



ADVOCATES  
FOR HIGHWAY  
& AUTO SAFETY



February 1, 2021

The Honorable Curt Friesen, Chair  
Transportation and Telecommunications Committee  
Nebraska Legislature  
Post Office Box 94604  
Lincoln, Nebraska 68509

Dear Chairperson Friesen:

Advocates for Highway and Auto Safety (Advocates) is an alliance of consumer, safety, law enforcement, medical and public health groups, and insurance companies working together to pass highway and auto safety laws that prevent unnecessary deaths and injuries. The Skilled Motorcyclist Association - Responsible, Trained and Educated Riders, Inc. (SMARTER) is a non-profit association of riders who support all-rider helmet laws. Our organizations urge you to oppose legislative bill (LB) 581 to repeal Nebraska's all-rider motorcycle helmet law. For 32 years this critical law has been preventing deaths and injuries and saving taxpayer dollars in Nebraska. To repeal the all-rider helmet law would be a deadly and costly mistake.

Motorcycles are the most hazardous form of motor vehicle transportation, and fatalities have been on the rise, more than doubling (4,985) since a low of 2,116 in 1997.<sup>i</sup> Early information from the Nebraska Department of Transportation Highway Safety Office notes that while traffic volume dropped on state roads in 2020, risky driving behaviors increased and motorcycle rider fatalities spiked more than 37 percent over the five-year average (24 motorcycle rider fatalities).<sup>ii</sup> Last year, 33 motorcycle riders lost their lives on Nebraska roads. Clearly, motorcycle rider safety deserves effective solutions, not the dismantling of a lifesaving and cost curbing law.

"Minors only" helmet laws, as LB 581 would enact, are ineffective, unenforceable and unpopular. According to the American Academy of Pediatrics, in states with weak youth-specific helmet laws, helmet use has decreased and youth mortality has increased. Serious traumatic brain injury among youth was 38 percent higher in states with age-specific laws compared to states with all-rider helmet laws.<sup>iii</sup> When Florida repealed its all-rider helmet law in 2000, fatalities jumped 21 percent after the law change (per 10,000 registered motorcycles). Deaths of riders under the age of 21 who were not helmeted increased 188 percent, even though the law still applied to them.<sup>iv</sup> In 2019, less than one percent of licensed Nebraska motorcycle riders were under the age of 21, making the proposed minors only helmet requirement applicable to an incredibly small population of riders.<sup>v</sup> Enforcing laws for only young riders is highly problematic since it is nearly impossible for law enforcement to estimate a rider's age especially when travelling at higher speeds.

Furthermore, the addition of a requirement for basic rider education and training and eye protection in order to ride without a helmet fails to meet the safety benefit provided by a universal helmet law. 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. Similar to identifying age, it will be impossible for law enforcement to recognize those riders who have completed the required training course.

A 2012 Government Accountability Office (GAO) report concluded that "laws requiring all motorcyclists to wear helmets are the only strategy proven to be effective in reducing motorcyclist fatalities." All-rider helmet laws are lifesavers because they get riders to wear helmets. The observed use rate of U.S. DOT-compliant helmets among motorcycle riders was nearly 90 percent in states with all-rider helmet laws, compared to only 57 percent in other states in 2019.<sup>vi</sup>

States that have repealed their all-rider motorcycle helmet law always experience an increase in rider deaths, serious and disabling brain injuries, and medical costs usually borne by taxpayers and the state. In Michigan, which repealed its all-rider law in 2012, there would have been 26 fewer motorcycle crash deaths (a 21 percent reduction) if the helmet mandate was still in place, according to the University of Michigan Transportation Research Institute.<sup>vii</sup> Additionally, in the remainder of the year after the helmet repeal was enacted, only 74 percent of motorcycle riders involved in crashes were helmeted, compared to 98 percent in the same time period of the previous four years.<sup>viii</sup> In states with an all-rider helmet law, use of a helmet resulted in economic costs saved to society of \$725 per registered motorcycle, compared with \$198 per registered motorcycle in states without such a law.<sup>ix</sup>

In Nebraska in 2019, the total costs of motorcycle crashes were over \$55 million.<sup>x</sup> Yet, costs could have been much higher. Motorcycle helmet use protected the lives of 16 riders in Nebraska and saved over \$180 million in comprehensive costs resulting from motorcycle crashes in 2017 alone, the most recent year for which this data is available.<sup>xi</sup>

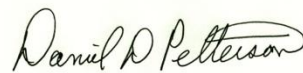
The American public understands the importance of all-rider motorcycle helmet laws and overwhelmingly approves of them. Support for these laws has been enduring and consistent. The American Automobile Association (AAA) Foundation Traffic Safety Culture Index found that more than 4 in 5 Americans (82%) support a law requiring all motorcycle riders to wear a helmet. These national results are consistent with beliefs in Nebraska. According to a May 2018 survey of 900 Nebraskans conducted by Research Associates, “75% indicated the Nebraska law requiring motorcycle helmets should be continued”.<sup>xii</sup>

On January 11, 2021, Advocates released its 2021 *Roadmap of State Highway Safety Laws* (Roadmap Report); a copy follows this letter. While the goal of the Roadmap Report is to encourage states to enact proven laws to improve traffic safety, including an all-rider motorcycle helmet requirement, unfortunately, Nebraska has again received the lowest rating, “red”, lacking 10 of 16 optimal laws. At a time when our Nation is struggling with the wide-ranging impacts of COVID-19, we ask you to retain this proven solution to protect motorcycle riders and keep them out of overly burdened emergency rooms and hospitals as well as curb the expenditure of taxpayer dollars. Advocates and SMARTER urge you to oppose LB 581.

Sincerely,



Catherine Chase, President  
Advocates for Highway and Auto Safety



Dan Petterson, Ed. D., President  
SMARTER

cc: Transportation and Telecommunications Committee Members

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<sup>i</sup> The Economic and Societal Impact of Motor Vehicle Crashes, 2010 (Revised), NHTSA, May 2015 (Revised), DOT HS 812 013, available at <http://www-nrd.nhtsa.dot.gov/Pubs/812013.pdf>, and *Traffic Safety Facts 2018: A Compilation of Motor Vehicle Crash Data*, NHTSA, Nov. 2020, DOT HS 812 981.

<sup>ii</sup> *Nebraskans drove fewer miles in 2020, but traffic fatalities stayed about the same*, Kevin Cole, Omaha World Herald, Jan 2, 2021.

<sup>iii</sup> Weiss, H, Agimi Y, Steiner C, *Youth Motorcycle-Related Brain Injury by State Helmet Law Type: United States 2005-2007*, Pediatrics, Vol. 126, No. 6 (2010).

<sup>iv</sup> NHTSA, 2008.

<sup>v</sup> Nebraska Department of Transportation, Motorcycle Information Packet, available here: <https://dot.nebraska.gov/media/6516/mcinfopacket.pdf>

<sup>vi</sup> Traffic Safety Facts, Research Note: Motorcycle Helmet Use in 2019 – Overall Results, NHTSA, June 2020, DOT HS 812 936, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812936>

<sup>vii</sup> Flannagan CA, Analysis of Motorcycle Crashes: Comparison of 2012 to Previous Years, 18<sup>th</sup> Michigan Traffic Safety Summit, 2013.

<sup>viii</sup> Flannagan CA, Analysis of Motorcycle Crashes: Comparison of 2012 to Previous Years, 18<sup>th</sup> Michigan Traffic Safety Summit, 2013.

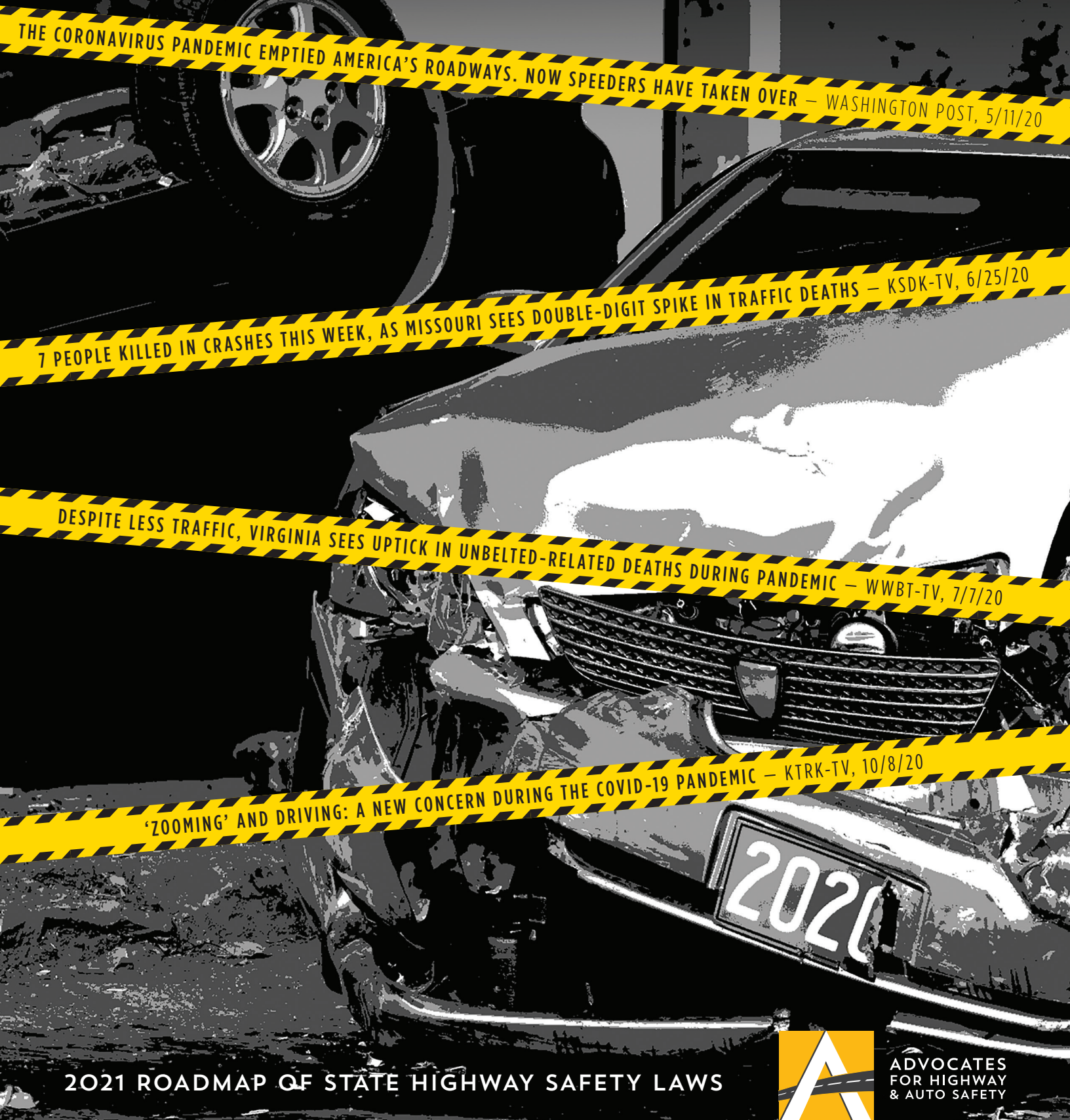
<sup>ix</sup> Centers for Disease Control and Prevention (CDC), *Helmet use Among Motorcyclists Who Died in Crashes and Economic Cost Savings Associated With State Motorcycle Helmet Laws – United States, 2008-2010*, MMWR Morb Mortal Wkly Rep, 61(23), 425-430, 2012.

<sup>x</sup> Nebraska Department of Transportation, Motorcycle Information Packet, available here: <https://dot.nebraska.gov/media/6516/mcinfopacket.pdf>

<sup>xi</sup> Traffic Safety Facts Research Note, *Estimating Lives and Costs Saved by Motorcycle Helmets With Updated Economic Cost Information*, December 2019. NHTSA, DOT HS 812 867.

<sup>xii</sup> Nebraska Department of Transportation, Motorcycle Information Packet, available here: <https://dot.nebraska.gov/media/6516/mcinfopacket.pdf>

# LET'S CHANGE THIS PICTURE IN 2021



THE CORONAVIRUS PANDEMIC EMPTIED AMERICA'S ROADWAYS. NOW SPEEDERS HAVE TAKEN OVER — WASHINGTON POST, 5/11/20

7 PEOPLE KILLED IN CRASHES THIS WEEK, AS MISSOURI SEES DOUBLE-DIGIT SPIKE IN TRAFFIC DEATHS — KSDK-TV, 6/25/20

DESPITE LESS TRAFFIC, VIRGINIA SEES UPTICK IN UNBELTED-RELATED DEATHS DURING PANDEMIC — WWBT-TV, 7/7/20

'ZOOMING' AND DRIVING: A NEW CONCERN DURING THE COVID-19 PANDEMIC — KTRK-TV, 10/8/20

2021 ROADMAP OF STATE HIGHWAY SAFETY LAWS



ADVOCATES  
FOR HIGHWAY  
& AUTO SAFETY



# 18<sup>TH</sup> ANNUAL ROADMAP OF STATE HIGHWAY SAFETY LAWS

**In 2020, Emptier Roads Turned into Racetracks,  
Impaired and Distracted Driving was Reported as More Widespread,  
Protections Like Seat Belt Use Appear to Have Dipped,  
and the Traffic Fatality Rate Spiked.**

**In 2021, Let's Change This Picture.**

In January 2020, we released our “2020 Vision for Safety,” laying out a bold agenda for addressing the persistently high number of crashes, deaths, injuries and costs on America’s roads. Little did we know that 2020 would bring unimaginable changes. As a result of COVID-19 in the U.S., hundreds of thousands of people died and the economy was upended. The world is still reeling from this tragic public health and financial crisis.

In addition to the obvious and direct effects of the virus, other patterns began to emerge as many people stayed home with more frequency. As reflected by the headlines of national and local news outlets throughout the country (a few of which are featured on the cover of our report), roads emptied and drivers put the pedal to the metal at high speeds. Other risky behaviors like driver impairment and distraction also rose. And, seat belts – often the difference between life and death when a crash happens – were not worn. While it will take time for the full data to be released, early indications reflect a substantial uptick in the fatality rate.

The traumatic and dramatic challenges experienced in 2020 have been unprecedented in modern day, yet there is still some good news. The tried-and-true solutions of prevention and mitigation continue to be effective. In fact, last year New York and South Dakota made significant strides toward improving safety on their roads through the enactment of strong state laws. The 2021 Roadmap of State Highway Safety Laws from Advocates for Highway and Auto Safety (Advocates) outlines clear, confirmed and consistently proven countermeasures. By identifying 16 recommended optimal traffic safety laws, the Roadmap Report provides lawmakers with a guide for not only curbing the recent rise in dangerous driving behaviors, but also for addressing incessant crash factors associated with occupant protection, child passenger safety, novice teen and young adult drivers, impaired driving, and distracted driving. Lawmakers should use this Roadmap Report to “map out” their legislative priorities as sessions kick off nationwide.

Additionally, Advocates has charted a complementary path on the federal level to advance essential vehicle safety technologies and other measures. This is a transformative time in road transportation safety with a myriad of safety systems available and affordable. Advanced Driver Assistance Systems, known as “ADAS,” such as automatic emergency braking, lane departure warning, and blind spot detection, are proven to prevent and mitigate crashes but are not required as standard equipment on all new vehicles. The Biden-Harris Administration and the 117<sup>th</sup> Congress should prioritize swift action to set minimum safety standards for ADAS and advanced impaired driving prevention technology in new vehicles to address the major killers on our roads.

We all - state lawmakers, Congress, the new Administration, safety partners and all road users - have a game-changing opportunity to make meaningful reductions in the over 36,000 fatalities and nearly three million injuries resulting from crashes each year.

Together, let's change this picture in 2021.



A handwritten signature in black ink, reading "Catherine Chase".

Catherine Chase, President

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# GLOSSARY OF ACRONYMS

**ADAS** - Advanced Driver Assistance Systems  
**Advocates** - Advocates for Highway and Auto Safety  
**AAA** - American Automobile Association  
**AAP** - American Academy of Pediatrics  
**AEB** - Automatic Emergency Braking  
**AE** - Automated Enforcement  
**AV** - Autonomous Vehicle  
**BAC** - Blood Alcohol Concentration  
**BSD** - Blind Spot Detection  
**CDC** - Centers for Disease Control and Prevention  
**CPS** - Child Passenger Safety  
**CMV** - Commercial Motor Vehicle  
**DC** - District of Columbia  
**DUI** - Driving Under the Influence  
**DWI** - Driving While Intoxicated  
**FARS** - Fatality Analysis Reporting System  
**FHWA** - Federal Highway Administration  
**FAST Act** - Fixing America's Surface Transportation Act (P. Law 114-94)  
**GAO** - Government Accountability Office  
**GHSA** - Governors Highway Safety Association  
**GDL** - Graduated Driver Licensing  
**IID** - Ignition Interlock Device  
**IIHS** - Insurance Institute for Highway Safety  
**LDW** - Lane Departure Warning  
**LATCH** - Lower Anchors and Tethers for Children  
**MADD** - Mothers Against Drunk Driving  
**MAP-21** - Moving Ahead for Progress in the 21st Century Act (Pub. L. 112-141)  
**NETS** - Network of Employers for Traffic Safety  
**NHTSA** - National Highway Traffic Safety Administration  
**NTSB** - National Transportation Safety Board  
**SADD** - Students Against Destructive Decisions  
**TNC** - Transportation Network Company  
**U.S. DOT** - United States Department of Transportation

# URGENT ACTION NEEDED TO IMPROVE HIGHWAY SAFETY

## The Problem

All road users should be able to depend on the safety, reliability and accessibility of our Nation's surface transportation system. Tragically, the grim reality is that far too many crashes occur every day on America's roads imposing an enormous physical, emotional and economic cost.

In 2019, over 36,000 people were killed in motor vehicle crashes. There were nearly 7 million police-reported crashes and more than 2.7 million people were injured as well. Preliminary data from the first half of 2020 show that while there was a reduction in traffic, the fatality rate increased dramatically and it was reported that dangerous behaviors such as excessive speed, lack of seat belt use and impaired and distracted driving were on the rise. This is a major public health epidemic and lawmakers can and must do more to ensure safe mobility for everyone.

While federal action and safety requirements are necessary to solve the problem, state laws have a direct impact on promoting safer behavior by drivers and occupants as well as on upgrading traffic safety infrastructure. Unfortunately, as demonstrated by this report, numerous state highway safety laws are lacking or missing across the nation.



## In 2019:

- 36,096 people were killed in motor vehicle crashes. Further, 2,740,000 people were injured. Automobile crashes remain a leading cause of death for people in the United States.
- Almost half (47%) of passenger vehicle occupants killed were unrestrained.
- 5,014 motorcyclists were killed, amounting to nearly 14% of all crash fatalities.
- 1,053 children aged 14 and younger were killed in motor vehicle crashes, including 270 children aged four through seven and 184 children aged two and younger.
- Crashes involving young drivers (age 15 - 20) resulted in 4,356 fatalities.
- There were 10,142 fatalities in crashes involving a drunk driver.
- In crashes involving a distracted driver, 3,142 people were killed — a nearly 10% increase from 2018..

**An additional 390 laws need to be adopted across all states and DC to fully meet Advocates' recommendations in this report.**



# CHANGING THE PICTURE IN 2021

This section highlights Advocates' comprehensive approach to improving safety.

While the Roadmap of State Highway Safety Laws focuses on state laws as countermeasures, the solutions outlined here incorporate federal legislative and regulatory actions to complement that approach. This multifaceted strategy is key to meaningfully reduce crashes, deaths, injuries and costs.

## Advanced Vehicle Safety Technology



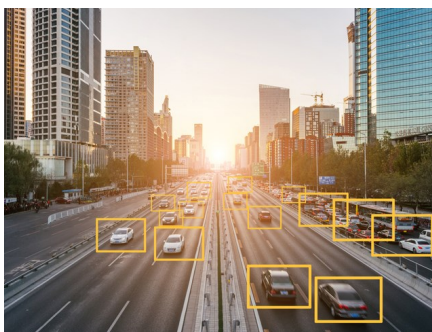
Advanced technologies that have been proven to help avoid or mitigate crashes should be subject to minimum performance standards and be required as standard on all new vehicles. These include automatic emergency braking (AEB), lane departure warning (LDW) and blind spot detection (BSD). The Insurance Institute for Highway Safety (IIHS) has found that AEB can reduce front-to-rear crashes with injuries by 56%, LDW can reduce single-vehicle, sideswipe and head-on injury crashes by over 20%, and BSD can reduce injury crashes from lane change by nearly 25%. IIHS research also has found that AEB and forward collision warning installed on large trucks reduced rear-end crashes by 44 and 41 percent respectively. The National Transportation Safety Board (NTSB) has included adoption of collision avoidance technology on the Most Wanted List of Transportation Safety Improvements. Additionally, the IIHS research shows that while nighttime visibility is necessary for safety, few vehicles are equipped with headlights that perform well. The current standard should be updated to improve the performance of all headlights as well as allow for advanced technologies.

## Automated Enforcement



Automated enforcement (AE) is a verified deterrent against two major crash contributors -- speeding and red light running. The National Highway Traffic Safety Administration (NHTSA), NTSB and the Centers for Disease Control and Prevention (CDC) have all identified AE as an effective means to deter dangerous behavior on our roadways. Speeding is one of the most challenging issues contributing to traffic crashes. Additionally, increasing speed limits have cost nearly 37,000 lives over the past 25 years. The Federal Highway Administration (FHWA) reports that road users are more likely to be injured in a red light running related event than any other crash. A study by IIHS found that red light cameras reduced the fatal red light running crash rate by 21% and the rate of all types of fatal crashes at signalized intersections by 14%. A September 2020 review by the Congressional Research Service found that speed camera programs are effective in reducing speeding and/or crashes near cameras. Advocates, along with other safety groups including IIHS, National Safety Council and AAA, published the "Red-Light Camera Program Checklist" to provide practical instructions for planning, implementing and evaluating red-light camera programs. Joint efforts have been proposed for a similar resource to address speed camera programs.

## Autonomous Vehicles (AVs)



While Advocates is hopeful that AVs, once subject to minimum performance requirements and robust oversight, may have the potential to meaningfully reduce crashes, deaths and injuries, currently they are being developed and deployed without ensuring sufficient protection to those in AVs and other road users. Public opinion polls show a high skepticism and fear about self-driving technology, and for good reason. Multiple crashes have occurred in the U.S. involving cars equipped with autonomous technology that are subject to investigation by the NTSB and NHTSA. Advocates has proposed federal actions, regulations and safeguards to protect the public. Released in December 2020 and supported by approximately 60 groups, the "AV Tenets" provide a "GPS" to "Guarantee Public Safety" of AVs. The state laws recommended in this report are essential as AVs are rolled out. For example, occupants of AVs must be properly restrained in the event of a crash, especially as there will be a mixed fleet of vehicles for the foreseeable future. Additionally, for AVs that require the human to take over the driving task, countermeasures must be in place to prevent impaired and distracted driving.

# CHANGING THE PICTURE IN 2021

## Impaired Driving



Drunk driving continues to be a leading cause of motor vehicle crashes and the NTSB has consistently listed ending impaired driving on its Most Wanted List of Transportation Safety Improvements. In addition to the laws rated in this Report, technology holds tremendous potential to curb this public health problem. Advanced impaired driving prevention and detection technology should be required in all new cars and meet a minimum performance standard. IIHS has estimated technology can prevent more than 9,000 drunk driving fatalities every year. Additionally, 15 states and D.C. legalizing marijuana for recreational use has given rise to concerns about the incidence and impact of drug-impaired driving. Public health, safety and law enforcement agencies face a myriad of challenges in their efforts to detect and deter drug-impaired driving. These include the absence of a standard for marijuana impairment, the amplifying effect of polyuse (more than one drug or drugs combined with alcohol), issues with data collection, and the need for efficient, verified roadside testing technology.

## Large Truck Safety



Truck crashes continue to occur at an alarmingly high rate. In 2019, crashes involving large trucks killed more than 5,000 people, a staggering 48% increase since a low in 2009. Further, 159,000 people were injured in large truck crashes in 2019 and injuries of large truck occupants increased by 18%. Several safety improvements on large trucks would curb this needless carnage. Namely, available safety technologies such as AEB and speed limiting devices, already required in the European Union, could be preventing crashes and saving lives if required as standard equipment. Further, numerous other lifesaving truck safety advances have been ignored by DOT for years including effective underride guards, adequate entry-level driver training, and screening for obstructive sleep apnea.

## Pedestrian and Bicyclist Safety



Deaths and injuries of pedestrians and bicyclists have been increasing in recent years, and pedestrian and bicyclist fatalities recently reached their highest levels in approximately three decades. Collisions involving vulnerable road users do not have to be a death sentence. The NTSB has recommended commonsense advancements to better protect vulnerable road users based on crash investigation findings and special investigative reports. Several strategies are needed. Vehicles should be subject to safety standards for the hood and bumper areas to reduce the severity of impacts with pedestrians and bicyclists and for vehicle collision avoidance systems which can reduce deaths and injuries. Further, improvements to road safety infrastructure such as separated and protected bike lanes offer pedestrians and bicyclists better protection to reduce the occurrence and severity of crashes.

## Rear Seat Safety



The majority of passengers in the rear seat are traditionally children, teens and older adults. However, the rise of transportation network companies (TNCs) and ride-hail/rideshare vehicles has increased the number of rear seat passengers in geographical areas in which they are prevalent. In 2012, Congress passed a law directing the U.S. DOT to issue a final rule by October 2015 requiring rear seat belt reminders in all new motor vehicles. To date, the U.S. DOT has not issued any standard despite being egregiously past the Congressional deadline. Additionally, infants and young children unknowingly left in the rear seats of vehicles tragically resulting in death or severe injuries due to hypothermia is a serious but solvable safety problem. Detection and alert systems are available and affordable that can indicate when a child is left unattended in a vehicle and initiate an alarm. NHTSA needs to expeditiously issue a standard requiring this inexpensive technology in all new cars.

# CHANGING THE PICTURE IN 2021

In September 2021, the current surface transportation authorization expires and Congress will need to take action to maintain it. The previous bill, the Fixing America's Surface Transportation (FAST) Act (P. Law. 114-94) expired on September 30, 2020 but was extended for one year as part of a continuing resolution funding bill. Prior to that extension, the U.S. House of Representatives passed the Moving Forward Act (116th Congress, H.R. 2) with numerous safety improvements. However, the U.S. Senate did not consider the bill.



From Advocates' President on the House passage of H.R. 2: *"Today, the U.S. House of Representatives passed the Moving Forward Act (H.R. 2), advancing commonsense solutions to address the unacceptably high toll of motor vehicle crash deaths, injuries and associated costs. This vital legislation 'moves forward' with transformative auto safety improvements to safeguard all road users."*

Included in H.R. 2 were the following improvements, among others:

- Advanced Driver Assistance Systems (ADAS) to Avoid Collisions
- Advanced Technology to Reduce Impaired Driving
- Improving Commercial Motor Vehicle (CMV) Safety
- Unattended Occupant Detection and Alert Systems to Prevent "Hot Car" Deaths
- A More Effective Crash Testing Program for New Cars
- Mitigating Against Risks of Keyless Ignition Technology
- Safer School Buses to Protect Our Most Precious Passengers
- Closing Loopholes in Limousine Safety

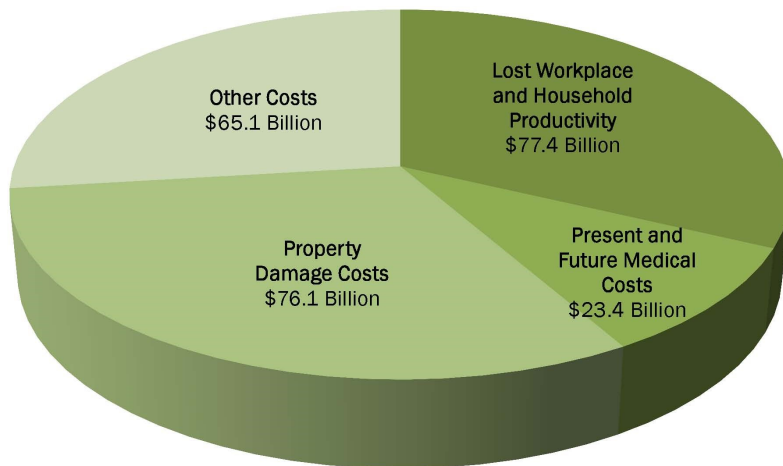
Over the coming year, Advocates will urge Congress to adopt a strong safety title, building on the momentum from H.R. 2, in any surface transportation reauthorization bill or infrastructure package that may be considered.



# SAFETY LAWS REDUCE CRASH COSTS

Motor vehicle crashes inflict a significant financial burden on society.

## Annual Economic Cost of Motor Vehicle Crashes: \$242 Billion



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

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



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

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

***Adjusting for inflation, this cost is now nearly one trillion dollars.***

According to the Network of Employers for Traffic Safety (NETS), motor vehicle crashes cost employers \$47.4 billion in direct crash-related expenses annually based on 2013 data.

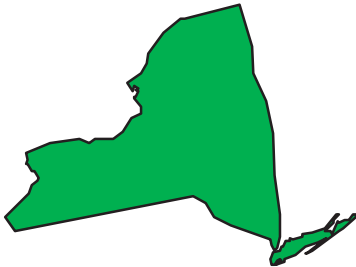




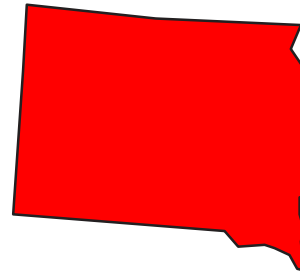
# LEGISLATIVE ACTIVITY IN 2020

In 2020, **five laws were passed** that meet the criteria for the basic safety laws included in this report. One was repealed.

While other legislative activity occurred throughout the states, for purposes of this report only laws that meet the optimal law criteria, as defined on pages 12 and 13, are listed. *Note: Laws that do not meet the optimal law criteria, including laws subject only to secondary enforcement, are not included in the legislative activity summary.*



**New York:** Enacted primary enforcement rear seat belt law. *Upgraded from Yellow to Green.*



**South Dakota:** Enacted all-driver texting ban and significant Graduated Drivers Licensing (GDL) upgrades including 6-month holding period, supervised driving requirement, and passenger restriction. *No change in overall rating.*



**Missouri:** *Repealed* all-rider motorcycle helmet law. *No change in overall rating.*

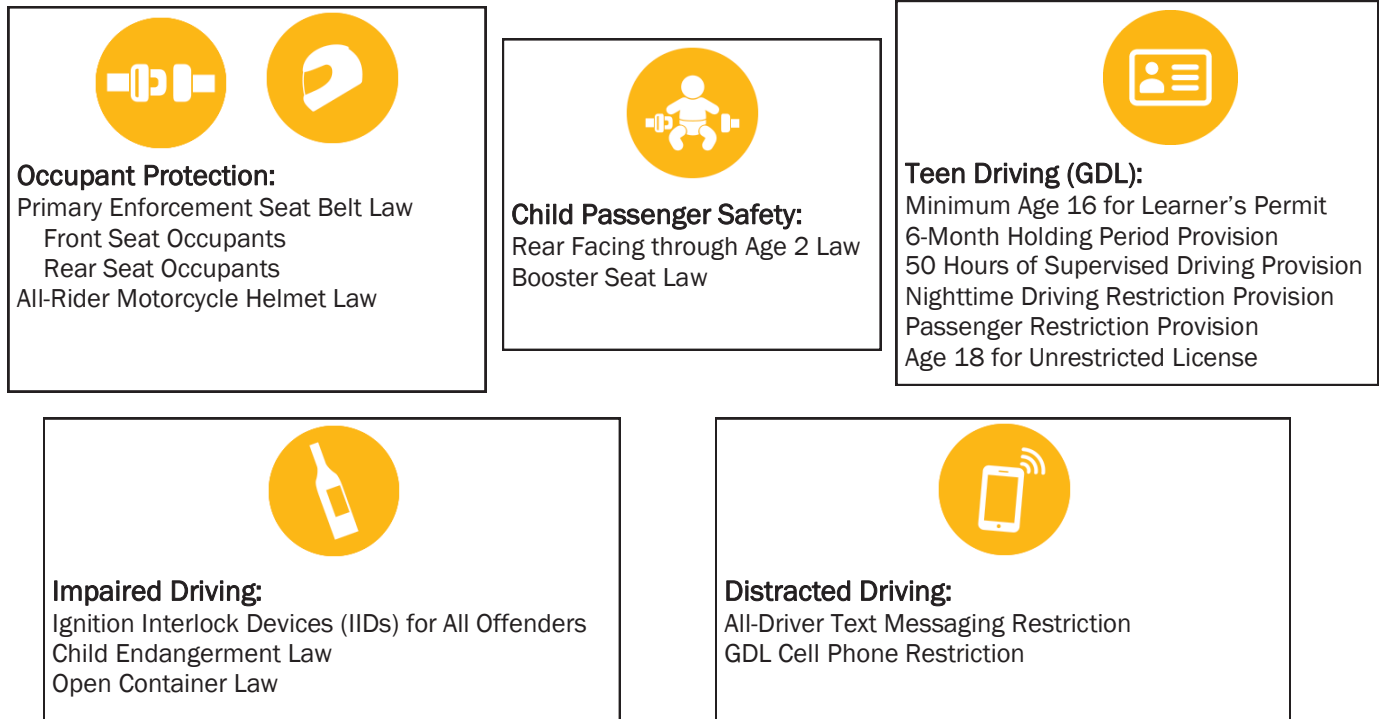
**While a number of highway safety laws have been enacted during the last few years, many are still missing.**

**Based on Advocates' safety recommendations, states need to adopt 390 laws:**

- 16 states need an optimal primary enforcement seat belt law for front seat passengers;
- 30 states need an optimal primary enforcement seat belt law for rear seat passengers;
- 32 states need an optimal all-rider motorcycle helmet law;
- 35 states need a rear facing through age 2 child passenger safety law;
- 34 states and DC need an optimal booster seat law;
- 190 GDL laws need to be adopted to ensure the safety of novice drivers, no state meets all the criteria recommended in this report;
- 29 critical impaired driving laws are needed in 27 states;
- 4 states need an optimal all-driver text messaging restriction; and,
- 19 states need a GDL cell phone restriction.

# KEY THINGS TO KNOW ABOUT THIS REPORT

The Report is Divided into Five Issue Sections:



It is imperative that the 16 state laws listed in the five sections be advanced in every state and DC to save lives, prevent injuries, and reduce health care and other costs. These 16 laws do not comprise the entire list of effective public policy interventions states should take to reduce motor vehicle deaths and injuries. Rather, they are minimum critical traffic safety laws. Background information about each law is provided in the respective sections throughout the report. The statistical data on fatalities are based on NHTSA's 2019 Fatality Analysis Reporting System (FARS) data, except as otherwise indicated. Additionally, in 2016, NHTSA changed the crash and injury estimates to be based on the modernized data collection system. Due to that change, injury and crash estimates from 2016 and newer data cannot be directly compared with the older data. Further, source information for all other data and statistics are not necessarily included in the narrative itself, but can be found on pages 52–56.

States are rated only on whether they have adopted a specific law, not on other aspects or measures of an effective highway safety program. A definition of each law as used by Advocates for purposes of this report can be found on pages 12-13. Each issue section has a state law chart, in alphabetical order, with each state's rating. The section ratings result in an overall rating, and overall state ratings on pages 36-51 fall into three groupings:

**Green**

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

**Yellow**

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

**Red**

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

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

# DEFINITIONS OF THE 16 LIFESAVING LAWS

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

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

## Occupant Protection

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

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

## Child Passenger Safety

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

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

## Teen Driving

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

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

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

## Teen Driving (cont'd)

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

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

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

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

## Impaired Driving

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

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

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

## Distracted Driving

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

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



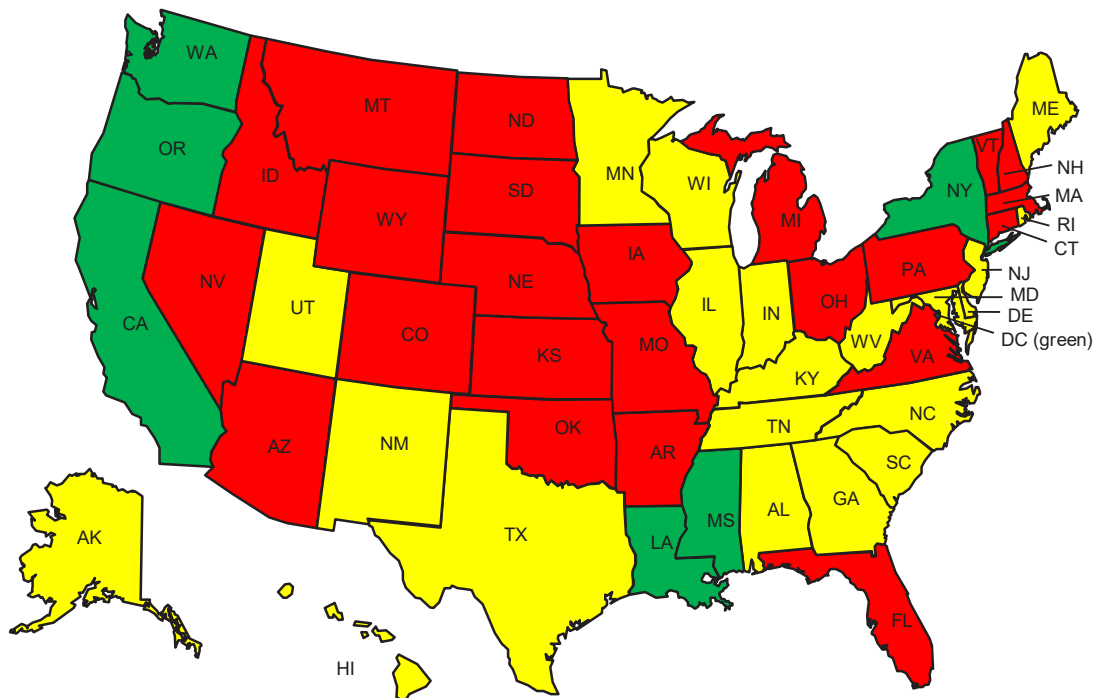





# OCCUPANT PROTECTION

Primary Enforcement Front Seat Belt Law

Primary Enforcement Rear Seat Belt Law

All-Rider Motorcycle Helmet Law



-  State has all 3 laws, a primary enforcement front seat belt law, primary enforcement rear seat belt law and an all-rider motorcycle helmet law. (6 states and DC)
-  State has 2 of the 3 laws. (21 states)
-  State has 1 or none of the 3 laws. (23 states)

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

# PRIMARY ENFORCEMENT SEAT BELT LAWS

Seat belt use, reinforced by effective laws, is a proven lifesaver.



TRAFFIC

## Despite less traffic, Virginia sees uptick in unbelted-related deaths during pandemic

Richmond, VA (WWBT), July 7, 2020

### 23,744 occupants of passenger vehicles were killed in motor vehicle crashes in 2019.

- Of the passenger vehicle occupant fatalities for which restraint use was known, nearly half (47%) were not wearing seat belts.
- In fatal crashes in 2019, 81% of passenger vehicle occupants who were fully ejected from the vehicle were killed. Further, less than 1% of the occupants reported to have been using restraints were fully ejected, compared with 26% of the unrestrained occupants.

### Primary enforcement laws are much more effective in getting people to buckle up.

- States with primary enforcement laws have higher seat belt use rates. In 2018, states with primary enforcement laws had a seat belt use rate of nearly 91% while states without such law had a seat belt use rate of approximately 86%.
- A study conducted by IIHS found that when states strengthen their laws from secondary to primary enforcement, driver death rates decline by an estimated 7%.
- Seat belt use rates increase from 10 to 15 percentage points when primary laws are passed, as experienced in a number of states.

### The death toll also has significant economic costs on American families.

- Needless deaths and injuries that result from non-use of seat belts cost society approximately \$10 billion annually in medical care, lost productivity and other costs.
- Average in-patient costs for crash victims who don't use seat belts are 55% higher than for those who do use them.
- From 1975 to 2017, seat belts have saved over \$1 trillion in economic costs.
- If every state with a secondary enforcement seat belt law upgraded to primary enforcement, \$4 billion in crash costs could be saved every year.

### Seat belts save lives.

- 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%.
- The use of seat belts in passenger vehicles saved nearly 15,000 lives in 2017, the latest year for which this data is available. An additional 2,549 lives would have been saved that same year had all unrestrained passengers age five and older involved in fatal crashes worn their seat belts.
- If every state with a secondary seat belt law upgraded to primary enforcement, about 1,000 lives could be saved every year.
- From 1975 to 2017, seat belts saved over 374,000 lives.

## All states except New Hampshire have an adult seat belt law.

Only 34 states and DC allow primary enforcement of their front seat belt laws. Among the states that have primary enforcement seat belt laws, only 20 and DC cover occupants in all seating positions (front and rear). New York extended its primary enforcement seat belt law to rear seat passengers in 2020.

# PRIMARY ENFORCEMENT SEAT BELT LAWS

## Rear Seat Safety

*Rear seat passengers are more than twice as likely to die in a crash if they are unbelted.*

- Front seat safety improvements in recent model vehicles have closed the gap that formerly made rear seats safer than the front, while advances in technology have lagged in the rear seat.
- In 2019, the proportion of unrestrained passenger vehicle occupants killed that were seated in the front seat was 41%, compared to 53% of unrestrained passenger vehicle occupants killed that were seated in the rear seat.
- Adults are not buckling up in the rear seat as much as in the front seat, with rear belt use 10 to 15 percent lower than in the front seat.
- In 2018, more than 800 unbelted rear seat passenger vehicle occupants age 8 and older died in traffic crashes in the U.S., according to a study by GHSA. Over 400 of these passengers would have survived if they had worn their seat belts.

40% of respondents said they sometimes don't buckle up in the rear seat because there is no law requiring it. 60% of respondents said it would convince them to use seat belts in the back seat if such a law existed.

**In August 2020, New York Governor Andrew Cuomo (D) signed a lifesaving seat belt upgrade into law which closed the gap in the state's seat belt law by requiring all occupants to buckle up.** From Advocates' President on the occasion, *"Actions taken today enshrine New York as the 20th state along with Washington, D.C. in requiring rear seat passengers to use a seat belt. Governor Andrew Cuomo has sent a strong message that New York is committed to reducing preventable motor vehicle crash fatalities and injuries, now and for decades to come."*

### Personal Choice and Individual Rights

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 1972 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."

### Addressing Racial Profiling Concerns

While numerous studies report that primary enforcement seat belt laws do not result in increased ticketing of communities of color, the potential for harassment is an ongoing concern that is not limited to, nor created by, these laws. According to a NHTSA study of the relationship between primary enforcement belt laws and ticketing of non-Caucasians, the share of citations for non-Caucasians 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 group.

# ALL-RIDER MOTORCYCLE HELMET LAWS

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

Motorcycles are the most hazardous form of motor vehicle transportation.

5,014 motorcyclists were killed and 83,811 more were injured in crashes in 2019.

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



**When crashes occur, motorcyclists need adequate head protection to prevent one of the leading causes of crash death and disability in the U.S. - head injuries.**

- In 2019, where helmet use was known, 39% of motorcyclists killed were not wearing a helmet.
- The observed use rate of U.S. DOT compliant helmets among motorcyclists was nearly 90% in states with all-rider helmet laws, compared to only 56.5% in other states in 2019.
- There were over nine times as many unhelmeted fatalities (1,682) in states without a universal helmet law compared to the number of fatalities (180) in states with a universal helmet law. These states were nearly equivalent with respect to total resident populations.
- Studies have determined that helmets reduce head injuries without increased occurrence of spinal injuries in motorcycle crashes. Data shows that helmets reduce the chance of fatal injury by 37% for motorcycle operators and 41% for passengers.
- Estimates show that helmets saved the lives of 1,870 motorcyclists and that over 750 more lives in all states could have been saved if all motorcyclists had worn helmets in 2017, the latest year for which data is available.
- Eighty percent of Americans favor state laws requiring all motorcyclists to wear helmets.

***According to a 2012 Government Accountability Office (GAO) report, “laws requiring all motorcyclists to wear helmets are the only strategy proved to be effective in reducing motorcyclist fatalities.”***

**Today, only 18 states and DC require all motorcycle riders to use a helmet.**

Twenty-nine states have laws that cover only some riders (i.e., up to age 18 or 21). These age-specific laws are nearly impossible for police officers to enforce and result in much lower rates of helmet use.

Three states (IL, IA and NH) have no motorcycle helmet use law.

**In 2020, there were attempts in 10 states to repeal existing all-rider helmet laws.  
All failed except Missouri which repealed its 52-year-old law.**



# ALL-RIDER MOTORCYCLE HELMET LAWS

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

- In 2010, the economic cost of motorcycle crashes was \$12.9 billion and the total amount of societal harm was \$66 billion. Additionally, helmets save \$2.7 billion in economic costs and prevent \$17 billion in societal harm annually.
- Per vehicle mile traveled, motorcyclist fatalities occurred almost 27 times more frequently than passenger car occupant fatalities in 2018, the latest year for which data is available.
- Motorcyclists represented 14% of the total traffic fatalities, yet accounted for only 3% of all registered vehicles in the U.S. in 2019, the latest year for which data is available.
- Motorcyclist fatalities of older adults (aged 65 and older) increased by 121% over the ten year period, 2009 to 2018.
- The economic benefits of motorcycle helmet use are substantial, more than three and one-half times greater in states with all-rider helmet laws. In states that have an all-rider helmet law, cost savings to society from helmet use was \$725 per registered motorcycle, compared to savings from helmet use of just \$198 per registered motorcycle in states without a mandatory helmet use law, according to the Centers for Disease Control and Prevention (CDC).
- According to the American Academy of Pediatrics (AAP), in states with only youth-specific helmet laws, helmet use has decreased and youth mortality has increased. Serious traumatic brain injury among young riders was 38% higher in states with only age-specific laws compared to states with all-rider helmet laws.
- A study in the American Journal of Surgery reported that after Michigan repealed its all-rider helmet law in 2012, the percentage of non-helmeted crash scene fatalities quadrupled. Further, after the repeal, trauma patients who were hospitalized with a head injury rose 14%.
- 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.

## Advocates' President on the 2020 Missouri all-rider helmet law repeal:

*"The repeal of the all-rider helmet law will have ripple effects across the state of Missouri. More riders will choose to leave their helmets at home, resulting in more unhelmeted motorcyclist fatalities and injuries. These preventable tragedies will in turn upend the lives of their families and increase health care costs for all Missourians. We hope this imprudent policy change will be reversed in the future and the state's universal helmet requirement will be restored."*

The repeal was opposed by public health and safety groups including American College of Surgeons Missouri Committee on Trauma, Missouri Brain Injury Association, Missouri Emergency Nurses Association, Missouri Insurance Coalition, Missouri Public Health Association, National Safety Council, NTSB, and Skilled Motorcyclist Association — Responsible, Trained and Educated Riders.



# OCCUPANT PROTECTION LAWS RATING CHART

Number of new occupant protection laws since January 2020: One Rear Seat Belt Law Enacted (NY);  
One All-Rider Motorcycle Helmet Law *Repealed* (MO).

	Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rating		Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rating
AL	●		●	●	MT				●
AK	●	●		●	NE			●	●
AZ				●	NV			●	●
AR	●			●	NH				●
CA	●	●	●	●	NJ	●		●	●
CO				●	NM	●	●		●
CT	●			●	NY	●	●	●	●
DE	●	●		●	NC	●		●	●
DC	●	●	●	●	ND				●
FL	●			●	OH				●
GA	●		●	●	OK	●			●
HI	●	●		●	OR	●	●	●	●
ID				●	PA				●
IL	●	●		●	RI	●	●		●
IN	●	●		●	SC	●	●		●
IA	●			●	SD				●
KS	●			●	TN	●		●	●
KY	●	●		●	TX	●	●		●
LA	●	●	●	●	UT	●	●		●
ME	●	●		●	VT			●	●
MD	●		●	●	VA			●	●
MA			●	●	WA	●	●	●	●
MI	●			●	WV	●		●	●
MN	●	●		●	WI	●	●		●
MS	●	●	●	●	WY				●
MO				●	Total	34+ DC	20+ DC	18+ DC	

## STATUS OF STATE LAWS

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

No state adopted an all-rider motorcycle helmet law in 2020.  
*There were attempts to repeal all-rider motorcycle helmet laws in 10 states (MO repeal enacted).*

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

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

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

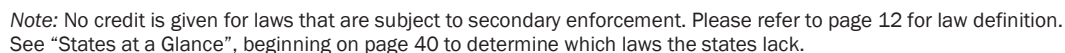
- = Optimal law
- = Good (3 optimal laws)
- = Caution (2 optimal laws)
- = Danger (1 or 0 optimal laws)

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



A map of the United States with states colored in red, yellow, or green. The colors represent different categories, likely related to the 'Color by State' activity mentioned in the text. The map includes state abbreviations and a legend on the right side indicating 'DC (yellow)'.

State	Color
WA	Green
OR	Green
CA	Green
MT	Red
ND	Yellow
SD	Red
WY	Red
ID	Red
NV	Red
UT	Yellow
CO	Red
AZ	Red
NM	Red
TX	Yellow
OK	Yellow
KS	Red
NE	Yellow
IA	Red
MO	Red
AR	Red
LA	Yellow
MS	Red
AL	Red
GA	Yellow
FL	Red
SC	Green
NC	Red
VA	Yellow
WV	Yellow
DE	Yellow
MD	Yellow
NJ	Green
PA	Yellow
OH	Red
IN	Red
IL	Yellow
MI	Yellow
WI	Red
MN	Yellow
NY	Yellow
CT	Yellow
RI	Yellow
MA	Yellow
NH	Red
VT	Red
ME	Green
AK	Red
HI	Red
DC	Yellow



# CHILD PASSENGER SAFETY LAWS

Motor vehicle crashes are a leading cause of death for children residing in the U.S.

The best way to protect child passengers is to place them in the rear seat, restrained by a child safety seat, booster seat or safety belt, as appropriate.

On average, three children under age 14 were killed and over 500 more were injured in motor vehicle crashes every day in the U.S. in 2019 for a total of 1,053 fatalities and 183,143 injuries.

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. When used properly, child safety seats reduce fatal injury by 71% for infants and 54% for toddlers in passenger cars. Nearly 325 lives were saved in 2017, the latest year for which data is available, by restraining children four and younger in passenger vehicles.

Advocates recommends a three component child passenger safety law to adequately protect younger children:

## Rear Facing Through Age 2

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

*To date, only 15 states and DC have enacted a rear facing through age 2 law.*



## Forward Facing Harness and Tether Seat

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

*This law is not rated in this report.*

## Booster Seat

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

*To date, only 16 states have enacted an optimal booster seat law.*





# CHILD PASSENGER SAFETY LAWS

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



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

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



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

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

*Note: This law is not rated in this report.*

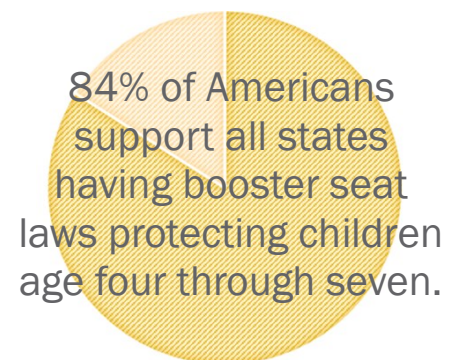


Booster seats are intended to provide a platform that lifts the child up off the vehicle seat in order to improve the fit of the child in a three-point adult safety belt. The seat should also position the lap belt portion of the adult safety belt across the child's hips or pelvic area. An improper fit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

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

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

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



# CHILD PASSENGER SAFETY LAWS RATING CHART

Number of new child passenger safety laws since January 2020: None.

	Rear Facing Through Age 2 Law	Booster Seat Law	Rating		Rear Facing Through Age 2 Law	Booster Seat Law	Rating
AL			●	MT			●
AK			●	NE	●		●
AZ			●	NV			●
AR			●	NH			●
CA	●	●	●	NJ	●	●	●
CO			●	NM			●
CT	●		●	NY	●		●
DE			●	NC			●
DC	●		●	ND		●	●
FL			●	OH			●
GA		●	●	OK	●		●
HI			●	OR	●	●	●
ID			●	PA	●		●
IL	●		●	RI	●	●	●
IN			●	SC	●	●	●
IA			●	SD			●
KS			●	TN			●
KY			●	TX		●	●
LA	●		●	UT		●	●
ME	●	●	●	VT			●
MD		●	●	VA	●		●
MA		●	●	WA	●	●	●
MI		●	●	WV		●	●
MN		●	●	WI			●
MS			●	WY			●
MO			●	Total	15 +DC	16	

## STATUS OF STATE LAWS

15 states and DC have an optimal law requiring rear facing through age 2.

16 states have an optimal booster seat law.

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

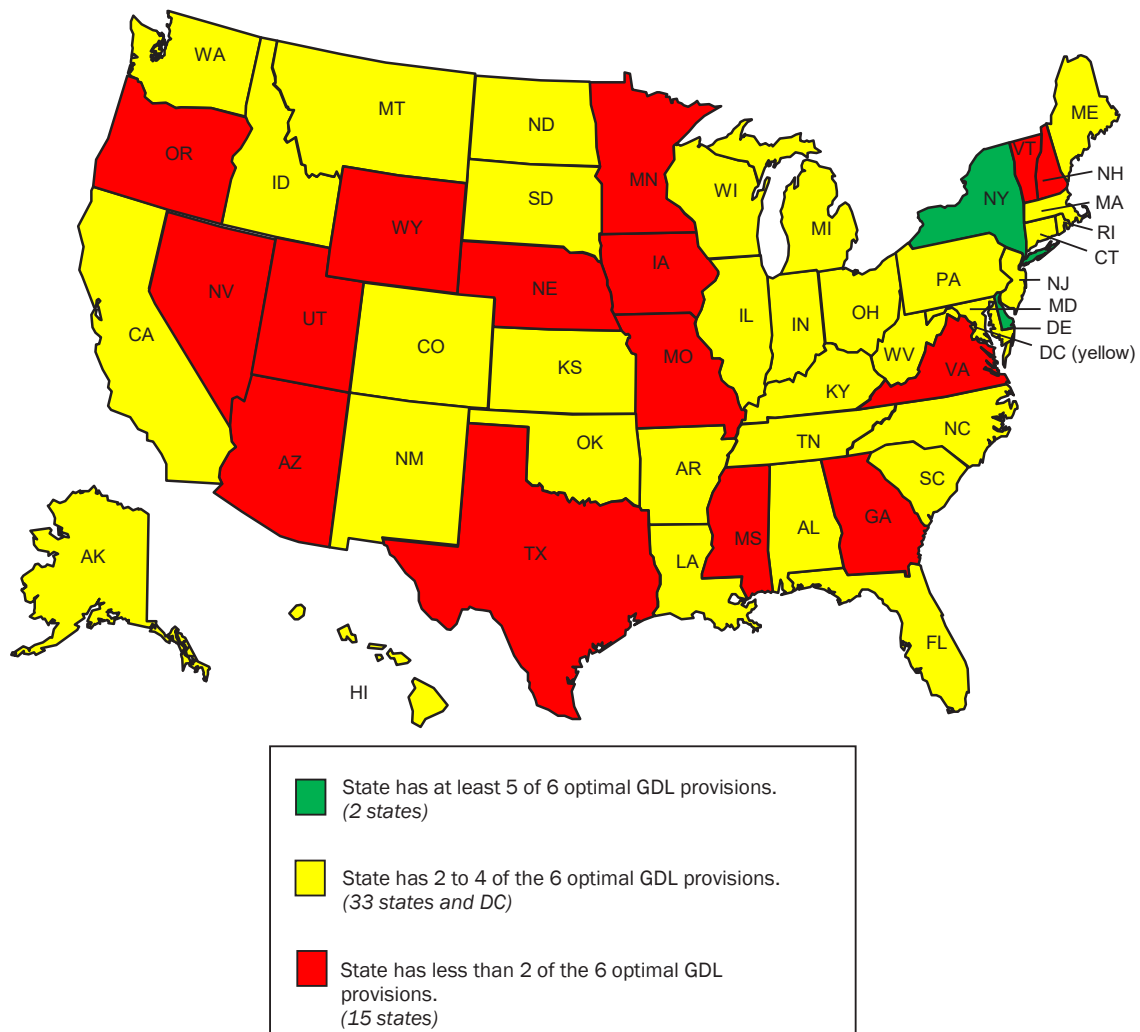
(No credit is given for laws that are subject to secondary enforcement)



# TEEN DRIVING:

## GRADUATED DRIVER LICENSING (GDL) PROGRAMS

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



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to pages 12-13 for law definitions. See "States at a Glance", beginning on page 40 to determine which laws states lack.

# TEEN DRIVING LAWS

Motor vehicle crashes are a leading killer of teenagers residing in the U.S.

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.

4,356 people were killed in crashes involving young drivers (age 15 - 20) in 2019:

- 1,603 were young drivers;
- 879 were passengers of young drivers; and,
- 1,873 victims were pedestrians, pedalcyclists, and the occupants of the other vehicles involved in crashes with young drivers.



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 states that have adopted GDL programs, studies have found overall crash reductions among teen drivers of about 10% to 30%.

- The economic cost of police-reported crashes involving young drivers is estimated to be \$40.8 billion.
- The crash rate for teen drivers (16- to 19-years) is three times that of drivers 20 and older, according to IIHS.
- Teenage motor vehicle crash deaths in 2016 occurred most frequently during the periods of 9 p.m. to 12 a.m. (18%), 6 p.m. to 9 p.m. (16%), and 3 p.m. to 6 p.m. and 12 a.m. to 3 a.m. (15% each). 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. A study by AAA found that when a teen driver has only teen passengers in their vehicle (as opposed to older passengers), the fatality rate for all people involved in a crash increased 51%.
- For 16- and 17-year-old drivers, research shows a 15% reduction in fatal crash rates associated with a limit of no more than one teen passenger for 6-months or longer, when compared to no limit on the number of passengers.
- Delaying the minimum age for obtaining a learner's permit was associated with lower fatal crash rates for 15- to 17-year-olds combined; a 1-year delay (e.g., from age 15 to 16) reduced the fatal crash rate by 13%.
- Research has found that a minimum holding period of at least five months reduces fatal crash rates. Extending the holding period to 9 months to a year results in a 21% reduction in fatal crash rates.
- A 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 survey by the Allstate Foundation.

**In 2020, South Dakota took important action to upgrade their GDL laws:** *"Congratulations South Dakota for taking action to better protect novice teen drivers — new laws go into effect January 1. Extending the learner's permit period, adding a supervised driving requirement, and a passenger restriction are proven to reduce crashes."* (From @SafeRoadsNow, 12/30/2020)

**No state has all of the optimal GDL provisions recommended in this report.**  
South Dakota enacted three new optimal GDL provisions in 2020.



# TEEN DRIVING LAWS



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

Research from Children’s Hospital of Philadelphia Center for Injury Research and Prevention and AAA shows that, “about one-third of all drivers are not licensed by age 18, and by age 21, about 20% of all young adults still are not licensed.” A study showed that while GDL programs have likely contributed to a significant decline in teen driver crashes over the decade of 2005 to 2014, the improvements are not as strong for 18- to 20-year-olds who have aged out of GDL.

GDL programs that extend beyond the mid-teen years cover a broader population and may experience additional safety benefits.

## WINSTON-SALEM JOURNAL

**By Cathy Chase and Dr. Flaura Koplin Winston: Pump the brakes! Don’t eliminate the driver license road test... update it**

By Cathy Chase and Dr. Flaura Koplin Winston, Guest Columnists, June 12, 2020

*“This ill-advised proposal would result in untested young drivers on the roads imperilling their lives and everyone sharing the roads with them.”*

**Administration of Driver Licensing Road Tests:** In response to the COVID-19 pandemic, some states have chosen to suspend or waive road test requirements for novice drivers in order to maintain social distancing restrictions. The road test is the final barrier preventing prospective drivers who lack basic operational skills from advancing onto the roads. Eliminating this test without an alternative assessment in place greenlights under-prepared drivers and could result in numerous unintended consequences and increased risk for road users including highway patrol officers, truck drivers and road crews for whom our roads are their workplace. If action must be taken, states should postpone, rather than waive, the requirement for novice drivers to take the road test. This will provide additional practice time for novices while supervised by an adult (the safest time for novice drivers), help to instill lifelong safe driving behaviors and ensure that only those who have attained the necessary skills are advanced to a provisional license.

# TEEN DRIVING LAWS RATING CHART

Number of new teen driving laws since January 2020: One 6-Month Holding Period Enacted (SD); One Supervised Driving Requirement Enacted (SD); and, One Passenger Restriction Provision Enacted (SD).

Rating	Age 18 Unrestricted License	Passenger Restriction Provision	Nighttime Driving Restriction Provision	50 Hours of Supervised Driving Provision	6-Month Holding Period Provision	Minimum Age 16 for Learner's Permit		Rating	Age 18 Unrestricted License	Passenger Restriction Provision	Nighttime Driving Restriction Provision	50 Hours of Supervised Driving Provision	6-Month Holding Period Provision	Minimum Age 16 for Learner's Permit
AL							●	MT						
AK							●	NE						
AZ							●	NV						
AR							●	NH						
CA							●	NJ						
CO							●	NM						
CT							●	NY						
DE							●	NC						
DC							●	ND						
FL							●	OH						
GA							●	OK						
HI							●	OR						
ID							●	PA						
IL							●	RI						
IN							●	SC						
IA							●	SD						
KS							●	TN						
KY							●	TX						
LA							●	UT						
ME							●	VT						
MD							●	VA						
MA							●	WA						
MI							●	WV						
MN							●	WI						
MS							●	WY						
MO							●	Total	8+ DC	47+ DC	26	11	19+ DC	2

● = Optimal law

● = Good (At least 5 optimal provisions)

● = Caution (Between 2 and 4 optimal provisions)

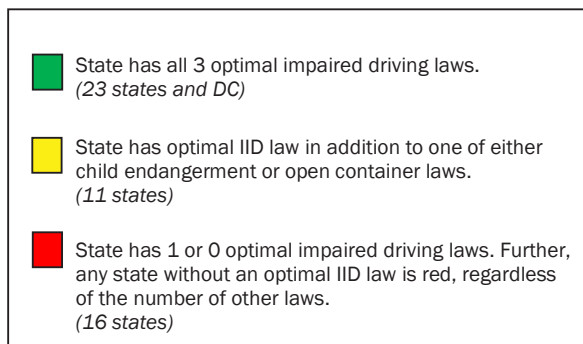
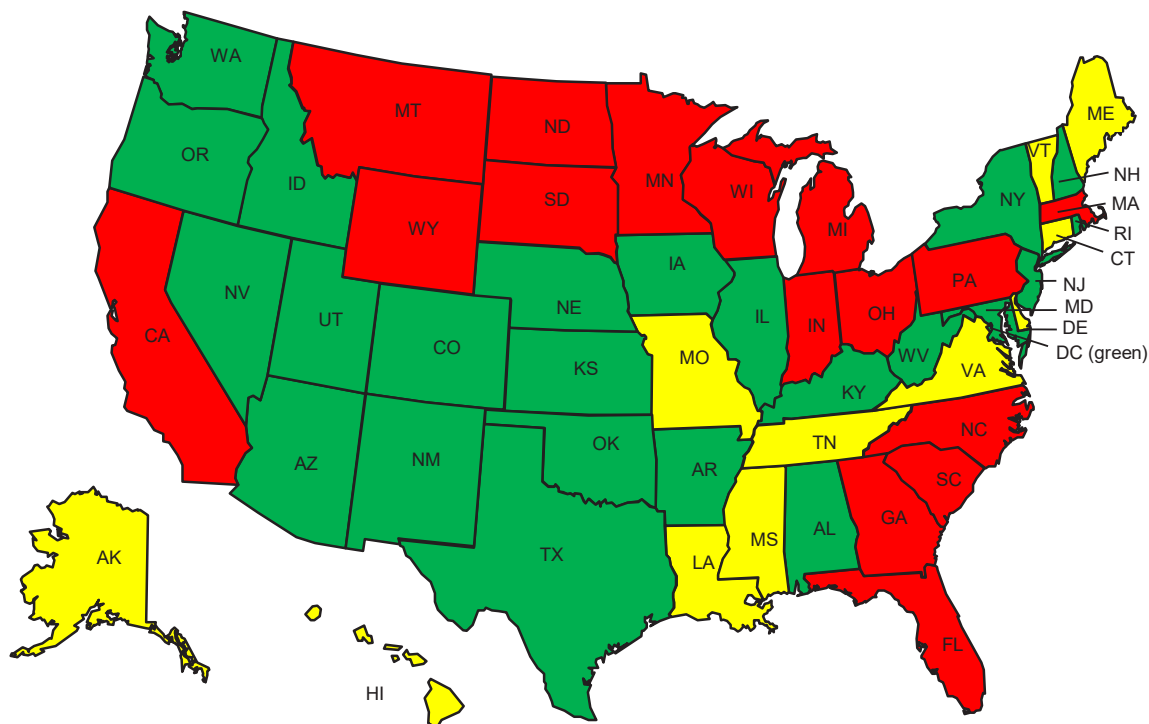
● = Danger (Less than 2 optimal provisions)

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



# IMPAIRED DRIVING

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



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 13 for law definitions. See "States at a Glance", beginning on page 40, to determine which laws states lack.

# IMPAIRED DRIVING LAWS



10,142 people died in crashes involving drunk drivers in 2019. An average of one alcohol-impaired driving fatality occurred nearly every 50 minutes in 2019.

**Impaired driving remains a serious safety threat, accounting for nearly 30% of all traffic deaths in the U.S.**

- Each day in America, nearly 30 people are killed in drunk driving crashes on average.
- Alcohol-involved crashes (where the highest blood alcohol concentration (BAC) was over .08%) resulted in \$44 billion in economic costs and \$201 billion in comprehensive costs to society.

**More still needs to be done to reduce the number of impaired drivers on our roads.**

- A common misconception is that most people who are convicted of their first drunk driving offense are social drinkers who made one mistake. However, data has shown that the average first offender will have driven drunk 87 times before getting arrested for the first time.
- According to the CDC, adult drivers drank too much and got behind the wheel approximately 111 million times in 2016, which equates to more than 300,000 incidents of drinking and driving each day.
- Drivers with a BAC of .08% or higher involved in fatal crashes were nearly five 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. Federal leadership in the area of impaired driving has resulted in the rapid adoption of lifesaving laws in states across the country. As a result of federal laws enacted with strong sanctions, all 50 states and DC have adopted .08% BAC laws, a national minimum drinking age of 21, and zero tolerance BAC laws for youth.**



**Letter: Utah sets an example for keeping our roads safe**

Readers Forum, By Cathy Chase and T. Bella Dinh-Zarr, Jan 4, 2021, 12:30pm MST

*"At a time when our nation is grappling with the effects of a pandemic, lawmakers should swiftly enact proven solutions to make our roads safer, such as .05% BAC laws, and keep people out of emergency rooms."*

## **Changing the Picture in 2021 – .05% BAC Laws**

At .05% BAC, a driver exhibits signs of cognitive and physical impairment including reduced coordination, reduced ability to track moving objects, difficulty steering, and reduced response to emergency driving situations. Approximately 100 countries have some type of .05% or lower BAC policy. If all states lowered the BAC limit while driving to .05%, the U.S. could experience an 11% or greater decline in fatal alcohol-involved crashes, saving 1,790 lives annually. This change is critical to reverse a trend seen in recent years, where the number of deaths and injuries caused by drinking and driving has remained fairly static. Driving at .05% BAC or higher is dangerous and public health researchers, experts, a coalition of safety advocates and the NTSB agree that state laws lowering BAC will reduce the horrific toll of deaths and injuries caused by drunk driving. On December 30, 2018, Utah became the first state in the Nation to start enforcing a .05% BAC law. Early results for Utah are promising. In 2019, the number of alcohol-impaired driving fatalities dropped 37% (2018: 62, 2019: 39) and the percentage of traffic fatalities involving an alcohol-impaired driver dropped as well, from 24% (2018) to 16% (2019). While not yet rated in this report, all states should adopt a .05% BAC law to prevent drunk driving and save lives.



# IGNITION INTERLOCK DEVICES FOR ALL OFFENDERS

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

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

- Nearly eight in ten Americans support requiring ignition interlocks for all convicted driving under the influence (DUI) offenders, even if it is their first conviction, according to AAA.
- According to Mothers Against Drunk Driving (MADD), nationally, current IID laws have stopped more than three million attempts to drive drunk.
- A study from the University of Pennsylvania found that IIDs have reduced alcohol-involved crash deaths by 15%, and notes that the findings likely underestimate the effect of all-offender IID laws. The study also found that states with mandatory IID laws saw a decrease in deaths comparable to the estimated number of lives saved by frontal airbags.
- According to the CDC, when IIDs are installed, they are associated with a reduction in arrest rates for impaired driving of approximately 70%.
- IIDs are shown to 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.



**Currently, IIDs are mandatory for all offenders, including first time offenders, in 34 states and DC.**

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

# CHILD ENDANGERMENT LAWS

In 2019, 204 children age 14 and younger were killed in crashes involving an alcohol-impaired driver. It is estimated that 46 million to 102 million drunk driving trips are made each year with children under the age of 15 in the vehicle, according to a national telephone survey sponsored by NHTSA in 1999. According to the AAA Foundation for Traffic Safety, 76.3% of respondents support laws preventing the transport of a minor by a driver who has consumed alcohol.

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

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

**Currently, 48 states and DC have enacted child endangerment laws that create a separate offense or increase penalties for people who drive while impaired with children in their vehicle.**

## OPEN CONTAINER LAWS

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

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

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

In an effort to encourage states to comply with the federal law, states that are non-compliant have 2.5% of certain federal highway construction funds diverted to highway safety programs that fund alcohol-impaired driving counter-measures and law enforcement activities. This federal requirement is known as “redirection,” and provides that states do not lose any funding, but some federal funds are diverted to other designated safety programs. Redirection has been ineffective as an incentive for encouraging lagging states to enact strong open container laws compared to federal laws that have withheld federal aid highway construction funds for non-compliance. The use of sanctions resulted in uniform adoption in every state of laws setting a minimum 21 drinking age, zero BAC for underage drinking and driving, and a .08% BAC law.

**Currently, 39 states and DC have open container laws that meet federal requirements.**

# IMPAIRED DRIVING LAWS RATING CHART

Number of new impaired driving laws since January 2020: According to the U.S. DOT, OH is now in compliance with the federal requirements for open container and has been given credit.

	All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	Rating		All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	Rating
AL	●	●	●	●	MT		●	●	●
AK	●	●		●	NE	●	●	●	●
AZ	●	●	●	●	NV	●	●	●	●
AR	●	●	●	●	NH	●	●	●	●
CA		●	●	●	NJ	●	●	●	●
CO	●	●	●	●	NM	●	●	●	●
CT	●	●		●	NY	●	●	●	●
DE	●	●		●	NC		●	●	●
DC	●	●	●	●	ND		●	●	●
FL		●	●	●	OH		●	●	●
GA		●	●	●	OK	●	●	●	●
HI	●	●		●	OR	●	●	●	●
ID	●	●	●	●	PA		●	●	●
IL	●	●	●	●	RI	●	●	●	●
IN		●	●	●	SC		●	●	●
IA	●	●	●	●	SD			●	●
KS	●	●	●	●	TN	●	●		●
KY	●	●	●	●	TX	●	●	●	●
LA	●	●		●	UT	●	●	●	●
ME	●	●		●	VT	●		●	●
MD	●	●	●	●	VA	●	●		●
MA		●	●	●	WA	●	●	●	●
MI		●	●	●	WV	●	●	●	●
MN		●	●	●	WI		●	●	●
MS	●	●		●	WY		●		●
MO	●	●		●	Total	34+ DC	48+ DC	39+ DC	

## STATUS OF STATE LAWS

23 states and DC have all three optimal impaired driving laws.

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

34 states and DC have optimal IID laws; 16 states do not.

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

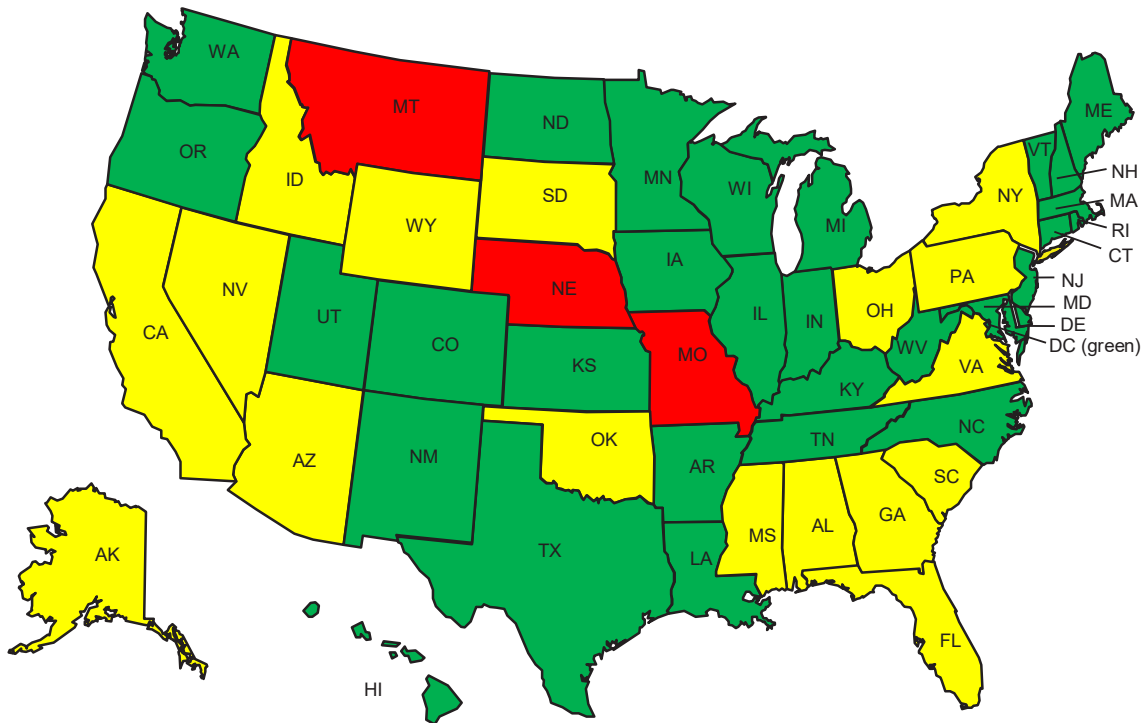
(No credit is given for laws that are subject to secondary enforcement)



# DISTRACTED DRIVING

All-Driver Text Messaging Restriction

GDL Cell Phone Restriction



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 13 for law definition. See "States at a Glance", beginning on page 40 to determine which laws states lack.



# DISTRACTED DRIVING LAWS



## 'Zooming' and driving: A new concern during the COVID-19 pandemic

By Katherine Whaley, Thursday, October 8, 2020, Houston, TX (KTRK)

In 2019, 3,142 people were killed in crashes involving a distracted driver, a 9.9% increase from the previous year. Additionally, crashes in which at least one driver was identified as being distracted imposed an economic cost of \$40 billion in 2010. However, issues with underreporting crashes involving cell phones remain because of gaps in police crash report coding, database limitations, and other challenges. It is clear from an increasing body of research, studies and data that the use of electronic devices for telecommunications (such as mobile phones and text messaging), telematics and entertainment can easily distract drivers from the driving task.



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

- Research has shown that because of cognitive distraction, the behavior of drivers using mobile phones (hand-held or hands-free) is equivalent to the behavior of drivers at the threshold of the legal limit for alcohol.
- 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.
- Nearly 9% of fatalities in crashes in 2019 were reported as distraction-affected crashes. However, as noted above, there are problems with underreporting.
- A 2016 survey conducted by State Farm found that accessing the internet, reading and updating social media networks on a cell phone while driving more than doubled from 2009 to 2016. Additionally, about 10% of those surveyed in 2016 also were playing games on a cell phone while driving.
- Four out of ten respondents claimed to have been hit or nearly hit as a result of a distracted driver, according to a survey by Nationwide Insurance.
- Nine percent of drivers 15- to 19-years-old involved in a fatal crash were reported distracted at the time of the crash in 2017, the latest year for which data is available. This age group has the largest proportion of drivers who were distracted.
- More than 80% of teens said they use their smartphones while driving, according to a report by State Farm.
- Nearly half (42%) of high school students who drove in the past 30 days reported sending a text or email while driving, according to a 2015 survey.
- When answering a survey, 92% of respondents supported state laws banning texting or emailing while driving.

### **Currently, 46 states and DC ban text messaging for all drivers.**

South Dakota passed an all-driver text messaging restriction in 2020.

Given the rapid growth of smart phone capability and usage and the broadening range of distracting electronic communication platforms and options (including apps, social media, gaming, video chatting), device use may now be accomplished without holding or consistently physically engaging with a device (voice-to-text and/or dash mounted option). Laws that ban hand-held device use yet broadly permit hands-free use, including distracted viewing activities, exacerbate cognitive and visual distraction and are a growing concern. Advocates is undertaking a detailed analysis and review of state distracted driving laws that may affect our ratings in future Roadmap Reports. Additionally, we are reanalyzing past state action on distracted driving laws to ensure continued compliance with Advocates' optimal law criteria.

### **31 states and DC have a GDL cell phone restriction.**

# DISTRACTED DRIVING LAWS RATING CHART

Number of new distracted driving laws since January 2020: One all-driver texting messaging restriction (SD).

Rating	GDL Cell Phone Restriction	All-Driver Text Messaging Restriction	Rating	GDL Cell Phone Restriction	All-Driver Text Messaging Restriction
AL	●	●	MT	●	●
AK	●	●	NE	●	●
AZ	●	●	NV	●	●
AR	●	●	NH	●	●
CA	●	●	NJ	●	●
CO	●	●	NM	●	●
CT	●	●	NY	●	●
DE	●	●	NC	●	●
DC	●	●	ND	●	●
FL	●	●	OH	●	●
GA	●	●	OK	●	●
HI	●	●	OR	●	●
ID	●	●	PA	●	●
IL	●	●	RI	●	●
IN	●	●	SC	●	●
IA	●	●	SD	●	●
KS	●	●	TN	●	●
KY	●	●	TX	●	●
LA	●	●	UT	●	●
ME	●	●	VT	●	●
MD	●	●	VA	●	●
MA	●	●	WA	●	●
MI	●	●	WV	●	●
MN	●	●	WI	●	●
MS	●	●	WY	●	●
MO			Total	46+ DC	31+ DC

## STATUS OF STATE LAWS

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

2 states have yet to adopt an all-driver text messaging restriction (MO and MT) and 2 states have laws that are only subject to secondary enforcement (NE and OH).

31 states and DC have an optimal GDL cell phone restriction.

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

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

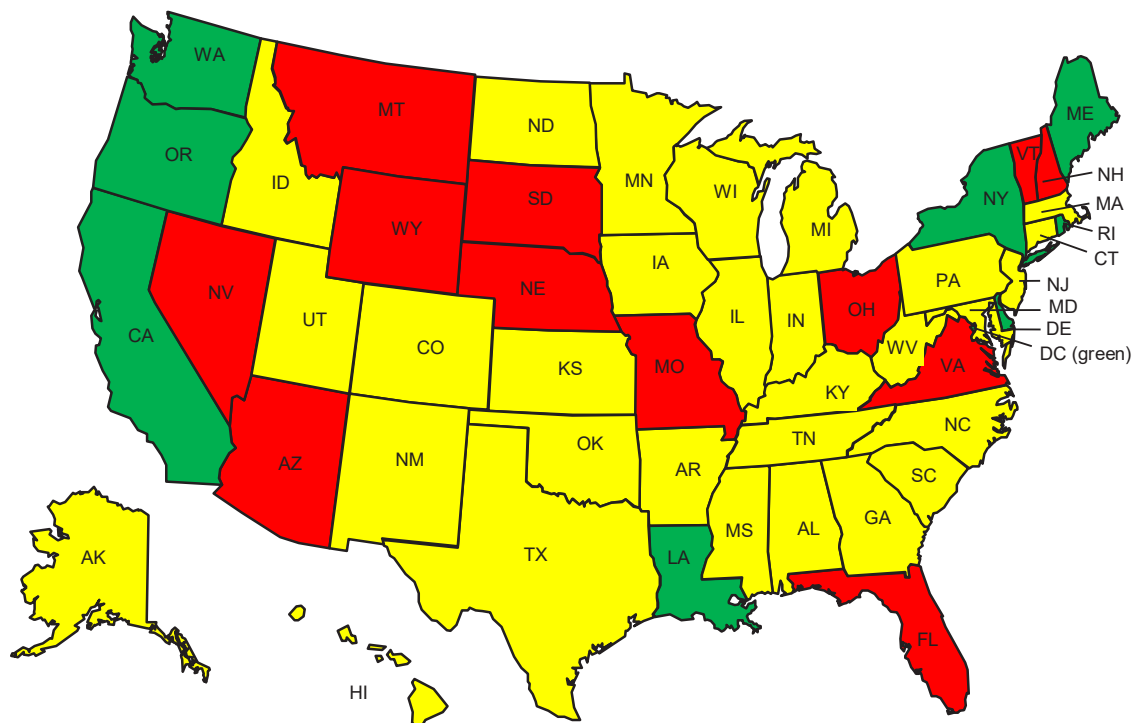
# OVERALL STATE RATINGS BASED ON NUMBER OF LAWS

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

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

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

# OVERALL STATE RATINGS BASED ON NUMBER OF LAWS



RATINGS CHART		
Color	Number of Laws	Definition
<b>Green</b> (8 states and DC)	11 to 16, with both (front and rear) primary enforcement seat belt laws, <b>or</b> 9 or more, with both (front and rear) primary enforcement laws and all-rider helmet law	State is significantly advanced toward adopting all of Advocates' recommended optimal laws
<b>Yellow</b> (30 states)	6 to 10, with both (front and rear) primary enforcement seat belt laws, <b>or</b> 7 and above, without both (front and rear) primary enforcement seat belt laws	State needs improvement because of gaps in Advocates' recommended optimal laws
<b>Red</b> (12 states)	Fewer than 7, without both (front and rear) primary enforcement seat belt laws	State falls dangerously behind in adoption of Advocates' recommended optimal laws



# OVERALL STATE RATINGS BASED ON NUMBER OF LAWS

	Occ. Protection			CPS		Teen Driving Laws					Impaired Driving			Distraction		Total Number of Laws 2021	Overall Safety Rating 2021	
	Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rear Facing Through Age 2 Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period Provision	50 Hours of Supervised Driving Provision	Nighttime Driving Restriction Provision	Passenger Restriction Provision	Age 18 Unrestricted License	All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	All-Driver Text Messaging Restriction			GDL Cell Phone Restriction
Alabama	●		●				●			●		●	●	●	●		8	●
Alaska	●	●					●			●		●	●		●		7	●
Arizona							●					●	●	●	●		5	●
Arkansas	●						●			●	●	●	●	●	●	●	9	●
California	●	●	●	●	●		●	●					●	●	●		10	●
Colorado							●	●				●	●	●	●	●	7	●
Connecticut	●			●		●				●		●	●		●	●	8	●
Delaware	●	●				●	●	●	●	●		●	●		●	●	11	●
District of Columbia	●	●	●	●		●	●			●		●	●	●	●	●	12	●
Florida	●						●	●					●	●	●		6	●
Georgia	●		●		●		●						●	●	●		7	●
Hawaii	●	●					●	●				●	●		●	●	8	●
Idaho							●	●	●			●	●	●	●		7	●
Illinois	●	●		●			●	●				●	●	●	●	●	10	●
Indiana	●	●					●	●		●			●	●	●	●	9	●
Iowa	●						●					●	●	●	●	●	7	●
Kansas	●						●	●	●			●	●	●	●	●	9	●
Kentucky	●	●				●	●	●				●	●	●	●	●	10	●
Louisiana	●	●	●	●			●	●				●	●		●	●	10	●
Maine	●	●		●	●		●	●		●		●	●		●	●	11	●
Maryland	●		●		●		●	●				●	●	●	●	●	10	●
Massachusetts			●		●	●	●						●	●	●	●	8	●
Michigan	●				●		●	●	●	●			●	●	●	●	10	●
Minnesota	●	●			●		●						●	●	●	●	8	●
Mississippi	●	●	●				●					●	●		●		7	●
Missouri							●					●	●				3	●
Montana							●	●					●	●			4	●

● = Optimal law

# OVERALL STATE RATINGS BASED ON NUMBER OF LAWS

	Occ. Protection		CPS		Teen Driving Laws							Impaired Driving			Distraction		Total Number of Laws 2021	Overall Safety Rating 2021
	Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rear Facing Through Age 2 Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period Provision	50 Hours of Supervised Driving Provision	Nighttime Driving Restriction Provision	Passenger Restriction Provision	Age 18 Unrestricted License	All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	All-Driver Text Messaging Restriction	GDL Cell Phone Restriction		
Nebraska			●	●			●					●	●	●			6	●
Nevada			●				●					●	●	●	●		6	●
New Hampshire										●		●	●	●	●	●	6	●
New Jersey	●		●	●	●	●	●			●	●	●	●	●	●	●	13	●
New Mexico	●	●					●	●		●		●	●	●	●	●	10	●
New York	●	●	●	●		●	●	●	●	●		●	●	●	●		13	●
North Carolina	●		●				●	●	●	●			●	●	●	●	10	●
North Dakota					●		●		●				●	●	●	●	7	●
Ohio							●	●		●			●	●		●	6	●
Oklahoma	●			●			●	●	●	●		●	●	●	●		10	●
Oregon	●	●	●	●	●		●					●	●	●	●	●	11	●
Pennsylvania				●		●	●	●					●	●	●		7	●
Rhode Island	●	●		●	●	●	●	●		●		●	●	●	●	●	13	●
South Carolina	●	●		●	●		●		●				●	●	●		9	●
South Dakota							●	●	●	●				●	●		6	●
Tennessee	●		●				●	●		●		●	●		●	●	9	●
Texas	●	●			●		●					●	●	●	●	●	9	●
Utah	●	●			●		●					●	●	●	●	●	9	●
Vermont			●				●					●		●	●	●	6	●
Virginia			●	●			●					●	●		●		6	●
Washington	●	●	●	●	●		●	●				●	●	●	●	●	12	●
West Virginia	●		●		●		●		●			●	●	●	●	●	10	●
Wisconsin	●	●					●			●			●	●	●	●	8	●
Wyoming								●					●		●		3	●
Total Number with Optimal Law	34+ DC	20+ DC	18+ DC	15+ DC	16	8+ DC	47+ DC	26	11	19+ DC	2	34+ DC	48+ DC	39+ DC	46+ DC	31+ DC		
Total Number Missing Optimal Law	16	30	32	35	34+ DC	42	3	24+ DC	39+ DC	31	48+ DC	16	2	11	4	19		

● = Optimal law

# STATES AT A GLANCE

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

- The number of people killed in motor vehicle crashes in each state for the year 2019, as reported by NHTSA;
- The total number of fatalities over the past 10 years, as reported by NHTSA;
- The annual economic cost of motor vehicle crashes to the state, as reported in *The Economic and Societal Impact of Motor Vehicle Crashes, 2010* (NHTSA), (See chart on page 9);
- The state's background color represents its overall rating (Green, Yellow or Red) based on the chart on pages 38 and 39 of this report; and,
- A list of the optimal lifesaving laws that the state has not enacted, based on Advocates' definitions on pages 12 and 13 as discussed in this report.

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

- **Only 8 states and DC (CA, DE, LA, ME, NY, OR, RI and WA) received a Green rating, showing significant advancement toward adopting all of Advocates' recommended optimal laws.**
- **30 states (AL, AK, AR, CO, CT, GA, HI, ID, IL, IN, IA, KS, KY, MD, MA, MI, MN, MS, NJ, NM, NC, ND, OK, PA, SC, TN, TX, UT, WV and WI) received a Yellow rating, indicating that improvement is needed because of gaps in Advocates' recommended optimal laws.**
- **12 states (AZ, FL, MO, MT, NE, NV, NH, OH, SD, VT, VA and WY) received a Red rating, indicating these states fall dangerously behind in adoption of Advocates' recommended optimal laws.**

## **Abbreviation Key (Explanation for Laws Needed):**

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

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

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

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

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

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

## ALABAMA

2019 Fatalities: **930**  
10-Year Fatality Total: **9,012**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$4.473 Billion**



### Highway Safety Laws Needed in Alabama:

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

## ALASKA

2019 Fatalities: **67**  
10-Year Fatality Total: **686**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$592 Million**



### Highway Safety Laws Needed in Alaska:

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

## ARIZONA

2019 Fatalities: **981**  
10-Year Fatality Total: **8,877**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$4.183 Billion**



### Highway Safety Laws Needed in Arizona:

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

## ARKANSAS

2019 Fatalities: **505**  
10-Year Fatality Total: **5,241**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$2.386 Billion**



### Highway Safety Laws Needed in Arkansas:

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

## CALIFORNIA

2019 Fatalities: **3,606**  
10-Year Fatality Total: **32,549**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$19.998 Billion**

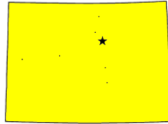


### Highway Safety Laws Needed in California:

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

## COLORADO

2019 Fatalities: **596**  
10-Year Fatality Total: **5,366**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$4.173 Billion**



### Highway Safety Laws Needed in Colorado:

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

## CONNECTICUT

2019 Fatalities: **249**  
10-Year Fatality Total: **2,682**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$4.880 Billion**



### Highway Safety Laws Needed in Connecticut:

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

## DELAWARE

2019 Fatalities: **132**  
10-Year Fatality Total: **1,141**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$684 Million**



### Highway Safety Laws Needed in Delaware:

All-Rider Motorcycle Helmet Law  
Rear Facing Through Age 2 Law  
Booster Seat Law  
GDL - Age 18 for Unrestricted License  
Open Container Law

## DISTRICT OF COLUMBIA

2019 Fatalities: **23**  
10-Year Fatality Total: **244**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$859 Million**



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

Booster Seat Law  
GDL - Supervised Driving Requirement  
GDL - Stronger Nighttime Restriction  
GDL - Age 18 for Unrestricted License

S = Secondary Enforcement DE = Driver Education



## FLORIDA

2019 Fatalities: **3,183**  
10-Year Fatality Total: **27,717**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$10.750 Billion**



### Highway Safety Laws Needed in Florida:

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

## GEORGIA

2019 Fatalities: **1,491**  
10-Year Fatality Total: **13,525**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$10.787 Billion**



### Highway Safety Laws Needed in Georgia:

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

## HAWAII

2019 Fatalities: **108**  
10-Year Fatality Total: **1,082**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$577 Million**



### Highway Safety Laws Needed in Hawaii:

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

## IDAHO

2019 Fatalities: **224**  
10-Year Fatality Total: **2,132**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$886 Million**



### Highway Safety Laws Needed in Idaho:

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

## ILLINOIS

2019 Fatalities: **1,009**  
10-Year Fatality Total: **9,930**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$10.885 Billion**



### Highway Safety Laws Needed in Illinois:

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

## INDIANA

2019 Fatalities: **809**  
10-Year Fatality Total: **8,040**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$6.375 Billion**

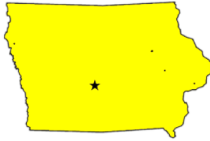


### Highway Safety Laws Needed in Indiana:

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

## IOWA

2019 Fatalities: **336**  
10-Year Fatality Total: **3,462**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$2.188 Billion**

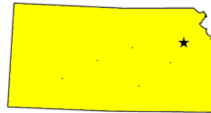


### Highway Safety Laws Needed in Iowa:

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

## KANSAS

2019 Fatalities: **411**  
10-Year Fatality Total: **4,018**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$2.445 Billion**



### Highway Safety Laws Needed in Kansas:

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

## KENTUCKY

2019 Fatalities: **732**  
10-Year Fatality Total: **7,369**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$4.363 Billion**



### Highway Safety Laws Needed in Kentucky:

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

## LOUISIANA

2019 Fatalities: **727**  
10-Year Fatality Total: **7,303**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$5.691 Billion**



### Highway Safety Laws Needed in Louisiana:

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

## MAINE

2019 Fatalities: **157**  
10-Year Fatality Total: **1,520**  
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  
GDL - Age 18 for Unrestricted License  
Open Container Law

## MARYLAND

2019 Fatalities: **521**  
10-Year Fatality Total: **4,999**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$4.476 Billion**

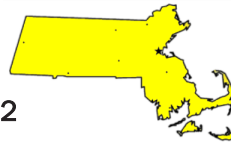


### Highway Safety Laws Needed in Maryland:

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

## MASSACHUSETTS

2019 Fatalities: **334**  
10-Year Fatality Total: **3,422**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$5.835 Billion**



### Highway Safety Laws Needed in Massachusetts:

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

## MICHIGAN

2019 Fatalities: **985**  
10-Year Fatality Total: **9,637**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$9.599 Billion**



### Highway Safety Laws Needed in Michigan:

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

## MINNESOTA

2019 Fatalities: **364**  
10-Year Fatality Total: **3,828**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$3.057 Billion**



### Highway Safety Laws Needed in Minnesota:

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

## MISSISSIPPI

2019 Fatalities: **643**  
10-Year Fatality Total: **6,431**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$2.718 Billion**



### Highway Safety Laws Needed in Mississippi:

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

## MISSOURI

2019 Fatalities: **880**  
10-Year Fatality Total: **8,501**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$5.560 Billion**



### Highway Safety Laws Needed in Missouri:

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

## MONTANA

2019 Fatalities: **184**  
10-Year Fatality Total: **1,989**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$898 Million**



### Highway Safety Laws Needed in Montana:

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

## NEBRASKA

2019 Fatalities: **248**  
10-Year Fatality Total: **2,189**  
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  
GDL - Minimum Age 16 for Learner's Permit  
GDL - Supervised Driving Requirement  
(Without DE Exemption)  
GDL - Stronger Nighttime Restriction  
GDL - Stronger Passenger Restriction  
GDL - Age 18 for Unrestricted License  
All-Driver Text Messaging Restriction (Without S)  
GDL Cell Phone Restriction (Without S)

S = Secondary Enforcement DE = Driver Education

## NEVADA

2019 Fatalities: **304**  
10-Year Fatality Total: **2,910**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$1.978 Billion**



### Highway Safety Laws Needed in Nevada:

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

## NEW HAMPSHIRE

2019 Fatalities: **101**  
10-Year Fatality Total: **1,156**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$1.374 Billion**



### Highway Safety Laws Needed in New Hampshire:

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

## NEW JERSEY

2019 Fatalities: **559**  
10-Year Fatality Total: **5,779**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$12.813 Billion**

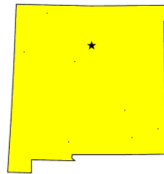


### Highway Safety Laws Needed in New Jersey:

Primary Enforcement Seat Belt Law (Rear)  
GDL - Supervised Driving Requirement  
GDL - Stronger Nighttime Restriction

## NEW MEXICO

2019 Fatalities: **424**  
10-Year Fatality Total: **3,650**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$1.769 Billion**



### Highway Safety Laws Needed in New Mexico:

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

## NEW YORK

2019 Fatalities: **931**  
10-Year Fatality Total: **10,824**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$15.246 Billion**



### Highway Safety Laws Needed in New York:

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

S = Secondary Enforcement DE = Driver Education



## NORTH CAROLINA

2019 Fatalities: **1,373**  
10-Year Fatality Total: **13,464**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$7.909 Billion**

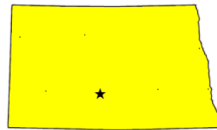


### Highway Safety Laws Needed in North Carolina:

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

## NORTH DAKOTA

2019 Fatalities: **100**  
10-Year Fatality Total: **1,271**  
Annual Economic Cost  
Due to Motor Vehicle  
Crashes:  
**\$706 Million**



### Highway Safety Laws Needed in North Dakota:

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

## OHIO

2019 Fatalities: **1,153**  
10-Year Fatality Total: **10,857**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$10.125 Billion**



### Highway Safety Laws Needed in Ohio:

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

## OKLAHOMA

2019 Fatalities: **640**  
10-Year Fatality Total: **6,697**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$2.910 Billion**



### Highway Safety Laws Needed in Oklahoma:

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

## OREGON

2019 Fatalities: **489**  
10-Year Fatality Total: **4,026**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$1.768 Billion**



### Highway Safety Laws Needed in Oregon:

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

S = Secondary Enforcement

## PENNSYLVANIA

2019 Fatalities: **1,059**  
10-Year Fatality Total: **12,097**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$5.851 Billion**



### Highway Safety Laws Needed in Pennsylvania:

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

## RHODE ISLAND

2019 Fatalities: **57**  
10-Year Fatality Total: **609**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$1.599 Billion**



### Highway Safety Laws Needed in Rhode Island:

All-Rider Motorcycle Helmet Law  
GDL - Stronger Nighttime Restriction  
GDL - Age 18 for Unrestricted License

## SOUTH CAROLINA

2019 Fatalities: **1,001**  
10-Year Fatality Total: **9,110**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$4.045 Billion**



### Highway Safety Laws Needed in South Carolina:

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

## SOUTH DAKOTA

2019 Fatalities: **102**  
10-Year Fatality Total: **1,265**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$720 Million**



### Highway Safety Laws Needed in South Dakota:

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

S = Secondary Enforcement

## TENNESSEE

2019 Fatalities: **1,135**  
10-Year Fatality Total: **10,137**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$5.667 Billion**



### Highway Safety Laws Needed in Tennessee:

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

## TEXAS

2019 Fatalities: **3,615**  
10-Year Fatality Total: **34,657**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$17.044 Billion**



### Highway Safety Laws Needed in Texas:

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

## UTAH

2019 Fatalities: **248**  
10-Year Fatality Total: **2,510**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$1.725 Billion**



### Highway Safety Laws Needed in Utah:

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

## VERMONT

2019 Fatalities: **47**  
10-Year Fatality Total: **619**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$538 Million**



### Highway Safety Laws Needed in Vermont:

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

## VIRGINIA

2019 Fatalities: **831**  
10-Year Fatality Total: **7,727**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$4.998 Billion**



### Highway Safety Laws Needed in Virginia:

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

S = Secondary Enforcement

## WASHINGTON

2019 Fatalities: **519**  
10-Year Fatality Total: **4,980**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$4.469 Billion**



### Highway Safety Laws Needed in Washington:

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

## WEST VIRGINIA

2019 Fatalities: **260**  
10-Year Fatality Total: **2,991**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$1.482 Billion**



### Highway Safety Laws Needed in West Virginia:

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

## WISCONSIN

2019 Fatalities: **566**  
10-Year Fatality Total: **5,760**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$4.546 Billion**



### Highway Safety Laws Needed in Wisconsin:

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

## WYOMING

2019 Fatalities: **147**  
10-Year Fatality Total: **1,288**  
Annual Economic Cost Due  
to Motor Vehicle Crashes:  
**\$788 Million**



### Highway Safety Laws Needed in Wyoming:

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

DE = Driver Education

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[www.aap.org](http://www.aap.org)

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U.S. Department of Transportation (DOT)  
[www.transportation.gov](http://www.transportation.gov)

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