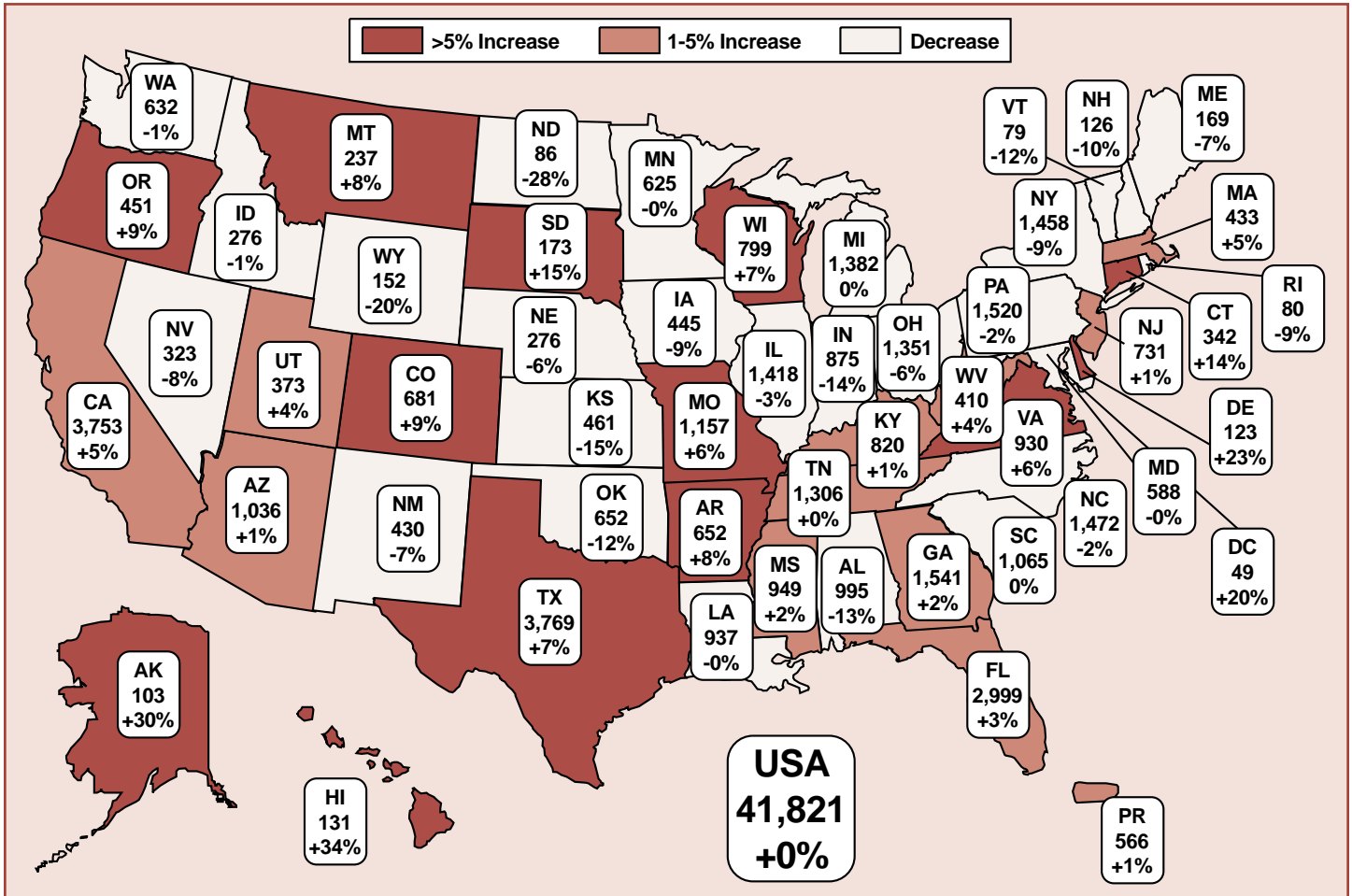




# Traffic Safety Facts 2000

## State Traffic Data

### 2000 Traffic Fatalities by State and Percent Change from 1999



**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-nrd.nhtsa.dot.gov/departments/nrd-30/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, 2000**

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	995	4,451	3,521	4,015	56,534	22.36	28.26	24.78	1.8
AK	103	653	465	611	4,613	15.77	22.14	16.87	2.2
AZ	1,036	4,798	3,434	3,960	49,768	21.59	30.17	26.16	2.1
AR	652	2,631	1,948	1,865	29,167	24.78	33.47	34.96	2.2
CA	3,753	32,521	21,244	28,146	306,649	11.54	17.67	13.33	1.2
CO	681	4,168	3,107	3,724	41,771	16.34	21.92	18.29	1.6
CT	342	3,284	2,653	2,907	30,756	10.41	12.89	11.76	1.1
DE	123	768	557	641	8,240	16.02	22.09	19.18	1.5
DC	49	523	348	244	3,498	9.36	14.07	20.12	1.4
FL	2,999	15,233	12,853	12,036	152,136	19.69	23.33	24.92	2.0
GA	1,541	7,875	5,550	7,243	105,010	19.57	27.76	21.28	1.5
HI	131	1,257	769	758	8,543	10.42	17.03	17.29	1.5
ID	276	1,347	884	1,220	13,534	20.50	31.24	22.63	2.0
IL	1,418	12,051	7,961	9,168	102,866	11.77	17.81	15.47	1.4
IN	875	6,045	3,976	5,689	70,862	14.48	22.01	15.38	1.2
IA	445	2,900	1,953	3,233	29,433	15.35	22.79	13.76	1.5
KS	461	2,668	1,908	2,346	28,130	17.28	24.16	19.65	1.6
KY	820	3,995	2,694	2,870	46,803	20.53	30.43	28.57	1.8
LA	937	4,425	2,759	3,605	40,849	21.18	33.96	25.99	2.3
ME	169	1,259	920	1,053	14,190	13.42	18.36	16.05	1.2
MD	588	5,275	3,382	3,897	50,174	11.15	17.38	15.09	1.2
MA	433	6,199	4,490	5,372	52,796	6.99	9.64	8.06	0.8
MI	1,382	9,679	6,925	8,619	97,792	14.28	19.96	16.03	1.4
MN	625	4,830	2,941	4,773	52,601	12.94	21.25	13.09	1.2
MS	949	2,816	2,008	2,321	35,536	33.70	47.27	40.88	2.7
MO	1,157	5,540	3,856	4,641	67,083	20.88	30.00	24.93	1.7
MT	237	950	679	1,053	9,882	24.96	34.91	22.51	2.4
NE	276	1,705	1,195	1,640	18,081	16.18	23.09	16.83	1.5
NV	323	1,871	1,371	1,245	17,639	17.26	23.57	25.95	1.8
NH	126	1,224	930	1,100	12,021	10.29	13.55	11.45	1.0
NJ	731	8,178	5,655	6,502	67,446	8.94	12.93	11.24	1.1
NM	430	1,860	1,239	1,557	22,760	23.11	34.70	27.62	1.9
NY	1,458	18,146	10,871	10,342	129,057	8.03	13.41	14.10	1.1
NC	1,472	7,777	5,690	6,305	89,504	18.93	25.87	23.35	1.6
ND	86	662	459	711	7,217	13.00	18.74	12.10	1.2
OH	1,351	11,319	8,206	10,722	105,898	11.94	16.46	12.60	1.3
OK	652	3,373	2,295	3,072	43,355	19.33	28.41	21.22	1.5
OR	451	3,397	2,495	3,091	35,010	13.28	18.08	14.59	1.3
PA	1,520	12,202	8,229	9,476	102,337	12.46	18.47	16.04	1.5
RI	80	998	654	779	8,359	8.02	12.23	10.27	1.0
SC	1,065	3,858	2,843	3,146	45,538	27.60	37.47	33.85	2.3
SD	173	777	544	822	8,432	22.26	31.81	21.05	2.1
TN	1,306	5,657	4,251	4,891	65,732	23.09	30.72	26.70	2.0
TX	3,769	20,119	13,462	14,257	220,064	18.73	28.00	26.44	1.7
UT	373	2,207	1,463	1,656	22,597	16.90	25.49	22.53	1.7
VT	79	617	506	537	6,811	12.81	15.61	14.72	1.2
VA	930	6,997	4,837	6,107	74,801	13.29	19.23	15.23	1.2
WA	632	5,858	4,155	5,235	53,330	10.79	15.21	12.07	1.2
WV	410	1,841	1,347	1,468	19,242	22.27	30.43	27.93	2.1
WI	799	5,326	3,770	4,545	57,266	15.00	21.19	17.58	1.4
WY	152	525	371	605	8,090	28.97	41.00	25.13	1.9
<b>USA</b>	<b>41,821</b>	<b>274,634</b>	<b>190,625</b>	<b>217,028</b>	<b>2,749,803</b>	<b>15.23</b>	<b>21.94</b>	<b>19.27</b>	<b>1.5</b>
PR	566	3,809	1,415	2,104	17,560	14.86	40.00	26.91	3.2

Sources: Fatalities—Fatality Analysis Reporting System (FARS). Licensed drivers, vehicle miles traveled, and registered vehicles—Federal Highway Administration (FHWA). Population—Bureau of the Census. The population data shown here for the states and the USA total are projections based on the 1990 Census.

Table 2. Traffic Fatalities and Percent Change, 1975-2000

State	Fatalities						Percent Change				
	1975	1985	1990	1995	1999	2000	1975-1985	1985-1990	1990-1995	1975-2000	1999-2000
AL	902	882	1,121	1,114	1,138	995	-2	+27	-1	+10	-13
AK	112	127	98	87	79	103	+13	-23	-11	-8	+30
AZ	670	893	869	1,035	1,024	1,036	+33	-3	+19	+55	+1
AR	559	534	604	631	604	652	-4	+13	+4	+17	+8
CA	4,092	4,960	5,192	4,192	3,559	3,753	+21	+5	-19	-8	+5
CO	581	579	544	645	626	681	-0	-6	+19	+17	+9
CT	389	448	385	317	301	342	+15	-14	-18	-12	+14
DE	122	104	138	121	100	123	-15	+33	-12	+1	+23
DC	70	60	48	58	41	49	-14	-20	+21	-30	+20
FL	1,998	2,832	2,891	2,805	2,920	2,999	+42	+2	-3	+50	+3
GA	1,360	1,361	1,562	1,488	1,508	1,541	+0	+15	-5	+13	+2
HI	144	126	177	130	98	131	-13	+40	-27	-9	+34
ID	281	255	244	262	278	276	-9	-4	+7	-2	-1
IL	2,041	1,534	1,589	1,586	1,456	1,418	-25	+4	-0	-31	-3
IN	1,128	974	1,049	960	1,020	875	-14	+8	-8	-22	-14
IA	670	474	465	527	490	445	-29	-2	+13	-34	-9
KS	509	486	444	442	540	461	-5	-9	-0	-9	-15
KY	863	712	849	849	814	820	-17	+19	0	-5	+1
LA	934	931	959	894	938	937	-0	+3	-7	+0	-0
ME	223	206	213	187	181	169	-8	+3	-12	-24	-7
MD	670	729	707	671	590	588	+9	-3	-5	-12	-0
MA	864	742	605	444	414	433	-14	-18	-27	-50	+5
MI	1,779	1,545	1,571	1,530	1,382	1,382	-13	+2	-3	-22	0
MN	754	608	566	597	626	625	-19	-7	+5	-17	-0
MS	546	662	750	868	927	949	+21	+13	+16	+74	+2
MO	1,045	931	1,097	1,109	1,094	1,157	-11	+18	+1	+11	+6
MT	291	223	212	215	220	237	-23	-5	+1	-19	+8
NE	369	237	262	254	295	276	-36	+11	-3	-25	-6
NV	218	259	343	313	350	323	+19	+32	-9	+48	-8
NH	151	191	158	118	140	126	+26	-17	-25	-17	-10
NJ	1,043	964	886	774	726	731	-8	-8	-13	-30	+1
NM	555	535	499	485	460	430	-4	-7	-3	-23	-7
NY	2,366	2,006	2,217	1,679	1,599	1,458	-15	+11	-24	-38	-9
NC	1,506	1,482	1,385	1,448	1,505	1,472	-2	-7	+5	-2	-2
ND	167	90	112	74	119	86	-46	+24	-34	-49	-28
OH	1,766	1,646	1,638	1,360	1,430	1,351	-7	-0	-17	-23	-6
OK	757	744	641	669	741	652	-2	-14	+4	-14	-12
OR	562	559	579	574	414	451	-1	+4	-1	-20	+9
PA	2,078	1,771	1,646	1,480	1,549	1,520	-15	-7	-10	-27	-2
RI	110	109	84	69	88	80	-1	-23	-18	-27	-9
SC	820	951	979	881	1,065	1,065	+16	+3	-10	+30	0
SD	195	130	153	158	150	173	-33	+18	+3	-11	+15
TN	1,126	1,101	1,177	1,259	1,302	1,306	-2	+7	+7	+16	+0
TX	3,372	3,678	3,250	3,183	3,522	3,769	+9	-12	-2	+12	+7
UT	272	303	272	325	360	373	+11	-10	+19	+37	+4
VT	143	115	90	106	90	79	-20	-22	+18	-45	-12
VA	993	976	1,079	900	878	930	-2	+11	-17	-6	+6
WA	758	744	825	653	637	632	-2	+11	-21	-17	-1
WV	461	420	481	376	395	410	-9	+15	-22	-11	+4
WI	930	744	769	745	745	799	-20	+3	-3	-14	+7
WY	210	152	125	170	189	152	-28	-18	+36	-28	-20
<b>USA</b>	<b>44,525</b>	<b>43,825</b>	<b>44,599</b>	<b>41,817</b>	<b>41,717</b>	<b>41,821</b>	<b>-2</b>	<b>+2</b>	<b>-6</b>	<b>-6</b>	<b>+0</b>
PR	496	600	473	595	558	566	+21	-21	+26	+14	1

Source: Fatality Analysis Reporting System (FARS).

Table 3. Traffic Fatality Rates and Percent Change, 1975-2000

State	Fatality Rate per 100 Million Vehicle Miles Traveled						Percent Change				
	1975	1985	1990	1995	1999	2000	1975-1985	1985-1990	1990-1995	1975-2000	1999-2000
AL	3.6	2.5	2.6	2.2	2.0	1.8	-31	+4	-15	-50	-10
AK	4.4	3.2	2.5	2.1	1.7	2.2	-27	-22	-16	-50	+29
AZ	4.2	4.1	2.5	2.6	2.2	2.1	-2	-39	+4	-50	-5
AR	4.0	3.1	2.9	2.4	2.1	2.2	-23	-6	-17	-45	+5
CA	3.1	2.4	2.0	1.5	1.2	1.2	-23	-17	-25	-61	0
CO	3.5	2.2	2.0	1.8	1.5	1.6	-37	-9	-10	-54	+7
CT	2.1	2.0	1.5	1.1	1.0	1.1	-5	-25	-27	-48	+10
DE	3.4	1.9	2.1	1.6	1.2	1.5	-44	+11	-24	-56	+25
DC	2.3	1.9	1.4	1.7	1.2	1.4	-17	-26	21	-39	+17
FL	3.2	3.2	2.6	2.2	2.1	2.0	0	-19	-15	-38	-5
GA	3.5	2.5	2.2	1.7	1.5	1.5	-29	-12	-23	-57	0
HI	3.5	1.9	2.2	1.6	1.2	1.5	-46	+16	-27	-57	+25
ID	4.8	3.3	2.5	2.1	2.0	2.0	-31	-24	-16	-58	0
IL	3.6	2.2	1.9	1.7	1.4	1.4	-39	-14	-11	-61	0
IN	3.0	2.4	2.0	1.5	1.5	1.2	-20	-17	-25	-60	-20
IA	3.8	2.3	2.0	2.0	1.7	1.5	-39	-13	0	-61	-12
KS	3.3	2.5	1.9	1.8	1.9	1.6	-24	-24	-5	-52	-16
KY	3.5	2.5	2.5	2.1	1.7	1.8	-29	0	-16	-49	+6
LA	4.6	2.8	2.5	2.3	2.3	2.3	-39	-11	-8	-50	0
ME	3.1	2.2	1.8	1.5	1.3	1.2	-29	-18	-17	-61	-8
MD	2.7	2.2	1.7	1.5	1.2	1.2	-19	-23	-12	-56	0
MA	2.7	1.9	1.3	0.9	0.8	0.8	-30	-32	-31	-70	0
MI	3.1	2.3	1.9	1.8	1.4	1.4	-26	-17	-5	-55	0
MN	2.9	1.9	1.5	1.4	1.2	1.2	-34	-21	-7	-59	0
MS	3.8	3.5	3.1	2.9	2.7	2.7	-8	-11	-6	-29	0
MO	3.4	2.4	2.2	1.9	1.6	1.7	-29	-8	-14	-50	+6
MT	5.1	3.0	2.5	2.3	2.2	2.4	-41	-17	-8	-53	+9
NE	3.3	2.0	1.9	1.6	1.6	1.5	-39	-5	-16	-55	-6
NV	4.7	3.4	3.4	2.2	2.0	1.8	-28	0	-35	-62	-10
NH	2.9	2.5	1.6	1.1	1.2	1.0	-14	-36	-31	-66	-17
NJ	2.2	1.8	1.5	1.3	1.1	1.1	-18	-17	-13	-50	0
NM	5.6	4.0	3.1	2.3	2.1	1.9	-29	-23	-26	-66	-10
NY	3.6	2.2	2.1	1.5	1.3	1.1	-39	-5	-29	-69	-15
NC	4.1	3.0	2.2	1.9	1.7	1.6	-27	-27	-14	-61	-6
ND	3.7	1.6	1.9	1.1	1.6	1.2	-57	+19	-42	-68	-25
OH	2.8	2.2	1.8	1.3	1.4	1.3	-21	-18	-28	-54	-7
OK	3.3	2.4	1.9	1.7	1.7	1.5	-27	-21	-11	-55	-12
OR	3.5	2.6	2.2	1.9	1.2	1.3	-26	-15	-14	-63	+8
PA	3.3	2.3	1.9	1.6	1.5	1.5	-30	-17	-16	-55	0
RI	1.9	1.9	1.1	1.0	1.1	1.0	0	-42	-9	-47	-9
SC	4.0	3.6	2.8	2.3	2.4	2.3	-10	-22	-18	-43	-4
SD	3.8	2.1	2.2	2.1	1.8	2.1	-45	+5	-5	-45	+17
TN	3.4	3.0	2.5	2.2	2.0	2.0	-12	-17	-12	-41	0
TX	4.0	2.6	2.1	1.8	1.7	1.7	-35	-19	-14	-58	0
UT	3.4	2.5	1.9	1.7	1.6	1.7	-26	-24	-11	-50	+6
VT	4.3	2.5	1.5	1.7	1.3	1.2	-42	-40	+13	-72	-8
VA	2.9	2.0	1.8	1.3	1.2	1.2	-31	-10	-28	-59	0
WA	3.2	2.2	1.8	1.3	1.2	1.2	-31	-18	-28	-63	0
WV	4.4	3.3	3.1	2.2	2.1	2.1	-25	-6	-29	-52	0
WI	3.3	2.0	1.7	1.4	1.3	1.4	-39	-15	-18	-58	+8
WY	5.4	2.8	2.1	2.4	2.4	1.9	-48	-25	+14	-65	-21
<b>USA</b>	<b>3.4</b>	<b>2.5</b>	<b>2.1</b>	<b>1.7</b>	<b>1.6</b>	<b>1.5</b>	<b>-26</b>	<b>-16</b>	<b>-19</b>	<b>-56</b>	<b>-6</b>
PR	7.3	5.7	3.7	3.8	3.3	3.2	-22	-35	+3	-56	-3

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

Table 4. Alcohol Involvement in Fatal Traffic Crashes, 1990 and 2000

State	Percentage of Fatalities by Highest BAC in the Crash						Percentage of Drivers Involved in Fatal Crashes Tested for BAC with Known Results in 2000	
	BAC ≥ 0.01 g/dl			BAC ≥ 0.10 g/dl			Killed	Survived
	1990	2000	Percent Change	1990	2000	Percent Change		
AL	49	40	-18	41	33	-20	22	11
AK	48	52	+8	41	43	+5	57	54
AZ	50	44	-12	43	34	-21	57	7
AR	56	31	-45	44	21	-52	72	54
CA	50	37	-26	39	28	-28	91	23
CO	46	38	-17	35	29	-17	85	30
CT	56	46	-18	46	35	-24	84	24
DE	63	49	-22	52	40	-23	85	56
DC	65	39	-40	46	29	-37	0	33
FL	48	40	-17	40	31	-23	65	21
GA	45	37	-18	36	28	-22	69	67
HI	50	41	-18	35	28	-20	72	25
ID	57	41	-28	43	29	-33	69	46
IL	51	43	-16	40	34	-15	87	18
IN	45	31	-31	38	24	-37	42	46
IA	48	28	-42	39	22	-44	56	42
KS	51	33	-35	41	26	-37	60	48
KY	42	31	-26	32	25	-22	57	40
LA	58	48	-17	45	38	-16	58	63
ME	44	30	-32	32	22	-31	91	91
MD	43	38	-12	34	27	-21	83	3
MA	57	50	-12	43	35	-19	77	7
MI	48	37	-23	40	29	-28	76	36
MN	45	41	-9	36	33	-8	93	66
MS	52	40	-23	40	30	-25	71	64
MO	54	44	-19	41	33	-20	73	11
MT	56	46	-18	48	39	-19	30	26
NE	42	37	-12	34	25	-26	79	67
NV	57	45	-21	49	35	-29	85	31
NH	50	39	-22	41	31	-24	74	40
NJ	39	44	+13	30	32	+7	72	30
NM	63	48	-24	53	37	-30	87	18
NY	40	29	-28	30	20	-33	64	2
NC	45	36	-20	38	28	-26	22	1
ND	52	48	-8	45	42	-7	75	34
OH	43	38	-12	34	30	-12	48	21
OK	42	34	-19	34	26	-24	78	2
OR	47	42	-11	36	29	-19	91	39
PA	50	41	-18	40	34	-15	66	12
RI	58	51	-12	49	38	-22	98	7
SC	51	40	-22	40	31	-23	17	4
SD	52	47	-10	45	38	-16	78	60
TN	49	39	-20	39	31	-21	32	23
TX	63	50	-21	51	38	-25	33	16
UT	24	24	0	19	18	-5	56	49
VT	57	39	-32	45	34	-24	80	57
VA	49	37	-24	38	28	-26	74	1
WA	57	44	-23	46	34	-26	90	24
WV	47	43	-9	39	36	-8	96	27
WI	47	43	-9	39	36	-8	86	32
WY	60	30	-50	48	26	-46	77	43
<b>USA</b>	<b>50</b>	<b>40</b>	<b>-20</b>	<b>40</b>	<b>31</b>	<b>-23</b>	<b>63</b>	<b>25</b>
PR	59	49	-17	46	36	-22	85	57

Source: Fatality Analysis Reporting System (FARS).

Table 5. Speeding-Related Traffic Fatalities and Costs by Road Type and Speed Limit, 2000

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	995	369	38	3	88	7	133	28	35	20	433	58	374
AK	103	49	6	5	11	4	6	1	5	5	80	17	64
AZ	1,036	354	43	10	63	34	66	35	18	33	535	87	448
AR	652	144	19	2	75	4	10	4	11	11	241	38	203
CA	3,753	1,331	219	29	327	55	92	105	186	106	2,922	508	2,415
CO	681	281	32	14	40	13	29	27	42	57	436	72	364
CT	342	121	7	16	7	1	10	10	17	45	399	69	329
DE	123	27	1	2	1	13	1	1	4	1	66	10	56
DC	49	15	0	0	0	0	0	0	1	14	81	11	70
FL	2,999	525	60	7	60	11	106	43	57	73	1,424	229	1,194
GA	1,541	342	33	16	123	6	52	23	45	27	745	119	626
HI	131	54	0	0	4	1	3	0	15	10	127	13	114
ID	276	86	16	0	11	14	5	0	12	10	111	20	91
IL	1,418	492	27	46	180	6	54	27	77	73	1,191	190	1,001
IN	875	226	22	12	44	11	29	14	8	20	501	91	411
IA	445	51	5	0	26	3	4	0	2	5	193	30	163
KS	461	123	11	0	21	0	2	6	6	14	230	31	199
KY	820	169	16	3	114	1	6	1	18	6	347	52	295
LA	937	111	3	2	44	5	19	8	14	12	400	58	343
ME	169	71	4	2	3	5	27	8	6	13	132	18	114
MD	588	195	9	13	18	27	14	28	24	29	594	94	500
MA	433	151	19	4	9	4	10	18	25	60	687	112	575
MI	1,382	276	25	4	126	9	31	5	20	36	883	134	749
MN	625	171	14	8	86	7	5	5	2	31	357	54	303
MS	949	221	21	0	77	16	40	9	23	17	258	34	225
MO	1,157	456	70	16	170	5	20	19	34	37	678	123	555
MT	237	96	14	0	2	1	5	0	8	4	105	16	89
NE	276	64	20	0	4	21	0	2	3	4	151	32	119
NV	323	122	10	4	12	4	22	2	23	11	219	31	188
NH	126	35	1	2	4	2	1	6	7	5	81	12	69
NJ	731	57	6	4	3	6	5	6	10	12	936	156	780
NM	430	164	19	3	46	6	17	9	17	14	224	34	189
NY	1,458	434	7	29	164	17	25	25	19	88	2,163	331	1,831
NC	1,472	519	27	7	296	11	106	5	54	4	930	116	814
ND	86	34	1	0	19	0	0	3	0	5	46	4	42
OH	1,351	318	10	1	0	0	0	0	0	1	1,158	376	782
OK	652	245	55	2	44	8	42	16	7	5	348	69	280
OR	451	146	7	6	79	0	9	12	14	13	267	36	231
PA	1,520	582	35	23	157	10	117	75	112	47	1,114	153	961
RI	80	39	0	5	3	2	3	5	8	13	92	14	78
SC	1,065	312	40	2	103	7	62	12	42	14	420	66	354
SD	173	59	10	2	16	0	5	4	2	3	78	15	64
TN	1,306	320	23	15	92	14	66	35	25	34	546	81	465
TX	3,769	1,446	168	59	230	44	100	87	134	116	2,385	391	1,994
UT	373	109	22	2	17	8	4	11	9	8	171	32	139
VT	79	31	5	0	0	18	0	0	3	3	46	7	38
VA	930	166	17	11	79	0	22	1	18	16	518	87	432
WA	632	242	37	0	30	32	9	24	50	28	605	98	508
WV	410	117	16	2	51	4	10	13	14	5	188	30	157
WI	799	220	16	1	121	1	27	7	19	22	455	60	394
WY	152	62	23	1	4	1	0	0	0	5	72	22	49
<b>USA*</b>	<b>41,821</b>	<b>12,350</b>	<b>1,309</b>	<b>395</b>	<b>3,304</b>	<b>479</b>	<b>1,431</b>	<b>785</b>	<b>1,305</b>	<b>1,245</b>	<b>27,369</b>	<b>4,538</b>	<b>22,831</b>
PR	566	283	0	60	13	6	67	31	72	34	627	133	494

\*Of the total number of speeding-related fatalities in 2000, 5,535 occurred on roads with posted speed limits between 55 and 65 mph, and 921 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, 2000

State	Passenger Car Occupants Killed				Motorcyclists Killed			
	Total	Percent That Were:			Total	Percent That Were:		
		Restrained	Unrestrained	Unknown		Helmeted	Not Helmeted	Unknown
AL	534	38.2	57.7	4.1	43	90.7	9.3	0.0
AK	28	39.3	60.7	0.0	6	83.3	16.7	0.0
AZ	364	36.0	50.3	13.7	90	36.7	56.7	6.7
AR	294	32.3	54.4	13.3	27	22.2	66.7	11.1
CA	1,714	53.5	29.1	17.4	276	79.3	17.4	3.3
CO	274	47.1	51.8	1.1	73	24.7	75.3	0.0
CT	181	38.1	49.7	12.2	50	34.0	58.0	8.0
DE	69	29.0	68.1	2.9	5	40.0	60.0	0.0
DC	18	22.2	38.9	38.9	8	37.5	62.5	0.0
FL	1,386	37.7	60.3	1.9	259	70.3	29.7	0.0
GA	786	42.9	44.7	12.5	61	85.2	13.1	1.6
HI	61	37.7	47.5	14.8	18	16.7	83.3	0.0
ID	117	35.9	59.0	5.1	18	27.8	72.2	0.0
IL	682	34.3	45.6	20.1	126	11.1	76.2	12.7
IN	472	43.0	47.0	10.0	70	18.6	80.0	1.4
IA	257	41.6	38.1	20.2	32	6.3	93.8	0.0
KS	232	33.2	54.7	12.1	21	14.3	76.2	9.5
KY	430	36.3	62.6	1.2	38	52.6	44.7	2.6
LA	422	30.1	55.0	14.9	57	42.1	50.9	7.0
ME	101	36.6	57.4	5.9	18	16.7	83.3	0.0
MD	302	55.3	38.7	6.0	50	80.0	14.0	6.0
MA	243	25.9	52.7	21.4	33	93.9	3.0	3.0
MI	710	51.3	36.6	12.1	86	73.3	17.4	9.3
MN	344	37.5	50.6	11.9	37	16.2	83.8	0.0
MS	509	28.3	69.5	2.2	22	36.4	63.6	0.0
MO	593	33.4	55.0	11.6	44	79.5	18.2	2.3
MT	102	37.3	54.9	7.8	13	46.2	53.8	0.0
NE	129	27.1	58.9	14.0	3	100.0	0.0	0.0
NV	136	38.2	59.6	2.2	21	71.4	28.6	0.0
NH	62	21.0	69.4	9.7	27	29.6	66.7	3.7
NJ	380	42.4	51.8	5.8	56	87.5	3.6	8.9
NM	172	41.9	52.3	5.8	26	34.6	65.4	0.0
NY	709	50.8	40.9	8.3	119	63.0	34.5	2.5
NC	820	45.0	43.2	11.8	91	90.1	9.9	0.0
ND	42	19.0	78.6	2.4	4	0.0	100.0	0.0
OH	768	41.5	51.6	6.9	126	14.3	85.7	0.0
OK	317	40.4	59.0	0.6	25	32.0	68.0	0.0
OR	219	67.1	27.4	5.5	37	91.9	8.1	0.0
PA	835	31.7	53.1	15.2	149	74.5	19.5	6.0
RI	43	18.6	76.7	4.7	12	16.7	83.3	0.0
SC	412	38.3	59.7	1.9	57	19.3	80.7	0.0
SD	72	15.3	80.6	4.2	20	5.0	80.0	15.0
TN	725	28.6	66.1	5.4	70	70.0	28.6	1.4
TX	1,672	54.7	43.2	2.1	227	31.7	67.0	1.3
UT	168	39.3	57.7	3.0	24	8.3	87.5	4.2
VT	40	57.5	37.5	5.0	6	83.3	16.7	0.0
VA	492	40.4	53.7	5.9	43	30.2	0.0	69.8
WA	344	44.5	53.8	1.7	37	83.8	16.2	0.0
WV	228	31.1	66.2	2.6	17	82.4	17.6	0.0
WI	432	37.3	53.5	9.3	78	19.2	75.6	5.1
WY	50	46.0	54.0	0.0	6	33.3	66.7	0.0
<b>USA</b>	<b>20,492</b>	<b>41.3</b>	<b>49.9</b>	<b>8.7</b>	<b>2,862</b>	<b>51.7</b>	<b>44.1</b>	<b>4.2</b>
PR	265	29.8	70.2	0.0	51	37.3	62.7	0.0

Source: Fatality Analysis Reporting System (FARS).



**Table 7. Traffic Fatalities and Vehicles Involved in Fatal Crashes, 2000**

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	Other/Unknown		Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Other/Unknown
AL	995	70.1	22.9	6.1	0.8	0.1	1,367	49.0	34.8	11.2	3.4	1.5
AK	103	65.0	22.3	7.8	3.9	1.0	121	27.3	54.5	3.3	5.0	9.9
AZ	1,036	49.4	33.8	12.5	2.5	1.7	1,367	39.4	41.6	7.3	6.8	4.9
AR	652	67.3	26.1	5.8	0.8	0.0	853	39.2	42.2	12.8	3.3	2.6
CA	3,753	52.2	26.3	17.9	2.9	0.7	5,123	49.9	34.4	7.1	5.6	3.1
CO	681	60.4	26.4	11.7	1.2	0.3	933	40.8	42.4	7.0	8.1	1.6
CT	342	65.2	19.6	14.3	0.9	0.0	470	55.5	24.9	7.7	10.9	1.1
DE	123	52.8	26.8	17.9	2.4	0.0	182	57.7	26.4	11.5	2.7	1.6
DC	49	46.9	14.3	36.7	2.0	0.0	67	53.7	17.9	4.5	10.4	13.4
FL	2,999	57.5	22.8	16.4	3.0	0.3	4,276	49.4	34.4	7.1	6.4	2.8
GA	1,541	63.1	26.0	8.9	1.0	1.0	2,158	48.5	37.0	9.6	2.9	2.0
HI	131	55.0	20.6	22.1	0.8	1.5	172	54.1	31.4	0.6	11.6	2.3
ID	276	63.8	33.0	2.2	1.1	0.0	338	37.9	47.3	7.7	5.3	1.8
IL	1,418	59.9	25.2	13.2	1.3	0.4	1,977	49.4	32.9	8.2	6.5	3.0
IN	875	65.8	25.6	5.8	1.3	1.5	1,274	48.0	32.6	13.0	5.5	0.9
IA	445	67.2	26.3	5.6	0.7	0.2	635	49.1	30.1	13.2	4.9	2.7
KS	461	70.9	24.1	4.1	0.7	0.2	642	43.8	38.8	12.3	3.3	1.9
KY	820	66.7	25.7	6.5	0.5	0.6	1,084	48.4	36.3	8.9	3.6	2.7
LA	937	63.2	22.7	10.7	2.5	1.0	1,235	44.7	39.3	9.1	4.7	2.2
ME	169	62.1	26.0	8.9	1.2	1.8	231	51.9	29.0	10.4	7.8	0.9
MD	588	61.1	22.1	15.5	1.0	0.3	882	52.2	31.6	7.6	5.4	3.2
MA	433	59.1	18.9	18.9	3.0	0.0	608	59.5	25.7	7.6	5.4	1.8
MI	1,382	60.3	25.1	12.3	2.1	0.2	2,016	49.8	36.2	7.3	4.5	2.3
MN	625	64.8	26.2	6.1	2.2	0.6	884	48.2	35.3	8.5	4.3	3.7
MS	949	64.9	27.4	6.7	0.7	0.2	1,237	51.3	37.0	9.5	1.7	0.5
MO	1,157	62.5	28.8	7.6	0.8	0.3	1,584	46.2	39.3	10.4	2.8	1.3
MT	237	62.4	27.8	4.6	3.4	1.7	288	38.2	45.8	8.3	4.9	2.8
NE	276	64.1	27.5	7.2	0.7	0.4	372	42.5	40.1	14.0	0.8	2.7
NV	323	52.6	31.0	13.3	1.5	1.5	402	44.3	38.8	9.0	5.2	2.7
NH	126	72.2	21.4	5.6	0.8	0.0	170	44.1	32.9	5.9	15.3	1.8
NJ	731	57.3	20.5	19.8	1.8	0.5	1,056	59.5	24.6	8.3	5.1	2.5
NM	430	56.5	29.5	10.9	1.2	1.9	557	40.9	42.0	7.7	4.8	4.5
NY	1,458	52.8	21.3	23.0	2.5	0.3	2,020	55.6	28.1	7.6	6.2	2.5
NC	1,472	62.0	26.6	9.8	1.7	0.0	2,043	51.5	34.0	8.3	4.7	1.5
ND	86	61.6	30.2	5.8	2.3	0.0	106	42.5	39.6	10.4	3.8	3.8
OH	1,351	68.7	22.0	7.1	1.7	0.5	1,912	51.9	30.2	9.5	6.7	1.6
OK	652	65.3	27.1	6.6	0.8	0.2	895	42.3	40.2	12.0	2.7	2.8
OR	451	63.4	23.5	11.1	1.6	0.4	633	40.4	40.6	9.5	6.3	3.2
PA	1,520	65.3	21.3	11.2	1.0	1.2	2,126	52.4	29.8	8.3	7.4	2.1
RI	80	62.5	25.0	7.5	5.0	0.0	96	57.3	28.1	1.0	12.5	1.0
SC	1,065	64.0	25.8	7.9	2.2	0.1	1,417	37.3	27.0	6.1	4.2	25.5
SD	173	56.1	34.1	7.5	0.6	1.7	219	35.6	40.6	10.0	11.4	2.3
TN	1,306	66.5	24.5	7.6	0.5	0.9	1,754	51.1	34.3	9.0	4.0	1.6
TX	3,769	59.0	28.5	10.9	1.0	0.5	5,083	42.4	41.9	8.7	4.5	2.5
UT	373	54.2	34.6	8.8	2.4	0.0	467	42.4	42.6	8.4	4.7	1.9
VT	79	70.9	20.3	8.9	0.0	0.0	95	48.4	34.7	8.4	6.3	2.1
VA	930	64.2	24.0	9.9	1.7	0.2	1,288	50.4	31.9	7.5	3.3	6.9
WA	632	59.7	27.5	10.4	1.9	0.5	868	49.5	37.2	7.4	4.3	1.6
WV	410	66.3	26.3	6.1	0.5	0.7	523	49.3	36.7	9.2	3.3	1.5
WI	799	67.3	24.5	6.4	1.3	0.5	1,115	46.7	35.6	8.8	7.2	1.7
WY	152	55.3	34.9	7.9	1.3	0.7	182	31.9	52.7	9.9	3.3	2.2
<b>USA</b>	<b>41,821</b>	<b>61.0</b>	<b>25.5</b>	<b>11.3</b>	<b>1.6</b>	<b>0.6</b>	<b>57,403</b>	<b>47.9</b>	<b>35.4</b>	<b>8.6</b>	<b>5.1</b>	<b>3.0</b>
PR	566	42.4	23.3	32.0	1.9	0.4	724	61.6	19.1	6.5	7.0	5.8

Source: Fatality Analysis Reporting System (FARS).



Table 8. Key Provisions of Safety Belt Use Laws, and Belt Use Rates as of December 2000

State	Effective <sup>(1)</sup>	Enforcement	Fine	Seats	Vehicles Exempted <sup>(2)</sup>	Safety Belt Use Rate
AL	07/18/92	Primary	\$25	Front	Designed for more than 10 passengers.	70.6%
AK	09/12/90	Secondary	\$15	All	School bus.	61.0%
AZ	01/01/91	Secondary	\$10	Front	Designed for more than 10 passengers; model year before 1972.	75.2%
AR	07/15/91	Secondary	\$25 <sup>(3)</sup>	Front	School bus, church bus, public bus.	52.4%
CA	01/01/86	Primary	\$20 <sup>(4)</sup>	All	None.	88.9%
CO	07/01/87	Secondary	\$15	Front	Passenger bus, school bus.	65.1%
CT	01/01/86	Primary	\$15	Front	Truck or bus over 15,000 lbs.	76.3%
DE	01/01/92	Secondary	\$20	Front	None.	66.1%
DC	12/12/85	Primary	\$50 <sup>(5)</sup>	All	Seating more than 8 people.	82.6%
FL	07/01/86	Secondary	\$30	Front	School bus, public bus, truck over 5,000 lbs.	64.8%
GA	09/01/88	Primary	\$15	Front	Designed for more than 10 passengers, pickup.	73.6%
HI	02/16/85	Primary	\$45	Front	Bus or school bus over 10,000 lbs.	80.4%
ID	07/01/86	Secondary	\$5	Front	Over 8,000 lbs.	58.6%
IL	07/01/85	Secondary	\$25	Front	None.	70.2%
IN	07/01/87	Primary	\$25	Front	Truck, tractor, RV.	62.1%
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.	61.6%
KY	07/13/94	Secondary	\$25	All	Designed for more than 10 people.	60.0%
LA	07/01/86	Primary	\$25 <sup>(4)</sup>	Front	Manufactured before 1/1/81.	68.2%
ME	12/27/95	Secondary	\$50	All	None.	60.4%
MD	07/01/86	Primary	\$25	Front	Historic vehicle.	85.0%
MA	02/01/94	Secondary	\$25	All	Truck over 18,000 lbs., bus, taxi.	50.0%
MI	07/01/85	Primary	\$25	Front	Bus.	83.5%
MN	08/01/86	Secondary	\$25	Front	Farm pickup truck.	73.4%
MS	03/20/90	Secondary	\$25	Front	Farm vehicle, bus.	50.4%
MO	09/28/85	Secondary	\$10	Front	Designed for more than 10 people, truck over 12,000 lbs.	67.7%
MT	10/01/87	Secondary	\$20	All	None.	75.6%
NE	01/01/93	Secondary	\$25	Front	Manufactured before 1973, bus.	70.5%
NV	07/01/87	Secondary	\$25	All	Taxi, bus, school bus.	78.5%
NH	—	—	—	—	—	48.2%
NJ	03/01/85	Secondary	\$20	Front	None.	74.2%
NM	01/01/86	Primary	\$25	Front	Vehicle over 10,000 lbs.	86.6%
NY	12/01/84	Primary	\$50	Front	Bus, school bus, taxi.	77.3%
NC	10/01/85	Primary	\$25	Front	Designed for more than 10 people.	80.5%
ND	07/14/94	Secondary	\$20	Front	Designed for more than 10 people.	47.7%
OH	05/06/86	Secondary	\$25	Front	None.	65.3%
OK	02/01/87	Primary	\$20	Front	Farm vehicle, truck, truck tractor, RV.	67.5%
OR	12/07/90	Primary	\$75	All	None.	83.6%
PA	11/23/87	Secondary	\$10	Front	Truck over 7,000 lbs.	70.7%
RI	06/18/91	Secondary	\$50	All	None.	64.4%
SC	07/01/89	Secondary	\$10	All	School bus, public bus.	73.9%
SD	01/01/95	Secondary	\$20	Front	Bus, school bus.	53.4%
TN	04/21/86	Secondary	\$50 <sup>(6)</sup>	Front	Vehicle over 8,500 lbs.	59.0%
TX	09/01/85	Primary	\$50	Front	Designed for more than 10 people, truck over 15,000 lbs.	76.6%
UT	04/28/86	Secondary	\$45	Front	Vehicle over 10,000 lbs., school/public bus, taxi.	75.7%
VT	01/01/94	Secondary	\$10	All	Bus, taxi.	61.6%
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.	81.6%
WV	09/01/93	Secondary	\$25	Front	Designed for more than 10 people.	49.5%
WI	12/01/87	Secondary	\$10	All	Taxi, farm truck.	65.4%
WY	06/08/89	Secondary	\$25 <sup>(7)</sup>	Front	Designed for more than 10 people, bus.	66.8%
<b>USA</b>					<b>National safety belt use rate:</b>	<b>71%</b>
PR	01/19/75	Primary	\$10	Front	None.	87.0%

<sup>(1)</sup>Effective date of first belt law in the state. <sup>(2)</sup>Most states exempt vehicles not manufactured with seat belts. <sup>(3)</sup>Plus 3 points on license. <sup>(4)</sup>Fine for first offense. <sup>(5)</sup>Plus 2 points on license. <sup>(6)</sup>Penalty could include 30 days in jail. <sup>(7)</sup>Maximum for driver; maximum fine for a passenger is \$10. 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 National Occupant Protection Use Survey conducted by the National Highway Traffic Safety Administration in 2000.

Table 9. Impaired Driving High-Priority Legislation as of December 2000

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	0.08	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 2000 (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)	—	R-1 yr	R-1 yr
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	0.08	Y-0.02 (<21)	S-3 mos	S-1 yr	S-2 yrs
SC	Y-0.15	0.10	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-90 days	R-1 yr	R-1 yr
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-1 yr	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
<b>USA</b>	<b>Y - 42</b>	<b>0.08 - 20</b> <b>0.10 - 30</b> <b>No - 1</b>	<b>Y - 51</b>	<b>S - 18</b> <b>R - 9</b>	<b>S - 15</b> <b>R - 29</b>	<b>S - 12</b> <b>R - 33</b>
	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 2000

State	Effective Date	Restraint Requirement Age <sup>(1,2)</sup>	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 <sup>(3)</sup>	No	\$100, 1 Point <sup>(4)</sup>
CO	1/84	Under 16	Under 4 <sup>(5)</sup>	No	\$50 + \$6 surcharge
CT	5/82	Under 16	Under 4 <sup>(5)</sup>	Over 40 pounds	\$60-\$2,000 <sup>(6)</sup>
DE	6/82	Under 16 <sup>(7)</sup>	Under 4	No	\$28.75
DC	7/83	Under 16	Under 4	Age 3 through 16	\$55, 2 points
FL	7/83	Under 18	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 15	Under 4	No	\$100-\$500
ID	1/85	Under 4	Under 4 <sup>(5)</sup>	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 18	Under 4	Age 4 through 18	\$25-\$500
MD	1/84	Under 16	Under 4 <sup>(3)</sup>	Over 40 pounds	\$25
MA	1/82	Under 12	Under 5	Age 5 through 11	\$25
MI	4/82	Under 16	Under 4	No	\$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 16	Under 4 <sup>(3)</sup>	Over 40 pounds	\$25-\$500
NV	7/83	Under 16	Under 5 <sup>(3)</sup>	No	\$35-\$100
NH	7/83	Under 16	Under 4	No	\$25-\$50
NJ	4/83	Under 16	Under 5	Age 1-1/2 through 4	\$10-\$25
NM	6/83	Under 11	Under 5	Age 1 through 5 in rear	\$25
NY	4/82	Under 16	Under 4	No	\$25-\$100, 3 points
NC	7/82	Under 16	Under 5	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 <sup>(3)</sup>	Under 4 <sup>(3)</sup>	No	\$100-\$250 <sup>(8)</sup>
OK	11/83	Under 13	Under 4 <sup>(9)</sup>	Age 4 through 12	\$10 + \$15 court costs
OR	1/84	Under 16	Under 4 <sup>(5)</sup>	Age 4 or Over	\$75
PA	1/84	Under 16	Under 4	No	\$25
RI	7/80	Under 16	Under 6 <sup>(10)</sup>	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 16	Under 4	Age 4 through 15	\$50 maximum <sup>(11)</sup>
TX	10/84	Under 15	Under 2	Age 3 or 4	\$25-\$50
UT	7/84	Under 16	Under 5	No	\$45
VT	7/84	Under 16	Under 5	No	\$25
VA	1/83	Under 16	Under 4	Age 3 <sup>(12)</sup>	\$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 12	Under 5 <sup>(5)</sup>	No	\$50-\$100
PR	1/89	Under 16	Under 4	No	\$10

<sup>(1)</sup>Table covers laws applicable to children under 16 years old. <sup>(2)</sup>All States have laws requiring front seat occupants under 16 years of age to be restrained by seat belts or child safety seats. <sup>(3)</sup>Or less than 40 pounds. <sup>(4)</sup>Second or subsequent offense. <sup>(5)</sup>And less than 40 pounds. <sup>(6)</sup>Third offense can result in 1 year imprisonment. <sup>(7)</sup>Children under 12 years old and less than 66 inches tall may not occupy front seat if equipped with passenger-side airbag. <sup>(8)</sup>Subsequent offenses can result in 30 days imprisonment. <sup>(9)</sup>And less than or equal to 60 pounds. <sup>(10)</sup>Children under age 6 must be transported in the back seat. <sup>(11)</sup>Can result in 30 days imprisonment. <sup>(12)</sup>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 2000

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 riders under 21 years of age.
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. No helmet use requirement.
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	Repealed effective 7-1-2000 except for riders under 21 years old and those without \$10,000 medical insurance covering injuries resulting from a motorcycle crash.
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. No helmet use requirement.
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. No helmet use requirement.
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.
KY	07/01/68	Repealed effective 7-15-98 except for riders under 21 years old, riders operating with instruction permit, riders with less than 1 year experience and/or riders not providing proof of health insurance. Insurance provision repealed effective 7-15-2000.
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 without \$10,000 medical insurance; proof of insurance policy must be shown to law enforcement officer upon request.
ME	10/07/67	Repealed effective 10-24-77. Amended effective 7-3-80 to require use by riders under 15 years old, novices, and holders of learner's permits.
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.
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.
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.
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.
SC	07/01/67	Repealed for ages 21 and over effective 6-16-80. Required for riders under 18 years old.
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.
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.
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.

20 states plus the District of Columbia and Puerto Rico require helmet use for all riders. 27 states require helmet use for certain riders. 3 states do not require helmet use for riders.