2014 MOTORCYCLE FATALITIES

QUICK FACTS

General Facts

- Motorcycle includes: motorcycle, moped (motorized bicycle), three-wheel motorcycle or moped – not ATV, off-road motorcycle (two-wheel), other motored cycle type (mini-bike, motor scooter, pocket motorcycle "pocket bike"), and unknown motored cycle types. This does not include Autocycles (see Autocycles on page 4).

- In 2014, Illinois experienced 116 fatal crashes involving motorcycles, resulting in the deaths of 118 motorcycle operators and passengers.

- 2014 motorcyclist fatalities decreased more than 22% from 152 in 2013, marking the lowest number of motorcyclist fatalities since 2002 (100).

- The 116 fatal crashes involving motorcycles accounted for almost 14% of all fatal motor vehicle crashes occurring in 2014. The 118 motorcyclists killed accounted for almost 13% of all motor vehicle fatalities occurring in 2014. In comparison, 2014 motorcycle registrations only comprised about 4% of all motor vehicle registrations.

Age and Gender of Motorcyclists Killed

- Of the 118 motorcyclists killed, more than 23% were less than 30 years of age; almost 39% were age 30-49; and, over 37% were age 50 or older. The 60 and older age group accounted for 18 (about 15%) of the 118 motorcyclist fatalities, while the 50-54 age group had the highest number of fatalities with 19 (about 16%).

Motorcyclists Killed by Age and Person Type			
Age	**Operators**	**Passengers**	**Total**
19 or younger	2	1	**3**
20-24	10	1	**11**
25-29	13	1	**14**
30-34	10	0	**10**
35-39	13	1	**14**
40-44	9	3	**12**
45-49	9	1	**10**
50-54	18	1	**19**
55-59	6	1	**7**
60-69	11	1	**12**
70 or older	6	0	**6**
Total	**107**	**11**	**118**

- The average age of all motorcyclist fatalities in 2014 was 43. The youngest rider killed was 14; and the oldest was 83.

- Of the 118 motorcyclists killed, 107 were operators (102 male and five female); and 11 were passengers (all female).

Helmet Usage

- Of the 118 motorcyclists killed in 2014, two (less than 2%) wore a DOT-compliant helmet, 33 (28%) wore a helmet unknown to be DOT-compliant, and 80 (68%) were not wearing a helmet.

Motorcycle Operator's License

- 83 (76%) of the 107 motorcycle operators killed in 2014 were licensed to operate a motorcycle.

When Motorcyclists Are Killed

- Generally, the hours of 6:00 p.m. on Friday through 11:59 p.m. on Sunday are deadlier for motorcyclists than other periods of the week. In 2014, 64 (55%) of the 116 fatal crashes involving motorcycles occurred during the weekend between the hours of 6:00 p.m. Friday and 11:59 p.m. Sunday.

Fatal Crashes Involving Motorcycles by Time of Day and Day of Week								
Time of Day	**Sun**	**Mon**	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Total**
Midnight- 2:59am	5	1	0	0	2	3	1	**12**
3:00am-5:59am	2	0	0	0	0	0	1	**3**
6:00am-8:59am	0	0	0	2	0	2	3	**7**
9:00am-11:59am	5	1	2	0	1	0	3	**12**
Noon-2:59pm	10	2	1	4	0	2	2	**21**
3:00pm-5:59pm	7	5	5	4	1	1	6	**29**
6:00pm-8:59pm	4	0	1	5	2	7	3	**22**
9:00pm-11:59pm	3	1	2	1	1	0	2	**10**
Total	**36**	**10**	**11**	**16**	**7**	**15**	**21**	**116**

Note: Highlighted text indicates the fatal crashes occurring between the hours of 6:00 p.m. on Friday through 11:59 p.m. on Sunday.

- 100 (86%) of the 116 fatal crashes involving motorcycles in 2014 occurred during May - September.

Fatal Crashes Involving Motorcycles by Month				
January	0		July	23
February	0		August	17
March	3		September	23
April	8		October	4
May	19		November	1
June	18		December	0

Alcohol

- 40 (37%) of the 107 motorcycle operators killed in 2014 tested positive for alcohol. Their BAC results ranged from 0.01 to 0.35, with the average being 0.15. Of the 40 operators killed who tested positive for alcohol, 33 (83%) had a BAC greater than or equal to 0.08.

- Of the 107 motorcycle operators killed, those aged 25-44 had a higher percentage of alcohol-related crash involvement than those in other age groups.

Motorcycle Operator Fatalities with Positive BAC by Age Group					
Age Group	**Total Operators Killed**	**Positive (+) BAC 0.01-0.35**	**+ BAC 0.01-0.35 as % of Age Group Killed**	**BAC 0.08-0.35**	**BAC 0.08-0.35 as % of Age Group + BAC**
19 or younger	2	0	**0%**	0	**0%**
20	1	0	**0%**	0	**0%**
21-24	9	1	**11%**	1	**100%**
25-29	13	4	**31%**	3	**75%**
30-34	10	7	**70%**	6	**86%**
35-39	13	6	**46%**	6	**100%**
40-44	9	8	**89%**	7	**88%**
45-49	9	3	**33%**	3	**100%**
50-54	18	7	**39%**	5	**71%**
55-59	6	1	**17%**	1	**100%**
60-69	11	3	**27%**	1	**33%**
70 or older	6	0	**0%**	0	**0%**
Total	**107**	**40**	**37%**	**33**	**83%**

- 100% of the motorcycle operators killed who tested positive for alcohol were male.

- There were 43 fatal crashes involving motorcycle operators who tested positive for alcohol. 27 (63%) occurred during the weekend between 6:00 p.m. Friday and 11:59 p.m. Sunday.

Fatal Crashes Involving Motorcycle Operators with Positive BAC by Time of Day and Day of Week								
Time of Day	**Sun**	**Mon**	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Total**
Midnight- 2:59am	4	0	0	0	2	3	1	**10**
3:00am-5:59am	2	0	0	0	0	0	1	**3**
6:00am-8:59am	0	0	0	1	0	1	1	**3**
9:00am-11:59am	0	0	0	0	0	0	0	**0**
Noon-2:59pm	2	0	0	1	0	0	1	**4**
3:00pm-5:59pm	2	0	0	0	1	0	2	**5**
6:00pm-8:59pm	2	0	1	2	1	2	3	**11**
9:00pm-11:59pm	2	1	1	1	0	0	2	**7**
Total	**14**	**1**	**2**	**5**	**4**	**6**	**11**	**43**

Note: Highlighted text indicates the fatal crashes occurring between the hours of 6:00 p.m. on Friday through 11:59 p.m. on Sunday.

Locations Where Motorcyclists Were Killed

- In general, more motor vehicle fatalities occur in the more densely populated northeast and southwest areas of the state than in any other region in Illinois. The following counties had at least five motorcyclists killed in 2014:

County	Killed
Cook	20
Madison	8
Will	8
Kane	7
McHenry	7

Other Factors

- Weather and roadway surface condition are generally not factors in crashes that result in motorcycle fatalities. In 2014, approximately 97% of fatal motorcycle crashes occurred in clear weather, and on dry pavement.

- In addition to alcohol use, the driver-related factors reported most frequently in 2014 for fatal motorcycle crashes were:

  - Operating the Vehicle in an Erratic, Reckless or Negligent Manner, Operating at Erratic or Suddenly Changing Speeds
  - Failure to Keep in Proper Lane
  - Operator Inexperience
  - Following Improperly
  - Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle

Autocycles

Beginning January 1, 2016, IDOT will begin collecting crash data involving motor vehicles classified as Autocycles. These vehicles will not be categorized as motorcycles and therefore will not affect crash data as it applies to motorcycles. The Illinois Secretary of State has defined Autocycle as the following:

> Public Act 98-0777, effective 1-1-15, established a new category of motor vehicle in Illinois, the "Autocycle." An autocycle is defined as: "A 3-wheel motor vehicle that has a steering wheel and seating that does not require the operator to straddle or sit astride it." The Polaris Slingshot qualifies as an "autocycle."
>
> The Secretary of State will issue distinctive plates for autocycles. The Public Act also states, "No person shall operate an autocycle unless he or she has a valid Class D driver's license." A motorcycle classification is not required to lawfully operate an autocycle.

Source: Fatality Analysis Reporting System (FARS). Alcohol data are actual and should not be confused with NHTSA alcohol data which are imputed.