



ABATE OF MARYLAND, INC.

Dedicated to Freedom of the Road & Responsible Motorcycle Legislation Since 1974

Traffic Crash & Injury Data

Prepared by:

ABATE of Maryland, Inc.
71 Franklin Street
Annapolis, MD 21401
Tel: 410-263-9185
www.abateofmd.org
info@abateofmd.org

**In SUPPORT of
SB 195: Motorcycles - Protective Headgear Requirement – Exception
(In Remembrance of Gary "Pappy" Boward)**

Date:

January 2026

Maryland Motorist & Registration Data

Total number of motor vehicle registrations (2018-2024 average-MD CRASH):	5,104394
Total number of motorcycle registrations (2018-2023 average-IIHS) *	114,337

* ABATE is waiting on data to be provided by MDOT-MVA to update this data.

Maryland CRASH Data

(MDOT CRASH Dashboard data comes from the Maryland Department of State Police Automated Crash Reporting System (ACRS) and the MDSP Data Warehouse

The following data is provided by the MD DOT Crash Data Dashboard, 7-year annual average, years 2018 thru 2024).

Total Vehicle FATAL Crashes	562 (100%)
Total Motorcycle FATAL Crashes	76 (13.6%) *
Total Pedestrian FATAL Crashes	132 (23.4%)
Total Injury Crashes	29,496 (100%)
Injury Crashes – Motorcycle	937 (3.18%) **
Injury Crashes - pedestrians on foot	2,430 (8.19%)
Injury Crashes - Bicycle or pedalcycle	612 (2.06%)

* The national statistics provided by NHTSA indicate that on average, 14.1% of the FATAL crash victims in the US are motorcyclists annually, based upon data from 2010 thru 2020.

** The national statistics provide by NHTSA indicate that on average, 3.5% of the INJURY crash victims in the US are motorcyclists annually, based upon data from 2010 thru 2020.

The Maryland Fatal Crash Data Dashboard is still pending complete data for 2025.

Maryland Crash Data Review

0.011% of the motor vehicles registered in Maryland are involved in FATAL CRASHES

0.58% of the motor vehicles registered in Maryland are involved in INJURY CRASHES

3.18% of the total INJURY CRASHES in MD involve MOTORCYCLES

8.24% of the total INJURY CRASHES in MD involve PEDESTRIANS ON FOOT

2.07% of the total INJURY CRASHES in MD involve BICYCLES OR PEDALCYCLES

10.25% of the total INJURY CRASHES in MD are NONOCCUPANTS

(NONOCCUPANTS = PEDESTRIANS + BICYCLE OR PEDALCYCLE)

NONOCCUPANTS are 3.2 times more likely to be involved in an INJURY CRASH in Maryland than MOTORCYCLISTS.

** The data summary here assumes all classifications in crashes are Maryland registered vehicles. In reality, the crash data includes out-of-state vehicles, and the numbers / percentages would actually be lower*

Medical Costs

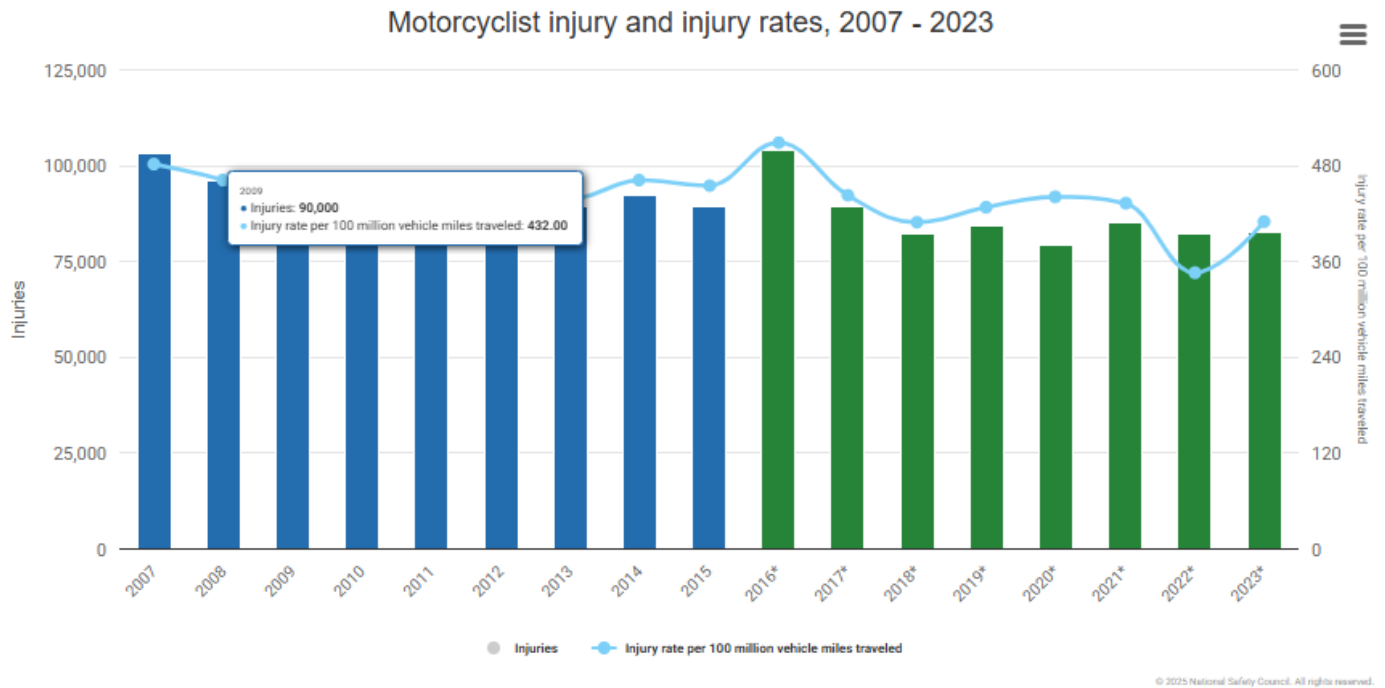
CDC - WISQARS (Web-based Injury Statistics Query and Reporting System)			
Associated Costs of Injury			
Data year	2023		
Transportation Mechanism of injury	Injury Outcome: nonfatal hospitalization (includes transferred)	Injury Outcome: Fatal	Injury Outcome: nonfatal emergency treatment and release visit
US Average Medical Cost (\$) Per Person Per Crash			
Motorcyclist	\$ 91,347	\$ 15,504	\$ 9,954
Motor Vehicle Occupant	\$ 77,839	\$ 13,389	\$ 5,559
Pedalcyclist	\$ 61,338	\$ 23,208	\$ 7,294
Pedestrian	\$ 102,180	\$ 14,547	\$ 9,371
* Maryland Average Medical Cost (\$) Per Person Per Crash			
Motorcyclist	N/A	\$ 15,188	N/A
Motor Vehicle Occupant	N/A	\$ 13,287	N/A
Pedalcyclist	N/A	\$ 23,951	N/A
Pedestrian	N/A	\$ 12,971	N/A

<https://wisqars.cdc.gov/>

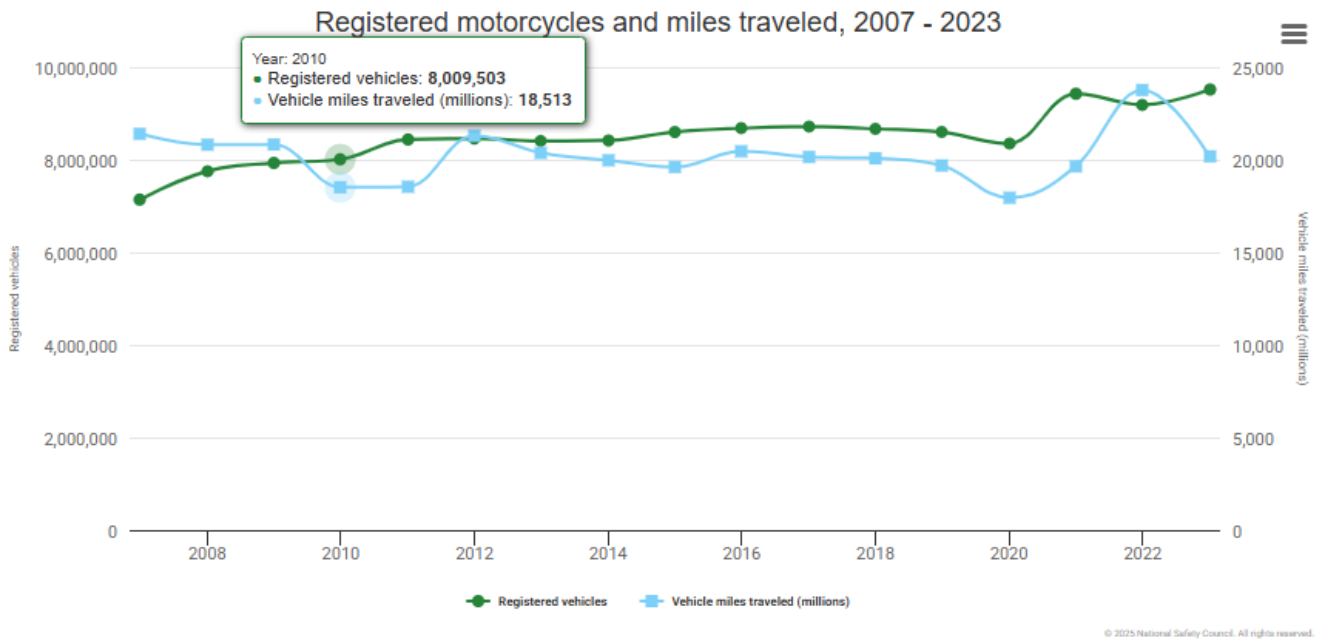
Average number of motorcycle injury crashes in Maryland per year:	937
Average cost per motorcycle injury crash	\$91,347
Cost per year in Maryland:	\$85,692,139
Average number of pedestrian involved injury crashes in Maryland per year:	2430
Average cost per pedestrian involved injury crash:	\$102,180
Cost per year in Maryland:	\$248,297,400

National Safety Council Data (for the entire US)

Nationwide, over a period of 17 years, motorcyclists' injury crashes have reduced.

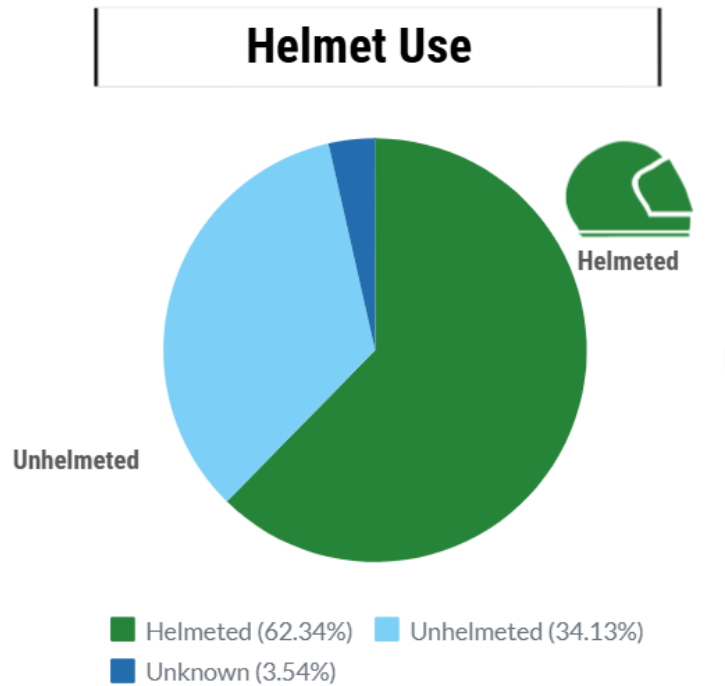


Nationwide, over a period of 17 years, motorcyclists' Vehicle Miles Traveled have remained consistent, with the exception of the time period from 2020 to 2023, where the VMT and the number of registered motorcycles has increased.



National Safety Council Data (for the entire US) – continued

2023



MOTORCYCLE TRAFFIC DEATH OVERVIEW, 2023

Source: National Safety Council – January 2026

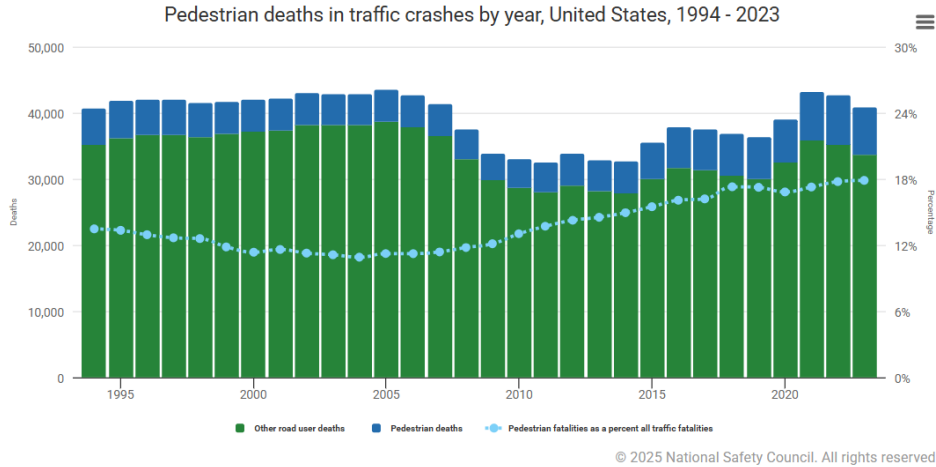
In 2023, seven states and the District of Columbia EXPERIENCED FEWER THAN 20 MOTORCYCLE DEATHS

6 of those states are FREEDOM OF CHOICE states!

District of Columbia (6)
Alaska (8)
Delaware (14)
Wyoming (15)
Maine (16)
North Dakota (16)
Rhode Island (16)
Vermont (18)

Source: National Safety Council – January 2026

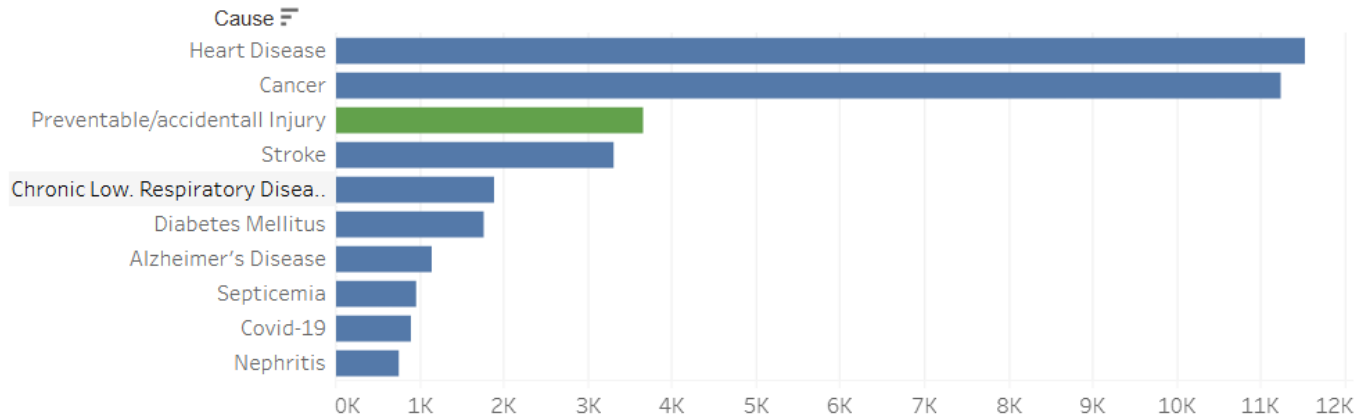
Nationwide, over a period of 30 years, pedestrian deaths in traffic crashes have *increased*.



NSC DATA – MARYLAND ONLY - 2023

“PREVENTABLE/ACCIDENTAL INJURY” includes motor vehicle accidents, falls at home, sports injuries, etc.

Leading causes: All deaths, Maryland



Common Causes of Traumatic brain injury

Falls lead to nearly half of the TBI-related hospitalizations

Firearm-related suicide is the most common cause of TBI-related deaths in the United States

Motor vehicle crashes and assaults are other common ways a person may get a TBI

NHTSA CRASHSTATS DATA – 10 year period from 2011 thru 2020

NATIONAL STATISTICS												
	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	
POLICE-REPORTED MOTOR VEHICLE TRAFFIC CRASHES												
Fatal	35,766	33,487	33,919	34,560	34,748	32,538	30,056	30,202	31,006	29,867	30,296	32,404 Average
Injury	1,593,390	1,916,344	1,893,704	1,888,525	2,116,308	1,715,394	1,647,726	1,591,016	1,634,180	1,529,968	1,542,104	1,733,514 Average
Property-Damage-Only	3,621,681	4,806,253	4,807,058	4,529,513	4,670,073	4,548,203	4,386,502	4,065,673	3,949,858	3,777,994	3,847,045	
Total	5,250,837	6,756,084	6,734,681	6,452,598	6,821,129	6,296,134	6,064,284	5,686,891	5,615,045	5,337,829	5,419,445	
TRAFFIC CRASH VICTIMS: FATALITIES												
Occupants	25,536	23,891	24,332	25,130	25,276	23,899	22,307	22,483	23,017	22,510	23,371	23,796 Average
Drivers	19,519	17,984	18,321	18,819	18,717	17,615	16,470	16,520	16,838	16,474	16,864	17,649 Average
Passengers	5,966	5,846	5,962	6,237	6,485	6,213	5,766	5,896	6,106	5,972	6,451	
Unknown	51	61	49	74	74	71	71	67	73	64	56	
Motorcyclists	5,579	5,044	5,038	5,226	5,337	5,029	4,594	4,692	4,986	4,630	4,518	4,970 Average
Nonoccupants	7,709	7,420	7,465	7,117	7,193	6,556	5,843	5,718	5,779	5,339	5,110	6,477 Average
Pedestrians	6,516	6,272	6,374	6,075	6,080	5,494	4,910	4,779	4,818	4,457	4,302	
Pedalcyclists	938	859	871	806	853	829	729	749	734	682	623	
Other/Unknown	255	289	220	236	260	233	204	190	227	200	185	
Total	38,824	36,355	36,835	37,473	37,806	35,484	32,744	32,893	33,782	32,479	32,999	
Percentage of motorcyclists: Fatalities	14.4%	13.9%	13.7%	13.9%	14.1%	14.2%	14.0%	14.3%	14.8%	14.3%	13.7%	14.1% Average
Percentage of nonoccupants: Fatalities	19.9%	20.4%	20.3%	19.0%	19.0%	18.5%	17.8%	17.4%	17.1%	16.4%	15.5%	18.3% Average
TRAFFIC CRASH VICTIMS: INJURED												
Occupants	2,093,246	2,516,003	2,491,630	2,523,274	2,791,199	2,240,578	2,125,137	2,104,828	2,140,173	2,019,259	2,035,571	
Drivers	1,545,689	1,857,836	1,808,088	1,815,719	2,003,557	1,610,337	1,525,693	1,454,243	1,492,293	1,419,969	1,435,324	
Passengers	546,822	657,215	680,789	707,219	786,900	629,473	599,277	650,320	647,242	598,731	599,870	
Unknown	735	952	2,752	336	742	768	167	264	638	559	377	
Motorcyclists	82,528	83,814	81,859	88,592	104,442	88,738	91,987	88,760	93,251	81,706	82,300	87,998 Average
Nonoccupants	106,241	140,324	136,570	133,401	166,245	125,463	125,497	125,404	135,659	126,243	130,117	131,924 Average
Pedestrians	54,769	75,650	75,157	71,290	86,399	70,077	65,072	65,929	76,129	69,036	70,267	
Pedalcyclists	38,886	49,057	46,536	49,698	64,218	45,066	50,414	48,088	49,300	48,134	51,688	
Other/Unknown	12,586	15,617	14,877	12,414	15,628	10,319	10,010	11,387	10,231	9,073	8,162	
Total	2,282,015	2,740,141	2,710,059	2,745,268	3,061,885	2,454,778	2,342,621	2,318,992	2,369,083	2,227,209	2,247,988	
Percentage of motorcyclists injured	3.6%	3.1%	3.0%	3.2%	3.4%	3.6%	3.9%	3.8%	3.9%	3.7%	3.7%	3.5% Average
Percentage of nonoccupants injured	4.7%	5.1%	5.0%	4.9%	5.4%	5.1%	5.4%	5.4%	5.7%	5.7%	5.8%	5.3% Average
OTHER NATIONAL STATISTICS												
Vehicle Miles Traveled (Millions)	2,903,622	3,261,772	3,240,327	3,210,248	3,173,815	3,089,841	3,020,377	2,982,941	2,963,497	2,945,194	2,967,266	
Resident Population	329,484,123	328,329,953	326,838,199	325,122,128	323,071,755	320,738,994	318,386,329	316,059,947	313,877,662	311,583,481	309,327,143	
Registered Vehicles	297,644,334	299,267,114	297,036,214	290,335,891	288,033,900	281,312,446	274,804,904	269,294,302	265,647,194	265,043,362	257,312,235	
Licensed Drivers	228,195,802	228,915,520	227,558,385	225,346,257	221,711,918	218,084,465	214,092,472	212,159,728	211,814,830	211,874,649	210,114,939	
NATIONAL RATES: FATALITIES												
Fatalities per 100 Million Vehicle Miles Traveled	1.34	1.11	1.14	1.17	1.19	1.15	1.08	1.10	1.14	1.10	1.11	
Fatalities per 100,000 Population	11.78	11.07	11.27	11.53	11.70	11.06	10.28	10.41	10.76	10.42	10.67	
Fatalities per 100,000 Registered Vehicles	13.04	12.15	12.40	12.91	13.13	12.61	11.92	12.21	12.72	12.25	12.82	
Fatalities per 100,000 Licensed Drivers	17.01	15.88	16.19	16.63	17.05	16.27	15.29	15.50	15.95	15.33	15.71	
NATIONAL RATES: INJURED PERSONS												
Injured Persons per 100 Million Vehicle Miles Traveled	79	84	84	86	96	79	78	78	80	76	76	
Injured Persons per 100,000 Population	693	835	829	844	948	765	736	734	755	715	727	
Injured Persons per 100,000 Registered Vehicles	767	916	912	946	1,063	873	852	861	892	840	874	
Injured Persons per 100,000 Licensed Drivers	1,000	1,197	1,191	1,218	1,381	1,126	1,094	1,093	1,118	1,051	1,070	
<p>Note: The above Injured People and Property-Damage-Only, Injury, and Total crash numbers are not actual counts, but estimates of the actual counts. The estimates are calculated from data obtained from a nationally representative sample of crashes collected through NHTSA's NASS General Estimates System (GES) and Crash Report Sampling System (CRSS).</p> <p>Sources: Crashes, Fatalities, Injured, and Costs - National Highway Traffic Safety Administration. Population - U.S. Bureau of the Census. Vehicle Miles Traveled and Licensed Drivers - Federal Highway Administration (FHWA). Registered Vehicles - FHWA and Polk data from R.L. Polk & Co., a foundation of IHS Markit automotive solutions.</p>												

Traffic Safety Facts Annual Report, June 2022: NHTSA - CrashStats

The data compiled in this report has been obtained from the following sources:

- MDOT CRASH Dashboard: data comes from the Maryland Department of State Police Automated Crash Reporting System (ACRS) and the MDSP Data Warehouse
- The Insurance Institute for Highway Safety (IIHS)
- The National Highway Traffic Safety Administration (NHTSA)
- The National Safety Council (NSC)

Summary

In Maryland, motorcyclists are **NOT involved** in **87%** of the FATAL Crashes. They are also **NOT involved** in **97%** of the INJURY crashes. This is consistent with the nationwide average of motorcyclists NOT being involved in 86% of the FATAL crashes and NOT involved in 96% of the INJURY crashes, based upon data from the NHTSA.

Nationwide data includes data from all 50 states. What that really says is as follows:

- 33 States allow the Freedom of Choice regarding motorcycle helmets (65%)
 - The mandate of a helmet does not seem to affect the fatal or nonfatal statistics
- Nationwide, 60.26% of all motorcycle fatalities are motorcyclists wearing helmets
 - Helmets do not seem to be preventing fatal crashes

Facts

Motorcycle helmets DO NOT PREVENT ACCIDENTS. Motorcycle safety training and education PREVENT ACCIDENTS from happening. However, in Maryland, the motorcycle safety training & education courses are **significantly** more expensive than our neighboring states. We are currently working with the safety program and some legislative representatives to determine why the cost has risen so much compared to neighboring states. A brief summary is provided below:

Average cost of a Basic Rider Course (BRC):

- Maryland: \$362
- Delaware \$50 *
- Pennsylvania: \$FREE *

* As an out-of-state resident, you can go to both Delaware & Pennsylvania and take the BRC for significantly less than a resident of Maryland can take it in Maryland.

In 2023, 75% of the states that had less than 20 motorcycle crash related FATALITIES were states with FREEDOM OF CHOICE HELMET LAWS.

Motorcyclists are the only registered drivers on the road that are required to purchase additional safety equipment after they have purchased their vehicle. The states that require helmet mandates are requiring an additional purchase, not included in the purchase of a new or used motorcycle, in order to operate the motorcycle on the roadways. Helmets come in a wide variety of shapes, sizes and cost. The average helmet cost \$250. The cost can go up to over \$1000 for some motorcycle helmets. In addition, over time, they deteriorate, and most manufacturers recommend replacement every 3 to 5 years. Some manufacturers recommend getting your helmet inspected, and possibly replaced, after dropping in on a hard surface from a distance of just 3 feet.

Motorcycle helmets are typically tested and designed to withstand impacts at speeds ranging between 11-17 mph (5.2-7.5 meters per second), with most standards using impact speeds within the 9-16 mph range, depending on the specific test protocol and certification body like DOT, Snell, or ECE. So, unless you are involved in a crash in your driveway or in a parking lot, you are normally exceeding the speeds that “safety device” was tested.

Helmet Requirements in Maryland

Motorcycle Riders: DOT Approved, FMVSS No. 218 certification required

- Required for all motorcycle riders on public roadways

Horseback rider: ASTM F1163-23 – Standard Specification for Protective Headgear Used in Horse Sports and Horseback Riding

- Required for minors on horses, donkeys, mules and ponies on a public riding trail or pathway
- Not required for a minor crossing a public highway, engaging in an ag practice, or receiving therapy services from a licensed medical provider and for who an alternative helmet is necessary, and is in compliance with the Professional Association of Therapeutic Horsemanship International Guidelines for Alternative Helmet Use

Bicyclists: ANSI Z90.4, Snell Memorial Foundation, ASTM F1447 for protective headgear for use in bicycling

- Required for any riders under the age of 16
- Exemptions: Ocean City on the boardwalk

Jet Pack Vessels: Required for all jet pack users / operators

- According to the MD DNR, it must be a “water sports helmet”, but there is no known specification or testing requirement

Parasailing: No requirement

Skiing and Snowboarding: No requirement

In Maryland, the **only** activity requiring mandatory helmet use for adults, with a specific testing / certification, is motorcycling.

Observations

As motorcyclists’ that have been riding for many years, many of us have gone to funerals for family members and friends that have passed on from injuries sustained in a motorcycle crash. However, ALL of us have lost significantly more family members and friends to heart disease, cancer, strokes, etc., than we have from motorcycle accidents.

Experienced riders have the skill sets to automatically react to situations that they encounter on the roadways. It is pretty hard to explain, but in most challenging situations, all you can rely on is your riding experience and reaction.

Based upon observations in FREEDOM Of CHOICE states, helmet usage varies greatly. It appears that some riders will always wear them, some will never wear them, and some riders will wear them when they feel that they want it. There does not appear to be any significant statistical information that indicates that helmet mandates change the fact that approximately 14% of all fatal accidents nationwide on the roadways involve motorcycles. In fact, in 60% of all FATAL MOTORCYCLE accidents, the riders were wearing a motorcycle helmet. Interestingly enough, the percentage of motorcyclists injured in crashes amounts to only 3.5% of the total vehicle injury crashes.

Motorcycle Safety Training & Awareness

ABATE of Maryland, Inc. was instrumental in starting the Motorcycle Safety Program, many years ago, in Maryland, as well as assisting our neighboring states get their programs up and running. Many of our members are certified motorcycle safety training instructors. Our members have joined together to advocate training as the foremost means of reducing accidents and injury. We work together with the safety program to make sure that a portion of the funds collected from motorcycle registrations are used for motorcycle safety and awareness. Our goal is to provide information and training to riders

