

# Traffic Safety Facts



## Crash • Stats

DOT HS 810 892

A Brief Statistical Summary

January 2008

# Fatally Injured Motorcycle Operators by License Status

On an average, in the past five years (2002 to 2006), one-fourth (25%) of motorcycle operators fatally injured in fatal crashes were operating their motorcycles with invalid licenses (either did not have the license or did not have an endorsement) compared to about 15 percent for fatally injured passenger vehicle drivers. This data is from the National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS).

The proportion of fatally injured motorcycle operators with invalid licenses involved in fatal crashes as a trend in each of the past five years has remained about the same, varying between 24 percent and 26 percent. Table 1 below shows five-year trend data of fatally injured motorcycle operators by license status. The increasing trend in the total motorcycle operators killed is consistent with the increasing trend of total motorcycle rider fatalities. For recent trends in fatal motorcycle crashes, refer to an earlier report released in June 2006 at: [www-nrd.nhtsa.dot.gov/Pubs/810606.PDF](http://www-nrd.nhtsa.dot.gov/Pubs/810606.PDF)

Table 2 shows a State breakdown of fatally injured motorcycle operators in fatal crashes by license status for the past five years. In 2006, 21 States had a higher proportion of fatally injured motorcycle operators in crashes with invalid licenses, than the national average of 26 percent.

### Definitions

**Valid (Properly Licensed)** – a valid driver license (*Non-CDL License Status*) with a motorcycle endorsement, a motorcycle-only license, learner's permit; and a temporary license; or no license required for operating a motorcycle-type vehicle like a moped.

**Invalid (Improperly Licensed)** – not licensed, not licensed to operate a motorcycle, or a license that is suspended, revoked, expired, canceled, or denied.

FARS annually collects data on fatal crashes from the 50 States, the District of Columbia, and Puerto Rico. FARS data is made available by the NHTSA's National Center for Statistics and Analysis (NCSA).

**Table 1: Fatally Injured Motorcycle Operators by License Status and Year**

Year	License Status						Total	
	Valid		Invalid		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2002	2,233	74	779	26	22	1	3,034	100
2003	2,562	75	847	25	18	1	3,427	100
2004	2,769	75	920	25	24	1	3,713	100
2005	3,189	75	1,041	24	24	1	4,254	100
2006	3,253	72	1,172	26	68	2	4,493	100

Source: NCSA, FARS 2002-2005 (Final), 2006 Annual Report File (ARF).

**Table 2: Fatally Injured Motorcycle Operators by License Status, State, and Year**

State	Year														
	2002			2003			2004			2005			2006		
	Valid # (%)	Invalid # (%)	Total #	Valid # (%)	Invalid # (%)	Total #	Valid # (%)	Invalid # (%)	Total #	Valid # (%)	Invalid # (%)	Total #	Valid # (%)	Invalid # (%)	Total #
AL	29(71)	11(27)	41	32(74)	11(26)	43	50(68)	22(30)	73	54(90)	6(10)	60	64(65)	34(35)	98
AK	6(50)	6(50)	12	8(67)	3(25)	12	5(63)	3(38)	8	1(25)	3(75)	4	5(56)	4(44)	9
AZ	57(64)	31(35)	89	68(67)	34(33)	102	78(73)	27(25)	107	92(76)	29(24)	121	89(70)	34(27)	127
AR	32(97)	0(0)	33	43(90)	5(10)	48	42(89)	4(9)	47	45(78)	10(17)	58	57(85)	10(15)	67
CA	202(66)	100(33)	307	239(67)	116(32)	357	251(62)	152(38)	405	310(68)	142(31)	454	303(64)	165(35)	476
CO	43(65)	22(33)	66	42(64)	22(33)	66	44(59)	29(39)	75	50(63)	29(36)	80	38(57)	29(43)	67
CT	31(66)	16(34)	47	18(62)	11(38)	29	33(63)	18(35)	52	26(65)	14(35)	40	29(58)	20(40)	50
DE	4(67)	2(33)	6	10(91)	1(9)	11	5(71)	2(29)	7	19(90)	2(10)	21	10(91)	1(9)	11
DC	5(71)	2(29)	7	5(71)	2(29)	7	5(63)	3(38)	8	3(60)	2(40)	5	1(100)	0(0)	1
FL	238(82)	50(17)	289	297(88)	39(12)	339	358(89)	42(10)	404	364(84)	66(15)	432	413(77)	117(22)	534
GA	55(68)	26(32)	81	75(76)	24(24)	99	89(86)	14(14)	103	103(76)	32(24)	136	121(82)	24(16)	147
HI	11(48)	11(48)	23	10(53)	9(47)	19	12(60)	8(40)	20	13(45)	16(55)	29	11(42)	15(58)	26
ID	7(58)	5(42)	12	15(88)	2(12)	17	15(65)	8(35)	23	14(56)	11(44)	25	24(75)	8(25)	32
IL	73(79)	19(21)	92	97(73)	35(26)	133	117(80)	29(20)	146	108(75)	36(25)	144	81(67)	39(32)	121
IN	53(68)	25(32)	78	56(78)	16(22)	72	60(63)	35(37)	95	73(68)	35(32)	108	57(58)	41(41)	99
IA	31(89)	4(11)	35	40(91)	4(9)	44	26(84)	5(16)	31	34(85)	6(15)	40	42(82)	9(18)	51
KS	24(83)	5(17)	29	19(70)	8(30)	27	27(90)	3(10)	30	28(88)	4(13)	32	46(85)	8(15)	54
KY	29(71)	12(29)	41	38(73)	14(27)	52	52(83)	11(17)	63	46(60)	30(39)	77	62(68)	29(32)	91
LA	49(75)	16(25)	65	62(81)	13(17)	77	54(77)	15(21)	70	55(80)	13(19)	69	80(89)	10(11)	90
ME	11(92)	1(8)	12	15(83)	3(17)	18	17(85)	3(15)	20	11(73)	4(27)	15	14(67)	5(24)	21
MD	41(82)	9(18)	50	49(92)	4(8)	53	53(83)	10(16)	64	56(71)	23(29)	79	58(74)	18(23)	78
MA	43(80)	11(20)	54	24(77)	6(19)	31	49(83)	10(17)	59	42(79)	11(21)	53	41(84)	8(16)	49
MI	51(65)	26(33)	79	52(67)	26(33)	78	55(71)	20(26)	77	90(77)	27(23)	117	77(71)	32(29)	109
MN	33(80)	8(20)	41	40(73)	15(27)	55	38(81)	9(19)	47	45(82)	10(18)	55	56(88)	8(13)	64
MS	22(92)	2(8)	24	38(93)	3(7)	41	36(95)	2(5)	38	35(97)	1(3)	36	53(100)	0(0)	53
MO	47(81)	11(19)	58	59(76)	17(22)	78	41(80)	9(18)	51	67(78)	19(22)	86	59(68)	28(32)	87
MT	15(71)	6(29)	21	6(50)	6(50)	12	9(56)	7(44)	16	22(88)	3(12)	25	16(73)	6(27)	22
NE	15(100)	0(0)	15	11(100)	0(0)	11	15(94)	1(6)	16	13(93)	1(7)	14	13(76)	4(24)	17
NV	23(72)	7(22)	32	14(58)	10(42)	24	29(59)	19(39)	49	37(69)	15(28)	54	31(66)	15(32)	47
NH	9(75)	3(25)	12	9(100)	0(0)	9	24(92)	2(8)	26	37(90)	4(10)	41	16(89)	2(11)	18
NJ	36(75)	11(23)	48	41(77)	12(23)	53	51(72)	20(28)	71	41(69)	18(31)	59	69(82)	13(15)	84
NM	22(81)	5(19)	27	27(87)	4(13)	31	27(82)	6(18)	33	31(91)	3(9)	34	38(90)	4(10)	42
NY	103(77)	29(22)	134	105(69)	46(30)	152	88(65)	46(34)	136	109(72)	42(28)	152	125(69)	52(29)	180
NC	85(71)	35(29)	120	75(76)	24(24)	99	95(73)	35(27)	130	117(83)	23(16)	141	111(78)	32(22)	143
ND	1(100)	0(0)	1	2(50)	2(50)	4	6(86)	1(14)	7	6(100)	0(0)	6	3(75)	1(25)	4
OH	100(84)	19(16)	119	105(84)	19(15)	125	106(87)	15(12)	122	131(82)	26(16)	160	127(85)	20(13)	149
OK	23(66)	11(31)	35	20(56)	16(44)	36	41(63)	24(37)	65	48(66)	25(34)	73	35(64)	20(36)	55
OR	20(80)	5(20)	25	24(60)	16(40)	40	25(76)	8(24)	33	30(71)	12(29)	42	35(83)	6(14)	42
PA	76(61)	48(39)	124	98(67)	48(33)	147	106(74)	37(26)	143	148(76)	45(23)	195	115(64)	55(31)	180
RI	7(78)	2(22)	9	8(62)	5(38)	13	8(80)	2(20)	10	7(64)	4(36)	11	12(80)	3(20)	15
SC	72(87)	10(12)	83	67(82)	15(18)	82	71(86)	12(14)	83	77(78)	22(22)	99	86(85)	15(15)	101
SD	13(76)	4(24)	17	15(83)	3(17)	18	22(92)	2(8)	24	16(94)	1(6)	17	17(77)	5(23)	22
TN	45(63)	27(38)	72	61(75)	20(25)	81	56(62)	34(38)	90	85(73)	31(27)	116	77(60)	36(28)	129
TX	142(61)	89(38)	232	203(65)	106(34)	310	162(62)	101(38)	263	215(64)	121(36)	337	210(64)	115(35)	326
UT	14(78)	4(22)	18	18(86)	3(14)	21	21(72)	7(24)	29	16(73)	6(27)	22	14(74)	4(21)	19
VT	5(100)	0(0)	5	2(67)	1(33)	3	6(67)	3(33)	9	8(62)	5(38)	13	10(100)	0(0)	10
VA	48(91)	5(9)	53	46(92)	4(8)	50	49(94)	3(6)	52	51(80)	12(19)	64	53(82)	9(14)	65
WA	37(73)	13(25)	51	39(74)	14(26)	53	45(65)	23(33)	69	46(67)	23(33)	69	51(65)	28(35)	79
WV	23(85)	4(15)	27	23(79)	6(21)	29	18(75)	6(25)	24	30(91)	3(9)	33	22(61)	11(31)	36
WI	64(86)	10(14)	74	75(77)	22(23)	97	65(83)	13(17)	78	69(83)	14(17)	83	62(77)	19(23)	81
WY	8(89)	1(11)	9	17(89)	2(11)	19	12(100)	0(0)	12	15(83)	2(11)	18	14(93)	1(7)	15
<b>US</b>	<b>2,233(74)</b>	<b>779(26)</b>	<b>3,034</b>	<b>2,562(75)</b>	<b>847(25)</b>	<b>3,427</b>	<b>2,769(75)</b>	<b>920(25)</b>	<b>3,713</b>	<b>3,189(75)</b>	<b>1,041(24)</b>	<b>4,254</b>	<b>3,253(72)</b>	<b>1,172(26)</b>	<b>4,493</b>
PR	50(85)	9(15)	59	46(85)	8(15)	54	45(78)	13(22)	58	74(85)	10(11)	87	92(83)	17(15)	111

Source: NCSA, FARS 2002-2005 (Final), 2006 (ARF). Total for each year includes fatally injured motorcycle operators with unknown license status.



For questions regarding the above reported data, contact Anders Longthorne, 202-366-5358, or Cherian Varghese, 202-366-1114. This issue of Crash•Stats and other general information on highway traffic safety may be accessed by Internet users at: <http://www-nrd.nhtsa.dot.gov/CMSWeb/index.aspx>