

# Traffic Safety Facts

2014 Data

June 2016

DOT HS 812 292



## Key Findings

- In 2014 there were 4,586 motorcyclists killed—a 2-percent decrease from the 4,692 motorcyclists killed in 2013.
- There were an estimated 92,000 motorcyclists injured during 2014, a 5-percent increase from 88,000 motorcyclist injured in 2013.
- Per vehicle mile traveled, motorcyclist fatalities occurred 27 times more frequently than passenger car occupant fatalities in traffic crashes.
- Twenty-eight percent of motorcycle riders involved in fatal crashes in 2014 were riding their vehicles without valid motorcycle licenses.
- In 2014 motorcycle riders involved in fatal crashes were found to have the highest percentage of alcohol-impaired drivers than any other vehicle type (29% for motorcycles, 22% for passenger cars and light trucks, and 2% for large trucks).
- Forty-three percent of motorcycle riders who died in single-vehicle crashes in 2014 were alcohol-impaired.
- Motorcycle riders killed in traffic crashes at night were almost three times more frequently alcohol-impaired than those killed during the day.
- NHTSA estimates that helmets saved 1,669 motorcyclists' lives in 2014, and that 660 more could have been saved if all motorcyclists had worn helmets.
- In States without universal helmet laws, 58 percent of motorcyclists killed in 2013 were not wearing helmets, as compared to 8 percent in States with universal helmet laws.



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

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## Motorcycles

The following definitions apply to terms used throughout this fact sheet: Motorcycles are defined as two- or three-wheeled motorcycles, off-road motorcycles, mopeds, scooters, mini bikes, and pocket bikes. The motorcycle rider is the person operating the motorcycle; the passenger is a person seated on, but not operating, the motorcycle; the motorcyclist is a general term referring to either the rider or passenger. NHTSA publications prior to 2007 may not reflect this terminology. For the purpose of this fact sheet, the term alcohol-impaired defines motorcycle riders with blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher.

In this fact sheet, the 2014 motorcycle information is presented in the following order:

- Overview
- Registration
- Crash Involvement
- Speeding
- Age
- Motorcycle Engine Size
- Licensing and Previous Driving Records
- Alcohol
- Helmet Use and Effectiveness

## Overview

In 2014 there were 4,586 motorcyclists killed in motor vehicle traffic crashes—a decrease of 2 percent from the 4,692 motorcyclists killed in 2013. There were an estimated 92,000 motorcyclists injured during 2014, a 5-percent increase from 88,000 motorcyclists injured in 2013. In 2014 two-wheeled motorcycles accounted for 93 percent of all motorcycles in fatal crashes.

In 2014 motorcyclists accounted for 14 percent of all traffic fatalities, 4 percent of all people injured, 17 percent of all occupants (driver and passenger) fatalities, and 4 percent of all occupants injured. Of the 4,586 motorcyclists killed in traffic crashes, 94 percent (4,311) were riders and 6 percent (275) were passengers.

Table 1 presents information about motorcyclists killed and injured over the decade from 2005 to 2014. During this time both the number of injured people and people killed peaked around 2007 and 2008 but have fallen slightly since that time. The number of registered motorcycles and motorcycle vehicle miles traveled (VMT) are also presented in Table 1, along with the respective fatality and injury rates (2014 VMT and registration data not yet available). When reviewing the registered vehicles and VMT data and rates over the 10-year period, note the change in methodology in collection of the data starting in 2007.

Table 1

**Motorcyclists Killed and Injured, and Fatality and Injury Rates, 2005–2014**

Year	Killed	Registered Vehicles	Fatality Rate*	Vehicle Miles Traveled (millions)	Fatality Rate**
2005	4,576	6,227,146	73.48	10,454	43.77
2006	4,837	6,678,958	72.42	12,049	40.14
2007	5,174	7,138,476	72.48	21,396	24.18
2008	5,312	7,752,926	68.52	20,811	25.52
2009	4,469	7,929,724	56.36	20,822	21.46
2010	4,518	8,009,503	56.41	18,513	24.40
2011	4,630	8,437,502	54.87	18,542	24.97
2012	4,986	8,454,939	58.97	21,385	23.32
2013	4,692	8,404,687	55.83	20,366	23.04
2014	4,586	8,417,718	54.48	19,970	22.96
Year	Injured	Registered Vehicles	Injury Rate*	Vehicle Miles Traveled (millions)	Injury Rate**
2005	87,000	6,227,146	1,402	10,454	835
2006	88,000	6,678,958	1,312	12,049	727
2007	103,000	7,138,476	1,443	21,396	481
2008	96,000	7,752,926	1,238	20,811	461
2009	90,000	7,929,724	1,130	20,822	430
2010	82,000	8,009,503	1,024	18,513	443
2011	81,000	8,437,502	965	18,542	439
2012	93,000	8,454,939	1,099	21,385	434
2013	88,000	8,404,687	1,052	20,366	434
2014	92,000	8,417,718	1,088	19,970	459

\*Rate per 100,000 registered vehicles      \*\*Rate per 100 million vehicle miles traveled

Source: Fatalities—Fatality Analysis Reporting System (FARS) 2005 to 2013 Final and 2014 Annual Report Final (ARF). Vehicle miles traveled and registered vehicles—Federal Highway Administration (FHWA), Injuries—National Automotive Sampling System (NASS) General Estimates System (GES) 2005 to 2014.

Note: In 2011, the FHWA implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. These revisions were applied to data after 2006. In some cases the changes were significant and should be taken into account when comparing registered vehicle counts and/or vehicle miles traveled for 2006 and earlier years with the numbers for 2007 and later years.

## Registration

Motorcycles made up 3 percent of all registered vehicles in the United States in 2014 and accounted for only 0.7 percent of all vehicle miles traveled. Per registered vehicle, the fatality rate for motorcyclists in 2014 was 6 times the fatality rate for passenger car occupants, as shown in Table 2. The injury rate for motorcyclists

(1,052) was slightly higher than the injury rate for passenger car occupants (1,005). Per vehicle mile traveled in 2014, motorcyclist fatalities occurred 27 times more frequently than passenger car occupant fatalities in motor vehicle traffic crashes, and motorcyclists were nearly 5 times more likely to be injured as shown in Table 2.

Table 2

**Occupant Fatality Rates, by Vehicle Type, 2013 and 2014**

Fatality Rate		Vehicle Type					
		Motorcycles		Passenger Cars		Light Trucks	
		Fatality Rate	Injury Rate	Fatality Rate	Injury Rate	Fatality Rate	Injury Rate
2013	Per 100,000 Registered Vehicles	55.83	1,052	9.34	1,005	7.62	622
	Per 100 Million Vehicle Miles Traveled	23.04	434	0.87	94	0.71	58
2014	Per 100,000 Registered Vehicles	54.48	1,088	9.09	985	7.37	633
	Per 100 Million Vehicle Miles Traveled	22.96	459	0.85	93	0.69	60

Source: Fatalities—FARS 2013 Final and 2014 ARF; Injury - GES 2013 and 2014  
Vehicle miles traveled and registered vehicles—Federal Highway Administration.

## Crash Involvement

Data shows in 2014 that the most harmful event for 2,469 (53%) of the 4,694 motorcycles involved in fatal crashes were collisions with motor vehicles in transport.

In two-vehicle crashes 73 percent of the motorcycles involved in motor vehicle traffic crashes were frontal collisions. Only 7 percent were struck in the rear.

Motorcycles are more frequently involved in fatal collisions with fixed objects than other vehicles. In 2014 about 25 percent of the motorcycles involved in fatal crashes collided with fixed objects, compared to 19 percent for passenger cars, 14 percent for light trucks, and 4 percent for large trucks.

In 2014 there were 2,172 two-vehicle fatal crashes involving a motorcycle and another type of vehicle. In 40 percent (872) of these crashes, the other vehicles were turning left while the motorcycles were going straight, passing, or overtaking other vehicles. Both vehicles were going straight in 481 crashes (22%).

## Speeding

NHTSA considers a crash to be speeding-related if the driver was charged with a speeding-related offense or if an investigating police officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash. In 2014 some 33 percent of all motorcycle riders involved in fatal crashes were speeding, compared to 20 percent for passenger car drivers, 17 percent for light-truck drivers, and 7 percent for large-truck drivers.

Table 3

### Motorcyclist Fatalities, by Age, Year, and Day of the Week, 2005 and 2014

Age	Weekday (6 a.m. Monday to 5:59 p.m. Friday)	Weekend (6 p.m. Friday to 5:59 a.m. Monday)	Total
<b>2005</b>			
<30	755	685	1,442
30-39	448	524	975
40-49	460	566	1,027
50+	573	556	1,132
Total	2,236	2,331	4,576
<b>2014</b>			
<30	702	639	1,343
30-39	375	395	770
40-49	342	453	795
50+	851	822	1,677
Total	2,271	2,309	4,586

Source: FARS 2005 Final and 2014 ARF; Total includes unknown age and unknown time of day.

## Age

From 2005 to 2014, motorcyclist fatalities increased by less than 1 percent. The 40-and-older age group made up 47 percent of motorcyclists killed in 2005 as compared to 54 percent of the motorcyclists killed in 2014. Over the 10-year period from 2005 to 2014, fatalities among the 40-and-older age group increased by 14 percent (from 2,159 to 2,472). In 2005 the average age of motorcycle riders killed in motor vehicle traffic crashes was 39, whereas in 2014 the average age was 42.

For the purpose of this fact sheet weekday is defined as 6 a.m. Monday to 5:59 p.m. Friday and weekend is defined as 6 p.m. Friday to 5:59 a.m. Monday. Data shows that in 2005 and 2014 about half the motorcyclists were killed in traffic crashes during the weekend versus weekday, as shown in Table 3. Based on the difference in the number of hours between weekday versus weekend, there were nearly twice as many motorcyclist fatalities in traffic crashes in 2014 during the weekend — 17.7 versus weekday 9.7, which is very similar to 2005 (17.9 versus 9.5). Among the different age groups, the 30 and younger motorcyclist were found to have the highest rate of motorcyclist killed in traffic crashes during the weekend (5.3) and weekday (3.2) in 2005. In 2014 the 50-and-older age group had the highest rate during the weekend at 6.3 versus weekday at 3.6.

## Motorcycle Engine Size

Table 4 presents motorcycle rider fatalities by the engine size of the motorcycle. Twenty-seven percent of motorcycle riders killed in motor vehicle traffic crashes in 2014 were riding motorcycles with engine sizes from 1,001 to 1,500 cubic centimeters (cc), down from 39 percent in 2005. In 2014 about 19 percent of rider fatalities were while riding motorcycles with engine sizes of 1,501cc or higher, up from just 3 percent in 2005.

Overall, the total number of rider fatalities increased less than 1 percent over the past decade from 4,254 in 2005 to 4,311 in 2014.

The number of rider fatalities on motorcycles with engine sizes of 1,000cc or less showed a decrease of 6 percent during this time period. Rider fatalities on motorcycles with engine sizes between 1,001 and 1,500cc decreased by 30 percent (from 1,668 to 1,172), while the number of riders killed on motorcycles 1,501cc or higher increased by over 500 percent (from 129 to 811).

Table 4  
**Motorcycle Rider (Operator) Fatalities, by Engine Size (cc), 2005 and 2014**

Year	Engine Displacement (cc)										Total	
	Up to 500		501-1,000		1,001-1,500		1,501 & Higher		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2005	255	6%	1,837	43%	1,668	39%	129	3%	365	9%	4,254	100%
2014	305	7%	1,669	39%	1,172	27%	811	19%	354	8%	4,311	100%

Source: FARS 2005 Final and 2014 ARF

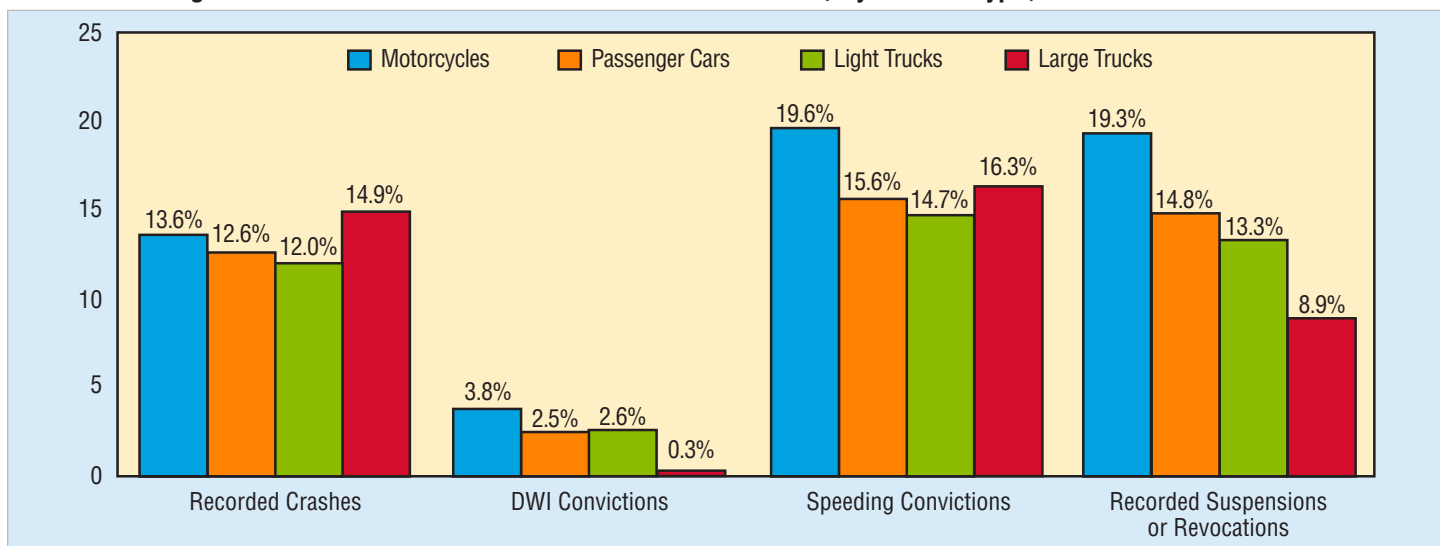
## Licensing and Previous Driving Records

Twenty-eight percent of motorcycle riders involved in fatal crashes in 2014 were riding without valid motorcycle licenses at the time of the collisions, while only 13 percent of passenger vehicle drivers in fatal crashes did not have valid licenses. A valid motorcycle license includes a rider having a valid driver license (non-CDL license status) with a motorcycle endorsement or motorcycle-only license.

As shown in Figure 1, motorcycle riders involved in fatal crashes had the highest percentages of drivers with previous driving convictions (driving while impaired [DWI], speeding, and revocation) as compared to other vehicle drivers. However for the recorded crashes category, motorcycle riders had the highest proportion after drivers of large trucks.

Motorcycle riders involved in fatal crashes were 1.3 times more likely than passenger vehicle drivers to have previous license suspensions or revocations (19.3% and 14.8%, respectively).

Figure 1  
**Previous Driving Records of Drivers Involved in Fatal Traffic Crashes, by Vehicle Type, 2014**



Source: 2014 FARS ARF

Note: Excludes all drivers with previous records that were unknown.

## Alcohol

In 2014, there were 4,311 motorcycle riders killed in motor vehicle traffic crashes. Of those, 1,287 (30%) were alcohol-impaired (BAC of .08 or higher). In addition, there were 299 (7%) fatally injured motorcycle riders who had lower alcohol levels (BACs of .01 to .07 g/dL).

In fatal crashes in 2014, motorcycle riders (killed and survived) involved in fatal crashes had higher percentages of alcohol impairment than any other type of motor vehicle driver (29% for motorcycle riders, 22% for passenger car and light-truck drivers, and 2% for drivers of large trucks).

The highest percentages of fatally injured, alcohol-impaired motorcycle riders were in the 35-to-39 age group (42%), followed by 40-to-45 age groups (41%), and the 45-to-49 age group (35%).

As shown in Table 5, about 43 percent of the 1,803 motorcycle riders who died in single-vehicle crashes in 2014 were alcohol-impaired as compared to 41 percent in 2005. Sixty-two percent of those killed in single-vehicle crashes on weekend nights were alcohol-impaired.

Table 5

**Motorcycle Riders Killed With BACs of .08 or Higher, by Crash Type and Day of the Week, 2005 and 2014**

Crash Type and Day of the Week		2005			2014		
		Total Motorcycle Riders Killed	With BAC=.08+		Total Motorcycle Riders Killed	With BAC=.08+	
			Number	Percent		Number	Percent
Total	Total*	4,254	1,172	28%	4,311	1,287	30%
	Weekday	2,089	447	21%	2,149	507	24%
	Weekend	2,156	720	33%	2,156	778	36%
Single-Vehicle	Total*	1,885	776	41%	1,803	782	43%
	Weekday	810	280	35%	783	296	38%
	Weekend	1,066	492	46%	1,014	483	48%
Multiple-Vehicle	Total*	2,369	396	17%	2,508	505	19%
	Weekday	1,279	167	13%	1,366	210	15%
	Weekend	1,090	229	21%	1,142	295	26%

Source: FARS 2005 Final and 2014 ARF

\*Includes riders involved in fatal crashes when time of day was unknown.

Motorcycle riders killed in traffic crashes at night were almost three times more frequently found to be alcohol-impaired than those killed during the day (46% and 15%, respectively).

The reported helmet use rate for alcohol-impaired motorcycle riders killed in traffic crashes was 51 percent as compared to 67 percent for those with no alcohol (BAC=.00 g/dL).

Table 6 presents the percentage of motorcycle riders killed who were alcohol-impaired, by States where the crashes occurred. The percentages ranged from a high of 58 percent (North Dakota) to a low of zero percent (District of Columbia).

Table 6  
**Motorcycle Rider Fatalities, by State and Rider's BAC, 2014**

State	Total Motorcycle Riders Killed	Percentage of Motorcycle Riders Killed, by Their BAC	
		BAC=.08+	BAC=.01+
Alabama	61	20%	27%
Alaska	8	13%	38%
Arizona	125	28%	36%
Arkansas	53	21%	34%
California	501	28%	33%
Colorado	94	32%	37%
Connecticut	53	45%	52%
Delaware	13	42%	43%
District of Columbia	3	0%	0%
Florida	456	29%	35%
Georgia	133	29%	34%
Hawaii	25	41%	46%
Idaho	24	18%	28%
Illinois	107	34%	41%
Indiana	110	33%	38%
Iowa	50	26%	28%
Kansas	42	29%	35%
Kentucky	82	21%	23%
Louisiana	81	32%	39%
Maine	11	26%	27%
Maryland	67	34%	40%
Massachusetts	39	37%	48%
Michigan	105	24%	31%
Minnesota	41	22%	30%
Mississippi	36	33%	43%
Missouri	86	25%	35%
Montana	20	28%	36%
Nebraska	19	25%	36%
Nevada	59	24%	27%
New Hampshire	15	35%	36%
New Jersey	60	35%	46%
New Mexico	43	43%	49%
New York	137	26%	34%
North Carolina	175	26%	32%
North Dakota	9	58%	69%
Ohio	121	42%	46%
Oklahoma	52	27%	33%
Oregon	42	21%	36%
Pennsylvania	172	29%	36%
Rhode Island	10	55%	57%
South Carolina	111	37%	45%
South Dakota	14	18%	26%
Tennessee	116	31%	37%
Texas	421	34%	43%
Utah	42	22%	29%
Vermont	7	17%	46%
Virginia	88	28%	37%
Washington	65	29%	35%
West Virginia	25	20%	26%
Wisconsin	66	30%	47%
Wyoming	16	24%	25%
<b>U.S. Total</b>	<b>4,311</b>	<b>30%</b>	<b>37%</b>
Puerto Rico	46	33%	50%

Source: FARS 2014 ARF

## Helmet Use and Effectiveness

NHTSA estimates that helmets saved the lives of 1,669 motorcyclists in 2014. If all motorcyclists had worn helmets an additional 660 lives could have been saved.

Helmets are estimated to be 37-percent effective in preventing fatal injuries to motorcycle riders and 41 percent for motorcycle passengers. In other words, for every 100 motorcycle riders killed in crashes while not wearing helmets, 37 of them could have been saved had all 100 worn helmets.

According to results from the National Occupant Protection Use Survey (NOPUS), the overall rate of DOT-compliant motorcycle helmet use in the United States was 64 percent in 2014. Helmet use continued to be significantly higher in States that required all motorcyclists to be helmeted than in other States (see Figure 3 in *Motorcycle Helmet Use in 2014—Overall Results*, Report No. DOT HS 812 110, available at ([www-nrd.nhtsa.dot.gov/Pubs/812110.pdf](http://www-nrd.nhtsa.dot.gov/Pubs/812110.pdf)).

Reported helmet use rates for fatally injured motorcyclists in 2014 were 62 percent for riders and 53 percent for passengers, compared with 60 percent and 49 percent, respectively, in 2013. Conversely, 39 percent of the 4,586 motorcyclists killed in motor vehicle traffic crashes were not helmeted. Table 7 shows that these percentages ranged from a high of 90 percent (North Dakota) to a low of 0 percent (Washington).

All motorcycle helmets sold in the United States are required to meet Federal Motor Vehicle Safety Standard 218, the performance standard that establishes the minimum level of protection for helmets designed for use by motorcyclists.

In 2014 only 19 States, the District of Columbia, and Puerto Rico that required helmet use by all motorcyclists.

In 28 States helmet use was required for only a subset of motorcyclists (typically, motorcyclists under age 18), and 3 States (Illinois, Iowa, and New Hampshire) did not require helmet use for motorcyclists of any age. The most current information on helmet use laws is available on the GHSA website at [www.ghsa.org/html/stateinfo/laws/helmet\\_laws.html](http://www.ghsa.org/html/stateinfo/laws/helmet_laws.html).

In States without universal helmet laws, 58 percent of motorcyclists killed in 2014 were not wearing helmets, as compared to 8 percent in States with universal helmet laws.

This fact sheet contains information on motor vehicle fatalities and fatal crashes, based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes within the 50 States, the District of Columbia, and Puerto Rico (although Puerto Rico is not included in U.S. totals). Crash and injury statistics are based on data from the National Automotive Sampling System (NASS) General Estimates System (GES). The NASS GES is a probability-based sample of police-reported crashes, from 60 locations across the country, from which estimates of national totals for injury and property-damage-only crashes are derived.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2016, June). *Motorcycles: 2014 data*. (Traffic Safety Facts. Report No. DOT HS 812 292). Washington, DC: National Highway Traffic Safety Administration.

### 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 [ncsaweb@dot.gov](mailto:ncsaweb@dot.gov). General information on highway traffic safety can be found at [www.nhtsa.gov/NCSA](http://www.nhtsa.gov/NCSA). To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Occupant Protection, 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 [www-nrd.nhtsa.dot.gov/CATS/index.aspx](http://www-nrd.nhtsa.dot.gov/CATS/index.aspx).



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Table 7  
**Motorcyclist Fatalities, by State and Helmet Use, 2014**

State	Helmet Use						Total		Percent "Known" Helmeted	Percent "Known" Unhelmeted
	Helmeted		Unhelmeted		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Percent	Percent
Alabama	53	82%	10	15%	2	3%	65	100%	84%	16%
Alaska	5	63%	3	38%	0	0%	8	100%	63%	38%
Arizona	56	43%	69	53%	5	4%	130	100%	45%	55%
Arkansas	24	39%	36	59%	1	2%	61	100%	40%	60%
California	488	94%	24	5%	7	1%	519	100%	95%	5%
Colorado	33	35%	61	65%	0	0%	94	100%	35%	65%
Connecticut	20	36%	32	58%	3	5%	55	100%	38%	62%
Delaware	7	47%	7	47%	1	7%	15	100%	50%	50%
District of Columbia	2	67%	1	33%	0	0%	3	100%	67%	33%
Florida	240	50%	223	47%	15	3%	478	100%	52%	48%
Georgia	124	91%	8	6%	5	4%	137	100%	94%	6%
Hawaii	12	48%	12	48%	1	4%	25	100%	50%	50%
Idaho	9	36%	15	60%	1	4%	25	100%	38%	63%
Illinois	34	29%	81	69%	3	3%	118	100%	30%	70%
Indiana	26	21%	89	72%	9	7%	124	100%	23%	77%
Iowa	15	29%	37	71%	0	0%	52	100%	29%	71%
Kansas	18	38%	28	58%	2	4%	48	100%	39%	61%
Kentucky	38	44%	48	56%	0	0%	86	100%	44%	56%
Louisiana	67	81%	10	12%	6	7%	83	100%	87%	13%
Maine	7	64%	4	36%	0	0%	11	100%	64%	36%
Maryland	58	84%	8	12%	3	4%	69	100%	88%	12%
Massachusetts	36	84%	4	9%	3	7%	43	100%	90%	10%
Michigan	50	45%	52	46%	10	9%	112	100%	49%	51%
Minnesota	9	20%	29	63%	8	17%	46	100%	24%	76%
Mississippi	34	83%	6	15%	1	2%	41	100%	85%	15%
Missouri	79	87%	7	8%	5	5%	91	100%	92%	8%
Montana	10	43%	12	52%	1	4%	23	100%	45%	55%
Nebraska	18	90%	1	5%	1	5%	20	100%	95%	5%
Nevada	52	83%	8	13%	3	5%	63	100%	87%	13%
New Hampshire	3	18%	14	82%	0	0%	17	100%	18%	82%
New Jersey	52	84%	5	8%	5	8%	62	100%	91%	9%
New Mexico	9	20%	35	76%	2	4%	46	100%	20%	80%
New York	124	84%	21	14%	3	2%	148	100%	86%	14%
North Carolina	175	92%	15	8%	0	0%	190	100%	92%	8%
North Dakota	1	10%	9	90%	0	0%	10	100%	10%	90%
Ohio	42	31%	91	67%	3	2%	136	100%	32%	68%
Oklahoma	13	23%	44	77%	0	0%	57	100%	23%	77%
Oregon	41	89%	4	9%	1	2%	46	100%	91%	9%
Pennsylvania	75	41%	100	54%	10	5%	185	100%	43%	57%
Rhode Island	3	30%	7	70%	0	0%	10	100%	30%	70%
South Carolina	25	21%	95	79%	1	1%	121	100%	21%	79%
South Dakota	5	29%	11	65%	1	6%	17	100%	31%	69%
Tennessee	109	91%	10	8%	1	1%	120	100%	92%	8%
Texas	201	45%	234	52%	15	3%	450	100%	46%	54%
Utah	19	42%	26	58%	0	0%	45	100%	42%	58%
Vermont	6	86%	1	14%	0	0%	7	100%	86%	14%
Virginia	89	99%	1	1%	0	0%	90	100%	99%	1%
Washington	69	100%	0	0%	0	0%	69	100%	100%	0%
West Virginia	17	65%	7	27%	2	8%	26	100%	71%	29%
Wisconsin	20	27%	51	70%	2	3%	73	100%	28%	72%
Wyoming	6	38%	10	63%	0	0%	16	100%	38%	63%
U.S. Total	2,728	59%	1,716	37%	142	3%	4,586	100%	61%	39%
Puerto Rico	14	30%	33	70%	0	0%	47	100%	30%	70%

Shading indicates States requiring helmet use for all motorcyclists. Source: FARS 2014 ARF