

Motorcyclists in Crashes (2016)

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Motorcycle Fatal Crashes & Fatalities Five-Year Trend					
	2012	2013	2014	2015	2016
Motorcycle Fatal Crashes	80	87	54	84	87
Total Fatal Crashes	642	621	589	590	628
Motorcycle Fatal Crashes as Percentage of Total Fatal Crashes	12.5%	14.0%	9.2%	14.2%	13.9%
Motorcyclist Fatalities	83	92	55	88	88
Total Fatalities	708	678	669	645	687
Motorcyclist Fatalities as Percentage of Total Fatalities	11.7%	13.6%	8.2%	13.6%	12.8%

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.

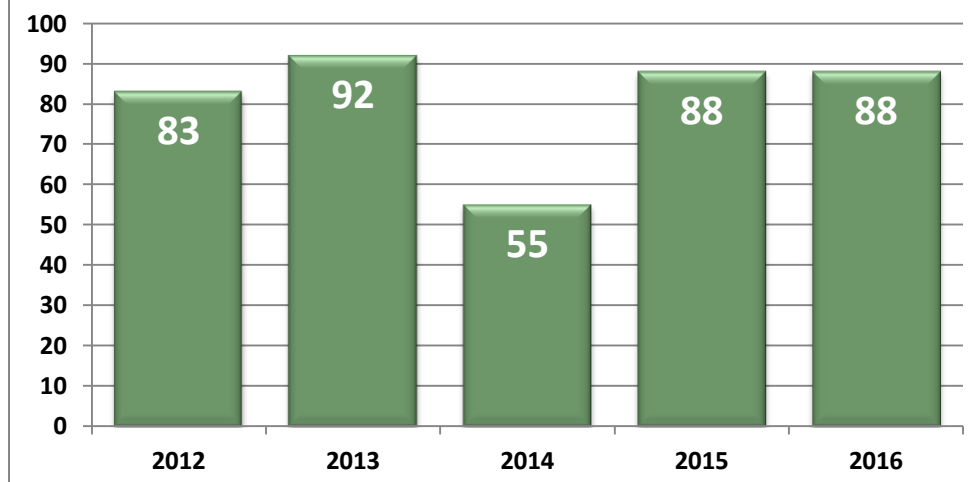
Fatalities & Injuries

In 2016, there were 87 fatal crashes that resulted in 88 motorcyclist fatalities. In addition, 732 serious injury crashes resulted in 801 seriously injured motorcyclists.

- ▶ In 2016, 10.7% of motorcycle operators involved in fatal and serious injury crashes had been drinking
- ▶ Motorcyclist fatalities remained steady with 88 motorcyclist deaths in both 2015 and 2016
- ▶ Motorcycle driver license endorsements increased 1.0% from 2015 to 2016
- ▶ In 2016, 25.8% of motorcycle operators involved in fatal and serious injury crashes were driving at an unsafe speed



Motorcyclist Fatalities



Registrations & Motorcycle Endorsements

In 2016, there were 135,936 registered motorcycles according to the Oklahoma Tax Commission, Motor Vehicle Division. Motorcycle registrations in 2016 increased 5.3% from the 129,092 registered motorcycles in 2015.

Motorcycle endorsements on Oklahoma driver licenses increased from 228,547 in 2015 to 230,942 in 2016, a 1.0% increase.

Fatalities & Helmet Use

Of the 88 motorcyclists killed in 2016 crashes, 67.0% were not wearing a helmet. Helmet use for another 4.5% of the motorcyclist fatalities was unknown. Of the 59 motorcyclists killed and not wearing a helmet, 90.0% were male.

Fatalities Age & Sex

Of the 88 motorcyclists killed in 2016 crashes, 89.8% were male. Of the motorcyclist fatalities, 20.5% were age 56-65, 19.3% were age 46-55, 18.2% were age 16-25, and another 18.2% were age 26-35.

Operator Age & Sex

Of the motorcycle operators with fatal and serious injuries in 2016, 20.9% were age 16-25, 20.5% were age 46-55, and 19.5% were age 26-35. The vast majority (95.7%) of motorcycle operators killed or seriously injured were male.

Motorcyclist Fatalities (2016) Person Type, Sex & Helmet Use					
		Helmet Use			Total
		Unknown	Not In Use	Helmet	
Operator	Female			3	3
	Male	4	52	22	78
	Total	4	52	25	81
Passenger	Female		6		6
	Male		1		1
	Total		7		7
Total	Female		6	3	9
	Male	4	53	22	79
	Total	4	59	25	88

Motorcycle Operators with Fatal and Serious Injuries (2016) Operator Age & Operator Sex						
Operator Age	Operator Sex				Total	
	Female		Male			
	Number	% of Total Females	Number	% of Total Males	Number	% of Total
Unknown			1	0.1%	1	0.1%
Under 16			8	1.1%	8	1.0%
16 - 25	5	14.7%	161	21.2%	166	20.9%
26 - 35	6	17.6%	149	19.6%	155	19.5%
36 - 45	10	29.4%	134	17.6%	144	18.1%
46 - 55	9	26.5%	154	20.2%	163	20.5%
56 - 65	4	11.8%	117	15.4%	121	15.2%
66 - 75			34	4.5%	34	4.3%
76+			3	0.4%	3	0.4%
Total	34	100.0%	761	100.0%	795	100.0%

Motorcyclist Fatalities (2016) Motorcyclist Age & Sex			
Motorcyclist Age	Motorcyclist Sex		
	Female	Male	Total
Under 16			
16 - 25	1	15	16
26 - 35	2	14	16
36 - 45	3	12	15
46 - 55	2	15	17
56 - 65		18	18
66 - 75	1	4	5
76+		1	1
Total	9	79	88

Alcohol-Related

In 2015, of the 795 motorcycle operators with fatal and serious injuries, 85 (10.7%) had an alcohol-related driver condition. Of the motorcycle operators with an alcohol-related driver condition, 98.8% were male and 53.0% were age 26-45.

Motorcycle Operator Contributing Factor

In 2016, 25.8% of motorcycle operators fatally or seriously injured were driving at an unsafe speed, 5.9% made an improper act or movement, 4.8% were alcohol-DUI, and another 3.9% were following too closely.

A closer look at the primary contributing factor of unsafe speed by motorcycle operators shows that 35.1% were driving at an unsafe speed on a curve or turn, and 26.3% were exceeding the legal limit.

Motorcycle Operators (2016) with Fatal & Serious Injuries Operator Contributing Factor		
Contributing Factor	Operators	% of Total
Changed Lanes Unsafely	8	1.0%
Failed To Stop	16	2.0%
Failed To Yield	21	2.6%
Followed Too Closely	31	3.9%
Improper Overtaking	12	1.5%
Improper Parking	0	0.0%
Improper Start	0	0.0%
Improper Turn	5	0.6%
Inattention	40	5.0%
Left of Center	3	0.4%
Unknown/No Improper Action	47	5.9%
No Improper Action by Driver	307	38.6%
Other Improper Act/Movement	43	5.4%
Stopped in Traffic Lane	0	0.0%
Unsafe Speed	205	25.8%
Unsafe Vehicle	17	2.1%
Wrong Way	0	0.0%
Alcohol DUI/DWI	38	4.8%
Drugs DUI	1	0.1%
Unknown	1	0.1%
Total	795	100.0%

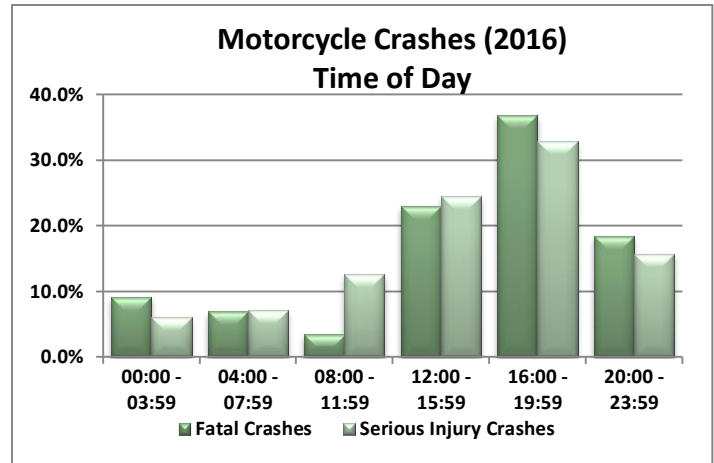
Motorcycle Operators (2016) with Fatal & Serious Injuries Contributing Factor of Unsafe Speed		
Contributing Factor	Operators	% of Total
Unsafe Speed - Driver's Ability (Age)	3	1.5%
Unsafe Speed - Inexperienced Driver (Young)	12	5.9%
Unsafe Speed - Exceeding Legal Limit	54	26.3%
Unsafe Speed - For Traffic Conditions	23	11.2%
Unsafe Speed - For Type of Roadway	5	2.4%
Unsafe Speed - Rain or Wet Roadway	6	2.9%
Unsafe Speed - Wind	3	1.5%
Unsafe Speed - Other Weather Conditions	1	0.5%
Unsafe Speed - Vehicle Condition	1	0.5%
Unsafe Speed - View Obstruction	1	0.5%
Unsafe Speed - On Curve/Turn	72	35.1%
Unsafe Speed - Other	24	11.7%
Total	205	100.0%

Time & Day

In 2016 there were a total of 87 fatal motorcycle crashes and 732 serious injury crashes.

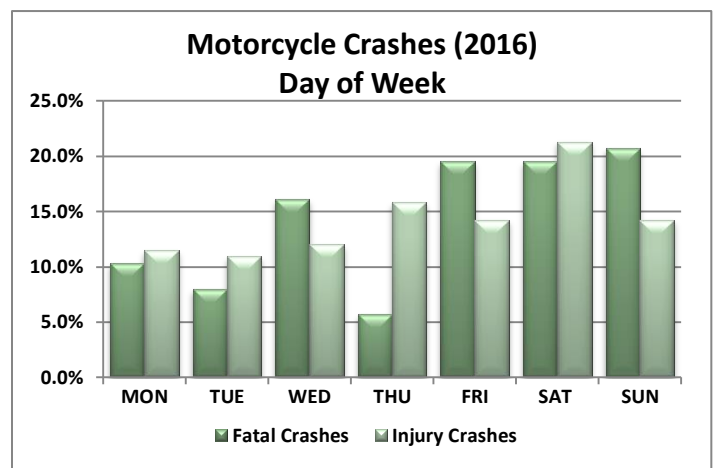
Both fatal and injury crashes occurred more often between 4:00 p.m. (16:00) and 7:59 p.m. (19:59).

Fatal crashes occurred more often on Sunday than any other day of the week, while severe injury crashes occurred more often on Saturday.



Highway Class

- 23.0% of fatal motorcycle crashes occurred on city streets.
- 42.2% of serious injury motorcycle crashes occurred on city streets.
- 40.2% of fatal and serious injury motorcycle crashes occurred on city streets.



Motorcycle Crashes (2016) 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	10	11.5%	38	5.2%	48.0	5.9%
Interstate Highway	7	8.0%	64	8.7%	71.0	8.7%
Interstate Turnpike			8	1.1%	8.0	1.0%
Rural State Highway	15	17.2%	78	10.7%	93.0	11.4%
County Road	12	13.8%	82	11.2%	94.0	11.5%
City Street	20	23.0%	309	42.2%	329.0	40.2%
Urban U.S. Highway	11	12.6%	66	9.0%	77.0	9.4%
Urban State Highway	1	1.1%	53	7.2%	54.0	6.6%
Non-interstate Turnpike	1	1.1%	3	0.4%	4.0	0.5%
Unknown	10	11.5%	31	4.2%	41.0	5.0%
Total	87	100.0%	732	100.0%	819.0	100.0%