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## **2012 Report to State Highway Safety Laws Shows Fiscal Impact of Highway Safety Gaps *Families Pay With Their Lives And Their Wallets***

WASHINGTON, D.C. (Wednesday, January 11, 2012) -- Advocates for Highway and Auto Safety today released the *2012 Roadmap to State Highway Safety Laws*, the ninth annual report card grading all 50 states and the District of Columbia on their performance when it comes to adopting 15 basic traffic safety laws. This year the report focuses on the state fiscal impact of highway safety gaps.

"If states want to save lives and save money, they should look to the *2012 Roadmap to State Highway Safety Laws* for guidance," said Jacqueline Gillan, president of Advocates. "This report shows that too many states have unacceptable and deadly gaps in their traffic safety laws. Political leadership and action are needed now."

Among the 15 model laws Advocates evaluated in its 2012 report (available at [www.saferoads.org](http://www.saferoads.org)) are seat belt, booster seat and motorcycle helmet measures, in addition to restrictions and requirements for teen drivers, all-driver texting bans and tougher impaired driving laws.

The federal government estimates that motor vehicle crashes cost society \$230 billion every year. In 2010, nearly 33,000 people died in crashes throughout the nation and over 2 million more were injured. This is equivalent to a "crash tax" of more than \$750 for every person.

"The National Transportation Safety Board has made safety recommendations on every one of the 15 laws included in the Advocates' report and some of those are also on the NTSB Most Wanted List this year," said Mark R. Rosekind, Board Member, National Transportation Safety Board.

"Drunk driving costs the United States more than \$132 billion annually," said Jan Withers, president of Mothers Against Drunk Driving (MADD). "Effective laws like ignition interlock for all convicted drunk drivers will save lives and save money for states. With the technology at hand there is no excuse for states to delay enacting this lifesaving law."

In this year's report, states were given one of three ratings based on how many of the 15 optimal laws they have: Green (Good); Yellow (Caution - state needs improvement); and Red (Danger - state falls dangerously behind). Placement in one of the three ratings was based solely on whether or not a state had adopted a law as defined in the report, and not on any evaluation of a state's highway safety education or enforcement programs.

In 2011, two states improved their rating from Yellow to Green, Maine and Rhode Island. Two states upgraded from Red to Yellow, North Dakota and Pennsylvania. In all, the District of Columbia and 17 states were rated in the highest rated category of green including New York, Illinois, New Jersey, Oregon, North Carolina, Georgia, Kansas, Maryland, Michigan, Washington, Delaware, Maine, Minnesota, Rhode Island, Tennessee, Louisiana, and California. The states with the worst rating of red are South Dakota, Arizona, Mississippi, Virginia, Montana, Nebraska, Ohio, and Wyoming. All other states received a yellow rating indicating caution because there was a need for improvement because of gaps in traffic safety laws.

In 2011, 13 states enacted one or more of Advocates' recommended highway safety laws for a total of 16 new laws. No state enacted an all-rider motorcycle helmet law although there were 13 attempts to repeal existing laws. The new laws enacted in all state legislatures are:

**Primary Enforcement of Seat Belts:** Rhode Island

**Booster Seats** (children ages 4 through 7): California and Georgia

**Graduated Driver Licensing (GDL) for teen drivers:** New Mexico (optimal cell phone restriction), North Carolina (supervised driving), North Dakota (nighttime and optimal cell phone restrictions), and Pennsylvania (passenger restriction)

**Impaired Driving:** Connecticut (ignition interlock devices for all offenders) and Kansas (ignition interlock devices for all offenders)

**All-Driver Text Messaging Restriction:** Indiana, Maine, Nevada, New York (upgraded to primary enforcement), North Dakota, and Pennsylvania

The 2012 report found that an additional 348 new laws need to be adopted in all states and D.C. to fully meet Advocates' 15 legislative recommendations:

- 18 states still need an optimal primary enforcement seat belt law;
- 30 states still need an optimal all-rider motorcycle helmet law;
- 21 states still need an optimal booster seat law;
- No state meets all the criteria of Advocates' recommended GDL program (180 laws still needed);
- 45 states and DC are missing one or more critical impaired driving laws (81 laws still needed); and
- 18 states still need an all-driver text messaging restriction.

“Crash-related deaths and injuries are highly preventable,” said Ileana Arias, Ph.D., Principal Deputy Director of the Centers for Disease Control and Prevention. “Policymakers can play an important role in making the safe choice the easy choice. We can reduce the human and economic toll of motor vehicle-related injuries by supporting prevention strategies that have been shown to save lives.”

Also joining the National Press Club news conference were Joe Polakiewicz and his mother, Nancy, from Greenback, TN. Joe was a 16 year old driver when he was critically injured in a 2010 crash. After spending two months in the hospital, Joe now speaks out about the risks facing new teen drivers and state solutions. “While I am fortunate to be alive today, medical complications will follow me for the rest of my life as a result of driving inexperience. I am here today to urge lawmakers to pass strong teen driving laws and improve safety for everyone on the road.”

**Advocates for Highway and Auto Safety** is a coalition of insurance, consumer, health, safety and law enforcement organizations that work together to advance state and federal highway and vehicle safety laws, programs and policies. The complete 2012 Roadmap to State Highway Safety Laws, speaker statements and the news conference webcast can be found at [www.saferoads.org](http://www.saferoads.org).

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**ADVOCATES**  
for Highway & Auto Safety

**SPEAKER BIOS**  
**Press Conference to Release**  
***The 2012 Roadmap to State Highway Safety Laws***  
**Advocates for Highway and Auto Safety**  
**Wednesday, January 11, 2012**  
**National Press Club, Washington, D.C.**

**Jacqueline Gillan**

Jackie Gillan is President of Advocates for Highway and Auto Safety (Advocates), and was a founding board member before joining the staff as Vice President in 1990. Her 35-year professional career has been in the areas of transportation planning and government relations, including senior policy positions for three state transportation agencies (New Jersey, California and Ohio), the U.S. Department of Transportation and the U.S. Senate. Her lobbying and grassroots organizing work have resulted in the successful enactment of numerous federal and state laws advancing motor vehicle and traffic safety.

**Ileana Arias, PhD**

Dr. Ileana Arias is the Principal Deputy Director of the Centers for Disease Control and Prevention (CDC). Dr. Arias became the Director of the National Center for Injury Prevention and Control (NCIPC) in 2005, where she has worked to prevent injuries and violence and reduce their consequences. Previously, she served as acting director of the Center and was the chief of the Etiology and Surveillance Branch in NCIPC's Division of Violence Prevention. Prior to joining CDC in 2000, Dr. Arias was the director of clinical training and professor of clinical psychology at the University of Georgia.

**Jan Withers**

Jan Withers is the National President of Mothers Against Drunk Driving (MADD). She joined MADD in 1992, after her 15-year-old daughter, Alisa Joy, was killed by an underage drinker who chose to drive after consuming numerous alcoholic beverages. Before becoming National President in July 2011, Ms. Withers served as a victim advocate for MADD Maryland and successfully lobbied for adoption of several impaired driving laws. As National President, she speaks to lawmakers across the country about the importance of legislation requiring ignition interlocks and advocates for federal legislation that provides research funding for technology that will turn cars into the cure for drunk driving.

**Nancy and Joe Polakiewicz**

Nancy and Joe Polakiewicz are from Greenback, Tennessee. Joe was a 16-year-old driver when he was critically injured in a crash on October 16, 2010. The crash left Joe with many broken bones, as well as serious internal injuries resulting in the loss of one kidney and his spleen. He spent two months in the hospital and several more months recovering from his injuries. Joe's mother, Nancy, has become a strong supporter of the Safe Teen and Novice Driver Uniform Protection (STANDUP) Act and shares the story of Joe's crash in the hopes that other parents and teens will be spared her family's experience.

**Mark R. Rosekind, PhD**

The Honorable Mark R. Rosekind is a Member of the National Transportation Safety Board (NTSB). He is an internationally recognized fatigue expert who has conducted research and implemented programs in diverse settings, including all modes of transportation. Prior to joining the Board, Dr. Rosekind was Founder, President and Chief Scientist of Alertness Solutions, a scientific consulting firm that specializes in fatigue management. Dr. Rosekind earned his A. B. with Honors at Stanford University, his M.S., M.Phil., and Ph.D. at Yale University, and completed a postdoctoral fellowship at the Brown University Medical School.

**Statement of Jacqueline Gillan, President  
Advocates for Highway and Auto Safety  
2012 Roadmap to State Highway Safety Laws  
National Press Club, January 11, 2012**

Good morning, I am Jackie Gillan, president of Advocates for Highway and Auto Safety, a coalition of consumer, health, safety and insurance organizations working together to reduce motor vehicle deaths, injuries and costs. Our coalition has been working in Congress and state legislatures to advance highway and auto safety laws for over 20 years.

We are here today to release our 2012 Roadmap to State Highway Safety Laws report. This report evaluates the state progress in adopting 15 commonsense and cost-effective traffic safety laws addressing seat belt, motorcycle helmet and booster seat use, impaired driving, teen driving and distracted driving. We will discuss what happened last year and what needs to happen this year as deliberations and debate begins in 46 state legislatures across the country.

This press conference is being webcast and a copy of the webcast as well as all of the materials in the press packet including the 2012 Roadmap Report can be found on our website at [www.saferoads.org](http://www.saferoads.org).

We are fortunate to have distinguished speakers participating this morning who will address specific aspects of the unfinished highway safety agenda.

After my remarks, Dr. Ileana Arias, the principal deputy director of the Centers for Disease Control and Prevention (CDC), will speak about why motor vehicle crashes are a preventable public health epidemic. Jan Withers, the president of Mothers Against Drunk Driving (MADD), will focus on the personal and financial costs of impaired driving crashes and available lifesaving technologies to keep drunk drivers from getting behind the wheel.

Next, Nancy and Joe Polakiewicz have come from Greenback, Tennessee to share their personal story about the human and financial costs of a crash involving distraction and inexperience of a novice teen driver.

To conclude, the Honorable Mark Rosekind, a member of the National Transportation Safety Board (NTSB), will provide us with the views of the NTSB and its "Most Wanted List" of safety improvements for states to reduce motor vehicle deaths and injuries.

Motor vehicle crashes are the leading cause of death for all Americans between the ages of five and 34. Everyday 90 people in this country don't make it home and needlessly die on our roads and highways. Nearly 33,000 people were killed and over 2 million were injured last year at an overall cost of more than \$230 billion. Deaths and injuries that result from the non-use of seat belts cost society \$60 billion annually. Motorcycle crash-related deaths and injuries cost \$12 billion annually. Crashes involving teen drivers cost \$42 billion. And, as MADD reported last year, drunk driving costs society more than \$132 billion annually. We have the solutions at hand to make dramatic reductions in highway deaths and injuries and costs. Unfortunately, many of these safety laws are simply not considered an urgent priority by our elected leaders and each year end up in the legislative graveyard.

The Roadmap Report this year found that 18 states still need primary enforcement laws, 30 states still need all-rider motorcycle helmet laws, and most states are missing at least one of our key teen driving and impaired driving laws. This is the reason groups like Advocates and MADD support federal action. States are taking too long to enact effective, lifesaving laws. Currently, there is legislation pending in the U.S. House and Senate to accelerate adoption of comprehensive teen driving laws and ignition interlock laws for all offenders. We urge Congress to pass these measures in surface transportation authorization legislation this year in order to spur state action.

I will now give a brief overview of this year's Roadmap Report. We evaluated the states on 15 basic traffic safety laws including three occupant protection measures; seven elements of a comprehensive graduated driver licensing or GDL program; four impaired driving laws, including ignition interlock laws for all offenders; and an all-driver text messaging ban. Thirteen (13) states enacted one or more of Advocates' recommended highway safety laws in 2011, for a total of 16 new laws. Six all-driver text messaging restrictions, five teen driving laws, two impaired driving laws, two booster seat laws, and one primary enforcement seat belt law were passed. No state enacted an all-rider motorcycle helmet law in 2011, but there were 13 attempts to repeal existing state laws.

Two states, North Dakota and Pennsylvania, upgraded their overall rating from "Red" to "Yellow" this year. We commend Maine and Rhode Island for upgrading their overall rating from "Yellow" to "Green" as well as the 15 other states and the District of Columbia that received an overall "Green" rating showing significant advancement in highway safety. Unfortunately, there are eight states that received a "Red" rating, indicating a dangerous lack of safety laws. Finally, 25 states received a "Yellow" rating indicating some progress but many serious gaps in their highway safety laws. Not a single state has all of Advocates' recommended highway safety laws. New York is the closest with 13 recommended laws. Every single one of the 46 state legislatures that will be in session this year needs to close dangerous gaps in their highway safety laws and make passage a political priority.

Three states—Mississippi, Montana, and Wyoming—downgraded from overall "Yellow" to "Red" ratings in this year's report. This is because we are no longer giving partial credit to states that have ignition interlock device (IID) laws for repeat offenders only. We made this change to emphasize the importance of IIDs for all convicted drunk driving offenders.

Finally, I would like to point out some new information in this year's report regarding primary enforcement seat belt laws. Advocates gives full credit to 32 states and DC that have primary enforcement seat belt laws; however, only half of these states and DC have laws that cover rear seat occupants. Thirteen of the states have no seat belt requirements for rear passengers and three states have a secondary enforcement law. The National Highway Traffic Safety Administration has found that seat belts reduce the risk of fatal injury among rear seat occupants in passenger cars by 44 percent and in vans and SUVs by 73 percent. It is time for states to update their primary enforcement seat belt laws to cover every occupant in every seating position, particularly since children and teens are oftentimes seated in the rear.

In summary, when states delay it is our families that pay with their lives and with their wallets.

**Remarks of Dr. Ileana Arias  
Principal Deputy Director, CDC  
2012 Roadmap to State Highway Safety Laws  
National Press Club, January 11, 2012**

As a nation on the go, today's topic touches each of us. Every 12 seconds, an adult in the United States is treated in an emergency department for injuries sustained as an occupant in a motor vehicle crash. Nearly 33,000 people of all ages die from these injuries each year.

Motor vehicle crashes not only result in tens of thousands of preventable deaths in the US each year, but also translate to significant economic costs. The total lifetime cost of motor vehicle crashes (*includes medical and productivity loss*) in a single year (2005) was more than \$99 billion.

CDC has identified the prevention of motor vehicle crashes as one of our "winnable battles." Winnable Battles are public health priorities with large-scale impact on health and with known, effective strategies to address them. Preventing motor vehicle crashes is a priority for CDC, and we are using science to better understand this problem and develop programs and policies that will help to keep drivers, passengers, bicyclists, and pedestrians safe on the road -- every day.

Wearing a seat belt is the most effective way to prevent death and serious injury in a crash. They reduce the risk of being seriously injured or killed in a crash by about 50 percent. In fact, seat belts saved an estimated 12,713 lives in 2009.

We found that, in 2008, 85 percent of adults in the United States reported that they wear their seat belts when they ride in or drive a motor vehicle. However, 1 in 7 people still do not buckle up on every trip. And seat belt use varies widely between states. In some states seat belt use exceeds 90%, while in others more than 30% of drivers fail to buckle up. If everyone had worn a seat belt on every trip in 2009, more than 3,688 additional lives could have been saved.

It's important to note that motor vehicle crashes are the leading cause of death for children. The appropriate use of child passenger restraints can reduce deaths by 71% for infants (younger than 1 year old) and by 54% for toddlers (1-4 years old). It's estimated that in 2009, the lives of 284 children under age 5 were saved by child safety seat use.

Another area of focus for us is teen driver safety. When we look at all age groups, teen drivers are at greatest risk. Per mile driven, teen drivers are four times more likely than adult drivers to crash.

The good news for parents and young drivers is that graduated driver licensing (GDL) systems are proven effective in keeping teens safe on the road. They help new drivers gain experience under low-risk conditions by granting driving privileges in stages. As teens move through the stages of GDL, they are given extra privileges, such as driving at night or driving with passengers.

Research suggests that the most comprehensive GDL programs can reduce fatal crashes by 38%. If every state had a strong graduated driver licensing policy, we could reduce the number of 16-year-olds involved in fatal crashes by 20%.

There are also proven prevention strategies when it comes to alcohol-impaired driving. Each year, millions of people choose to drive while under the influence of alcohol, sometimes with devastating results. In 2010, more than 10,000 people were killed in crashes involving impaired drivers, nearly one-third of all traffic deaths.

In a single year, these crashes killed more than 180 children younger than 14. Half of the children killed in alcohol-impaired driving crashes were riding in the car with the impaired driver.

Ignition interlocks, or in-car breathalyzers, are devices that can be installed in vehicles to prevent persons who have consumed alcohol from driving. They are typically installed after a driver has been convicted of DWI.

States that mandate ignition interlocks for everyone convicted of DWI can reduce alcohol-impaired driving crashes and save lives. We found that installation of ignition interlocks reduces re-arrest rates by about two-thirds while the device is on the vehicle.

Sobriety checkpoints are another effective method for preventing alcohol-impaired driving. At sobriety checkpoints, law enforcement officers stop drivers to assess their level of alcohol impairment. Checkpoints do more than simply increase arrests; they deter impaired driving by increasing drivers' perceived risk of arrest if they choose to get behind the wheel after drinking.

Zero tolerance laws, which set a lower legal blood alcohol content for drivers under 21 can also help to address this problem. We've found that these kinds of laws lower fatal crash rates between 9 to 24%.

These kinds of proven prevention strategies have helped us make significant progress in keeping people safe from motor vehicle crashes. In fact, from 2000 to 2009, though the number of vehicle miles traveled on the nation's roads increased, injury and death rates decreased. But we can do even better. We can reduce the human and economic toll of motor vehicle-related injuries by supporting prevention strategies that have been shown to save lives. We can make the safe choice the easy choice.

For example, states can pass primary enforcement seat belt laws that cover everyone in the car. They can protect teens by putting strong three-stage GDL systems in place. The use of sobriety checkpoints can be expanded. And each of us can play an important role by making safe choices for ourselves and our families. Use a seat belt every time, no matter how short the trip. Make sure children are properly buckled up in a seat belt, booster seat, or car seat. Help your teen follow the GDL components for your state. And choose not to drink and drive.

Let's work together to keep everyone safe on the road -- every day.



**Statement of MADD National President Jan Withers  
2012 Roadmap to State Highway Safety Laws  
National Press Club, January 11, 2012**

Since MADD's founding more than 30 years ago, remarkable progress has been made in the fight against drunk driving, reducing drunk driving fatalities by half. Despite great progress, one out of three highway deaths still involves a drunk driver. Clearly, there is still much work to be done.

Every day in Washington, policymakers debate ways to cut spending and reduce our national debt. But according to new research from the Pacific Institute for Research and Evaluation, drunk driving cost the United States \$132 billion in 2009 alone. This includes \$61 billion in monetary costs, plus quality-of-life losses valued at \$71 billion. The federal government paid \$4.5 billion of this bill, while state and local governments paid \$3.2 billion. Employers paid \$10.7 billion. As we struggle to find solutions to difficult budget issues, the fight against drunk driving presents a valuable opportunity for saving money as well as lives.

Those numbers, while high, don't begin to touch on the human toll this crime takes. My family paid that price on April 16, 1992.

That day my 15-year-old daughter Alisa, off of school for Spring Break, got into the car with her friends and two senior boys from her school. What she didn't know was that the boys had been drinking. The driver lost control of the car, hit a guardrail, throwing Alisa from the car. She died later at the hospital.

In the nearly 20 years since her death, MADD has learned a lot from stories like mine. We've learned that taking away offenders' licenses doesn't work—they simply drive anyway. Conservative estimates now indicate that convicted drunk drivers drive drunk more than 80 times before being caught. What's more, 50 to 75 percent of convicted drunk drivers continue to drive with a suspended license. Why do they do this? Because they can.

An ignition interlock device is the most current technology proven to effectively stop convicted drunk drivers from repeating the crime. The device is a breath-test system linked to a vehicle's ignition. Before convicted drunk driving offenders start their vehicles, they must first blow into the device. The vehicle will not start unless the driver's blood alcohol concentration (BAC) is below a pre-set limit.

And you can't argue with results. New Mexico was the first state to require all convicted drunk drivers to use this lifesaving device. Since the law was first implemented in 2005, drunk driving

fatalities have dropped by 30 percent. As a result of similar laws in Oregon and Arizona, drunk driving deaths are down by 52 and 51 percent respectively. In short, these laws work.

MADD and Advocates for Highway and Auto Safety believe every state should protect its communities by requiring all convicted drunk drivers to use an ignition interlock device. We call on every state that doesn't have an all-offender law to pass one during this state legislative session. We also call on the federal government to provide bold measures in the next highway reauthorization bill to ensure that all states achieve this goal.



## Ignition Interlock Fact Sheet

- In 2010, 10,228 people in the United States were killed in crashes involving a drunk driver, representing 31 percent of all traffic fatalities. (NHTSA) <http://www-nrd.nhtsa.dot.gov/Pubs/811554.pdf>
- An ignition interlock is a breath test device linked to a vehicle's ignition system. When a convicted drunk driver wishes to start his or her vehicle, he or she must first blow into the device. The vehicle will not start unless the driver's Blood Alcohol Concentration (BAC) is below a preset level.
- According to the Centers for Disease Control (CDC), interlocks for all convicted drunk drivers are effective in saving lives and reducing drunk driving recidivism by 67 percent. (CDC) [http://www.cdc.gov/media/releases/2011/p0222\\_ignitioninterlocks.html](http://www.cdc.gov/media/releases/2011/p0222_ignitioninterlocks.html)
- Taking away a license of a convicted DWI offender is not an effective deterrent as 50 to 75 percent of convicted drunk drivers continue to drive on a suspended license. (Peck, et al, 1995 and Beck et al, 1999)
- **Public Supports Interlocks for First-Time Convicted Drunk Drivers.**
  - **88 percent support** interlocks for all convicted drunk drivers. (Center for Excellence in Rural Safety at the University of Minnesota, May 2010)
  - **84 percent support** interlocks for convicted drunk drivers. (Insurance Institute for Highway Safety 2009 Survey)
  - **Over 3 of 4 Americans support** requiring interlocks for first-time convicted drunk drivers. (AAA 2011 Survey: <http://www.aaafoundation.org/pdf/2011TSCIndex.pdf>)
- Ignition interlocks for convicted drunk drivers *save* taxpayers money. The DWI offender pays for the installation and monitoring of the interlock. A study of New Mexico's interlock law found the cost of an interlock was \$2.25 a day for the user, but for every dollar invested in an interlock for a first-time offender the public saves three dollars. (Impact DWI, PIRE study in Traffic Injury Prevention, 2007)
- 15 states and a California pilot program (covering a population of over 13 million) have laws requiring ignition interlocks for all convicted drunk drivers.
- Conservative estimates show DWI offenders have driven drunk at least 80 times before they are arrested. (CDC, FBI 2010)
- Since New Mexico's law requiring ignition interlock devices for all offenders went into effect in 2005, the state's drunk driving related fatalities are down 30 percent. As a result of similar laws in Oregon and Arizona, drunk driving deaths are down by 52 and 51 percent respectively. (NHTSA-FARS Query)
- Government does *not* bear the cost of the interlock device—the devices are paid for by the convicted drunk driver.
- 80 percent of interlock users reported that the device has been successful or very successful in preventing them from drinking and driving. (Impact DWI)

**For more information on ignition interlocks, please visit**  
[www.madd.org/interlock](http://www.madd.org/interlock).

**Statement of Nancy and Joe Polakiewicz  
Greenback, Tennessee  
Advocates for Highway and Auto Safety  
2012 Roadmap to State Highway Safety Laws  
National Press Club, January 11, 2012**

**NANCY:** My name is Nancy Polakiewicz, and this is my son Joe. On October 16, 2010 – not much more than a year ago – our lives were turned upside down. Joe, then a 16-year-old junior in high school with a driver license for just two months, was driving his car on a rural road when he overcorrected, went off the roadway, and hit a tree. Joe was left clinging to life.

We're here today to tell you about how Joe's crash has affected our whole family and why we think improving rules for young drivers will work to prevent these crashes and save lives.

The first part of Joe's recovery was touch and go. We were living minute by minute, hour by hour, and day by day not knowing if he would recover. He spent a month in the hospital, followed by three weeks in a rehabilitation facility. He has since endured multiple surgeries and months of grueling physical therapy. The total cost of his recovery is estimated at more than half a million dollars and counting. It's been a difficult journey both physically and emotionally for Joe and for our entire family, but we are so thankful to have him here with us.

**JOE:** Although I don't remember the crash or the first few days of my time in the hospital, I know just how lucky I am to be here today. The crash split my car into two pieces. When emergency responders arrived, I was unresponsive and my pupils were fixed and dilated. I was sent by life flight to the nearest trauma center, where I immediately went into surgery. My spleen and left kidney had to be removed. I had fractures in my vertebrae, ribs, and pelvis, and my urethra was severed from my bladder.

I'm almost fully recovered now, but I'll have medical issues for the rest of my life as a result of the crash. Thankfully, I'm able to be back in school and have a pretty normal life for a teenager. Unlike some of my peers, though, I have a real understanding of how dangerous driving can be and how, as a new driver, inexperience can cost you your health or even your life. I would tell other teens that delaying driving until you're a little older is worth it, so they don't have to experience what I have been through. Keeping restrictions on teen drivers that last until they turn 18 is worth it and a small price to pay for a long, healthy life.

**NANCY:** One of the most dangerous things a teenager can do is get into a car. Motor vehicle crashes are the leading cause of death for teens in every state but we have solutions to fix this public health problem. Last year, 5,000 people were killed in crashes caused by teen drivers. Everyone is affected by this problem. Inexperience and distraction can be a deadly combination. It almost was for Joe. Had Joe been a little older with a little more experience driving, his crash might never have happened.

Sadly, since Joe's crash there have been many other teen crashes in our part of Tennessee, some of them fatal. These crashes are all too common. Many teens and parents don't fully understand the risks to teens of driving during those first months with a driver license.

Joe, my husband, and I now share our story with teens and parents, helping them to understand the dangers of driving for teens. We take what's left of Joe's car and pictures like these to help get through to them. If our efforts save just one teenager –just one family – from what we have gone through, it will be worth it. If our message touches just one young person and changes their thinking about safe driving, then we can feel that Joe's ordeal was not in vain. But we can't reach every teen in Tennessee, let alone every teen in the country. That's where comprehensive Graduated Driver Licensing Laws in every state with restrictions on passengers, cell phone use and night time driving and minimum age and behind the wheel training requirements can do the most good.

Strong state GDL laws for teen drivers are an important tool in educating both parents and teens of the risks that young drivers face. GDL laws have been proven to prevent crashes and save lives, yet many states still don't have all the GDL provisions recommended by medical and safety experts. Passage of federal legislation, the Safe Teen And Novice Driver Uniform Protection Act or the STANDUP Act, which is pending in both the House and Senate would provide the incentive for states to pass stronger, comprehensive laws that will make and our teens safer drivers and our roads safer for everyone.

Our family will continue to put our energy into ensuring that other families don't experience an ordeal like ours, or one even more tragic. We call on our elected officials at both the state and federal levels to make this a priority and take the lead in passing strong, comprehensive Graduated Driver Licensing laws that protect every teen in every community in every state.

**Statement of Member Mark Rosekind  
of the  
National Transportation Safety Board  
for the  
Advocates for Highway and Auto Safety -- Roadmap to State Highway Safety Laws  
National Press Club  
January 11<sup>th</sup>, 2012 – 10:00 A.M.**

On behalf of the National Transportation Safety Board, I want to thank the Advocates for Highway and Auto Safety for providing us with an opportunity to support the ninth consecutive release of their annual Roadmap to State Highway Safety Laws. Specifically, I want to acknowledge Jackie's leadership in making highway safety a national priority and commend her team for producing an outstanding report that is an invaluable safety tool. Identifying transportation safety targets and gauging progress are essential ingredients for empowering policy leaders and the public to effect meaningful changes that directly result in saving lives.

There are three topics that I will address this morning: taking action, providing tools, and setting goals.

First, states' actions save lives, prevent injuries, and reduce crashes. Unfortunately, as so clearly illustrated by the cover of the 2012 Roadmap, doing nothing comes with the very high cost of fatalities and injuries. Let's face it, people don't change their ways easily, even if it means greater personal safety or better health. We have, however, a very effective and proven formula for transportation safety that leads to effective change. This formula has three critical elements: strong laws, effective education, and high-visibility enforcement.

Strong laws are fundamental to transportation safety. While we may debate the role of government and its responsibilities to the nation's citizens, one thing is certain. The safety and protection of the traveling public is an elementary function of government at all levels – local, state, and federal. Reducing the number of deaths on our highways and roads must be a national priority with strong leadership at the state level. While education and high visibility enforcement work in conjunction with the laws needed to create these meaningful changes, strong laws, first and foremost, pave the way to transportation safety. This is particularly crucial at the state level.

Second, we need tools and information for effecting changes that address what actions should be taken to enhance safety on our roads. The 2012 Roadmap is an essential tool for identifying safety goals and measuring progress on 15 basic transportation safety laws proven to be effective. Some laws focus on preventing crashes and addressing impaired driving, teen driver safety, and distractions proactively. Obviously, any law that prevents a crash from occurring in the first place represents a very significant safety enhancement. Other laws focus on the consequences of a crash with adult occupant protection and child booster seats reducing fatalities and injuries.

For example, the single greatest protection against driver and passenger fatalities in a motor vehicle crash is the seat belt. The Advocates and the NTSB have recommended that states enact the primary enforcement of seat belt laws. A 2010 survey by the National Highway Traffic Safety Administration (NHTSA) found that seat belt use is 12 percent higher in states with primary enforcement laws than in those with secondary enforcement. The Advocates' Roadmap

indicates that the enactment of primary enforcement laws at the state level has resulted in a dramatic increase in the use of seat belts. In Kansas, seat belt use jumped by five percent immediately; Illinois' seat belt use rate rose six percent within a year; and Oklahoma's primary enforcement upgrade resulted in a 20 percent increase in seat belt use in just five years. Though primary enforcement of seat belt laws saves lives and prevents injuries, 18 states still need to take action.

The story is similar with booster seats. Though 45 states and the District of Columbia have enacted booster seat laws, only 29 of those jurisdictions have laws that provide protection for children ages four through seven as recommended by Advocates, the NTSB, NHTSA, and other child safety advocacy organizations.

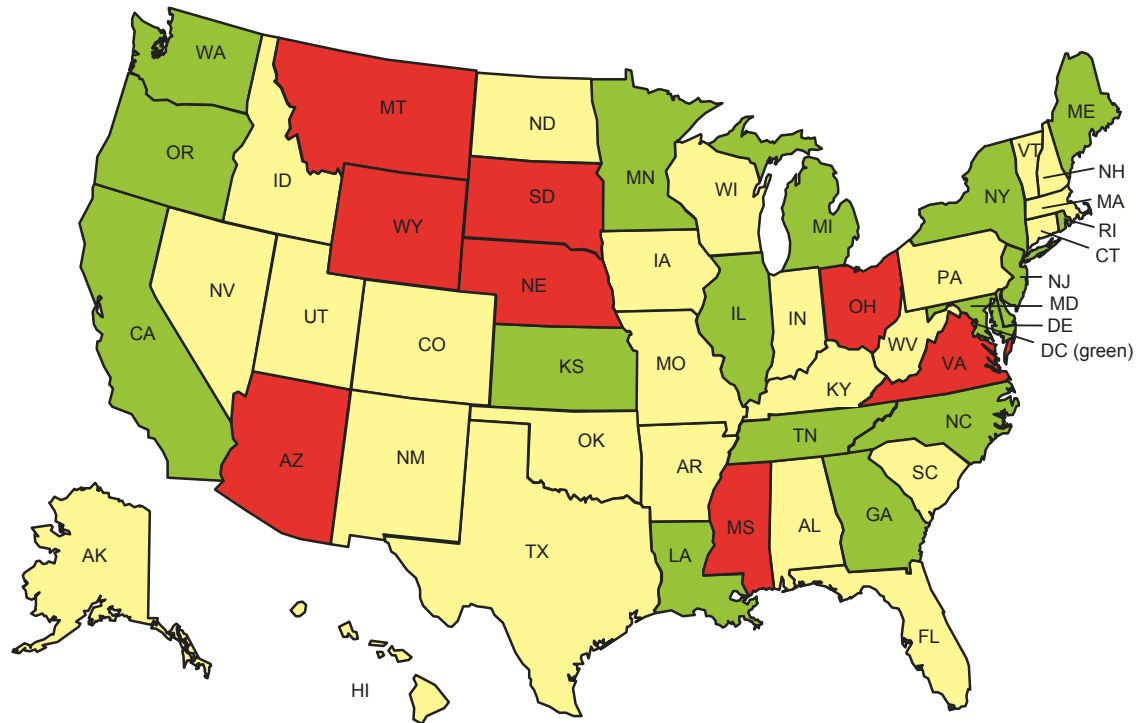
Another example involves all-rider motorcycle helmet laws. Motorcycles only represent about three percent of the total number of vehicles on the road, yet motorcycle accidents comprise 14 percent of all vehicle fatalities -- 4,502 lives lost in 2010. Even though helmets are 37 percent effective at preventing fatalities in motorcycle accidents, only 20 states and the District of Columbia have enacted all-rider motorcycle helmet laws. Even more astonishing is that last year over half of those states tried to repeal their helmet laws even though there is clear evidence that motorcycle fatalities increase when laws are weakened or eliminated. The 2012 Roadmap gives us the necessary information on how much more work we need to do, where we need to do it, and what needs most attention across the nation.

Third, the goals outlined in the Roadmap represent an enormous opportunity for legislative action in 2012. The good news is that we already know the pathway to success and how to improve safety on our roads. Passing and enforcing the basic, strong and effective state highway safety laws identified by the 2012 Roadmap will prevent injuries, save lives, and make a difference. The NTSB has long recognized that motor vehicle crashes are responsible for more deaths than accidents in all other transportation modes combined. The numbers are staggering. In 2010, there were 5.4 million crashes; 32,885 people lost their lives and over 2.2 million people were injured. Aside from the tragic cost to human life and personal injury, these crashes came with a \$230 billion pricetag to the nation. Advocates, the NTSB, and many others believe that America can and must do better than this. Many of the 348 new laws needed to meet the 2012 Roadmap goals are common sense measures acknowledging that strong, proven, and effective highway safety laws to protect lives should be enacted and enforced.

As we begin the new year, we commend the Advocates for Highway and Auto Safety for highlighting the successful states that are raising the bar on highway safety because they provide best practices and examples of what can be achieved. We should also commend the Advocates for taking on the difficult task of bringing attention to those states that lag behind. With inaction, precious lives are at stake when it comes to road safety and the traveling public. The 2012 Roadmap is a critical tool that state, local, and federal governments; safety advocacy groups; and individuals should be using to meet or exceed the most important highway and road safety benchmarks. With the Roadmap in mind, let's all resolve to make 2012 the year that we take action, use the tools, and achieve the goals to reach our destinations safely.

###

## 2012 ROADMAP TO STATE HIGHWAY SAFETY LAWS: OVERALL RATING OF STATES BASED ON NUMBER OF SAFETY LAWS



- 10.5 to 15 laws, with a primary enforcement seat belt law, or 9, with both primary enforcement seat belt and all-rider motorcycle helmet laws
- 6 to 10 laws, with a primary enforcement seat belt law, or 7 to 13, with no primary enforcement seat belt law
- Fewer than 6 laws, with a primary enforcement seat belt law, or fewer than 7, with no primary enforcement seat belt law





**ADVOCATES**  
for Highway & Auto Safety

# LEGISLATIVE ACTIVITY IN 2011

*13 states enacted one or more of Advocates' recommended highway safety laws (total of 16 laws)*

## Highway Safety Laws Enacted in 2011, In All State Legislatures\*

**Primary Enforcement of Seat Belts:** Rhode Island

**Booster Seats** (children ages 4 through 7): California and Georgia

**Graduated Driver Licensing (GDL):** New Mexico (optimal cell phone restriction), North Carolina (supervised driving), North Dakota (nighttime and optimal cell phone restrictions), and Pennsylvania (passenger restriction)

**Impaired Driving:** Connecticut (ignition interlock devices for all offenders) and Kansas (ignition interlock devices for all offenders)

**All-Driver Text Messaging Restriction:** Indiana, Maine, Nevada, New York (upgraded to primary enforcement), North Dakota and Pennsylvania

*\*All-Rider Motorcycle Helmet Laws: No state enacted an all-rider law in 2011; however, there were 13 attempts to repeal existing laws.*

## Rating Changes from the 2011 Report to 2012 Report:

↑ Upgrade from **Red** to **Yellow** (2 states): **North Dakota and Pennsylvania**

↑ Upgrade from **Yellow** to **Green** (2 states): **Maine and Rhode Island**

↓ Downgrade from **Yellow** to **Red** (3 states): **Mississippi, Montana and Wyoming**  
(Note: The downgrades are a result of no longer giving states half credit for ignition interlock laws for repeat offenders only.)

## Unfinished Agenda

*An additional 348 laws need to be enacted in all states and DC to fully meet Advocates' safety recommendations.*

- 18 states still need an optimal primary enforcement seat belt law;
- 30 states still need an optimal all-rider motorcycle helmet law;
- 21 states still need an optimal booster seat law;
- No state meets all the criteria of Advocates' recommended GDL program (180 laws still needed);
- 45 states and DC are missing one or more critical impaired driving laws (81 laws still needed); and,
- 18 states still need an all-driver text messaging restriction.



## Best States

**NEW YORK** ● 13 laws. Missing recommended cell phone restriction and age 18 for unrestricted license for teen drivers, and mandatory BAC test for drivers killed.

**DISTRICT OF COLUMBIA** ● 12.5 laws. Missing the recommended nighttime and cell phone restrictions for teen drivers, an ignition interlock law and mandatory BAC testing for drivers killed.

**ILLINOIS** ● 12.5 laws. Missing an all-rider motorcycle helmet law, minimum age 16 for a learner's permit and recommended nighttime restriction for teen drivers.

**NEW JERSEY** ● 12.5 laws. Missing supervised driving provision and recommended nighttime restriction for teen drivers, as well as an ignition interlock law.

**OREGON** ● 12 laws. Missing minimum age 16 for learner's permit, recommended nighttime driving provision and age 18 for unrestricted license for teen drivers and mandatory BAC testing for drivers who survive.

**NORTH CAROLINA** ● 11.5 laws. Missing minimum age 16 for learner's permit and age 18 for unrestricted license for teen drivers, an ignition interlock law and mandatory BAC testing for drivers killed.

**GEORGIA** ● 11 laws. Missing minimum age 16 for learner's permit, recommended nighttime and passenger restriction provisions for teen drivers and an ignition interlock law.

**KANSAS** ● 11 laws. Missing an all-rider motorcycle helmet law, minimum age 16 for learner's permit and age 18 for unrestricted license for teen drivers, and mandatory BAC testing for drivers killed and who survive.

**MARYLAND** ● 11 laws. Missing minimum age 16 for a learner's permit, recommended nighttime, passenger and cell phone restrictions for teen drivers, and an ignition interlock law.

**MICHIGAN** ● 11 laws. Missing minimum age 16 for learner's permit, recommended cell phone restriction provision and age 18 for unrestricted license for teen drivers, an ignition interlock law and mandatory BAC testing for drivers who survive.

**WASHINGTON** ● 11 laws. Missing minimum age 16 for learner's permit, nighttime and passenger restrictions and age 18 for unrestricted license for teen drivers.

**DELAWARE** ● 10.5 laws. Missing an all-rider motorcycle helmet law, age 18 for unrestricted license for teen drivers, an ignition interlock law, mandatory BAC testing for drivers killed and open container law.

**MAINE (NEW)** ● 10.5 laws. (Adopted all-driver text messaging restriction.) Missing an all-rider motorcycle helmet law, minimum age 16 for learner's permit, recommended nighttime driving provision and age 18 for unrestricted license for teen drivers, and an ignition interlock law.

**MINNESOTA** ● 10.5 laws. Missing an all-rider motorcycle helmet law, minimum age 16 for learner's permit, recommended nighttime driving provision and age 18 for unrestricted license for teen drivers, and an ignition interlock law.

**RHODE ISLAND (NEW)** ● 10.5 laws. (Adopted primary enforcement seat belt law.) Missing an all-rider motorcycle helmet law, recommended nighttime driving provision and age 18 for unrestricted license for teen drivers, an ignition interlock law, and mandatory BAC testing for drivers killed and who survive.

**TENNESSEE** ● 10.5 laws. Missing minimum age 16 for learner's permit, recommended nighttime driving provision and age 18 for unrestricted license for teen drivers, an ignition interlock law and an open container law.

**LOUISIANA** ● 10 laws. Missing recommended booster seat law, age 16 for learner's permit, recommended nighttime and passenger restrictions, and age 18 for unrestricted license for teen drivers and an open container law.

**CALIFORNIA** ● 9.5 laws. Missing minimum age 16 for learner's permit, recommended nighttime, passenger and cell phone restrictions, and age 18 for unrestricted license for teen drivers, as well as an ignition interlock law.

## Worst States

**SOUTH DAKOTA** ● Only 3 laws. Missing primary enforcement seat belt law, all-rider motorcycle helmet law, booster seat law, 6 of the 7 teen driving provisions, an ignition interlock law, a child endangerment law and an all-driver text messaging restriction.

**ARIZONA** ● Only 4.5 laws. Missing primary enforcement seat belt law, all-rider motorcycle helmet law, booster seat law, 6 of the 7 teen driving provisions, mandatory BAC testing for drivers who survive and an all-driver text messaging restriction.

**MISSISSIPPI** ● Only 5.5 laws. Missing recommended booster seat law, 6 of the 7 teen driving provisions, an ignition interlock law, a child endangerment law, an open container law, and an all-driver text messaging restriction.

**VIRGINIA** ● Only 6 laws. Missing primary enforcement seat belt law, 4 of the 7 teen driving provisions, an ignition interlock law, mandatory BAC testing for drivers killed and who survive, an open container law and an all-driver text messaging restriction.

**MONTANA** ● Only 6.5 laws. Missing primary enforcement seat belt law, all-rider motorcycle helmet law, recommended booster seat law, 4 of the 7 teen driving provisions, an ignition interlock law, and an all-driver text messaging restriction.

**NEBRASKA** ● Only 6.5 laws. Missing primary enforcement seat belt law, recommended booster seat law, 6 of the 7 teen driving provisions, and an all-driver text messaging restriction.

**OHIO** ● Only 6.5 laws. Missing primary enforcement seat belt law, all-rider motorcycle helmet law, recommended booster seat law, 3 of the 7 teen driving provisions, an ignition interlock law, mandatory BAC testing for drivers who survive, and an all-driver text messaging restriction.

**WYOMING** ● Only 6.5 laws. Missing primary enforcement seat belt law, all-rider motorcycle helmet law, 5 of the 7 teen driving provisions, an ignition interlock law, mandatory BAC testing for drivers who are killed and an open container law.