



# TRAFFIC SAFETY FACTS

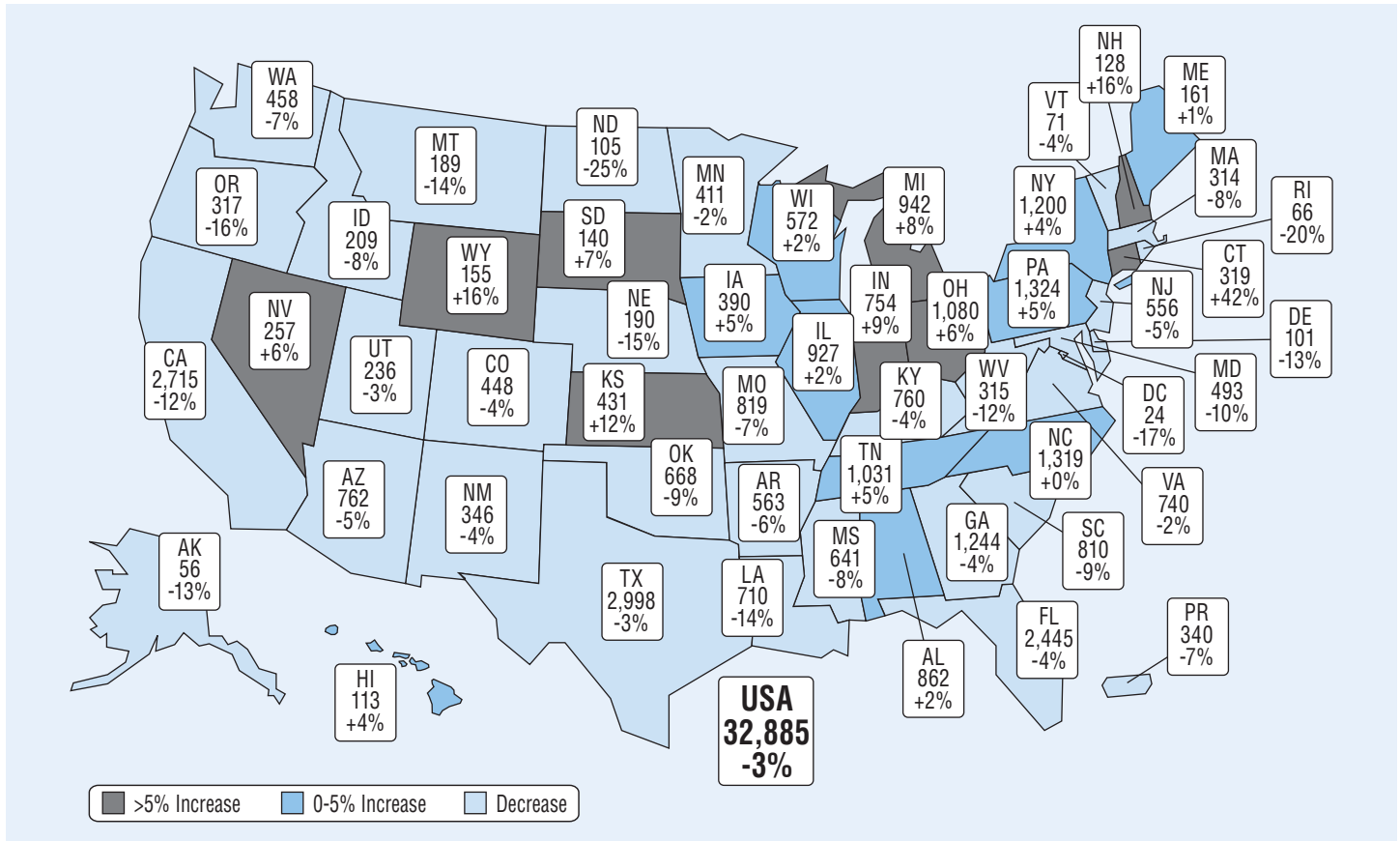
## 2010 Data

DOT HS 811 646

August 2012

# State Traffic Data

Figure 1  
**2010 Traffic Fatalities by State and Percent Change From 2009**



### For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NVS-424, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or via the following e-mail address: ncsaweb@dot.gov. General information on highway traffic safety can be accessed by Internet users at [www.nhtsa.gov/NCSA](http://www.nhtsa.gov/NCSA). To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving*, *Bicyclists and Other Cyclists*, *Children*, *Large Trucks*, *Motorcycles*, *Occupant Protection*, *Older Population*, *Overview*, *Passenger Vehicles*, *Pedestrians*, *Race and Ethnicity*, *Rural/Urban Comparisons*, *School Transportation-Related Crashes*, *Speeding*, *State Alcohol Estimates*, and *Young Drivers*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. The fact sheets and annual Traffic Safety Facts report can be accessed online at [www-nrd.nhtsa.dot.gov/CATS/index.aspx](http://www-nrd.nhtsa.dot.gov/CATS/index.aspx).

Table 1.  
**Traffic Fatalities and Fatality Rates, 2010**

State	Traffic Fatalities	Population (thousands)	Licensed Drivers (thousands)	Registered Vehicles (thousands)	Vehicle Miles Traveled (millions)	Fatality Rates per			
						100,000 Population	100,000 Licensed Drivers	100,000 Registered Vehicles	100 Million Vehicle Miles Traveled
AL	862	4,785	3,806	4,777	64,163	18.01	22.65	18.04	1.34
AK	56	714	515	741	4,798	7.84	10.87	7.56	1.17
AZ	762	6,414	4,444	4,457	60,063	11.88	17.15	17.10	1.27
AR	563	2,922	2,078	2,352	33,504	19.27	27.10	23.94	1.68
CA	2,715	37,349	23,753	31,774	322,849	7.27	11.43	8.54	0.84
CO	448	5,049	3,779	4,291	46,940	8.87	11.85	10.44	0.95
CT	319	3,577	2,935	3,148	31,294	8.92	10.87	10.13	1.02
DE	101	900	695	826	8,948	11.23	14.53	12.23	1.13
DC	24	604	385	213	3,591	3.97	6.23	11.26	0.67
FL	2,445	18,843	13,950	14,974	195,755	12.98	17.53	16.33	1.25
GA	1,244	9,713	6,508	7,899	111,722	12.81	19.12	15.75	1.11
HI	113	1,364	909	959	9,995	8.29	12.43	11.78	1.13
ID	209	1,571	1,070	1,378	15,801	13.30	19.54	15.16	1.32
IL	927	12,843	8,374	10,429	105,788	7.22	11.07	8.89	0.88
IN	754	6,491	5,550	5,903	75,761	11.62	13.58	12.77	1.00
IA	390	3,050	2,167	3,500	31,389	12.79	18.00	11.14	1.24
KS	431	2,859	2,033	2,524	29,900	15.07	21.20	17.08	1.44
KY	760	4,346	2,950	3,661	48,007	17.49	25.76	20.76	1.58
LA	710	4,544	3,134	4,155	45,439	15.62	22.66	17.09	1.56
ME	161	1,328	1,020	1,110	14,549	12.13	15.79	14.51	1.11
MD	493	5,786	3,918	4,637	56,126	8.52	12.58	10.63	0.88
MA	314	6,557	4,593	5,493	54,362	4.79	6.84	5.72	0.58
MI	942	9,878	7,083	9,567	97,567	9.54	13.30	9.85	0.97
MN	411	5,311	3,281	5,103	56,632	7.74	12.52	8.05	0.73
MS	641	2,970	1,928	2,044	39,841	21.58	33.24	31.36	1.61
MO	819	5,996	4,246	5,263	70,864	13.66	19.29	15.56	1.16
MT	189	991	744	1,052	11,190	19.07	25.42	17.97	1.69
NE	190	1,830	1,352	1,854	19,438	10.38	14.06	10.25	0.98
NV	257	2,705	1,691	1,428	21,119	9.50	15.20	17.99	1.22
NH	128	1,317	1,037	1,283	13,065	9.72	12.34	9.98	0.98
NJ	556	8,802	5,953	6,956	73,028	6.32	9.34	7.99	0.76
NM	346	2,066	1,406	1,666	25,325	16.75	24.61	20.77	1.37
NY	1,200	19,392	11,286	10,603	131,252	6.19	10.63	11.32	0.91
NC	1,319	9,562	6,537	5,877	102,385	13.79	20.18	22.44	1.29
ND	105	674	483	769	8,263	15.57	21.73	13.65	1.27
OH	1,080	11,536	7,963	10,185	111,836	9.36	13.56	10.60	0.97
OK	668	3,762	2,349	3,483	47,746	17.76	28.44	19.18	1.40
OR	317	3,839	2,770	3,158	33,774	8.26	11.45	10.04	0.94
PA	1,324	12,710	8,737	10,403	100,329	10.42	15.15	12.73	1.32
RI	66	1,053	748	816	8,280	6.27	8.83	8.09	0.80
SC	810	4,636	3,337	3,768	49,124	17.47	24.27	21.50	1.65
SD	140	816	602	991	8,866	17.15	23.25	14.12	1.58
TN	1,031	6,357	4,418	5,277	70,439	16.22	23.34	19.54	1.46
TX	2,998	25,257	15,158	17,625	234,016	11.87	19.78	17.01	1.28
UT	236	2,776	1,660	2,714	26,585	8.50	14.22	8.70	0.89
VT	71	626	513	596	7,248	11.34	13.83	11.92	0.98
VA	740	8,025	5,402	6,223	82,171	9.22	13.70	11.89	0.90
WA	458	6,744	5,106	4,901	57,190	6.79	8.97	9.35	0.80
WV	315	1,854	1,206	1,484	19,203	16.99	26.12	21.22	1.64
WI	572	5,691	4,133	5,291	59,420	10.05	13.84	10.81	0.96
WY	155	564	419	694	9,568	27.46	36.95	22.34	1.62
<b>U.S.</b>	<b>32,885</b>	<b>309,350</b>	<b>210,115</b>	<b>257,515</b>	<b>2,966,506</b>	<b>10.63</b>	<b>15.65</b>	<b>12.77</b>	<b>1.11</b>
PR	340	3,722	-	2,647	18,588	9.13	-	12.84	1.83

Sources: Fatalities—Fatality Analysis Reporting System (FARS); Licensed Drivers (estimated)—Federal Highway Administration; Registered Vehicles by State (estimated)—Federal Highway Administration; Registered Vehicles for USA—R.L. Polk & Co. and Federal Highway Administration; Population—Bureau of the Census. Note: Licensed driver data not available for Puerto Rico.

Table 2.

**Traffic Fatalities and Percent Change, 1975-2010**

State	Fatalities						Percent Change				
	1975	1985	1995	2005	2009	2010	1975-1985	1985-1995	1995-2005	1975-2010	2009-2010
AL	902	882	1,114	1,148	848	862	-2%	+26%	+3%	-4%	+2%
AK	112	127	87	73	64	56	+13%	-31%	-16%	-50%	-13%
AZ	670	893	1,035	1,179	806	762	+33%	+16%	+14%	+14%	-5%
AR	559	534	631	654	596	563	-4%	+18%	+4%	+1%	-6%
CA	4,092	4,960	4,192	4,333	3,090	2,715	+21%	-15%	+3%	-34%	-12%
CO	581	579	645	606	465	448	-0%	+11%	-6%	-23%	-4%
CT	389	448	317	278	224	319	+15%	-29%	-12%	-18%	+42%
DE	122	104	121	133	116	101	-15%	+16%	+10%	-17%	-13%
DC	70	60	58	48	29	24	-14%	-3%	-17%	-66%	-17%
FL	1,998	2,832	2,805	3,518	2,560	2,445	+42%	-1%	+25%	+22%	-4%
GA	1,360	1,361	1,488	1,729	1,292	1,244	+0%	+9%	+16%	-9%	-4%
HI	144	126	130	140	109	113	-13%	+3%	+8%	-22%	+4%
ID	281	255	262	275	226	209	-9%	+3%	+5%	-26%	-8%
IL	2,041	1,534	1,586	1,363	911	927	-25%	+3%	-14%	-55%	+2%
IN	1,128	974	960	938	693	754	-14%	-1%	-2%	-33%	+9%
IA	670	474	527	450	371	390	-29%	+11%	-15%	-42%	+5%
KS	509	486	442	428	386	431	-5%	-9%	-3%	-15%	+12%
KY	863	712	849	985	791	760	-17%	+19%	+16%	-12%	-4%
LA	934	931	894	963	824	710	-0%	-4%	+8%	-24%	-14%
ME	223	206	187	169	159	161	-8%	-9%	-10%	-28%	+1%
MD	670	729	671	614	549	493	+9%	-8%	-8%	-26%	-10%
MA	864	742	444	441	340	314	-14%	-40%	-1%	-64%	-8%
MI	1,779	1,545	1,530	1,129	872	942	-13%	-1%	-26%	-47%	+8%
MN	754	608	597	559	421	411	-19%	-2%	-6%	-45%	-2%
MS	546	662	868	931	700	641	+21%	+31%	+7%	+17%	-8%
MO	1,045	931	1,109	1,257	878	819	-11%	+19%	+13%	-22%	-7%
MT	291	223	215	251	221	189	-23%	-4%	+17%	-35%	-14%
NE	369	237	254	276	223	190	-36%	+7%	+9%	-49%	-15%
NV	218	259	313	427	243	257	+19%	+21%	+36%	+18%	+6%
NH	151	191	118	166	110	128	+26%	-38%	+41%	-15%	+16%
NJ	1,043	964	774	747	584	556	-8%	-20%	-3%	-47%	-5%
NM	555	535	485	488	361	346	-4%	-9%	+1%	-38%	-4%
NY	2,366	2,006	1,679	1,434	1,158	1,200	-15%	-16%	-15%	-49%	+4%
NC	1,506	1,482	1,448	1,547	1,313	1,319	-2%	-2%	+7%	-12%	+0%
ND	167	90	74	123	140	105	-46%	-18%	+66%	-37%	-25%
OH	1,766	1,646	1,360	1,321	1,022	1,080	-7%	-17%	-3%	-39%	+6%
OK	757	744	669	803	737	668	-2%	-10%	+20%	-12%	-9%
OR	562	559	574	487	377	317	-1%	+3%	-15%	-44%	-16%
PA	2,078	1,771	1,480	1,616	1,256	1,324	-15%	-16%	+9%	-36%	+5%
RI	110	109	69	87	83	66	-1%	-37%	+26%	-40%	-20%
SC	820	951	881	1,094	894	810	+16%	-7%	+24%	-1%	-9%
SD	195	130	158	186	131	140	-33%	+22%	+18%	-28%	+7%
TN	1,126	1,101	1,259	1,270	986	1,031	-2%	+14%	+1%	-8%	+5%
TX	3,372	3,678	3,183	3,536	3,104	2,998	+9%	-13%	+11%	-11%	-3%
UT	272	303	325	282	244	236	+11%	+7%	-13%	-13%	-3%
VT	143	115	106	73	74	71	-20%	-8%	-31%	-50%	-4%
VA	993	976	900	947	758	740	-2%	-8%	+5%	-25%	-2%
WA	758	744	653	649	492	458	-2%	-12%	-1%	-40%	-7%
WV	461	420	376	374	357	315	-9%	-10%	-1%	-32%	-12%
WI	930	744	745	815	561	572	-20%	+0%	+9%	-38%	+2%
WY	210	152	170	170	134	155	-28%	+12%	0%	-26%	+16%
<b>U.S.</b>	<b>44,525</b>	<b>43,825</b>	<b>41,817</b>	<b>43,510</b>	<b>33,883</b>	<b>32,885</b>	<b>-2%</b>	<b>-5%</b>	<b>+4%</b>	<b>-26%</b>	<b>-3%</b>
PR	496	600	595	457	365	340	+21%	-1%	-23%	-31%	-7%

Source: FARS.

Table 3.  
Traffic Fatality Rates and Percent Change, 1975-2010

State	Fatality Rate per 100 Million VMT						Percent Change				
	1975	1985	1995	2005	2009	2010	1975-1985	1985-1995	1995-2005	1975-2010	2009-2010
AL	3.63	2.51	2.20	1.92	1.38	1.34	-31%	-12%	-13%	-63%	-3%
AK	4.38	3.17	2.11	1.45	1.30	1.17	-28%	-33%	-31%	-73%	-10%
AZ	4.19	4.14	2.61	1.97	1.31	1.27	-1%	-37%	-25%	-70%	-3%
AR	4.01	3.12	2.37	2.05	1.80	1.68	-22%	-24%	-14%	-58%	-7%
CA	3.09	2.39	1.52	1.32	0.95	0.84	-23%	-36%	-13%	-73%	-12%
CO	3.50	2.21	1.84	1.26	1.01	0.95	-37%	-17%	-32%	-73%	-6%
CT	2.13	2.00	1.13	0.88	0.71	1.02	-6%	-44%	-22%	-52%	+44%
DE	3.37	1.94	1.61	1.40	1.28	1.13	-42%	-17%	-13%	-66%	-12%
DC	2.27	1.86	1.67	1.29	0.80	0.67	-18%	-10%	-23%	-70%	-16%
FL	3.24	3.22	2.19	1.75	1.30	1.25	-1%	-32%	-20%	-61%	-4%
GA	3.46	2.53	1.74	1.52	1.18	1.11	-27%	-31%	-13%	-68%	-6%
HI	3.47	1.86	1.64	1.39	1.09	1.13	-46%	-12%	-15%	-67%	+4%
ID	4.78	3.31	2.13	1.85	1.46	1.32	-31%	-36%	-13%	-72%	-10%
IL	3.56	2.17	1.68	1.27	0.86	0.88	-39%	-23%	-24%	-75%	+2%
IN	3.02	2.39	1.49	1.31	0.90	1.00	-21%	-38%	-12%	-67%	+11%
IA	3.75	2.35	2.03	1.45	1.19	1.24	-37%	-14%	-29%	-67%	+4%
KS	3.29	2.52	1.76	1.44	1.31	1.44	-23%	-30%	-18%	-56%	+10%
KY	3.50	2.50	2.07	2.08	1.67	1.58	-29%	-17%	+0%	-55%	-5%
LA	4.60	2.79	2.31	2.14	1.84	1.56	-39%	-17%	-7%	-66%	-15%
ME	3.14	2.22	1.49	1.13	1.10	1.11	-29%	-33%	-24%	-65%	+1%
MD	2.66	2.19	1.50	1.09	0.99	0.88	-18%	-32%	-27%	-67%	-11%
MA	2.75	1.87	0.92	0.80	0.62	0.58	-32%	-51%	-13%	-79%	-6%
MI	3.06	2.29	1.79	1.09	0.90	0.97	-25%	-22%	-39%	-68%	+8%
MN	2.94	1.86	1.35	0.98	0.74	0.73	-37%	-27%	-27%	-75%	-1%
MS	3.80	3.45	2.94	2.32	1.73	1.61	-9%	-15%	-21%	-58%	-7%
MO	3.41	2.37	1.87	1.83	1.27	1.16	-30%	-21%	-2%	-66%	-9%
MT	5.08	3.03	2.28	2.26	2.01	1.69	-40%	-25%	-1%	-67%	-16%
NE	3.29	1.97	1.61	1.43	1.15	0.98	-40%	-18%	-11%	-70%	-15%
NV	4.74	3.42	2.24	2.06	1.19	1.22	-28%	-35%	-8%	-74%	+3%
NH	2.85	2.53	1.11	1.24	0.85	0.98	-11%	-56%	+12%	-66%	+15%
NJ	2.15	1.83	1.27	1.01	0.80	0.76	-15%	-31%	-20%	-65%	-5%
NM	5.59	4.03	2.29	2.04	1.39	1.37	-28%	-43%	-11%	-75%	-1%
NY	3.63	2.22	1.46	1.03	0.87	0.91	-39%	-34%	-29%	-75%	+5%
NC	4.14	2.97	1.90	1.53	1.28	1.29	-28%	-36%	-19%	-69%	+1%
ND	3.71	1.61	1.13	1.62	1.72	1.27	-57%	-30%	+43%	-66%	-26%
OH	2.75	2.18	1.35	1.20	0.92	0.97	-21%	-38%	-11%	-65%	+5%
OK	3.33	2.39	1.74	1.71	1.57	1.40	-28%	-27%	-2%	-58%	-11%
OR	3.53	2.61	1.91	1.38	1.11	0.94	-26%	-27%	-28%	-73%	-15%
PA	3.26	2.35	1.57	1.50	1.22	1.32	-28%	-33%	-4%	-60%	+8%
RI	1.94	1.87	1.00	1.05	1.01	0.80	-4%	-47%	+5%	-59%	-21%
SC	3.98	3.56	2.28	2.21	1.82	1.65	-11%	-36%	-3%	-59%	-9%
SD	3.76	2.07	2.06	2.22	1.48	1.58	-45%	-0%	+8%	-58%	+7%
TN	3.42	3.03	2.24	1.79	1.40	1.46	-11%	-26%	-20%	-57%	+4%
TX	3.99	2.57	1.76	1.50	1.35	1.28	-36%	-32%	-15%	-68%	-5%
UT	3.42	2.52	1.73	1.12	0.93	0.89	-26%	-31%	-35%	-74%	-4%
VT	4.32	2.45	1.71	0.95	0.97	0.98	-43%	-30%	-44%	-77%	+1%
VA	2.87	2.04	1.29	1.18	0.94	0.90	-29%	-37%	-9%	-69%	-4%
WA	3.16	2.16	1.33	1.17	0.87	0.80	-32%	-38%	-12%	-75%	-8%
WV	4.36	3.32	2.16	1.82	1.82	1.64	-24%	-35%	-16%	-62%	-10%
WI	3.25	2.03	1.45	1.36	0.96	0.96	-38%	-29%	-6%	-70%	0%
WY	5.36	2.81	2.41	1.88	1.40	1.62	-48%	-14%	-22%	-70%	+16%
<b>U.S.</b>	<b>3.35</b>	<b>2.47</b>	<b>1.73</b>	<b>1.46</b>	<b>1.15</b>	<b>1.11</b>	<b>-26%</b>	<b>-30%</b>	<b>-16%</b>	<b>-67%</b>	<b>-3%</b>
PR	7.27	5.74	3.83	2.35	1.92	1.83	-21%	-33%	-39%	-75%	-5%

Sources: Fatalities—FARS. Vehicle miles traveled—FHWA.

Table 4.

**Alcohol Involvement in Fatal Traffic Crashes, 2001 and 2010**

State	Percentage of Fatalities by Highest Driver BAC in the Crash						Percentage of Drivers Involved in Fatal Crashes Tested for BAC With Known Results in 2010	
	BAC=.01+			BAC=.08+			Killed	Survived
	2001	2010	Percent Change	2001	2010	Percent Change		
AL	36%	36%	0%	31%	32%	+3%	16%	18%
AK	51%	31%	-39%	47%	28%	-40%	80%	75%
AZ	39%	30%	-23%	33%	25%	-24%	68%	29%
AR	30%	35%	+17%	23%	31%	+35%	78%	66%
CA	34%	34%	0%	27%	29%	+7%	82%	25%
CO	41%	32%	-22%	34%	28%	-18%	67%	8%
CT	48%	43%	-10%	42%	38%	-10%	74%	28%
DE	44%	42%	-5%	38%	36%	-5%	42%	16%
DC	45%	35%	-22%	35%	20%	-43%	63%	55%
FL	35%	31%	-11%	29%	27%	-7%	56%	17%
GA	30%	28%	-7%	25%	24%	-4%	60%	21%
HI	39%	42%	+8%	32%	37%	+16%	84%	60%
ID	32%	39%	+22%	28%	34%	+21%	75%	31%
IL	40%	40%	0%	34%	32%	-6%	88%	29%
IN	33%	29%	-12%	27%	26%	-4%	77%	67%
IA	32%	26%	-19%	26%	23%	-12%	21%	19%
KS	37%	45%	+22%	32%	39%	+22%	52%	43%
KY	28%	28%	0%	24%	23%	-4%	77%	50%
LA	41%	39%	-5%	34%	32%	-6%	65%	70%
ME	33%	30%	-9%	30%	23%	-23%	92%	70%
MD	38%	38%	0%	30%	31%	+3%	88%	13%
MA	44%	45%	+2%	38%	36%	-5%	73%	1%
MI	35%	30%	-14%	30%	24%	-20%	74%	49%
MN	38%	33%	-13%	32%	31%	-3%	90%	42%
MS	33%	40%	+21%	30%	37%	+23%	38%	21%
MO	44%	38%	-14%	37%	32%	-14%	79%	61%
MT	43%	44%	+2%	39%	39%	0%	88%	72%
NE	37%	31%	-16%	30%	27%	-10%	82%	76%
NV	38%	33%	-13%	32%	27%	-16%	91%	38%
NH	46%	42%	-9%	36%	35%	-3%	88%	50%
NJ	33%	34%	+3%	27%	27%	0%	87%	35%
NM	40%	35%	-13%	33%	32%	-3%	87%	88%
NY	27%	36%	+33%	22%	30%	+36%	78%	7%
NC	31%	34%	+10%	26%	29%	+12%	88%	5%
ND	50%	48%	-4%	41%	44%	+7%	93%	35%
OH	41%	38%	-7%	35%	32%	-9%	90%	29%
OK	37%	37%	0%	32%	33%	+3%	90%	44%
OR	34%	29%	-15%	28%	22%	-21%	88%	40%
PA	40%	38%	-5%	34%	33%	-3%	73%	22%
RI	54%	45%	-17%	44%	38%	-14%	83%	5%
SC	50%	51%	+2%	43%	44%	+2%	79%	4%
SD	47%	33%	-30%	39%	26%	-33%	76%	71%
TN	41%	33%	-20%	35%	27%	-23%	55%	52%
TX	44%	48%	+9%	39%	42%	+8%	59%	20%
UT	22%	21%	-5%	17%	19%	+12%	43%	42%
VT	33%	35%	+6%	31%	25%	-19%	86%	46%
VA	34%	34%	0%	29%	29%	0%	66%	1%
WA	39%	42%	+8%	34%	37%	+9%	89%	37%
WV	34%	32%	-6%	30%	28%	-7%	91%	5%
WI	46%	42%	-9%	41%	36%	-12%	89%	53%
WY	44%	38%	-14%	38%	35%	-8%	70%	33%
<b>U.S.</b>	<b>37%</b>	<b>36%</b>	<b>-3%</b>	<b>31%</b>	<b>31%</b>	<b>0%</b>	<b>71%</b>	<b>30%</b>
PR	43%	35%	-19%	36%	29%	-19%	80%	71%

Source: FARS.

Table 5.  
**Speeding-Related Traffic Fatalities by Roadway Function Class, 2010**

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
		Total	Interstate		Non-Interstate				
			Rural	Urban	Freeway or Espressway	Other Principal Arterial	Minor Arterial	Collector	Local
AL	862	316	7	12	17	33	53	69	125
AK	56	23	7	3	0	3	2	4	3
AZ	762	245	47	20	10	38	28	63	39
AR	563	108	3	3	1	16	15	24	46
CA	2,715	922	47	113	107	297	127	128	103
CO	448	162	14	5	5	50	39	27	22
CT	319	124	4	22	6	16	29	26	21
DE	101	42	0	0	0	12	9	8	11
DC	24	8	0	1	0	0	0	0	7
FL	2,445	453	17	46	6	100	43	9	231
GA	1,244	217	7	16	0	36	46	52	50
HI	113	50	1	5	2	16	6	15	4
ID	209	66	9	2	0	15	9	15	14
IL	927	437	30	53	2	88	104	82	77
IN	754	190	13	5	0	0	32	36	104
IA	390	62	7	2	0	14	17	13	9
KS	431	100	5	0	0	27	20	20	28
KY	760	154	8	9	1	24	23	50	39
LA	710	235	13	23	1	19	60	68	51
ME	161	83	4	0	0	8	11	29	31
MD	493	154	1	20	7	37	32	32	24
MA	314	68	1	10	16	4	3	0	30
MI	942	231	6	20	9	43	40	62	51
MN	411	96	8	4	0	14	24	33	13
MS	641	129	11	0	1	11	7	77	21
MO	819	323	7	29	27	31	76	76	77
MT	189	68	11	0	0	14	13	21	9
NE	190	36	5	0	0	6	10	8	7
NV	257	77	4	4	4	13	25	14	12
NH	128	62	2	10	0	0	1	14	35
NJ	556	141	2	22	20	21	27	13	36
NM	346	131	15	1	0	110	1	0	2
NY	1,200	335	20	2	7	79	50	62	115
NC	1,319	490	29	29	7	59	45	165	156
ND	105	42	6	0	1	4	8	7	16
OH	1,080	307	20	21	10	37	50	88	77
OK	668	189	5	12	6	16	25	71	54
OR	317	97	6	4	0	31	18	29	9
PA	1,324	702	28	51	24	124	172	150	153
RI	66	28	0	5	4	8	4	1	6
SC	810	283	26	11	4	39	77	111	0
SD	140	32	5	2	1	3	9	8	4
TN	1,031	229	18	21	4	39	43	64	40
TX	2,998	1,190	63	123	87	217	128	206	359
UT	236	95	17	9	2	22	21	3	21
VT	71	27	2	2	0	4	5	8	6
VA	740	269	13	25	3	35	40	35	28
WA	458	175	10	9	3	45	41	36	19
WV	315	133	18	3	0	19	29	40	24
WI	572	202	6	6	6	47	43	47	47
WY	155	57	13	2	0	11	1	15	15
<b>U.S.</b>	<b>32,885</b>	<b>10,395</b>	<b>621</b>	<b>797</b>	<b>411</b>	<b>1,955</b>	<b>1,741</b>	<b>2,234</b>	<b>2,481</b>
PR	340	135	18	9	2	22	41	28	15

Note: The total column for speeding-related fatalities includes fatalities that occurred on roads for which the function class was unknown.

Table 6.

**Passenger Vehicle Occupants and Motorcyclists Killed, 2010**

State	Passenger Vehicle Occupants Killed				Motorcyclists Killed			
	Total	Percent Who Were			Total	Percent Who Were		
		Restrained	Unrestrained	Unknown		Helmeted	Not Helmeted	Unknown
AL	689	39.2%	57.2%	3.6%	86	93.0%	5.8%	1.2%
AK	38	60.5%	31.6%	7.9%	9	33.3%	66.7%	0.0%
AZ	418	36.1%	53.3%	10.5%	92	38.0%	52.2%	9.8%
AR	407	32.7%	59.2%	8.1%	84	36.9%	57.1%	6.0%
CA	1,589	61.6%	30.4%	8.0%	352	92.0%	7.1%	0.9%
CO	306	43.8%	52.6%	3.6%	82	32.9%	67.1%	0.0%
CT	202	38.6%	42.1%	19.3%	52	30.8%	69.2%	0.0%
DE	67	68.7%	31.3%	-	8	37.5%	62.5%	-
DC	8	25.0%	62.5%	12.5%	1	100.0%	0.0%	0.0%
FL	1,403	47.0%	50.4%	2.6%	396	46.5%	51.8%	1.8%
GA	885	42.9%	48.2%	8.8%	127	86.6%	11.0%	2.4%
HI	55	36.4%	45.5%	18.2%	26	19.2%	80.8%	0.0%
ID	156	49.4%	46.2%	4.5%	28	42.9%	57.1%	0.0%
IL	625	45.8%	41.8%	12.5%	131	16.0%	80.9%	3.1%
IN	547	47.7%	38.0%	14.3%	111	16.2%	79.3%	4.5%
IA	280	45.0%	42.5%	12.5%	60	16.7%	81.7%	1.7%
KS	351	33.0%	58.7%	8.3%	40	27.5%	70.0%	2.5%
KY	557	44.2%	55.7%	0.2%	96	39.6%	60.4%	0.0%
LA	518	36.5%	54.6%	8.9%	71	84.5%	14.1%	1.4%
ME	122	56.6%	32.8%	10.7%	19	42.1%	57.9%	0.0%
MD	296	53.4%	42.2%	4.4%	82	85.4%	14.6%	0.0%
MA	186	29.0%	49.5%	21.5%	56	85.7%	10.7%	3.6%
MI	599	53.1%	34.6%	12.4%	137	89.1%	7.3%	3.6%
MN	298	49.7%	37.9%	12.4%	48	25.0%	54.2%	20.8%
MS	529	35.7%	64.1%	0.2%	42	61.9%	38.1%	0.0%
MO	618	31.2%	62.0%	6.8%	95	87.4%	11.6%	1.1%
MT	147	34.0%	61.9%	4.1%	26	46.2%	53.8%	0.0%
NE	148	31.1%	53.4%	15.5%	14	92.9%	0.0%	7.1%
NV	160	48.8%	48.1%	3.1%	48	79.2%	20.8%	0.0%
NH	91	30.8%	68.1%	1.1%	28	28.6%	71.4%	0.0%
NJ	323	48.0%	49.2%	2.8%	71	77.5%	16.9%	5.6%
NM	253	58.1%	41.9%	-	39	5.1%	94.9%	-
NY	632	54.9%	30.4%	14.7%	184	88.0%	8.7%	3.3%
NC	909	48.4%	45.7%	5.9%	191	93.7%	5.8%	0.5%
ND	73	27.4%	63.0%	9.6%	15	20.0%	80.0%	0.0%
OH	769	39.4%	52.5%	8.1%	170	25.3%	73.5%	1.2%
OK	486	37.4%	56.6%	6.0%	78	15.4%	84.6%	0.0%
OR	194	64.9%	26.3%	8.8%	38	89.5%	10.5%	0.0%
PA	874	31.7%	58.0%	10.3%	223	42.2%	56.5%	1.3%
RI	38	31.6%	68.4%	-	15	26.7%	73.3%	-
SC	591	39.6%	53.0%	7.4%	101	22.8%	74.3%	3.0%
SD	94	29.8%	63.8%	6.4%	27	25.9%	74.1%	0.0%
TN	767	39.5%	54.4%	6.1%	136	91.9%	8.1%	0.0%
TX	2,090	50.7%	39.9%	9.4%	415	40.5%	58.8%	0.7%
UT	171	48.0%	46.2%	5.8%	20	50.0%	50.0%	0.0%
VT	55	41.8%	56.4%	1.8%	6	100.0%	0.0%	0.0%
VA	535	42.8%	56.4%	0.7%	86	96.5%	1.2%	2.3%
WA	312	59.3%	32.4%	8.3%	69	89.9%	8.7%	1.4%
WV	236	30.1%	55.5%	14.4%	33	69.7%	30.3%	0.0%
WI	384	44.0%	46.4%	9.6%	105	20.0%	78.1%	1.9%
WY	106	32.1%	65.1%	2.8%	33	21.2%	75.8%	3.0%
<b>U.S.</b>	<b>22,187</b>	<b>44.8%</b>	<b>47.5%</b>	<b>7.7%</b>	<b>4,502</b>	<b>56.7%</b>	<b>41.4%</b>	<b>1.9%</b>
PR	168	36.3%	63.7%	-	47	17.0%	83.0%	-

Source: FARS.



Table 7.  
**Traffic Fatalities and Vehicles Involved in Fatal Crashes by Type, 2010**

State	Total	Percent Who Were (by Person Type)						Total	Percent That Were (by Vehicle Type)				
		Drivers	Passengers	Motor-cyclists	Pedestrians	Pedal-cyclists	Other/Unknown		Passenger Cars	Light Trucks	Large Trucks	Motor-cycles	Other/Unknown
AL	862	62.4%	19.7%	10.0%	7.1%	0.7%	0.1%	1,165	40.3%	41.5%	9.0%	7.3%	1.8%
AK	56	46.4%	26.8%	16.1%	10.7%	0.0%	0.0%	76	31.6%	46.1%	6.6%	11.8%	3.9%
AZ	762	38.6%	23.0%	12.1%	19.2%	2.5%	4.7%	1,005	32.3%	41.3%	5.3%	10.2%	10.8%
AR	563	59.9%	18.1%	14.9%	6.6%	0.2%	0.4%	745	34.4%	41.7%	10.6%	11.4%	1.9%
CA	2,715	41.1%	18.8%	13.0%	22.1%	3.6%	1.4%	3,691	42.3%	36.9%	6.5%	10.1%	4.2%
CO	448	49.1%	21.9%	18.3%	8.0%	1.8%	0.9%	599	33.6%	42.6%	7.7%	13.9%	2.3%
CT	319	48.9%	17.2%	16.3%	14.4%	2.2%	0.9%	424	49.8%	27.8%	5.4%	13.9%	3.1%
DE	101	53.5%	12.9%	7.9%	21.8%	3.0%	1.0%	136	44.1%	39.7%	6.6%	5.9%	3.7%
DC	24	29.2%	4.2%	4.2%	54.2%	8.3%	0.0%	28	50.0%	35.7%	10.7%	3.6%	0.0%
FL	2,445	42.0%	17.3%	16.2%	19.9%	3.4%	1.1%	3,445	43.1%	36.7%	5.2%	11.9%	3.1%
GA	1,244	55.0%	19.1%	10.2%	13.5%	1.4%	0.8%	1,702	37.5%	42.9%	8.5%	7.9%	3.2%
HI	113	36.3%	15.0%	23.0%	23.0%	2.7%	0.0%	153	37.9%	35.3%	2.6%	18.3%	5.9%
ID	209	59.3%	20.6%	13.4%	4.8%	1.9%	0.0%	253	35.2%	44.3%	5.9%	11.9%	2.8%
IL	927	52.4%	18.2%	14.1%	12.4%	2.6%	0.2%	1,313	41.6%	35.7%	8.6%	10.1%	4.0%
IN	754	55.8%	19.1%	14.7%	8.2%	1.7%	0.4%	1,095	40.0%	38.0%	9.9%	10.2%	1.9%
IA	390	55.6%	21.8%	15.4%	4.6%	2.1%	0.5%	545	35.8%	33.6%	16.5%	11.6%	2.6%
KS	431	61.9%	23.9%	9.3%	3.5%	0.2%	1.2%	574	34.1%	43.9%	12.4%	7.1%	2.4%
KY	760	57.5%	20.9%	12.6%	8.0%	0.9%	0.0%	1,043	40.3%	38.0%	8.6%	8.8%	4.3%
LA	710	54.4%	23.4%	10.0%	10.4%	1.4%	0.4%	917	33.5%	45.9%	10.1%	7.6%	2.8%
ME	161	59.0%	21.1%	11.8%	7.5%	0.6%	0.0%	203	38.9%	40.4%	6.4%	10.8%	3.4%
MD	493	43.2%	17.8%	16.6%	20.5%	1.6%	0.2%	687	47.9%	31.4%	5.5%	12.2%	2.9%
MA	314	48.1%	12.7%	17.8%	18.5%	1.9%	1.0%	404	46.0%	32.9%	4.0%	14.4%	2.7%
MI	942	49.3%	18.5%	14.5%	13.6%	3.1%	1.1%	1,320	43.8%	36.1%	6.3%	10.4%	3.5%
MN	411	54.5%	22.9%	11.7%	8.5%	2.2%	0.2%	593	41.1%	33.2%	13.0%	8.8%	3.9%
MS	641	65.5%	19.5%	6.6%	7.8%	0.6%	0.0%	799	40.1%	45.7%	7.0%	5.4%	1.9%
MO	819	62.3%	18.1%	11.6%	6.7%	0.9%	0.5%	1,148	38.4%	42.6%	6.6%	8.4%	3.9%
MT	189	50.8%	30.7%	13.8%	4.2%	0.0%	0.5%	221	26.2%	50.7%	5.9%	12.7%	4.5%
NE	190	65.3%	21.6%	7.4%	4.2%	1.1%	0.5%	249	31.3%	41.0%	19.7%	4.8%	3.2%
NV	257	43.2%	19.8%	18.7%	14.0%	2.3%	1.9%	347	39.5%	39.2%	4.6%	14.1%	2.6%
NH	128	54.7%	16.4%	21.9%	7.0%	0.0%	0.0%	168	38.1%	41.1%	3.0%	17.3%	0.6%
NJ	556	42.8%	17.3%	12.8%	25.0%	2.2%	0.0%	801	48.1%	30.7%	7.2%	9.2%	4.7%
NM	346	51.2%	25.7%	11.3%	9.5%	2.3%	0.0%	446	30.7%	48.4%	9.6%	8.5%	2.7%
NY	1,200	39.9%	15.7%	15.3%	25.3%	3.0%	0.8%	1,574	46.1%	30.1%	7.4%	11.9%	4.4%
NC	1,319	50.6%	19.9%	14.5%	12.8%	1.7%	0.4%	1,792	41.0%	40.5%	5.8%	10.9%	1.8%
ND	105	55.2%	21.9%	14.3%	6.7%	1.0%	1.0%	145	29.7%	44.8%	11.7%	9.7%	4.1%
OH	1,080	55.3%	18.6%	15.7%	8.6%	1.0%	0.7%	1,507	44.1%	33.8%	8.2%	11.6%	2.4%
OK	668	56.4%	20.2%	11.7%	9.3%	1.3%	1.0%	895	31.5%	47.0%	9.8%	8.8%	2.8%
OR	317	42.6%	23.7%	12.0%	17.7%	2.2%	1.9%	419	36.8%	38.9%	11.7%	9.1%	3.6%
PA	1,324	52.3%	17.7%	16.8%	11.0%	1.6%	0.5%	1,783	42.3%	33.8%	8.9%	12.3%	2.7%
RI	66	40.9%	18.2%	22.7%	12.1%	3.0%	3.0%	85	45.9%	29.4%	2.4%	17.6%	4.7%
SC	810	56.5%	18.0%	12.5%	11.1%	1.7%	0.1%	1,085	40.6%	42.2%	5.6%	9.9%	1.8%
SD	140	42.9%	29.3%	19.3%	6.4%	1.4%	0.7%	185	31.9%	36.8%	10.3%	18.4%	2.7%
TN	1,031	59.6%	18.0%	13.2%	8.4%	0.4%	0.4%	1,389	38.1%	43.1%	6.4%	10.1%	2.3%
TX	2,998	51.0%	21.5%	13.8%	11.5%	1.4%	0.7%	4,154	34.1%	43.9%	9.1%	10.2%	2.8%
UT	236	50.0%	27.5%	8.5%	11.0%	3.0%	0.0%	303	38.6%	41.3%	9.2%	7.3%	3.6%
VT	71	64.8%	19.7%	8.5%	5.6%	1.4%	0.0%	87	47.1%	31.0%	12.6%	6.9%	2.3%
VA	740	57.8%	18.5%	11.6%	9.9%	1.6%	0.5%	992	41.5%	39.1%	8.8%	8.8%	1.8%
WA	458	48.9%	21.0%	15.1%	13.3%	1.3%	0.4%	618	40.9%	40.5%	4.4%	11.0%	3.2%
WV	315	63.2%	21.3%	10.5%	4.1%	1.0%	0.0%	406	37.7%	38.4%	9.9%	8.4%	5.7%
WI	572	51.7%	18.4%	18.4%	9.1%	1.6%	0.9%	814	40.5%	36.0%	6.5%	13.4%	3.6%
WY	155	54.8%	21.9%	21.3%	1.9%	0.0%	0.0%	185	23.2%	40.0%	11.9%	20.5%	4.3%
<b>U.S.</b>	<b>32,885</b>	<b>51.2%</b>	<b>19.5%</b>	<b>13.7%</b>	<b>13.0%</b>	<b>1.9%</b>	<b>0.8%</b>	<b>44,713</b>	<b>39.6%</b>	<b>39.0%</b>	<b>7.8%</b>	<b>10.4%</b>	<b>3.2%</b>
PR	340	33.2%	17.4%	13.8%	29.7%	4.4%	1.5%	448	48.9%	30.6%	3.6%	11.2%	5.8%

Source: FARS.



Table 8.

**Fatalities in the Beds of Pickup Trucks, by Age, 2010**

State	Age							Total
	<5	5-9	10-14	15-20	21-24	>24	Unknown	
AL	0	0	0	1	0	2	0	3
AK	0	0	0	0	0	0	0	0
AZ	0	0	0	1	2	3	0	6
AR	0	0	0	0	0	0	0	0
CA	0	0	0	0	0	0	0	0
CO	0	0	0	0	0	0	0	0
CT	0	0	0	0	0	0	0	0
DE	0	0	0	0	0	0	0	0
DC	0	0	0	0	0	0	0	0
FL	0	0	1	2	0	2	0	5
GA	0	0	0	0	0	2	0	2
HI	0	0	1	1	0	0	0	2
ID	0	0	0	0	1	0	0	1
IL	0	0	0	1	0	2	0	3
IN	0	0	0	0	0	2	0	2
IA	0	0	0	0	0	1	0	1
KS	0	0	0	1	0	0	0	1
KY	0	0	0	0	0	0	0	0
LA	0	0	0	1	0	1	0	2
ME	0	0	0	0	0	0	0	0
MD	0	1	0	0	0	0	0	1
MA	0	0	0	0	0	0	0	0
MI	0	0	0	0	0	0	0	0
MN	0	0	0	0	0	0	0	0
MS	0	0	0	0	0	0	0	0
MO	0	0	0	1	0	1	0	2
MT	0	0	0	0	0	1	0	1
NE	0	0	0	0	0	1	0	1
NV	0	0	0	0	0	0	0	0
NH	0	0	0	0	0	0	0	0
NJ	0	0	0	0	0	0	0	0
NM	0	0	0	0	0	0	0	0
NY	0	0	0	0	0	0	0	0
NC	0	0	0	3	0	5	0	8
ND	0	0	0	0	0	0	0	0
OH	0	0	0	0	0	1	0	1
OK	0	0	0	0	1	0	0	1
OR	0	0	0	2	0	1	0	3
PA	0	0	0	0	0	0	0	0
RI	0	0	0	0	0	0	0	0
SC	0	0	0	0	0	0	0	0
SD	0	0	0	0	0	0	0	0
TN	0	0	0	1	0	0	0	1
TX	0	0	0	2	1	1	0	4
UT	0	0	0	0	0	0	0	0
VT	0	0	0	0	0	0	0	0
VA	0	0	1	2	1	1	0	5
WA	0	0	0	0	0	0	0	0
WV	0	0	0	0	0	2	0	2
WI	0	0	0	0	0	0	0	0
WY	0	0	0	0	0	0	0	0
<b>U.S.</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>19</b>	<b>6</b>	<b>29</b>	<b>0</b>	<b>58</b>
PR	0	0	0	0	0	1	0	1

Note: Includes fatalities in both enclosed and unenclosed beds.

Table 9.

**Key Provisions of Occupant Restraint Laws and 2010 Seat Belt Use Rates**

State	Enforcement Type	Base Fine <sup>(1)</sup>	Seat Belt Required		Exemptions <sup>(4)</sup>	2010 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats <sup>(2)</sup>	Ages <sup>(3)</sup>					
AL	Primary	\$25 (maximum)	Front	15 years and older	Medical reasons, model year <1965, rural mail carriers/newspaper delivery vehicles, vehicles operating in reverse.	91.4%	<1 year or <20 lbs in rear-facing infant seat; 1-4 or 20-40 lbs in forward-facing car seat; 5 years old (but not yet 6) in booster seat.	\$25 <sup>(5)</sup>	See AL Statutes 32-5B and 32-5-222.
AK	Primary	\$15	All	16 years and older	School buses, emergency vehicles, mail or newspaper delivery vehicles, vehicles not equipped with seat belts, non-highway vehicles (generally, off-road or snowmobiles).	86.8%	3 years and under in car seat; 4-8 years, 20-65 lbs, and <57 inches tall in booster seat.	\$50 <sup>(6)</sup>	See AK Statute 28.05.095.
AZ	Secondary	\$10	All Front	5-15 years 5 years and older	Designed for >10 passengers, model year <1972, rural mail carriers, medical reasons.	81.8%	<5 years, booster seats not required.	\$50	See AZ Statutes 28-907 and 28-909.
AR	Primary	\$25 <sup>(7)</sup>	Front	15 years and older	Model year <1972. Not required when an emergency exists that threatens the life of a child or person operating a motor vehicle. Any child who is physically unable because of a medical condition (as certified by a physician) is exempted.	78.3%	5 years and under and <60 lbs; children 60 lbs or more may be in a seat belt.	\$100	See AR Statutes 27-37-706 and 27-34-103.
CA	Primary	\$20 <sup>(8)</sup>	All	16 years and older	Medical reasons, emergency vehicles, rural postal service vehicles, newspaper delivery vehicles, recycling vehicles, taxis.	96.2%	5 years and under or <60 lbs in a rear seat; <1 year or <20 lbs in rear-facing restraint may not ride in front if front passenger air bag is activated; 60 lbs or more in rear seat if available.	\$100 <sup>(9)</sup>	See CA Statutes 27302 and 27360.
CO	Secondary <sup>(10)</sup>	\$71	Front	16 years and older	Ambulance crew, peace officer, medical reasons, passenger buses, school buses, postal service vehicles, delivery and pickup service vehicles.	82.9%	<1 year and <20 lbs in rear-facing infant seat; 1-3 and 20-40 lbs in forward-facing car seat; 4-5 and <55 inches in booster seat. Seat belt allowed for 8-15 or >55 inches tall.	\$82	See CO Statutes 42-4-237-7 and 42-4-1701.

<sup>(1)</sup> Additional fees may apply.

<sup>(2)</sup> The word "All" used in this category means everyone must be restrained. For children, that may be in a child restraint.

<sup>(3)</sup> May include rear-facing car seats, forward-facing car seats, and booster seats.

<sup>(4)</sup> Emergency vehicle and bus exemptions generally do not apply to the operator.

<sup>(5)</sup> First violation, 1 point; second or subsequent violation, 2 points. The charges may be dismissed by the trial judge hearing the case, and no court costs shall be assessed upon proof of acquisition of an appropriate child passenger restraint.

<sup>(6)</sup> Two points for child restraint violation.

<sup>(7)</sup> Arkansas reduces the fine for the primary violation by \$10.

<sup>(8)</sup> Fine for second and subsequent offenses is \$50.

<sup>(9)</sup> One point for child restraint violation; operators are liable for children <16 years old not wearing seat belt or in proper child safety restraint.

<sup>(10)</sup> Primary enforcement for child safety restraints.

Sources: **Occupant restraint laws:** NHTSA, updated as of April 2012. **2010 observed seat belt use rates:** NHTSA, National Center for Statistics and Analysis, "Seat Belt Use in 2010—Use Rates in the States and Territories," DOT HS 811 493 (July 2011).

Table 9.

**Key Provisions of Occupant Restraint Laws and 2010 Seat Belt Use Rates (Continued)**

State	Enforcement Type	Base Fine <sup>(1)</sup>	Seat Belt Required		Exemptions <sup>(4)</sup>	2010 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats <sup>(2)</sup>	Ages <sup>(3)</sup>					
CT	Primary	\$92 <sup>(11)</sup>	Front	7 years and older	Medical reasons, emergency vehicles other than fire-fighting apparatus, postal service vehicles, newspaper delivery vehicles.	88.2%	<1 year or <20 lbs in rear-facing restraint system; 1-6 and <60 lbs in child restraint system; booster seat only in seating position with lap and shoulder belt; 7-15 years and >60 lbs, seat belt permissible.	\$60 <sup>(12)</sup>	See CT Statute 14-100a.
DE	Primary	\$25	All	16 years and older	Medical reasons, postal service vehicles, tractors, off-highway vehicles, electric personal assistive mobility devices.	90.7%	<7 years and <66 lbs in age/weight appropriate restraint; 8-15 years or >66 lbs in seat belt.	\$25 <sup>(13)</sup>	See DE Statutes 21.48.4802 and 21.48.4803.
DC	Primary	\$50	All	16 years and older	Vehicles manufactured before July 1, 1966; medical reasons; all seat belts occupied; seating for >8 people, taxis (6pm-6am).	92.3%	7 years and under; 8-15 years for seat belt or booster.	\$75 <sup>(14)</sup>	See DC Statutes 50-1801-07 and 50-1701-08.
FL	Primary	\$30	All Front	6-17 years 6 years and older	Medical reasons; newspaper delivery vehicles; solid waste/recyclable collection service vehicles working designated routes; persons traveling in the living quarters of a recreational vehicle or a space within a truck body primarily intended for merchandise or property; school buses; buses that transport for compensation; farm tractors or implements of husbandry; trucks >26,000 lbs.	87.4%	3 years and under; seat belts permissible for children 4-5 years.	\$60 <sup>(15)</sup>	See FL Statutes 316.613-4.
GA	Primary	\$15	All Front	8-17 years 18 years and older	Pickups, vehicles designed for >10 passengers, off-road vehicles, vehicles used for frequent stops (all seats), rural postal vehicles, newspaper delivery vehicles, emergency vehicles, driver in reverse, taxis, public transit vehicles.	89.6%	5 years and older and <57 inches; 5 years and younger in rear seat if available.	\$50 <sup>(16)</sup>	See GA Statute 40-8-76. Pickup exemption eliminated as of June 3, 2010.

<sup>(11)</sup> If a driver under 18 year old commits a violation, he/she is subject to a higher fine: \$92 for >18 year old (\$50 fine + \$7 fee + \$35 surcharge).

<sup>(12)</sup> The fine is \$15 if the child is 4-16 years old and 40 pounds or more. A mandatory child restraint education program is also required for the first or second violation.

<sup>(13)</sup> In Delaware, children younger than 12 years or 65 inches tall or less must be restrained in a rear seat if a vehicle has a passenger airbag, unless the airbag has been either deactivated or designed to accommodate smaller people. Exceptions: No rear seat or rear seat occupied by other children younger than 12 years or 65 inches tall or less.

<sup>(14)</sup> For child restraint violation, the driver may opt to take a child restraint safety class for \$25 in lieu of the \$75 base fine. Fine for first violation waived upon acquiring approved child restraint after the violation. For second offense, offenders required to attend child safety class for \$25 and pay a \$75 fine. For third offense, \$125 fine. For fourth and each subsequent offense, \$150 fine.

<sup>(15)</sup> 3 points assessed.

<sup>(16)</sup> Points assessed.

Table 9.

**Key Provisions of Occupant Restraint Laws and 2010 Seat Belt Use Rates (Continued)**

State	Enforcement Type	Base Fine <sup>(1)</sup>	Seat Belt Required		Exemptions <sup>(4)</sup>	2010 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats <sup>(2)</sup>	Ages <sup>(3)</sup>					
HI	Primary	\$45 <sup>(17)</sup>	All Front	8-17 years 15 years and older	Bus or school bus >10,000 lbs, emergency vehicles, taxicabs. DOT may establish additional exemptions.	97.9%	3 years and under in car seat; 4-7 in booster seat or child restraint.	\$100 maximum <sup>(18)</sup>	See HI Statutes 291-11.5 and 291-11.6.
ID	Secondary	\$10 <sup>(19)</sup>	All	7 years and older	Vehicles >8,000 lbs, postal vehicles, implements of husbandry, motorcycles.	77.9%	6 years and under.	\$79	See ID Statutes 49-672 and 49-673.
IL	Primary	\$25	All Front	18 years and under if driver is under 19 years 16 years and older	Motorcycles, vehicles that stop frequently, medical reasons, rural letter carriers, model year <1965.	92.6%	7 years and under; children >40 lbs may use lap belt in rear seat if no 3-point belt available (adjustments to law effective January 2011).	\$75	See Statutes 625 ILCS 5/12-6031 and 625 ILCS 25/6.
IN	Primary	\$25	All	16 years and older	Medical reasons, vehicles that stop frequently, farm vehicles, RVs, postal vehicles, non-drivers in parades, public utility vehicles, towing recovery vehicles, occupant other than operator of vehicle used by a public utility in an emergency.	92.4%	7 years and under	\$25 <sup>(20)</sup>	See IN Statutes 9-19 - 10-11.
IA	Primary	\$25	Front	18 years and older	Delivery vehicles that do not exceed 25 mph between stops, bus passengers, medical reasons, model year <1965, emergency vehicles, motorcycles, rural letter carriers.	93.1%	<1 year and <20 lbs in rear-facing car seat; 1-5 years in child restraint; seat belts permissible for children 6-17 years.	\$25	See IA Statutes 321-445 and 321-446. <sup>(25)</sup>
KS	Primary <sup>(21)</sup>	\$10 <sup>(22)</sup>	All Front	14-17 years 18 years and older	Designed for >10 people, truck >12,000 lbs, off-road vehicles, postal vehicles, vehicles delivering newspapers.	81.8%	3 years and under in child restraint; 4-7 and <80 lbs or <57 inches tall in child restraint or booster seat; seat belts permissible for children 8-13 years and for children 4-7 years and >80 lbs or >57 inches tall. <sup>(23)</sup>	\$60	See KS Statutes Ch. 8, Article 25, and 8-1344.

<sup>(17)</sup> In addition to the \$45 fine, the driver must pay a surcharge of \$10 for the neurotrauma special fund.

<sup>(18)</sup> First-time violators are required to attend a child passenger restraint system seat class not to exceed 4 hours in length, pay a driver education safety assessment fee of \$50, pay a \$10 surcharge into the neurotrauma fund, and pay a surcharge of up to \$10, to be deposited into the trauma system (special) fund if the court so orders.

<sup>(19)</sup> Drivers <18 years old pay \$51.50, including court costs.

<sup>(20)</sup> Points assessed.

<sup>(21)</sup> Secondary enforcement for other seating positions.

<sup>(22)</sup> The fine is \$60 for violators 14-17 years old.

<sup>(23)</sup> If the number of children subject to these requirements exceeds the number of passenger-securing locations available for use by children and all the securing locations are in use by children, the requirement is waived for the additional children.

Table 9.

**Key Provisions of Occupant Restraint Laws and 2010 Seat Belt Use Rates (Continued)**

State	Enforcement Type	Base Fine <sup>(1)</sup>	Seat Belt Required		Exemptions <sup>(4)</sup>	2010 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats <sup>(2)</sup>	Ages <sup>(3)</sup>					
KY	Primary	\$25	All	All	Designed for >10 people, farm trucks registered for agricultural use only and with gross weight 2,000 lbs or greater, motorcycles.	80.3%	40 inches tall or less in child restraint; 6 years and under and between 40 and 50 inches tall in booster seat.	Child restraint \$50; booster seat \$30	See KY Statute 189.125.
LA	Primary	\$25	All	13 years and older	Vehicles with gross weight >10,000 lbs, utility vehicles traveling <20 mph, model year <1981, postal vehicles, farm vehicles, persons delivering newspapers.	75.9%	<1 year old or <20 lbs in rear-facing car seat; 1-3 years or 20-39 lbs in forward-facing car seat; 4-5 years or 40-60 lbs in booster seat; seat belts permissible for 6-12 years or >60 lbs.	\$100	See LA Statutes 32-295 and 32-295.1.
ME	Primary	\$50	All	18 years and older	Medical reasons, rural mail carriers, persons delivering newspapers, postal vehicles, passengers riding in taxi or limousine for hire.	82.0%	<40 lbs in car seat; 40-80 lbs and <8 years old in safety system that elevates child so adult seat belt fits properly; <11 years and <100 lbs in rear seat if available; seat belts permissible for children 8-17 years or <18 years and >57 inches tall.	\$50 <sup>(24)</sup>	See ME Statute 29-A: 19, 2081.
MD	Primary	\$25	Front	16 years and older	"Historical" vehicles, for-hire vehicles, motorcycles, trucks, buses, postal vehicles, vehicles built before June 1, 1964.	94.7%	<8 years in appropriate child restraint unless 57 inches or taller or >65 lbs.	\$25	See MD Statutes 22-412.2 and 22.412.3.
MA	Secondary	\$25 <sup>(25)</sup>	All	13 years and older	Buses, trucks 18,000 lbs or more, taxis, utility vehicles, model year <1966, postal vehicles, farm vehicles, authorized emergency vehicles, side-facing seat in car owned for antique collecting.	73.7%	7 years and under and <57 inches tall; seat belts permissible for children 8-12 years or >57 inches tall.	\$25	See MA Title XIV, 90 MGL Section 13A and 90 MGL Section 7AA.
MI	Primary	\$25	Front	16 years and older	Medical reasons, taxis, buses, school buses, postal service vehicles, model year <1965, commercial vehicles making frequent stops.	95.2%	7 years and under and <57 inches tall; <4 years must be in car seat in the back seat; seat belt permissible for children 8-15 years or >57 inches tall.	\$10 <sup>(26)</sup>	See MI Statute 257.710e and 257.710d.

<sup>(24)</sup> \$250 maximum fine for subsequent offenses.<sup>(25)</sup> Drivers in Massachusetts may be fined \$25 for violating the belt law themselves and \$25 for each unrestrained passenger 12-16 years old.<sup>(26)</sup> The fine is \$10 for under 4 years old and \$25 for 4-8 years old and less than 57 inches tall.

Table 9.

**Key Provisions of Occupant Restraint Laws and 2010 Seat Belt Use Rates (Continued)**

State	Enforcement Type	Base Fine <sup>(1)</sup>	Seat Belt Required		Exemptions <sup>(4)</sup>	2010 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats <sup>(2)</sup>	Ages <sup>(3)</sup>					
MN	Primary	\$25	All	8 years and older	Farm pickup trucks, postal vehicles, commercial vehicles making frequent stops and going <25 mph between stops, vehicles driving in reverse, persons riding in a vehicle in which all the seating positions equipped with seat belts are occupied by other persons in seat belts, model year <1965, medical reasons.	92.3%	7 years and under and <57 inches tall; seat belts permissible for children >8 years old or >57 inches tall.	\$50	See MN Statutes 169.685 and 169.686.
MS	Primary	\$25	Front	7 years and older	Vehicles driving in reverse, farm vehicles, medical reasons, buses, postal vehicles, utility meter readers' vehicles, all-terrain vehicles, vehicles designed to carry >15 persons, trailers.	81.0%	3 years and under in child restraint; 4-6 years and <57 inches tall or <65 lbs in booster seat; seat belts permissible for children >7 years old, >57 inches tall, or >65 lbs.	\$25	See MS Statute 63-2-and 63-7-301.
MO	Secondary (primary for <16 years old)	\$10 <sup>(27)</sup>	Front	16 years and older	Vehicles designed for >10 people, trucks >12,000 lbs, postal service vehicles, vehicles requiring frequent entry or exit, agricultural vehicles.	76.0%	<4 years old or <40 lbs in car seat; 4-7 and 40-80 lbs and <57 inches tall in booster seat. If all safety restraints are in use, persons <16 years old must be in rear seat.	\$50; \$10 for >80 lbs or >57 inches tall	Persons <18 years operating or riding in a truck are required to wear seat belts. See MO Statutes 307.178 and 307.179.1.
MT	Secondary	\$20	All	6 years and older	Medical reasons, motorcycles, vehicles making frequent stops, occupants of motor vehicle in which all seat belts are being used by other occupants.	78.9%	<6 years and <60 lbs	\$100	See MT Statutes 61-13-103 and 61-9-420.
NE	Secondary	\$25	Front	18 years and older	Taxis, mopeds, motorcycles, emergency vehicles, model year <1963, parade vehicles.	84.1%	5 years and under; seat belts permissible for children 6-17 years old.	\$25 <sup>(28)</sup>	See NE Statutes 60-6, 267 and 606-6, 268.
NV	Secondary	\$25	All	6 years and older	Medical reasons, public transportation vehicles, postal service vehicles, emergency vehicles, delivery vehicles not exceeding 15 mph. Any vehicle or seating position if the State determines compliance is impractical.	93.2%	6 years or under and <60 lbs.	\$100-\$500	See NV Statute 484D.495.
NH	No law for persons 18 years or older (primary for <18 years old).	—	All	17 years and younger	—	72.2%	5 years and under and <55 inches tall; seat belts permissible for children 6-17 years old or <6 years and >55 inches tall.	\$50	See NH Statute 265:107-a.

<sup>(27)</sup> The fine is \$50 for violators 8-15 years old.

<sup>(28)</sup> Points assessed.



Table 9.

**Key Provisions of Occupant Restraint Laws and 2010 Seat Belt Use Rates (Continued)**

State	Enforcement Type	Base Fine <sup>(1)</sup>	Seat Belt Required		Exemptions <sup>(4)</sup>	2010 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats <sup>(2)</sup>	Ages <sup>(3)</sup>					
NJ	Primary (secondary for rear seat occupants)	\$46 <sup>(29)</sup>	All	8 years and older	Vehicles manufactured before 1966, medical reasons, rural letter carriers, fewer belts than seats.	93.7%	<8 years and <55 inches tall; in rear seat if available.	\$25	See NJ Statute 39:3-76.2.
NM	Primary	\$25 <sup>(30)</sup>	All	18 years and older	Vehicles >10,000 lbs, medical reasons, rural letter carriers.	89.8%	<1 year in rear-facing infant seat, in rear seat if available; 1-4 or <40 lbs in car seat; 5-6 or <60 lbs in booster seat.	\$25	See NM Statutes 66-7-369 and 66-7-362.
NY	Primary	\$50	Front Rear	All 15 years and under	Buses, school buses, taxis, liveries, emergency vehicles, rural letter carriers.	89.8%	<3 years unless >40 lbs and no lap/shoulder belt available; 4-7 years unless no lap/shoulder belt available.	\$100 <sup>(31)</sup>	See NY Statute 1229-c.
NC	Primary (secondary for rear seat occupants)	\$25.50 (\$10 for rear seat) <sup>(32)</sup>	All	16 years and older	Medical reasons, farm vehicles, postal vehicles, designated commercial vehicles, delivery vehicles traveling <20 mph, trash/recycling trucks.	89.7%	7 years and under and <80 lbs; seat belts permissible for 8-15 years or 40-80 lbs in seats without shoulder belts.	\$25 <sup>(33)</sup>	See NC Statutes 20-135.2A and 20-137.1C.
ND	Secondary	\$20	Front	18 years and older	Designed for >10 people, farm vehicles, rural mail carriers, medical reasons, all front seat belts in use by other occupants.	74.8%	6 years and under and <57 inches tall or <80 lbs. <sup>(34)</sup>	\$25	See ND Statutes 39.21-41.1-2.
OH	Secondary	\$30 <sup>(35)</sup>	All Front	8-14 years 15 years and older	Postal service vehicles, medical reasons, vehicles delivering newspapers.	83.8%	4 years and under or <40 lbs in car seat; 4-8 years and <57 inches in booster seat; seat belts permissible for children 8-14 years.	\$75 <sup>(36)</sup>	See OH Statute 4513.263.
OK	Primary	\$20	Front	13 years and older	Farm vehicles, RVs, motorcycles, motorized bicycles, postal service vehicles, school buses, taxicabs, emergency vehicles.	85.9%	5 years and under	\$50 <sup>(37)</sup>	See OK Statute 47-12-417.
OR	Primary	\$110	All	16 years and older	Vehicles in interstate commerce, designed for >15 passengers, newspaper and mail vehicles, meter and transit vehicles, for-hire vehicles, trash trucks, emergency vehicles, taxicab operators.	97.0%	<1 year or <20 lbs in rear-facing car seat; <40 lbs in car seat; >40 lbs and <57 inches or <8 years in safety system that elevates the child so that an adult seat belts fits properly.	\$110	See OR Statutes 811.210 to 811.225.

<sup>(29)</sup> Includes court costs.<sup>(30)</sup> New Mexico also assesses 2 points for violations.<sup>(31)</sup> New York assesses points only when the violation involves a child under 16 years old.<sup>(32)</sup> Fine is \$25.50 for front seat violation, plus \$135.50 in court costs. No court costs for rear seat violation.<sup>(33)</sup> Fine is \$25 plus \$188 in court costs.<sup>(34)</sup> 1 point is assessed for child restraint violation.<sup>(35)</sup> Fine is \$30 for a driver violating the law, \$20 for passenger(s).<sup>(36)</sup> In Ohio, the law is secondary for children 4 through 14 years old.<sup>(37)</sup> Fine for child restraint is up to \$207.90 with court costs.

Table 9.

**Key Provisions of Occupant Restraint Laws and 2010 Seat Belt Use Rates (Continued)**

State	Enforcement Type	Base Fine <sup>(1)</sup>	Seat Belt Required		Exemptions <sup>(4)</sup>	2010 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats <sup>(2)</sup>	Ages <sup>(3)</sup>					
PA	Secondary	\$10	All  Front	8-17 years  18 years and older	Vehicles manufactured before 1966, medical reasons, trucks >7,000 lbs, rural letter carriers, delivery vehicles, vehicles traveling <15 mph.	86.0%	7 years and under.	\$75	See PA Statute 75.4581.
RI	Primary	\$75	All	13 years and older	Vehicles manufactured before 1966, medical reasons, postal service vehicles.	78.0%	7 years and under and <80 lbs and <54 inches tall in rear seat if available.	\$75	See RI Statute 32.22-22.
SC	Primary <sup>(38)</sup>	\$25	All	6 years and older	Medical reasons, emergency vehicles, postal service vehicles, delivery vehicles, parade vehicles; school, church, or day care buses; public transportation vehicles except taxis, vehicles in which all seating positions with seat belts are already occupied, persons occupying vehicles not originally equipped with seat belts.	85.4%	<1 year or <20 lbs in rear-facing infant seat; 1-5 and 20-39 lbs in forward-facing car seat; 1-5 and 40-80 lbs in booster seat secured by lap/shoulder belt (lap belt alone is not permissible); <5 years in rear seat if available.	\$150	See SC Statutes 56-5-6520 and 56-5-6410.
SD	Secondary	\$25	Front	18 years and older	Motorcycles, motorized bicycles, vehicles manufactured before 1973, medical reasons, passenger buses, school buses, farm vehicles, rural mail carriers, newspaper or periodical delivery vehicles.	74.5%	<5 years and <40 lbs.	\$25	See SD Statute 32.38.
TN	Primary	\$10 <sup>(39)</sup>	Front	16 years and older	Vehicles >8,500 lbs, rural letter carriers, utility workers, newspaper delivery vehicles, automobile salespersons who drive <50 miles per day on average, parade vehicles, hayrides crossing a highway from one field to another if operated at <15 mph.	87.1%	<1 year or 20 lbs or less in rear-facing infant seat; 1-3 and >20 lbs in forward-facing car seat; 4-8 and <57 inches tall in booster seat; <8 and <57 inches in rear seat if available; rear seat recommended for 9-12 years old.	\$50	See TN Statutes 55-9-602 and 55-9-603.
TX	Primary	\$50 <sup>(40)</sup>	All	7 years and older	Farm vehicles <48,000 lbs, postal service vehicles, newspaper delivery vehicles, meter readers.	93.8%	4 years and younger and <36 inches tall in car seat; 4-8 years and <57 inches in booster seat.	\$25	See TX Statute Sec. 545.412-413
UT	Secondary (primary for drivers and occupants 18 years and younger)	\$45	All	16 years and older	Vehicles manufactured before 1966, medical reasons, all seats occupied or person is riding in a seating position not equipped with seat belts.	89.0%	7 years or under and <57 inches tall; seat belt permissible for 8-15 years old or >57 inches tall.	\$45	See UT Statute 41-6a-1803.

<sup>(38)</sup> Seat belt law may not be enforced by checkpoints designed for that purpose.<sup>(39)</sup> Drivers 18 years or older who do not contest the citation pay a \$10 fine by mail (\$20 for drivers 16-17 years old); \$20 for subsequent violations.<sup>(40)</sup> A person who allows a child who is younger than 17 years of age and is not required to be secured in a child passenger safety seat system to ride in a passenger van designed to transport 15 or fewer passengers without securing the child individually by a safety belt, if the child is occupying a seat that is equipped with a safety belt, is subject to a fine not to exceed \$200.

Table 9.

**Key Provisions of Occupant Restraint Laws and 2010 Seat Belt Use Rates (Continued)**

State	Enforcement Type	Base Fine <sup>(1)</sup>	Seat Belt Required		Exemptions <sup>(4)</sup>	2010 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats <sup>(2)</sup>	Ages <sup>(3)</sup>					
VT	Secondary (primary for drivers and occupants 17 years and younger)	\$25	All	18 years and older	Buses, taxis, rural mail carriers, delivery vehicles traveling <15 mph, emergency vehicles, farm tractors, vehicles ordered by emergency personnel to evacuate persons from stricken area.	85.2%	<1 year or <20 lbs in rear-facing infant seat; 2-7 years and >20 lbs in rear seat unless front passenger air bag is deactivated; seat belts permissible for 8-15 years old and >20 lbs.	\$25	See VT Statutes 23-1258 and 23-1259.
VA	Secondary (primary for passengers 17 years and younger in all seats)	\$25 <sup>(41)</sup>	Front	18 years and older	Medical reasons, trucks >10,000 lbs, school buses, motor homes, taxis, police vehicles enforcing parking or transporting prisoners, law enforcement officers when seat belts are impractical, rural mail carriers, newspaper delivery vehicles, utility meter readers, commercial vehicles making frequent stops.	80.5%	7 years and under; rear-facing devices in rear seat if available; if not, in front seat, only if front passenger airbag is deactivated.	\$50	See VA Statutes 46.2-1094 and 46.2-1098.
WA	Primary	\$124	All	16 years and older	Medical reasons, vehicles designed for >10 people, when all designated seating positions are occupied; vehicles exempted by State regulation, including farm construction or commercial vehicles making frequent stops.	97.6%	8 years and under and <57 inches tall; 13 years and under in rear seat if practical.	\$124 <sup>(42)</sup>	See WA Statutes 46.63.110 and 46.61.688.
WV	Secondary	\$25 maximum	All Front	8-17 years 17 years and older	Motorcycles, vehicles designed for >10 people, vehicles manufactured before 1967, medical reasons, rural mail carriers, trailers. All seat belts in use and vehicle contains more passengers than total number of seat belts or other safety devices installed in compliance with Federal motor vehicle safety standards.	82.1%	7 years and under and <57 inches tall.	\$20	See WV Statutes 17C-15-46 and 17C-15-49.
WI	Primary	\$10	All	8 years and older	Emergency vehicles in which compliance could endanger passengers; taxis, farm trucks engaged in farming, rural mail carriers, land surveyors.	79.2%	<1 year or <20 lbs in rear-facing infant seat; 1-3 and 20-40 lbs in forward-facing infant seat, in rear seat if available; 4-7 and 40-80 lbs in booster seat.	\$30- \$75 <sup>(43)</sup>	See WI Statute 347.48.
WY	Secondary	\$25 maximum <sup>(44)</sup>	All	9 years and older	Medical reasons, postal vehicles; excess passengers exempted if all seats occupied.	78.9%	8 years and younger in rear seat if available.	\$50 maximum	See WY Statute 31-5-1401.

<sup>(41)</sup> Driver ticketed for passengers <18 years old without restraints.<sup>(42)</sup> \$124 fine issued to driver if passenger is <16 years old, or to passenger if 16 years or older.<sup>(43)</sup> Penalty not less than \$30 or more than \$75 for violation involving child <4 years and not less than \$10 or more than \$25 for child 4-8 years.<sup>(44)</sup> Passengers violating the seat belt requirements are subject to a fine of \$10.

Table 10.

**History of State Motorcycle Helmet Laws**

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
AL	11/06/67		
AK	01/01/71	06/23/76	Repealed for operators age 18 and over.
AZ	01/01/69	05/27/76	Repealed for age 18 and over.
AR	06/29/67	07/31/97	Repealed for age 21 and over.
CA	01/01/85**	01/01/92	Reinstated for all.
CO	07/01/69	05/20/77	Repealed.
		07/01/07	Reinstated for under age 18.
CT	10/01/67	06/1/76	Repealed.
		01/01/90	Reinstated for under age 18.
DE	06/21/68	06/10/78	Repealed for age 19 and over. All riders must have helmet in their possession.
		07/17/84	Helmet required for instruction permit holders.
DC	02/11/70		
FL	09/13/67	07/01/00	Repealed for age 21 and over if covered by insurance of at least \$10,000 in medical benefits.
GA	07/01/69		
HI	06/04/67	06/07/77	Repealed for age 18 and over.
ID	01/01/68	03/29/78	Repealed for age 18 and over.
IL	07/01/69	07/01/70	No helmet law for any motorcyclists since 1970 repeal.
IN	07/26/67	09/01/77	Repealed.
		01/01/84	Reinstated for under age 18.
IA	09/01/75	07/01/76	No helmet law for any motorcyclists since 1976 repeal.
KS	07/01/67	07/01/70	Repealed for age 21 and over.
		07/01/72	Reinstated for all.
		07/01/76	Repealed for age 16 and over.
		07/01/79	Reinstated for ages 16 and 17.
KY	06/13/68	07/15/98	Repealed for age 21 and over provided operator has held motorcycle license for 1 year and has provided proof of health insurance when registering motorcycle.
		07/04/00	Health insurance requirement repealed.
LA	07/31/68	10/01/76	Repealed for age 18 and over.
		01/01/82	Reinstated for all.
		08/15/99	Repealed for age 18 and over if covered by insurance of at least \$10,000 in medical benefits.
		08/15/04	Reinstated for all.
ME	10/07/67	10/24/77	Repealed.
		07/03/80	Reinstated for under age 15.
		09/23/83	Required for holders of learners' permits, for licensees holding license for 1 year or less, and for passengers if required for operator.
MD	07/01/68	09/01/09	Reinstated for ages 16 and 17, instruction permit holders, operators licensed for less than 1 year, and passengers (regardless of age) if required for operator.
		07/01/79	Repealed for age 18 and over.
		10/01/92	Reinstated for all.
MA	05/22/67		
MI	03/10/67	06/12/68	All riders required to have helmet in their possession.
		07/29/69	Reinstated for all.
MN	05/01/68	04/06/77	Repealed for age 18 and over. Helmet required for holders of instruction permits.
MS	03/28/74		

Table 10.

**History of State Motorcycle Helmet Laws (Continued)**

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
MO	09/28/67		
MT	07/01/73	07/01/77	Repealed for age 18 and over.
NE	05/29/67	09/02/77	Repealed (law was never enforced).
		01/01/89	Reinstated for all.
NV	01/01/72		
NH	09/05/67	08/07/77	Repealed for age 18 and over until Federal law ceases to require a motorcycle helmet law as a condition for receipt of Federal funds.
		09/30/95	Repealed for all when Federal law requiring helmet laws for Federal funds was voided.
NJ	01/01/68		
NM	06/16/67	03/31/77	Repealed for age 18 and over.
NY	01/01/67		
NC	01/01/68		
ND	07/01/67	07/01/77	Repealed except for operators under age 18 and passengers, regardless of age, if required for operator.
OH	01/01/68	07/10/78	Repealed except for riders under age 18; operators having motorcycle license less than 1 year; and passengers if required for operator.
OK	04/27/67	04/01/69	Repealed for age 21 and over.
		11/01/75	Reinstated for all.
		05/21/76	Repealed for age 18 and over.
OR	01/01/68	10/04/77	Repealed for age 18 and over.
		06/16/88	Reinstated for all (by voter referendum).
PA	07/15/68	09/04/03	Repealed for operator age 21 and over if operator has held motorcycle license for at least 2 years or has completed rider education. Repealed for passenger age 21 and over if operator is exempt.
RI	04/04/67	05/21/76	Repealed for all operators. Required for all passengers.
		07/01/92	Required for operators under 21, operators licensed for 1 year or less, and all passengers.
SC	07/01/67	06/16/80	Repealed for age 21 and over.
SD	07/01/67	07/01/77	Repealed for age 18 and over.
TN	06/04/67		
TX	01/01/68	08/29/77	Repealed for age 18 and over.
		09/01/89	Reinstated for all.
		09/01/97	Repealed for age 21 and over who have completed rider education or are covered by insurance of at least \$10,000 in medical benefits.
UT	05/13/69	05/10/77	Repealed for age 18 and over. Required for age 17 and under on roads posted for speeds higher than 35 mph.
VT	03/06/68		
VA	06/26/70		
WA	06/08/67	09/21/77	Repealed.
		07/26/87	Reinstated for under age 18.
		06/07/90	Reinstated for all.
WV	05/25/71		
WI	07/01/68	03/19/78	Repealed except for under age 18 and instruction permit holders.
WY	05/24/73	05/27/83	Repealed for age 19 and over.
		07/01/93	Repealed for age 18 and over.
PR	07/20/60		

\*Original law applied to all motorcyclists, unless otherwise noted.

\*\*Applied only to riders under age 15½.

Sources: Motorcycle Industry Council, Insurance Institute for Highway Safety, Highway Data Loss Institute.

Table 11.  
**State Traffic Safety Laws as of June 2011**

State	Universal Motorcycle Helmet Law <sup>(1)</sup>	Primary Seat Belt Law	Graduated Driver Licensing Law	.08 BAC Per Se Law <sup>(2)</sup>	Ignition Interlock Law <sup>(3)</sup>	2010 Observed Seat Belt Use Rate	Distractions Driving Law <sup>(4)</sup>
AL	1980	1999	Yes <sup>(5)</sup>	1995	M <sup>(6)</sup>	91.4%	—
AK	—	2006	Yes	2001	F	86.8%	X(p)
AZ	—	—	Yes	2001	F	81.8%	—
AR	—	2009	Yes <sup>(5)</sup>	2001	F	78.3%	X(p)
CA	1992	1993	Yes <sup>(5)</sup>	1990	F <sup>(7)</sup>	96.2%	X(p), H(p)
CO	—	—	Yes <sup>(5)</sup>	2004	F	82.9%	X(p)
CT	—	1986	Yes <sup>(5)</sup>	2002	F <sup>(6)</sup>	88.2%	X(p), H(p)
DE	—	2003	Yes <sup>(5)</sup>	2004	M	90.7%	X(p), H(p)
DC	1970	1997	Yes <sup>(5)</sup>	1999	P	92.3%	X(p), H(p)
FL	—	2009	Yes	1994	M	87.4%	—
GA	1969	1996	Yes <sup>(5)</sup>	2001	M	89.6%	X(p)
HI	—	1985	Yes	1995	F	97.6%	—
ID	—	—	Yes	1997	P	77.9%	—
IL	—	2003	Yes <sup>(5)</sup>	1997	F	92.6%	X(p)
IN	—	1998	Yes <sup>(5)</sup>	2001	P	92.4%	X(p)
IA	—	1986	Yes <sup>(5)</sup>	2003	M	93.1%	X(s)
KS	—	2010	Yes <sup>(5)</sup>	1993	F	81.8%	X(p)
KY	—	2006	Yes <sup>(5)</sup>	2000	P	80.3%	X(p)
LA	2004	1995	Yes <sup>(5)</sup>	2003	F	75.9%	X(p)
ME	—	2007	Yes <sup>(5)</sup>	1988	P	82.0%	X(p)
MD	1992	1997	Yes <sup>(5)</sup>	2001	P	94.7%	X(p), H(s)
MA	1967	—	Yes <sup>(5)</sup>	2003	M	73.7%	X(p)
MI	1969	2000	Yes	2003	P	95.2%	X(p)
MN	—	2009	Yes <sup>(5)</sup>	2005	M <sup>(6)</sup>	92.3%	X(p)
MS	1974	2006	Yes <sup>(5)</sup>	2002	P	81.0%	—
MO	1967	—	Yes	2001	M	76.0%	—
NE	1989	—	Yes <sup>(5)</sup>	2001	F	84.1%	X(s)
NV	1972	—	Yes	2003	M	93.2%	X(s), H(p) <sup>(6)</sup>
NH	—	—	Yes	1994	P	72.2%	X(p)
NJ	1968	2000	Yes <sup>(5)</sup>	2004	M	93.7%	X(p), H(p)
NM	—	1986	Yes <sup>(5)</sup>	1994	F	89.8%	—
NY	1967	1984	Yes	2003	F	89.8%	X(s), H(p)
NC	1968	1985	Yes <sup>(5)</sup>	1993	M	89.7%	X(p)
ND	—	—	—	2003	P	74.8%	X(p)
OH	—	—	Yes	2003	P	83.8%	—
OK	—	1997	Yes	2001	M	85.9%	—
OR	1988	1990	Yes <sup>(5)</sup>	1983	F	97.0%	X(p), H(p)
PA	—	—	Yes	2003	M	86.0%	—
RI	—	—	Yes <sup>(5)</sup>	2003	P	78.0%	X(p)
SC	—	2005	Yes	2003	M	85.4%	—
SD	—	—	Yes	2002	—	74.5%	—
TN	1967	2004	Yes <sup>(5)</sup>	2003	M	87.1%	X(p)
TX	—	1985	Yes <sup>(5)</sup>	1999	M	93.8%	—
UT	—	—	Yes	1983	F	89.0%	X(p)
VT	1968	—	Yes <sup>(5)</sup>	1991	—	85.2%	X(p)



Table 11.  
**State Traffic Safety Laws as of June 2011 (Continued)**

State	Universal Motorcycle Helmet Law <sup>(1)</sup>	Primary Seat Belt Law	Graduated Driver Licensing Law	.08 BAC Per Se Law <sup>(2)</sup>	Ignition Interlock Law <sup>(3)</sup>	2010 Observed Seat Belt Use Rate	Distracted Driving Law <sup>(4)</sup>
VA	1970	—	Yes <sup>(5)</sup>	1994	M	80.5%	X(s)
WA	1990	2002	Yes <sup>(5)</sup>	1999	F	97.6%	X(p), H(p)
WV	1971	—	Yes <sup>(5)</sup>	2004	M	82.1%	—
WI	—	2009	Yes	2003	M	79.2%	X(p)
WY	—	—	Yes	2002	M	78.9%	X(p)
WY	—	—	Yes	2002	M	67.6%	X(p)
<b>U.S.</b>	<b>20 States and DC</b>	<b>31 States and DC</b>	<b>49 States and DC</b>	<b>50 States and DC</b>	<b>47 States and DC</b>	<b>85%<sup>(8)</sup></b>	<b>34 States and DC</b>
PR	1960	1975	—	2001	—	—	—

<sup>(1)</sup> All riders must wear helmets.  
<sup>(2)</sup> Effective date of .08 BAC per se law.  
<sup>(3)</sup> F = mandatory for all, including first offense;  
M = mandatory for some (e.g., high-BAC [ $\geq 0.15$  g/dl] or repeat offenders);  
P = permitted for some offenders.  
<sup>(4)</sup> X(p) = texting ban for all, primary enforcement;  
X(s) = texting ban, secondary enforcement;  
H(p) = handheld cell phone ban for all, primary enforcement;  
H(s) = handheld cell phone ban, secondary enforcement.  
<sup>(5)</sup> Cell phone restrictions for teens, learner and intermediate levels.  
<sup>(6)</sup> New law passed but not yet effective as of June 2011.  
<sup>(7)</sup> Pilot in four counties only.  
<sup>(8)</sup> Nationwide seat belt use rate, as measured by NHTSA's 2010 NOPUS national survey.  
Source: NHTSA.

