

2016 USA Motorcyclist Fatalities By Motorcycle Driver License Compliance and License Status

Motorcycle Endorsed Motorcycle Drivers Dominate the Crashes

There were 5,286 motorcyclists (motorcycle occupants) fatally injured. The crashed motorcycle driver's license endorsement and status are as follows:

Valid	Problems with License		
Motorcycle Endorsement and Valid License	Suspended Revoked or Expired	Valid License but for Other Vehicles	No License of any Kind
3,714	621	642	192

Source: Queries of 2016 NHTSA Fatality Analysis Reporting System (FARS)
FARS File Release October 2017.

In addition to the 5,197 in the table, there were 47 crashed motorcycle drivers entered into the FARS data base as "Unknown Status," which are typical for foreigners licensed in other countries. 15 entered as "Driver Not Present," and 55 entered as "No License Required for this Class of Vehicle." Combining these additional categories add up to the total of 5,286 fatally injured count.

192 out of 5,286 motorcycle drivers in crashes involving a fatal injury were not licensed. An example is when a child is killed while driving an off-road motorcycle on a public street.

Only 642 out of 5,286 motorcycle drivers in crashes involving a fatal injury would have been eligible to attend the BRC/Endorsement Course, and if successfully completing the course, would have become eligible to be endorsed for the type of motorcycle they were fatally injured riding.

813 (621+192) out of 5,286 motorcycle drivers fatally injured either were driving on a "Suspended Revoked or Expired" license, or, had no license of any kind. This group is a law enforcement, and law enforcement outreach problem group and not a safety/skills training problem group. It is important to understand that this group is larger than the group that is targeted by the BRC training systems.

3,714 motorcycle drivers fatally injured had valid licenses and were in valid compliance for motorcycles. *This group dominates the fatality data.* This is by far the least understood group of fatally injured motorcycle drivers.

Please be aware that US and State transportation offices have possible mis-characterizations of these groups because of the license compliance FARS element (D10) being commingled with the license status FARS element (D7).