

# Motorcyclists in Crashes (2015)

Motorcycle Fatal Crashes & Fatalities  
Five-Year Trend

	2011	2012	2013	2014	2015
Motorcycle Fatal Crashes	88	80	87	54	84
Total Fatal Crashes	609	642	621	589	590
Motorcycle Fatal Crashes as Percentage of Total Fatal Crashes	14.4%	12.5%	14.0%	9.2%	14.2%
Motorcyclist Fatalities	95	83	92	55	88
Total Fatalities	696	708	678	669	645
Motorcyclist Fatalities as Percentage of Total Fatalities	13.6%	11.7%	13.6%	8.2%	13.6%

## Definitions

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

A *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.

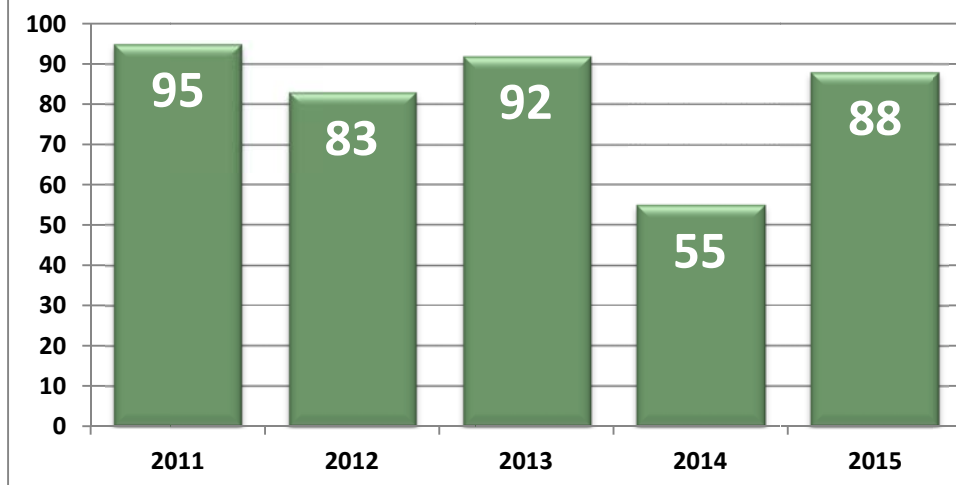
*Serious injury* includes incapacitating injury and non-incapacitating injury.

*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 2015, there were 84 fatal crashes that resulted in 88 motorcyclist fatalities. In addition, 780 serious injury crashes resulted in 854 seriously injured motorcyclists.

Motorcyclist Fatalities



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- ▶ In 2015, 9.4% of motorcycle operators involved in fatal and serious injury crashes had been drinking
- ▶ Motorcyclist fatalities increased 60.0% from 54 in 2014 to 88 in 2015
- ▶ Motorcycle driver license endorsements increased 1.4% from 2014 to 2015
- ▶ In 2015, 27.9% of motorcycle operators involved in fatal and serious injury crashes were driving at an unsafe speed



Registrations & Motorcycle Endorsements

In 2015, there were 129,092 registered motorcycles according to the Oklahoma Tax Commission, Motor Vehicle Division. Motorcycle registrations in 2015 decreased less than one percent from the 129,404 registered motorcycles in 2014.

Motorcycle endorsements on Oklahoma driver licenses increased from 225,332 in 2014 to 228,547 in 2015, a 1.4% increase.

Fatalities & Helmet Use

Of the 88 motorcyclists killed in 2015 crashes, 55.7% were not wearing a helmet. Helmet use for another 13.6% of the motorcyclist fatalities was unknown. Of the 49 motorcyclists killed and not wearing a helmet, 89.8% were male.

Motorcyclist Fatalities (2015) Person Type, Sex & Helmet Use					
		Helmet Use			Total
		Unknown	Not In Use	Helmet	
Operator	Female			3	3
	Male	11	44	24	79
	<b>Total</b>	<b>11</b>	<b>44</b>	<b>27</b>	<b>82</b>
Passenger	Female	1	5		6
	Male				
	<b>Total</b>	<b>1</b>	<b>5</b>		<b>6</b>
Total	Female	1	5	3	9
	Male	11	44	24	79
	<b>Total</b>	<b>12</b>	<b>49</b>	<b>27</b>	<b>88</b>

Fatalities Age & Sex

Of the 88 motorcyclists killed in 2015 crashes, 89.8% were male. Of the motorcyclist fatalities, 21.8% were age 36-45, 20.0% were age 26-35 and 20.0% were age 46-55.

Operator Age & Sex

Of the motorcycle operators with fatal and serious injuries in 2015, 21.7% were age 46-55, 21.5% were age 46-55 and 20.1% were age 26-35. The vast majority (94.8%) of motorcycle operators killed or seriously injured were male.

Motorcycle Operators with Fatal and Serious Injuries (2015) Operator Age & Operator Sex						
Operator Age	Operator Sex				Total	
	Female		Male			
	Number	% of Total	Number	% of Total	Number	% of Total
Unknown						
Under 16			15	1.9%	15	1.8%
16 - 25	8	18.2%	149	18.5%	157	18.5%
26 - 35	4	9.1%	167	20.7%	171	20.1%
36 - 45	10	22.7%	147	18.3%	157	18.5%
46 - 55	15	34.1%	169	21.0%	184	21.7%
56 - 65	6	13.6%	107	13.3%	113	13.3%
66 - 75	1	2.3%	44	5.5%	45	5.3%
76+			7	0.9%	7	0.8%
<b>Total</b>	<b>44</b>	<b>100.0%</b>	<b>805</b>	<b>100.0%</b>	<b>849</b>	<b>100.0%</b>

Motorcyclist Fatalities (2015) Motorcyclist Age & Sex			
Motorcyclist Age	Motorcyclist Sex		
	Female	Male	Total
Under 16			
16 - 25	3	13	16
26 - 35	3	21	24
36 - 45	1	9	10
46 - 55	1	20	21
56 - 65	1	10	11
66 - 75		4	4
76+		2	2
<b>Total</b>	<b>9</b>	<b>79</b>	<b>88</b>

Alcohol-Related

In 2015, of the 849 motorcycle operators with fatal and serious injuries, 80 (9.4%) had an alcohol-related driver condition. Of the motorcycle operators with an alcohol-related driver condition, 98.8% were male and 80.0% were age 26-55.

Motorcycle Operator Contributing Factor

In 2015, 27.9% of motorcycle operators fatally or seriously injured were driving at an unsafe speed, 5.8% made an improper act or movement, 5.1% followed too closely and another 5.1% were alcohol-DUI.

A closer look at the primary contributing factor of unsafe speed by motorcycle operators shows that 40.1% were driving at an unsafe speed on a curve or turn, 15.2% were driving at an unsafe speed for traffic conditions and 13.9% were exceeding the legal limit.

Motorcycle Operators (2015) with Fatal & Serious Injuries Operator Contributing Factor		
Contributing Factor	Operators	% of Total
Changed Lanes Unsafely	11	1.3%
Failed To Stop	12	1.4%
Failed To Yield	18	2.1%
Followed Too Closely	43	5.1%
Improper Overtaking	10	1.2%
Improper Parking	0	0.0%
Improper Start	1	0.1%
Improper Turn	9	1.1%
Inattention	34	4.0%
Left of Center	9	1.1%
Unknown/No Improper Action	39	4.6%
No Improper Action by Driver	305	35.9%
Other Improper Act/Movement	49	5.8%
Stopped in Traffic Lane	1	0.1%
Unsafe Speed	237	27.9%
Unsafe Vehicle	24	2.8%
Wrong Way	0	0.0%
Alcohol DUI/DWI	43	5.1%
Drugs DUI	4	0.5%
Total	849	100.0%

Motorcycle Operators (2015) with Fatal & Serious Injuries Contributing Factor of Unsafe Speed		
Contributing Factor	Operators	% of Total
Unsafe Speed - Driver's Ability (Age)	4	1.7%
Unsafe Speed - Inexperienced Driver (Young)	17	7.2%
Unsafe Speed - Exceeding Legal Limit	33	13.9%
Unsafe Speed - For Traffic Conditions	36	15.2%
Unsafe Speed - For Type of Roadway	10	4.2%
Unsafe Speed - Rain or Wet Roadway	13	5.5%
Unsafe Speed - Wind	4	1.7%
Unsafe Speed - Other Weather Conditions	1	0.4%
Unsafe Speed - Vehicle Condition	1	0.4%
Unsafe Speed - View Obstruction	2	0.8%
Unsafe Speed - On Curve/Turn	95	40.1%
Unsafe Speed - Other	21	8.9%
Total	237	100.0%

Time & Day

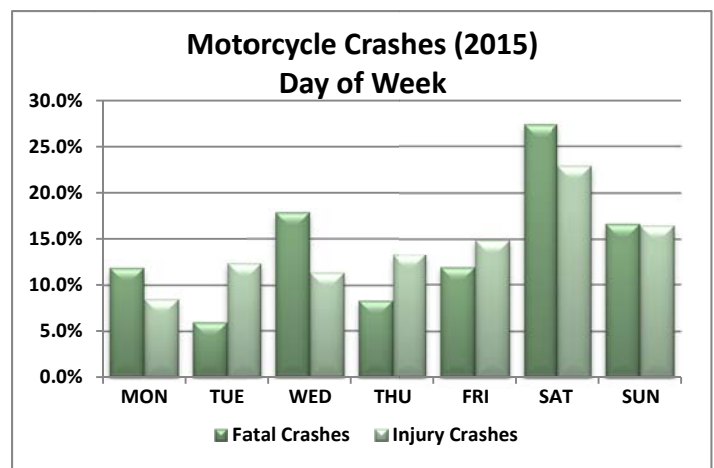
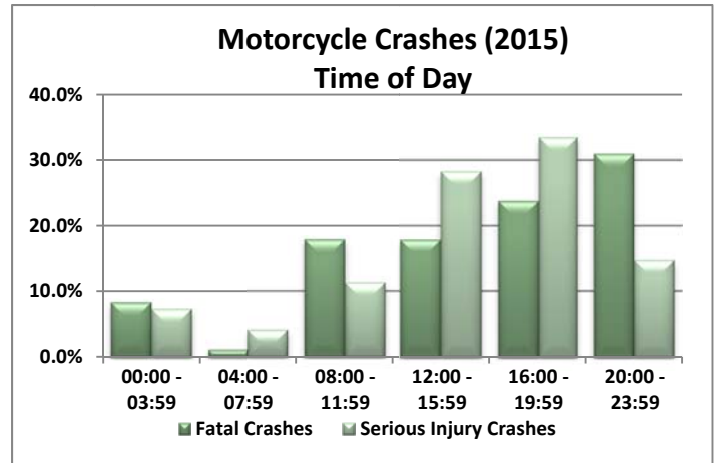
In 2015 there were a total of 84 fatal motorcycle crashes and 780 serious injury crashes.

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.

Highway Class

- 21.4% of fatal motorcycle crashes occurred on city streets.
- 37.2% of serious injury motorcycle crashes occurred on city streets.
- 35.6% of fatal and serious injury motorcycle crashes occurred on city streets.



Motorcycle Crashes (2015) Fatal & Serious Injury by Highway Class						
Highway Class	Crash Injury Severity					
	Fatal		Serious Injury		Fatal & Serious Injury	
	Number	% of Total	Number	% of Total	Number	% of Total
Rural US Highway	13	15.5%	51	6.5%	64	7.4%
Interstate Highway	11	13.1%	88	11.3%	99	11.5%
Interstate Turnpike			5	0.6%	5	0.6%
Rural State Highway	13	15.5%	80	10.3%	93	10.8%
County Road	11	13.1%	95	12.2%	106	12.3%
City Street	18	21.4%	290	37.2%	308	35.6%
Urban U.S. Highway	7	8.3%	60	7.7%	67	7.8%
Urban State Highway	5	6.0%	76	9.7%	81	9.4%
Non-interstate Turnpike	1	1.2%	5	0.6%	6	0.7%
Unknown	5	6.0%	30	3.8%	35	4.1%
<b>Total</b>	<b>84</b>	<b>100.0%</b>	<b>780</b>	<b>100.0%</b>	<b>864</b>	<b>100.0%</b>