

Healthy People 2020: Who's Leading the Leading Health Indicators?



Don Wright, MD, MPH

Deputy Assistant Secretary for Disease Prevention and Health Promotion



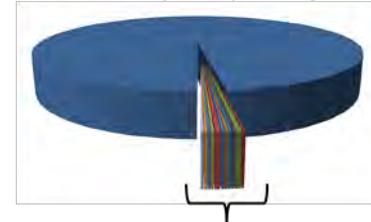


Who's Leading the Leading Health Indicators?

Leading Health Indicators are:

- Critical health issues that, if addressed appropriately, will dramatically reduce the leading causes of preventable deaths and illnesses.
- Linked to specific Healthy People objectives.
- Intended to motivate action to improve the health of the entire population.

1,200 Healthy People objectives



LHIs are a subset
of Healthy People
objectives



Who's Leading the Leading Health Indicators?

Featured Speakers:

Wanda Jones, DrPH

Principal Deputy Assistant Secretary for Health, U.S. Department of Health and Human Services

Bethany West, MPH

Health Scientist, Division of Unintentional Injury Prevention, National Center for Injury Prevention and Control, Centers for Disease Control and Prevention

Carole Guzzetta

Highway Safety Specialist, National Highway Traffic Safety Administration, Department of Transportation

Cesi Velez

Project Manager, Washington Child Passenger Commission, Bonney Lake Police Department

Wanda Jones, DrPH

Principal Deputy Assistant Secretary for Health





Injury and Violence

- Unintentional injuries and violence-related injuries can be caused by a number of events, such as:
 - Motor vehicle crashes
 - Falls
 - Unintentional drug overdoses
 - Physical assault
 - Homicide
 - Suicide

- Injuries have serious, painful, and debilitating physical and emotional consequences, including:
 - Hospitalization
 - Brain injury
 - Poor mental health
 - Disability
 - Premature death



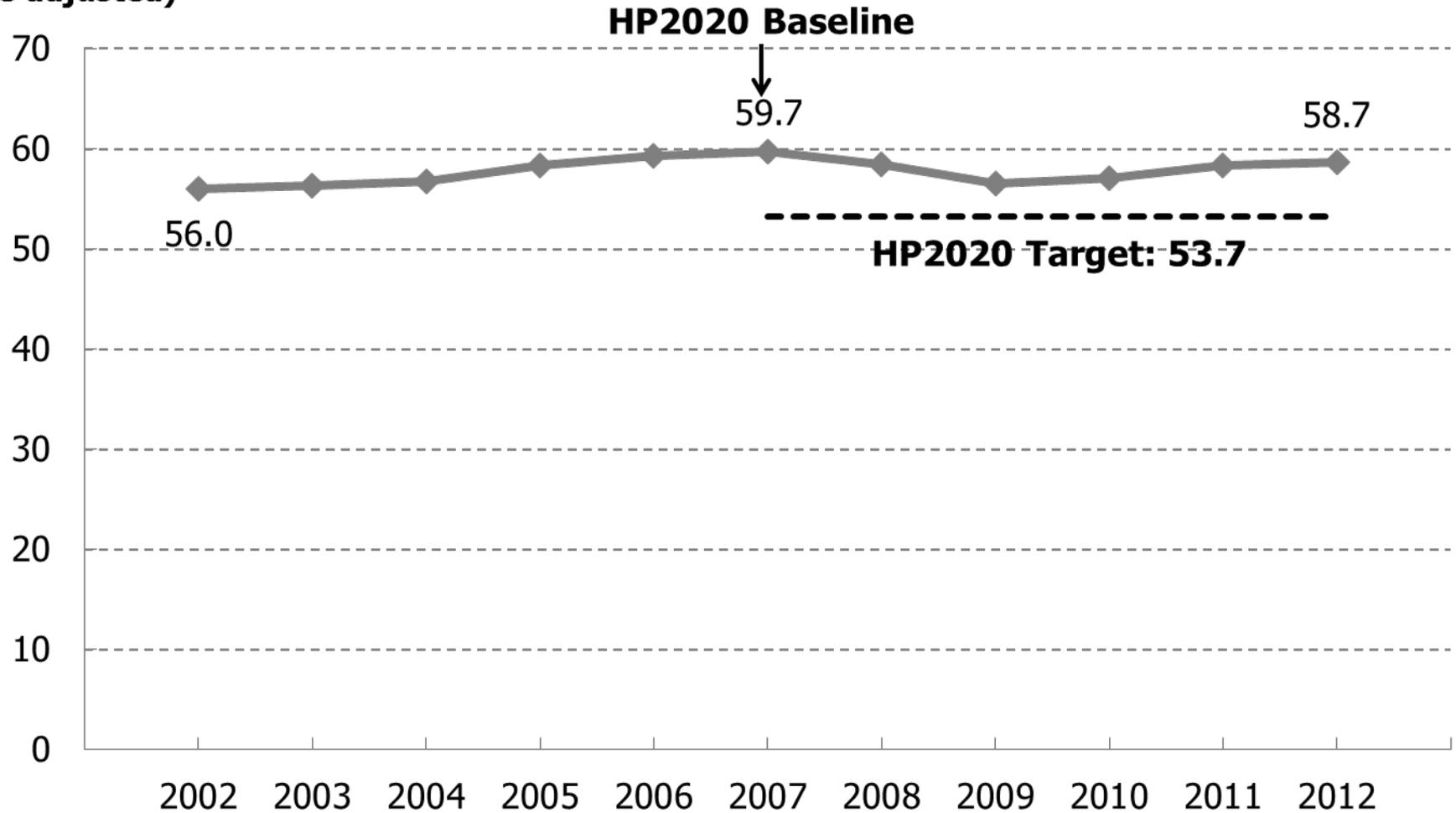
Injury and Violence

- Fatal injuries (injury deaths)
- Homicides



Injury Deaths

Rate per 100,000
(age adjusted)



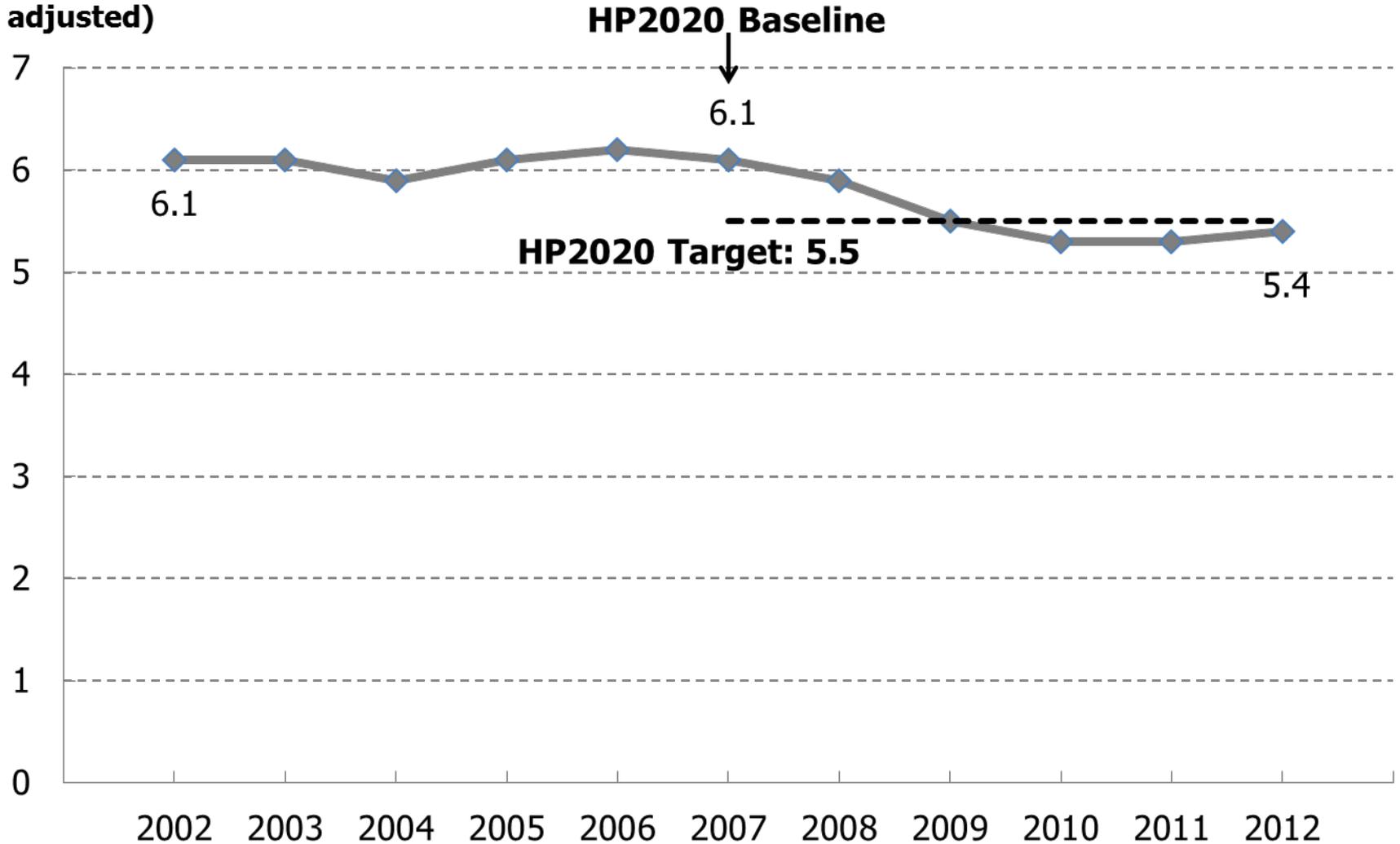
NOTES: Data are for ICD-10 codes *U01-*U03, V01-Y36, Y85-Y87, Y89 reported as the underlying cause of death and are age adjusted to the 2000 standard population.

SOURCE: National Vital Statistics System-Mortality (NVSS-M), CDC/NCHS.

Obj. IVP-1.1
Decrease desired

Homicide Rate

Rate per 100,000
(age adjusted)

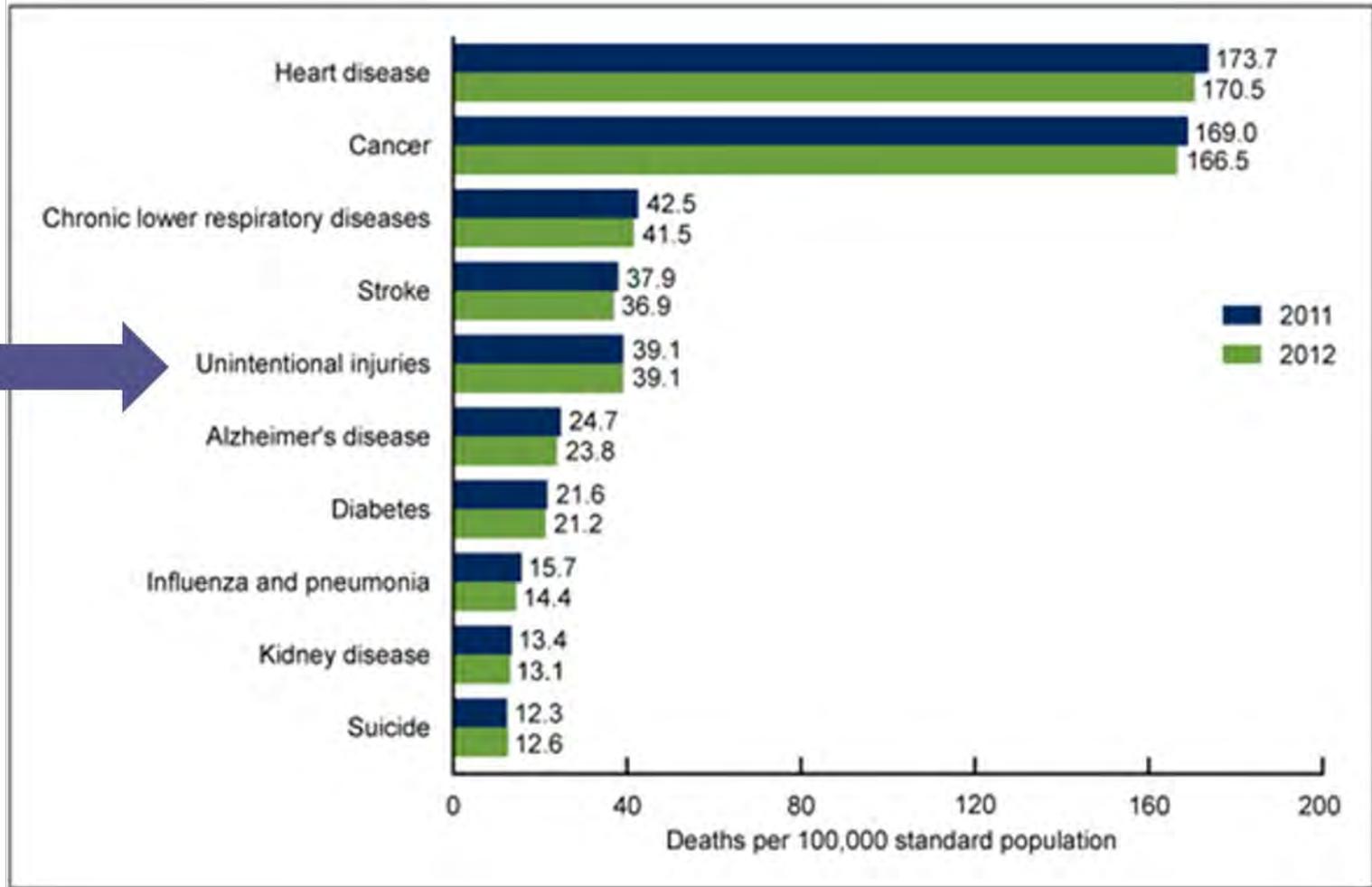


NOTES: Data are for ICD-10 codes *U01-*U02, X85-Y09, Y87.1 reported as underlying cause of death and are age adjusted to the 2000 standard population.

SOURCE: National Vital Statistics System-Mortality (NVSS-M), CDC/NCHS.

Obj. IVP-29
Decrease desired

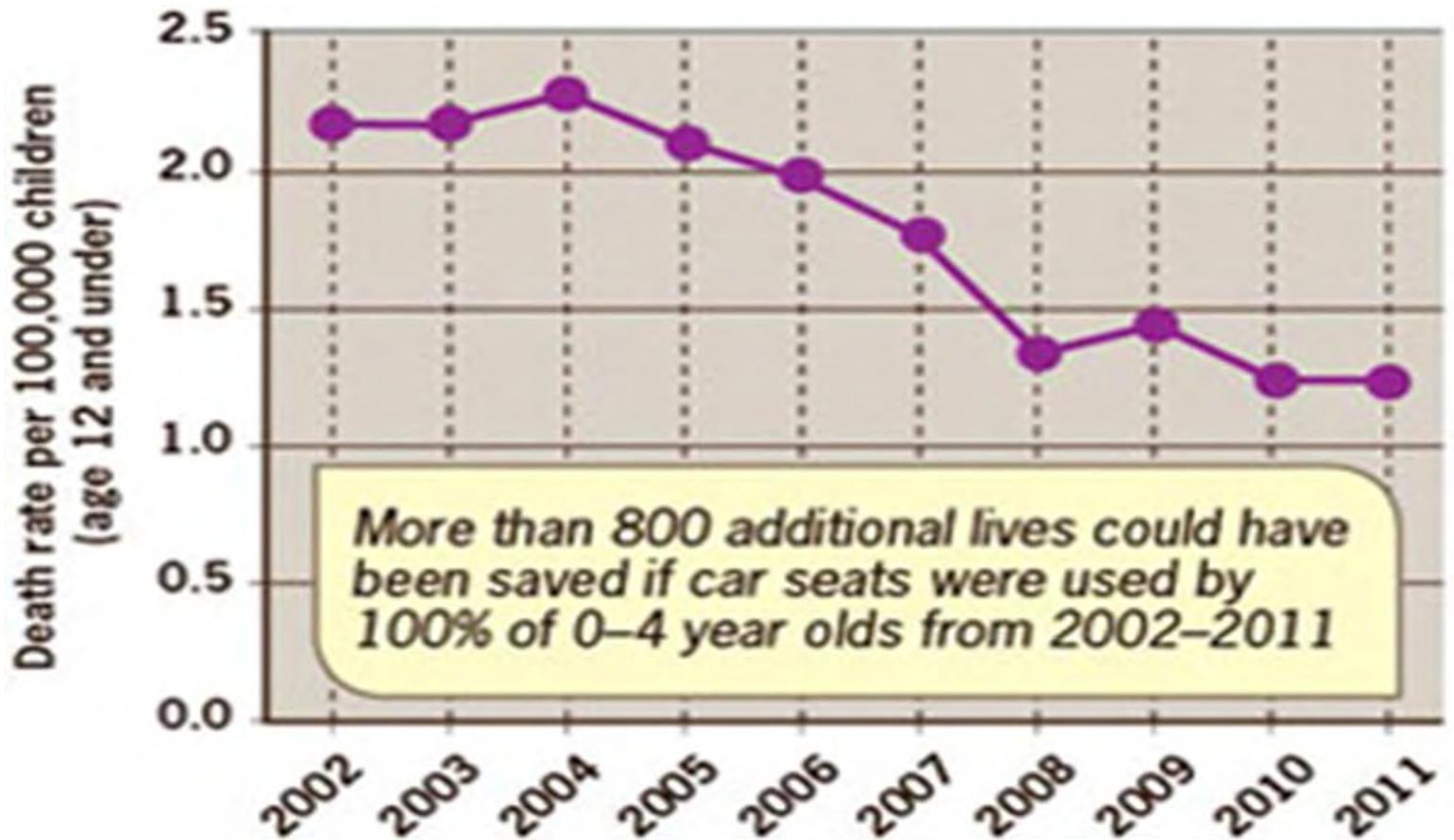
10 leading causes of death: United States, 2011–2012 (Age-Adjusted)



SOURCE: CDC/NCHS, National Vital Statistics System, Mortality.
Age adjusted to the 2000 standard population



Child Passenger Safety & Fatal Injuries



Source: CDC Vital Signs
<http://www.cdc.gov/vitalsigns/childpassengersafety>

CDC: Child Passenger Safety

Bethany West, MPH
CDC

Healthy People 2020 Webinar: Who's Leading the
Leading Health Indicators?
November 20, 2014

National Center for Injury Prevention and Control
Division of Unintentional Injury Prevention



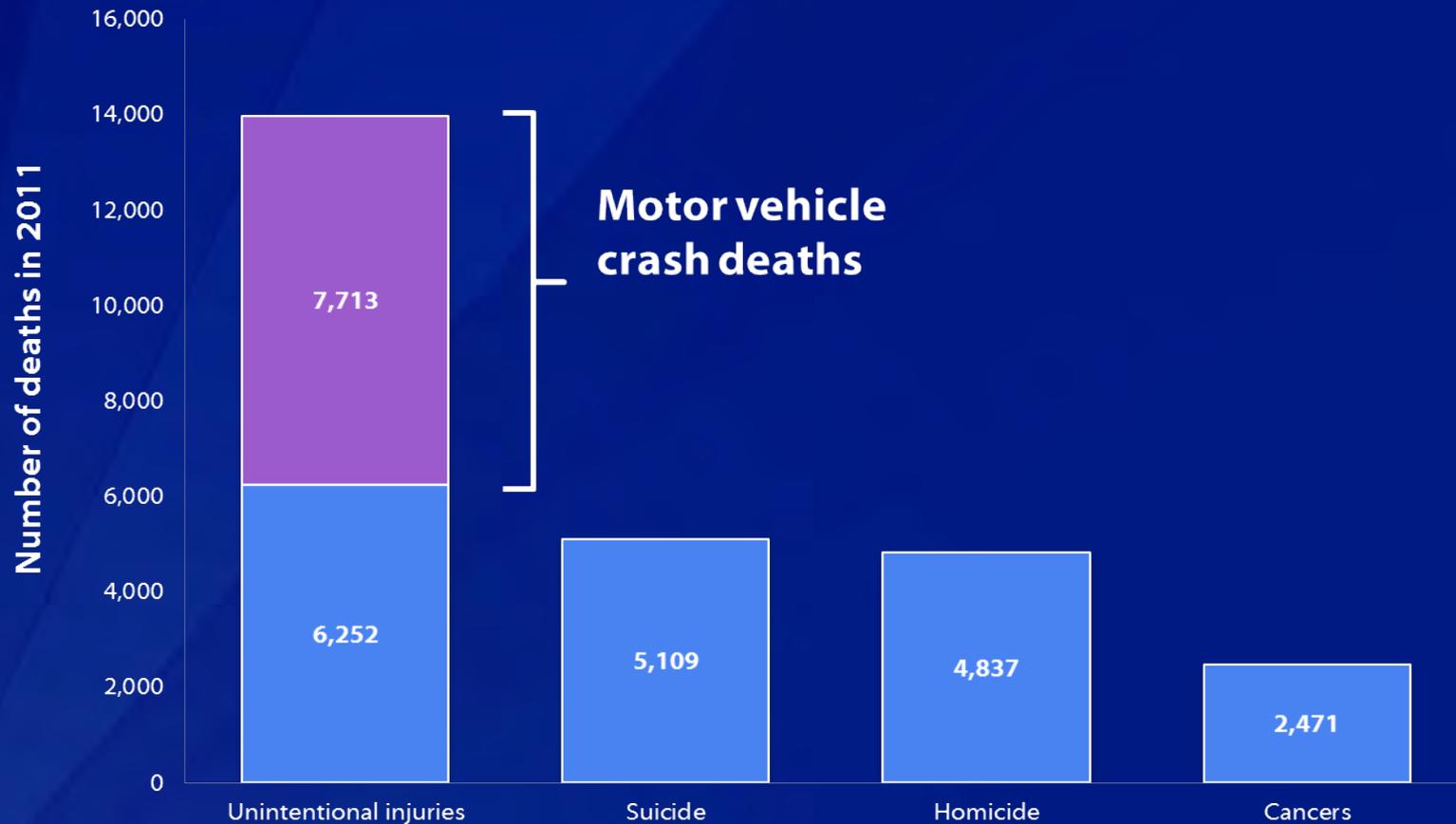
BACKGROUND

Leading Health Indicators

- ❑ IVP 1.1 Reduce fatal injuries
- ❑ Motor vehicle crashes are the second leading cause of injury death among all ages
- ❑ Motor vehicle traffic crashes killed over 33,500 people in 2012 –
 - 92 people every day

Dept of Transportation (US), National Highway Traffic Safety Administration (NHTSA). Traffic Safety Facts: 2012 Motor Vehicle Crashes: Overview. Washington (DC): NHTSA; 2013. <http://www-nrd.nhtsa.dot.gov/Pubs/811856.pdf>
Centers for Disease Control and Prevention, National Center for Injury Prevention and Control. Web-based Injury Statistics Query and Reporting System (WISQARS) [online]. www.cdc.gov/injury/wisqars.

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



Child passenger restraints prevent death

- Child safety seat use reduce the risk for death to infants (aged <1 year) by 71%; and by 54% for toddlers (aged 1-4 years)
- Among children under age 5, an estimated 3,573 lives were saved by child safety seat use from 2002-2012

Sauber-Schatz, EK; West, BA; Bergen, G. Vital Signs: Restraint Use and Motor Vehicle Occupant Death Rates Among Children Aged 0–12 Years — United States, 2002–2011. *Morbidity and Mortality Weekly Report*. 2014 Feb 7;63(5):113-8. http://www.cdc.gov/mmwr/preview/mmwrhtml/mm63e0204a1.htm?s_cid=mm63e0204a1_w

Department of Transportation (US), National Highway Traffic Safety Administration (NHTSA), Traffic Safety Facts 2012: Children. Washington (DC): NHTSA; 2014. <http://www-nrd.nhtsa.dot.gov/Pubs/812011.pdf>

Vital Signs: Child Passenger Safety

February 2014 Vital Signs

- Explore the past decade of child motor vehicle death data
- Trends over time
- Detailed picture of the most recent years
- Differences by
 - Sex
 - Age
 - Race/ethnicity
- <http://www.cdc.gov/vitalsigns/childpassengersafety/index.html>



Child Passenger Safety

Buckle up every age, every trip

Motor vehicle crashes are a leading cause of death for children in the US. Buckling up is the best way to save lives and reduce injuries.

Child passenger restraint laws result in more children being buckled up. Only 2 out of every 100 children live in states that require car seat or booster seat use for children age 8 and under.

A third of children who died in crashes in 2011 were not buckled up. We—especially parents and caregivers—can do more to protect children on the road.

Parents and caregivers can keep children safe by:

- Knowing how to use car seats, booster seats, and seat belts.
- Using them on every trip, no matter how short.
- Setting a good example by always using a seat belt themselves.

→ See page 4

Want to learn more? Visit

www.cdc.gov/vitalsigns



RESULTS

43% ↓

Motor vehicle deaths among children age 12 and under decreased by 43% in the past decade.

 **9,000**

Still more than 9,000 children age 12 and under died in crashes in the past decade.

1 in 2 

Almost half of all black (45%) and Hispanic (46%) children who died in crashes were not buckled up (2009 – 2010).

Results: Child Motor Vehicle Crash Deaths (aged 12 and under); 2002–2011

❑ 9,182 child motor vehicle crash deaths

 9,000

❑ Child death rates decreased 43%

▪ 2.2 deaths per 100,000 population in 2002

▪ 1.2 deaths per 100,000 population in 2011

43% ↓

❑ 1 in 3 (33%) child deaths in 2011 were not buckled up



Results: Child Motor Vehicle Crash Deaths (aged 12 and under); 2009–2010

- Proportion of deaths not buckled differed by race/ethnicity
 - 45% of black children
 - 46% of Hispanic children
 - 26% of white children

1 in 2



Almost half of all black (45%) and Hispanic (46%) children who died in crashes were not buckled up (2009 – 2010).

More Can Be Done: Child Safety Seats, Booster Seats, and Seat Belts

Using the correct car seat or booster seat can be a lifesaver: make sure your child is always buckled in an age- and size-appropriate car seat or booster seat.



REAR-FACING CAR SEAT

Birth up to Age 2*

Buckle children in a rear-facing seat until age 2 or when they reach the upper weight or height limit of that seat.



FORWARD-FACING CAR SEAT

Age 2 up to at least age 5*

When children outgrow their rear-facing seat, they should be buckled in a forward-facing car seat until at least age 5 or when they reach the upper weight or height limit of that seat.



BOOSTER SEAT

Age 5 up until seat belts fit properly*

Once children outgrow their forward-facing seat, they should be buckled in a booster seat until seat belts fit properly. The recommended height for proper seat belt fit is 57 inches tall.



SEAT BELT

Once seat belts fit properly without a booster seat

Children no longer need to use a booster seat once seat belts fit them properly. Seat belts fit properly when the lap belt lays across the upper thighs (not the stomach) and the shoulder belt lays across the chest (not the neck).

Keep children ages 12 and under in the back seat. Never place a rear-facing car seat in front of an active air bag.

**Recommended age ranges for each seat type vary to account for differences in child growth and height/weight limits of car seats and booster seats. Use the car seat or booster seat owner's manual to check installation and the seat height/weight limits, and proper seat use.*

Child safety seat recommendations: American Academy of Pediatrics.
Graphic design: adapted from National Highway Traffic Safety Administration.

What Can Be Done? Parents and Caregivers Can...

- ❑ Know how to use car seats, booster seats, and seat belts
- ❑ Use them on every trip, no matter how short
- ❑ Install and use seats according to the owner's manual
- ❑ Get help installing seats from a certified Child Passenger Safety Technician
 - Find one at: <http://cert.safekids.org/Home/SeatCheckLocations.aspx>
- ❑ Recognize the safest way to buckle up changes as a child grows
- ❑ Buckle children age 12 and under in the back seat



What Can Be Done?

Proven Strategies for States and Communities

□ Community Preventive Services Task Force systematic review found*

- CSS laws
 - Decrease deaths
 - Increase CSS use
- CSS distribution plus education programs
 - Increase CSS possession and CSS use



□ Increasing the required age for CSS/booster seat use**

- Increases CSS/booster seat use by almost 3 times
- Decreases the rate of fatal or incapacitating injuries by 17%

*Zaza S, Sleet DA, Thompson RS, Sosin DM, Bolen JC; Task Force on Community Preventive Services. Reviews of evidence regarding interventions to increase the use of child safety seats. *Am J Prev Med* 2001;21(4 Suppl):31-47. <http://www.thecommunityguide.org/mvoi/index.html>

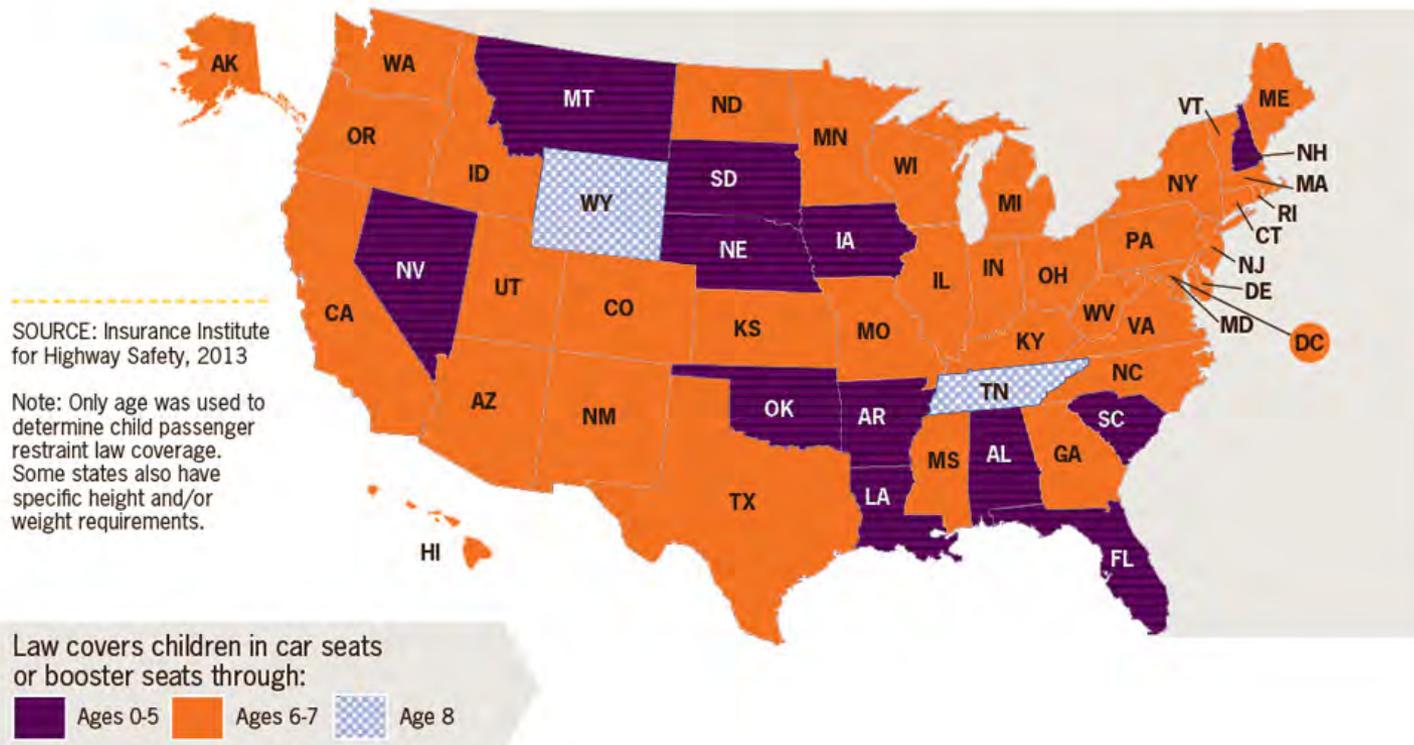
**Eichelberger AH, Chouinard AO, Jermakian JS. Effects of booster seat laws on injury risk among children in crashes. *Traff Inj Prev* 2012;13:631-9.

State Laws August 2013

Evidence shows that state laws result in more children being buckled up.

Only 2 states (Tennessee and Wyoming) have child passenger restraint laws requiring car seat or booster seat use for children age 8 and under.

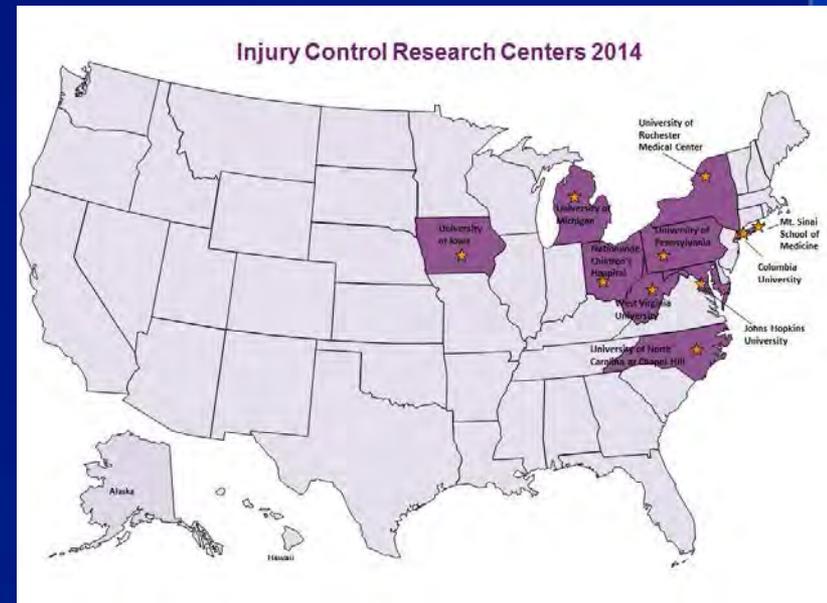
Child passenger restraint laws that increase the age for car seat or booster seat use result in more children being buckled up. Among five states that increased the required car seat or booster seat age to 7 or 8 years, car seat and booster seat use tripled, and deaths and serious injuries decreased by 17%.



PROGRAMS AND RESEARCH

Injury Control Research Centers (ICRCs)

- ❑ CDC funds ICRCs at universities and medical centers throughout U.S. to study ways to prevent injuries and disabilities
- ❑ Conduct cutting edge research and support the translation of evidence-based programs into prevention efforts
- ❑ Training new generation of researchers and practitioners
- ❑ Develop partnerships to ensure research is translated into practice, and practice informs research
- ❑ <http://www.cdc.gov/injury/erpo/icrc/>



Thank you!
Bethany West
bwest2@cdc.gov

For more information, please contact Centers for Disease Control and Prevention

1600 Clifton Road NE, Atlanta, GA 30333

Telephone: 1-800-CDC-INFO (232-4636)/TTY: 1-888-232-6348

E-mail: cdcinfo@cdc.gov Web: <http://www.cdc.gov>

The findings and conclusions in this report are those of the authors and do not necessarily represent the official position of the Centers for Disease Control and Prevention.

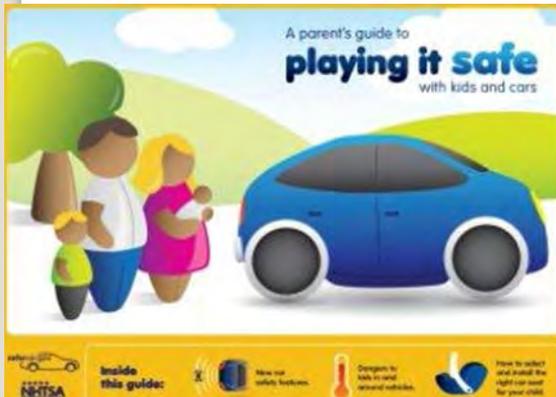


National Center for Injury Prevention and Control
Division of Unintentional Injury Prevention



Healthy People 2020: Leading Health Indicators Webinar

Strategies to Address Child Passenger Safety
Carole S Guzzetta
Highway Safety Specialist
Office of Impaired Driving and Occupant Protection



- Vehicle



- Sets and enforces safety performance standards
- Conducts vehicle safety research
- Investigates safety defects

- Behavioral



- Monitors grants to State and local governments
 - Regional Offices
- Helps states reduce the threat of impaired drivers; promotes the use of seat belts, car seats and booster seats

Key Responsibilities of NHTSA

Behavioral Areas of Focus

CPS

• Education and Training



- National Child Passenger Safety Certification Training Program
 - Partnership with NHTSA, National Child Passenger Safety Board and Safe Kids Worldwide
 - Resource for community programs
 - Over 35,000 currently certified technicians and 1,300 certified instructors
 - Over 4,000 inspection stations



NATIONAL
**CHILD PASSENGER
SAFETY** BOARD

A program managed by the National Safety Council



SAFE
K:DS
WORLDWIDE™

- **Examples of Community Outreach –**
 - National Child Passenger Safety Week
 - Car Seat Registration Program
 - Ease of Use Ratings Program
 - Photo Library



NHTSA



- **Examples of our RESEARCH**

- 2013 National Survey of the Use of Booster Seats (NSUBS).
 - the only probability-based nationwide child restraint use survey in the United States that observes restraint use and interviews an adult occupant to collect race, ethnicity, and other data.
 - 46 percent of 4- to 7-year-old children were restrained in booster seats in 2013 as compared to 47 percent in 2011.
 - Restraint use for all children under 13 remained the same at 91 percent in 2013.

NHTSA

- Research continued...
 - National Occupant Protection Use Survey
 - Provides nationwide probability observed data on seat belt use in the U.S.
 - Also observes child restraint use



NHTSA

- **Current Research Activities –**

- CPS Messaging Effectiveness

- Develop and test various methods of framing CPS recommendations

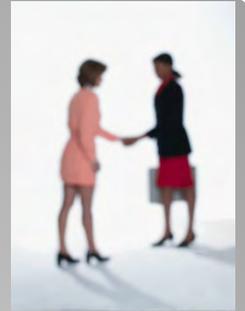
- Evaluation of Child Restraint Installations

- To evaluate CPS installation performance in novice and experienced users
- Yield insight to the cause of errors



NHTSA

- CDC
- SAFE KIDS WORLDWIDE
- NATIONAL SAFETY COUNCIL
- NATIONAL CHILD PASSENGER SAFETY BOARD
- AMERICAN ACADEMY OF PEDIATRICS
- CHILDREN'S HOSPITAL OF PHILADELPHIA
- To name a few....



WORKING WITH OUR PARTNERS

• RESOURCES

- How to Find the Right Car Seat
 - New tool to help parents/caregivers find the right type of car seat
 - <http://www.safercar.gov/parents/Car-Seat-Safety.htm>
- How to Install Your Car Seat
 - How to videos to help parents/caregivers
 - <http://www.safercar.gov/parents/How-To-Install-Car-Seats.htm>

NHTSA

- **RESOURCES**

- Car Seat Registration

- Enhanced effort to promote car seat registration
- <http://www.safercar.gov/parents/Car-Seat-Recalls-Registration.htm>



NHTSA

• Many Ways to Reach Us:

- NHTSA.gov
- Safercar.gov
- Distraction.gov
- EMS.gov
- 911.gov
- TrafficSafetyMarketing.gov

THANK YOU.





CHILD PASSENGER SAFETY IN WASHINGTON STATE

Cesi Velez

Project Manager

Washington Traffic Safety Commission



The Best Protection

- In 2012, among children under the age of 5 in cars, an estimated 284 lives were saved by child restraints.
 - An additional 58 children could have lived if car seat use was 100 percent.
- Car seats reduce the risk of fatal injury by 71 percent for infants and by 54 percent for toddlers in cars.

National Highway Traffic Safety Administration

Child Passenger Safety Technicians (CPST)

NATIONAL
CHILD
PASSENGER
SAFETY
CERTIFICATION

A Program of
Safe Kids Worldwide



NATIONAL
CHILD PASSENGER
SAFETY BOARD

A program managed by the National Safety Council



NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION

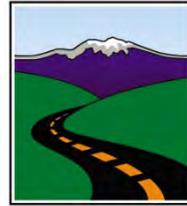
SAFE
KIDS
WORLDWIDE™



15 SafeKids Coalitions

- Child Passenger Safety
- Water Safety
- Recreation Safety
- Home Safety
- Medication Safety
- Fire/Burn Safety
- Pedestrian Safety





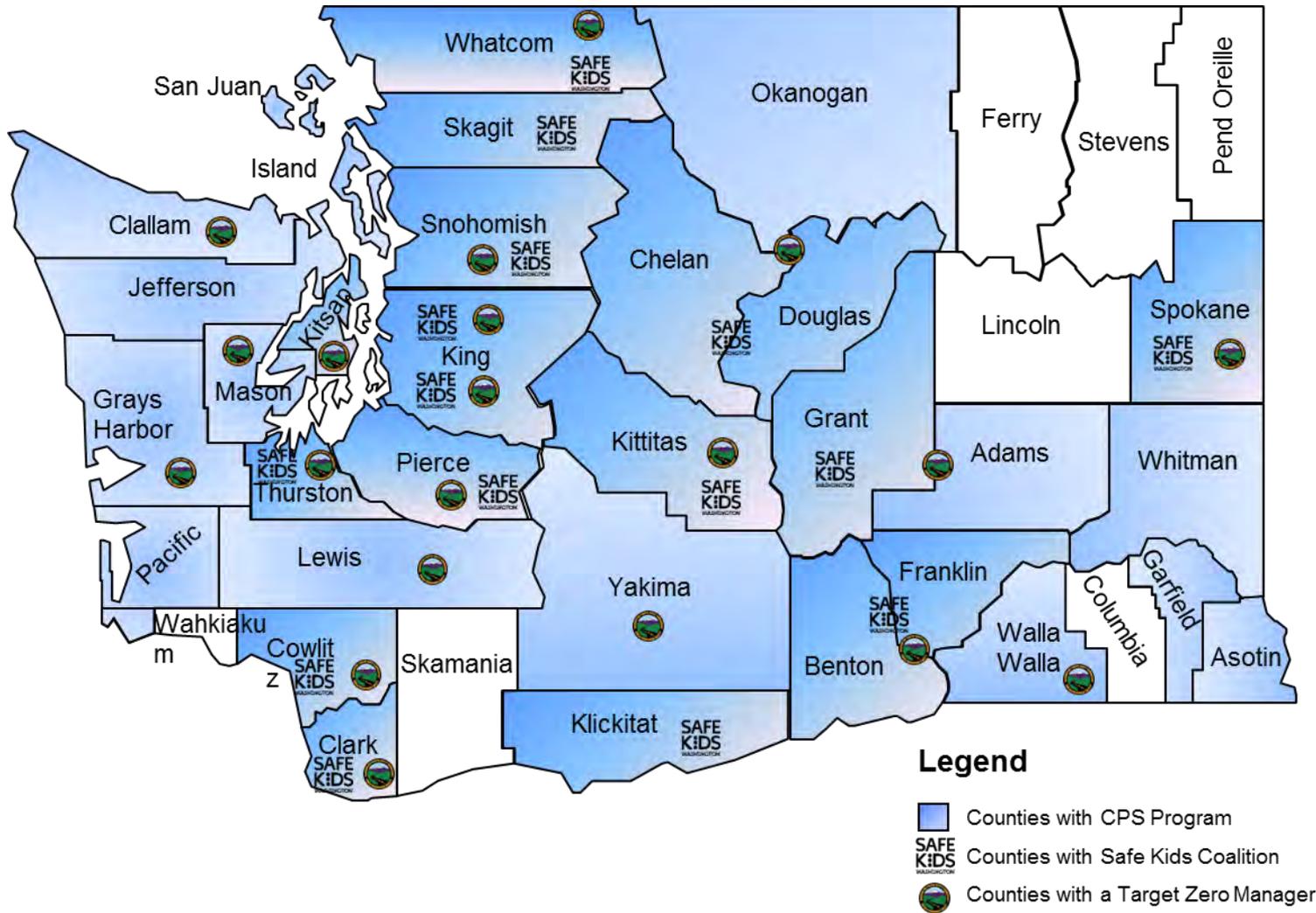
WASHINGTON
Traffic Safety
COMMISSION

20 Target Zero Managers

- Target Zero Task Force
- Focus on traffic related deaths and serious injuries

Locally-led CPS teams

Washington State Child Passenger Safety Programs



Technicians in Washington

397	Car Seat Technicians
25	CPST Instructors
4	Technician Proxies
1	Instructor Candidate



Washington Results

2012-2013

4,622 car seats inspected
1,217 seats distributed

13 monthly events (drop-in)
1 weekly car seat event (drop-in)
32 monthly events by appointment
3 weekly events by appointment
36 community events





Car Seat Inspections

- 30% expectant parents
- 56% child present
- 10% had used program before
- 1 in 4 had more than one child/car seat to check
- 26% visits resulted in caregiver receiving a new safety seat
- Rear-facing convertible was most often installed

Car Seat Mis-use



Corrections made to existing seats:

- 28% seatbelt corrected
- 25% harness corrected
- 13% right angle corrected
- 16% LATCH system corrected

Anton's Law

July 1, 2002

First booster seat law for children
4-6 years old and 40-60 pounds

June 1, 2007

Boosters to 8 years and 4'9"
Under 13 in back seat





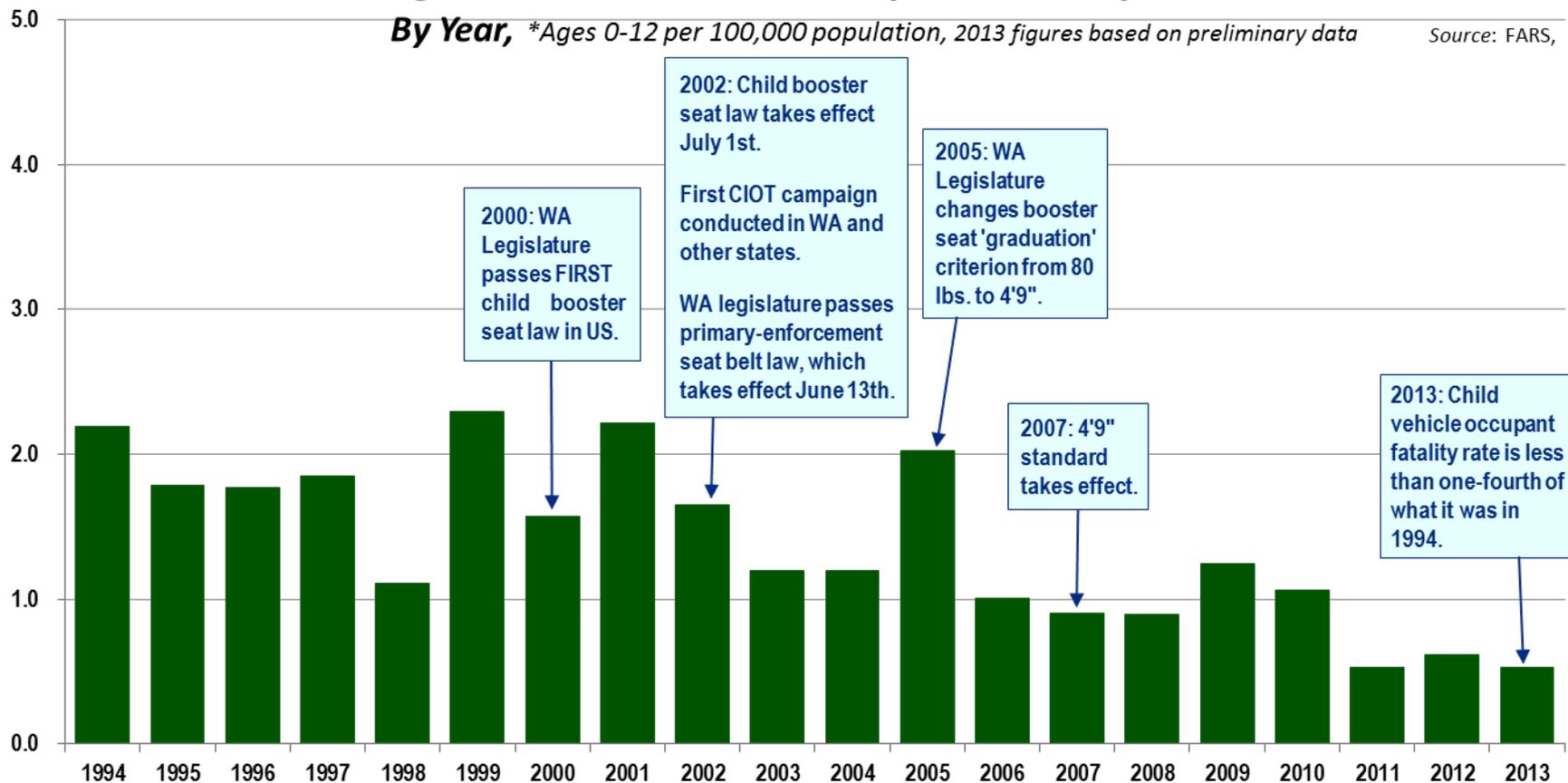
Washington Child Restraint Law

RCW 46.61.687

- All children must ride in an appropriate car or booster seat until at least age 8 or 4'9" tall
- Booster seats until adult seat belt fits properly
- Up to age 13, children must ride in the back seat

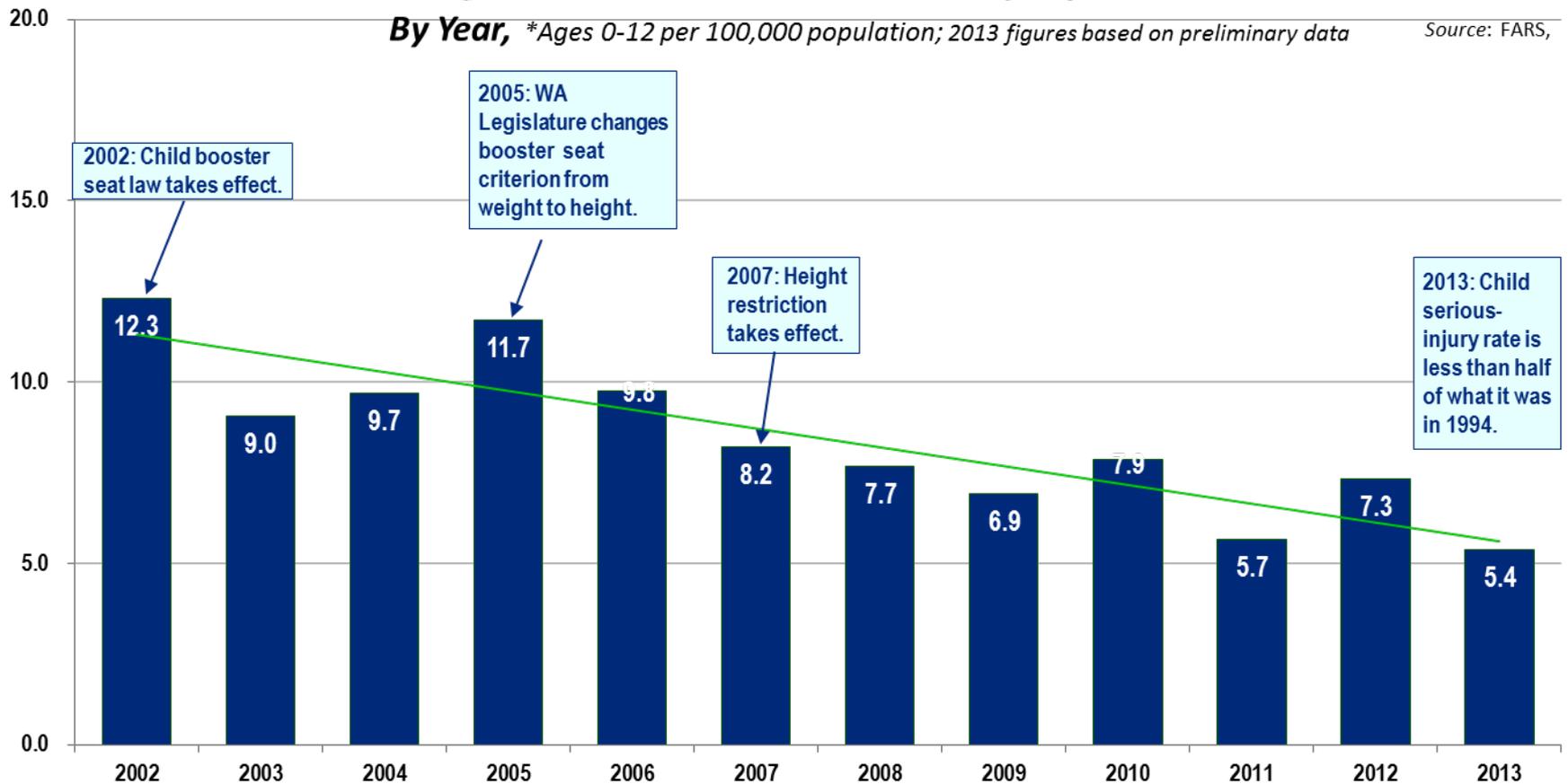
The State of Washington

Washington Child Vehicle-Occupant Fatality Rate, 1994-2013*



The State of Washington

Washington Child Traffic Serious-Injury Rate, 2002-2013*

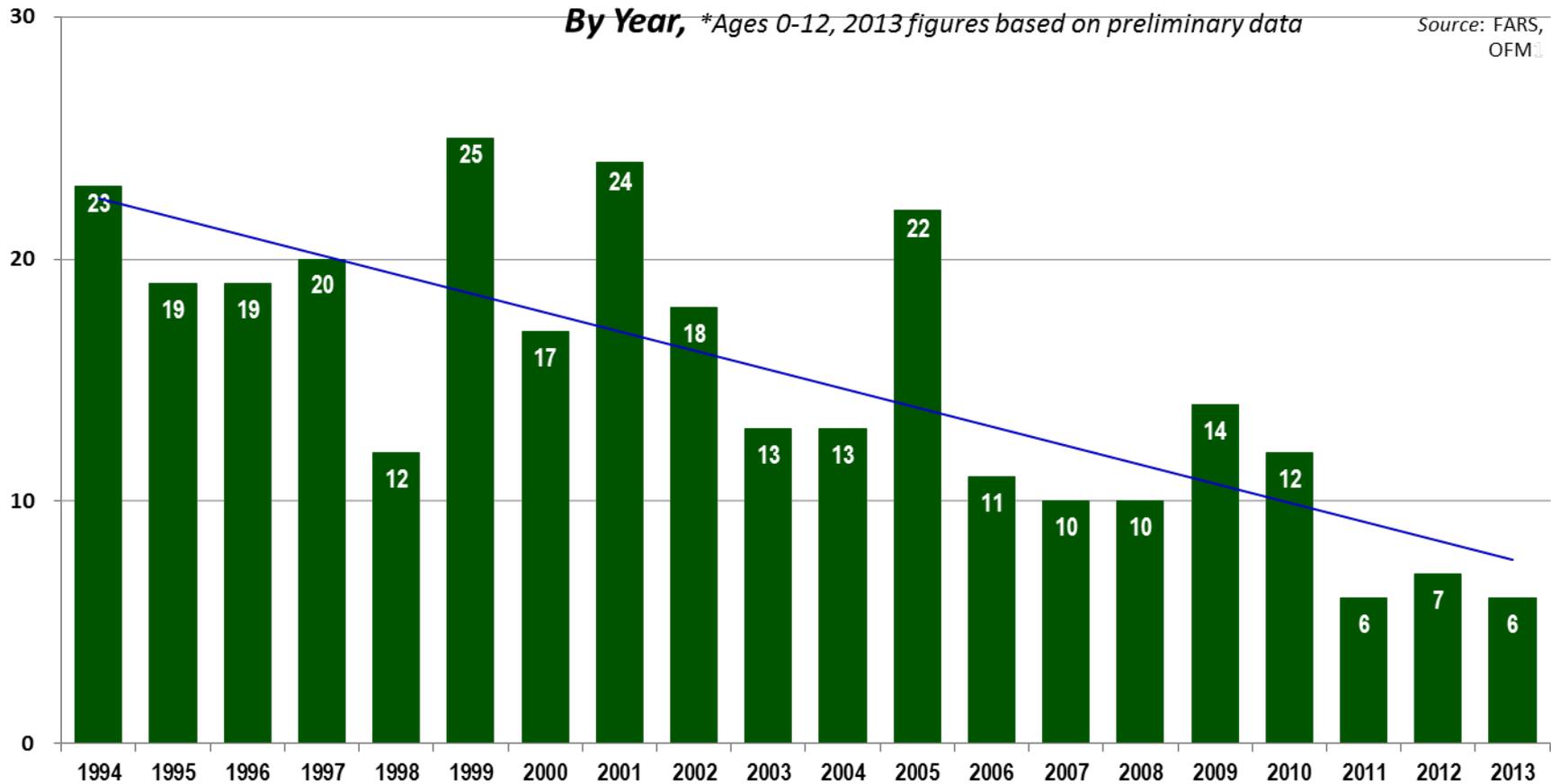


The State of Washington

Washington Child Vehicle-Occupant Fatalities, 1994-2013*

*By Year, *Ages 0-12, 2013 figures based on preliminary data*

*Source: FARS,
OFM*

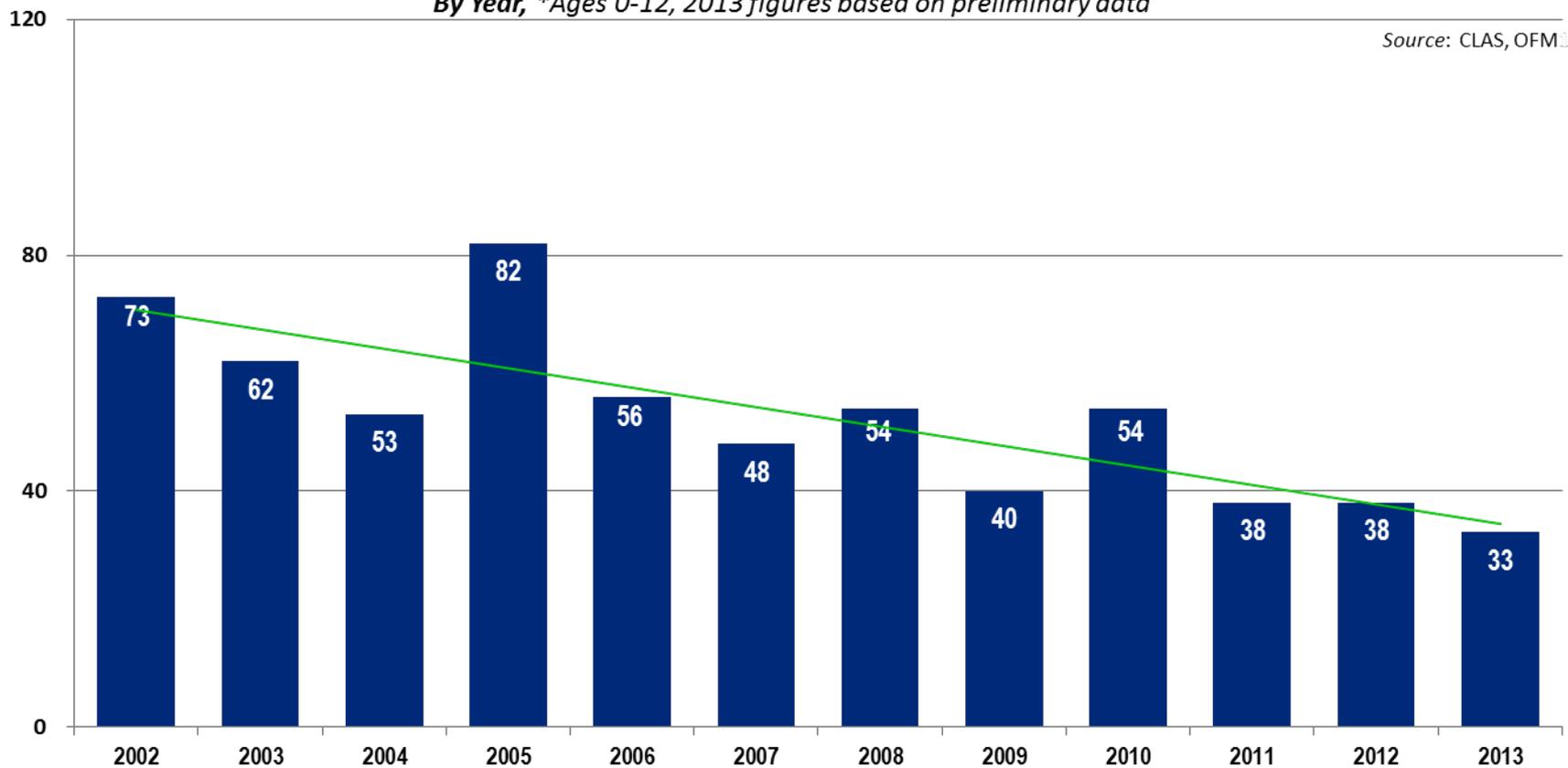


The State of Washington

Washington Child Vehicle-Occupant Serious Injuries, 2002-2013

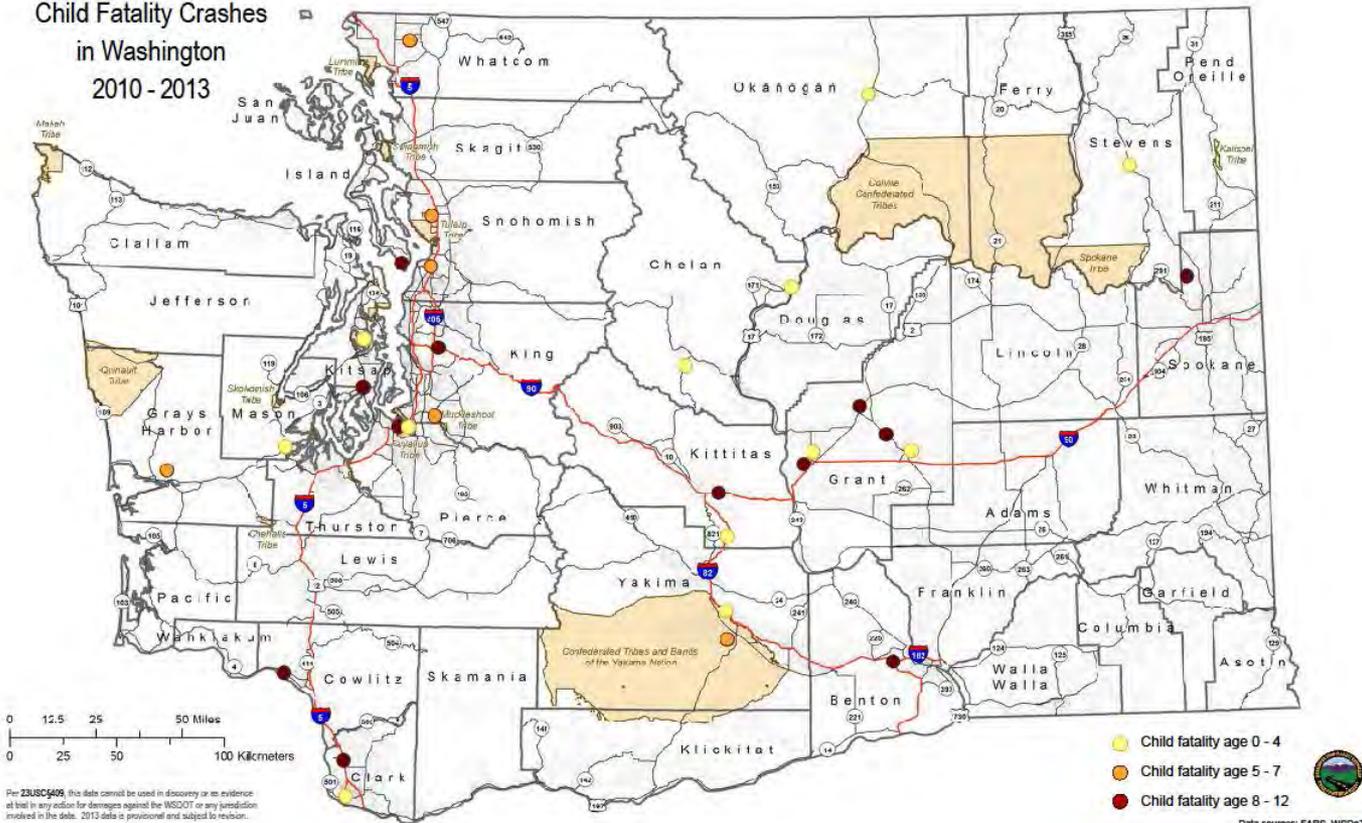
By Year, *Ages 0-12, 2013 figures based on preliminary data

Source: CLAS, OFM



The State of Washington

Child Fatality Crashes
in Washington
2010 - 2013



12 years & younger

2010 = 12

2011 = 7

2012 = 7

2013 = 6

4 in front seat

9 restraint use unknown

8 no restraint used

3 under age 8 using l/s belt

6 8yr+ using l/s belt

4 using booster

1 lap only belt

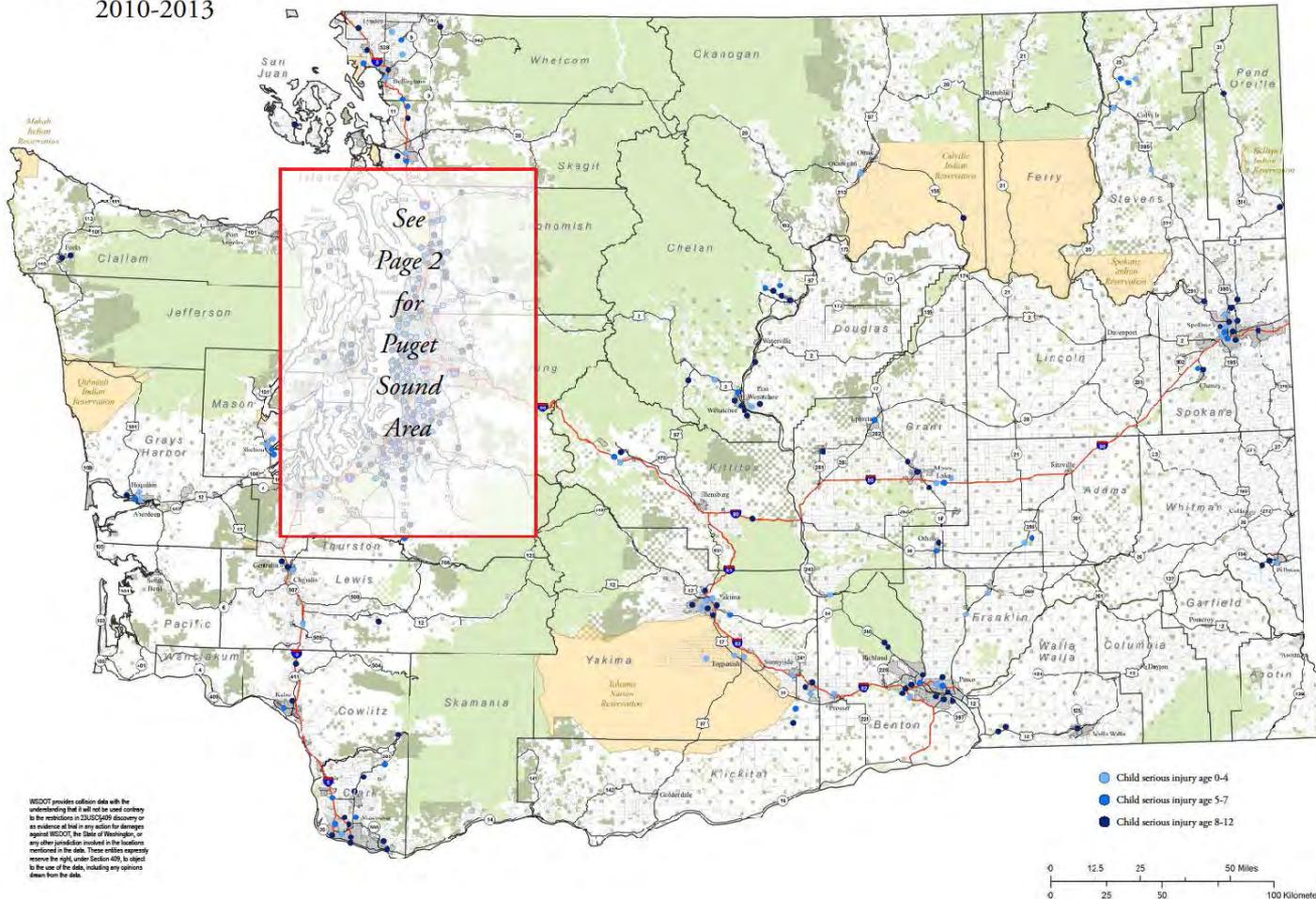
1 shoulder belt only

Per 23 USC § 406, this data cannot be used in discovery or as evidence at trial in any action for damages against the WSDOT or any jurisdiction involved in the data. 2013 data is provisional and subject to revision.

Data sources: FARS, WSDOT

The State of Washington

Child Serious Injury
Crashes in Washington
2010-2013



12 years & younger

2010 = 89

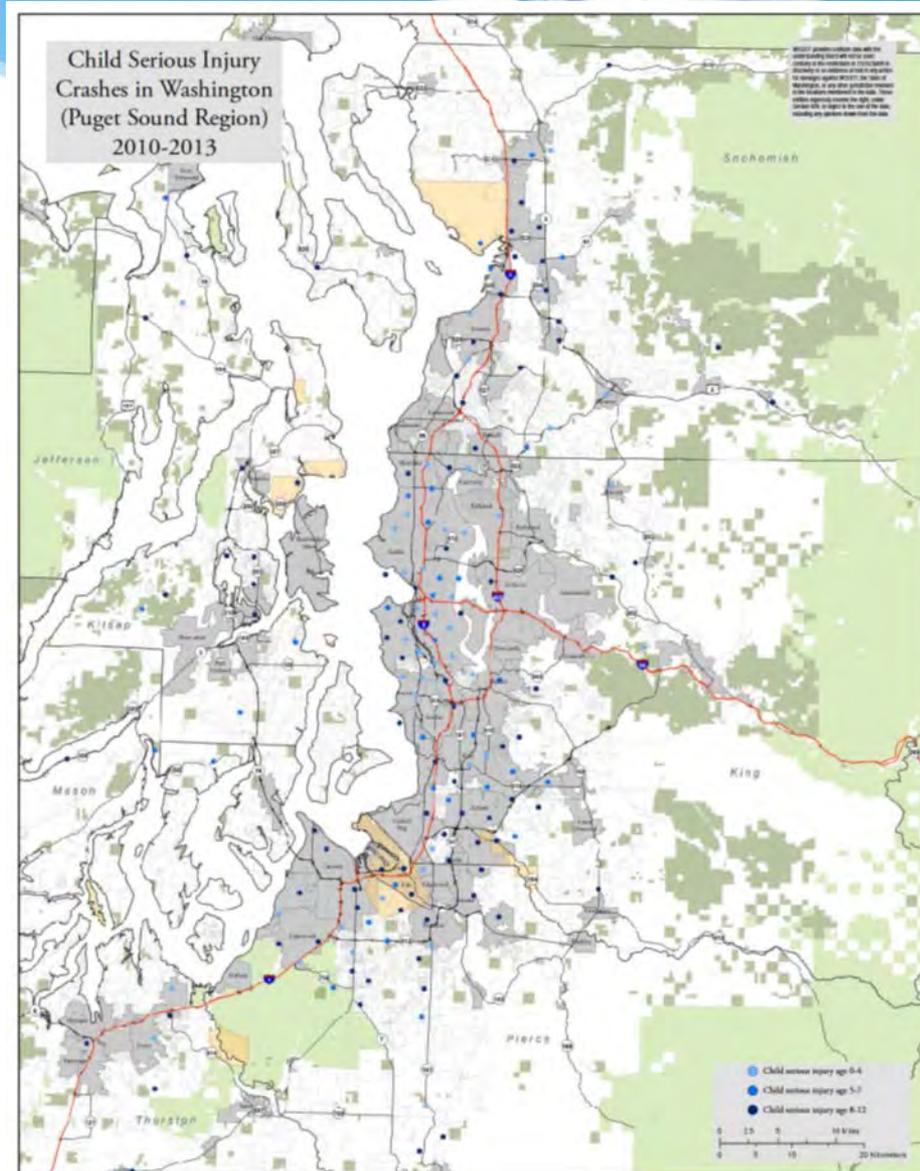
2011 = 64

2012 = 83

2013 = 38

WSDOT provides collision data with the understanding that it will not be used contrary to the restrictions in 23 USC 409 discovery or its equivalent or held in any action for damages against WSDOT, the State of Washington, or any other jurisdiction involved in the locations mentioned in the data. These entities expressly reserve the right, under Section 409, to object to the use of the data, including any reports drawn from the data.

The State of Washington



12 years & younger

2010 = 89

2011 = 64

2012 = 83

2013 = 38

Washington Child Passenger Safety Program

Funding

- National Highway Traffic Safety Administration (NHTSA)
- Washington Traffic Safety Commission (WTSC)



CPS Structure

Goals of Washington's Child Passenger Safety Program

1. Maintain and support an active network of child restraint inspection stations.
2. Maintain a sufficient number of child passenger safety technicians.
3. Increase driver awareness and enforcement of Washington's child restraint law.

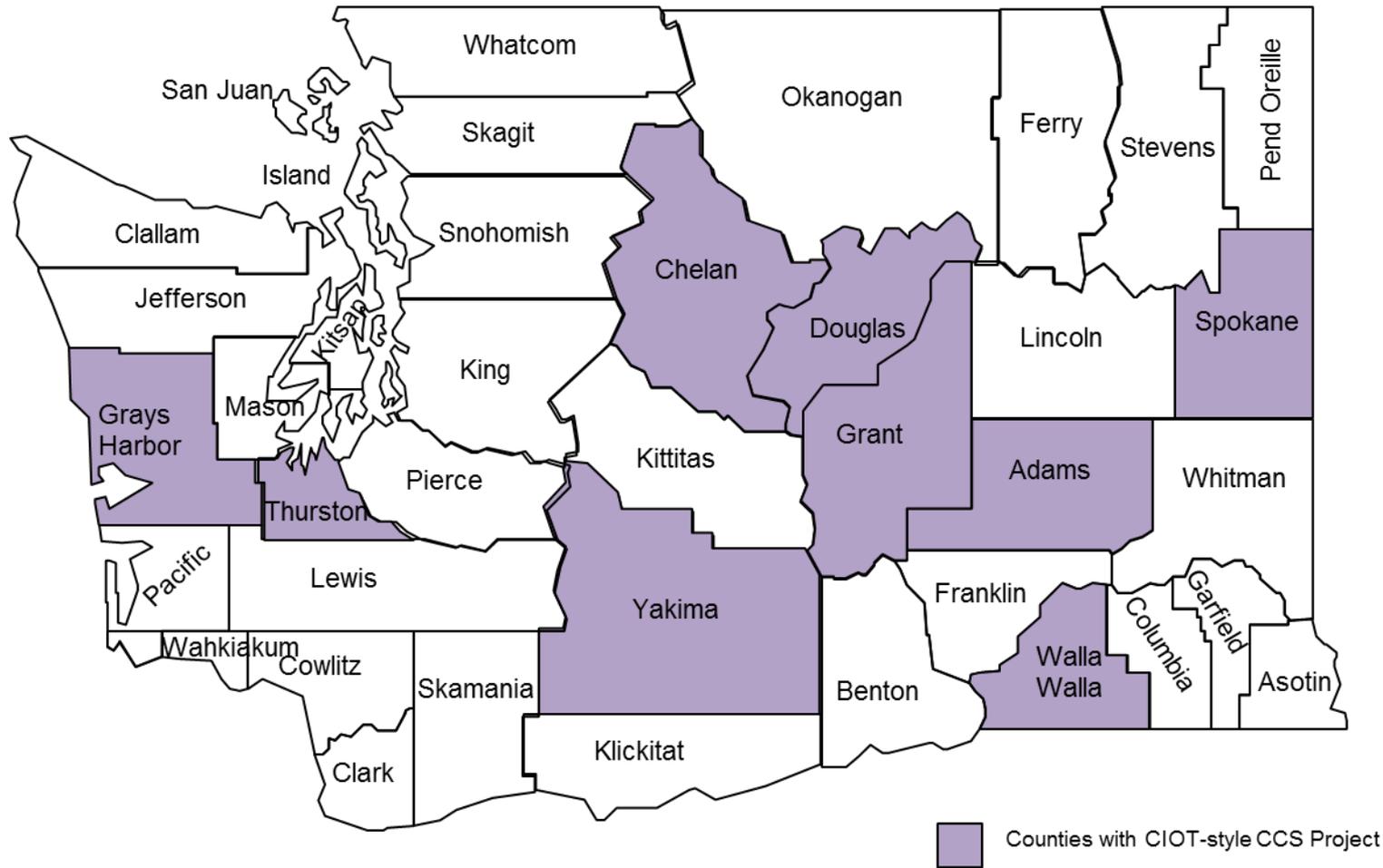


CIOT-style Child Car Seat Project

- Goal
- Funding
- Project structure followed the very successful Click It or Ticket seatbelt model



Washington State Child Passenger Safety Programs



CIOT-style Child Car Seat Project

Pre-emphasis patrol activity

- Measure
- Publicity

Emphasis patrols conducted

- Continued publicity efforts

Post-emphasis patrol activity

- Measure



CIOT-style Child Car Seat Project



**CHILD CAR
SEAT PATROLS
GOING ON
NOW**



**PATROLS NOW!!
WA LAW:
Kids Up to Age 13
Ride in Back
Seat**



CIOT-style Child Car Seat Project

RESULTS	Pre	Post	Change	
Children observed	446	431	-3%	
Restrained correctly	156	225	Pre 35%	Post 52%
Not restrained at all	64	30	Pre 14%	Post 7%
In front seat (illegal)	55	21	Pre 12%	Post 5%
Can't tell	61	43	Pre 14%	Post 10%

CIOT-style Child Car Seat Project

MORE RESULTS

- *Law enforcement* friendly child passenger safety training
- Statewide Observational Study
 - 1 in 5 children riding in the front seat
 - 80% of children restrained with seat belt but less than 1/3 are properly restrained in back seat in a car or booster seat

CIOT-style Child Car Seat Project

Lessons learned:

- Continued funding
- Selecting a location
- Determining when to conduct surveys and patrols
- Law enforcement officer training
- Project messaging
- Conducting observational surveys had challenges
- Educational handout

Researchers are here gathering data for a project that seeks to save the lives of children.

This information will be used to measure the impact of a local project aimed at improving compliance with Washington's child passenger restraint law. Extra enforcement patrols are being planned.

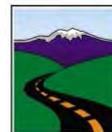
Parents, to comply with the law:

- Up to age 13, children must ride in the back seat
- All children must ride in an appropriate car or booster seat until at least age 8 or 4'9" tall
- Booster seats until adult seat belt fits properly

Collisions are the number one cause of unintentional death for children. If drivers follow the law, this will better protect children from injuries and deaths caused by vehicle collisions.

For the best protection, safety experts recommend:

- Rear-facing until at least age 2 or as long as the child car seat allows
- Forward-facing harness up to the maximum height or weight limit of the child car seat
- Everyone in the car properly restrained



WASHINGTON
Traffic Safety
COMMISSION

www.wtsc.wa.gov

360-725-9860

NEXT STEPS

Partnerships

The Safest Ride

Keep Kids Under age 13:

- In the back seat
- Properly restrained
- Every time

IT'S THE LAW!



NEXT STEPS

Partnerships with stakeholders

Car Seat Awareness
Class for child
transporters.



SafeKeepers

Car seat inspection
form



Child passenger
safety awareness
training for hospital
staff



Click It or Ticket seat
belt patrols



NEXT STEPS

Continue efforts to achieve zero deaths and serious injuries in 2030.

Cesi Velez, Project Manager

WA Child Passenger Safety

Bonney Lake Police Dept.

18421 Veterans Memorial Dr E

Bonney Lake, WA 98391

Ofc/253-447-3257 Cell/253-677-3791

velezc@ci.bonney-lake.wa.us

<http://www.citybonneylake.org/childpassengersafety>



Continuing Education Credits Available

- 1 credit hour available from APHA in Medicine, Nursing, or Health Education
- Must complete online evaluation
 - Will receive via email within 48 hours
- If not logged into webinar with your own name, send email to healthypeople@norc.org within **24 hours after webinar**



Healthy People 2020 Stories from the Field

A library of stories highlighting ways organizations across the country are implementing Healthy People 2020

HealthyPeople.gov

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Home About Healthy People 2020 Topics & Objectives Data Learn **Implement** Get Involved Leading Health Indicators

Home > Implement > Healthy People in Action > Sharing Library: Map View

In This Section:

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- Healthy People in Action
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 - Share Your Story
 - State Plans
- MAP-IT
 - Mobilize
 - Assess
 - Plan
 - Implement
 - Track
- Planning Resources
- Funding Resources
- Tools For Professionals*

Sharing Library: Map View

Find stories highlighting how communities across the country are implementing Healthy People 2020—or [share your own!](#) Stories featured here have been submitted by communities ("Story from the Field") or developed as part of the Healthy People 2020 *Who's Leading the Leading Health Indicators?* series. [Learn more about the Leading Health Indicators.](#)

Use the **Map View** to see where stories are taking place across the country. Click on a pin on the map to get more details on the story, including organization name and zip code and Healthy People 2020 Topic Area addressed. Click on the story title to view the full story.

Map View List View

Map Satellite

Healthy People 2020 in Action

Healthy People in Action

<http://www.healthypeople.gov/2020/healthy-people-in-action/Stories-from-the-Field>



Addressing the Social Determinants of Health



Health starts in our homes, schools, workplaces, neighborhoods, and communities. Explore resources related to the social determinants of health and see what communities are doing across the country to address the social determinants of health.

Visit <http://www.healthypeople.gov/> to get started!

Healthy People 2020 Progress Review Webinar

Join us as we review progress on Healthy People 2020 objectives in the **Environmental Health** and **Tobacco Use** topic areas.

***Friday, December 5, 2014
12:30p.m. EST***

Hear from a community-based organization that is working locally to improve health.

***Register at
<http://www.healthypeople.gov/>***





Stay Connected

- Visit healthypeople.gov to learn more about the Healthy People 2020 Leading Health Indicators.
- To receive the latest information about Healthy People 2020 and related events, visit our website to:
 - Join the Healthy People 2020 Consortium
 - Share how your organization is working to achieve Healthy People goals



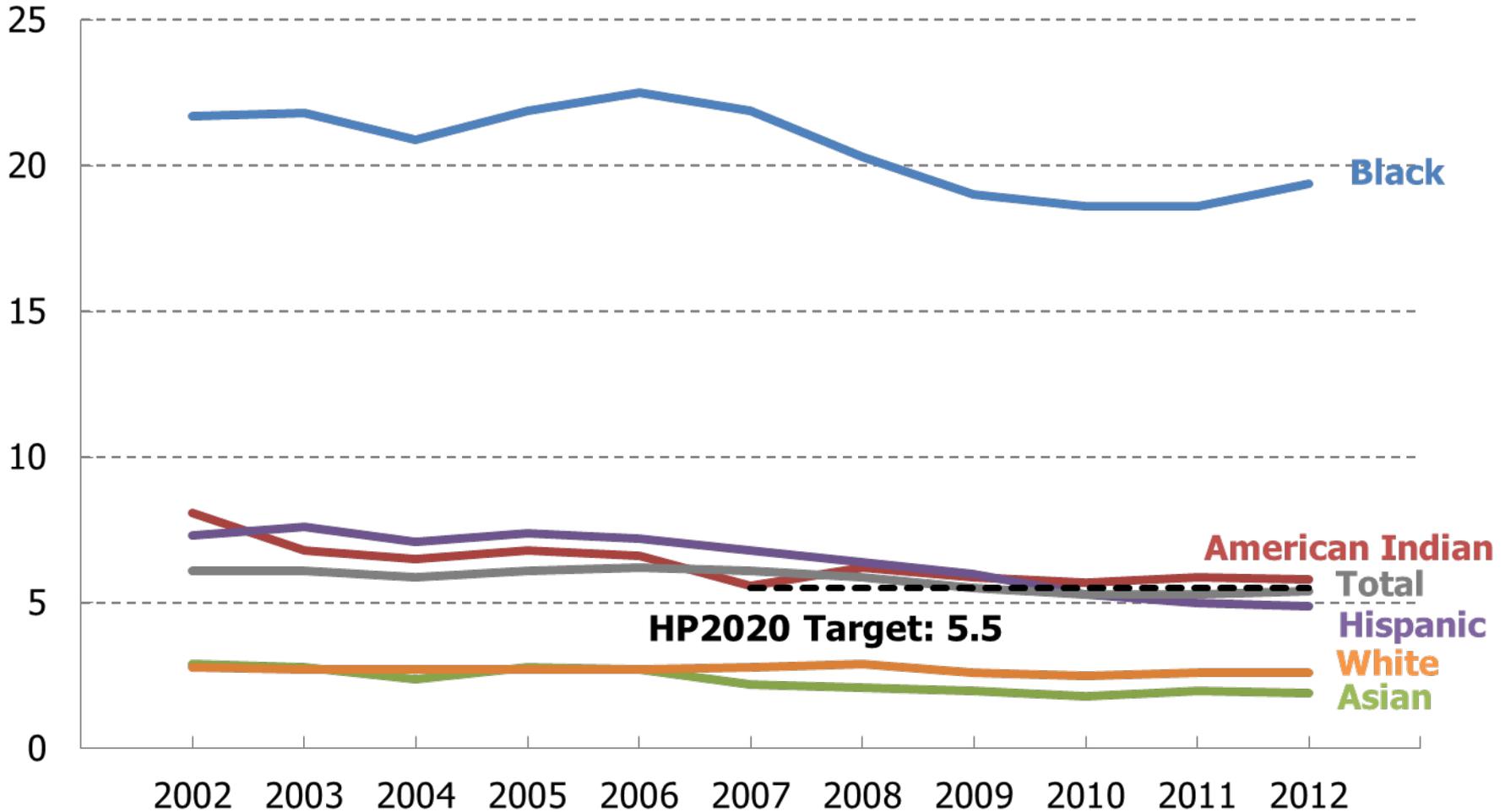
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Join our Healthy People 2020 group on LinkedIn

Homicide Rate by Race/Ethnicity

Rate per 100,000
(age adjusted)



NOTES: Data are for ICD-10 codes *U01-*U02, X85-Y09, Y87.1 reported as underlying cause of death and are age adjusted to the 2000 standard population. Multiple-race data were reported by some states; multiple-race data were bridged to the single-race categories for comparability. Persons of Hispanic origin may be of any race.
SOURCE: National Vital Statistics System-Mortality (NVSS-M), CDC/NCHS.

Obj. IVP-29
Decrease desired



Injury Prevention & Control: Motor Vehicle Safety

Motor Vehicle Safety

State Data & Information

Costs & Prevention Policies -

[CDC](#) > [Motor Vehicle Safety](#) > [Costs & Prevention Policies](#)

Motor Vehicle Prioritizing Interventions and Cost Calculator for States (MV PICCS)

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- ❑ Helps state decision makers prioritize and select from a suite of 12 effective interventions
- ❑ Calculates the expected
 - Number of injuries prevented
 - Number of lives saved
 - Monetary costs and benefits of implementation

Welcome to the Motor Vehicle PICCS (Prioritizing Interventions and Cost Calculator for States). The Motor Vehicle PICCS is a web tool that helps you review the costs and benefits of different statewide interventions designed to prevent motor vehicle-related injuries and deaths. The Motor Vehicle PICCS selects the most cost-effective combination of interventions for implementation under a given budget and user identified parameters. Currently, twelve effective interventions are available for you to select.

Candidate Intervention	Currently Implemented ¹	Intervention Name	Benefit \$/year ²	Cost \$/year ³	Selected by Model
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speed Camera	120,541,000	-72,338,000	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Red Light Camera	91,901,000	-5,781,000	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Alcohol Interlocks	52,535,000	123,000	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Motorcycle Helmet	393,994,000	2,900,000	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Primary Enforcement Seat Belt Law	252,192,000	6,388,000	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Bicycle Helmet	9,360,000	556,000	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Vehicle Impoundment	66,545,000	4,400,000	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Limits on Diversion	24,079,000	21,931,000	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	License Plate Impound	59,102,000	-6,003,000	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Seat Belt Enforcement Campaign	194,548,000	2,688,000	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sobriety Checkpoints	117,158,000	8,143,000	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Saturation Patrols	162,385,000	14,605,000	<input type="checkbox"/>

Summary Results of the Interventions Chosen

Category	Value	Units
Total Cost	-41,822,000	\$ per year
Total Benefit	983,833,000	\$ per year
Total # of Fatalities Reduced	226	units
Total # of Injuries Reduced	26,932	units