



TRAFFIC SAFETY FACTS

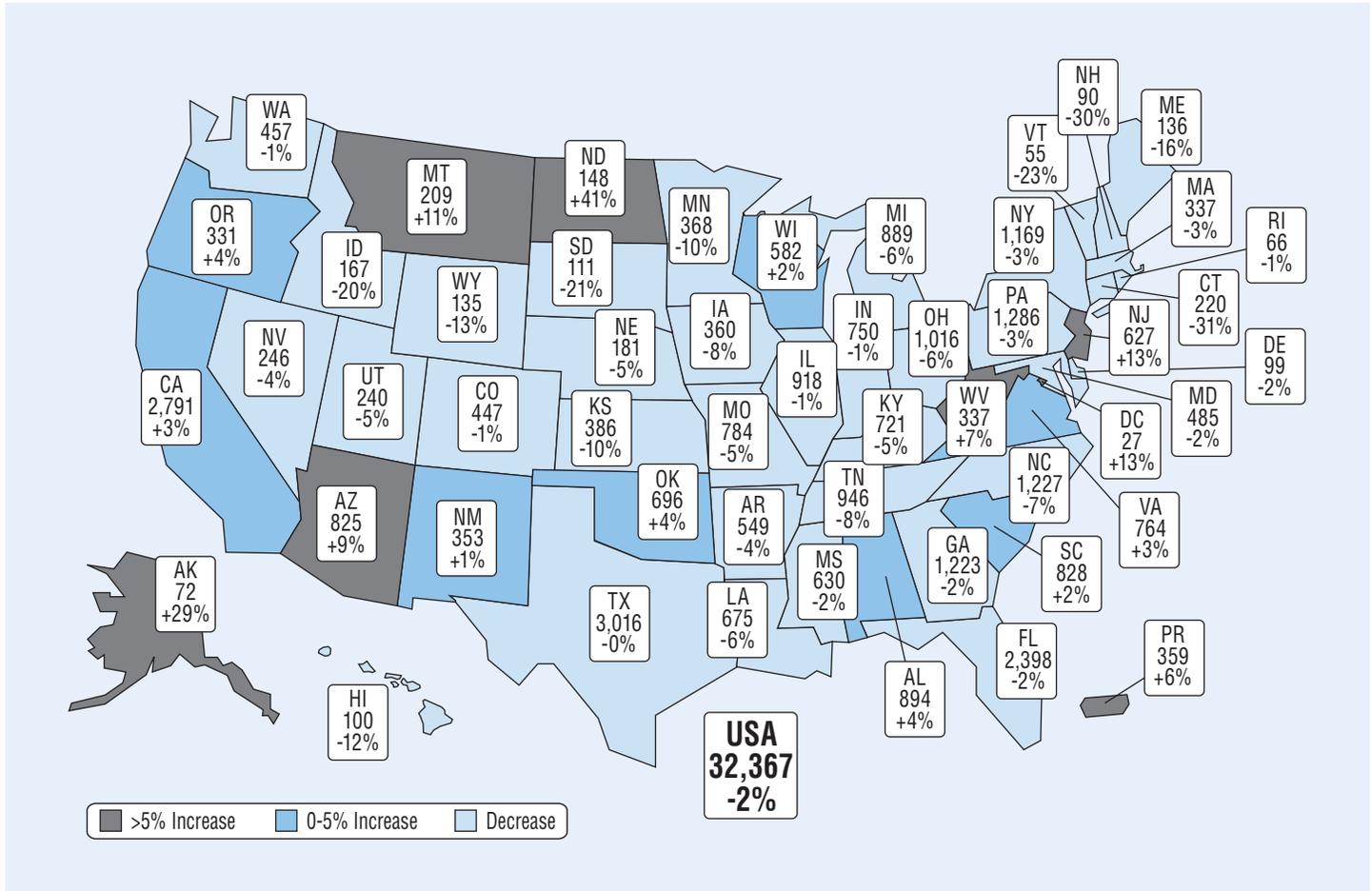
2011 Data

DOT HS 811 801

July 2013

State Traffic Data

Figure 1
2011 Traffic Fatalities by State and Percent Change From 2010



In 2011, there were 32,367 motor vehicle traffic fatalities in the United States, a 2-percent decrease from 2010.

State-by-State Tables

Eight tables provided in these sections show various fatality data by State.

1. Traffic Fatalities and Fatality Rates, 2011 – The fatality rate per 100 million vehicle miles traveled was 1.10 for the Nation in 2011. Montana and Puerto Rico had the highest rates (1.79 and 1.93, respectively), and Maine had the lowest rate (0.62).
2. Traffic Fatalities and Percent Change, 1975-2011 – Thirty-six States showed decreases in fatalities from 2010 to 2011, ranging from less than 1 percent to as much as 31 percent.
3. Traffic Fatality Rates and Percent Change, 1975-2011 – The fatality rate per 100 million vehicle miles traveled has decreased by 67 percent since 1975, with the decreases by State ranging from 56 percent to 82 percent.
4. Alcohol Involvement in Fatal Traffic Crashes, 2002 and 2011 – Nationwide in 2011, alcohol-impaired driving (blood alcohol concentration [BAC] of .08 grams per deciliter [g/dL] or higher) was involved in 31 percent of traffic fatalities, which was the same in 2002. Table 4 provides these comparisons for each State. This table also presents the percentage of drivers involved in fatal crashes where BAC tests were given and the results were known in 2011. Nationwide 72 percent of drivers killed were tested and their results were known, while 30 percent of drivers who survived fatal crashes were tested with known results.
5. Speeding-Related Traffic Fatalities, by Roadway Function Class, 2011 – There were 9,944 speeding-related fatalities in the United States in 2011. This table provides a break-down by State.
6. Passenger Vehicle Occupants and Motorcyclists Killed, 2011– In 26 States and Puerto Rico, 50 percent or more of the passenger vehicle occupants killed were unrestrained. Nationwide in 2011, 40 percent of motorcyclists killed were not helmeted. However, in 16 States over 70 percent of motorcyclists killed were not helmeted.
7. Traffic Fatalities and Vehicles Involved in Fatal Crashes by Type, 2011 – The majority of people killed in traffic crashes were drivers (51%), followed by passengers (18%), motorcyclists (14%), pedestrians (14%), and pedalcyclists (2%). Delaware, Idaho, Maine, Rhode Island, Vermont, and West Virginia reported no pedalcyclists killed.
8. Fatalities in the Beds of Pickup Trucks, by Age, 2011– In 2011, 47 fatalities occurred in the beds of pickup trucks.

Three tables provided in these sections contain information on State Laws.

9. Key Provisions of Occupant Restraint Laws and 2011 Belt Use Rates – In 2011, all 50 States, the District of Columbia, and Puerto Rico had seat belt use laws. All 50 States, the District of Columbia, and Puerto Rico also had laws requiring children of certain ages to be restrained in child safety seats.
10. History of State Motorcycle Helmet Laws – Motorcycle helmets were required for all riders in 19 States, the District of Columbia, and Puerto Rico in 2011. Twenty-eight States had helmet requirements with exceptions (age, rider type, roadway type), and three States (Illinois, Iowa, and New Hampshire) did not require helmets at all.
11. State Traffic Safety Laws as of June 2011 – In 2011, it was a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of .08 g/dL or above in all 50 States, the District of Columbia, and Puerto Rico.

Table 1.

Traffic Fatalities and Fatality Rates, 2011

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	894	4,803	3,799	4,812	64,914	18.61	23.54	18.58	1.38
AK	72	723	521	758	4,593	9.96	13.81	9.50	1.57
AZ	825	6,483	4,592	5,109	59,574	12.73	17.96	16.15	1.38
AR	549	2,938	1,956	2,448	32,953	18.69	28.07	22.42	1.67
CA	2,791	37,692	23,857	29,177	320,784	7.40	11.70	9.57	0.87
CO	447	5,117	3,670	4,332	46,606	8.74	12.18	10.32	0.96
CT	220	3,581	2,986	2,829	31,197	6.14	7.37	7.78	0.71
DE	99	907	716	929	9,028	10.91	13.82	10.65	1.10
DC	27	618	395	316	3,568	4.37	6.83	8.54	0.76
FL	2,398	19,058	13,882	15,469	191,855	12.58	17.27	15.50	1.25
GA	1,223	9,815	6,506	7,534	108,454	12.46	18.80	16.23	1.13
HI	100	1,375	912	1,148	10,066	7.27	10.97	8.71	0.99
ID	167	1,585	1,084	1,625	15,937	10.54	15.41	10.28	1.05
IL	918	12,869	8,374	10,445	103,234	7.13	10.96	8.79	0.89
IN	750	6,517	6,570	6,133	76,485	11.51	11.42	12.23	0.98
IA	360	3,062	2,192	3,497	31,274	11.76	16.43	10.30	1.15
KS	386	2,871	2,026	2,446	30,021	13.44	19.06	15.78	1.29
KY	721	4,369	2,960	3,763	48,061	16.50	24.36	19.16	1.50
LA	675	4,575	3,186	4,053	46,513	14.75	21.18	16.66	1.45
ME	136	1,328	1,015	1,171	14,248	10.24	13.40	11.61	0.95
MD	485	5,828	3,857	3,906	56,221	8.32	12.58	12.42	0.86
MA	337	6,588	4,683	5,695	54,792	5.12	7.20	5.92	0.62
MI	889	9,876	7,060	9,183	94,754	9.00	12.59	9.68	0.94
MN	368	5,345	3,306	4,910	56,685	6.89	11.13	7.50	0.65
MS	630	2,979	1,927	2,037	38,851	21.15	32.70	30.94	1.62
MO	784	6,011	4,277	5,170	68,789	13.04	18.33	15.16	1.14
MT	209	998	752	1,219	11,660	20.94	27.77	17.14	1.79
NE	181	1,843	1,356	1,887	19,093	9.82	13.34	9.59	0.95
NV	246	2,723	1,701	2,152	24,189	9.03	14.46	11.43	1.02
NH	90	1,318	1,057	1,278	12,720	6.83	8.52	7.04	0.71
NJ	627	8,821	5,977	7,940	73,094	7.11	10.49	7.90	0.86
NM	353	2,082	1,419	1,772	25,533	16.95	24.88	19.92	1.38
NY	1,169	19,465	11,211	10,431	127,726	6.01	10.43	11.21	0.92
NC	1,227	9,656	6,569	6,250	103,772	12.71	18.68	19.63	1.18
ND	148	684	490	786	9,131	21.64	30.20	18.83	1.62
OH	1,016	11,545	7,982	10,217	111,990	8.80	12.73	9.94	0.91
OK	696	3,792	2,371	3,429	47,464	18.36	29.36	20.30	1.47
OR	331	3,872	2,774	3,128	33,373	8.55	11.93	10.58	0.99
PA	1,286	12,743	8,797	10,303	99,204	10.09	14.62	12.48	1.30
RI	66	1,051	750	919	7,901	6.28	8.80	7.18	0.84
SC	828	4,679	3,408	3,827	48,730	17.70	24.29	21.63	1.70
SD	111	824	603	995	9,002	13.47	18.40	11.15	1.23
TN	946	6,403	4,544	5,302	70,751	14.77	20.82	17.84	1.34
TX	3,016	25,675	15,123	19,617	237,440	11.75	19.94	15.37	1.27
UT	240	2,817	1,747	1,883	26,222	8.52	13.73	12.74	0.92
VT	55	626	522	605	7,141	8.78	10.54	9.09	0.77
VA	764	8,097	5,467	6,998	80,974	9.44	13.97	10.92	0.94
WA	457	6,830	5,179	5,881	56,955	6.69	8.82	7.77	0.80
WV	337	1,855	1,199	1,458	18,963	18.16	28.11	23.11	1.78
WI	582	5,712	4,147	5,244	54,402	10.19	14.03	11.10	1.07
WY	135	568	422	798	9,245	23.76	32.00	16.91	1.46
U.S.	32,367	311,592	211,875	257,512	2,946,131	10.39	15.28	12.57	1.10
PR	359	3,707	-	2,647	18,588	9.69	-	13.56	1.93

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, 1975–2011

State	Fatalities						Percent Change				
	1975	1985	1995	2005	2010	2011	1975–1985	1985–1995	1995–2005	1975–2011	2010–2011
AL	902	882	1,114	1,148	862	894	-2%	+26%	+3%	-1%	+4%
AK	112	127	87	73	56	72	+13%	-31%	-16%	-36%	+29%
AZ	670	893	1,035	1,179	759	825	+33%	+16%	+14%	+23%	+9%
AR	559	534	631	654	571	549	-4%	+18%	+4%	-2%	-4%
CA	4,092	4,960	4,192	4,333	2,720	2,791	+21%	-15%	+3%	-32%	+3%
CO	581	579	645	606	450	447	-0%	+11%	-6%	-23%	-1%
CT	389	448	317	278	320	220	+15%	-29%	-12%	-43%	-31%
DE	122	104	121	133	101	99	-15%	+16%	+10%	-19%	-2%
DC	70	60	58	48	24	27	-14%	-3%	-17%	-61%	+13%
FL	1,998	2,832	2,805	3,518	2,444	2,398	+42%	-1%	+25%	+20%	-2%
GA	1,360	1,361	1,488	1,729	1,247	1,223	+0%	+9%	+16%	-10%	-2%
HI	144	126	130	140	113	100	-13%	+3%	+8%	-31%	-12%
ID	281	255	262	275	209	167	-9%	+3%	+5%	-41%	-20%
IL	2,041	1,534	1,586	1,363	927	918	-25%	+3%	-14%	-55%	-1%
IN	1,128	974	960	938	754	750	-14%	-1%	-2%	-34%	-1%
IA	670	474	527	450	390	360	-29%	+11%	-15%	-46%	-8%
KS	509	486	442	428	431	386	-5%	-9%	-3%	-24%	-10%
KY	863	712	849	985	760	721	-17%	+19%	+16%	-16%	-5%
LA	934	931	894	963	721	675	-0%	-4%	+8%	-28%	-6%
ME	223	206	187	169	161	136	-8%	-9%	-10%	-39%	-16%
MD	670	729	671	614	496	485	+9%	-8%	-8%	-28%	-2%
MA	864	742	444	441	347	337	-14%	-40%	-1%	-61%	-3%
MI	1,779	1,545	1,530	1,129	942	889	-13%	-1%	-26%	-50%	-6%
MN	754	608	597	559	411	368	-19%	-2%	-6%	-51%	-10%
MS	546	662	868	931	641	630	+21%	+31%	+7%	+15%	-2%
MO	1,045	931	1,109	1,257	821	784	-11%	+19%	+13%	-25%	-5%
MT	291	223	215	251	189	209	-23%	-4%	+17%	-28%	+11%
NE	369	237	254	276	190	181	-36%	+7%	+9%	-51%	-5%
NV	218	259	313	427	257	246	+19%	+21%	+36%	+13%	-4%
NH	151	191	118	166	128	90	+26%	-38%	+41%	-40%	-30%
NJ	1,043	964	774	747	556	627	-8%	-20%	-3%	-40%	+13%
NM	555	535	485	488	349	353	-4%	-9%	+1%	-36%	+1%
NY	2,366	2,006	1,679	1,434	1,201	1,169	-15%	-16%	-15%	-51%	-3%
NC	1,506	1,482	1,448	1,547	1,320	1,227	-2%	-2%	+7%	-19%	-7%
ND	167	90	74	123	105	148	-46%	-18%	+66%	-11%	+41%
OH	1,766	1,646	1,360	1,321	1,080	1,016	-7%	-17%	-3%	-42%	-6%
OK	757	744	669	803	668	696	-2%	-10%	+20%	-8%	+4%
OR	562	559	574	487	317	331	-1%	+3%	-15%	-41%	+4%
PA	2,078	1,771	1,480	1,616	1,324	1,286	-15%	-16%	+9%	-38%	-3%
RI	110	109	69	87	67	66	-1%	-37%	+26%	-40%	-1%
SC	820	951	881	1,094	809	828	+16%	-7%	+24%	+1%	+2%
SD	195	130	158	186	140	111	-33%	+22%	+18%	-43%	-21%
TN	1,126	1,101	1,259	1,270	1,032	946	-2%	+14%	+1%	-16%	-8%
TX	3,372	3,678	3,183	3,536	3,023	3,016	+9%	-13%	+11%	-11%	-0%
UT	272	303	325	282	253	240	+11%	+7%	-13%	-12%	-5%
VT	143	115	106	73	71	55	-20%	-8%	-31%	-62%	-23%
VA	993	976	900	947	740	764	-2%	-8%	+5%	-23%	+3%
WA	758	744	653	649	460	457	-2%	-12%	-1%	-40%	-1%
WV	461	420	376	374	315	337	-9%	-10%	-1%	-27%	+7%
WI	930	744	745	815	572	582	-20%	+0%	+9%	-37%	+2%
WY	210	152	170	170	155	135	-28%	+12%	0%	-36%	-13%
U.S.	44,525	43,825	41,817	43,510	32,999	32,367	-2%	-5%	+4%	-27%	-2%
PR	496	600	595	457	340	359	+21%	-1%	-23%	-28%	+6%

Source: FARS.

Table 3.

Traffic Fatality Rates and Percent Change, 1975–2011

State	Fatality Rate per 100 Million VMT						Percent Change				
	1975	1985	1995	2005	2010	2011	1975–1985	1985–1995	1995–2005	1975–2011	2010–2011
AL	3.63	2.51	2.20	1.92	1.34	1.38	-31%	-12%	-13%	-62%	+3%
AK	4.38	3.17	2.11	1.45	1.17	1.57	-28%	-33%	-31%	-64%	+34%
AZ	4.19	4.14	2.61	1.97	1.27	1.38	-1%	-37%	-25%	-67%	+9%
AR	4.01	3.12	2.37	2.05	1.70	1.67	-22%	-24%	-14%	-58%	-2%
CA	3.09	2.39	1.52	1.32	0.84	0.87	-23%	-36%	-13%	-72%	+4%
CO	3.50	2.21	1.84	1.26	0.96	0.96	-37%	-17%	-32%	-73%	0%
CT	2.13	2.00	1.13	0.88	1.02	0.71	-6%	-44%	-22%	-67%	-30%
DE	3.37	1.94	1.61	1.40	1.13	1.10	-42%	-17%	-13%	-67%	-3%
DC	2.27	1.86	1.67	1.29	0.67	0.76	-18%	-10%	-23%	-67%	+13%
FL	3.24	3.22	2.19	1.75	1.25	1.25	-1%	-32%	-20%	-61%	0%
GA	3.46	2.53	1.74	1.52	1.12	1.13	-27%	-31%	-13%	-67%	+1%
HI	3.47	1.86	1.64	1.39	1.13	0.99	-46%	-12%	-15%	-71%	-12%
ID	4.78	3.31	2.13	1.85	1.32	1.05	-31%	-36%	-13%	-78%	-20%
IL	3.56	2.17	1.68	1.27	0.88	0.89	-39%	-23%	-24%	-75%	+1%
IN	3.02	2.39	1.49	1.31	1.00	0.98	-21%	-38%	-12%	-68%	-2%
IA	3.75	2.35	2.03	1.45	1.24	1.15	-37%	-14%	-29%	-69%	-7%
KS	3.29	2.52	1.76	1.44	1.44	1.29	-23%	-30%	-18%	-61%	-10%
KY	3.50	2.50	2.07	2.08	1.58	1.50	-29%	-17%	+0%	-57%	-5%
LA	4.60	2.79	2.31	2.14	1.59	1.45	-39%	-17%	-7%	-68%	-9%
ME	3.14	2.22	1.49	1.13	1.11	0.95	-29%	-33%	-24%	-70%	-14%
MD	2.66	2.19	1.50	1.09	0.88	0.86	-18%	-32%	-27%	-68%	-2%
MA	2.75	1.87	0.92	0.80	0.64	0.62	-32%	-51%	-13%	-77%	-3%
MI	3.06	2.29	1.79	1.09	0.97	0.94	-25%	-22%	-39%	-69%	-3%
MN	2.94	1.86	1.35	0.98	0.73	0.65	-37%	-27%	-27%	-78%	-11%
MS	3.80	3.45	2.94	2.32	1.61	1.62	-9%	-15%	-21%	-57%	+1%
MO	3.41	2.37	1.87	1.83	1.16	1.14	-30%	-21%	-2%	-67%	-2%
MT	5.08	3.03	2.28	2.26	1.69	1.79	-40%	-25%	-1%	-65%	+6%
NE	3.29	1.97	1.61	1.43	0.98	0.95	-40%	-18%	-11%	-71%	-3%
NV	4.74	3.42	2.24	2.06	1.16	1.02	-28%	-35%	-8%	-78%	-12%
NH	2.85	2.53	1.11	1.24	0.98	0.71	-11%	-56%	+12%	-75%	-28%
NJ	2.15	1.83	1.27	1.01	0.76	0.86	-15%	-31%	-20%	-60%	+13%
NM	5.59	4.03	2.29	2.04	1.38	1.38	-28%	-43%	-11%	-75%	0%
NY	3.63	2.22	1.46	1.03	0.92	0.92	-39%	-34%	-29%	-75%	0%
NC	4.14	2.97	1.90	1.53	1.29	1.18	-28%	-36%	-19%	-71%	-9%
ND	3.71	1.61	1.13	1.62	1.27	1.62	-57%	-30%	+43%	-56%	+28%
OH	2.75	2.18	1.35	1.20	0.97	0.91	-21%	-38%	-11%	-67%	-6%
OK	3.33	2.39	1.74	1.71	1.40	1.47	-28%	-27%	-2%	-56%	+5%
OR	3.53	2.61	1.91	1.38	0.94	0.99	-26%	-27%	-28%	-72%	+5%
PA	3.26	2.35	1.57	1.50	1.32	1.30	-28%	-33%	-4%	-60%	-2%
RI	1.94	1.87	1.00	1.05	0.81	0.84	-4%	-47%	+5%	-57%	+4%
SC	3.98	3.56	2.28	2.21	1.65	1.70	-11%	-36%	-3%	-57%	+3%
SD	3.76	2.07	2.06	2.22	1.58	1.23	-45%	-0%	+8%	-67%	-22%
TN	3.42	3.03	2.24	1.79	1.47	1.34	-11%	-26%	-20%	-61%	-9%
TX	3.99	2.57	1.76	1.50	1.29	1.27	-36%	-32%	-15%	-68%	-2%
UT	3.42	2.52	1.73	1.12	0.95	0.92	-26%	-31%	-35%	-73%	-3%
VT	4.32	2.45	1.71	0.95	0.98	0.77	-43%	-30%	-44%	-82%	-21%
VA	2.87	2.04	1.29	1.18	0.90	0.94	-29%	-37%	-9%	-67%	+4%
WA	3.16	2.16	1.33	1.17	0.80	0.80	-32%	-38%	-12%	-75%	0%
WV	4.36	3.32	2.16	1.82	1.64	1.78	-24%	-35%	-16%	-59%	+9%
WI	3.25	2.03	1.45	1.36	0.96	1.07	-38%	-29%	-6%	-67%	+11%
WY	5.36	2.81	2.41	1.88	1.66	1.46	-48%	-14%	-22%	-73%	-12%
U.S.	3.35	2.47	1.73	1.46	1.11	1.10	-26%	-30%	-16%	-67%	-1%
PR	7.27	5.74	3.83	2.35	1.83	1.93	-21%	-33%	-39%	-73%	+5%

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

Table 4.

Alcohol Involvement in Fatal Traffic Crashes, 2002 and 2011

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 2011	
	BAC .01+ g/dL			BAC .08+ g/dL			Killed	Survived
	2002	2011	Percent Change	2002	2011	Percent Change		
AL	37%	35%	-5%	33%	29%	-12%	56%	40%
AK	36%	33%	-8%	33%	28%	-15%	90%	71%
AZ	36%	32%	-11%	31%	26%	-16%	70%	29%
AR	36%	35%	-3%	30%	28%	-7%	77%	63%
CA	34%	32%	-6%	27%	28%	+4%	86%	28%
CO	38%	39%	+3%	33%	36%	+9%	81%	21%
CT	40%	45%	+13%	34%	42%	+24%	81%	17%
DE	33%	44%	+33%	27%	41%	+52%	59%	9%
DC	46%	50%	+9%	43%	30%	-30%	90%	37%
FL	34%	36%	+6%	29%	30%	+3%	66%	17%
GA	30%	26%	-13%	25%	23%	-8%	52%	20%
HI	36%	50%	+39%	30%	44%	+47%	95%	60%
ID	32%	33%	+3%	26%	30%	+15%	64%	23%
IL	42%	35%	-17%	35%	30%	-14%	87%	36%
IN	32%	32%	0%	26%	28%	+8%	69%	65%
IA	33%	27%	-18%	26%	23%	-12%	25%	26%
KS	42%	34%	-19%	37%	28%	-24%	46%	44%
KY	31%	28%	-10%	27%	24%	-11%	82%	47%
LA	42%	38%	-10%	35%	33%	-6%	70%	63%
ME	22%	29%	+32%	20%	17%	-15%	96%	88%
MD	37%	40%	+8%	29%	33%	+14%	90%	19%
MA	46%	39%	-15%	39%	34%	-13%	60%	2%
MI	33%	33%	0%	28%	29%	+4%	68%	50%
MN	37%	36%	-3%	30%	30%	0%	92%	35%
MS	36%	26%	-28%	31%	24%	-23%	40%	26%
MO	40%	38%	-5%	35%	33%	-6%	80%	67%
MT	45%	42%	-7%	37%	39%	+5%	86%	71%
NE	37%	30%	-19%	31%	25%	-19%	88%	78%
NV	38%	37%	-3%	32%	28%	-13%	84%	40%
NH	38%	32%	-16%	34%	30%	-12%	89%	66%
NJ	30%	36%	+20%	25%	31%	+24%	90%	34%
NM	41%	34%	-17%	35%	30%	-14%	85%	86%
NY	27%	33%	+22%	22%	27%	+23%	78%	5%
NC	32%	34%	+6%	28%	30%	+7%	74%	5%
ND	50%	45%	-10%	41%	43%	+5%	86%	46%
OH	38%	35%	-8%	33%	31%	-6%	87%	27%
OK	32%	36%	+13%	27%	32%	+19%	94%	43%
OR	36%	35%	-3%	31%	29%	-6%	93%	37%
PA	38%	36%	-5%	32%	32%	0%	72%	18%
RI	50%	41%	-18%	42%	37%	-12%	76%	0%
SC	48%	46%	-4%	42%	38%	-10%	85%	9%
SD	50%	34%	-32%	43%	29%	-33%	86%	84%
TN	39%	32%	-18%	33%	27%	-18%	54%	48%
TX	43%	46%	+7%	38%	40%	+5%	54%	17%
UT	21%	26%	+24%	19%	22%	+16%	44%	45%
VT	35%	42%	+20%	28%	33%	+18%	90%	31%
VA	38%	36%	-5%	32%	29%	-9%	81%	6%
WA	42%	40%	-5%	37%	34%	-8%	86%	24%
WV	39%	32%	-18%	35%	27%	-23%	93%	5%
WI	43%	39%	-9%	39%	34%	-13%	92%	62%
WY	36%	31%	-14%	32%	28%	-13%	61%	34%
U.S.	37%	36%	-3%	31%	31%	0%	72%	30%
PR	36%	36%	0%	28%	28%	0%	55%	65%

Source: FARS.

Table 5.

Speeding-Related Traffic Fatalities, by Roadway Function Class, 2011

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
		Total	Interstate		Non-Interstate				
			Rural	Urban	Freeway or Espressway	Other Principal Arterial	Minor Arterial	Collector	Local
AL	894	298	15	14	22	22	46	115	64
AK	72	26	2	2	1	4	2	4	8
AZ	825	294	53	14	14	48	48	57	60
AR	549	86	5	2	0	11	8	20	40
CA	2,791	890	34	108	108	292	137	138	73
CO	447	183	11	5	3	49	56	36	23
CT	220	73	0	12	11	14	12	7	16
DE	99	34	0	4	0	14	8	3	5
DC	27	10	0	2	0	0	0	0	8
FL	2,398	296	9	27	5	60	29	2	164
GA	1,223	220	11	17	4	36	41	47	57
HI	100	45	0	2	2	15	11	6	9
ID	167	45	4	0	1	12	7	8	10
IL	918	439	15	49	4	96	86	100	88
IN	750	153	14	7	0	0	14	40	78
IA	360	64	1	1	0	20	5	17	20
KS	386	109	10	0	0	23	24	19	33
KY	721	141	7	5	1	25	27	57	19
LA	675	214	9	15	1	38	37	59	55
ME	136	69	1	0	0	4	20	2	42
MD	485	142	1	26	12	28	25	31	18
MA	337	103	1	14	11	13	10	7	41
MI	889	238	7	23	10	47	46	65	40
MN	368	86	4	4	3	16	20	28	11
MS	630	104	6	0	1	10	1	65	21
MO	784	310	10	22	15	42	58	101	62
MT	209	76	11	0	0	25	12	15	12
NE	181	33	4	0	0	9	5	2	13
NV	246	76	3	4	2	17	19	8	18
NH	90	39	4	3	0	4	1	7	20
NJ	627	174	6	21	19	44	33	16	34
NM	353	147	19	2	0	103	0	0	17
NY	1,169	338	15	35	8	76	50	35	119
NC	1,227	474	21	13	7	67	80	127	159
ND	148	51	3	0	0	11	9	8	20
OH	1,016	299	13	21	8	43	50	88	76
OK	696	213	17	15	4	20	31	44	82
OR	331	103	4	1	0	29	20	35	14
PA	1,286	615	24	38	19	124	143	140	127
RI	66	19	0	0	2	7	4	0	6
SC	828	276	23	19	5	42	48	97	20
SD	111	37	7	0	0	7	5	12	6
TN	946	215	13	16	6	32	41	66	41
TX	3,016	1,165	53	119	86	218	118	214	345
UT	240	90	16	7	0	20	14	1	32
VT	55	20	0	1	0	3	1	10	5
VA	764	287	16	20	5	84	51	51	26
WA	457	165	6	10	5	34	34	47	22
WV	337	114	8	4	0	17	15	42	28
WI	582	195	4	6	9	38	37	53	48
WY	135	51	5	2	0	13	6	14	11
U.S.	32,367	9,944	525	732	414	2,026	1,605	2,166	2,366
PR	359	138	17	12	4	17	50	24	14

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

Table 6.

Passenger Vehicle Occupants and Motorcyclists Killed, 2011

State	Passenger Vehicle Occupants Killed				Motorcyclists Killed			
	Total	Percent Who Were			Total	Percent Who Were		
		Restrained	Unrestrained	Unknown		Helmeted	Not Helmeted	Unknown
AL	682	39.4%	56.0%	4.5%	98	89.8%	10.2%	0.0%
AK	47	29.8%	55.3%	14.9%	10	90.0%	10.0%	0.0%
AZ	431	38.5%	50.8%	10.7%	136	40.4%	53.7%	5.9%
AR	401	37.4%	54.9%	7.7%	64	35.9%	54.7%	9.4%
CA	1,546	59.6%	33.8%	6.6%	414	92.8%	6.3%	1.0%
CO	300	37.3%	61.7%	1.0%	78	35.9%	62.8%	1.3%
CT	144	39.6%	38.2%	22.2%	36	27.8%	66.7%	5.6%
DE	61	44.3%	54.1%	1.6%	19	21.1%	73.7%	5.3%
DC	13	30.8%	46.2%	23.1%	4	50.0%	50.0%	0.0%
FL	1,241	45.8%	49.1%	5.2%	464	41.6%	54.5%	3.9%
GA	877	44.4%	48.0%	7.6%	149	88.6%	10.1%	1.3%
HI	40	37.5%	35.0%	27.5%	32	21.9%	78.1%	0.0%
ID	126	36.5%	57.1%	6.3%	17	47.1%	52.9%	0.0%
IL	577	46.4%	46.4%	7.1%	145	23.4%	75.9%	0.7%
IN	516	48.8%	37.2%	14.0%	118	16.1%	80.5%	3.4%
IA	265	42.6%	45.3%	12.1%	36	5.6%	94.4%	0.0%
KS	305	41.0%	52.1%	6.9%	45	28.9%	71.1%	0.0%
KY	544	43.2%	56.3%	0.6%	71	40.8%	59.2%	0.0%
LA	470	36.0%	57.2%	6.8%	80	73.8%	17.5%	8.8%
ME	102	46.1%	50.0%	3.9%	15	26.7%	73.3%	0.0%
MD	287	47.0%	48.4%	4.5%	76	84.2%	14.5%	1.3%
MA	229	31.0%	47.2%	21.8%	36	83.3%	11.1%	5.6%
MI	576	54.7%	33.5%	11.8%	118	84.7%	8.5%	6.8%
MN	265	48.3%	40.0%	11.7%	42	31.0%	45.2%	23.8%
MS	501	38.3%	61.7%	-	58	89.7%	10.3%	-
MO	595	29.6%	62.2%	8.2%	82	86.6%	12.2%	1.2%
MT	164	31.1%	66.5%	2.4%	20	45.0%	50.0%	5.0%
NE	141	30.5%	56.0%	13.5%	23	91.3%	8.7%	0.0%
NV	137	39.4%	46.7%	13.9%	41	87.8%	12.2%	0.0%
NH	66	19.7%	80.3%	-	14	14.3%	85.7%	-
NJ	357	55.7%	42.6%	1.7%	93	89.2%	8.6%	2.2%
NM	240	53.8%	45.4%	0.8%	45	13.3%	86.7%	0.0%
NY	602	57.0%	30.7%	12.3%	170	91.8%	6.5%	1.8%
NC	833	50.2%	45.5%	4.3%	168	93.5%	6.5%	0.0%
ND	114	26.3%	66.7%	7.0%	14	28.6%	71.4%	0.0%
OH	692	38.6%	51.6%	9.8%	165	27.3%	72.7%	0.0%
OK	511	39.3%	56.2%	4.5%	98	19.4%	80.6%	0.0%
OR	215	58.6%	28.8%	12.6%	40	87.5%	10.0%	2.5%
PA	869	30.5%	57.1%	12.4%	199	49.7%	47.2%	3.0%
RI	37	35.1%	59.5%	5.4%	15	40.0%	60.0%	0.0%
SC	547	45.3%	47.2%	7.5%	129	20.9%	77.5%	1.6%
SD	85	24.7%	61.2%	14.1%	14	21.4%	78.6%	0.0%
TN	710	40.0%	52.4%	7.6%	115	84.3%	15.7%	0.0%
TX	1,980	49.4%	41.9%	8.6%	471	45.0%	52.9%	2.1%
UT	166	44.0%	47.0%	9.0%	28	35.7%	64.3%	0.0%
VT	42	57.1%	40.5%	2.4%	8	87.5%	12.5%	0.0%
VA	554	44.6%	54.3%	1.1%	96	97.9%	1.0%	1.0%
WA	291	54.0%	35.4%	10.7%	72	100.0%	0.0%	0.0%
WV	262	32.4%	50.4%	17.2%	27	77.8%	22.2%	0.0%
WI	396	42.9%	47.7%	9.3%	88	10.2%	88.6%	1.1%
WY	101	34.7%	62.4%	3.0%	16	18.8%	81.3%	0.0%
U.S.	21,253	44.4%	47.9%	7.7%	4,612	57.8%	40.0%	2.2%
PR	179	35.8%	64.2%	-	53	32.1%	67.9%	-

Source: FARS.

Table 7.

Traffic Fatalities and Vehicles Involved in Fatal Crashes by Type, 2011

State	Total	Percent Who Were (by Person Type)						Total	Percent That Were (by Vehicle Type)				
		Drivers	Passengers	Motor-cyclists	Pedestrians	Pedal-cyclists	Other/Unknown		Passenger Cars	Light Trucks	Large Trucks	Motor-cycles	Other/Unknown
AL	894	59.1%	20.1%	11.0%	8.8%	0.6%	0.4%	1,217	41.9%	40.6%	7.8%	7.9%	1.8%
AK	72	45.8%	25.0%	13.9%	12.5%	2.8%	0.0%	92	19.6%	64.1%	0.0%	9.8%	6.5%
AZ	825	39.5%	20.0%	16.5%	17.8%	2.8%	3.4%	1,120	33.7%	38.9%	5.8%	12.9%	8.8%
AR	549	63.4%	15.7%	11.7%	7.7%	1.1%	0.5%	737	32.0%	42.5%	13.7%	8.8%	3.0%
CA	2,791	39.3%	18.0%	14.8%	22.4%	4.1%	1.4%	3,786	43.3%	34.3%	7.0%	11.4%	4.0%
CO	447	51.0%	19.2%	17.4%	10.1%	1.8%	0.4%	587	36.5%	40.0%	7.8%	13.8%	1.9%
CT	220	53.2%	15.0%	16.4%	11.8%	3.6%	0.0%	293	50.5%	28.3%	4.8%	13.0%	3.4%
DE	99	46.5%	15.2%	19.2%	18.2%	0.0%	1.0%	141	47.5%	30.5%	7.1%	13.5%	1.4%
DC	27	22.2%	25.9%	14.8%	29.6%	3.7%	3.7%	29	44.8%	31.0%	6.9%	13.8%	3.4%
FL	2,398	37.5%	16.3%	19.3%	20.4%	5.2%	1.2%	3,298	40.1%	35.8%	6.1%	14.3%	3.7%
GA	1,223	57.0%	18.4%	12.2%	10.6%	1.1%	0.7%	1,691	38.0%	40.2%	9.9%	9.1%	2.8%
HI	100	30.0%	13.0%	32.0%	23.0%	2.0%	0.0%	140	29.3%	37.1%	2.1%	24.3%	7.1%
ID	167	56.9%	26.3%	10.2%	5.4%	0.0%	1.2%	216	35.6%	43.1%	8.3%	8.3%	4.6%
IL	918	47.5%	18.4%	15.8%	14.6%	2.9%	0.8%	1,249	42.0%	32.7%	9.6%	12.0%	3.6%
IN	750	54.8%	18.1%	15.7%	8.1%	1.5%	1.7%	1,044	38.4%	35.0%	12.5%	11.6%	2.6%
IA	360	63.1%	18.3%	10.0%	6.9%	1.4%	0.3%	473	35.7%	40.8%	10.4%	8.0%	5.1%
KS	386	61.4%	22.3%	11.7%	3.6%	0.5%	0.5%	544	36.2%	41.9%	10.8%	8.3%	2.8%
KY	721	61.9%	20.0%	9.8%	6.9%	0.3%	1.1%	1,005	40.0%	40.3%	8.8%	7.1%	3.9%
LA	675	55.3%	16.7%	11.9%	13.0%	2.7%	0.4%	936	35.0%	44.3%	8.7%	9.1%	2.9%
ME	136	65.4%	15.4%	11.0%	7.4%	0.0%	0.7%	169	46.2%	30.2%	10.1%	9.5%	4.1%
MD	485	47.4%	14.0%	15.7%	21.0%	1.0%	0.8%	692	49.1%	31.1%	5.5%	11.3%	3.0%
MA	337	54.0%	15.1%	10.7%	17.2%	1.5%	1.5%	460	50.9%	31.7%	6.1%	8.3%	3.0%
MI	889	50.1%	17.7%	13.3%	15.5%	2.7%	0.8%	1,236	45.5%	37.1%	4.9%	10.0%	2.6%
MN	368	56.5%	19.3%	11.4%	10.6%	1.4%	0.8%	508	44.5%	32.5%	10.4%	8.9%	3.7%
MS	630	62.2%	20.0%	9.2%	7.5%	1.1%	0.0%	807	36.6%	46.5%	7.7%	7.4%	1.9%
MO	784	58.4%	20.7%	10.5%	9.6%	0.1%	0.8%	1,001	38.5%	41.2%	9.5%	8.4%	2.5%
MT	209	62.2%	20.1%	9.6%	7.2%	0.5%	0.5%	264	30.7%	48.9%	9.5%	7.2%	3.8%
NE	181	58.6%	23.8%	12.7%	3.9%	1.1%	0.0%	257	29.6%	45.5%	11.3%	8.9%	4.7%
NV	246	44.3%	14.6%	16.7%	18.7%	1.6%	4.1%	330	37.3%	40.0%	8.5%	12.4%	1.8%
NH	90	55.6%	18.9%	15.6%	5.6%	4.4%	0.0%	120	45.0%	35.8%	6.7%	11.7%	0.8%
NJ	627	43.1%	16.6%	14.8%	22.6%	2.7%	0.2%	877	48.3%	31.0%	6.5%	11.2%	3.0%
NM	353	47.9%	26.1%	12.7%	11.6%	1.1%	0.6%	420	31.4%	43.1%	11.0%	11.4%	3.1%
NY	1,169	38.3%	17.0%	14.5%	24.6%	4.9%	0.7%	1,538	44.1%	32.4%	7.3%	11.2%	4.9%
NC	1,227	51.8%	19.0%	13.7%	13.0%	2.0%	0.4%	1,682	41.4%	38.5%	7.0%	10.4%	2.7%
ND	148	63.5%	20.3%	9.5%	6.1%	0.7%	0.0%	188	25.0%	46.3%	17.0%	7.4%	4.3%
OH	1,016	53.7%	17.4%	16.2%	10.2%	1.6%	0.8%	1,438	43.3%	34.5%	7.9%	11.8%	2.6%
OK	696	56.6%	21.7%	14.1%	6.2%	0.1%	1.3%	902	34.5%	42.0%	11.1%	10.5%	1.9%
OR	331	51.4%	17.8%	12.1%	13.9%	4.5%	0.3%	436	37.8%	39.2%	11.0%	9.2%	2.8%
PA	1,286	54.6%	17.3%	15.5%	11.4%	0.9%	0.4%	1,782	42.9%	33.6%	9.1%	11.8%	2.6%
RI	66	47.0%	9.1%	22.7%	21.2%	0.0%	0.0%	82	57.3%	22.0%	1.2%	19.5%	0.0%
SC	828	50.4%	18.6%	15.6%	13.6%	1.8%	0.0%	1,092	40.4%	39.1%	7.2%	11.8%	1.5%
SD	111	51.4%	28.8%	12.6%	6.3%	0.9%	0.0%	136	33.1%	45.6%	7.4%	11.8%	2.2%
TN	946	59.6%	18.8%	12.2%	8.5%	0.5%	0.4%	1,333	39.8%	41.9%	6.8%	8.9%	2.7%
TX	3,016	50.3%	18.2%	15.6%	14.0%	1.4%	0.5%	4,165	33.7%	42.4%	9.8%	11.6%	2.5%
UT	240	50.8%	22.1%	11.7%	12.5%	2.1%	0.8%	336	40.8%	41.7%	7.1%	8.0%	2.4%
VT	55	58.2%	20.0%	14.5%	5.5%	0.0%	1.8%	67	44.8%	29.9%	9.0%	11.9%	4.5%
VA	764	56.9%	19.8%	12.6%	9.6%	0.8%	0.4%	1,015	41.9%	38.2%	7.3%	10.0%	2.6%
WA	457	49.0%	17.5%	15.8%	14.0%	2.4%	1.3%	596	42.1%	37.2%	5.5%	12.6%	2.5%
WV	337	66.5%	19.3%	8.0%	5.9%	0.0%	0.3%	465	36.1%	45.6%	6.9%	5.8%	5.6%
WI	582	56.5%	15.6%	15.1%	9.8%	2.1%	0.9%	790	39.4%	35.4%	9.7%	11.8%	3.7%
WY	135	51.1%	31.9%	11.9%	4.4%	0.7%	0.0%	163	20.2%	50.3%	16.6%	10.4%	2.5%
U.S.	32,367	50.8%	18.4%	14.2%	13.7%	2.1%	0.8%	43,945	39.7%	38.1%	8.2%	10.8%	3.2%
PR	359	35.1%	15.6%	14.8%	30.6%	1.9%	1.9%	482	48.3%	33.2%	4.1%	10.8%	3.5%

Source: FARS.

Table 8.
Fatalities in the Beds of Pickup Trucks, by Age, 2011

State	Age						Unknown	Total
	<5	5-9	10-14	15-20	21-24	>24		
AL	0	0	0	2	0	1	0	3
AK	0	0	0	0	0	0	0	0
AZ	0	0	0	2	0	0	0	2
AR	0	0	0	1	0	0	0	1
CA	0	1	0	0	0	2	0	3
CO	0	0	0	0	0	0	0	0
CT	0	0	0	0	0	0	0	0
DE	0	0	0	0	0	0	0	0
DC	0	0	0	0	0	0	0	0
FL	0	0	1	1	1	2	0	5
GA	0	0	0	2	0	0	0	2
HI	0	0	0	0	0	0	0	0
ID	0	0	0	0	0	1	0	1
IL	0	0	0	0	0	2	0	2
IN	0	0	0	0	0	0	0	0
IA	0	0	0	0	0	0	0	0
KS	0	0	0	0	0	1	0	1
KY	0	0	0	0	0	1	0	1
LA	0	0	0	0	0	1	0	1
ME	0	0	0	0	0	0	0	0
MD	0	0	0	0	0	0	0	0
MA	0	0	0	0	0	0	0	0
MI	0	0	0	0	0	0	0	0
MN	0	0	0	0	0	0	0	0
MS	0	0	0	0	0	0	0	0
MO	0	0	0	2	0	1	0	3
MT	0	0	0	0	0	0	0	0
NE	0	0	0	0	0	0	0	0
NV	0	0	0	0	0	0	0	0
NH	0	0	0	0	0	0	0	0
NJ	0	0	0	0	0	0	0	0
NM	0	0	0	0	1	0	0	1
NY	0	0	0	0	0	0	0	0
NC	0	0	0	0	1	0	0	1
ND	0	0	0	0	0	0	0	0
OH	0	0	0	0	0	1	0	1
OK	0	1	0	0	0	0	0	1
OR	0	0	0	1	0	1	0	2
PA	0	0	0	0	0	2	0	2
RI	0	0	0	0	0	0	0	0
SC	0	0	0	0	0	2	0	2
SD	0	0	0	0	0	0	0	0
TN	0	0	0	0	0	0	0	0
TX	0	0	0	2	2	4	0	8
UT	0	0	0	0	0	0	0	0
VT	0	0	0	0	0	0	0	0
VA	0	0	0	0	0	0	0	0
WA	0	0	0	0	1	1	0	2
WV	0	0	0	1	0	0	0	1
WI	0	0	0	0	0	1	0	1
WY	0	0	0	0	0	0	0	0
U.S.	0	2	1	14	6	24	0	47
PR	0	0	0	0	0	0	0	0

Note: Includes fatalities in both enclosed and unenclosed beds.

Table 9.

Key Provisions of Occupant Restraint Laws and 2011 Seat Belt Use Rates

State	Enforcement Type	Base Fine ⁽¹⁾	Seat Belt Required		Exemptions	2011 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats ⁽²⁾	Ages ⁽³⁾					
AL	Primary	Not more than \$25	Front	15 years and older	Medical reasons, model year <1965, rural mail carriers/newspaper delivery vehicles, vehicles operating in reverse.	88.0%	<1 year or <20 lbs in rear-facing infant seat; 1–4 or 20–40 lbs in forward-facing car seat; 5 years old (but not yet 6) in booster seat.	\$25	See AL Statutes 32-5B and 32-5-222.
AK	Primary	Not more than \$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).	89.3%	3 years and under in CR; 4–8 years, 20–65 lbs, and <57 inches tall in booster seat.	\$50	See AK Statute 28.05.095.
AZ	Secondary	Not more than \$10	All Front	5–15 years 5 years and older	Designed for >10 passengers, model year <1972, rural mail carriers, medical reasons.	82.9%	<5 years, children 5–8 years and not more than 57 inches tall must be restrained in a CR.	\$50	See AZ Statutes 28-907 and 28-909.
AR	Primary	Not more than \$25	Front	All	Model year <1972. Not required when an emergency exists that threatens the life of a child or person operating a motor vehicle. Any child who is physically unable because of a medical condition (as certified by a physician) is exempted.	78.4%	5 years and under and <60 lbs; children 60 lbs or more may be in a seat belt.	\$100	See AR Statutes 27-37-706 and 27-34-103.
CA	Primary	Not more than \$20	All	16 years and older	Medical reasons, emergency vehicles, rural postal service vehicles, newspaper delivery vehicles, recycling vehicles, taxis.	96.6%	5 years and under or <60 lbs in a rear seat; <1 year or <20 lbs in rear-facing restraint may not ride in front if front passenger air bag is activated; 60 lbs or more in rear seat if available.	\$100	See CA Statutes 27315 and 27360.
CO	Secondary	\$65	Front	All	Ambulance crew, peace officer, medical reasons, passenger buses, school buses, postal service vehicles, delivery and pickup service vehicles.	82.1%	<1 year and <20 lbs in rear-facing infant seat; 1–3 and 20–40 lbs in forward-facing CR; 4–5 and <55 inches in booster seat. Seat belt allowed for 8–15 or >55 inches tall.	\$82	See CO Statutes 42-4-237-7 and 42-4-1701.
CT	Primary	\$50 ⁽⁴⁾	Front	All	Medical reasons, emergency vehicles other than fire-fighting apparatus, postal service vehicles, newspaper delivery vehicles.	88.4%	<1 year or <20 lbs in rear-facing CR; 1–6 and <60 lbs in CR; booster seat only in seating position with lap and shoulder belt; 7–15 years and >60 lbs, seat belt permissible.	\$60	See CT Statute 14-100a.

⁽¹⁾ Additional processing and surcharge fees are likely to apply.⁽²⁾ The word "All" used in this category means everyone must be restrained. For children, that may be in a CR.⁽³⁾ May include rear-facing CRs, forward-facing CRs, and booster seats.

Table 9.

Key Provisions of Occupant Restraint Laws and 2011 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine ⁽¹⁾	Seat Belt Required		Exemptions	2011 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats ⁽²⁾	Ages ⁽³⁾					
DE	Primary	\$25	All	16 years and older	Medical reasons, postal service vehicles, tractors, off-highway vehicles, electric personal assistive mobility devices.	90.3%	<7 years and <66 lbs in age/weight appropriate restraint; 8-15 years or >66 lbs 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).	92.2%	7 years and under; 8-15 years for seat belt or booster.	\$75	See DC Statutes 50-1801-07 and 50-1701-08.
FL	Primary	\$30	All Front	6-17 years 6 years and older	Medical reasons; newspaper delivery vehicles; solid waste/recyclable collection service vehicles working designated routes; persons traveling in the living quarters of a recreational vehicle or a space within a truck body primarily intended for merchandise or property; school buses; buses that transport for compensation; farm tractors or implements of husbandry; trucks >26,000 lbs.	88.1%	3 years and under; seat belts permissible for children 4-5 years.	\$60	See FL Statutes 316.613-4.
GA	Primary	Not more than \$15	All Front	8-17 years 18 years and older	Pickups, vehicles designed for >10 passengers, off-road vehicles, vehicles used for frequent stops (all seats), rural postal vehicles, newspaper delivery vehicles, emergency vehicles, driver in reverse, taxis, public transit vehicles.	93.0%	5 years and older and <57 inches; 5 years and younger in rear seat if available.	\$50	See GA Statute 40-8-76.
HI	Primary	\$45	All Front	8-17 years 15 years and older	Bus or school bus >10,000 lbs, emergency vehicles, taxicabs. DOT may establish additional exemptions.	96.0%	3 years and under in car seat; 4-7 in booster seat or CR.	\$100 maximum	See HI Statutes 291-11.5 and 291-11.6.
ID	Secondary	\$10	All	7 years and older	Vehicles >8,000 lbs, postal vehicles, implements of husbandry, motorcycles.	79.1%	6 years and under.	\$79	See ID Statutes 49-672 and 49-673.
IL	Primary	Not more than \$25	All Front	18 years and under if driver is under 19 years 16 years and older	Motorcycles, vehicles that stop frequently, medical reasons, rural letter carriers, model year <1965.	92.9%	7 years and under; children >40 lbs may use lap belt in rear seat if no 3-point belt available.	\$75	See Statutes 625 ILCS 5/12-6031 and 625 ILCS 25/6.

⁽⁴⁾ If a driver under 18 years old commits a violation, he/she is subject to a higher fine of \$75.

Table 9.

Key Provisions of Occupant Restraint Laws and 2011 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine ⁽¹⁾	Seat Belt Required		Exemptions	2011 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats ⁽²⁾	Ages ⁽³⁾					
IN	Primary	Not more than \$25	All	All	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.	93.2%	7 years and under.	\$25	See IN Statutes 9-19 through 10-11.
IA	Primary	\$50	All Front	17 years and under 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.	93.5%	<1 year and <20 lbs in rear-facing CR; 1-5 years in CR; seat belts permissible for children 6-17 years.	\$25	See IA Statutes 321-445 and 321-446.
KS	Primary ⁽⁵⁾	\$10 ⁽⁶⁾	All Front	14-17 years 18 years and older	Designed for >10 people, truck >12,000 lbs, off-road vehicles, postal vehicles, vehicles delivering newspapers.	82.9%	3 years and under in CR; 4-7 and <80 lbs or <57 inches tall in CR or booster seat; seat belts permissible for children 8-13 years and for children 4-7 years and >80 lbs or >57 inches tall.	\$60	See KS Statutes Ch. 8, Article 25, and 8-1344.
KY	Primary	Not more than \$25	All	All	Designed for >10 people, farm trucks registered for agricultural use only and with gross weight 2,000 lbs or greater, motorcycles.	82.2%	40 inches tall or less in CR; 6 years and under and between 40 and 50 inches tall in booster seat.	CR \$50; booster seat \$30	See KY Statute 189.125.
LA	Primary	\$25	All ⁽⁷⁾	13 years and older	Vehicles with gross weight >10,000 lbs, utility vehicles traveling <20 mph, model year <1981, postal vehicles, farm vehicles, persons delivering newspapers.	77.7%	<1 year old or <20 lbs in rear-facing CR; 1-3 years or 20-39 lbs in forward-facing CR; 4-5 years or 40-60 lbs in booster seat; seat belts permissible for 6-12 years or >60 lbs.	\$100	See LA Statutes 32-295 and 32-295.1.
ME	Primary	\$50	All	All	Medical reasons, rural mail carriers, persons delivering newspapers, postal vehicles, passengers riding in taxi or limousine for hire.	81.6%	<40 lbs in CR; 40-80 lbs and <8 years old in safety system that elevates child so adult seat belt fits properly; <11 years and <100 lbs in rear seat if available; seat belts permissible for children 8-17 years or <18 years and >57 inches tall.	\$50	See ME Statute 29-A: 19, 2081.

⁽⁵⁾ Secondary enforcement for other seating positions.

⁽⁶⁾ The fine is \$60 for violators 14-17 years old.

⁽⁷⁾ Louisiana HB 197 was signed by the Governor on May 29, 2012, to expand the seat belt requirement for all seating positions to include SUVs.

Table 9.

Key Provisions of Occupant Restraint Laws and 2011 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine ⁽¹⁾	Seat Belt Required		Exemptions	2011 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats ⁽²⁾	Ages ⁽³⁾					
MD	Primary	Not more than \$25	All Front	15 years and under 16 years and older	"Historical" vehicles, for-hire vehicles, motorcycles, trucks, buses, postal vehicles, vehicles built before June 1, 1964.	94.2%	<8 years in appropriate CR unless 57 inches or taller or >65 lbs.	\$25	See MD Statutes 22-412.2 and 22.412.3.
MA	Secondary	\$25 ⁽⁸⁾	All	All	Buses, trucks 18,000 lbs or more, taxis, utility vehicles, model year <1966, postal vehicles, farm vehicles, authorized emergency vehicles, side-facing seat in car owned for antique collecting.	73.2%	7 years and under and <57 inches tall; seat belts permissible for children 8-12 years or >57 inches tall.	\$25	See MA Title XIV, 90 MGL Section 13A and 90 MGL Section 7AA.
MI	Primary	\$25	Front	All	Medical reasons, taxis, buses, school buses, postal service vehicles, model year <1965, commercial vehicles making frequent stops.	94.5%	7 years and under and <57 inches tall; <4 years must be in CR in the back seat; seat belt permissible for children 8-15 years or >57 inches tall.	\$10 ⁽⁹⁾	See MI Statute 257.710e and 257.710d.
MN	Primary	\$25	All	All	Farm pickup trucks, postal vehicles, commercial vehicles making frequent stops and going <25 mph between stops, vehicles driving in reverse, persons riding in a vehicle in which all the seating positions equipped with seat belts are occupied by other persons in seat belts, model year <1965, medical reasons.	92.7%	7 years and under and <57 inches tall; seat belts permissible for children >8 years old or >57 inches tall.	\$50	See MN Statutes 169.685 and 169.686.
MS	Primary	\$25	Front	All	Vehicles driving in reverse, farm vehicles, medical reasons, buses, postal vehicles, utility meter readers' vehicles, all-terrain vehicles, vehicles designed to carry >15 persons, trailers.	81.9%	3 years and under in CR; 4-6 years and <57 inches tall or <65 lbs in booster seat; seat belts permissible for children >7 years old, >57 inches tall, or >65 lbs.	\$25	See MS Statute 63-2-and 63-7-301.
MO	Secondary (primary for <16 years old)	Not more than \$10 ⁽¹⁰⁾	Front	All	Vehicles designed for >10 people, trucks >12,000 lbs, postal service vehicles, vehicles requiring frequent entry or exit, agricultural vehicles.	79.0%	<4 years old or <40 lbs in car seat; 4-7 and 40-80 lbs and <57 inches tall in booster seat. If all safety restraints are in use, persons <16 years old must be in rear seat.	\$50; \$10 for >80 lbs or >57 inches tall	Persons <18 years operating or riding in a truck are required to wear seat belts. See MO Statutes 307.178 and 307.179.1.
MT	Secondary	\$20	All	All	Medical reasons, motorcycles, vehicles making frequent stops, occupants of motor vehicle in which all seat belts are being used by other occupants.	76.9%	<6 years and <60 lbs	\$100	See MT Statutes 61-13-103 and 61-9-420.

⁽⁸⁾ Drivers in Massachusetts may be fined \$25 for violating the belt law themselves and \$25 for each unrestrained passenger 12-16 years old.

⁽⁹⁾ The fine is \$10 for children <4 years old or \$25 for children 4-8 years old and >57 inches tall.

⁽¹⁰⁾ The fine is \$50 for violators 8-15 years old.

Table 9.

Key Provisions of Occupant Restraint Laws and 2011 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine ⁽¹⁾	Seat Belt Required		Exemptions	2011 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats ⁽²⁾	Ages ⁽³⁾					
NE	Secondary	\$25	All Front	16 years and under 18 years and older	Taxis, mopeds, motorcycles, emergency vehicles, model year <1963, parade vehicles.	84.2%	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	Not more than \$25	All	All	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.	94.1%	6 years or under and <60 lbs.	\$100- \$500	See NV Statute 484D.495.
NH	No law for persons 18 years or older (primary for <18 years old).	\$50 for persons <18 years old	All	17 years and younger	—	75.0%	5 years and under and <55 inches tall; seat belts permissible for children 6-17 years old or <6 years and >55 inches tall.	\$50	See NH Statute 265:107-a.
NJ	Primary (secondary for rear seat occupants)	\$20	All	All	Vehicles manufactured before 1966, medical reasons, rural letter carriers, fewer belts than seats.	94.5%	<8 years and <55 inches tall; in rear seat if available.	\$25	See NJ Statute 39:3-76.2.
NM	Primary	\$25	All	All	Vehicles >10,000 lbs, medical reasons, rural letter carriers.	90.5%	<1 year in rear-facing CR, in rear seat if available; 1-4 or <40 lbs in CR; 5-6 or <60 lbs in booster seat.	\$25	See NM Statutes 66-7-369 and 66-7-362.
NY	Primary	Not more than \$50	All	15 years and under	Buses, school buses, taxis, liveries, emergency vehicles, rural letter carriers.	90.5%	<3 years unless >40 lbs and no lap/shoulder belt available; 4-7 years unless no lap/shoulder belt available.	\$100	See NY Statute 1229-c.
NC	Primary (secondary for rear seat occupants)	\$25.50 (\$10 for rear seat)	All	All	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 lbs; seat belts permissible for 8-15 years or 40-80 lbs in seats without shoulder belts.	\$25	See NC Statutes 20-135.2A and 20-137.1C.
ND	Secondary	Not more than \$20	All	17 years and older	Designed for >10 people, farm vehicles, rural mail carriers, medical reasons, all front seat belts in use by other occupants.	76.7%	6 years and under and <57 inches tall or <80 lbs.	\$25	See ND Statutes 39.21 – 41.1-2.
OH	Secondary	\$30 Driver \$20 passenger	All Front	8-14 years 15 years and older	Postal service vehicles, medical reasons, vehicles delivering newspapers.	84.1%	4 years and under or <40 lbs in CR; 4-8 years and <57 inches in booster seat; seat belts permissible for children 8-14 years.	\$75 ⁽¹¹⁾	See OH Statute 4513.263.

⁽¹¹⁾ In Ohio, the law is secondary for children 4 through 14 years old.

Table 9.

Key Provisions of Occupant Restraint Laws and 2011 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine ⁽¹⁾	Seat Belt Required		Exemptions	2011 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats ⁽²⁾	Ages ⁽³⁾					
OK	Primary	Not more than \$20	All Front	All 13 years and older	Farm vehicles, RVs, motorcycles, motorized bicycles, postal service vehicles, school buses, taxicabs, emergency vehicles.	85.9%	5 years and under	\$50	See OK Statute 47-12-417.
OR	Primary	No more than \$250	All	All	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 lbs in rear-facing CR; <40 lbs in CR; >40 lbs and <57 inches or <8 years in safety system that elevates the child so that an adult seat belts fits properly.	\$110	See OR Statutes 811.210 to 811.225.
PA	Secondary	\$10	All Front	8-17 years 18 years and older	Vehicles manufactured before 1966, medical reasons, trucks >7,000 lbs, rural letter carriers, delivery vehicles, vehicles traveling <15 mph.	83.8%	7 years and under.	\$75	See PA Statute 75.4581.
RI	Primary ⁽¹²⁾	\$85	All	All	Vehicles manufactured before 1966, medical reasons, postal service vehicles.	80.4%	7 years and under and <80 lbs and <54 inches tall in rear seat if available.	\$75	See RI Statute 32.22-22.
SC	Primary	Not more than \$25	All	All	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.	86.0%	<1 year or <20 lbs in rear-facing CR; 1-5 and 20-39 lbs in forward-facing CR; 1-5 and 40-80 lbs in booster seat secured by lap/shoulder belt (lap belt alone is not permissible); <5 years in rear seat if available.	\$150	See SC Statutes 56-5-6520 and 56-5-6410.
SD	Secondary	\$25	All Front	17 years and older 18 years and older	Motorcycles, motorized bicycles, vehicles manufactured before 1973, medical reasons, passenger buses, school buses, farm vehicles, rural mail carriers, newspaper or periodical delivery vehicles.	73.4%	<5 years and <40 lbs.	\$25	See SD Statute 32.38.

⁽¹²⁾ Rhode Island's primary seat belt law includes a sunset provision that will revert the law to secondary enforcement on June 30, 2013.

Table 9.

Key Provisions of Occupant Restraint Laws and 2011 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine ⁽¹⁾	Seat Belt Required		Exemptions	2011 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats ⁽²⁾	Ages ⁽³⁾					
TN	Primary	Not more than \$50 ⁽¹³⁾	All	All	Vehicles >8,500 lbs, rural letter carriers, utility workers, newspaper delivery vehicles, automobile salespersons who drive <50 miles per day on average, parade vehicles, hayrides crossing a highway from one field to another if operated at <15 mph.	87.4%	<1 year or 20 lbs or less in rear-facing CR; 1-3 and >20 lbs in forward-facing CR; 4-8 and <57 inches tall in booster seat; <8 and <57 inches in rear seat if available.	\$50	See TN Statutes 55-9-602 and 55-9-603.
TX	Primary	\$50	All	All	Farm vehicles <48,000 lbs, postal service vehicles, newspaper delivery vehicles, meter readers.	93.7%	4 years and younger and <36 inches tall in CR; 4-8 years and <57 inches in booster seat.	\$25	See TX Statute Sec. 545.412-413
UT	Secondary (primary for drivers and occupants 18 years and younger)	Not more than \$45	All	All	Vehicles manufactured before 1966, medical reasons, all seats occupied or person is riding in a seating position not equipped with seat belts.	89.2%	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	All	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.	84.7%	<1 year or <20 lbs in rear-facing CR; 2-7 years and >20 lbs in rear seat unless front passenger air bag is deactivated; seat belts permissible for 8-15 years old and >20 lbs.	\$25	See VT Statutes 23-1258 – 23-1259.
VA	Secondary (primary for passengers 17 years and younger in all seats)	\$25	All Front	17 years and under 18 years and older	Medical reasons, trucks >10,000 lbs, school buses, motor homes, taxis, police vehicles enforcing parking or transporting prisoners, law enforcement officers when seat belts are impractical, rural mail carriers, newspaper delivery vehicles, utility meter readers, commercial vehicles making frequent stops.	81.8%	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	All	Medical reasons, vehicles designed for >10 people, when all designated seating positions are occupied; vehicles exempted by State regulation, including farm construction or commercial vehicles making frequent stops.	97.5%	8 years and under and <57 inches tall; 13 years and under in rear seat if practical.	\$124	See WA Statutes 46.63.110 and 46.61.688.

⁽¹³⁾ In lieu of a court appearance, a first offender may pay a fine of \$10; for a second or subsequent offense, the fine is \$20.

Table 9.

Key Provisions of Occupant Restraint Laws and 2011 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine ⁽¹⁾	Seat Belt Required		Exemptions	2011 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats ⁽²⁾	Ages ⁽³⁾					
WV	Secondary	Not more than \$25	All Front	8-17 years All	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.	84.9%	7 years and under and <57 inches tall.	\$20	See WV Statutes 17C-15-46 and 17C-15-49.
WI	Primary	\$10	All	All	Emergency vehicles in which compliance could endanger passengers; taxis, farm trucks engaged in farming, rural mail carriers, land surveyors.	79.0%	<1 year or <20 lbs in rear-facing CR; 1-3 and 20-40 lbs in forward-facing CR, in rear seat if available; 4-7 and 40-80 lbs in booster seat.	\$10-\$75 ⁽¹⁴⁾	See WI Statute 347.48.
WY	Secondary	Not more than \$25 ⁽¹⁵⁾	All	All	Medical reasons, postal vehicles; excess passengers exempted if all seats occupied.	82.9%	8 years and younger in rear seat if available.	\$50 maximum	See WY Statute 31-5-1401.

⁽¹⁴⁾ Penalty not less than \$30 or more than \$75 for a violation involving children <4 years old and not less than \$10 or more than \$25 for children 4-8 years old.

⁽¹⁵⁾ Not less than \$10 for a passenger or more than \$25 for the driver.

Sources: **2011 Observed Seat Belt Use Rates:** NHTSA, National Center for Statistics and Analysis, "Seat Belt Use in 2011—Use Rates in the States and Territories," DOT HS 811 651 (August 2012). For additional information on occupant restraint laws, see "Summary of Vehicle Occupant Protection and Motorcycle Laws," 11th Edition, web site: www.nhtsa.gov.

Table 10.

History of State Motorcycle Helmet Laws

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
AL	11/06/67		
AK	01/01/71	06/23/76	Repealed for operators age 18 and over.
AZ	01/01/69	05/27/76	Repealed for age 18 and over.
AR	06/29/67	07/31/97	Repealed for age 21 and over.
CA	01/01/85**	01/01/92	Reinstated for all.
CO	07/01/69	05/20/77	Repealed.
		07/01/07	Reinstated for under age 18.
CT	10/01/67	06/1/76	Repealed.
		01/01/90	Reinstated for under age 18.
DE	06/21/68	06/10/78	Repealed for age 19 and over. All riders must have helmet in their possession.
		07/17/84	Helmet required for instruction permit holders.
DC	02/11/70		
FL	09/13/67	07/01/00	Repealed for age 21 and over if covered by insurance of at least \$10,000 in medical benefits.
GA	07/01/69		
HI	06/04/67	06/07/77	Repealed for age 18 and over.
ID	01/01/68	03/29/78	Repealed for age 18 and over.
IL	07/01/69	07/01/70	No helmet law for any motorcyclists since 1970 repeal.
IN	07/26/67	09/01/77	Repealed.
		01/01/84	Reinstated for under age 18.
IA	09/01/75	07/01/76	No helmet law for any motorcyclists since 1976 repeal.
KS	07/01/67	07/01/70	Repealed for age 21 and over.
		07/01/72	Reinstated for all.
		07/01/76	Repealed for age 16 and over.
		07/01/79	Reinstated for ages 16 and 17.
KY	06/13/68	07/15/98	Repealed for age 21 and over provided operator has held motorcycle license for 1 year and has provided proof of health insurance when registering motorcycle.
		07/04/00	Health insurance requirement repealed.
LA	07/31/68	10/01/76	Repealed for age 18 and over.
		01/01/82	Reinstated for all.
		08/15/99	Repealed for age 18 and over if covered by insurance of at least \$10,000 in medical benefits.
		08/15/04	Reinstated for all.
ME	10/07/67	10/24/77	Repealed.
		07/03/80	Reinstated for under age 15.
		09/23/83	Required for holders of learners' permits, for licensees holding license for 1 year or less, and for passengers if required for operator.
		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.
		04/13/12	Repealed for age 21 and over with at least \$20,000 medical insurance coverage and motorcycle endorsement on driver's license for at least 2 years, or passed a motorcycle safety course, and for age 19 and over operating a moped on a public thoroughfare.
MN	05/01/68	04/06/77	Repealed for age 18 and over. Helmet required for holders of instruction permits.

Table 10.

History of State Motorcycle Helmet Laws (Continued)

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
MS	03/28/74		
MO	09/28/67		
MT	07/01/73	07/01/77	Repealed for age 18 and over.
NE	05/29/67	09/02/77 01/01/89	Repealed (law was never enforced). Reinstated for all.
NV	01/01/72		
NH	09/05/67	08/07/77 09/30/95	Repealed for age 18 and over until Federal law ceases to require a motorcycle helmet law as a condition for receipt of Federal funds. 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 11/01/75 05/21/76	Repealed for age 21 and over. Reinstated for all. Repealed for age 18 and over.
OR	01/01/68	10/04/77 06/16/88	Repealed for age 18 and over. 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 07/01/92	Repealed for all operators. Required for all passengers. 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 09/01/89 09/01/97	Repealed for age 18 and over. Reinstated for all. 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 07/26/87 06/07/90	Repealed. Reinstated for under age 18. 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 07/01/93	Repealed for age 19 and over. 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 as of January 2012.

Table 11.

State Traffic Safety Laws as of June 2011

State	Universal Motorcycle Helmet Law ⁽¹⁾	Primary Seat Belt Law	Graduated Driver Licensing Law	.08 BAC Per Se Law ⁽²⁾	Ignition Interlock Law ⁽³⁾	2011 Observed Seat Belt Use Rate	Distracted Driving Law ⁽⁴⁾
AL	1980	1999	Yes ⁽⁵⁾	1995	M ⁽⁶⁾	88.0%	—
AK	—	2006	Yes	2001	F	89.3%	X(p)
AZ	—	—	Yes	2001	F	82.9%	—
AR	—	2009	Yes ⁽⁵⁾	2001	F	78.4%	X(p)
CA	1992	1993	Yes ⁽⁵⁾	1990	F ⁽⁷⁾	96.6%	X(p), H(p)
CO	—	—	Yes ⁽⁵⁾	2004	F	82.1%	X(p)
CT	—	1986	Yes ⁽⁵⁾	2002	F ⁽⁶⁾	88.4%	X(p), H(p)
DE	—	2003	Yes ⁽⁵⁾	2004	M	90.3%	X(p), H(p)
DC	1970	1997	Yes ⁽⁵⁾	1999	P	95.2%	X(p), H(p)
FL	—	2009	Yes	1994	M	88.1%	—
GA	1969	1996	Yes ⁽⁵⁾	2001	M	93.0%	X(p)
HI	—	1985	Yes	1995	F	96.0%	—
ID	—	—	Yes	1997	P	79.1%	—
IL	—	2003	Yes ⁽⁵⁾	1997	F	92.9%	X(p)
IN	—	1998	Yes ⁽⁵⁾	2001	P	93.2%	X(p)
IA	—	1986	Yes ⁽⁵⁾	2003	M	93.5%	X(s)
KS	—	2010	Yes ⁽⁵⁾	1993	F	82.9%	X(p)
KY	—	2006	Yes ⁽⁵⁾	2000	P	82.2%	X(p)
LA	2004	1995	Yes ⁽⁵⁾	2003	F	77.7%	X(p)
ME	—	2007	Yes ⁽⁵⁾	1988	P	81.6%	X(p)
MD	1992	1997	Yes ⁽⁵⁾	2001	P	94.2%	X(p), H(s)
MA	1967	—	Yes ⁽⁵⁾	2003	M	73.2%	X(p)
MI	1969	2000	Yes	2003	P	94.5%	X(p)
MN	—	2009	Yes ⁽⁵⁾	2005	M ⁽⁶⁾	92.7%	X(p)
MS	1974	2006	Yes ⁽⁵⁾	2002	P	81.9%	—
MO	1967	—	Yes	2001	M	79.0%	—
MT	—	—	Yes	2003	M	76.9%	—
NE	1989	—	Yes ⁽⁵⁾	2001	F	84.2%	X(s)
NV	1972	—	Yes	2003	M	94.1%	X(s), H(p) ⁽⁶⁾
NH	—	—	Yes	1994	P	75.0%	X(p)
NJ	1968	2000	Yes ⁽⁵⁾	2004	M	94.5%	X(p), H(p)
NM	—	1986	Yes ⁽⁵⁾	1994	F	90.5%	—
NY	1967	1984	Yes	2003	F	90.5%	X(s), H(p)
NC	1968	1985	Yes ⁽⁵⁾	1993	M	89.5%	X(p)
ND	—	—	—	2003	P	76.7%	X(p)
OH	—	—	Yes	2003	P	84.1%	—
OK	—	1997	Yes	2001	M	85.9%	—
OR	1988	1990	Yes ⁽⁵⁾	1983	F	96.6%	X(p), H(p)
PA	—	—	Yes	2003	M	83.8%	—
RI	—	—	Yes ⁽⁵⁾	2003	P	80.4%	X(p)
SC	—	2005	Yes	2003	M	86.0%	—

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

State	Universal Motorcycle Helmet Law ⁽¹⁾	Primary Seat Belt Law	Graduated Driver Licensing Law	.08 BAC Per Se Law ⁽²⁾	Ignition Interlock Law ⁽³⁾	2011 Observed Seat Belt Use Rate	Distracted Driving Law ⁽⁴⁾
SD	—	—	Yes	2002	—	73.4%	—
TN	1967	2004	Yes ⁽⁵⁾	2003	M	87.4%	X(p)
TX	—	1985	Yes ⁽⁵⁾	1999	M	93.7%	—
UT	—	—	Yes	1983	F	89.2%	X(p)
VT	1968	—	Yes ⁽⁵⁾	1991	—	84.7%	X(p)
VA	1970	—	Yes ⁽⁵⁾	1994	M	81.8%	X(s)
WA	1990	2002	Yes ⁽⁵⁾	1999	F	97.5%	X(p), H(p)
WV	1971	—	Yes ⁽⁵⁾	2004	M	84.9%	—
WI	—	2009	Yes	2003	M	79.0%	X(p)
WY	—	—	Yes	2002	M	82.6%	X(p)
USA	20 States and DC	31 States and DC	49 States and DC	50 States and DC	47 States and DC	84%⁽⁸⁾	34 States and DC
PR	1960	1975	—	2001	—	—	—

⁽¹⁾ All riders must wear helmets.

⁽²⁾ Effective date of .08 BAC per se law.

⁽³⁾ F = mandatory for all, including first offense;

M = mandatory for some (e.g., high-BAC [≥ 0.15 g/dl] or repeat offenders);

P = permitted for some offenders.

⁽⁴⁾ 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.

⁽⁵⁾ Cell phone restrictions for teens, learner and intermediate levels.

⁽⁶⁾ New law passed but not yet effective as of June 2011.

⁽⁷⁾ Pilot in four counties only.

⁽⁸⁾ Nationwide seat belt use rate, as measured by NHTSA's 2011 NOPUS national survey.

Source: NHTSA.

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. 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.



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