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Abandoned or repealed by state legislatures: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
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.

Jacqueline S. Gillan, President
# TABLE OF CONTENTS

Glossary of Acronyms .................................................................................................................. 4  
Urgent Action Needed to Improve Highway Safety ............................................................... 5  
Safety Laws Reduce Crash Costs .......................................................................................... 6  
Legislative Activity in 2015 .................................................................................................... 7  
Key Things to Know about this Report .............................................................................. 8  
Definitions of 15 Lifesaving Laws ....................................................................................... 9  

**Occupant Protection** ........................................................................................................... 11  
Primary Enforcement Seat Belt Laws (Front and Rear) ...................................................... 12  
All-Rider Motorcycle Helmet Laws .................................................................................... 14  
Occupant Protection Laws Rating Chart ............................................................................. 16  

**Child Passenger Safety** .................................................................................................. 17  
Booster Seat Laws ................................................................................................................ 18  
Booster Seat Laws Rating Chart .......................................................................................... 19  

**Teen Driving: Graduated Driver Licensing (GDL) Program** ........................................ 20  
Teen Driving Laws ............................................................................................................... 21  
Teen Driving Laws Rating Chart ........................................................................................ 23  

**Impaired Driving** ............................................................................................................. 24  
Impaired Driving Laws ........................................................................................................ 25  
Ignition Interlock Device (IID) Laws .................................................................................... 26  
Child Endangerment Laws .................................................................................................. 27  
Open Container Laws That Meet Federal Requirements ................................................... 27  
Impaired Driving Laws Rating Chart .................................................................................. 28  

**Distracted Driving: All-Driver Text Messaging Restrictions** ........................................... 29  
All-Driver Text Messaging Restrictions .............................................................................. 30  
All-Driver Text Messaging Restrictions Rating Chart ........................................................ 31  

**Overall State Ratings Based on Total Number of Laws** .................................................. 32  
Overall State Ratings Chart ................................................................................................. 34  
States at a Glance (See Individual State Index on Page 3) .................................................. 36  

**Source Information** .......................................................................................................... 48  

**Acknowledgements** .......................................................................................................... 53  

**About Advocates** ............................................................................................................... 53
# States at a Glance

<table>
<thead>
<tr>
<th>State</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>36</td>
</tr>
<tr>
<td>Alabama</td>
<td>37</td>
</tr>
<tr>
<td>Alaska</td>
<td>37</td>
</tr>
<tr>
<td>Arizona</td>
<td>37</td>
</tr>
<tr>
<td>Arkansas</td>
<td>37</td>
</tr>
<tr>
<td>California</td>
<td>37</td>
</tr>
<tr>
<td>Colorado</td>
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<tr>
<td>Connecticut</td>
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<tr>
<td>Delaware</td>
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</tr>
<tr>
<td>District of Columbia</td>
<td>37</td>
</tr>
<tr>
<td>Florida</td>
<td>37</td>
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<tr>
<td>Georgia</td>
<td>37</td>
</tr>
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3 Advocates for Highway and Auto Safety

January 2016
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.
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

<table>
<thead>
<tr>
<th>STATE</th>
<th>(Millions $)</th>
<th>STATE</th>
<th>(Millions $)</th>
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<tbody>
<tr>
<td>AL</td>
<td>$4,473</td>
<td>MT</td>
<td>$898</td>
</tr>
<tr>
<td>AK</td>
<td>$592</td>
<td>NE</td>
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</tr>
<tr>
<td>AZ</td>
<td>$4,183</td>
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<td>$1,978</td>
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<tr>
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<tr>
<td>HI</td>
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<tr>
<td>MS</td>
<td>$2,718</td>
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<td>$788</td>
</tr>
<tr>
<td>MO</td>
<td>$5,560</td>
<td>Total</td>
<td>$241,988</td>
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</table>

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.

<table>
<thead>
<tr>
<th>Highway Safety Laws Enacted in 2015, in All State Legislatures</th>
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<tbody>
<tr>
<td><strong>Primary Enforcement of Seat Belts</strong>: Front and Rear Seats—Utah</td>
</tr>
<tr>
<td><strong>All-Rider Motorcycle Helmet Laws</strong>: None adopted, but none repealed</td>
</tr>
<tr>
<td>** Booster Seats (children aged 4 through 7)**: Kentucky, Oklahoma</td>
</tr>
<tr>
<td><strong>Graduated Driver Licensing (GDL)</strong>: None adopted</td>
</tr>
<tr>
<td><strong>Impaired Driving</strong>: Ignition Interlock Devices for all offenders—Texas; Open Container—West Virginia</td>
</tr>
<tr>
<td><strong>All-Driver Text Messaging Restriction</strong>: Mississippi, Oklahoma</td>
</tr>
</tbody>
</table>

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**: State is significantly advanced toward adopting all of Advocates’ recommended optimal laws.
- **Yellow**: State needs improvement because of gaps in Advocates’ recommended optimal laws.
- **Red**: 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.
**Occupant Protection**

Primary Enforcement Seat Belt Laws (Front Seat)
Primary Enforcement Seat Belt Laws (Rear Seat)
All-Rider Motorcycle Helmet Laws

**Note:** No credit is given for laws that are subject to secondary enforcement. Please refer to page 9 for law definitions. See “States at a Glance”, beginning on page 36 to determine which laws the yellow and red states lack.
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.

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.*
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.

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 2010, 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.
### 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).

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### OCCUPANT PROTECTION LAWS RATING CHART

- **Primary Enforcement Seat Belt Laws (Front)**
- **Primary Enforcement Seat Belt Laws (Rear)**
- **All-Rider Motorcycle Helmet Law**

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

<table>
<thead>
<tr>
<th>State</th>
<th>Primary Enforcement Seat Belt Law (Front)</th>
<th>Primary Enforcement Seat Belt Law (Rear)</th>
<th>All-Rider Motorcycle Helmet Law</th>
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- ● = Optimal law
- ● = Good (3 optimal laws)
- ● = Caution (2 optimal laws)
- ● = Danger (1 or 0 optimal laws)

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

Booster Seat Laws

Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 9 for law definition.
**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.
Number of new booster seat laws since January 2015: Two optimal laws (KY, OK).

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**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.

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**Booster Seat Law Rating Chart**

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- ● = 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: GRADUATED DRIVER LICENSING (GDL) PROGRAM

Minimum Age 16 for Learner’s Permit
6-Month Holding Period
30-50 Hours Supervised Driving
Nighttime Driving Restriction
Passenger Restriction
Cell Phone Restriction
Age 18 for Unrestricted License

Note: No credit is given for laws that are subject to secondary enforcement. Please refer to pages 9-10 for law definitions. See “States at a Glance”, beginning on page 36, to determine which laws states lack.
**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).*
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.

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<th>State</th>
<th>Minimum Age 16 for Learner’s Permit</th>
<th>6-Month Holding Period</th>
<th>30-50 Hrs. Supervised Driving</th>
<th>Nighttime Restriction</th>
<th>Passenger Restriction</th>
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- ⬤ = 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

Ignition Interlock Devices
Child Endangerment
Open Container

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 36, to determine which laws states lack.
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).

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**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**

- **Green states** have an optimal all-driver text messaging restriction.
- **Red states** do not have this law, or the restriction is secondary enforcement.

*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).

<table>
<thead>
<tr>
<th>All-Driver Text Messaging Restriction</th>
<th>Rating</th>
<th>All-Driver Text Messaging Restriction</th>
<th>Rating</th>
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<td>Total 41+ DC</td>
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### 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 State Ratings Based on Total Number of Laws

Ratings Chart

<table>
<thead>
<tr>
<th>Color</th>
<th>Number of Points</th>
<th>Definition</th>
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<tbody>
<tr>
<td><strong>Green</strong></td>
<td>11 to 15, with both primary enforcement seat belt laws, or 9 or more, with both (front and rear) primary enforcement laws and all-rider helmet law</td>
<td>State is significantly advanced toward adoption of all Advocates’ recommended highway safety laws</td>
</tr>
<tr>
<td><strong>Yellow</strong></td>
<td>6 to 10, with both primary enforcement seat belt laws, or 7 and above, without both (front and rear) primary enforcement seat belt laws</td>
<td>State is advancing but has numerous gaps in its highway safety laws.</td>
</tr>
<tr>
<td><strong>Red</strong></td>
<td>Fewer than 7, without both (front and rear) primary enforcement seat belt laws</td>
<td>State falls dangerously behind in adoption of key safety laws.</td>
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</tbody>
</table>

Color: Green (10 states and DC)

Number of Points: 11 to 15, with both primary enforcement seat belt laws, or 9 or more, with both (front and rear) primary enforcement laws and all-rider helmet law

Definition: State is significantly advanced toward adoption of all Advocates’ recommended highway safety laws

Color: Yellow (31 states)

Number of Points: 6 to 10, with both primary enforcement seat belt laws, or 7 and above, without both (front and rear) primary enforcement seat belt laws

Definition: State is advancing but has numerous gaps in its highway safety laws.

Color: Red (9 states)

Number of Points: Fewer than 7, without both (front and rear) primary enforcement seat belt laws

Definition: State falls dangerously behind in adoption of key safety laws.
# Overall Rating Based on Number of Safety Laws

**Teen Driving Laws**
- 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
- Total Credit for Number of Laws 2016

**Impaired Driving**
- Age 18 for Unrestricted License
- Ignition Interlocks for All Offenders
- Child Endangerment Law
- Open Container Law
- All-Driver Text Messaging Restriction
- Total Credit for Number of Laws 2016

**Overall Safety Rating 2016**

<table>
<thead>
<tr>
<th>State</th>
<th>Primary Enforcement Seat Belt Law (Front)</th>
<th>Primary Enforcement Seat Belt Law (Rear)</th>
<th>All-Rider Motorcycle Helmet Law</th>
<th>Booster Seat Law</th>
<th>Minimum Age 16 for Learner’s Permit</th>
<th>6-Mo. Holding Period</th>
<th>30-50 hrs. Supervised Driving</th>
<th>Nighttime Restriction</th>
<th>Passenger Restriction</th>
<th>Cell Phone Restriction</th>
<th>Age 18 for Unrestricted License</th>
<th>Ignition Interlocks for All Offenders</th>
<th>Child Endangerment Law</th>
<th>Open Container Law</th>
<th>All-Driver Text Messaging Restriction</th>
<th>Total Credit for Number of Laws 2016</th>
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</table>

● = Optimal law (1 point)  ○ = No credit given, indication of partial law for informational purposes only
## Overall Rating Based on Number of Safety Laws

<table>
<thead>
<tr>
<th>State</th>
<th>Teen Driving Laws</th>
<th>Impaired Driving</th>
<th>Total Credit for Number of Laws 2016</th>
<th>Overall Safety Rating 2016</th>
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<td><strong>Total Number with Optimal Law</strong></td>
<td>34+</td>
<td>18+</td>
<td>19+</td>
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● = Optimal law (1 point) ○ = No credit given, indication of partial law for informational purposes only

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35 Advocates for Highway and Auto Safety

January 2016
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
<table>
<thead>
<tr>
<th>State</th>
<th>Fatalities in 2014</th>
<th>10-Year Fatality Total</th>
<th>Economic Cost Due to Motor Vehicle Crashes</th>
<th>Highway Safety Laws Needed</th>
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<tbody>
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<td>2,494</td>
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<td>Primary Enforcement Seat Belt Law (Rear)</td>
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<td>Booster Seat Law Through Age 7</td>
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<td>GDL - Passenger Restriction Provision</td>
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<td>GDL - Minimum Age 16 for Learner’s Permit</td>
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<td>GDL - Stronger Nighttime Restriction Provision</td>
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<td>GDL - Age 18 for Unrestricted License</td>
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<td>GDL - Age 18 for Unrestricted License</td>
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<td>GDL - Minimum Age 16 for Learner’s Permit</td>
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<td>GDL - Stronger Nighttime Restriction Provision</td>
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</table>

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
<table>
<thead>
<tr>
<th>State</th>
<th>2014 Fatalities</th>
<th>10-Year Fatality Total</th>
<th>Annual Economic Cost Due to Motor Vehicle Crashes</th>
<th>Highway Safety Laws Needed</th>
</tr>
</thead>
</table>
| NEVADA           | 290            | 3,112                  | $1.978 Billion                                   | 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    | 95             | 1,227                  | $1.374 Billion                                   | 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       | 556            | 6,287                  | $12.813 Billion                                  | 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       | 383            | 3,866                  | $1.769 Billion                                   | 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         | 1,039          | 12,382                 | $15.246 Billion                                  | 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
<table>
<thead>
<tr>
<th>State</th>
<th>Fatalities</th>
<th>10-Year Fatality Total</th>
<th>Economic Cost</th>
<th>Highway Safety Laws Needed</th>
</tr>
</thead>
</table>
| North Carolina | 1,284       | 13,929                 | $7.909 Billion | 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 | 135         | 1,295                  | $706 Million   | 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        | 1,006       | 11,244                 | $10.125 Billion | 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    | 669         | 7,227                  | $2.910 Billion | 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      | 357         | 3,867                  | $1.768 Billion | GDL - Minimum Age 16 for Learner’s Permit  
GDL - Stronger Nighttime Restriction Provision  
GDL - Age 18 for Unrestricted License |

S = Secondary Enforcement
| State          | 2014 Fatalities | 10-Year Fatality Total | Annual Economic Cost Due to Motor Vehicle Crashes | 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
|               |                |                       |                                           | 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
|               |                |                       |                                           | 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
|               |                |                       |                                           | 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
<table>
<thead>
<tr>
<th>State</th>
<th>2014 Fatalities</th>
<th>10-Year Fatality Total</th>
<th>Annual Economic Cost Due to Motor Vehicle Crashes</th>
<th>Highway Safety Laws Needed</th>
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<tbody>
<tr>
<td>Tennessee</td>
<td>962</td>
<td>10,730</td>
<td>$5.667 Billion</td>
<td>Primary Enforcement Seat Belt Law (Rear)</td>
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<td>GDL - Minimum Age 16 for Learner’s Permit</td>
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<td>Open Container Law</td>
</tr>
<tr>
<td>Texas</td>
<td>3,538</td>
<td>33,165</td>
<td>$17.044 Billion</td>
<td>All-Rider Motorcycle Helmet Law</td>
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<td>All-Driver Text Messaging Restriction</td>
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<td>Utah</td>
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<td>GDL - Age 18 for Unrestricted License</td>
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<tr>
<td>Vermont</td>
<td>44</td>
<td>689</td>
<td>$538 Million</td>
<td>Primary Enforcement Seat Belt Law (Front &amp; Rear)</td>
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<td>Child Endangerment Law</td>
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<td>Virginia</td>
<td>703</td>
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<td>Open Container Law</td>
</tr>
</tbody>
</table>

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*
SOURCE INFORMATION

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


Centers for Disease Control and Prevention, “Helmet use among motorcyclists who died in crashes and economic cost savings associated with state motorcycle helmet laws,” 2012.


SOURCE INFORMATION, cont.

Insurance Institute for Highway Safety, “Fatality Facts 2011,” Teenagers Website


Intoxalock Legacy Ignition Interlock Device Website.


Mothers Against Drunk Driving, Statistics 2011.


SOURCE INFORMATION, cont.


Source Information, cont.


Wisconsin Department of Transportation, Mobility Accountability Preservation Safety Service Performance Improvement Report, 2013.
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.ntsb.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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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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