



# Activate Existing Life-Saving Solutions!

Safety tech, laws and infrastructure to save lives on U.S. roadways are known and proven.  
Let's get going.



ADVOCATES  
FOR HIGHWAY  
& AUTO SAFETY

2024 ROADMAP TO SAFETY



ADVOCATES  
FOR HIGHWAY  
& AUTO SAFETY

“Each year we rely on Advocates to examine the status of safety laws across the country and inform and inspire state and federal policy makers through their *Roadmap to Safety*. With the introduction of new studies, vehicle technology and infrastructure, identified safety risks to road users evolve over time, but Advocates’ leadership to stay ahead of the curve with their efforts to advance improvements stays constant. Farmers is proud to be a longtime partner of Advocates, and we thank them for their ongoing, significant contributions to public safety.”

MATT GANNON, FARMERS INSURANCE,  
INSURANCE CO-CHAIR

“Though they may not realize it, every person who uses our public roads, sidewalks and crosswalks in the U.S. has Advocates in their corner, fighting for the right to arrive at their destination safely. The *Roadmap to Safety* is a beacon of hope for what safe travel could be if our Nation’s leaders focused like a laser beam on outcomes that reduce the risk of serious injury or death when behind the wheel, on a bicycle or traveling by foot or wheelchair. We applaud Advocates for their dogged pursuit of a safer transportation environment for all road users, and we continue to stand with them every step of the way.”

JACK GILLIS, FORMER EXECUTIVE  
DIRECTOR AND CEO, CONSUMER  
FEDERATION OF AMERICA; AUTHOR,  
THE CAR BOOK; BOARD CHAIR,  
CENTER FOR AUTO SAFETY; AND  
CONSUMER VICE CHAIR

“No one has to convince an emergency nurse that reducing motor vehicle crashes is of the utmost urgency. The Emergency Nurses Association (ENA) values our long-term collaborations with Advocates to promote the use of proven vehicle safety technologies and smart policies that tackle the leading contributors to this ongoing public health crisis. Advocates’ annual *Roadmap to Safety* is the gold standard policy guide for state and federal leaders and advocacy groups interested in improving roadway safety.”

MARY JAGIM, PAST PRESIDENT,  
EMERGENCY NURSES ASSOCIATION,  
CONSUMER CO-CHAIR

“Advocates for Highway and Auto Safety is the go-to traffic safety lobbying organization because of their unrelenting and unparalleled efforts to end crash-related fatalities and injuries. The *Roadmap to Safety* gives us a clear path illuminated with innovative and commonsense solutions to the heart-wrenching tragedies on roadways across the country. Through our united front with Advocates, NJM is enabled to amplify our commitment to reducing crashes, saving lives and preventing injuries. Congratulations to Advocates for publishing another invaluable and informative tool that will help keep families whole.”

ERICA ROSSO, NJM INSURANCE  
GROUP, INSURANCE VICE CHAIR

# EVERY DAY, ON AVERAGE, 118 PEOPLE ARE NEEDLESSLY KILLED ON OUR ROADWAYS.

## SOLUTIONS AWAIT. LET'S GET GOING.



Advocates for Highway and Auto Safety (Advocates) is proud to release this year's *Roadmap to Safety*, our annual report assessing the state of safety on our nation's roads. Yet, it is with a heavy heart that we do so. Allison Kennedy, the member of our staff who shepherded this report for ten years, died suddenly in May 2023. She is missed immeasurably, and we dedicate this report to her memory, as you will see on [page 69](#) of this report.

The pain and suffering of losing a loved one happens every day to 118 families due to motor vehicle crashes in the U.S. And, more than 6,800 people are injured every day. The ripple effects of these losses run wide and are long-lasting. This is precisely why we have offered ways to prevent or mitigate crashes in the *Roadmap to Safety* for more than two decades. During this time, our report has evolved and now provides a comprehensive "how to" guide for state legislative, federal legislative and federal regulatory officials. Additionally, the online version of the report provides readers with the option to click through to dig deeper into data and facts.

This year, we added a new page to the issue sections of the report that features people and organizations who bravely work with us, undeterred by the "David v. Goliath" battles to end this public health emergency. They add a human face to these tragedies and problems. They and others with similar circumstances and missions are our heroes and inspiration and remind us of the need to advance safety improvements with urgency. We are full of gratitude for their determination, courageousness and resiliency.

On the federal level, we continue the [safety charge](#) now in the third year after enactment of the Infrastructure Investment and Jobs Act (IIJA) in 2021. While this ground-breaking law was a momentous victory and the culmination of a great deal of hard work by Advocates and many others, much of its implementation is still unfinished. During the summer of 2023, the U.S. Department of Transportation (U.S. DOT) issued Notices of Proposed Rulemaking (NPRMs) on the automatic emergency braking (AEB) provisions. We commended the DOT agencies but also pushed them for more comprehensive Final Rules, and to do so expeditiously. No outward action has been taken on other essential improvements including impaired driving prevention technology and "hot cars" detection and alert systems to stop children from dying or suffering lifelong injuries from heatstroke. We continue to urge the U.S. DOT to finalize optimal standards for proven technologies to advance safety and equity for all road users.

On the state level, no state has enacted the 16 laws in the report; therefore, 488 tried and true safety measures urgently need to be passed. We call on state elected officials to prioritize the safety of their constituents and visitors and use this report as the blueprint for action in 2024.

In 2021, traffic fatalities reached nearly 43,000, and estimates for 2022 data reveal the figures remain egregiously high. Meanwhile, safety technology, laws and infrastructure improvements are known and proven, yet severely underutilized, offering an opportunity for positive change. Let's get going!

A handwritten signature in black ink, appearing to read "Catherine Chase".

Catherine Chase  
President  
Advocates for Highway and Auto Safety

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# GLOSSARY OF ACRONYMS

**AAA** - American Automobile Association

**AAP** - American Academy of Pediatrics

**ABS** - Anti-lock Braking System

**ACMV** - Autonomous Commercial Motor Vehicles

**ADAS** - Advanced Driver Assistance Systems

**ADS** - Automated Driving System

**ADVOCATES** - Advocates for Highway and Auto Safety

**AE** - Automated Enforcement

**AEB** - Automatic Emergency Braking

**AV** - Autonomous Vehicle

**BAC** - Blood Alcohol Concentration

**BSD** - Blind Spot Detection

**CDC** - Centers for Disease Control and Prevention

**CHOP** - Children's Hospital of Philadelphia

**CIRP** - Center for Injury Research and Prevention

**CMV** - Commercial Motor Vehicle

**CPS** - Child Passenger Safety

**CRS** - Congressional Research Service

**DC** - District of Columbia

**DMS** - Driver Monitoring System

**DUI** - Driving Under the Influence

**DWI** - Driving While Intoxicated

**ENA** - Emergency Nurses Association

**FCW** - Forward Collision Warning

**FHWA** - Federal Highway Administration

**FMCSA** - Federal Motor Carrier Safety Administration

**FMVSS** - Federal Motor Vehicle Safety Standard

**FY** - Fiscal Year

**GAO** - Government Accountability Office

**GHSA** - Governors Highway Safety Association

**GDL** - Graduated Driver Licensing

**IID** - Ignition Interlock Device

**IIHS** - Insurance Institute for Highway Safety

**IIJA** - Infrastructure Investment and Jobs Act (P. Law 117-58)

**ISA** - Intelligent Speed Assistance

**LDW** - Lane Departure Warning

**LKA** - Lane Keep Assist

**MADD** - Mothers Against Drunk Driving

**MPH** - Miles Per Hour

**NCAP** - U.S. New Car Assessment Program

**NETS** - Network of Employers for Traffic Safety

**NHTSA** - National Highway Traffic Safety Administration

**NPRM** - Notice of Proposed Rulemaking

**NTSB** - National Transportation Safety Board

**SSA** - Safe System Approach

**U.S. DOT** - United States Department of Transportation

**V2X** - Vehicle-to-Everything

**VRU** - Vulnerable Road User

## THE ISSUE

All road users should be able to depend on the safety, reliability and accessibility of our nation's roads and highways. Tragically, on average 118 people were killed and over 6,800 more were injured in crashes every day in 2021, imposing an enormous physical, emotional and economic cost. The number of fatalities remains high in 2022, with an estimated 42,795 people killed on U.S. roads. Traffic fatalities continue to be well above pre-COVID levels.

Traffic safety is a major public health problem. In 2019, the U.S. had the highest motor vehicle crash death rate (11.1 per 100,000 population) among 29 high-income countries. In a study of 34 similarly developed countries, the U.S. was one of only five that experienced an increase in road deaths in 2021, compared to the 2017-2019 annual average. Of those five countries, the U.S. experienced the largest percentage increase in the number of fatalities, an increase of 16.3 percent. Messaging and education are not enough nor are they shown to be effective. The U.S. public is rightly concerned and wants action. According to a [public opinion survey](#) from ENGINE Insights CARAVAN commissioned by Advocates, two-thirds of respondents said that not enough is being done to reduce dangerous driving behaviors.

U.S. lawmakers and officials at all levels can and must do more to ensure safe roads for everyone.

## THE IMPACT

According to National Highway Traffic Safety Administration (NHTSA), an estimated 42,795 people were killed in motor vehicle crashes in 2022. This is a decrease of 0.3% from 2021 and a continuation of the historically high number of traffic fatalities. NHTSA has identified speeding, impairment, and not buckling up as factors that explain some of the traffic fatality increases but notes it "cannot say that these factors were the only ones contributing to the rise in fatalities." Distracted driving has also been identified as a leading contributor to crashes. The latest data show that in 2021, 2.5 million people were injured in crashes – an increase of 9.4% – with police-reported crashes also increasing, by 16%. Estimated fatalities in large truck crashes increased by 2% in 2022, resulting in nearly 5,900 people killed. Estimated fatalities for bicyclists are up 11%, motorcyclist fatalities are up 1%, and while pedestrian fatalities went down 1%, vulnerable road user (VRU) deaths remain historically high.

In addition to the physical and emotional toll of crashes, they also impose a significant financial burden on society. The annual economic cost of motor vehicle crashes is \$340 billion. When loss of life, pain and decreased quality of life are added to economic costs, it is estimated to exceed \$1.4 trillion. Moreover, according to the Network of Employers for Traffic Safety (NETS), motor vehicle crashes cost employers \$72.2 billion in direct crash-related expenses in 2019.

## AN ESTIMATED 42,795 PEOPLE WERE KILLED IN MOTOR VEHICLE CRASHES IN 2022

### ANNUAL ECONOMIC COST OF MOTOR VEHICLE CRASHES

**\$106 BILLION**  
Lost Workplace and Household Productivity

**\$115 BILLION**  
Property Damage Costs

**\$88 BILLION**  
Other Costs

**\$31 BILLION**  
Present and Future Medical Costs

➔ **TOTAL = \$340 BILLION** ➔

Each person living in the U.S. essentially pays an annual "crash tax" of nearly \$1,035

# THE SOLUTIONS

Advocates pursues a comprehensive strategy to improve safety, which includes:



## SAFE VEHICLES

It is a transformational time in surface transportation innovation with the availability of safety technologies to prevent or mitigate crashes caused by numerous factors. The Insurance Institute for Highway Safety (IIHS) has demonstrated the effectiveness of vehicle safety technologies including AEB, lane departure warning (LDW), and blind spot detection (BSD), and the National Transportation Safety Board (NTSB) has included increasing implementation of collision avoidance technologies in the Most Wanted List of Transportation Safety Improvements since 2016. NHTSA has estimated that over 600,000 lives were saved by motor vehicle technologies between 1960 and 2012.

Advocates supports the vehicle safety technologies mandated in the IIJA such as AEB, LDW, impaired driving prevention technology, and hot cars prevention systems and urges the U.S. DOT to swiftly issue Final Rules. We also support new requirements for intelligent speed assistance (ISA), driver monitoring systems, frontover prevention upgrades, and others as standard equipment on new vehicles to add to this remarkable, lifesaving legacy. Tremendous opportunity also exists to improve the safety of commercial motor vehicles (CMVs). Safety systems such as AEB, speed limiting devices and comprehensive underride guards should be standard on new large trucks. Additionally, the safety of school buses can be bolstered through technology and seat belts.



## SAFE ROAD USERS

Advocates works to improve traffic safety laws in all 50 states and the District of Columbia (DC) that are critical to keeping all road users both inside and outside of vehicles – drivers, passengers, motorcyclists, bicyclists, pedestrians, micromobility users, wheelchair users, and others – safe. Walking, biking and rolling should be safe and reliable modes of transportation. Based on government and private research, crash data and state experience, we urge all states to enact the optimal laws rated in this report covering occupant protection, child passenger safety, teen and young adult novice drivers, impaired driving, distracted driving, and automated enforcement to curb speed.

Advocates also supports measures to spur state action on traffic safety laws to enhance safety for all road users including effective federal incentive grant programs with accountability and oversight. When used appropriately, the withholding of state highway funds for inaction also has proven successful in advancing lifesaving upgrades including minimum 21 drinking age, zero tolerance for alcohol for youth, .08% blood alcohol concentration (BAC), and commercial driver licensing.

State traffic safety laws focused on curbing the leading crash factors, backed by consistent enforcement, have been shown to deter dangerous driving and save lives.

## SAFEST ROUTE

## SAFE ROAD INFRASTRUCTURE

Improving the design, safety features and operation of roadways will help to prevent conflicts between road users (drivers of vehicles, motorcycle riders, pedestrians, bicyclists, micromobility riders, wheelchair users and others) and minimize impact forces to prevent fatalities and serious injuries.

A Safe System Approach (SSA) acknowledges that people make mistakes and their ability to tolerate injury is limited. It focuses on six principles: deaths and serious injuries are unacceptable; humans make mistakes; humans are vulnerable; responsibility is shared; safety is proactive; and, redundancy is crucial. The SSA also identifies five elements including safe road users, safe vehicles, safe speed, safe roads and post-crash care. Action to advance these priorities will prevent crashes and mitigate harm when they do occur. Since Advocates' founding more than three decades ago, our mission and actions to improve safety have aligned with the SSA. The Johns Hopkins Center for Injury Research and Policy convened a working group, of which Advocates was a member, to develop the "[Recommendations of the Safe System Consortium](#)." It's time for leadership at the local, state and federal level to take action to ensure the recommendations become a reality.

# CRITERIA FOR THE 16 OPTIMAL LAWS

**B**ased 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, nor is credit given for laws subject to secondary enforcement. Similarly, GDL laws that allow driver education programs to replace compliance with provisions do not receive credit.**



## 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.



**Primary Enforcement Rear Seat Belt Law** - Requires that all occupants in the rear seats 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.

**All-Rider Motorcycle Helmet Law** - Requires all motorcycle riders, regardless of age, to use a helmet that meets U.S. DOT standards.



## CHILD PASSENGER SAFETY (CPS)

**Rear Facing Through Age 2 or Older 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 in a rear seat. This usually occurs when the child reaches 57 inches in height and is older than age eight. The booster seat should be certified by the manufacturer to meet U.S. DOT safety standards.

**Rear Seat Through Age 12 Law** - Requires children age 12 and younger to be properly restrained in a rear seat.



## YOUNG DRIVERS

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

**Minimum Ages for Learner's Permit and Licensing** - A beginning teen driver must be at least 16 years old to obtain a learner's permit and 17 years old to obtain a license.

**70 Hours of Supervised Driving Provision** - A beginning teen driver must receive at least 70 hours of behind-the-wheel training with an adult licensed driver.

**Nighttime Driving Restriction Provision** - Prohibits unsupervised driving starting at 8 p.m.

**Passenger Restriction Provision** - Prohibits non-familial teen passengers from riding with a teen driver without adult supervision.



# CRITERIA FOR THE 16 OPTIMAL LAWS



## IMPAIRED DRIVING

**All-Offender Ignition Interlocks** - Mandates the installation of ignition interlock devices (IIDs) on the vehicles of all convicted drunk driving offenders.

**Open Container 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** - 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** - Prohibits all use of cellular devices (hand-held, hands-free and text messaging) by beginning teen drivers, except in an emergency, for the entire duration of the GDL program.



## AUTOMATED ENFORCEMENT TO CURB SPEED

**Permits Automated Enforcement by Law** – A state receives credit if it has enacted a law permitting the use of automated speed enforcement.

**Automated Enforcement in Use** – A state receives credit if automated speed enforcement is in use within the jurisdiction.

# STRATEGIES FOR SUCCESS

**A**dvocates is an alliance of consumer, medical, public health, law enforcement, and safety groups and insurance companies and agents with a mission of preventing motor vehicle crashes, saving lives, reducing injuries and containing costs.

- **Federal Legislative:** Advocates leads efforts on Capitol Hill to advance priority safety measures by engaging Members of Congress, staff and Congressional committees and proposing, drafting, analyzing and building support for safety legislation. We testify before Congress, submit written statements, generate group letters and action alerts, and lead coalitions, among other activities.
- **Federal Regulatory:** Advocates provides technical comments and safety information during the regulatory process to agencies including the U.S. DOT, NHTSA, Federal Motor Carrier Safety Administration (FMCSA) and others. We seek to influence agency actions and serve as an expert for government agencies.
- **State Legislative:** Advocates conducts extensive organizing and advocacy efforts in states across the nation and DC by meeting with legislators' and governors' staffs, testifying on safety bills, writing and submitting testimony and letters, developing strategies with coalition partners, and advancing other initiatives. We also staunchly oppose the rollback of existing traffic safety laws.

All of our program areas are supported by our efforts in the media, leadership roles, and participation in events and conferences. Advocates has earned a reputation as a go-to expert on safety, and we harness opportunities to advance and support our legislative goals. Advocates' expertise is sought by government agencies, professional associations, and other groups, and we frequently provide our analysis and recommendations in furtherance of our goals.

## 2023 ADVOCACY ACTIVITY

### FEDERAL LEGISLATIVE

Advocates is sharply focused on oversight of implementation of the safety directives in the IIJA, enacted in November 2021, and the issuance of Final Rules. Congressional committees held hearings on IIJA oversight for which Advocates submitted letters urging swift action by the U.S. DOT that ensures the safety of all road users is enhanced. Advocates also has been proposing, drafting, and garnering support for many of the legislative items that were left on the "cutting room floor" during final negotiations on the infrastructure bill with an eye toward building momentum for a safety title in the next one. We continue to support funding for and directives to improve roadway infrastructure safety for the benefit of all road users as well as adequate funding and resources for the U.S. DOT to ensure the agency is able to meet its safety mission effectively. Moreover, Advocates leads efforts in opposition to numerous anti-safety proposals to degrade, roll back, or repeal existing legislative and regulatory protections, many of which target IIJA upgrades and large truck safety rules.

### FEDERAL REGULATORY

Advocates filed regulatory comments on issues including the U.S. New Car Assessment Program (NCAP), AEB for new light and heavy vehicles, seat belt reminder systems, side underride guards, and regulations for autonomous commercial motor vehicles (ACMVs), among others.

### STATE LEGISLATIVE

Advocates influences action on effective countermeasures to improve occupant protection, upgrade motorcycle rider safety, curb speeding, protect child passengers, advance the safety of teen and young adult novice drivers, prevent impaired driving and restrict use of cell phones to avert distracted driving, as well as oppose weakening or repeals of such laws. We also support efforts that require roadway safety upgrades as a component of infrastructure planning, maintenance and building. Our efforts are in collaboration with local and national coalitions, organizations, and victim and survivor advocates. Many bills take multi-session advocacy before advancing. In those instances, Advocates builds momentum for subsequent sessions.



## Ripped from the Headlines: Real Time Issues with AV Operations

**The Washington Post**

**“Cruise recalls all its driverless cars  
after pedestrian hit and dragged”**

11/8/23

**The New York Times**

**“Autonomous Vehicles Are Driving  
Blind”**

10/11/23

**San Francisco Examiner**

**“Cruise robotaxi collides with fire  
truck near City Hall”**

8/18/23



**“CA DMV suspends Cruise driverless  
car permits amid public safety  
concerns”**

10/24/23

**THE DRIVE**

**“Cruise Robotaxis Cause Austin  
Street Gridlock Due to ‘Heavy’  
Pedestrian Traffic”**

9/19/23

**Los Angeles Times**

**“San Francisco’s fire chief is fed up  
with robotaxis that mess with her  
firetrucks. And L.A. is next”**

6/22/23

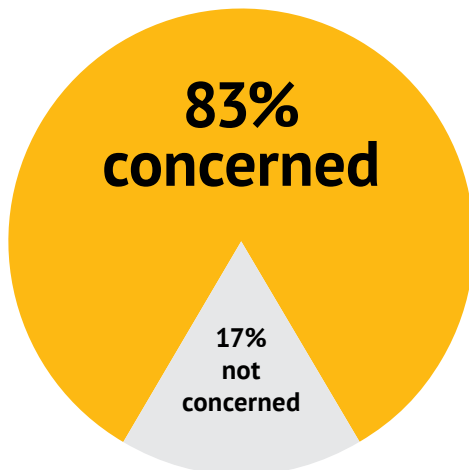


# AUTONOMOUS VEHICLES (AV)

In the absence of safeguards, all road users are unknowing and unwitting participants in the testing and deployment of experimental autonomous driving technology on public roadways and are imperiled. In addition to the featured crashes and issues, several fatal crashes involving cars equipped with automated driving systems (ADS) or varying levels of driving automation are being investigated by the NTSB and NHTSA. These investigations have and will continue to identify safety deficiencies, determine contributing causes, and recommend government and industry actions to prevent future deadly incidents. Additionally, data obtained through a Standing General Order issued by NHTSA has revealed that approximately 344 crashes involving ADS and 1,049 with Advanced Driver Assistance System (ADAS) have occurred, including 27 crashes resulting in a fatality. This new data underscore the safety issues regarding unregulated ADS on public roads.

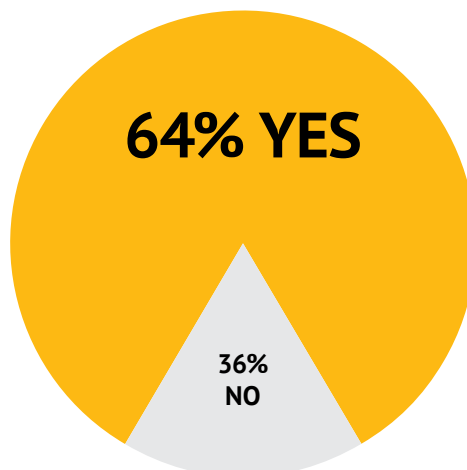
Moreover, the public consistently has expressed safety concerns about sharing the road with driverless vehicles. But, they have indicated that their apprehension would be alleviated by the issuance of minimum government safety requirements. According to a 2023 survey commissioned by Advocates and conducted by Caravan:

## THE PUBLIC IS OVERWHELMINGLY CONCERNED ABOUT SHARING THE ROAD WITH DRIVERLESS CARS AS MOTORISTS, BICYCLISTS AND PEDESTRIANS:



4 out of 5 adults are concerned about sharing the road with driverless cars.

## WHILE THERE IS WIDESPREAD CONCERN ABOUT THE USE AND DEPLOYMENT OF DRIVERLESS VEHICLES, 64% OF AMERICANS FEEL THAT THEIR CONCERNS COULD BE ADEQUATELY ADDRESSED BY MINIMUM GOVERNMENT SAFETY REQUIREMENTS:





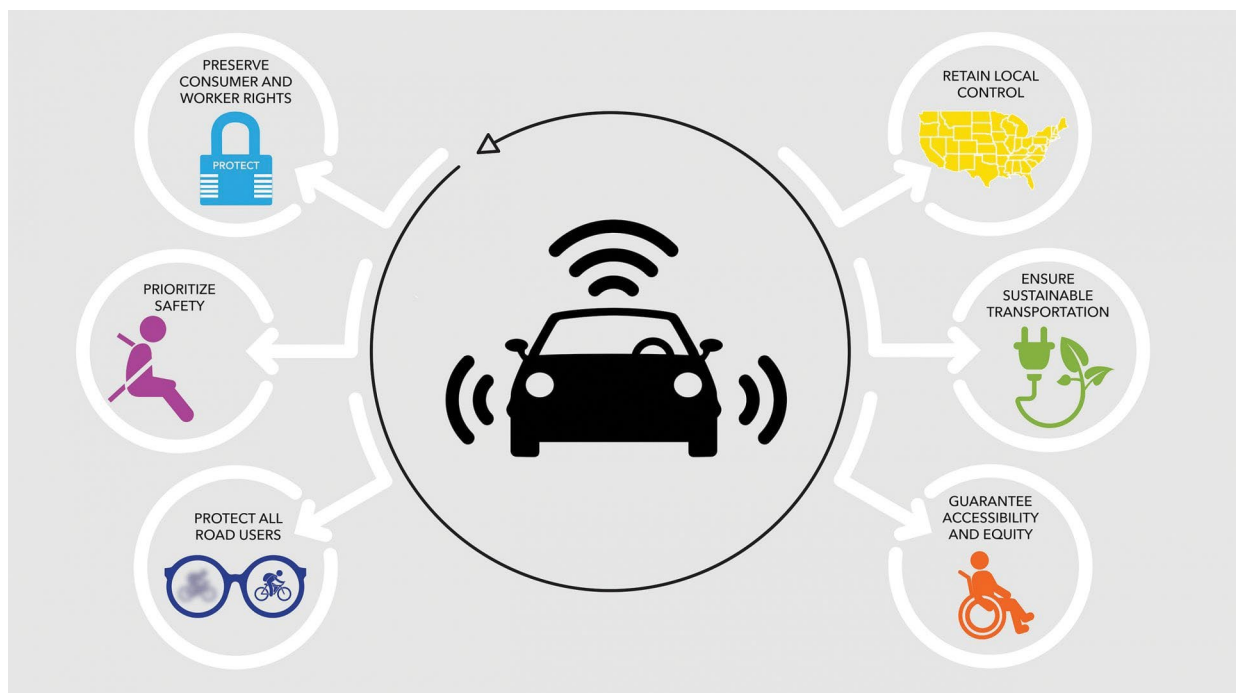
# AUTONOMOUS VEHICLES (AV)

The AV industry continues to pressure Congress to advance legislation authorizing U.S. DOT to exempt potentially millions of AVs from federal safety standards. Companies have invested billions of dollars into AV development without realizing a significant return. Legislation that rolls back current safety standards and limits the oversight of state and local governments is unacceptable. Moreover, federal legislation is unnecessary as the U.S. DOT has the authority to set policy and regulate AVs. Any federal legislation that is advanced likely will set AV policy for decades to come. Unfortunately, to date, all federal AV bills have been rife with objectionable issues including:

- Exempting tens of thousands of AVs from current federal safety standards prior to issuance of new safety standards for the ADS and related issues including cybersecurity.
- Allowing essential safety systems to be “turned off.”
- Failing to require adequate information be provided to regulators and the public.
- Preempting state laws and regulations in the absence of federal regulations.
- Lacking safeguards to ensure promised societal benefits such as improved safety, mobility, equity, and environmental outcomes, while also protecting workers.
- Omitting proper oversight for testing.
- Leaving people with disabilities and older adults without an assurance of access and safety.
- Relegating action to advisory committees.

Since November 2020, Advocates has led a coalition of approximately 65 supporters of the [“AV Tenets,”](#) a safety-and -people-first approach to the technology that should be the basis for any AV policy. Advocates will continue to use the AV Tenets in our advocacy efforts and [Congressional testimony](#).

## AV TENETS





# OCCUPANT PROTECTION

## PRIMARY ENFORCEMENT SEAT BELT LAWS

### Issue

Seat belt use, reinforced by effective safety belt laws, is a proven lifesaver. Seat belts serve as the first line of defense against injury or death for vehicle occupants when crashes occur.

### Impact

In 2021, more than 26,000 passenger vehicle occupants died in motor vehicle crashes, a 10% increase from 2020. Among passenger vehicle occupant fatalities that year, it is estimated that half were unrestrained.

### Solutions

Laws, Technology and Roadway Safety Infrastructure

#### Primary Enforcement Seat Belt Laws for All Occupants

#### Safety Technologies and Improved Safety Standards Can Protect Vehicle Occupants and Other Road Users

- Proven collision avoidance systems in vehicles including AEB, LDW, BSD, rear AEB, and rear-cross traffic alert should be required.
- Rear seat belt reminders.

#### Road Safety Infrastructure Improvements and the Safe System Approach



# OCCUPANT PROTECTION

## PRIMARY ENFORCEMENT SEAT BELT LAWS

### The Facts

- From 1975 to 2019, seat belts have saved over 403,000 lives and over \$2.5 trillion in economic costs.
- The NHTSA estimated that needless deaths and injuries resulting from non-use of seat belts cost society more than \$11 billion annually in medical care, lost productivity, and other injury-related costs based on 2019 data. When adjusted solely for inflation, this would equate to more than \$13 billion.
- In 2021 among passenger vehicle occupant fatalities with known restraint use, 49% seated in the front row and 57% of those in the second row were unrestrained.
- In fatal crashes in 2020, 83% of passenger vehicle occupants who were totally ejected from the vehicle were killed. Only 1% of the occupants reported to have been using restraints were totally ejected, compared with 26% of the unrestrained occupants.
- For passengers who survived fatal crashes in 2021, only 15% were unrestrained, compared to 50% of those who died.
- NHTSA has identified a lack of seat belt use as one of “three major behavioral factors” that explain some of the increase in crash fatalities between 2020 and 2021.
- The use of seat belts in passenger vehicles saved an estimated 14,653 lives nationwide in 2019. An additional 2,398 lives would have been saved in 2019 if all unrestrained passenger vehicle occupants had worn their seat belts.
- Rear seat passengers are more than twice as likely to die in a crash if they are unbelted.
- Adults are not buckling up in the rear seat as much as they are in the front seat, with rear seat belt use 10 to 15% lower than in the front seat, according to a study by the IIHS and the Children’s Hospital of Philadelphia (CHOP).
- Rear seat belt use by passengers in fatal crashes was lower than front seat belt use in almost every state and was substantially lower in many states.



- Unbelted rear seat passengers pose a serious threat to the driver and other vehicle occupants, as well as themselves. Unbelted rear seat passengers are referred to as “back seat bullets” because they can be thrust at high rates of speed into the driver resulting in loss of control of the vehicle and into other occupants causing fatalities and serious injuries. The chance of death for a belted driver seated directly in front of an unrestrained passenger in a serious head-on crash was 2.27 times higher than if seated in front of a restrained passenger.

[Click here to learn more](#)



# OCCUPANT PROTECTION

PRIMARY ENFORCEMENT SEAT BELT LAWS

Advocacy

## “The Click Clack Front and Back Club: Students Working to Upgrade New Jersey’s Rear Seat Belt Law”



### USING VIDEO AND SOCIAL MEDIA TO GET THEIR MESSAGE ACROSS

View the student video on YouTube: <https://youtu.be/ETkA3bDrPq4?si=awyg8jyNOGwa5NFA>

### STUDENT CLUB ADVOCATES FOR SAFER ROADS

Students at Indian Hills High School in Oakland, NJ, formed the Click Clack Front and Back Club in 2019, and they quickly began advocating for legislation to upgrade the state’s rear seat belt law to primary enforcement. In 2021, they successfully engaged a [Senate sponsor](#) and soon after an [Assembly sponsor](#) for the seat belt legislation. This effort was driven in part by concern for their fellow teens. The students stated that teens are more likely to buckle up if they believe they must do so because there is clearer enforcement of seat belt laws. The students have been lobbying state legislators, working to generate grassroots support, and garnering media attention to help build support for the effort. As students have graduated, new students have joined the club to continue the momentum. At their end of school year party in 2023, Gov. Phil Murphy (D-NJ) joined the students virtually and affirmed the importance of seat belt use. The students were encouraged by the Governor’s message and are hopeful that their continued efforts will lead to legislative success in 2024.

### LOOKING TO 2024

Leading up to the 2024 state legislative session, the students are laying the groundwork by building grassroots support and educating policymakers and the public about the importance of upgrading the seat belt law to primary enforcement for all occupants. The ultimate goal is to get everyone to buckle up on every trip to save lives. [Advocates](#) is glad to continue partnering with the Click Clack Front and Back Club including developing strategy, meeting to discuss updates, honing text, and providing information and resources. We look forward to building momentum for successful action in 2024.

#### LETTERS TO THE EDITOR

##### Promoting seat belt safety

We are members of Indian Hills High School’s “Click Clack Front and Back” club, promoting seat belt safety in our community.

Last year, we initiated a conversation about enhancing the New Jersey seat belt law to reflect the importance of seat belt usage in the entire vehicle. In 2020, New York state added a rear seat belt requirement, among other improvements, to its seat belt law. As new drivers, we know that every occupant should wear a seat belt, but not everyone does. In several states, seat belt use rates increased 10% to 15% when primary enforcement was implemented.

Secondary enforcement laws, like the current New Jersey rear seat belt law, require police to first observe another violation, like speeding, before they can enforce a lack of seat belt use. Primary enforcement would help deter those who might not buckle up and would protect everyone in the car — unbelted occupants can become deadly projectiles in crashes.

We recognize that teenagers are more inclined to engage in safe behavior when legal aspects are involved. On May 17, the National Highway Traffic Safety Administration released the following update: 42,915 people died in crashes last year, a 10.5% increase from

2020. It’s time to upgrade our seat belt law and save lives.

Jill Fackelman  
Sent on behalf of 27 student members of the Click Clack Front and Back club of Indian Hills High School in Oakland.





# OCCUPANT PROTECTION

## ALL-RIDER MOTORCYCLE HELMET LAWS

### Issue

Motorcycles are the most hazardous form of motor vehicle transportation.

### Impact

In 2021, 5,932 motorcycle riders were killed, an 8% increase from the previous year. This is the highest fatality total in a single year since data collection began in 1975.

### Solutions

Laws, Technology  
and Roadway Safety  
Infrastructure

**All-Rider Helmet Requirements Are Effective, Reduce Costs and are Supported by the Public –** According to a Government Accountability Office (GAO) report, “laws requiring all motorcyclists to wear helmets are the only strategy proved to be effective in reducing motorcyclist fatalities.”

#### Safety Technology to Prevent Motorcycle Crashes

- Proven collision avoidance systems in vehicles including AEB, LDW, BSD, rear AEB, and rear-cross traffic alert should be required to detect and safely respond, as appropriate, to vulnerable road users (VRUs) including motorcycle riders.
- Motorcycle anti-lock braking systems were associated with a 22% reduction in the rate of fatal crash involvements, according to IIHS research, and should be required as standard equipment.

#### Road Safety Infrastructure Improvements and the Safe System Approach



# OCCUPANT PROTECTION

## ALL-RIDER MOTORCYCLE HELMET LAWS

### The Facts

- In 2021, when helmet use was known, 39% of motorcyclists killed were not wearing a helmet.
- The observed use rate of U.S. DOT-compliant helmets among motorcycle riders was just over 86% in states with all-rider helmet laws, compared to only 53% in other states in 2021.
- Motorcycle helmets reduce the risk of head injury by 69% and reduce the risk of death by 42%.
- Annually, motorcycle crashes cost nearly \$17 billion in economic impacts and \$107 billion in societal harms measured by comprehensive costs based on 2019 data. Accounting for inflation alone, in 2023, this would equate to over \$20 billion in economic impacts, and over \$127 billion in societal harm. Serious injuries and fatalities accounted for 83% of total comprehensive costs of motorcycle crashes, compared to 60% of the total comprehensive costs of all motor vehicle crashes.
- According to NHTSA, in 2021, there were 9.6 times as many unhelmeted fatalities (2,038 fatalities) in states without a universal helmet law compared to states with a universal helmet law (213 fatalities).
- In states without all-rider helmet laws, 57% of motorcyclists killed in 2021 were not wearing helmets, compared to 10% in states with such laws.
- In Michigan, which repealed its all-rider law in 2012, there would have been 26 fewer motorcycle crash deaths (a 21% reduction) that year if the helmet mandate was still in place, according to the University of Michigan Transportation Research Institute. Additionally, in the remainder of the year after the helmet repeal was enacted, only 74% of motorcycle riders involved in crashes were helmeted, compared to 98% in the same time period of the previous four years.
- A survey found a strong majority (82%) of Americans favored state laws requiring all motorcycle riders to wear helmets.



- 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.
- All-rider motorcycle helmet law repeal efforts, which include motorcycle education and training requirements, fail to meet the safety benefit provided by a universal helmet law. There is no scientific evidence that motorcycle rider training reduces crash risk.

[Click here to learn more](#)



# OCCUPANT PROTECTION

ALL-RIDER MOTORCYCLE HELMET LAWS

Advocacy

## Motorcycle Rider Group Pushes State Legislatures to Retain Existing All-Rider Motorcycle Helmet Requirements and Enact New Ones

holland  
sentinel.com

“My Take: Preventing motorcycle rider deaths”

9/4/22

### SPOTLIGHT: SMARTER FIGHTS FOR MOTORCYCLIST SAFETY

[Skilled Motorcyclist Association—Responsible, Trained, and Educated Riders \(SMARTER\)](#) is a nonprofit motorcyclist education association for riders, rider educators, policymakers, legislators, and others who care about the safety of motorcyclists. For more than 16 years, SMARTER has advocated for all-rider motorcycle helmet laws because the research proves they save lives, prevent injuries, and reduce medical care costs. Advocates has worked with SMARTER on dozens of legislative efforts during the past decade.

SMARTER’s voice is critical in state legislatures when efforts to weaken existing laws for helmet requirements are considered, which is unfortunately an annual occurrence. Oftentimes other rider groups will paint their position with a broad brush, messaging that riders are opposed to all-rider helmet requirements. SMARTER’s advocacy shows this is not true; many riders support all-rider helmet laws.

SMARTER believes motorcycle riders, motorcyclist safety advocates, and policy decision makers make better decisions when they are based on factual knowledge and the conclusions of quality research. The mission of SMARTER is, therefore, to gather, examine, catalogue, share, post, and distribute motorcyclist safety information and research and to advocate for the use of such knowledge as the basis of decisions.

The SMARTER website contains more than 400 research reports in 20 topic areas and makes their position clear:

*Based on the research conclusions, SMARTER [supports](#) the enactment of all-rider helmet requirements and opposes the repeal or weakening of existing all-rider laws.*

### LOOKING TO 2024

SMARTER, [Advocates](#) and other public health and safety groups will continue the fight to keep riders safe by requiring helmet use for all riders and opposing efforts to repeal these laws. Rider fatalities and injuries are preventable, and the research is clear. Helmet use saves lives and all-rider motorcycle helmet requirements ensure helmets are worn.

In 2024 Advocates will work with SMARTER on opportunities to enact all-rider motorcycle helmet requirements as well as oppose those measures that would weaken existing laws. Our partnership on the federal level will continue to ensure the rule for AEB detects and responds to all road users, that vehicles equipped with ADS are required to appropriately detect and respond to motorcyclists and other VRUs, and to advance Anti-lock Braking System (ABS) as standard equipment for motorcycles, among other measures.



# OCCUPANT PROTECTION

## The Solutions - Laws Rating Chart and Map

**GOOD**

State has all three optimal laws  
– 6 states plus DC

**CAUTION**

State has two optimal laws  
– 22 states

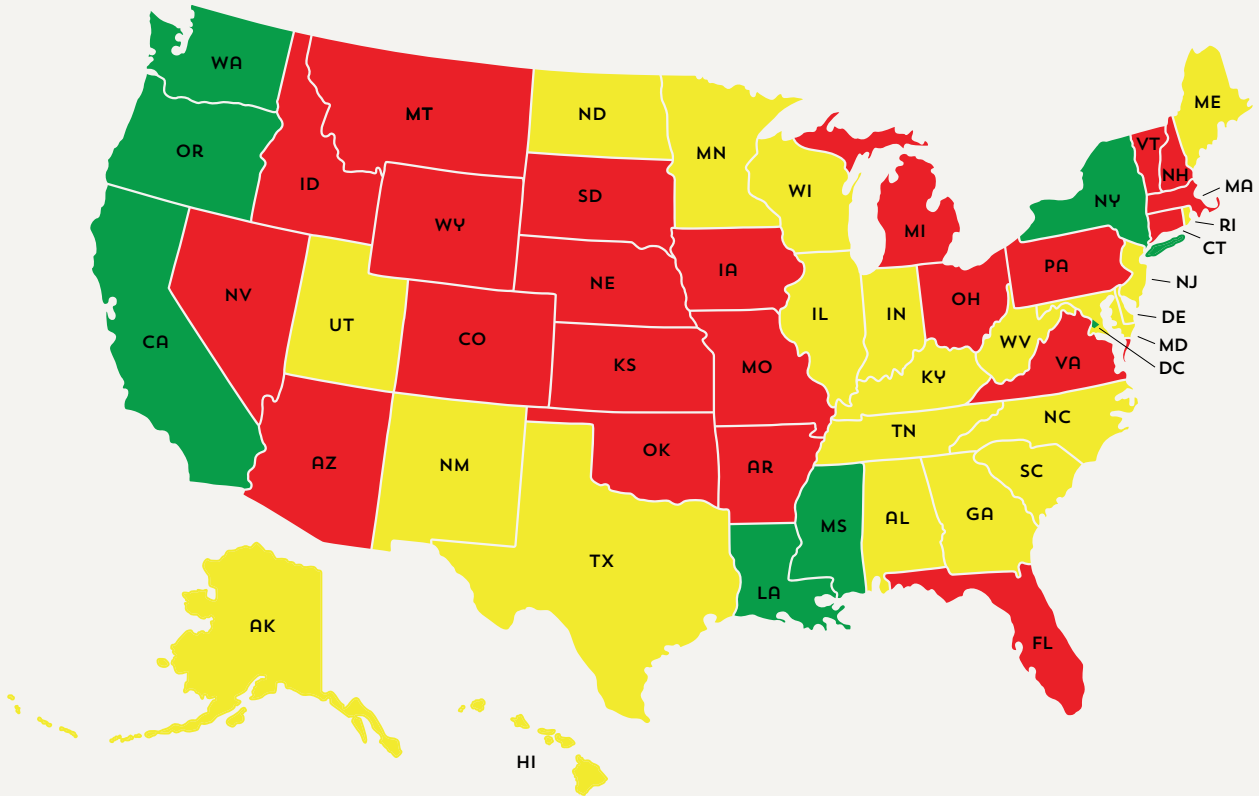
**DANGER**

State has one or zero optimal laws  
– 22 states

● Optimal law adopted

STATE	ALABAMA	ALASKA	ARIZONA	ARKANSAS	CALIFORNIA	COLORADO	CONNECTICUT	DELAWARE	DC	FLORIDA	GEORGIA	HAWAII	IDAHO	ILLINOIS	IOWA	KANSAS	KENTUCKY	LOUISIANA	MAINE	MARYLAND	MASSACHUSETTS	MICHIGAN	MINNESOTA	MISSISSIPPI	MISSOURI	MONTANA	NEBRASKA	NEVADA	NEW HAMPSHIRE	NEW JERSEY	NEW MEXICO	NEW YORK	NORTH CAROLINA	NORTH DAKOTA	OHIO	OKLAHOMA	OREGON	PENNSYLVANIA	RHODE ISLAND	SOUTH CAROLINA	SOUTH DAKOTA	TENNESSEE	TEXAS	UTAH	VERMONT	VIRGINIA	WASHINGTON	WEST VIRGINIA	WISCONSIN	WYOMING	TOTAL																																																
<b>STATE RATING</b>	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●																																													
<b>OPTIMAL LAWS</b>																																																																																																			
Primary Enforcement Front Seat Belt Law	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●																																										
Primary Enforcement Rear Seat Belt Law		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●																																								
All-Rider Motorcycle Helmet Law	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●																																									

In 2023, Nebraska's all-rider helmet law was repealed. North Dakota upgraded its seat belt law to primary enforcement for all occupants.





# CHILD PASSENGER SAFETY

## Issue

The best way to protect child passengers is to place them in the back seat, restrained by a properly installed child safety seat, booster seat or safety belt, as appropriate for their age, size and development.

## Impact

In 2021, 1,184 children, defined as age 14 and younger, were killed in traffic crashes, a 7.5% increase from 2020. Motor vehicle crashes are among the leading causes of death for children in the U.S.

## Solutions

Laws, Technology and Roadway Safety Infrastructure

### Comprehensive State Laws to Incentivize Proper Child Safety Seat and Seat Belt Use

### Safety Technologies and Improved Safety Standards Can Protect Children and Other Road Users

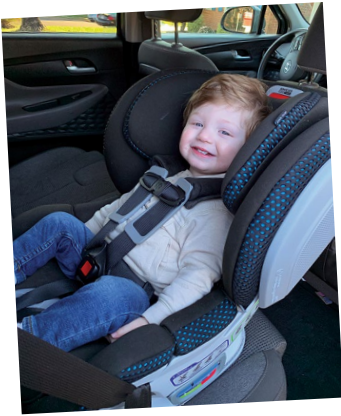
- Proven collision avoidance systems in vehicles including AEB, LDW, BSD, rear AEB, and rear-cross traffic alert should be required to detect and safely respond, as appropriate, to VRUs including children.
- Occupant detection and alert technology to prevent hot car incidents.
- Rear seat belt reminders.
- Technology to prevent frontovers, in which a driver cannot see a VRU including children and hits or drives over them at a low speed, as well as hood and bumper standards to make crashes with VRUs more survivable for those outside the vehicle.
- An update to the safety standard to prevent seatback collapse.
- Side impact protection for children.

### Road Safety Infrastructure Improvements and the Safe System Approach



# CHILD PASSENGER SAFETY

## The Facts



- Across all age groups, injury risk is lowest (less than two percent) when children are placed in an age-appropriate restraint in the rear seat.
- When used properly, child safety seats reduce fatal injury by 71% for infants and 54% for toddlers in passenger cars.
- Appropriate child safety seats and restraints are very effective in preventing fatalities and injuries:
  - > 47% effective in preventing fatalities for ages 1-3 in all crashes;
  - > 43% effective in preventing fatalities for ages 3-5 in all crashes; and,
  - > 67% effective in preventing serious to critical injuries for ages 5-8 in all crashes.
- According to the AAP, infants and toddlers are at a particularly high risk of head and spine injuries in motor vehicle crashes because of their relatively large heads and structural features of the neck and spine. By supporting the entire head and spine, a rear facing car seat provides optimal support during a crash.
- 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 45%, according to the Center for Injury Research and Prevention (CIRP), CHOP, and the Center for Clinical Epidemiology and Biostatistics, University of Pennsylvania.
- Once a child has outgrown a child safety seat and can properly use the vehicle's seat belt, they should remain buckled in the rear seat through age 12. This is consistent with recommendations from groups including AAP, Centers for Disease Control and Prevention (CDC), IIHS, and NHTSA.
- A December 2022 poll commissioned by Advocates and conducted by ENGINE Insights found that 65% of respondents are "extremely" or "very concerned" about a lack of seat belt or child safety seat use on our roadways.

[Click here to learn more](#)



# Family Fights for Rule on Occupant Detection and Alert Technology to End Hot Car Fatalities and Injuries

## Courier & Press

“Evansville couple advocating to prevent hot car deaths after losing their son in 2019”

6/22/21



Ollie Dill

## TRAGEDY STRUCK WHILE A LOVING FATHER WORKED

On July 9, 2019, Dr. Andrew Dill drove to work with his son, Ollie, in the back seat, like many working parents and caregivers do each day. Andrew is an Assistant Professor at the University of Southern Indiana, and 3-year-old Ollie attended the Children’s Learning Center at the university. Later that day, Andrew and his wife, Jamie, had plans to take their two sons to a movie.

When it was time to go to the movie, Andrew left his office and went to his car before going to pick up Ollie. That is

when he saw the heartbreaking sight of his son who had tragically passed away due to heatstroke. Andrew thought he had dropped Ollie off at childcare before he went to work.

Channeling their grief into action, the Dill family works with [Kids and Cars Safety](#), which is on Advocates’ Board, and also created a nonprofit organization, [Be Kind for Ollie](#), to educate the public about the risk of hot cars and to advocate for proven solutions. Their priorities include advancing a requirement for vehicle-based technology as mandated in the IIJA and ensuring that the technology works as needed to detect and alert to a child unattended in a vehicle. The Dills’ advocacy helped ensure the hot cars provision received bipartisan support. They also are working to ensure proper communication between childcare facilities and parents and caregivers to prevent future incidents



Jamie Dill speaks alongside Advocates’ President Cathy Chase and Rep. Jan Schakowsky (D-IL) at a media event on November 22, 2022, lauding safety provisions in the IIJA (Pub. L. 117-58), including to prevent hot cars incidents.

## LOOKING TO 2024

The Dills, alongside [Kids and Car Safety](#), [Advocates](#) and other groups, will continue to urge the U.S. DOT to swiftly issue a rule requiring occupant detection and alert technology in new cars to prevent tragic hot cars incidents. Per the Congressional mandate, U.S. DOT has a deadline to issue a final rule by November 2023, but have also noted they do not anticipate issuing a Notice of Proposed Rulemaking (NPRM) until February 2024. The lives of precious children are at stake, systems are available, and the time to act is now.



# CHILD PASSENGER SAFETY

## The Solutions - Laws Rating Chart and Map

### GOOD

State has all three optimal laws  
- 0 states

### CAUTION

State has two optimal laws  
- 9 states

### DANGER

State has one or zero optimal laws  
- 41 states plus DC

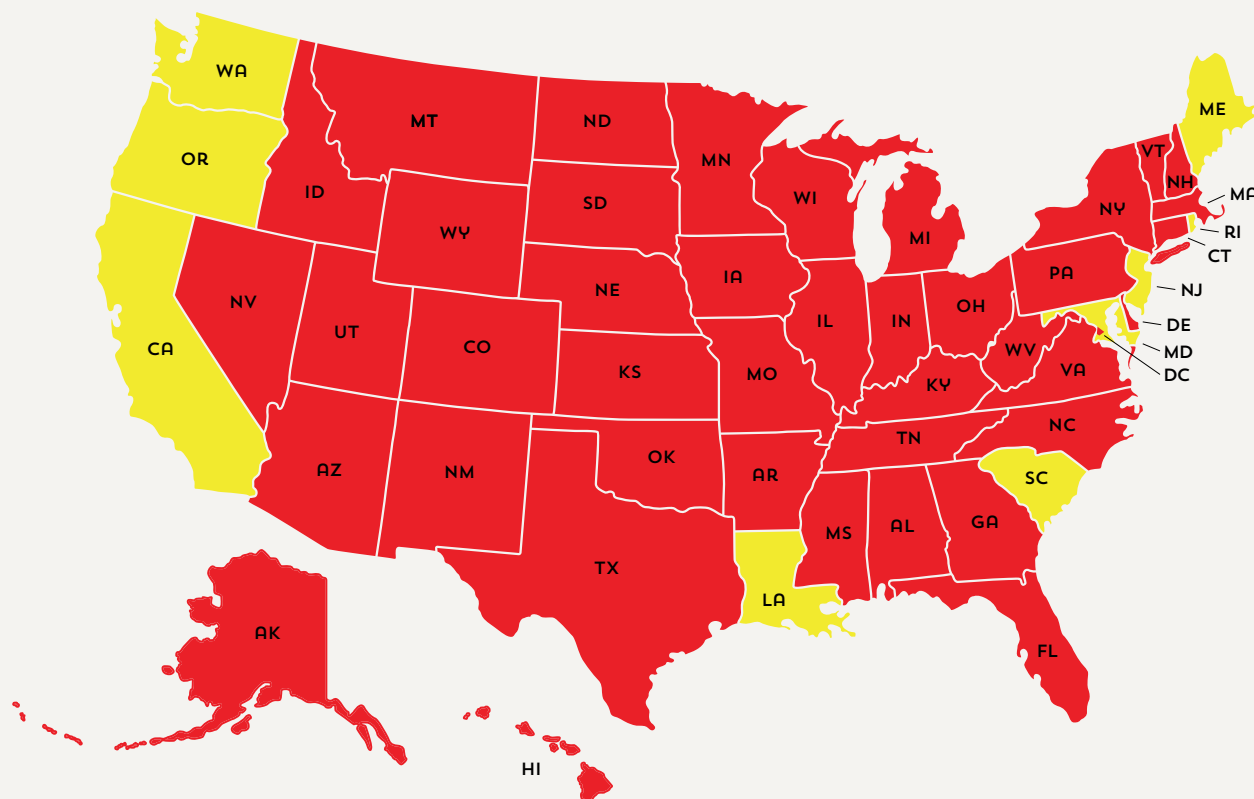
● Optimal law adopted

STATE RATING	AL	AK	AZ	CA	CO	CT	DC	DE	FL	GA	HI	IA	ID	IL	IN	KS	KY	LA	MA	MD	ME	MI	MN	MO	MS	MT	NC	ND	NH	NJ	NM	NV	NY	OH	OK	OR	PA	RI	SC	TN	TX	UT	VA	VT	WV	WI	WY	TOTAL				
Rear Facing Through Age 2 or Older Law	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	20+ DC
Booster Seat Law	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	16
Rear Seat Through Age 12 Law	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	2

In 2023, Delaware and New Hampshire added rear facing through age two or older laws.

Oklahoma no longer receives credit for its booster seat requirement based on a revised analysis of the state laws.

Advocates relies on the research and recommendations of experts in child passenger safety to inform our ratings criteria. We consistently monitor their findings and data with the goal of aligning to current best practices. When new updates or developments are released, we will consider changes to our optimal law definitions in the future.







# YOUNG DRIVERS

GRADUATED DRIVER LICENSING (GDL) PROGRAMS

## Issue

Teen and young adult novice drivers are more likely to be involved in fatal crashes because they lack driving experience and tend to take greater risks.

## Impact

Motor vehicle crashes are a leading killer of teens in the U.S. In crashes involving young drivers, fatalities totaled 5,565 in 2021, an increase of 10% over 2020.

## Solutions

Laws, Technology,  
and Roadway Safety  
Infrastructure

**GDL programs introduce teens to the driving experience gradually by phasing in full driving privileges over time and in lower risk settings**

**Safety Technologies and Improved Safety Standards Can Protect Vehicle Occupants and Other Road Users**

- IIHS has found that if all vehicles in crashes with teen drivers were equipped with front crash prevention (forward collision warning (FCW) and/or AEB), LDW / lane keeping assist (LKA), and blind spot monitoring, 32% of crashes involving a teen driver, 27% of injured teen drivers, and 36% of teen driver deaths could be prevented.

**Road Safety Infrastructure Improvements and the Safe System Approach**



# YOUNG DRIVERS

## GRADUATED DRIVER LICENSING (GDL) PROGRAMS

### The Facts

- Among the 5,565 fatalities in crashes involving young drivers in 2021, 2,116 were young drivers, 1,065 were passengers of young drivers, and the remaining 2,384 were nonoccupants or occupants of other vehicles.
- The estimated economic cost of police-reported crashes involving young drivers between 15 and 20 years old was \$40.8 billion (2002). When adjusted for inflation only, these costs amount to \$68.92 billion in 2023 dollars.
- Widespread public concern about young drivers exists, with 58% “extremely” or “very” concerned about inexperienced new young drivers, according to an opinion poll commissioned by Advocates and conducted by ENGINE Insights in December 2021.
- The fatal crash rate per mile driven is nearly three times as high for 16- to 19-year-olds as it is for ages 20 and over. Risk is highest at ages 16-17.
- In states which have adopted GDL programs, studies have found overall crash reductions among teen drivers of about 10 to 30 percent.



- A 2010 survey conducted by IIHS shows that parents favor GDL laws which are as strict as or even stricter than currently exist in any state.
- Almost three-quarters (74%) of teens approve of a single comprehensive law which incorporates the key elements of GDL programs.

## OLDER TEEN AND YOUNG ADULT NOVICE DRIVERS

Studies have shown that GDL programs have contributed to a decline in teen driver crashes. However, older teen and young adult novice drivers need but are missing out on the safety benefits of GDL programs. Aging out of GDL is a problem because drivers who begin the licensing process at age 18, 19 or 20 still have a high crash risk due to inexperience and brain development. Research from CHOP CIRP and AAA shows that, “about one-third of all drivers are not licensed by age 18, and by age 21, about 20% of all young adults still are not licensed.” A study showed that while GDL programs likely have 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 of novice drivers and may experience additional safety benefits. A new study from CHOP CIRP found that, “drivers who were licensed at age 18, making them exempt from comprehensive licensing requirements, had the highest crash rates in the first year of licensure of all those licensed under the age of 25.”

[Click here to learn more](#)



# YOUNG DRIVERS

GRADUATED DRIVER LICENSING (GDL) PROGRAMS

## Advocacy

# Family of Teen Driver Crash Victim Fights to Upgrade California’s GDL Program



“My daughter, Nora Rose-Hines, lost her life when her car was hit at a dangerous intersection by a 19-year-old driver with little driving experience and no driver education,” said Pat Hines, founder and director of Safe Moves Los Angeles. “I know that losing a child is the greatest fear of every parent, but it is unimaginable until it happens to you. Had the driver who crashed into Nora had more experience my daughter would be alive today. Senator Allen’s bill will help ensure other families do not suffer like we have.”

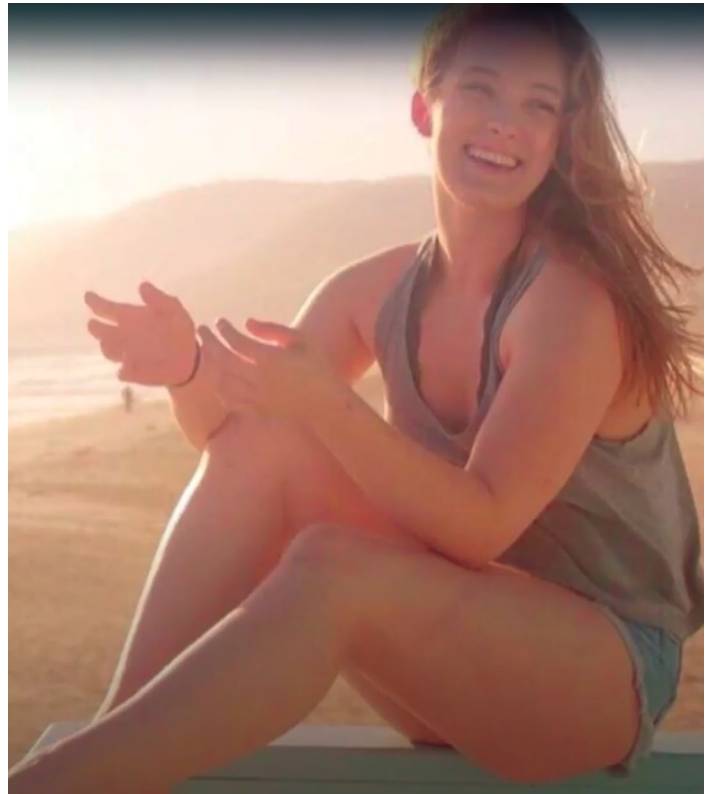
**NORA ROSE-HINES** was a freshman at UCLA majoring in musical theater and was a humanitarian who spent her summers working at a Guatemalan children’s orphanage. Nora also taught traffic safety to children at Safe Moves.

Tragically, all that promise was lost in an instant. At a dangerous intersection in Los Angeles, the driver who struck the car in which Nora was driving had “aged out” and did not have the benefit of GDL training.

Pat Hines created the [Nora Rose-Hines Foundation](#) to honor Nora’s legacy. The Foundation is a cosponsor of legislation in California to extend GDL requirements to older teen and young adult new drivers. This would improve safety for this group of novice drivers as well as all who share the road with them.

## LOOKING TO 2024

The Nora Rose-Hines Foundation is working closely with [California Coalition for Children’s Safety & Health \(CCCSH\)](#), [Impact Teen Drivers](#), [Advocates](#), and a broad coalition to advance the GDL upgrade. They have come very close to getting the legislation enacted several times and are hopeful they will be successful next session.



*Nora Rose-Hines*





# IMPAIRED DRIVING

## *Issue*

Alcohol-impaired driving is a persistent factor in crash fatalities and injuries on our roadways, accounting for 30% of deaths each year on average.

## *Impact*

In 2021, 13,384 people were killed in motor vehicle crashes involving drivers with a blood alcohol concentration (BAC) of .08% or higher. This is a more than 14% increase from 2020.

## *Solutions*

Laws, Technology,  
and Roadway Safety  
Infrastructure

### **Ignition Interlock Devices (IIDs) for All-Offenders and Open Container Laws**

### **Safety Technologies and Improved Safety Standards Can Protect Vehicle Occupants and Other Road Users**

- According to research from IIHS released in July 2020, impaired driving prevention technology has the potential to drastically reduce impaired driving fatalities. An updated analysis by IIHS finds that impaired driving prevention systems could save 10,158 lives each year in the U.S., accounting for more than 25% of road fatalities, when all vehicles are equipped with the technology.
- Proven collision avoidance systems in vehicles including AEB, LDW, BSD, rear AEB, and rear-cross traffic alert should be required.

### **Road Safety Infrastructure and the Safe System Approach**



# IMPAIRED DRIVING

## The Facts

- NHTSA has identified alcohol-impaired driving as one of “three major behavioral factors,” that explain some traffic fatality increases from 2020 to 2021.
- An average of one alcohol-impaired driving fatality occurred every 39 minutes in 2021.
- In 2019, the estimated total comprehensive costs of drunk driving were \$296 billion annually. Accounting for inflation only, that amounts to more than \$352 billion in 2023 dollars.
- Concern about impaired driving is extensive with 80% of respondents “very” or “extremely” concerned about drunk or drug impaired driving, according to a December 2021 opinion poll commissioned by Advocates and conducted by ENGINE Insights.
- A common misconception is that most people who are convicted of their first drunk driving offense are social drinkers who made one mistake. However, studies show that the average first offender will have driven drunk 87 times before getting arrested.
- According to the CDC, adult drivers admitted they drank too much and got behind the wheel approximately 127 million times in 2020, which equals over 347,000 incidents of drinking and driving each day. However, only about 1 million, or approximately one percent of those 127 million episodes resulted in an arrest for driving under the influence that year.
- Nationwide between 2006 and 2020, IIDs prevented 3.78 million attempts to drive drunk, according to a 2022 report from Mothers Against Drunk Driving (MADD). This included 390,456 attempts in 2020, more than 1,000 every day.
- There is clear public support for IIDs for all convicted drunk drivers, with surveys showing between 69 and 88 percent of respondents in favor of requiring IIDs for all convicted driving under the influence (DUI) offenders, even if it's their first conviction.



- 82% of offenders themselves believe the IID was effective in preventing them from driving after drinking.
- When IIDs are installed, they are associated with an approximately 70% reduction in repeat offenses for impaired driving.
- A 2022 MADD poll found nine of 10 Americans support technology that is integrated into a car's electronics to prevent drunk driving.

[Click here to learn more](#)



# IMPAIRED DRIVING

## The Facts

### .05% BAC LAWS

At .05% BAC, a driver exhibits signs of cognitive and physical impairment including reduced coordination and ability to track moving objects, difficulty steering, and diminished response to emergency driving situations. Employed around the world to curb drunk driving with approximately 100 countries instituting .05% or lower BAC policy, this proven countermeasure remains under-used in the U.S. In 2018, Utah became the first state to enforce a .05% BAC limit. NHTSA's review of the impact of the new law in Utah during the first year that the law went into effect has yielded some excellent results. Between 2016 and 2019, the fatal crash rate decreased by 19.8% and the fatality rate per vehicle miles traveled dropped by 18.3%. Additionally, the number of drivers testing positive for any alcohol declined by 14.6%, and alcohol-impaired driving arrests did not climb sharply. Further, alcohol sales from fiscal year (FY) 2012 through 2018 increased and the trend continued in FY 2022. Similar patterns occurred in sales tax revenues from restaurants, rental cars, hotels, and resorts, as well as in air travel into the state and state and national park visits. 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. Public health researchers, experts, a coalition of safety advocates and the NTSB agree that driving at .05% BAC or higher is dangerous and state laws lowering BAC will reduce the horrific toll of deaths and injuries caused by drunk driving. While not yet rated in this report, all states should adopt a .05% BAC law.

### MARIJUANA IMPAIRED DRIVING

States have enacted and continue to advance measures to permit marijuana use, medical, recreational or both. While it is definitive that marijuana use causes impairment, identifying the causal link between marijuana use, crashes, fatalities and injuries is unresolved. Furthermore, when drug and alcohol use are combined, known as "polyuse," impairment can be amplified. Our priorities to curb impaired driving include: requirements for advanced impaired driving prevention technology and crash avoidance technology as standard in all new cars; acceleration of research to identify a causal link between marijuana use, impairment, and crashes; determination of a federal impairment standard for marijuana impaired driving (noting that current research does not support a per se level); development of verified roadside testing technology; improvement of data collection and analysis; and, allocation of adequate resources for labs and law enforcement training.



# IMPAIRED DRIVING

Advocacy



**“I was almost killed by a suspected drunk driver.  
Now I have a new mission in life.”**

3/2/23

## CRASH TURNS REPORTER INTO NATIONAL LEADER IN FIGHT AGAINST DRUNK DRIVING

Tess Rowland was living the dream. At just 22 years old, she already was a respected reporter for her local ABC affiliate in Florida. On May 4, 2021, Tess was heading to work like she did on any other weekday, but then her life changed forever. Tess was struck head on by a drunk driver who was driving the wrong way. The crash totaled her vehicle and required her to go through seven surgeries which included four plates and twenty-two screws. She continues to feel the impacts of the crash to this day and credits the crash avoidance technology in the vehicle with helping save her life.

[Mothers Against Drunk Driving \(MADD\)](#) helped her on the road to recovery, and Tess is now giving back to MADD. After becoming the new MADD president in 2023, she has been advocating across the nation for laws, including all-offender ignition interlock device requirements and .05 percent BAC limits, as well as vehicle based technologies to prevent impaired driving crashes.



*Tess Rowland, MADD president*

## LOOKING TO 2024

MADD, [Advocates](#) and other national and local groups will continue efforts to enact .05 percent BAC limits in multiple states, including Washington where the governor has already noted support. Efforts at the federal level include urging the U.S. DOT to issue a rule for impaired driving prevention technology, as directed in the IJJA. Equipping vehicles with the lifesaving systems is an ongoing focus of MADD, Advocates and many other partners who are dedicated to ending impaired driving. More than 40 organizations and companies sent a [letter](#) urging the U.S. DOT to move forward with the rulemaking in October 2023. We will persist this multi-year and multi-faceted lobbying campaign in 2024.



*Tess at a bill signing for an all-offender ignition interlock device law in South Carolina on July 12, 2023*







# DISTRACTED DRIVING

## *Issue*

Distracted driving is a major contributor to motor vehicle crashes, deaths and injuries on our roads. The use of electronic devices for communications (such as text messaging and video calls) and entertainment (such as apps and video streaming) can readily distract drivers from the driving task as found by safety research, studies and data.

## *Impact*

In 2021, 3,522 people were killed in crashes involving a distracted driver according to NHTSA, accounting for 8% of all crash fatalities. Nonoccupants (pedestrians, pedalcyclists, and others) accounted for almost 18% (644) of distraction-affected fatalities in 2020.

## *Solutions*

Laws, Technology,  
and Roadway Safety  
Infrastructure

### **Comprehensive State Laws to Deter Distracted Driving**

### **Safety Technologies and Improved Safety Standards Can Protect Vehicle Occupants and Other Road Users**

- Proven collision avoidance systems in vehicles including AEB, LDW, BSD, rear AEB, and rear-cross traffic alert should be required.
- Driver monitoring systems (DMS) for passenger motor vehicles can help to prevent and/or mitigate crashes caused by impairment, fatigue, distraction, driver disengagement, automation complacency, and the foreseeable misuse of automated driving systems.

### **Road Safety Infrastructure Improvements and the Safe System Approach**



# DISTRACTED DRIVING

## The Facts

- Crashes in which at least one driver was identified as being distracted imposed an economic cost of \$98.2 billion in 2019. Adjusted for inflation only, that amounts to \$119.78 billion in 2023 dollars. In 2018, distracted driving crashes cost employers nearly \$19 billion.
- The true impact of distracted driving remains unclear due to issues with the underreporting of crashes involving distraction, including differences in police crash report coding and database limitations.
- Crash risk increases dramatically – as much as four times higher – when a driver is using a mobile phone, with no significant safety difference between handheld and hands-free phones observed in many studies.
- A study by the Virginia Tech Transportation Institute found that text messaging increased the risk of a safety-critical driving event (i.e., crashes, near-crashes, crash-relevant conflicts, and unintentional lane deviations) by 23.2 times.
- Sending or receiving a text message causes the driver's eyes to be off the road for an average of 4.6 seconds. When driving 55 miles per hour, this is the equivalent of driving the entire length of a football field blind.
- According to NHTSA, the percentage of drivers visibly manipulating handheld devices while driving increased by 127% between 2012 and 2021.
- The findings of the following three surveys confirm the prevalence of device use while driving:
- A February 2022 survey commissioned by State Farm found that among licensed drivers:
  - » 55% “always” or “often” read or send text messages while driving.
  - » 51% “always” or “often” hold the phone while talking.
  - » 49% “always” or “often” interact with cell phone apps.
- A March 2022 survey commissioned by Advocates and Selective Insurance Group found:
  - » 70% of licensed drivers have used a mobile device while driving for personal reasons in the last 90 days.
  - » Nearly one in three Americans (31%) have either been in or know someone who has been in a crash that occurred while a driver was using a mobile device.



Over recent years, smart phone capability and usage and the broadening range of distracting electronic communication platforms and options (including apps, social media, gaming, video chatting) have grown rapidly. Device use can also be accomplished without holding or consistently physically engaging with a device (voice-to-text and/or dash mounted options). Laws that ban handheld device use yet broadly permit hands-free use, including distracted viewing activities, exacerbate cognitive and visual distraction. Distracting viewing should be restricted.

- » More than half of Americans have seen people driving while distracted by a mobile device in the past two weeks (56%).
- » When asked about strategies to effectively reduce distracted driving or its impacts, 58% indicated advanced safety technologies and 50% affirmed comprehensive state laws.
- A March 2022 survey commissioned by Nationwide Insurance found that:
  - » 34% of drivers believe it is very safe to hold your phone while driving.
  - » Half of those surveyed (51%) had held a cell phone to talk, text or use an app while driving, despite 66% saying that such behavior is dangerous.

[Click here to learn more](#)



# DISTRACTED DRIVING

Advocacy

## Des Moines Register

**“Opinion: A distracted driver killed my children.  
The Iowa Legislature can save yours.”**

3/29/21

## THE CRASH THAT CHANGED NINA’S LIFE

In 2010 Nina Todd was doing what most American families do on Thanksgiving, joining family to celebrate the holiday. As she drove home afterward, she made plans with her kids to put up a Christmas tree. But within seconds, her life changed. A distracted driver, who was texting while attempting to pass two cars in a no passing zone at the crest of a hill, slammed head on into the family’s car. Nina suffered a disabling injury. Her two sons, Alex, 4, and Maliki, 5, tragically died in the crash.

Nina does not want any lowan to ever have to feel the pain she was forced to endure. She has worked tirelessly at the state capitol each year to get a new distracted driving law enacted. Nina also has penned op-eds, participated in roundtables, promoted awareness of distracted driving, and pushed to enact solutions.

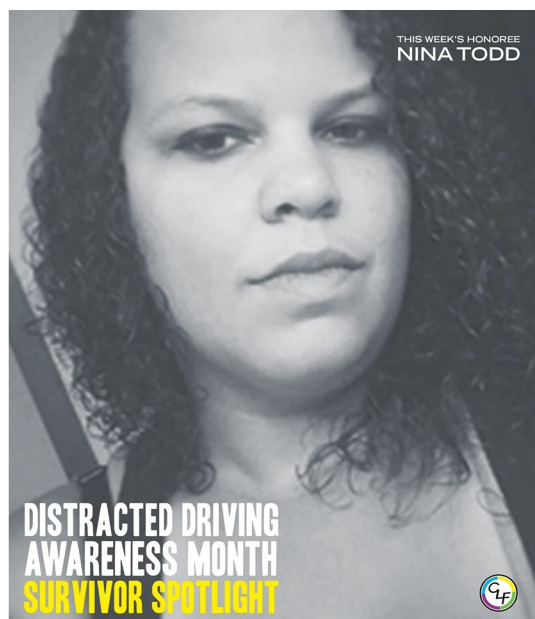
## LOOKING TO 2024

Nina has worked relentlessly with [Stopdistractions.org](http://Stopdistractions.org), among other national and local groups, to upgrade Iowa’s distracted driving law. While some success in advancing the legislation has been made, the upgrade has not yet been enacted. Safety advocates hope to build on the current momentum to advance a bill to the governor’s desk in 2024.

[Advocates](#) will work with Nina and distracted driving activists across the nation to ensure comprehensive distracted driving laws cross the finish line as well as to continue our efforts to ensure the rule for AEB in new vehicles is swiftly issued and to advance a requirement for driver monitoring technology to curb distraction behind the wheel.



*Nina and her sons Alex and Maliki*





# DISTRACTED DRIVING

## The Solutions - Laws Rating Chart and Map

**GOOD**

**CAUTION**

**DANGER**

● Optimal law adopted

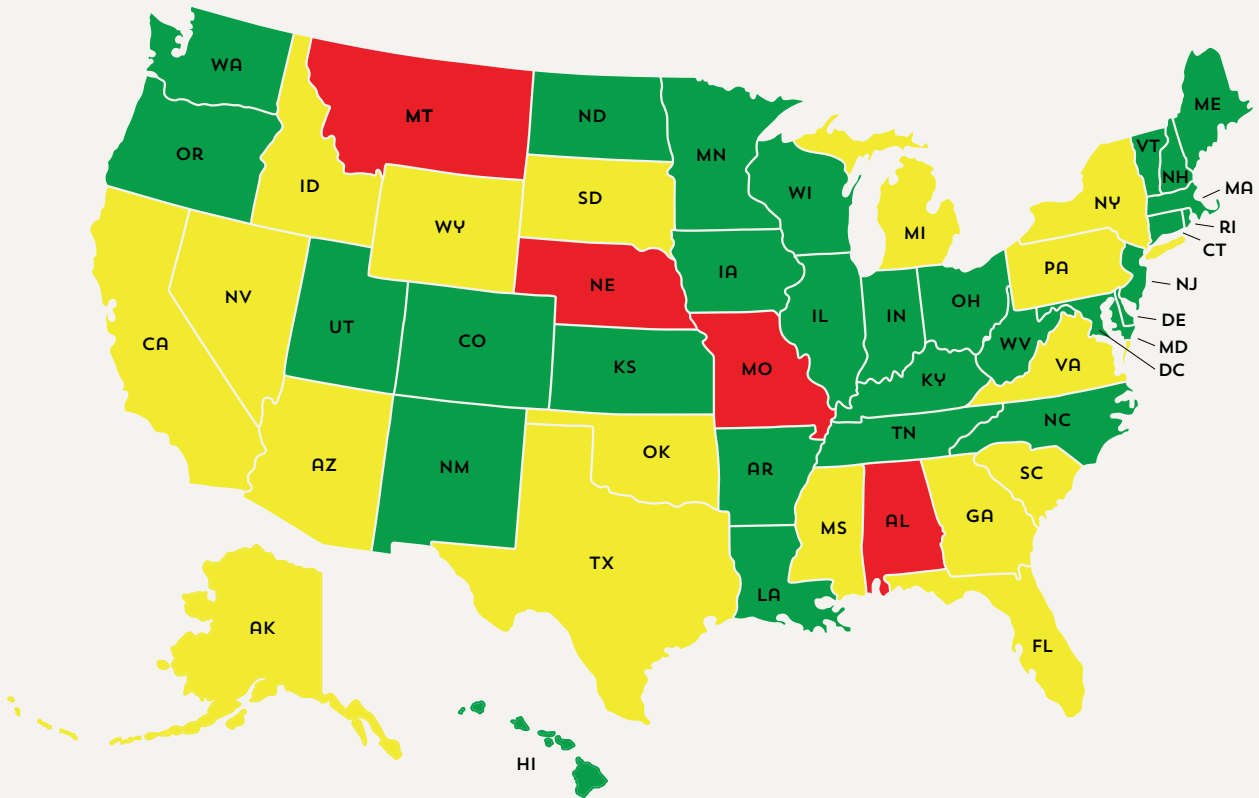
State has both optimal laws  
- 29 states plus DC

State has one optimal law  
- 17 states

State has zero optimal laws  
- 4 states

OPTIMAL LAWS	STATE RATING																																														TOTAL										
	AL	AK	AZ	CA	CO	CT	DC	DE	FL	GA	IA	IL	IN	KS	KY	LA	MA	MD	ME	MI	MN	MO	MS	MT	NC	ND	NE	NH	NJ	NM	NV	NY	OH	OK	OR	PA	RI	SC	SD	TN	TX	UT	VA	VT	WV	WI		WY									
All-Driver Text Messaging Restriction																																																									
GDL Cell Phone Restriction																																																									

In 2023, Ohio upgraded its distracted driving law to primary enforcement, and Alabama's distracted driving law was reduced to secondary enforcement and no longer receives credit. Michigan and Texas previously received credit for GDL cell phone bans but no longer do based on a revised analysis of the state laws.





# AUTOMATED ENFORCEMENT TO CURB SPEED

## *Issue*

Excess speed can contribute to both the frequency and severity of motor vehicle crashes.

## *Impact*

In 2021, 12,330 people were killed in speeding related crashes, accounting for 29% of total crash fatalities. This is an 8% increase from 2020, which saw a 19% increase from the previous year (2019).

## *Solutions*

Laws, Technology  
and Roadway Safety  
Infrastructure

### **Automated Enforcement Programs Augment Traditional Enforcement and are Effective in Deterring Excessive Speed on Our Roadways**

### **Safety Technologies and Improved Safety Standards Can Protect Vehicle Occupants and Other Road Users**

- Proven collision avoidance systems in vehicles including AEB, LDW, BSD, rear AEB, and rear-cross traffic alert should be required.
- Speed assistance systems, such as intelligent speed assistance (ISA), can provide information to drivers about present speed limits, warn drivers when a car's speed is above the limit, prevent a car from exceeding the speed limit, or maintain a set speed. Advocates for Highway and Auto Safety partnered with America Walks and other groups to launch the [Safer Fleets Challenge](#) to encourage localities and states to equip their fleet vehicles with ISA.
- Vehicle-to-everything (V2X) technology offers the potential to improve safety by relaying signals to the vehicle about upcoming traffic lights and speed limits, among other messaging.

### **Road Safety Infrastructure Improvements and the Safe System Approach**



# AUTOMATED ENFORCEMENT TO CURB SPEED

## The Facts

- NHTSA has identified speeding as one of “three major behavioral factors” that explain traffic fatality increases from 2020 to 2021.
- Small changes in speed can have a big impact on safety. Crash tests conducted in 2019 showed that modest five to ten mile-per-hour (mph) increases in speed can have a severe impact on a driver’s risk of injury or death.
- Speed increases have major implications for pedestrians. The average risk of death for a pedestrian is 10% at an impact speed of 23 mph, 25% at 32 mph and 50% at 42 mph.
- Speed-related crashes cause \$46.4 billion in economic costs and \$225 billion in comprehensive costs (2019). These costs account for 14% of all economic costs and 16% of all societal harm (measured as comprehensive costs) from motor vehicle crashes. If these costs were updated for inflation alone, in 2023 they would equate to \$55 billion in economic costs and \$267 billion in comprehensive costs.



- Drivers acknowledge that excess speed is dangerous, yet there is a disconnect in their actions. According to a 2021 AAA Foundation report:
  - » Just over half of drivers surveyed drove 15 mph over the speed limit on a freeway in the past month, even though 80% of those surveyed say doing so is moderately to extremely dangerous.
  - » More than 40% of drivers surveyed drove 10 mph over the speed limit on a residential street in the past month, even though 89% of those surveyed believe doing so is moderately to extremely dangerous.
- Sixty-eight (68) percent of respondents in a December 2021 survey said they are “extremely” or “very” concerned about speeding, according to an opinion poll commissioned by Advocates and conducted by ENGINE Insights using the CARAVAN survey.
- A 2020 review by the Congressional Research Service (CRS) found that speed camera programs are effective in reducing speeding and/or crashes near cameras.
- Speed cameras alone resulted in a 19% reduction in the likelihood that a crash resulted in a fatal or incapacitating injury.

[Click here to learn more](#)



# AUTOMATED ENFORCEMENT TO CURB SPEED

## Advocacy



**WORLD DAY  
OF REMEMBRANCE**

**“Demanding Change in Philadelphia: Latanya Byrd’s Unstoppable Advocacy in Her Loved Ones’ Honor.”**

### SPEEDING CRASH TURNS FAMILY WALK INTO TRAGEDY

Latanya Byrd lost her beloved niece, Samara Banks, and three grand nephews, Saa'mir, Saa'sean, and Saa'deem, in a violent crash in 2013. After a family gathering, several family members went for a walk together. On their trek, they crossed Roosevelt Blvd., a neighborhood street that unfortunately is also a high-volume road where speeding is prevalent. They had taken this route many times without incident, but sadly, not this time. A driver who was drag racing struck Samara and three of her kids killing all of them. Samara's eldest son, Saa'yon, who was a bit ahead with his aunt, survived but will forever carry the painful memory of seeing his mother and brothers die.

Since that tragedy Latanya has been dedicated to improving traffic safety in Philadelphia and across the state. She co-founded a chapter of [Families for Safe Streets](#) in 2019. The group successfully fought in the state legislature for a pilot program to use speed safety cameras on Roosevelt Blvd. in 2018. The pilot program proved the merits of speed safety cameras as it reduced crashes on that road by 36 percent from 2019-2021 with a ripple effect six percent decrease throughout Philadelphia. Moreover, crashes attributable to speeding declined 17 percent on Roosevelt Blvd.

### LOOKING TO 2024

Latanya, Families for Safe Streets, Advocates and others lobbied in 2023 to make the Roosevelt Blvd. pilot program permanent and to expand speed cameras to other Philadelphia streets. If the bills are not enacted, Latanya and the advocacy groups will be back in Harrisburg in 2024 to continue to fight to expand use of this proven speed curbing technology.

[Advocates](#) will continue pushing for speed safety cameras in Pennsylvania and across the country, and for states and localities to properly implement these laws and ensure the proven technology is in use to curb speeding.



*Samara and her children: Saa'mir, Saa'sean, Saa'deem*



*Latanya Byrd joins Philadelphia Mayor Jim Kenney (D) as he signs bill to permit speed cameras on June 19, 2019*





# AUTOMATED ENFORCEMENT TO CURB SPEED

In 2021, AAA, Advocates, Governors Highway Safety Association, IIHS and the National Safety Council jointly released the Automated Enforcement (AE) Checklist to convey their support for the proven technology and to help communities implement successful AE programs by ensuring the focus is on safety and transparency and includes equity considerations, among other improvements.



## AUTOMATED ENFORCEMENT PROGRAM CHECKLIST

For red light cameras and automated speed enforcement

Automated enforcement is an effective tool to make roads safer. Research shows that red light cameras reduce violations and injury crashes, especially the violent front-into-side crashes most associated with red light running. Speed cameras have been shown to reduce vehicle speeds, crashes, injuries and fatalities. Both types of programs should be designed, implemented and administered properly. Poorly run programs are less likely to be durable and may undermine support for automated enforcement generally.

Speed and red light camera programs augment traditional enforcement to improve traffic safety by deterring dangerous driving behaviors. Automated enforcement does not require traffic stops, and well-designed programs can improve safety for all road users in a neutral manner.

Successful programs are transparent and have a strong public information component. Communities should take into account racial and economic equity when making decisions about camera placement and fines. Automated enforcement programs should be data-driven and should prioritize safety, not revenue. In fact, communities should expect that revenue will decline over time as fewer drivers run red lights or violate speed limits.

This checklist assumes your community is already legally authorized to set up a program. It provides a minimum list of considerations to help you follow best practices. The goal is to operate a successful program that reduces crashes and prevents deaths and injuries while maintaining strong public support. Automated enforcement can be integrated into broader efforts to discourage unsafe driving that includes optimizing speed limits for safety and improving roadway design.



ADVOCATES FOR HIGHWAY & AUTO SAFETY



### ✓ FIRST STEPS

- Identify problem intersections and roadways.
  - Assess violation and crash data.
  - Conduct field observations.
  - Collect resident and roadway user input.
- Consider what role automated enforcement should play as part of a comprehensive traffic safety strategy.
- Make any engineering or signage changes needed to improve drivers' compliance with the law.
  - Ensure the road geometry conforms with guidelines from the [American Association of State Highway and Transportation Officials](#), [National Association of City Transportation Officials](#) guidance or state road design manuals, as appropriate.
  - Remove sightline obstructions of signals and signage.

#### For red light cameras:

- Ensure that yellow light timing conforms to the [Manual on Uniform Traffic Control Devices](#) and [Institute of Transportation Engineers](#) guidelines.

#### For automated speed enforcement:

- Ensure the speed limit is appropriate and accounts for all road users. Follow guidance and use tools from the [Federal Highway Administration](#), [Institute of Transportation Engineers](#), and the [National Association of City Transportation Officials](#).
- Ensure the speed limit is appropriate for special conditions, such as work zones and school zones.
- Assess whether engineering changes could be made to promote compliance with the speed limit.
- Ensure adequate posting of speed limits.
- Establish an advisory committee comprised of stakeholders.
  - Consider including law enforcement, transportation department employees, victim advocates, equity and civil rights advocates, school officials, community residents, first responders, health officials and the courts.
  - Outline the committee's role. This may include developing guiding principles related to safety, equity, and transparency, as well as other aspects of the program.
  - Ensure committee meetings are open to the public and deliberations are transparent.
- Meet with the media, including newspaper editorial boards, to build support and educate the public.



# AUTOMATED ENFORCEMENT TO CURB SPEED

## ✓ SECOND STEPS

- Make program design decisions, consulting with the advisory committee as appropriate.

### Program design considerations

Target violations with the greatest safety consequences. For example, you might decide not to ticket for right-turn-on-red violations when pedestrians, bicyclists, and oncoming vehicles are not present or to limit violations in work zones to when workers are present, provided the road configuration has not also been altered for construction.

Establish a reasonable fine structure. Create options for indigent violators such as payment plans or other alternatives.

Establish a threshold that must be crossed before a vehicle is photographed for a violation of red light running or speeding (i.e., a period after a light turns red or a certain mph over the posted speed). The point is to target flagrant, rather than marginal, infractions.

Programs should include a process for evidence review by appropriately trained personnel to determine if a violation occurred and issue a citation if warranted.

Establish clear procedures for contesting an alleged violation. Consider options to contest online or by mail.

When possible, red light camera violations should be recorded in real time video, and videos of the offense should be made available to the vehicle owner for review via the Internet.

Fines in excess of program costs should be allocated to transportation safety programs.

- Use safety data gathered in the first steps to determine camera locations, ensuring that particular neighborhoods are neither overlooked nor overrepresented.
- Publicize the extent of the safety problem and the need for innovative solutions.
- Secure a vendor and establish payment based on the vendor's actual costs, not the number of citations.
- Publicize procedures for contesting an alleged violation.
- Create a website and social media plan to publicize program details, such as how to pay and dispute tickets. Establish a method for answering questions accurately and in a timely manner.
- Develop an emergency action plan for handling problems, such as system malfunctions.

## ✓ IMPLEMENTATION

- Hold a kickoff event with advisory committee members. Introduce a well-developed and sustained public education campaign focused on improving safety by changing driver attitudes and behavior.
- Connect the program to overall roadway safety in the community and identify the goal of zero tickets resulting from changes in driver behaviors.
- Install prominent warning signs.
- Start with a probationary period during which only warnings are issued.
- Follow current guidance from the U.S. Department of Transportation for implementation and operation of automated enforcement devices.
- Allow for due process. Minimize the number of days between the violation and citation issuance.

## ✓ LONG TERM

- Publicize changes, including new camera locations. Reinstate the probationary period before ticketing begins at new locations.
- Monitor program operation and publicize results. Undertake periodic reviews and ensure racial, economic and other equity issues and public concerns are addressed.
- Require regular field reviews. Verify monthly camera calibration and synchronization with signals.
- Require regular evaluations of the traffic safety benefits of the program by collecting crash and infraction data. Before-and-after comparisons must use control intersections and roadways. Include control intersections and roadways that are not subject to spillover effects.
- Regularly meet with the advisory committee and media to review program status and sustain public support.
- Continue to improve programs based on new and updated guidance and best practices and look for opportunities to expand automated enforcement use.
- Consider other changes, including roadway design improvements, in order to reduce opportunities for unsafe driving.





# OVERALL STATE LAWS RATING CHART AND MAP

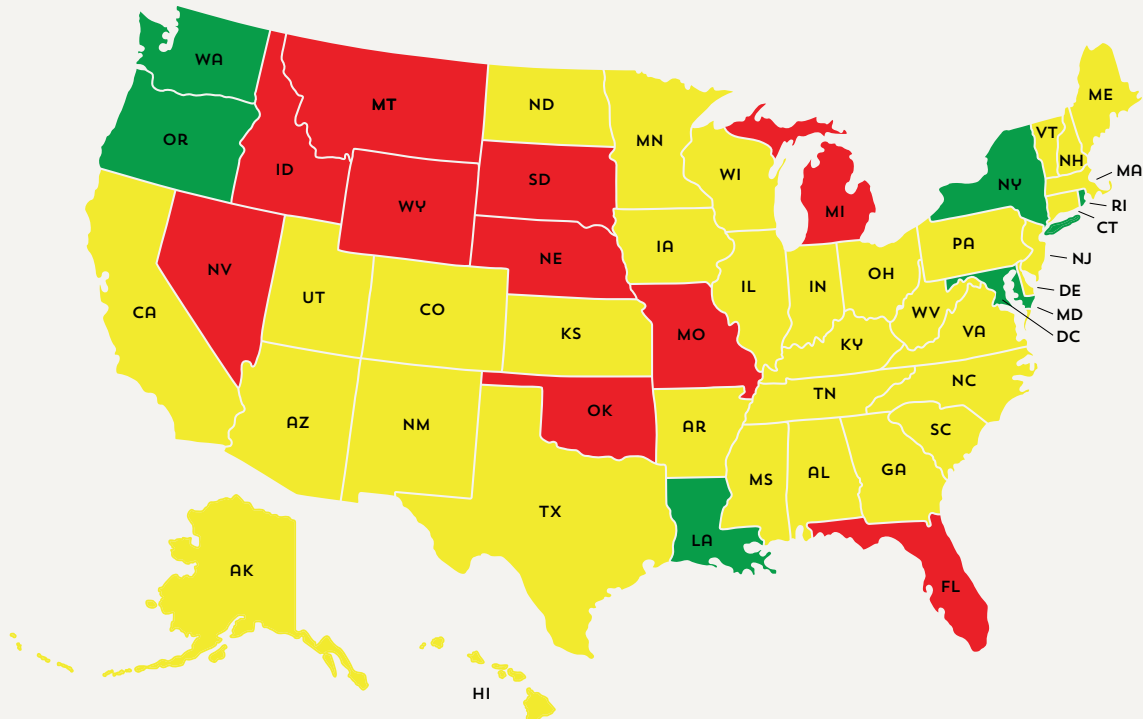
In this report, states are scored based on their ratings in the six issue areas displayed on the preceding pages. For each issue area, a green or "GOOD" rating = 2 points, yellow or "CAUTION" = 1 point, and red or "DANGER" = 0 points.

In the "overall" chart and map below, individual state rating scores for each issue area are totaled for a state's overall score and rating. The maximum a state can achieve is 12 points.

## OVERALL STATE RATING & SCORE KEY:

<b>GOOD</b>	<b>CAUTION</b>	<b>DANGER</b>
Eight or more total points – 6 states plus DC	Four to seven total points – 34 states	Zero to three total points – 10 states

		OVERALL RATINGS & SCORES																																																						
		ALABAMA	ALASKA	ARIZONA	CALIFORNIA	COLORADO	CONNECTICUT	DELAWARE	DC	FLORIDA	GEORGIA	HAWAII	IDAHO	ILLINOIS	INDIANA	IOWA	KANSAS	KENTUCKY	LOUISIANA	MAINE	MARYLAND	MASSACHUSETTS	MICHIGAN	MINNESOTA	MISSISSIPPI	MISSOURI	MONTANA	NEBRASKA	NEVADA	NEW HAMPSHIRE	NEW JERSEY	NEW MEXICO	NEW YORK	NORTH CAROLINA	NORTH DAKOTA	OHIO	OKLAHOMA	OREGON	PENNSYLVANIA	RHODE ISLAND	SOUTH CAROLINA	SOUTH DAKOTA	TENNESSEE	TEXAS	UTAH	VERMONT	VIRGINIA	WASHINGTON	WEST VIRGINIA	WISCONSIN	WYOMING					
OPTIMAL LAWS RATINGS	Occupant Protection	1	1	0	0	2	0	0	1	2	0	1	1	0	1	1	0	0	1	2	1	1	1	0	0	1	2	0	0	0	0	1	1	2	1	1	0	0	2	0	1	1	0	1	1	0	1	1	0	0	2	1	1	0		
	Child Passenger Safety	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	1	0	1	1	0	0	0	0	0	0	0	1	0	0
	Teen Driving: GDL Programs	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	1	0	0	
	Impaired Driving	2	1	2	2	1	2	1	1	2	1	1	1	2	1	1	2	2	2	2	1	0	2	1	1	1	1	0	1	2	1	2	2	2	2	1	1	0	2	2	1	1	2	1	1	2	2	2	1	2	2	2	1	0		
	Distracted Driving	0	1	1	2	1	2	2	2	2	1	1	2	1	2	2	2	2	2	2	2	2	2	2	1	2	1	0	0	1	2	2	2	1	2	2	2	1	2	1	2	1	1	2	1	2	2	1	2	2	2	2	1			
	Automated Enforcement to Curb Speed	2	0	2	2	1	2	2	1	2	1	2	0	0	2	2	0	2	0	0	2	0	2	0	0	0	0	1	0	0	1	0	0	2	2	0	0	2	0	2	2	2	2	0	0	2	0	0	2	0	1	0	2	0	0	





## OVERALL STATE LAWS RATING CHART AND MAP

**B**ased on Advocates' safety recommendations, states need to adopt 488 countermeasures:

- 15 states need an optimal primary enforcement seat belt law for front seat passengers.
- 29 states need an optimal primary enforcement seat belt law for rear seat passengers.
- 33 states need an optimal all-rider motorcycle helmet law.
- 30 states need a rear facing through age 2 or older child passenger safety law.
- 34 states and DC need an optimal booster seat law.
- 48 states and DC need an optimal rear seat through age 12 law.
- 186 GDL laws need to be adopted to ensure the safety of novice drivers – no state meets all the criteria recommended in this report.
- 32 critical impaired driving laws are needed in 28 states.
- 4 states need an optimal all-driver text messaging restriction.
- 21 states need a GDL cell phone restriction.
- 24 states need to permit automated enforcement by law.
- 30 states do not have automated enforcement in use.



# STATES AT A GLANCE



On the following pages, each state and DC are represented in alphabetical order with the following information:

- The number of people killed in motor vehicle crashes in each state for the year 2022, 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, 2019* (NHTSA).
- The state's rating represents its overall rating (Green, Yellow or Red) based on the chart on page 44 of this report.
- A list of the optimal lifesaving laws that the state has adopted and those that are still needed.
- States are credited with having laws only if their laws meet Advocates' optimal criteria (definitions on pages 8 and 9).
- Only 6 states (LA, MD, NY, OR, RI, WA) and DC received a Green rating, showing significant advancement toward adopting all of Advocates' recommended optimal laws.
- 34 states (AL, AK, AZ, AR, CA, CO, CT, DE, GA, HI, IL, IN, IA, KS, KY, MA, ME, MN, MS, NH, NJ, NM, NC, ND, OH, PA, SC, TN, TX, UT, VT, VA, WV, WI) received a Yellow rating, indicating that improvement is needed because of gaps in Advocates' recommended optimal laws.
- 10 states (FL, ID, MI, MO, MT, NE, NV, OK, SD, WY) received a Red rating, indicating these states fall dangerously behind in adoption of Advocates' recommended optimal laws.

**NOTE:** On the following pages...

- Advocates gives no credit for any law that is subject to secondary enforcement.
- Advocates gives no credit for any GDL provision that is exempted based on driver education.



# STATES AT A GLANCE

## ALABAMA

**CAUTION**

**9,343** = Ten-year fatality total  
**989** = 2022 fatalities  
**\$6.437 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- All-Offender Ignition Interlocks
- Open Container Law
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

### HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

## ALASKA

**CAUTION**

**711** = Ten-year fatality total  
**81** = 2022 fatalities  
**\$627 Million** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction

### HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Open Container Law
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

## ARIZONA

**CAUTION**

**10,006** = Ten-year fatality total  
**1,311** = 2022 fatalities  
**\$5.946 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

### HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction



# STATES AT A GLANCE

## ARKANSAS

**CAUTION**

**5,603** = Ten-year fatality total  
**643** = 2022 fatalities  
**\$3.142 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

### HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner’s Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision

## CALIFORNIA

**CAUTION**

**37,260** = Ten-year fatality total  
**4,407** = 2022 fatalities  
**\$29.098 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Automated Enforcement by Law

### HIGHWAY LAWS NEEDED

- Rear Seat Through Age 12 Law
- Minimum Ages for Learner’s Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction
- Automated Enforcement in Use

## COLORADO

**CAUTION**

**6,701** = Ten-year fatality total  
**757** = 2022 fatalities  
**\$6.028 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

### HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner’s Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision





# STATES AT A GLANCE

## CONNECTICUT

**CAUTION**

**2,908** = Ten-year fatality total  
**384** = 2022 fatalities  
**\$6.104 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Minimum Ages for Learner’s Permit and Licensing
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

### HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Open Container Law

## DELAWARE

**CAUTION**

**1,251** = Ten-year fatality total  
**164** = 2022 fatalities  
**\$1.478 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law

### HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner’s Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law
- Automated Enforcement in Use

## DC

**GOOD**

**287** = Ten-year fatality total  
**32** = 2022 fatalities  
**\$832 Million** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Minimum Ages for Learner’s Permit and Licensing
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

### HIGHWAY LAWS NEEDED

- Booster Seat Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision



# STATES AT A GLANCE

## FLORIDA

**DANGER**

**31,166** = Ten-year fatality total

**3,652** = 2022 fatalities

**\$20.019 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Automated Enforcement by Law

### HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction
- Automated Enforcement in Use

## GEORGIA

**CAUTION**

**15,115** = Ten-year fatality total

**1,786** = 2022 fatalities

**\$18.697 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

### HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction

## HAWAII

**CAUTION**

**1,037** = Ten-year fatality total

**116** = 2022 fatalities

**\$580 Million** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

### HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law
- Permits Automated Enforcement by Law
- Automated Enforcement in Use



# STATES AT A GLANCE

## IDAHO

**DANGER**

### HIGHWAY LAWS ADOPTED

- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction

**2,276** = Ten-year fatality total  
**219** = 2022 fatalities  
**\$1.355 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

## ILLINOIS

**CAUTION**

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

**10,933** = Ten-year fatality total  
**1,280** = 2022 fatalities  
**\$13.977 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks

## INDIANA

**CAUTION**

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Passenger Restriction Provision
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

**8,544** = Ten-year fatality total  
**955** = 2022 fatalities  
**\$8.540 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- All-Offender Ignition Interlocks



# STATES AT A GLANCE

## IOWA

**CAUTION**

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

**3,378** = Ten-year fatality total  
**339** = 2022 fatalities  
**\$2.794 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision

## KANSAS

**CAUTION**

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

**4,061** = Ten-year fatality total  
**415** = 2022 fatalities  
**\$2.984 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

## KENTUCKY

**CAUTION**

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- Minimum Ages for Learner's Permit and Licensing
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

**7,478** = Ten-year fatality total  
**749** = 2022 fatalities  
**\$6.157 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Automated Enforcement by Law
- Automated Enforcement in Use



# STATES AT A GLANCE

## LOUISIANA

**GOOD**

**7,903** = Ten-year fatality total  
**883** = 2022 fatalities  
**\$6.570 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

### HIGHWAY LAWS NEEDED

- Booster Seat Law
- Minimum Ages for Learner’s Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law

## MAINE

**CAUTION**

**1,557** = Ten-year fatality total  
**183** = 2022 fatalities  
**\$1.876 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- 70 Hours of Supervised Driving Provision
- Passenger Restriction Provision
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

### HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner’s Permit and Licensing
- Nighttime Driving Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

## MARYLAND

**GOOD**

**5,225** = Ten-year fatality total  
**557** = 2022 fatalities  
**\$5.910 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

### HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner’s Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision



# STATES AT A GLANCE

## MASSACHUSETTS

**CAUTION**

### HIGHWAY LAWS ADOPTED

- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Minimum Ages for Learner's Permit and Licensing
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

**3,665** = Ten-year fatality total  
**433** = 2022 fatalities  
**\$7.389 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

## MICHIGAN

**DANGER**

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Booster Seat Law
- Open Container Law
- All-Driver Text Messaging Restriction

**10,226** = Ten-year fatality total  
**1,133** = 2022 fatalities  
**\$12.305 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

## MINNESOTA

**CAUTION**

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

**3,994** = Ten-year fatality total  
**458** = 2022 fatalities  
**\$3.803 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Permits Automated Enforcement by Law
- Automated Enforcement in Use



# STATES AT A GLANCE

## MISSISSIPPI

**CAUTION**

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction

**6,796** = Ten-year fatality total  
**697** = 2022 fatalities  
**\$2.533 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

## MISSOURI

**DANGER**

### HIGHWAY LAWS ADOPTED

- Permits Automated Enforcement by Law

**9,134** = Ten-year fatality total  
**1,058** = 2022 fatalities  
**\$6.778 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Automated Enforcement in Use

## MONTANA

**DANGER**

### HIGHWAY LAWS ADOPTED

- Open Container Law

**2,044** = Ten-year fatality total  
**206** = 2022 fatalities  
**\$1.095 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use



# STATES AT A GLANCE

## NEBRASKA

**DANGER**

### HIGHWAY LAWS ADOPTED

- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- Open Container Law

**2,310** = Ten-year fatality total

**250** = 2022 fatalities

**\$1.726 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

## NEVADA

**DANGER**

### HIGHWAY LAWS ADOPTED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Automated Enforcement by Law

**3,254** = Ten-year fatality total

**396** = 2022 fatalities

**\$2.645 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction
- Automated Enforcement in Use

## NEW HAMPSHIRE

**CAUTION**

### HIGHWAY LAWS ADOPTED

- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

**1,200** = Ten-year fatality total

**148** = 2022 fatalities

**\$1.664 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Automated Enforcement by Law
- Automated Enforcement in Use





# STATES AT A GLANCE

## NEW JERSEY

**CAUTION**

**5,991** = Ten-year fatality total  
**701** = 2022 fatalities  
**\$14.008 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Minimum Ages for Learner's Permit and Licensing
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

### HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

## NEW MEXICO

**CAUTION**

**3,941** = Ten-year fatality total  
**466** = 2022 fatalities  
**\$2.173 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

### HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision

## NEW YORK

**GOOD**

**10,672** = Ten-year fatality total  
**1,148** = 2022 fatalities  
**\$23.616 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Minimum Ages for Learner's Permit and Licensing
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

### HIGHWAY LAWS NEEDED

- Booster Seat Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction



# STATES AT A GLANCE

## NORTH CAROLINA

**CAUTION**

**14,492** = Ten-year fatality total

**1,667** = 2022 fatalities

**\$12.039 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

### HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

## NORTH DAKOTA

**CAUTION**

**1,146** = Ten-year fatality total

**97** = 2022 fatalities

**\$735 Million** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

### HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

## OHIO

**CAUTION**

**11,499** = Ten-year fatality total

**1,278** = 2022 fatalities

**\$12.108 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

### HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law



# STATES AT A GLANCE

## OKLAHOMA

**DANGER**

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction

**6,775** = Ten-year fatality total  
**730** = 2022 fatalities  
**\$3.420 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

## OREGON

**GOOD**

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

**4,756** = Ten-year fatality total  
**605** = 2022 fatalities  
**\$2.822 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision

## PENNSYLVANIA

**CAUTION**

### HIGHWAY LAWS ADOPTED

- Rear Facing Through Age 2 or Older Law
- Minimum Ages for Learner's Permit and Licensing
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

**11,729** = Ten-year fatality total  
**1,191** = 2022 fatalities  
**\$6.663 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction



# STATES AT A GLANCE

## RHODE ISLAND

**GOOD**

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Minimum Ages for Learner's Permit and Licensing
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

**596** = Ten-year fatality total

**54** = 2022 fatalities

**\$2.105 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks

## SOUTH CAROLINA

**CAUTION**

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Nighttime Driving Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction

**9,962** = Ten-year fatality total

**1,085** = 2022 fatalities

**\$6.269 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

## SOUTH DAKOTA

**DANGER**

### HIGHWAY LAWS ADOPTED

- Passenger Restriction Provision
- Open Container Law
- All-Driver Text Messaging Restriction

**1,299** = Ten-year fatality total

**128** = 2022 fatalities

**\$941 Million** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use



# STATES AT A GLANCE

## TENNESSEE

**CAUTION**

**11,030** = Ten-year fatality total  
**1,330** = 2022 fatalities  
**\$10.050 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

### HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law

## TEXAS

**CAUTION**

**38,167** = Ten-year fatality total  
**4,496** = 2022 fatalities  
**\$28.939 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction

### HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

## UTAH

**CAUTION**

**2,741** = Ten-year fatality total  
**321** = 2022 fatalities  
**\$2.803 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law

### HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Automated Enforcement in Use



# STATES AT A GLANCE

## VERMONT

**CAUTION**

### HIGHWAY LAWS ADOPTED

- All-Rider Motorcycle Helmet Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

**629** = Ten-year fatality total

**77** = 2022 fatalities

**\$625 Million** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

## VIRGINIA

**CAUTION**

### HIGHWAY LAWS ADOPTED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

**8,266** = Ten-year fatality total

**996** = 2022 fatalities

**\$6.455 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law
- GDL Cell Phone Restriction

## WASHINGTON

**GOOD**

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

**5,576** = Ten-year fatality total

**740** = 2022 fatalities

**\$6.337 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS NEEDED

- Booster Seat Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision



# STATES AT A GLANCE

## WEST VIRGINIA

**CAUTION**

**2,814** = Ten-year fatality total  
**268** = 2022 fatalities  
**\$1.460 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

### HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

## WISCONSIN

**CAUTION**

**5,826** = Ten-year fatality total  
**602** = 2022 fatalities  
**\$6.310 Billion** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

### HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

## WYOMING

**DANGER**

**1,246** = Ten-year fatality total  
**134** = 2022 fatalities  
**\$844 Million** = Annual cost due to motor vehicle crashes

### HIGHWAY LAWS ADOPTED

- All-Driver Text Messaging Restriction

### HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- GDL Cell Phone Restriction
- Permits Automated Enforcement by Law
- Automated Enforcement in Use

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Thanks to the many individuals and organizations whose websites and staff provided background and state law information for the *Roadmap to Safety*, including:

American Academy of Pediatrics (AAP)  
[www.aap.org](http://www.aap.org)

American Automobile Association (AAA) Foundation for Traffic Safety  
[www.aaafoundation.org](http://www.aaafoundation.org)

American Public Health Association (APHA)  
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Federal Motor Carrier Safety Administration (FMCSA)  
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Governors Highway Safety Association (GHSA)  
[www.ghsa.org](http://www.ghsa.org)

Insurance Institute for Highway Safety (IIHS)  
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International Transport Forum  
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Mothers Against Drunk Driving (MADD)  
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National Conference of State Legislatures (NCSL)  
[www.ncsl.org](http://www.ncsl.org)

National Highway Traffic Safety Administration (NHTSA) and the National Center for Statistics and Analysis  
[www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)

National Safety Council (NSC)  
[www.nsc.org](http://www.nsc.org)

National Transportation Safety Board (NTSB)  
[www.nts.gov](http://www.nts.gov)

NORC at the University of Chicago  
[www.norc.org](http://www.norc.org)

Students Against Destructive Decisions (SADD)  
[www.sadd.org](http://www.sadd.org)

U.S. Centers for Disease Control and Prevention (CDC)  
[www.cdc.gov](http://www.cdc.gov)

U.S. Department of Transportation (U.S. DOT)  
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## ABOUT ADVOCATES FOR HIGHWAY AND AUTO SAFETY

Advocates for Highway and Auto Safety is an alliance of consumer, public health, safety and law enforcement groups and insurance companies and agents working together to make roads safe in the U.S. Advocates encourages adoption of federal and state laws, policies and programs that save lives and reduce injuries. By joining its resources with others, Advocates helps build coalitions to increase participation of a wide array of groups and stakeholders in policy initiatives which advance roadway and auto safety. For more information, please visit [saferoads.org](https://saferoads.org).

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# A Tribute to Allison Kennedy

Allison Kennedy, our Director of Government Relations, died May 10, 2023, after suffering a sudden brain aneurysm. She is remembered as a dedicated public health and safety activist, wonderful colleague, caring friend, cherished daughter, devoted wife and dedicated mother.

Allison was a key member of the staff of Advocates for more than a decade. She was supremely talented and quickly gained escalating responsibilities during her tenure, including spearheading the annual Roadmap to Safety report, serving as a media spokesperson, and performing a critical leadership role during negotiations on safety provisions achieved in the 2021 Infrastructure Investment and Jobs Act.

Allison was well known in state legislatures and on Capitol Hill as an ardent champion for safe roads, safe vehicles and safe road users. She cultivated a safety legacy that will continue to prevent crashes and save lives for years to come.

She held a Master of Public Policy degree from American University and was a graduate of Washington State University.

Allison will forever be missed beyond measure by all who had the pleasure of knowing her.

We dedicate this *Roadmap to Safety* report in Allison's memory.

*U.S. House and Senate tributes to Allison Kennedy. Click an image to view in full size.*

**Congressional Record**  
PROCEEDINGS AND DEBATES OF THE 118<sup>th</sup> CONGRESS, FIRST SESSION

**House of Representatives**  
Tuesday, May 23, 2023

**A tribute to Allison Kennedy**

Ms. SCHAKOWSKY. Earlier this month we lost a treasured consumer, public health and safety advocate. Allison Kennedy passed away on May 10, 2023, after recently suffering a brain aneurysm. She was 36 years old.

Allison Kennedy served as the Director of Government Relations for Advocates for Highway and Auto Safety (Advocates). She was well known and well respected on Capitol Hill as an ardent and trusted champion for safe roads, safe vehicles and safe road users. During her more than ten years with Advocates, she cultivated a safety legacy that will continue to prevent crashes and save lives for generations to come.

Allison's untimely passing is a monumental personal and professional loss for the Advocates' team and for all those who work closely with the organization, myself included. She will be remembered as a dedicated public health and safety activist, wonderful colleague, caring friend, cherished daughter, devoted wife and dedicated mother.

I submit for the Record the following obituary and I send my condolences to her husband, Brian, their two young sons, Christopher "Kit" and Callahan "Cal," her parents, Erin and Michael, her entire family, and all her loved ones.

Allison Elizabeth Kennedy of Burke, Virginia passed to her eternal reward on May 10, 2023, after a brain aneurysm at 36 years old. A devoted mother, beloved wife, and cherished daughter, Allison was full of life and love.

Allison was born in Visalia, California on February 16, 1987, to her loving mother, Erin, and adoring father, Michael. At three years old, she moved back to her family's hometown of Vancouver, Washington, where she grew up. However, she frequently liked to remind her husband that she too was a Californian.

Although Allison was an only child, she grew up surrounded and supported by her large and loving extended family in Washington, anchored by her Nana and major role model Nita King. Allison had loving uncles and doting aunts.

Life for Allison revolved around her family. She loved her grandfather, Jim, beyond words. She especially loved the precious time she spent with her father outdoors or working on household projects together, even FaceTiming her dad 3000 miles away to help her put a table together. She loved traveling with her family, including to the off-road races in Baja, especially with her Uncle David.

She excelled in her studies, cheerleading, and mock trial during high school. Her friends Emily Young, Lana Richey, Jessie Cook, and many others made her teens, college years, and early twenties a time of great joy.

**Congressional Record**  
PROCEEDINGS AND DEBATES OF THE 118<sup>th</sup> CONGRESS, FIRST SESSION

WASHINGTON, THURSDAY, SEPTEMBER 21, 2023

**Senate**  
**REMEMBERING ALLISON KENNEDY**

Mr. MARKEY. Mr. President, earlier this year, we lost a treasured consumer, public health and safety advocate. Allison Kennedy passed away on May 10, 2023, after suffering a brain aneurysm. She was 36 years old. A devoted mother, beloved wife, and cherished daughter, Allison was full of life and love.

Allison was born in Visalia, CA in February 1987. Although Allison was an only child, she grew up surrounded and supported by her large and loving extended family in Washington, anchored by her Nana and major role model Nita King. Life for Allison revolved around her family. She loved her grandfather Jim beyond words. She especially loved the precious time she spent with her father outdoors or working on household projects together, even FaceTiming her dad 3,000 miles away to help her put a table together. She loved traveling with her family, including to the off-road races in Baja, especially with her Uncle David.

She attended Washington State University, graduating in 2010, and received her master's degree from American University in Washington, DC, in 2014. After starting her graduate studies at Washington State University, she began a 3-month internship in Washington, DC. Within weeks of moving to DC, she fell in love with the city, the politics, and a man named Brian. Their love started on their first date as they sat talking in her apartment until 3 in the morning. Allison and Brian were engaged in December 2014 and married in November 2015. They first lived in Northeast Washington, D.C., then moved to Maryland in 2019, and finally found their dream home in Burke, VA, in 2022. Allison longed to be a mother. Allison and Brian tried for nearly 5 years. In 2021, they received the gift of Christopher "Kit" Cole, through adoption, who

Messed their home with the fullness of love and joy. Allison thrived as a mother. In every way, she knew how to care for Kit and help him blossom. In 2022, Brian and Allison found out they were pregnant. Callahan "Cal" was welcomed into the world in January 2023. The final months of Allison's life were filled with happiness and contentment as she thrived as a mother of two.

Allison also served as the director of government relations for Advocates for Highway and Auto Safety. She was well known and well respected on Capitol Hill as an ardent champion for safer roads, safe vehicles and safer road users. During her more than 10 years with Advocates, she cultivated a safety legacy that will continue to prevent crashes and save lives for years to come.

Under the leadership of her professional mentors, Cathy Chase and Jackie Gillan, Allison grew into a fierce and successful advocate whose work led to the adoption of critical safety-minded policies, including many of the key safety provisions of the 2021 Infrastructure Investment and Jobs Act. For generations to come, Allison's legacy will be measured in the countless lives of children, teen drivers, pedestrians and motorists that her work helped to save. She loved and was adored by all her colleagues at Advocates.

Allison's untimely passing is a monumental personal and professional loss for the Advocates' team and for all those who work closely with the organization. She will be remembered as a dedicated public health and safety activist, wonderful colleague, caring friend, cherished daughter, devoted wife, and dedicated mother.

I send my condolences to her husband Brian, their two young sons Christopher "Kit" and Callahan "Cal," her parents Erin and Michael, her entire family, and all her loved ones.







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