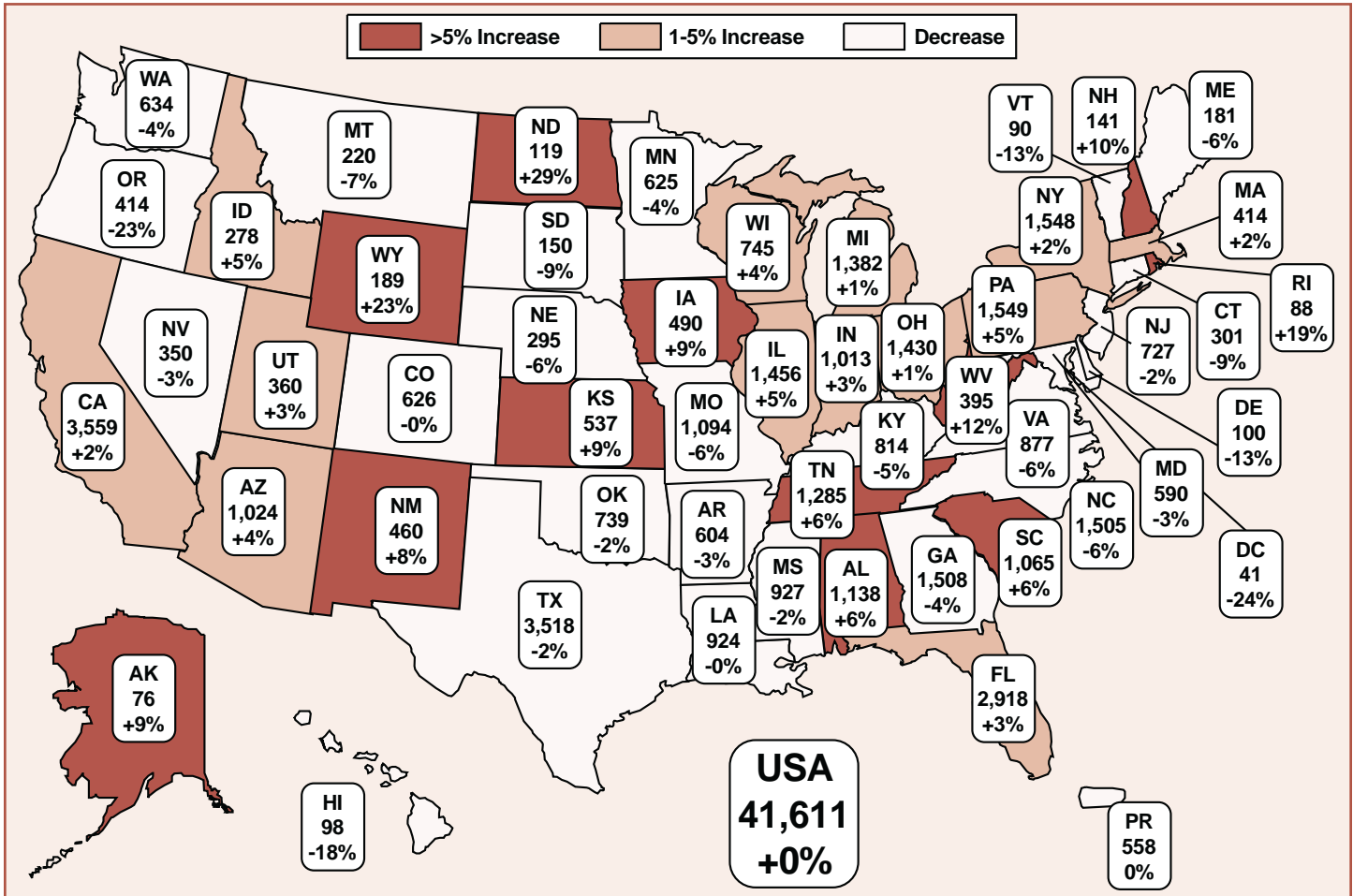




Traffic Safety Facts 1999

State Traffic Data

1999 Traffic Fatalities by State and Percent Change from 1998



For more information:

Information on state traffic data is available from the National Center for Statistics and Analysis, NRD-31, 400 Seventh Street, S.W., Washington, D.C. 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 1-800-934-8517. FAX messages should be sent to (202) 366-7078. General information on highway traffic safety can be accessed by Internet users at <http://www.nhtsa.dot.gov/people/ncsa>. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393.



Table 1. Traffic Fatalities and Fatality Rates, 1999

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	1,138	4,370	3,446	4,006	56,165	26.04	33.02	28.41	2.0
AK	76	620	459	586	4,545	12.26	16.56	12.97	1.7
AZ	1,024	4,778	3,297	3,751	46,829	21.43	31.06	27.30	2.2
AR	604	2,551	1,926	1,840	29,247	23.68	31.36	32.83	2.1
CA	3,559	33,145	20,831	26,782	300,066	10.74	17.09	13.29	1.2
CO	626	4,056	2,991	3,953	40,732	15.43	20.93	15.84	1.5
CT	301	3,282	2,374	2,820	29,926	9.17	12.68	10.67	1.0
DE	100	754	552	626	8,542	13.26	18.12	15.97	1.2
DC	41	519	349	237	3,462	7.90	11.75	17.30	1.2
FL	2,918	15,111	12,401	11,625	141,903	19.31	23.53	25.10	2.1
GA	1,508	7,788	5,471	7,060	98,859	19.36	27.56	21.36	1.5
HI	98	1,185	753	737	8,116	8.27	13.01	13.30	1.2
ID	278	1,252	873	1,170	13,976	22.20	31.84	23.76	2.0
IL	1,456	12,128	7,925	9,572	102,394	12.01	18.37	15.21	1.4
IN	1,013	5,943	3,856	5,605	70,041	17.05	26.27	18.07	1.4
IA	490	2,869	1,935	3,175	29,138	17.08	25.32	15.43	1.7
KS	537	2,654	1,892	2,274	27,699	20.23	28.38	23.61	1.9
KY	814	3,961	2,660	2,704	47,816	20.55	30.60	30.10	1.7
LA	924	4,372	2,763	3,548	41,205	21.13	33.44	26.04	2.2
ME	181	1,253	912	946	14,143	14.45	19.85	19.13	1.3
MD	590	5,172	3,195	3,942	49,126	11.41	18.47	14.97	1.2
MA	414	6,175	4,421	5,436	51,820	6.70	9.36	7.62	0.8
MI	1,382	9,864	6,863	8,458	95,644	14.01	20.14	16.34	1.4
MN	625	4,776	2,907	4,137	51,410	13.09	21.50	15.11	1.2
MS	927	2,769	1,788	2,349	34,880	33.48	51.85	39.46	2.7
MO	1,094	5,468	3,840	4,462	66,735	20.01	28.49	24.52	1.6
MT	220	883	660	1,020	9,835	24.92	33.33	21.57	2.2
NE	295	1,666	1,203	1,589	18,011	17.71	24.52	18.57	1.6
NV	350	1,809	1,322	1,186	17,391	19.35	26.48	29.51	2.0
NH	141	1,201	919	1,099	11,894	11.74	15.34	12.83	1.2
NJ	727	8,143	5,551	6,208	65,540	8.93	13.10	11.71	1.1
NM	460	1,740	1,222	1,607	22,362	26.44	37.64	28.62	2.1
NY	1,548	18,197	10,627	10,900	126,491	8.51	14.57	14.20	1.2
NC	1,505	7,651	5,491	5,769	87,759	19.67	27.41	26.09	1.7
ND	119	634	458	721	7,262	18.77	25.98	16.50	1.6
OH	1,430	11,257	8,046	10,476	105,487	12.70	17.77	13.65	1.4
OK	739	3,358	2,313	2,985	42,569	22.01	31.95	24.76	1.7
OR	414	3,316	2,462	3,080	34,680	12.48	16.82	13.44	1.2
PA	1,549	11,994	8,478	9,209	102,014	12.91	18.27	16.82	1.5
RI	88	991	689	766	8,283	8.88	12.77	11.49	1.1
SC	1,065	3,886	2,810	3,073	44,146	27.41	37.90	34.66	2.4
SD	150	733	544	808	8,244	20.46	27.57	18.56	1.8
TN	1,285	5,484	4,176	4,490	64,755	23.43	30.77	28.62	2.0
TX	3,518	20,044	13,359	14,238	210,874	17.55	26.33	24.71	1.7
UT	360	2,130	1,440	1,602	22,044	16.90	25.00	22.47	1.6
VT	90	594	496	535	6,867	15.15	18.15	16.82	1.3
VA	877	6,873	4,729	5,929	73,904	12.76	18.55	14.79	1.2
WA	634	5,756	4,129	4,969	52,714	11.01	15.35	12.76	1.2
WV	395	1,807	1,274	1,399	19,033	21.86	31.00	28.23	2.1
WI	745	5,250	3,733	4,459	56,960	14.19	19.96	16.71	1.3
WY	189	480	363	544	7,797	39.38	52.07	34.74	2.4
USA	41,611	272,691	187,170	212,685	2,691,335	15.26	22.23	19.56	1.5
PR	558	3,890	1,729	2,104	16,993	14.34	32.27	26.52	3.3

Sources: Fatalities—Fatality Analysis Reporting System (FARS). Licensed drivers, vehicle miles traveled, and registered vehicles—Federal Highway Administration (FHWA). Population—Bureau of the Census.

Table 2. Traffic Fatalities and Percent Change, 1975-1999

State	Fatalities						Percent Change				
	1975	1980	1985	1990	1998	1999	1975-1980	1980-1985	1985-1990	1975-1999	1998-1999
AL	902	940	882	1,121	1,071	1,138	+4	-6	+27	+26	+6
AK	112	88	127	98	70	76	-21	+44	-23	-32	+9
AZ	670	947	893	869	980	1,024	+41	-6	-3	+53	+4
AR	559	588	534	604	625	604	+5	-9	+13	+8	-3
CA	4,092	5,496	4,960	5,192	3,494	3,559	+34	-10	+5	-13	+2
CO	581	709	579	544	628	626	+22	-18	-6	+8	-0
CT	389	575	448	385	329	301	+48	-22	-14	-23	-9
DE	122	153	104	138	115	100	+25	-32	+33	-18	-13
DC	70	41	60	48	54	41	-41	+46	-20	-41	-24
FL	1,998	2,825	2,832	2,891	2,825	2,918	+41	+0	+2	+46	+3
GA	1,360	1,508	1,361	1,562	1,568	1,508	+11	-10	+15	+11	-4
HI	144	186	126	177	120	98	+29	-32	+40	-32	-18
ID	281	331	255	244	265	278	+18	-23	-4	-1	+5
IL	2,041	1,975	1,534	1,589	1,393	1,456	-3	-22	+4	-29	+5
IN	1,128	1,166	974	1,049	982	1,013	+3	-16	+8	-10	+3
IA	670	626	474	465	449	490	-7	-24	-2	-27	+9
KS	509	595	486	444	492	537	+17	-18	-9	+6	+9
KY	863	820	712	849	858	814	-5	-13	+19	-6	-5
LA	934	1,219	931	959	926	924	+31	-24	+3	-1	-0
ME	223	265	206	213	192	181	+19	-22	+3	-19	-6
MD	670	756	729	707	606	590	+13	-4	-3	-12	-3
MA	864	881	742	605	406	414	+2	-16	-18	-52	+2
MI	1,779	1,750	1,545	1,571	1,366	1,382	-2	-12	+2	-22	+1
MN	754	848	608	566	650	625	+12	-28	-7	-17	-4
MS	546	695	662	750	948	927	+27	-5	+13	+70	-2
MO	1,045	1,175	931	1,097	1,169	1,094	+12	-21	+18	+5	-6
MT	291	325	223	212	237	220	+12	-31	-5	-24	-7
NE	369	396	237	262	315	295	+7	-40	+11	-20	-6
NV	218	346	259	343	361	350	+59	-25	+32	+61	-3
NH	151	194	191	158	128	141	+28	-2	-17	-7	+10
NJ	1,043	1,120	964	886	741	727	+7	-14	-8	-30	-2
NM	555	606	535	499	424	460	+9	-12	-7	-17	+8
NY	2,366	2,610	2,006	2,217	1,514	1,548	+10	-23	+11	-35	+2
NC	1,506	1,503	1,482	1,385	1,596	1,505	-0	-1	-7	-0	-6
ND	167	151	90	112	92	119	-10	-40	+24	-29	+29
OH	1,766	2,033	1,646	1,638	1,422	1,430	+15	-19	-0	-19	+1
OK	757	959	744	641	755	739	+27	-22	-14	-2	-2
OR	562	646	559	579	538	414	+15	-13	+4	-26	-23
PA	2,078	2,089	1,771	1,646	1,481	1,549	+1	-15	-7	-25	+5
RI	110	129	109	84	74	88	+17	-16	-23	-20	+19
SC	820	852	951	979	1,002	1,065	+4	+12	+3	+30	+6
SD	195	228	130	153	165	150	+17	-43	+18	-23	-9
TN	1,126	1,153	1,101	1,177	1,216	1,285	+2	-5	+7	+14	+6
TX	3,372	4,366	3,678	3,250	3,586	3,518	+29	-16	-12	+4	-2
UT	272	334	303	272	350	360	+23	-9	-10	+32	+3
VT	143	137	115	90	104	90	-4	-16	-22	-37	-13
VA	993	1,045	976	1,079	935	877	+5	-7	+11	-12	-6
WA	758	971	744	825	662	634	+28	-23	+11	-16	-4
WV	461	523	420	481	354	395	+13	-20	+15	-14	+12
WI	930	972	744	769	714	745	+5	-23	+3	-20	+4
WY	210	245	152	125	154	189	+17	-38	-18	-10	+23
USA	44,525	51,091	43,825	44,599	41,501	41,611	+15	-14	+2	-7	+0
PR	496	520	600	473	558	558	+5	+15	-21	+13	0

Source: Fatality Analysis Reporting System (FARS).

Table 3. Traffic Fatality Rates and Percent Change, 1975-1999

State	Fatality Rate per 100 Million Vehicle Miles Traveled						Percent Change				
	1975	1980	1985	1990	1998	1999	1975-1980	1980-1985	1985-1990	1975-1999	1998-1999
AL	3.6	3.2	2.5	2.6	1.9	2.0	-11	-22	+4	-44	+5
AK	4.4	3.3	3.2	2.5	1.6	1.7	-25	-3	-22	-61	+6
AZ	4.2	5.3	4.1	2.5	2.2	2.2	+26	-23	-39	-48	0
AR	4.0	3.6	3.1	2.9	2.2	2.1	-10	-14	-6	-48	-5
CA	3.1	3.5	2.4	2.0	1.2	1.2	+13	-31	-17	-61	0
CO	3.5	3.2	2.2	2.0	1.6	1.5	-9	-31	-9	-57	-6
CT	2.1	3.0	2.0	1.5	1.1	1.0	+43	-33	-25	-52	-9
DE	3.4	3.6	1.9	2.1	1.4	1.2	+6	-47	+11	-65	-14
DC	2.3	1.2	1.9	1.4	1.6	1.2	-48	+58	-26	-48	-25
FL	3.2	3.6	3.2	2.6	2.1	2.1	+13	-11	-19	-34	0
GA	3.5	3.5	2.5	2.2	1.6	1.5	0	-29	-12	-57	-6
HI	3.5	3.3	1.9	2.2	1.5	1.2	-6	-42	+16	-66	-20
ID	4.8	4.8	3.3	2.5	2.0	2.0	0	-31	-24	-58	0
IL	3.6	3.0	2.2	1.9	1.4	1.4	-17	-27	-14	-61	0
IN	3.0	3.0	2.4	2.0	1.4	1.4	0	-20	-17	-53	0
IA	3.8	3.3	2.3	2.0	1.6	1.7	-13	-30	-13	-55	+6
KS	3.3	3.4	2.5	1.9	1.8	1.9	+3	-26	-24	-42	+6
KY	3.5	3.2	2.5	2.5	1.8	1.7	-9	-22	0	-51	-6
LA	4.6	5.0	2.8	2.5	2.3	2.2	+9	-44	-11	-52	-4
ME	3.1	3.5	2.2	1.8	1.4	1.3	+13	-37	-18	-58	-7
MD	2.7	2.6	2.2	1.7	1.3	1.2	-4	-15	-23	-56	-8
MA	2.7	2.5	1.9	1.3	0.8	0.8	-7	-24	-32	-70	0
MI	3.1	2.8	2.3	1.9	1.5	1.4	-10	-18	-17	-55	-7
MN	2.9	3.0	1.9	1.5	1.3	1.2	+3	-37	-21	-59	-8
MS	3.8	4.2	3.5	3.1	2.8	2.7	+11	-17	-11	-29	-4
MO	3.4	3.4	2.4	2.2	1.8	1.6	0	-29	-8	-53	-11
MT	5.1	4.9	3.0	2.5	2.5	2.2	-4	-39	-17	-57	-12
NE	3.3	3.5	2.0	1.9	1.8	1.6	+6	-43	-5	-52	-11
NV	4.7	5.7	3.4	3.4	2.1	2.0	+21	-40	0	-57	-5
NH	2.9	3.0	2.5	1.6	1.1	1.2	+3	-17	-36	-59	+9
NJ	2.2	2.2	1.8	1.5	1.1	1.1	0	-18	-17	-50	0
NM	5.6	5.4	4.0	3.1	1.9	2.1	-4	-26	-23	-63	+11
NY	3.6	3.4	2.2	2.1	1.2	1.2	-6	-35	-5	-67	0
NC	4.1	3.6	3.0	2.2	1.9	1.7	-12	-17	-27	-59	-11
ND	3.7	2.9	1.6	1.9	1.3	1.6	-22	-45	+19	-57	+23
OH	2.8	2.8	2.2	1.8	1.4	1.4	0	-21	-18	-50	0
OK	3.3	3.5	2.4	1.9	1.8	1.7	+6	-31	-21	-48	-6
OR	3.5	3.4	2.6	2.2	1.6	1.2	-3	-24	-15	-66	-25
PA	3.3	2.9	2.3	1.9	1.5	1.5	-12	-21	-17	-55	0
RI	1.9	2.4	1.9	1.1	0.9	1.1	+26	-21	-42	-42	+22
SC	4.0	3.8	3.6	2.8	2.3	2.4	-5	-5	-22	-40	+4
SD	3.8	3.7	2.1	2.2	2.0	1.8	-3	-43	+5	-53	-10
TN	3.4	3.4	3.0	2.5	1.9	2.0	0	-12	-17	-41	+5
TX	4.0	3.8	2.6	2.1	1.7	1.7	-5	-32	-19	-58	0
UT	3.4	3.1	2.5	1.9	1.6	1.6	-9	-19	-24	-53	0
VT	4.3	3.7	2.5	1.5	1.6	1.3	-14	-32	-40	-70	-19
VA	2.9	2.7	2.0	1.8	1.3	1.2	-7	-26	-10	-59	-8
WA	3.2	3.4	2.2	1.8	1.3	1.2	+6	-35	-18	-63	-8
WV	4.4	4.9	3.3	3.1	1.9	2.1	+11	-33	-6	-52	+11
WI	3.3	3.1	2.0	1.7	1.3	1.3	-6	-35	-15	-61	0
WY	5.4	4.9	2.8	2.1	1.9	2.4	-9	-43	-25	-56	+26
USA	3.4	3.3	2.5	2.1	1.6	1.5	-3	-24	-16	-56	-6
PR	7.3	6.0	5.7	3.7	3.4	3.3	-18	-5	-35	-55	-3

Sources: Fatalities—Fatality Analysis Reporting System (FARS). Vehicle miles traveled—Federal Highway Administration (FHWA).

Table 4. Alcohol Involvement in Fatal Traffic Crashes, 1989 and 1999

State	Percentage of Fatalities by Highest BAC in the Crash						Percentage of Drivers Involved in Fatal Crashes Tested for BAC with Known Results in 1999	
	BAC ≥ 0.01 g/dl			BAC ≥ 0.10 g/dl			Killed	Survived
	1989	1999	Percent Change	1989	1999	Percent Change		
AL	50	38	-24	40	31	-23	6	10
AK	56	53	-5	47	43	-9	64	63
AZ	51	40	-22	40	32	-20	62	5
AR	60	31	-48	49	23	-53	71	44
CA	51	38	-25	40	28	-30	89	24
CO	47	35	-26	40	27	-33	86	32
CT	55	45	-18	46	34	-26	83	17
DE	57	40	-30	48	34	-29	88	60
DC	48	53	+10	35	39	11	0	11
FL	48	36	-25	39	28	-28	63	18
GA	47	34	-28	39	24	-38	53	42
HI	60	44	-27	45	32	-29	88	45
ID	47	37	-21	35	28	-20	53	28
IL	51	44	-14	40	35	-13	89	23
IN	46	34	-26	36	26	-28	45	52
IA	45	33	-27	35	24	-31	58	49
KS	43	35	-19	35	27	-23	58	40
KY	43	35	-19	32	28	-13	63	36
LA	50	46	-8	40	35	-13	52	60
ME	35	32	-9	31	28	-10	92	86
MD	42	30	-29	31	23	-26	25	7
MA	59	49	-17	44	34	-23	84	5
MI	46	40	-13	36	32	-11	78	31
MN	48	32	-33	38	26	-32	86	58
MS	52	39	-25	41	32	-22	63	45
MO	55	40	-27	41	30	-27	73	12
MT	52	47	-10	41	40	-2	46	34
NE	39	42	+8	30	30	0	93	81
NV	55	45	-18	50	30	-40	85	36
NH	52	47	-10	40	30	-25	86	46
NJ	43	40	-7	32	29	-9	79	35
NM	59	45	-24	49	37	-24	91	9
NY	40	22	-45	31	16	-48	28	2
NC	42	36	-14	35	27	-23	40	0
ND	50	47	-6	33	38	15	79	23
OH	45	32	-29	36	27	-25	39	16
OK	43	33	-23	37	27	-27	80	2
OR	46	41	-11	36	34	-6	92	39
PA	53	39	-26	43	32	-26	70	17
RI	48	41	-15	41	27	-34	95	13
SC	48	31	-35	37	27	-27	40	3
SD	54	43	-20	46	37	-20	79	73
TN	50	38	-24	41	30	-27	55	45
TX	60	49	-18	48	38	-21	39	22
UT	28	21	-25	24	15	-38	53	51
VT	48	38	-21	35	28	-20	82	38
VA	46	36	-22	36	28	-22	77	0
WA	55	42	-24	45	35	-22	90	19
WV	48	37	-23	39	30	-23	90	27
WI	49	41	-16	38	34	-11	87	36
WY	50	37	-26	42	29	-31	84	31
USA	49	38	-22	39	30	-23	62	25
PR	58	46	-21	44	35	-20	81	54

Source: Fatality Analysis Reporting System (FARS).

Table 5. Speeding-Related Traffic Fatalities and Costs by Road Type and Speed Limit, 1999

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit									Estimated Costs of Speeding-Related Crashes by Road Type (Million 1994 Dollars)		
		Total	Interstate		Non-Interstate						Total	Interstate	Non-Interstate
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph			
AL	1,138	407	37	4	97	14	154	30	39	19	463	55	408
AK	76	38	3	7	9	4	2	2	6	3	71	14	57
AZ	1,024	383	49	15	51	31	64	51	40	25	563	91	471
AR	604	171	14	1	83	5	23	4	13	16	261	31	230
CA	3,559	1,307	191	25	356	60	86	100	153	115	2,948	446	2,502
CO	626	265	27	15	44	19	26	27	36	37	428	65	362
CT	301	113	4	9	5	3	24	8	9	48	397	53	343
DE	100	21	0	1	5	7	0	0	2	2	62	7	54
DC	41	12	0	0	0	2	2	0	1	6	79	9	70
FL	2,918	524	51	20	76	13	90	55	51	59	1,448	212	1,236
GA	1,508	318	39	14	118	5	51	13	42	26	739	112	628
HI	98	29	0	1	1	0	2	0	11	13	107	12	94
ID	278	95	13	0	20	13	8	0	12	4	119	17	102
IL	1,456	480	50	51	203	5	43	19	58	50	1,200	200	1,000
IN	1,013	233	15	10	81	10	28	16	33	37	515	67	448
IA	490	52	7	0	21	0	1	2	2	15	198	28	170
KS	537	134	15	0	29	5	6	12	8	21	242	31	211
KY	814	215	10	1	152	4	11	2	24	4	383	42	342
LA	924	133	5	4	64	8	16	5	20	9	423	54	369
ME	181	79	5	0	5	10	26	8	10	11	140	15	124
MD	590	191	7	3	11	29	5	30	25	33	601	73	528
MA	414	127	15	9	2	7	16	18	20	38	677	102	575
MI	1,382	314	24	13	154	4	19	10	37	34	931	131	800
MN	625	155	18	3	88	6	6	7	2	17	349	49	300
MS	927	206	30	1	72	24	32	9	13	15	253	37	216
MO	1,094	373	57	12	133	5	23	9	35	42	623	101	522
MT	220	86	7	0	13	3	5	0	9	9	99	12	87
NE	295	69	9	0	6	27	6	0	8	4	157	22	135
NV	350	139	29	5	13	5	22	5	9	17	237	46	190
NH	141	50	3	0	2	2	0	6	10	24	95	10	85
NJ	727	69	1	3	4	15	9	5	5	22	970	132	838
NM	460	166	18	4	28	9	14	11	19	25	228	31	197
NY	1,548	445	12	14	180	15	20	35	17	75	2,216	285	1,931
NC	1,505	568	36	13	314	12	107	2	70	7	980	116	864
ND	119	48	4	1	24	2	0	4	1	6	56	7	50
OH	1,430	363	40	9	186	10	29	15	26	19	1,215	173	1,042
OK	739	276	56	3	40	9	41	21	16	16	374	66	307
OR	414	128	11	4	75	2	7	9	7	10	257	34	223
PA	1,549	589	35	38	166	11	99	85	104	44	1,136	153	983
RI	88	25	4	1	2	3	1	0	6	8	82	13	69
SC	1,065	502	55	9	193	11	84	18	52	30	551	78	473
SD	150	59	4	0	23	2	4	2	5	2	79	8	71
TN	1,285	363	30	22	105	13	71	38	28	49	584	84	501
TX	3,518	1,332	166	47	208	38	108	89	103	105	2,334	354	1,980
UT	360	97	30	3	11	1	5	6	12	10	166	36	130
VT	90	37	4	0	0	20	0	3	8	1	51	6	45
VA	877	232	16	10	114	4	35	6	30	14	583	77	506
WA	634	226	21	0	22	31	9	17	59	37	602	76	525
WV	395	114	18	0	43	1	18	11	9	11	189	28	161
WI	745	203	17	2	108	0	22	2	17	24	448	56	392
WY	189	67	26	1	8	0	2	1	2	2	76	24	52
USA*	41,611	12,628	1,338	408	3,768	539	1,482	828	1,334	1,270	27,985	3,985	24,000
PR	558	273	0	56	5	13	53	38	76	32	605	124	481

*Of the total number of speeding-related fatalities in 1999, 5,779 occurred on roads with posted speed limits between 55 and 65 mph, and 880 occurred on roads with speed limits above 65 mph.

Notes: Totals may not equal sum of components due to independent rounding. The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown. The total column for costs of speeding-related crashes includes costs for crashes that occurred on unknown road types. Costs are based on preliminary estimates.

Table 6. Passenger Car Occupants and Motorcyclists Killed, 1999

State	Passenger Car Occupants Killed				Motorcyclists Killed			
	Total	Percent That Were:			Total	Percent That Were:		
		Restrained	Unrestrained	Unknown		Helmeted	Not Helmeted	Unknown
AL	636	36.5	59.7	3.8	32	87.5	12.5	0.0
AK	29	37.9	58.6	3.4	9	55.6	22.2	22.2
AZ	389	37.3	50.6	12.1	73	26.0	68.5	5.5
AR	256	27.3	60.9	11.7	22	18.2	77.3	4.5
CA	1,637	50.9	33.5	15.6	236	75.8	20.8	3.4
CO	268	47.0	53.0	0.0	60	30.0	70.0	0.0
CT	162	37.0	53.1	9.9	38	31.6	65.8	2.6
DE	54	33.3	66.7	0.0	7	85.7	14.3	0.0
DC	14	28.6	42.9	28.6	4	0.0	100.0	0.0
FL	1,413	41.3	56.2	2.5	177	87.6	11.9	0.6
GA	784	41.3	47.2	11.5	59	79.7	18.6	1.7
HI	38	36.8	50.0	13.2	17	11.8	88.2	0.0
ID	127	31.5	66.1	2.4	13	23.1	76.9	0.0
IL	784	36.1	45.0	18.9	103	16.5	70.9	12.6
IN	540	43.5	48.3	8.1	67	19.4	79.1	1.5
IA	264	41.7	39.4	18.9	30	23.3	73.3	3.3
KS	266	38.0	47.7	14.3	15	20.0	73.3	6.7
KY	439	32.1	63.6	4.3	42	45.2	54.8	0.0
LA	424	32.5	50.0	17.5	38	55.3	44.7	0.0
ME	111	45.9	41.4	12.6	16	25.0	75.0	0.0
MD	310	53.9	41.3	4.8	44	79.5	18.2	2.3
MA	218	26.6	57.3	16.1	35	82.9	8.6	8.6
MI	747	46.6	43.1	10.3	83	71.1	16.9	12.0
MN	335	39.1	45.1	15.8	30	26.7	66.7	6.7
MS	516	25.4	71.3	3.3	18	38.9	61.1	0.0
MO	608	34.0	54.1	11.8	37	81.1	16.2	2.7
MT	83	21.7	72.3	6.0	15	40.0	60.0	0.0
NE	149	26.8	59.7	13.4	8	50.0	50.0	0.0
NV	146	42.5	51.4	6.2	17	64.7	35.3	0.0
NH	70	31.4	54.3	14.3	32	37.5	59.4	3.1
NJ	397	37.5	55.4	7.1	42	92.9	4.8	2.4
NM	152	42.1	53.9	3.9	23	30.4	69.6	0.0
NY	748	42.2	46.1	11.6	107	72.0	24.3	3.7
NC	797	48.7	38.4	12.9	106	80.2	15.1	4.7
ND	60	41.7	56.7	1.7	3	33.3	66.7	0.0
OH	787	39.3	53.2	7.5	120	9.2	90.0	0.8
OK	359	42.9	56.8	0.3	33	9.1	90.9	0.0
OR	214	52.8	37.9	9.3	18	94.4	5.6	0.0
PA	869	30.3	51.8	18.0	111	71.2	20.7	8.1
RI	47	31.9	66.0	2.1	12	16.7	83.3	0.0
SC	573	38.2	61.6	0.2	65	36.9	63.1	0.0
SD	77	23.4	68.8	7.8	10	20.0	80.0	0.0
TN	729	27.0	66.7	6.3	59	79.7	20.3	0.0
TX	1,542	52.4	45.1	2.5	182	35.2	62.1	2.7
UT	130	36.9	60.0	3.1	23	4.3	95.7	0.0
VT	49	26.5	53.1	20.4	7	57.1	42.9	0.0
VA	476	37.0	56.5	6.5	38	15.8	55.3	28.9
WA	322	40.4	52.8	6.8	38	78.9	18.4	2.6
WV	225	34.7	59.1	6.2	23	78.3	21.7	0.0
WI	385	38.4	55.1	6.5	66	25.8	72.7	1.5
WY	63	27.0	68.3	4.8	9	33.3	66.7	0.0
USA	20,818	40.1	50.9	9.0	2,472	52.6	43.8	3.6
PR	247	29.1	70.9	0.0	35	28.6	71.4	0.0

Source: Fatality Analysis Reporting System (FARS).

Table 7. Traffic Fatalities and Vehicles Involved in Fatal Crashes, 1999

State	Traffic Fatalities by Person Type					Vehicles Involved in Fatal Crashes by Vehicle Type					
	Total	Percent That Were:				Total	Percent That Were:				
		Drivers	Passengers	Pedestrians	Pedalcyclists		Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Other/Unknown
AL	1,138	67.0	25.1	7.6	0.3	1,520	50.8	36.1	9.4	2.1	1.6
AK	76	65.8	22.4	9.2	2.6	101	35.6	47.5	5.0	7.9	4.0
AZ	1,024	51.5	31.6	14.0	2.5	1,410	42.1	40.2	7.7	5.2	4.8
AR	604	67.4	24.8	6.8	1.0	784	38.4	44.4	11.7	2.8	2.7
CA	3,559	50.8	26.6	18.7	3.1	4,626	51.1	33.8	6.9	5.4	2.8
CO	626	60.2	27.8	10.1	0.8	843	41.6	42.2	7.1	7.1	1.9
CT	301	56.1	25.9	16.9	1.0	400	62.3	22.0	5.5	8.5	1.8
DE	100	65.0	21.0	12.0	1.0	153	52.3	30.1	6.5	6.5	4.6
DC	41	46.3	12.2	39.0	2.4	60	55.0	26.7	3.3	6.7	8.3
FL	2,918	54.4	24.4	16.7	4.2	4,219	52.0	33.0	7.8	4.3	2.9
GA	1,508	61.6	26.1	10.5	1.5	2,092	49.3	35.6	10.5	2.7	2.0
HI	98	50.0	27.6	21.4	1.0	141	46.8	36.2	2.1	12.1	2.8
ID	278	57.6	35.3	5.0	1.4	348	40.5	46.8	7.2	3.7	1.7
IL	1,456	62.0	23.2	12.0	1.9	2,034	54.0	28.3	9.5	5.1	3.2
IN	1,013	67.9	23.4	6.6	1.4	1,397	48.2	31.6	13.7	4.8	1.6
IA	490	65.5	28.6	3.5	1.2	701	44.9	34.2	14.1	4.0	2.7
KS	537	62.9	29.6	6.1	1.3	708	43.9	40.0	11.6	2.4	2.1
KY	814	68.2	24.1	6.4	1.2	1,064	51.0	34.5	8.8	3.8	1.9
LA	924	59.4	26.0	11.5	3.1	1,222	44.8	39.7	9.7	3.4	2.5
ME	181	68.0	25.4	6.1	0.6	257	56.0	26.8	9.7	6.6	0.8
MD	590	61.2	18.3	19.3	1.0	864	56.8	28.7	6.6	5.2	2.7
MA	414	62.1	18.4	17.9	1.4	574	59.1	26.5	6.1	6.4	1.9
MI	1,382	61.9	23.3	12.5	1.9	2,012	52.7	34.7	6.5	4.3	1.8
MN	625	68.0	22.2	8.2	1.3	915	49.1	35.3	9.4	3.5	2.7
MS	927	67.5	25.4	6.5	0.6	1,214	52.2	34.8	9.1	1.6	2.4
MO	1,094	66.7	26.7	5.9	0.6	1,504	49.8	36.2	10.3	2.3	1.3
MT	220	64.5	30.9	3.2	1.4	256	32.8	54.3	5.9	5.9	1.2
NE	295	67.1	26.8	4.7	1.4	401	44.1	37.7	14.5	2.0	1.7
NV	350	48.3	29.1	19.1	2.3	461	44.7	39.5	8.9	4.3	2.6
NH	141	69.5	26.2	3.5	0.7	188	47.9	30.3	4.8	16.0	1.1
NJ	727	52.8	22.7	21.2	3.2	1,002	61.5	26.5	5.9	4.3	1.8
NM	460	51.5	34.8	11.3	2.2	560	36.3	46.4	8.6	4.5	4.3
NY	1,548	54.3	19.9	22.7	2.8	2,083	55.7	27.4	7.2	5.3	4.5
NC	1,505	63.3	24.5	10.3	1.9	2,119	50.4	34.2	8.9	5.1	1.3
ND	119	60.5	36.1	3.4	0.0	144	36.1	47.2	12.5	2.1	2.1
OH	1,430	65.7	24.1	8.5	1.3	2,022	52.5	29.6	9.9	6.0	2.0
OK	739	60.8	29.5	8.0	1.4	967	43.8	42.9	8.5	3.5	1.2
OR	414	59.4	28.0	11.6	0.7	572	46.7	39.2	8.4	3.3	2.4
PA	1,549	62.9	24.0	11.8	1.2	2,132	53.1	29.3	9.7	5.3	2.6
RI	88	64.8	19.3	15.9	0.0	119	57.1	24.4	7.6	10.1	0.8
SC	1,065	63.6	24.6	10.6	1.1	1,411	51.7	31.5	8.7	4.6	3.4
SD	150	61.3	31.3	7.3	0.0	197	44.7	38.6	9.1	5.6	2.0
TN	1,285	66.8	26.2	5.8	0.7	1,753	50.8	34.9	9.4	3.3	1.7
TX	3,518	59.3	26.9	12.1	1.3	4,816	42.9	43.0	8.0	3.8	2.3
UT	360	58.1	29.4	10.6	1.9	435	35.9	46.2	9.4	6.0	2.5
VT	90	62.2	30.0	4.4	3.3	113	48.7	36.3	7.1	6.2	1.8
VA	877	65.6	23.4	9.7	1.1	1,166	51.3	32.2	9.2	3.4	3.9
WA	634	62.8	26.2	9.5	1.4	844	48.7	37.3	7.0	4.5	2.5
WV	395	63.8	28.1	7.3	0.8	515	48.0	34.6	9.7	5.2	2.5
WI	745	66.7	23.4	7.2	2.4	1,017	47.4	36.8	7.3	6.3	2.3
WY	189	59.3	31.7	7.4	1.6	212	26.9	53.8	11.8	4.2	3.3
USA	41,611	60.6	25.5	11.8	1.8	56,668	49.3	35.1	8.6	4.4	2.5
PR	558	41.9	20.4	34.8	2.7	725	60.8	23.0	4.1	5.2	6.8

Source: Fatality Analysis Reporting System (FARS).

Table 8. Key Provisions of Safety Belt Use Laws, and Belt Use Rates as of December 1999

State	Effective ⁽¹⁾	Enforcement	Fine	Seats	Vehicles Exempted ⁽²⁾	Safety Belt Use Rate
AL	07/18/92	Primary	\$25	Front	Designed for more than 10 passengers.	57.9%
AK	09/12/90	Secondary	\$15	All	School bus.	60.6%
AZ	01/01/91	Secondary	\$10	Front	Designed for more than 10 passengers; model year before 1972.	71.1%
AR	07/15/91	Secondary	\$25 ⁽³⁾	Front	School bus, church bus, public bus.	57.2%
CA	01/01/86	Primary	\$20 ⁽⁴⁾	All	None.	89.3%
CO	07/01/87	Secondary	\$15	Front	Passenger bus, school bus.	65.2%
CT	01/01/86	Primary	\$15	Front	Truck or bus over 15,000 lbs.	72.9%
DE	01/01/92	Secondary	\$20	Front	None.	64.4%
DC	12/12/85	Primary	\$50 ⁽⁵⁾	All	Seating more than 8 people.	77.9%
FL	07/01/86	Secondary	\$30	Front	School bus, public bus, truck over 5,000 lbs.	59.0%
GA	09/01/88	Primary	\$15	Front	Designed for more than 10 passengers, pickup.	74.2%
HI	02/16/85	Primary	\$20	Front	Bus or school bus over 10,000 lbs.	80.3%
ID	07/01/86	Secondary	\$ 5	Front	Over 8,000 lbs.	57.9%
IL	07/01/85	Secondary	\$25	Front	None.	65.9%
IN	07/01/87	Primary	\$25	Front	Truck, tractor, RV.	57.3%
IA	07/01/86	Primary	\$10	Front	None.	78.0%
KS	07/01/86	Secondary	\$10	Front	Designed for more than 10 people, truck over 12,000 lbs.	62.6%
KY	07/13/94	Secondary	\$25	All	Designed for more than 10 people.	58.6%
LA	07/01/86	Primary	\$25 ⁽⁴⁾	Front	Manufactured before 1/1/81.	67.0%
ME	12/27/95	Secondary	\$25	All	None.	64.3%
MD	07/01/86	Primary	\$25	Front	Historic vehicle.	82.7%
MA	02/01/94	Secondary	\$25	All	Truck over 18,000 lbs., bus, taxi.	52.0%
MI	07/01/85	Primary	\$25	Front	Bus.	70.1%
MN	08/01/86	Secondary	\$25	Front	Farm pickup truck.	71.5%
MS	03/20/90	Secondary	\$25	Front	Farm vehicle, bus.	54.5%
MO	09/28/85	Secondary	\$10	Front	Designed for more than 10 people, truck over 12,000 lbs.	60.8%
MT	10/01/87	Secondary	\$20	All	None.	74.0%
NE	01/01/93	Secondary	\$25	Front	Manufactured before 1973, bus.	67.9%
NV	07/01/87	Secondary	\$25	All	Taxi, bus, school bus.	79.8%
NH	—	—	—	—	—	57.9%
NJ	03/01/85	Secondary	\$20	Front	None.	63.3%
NM	01/01/86	Primary	\$25	Front	Vehicle over 10,000 lbs.	88.4%
NY	12/01/84	Primary	\$50	Front	Bus, school bus, taxi.	76.1%
NC	10/01/85	Primary	\$25	Front	Designed for more than 10 people.	78.1%
ND	07/14/94	Secondary	\$20	Front	Designed for more than 10 people.	46.7%
OH	05/06/86	Secondary	\$25	Front	None.	64.8%
OK	02/01/87	Primary	\$20	Front	Farm vehicle, truck, truck tractor, RV.	60.7%
OR	12/07/90	Primary	\$75	All	None.	82.7%
PA	11/23/87	Secondary	\$10	Front	Truck over 7,000 lbs.	69.7%
RI	06/18/91	Secondary	\$50	All	None.	67.3%
SC	07/01/89	Secondary	\$10	All	School bus, public bus.	65.2%
SD	01/01/95	Secondary	\$20	Front	Bus, school bus.	38.6%
TN	04/21/86	Secondary	\$50 ⁽⁶⁾	Front	Vehicle over 8,500 lbs.	61.0%
TX	09/01/85	Primary	\$50	Front	Designed for more than 10 people, truck over 15,000 lbs.	74.0%
UT	04/28/86	Secondary	\$10	Front	Vehicle over 10,000 lbs., school/public bus, taxi.	67.4%
VT	01/01/94	Secondary	\$10	All	Bus, taxi.	69.8%
VA	01/01/88	Secondary	\$25	Front	Designed for more than 10 people, taxi.	69.9%
WA	06/11/86	Secondary	\$35	All	Designed for more than 10 people.	81.1%
WV	09/01/93	Secondary	\$25	Front	Designed for more than 10 people.	51.9%
WI	12/01/87	Secondary	\$10	All	Taxi, farm truck.	65.1%
WY	06/08/89	Secondary	None	Front	Designed for more than 10 people, bus.	45.7%
USA					National safety belt use rate:	67%
PR	01/19/75	Primary	\$10	Front	None.	77.8%

⁽¹⁾Effective date of first belt law in the state. ⁽²⁾Most states exempt vehicles not manufactured with seat belts. ⁽³⁾Plus 3 points on license.

⁽⁴⁾Fine for first offense. ⁽⁵⁾Plus 2 points on license. ⁽⁶⁾Penalty could include 30 days in jail.

Total states with safety belt use laws: 49 plus DC and Puerto Rico.

Notes: The safety belt use rates shown here may not correspond to the seats and vehicles covered by the individual state laws. The national safety belt use rate shown here was obtained from the Mini-National Occupant Protection Use Survey conducted by the National Highway Traffic Safety Administration in December 1999.

Table 9. Impaired Driving High-Priority Legislation as of December 1999

State	Administrative Per Se (BAC Level)	Illegal Per Se (BAC Level)	Lower BAC for Youthful DWI Offenders (BAC Level and Age)	License Sanction (Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
AL	Y-0.08	0.08	Y-0.02 (<21)	S-90 days	R-1 yr	R-3 yrs
AK	Y-0.10	0.10	Y-0.00 (<21)	R-30 days	R-1 yr	R-10 yrs
AZ	Y-0.10	0.10	Y-0.00 (<21)	S-90 days	R-1 yr	R-3 yrs
AR	Y-0.10	0.10	Y-0.02 (<21)	—	—	—
CA	Y-0.08	0.08	Y-0.01 (<21)	—	—	R-18 mos
CO	Y-0.10	0.10	Y-0.02 (<21)	—	R-1 yr	R-1 yr
CT	Y-0.10	0.10	Y-0.02 (<21)	—	—	—
DE	Y-0.10	0.10	Y-0.02 (<21)	—	R-6 mos	R-6 mos
DC	Y-0.05	0.08	Y-0.00 (<21)	R-6 mos	R-1 yr	R-2 yrs
FL	Y-0.08	0.08	Y-0.02 (<21)	—	R-12 mos	R-24 mos
GA	Y-0.10	0.10	Y-0.02 (<21)	—	S-120 days	R-5 yrs
HI	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	S-1 yr	R-1 yr
ID	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
IL	Y-0.08	0.08	Y-0.02 (<21)	—	—	—
IN	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
IA	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-1 yr	R-1 yr
KS	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
KY	A	0.10	Y-0.02 (<21)	S-30 days	R-12 mos	R-24 mos
LA	Y-0.10	0.10	Y-0.02 (<21)	—	—	—
ME	Y-0.08	0.08	Y-0.00 (<21)	S-60 days	S-18 mos	S-4 yrs
MD	Y-0.10	0.10	Y-0.02 (<21)	—	—	—
MA	Y-0.08	No	Y-0.02 (<21)	S-45 days	R-6 mos	R-2 yrs
MI	N	0.10	Y-0.02 (<21)	—	R-1 yr	S-5 yrs
MN	Y-0.10	0.10	Y-0.00 (<21)	R-15 days	R-90 days	R-90 days
MS	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-1 yr	S-3 yrs
MO	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	R-2 yrs	R-3 yrs
MT	N	0.10	Y-0.02 (<21)	—	R-3 mos	R-3 mos
NE	Y-0.10	0.10	Y-0.02 (<21)	R-60 days	R-1 yr	R-1 yr
NV	Y-0.10	0.10	Y-0.02 (<21)	R-45 days	R-1 yr	R-1.5 yrs
NH	Y-0.08	0.08	Y-0.02 (<21)	R-90 days	R-3 yrs	R-3 yrs

See footnotes on following page.

Table 9. Impaired Driving High-Priority Legislation as of December 1999 (Continued)

State	Administrative Per Se (BAC Level)	Illegal Per Se (BAC Level)	Lower BAC for Youthful DWI Offenders (BAC Level and Age)	License Sanction (Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
NJ	N	0.10	Y-0.01 (<21)	R-6 mos	R-2 yrs	R-10 yrs
NM	Y-0.08	0.08	Y-0.02 (<21)	—	R-30 days	R-30 days
NY	A	0.10	Y-0.02 (<21)	—	R-1 yr	R-1 yr
NC	Y-0.08	0.08	Y-0.00 (<21)	—	R-2 yrs	R-3 yrs
ND	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-365 days	S-2 yrs
OH	Y-0.10	0.10	Y-0.02 (<21)	S-15 days	S-30 days	S-180 days
OK	Y-0.10	0.10	Y-0.00 (<21)	—	—	—
OR	Y-0.08	0.08	Y-0.00 (<21)	—	S-90 days	S-1 yr
PA	N	0.10	Y-0.02 (<21)	S-1 mo	S-12 mos	S-12 mos
RI	N	0.10	Y-0.02 (<21)	S-3 mos	S-1 yr	S-2 yrs
SC	Y-0.15	No	Y-0.02 (<21)	—	S-1 yr	S-4 yrs
SD	N	0.10	Y-0.02 (<21)	—	R-1 yr	R-1 yr
TN	N	0.10	Y-0.02 (<21)	—	R-2 yrs	R-3 yrs
TX	Y-0.08	0.08	Y-0.00 (<21)	—	—	—
UT	Y-0.08	0.08	Y-0.00 (<21)	S-180 days	R-2 yrs	R-2 yrs
VT	Y-0.08	0.08	Y-0.02 (<21)	S-90 days	S-18 mos	R-2 yrs
VA	Y-0.08	0.08	Y-0.02 (<21)	—	R-4 mos	R-3 yrs
WA	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	R-1 yr	R-2 yrs
WV	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-1 yr	R-1 yr
WI	Y-0.10	0.10	Y-0.02 (<21)	—	R-60 days	R-90 days
WY	Y-0.10	0.10	Y-0.02 (<21)	—	S-1 yr	R-3 yrs
USA	Y - 42	0.08 - 18 0.10 - 31 No - 2	Y - 51	S - 18 R - 9	S - 15 R - 28	S - 12 R - 32
	Y = Yes N = No A = Alternative		Y = Yes		S = Suspension R = Revocation	
PR	N	No	—	—	—	—

Notes: An “administrative per se law” refers to a statute that allows a state’s driver licensing agency to either suspend or revoke a driver’s license based either on a specific alcohol (or drug) concentration or on some other criterion related to alcohol or drug use and driving. Such action is completely independent of any licensing action related to a DWI criminal offense. The term “illegal per se” refers to state laws that make it a criminal offense to operate a motor vehicle at or above a specified alcohol (or drug) concentration in the blood, breath, or urine. In those columns showing mandatory sanctions, a “blank” space does not mean that a state does not have a sanction. It only means that the state does not have a mandatory sanction for that offense or violation.

Source: “Digest of State Alcohol-Highway Safety Related Legislation,” U.S. Department of Transportation / National Highway Traffic Administration, DOT HS 808 652.

Table 10. Child Passenger Protection Laws as of December 1999

State	Effective Date	Restraint Requirement Age ^(1,2)	Safety Seat Required	Must Use Safety Seat or Seat Belt	Penalty
AL	7/83	Under 6	Under 6	Age 4 or 5	\$10
AK	6/85	Under 16	Under 4	No	\$50, 2 points
AZ	8/83	Under 5	Under 5	No	\$50
AR	8/83	Under 5	Under 5	No	\$25-\$100
CA	1/83	Under 16	Under 4 ⁽³⁾	No	\$100, 1 Point ⁽⁴⁾
CO	1/84	Under 16	Under 4 ⁽⁵⁾	No	\$50 + \$6 surcharge
CT	5/82	Under 16	Under 4 ⁽⁵⁾	Over 40 pounds	\$100-\$2,000 ⁽⁶⁾
DE	6/82	Under 16 ⁽⁷⁾	Under 4	No	\$28.75
DC	7/83	Under 16	Under 4	Age 3 through 16	\$55, 2 points
FL	7/83	Under 16	Under 6	Age 4 or 5	\$60 + \$10 court cost
GA	7/84	Under 16	Under 5	Age 3 or 4	\$50-\$100, 1-2 points
HI	7/83	Under 4	Under 3	Age 3	\$100-\$500
ID	1/85	Under 4	Under 4 ⁽⁵⁾	No	\$100
IL	7/83	Under 16	Under 4	Age 4 or 5	\$25-\$50
IN	1/84	Under 12	Under 4	Age 4 through 11	\$25, 4 points
IA	1/85	Under 6	Under 3	Age 3 through 5	\$10
KS	1/82	Under 14	Under 4	No	\$20
KY	7/82	Under 16	40" and under	No	\$50
LA	9/84	Under 13	Under 3	Age 3 through 12	\$50-\$100
ME	9/83	Under 16	Under 4	Age 4 through 16	\$25-\$500
MD	1/84	Under 16	Under 4 ⁽³⁾	Over 40 pounds	\$25
MA	1/82	Under 16	Under 6	No	\$25
MI	4/82	Under 16	Under 4	Age 1 through 4 in rear	\$10
MN	8/83	Under 11	Under 4	No	\$50
MS	7/83	Under 8	Under 4	No	\$25
MO	1/84	Under 16	Under 4	No	\$25 + court costs
MT	1/84	Under 16	Under 2	Age 2 through 4	\$100
NE	8/83	Under 5	Under 4 ⁽³⁾	Over 40 pounds	\$25
NV	7/83	Under 16	Under 5 ⁽³⁾	No	\$35-\$100
NH	7/83	Under 16	Under 4	No	\$25-\$50
NJ	4/83	Under 16	Under 5	No	\$10-\$25
NM	6/83	Under 11	Under 5	Age 1 through 5 in rear	\$25
NY	4/82	Under 10	Under 4	No	\$25-\$100, 3 points
NC	7/82	Under 16	Under 4	Age 4 through 15	\$25
ND	1/84	Under 18	Under 4	Age 4 through 17	No fine, 1 point
OH	3/83	Under 4 ⁽³⁾	Under 4 ⁽³⁾	No	\$100-\$250 ⁽⁸⁾
OK	11/83	Under 5	Under 4 ⁽⁹⁾	Age 4 or 5	\$10-\$15
OR	1/84	Under 16	Under 4 ⁽⁵⁾	Age 4 or Over	\$75
PA	1/84	Under 16	Under 4	No	\$25
RI	7/80	Under 16	Under 6 ⁽¹⁰⁾	Age 4 or 5	\$50
SC	7/83	Under 16	Under 4	Age 4 or 5	\$25
SD	7/84	Under 16	Under 5	Over 40 pounds	\$20
TN	1/78	Under 12	Under 4	Age 4 through 12	\$50 maximum ⁽¹¹⁾
TX	10/84	Under 15	Under 2	Age 3 or 4	\$25-\$50
UT	7/84	Under 10	Under 2	Age 2 through 10	\$75
VT	7/84	Under 16	Under 5	No	\$25
VA	1/83	Under 16	Under 4	Age 3 ⁽¹²⁾	\$50, 3 points
WA	1/84	Under 16	Under 3	Age 3 through 10	\$250 maximum
WV	7/81	Under 16	Under 3	Age 3 through 8	\$10-\$20
WI	11/82	Under 8	Under 4	Age 4 through 8	\$30-\$75
WY	4/85	Under 5 ⁽⁵⁾	Under 5 ⁽⁵⁾	No	\$50-\$100
PR	1/89	Under 16	Under 4	No	\$10

⁽¹⁾Table covers laws applicable to children under 16 years old. ⁽²⁾All States have laws requiring front seat occupants under 16 years of age to be restrained by seat belts or child safety seats. ⁽³⁾Or less than 40 pounds. ⁽⁴⁾Second or subsequent offense. ⁽⁵⁾And less than 40 pounds. ⁽⁶⁾Third offense can result in 1 year imprisonment. ⁽⁷⁾Children under 12 years old and less than 66 inches tall may not occupy front seat if equipped with passenger-side airbag. ⁽⁸⁾Subsequent offenses can result in 30 days imprisonment. ⁽⁹⁾And less than or equal to 60 pounds. ⁽¹⁰⁾Children under age 6 must be transported in the back seat. ⁽¹¹⁾Can result in 30 days imprisonment. ⁽¹²⁾Seat belts can be substituted only if the size and weight of the child make the use of a seat belt practical and the use of a child restraint device impractical.

Table 11. Status of State Motorcycle Helmet Use Requirements as of December 1999

State	Original Law	Subsequent Action, Date(s) and Current Status
AL	11/06/67	Helmet use required for all riders.
AK	01/01/71	Repealed effective 7-1-76 except for persons under 18 years of age, and all passengers.
AZ	01/01/69	Repealed effective 5-27-76 except for persons under 18 years of age.
AR	07/10/67	Helmet use required for all riders. Repealed effective 8/1/97 except for certain riders.
CA	01/01/85	Helmet use required by riders under 15 1/2 years of age. Effective 1-1-92 helmet use required for all riders.
CO	07/01/69	Repealed effective 5-20-77.
CT	10/01/67	Not enforced until 2-1-74. Repealed effective 6-1-76. Effective 1-1-90 adopted requirement for helmet use by persons under 18.
DE	10/01/68	Repealed effective 6-10-78 except for persons under 19 years of age. Also requires that a helmet be carried on the motorcycle for persons 19 and older.
DC	10/12/70	Helmet use required for all riders.
FL	09/05/67	Helmet use required for all riders.
GA	08/31/66	Helmet use required for all riders.
HI	05/01/68	Repealed effective 6-7-77 except for persons under 18 years of age.
ID	01/01/68	Repealed effective 3-29-78 except for persons under 18 years of age.
IL	01/01/68	Repealed effective 6-17-69 after being declared unconstitutional by the State Supreme Court on 5-28-69.
IN	07/01/67	Repealed effective 9-1-77. Effective 6-1-85 adopted requirement for helmet use by persons under 18.
IA	09/01/75	Repealed effective 7-1-76.
KS	07/01/67	7-1-67 to 3-17-70 for all cyclists. 3-17-70 to 7-1-72 only for cyclists under 21 years of age. 7-1-72 to 7-1-76 for all cyclists. 7-1-76 to 7-1-82 applied only to persons under 16 years of age. After 7-1-82 applies only to persons under 18 years of age. to 7-1-82 applied only to persons under 16 years of age. After 7-1-82 applies only to persons under 18 years of age.
KY	07/01/68	Helmet use required for riders under 21 years of age, riders operating with instruction permits, riders with less than 1 year of riding experience, and/or riders who do not provide proof of health insurance to county.
LA	07/31/68	Repealed effective 10-1-76 except for persons under 18 years of age. Readopted for all cyclists effective 1-1-82. Repealed effective 8-15-99 except for riders under age 18 and those who do not have a health insurance policy with medical benefits of at least \$10,000.
ME	10/07/67	Repealed effective 10-24-77. Amended effective 7-3-80 to require use by cyclists under 15 years of age.
MD	09/01/68	Repealed effective 5-29-79 except for persons under 18 years of age. Effective 10-1-92 helmet use required for all riders.
MA	02/27/67	Helmet use required for all riders.
MI	03/10/67	Repealed effective 6-12-68. New law adopted effective 9-1-69. Helmet use required for all riders.
MN	05/01/68	Repealed effective 4-6-77 except for persons under 18 years of age.
MS	03/28/74	Helmet use required for all riders.
MO	10/13/67	Helmet use required for all riders.
MT	07/01/73	Repealed effective 7-1-77 except for persons under 18 years of age.
NE	05/29/67	Never enforced. Declared unconstitutional by State Supreme Court and repealed effective 9-1-77. Effective 1-1-89 helmet use required for all riders. required for all riders.
NV	01/01/72	Helmet use required for all riders.
NH	09/03/67	Repealed effective 8-7-77 except for persons under 18 years of age.
NJ	01/01/68	Helmet use required for all riders.
NM	05/01/67	Initial law applied only to cyclists under 18 years of age and to all passengers. Law requiring helmet use by all cyclists adopted effective 7-1-73. Repealed effective 6-17-77 except for persons under 18 years of age. effective 7-1-73. Repealed effective 6-17-77 except for persons under 18 years of age.
NY	01/01/67	Helmet use required for all riders.
NC	01/01/68	Helmet use required for all riders.
ND	07/01/67	Repealed effective 7-1-77 except for persons under 18 years of age.
OH	04/02/68	Repealed effective 7-1-78 except for persons under 18 years and first year novices.
OK	04/27/67	4-27-67 to 4-7-69 helmet use required for all motorcyclists. From 4-7-69 to 5-3-76 for cyclists under 21 years of age. 5-3-76 for cyclists under 18 years of age. cyclists under 18 years of age.
OR	01/01/68	Repealed effective 10-4-77, except for persons under 18 years of age. Effective 6-16-89 helmet use required for all riders.
PA	09/13/68	Helmet use required for all riders.
RI	06/30/67	Repealed effective 5-21-76 except for passengers on motorcycles. Effective 7-01-92 helmet use required for operators under 21 years of age, all passengers, and first year novices. years of age, all passengers, and first year novices.
SC	07/01/67	Repealed for ages 21 and over effective 6-16-80.
SD	07/01/67	Repealed effective 7-1-77 except for persons under 18 years of age.
TN	06/05/67	Helmet use required for all riders.
TX	01/01/68	Repealed effective 9-1-77 except for persons under 18 years of age. Effective 9-1-89 helmet use required for all riders. Effective 9-1-97 helmets required for riders under 21, those who have not completed a rider training course, and those without \$10,000 medical insurance. 9-1-97 helmets required for riders under 21, those who have not completed a rider training course, and those without \$10,000 medical insurance.
UT	05/13/69	Helmets required only on roads with speed limits of 35 mph or higher. Effective 5-8-77 law changed to require helmet use only by persons under 18 years of age. by persons under 18 years of age.
VT	07/01/68	Helmet use required for all riders.
VA	01/01/71	Helmet use required for all riders.
WA	07/01/67	Repealed effective 7-1-77. 7-1-87 helmet use required for riders under 18. Effective 6-8-90 helmet use required for all riders.
WV	05/21/68	Helmet use required for all riders.
WI	07/01/68	Repealed effective 3-19-78 except for persons under 18 years of age, and for all holders of learner's permits.
WY	05/25/73	Repealed effective 5-27-83 except for persons under 18 years of age.
PR	07/20/60	Helmet use required for all riders.

21 states plus the District of Columbia and Puerto Rico require helmet use for all riders. 26 states require helmet use for certain riders. 3 states do not require helmet use for riders.