1. In 1990, there were 5 million wireless subscribers. Today, there are more than 270 million wireless subscribers in the United States.  
   No change necessary.
2. The National Highway Traffic Safety Administration (NHTSA) estimated that at any given time, 6 percent of drivers nation wide were holding a cell phone to their ear.  
   I don’t see the need for a chart to display this information, as it only mentions one percentage rather than multiple.
3. Of all adult drivers who own a cell phone, 10 percent say they talk on the phone while driving “all the time,” 62 percent say “sometimes,” and 28 percent say “never.”  
   As there are multiple figures being presented in this fact, I suggest a pie chart to convey the numbers in a more understandable representation.
4. Talking on the phone while driving differs depending on the age of the driver. Of the Echo Boomers (age 18–32), 83 percent report that they at least sometimes talk on the phone while driving. Of the Gen X (age 33–44), 85 percent. Of the Baby Boomers (age 45–63), 70 percent. Of the Matures (64+), 42 percent.  
   I suggest this information be displayed in a bar graph, as it would give a quick and easily comparable platform for conveying the information.
5. Sending and receiving text messages while driving is relatively rare: only 5 percent of all drivers who have a cell phone report that they do so “all the time,” 22 percent report “sometimes,” and 74 percent report “never.”

I would suggest this information be displayed in a pie chart, as it is made up of the same data. However, the numbers do not add up to 100%, meaning either some drivers gave multiple answers, or the percentages are wrong.

1. An Australian study showed that cell-phone use while driving was associated with slightly more than a fourfold increase in crash risk (odds ratio 4:1).  
   A graphic displaying 4 human silhouettes with one outlined in a different color would be an excellent addition to this statement.
2. A review of 84 studies of the impact of cell-phone use on driving performance concluded that whereas cell-phone use has only a small or moderate impact on driving-performance measures such as driving speed, lane position, and various other measures of vehicle control, it significantly slows the driver’s speed of reaction to critical events (by 0.23 second).  
   No change is necessary for this fact.
3. Of those drivers who use cell phones while driving, most think that doing so is dangerous (26 percent “very dangerous,” 24 percent “dangerous,” 33 percent “somewhat dangerous,” 16 percent “slightly dangerous”). Only 2 percent think it is “not dangerous at all.”  
   Again, these percentages do not add up to 100, but rather 101. However, a pie chart would help display the different responses in a quick and clean fashion.
4. According to an insurance poll, 78.8 percent of people said they have been a passenger in a car that was being driven by a driver who was not giving his or her full attention to driving.  
   Original #9 removed as it was unnecessary, contained opinions, and caused the list to consist of 11 rather than 10 facts. No change is needed for this statement.
5. The states of California, Connecticut, New Jersey, New York, and Washington, plus the District of Columbia, outlaw the use of handheld phones while driving. Alaska, Louisiana, Minnesota, New Jersey, Washington, and the District of Columbia prohibit all drivers from text messaging while driving. Seventeen states also have laws that prohibit young drivers—drivers under the age of 18 in some cases, drivers with learner’s permits or provisional licenses in other cases—from using any kind of cell phone (whether handheld or hands-free) while driving.  
   No change is needed for this statement.