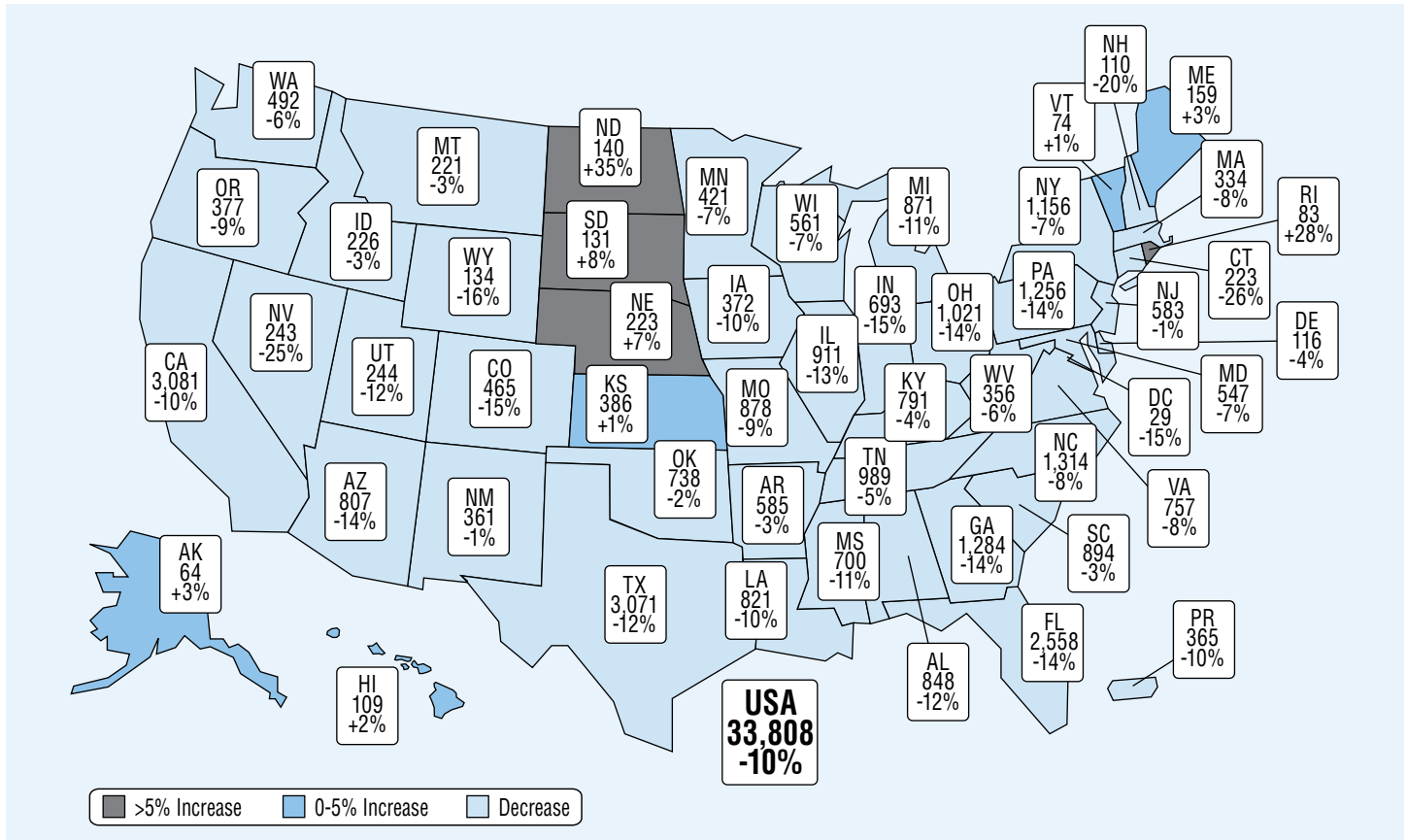




# State Traffic Data

Figure 1  
**2009 Traffic Fatalities by State and Percent Change From 2008**



### 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, 2009

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	848	4,709	3,782	4,733	56,061	18.01	22.42	17.92	1.51
AK	64	698	508	724	4,933	9.16	12.60	8.83	1.30
AZ	807	6,596	4,403	4,496	61,628	12.24	18.33	17.95	1.31
AR	585	2,889	2,065	2,113	33,219	20.25	28.33	27.68	1.76
CA	3,081	36,962	23,681	35,209	324,486	8.34	13.01	8.75	0.95
CO	465	5,025	3,705	1,524	46,276	9.25	12.55	30.51	1.00
CT	223	3,518	2,916	3,137	31,420	6.34	7.65	7.11	0.71
DE	116	885	700	869	9,080	13.11	16.58	13.35	1.28
DC	29	600	376	219	3,608	4.84	7.71	13.23	0.80
FL	2,558	18,538	14,005	15,985	194,659	13.80	18.26	16.00	1.31
GA	1,284	9,829	6,315	8,704	109,258	13.06	20.33	14.75	1.18
HI	109	1,295	890	945	9,973	8.42	12.25	11.53	1.09
ID	226	1,546	1,055	1,431	15,531	14.62	21.42	15.79	1.46
IL	911	12,910	8,301	10,240	105,846	7.06	10.97	8.90	0.86
IN	693	6,423	5,550	6,053	76,628	10.79	12.49	11.45	0.90
IA	372	3,008	2,145	3,548	31,065	12.37	17.34	10.49	1.20
KS	386	2,819	2,045	2,511	29,499	13.69	18.87	15.37	1.31
KY	791	4,314	2,939	3,653	47,355	18.34	26.91	21.65	1.67
LA	821	4,492	3,086	4,105	44,863	18.28	26.60	20.00	1.83
ME	159	1,318	1,014	1,111	14,491	12.06	15.69	14.31	1.10
MD	547	5,699	3,905	4,567	55,293	9.60	14.01	11.98	0.99
MA	334	6,594	4,630	5,420	54,812	5.07	7.21	6.16	0.61
MI	871	9,970	7,083	8,181	96,769	8.74	12.30	10.65	0.90
MN	421	5,266	3,245	5,047	56,872	7.99	12.97	8.34	0.74
MS	700	2,952	1,931	2,054	40,427	23.71	36.26	34.08	1.73
MO	878	5,988	4,218	5,008	69,003	14.66	20.82	17.53	1.27
MT	221	975	738	1,051	11,011	22.67	29.95	21.03	2.01
NE	223	1,797	1,349	1,844	19,359	12.41	16.53	12.10	1.15
NV	243	2,643	1,690	1,466	20,454	9.19	14.38	16.57	1.19
NH	110	1,325	1,034	1,293	12,975	8.30	10.63	8.51	0.85
NJ	583	8,708	5,924	6,272	73,029	6.70	9.84	9.30	0.80
NM	361	2,010	1,378	1,675	26,013	17.96	26.20	21.56	1.39
NY	1,156	19,541	11,329	11,591	133,491	5.92	10.20	9.97	0.87
NC	1,314	9,381	6,504	6,175	104,260	14.01	20.20	21.28	1.26
ND	140	647	477	754	8,154	21.64	29.38	18.56	1.72
OH	1,021	11,543	7,937	11,410	110,642	8.85	12.86	8.95	0.92
OK	738	3,687	2,321	3,521	46,997	20.02	31.80	20.96	1.57
OR	377	3,826	2,842	3,151	33,972	9.85	13.27	11.96	1.11
PA	1,256	12,605	8,687	10,267	103,880	9.96	14.46	12.23	1.21
RI	83	1,053	746	823	8,250	7.88	11.13	10.09	1.01
SC	894	4,561	3,268	3,721	49,130	19.60	27.35	24.03	1.82
SD	131	812	602	989	9,607	16.13	21.75	13.25	1.36
TN	989	6,296	4,477	5,302	70,226	15.71	22.09	18.65	1.41
TX	3,071	24,782	15,374	18,647	230,411	12.39	19.98	16.47	1.33
UT	244	2,785	1,720	2,514	26,264	8.76	14.19	9.71	0.93
VT	74	622	507	586	7,646	11.90	14.60	12.62	0.97
VA	757	7,883	5,348	6,381	80,927	9.60	14.16	11.86	0.94
WA	492	6,664	5,027	5,810	56,417	7.38	9.79	8.47	0.87
WV	356	1,820	1,329	1,462	19,606	19.56	26.79	24.36	1.82
WI	561	5,655	4,105	5,240	58,157	9.92	13.67	10.71	0.96
WY	134	544	411	682	9,568	24.62	32.62	19.64	1.40
<b>US</b>	<b>33,808</b>	<b>307,007</b>	<b>209,618</b>	<b>258,958</b>	<b>2,953,501</b>	<b>11.01</b>	<b>16.13</b>	<b>13.06</b>	<b>1.14</b>
PR	365	3,967	-	2,647	19,040	9.20	-	13.79	1.92

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, 1975-2009**

State	Fatalities						Percent Change				
	1975	1985	1995	2005	2008	2009	1975-1985	1985-1995	1995-2005	1975-2009	2008-2009
AL	902	882	1,114	1,148	969	848	-2%	+26%	+3%	-6%	-12%
AK	112	127	87	73	62	64	+13%	-31%	-16%	-43%	+3%
AZ	670	893	1,035	1,179	938	807	+33%	+16%	+14%	+20%	-14%
AR	559	534	631	654	600	585	-4%	+18%	+4%	+5%	-3%
CA	4,092	4,960	4,192	4,333	3,434	3,081	+21%	-15%	+3%	-25%	-10%
CO	581	579	645	606	548	465	-0%	+11%	-6%	-20%	-15%
CT	389	448	317	278	302	223	+15%	-29%	-12%	-43%	-26%
DE	122	104	121	133	121	116	-15%	+16%	+10%	-5%	-4%
DC	70	60	58	48	34	29	-14%	-3%	-17%	-59%	-15%
FL	1,998	2,832	2,805	3,518	2,980	2,558	+42%	-1%	+25%	+28%	-14%
GA	1,360	1,361	1,488	1,729	1,495	1,284	+0%	+9%	+16%	-6%	-14%
HI	144	126	130	140	107	109	-13%	+3%	+8%	-24%	+2%
ID	281	255	262	275	232	226	-9%	+3%	+5%	-20%	-3%
IL	2,041	1,534	1,586	1,363	1,043	911	-25%	+3%	-14%	-55%	-13%
IN	1,128	974	960	938	820	693	-14%	-1%	-2%	-39%	-15%
IA	670	474	527	450	412	372	-29%	+11%	-15%	-44%	-10%
KS	509	486	442	428	384	386	-5%	-9%	-3%	-24%	+1%
KY	863	712	849	985	825	791	-17%	+19%	+16%	-8%	-4%
LA	934	931	894	963	916	821	-0%	-4%	+8%	-12%	-10%
ME	223	206	187	169	155	159	-8%	-9%	-10%	-29%	+3%
MD	670	729	671	614	591	547	+9%	-8%	-8%	-18%	-7%
MA	864	742	444	441	364	334	-14%	-40%	-1%	-61%	-8%
MI	1,779	1,545	1,530	1,129	980	871	-13%	-1%	-26%	-51%	-11%
MN	754	608	597	559	455	421	-19%	-2%	-6%	-44%	-7%
MS	546	662	868	931	783	700	+21%	+31%	+7%	+28%	-11%
MO	1,045	931	1,109	1,257	960	878	-11%	+19%	+13%	-16%	-9%
MT	291	223	215	251	229	221	-23%	-4%	+17%	-24%	-3%
NE	369	237	254	276	208	223	-36%	+7%	+9%	-40%	+7%
NV	218	259	313	427	324	243	+19%	+21%	+36%	+11%	-25%
NH	151	191	118	166	138	110	+26%	-38%	+41%	-27%	-20%
NJ	1,043	964	774	747	590	583	-8%	-20%	-3%	-44%	-1%
NM	555	535	485	488	366	361	-4%	-9%	+1%	-35%	-1%
NY	2,366	2,006	1,679	1,434	1,238	1,156	-15%	-16%	-15%	-51%	-7%
NC	1,506	1,482	1,448	1,547	1,428	1,314	-2%	-2%	+7%	-13%	-8%
ND	167	90	74	123	104	140	-46%	-18%	+66%	-16%	+35%
OH	1,766	1,646	1,360	1,321	1,191	1,021	-7%	-17%	-3%	-42%	-14%
OK	757	744	669	803	750	738	-2%	-10%	+20%	-3%	-2%
OR	562	559	574	487	416	377	-1%	+3%	-15%	-33%	-9%
PA	2,078	1,771	1,480	1,616	1,468	1,256	-15%	-16%	+9%	-40%	-14%
RI	110	109	69	87	65	83	-1%	-37%	+26%	-25%	+28%
SC	820	951	881	1,094	921	894	+16%	-7%	+24%	+9%	-3%
SD	195	130	158	186	121	131	-33%	+22%	+18%	-33%	+8%
TN	1,126	1,101	1,259	1,270	1,043	989	-2%	+14%	+1%	-12%	-5%
TX	3,372	3,678	3,183	3,536	3,476	3,071	+9%	-13%	+11%	-9%	-12%
UT	272	303	325	282	276	244	+11%	+7%	-13%	-10%	-12%
VT	143	115	106	73	73	74	-20%	-8%	-31%	-48%	+1%
VA	993	976	900	947	825	757	-2%	-8%	+5%	-24%	-8%
WA	758	744	653	649	521	492	-2%	-12%	-1%	-35%	-6%
WV	461	420	376	374	378	356	-9%	-10%	-1%	-23%	-6%
WI	930	744	745	815	605	561	-20%	+0%	+9%	-40%	-7%
WY	210	152	170	170	159	134	-28%	+12%	0%	-36%	-16%
<b>US</b>	<b>44,525</b>	<b>43,825</b>	<b>41,817</b>	<b>43,510</b>	<b>37,423</b>	<b>33,808</b>	<b>-2%</b>	<b>-5%</b>	<b>+4%</b>	<b>-24%</b>	<b>-10%</b>
PR	496	600	595	457	405	365	+21%	-1%	-23%	-26%	-10%

Source: FARS.

Table 3.  
**Traffic Fatality Rates and Percent Change, 1975-2009**

State	Fatality Rate per 100 Million VMT						Percent Change				
	1975	1985	1995	2005	2008	2009	1975-1985	1985-1995	1995-2005	1975-2009	2008-2009
AL	3.63	2.51	2.20	1.92	1.63	1.51	-31%	-12%	-13%	-58%	-7%
AK	4.38	3.17	2.11	1.45	1.27	1.30	-28%	-33%	-31%	-70%	+2%
AZ	4.19	4.14	2.61	1.97	1.52	1.31	-1%	-37%	-25%	-69%	-14%
AR	4.01	3.12	2.37	2.05	1.81	1.76	-22%	-24%	-14%	-56%	-3%
CA	3.09	2.39	1.52	1.32	1.05	0.95	-23%	-36%	-13%	-69%	-10%
CO	3.50	2.21	1.84	1.26	1.15	1.00	-37%	-17%	-32%	-71%	-13%
CT	2.13	2.00	1.13	0.88	0.95	0.71	-6%	-44%	-22%	-67%	-25%
DE	3.37	1.94	1.61	1.40	1.35	1.28	-42%	-17%	-13%	-62%	-5%
DC	2.27	1.86	1.67	1.29	0.94	0.80	-18%	-10%	-23%	-65%	-15%
FL	3.24	3.22	2.19	1.75	1.50	1.31	-1%	-32%	-20%	-60%	-13%
GA	3.46	2.53	1.74	1.52	1.37	1.18	-27%	-31%	-13%	-66%	-14%
HI	3.47	1.86	1.64	1.39	1.04	1.09	-46%	-12%	-15%	-69%	+5%
ID	4.78	3.31	2.13	1.85	1.52	1.46	-31%	-36%	-13%	-69%	-4%
IL	3.56	2.17	1.68	1.27	0.98	0.86	-39%	-23%	-24%	-76%	-12%
IN	3.02	2.39	1.49	1.31	1.11	0.90	-21%	-38%	-12%	-70%	-19%
IA	3.75	2.35	2.03	1.45	1.34	1.20	-37%	-14%	-29%	-68%	-10%
KS	3.29	2.52	1.76	1.44	1.29	1.31	-23%	-30%	-18%	-60%	+2%
KY	3.50	2.50	2.07	2.08	1.74	1.67	-29%	-17%	+0%	-52%	-4%
LA	4.60	2.79	2.31	2.14	2.03	1.83	-39%	-17%	-7%	-60%	-10%
ME	3.14	2.22	1.49	1.13	1.06	1.10	-29%	-33%	-24%	-65%	+4%
MD	2.66	2.19	1.50	1.09	1.07	0.99	-18%	-32%	-27%	-63%	-7%
MA	2.75	1.87	0.92	0.80	0.67	0.61	-32%	-51%	-13%	-78%	-9%
MI	3.06	2.29	1.79	1.09	0.96	0.90	-25%	-22%	-39%	-71%	-6%
MN	2.94	1.86	1.35	0.98	0.78	0.74	-37%	-27%	-27%	-75%	-5%
MS	3.80	3.45	2.94	2.32	1.79	1.73	-9%	-15%	-21%	-54%	-3%
MO	3.41	2.37	1.87	1.83	1.41	1.27	-30%	-21%	-2%	-63%	-10%
MT	5.08	3.03	2.28	2.26	2.12	2.01	-40%	-25%	-1%	-60%	-5%
NE	3.29	1.97	1.61	1.43	1.09	1.15	-40%	-18%	-11%	-65%	+6%
NV	4.74	3.42	2.24	2.06	1.56	1.19	-28%	-35%	-8%	-75%	-24%
NH	2.85	2.53	1.11	1.24	1.06	0.85	-11%	-56%	+12%	-70%	-20%
NJ	2.15	1.83	1.27	1.01	0.80	0.80	-15%	-31%	-20%	-63%	0%
NM	5.59	4.03	2.29	2.04	1.39	1.39	-28%	-43%	-11%	-75%	0%
NY	3.63	2.22	1.46	1.03	0.92	0.87	-39%	-34%	-29%	-76%	-5%
NC	4.14	2.97	1.90	1.53	1.40	1.26	-28%	-36%	-19%	-70%	-10%
ND	3.71	1.61	1.13	1.62	1.33	1.72	-57%	-30%	+43%	-54%	+29%
OH	2.75	2.18	1.35	1.20	1.10	0.92	-21%	-38%	-11%	-67%	-16%
OK	3.33	2.39	1.74	1.71	1.55	1.57	-28%	-27%	-2%	-53%	+1%
OR	3.53	2.61	1.91	1.38	1.24	1.11	-26%	-27%	-28%	-69%	-10%
PA	3.26	2.35	1.57	1.50	1.36	1.21	-28%	-33%	-4%	-63%	-11%
RI	1.94	1.87	1.00	1.05	0.79	1.01	-4%	-47%	+5%	-48%	+28%
SC	3.98	3.56	2.28	2.21	1.86	1.82	-11%	-36%	-3%	-54%	-2%
SD	3.76	2.07	2.06	2.22	1.35	1.36	-45%	-0%	+8%	-64%	+1%
TN	3.42	3.03	2.24	1.79	1.50	1.41	-11%	-26%	-20%	-59%	-6%
TX	3.99	2.57	1.76	1.50	1.48	1.33	-36%	-32%	-15%	-67%	-10%
UT	3.42	2.52	1.73	1.12	1.06	0.93	-26%	-31%	-35%	-73%	-12%
VT	4.32	2.45	1.71	0.95	1.00	0.97	-43%	-30%	-44%	-78%	-3%
VA	2.87	2.04	1.29	1.18	1.00	0.94	-29%	-37%	-9%	-67%	-6%
WA	3.16	2.16	1.33	1.17	0.94	0.87	-32%	-38%	-12%	-72%	-7%
WV	4.36	3.32	2.16	1.82	1.82	1.82	-24%	-35%	-16%	-58%	0%
WI	3.25	2.03	1.45	1.36	1.05	0.96	-38%	-29%	-6%	-70%	-9%
WY	5.36	2.81	2.41	1.88	1.68	1.40	-48%	-14%	-22%	-74%	-17%
<b>US</b>	<b>3.35</b>	<b>2.47</b>	<b>1.73</b>	<b>1.46</b>	<b>1.26</b>	<b>1.14</b>	<b>-26%</b>	<b>-30%</b>	<b>-16%</b>	<b>-66%</b>	<b>-10%</b>
PR	7.27	5.74	3.83	2.35	2.11	1.92	-21%	-33%	-39%	-74%	-9%

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

Table 4.

**Alcohol Involvement in Fatal Traffic Crashes, 2000 and 2009**

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 2009	
	BAC .01+ g/dL			BAC .08+ g/dL			Killed	Survived
	2000	2009	Percent Change	2000	2009	Percent Change		
AL	41%	38%	-7%	36%	33%	-8%	57%	14%
AK	51%	35%	-31%	46%	31%	-33%	67%	67%
AZ	39%	32%	-18%	33%	27%	-18%	58%	28%
AR	32%	36%	+13%	25%	29%	+16%	83%	65%
CA	33%	36%	+9%	26%	31%	+19%	88%	21%
CO	35%	38%	+9%	28%	34%	+21%	79%	11%
CT	43%	51%	+19%	37%	44%	+19%	78%	23%
DE	44%	42%	-5%	36%	38%	+6%	54%	12%
DC	35%	41%	+17%	30%	35%	+17%	90%	52%
FL	36%	35%	-3%	30%	30%	0%	65%	19%
GA	34%	31%	-9%	28%	26%	-7%	59%	21%
HI	38%	54%	+42%	32%	48%	+50%	97%	54%
ID	43%	29%	-33%	32%	26%	-19%	73%	34%
IL	41%	42%	+2%	34%	35%	+3%	89%	32%
IN	32%	36%	+13%	26%	30%	+15%	63%	57%
IA	30%	32%	+7%	25%	26%	+4%	28%	26%
KS	35%	46%	+31%	29%	40%	+38%	57%	51%
KY	32%	30%	-6%	27%	25%	-7%	75%	42%
LA	45%	45%	0%	38%	36%	-5%	65%	72%
ME	29%	33%	+14%	23%	29%	+26%	88%	83%
MD	35%	35%	0%	27%	30%	+11%	86%	14%
MA	44%	39%	-11%	35%	32%	-9%	44%	1%
MI	34%	33%	-3%	29%	28%	-3%	71%	43%
MN	39%	31%	-21%	34%	26%	-24%	89%	49%
MS	38%	38%	0%	32%	33%	+3%	21%	11%
MO	42%	41%	-2%	37%	34%	-8%	81%	58%
MT	47%	42%	-11%	42%	36%	-14%	88%	67%
NE	35%	39%	+11%	26%	30%	+15%	79%	68%
NV	40%	37%	-8%	33%	28%	-15%	84%	35%
NH	37%	33%	-11%	33%	27%	-18%	87%	59%
NJ	38%	32%	-16%	31%	25%	-19%	83%	32%
NM	43%	36%	-16%	35%	32%	-9%	94%	86%
NY	28%	34%	+21%	23%	28%	+22%	76%	6%
NC	35%	33%	-6%	30%	28%	-7%	61%	1%
ND	47%	42%	-11%	43%	38%	-12%	87%	26%
OH	39%	37%	-5%	34%	32%	-6%	88%	29%
OK	33%	36%	+9%	27%	32%	+19%	88%	33%
OR	37%	37%	0%	29%	30%	+3%	88%	41%
PA	39%	37%	-5%	35%	32%	-9%	76%	21%
RI	48%	48%	0%	42%	40%	-5%	48%	4%
SC	42%	47%	+12%	36%	42%	+17%	77%	8%
SD	44%	45%	+2%	39%	40%	+3%	81%	85%
TN	38%	35%	-8%	32%	31%	-3%	31%	26%
TX	45%	47%	+4%	40%	40%	0%	60%	17%
UT	27%	22%	-19%	22%	16%	-27%	45%	36%
VT	38%	37%	-3%	34%	32%	-6%	93%	24%
VA	36%	37%	+3%	30%	32%	+7%	83%	2%
WA	42%	47%	+12%	36%	42%	+17%	93%	35%
WV	43%	38%	-12%	39%	32%	-18%	95%	9%
WI	42%	45%	+7%	37%	38%	+3%	93%	50%
WY	28%	40%	+43%	26%	35%	+35%	80%	40%
<b>US</b>	<b>38%</b>	<b>38%</b>	<b>0%</b>	<b>32%</b>	<b>32%</b>	<b>0%</b>	<b>71%</b>	<b>27%</b>
PR	38%	39%	+3%	29%	30%	+3%	69%	58%

Source: FARS.

Table 5.

**Speeding-Related Traffic Fatalities by Road Type and Speed Limit, 2009**

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate			Non-Interstate				
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35mph	<35mph
AL	848	327	21	2	75	10	100	24	27	27
AK	64	26	5	5	8	1	6	0	1	0
AZ	807	283	54	6	23	20	61	13	25	33
AR	585	105	19	2	39	3	11	4	12	11
CA	3,081	1,087	145	18	266	39	100	100	161	119
CO	465	171	17	8	21	14	11	21	21	23
CT	223	103	10	6	6	4	13	15	7	40
DE	116	44	5	1	8	14	6	3	2	3
DC	29	10	0	1	0	0	1	0	0	8
FL	2,558	535	56	17	78	19	127	36	73	85
GA	1,284	238	17	13	54	10	42	12	47	30
HI	109	59	0	5	2	1	10	1	20	20
ID	226	81	8	0	15	8	8	0	4	7
IL	911	325	41	10	113	5	23	15	27	64
IN	693	174	20	3	53	8	27	16	19	25
IA	372	62	5	3	28	4	3	1	8	8
KS	386	103	9	0	43	3	6	5	5	15
KY	791	154	7	3	85	4	18	0	24	11
LA	821	288	30	1	115	8	49	5	35	19
ME	159	61	2	2	10	7	18	4	7	5
MD	547	184	10	21	15	39	11	37	18	28
MA	334	76	13	4	4	3	4	4	9	30
MI	871	205	16	2	95	7	16	7	17	34
MN	421	95	5	5	48	4	2	2	1	20
MS	700	106	9	1	24	4	25	4	18	10
MO	878	379	26	12	124	23	29	19	54	38
MT	221	86	15	1	5	1	5	0	6	8
NE	223	30	7	0	1	7	1	2	1	2
NV	243	91	12	2	11	0	23	0	20	8
NH	110	39	3	1	2	6	1	1	14	11
NJ	583	95	2	3	5	24	8	4	13	29
NM	361	69	5	5	9	1	4	5	6	11
NY	1,156	368	6	8	142	11	32	22	20	57
NC	1,314	517	32	2	270	9	125	8	49	13
ND	140	32	4	1	10	0	3	0	1	2
OH	1,021	287	22	4	129	11	21	12	55	25
OK	738	234	26	2	25	7	83	18	8	14
OR	377	125	7	1	55	3	16	6	8	8
PA	1,256	634	19	37	152	12	131	94	116	54
RI	83	28	0	5	0	2	0	0	4	9
SC	894	337	37	1	99	9	84	29	43	22
SD	131	41	12	0	19	2	2	0	2	0
TN	989	209	10	10	35	10	48	30	29	30
TX	3,071	1,228	106	37	149	40	116	104	132	140
UT	244	104	23	5	9	9	5	12	10	10
VT	74	22	1	0	2	8	0	2	5	3
VA	757	147	8	8	45	3	20	8	27	18
WA	492	208	16	0	15	22	15	10	41	44
WV	356	120	20	1	44	2	13	5	11	8
WI	561	203	8	2	105	0	21	3	14	36
WY	134	56	13	0	11	4	4	1	2	2
<b>US</b>	<b>33,808</b>	<b>10,591</b>	<b>964</b>	<b>287</b>	<b>2,701</b>	<b>465</b>	<b>1,508</b>	<b>724</b>	<b>1,279</b>	<b>1,277</b>
PR	365	156	22	0	4	2	11	9	77	27

Of the total number of speeding-related fatalities in 2009, 4,275 occurred on roads with posted speed limits between 55 and 65 mph, and 610 occurred on roads with speed limits above 65 mph.

Note: The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown. Source: FARS.

Table 6.

**Passenger Vehicle Occupants and Motorcyclists Killed, 2009**

State	Passenger Vehicle Occupants Killed				Motorcyclists Killed			
	Total	Percent Who Were			Total	Percent Who Were		
		Restrained	Unrestrained	Unknown		Helmeted	Not Helmeted	Unknown
AL	661	39.8%	57.2%	3.0%	76	90.8%	9.2%	0.0%
AK	40	47.5%	30.0%	22.5%	7	71.4%	28.6%	0.0%
AZ	460	34.8%	52.2%	13.0%	121	41.3%	52.9%	5.8%
AR	447	35.1%	55.3%	9.6%	70	40.0%	48.6%	11.4%
CA	1,917	59.9%	33.3%	6.7%	394	86.8%	11.7%	1.5%
CO	304	41.1%	55.3%	3.6%	88	30.7%	68.2%	1.1%
CT	149	38.9%	46.3%	14.8%	45	37.8%	60.0%	2.2%
DE	81	43.2%	49.4%	7.4%	14	35.7%	64.3%	0.0%
DC	10	20.0%	40.0%	40.0%	4	50.0%	50.0%	0.0%
FL	1,515	41.3%	55.8%	2.9%	413	45.8%	49.2%	5.1%
GA	919	38.5%	49.4%	12.1%	140	90.0%	7.9%	2.1%
HI	52	30.8%	51.9%	17.3%	35	40.0%	60.0%	0.0%
ID	163	41.1%	54.6%	4.3%	34	41.2%	58.8%	0.0%
IL	628	47.6%	42.0%	10.4%	130	17.7%	77.7%	4.6%
IN	500	47.8%	41.2%	11.0%	111	18.9%	75.7%	5.4%
IA	273	45.8%	45.4%	8.8%	49	18.4%	81.6%	0.0%
KS	298	36.6%	56.7%	6.7%	47	29.8%	61.7%	8.5%
KY	619	42.8%	56.9%	0.3%	86	41.9%	58.1%	0.0%
LA	579	33.3%	60.6%	6.0%	103	74.8%	24.3%	1.0%
ME	117	42.7%	42.7%	14.5%	24	20.8%	79.2%	0.0%
MD	346	55.5%	37.3%	7.2%	69	85.5%	14.5%	0.0%
MA	215	27.9%	52.1%	20.0%	54	74.1%	11.1%	14.8%
MI	589	51.4%	33.8%	14.8%	109	82.6%	10.1%	7.3%
MN	294	43.5%	39.8%	16.7%	52	21.2%	73.1%	5.8%
MS	561	32.1%	67.7%	0.2%	47	87.2%	12.8%	0.0%
MO	685	32.1%	60.9%	7.0%	87	72.4%	25.3%	2.3%
MT	163	35.0%	62.0%	3.1%	26	23.1%	76.9%	0.0%
NE	187	31.6%	57.8%	10.7%	15	60.0%	33.3%	6.7%
NV	150	45.3%	49.3%	5.3%	42	92.9%	4.8%	2.4%
NH	79	38.0%	62.0%	-	21	38.1%	61.9%	-
NJ	337	54.0%	42.7%	3.3%	65	76.9%	21.5%	1.5%
NM	261	52.5%	47.5%	-	40	2.5%	97.5%	-
NY	639	53.7%	32.6%	13.8%	155	85.8%	13.5%	0.6%
NC	962	51.4%	43.3%	5.3%	155	90.3%	9.7%	0.0%
ND	119	32.8%	62.2%	5.0%	7	0.0%	100.0%	0.0%
OH	716	37.3%	55.7%	7.0%	166	21.7%	78.3%	0.0%
OK	552	38.2%	55.4%	6.3%	108	26.9%	72.2%	0.9%
OR	268	56.3%	35.8%	7.8%	53	83.0%	15.1%	1.9%
PA	858	36.1%	52.0%	11.9%	204	46.6%	49.0%	4.4%
RI	45	20.0%	66.7%	13.3%	19	31.6%	63.2%	5.3%
SC	673	37.0%	56.6%	6.4%	108	23.1%	75.9%	0.9%
SD	108	25.9%	70.4%	3.7%	16	12.5%	87.5%	0.0%
TN	749	38.2%	56.6%	5.2%	121	76.9%	19.8%	3.3%
TX	2,155	48.4%	43.9%	7.7%	426	34.5%	64.6%	0.9%
UT	178	45.5%	47.8%	6.7%	30	40.0%	60.0%	0.0%
VT	54	40.7%	51.9%	7.4%	8	75.0%	25.0%	0.0%
VA	568	41.0%	56.7%	2.3%	77	92.2%	7.8%	0.0%
WA	337	51.9%	38.3%	9.8%	69	87.0%	13.0%	0.0%
WV	284	32.7%	53.5%	13.7%	25	80.0%	20.0%	0.0%
WI	408	36.5%	56.6%	6.9%	84	32.1%	65.5%	2.4%
WY	110	28.2%	70.9%	0.9%	13	23.1%	76.9%	0.0%
<b>US</b>	<b>23,382</b>	<b>43.4%</b>	<b>49.2%</b>	<b>7.4%</b>	<b>4,462</b>	<b>54.7%</b>	<b>42.8%</b>	<b>2.5%</b>
PR	169	38.5%	61.5%	-	54	31.5%	68.5%	-

Source: FARS.

Table 7.

**Traffic Fatalities and Vehicles Involved in Fatal Crashes by Type, 2009**

State	Total	Percent Who Were (by Person Type)						Total	Percent That Were (by Vehicle Type)				
		Drivers	Passengers	Motorcycle Riders	Pedestrians	Pedal-cyclists	Other/Unknown		Passenger Cars	Light Trucks	Large Trucks	Motor-cycles	Other/Unknown
AL	848	63.4%	19.1%	9.0%	7.5%	0.7%	0.2%	1,142	41.2%	41.8%	7.1%	6.6%	3.3%
AK	64	42.2%	28.1%	10.9%	14.1%	3.1%	1.6%	88	26.1%	55.7%	3.4%	8.0%	6.8%
AZ	807	38.9%	24.2%	15.0%	14.9%	3.1%	4.0%	1,008	31.7%	39.2%	6.6%	12.5%	9.9%
AR	585	61.2%	19.0%	12.0%	6.2%	0.9%	0.9%	773	33.1%	45.1%	10.2%	9.3%	2.2%
CA	3,081	42.0%	22.4%	12.8%	18.3%	3.2%	1.4%	4,205	45.1%	35.7%	6.2%	9.8%	3.2%
CO	465	50.3%	17.6%	18.9%	10.1%	2.2%	0.9%	655	33.7%	44.7%	6.1%	13.6%	1.8%
CT	223	51.6%	16.1%	20.2%	11.7%	0.4%	0.0%	300	47.0%	31.3%	5.0%	15.7%	1.0%
DE	116	47.4%	22.4%	12.1%	12.9%	5.2%	0.0%	154	45.5%	40.3%	4.5%	9.1%	0.6%
DC	29	20.7%	13.8%	13.8%	48.3%	0.0%	3.4%	37	51.4%	29.7%	2.7%	10.8%	5.4%
FL	2,558	43.0%	17.7%	16.1%	18.2%	4.2%	0.8%	3,497	41.4%	37.7%	5.1%	12.3%	3.5%
GA	1,284	56.7%	18.4%	10.9%	11.7%	1.6%	0.7%	1,750	38.5%	43.4%	7.6%	8.0%	2.5%
HI	109	36.7%	13.8%	32.1%	14.7%	2.8%	0.0%	139	33.8%	32.4%	2.9%	25.9%	5.0%
ID	226	52.2%	25.2%	15.0%	4.4%	3.1%	0.0%	288	32.3%	43.4%	6.3%	12.8%	5.2%
IL	911	50.4%	20.9%	14.3%	12.2%	2.2%	0.1%	1,301	45.6%	32.9%	6.9%	10.8%	3.8%
IN	693	55.7%	19.6%	16.0%	7.2%	1.0%	0.4%	993	38.4%	36.7%	10.9%	11.7%	2.4%
IA	372	61.6%	19.1%	13.2%	5.6%	0.5%	0.0%	506	36.2%	37.5%	12.6%	9.5%	4.2%
KS	386	58.5%	22.3%	12.2%	5.7%	1.3%	0.0%	500	34.0%	43.6%	10.2%	9.6%	2.6%
KY	791	64.6%	18.7%	10.9%	5.2%	0.6%	0.0%	1,116	38.4%	41.4%	9.8%	7.8%	2.7%
LA	821	53.5%	19.1%	12.5%	13.0%	1.6%	0.2%	1,034	34.1%	46.7%	7.2%	9.8%	2.2%
ME	159	62.3%	15.7%	15.1%	6.9%	0.0%	0.0%	236	37.3%	40.7%	8.9%	10.2%	3.0%
MD	547	49.2%	15.2%	12.6%	20.7%	2.0%	0.4%	776	47.9%	32.7%	6.6%	9.8%	3.0%
MA	334	48.8%	18.6%	16.2%	14.4%	1.8%	0.3%	441	49.0%	30.8%	4.8%	12.2%	3.2%
MI	871	50.9%	20.1%	12.5%	13.5%	2.2%	0.8%	1,240	44.5%	38.1%	5.2%	9.0%	3.3%
MN	421	52.3%	22.8%	12.4%	10.0%	2.4%	0.2%	554	41.9%	35.9%	9.0%	8.7%	4.5%
MS	700	62.9%	20.7%	6.7%	8.3%	1.4%	0.0%	857	43.5%	41.7%	6.3%	5.8%	2.7%
MO	878	59.1%	22.7%	9.9%	7.7%	0.2%	0.3%	1,148	43.1%	39.3%	7.2%	7.4%	3.0%
MT	221	63.3%	17.6%	11.8%	6.8%	0.5%	0.0%	272	32.0%	47.8%	7.7%	9.2%	3.3%
NE	223	69.5%	18.4%	6.7%	4.0%	1.3%	0.0%	327	35.5%	43.1%	12.8%	4.6%	4.0%
NV	243	41.6%	23.9%	17.3%	14.4%	2.5%	0.4%	336	35.1%	44.0%	5.7%	13.1%	2.1%
NH	110	49.1%	23.6%	19.1%	7.3%	0.9%	0.0%	145	35.9%	42.1%	4.8%	16.6%	0.7%
NJ	583	43.4%	16.0%	11.1%	26.9%	2.2%	0.3%	828	51.3%	28.9%	7.9%	8.2%	3.7%
NM	361	51.0%	25.8%	11.1%	10.8%	0.8%	0.6%	455	32.1%	49.2%	7.3%	8.8%	2.6%
NY	1,156	39.9%	17.6%	13.4%	26.5%	2.5%	0.2%	1,517	45.8%	32.4%	6.7%	10.6%	4.4%
NC	1,314	55.9%	19.5%	11.8%	11.1%	1.2%	0.5%	1,778	45.1%	36.6%	6.5%	9.0%	2.9%
ND	140	62.9%	28.6%	5.0%	2.9%	0.7%	0.0%	169	31.4%	45.0%	16.6%	3.6%	3.6%
OH	1,021	54.2%	18.5%	16.3%	8.3%	1.9%	0.9%	1,426	43.2%	35.4%	7.6%	11.7%	2.1%
OK	738	57.6%	21.8%	14.6%	4.2%	1.5%	0.3%	943	31.2%	46.9%	8.7%	11.1%	2.1%
OR	377	52.8%	21.2%	14.1%	9.3%	2.1%	0.5%	489	33.5%	42.7%	5.9%	15.3%	2.5%
PA	1,256	53.7%	17.2%	16.2%	10.7%	1.2%	1.0%	1,735	44.7%	34.1%	7.6%	11.6%	2.1%
RI	83	37.3%	20.5%	22.9%	19.3%	0.0%	0.0%	100	51.0%	21.0%	5.0%	20.0%	3.0%
SC	894	57.3%	19.0%	12.1%	10.0%	1.2%	0.4%	1,156	40.0%	42.1%	6.7%	10.2%	1.0%
SD	131	57.3%	25.2%	12.2%	3.1%	0.0%	2.3%	147	38.8%	42.2%	8.2%	10.2%	0.7%
TN	989	58.0%	21.3%	12.2%	7.1%	0.9%	0.4%	1,307	40.9%	41.0%	6.7%	9.0%	2.3%
TX	3,071	53.0%	20.0%	13.9%	11.2%	1.6%	0.4%	4,187	33.9%	46.1%	7.1%	10.6%	2.4%
UT	244	48.8%	28.7%	12.3%	7.8%	2.0%	0.4%	346	33.5%	49.1%	7.2%	8.7%	1.4%
VT	74	66.2%	14.9%	10.8%	6.8%	0.0%	1.4%	97	47.4%	34.0%	6.2%	9.3%	3.1%
VA	757	57.7%	20.3%	10.2%	9.6%	1.5%	0.7%	974	45.4%	36.1%	7.7%	8.4%	2.4%
WA	492	49.2%	22.2%	14.0%	12.4%	1.8%	0.4%	635	42.7%	39.2%	4.7%	11.0%	2.4%
WV	356	64.6%	22.2%	7.0%	5.9%	0.0%	0.3%	450	38.7%	44.7%	6.4%	5.6%	4.7%
WI	561	56.9%	19.3%	15.0%	6.8%	1.2%	0.9%	730	39.3%	38.6%	6.6%	11.5%	4.0%
WY	134	55.2%	31.3%	9.7%	1.5%	1.5%	0.7%	148	22.3%	57.4%	8.1%	8.8%	3.4%
<b>US</b>	<b>33,808</b>	<b>52.2%</b>	<b>20.0%</b>	<b>13.2%</b>	<b>12.1%</b>	<b>1.9%</b>	<b>0.6%</b>	<b>45,435</b>	<b>40.4%</b>	<b>39.4%</b>	<b>7.1%</b>	<b>10.1%</b>	<b>3.0%</b>
PR	365	31.8%	17.5%	14.8%	29.9%	4.7%	1.4%	472	48.5%	27.8%	4.0%	11.9%	7.8%

Source: FARS.



Table 8.

**Fatalities in the Beds of Pickup Trucks, by Age, 2009**

State	Age						Total
	<5	5-9	10-14	15-20	21-24	>24	
AL	0	0	0	0	0	0	0
AK	0	0	0	0	0	0	0
AZ	0	0	0	1	0	2	3
AR	0	0	0	0	0	0	0
CA	0	0	0	0	0	1	1
CO	0	0	1	0	0	1	2
CT	0	0	0	0	0	0	0
DE	0	0	0	0	0	0	0
DC	0	0	0	0	0	0	0
FL	1	0	0	6	0	2	9
GA	0	0	0	0	1	0	1
HI	0	0	0	0	0	0	0
ID	0	0	0	0	0	0	0
IL	0	0	0	0	1	0	1
IN	0	0	0	0	0	1	1
IA	0	0	0	0	0	0	0
KS	0	0	0	0	0	0	0
KY	0	0	0	1	0	0	1
LA	0	0	0	0	0	0	0
ME	0	0	0	0	0	0	0
MD	0	0	0	1	0	0	1
MA	0	0	0	0	0	0	0
MI	0	0	0	0	1	0	1
MN	0	0	0	0	0	0	0
MS	0	0	0	0	0	0	0
MO	0	0	0	0	0	0	0
MT	0	0	0	0	0	0	0
NE	0	0	0	0	0	0	0
NV	0	0	0	2	0	0	2
NH	0	0	0	0	0	0	0
NJ	0	0	0	0	0	0	0
NM	0	0	0	0	0	1	1
NY	0	0	0	0	0	0	0
NC	0	0	0	4	1	4	9
ND	0	0	0	0	0	0	0
OH	0	0	0	1	1	0	2
OK	0	0	0	1	0	2	3
OR	0	0	0	1	0	2	3
PA	0	0	0	1	0	0	1
RI	0	0	0	0	0	0	0
SC	0	0	0	0	1	2	3
SD	0	0	0	0	0	0	0
TN	0	0	1	1	1	2	5
TX	0	0	2	3	1	0	6
UT	0	0	0	1	0	0	1
VT	0	0	0	0	0	0	0
VA	0	0	0	1	1	0	2
WA	1	0	0	1	0	1	3
WV	0	0	0	0	0	1	1
WI	0	0	0	1	0	0	1
WY	0	0	0	0	0	0	0
<b>US</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>27</b>	<b>9</b>	<b>22</b>	<b>64</b>
PR	0	0	0	0	0	0	0

Source: FARS.

Note: Includes fatalities in both enclosed and unenclosed beds.

Table 9.

**Key Provisions of Occupant Restraint Laws and 2009 Seat Belt Use Rates**

State	Enforcement Type	Base Fine	Seat belt Required		Exemptions <sup>(3)</sup>	2009 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats <sup>(1)</sup>	Ages <sup>(2)</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.	90.0%	<1 year or <20 lb in rear-facing infant seat; 1-4 or 20-40 lb in forward-facing car seat; 5 years old (but not yet 6) in booster seat. <sup>(4)</sup>	\$25	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).	86.1%	3 years and under in car seat; 4-8 years, 20-65 lb, and <57 inches tall in booster seat.	\$50 <sup>(5)</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.	80.8%	<5 years, booster seats not required.	\$50	See AZ Statutes 28-907 and 28-909.
AR	Primary	\$25	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.	74.4%	5 years and under and <60 lb; children 60 lb or more may be in a seat belt.	\$50- \$100 <sup>(6)</sup>	See AR Statutes 27-37-706 and 27-34-103.
CA	Primary	\$20 <sup>(7)</sup>	All	16 years and older	Medical reasons, emergency vehicles, rural postal service vehicles, newspaper delivery vehicles, recycling vehicles, taxis.	95.3%	5 years and under or <60 lb in a rear seat; <1 year or <20 lb in rear-facing restraint may not ride in front if front passenger air bag is activated; 60 lb or more in rear seat if available.	\$100 <sup>(8)</sup>	See CA Statutes 27302 and 27360.
CO	Secondary <sup>(9)</sup>	\$15- \$100	Front	All	Ambulance crew, peace officer, medical reasons, passenger buses, school buses, postal service vehicles, delivery and pickup service vehicles.	81.1%	<1 year and <20 lb in rear-facing infant seat; 1-3 and 20-40 lb in forward-facing car seat; 4-5 and <55 inches in booster seat. Seat belt allowed for 8-15 or >55 inches tall.	\$15- \$100	See CO Statutes 42-4-237-7 and 42-4-1701.

<sup>(1)</sup>The word "All" used in this category means everyone must be restrained. For children, that may be in a child restraint.

<sup>(2)</sup>May include rear-facing car seats, forward-facing car seats, and booster seats.

<sup>(3)</sup>Emergency vehicle and bus exemptions generally do not apply to the operator.

<sup>(4)</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>(5)</sup>Two points for child restraint violation.

<sup>(6)</sup>Arkansas reduces the fine for the primary violation by \$10.

<sup>(7)</sup>Court may substitute traffic safety school for fine with regard to first offense. Fine for second and subsequent offenses is \$50.

<sup>(8)</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>(9)</sup>Primary enforcement for child safety restraints. The fine may be waived with satisfactory evidence of acquisition, purchase, or rental of child restraint system.

Sources: **Occupant restraint laws:** NHTSA, Regional Office. Updated as of January 2011. **2009 observed seat belt use rates:** NHTSA, National Center for Statistics and Analysis, "Seat Belt Use in 2009—Use Rates in the States and Territories," DOT HS 811 324 (May 2010).

Table 9.

**Key Provisions of Occupant Restraint Laws and 2009 Seat Belt Use Rates (Continued)**

State	Enforcement Type	Base Fine	Seat belt Required		Exemptions <sup>(9)</sup>	2009 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats <sup>(1)</sup>	Ages <sup>(2)</sup>					
CT	Primary	\$15 <sup>(10)</sup>	Front	7 years and older	Medical reasons, emergency vehicles other than fire-fighting apparatus, postal service vehicles, newspaper delivery vehicles.	85.9%	<1 year or <20 lb in rear-facing restraint system; 1-6 and <60 lb in child restraint system; booster seat only in seating position with lap and shoulder belt; 7-15 years and >60 lb, seat belt permissible. <sup>(11)</sup>	\$75 <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.	88.4%	<7 years and <66 lb in age/weight appropriate restraint; 8-15 years or >66 lb in seat belt.	\$25	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).	93.0%	7 years and under; 8-15 years for seat belt or booster.	\$75 <sup>(13)</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 lb.	85.2%	3 years and under; seat belts permissible for children 4-5 years. <sup>(14)</sup>	\$60	See FL Statutes 316.613-4.
GA	Primary	\$15 <sup>(15)</sup>	All Front	6-17 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.	88.9%	5 years and older and <57 inches; 5 years and younger in rear seat if available. <sup>(16)</sup>	\$50 <sup>(17)</sup>	See GA Statute 40-8-76. Pickup exemption eliminated as of June 3, 2010.

<sup>(10)</sup>If a driver under 18 commits a violation, he/she is subject to a \$75 fine.

<sup>(11)</sup>4 years or older or <4 years and <40 lb in student transportation vehicle (not a school bus) must be in child seat or belt.

<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>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>(14)</sup>3 points assessed; penalties and fines may be waived after participation in a child restraint safety program.

<sup>(15)</sup>If a minor violates the seat belt law, the driver may be fined \$25.

<sup>(16)</sup>For children at least 40 lb, the child restraint requirement is satisfied if they are restrained in the rear seat by a seat belt; the seat belt may be a lap belt if 3-point belts are unavailable or already being used by other children >40 lb.

<sup>(17)</sup>For second or subsequent conviction, a fine of not more than \$100 shall be assessed. No court shall impose any additional fees or surcharges.

Table 9.

**Key Provisions of Occupant Restraint Laws and 2009 Seat Belt Use Rates (Continued)**

State	Enforcement Type	Base Fine	Seat belt Required		Exemptions <sup>(8)</sup>	2009 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats <sup>(1)</sup>	Ages <sup>(2)</sup>					
HI	Primary	\$45 <sup>(18)</sup>	All Front	8-17 years 15 years and older	Bus or school bus >10,000 lb, 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. <sup>(19)</sup>	\$100 maximum <sup>(20)</sup>	See HI Statutes 291-11.5 and 291-11.6.
ID	Secondary	\$10	All	7 years and older	Vehicles >8,000 lb, postal vehicles, implements of husbandry, motorcycles.	79.2%	7 years and under.	\$100 maximum <sup>(21)</sup>	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.	91.7%	7 years and under; children >40 lb 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.	92.6%	7 years and under <sup>(22)</sup>	\$25 <sup>(23)</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 lb in rear-facing car seat; 1-5 years in child restraint; seat belts permissible for children 6-17 years.	\$25 <sup>(24)</sup>	See IA Statutes 321-445 and 321-446. <sup>(25)</sup>
KS	Primary	\$5 <sup>(26)</sup>	All Front	14-17 years 18 years and older	Designed for >10 people, truck >12,000 lb, off-road vehicles, postal vehicles, vehicles delivering newspapers.	77.0%	3 years and under in child restraint; 4-7 and <80 lb 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 lb or >57 inches tall. <sup>(27)</sup>	\$60	See KS Statutes Ch. 8, Article 25, and 8-1344.
KY	Primary	\$25	All	All	Designed for >10 people, farm trucks registered for agricultural use only and with gross weight 2,000 lb or greater, motorcycles.	79.7%	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.

<sup>(18)</sup>In addition to the \$45 fine, the driver must pay a surcharge of \$10 for the neurotrauma special fund.

<sup>(19)</sup>Children 4-7 (and >40 lb) in rear seat can use lap belt if lap/shoulder belt is unavailable.

<sup>(20)</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 up to a \$10 surcharge to be deposited into the trauma system (special) fund if the court so orders.

<sup>(21)</sup>This is an infraction punishable by a fine not exceeding \$100. The typical total fine is \$60, including all add-on costs.

<sup>(22)</sup>Indiana child restraint law applies only to drivers with Indiana licenses.

<sup>(23)</sup>Fees collected from violations will be entered into a fund to purchase child restraints for low-income families throughout Indiana.

<sup>(24)</sup>First offenders who prove purchase or acquisition of a child restraint system shall not be convicted.

<sup>(25)</sup>The driver and front seat passengers may each be charged separately for improperly used or unused equipment.

<sup>(26)</sup>\$5 including court costs until June 30, 2011; beginning July 1, 2011, the fine is \$10.

<sup>(27)</sup>If the number of children subject to these requirements exceeds the number of passenger-securing locations available for use by children and all of 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 2009 Seat Belt Use Rates (Continued)**

State	Enforcement Type	Base Fine	Seat belt Required		Exemptions <sup>(3)</sup>	2009 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats <sup>(1)</sup>	Ages <sup>(2)</sup>					
LA	Primary	\$25	All	13 years and older	Vehicles with gross weight >10,000 lb, utility vehicles traveling <20 mph, model year <1981, postal vehicles, farm vehicles, persons delivering newspapers.	74.5%	<1 year old or <20 lb in rear-facing car seat; 1-3 years or 20-39 lb in forward-facing car seat; 4-5 years or 40-60 lb in booster seat; seat belts permissible for 6-12 years or >60 lb.	\$50	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.	82.6%	<40 lb in car seat; 40-80 lb and <8 years old in safety system that elevates child so adult seat belt fits properly; <11 years and <100 lb in rear seat if available; seat belts permissible for children 8-17 years or <18 years and >57 inches tall.	\$50	See ME Statute 29-A: 19, 2081. Everyone riding in school bus equipped with seat belts must use them.
MD	Primary	\$25	Front	16 years and older	"Historical" vehicles, for-hire vehicles, motorcycles, trucks, buses, postal vehicles, vehicles built before June 1, 1964.	94.0%	<8 years in appropriate child restraint unless 57 inches or taller or >65 lb.	\$50	See MD Statutes 22-412.2 and 22.412.3.
MA	Secondary	\$25 <sup>(28)</sup>	All	16 years and older	Buses, trucks 18,000 lb or more, taxis, utility vehicles, model year <1966, postal vehicles, farm vehicles, authorized emergency vehicles, side-facing seat in car owned for antique collecting.	73.6%	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 <sup>(29)</sup>	Front	16 years and older	Medical reasons, taxis, buses, school buses, postal service vehicles, model year <1965, commercial vehicles making frequent stops.	98.0%	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	See MI Statute 257.710e and 257.710d.
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.	90.2%	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.

<sup>(28)</sup>Operator may be fined an additional \$25 if allowing anyone under 16 and no younger than 12 years old to ride unrestrained.

<sup>(29)</sup>Failure to wear a seat belt in Michigan may be considered evidence of negligence and may reduce the recovery for damages arising out of the ownership, maintenance, or operation of a motor vehicle; however, that negligence shall not reduce the recovery for damages by more than 5 percent.

Table 9.

**Key Provisions of Occupant Restraint Laws and 2009 Seat Belt Use Rates (Continued)**

State	Enforcement Type	Base Fine	Seat belt Required		Exemptions <sup>(3)</sup>	2009 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats <sup>(1)</sup>	Ages <sup>(2)</sup>					
MS	Primary	\$25 <sup>(30)</sup>	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.	76.0%	3 years and under in child restraint; 4-6 years and <57 inches tall or <65 lb in booster seat; seat belts permissible for children >7 years old, >57 inches tall, or >65 lb.	\$25	See MS Statute 63-2-and 63-7-301.
MO	Secondary (primary for <16 years old)	\$10	Front	16 years and older	Vehicles designed for >10 people, trucks >12,000 lb, postal service vehicles, vehicles requiring frequent entry or exit, agricultural vehicles.	77.2%	<4 years old or <40 lb in car seat; 4-7 and 40-80 lb 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 lb 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.	79.2%	<6 years and <60 lb	\$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.	84.8%	5 years and under; seat belts permissible for children 6-17 years old.	\$25	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.	91.0%	6 years or under and <60 lb.	\$50-\$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	—	68.9%	5 years and under and <55 inches tall; seat belts permissible for children 6-17 years old or <6 years and >55 inches tall.	\$25	See NH Statute 265:107-a.
NJ	Primary (secondary for rear seat occupants)	\$20	All	8 years and older	Vehicles manufactured before 1966, medical reasons, rural letter carriers, fewer belts than seats.	92.7%	<8 years and <55 inches tall; in rear seat if available.	\$54	See NJ Statute 39:3-76.2.
NM	Primary	\$50 <sup>(31)</sup>	All	18 years and older	Vehicles >10,000 lb, medical reasons, rural letter carriers.	90.1%	<1 year in rear-facing infant seat, in rear seat if available; 1-4 or <40 lb in car seat; 5-6 or <60 lb in booster seat.	\$25	See NM Statutes 66-7-369 and 66-7-362.
NY	Primary	\$50 <sup>(32)</sup>	Front	All	Buses, school buses, taxis, liveries, emergency vehicles, rural letter carriers.	88.0%	<3 years unless >40 lb and no lap/shoulder belt available; 4-7 years unless no lap/shoulder belt available.	\$25-\$100	See NY Statute 1229-c.

<sup>(30)</sup>Only the operator of a vehicle may be fined for a violation.<sup>(31)</sup>New Mexico also assesses 2 points for violations.<sup>(32)</sup>New York assesses points only when the violation involves a child under 16 years old.

Table 9.

**Key Provisions of Occupant Restraint Laws and 2009 Seat Belt Use Rates (Continued)**

State	Enforcement Type	Base Fine	Seat belt Required		Exemptions <sup>(3)</sup>	2009 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats <sup>(1)</sup>	Ages <sup>(2)</sup>					
NC	Primary (secondary for rear seat occupants)	\$25.50 (\$10 for rear seat)	Rear All	15 years and under 16 years and older	Medical reasons, farm vehicles, postal vehicles, designated commercial vehicles, delivery vehicles traveling <20 mph, trash/recycling trucks.	89.5%	7 years and under and <80 lb; seat belts permissible for 8-15 years or 40-80 lb in seats without shoulder belts.	\$25	See NC Statutes 20-135.2A and 20-137.1C.
ND	Secondary	\$20 <sup>(33)</sup>	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.	81.5%	6 years and under and <57 inches tall or <80 lb.	\$25 <sup>(33)</sup>	See ND Statutes 39.21-41.1-2.
OH	Secondary	\$30 <sup>(34)</sup>	All Front	4-14 years 15 years and older	Postal service vehicles, medical reasons, vehicles delivering newspapers.	83.6%	4 years and under or <40 lb in car seat; 4-8 years and <57 inches in booster seat; seat belts permissible for children 8-14 years.	\$25- \$150	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.	84.2%	5 years and under <sup>(35)</sup>	\$50 <sup>(36)</sup>	See OK Statute 47-12-417.
OR	Primary	\$97	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.	96.6%	<1 year or <20 lb in rear-facing car seat; <40 lb in car seat; >40 lb and <57 inches or <8 years in safety system that elevates the child so that an adult seat belts fits properly.	\$97	See OR Statutes 811.210 to 811.225.
PA	Secondary	\$10	All Front	8-17 years 18 years and older	Vehicles manufactured before 1966, medical reasons, trucks >7,000 lb, rural letter carriers, delivery vehicles, vehicles traveling <15 mph.	87.9%	7 years and under.	\$100	See PA Statute 75.4581.
RI	Secondary (primary for drivers and occupants <18 years)	\$75	All	13 years and older	Vehicles manufactured before 1966, medical reasons, postal service vehicles.	74.7%	7 years and under and <80 lb and <54 inches tall in rear seat if available.	\$75	See RI Statute 32.22.

<sup>(33)</sup>Drivers' license points may not be assessed.<sup>(34)</sup>Fine is \$30 for a driver violating the law, \$20 for passenger(s).<sup>(35)</sup>Children >40 lb may be belted in the rear seat by a lap belt if the vehicle is not equipped with lap and shoulder belts, or when the lap and shoulder belts are being used by other children.<sup>(36)</sup>Child restraint fine is \$15 with proof of possession of a car seat.

Table 9.

**Key Provisions of Occupant Restraint Laws and 2009 Seat Belt Use Rates (Continued)**

State	Enforcement Type	Base Fine	Seat belt Required		Exemptions <sup>(3)</sup>	2009 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats <sup>(1)</sup>	Ages <sup>(2)</sup>					
SC	Primary <sup>(37)</sup>	\$25	Front  Rear with shoulder belt	6 years and older  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.	81.5%	<1 year or <20 lb in rear-facing infant seat; 1-5 and 20-39 lb in forward-facing car seat; 1-5 and 40-80 lb in booster seat secured by lap/shoulder belt (lap belt alone is not permissible); <5 years in rear seat if available.	\$150 <sup>(38)</sup>	See SC Statutes 56-5-6520 and 56-5-6410.
SD	Secondary <sup>(39)</sup>	\$20 maximum	Front	All	Motorcycles, motorized bicycles, vehicles manufactured before 1973, medical reasons, passenger buses, school buses, farm vehicles, rural mail carriers, newspaper or periodical delivery vehicles.	72.1%	<5 years and <40 lb.	\$20	See SD Statute 32.38.
TN	Primary	\$10 <sup>(40)</sup>	Front	16 years and older	Vehicles >8,500 lb, 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.	80.6%	<1 year or 20 lb or less in rear-facing infant seat; 1-3 and >20 lb 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	\$200	All  Front	5-16 years  17 years and older	Farm vehicles <48,000 lb, postal service vehicles, newspaper delivery vehicles, meter readers.	92.9%	4 years and younger and <36 inches tall in car seat; 4-8 years and <57 inches in booster seat.	\$200	
UT	Secondary (primary for drivers and occupants 18 years and younger)	\$45 <sup>(41)</sup>	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.	86.1%	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.
VT	Secondary (primary for drivers and occupants 17 years and younger)	\$25	All	16 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.	85.3%	<1 year or <20 lb in rear-facing infant seat; 2-7 years and >20 lb in rear seat unless front passenger air bag is deactivated; seat belts permissible for 8-15 years old and >20 lb.	\$25	See VT Statutes 23-1258 and 23-1259.

<sup>(37)</sup>Seat belt law may not be enforced by checkpoints designed for that purpose.<sup>(38)</sup>Up to \$150 fine, but it may be waived with acquisition of child restraint.<sup>(39)</sup>Designated as a petty offense.<sup>(40)</sup>Drivers 18 years or older who choose not to contest the citation pay a \$10 fine by mail (\$20 for drivers 16-17 years old).<sup>(41)</sup>Reduced to \$15 upon completion of class.



Table 9.

**Key Provisions of Occupant Restraint Laws and 2009 Seat Belt Use Rates (Continued)**

State	Enforcement Type	Base Fine	Seat belt Required		Exemptions <sup>(3)</sup>	2009 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats <sup>(1)</sup>	Ages <sup>(2)</sup>					
VA	Secondary	\$25	Front	18 years and older	Medical reasons, trucks >10,000 lb, 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.	82.3%	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.	96.4%	8 years and under and <57 inches tall; 13 years and under in rear seat if practical.	\$124	See WA Statute 46.63.110.
WV	Secondary	\$25 maximum	All  Front	18 years and younger  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.	87.0%	7 years and under and <57 inches tall.	\$10-\$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.	73.8%	<1 year or <20 lb in rear-facing infant seat; 1-3 and 20-40 lb in forward-facing infant seat, in rear seat if available; 4-7 and 40-80 lb in booster seat.	\$30-\$75	See WI Statute 347.48.
WY	Secondary	\$25 maximum <sup>(42)</sup>	All	9 years and older	Medical reasons, postal vehicles; excess passengers exempted if all seats occupied.	67.6%	8 years and younger in rear seat if available.	\$50 maximum	See WY Statute 31-5-1401.

<sup>(42)</sup>If motorist is wearing a seat belt when stopped for another violation, the fine for that violation is reduced by \$10. Passengers violating the seat belt requirements are subject to a fine of \$10.

Table 10.

**History of State Motorcycle Helmet Laws (as of January 2011)**

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.
		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.
MD	07/01/68	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 (as of January 2011) (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 2010**

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>	2009 Observed Seat Belt Use Rate	Distractions Driving Law <sup>(4)</sup>
AL	1980	1999	Yes <sup>(5)</sup>	1995	—	90.0%	—
AK	—	2006	Yes	2001	F	86.1%	X(p)
AZ	—	—	Yes	2001	F	80.8%	—
AR	—	2009	Yes <sup>(5)</sup>	2001	F	74.4%	X(p)
CA	1992	1993	Yes <sup>(5)</sup>	1990	F <sup>(6)</sup>	95.3%	X(p), H(p)
CO	—	—	Yes <sup>(5)</sup>	2004	F	81.1%	X(p)
CT	—	1986	Yes <sup>(5)</sup>	2002	P	85.9%	X(p), H(p)
DE	—	2003	Yes <sup>(5)</sup>	2004	M	88.4%	—
DC	1970	1997	Yes <sup>(5)</sup>	1999	P	93.0%	H(p)
FL	—	2009	Yes	1994	M	85.2%	—
GA	1969	1996	Yes <sup>(5)</sup>	2001	P	88.9%	X(p)
HI	—	1985	Yes	1995	F	97.9%	—
ID	—	—	Yes	1997	P	79.2%	—
IL	—	2003	Yes <sup>(5)</sup>	1997	F	91.7%	X(p)
IN	—	1998	Yes <sup>(5)</sup>	2001	P	92.6%	—
IA	—	1986	Yes <sup>(5)</sup>	2003	M	93.1%	X(s)
KS	—	2010	Yes <sup>(5)</sup>	1993	M	77.0%	X(p)
KY	—	2006	Yes <sup>(5)</sup>	2000	P	79.7%	X(p)
LA	2004	1995	Yes <sup>(5)</sup>	2003	F	74.5%	X(p)
ME	—	2007	Yes <sup>(5)</sup>	1988	P	82.6%	—
MD	1992	1997	Yes <sup>(5)</sup>	2001	P	94.0%	X(p), H(s) <sup>(7)</sup>
MA	1967	—	Yes	2003	M	73.6%	—
MI	1969	2000	Yes	2003	P	98.0%	X(p)
MN	—	2009	Yes <sup>(5)</sup>	2005	P	90.2%	X(p)
MS	1974	2006	Yes <sup>(5)</sup>	2002	P	76.0%	—
MO	1967	—	Yes	2001	M	77.2%	X(p) <sup>(8)</sup>
MT	—	—	Yes	2003	M	79.2%	—
NE	1989	—	Yes <sup>(5)</sup>	2001	F	84.8%	X(s)
NV	1972	—	Yes	2003	M	91.0%	—
NH	—	—	Yes	1994	P	68.9%	X(p)
NJ	1968	2000	Yes <sup>(5)</sup>	2004	M	92.7%	X(p), H(p)
NM	—	1986	Yes	1994	F	90.1%	—
NY	1967	1984	Yes	2003	F	88.0%	X(s), H(p)
NC	1968	1985	Yes <sup>(5)</sup>	1993	M	89.5%	X(p)
ND	—	—	—	2003	P	81.5%	—
OH	—	—	Yes	2003	P	83.6%	—
OK	—	1997	Yes	2001	M	84.2%	—
OR	1988	1990	Yes <sup>(5)</sup>	1983	P	96.6%	X(p), H(p)
PA	—	—	Yes	2003	P	87.9%	—
RI	—	—	Yes <sup>(5)</sup>	2003	P	74.7%	X(p)
SC	—	2005	Yes	2003	M	81.5%	—
SD	—	—	Yes	2002	—	72.1%	—
TN	1967	2004	Yes <sup>(5)</sup>	2003	P	80.6%	X(p)
TX	—	1985	Yes <sup>(5)</sup>	1999	M	92.9%	—
UT	—	—	Yes	1983	F	86.1%	X(p)

Table 11.  
**State Traffic Safety Laws as of June 2010 (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>	2009 Observed Seat Belt Use Rate	Distracted Driving Law <sup>(4)</sup>
VT	1968	—	Yes <sup>(5)</sup>	1991	—	85.3%	X(p)
VA	1970	—	Yes <sup>(5)</sup>	1994	M	82.3%	X(s)
WA	1990	2002	Yes <sup>(5)</sup>	1999	F	96.4%	X(p), H(p)
WV	1971	—	Yes <sup>(5)</sup>	2004	M	87.0%	—
WI	—	2009	Yes	2003	M	73.8%	X(p)
WY	—	—	Yes	2002	M	67.6%	X(p)
<b>US</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>84%<sup>(9)</sup></b>	<b>29 States and DC</b>
PR	1960	1975	—	2001	—	92.3%	—

<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 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> Pilot in four counties only.  
<sup>(7)</sup> In effect as of October 1, 2010.  
<sup>(8)</sup> For drivers 21 and younger.  
<sup>(9)</sup> Nationwide seat belt use rate, as measured by NHTSA's 2009 NOPUS national survey.  
 Source: NHTSA.

