

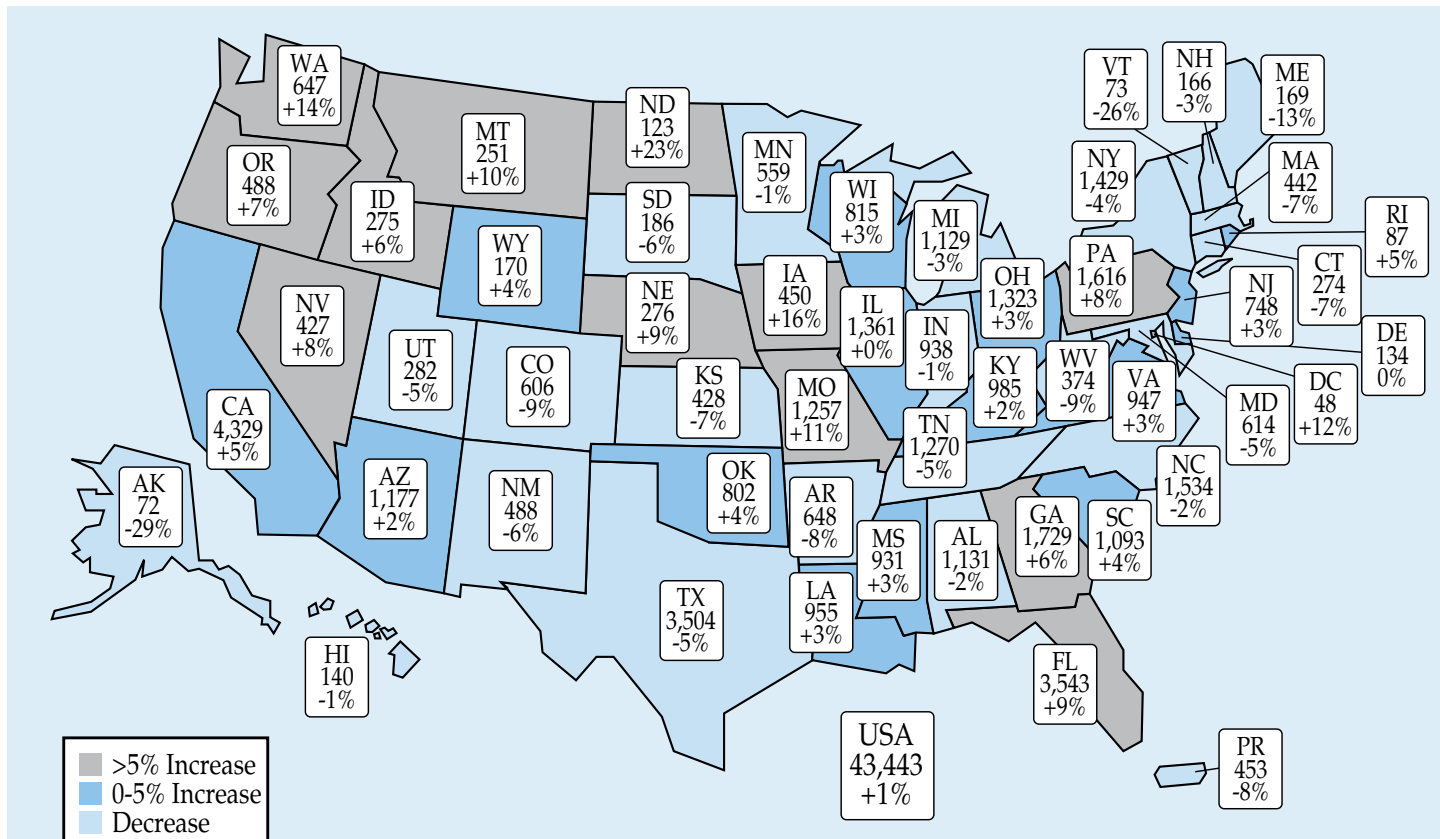
Traffic Safety Facts

2005 Data

DOT HS 810 628

State Traffic Data

Figure 1
2005 Traffic Fatalities by State and Percent Change from 2004



For more information:

Information on State traffic data is available from the National Center for Statistics and Analysis, NPO-101, 400 Seventh Street, SW., Washington, DC 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 800-934-8517. Fax messages should be sent to 202-366-7078. General information on highway traffic safety can be accessed by Internet users at www.nhtsa.dot.gov. To report a safety-related problem or to inquire about motor vehicle safety information, contact the DOT Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Overview*, *Alcohol*, *Bicyclists and Other Cyclists* (formerly titled *Pedalcyclists*), *Children*, *Large Trucks*, *Motorcyclists*, *Occupant Protection*, *Older Population*, *Pedestrians*, *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.nhtsa.dot.gov/people/ncsa.

Table 1
Traffic Fatalities and Fatality Rates, 2005

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	1,131	4,558	3,637	4,638	59,661	24.81	31.09	24.39	1.90
AK	72	664	483	695	5,035	10.85	14.92	10.36	1.43
AZ	1,177	5,939	3,943	4,070	59,799	19.82	29.85	28.92	1.97
AR	648	2,779	2,024	1,990	31,972	23.32	32.01	32.57	2.03
CA	4,329	36,132	22,896	33,163	329,267	11.98	18.91	13.05	1.31
CO	606	4,665	3,341	1,925	47,962	12.99	18.14	31.48	1.26
CT	274	3,510	2,740	3,124	31,675	7.81	10.00	8.77	0.87
DE	134	844	534	756	9,508	15.89	25.10	17.74	1.41
DC	48	551	330	238	3,713	8.72	14.53	20.13	1.29
FL	3,543	17,790	13,374	16,208	201,531	19.92	26.49	21.86	1.76
GA	1,729	9,073	5,940	8,205	113,509	19.06	29.11	21.07	1.52
HI	140	1,275	856	972	10,083	10.98	16.35	14.40	1.39
ID	275	1,429	978	1,431	14,866	19.24	28.11	19.22	1.85
IL	1,361	12,763	7,871	9,749	107,706	10.66	17.29	13.96	1.26
IN	938	6,272	4,521	5,103	71,799	14.96	20.75	18.38	1.31
IA	450	2,966	2,033	3,544	31,060	15.17	22.13	12.70	1.45
KS	428	2,745	1,974	2,435	29,621	15.59	21.68	17.58	1.44
KY	985	4,173	2,861	3,484	47,466	23.60	34.43	28.27	2.08
LA	955	4,524	3,084	3,874	44,979	21.11	30.97	24.65	2.12
ME	169	1,322	1,004	1,115	14,925	12.79	16.83	15.15	1.13
MD	614	5,600	3,710	4,398	56,319	10.96	16.55	13.96	1.09
MA	442	6,399	4,613	5,560	55,458	6.91	9.58	7.95	0.80
MI	1,129	10,121	7,105	8,512	104,052	11.16	15.89	13.26	1.09
MN	559	5,133	3,084	4,848	56,904	10.89	18.13	11.53	0.98
MS	931	2,921	1,965	2,005	42,186	31.87	47.37	46.42	2.21
MO	1,257	5,800	4,135	4,671	68,754	21.67	30.40	26.91	1.83
MT	251	936	716	1,057	11,126	26.83	35.08	23.75	2.26
NE	276	1,759	1,321	1,734	19,291	15.69	20.90	15.91	1.43
NV	427	2,415	1,596	1,400	20,776	17.68	26.75	30.50	2.06
NH	166	1,310	986	1,243	13,429	12.67	16.84	13.35	1.24
NJ	748	8,718	5,871	6,420	73,819	8.58	12.74	11.65	1.01
NM	488	1,928	1,305	1,586	23,966	25.31	37.40	30.77	2.04
NY	1,429	19,255	11,072	12,053	137,521*	7.42	12.91	11.86	1.04*
NC	1,534	8,683	6,228	6,254	101,268	17.67	24.63	24.53	1.51
ND	123	637	467	718	7,570	19.32	26.36	17.12	1.62
OH	1,323	11,464	7,708	10,943	110,491	11.54	17.16	12.09	1.20
OK	802	3,548	2,234	3,808	47,019	22.61	35.90	21.06	1.71
OR	488	3,641	2,693	2,970	35,282	13.40	18.12	16.43	1.38
PA	1,616	12,430	8,461	10,170	108,042	13.00	19.10	15.89	1.50
RI	87	1,076	746	840	8,300	8.08	11.65	10.35	1.05
SC	1,093	4,255	2,988	3,402	49,434	25.69	36.58	32.12	2.21
SD	186	776	566	900	8,397	23.97	32.85	20.67	2.22
TN	1,270	5,963	4,352	5,102	70,814	21.30	29.18	24.89	1.79
TX	3,504	22,860	14,659	17,801	235,170	15.33	23.90	19.68	1.49
UT	282	2,470	1,600	2,258	25,158	11.42	17.63	12.49	1.12
VT	73	623	563	530	7,713	11.72	12.96	13.77	0.95
VA	947	7,567	5,113	6,669	80,337	12.51	18.52	14.20	1.18
WA	647	6,288	4,682	5,771	55,476	10.29	13.82	11.21	1.17
WV	374	1,817	1,328	1,369	20,523	20.59	28.17	27.31	1.82
WI	815	5,536	3,993	5,029	60,017	14.72	20.41	16.21	1.36
WY	170	509	383	680	9,058	33.38	44.42	25.01	1.88
USA	43,443	296,410	200,665	245,642	2,989,807	14.66	21.65	17.69	1.45
PR	453	3,912	-	2,282	19,411	11.58	-	19.85	2.33

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. *New York data for vehicle miles traveled is from 2004.

Table 2

Traffic Fatalities and Percent Change, 1975-2005

State	Fatalities							Percent Change					
	1975	1985	1990	1995	2000	2004	2005	1975-1985	1985-1990	1990-1995	1995-2000	1975-2005	2004-2005
AL	902	882	1,121	1,114	996	1,154	1,131	-2%	+27%	-1%	-11%	+25%	-2%
AK	112	127	98	87	106	101	72	+13%	-23%	-11%	+22%	-36%	-29%
AZ	670	893	869	1,035	1,036	1,151	1,177	+33%	-3%	+19%	+0%	+76%	+2%
AR	559	534	604	631	652	703	648	-4%	+13%	+4%	+3%	+16%	-8%
CA	4,092	4,960	5,192	4,192	3,753	4,120	4,329	+21%	+5%	-19%	-10%	+6%	+5%
CO	581	579	544	645	681	667	606	-0%	-6%	+19%	+6%	+4%	-9%
CT	389	448	385	317	341	294	274	+15%	-14%	-18%	+8%	-30%	-7%
DE	122	104	138	121	123	134	134	-15%	+33%	-12%	+2%	+10%	0%
DC	70	60	48	58	48	43	48	-14%	-20%	+21%	-17%	-31%	+12%
FL	1,998	2,832	2,891	2,805	2,999	3,244	3,543	+42%	+2%	-3%	+7%	+77%	+9%
GA	1,360	1,361	1,562	1,488	1,541	1,634	1,729	+0%	+15%	-5%	+4%	+27%	+6%
HI	144	126	177	130	132	142	140	-13%	+40%	-27%	+2%	-3%	-1%
ID	281	255	244	262	276	260	275	-9%	-4%	+7%	+5%	-2%	+6%
IL	2,041	1,534	1,589	1,586	1,418	1,355	1,361	-25%	+4%	-0%	-11%	-33%	+0%
IN	1,128	974	1,049	960	886	947	938	-14%	+8%	-8%	-8%	-17%	-1%
IA	670	474	465	527	445	388	450	-29%	-2%	+13%	-16%	-33%	+16%
KS	509	486	444	442	461	459	428	-5%	-9%	-0%	+4%	-16%	-7%
KY	863	712	849	849	820	964	985	-17%	+19%	0%	-3%	+14%	+2%
LA	934	931	959	894	938	927	955	-0%	+3%	-7%	+5%	+2%	+3%
ME	223	206	213	187	169	194	169	-8%	+3%	-12%	-10%	-24%	-13%
MD	670	729	707	671	588	643	614	+9%	-3%	-5%	-12%	-8%	-5%
MA	864	742	605	444	433	476	442	-14%	-18%	-27%	-2%	-49%	-7%
MI	1,779	1,545	1,571	1,530	1,382	1,159	1,129	-13%	+2%	-3%	-10%	-37%	-3%
MN	754	608	566	597	625	567	559	-19%	-7%	+5%	+5%	-26%	-1%
MS	546	662	750	868	949	900	931	+21%	+13%	+16%	+9%	+71%	+3%
MO	1,045	931	1,097	1,109	1,157	1,130	1,257	-11%	+18%	+1%	+4%	+20%	+11%
MT	291	223	212	215	237	229	251	-23%	-5%	+1%	+10%	-14%	+10%
NE	369	237	262	254	276	254	276	-36%	+11%	-3%	+9%	-25%	+9%
NV	218	259	343	313	323	395	427	+19%	+32%	-9%	+3%	+96%	+8%
NH	151	191	158	118	126	171	166	+26%	-17%	-25%	+7%	+10%	-3%
NJ	1,043	964	886	774	731	723	748	-8%	-8%	-13%	-6%	-28%	+3%
NM	555	535	499	485	432	521	488	-4%	-7%	-3%	-11%	-12%	-6%
NY	2,366	2,006	2,217	1,679	1,460	1,495	1,429	-15%	+11%	-24%	-13%	-40%	-4%
NC	1,506	1,482	1,385	1,448	1,557	1,573	1,534	-2%	-7%	+5%	+8%	+2%	-2%
ND	167	90	112	74	86	100	123	-46%	+24%	-34%	+16%	-26%	+23%
OH	1,766	1,646	1,638	1,360	1,366	1,286	1,323	-7%	-0%	-17%	+0%	-25%	+3%
OK	757	744	641	669	650	774	802	-2%	-14%	+4%	-3%	+6%	+4%
OR	562	559	579	574	451	456	488	-1%	+4%	-1%	-21%	-13%	+7%
PA	2,078	1,771	1,646	1,480	1,520	1,490	1,616	-15%	-7%	-10%	+3%	-22%	+8%
RI	110	109	84	69	80	83	87	-1%	-23%	-18%	+16%	-21%	+5%
SC	820	951	979	881	1,065	1,046	1,093	+16%	+3%	-10%	+21%	+33%	+4%
SD	195	130	153	158	173	197	186	-33%	+18%	+3%	+9%	-5%	-6%
TN	1,126	1,101	1,177	1,259	1,307	1,339	1,270	-2%	+7%	+7%	+4%	+13%	-5%
TX	3,372	3,678	3,250	3,183	3,779	3,699	3,504	+9%	-12%	-2%	+19%	+4%	-5%
UT	272	303	272	325	373	296	282	+11%	-10%	+19%	+15%	+4%	-5%
VT	143	115	90	106	76	98	73	-20%	-22%	+18%	-28%	-49%	-26%
VA	993	976	1,079	900	929	922	947	-2%	+11%	-17%	+3%	-5%	+3%
WA	758	744	825	653	631	567	647	-2%	+11%	-21%	-3%	-15%	+14%
WV	461	420	481	376	411	410	374	-9%	+15%	-22%	+9%	-19%	-9%
WI	930	744	769	745	799	792	815	-20%	+3%	-3%	+7%	-12%	+3%
WY	210	152	125	170	152	164	170	-28%	-18%	+36%	-11%	-19%	+4%
USA	44,525	43,825	44,599	41,817	41,945	42,836	43,443	-2%	+2%	-6%	+0%	-2%	+1%
PR	496	600	473	595	568	495	453	+21%	-21%	+26%	-5%	-9%	-8%

Source: Fatality Analysis Reporting System (FARS).

Table 3

Traffic Fatality Rates and Percent Change, 1975-2005

State	Fatality Rate per 100 Million VMT							Percent Change					
	1975	1985	1990	1995	2000	2004	2005	1975-1985	1985-1990	1990-1995	1995-2000	1975-2005	2004-2005
AL	3.63	2.51	2.65	2.20	1.76	1.95	1.90	-31%	+6%	-17%	-20%	-48%	-3%
AK	4.38	3.17	2.51	2.11	2.30	2.02	1.43	-28%	-21%	-16%	+9%	-67%	-29%
AZ	4.19	4.14	2.45	2.61	2.11	2.01	1.97	-1%	-41%	+7%	-19%	-53%	-2%
AR	4.01	3.12	2.87	2.37	2.24	2.22	2.03	-22%	-8%	-17%	-5%	-49%	-9%
CA	3.09	2.39	2.01	1.52	1.22	1.25	1.31	-23%	-16%	-24%	-20%	-58%	+5%
CO	3.50	2.21	2.00	1.84	1.63	1.45	1.26	-37%	-10%	-8%	-11%	-64%	-13%
CT	2.13	2.00	1.46	1.13	1.11	0.93	0.87	-6%	-27%	-23%	-2%	-59%	-6%
DE	3.37	1.94	2.11	1.61	1.49	1.44	1.41	-42%	+9%	-24%	-7%	-58%	-2%
DC	2.27	1.86	1.41	1.67	1.37	1.15	1.29	-18%	-24%	+18%	-18%	-43%	+12%
FL	3.24	3.22	2.63	2.19	1.99	1.65	1.76	-1%	-18%	-17%	-9%	-46%	+7%
GA	3.46	2.53	2.22	1.74	1.47	1.44	1.52	-27%	-12%	-22%	-16%	-56%	+6%
HI	3.47	1.86	2.19	1.64	1.55	1.46	1.39	-46%	+18%	-25%	-5%	-60%	-5%
ID	4.78	3.31	2.48	2.13	2.04	1.77	1.85	-31%	-25%	-14%	-4%	-61%	+5%
IL	3.56	2.17	1.91	1.68	1.38	1.24	1.26	-39%	-12%	-12%	-18%	-65%	+2%
IN	3.02	2.39	1.95	1.49	1.25	1.30	1.31	-21%	-18%	-24%	-16%	-57%	+1%
IA	3.75	2.35	2.02	2.03	1.51	1.23	1.45	-37%	-14%	+0%	-26%	-61%	+18%
KS	3.29	2.52	1.94	1.76	1.64	1.57	1.44	-23%	-23%	-9%	-7%	-56%	-8%
KY	3.50	2.50	2.52	2.07	1.75	2.04	2.08	-29%	+1%	-18%	-15%	-41%	+2%
LA	4.60	2.79	2.53	2.31	2.30	2.08	2.12	-39%	-9%	-9%	-0%	-54%	+2%
ME	3.14	2.22	1.79	1.49	1.19	1.30	1.13	-29%	-19%	-17%	-20%	-64%	-13%
MD	2.66	2.19	1.74	1.50	1.17	1.16	1.09	-18%	-21%	-14%	-22%	-59%	-6%
MA	2.75	1.87	1.31	0.92	0.82	0.87	0.80	-32%	-30%	-30%	-11%	-71%	-8%
MI	3.06	2.29	1.94	1.79	1.41	1.12	1.09	-25%	-15%	-8%	-21%	-64%	-3%
MN	2.94	1.86	1.45	1.35	1.19	1.00	0.98	-37%	-22%	-7%	-12%	-67%	-2%
MS	3.80	3.45	3.07	2.94	2.67	2.28	2.21	-9%	-11%	-4%	-9%	-42%	-3%
MO	3.41	2.37	2.16	1.87	1.72	1.64	1.83	-30%	-9%	-13%	-8%	-46%	+12%
MT	5.08	3.03	2.54	2.28	2.40	2.04	2.26	-40%	-16%	-10%	+5%	-56%	+11%
NE	3.29	1.97	1.88	1.61	1.53	1.32	1.43	-40%	-5%	-14%	-5%	-57%	+8%
NV	4.74	3.42	3.36	2.24	1.83	1.95	2.06	-28%	-2%	-33%	-18%	-57%	+6%
NH	2.85	2.53	1.61	1.11	1.05	1.26	1.24	-11%	-36%	-31%	-5%	-56%	-2%
NJ	2.15	1.83	1.50	1.27	1.08	0.99	1.01	-15%	-18%	-15%	-15%	-53%	+2%
NM	5.59	4.03	3.09	2.29	1.90	2.18	2.04	-28%	-23%	-26%	-17%	-64%	-6%
NY	3.63	2.22	2.07	1.46	1.13	1.08	1.04*	-39%	-7%	-29%	-23%	-71%	-4%
NC	4.14	2.97	2.21	1.90	1.74	1.64	1.51	-28%	-26%	-14%	-8%	-64%	-8%
ND	3.71	1.61	1.90	1.13	1.19	1.32	1.62	-57%	+18%	-41%	+5%	-56%	+23%
OH	2.75	2.18	1.79	1.35	1.29	1.15	1.20	-21%	-18%	-25%	-4%	-56%	+4%
OK	3.33	2.39	1.93	1.74	1.50	1.67	1.71	-28%	-19%	-10%	-14%	-49%	+2%
OR	3.53	2.61	2.17	1.91	1.33	1.28	1.38	-26%	-17%	-12%	-30%	-61%	+8%
PA	3.26	2.35	1.92	1.57	1.49	1.38	1.50	-28%	-18%	-18%	-5%	-54%	+9%
RI	1.94	1.87	1.14	1.00	0.96	0.98	1.05	-4%	-39%	-12%	-4%	-46%	+7%
SC	3.98	3.56	2.85	2.28	2.34	2.11	2.21	-11%	-20%	-20%	+3%	-44%	+5%
SD	3.76	2.07	2.19	2.06	2.05	2.24	2.22	-45%	+6%	-6%	-0%	-41%	-1%
TN	3.42	3.03	2.52	2.24	1.99	1.89	1.79	-11%	-17%	-11%	-11%	-48%	-5%
TX	3.99	2.57	2.08	1.76	1.72	1.60	1.49	-36%	-19%	-15%	-2%	-63%	-7%
UT	3.42	2.52	1.86	1.73	1.65	1.20	1.12	-26%	-26%	-7%	-5%	-67%	-7%
VT	4.32	2.45	1.54	1.71	1.12	1.25	0.95	-43%	-37%	+11%	-35%	-78%	-24%
VA	2.87	2.04	1.79	1.29	1.24	1.17	1.18	-29%	-12%	-28%	-4%	-59%	+1%
WA	3.16	2.16	1.85	1.33	1.18	1.02	1.17	-32%	-14%	-28%	-11%	-63%	+15%
WV	4.36	3.32	3.12	2.16	2.14	2.02	1.82	-24%	-6%	-31%	-1%	-58%	-10%
WI	3.25	2.03	1.74	1.45	1.40	1.31	1.36	-38%	-14%	-17%	-3%	-58%	+4%
WY	5.36	2.81	2.14	2.41	1.88	1.77	1.88	-48%	-24%	+13%	-22%	-65%	+6%
USA	3.35	2.47	2.08	1.73	1.53	1.44	1.45	-26%	-16%	-17%	-12%	-57%	+1%
PR	7.27	5.74	3.68	3.83	3.23	2.54	2.33	-21%	-36%	+4%	-16%	-68%	-8%

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

*2005 fatality rate based on vehicle miles traveled data for 2004.

Table 4

Alcohol Involvement in Fatal Traffic Crashes, 1995 and 2005

State	BAC .01+ g/dL			BAC .08+ g/dL			Percentage of Drivers Involved in Fatal Crashes Tested for BAC with Known Results in 2005	
	1995	2005	Percent Change	1995	2005	Percent Change	Killed	Survived
AL	44%	37%	-16%	40%	34%	-15%	9%	7%
AK	54%	48%	-11%	44%	43%	-2%	82%	42%
AZ	46%	42%	-9%	40%	37%	-8%	43%	5%
AR	39%	36%	-8%	29%	32%	+10%	56%	39%
CA	42%	40%	-5%	34%	34%	0%	84%	19%
CO	47%	40%	-15%	40%	35%	-13%	16%	4%
CT	48%	44%	-8%	45%	37%	-18%	65%	26%
DE	41%	49%	+20%	34%	44%	+29%	53%	13%
DC	53%	55%	+4%	49%	44%	-10%	79%	42%
FL	42%	42%	0%	36%	36%	0%	59%	15%
GA	36%	32%	-11%	31%	27%	-13%	47%	23%
HI	50%	51%	+2%	36%	42%	+17%	98%	41%
ID	35%	32%	-9%	30%	31%	+3%	67%	31%
IL	44%	43%	-2%	39%	35%	-10%	88%	18%
IN	36%	34%	-6%	31%	29%	-6%	61%	60%
IA	42%	26%	-38%	35%	23%	-34%	37%	35%
KS	42%	35%	-17%	37%	28%	-24%	45%	51%
KY	36%	32%	-11%	31%	27%	-13%	68%	28%
LA	53%	41%	-23%	44%	36%	-18%	26%	49%
ME	31%	35%	+13%	28%	30%	+7%	92%	76%
MD	37%	38%	+3%	30%	31%	+3%	89%	13%
MA	43%	39%	-9%	38%	34%	-11%	44%	2%
MI	41%	37%	-10%	35%	32%	-9%	66%	35%
MN	45%	36%	-20%	39%	31%	-21%	52%	44%
MS	42%	40%	-5%	38%	36%	-5%	49%	24%
MO	50%	41%	-18%	44%	35%	-20%	83%	30%
MT	44%	49%	+11%	39%	45%	+15%	84%	58%
NE	37%	33%	-11%	29%	28%	-3%	83%	68%
NV	47%	37%	-21%	42%	33%	-21%	71%	30%
NH	39%	36%	-8%	31%	33%	+6%	90%	33%
NJ	36%	35%	-3%	29%	29%	0%	87%	34%
NM	49%	39%	-20%	44%	35%	-20%	92%	35%
NY	34%	37%	+9%	29%	30%	+3%	59%	4%
NC	35%	36%	+3%	31%	32%	+3%	85%	2%
ND	58%	47%	-19%	49%	37%	-24%	85%	33%
OH	36%	38%	+6%	30%	31%	+3%	88%	35%
OK	39%	35%	-10%	34%	31%	-9%	81%	17%
OR	42%	36%	-14%	34%	29%	-15%	89%	38%
PA	42%	39%	-7%	37%	35%	-5%	80%	22%
RI	41%	50%	+22%	38%	39%	+3%	88%	6%
SC	39%	42%	+8%	34%	36%	+6%	77%	85%
SD	45%	43%	-4%	42%	41%	-2%	77%	62%
TN	42%	37%	-12%	38%	31%	-18%	27%	19%
TX	55%	45%	-18%	48%	39%	-19%	42%	18%
UT	28%	13%	-54%	25%	12%	-52%	53%	36%
VT	45%	40%	-11%	38%	38%	0%	96%	36%
VA	41%	37%	-10%	35%	30%	-14%	60%	0%
WA	49%	45%	-8%	42%	39%	-7%	87%	16%
WV	45%	34%	-24%	39%	31%	-21%	82%	14%
WI	43%	45%	+5%	39%	40%	+3%	88%	43%
WY	50%	38%	-24%	45%	33%	-27%	81%	28%
USA	42%	39%	-7%	36%	33%	-8%	64%	24%
PR	55%	48%	-13%	46%	41%	-11%	76%	59%

Source: Fatality Analysis Reporting System (FARS).

Table 5

Speeding-Related Traffic Fatalities by Road Type and Speed Limit, 2005

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
AL	1,131	493	53	7	118	15	175	31	39	25
AK	72	27	7	3	4	0	2	1	5	3
AZ	1,177	460	109	15	36	23	71	73	32	35
AR	648	104	5	0	52	3	11	7	17	5
CA	4,329	1,471	203	30	344	60	145	131	181	156
CO	606	204	16	11	25	10	30	24	22	30
CT	274	92	3	7	1	0	9	9	9	49
DE	134	52	1	5	4	26	0	5	6	2
DC	48	17	0	5	0	0	0	0	2	10
FL	3,543	239	14	7	30	11	52	20	33	33
GA	1,729	340	22	5	105	6	51	5	43	18
HI	140	69	0	6	6	1	6	1	25	20
ID	275	95	14	0	11	11	7	5	8	8
IL	1,361	525	68	22	199	16	48	46	62	61
IN	938	258	19	17	59	10	42	34	27	46
IA	450	44	5	0	19	2	5	0	7	4
KS	428	119	16	0	37	2	6	4	4	19
KY	985	187	12	6	117	0	22	2	17	10
LA	955	180	14	3	70	4	34	7	27	13
ME	169	86	11	3	9	9	21	11	9	10
MD	614	214	14	15	19	34	22	29	30	46
MA	442	146	11	3	4	3	11	21	28	57
MI	1,129	243	26	11	120	4	24	2	14	25
MN	559	152	13	4	85	7	6	4	2	20
MS	931	254	36	0	91	20	45	9	21	8
MO	1,257	529	59	9	197	6	31	28	66	51
MT	251	97	17	0	2	2	4	0	9	10
NE	276	51	10	0	5	11	2	3	8	5
NV	427	160	24	0	10	8	23	1	23	9
NH	166	56	4	1	4	5	1	6	14	16
NJ	748	79	0	3	10	21	12	3	9	13
NM	488	165	33	2	28	1	12	7	10	11
NY	1,429	456	13	13	173	15	27	37	21	77
NC	1,534	560	40	7	287	4	121	1	72	14
ND	123	28	2	1	8	2	0	1	0	3
OH	1,323	277	23	6	123	4	28	7	51	21
OK	802	292	27	2	64	8	71	13	18	15
OR	488	161	10	2	76	3	11	7	19	14
PA	1,616	757	44	18	195	18	167	91	144	54
RI	87	40	6	3	1	3	2	2	6	17
SC	1,093	480	59	2	158	9	93	22	55	24
SD	186	62	7	0	26	0	1	3	4	4
TN	1,270	266	12	10	9	0	9	4	4	4
TX	3,504	1,426	162	49	174	35	147	117	121	143
UT	282	75	38	0	3	3	2	6	7	6
VT	73	33	2	0	0	13	3	3	5	3
VA	947	313	42	19	128	3	52	8	35	19
WA	647	247	14	4	18	54	12	19	57	41
WV	374	82	10	0	33	3	13	8	6	6
WI	815	294	16	6	157	2	27	7	18	42
WY	170	56	18	0	8	0	3	1	1	6
USA	43,443	13,113*	1,384	342	3,462	510	1,719	886	1,453	1,341
PR	453	215	45	0	7	3	30	21	84	25

*Of the total number of speeding-related fatalities in 2005, 5,562 occurred on roads with posted speed limits between 55 and 65 mph, and 902 occurred on roads with speed limits above 65 mph.

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

Table 6

Passenger Vehicle Occupants and Motorcyclists Killed, 2005

State	Passenger Vehicle Occupants Killed				Motorcyclists Killed			
	Total	Percent Who Were:			Total	Percent Who Were:		
		Restrained	Unrestrained	Unknown		Helmeted	Not Helmeted	Unknown
AL	951	37.7%	58.0%	4.2%	61	95.1%	4.9%	0.0%
AK	54	50.0%	40.7%	9.3%	4	75.0%	25.0%	0.0%
AZ	652	35.0%	53.8%	11.2%	124	38.7%	56.5%	4.8%
AR	510	28.8%	60.6%	10.6%	63	46.0%	47.6%	6.3%
CA	2,893	55.4%	33.5%	11.0%	469	85.5%	11.9%	2.6%
CO	444	42.3%	56.3%	1.4%	87	4.6%	95.4%	0.0%
CT	184	39.1%	47.3%	13.6%	43	32.6%	62.8%	4.7%
DE	96	42.7%	54.2%	3.1%	21	66.7%	33.3%	0.0%
DC	22	36.4%	59.1%	4.5%	6	100.0%	0.0%	0.0%
FL	2,227	38.8%	56.7%	4.6%	469	45.6%	46.9%	7.5%
GA	1,341	38.5%	49.9%	11.6%	144	89.6%	10.4%	0.0%
HI	69	42.0%	43.5%	14.5%	30	26.7%	70.0%	3.3%
ID	225	41.8%	56.0%	2.2%	26	34.6%	65.4%	0.0%
IL	968	44.1%	46.4%	9.5%	157	17.8%	75.2%	7.0%
IN	711	41.5%	46.8%	11.7%	110	18.2%	77.3%	4.5%
IA	354	46.3%	39.3%	14.4%	45	35.6%	64.4%	0.0%
KS	342	30.1%	61.7%	8.2%	35	20.0%	68.6%	11.4%
KY	783	34.9%	64.9%	0.3%	89	34.8%	65.2%	0.0%
LA	709	34.6%	52.5%	13.0%	75	73.3%	24.0%	2.7%
ME	135	35.6%	47.4%	17.0%	15	40.0%	60.0%	0.0%
MD	397	51.6%	44.8%	3.5%	85	89.4%	10.6%	0.0%
MA	298	28.2%	57.4%	14.4%	55	89.1%	7.3%	3.6%
MI	815	55.5%	33.1%	11.4%	124	70.2%	18.5%	11.3%
MN	428	43.0%	49.3%	7.7%	58	31.0%	67.2%	1.7%
MS	782	26.5%	73.4%	0.1%	39	71.8%	28.2%	0.0%
MO	1,019	30.7%	60.3%	9.0%	91	63.7%	31.9%	4.4%
MT	199	26.1%	71.9%	2.0%	28	46.4%	53.6%	0.0%
NE	241	28.2%	60.2%	11.6%	17	70.6%	17.6%	11.8%
NV	283	43.1%	49.1%	7.8%	56	62.5%	26.8%	10.7%
NH	106	29.2%	67.9%	2.8%	44	22.7%	75.0%	2.3%
NJ	487	51.3%	45.6%	3.1%	61	80.3%	16.4%	3.3%
NM	365	47.9%	50.1%	1.9%	38	15.8%	81.6%	2.6%
NY	839	48.6%	39.2%	12.2%	161	78.3%	16.1%	5.6%
NC	1,136	45.7%	46.0%	8.4%	152	92.8%	7.2%	0.0%
ND	94	23.4%	70.2%	6.4%	6	16.7%	83.3%	0.0%
OH	1,008	41.8%	58.0%	0.2%	178	25.8%	74.2%	0.0%
OK	631	39.5%	59.7%	0.8%	77	24.7%	75.3%	0.0%
OR	361	63.2%	30.2%	6.6%	48	91.7%	6.3%	2.1%
PA	1,171	31.8%	54.7%	13.5%	205	51.7%	44.9%	3.4%
RI	58	34.5%	63.8%	1.7%	14	57.1%	42.9%	0.0%
SC	842	29.8%	65.0%	5.2%	106	24.5%	73.6%	1.9%
SD	139	23.7%	66.9%	9.4%	22	40.9%	54.5%	4.5%
TN	1,010	35.8%	56.1%	8.0%	128	83.6%	15.6%	0.8%
TX	2,526	50.9%	47.1%	2.0%	360	40.3%	58.6%	1.1%
UT	223	44.4%	55.2%	0.4%	23	21.7%	78.3%	0.0%
VT	53	45.3%	49.1%	5.7%	14	92.9%	7.1%	0.0%
VA	725	33.2%	61.9%	4.8%	69	81.2%	13.0%	5.8%
WA	464	51.3%	44.4%	4.3%	74	97.3%	2.7%	0.0%
WV	287	36.2%	59.6%	4.2%	34	88.2%	11.8%	0.0%
WI	628	35.0%	57.0%	8.0%	93	22.6%	77.4%	0.0%
WY	130	33.8%	65.4%	0.8%	20	25.0%	75.0%	0.0%
USA	31,415	41.4%	51.5%	7.1%	4,553	55.4%	41.5%	3.2%
PR	212	41.5%	58.5%	-	90	41.1%	58.9%	-

Source: Fatality Analysis Reporting System (FARS).

Table 7

Traffic Fatalities and Vehicles Involved in Fatal Crashes by Type, 2005

State	Total	Percent Who Were: (by Person Type)						Total	Percent That Were: (by Vehicle Type)				
		Drivers	Passengers	Motorcycle Riders	Pedestrians	Pedal-cyclists	Other/Unknown		Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Other/Unknown
AL	1,131	64.5%	22.5%	5.4%	6.4%	1.1%	0.2%	1,539	43.7%	41.9%	7.7%	4.2%	2.4%
AK	72	56.9%	25.0%	5.6%	9.7%	1.4%	1.4%	102	28.4%	57.8%	3.9%	3.9%	5.9%
AZ	1,177	46.0%	26.0%	10.5%	13.3%	3.0%	1.2%	1,586	30.9%	36.6%	5.5%	7.6%	19.4%
AR	648	64.7%	19.1%	9.7%	5.7%	0.5%	0.3%	890	35.4%	40.3%	14.8%	7.5%	1.9%
CA	4,329	42.9%	25.8%	10.8%	17.1%	2.7%	0.7%	5,814	45.6%	36.2%	6.5%	8.4%	3.3%
CO	606	51.8%	24.4%	14.4%	7.9%	1.3%	0.2%	851	39.0%	40.8%	7.6%	10.8%	1.8%
CT	274	49.6%	20.4%	15.7%	12.4%	1.1%	0.7%	388	51.8%	29.1%	4.6%	12.1%	2.3%
DE	134	53.0%	21.6%	15.7%	8.2%	1.5%	0.0%	196	46.9%	33.2%	4.1%	11.2%	4.6%
DC	48	29.2%	18.8%	12.5%	33.3%	6.3%	0.0%	57	45.6%	33.3%	5.3%	10.5%	5.3%
FL	3,543	45.3%	20.5%	13.2%	16.3%	3.5%	1.2%	5,014	41.6%	36.2%	7.8%	9.7%	4.8%
GA	1,729	59.3%	21.9%	8.3%	8.7%	1.3%	0.5%	2,510	40.3%	41.8%	9.6%	5.8%	2.6%
HI	140	36.4%	13.6%	21.4%	25.0%	2.9%	0.7%	177	41.2%	34.5%	2.3%	16.9%	5.1%
ID	275	60.0%	26.2%	9.5%	3.3%	1.1%	0.0%	338	35.2%	46.4%	9.2%	7.7%	1.5%
IL	1,361	51.3%	22.9%	11.5%	12.0%	1.6%	0.7%	1,938	46.5%	32.4%	10.1%	8.2%	2.9%
IN	938	59.2%	20.6%	11.7%	6.7%	1.4%	0.4%	1,319	38.7%	40.2%	10.4%	8.6%	2.2%
IA	450	59.1%	22.7%	10.0%	5.3%	2.4%	0.4%	599	42.9%	36.1%	10.9%	7.3%	2.8%
KS	428	62.9%	22.2%	8.2%	5.6%	0.9%	0.2%	578	36.3%	42.4%	12.5%	5.7%	3.1%
KY	985	62.4%	21.4%	9.0%	5.5%	1.2%	0.4%	1,323	43.2%	38.9%	8.8%	6.4%	2.6%
LA	955	57.5%	20.5%	7.9%	11.4%	2.2%	0.5%	1,331	37.0%	45.8%	9.1%	5.6%	2.4%
ME	169	55.6%	27.8%	8.9%	5.3%	1.8%	0.6%	225	49.3%	32.4%	8.0%	6.7%	3.6%
MD	614	48.2%	19.5%	13.8%	16.6%	1.1%	0.7%	904	47.3%	34.1%	6.3%	9.5%	2.8%
MA	442	53.2%	15.2%	12.4%	17.2%	1.1%	0.9%	600	51.2%	33.5%	4.0%	9.2%	2.2%
MI	1,129	52.4%	21.9%	11.0%	12.1%	2.2%	0.4%	1,634	43.6%	40.5%	6.5%	7.5%	1.9%
MN	559	58.3%	21.5%	10.4%	7.9%	1.3%	0.7%	771	41.4%	39.8%	7.8%	8.0%	3.0%
MS	931	64.0%	23.5%	4.2%	7.7%	0.5%	0.0%	1,163	48.3%	39.6%	6.9%	3.5%	1.7%
MO	1,257	62.0%	22.3%	7.2%	7.0%	0.6%	0.9%	1,670	43.5%	39.8%	9.1%	5.4%	2.2%
MT	251	55.0%	24.7%	11.2%	5.2%	1.6%	2.4%	287	28.6%	51.2%	7.7%	10.1%	2.4%
NE	276	62.0%	25.7%	6.2%	2.9%	1.1%	2.2%	369	39.6%	42.8%	12.5%	4.3%	0.8%
NV	427	48.9%	20.6%	13.1%	14.8%	2.3%	0.2%	586	37.4%	42.0%	8.4%	9.6%	2.7%
NH	166	52.4%	15.7%	26.5%	3.0%	1.8%	0.6%	227	39.2%	34.4%	4.8%	18.9%	2.6%
NJ	748	49.2%	19.8%	8.2%	20.6%	2.3%	0.0%	1,059	49.7%	30.4%	10.0%	5.8%	4.2%
NM	488	49.8%	28.9%	7.8%	12.5%	1.0%	0.0%	583	31.4%	49.2%	9.8%	6.2%	3.4%
NY	1,429	44.4%	17.6%	11.3%	22.5%	3.3%	1.0%	1,895	49.1%	30.0%	7.3%	9.1%	4.4%
NC	1,534	56.1%	20.4%	9.9%	10.7%	2.3%	0.5%	2,119	43.5%	38.3%	9.1%	7.2%	1.9%
ND	123	65.0%	21.1%	4.9%	7.3%	1.6%	0.0%	133	33.1%	47.4%	7.5%	4.5%	7.5%
OH	1,323	57.3%	20.8%	13.5%	7.2%	1.0%	0.3%	1,943	46.8%	33.5%	9.0%	9.3%	1.5%
OK	802	59.0%	24.1%	9.6%	6.2%	0.9%	0.2%	1,069	35.1%	45.3%	10.4%	7.8%	1.5%
OR	488	56.6%	20.9%	9.8%	9.8%	2.3%	0.6%	689	37.3%	42.8%	8.7%	7.4%	3.8%
PA	1,616	56.3%	19.3%	12.7%	9.8%	1.1%	0.8%	2,285	46.7%	33.6%	8.2%	9.3%	2.3%
RI	87	43.7%	23.0%	16.1%	16.1%	1.1%	0.0%	113	59.3%	29.2%	0.9%	10.6%	0.0%
SC	1,093	56.9%	22.9%	9.7%	9.0%	1.5%	0.1%	1,424	44.2%	38.8%	8.4%	7.4%	1.3%
SD	186	52.7%	27.4%	11.8%	7.5%	0.0%	0.5%	226	35.0%	44.7%	6.6%	11.1%	2.7%
TN	1,270	62.1%	20.9%	10.1%	5.5%	0.8%	0.6%	1,752	42.0%	40.3%	8.2%	7.4%	2.2%
TX	3,504	50.3%	25.6%	10.3%	12.0%	1.3%	0.6%	4,767	35.9%	44.3%	9.5%	7.8%	2.4%
UT	282	49.3%	34.4%	8.2%	7.1%	1.1%	0.0%	363	40.2%	43.5%	7.7%	6.9%	1.7%
VT	73	57.5%	19.2%	19.2%	4.1%	0.0%	0.0%	102	51.0%	22.5%	9.8%	13.7%	2.9%
VA	947	61.1%	19.7%	7.3%	9.3%	2.2%	0.3%	1,247	43.4%	39.5%	8.5%	5.6%	3.0%
WA	647	51.5%	23.3%	11.4%	11.0%	2.0%	0.8%	858	45.9%	35.9%	6.6%	8.6%	2.9%
WV	374	61.2%	22.5%	9.1%	6.1%	0.5%	0.5%	502	39.0%	39.4%	9.8%	7.2%	4.6%
WI	815	57.1%	23.4%	11.4%	5.4%	1.7%	1.0%	1,063	44.4%	36.5%	7.3%	8.9%	2.8%
WY	170	58.8%	22.4%	11.8%	4.1%	1.2%	1.8%	195	24.1%	51.8%	12.3%	10.3%	1.5%
USA	43,443	53.5%	22.4%	10.5%	11.2%	1.8%	0.6%	59,373	42.2%	38.5%	8.3%	7.8%	3.2%
PR	453	32.2%	15.7%	19.9%	29.4%	2.4%	0.4%	595	46.6%	26.9%	6.2%	15.0%	5.4%

Source: Fatality Analysis Reporting System (FARS).

Table 8

Fatalities in the Beds of Pickup Trucks, by State and Age, 2005

State	Age							Total
	<5	5-9	10-14	15-20	21-24	>24	Unknown	
AL	0	1	0	1	0	1	0	3
AK	0	0	0	0	0	0	0	0
AZ	0	0	1	3	2	0	0	6
AR	0	0	0	0	0	1	0	1
CA	0	0	0	1	0	1	0	2
CO	0	0	1	0	0	0	1	2
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	0	2	0	4	0	6
GA	0	0	0	1	0	1	0	2
HI	0	0	0	0	0	1	0	1
ID	0	0	0	0	0	0	0	0
IL	0	0	0	0	0	2	0	2
IN	0	0	0	0	0	2	0	2
IA	0	0	0	0	0	1	0	1
KS	0	0	1	0	0	0	0	1
KY	0	0	1	0	0	1	0	2
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	1	0	1	0	0	2
MS	0	0	0	0	1	0	0	1
MO	0	0	0	1	2	1	0	4
MT	0	0	0	0	0	0	0	0
NE	0	0	0	0	0	0	0	0
NV	1	0	0	1	0	0	0	2
NH	0	0	0	0	0	0	0	0
NJ	0	0	0	0	0	0	0	0
NM	0	0	0	0	0	0	0	0
NY	0	0	0	1	0	1	0	2
NC	0	0	2	2	1	1	0	6
ND	0	0	0	0	0	0	0	0
OH	0	0	0	1	0	0	0	1
OK	0	0	0	0	0	0	0	0
OR	0	0	0	1	0	1	0	2
PA	0	0	0	0	0	0	0	0
RI	0	0	0	0	0	0	0	0
SC	0	0	0	1	0	1	0	2
SD	0	0	0	0	0	0	0	0
TN	0	0	0	4	0	0	0	4
TX	0	0	1	2	1	5	0	9
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	0	0	1
WV	0	0	0	0	1	0	0	1
WI	0	0	0	2	0	0	0	2
WY	0	0	0	1	0	0	0	1
USA	1	1	8	25	10	26	1	72
PR	0	0	0	0	0	1	0	1

Note: Includes fatalities in both enclosed and unenclosed beds.

Table 9

Key Provisions of Occupant Restraint Laws and 2005 Belt Use Rates

State	Enforcement	Belt Fine	Child Restraint Required ¹	Safety Belt Required ²		Vehicles Exempted and Other Information ⁴	2005 Safety Belt Use Rate
				Seats	Ages ³		
AL	Primary	\$25	4 years and under and <40 lb ⁵	Front	Under 15, all seats	Designed for >10 passengers, model year <1965, rural mail carriers, newspaper delivery, vehicles normally operating in reverse.	81.8%
AK	Primary ⁶	\$15	3 years and under	All	All	School bus, emergency vehicles, mail or newspaper delivery, non-highway vehicles generally.	78.4%
AZ	Secondary	\$10	4 years and under	Front	15 and under, all seats	Designed for >10 passengers, model year <1972, rural mail carriers.	94.2%
AR	Secondary ⁷	\$25	5 years and under and <60 lb ⁸	Front	14 and under, all seats	School, church, or public bus; model year <1968.	68.3%
CA	Primary	\$20	5 years and under or <60 lb; <60 lb in rear seat if available	All	All	Emergency vehicles, postal service vehicles, newspaper delivery vehicles.	92.5%
CO	Secondary ⁹	\$17	5 years and under and <55 inches tall ¹⁰	Front	All	Passenger bus, school bus, ambulance, postal service vehicles, delivery and pickup services.	79.2%
CT	Primary	\$15	1-6 years and <60 lb in child restraint system ¹¹	Front	Under 16, all seats	Truck or bus >15,000 lb; public, emergency, and delivery vehicles; postal service vehicles; newspaper delivery vehicles.	81.6%
DE	Primary	\$25	6 years and under and <60 lb	All	All	Postal service vehicles, tractors, off-highway vehicles.	83.8%
DC	Primary	\$50 ¹²	7 years and under	All	All	Seating for >8 people.	88.8%
FL	Secondary	\$30	3 years and under	Front	Under 17, all seats	School bus purchased before 1/1/2001; farm tractors, trash trucks, newspaper delivery, living space of RVs, public bus, truck >5,000 lb. Number of passengers in pickup truck required to wear seat belt shall not exceed number of installed front seat belts (extra passengers exempted).	73.9%
GA	Primary	\$15-\$25	5 years and under and 57 inches tall or less ¹³	Front	17 and under, all seats ¹⁴	Designed for >10 passengers, pickups, off-road vehicles, vehicles used for frequent stops. Exemption for pickups applies to passengers 18 years and over.	89.9%
HI	Primary	\$55 ¹⁵	7 years and under and <57 inches tall ¹⁶	Front	17 and under, all seats	Bus or school bus >10,000 lb, emergency vehicles, taxicabs. Exempts persons unable to use seat belt when all available seat belt assemblies are in use (in this case, unsecured children must sit in the back seat).	95.3%
ID	Secondary	\$10	6 years and under	All	All	>8,000 lb, mail carriers, implements of husbandry.	76.0%

¹ May include rear-facing child restraint seats, forward-facing child restraint seats, and booster seats.

² Virtually every State exempts persons who for medical reasons cannot use a safety belt and vehicles not originally required to be equipped with safety belts.

³ The word "all" used in this category means that everyone in the vehicle must be restrained. For children, that may be in a child restraint.

⁴ Exemptions for emergency vehicles and buses generally do not apply to the driver.

⁵ Children 1 year of age and under or <20 lb must be in rear-facing child restraint; under 5 years or <40 lb in forward-facing child restraint; booster seat until age 6.

⁶ To enforce the safety belt law, the officer must personally observe the violation or have another reason to stop the vehicle.

⁷ If a motorist is wearing a safety belt when stopped for another violation, the fine for that violation is reduced by \$10.

⁸ Children 6 years of age or at least 60 lb may be in a safety belt.

⁹ Primary enforcement if the driver is under 17 years of age.

¹⁰ Children under 1 year of age and <20 lb must be in rear-facing infant seat; 1-3 years and 20-40 lb in forward-facing child seat; 4-5 years and <55 inches in booster seat. Secondary enforcement for children 4-5 years required to be in booster seats.

¹¹ Children under 1 year of age or <20 lb must be in rear-facing restraint system; 4 years and older in "student transportation" (not a school bus) in child seat or safety belt. Booster seats may be used only in seating positions with lap and shoulder belts.

¹² Plus 2 points on license record.

¹³ Child restraint requirement is satisfied for children 3 or 4 years old if restrained in a safety belt; 5 years and under must be in rear seat if available.

¹⁴ Drivers may be fined up to \$100 and seat passengers \$50 for each passenger under 16 years old not wearing a safety belt.

¹⁵ Includes \$45 fine and \$10 surcharge for neuro-trauma special fund.

¹⁶ Effective January 1, 2007.

Table 9

Key Provisions of Occupant Restraint Laws and 2005 Belt Use Rates (Continued)

State	Enforcement	Belt Fine	Child Restraint Required ¹	Safety Belt Required ²		Vehicles Exempted and Other Information ⁴	2005 Safety Belt Use Rate
				Seats	Ages ³		
IL	Primary	\$25	7 years and under	Front	15 and under, all seats	Emergency vehicles, vehicles making frequent stops. If driver is under 18, all passengers under 19 must be restrained. Children >40 lb may use lap belt in rear seat if no combination belt is available.	86.0%
IN	Primary	\$25	7 years and under ¹⁷	Front	15 and under, all seats ¹⁸	Truck, tractor, RV, pickup truck, SUV if registered as pickup truck, postal vehicles, delivery vehicles, taxi, bus, emergency vehicles, antique cars.	81.2%
IA	Primary	\$25	5 years and under ¹⁹	Front	10 and under, all seats	Delivery vehicles that do not exceed 25 mph between stops, emergency vehicles, postal vehicles.	87.1%
KS	Secondary	\$10	7 years and under, <80 lb, and <67 inches tall ²⁰	Front	Under 14, all seats	Designed for >10 people, truck >12,000 lb, off-road vehicles, postal vehicles, newspaper delivery vehicles.	69.0%
KY	Primary ²¹	\$25	<40 inches tall	All	All	Designed for >10 people, trucks >12,000 lb, farm trucks 2,000 lb or more, postal vehicles. Safety belt roadblocks prohibited. No points on driving record for belt violations.	66.7%
LA	Primary	\$25	5 years and under ²²	Front	12 and under, all seats	Designed for >10 people, utility vehicles traveling <20 mph, model year <1981, postal vehicles, farm vehicles, persons delivering newspapers.	77.7%
ME	Secondary	\$25-\$50	<40 lb in child restraint; 7 years and under and <80 lb in booster seat	All	All	Manufactured without safety belts, postal vehicles. Everyone in school bus equipped with safety belts must use them.	75.8%
MD	Primary	\$25	5 years and under or 40 lb or less	Outboard front	15 and under, all seats	"Historical" vehicles, for-hire vehicles, farm vehicles within 10 miles of farm, vanpool vehicles, ambulances, funeral limousines, modified vehicles 25+ years old.	91.1%
MA	Secondary	\$25	4 years and under and 40 lb or less	All	All	Trucks >18,000 lb, buses and taxis, emergency vehicles, postal vehicles.	64.8%
MI	Primary	\$25	3 years and under	Front	15 and under, all seats ²³	Taxi, bus, school bus, postal service vehicles, commercial vehicles making frequent stops.	92.9%
MN	Secondary	\$25	3 years and under	Front	10 and under, all seats ²⁴	Farm pickup trucks, postal vehicles, commercial vehicles making frequent stops if not exceeding 25 mph between stops.	83.9%
MS	Primary	\$25	3 years and under	Front	Under 16, all seats	Farm vehicles, buses, postal vehicles, utility meter readers' vehicles, all-terrain vehicles, vehicles designed for >15 people.	60.8%
MO	Secondary ²⁵	\$10	Under 4 years and <40 lb in child restraint; 4-7 years, <80 lb, and <57 inches tall in booster seat	Front	Under 16, all seats	Designed for >10 people, truck >12,000 lb, postal service vehicles, vehicles being used for agriculture.	77.4%
MT	Secondary ²⁶	\$20	5 years and under and <60 lb	All	All	Vehicles making frequent stops if exemption obtained from state; construction vehicles.	80.0%

¹⁷ Children >40 pounds may be restrained by a lap safety belt if: (1) the vehicle is not equipped with lap and shoulder safety belts; or (2) all lap and shoulder safety belts are being used to properly restrain other children <16 years of age (not including the operator's seat and the front passenger seat).

¹⁸ The requirement for drivers to assure that children 15 years and under in all seats are belted does not apply to holders of an Indiana driver's license.

¹⁹ Children <1 year of age and <20 lb must be in rear-facing child seat; 3 years or older but <6 years may be secured in child restraint, safety belt, or safety harness.

²⁰ If the number of children subject to these requirements exceeds the number of passenger securing locations available for use by children, and all securing locations are in use by children, the requirement is waived for the additional children.

²¹ Primary enforcement begins 1/1/07; until then, "courtesy notices" will be given as part of educational phase.

²² Children <1 year of age or <20 lb must be in rear-facing child seat; 1 to 4 years and 20 to 40 lb in forward-facing child seat; 4 to 6 years and 40 to 60 lb in booster seat.

²³ A driver does not have to comply with this requirement if the number of children to be secured exceeds the number of safety belts available. Unsecured children must be seated in other than the front seat, and all front seat passengers must be secured. For pickup trucks, if all safety belts are being used and the vehicle does not have an extended cab or jump seats, unsecured children may be in front seat without a safety belt.

²⁴ The safety belt requirement does not apply to persons riding in a vehicle with all available seat belt positions occupied.

²⁵ Primary for children <16 years of age.

²⁶ Exemption for persons who cannot use a seat belt because all available seat belts are in use.

Table 9

Key Provisions of Occupant Restraint Laws and 2005 Belt Use Rates (Continued)

State	Enforcement	Belt Fine	Child Restraint Required ¹	Safety Belt Required ²		Vehicles Exempted and Other Information ⁴	2005 Safety Belt Use Rate
				Seats	Ages ³		
NE	Secondary	\$25	5 years and under	Front	15 and under, all seats	Model year <1973, farm tractors and other agricultural equipment, buses, postal vehicles, ambulance or rescue service vehicles.	79.2%
NV	Secondary	\$25	5 years and under and 60 lb or less	All	All	Taxi, bus, school bus, postal service vehicles, emergency vehicles, delivery vehicles not exceeding 15 mph, any vehicle or seating position if the state determines compliance is impractical.	94.8%
NH	No adult law	\$25	5 years and under if <55 inches tall	All	Under 18 only (primary law)	School bus, vehicle for hire, model year <1968, antique cars, vehicles in parade traveling at 10 mph or less.	NA
NC	Primary	\$25 ²⁷	7 years and under and <80 lb ²⁸	Front; all seats as of 7/1/07	15 and under, all seats; all ages as of 7/1/07	Designed for >11 people, farm vehicles, postal vehicles, designated commercial vehicles, emergency vehicles. If no lap and shoulder belt, children 40-80 lb may be in lap belt.	86.7%
ND	Secondary ²⁹	\$20	6 years and under and <57 inches tall or <80 lb ³⁰	Front	17 and under	Designed for >10 people, farm vehicles, rural mail carriers. When all seats or all front seat safety belts are used by other occupants.	76.3%
NJ	Primary	\$20	7 years and under and <80 lb ³¹	Front	17 and under, all seats	Manufactured before 1966, rural letter carriers.	86.0%
NM	Primary	\$25 ³²	6 years and under or <60 lb ³³	All	All	Vehicles >10,000 lb, rural letter carriers.	89.5%
NY	Primary	\$50- \$100 ³⁴	6 years and under	Front	Under 16, all seats	Bus, school bus, ³⁵ taxi, emergency or delivery vehicle, rural letter carriers.	85.0%
OH	Secondary	\$30 ³⁶	3 years and under or <40 lb	Front	—	Postal service vehicles, vehicles delivering newspapers.	78.7%
OK	Primary	\$20	5 years and under ³⁷	Front	12 and under, all seats	Farm vehicles, truck, truck tractor, RV, postal service vehicles, school buses, taxicabs, emergency vehicles.	83.1%
OR	Primary	\$75 or less	5 years and under and 60 lb or less ³⁸	All	All	Newspaper, mail, meter, and transit vehicles; for-hire vehicles; trash trucks, emergency vehicles, taxicab operators.	93.3%
PA	Secondary	\$10 ³⁹	7 years and under ⁴⁰	Front	17 and under, all seats	Truck >7,000 lb, rural letter carriers, delivery vehicles traveling at 15 mph or less.	83.3%
RI	Secondary ⁴¹	\$75	6 years and under, ⁴² <54 inches tall, and <80 lb	All	All	Postal service vehicles.	74.7%

²⁷ On July 1, 2007, the fine for a rear seat passenger will be \$10 and no court costs, with secondary enforcement of violations occurring in the rear seat.

²⁸ In vehicles with front side passenger air bags, a child <5 years of age and <40 lb shall be properly secured in the rear seat unless the child restraint system is designed for use with air bags.

²⁹ Primary enforcement for all positions if occupant is <18 years of age.

³⁰ The requirement to use either a child restraint system or a safety belt does not apply either (1) to a child if all available safety belts in the vehicle are in use by other family members or (2) to a child being transported in an emergency situation.

³¹ Seated in rear seat if available.

³² Plus 2 points on driving record.

³³ Children <1 year in a of age in rear-facing infant seat, in rear seat if available; 1-4 years or <40 lb in child safety seat; 5-6 years or <60 lb in booster seat.

³⁴ Plus 3 points on license record if the violation involves a child under 16 years of age. Front seat passengers 16 years and older can be fined up to \$50 and drivers can be fined up to \$100 for each passenger <16 years not wearing a safety belt.

³⁵ School buses sold in the State must be equipped with seat belts. Board of Education, via regulations, may provide that on school buses under its jurisdiction, safety belts be used when vehicle is in operation.

³⁶ \$30 driver, \$20 passenger.

³⁷ Children >40 lb may be belted in rear seat by a lap belt if vehicle is not equipped with lap and shoulder belts or when the lap and shoulder belts are being used by other children.

³⁸ Children 3 years of age or younger and <40 lb in child restraint seat; 4-5 years or 40-60 lb in booster seat.

³⁹ Fine is \$10, but with court, EMS, judicial, and computer costs the ticket total is \$51.50.

⁴⁰ Secondary enforcement for children 4-7 years of age, who must be in booster seats.

⁴² Children 6 years of age and under must be in rear seat if available.

Table 9

Key Provisions of Occupant Restraint Laws and 2005 Belt Use Rates (Continued)

State	Enforcement	Belt Fine	Child Restraint Required ¹	Safety Belt Required ²		Vehicles Exempted and Other Information ⁴	2005 Safety Belt Use Rate
				Seats	Ages ³		
SC	Primary ⁴³	\$25	1-6 years and 40-80 lb ⁴⁴	All	All	Emergency vehicles, buses, postal service vehicles, delivery vehicles, vehicles carrying >10 passengers, parade vehicles; vehicles in which all seating positions with safety belts are already occupied; persons occupying rear seat, unless the vehicle is equipped with a shoulder harness.	69.7%
SD	Secondary ⁴⁵	\$20	4 years and under and <40 lb	Front	17 and under, all seats	Passenger bus, school bus, rural mail carriers, newspaper or periodical deliveries.	68.8%
TN	Primary	\$10 ⁴⁶	8 years and under and <57 inches tall ⁴⁷	Front	Under 16, all seats ⁴⁸	>8,500 lb, rural letter carriers, utility workers, newspaper delivery; vehicles in parades, hayrides, or crossing a highway from one field to another if operated at <15 mph.	74.4%
TX	Primary	\$25-\$50	4 years and under and <36 inches tall	Front	16 and under, all seats ⁴⁹	Designed for >10 people, truck >15,000 lb, farm vehicles, postal service vehicles, meter readers.	89.9%
UT	Secondary ⁵⁰	\$45 or less ⁵¹	4 years and under	All	All	Passengers exempted if all seats occupied or if riding in seating positions not equipped with safety belts.	86.9%
VT	Secondary	\$25	6 years and under in child seat ⁵²	All	All	Bus, taxi, rural mail carriers, delivery vehicles traveling at 15 mph or less, emergency vehicles, farm tractors.	84.7%
VA	Secondary	\$25	5 years and under ⁵³	Front	Under 16, all seats	Designed for >10 people, taxi, police vehicles, rural mail carriers, newspaper delivery, utility meter readers, commercial vehicles making frequent stops.	80.4%
WA	Primary	\$35	7 years and under and <57 inches	All	All	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.	95.2%
WV	Secondary	\$25 ⁵⁴	7 years and under and <57 inches ⁵⁵	Front	Under 17, all seats	Designed for >10 people, rural mail carriers.	84.9%
WI	Secondary	\$10	7 years and under, 80 lb or less, <57 inches ⁵⁶	Front	All ⁵⁷	Taxis, farm trucks engaged in farming, emergency vehicles required to make more than 10 stops per mile, rural mail carriers, land surveyors.	73.3%
WY	Secondary ⁵⁸	\$25 ⁵⁹	8 years and under in rear seat, 80 lb or less in rear seat if available ⁶⁰	All	All	Postal vehicles, emergency vehicles, buses. Excess passengers exempted if all seats are occupied.	NA
USA							82%
PR							92.5%

⁴³ Safety belt law may not be enforced by checkpoints designed for that purpose. Law does not apply to an occupant if all belts in the vehicle are used by other occupants.

⁴⁴ Children <1 year of age or <20 lb must be in rear-facing infant seat; 5 years and under in rear seat if available; 1-5 years and up to 80 lb in child safety seat unless the knees bend over the seat edge when sitting up straight against the seat back (in this case, use of safety belt is permitted); up to \$150 fine, which may be waived with acquisition of child restraint.

⁴⁵ Primary enforcement for all seating positions if occupant is <18 years of age.

⁴⁶ Drivers 18 years of age and older pay \$10 if they do not contest the citation; drivers 16-17 years pay \$20; \$50 if unsuccessfully contested in court.

⁴⁷ Under 1 year of age and <20 lb in rear-facing child seat; 1-3 years and 20 lb or more in forward-facing child seat.

⁴⁸ Drivers 16 or 17 years of age must wear a safety belt. Driver cannot be fined for failure of a passenger >16 years to wear a safety belt.

⁴⁹ Safety belt requirement does not apply to passengers occupying seating positions without safety belts.

⁵⁰ Primary enforcement for all seating positions if occupant is 18 years of age or under.

⁵¹ Reduced to \$15 upon completion of class; standard enforcement for children 18 years of age and under.

⁵³ Children at least 4 years of age may be belted if the weight or size of the child makes use of a child restraint device impractical.

⁵⁴ The fine for drivers is \$25; the fine for passengers >12 years of age is \$10.

⁵⁵ If all seat belts in a vehicle are being used at the time of examination by a law officer and the vehicle contains more passengers than the total number of seat belts or other safety devices as installed in compliance with federal motor vehicle safety standards, the driver may not be considered in violation.

⁵⁶ Less than 1 year of age or <20 lb in rear-facing child seat; 1-3 years and 20 to 40 lb in forward-facing child seat; 4-7 years, <80 lb, and <57 inches tall in booster seat.

⁵⁷ Rear seat occupants must wear safety belt at any position where a shoulder harness is installed.

⁵⁸ If motorist is wearing safety belt when stopped for another violation, the fine for that violation is reduced by \$10.

⁵⁹ Passengers violating the safety belt requirements are subject to a fine of \$10.

⁶⁰ Children exempted from booster seat requirement if lap and shoulder belt fits properly across collarbone, chest, and hips and does not pose a danger to neck, face, or abdominal area in the event of a crash or sudden stop.

Source: NHTSA, Regional Office. Updated as of July 1, 2006.

Table 10

History of State Motorcycle Helmet Laws

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
AL	11/6/1967		
AK	1/1/1971	6/23/1976	Repealed for operators age 18 and over.
AZ	1/1/1969	5/27/1976	Repealed for age 18 and over.
AR	6/29/1967	7/31/1997	Repealed for age 21 and over.
CA	01/01/85**	1/1/1992	Reinstated for all.
CO	7/1/1969	5/23/1977	Repealed.
CT	10/1/1967	6/1/1976	Repealed.
		1/1/1990	Reinstated for under age 18.
DE	6/21/1968	6/10/1978	Repealed for age 19 and over. All riders must have helmet in their possession.
		7/17/1984	Helmet required for instruction permit holders.
DC	2/11/1970		
FL	9/13/1967	7/1/2000	Repealed for age 21 and over if covered by insurance of at least \$10,000 in medical benefits.
GA	7/1/1969		
HI	6/4/1967	6/7/1977	Repealed for age 18 and over.
ID	1/1/1968	3/29/1978	Repealed for age 18 and over.
IL	7/1/1967	5/28/1969	Helmet law ruled unconstitutional by State Supreme Court.
IN	7/26/1967	9/1/1977	Repealed.
		1/1/1984	Reinstated for under age 18.
IA	9/1/1975	7/1/1976	Repealed.
KS	7/1/1967	7/1/1970	Repealed for age 21 and over.
		7/1/1972	Reinstated for all.
		7/1/1976	Repealed for age 16 and over.
		7/1/1979	Reinstated for ages 16 and 17.
KY	6/13/1968	7/15/1998	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.
		7/4/2000	Health insurance requirement repealed.
LA	7/13/1968	10/1/1976	Repealed for age 18 and over.
		1/1/1982	Reinstated for all.
		8/15/1999	Repealed for age 18 and over with health insurance with \$10,000 in medical benefits for bodily injuries.
		8/15/2004	Reinstated for all.
ME	10/7/1967	10/24/1977	Repealed.
		7/3/1980	Reinstated for under age 15.
		9/23/1983	Required for holders of learners' permits and for licensees holding license for 1 year or less.
MD	7/1/1968	7/1/1979	Repealed for age 18 and over.
		10/1/1992	Reinstated for all.
MA	5/22/1967		
MI	3/10/1967	6/12/1968	All riders required to have helmet in their possession.
		7/29/1969	Reinstated for all.
MN	5/1/1968	4/6/1977	Repealed for age 18 and over.

Table 10

History of State Motorcycle Helmet Laws (Continued)

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
MS	3/28/1974		
MO	9/28/1967		
MT	7/1/1973	7/1/1977	Repealed for age 18 and over.
NE	5/29/1967	9/1/1977	Repealed (law was never enforced).
		1/1/1989	Reinstated for all.
NV	1/1/1972		
NH	9/5/1967	8/7/1977	Repealed for age 18 and over.
NJ	1/1/1968		
NM	6/16/1967	6/17/1977	Repealed for age 18 and over.
NY	1/1/1967		
NC	1/1/1968		
ND	7/1/1967	7/1/1977	Repealed except for operators under age 18 and passengers, regardless of age, if required for operator.
OH	1/1/1968	7/10/1978	Repealed except for riders under age 18; operators having motorcycle license less than 1 year; and passengers if required for operator.
OK	4/7/1967	5/3/1976	Repealed for age 18 and over.
OR	1/1/1968	10/4/1977	Repealed for age 18 and over.
		6/16/1989	Reinstated for all (by voter referendum).
PA	7/1/1968	9/4/2003	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	4/4/1967	5/21/1976	Repealed for all operators. Required for all passengers.
		7/1/1992	Required for operators under 21, operators licensed for 1 year or less, and all passengers.
SC	7/1/1967	6/16/1980	Repealed for age 21 and over.
SD	7/1/1967	7/1/1977	Repealed for age 18 and over.
TN	6/1/1967		
TX	8/28/1967	5/20/1977	Repealed for age 18 and over.
		9/1/1989	Reinstated for all.
		9/1/1997	Repealed for age 21 and over who have completed rider education or are covered by at least \$10,000 in medical insurance.
UT	5/13/1969	5/8/1977	Repealed for age 18 and over.
VT	3/6/1968		
VA	6/5/1970		
WA	6/8/1967	7/1/1977	Repealed.
		7/26/1987	Reinstated for under age 18.
		6/7/1990	Reinstated for all.
WV	5/25/1971		
WI	7/1/1968	3/19/1978	Repealed except for under age 18 and instruction permit holders.
WY	5/24/1973	5/27/1983	Repealed for age 18 and over.
PR	7/20/1960		

*Original law applied to all motorcyclists, unless otherwise noted.

**Applied only to riders under age 15½.

Source: Motorcycle Industry Council.

Table 11

States With .08 Blood Alcohol Concentration Illegal Per Se Laws

State	Enactment Date	Effective Date	State	Enactment Date	Effective Date
AL	July 31, 1995	October 1, 1995	MT	April 15, 2003	April 15, 2003
AK	July 3, 2001	September 1, 2001	NE	March 1, 2001	September 1, 2001
AZ	April 11, 2001	August 31, 2001	NV	June 10, 2003	September 23, 2003
AR	March 6, 2001	August 13, 2001	NH	April 15, 1993	January 1, 1994
CA	June 11, 1905	January 1, 1990	NJ	January 12, 2004	January 20, 2004
CO	May 21, 2004	July 1, 2004	NM	March 19, 1993	January 1, 1994
CT	July 1, 2002	July 1, 2002	NY	December 30, 2002	July 1, 2003
DE	July 12, 2004	July 12, 2004	NC	July 5, 1993	October 1, 1993
DC	December 1, 1998	April 13, 1999	ND	April 7, 2003	August 27, 2003
FL	April 27, 1993	January 1, 1994	OH	March 31, 2003	July 1, 2003
GA	April 16, 2001	July 1, 2001	OK	June 8, 2001	July 1, 2001
HI	June 30, 1995	June 30, 1995	OR	August 4, 1983	October 15, 1983
ID	March 17, 1997	July 1, 1997	PA	September 30, 2003	September 30, 2003
IL	July 2, 1997	July 2, 1997	RI	July 2, 2003	July 2, 2003
IN	May 9, 2001	July 1, 2001	SC	June 19, 2003	August 19, 2003
IA	April 24, 2003	July 1, 2003	SD	February 27, 2002	July 1, 2002
KS	April 22, 1993	July 1, 1993	TN	June 27, 2002	July 1, 2003
KY	April 21, 2000	October 1, 2000	TX	May 28, 1999	September 1, 1999
LA	June 26, 2001	September 30, 2003	UT	March 19, 1983	August 1, 1983
ME	April 28, 1988	August 4, 1988	VT	June 6, 1991	July 1, 1991
MD	April 10, 2001	September 30, 2001	VA	April 6, 1994	July 1, 1994
MA	June 30, 2003	June 30, 2003	WA	March 30, 1998	January 1, 1999
MI	July 15, 2003	September 30, 2003	WV	February 16, 2004	May 4, 2004
MN	May 27, 2004	August 1, 2005	WI	July 3, 2003	September 30, 2003
MS	March 11, 2002	July 1, 2002	WY	March 11, 2002	July 1, 2002
MO	June 12, 2001	September 29, 2001	PR	January 10, 2000	January 10, 2001

In 2005, all 50 States, the District of Columbia, and Puerto Rico had .08 blood alcohol concentration illegal per se laws.

Note: 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.

Source: NHTSA, Injury Control Operations and Resources.



U.S. Department
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**National Highway
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