

## 2022 Motorcycle Riding Season Preliminary Statistics

<b>78</b>	Motorcyclists killed 2022 YTD		2022 YTD Crashes	<b>76</b>	3 passengers
<b>59</b>	Motorcyclists killed 2021 YTD		2021 YTD Crashes	<b>58</b>	thru 9/27/21
<b>67</b>	Motorcyclists killed 2021 (Total)		Total 2021 Crashes	<b>66</b>	One autocycle fatality

Index	2022 MOTORCYCLE RIDER DEATH STATISTICS	NOTES
1	● HELMET USE	
2	○ Riders wearing a helmet	19
3	○ Riders not wearing a helmet	55
4	○ Not known if Riders wearing a helmet	4
5	● SINGLE-VEHICLES CRASHES vs. MULTI-VEHICLE CRASHES	
6	○ Crashes involving only the motorcycle	53
7	○ Crashes involving motorcycle & another vehicle	23
8	● THREE-WHEELED MOTORCYCLE FATALITIES	
9	○ Fatalities involving three-wheeled motorcycle	2
10	● MOTORCYCLE vs. ANIMAL	
11	○ Crashes involving rider colliding with animal	5
12	● PASSENGER FATALITIES	
13	○ Passengers died in motorcycle crashes	3
14	● MOTORCYCLE LICENSE ENDORSEMENT or PERMIT	
15	○ Operators had a valid endorsement or permit	46
16	○ Operators did not have valid endorsement or permit	30
17	● NEGOTIATING CURVES	
18	○ Crashes involving rider negotiating curve	27
19	● RIDER DEATH BY AGE	
20	○ Under 20:	1
21	○ 20's:	11
22	○ 30's:	15
23	○ 40's:	25
24	○ 50's:	14
25	○ 60's:	8
26	○ 70's:	4
27	○ 80's:	0
28	○ 90's:	0
29	○ Unknown:	0
30	● RURAL vs. URBAN AREA	
31	○ Crashes happened in rural area	43
32	○ Crashes happened in urban area	33
33		
34	● SPEED vs. LIMIT	
35	○ Motorcycle speed exceeding posted limit	20
36	○ Motorist speed exceeding posted limit	3
37		
38	● SUSPECTED ALCOHOL	
39	○ Alcohol/Drug impairment factor	11
40	○ Non-related (or unknown) impairment factors	65

1 scooter

Total updated 9/27/22

4 Deer - 1 Turkey

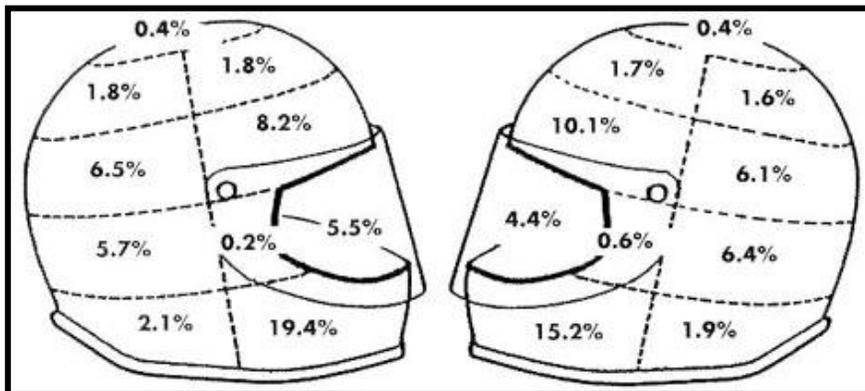
2 passenger fatality

## Why should you wear a full-face helmet?

Ask 1.1-million-mile BMW rider Dave Swisher, of Bowling Green, Virginia. That's Dave's helmet after he suffered a crash in West Virginia. Dave came out just fine—thanks to his full-face helmet. No facial reconstruction was needed. In fact, because of his full helmet, Dave was able to ride home!



What would have happened had Dave been wearing a  $\frac{3}{4}$  or *open-face* helmet or, worse yet, a *shorty* or  $\frac{1}{2}$  helmet?



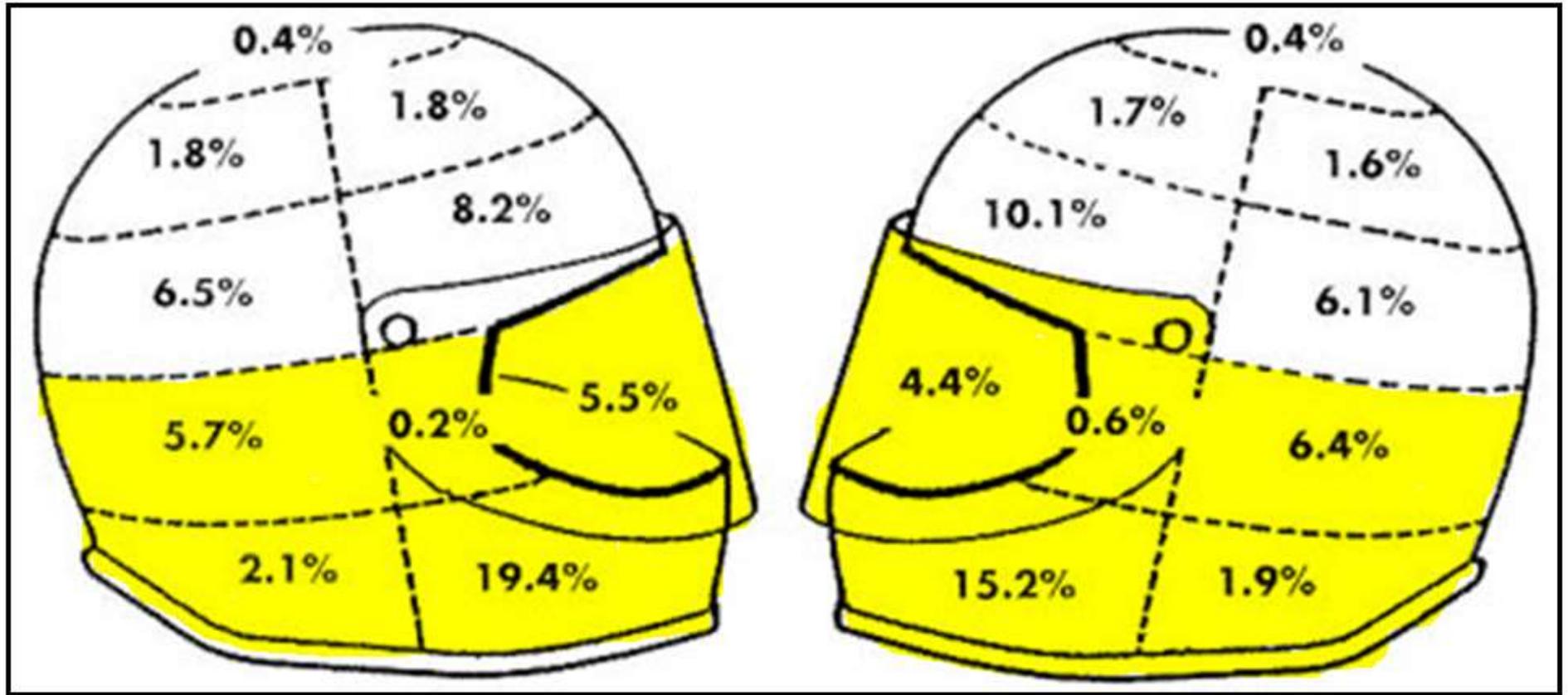
The diagrams above show the impact areas on crash-involved motorcycle helmets. Note that 35% of all crashes showed impacts in the chin-bar area. This means that if you ride with an *open-face* or  $\frac{3}{4}$  helmet you are accepting only **65%** of the protection that could be available to your head. If you ride with a *shorty* or  $\frac{1}{2}$  helmet, you are accepting only **39%** of the protection you could have obtained!

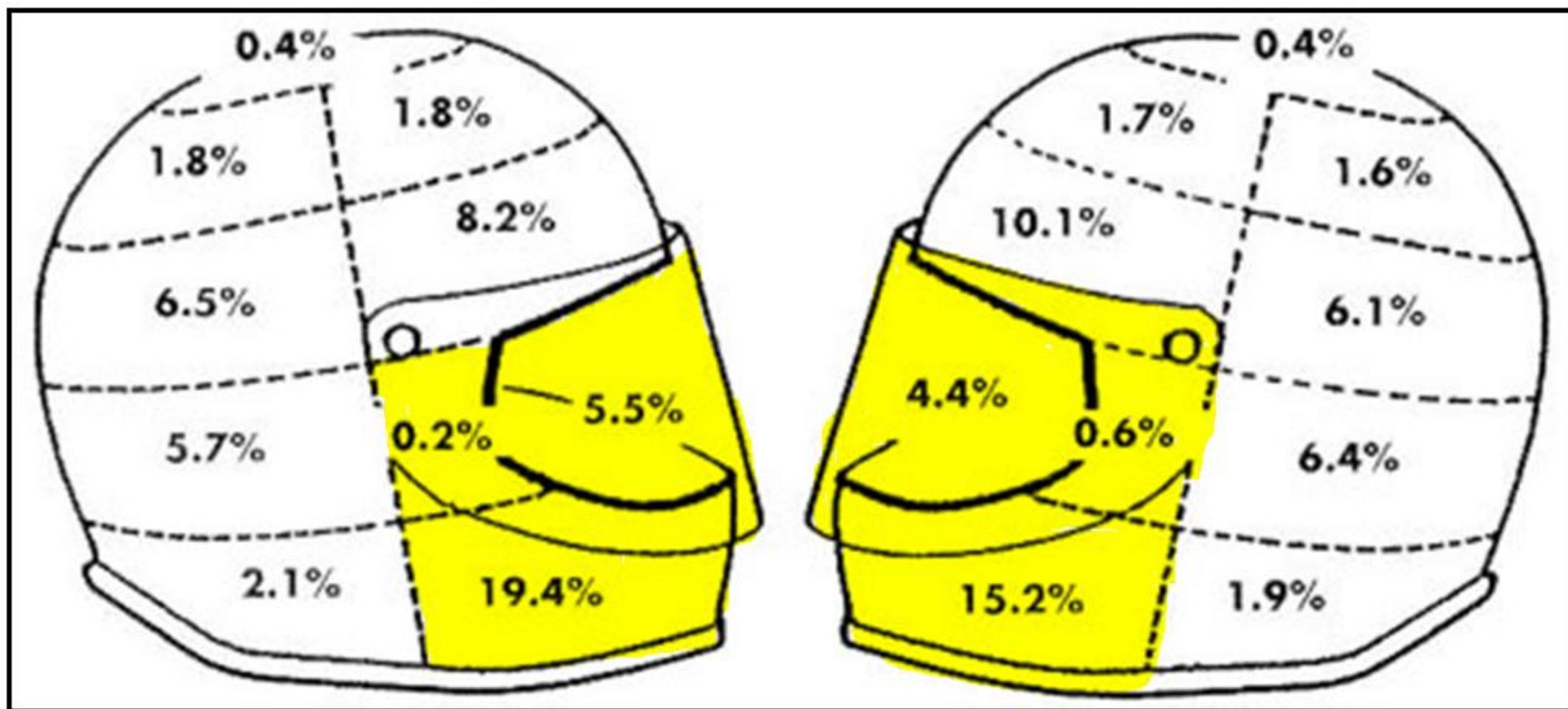
And, of course, if you ride wearing a “novelty” helmet or no helmet at all then you have **none** of the protection you could have chosen.

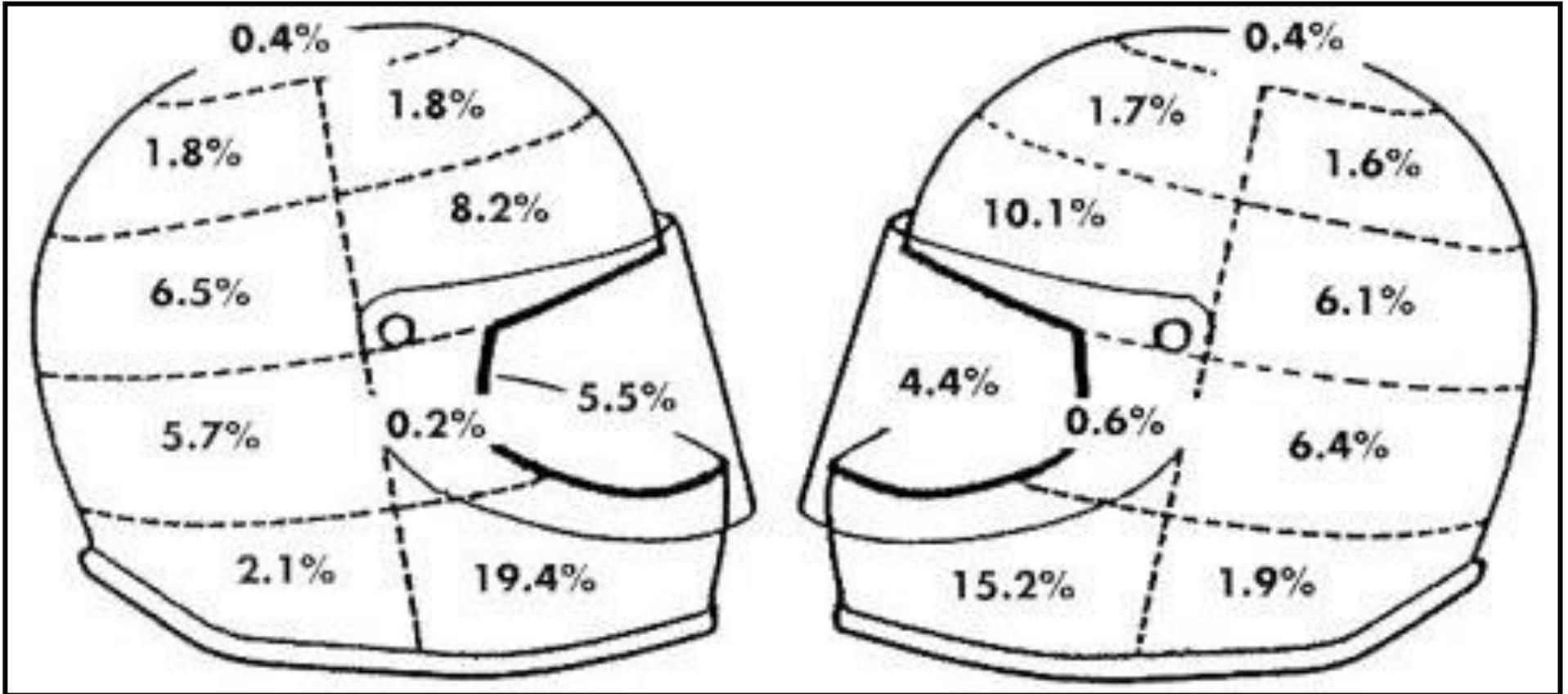


## The choice is yours!









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