

IMPAIRED DRIVING LAWS RATING CHART

Number of new laws since January 2008: **NO** Open Container; **NO** child endangerment; **NO** high BAC; **NO** BAC testing; **NO** open container; **NO** repeat offender; **NO** sobriety checkpoint; and, three ignition interlocks (AK, NE, WA) laws were passed in 2008.

	Child Endangerment	High BAC	Mandatory BAC Test	Open Container	Repeat Offender	Sobriety Checkpoint	Ignition Interlocks	Impaired Driving Rating		Child Endangerment	High BAC	Mandatory BAC Test	Open Container	Repeat Offender	Sobriety Checkpoint	Ignition Interlocks	Impaired Driving Rating
AL	●		○	●	●	●		●	MT	●	●	●	●	●		○	●
AK	●	●	○				●	●	NE		●	●	●	●	●	●	●
AZ	●	●	○	●	●	●	●	●	NV	●	●	●	●	●	●		●
AR	●	●	●		●	●		●	NH	●	●	●	●	●	●		●
CA	●	●	●	●		●		●	NJ	●		●	●	●	●		●
CO	●	●	●	●	●	●	○	●	NM		●	●	●		●	●	●
CT		●	●		●	●		●	NY	●		●	●	●	●		●
DE	●	●	○		●	●	○	●	NC	●	●	○	●	●	●	○	●
DC		●	○	●	●	●		●	ND		●	●	●	●	●		●
FL	●	●	●	●	●	●	○	●	OH	●	●	○	●		●		●
GA	●	●	●	●	●	●	○	●	OK		●	○	●	●	●	○	●
HI	●	●	●	●	●	●	○	●	OR	●		○	●			○	●
ID		●	○	●	●		○	●	PA		●	●	●	●	●	○	●
IL	●	●	●	●	●	●	●	●	RI	●	●		●				●
IN	●	●	○	●	●	●		●	SC		●	●	●	●	●		●
IA	●	●	○	●	●			●	SD		●	●	●		●		●
KS	●		●	●	●	●		●	TN	●	●			●	●		●
KY	●	●	●	●	●	●		●	TX	●	●	○	●	●			●
LA	●	●	●			●	●	●	UT	●	●	○	●	●	●	○	●
ME	●	●	●	●	●	●		●	VT			○	●		●		●
MD	●		●	●	●	●		●	VA	●	●			●	●	○	●
MA	●	●	○	●	●	●		●	WA	●	●	●	●	●		●	●
MI	●		○	●	●			●	WV	●		○		●	●	○	●
MN	●	●	●	●				●	WI	●		○	●	●			●
MS			●		●	●		●	WY	●		○					●
MO		●	●		●	●	○	●									

● = Optimal law ● = Good (6) ● = Caution (4-5) ● = Danger (Less than 4)
○ = Law does not satisfy Advocates' recommendation (half-credit)

OVERALL STATE RATINGS BASED ON TOTAL NUMBER OF LAWS

On the following pages, Advocates has given an overall rating to the states based on the number of laws in each state that are recommended in this report. Full credit was given only when the law met Advocates' optimal law recommendations; half credit was given for booster seat, three teen driving, and two impaired driving laws that partially met Advocates' recommendations.

The overall rating takes into consideration whether or not a state has a primary enforcement seat belt law. No state without a primary enforcement seat belt law is eligible for a Green rating no matter how many other laws it has. This weighting is to emphasize the significance of primary enforcement seat belt laws in saving lives and reducing injuries.

Important Changes:

This year the grading system was improved and strengthened. As a result, some states have lower grades than they have obtained in previous reports. Credit is no longer given to states with:

- pick-up truck exemptions in the primary enforcement seat belt law (GA);
- a booster seat law that is secondary enforcement (PA);
- Graduated Driver Licensing (GDL) provisions that are secondary enforcement (AZ, CA, CO, GA, KY, MD, MA, NE, NV, OH, TX, UT, VA, WA, WV); require less than a 6-month holding period (CT, SD); require less than 30 hours of supervised driving (AL, AZ, NE, WA); and half-credit only to cell phone bans that do not include text messaging (IL, RI, TN);
- a child endangerment law that applies only to drivers who age 21 and younger (ID, ND, SC); and,

Also, enactment of an ignition interlock law has been fully counted into the rating.

(Please refer to page 4 for definitions of the optimal 15 lifesaving laws)

RATINGS CHART		
Color	Number of Points	Definition
Green	11 to 15, with primary enforcement law, or nine, including both primary enforcement and all-rider helmet laws	State is significantly advanced toward adoption of all Advocates' recommended optimal laws
Yellow	Six to ten, with primary enforcement law, or seven to 13, without primary enforcement law	State is advancing but has numerous gaps in its highway safety laws.
Red	Less than seven, without primary enforcement law	State falls dangerously behind in adoption of key laws.

● = Optimal law (given 1 point)

○ = Half credit given because law does not fully satisfy Advocates' recommendations (given .5 points)

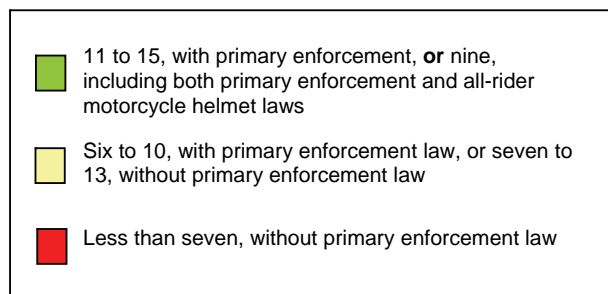
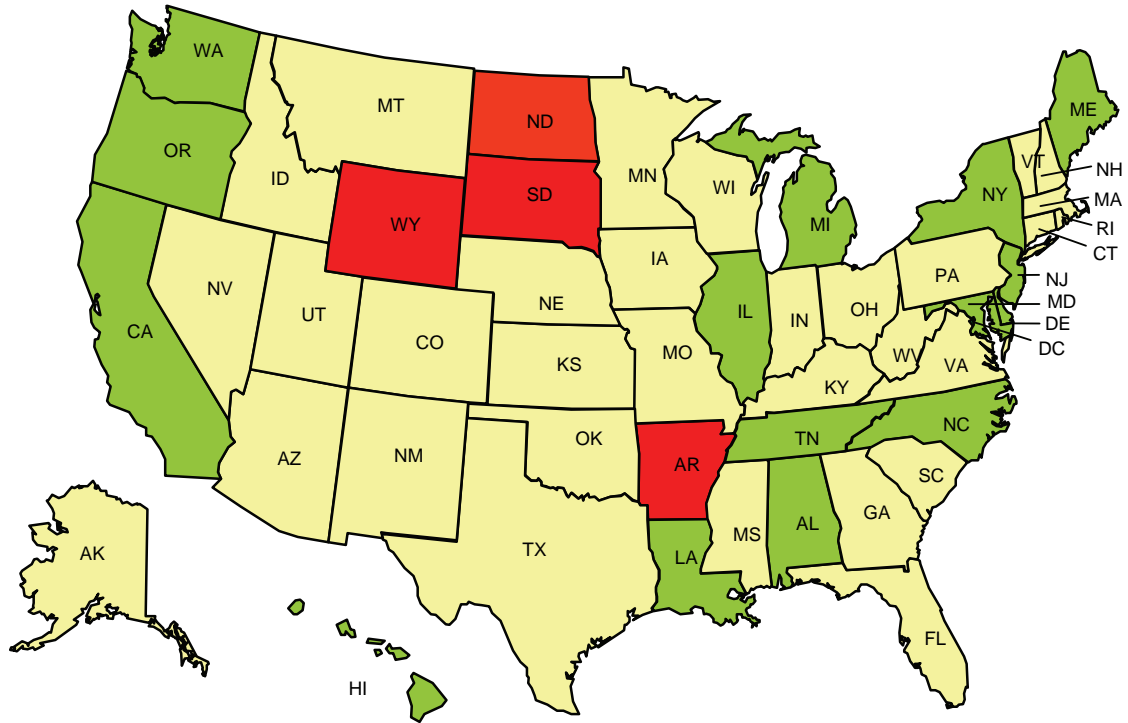
OVERALL RATING BASED ON NUMBER OF SAFETY LAWS

	Primary Enforcement Seat Belt Law	All-Rider Motorcycle Helmet Law	Booster Seat Law	GDL: 6 Mo. Holding Period	GDL: 30-50 hrs. Supervised Driving	GDL: Nighttime Restriction	GDL: Passenger Restriction	GDL: Cell Phone Restriction	Child Endangerment Law	High BAC Law	Mandatory BAC Test	Open Container Law	Repeat Offender Law	Sobriety Checkpoint Law	Mandatory Ignition Interlock	Total Credit for Number of Laws 2008	Overall Safety Rating 2008
Alabama	●	●	○	●		○	○		●		○	●	●	●		9	●
Alaska	●			●	●	○	●		●	●	○				●	8	●
Arizona				●					●	●	○	●	●	●	●	7.5	●
Arkansas			○	●					●	●	●		●	●		6.5	●
California	●	●	○	●	●			●	●	●	●	●		●		10.5	●
Colorado			○	●	●				●	●	●	●	●	●	○	9	●
Connecticut	●		○		●	○	●	●		●	●		●	●		9	●
Delaware	●		●	●	●	●	●	●	●	●	○		●	●	○	12	●
District of Columbia	●	●	●	●	●	○	●			●	○	●	●	●		11	●
Florida				●	●	○			●	●	●	●	●	●	○	9	●
Georgia		●	○	●	●				●	●	●	●	●	●	○	10	●
Hawaii	●		●	●		○	●		●	●	●	●	●	●	○	11	●
Idaho			○	●	●	●	●			●	○	●	●		○	8.5	●
Illinois	●		●	●	●	○	●	○	●	●	●	●	●	●	●	13	●
Indiana	●		●			○	●		●	●	○	●	●	●		9	●
Iowa	●		○	●		○			●	●	○	●	●			7.5	●
Kansas			●	●	●				●		●	●	●	●		8	●
Kentucky	●		○	●	●	○			●	●	●	●	●	●		10	●
Louisiana	●	●	○	●	●	○			●	●	●			●	●	10	●
Maine	●		●	●	●	○	●	●	●	●	●	●	●	●		12.5	●
Maryland	●	●	●	●	●	○			●		●	●	●	●		10.5	●
Massachusetts		●	●	●	●	○	●		●	●	○	●	●	●		11	●
Michigan	●	●	●	●	●	○			●		○	●	●			9	●
Minnesota				●	●		●	●	●	●	●	●				8	●
Mississippi	●	●	○	●		●					●		●	●		7.5	●
Missouri		●	●	●	●	○	●			●	●		●	●	○	10	●
Montana			○	●	●	○	●		●	●	●	●	●		○	9.5	●

OVERALL RATING BASED ON NUMBER OF SAFETY LAWS

	Primary Enforcement Seat Belt Law	All-Rider Motorcycle Helmet Law	Booster Seat Law	GDL: 6 Mo. Holding Period	GDL: 30-50 hrs. Supervised Driving	GDL: Nighttime Restriction	GDL: Passenger Restriction	GDL: Cell Phone Restriction	Child Endangerment Law	High BAC Law	Mandatory BAC Test	Open Container Law	Repeat Offender Law	Sobriety Checkpoint Law	Mandatory Ignition Interlock	Total Credit for Number of Laws 2008	Overall Safety Rating 2008
Nebraska		●	○	●						●	●	●	●	●	●	8.5	●
Nevada		●	○	●	●				●	●	●	●	●	●		9.5	●
New Hampshire			○			○	●		●	●	●	●	●	●		8	●
New Jersey	●	●	●	●		○	●	●	●		●	●	●	●		11.5	●
New Mexico	●		○	●	●	○	●			●	●	●		●	●	10	●
New York	●	●	○			●	○		●		●	●	●	●		9	●
North Carolina	●	●	●	●		●	●	●	●	●	○	●	●	●	○	13	●
North Dakota			○	●						●	●	●	●	●		6.5	●
Ohio				●	●		●		●	●	○	●		●		7.5	●
Oklahoma	●		○	●	●	○	●			●	○	●	●	●	○	10	●
Oregon	●	●	●	●	●	○	●	●	●		○	●			○	10.5	●
Pennsylvania				●	●	○				●	●	●	●	●	○	8	●
Rhode Island			○	●	●	○	●	○	●	●		●				7.5	●
South Carolina	●		○	●	●	●	○			●	●	●	●	●		10	●
South Dakota						●				●	●	●		●		5	●
Tennessee	●	●	●	●	●	○	●	○	●	●			●	●		11	●
Texas	●			●				●	●	●	○	●	●			7.5	●
Utah			●	●	●	○			●	●	○	●	●	●	○	9.5	●
Vermont		●	●	●	●		●				○	●		●		7.5	●
Virginia		●	●	●	●			●	●	●			●	●	○	9.5	●
Washington	●	●	●	●	●				●	●	●	●	●		●	11	●
West Virginia		●	●	●		○	○		●		○		●	●	○	8	●
Wisconsin			●	●	●	○	●		●		○	●	●			8	●
Wyoming			●		●	○	●		●		○					5	●
Total Number with Optimal Law	25+ DC	20+ DC	21+ DC	44+ DC	34+ DC	7	24+ DC	10	38	38+ DC	28	39+ DC	39+ DC	38+ DC	7		
Total Number Missing Optimal	25	30	29	6	16	43+ DC	26	40+ DC	12+ DC	12	22+ DC	11	11	12	43+ DC		

OVERALL RATING OF STATES BASED ON NUMBER OF SAFETY LAWS



STATES AT A GLANCE

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

- A list of the 15 optimal lifesaving laws that the state does not have, based on Advocates' definitions on pages 4-5 and discussed in this report.
- The number of people killed in motor vehicle crashes in each state for the year 2007, as reported in the Fatality Analysis Reporting System (FARS) of the National Highway Traffic Safety Administration (NHTSA).
- The annual economic cost of motor vehicle crashes to the state, as reported in *The Economic Impact of Motor Vehicle Crashes 2000* (NHTSA). (chart on page 8)
- The state's background color represents its overall rating (Green, Yellow, or Red) based on the chart on pages 35 and 36 of this report.

States are credited with having laws only if their laws meet Advocates' optimal criteria.

- **Only 15 states** (Alabama, California, Delaware, Hawaii, Illinois, Louisiana, Maine, Maryland, Michigan, New Jersey, New York, North Carolina, Oregon, Tennessee, and Washington) and DC **received a "Green" rating, showing significant advancement toward adopting all of Advocates' recommended optimal laws.**
- **31 states** (Alaska, Arizona, Colorado, Connecticut, Florida, Georgia, Idaho, Indiana, Iowa, Kansas, Kentucky, Massachusetts, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Mexico, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Texas, Utah, Vermont, Virginia, West Virginia, and Wisconsin) **received a "Yellow" rating, showing moderately positive performance but with numerous gaps still in their highway safety laws.**
- **4 states** (Arkansas, North Dakota, South Dakota, and Wyoming) **received a "Red" rating, indicating a poor performance because of a dangerous lack of basic laws.**