

Motorcyclists in Crashes (2012)

Oklahoma
Department of Public Safety
Highway Safety Office

3223 N. Lincoln Blvd.
Oklahoma City, OK 73105

Phone: 405.523.1570
Fax: 405.523.1586

www.ohso.ok.gov

Motorcycle Fatal Crashes & Fatalities Five-Year Trend

	2008	2009	2010	2011	2012
Motorcycle Fatal Crashes	85	102	73	88	80
Total Fatal Crashes	673	646	616	609	642
Motorcycle Fatal Crashes as Percentage of Total Fatal Crashes	12.6%	15.8%	11.9%	14.4%	12.5%
Motorcyclist Fatalities	87	105	75	95	83
Total Fatalities	751	737	668	696	708
Motorcyclist Fatalities as Percentage of Total Fatalities	11.6%	14.2%	11.2%	13.6%	11.7%

Definitions

A *motorcycle operator* is the person in control of the motorcycle.

Passenger is any person seated on the motorcycle but not in control of the motorcycle.

Motorcyclist(s) is any combined reference to the motorcycle operator as well as the passenger.

Serious injury includes incapacitating injury and non-incapacitating injury.

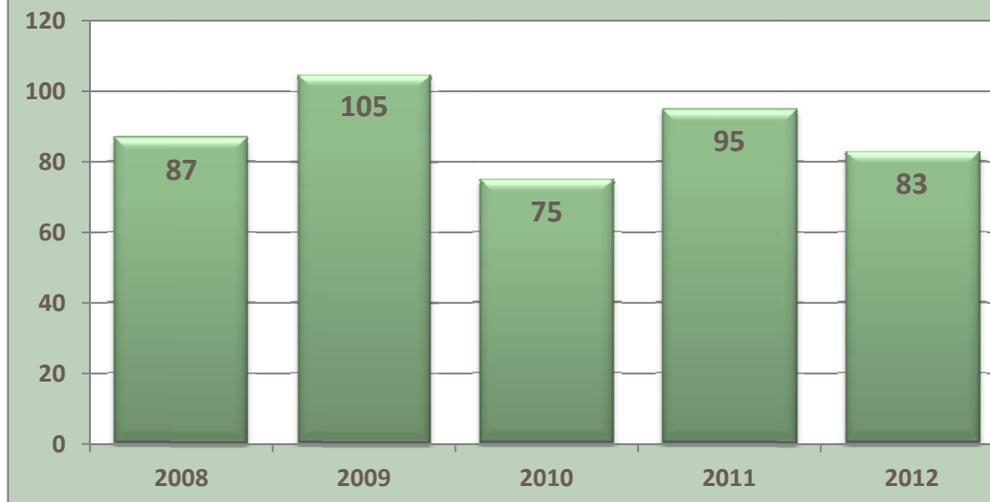
Crash injury severity for this fact sheet is based on the motorcyclist with the most severe injury and does not consider the injury severity of others that may have been involved in the crash.

Fatalities & Injuries

In 2012, there were 80 fatal crashes that resulted in 83 motorcyclist fatalities. In addition, 938 serious injury crashes resulted in 1,059 seriously injured motorcyclists.

- ▶ In 2012, 10.2% of motorcycle operators involved in crashes had been drinking
- ▶ Motorcyclist fatalities decreased 12.6% from 95 in 2011 to 83 in 2012
- ▶ Motorcycle driver license endorsements increased 2.3% from 2011 to 2012
- ▶ In 2012, 25.5% of motorcycle operators involved in crashes were driving at an unsafe speed

Motorcyclist Fatalities



Registrations & Motorcycle Endorsements

In 2012, there were 127,679 registered motorcycles according to the Oklahoma Tax Commission, Motor Vehicle Division. This is a less than one percent increase over the 127,140 registered motorcycles in 2011.

Motorcycle endorsements on Oklahoma driver licenses increased from 211,568 in 2011 to 216,592 in 2012, a 2.3% increase.

Fatalities & Helmet Use

Of the 83 motorcyclists killed in 2012 crashes, 60.2% were not wearing a helmet. Helmet use for another 14.5% of the motorcyclist fatalities was unknown. Of the 50 motorcyclists killed and not wearing a helmet, 84.0% were male.

Fatalities Age & Sex

Of the 83 motorcyclists killed in 2012 crashes, 89.2% were male. Of the motorcyclist fatalities, 43.4% were age 36-55 and 33.7% were age 16-35.

Motorcyclist Fatalities (2012) Person Type, Sex & Helmet Use					
		Helmet Use			Total
		Unknown	Not In Use	Helmet	
Operator	Unknown				
	Female				
	Male	11	42	21	74
	Total	11	42	21	74
Passenger	Unknown				
	Female	1	8		9
	Male				
	Total	1	8		9
Total	Unknown				
	Female	1	8		9
	Male	11	42	21	74
	Total	12	50	21	83

Operator Age & Sex

Of the motorcycle operators involved in fatal and serious injury crashes in 2012, 22.3% were age 46-55, 21.4% were age 26-35 and 19.4% were age 36-45. The vast majority (84.4%) of motorcycle operators involved in fatal and serious injury crashes were male.

Motorcycle Operators in Fatal and Serious Injury Crashes (2012) Operator Age & Operator Sex						
Operator Age	Operator Sex				Total	
	Female		Male			
	Number	% of Total	Number	% of Total	Number	% of Total
Not Stated	1	0.5%	2	0.2%	3	0.3%
Under 16	2	1.1%	12	1.2%	14	1.2%
16 - 25	29	15.6%	184	18.3%	213	17.8%
26 - 35	29	15.6%	227	22.5%	256	21.4%
36 - 45	49	26.3%	183	18.2%	232	19.4%
46 - 55	50	26.9%	216	21.4%	266	22.3%
56 - 65	22	11.8%	143	14.2%	165	13.8%
66 - 75	4	2.2%	40	4.0%	44	3.7%
76+			1	0.1%	1	0.1%
Total	186	100.0%	1,008	100.0%	1,194	100.0%

Motorcyclist Fatalities (2012) Motorcyclist Age & Sex			
Motorcyclist Age	Motorcyclist Sex		
	Female	Male	Total
Under 16			
16 - 25		14	14
26 - 35		14	14
36 - 45	2	16	18
46 - 55	6	12	18
56 - 65	1	12	13
66 - 75		6	6
76+			
Total	9	74	83

Alcohol-Related

Of the 1,194 motorcycle operators involved in fatal and serious injury crashes, 122 (10.2%) had an alcohol-related driver condition. Of the motorcycle operators with an alcohol-related driver condition, 98.4% were male and 28.7% were age 36-45, 21.3% were age 26-35 and 19.7% were age 46-55.

Motorcycle Operator Contributing Factor

Some 25.5% of motorcycle operators in 2012 fatal and serious injury crashes were driving at an unsafe speed, 6.2% made an improper act or movement, 5.5% were inattentive and 5.1% were following too closely.

A closer look at the primary contributing factor of unsafe speed by motorcycle operators shows that 43.0% were driving at an unsafe speed on a curve or turn, 21.5% were exceeding the legal limit and 13.2% were driving at an unsafe speed for traffic conditions.

Motorcycle Operators (2012) in Fatal & Serious Injury Crashes Operator Contributing Factor		
Contributing Factor	Operators	% of Total
Changed Lanes Unsafely	13	1.3%
Failed To Stop	10	1.0%
Failed To Yield	22	2.1%
Followed Too Closely	53	5.1%
Improper Overtaking	11	1.1%
Improper Parking	1	0.1%
Improper Start	1	0.1%
Improper Turn	11	1.1%
Inattention	57	5.5%
Left of Center	7	0.7%
No Improper Action by Driver	452	43.5%
Other Improper Act/Movement	64	6.2%
Stopped in Traffic Lane	0	0.0%
Unsafe Speed	265	25.5%
Unsafe Vehicle	20	1.9%
Wrong Way	2	0.2%
DUI-Alcohol	45	4.3%
DUI-Drugs	4	0.4%
Total	1,038	100.0%

Motorcycle Operators (2012) In Fatal & Serious Injury Crashes Contributing Factor of Unsafe Speed		
Contributing Factor	Operators	% of Total
Unsafe Speed - Driver's Ability (Age)	3	1.1%
Unsafe Speed - Inexperienced Driver (Young)	13	4.9%
Unsafe Speed - Exceeding Legal Limit	57	21.5%
Unsafe Speed - For Traffic Conditions	35	13.2%
Unsafe Speed - For Type of Roadway	13	4.9%
Unsafe Speed - Rain or Wet Roadway	4	1.5%
Unsafe Speed - Wind	2	0.8%
Unsafe Speed - Other Weather Conditions		
Unsafe Speed - Vehicle Condition	1	0.4%
Unsafe Speed - View Obstruction	2	0.8%
Unsafe Speed - On Curve/Turn	114	43.0%
Unsafe Speed - Impeding Traffic		
Unsafe Speed - Other	21	7.9%
Total	265	100.0%

Time & Day

In 2012 there were a total of 80 fatal motorcycle crashes and 938 serious injury crashes.

Both fatal and injury crashes occurred more often between 4:00 p.m. (16:00) and 7:59 p.m. (19:59).

Both fatal and severe injury crashes occurred more often on Saturday than any other day of the week.

