Protecting People from Motor Vehicle-related Deaths and Injuries:

*Keeping People Safe on the Road – Every Day*

*July 2012*
Preventing motor vehicle injuries and deaths is a CDC “Winnable Battle”

- Tobacco use
- Nutrition/obesity (including food safety)
- HIV
- Healthcare-associated infections
- Motor vehicle crashes
- Teen pregnancy
Crashes are the #1 cause of injury death

- Motor vehicle crashes are the leading cause of injury death in the United States
- Motor vehicle-related injuries send more than 4 million people to hospital emergency departments every year
- Motor vehicle crashes killed nearly 33,000 people in 2010 – that’s 90 people every day

Motor vehicle crashes are the leading cause of death for children and young adults (ages 5-24)

Number of deaths in 2009

<table>
<thead>
<tr>
<th></th>
<th>Number of Deaths</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unintentional injuries</td>
<td>14,000</td>
</tr>
<tr>
<td>Homicide</td>
<td>4,000</td>
</tr>
<tr>
<td>Suicide</td>
<td>3,000</td>
</tr>
<tr>
<td>Cancers</td>
<td>2,000</td>
</tr>
</tbody>
</table>

Motor vehicle crash deaths

Motor vehicle-related crash injuries and deaths cost ~$100 billion in 2005.

- Pedalcyclists: $5 Billion
- Pedestrians: $10 Billion
- Other: $2 Billion
- Total Cost: $99 Billion in medical and lost work costs

Preventing crash-related deaths involves three priority areas:

- Seat belts and child passenger safety
- Teen driver safety
- Alcohol-impaired driving
Seat belts save thousands of lives each year

- Seat belts saved an estimated 12,546 lives in 2010
- Seat belt use still varies widely
  - In some states seat belt use exceeds 90%, while in others nearly 30% fail to buckle up

If everyone had worn a seat belt on every trip in 2010, more than 3,341 additional lives would have been saved


Child passenger restraints prevent serious injury and death

- Motor vehicle crashes are the leading cause of death for children
- Child safety seats reduce deaths by 71% for infants (younger than 1 year old) and by 54% for toddlers (1-4 years old)
- Among children under age 5, an estimated 285 lives were saved by child safety seat use in 2010

Primary enforcement seat belt laws increase seat belt use

- **What are they?**
  - Primary enforcement seat belt laws allow law enforcement to pull over a motorist solely for not wearing a seat belt

- **Do they work?**
  - Yes – states with primary enforcement seat belt laws achieve significantly higher seat belt use than secondary law states


CDC's Injury Center shares evidence on seat belts, child restraints

- **Booster Seats**
  - CDC is collaborating with national and state partners to develop a Booster Seat Planning Guide to provide scientific expertise on promoting booster seat use

- **Seat Belts**
  - CDC is providing scientific expertise and consultation, and engaging with stakeholders to increase seat belt usage in states
Motor vehicle crashes are the #1 killer of teens

- **Motor vehicle crashes are the leading cause of death for U.S. teens**
  - More than 3,200 teens ages 15-19 were killed in vehicle crashes in 2009

- **Crashes involving teens ages 15-19 cost $14 billion annually**

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**Leading Cause of Death for Teens (ages 15-19, 2009)**

- Motor Vehicle Injuries: 33%
- Suicide: 17%
- Other Unintentional Injuries: 16%
- Cancer: 6%
- Homicide: 19%
- All Other Causes: 6%
- Heart Disease: 3%


Graduated Driver Licensing (GDL) saves teen lives

- **What is GDL?**
  - GDL gives teens driving privileges in stages, helping new drivers gain experience in low-risk conditions

- **Does it work?**
  - If every state had a strong GDL system, we could reduce the number of 16-year-olds involved in fatal crashes by 20%

Research suggests that the most comprehensive GDL programs can reduce fatal crashes by 38%

Effective GDL programs require three stages

Strong GDL programs have a three-stage process:

1. **Learner’s Permit**
   - Permits are only available to drivers at least 16 years old, and are held for a mandatory 6 months

2. **Probationary License**
   - Probationary licenses prohibit unsupervised nighttime driving and limit the number of passengers accompanying a driver without adult supervision

3. **Full License**
   - A driver only obtains full driving privileges after turning 18
CDC’s Injury Center promotes evidence on GDL systems across the country

**Strengthening GDL**
- In collaboration with external partners, CDC identified evidence-based strategies for the development of a state GDL Planning Guide
- Currently being pilot tested in eight states

**Getting parents involved**
- CDC released a communications campaign toolkit, *Parents Are the Key*, to help parents learn about the most dangerous driving situations for their young driver and how to avoid them. (Available online at: [www.cdc.gov/parentsarethekey](http://www.cdc.gov/parentsarethekey))
Nearly 1 in 3 crash deaths involve an impaired driver

- In 2010, 10,228 people died in alcohol-impaired crashes
- Young people have the highest risk of being involved in an alcohol-impaired crash

If all drivers had a blood alcohol content (BAC) level less than the illegal threshold (0.08%), more than 7,000 lives would have been saved in 2010.
Sobriety checkpoints reduce alcohol-impaired driving

- What are sobriety checkpoints?
  - At sobriety checkpoints, law enforcement officers stop drivers systematically to assess their level of alcohol impairment

- Do they work?
  - Yes – checkpoints reduce impaired driving crashes and deaths by a median of 20%

- What can be done?
  - Local and state law enforcement can use sobriety checkpoints to improve enforcement and deter impaired driving

Zero tolerance laws reduce teen drinking and driving crashes

- **What are zero tolerance laws?**
  - Zero tolerance laws set a lower legal blood alcohol content (BAC), usually between any detectable BAC and 0.02%, for drivers under 21

- **Do they work?**
  - Yes – zero tolerance laws lower fatal crash rates between 9 to 24%

- **What can be done?**
  - States can actively enforce zero tolerance laws and maintain the current minimum legal drinking age at 21

Ignition interlocks keep DUI offenders from offending again

- What are ignition interlocks?
  - Ignition interlocks are devices installed in vehicles to prevent people who have consumed alcohol from driving

- Do they work?
  - Yes – installation of interlocks reduces the re-arrest rate of convicted DUI offenders by about 70%

- What can be done?
  - States can implement ignition interlocks for everyone convicted of a DUI, even on a first offense

CDC's Injury Center supports efforts to keep impaired drivers off the road

- Evaluating ignition interlock programs
  - CDC and the National Highway Traffic Safety Administration sponsored a National Ignition Interlock Summit and are evaluating ignition interlock programs

- Working to prevent alcohol-related injuries in college communities
  - CDC's Injury Center is working to develop and test strategies for colleges and universities to prevent impaired driving
For More Information, Visit…

- Motor Vehicle Safety: [cdc.gov/motorvehiclesafety](http://cdc.gov/motorvehiclesafety)
- Seat Belts: [cdc.gov/motorvehiclesafety/SeatBelts](http://cdc.gov/motorvehiclesafety/SeatBelts)
- Child Passenger Safety: [cdc.gov/Motorvehiclesafety/Child_Passenger_Safety](http://cdc.gov/Motorvehiclesafety/Child_Passenger_Safety)
- Teen Driving: [cdc.gov/Motorvehiclesafety/Teen_Drivers](http://cdc.gov/Motorvehiclesafety/Teen_Drivers)
- Alcohol-Impaired Driving: [cdc.gov/Motorvehiclesafety/Impaired_Driving](http://cdc.gov/Motorvehiclesafety/Impaired_Driving)
Motor Vehicle-related Deaths and Injuries Are Preventable

For more information please contact Centers for Disease Control and Prevention

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