



INJURY PREVENTION

Fact Sheet

Motorcycle Safety in New Hampshire

How does it affect the U.S.?

- In 2012, there were 4,957 motorcycle-related fatalities in the U.S., and motorcyclists accounted for 15 percent of all traffic fatalities.¹
- In 2012, there were 93,000 non-fatal motorcycle-related injuries in the U.S., a 15 percent increase from 2011.¹
- Head injuries are common in motorcycle crashes—one reason that motorcycle injuries are so severe.²

How does it affect the New Hampshire?

- From 2008 to 2012, 122 motorcyclists were killed in automobile accidents in New Hampshire.³
- In 2012, 27 percent of people killed in New Hampshire automobile accidents were motorcyclists.³
- In 2012, 29 motorcyclists in New Hampshire were killed in crashes, 66 percent of whom were not wearing helmets.¹
- More than one-third (37 percent) of the motorcyclists killed in New Hampshire in 2012 had a blood alcohol content higher than .01 percent; 29% of those killed had a blood alcohol content higher than .08.¹

How do we address this problem?

- New Hampshire is one of three states without a helmet law.⁴ Universal helmet laws, laws requiring all motorcyclists to wear helmets, have been proven to be the most effective strategy to increase helmet use.^{5,6,7} Helmets have been shown to reduce the risk of head injuries, overall injury severity, and hospitalization from motorcycle accidents.⁶ New Hampshire might consider enacting a universal helmet law.⁸
- Researchers predict that implementing a graduated licensing system for motorcyclists would help reduce the number of motorcycle crashes and fatalities.^{9,10,11} This prediction is based on the success of these programs in other countries, the achievements of the graduated licensing systems for teen drivers in reducing driver crashes and fatalities, and studies showing that novice motorcyclists are involved in more accidents than their more experienced counterparts.^{12,13,14}
- States could play an important role in encouraging motorcyclists to wear protective clothing, particularly body armor. The use of protective clothing is associated with reduced risk and severity of crash-related injury and hospitalization for motorcyclists.^{15,16} In addition, states could promote the use of safety technology, like anti-lock brakes. Anti-lock brakes reduce the risk of fatal motorcycle crashes by 31 percent.^{17,18,19}
- States might consider the needs of motorcyclists when developing state traffic engineering plans and planning future procurement of highway funds. Only a few states address motorcyclist safety when undergoing highway or road construction planning.²⁰ Highway engineering, like making roads resistant to skidding and providing advance-warning signs to alert motorcyclists, can help to prevent motorcycle crashes.²⁰ New Hampshire's highway engineering policies take motorcyclist safety into consideration by utilizing signs to warn motorcyclists of dangerous road conditions.⁷

SUPPORTERS



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