

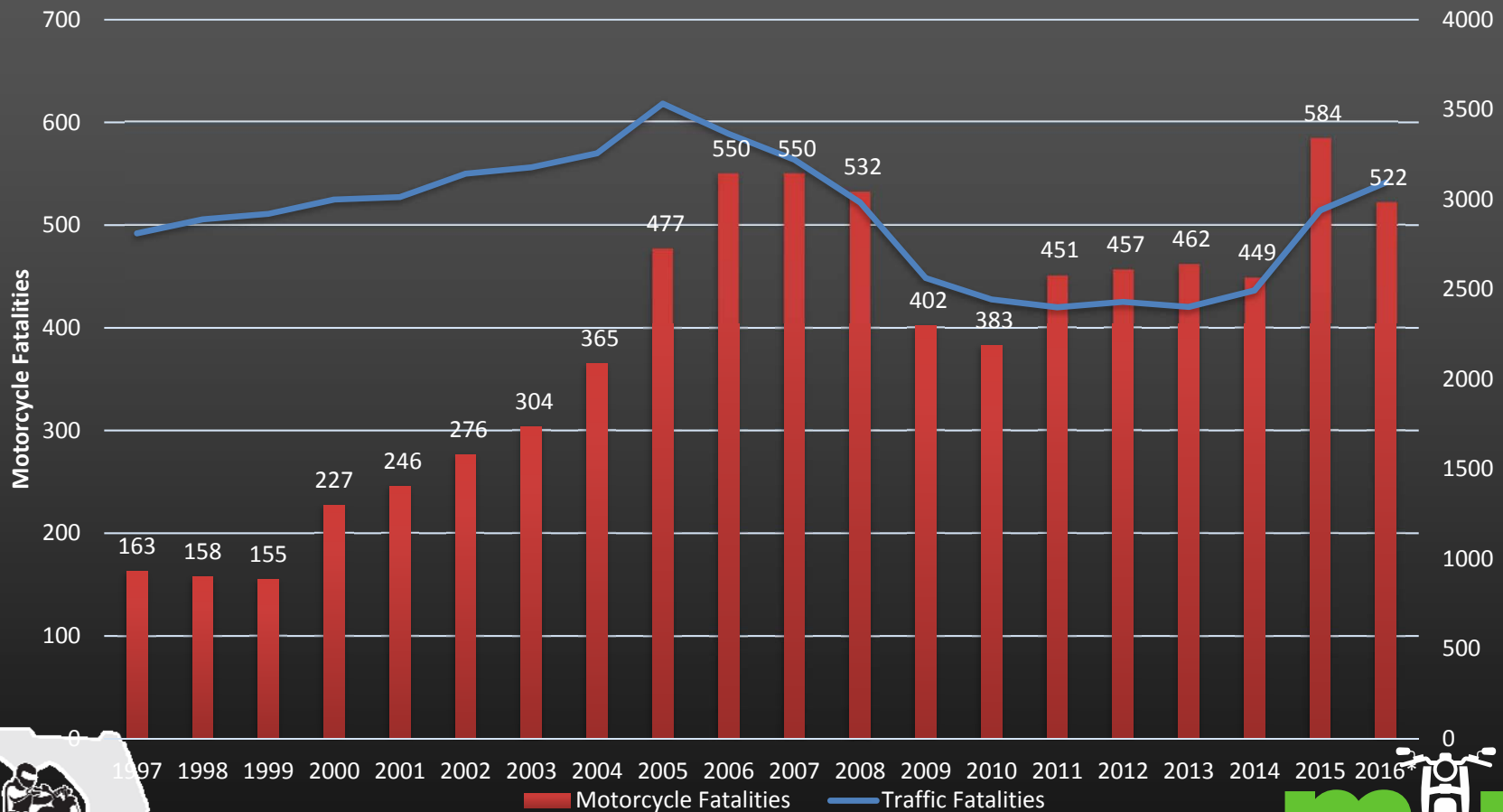
Motorcycle ~~D~~UIs in Florida RUIs



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Edie Peters, FDOT



Motorcycle Fatalities in Florida



Motorcycle Fatality Rate in the U.S.

Table 2
Occupant Fatality Rates, by Vehicle Type, 2013 and 2014

Fatality Rate		Vehicle Type					
		Motorcycles		Passenger Cars		Light Trucks	
		Fatality Rate	Injury Rate	Fatality Rate	Injury Rate	Fatality Rate	Injury Rate
2013	Per 100,000 Registered Vehicles	55.83	1,052	9.34	1,005	7.62	622
	Per 100 Million Vehicle Miles Traveled	23.04	434	0.87	94	0.71	58
2014	Per 100,000 Registered Vehicles	54.48	1,088	9.09	985	7.37	633
	Per 100 Million Vehicle Miles Traveled	22.96	459	0.85	93	0.69	60

Source: Fatalities—FARS 2013 Final and 2014 ARF; Injury - GES 2013 and 2014
Vehicle miles traveled and registered vehicles—Federal Highway Administration.

<https://crashstats.nhtsa.dot.gov/Api/Public/Publication/812292>



2009 vs. 2015

	Endorsement*	Registration*	Motorcycle Fatalities	Fatality Rate per 100,000 Registered Motorcycle	Injury Rate per 100,000 Registered Motorcycle
2009	977,208	572,590	402	70.2	1432.4
2010	1,009,803	584,651	383	65.5	1267.6
2011	1,042,811	569,703	451	79.2	1399
2012	1,080,655	572,573	457	79.8	1510.4
2013	1,111,813	579,191	462	79.8	1509.3
2014	1,143,549	585,067	449	76.7	1512.5
2015	1,185,787	601,253	584	97.1	1504.4

*As of July 1st

<https://www.flhsmv.gov/resources/driver-and-vehicle-reports/vehicle-and-vessel-reports-and-statistics/>

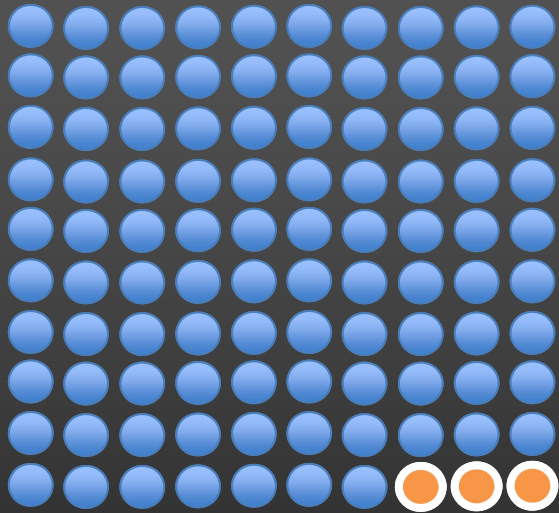
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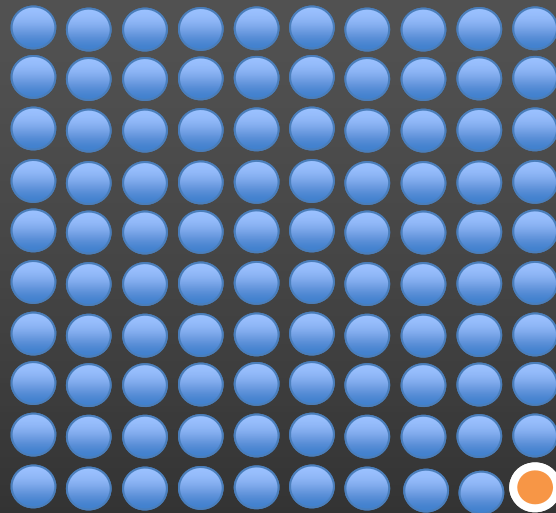
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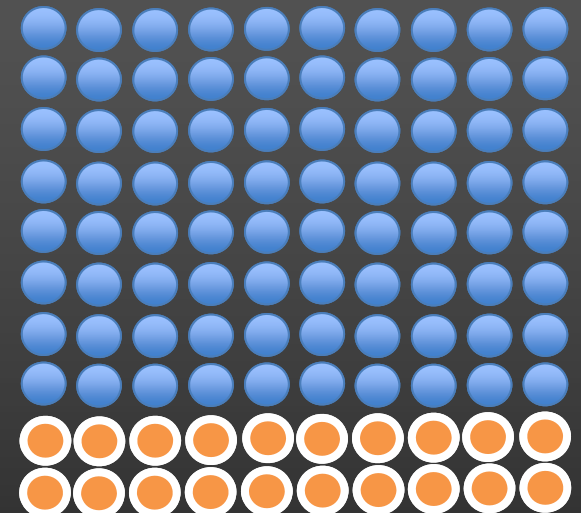
Motorcycles in Florida



By Vehicle Registration



By Vehicle Miles Traveled (VMT)



In Motor-vehicle Crashes



Motorcycle Rider Fatalities, by State and Rider's BAC, 2015

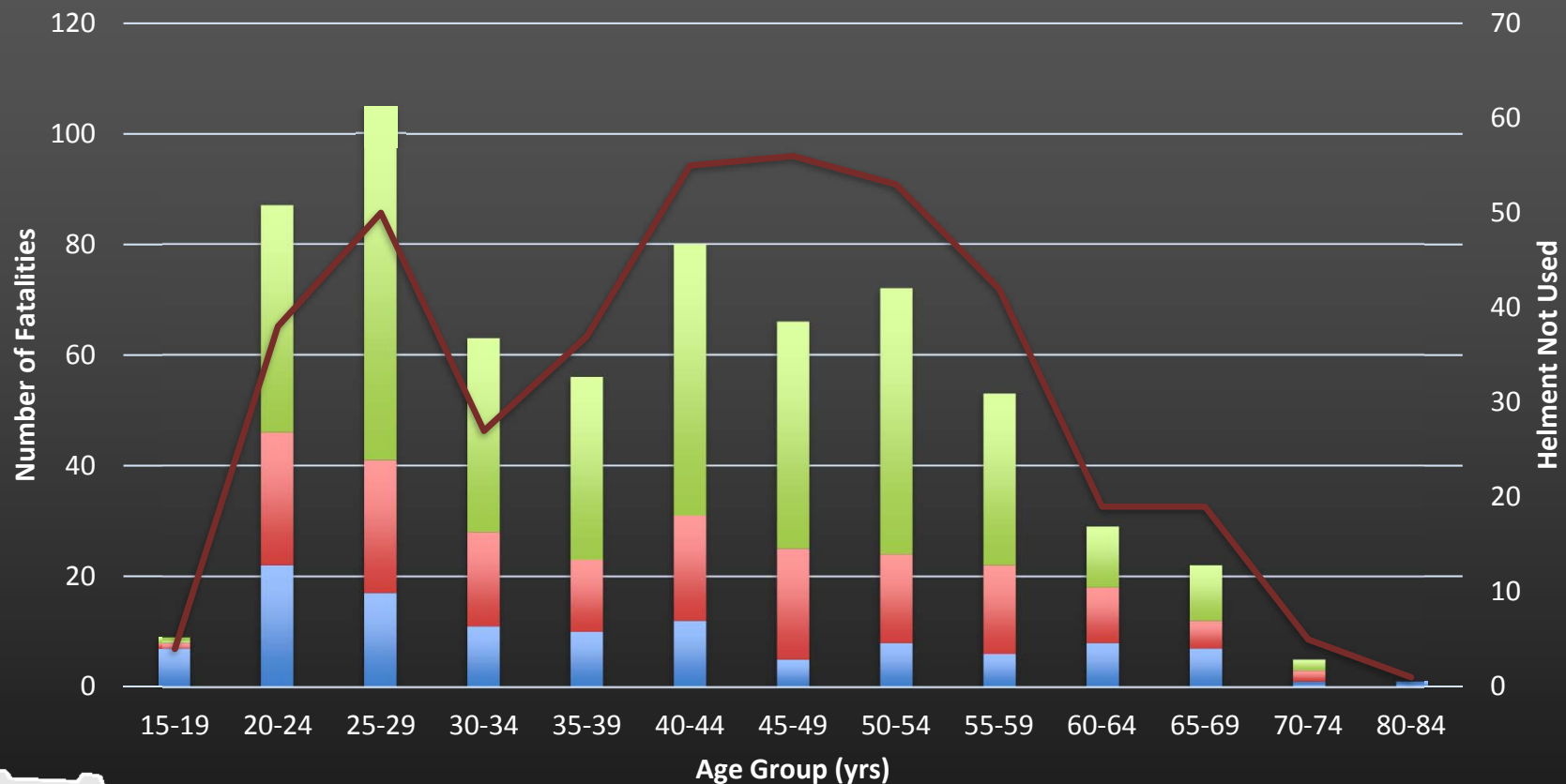
	State	Total Motorcycle Riders Killed	BAC=.01+	BAC=.08+	BAC=.15+
1	Florida	577	35%	27%	17%
2	California	449	29%	24%	15%
3	Texas	422	44%	34%	21%
4	North Carolina	186	27%	24%	14%
5	Pennsylvania	170	40%	34%	23%
6	South Carolina	170	32%	26%	14%
7	Ohio	157	30%	23%	18%
8	Georgia	145	30%	25%	11%
9	New York	144	36%	28%	14%
10	Illinois	136	47%	36%	23%
11	Michigan	133	37%	30%	19%
12	Arizona	131	31%	27%	17%
13	Tennessee	118	48%	38%	22%
14	Indiana	98	25%	20%	14%
15	Colorado	95	37%	29%	16%



National Center for Statistics and Analysis. (2017, March). Motorcycles: 2015 data (Updated, Traffic Safety Facts. Report No. DOT HS 812 353). Washington, DC: National Highway Traffic Safety Administration.



Age Group of Motorcycle Rider Fatalities in DUI Crashes in Florida: 2011 - 2016



■ < 0.08 ■ 0.08 - 0.15 ■ > 0.15 — Total Helmet Not Used



Traffic Crash Data Definitions

Alcohol Suspected

A crash involving a Driver and/or Non-Motorist for whom alcohol use was suspected by the officer or the individual had a BAC greater than 0.00 or an alcohol test was refused by the individual (Listed on the crash report as Suspected Alcohol Use code of '2' or BAC greater than 0.00 or Alcohol Test Status code of '2') .

Alcohol Confirmed

A crash involving a Driver and/or Non-Motorist who had a BAC greater than 0.00 (Listed on the crash report as BAC greater than 0.00). *Excludes Drug Confirmed individuals.

ALCOHOL/DRUG/EMS									
SUSPECTED ALCOHOL USE: 1 No <input type="checkbox"/> 2 Yes <input type="checkbox"/> 88 Unknown <input type="checkbox"/>	ALCOHOL TESTED: 1 Test Not Given <input type="checkbox"/> 2 Test Refused <input type="checkbox"/> 3 Test Given <input type="checkbox"/> 88 Unknown, if Tested <input type="checkbox"/>	ALCOHOL TEST TYPE: 1 Blood <input type="checkbox"/> 2 Breath <input type="checkbox"/> 3 Urine <input type="checkbox"/> 77 Other, Explain in Narrative <input type="checkbox"/>	ALCOHOL TEST RESULT: 1 Pending <input type="checkbox"/> 2 Completed <input type="checkbox"/> 88 Unknown <input type="checkbox"/>	BAC <input type="text"/>	SUSPECTED DRUG USE: 1 No <input type="checkbox"/> 2 Yes <input type="checkbox"/> 88 Unknown <input type="checkbox"/>	DRUG TESTED: 1 Test Not Given <input type="checkbox"/> 2 Test Refused <input type="checkbox"/> 3 Test Given <input type="checkbox"/> 88 Unknown, if Tested <input type="checkbox"/>	DRUG TEST TYPE: 1 Blood <input type="checkbox"/> 3 Urine <input type="checkbox"/> 77 Other, Explain in Narrative <input type="checkbox"/>	DRUG TEST RESULT: 1 Positive <input type="checkbox"/> 2 Negative <input type="checkbox"/> 3 Pending <input type="checkbox"/> 88 Unknown <input type="checkbox"/>	
SOURCE OF TRANSPORT TO MEDICAL FACILITY: 1 Not Transported <input type="checkbox"/> 2 EMS <input type="checkbox"/> 3 Law Enforcement <input type="checkbox"/> 77 Other, Explain in Narrative <input type="checkbox"/>		EMS AGENCY NAME OR ID <input type="text"/>		EMS RUN NUMBER <input type="text"/>		MEDICAL FACILITY TRANSPORTED TO <input type="text"/>			

Suspected Alcohol Use	Missing	Test Not Given	Test Refused	Test Given	Unknown
No	34.3%	29.1%	0.0%	36.1%	0.5%
Yes	1.7%	8.7%	0.3%	87.2%	2.0%
Unknown	15.5%	17.0%	0.0%	53.1%	14.4%
Grand Total	22.4%	21.5%	0.0%	49.9%	6.1%

Suspected Alcohol Use	0 or Missing?	<0.08	0.08+	0.15+
No	92.9%	2.4%	1.6%	3.1%
Yes	25.7%	9.9%	17.6%	46.7%
Unknown	78.5%	3.8%	6.0%	11.7%
Grand Total	78.0%	4.0%	5.6%	12.5%



Table 4

Motor Vehicle Traffic Fatalities, by State and Highest Driver BAC in the Crash, 2015

State	Total Fatalities*	No Alcohol (BAC=.00)		BAC=.01+		BAC=.08+		BAC=.15+	
	Number	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Alabama	849	564	66%	286	34%	247	29%	163	19%
Alaska	65	41	62%	24	38%	23	36%	18	27%
Arizona	893	552	62%	322	36%	272	31%	192	22%
Arkansas	531	356	67%	175	33%	149	28%	105	20%
California	3,176	2,101	66%	1,070	34%	914	29%	579	18%
Colorado	546	368	67%	178	33%	151	28%	104	19%
Connecticut	266	147	55%	117	44%	103	39%	71	27%
Delaware	126	80	63%	45	36%	41	33%	22	17%
District of Columbia	23	14	61%	9	39%	6	26%	3	12%
Florida	2,939	1,984	67%	941	32%	797	27%	518	18%

	2014	2015	
Alcohol Suspected Crashes	16,873	16,400	-2.80
Alcohol Suspected Fatal Crashes	780	828	6.15
Alcohol Suspected Fatalities	849	908	6.95
Alcohol Suspected Injury Crashes	7,362	6,847	-7.00
Alcohol Suspected Injuries	11,210	10,785	-3.79
Alcohol Confirmed Crashes	5,660	5,522	-2.44
Alcohol Confirmed Fatal Crashes	416	460	10.58
Alcohol Confirmed Fatalities	459	508	10.68

Drivers With BACs of .08 g/dL or Higher Involved in Fatal Crashes

2006				2015			
Drivers by Vehicle Type							
Passenger Cars	24,162	5,466	23%	19,413	4,085	21%	-2
Light Trucks*	22,307	5,358	24%	18,570	3,673	20%	-4
–Pickup Trucks	10,523	2,873	27%	8,651	1,900	22%	-5
–SUVs	8,289	1,986	24%	7,597	1,529	20%	-4
–Vans	3,409	488	14%	2,157	214	10%	-4
Large Trucks	4,729	54	1%	3,996	60	2%	+1
Motorcycles	4,961	1,299	26% [†]	5,071	1,365	27%	+1

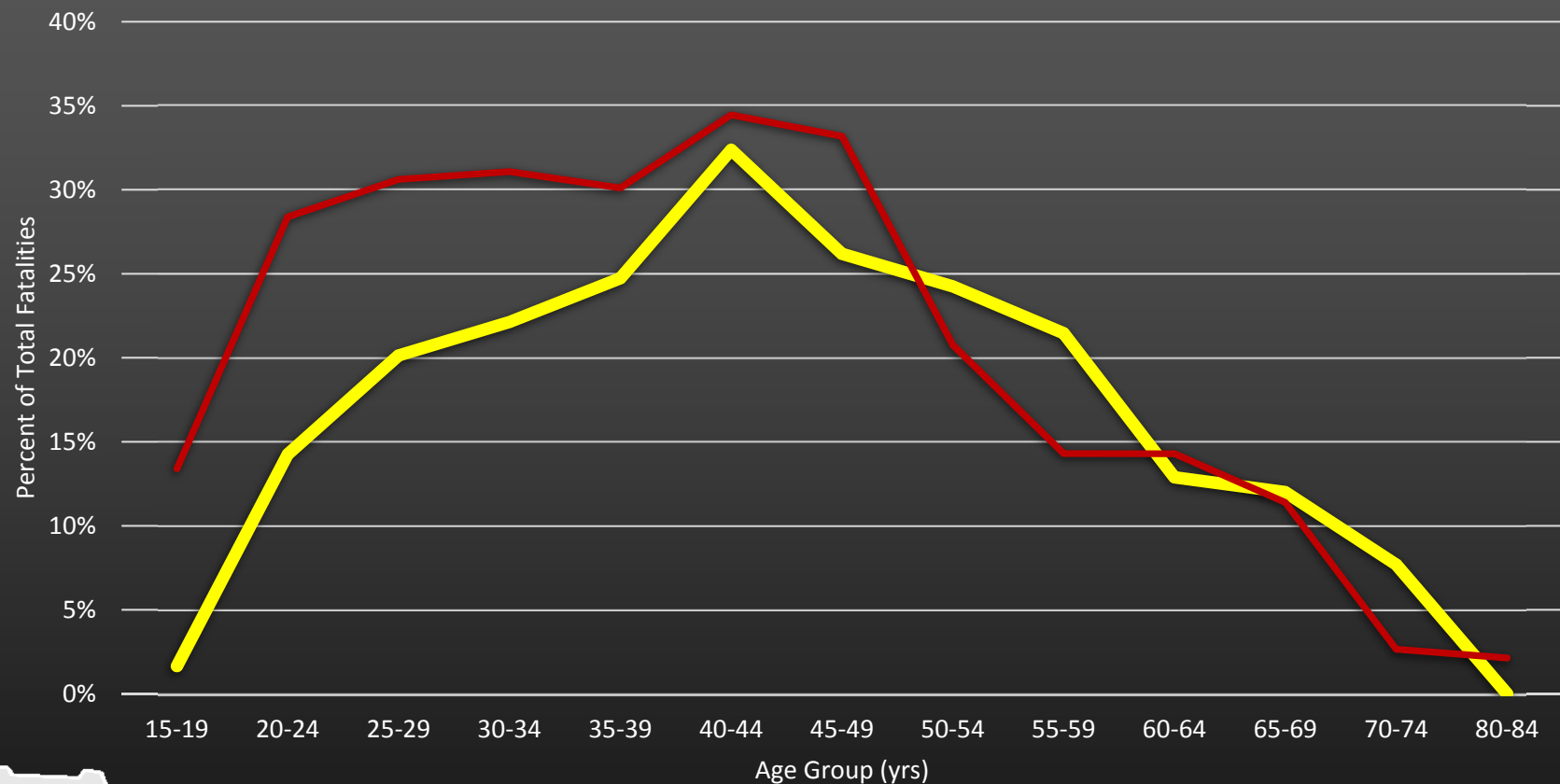
Source: FARS 2006 Final File, 2015 ARF.

Note: Numbers shown for groups of drivers do not add to the total number of drivers due to unknown/not reported or other data not included.

*Includes other/unknown light-truck vehicle types.



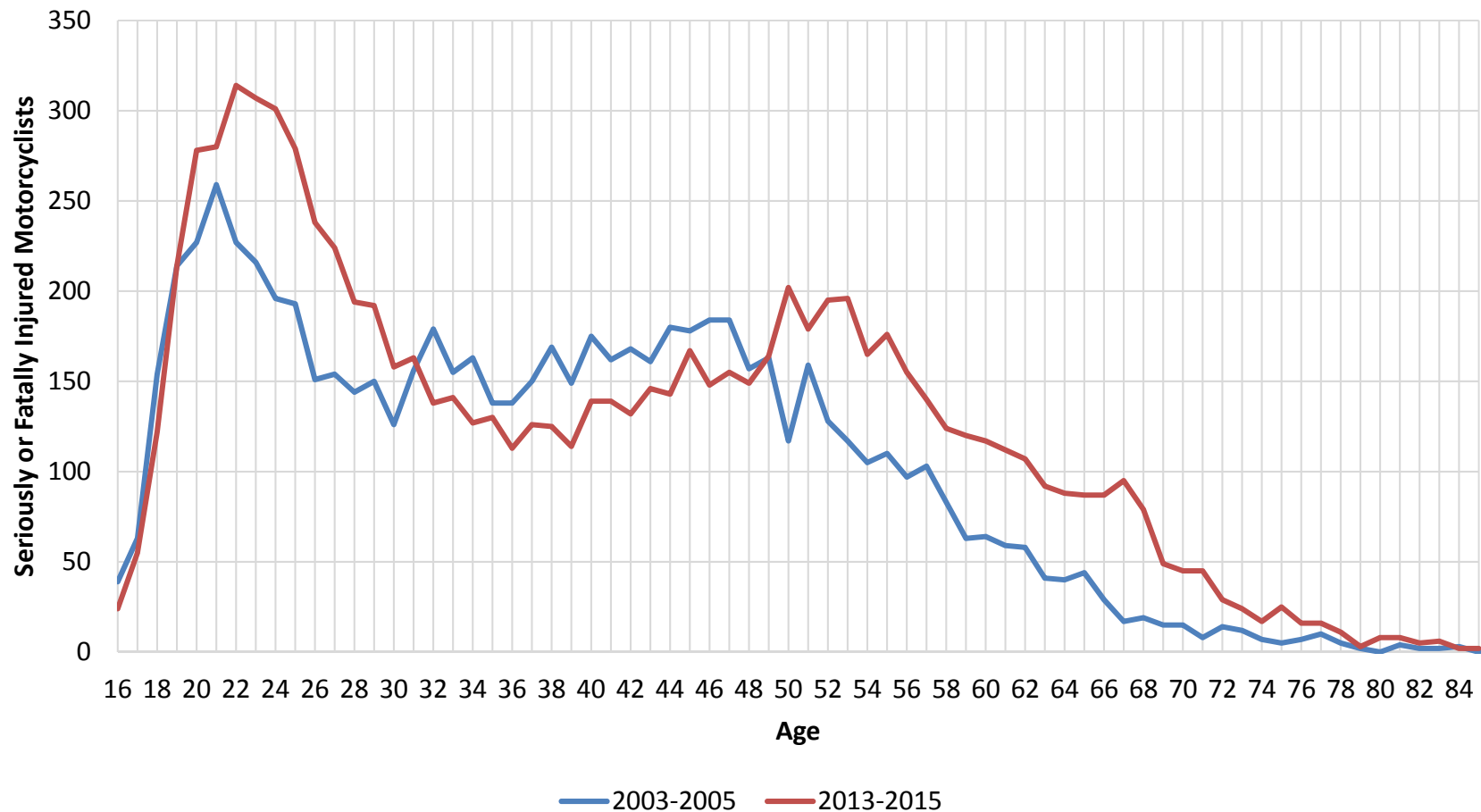
Percent of DUI Fatalities (BAC = 0.08+) in Total Fatalities: Passenger Car vs Motorcycle



MC DUI Percent PC DUI Percent



Changing Demographics of Seriously or Fatally Injured Motorcyclists in Florida



Ride Smart Florida



RIDE SMART FLORIDA



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DO YOU RIDE **SMART**?



- S** Say no to drinking and riding
- M** Make yourself more visible to motorists
- A** Always wear your helmet when you ride
- R** Ride in control (within legal and personal limits)
- T** Train regularly and get endorsed



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MOTORCYCLE INJURY
PREVENTION INSTITUTE

Ride Smart Florida FB - Surgical Air Strike (Total Page likes:21,366)



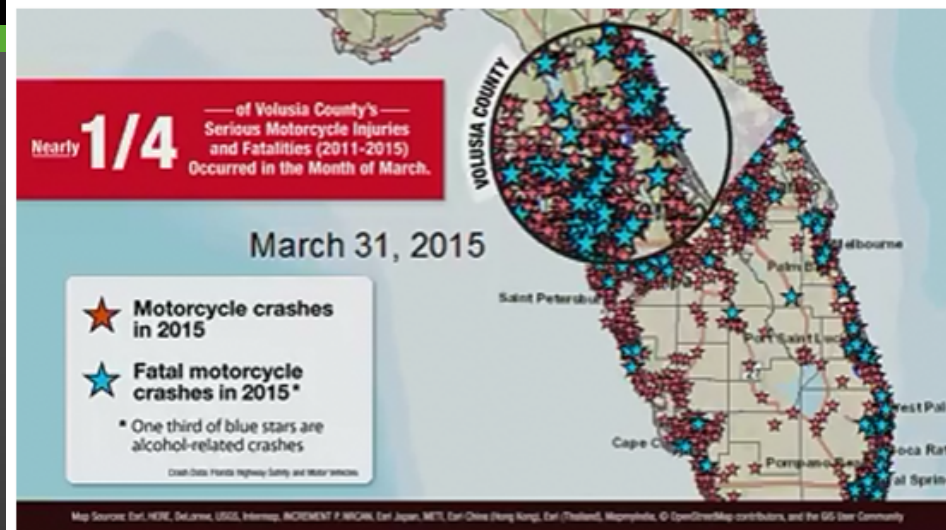




Ride Smart Florida

Written by Megan Cox [?] · March 7 at 4:13pm · 🌐

Many riders go to #DaytonaBikeWeek to have a good time but some riders are seriously or fatally injured. We want to make sure that every rider goes home safely. Ride Smart Florida!



[Learn More](#)

448,897 people reached

Organic	Paid
228,460	220,437

318K Views

Like Comment Share

👍❤️😱 Nick Moore, Jeannette Ayala and 4.3K others

Chronological ▾

3,371 shares

252 Comments



300 Words



RIDE SMART FLORIDA

Update to Florida Motorcycle Insurance Statute

PROBLEM: Language in Florida Statutes regulating insurance coverage of motorcycle operators riding without a helmet is vague and difficult for law enforcement to confirm adequate coverage. Current required amount is inadequate. [316.211 Equipment for motorcycle and moped riders.](#)

BACKGROUND: In 1999, Florida amended its motorcycle helmet law to allow operators to ride without a helmet if they were at least age 21 and carried at least \$10,000 in "medical benefits." The definition of "medical benefits" can mean many things, and law enforcement often is unable to determine if a rider has adequate or any coverage as intended by the statute. Moreover, 17 years after the statute amendment, the required \$10,000 is economically insufficient. The vagueness of the language of the current statute combined with the inadequate coverage amount means that many riders today are financially deficient, having insufficient or no medical insurance, and results in medical providers—and taxpayers—absorbing the costs.

SOLUTION: Motorcycle riders who choose to ride without a helmet must be held more financially responsible. The section of the statute that says "medical benefits" should be rewritten to say "medical payments on your motorcycle insurance." This would allow law enforcement to confirm adequate coverage by checking a rider's motorcycle insurance ID card. Additionally, the required medical coverage amount should be increased to \$20,000 to account for current costs, the same as has been done by other states with optional helmet laws, such as Michigan. We also propose amending the current statute by removing Section 316.211(3)(a), which excludes users of mopeds and scooters under 50cc from helmet requirements. This change will ensure that moped and scooter users have the same rights and protections as motorcyclists.

CALL TO ACTION AND SUPPORT: Riding instructors, law enforcement, doctors, and medical associations along with insurance industry support this call to action.

www.RideSmartFlorida.com



RIDE SMART FLORIDA

Define Mopeds & Scooters as Motorcycles for License Endorsement and Helmet Use

PROBLEM: Motorcycles and mopeds/scooters are defined differently in Florida Statutes as they pertain to operator licensing, training, and laws governing helmet use.

BACKGROUND: In Florida, motorcycle riders are required to have an endorsement on their license to operate on public roads and must complete formal training. Also, per Florida Statute, motorcycle riders ages 16–21 are required to use a helmet. Current statutes make an exception to these requirements for mopeds and scooters based on engine size (under 50cc) and speed (max 30 mph). While motorcycle riders are governed by the protective Statutes, anyone can ride a moped or a scooter with no license, no prior training or experience, and no helmet even if the rider is under 21. With recent technology advancements, mopeds/scooters under 50cc can easily exceed speeds over 30mph. In addition, moped/scooter riding has grown significantly as a primary means of transportation, especially around college campuses, because of their low cost and parking flexibility. Mopeds and scooters face the same dangers and driving conditions encountered by all motorized vehicle operators on public roads regardless of engine size. Endorsement and mandatory training to reduce crashes and fatalities for motorcycles as well as mopeds and scooters are necessary for consistent public policy.

SOLUTION: All operators of 2- or 3- wheeled motorized vehicles licensed for street use, including mopeds and scooters, must have an endorsement and mandatory training and must adhere the helmet laws that currently govern motorcycles. We propose amending the Florida Statutes 316.003(41), 316.211(3)(a), and 322.01(26) by eliminating the moped/scooter exception that is based on size and speed so that they are governed by the same statutes as motorcycles. This would apply to Florida resident operators only; moped and scooters rented by tourists would be excluded.

CALL TO ACTION AND SUPPORT: Law enforcement, colleges/universities, doctors, medical associations and researchers support this call to action.

www.RideSmartFlorida.com



Questions?

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