

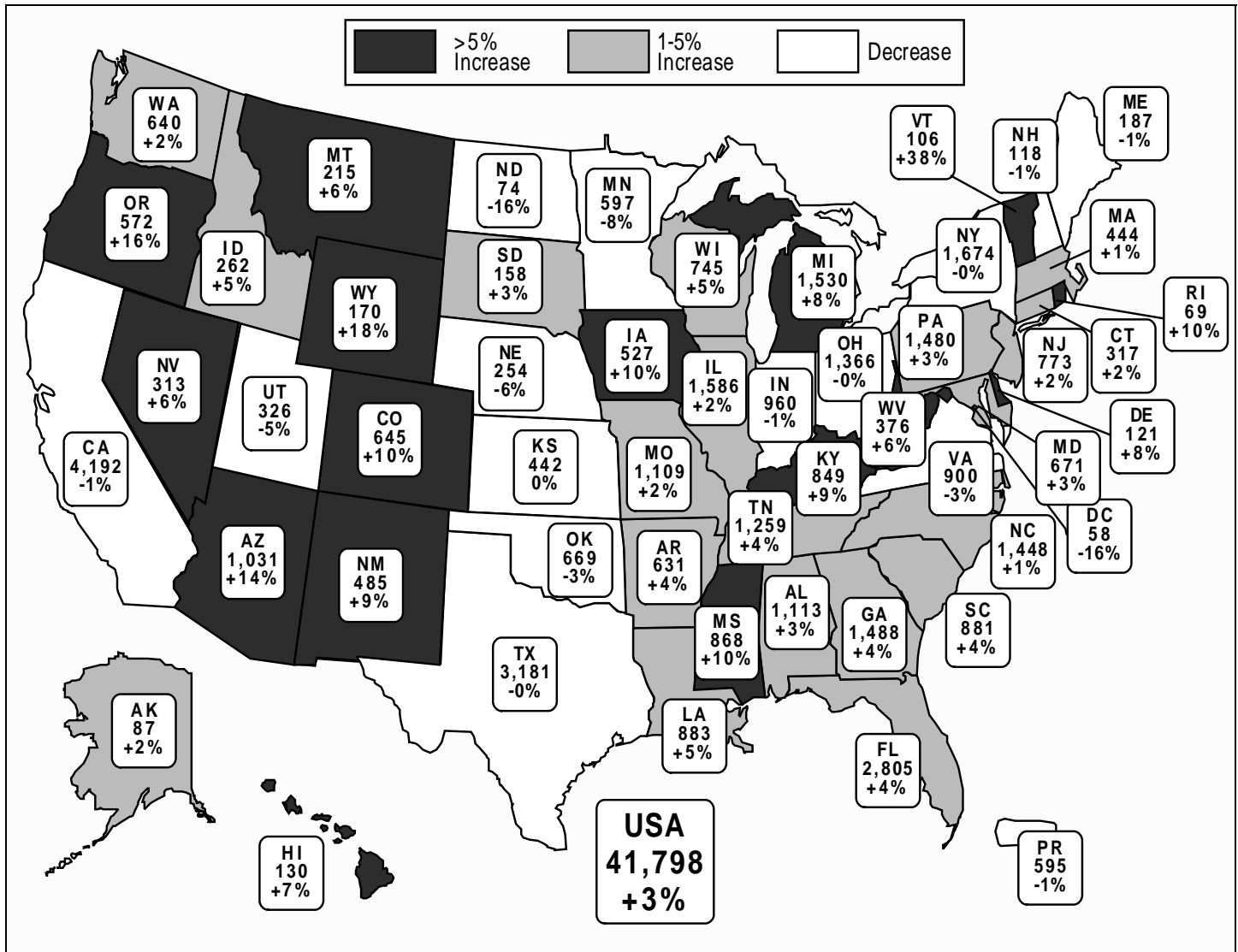
Traffic Safety Facts 1995

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



State Traffic Data

1995 Traffic Fatalities by State and Percent Change from 1994



For more information:

Information on state traffic data is available from the National Center for Statistics and Analysis, NRD-31, 400 Seventh Street, S.W., Washington, D.C. 20590. Telephone inquiries should be addressed to Ms. Louann Hall at (202) 366-4198. FAX messages should be sent to (202) 366-7078. General information on highway traffic safety can be accessed by Internet users at <http://www.nhtsa.dot.gov/people/nscsa>. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393.

Table 1. Traffic Fatalities and Fatality Rates, 1995

State	Traffic Fatalities	Population (thousands)	Licensed Drivers (thousands)	Registered Vehicles (thousands)	Vehicle Miles Traveled (millions)	Fatality Rates per			
						100,000 Population	100,000 Licensed Drivers	100,000 Registered Vehicles	100 Million Vehicle Miles Traveled
AL	1,113	4,253	2,894	3,160	50,628	26.17	38.46	35.22	2.2
AK	87	604	441	569	4,123	14.40	19.73	15.29	2.1
AZ	1,031	4,218	2,882	2,827	39,653	24.44	35.77	36.47	2.6
AR	631	2,484	1,778	1,631	26,653	25.40	35.49	38.69	2.4
CA	4,192	31,589	20,390	22,916	276,371	13.27	20.56	18.29	1.5
CO	645	3,747	2,764	2,776	35,058	17.21	23.34	23.23	1.8
CT	317	3,275	2,345	2,631	28,045	9.68	13.52	12.05	1.1
DE	121	717	520	601	7,515	16.88	23.27	20.13	1.6
DC	58	554	366	243	3,465	10.47	15.85	23.87	1.7
FL	2,805	14,166	11,133	10,734	127,801	19.80	25.20	26.13	2.2
GA	1,488	7,201	4,872	6,237	85,384	20.66	30.54	23.86	1.7
HI	130	1,187	754	799	7,945	10.95	17.24	16.27	1.6
ID	262	1,163	810	1,080	12,296	22.53	32.35	24.26	2.1
IL	1,586	11,830	7,589	9,112	94,189	13.41	20.90	17.41	1.7
IN	960	5,803	3,905	5,126	64,552	16.54	24.58	18.73	1.5
IA	527	2,842	1,919	2,943	25,987	18.54	27.46	17.91	2.0
KS	442	2,565	1,792	2,187	25,153	17.23	24.67	20.21	1.8
KY	849	3,860	2,546	2,709	41,095	21.99	33.35	31.34	2.1
LA	883	4,342	2,624	3,512	38,647	20.34	33.65	25.14	2.3
ME	187	1,241	924	961	12,589	15.07	20.24	19.46	1.5
MD	671	5,042	3,347	3,664	44,882	13.31	20.05	18.31	1.5
MA	444	6,074	4,523	4,160	48,053	7.31	9.82	10.67	0.9
MI	1,530	9,549	6,679	7,777	85,703	16.02	22.91	19.67	1.8
MN	597	4,610	2,737	4,247	44,072	12.95	21.81	14.06	1.4
MS	868	2,697	1,691	2,129	29,559	32.18	51.33	40.77	2.9
MO	1,109	5,324	3,421	4,359	59,347	20.83	32.42	25.44	1.9
MT	215	870	532	978	9,399	24.71	40.41	21.98	2.3
NE	254	1,637	1,160	1,492	15,807	15.52	21.90	17.02	1.6
NV	313	1,530	1,019	1,034	13,974	20.46	30.72	30.27	2.2
NH	118	1,148	887	1,031	10,643	10.28	13.30	11.45	1.1
NJ	773	7,945	5,496	5,967	61,012	9.73	14.06	12.95	1.3
NM	485	1,685	1,181	1,486	21,147	28.78	41.07	32.64	2.3
NY	1,674	18,136	10,496	10,371	115,091	9.23	15.95	16.14	1.5
NC	1,448	7,195	4,896	5,491	76,053	20.13	29.58	26.37	1.9
ND	74	641	444	708	6,545	11.54	16.67	10.45	1.1
OH	1,366	11,151	7,225	10,032	100,788	12.25	18.91	13.62	1.4
OK	669	3,278	2,371	2,871	38,489	20.41	28.22	23.30	1.7
OR	572	3,141	2,572	2,943	30,034	18.21	22.24	19.44	1.9
PA	1,480	12,072	8,209	8,792	94,520	12.26	18.03	16.83	1.6
RI	69	990	696	719	6,896	6.97	9.91	9.60	1.0
SC	881	3,673	2,521	2,773	38,724	23.99	34.95	31.77	2.3
SD	158	729	514	789	7,669	21.67	30.74	20.03	2.1
TN	1,259	5,256	3,870	5,168	56,214	23.95	32.53	24.36	2.2
TX	3,181	18,724	12,250	13,911	181,096	16.99	25.97	22.87	1.8
UT	326	1,951	1,259	1,477	18,781	16.71	25.89	22.07	1.7
VT	106	585	451	509	6,206	18.12	23.50	20.83	1.7
VA	900	6,618	4,654	5,660	69,811	13.60	19.34	15.90	1.3
WA	653	5,431	3,819	4,710	49,250	12.02	17.10	13.86	1.3
WV	376	1,828	1,313	1,511	17,421	20.57	28.64	24.88	2.2
WI	745	5,123	3,596	4,121	51,396	14.54	20.72	18.08	1.4
WY	170	480	346	512	7,044	35.42	49.13	33.20	2.4
USA	41,798	262,755	177,432	204,146	2,422,775	15.91	23.56	20.47	1.7
PR	595	3,755	1,651	2,014	15,548	15.85	36.04	29.54	3.8

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

Table 2. Traffic Fatalities and Percent Change by State, 1975-1995

State	Fatalities						Percent Change				
	1975	1980	1985	1990	1994	1995	1975-1980	1980-1985	1985-1990	1975-1995	1994-1995
AL	902	940	882	1,121	1,083	1,113	+4	-6	+27	+23	+3
AK	112	88	127	98	85	87	-21	+44	-23	-22	+2
AZ	670	947	893	869	904	1,031	+41	-6	-3	+54	+14
AR	559	588	534	604	609	631	+5	-9	+13	+13	+4
CA	4,092	5,496	4,960	5,192	4,232	4,192	+34	-10	+5	+2	-1
CO	581	709	579	544	586	645	+22	-18	-6	+11	+10
CT	389	575	448	385	310	317	+48	-22	-14	-19	+2
DE	122	153	104	138	112	121	+25	-32	+33	-1	+8
DC	70	41	60	48	69	58	-41	+46	-20	-17	-16
FL	1,998	2,825	2,832	2,891	2,687	2,805	+41	0	+2	+40	+4
GA	1,360	1,508	1,361	1,562	1,425	1,488	+11	-10	+15	+9	+4
HI	144	186	126	177	122	130	+29	-32	+40	-10	+7
ID	281	331	255	244	250	262	+18	-23	-4	-7	+5
IL	2,041	1,975	1,534	1,589	1,554	1,586	-3	-22	+4	-22	+2
IN	1,128	1,166	974	1,049	971	960	+3	-16	+8	-15	-1
IA	670	626	474	465	478	527	-7	-24	-2	-21	+10
KS	509	595	486	444	442	442	+17	-18	-9	-13	0
KY	863	820	712	849	778	849	-5	-13	+19	-2	+9
LA	934	1,219	931	959	843	883	+31	-24	+3	-5	+5
ME	223	265	206	213	188	187	+19	-22	+3	-16	-1
MD	670	756	729	707	651	671	+13	-4	-3	0	+3
MA	864	881	742	605	440	444	+2	-16	-18	-49	+1
MI	1,779	1,750	1,545	1,571	1,421	1,530	-2	-12	+2	-14	+8
MN	754	848	608	566	646	597	+12	-28	-7	-21	-8
MS	546	695	662	750	791	868	+27	-5	+13	+59	+10
MO	1,045	1,175	931	1,097	1,089	1,109	+12	-21	+18	+6	+2
MT	291	325	223	212	202	215	+12	-31	-5	-26	+6
NE	369	396	237	262	271	254	+7	-40	+11	-31	-6
NV	218	346	259	343	294	313	+59	-25	+32	+44	+6
NH	151	194	191	158	119	118	+28	-2	-17	-22	-1
NJ	1,043	1,120	964	886	761	773	+7	-14	-8	-26	+2
NM	555	606	535	499	447	485	+9	-12	-7	-13	+9
NY	2,366	2,610	2,006	2,217	1,678	1,674	+10	-23	+11	-29	0
NC	1,506	1,503	1,482	1,385	1,431	1,448	0	-1	-7	-4	+1
ND	167	151	90	112	88	74	-10	-40	+24	-56	-16
OH	1,766	2,033	1,646	1,638	1,370	1,366	+15	-19	0	-23	0
OK	757	959	744	641	687	669	+27	-22	-14	-12	-3
OR	562	646	559	579	494	572	+15	-13	+4	+2	+16
PA	2,078	2,089	1,771	1,646	1,441	1,480	+1	-15	-7	-29	+3
RI	110	129	109	84	63	69	+17	-16	-23	-37	+10
SC	820	852	951	979	847	881	+4	+12	+3	+7	+4
SD	195	228	130	153	154	158	+17	-43	+18	-19	+3
TN	1,126	1,153	1,101	1,177	1,214	1,259	+2	-5	+7	+12	+4
TX	3,372	4,366	3,678	3,250	3,187	3,181	+29	-16	-12	-6	0
UT	272	334	303	272	343	326	+23	-9	-10	+20	-5
VT	143	137	115	90	77	106	-4	-16	-22	-26	+38
VA	993	1,045	976	1,079	930	900	+5	-7	+11	-9	-3
WA	758	971	744	825	640	653	+28	-23	+11	-14	+2
WV	461	523	420	481	356	376	+13	-20	+15	-18	+6
WI	930	972	744	769	712	745	+5	-23	+3	-20	+5
WY	210	245	152	125	144	170	+17	-38	-18	-19	+18
USA	44,525	51,091	43,825	44,599	40,716	41,798	+15	-14	+2	-6	+3
PR	496	520	593	473	598	595	+5	+14	-20	+20	-1

Source: Fatal Accident Reporting System (FARS).

Table 3. Traffic Fatality Rates and Percent Change, 1975-1995

State	Fatality Rate per 100 Million Vehicle Miles Traveled						Percent Change				
	1975	1980	1985	1990	1994	1995	1975-1980	1980-1985	1985-1990	1975-1995	1994-1995
AL	3.6	3.2	2.5	2.6	2.2	2.2	-11	-22	+4	-39	-1
AK	4.4	3.3	3.2	2.5	2.0	2.1	-25	-3	-22	-52	+3
AZ	4.2	5.3	4.1	2.5	2.3	2.6	+26	-23	-39	-38	+12
AR	4.0	3.6	3.1	2.9	2.4	2.4	-10	-14	-6	-41	-3
CA	3.1	3.5	2.4	2.0	1.6	1.5	+13	-31	-17	-51	-3
CO	3.5	3.2	2.2	2.0	1.7	1.8	-9	-31	-9	-47	+6
CT	2.1	3.0	2.0	1.5	1.1	1.1	+43	-33	-25	-46	-1
DE	3.4	3.6	1.9	2.1	1.6	1.6	+6	-47	+11	-53	+1
DC	2.3	1.2	1.9	1.4	2.0	1.7	-48	+58	-26	-27	-16
FL	3.2	3.6	3.2	2.6	2.2	2.2	+13	-11	-19	-31	0
GA	3.5	3.5	2.5	2.2	1.7	1.7	0	-29	-12	-50	+1
HI	3.5	3.3	1.9	2.2	1.5	1.6	-6	-42	16	-53	+6
ID	4.8	4.8	3.3	2.5	2.1	2.1	0	-31	-24	-56	-1
IL	3.6	3.0	2.2	1.9	1.7	1.7	-17	-27	-14	-53	0
IN	3.0	3.0	2.4	2.0	1.6	1.5	0	-20	-17	-50	-5
IA	3.8	3.3	2.3	2.0	1.9	2.0	-13	-30	-13	-48	+6
KS	3.3	3.4	2.5	1.9	1.8	1.8	+3	-26	-24	-47	-2
KY	3.5	3.2	2.5	2.5	2.0	2.1	-9	-22	0	-41	+6
LA	4.6	5.0	2.8	2.5	2.3	2.3	+9	-44	-11	-50	+1
ME	3.1	3.5	2.4	1.8	1.5	1.5	+13	-31	-25	-52	-1
MD	2.7	2.6	2.2	1.7	1.5	1.5	-4	-15	-23	-45	+1
MA	2.7	2.5	1.9	1.3	0.9	0.9	-7	-24	-32	-66	-1
MI	3.1	2.8	2.3	1.9	1.7	1.8	-10	-18	-17	-42	+7
MN	2.9	3.0	1.9	1.5	1.5	1.4	+3	-37	-21	-53	-9
MS	3.8	4.2	3.5	3.1	2.8	2.9	+11	-17	-11	-23	+6
MO	3.4	3.4	2.4	2.2	1.9	1.9	0	-29	-8	-45	-2
MT	5.1	4.9	3.0	2.5	2.2	2.3	-4	-39	-17	-55	+3
NE	3.3	3.5	2.0	1.9	1.8	1.6	+6	-43	-5	-51	-8
NV	4.7	5.7	3.4	3.4	2.3	2.2	+21	-40	0	-52	-1
NH	2.9	3.0	2.5	1.6	1.1	1.1	+3	-17	-36	-62	-2
NJ	2.2	2.2	1.8	1.5	1.3	1.3	0	-18	-17	-42	+1
NM	5.6	5.4	4.0	3.1	2.2	2.3	-4	-26	-23	-59	+5
NY	3.6	3.4	2.2	2.1	1.5	1.5	-6	-35	-5	-60	-2
NC	4.1	3.6	3.0	2.2	2.0	1.9	-12	-17	-27	-54	-4
ND	3.7	2.9	1.6	1.9	1.4	1.1	-22	-45	+19	-69	-19
OH	2.8	2.8	2.2	1.8	1.4	1.4	0	-21	-18	-52	-3
OK	3.3	3.5	2.4	1.9	1.9	1.7	+6	-31	-21	-47	-6
OR	3.5	3.4	2.6	2.2	1.7	1.9	-3	-24	-15	-46	+14
PA	3.3	2.9	2.3	1.9	1.6	1.6	-12	-21	-17	-53	0
RI	1.9	2.4	1.9	1.1	0.9	1.0	+26	-21	-42	-47	+13
SC	4.0	3.8	3.6	2.8	2.3	2.3	-5	-5	-22	-43	0
SD	3.8	3.7	2.1	2.2	2.0	2.1	-3	-43	+5	-46	+2
TN	3.4	3.4	3.0	2.5	2.2	2.2	0	-12	-17	-34	+1
TX	4.0	3.8	2.6	2.1	1.8	1.8	-5	-32	-19	-56	-2
UT	3.4	3.1	2.5	1.9	1.9	1.7	-9	-19	-24	-49	-9
VT	4.3	3.7	2.5	1.5	1.3	1.7	-14	-32	-40	-60	+36
VA	2.9	2.7	2.0	1.8	1.4	1.3	-7	-26	-10	-56	-6
WA	3.2	3.4	2.2	1.8	1.3	1.3	+6	-35	-18	-59	-2
WV	4.4	4.9	3.3	3.1	2.1	2.2	+11	-33	-6	-51	+4
WI	3.3	3.1	2.0	1.7	1.4	1.4	-6	-35	-15	-56	+2
WY	5.4	4.9	2.8	2.1	2.2	2.4	-9	-43	-25	-55	+12
USA	3.4	3.3	2.5	2.1	1.7	1.7	-3	-24	-16	-49	+2
PR	7.3	6.0	5.7	3.7	4.1	3.8	-18	-5	-35	-43	-8

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

Table 4. Alcohol Involvement in Fatal Traffic Crashes, 1985 and 1995

State	Percentage of Fatalities by Highest BAC in the Crash						Percentage of Drivers Involved in Fatal Crashes Tested for BAC with Known Results as of December 1995	
	BAC ≥ 0.01 g/dl			BAC ≥ 0.10 g/dl			Killed	Survived
	1985	1995	Percent Change	1985	1995	Percent Change		
AL	48.4	41.5	-14	39.1	34.3	-12	37.1	11.7
AK	59.1	55.2	-7	52.0	42.4	-18	56.0	57.9
AZ	55.7	43.4	-22	46.0	33.7	-27	58.2	7.5
AR	56.4	34.4	-39	47.5	23.4	-51	65.1	34.7
CA	51.9	41.0	-21	40.9	31.2	-24	59.6	22.9
CO	54.6	45.6	-16	46.3	35.1	-24	87.4	41.4
CT	60.0	48.9	-19	48.0	40.9	-15	90.6	23.8
DE	71.2	42.1	-41	54.4	31.0	-43	79.7	65.2
DC	51.7	53.4	+3	43.9	43.8	0	2.9	25.0
FL	52.9	39.6	-25	41.2	31.1	-25	63.5	14.3
GA	49.2	35.1	-29	38.5	26.9	-30	84.1	69.4
HI	62.7	49.2	-21	51.6	31.5	-39	97.2	28.4
ID	51.0	33.6	-34	39.3	26.5	-33	60.1	24.0
IL	53.7	42.9	-20	42.0	34.7	-17	91.1	11.6
IN	42.6	34.4	-19	32.7	27.4	-16	69.5	44.0
IA	54.0	41.7	-23	43.1	30.1	-30	60.2	40.7
KS	37.2	40.5	+9	31.4	34.4	+9	58.0	32.3
KY	46.8	33.8	-28	38.5	26.7	-31	61.1	36.1
LA	51.6	53.2	+3	39.0	39.9	+2	74.2	68.7
ME	52.9	27.8	-47	40.3	23.6	-41	60.8	7.5
MD	50.6	34.7	-31	38.0	26.3	-31	62.0	7.7
MA	54.2	45.7	-16	41.1	33.4	-19	89.5	0.5
MI	48.9	40.3	-18	39.2	31.6	-19	72.7	30.3
MN	46.4	44.4	-4	36.8	36.0	-2	77.1	48.4
MS	19.2	41.6	+117	15.5	35.2	+127	74.1	49.0
MO	43.9	51.6	+17	35.7	40.6	+14	70.7	10.8
MT	67.3	42.3	-37	55.3	36.8	-33	80.2	47.2
NE	43.0	36.6	-15	32.5	25.2	-22	89.0	81.1
NV	57.1	49.2	-14	47.0	40.7	-13	78.7	43.0
NH	64.4	39.0	-39	32.6	25.4	-22	80.3	34.0
NJ	48.2	40.9	-15	37.8	31.5	-17	29.6	17.5
NM	59.8	50.3	-16	50.6	41.7	-18	89.0	11.4
NY	46.4	32.4	-30	35.4	24.2	-32	66.7	2.9
NC	43.8	33.7	-23	36.7	27.6	-25	80.9	0.4
ND	58.9	56.8	-4	49.6	43.9	-11	58.0	23.4
OH	52.0	32.1	-38	42.4	25.2	-41	57.8	13.0
OK	45.2	37.5	-17	36.5	30.7	-16	74.8	2.6
OR	56.2	41.4	-26	44.9	30.7	-32	96.0	32.8
PA	53.4	41.2	-23	44.4	32.7	-26	71.9	17.5
RI	51.4	42.0	-18	42.7	31.5	-26	91.9	1.9
SC	55.6	31.8	-43	46.1	26.0	-44	31.3	3.4
SD	54.6	44.9	-18	47.2	39.7	-16	73.5	58.5
TN	55.0	40.7	-26	42.6	33.3	-22	71.1	45.0
TX	66.1	56.0	-15	52.2	44.2	-15	48.8	26.5
UT	36.0	26.4	-27	30.1	21.2	-30	68.0	49.1
VT	47.8	41.5	-13	36.6	31.2	-15	65.8	33.3
VA	50.2	39.8	-21	40.5	30.3	-25	71.4	0.6
WA	53.8	48.4	-10	43.8	38.0	-13	87.6	24.7
WV	51.4	42.6	-17	44.5	35.2	-21	86.3	23.8
WI	53.9	42.6	-21	45.8	35.3	-23	86.4	32.8
WY	51.3	48.8	-5	37.3	37.2	0	85.6	36.4
USA	51.8	41.3	-20	41.3	32.4	-21	67.6	24.2
PR	65.9	54.4	-17	50.6	39.3	-22	76.2	55.8

Source: Fatal Accident Reporting System (FARS).

Table 5. Speeding-Related Traffic Fatalities and Costs by Road Type and Speed Limit, 1995

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit									Estimated Costs of Speeding-Related Crashes by Road Type (Million 1994 Dollars)		
		Total	Interstate		Non-Interstate						Total	Interstate	Non-Interstate
			>55 mph	55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph			
AL	1,113	385	25	5	208	12	39	34	36	20	457	48	409
AK	87	34	0	12	5	3	5	2	3	0	69	16	53
AZ	1,031	362	39	14	62	24	59	42	46	39	561	82	479
AR	631	209	6	5	110	3	24	13	10	16	292	30	263
CA	4,192	1,655	115	147	678	76	120	109	211	150	3,328	485	2,843
CO	645	266	33	11	75	17	21	22	38	41	438	71	368
CT	317	100	0	14	4	7	8	16	12	36	396	56	340
DE	121	29	0	1	7	10	2	0	4	4	70	8	63
DC	58	24	0	0	0	0	0	0	0	20	96	14	82
FL	2,805	636	46	15	177	16	141	52	75	90	1,587	195	1,392
GA	1,488	358	13	15	161	7	74	11	44	31	793	92	701
HI	130	58	0	1	4	0	5	2	28	16	137	14	123
ID	262	96	8	1	39	13	5	2	16	5	122	14	108
IL	1,586	483	24	41	255	2	22	8	8	120	1,240	169	1,071
IN	960	242	20	8	10	3	0	0	1	2	538	167	371
IA	527	65	2	0	33	10	2	0	6	11	215	24	191
KS	442	121	7	5	63	2	9	3	10	20	239	29	210
KY	849	211	24	8	139	1	14	1	17	4	392	55	337
LA	883	211	10	11	92	4	29	10	43	12	490	61	429
ME	187	70	1	0	10	13	18	3	7	3	137	14	123
MD	671	114	1	5	16	15	7	19	12	35	550	66	483
MA	444	103	1	18	5	4	3	10	23	38	681	97	583
MI	1,530	429	23	23	225	11	31	7	34	56	1,058	134	924
MN	597	160	3	7	94	4	4	4	4	31	364	41	323
MS	868	119	15	1	55	11	15	6	11	5	207	28	180
MO	1,109	428	21	22	272	5	21	16	36	28	681	82	599
MT	215	69	7	0	55	3	0	1	1	1	90	11	79
NE	254	56	3	0	18	20	3	1	2	9	152	17	135
NV	313	147	27	5	40	7	15	5	27	20	249	45	204
NH	118	31	1	3	2	5	2	2	3	9	81	12	69
NJ	773	59	0	4	2	18	8	8	3	16	1,003	131	872
NM	485	186	32	5	38	6	21	12	24	25	247	41	206
NY	1,674	500	7	21	196	19	31	35	22	118	2,355	291	2,064
NC	1,448	572	26	11	344	3	107	3	67	10	1,010	108	902
ND	74	19	1	0	16	0	0	1	0	1	38	4	34
OH	1,366	341	13	14	184	9	26	13	48	28	1,243	155	1,088
OK	669	337	19	20	200	10	26	20	16	15	423	55	368
OR	572	183	10	7	113	1	13	7	16	11	306	35	271
PA	1,480	569	14	37	177	13	101	58	109	47	1,150	140	1,010
RI	69	24	0	2	1	2	1	3	5	10	84	10	73
SC	881	408	27	7	194	8	97	13	41	20	499	54	445
SD	158	60	5	3	39	4	2	1	1	5	82	11	71
TN	1,259	354	19	10	117	16	73	39	39	39	593	68	525
TX	3,181	1,308	105	100	645	27	81	75	111	115	2,380	355	2,025
UT	326	85	18	14	1	1	5	5	3	8	163	45	118
VT	106	41	4	0	0	21	1	3	5	6	55	6	49
VA	900	276	21	14	153	3	33	6	24	17	638	87	551
WA	653	251	17	12	59	46	15	9	59	30	642	82	560
WV	376	120	12	0	57	1	11	7	19	13	198	24	174
WI	745	198	5	5	114	2	14	6	24	16	458	49	410
WY	170	94	25	0	50	0	5	4	1	8	98	23	75
USA	41,798	13,256	855	684	5,614	518	1,369	729	1,405	1,430	29,376	3,951	25,426
PR	595	305	0	54	12	11	60	36	93	36	676	126	550

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

Table 6. Passenger Car Occupants and Motorcyclists Killed, 1995

State	Passenger Car Occupants Killed				Motorcyclists Killed			
	Total	Percent That Were:			Total	Percent That Were:		
		Restrained	Unrestrained	Unknown		Helmeted	Not Helmeted	Unknown
AL	684	29.8	64.9	5.3	33	97.0	3.0	0.0
AK	33	42.4	48.5	9.1	3	66.7	33.3	0.0
AZ	421	36.3	52.5	11.2	65	16.9	69.2	13.8
AR	316	26.6	62.3	11.1	17	35.3	64.7	0.0
CA	1,991	47.9	37.0	15.1	260	77.7	18.1	4.2
CO	319	37.3	60.5	2.2	45	22.2	77.8	0.0
CT	179	30.7	59.2	10.1	33	33.3	66.7	0.0
DE	65	38.5	61.5	0.0	6	50.0	50.0	0.0
DC	32	28.1	56.3	15.6	6	33.3	66.7	0.0
FL	1,412	38.1	59.3	2.6	181	77.3	19.9	2.8
GA	839	27.8	59.2	13.0	44	84.1	15.9	0.0
HI	51	43.1	35.3	21.6	21	33.3	66.7	0.0
ID	118	35.6	61.0	3.4	18	27.8	72.2	0.0
IL	914	31.9	52.8	15.2	101	12.9	71.3	15.8
IN	576	32.3	58.2	9.5	65	13.8	84.6	1.5
IA	303	39.9	49.5	10.6	43	16.3	83.7	0.0
KS	252	28.6	58.3	13.1	14	14.3	78.6	7.1
KY	522	30.1	66.7	3.3	23	73.9	26.1	0.0
LA	465	27.3	55.7	17.0	28	75.0	25.0	0.0
ME	111	24.3	68.5	7.2	13	53.8	46.2	0.0
MD	389	50.6	40.1	9.3	26	76.9	19.2	3.8
MA	265	22.3	54.0	23.8	28	85.7	10.7	3.6
MI	899	41.6	48.5	9.9	83	74.7	13.3	12.0
MN	356	38.2	45.2	16.6	36	2.8	91.7	5.6
MS	544	23.0	75.6	1.5	15	46.7	53.3	0.0
MO	600	26.8	63.3	9.8	40	80.0	17.5	2.5
MT	87	36.8	60.9	2.3	16	43.8	56.3	0.0
NE	139	30.9	54.0	15.1	6	83.3	16.7	0.0
NV	127	41.7	51.2	7.1	23	56.5	43.5	0.0
NH	72	25.0	65.3	9.7	16	37.5	62.5	0.0
NJ	371	39.1	49.9	11.1	34	82.4	14.7	2.9
NM	181	39.8	57.5	2.8	33	27.3	72.7	0.0
NY	856	41.7	44.6	13.7	92	65.2	32.6	2.2
NC	784	44.4	40.8	14.8	76	75.0	21.1	3.9
ND	40	22.5	60.0	17.5	6	0.0	100.0	0.0
OH	833	38.1	60.4	1.6	108	8.3	91.7	0.0
OK	340	26.2	72.6	1.2	40	20.0	77.5	2.5
OR	289	55.7	36.0	8.3	22	81.8	13.6	4.5
PA	920	27.5	55.5	17.0	84	70.2	14.3	15.5
RI	36	27.8	69.4	2.8	6	0.0	100.0	0.0
SC	501	38.1	61.3	0.6	50	16.0	84.0	0.0
SD	78	16.7	66.7	16.7	14	21.4	64.3	14.3
TN	743	27.6	68.1	4.3	48	81.3	18.8	0.0
TX	1,494	44.8	53.6	1.6	128	74.2	25.0	0.8
UT	147	32.0	59.2	8.8	11	0.0	100.0	0.0
VT	65	38.5	56.9	4.6	8	100.0	0.0	0.0
VA	517	33.7	57.6	8.7	35	22.9	54.3	22.9
WA	367	36.8	59.7	3.5	37	89.2	10.8	0.0
WV	201	29.4	65.2	5.5	26	76.9	23.1	0.0
WI	436	37.8	54.6	7.6	48	10.4	85.4	4.2
WY	78	25.6	71.8	2.6	7	28.6	71.4	0.0
USA	22,358	36.2	54.8	9.0	2,221	53.6	42.3	4.1
PR	298	25.8	74.2	0.0	32	6.3	93.8	0.0

Source: Fatal Accident Reporting System (FARS).

Table 7. Traffic Fatalities and Vehicles Involved in Fatal Crashes, 1995

State	Traffic Fatalities by Person Type					Vehicles Involved in Fatal Crashes by Vehicle Type					
	Total	Percent That Were:				Total	Percent That Were:				
		Drivers	Passengers	Pedestrians	Pedal-cyclists		Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Other
AL	1,113	67.1	25.3	6.7	0.5	1,528	55.8	31.4	9.4	2.2	1.2
AK	87	57.5	34.5	5.7	2.3	109	31.2	51.4	7.3	2.8	7.3
AZ	1,031	46.5	30.3	17.1	2.9	1,410	46.0	38.5	5.5	4.7	5.2
AR	631	63.1	28.5	7.1	0.8	802	44.4	39.9	12.0	2.2	1.5
CA	4,192	49.7	26.6	19.7	3.2	5,508	55.7	30.8	6.6	4.8	2.1
CO	645	60.3	29.0	8.7	1.6	849	50.2	35.6	6.0	5.3	2.9
CT	317	60.6	21.8	15.1	2.2	406	60.6	22.7	6.2	7.9	2.7
DE	121	48.8	26.4	24.0	0.8	172	61.6	23.8	5.2	3.5	5.8
DC	58	60.3	15.5	22.4	1.7	82	69.5	13.4	1.2	6.1	9.8
FL	2,805	51.6	23.1	20.0	5.3	4,002	59.9	25.0	7.0	4.8	3.2
GA	1,488	61.4	25.5	11.2	1.3	2,108	54.1	32.8	9.0	2.0	2.0
HI	130	54.6	19.2	21.5	3.8	159	54.1	28.9	1.9	13.2	1.9
ID	262	60.3	30.9	6.9	0.8	330	43.9	40.9	8.8	5.5	0.9
IL	1,586	58.6	25.9	13.4	1.7	2,170	60.3	25.9	7.3	4.8	1.7
IN	960	63.4	26.1	8.1	1.5	1,383	55.4	26.8	11.6	4.9	1.4
IA	527	66.2	26.9	5.3	1.3	714	52.9	29.3	9.5	6.0	2.2
KS	442	66.7	22.9	8.6	1.4	577	50.4	35.2	10.2	2.6	1.6
KY	849	63.6	28.6	6.7	0.5	1,122	54.5	33.2	9.0	2.2	1.2
LA	883	57.0	25.6	13.7	3.1	1,096	50.3	37.3	7.8	2.6	2.1
ME	187	66.8	25.7	4.8	0.5	259	50.2	28.2	8.5	5.0	8.1
MD	671	57.2	22.8	18.5	1.2	942	64.8	25.5	5.2	2.8	1.8
MA	444	53.4	25.7	18.7	1.8	605	65.5	24.1	5.5	4.5	0.5
MI	1,530	60.1	25.3	12.2	2.0	2,258	57.0	30.3	7.2	3.7	1.8
MN	597	64.3	26.1	8.2	0.8	823	54.2	29.9	9.2	4.0	2.7
MS	868	67.1	25.7	6.6	0.7	1,155	57.6	30.1	8.9	1.4	2.0
MO	1,109	63.0	27.0	8.5	0.9	1,432	52.7	36.3	6.5	2.7	1.9
MT	215	58.6	36.3	4.2	0.5	253	36.4	46.2	10.3	5.9	1.2
NE	254	64.2	26.4	6.7	1.6	346	49.7	35.5	11.8	1.7	1.2
NV	313	55.6	22.7	19.2	1.0	397	47.4	36.5	8.1	6.0	2.0
NH	118	64.4	26.3	9.3	0.0	170	60.6	23.5	4.7	9.4	1.8
NJ	773	56.0	19.7	21.3	2.5	1,075	54.9	16.9	7.8	3.2	17.2
NM	485	50.5	30.1	17.9	1.2	577	41.9	42.1	6.9	5.9	3.1
NY	1,674	50.2	21.2	24.6	3.0	2,276	61.2	23.9	6.5	4.3	4.2
NC	1,448	58.3	26.2	13.0	2.4	1,982	54.6	31.1	9.0	3.9	1.4
ND	74	67.6	28.4	2.7	1.4	98	46.9	33.7	8.2	6.1	5.1
OH	1,366	64.6	25.3	8.6	1.5	1,896	57.0	25.1	10.6	5.7	1.6
OK	669	66.4	25.0	7.8	0.4	904	45.9	39.3	9.2	4.5	1.1
OR	572	57.2	27.3	13.5	1.6	741	46.2	38.9	8.9	3.4	2.7
PA	1,480	61.1	24.2	13.2	1.3	2,042	60.2	24.9	9.0	4.4	1.5
RI	69	53.6	21.7	23.2	0.0	89	61.8	25.8	3.4	6.7	2.2
SC	881	62.8	24.2	11.8	1.2	1,171	57.3	27.2	7.6	4.9	3.0
SD	158	62.0	27.2	8.9	0.6	194	46.9	33.5	7.7	7.7	4.1
TN	1,259	65.1	24.9	8.2	1.1	1,701	57.5	31.3	6.8	2.9	1.5
TX	3,181	56.2	27.3	14.5	1.6	4,268	48.1	38.8	7.8	3.0	2.3
UT	326	52.8	31.0	13.5	2.8	437	46.9	42.6	6.6	2.5	1.4
VT	106	68.9	26.4	4.7	0.0	134	50.7	32.1	9.0	6.0	2.2
VA	900	62.4	25.1	10.3	1.8	1,201	57.5	31.1	7.7	2.7	0.9
WA	653	59.1	27.4	11.0	2.0	847	52.5	33.1	7.7	4.3	2.5
WV	376	66.0	24.5	8.2	0.3	493	48.7	33.7	10.1	5.5	2.0
WI	745	64.2	24.8	8.1	2.3	1,020	53.3	30.9	8.3	4.5	2.9
WY	170	57.1	37.6	4.7	0.6	172	40.7	45.3	8.7	4.7	0.6
USA	41,798	58.4	25.7	13.4	2.0	56,485	54.6	31.0	7.9	4.0	2.5
PR	595	43.9	21.5	32.4	2.0	764	66.4	18.6	4.5	4.3	6.3

Source: Fatal Accident Reporting System (FARS).

Table 8. Key Provisions of Safety Belt Use Laws, and Belt Use Rates as of December 1995

State	Effective	Enforcement	Fine	Seats	Vehicle and Coverage by Law	Safety Belt Use Rate
AL	07/18/92	Secondary	\$25	Front	Passenger car, MY>'65.	52%
AK	09/12/90	Secondary	\$15	All	Motor vehicle. Over age 16.	69%
AZ	01/01/91	Secondary	\$10	Front	Passenger car, van, MY>'72.	60%
AR	07/15/91	Secondary	\$30	Front	Passenger car, truck, van.	51%
CA	01/01/86	Primary	\$20	All	Passenger car, van, small truck.	85%
CO	07/01/87	Secondary	\$15	Front	Passenger car, van, taxi, ambulance, RV, small truck.	56%
CT	01/01/86	Primary	\$37	Front	Passenger car, van, truck.	72%
DE	01/01/92	Secondary	\$20	Front	Passenger car.	60%
DC	12/12/85	Secondary	\$15	Front	Vehicle seating 8 or less people.	63%
FL	07/01/86	Secondary	\$20	Front	Motor vehicle, pick up truck.	59%
GA	09/01/88	Secondary	\$15	Front	Passenger car to carry under 10 people.	53%
HI	12/16/85	Primary	\$20	Front	Vehicle registered in State.	80%
ID	07/01/86	Secondary	\$ 5	Front	Motor vehicle under 8,000 lbs.	59%
IL	07/01/85	Secondary	\$25	Front	Motor vehicle to carry under 10 people, RV.	69%
IN	07/01/87	Secondary	\$25	Front	Passenger car, bus, school bus.	64%
IA	07/01/86	Primary	\$10	Front	Passenger car, van, truck 10,000 lbs. or less.	76%
KS	07/01/86	Secondary	\$10	Front	Passenger car, van.	54%
KY	07/13/94	Secondary	\$25	All	Motor vehicles from model year 1965.	52%
LA	07/01/86	Primary	\$25	Front	Passenger car, van, truck under 6,000 lbs.	59%
ME	12/27/95	Secondary	\$25	All	Passenger vehicles.	50%
MD	07/01/86	Secondary	\$25	Front	Passenger and multi-purpose vehicle, truck, tractor, bus.	70%
MA	02/01/94	Secondary	\$25	All	Passenger car, van, truck.	53%
MI	07/01/85	Secondary	\$25	Front	Motor vehicle.	67%
MN	08/01/86	Secondary	\$25	Front	Passenger car, pick up truck, van, RV.	65%
MS	03/20/90	Secondary	\$25	Front	Passenger car, van.	46%
MO	09/28/85	Secondary	\$10	Front	Passenger car to carry under 10 people.	71%
MT	10/01/87	Secondary	\$20	All	Motor vehicle.	70%
NE	01/01/93	Secondary	\$25	Front	Motor vehicle	64%
NV	07/01/87	Secondary	\$25	All	Passenger car under 6,000 lbs.	71%
NH	--					57%
NJ	03/01/85	Secondary	\$20	Front	Passenger car.	61%
NM	01/01/86	Primary	\$25	Front	Motor vehicle under 10,000 lbs.	86%
NY	12/01/84	Primary	\$50	Front	Passenger car.	72%
NC	10/01/85	Primary	\$25	Front	Passenger motor vehicle to carry under 10 people.	81%
ND	07/14/94	Secondary	\$20	Front	Motor vehicle.	42%
OH	05/06/86	Secondary	\$25	Front	Passenger and commercial car, van, tractor, truck.	63%
OK	02/01/87	Secondary	\$10	Front	Passenger car, van, pickup truck.	46%
OR	12/07/90	Primary	\$95	All	Motor vehicle.	80%
PA	11/23/87	Secondary	\$10	Front	Passenger car, truck, motor home.	71%
RI	06/18/91	Secondary	No	All	Passenger car. Over age 12.	58%
SC	07/01/89	Secondary	\$10	Front	Passenger car, truck, van, RV, taxi.	64%
SD	01/01/95	Secondary	\$20	Front	Passenger car, truck, van, RV, taxi.	40%
TN	04/21/86	Secondary	\$25	Front	Vehicle under 8,500 lbs.	64%
TX	09/01/85	Primary	\$25	Front	Passenger car, van, and certain trucks.	72%
UT	04/28/86	Secondary	\$10	Front	Motor vehicle.	56%
VT	01/01/94	Secondary	\$10	All	Passenger cars.	67%
VA	01/01/88	Secondary	\$25	Front	Motor vehicle.	70%
WA	06/11/86	Secondary	\$25	All	Passenger and multi-purpose vehicle, bus, truck.	83%
WV	09/01/93	Secondary	\$25	Front	Passenger car. Age 18 and under in rear seat.	58%
WI	12/01/87	Secondary	\$10	All	Motor vehicle.	64%
WY	06/08/89	Secondary	No	Front	Passenger car, van, pickup truck.	NA
USA					Population-weighted national average:	68%
PR	01/19/75	Primary	\$10	Front	Passenger car. Over age 4.	62%

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

Notes: The safety belt use rates shown here may not correspond to the seats and vehicles covered by the individual state laws. NA = not available.

Table 9. Impaired Driving High-Priority Legislation as of December 1995

State	Administrative Per Se (BAC Level)	Illegal Per Se (BAC Level)	Lower BAC for Youthful DWI Offenders (BAC Level and Age)	License Sanction (Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
AL	N	0.10		S-90 days	R-1 yr	R-3 yrs
AK	Y-0.10	0.10		R-30 days	R-1 yr	R-10 yrs
AZ	Y-0.10	0.10	Y-0.00 (<21)	S-90 days	R-1 yr	R-3 yrs
AR	N	0.10	Y-0.02 (<21)	--	S-1 yr	S-2 yrs
CA	Y-0.08	0.08	Y-0.01 (<21)	--	S-30 days	R-3 yrs
CO	Y-0.10	0.10		--	R-1 yr	R-2 yrs
CT	Y-0.10	0.10	Y-0.02 (<21)	--	--	--
DE	Y-0.10	0.10	Y-0.02 (<21)	--	--	--
DC	Y-0.10	0.10	Y-0.00 (<21)	R-6 mos	R-1 yr	R-2 yrs
FL	Y-0.08	0.08		--	R-12 mos	R-24 mos
GA	Y-0.10	0.10	Y-0.04 (<18)	--	S-120 days	R-5 yrs
HI	Y-0.10	0.10		S-30 days	S-1 yr	R-1 yr
ID	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
IL	Y-0.10	0.10	Y-0.00 (<21)	--	--	--
IN	Y-0.10	0.10		S-30 days	S-1 yr	S-1 yr
IA	Y-0.10	0.10	Y-0.02 (<21)	--	R-1 yr	R-2 yrs
KS	Y-0.08	0.08		S-30 days	S-1 yr	S-1 yr
KY	A	0.10		S-30 days	R-12 mos	R-24 mos
LA	Y-0.10	0.10	Y-0.04 (<18)	--	S-12 mos	S-24 mos
ME	Y-0.08	0.08	Y-0.00 (<21)	S-60 days	S-1 yr	S-2 yrs
MD	Y-0.10	No	Y-0.02 (<21)	--	--	--
MA	Y-0.08	No	Y-0.02 (<21)	S-45 days	R-6 mos	R-2 yrs
MI	N	0.10	Y-0.02 (<21)	--	R-1 yr	S-5 yrs
MN	Y-0.10	0.10	Y-0.00 (<21)	R-15 days	R-15 days	R-15 days
MS	Y-0.10	0.10	Y-0.08 (<21)	S-30 days	S-1 yr	S-3 yrs
MO	Y-0.10	0.10		S-30 days	R-2 yrs	R-3 yrs
MT	N	0.10	Y-0.02 (<21)	--	R-3 mos	R-3 mos
NE	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-6 mos	R-1 yr
NV	Y-0.10	0.10		R-45 days	R-1 yr	R-1.5 yrs
NH	Y-0.08	0.08	Y-0.02 (<21)	R-90 days	R-3 yrs	R-3 yrs

See footnotes on following page.

Table 9. Impaired Driving High-Priority Legislation as of December 1995 (Continued)

State	Administrative Per Se (BAC Level)	Illegal Per Se (BAC Level)	Lower BAC for Youthful DWI Offenders (BAC Level and Age)	License Sanction (Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
NJ	N	0.10	Y-0.01 (<21)	R-6 mos	R-2 yrs	R-10 yrs
NM	Y-0.08	0.08	Y-0.02 (<21)	--	R-1 yr	R-5 yrs
NY	A	0.10		--	R-1 yr	R-1 yr
NC	Y-0.08	0.08	Y-0.00 (<21)	--	R-2 yrs	R-3 yrs
ND	Y-0.10	0.10		S-30 days	S-365 days	S-2 yrs
OH	Y-0.10	0.10	Y-0.02 (<21)	S-15 days	S-30 days	S-180 days
OK	Y-0.10	0.10		--	--	--
OR	Y-0.08	0.08	Y-0.00 (<21)	--	S-90 days	S-1 yr
PA	N	0.10		S-12 mos	S-12 mos	S-12 mos
RI	N	0.10	Y-0.02 (<21)	S-3 mos	S-1 yr	S-2 yrs
SC	N	No		--	S-1 yr	S-2 yrs
SD	N	0.10		--	R-1 yr	R-1 yr
TN	N	No	Y-0.02 (<21)	--	R-2 yrs	R-3 yrs
TX	Y-0.10	0.10	Y-0.07 (<21)	--	--	--
UT	Y-0.08	0.08	Y-0.00 (<21)	S-90 days	R-1 yr	R-1 yr
VT	Y-0.08	0.08	Y-0.02 (<18)	S-90 days	S-18 mos	R-2 yrs
VA	Y-0.08	0.08	Y-0.02 (<21)	--	R-2 yrs	R-3 yrs
WA	Y-0.10	0.10	Y-0.02 (<21)	--	R-2 yrs	R-2 yrs
WV	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-1 yr	R-1 yr
WI	Y-0.10	0.10	Y-0.00 (<18)	--	R-60 days	R-90 days
WY	Y-0.10	0.10		--	S-1 yr	R-3 yrs
USA	Y - 39	0.08 - 11 0.10 - 36 No - 4	Y - 34	S - 17 R - 8	S - 18 R - 27	S - 14 R - 31
	Y = Yes N = No A = Alternative		Y = Yes		S = Suspension R = Revocation	
PR	N	No		--	--	--

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

Source: "Digest of State Alcohol-Highway Safety Related Legislation," U.S. Department of Transportation/ National Highway Traffic Safety Administration, DOT HS 808 204.

Table 10. Child Passenger Protection Laws as of December 1995

State	Effective Date	Restraint Requirement Age	Safety Seat Required	May Substitute Safety Belts	Penalty ⁽³⁾
AL	7/82	Under 6	Under 6	Either 4 or 5	\$10
AK	6/85	Under 16	Under 4	4 through 15	\$50, 2 points
AZ	8/83	Through 4 ⁽²⁾	Through 4 ⁽²⁾	No	\$50
AR	8/83	Under 14	Under 4 ⁽²⁾	Between 4 and 14	\$30
CA	1/83	Under 4 ⁽²⁾	Under 4 ⁽²⁾	No	\$100
CO	1/84	Under 15 ⁽²⁾	Under 4 ⁽²⁾	No	\$25
CT	5/82	Under 4	Under 4	Between 1 and 4 in rear seat	\$60
DE	6/82	Under 16	Under 4	No	\$25
DC	7/83	Up to 16	Under 3	Between 3 and 6	\$55, 2 points
FL	7/83	Under 16	Under 4 ⁽²⁾	Over 4 up to age 16	\$150, 3 points
GA	7/84	Under 16	Under 4	Over 4	\$25
HI	7/83	Under 4	Under 3	Between 3 and 4	\$100 maximum
ID	1/85	Under 4 ⁽²⁾	Under 4 ⁽²⁾	No	\$100 maximum
IL	7/83	Under 6	Under 4	Between 4 and 6	\$25-\$50
IN	1/84	Under 5	Under 3	Between 3 and 5	\$50-\$500
IA	1/85	Under 6	Under 3	Between 3 and 6	\$10
KS	1/82	Under 14	Under 4	Between 4 and 13 in all positions	\$20
KY	7/82	Under 41"	Under 41"	No	\$50
LA	9/84	Under 5	Under 5	Between 3 and 5 in rear seat	\$25-\$50
ME	9/83	Under 19	Through 4	Between 1 & 4 if not in parent's vehicle	\$25-\$50
MD	1/84	Under 10	Under 4 ⁽²⁾	Between 4 and 10	\$25-\$50
MA	1/82	Through 12	Under 5	Under 5	\$25
MI	4/82	Through 15	Through 4	1 through 4 in rear seat	\$10
MN	8/83	Under 11	Under 4	4 through 10 in rear seat	\$50
MS	7/83	Under 4	Under 4	No	\$25
MO	1/84	Under 4	Under 4	No	\$25
MT ⁽¹⁾	1/84	Under 4 ⁽²⁾	Under 2	Between 2 and 4	\$10-\$25
NE	8/83	Under 5 ⁽²⁾	Under 4 ⁽²⁾	Between 4 and 5	\$25
NV	7/83	Under 5	Under 5	Under 5 in rear seat	\$35-\$100
NH	7/83	Under 12	Under 5	Under 5 through 12 in all positions	\$500 maximum
NJ	4/83	Under 5	Under 5	Between 1½ and 5 in rear seat	\$10-\$25
NM	6/83	Under 11	Under 5	Between 1 and 5 in rear seat	\$25
NY	4/82	Under 10	Under 4	Over 4 up to age 10	\$100 maximum
NC	7/82	Under 12	Under 4	Between 4 and 12	\$25
ND	1/84	Through 10	Under 3	3 through 10	\$20
OH	3/83	Under 4 ⁽²⁾	Under 4 ⁽²⁾	Over 4 and/or over 40 pounds	\$100 maximum
OK	11/83	Under 5	Under 4	5 and over in rear seat	\$25 maximum
OR	1/84	Under 16	Under 4 ⁽²⁾	Over 4 and/or over 40 pounds	\$95 maximum
PA	1/84	Under 4	Under 4	Over 4	\$25
RI	7/80	Through 12	Through 3	No	\$100 maximum
SC	7/83	Under 6	Under 4	Between 1 and 6 in rear seat	\$25
SD	7/84	Under 5	Under 2	Between 2 and 5	\$20
TN	1/78	Under 12	Under 4	No	\$25-\$50
TX	10/84	Under 4	Under 2	Between 2 and 4	\$25-\$50
UT	7/84	Under 8	Under 2	Between 2 and 8	\$20
VT	7/84	Through 12	Through 5	No	\$25
VA	1/83	Over 4	Under 4	Over 4 in front seat	\$50, 3 points
WA	1/84	Under 6	Under 2	Between 2 and 6	\$30
WV	7/81	Under 9	Under 3	Between 3 and 5	\$10-\$20
WI	11/82	Under 8	Under 4	Between 5 and 8	\$10-\$200
WY	4/85	Under 3 ⁽²⁾	Under 3 ⁽²⁾	No	\$25
PR	1/89	Under 4	Under 4	Over 40 pounds	\$10

⁽¹⁾Law applies only to parents and legal guardians.

⁽²⁾Or less than 40 pounds.

⁽³⁾Most states waive fines upon proof of safety seat acquisition.

Table 11. Status of State Motorcycle Helmet Use Requirements as of December 1995

State	Original Law	Subsequent Action, Date(s) and Current Status
AL	11/06/67	Helmet use required for all riders.
AK	01/01/71	Repealed effective 7-1-76 except for persons under 18 years of age, and all passengers.
AZ	01/01/69	Repealed effective 5-27-76 except for persons under 18 years of age.
AR	07/10/67	Helmet use required for all riders.
CA	01/01/85	Helmet use required by riders under 15 1/2 years of age. Effective 1-1-92 helmet use required for all riders.
CO	07/01/69	Repealed effective 5-20-77.
CT	10/01/67	Not enforced until 2-1-74. Repealed effective 6-1-76. Effective 1-1-90 adopted requirement for helmet use by persons under 18.
DE	10/01/68	Repealed effective 6-10-78 except for persons under 19 years of age. Also requires that a helmet be carried on the motorcycle for persons 19 and older.
DC	10/12/70	Helmet use required for all riders.
FL	09/05/67	Helmet use required for all riders.
GA	08/31/66	Helmet use required for all riders.
HI	05/01/68	Repealed effective 6-7-77 except for persons under 18 years of age.
ID	01/01/68	Repealed effective 3-29-78 except for persons under 18 years of age.
IL	01/01/68	Repealed effective 6-17-69 after being declared unconstitutional by the State Supreme Court on 5-28-69.
IN	07/01/67	Repealed effective 9-1-77. Effective 6-1-85 adopted requirement for helmet use by persons under 18.
IA	09/01/75	Repealed effective 7-1-76.
KS	07/01/67	7-1-67 to 3-17-70 for all cyclists. 3-17-70 to 7-1-72 only for cyclists under 21 years of age. 7-1-72 to 7-1-76 for all cyclists. 7-1-76 to 7-1-82 applied only to persons under 16 years of age. After 7-1-82 applies only to persons under 18 years of age.
KY	07/01/68	Helmet use required for all riders.
LA	07/31/68	Repealed effective 10-1-76 except for persons under 18 years of age. Readopted for all cyclists effective 1-1-82.
ME	10/07/67	Repealed effective 10-24-77. Amended effective 7-3-80 to require use by cyclists under 15 years of age.
MD	09/01/68	Repealed effective 5-29-79 except for persons under 18 years of age. Effective 10/01/92 helmet use required for all riders.
MA	02/27/67	Helmet use required for all riders.
MI	03/10/67	Repealed effective 6-12-68. New law adopted effective 9-1-69. Helmet use required for all riders.
MN	05/01/68	Repealed effective 4-6-77 except for persons under 18 years of age.
MS	03/28/74	Helmet use required for all riders.
MO	10/13/67	Helmet use required for all riders.
MT	07/01/73	Repealed effective 7-1-77 except for persons under 18 years of age.
NE	05/29/67	Never enforced. Declared unconstitutional by State Supreme Court and repealed effective 9-1-77. Effective 1/01/89 helmet use required for all riders.
NV	01/01/72	Helmet use required for all riders.
NH	09/03/67	Repealed effective 8-7-77 except for persons under 18 years of age.
NJ	01/01/68	Helmet use required for all riders.
NM	05/01/67	Initial law applied only to cyclists under 18 years of age and to all passengers. Law requiring helmet use by all cyclists adopted effective 7-1-73. Repealed effective 6-17-77 except for persons under 18 years of age.
NY	01/01/67	Helmet use required for all riders.
NC	01/01/68	Helmet use required for all riders.
ND	07/01/67	Repealed effective 7-1-77 except for persons under 18 years of age.
OH	04/02/68	Repealed effective 7-10-78 except for persons under 18 years, and first year novice.
OK	04/27/67	4-27-67 to 4-7-69 helmet use required for all motorcyclists. From 4-7-69 to 5-3-76 for cyclists under 21 years of age. 5-3-76 for cyclists under 18 years of age.
OR	01/01/68	Repealed effective 10-40-77, except for persons under 18 years of age. Effective 6-16-88 helmet use required for all riders.
PA	09/13/68	Helmet use required for all riders.
RI	06/30/67	Repealed effective 5-21-76 except for passengers on motorcycles. Effective 7-01-92 helmet use required for persons under 21 years of age and first year operators.
SC	07/01/67	Repealed for ages 21 and over effective 6-16-80.
SD	07/01/67	Repealed effective 7-1-77 except for persons under 18 years of age.
TN	06/05/67	Helmet use required for all riders.
TX	01/01/68	Repealed effective 9-1-77 except for persons under 18 years of age. Effective 9-1-89 helmet use required for all riders.
UT	05/13/69	Helmets required only on roads with speed limits of 35 mph or higher. Effective 5-8-77 law changed to require helmet use only by persons under 18 years of age.
VT	07/01/68	Helmet use required for all riders.
VA	01/01/71	Helmet use required for all riders.
WA	07/01/67	Repealed effective 7-1-77. 7-1-87 helmet use required for riders under 18. Effective 6-8-90 helmet use required for all riders.
WV	05/21/71	Helmet use required for all riders.
WI	07/01/68	Repealed effective 3-19-78 except for persons under 18 years of age, and for all holders of learner's permits.
WY	05/25/73	Repealed effective 5-27-83 except for persons under 18 years of age.
PR	07/20/60	Helmet use required for all riders.

25 states plus the District of Columbia and Puerto Rico require helmet use for all riders. 22 states require helmet use for certain riders. 3 states do not require helmet use for riders.