Traffic Safety Facts

2015 Data

Updated March 2017

DOT HS 812 353

NHTSA

Key Findings

- In 2015, there were 4,976 motorcyclists killed—an 8-percent increase from the 4,594 motorcyclists killed in 2014.
- An estimated 88,000 motorcyclists were injured during 2015, a 3-percent decrease from the 92,000 motorcyclists injured in 2014.
- Per vehicle mile traveled in 2015, motorcyclist fatalities occurred nearly 29 times more frequently than passenger car occupant fatalities in traffic crashes.
- Twenty-seven percent of motorcycle riders involved in fatal crashes in 2015 were riding without valid motorcycle licenses.
- In 2015, motorcycle riders involved in fatal crashes were found to have the highest percentage of alcohol-impaired drivers than any other vehicle types (27% for motorcycles, 21% for passenger cars, 20% for light trucks, and 2% for large trucks).
- Forty-two percent of motorcycle riders who died in single-vehicle crashes in 2015 were alcohol-impaired.
- Motorcycle riders killed in traffic crashes at night were three times more frequently alcohol-impaired than those killed during the day in 2015.
- NHTSA estimates that helmets saved 1,772 motorcyclists' lives in 2015, and that 740 more could have been saved if all motorcyclists had worn helmets.
- 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.

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.
- 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 for 2015, the motorcycle information is presented as follows:

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

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). 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.

Overview

In 2015:

- There were 4,976 motorcyclists killed in motor vehicle traffic crashes—an increase of 8 percent from the 4,594 motorcyclists killed in 2014.
- An estimated 88,000 motorcyclists were injured during 2015, a 3-percent decrease from the 92,000 motorcyclists injured in 2014.
- Two-wheeled motorcycles accounted for 93 percent of all motorcycles in fatal crashes.
- 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 4,976 motorcyclists killed in traffic crashes, 94 percent (4,684) were riders and 6 percent (292) were passengers.

Table 1 presents information about motorcyclists killed and injured from 2006 to 2015. During this time period, both the number of injured people and people killed peaked around 2007 and 2008 but have fallen slightly afterwards. 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. When reviewing the registered vehicles and VMT data and rates over the 10-year period, a change in data collection methodology resulted in a steep increase in VMT estimates starting in 2007.

Table 1
Motorcyclists Killed and Injured, and Fatality and Injury Rates, 2006-2015

Year	Killed	Registered Vehicles	Fatality Rate*	Vehicle Miles Traveled (millions)	Fatality Rate**
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	4,594	8,417,718	54.58	19,970	23.00
2015	4,976	8,600,936	57.85	19,606	25.38
Year	**Injured**	**Registered Vehicles**	**Injury Rate***	**Vehicle Miles Traveled (millions)**	**Injury Rate****
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
2015	88,000	8,600,936	1,028	19,606	451

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

Source: Fatalities – FARS 2006-2014 Final, 2015 Annual Report File (ARF); Vehicles miles traveled and registered vehicles – Federal Highway Administration (FHWA); Injured – NASS GES 2006-2015.

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 vehicles 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 2015 and accounted for only 0.6 percent of all vehicle miles traveled. Per registered vehicle, the fatality rate for motorcyclists in 2015 was 6 times the fatality rate for passenger car occupants, as shown in Table 2. The injury rate for motorcyclists (1,028) was slightly lower than the injury rate for passenger car occupants (1,035). Per vehicle mile traveled in 2015, motorcyclist fatalities occurred nearly 29 times more frequently than passenger car occupant fatalities in motor vehicle traffic crashes, and motorcyclists were nearly 5 times more likely to be injured.

Table 2
Occupant* Fatality Rates, by Vehicle Type, 2014 and 2015

Fatality Rate		Vehicle Type					
		Motorcycles		Passenger Cars		Light Trucks	
		Fatality Rate	Injury Rate	Fatality Rate	Injury Rate	Fatality Rate	Injury Rate
2014	Per 100,000 Registered Vehicles	54.58	1,088	9.11	985	7.37	633
	Per 100 Million Vehicle Miles Traveled	23.00	459	0.86	93	0.69	60
2015	Per 100,000 Registered Vehicles	57.85	1,028	9.48	1,035	7.70	630
	Per 100 Million Vehicle Miles Traveled	25.38	451	0.89	97	0.72	59

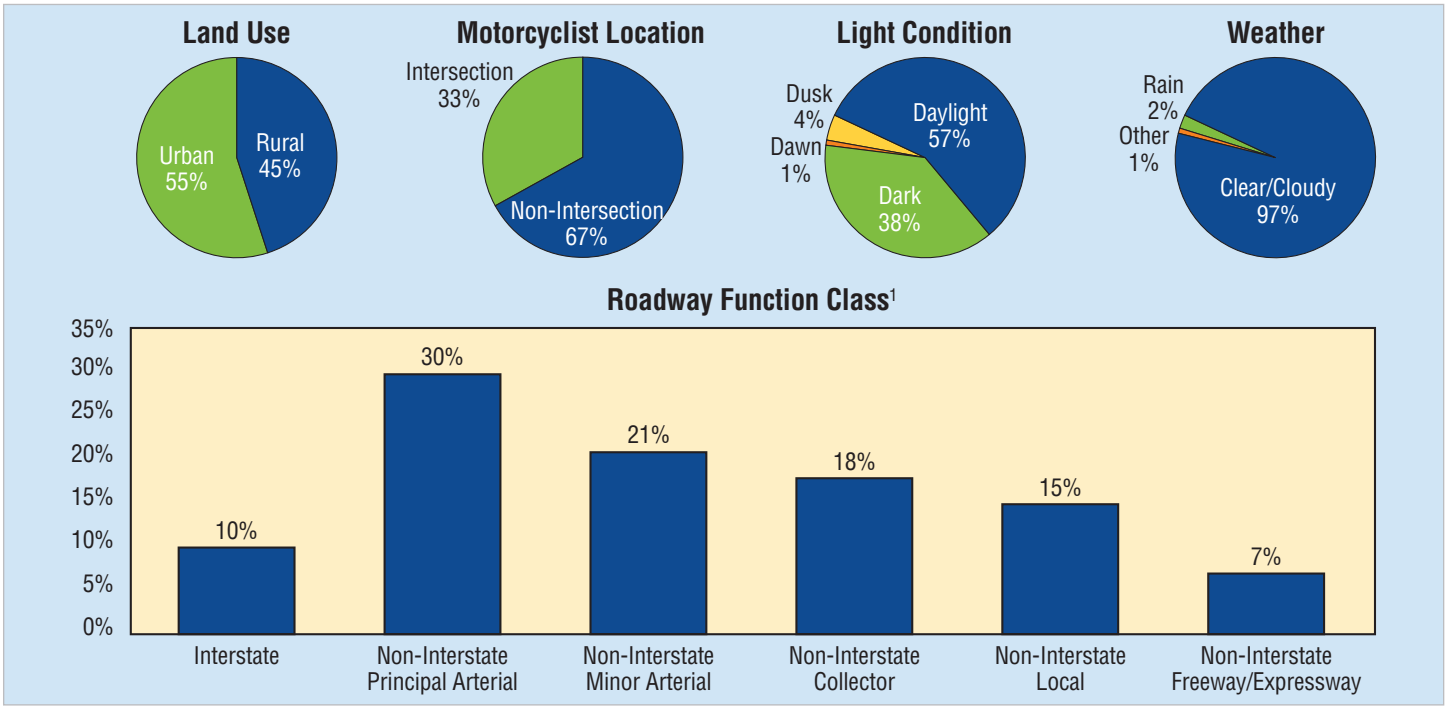
*Occupants include both riders/drivers and passengers.
Sources: Fatalities – FARS 2014 Final File, 2015 ARF; Injured – NASS GES 2014-2015; Vehicle miles traveled and registered motorcycles – FHWA; Registered passenger cars and light trucks - Polk data from R.L. Polk & Co., a foundation of IHS Markit automotive solutions.

Environmental Characteristics

Figure 1 displays information about the setting surrounding the motorcyclist fatalities in 2015 including land use, motorcyclist location, weather, light condition, and roadway function class. In 2015 (based on known values):

- 55 percent of the motorcycle fatalities occurred in urban areas compared to 45 percent in rural areas.
- 67 percent occurred on non-intersection locations compared to 33 percent on intersections.
- 57 percent occurred during daylight compared to 38 percent in the dark, 4 percent during dusk, and 1 percent during dawn.
- 97 percent occurred in cloudy/clear conditions compared to 2 percent in the rain and 1 percent in other conditions.
- 90 percent occurred on non-interstate roads compared to 10 percent on interstates.[1]

Figure 1
Motorcycle Traffic Fatalities, by Land Use, Motorcyclist Location, Weather, Light Condition, and Roadway Function Class[1], 2015



Source: 2015 FARS ARF
Note: Unknowns were removed before calculating percentages.

1 Definitions for the different roadway function class can be found at www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

Crash Involvement

Data shows in 2015 that the most harmful event for 2,761 (54%) of the 5,076 motorcycles involved in fatal crashes were collisions with motor vehicles in transport.

In two-vehicle crashes, 74 percent of the motorcycles involved in motor vehicle traffic crashes were frontal collisions. Only 7 percent were struck in the rear.

Motorcycles were more frequently involved in fatal collisions with fixed objects than other vehicle types. In 2015, 24 percent of the motorcycles involved in fatal crashes collided with fixed objects, compared to 17 percent for passenger cars, 13 percent for light trucks, and 4 percent for large trucks.

In 2015, there were 2,448 two-vehicle fatal crashes involving a motorcycle and another type of vehicle. In 41 percent (994) 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 545 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 2015, 33 percent of all motorcycle riders involved in fatal crashes were speeding, compared to 19 percent for passenger car drivers, 15 percent for light-truck drivers, and 7 percent for large-truck drivers.

Age

From 2006 to 2015, motorcyclist fatalities increased by 3 percent. The 40-and-older age group made up 47 percent of motorcyclists killed in 2006 as compared to 54 percent of the motorcyclists killed in 2015. Over the 10-year period from 2006 to 2015, fatalities among the 40-and-older age group increased by 17 percent (from 2,291 to 2,671). In 2006, the average age of motorcycle riders killed in motor vehicle traffic crashes was 39, whereas in 2015 the average age was 42.

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. Table 3 shows that in 2006 and 2015 roughly half the motorcyclists were killed in traffic crashes during the weekend versus weekday.

Based on the difference in the number of hours between weekday and weekend, there were more than 1.5 times as many motorcyclist fatalities in traffic crashes in 2015 during the weekend (18.3) versus weekday (11.1), which is similar to 2006 (18.5 versus 10.4). Among the different age groups in 2006, the 30-and-younger motorcyclists were found to have the highest rate of motorcyclists killed in traffic crashes during the weekend (5.6) versus weekday (3.4). In 2015, the 50-and-older age group had the highest rate during the weekend (6.6) versus weekday (4.0).

Table 3
Motorcyclist Fatalities, by Age Group, Year, and Day of Week, 2006 and 2015

Age	Weekday (6 a.m. Monday to 5:59 p.m. Friday)	Weekend (6 p.m. Friday to 5:59 a.m. Monday)	Total*
2006			
<30	805	732	1,538
30-39	475	532	1,008
40-49	539	569	1,109
50+	611	570	1,182
Total*	2,430	2,403	4,837
2015			
<30	787	666	1,454
30-39	456	392	849
40-49	413	462	875
50+	940	853	1,796
Total*	2,597	2,374	4,976

Source: FARS 2006 Final File, 2015 ARF
*Total includes unknown age and unknown time of day.

Motorcycle Engine Size

Table 4 presents motorcycle rider fatalities by the engine sizes of the motorcycles. Twenty-six percent of motorcycle riders killed in motor vehicle traffic crashes in 2015 were riding motorcycles with engine sizes from 1,001 to 1,500 cubic centimeters (cc), down from 38 percent in 2006. In 2015, 19 percent of rider fatalities were killed while riding motorcycles with engine sizes of 1,501 cc or higher, up from just 4 percent in 2006.

Overall, the total number of rider fatalities including all engine sizes increased by 4 percent over the same period from 4,517 in 2006 to 4,684 in 2015.

The number of rider fatalities on motorcycle with engine sizes of 1,000 cc or less showed a decrease of 4 percent during this time period. Rider fatalities on motorcycles with engine sizes between 1,001 and 1,500 cc decreased by 27 percent (from 1,695 to 1,233), while the number of riders killed on motorcycles 1,501 cc or higher increased by over 350 percent (from 189 to 885).

Table 4

Motorcycle Rider (Operator) Fatalities, by Engine Size (cc), 2006 and 2015

	Engine Displacement (cc)											
	Up to 500		501-1,000		1,001-1,500		1,501 & Higher		Unknown		Total	
Year	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2006	226	5%	1,992	44%	1,695	38%	189	4%	415	9%	4,517	100%
2015	314	7%	1,821	39%	1,233	26%	885	19%	431	9%	4,684	100%

Source: FARS 2006 Final File, 2015 ARF
Note: Other motorcycle characteristics besides engine displacement influence power and speed capability. NHTSA has not determined that there is a causal relationship between displacement and fatality risk.

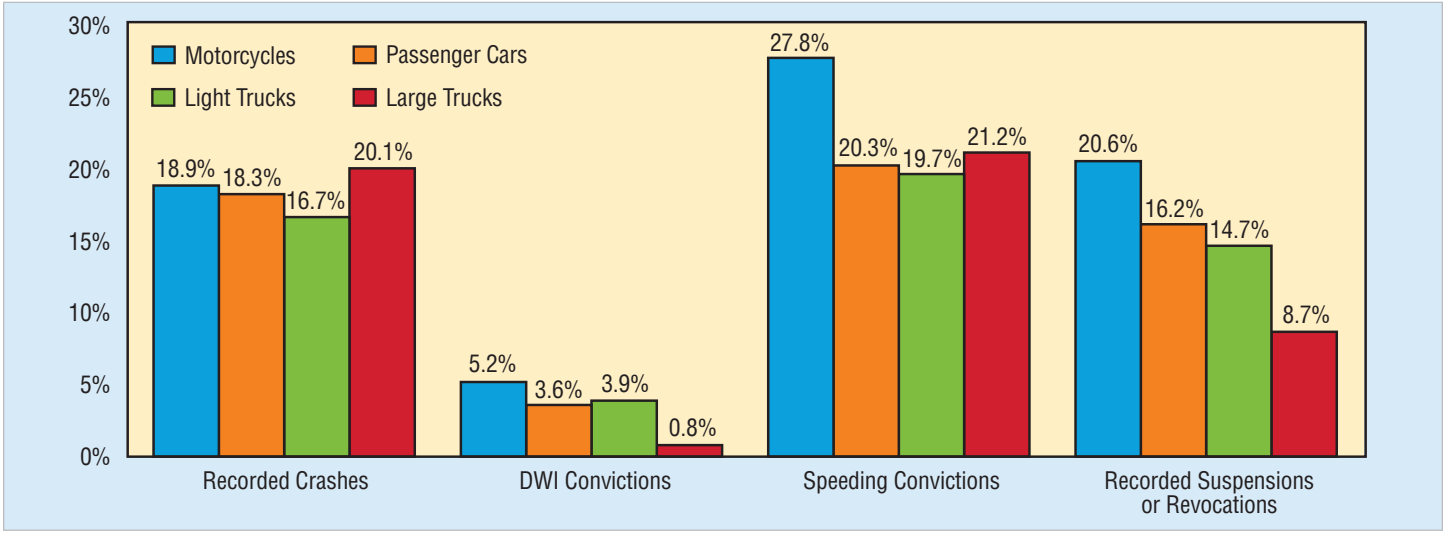
Licensing and Previous Driving Records

Twenty-seven percent of motorcycle riders involved in fatal crashes in 2015 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. (Passenger vehicles include passenger cars and light trucks.) 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 2, 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 car drivers to have previous license suspensions or revocations (20.6% and 16.2%, respectively). Note that FARS records drivers' previous driving records that occurred up to five years prior to the date of the crash starting in 2015.

Figure 2

Previous 5-Year* Driving Records of Drivers Involved in Fatal Traffic Crashes, by Vehicle Type, 2015



Source: 2015 FARS ARF
*FARS recorded previous driving records up to 3 years prior to the date of the crash in FARS 2014 and earlier.
Note: Excludes all drivers with a previous record that were unknown.

Alcohol

In 2015, there were 4,684 motorcycle riders killed in motor vehicle traffic crashes. Of those, 1,285 (27%) were alcohol-impaired (BAC of .08 g/dL or higher). In addition, there were 337 (7%) fatally injured motorcycle riders who had lower alcohol levels (BACs of .01 to .07 g/dL).

In fatal crashes in 2015, motorcycle riders (killed or survived) involved in fatal crashes had higher percentages of alcohol impairment than any other type of motor vehicle driver (27% for motorcycle riders, 21% for passenger car drivers, 20% for 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 (37%), followed by the 45-to-49 age group (36%) and the 40-to-44 age group (34%), when compared to other age groups.

As shown in Table 5, 42 percent of the 1,905 motorcycle riders who died in single-vehicle crashes in 2015 were alcohol-impaired as compared to 40 percent in 2006. Sixty-three 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 Week, 2006 and 2015

Crash Type and Day of the Week		2006			2015		
		Total Motorcycle Riders Killed	With BAC=.08+		Total Motorcycle Riders Killed	With BAC=.08+	
			Number	Percent		Number	Percent
Total	Total*	4,517	1,210	27%	4,684	1,285	27%
	Weekday	2,296	500	22%	2,447	521	21%
	Weekend	2,217	708	32%	2,232	760	34%
Single-Vehicle	Total*	2,019	812	40%	1,905	805	42%
	Weekday	936	335	36%	862	308	36%
	Weekend	1,079	475	44%	1,038	494	48%
Multiple-Vehicle	Total*	2,498	398	16%	2,779	480	17%
	Weekday	1,360	165	12%	1,585	213	13%
	Weekend	1,138	233	20%	1,194	267	22%

Source: FARS 2006 Final File, 2015 ARF
*Includes riders involved in fatal crashes when time of day was unknown.

Motorcycle riders killed in traffic crashes at night were three times more frequently found to be alcohol-impaired than those killed during the day (42% and 13%, respectively).

The reported helmet use rate for alcohol-impaired motorcycle riders killed in traffic crashes was 51 percent as compared to 65 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 low of 8 percent (South Dakota) to a high of 54 percent (Rhode Island), compared to the national average of 27 percent.

Additional State/county-level data is available at NHTSA's State Traffic Safety Information website: https://cdan.nhtsa.gov/stsi.htm

Table 6

Motorcycle Rider Fatalities, by State and Rider's BAC, 2015

State	Total Motorcycle Riders Killed	Percentage of Motorcycle Riders Killed, by Their BAC		
		BAC=.01+	BAC=.08+	BAC=.15+
Alabama	64	31%	25%	11%
Alaska	11	37%	28%	9%
Arizona	131	31%	27%	17%
Arkansas	71	27%	18%	11%
California	449	29%	24%	15%
Colorado	95	37%	29%	16%
Connecticut	50	48%	45%	34%
Delaware	19	35%	35%	13%
District of Columbia	3	37%	37%	0%
Florida	577	35%	27%	17%
Georgia	145	30%	25%	11%
Hawaii	23	33%	31%	15%
Idaho	27	52%	47%	23%
Illinois	136	47%	36%	23%
Indiana	98	25%	20%	14%
Iowa	38	33%	23%	19%
Kansas	39	35%	28%	15%
Kentucky	87	25%	20%	11%
Louisiana	86	40%	33%	19%
Maine	29	50%	42%	18%
Maryland	72	43%	30%	15%
Massachusetts	44	40%	32%	18%
Michigan	133	37%	30%	19%
Minnesota	52	43%	27%	18%
Mississippi	36	20%	18%	14%
Missouri	91	24%	17%	11%
Montana	21	53%	29%	11%
Nebraska	25	30%	25%	16%
Nevada	53	35%	23%	15%
New Hampshire	23	34%	29%	15%
New Jersey	49	31%	18%	9%
New Mexico	36	21%	21%	10%
New York	144	36%	28%	14%
North Carolina	186	27%	24%	14%
North Dakota	7	34%	19%	14%
Ohio	157	30%	23%	18%
Oklahoma	83	22%	18%	13%
Oregon	58	46%	38%	26%
Pennsylvania	170	40%	34%	23%
Rhode Island	8	55%	54%	39%
South Carolina	170	32%	26%	14%
South Dakota	27	9%	8%	4%
Tennessee	118	48%	38%	22%
Texas	422	44%	34%	21%
Utah	35	15%	14%	9%
Vermont	9	14%	11%	11%
Virginia	74	35%	23%	14%
Washington	76	29%	19%	11%
West Virginia	29	25%	19%	11%
Wisconsin	77	45%	37%	21%
Wyoming	21	28%	27%	18%
U.S. Total	4,684	35%	27%	17%
Puerto Rico	43	51%	40%	28%

Source: FARS 2015 ARF

Helmet Use and Effectiveness

NHTSA estimates that helmet saved the lives of 1,772 motorcyclists in 2015. If all motorcyclists had worn helmets, an additional 740 lives could have been saved.[2]

Helmet 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 61 percent in 2015. 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 2015 – Overall Results, Report No. DOT HS 812 275, available at crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812275).

Reported helmet use rates for fatally injured motorcyclists in 2015 were 61 percent for riders and 48 percent for passengers, compared with 62 percent and 53 percent, respectively, in 2014. Table 7 shows that 40 percent of the 4,976 motorcyclists killed in motor vehicle traffic crashes were not helmeted, based on known helmet use. The State-level percentages ranged from a high of 82 percent (Indiana) to a low of 0 percent (Vermont).

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 2015, only 19 States, the District of Columbia, and Puerto Rico required helmet use for all motorcyclists. Excluding the District of Columbia and Puerto Rico, the "known" helmet use percentages in fatal crashes ranged from 78 percent (Mississippi and West Virginia) to 100 percent (Vermont) for these 19 States.

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 "known" helmet use percentages in fatal crashes ranged from 18 percent (Indiana) to 68 percent (Delaware) for these 31 States.

The most current information on helmet use laws is available on the GHSA website at www.ghsa.org/html/stateinfo/laws/helmet_laws.html. 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.

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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 ncsarequest@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 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 https://crashstats.nhtsa.dot.gov/.

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2 National Center for Statistics and Analysis. (2016, August). Lives saved in 2015 by restraint use and minimum-drinking-age laws (Traffic Safety Facts Crash•Stats. Report No. DOT HS 812 319). Washington, DC: National Highway Traffic Safety Administration. Available at crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812319.

Table 7

Motorcyclist Fatalities, by State and Helmet Use, 2015

State	Helmet Use						Total		Percent "Known" Helmeted	Percent "Known" Unhelmeted
	Helmeted		Unhelmeted		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Percent	Percent
Alabama	57	85%	9	13%	1	1%	67	100%	86%	14%
Alaska	6	55%	4	36%	1	9%	11	100%	60%	40%
Arizona	55	40%	74	54%	7	5%	136	100%	43%	57%
Arkansas	29	37%	48	61%	2	3%	79	100%	38%	62%
California	432	94%	22	5%	8	2%	462	100%	95%	5%
Colorado	39	37%	67	63%	0	0%	106	100%	37%	63%
Connecticut	20	38%	31	58%	2	4%	53	100%	39%	61%
Delaware	13	68%	6	32%	0	0%	19	100%	68%	32%
District of Columbia	2	67%	1	33%	0	0%	3	100%	67%	33%
Florida	316	51%	283	46%	17	3%	616	100%	53%	47%
Georgia	138	91%	10	7%	4	3%	152	100%	93%	7%
Hawaii	10	38%	16	62%	0	0%	26	100%	38%	62%
Idaho	10	32%	21	68%	0	0%	31	100%	32%	68%
Illinois	40	27%	105	71%	2	1%	147	100%	28%	72%
Indiana	17	16%	79	73%	12	11%	108	100%	18%	82%
Iowa	9	22%	31	76%	1	2%	41	100%	23%	78%
Kansas	15	34%	28	64%	1	2%	44	100%	35%	65%
Kentucky	30	33%	61	67%	0	0%	91	100%	33%	67%
Louisiana	78	86%	12	13%	1	1%	91	100%	87%	13%
Maine	8	25%	24	75%	0	0%	32	100%	25%	75%
Maryland	69	92%	6	8%	0	0%	75	100%	92%	8%
Massachusetts	39	85%	7	15%	0	0%	46	100%	85%	15%
Michigan	75	53%	57	40%	9	6%	141	100%	57%	43%
Minnesota	18	30%	38	62%	5	8%	61	100%	32%	68%
Mississippi	29	78%	8	22%	0	0%	37	100%	78%	22%
Missouri	86	89%	7	7%	4	4%	97	100%	92%	8%
Montana	5	21%	18	75%	1	4%	24	100%	22%	78%
Nebraska	18	72%	4	16%	3	12%	25	100%	82%	18%
Nevada	41	75%	11	20%	3	5%	55	100%	79%	21%
New Hampshire	10	38%	16	62%	0	0%	26	100%	38%	62%
New Jersey	43	86%	7	14%	0	0%	50	100%	86%	14%
New Mexico	19	50%	18	47%	1	3%	38	100%	51%	49%
New York	143	89%	14	9%	3	2%	160	100%	91%	9%
North Carolina	176	92%	14	7%	2	1%	192	100%	93%	7%
North Dakota	5	63%	3	38%	0	0%	8	100%	63%	38%
Ohio	55	33%	112	67%	1	1%	168	100%	33%	67%
Oklahoma	26	29%	62	70%	1	1%	89	100%	30%	70%
Oregon	55	90%	3	5%	3	5%	61	100%	95%	5%
Pennsylvania	87	49%	89	50%	2	1%	178	100%	49%	51%
Rhode Island	5	56%	4	44%	0	0%	9	100%	56%	44%
South Carolina	55	30%	129	70%	0	0%	184	100%	30%	70%
South Dakota	9	29%	22	71%	0	0%	31	100%	29%	71%
Tennessee	109	89%	12	10%	2	2%	123	100%	90%	10%
Texas	201	45%	231	52%	11	2%	443	100%	47%	53%
Utah	15	42%	18	50%	3	8%	36	100%	45%	55%
Vermont	11	100%	0	0%	0	0%	11	100%	100%	0%
Virginia	75	95%	3	4%	1	1%	79	100%	96%	4%
Washington	72	94%	4	5%	1	1%	77	100%	95%	5%
West Virginia	25	78%	7	22%	0	0%	32	100%	78%	22%
Wisconsin	15	19%	65	80%	1	1%	81	100%	19%	81%
Wyoming	7	29%	17	71%	0	0%	24	100%	29%	71%
U.S. Total	2,922	59%	1,938	39%	116	2%	4,976	100%	60%	40%
Puerto Rico	19	40%	29	60%	0	0%	48	100%	40%	60%

Source: FARS 2015 ARF Note: Shading indicates States requiring helmet use for all motorcyclists.