



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**



TRAFFIC SAFETY FACTS

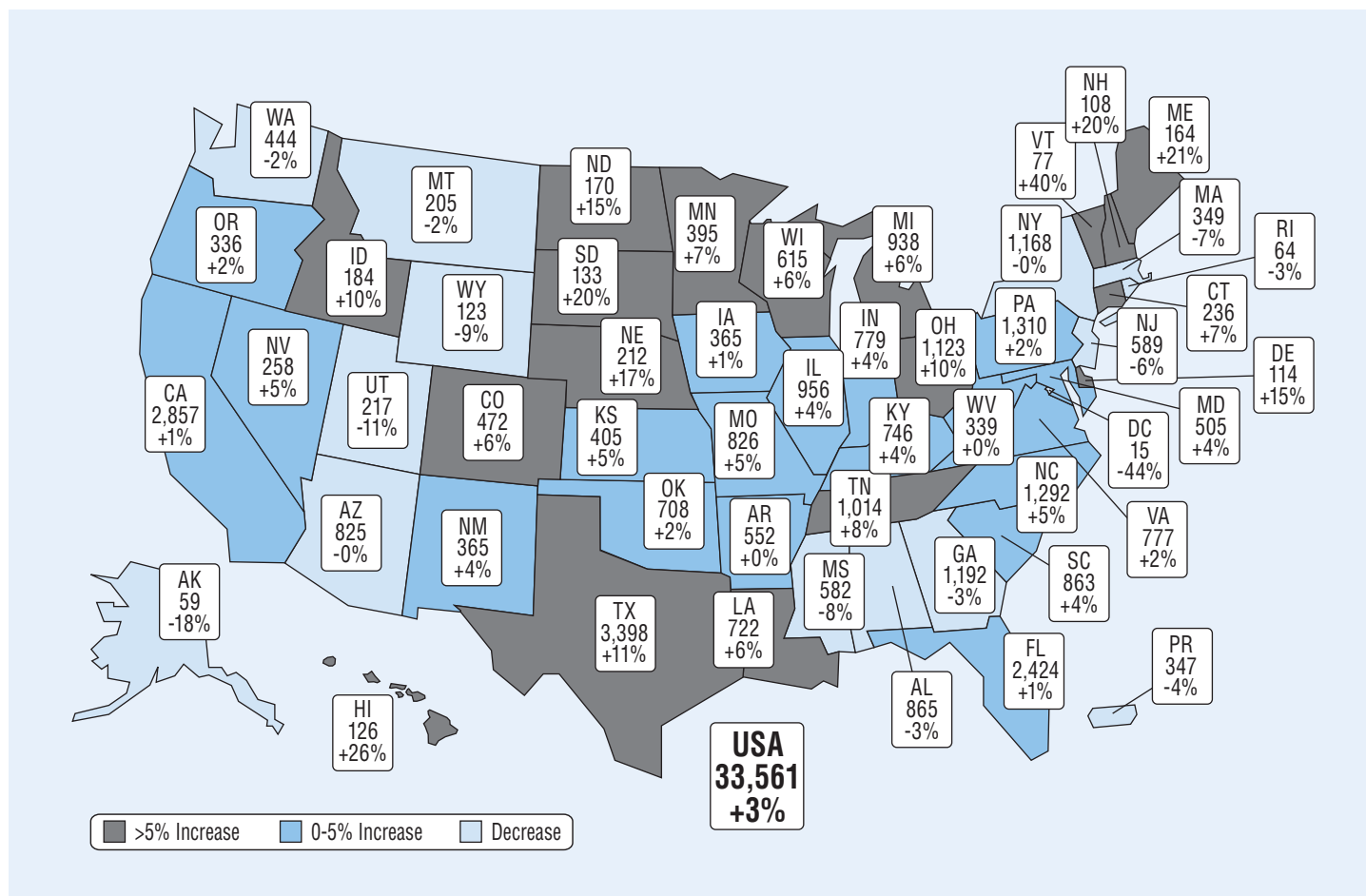
2012 Data

DOT HS 812 033

June 2014
(Revised September 2014)

State Traffic Data

Figure 1
2012 Traffic Fatalities by State and Percent Change From 2011



In 2012, there were 33,561 fatalities in the United States. Traffic fatalities increased by over 3 percent from 2011 to 2012 for the Nation as a whole.

State-by-State Tables

The following tables show various fatality data by State.

Traffic Fatalities and Fatality Rates, 2012 (Table 1) – The fatality rate per 100 million vehicle miles traveled was 1.13 for the Nation in 2012. South Carolina and West Virginia had the highest rate (1.76 each) in the United States, while Puerto Rico had the highest rate (1.87) overall. The District of Columbia had the lowest rate (0.42).

Traffic Fatalities and Percent Change, 1975-2012 (Table 2) – Thirty-seven States showed increases in fatalities from 2011 to 2012, ranging from less than 1 percent to as much as 44 percent.

Traffic Fatality Rates and Percent Change, 1975-2012 (Table 3) – The fatality rate per 100 million vehicle miles traveled has decreased by 66 percent since 1975, with the decreases by State ranging from 54 percent to 81 percent.

Alcohol Involvement in Fatal Traffic Crashes, 2003 and 2012 (Table 4) – Nationwide in 2012, alcohol-impaired driving (blood alcohol concentration [BAC]=.08+ grams per deciliter [g/dL]) was involved in 31 percent of traffic fatalities, which was the same in 2003. 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 2012. Nationwide 69 percent of drivers killed were tested and their results were known, while 28 percent of drivers who survived the fatal crash were tested with known results.

Speeding-Related Traffic Fatalities, by Roadway Function Class, 2012 (Table 5) – There were 10,219 speeding-related fatalities in the United States in 2012. Table 5 provides a breakdown by State.

Passenger Vehicle Occupants and Motorcyclists Killed, 2012 (Table 6) – In 27 States, the District of Columbia, and Puerto Rico, 50 percent or more of the passenger vehicle occupants killed were unrestrained. Nationwide in 2012, 41 percent of motorcyclists killed were not helmeted. However, in 12 States, 70 percent or more of motorcyclists killed were not helmeted.

Traffic Fatalities and Vehicles Involved in Fatal Crashes by Type, 2012 (Table 7) – The majority of people killed in traffic crashes were drivers (50 percent), followed by passengers (18 percent), motorcyclists (15 percent), pedestrians (14 percent), and pedalcyclists (2 percent). Nebraska, New Hampshire, North Dakota, South Dakota, Vermont, Wyoming, and the District of Columbia reported no pedalcyclists killed.

The following tables contain information on State Laws.

Key Provisions of Occupant Restraint Laws and 2012 Belt Use Rates (Table 8) – In 2012, 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.

History of Motorcycle Helmet Laws (Table 9) – Motorcycle helmets were required for all riders in 19 States, the District of Columbia, and Puerto Rico in 2012. 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.

Table 1.

Traffic Fatalities and Fatality Rates, 2012

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	865	4,822	3,828	4,845	64,959	17.94	22.60	17.85	1.33
AK	59	731	526	775	4,792	8.07	11.21	7.61	1.23
AZ	825	6,553	4,698	5,163	60,129	12.59	17.56	15.98	1.37
AR	552	2,949	2,199	2,480	33,522	18.72	25.10	22.26	1.65
CA	2,857	38,041	24,201	27,702	326,272	7.51	11.81	10.31	0.88
CO	472	5,188	3,808	4,562	46,769	9.10	12.40	10.35	1.01
CT	236	3,590	2,486	2,706	31,269	6.57	9.49	8.72	0.75
DE	114	917	720	944	9,186	12.43	15.83	12.08	1.24
DC	15	632	401	322	3,572	2.37	3.74	4.65	0.42
FL	2,424	19,318	13,897	15,666	191,374	12.55	17.44	15.47	1.27
GA	1,192	9,920	6,582	7,647	107,488	12.02	18.11	15.59	1.11
HI	126	1,392	915	1,232	10,050	9.05	13.77	10.23	1.25
ID	184	1,596	1,093	1,644	16,315	11.53	16.83	11.19	1.13
IL	956	12,875	8,236	10,132	104,578	7.43	11.61	9.44	0.91
IN	779	6,537	5,376	6,004	78,923	11.92	14.49	12.97	0.99
IA	365	3,074	2,217	3,511	31,596	11.87	16.46	10.40	1.16
KS	405	2,886	2,018	2,449	30,572	14.03	20.07	16.54	1.32
KY	746	4,380	2,985	3,671	47,344	17.03	24.99	20.32	1.58
LA	722	4,602	2,924	3,889	46,889	15.69	24.69	18.56	1.54
ME	164	1,329	1,008	1,180	14,199	12.34	16.27	13.90	1.16
MD	505	5,885	4,102	3,983	56,476	8.58	12.31	12.68	0.89
MA	349	6,646	4,734	4,950	55,940	5.25	7.37	7.05	0.62
MI	938	9,883	7,019	7,798	94,548	9.49	13.36	12.03	0.99
MN	395	5,379	3,322	5,099	56,988	7.34	11.89	7.75	0.69
MS	582	2,985	1,958	2,052	38,667	19.50	29.72	28.36	1.51
MO	826	6,022	4,288	5,685	68,504	13.72	19.26	14.53	1.21
MT	205	1,005	758	1,489	11,885	20.40	27.05	13.77	1.72
NE	212	1,856	1,364	1,888	19,277	11.43	15.55	11.23	1.10
NV	258	2,759	1,728	2,130	24,148	9.35	14.93	12.11	1.07
NH	108	1,321	1,065	1,302	12,894	8.18	10.14	8.29	0.84
NJ	589	8,865	6,040	7,911	74,225	6.64	9.75	7.44	0.79
NM	365	2,086	1,430	1,806	25,562	17.50	25.52	20.21	1.43
NY	1,168	19,570	11,249	10,449	128,221	5.97	10.38	11.18	0.91
NC	1,292	9,752	6,678	7,793	104,950	13.25	19.35	16.58	1.23
ND	170	700	503	810	10,081	24.30	33.81	20.98	1.69
OH	1,123	11,544	8,006	10,116	112,715	9.73	14.03	11.10	1.00
OK	708	3,815	2,400	3,440	47,872	18.56	29.50	20.58	1.48
OR	336	3,899	2,770	3,527	33,173	8.62	12.13	9.53	1.01
PA	1,310	12,764	8,843	10,471	98,884	10.26	14.81	12.51	1.32
RI	64	1,050	750	854	7,807	6.09	8.54	7.49	0.82
SC	863	4,724	3,456	3,897	49,036	18.27	24.97	22.15	1.76
SD	133	833	607	1,004	9,113	15.96	21.92	13.25	1.46
TN	1,014	6,456	4,574	5,393	71,167	15.71	22.17	18.80	1.42
TX	3,398	26,059	15,252	20,238	237,836	13.04	22.28	16.79	1.43
UT	217	2,855	1,789	1,981	26,528	7.60	12.13	10.95	0.82
VT	77	626	530	607	7,216	12.30	14.54	12.69	1.07
VA	777	8,186	5,538	7,117	80,959	9.49	14.03	10.92	0.96
WA	444	6,897	5,228	5,850	56,762	6.44	8.49	7.59	0.78
WV	339	1,855	1,242	1,459	19,226	18.27	27.30	23.24	1.76
WI	615	5,726	4,057	5,215	59,087	10.74	15.16	11.79	1.04
WY	123	576	422	799	9,271	21.34	29.18	15.39	1.33
U.S.	33,561	313,914	211,815	265,647	2,968,815	10.69	15.84	12.63	1.13
PR	347	3,667	-	2,647	18,588	9.46	-	13.11	1.87

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, 1975–2012

State	Fatalities						Percent Change					
	1975	1985	1995	2005	2011	2012	1975–1985	1985–1995	1995–2005	1975–2012	2005–2012	2011–2012
AL	902	882	1,114	1,148	895	865	-2%	+26%	+3%	-4%	-25%	-3%
AK	112	127	87	73	72	59	+13%	-31%	-16%	-47%	-19%	-18%
AZ	670	893	1,035	1,179	826	825	+33%	+16%	+14%	+23%	-30%	-0%
AR	559	534	631	654	551	552	-4%	+18%	+4%	-1%	-16%	+0%
CA	4,092	4,960	4,192	4,333	2,816	2,857	+21%	-15%	+3%	-30%	-34%	+1%
CO	581	579	645	606	447	472	-0%	+11%	-6%	-19%	-22%	+6%
CT	389	448	317	278	221	236	+15%	-29%	-12%	-39%	-15%	+7%
DE	122	104	121	133	99	114	-15%	+16%	+10%	-7%	-14%	+15%
DC	70	60	58	48	27	15	-14%	-3%	-17%	-79%	-69%	-44%
FL	1,998	2,832	2,805	3,518	2,400	2,424	+42%	-1%	+25%	+21%	-31%	+1%
GA	1,360	1,361	1,488	1,729	1,226	1,192	+0%	+9%	+16%	-12%	-31%	-3%
HI	144	126	130	140	100	126	-13%	+3%	+8%	-13%	-10%	+26%
ID	281	255	262	275	167	184	-9%	+3%	+5%	-35%	-33%	+10%
IL	2,041	1,534	1,586	1,363	918	956	-25%	+3%	-14%	-53%	-30%	+4%
IN	1,128	974	960	938	751	779	-14%	-1%	-2%	-31%	-17%	+4%
IA	670	474	527	450	360	365	-29%	+11%	-15%	-46%	-19%	+1%
KS	509	486	442	428	386	405	-5%	-9%	-3%	-20%	-5%	+5%
KY	863	712	849	985	720	746	-17%	+19%	+16%	-14%	-24%	+4%
LA	934	931	894	963	680	722	-0%	-4%	+8%	-23%	-25%	+6%
ME	223	206	187	169	136	164	-8%	-9%	-10%	-26%	-3%	+21%
MD	670	729	671	614	485	505	+9%	-8%	-8%	-25%	-18%	+4%
MA	864	742	444	441	374	349	-14%	-40%	-1%	-60%	-21%	-7%
MI	1,779	1,545	1,530	1,129	889	938	-13%	-1%	-26%	-47%	-17%	+6%
MN	754	608	597	559	368	395	-19%	-2%	-6%	-48%	-29%	+7%
MS	546	662	868	931	630	582	+21%	+31%	+7%	+7%	-37%	-8%
MO	1,045	931	1,109	1,257	786	826	-11%	+19%	+13%	-21%	-34%	+5%
MT	291	223	215	251	209	205	-23%	-4%	+17%	-30%	-18%	-2%
NE	369	237	254	276	181	212	-36%	+7%	+9%	-43%	-23%	+17%
NV	218	259	313	427	246	258	+19%	+21%	+36%	+18%	-40%	+5%
NH	151	191	118	166	90	108	+26%	-38%	+41%	-28%	-35%	+20%
NJ	1,043	964	774	747	627	589	-8%	-20%	-3%	-44%	-21%	-6%
NM	555	535	485	488	350	365	-4%	-9%	+1%	-34%	-25%	+4%
NY	2,366	2,006	1,679	1,434	1,171	1,168	-15%	-16%	-15%	-51%	-19%	-0%
NC	1,506	1,482	1,448	1,547	1,230	1,292	-2%	-2%	+7%	-14%	-16%	+5%
ND	167	90	74	123	148	170	-46%	-18%	+66%	+2%	+38%	+15%
OH	1,766	1,646	1,360	1,321	1,017	1,123	-7%	-17%	-3%	-36%	-15%	+10%
OK	757	744	669	803	696	708	-2%	-10%	+20%	-6%	-12%	+2%
OR	562	559	574	487	331	336	-1%	+3%	-15%	-40%	-31%	+2%
PA	2,078	1,771	1,480	1,616	1,286	1,310	-15%	-16%	+9%	-37%	-19%	+2%
RI	110	109	69	87	66	64	-1%	-37%	+26%	-42%	-26%	-3%
SC	820	951	881	1,094	828	863	+16%	-7%	+24%	+5%	-21%	+4%
SD	195	130	158	186	111	133	-33%	+22%	+18%	-32%	-28%	+20%
TN	1,126	1,101	1,259	1,270	937	1,014	-2%	+14%	+1%	-10%	-20%	+8%
TX	3,372	3,678	3,183	3,536	3,054	3,398	+9%	-13%	+11%	+1%	-4%	+11%
UT	272	303	325	282	243	217	+11%	+7%	-13%	-20%	-23%	-11%
VT	143	115	106	73	55	77	-20%	-8%	-31%	-46%	+5%	+40%
VA	993	976	900	947	764	777	-2%	-8%	+5%	-22%	-18%	+2%
WA	758	744	653	649	454	444	-2%	-12%	-1%	-41%	-32%	-2%
WV	461	420	376	374	338	339	-9%	-10%	-1%	-26%	-9%	+0%
WI	930	744	745	815	582	615	-20%	+0%	+9%	-34%	-25%	+6%
WY	210	152	170	170	135	123	-28%	+12%	0%	-41%	-28%	-9%
U.S.	44,525	43,825	41,817	43,510	32,479	33,561	-2%	-5%	+4%	-25%	-23%	+3%
PR	496	600	595	457	361	347	+21%	-1%	-23%	-30%	-24%	-4%

Source: FARS.

Table 3.

Traffic Fatality Rates and Percent Change, 1975–2012

State	Fatality Rate per 100 Million VMT						Percent Change					
	1975	1985	1995	2005	2011	2012	1975–1985	1985–1995	1995–2005	1975–2012	2005–2012	2011–2012
AL	3.63	2.51	2.20	1.92	1.38	1.33	-31%	-12%	-13%	-63%	-31%	-4%
AK	4.38	3.17	2.11	1.45	1.57	1.23	-28%	-33%	-31%	-72%	-15%	-22%
AZ	4.19	4.14	2.61	1.97	1.39	1.37	-1%	-37%	-25%	-67%	-30%	-1%
AR	4.01	3.12	2.37	2.05	1.67	1.65	-22%	-24%	-14%	-59%	-20%	-1%
CA	3.09	2.39	1.52	1.32	0.88	0.88	-23%	-36%	-13%	-72%	-33%	0%
CO	3.50	2.21	1.84	1.26	0.96	1.01	-37%	-17%	-32%	-71%	-20%	+5%
CT	2.13	2.00	1.13	0.88	0.71	0.75	-6%	-44%	-22%	-65%	-15%	+6%
DE	3.37	1.94	1.61	1.40	1.10	1.24	-42%	-17%	-13%	-63%	-11%	+13%
DC	2.27	1.86	1.67	1.29	0.76	0.42	-18%	-10%	-23%	-81%	-67%	-45%
FL	3.24	3.22	2.19	1.75	1.25	1.27	-1%	-32%	-20%	-61%	-27%	+2%
GA	3.46	2.53	1.74	1.52	1.13	1.11	-27%	-31%	-13%	-68%	-27%	-2%
HI	3.47	1.86	1.64	1.39	0.99	1.25	-46%	-12%	-15%	-64%	-10%	+26%
ID	4.78	3.31	2.13	1.85	1.05	1.13	-31%	-36%	-13%	-76%	-39%	+8%
IL	3.56	2.17	1.68	1.27	0.89	0.91	-39%	-23%	-24%	-74%	-28%	+2%
IN	3.02	2.39	1.49	1.31	0.98	0.99	-21%	-38%	-12%	-67%	-24%	+1%
IA	3.75	2.35	2.03	1.45	1.15	1.16	-37%	-14%	-29%	-69%	-20%	+1%
KS	3.29	2.52	1.76	1.44	1.29	1.32	-23%	-30%	-18%	-60%	-8%	+2%
KY	3.50	2.50	2.07	2.08	1.50	1.58	-29%	-17%	+0%	-55%	-24%	+5%
LA	4.60	2.79	2.31	2.14	1.46	1.54	-39%	-17%	-7%	-67%	-28%	+5%
ME	3.14	2.22	1.49	1.13	0.95	1.16	-29%	-33%	-24%	-63%	+3%	+22%
MD	2.66	2.19	1.50	1.09	0.86	0.89	-18%	-32%	-27%	-67%	-18%	+3%
MA	2.75	1.87	0.92	0.80	0.68	0.62	-32%	-51%	-13%	-77%	-23%	-9%
MI	3.06	2.29	1.79	1.09	0.94	0.99	-25%	-22%	-39%	-68%	-9%	+5%
MN	2.94	1.86	1.35	0.98	0.65	0.69	-37%	-27%	-27%	-77%	-30%	+6%
MS	3.80	3.45	2.94	2.32	1.62	1.51	-9%	-15%	-21%	-60%	-35%	-7%
MO	3.41	2.37	1.87	1.83	1.14	1.21	-30%	-21%	-2%	-65%	-34%	+6%
MT	5.08	3.03	2.28	2.26	1.79	1.72	-40%	-25%	-1%	-66%	-24%	-4%
NE	3.29	1.97	1.61	1.43	0.95	1.10	-40%	-18%	-11%	-67%	-23%	+16%
NV	4.74	3.42	2.24	2.06	1.02	1.07	-28%	-35%	-8%	-77%	-48%	+5%
NH	2.85	2.53	1.11	1.24	0.71	0.84	-11%	-56%	+12%	-71%	-32%	+18%
NJ	2.15	1.83	1.27	1.01	0.86	0.79	-15%	-31%	-20%	-63%	-22%	-8%
NM	5.59	4.03	2.29	2.04	1.36	1.43	-28%	-43%	-11%	-74%	-30%	+5%
NY	3.63	2.22	1.46	1.03	0.92	0.91	-39%	-34%	-29%	-75%	-12%	-1%
NC	4.14	2.97	1.90	1.53	1.19	1.23	-28%	-36%	-19%	-70%	-20%	+3%
ND	3.71	1.61	1.13	1.62	1.62	1.69	-57%	-30%	+43%	-54%	+4%	+4%
OH	2.75	2.18	1.35	1.20	0.91	1.00	-21%	-38%	-11%	-64%	-17%	+10%
OK	3.33	2.39	1.74	1.71	1.47	1.48	-28%	-27%	-2%	-56%	-13%	+1%
OR	3.53	2.61	1.91	1.38	0.99	1.01	-26%	-27%	-28%	-71%	-27%	+2%
PA	3.26	2.35	1.57	1.50	1.30	1.32	-28%	-33%	-4%	-60%	-12%	+2%
RI	1.94	1.87	1.00	1.05	0.84	0.82	-4%	-47%	+5%	-58%	-22%	-2%
SC	3.98	3.56	2.28	2.21	1.70	1.76	-11%	-36%	-3%	-56%	-20%	+4%
SD	3.76	2.07	2.06	2.22	1.23	1.46	-45%	-0%	+8%	-61%	-34%	+19%
TN	3.42	3.03	2.24	1.79	1.32	1.42	-11%	-26%	-20%	-58%	-21%	+8%
TX	3.99	2.57	1.76	1.50	1.29	1.43	-36%	-32%	-15%	-64%	-5%	+11%
UT	3.42	2.52	1.73	1.12	0.93	0.82	-26%	-31%	-35%	-76%	-27%	-12%
VT	4.32	2.45	1.71	0.95	0.77	1.07	-43%	-30%	-44%	-75%	+13%	+39%
VA	2.87	2.04	1.29	1.18	0.94	0.96	-29%	-37%	-9%	-67%	-19%	+2%
WA	3.16	2.16	1.33	1.17	0.80	0.78	-32%	-38%	-12%	-75%	-33%	-3%
WV	4.36	3.32	2.16	1.82	1.78	1.76	-24%	-35%	-16%	-60%	-3%	-1%
WI	3.25	2.03	1.45	1.36	0.99	1.04	-38%	-29%	-6%	-68%	-24%	+5%
WY	5.36	2.81	2.41	1.88	1.46	1.33	-48%	-14%	-22%	-75%	-29%	-9%
U.S.	3.35	2.47	1.73	1.46	1.10	1.13	-26%	-30%	-16%	-66%	-23%	+3%
PR	7.27	5.74	3.83	2.35	1.94	1.87	-21%	-33%	-39%	-74%	-20%	-4%

Sources: Fatalities—FARS. Vehicle miles traveled—Federal Highway Administration (FHWA).

Table 4.

Alcohol Involvement in Fatal Traffic Crashes, 2003 and 2012

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 2012	
	BAC .01+ g/dL			BAC .08+ g/dL			Killed	Survived
	2003	2012	Percent Change	2003	2012	Percent Change		
AL	39%	34%	-13%	34%	30%	-12%	9%	11%
AK	34%	26%	-24%	29%	25%	-14%	91%	48%
AZ	36%	32%	-11%	31%	28%	-10%	81%	33%
AR	37%	31%	-16%	30%	26%	-13%	81%	67%
CA	33%	33%	0%	27%	28%	+4%	84%	27%
CO	35%	35%	0%	32%	28%	-13%	79%	13%
CT	44%	41%	-7%	39%	36%	-8%	64%	19%
DE	38%	40%	+5%	32%	30%	-6%	75%	14%
DC	44%	32%	-27%	38%	27%	-29%	20%	20%
FL	34%	34%	0%	29%	29%	0%	58%	13%
GA	26%	30%	+15%	22%	25%	+14%	59%	21%
HI	50%	44%	-12%	36%	41%	+14%	18%	19%
ID	34%	33%	-3%	28%	29%	+4%	62%	37%
IL	40%	41%	+3%	34%	34%	0%	88%	34%
IN	29%	33%	+14%	25%	29%	+16%	67%	66%
IA	31%	29%	-6%	26%	25%	-4%	33%	22%
KS	41%	29%	-29%	35%	24%	-31%	51%	50%
KY	28%	26%	-7%	24%	23%	-4%	74%	48%
LA	40%	37%	-8%	36%	33%	-8%	60%	61%
ME	34%	38%	+12%	31%	30%	-3%	89%	80%
MD	38%	37%	-3%	29%	32%	+10%	90%	15%
MA	42%	42%	0%	34%	35%	+3%	54%	2%
MI	33%	33%	0%	26%	28%	+8%	75%	51%
MN	39%	33%	-15%	32%	29%	-9%	81%	29%
MS	35%	34%	-3%	32%	31%	-3%	31%	22%
MO	38%	40%	+5%	32%	34%	+6%	80%	65%
MT	47%	52%	+11%	39%	44%	+13%	88%	74%
NE	40%	42%	+5%	32%	35%	+9%	79%	78%
NV	39%	38%	-3%	33%	32%	-3%	86%	25%
NH	36%	34%	-6%	29%	30%	+3%	90%	46%
NJ	32%	36%	+13%	27%	28%	+4%	88%	35%
NM	40%	31%	-23%	33%	27%	-18%	88%	35%
NY	31%	36%	+16%	26%	29%	+12%	77%	7%
NC	31%	36%	+16%	26%	31%	+19%	74%	10%
ND	50%	51%	+2%	44%	42%	-5%	89%	40%
OH	34%	38%	+12%	29%	34%	+17%	68%	20%
OK	37%	34%	-8%	32%	29%	-9%	92%	37%
OR	37%	31%	-16%	31%	26%	-16%	91%	38%
PA	36%	35%	-3%	31%	31%	0%	71%	18%
RI	53%	45%	-15%	48%	38%	-21%	85%	0%
SC	47%	47%	0%	40%	41%	+3%	81%	5%
SD	44%	40%	-9%	40%	33%	-18%	95%	88%
TN	35%	34%	-3%	31%	29%	-6%	48%	37%
TX	43%	44%	+2%	37%	38%	+3%	52%	18%
UT	14%	19%	+36%	12%	16%	+33%	64%	46%
VT	40%	33%	-18%	31%	30%	-3%	93%	31%
VA	35%	33%	-6%	30%	27%	-10%	81%	1%
WA	39%	36%	-8%	34%	33%	-3%	89%	34%
WV	35%	31%	-11%	30%	28%	-7%	95%	6%
WI	44%	38%	-14%	38%	33%	-13%	91%	75%
WY	36%	34%	-6%	28%	32%	+14%	59%	28%
U.S.	36%	36%	0%	31%	31%	0%	69%	28%
PR	41%	37%	-10%	32%	30%	-6%	2%	68%

Source: FARS.

Table 5.

Speeding-Related Traffic Fatalities, by Roadway Function Class, 2012

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
		Total	Interstate		Non-Interstate				
			Rural	Urban	Freeway or Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
AL	865	272	9	8	12	28	63	98	49
AK	59	14	3	0	0	2	3	5	1
AZ	825	297	43	23	14	58	47	40	71
AR	552	76	4	2	0	12	10	17	27
CA	2,857	916	32	93	112	256	199	131	93
CO	472	162	12	8	6	43	35	35	23
CT	236	39	0	6	0	5	9	2	17
DE	114	46	0	7	0	13	4	10	11
DC	15	6	0	0	0	0	0	0	6
FL	2,424	361	2	33	6	91	45	9	174
GA	1,192	180	5	20	1	19	41	40	54
HI	126	67	0	5	2	20	15	19	6
ID	184	61	5	2	1	12	8	18	8
IL	956	387	23	30	13	77	80	88	75
IN	779	185	13	9	0	0	22	48	93
IA	365	70	6	3	0	12	9	13	27
KS	405	114	22	0	0	16	24	26	26
KY	746	151	6	5	4	28	21	48	39
LA	722	208	13	12	0	40	38	74	31
ME	164	78	1	0	0	6	26	0	45
MD	505	199	0	32	14	41	42	46	22
MA	349	106	0	8	14	19	8	1	50
MI	938	250	4	26	5	42	48	61	62
MN	395	91	5	1	2	12	25	32	14
MS	582	95	8	1	2	5	15	46	18
MO	826	326	14	10	9	66	68	97	62
MT	205	88	11	0	0	16	14	32	12
NE	212	44	5	2	0	11	7	5	14
NV	258	100	6	7	1	18	19	5	38
NH	108	39	1	2	0	7	1	8	20
NJ	589	157	2	15	13	41	34	18	33
NM	365	121	17	3	0	33	7	3	19
NY	1,168	360	10	10	5	93	62	41	139
NC	1,292	440	19	12	6	63	149	66	124
ND	170	62	1	6	0	18	9	14	14
OH	1,123	356	13	22	5	59	57	110	77
OK	708	218	10	19	5	26	24	58	76
OR	336	102	16	0	0	33	14	23	16
PA	1,310	614	30	37	18	106	141	162	120
RI	64	31	1	0	3	7	3	0	17
SC	863	316	26	11	1	54	58	115	23
SD	133	39	7	0	0	6	8	9	9
TN	1,014	197	4	10	1	34	44	57	47
TX	3,398	1,247	48	119	110	209	118	219	422
UT	217	72	11	7	0	14	18	0	22
VT	77	33	5	0	0	6	5	11	6
VA	777	271	9	23	0	62	43	77	47
WA	444	161	12	6	6	32	37	47	19
WV	339	144	15	3	1	33	34	40	17
WI	615	209	6	4	3	54	42	40	60
WY	123	41	6	2	0	16	5	5	6
U.S.	33,561	10,219	521	664	395	1,974	1,858	2,169	2,501
PR	347	139	16	4	2	33	39	26	19

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, 2012

State	Passenger Vehicle Occupants Killed				Motorcyclists Killed			
	Total	Percent Who Were			Total	Percent Who Were		
		Restrained	Unrestrained	Unknown		Helmeted	Not Helmeted	Unknown
AL	648	39.4%	54.6%	6.0%	97	88.7%	10.3%	1.0%
AK	39	43.6%	48.7%	7.7%	9	44.4%	55.6%	0.0%
AZ	471	35.0%	53.5%	11.5%	141	48.2%	48.9%	2.8%
AR	398	37.4%	56.8%	5.8%	71	33.8%	59.2%	7.0%
CA	1,576	62.9%	30.9%	6.2%	435	91.3%	7.4%	1.4%
CO	287	43.2%	54.4%	2.4%	79	30.4%	67.1%	2.5%
CT	153	42.5%	34.6%	22.9%	40	30.0%	65.0%	5.0%
DE	61	47.5%	41.0%	11.5%	17	76.5%	23.5%	0.0%
DC	4	0.0%	100.0%	-	4	75.0%	25.0%	-
FL	1,255	48.4%	45.8%	5.8%	491	46.0%	51.3%	2.6%
GA	829	47.5%	44.4%	8.1%	134	93.3%	6.0%	0.7%
HI	55	29.1%	56.4%	14.5%	41	29.3%	70.7%	0.0%
ID	135	43.7%	53.3%	3.0%	22	54.5%	45.5%	0.0%
IL	608	47.0%	45.9%	7.1%	148	19.6%	77.7%	2.7%
IN	516	47.9%	41.5%	10.7%	152	19.7%	76.3%	3.9%
IA	256	46.5%	43.8%	9.8%	59	18.6%	79.7%	1.7%
KS	295	39.7%	55.3%	5.1%	48	25.0%	70.8%	4.2%
KY	541	42.7%	57.1%	0.2%	106	35.8%	64.2%	0.0%
LA	461	41.4%	52.1%	6.5%	78	91.0%	5.1%	3.8%
ME	124	39.5%	60.5%	-	24	41.7%	58.3%	-
MD	315	54.9%	34.9%	10.2%	77	89.6%	10.4%	0.0%
MA	202	32.7%	48.5%	18.8%	51	82.4%	5.9%	11.8%
MI	622	51.4%	36.0%	12.5%	138	49.3%	46.4%	4.3%
MN	270	47.8%	37.4%	14.8%	55	20.0%	60.0%	20.0%
MS	463	36.1%	63.3%	0.6%	39	87.2%	12.8%	0.0%
MO	600	25.8%	65.7%	8.5%	104	86.5%	8.7%	4.8%
MT	157	26.8%	72.0%	1.3%	30	30.0%	70.0%	0.0%
NE	161	26.7%	63.4%	9.9%	22	90.9%	4.5%	4.5%
NV	147	51.0%	42.9%	6.1%	42	61.9%	21.4%	16.7%
NH	70	28.6%	71.4%	-	29	34.5%	65.5%	-
NJ	315	48.6%	47.6%	3.8%	77	85.7%	10.4%	3.9%
NM	219	44.3%	48.4%	7.3%	64	34.4%	60.9%	4.7%
NY	623	58.1%	32.7%	9.1%	170	85.9%	8.8%	5.3%
NC	827	50.7%	42.4%	6.9%	198	87.4%	11.6%	1.0%
ND	131	30.5%	67.9%	1.5%	16	25.0%	68.8%	6.3%
OH	790	37.7%	52.7%	9.6%	162	23.5%	76.5%	0.0%
OK	508	39.0%	55.5%	5.5%	84	22.6%	75.0%	2.4%
OR	198	58.6%	30.8%	10.6%	52	90.4%	7.7%	1.9%
PA	876	29.3%	56.8%	13.8%	210	48.6%	48.6%	2.9%
RI	49	55.1%	38.8%	6.1%	8	25.0%	75.0%	0.0%
SC	568	38.4%	55.1%	6.5%	146	29.5%	69.9%	0.7%
SD	98	30.6%	61.2%	8.2%	25	16.0%	84.0%	0.0%
TN	760	40.4%	52.4%	7.2%	139	91.4%	6.5%	2.2%
TX	2,224	49.3%	41.7%	9.0%	452	39.6%	58.2%	2.2%
UT	145	37.9%	53.1%	9.0%	32	62.5%	34.4%	3.1%
VT	52	32.7%	65.4%	1.9%	11	81.8%	18.2%	0.0%
VA	549	45.2%	54.3%	0.5%	85	91.8%	8.2%	0.0%
WA	263	55.5%	38.8%	5.7%	83	94.0%	4.8%	1.2%
WV	242	31.0%	56.6%	12.4%	31	54.8%	45.2%	0.0%
WI	417	42.4%	48.2%	9.4%	117	23.1%	74.4%	2.6%
WY	94	43.6%	53.2%	3.2%	12	16.7%	83.3%	0.0%
U.S.	21,667	44.7%	47.7%	7.6%	4,957	56.3%	41.1%	2.7%
PR	164	36.6%	63.4%	-	50	32.0%	68.0%	-

Source: FARS.

Table 7.

Traffic Fatalities and Vehicles Involved in Fatal Crashes by Type, 2012

State	Total	Percent Who Were (by Person Type)						Total	Percent That Were (by Vehicle Type)				
		Drivers	Passengers	Motor-cyclists	Pedes-trians	Pedal-cyclists	Other/Unknown		Passenger Cars	Light Trucks	Large Trucks	Motor-cycles	Other/Unknown
AL	865	60.6%	18.0%	11.2%	8.9%	1.0%	0.2%	1,223	42.1%	37.9%	9.1%	7.9%	3.0%
AK	59	44.1%	23.7%	15.3%	13.6%	1.7%	1.7%	83	30.1%	50.6%	4.8%	12.0%	2.4%
AZ	825	41.2%	21.2%	17.1%	14.8%	2.2%	3.5%	1,109	34.9%	38.1%	6.6%	13.3%	7.1%
AR	552	59.6%	17.8%	12.9%	8.0%	1.1%	0.7%	738	33.5%	41.3%	11.5%	10.4%	3.3%
CA	2,857	39.3%	17.7%	15.2%	21.4%	4.3%	2.0%	3,848	44.4%	33.7%	6.3%	11.8%	3.7%
CO	472	44.9%	19.1%	16.7%	16.1%	2.8%	0.4%	635	32.9%	43.8%	8.0%	12.8%	2.5%
CT	236	48.3%	16.5%	16.9%	15.3%	1.7%	1.3%	336	54.2%	27.1%	4.2%	12.2%	2.4%
DE	114	40.4%	15.8%	14.9%	23.7%	3.5%	1.8%	146	47.9%	30.1%	6.8%	11.6%	3.4%
DC	15	6.7%	6.7%	26.7%	46.7%	0.0%	13.3%	21	47.6%	23.8%	4.8%	19.0%	4.8%
FL	2,424	39.1%	15.0%	20.3%	19.6%	5.0%	1.0%	3,428	42.5%	33.1%	5.7%	15.0%	3.7%
GA	1,192	55.6%	17.4%	11.2%	14.0%	1.4%	0.3%	1,688	41.7%	38.6%	8.8%	8.5%	2.4%
HI	126	27.0%	17.5%	32.5%	20.6%	1.6%	0.8%	176	24.4%	40.9%	3.4%	26.1%	5.1%
ID	184	57.1%	21.7%	12.0%	7.1%	1.1%	1.1%	244	30.7%	48.4%	7.0%	10.2%	3.7%
IL	956	47.9%	18.8%	15.5%	14.4%	3.0%	0.3%	1,324	40.9%	34.7%	8.7%	12.0%	3.6%
IN	779	52.0%	17.3%	19.5%	7.6%	1.9%	1.7%	1,112	38.8%	35.3%	10.3%	13.4%	2.1%
IA	365	58.1%	19.2%	16.2%	5.5%	0.8%	0.3%	492	32.3%	38.6%	13.2%	12.0%	3.9%
KS	405	58.5%	20.5%	11.9%	6.4%	1.7%	1.0%	534	37.3%	40.4%	11.0%	9.4%	1.9%
KY	746	59.8%	17.8%	14.2%	6.6%	0.8%	0.8%	1,029	37.7%	40.8%	8.6%	10.0%	2.9%
LA	722	49.7%	18.7%	10.8%	16.3%	3.3%	1.1%	952	34.9%	44.2%	10.7%	7.8%	2.4%
ME	164	58.5%	20.7%	14.6%	5.5%	0.6%	0.0%	215	44.7%	36.7%	4.7%	11.2%	2.8%
MD	505	47.3%	17.2%	15.2%	19.0%	1.0%	0.2%	704	46.4%	31.3%	8.0%	10.7%	3.7%
MA	349	46.1%	13.8%	14.6%	20.6%	4.3%	0.6%	451	49.7%	30.8%	3.1%	10.9%	5.5%
MI	938	52.8%	16.0%	14.7%	13.8%	2.0%	0.7%	1,335	44.1%	37.7%	5.2%	10.6%	2.5%
MN	395	53.9%	19.7%	13.9%	9.6%	1.8%	1.0%	542	39.1%	37.1%	10.0%	9.6%	4.2%
MS	582	63.4%	20.4%	6.7%	8.2%	0.7%	0.5%	684	38.5%	46.9%	6.4%	6.1%	2.0%
MO	826	59.2%	16.3%	12.6%	10.2%	0.7%	1.0%	1,106	40.6%	39.5%	8.0%	9.3%	2.5%
MT	205	57.6%	23.4%	14.6%	3.9%	0.5%	0.0%	250	31.6%	48.0%	4.4%	13.2%	2.8%
NE	212	63.7%	18.9%	10.4%	7.1%	0.0%	0.0%	285	34.4%	40.7%	14.7%	8.1%	2.1%
NV	258	39.1%	20.9%	16.3%	20.9%	1.2%	1.6%	355	41.4%	39.2%	5.6%	11.8%	2.0%
NH	108	54.6%	10.2%	26.9%	7.4%	0.0%	0.9%	147	39.5%	34.0%	4.1%	21.8%	0.7%
NJ	589	40.2%	16.5%	13.1%	26.5%	2.4%	1.4%	819	46.6%	32.2%	7.4%	9.9%	3.8%
NM	365	40.3%	23.3%	17.5%	16.7%	1.9%	0.3%	472	30.3%	44.7%	8.3%	14.2%	2.5%
NY	1,168	39.6%	15.9%	14.6%	25.4%	3.9%	0.7%	1,576	45.0%	32.3%	6.2%	11.0%	5.5%
NC	1,292	49.8%	17.0%	15.3%	15.2%	2.1%	0.5%	1,747	42.4%	36.7%	7.6%	11.4%	1.9%
ND	170	61.8%	22.9%	9.4%	4.1%	0.0%	1.8%	218	20.6%	50.0%	20.2%	7.3%	1.8%
OH	1,123	55.6%	17.6%	14.4%	10.2%	1.6%	0.5%	1,578	43.3%	34.8%	9.3%	10.3%	2.3%
OK	708	59.3%	17.8%	11.9%	9.2%	0.7%	1.1%	943	30.6%	45.6%	13.1%	8.7%	1.9%
OR	336	43.8%	20.2%	15.5%	16.4%	3.0%	1.2%	426	34.7%	43.4%	6.6%	12.4%	2.8%
PA	1,310	54.1%	15.6%	16.0%	12.4%	1.2%	0.5%	1,808	43.0%	32.7%	9.7%	11.8%	2.9%
RI	64	60.9%	15.6%	12.5%	7.8%	3.1%	0.0%	88	43.2%	42.0%	3.4%	11.4%	0.0%
SC	863	52.4%	14.8%	16.9%	14.3%	1.5%	0.1%	1,163	38.2%	39.5%	6.8%	12.8%	2.8%
SD	133	54.1%	24.8%	18.8%	1.5%	0.0%	0.8%	175	26.3%	45.7%	9.1%	14.3%	4.6%
TN	1,014	59.5%	19.0%	13.7%	6.6%	0.8%	0.4%	1,379	38.9%	41.3%	7.8%	10.1%	2.0%
TX	3,398	48.6%	21.5%	13.3%	14.1%	1.6%	0.9%	4,607	32.2%	43.3%	11.8%	10.0%	2.7%
UT	217	48.8%	20.7%	14.7%	12.9%	1.4%	1.4%	295	40.7%	41.0%	5.8%	10.2%	2.4%
VT	77	55.8%	14.3%	14.3%	13.0%	0.0%	2.6%	97	45.4%	34.0%	6.2%	11.3%	3.1%
VA	777	57.9%	16.6%	10.9%	12.6%	1.4%	0.5%	1,031	44.8%	35.9%	8.6%	9.0%	1.6%
WA	444	44.4%	16.7%	18.7%	16.2%	2.7%	1.4%	602	37.4%	40.0%	7.3%	13.8%	1.5%
WV	339	63.7%	17.7%	9.1%	9.1%	0.3%	0.0%	451	37.9%	36.6%	10.4%	7.1%	8.0%
WI	615	51.4%	20.0%	19.0%	7.3%	1.8%	0.5%	809	41.0%	33.6%	7.4%	15.2%	2.7%
WY	123	60.2%	25.2%	9.8%	4.9%	0.0%	0.0%	161	28.0%	44.7%	16.8%	7.5%	3.1%
U.S.	33,561	50.0%	18.1%	14.8%	14.1%	2.2%	0.9%	45,637	39.6%	37.8%	8.3%	11.1%	3.1%
PR	347	36.6%	11.8%	14.4%	31.7%	4.0%	1.4%	432	55.3%	23.8%	4.6%	12.3%	3.9%

Source: FARS.

Table 8.

Key Provisions of Occupant Restraint Laws and 2012 Seat Belt Use Rates

State	Enforcement Type	Base Fine ⁽¹⁾	Seat Belt Required		Exemptions	2012 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats ⁽²⁾	Ages ⁽³⁾					
AL	Primary	Not more than \$25	Front	All	Medical reasons, model year <1965, rural mail carriers/newspaper delivery vehicles, vehicles operating in reverse.	89.5%	<1 year or <20 lbs in rear-facing infant seat; 1–4 or 20–40 lbs in forward-facing CR; 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).	88.1%	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	8–15 years 8 years and older	Designed for >10 passengers, model year <1972, rural mail carriers, medical reasons.	82.2%	<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.	71.9%	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.	95.5%	<8 years in rear seat.	\$100	See CA Vehicle Code 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.	80.7%	<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.	86.8%	<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.
DE	Primary	\$25	All	16 years and older	Medical reasons, postal service vehicles, tractors, off-highway vehicles, electric personal assistive mobility devices.	87.9%	<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.

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

Table 8.

Key Provisions of Occupant Restraint Laws and 2012 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine ⁽¹⁾	Seat Belt Required		Exemptions	2012 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats ⁽²⁾	Ages ⁽³⁾					
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).	92.4%	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.	87.4%	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.	92.0%	Under 8 years; 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.	93.4%	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.	79.0%	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.	93.6%	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.

Table 8.

Key Provisions of Occupant Restraint Laws and 2012 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine ⁽¹⁾	Seat Belt Required		Exemptions	2012 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.	93.6%	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.	92.4%	<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.	79.5%	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.	83.7%	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.	79.3%	<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.	84.4%	<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 8.

Key Provisions of Occupant Restraint Laws and 2012 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine ⁽¹⁾	Seat Belt Required		Exemptions	2012 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.	91.1%	<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.	72.7%	7 years and under and <57 inches tall; seat belts permissible for children 8–12 years or >57 inches tall.	\$25	See MA Title XIV, 90 MGL Section 13A and 90 MGL Section 7AA.
MI	Primary	\$25	Front	All	Medical reasons, taxis, buses, school buses, postal service vehicles, model year <1965, commercial vehicles making frequent stops.	93.6%	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.	93.6%	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.	83.2%	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 63-2-301 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.	79.4%	<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.	76.3%	<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 8.

Key Provisions of Occupant Restraint Laws and 2012 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine ⁽¹⁾	Seat Belt Required		Exemptions	2012 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.	78.6%	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.	90.5%	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	—	68.6%	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.	88.3%	<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.	91.4%	<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 Front	15 years and under All	Buses, school buses, taxis, liveries, emergency vehicles, rural letter carriers.	90.4%	<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.	87.5%	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 Front	17 years and under All	Designed for >10 people, farm vehicles, rural mail carriers, medical reasons, all front seat belts in use by other occupants.	80.9%	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.	82.0%	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 – 14 years old.

Table 8.

Key Provisions of Occupant Restraint Laws and 2012 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine ⁽¹⁾	Seat Belt Required		Exemptions	2012 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 12 years and older	Farm vehicles, RVs, motorcycles, motorized bicycles, postal service vehicles, school buses, taxicabs, emergency vehicles.	83.8%	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.	96.8%	<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.	Not more than \$250	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.	83.5%	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.	77.5%	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.	90.5%	<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.	66.5%	<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 8.

Key Provisions of Occupant Restraint Laws and 2012 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine ⁽¹⁾	Seat Belt Required		Exemptions	2012 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.	83.7%	<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.	94.0%	7 years and under unless >57 inches tall.	\$25–\$250	See TX Statute Sec. 545.412.
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.	81.9%	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.	84.2%	<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.	78.4%	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.	96.9%	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 8.

Key Provisions of Occupant Restraint Laws and 2012 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine ⁽¹⁾	Seat Belt Required		Exemptions	2012 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats ⁽²⁾	Ages ⁽³⁾					
WV	Secondary ⁽¹⁴⁾	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.	84.0%	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.	79.9%	<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 ⁽¹⁵⁾	See WI Statute 347.48.
WY	Secondary	Not more than \$25 ⁽¹⁶⁾	All	All	Medical reasons, postal vehicles; excess passengers exempted if all seats occupied.	77.0%	8 years and younger in rear seat if available.	\$50 maximum	See WY Statute 31-5-1401.

⁽¹⁴⁾ Upgraded to primary enforcement on May 23, 2013, effective July 9, 2013.

⁽¹⁵⁾ 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.

⁽¹⁶⁾ Not less than \$10 for a passenger or more than \$25 for the driver.

Sources: NHTSA, National Center for Statistics and Analysis, "Seat Belt Use in 2012—Use Rates in the States and Territories," Report No. DOT HS 811 809 (July 2013), available at www-nrd.nhtsa.dot.gov/Pubs/811809.pdf. For additional information on occupant restraint laws, see Summary of Vehicle Occupant Protection and Motorcycle Laws: Eleventh Edition, Current as of April 1, 2012, Report No. DOT HS 811 768 (November 2013), available at: www.nhtsa.gov/staticfiles/nti/pdf/811768.pdf.

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.



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Table 9.

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 18 and older.
AZ	01/01/69	05/27/76	Repealed for 18 and older.
AR	06/29/67	07/31/97	Repealed for 21 and older.
CA	01/01/85**	01/01/92	Reinstated for all.
CO	07/01/69	05/20/77	Repealed.
		07/01/07	Reinstated for under 18.
CT	10/01/67	06/1/76	Repealed.
		01/01/90	Reinstated for under 18.
DE	06/21/68	06/10/78	Repealed for 19 and older. 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 21 and older 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 18 and older.
ID	01/01/68	03/29/78	Repealed for 18 and older.
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 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 21 and older.
		07/01/72	Reinstated for all.
		07/01/76	Repealed for 16 and older.
		07/01/79	Reinstated for 16 and 17.
KY	06/13/68	07/15/98	Repealed for 21 and older 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 18 and older.
		01/01/82	Reinstated for all.
		08/15/99	Repealed for 18 and older 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 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 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 18 and older.
		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 21 and older 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 19 and older operating a moped on a public thoroughfare.
MN	05/01/68	04/06/77	Repealed for 18 and older. Helmet required for holders of instruction permits.

Table 9.

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 18 and older.
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 18 and older 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 18 and older.
NY	01/01/67		
NC	01/01/68		
ND	07/01/67	07/01/77	Repealed except for operators under 18 and passengers, regardless of age, if required for operator.
OH	01/01/68	07/10/78	Repealed except for riders under 18; operators having motorcycle license less than 1 year; and passengers if required for operator.
OK	04/27/67	04/01/69	Repealed for 21 and older.
		11/01/75	Reinstated for all.
		05/21/76	Repealed for 18 and older.
OR	01/01/68	10/04/77	Repealed for 18 and older.
		06/16/88	Reinstated for all (by voter referendum).
PA	07/15/68	09/04/03	Repealed for operator 21 and older if operator has held motorcycle license for at least 2 years or has completed rider education. Repealed for passenger 21 and older 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 21 and older.
SD	07/01/67	07/01/77	Repealed for 18 and older.
TN	06/04/67		
TX	01/01/68	08/29/77	Repealed for 18 and older.
		09/01/89	Reinstated for all.
		09/01/97	Repealed for 21 and older 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 18 and older. Required for 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 18.
		06/07/90	Reinstated for all.
WV	05/25/71		
WI	07/01/68	03/19/78	Repealed except for under 18 and instruction permit holders.
WY	05/24/73	05/27/83	Repealed for 19 and older.
		07/01/93	Repealed for 18 and older.
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.