Traffic Safety Facts
2015 Data
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NHTSA

Key Findings

- Forty-eight percent of passenger vehicle occupants who were killed in 2015 were unrestrained.
- In 2015, 59 percent of the passenger vehicle occupants in age groups 21 to 24 and 25 to 34 who were killed in traffic crashes were not using restraints—the highest percentage of all age groups aggregated in this report.
- In traffic crashes in 2015, among male fatalities with known restraint use, 52 percent were unrestrained, and among females with known restraint use, 42 percent were unrestrained.
- In traffic crashes in 2015, considering restraint use by passenger vehicle type, 59 percent of drivers of pickup trucks who were killed were unrestrained, compared to 54 percent for SUV drivers, 42 percent for passenger car drivers, and 41 percent for van drivers.
- In 2015, seat belts saved an estimated 13,941 lives among passenger vehicle occupants age 5 and older.
- An estimated 266 lives of children under age 5 were saved by their use of restraints in 2015.
- In 2015, an estimated 2,573 lives were saved by frontal air bags.

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Occupant Protection in Passenger Vehicles

Occupant protection discussed in this fact sheet includes seat belts, child safety seats, and frontal air bags in passenger vehicles. Passenger vehicles consist of passenger cars, pickup trucks, vans, and SUVs. Vehicle occupants are both drivers and passengers. In this fact sheet the 2015 information on passenger vehicle occupant protection is presented as follows.

This fact sheet contains information on fatal motor vehicle crashes and fatalities based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes in the 50 States, the District of Columbia, and Puerto Rico (Puerto Rico is not included in U.S. totals). Data from the NOPUS and observed belt use rate data obtained from individual States are also used in this fact sheet.

Overview

According to the National Occupant Protection Use Survey (NOPUS) for 2015 (Pickrell & Li, 2016), estimated belt use increased from 81.2 in 2006 to 88.5 in 2015. NOPUS provides nationwide probability-based observed data on seat belt use in the United States.

In 2015 there were 22,441 occupants of passenger vehicles killed in motor vehicle traffic crashes. Of these 22,441 occupants, 10,635 (52%) were known to be restrained (Table 1). Looking at only occupants where the restraint status was known, 48 percent were unrestrained at the time of the crash. Restraint use was not known for 1,932 occupants.

The proportion of unrestrained passenger vehicle occupants killed in motor vehicle traffic crashes has decreased from 2006 to 2015. Among passenger vehicle occupants killed, when restraint use was known, the percentage of unrestrained deaths decreased by 7 percentage points from 55 percent in 2006 to 48 percent in 2015.

Table 1
Restraint Use of Fatally Injured Passenger Vehicle Occupants, 2006–2015

Year	Restraint Use						Total		Percent Known Restrained	Percent Known Unrestrained
	Restrained		Unrestrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
2006	12,710	41%	15,635	51%	2,341	8%	30,686	100%	45%	55%
2007	12,322	42%	14,446	50%	2,304	8%	29,072	100%	46%	54%
2008	10,691	42%	12,925	51%	1,846	7%	25,462	100%	45%	55%
2009	10,190	43%	11,545	49%	1,712	7%	23,447	100%	47%	53%
2010	9,969	45%	10,590	48%	1,714	8%	22,273	100%	48%	52%
2011	9,471	44%	10,215	48%	1,630	8%	21,316	100%	48%	52%
2012	9,746	45%	10,370	48%	1,663	8%	21,779	100%	48%	52%
2013	9,840	46%	9,622	45%	1,761	8%	21,223	100%	51%	49%
2014	9,961	47%	9,410	45%	1,679	8%	21,050	100%	51%	49%
2015	10,635	47%	9,874	44%	1,932	9%	22,441	100%	52%	48%

Source: Fatality Analysis Reporting System (FARS) 2006–2014 Final File and 2015 Annual Report File (ARF).

Occupant Demographics

Age

Information on restraint use by age group for passenger vehicle occupants killed in 2015 is shown in Table 2. Among passenger vehicle occupant fatalities where restraint use was known, the age groups of 21 to 24 and 25 to 34 had the highest percentage of unrestrained occupants (59%), followed closely by the 13-to-15 and 34-to-44 age groups, both at 57 percent unrestrained.

Table 2
Passenger Vehicle Occupants Killed, by Age Group and Restraint Use, 2015

Age (Years)	Restrained		Unrestrained		Unknown		Total		Percent Known Restrained	Percent Known Unrestrained
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
0–3	149	68%	53	24%	18	8%	220	100%	74%	26%
4–7	122	59%	69	33%	15	7%	206	100%	64%	36%
8–12	125	53%	93	39%	19	8%	237	100%	57%	43%
13–15	95	38%	128	51%	28	11%	251	100%	43%	57%
16–20	1,047	43%	1,156	47%	259	11%	2,462	100%	48%	52%
21–24	894	37%	1,265	52%	252	10%	2,411	100%	41%	59%
25–34	1,531	37%	2,194	53%	412	10%	4,137	100%	41%	59%
35–44	1,100	40%	1,442	52%	232	8%	2,774	100%	43%	57%
45–54	1,264	46%	1,272	46%	214	8%	2,750	100%	50%	50%
55–64	1,387	54%	986	39%	176	7%	2,549	100%	58%	42%
65–74	1,206	60%	668	33%	143	7%	2,017	100%	64%	36%
75+	1,708	71%	540	23%	147	6%	2,395	100%	76%	24%
Unknown	7	22%	8	25%	17	53%	32	100%	47%	53%
Total	**10,635**	**47%**	**9,874**	**44%**	**1,932**	**9%**	**22,441**	**100%**	**52%**	**48%**

Source: FARS 2015 ARF.

In 2015 there were 220 passenger vehicle occupant fatalities among children under 4; 26 percent were unrestrained (based on known restraint use). In the age group 4 to 7, there were 206 fatalities, of which 36 percent were unrestrained (based on known restraint use).

Gender

Almost twice as many male occupants (14,640) as female occupants (7,788) were killed, as shown in Table 3. When restraint use was known, 52 percent of male fatalities and 40 percent of female fatalities were unrestrained.

Table 3
Passenger Vehicle Occupants Killed, by Gender and Restraint Use, 2015

Gender	Restrained		Unrestrained		Unknown		Total		Percent Known Restrained	Percent Known Unrestrained
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
Male	6,410	44%	6,868	47%	1,362	9%	14,640	100%	48%	52%
Female	4,222	54%	3,004	39%	562	7%	7,788	100%	58%	42%
Unknown	3	23%	2	15%	8	62%	13	100%	60%	40%
Total	**10,635**	**47%**	**9,874**	**44%**	**1,932**	**9%**	**22,441**	**100%**	**52%**	**48%**

Source: FARS 2015 ARF.

Seating Position

Restraint use by seating position for passenger vehicle occupants killed in 2015 is presented in Table 4. Among fatally injured passenger vehicle occupants with known restraint use, 47 percent of those in the front row and 56 percent of those in the second row of seats were unrestrained.

Table 4
Passenger Vehicle Occupants Killed, by Seating Position and Restraint Use, 2015

Seating Position		Restrained		Unrestrained		Unknown		Total		Percent Known Restrained	Percent Known Unrestrained
		Number	Percent	Number	Percent	Number	Percent	Number	Percent		
Front Seat	Total	9,848	49%	8,618	43%	1,659	8%	20,125	100%	53%	47%
	Left	7,920	48%	7,199	44%	1,303	8%	16,422	100%	52%	48%
	Middle	13	31%	29	69%	0	0	42	100%	31%	69%
	Right	1,915	52%	1,386	38%	355	10%	3,656	100%	58%	42%
	Other/Unknown	0	0	4	80%	1	20%	5	100%	0%	100%
Second Row	Total	747	40%	966	51%	176	9%	1,889	100%	44%	56%
	Left	297	42%	371	52%	47	7%	715	100%	44%	56%
	Middle	73	31%	140	60%	22	9%	235	100%	34%	66%
	Right	373	42%	420	47%	98	11%	891	100%	47%	53%
	Other/Unknown	4	8%	35	73%	9	19%	48	100%	10%	90%
Other		34	15%	167	75%	23	10%	224	100%	17%	83%
Unknown		6	3%	123	61%	74	36%	203	100%	5%	95%
Total		**10,635**	**47%**	**9,874**	**44%**	**1,932**	**9%**	**22,441**	**100%**	**52%**	**48%**

Source: FARS 2015 ARF.

Passenger Vehicle Types

Table 5 shows 2015 passenger vehicle occupant fatalities, separately for drivers and passengers, for each passenger vehicle type. There were 16,415 passenger vehicle drivers killed in traffic crashes, the majority in passenger cars. Among the 15,111 fatalities for which restraint use was known, 48 percent of passenger vehicle drivers killed were unrestrained (based on known use). However, restraint use differed by vehicle type: 59 percent (1,921) of the drivers of pickup trucks killed were unrestrained, 54 percent (1,458) of SUV drivers, 42 percent (3,537) of passenger car drivers, and 41 percent (255) of van drivers.

Table 5
Drivers and Passengers Killed, by Passenger Vehicle Type and Restraint Use, 2015

Type of Passenger Vehicle		Restrained		Unrestrained		Unknown		Total		Percent Known Restrained	Percent Known Unrestrained
		Number	Percent	Number	Percent	Number	Percent	Number	Percent		
Drivers Killed	Passenger Cars	4,949	54%	3,537	38%	755	8%	9,241	100%	58%	42%
	Pickup Trucks	1,318	38%	1,921	55%	261	7%	3,500	100%	41%	59%
	Sport Utility Vehicles	1,260	43%	1,458	50%	219	7%	2,937	100%	46%	54%
	Vans	372	54%	255	37%	62	9%	689	100%	59%	41%
	Other Light Trucks	17	35%	24	50%	7	15%	48	100%	41%	59%
	Total	**7,916**	**48%**	**7,195**	**44%**	**1,304**	**8%**	**16,415**	**100%**	**52%**	**48%**
Passengers Killed	Passenger Cars	1,699	50%	1,310	39%	378	11%	3,387	100%	56%	44%
	Pickup Trucks	317	33%	545	57%	87	9%	949	100%	37%	63%
	Sport Utility Vehicles	501	40%	637	51%	107	9%	1,245	100%	44%	56%
	Vans	197	46%	176	41%	54	13%	427	100%	53%	47%
	Other Light Trucks	5	28%	11	61%	2	11%	18	100%	31%	69%
	Total	**2,719**	**45%**	**2,679**	**44%**	**628**	**10%**	**6,026**	**100%**	**50%**	**50%**

Source: FARS 2015 ARF.

There were 6,026 passengers killed in passenger vehicles in 2015. Among the 5,398 fatalities for which restraint use was known, 50 percent (2,679) were unrestrained, but use varied by vehicle type: 63 percent (545) of the passengers killed in pickup trucks were unrestrained, compared to 56 percent (637) in SUVs, 47 percent (176) in vans, and 44 percent (1,310) in passenger cars.

Benefits of Restraint Use

Seat Belts

NHTSA has estimated that lap/shoulder seat belts, when used, reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent (Kahane, 2015) and the risk of moderate-to-critical injury by 50 percent. For light-truck occupants, seat belts reduce the risk of fatal injury by 60 percent (Kahane, 2015) and moderate-to-critical injury by 65 percent (NHTSA, 1984).

Ejection from the vehicle is one of the most injurious events that can happen to a person in a crash. In fatal crashes in 2015, about 80 percent of passenger vehicle occupants who were totally ejected from the vehicle were killed. Seat belts are very effective in preventing total ejections; in 2015 only 1 percent of the occupants reported to have been using restraints were totally ejected, compared to 30 percent of the unrestrained occupants.

Looking at all passenger vehicle occupants in fatal crashes in 2015 with known restraint use, 27 percent were unrestrained at the time of the crashes (Table 6), and the remaining 73 percent were restrained. Twenty-three percent were unrestrained during daylight hours, and 31 percent were unrestrained at night.

Among fatally injured passenger vehicle occupants with known restraint use, almost half (48%) of those killed in 2015 were unrestrained. The percentage of unrestrained fatalities during the day was 40 percent in 2015, compared to 57 percent at night. 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), and 17 percent of the night time crash survivors were unrestrained.

Table 6

Passenger Vehicle Occupants Involved in Fatal Crashes by Survival Status, Time of Day, and Restraint Use, 2015

Survival Status and Time of Day			Restrained		Unrestrained		Unknown		Total		Percent Restrained Based on Known Use	Percent Unrestrained Based on Known Use
			Number	Percent	Number	Percent	Number	Percent	Number	Percent		
2015	Total	Daytime	22,394	72%	6,550	21%	2,179	7%	31,123	100%	77%	23%
		Nighttime	17,864	61%	8,200	28%	3,171	11%	29,235	100%	69%	31%
		Unknown	80	34%	117	50%	38	16%	235	100%	41%	59%
		Total	40,338	67%	14,867	25%	5,388	9%	60,593	100%	73%	27%
	Killed	Daytime	6,500	56%	4,335	37%	810	7%	11,645	100%	60%	40%
		Nighttime	4,084	38%	5,436	51%	1,102	10%	10,622	100%	43%	57%
		Unknown	51	29%	103	59%	20	11%	174	100%	33%	67%
		Total	10,635	47%	9,874	44%	1,932	9%	22,441	100%	52%	48%
	Survived	Daytime	15,894	82%	2,215	11%	1,369	7%	19,478	100%	88%	12%
		Nighttime	13,780	74%	2,764	15%	2,069	11%	18,613	100%	83%	17%
		Unknown	29	48%	14	23%	18	30%	61	100%	67%	33%
		Total	29,703	78%	4,993	13%	3,456	9%	38,152	100%	86%	14%

Source: FARS 2015 ARF.

Frontal Air Bags

Frontal air bags, combined with lap/shoulder belts, offer effective safety protection for passenger vehicle occupants. NHTSA analyses indicate frontal air bags reduce fatalities by 14 percent when no seat belt was used, and 11 percent when a seat belt was used in conjunction with frontal air bags (Kahane, 2015).

Air bags are supplemental protection. In addition, they are not designed to deploy in all crashes. Most are designed to inflate in a moderate-to-severe frontal crash. Some crashes at lower speeds may result in injuries, but generally not the serious injuries that air bags are designed to prevent. Lap/shoulder belts should always be used, even in vehicles with air bags.

In 2015 an estimated 2,573 lives were saved by frontal air bags. From 1987, when air bags first began to be installed in vehicles, through 2015, a total of 44,869 lives were saved, as shown in Table 7.

Child Restraints

NHTSA has estimated that child safety seats reduce the risk of fatal injury by 71 percent for infants (younger than 1 year old) and by 54 percent for toddlers (1 to 4 years old) in passenger cars. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively (Kahane, 2015).

Among children under 5, an estimated 266 lives were saved in 2015 by restraint use. Of these 266 lives saved, 248 were associated with the use of child safety seats and 18 with the use of adult seat belts. At 100-percent child safety seat use for those under 5 years old, an estimated 316 (that is, an additional 50) lives could have been saved in 2015. Since 1975, there have been 10,940 lives of children under age 5 saved because of child restraint use.

Children in rear-facing child safety seats should not be placed in the front seats of vehicles equipped with passenger-side air bags. The impact of a deploying air bag striking a rear-facing child safety seat could result in serious injury to the child.

Lives Saved by Restraints

Among passenger vehicle occupants 5 and older, seat belts saved an estimated 13,941 lives in 2015, as shown in Table 7. If all passenger vehicle occupants 5 and older had worn seat belts, 16,745 lives (that is, an additional 2,804) could have been saved in 2015. From 1975, when NHTSA's FARS database began, through 2015, seat belts have saved an estimated 344,447 lives. If all passengers had worn seat belts during these years, a total of 726,234 (that is, an additional 381,788 lives) would have been saved.

Table 7
Estimated Number of Lives Saved by Restraint Systems in Passenger Vehicles, 1975–2015

Restraint Type	1975–2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Total
Seat Belts	211,184	15,458	15,223	13,312	12,757	12,670	12,071	12,386	12,644	12,801	13,941	**344,447**
Child Restraints	7,900	427	388	286	307	303	262	285	263	253	266	**10,940**
Frontal Air Bags	19,670*	2,824	2,800	2,557	2,481	2,403	2,341	2,422	2,398	2,400	2,573	**44,869**
Lives Savable at 100% Seat Belt Use	556,361	20,926	20,271	17,482	16,447	16,026	15,467	15,437	15,456	15,616	16,745	**726,234**
Additional Lives That Would Have Been Saved at 100% Seat Belt Use	345,177	5,468	5,048	4,171	3,690	3,356	3,396	3,051	2,812	2,815	2,804	**381,788**

Source: Lives Saved in 2015 by Restraint Use and Minimum Drinking Age Laws.
*Note: Total from 1987–2005. Frontal air bags did not exist prior to 1987.
Note: The 2009 to 2012 estimates of lives saved differ from previously published estimates due to a computational correction. Previous estimates did not properly account for 2010 to 2013 model year passenger vehicles, thus slightly underestimating lives saved by seat belts, child restraints, and frontal air bags.

State Belt Use

Table 8 shows seat belt use information for passenger vehicle occupants killed in crashes in 2015. Also in Table 8 are observed seat belt use rates in the States, the District of Columbia, and Puerto Rico. These results were obtained by observing occupants in traffic on roads at selected sites. For more information on State observed seat belt use rates, see the Crash*Stat titled *Seat Belt Use in 2015—Use Rates in the States and Territories* (Chen & Webb, 2015). Notice that restraint use (observed as well as that for fatally injured occupants) differs considerably by State. Additional State/county-level data is available at NHTSA's State Traffic Safety Information website at https://cdan.nhtsa.gov/stsi.htm.

Restraint Use Laws

The first mandatory belt use law was enacted in New York in 1984. Adult belt use laws are now in effect in 49 States, the District of Columbia, and Puerto Rico. The laws differ from State to State, according to conditions such as the type and age of the vehicle, occupant age and seating position. The goal of these laws is to promote belt use and thereby reduce deaths and injuries in motor vehicle crashes.

In 2015 the District of Columbia, Puerto Rico and 34 States had primary seat belt laws in effect, enabling law enforcement officers to stop vehicles and write citations when they observed violations of the seat belt law. In another 15 States the laws specified secondary enforcement, meaning that police officers were permitted to write citations only after vehicles were stopped for some other traffic infraction. New Hampshire is the only State without a seat belt law for adults, although it does have a primary child passenger safety law that covers all drivers and passengers under 18 years old.

The first mandatory child restraint use law was implemented in Tennessee in 1978. Since 1985, all 50 States and the District of Columbia have had child restraint use laws in effect. Child restraint use laws differ from State to State, in terms of the ages of children covered and in other important ways, including height and weight limits, seating position requirements, and various exemptions and exceptions.

The most current information on seat belt laws and child passenger safety laws is available on the web site of the Governors Highway Safety Association at www.ghsa.org.

- Seat belt laws—www.ghsa.org/html/stateinfo/laws/seatbelt_laws.html
- Child passenger safety laws—www.ghsa.org/html/stateinfo/laws/childsafety_laws.html

A 2008 NHTSA research note, *States with Primary Enforcement Laws Have Lower Fatality Rates (Updated)* (NCSA, 2008), suggested that seat belt use among fatally injured-occupants was at least 13 percentage points higher in States with primary enforcement laws. In addition, results from the annual NOPUS have found that seat belt use in primary law States is consistently higher than use in States with secondary laws or no law (91.2% versus 78.6%, respectively, in 2015) (see Pickrell & Choi, 2016, Figure 3).

Table 8

Passenger Vehicle Occupants Killed by State, Restraint Use, and Observed Seat Belt Use Rate, 2015

State	Total Occupants Killed	Restraint Use						Percent Known Restrained	Percent Known Unrestrained	Observed Seat Belt Use Rate
		Restrained		Unrestrained		Unknown				
		Number	Percent	Number	Percent	Number	Percent			
Alabama	647	251	39%	355	55%	41	6%	41%	59%	93.30%
Alaska	37	14	38%	15	41%	8	22%	48%	52%	89.30%
Arizona	491	182	37%	250	51%	59	12%	42%	58%	86.60%
Arkansas	373	151	40%	190	51%	32	9%	44%	56%	77.70%
California	1,761	1,061	60%	545	31%	155	9%	66%	34%	97.30%
Colorado	346	147	42%	188	54%	11	3%	44%	56%	85.20%
Connecticut	154	69	45%	66	43%	19	12%	51%	49%	85.40%
Delaware	65	32	49%	30	46%	3	5%	52%	48%	90.40%
District of Columbia	6	5	83%	1	17%	0	0	83%	17%	95.50%
Florida	1,463	779	53%	604	41%	80	5%	56%	44%	89.40%
Georgia	1,007	488	48%	410	41%	109	11%	54%	46%	97.30%
Hawaii	37	11	30%	15	41%	11	30%	42%	58%	92.80%
Idaho	163	63	39%	94	58%	6	4%	40%	60%	81.10%
Illinois	641	300	47%	242	38%	99	15%	55%	45%	95.20%
Indiana	576	279	48%	221	38%	76	13%	56%	44%	91.90%
Iowa	236	123	52%	101	43%	12	5%	55%	45%	93.00%
Kansas	256	114	45%	127	50%	15	6%	47%	53%	82.10%
Kentucky	558	249	45%	308	55%	1	0%	45%	55%	86.70%
Louisiana	478	187	39%	247	52%	44	9%	43%	57%	85.90%
Maine	101	48	48%	53	52%	0	0	48%	52%	85.50%
Maryland	315	189	60%	86	27%	40	13%	69%	31%	92.90%
Massachusetts	172	46	27%	83	48%	43	25%	36%	64%	74.10%
Michigan	584	313	54%	190	33%	81	14%	62%	38%	92.80%
Minnesota	280	156	56%	85	30%	39	14%	65%	35%	94.00%
Mississippi	546	236	43%	309	57%	1	0%	43%	57%	79.60%
Missouri	620	217	35%	356	57%	47	8%	38%	62%	79.90%
Montana	170	47	28%	114	67%	9	5%	29%	71%	77.00%
Nebraska	186	47	25%	118	63%	21	11%	28%	72%	79.60%
Nevada	176	91	52%	72	41%	13	7%	56%	44%	92.10%
New Hampshire	74	27	36%	47	64%	0	0	36%	64%	69.50%
New Jersey	304	176	58%	117	38%	11	4%	60%	40%	91.40%
New Mexico	182	70	38%	88	48%	24	13%	44%	56%	93.30%
New York	564	314	56%	171	30%	79	14%	65%	35%	92.20%
North Carolina	948	501	53%	402	42%	45	5%	55%	45%	89.90%
North Dakota	100	29	29%	63	63%	8	8%	32%	68%	80.40%
Ohio	745	291	39%	385	52%	69	9%	43%	57%	83.90%
Oklahoma	441	195	44%	218	49%	28	6%	47%	53%	84.50%
Oregon	288	154	53%	76	26%	58	20%	67%	33%	95.50%
Pennsylvania	784	271	35%	402	51%	111	14%	40%	60%	82.70%
Rhode Island	27	10	37%	16	59%	1	4%	38%	62%	86.70%
South Carolina	617	281	46%	306	50%	30	5%	48%	52%	91.60%
South Dakota	94	27	29%	60	64%	7	7%	31%	69%	73.60%
Tennessee	684	302	44%	332	49%	50	7%	48%	52%	86.20%
Texas	2,327	1,264	54%	859	37%	204	9%	60%	40%	90.50%
Utah*	174	85	49%	81	47%	8	5%	51%	49%	87.20%
Vermont	34	14	41%	17	50%	3	9%	45%	55%	86.00%
Virginia	553	249	45%	301	54%	3	1%	45%	55%	80.90%
Washington	369	206	56%	113	31%	50	14%	65%	35%	94.60%
West Virginia	192	72	38%	99	52%	21	11%	42%	58%	89.00%
Wisconsin	388	176	45%	167	43%	45	12%	51%	49%	85.80%
Wyoming	107	26	24%	79	74%	2	2%	25%	75%	79.80%
U.S. Total	**22,441**	**10,635**	**47%**	**9,874**	**44%**	**1,932**	**9%**	**52%**	**48%**	**88.50%**
Puerto Rico	137	60	44%	77	56%	0	0	44%	56%	91.80%

Grey shaded States are those with primary seat belt laws in 2015. *Utah's primary belt law went into effect 5/12/2015.
Source: FARS ARF 2015; Chen & Webb, 2015

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For more information

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NSA-230, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at ncsarequests@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/NCSA. To report a safety-related problem or to inquire about motor vehicle safety infor-mation, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Older Population, Passenger Vehicles, Pedestrians, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol Estimates, State Traffic Data, Summary of Motor Vehicle Crashes,* 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 found at https://crashstats.nhtsa.dot.gov.

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