

12TH ANNUAL ROADMAP OF STATE HIGHWAY SAFETY LAWS

LETHAL LOOPHOLES IN HIGHWAY SAFETY LAWS RESULT IN PREVENTABLE DEATHS, INJURIES AND HIGH CRASH COSTS

As Advocates for Highway and Auto Safety (Advocates) releases the twelfth annual *Roadmap of State Highway Safety Laws*, the latest fatality and injury figures from the federal government indicate 32,719 people were killed and 2.3 million people were injured in motor vehicle crashes in 2013, a slight decrease from 2012. While it is encouraging that these figures are marginally lower than the prior year, there are still far too many people being needlessly killed and injured on our roads.



This year's *Roadmap Report* puts the spotlight on "Lethal Loopholes" in state highway safety laws - resulting in unprotected drivers and passengers and leading to preventable deaths, injuries and costs. By closing these lethal loopholes we can save more lives. For example, although seat belts save more than 10,000 people every year, some states require their use only for front seat passengers, leaving passengers in the back seat, frequently children and teens, unprotected. Additionally, in some states a driver must commit a separate offense before an officer can issue a citation for unbelted passengers. If loopholes like these were closed, and if all passenger vehicle occupants age five and over had worn seat belts, in 2012 alone more than 3,000 lives could have been saved.

Motor vehicle crashes are the number one killer of American teens. Teen drivers are far more likely to be involved in fatal crashes because they lack driving experience and tend to take greater risks, but there is a proven solution. States with comprehensive graduated driver licensing (GDL) programs have had overall crash reductions among teen drivers of about 10 to 30 percent. Still, no state has enacted all of the optimal GDL provisions recommended by Advocates.

Drinking and driving continues to be a national scourge on our highways. An average of one alcohol-impaired driving fatality occurred every 52 minutes in 2013. Yet, the majority of states and the District of Columbia do not require all convicted drunk driving offenders to install an ignition interlock device (IID) even though they are associated with an approximately 70 percent reduction in arrest rates for impaired driving.

There were 11 times as many unhelmeted motorcyclist fatalities in states without all-rider helmet laws as in states with all-rider helmet laws in 2013. In spite of this, more states are considering rescinding than enacting this lifesaving law, and many states have serious gaps. In Delaware for example, motorcyclists over the age of 18 only have to carry a helmet with them, not wear it. Without strong laws, helmet use is low and deaths are high.

Lastly, new this year is a section on speeding, a critical safety problem represented in 30 percent of crashes. While Advocates is not rating the states on this issue, we urge states and localities to utilize proven tools, such as automated enforcement, to combat this deadly problem.

In 2015 Advocates urges state leaders to close lethal loopholes in their highway safety laws. The emotional, economic and societal cost of inaction to improve safety is too high especially considering we know what steps can be taken. Complacency and lack of action have resulted in a dangerous and deadly patchwork of laws across the nation. Lethal loopholes in traffic safety laws are literally killing us - we can and must do better.

A handwritten signature in cursive script that reads "Jacqueline S. Gillan".

Jacqueline S. Gillan, President

OVERALL RATING BASED ON NUMBER OF SAFETY LAWS

	Teen Driving Laws										Impaired Driving			Total Credit for Number of Laws 2015	Overall Safety Rating 2015	
	Primary Enforcement Seat Belt Law (Front)	Primary Enforcement Seat Belt Law (Rear)	All-Rider Motorcycle Helmet Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period	30-50 hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 for Unrestricted License	Ignition Interlocks for All Offenders	Child Endangerment Law			Open Container Law
Alabama	●		●	○		●			○		●	●	●	●	7	
Alaska	●	●		●		●	●	○	●	○		●	●		9	
Arizona				●		●					●	●	●		5	●
Arkansas	●			○		●		○	●	○	●	●		●	7	
California	●	●	●	●		●	●		○			●	●	●	9	●
Colorado				●		●	●		●		●	●	●	●	8	
Connecticut	●			○	●		○	●	●	●	●			●	8	
Delaware	●	●		●	●	●	●	●	●		●	●		●	12	●
District of Columbia	●	●	●	●	●	●	○	●	○	●		●	●	●	12	●
Florida	●			○		●	●	○		●		●	●		6	●
Georgia	●		●	●		●	●		●	●		●	●	●	10	
Hawaii	●	●		●		●	●	○	●	●		●	●	●	11	●
Idaho				○		●	●	●	○			●	●	●	7	
Illinois	●	●		●		●	●	○	●	●	●	●	●	●	12	●
Indiana	●	●		●		●	●	○	●	●	●	●	●	●	11	●
Iowa	●			○		●		○	●	●		●	●		5	●
Kansas	●			●		●	●	●	●		●	●	●	●	11	
Kentucky	●	●		○	●	●	○		●			●	●	●	9	
Louisiana	●	●	●	○		●	●	○	●		●	●		●	9	●
Maine	●	●		●		●	●	○	●	●	●	●	●	●	11	●
Maryland	●		●	●		●	●	○	●	●		●	●	●	10	
Massachusetts			●	●	●	●	●		●	●		●	●	●	10	
Michigan	●			●		●	●	●	●			●	●	●	10	
Minnesota	●	●		●		●	●	○	●	●		●	●	●	10	
Mississippi	●		●	○		●		○	○		●	●			5	●
Missouri			●	●		●	●	○	●	○		●	●		7	
Montana				○		●	●	○	●			●	●		5	●

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

OVERALL RATING BASED ON NUMBER OF SAFETY LAWS

	Teen Driving Laws											Impaired Driving			Total Credit for Number of Laws 2015	Overall Safety Rating 2015	
	Primary Enforcement Seat Belt Law (Front)	Primary Enforcement Seat Belt Law (Rear)	All-Rider Motorcycle Helmet Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period	30-50 hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 for Unrestricted License	Ignition Interlocks for All Offenders	Child Endangerment Law	Open Container Law			All-Driver Text Messaging Restriction
Nebraska			●	○		●						●	●	●		5	●
Nevada			●	○		●	●			○	●		●	●	●	7	
New Hampshire				○			●	○	●	●	●	●	●	●	●	8	
New Jersey	●		●	●	●	●		○	●	●	●		●	●	●	11	
New Mexico	●	●		○		●	●	○	●	●		●		●	●	9	
New York	●		●	●	●	●	●	●	●	○		●	●	●	●	12	
North Carolina	●		●	●		●	●	●	●	●			●	●	●	11	
North Dakota				○		●		●		●			●	●	●	6	●
Ohio						●	●		●	●	●		●	●		7	
Oklahoma	●			○		●	●	●	●	○			●	●		7	
Oregon	●	●	●	●		●	●	○	●	●		●	●	●	●	12	●
Pennsylvania				●	●	●	●	○	●	○			●	●	●	8	
Rhode Island	●	●		●	●	●	●	○	●	●			●	●	●	11	●
South Carolina	●	●		○		●	●	●		○			●	●	●	8	
South Dakota								●						●		2	●
Tennessee	●		●	●		●	●	○	●	●		●	●		●	10	
Texas	●	●		●		●	●		●	●	●		●	●		9	
Utah				●		●	●	○		●		●	●	●	●	8	
Vermont			●	●		●	●			●			●	●		7	
Virginia			●	●		●	●			○	●	●	●		●	8	
Washington	●	●	●	●		●	●			●		●	●	●	●	11	●
West Virginia	●		●	●		●		●	●	●		●	●		●	10	
Wisconsin	●	●		●		●	●	○	●	●			●	●	●	10	
Wyoming				●			●	○	●	○			●		●	5	●
Total Number with Optimal Law	33+ DC	17+ DC	19+ DC	31+ DC	8+ DC	46+ DC	40+ DC	11	28+ DC	31	14+ DC	24	46+ DC	39+ DC	39+ DC		
Total Number Missing Optimal Law	17	33	31	19	42	4	10	39+ DC	22	19+ DC	36	26+ DC	4	11	11		

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

MISSISSIPPI

2013 Fatalities: **613**
10-Year Fatality Total: **7,575**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.077 Billion



Highway Safety Laws Needed in Mississippi:

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

MISSOURI

2013 Fatalities: **757**
10-Year Fatality Total: **9,501**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$6.381 Billion



Highway Safety Laws Needed in Missouri:

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

MONTANA

2013 Fatalities: **229**
10-Year Fatality Total: **2,302**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.018 Billion



Highway Safety Laws Needed in Montana:

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

NEBRASKA

2013 Fatalities: **211**
10-Year Fatality Total: **2,280**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.483 Billion



Highway Safety Laws Needed in Nebraska:

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

S = Secondary Enforcement DE = Driver Education