

Oklahoma Highway Safety Fact Sheet



Motorcycles in 2004 Crashes

March 16, 2006

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Fatalities, Injuries, & Crashes

In Oklahoma in 2004, there were 1,119 reported crashes involving motorcycles. This is 1.5% of the total crashes in 2004 and a 4.5% increase over the 1,071 motorcycle crashes in 2003.

These crashes resulted in 79 motorcyclist fatalities, 10.2% of the total fatalities. Fatalities increased 83.7% from 43 in 2003 to 79 in 2004.

There were 1,006 motorcyclists injured, 2.4% of the total injured. Injuries increased 2.4% from 982 in 2003 to 1,006 in 2004.

Registration & License

In 2004, there were 83,879 registered motorcycles according to the Oklahoma Tax Commission.

There were 2,394,692 licensed drivers and 157,537 (6.6%) of these drivers had a motorcycle endorsement on their license.

Fatalities & Helmets

Of the 79 motorcyclist fatalities, 67 were drivers and 12 were passengers. Some 77.2% of the fatalities were not wearing a safety helmet.

Driver Age & Gender

There were 1,139 motorcycle drivers and 152 motorcycle passengers involved in crashes for a total of 1,291 motorcyclists.

Of the 1,139 drivers 14.9% were age 21-25, 12.5% were age 46-50, 12.4% were age 31-35, 10.5% were age 26-30, and 10.3% were age 41-45.

Alcohol/Drug Driver Condition

Some 10.1% of the motorcycle drivers involved in crashes in 2004 had an Alcohol/Drug-Related Driver Condition. Of the drivers with an Alcohol/Drug-Related Driver Condition, 97.4% were male.

Causes

The three primary causes of motorcycle crashes in 2004 were: Unsafe Speed (24.2%), Failed To Yield (13.9%), Inattention (9.8%), and Unknown/No Improper Action (9.8%).

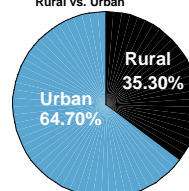
Rural crashes involving motorcycles were primarily caused by Unsafe Speed (35.9%), Unknown/No Improper Action (14.4%), and Inattention (8.9%).

Urban crashes involving motorcycles were primarily caused by Unsafe Speed (17.8%), Failed To Yield (17.8%), Other Improper Act/Movement (11.2%), and Inattention (10.4%).

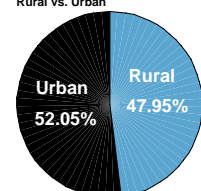
Rural vs. Urban

More than half of the crashes involving a motorcycle were in urban areas. However, fatal crashes involving a motorcycle occurred almost as often in rural areas as they did in urban areas.

2004 Motorcycle Crashes
Rural vs. Urban



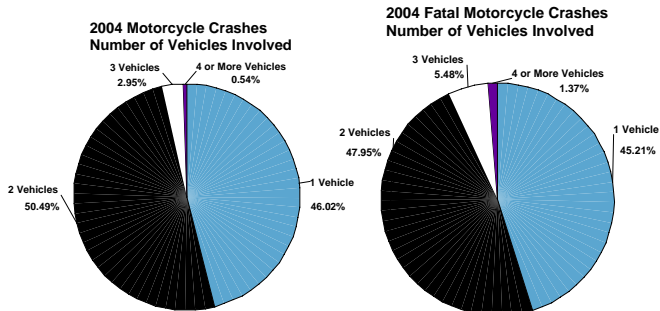
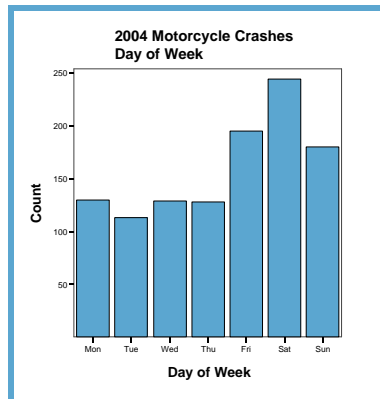
2004 Fatal Motorcycle Crashes
Rural vs. Urban



Number of Vehicles Involved

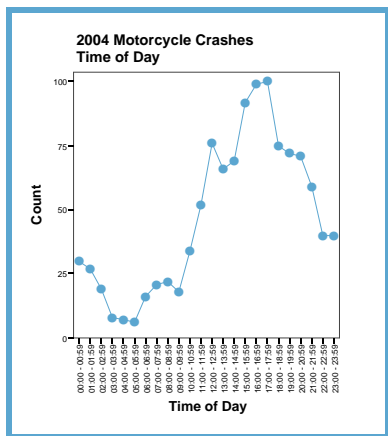
In 52.2% of the crashes involving motorcycles, two vehicles were involved. However, in fatal crashes, 55.3% of the crashes involved only one vehicle.

Time & Day



Motorcycle involved crashes occurred primarily in the afternoon and evening hours.

Saturday had the highest incidence of crashes



involving motorcycles with 21.8% of the total motorcycle crashes.

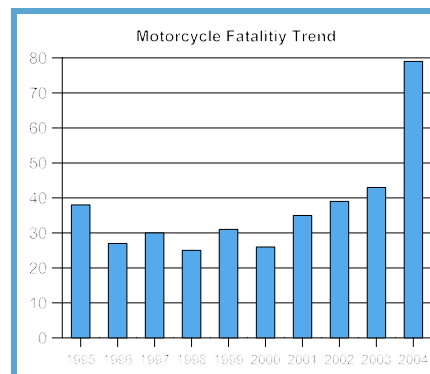
Highway Class

Crashes involving motorcycles primarily occurred on city streets (44.2%), county roads (12.2%), and interstate highways (9.8%).

Fatal crashes involving motorcycles primarily occurred on city streets (31.5%), county roads (19.2%), rural US highway (13.7%), and interstate highway (13.7%).

Fatality Trend

The chart below shows that motorcyclist fatalities are on an upward trend.



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