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

TRAFFIC SAFETY FACTS
Research Note

NHTSA

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October 2017

2016 Fatal Motor Vehicle Crashes: Overview

There were 37,461 people killed in crashes on U.S. roadways during 2016, an increase from 35,485 in 2015. The 5.6-percent increase is lower than the 8.4-percent increase from 2014 to 2015. The largest percentage increase prior to the 8.4-percent increase was the 9.4-percent increase from 1963 to 1964. Fatalities increased from 2015 to 2016 in almost all segments of the population—passenger vehicle occupants, occupants of large trucks, pedestrians, pedalcyclists, motorcyclists, alcohol-impaired driving, male/female, and daytime/nighttime.

- There were 1,976 more fatalities from motor vehicle crashes in 2016 than in 2015—a 5.6-percent increase.
  - The number of passenger vehicle (passenger cars and light trucks) occupant fatalities is at its highest since 2008.
    - Passenger car occupant fatalities increased by 651, a 5.1-percent increase.
    - SUV occupant fatalities increased by 219, a 5.2-percent increase.
    - Van occupant fatalities increased by 95, an 8.4-percent increase.
    - Pickup truck occupant fatalities increased by 68, a 1.5-percent increase.
  - Motorcyclist fatalities increased by 257 (a 5.1-percent increase), the largest number of fatalities since 2008.
  - Pedestrian fatalities increased by 492 (a 9.0-percent increase), and are at their highest number since 1990.
  - Pedalcyclist fatalities increased by 11 (a 1.3-percent increase), and are at their highest number since 1991.
  - Alcohol-impaired-driving fatalities increased by 1.7 percent, from 10,320 in 2015 to 10,497 in 2016.
- Vehicle miles traveled (VMT) increased by 2.2 percent from 2015 to 2016, down from the 2.3-percent increase from 2014 to 2015.
- The fatality rate per 100 million VMT increased by 2.6 percent from 1.15 in 2015 to 1.18 in 2016. The fatality rate of 1.08 in 2014 was the lowest since NHTSA began collecting fatality data through the Fatality Analysis Reporting System (FARS) in 1975, and the trend has been increasing since 2014.

Over the past decade there has been a general downward trend in traffic fatalities, with a slight increase in 2012 as well as the most recent two years of data. Ten years ago, in 2007, there were 41,259 people killed in traffic crashes. Safety programs such as those that have increased seat belt use and reduced impaired driving have substantially lowered 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 increases in fatalities in 2015 and 2016, that decade-long downward trend of 21 percent has been reduced by more than one-third.

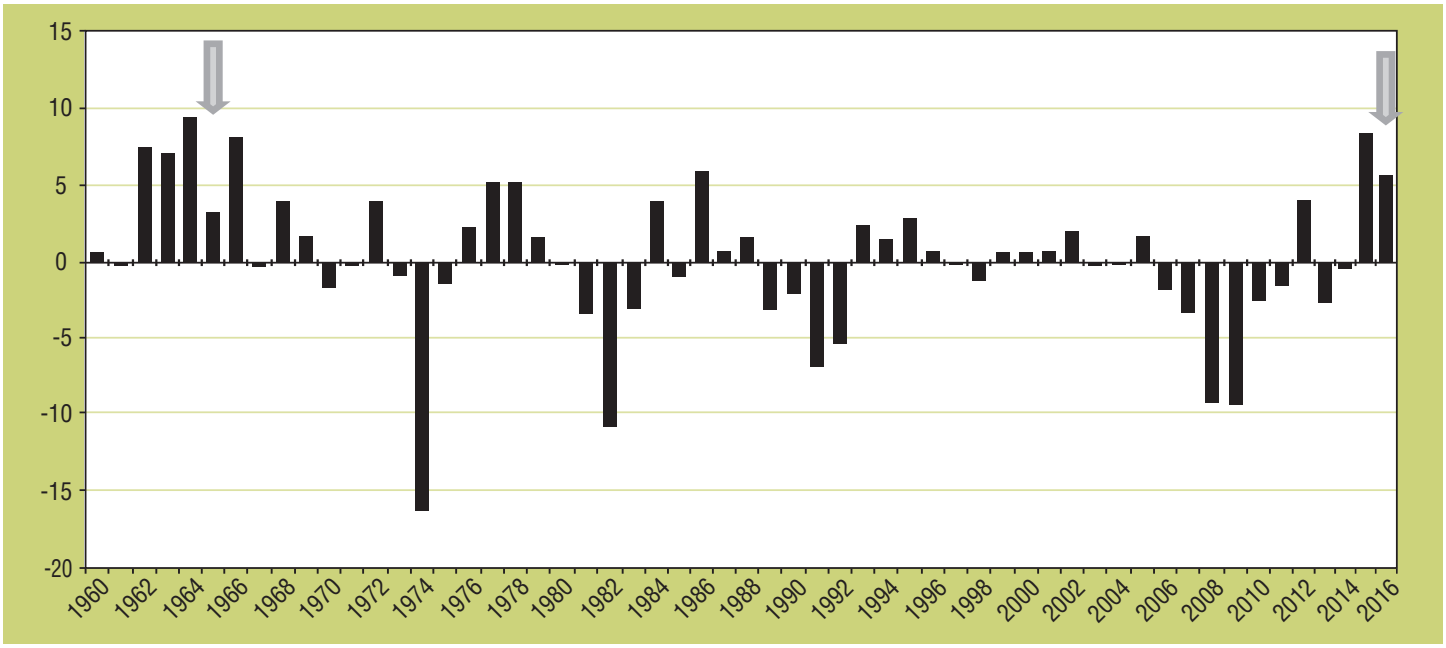
This Research Note provides a brief overview of the 2016 fatal crash picture using data from FARS. FARS is a census of fatal crashes in the 50 States, the District of Columbia, and Puerto Rico (Puerto Rico is not included in U.S. totals). Injury estimates are not yet available for 2016, thus no injury estimates will be presented in this publication. For more information about injury estimates, see **Crash Report Sampling System (CRSS) Replaces National Automotive Sampling System (NASS) General Estimates System (GES)** at the end of this publication. Information in this note is presented in the following sections.

- Overall Trends
- Fatality Rates
- Change in Fatality Composition
- Fatality 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
- Additional Facts
- State Distribution of Fatalities and Alcohol-Impaired-Driving Fatalities

Overall Trends

There were 37,461 motor vehicle traffic fatalities in the United States in 2016—1,976 more fatalities than the 35,485 in 2015. The 5.6-percent increase from 2015 to 2016 is down from the 8.4-percent increase from 2014 to 2015. The largest percentage increase prior to the 8.4-percent increase was the 9.4-percent increase from 1963 to 1964. There were back-to-back total motor vehicle fatality increases from 2014 to 2015 (8.4%) and from 2015 to 2016 (5.6%). The last time the United States had similar back-to-back fatality increases of this magnitude was from 1963 to 1964 (9.4%) and from 1964 to 1965 (3.2%), as indicated by the arrows in Figure 1.

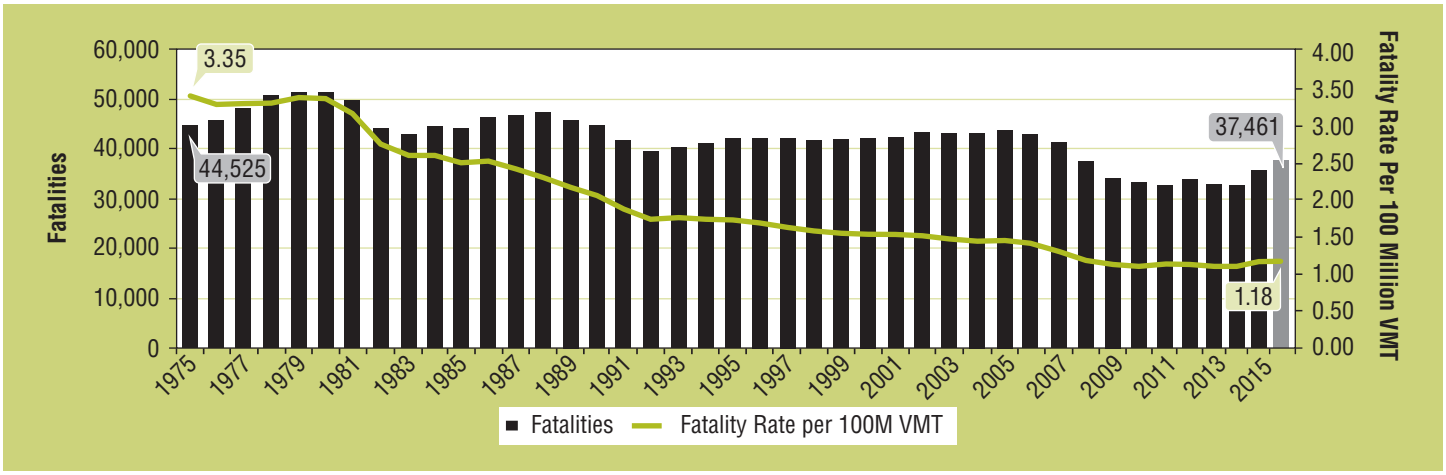
Figure 1
Percentage Change in Total Traffic Fatalities, 1960–2016



Sources: 1960–1974: National Center for Health Statistics, HEW, and State Accident Summaries (Adjusted to 30-Day Traffic Deaths by NHTSA); FARS 1975–2015 Final File, 2016 Annual Report File (ARF).

Figure 2 shows the number of fatalities and the fatality rate per 100 million VMT since 1975. The 2016 fatality count (37,461) is the highest since 2007, and the fatality rate of 1.18 is the highest since 2008.

Figure 2
Fatalities and Fatality Rate per 100 Million VMT, by Year, 1975–2016



Sources: FARS 1975–2015 Final File, 2016 ARF; Vehicle Miles Traveled (VMT): FHWA.

Fatality Rates

The fatality rate per 100 million VMT increased 2.6 percent, from 1.15 in 2015 to 1.18 in 2016 (Table 1). The 1.08 in 2014 was the lowest fatality rate on record. The 2016 rates are based on VMT estimates from the Federal Highway Administration's (FHWA) June 2017 Traffic Volume Trends (TVT). Overall, 2016 VMT increased by 2.2 percent from 2015 VMT—from 3,095 billion to 3,164 billion. This 2016 VMT increase of 2.2 percent is slightly down from the VMT increase of 2.3 percent last year from 2014. VMT data will be updated when the FHWA releases the 2016 Annual Highway Statistics later this year.

Table 1
Fatality Rates per 100 Million VMT, 2015–2016

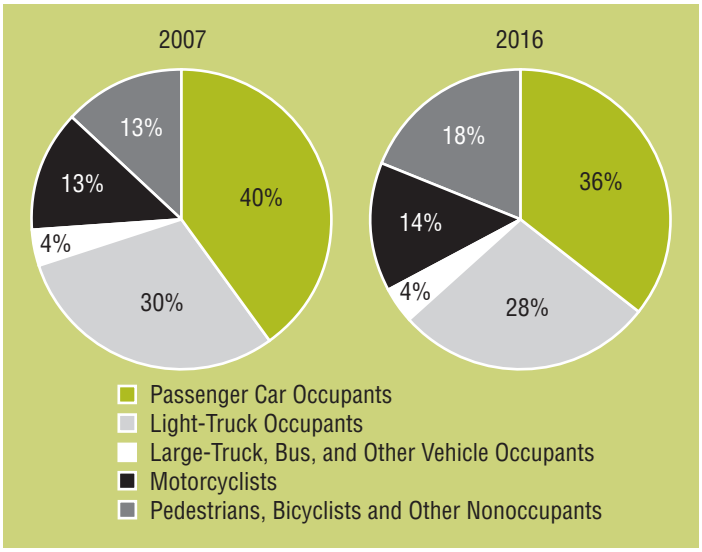
	2015	2016	Change	% Change
Fatality Rate	1.15	1.18	+0.03	+2.6%

Source: Fatalities—FARS 2015 Final File, 2016 ARF; VMT—FHWA (June 2017 TVT)

Change in Fatality Composition

The fatality composition for 2007 and 2016 are shown in Figure 3. The most obvious reduction is in the percentage of passenger car occupant fatalities – decreasing from 40 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 2016. The proportion of motorcyclist fatalities increased from 13 percent in 2007 to 14 percent in 2016. The biggest change is the proportion of nonoccupant fatalities that increased from 13 percent to 19 percent over the same 10-year period.

Figure 3
Fatality Composition, 2007 and 2016



Source: FARS 2007 Final File, 2016 ARF
Note: Sum of individual slices may not add up to 100 percent due to rounding.

Fatality Changes by Person Type

Table 2 presents the change between 2015 and 2016 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 1,075, a 4.7-percent increase, which accounted for 54 percent of the overall increase in fatalities. The 2016 passenger vehicle fatality count (23,714) is the highest number since 2008. Passenger vehicles include passenger cars and light trucks.
- Motorcyclist fatalities increased by 257, a 5.1-percent increase. The 2016 motorcyclist fatality count (5,286) is the highest number since 2008.
- Pedestrian fatalities increased by 492, a 9.0-percent increase. The 2016 pedestrian fatality count (5,987) is the highest number since 1990.
- Pedalcyclist fatalities increased by 11, a 1.3-percent increase. The 2016 pedalcyclist fatality count (840) is the highest number since 1991.

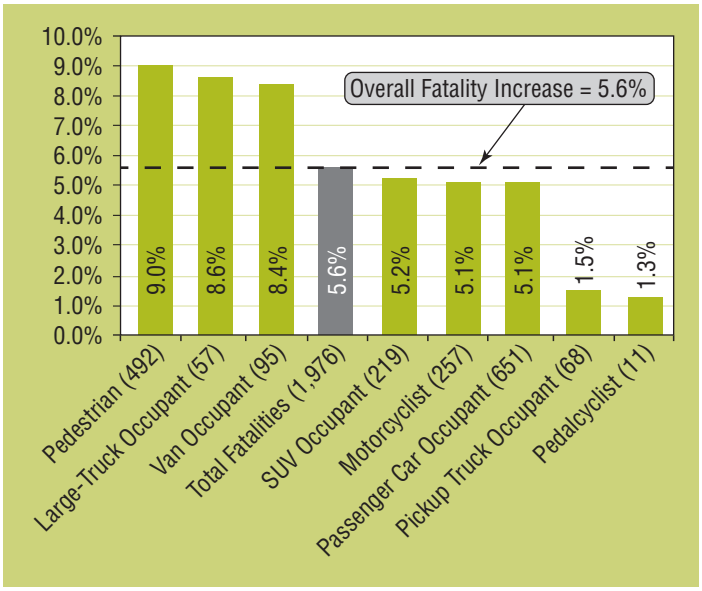
Table 2
Occupants and Nonoccupants Killed in Traffic Crashes, 2015–2016

Description	2015	2016	Change	% Change
Total*	35,485	37,461	+1,976	+5.6%
Occupants				
Passenger Vehicles	22,639	23,714	+1,075	+4.7%
Passenger Cars	12,761	13,412	+651	+5.1%
Light Trucks	9,878	10,302	+424	+4.3%
Large Trucks	665	722	+57	+8.6%
Motorcycles	5,029	5,286	+257	+5.1%
Nonoccupants				
Pedestrians	5,495	5,987	+492	+9.0%
Pedalcyclists	829	840	+11	+1.3%
Other/Unknown	235	252	+17	—

Sources: Fatalities—FARS 2015 Final File, 2016 ARF
*Total includes occupants of buses and other/unknown occupants not shown in table.

The increases in fatality percentages are shown graphically in Figure 4. The gray bar represents the overall 5.6-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 2016 compared to 2015. Pedestrian, large-truck occupant, and van occupant fatalities increased at a rate higher than the overall increase of 5.6 percent. SUV occupant, motorcyclist, passenger car occupant, pickup truck occupant, and pedalcyclist fatalities also all increased, but at lower rates compared to overall 5.6-percent increase.

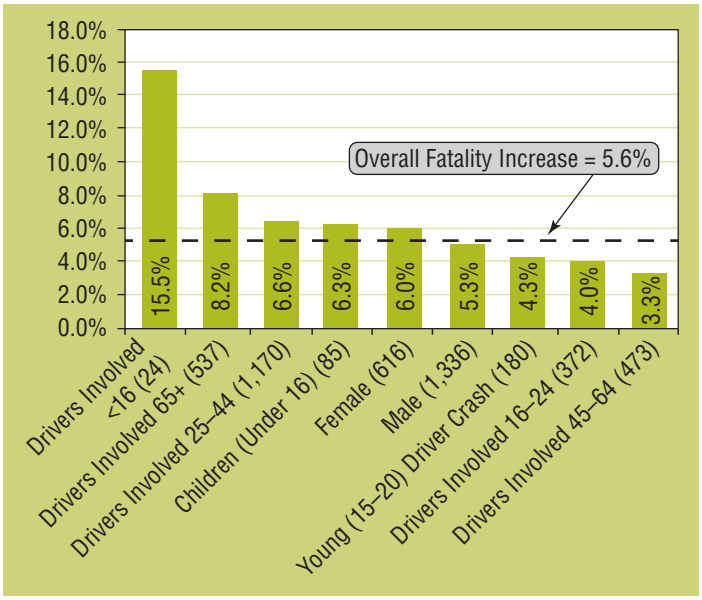
Figure 4
Percentage Change in Fatalities by Occupant/ Nonoccupant, 2015–2016



Source: FARS 2015 Final File, 2016 ARF

Increases in percentages in additional person categories are shown in Figure 5, 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 age 16, but the number increase (24) is much lower than the other groups. There are relatively few drivers under age 16 compared to other ages. The next largest percentage increase was drivers 65 and older involved in fatal crashes at 8.2 percent (537 actual number increase).

Figure 5
Percentage Change by Person Category, 2015–2016

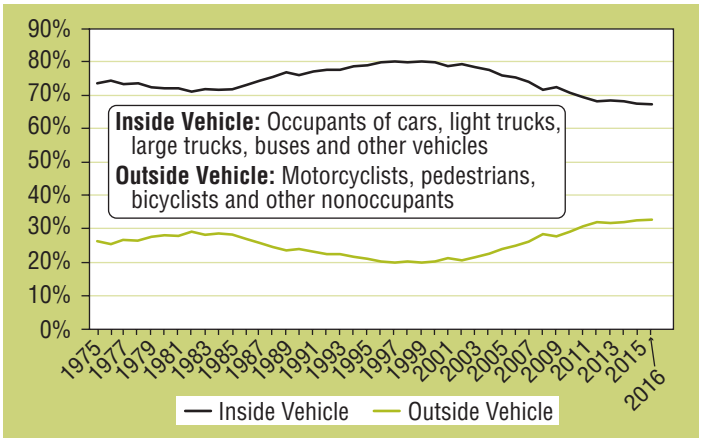


Source: FARS 2015 Final File, 2016 ARF

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 67 percent (2015-2016), as seen in Figure 6. 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 33 percent (2015-2016).

Figure 6
Proportion of Fatalities Inside/Outside Vehicle, 1975–2016

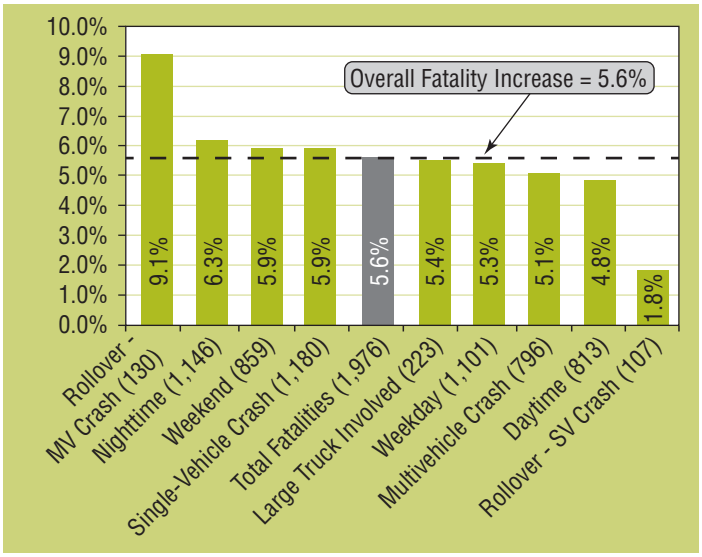


Source: FARS 1975–2015 Final File, 2016 ARF

Fatal Crash Types

The percentage change from 2015 to 2016 in several crash categories are shown in Figure 7. The percentage of fatalities in multivehicle rollovers increased the most at 9.1 percent. However, the number increase for this crash type (an additional 130 fatalities) is a relatively small increase compared to the other crash types in the figure. The proportion increase in nighttime fatalities was 6.3 percent, compared to the daytime fatality increase of 4.8 percent. The proportion increase in weekend fatalities was 5.9 percent, compared to an increase of 5.3 percent on weekdays. Fatalities in single vehicle crashes increased by 1,180, a 5.9-percent increase. Multivehicle crash fatalities also increased, but by a lower percentage (5.1%). The gray bar represents the percent increase in total fatalities (5.6%) as a comparison.

Figure 7
Percentage Change by Crash Category, 2015–2016

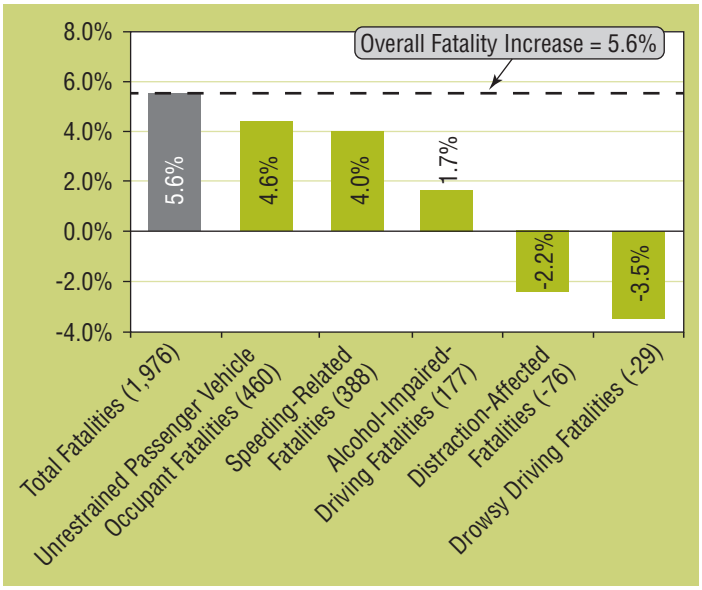


Source: FARS 2015 Final File, 2016 ARF

Human Choices

Figure 8 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. Unrestrained passenger vehicle occupant fatalities increased by 4.6 percent, from 9,968 to 10,428 (+460). Fatalities in speeding-related crashes increased by 4.0 percent, from 9,723 to 10,111 (+388). The number of fatalities in crashes involving alcohol-impaired drivers increased by 1.7 percent, from 10,320 to 10,497 (+177). Fatalities in distraction-affected crashes decreased from 3,526 to 3,450 (-76), or -2.2 percent. Drowsy driving fatalities decreased from 832 to 803 (-29), or -3.5 percent.

Figure 8
Percentage Change by Human Choice Category, 2015–2016



Source: FARS 2015 Final File, 2016 ARF

Alcohol-Impaired-Driving Fatalities and Drivers

Alcohol-impaired-driving fatalities increased by 1.7 percent from 2015 to 2016 (Table 3), accounting for 28 percent of 2016 overall fatalities. This 28 percent of overall fatalities is the lowest percentage since 1982 when NHTSA started reporting alcohol data. 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.

Table 3
Total and Alcohol-Impaired* Driving Fatalities, 2015 And 2016

	2015	2016	Change	% Change
Total Fatalities	35,485	37,461	+1,976	+5.6%
AI-Driving Fatalities	10,320	10,497	+177	+1.7%

Source: FARS 2015 Final File, 2016 ARF
*See definition in text.

As shown in Table 4, pickup truck drivers were the only group with a decrease in alcohol-impaired drivers involved in fatal crashes from 2015 to 2016, dropping 2.8 percent (57 drivers). Passenger car drivers involved in alcohol-impaired-driving crashes had the largest increase with 126 drivers (a 3.1% increase), followed by SUV drivers (55 or 3.6%). Alcohol-impaired drivers of large trucks involved in fatal crashes had the largest percent increase of 50.9 percent, but note that the percentage is based on much smaller numbers than the other vehicle types.

Table 4
Alcohol-Impaired* Drivers Involved in Fatal Crashes by Vehicle Type, 2015 and 2016

Type	2015	2016	Change	% Change
Passenger Car	4,124	4,250	+126	+3.1%
Light Truck – Van	227	280	+53	+23.3%
Light Truck – Utility	1,545	1,600	+55	+3.6%
Light Truck – Pickup	2,052	1,995	-57	-2.8%
Motorcycle	1,350	1,351	+1	+0.1%
Large Truck	55	83	+28	+50.9%

Source: FARS 2015 Final File, 2016 ARF
*See definition in text.

Restraint Use and Time of Day

Among passenger vehicle occupants killed in 2016 who had known restraint use, almost half (48%) were unrestrained (Table 5). According to the National Occupant Protection Use Survey (NOPUS) for 2016,[1] estimated belt use increased from 88.5 percent in 2015 to 90.1 percent in 2016.

The percentages reported in this section are all based on known restraint use. The percentage of unrestrained fatalities during the daytime increased from 40 percent in 2015 to 41 percent in 2016; 59 percent of those killed in the daytime in 2016 were restrained, down from 60 percent in 2015. The percentage of unrestrained fatalities during the nighttime decreased from 57 percent in 2015 to 56 percent in 2016; 44 percent of those killed in the nighttime in 2016 were restrained, up from 43 percent in 2015.

For those passenger vehicle occupants who survived fatal crashes in 2016, only 14 percent were unrestrained compared to 48 percent who died. 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 nighttime crash survivors differed slightly compared to daytime—16 percent were unrestrained and 84 percent were restrained.

[1] Pickrell, T. M., & Li, R. (2016, November). *Seat belt use in 2016—Overall results* (Traffic Safety Facts Research Note. Report No. DOT HS 812 351). Washington, DC: National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812351.

Table 5
Passenger Vehicle Occupants Involved by Restraint Use, Survival Status and Time of Day, 2015 and 2016

	Passenger Vehicle Occupants Killed						Passenger Vehicle Occupants Who Survived					
					Restraint Use Percent Based on Known Use						Restraint Use Percent Based on Known Use	
	2015	2016	Change	% Change	2015	2016	2015	2016	Change	% Change	2015	2016
Total	22,639	23,714	+1,075	+4.7%			38,728	40,329	+1,601	+4.1%		
Restraint Used	10,762	11,282	+520	+4.8%	52%	52%	30,138	31,533	+1,395	+4.6%	86%	86%
Restraint Not Used	9,968	10,428	+460	+4.6%	48%	48%	5,031	5,154	+123	+2.4%	14%	14%
Unknown	1,909	2,004	+95	+5.0%			3,559	3,642	+83	+2.3%		
Time of Day												
Daytime	11,736	12,148	+412	+3.5%			19,770	20,491	+721	+3.6%		
Restraint Used	6,567	6,737	+170	+2.6%	60%	59%	16,128	16,902	+774	+4.8%	88%	88%
Restraint Not Used	4,370	4,619	+249	+5.7%	40%	41%	2,226	2,258	+32	+1.4%	12%	12%
Unknown	799	792	-7	-0.9%			1,416	1,331	-85	-6.0%		
Nighttime	10,725	11,375	+650	+6.1%			18,902	19,773	+871	+4.6%		
Restraint Used	4,145	4,487	+342	+8.3%	43%	44%	13,988	14,603	+615	+4.4%	83%	84%
Restraint Not Used	5,490	5,700	+210	+3.8%	57%	56%	2,791	2,881	+90	+3.2%	17%	16%
Unknown	1,090	1,188	+98	+9.0%			2,123	2,289	+166	+7.8%		

Source: FARS 2015 Final File, 2016 ARF
Daytime and nighttime totals do not add up to total killed or total survived. Total includes unknown time of day.

Additional Facts

- Motorcyclist fatalities for people 60 or older saw 156 more fatalities in 2016 than in 2015, an increase of 21.5 percent. Overall, there were 257 more motorcyclist fatalities in 2016, an increase of 5.1 percent over 2015.
- There were 11.5 times as many unhelmeted motorcyclist fatalities in States without universal helmet laws (1,923 unhelmeted fatalities) as in States with universal helmet laws (166 unhelmeted fatalities) in 2016.
- The number of young drivers 16 to 20 years old involved in fatal crashes increased by 3.6 percent from 2015; the number of young drivers who died in fatal crashes also increased by 0.1 percent from 2015.
- There were 4,317 fatalities in crashes involving large trucks, 5.4 percent more fatalities than in 2015, the highest since 2007. Of the 4,317 fatalities, 722 (16.7%) were occupants of large trucks, 10.8 percent were nonoccupants, and 72.4 percent were occupants of other vehicles.
- Every month except January, August, and December saw increases in fatalities from 2015 to 2016. The highest increase was in February at 22.7 percent.
- Number of fatalities in distraction affected crashes decreased by 2.2 percent from 3,526 in 2015 to 3,450 in 2016. Fatalities in distraction affected crashes were 9.2 percent of total fatalities in 2016.
- Number of fatalities involving a drowsy driver decreased by 3.5 percent from 832 in 2015 to 803 in 2016. Fatalities involving a drowsy driver were 2.1 percent of total fatalities in 2016.
- Among drivers involved in crashes the 16-to-24 age group had a 9.4-percent increase and the 65+ age group had a 9.9-percent increase from 2014 to 2015; whereas from 2015 to 2016 the 16-to-24 age group had a 4.0-percent increase while the 65+ age group had an 8.2-percent increase.
- Table 6 shows the 10-year trend of more older drivers being involved in fatal crashes than younger drivers in general. The trend is similar when compared with population estimates from the Census Bureau and licensed data from the FHWA. The 65+ age group has the largest percent increases compared to the other age groups.

This research note and other general information on highway traffic safety are located at:
www-nrd.nhtsa.dot.gov/CATS/index.aspx

Table 6
Comparison of 10-Year (2007–2016) Percentage Change of Drivers Involved in Fatal Crashes With 10-Year Percentage Change of Population Estimates (2007–2016) and 10-Year Percentage Change of Licensed Driver Data (2006–2015), by Age Group

Age Group	10-year Percentage Change of Drivers Involved in Fatal Crashes (2007–2016)	10-Year Percentage Change of Population Estimates (2007–2016)	10-Year Percentage Change of Licensed Driver Data (2006–2015, 2016 not available)
16–24	-26.8%	+1.4%	-1.6%
25–44	-8.6%	+3.2%	-1.2%
45–64	-1.0%	+9.3%	+9.7%
65+	**+19.9%**	**+30.2%**	**+33.0%**
Total	-7.3%	+7.3%	+7.5%

Sources: Fatal Crashes—FARS 2007 Final and 2016 ARF, Population Estimates—U.S. Census Bureau, and Licensed Driver Data—FHWA.
NOTE: Total includes those who were under 16 years old.

State Distribution of Fatalities and Alcohol-Impaired-Driving Fatalities

Table 7 presents the total number of motor vehicle crash fatalities and the number of alcohol-impaired-driving fatalities for 2015 and 2016, the change in the number of fatalities, and the percentage change for each State, the District of Columbia, and Puerto Rico. Twelve States and Puerto Rico had reductions in the number of fatalities. In 2016, the largest reduction was in New York, with 111 fewer fatalities. Thirty-eight States and the District of Columbia had more motor vehicle fatalities in 2016 than in 2015. Florida and California had the largest increases, 236 additional fatalities each.

Nationwide, more than one-quarter (28%) of the total fatalities were in alcohol-impaired-driving crashes. Seventeen States and Puerto Rico saw declines in the number of alcohol-impaired-driving fatalities. Mississippi had the largest decrease, with 49 fewer lives lost in alcohol-impaired-driving crashes in 2016. Twenty-nine States and the District of Columbia saw increases in the number of alcohol-impaired-driving fatalities, with the largest increase of 148 fatalities in California followed by 53 more in Florida. Four States saw no change in the number of alcohol-impaired-driving fatalities from 2015 to 2016.

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

Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property–damage-only crashes in the United States. The new system, called CRSS, replaced NASS GES in 2016. However, the 2016 estimates are not yet available. NHTSA is currently processing the file to ensure the data is accurate and complete and is finalizing the new weighting and calibration procedures to produce national estimates. Once completed, NHTSA will release the data and publish the estimated number of police-reported injury and property-damage-only crashes that occurred during 2016.

Suggested APA format citation for this report:

National Center for Statistics and Analysis. (2017, October). *2016 fatal motor vehicle crashes: Overview.* (Traffic Safety Facts Research Note. Report No. DOT HS 812 456). Washington, DC: National Highway Traffic Safety Administration.

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.

The information in this Research Note represents only major findings from the 2016 FARS 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 7
Total and Alcohol-Impaired-Driving Fatalities, by State, 2015 and 2016

State	2015			2016			2015 to 2016 Change			
	Total Fatalities	Alcohol-Impaired-Driving Fatalities		Total Fatalities	Alcohol-Impaired-Driving Fatalities		Total Fatalities		Alcohol-Impaired-Driving Fatalities	
		Number	Percent		Number	Percent	Change	% Change	Change	% Change
Alabama	850	246	29%	1,038	279	27%	+188	+22.1%	+33	+13.4%
Alaska	65	22	34%	84	30	36%	+19	+29.2%	+8	+36.4%
Arizona	897	269	30%	962	232	24%	+65	+7.2%	-37	-13.8%
Arkansas	550	158	29%	545	117	21%	-5	-0.9%	-41	-25.9%
California	3,387	911	27%	3,623	1,059	29%	+236	+7.0%	+148	+16.2%
Colorado	547	152	28%	608	161	27%	+61	+11.2%	+9	+5.9%
Connecticut	270	103	38%	293	100	34%	+23	+8.5%	-3	-2.9%
Delaware	131	39	30%	119	37	31%	-12	-9.2%	-2	-5.1%
Dist of Columbia	23	6	26%	27	10	38%	+4	+17.4%	+4	+66.7%
Florida	2,938	788	27%	3,174	841	26%	+236	+8.0%	+53	+6.7%
Georgia	1,432	358	25%	1,554	368	24%	+122	+8.5%	+10	+2.8%
Hawaii	93	34	37%	120	34	28%	+27	+29.0%	0	0.0%
Idaho	216	70	32%	253	77	30%	+37	+17.1%	+7	+10.0%
Illinois	998	315	32%	1,082	315	29%	+84	+8.4%	0	0.0%
Indiana	817	172	21%	821	211	26%	+4	+0.5%	+39	+22.7%
Iowa	320	78	24%	404	106	26%	+84	+26.3%	+28	+35.9%
Kansas	355	83	23%	429	94	22%	+74	+20.8%	+11	+13.3%
Kentucky	761	188	25%	834	175	21%	+73	+9.6%	-13	-6.9%
Louisiana	752	250	33%	757	225	30%	+5	+0.7%	-25	-10.0%
Maine	156	50	32%	161	54	33%	+5	+3.2%	+4	+8.0%
Maryland	520	160	31%	505	130	26%	-15	-2.9%	-30	-18.8%
Massachusetts	345	109	32%	389	119	31%	+44	+12.8%	+10	+9.2%
Michigan	967	268	28%	1,064	236	22%	+97	+10.0%	-32	-11.9%
Minnesota	411	117	28%	392	93	24%	-19	-4.6%	-24	-20.5%
Mississippi	677	177	26%	690	128	19%	+13	+1.9%	-49	-27.7%
Missouri	870	225	26%	945	244	26%	+75	+8.6%	+19	+8.4%
Montana	224	76	34%	190	85	45%	-34	-15.2%	+9	+11.8%
Nebraska	246	64	26%	218	62	29%	-28	-11.4%	-2	-3.1%
Nevada	326	98	30%	328	101	31%	+2	+0.6%	+3	+3.1%
New Hampshire	114	33	29%	136	40	30%	+22	+19.3%	+7	+21.2%
New Jersey	561	108	19%	601	137	23%	+40	+7.1%	+29	+26.9%
New Mexico	298	98	33%	402	118	29%	+104	+34.9%	+20	+20.4%
New York	1,136	316	28%	1,025	283	28%	-111	-9.8%	-33	-10.4%
North Carolina	1,379	389	28%	1,450	354	24%	+71	+5.1%	-35	-9.0%
North Dakota	131	49	38%	113	50	45%	-18	-13.7%	+1	+2.0%
Ohio	1,110	309	28%	1,132	324	29%	+22	+2.0%	+15	+4.9%
Oklahoma	645	168	26%	683	180	26%	+38	+5.9%	+12	+7.1%
Oregon	446	154	35%	495	154	31%	+49	+11.0%	0	0.0%
Pennsylvania	1,200	361	30%	1,188	327	28%	-12	-1.0%	-34	-9.4%
Rhode Island	45	19	43%	51	19	37%	+6	+13.3%	0	0.0%
South Carolina	979	307	31%	1,015	331	33%	+36	+3.7%	+24	+7.8%
South Dakota	134	45	33%	116	46	39%	-18	-13.4%	+1	+2.2%
Tennessee	962	251	26%	1,041	223	21%	+79	+8.2%	-28	-11.2%
Texas	3,582	1,405	39%	3,776	1,438	38%	+194	+5.4%	+33	+2.3%
Utah	278	43	16%	281	52	19%	+3	+1.1%	+9	+20.9%
Vermont	57	15	27%	62	27	43%	+5	+8.8%	+12	+80.0%
Virginia	754	206	27%	760	220	29%	+6	+0.8%	+14	+6.8%
Washington	551	143	26%	537	161	30%	-14	-2.5%	+18	+12.6%
West Virginia	268	71	27%	269	68	25%	+1	+0.4%	-3	-4.2%
Wisconsin	566	191	34%	607	193	32%	+41	+7.2%	+2	+1.0%
Wyoming	145	54	37%	112	32	29%	-33	-22.8%	-22	-40.7%
National	**35,485**	**10,320**	**29%**	**37,461**	**10,497**	**28%**	**+1,976**	**+5.6%**	**+177**	**+1.7%**
Puerto Rico	310	102	33%	279	92	33%	-31	-10.0%	-10	-9.8%

Source: FARS 2015 Final File, 2016 ARF