



MOTORCYCLES

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HOW DOES THIS AFFECT THE UNITED STATES?

- In 2014, there were over 4,500 motorcycle-related fatalities in the U.S.¹
- In 2014, there were over 92,000 motorcycle crashes that resulted in non-fatal injury in the U.S.¹
- Per vehicle mile traveled, motorcyclist fatalities occurred 27 times more frequently than passenger car occupant fatalities in traffic crashes.¹
- The National Highway Traffic Safety Administration (NHTSA) estimates that helmets saved 1,669 motorcyclists' lives in 2014, and that 660 more could have been saved if all motorcyclists had worn helmets.¹
- In states without universal helmet laws, 58 percent of motorcyclists killed in 2013 were not wearing helmets, as compared to 8 percent in states with universal helmet laws.¹

HOW DOES THIS AFFECT MARYLAND?

- In 2014, there were 69 motorcycle rider deaths¹ representing a rate of over 55 deaths per 100,000 registered motorcycle riders.²
- Despite repeated attempts at repeal, Maryland has maintained its all-rider motorcycle helmet law since its enactment in 1992.³ This law does not apply to riders of motor scooters or mopeds.
- In 2013, helmeted motorcycle crash victims saved Maryland taxpayers almost \$69 million in uncompensated care, and if every motorcycle rider used a helmet, that amount would increase by \$3.7 million.⁴

HOW DO WE ADDRESS THIS PROBLEM?

- Maintain and enforce all-rider helmet laws. Helmets reduce the risk of head injury by approximately 69 percent, death by 42 percent, and are associated with reductions in overall injury severity and likelihood of hospitalization.^{3,5}
- Repealing helmet laws is associated with increased deaths. In Texas, a repeal of its all-rider helmet law in 1997 led to a 37 percent increase in fatalities. Similar outcomes have been observed in Kentucky (58% increase) and Louisiana (108% increase).^{4,5}
- Support the installation of safety technology. Motorcycles with antilock braking systems (ABS) had 20 to 30 percent fewer fatalities per registered vehicle year compared to identical models not equipped with ABS.⁶
- Other solutions to prevent motorcycle fatalities and injuries include ensuring helmets meet federal standards, wearing protective clothing, providing education and training, and requiring motorcycle operator licensure.⁵ Highway engineering can also prevent motorcycle crashes. Examples include making roads resistant to skidding and providing advance-warning signs to alert motorcyclists.⁷

ADDITIONAL RESOURCES

- Johns Hopkins Center for Injury Research and Policy: www.jhsph.edu/InjuryCenter
- Maryland Department of Transportation Motor Vehicle Administration: www.mdot.state.md.us
- National Center for Injury Prevention and Control, CDC: www.cdc.gov/injury
- National Highway Traffic Safety Administration (NHTSA): www.nhtsa.dot.gov

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