



# 2015 Motor Vehicle Crashes: Overview

The Nation lost 35,092 people in crashes on U.S. roadways during 2015, an increase from 32,744 in 2014. The 7.2-percent increase is the largest percentage increase in nearly 50 years. The largest percentage increase previously was an 8.1-percent increase from 1965 to 1966. The estimated number of people injured on the Nation's roads increased in 2015, rising from 2.34 to 2.44 million injured people. Fatalities increased from 2014 to 2015 in almost all segments of the population—passenger vehicle occupants, passengers of large trucks, pedestrians, pedalcyclists, motorcyclists, alcohol-impaired driving fatalities, male/female, daytime/nighttime. Fatalities of drivers of large trucks was one of the few groups that remained unchanged. The estimated number of police-reported crashes increased by 3.8 percent, from 6.0 to 6.3 million.

- The Nation saw 2,348 more fatalities from motor vehicle crashes in 2015 than in 2014—a 7.2-percent increase.
  - ◆ The number of passenger car and light-truck occupant fatalities is at its highest since 2009.
    - SUV occupant fatalities increased by 382, an additional 10.1 percent over the number in 2014.
    - Van occupant fatalities increased by 95, a 9.3-percent increase.
    - Passenger car occupant fatalities increased by 681, a 5.7-percent increase.
    - Pickup truck occupant fatalities increased by 200, a 4.7-percent increase.
  - ◆ Motorcyclist fatalities increased by 382 (an 8.3-percent increase), and the number is the largest since 2012.
  - ◆ Pedestrian fatalities increased by 466 (a 9.5-percent increase), and are at their highest number since 1996.
  - ◆ Pedalcyclist fatalities increased by 89 (a 12.2-percent increase), and are at their highest level since 1995.
  - ◆ Alcohol-impaired driving fatalities increased by 3.2 percent, from 9,943 in 2014 to 10,265 in 2015.
- Vehicle miles traveled (VMT) increased by 3.5 percent from 2014 to 2015, the largest increase since 1992, nearly 25 years ago.

- The fatality rate per 100 million VMT increased to 1.12 from 1.08 in 2014, which was the lowest since NHTSA began collecting fatality data through the Fatality Analysis Reporting System in 1975.
- The estimated number of injured people experienced a statistically significant increase. In 2015 there was an increase of 105,000 people injured in motor vehicle crashes over 2014.

Over the past decade there has been a general downward trend in traffic fatalities, with a slight increase in 2012. Ten years ago in 2006, there were 42,708 people killed in traffic crashes. Safety programs such as those that have resulted in increased belt use and reduced impaired driving have worked to substantially lower the number of traffic fatalities over the years. Vehicle improvements including technologies such as air bags and electronic stability control have also contributed greatly to reduce traffic deaths. However, with the large increase in fatalities in 2015, that decade-long downward trend of almost 25 percent has been reduced by almost one-third.

This Research Note provides a brief overview of the 2015 fatal crash picture using data from the National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS), a census of motor vehicle fatal traffic crashes in the 50 States, the District of Columbia, and Puerto Rico, and the National Automotive Sampling System General Estimates System (NASS GES), a nationally representative sample of police reported motor vehicle crashes. Information is presented in the following sections.

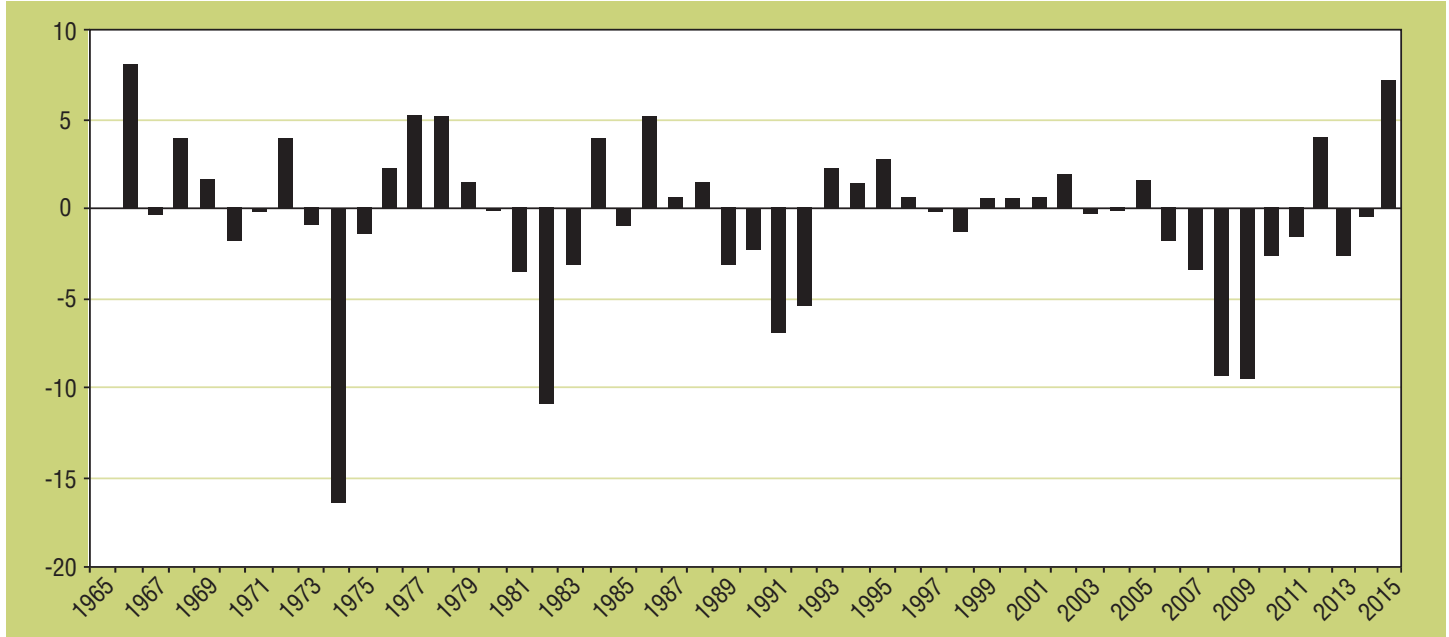
- Overall Trends
- Fatality and Injury Rates
- Police-Reported Crashes
- Change in Fatality Composition
- Fatality and Injury Changes by Person Type
- Inside Versus Outside the Vehicle
- Fatal Crash Types
- Human Choices
- Alcohol-Impaired-Driving Fatalities and Drivers
- Restraint Use and Time of Day
- Economic and Other Indicators

- Additional Facts
- State Distribution of Fatalities and Alcohol-Impaired-Driving Fatalities

### Overall Trends

There were 35,092 motor vehicle traffic fatalities in the United States in 2015—2,348 more fatalities than the 32,744 in 2014. The 7.2-percent increase is the largest percentage increase in nearly 50 years. The largest percentage increase previously was an 8.1-percent increase from 1965 to 1966, as shown in Figure 1.

Figure 1  
**Percentage Change in Total Traffic Fatalities, 1965–2015**

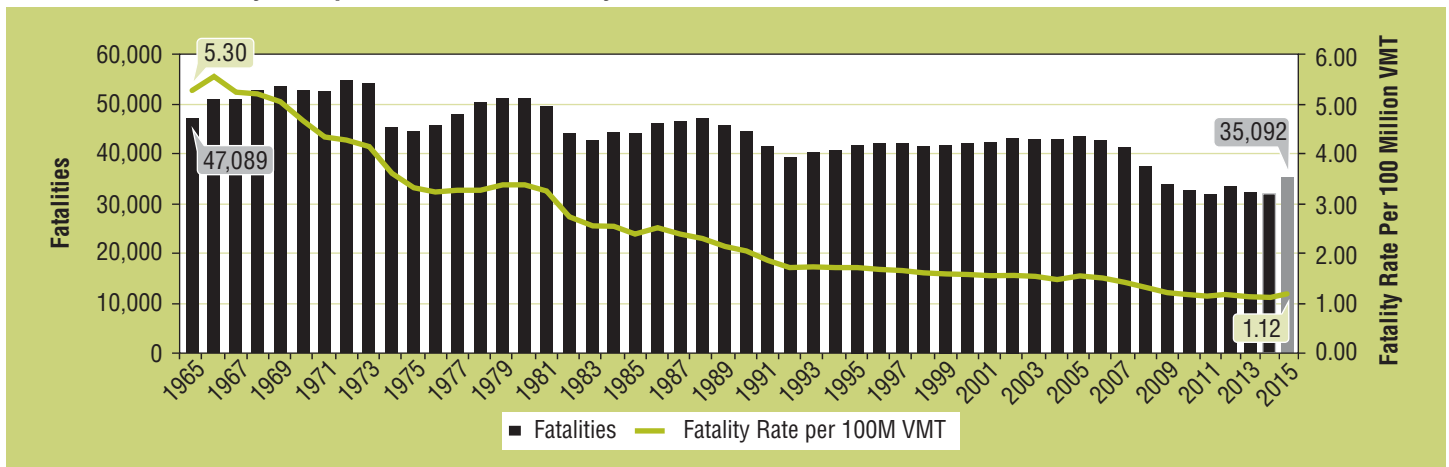


Sources: 1965–1974: National Center for Health Statistics, HEW, and State Accident Summaries (Adjusted to 30-Day Traffic Deaths by NHTSA); FARS 1975-2014 Final File, 2015 Annual Report File (ARF)

Figure 2 shows the number of fatalities and the fatality rate per 100 million VMT since 1966. The 2015 fatality count (35,092) is the highest number since 2008. In 2015 an estimated 2.44 million people were injured in motor vehicle traffic crashes, com-

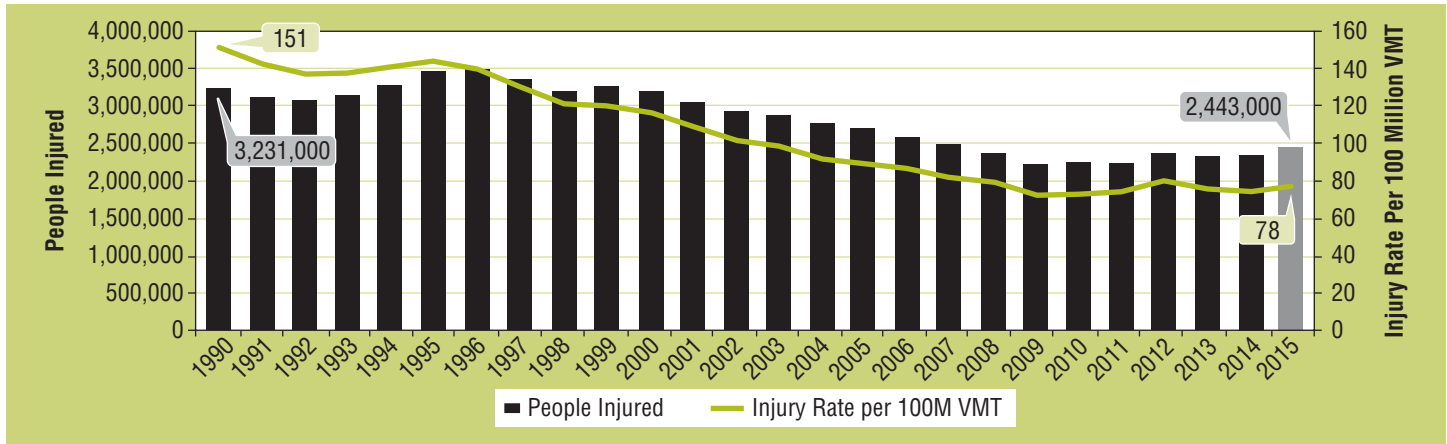
pared to 2.34 million in 2014 as shown in Figure 3 according to NHTSA’s National Automotive Sampling System (NASS) General Estimates System (GES), a statistically significant increase of 4.5 percent.

Figure 2  
**Fatalities and Fatality Rate per 100 Million VMT, by Year, 1965–2015**



Sources: 1965–1974: National Center for Health Statistics, HEW, and State Accident Summaries (Adjusted to 30-Day Traffic Deaths by NHTSA); FARS 1975-2014 Final File, 2015 Annual Report File (ARF); Vehicle Miles Traveled (VMT): FHWA.

Figure 3  
People Injured and Injury Rate per 100 Million VMT, by Year, 1990–2015



## Fatality and Injury Rates

The fatality rate per 100 million VMT increased 3.7 percent, from 1.08 in 2014 to 1.12 in 2015 (Table 1). The 1.08 in 2014 was the lowest fatality rate on record. The overall injury rate increased from 77 in 2014 to 78 in 2015. The 2015 rates are based on VMT estimates from the Federal Highway Administration's (FHWA) May 2016 Traffic Volume Trends (TVT). Overall, 2015 VMT increased by 3.5 percent from 2014 VMT—from 3,026 billion to 3,131 billion. This 2015 VMT increase of 3.5 percent matches the 1992 VMT increase 23 years ago. VMT data will be updated when FHWA releases the 2015 Annual Highway Statistics.

Table 1  
Fatality and Injury Rates per 100 Million VMT

	2014	2015	Change	% Change
Fatality Rate	1.08	1.12	+0.04	+3.7%
Injury Rate	77	78	+1.0	+1.3%

Source: Fatalities—FARS 2014 Final File, 2015 ARF; Injured—NASS GES 2014, 2015; VMT—FHWA (May 2016 TVT)

## Police-Reported Crashes

The estimated number of police-reported motor vehicle crashes, by crash severity, is presented in Table 2. The total number of police-reported traffic crashes increased by 3.8 percent from 2014 to 2015. This increase is driven by 4.1-percent increase in injury crashes and 3.7-percent increase in property-damage-only crashes, crashes in which there were no injuries to occupants or nonoccupants during the crash. The number of fatal crashes increased by 7 percent from 2014 to 2015.

Table 2  
Number of Police-Reported Crashes, by Crash Severity

Type	2014	2015	Change	% Change
Fatal Crashes	30,056	32,166	+2,110	+7.0%
Non-Fatal Crashes	6,034,000	6,264,000	+230,000	+3.8%
Injury Crashes*	1,648,000	1,715,000	+67,000	+4.1%
Property-Damage Only	4,387,000	4,548,000	+161,000	+3.7%
Total Crashes	6,064,000	6,296,000	+232,000	+3.8%

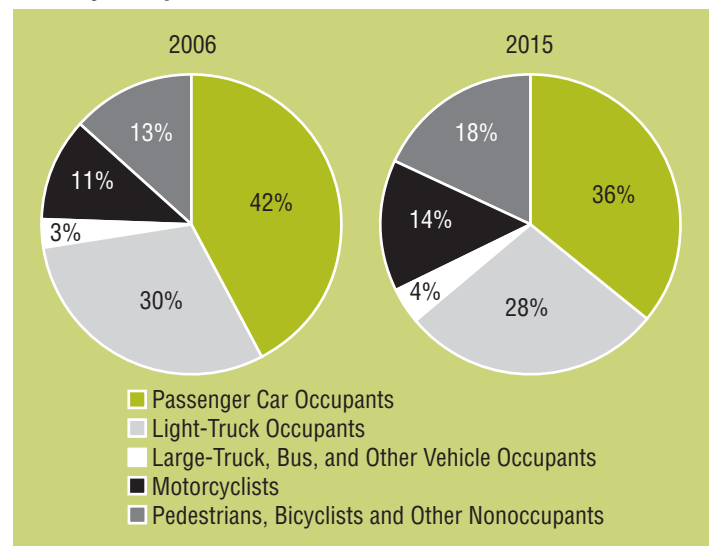
Sources: FARS 2014 Final File, 2015 ARF; NASS GES 2014, 2015

\*Change is statistically significant.

## Change in Fatality Composition

The fatality composition for 2006 and 2015 are shown in Figure 4. The most obvious reduction is in the percentage of passenger car occupant fatalities – decreasing from 42 percent of the fatalities to 36 percent. The percentage of light-truck occupant fatalities decreased from 30 percent 10 years ago to 28 percent in 2015. The proportion of motorcyclist fatalities increased from 11 percent in 2006 to 14 percent in 2015. The proportion of non-occupant fatalities increased from 13 percent to 18 percent over the same 10-year period.

Figure 4  
Fatality Composition, 2006 and 2015



Source: FARS 2006 Final File, 2015 ARF

Note: Sum of individual slices may not add up to 100 percent due to rounding.

## Fatality and Injury Changes by Person Type

Table 3 presents the change between 2014 and 2015 in the number of occupant and nonoccupant fatalities. Overall, all categories of occupant and nonoccupant fatalities increased.

- The number of passenger vehicle occupant fatalities increased by 1,391, a 6.6-percent increase, which accounted for 59 percent of the overall increase in fatalities. The 2015 passenger vehicle fatality count (22,441) is the highest number since 2009. Passenger vehicles include passenger cars and light trucks.
- Motorcyclist fatalities increased by 382, an 8.3-percent increase. The 2015 motorcyclist fatality count (4,976) is the highest number since 2012.

- Pedestrian fatalities increased by 466, a 9.5-percent increase. The 2015 pedestrian fatality count (5,376) is the highest number since 1996.

- Pedalcyclist fatalities increased by 89, a 12.2-percent increase. The 2015 pedalcyclist fatality count (818) is the highest number since 1995.

The number of people injured increased by 105,000, a statistically significant 4.5-percent increase.

- Number of passenger vehicle occupants injured increased 107,000, a 5.2-percent increase.

- Pedestrians injured increased by 5,000, a 7.7-percent increase.

Table 3

### Occupants and Nonoccupants Killed and Injured in Traffic Crashes

Description	Killed				Injured			
	2014	2015	Change	% Change	2014	2015	Change	% Change
Total*	32,744	35,092	+2,348	+7.2%	2,338,000	2,443,000	+105,000**	+4.5%
<b>Occupants</b>								
Passenger Vehicles	21,050	22,441	+1,391	+6.6%	2,074,000	2,181,000	+107,000	+5.2%
Passenger Cars	11,947	12,628	+681	+5.7%	1,292,000	1,378,000	+86,000**	+6.7%
Light Trucks	9,103	9,813	+710	+7.8%	782,000	803,000	+21,000	+2.7%
Large Trucks	656	667	+11	+1.7%	27,000	30,000	+3,000	+11.1%
Motorcycles	4,594	4,976	+382	+8.3%	92,000	88,000	-4,000	-4.3%
<b>Nonoccupants</b>								
Pedestrians	4,910	5,376	+466	+9.5%	65,000	70,000	+5,000	+7.7%
Pedalcyclists	729	818	+89	+12.2%	50,000	45,000	-5,000	-10.0%
Other/Unknown	204	227	+23	—	10,000	10,000	0	—

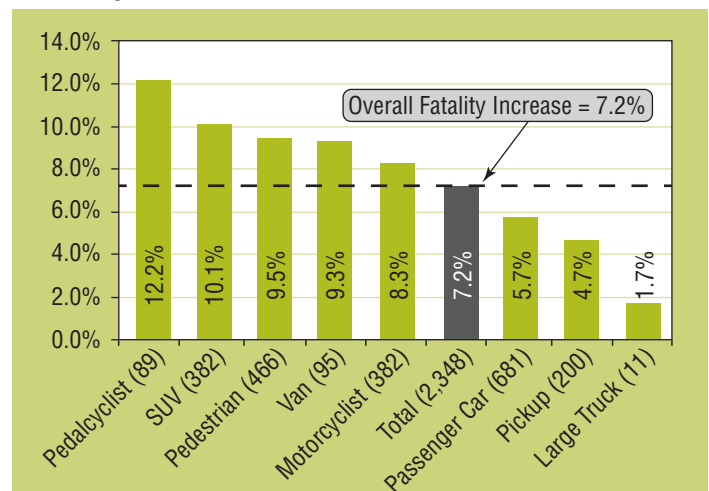
Sources: Fatalities - FARS 2014 Final File, 2015 ARF; Injured - NASS GES 2014, 2015

\*Total includes occupants of buses and other/unknown occupants not shown in table.

\*\*Change is statistically significant.

The increases in fatality percentages are shown graphically in Figure 5. The gray bar represents the overall 7.2-percent increase in fatalities. Note also that in the graph, occupants in the light-truck category are shown individually by pickup trucks, vans, and SUVs. This graph shows both the percentage of increase as well as how many more fatalities were in each group in 2015 compared to 2014. Pedalcyclist, pedestrian, motorcyclist, SUV, and van occupant fatalities increased at a rate higher than the overall increase of 7.2 percent. Passenger car, pickup truck, and large-truck occupants also all increased, but lower compared to overall 7.2-percent increase.

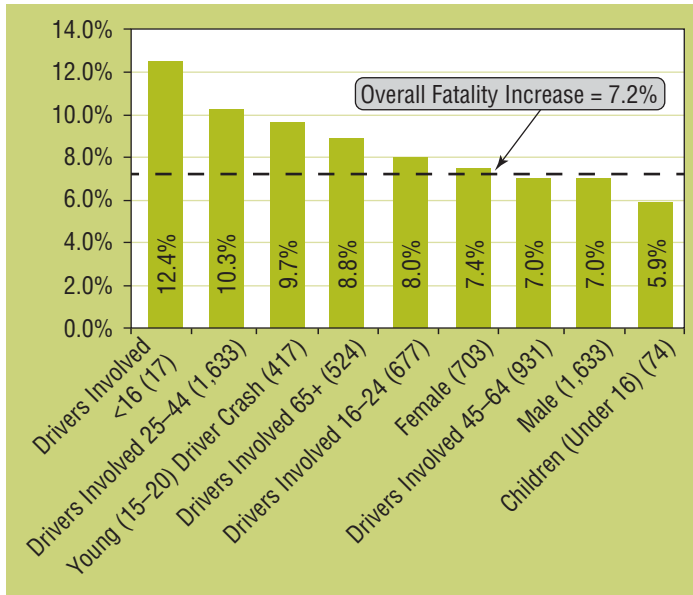
Figure 5  
Percentage Change in Fatalities by Occupant/  
Nonoccupant, 2014–2015



Source: FARS 2014 Final File, 2015 ARF

Increases in percentages in additional person categories are shown in Figure 6, with the overall fatality percentage increase shown as the dotted line for comparison. The number of each increase is also shown in parentheses with each category. Note that the largest percentage increase was for those drivers under 16, but the number increase (17) is much lower than the other groups. There are relatively few drivers under age 16 compared to other ages.

Figure 6  
**Percentage Change by Person Category, 2014–2015**

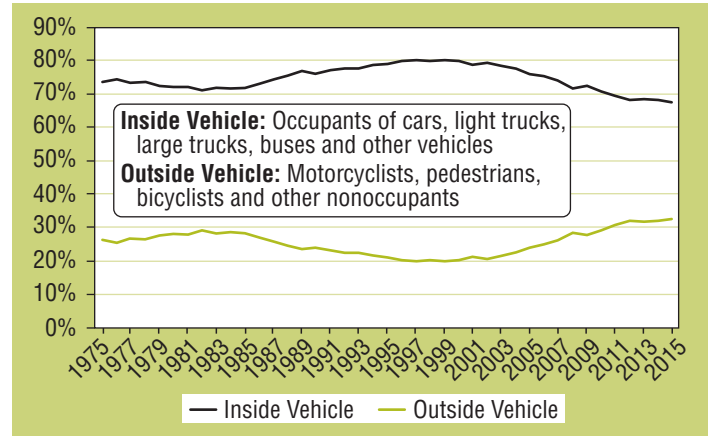


Source: FARS 2014 Final File, 2015 ARF

### Inside Versus Outside the Vehicle

The proportion of people killed “inside the vehicle” (passenger car, light truck, large truck, bus, and other vehicle occupants) has declined from a high of 80 percent (1996-2000) to 68 percent (2012-2015), as seen in Figure 7. Conversely, the proportion of people killed “outside the vehicle” (motorcyclists, pedestrians, pedalcyclists and other nonoccupants) has increased from a low of 20 percent (1996-2000) to a high of 32 percent (2012-2015).

Figure 7  
**Proportion of Fatalities Inside/Outside Vehicle, 1975–2015**

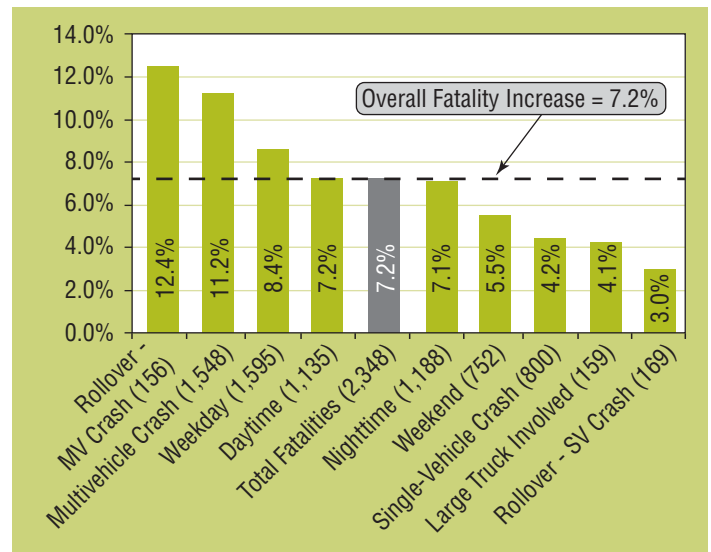


Source: FARS 1975 - 2014 Final File, 2015 ARF

### Fatal Crash Types

The percentage change from 2014 to 2015 in several crash categories are shown in Figure 8. The percentage of fatalities in multivehicle rollovers increased the most, 12.4 percent. However, the number increase for this crash type—an additional 156 fatalities—is a relatively small increase compared to the other crash types in the figure. Fatalities in multivehicle crashes increased by 1,548, an 11.2-percent increase. Single-vehicle crash fatalities also increased, but by a lower percentage (4.2%). The increases in daytime and nighttime fatalities were similar, implying that whatever factors affected the fatality increase, it affected crashes during the day and night similarly. The proportion increase in weekday fatalities was 8.4 percent, compared to an increase of only 5.5 percent on weekends.

Figure 8  
**Percentage Change by Crash Category, 2014–2015**



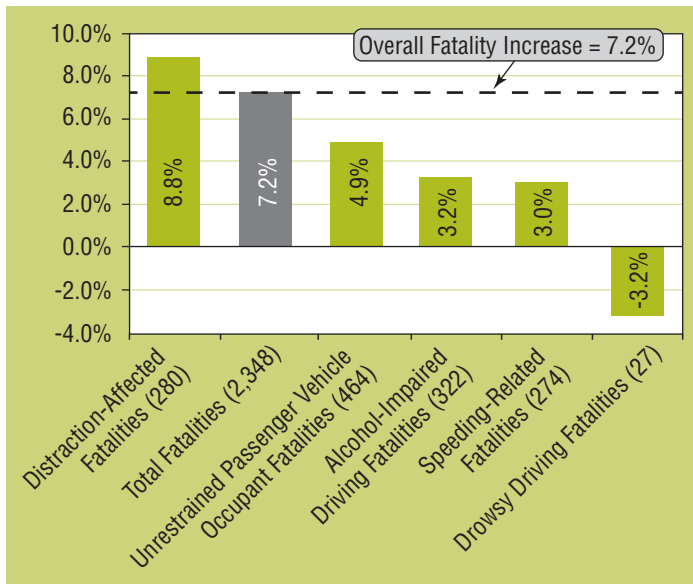
Source: FARS 2014 Final File, 2015 ARF



## Human Choices

Figure 9 shows the percentage increase in fatalities in several types of human choice crash situations, with a gray bar showing the overall increase in fatalities to serve as comparison. Fatalities in distraction affected crashes increased from 3,197 to 3,477 (280), or 8.8 percent. Unrestrained passenger vehicle occupant fatalities increased by 4.9 percent, from 9,410 to 9,874. The number of fatalities in crashes involving an alcohol-impaired driver increased by 3.2 percent, from 9,943 to 10,265. Fatalities in speeding-related crashes increased by 3 percent, from 9,283 to 9,557.

Figure 9  
Percentage Change by Human Choice Category, 2014–2015



Source: FARS 2014 Final File, 2015 ARF

## Alcohol-Impaired-Driving Fatalities and Drivers

Alcohol-impaired-driving fatalities increased by 3.2 percent from 2014 to 2015 (Table 4), accounting for 29 percent of 2015 overall fatalities. An alcohol-impaired-driving fatality is defined as a fatality in a crash involving a driver or motorcycle rider (operator) with a blood alcohol concentration (BAC) of .08 g/dL or greater. Light-truck van drivers showed the greatest percentage decrease in alcohol-impaired drivers involved in fatal crashes from 2014 to 2015, dropping 13 percent or 32 drivers. Passenger car drivers involved in alcohol-impaired-driving crashes had the largest increase with 193 drivers (a 5% increase), followed by SUV drivers (35 or 2.3%).

Table 4  
Total and Alcohol-Impaired Driving Fatalities,\* 2014 And 2015

	2014	2015	Change	% Change
Total Fatalities	32,744	35,092	+2,348	+7.2%
AI-Driving Fatalities	9,943	10,265	+322	+3.2%
Alcohol-Impaired Drivers in Fatal Crashes by Vehicle Type				
Passenger Cars	3,892	4,085	+193	+5.0%
Light Truck - Vans	246	214	-32	-13.0%
Light Truck - Utility	1,494	1,529	+35	+2.3%
Light Truck - Pickups	1,936	1,900	-36	-1.9%
Motorcycles	1,370	1,365	-5	-0.4%
Large Trucks	68	60	-8	-11.8%

Source: FARS 2014 Final File, 2015 ARF

\*See definition in text.

## Restraint Use and Time of Day

Among fatally injured passenger vehicle occupants with known restraint use, almost half (48%) of those killed in 2015 were unrestrained (Table 5). According to the National Occupant Protection Use Survey for 2015 (Report No. DOT HS 812 243), estimated belt use increased from 86.7 in 2014 to 88.5 in 2015.

The percentage of unrestrained fatalities during the daytime decreased from 41 percent in 2014 to 40 percent in 2015; 60 percent of those killed in the daytime in 2015 were restrained, up from 59 percent in 2014. While this may, at first glance, seem counterintuitive, we must acknowledge that some motor vehicle crashes are not survivable.

For those passenger vehicle occupants who survived fatal crashes in 2015, only 14 percent were unrestrained. During the daytime, 12 percent of passenger vehicle occupants who survived fatal crashes were unrestrained, thus 88 percent of the survivors were restrained. Restraint use among the survivors differed slightly compared to daytime—17 percent of the night time crash survivors were unrestrained and 83 percent of the nighttime crash survivors were restrained.

Table 5

**Passenger Vehicle Occupants Involved by Restraint Use, Survival Status and Time of Day, 2014 and 2015**

	Passenger Vehicle Occupants Killed					Passenger Vehicle Occupants Who Survived						
	2014	2015	Change	% Change	Restraint Use Percent Based on Known Use		2014	2015	Change	% Change	Restraint Use Percent Based on Known Use	
					2014	2015					2014	2015
<b>Total</b>	21,050	22,44	+1,391	+6.6%			34,120	38,152	+4,032	+11.8%		
Restraint Used	9,961	10,635	+674	+6.8%	51%	52%	26,397	29,703	+3,306	+12.5%	85%	86%
Restraint Not Used	9,410	9,874	+464	+4.9%	49%	48%	4,743	4,993	+250	+5.3%	15%	14%
Unknown	1,679	1,932	+253	+15.1%			2,980	3,456	+476	+16.0%		
<b>Time of Day</b>												
<b>Daytime</b>	10,789	11,645	+856	+7.9%			17,353	19,478	+2,125	+12.2%		
Restraint Used	5,972	6,500	+528	+8.8%	59%	60%	14,143	15,894	+1,751	+12.4%	87%	88%
Restraint Not Used	4,100	4,335	+235	+5.7%	41%	40%	2,045	2,215	+170	+8.3%	13%	12%
Unknown	717	810	+93	+13.0%			1,165	1,369	+204	+17.5%		
<b>Nighttime</b>	10,089	10,622	+533	+5.3%			16,732	18,613	+1,881	+11.2%		
Restraint Used	3,936	4,084	+148	+3.8%	43%	43%	12,239	13,780	+1,541	+12.6%	82%	83%
Restraint Not Used	5,211	5,436	+225	+4.3%	57%	57%	2,690	2,764	+74	+2.8%	18%	17%
Unknown	942	1,102	+160	+17.0%			1,803	2,069	+266	+14.8%		

Source: FARS 2014 Final File, 2015 ARF

Daytime and nighttime totals do not add up to total killed or total survived. Total includes unknown time of day.

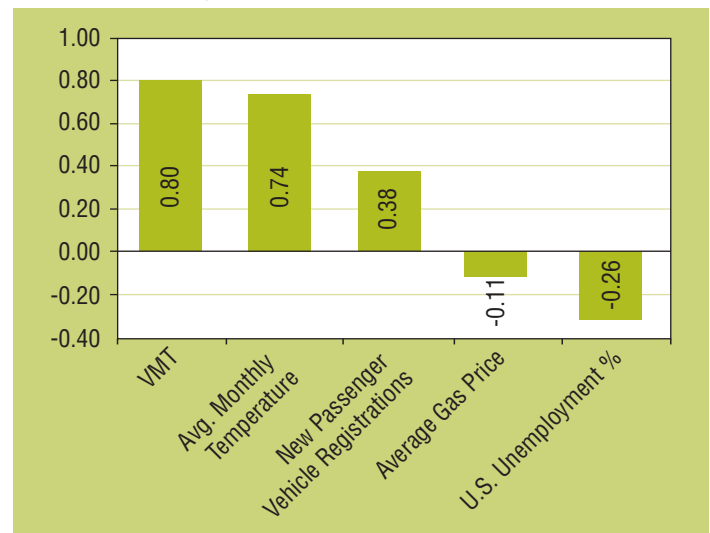
**Economic and Other Indicators**

The relationship between the number of fatalities with VMT, average monthly temperature, new passenger vehicle registrations, average gas price and the U.S. unemployment percentage are presented in Figure 10. For national data, 5 years of monthly (2011 to 2015) data were used to generate 5-year relationships. When the economy has a downturn fatalities generally decrease, and during times of economic recovery, fatalities tend to increase. The unemployment rate is an overall measure of the U.S. economic picture, which could affect the number of fatalities by getting more people on the road as unemployment goes down, both for work-related travel and increased recreational travel. Gas prices can be a factor in the amount and type of driving that is done. VMT is a direct measure of the amount of travel, while new vehicle registrations give an idea of the size of the driving population. Finally, the average monthly temperature was analyzed that can affect not just travel by vehicle but also walking and biking. Warmer weather and milder winters might result in people driving more and farther, while severe winter weather might result in less safe driving situations. Mild winter weather would also change the patterns of pedestrians walking, bicycle and motorcycle riding thereby having increased exposure risk from motor vehicle crashes.

VMT and the average monthly temperature had strong, positive relationships with the number of fatalities, meaning that more fatalities tended to occur when more driving was done, and also when weather was warmer. New passenger vehicle registrations also showed a positive correlation with the number of fatalities, but not as strong as VMT and temperature. The unemployment rate and gas prices had low negative correlations with the number of fatalities. Although these rela-

tionships were not strong, they show that more fatalities tend to occur with low unemployment and low gas prices.

Figure 10

**5-Year Correlation Between Fatalities and Economic and Other Indicators, 2011–2015**

Source: Federal Highway Administration (FHWA), National Oceanic and Atmospheric Administration (NOAA), R.L. Polk &amp; Co., Energy Information Administration (EIA), and Bureau of Labor Statistics (BLS)

## Additional Facts

- There were increases in motorcyclist fatalities in every age group except those 19 and under, which saw 15 fewer fatalities in 2015 than in 2014, a decrease of 8.7 percent. Overall, there were 382 more motorcyclist fatalities in 2015, an increase of 8.3 percent over 2014.
- In States without universal helmet laws, 58 percent of motorcyclists killed in 2015 were not wearing helmets, as compared to 8 percent in States with universal helmet laws.
- The number of young drivers 16 to 20 years old involved in fatal crashes increased by 10 percent from 2014; the number of young drivers who died in fatal crashes also increased by 10 percent from 2014.
- There were 4,067 fatalities in crashes involving large trucks, 4.1 percent more fatalities than in 2014, the highest since 2008. Of the 4,067 fatalities, 667 (16.4%) were occupants of large trucks, 10.1 percent were nonoccupants, and 73.5 percent were occupants of other vehicles.
- Every month except November saw increases in fatalities from 2014 to 2015. The highest increases were in July and September, at around 11 percent.

## State Distribution of Fatalities and Alcohol-Impaired-Driving Fatalities

Table 6 presents the total number of motor vehicle crash fatalities and the number of alcohol-impaired-driving fatalities for 2014 and 2015, the change in the number of fatalities, and the percentage change for each State, the District of Columbia, and Puerto Rico. Fifteen States had reductions in the number of fatalities. In 2015, the largest reduction was in New Mexico, with 88 fewer fatalities. Thirty-five States and Puerto Rico had more motor vehicle fatalities in 2015 than in 2014. Florida had the largest increase, 445 additional fatalities. Only the District of Columbia had no change in the number of fatalities between the two years.

Nationwide, about one-third (29%) of the total fatalities were in alcohol-impaired-driving crashes. Eighteen States saw declines in the number of alcohol-impaired-driving fatalities. Texas had the largest decrease, with 123 fewer lives lost in alcohol-impaired-driving crashes in 2015. Thirty-two States, the District of Columbia, and Puerto Rico saw increases in the number of alcohol-impaired-driving fatalities, with the largest increase of 103 fatalities in Florida followed by 87 more in Georgia.

Additional State-level data is available at NCSA's State Traffic Safety Information Web site at: <http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/USA%20WEB%20REPORT.HTM>

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NHTSA's Fatality Analysis Reporting System is a census of all crashes of motor vehicles traveling on public roadways in which a person died within 30 days of the crash. Data for the NASS GES comes from a nationally representative sample of police-reported motor vehicle crashes of all types, from property-damage-only to fatal.

The information in this Research Note represents only major findings from the 2015 FARS and NASS GES files. Additional information and details will be available at a later date. This Research Note and other general information on highway traffic safety are located at: <https://crashstats.nhtsa.dot.gov>.



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



Table 6  
Total and Alcohol-Impaired-Driving Fatalities, by State, 2014 and 2015

State	2014			2015			2014 to 2015 Change			
	Total Fatalities	Alcohol-Impaired-Driving Fatalities		Total Fatalities	Alcohol-Impaired-Driving Fatalities		Total Fatalities		Alcohol-Impaired-Driving Fatalities	
		#	%		#	%	Change	% Change	Change	% Change
Alabama	820	265	32%	849	247	29%	+29	+3.5%	-18	-6.8%
Alaska	73	22	30%	65	23	36%	-8	-11.0%	+1	+4.5%
Arizona	773	200	26%	893	272	31%	+120	+15.5%	+72	+36.0%
Arkansas	470	136	29%	531	149	28%	+61	+13.0%	+13	+9.6%
California	3,102	876	28%	3,176	914	29%	+74	+2.4%	+38	+4.3%
Colorado	488	160	33%	546	151	28%	+58	+11.9%	-9	-5.6%
Connecticut	248	97	39%	266	103	39%	+18	+7.3%	+6	+6.2%
Delaware	124	52	42%	126	41	33%	+2	+1.6%	-11	-21.2%
Dist of Columbia	23	5	23%	23	6	26%	0	0.0%	+1	+20.0%
Florida	2,494	694	28%	2,939	797	27%	+445	+17.8%	+103	+14.8%
Georgia	1,164	279	24%	1,430	366	26%	+266	+22.9%	+87	+31.2%
Hawaii	95	30	31%	94	33	35%	-1	-1.1%	+3	+10.0%
Idaho	186	53	28%	216	70	32%	+30	+16.1%	+17	+32.1%
Illinois	924	302	33%	998	307	31%	+74	+8.0%	+5	+1.7%
Indiana	745	160	21%	821	178	22%	+76	+10.2%	+18	+11.3%
Iowa	322	91	28%	320	78	24%	-2	-0.6%	-13	-14.3%
Kansas	385	108	28%	355	84	24%	-30	-7.8%	-24	-22.2%
Kentucky	672	171	25%	761	192	25%	+89	+13.2%	+21	+12.3%
Louisiana	740	247	33%	726	245	34%	-14	-1.9%	-2	-0.8%
Maine	131	37	28%	156	52	33%	+25	+19.1%	+15	+40.5%
Maryland	442	130	29%	513	159	31%	+71	+16.1%	+29	+22.3%
Massachusetts	354	143	40%	306	96	31%	-48	-13.6%	-47	-32.9%
Michigan	901	212	23%	963	267	28%	+62	+6.9%	+55	+25.9%
Minnesota	361	108	30%	411	115	28%	+50	+13.9%	+7	+6.5%
Mississippi	607	172	28%	677	175	26%	+70	+11.5%	+3	+1.7%
Missouri	766	205	27%	869	224	26%	+103	+13.4%	+19	+9.3%
Montana	192	73	38%	224	75	34%	+32	+16.7%	+2	+2.7%
Nebraska	225	60	27%	246	65	26%	+21	+9.3%	+5	+8.3%
Nevada	291	93	32%	325	97	30%	+34	+11.7%	+4	+4.3%
New Hampshire	95	29	30%	114	33	29%	+19	+20.0%	+4	+13.8%
New Jersey	556	161	29%	562	111	20%	+6	+1.1%	-50	-31.1%
New Mexico	386	117	30%	298	98	33%	-88	-22.8%	-19	-16.2%
New York	1,041	312	30%	1,121	311	28%	+80	+7.7%	-1	-0.3%
North Carolina	1,284	363	28%	1,379	411	30%	+95	+7.4%	+48	+13.2%
North Dakota	135	55	41%	131	50	38%	-4	-3.0%	-5	-9.1%
Ohio	1,006	302	30%	1,110	313	28%	+104	+10.3%	+11	+3.6%
Oklahoma	669	156	23%	643	170	27%	-26	-3.9%	+14	+9.0%
Oregon	357	99	28%	447	155	35%	+90	+25.2%	+56	+56.6%
Pennsylvania	1,195	349	29%	1,200	364	30%	+5	+0.4%	+15	+4.3%
Rhode Island	51	17	32%	45	19	43%	-6	-11.8%	+2	+11.8%
South Carolina	823	331	40%	977	301	31%	+154	+18.7%	-30	-9.1%
South Dakota	136	44	32%	133	43	33%	-3	-2.2%	-1	-2.3%
Tennessee	963	273	28%	958	252	26%	-5	-0.5%	-21	-7.7%
Texas	3,536	1,446	41%	3,516	1,323	38%	-20	-0.6%	-123	-8.5%
Utah	256	57	22%	276	43	16%	+20	+7.8%	-14	-24.6%
Vermont	44	8	19%	57	15	27%	+13	+29.5%	+7	+87.5%
Virginia	703	216	31%	753	208	28%	+50	+7.1%	-8	-3.7%
Washington	462	132	29%	568	148	26%	+106	+22.9%	+16	+12.1%
West Virginia	272	84	31%	268	71	27%	-4	-1.5%	-13	-15.5%
Wisconsin	506	165	33%	566	189	33%	+60	+11.9%	+24	+14.5%
Wyoming	150	48	32%	145	56	38%	-5	-3.3%	+8	+16.7%
<b>National</b>	<b>32,744</b>	<b>9,943</b>	<b>30%</b>	<b>35,092</b>	<b>10,265</b>	<b>29%</b>	<b>+2,348</b>	<b>+7.2%</b>	<b>+322</b>	<b>+3.2%</b>
Puerto Rico	304	94	31%	309	104	34%	+5	+1.6%	+10	+10.6%

Source: FARS 2014 Final File, 2015 ARF