Traffic Safety Facts
2016 Data

February 2018

DOT HS 812 494

NHTSA

Occupant Protection in Passenger Vehicles

Key Findings

- Forty-eight percent of passenger vehicle occupants who were killed in traffic crashes in 2016 were unrestrained.
- Sixty-two percent of the passenger vehicle occupants in the 13-to-15 age group who were killed in traffic crashes were not using restraints in 2016 — the highest percentage of all age groups aggregated in this report.
- Among male fatalities with known restraint use in traffic crashes in 2016, 52 percent were unrestrained. Among female fatalities with known restraint use, 40 percent were unrestrained.
- Considering known restraint use by passenger vehicle type, 60 percent of drivers of pickup trucks who were killed were unrestrained in traffic crashes in 2016, compared to 53 percent for SUV drivers, 42 percent for passenger car drivers, and 37 percent for van drivers.
- Seat belts saved an estimated 14,668 lives of passenger vehicle occupants 5 and older in 2016.
- An estimated 2,756 lives were saved by frontal air bags in 2016.
- An estimated 328 lives of children under age 5 were saved by their use of restraints in 2016.

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Occupant protection discussed in this fact sheet includes seat belts, car seats for those 4 and younger, and frontal air bags in passenger vehicles (passenger cars, pickup trucks, vans, and SUVs). Vehicle occupants are both drivers and passengers. In this fact sheet, the 2016 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). It also contains data from the National Occupant Protection Use Survey (NOPUS) and observed belt use rate survey data obtained from individual States. Both sets of surveys are based on the observation of driver and front-seat passenger seat belt use as it occurs in traffic, and are not crash data.

Overview

According to NOPUS for 2016 (Pickrell & Li, 2016, in NHTSA Report No. DOT HS 812 351), estimated belt use increased from 82.5 in 2007 to 90.1 in 2016. NOPUS provides nationwide probability-based observed data on seat belt use in the United States.

The number of passenger vehicle occupants who were restrained and unrestrained, along with those whose restraint use was not known, for 2007 through 2016 is shown in Table 1. There were 37,461 traffic fatalities in the United States in 2016, of which 23,714 (63%) were occupants of passenger vehicles. Of the 23,714 passenger vehicle occupants killed in 2016, there were 11,282 (48%) who were restrained and 10,428 (44%) who were unrestrained at the time of the crashes. Restraint use was not known for the remaining 2,004 (8%) of the occupants. Looking only at those passenger vehicle occupants who were killed and their restraint use known, 52 percent were restrained and 48 percent were unrestrained.

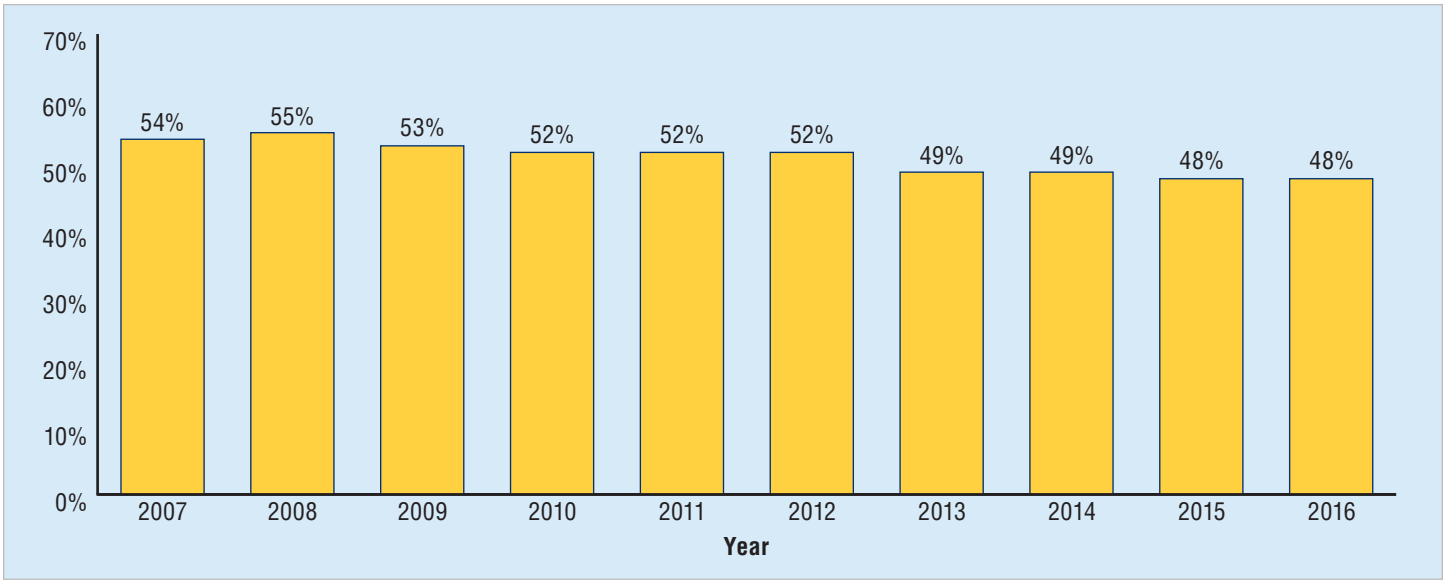
Table 1
Restraint Use of Passenger Vehicle Occupants Killed, 2007–2016

Year	Restraint Use						Total		Percent Known Restrained	Percent Known Unrestrained
	Restrained		Unrestrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
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	10,762	48%	9,968	44%	1,909	8%	22,639	100%	52%	48%
2016	11,282	48%	10,428	44%	2,004	8%	23,714	100%	52%	48%

Source: Fatality Analysis Reporting System (FARS) 2007–2015 Final File and 2016 Annual Report File (ARF).

The percentage of unrestrained passenger vehicle occupants killed in motor vehicle traffic crashes is graphed in Figure 1. This unrestrained percentage has decreased from 2007 to 2016. Among passenger vehicle occupants killed, when restraint use was known, the percentage of unrestrained deaths decreased by 6 percentage points, from 54 percent in 2007 to 48 percent in 2016.

Figure 1
Percent of Passenger Vehicle Occupants Who Were Killed and Unrestrained, 2007-2016



Source: Fatality Analysis Reporting System (FARS) 2007–2015 Final File and 2016 Annual Report File (ARF).

Occupant Demographics

Age

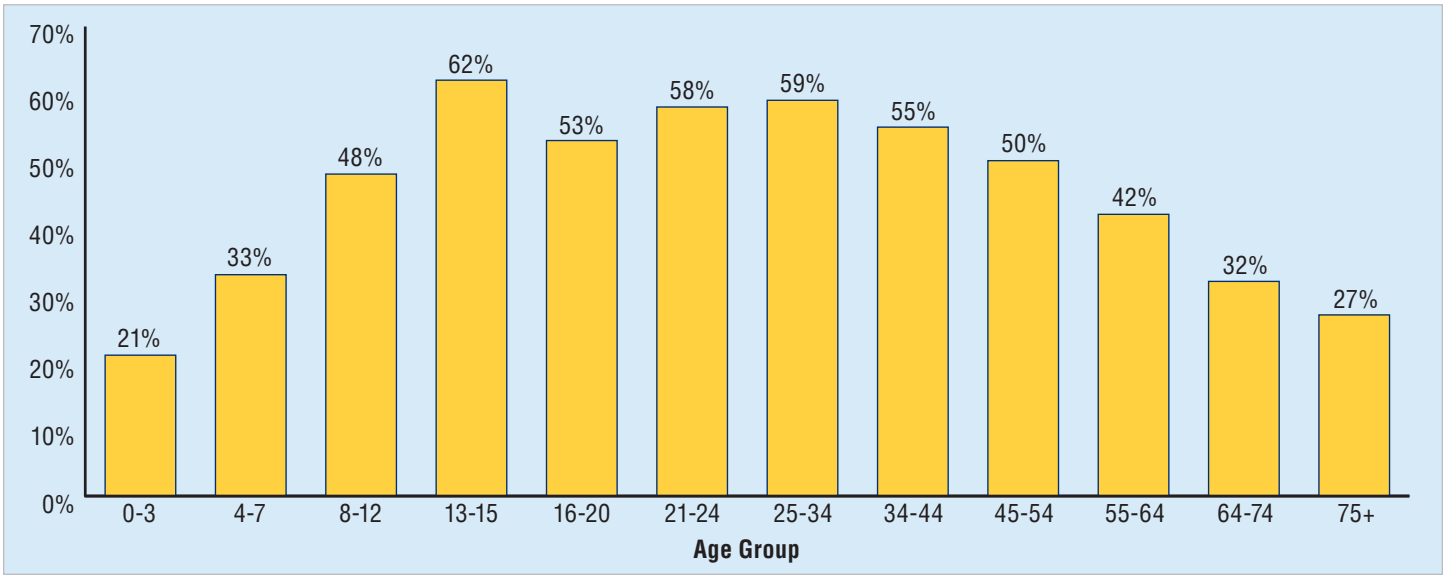
Information on restraint use by age group for passenger vehicle occupants who were killed in 2016 is shown in Table 2. Among passenger vehicle occupant fatalities where restraint use was known, the 13-to-15 age group had the highest percentage of unrestrained occupants (62%), followed by the 25-to-34 and 21-to-24 age groups, at 59 and 58 percent unrestrained, respectively. These percentages are shown graphically in Figure 2.

Table 2
Passenger Vehicle Occupants Killed, by Age Group and Restraint Use, 2016

Age (Years)	Restrained		Unrestrained		Unknown		Total		Percent Known Restrained	Percent Known Unrestrained
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
<4	165	69%	45	19%	28	12%	238	100%	79%	21%
4–7	139	62%	67	30%	17	8%	223	100%	67%	33%
8–12	124	47%	116	44%	22	8%	262	100%	52%	48%
13–15	80	35%	128	56%	20	9%	228	100%	38%	62%
16–20	1,056	42%	1,211	48%	231	9%	2,498	100%	47%	53%
21–24	973	38%	1,322	52%	270	11%	2,565	100%	42%	58%
25–34	1,669	37%	2,391	53%	465	10%	4,525	100%	41%	59%
35–44	1,230	42%	1,486	50%	242	8%	2,958	100%	45%	55%
45–54	1,269	46%	1,290	46%	219	8%	2,778	100%	50%	50%
55–64	1,443	53%	1,066	39%	197	7%	2,706	100%	58%	42%
65–74	1,356	64%	651	31%	123	6%	2,130	100%	68%	32%
75+	1,768	69%	645	25%	161	6%	2,574	100%	73%	27%
Unknown	10	34%	10	34%	9	31%	29	100%	50%	50%
Total	**11,282**	**48%**	**10,428**	**44%**	**2,004**	**8%**	**23,714**	**100%**	**52%**	**48%**

Source: FARS 2016 ARF.

Figure 2
Percent of Passenger Vehicle Occupants Who Were Killed and Unrestrained, by Age Group, 2016



Source: FARS 2016 ARF.

There were 238 passenger vehicle occupant fatalities among children under age 4 in 2016; 21 percent were unrestrained (based on known restraint use). In the 4-to-7 age group, there were 223 fatalities; 33 percent were unrestrained (based on known restraint use).

Gender

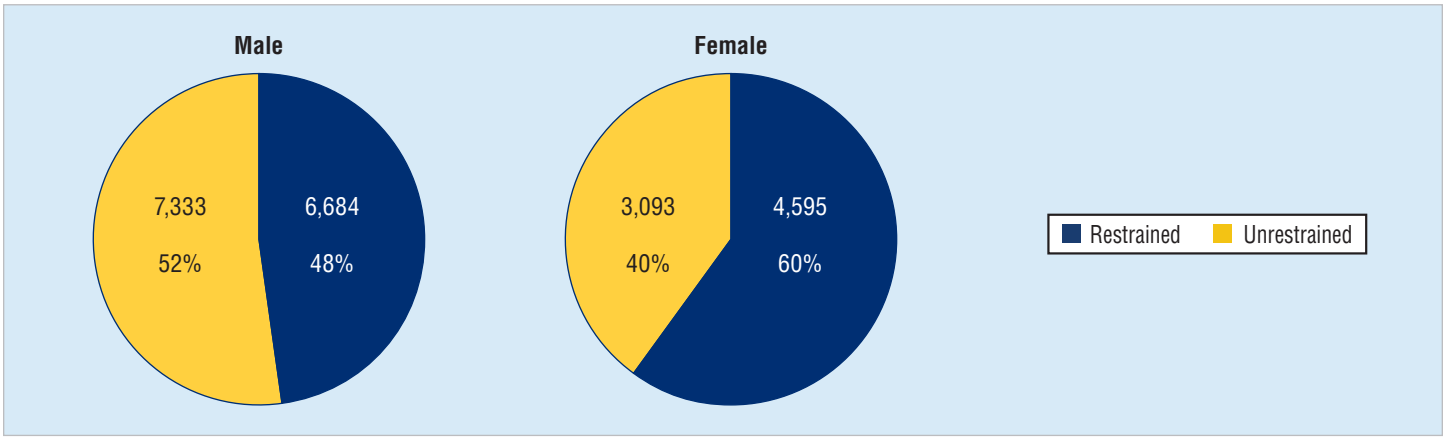
Almost twice as many male occupants (15,411) as female occupants (8,294) were killed in 2016, as shown in Table 3. When restraint use was known, 52 percent of male fatalities and 40 percent of female fatalities were unrestrained (Figure 3). Restraint use was unknown for 9 percent of male occupant fatalities and 7 percent of the female fatalities.

Table 3
Passenger Vehicle Occupants Killed, by Gender and Restraint Use, 2016

Gender	Restrained		Unrestrained		Unknown		Total		Percent Known Restrained	Percent Known Unrestrained
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
Male	6,684	43%	7,333	48%	1,394	9%	15,411	100%	48%	52%
Female	4,595	55%	3,093	37%	606	7%	8,294	100%	60%	40%
Unknown	3	33%	2	22%	4	44%	9	100%	60%	40%
Total	**11,282**	**48%**	**10,428**	**44%**	**2,004**	**8%**	**23,714**	**100%**	**52%**	**48%**

Source: FARS 2016 ARF.

Figure 3
Killed Passenger Vehicle Occupants, by Gender and Restraint Use



Source: FARS 2016 ARF.

Seating Position

Restraint use by seating position for passenger vehicle occupants killed in 2016 is presented in Table 4. Among killed passenger vehicle occupants with known restraint use, 47 percent of those in the front row and 57 percent of those in the second row of seats were unrestrained.

Table 4
Passenger Vehicle Occupants Killed, by Seating Position and Restraint Use, 2016

Seating Position		Restrained		Unrestrained		Unknown		Total		Percent Known Restrained	Percent Known Unrestrained
		Number	Percent	Number	Percent	Number	Percent	Number	Percent		
Front Row	Total	10,510	49%	9,180	43%	1,726	8%	21,416	100%	53%	47%
	Left	8,426	48%	7,641	44%	1,414	8%	17,481	100%	52%	48%
	Middle	7	15%	35	74%	5	11%	47	100%	17%	83%
	Right	2,076	54%	1,493	39%	305	8%	3,874	100%	58%	42%
	Other/Unknown	1	7%	11	79%	2	14%	14	100%	8%	92%
Second Row	Total	711	39%	943	52%	172	9%	1,826	100%	43%	57%
	Left	298	41%	363	50%	61	8%	722	100%	45%	55%
	Middle	76	32%	141	59%	20	8%	237	100%	35%	65%
	Right	334	41%	400	49%	81	10%	815	100%	46%	54%
	Other/Unknown	3	6%	39	75%	10	19%	52	100%	7%	93%
Other		50	20%	182	73%	16	6%	248	100%	22%	78%
Unknown		11	5%	123	55%	90	40%	224	100%	8%	92%
Total		**11,282**	**48%**	**10,428**	**44%**	**2,004**	**8%**	**23,714**	**100%**	**52%**	**48%**

Source: FARS 2016 ARF.

Passenger Vehicle Types

Table 5 shows passenger vehicle occupant fatalities, separately for drivers and passengers, for each passenger vehicle type. In 2016 there were 17,480 passenger vehicle drivers killed in traffic crashes, the majority in passenger cars. Among the 16,066 passenger vehicle driver fatalities for which restraint use was known, 48 percent were unrestrained. However, restraint use differed by vehicle type: 60 percent (1,987) of drivers of pickup trucks, 53 percent (1,530) of SUV drivers, 42 percent (3,808) of passenger car drivers, and 37 percent (259) of van drivers who were killed were unrestrained.

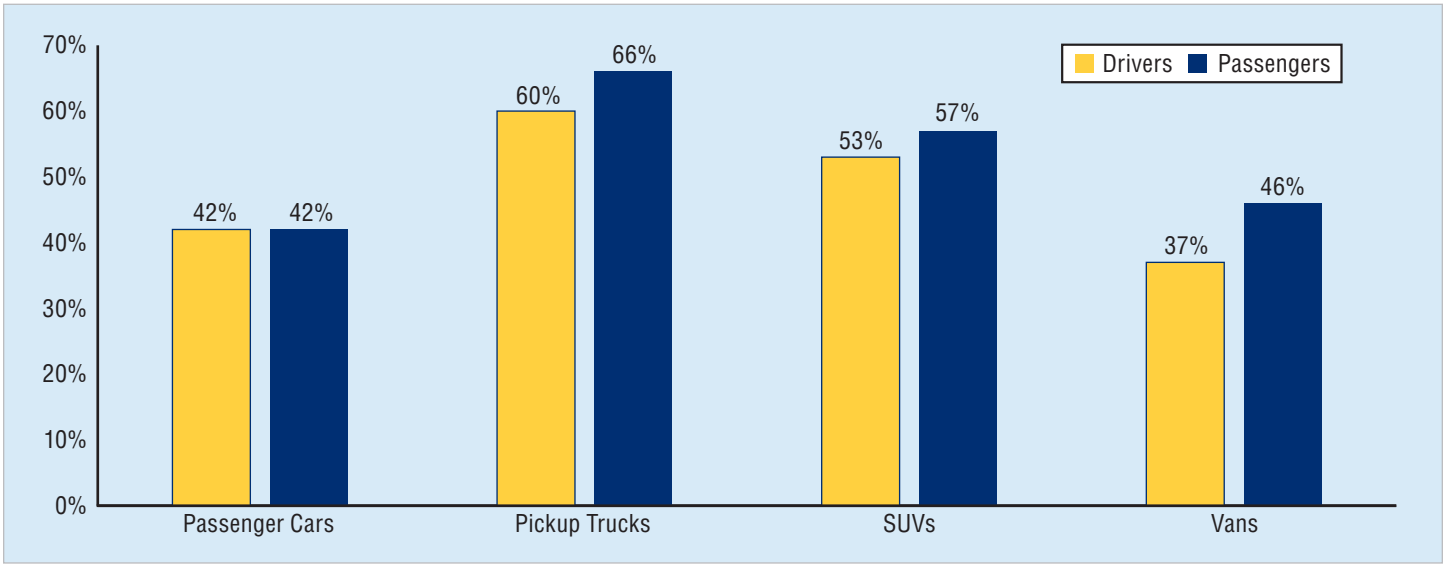
Table 5
Drivers and Passengers Killed, by Passenger Vehicle Type and Restraint Use, 2016

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	5,264	53%	3,808	38%	841	8%	9,913	100%	58%	42%
	Pickup Trucks	1,341	37%	1,987	55%	262	7%	3,590	100%	40%	60%
	Sport Utility Vehicles	1,349	43%	1,530	49%	245	8%	3,124	100%	47%	53%
	Vans	439	58%	259	34%	61	8%	759	100%	63%	37%
	Other Light Trucks	31	33%	58	62%	5	5%	94	100%	35%	65%
	Total	**8,424**	**48%**	**7,642**	**44%**	**1,414**	**8%**	**17,480**	**100%**	**52%**	**48%**
Passengers Killed	Passenger Cars	1,827	52%	1,320	38%	352	10%	3,499	100%	58%	42%
	Pickup Trucks	296	31%	584	62%	68	7%	948	100%	34%	66%
	Sport Utility Vehicles	508	39%	680	52%	120	9%	1,308	100%	43%	57%
	Vans	223	48%	193	42%	48	10%	464	100%	54%	46%
	Other Light Trucks	4	27%	9	60%	2	13%	15	100%	31%	69%
	Total	**2,858**	**46%**	**2,786**	**45%**	**590**	**9%**	**6,234**	**100%**	**51%**	**49%**

Source: FARS 2016 ARF.

Figure 4

Driver and Passenger Fatalities, Percent Known Unrestrained, by Passenger Vehicle Type, 2016



Source: FARS 2016 ARF.

There were 6,234 passengers killed in passenger vehicles in 2016. Among the 5,644 fatalities for which restraint use was known, 49 percent (2,786) were unrestrained, but use varied by vehicle type: 66 percent (584) of the passengers killed in pickup trucks were unrestrained, compared to 57 percent (680) in SUVs, 46 percent (193) in vans, and 42 percent (1,320) in passenger cars.

Restraint Use and Benefits

Seat Belts

The seat belt is the single most effective vehicle safety technology. Seat belts help keep occupants inside of the vehicles and also prevent them from acting as projectiles inside of the vehicle and hurting others. 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;
- Moderate-to-critical injury to front-seat passenger car occupants by 50 percent;
- Fatal injury to front-seat light-truck occupants by 60 percent; and
- Moderate-to-critical injury to front-seat light-truck occupants by 65 percent.

(Kahane, 2015; NHTSA, 1984)

Among passenger vehicle occupants 5 and older, seat belts saved an estimated 14,668 lives in 2016, as shown in Table 6. If all passenger vehicle occupants 5 and older had worn seat belts, 17,124 lives (that is, an additional 2,456 lives) could have been saved in 2016. From 1975, when NHTSA's FARS database began, through 2016, seat belts have saved an estimated 359,241 lives. If all passengers had worn seat belts during these years, a total of 743,396 lives (that is, an additional 384,156 lives) would have been saved. The estimated number of lives saved by child restraints, seat belts, and frontal air bags, as well as the additional lives that could have been saved at 100-percent belt use, are available for each State in the NCSA's (2016) Crash*Stat Lives Saved in 2016 by Restraint Use and Minimum Drinking Age Laws (NHTSA Report No. DOT HS 812 454).

Table 6
Estimated Number of Lives Saved by Restraint Systems in Passenger Vehicles, 1975–2016

Restraint Type	1975-2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total
Seat Belts (age 5+)	226,642	15,223	13,312	12,757	12,670	12,071	12,386	12,644	12,801	14,067	14,668	**359,241**
Frontal Air Bags*	22,494	2,800	2,557	2,481	2,403	2,341	2,422	2,398	2,400	2,596	2,756	**47,648**
Child Restraints (age 4 and younger)	8,327	388	286	307	303	262	285	263	253	272	328	**11,274**
Lives Savable at 100% Seat Belt Use	577,287	20,271	17,482	16,447	16,026	15,467	15,416	15,415	15,678	16,783	17,124	**743,396**
Additional Lives That Would Have Been Saved at 100% Seat Belt Use	350,645	5,048	4,171	3,690	3,356	3,396	3,030	2,771	2,877	2,716	2,456	**384,156**

Source: Lives Saved in 2016 by *Restraint Use and Minimum Drinking Age Laws, NCSA, 2016.*
*Note: Total from 1987-2006. Frontal air bags did not exist prior to 1987.

Looking at all passenger vehicle occupants (those who were killed as well as those who survived) in fatal crashes in 2016 with known restraint use:

- Twenty-seven percent were unrestrained at the time of the crash and the remaining 73 percent were restrained (Table 7);
- Twenty-three percent were unrestrained during daytime hours; and
- Thirty-one percent were unrestrained during nighttime hours.

For those passenger vehicle occupants with known restraint use who survived fatal crashes in 2016:

- During daytime hours, 12 percent of passenger vehicle occupants who survived fatal crashes were unrestrained (thus 88 percent of the survivors were restrained); and
- Sixteen percent of crash survivors were unrestrained during nighttime hours.

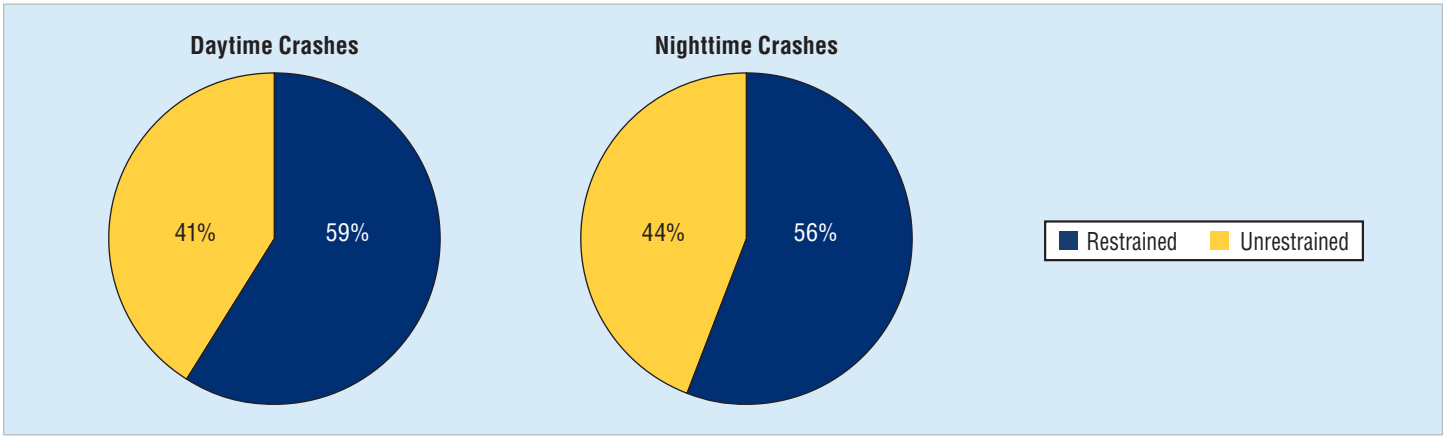
Table 7
Passenger Vehicle Occupants Involved in Fatal Crashes by Survival Status, Time of Day, and Restraint Use, 2016

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		
Killed	Daytime	6,737	55%	4,619	38%	792	7%	12,148	100%	59%	41%
	Nighttime	4,487	39%	5,700	50%	1,188	10%	11,375	100%	44%	56%
	Unknown	58	30%	109	57%	24	13%	191	100%	35%	65%
	Total	11,282	48%	10,428	44%	2,004	8%	23,714	100%	52%	48%
Survived	Daytime	16,902	82%	2,258	11%	1,331	6%	20,491	100%	88%	12%
	Nighttime	14,603	74%	2,881	15%	2,289	12%	19,773	100%	84%	16%
	Unknown	28	43%	15	23%	22	34%	65	100%	65%	35%
	Total	31,533	78%	5,154	13%	3,642	9%	40,329	100%	86%	14%
Total	Daytime	23,639	72%	6,877	21%	2,123	7%	32,639	100%	77%	23%
	Nighttime	19,090	61%	8,581	28%	3,477	11%	31,148	100%	69%	31%
	Unknown	86	34%	124	48%	46	18%	256	100%	41%	59%
	Total	42,815	67%	15,582	24%	5,646	9%	64,043	100%	73%	27%

Source: FARS 2016 ARF. Note: Daytime is considered 6 a.m. to 5:59 p.m.; Nighttime is considered 6 p.m. to 5:59 a.m.

Among killed passenger vehicle occupants in fatal crashes in 2016 with known restraint use, the percentage of unrestrained fatalities during daytime hours was 41 percent compared to 56 percent during nighttime hours (Figure 5).

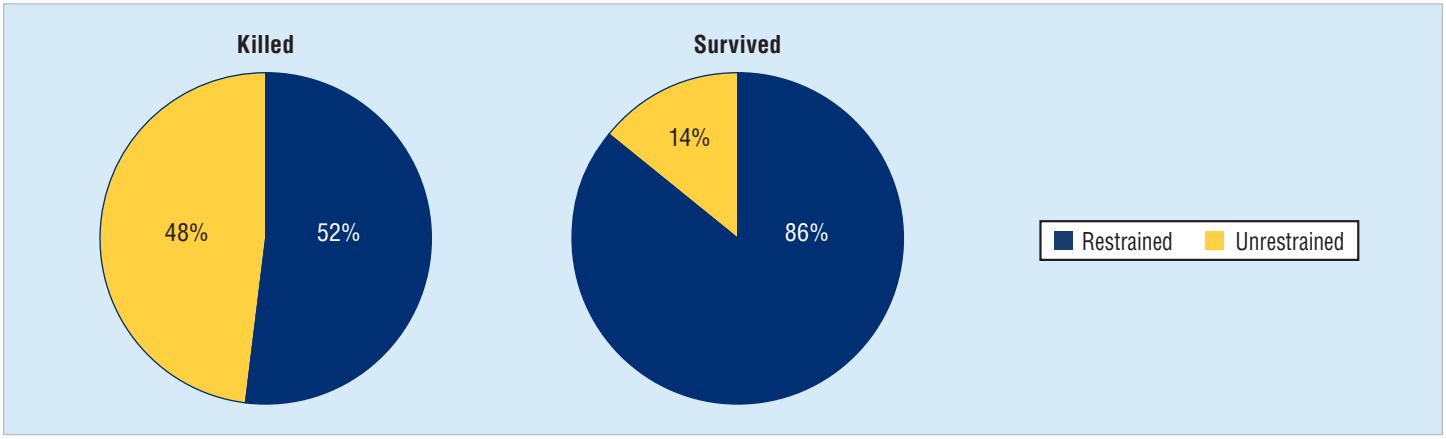
Figure 5
Killed Passenger Vehicle Occupants, by Time of Day and Restraint Use



Source: FARS 2016 ARF.

For passenger vehicle occupants involved in fatal crashes in 2016, nearly half of those who were killed were unrestrained in the crash, compared to only 14 percent of those that survived (Figure 6).

Figure 6
Passenger Vehicle Occupants, by Survival Status and Restraint Use



Source: FARS 2016 ARF.

Ejection from the vehicle is one of the most injurious events that can happen to a person in a crash. In NHTSA's FARS data, ejection refers to occupants being totally or partially thrown from the vehicle as a result of an impact or rollover. In fatal crashes in 2016, about 81 percent of passenger vehicle occupants who were totally ejected from the vehicle were killed. Seat belts are very effective in preventing total ejections; in 2016 only 1 percent of all passenger vehicle occupants (those killed as well as survivors) in fatal crashes reported to have been using restraints were totally ejected, compared to 29 percent of those unrestrained.

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 belts were used, and 11 percent when seat belts were used in conjunction with frontal air bags (Kahane, 2015).

Air bags are supplemental protection and are designed to work in combination with seat belts. 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 these are 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 2016 an estimated 2,756 lives were saved by frontal air bags. From 1987, when air bags first began to be installed in vehicles,

through 2016, a total of 47,648 lives were saved, as shown in Table 6.

Child Restraints

NHTSA has estimated that car 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 4 and younger, an estimated 328 lives were saved in 2016 by restraint use. Of these 328 lives saved, 313 were associated with the use of car seats and 15 with the use of adult seat belts. At 100-percent car seat use for those 4 and younger, an estimated 370 (that is, an additional 42) lives could have been saved in 2016. Since 1975, there have been 11,274 lives of children 4 and younger saved because of child restraint use.

For more information on children in motor vehicle crashes, see the Children Traffic Safety Facts: 2016 Data at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812491.

How to Find the Right Car Seat: Infant, convertible, or booster seat? At NHTSA, we know that finding the right car seat and installing it correctly is no easy task. Then there's the question of when to transition your child to another type of car seat. Follow the steps to help you through the decision-making process and keep your child safe by clicking on the link:

www.nhtsa.gov/equipment/car-seats-and-booster-seats

State Belt Use

Table 8 shows seat belt use information for passenger vehicle occupants killed in crashes in 2016. 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 2016—Use Rates in the States and Territories (Pickrell, 2017). Note that restraint use (observed data as well as that for occupants killed in traffic crashes) differs considerably by State.

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

Restraint Use Laws

- The first mandatory belt use law was enacted in New York in 1984.
- The first mandatory child restraint use law was implemented in Tennessee in 1978.

Adult seat belt use laws are 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 2016 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 seat belt laws. 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.

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 website of the Governors Highway Safety Association at www.ghsa.org.

- Seat belt laws—www.ghsa.org/state-laws/issues/seat%20belts
- 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 killed occupants was at least 13 percentage points higher in States with primary enforcement laws. In addition, results from the annual National Occupant Protection Use Survey (NOPUS) have found that seat belt use in primary law States is consistently higher than use in States with secondary laws or no law (92.1% versus 83%, respectively, in 2016) (see Pickrell & Li, 2016, Figure 3).

Table 8

Passenger Vehicle Occupants Killed by State, Restraint Use, and Observed Seat Belt Use Rate, 2016

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	760	288	38%	412	54%	60	8%	41%	59%	92.0%
Alaska	58	17	29%	37	64%	4	7%	31%	69%	88.5%
Arizona	507	199	39%	241	48%	67	13%	45%	55%	88.0%
Arkansas	393	166	42%	194	49%	33	8%	46%	54%	75.1%
California	1,942	1,211	62%	586	30%	145	7%	67%	33%	96.5%
Colorado	362	166	46%	186	51%	10	3%	47%	53%	84.0%
Connecticut	169	73	43%	62	37%	34	20%	54%	46%	89.4%
Delaware	73	36	49%	31	42%	6	8%	54%	46%	91.4%
District of Columbia	12	2	17%	6	50%	4	33%	25%	75%	94.1%
Florida	1,700	890	52%	745	44%	65	4%	54%	46%	89.6%
Georgia	1,050	483	46%	476	45%	91	9%	50%	50%	97.2%
Hawaii	63	22	35%	22	35%	19	30%	50%	50%	94.5%
Idaho	192	68	35%	114	59%	10	5%	37%	63%	82.9%
Illinois	704	358	51%	268	38%	78	11%	57%	43%	93.0%
Indiana	578	256	44%	251	43%	71	12%	50%	50%	92.4%
Iowa	294	154	52%	111	38%	29	10%	58%	42%	93.8%
Kansas	312	142	46%	150	48%	20	6%	49%	51%	87.0%
Kentucky	589	271	46%	318	54%	0	0	46%	54%	86.5%
Louisiana	487	212	44%	225	46%	50	10%	49%	51%	87.8%
Maine	121	57	47%	61	50%	3	2%	48%	52%	85.8%
Maryland	290	151	52%	113	39%	26	9%	57%	43%	90.8%
Massachusetts	242	73	30%	106	44%	63	26%	41%	59%	78.2%
Michigan	664	356	54%	198	30%	110	17%	64%	36%	94.5%
Minnesota	251	146	58%	72	29%	33	13%	67%	33%	93.2%
Mississippi	548	247	45%	300	55%	1	0%	45%	55%	77.9%
Missouri	666	234	35%	384	58%	48	7%	38%	62%	81.4%
Montana	146	47	32%	94	64%	5	3%	33%	67%	76.0%
Nebraska	168	61	36%	86	51%	21	13%	41%	59%	83.3%
Nevada	152	68	45%	71	47%	13	9%	49%	51%	89.4%
New Hampshire	96	25	26%	69	72%	2	2%	27%	73%	70.2%
New Jersey	337	179	53%	148	44%	10	3%	55%	45%	93.4%
New Mexico	268	119	44%	136	51%	13	5%	47%	53%	92.3%
New York	516	290	56%	152	29%	74	14%	66%	34%	91.8%
North Carolina	999	525	53%	432	43%	42	4%	55%	45%	91.7%
North Dakota	77	21	27%	48	62%	8	10%	30%	70%	82.8%
Ohio	749	327	44%	355	47%	67	9%	48%	52%	83.8%
Oklahoma	467	200	43%	224	48%	43	9%	47%	53%	86.6%
Oregon	340	192	56%	76	22%	72	21%	72%	28%	96.2%
Pennsylvania	757	249	33%	401	53%	107	14%	38%	62%	85.2%
Rhode Island	30	14	47%	15	50%	1	3%	48%	52%	87.5%
South Carolina	633	286	45%	315	50%	32	5%	48%	52%	93.9%
South Dakota	81	20	25%	58	72%	3	4%	26%	74%	74.2%
Tennessee	736	349	47%	336	46%	51	7%	51%	49%	88.9%
Texas	2,382	1,238	52%	929	39%	215	9%	57%	43%	91.6%
Utah	174	83	48%	77	44%	14	8%	52%	48%	87.9%
Vermont	45	24	53%	20	44%	1	2%	55%	45%	80.0%
Virginia	514	216	42%	296	58%	2	0%	42%	58%	79.0%
Washington	332	173	52%	109	33%	50	15%	61%	39%	94.7%
West Virginia	186	73	39%	80	43%	33	18%	48%	52%	86.8%
Wisconsin	431	204	47%	184	43%	43	10%	53%	47%	88.4%
Wyoming	71	21	30%	48	68%	2	3%	30%	70%	80.5%
U.S. Total	**23,714**	**11,282**	**48%**	**10,428**	**44%**	**2,004**	**8%**	**52%**	**48%**	**90.1%**
Puerto Rico	130	48	37%	82	63%	0	0	37%	63%	93.8%

Source: FARS 2016 ARF; Pickrell, 2017. Shaded States are those with primary seat belt laws in 2016.
*Observed Seat Belt Use Rates were obtained from probability-based observational surveys conducted by each State. Observations were made of moving traffic, not crashes.

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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 https://www.nhtsa.gov/research-data/. 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, Motorcycles, Older Population, Passenger Vehicles, Pedestrians, Rural/Urban Comparison of Traffic Fatalities, 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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