle crashes is \$242 billion, based on 2010 data. This essentially means each person living in the U.S. pays a \$784 annual “crash tax.”

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

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

**Annual Economic Cost of Motor
Vehicle Crashes to States**

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

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

LEGISLATIVE ACTIVITY IN 2015

In 2015, **there were only eight laws passed in six states** that meet the criteria for the 15 basic safety laws included in this report. While there was other legislative activity throughout the states, for purposes of this report we only consider those laws that meet the optimal law criteria, as defined on pages 9 and 10. **Laws that do not meet the optimal law criteria, including laws subject only to secondary enforcement, are not included in the legislative activity summary of this report.**

Highway Safety Laws Enacted in 2015, in All State Legislatures

Primary Enforcement of Seat Belts: Front and Rear Seats—Utah

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

Booster Seats (children aged 4 through 7): Kentucky, Oklahoma

Graduated Driver Licensing (GDL): None adopted

Impaired Driving: Ignition Interlock Devices for all offenders—Texas; Open Container—West Virginia

All-Driver Text Messaging Restriction: Mississippi, Oklahoma

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

Based on Advocates' safety recommendations, states need to adopt 319 new laws:

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

KEY THINGS TO KNOW ABOUT THIS REPORT

The Report is Divided into Five Issue Sections:

- Occupant Protection: Primary Enforcement Seat Belts Front Seat Occupants; Rear Seat Occupants; and, All-Rider Motorcycle Helmets
- Child Passenger Safety: Booster Seats
- Teen Driving (GDL): Minimum Age 16 for Learner’s Permit; 6-Month Holding Period; 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

The 15 state laws that are listed in the five sections are essential to save lives, prevent injuries, and reduce health care and other costs. These 15 laws do not comprise the entire list of effective public policy interventions states should take to reduce motor vehicle deaths and injuries. Background information about each law is provided in the respective sections throughout the report. The statistical data on crashes, fatalities and injuries are based on 2014 Fatal Analysis Reporting System (FARS) data, except as otherwise indicated.

States are rated only on whether they have adopted a specific law, not on other aspects or measures of an effective highway safety program. **A definition of each law as used by Advocates for purposes of this report can be found on pages 9-10.**

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

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

Each issue section has a state law chart, in alphabetical order, with each state’s rating. The section ratings result in an overall rating, and **overall state ratings on pages 32-35** 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.

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 in the booster seat and GDL rating charts, this is 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 for 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.) 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 to take action. 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 fine. A state that has repealed an existing all-rider motorcycle helmet law in the previous 10 years cannot achieve a green overall rating.

Child Passenger Safety

Booster Seat Law - Requires, at a minimum, that children aged 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. Although Advocates does not rate states on whether the law also has a height requirement, states are also urged to mandate that all children less than 57 inches tall be secured by a booster seat, as recommended by the Centers for Disease Control and Prevention (CDC) and others.

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. 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 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 age 18.

Impaired Driving

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

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

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

Distracted Driving

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

PRIMARY ENFORCEMENT SEAT BELT LAWS

Seat belt use, most often achieved by effective safety belt laws, is a proven lifesaver. 21,022 occupants of passenger vehicles were killed in motor vehicle crashes in 2014. Of the passenger vehicle occupant fatalities for which restraint use was known, 49% were not wearing seat belts.

States with primary enforcement laws have higher seat belt use rates. In 2014, states with primary enforcement seat belt laws for front seat passengers had a 90% belt use rate, while states with secondary enforcement laws had a 79% 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 in 2014, 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 more than \$10 billion annually in medical care, lost productivity and other injury-related costs, according to NHTSA. Unfortunately, as the chart below indicates, 16 states (in red) have failed to upgrade either their front or rear seat belt laws to primary enforcement.

Lives Saved in 2014 vs. Lives that Could Have Been Saved by 100% Seat Belt Use—By State, Age 5 and older (NHTSA, 2015)									
<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	288	76	IL	417	85	MT	52	17	
AK	18	6	IN	348	71	NE	85	24	
AZ	185	47	IA	152	31	NV	87	19	
AR	207	47	KS	170	42	NH	13	6	
CA	1,241	230	KY	253	62	NJ	194	37	
CO	169	40	LA	231	62	NM	145	31	
CT	72	16	ME	85	16	NY	417	76	
DE	55	10	MD	168	34	NC	554	118	
DC	7	0	MA	84	21	ND	40	13	
FL	765	161	MI	431	85	OH	371	89	
GA	455	107	MN	207	39	OK	271	67	
HI	25	5	MS	232	58	OR	187	38	
ID	69	17	MO	254	68	PA	381	94	
							Total	12,802	2,814

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

All states except New Hampshire have a seat belt law, but only 34 states and DC allow primary enforcement of their front seat belt laws, including Utah which passed a primary enforcement seat belt law in 2015. Among the states that have primary enforcement seat belt laws, only 18 and DC cover occupants in all seating positions (front and rear).

PRIMARY ENFORCEMENT SEAT BELT LAWS

- Lap-shoulder belts, when used, reduce the risk of fatal injury to front seat car occupants by 45% and the risk of moderate-to-critical injuries by 50%. For light truck occupants, seat belts reduce the risk of fatal injury by 60% and moderate-to-critical injury by 65%.
- NHTSA data shows that nationwide seat belts saved an estimated 12,802 lives of passengers age five and older in all seating positions in 2014. An additional 2,814 lives could have been saved if all passenger vehicle occupants had worn seat belts.
- In fatal crashes in 2014, 80% of passenger vehicle occupants who were totally ejected from the vehicle were killed, according to NHTSA data. Further, only 1% of the occupants reported to have been using restraints were totally ejected, compared with 30% of the unrestrained occupants.
- Since 1975, 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 recent NHTSA report. Over this same time period, nearly \$1.5 trillion in economic costs have been needlessly incurred due to seat belt non-use.
- In 2014, the proportion of unrestrained passenger vehicle occupants killed that were seated in the front seat was 47%, compared to 58% of unrestrained passenger vehicle occupants killed that were seated in the rear seat, according to NHTSA.
- The majority of passengers in the rear seats of vehicles are teens and children, and studies have shown that seat belt usage by teens is the lowest of any segment of society.
- If every state with a secondary seat belt law upgraded to primary enforcement, about 1,000 lives and \$4 billion in crash costs could be saved every year, as reported by NHTSA.
- NHTSA reports that the average in-patient costs for crash victims who don't use seat belts are 55% higher than for those who use them.
- Seat belt use rates increase from 10 to 15 percentage points when primary laws are passed, as experienced in a number of states.
- Opponents often assert that highway safety laws violate personal choice and individual rights, overlooking the impact on society. In response, the U.S. District Court of Massachusetts stated in a decision, affirmed by the U.S. Supreme Court, that "from the moment of injury, society picks the person up off the highway; delivers him to a municipal hospital and municipal doctors; provides him with unemployment compensation if, after recovery, he cannot replace his lost job; and, if the injury causes disability, may assume the responsibility for his and his family's continued subsistence."
- According to a NHTSA study of the relationship between primary enforcement belt laws and minority ticketing, the share of citations for Hispanics and African Americans changed very little after states adopted primary enforcement belt laws. In fact, there were significant gains in seat belt use among all ethnic groups, none of which were proportionately greater in any minority group.



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

ALL-RIDER MOTORCYCLE HELMET LAWS

According to NHTSA, motorcycles are the most hazardous form of motor vehicle transportation. 4,586 motorcyclists were killed and 92,000 were injured on our nation's roads in 2014. The number of motorcycle crash fatalities has more than doubled since a low of 2,116 in 1997. In 2014, where helmet use was known, 39% of motorcyclists killed were not wearing a helmet. NHTSA estimates that helmets saved the lives of 1,669 motorcyclists in 2014 and that 660 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 2014 by 100 Percent Helmet Use (NHTSA, 2015)	AK	1	ID	6	MN	13	RI	3
	AZ	26	IL	31	MT	5	SC	36
	AR	14	IN	36	NH	5	SD	4
	CO	22	IA	14	NM	14	TX	90
	CT	13	KS	11	ND	3	UT	10
	DE	3	KY	18	OH	35	WI	19
	FL	85	ME	1	OK	16	WY	4
	HI	5	MI	21	PA	39	Total	603

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 trauma. According to NHTSA, helmets reduce the chance of fatal injury by 37% for motorcycle operators and 41% for passengers. According to a 2012 GAO report, “laws requiring all motorcyclists to wear helmets are the only strategy proved to be effective in reducing motorcyclist fatalities.”

Today, only 19 states and DC require all motorcycle riders to use a helmet. Twenty-eight states have laws that cover only some riders (i.e., up to age 18 or 21). These age-specific laws are nearly impossible for police officers to enforce and result in much lower helmet use. **Three states (IL, IA and NH) have no motorcycle helmet use law. In 2015, there were attempts (all unsuccessful) in 10 states to repeal existing all-rider helmet laws.** In 2014, 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.

ALL-RIDER MOTORCYCLE HELMET LAWS



- According to NHTSA, in 2014, there were 10 times as many unhelmeted fatalities (1,565) in states without a universal helmet law compared to states with a universal helmet law (151 deaths). These states were nearly equivalent with respect to total resident populations.
- In 2010, the economic cost of motorcycle crashes was \$12.9 billion and the total amount of societal harm was \$66 billion, according to NHTSA. Additionally, helmets are currently saving \$2.7 billion in economic costs and \$17 billion in societal harm annually.
- Per vehicle mile traveled, motorcyclists were more than 26 times more likely to die in a traffic crash than occupants of passenger cars.
- In 2013, motorcyclists represented 14% of the total traffic fatalities, yet accounted for only 3% of all registered vehicles in the United States.
- According to IIHS, in 2011 NHTSA reported states with all-rider helmet laws had 96% observed use of motorcycle helmets, while states without such 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 CDC.
- A poll conducted by Lou Harris showed that by an overwhelming majority (80%), Americans favor state laws requiring all motorcyclists to wear helmets.
- Motorcycle helmets reduce the risk of head injury by 69% and reduce the risk of death by 42%.
- 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 had still been in place, according to IIHS.
- According to the American Academy of Pediatrics, in states with youth-specific helmet laws, helmet use has decreased and youth mortality has increased. Serious traumatic brain injury among young riders was 38% higher in states with only age-specific laws compared to states with all-rider helmet laws.
- There is no scientific evidence that motorcycle rider training reduces crash risk and is an adequate substitute for an all-rider helmet law. In fact, motorcycle fatalities continued to increase even after a motorcycle education and training grant program included in federal legislation took effect in 2006.

OCCUPANT PROTECTION LAWS RATING CHART

Primary Enforcement Seat Belt Laws (Front)

Primary Enforcement Seat Belt Laws (Rear)

All-Rider Motorcycle Helmet Laws

Number of new occupant protection laws since January 2015: Utah (primary front and rear).

	Primary Enforcement Seat Belt Law (Front)	Primary Enforcement Seat Belt Law (Rear)	All-Rider Motorcycle Helmet Law	Rating		Primary Enforcement Seat Belt Law (Front)	Primary Enforcement Seat Belt Law (Rear) 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	34+ DC	18+ DC	19+ DC	

STATUS OF STATE LAWS

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

No state adopted an all-rider motorcycle helmet law in 2015. There were unsuccessful attempts to repeal all-rider motorcycle helmet laws in 10 states.

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

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

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

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

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

BOOSTER SEAT LAWS

Motor vehicle crashes are a leading cause of death for American children age five to 14. An average of three children under age 14 were killed and 457 were injured every day in motor vehicle crashes in the U.S. in 2014. 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. Although Advocates does not rate states on whether the law also has a height requirement, states are also urged to mandate that all children less than 57 inches tall be secured by a booster seat, as recommended by the CDC and others.

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.
- Nearly 260 lives were saved in 2014 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 Lou Harris public opinion poll found that 84% of Americans support all states having booster seat laws protecting children age four through seven.
- According to IIHS, expanded child restraint laws covering children through age seven were associated with:
 - 5% reduction in the rate of children with injuries of any severity;
 - 17% reduction in the rate of children with fatal and incapacitating injuries;
 - Children being three times as likely to be in appropriate restraints;
 - 6% increase in the number of booster-seat aged children seated in the rear of the vehicle where children are better protected.



To date, 48 states and DC have enacted primary enforcement booster seat laws. **However, only 33 of those states and DC have laws that provide protection for children at least age four through seven**, as recommended by Advocates, NTSB, NHTSA, and other child safety advocacy organizations. In 2015, two states (Kentucky and Oklahoma) passed optimal booster seat laws.

BOOSTER SEAT LAWS RATING CHART

Number of new booster seat laws since January 2015: Two optimal laws (KY, OK).

	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	33+ DC	

STATUS OF STATE LAWS

Two states (KY, OK) adopted an optimal booster seat law in 2015.

33 states and DC have an optimal booster seat law.

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

SD has yet to adopt any booster seat law and OH law only permits secondary enforcement.

- = Optimal law
- = Law does not fully satisfy Advocates' recommendation (no credit given, for informational purposes only)
- = Good
- = Danger

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

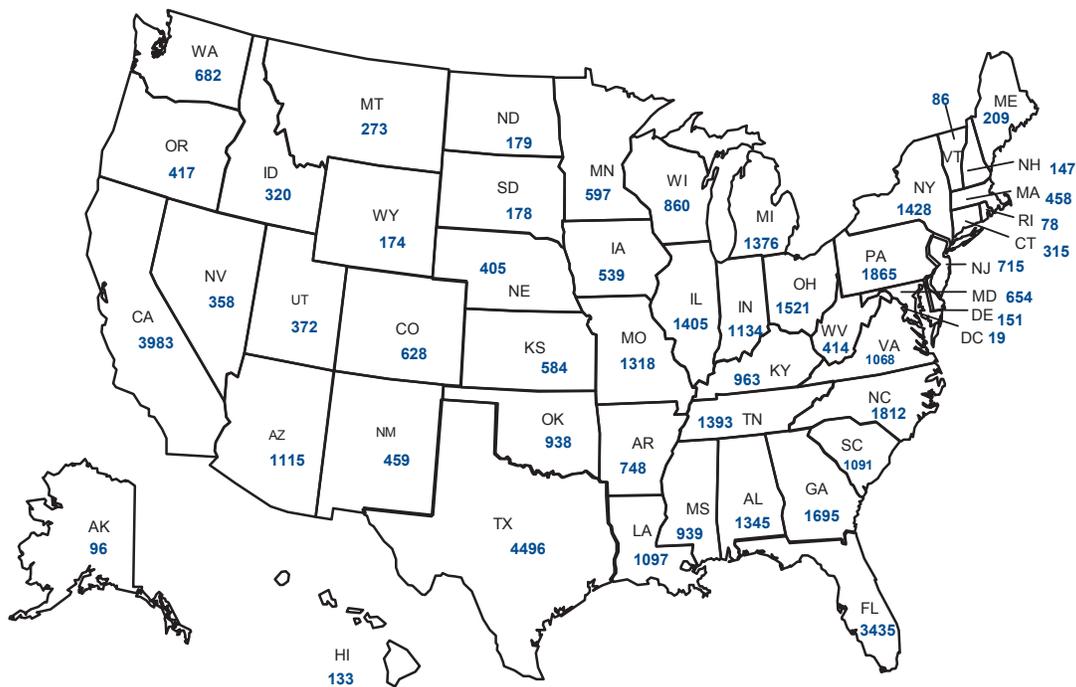
TEEN DRIVING LAWS

Motor Vehicle Crashes are the Number One Killer of American Teenagers

Teen drivers are far more likely than other drivers to be involved in fatal crashes because they lack driving experience and tend to take greater risks. According to NHTSA, 4,272 people were killed in crashes involving young drivers (age 15 - 20) in 2014. Of that number, 1,717 were young drivers and 1,013 were passengers of young drivers. The remaining 1,542 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 age 15 to 20 from 2006 to 2013. (Note: State-by-state 2014 data is not yet available).



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 passenger limit.
- 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; however extending the holding period to nine months to a year results in a 21% reduction in fatal crash rates.
- Text messaging has become a more prominent issue when it comes to distracted teen drivers. In a 2011 study by Liberty Mutual Insurance Group and Students Against Destructive Decisions, 53% of high school students admitted to texting while driving, even though 59% rated text messaging as "the most distracting behavior while driving".
- 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.

TEEN DRIVING LAWS RATING CHART

Number of new teen driving laws since January 2015: None.

	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	14+ DC	

- = Optimal law ○ = Law does not fully satisfy Advocates' recommendation, no credit given. Listed for your information only.
 - = 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 LAWS

Impaired driving remains a substantial and serious safety threat, accounting for nearly a third of all traffic deaths in the U.S. Almost 10,000 people died in crashes involving drunk drivers in 2014. According to NHTSA, alcohol-impaired-driving crashes result in \$44 billion in economic costs and \$201 billion in comprehensive costs to society 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 53 minutes in 2014. This means that each day in America, 27 people are killed in drunk driving crashes on average.
- A common misconception is that most people who are convicted of their first drunk driving offense are social drinkers who made one mistake. However, studies show that the average first offender will have driven drunk 87 times before getting arrested.
- 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.

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

- Nearly eight in ten Americans support requiring ignition interlocks for all convicted driving under the influence (DUI) offenders, even if it is their first conviction, according to 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.

Credit is given only if a state's IID law applies to all offenders. **Currently, IIDs are mandatory for all offenders, including first time offenders, in only 25 states, including Texas which passed an IID law in 2015.** 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 2014, 209 children age 14 and younger were killed in crashes involving an alcohol-impaired driver. A national telephone survey sponsored by NHTSA in 1999 estimated that 46 million to 102 million drunk driving trips are made each year with children under the age of 15 in the vehicle.

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

Child endangerment laws are enacted to encourage people to consider the consequences for younger passengers before they drive while impaired with a child in their vehicle. When properly defined and enforced, child endangerment laws act as a strong deterrent to protect children. **Currently, 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 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 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, 40 states and DC are in compliance, including West Virginia which passed a law in 2015.**

IMPAIRED DRIVING LAWS RATING CHART

Number of new impaired driving laws since January 2015: One all-offender ignition interlock law (TX); No child endangerment; and, One open container (WV).

	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	25	46+ DC	40+ DC	

STATUS OF STATE LAWS

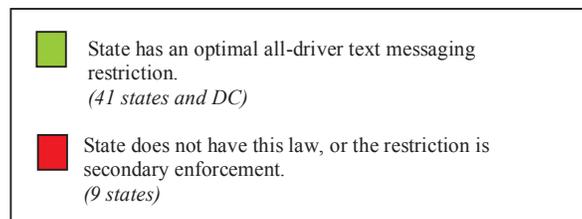
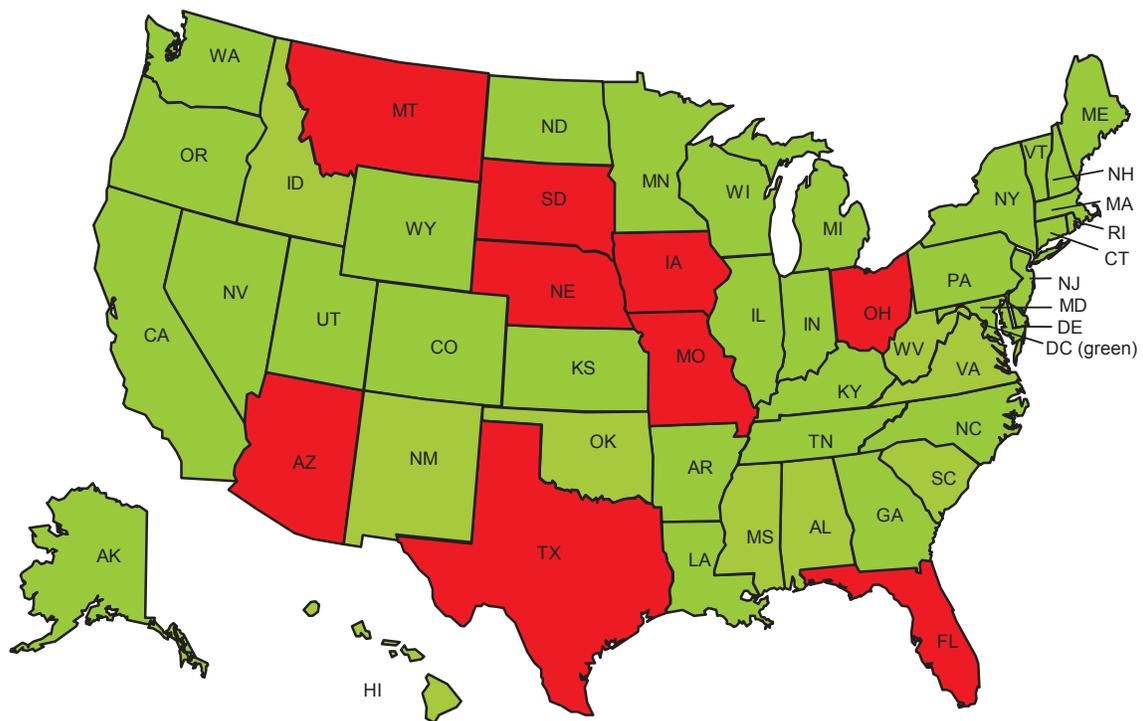
35 states and DC are missing one or more critical impaired driving law.

25 states have optimal IID laws; 25 states and DC do not.

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

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

DISTRACTED DRIVING: ALL-DRIVER TEXT MESSAGING RESTRICTION



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 10 for law definition. See “States at a Glance”, beginning on page 36, to determine which states are restricted to secondary enforcement.

ALL-DRIVER TEXT MESSAGING RESTRICTIONS



According to NHTSA, in 2014, there were 3,179 people killed and 431,000 injured in crashes involving a distracted driver. Additionally, the economic cost resulting from crashes involving a distracted driver totaled \$46 billion in 2010 and the total societal harm amounted to \$129 billion. 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 easily distract drivers from the driving task.

- Research has shown that because of the degree of cognitive distraction these devices cause, the behavior of drivers using mobile phones (whether hand-held or hands-free) is equivalent to the behavior of drivers at the threshold of the legal limit for alcohol (0.08% BAC).
- Crash risk increases dramatically – as much as four times higher – when a driver is using a mobile phone, with no significant safety difference between hand-held and hands-free phones observed in many studies.
- According to NHTSA data, almost 10% of fatal crashes and 18% of injury crashes in 2014 were reported as distraction-affected crashes; however, as noted above, there are problems with underreporting due to police crash report coding and other challenges.
- The AAA Foundation reported in 2013 that more than two out of three drivers indicated that they had talked on a cell phone while driving within the past 30 days. Additionally, more than one of three drivers admitted to reading an email or text message while driving, and one of four drivers admitted to typing or sending an email or text message.
- In 2013, The Wireless Association reported that there were more than 1.91 trillion text messages sent or received in the U.S.
- According to a survey by Nationwide Insurance, four out of 10 respondents claimed to have been hit or nearly hit as a result of a distracted driver.
- Ten percent of all drivers 15 to 19 years old involved in a fatal crash were reported as distracted at the time of the crash, according to NHTSA. This age group has the largest proportion of drivers who were distracted.
- Sending or receiving a text message causes the driver's eyes to be off the road for an average of 4.6 seconds. When driving 55 miles per hour, this is the equivalent of driving blind the entire length of a football field.
- Approximately 660,000 drivers are using cell phones or manipulating electronic devices while driving at any given point in the daylight, according to NHTSA.
- According to NHTSA, the percentage of drivers visibly manipulating hand-held devices while driving increased by 67% between 2010 and 2012.

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, 41 states and DC ban text messaging for all drivers, including two states (MS and OK) that adopted this law in 2015.**

ALL-DRIVER TEXT MESSAGING RESTRICTIONS RATING CHART

Number of new texting laws since January 2015: Two all-driver text messaging bans (OK, MS).

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

STATUS OF STATE LAWS

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

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

- = Optimal law
- = Good
- = Danger

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

OVERALL STATE RATINGS BASED ON TOTAL NUMBER OF LAWS

On the following pages, Advocates has given an overall rating to the states based on the number of laws in each state that are recommended in this report. Credit is given *only* when the law meets Advocates' optimal law recommendations (see pages 9-10 for law definitions). No credit is given for laws that are subject to secondary enforcement or have a driver education exemption.

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

OVERALL RATING BASED ON NUMBER OF SAFETY LAWS

	Teen Driving Laws											Impaired Driving			Total Credit for Number of Laws 2016	Overall Safety Rating 2016	
	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
Alabama	●		●	○		●				○		●	●	●	●	7	●
Alaska	●	●		●		●	●	○	●	○		●	●		●	9	●
Arizona				●		●						●	●	●		5	●
Arkansas	●			○		●		○	●	○	●	●	●		●	7	●
California	●	●	●	●		●	●			○			●	●	●	9	●
Colorado				●		●	●			●		●	●	●	●	8	●
Connecticut	●			○	●		●	○	●	●	●	●			●	8	●
Delaware	●	●		●	●	●	●	●	●	●		●	●		●	12	●
District of Columbia	●	●	●	●	●	●	●	○	●	○	●		●	●	●	12	●
Florida	●			○		●	●	○			●		●	●		6	●
Georgia	●		●	●		●	●			●	●		●	●	●	10	●
Hawaii	●	●		●		●	●	○	●	●		●	●	●	●	11	●
Idaho				○		●	●	●	●	○			●	●	●	7	●
Illinois	●	●		●		●	●	○	●	●	●	●	●	●	●	12	●
Indiana	●	●		●		●	●	○	●	●	●		●	●	●	11	●
Iowa	●			○		●		○		●			●	●		5	●
Kansas	●			●		●	●	●	●	●		●	●	●	●	11	●
Kentucky	●	●		●	●	●	●	○		●			●	●	●	10	●
Louisiana	●	●	●	○		●	●	○		●		●	●		●	9	●
Maine	●	●		●		●	●	○	●	●		●	●	●	●	11	●
Maryland	●		●	●		●	●	○		●	●		●	●	●	10	●
Massachusetts			●	●	●	●	●			●	●		●	●	●	10	●
Michigan	●			●		●	●	●	●	●			●	●	●	10	●
Minnesota	●	●		●		●	●	○	●	●			●	●	●	10	●
Mississippi	●		●	○		●		○		○		●	●		●	6	●
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 2016	Overall Safety Rating 2016	
	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				○		●		○	●	●	●	●	●	●	8	●	
New Jersey	●		●	●	●	●		○	●	●	●		●	●	●	11	●
New Mexico	●	●		○		●	●	○	●	●		●		●	●	9	●
New York	●		●	●	●	●	●	●	○			●	●	●	●	12	●
North Carolina	●		●	●		●	●	●	●	●			●	●	●	11	●
North Dakota				○		●		●		●			●	●	●	6	●
Ohio						●	●		●	●	●		●	●		7	●
Oklahoma	●			●		●	●	●	●	○			●	●	●	9	●
Oregon	●	●	●	●		●	●	○	●	●		●	●	●	●	12	●
Pennsylvania				●	●	●	●	○	●	○			●	●	●	8	●
Rhode Island	●	●		●	●	●	●	○	●	●			●	●	●	11	●
South Carolina	●	●		○		●	●	●		○			●	●	●	8	●
South Dakota								●					●			2	●
Tennessee	●		●	●		●	●	○	●	●		●	●		●	10	●
Texas	●	●		●		●	●			●	●	●	●	●		10	●
Utah	●	●		●		●	●	○		●		●	●	●	●	10	●
Vermont			●	●		●	●			●			●	●		7	●
Virginia			●	●		●	●			○	●	●	●		●	8	●
Washington	●	●	●	●		●	●			●		●	●	●	●	11	●
West Virginia	●		●	●		●		●	●	●		●	●	●	●	11	●
Wisconsin	●	●		●		●	●	○	●	●			●	●	●	10	●
Wyoming				●		●		○	●	○			●		●	5	●
Total Number with Optimal Law	34+ DC	18+ DC	19+ DC	33+ DC	8+ DC	46+ DC	40+ DC	11	28+ DC	31	14+ DC	25	46+ DC	40+ DC	41+ DC		
Total Number Missing Optimal Law	16	32	31	17	42	4	10	39+ DC	22	19+ DC	36	25+ DC	4	10	9		

● = 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 2014, 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 6.)
- The state's background color represents its overall rating (Green, Yellow or Red) based on the chart on pages 34 and 35 of this report.
- A list of any of the 15 optimal lifesaving laws that the state has not enacted, based on Advocates' definitions on pages 9 and 10 as discussed in this report.

States are credited with having laws only if their laws meet Advocates' optimal criteria (definitions on pages 9 and 10).

- **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.**
- **31 states** (AL, AK, AR, CO, CT, GA, ID, KS, KY, MD, MA, MI, MN, MO, NV, NH, NJ, NM, NY, NC, OH, OK, PA, SC, TN, TX, UT, VT, VA, WI and WV) **received a Yellow rating, showing moderately positive performance but with numerous gaps still in their highway safety laws.**
- **9 states** (AZ, FL, IA, MS, MT, NE, 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: 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

2014 Fatalities: **820**
10-Year Fatality Total: **9,557**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.473 Billion



Highway Safety Laws Needed in Alabama:

Primary Enforcement Seat Belt Law (Rear)
Booster Seat Law 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

ALASKA

2014 Fatalities: **73**
10-Year Fatality Total: **667**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$592 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

2014 Fatalities: **770**
10-Year Fatality Total: **9,307**
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
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
GDL - Age 18 Unrestricted License
All-Driver Text Messaging Restriction

ARKANSAS

2014 Fatalities: **466**
10-Year Fatality Total: **5,763**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.386 Billion



Highway Safety Laws Needed in Arkansas:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law 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

2014 Fatalities: **3,074**
10-Year Fatality Total: **33,516**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$19.998 Billion

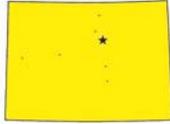


Highway Safety Laws Needed in California:

GDL - Minimum Age 16 for Learner's Permit
GDL - 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

2014 Fatalities: **488**
10-Year Fatality Total: **5,044**
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
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

2014 Fatalities: **248**
10-Year Fatality Total: **2,639**
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 Through Age 7
GDL - 6-Month Holding Period Provision
(Without DE Exemption)
GDL - Stronger Nighttime Restriction Provision
Child Endangerment Law
Open Container Law

DELAWARE

2014 Fatalities: **121**
10-Year Fatality Total: **1,170**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$684 Million



Highway Safety Laws Needed in Delaware:

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

DISTRICT OF COLUMBIA

2014 Fatalities: **23**
10-Year Fatality Total: **301**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$859 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

2014 Fatalities: **2,494**
10-Year Fatality Total: **27,837**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.750 Billion



Highway Safety Laws Needed in Florida:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law 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

2014 Fatalities: **1,164**
10-Year Fatality Total: **13,845**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.787 Billion



Highway Safety Laws Needed in Georgia:

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

HAWAII

2014 Fatalities: **95**
10-Year Fatality Total: **1,191**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$577 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

2014 Fatalities: **186**
10-Year Fatality Total: **2,212**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$886 Million



Highway Safety Laws Needed in Idaho:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law 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

2014 Fatalities: **924**
10-Year Fatality Total: **10,534**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.885 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

2014 Fatalities: **746**
10-Year Fatality Total: **8,055**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$6.375 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

2014 Fatalities: **321**
10-Year Fatality Total: **3,871**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.188 Billion

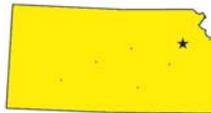


Highway Safety Laws Needed in Iowa:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law 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

2014 Fatalities: **385**
10-Year Fatality Total: **4,040**
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
GDL - Minimum Age 16 for Learner's Permit
GDL - Age 18 for Unrestricted License

KENTUCKY

2014 Fatalities: **672**
10-Year Fatality Total: **7,915**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.363 Billion



Highway Safety Laws Needed in Kentucky:

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

LOUISIANA

2014 Fatalities: **737**
10-Year Fatality Total: **8,207**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.691 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

2014 Fatalities: **131**
10-Year Fatality Total: **1,591**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.303 Billion



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

2014 Fatalities: **442**
10-Year Fatality Total: **5,407**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.476 Billion



Highway Safety Laws Needed in Maryland:

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

MASSACHUSETTS

2014 Fatalities: **328**
10-Year Fatality Total: **3,677**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.835 Billion



Highway Safety Laws Needed in Massachusetts:

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

MICHIGAN

2014 Fatalities: **901**
10-Year Fatality Total: **9,770**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$9.599 Billion



Highway Safety Laws Needed in Michigan:

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

MINNESOTA

2014 Fatalities: **361**
10-Year Fatality Total: **4,356**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.057 Billion



Highway Safety Laws Needed in Minnesota:

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

S = Secondary Enforcement

MISSISSIPPI

2014 Fatalities: **607**
10-Year Fatality Total: **7,282**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.718 Billion



Highway Safety Laws Needed in Mississippi:

Primary Enforcement Seat Belt Law (Rear)
Booster Seat Law 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
Open Container Law

MISSOURI

2014 Fatalities: **766**
10-Year Fatality Total: **9,137**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.560 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

2014 Fatalities: **192**
10-Year Fatality Total: **2,265**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$898 Million



Highway Safety Laws Needed in Montana:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law 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

2014 Fatalities: **225**
10-Year Fatality Total: **2,251**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.295 Billion



Highway Safety Laws Needed in Nebraska:

Primary Enforcement Seat Belt Law (Front & Rear)
Booster Seat Law 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

2014 Fatalities: **290**
10-Year Fatality Total: **3,112**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.978 Billion



Highway Safety Laws Needed in Nevada:

Primary Enforcement Seat Belt Law (Front & Rear)
Booster Seat Law 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

2014 Fatalities: **95**
10-Year Fatality Total: **1,227**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.374 Billion



Highway Safety Laws Needed in New Hampshire:

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

NEW JERSEY

2014 Fatalities: **556**
10-Year Fatality Total: **6,287**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$12.813 Billion

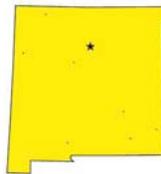


Highway Safety Laws Needed in New Jersey:

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

NEW MEXICO

2014 Fatalities: **383**
10-Year Fatality Total: **3,866**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.769 Billion



Highway Safety Laws Needed in New Mexico:

All-Rider Motorcycle Helmet Law
Booster Seat Law 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

NEW YORK

2014 Fatalities: **1,039**
10-Year Fatality Total: **12,382**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$15.246 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

2014 Fatalities: **1,284**
10-Year Fatality Total: **13,929**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$7.909 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

2014 Fatalities: **135**
10-Year Fatality Total: **1,295**
Annual Economic Cost
Due to Motor Vehicle
Crashes:
\$706 Million



Highway Safety Laws Needed in North Dakota:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law 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

2014 Fatalities: **1,006**
10-Year Fatality Total: **11,244**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.125 Billion



Highway Safety Laws Needed in Ohio:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law 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

2014 Fatalities: **669**
10-Year Fatality Total: **7,227**
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
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

OREGON

2014 Fatalities: **357**
10-Year Fatality Total: **3,867**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.768 Billion



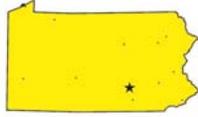
Highway Safety Laws Needed in Oregon:

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

S = Secondary Enforcement

PENNSYLVANIA

2014 Fatalities: **1,195**
10-Year Fatality Total: **13,679**
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
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

2014 Fatalities: **52**
10-Year Fatality Total: **698**
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 Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

SOUTH CAROLINA

2014 Fatalities: **824**
10-Year Fatality Total: **9,102**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.045 Billion



Highway Safety Laws Needed in South Carolina:

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

SOUTH DAKOTA

2014 Fatalities: **136**
10-Year Fatality Total: **1,428**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$720 Million



Highway Safety Laws Needed in South Dakota:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law 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

2014 Fatalities: **962**
10-Year Fatality Total: **10,730**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.667 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

2014 Fatalities: **3,538**
10-Year Fatality Total: **33,165**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$17.044 Billion

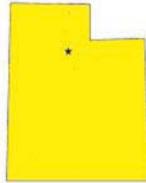


Highway Safety Laws Needed in Texas:

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

UTAH

2014 Fatalities: **256**
10-Year Fatality Total: **2,559**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.725 Billion



Highway Safety Laws Needed in Utah:

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

VERMONT

2014 Fatalities: **44**
10-Year Fatality Total: **689**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$538 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

2014 Fatalities: **703**
10-Year Fatality Total: **8,242**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.998 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

2014 Fatalities: **462**
10-Year Fatality Total: **5,112**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.469 Billion



Highway Safety Laws Needed in Washington:

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

WEST VIRGINIA

2014 Fatalities: **272**
10-Year Fatality Total: **3,547**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.482 Billion



Highway Safety Laws Needed in West Virginia:

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

WISCONSIN

2014 Fatalities: **507**
10-Year Fatality Total: **6,280**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.546 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

2014 Fatalities: **150**
10-Year Fatality Total: **1,458**
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
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
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 2016 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

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