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distractions: fiddling with the radio, smoking, eating, putting on makeup, shaving, and so on.

Alasdair Cain and Mark Burris of the Center for Urban Transportation Research surveyed research on the cell phone issue as of 1999 and concluded that there is "no nationally-accredited document to prove the connection between mobile phone use and traffic accidents." Because research results have been so inconclusive, it makes sense to wait before passing laws that might well be unnecessary.

Weighing risks and benefits

<sup>A</sup> In 2000, researchers at the Harvard Center for Risk Analysis found that the risks of driving while phoning were small compared with other driving risks. Whereas the cell phone user's chances of dying are about 6 in a million per year, someone not wearing a seat belt has a risk of 49.3 per million, and someone driving a small car has a risk of 14.5 per million (3). Because of this comparatively small risk, regulation of phones may not be worth the cost of the legislation as well as the additional burden such legislation would put on law enforcement officers.

A In addition to the risks, there are benefits to using phones on the road. Matt Sundeen reports that drivers with cell phones place an estimated 98,000 emergency calls each day and that the phones "often reduce emergency response times and actually save lives" (1). The phones have business benefits too. According to transportation engineer Richard Retting, "Commuter time is no longer just for driving. As the comforts of home and the efficiency A corporate author is named in a signal phrase; page number for statistics is given in parentheses.

Clear topic sentences are used throughout.

Source: Diana Hacker (Boston: Bedford/St. Martin's, 2006).

This paper has been updated to follow the style guidelines in the *MLA Handbook for Writers of Research Papers*, 7th ed. (2009).