Traffic Safety Facts

2015 Data

July 2017

DOT HS 812 409

NHTSA

Key Findings

- There were 35,092 traffic fatalities in 2015. Among them, 9,557 (27%) were in crashes where at least one driver was speeding.
- The number of speeding-related fatalities in 2015 increased by 3 percent from 2014, from 9,283 to 9,557.
- In 2015, 32 percent of 15- to 20-year-old and 21- to 24-year-old male drivers involved in fatal crashes were speeding, the highest among the age groups presented.
- In 2015, 45 percent of all speeding drivers in fatal crashes had been drinking, compared to 20 percent of non-speeding drivers involved in fatal crashes.
- In 2015, 33 percent of motorcycle riders involved in fatal crashes were speeding, more than drivers of any other vehicle type.
- In fatal crashes in 2015, nearly half (46%) of speeding passenger vehicle and motorcycle drivers were unrestrained at the time of crash, compared to 24 percent of non-speeding passenger vehicle and motorcycle drivers.
- In 2015, 15 percent of speeding-related fatalities occurred on Interstate highways.

U.S. Department of Transportation

National Highway Traffic Safety Administration

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Speeding

NHTSA considers a crash to be speeding-related if any driver in the crash was charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash. In this fact sheet, information on 2015 speeding-related fatal crashes is presented in the following order:

- Overview
- Driver Characteristics
- Alcohol
- Restraint Use
- Environmental Characteristics
- Speeding-Related Fatalities by State

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).

Overview

In 2015, there were 48,613 drivers involved in 32,166 fatal crashes, in which 35,092 people lost their lives. Eighteen percent of the drivers involved were speeding at the time of the crash, and 27 percent of those killed were in a crash involving at least one speeding driver.

Table 1 shows the total number of traffic fatalities, and the number and percent of fatalities that were speeding-related, for the most recent 10 years of data. The number of speeding-related fatalities increased by 3 percent, from 9,283 in 2014 to 9,557 in 2015.

Table 1
Total Traffic Fatalities, Number and Percent by Speeding-Related Status, 2006–2015

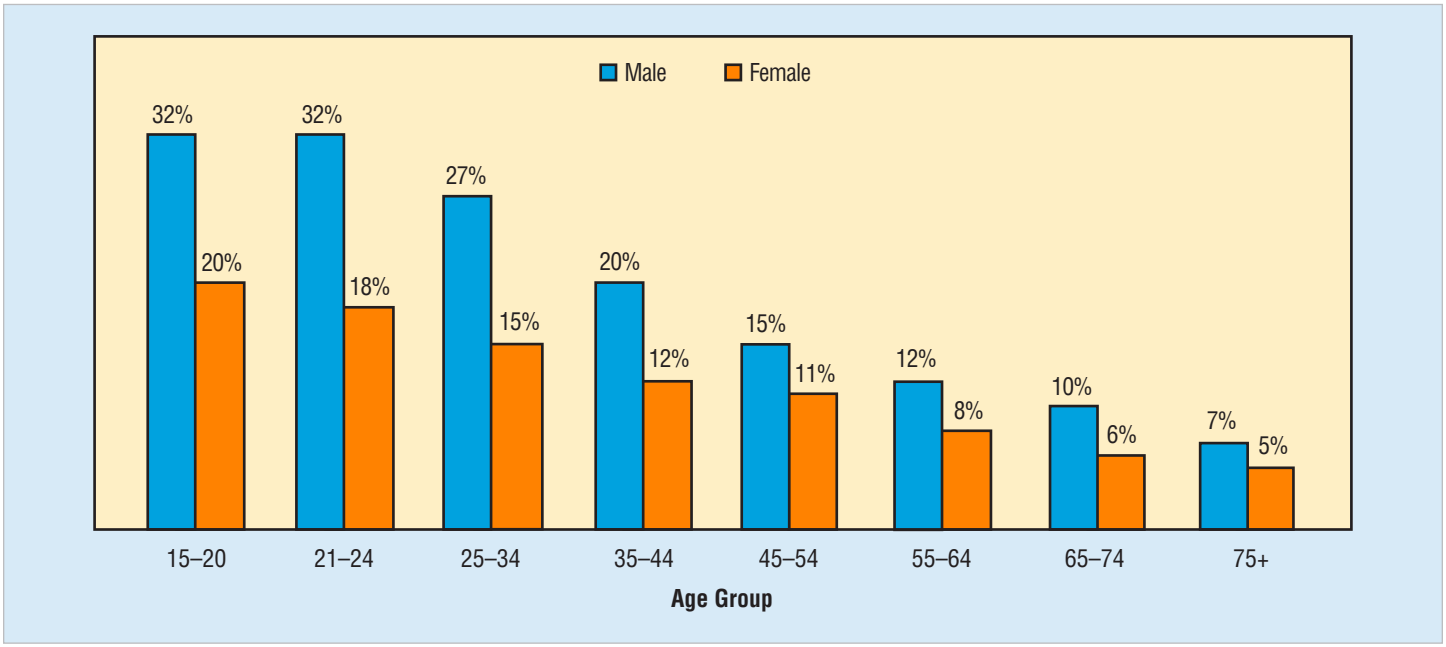
Year	Total Fatalities	Not Speeding		Speeding	
		Number	%	Number	%
2006	42,708	29,099	68%	13,609	32%
2007	41,259	28,119	68%	13,140	32%
2008	37,423	25,656	69%	11,767	31%
2009	33,883	23,219	69%	10,664	31%
2010	32,999	22,491	68%	10,508	32%
2011	32,479	22,478	69%	10,001	31%
2012	33,782	23,453	69%	10,329	31%
2013	32,893	23,197	71%	9,696	29%
2014	32,744	23,461	72%	9,283	28%
2015	35,092	25,535	73%	9,557	27%

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

Driver Characteristics

Figure 1 presents the percentage of drivers who were speeding when involved in fatal crashes, by age groups, separately by gender. The proportion of involvement in speeding-related crashes to all fatal crashes decreased with increasing driver age, and female drivers were speeding less frequently than male drivers across all age groups. Young male drivers were the most likely to be speeding at the time of a fatal crash. In 2015, nearly a third (32%) of male drivers in the 15- to 20-year-old and 20- to 24-year-old age groups involved in fatal crashes were speeding at the time of the crash, compared to 20 and 18 percent, respectively, for the female drivers in the same age groups.

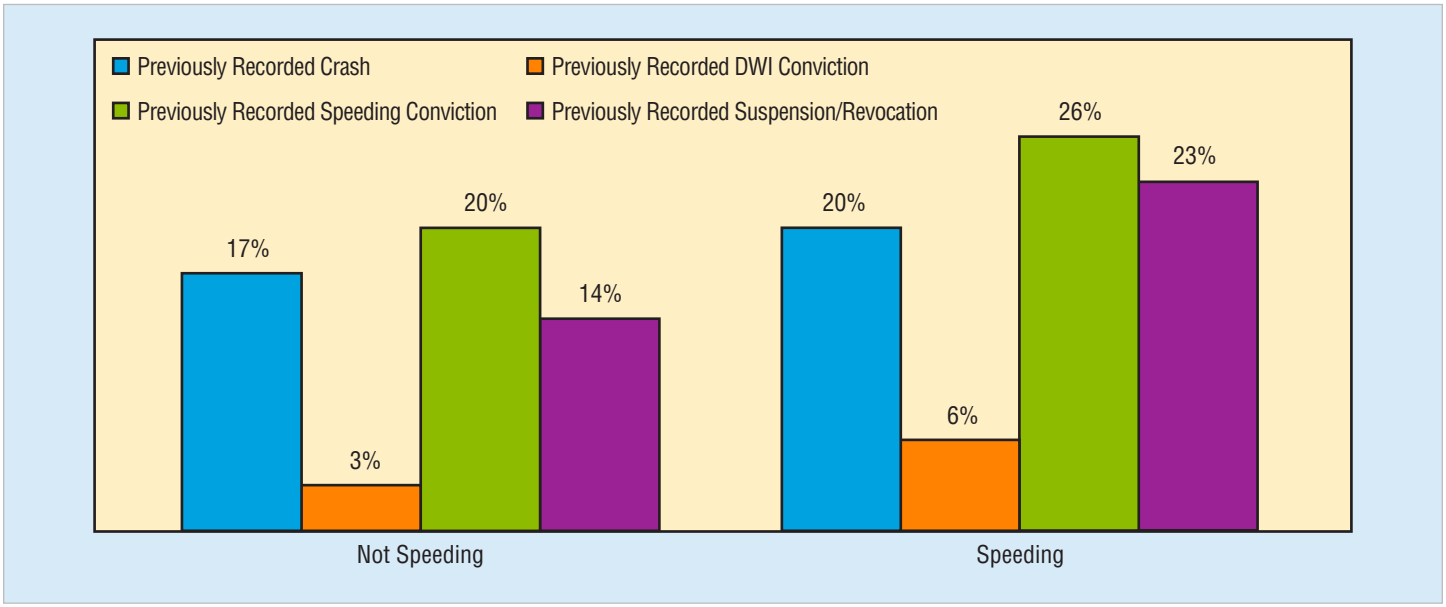
Figure 1
Percentage of Speeding Drivers in Fatal Crashes, by Age and Gender, 2015



Source: FARS 2015 ARF.

In 2015, 24 percent of speeding drivers involved in fatal crashes did not have a valid driver's license at the time of the crash, compared to 12 percent of non-speeding drivers. In Figure 2, the previous driving records of drivers involved in fatal crashes are presented, separately for speeding and non-speeding drivers. FARS data contains information on driver records for the previous 5 years. Note that speeding drivers were more likely to have a previously recorded crash, license suspension or revocation, and/or speeding or DWI conviction than non-speeding drivers.

Figure 2
Previous Driving Records of Drivers Involved in Fatal Crashes, by Speeding Status, 2015



Source: FARS 2015 ARF.
Note: Previous driving record reflects 5 years prior to crash.

Alcohol

'No Alcohol' refers to those drivers who had a blood alcohol concentration (BAC) of .00. All 50 States, the District of Columbia, and Puerto Rico have by law set a limit that it is illegal to drive with a BAC of .08 grams per deciliter (g/dL) or higher. Drivers are considered to be *alcohol-impaired* when their BACs are .08 or higher, while *alcohol-involved* is defined as having any alcohol in the drivers' systems (BAC of .01 or higher). In addition, those under the age of 21 are legally prohibited from drinking alcohol in all States.

Alcohol involvement was found to be more common among speeding drivers in fatal crashes than those drivers who were not speeding. Close to half (45%) of the speeding drivers of passenger vehicles and motorcycles who were involved in fatal crashes had been drinking (BAC of .01 or more), compared to 20 percent of non-speeding drivers (see Table 2). Twenty-seven percent of speeding drivers involved in fatal crashes had BACs of .15 or greater, while 11 percent of non-speeding drivers were in this BAC range. Drivers who were speeding when involved in a fatal crash were more likely to have been drinking—and drinking more—than those drivers who were not speeding.

Table 2
Alcohol Involvement of Passenger Vehicle and Motorcycle Drivers in Fatal Crashes, by Speeding Involvement, 2015

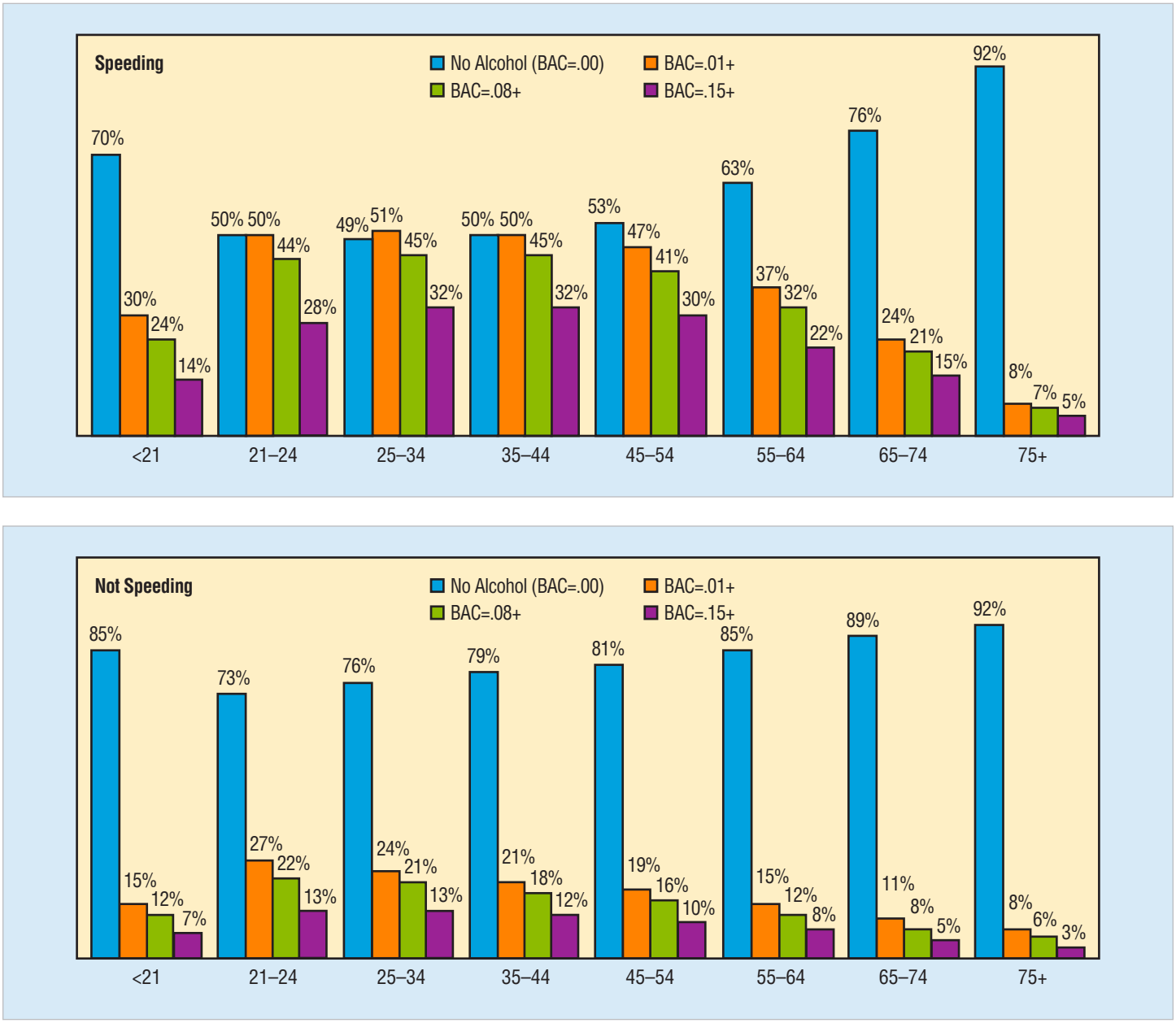
Speeding Involvement	No Alcohol (BAC=.00)		BAC=.01+		BAC=.08+		BAC=.15+	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Speeding	4,529	55%	3,753	45%	3,284	40%	2,252	27%
Not Speeding	27,670	80%	7,102	20%	5,839	17%	3,726	11%
Total	32,199	75%	10,855	25%	9,123	21%	5,978	14%

Source: FARS 2015 ARF.
Note: There is overlap in the counts of drivers with alcohol. Drivers with BACs of .08+ are included in the group with BAC .01+, and drivers with BACs of .15+ are included in both the .01+ and .08+ groups.

Figure 3 presents two graphs, one for speeding drivers involved in fatal crashes and the other for drivers not speeding. Each bar represents the percentage of drivers who were in each alcohol group, separately by age groups. Far more frequently, drivers who were not speeding had not been drinking alcohol. Regarding Figure 3, note that the group with the BAC level of .01+ includes those drivers who were at .08+ and those at .15+, and that the .08+ BAC group includes those with .15+ BAC levels. Only drivers of known ages are included.

Figure 3

Percentage by BAC Level of Drivers Involved in Fatal Traffic Crashes, by Age Group and Speeding Involvement, 2015



Source: FARS 2015 ARF.

For every age group from those under 21 through those 65 to 74, speeding drivers involved in fatal crashes in 2015 were alcohol-impaired (BACs of .08 or higher) more than twice as often as those not. In 2015, 40 percent of all speeding drivers in fatal crashes had BACs of .08 or higher, compared to only 17 percent of non-speeding drivers involved in fatal crashes.

In 2015, 30 percent of speeding drivers under 21 who were involved in fatal crashes had BACs of .01 or higher (alcohol-involved, but prohibited for this age group), 24 percent of speeding drivers in this age group had BACs of .08 or higher (alcohol-impaired), and 14 percent had BACs of .15 or more. In contrast, 15 percent of the non-speeding drivers under 21 involved in fatal crashes in 2015 had

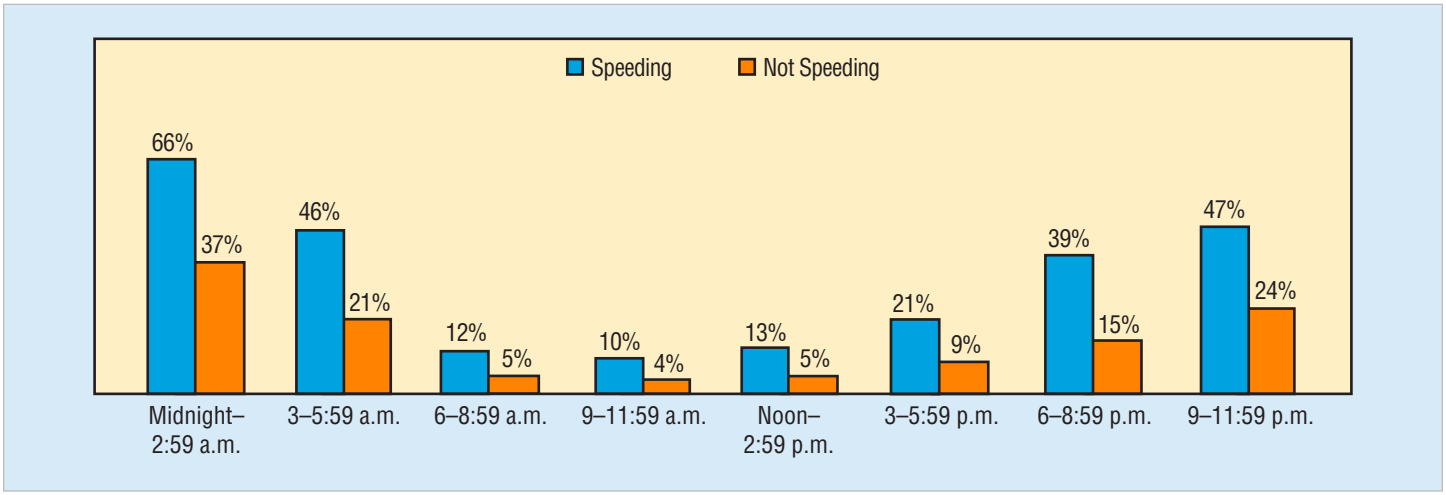
BACs of .01 or higher, 12 percent had BACs of .08 or higher, and 7 percent had BACs of .15 or more.

For drivers 21 to 24 years old who were involved in fatal crashes in 2015, 44 percent of speeding drivers had BACs of .08 g/dL or higher, compared to only 22 percent of non-speeding drivers. Among both speeding and non-speeding drivers, the percentage of those who were alcohol-impaired was highest in the 21-to-24 and 25-to-34 age groups, and then decreased with age. Also note that, except for those 75 and older, the percentage of drivers in fatal crashes with a BAC of .15 and above was two to three times higher when the driver was speeding.

The percent of drivers in fatal crashes who were alcohol-impaired in 2015 is presented in Figure 4 for both speeding and non-speeding drivers by time of day, separately for weekdays and weekends. Fewer drivers involved in fatal crashes during daytime hours were alcohol-impaired than those at night, regardless of day of week. For every time period, alcohol impairment was more frequent for speeding drivers than for those not speeding, and also more frequent on weekends than weekdays. Midnight to 2:59 a.m. was the time period that drivers involved in fatal crashes were most likely to be alcohol-impaired, both on weekends and weekdays, and whether the driver was speeding or not.

Figure 4a

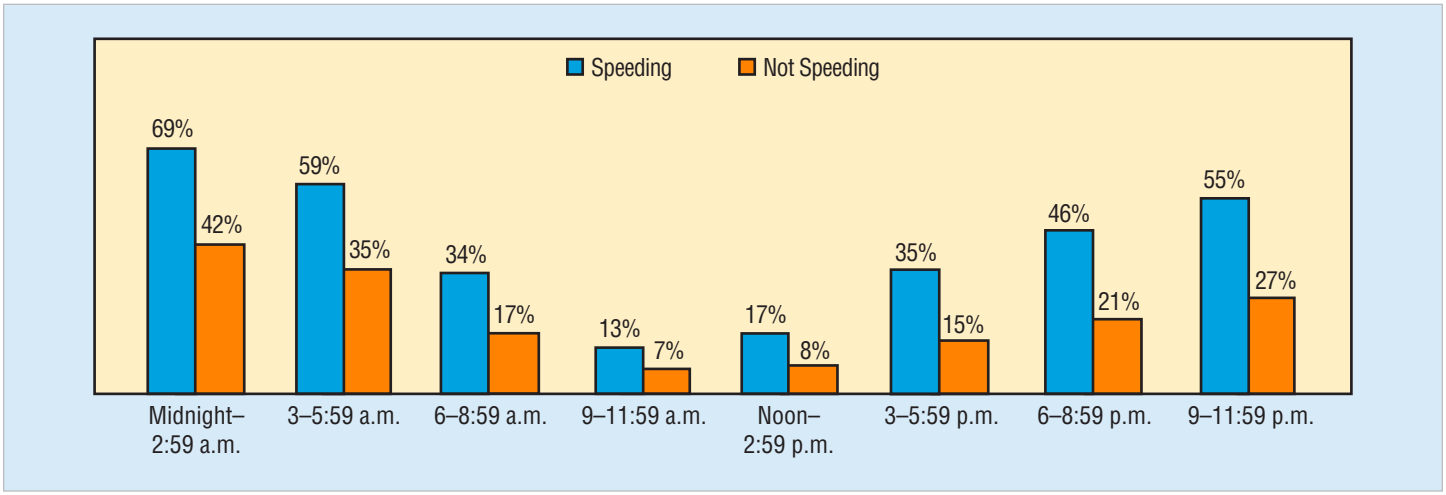
Percentage of Alcohol-Impaired Drivers (BAC=.08+) in Fatal Crashes on Weekdays,* by Speeding Involvement and Time of Day, 2015



Source: FARS 2015 ARF.
*Weekday is defined as 6 a.m. Monday through 5:59 p.m. Friday.
Cases with unknown time of day or day of week not included.

Figure 4b

Percentage of Alcohol-Impaired Drivers (BAC=.08+) in Fatal Crashes on Weekends,* by Speeding Involvement and Time of Day, 2015

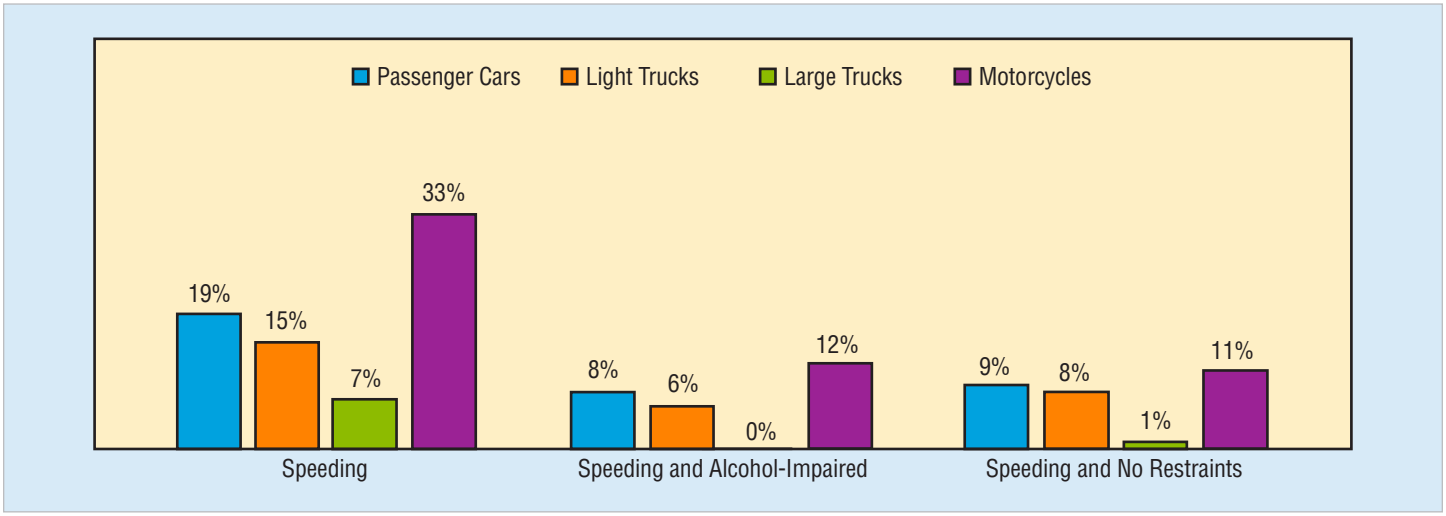


Source: FARS 2015 ARF.
*Weekend is defined as 6 p.m. Friday through 5:59 a.m. Monday.
Cases with unknown time of day or day of week not included.

Figure 5 presents information on speeding drivers involved in fatal crashes in 2015 by vehicle type. The three sections show, respectively, the percentage of drivers who were speeding, those who were both speeding and alcohol-impaired, and those who were speeding while not restrained (wearing a seat belt or, for motorcyclists, wearing a helmet). In 2015, 33 percent of all motorcycle riders (operators) involved in fatal crashes were speeding, compared to 19 percent of passenger car drivers, 15 percent of light-truck drivers, and 7 percent of large-truck drivers. Twelve percent of motorcycle riders involved in fatal crashes were both speeding and alcohol-impaired, compared to 8 percent for passenger car drivers, 6 percent for light-truck drivers, and less than 0.5 percent for large-truck drivers.

Figure 5

Percentage of Speeding, Alcohol Impairment (BAC=.08+), and Failure to Use Restraints Among Drivers Involved in Fatal Crashes, by Vehicle Type, 2015



Source: FARS 2015 ARF.
Note: Restraints for motorcyclists refers to helmets. Among large-truck drivers, speeding and alcohol-impairment was less than 0.5 percent.

Restraint Use

From Figure 5, we see that 11 percent of motorcycle riders involved in fatal crashes were both speeding and unhelmeted; and 9 percent of passenger car drivers, 8 percent of light-truck drivers, and 1 percent of large-truck drivers were both speeding and unrestrained. Looking specifically at passenger vehicle and motorcycle drivers involved in fatal crashes in 2015, nearly half (46%) of those speeding were unrestrained (for motorcycle operators, not wearing a helmet) at the time of the crashes, compared to less than one-fourth (24%) of non-speeding drivers (Table 3).

Table 3

Passenger Vehicle and Motorcycle Drivers, by Speeding Involvement and Restraint Use, 2015

	Restrained	Unrestrained	Unknown Restraint Use	Percent Known Restrained	Percent Known Unrestrained
Speeding	4,144	3,470	668	54%	46%
Not Speeding	24,561	7,550	2,661	76%	24%

Source: FARS 2015 ARF.

Environmental Characteristics

The percentage of drivers who were speeding at the time of their involvement in a fatal crash varied little by month. In 2015, September had the lowest percentage of speeding drivers involved in fatal crashes, 16 percent, while February had the highest percentage, 21 percent.

The number of drivers involved in fatal crashes by time of day (day or night) and day of week (weekend or weekday) in 2015 is shown in Table 4, separately by speeding involvement. Drivers involved in fatal crashes tended to be speeding more frequently at night when 21 percent of the drivers were speeding, than during the day, when 15 percent of them were speeding. On weekends, drivers involved in fatal crashes were speeding 22 percent of the time, compared to 16 percent of the time on weekdays.

Table 4
Drivers Involved in Fatal Crashes by Daytime/Nighttime, Weekday/Weekend, and Speeding Involvement, 2015

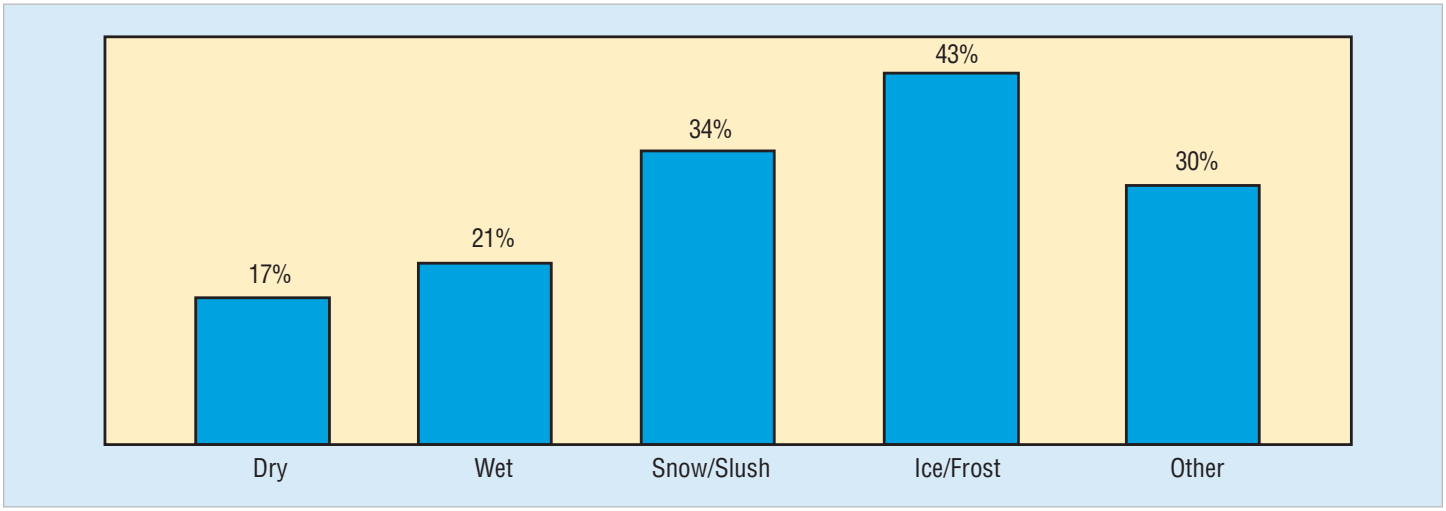
	Weekday			Weekend			Total		
	Speeding	Not Speeding	Percent Speeding	Speeding	Not Speeding	Percent Speeding	Speeding	Not Speeding	Percent Speeding
Daytime	2,553	16,395	13%	1,296	5,412	19%	3,849	21,807	15%
Nighttime	2,105	8,640	20%	2,768	9,184	23%	4,873	17,824	21%
Total*	4,675	25,114	16%	4,090	14,673	22%	8,778	39,835	18%

Source: FARS 2015 ARF.
*Total includes those of unknown time of the day and/or day of the week. Weekend is defined as 6 p.m. Friday through 5:59 a.m. Monday. Daytime is defined as 6 a.m. through 5:59 p.m., and nighttime as 6 p.m. through 5:59 a.m.

Looking at time of day and day of week together, the percentage of drivers who were speeding when involved in fatal crashes was highest during nighttime weekend hours, when 23 percent of the drivers were speeding. Drivers involved in fatal crashes during the daytime on weekdays had the lowest incidence of speeding, at 13 percent. Drivers involved in fatal crashes were more likely to be speeding on weekends, regardless of the time of day, and also more likely to be speeding at nighttime regardless of the day of the week.

Information on the combination of speeding and weather condition is presented in Figure 6. Speeding was a factor for 17 percent of the fatalities on dry roads in 2015, 21 percent of those on wet roads, 34 percent when there was snow or slush on the road, and 43 percent of drivers involved in fatal crashes that occurred on roads with ice or frost. "Driving too fast for conditions" is one of the reasons a driver can be noted as speeding. Driving at a certain speed on a dry road may be considered safe, but driving at that same speed when the road is covered with snow or ice might be considered by police to be "too fast for conditions."

Figure 6
Percentage of Speeding-Related Traffic Fatalities, by Roadway Surface Condition, 2015

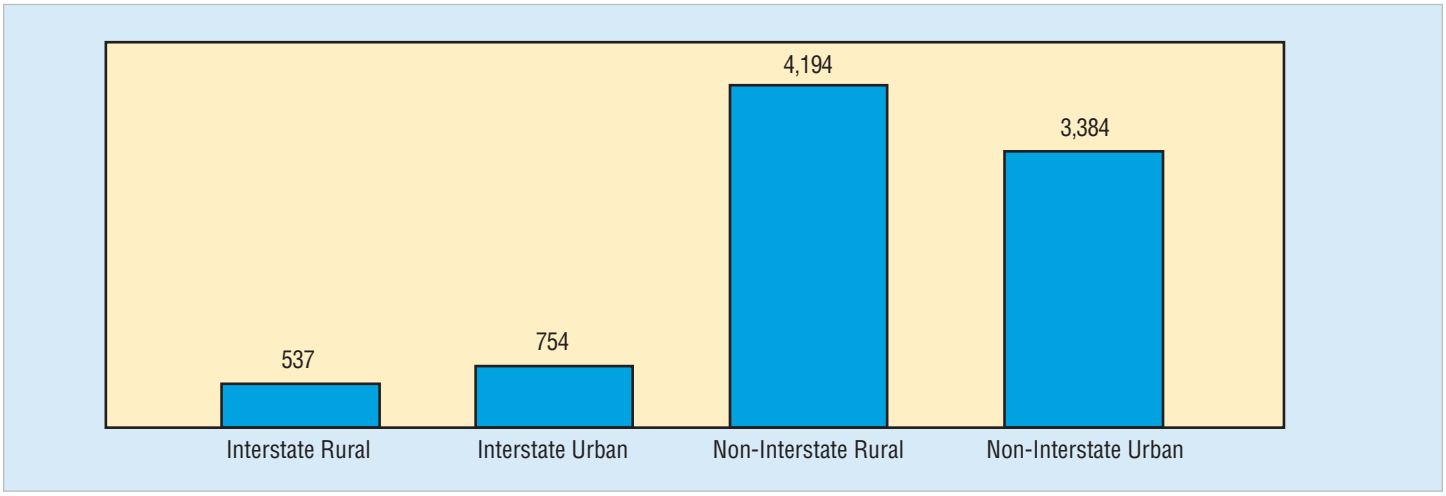


Source: FARS 2015 ARF.
Note: Other road surface condition includes sand, standing or moving water, oil, mud, dirt, gravel, and other.

In 2015, speeding was involved in 28 percent of the fatal crashes that occurred in construction/maintenance zones. This proportion hardly differs from that of fatal crashes involving speeding that occurred outside of construction/maintenance zones (27%). The concern about speeding in construction/maintenance zones is the added danger posed by construction equipment, changes in roadway design and markings, and increased pedestrian activity.

The number of fatalities in speeding-related crashes is shown by roadway function class in Figure 7. Of the 8,869 speeding-related fatalities in traffic crashes in 2015 with known roadway function class, nearly half (4,194, or 47%) occurred on rural non-Interstate roads. Overall, only 15 percent (1,291) occurred on Interstate highways, rural and urban combined.

Figure 7
Speeding-Related Fatalities by Roadway Function Class, 2015



Source: FARS 2015 ARF.
Note: Fatalities on unknown function class not included.

Speeding-Related Fatalities by State

Table 5 shows the number of speeding-related traffic fatalities in each State in 2015, by roadway function class. Definitions and further information on the Highway Functional Classification System is available at www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf.

Nationwide in 2015, 27 percent of all traffic fatalities were speeding-related. Among all States, the number of total fatalities in motor vehicle traffic crashes (regardless of speeding status) in 2015 ranged from a high of 3,516 in Texas to a low of 23 in the District of Columbia. The number of traffic crash fatalities in any State depends on many factors, including the size and population of the State, roadway mileage, and statewide vehicle miles traveled. Additional State- and county-level data is available at NHTSA's State Traffic Safety Information website: https://cdan.nhtsa.gov/stsi.htm.

The States with the most speeding-related traffic fatalities in 2015 were:

- Texas (1,105)
- California (955)
- North Carolina (547)
- Pennsylvania (540)

The States with the fewest speeding-related traffic fatalities in 2015 were:

- District of Columbia (7)
- Rhode Island (20)
- Vermont (21)
- Alaska (22)

The States with the highest percentage of traffic fatalities that were speeding-related in 2015 were:

- New Hampshire (49%)
- Pennsylvania (45%)
- Rhode Island (44%)
- New Mexico (44%)
- Hawaii (43%)

The States with the lowest percentage of traffic fatalities that were speeding-related in 2015 were:

- Florida (11%)
- Virginia (14%)
- Mississippi (14%)
- Nebraska (15%)
- Iowa (15%)

Table 5

Speeding-Related Traffic Fatalities, by State and Roadway Function Class, 2015

State	Total Traffic Fatalities	Speeding-Related Fatalities		Speeding-Related Fatalities by Roadway Function Class						
		Total	Percentage of Total Traffic Fatalities	Interstate Rural	Interstate Urban	Non-Interstate Freeway and Expressway	Non-Interstate Other Principal Arterial	Non-Inter-state Minor Arterial	Non-Interstate Collector	Non-Interstate Local
Alabama	849	236	28%	10	6	1	35	54	66	36
Alaska	65	22	34%	7	4	0	2	1	6	1
Arizona	893	307	34%	37	23	18	83	57	38	51
Arkansas	531	90	17%	4	5	7	17	15	12	30
California	3,176	955	30%	51	127	203	206	172	123	72
Colorado	546	216	40%	20	17	5	77	32	38	26
Connecticut	266	73	27%	1	11	10	12	21	8	9
Delaware	126	34	27%	0	0	0	6	2	12	5
Dist. of Columbia	23	7	30%	0	1	0	0	0	0	6
Florida	2,939	320	11%	7	8	5	80	16	2	45
Georgia	1,430	268	19%	6	26	5	48	54	61	68
Hawaii	94	40	43%	0	4	0	25	11	0	0
Idaho	216	49	23%	7	1	0	9	6	12	3
Illinois	998	369	37%	17	42	2	94	78	74	62
Indiana	821	232	28%	18	15	1	43	39	55	61
Iowa	320	49	15%	2	2	1	13	9	9	13
Kansas	355	128	36%	5	6	3	39	16	24	35
Kentucky	761	140	18%	7	2	7	19	25	60	20
Louisiana	726	165	23%	12	9	1	35	27	44	35
Maine	156	60	38%	2	0	1	8	3	27	19
Maryland	513	121	24%	0	11	1	4	11	9	7
Massachusetts	306	80	26%	0	12	1	24	17	12	14
Michigan	963	264	27%	19	15	16	52	61	45	55
Minnesota	411	82	20%	5	1	1	11	25	23	16
Mississippi	677	96	14%	1	3	1	10	35	22	24
Missouri	869	310	36%	17	26	24	57	47	70	69
Montana	224	91	41%	11	0	1	22	7	26	23
Nebraska	246	37	15%	2	2	2	12	10	0	9
Nevada	325	111	34%	6	12	7	26	37	8	13
New Hampshire	114	56	49%	1	7	1	18	5	7	17
New Jersey	562	128	23%	0	7	17	27	38	20	2
New Mexico	298	130	44%	12	12	4	31	20	14	24
New York	1,121	343	31%	12	21	17	80	39	25	149
North Carolina	1,379	547	40%	24	30	17	275	33	49	119
North Dakota	131	43	33%	2	0	1	15	12	6	7
Ohio	1,110	207	19%	4	11	10	20	47	67	46
Oklahoma	643	171	27%	9	11	6	28	22	40	55
Oregon	447	118	26%	11	4	0	32	21	35	15
Pennsylvania	1,200	540	45%	23	37	10	109	100	89	146
Rhode Island	45	20	44%	1	3	4	5	3	0	4
South Carolina	977	361	37%	47	17	16	63	119	59	40
South Dakota	133	31	23%	6	3	0	9	2	8	3
Tennessee	958	187	20%	4	26	1	31	43	45	37
Texas	3,516	1,105	31%	78	130	80	214	125	151	0
Utah	276	58	21%	4	11	4	15	2	12	6
Vermont	57	21	37%	0	2	0	6	1	9	3
Virginia	753	104	14%	4	6	4	28	25	25	8
Washington	568	156	27%	6	15	7	26	27	47	27
West Virginia	268	66	25%	2	6	2	8	17	16	15
Wisconsin	566	167	30%	10	3	2	44	38	39	31
Wyoming	145	46	32%	3	1	0	15	4	9	13
U.S. Total	**35,092**	**9,557**	**27%**	**537**	**754**	**527**	**2,168**	**1,631**	**1,658**	**1,594**
Puerto Rico	309	118	38%	7	11	1	35	36	23	5

Source: FARS 2015 ARF.

Note: The total columns for all traffic fatalities and for speeding-related fatalities include fatalities that occurred on roads for which the function class was unknown.

Drivers involved in fatal crashes who were speeding were more frequently found to have been drinking alcohol (Table 2). Speeding drivers also tended to wear their seat belts or motorcycle helmets less frequently (Table 3). Table 6 provides information by State on passenger vehicle drivers and motorcycle riders by alcohol involvement and restraint use (seat belt or helmet, as appropriate), each by speeding status. Within each group, the percentage who were unrestrained or alcohol-involved is also shown. The following statements pertain to passenger vehicle drivers and motorcyclists involved in fatal crashes in 2015.

- There was a total of 43,054 passenger vehicle drivers and motorcycle riders involved in fatal crashes in 2015. Washington, DC, had the fewest of these drivers involved in fatal crashes (27) and Texas the most (4,175).
- Among those drivers who were speeding, none were unrestrained in the District of Columbia. California had the next-smallest non-zero percentage being unrestrained (20%) and Wyoming had the highest percentage (76%). Nationally, 46 percent of these speeding drivers were unrestrained.
- Drivers who were not speeding were least frequently unrestrained in the District of Columbia (5%) and most frequently unrestrained in South Dakota (60%). Nationally, 24 percent of these drivers were unrestrained.
- In every State (and excluding the District of Columbia), speeding drivers were unrestrained more frequently than those who were not speeding. The difference between the two was largest in Maine (a 44-percentage-point difference), and smallest in Idaho and California (each having a 10-percentage-point difference). Nationally, the difference in restraint nonuse between the percentage of speeding passenger vehicle/motorcycle drivers and those not speeding was 22 percentage points.
- Utah had the smallest percentage of speeding drivers that were alcohol-involved (17%), followed by Indiana and Arkansas, each at 33 percent. North Dakota had the highest percentage of speeding drivers who were alcohol-involved (66%). Nationwide, 45 percent of these drivers were speeding and had been drinking.
- The lowest percentage of non-speeding drivers who were alcohol-involved was in Utah (11%), and the highest percentage was in North Dakota (34%). Nationally, 20 percent of these non-speeding drivers involved in fatal crashes were alcohol-involved.
- In every State, in fatal crashes, speeding drivers had been drinking more frequently than non-speeding drivers. The largest difference was in Alaska (44 percentage points), and the smallest in Utah (a difference of just 6 percentage points). Nationwide, the difference between speeding and non-speeding passenger vehicle and motorcycle drivers in fatal crashes was 25 percentage points.

The suggested APA format citation for this document is:

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For More Information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), 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. 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, Motorcycles, Occupant Protection, Older Population, Passenger Vehicles, Pedestrians, Rural/Urban Comparisons, School Transportation-Related Crashes, 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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Table 6

Passenger Vehicle and Motorcycle Drivers Involved in Fatal Crashes, by Speeding Status, Known Restraint Use, and Alcohol Involvement, by State, 2015

State	Total Drivers Involved	Speeding			Not Speeding			Speeding			Not Speeding		
		Known Restrained	Known Unrestrained	Percent Known Unrestrained	Known Restrained	Known Unrestrained	Percent Known Unrestrained	No Alcohol (BAC=.00)	BAC=.01+	Percent Alcohol Involved	No Alcohol (BAC=.00)	BAC=.01+	Percent Alcohol Involved
Alabama	1,044	73	122	63%	553	232	30%	117	88	43%	671	168	20%
Alaska	77	9	5	36%	38	12	24%	6	9	60%	52	10	16%
Arizona	1,049	107	132	55%	521	185	26%	137	120	47%	653	139	18%
Arkansas	650	34	39	53%	355	176	33%	52	26	33%	446	126	22%
California	3,945	627	159	20%	2,611	300	10%	511	335	40%	2,493	606	20%
Colorado	699	84	95	53%	353	129	27%	115	73	39%	417	94	18%
Connecticut	332	28	36	56%	165	59	26%	31	38	55%	186	77	29%
Delaware	166	16	13	45%	67	20	23%	14	18	56%	108	26	19%
Dist. of Col.	27	3	0	0%	18	1	5%	4	3	43%	14	6	30%
Florida	3,788	149	116	44%	2,663	735	22%	143	138	49%	2,804	703	20%
Georgia	1,806	117	90	43%	1,099	310	22%	137	97	41%	1,285	287	18%
Hawaii	117	15	15	50%	53	12	18%	19	17	47%	66	16	20%
Idaho	244	19	20	51%	112	79	41%	19	20	51%	153	52	25%
Illinois	1,210	152	120	44%	564	197	26%	169	152	47%	704	186	21%
Indiana	1,003	86	84	49%	534	191	26%	132	65	33%	683	123	15%
Iowa	359	16	26	62%	197	91	32%	26	18	41%	249	67	21%
Kansas	388	52	47	47%	169	93	35%	63	44	41%	237	44	16%
Kentucky	938	58	62	52%	532	283	35%	73	47	39%	673	145	18%
Louisiana	896	65	73	53%	494	191	28%	73	74	50%	562	187	25%
Maine	177	14	39	74%	87	37	30%	21	32	60%	92	32	26%
Maryland	640	71	30	30%	444	48	10%	53	53	50%	411	123	23%
Massachusetts	373	28	29	51%	155	67	30%	39	34	47%	221	79	26%
Michigan	1,296	129	75	37%	802	145	15%	133	105	44%	880	178	17%
Minnesota	508	30	30	50%	286	90	24%	38	28	42%	343	99	22%
Mississippi	771	38	41	52%	438	250	36%	51	29	36%	536	155	22%
Missouri	1,072	96	148	61%	532	206	28%	158	112	41%	682	121	15%
Montana	235	22	55	71%	81	64	44%	36	41	53%	121	37	23%
Nebraska	282	10	17	63%	123	97	44%	15	15	50%	195	57	23%
Nevada	406	59	28	32%	231	52	18%	54	41	43%	245	66	21%
New Hampshire	135	15	36	71%	52	31	37%	26	27	51%	72	11	13%
New Jersey	662	69	31	31%	448	80	15%	63	42	40%	480	77	14%
New Mexico	316	41	53	56%	150	39	21%	54	53	50%	167	42	20%
New York	1,303	187	81	30%	776	95	11%	160	138	46%	812	194	19%
North Carolina	1,780	287	166	37%	1,054	206	16%	238	238	50%	1,112	192	15%
North Dakota	118	9	24	73%	39	35	47%	12	23	66%	55	28	34%
Ohio	1,411	83	107	56%	731	376	34%	113	91	45%	977	230	19%
Oklahoma	757	56	83	60%	392	185	32%	86	60	41%	505	107	17%
Oregon	530	73	24	25%	281	42	13%	54	60	53%	311	106	25%
Pennsylvania	1,439	178	222	56%	571	262	31%	252	195	44%	830	162	16%
Rhode Island	54	7	10	59%	23	10	30%	8	10	56%	25	11	31%
South Carolina	1,269	135	167	55%	671	252	27%	186	129	41%	757	198	21%
South Dakota	151	6	18	75%	48	71	60%	16	10	38%	94	32	25%
Tennessee	1,206	80	70	47%	723	268	27%	75	84	53%	851	196	19%
Texas	4,175	465	379	45%	2,461	583	19%	461	472	51%	2,262	980	30%
Utah	369	33	23	41%	214	70	25%	48	10	17%	276	35	11%
Vermont	63	6	7	54%	36	10	22%	6	7	54%	43	7	14%
Virginia	914	50	42	46%	573	244	30%	53	39	42%	624	198	24%
Washington	726	85	40	32%	464	63	12%	68	77	53%	493	88	15%
West Virginia	308	20	28	58%	164	67	29%	31	20	39%	215	42	16%
Wisconsin	718	42	82	66%	366	150	29%	63	79	56%	454	122	21%
Wyoming	152	10	31	76%	47	59	56%	23	19	45%	74	36	33%
U.S. Total	**43,054**	**4,144**	**3,470**	**46%**	**24,561**	**7,550**	**24%**	**4,529**	**3,753**	**45%**	**27,670**	**7,102**	**20%**
Puerto Rico	357	48	59	55%	203	43	17%	49	58	54%	187	63	25%

Source: FARS 2015 ARF.
Note: Those with unknown restraint use are included in Total column only.